

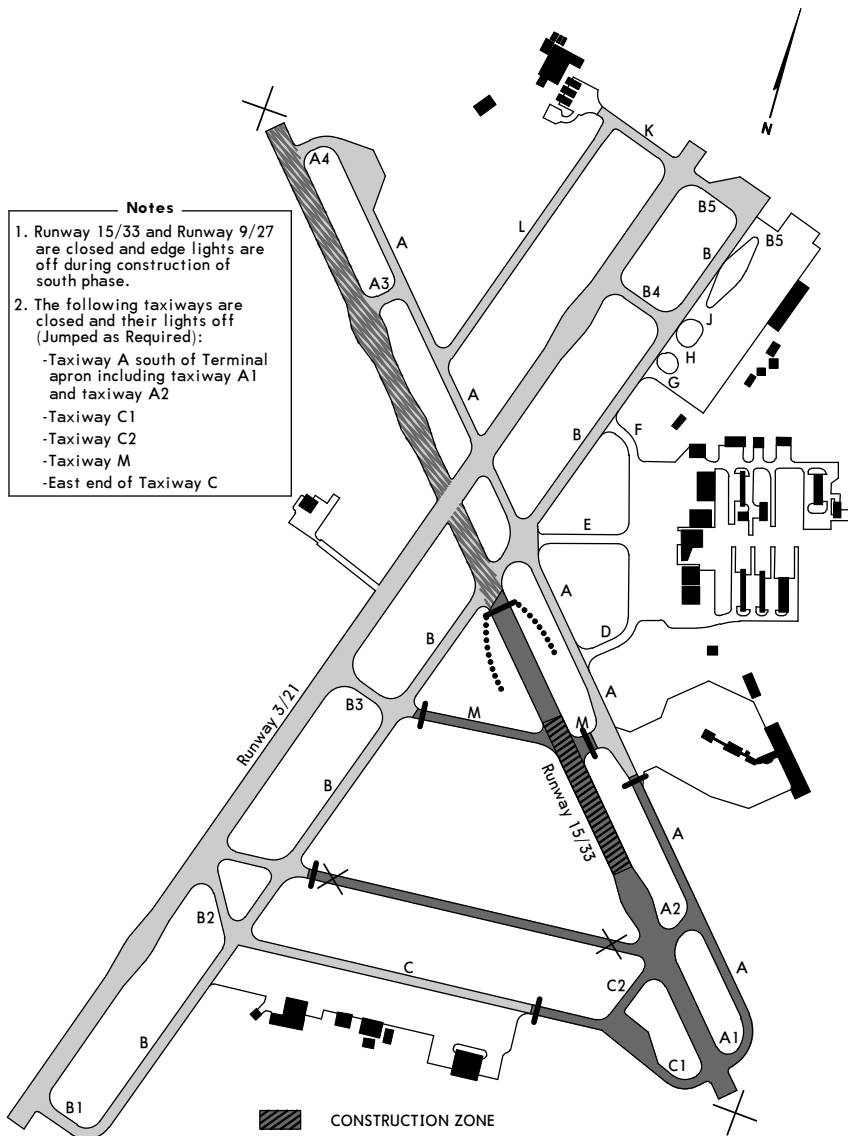
KFSD/FSD

JEPPesen
29 MAY 09 (10-8)

SIOUX FALLS, S DAK

FOSS

RUNWAY 15/33 SOUTH PHASE RECONSTRUCTION



Notes

1. Runway 15/33 and Runway 9/27 are closed and edge lights are off during construction of south phase.
2. The following taxiways are closed and their lights off (Jumped as Required):
 - Taxiway A south of Terminal apron including taxiway A1 and taxiway A2
 - Taxiway C1
 - Taxiway C2
 - Taxiway M
 - East end of Taxiway C

- CONSTRUCTION ZONE
- CLOSED TAXIWAY & RUNWAY
- OPEN TAXIWAY & RUNWAY
- RUNWAY OPEN FOR TAXI ONLY
- RUNWAY CLOSURE
- LOW PROFILE CONSTRUCTION BARRICADES
- CONSTRUCTION FENCE

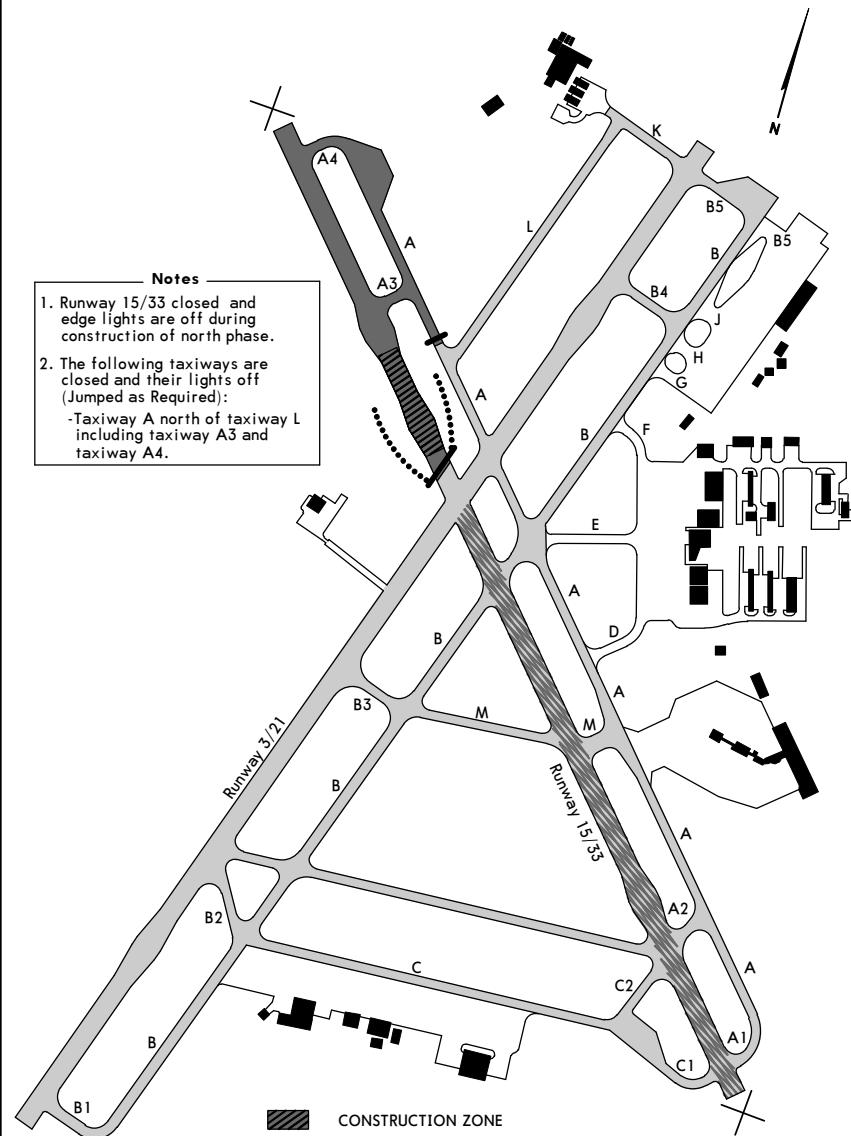
KFSD/FSD

JEPPesen
29 MAY 09 (10-8A)

SIOUX FALLS, S DAK

FOSS

RUNWAY 15/33 NORTH PHASE RECONSTRUCTION



Notes

1. Runway 15/33 closed and edge lights are off during construction of north phase.
2. The following taxiways are closed and their lights off (Jumped as Required):
 - Taxiway A north of taxiway L including taxiway A3 and taxiway A4.

- CONSTRUCTION ZONE
- CLOSED TAXIWAY & RUNWAY
- OPEN TAXIWAY & RUNWAY
- RUNWAY OPEN FOR TAXI ONLY
- RUNWAY CLOSURE
- LOW PROFILE CONSTRUCTION BARRICADES
- CONSTRUCTION FENCE

KFSD/FSD **JEPPesen** SIOUX FALLS, S DAK FOSS

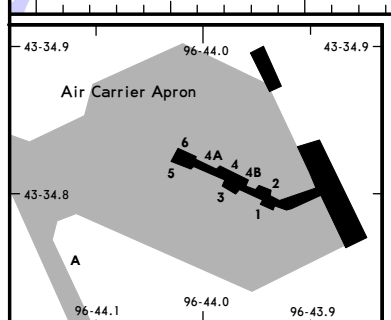
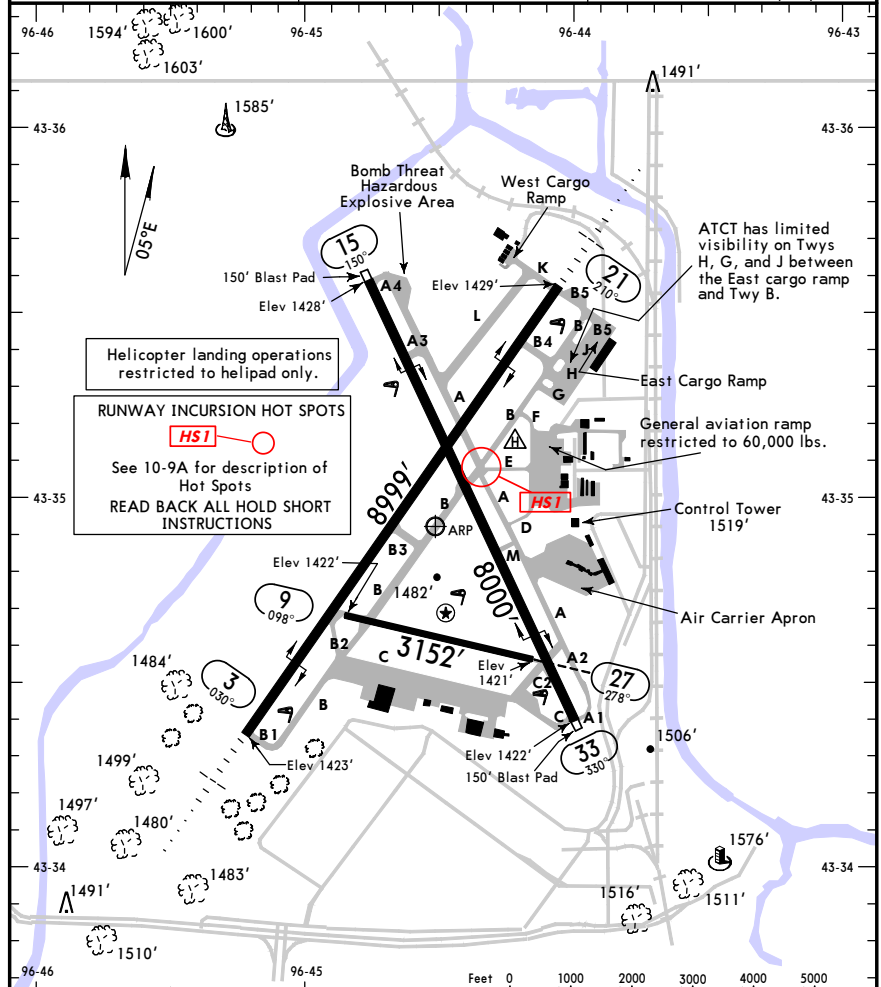
Ap^t Elev 1429'
N43 34.9 W096 44.5

9 JAN 09

(10-9)

Eff 15 Jan

ATIS (ASOS when Twr inop)	*SIOUX FALLS Ground	*Tower
126.6	121.9	CTAF 118.3
UNICOM 122.95	*SIOUX FALLS Departure (R)	MINNEAPOLIS Center
	125.8	132.05 when Dep inop.



SPOT NO.	COORDINATES
1, 2	N43 34.8 W096 43.9
3 thru 6	N43 34.8 W096 44.0

CHANGES: Taxiway designations, taxiway L added, ramp depiction.

© JEPPesen, 1999, 2009. ALL RIGHTS RESERVED.

KFSD/FSD **JEPPesen** SIOUX FALLS, S DAK FOSS

9 JAN 09

(10-9A)

Eff 15 Jan

GENERAL
Caution: Marv Skie Lincoln Co Airport (Y14) located 7.2 miles southwest of KFSD and 2 miles east of ROKKY has heavy VFR traffic.
Low-level wind shear alert system.
Birds & deer in vicinity of airport.

RWY	LANDING BEYOND	USABLE LENGTHS		
		Threshold	Glide Slope	TAKE-OFF
3	① HIRL ② CL ③ MALSR PAPI-L RVR		7958'	150'
	① HIRL ② CL ③ MALSR ④ TDZ VASI-L RVR		8021'	

- ① Increase intensity on 118.3. Activate on 118.3 after 0500 LT.
 - ② On request only when visibility greater than 5 miles.
 - ③ Activate on 118.3 when Twr inop.
- | | | | | |
|---|--------|--|--|-----|
| 9 | ④ MIRL | | | 75' |
|---|--------|--|--|-----|
- ④ Increase intensity on 118.3. Activate on 118.3 after 0500 LT.
- | | | | | |
|----|------------------------|---------|--|------|
| 15 | ⑤ HIRL ⑥ REIL ⑦ PAPI-L | grooved | | 150' |
|----|------------------------|---------|--|------|
- ⑤ Increase intensity on 118.3. Activate on 118.3 after 0500 LT.
 - ⑥ Activate on 118.3.
 - ⑦ Angle 3.0°.

RUNWAY INCURSION HOT SPOTS
(For information only, not to be construed as ATC instructions.)
HS1 Use caution for complex intersection of 5 taxiways near hold short lines for 2 runways.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE				
Rwys 3, 21				
Both RVRs are required & controlling	CL, or RCLM & HIRL	Adequate Vis Ref	STD	
CL & HIRL			3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10			
Rwy 15		Rwy 33		Rwys 9, 27
With Mim climb of 404'/NM to 1700'	Other	With Mim climb of 343'/NM to 1700'	Other	Adequate Vis Ref
Adequate Vis Ref	STD	Adequate Vis Ref	STD	STD
1 & 2 Eng	1	1/4	1	1
3 & 4 Eng	1/2	200-1	1/2	1/2

OBSTACLE DP				
Rwy 3: Climb via heading 030° to 2300' before turning eastbound.				
Rwy 9: Climb via heading 098° to 2000', then left turn direct FSD VOR.				
Rwy 15: Climb via heading 150° to 2000', then right turn direct FSD VOR.				
Rwy 21: Climb via heading 210° to 2200' before turning eastbound.				
Rwy 27: Climb via heading 278° to 2100' before turning eastbound.				
Rwy 33: Climb via heading 330° to 2200' before turning eastbound.				

FOR FILING AS ALTERNATE			
Authorized Only When Twr Operating	LOC Rwy 21	VOR Rwy 15	Other
ILS Rwy 3 ILS Rwy 21	RADAR-1	VOR DME Rwy 33	
A			
B	600-2	800-2	800-2
C			NA
D			

CHANGES: None.

© JEPPesen, 1999, 2009. ALL RIGHTS RESERVED.

KFSD/FSD
FOSS **JEPPesen** **18 APR 08 (11-2)** **SIoux FALLS, S DAK**
ILS or LOC Rwy 21

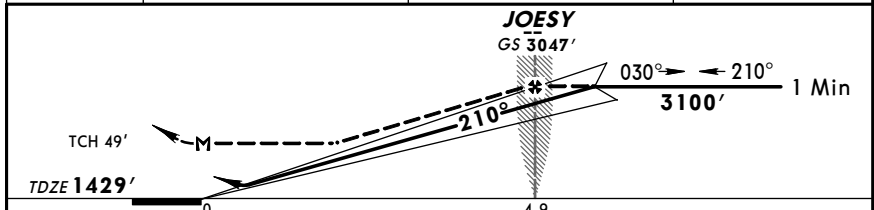
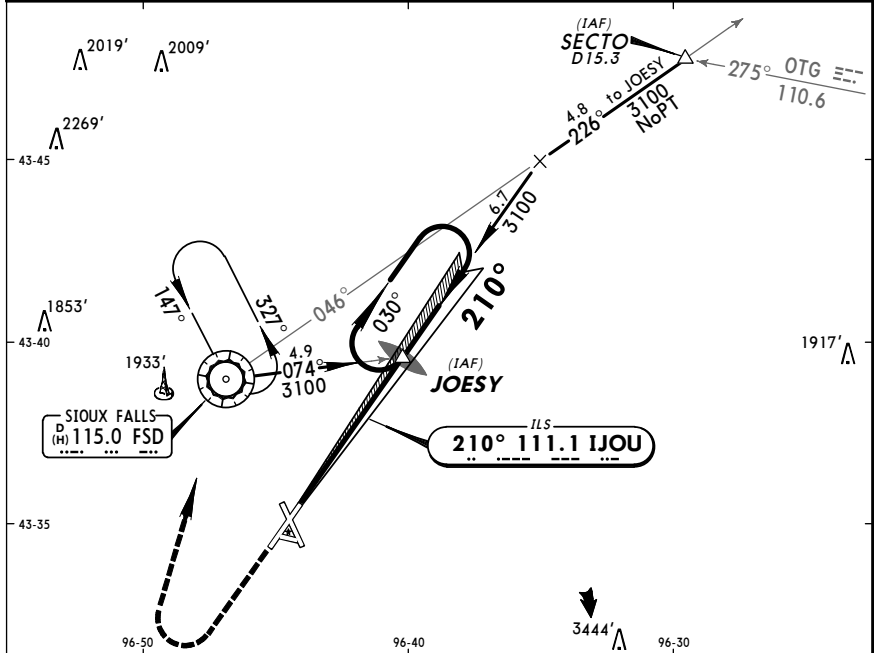
ATIS (ASOS when Twr inop) 126.6		*SIOUX FALLS Approach (R) 125.8		MINNEAPOLIS Center 132.05 when App inop.	*SIOUX FALLS Tower CTAF 118.3	*Ground 121.9
LOC IJOU 111.1	Final Apch Crs 210°	GS JOESY 3047' (1618')	ILS DA(H) 1629' (200')	Apt Elev 1429'	TDZE 1429'	

MISSED APCH: Climb to 3400' then RIGHT turn direct FSD VOR and hold.

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

1. Pilot controlled lighting 118.3.

MSA FSD VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3400'	RT	D	FSD 115.0
Gs	3.00°	377	484	538	646	753				
JOESY to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50				

STRAIGHT-IN LANDING RWY21				CIRCLE-TO-LAND		
ILS		LOC (GS out)			CIRCLE-TO-LAND	
DA(H) 1629' (200')		MDA(H) 1920' (491')			Max Kts MDA(H)	
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out		
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90 1960'(531')-1
B			RVR 40 or 3/4	RVR 60 or 1/4		120 1960'(531')-1 1/2
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			140 2040'(611')-2
D			RVR 50 or 1	1 1/2		165 2040'(611')-2

KFSD/FSD
FOSS **JEPPesen** **13 JAN 06 (12-1)** **SIoux FALLS, S DAK**
RNAV (GPS) Rwy 3

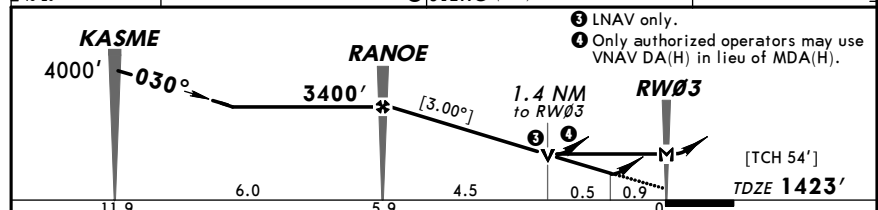
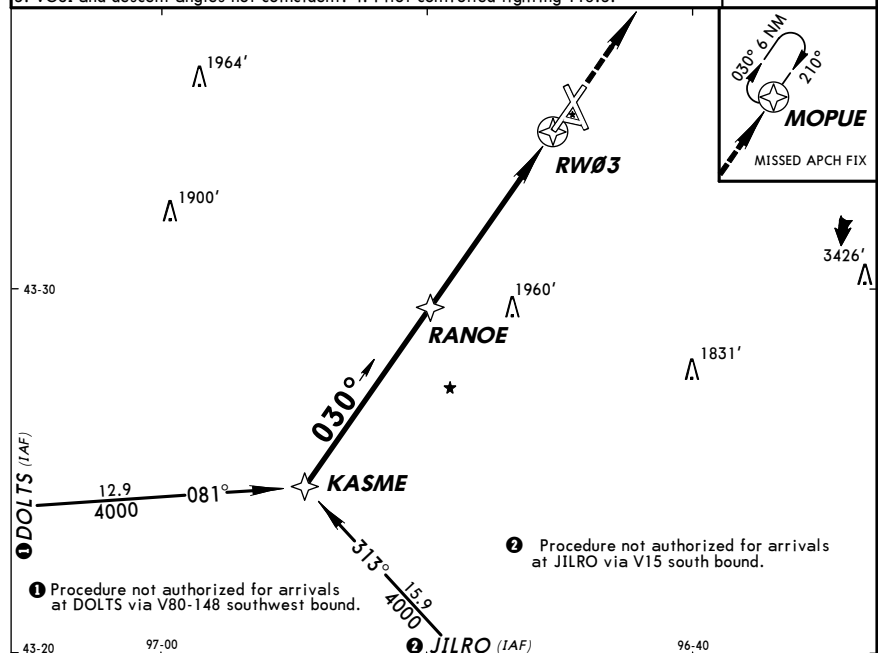
ATIS (ASOS when Twr inop) 126.6		*SIOUX FALLS Approach (R) 125.8		MINNEAPOLIS Center 132.05 when App inop.	*SIOUX FALLS Tower CTAF 118.3	*Ground 121.9
RNAV	Final Apch Crs 030°	Minimum Alt RANOE 3400' (1977')	LNAV/VNAV DA(H) 1760' (337')	Apt Elev 1429'	TDZE 1423'	

MISSED APCH: Climb to 4000' direct MOPUE and hold.

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

1. Baro-VNAV not authorized below -17°C (2°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 118.3.

MSA RW03



Gnd speed-Kts	70	90	100	120	140	160	MALSR 4000'	PAPI	D	MOPUE
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW03										

STRAIGHT-IN LANDING RWY 3				CIRCLE-TO-LAND		
LNAV/VNAV		LNAV			CIRCLE-TO-LAND	
DA(H) 1760' (337')		MDA(H) 1920' (497')			Max Kts MDA(H)	
RAIL out	ALS out	RAIL out	ALS out			
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90 1960'(531')-1 1/4	
B		RVR 40 or 3/4	RVR 60 or 1/4		120 1960'(531')-1 1/2	
C	RVR 40 or 3/4	RVR 60 or 1/4			140 2040'(611')-2	
D			1 1/2		165 2040'(611')-2	

KFSD/FSD
FOSS

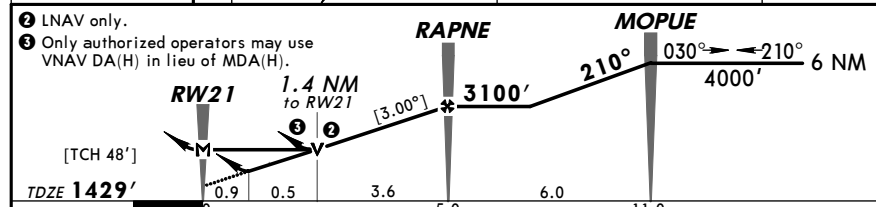
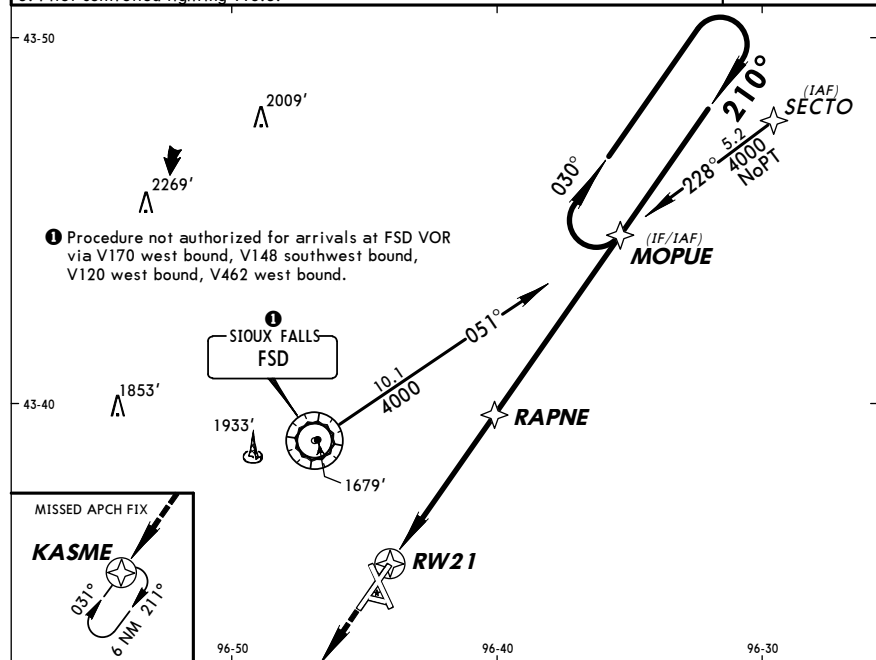
JEPPesen
 13 JAN 06 (12-4)

SIoux FALLS, S DAK
RNAV (GPS) Rwy 21

ATIS (ASOS when Twr inop)	*SIOUX FALLS Approach (R)	MINNEAPOLIS Center	*SIOUX FALLS Tower	*Ground
126.6	125.8	132.05 when App inop.	CTAF 118.3	121.9
RNAV	Final Apch Crs 210°	Minimum Alt RAPNE 3100' (1671')	LNAV/VNAV DA(H) 1760' (331')	Apt Elev 1429' TDZE 1429'

MISSED APCH: Climb to 4000' direct KASME and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Baro-VNAV not authorized below -17°C (2°F). 2. DME/DME RNP-0.3 not authorized.
 3. Pilot controlled lighting 118.3.



Gnd speed-Kts	70	90	100	120	140	160		MALSR	4000'	→	KASME
Descent angle [3.00°]	372	478	531	637	743	849		VASI			

STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND				
LNAV/VNAV DA(H) 1760' (331')		LNAV MDA(H) 1940' (511')						
RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)			
		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1960' (531') - 1/4		
RVR 40 or 3/4	RVR 60 or 1/4				120	1960' (531') - 1/2		
		RVR 50 or 1	1/2		140	2040' (611') - 2		
					165			

TERPS

KFSD/FSD
FOSS

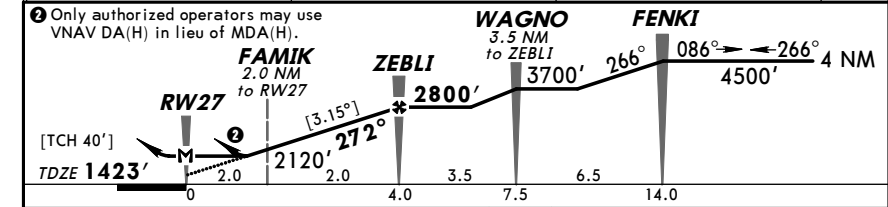
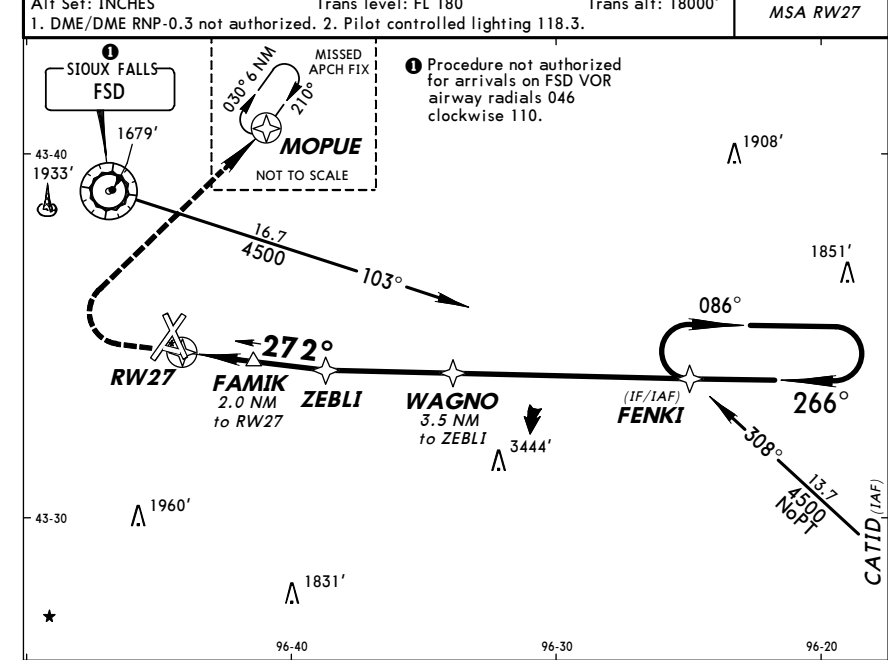
JEPPesen
 13 JAN 06 (12-5)

SIoux FALLS, S DAK
RNAV (GPS) Rwy 27

ATIS (ASOS when Twr inop)	*SIOUX FALLS Approach (R)	MINNEAPOLIS Center	*SIOUX FALLS Tower	*Ground
126.6	125.8	132.05 when App inop.	CTAF 118.3	121.9
RNAV	Final Apch Crs 272°	Minimum Alt ZEBLI 2800' (1377')	LNAV MDA(H) 1960' (537')	Apt Elev 1429' TDZE 1423'

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

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. DME/DME RNP-0.3 not authorized. 2. Pilot controlled lighting 118.3.



Gnd speed-Kts	70	90	100	120	140	160		2500'	4000'	→	MOPUE
Descent angle [3.15°]	390	502	557	669	780	892					

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
LNAV MDA(H) 1960' (537')							
RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)		
				90	1960' (531') - 1		
				120			
				140			
				165			

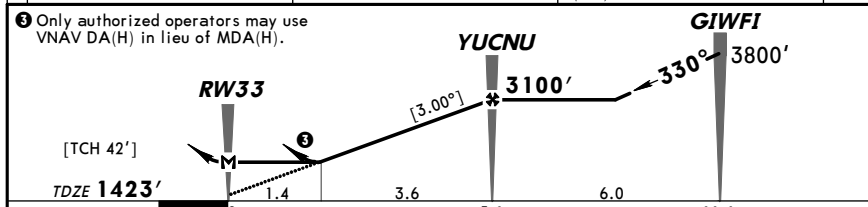
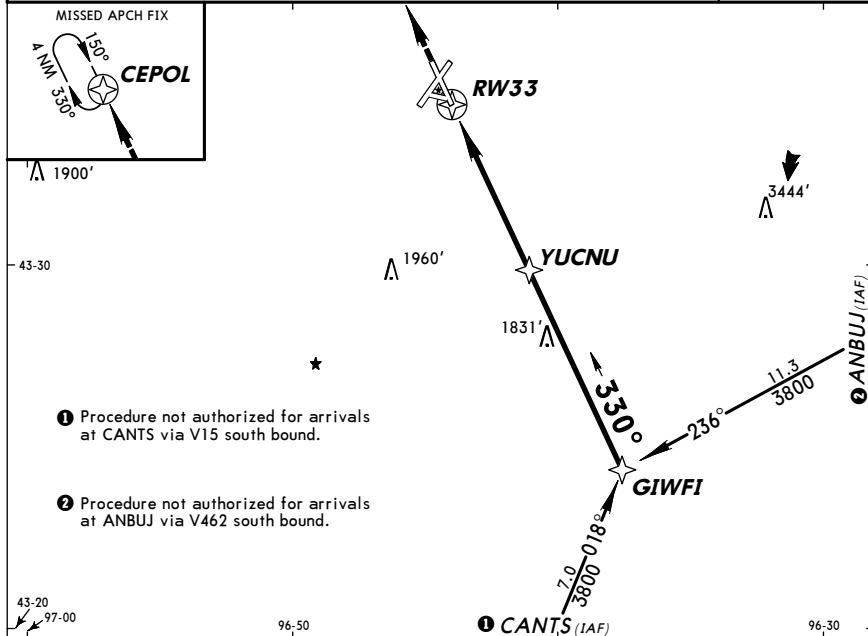
TERPS

KFSD/FSD
FOSS

JEPPesen
 13 JAN 06 (12-6)

SIoux FALLS, S DAK
RNAV (GPS) Rwy 33

ATIS (ASOS when Twr inop) 126.6	*SIOUX FALLS Approach (R) 125.8	MINNEAPOLIS Center 132.05 when App inop.	*SIOUX FALLS Tower CTAF 118.3	*Ground 121.9
RNAV	Final Apch Crs 330°	Minimum Alt YUCNU 3100' (1677')	LNAV/VNAV DA(H) 1920' (497')	Apt Elev 1429' TDZE 1423'
MISSED APCH: Climb to 3800' direct CEPOL and hold.				4500' MSA RW33
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Baro-VNAV not authorized below -17°C (2°F). 2. DME/DME RNP-0.3 not authorized. 3. Pilot controlled lighting 118.3.				



Gnd speed-Kts	70	90	100	120	140	160	REIL	3800'	D	CEPOL
Descent angle [3.00°]	372	478	531	637	743	849	PAPI-L			
MAP at RW33										

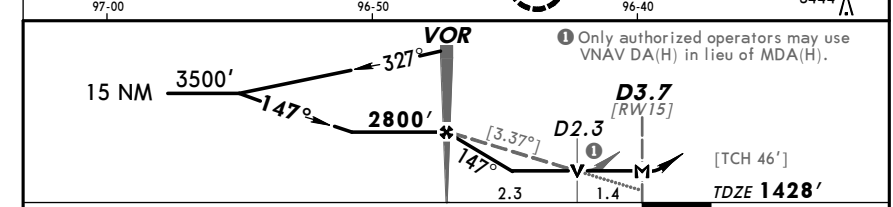
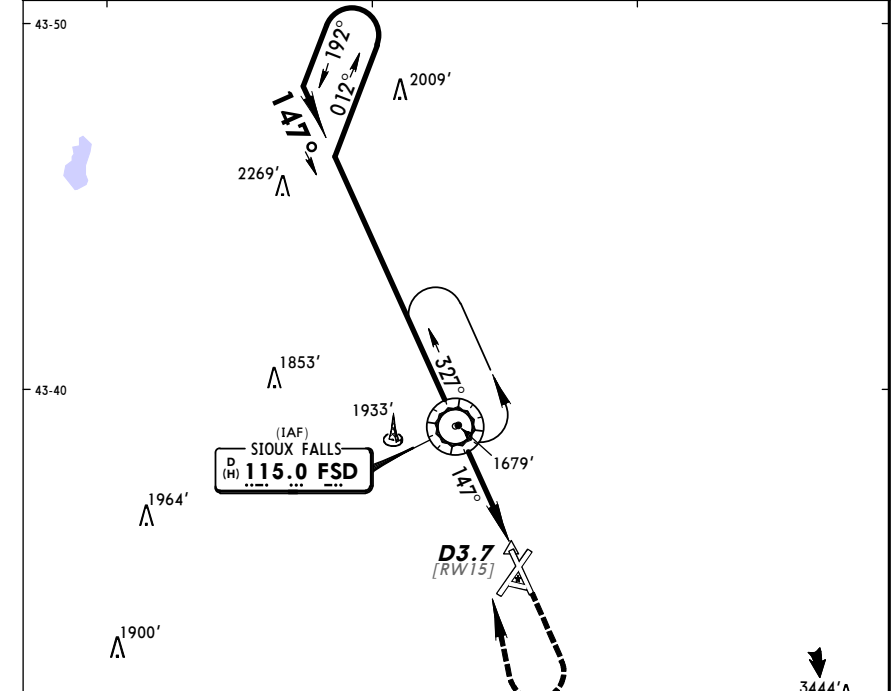
STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND		
LNAV/VNAV DA(H) 1920' (497')	LNAV MDA(H) 1920' (497')	Max Kts	MDA(H)		
A B C D	1 3/4	90	1960' (531') - 1 3/4		
		120	1960' (531') - 1 3/4		
		140	1960' (531') - 1 1/2		
		165	2040' (611') - 2		

KFSD/FSD
FOSS

JEPPesen
 13 JAN 06 (13-1)

SIoux FALLS, S DAK
VOR Rwy 15

ATIS (ASOS when Twr inop) 126.6	*SIOUX FALLS Approach (R) 125.8	MINNEAPOLIS Center 132.05 when App inop.	*SIOUX FALLS Tower CTAF 118.3	*Ground 121.9
VOR FSD 115.0	Final Apch Crs 147°	Minimum Alt VOR 2800' (1372')	MDA(H) 1920' (492')	Apt Elev 1429' TDZE 1428'
MISSED APCH: Climb to 3500' then RIGHT turn direct FSD VOR and hold.				4500' MSA FSD VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Pilot controlled lighting 118.3.				



Gnd speed-Kts	70	90	100	120	140	160	REIL	3500'	RT	D	FSD 115.0
Descent angle [3.37°]	417	537	596	716	835	954	PAPI-L				
MAP at D3.7 or VOR to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23				

STRAIGHT-IN LANDING RWY 15			CIRCLE-TO-LAND		
MDA(H) 1920' (492')			MDA(H)		
A B C D	1	90	1960' (531') - 1		
		120	1960' (531') - 1		
		140	1960' (531') - 1 1/2		
		165	2040' (611') - 2		

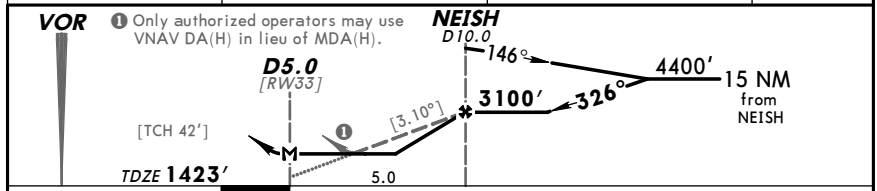
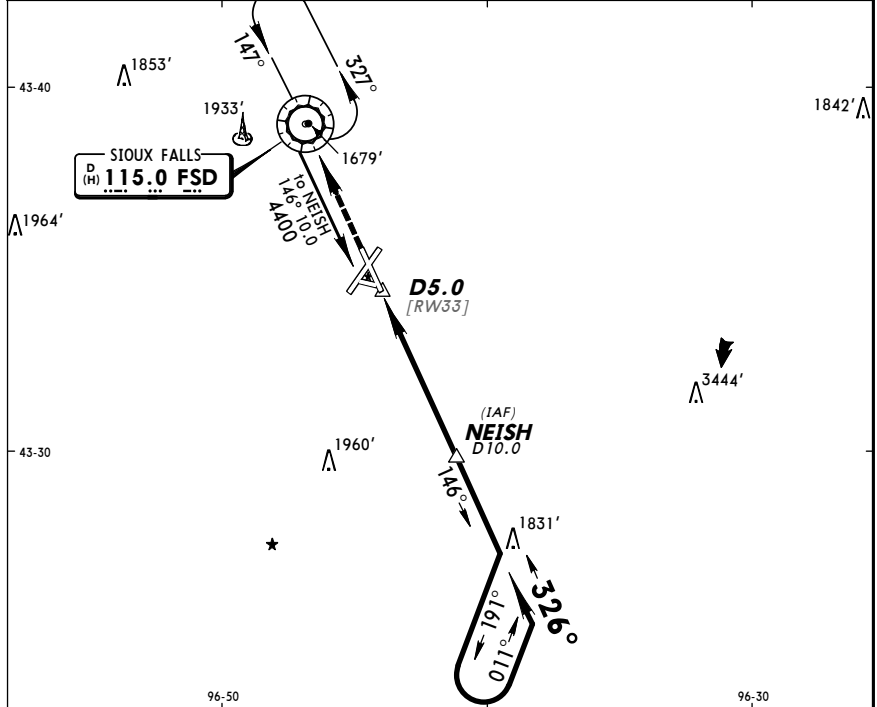
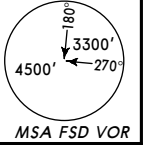
KFSD/FSD
FOSS **JEPPesen** **13 JAN 06 (13-2)** **SIoux FALLS, S DAK**
VOR DME Rwy 33

ATIS (ASOS when Twr inop)	*SIoux FALLS Approach (R)	MINNEAPOLIS Center	*SIoux FALLS Tower	*Ground
126.6	125.8	132.05 when App inop.	CTAF 118.3	121.9
VOR FSD	Final Apch Crs	Minimum Alt NEISH	MDA(H)	Apt Elev 1429'
115.0	326°	3100' (1677')	1940' (517')	TDZE 1423'

MISSED APCH: Climb to 3400' direct FSD VOR and hold.

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

1. Pilot controlled lighting 118.3.



Gnd speed-Kts	70	90	100	120	140	160	REIL	3400'	FSD
Descent angle [3.10°]	384	494	548	658	768	878	PAPI-L	↑	115.0

	STRAIGHT-IN LANDING RWY33			CIRCLE-TO-LAND		
	MDA(H)	RAIL out	ALS out	MDA(H)	RAIL out	ALS out
A	1940' (517')	40	50	1960' (531')-1		
B	1940' (517')	30	40	1960' (531')-1		
C	1940' (517')	1/2	1/2	1960' (531')-1 1/2		
D	1940' (517')	3/4	1	2040' (611')-2		

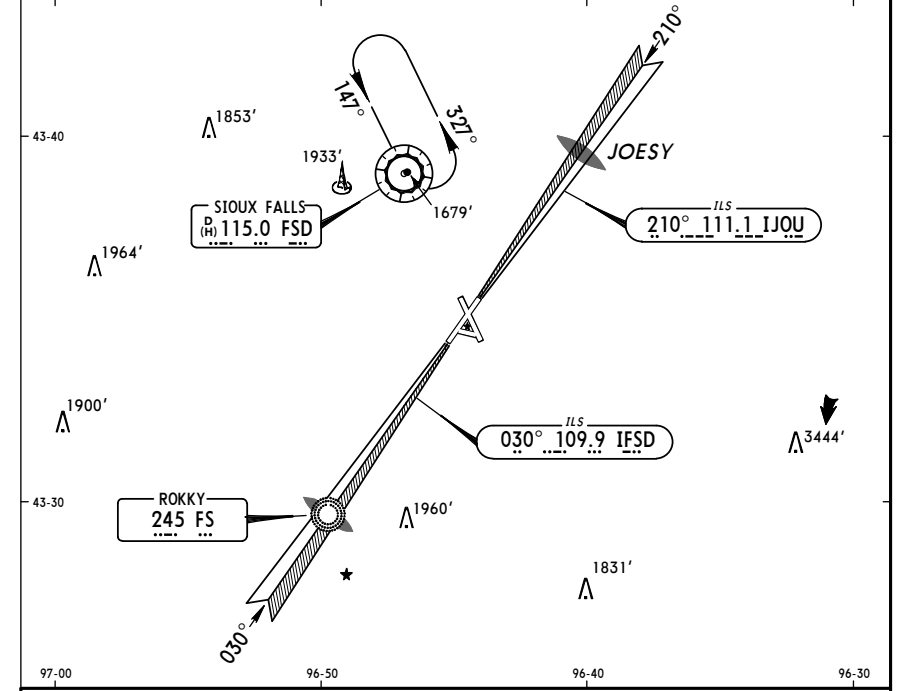
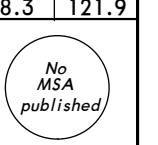
KFSD/FSD
FOSS **JEPPesen** **24 FEB 06 (18-1)** **SIoux FALLS, S DAK**
RADAR-1
***ASR Rws 3, 15, 21, 33**

ATIS (ASOS when Twr inop)	*SIoux FALLS Approach (R)	MINNEAPOLIS Center	*SIoux FALLS Tower	*Ground
126.6	125.8	132.05 when App inop.	CTAF 118.3	121.9
RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1429'
	By ATC	No FAF	Refer to Minimums	TDZE-See Below

MISSED APPROACH-See below

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

1. When Twr inop, procedure not authorized.



MISSED APPROACH:

Runways 3, 15: Climbing LEFT turn to 3000' direct FSD VOR and hold.

Runway 21: Climbing RIGHT turn to 3000' direct FSD VOR and hold.

Runway 33: Climb to 3000' direct FSD VOR and hold.

RWYS 3, 33 TDZE 1423' RWY 15 TDZE 1428' RWY 21 TDZE 1429'

ASR Rws 3, 15, 21, 33: MAP 0.75 mile from Rwy Thr

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	ASR 3		ASR 15		ASR 21		ASR 33	
	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	MDA(H)	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1960' (531')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1960' (531')-1
C	RVR 50 or 1	1/2	1/2	1/2	RVR 50 or 1	1/2	1/4	1960' (531')-1 1/2
D	RVR 60 or 1 1/4	3/4	1	1 1/4	RVR 60 or 1 1/4	3/4	1 1/2	2040' (611')-2