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General Information

Location: Bismarck ND USA
IATA Code: BIS
Lat/Long: N46° 46.4' W100° 44.7'
Elevation: 1661 ft

Airport Use: Public
Magnetic Variation: 6.5°E
Sectional Chart: Twin Cities

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1327 Z
Sunset: 0025 Z,

Runway Information

Runway: 03
Length x Width: 6600 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1661 ft
Lighting: Edge, REIL, Part time

Runway: 13
Length x Width: 8794 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1655 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 6600 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1661 ft
Lighting: Edge, REIL, Part time

Runway: 31
Length x Width: 8794 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1645 ft
Lighting: Edge, ALS

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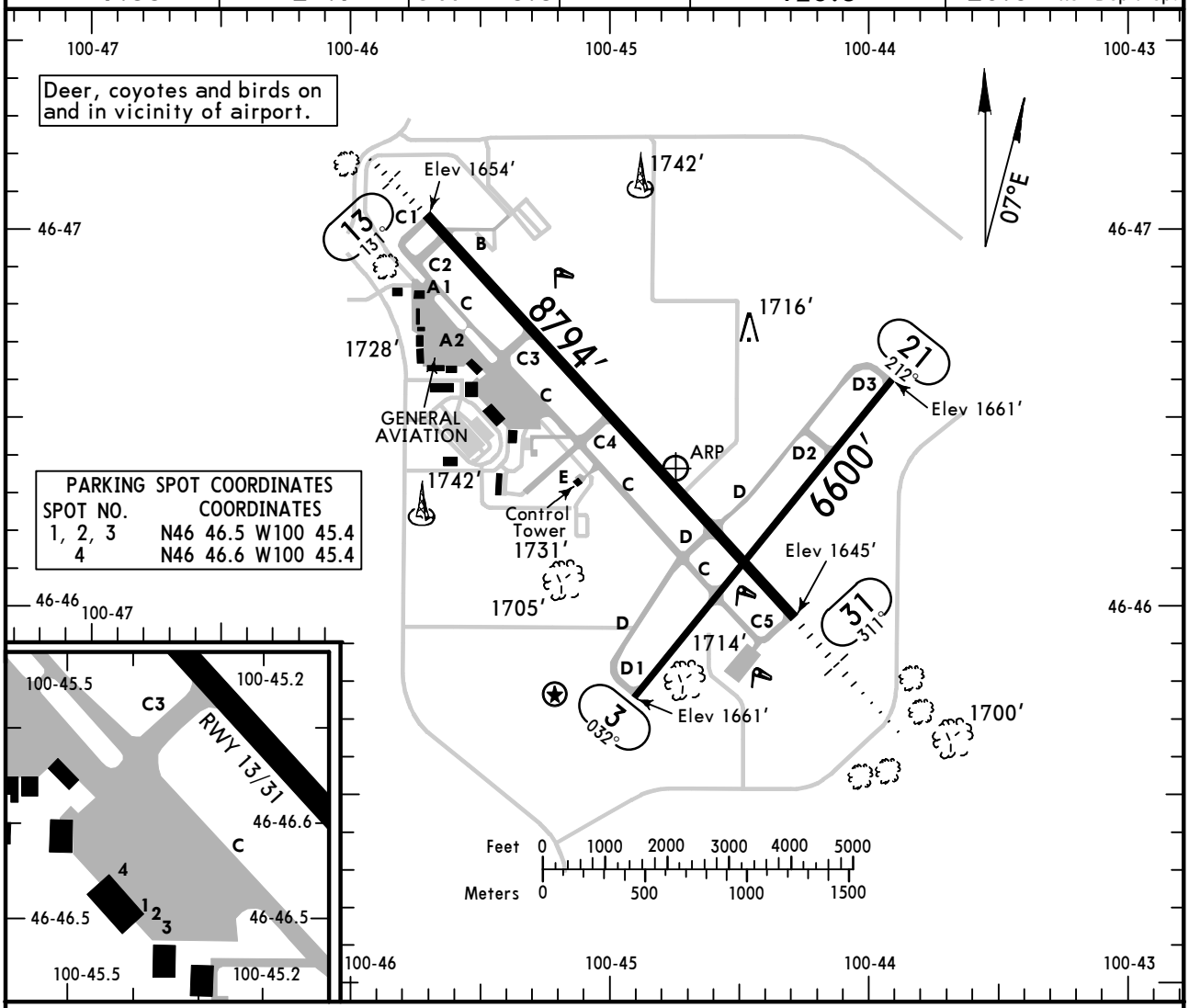
Communication Information

ATIS 119.35
ASOS 119.35
Bismarck Tower 118.3 CTAF
Bismarck Ground Control 121.9
Bismarck Approach Control 126.3
Bismarck Departure Control 126.3
Bismarck Mun Unicom 122.95
Bismarck Radar 126.3
Army Guard Operations 134.1 Military
Grand Forks Flight Service Station 122.2 RCO
Minneapolis Center 126.8 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*BISMARCK Ground	*Tower	UNICOM	*BISMARCK Departure (R)	MINNEAPOLIS Center (R)
119.35	121.9	CTAF 118.3	122.95	126.3	126.8 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3 21	❶ HIRL REIL PAPI-L (angle 3.0°) grooved				100′
13	❶ HIRL ❷ MALS PAPI-L (angle 3.0°) grooved		7689′		150′
31	❶ HIRL ❷ MALSR PAPI-L grooved RVR		7860′		

❶ Preset on medium intensity when Twr inop.
❷ Activate on 118.3 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

OBSTACLE DP: Rwy 13, climb heading 131° to 2400′ before turning right. Rwy 21, climb heading 212° to 3700′ before turning left. Rwy 31, climb heading 311° to 2200′ before turning right.

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating

	ILS Rwy 31	ILS Rwy 13 LOC Rwy 13	LOC Rwy 31 RADAR-1	RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 21	RNAV (GPS) Rwy 31 VOR-A
A	700-2	800-2	800-2	800-2	
B					
C					
D		800-2 1/4			

AMEND 8

CHANGES: Usable lengths, alternate minimums.

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KBIS/BIS
BISMARCK MUN

JEPPESEN

29 APR 11 (11-1) **Eff 5 May**

BISMARCK, N DAK
ILS or LOC Rwy 13

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*BISMARCK Approach (R)	MINNEAPOLIS Center (R)	*BISMARCK Tower	*Ground
119.35	126.3	126.8 when App inop.	CTAF 118.3	121.9

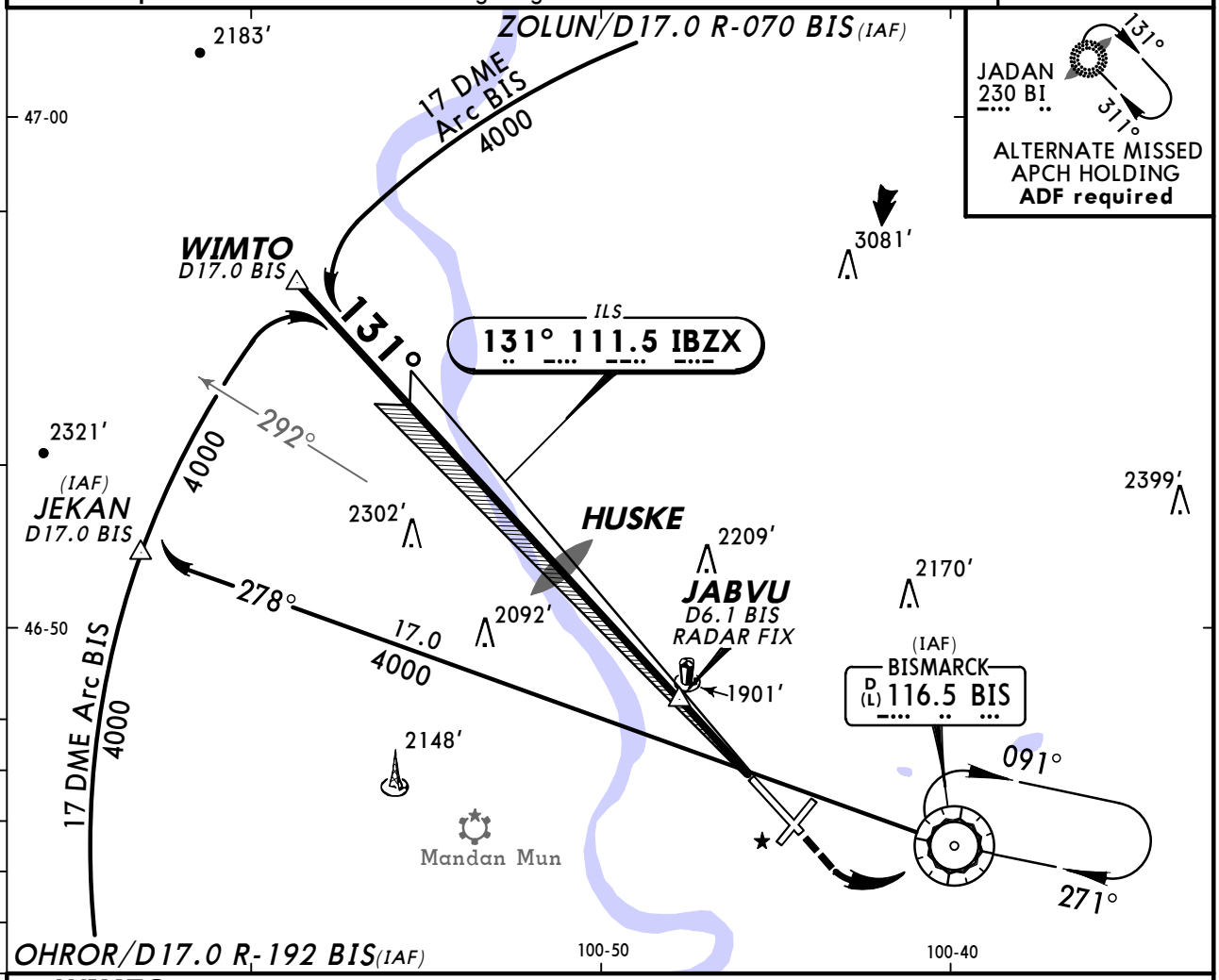
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1661′
IBZX **111.5**	**131°**	**HUSKE** **3536′** (1882′)	**1854′** (200′)	Rwy 13 **1654′**

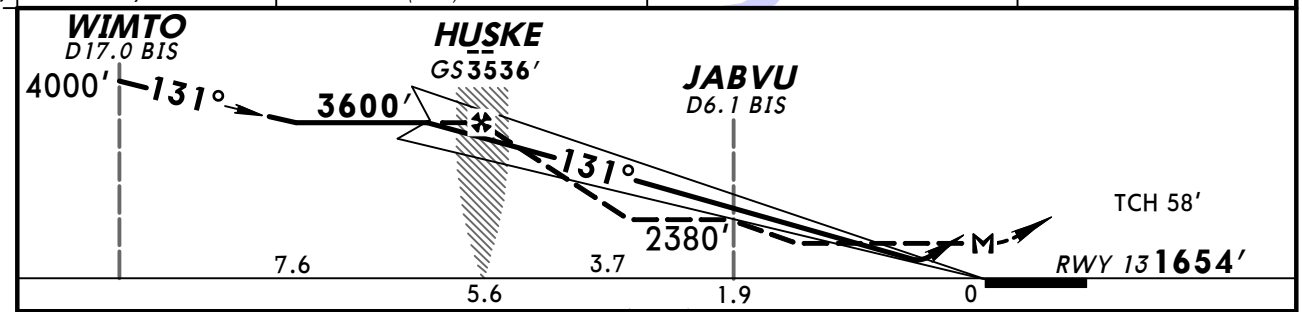
MISSED APCH: Climb to 2200′ then climbing LEFT turn to 3600′ direct BIS VOR and hold, continue climb-in-hold to 3600′, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Pilot controlled lighting 118.3.

MSA BIS VOR: 4500′ (190°–350°), 3600′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
HUSKE to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALS / PAPI | **2200′** | **3600′** LT | D | BIS **116.5**

STRAIGHT-IN LANDING RWY 13

	ILS DA(H) 1854′ (200′) FULL	ILS DA(H) 1854′ (200′) ALS out	LOC (GS out) MDA(H) 2160′ (506′) With JABVU ALS out	LOC (GS out) MDA(H) 2380′ (726′) Without JABVU ALS out
A	3/4		1	1
B				
C			1 3/8	2
D				

CIRCLE-TO-LAND

Max Kts	With JABVU MDA(H)	Without JABVU MDA(H)
90	2240′ (579′)-1	2380′ (719′)-1
120		
140	2240′ (579′)-1 1/2	2380′ (719′)-2
165	2320′ (659′)-2	2380′ (719′)-2 1/4

TERPS AMEND 3 5 MAY 2011

CHANGES: Procedure.

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KBIS/BIS
BISMARCK MUN

JEPPESEN

17 FEB 12 (11-2)

BISMARCK, N DAK
ILS or LOC Rwy 31

BRIEFING STRIP TM

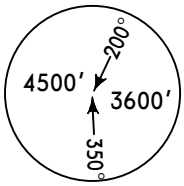
ATIS (ASOS when Twr inop)	*BISMARCK Approach (R)	MINNEAPOLIS Center (R)	*BISMARCK Tower	*Ground
119.35	126.3	126.8 when App inop.	CTAF 118.3	121.9

LOC IBIS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1661′
110.3	311°	3483′(1838′)	1845′(200′)	Rwy 31 1645′

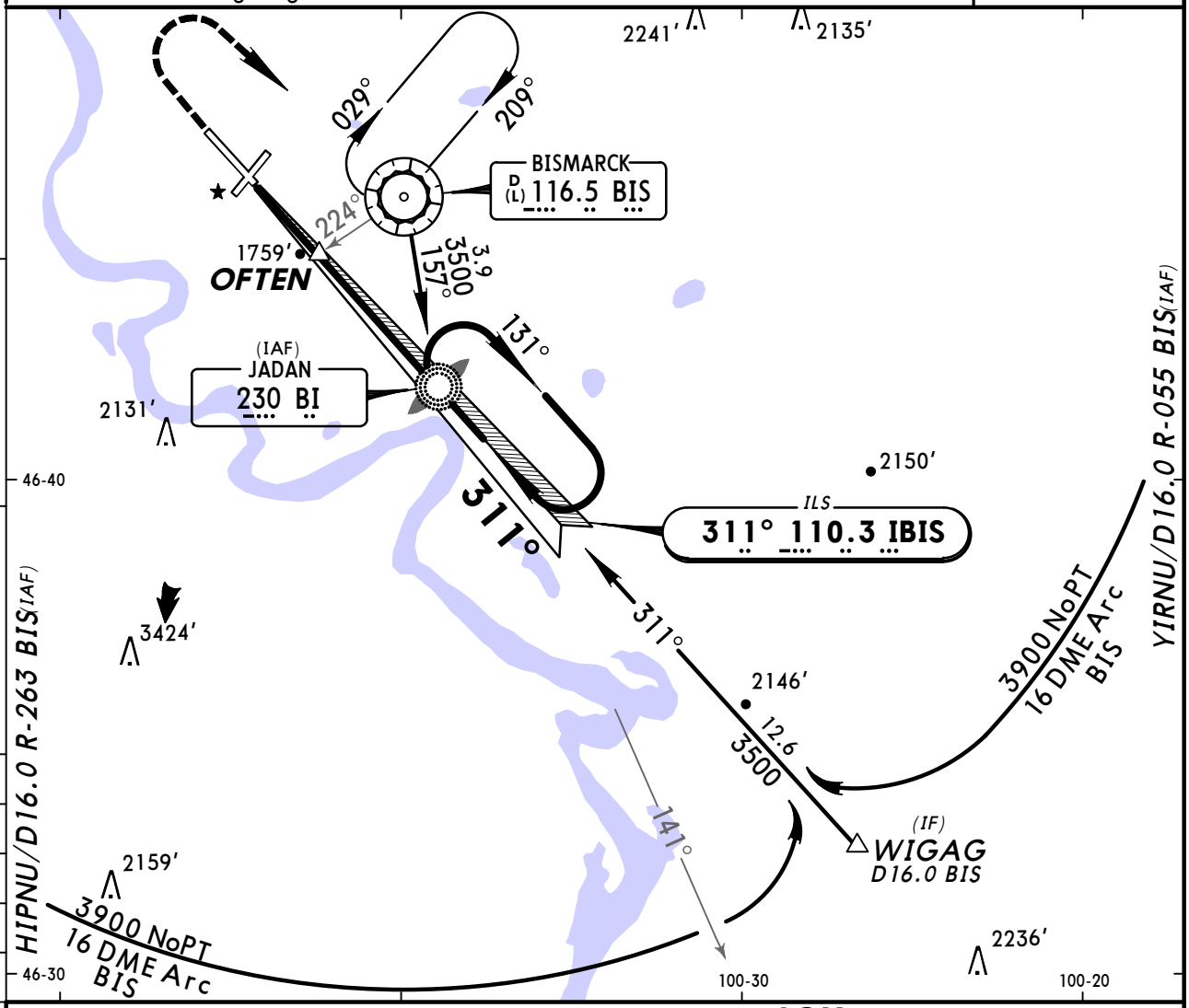
MISSED APCH: Climb to 2800′ then climbing RIGHT turn to 3600′ direct BIS VOR and hold, or as directed by ATC.

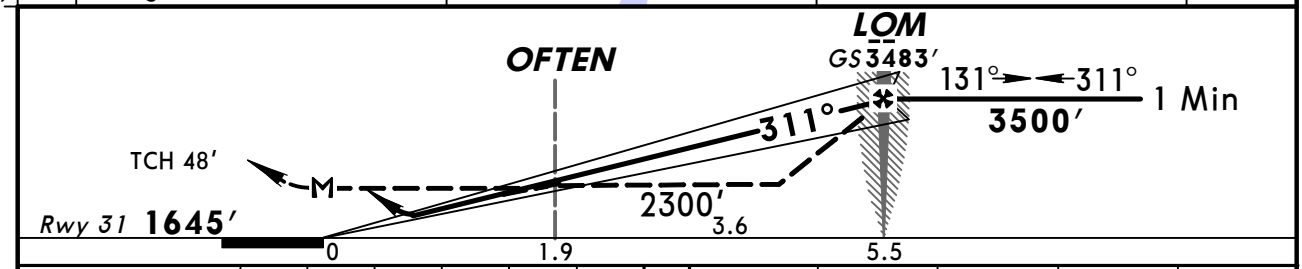
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ILS Glideslope unusable for autopilot coupled approaches below 2680′.
2. Pilot controlled lighting 118.3.



MSA BI LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
JADAN to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR PAPI | 2800′ | 3600′ RT | D | BIS 116.5

TERPS STRAIGHT-IN LANDING RWY 31

	ILS DA(H) 1845′(200′) FULL	ILS RAIL out	ILS ALS out	LOC (GS out) MDA(H) 2020′(375′) 2 With OFTEN	RAIL out	ALS out	MDA(H) 2300′(655′) Without OFTEN	RAIL out	ALS out
A	1 RVR 24 or ½	RVR 40 or ¾		RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B									
C				RVR 35 or ⅝			1⅜	1⅝	1⅞
D									

CIRCLE-TO-LAND

Max Kts	2 With OFTEN MDA(H)	Without OFTEN MDA(H)
90	2240′(579′)-1	2300′(639′)-1
120		
140	2240′(579′)-1½	2300′(639′)-1⅞
165	2320′(659′)-2	2320′(659′)-2

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 **Dual VOR receivers required.**

TERPS AMEND 33 5 MAY 2011

CHANGES: Notes.

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ATIS (ASOS when Twr inop)	*BISMARCK Approach (R)	MINNEAPOLIS Center (R)	*BISMARCK Tower	*Ground
119.35	126.3	126.8 when App inop.	CTAF 118.3	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1661′
Ch 63099 W-03A	032°	JEBIR 3700′(2039′)	1861′(200′)	Rwy 3 1661′

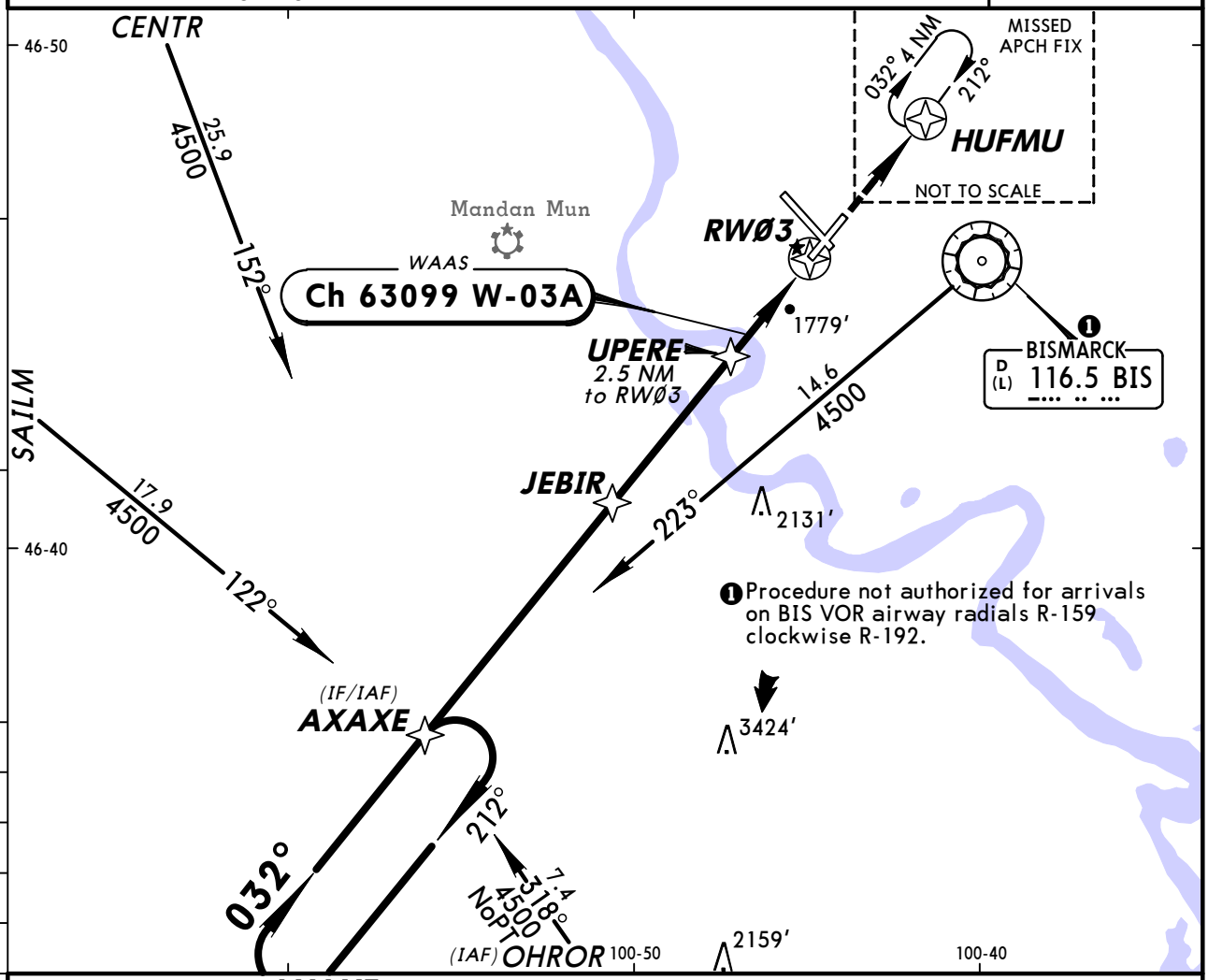
MISSED APCH: Climb to 4000′ direct HUFMU and hold.

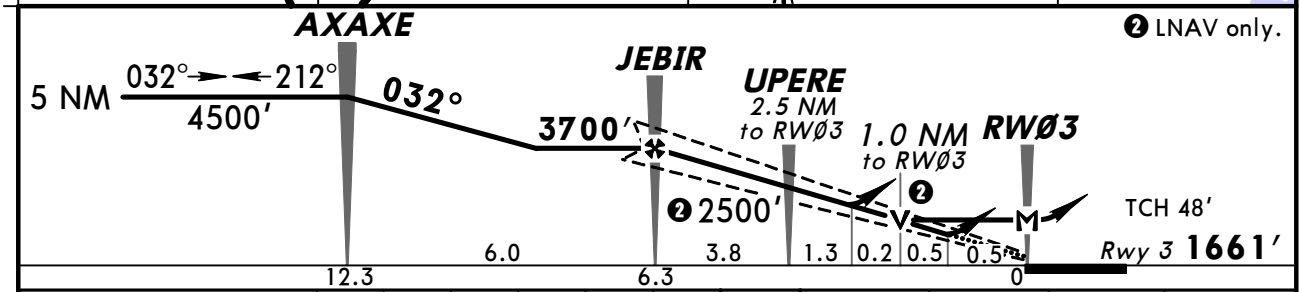
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 33°C (91°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 118.3.

4500′
MSA RWØ3

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ3						

REIL
PAPI-L

4000′ ↑

D→ HUFMU

TERPS

STRAIGHT-IN LANDING RWY 3

	LPV DA(H) 1861′(200′)	LNAV/VNAV DA(H) 2081′(420′)	LNAV MDA(H) 2040′(379′)
A	3/4	1 3/8	1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2240′(579′)-1
120	
140	2240′(579′)-1 1/2
165	2320′(659′)-2

TERPS AMEND 2 5 MAY 2011

CHANGES: None.

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KBIS/BIS
BISMARCK MUN

JEPPESEN

29 APR 11 (12-2) Eff 5 May

BISMARCK, N DAK
RNAV (GPS) Rwy 13

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*BISMARCK Approach (R)	MINNEAPOLIS Center (R)	*BISMARCK Tower	*Ground
119.35	126.3	126.8 when App inop.	CTAF 118.3	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1661′
Ch 86920 W-13A	131°	OMUGE 3600′(1946′)	1854′(200′)	Rwy 13 1654′

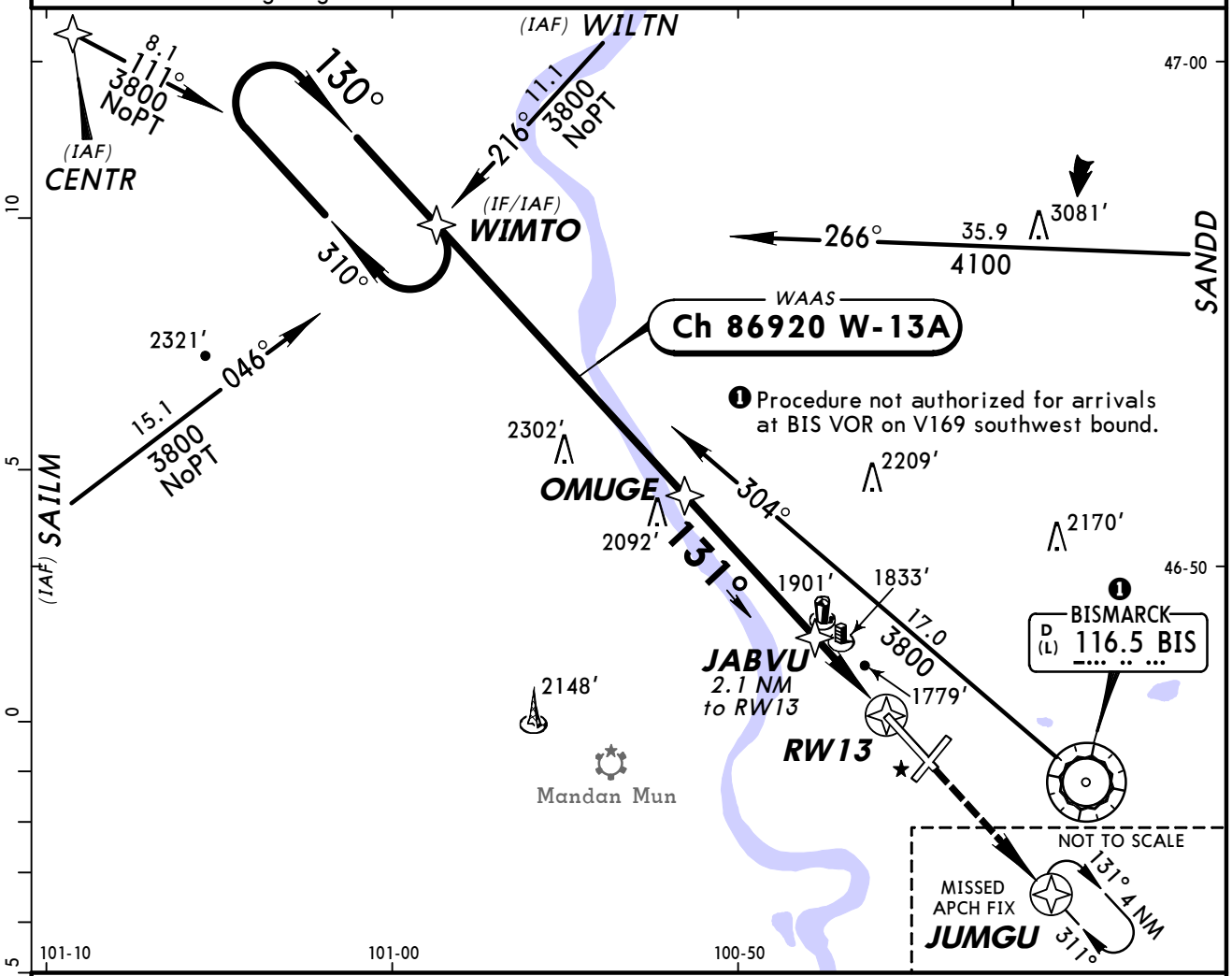
MISSED APCH: Climb to 3700′ direct JUMGU and hold.

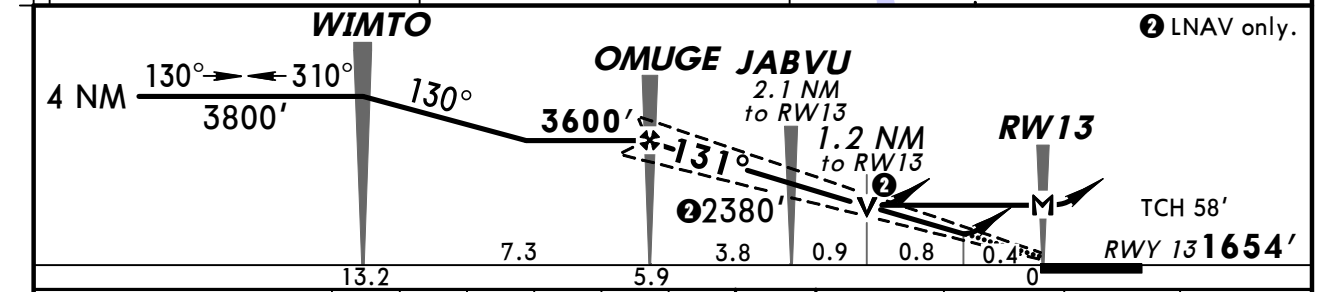
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 33°C (91°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 118.3.

4500′

MSA RW13





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW13							

MALS
PAPI

3700′

JUMGU

TERPS AMEND 0 5 MAY 2011

STRAIGHT-IN LANDING RWY 13

	LPV DA(H) 1854′(200′) ALS out	LNAV/VNAV DA(H) 2082′(428′) ALS out	LNAV MDA(H) 2100′(446′) ALS out
A	3/4	1 3/8	1
B			
C			1 3/8
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2240′(579′)-1
120	
140	2240′(579′)-1 1/2
165	2320′(659′)-2

CHANGES: New procedure.

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KBIS/BIS
BISMARCK MUN

JEPPESEN

29 APR 11 (12-3) **Eff 5 May**

BISMARCK, N DAK
RNAV (GPS) Rwy 21

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*BISMARCK Approach (R)	MINNEAPOLIS Center (R)	*BISMARCK Tower	*Ground
119.35	126.3	126.8 when App inop.	CTAF 118.3	121.9

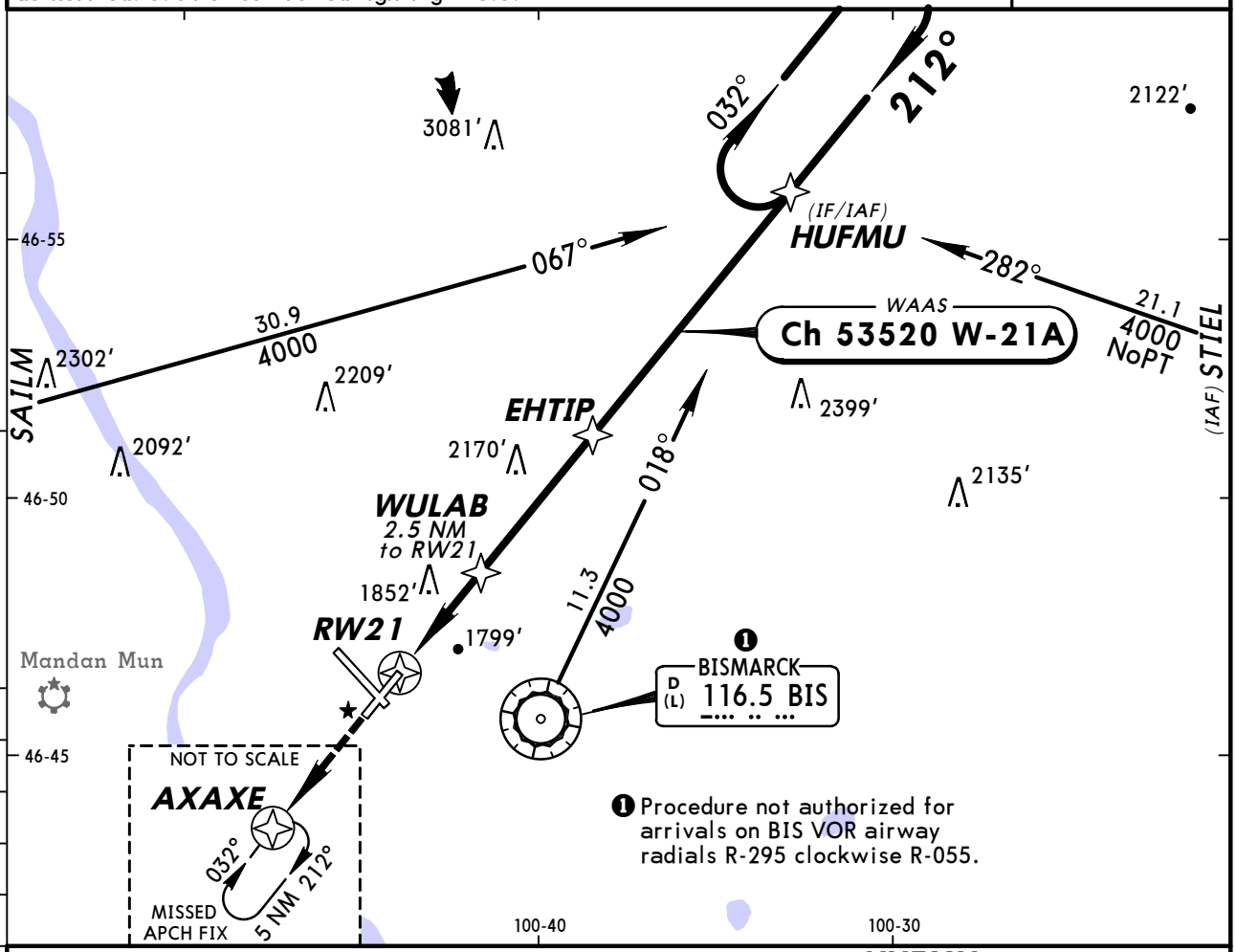
WAAS	Final Apch Crs	Minimum Alt EHTIP	LPV DA(H)	Apt Elev 1661′ / Rwy 21 1661′
Ch 53520 W-21A	212°	3600′ (1939′)	1911′ (250′)	

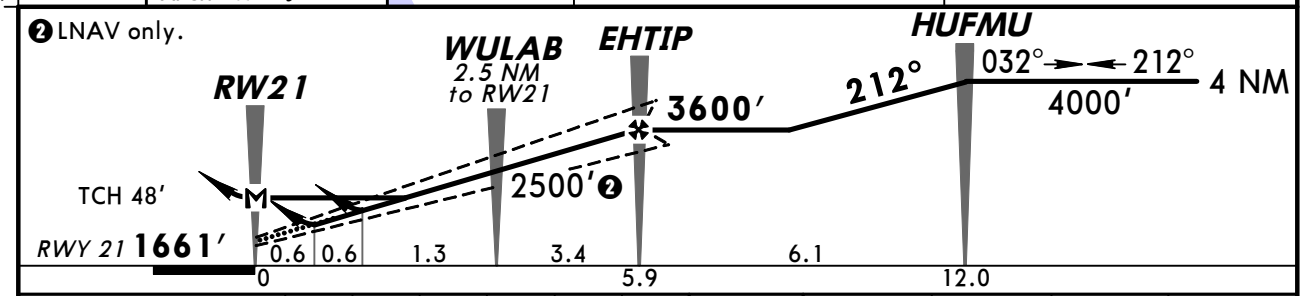
MISSED APCH: Climb to 4500′ direct AXAXE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 33°C (91°F). 2. When VGSI inop, procedure not authorized at night. 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 118.3.

4500′
MSA RW21





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW21						

REIL
PAPI-L

4500′

D

AXAXE

❶ STRAIGHT-IN LANDING RWY 21

	LPV DA(H) 1911′ (250′)	LNAV/VNAV DA(H) 2105′ (444′)	LNAV MDA(H) 2120′ (459′)
A	1	1½	1
B			
C			1⅜
D			

❶ CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2240′ (579′)-1
120	
140	2240′ (579′)-1½
165	2320′ (659′)-2

❶ Not authorized at night when VGSI inop.

TERPS AMEND 1 5 MAY 2011

CHANGES: Procedure.

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KBIS/BIS
BISMARCK MUN

JEPPESEN

29 APR 11 (12-4) **Eff 5 May**

BISMARCK, N DAK
RNAV (GPS) Rwy 31

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*BISMARCK Approach (R)	MINNEAPOLIS Center (R)	*BISMARCK Tower	*Ground
119.35	126.3	126.8 when App inop.	CTAF 118.3	121.9

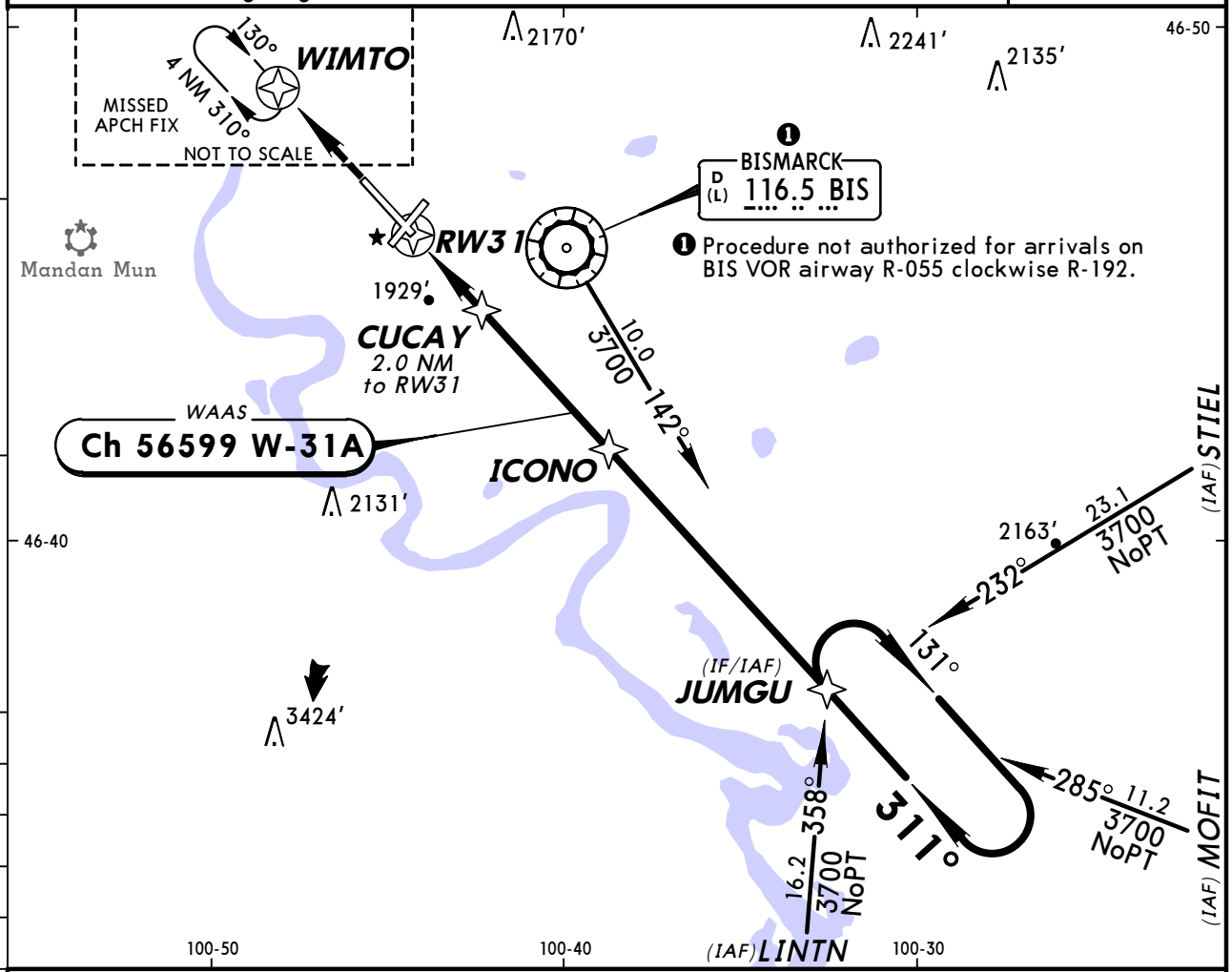
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1661′
Ch 56599 W-31A	311°	ICONO 3500′(1855′)	1845′(200′)	Rwy 31 1645′

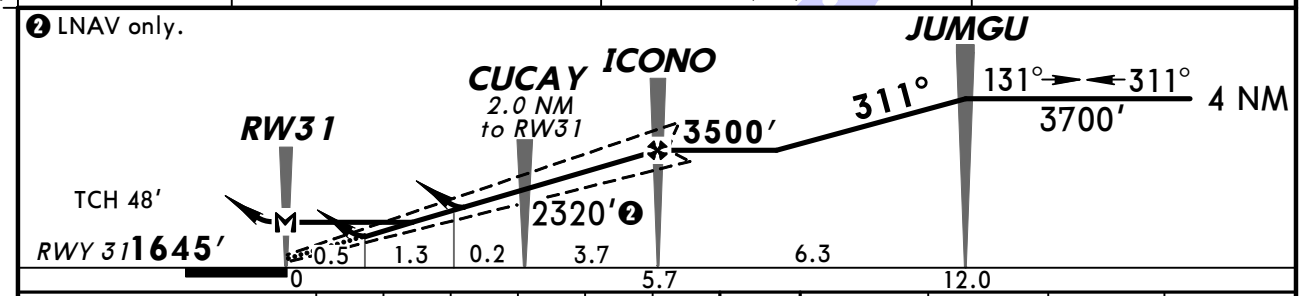
MISSED APCH: Climb to 3800′ direct WIMTO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 33°C (91°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 118.3.

4500′
MSA RW31





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW31							

MALSR
PAPI
3800′
D
WIMTO

STRAIGHT-IN LANDING RWY 31

	LPV DA(H) 1845′(200′)			LNAV/VNAV DA(H) 2269′(624′)			LNAV MDA(H) 2180′(535′)		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 26 or ½	RVR 40 or ¾	1¾			RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B									
C							RVR 55 or 1	1¼	1½
D									

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2240′(579′)-1
120	
140	2240′(579′)-1½
165	2320′(659′)-2

TERPS AMEND 1 5 MAY 2011

CHANGES: Procedure.

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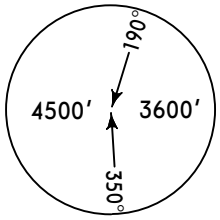
BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*BISMARCK Approach (R)	MINNEAPOLIS Center (R)	*BISMARCK Tower	*Ground
119.35	126.3	126.8 when App inop.	CTAF 118.3	121.9

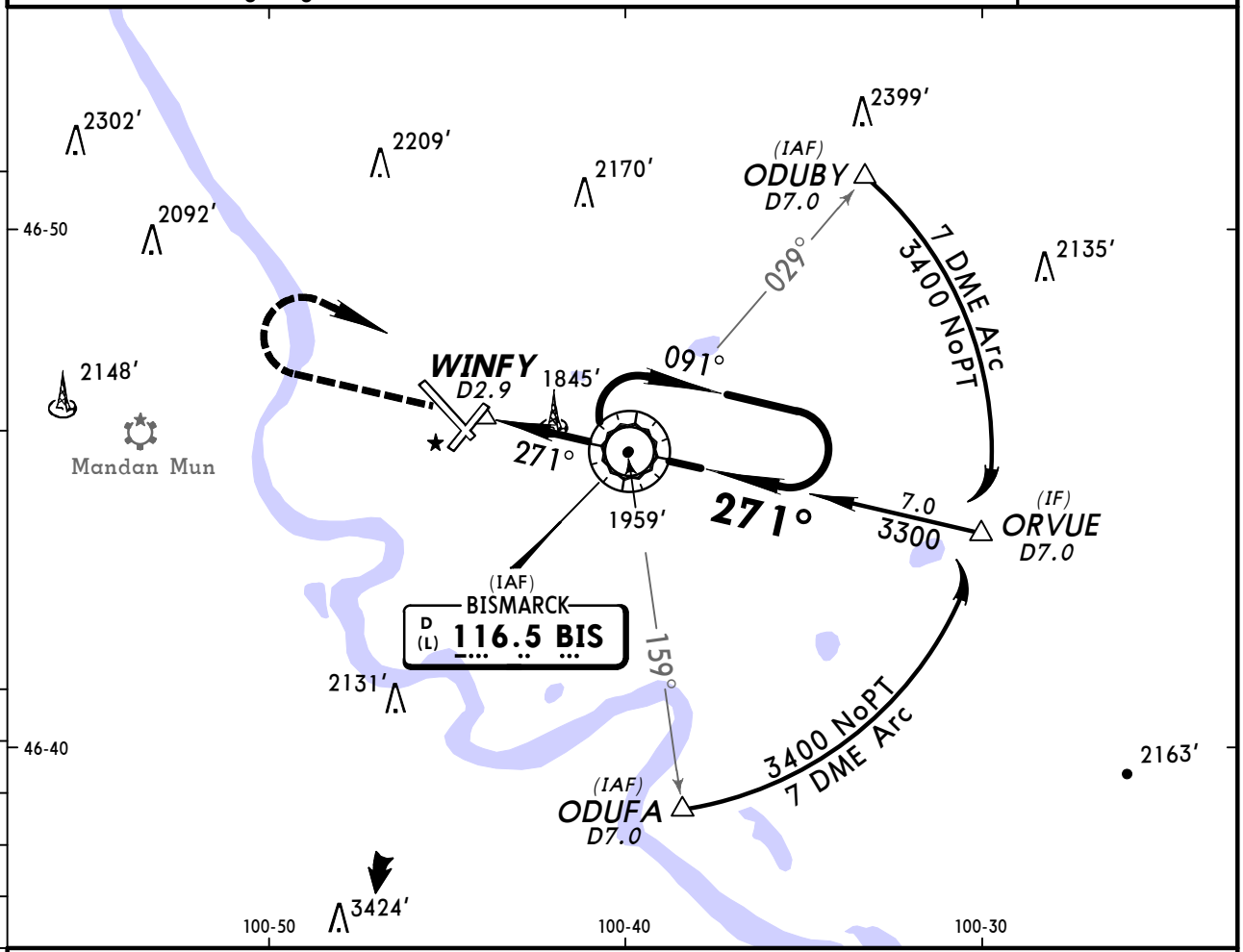
VOR BIS 116.5	Final Apch Crs 271°	Minimum Alt VOR 3300′(1639′)	MDA(H) Refer to Minimums	Apt Elev 1661′

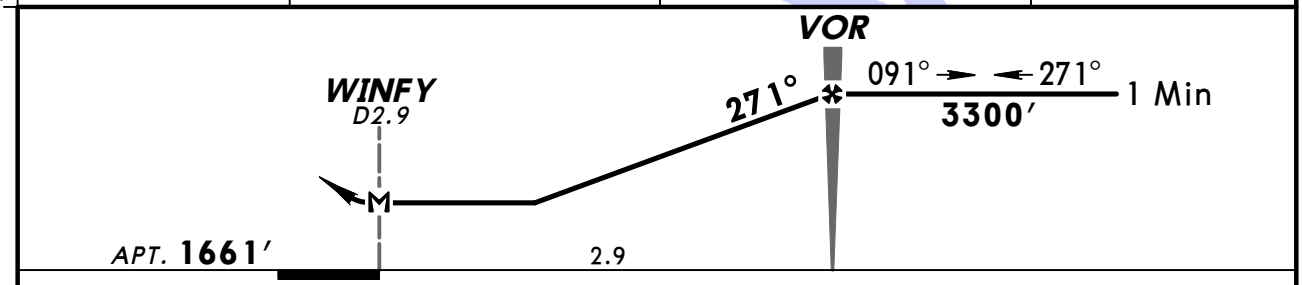
MISSED APCH: Climb to 3000′ then climbing RIGHT turn to 3500′ direct BIS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.3.



MSA BIS VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at WINFY or VOR to MAP 2.9	2:29	1:56	1:44	1:27	1:15	1:05

Lighting - Refer to Airport Chart	3000′	3500′ RT	D	BIS 116.5

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	2240′ (579′)-1
B	120	
C	140	2240′ (579′)-1½
D	165	2320′ (659′)-2

TERPS AMEND 21 5 MAY 2011

CHANGES: Notes, MAP, MSA.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*BISMARCK Approach (R)	MINNEAPOLIS Center (R)	*BISMARCK Tower	*Ground
119.35	126.3	126.8 when App inop.	CTAF 118.3	121.9

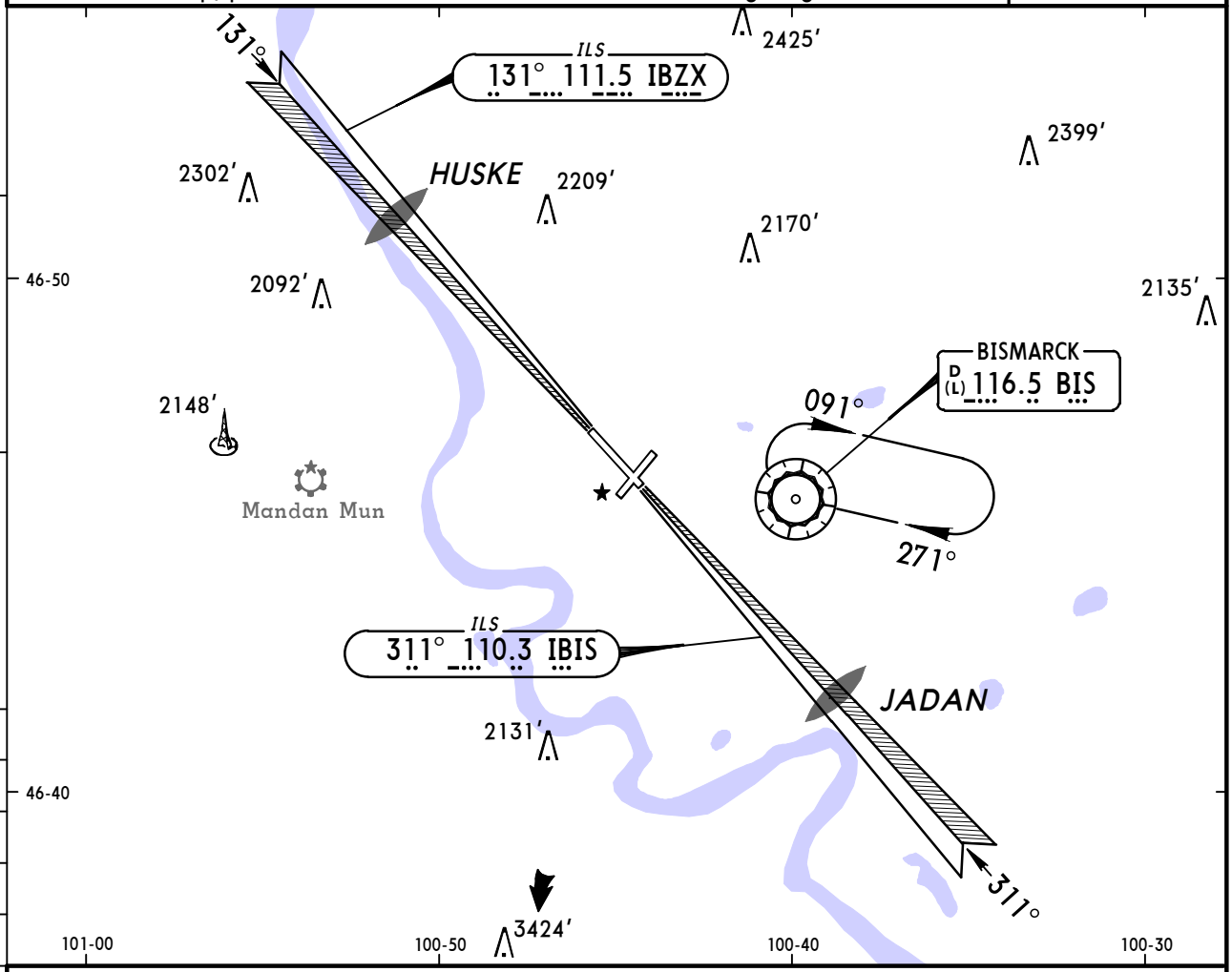
RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1661′
	By ATC	No FAF	Refer to Minimums	TDZE- See Below

No MSA published

Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When Twr inop, procedure not authorized. 2. Pilot controlled lighting 118.3.



MISSED APPROACH:

Runway 3: Climb to 2500′ then climbing RIGHT turn to 3400′ direct BIS VOR and hold.

Runways 13 & 21: Climb to 2500′ then climbing LEFT turn to 3400′ direct BIS VOR and hold.

Runway 31: Climb to 2800′ then climbing RIGHT turn to 3400′ direct BIS VOR and hold.

RWY 3	RWY 13	RWY 21	RWY 31
TDZE 1661′	TDZE 1655′	TDZE 1661′	TDZE 1645′

ASR Rwys 3,13,21,31: MAP at Rwy Thr

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	ASR 3 MDA(H) 2120′ (459′)	ASR 13 MDA(H) 2100′ (445′)		ASR 21 MDA(H) 2120′ (459′)	ASR 31 MDA(H) 2100′ (455′)			
			ALS out			RAIL out / ALS out	Max Kts	MDA(H)
A	1	1		1	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1	90	2180′(519′)-1
B							120	2200′(539′)-1
C	1¼	1¼		1¼	RVR 40 or ¾	RVR 60 or 1¼	140	2220′(559′)-1½
D	1½	1½		1½	RVR 50 or 1	1½	165	2280′(619′)-2

TERPS AMEND 3B 26 AUG 2010

CHANGES: Approach course bearings, middle markers removed.

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General Information

Location: Fargo ND USA
IATA Code: FAR
Lat/Long: N46° 55.2' W096° 48.9'
Elevation: 902 ft

Airport Use: Public
Magnetic Variation: 3.4°E
Sectional Chart: Twin Cities

Fuel Types: 100 Octane (LL), Jet A, Jet B
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1311 Z
Sunset: 0009 Z,

Runway Information

Runway: 09
Length x Width: 6300 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 900 ft
Lighting: REIL

Runway: 13
Length x Width: 3801 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 902 ft
Lighting: Edge

Runway: 18
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 900 ft
Lighting: Edge, ALS

Runway: 27
Length x Width: 6300 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 898 ft
Lighting: REIL

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Runway: 31
Length x Width: 3801 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 899 ft
Lighting: Edge

Runway: 36
Length x Width: 9000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 899 ft
Lighting: Edge, ALS

Communication Information

ATIS 124.5
ASOS 124.5
Fargo Tower 133.8
Fargo Ground Control 121.9
Fargo Clearance Delivery 121.9
Fargo Approach Control 125.125 Secondary
Fargo Approach Control 120.4
Fargo TRSA 125.125
Fargo TRSA 120.4
Fargo Departure Control 125.125 Secondary
Fargo Departure Control 120.4
Hector Intl Unicom 122.95
Fargo Radar 120.4
Minneapolis Center 127.35 Remote Communications Air-Ground

KFAR/FAR

Apt Elev **902′**

N46 55.2 W096 48.9

JEPPESEN

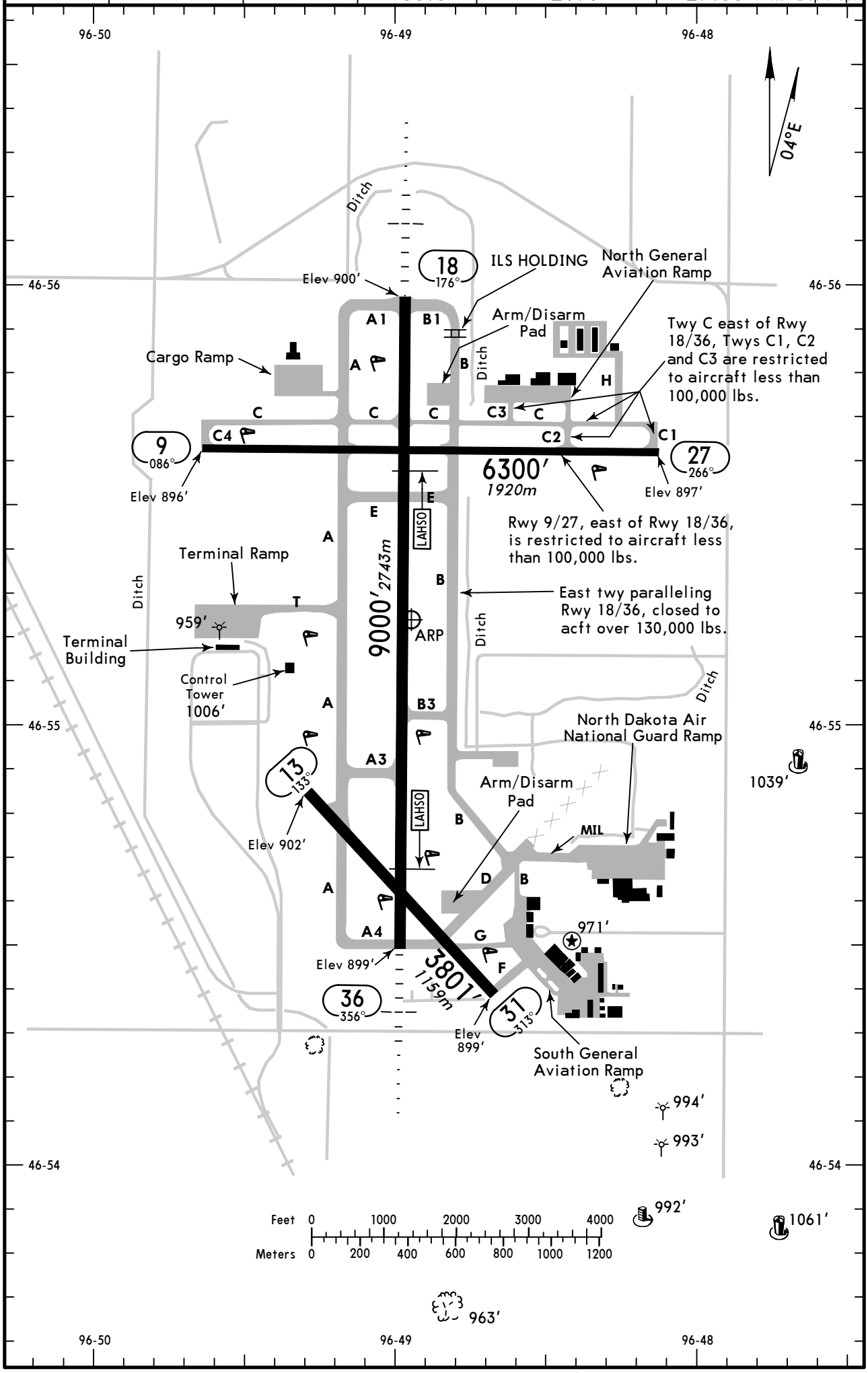
9 DEC 11

10-9

FARGO, N DAK

HECTOR INTL

ATIS	FARGO Clearance	Ground	Tower	*FARGO Departure (R)	MINNEAPOLIS Center (R)
124.5	121.9	121.9	133.8	120.4	127.35 when Dep inop.



CHANGES: None.

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GENERAL

CAUTION: Be alert to runway crossing clearances.

Birds on and in the vicinity of airport.

Rwy 13-31:
Not available for air carrier operations with 10 or more passenger seats.
Taxiway operations not permitted except on portion between Rwy 18-36 and Twy D.

Rwy 18 right traffic.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
9 27	MIRL REIL PAPI-L (angle 3.0°) grooved					100′ *30m*
13	MIRL VASI-L					150′ *46m*
31	MIRL					
18	HIRL MALSR PAPI-L (angle 3.0°) grooved RVR		8000′ *2438m*	Rwy 13/31 7900′ *2408m*		150′ *46m*
36	HIRL MALSR PAPI-R (angle 3.0°) grooved RVR		7950′ *2423m*	Rwy 9/27 6600′ *2012m*		

TAKE-OFF

Rwys 18, 36				Rwys 9, 27			Rwys 13, 31
Both RVRs are required and controlling		STD			STD		
RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1	NA

FOR FILING AS ALTERNATE

	ILS Rwy 18 ILS Rwy 36	LOC Rwy 18 LOC Rwy 36 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 VOR DME Rwy 18	VOR Rwy 36	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36
A	600-2	800-2	800-2	NA
B				
C				
D			800-2¼	

AMEND 4A

CHANGES: Amend number.

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BRIEFING STRIP

ATIS (ASOS when Twr inop)	*FARGO Approach (R)	MINNEAPOLIS Center (R)	*FARGO Tower	*Ground
124.5	120.4	127.35 when App inop.	133.8	121.9

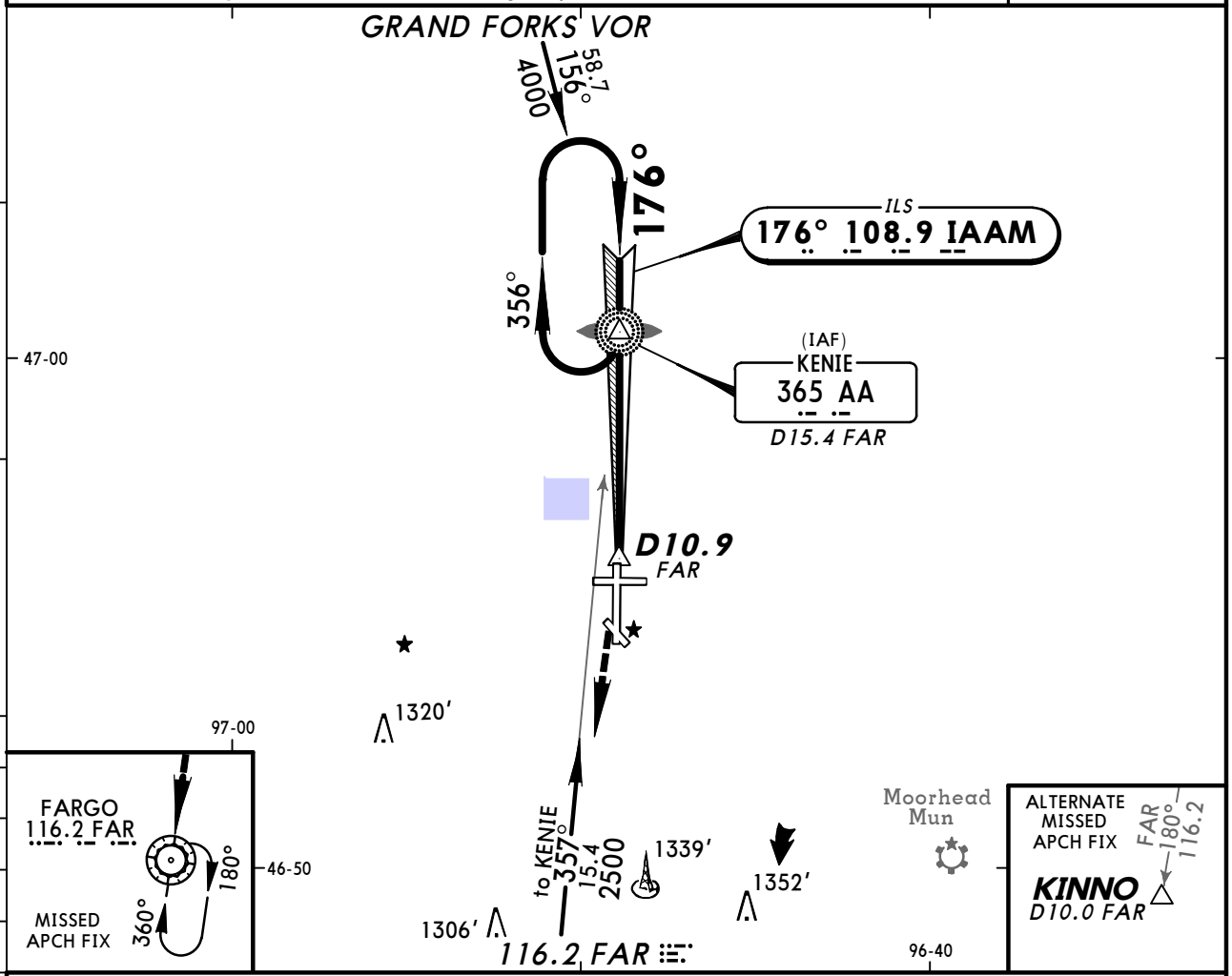
LOC IAAM	Final Apch Crs	GS KENIE	ILS DA(H)	Apt Elev 902′
108.9	176°	2432′ (1532′)	1100′ (200′)	TDZE 900′

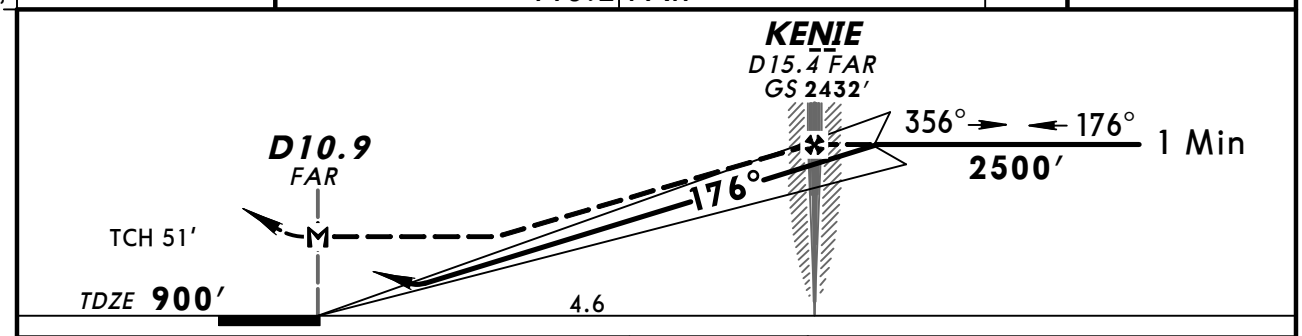
MISSED APCH: Climb to 2500′ direct FAR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. VGSI and ILS glidepath not coincident.

MSA AA LOM: 180° 4200′; 090° 2700′; 3200′; 360°





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D10.9 FAR or KENIE to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

MALSR PAPI | 2500′ | D | FAR 116.2

TERPS

	STRAIGHT-IN LANDING RWY18 ILS DA(H) 1100′ (200′) FULL	RAIL or ALS out	LOC (GS out) MDA(H) 1260′ (360′)	RAIL out	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1380′(478′)-1
B						120	
C						140	1380′(478′)-1½
D			RVR 40 or ¾	RVR 60 or 1¼		165	1500′(598′)-2

AMEND OA

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: None.

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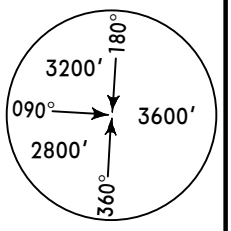
ATIS (ASOS when Twr inop)	*FARGO Approach (R)	MINNEAPOLIS Center (R)	*FARGO Tower	*Ground
124.5	120.4	127.35 when App inop.	133.8	121.9

LOC IFAR	Final Apch Crs	GS DEWWI	ILS DA(H)	Apt Elev 902′
110.3	356°	2706′ (1807′)	1099′ (200′)	Rwy 36 899′

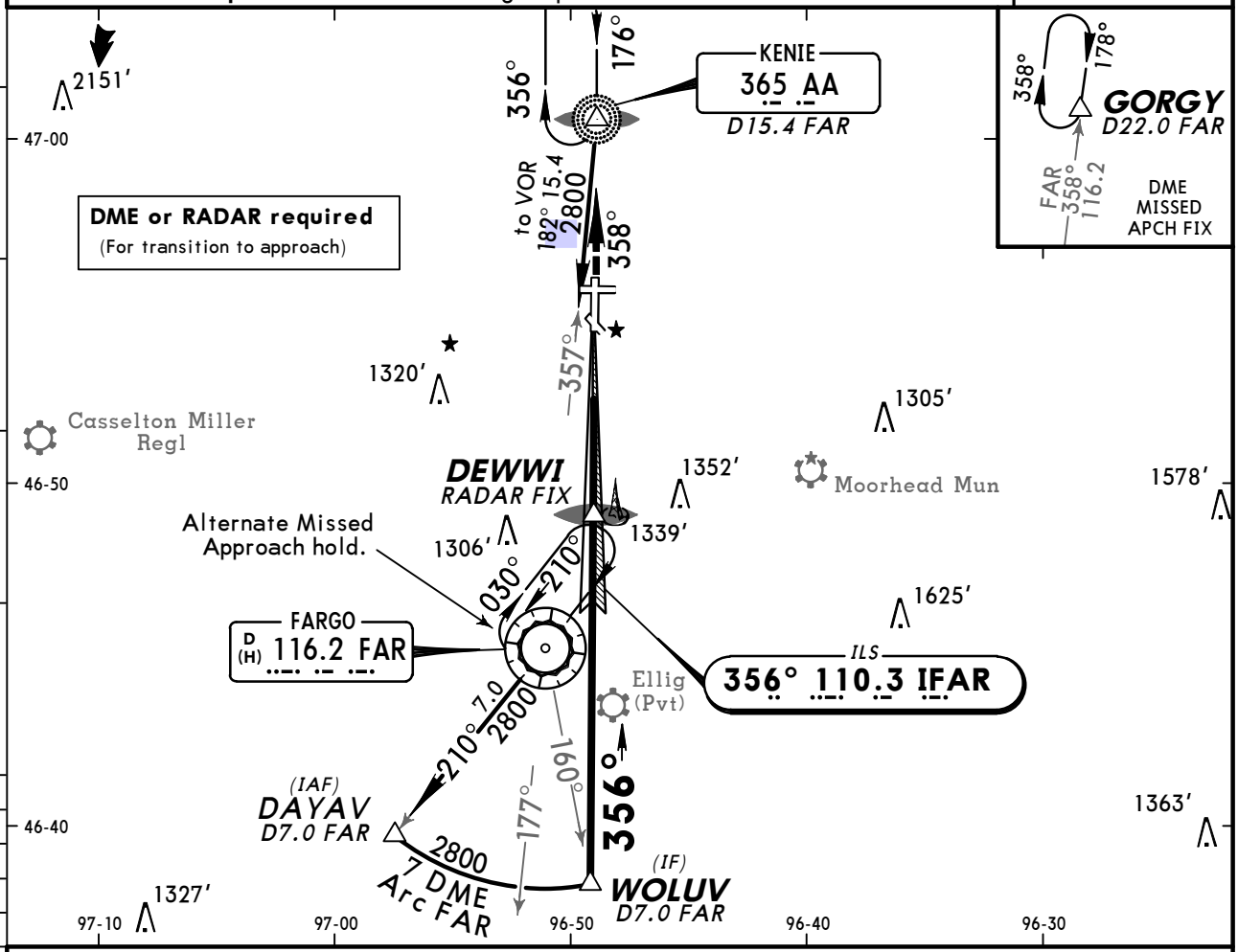
MISSED APCH: Climb to 2500′ direct AA LOM and hold (DME aircraft climb to 4000′ outbound on FAR VOR R-358 to GORGY/D22.0 FAR and hold, continue climb to 4000′), or as directed by ATC.

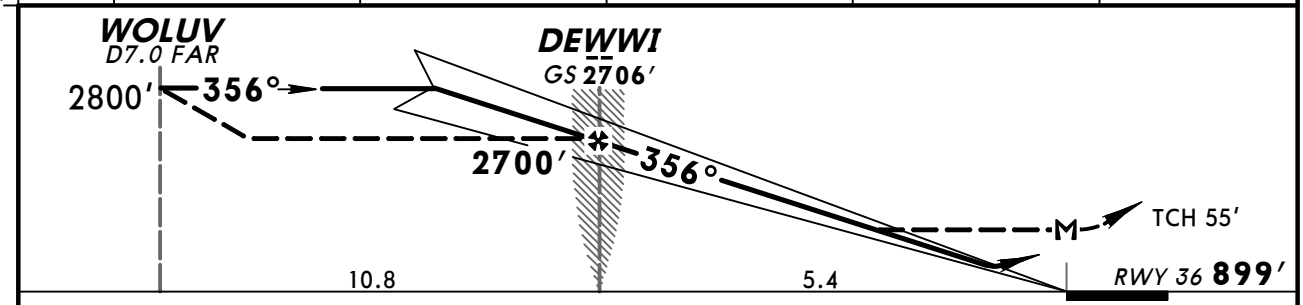
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. VGSI and ILS glidepath not coincident.



MSA FAR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
DEWWI to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR
PAPI

Refer to Missed Apch Above

STRAIGHT-IN LANDING RWY 36

	ILS DA(H) 1099′ (200′) FULL	ILS RAIL out	ILS ALS out	LOC (GS out) MDA(H) 1360′ (461′)	LOC RAIL out	LOC ALS out
A	[1] RVR 24 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C				RVR 50 or 1	RVR 60 or 1 1/8	1 3/8
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1380′ (478′) - 1
120	
140	1380′ (478′) - 1 1/2
165	1500′ (598′) - 2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 1 5 MAY 2011

CHANGES: Missed approach, minimums.

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KFAR/FAR
HECTOR INTL

JEPPESEN

9 DEC 11 (12-1)

FARGO, N DAK
RNAV (GPS) Rwy 9

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*FARGO Approach (R)	MINNEAPOLIS Center (R)	*FARGO Tower	*Ground
124.5	120.4	127.35 when App inop.	133.8	121.9

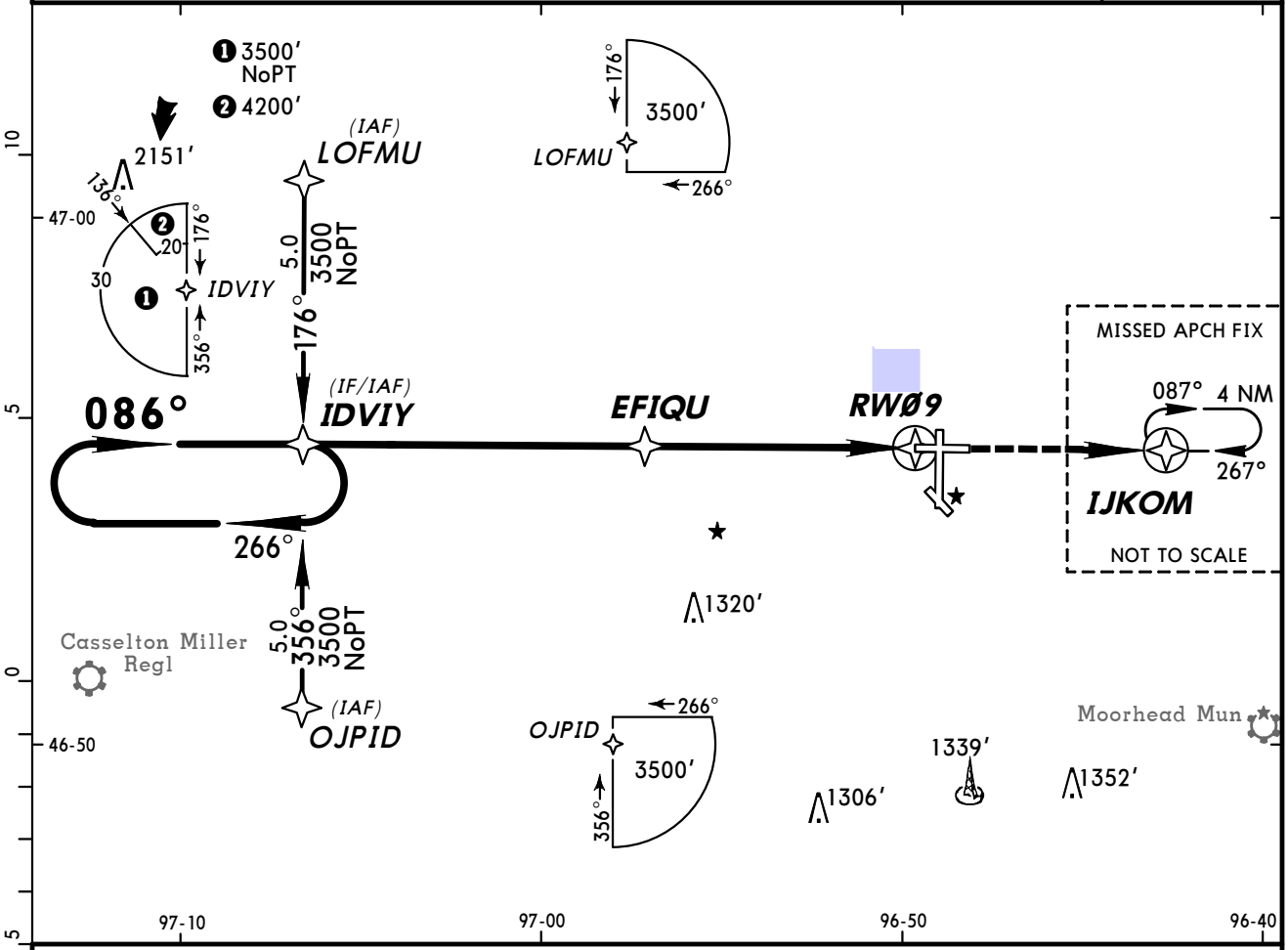
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 902′
	086°	EFIQU 2600′ (1700′)	1360′ (460′)	TDZE 900′

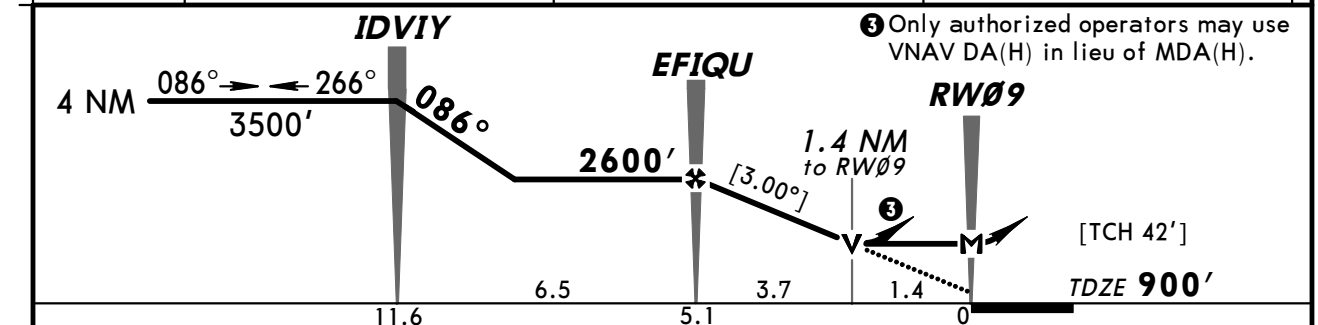
TAA 30 NM IAF

MISSED APCH: Climb to 3500′ direct IJKOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.





❸ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ9						

REIL
PAPI-L

3500′

IJKOM

STRAIGHT-IN LANDING RWY9 LNAV MDA(H) 1360′ (460′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	1380′(478′)-1
B		120	
C	1¼	140	1380′(478′)-1½
D	1½	165	1500′(598′)-2

TERPS AMEND 0A 15 DEC 2011

CHANGES: Notes, TAA, descent angle, TCH.

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ATIS (ASOS when Twr inop)	*FARGO Approach (R)	MINNEAPOLIS Center (R)	*FARGO Tower	*Ground
124.5	120.4	127.35 when App inop.	133.8	121.9

BRIEFING STRIP™

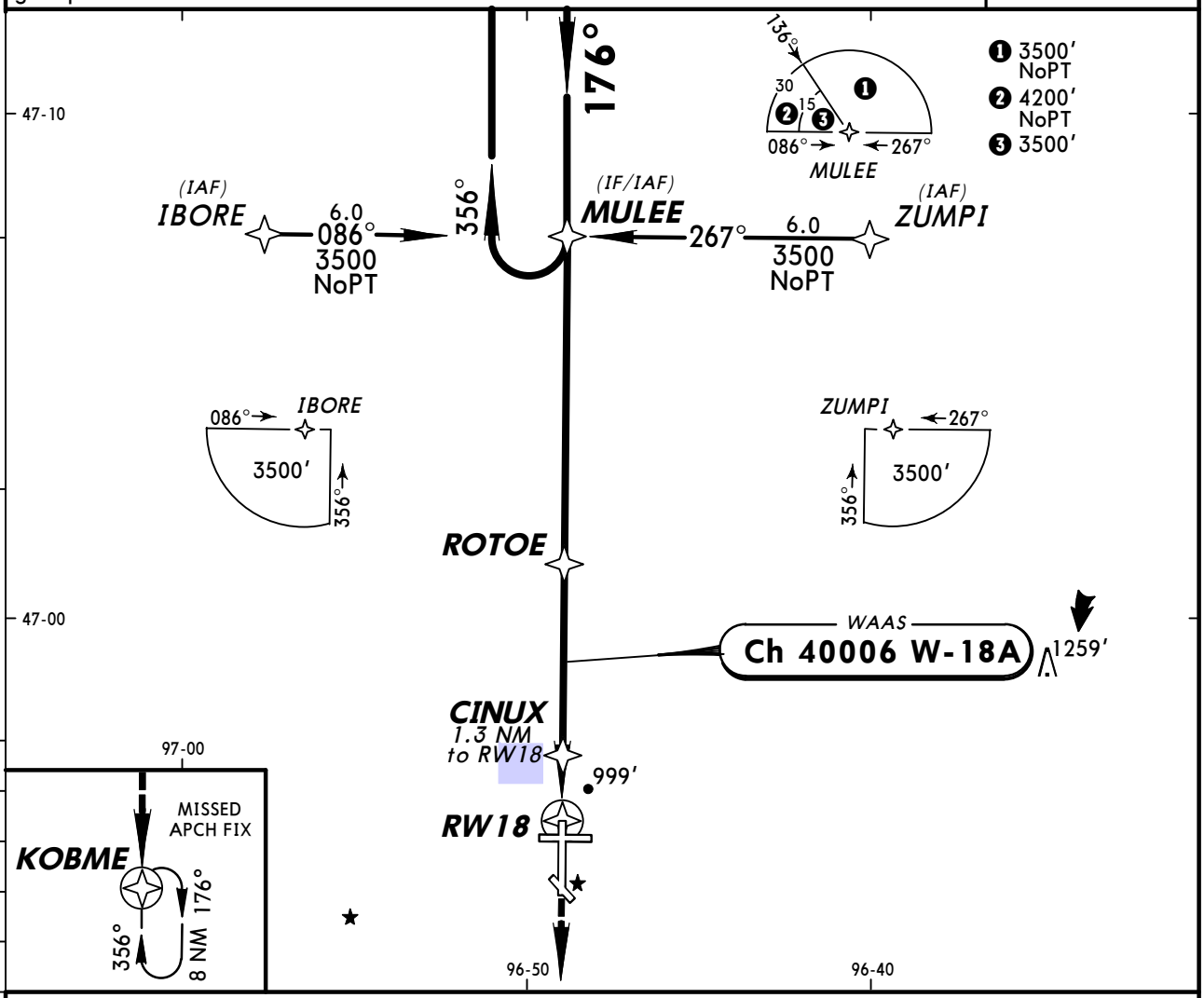
WAAS	Final Apch Crs	Minimum Alt ROTOE	LPV DA(H)	Apt Elev 902′
Ch 40006 W-18A	176°	2600′ (1700′)	1100′ (200′)	TDZE 900′

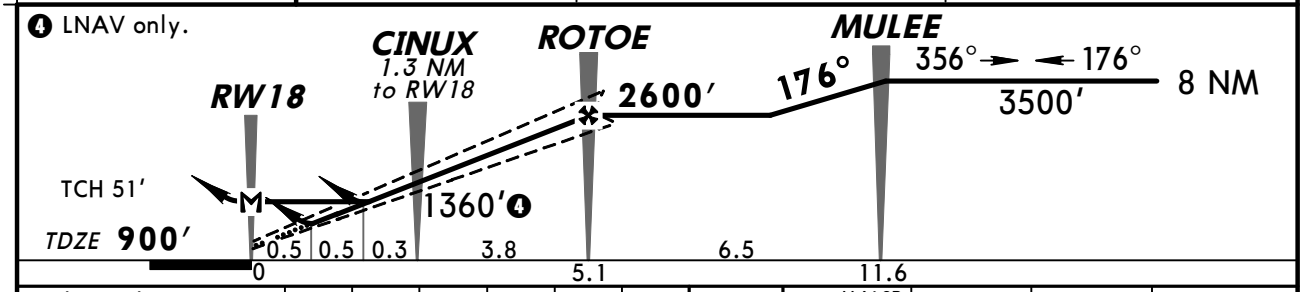
MISSED APCH: Climb to 3500′ direct KOBME and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

TAA
30 NM
IAF





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW18							

MALSR
PAPI
3500′
KOBME

STRAIGHT-IN LANDING RWY 18

	LPV DA(H) 1100′ (200′)		LNAV/VNAV DA(H) 1272′ (372′)		LNAV MDA(H) 1260′ (360′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C							
D					RVR 50 or 1	RVR 60 or 1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1380′(478′)-1
120	
140	1380′(478′)-1 1/2
165	1500′(598′)-2

TERPS AMEND 1 8 APR 2010

CHANGES: Obstructions, high point.

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KFAR/FAR
HECTOR INTL

JEPPESEN
9 DEC 11 (12-3)

FARGO, N DAK
RNAV (GPS) Rwy 27

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*FARGO Approach (R)	MINNEAPOLIS Center (R)	*FARGO Tower	*Ground
124.5	120.4	127.35 when App inop.	133.8	121.9

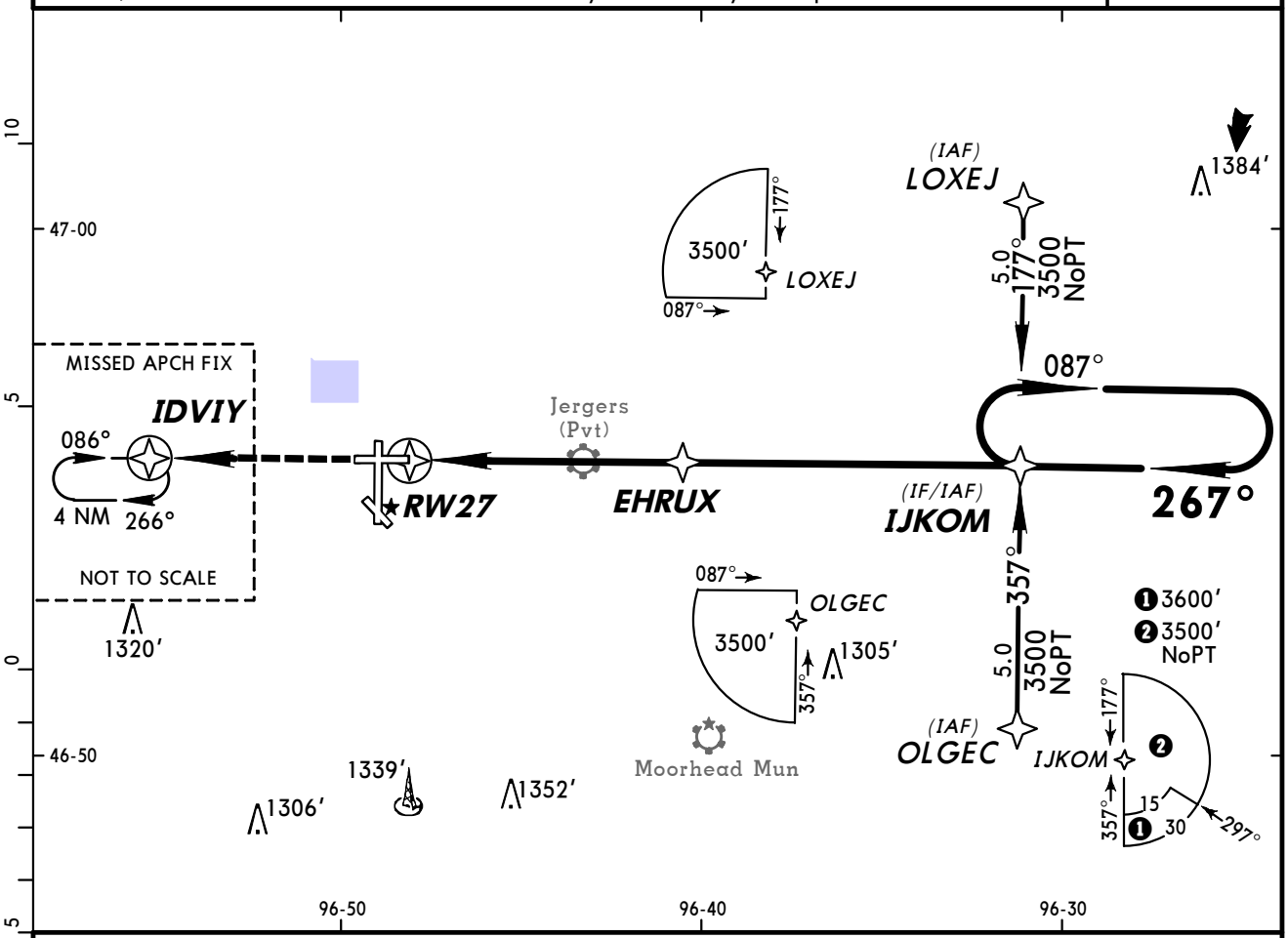
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 902′
	267°	EHRUX 2600′ (1703′)	1320′ (423′)	Rwy 27 897′

TAA 30 NM IAF

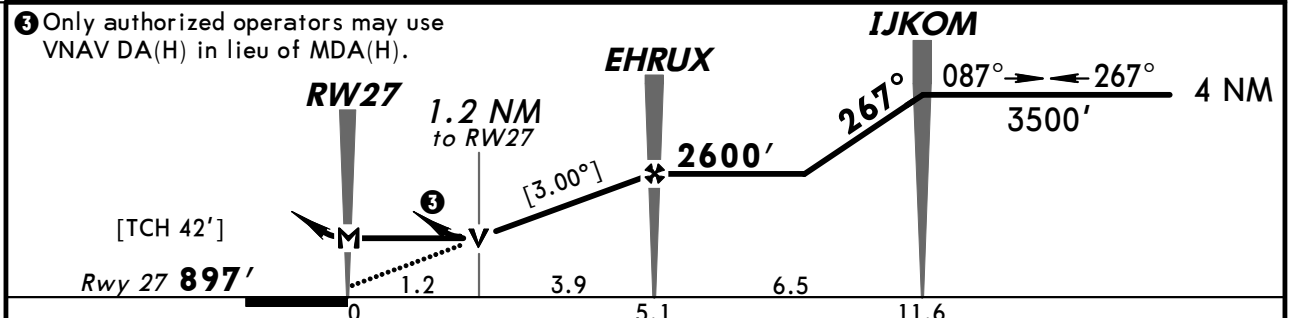
MISSED APCH: Climb to 3500′ direct IDVIY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.



❸Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW27						

REIL
PAPI-L

3500′

IDVIY

TERPS STRAIGHT-IN LANDING RWY **27**

LNAV

MDA(H) **1320′** (423′)

		Max Kts	MDA(H)
A	1	90	1380′(478′)-1
B		120	
C	1¼	140	1380′(478′)-1½
D		165	1500′(598′)-2

CIRCLE-TO-LAND

TERPS AMEND 0A 15 DEC 2011

CHANGES: Notes, descent angle, TCH, minimums, threshold elevation.

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ATIS (ASOS when Twr inop)	*FARGO Approach (R)	MINNEAPOLIS Center (R)	*FARGO Tower	*Ground
124.5	120.4	127.35 when App inop.	133.8	121.9

BRIEFING STRIP™

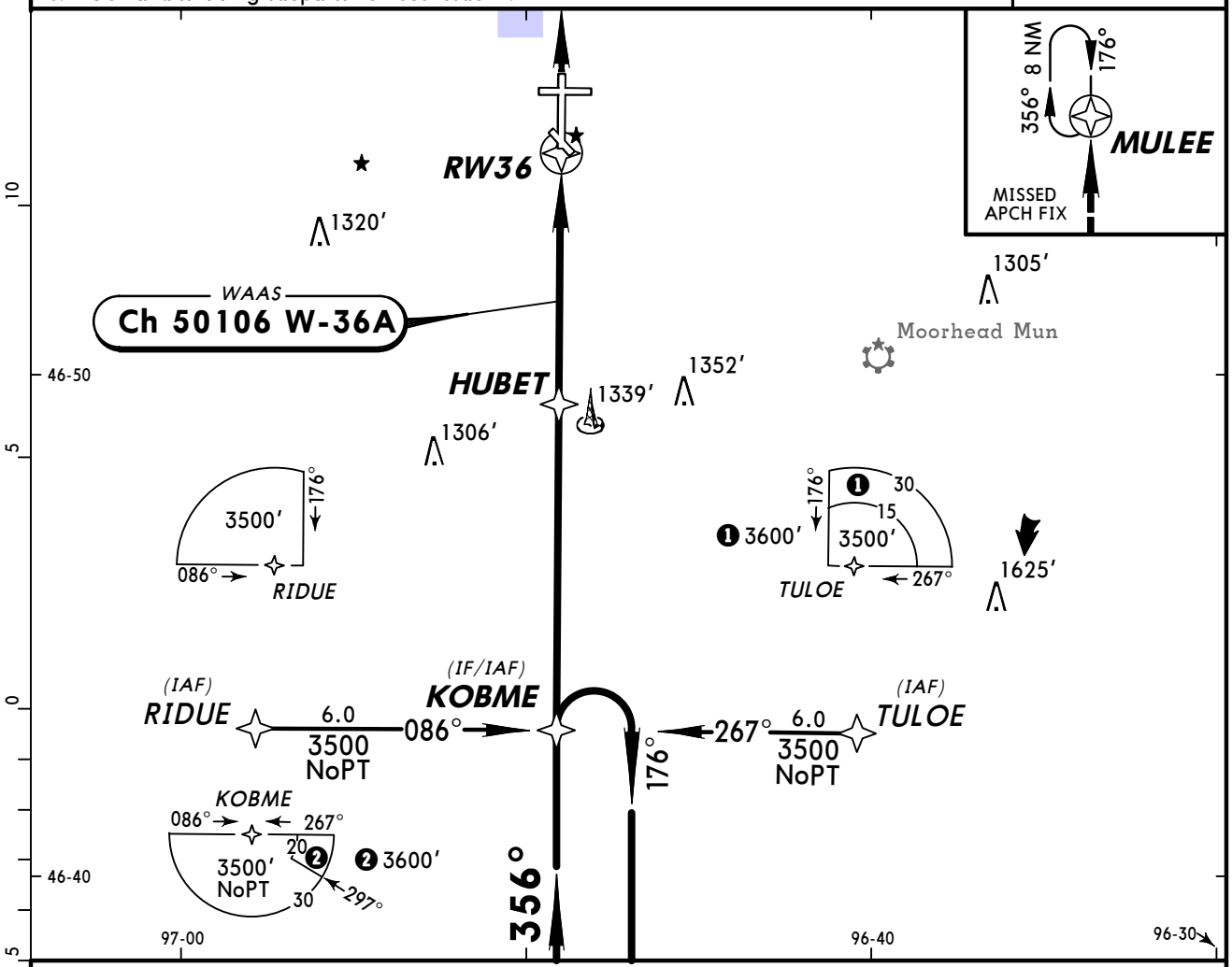
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 902′
Ch 50106 W-36A	356°	HUBET 2600′ (1701′)	1150′ (251′)	TDZE 899′

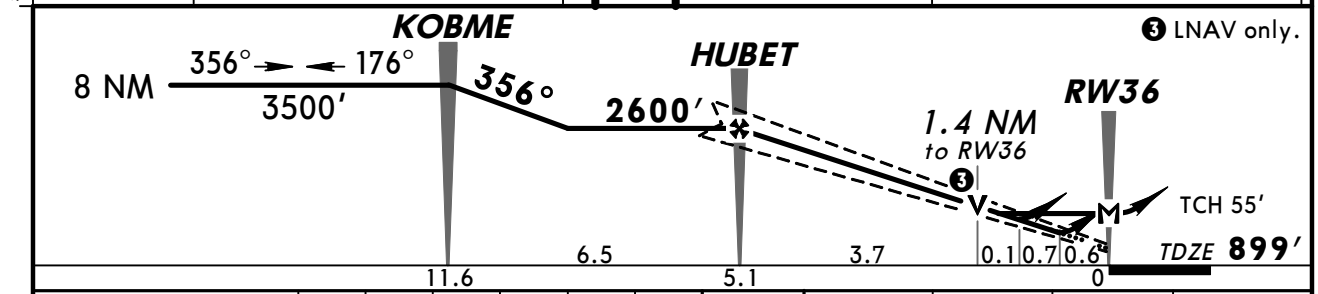
MISSED APCH: Climb to 3500′ direct MULEE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.30 not authorized.
3. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided.
4. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

MALSR PAPI 3500′ MULEE

STRAIGHT-IN LANDING RWY 36

TERPS	LPV DA(H) 1150′(251′)		LNAV/VNAV DA(H) 1360′(461′)		LNAV MDA(H) 1420′(521′)			CIRCLE-TO-LAND Max Kts	MDA(H)
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1420′(518′)-1 1/2
B								120	
C					RVR 50 or 1	1 1/2		140	
D					RVR 60 or 1 1/4	1 3/4		165	1500′(598′)-2

AMENDO

CHANGES: Profile distances.

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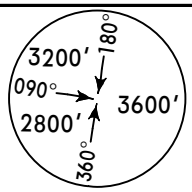
BRIEFING STRIP ™

ATIS	*FARGO Approach (R)	MINNEAPOLIS Center (R)	FARGO Tower	Ground
124.5	120.4	127.35 when App inop.	133.8	121.9

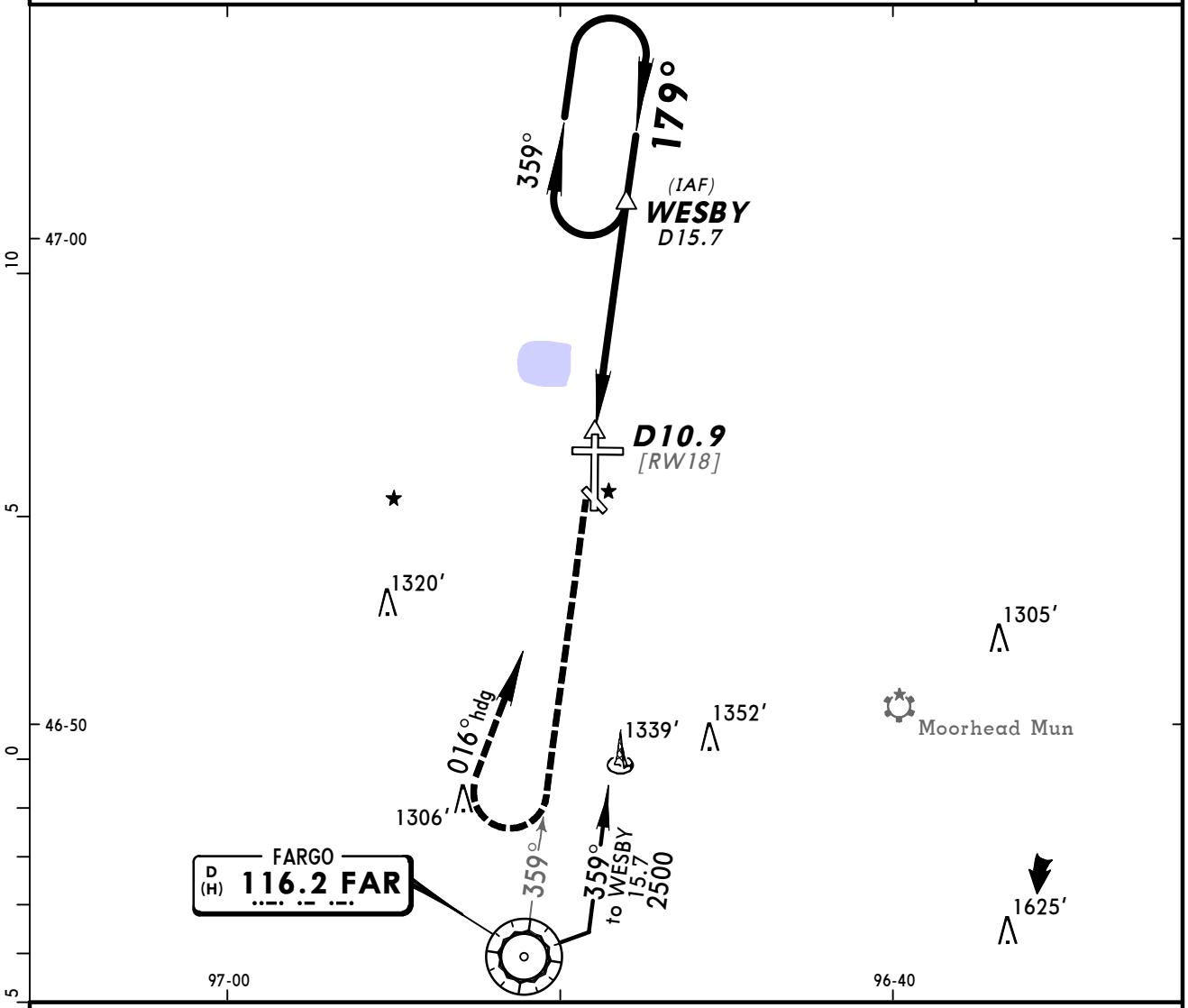
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 902′
FAR 116.2	179°	WESBY 2500′ (1600′)	1320′ (420′)	TDZE 900′

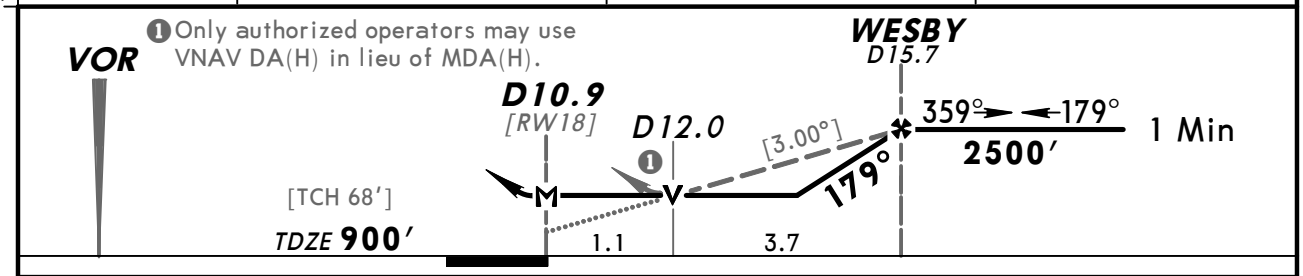
MISSED APCH: Climb to 3500′ then RIGHT turn via heading 016° and outbound FAR VOR R-359 to WESBY/D15.7 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′



MSA FAR VOR





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D10.9						

MALSR
PAPI
3500′
RT via 016° hdg

STRAIGHT-IN LANDING RWY 18
MDA(H) 1320′ (420′)

	RAIL out	ALS out
A: RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B: RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
C: RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼
D: RVR 50 or 1	RVR 60 or 1¼	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1380′(478′)-1
120	1380′(478′)-1
140	1380′(478′)-1½
165	1500′(598′)-2

AMEND 1B TERPS

CHANGES: Communications, minimums.

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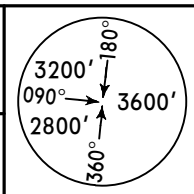
BRIEFING STRIP ™

ATIS	*FARGO Approach (R)	MINNEAPOLIS Center (R)	FARGO Tower	Ground
124.5	120.4	127.35 when App inop.	133.8	121.9

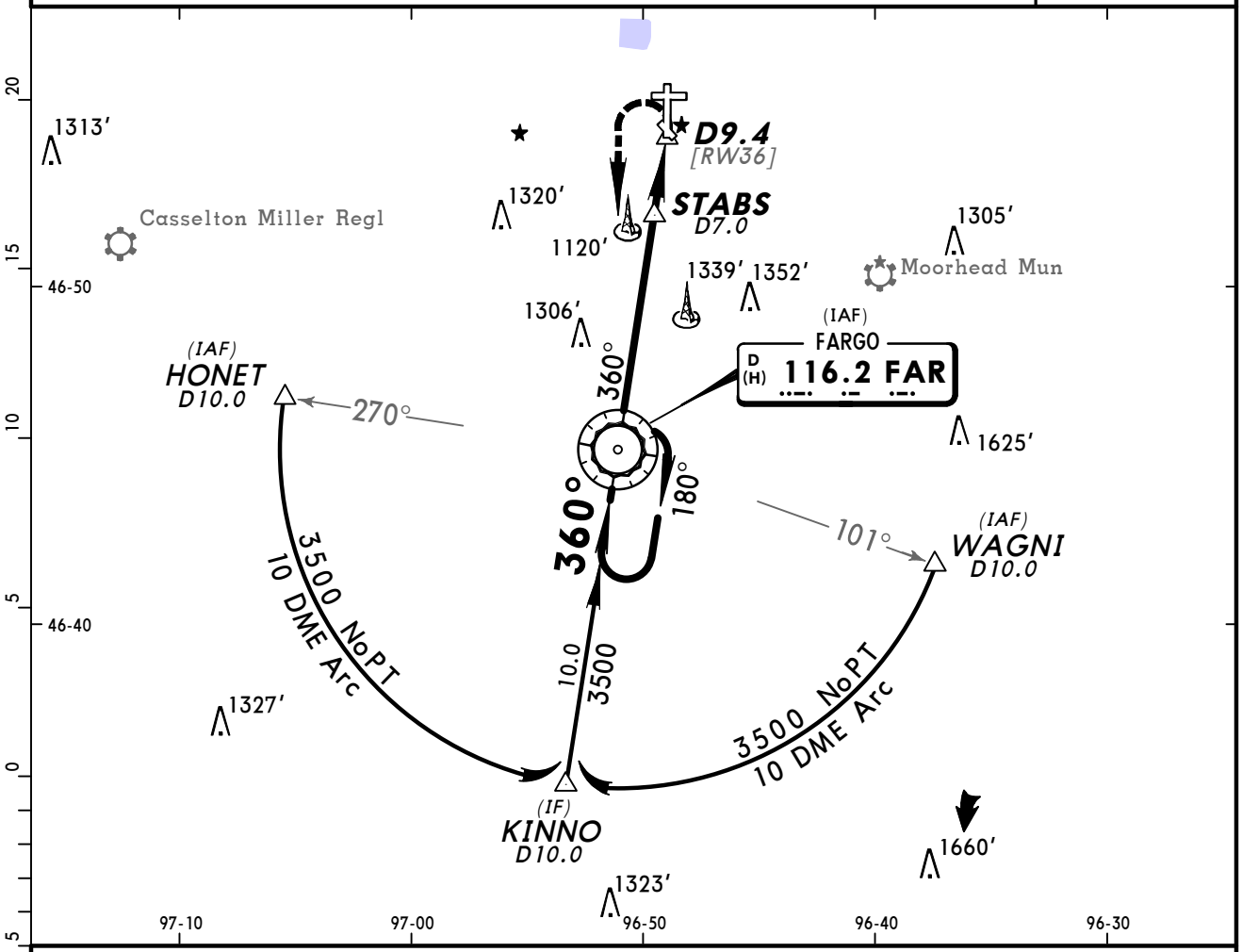
VOR FAR	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 902′
116.2	360°	3500′ (2601′)	1380′ (481′)	TDZE 899′

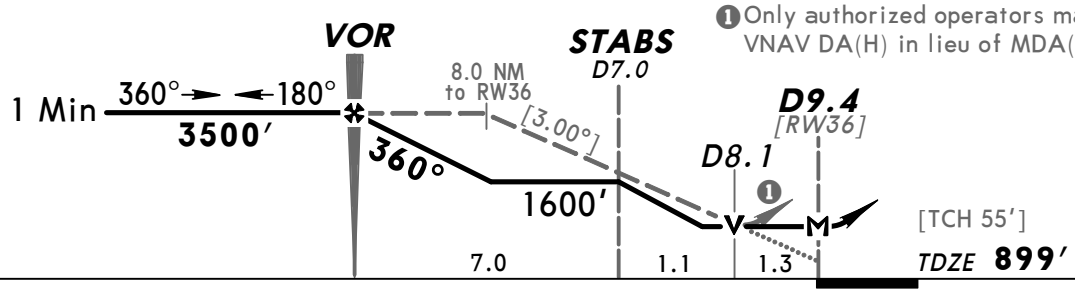
MISSED APCH: Climbing LEFT turn to 3500′ direct FAR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′



MSA FAR VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D9.4 or VOR to MAP 9.4	8:03	6:16	5:38	4:42	4:02	3:32

MALSR
PAPI

3500′
LT

D

FAR
116.2

TERPS AMENDED

STRAIGHT-IN LANDING RWY 36

	MDA(H) 1380′ (481′) With Stabs			MDA(H) 1600′ (701′) Without Stabs		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B						
C	RVR 40 or ¾	RVR 60 or 1¼		1½	2	
D	RVR 50 or 1	1½		1¾	2¼	

CIRCLE-TO-LAND

Max Kts	With Stabs MDA(H)	Without Stabs MDA(H)
90	1380′ (478′) -1	1600′ (698′) -1
120		
140	1380′ (478′) -1½	1600′ (698′) -2
165	1500′ (598′) -2	1600′ (698′) -2¼

CHANGES: Communications, charted obstructions.

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General Information

Location: Grand Forks ND USA
IATA Code: GFK
Lat/Long: N47° 56.8' W097° 10.4'
Elevation: 845 ft

Airport Use: Public
Magnetic Variation: 3.6°E
Sectional Chart: Twin Cities

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1314 Z
Sunset: 0009 Z,

Runway Information

Runway: 09L
Length x Width: 4206 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 843 ft
Lighting: Edge, Pilot controlled

Runway: 09R
Length x Width: 3300 ft x 60 ft
Surface Type: concrete
TDZ-Elev: 844 ft
Lighting: Edge

Runway: 17L
Length x Width: 3901 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 843 ft
Lighting: Edge

Runway: 17R
Length x Width: 7351 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 843 ft
Lighting: Edge, REIL, Pilot controlled

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Runway: 27L
Length x Width: 3300 ft x 60 ft
Surface Type: concrete
TDZ-Elev: 844 ft
Lighting: Edge

Runway: 27R
Length x Width: 4206 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 843 ft
Lighting: Edge, REIL, Pilot controlled

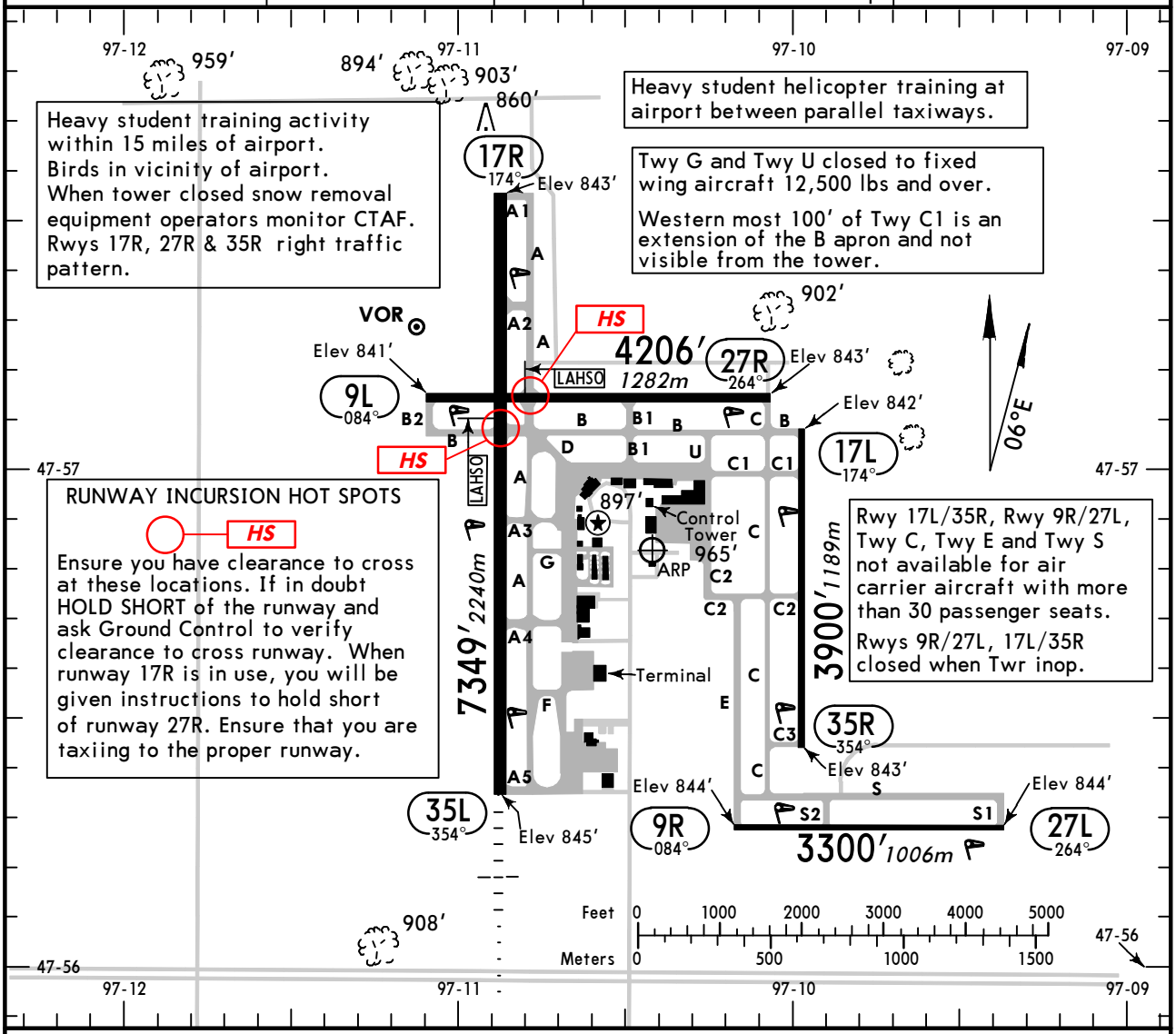
Runway: 35L
Length x Width: 7351 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 845 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35R
Length x Width: 3901 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 844 ft
Lighting: Edge

Communication Information

ATIS 119.4
ASOS 119.4
Grand Forks Tower 120.55 Secondary
Grand Forks Tower 118.4 CTAF PCL
Grand Forks Ground Control 124.575
Grand Forks Approach Control 118.1
Grand Forks Departure Control 118.1
Grand Forks Intl Unicom 122.95
Grand Forks Flight Service Station 122.6 RCO
Grand Forks Flight Service Station 122.2 RCO

ATIS (ASOS when Twr inop)	*GRAND FORKS Ground	*Tower	GRAND FORKS Radio (LAA)	GRAND FORKS Departure (R)
119.4	124.57	118.4	CTAF 118.4 when Twr inop	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	USABLE LENGTHS LAHSO Distance	TAKE-OFF	WIDTH
9L	❶ MIRL PAPI-L (angle 3.00°)					100′ 30m
27R	❶ MIRL ❷ REIL VASI-L			17R/35L 3000′ 914m		
9R / 27L	❸ MIRL PAPI-L (angle 3.00°, TCH 21′)					60′ 18m
17R ❹	❶ HIRL ❷ REIL PAPI-L (angle 3.00°)					150′ 46m
35L	❶ HIRL ❶ MALSR PAPI-L (angle 2.76°)		6060′ 1847m	9L/27R 4600′ 1402m		
17L	❸ MIRL PAPI-L (angle 3.0°, TCH 21′)					75′ 23m
35R	❸ MIRL PAPI-L (angle 3.0°, TCH 22′)					

❶ Activate on 118.4 when Twr inop.
❷ Activate on 118.4.
❸ Preset on low intensity 1930-0200LT.
❹ Grooved.

TAKE-OFF	All Rwys Adequate Vis Ref	All Rwys STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE	Authorized Only When Twr Operating: ILS Rwy 35L	Authorized Only When Twr Operating: LOC Rwy 35L	Authorized Only When Twr Operating and Local Weather Available: LOC (BC) Rwy 17R	Authorized Only When Local Weather Available: Other
A, B, C, D	600-2	800-2	800-2	800-2

AMEND 2

CHANGES: Ramp depiction.

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KGFK/GFK
GRAND FORKS INTL

JEPPESEN

25 NOV 11 (11-1)

GRAND FORKS, N DAK
LOC (BACK CRS) Rwy 17R

BRIEFING STRIP ™

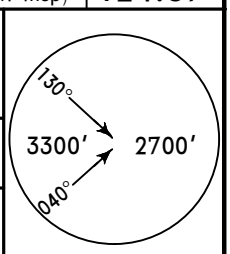
ATIS (ASOS when Twr inop)	GRAND FORKS Approach (R)	*GRAND FORKS Tower	GRAND FORKS Radio (LAA)	*Ground
119.4	118.1	118.4	CTAF 118.4 (when Twr inop)	124.57

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 845′
IGFK 109.1	174° (Front Crs 354°)	MANZA 2400′ (1557′)	(CONDITIONAL) 1200′ (357′)	TDZE 843′

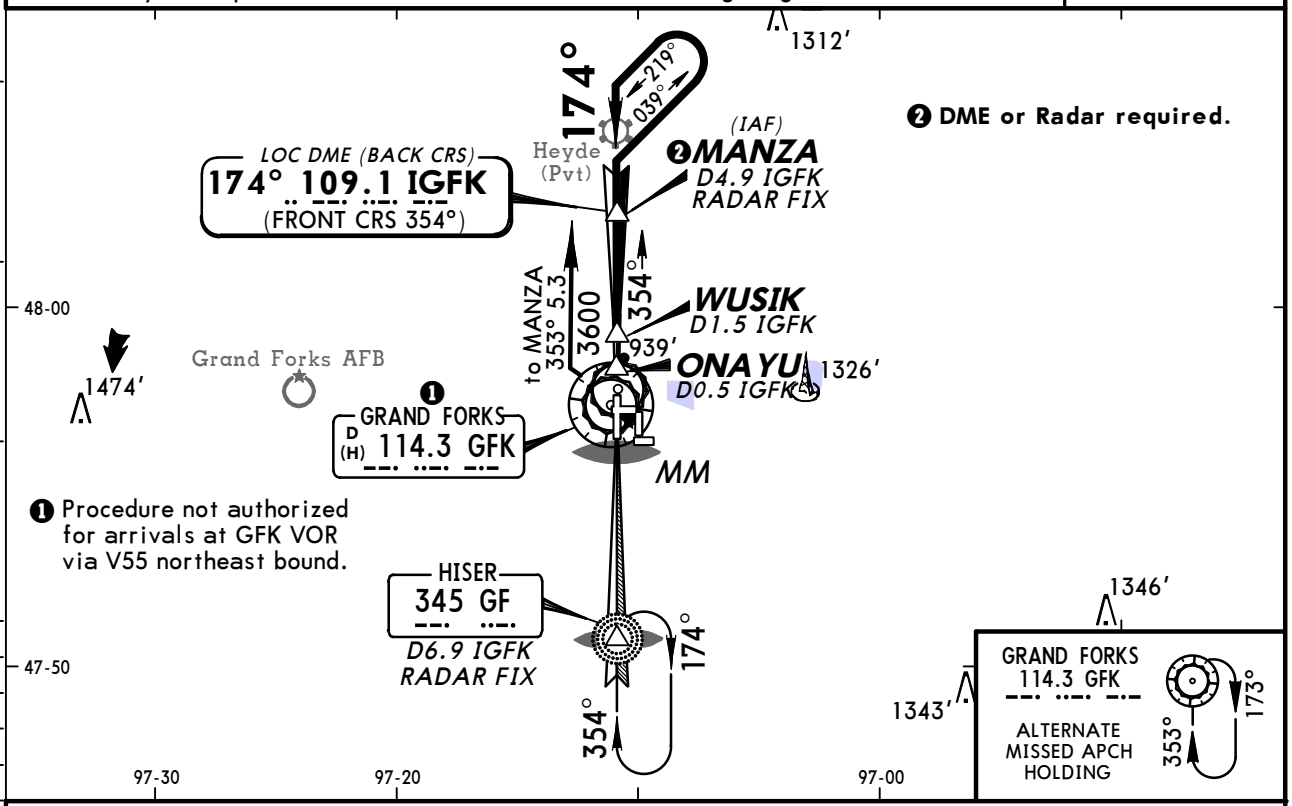
MISSED APCH: Climb to 2600′ via IGFK LOC SOUTH CRS to HISER LOM/D6.9 IGFK/RADAR FIX and hold, or as directed by ATC.

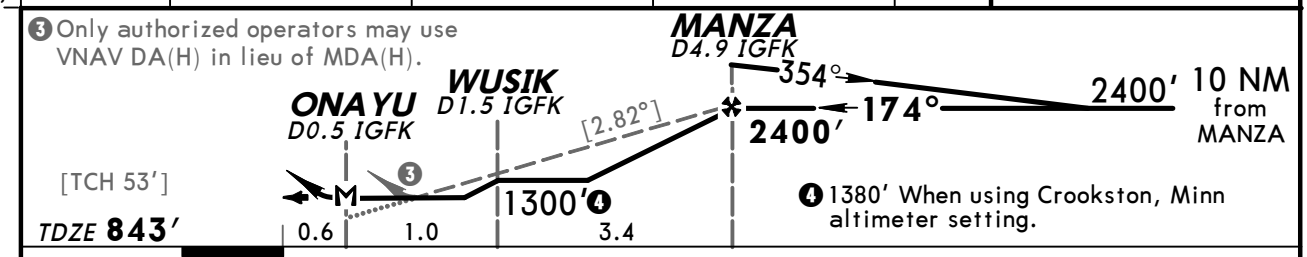
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar or ADF required. 2. Use local altimeter setting; if not received, use Crookston, Minn altimeter setting. 3. Disregard glideslope indications. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 118.4.



MSA GF LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.82°]	349	449	499	599	698	798
MAP at ONAYU or MANZA to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

REIL	2600′	IGFK 109.1	GF 345
PAPI-L	↑	via SOUTH CRS	

	STRAIGHT-IN LANDING RWY 17R With WUSIK	STRAIGHT-IN LANDING RWY 17R Without WUSIK	Max Kts	CIRCLE-TO-LAND With WUSIK	CIRCLE-TO-LAND Without WUSIK
	With Local Altimeter Setting			With Local Altimeter Setting	
	MDA(H) 1200′ (357′)	MDA(H) 1300′ (457′)		MDA(H)	MDA(H)
A	1	1	90	1280′(435′)-1	1300′(455′)-1
B			120	1300′(455′)-1	
C		1¼	140	1300′(455′)-1½	1300′(455′)-1½
D	1¼	1½	165	1400′(555′)-2	1400′(555′)-2

	With Crookston, Minn Altimeter Setting		Max Kts	With Crookston, Minn Altimeter Setting	
	MDA(H) 1280′ (437′)	MDA(H) 1380′ (537′)		MDA(H)	MDA(H)
A	1	1	90	1360′(515′)-1	1380′(535′)-1
B			120	1380′(535′)-1	
C	1¼	1½	140	1380′(535′)-1½	1380′(535′)-1½
D	1½	1¾	165	1480′(635′)-2	1480′(635′)-2

TERPS AMEND 13 3 JUN 2010

CHANGES: None.

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ATIS (ASOS when Twr inop)	GRAND FORKS Approach (R)	*GRAND FORKS Tower	*Ground
119.4	118.1	CTAF 118.4	124.57

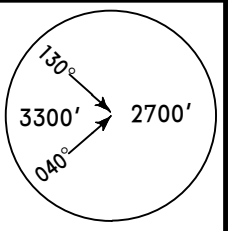
BRIEFING STRIP™

LOC IGFK	Final Apch Crs	GS HISER	ILS DA(H) (CONDITIONAL)	Apt Elev 845′
109.1	354°	2536′ (1691′)	1045′ (200′)	TDZE 845′

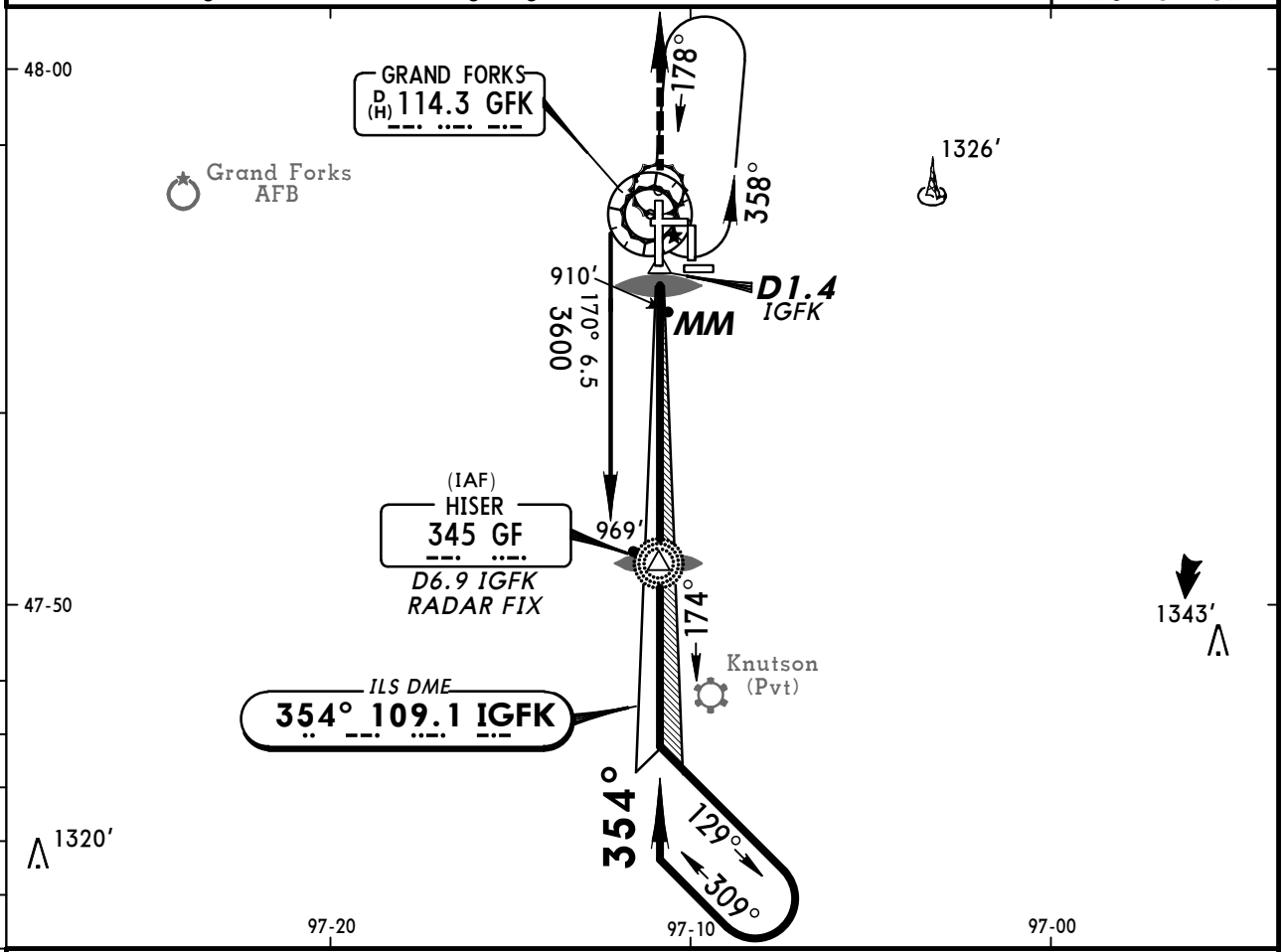
MISSED APCH: Climb to 3600′ then RIGHT turn direct GFK VOR and hold.

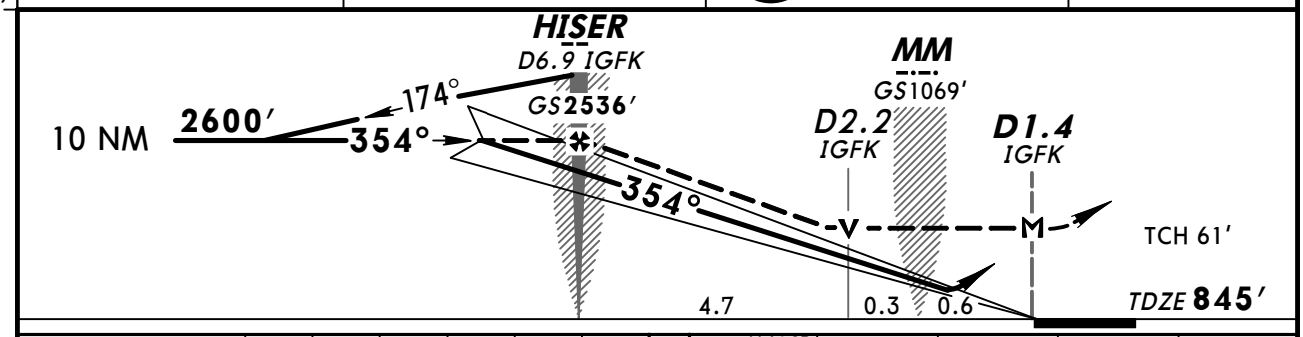
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF, DME or Radar required. 2. Use local altimeter setting; if not received, use Crookston, Minn altimeter setting. 3. VDP not authorized with Crookston, Minn altimeter setting. 4. Pilot controlled lighting 118.4.



MSA GF LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 2.76°	347	446	496	595	694	793
MAP at D1.4 IGFK or HISER to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR
PAPI
3600′
RT
GFK 114.3

STRAIGHT-IN LANDING RWY 35L

	ILS DA(H) 1045′ (200′) With Local Altimeter Setting		ILS DA(H) 1125′ (280′) With Crookston, Minn Altimeter Setting		1 LOC (GS out) MDA(H) 1160′ (315′) With Local Altimeter Setting		
	FULL	RAIL or ALS out	FULL	RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1/2	3/4	1
B							
C							
D					3/4	1	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Crookston, Minn Altimeter Setting MDA(H)
90	1280′ (435′)-1	1360′ (515′)-1
120	1300′ (455′)-1	1380′ (535′)-1
140	1300′ (455′)-1½	1380′ (535′)-1½
165	1400′ (555′)-2	1480′ (635′)-2

1 MDA(H) 1240′ (395′) with Crookston, Minn altimeter setting.

AMEND 12 TERPS

CHANGES: Communications, runway diagram.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	GRAND FORKS Approach (R)	*GRAND FORKS Tower	*Ground
119.4	118.1	CTAF 118.4	124.57

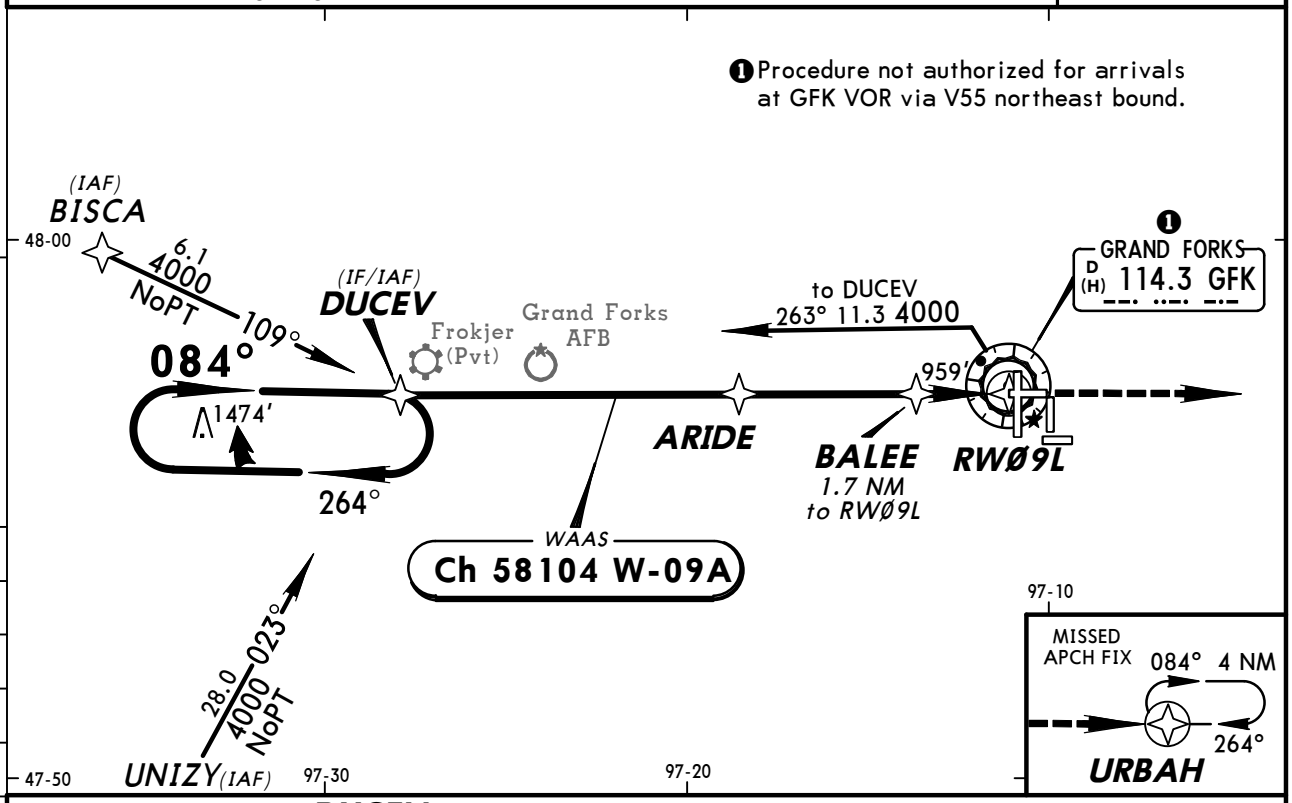
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 845′
Ch 58104 W-09A	084°	ARIDE 2500′ (1657′)	1093′ (250′)	TDZE 843′

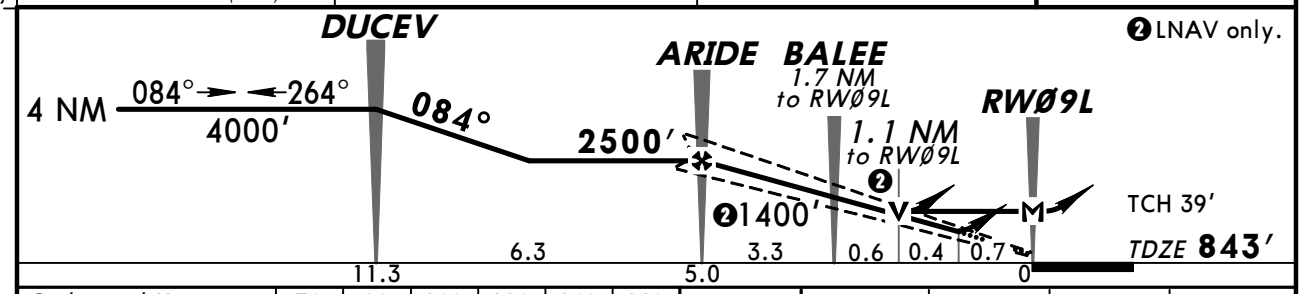
MISSED APCH: Climb to 2800′ direct URBAH and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Crookston, Minn altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F).
4. Baro-VNAV and VDP not authorized when using Crookston, Minn altimeter setting.
5. Pilot controlled lighting 118.4.

3300′
MSA RWØ9L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9L						

PAPI-L 2800′ D URBAH

STRAIGHT-IN LANDING RWY 9L
With Local Altimeter Setting

	LPV DA(H) 1093′ (250′)	LNAV/VNAV DA(H) 1238′ (395′)	LNAV MDA(H) 1220′ (377′)
A	1	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1280′ (435′)-1
120	1300′ (455′)-1
140	1300′ (455′)-1½
165	1400′ (555′)-2

With Crookston, Minn Altimeter Setting

	DA(H) 1155′ (312′)	DA(H) 1300′ (457′)	MDA(H) 1300′ (457′)
A	1	1¾	1
B			
C			1¼
D			1½

With Crookston, Minn Altimeter Setting

Max Kts	MDA(H)
90	1360′ (515′)-1
120	1380′ (535′)-1
140	1380′ (535′)-1½
165	1480′ (635′)-2

AMEND 1
TERPS

CHANGES: None.

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ATIS (ASOS when Twr inop)	GRAND FORKS Approach (R)	*GRAND FORKS Tower	*Ground
119.4	118.1	CTAF 118.4	124.57

BRIEFING STRIP™

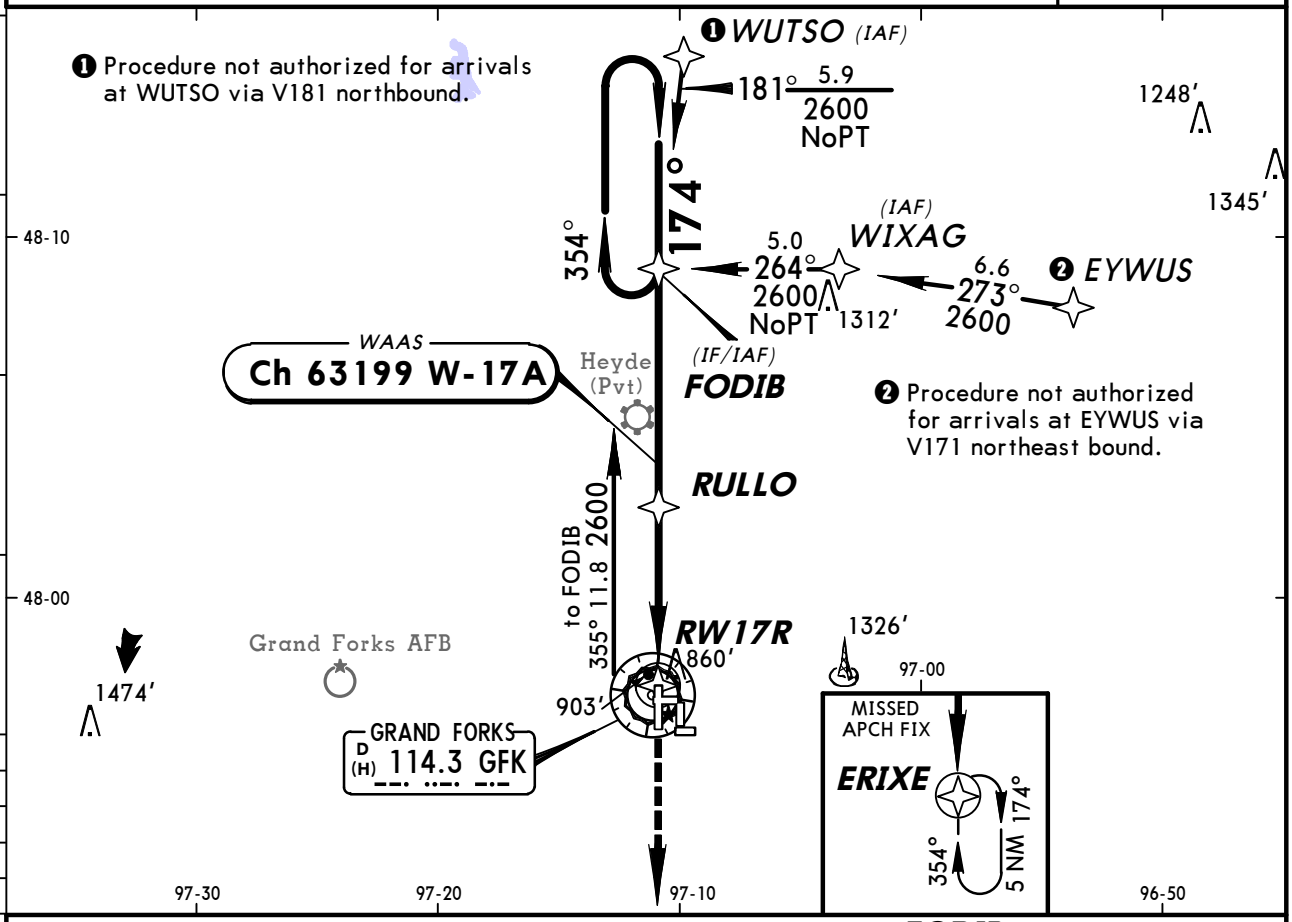
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 845′
Ch 63199 W-17A	174°	RULLO 2500′ (1657′)	1107′ (264′)	TDZE 843′

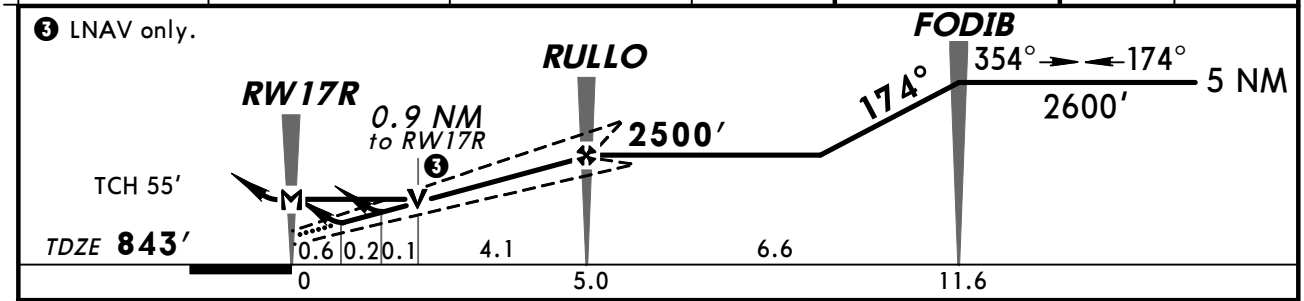
MISSED APCH: Climb to 2600′ direct ERIXE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Crookston, Minn altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized with Crookston, Minn altimeter setting. 4. Baro-VNAV not authorized with Crookston, Minn altimeter setting. 5. Baro-VNAV not authorized below -16°C (5°F).
6. Pilot controlled lighting 118.4.

3300′
MSA RW17R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17R						

REIL
PAPI-L
2600′
D
ERIXE

STRAIGHT-IN LANDING RWY 17R

	1 LPV DA(H) 1107′(264′)	2 LNAV/VNAV DA(H) 1157′(314′)	3 LNAV MDA(H) 1180′(337′)
A	1	1	1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Crookston, Minn Altimeter Setting MDA(H)
90	1280′(435′)-1	1360′(515′)-1
120	1300′(455′)-1	1380′(535′)-1
140	1300′(455′)-1½	1380′(535′)-1½
165	1400′(555′)-2	1480′(635′)-2

1 DA(H) 1187′ (344′), vis 1 ¼ with Crookston, Minn altimeter setting.
2 DA(H) 1237′ (394′), vis 1 ¼ with Crookston, Minn altimeter setting.
3 MDA(H) 1260′ (417′), and CAT C and D vis 1 ¼ with Crookston, Minn altimeter setting.

TERPS AMEND 0B 26 AUG 2010

CHANGES: Minimums.

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ATIS (ASOS when Twr inop)	GRAND FORKS Approach (R)	*GRAND FORKS Tower	*Ground
119.4	118.1	CTAF 118.4	124.57

BRIEFING STRIP™

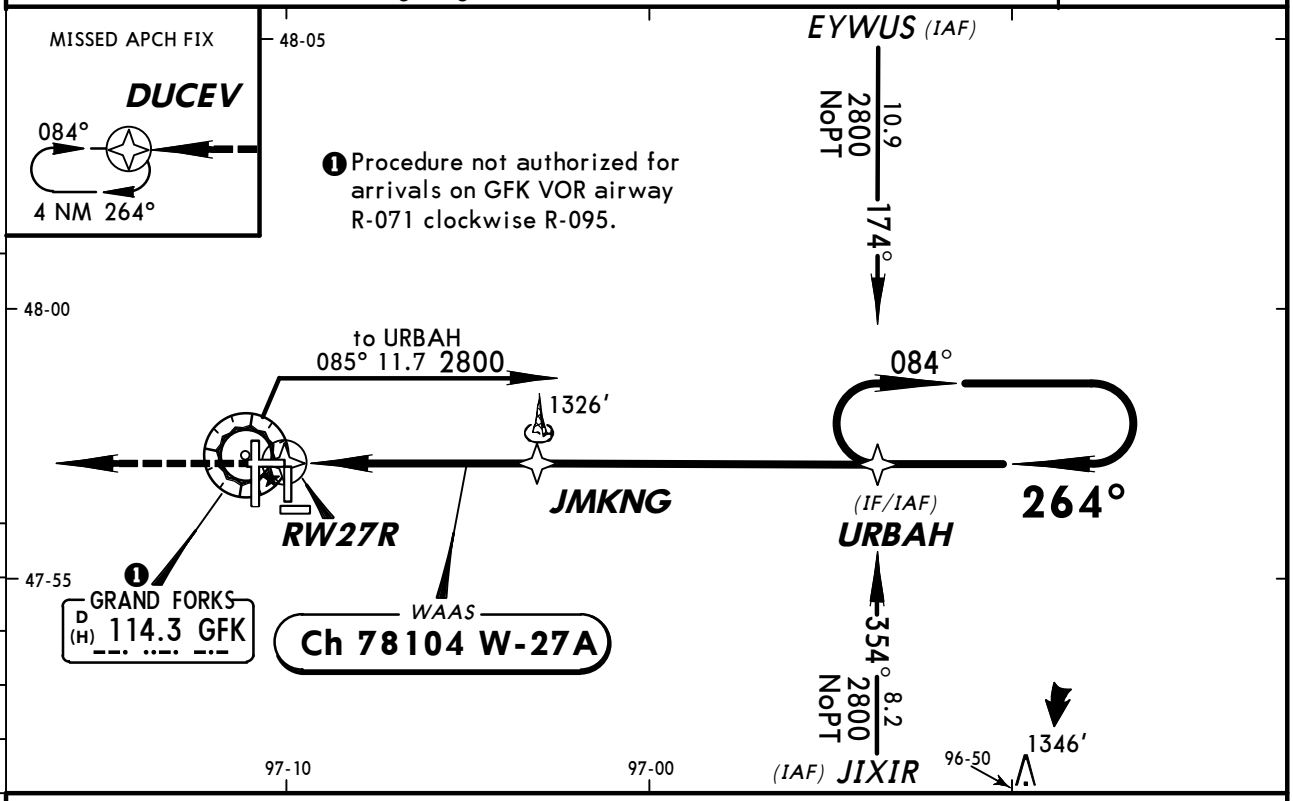
WAAS	Final Apch Crs	Minimum Alt JMKNG	LPV DA(H) (CONDITIONAL)	Apt Elev 845′
Ch 78104 W-27A	264°	2400′ (1557′)	1093′ (250′)	TDZE 843′

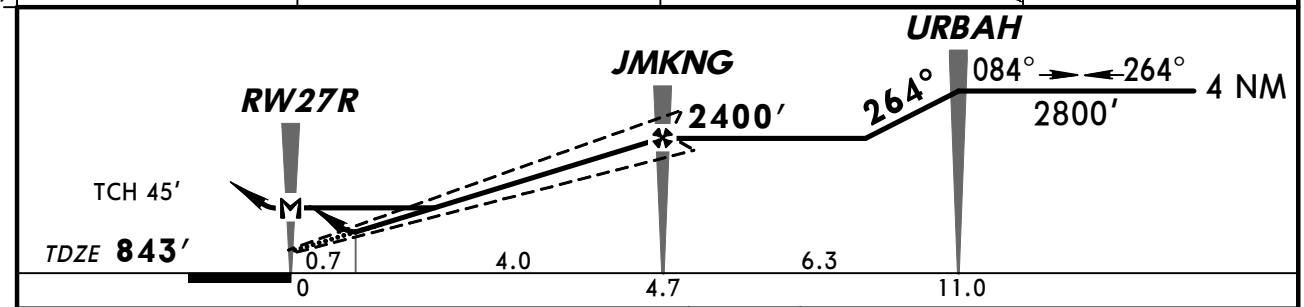
MISSED APCH: Climb to 4000′ direct DUCEV and hold, continue climb-in-hold to 4000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Crookston, Minn altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.4.

3300′
MSA RW27R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW27R						

REIL
VASI-L
4000′
DUCEV

STRAIGHT-IN LANDING RWY 27R With Local Altimeter Setting	LPV DA(H) 1093′ (250′)	LNAV MDA(H) 1460′ (617′)
A	1	1
B		
C		1¾
D		2

CIRCLE-TO-LAND With Local Altimeter Setting	Max Kts	MDA(H)
	90	1460′ (615′)-1
	120	
	140	1460′ (615′)-1¾
	165	1460′ (615′)-2

With Crookston, Minn Altimeter Setting	DA(H) 1155′ (312′)	MDA(H) 1540′ (697′)
A	1	1
B		
C		2
D		2¼

With Crookston, Minn Altimeter Setting	Max Kts	MDA(H)
	90	1540′ (695′)-1
	120	
	140	1540′ (695′)-2
	165	1540′ (695′)-2¼

AMEND 2
TERPS

CHANGES: Communications, runway lighting, runway diagram.

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KGFK/GFK
GRAND FORKS INTL

JEPPESEN

25 DEC 09 (12-4)

GRAND FORKS, N DAK
RNAV (GPS) Rwy 35L

ATIS (ASOS when Twr inop)	GRAND FORKS Approach (R)	*GRAND FORKS Tower	*Ground
119.4	118.1	CTAF 118.4	124.57

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	
Ch 70313 W-35A	354°	JAGBI 2600′ (1755′)	1095′ (250′)	Apt Elev 845′ TDZE 845′

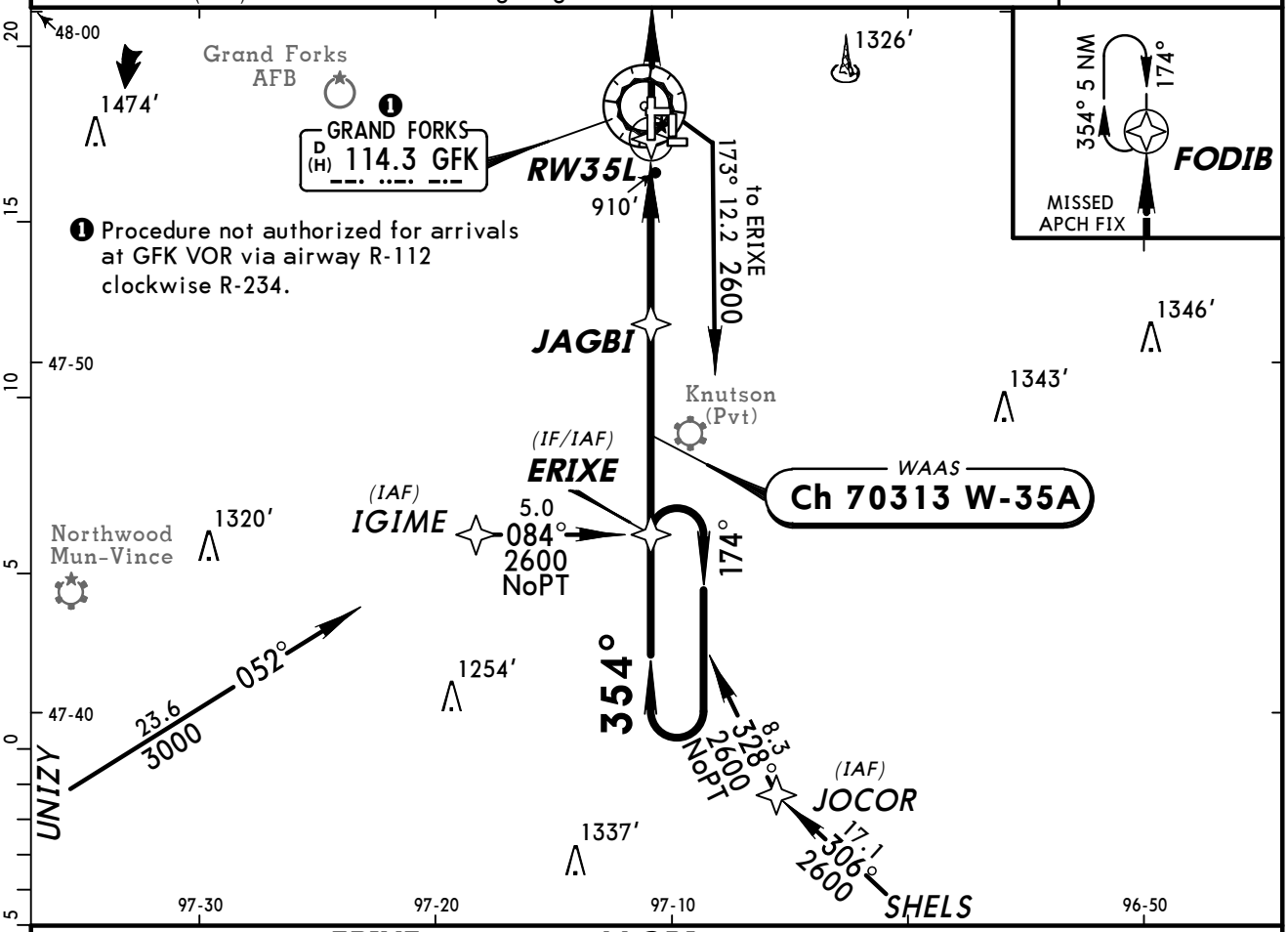
MISSED APCH: Climb to 2600′ direct FODIB and hold.

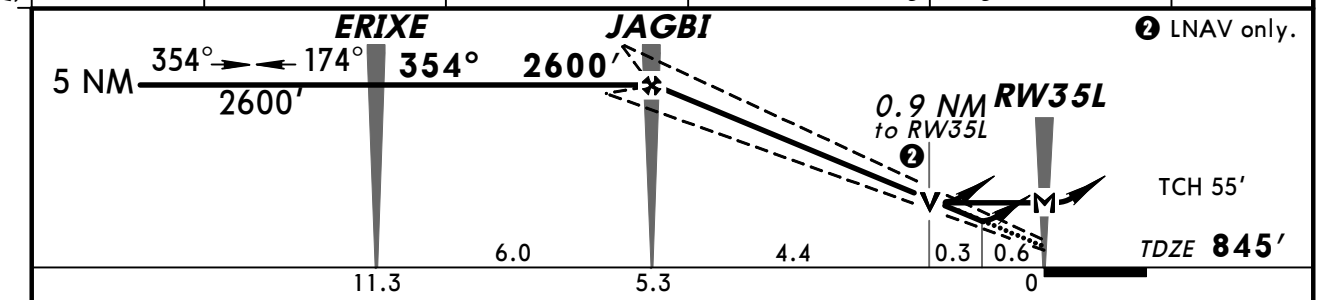
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Crookston, Minn altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.
4. VDP not authorized with Crookston, Minn altimeter setting. 5. Baro-VNAV not authorized with Crookston, Minn altimeter setting. 6. Baro-VNAV not authorized below -16°C (4°F). 7. Pilot controlled lighting 118.4.

3300′

MSA RW35L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35L						

MALSR PAPI 2600′ D FODIB

STRAIGHT-IN LANDING RWY 35L

	1 LPV DA(H) 1095′ (250′)		2 LNAV/VNAV DA(H) 1174′ (329′)			3 LNAV MDA(H) 1180′ (335′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	1	1/2	3/4	1	1/2	3/4	1
B								
C								
D			3/4	1		1		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Crookston, Minn Altimeter Setting MDA(H)
90	1280′ (435′)-1	1360′ (515′)-1
120	1300′ (455′)-1	1380′ (535′)-1
140	1300′ (455′)-1½	1380′ (535′)-1½
165	1400′ (555′)-2	1480′ (635′)-2

AMENDO

TERPS

1 DA(H) 1175′ (330′) with Crookston, Minn altimeter setting.
2 DA(H) 1254′ (409′) with Crookston, Minn altimeter setting.
3 MDA(H) 1260′ (415′) with Crookston, Minn altimeter setting.

CHANGES: Communications, runway diagram.

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ATIS (ASOS when Twr inop)	GRAND FORKS Approach (R)	*GRAND FORKS Tower	*Ground
119.4	118.1	CTAF 118.4	124.57

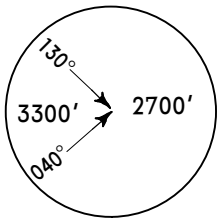
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 845′
GFK 114.3	183°	BLITS 2400′ (1557′)	(CONDITIONAL) 1220′ (377′)	TDZE 843′

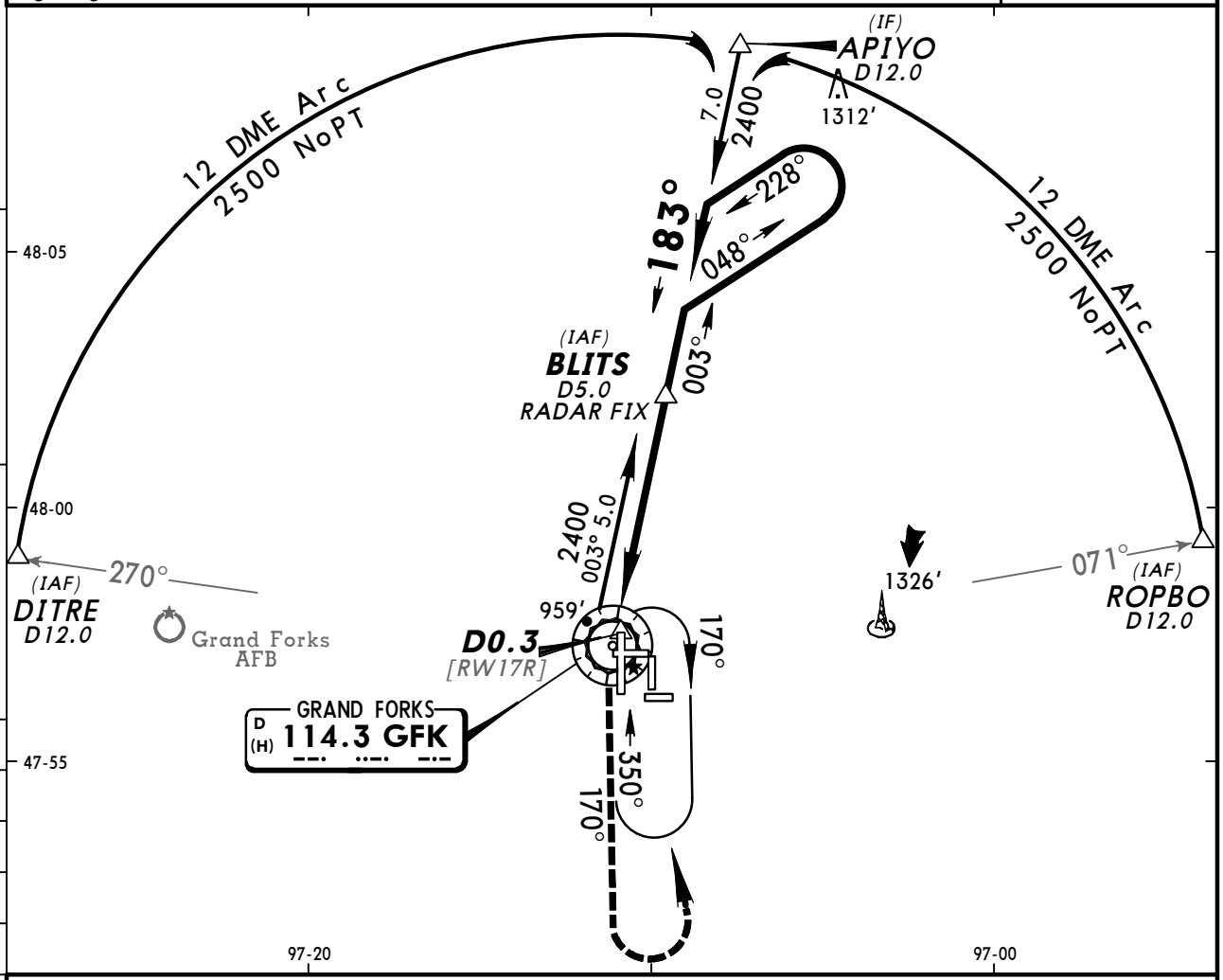
MISSED APCH: Climb to 3600′ outbound via GFK VOR R-170 then LEFT turn direct GFK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

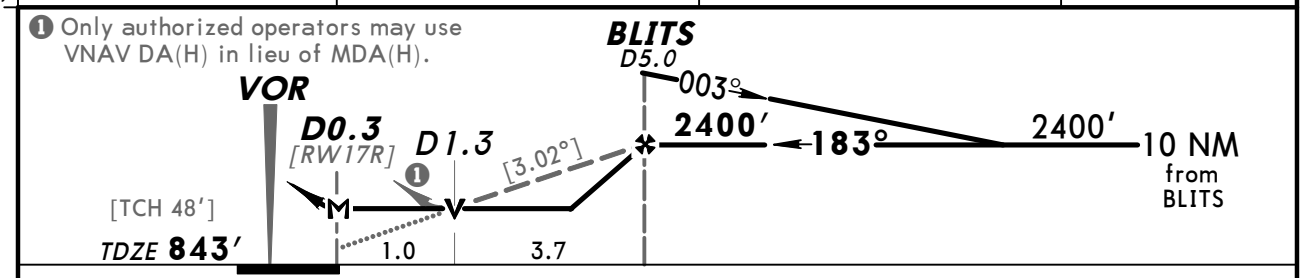
1. Radar or DME required. 2. Use local altimeter setting; if not received, use Crookston, Minn altimeter setting. 3. VDP not authorized with Crookston, Minn altimeter setting. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 118.4.



MSA GFK VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at D0.3 or BLITS to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

REIL
PAPI-L

3600′ ↑ via GFK 114.3 R-170 | LT ↰ | D→ | GFK 114.3

TERPS AMEND 6A

	STRAIGHT-IN LANDING RWY 17R		CIRCLE-TO-LAND		
	MDA(H) 1220′ (377′) With Local Altimeter Setting	MDA(H) 1300′ (457′) With Crookston, Minn Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Crookston, Minn Altimeter Setting MDA(H)
A	1	1	90	1280′ (435′)-1	1360′ (515′)-1
B			120	1300′ (455′)-1	1380′ (535′)-1
C			140	1300′ (455′)-1½	1380′ (535′)-1½
D	1¼	1¼	165	1400′ (555′)-2	1480′ (635′)-2

CHANGES: Communications, runway diagram.

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ATIS (ASOS when Twr inop)	GRAND FORKS Approach (R)	*GRAND FORKS Tower	*Ground
119.4	118.1	CTAF 118.4	124.57

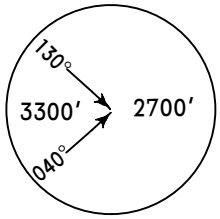
BRIEFING STRIP™

VOR	Final Apch Crs		MDA(H) (CONDITIONAL)	Apt Elev 845′
GFK 114.3	344°	No FAF	1220′ (375′)	TDZE 845′

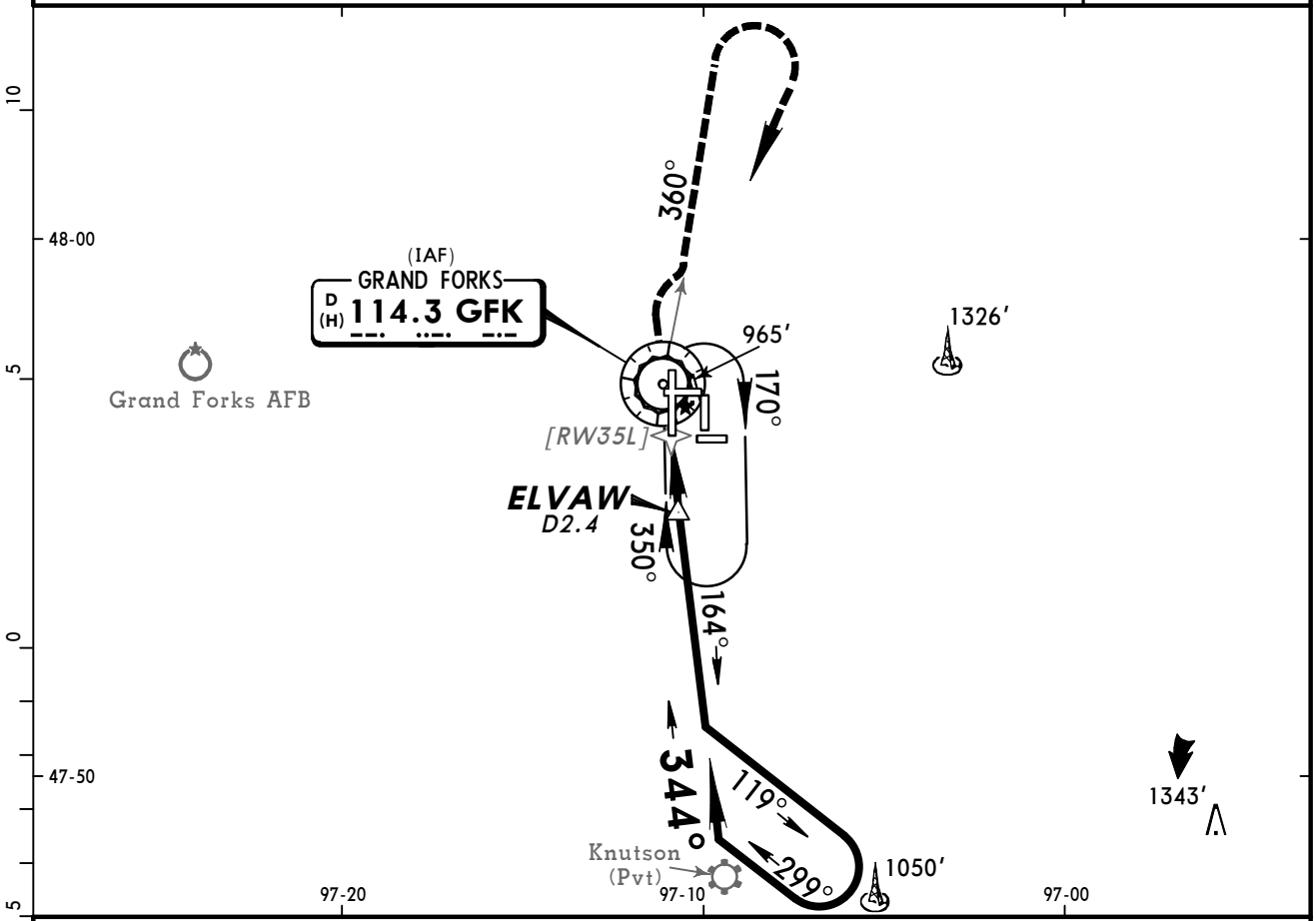
MISSED APCH: Climb to 1300′ then climb to 3600′ outbound via GFK VOR R-360 then RIGHT turn direct GFK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

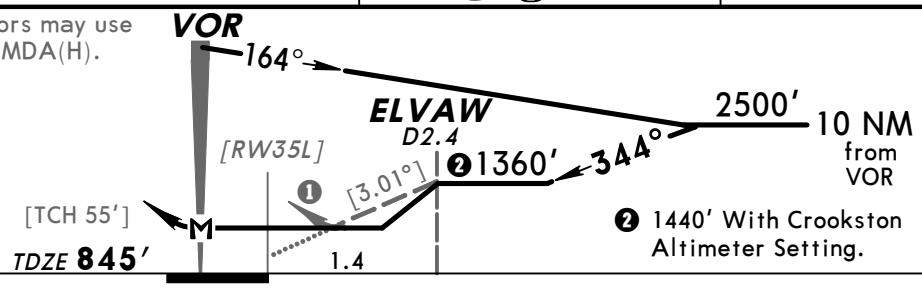
1. Use local altimeter setting; if not received, use Crookston, Minn altimeter setting.
2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 118.4.



MSA GFK VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



❷ 1440′ With Crookston Altimeter Setting.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at VOR						

MALSR
PAPI

1300′	3600′	GFK via 114.3 R-360

STRAIGHT-IN LANDING RWY 35L

With Elvaw	Without Elvaw
With Local Altimeter Setting	
MDA(H) 1220′ (375′)	MDA(H) 1360′ (515′)
With Crookston, Minn Altimeter Setting	
MDA(H) 1300′ (455′)	MDA(H) 1440′ (595′)

		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C				1	1 1/2	
D	1	1 1/4		1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	With Elvaw MDA(H)	Without Elvaw MDA(H)
With Local Altimeter Setting		
90	1280′ (435′)-1	1360′ (515′)-1
120	1300′ (455′)-1	
140	1300′ (455′)-1 1/2	1360′ (515′)-1 1/2
165	1400′ (555′)-2	1400′ (555′)-2
With Crookston, Minn Altimeter Setting		
90	1360′ (515′)-1	1440′ (595′)-1
120	1380′ (535′)-1	
140	1380′ (535′)-1 1/2	1440′ (595′)-1 1/2
165	1480′ (635′)-2	1480′ (635′)-2

AMEND 7 TERPS

CHANGES: Communications, runway diagram.

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General Information

Location: Williston ND USA
IATA Code: ISN
Lat/Long: N48° 10.7' W103° 38.5'
Elevation: 1982 ft

Airport Use: Public
Magnetic Variation: 8.7°E
Sectional Chart: Billings

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1340 Z
Sunset: 0035 Z,

Runway Information

Runway: 02
Length x Width: 3453 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 1920 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 11
Length x Width: 6650 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1982 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 20
Length x Width: 3453 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 1920 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 29
Length x Width: 6650 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1930 ft
Lighting: Edge, ALS, Pilot controlled

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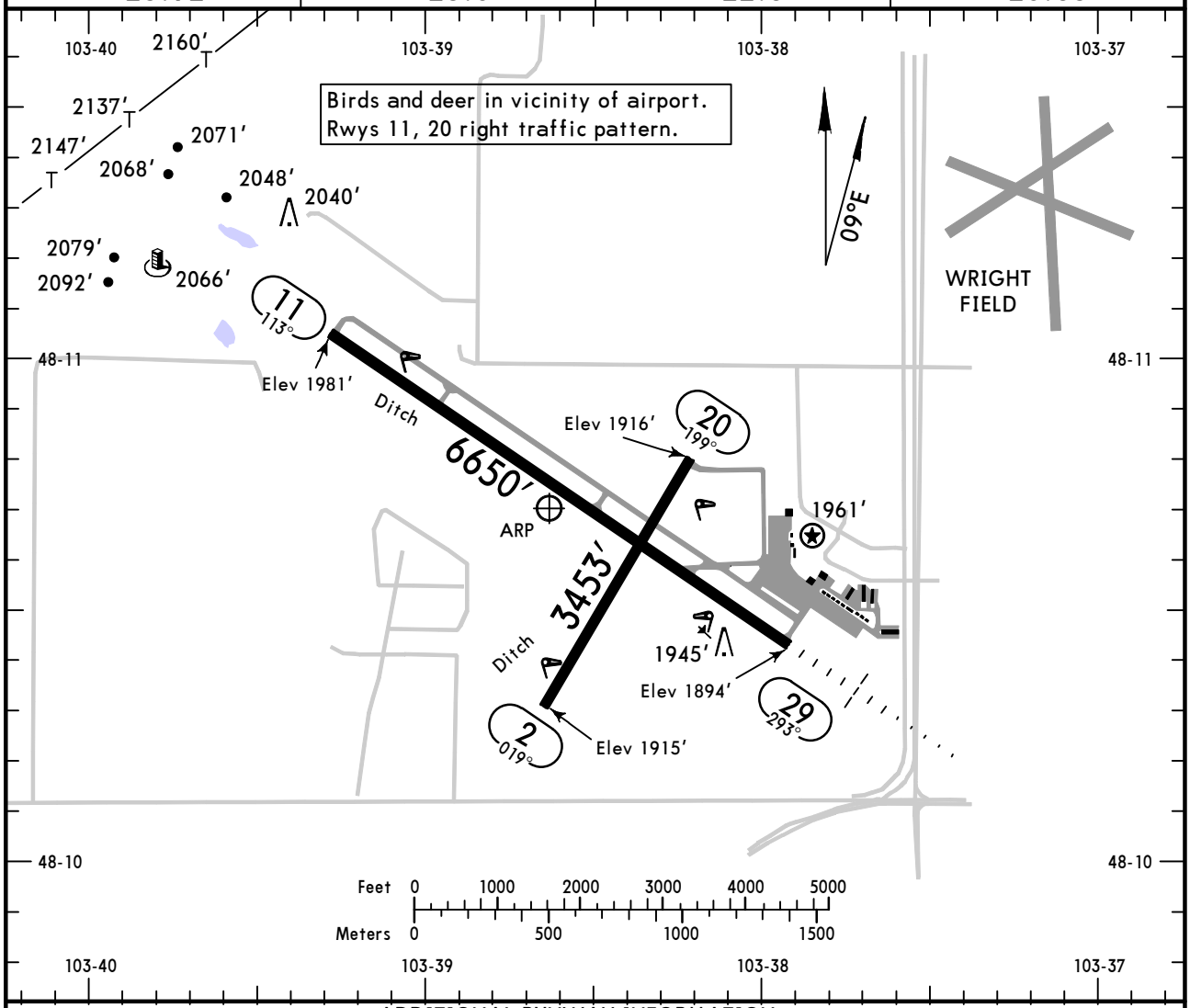
Communication Information

ASOS 125.925
Sloulin Intl Unicom 122.8 CTAF PCL
Grand Forks Flight Service Station 123.6 RCO
Salt Lake City Center 126.85 Remote Communications Air-Ground

ASOS	GRAND FORKS Radio	SLOULIN INTL UNICOM	SALT LAKE CITY Center (R)
125.92	123.6	CTAF 122.8	126.85



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
2	❶ MIRL ❶ REIL ❶ PAPI-L(angle 4.0°)				60′
20	❶ MIRL REIL ❶ PAPI-L(angle 4.0°)				
11 ❷	❸ MIRL ❶ REIL ❶ PAPI-L(angle 3.6°)				100′
29	❸ MIRL ❶ MALSR ❶ PAPI-L(angle 3.0°)		5851′		

❶ Activate on 122.8.
❷ Porous friction course overlay.
❸ Increase intensity on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 2, 11, 20		Rwy 29			FOR FILING AS ALTERNATE		
	Adequate Vis Ref	STD	With Mim climb of 359′/NM to 2200′ Adequate Vis Ref	STD	Other		Authorized Only When Local Weather Available RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29 VOR Rwy 11 VOR DME Rwy 29	ILS or LOC RWY 29 NDB Rwy 29
1 & 2 Eng	1/4	1	1/4	1	400-2¼	A B C D	800-2	NA
3 & 4 Eng		1/2		1/2				

OBSTACLE DP: Rwy 11, climb heading 115° to 2400′ before turning left.

AMEND 4

CHANGES: Airport revised.

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ASOS	SALT LAKE CITY Center (R)	GRAND FORKS Radio	SLOULIN INTL UNICOM
125.92	126.85	123.6	CTAF 122.8

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 1982'
ISFW 108.7	295°	YUSON 3851' (1921')	2130' (200')	TDZE 1930'

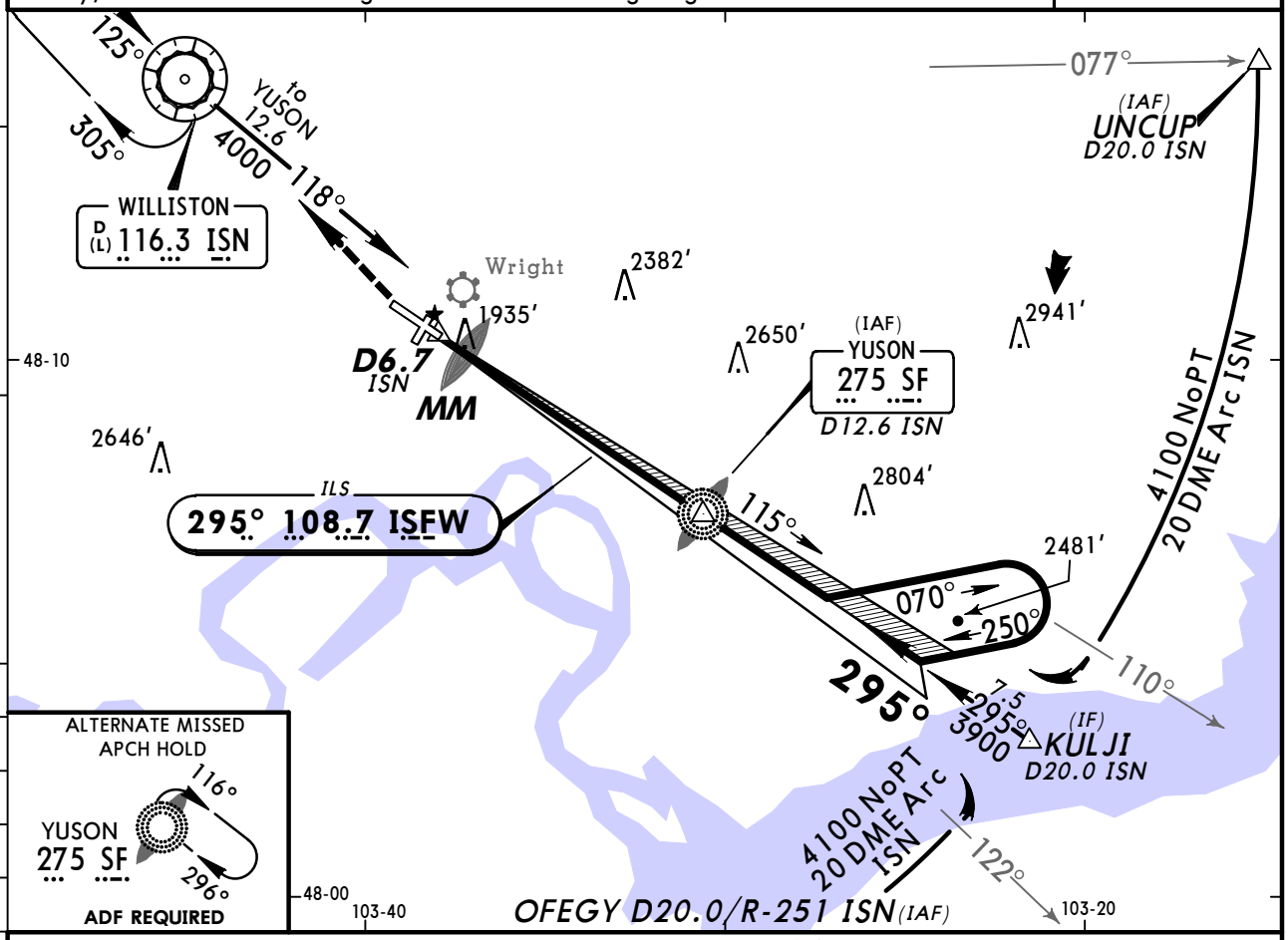
MISSED APCH: Climb to 2500' then climbing RIGHT turn to 4000' direct ISN VOR and hold.

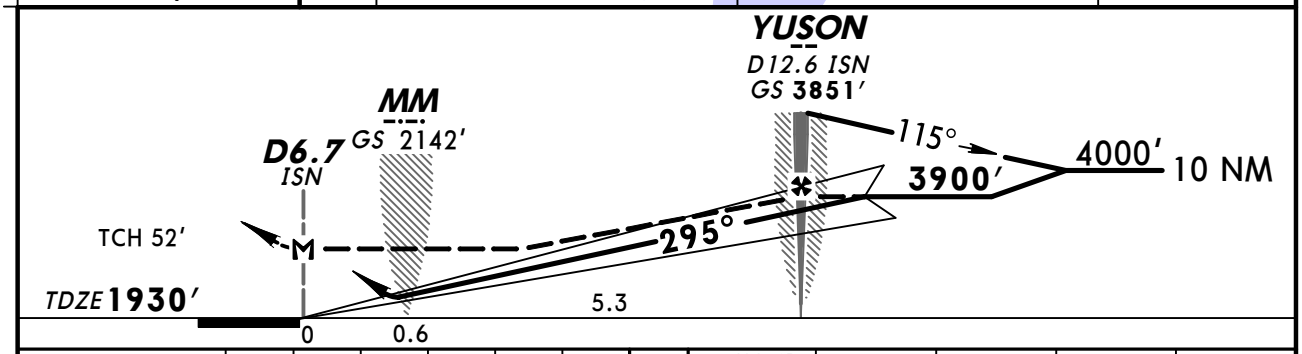
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or ADF required. 2. Use local altimeter setting; if not received, use Sidney, Mont altimeter setting. 3. Pilot controlled lighting 122.8.

BRIEFING STRIP ™

4300'
MSA SF LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D6.7 ISN or YUSON to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR
PAPI

2500'

4000' RT

ISN 116.3

STRAIGHT-IN LANDING RWY 29

	1 ILS DA(H) 2130' (200') With Local Altimeter Setting		LOC (GS out) MDA(H) 2420' (490') With Local Altimeter Setting			MDA(H) 2520' (590') With Sidney, Mont Altimeter Setting		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C			3/4	1 1/4		1	1 1/2	
D			1	1 1/2		1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Sidney, Mont Altimeter Setting MDA(H)
90	2560' (578')-1	2660' (678')-1
120	2580' (598')-1	2680' (698')-1
140	2600' (618')-1 3/4	2700' (718')-2
165	2620' (638')-2	2720' (738')-2 1/4

1 DA(H) 2214' (284'), RAIL or ALS out All Cats Vis 1 1/4 with Sidney, Mont Altimeter Setting.

TERPS AMEND 4 29 JUL 2010

CHANGES: Procedure.

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ASOS	SALT LAKE CITY Center (R)	GRAND FORKS Radio	SLOULIN INTL UNICOM
125.92	126.85	123.6	CTAF 122.8

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 1982′
	115°	ZELNO 3600′ (1618′)	(CONDITIONAL) 2600′ (618′)	TDZE 1982′

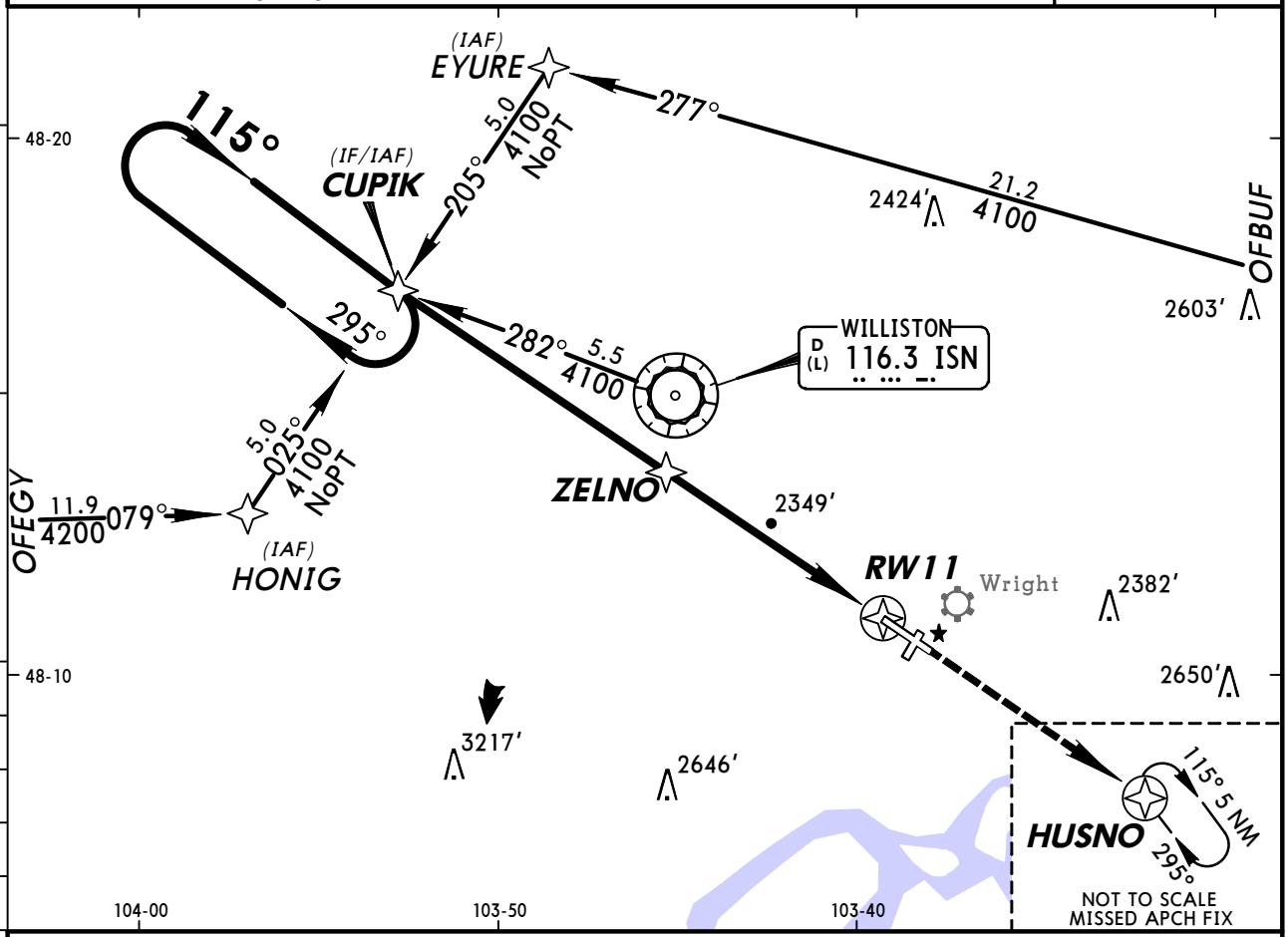
MISSED APCH: Climb to 4100′ direct HUSNO and hold.

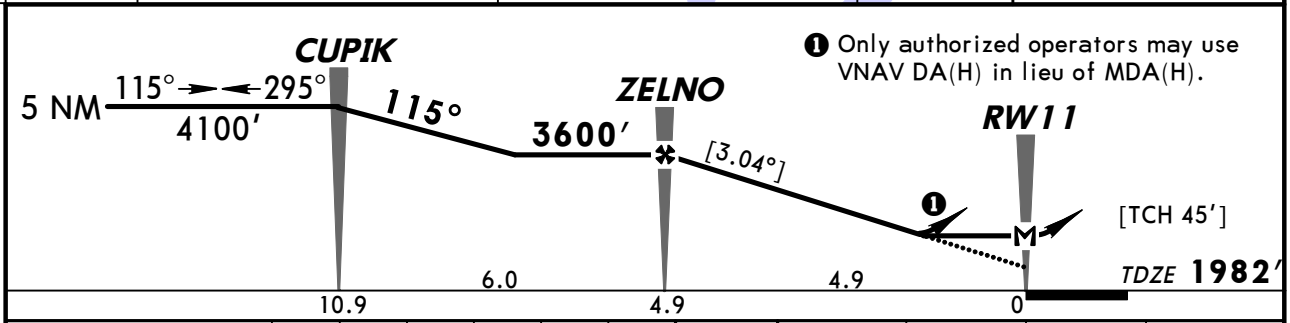
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Sidney, Mont altimeter setting.
2. DME/DME RNP 0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident.
5. Pilot controlled lighting 122.8.

4300′
MSA RW11

BRIEFING STRIP ™





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	362	465	517	620	723	826
MAP at RW11						

REIL
PAPI-L
4100′
HUSNO

STRAIGHT-IN LANDING RWY 11 LNAV	MDA(H) 2600′(618′) With Local Altimeter Setting	MDA(H) 2700′(718′) With Sidney, Mont Altimeter Setting
A	1	1
B		
C	1¾	2
D	2	2¼

CIRCLE-TO-LAND	Max Kts	With Local Altimeter Setting MDA(H)	With Sidney, Mont Altimeter Setting MDA(H)
A	90	2600′ (618′)-1	2700′ (718′)-1
B	120		
C	140	2600′ (618′)-1¾	2700′ (718′)-2
D	165	2620′ (638′)-2	2720′ (738′)-2¼

TERPS AMEND 0 29 JUL 2010

CHANGES: New procedure.

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BRIEFING STRIP TM

ASOS	SALT LAKE CITY Center (R)	GRAND FORKS Radio	SLOULIN INTL UNICOM
125.92	126.85	123.6	CTAF 122.8

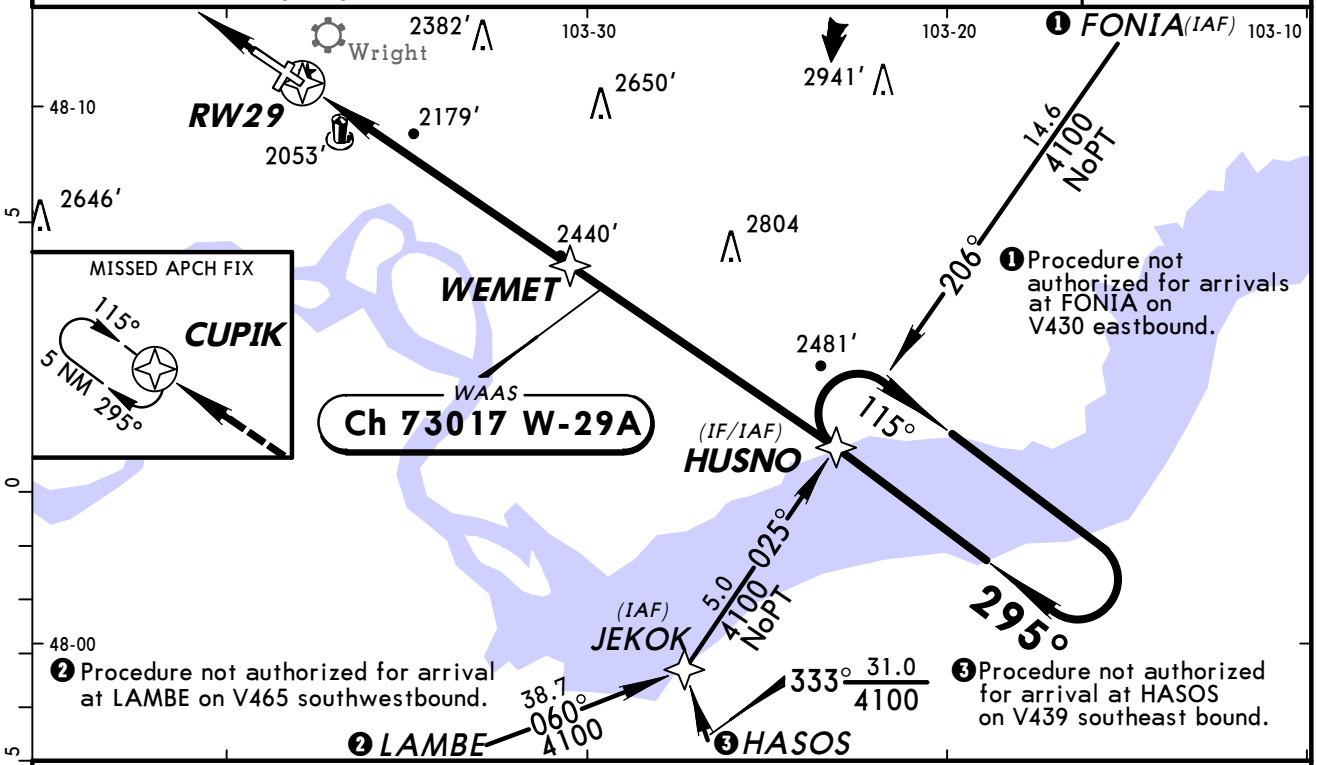
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1982'
Ch 73017 W-29A	295°	WEMET 3900' (1970')	2130' (200')	TDZE 1930'

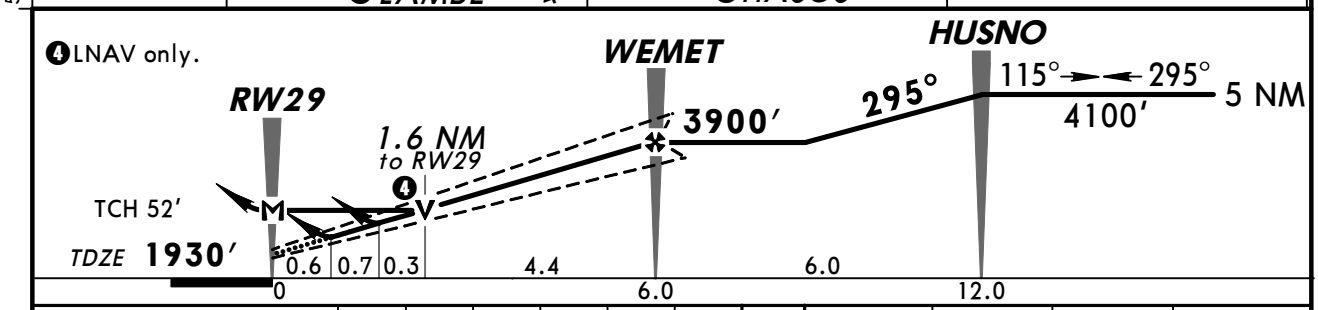
MISSED APCH: Climb to 4100' direct CUPIK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Sidney, Mont altimeter setting.
2. Baro-VNAV and VDP not authorized with Sidney, Mont altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 122.8.

4300'
MSA RW29





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle [3.00°]	372	478	531	637	743	849
MAP at RW29						

MALSR
PAPI
4100'
CUPIK

STRAIGHT-IN LANDING RWY 29
With Local Altimeter Setting

	LPV DA(H) 2130' (200')		LNAV/VNAV DA(H) 2352' (422')		LNAV MDA(H) 2440' (510')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	1	1 1/2	1/2	3/4	1
B							
C					1	1 1/2	
D							

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	2560' (578') - 1
120	2580' (598') - 1
140	2600' (618') - 1 3/4
165	2620' (638') - 2

With Sidney, Mont Altimeter Setting

	LPV DA(H) 2214' (284')		LNAV/VNAV DA(H) 2436' (506')		LNAV MDA(H) 2540' (610')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1 1/4	1 1/2	2	1/2	3/4	1
B							
C					1 1/4	1 3/4	
D					1 1/2	2	

With Sidney, Mont Altimeter Setting

Max Kts	MDA(H)
90	2660' (678') - 1
120	2680' (698') - 1
140	2700' (718') - 2
165	2720' (738') - 2 1/4

TERPS AMEND 0 29 JUL 2010

CHANGES: New procedure.

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BRIEFING STRIP ™

ASOS	SALT LAKE CITY Center (R)	GRAND FORKS Radio	SLOULIN INTL UNICOM
125.92	126.85	123.6	CTAF 122.8

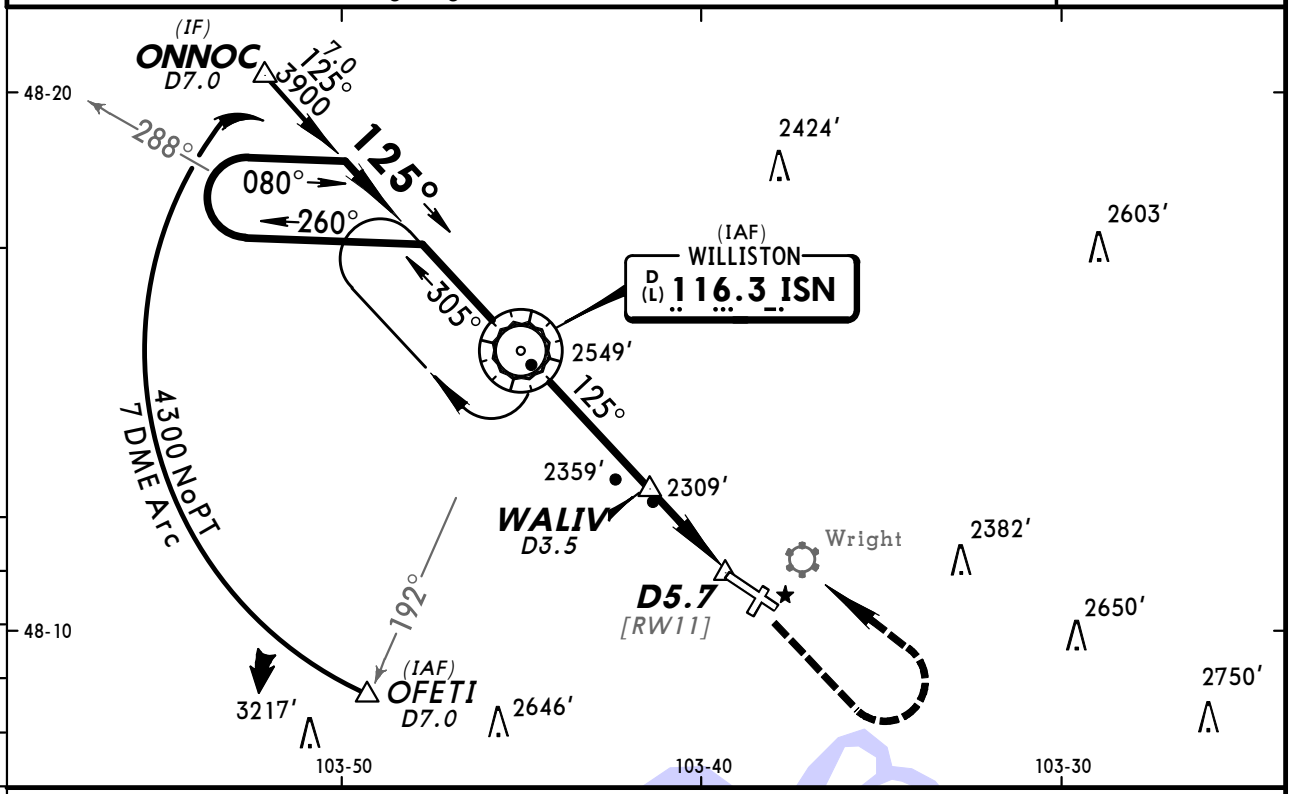
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 1982′
ISN 116.3	125°	3900′ (1918′)	2560′ (578′)	TDZE 1982′

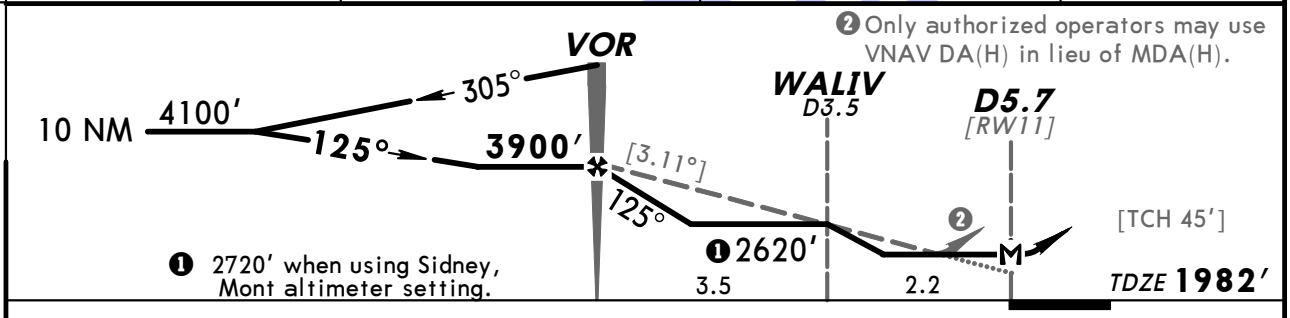
MISSED APCH: Climb to 3000′, then climbing LEFT turn to 4000′ direct ISN VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Sidney, Mont altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 122.8.

4300′
MSA ISN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.11°]	385	495	550	660	770	880
MAP at D5.7 or VOR to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

REIL	3000′	4000′		ISN
PAPI-L	↑	← LT	D→	116.3

	STRAIGHT-IN LANDING RWY 11 With WALIV	Without WALIV	CIRCLE-TO-LAND Max Kts	With WALIV	Without WALIV
	With Local Altimeter Setting MDA(H) 2560′ (578′)	MDA(H) 2620′ (638′)		With Local Altimeter Setting MDA(H)	MDA(H)
A	1	1	90	2560′ (578′)-1	2620′ (638′)-1
B			120	2580′ (598′)-1	
C	1½	1¾	140	2600′ (618′)-1¾	2620′ (638′)-1¾
D	1¾	2	165	2620′ (638′)-2	2620′ (638′)-2
	With Sidney, Mont Altimeter Setting MDA(H) 2660′ (678′)	MDA(H) 2720′ (738′)		With Sidney, Mont Altimeter Setting MDA(H)	MDA(H)
A	1	1	90	2660′ (678′)-1	2720′ (738′)-1
B			120	2680′ (698′)-1	
C	2	2	140	2700′ (718′)-2	2720′ (738′)-2
D	2¼	2¼	165	2720′ (738′)-2¼	2720′ (738′)-2¼

TERPS AMEND 13 29 JUL 2010

CHANGES: Procedure.

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ASOS	SALT LAKE CITY Center (R)	GRAND FORKS Radio	SLOULIN INTL UNICOM
125.92	126.85	123.6	CTAF 122.8

BRIEFING STRIP ™

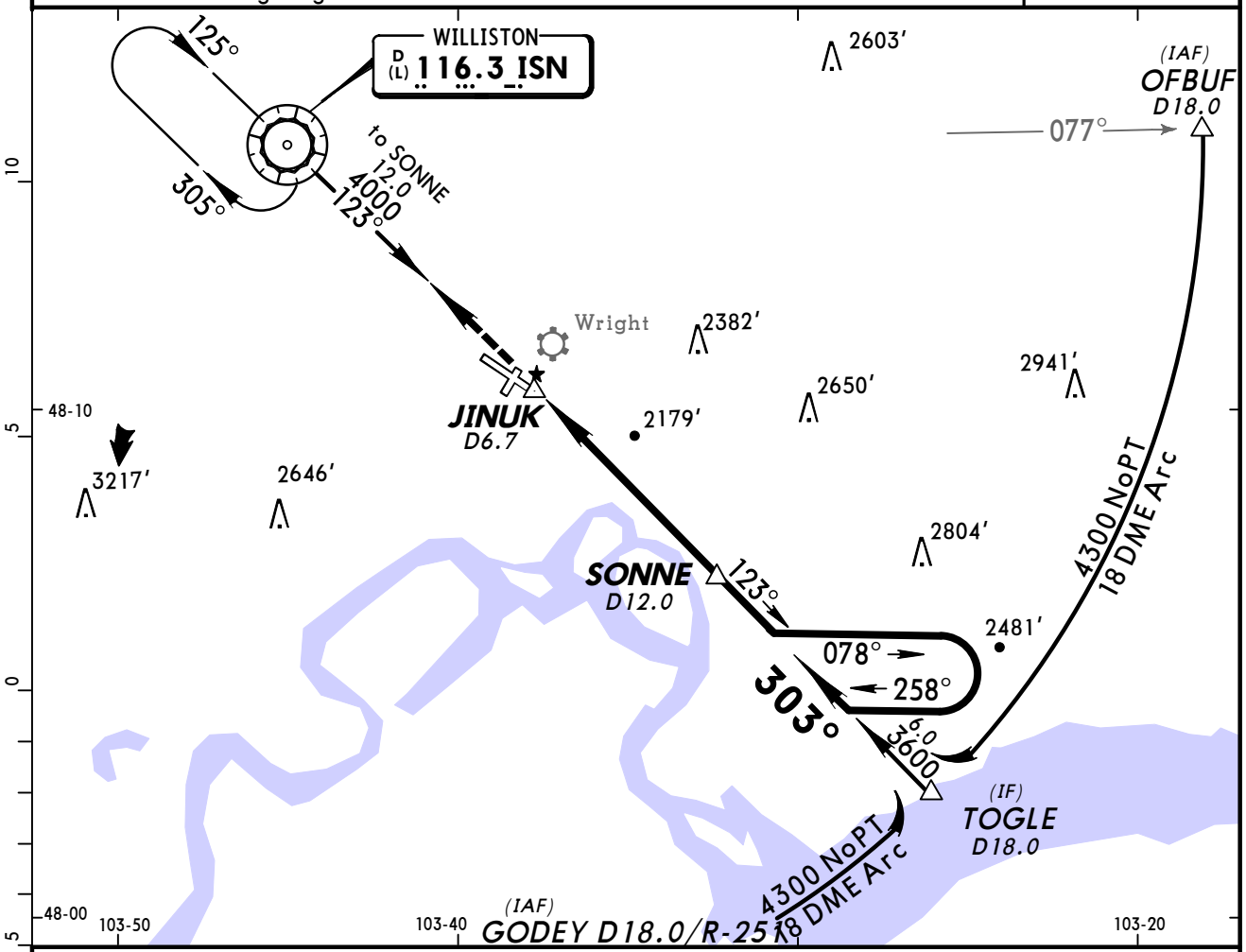
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1982′
ISN 116.3	303°	SONNE 3600′ (1670′)	2440′ (510′)	TDZE 1930′

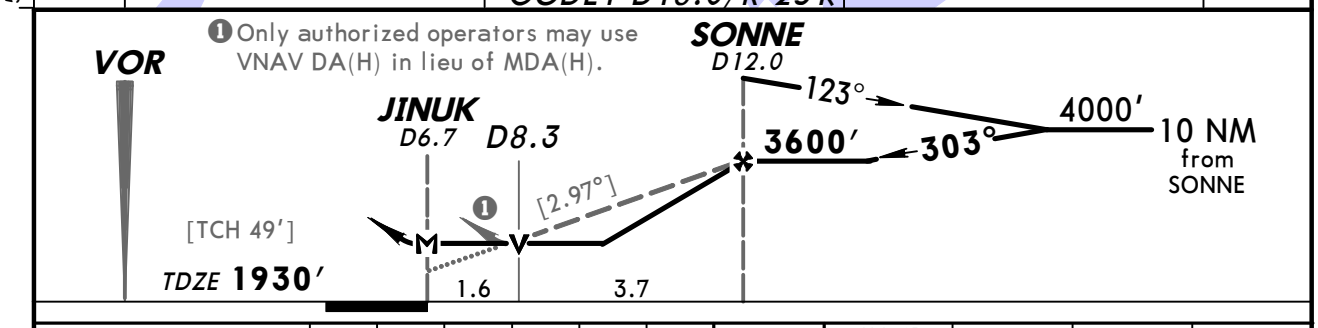
MISSED APCH: Climb to 4000′ direct ISN VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Sidney, Mont altimeter setting.
2. VDP not authorized when using Sidney, Mont altimeter setting.
3. Pilot controlled lighting 122.8.

4300′
MSA ISN VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at D6.7						

MALSR
PAPI
4000′
D
ISN 116.3

TERPS AMEND 4 29 JUL 2010

STRAIGHT-IN LANDING RWY 29					CIRCLE-TO-LAND		
MDA(H) 2440′(510′) With Local Altimeter Setting			MDA(H) 2540′(610′) WIth Sidney, Mont Altimeter Setting			With Local Altimeter Setting	With Sidney, Mont Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	1		1		90	2560′(578′)-1	2660′(678′)-1
B					120	2580′(598′)-1	2680′(698′)-1
C	1½		1¾		140	2600′(618′)-1¾	2700′(718′)-2
D			2		165	2620′(638′)-2	2720′(738′)-2¼

CHANGES: Procedure.

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BRIEFING STRIP ™

ASOS	SALT LAKE CITY Center (R)	GRAND FORKS Radio	SLOULIN INTL UNICOM
125.92	126.85	123.6	CTAF 122.8

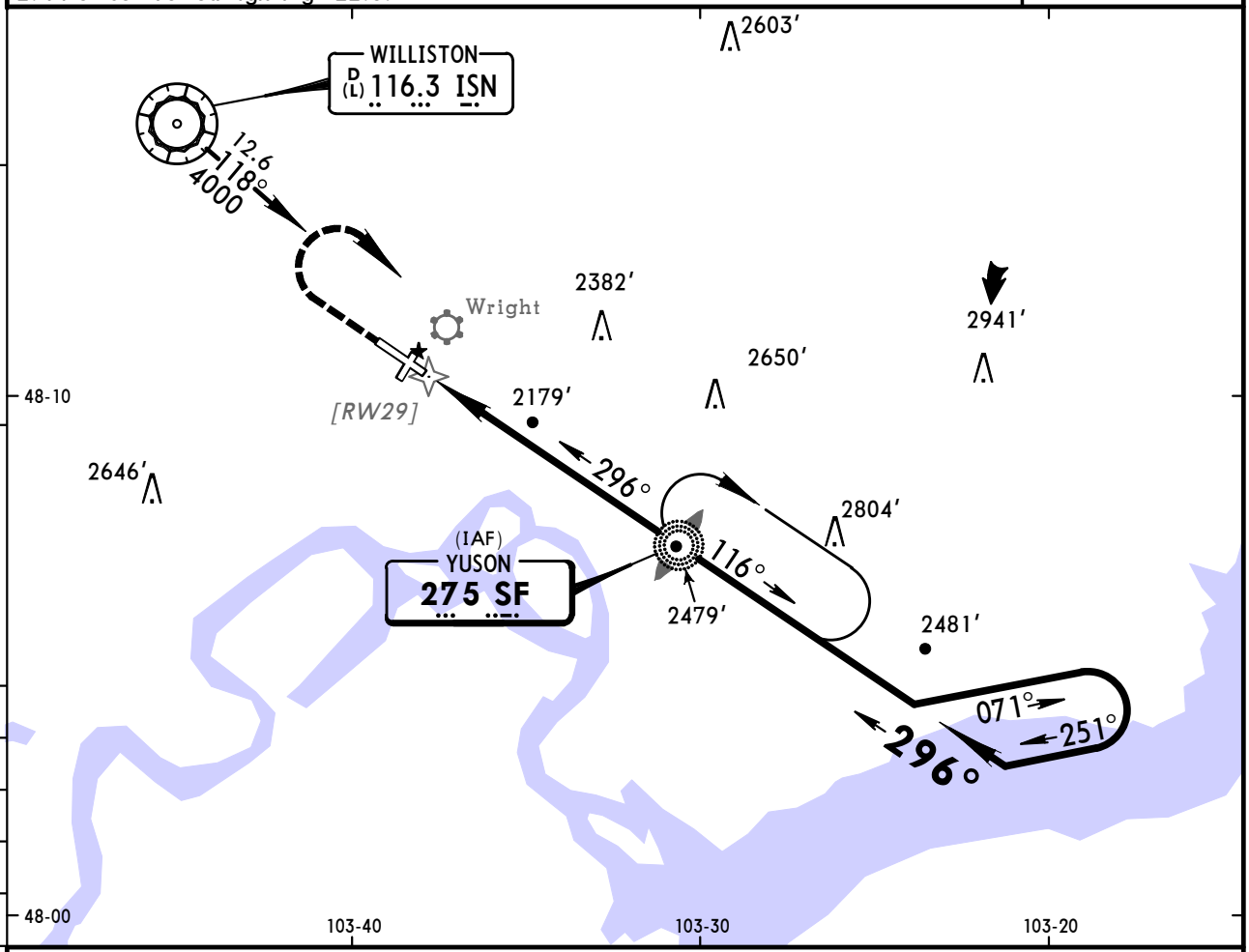
NDB SF	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 1982′ TDZE 1930′
275	296°	3900′ (1970′)	2480′ (550′)	

MISSED APCH: Climb to 3000′, then climbing RIGHT turn to 4000′ direct YUSON LOM and hold.

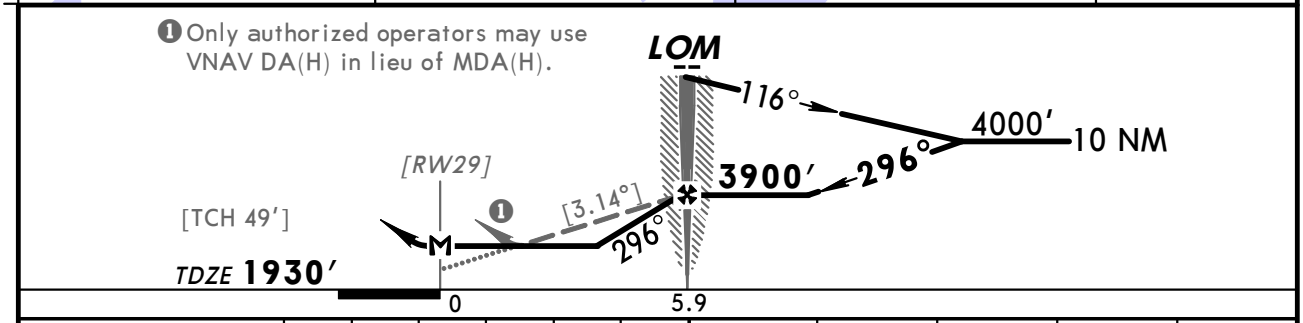
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Sidney, Mont altimeter setting.
2. Pilot controlled lighting 122.8.

4300′
MSA SF LOM



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.14°]	389	500	556	667	778	889
LOM to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR
PAPI
3000′
4000′ RT
D
SF 275

TERPS AMEND 3 29 JUL 2010

STRAIGHT-IN LANDING RWY 29	MDA(H) 2480′(550′) With Local Altimeter Setting		MDA(H) 2580′(650′) WIth Sidney, Mont Altimeter Setting	
	RAIL out	ALS out	RAIL out	ALS out
A	3/4	1	3/4	1
B				
C	1	1½	1¼	1¾
D	1½	1¾	1¾	2

CIRCLE-TO-LAND	With Local Altimeter Setting	With Sidney, Mont Altimeter Setting
Max Kts	MDA(H)	MDA(H)
90	2560′(578′)-1	2660′(678′)-1
120	2580′(598′)-1	2680′(698′)-1
140	2600′(618′)-1¾	2700′(718′)-2
165	2620′(638′)-2	2720′(738′)-2¼

CHANGES: Procedure.

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General Information

Location: Jamestown ND USA
IATA Code: JMS
Lat/Long: N46° 55.8' W098° 40.7'
Elevation: 1500 ft

Airport Use: Public
Magnetic Variation: 4.9°E
Sectional Chart: Twin Cities

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1319 Z
Sunset: 0016 Z,

Runway Information

Runway: 04
Length x Width: 5750 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1496 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 13
Length x Width: 6502 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1500 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 5750 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1500 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 31
Length x Width: 6502 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1498 ft
Lighting: Edge, ALS, Pilot controlled

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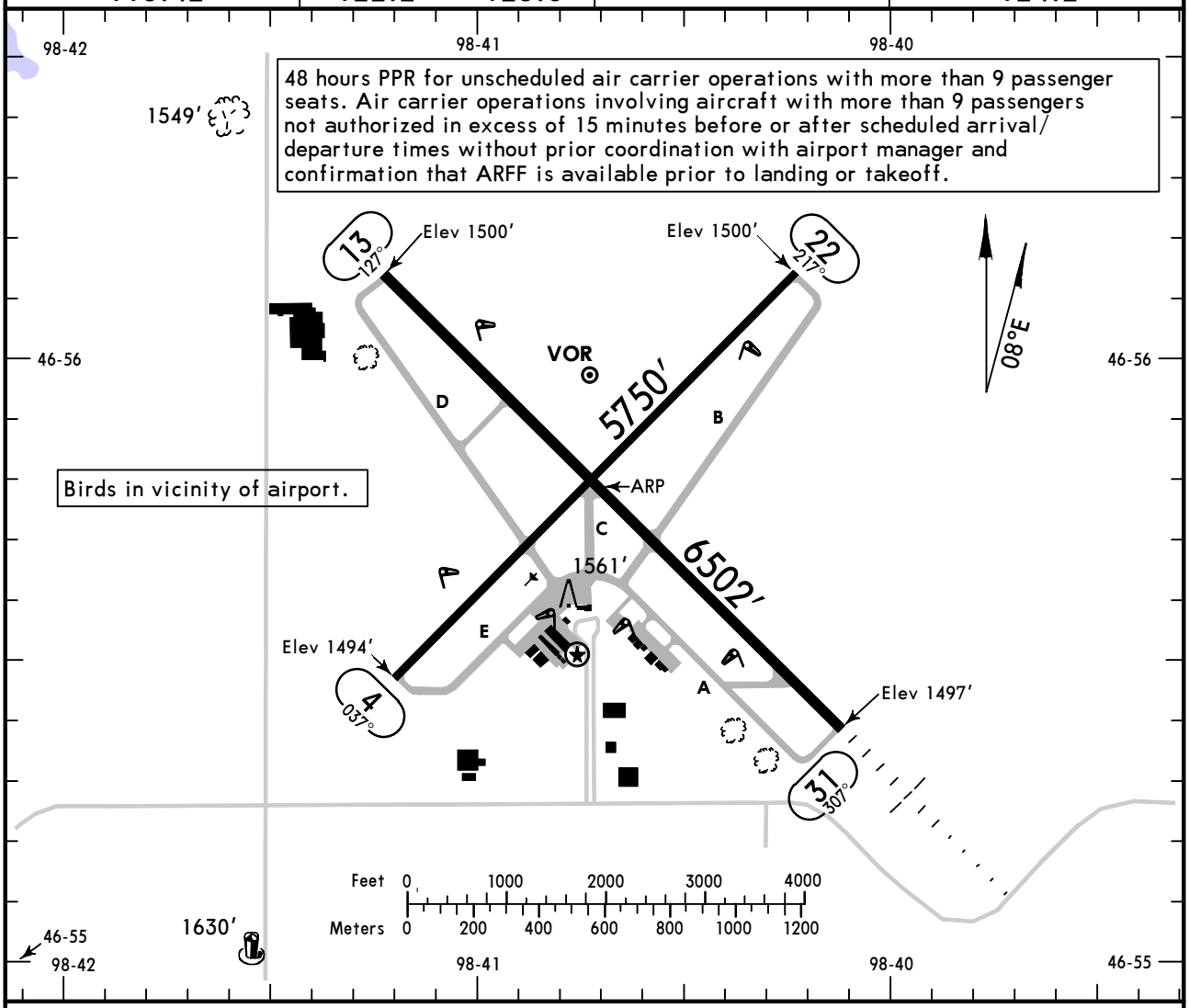
Communication Information

ASOS 118.425
Jamestown Regl Unicom 123.0 CTAF PCL
Grand Forks Flight Service Station 123.6 RCO
Grand Forks Flight Service Station 122.2 RCO
Minneapolis Center 124.2 Remote Communications Air-Ground

ASOS	GRAND FORKS Radio		JAMESTOWN REGL UNICOM	MINNEAPOLIS Center
118.42	122.2	123.6	CTAF 123.0	124.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
4 22	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°)				75′
13 ❷ 31	❶ HIRL ❶ REIL ❶ VASI-L ❶ HIRL ❶ MALSR ❶ PAPI-L (angle 3.0°)		5548′		100′

❶ Activate on 123.0.
❷ Grooved.

TAKE-OFF

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	VOR Rwy 13	Authorized Only When Local Weather Available RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 31 VOR Rwy 31	Other
A B C D	800-2	800-2	NA

AMEND 1

CHANGES: Taxiways, ramp revised.

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JAMESTOWN, N DAK
LOC DME (BACK CRS) Rwy 13

BRIEFING STRIP™

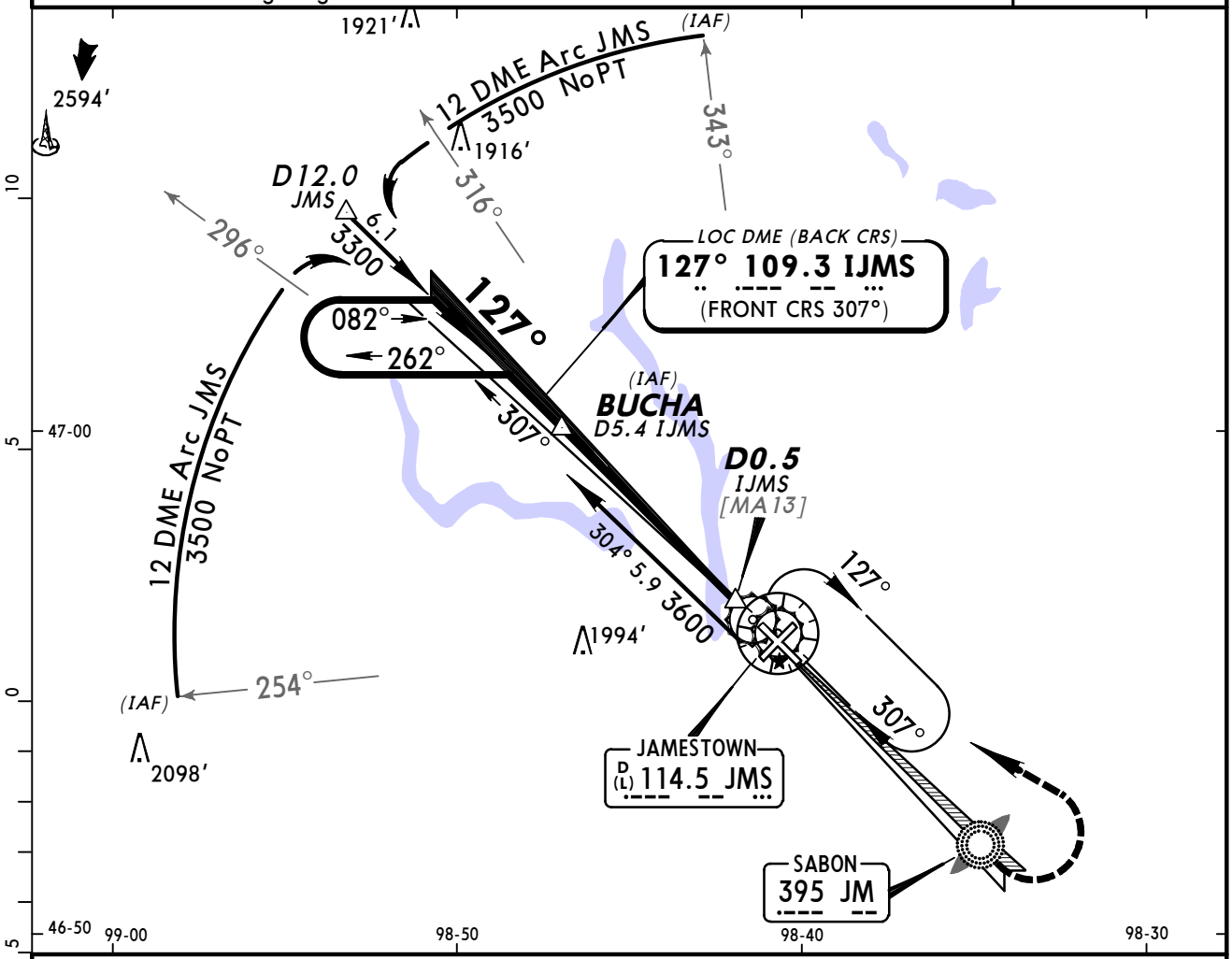
ASOS	MINNEAPOLIS Center	GRAND FORKS Radio		JAMESTOWN REGL UNICOM
118.42	124.2	122.2	123.6	CTAF 123.0

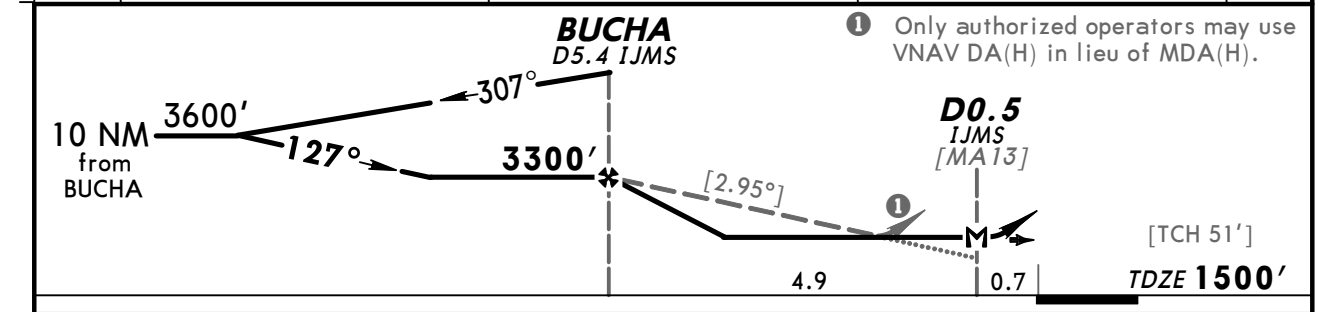
LOC IJMS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1500′
109.3	127° (Front Crs 307°)	BUCHA 3300′ (1800′)	1860′ (360′)	TDZE 1500′

MISSED APCH: Climb to 3500′ then LEFT turn direct JMS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use IJMS DME when on LOC course. 2. Disregard glide slope indications.
3. Pilot controlled lighting 123.0.

3600′
MSA JMS VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [2.95°]	365	470	522	626	731	835
MAP at D0.5 IJMS						

REIL	3500′	LT	D	JMS
VASI-L	↑	↰	D→	114.5

TERPS AMEND 7D

STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
MDA(H) 1860′ (360′)		Max Kts	MDA(H)
A	1	90	1960′ (460′)-1
B		120	
C		140	1960′ (460′)-1½
D	1¼	165	2060′ (560′)-2

CHANGES: Printing sequence.

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BRIEFING STRIP TM

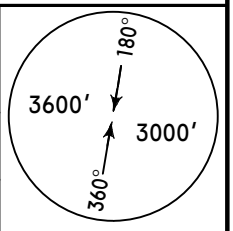
ASOS	MINNEAPOLIS Center	GRAND FORKS Radio		JAMESTOWN REGL UNICOM
118.42	124.2	122.2	123.6	CTAF 123.0

LOC IJMS	Final Apch Crs	GS SABON	ILS DA(H)	Apt Elev 1500′
109.3	307°	3198′ (1700′)	1698′ (200′)	TDZE 1498′

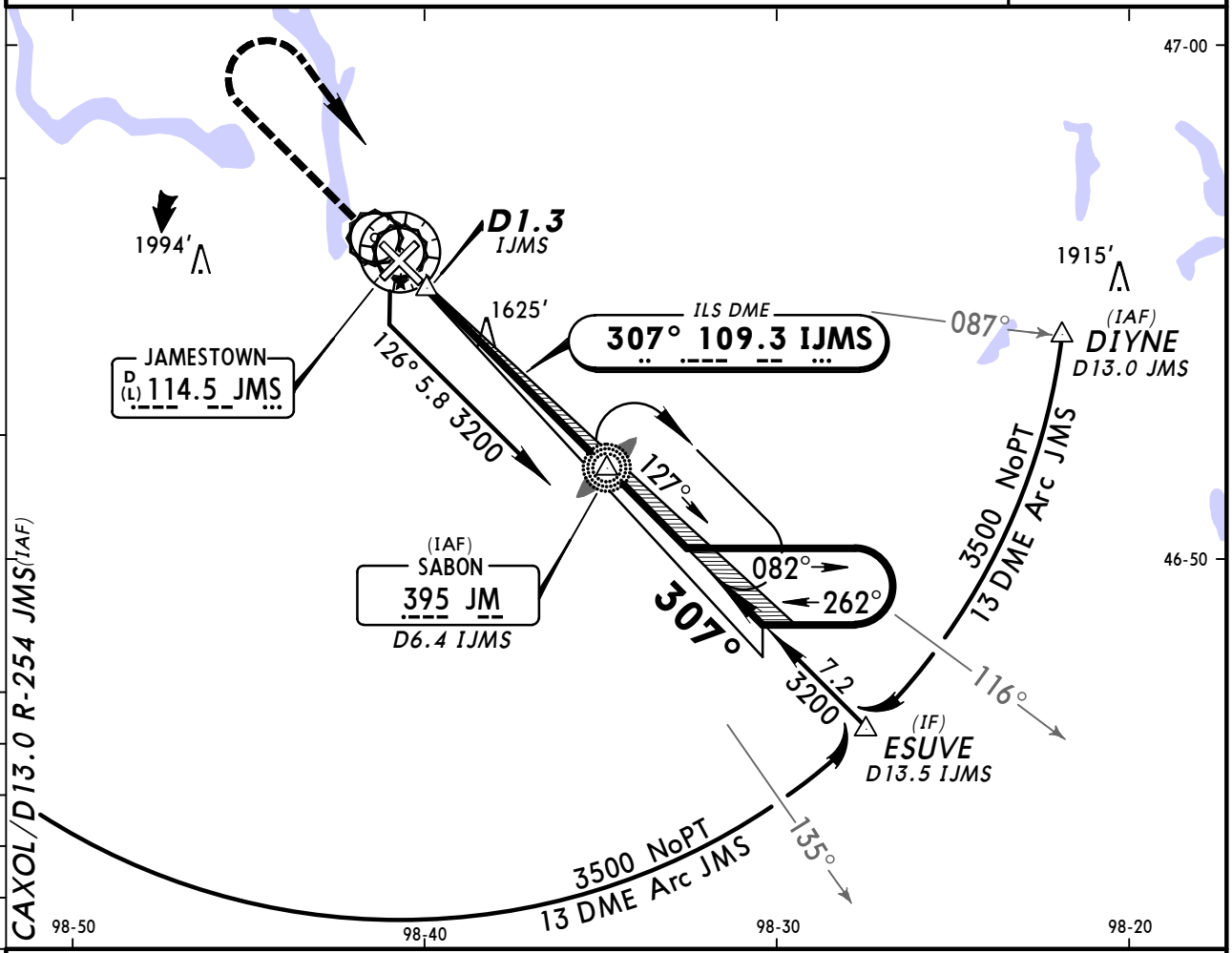
MISSED APCH: Climb to 3200′ then RIGHT turn direct SABON LOM/ D6.4 IJMS and hold.

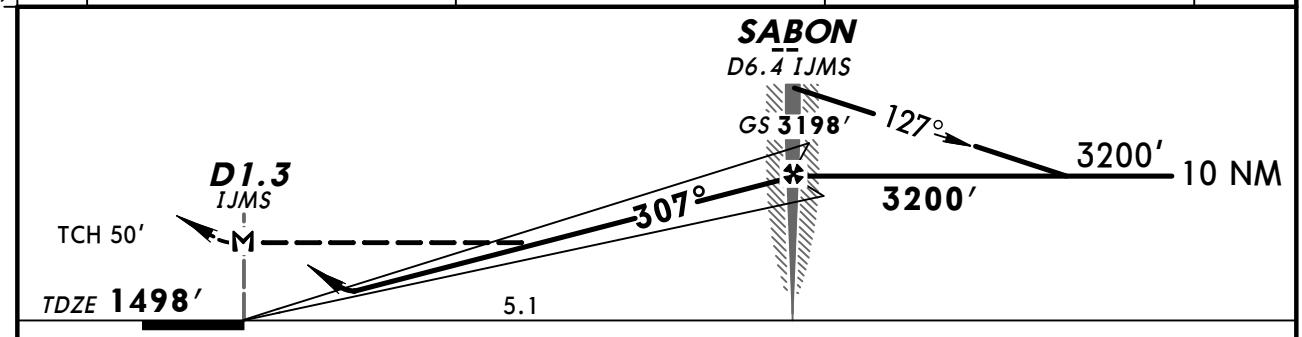
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or ADF required. 2. Use IJMS DME when on LOC course.
3. Pilot controlled lighting 123.0.



MSA JM LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.3 IJMS or SABON to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR PAPI | 3200′ | RT | D | JM 395

STRAIGHT-IN LANDING RWY31

	ILS DA(H) 1698′ (200′) FULL	ILS DA(H) 1698′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1880′ (382′)	LOC (GS out) MDA(H) 1880′ (382′) RAIL out	LOC (GS out) MDA(H) 1880′ (382′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1960′(460′)-1
120	
140	1960′(460′)-1 1/2
165	2060′(560′)-2

AMEND 7E TERPS

CHANGES: None.

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KJMS/JMS
JAMESTOWN REGL

JEPPESEN
27 JUN 08 (12-1)

JAMESTOWN, N DAK
RNAV (GPS) Rwy 4

ASOS	MINNEAPOLIS Center	GRAND FORKS Radio		JAMESTOWN REGL UNICOM
118.42	124.2	122.2	123.6	CTAF 123.0

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt FARSA	LPV (CONDITIONAL) DA(H)	Apt Elev 1500′
Ch 97505 W-04A	037°	3300′ (1804′)	1746′ (250′)	TDZE 1496′

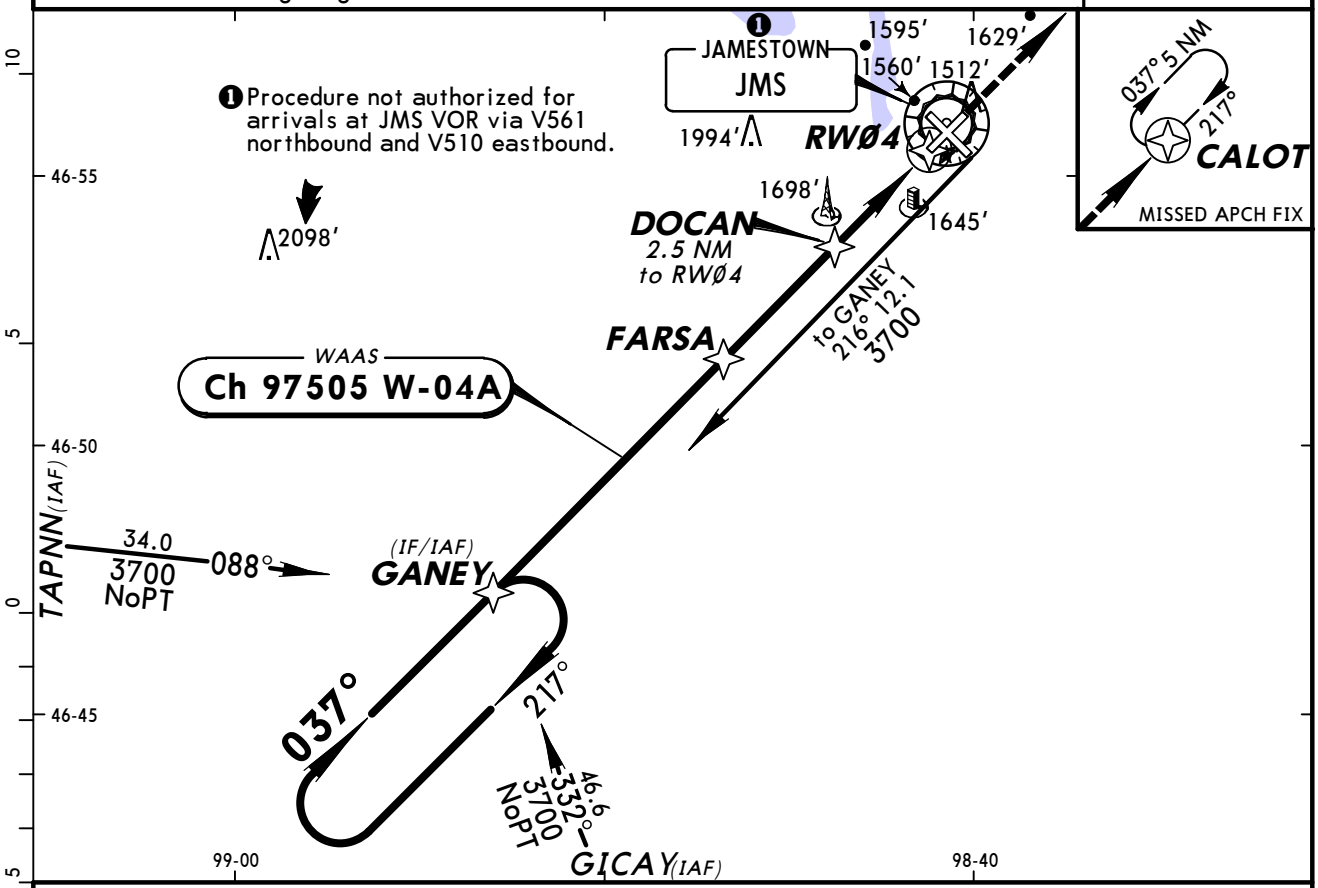
MISSED APCH: Climb to 3300′ direct CALOT and hold.

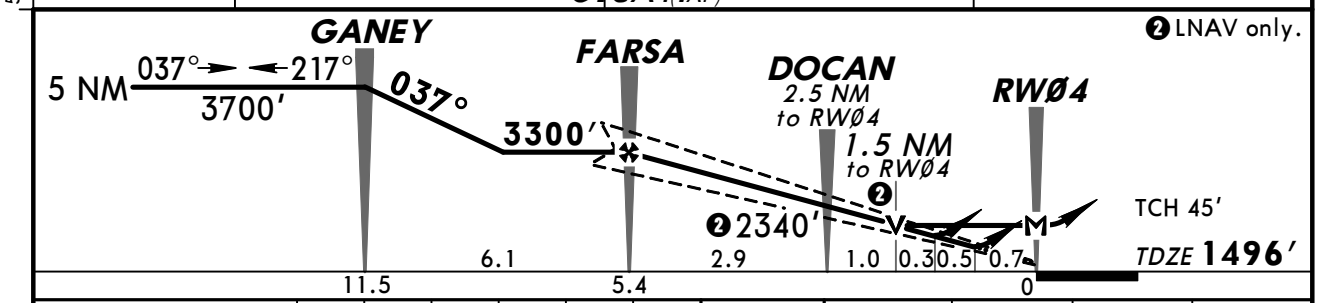
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Devils Lake altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below-18°C (0°F) or above 46°C (114°F). 4. Baro-VNAV not authorized when using Devils Lake altimeter setting. 5. VDP not authorized when using Devils Lake altimeter setting. 6. WAAS VNAV outages may occur. WAAS VNAV NOTAM service not provided. 7. VGSI and RNAV glidepath not coincident.
8. Pilot controlled lighting 123.0.

3600′

MSA RWØ4





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

REIL
PAPI-L

3300′

CALOT

STRAIGHT-IN LANDING RWY 4

	1 LPV DA(H) 1746′(250′)	2 LNAV/VNAV DA(H) 1930′(434′)	3 LNAV MDA(H) 2000′(504′)
A	1	1½	1
B			
C			1½
D			

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Devils Lake Altimeter Setting MDA(H)
90	2000′(500′)-1	2180′(680′)-1
120		
140	2000′(500′)-1½	2180′(680′)-1½
165	2060′(560′)-2	2240′(740′)-2

AMEND OA

TERPS

1 DA(H) 1918′(422′) with Devils Lake altimeter setting.
2 DA(H) 2102′(606′) with Devils Lake altimeter setting.
3 MDA(H) 2180′(684′) with Devils Lake altimeter setting.

CHANGES: Minimums.

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ASOS	MINNEAPOLIS Center	GRAND FORKS Radio		JAMESTOWN REGL UNICOM
118.42	124.2	122.2	123.6	CTAF 123.0

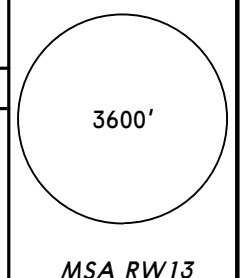
BRIEFING STRIP™

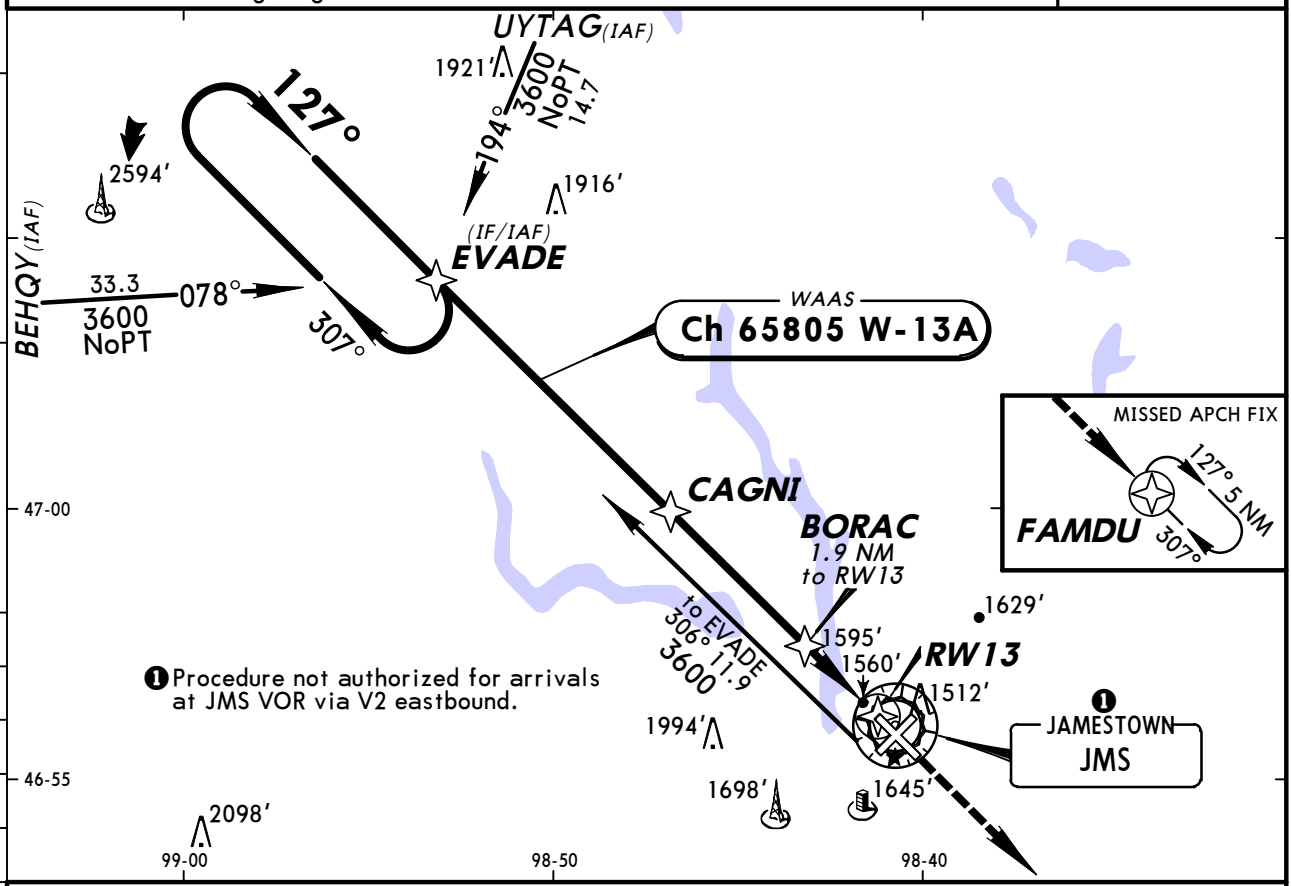
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 1500′
Ch 65805 W-13A	127°	CAGNI 3300′ (1800′)	1787′ (287′)	TDZE 1500′

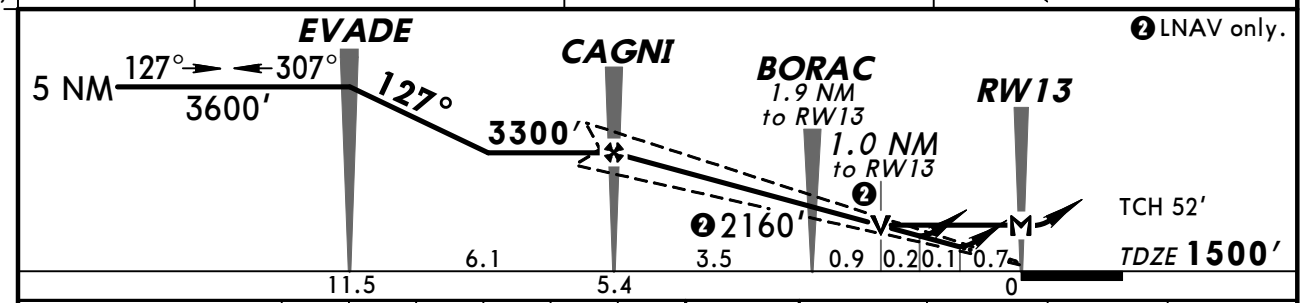
MISSED APCH: Climb to 3500′ direct FAMDU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Devils Lake altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below-18°C (0°F) or above 46°C (114°F). 4. Baro-VNAV not authorized when using Devils Lake altimeter setting. 5. VDP not authorized when using Devils Lake altimeter setting. 6. WAAS VNAV outages may occur. WAAS VNAV NOTAM service not provided. 7. Visibility reduction by helicopters not authorized. 8. Pilot controlled lighting 123.0.







Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

REIL
VASI-L

3500′

FAMDU

STRAIGHT-IN LANDING RWY 13

	1 LPV DA(H) 1787′ (287′)	2 LNAV/VNAV DA(H) 1820′ (320′)	3 LNAV MDA(H) 1860′ (360′)
A	1	1	1
B			
C			
D			1¼

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Devils Lake Altimeter Setting MDA(H)
90	1960′ (460′)-1	2140′ (640′)-1
120		
140	1960′ (460′)-1½	2140′ (640′)-1½
165	2060′ (560′)-2	2240′ (740′)-2

AMEND 0

TERPS

1 DA(H) 1959′ (459′) with Devils Lake altimeter setting.
2 DA(H) 1992′ (492′) with Devils Lake altimeter setting.
3 MDA(H) 2040′ (540′) with Devils Lake altimeter setting.

CHANGES: None.

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KJMS/JMS
JAMESTOWN REGL

JEPPESEN
21 AUG 09 (12-3) Eff 27 Aug

JAMESTOWN, N DAK
RNAV (GPS) Rwy 22

ASOS	MINNEAPOLIS Center	GRAND FORKS Radio		JAMESTOWN REGL UNICOM
118.42	124.2	122.2	123.6	CTAF 123.0

BRIEFING STRIP™

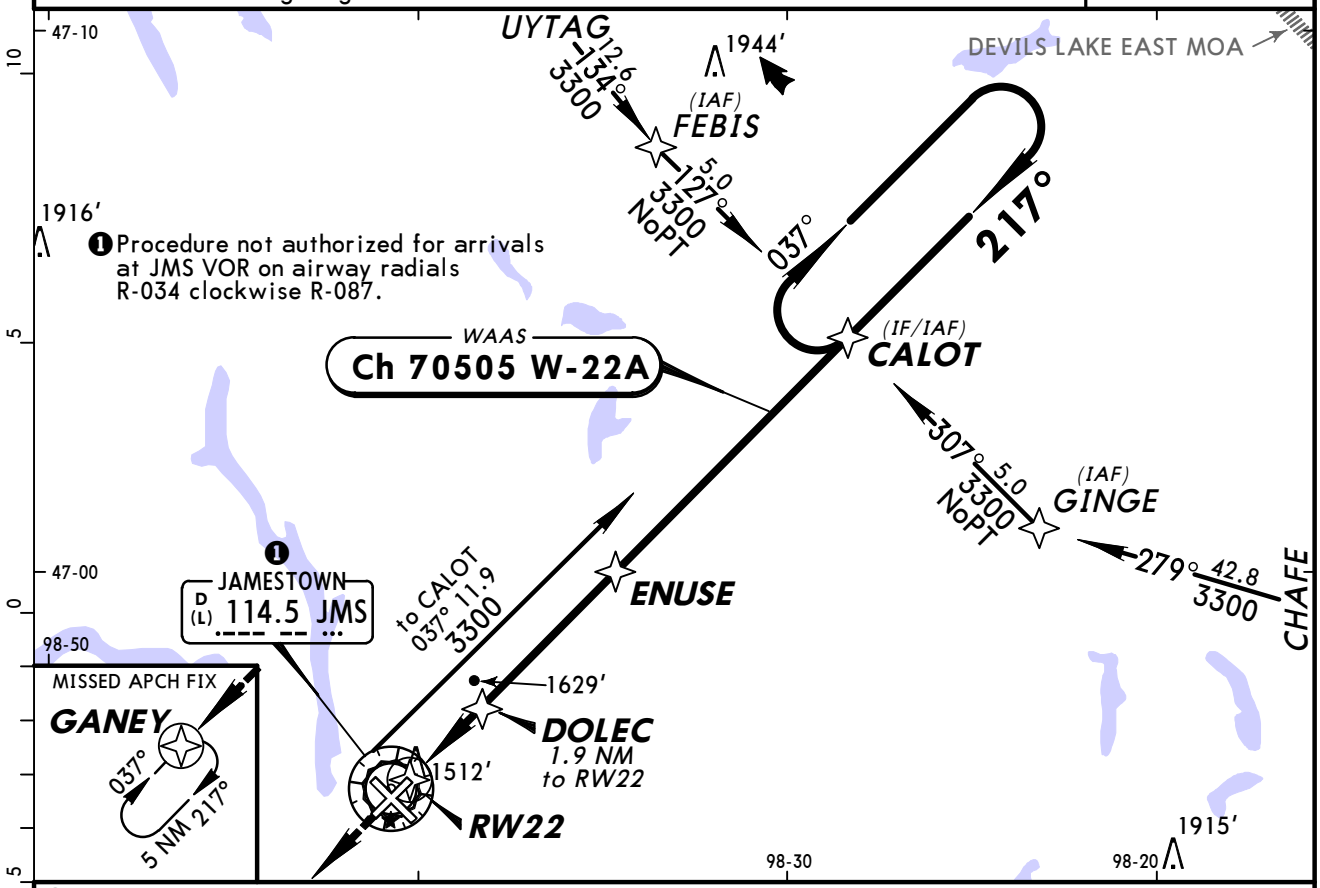
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1500′
Ch 70505 W-22A	217°	ENUSE 3300′ (1800′)	1750′ (250′)	TDZE 1500′

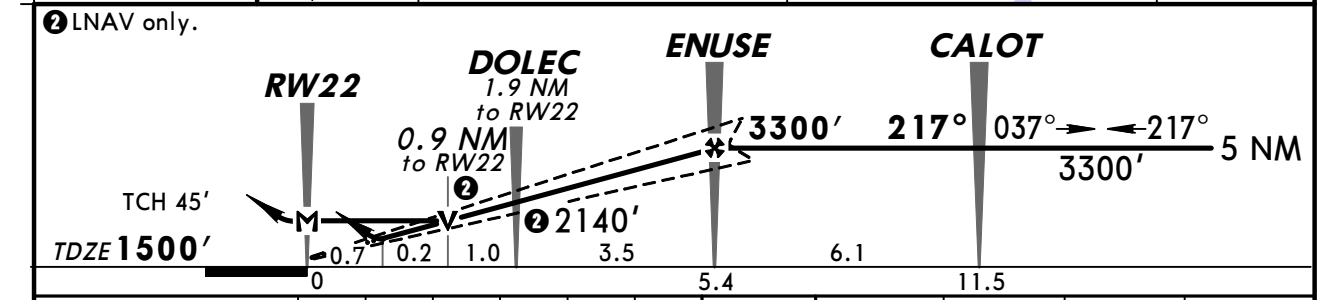
MISSED APCH: Climb to 3700′ direct GANEY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Devils Lake altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 46°C (114°F). 4. Baro-VNAV not authorized when using Devils Lake altimeter setting. 5. VDP not authorized when using Devils Lake altimeter setting. 6. WAAS VNAV outages may occur. WAAS VNAV NOTAM service not provided. 7. VGSI and RNAV glidepath not coincident. 8. Pilot controlled lighting 123.0.

3600′
MSA RW22





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

REIL
PAPI-L
3700′
GANEY

STRAIGHT-IN LANDING RWY 22

	1 LPV DA(H) 1750′ (250′)	2 LNAV/VNAV DA(H) 1772′ (272′)	3 LNAV MDA(H) 1800′ (300′)
A	1	1	1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Devils Lake Altimeter Setting MDA(H)
90	1960′ (460′)-1	2140′ (640′)-1
120		
140	1960′ (460′)-1½	2140′ (640′)-1½
165	2060′ (560′)-2	2240′ (740′)-2

TERPS

1 DA(H) 1922′ (422′) with Devils Lake altimeter setting.
2 DA(H) 1944′ (444′) with Devils Lake altimeter setting.
3 MDA(H) 1980′ (480′) with Devils Lake altimeter setting.

CHANGES: None.

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BRIEFING STRIP™

ASOS	MINNEAPOLIS Center	GRAND FORKS Radio	JAMESTOWN REGL UNICOM
118.42	124.2	122.2 123.6	CTAF 123.0

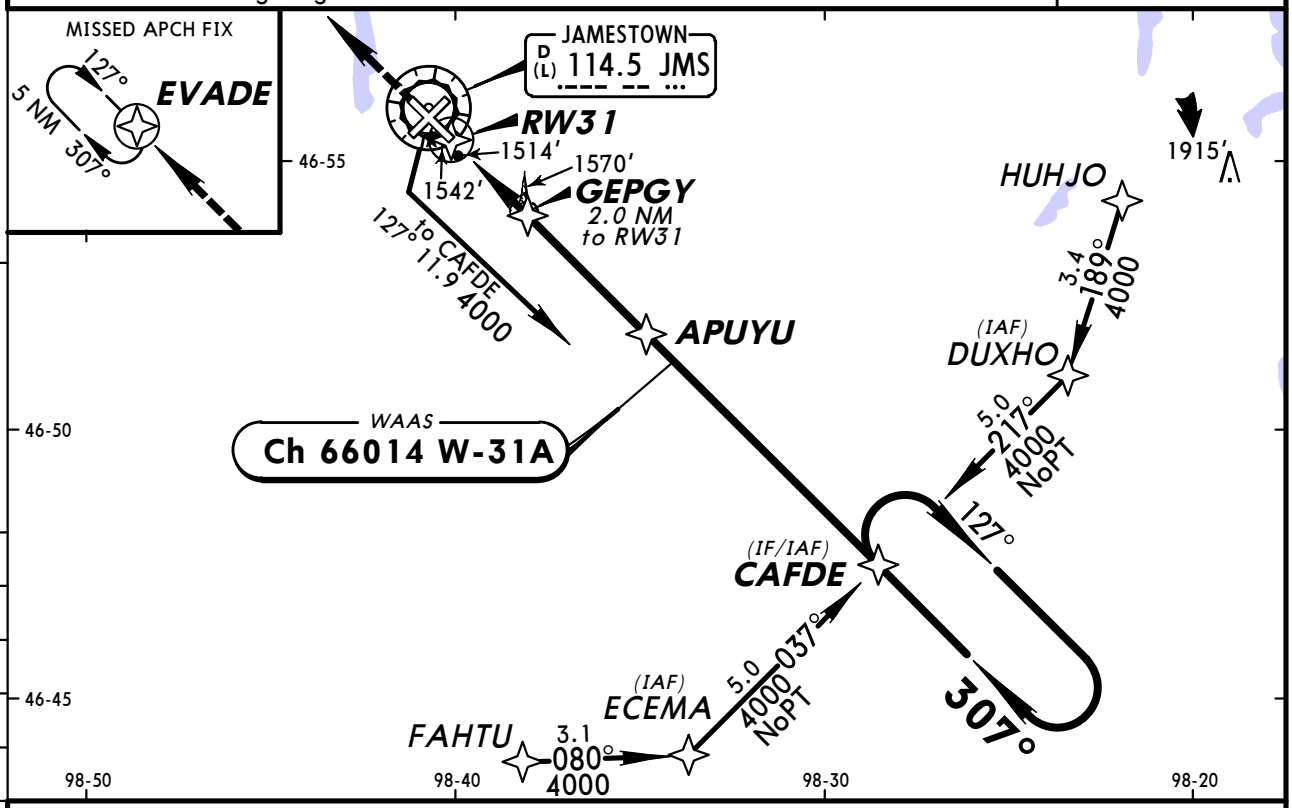
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1500′
Ch 66014 W-31A	307°	APUYU 3200′ (1702′)	1698′ (200′)	TDZE 1498′

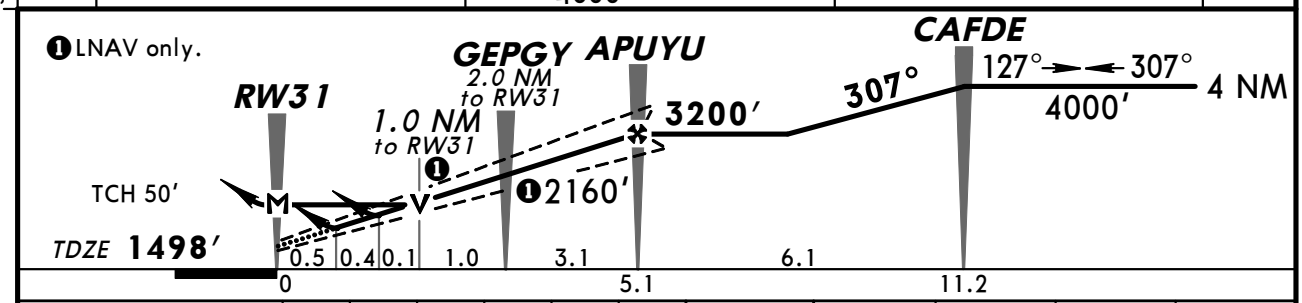
MISSED APCH: Climb to 3600′ direct EVADE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Devils Lake altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Devils Lake altimeter setting.
5. Pilot controlled lighting 123.0.

3600′
MSA RW31





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

MALSR
PAPI
3600′
EVADE

STRAIGHT-IN LANDING RWY 31
With Local Altimeter Setting

	LPV DA(H) 1698′(200′)		LNAV/VNAV DA(H) 1836′(338′)		LNAV MDA(H) 1880′(382′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	¾	¾	1¼	½	¾	1
B							
C							
D						1	1¼

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1960′ (460′)-1
120	
140	1960′ (460′)-1½
165	2060′ (560′)-2

With Devils Lake Altimeter Setting

	LPV DA(H) 1870′(372′)		LNAV/VNAV DA(H) 2008′(510′)		LNAV MDA(H) 2060′(562′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	¾	1¼	1¼	1¾	½	¾	1
B							
C					1	1½	
D					1¼	1¾	

With Devils Lake Altimeter Setting

Max Kts	MDA(H)
90	2140′(640′)-1
120	
140	2140′(640′)-1¾
165	2240′(740′)-2¼

AMEND 0 TERPS

CHANGES: New procedure.

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ASOS	MINNEAPOLIS Center	GRAND FORKS Radio		JAMESTOWN REGL UNICOM
118.42	124.2	122.2	123.6	CTAF 123.0

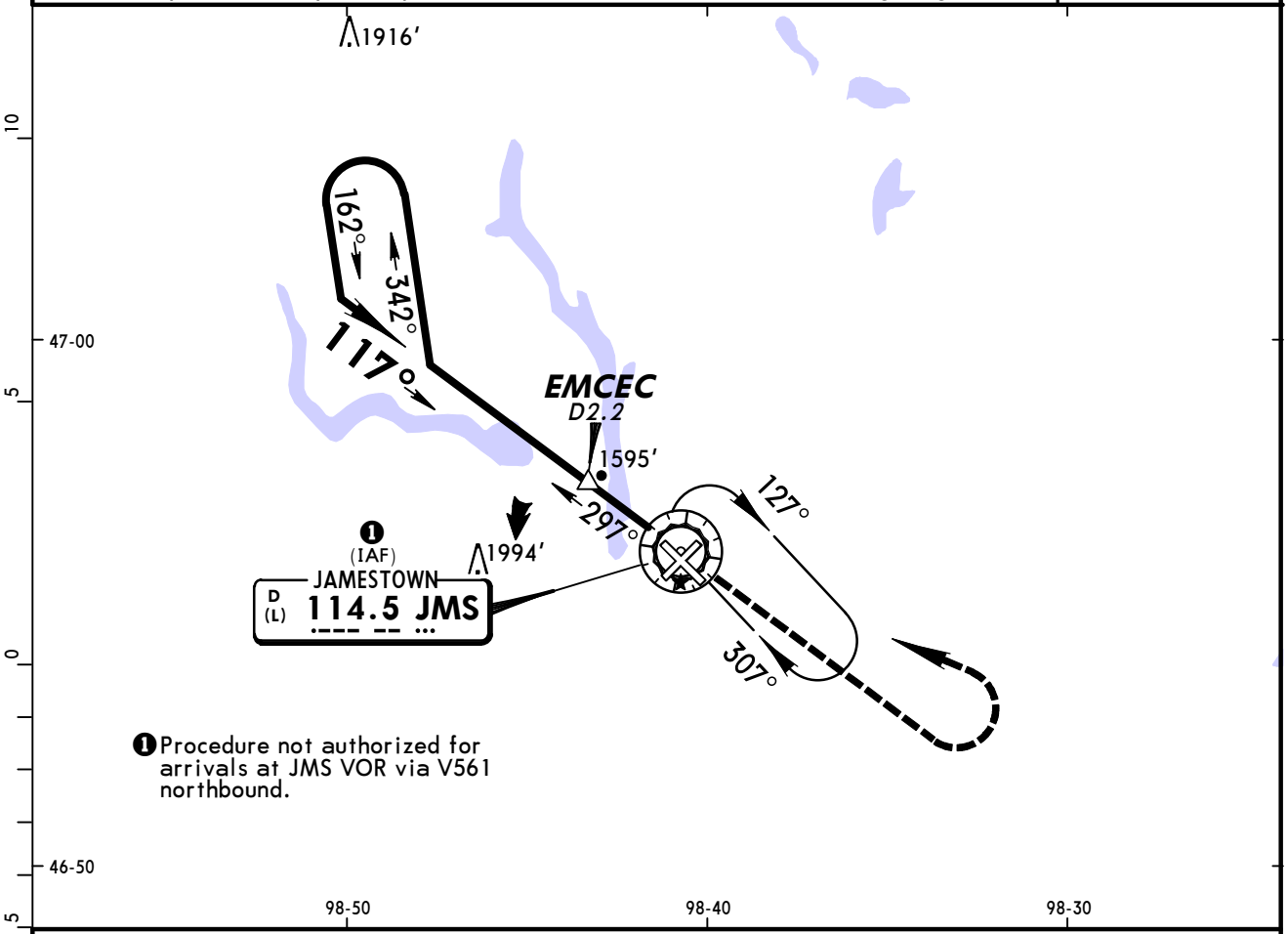
BRIEFING STRIP™

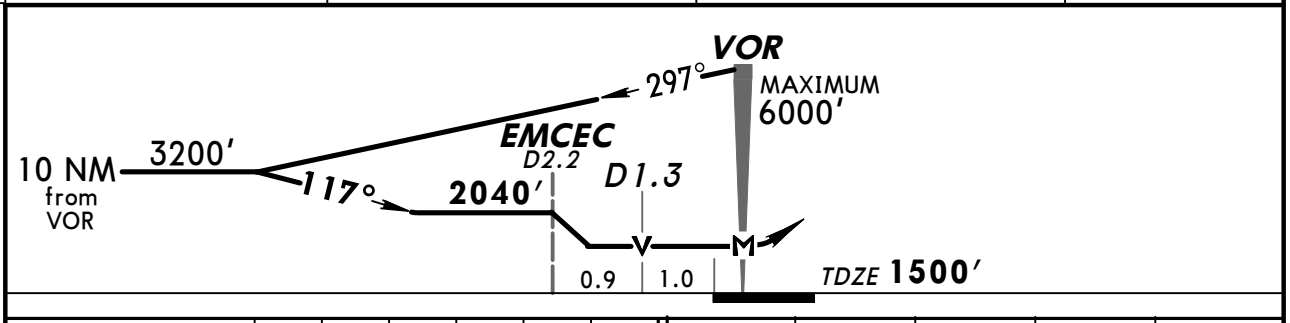
VOR JMS	Final Apch Crs	Minimum Alt EMCEC	MDA(H) (CONDITIONAL)	Apt Elev 1500′ TDZE 1500′
114.5	117°	2040′ (540′)	1860′ (360′)	

MISSED APCH: Climb to 3500′ then LEFT turn direct JMS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, procedure not authorized.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.0.

3600′
MSA JMS VOR





MAP at VOR	REIL VASI-L	3500′	LT	D	JMS 114.5

STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
MDA(H) 1860′ (360′) With EMCEC		MDA(H) 2040′ (540′) Without EMCEC	Max Kts	With EMCEC MDA(H)	Without EMCEC MDA(H)
A	1	1	90	1960′(460′)-1	2040′(540′)-1
B			120		
C		1½	140	1960′(460′)-1½	2040′(540′)-1½
D	1¼	1¾	165	2060′(560′)-2	2060′(560′)-2

AMEND 8 TERPS

CHANGES: None.

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BRIEFING STRIP™

ASOS	MINNEAPOLIS Center	GRAND FORKS Radio	JAMESTOWN REGL UNICOM
118.42	124.2	122.2 123.6	CTAF 123.0

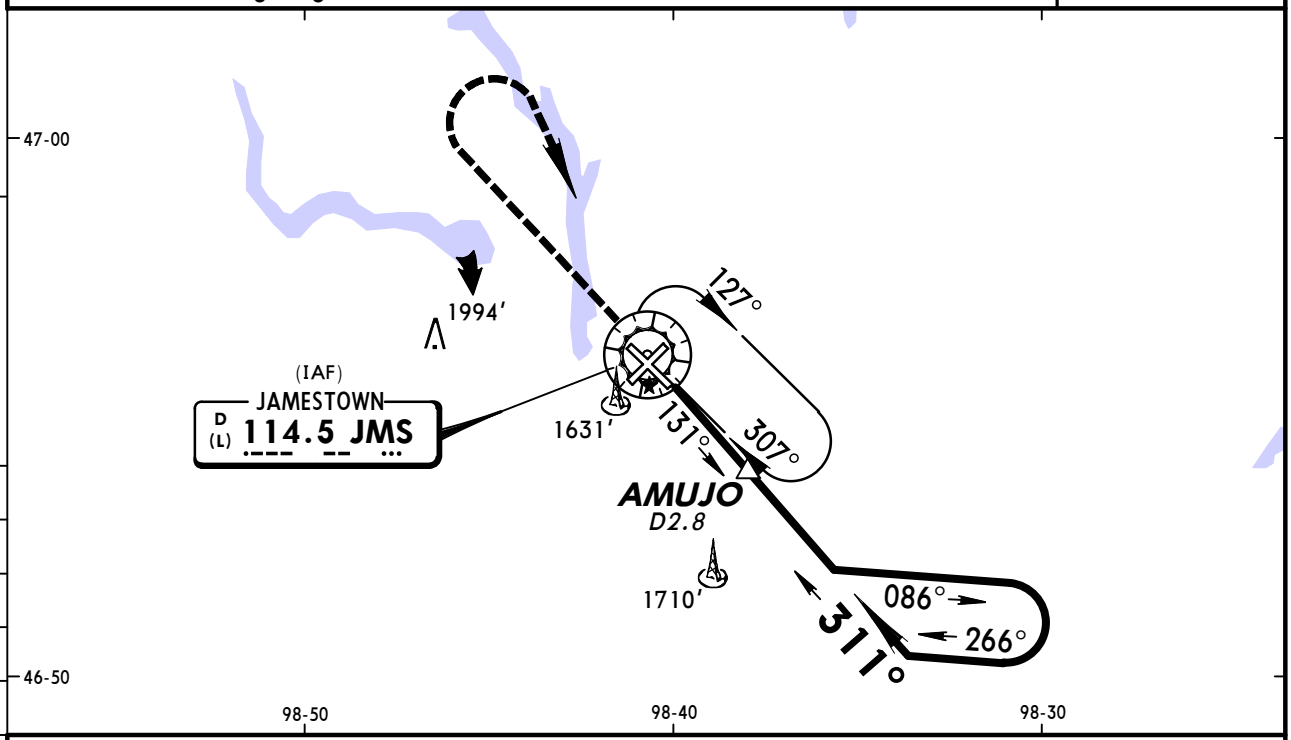
VOR	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H) (CONDITIONAL)	Apt Elev / TDZE
JMS 114.5	311°	AMUJO 2060′ (562′)	1900′ (402′)	Apt Elev 1500′ TDZE 1498′

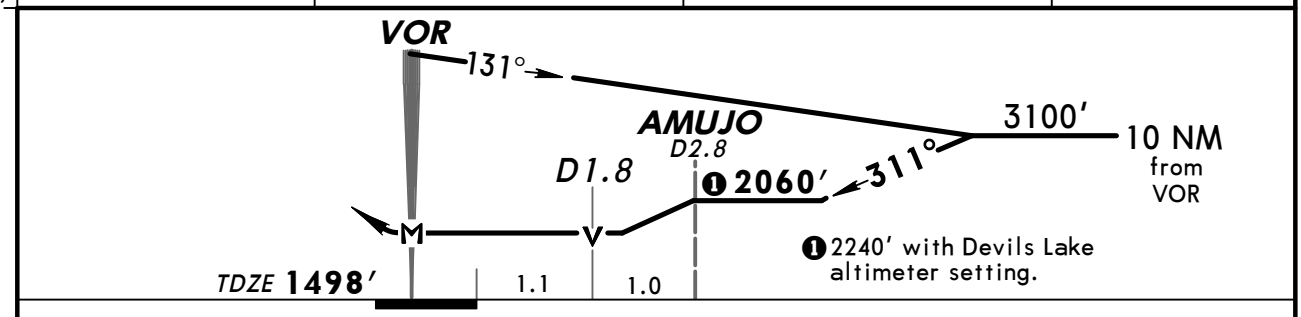
MISSED APCH: Climb to 3100′ then RIGHT turn direct JMS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Devils Lake altimeter setting.
2. VDP not authorized with Devils Lake altimeter setting.
3. Pilot controlled lighting 123.0.

3600′
MSA JMS VOR





MAP at VOR								MALSR / PAPI	3100′	RT	D	JMS 114.5

STRAIGHT-IN LANDING RWY 31

With Local Altimeter Setting

	With AMUJO MDA(H) 1900′ (402′)			Without AMUJO MDA(H) 2060′ (562′)		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C	3/4	1 1/4		1	1 1/2	
D	1			1 1/4	1 3/4	

With Devils Lake Altimeter Setting

	With AMUJO MDA(H) 2080′ (582′)			Without AMUJO MDA(H) 2240′ (742′)		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1/2	3/4	1
B				3/4	1 1/4	
C	1	1 1/2		1 3/4	2 1/4	
D		1 3/4		2	2 1/2	

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	With AMUJO MDA(H)	Without AMUJO MDA(H)
90	1960′ (460′)-1	2060′ (560′)-1
120		
140	1960′ (460′)-1 1/2	2060′ (560′)-1 1/2
165	2060′ (560′)-2	2060′ (560′)-2

With Devils Lake Altimeter Setting

Max Kts	With AMUJO MDA(H)	Without AMUJO MDA(H)
90	2140′ (640′)-1	2240′ (740′)-1
120		
140	2140′ (640′)-1 3/4	2240′ (740′)-2
165	2240′ (740′)-2 1/4	2240′ (740′)-2 1/2

AMEND 9 TERPS

CHANGES: Procedure.

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BRIEFING STRIP™

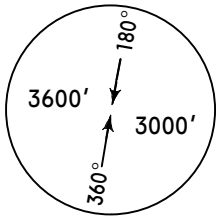
ASOS	MINNEAPOLIS Center	GRAND FORKS Radio		JAMESTOWN REGL UNICOM
118.42	124.2	122.2	123.6	CTAF 123.0

LOM JM	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 1500′
395	307°	3200′ (1702′)	1940′ (442′)	TDZE 1498′

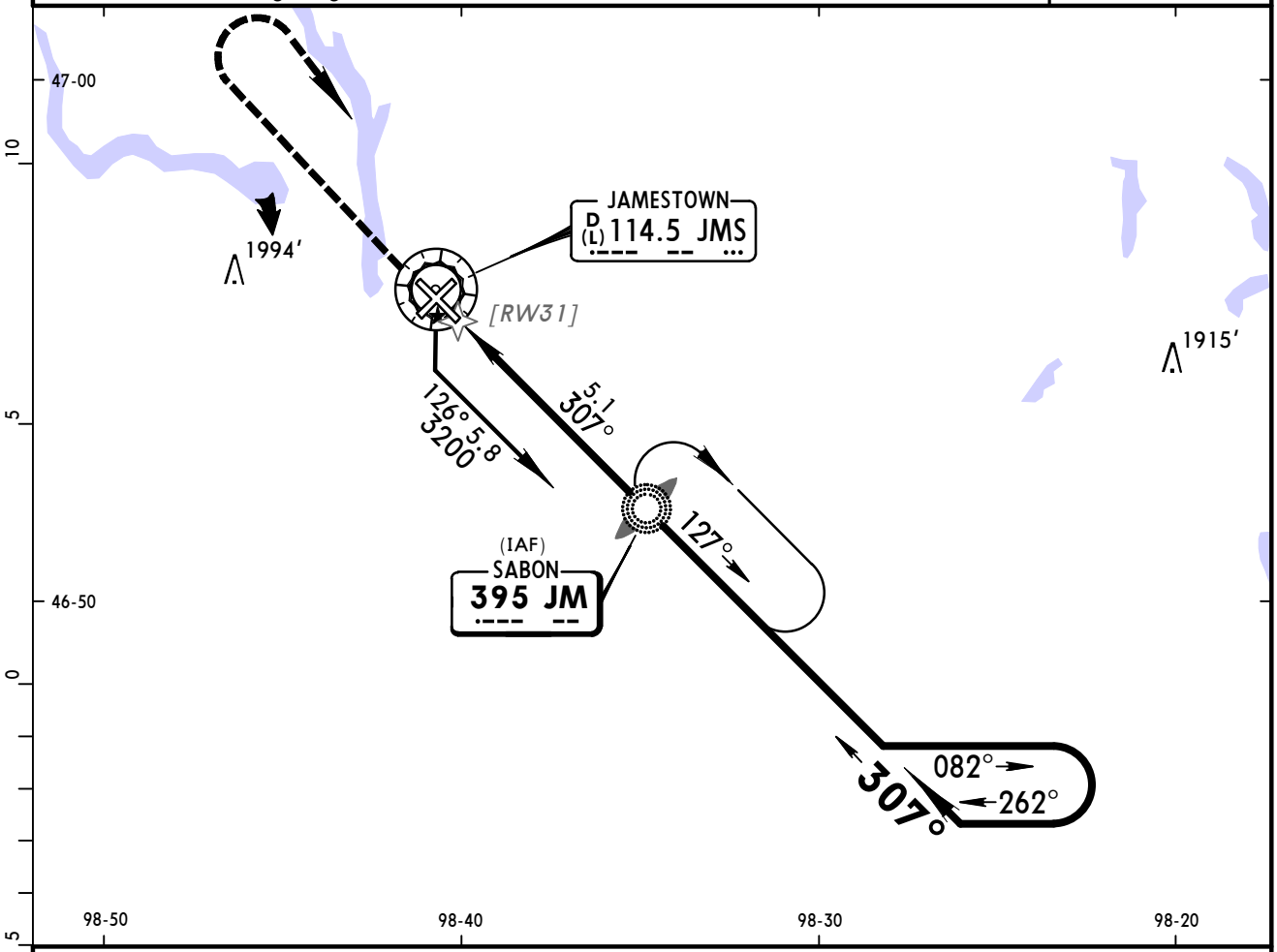
MISSED APCH: Climb to 3200′ then RIGHT turn direct JM LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

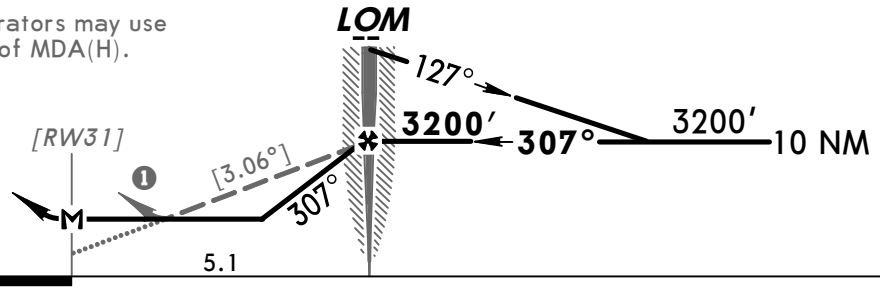
1. Pilot controlled lighting 123.0.



MSA JM LOM



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
LOM to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR PAPI | 3200′ | RT | D | JM 395

STRAIGHT-IN LANDING RWY 31

MDA(H) 1940′ (442′)

	RAIL out	ALS out
A	3/4	1
B		
C	3/4	1 1/4
D	1 1/4	1 1/2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1960′(460′)-1
120	
140	1960′(460′)-1 1/2
165	2060′(560′)-2

TERPS AMEND 6C

CHANGES: Printing sequence, airport elevation, TDZE.

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General Information

Location: Minot ND USA
IATA Code: MIB
Lat/Long: N48° 24.9' W101° 21.5'
Elevation: 1667 ft

Airport Use: Military
Magnetic Variation: 7.0°E
Sectional Chart: Billings

Fuel Types: Jet, Jet 4
Oxygen Types: Low Pressure
Repair Types: Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1331 Z
Sunset: 0025 Z,

Runway Information

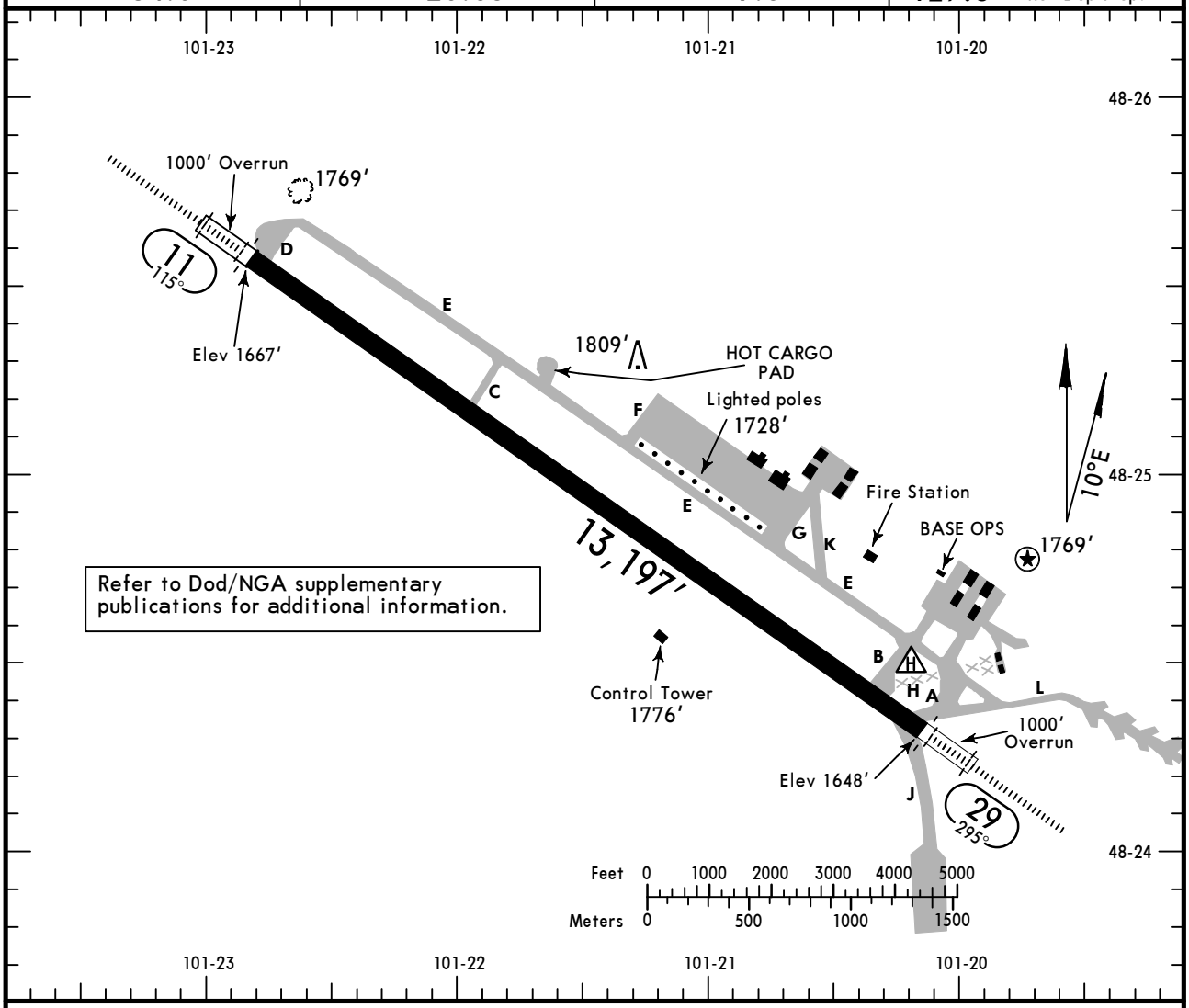
Runway: 11
Length x Width: 13197 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 1667 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 29
Length x Width: 13197 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 1638 ft
Lighting: Edge, ALS

Communication Information

Minot Tower 120.65
Minot Ground Control 134.0
Minot Approach Control 119.6 Arrival Service
Minot Departure Control 119.6 Departure Service
Minot Radar 120.0
Minot Radar 119.6
Minneapolis Center 127.6 Remote Communications Air-Ground

*MINOT Ground	*Tower	*MINOT Departure (R)	MINNEAPOLIS Center
134.0	120.65	119.6	127.6 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
11 29	HIRL ALSF-I PAPI-L (angle 2.5°) grooved RVR				300′

TAKE-OFF			FOR FILING AS ALTERNATE		
	All Rwys				
	Adequate Vis Ref	STD		Precision	Non-Precision
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A B	600-2	800-2
3 & 4 Eng		RVR 24 or 1/2	C D		

CHANGES: Notes.

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KMIB/MIB
MINOT, N DAK

JEPPESEN
3 FEB 12
Eff 9 Feb
31-1

TACAN Azimuth Required

MINOT AFB
ILS or LOC DME Rwy 11

*MINOT Approach (R)	MINNEAPOLIS Center	*MINOT Tower	*Ground
119.6	127.6 when App inop.	120.65	134.0

BRIEFING STRIP TM

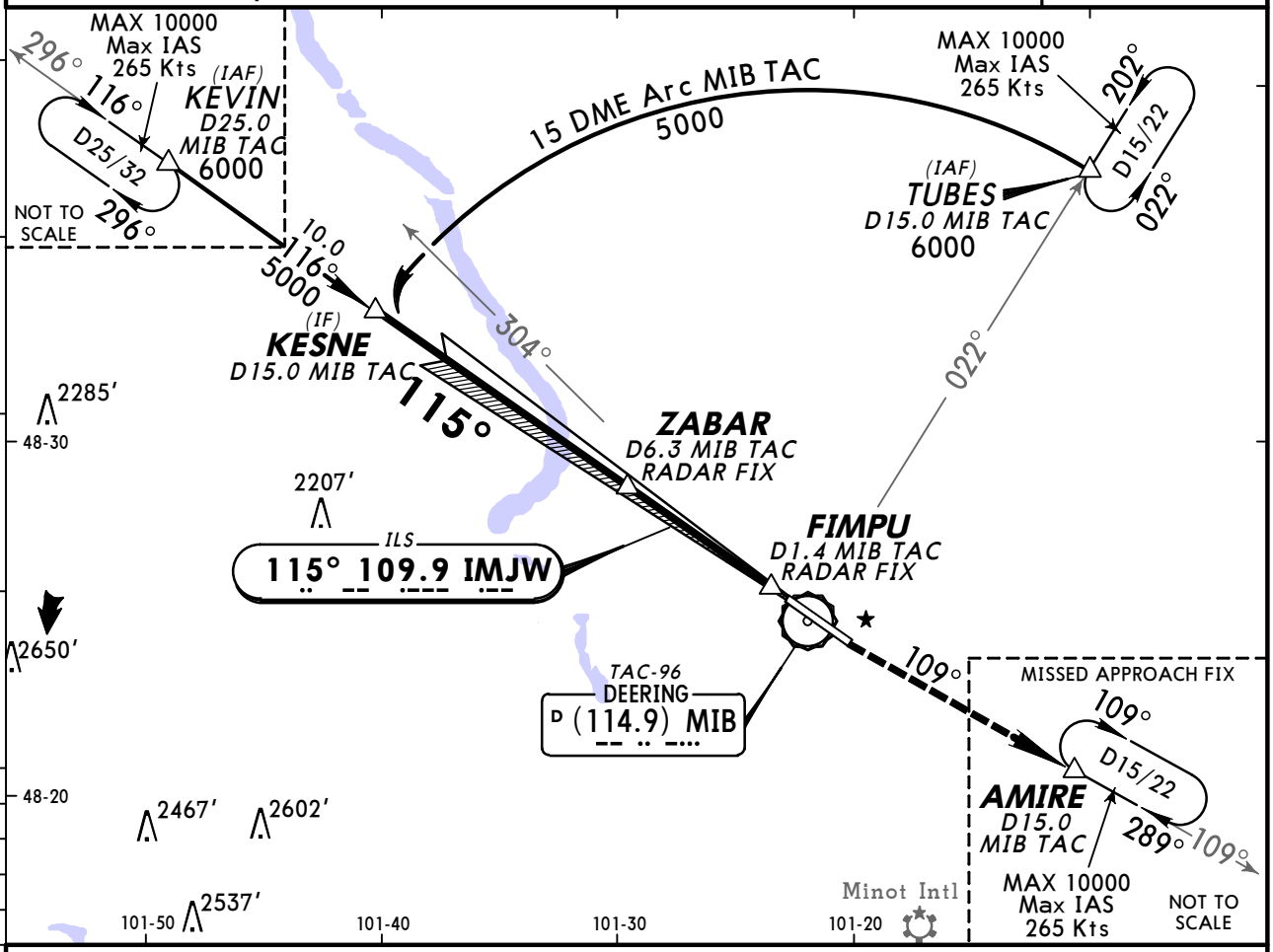
LOC IMJW	Final Apch Crs	GS ZABAR	ILS DA(H)	Apt Elev 1667′
109.9	115°	3200′ (1533′)	1867′ (200′)	THR 1667′

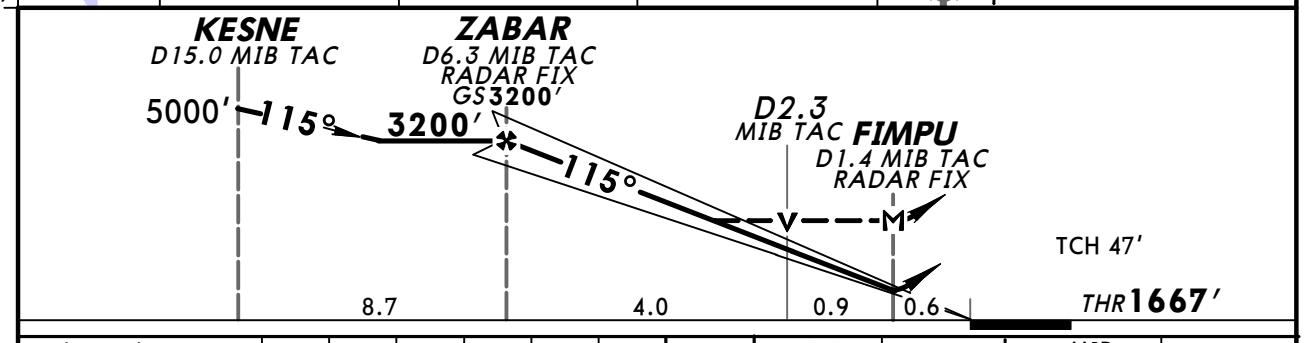
MISSED APCH: Climb to 5000′ outbound via MIB TAC R-109 direct AMIRE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or DME required. 2. EMERG SAFE ALTITUDE 100 NM 4800′.

MSA MIB TAC: 110° 3200′; 4200′; 320°





Gnd speed-Kts	70	90	100	120	140	160
GS 2.50°	310	398	442	531	619	707
MAP at FIMPU						

ALSF-I
PAPI

5000′ ↑ via MIB TAC-96 (114.9) R-109 AMIRE

STRAIGHT-IN LANDING RWY 11

	ILS DA(H) 1867′ (200′) FULL	ILS DA(H) 1867′ (200′) ALS out	LOC (GS out) MDA(H) 2100′ (433′)	LOC (GS out) MDA(H) 2100′ (433′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B				
C			RVR 40 or ¾	1¼
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2120′ (453′) -1
120	
140	2140′ (473′)-1½
165	2220′ (553′)-2

AMEND 1 TERPS

CHANGES: Notes, TCH, minimums.

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KMIB/MIB
MINOT, N DAK

JEPPESEN
3 FEB 12
Eff 9 Feb
31-2

TACAN Azimuth Required

MINOT AFB
ILS or LOC DME Rwy 29

*MINOT Approach (R)	MINNEAPOLIS Center	*MINOT Tower	*Ground
119.6	127.6 when App inop.	120.65	134.0

BRIEFING STRIP™

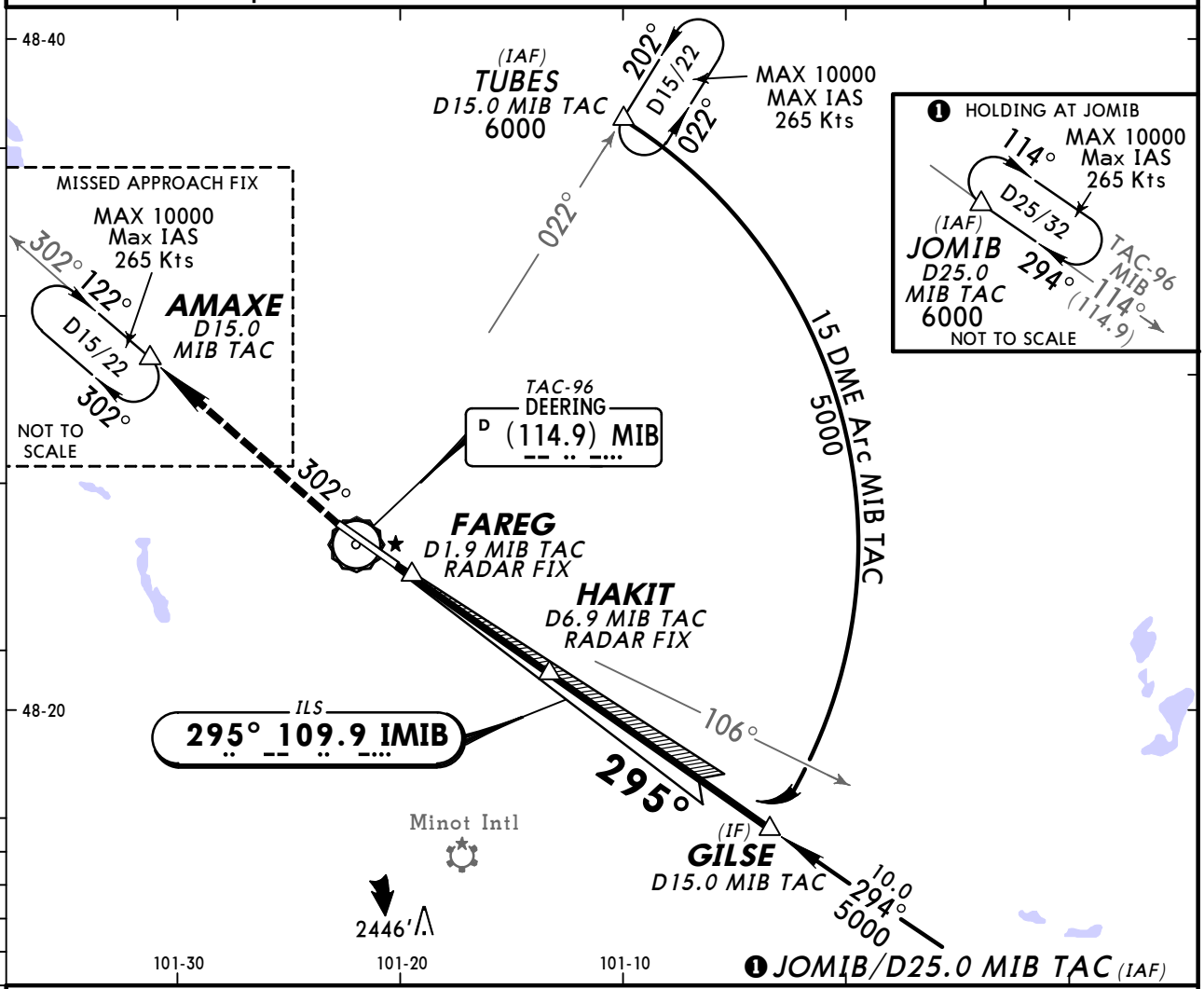
LOC	Final	GS	ILS	
IMIB	Apch Crs	HAKIT	DA(H)	Apt Elev 1667′
109.9	295°	3200′ (1562′)	1838′ (200′)	THR 1638′

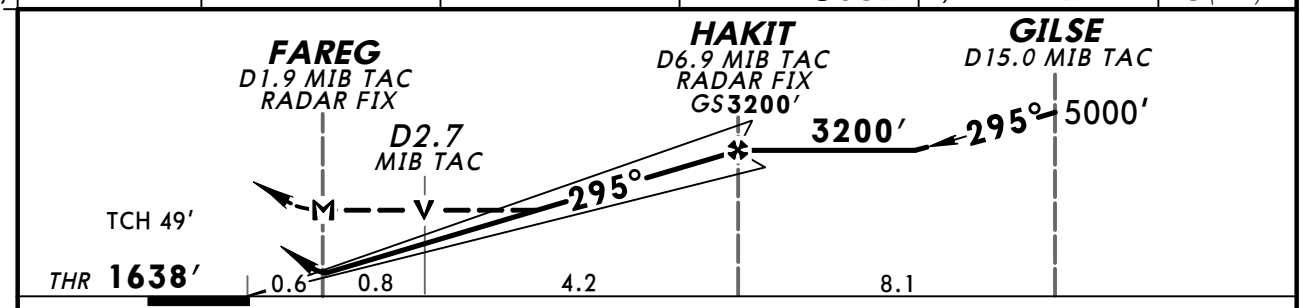
MISSED APCH: Climb to 5000′ outbound via MIB TAC R-302 direct AMAXE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR or DME required. 2. SAFE ALTITUDE WITHIN 100 NM 4800′.

MSA MIB TAC (110° 3200′; 320° 4200′)





Gnd speed-Kts		70	90	100	120	140	160
GS	2.50°	315	405	450	539	629	719
MAP at FAREG							

ALSF-I PAPI 5000′ MIB TAC-96 via (114.9) R-302 AMAXE

Military

STRAIGHT-IN LANDING RWY29					CIRCLE-TO-LAND	
ILS DA(H) 1838′ (200′)			LOC (GS out) MDA(H) 2040′ (402′)		Not authorized North of Rwy 11-29.	
	FULL	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1	90	2120′ (453′) -1
B					120	
C			RVR 40 or ¾	RVR 60 or 1⅛	140	2140′ (473′) -1½
D					165	2220′ (553′) -2

AMEND 1 TERPS

CHANGES: FAREG, notes, circle-to-land minimums.

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General Information

Location: Minot ND USA
IATA Code: MOT
Lat/Long: N48° 15.5' W101° 16.7'
Elevation: 1716 ft

Airport Use: Public
Magnetic Variation: 6.9°E
Sectional Chart: Billings

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1331 Z
Sunset: 0025 Z,

Runway Information

Runway: 08
Length x Width: 6351 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1712 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 393 ft

Runway: 13
Length x Width: 7700 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1702 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 26
Length x Width: 6351 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1682 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 31
Length x Width: 7700 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1679 ft
Lighting: Edge, ALS, Pilot controlled

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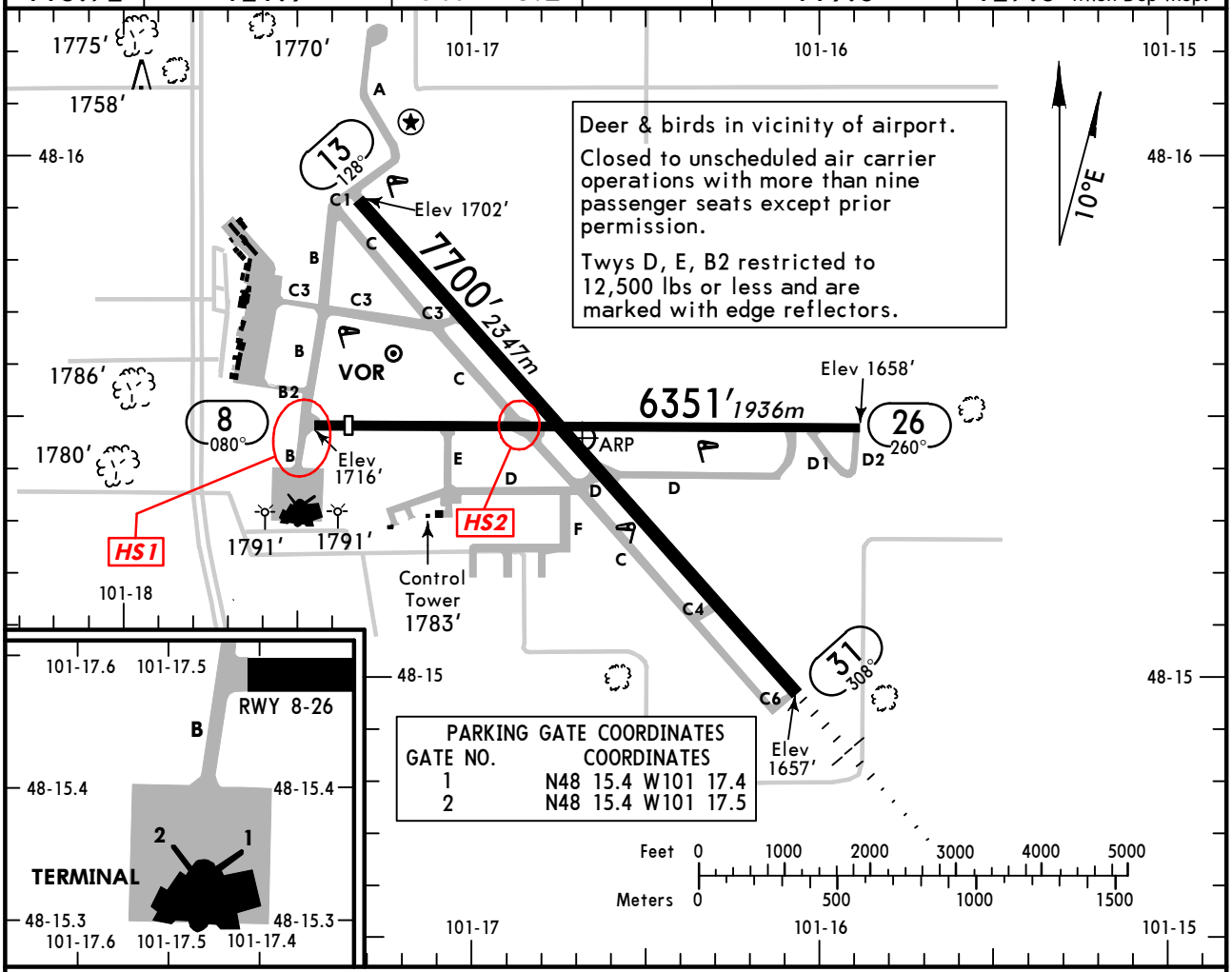
Communication Information

ASOS 118.725
Magic City Tower 118.2 CTAF PCL
Magic City Ground Control 121.9
Minot Approach Control 119.6 Arrival Service
Minot Departure Control 119.6 Departure Service
Minot Intl Unicom 122.95
Grand Forks Flight Service Station 122.2 RCO
Minneapolis Center 127.6 Remote Communications Air-Ground

ASOS	*MAGIC CITY Ground	*Tower	UNICOM	*MINOT Departure (R)	MINNEAPOLIS Center (R)
118.72	121.9	CTAF 118.2	122.95	119.6	127.6 when Dep inop.



PARKING GATE COORDINATES

GATE NO.	COORDINATES
1	N48 15.4 W101 17.4
2	N48 15.4 W101 17.5

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
8 / 26	❶ HIRL ❶ REIL PAPI-L (angle 3.0°) grooved	5958′ 1816m			100′ 30m
13	❶ HIRL ❶ REIL PAPI-L grooved				150′ 46m
31	❶ HIRL ❶ MALSR grooved RVR		6875′ 2096m		

❶ Activate on 118.2 when Twr inop.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Taxiway B crosses the approach end of Runway 8. Holding positions are identified by red and white 8 APCH signs.

HS2 Taxiway C crosses Runway 8-26 at an angle. Pilots sometimes miss the holding position signs and markings for Runway 8-26.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 8, 13, 31		Rwy 26		
	Adequate Vis Ref	STD	With Mim climb of 219′/NM to 2000′ Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-1½
3 & 4 Eng		RVR 24 or ½		½	

OBSTACLE DP: Rwy 13, climb via heading 128° to 2200′ before turning right. Rwy 26, climb via heading 260° to 2300′ before turning left.

FOR FILING AS ALTERNATE

	Authorized When Local Weather Available & Twr Operating: ILS Rwy 31	LOC Rwy 31 LOC DME (BACK CRS) Rwy 13	Authorized When Local Weather Available: RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 26 RNAV (GPS) Rwy 31	VOR Rwy 26	VOR Rwy 8	Other
A	600-2	800-2	800-2	900-2	1100-2	800-2
B						
C				900-2½	1100-3	
D				900-2¾		

AMEND 3

CHANGES: Hot spots and descriptions added, ARP revised, notes.

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LOC DME (BACK CRS) Rwy 13

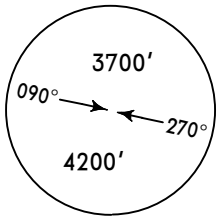
ASOS	*MINOT Approach (R)	MINNEAPOLIS Center (R)	*MAGIC CITY Tower	*Ground
118.72	119.6	127.6 when App inop.	CTAF 118.2	121.9

BRIEFING STRIP™

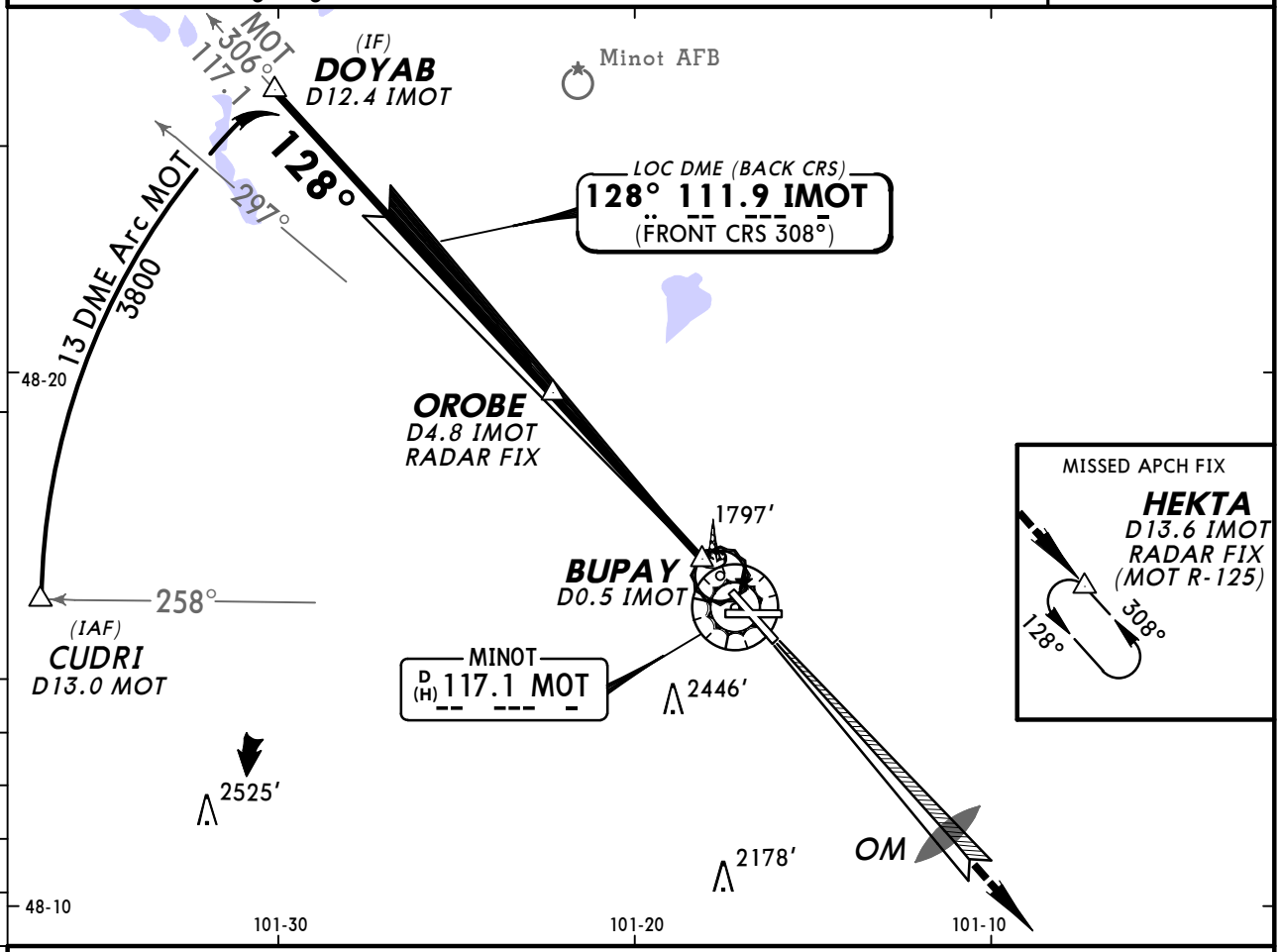
LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1716′
IMOT 111.9	128° (Front Crs 308°)	OROBE 3400′ (1698′)	(CONDITIONAL) 2060′ (358′)	TDZE 1702′

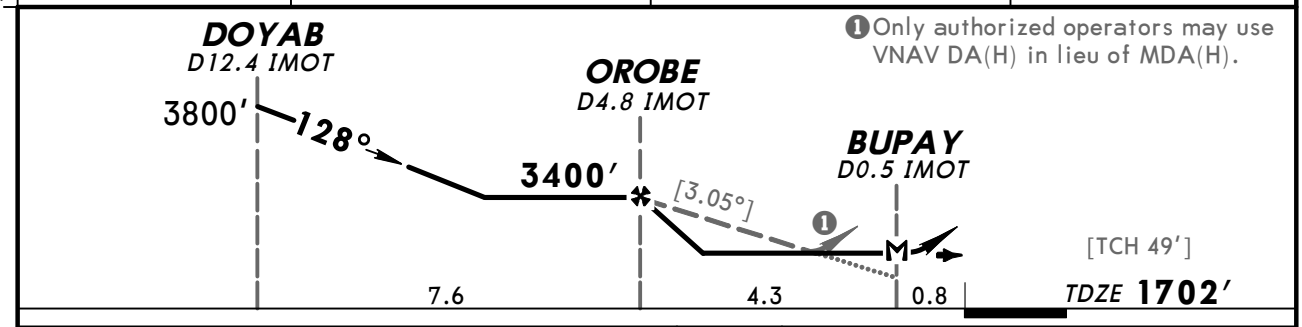
MISSED APCH: Climb to 3700′ via IMOT LOC SOUTHEAST course to HEKTA/D13.6 IMOT/RADAR FIX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Minot AFB altimeter setting.
2. Use IMOT DME when on localizer course. 3. Disregard glideslope indications.
4. Pilot controlled lighting 118.2.



MSA MOT VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at BUPAY						

REIL
PAPI-L

3700′ ↑ via IMOT 111.9 SOUTHEAST CRS

HEKTA

TERPS AMEND 8

STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
	MDA(H) 2060′ (358′) With Local Altimeter Setting	MDA(H) 2100′ (398′) With Minot AFB Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Minot AFB Altimeter Setting MDA(H)
A	1	1	90	2200′ (484′)-1	2240′ (524′)-1
B			120		
C			140	2280′ (564′)-1½	2320′ (604′)-1½
D	1¼	1¼	165	2280′ (564′)-2	2320′ (604′)-2

CHANGES: None.

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ASOS	*MINOT Approach (R)	MINNEAPOLIS Center (R)	*MAGIC CITY Tower	*Ground
118.72	119.6	127.6 when App inop.	CTAF 118.2	121.9

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 1716′
IMOT 111.9	308°	FONAD 3400′ (1727′)	1873′ (200′)	TDZE 1673′

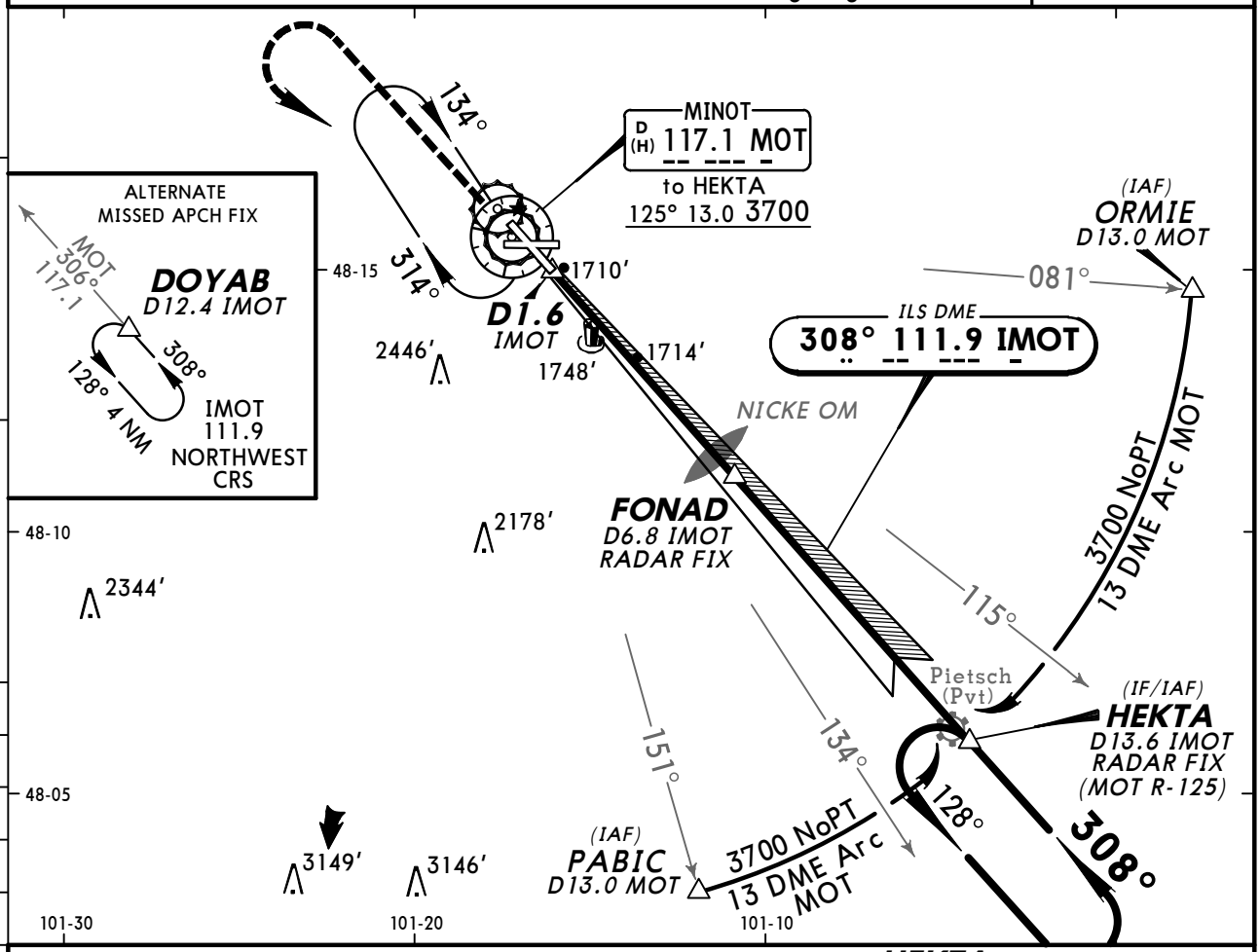
MISSED APCH: Climb to 3700′ then turn LEFT direct MOT VOR and hold.

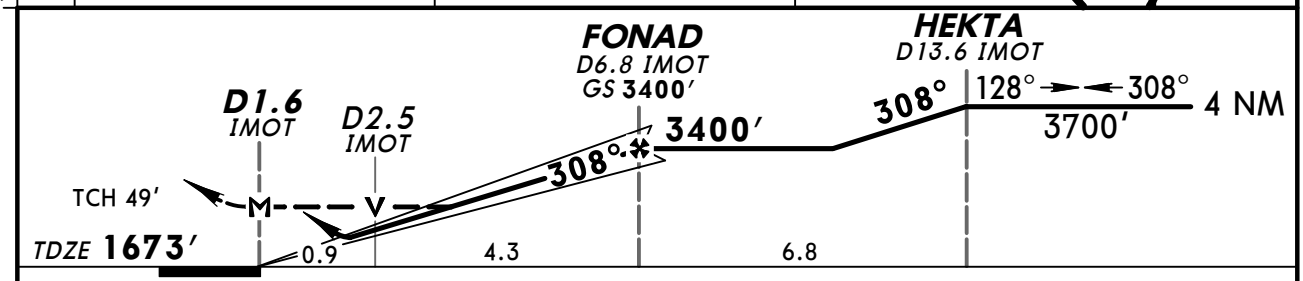
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Use local altimeter setting; if not received, use Minot AFB altimeter setting. 3. VDP not authorized with Minot AFB altimeter setting. 4. Use IMOT DME when on the localizer course. 5. Pilot controlled lighting 118.2.

3700′
090° 270°
4200′
MSA MOT VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.6 IMOT or FONAD to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR | 3700′ | LT | D | MOT 117.1

STRAIGHT-IN LANDING RWY31						CIRCLE-TO-LAND		
1 ILS 3 DA(H) 1873′ (200′)			2 LOC (GS out) MDA(H) 1980′ (307′)				With Local Altimeter Setting	With Minot AFB Altimeter Setting
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	2200′ (484′) -1	2240′ (524′) -1
B						120		
C						140	2280′ (564′) -1 1/2	2320′ (604′) -1 1/2
D			RVR 40 or 3/4	RVR 50 or 1		165	2280′ (564′) -2	2320′ (604′) -2

AMEND 10A

TERPS

1 DA(H) 1913′ (240′) with Minot AFB altimeter setting.
2 MDA(H) 2020′ (347′) with Minot AFB altimeter setting.
3 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: ILS minimums.

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ASOS	*MINOT Approach (R)	MINNEAPOLIS Center (R)	*MAGIC CITY Tower	*Ground
118.72	119.6	127.6 when App inop.	CTAF 118.2	121.9

WAAS	Final Apch Crs	Minimum Alt HAXAT	LPV DA(H) (CONDITIONAL)	Apt Elev 1716′
Ch 97616 W-08A	080°	3400′(1688′)	1991′(279′)	TDZE 1712′

MISSED APCH: Climb to 3600′ direct SIRSE and hold.

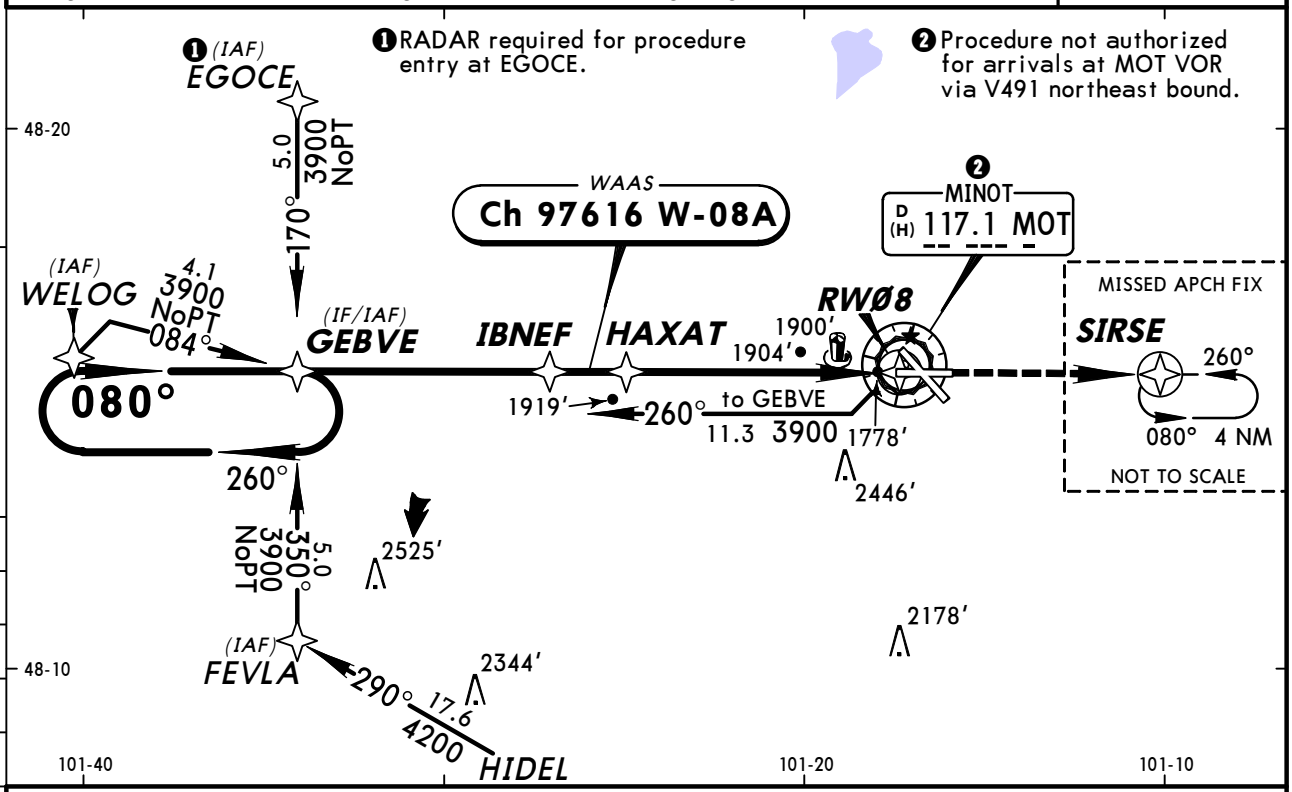
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

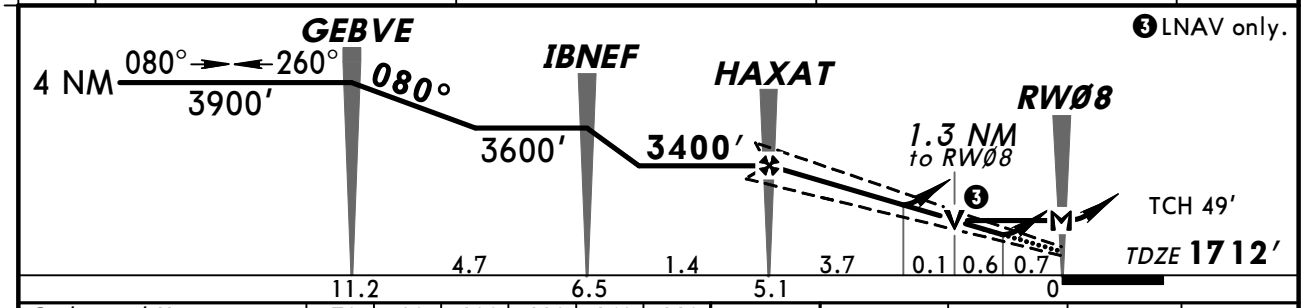
1. Use local altimeter setting; if not received, use Minot AFB altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Baro-VNAV and VDP not authorized when using Minot AFB altimeter setting. 6. Pilot controlled lighting 118.2.

4200′

MSA RWØ8

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

REIL
PAPI-L

3600′

SIRSE

STRAIGHT-IN LANDING RWY 8

With Local Altimeter Setting

	LPV DA(H) 1991′(279′)	LNAV/VNAV DA(H) 2218′(506′)	LNAV MDA(H) 2160′(448′)
A	1	1¾	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	2200′(484′)-1
120	
140	2280′(564′)-1½
165	2280′(564′)-2

With Minot AFB Altimeter Setting

	LPV DA(H) 2021′(309′)	LNAV/VNAV DA(H) 2248′(536′)	LNAV MDA(H) 2200′(488′)
A	1	2	1
B			
C			1¼
D			1½

With Minot AFB Altimeter Setting

Max Kts	MDA(H)
90	2240′(524′)-1
120	
140	2320′(604′)-1¾
165	2320′(604′)-2

TERPS AMEND 0 11 FEB 2010

CHANGES: None.

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ASOS	*MINOT Approach (R)	MINNEAPOLIS Center (R)	*MAGIC CITY Tower	*Ground
118.72	119.6	127.6 when App inop.	CTAF 118.2	121.9

BRIEFING STRIP ™

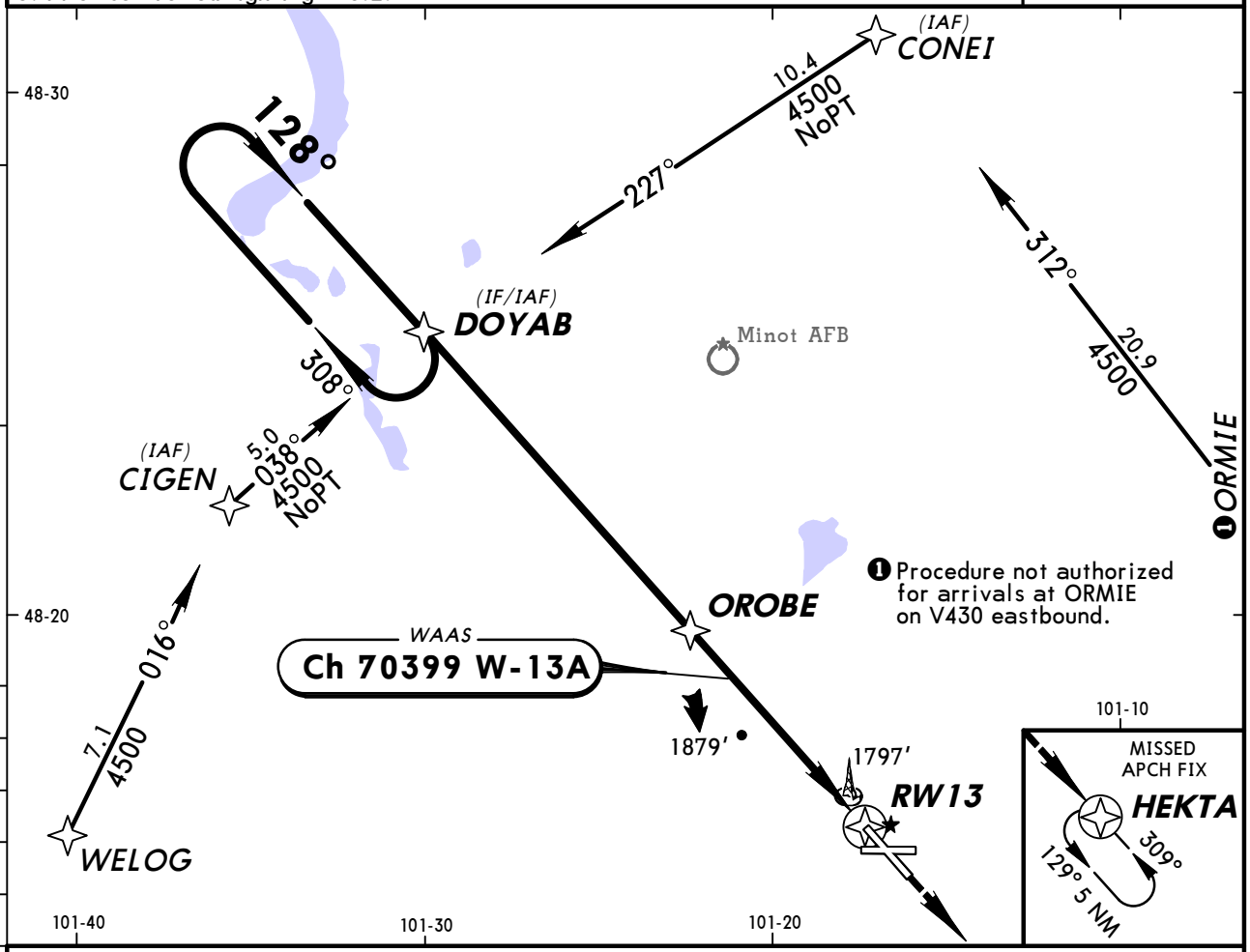
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1716′
Ch 70399 W-13A	128°	OROBE 3400′ (1698′)	2021′ (319′)	TDZE 1702′

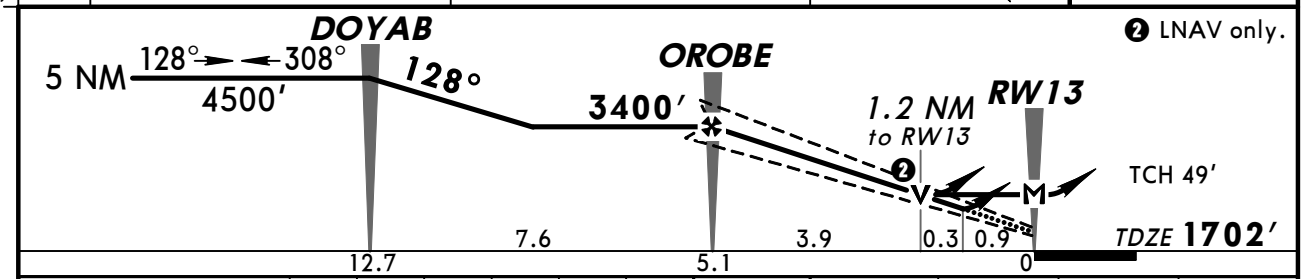
MISSED APCH: Climb to 4000′ direct HEKTA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Minot AFB altimeter setting.
2. Baro-VNAV not authorized below -18°C (0°F). 3. VDP and Baro-VNAV not authorized when using Minot AFB altimeter setting. 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 118.2.

4200′
MSA RW13





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

REIL
PAPI-L
4000′
HEKTA

STRAIGHT-IN LANDING RWY 13 With Local Altimeter Setting				CIRCLE-TO-LAND		
	1 LPV DA(H) 2021′ (319′)	2 LNAV/VNAV DA(H) 2181′ (479′)	3 LNAV MDA(H) 2140′ (438′)	Max Kts	With Local Altimeter Setting MDA(H)	With Minot AFB Altimeter Setting MDA(H)
A	1	1¾	1	90	2200′ (484′)-1	2240′ (524′)-1
B				120		
C			1¼	140	2280′ (564′)-1½	2320′ (604′)-1½
D			1½	165	2280′ (564′)-2	2320′ (604′)-2

1 DA(H) 2061′ (359′) with Minot AFB altimeter setting.
2 DA(H) 2221′ (519′) with Minot AFB altimeter setting.
3 MDA(H) 2180′ (478′) with Minot AFB altimeter setting.

TERPS AMEND 1A 6 MAY 2010

CHANGES: Minimums.

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ASOS	*MINOT Approach (R)	MINNEAPOLIS Center (R)	*MAGIC CITY Tower	*Ground
118.72	119.6	127.6 when App inop.	CTAF 118.2	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1716′
Ch 56516 W-26A	260°	REMRE 3400′(1718′)	1932′(250′)	TDZE 1682′

MISSED APCH: Climb to 3900′ direct GEBVE and hold.

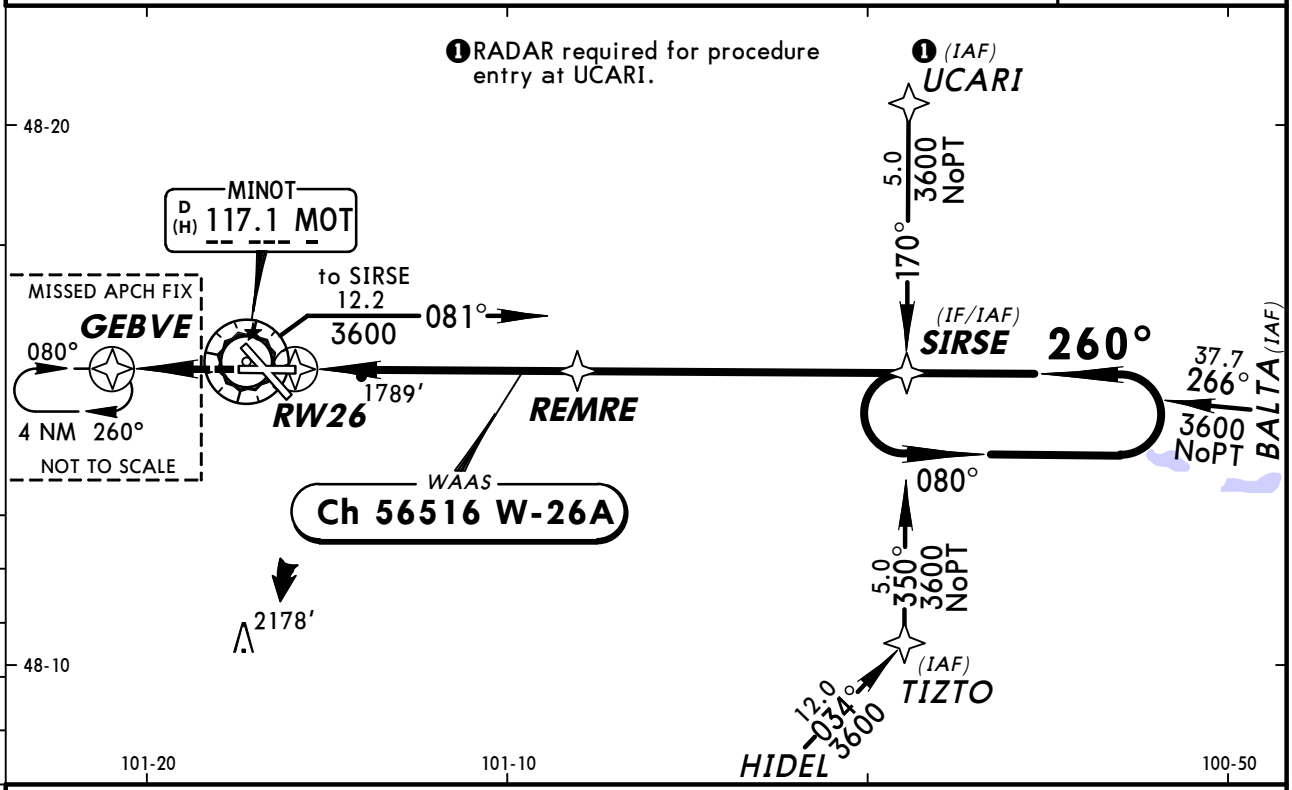
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

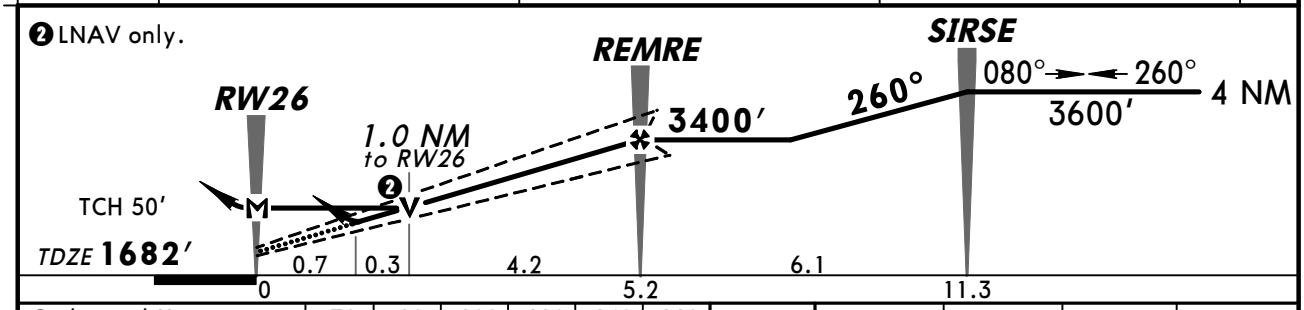
1. Use local altimeter setting; if not received, use Minot AFB altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Minot AFB altimeter setting. 5. Pilot controlled lighting 118.2.

4200′

MSA RW26

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW26							

REIL
PAPI-L

3900′

GEBVE

STRAIGHT-IN LANDING RWY 26 With Local Altimeter Setting	LPV DA(H) 1932′(250′)	LNAV/VNAV DA(H) 1932′(250′)	LNAV MDA(H) 2040′(358′)
A	1	1	1
B			
C			
D			1¼

CIRCLE-TO-LAND With Local Altimeter Setting	Max Kts	MDA(H)
	90	2200′(484′)-1
	120	
	140	2280′(564′)-1½
	165	2280′(564′)-2

With Minot AFB Altimeter Setting	LPV DA(H) 1962′(280′)	LNAV/VNAV DA(H) 1962′(280′)	LNAV MDA(H) 2080′(398′)
A	1	1	1
B			
C			
D			1¼

With Minot AFB Altimeter Setting	Max Kts	MDA(H)
	90	2240′(524′)-1
	120	
	140	2320′(604′)-1¾
	165	2320′(604′)-2

TERPS AMEND 0 11 FEB 2010

CHANGES: None.

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ASOS	*MINOT Approach (R)	MINNEAPOLIS Center (R)	*MAGIC CITY Tower	*Ground
118.72	119.6	127.6 when App inop.	CTAF 118.2	121.9

BRIEFING STRIP ™

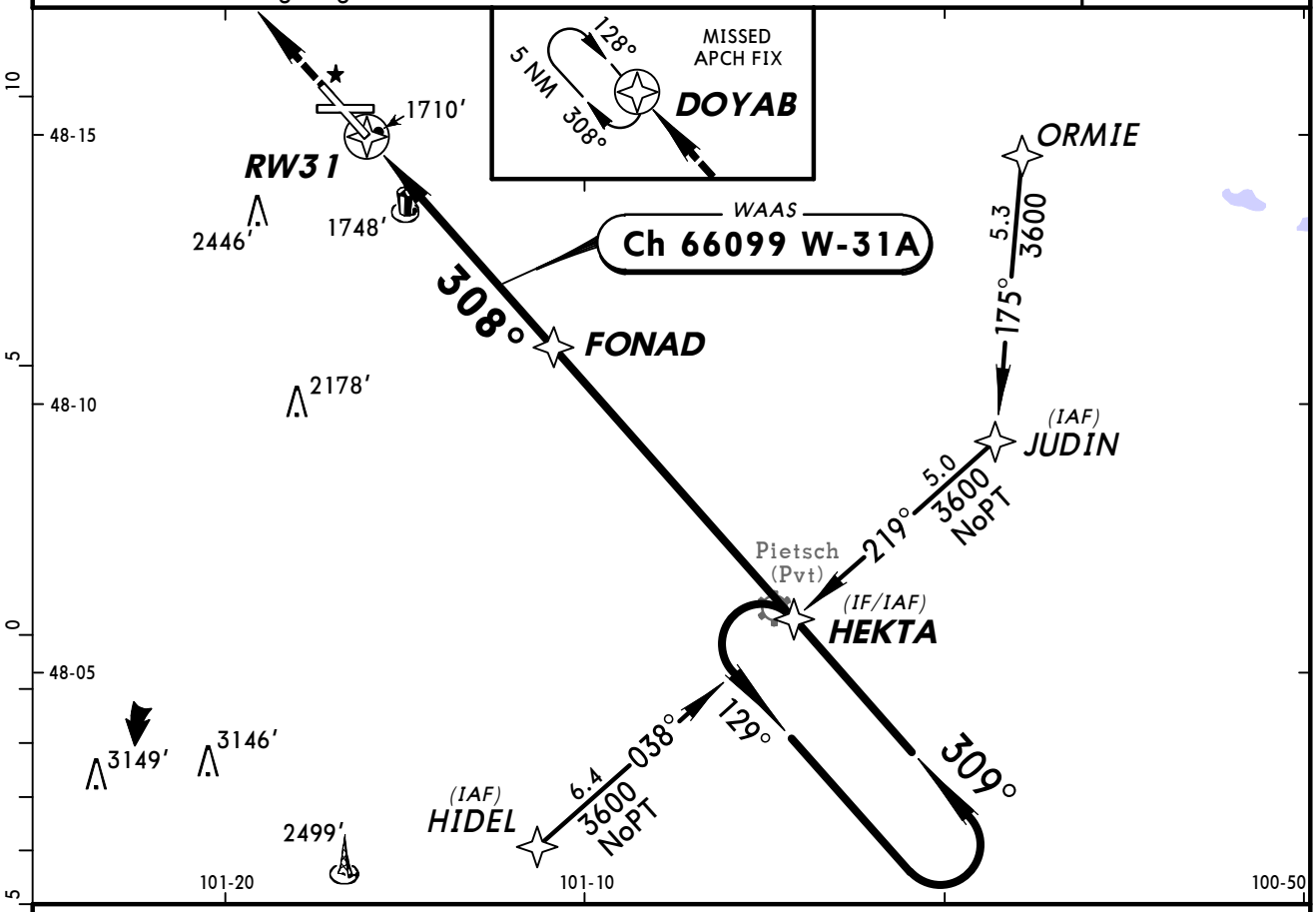
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1716′
Ch 66099 W-31A	308°	FONAD 3400′ (1721′)	1929′ (250′)	TDZE 1679′

MISSED APCH: Climb to 4500′ direct DOYAB and hold.

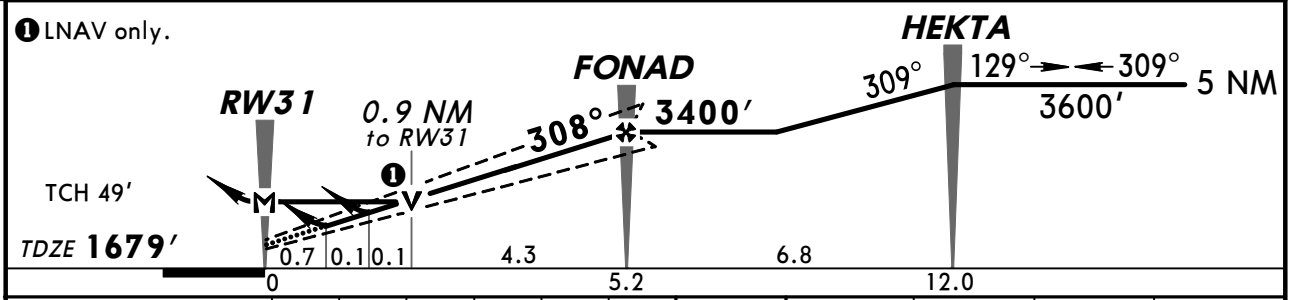
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Minot AFB altimeter setting.
2. Baro-VNAV not authorized below -18°C (0°F). 3. VDP and Baro-VNAV not authorized when using Minot AFB altimeter setting. 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 118.2.

4200′
MSA RW31



❶ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

MALSR 4500′ DOYAB

STRAIGHT-IN LANDING RWY 31
With Local Altimeter Setting

	❶ LPV DA(H) 1929′(250′)		❷ LNAV/VNAV DA(H) 1960′(281′)			❸ LNAV MDA(H) 2000′(321′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B								
C								
D			RVR 40 or 3/4	RVR 50 or 1		RVR 50 or 1		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Minot AFB Altimeter Setting MDA(H)
90	2200′(484′)-1	2240′(524′)-1
120		
140	2280′(564′)-1 1/2	2320′(604′)-1 1/2
165	2280′(564′)-2	2320′(604′)-2

❶ DA(H) 1969′ (290′) with Minot AFB altimeter setting.
❷ DA(H) 2000′ (321′) with Minot AFB altimeter setting.
❸ MDA(H) 2040′ (361′) with Minot AFB altimeter setting.

TERPS AMEND 1A 7 APR 2011

CHANGES: TDZE, minimums.

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BRIEFING STRIP ™

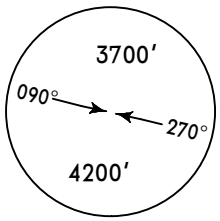
ASOS	*MINOT Approach (R)	MINNEAPOLIS Center (R)	*MAGIC CITY Tower	*Ground
118.72	119.6	127.6 when App inop.	CTAF 118.2	121.9

VOR MOT	Final Apch Crs	Minimum Alt EMDEW	MDA(H) (CONDITIONAL)	Apt Elev 1716′
117.1	067°	2760′ (1048′)	2180′ (468′)	TDZE 1712′

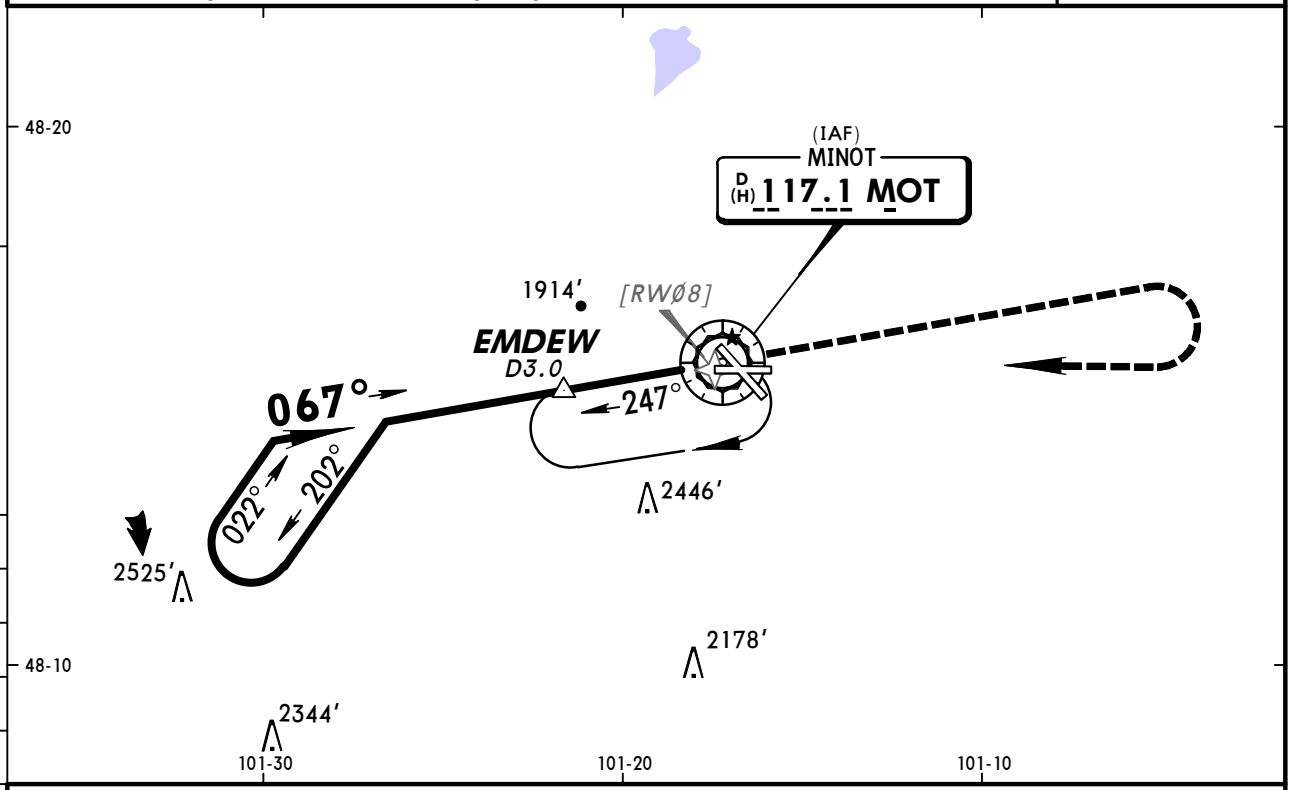
MISSED APCH: Climb to 3800′ then RIGHT turn direct MOT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

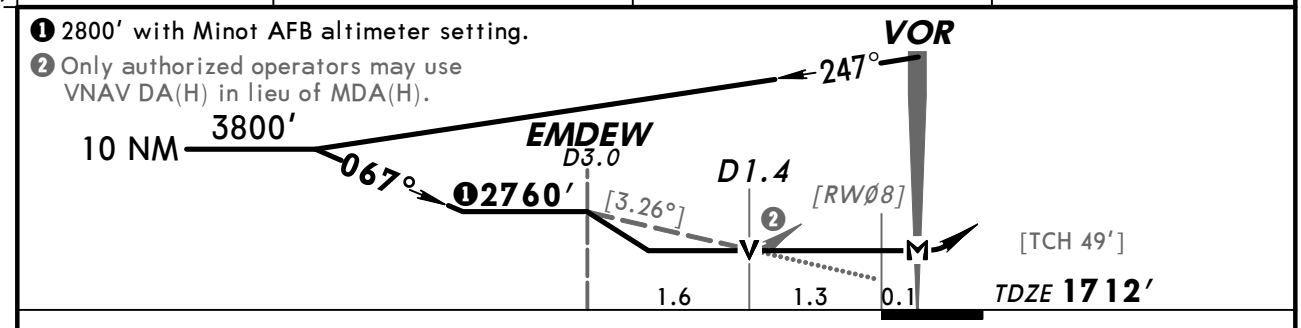
1. Use local altimeter setting; if not received, use Minot AFB altimeter setting.
2. VGSI and descent angles not coincident. 3. VDP not authorized with Minot AFB altimeter setting. 4. Pilot controlled lighting 118.2.



MSA MOT VOR



❶ 2800′ with Minot AFB altimeter setting.
❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.26°]	404	519	577	692	808	923
MAP at VOR						

REIL
PAPI-L

3800′ ↑ | RT | D | MOT 117.1

STRAIGHT-IN LANDING RWY 8	With EMDEW	Without EMDEW
With Local Altimeter Setting	MDA(H) 2180′ (468′)	MDA(H) 2760′ (1048′)
A	1	1¼
B		1½
C	1¼	3
D	1½	

CIRCLE-TO-LAND	Max Kts	With EMDEW MDA(H)	Without EMDEW MDA(H)
With Local Altimeter Setting			
A	90	2200′ (484′)-1	2760′ (1044′)-1¼
B	120		2760′ (1044′)-1½
C	140	2280′ (564′)-1½	2760′ (1044′)-3
D	165	2280′ (564′)-2	

With Minot AFB Altimeter Setting	MDA(H) 2220′ (508′)	MDA(H) 2800′ (1088′)
A	1	1¼
B		1½
C	1½	3
D		

With Minot AFB Altimeter Setting	Max Kts	With EMDEW MDA(H)	Without EMDEW MDA(H)
A	90	2240′ (524′)-1	2800′ (1084′)-1¼
B	120		2800′ (1084′)-1½
C	140	2320′ (604′)-1¾	2800′ (1084′)-3
D	165	2320′ (604′)-2	

TERPS AMEND 11 11 FEB 2010

CHANGES: Procedure.

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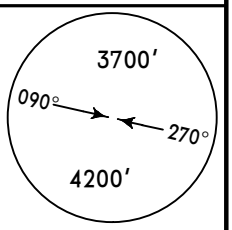
BRIEFING STRIP ™

ASOS	*MINOT Approach (R)	MINNEAPOLIS Center (R)	*MAGIC CITY Tower	*Ground
118.72	119.6	127.6 when App inop.	CTAF 118.2	121.9

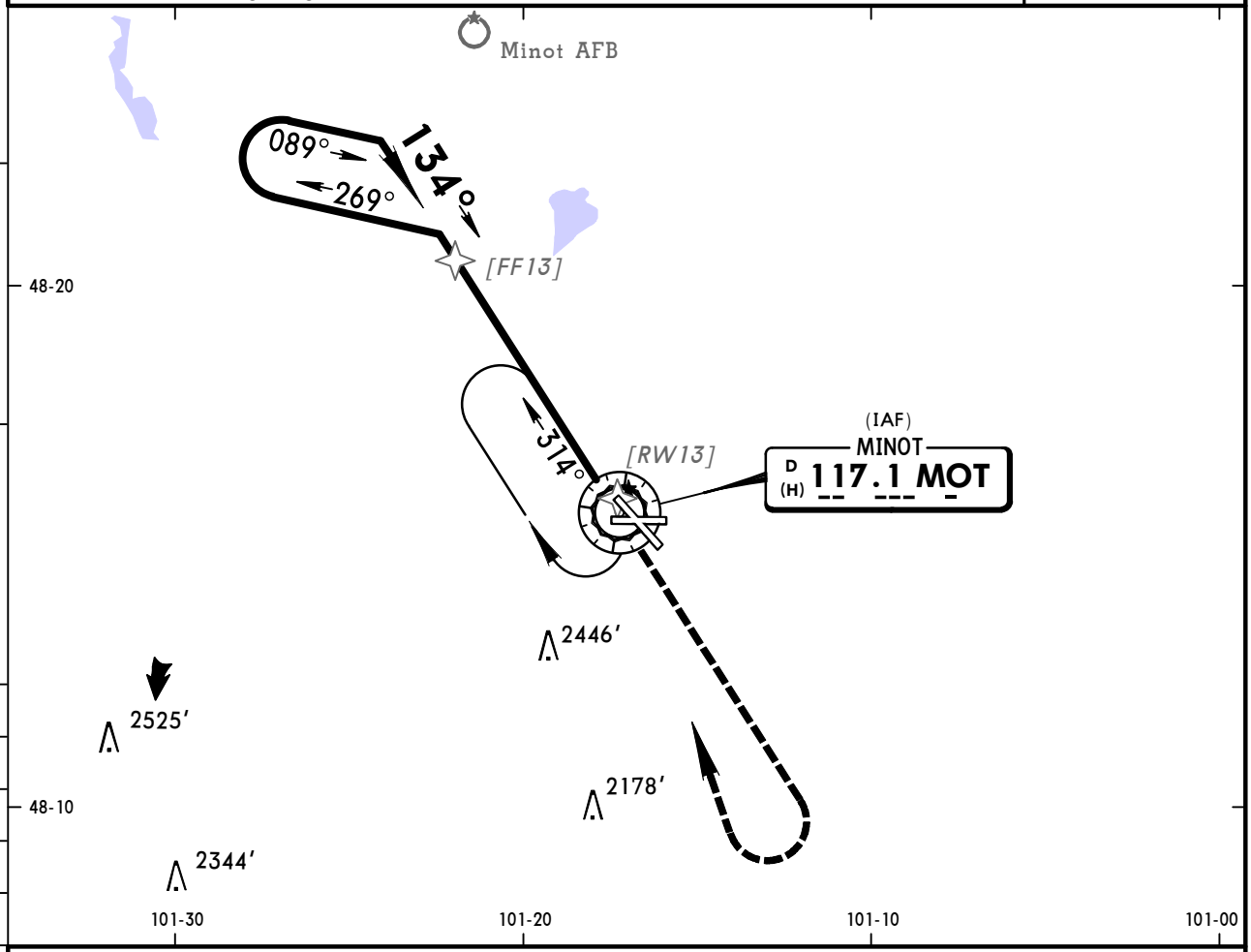
VOR MOT 117.1	Final Apch Crs 134°	No FAF	MDA(H) 2200′ (498′)	Apt Elev 1716′ TDZE 1702′

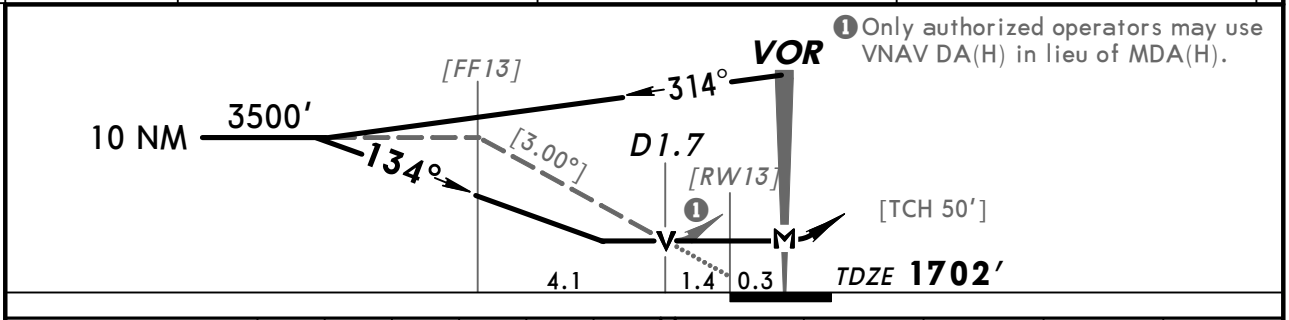
MISSED APCH: Climb to 3500′ then RIGHT turn direct MOT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.2.



MSA MOT VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

3500′ ↑ | RT | D | MOT 117.1

STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
MDA(H) 2200′(498′)		Max Kts	MDA(H)
A	1	90	2200′(484′)-1
B		120	
C	1¼	140	2280′(564′)-1½
D	1½	165	2280′(564′)-2

AMEND 11
TERPS

CHANGES: None.

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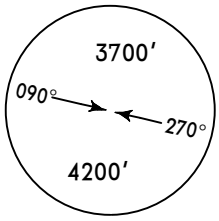
ASOS	*MINOT Approach (R)	MINNEAPOLIS Center (R)	*MAGIC CITY Tower	*Ground
118.72	119.6	127.6 when App inop.	CTAF 118.2	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1716′
MOT 117.1	264°	EMEBY 2540′ (858′)	(CONDITIONAL) 2040′ (358′)	TDZE 1682′

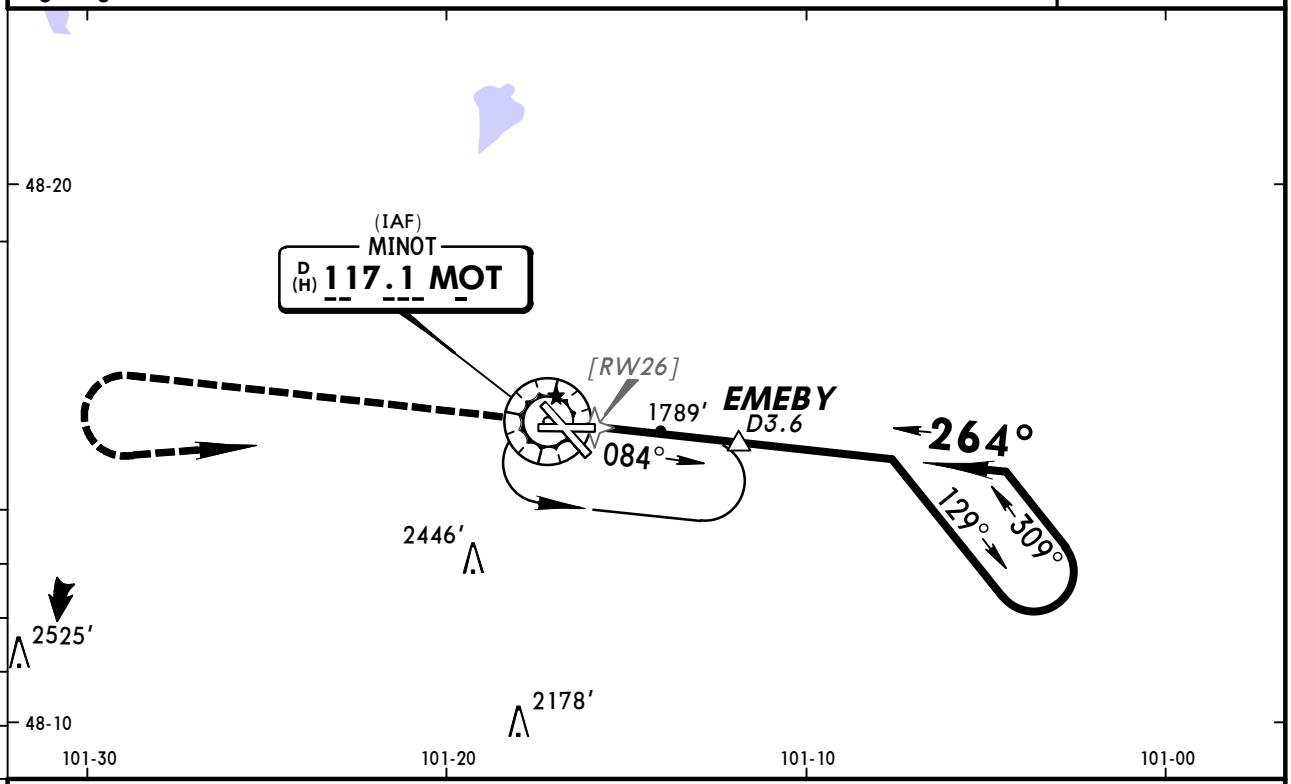
MISSED APCH: Climb to 3600′ then LEFT turn direct MOT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Minot AFB altimeter setting.
2. VDP not authorized with Minot AFB altimeter setting. 3. Pilot controlled lighting 118.2.

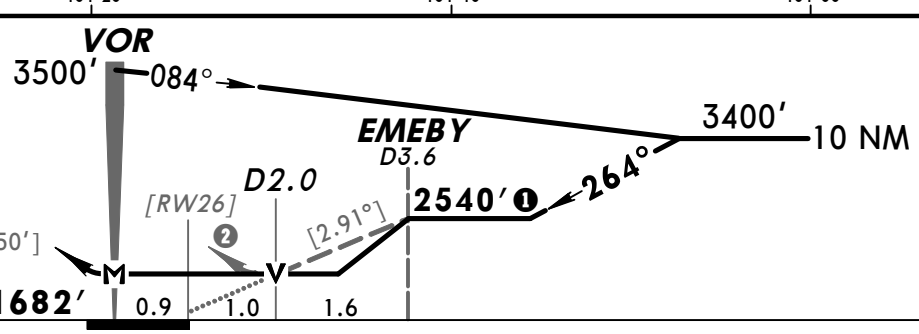


MSA MOT VOR



❶ 2580′ when using Minot AFB altimeter setting.

❷ Only authorized operators may use VNAV DA (H) in lieu of MDA (H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.91°]	360	463	515	618	721	824
MAP at VOR						

REIL
PAPI-L

3600′ ↑ | LT ↰ | D→ | MOT 117.1

STRAIGHT-IN LANDING RWY 26	With EMEBY	Without EMEBY
With Local Altimeter Setting	MDA(H) 2040′ (358′)	MDA(H) 2540′ (858′)
A	1	1
B	1	1¼
C	1	2½
D	1¼	2¾
With Minot AFB Altimeter Setting	MDA(H) 2080′ (398′)	MDA(H) 2580′ (898′)
A	1	1¼
B	1	1¼
C	1	2¾
D	1¼	3

CIRCLE-TO-LAND	Max Kts	With EMEBY MDA(H)	Without EMEBY MDA(H)
With Local Altimeter Setting			
A	90	2200′ (484′)-1	2540′ (824′)-1
B	120	2200′ (484′)-1	2540′ (824′)-1¼
C	140	2280′ (564′)-1½	2540′ (824′)-2½
D	165	2280′ (564′)-2	2540′ (824′)-2¾
With Minot AFB Altimeter Setting			
A	90	2240′ (524′)-1	2580′ (864′)-1¼
B	120	2240′ (524′)-1	2580′ (864′)-1¼
C	140	2320′ (604′)-1¾	2580′ (864′)-2¾
D	165	2320′ (604′)-2	2580′ (864′)-3

CHANGES: Procedure.

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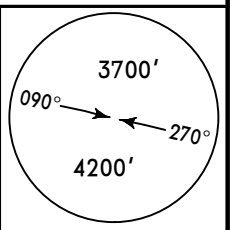
BRIEFING STRIP™

ASOS	*MINOT Approach (R)	MINNEAPOLIS Center (R)	*MAGIC CITY Tower	*Ground
118.72	119.6	127.6 when App inop.	CTAF 118.2	121.9

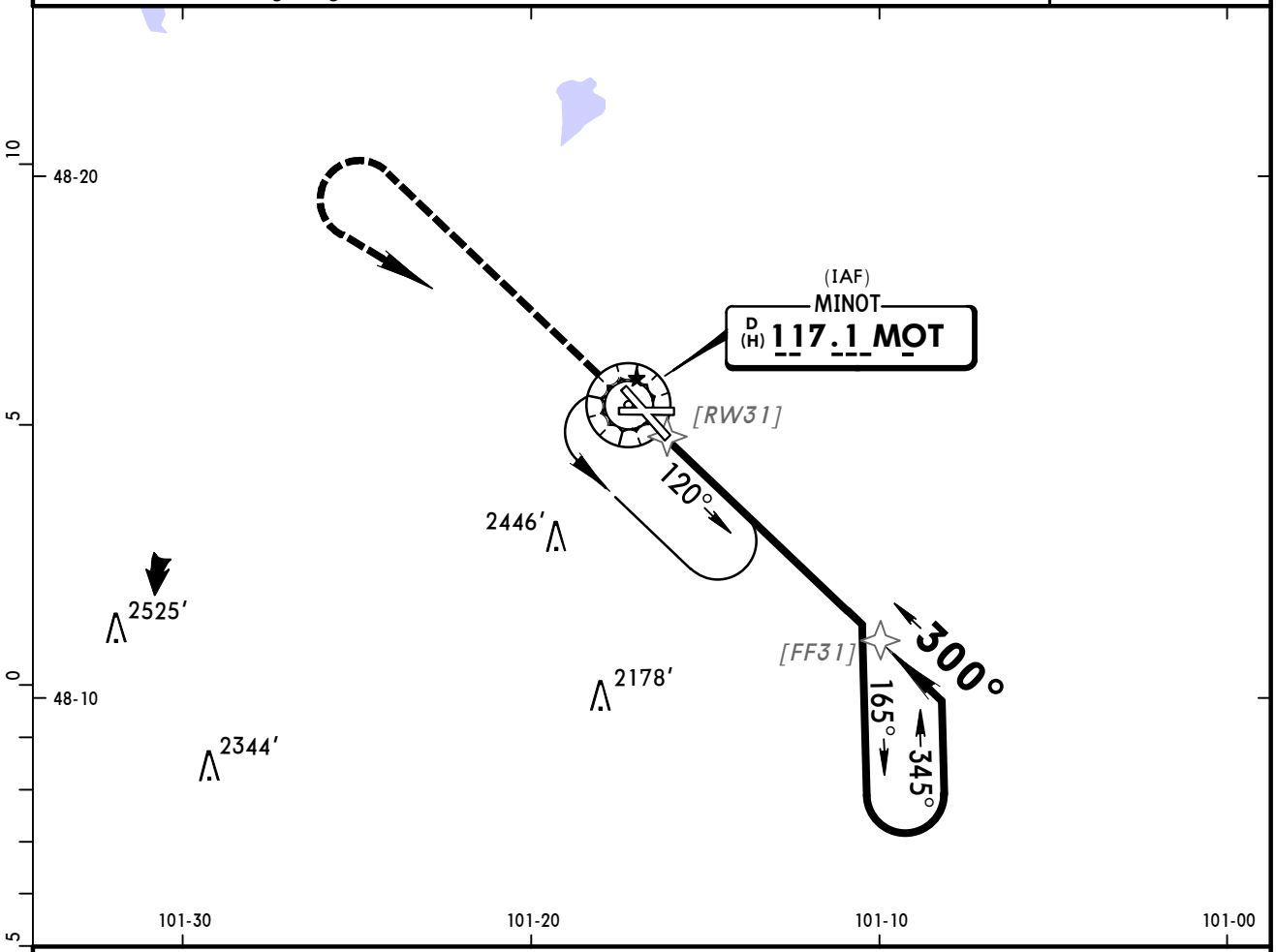
VOR MOT 117.1	Final Apch Crs 300°	No FAF	MDA(H) 2200′ (527′)	Apt Elev 1716′ TDZE 1673′

MISSED APCH: Climb to 3500′ then LEFT turn direct MOT VOR and hold.

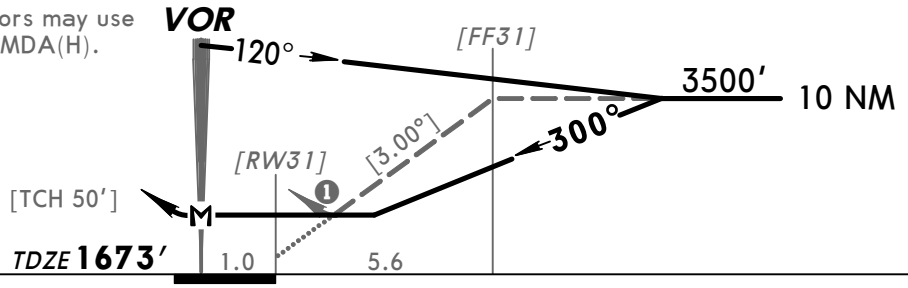
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.2.



MSA MOT VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

MALSR | 3500′ | LT | D | MOT 117.1

TERPS AMEND 11

STRAIGHT-IN LANDING RWY 31
MDA(H) 2200′ (527′)

		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C	RVR 50 or 1	1½	
D	RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2200′ (484′) - 1
120	
140	2280′ (564′) - 1½
165	2280′ (564′) - 2

CHANGES: None.

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General Information

Location: Grand Forks ND USA
IATA Code: RDR
Lat/Long: N47° 57.7' W097° 24.0'
Elevation: 913 ft

Airport Use: Military
Magnetic Variation: 3.8°E
Sectional Chart: Twin Cities

Fuel Types: Jet, Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1315 Z
Sunset: 0010 Z,

Runway Information

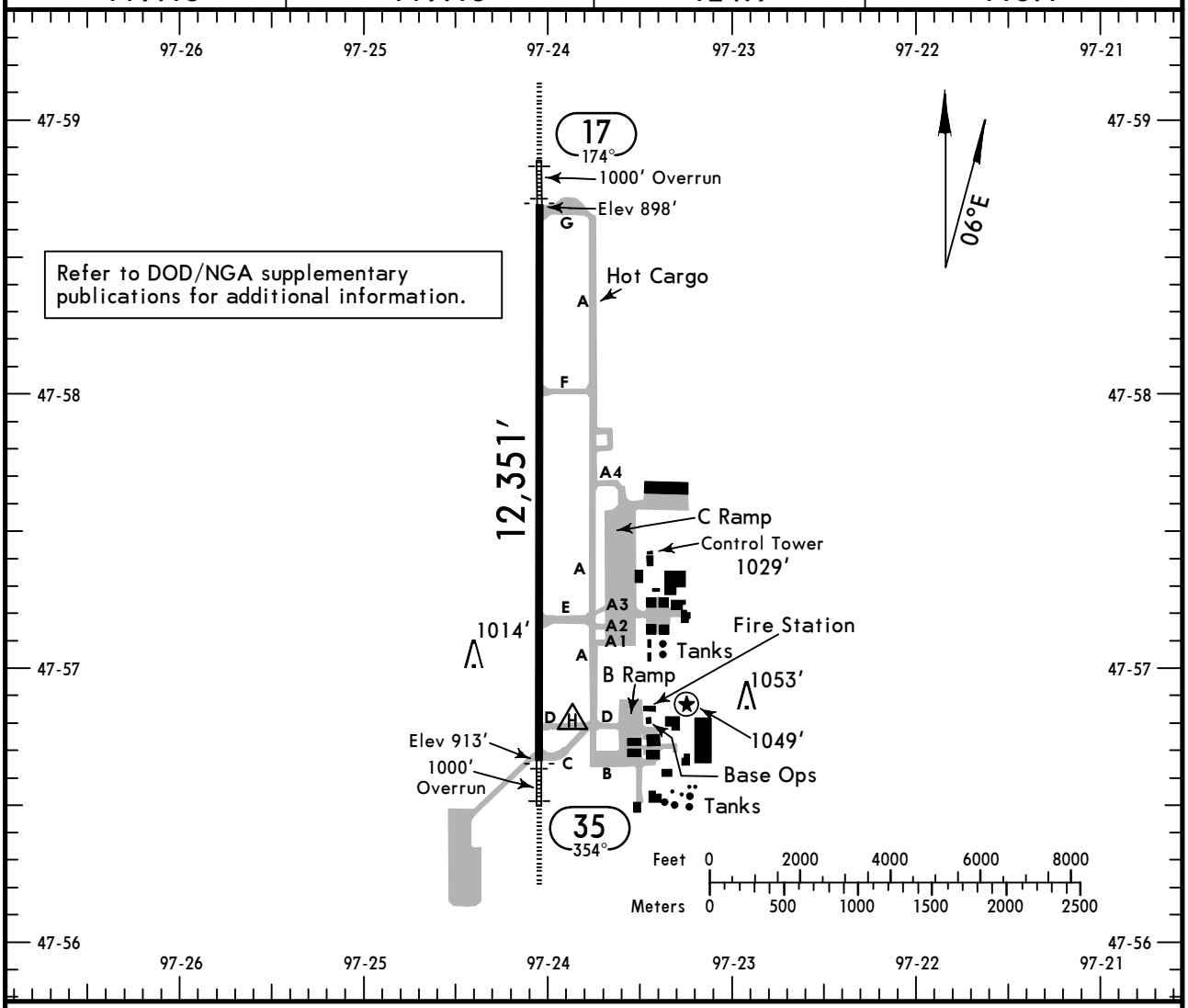
Runway: 17
Length x Width: 12351 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 902 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

Runway: 35
Length x Width: 12351 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 913 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

Communication Information

Red River Tower 124.9
Red River Ground Control 119.15
Grand Forks Clearance Delivery 119.15
Grand Forks Approach Control 118.1
Grand Forks Departure Control 118.1
Red River Radar 118.1

*RED RIVER Clearance	*Ground	*Tower	*GRAND FORKS Departure (R)
119.15	119.15	124.9	118.1



Refer to DOD/NGA supplementary publications for additional information.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17 ❶ 35	HIRL	ALSF-I	PAPI-L	RVR		11,281′		150′
	HIRL	❷ ALSF-I	PAPI-L	RVR		11,076′		

❶ First/last 1100′ of Rwy 17/35 is concrete. Middle 10,150′ of rwy is asphalt.
❷ Non-standard - last 1000′ (3 rows of white lights each side of centerline, instead of 1000′ row bar).

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD	FOR FILING AS ALTERNATE:	Precision	Non-Precision
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A, B	600-2	800-2
3 & 4 Eng		RVR 24 or 1/2	C, D		

CHANGES: Communications, notes.

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KRDR/RDR
GRAND FORKS, N DAK

JEPPESEN

9 DEC 11
Eff 15 Dec

(31-1)

TACAN Azimuth Required

GRAND FORKS AFB
ILS or LOC Rwy 17

*GRAND FORKS Approach (R)	*RED RIVER Tower	*Ground
118.1	124.9	119.15

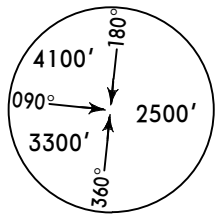
BRIEFING STRIP ™

LOC IAVA	Final Apch Crs	GS HOGER	ILS DA(H)	Apt Elev 913′
111.3	**174°**	**2200′** (1302′)	**1102′** (204′)	THR **898′**

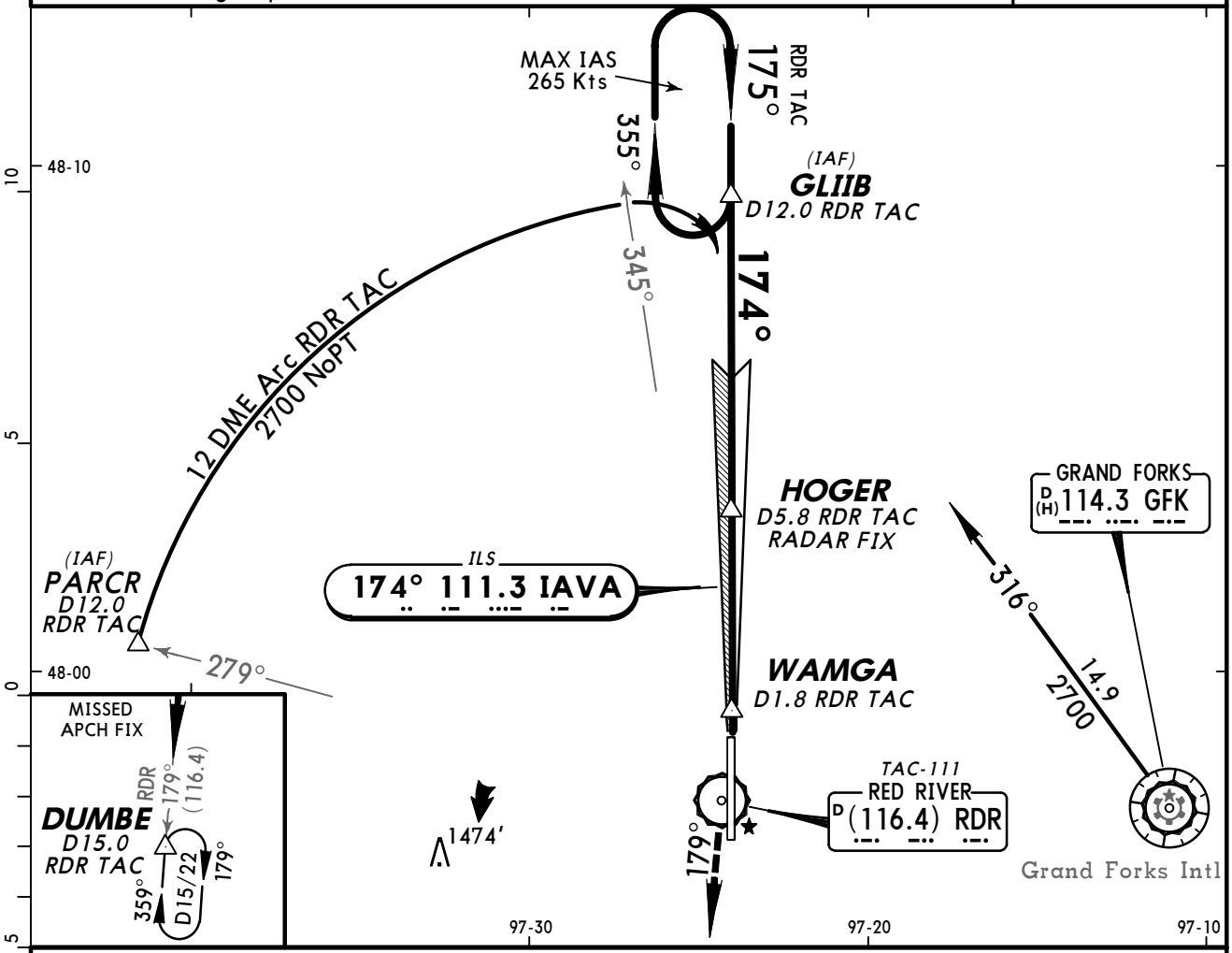
MISSED APCH: Climb to 3000′ outbound on RDR TAC R-179 to DUMBE and hold.

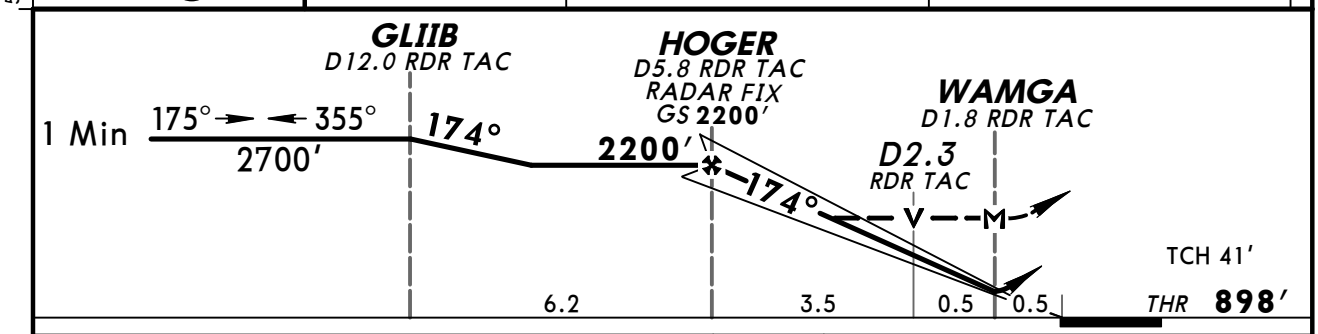
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or DME required. 2. SAFE ALTITUDE WITHIN 100 NM 4300′.
3. VGSI and ILS glidepath not coincident.



MSA RDR TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	2.60°	327	421	467	561	654	748
MAP at WAMGA or FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

ALSF-I PAPI **3000′** on RDR TAC-111 **(116.4)** **R-179** **DUMBE**

STRAIGHT-IN LANDING RWY17

	ILS DA(H) 1102′ (204′) FULL	ILS DA(H) 1102′ (204′) ALS out	LOC (GS out) MDA(H) 1240′ (342′)	LOC (GS out) MDA(H) 1240′ (342′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B				
C			RVR 30 or 5/8	
D				

CIRCLE-TO-LAND
Not Authorized East of Rwy 17-35

Max Kts	MDA(H)
90	1340′ (427′)-1
120	1380′ (467′)-1
140	1380′ (467′)-1 1/2
165	1480′ (567′)-2

TERPS AMEND 1

CHANGES: Communications.

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KRDR/RDR
GRAND FORKS, N DAK

JEPPESEN
23 JUL 10
Eff 29 Jul
(31-2)
TACAN Azimuth Required

GRAND FORKS AFB
ILS or LOC Rwy 35

BRIEFING STRIP™

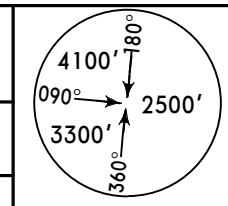
GRAND FORKS Approach (R)	*RED RIVER Tower	Ground
118.1	124.9	119.15

LOC IRDR	Final Apch Crs	GS AGECU	ILS DA(H)	Apt Elev 913′
109.9	354°	2400′ (1487′)	1113′ (200′)	THR 913′

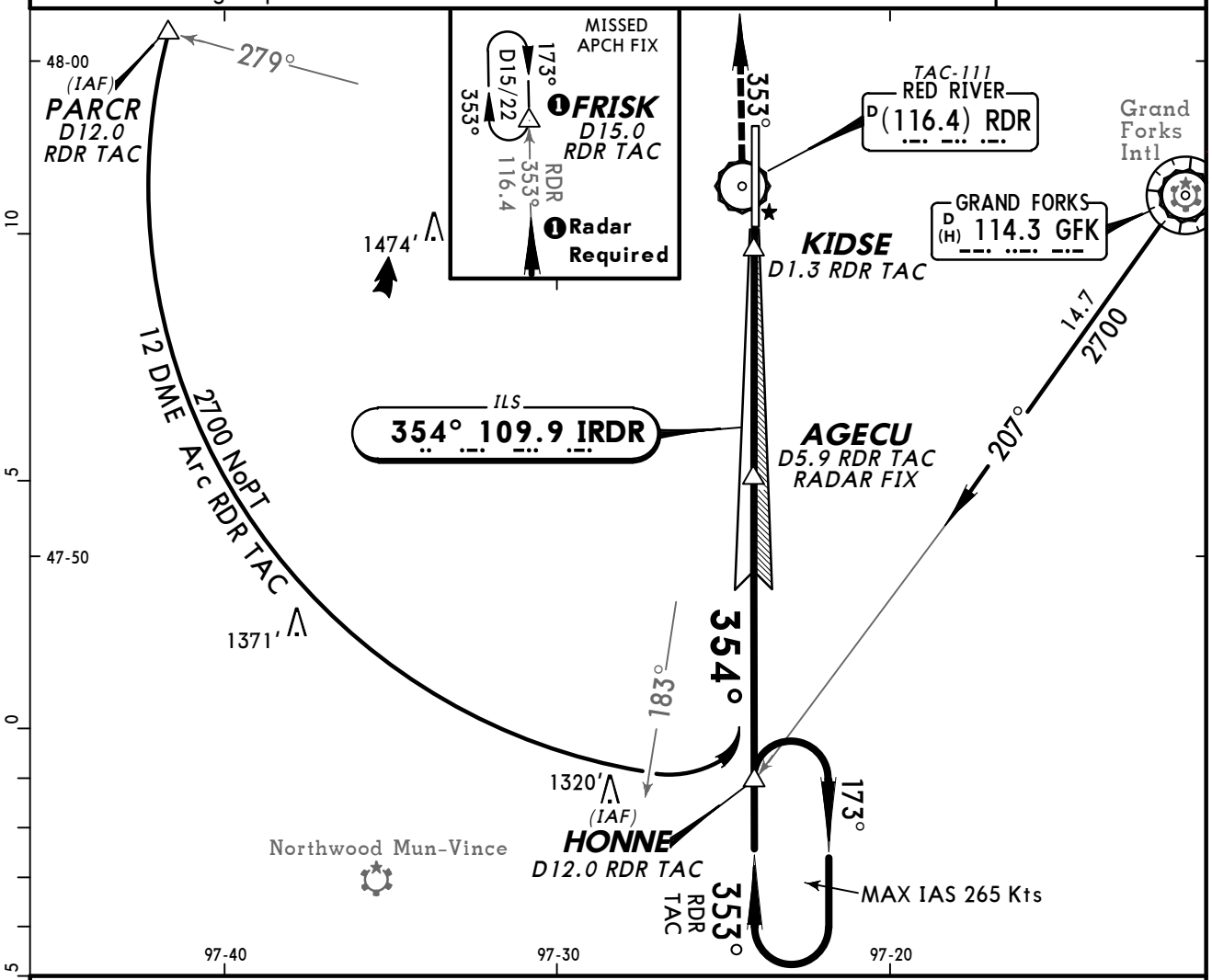
MISSED APCH: Climb to 3000′ outbound on RDR TAC R-353 to FRISK and hold.

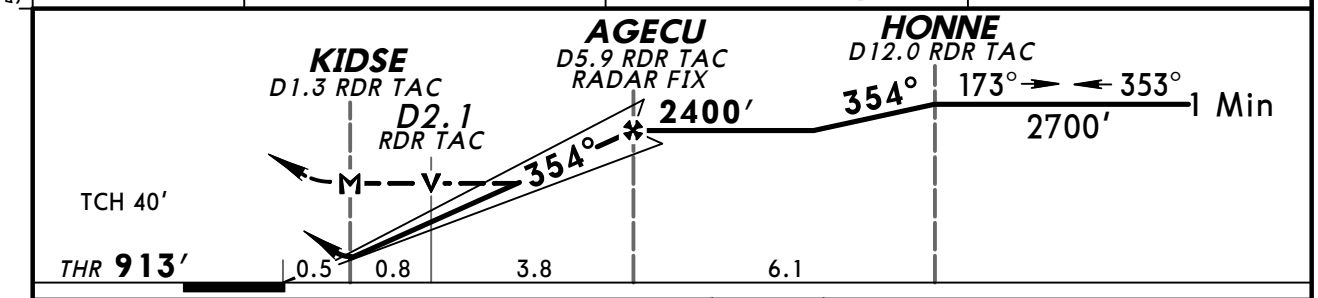
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or DME required. 2. SAFE ALTITUDE WITHIN 100 NM 4300′.
3. VGSI and ILS glidepath not coincident.



MSA RDR TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	2.60°	327	421	467	561	654	748
MAP at KIDSE or FAF to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALSF-I PAPI 3000′ RDR TAC-111 on (116.4) R-353 FRISK

STRAIGHT-IN LANDING RWY35

	ILS DA(H) 1113′ (200′) FULL	ILS DA(H) 1113′ (200′) ALS out	LOC (GS out) MDA(H) 1320′ (407′)	LOC (GS out) MDA(H) 1320′ (407′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B				
C			RVR 40 or ¾	RVR 60 or 1⅛
D				

CIRCLE-TO-LAND
Not Authorized East of Rwy 17-35

Max Kts	MDA(H)
90	1340′ (427′)-1
120	1380′ (467′)-1
140	1380′ (467′)-1½
165	1480′ (567′)-2

AMEND 1 TERPS

CHANGES: Note, minimums.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BISMARCK, ND (BISMARCK MUN - KBIS)				
REV	ILS OR LOC RWY 31	11-2	17 Feb 2012	
REV	RNAV (GPS) RWY 3	12-1	17 Feb 2012	

FARGO, ND (HECTOR INTL - KFAR)

GRAND FORKS, ND (GRAND FORKS INTL - KGFK)

WILLISTON, ND (SLOULIN INTL - KISN)

JAMESTOWN, ND (JAMESTOWN REGL - KJMS)

MINOT, ND (MINOT AFB - KMIB)

MINOT, ND (MINOT INTL - KMOT)

GRAND FORKS, ND (GRAND FORKS AFB - KRDR)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBIS

No Chart Change Notices for Airport KFAR

No Chart Change Notices for Airport KGFK

No Chart Change Notices for Airport KISN

No Chart Change Notices for Airport KJMS

No Chart Change Notices for Airport KMIB

No Chart Change Notices for Airport KMOT

No Chart Change Notices for Airport KRDR