

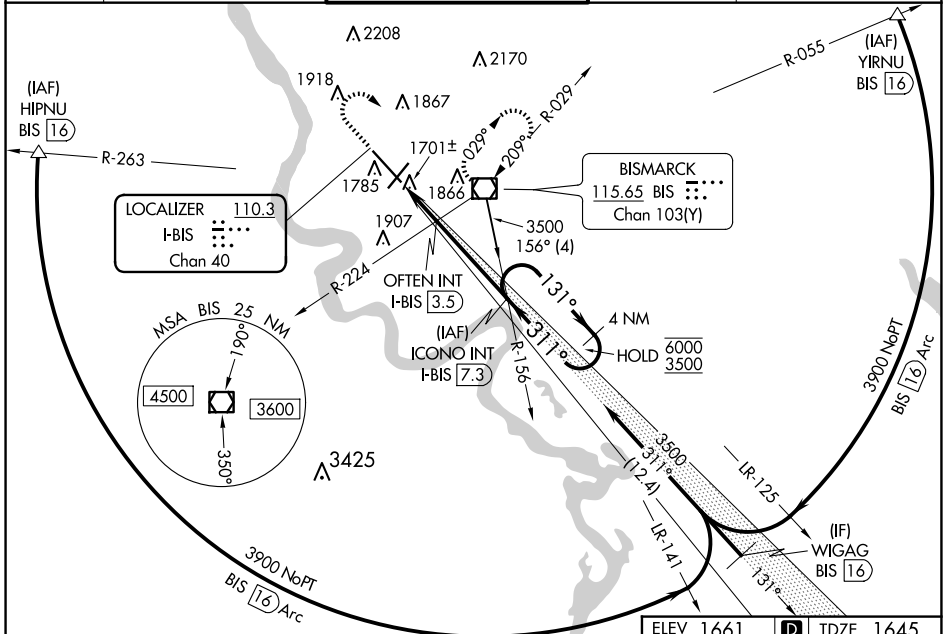
LOC/DME I-BIS <b>110.3</b> Chan 40	APP CRS <b>311°</b>	Rwy ldg TDZE Apt Elev	<b>8794</b> <b>1645</b> <b>1661</b>
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# ILS or LOC RWY 31

BISMARCK MUNI (BIS)

DME required for procedure entry.		MALSR	MISSED APPROACH: Climb to 2800 then climbing right turn to 3600 direct BIS VOR/DME and hold.
Autopilot coupled approach NA below 2680. For inop ALS, increase S-LOC 31 OFTEN FIX Cat C/D minimums visibility to RVR 5500.		ASR	

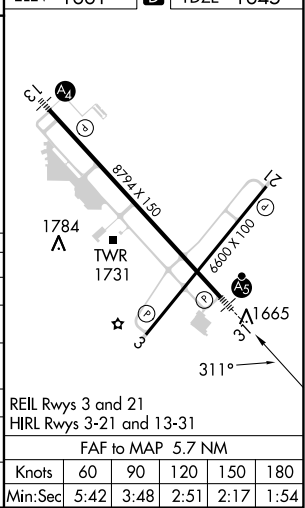
ATIS <b>119.35</b>	BISMARCK APP CON* <b>126.3 298.9</b>	BISMARCK TOWER* <b>118.3 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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NC-1, 15 MAY 2025 to 12 JUN 2025

NC-1, 15 MAY 2025 to 12 JUN 2025

ELEV 1661	D	TDZE 1645		
2800	3600	BIS		
Use I-BIS DME when on the localizer course.	ICONO INT I-BIS 7.3	4 NM Holding Pattern		
OFTEN INT I-BIS 3.5	3500			
*LOC only.	*I-BIS 2.6	131° → 6000		
I-BIS 1.6	2300*	← 311° ← 3500		
		← 311° ← 3500		
		GS 3.00°		
		TCH 48		
	1 NM	0.9 NM		
		3.8 NM		
CATEGORY	A	B	C	D
S-ILS 31	1845/24		200 (200-½)	
S-LOC 31	2300/24	655 (700-½)	2300-1¾	655 (700-1¾)
CIRCLING	2300-1	639 (700-1)	2460-2¼	2460-2½
			799 (800-2¼)	799 (800-2½)
OFTEN FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 31	2020/24	375 (400-½)	2020/35	375 (400-¾)
CIRCLING	2240-1	579 (600-1)	2460-2¼	2460-2½
			799 (800-2¼)	799 (800-2½)



REIL Rwy 3 and 21					
HIRL Rwy 3-21 and 13-31					
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54