

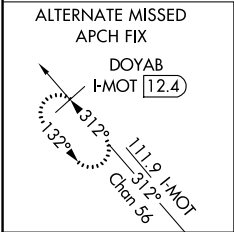
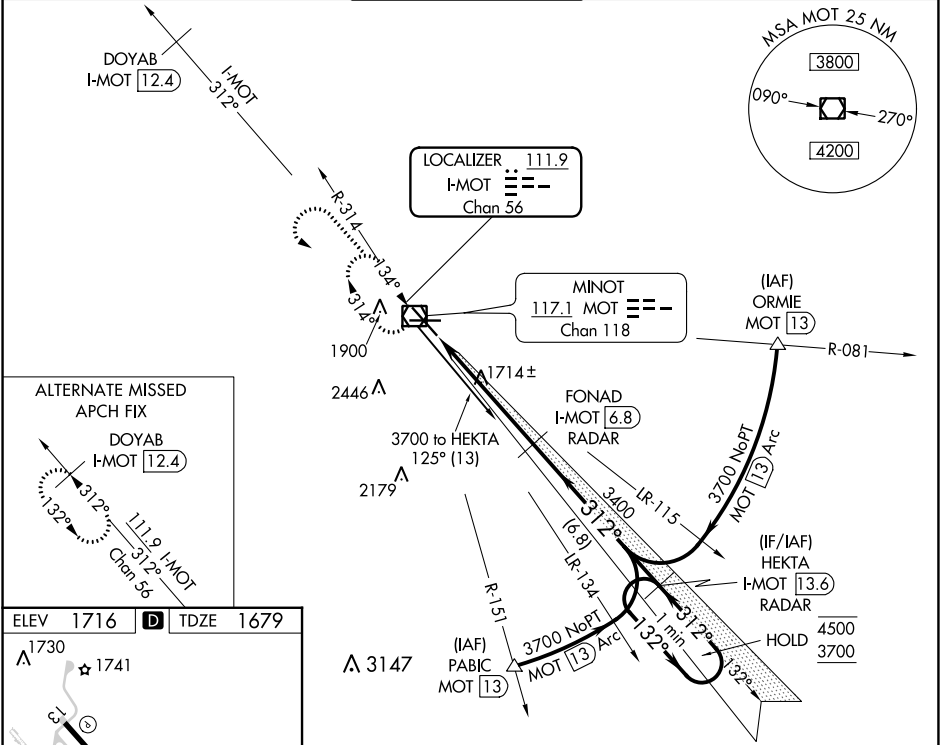
LOC/DME I-MOT <b>111.9</b> Chan <b>56</b>	APP CRS <b>312°</b>	Rwy Idg <b>7700</b> TDZE <b>1679</b> Apt Elev <b>1716</b>
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# ILS or LOC RWY 31

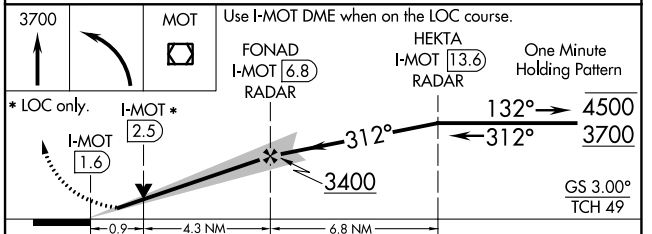
MINOT INTL (MOT)

DME or RADAR required.	MALSR 	MISSED APPROACH: Climb to 3700 then left turn direct MOT VOR/DME and hold.
<p><b>▼</b> For Inop ALS, increase S-ILS 31 Cat E visibility to RVR 4000, and S-LOC 31 Cat C, D and E visibility to RVR 4500.  <b>▲</b> Autopilot coupled approach NA below 2500.</p>		

ASOS <b>118.725</b>	MINOT APP CON * <b>119.6 363.8</b>	MAGIC CITY TOWER * <b>118.2 (CTAF) 251.125</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 1716	<b>D</b>	TDZE 1679
1730	1741	
2700 X 150	6348 X 100	26
	0.9% UP	
TWR 1784		
	0.5% UP	
	312° 5.2 NM from FAF	
REIL Rwy 13		
REIL Rws 8 and 26		
HIRL Rws 8-26 and 13-31		
FAF to MAP 5.2 NM		
Knots	60	90 120 150 180
Min:Sec	5:12	3:28 2:36 2:05 1:44



CATEGORY	A	B	C	D	E
S-ILS 31	1879/24 200 (200-½)				
S-LOC 31	1980/24 301 (300-½)		1980/40 301 (300-¾)		
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)		

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

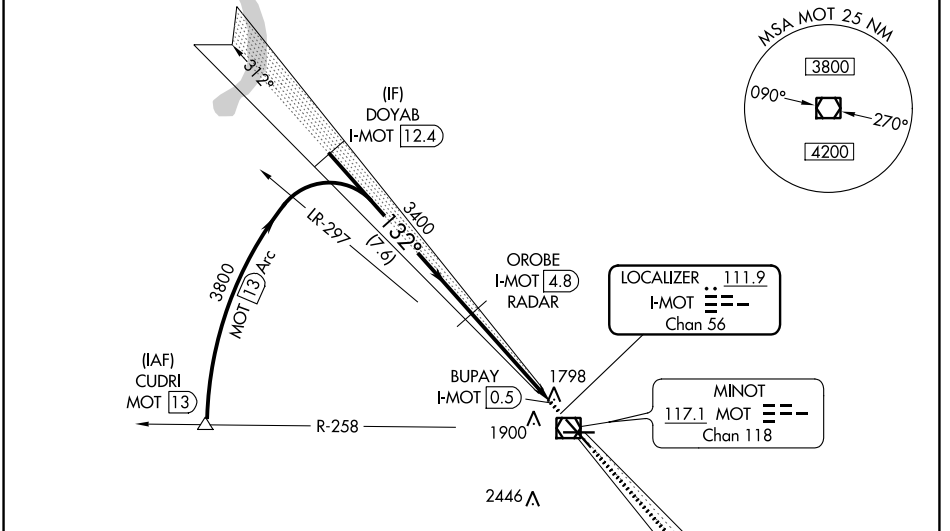
LOC/DME I-MOT <b>111.9</b> Chan <b>56</b>	APP CRS <b>132°</b>	Rwy ldg <b>7700</b> TDZE <b>1702</b> Apt Elev <b>1716</b>
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# LOC BC RWY 13

MINOT INTL (MOT)

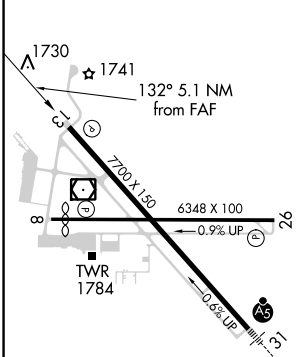
DME required		MISSED APPROACH: Climb to 3700 on I-MOT SE course to HEKTA/I-MOT 13.6 DME/RADAR and hold.		
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ASOS <b>118.725</b>	MINOT APP CON ★ <b>119.6 363.8</b>	MAGIC CITY TOWER ★ <b>118.2 (CTAF) 0 251.125</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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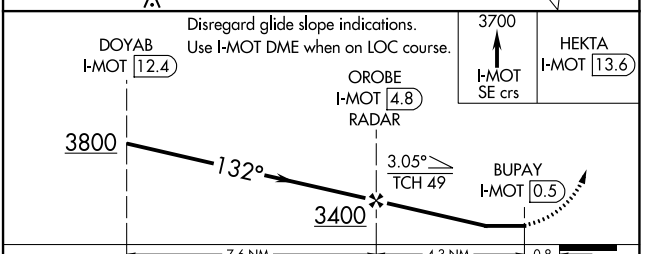


## BACK COURSE

ELEV 1716	<b>D</b>	TDZE 1702
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REIL Rwy 13  
REIL Rws 8 and 26  
HIRL Rws 8-26 and 13-31



CATEGORY	A	B	C	D
S-LOC13	2060-1		358 (400-1)	
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>70399</b> <b>W13A</b>	APP CRS <b>132°</b>	Rwy Idg TDZE Apt Elev	<b>7700</b> <b>1702</b> <b>1716</b>
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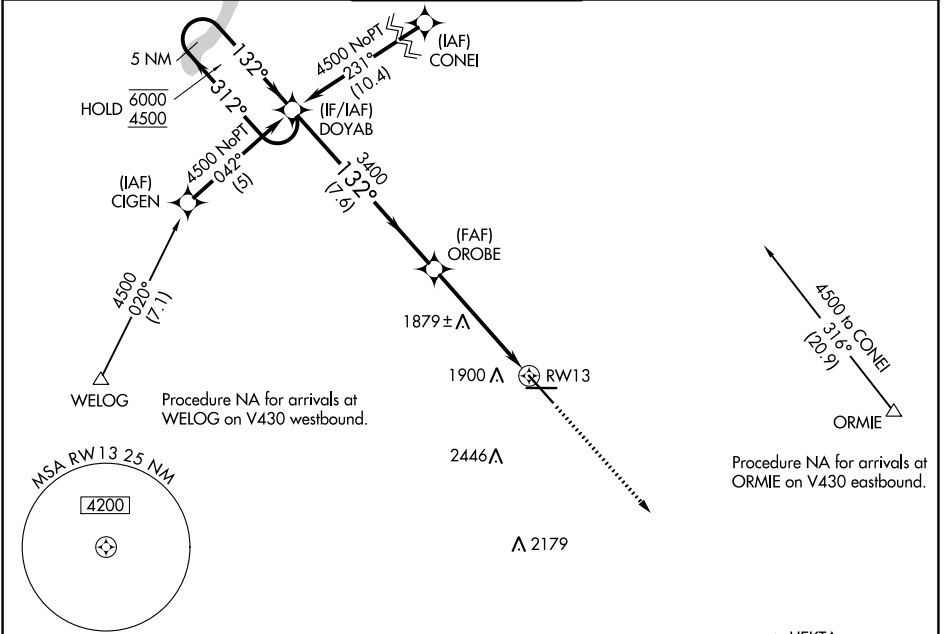
# RNAV (GPS) RWY 13

MINOT INTL (MOT)

RNP APCH. MISSED APPROACH: Climb to 4000 direct HEKTA and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

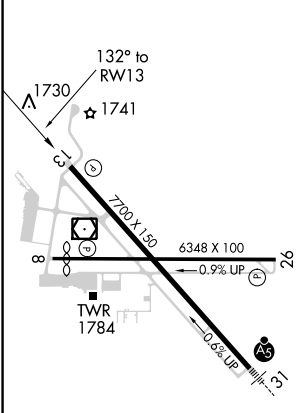
ASOS <b>118.725</b>	MINOT APP CON * <b>119.6 363.8</b>	MAGIC CITY TOWER * <b>118.2 (CTAF) 0 251.125</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

ELEV 1716	<b>D</b>	TDZE 1702
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REIL Rwy 13  
REIL Rwy 8 and 26  
HIRL Rwy 8-26 and 13-31

5 NM Holding Pattern 6000 ← 312° 4500 → 132° GP 3.00° TCH 49	DOYAB		OROBE	4000	HEKTA
	3400 ← 132° → 3400 *1.2 NM to RWY 13 *LNAV only.		RWY 13 3400 7.6 NM 3.9 NM 1.2		
CATEGORY	A	B	C	D	
LPV DA	2021-1 319 (400-1)				
LNAV/VNAV DA	2181-1¾ 479 (500-1¾)				
LNAV MDA	2140-1	438 (500-1)	2140-1¼ 438 (500-1¼)	2140-1½ 438 (500-1½)	
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)		

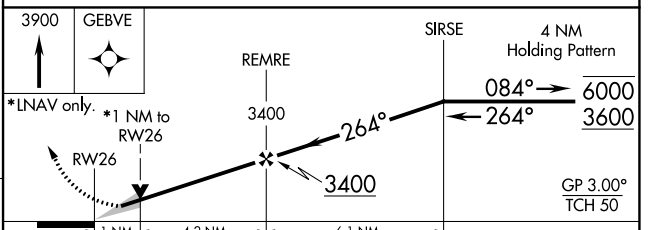
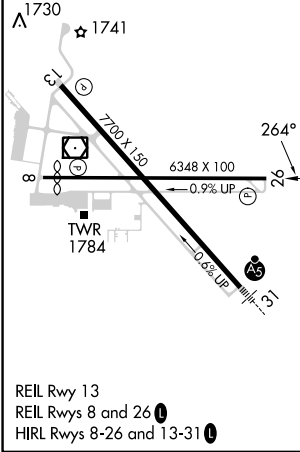
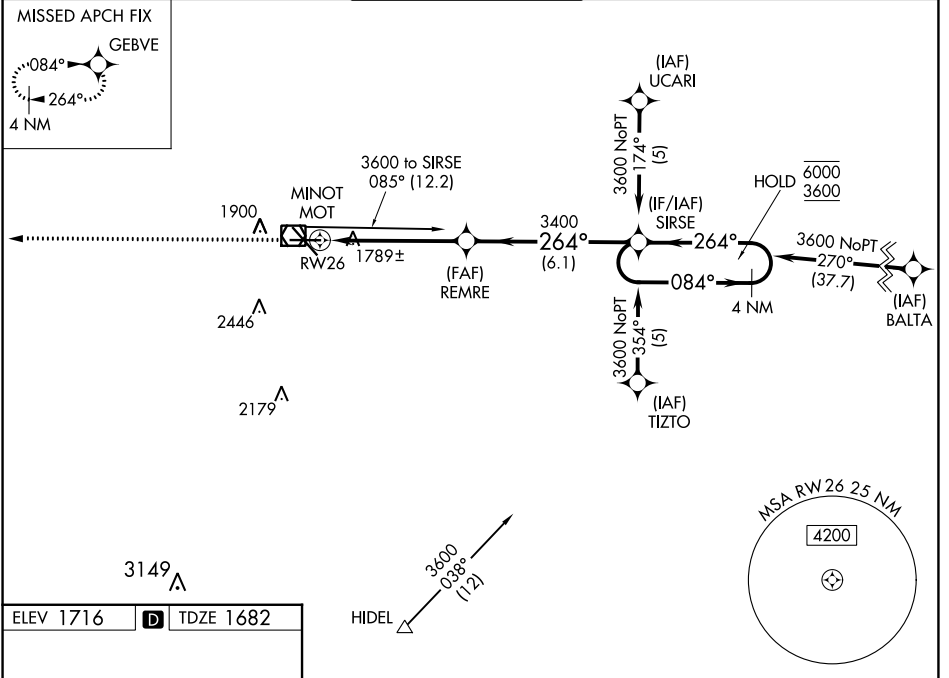
WAAS CH <b>56516</b> W <b>26A</b>	APP CRS <b>264°</b>	Rwy Idg TDZE Apt Elev	<b>6348</b> <b>1682</b> <b>1716</b>
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# RNAV (GPS) RWY 26

MINOT INTL (MOT)

RNP APCH.		MISSED APPROACH: Climb to 3900 direct GEBVE and hold.	
	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.		

ASOS <b>118.725</b>	MINOT APP CON * <b>119.6 363.8</b>	MAGIC CITY TOWER * <b>118.2 (CTAF) 0 251.125</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	1932-1 250 (300-1)			
LNAV/VNAV DA	1932-1 250 (300-1)			
LNAV MDA	2040-1	358 (400-1)	2040-1 3/8	358 (400-1 3/8)
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

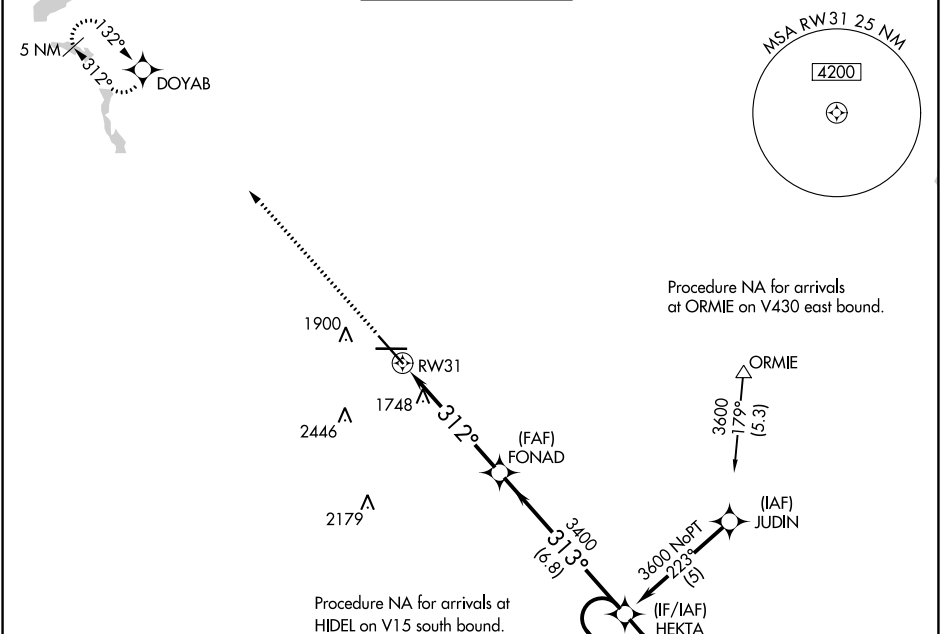
WAAS CH <b>66099</b> <b>W31A</b>	APP CRS <b>312°</b>	Rwy Idg TDZE Apt Elev	<b>7700</b> <b>1679</b> <b>1716</b>
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# RNAV (GPS) RWY 31

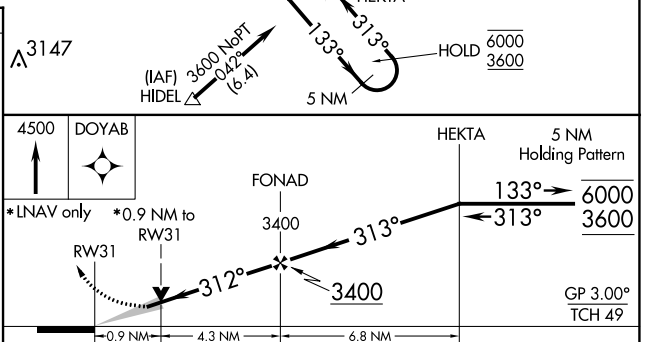
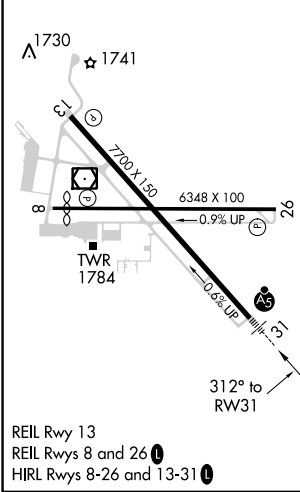
MINOT INTL (MOT)

RNP APCH. <b>V</b> <b>A</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS increase LNAV/VNAV visibility to RVR 4500.	MALSR 	MISSED APPROACH: Climb to 4500 direct DOYAB and hold.
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ASOS <b>118.725</b>	MINOT APP CON * <b>119.6 363.8</b>	MAGIC CITY TOWER * <b>118.2(CTAF) 251.125</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 1716	<b>D</b>	TDZE 1679
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CATEGORY	A	B	C	D
LPV DA	1929/24 250 (300-½)			
LNAV/VNAV DA	1966/24 287 (300-½)			1966/40 287 (300-¾)
LNAV MDA	2000/24	321 (300-½)	2000/26 321 (300-½)	2000/50 321 (300-1)
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>97616</b> <b>W08A</b>	APP CRS <b>084°</b>	Rwy Idg TDZE Apt Elev	<b>5955</b> <b>1712</b> <b>1716</b>
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# RNAV (GPS) RWY 8

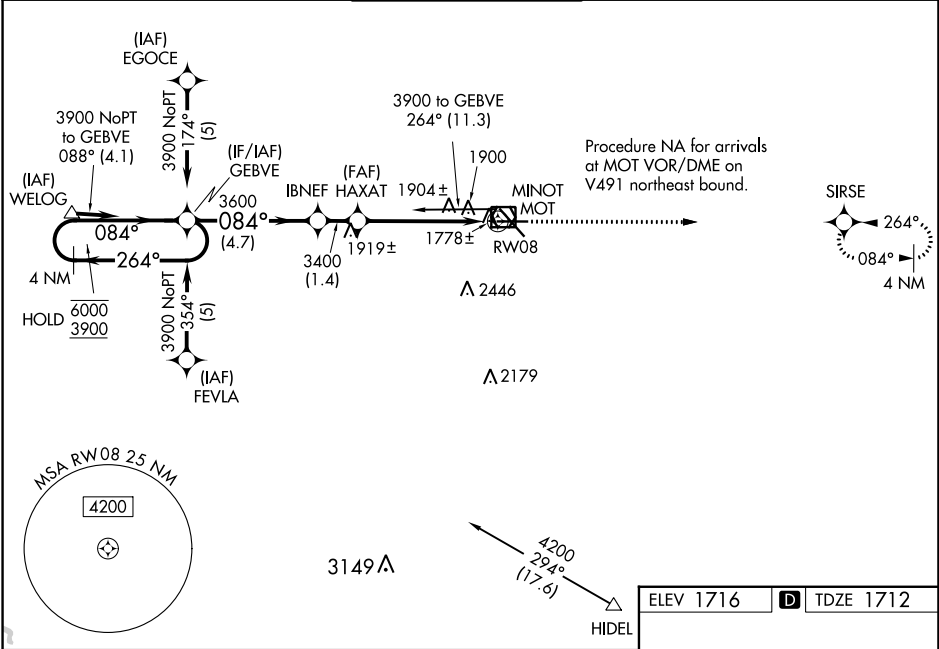
MINOT INTL (MOT)

RNP APCH.

**▼** Rwy 8 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

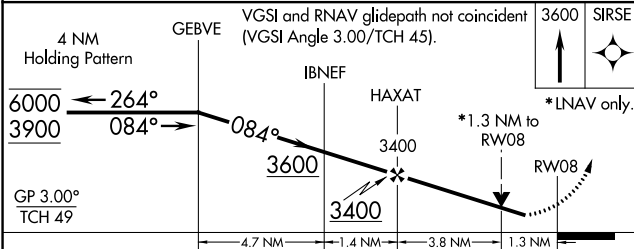
MISSED APPROACH:  
Climb to 3600 direct SIRSE and hold.

ASOS <b>118.725</b>	MINOT APP CON * <b>119.6 363.8</b>	MAGIC CITY TOWER * <b>118.2 (CTAF) 0 251.125</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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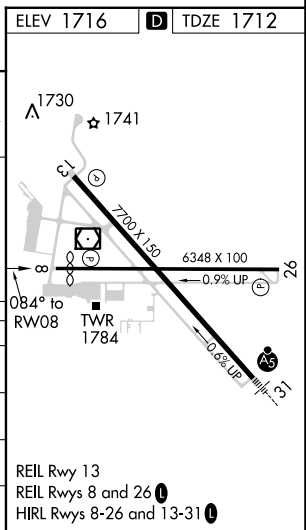


NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024



CATEGORY	A		B		C		D
LPV DA	1991-1		279 (300-1)				
LNAV/ VNAV DA	2218-1 $\frac{3}{4}$		506 (600-1 $\frac{3}{4}$ )				
LNAV MDA	2160-1	448 (500-1)	2160-1 $\frac{3}{8}$	448 (500-1 $\frac{3}{8}$ )	2160-1 $\frac{1}{2}$	448 (500-1 $\frac{1}{2}$ )	
CIRCLING	2200-1	2240-1	2800-3		1084 (1100-3)		
	484 (500-1)	524 (600-1)					



REIL Rwy 13  
REIL Rwy 8 and 26  
HIRL Rwy 8-26 and 13-31

VOR/DME MOT <b>117.1</b> Chan <b>118</b>	APP CRS <b>134°</b>	Rwy Idg <b>7700</b> TDZE <b>1702</b> Apt Elev <b>1716</b>
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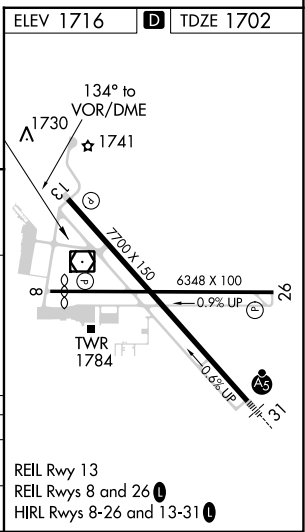
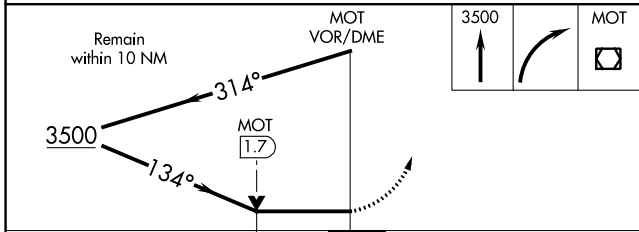
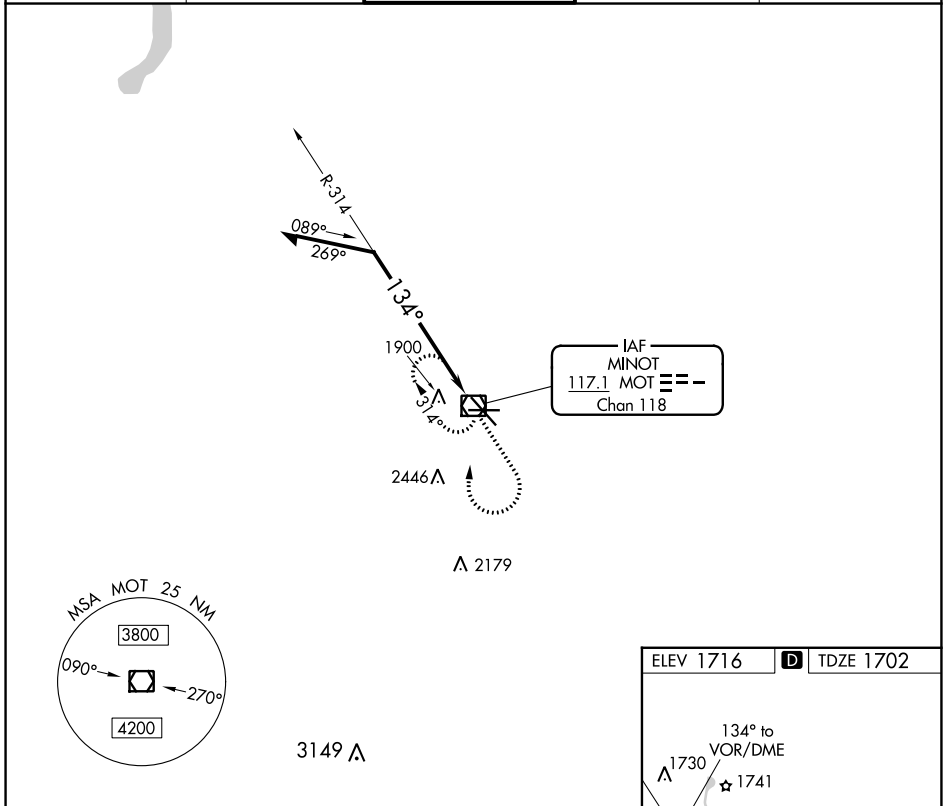
# VOR RWY 13

MINOT INTL (MOT)

**▽**  
**▲**

MISSED APPROACH: Climb to 3500 then right turn direct MOT VOR/DME and hold.

ASOS <b>118.725</b>	MINOT APP CON ★ <b>119.6 363.8</b>	MAGIC CITY TOWER ★ <b>118.2 (CTAF) 251.125</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-13	2200-1	498 (500-1)	2200-1 <sup>3</sup> / <sub>8</sub> 498 (500-1 <sup>3</sup> / <sub>8</sub> )	2200-1 <sup>1</sup> / <sub>2</sub> 498 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3	1084 (1100-3)

REIL Rwy 13  
REIL Rwys 8 and 26  
HIRL Rwys 8-26 and 13-31

NC-1, 22 FEB 2024 to 21 MAR 2024

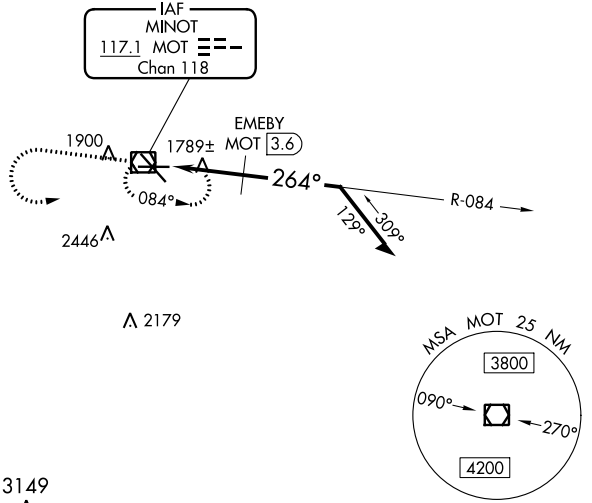
NC-1, 22 FEB 2024 to 21 MAR 2024

VOR/DME MOT <b>117.1</b> Chan <b>118</b>	APP CRS <b>264°</b>	Rwy Idg TDZE <b>1682</b> Apt Elev <b>1716</b>
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# VOR RWY 26

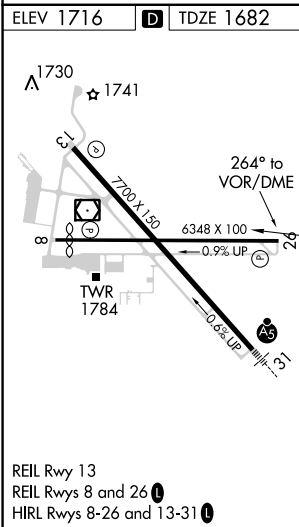
MINOT INTL (MOT)

		MISSED APPROACH: Climb to 3600 then left turn direct MOT VOR/DME and hold.		
ASOS <b>118.725</b>	MINOT APP CON * <b>119.6 363.8</b>	MAGIC CITY TOWER * <b>118.2 (CTAF) 251.125</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>



NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024



ELEV 1716	<b>D</b>	TDZE 1682	3149 A	
		MOT VOR/DME 3500 MOT VOR/DME 3400 EMEBY MOT 3.6 MOT 2 TCH 50 2.91° 264° 084° Remain within 10 NM		
CATEGORY	A	B	C	D
S-26	2540-1 858 (900-1)	2540-1¼ 858 (900-1¼)	2540-2½ 858 (900-2½)	2540-2¾ 858 (900-2¾)
CIRCLING	2540-1 824 (900-1)	2540-1¼ 824 (900-1¼)	2800-3	1084 (1100-3)
EMEBY FIX MINIMUMS				
S-26	2040-1 358 (400-1)			2040-1¼ 358 (400-1¼)
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3	1084 (1100-3)



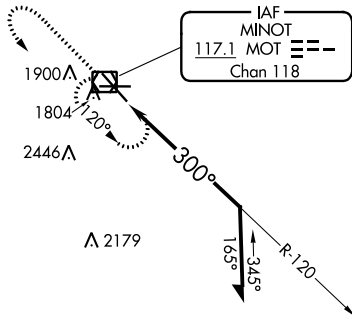
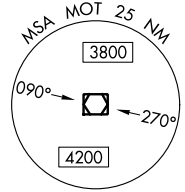
VOR/DME MOT <b>117.1</b> Chan <b>118</b>	APP CRS <b>300°</b>	Rwy Idg TDZE <b>1679</b> Apt Elev <b>1716</b>
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# VOR RWY 31

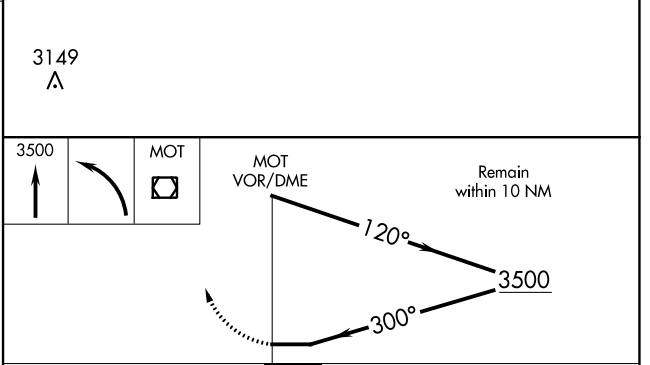
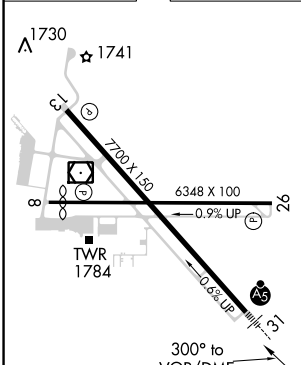
MINOT INTL (MOT)

		MISSED APPROACH: Climb to 3500 then left turn direct MOT VOR/DME and hold.

ASOS <b>118.725</b>	MINOT APP CON * <b>119.6 363.8</b>	MAGIC CITY TOWER * <b>118.2 (CTAF) 251.125</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 1716	<b>D</b>	TDZE 1679
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CATEGORY	A	B	C	D
S-31	2200/24	521 (500-½)	2200/55 521 (500-1)	2200/60 521 (500-1¼)
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3 1084 (1100-3)	

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

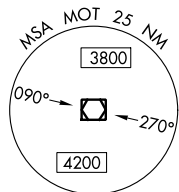
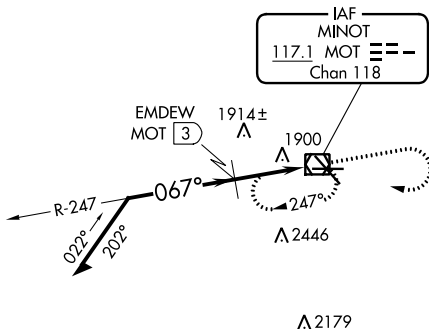
VOR/DME MOT <b>117.1</b> Chan <b>118</b>	APP CRS <b>067°</b>	Rwy Idg TDZE <b>1712</b> Apt Elev <b>1716</b>
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# VOR RWY 8

MINOT INTL (MOT)

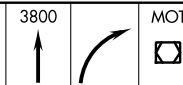
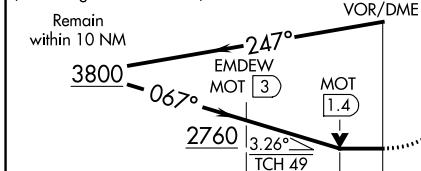
**▼** Rwy 8 helicopter visibility reduction below ¾ NM.  
**▲** MISSED APPROACH: Climb to 3800 then right turn direct MOT VOR/DME and hold.

ASOS <b>118.725</b>	MINOT APP CON * <b>119.6 363.8</b>	MAGIC CITY TOWER * <b>118.2 (CTAF) 251.125</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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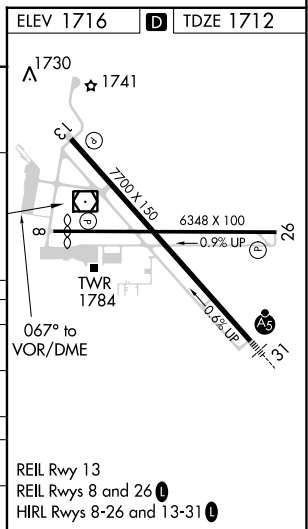


3149 **▲**

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).



CATEGORY	A	B	C	D
S-8	2760-1¼ 1048 (1100-1¼)	2760-1½ 1048 (1100-1½)	2760-3	1048 (1100-3)
CIRCLING	2760-1¼ 1044 (1100-1¼)	2760-1½ 1044 (1100-1½)	2800-3	1084 (1100-3)
EMDEW FIX MINIMUMS				
S-8	2180-1	468 (500-1)	2180-1⅜ 468 (500-1⅜)	2180-1½ 468 (500-1½)
CIRCLING	2200-1 484 (500-1)	2240-1 524 (600-1)	2800-3	1084 (1100-3)



REIL Rwy 13  
 REIL Rws 8 and 26  
 HIRL Rws 8-26 and 13-31