

# RADAR MINS

24081


N1


## RADAR INSTRUMENT APPROACH MINIMUMS

### FALLON NAS (VAN VOORHIS FLD) (KNFL), Fallon, NV Amdt 4

21APR22 (22111) (USN)

ELEV 3935

RADAR<sup>1</sup> - (E) 120.85x 121.875x 257.65x 277.4x 308.4x 346.4x 360.2x 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	7	3.0°/50/931	ABCDE	<b>4130</b> -¾	200	(200-¾)
	13L	3.0°/50/954	ABCDE	<b>4135</b> -¾	200	(200-¾)
	13R	3.0°/50/958	ABCDE	<b>4135</b> -¾	200	(200-¾)
	31L <sup>2</sup>	3.5°/57/934	ABCDE	<b>4197</b> -½	270	(300-½)
	31R	3.5°/57/925	ABCDE	<b>4198</b> -½	270	(300-½)
ASR	31L <sup>3</sup>		ABCDE	<b>4200</b> -1	273	(300-1)
	31R <sup>4</sup>		ABCDE	<b>4220</b> -1	292	(300-1)
	7		AB	<b>4340</b> -1	410	(500-1)
			CDE	<b>4340</b> -1½	410	(500-1½)
	13L <sup>5</sup>		AB	<b>4340</b> -1	405	(500-1)
			CDE	<b>4340</b> -1½	405	(500-1½)
	13R <sup>6</sup>		AB	<b>4340</b> -1	405	(500-1)
		CDE	<b>4340</b> -1½	405	(500-1½)	
 CIR	ALL RWY		AB	<b>4400</b> -1	465	(500-1)
			C	<b>4700</b> -2¼	765	(800-2¼)
			D	<b>4920</b> -3	985	(1000-3)
			E	<b>4960</b> -3	1025	(1100-3)

CAUTION: ATC Missed Approach Minimum Climb Rate to 6500

PAR/ASR	Rwy	Knots	60	120	180	240	300	360
	7	FPM	370	740	1110	1480	1850	2220
	13L/R	FPM	300	600	900	1200	1500	1800

<sup>1</sup>No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above.

<sup>2</sup>VGSI and PAR glidepath not coincident (VGSI Angle 3.50/TCH 61).

<sup>3</sup>Step Down Fix 3 NM 4980'.

<sup>4</sup>Step Down Fix 3 NM 4940'.

<sup>5</sup>Step Down Fix 3 NM 4960'.

<sup>6</sup>Step Down Fix 2 NM 4600'.

CAUTION: Fallon Muni Airport (uncontrolled) 5 NM NW pattern altitude 800' AGL.

26 DEC 2024 to 23 JAN 2025

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## RADAR INSTRUMENT APPROACH MINIMUMS

### YUMA MCAS/YUMA INTL (KNYL), Yuma, AZ Amdt 1 22APR21

(21112) (USN)

ELEV 213

**RADAR - (E)** 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x



	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	21R <sup>1</sup>	3.0 <sup>2</sup> /54/1073	ABCDE	393- <sup>1</sup> / <sub>2</sub>	200	(200- <sup>1</sup> / <sub>2</sub> )
	3L	3.0 <sup>2</sup> /54/1021	ABCDE	395- <sup>3</sup> / <sub>4</sub>	200	(200- <sup>3</sup> / <sub>4</sub> )
PAR W/O GS	3L		ABCDE	560-1	365	(400-1)
	21R <sup>2</sup>		AB	600- <sup>1</sup> / <sub>2</sub>	407	(400- <sup>1</sup> / <sub>2</sub> )
			CDE	600- <sup>3</sup> / <sub>4</sub>	407	(400- <sup>3</sup> / <sub>4</sub> )
ASR	3L		ABCDE	560-1	365	(400-1)
	3R		AB	600-1	412	(400-1)
			CDE	600-1 <sup>1</sup> / <sub>6</sub>	412	(400-1 <sup>1</sup> / <sub>6</sub> )
	21L		AB	640-1	432	(500-1)
			CDE	640-1 <sup>1</sup> / <sub>4</sub>	432	(500-1 <sup>1</sup> / <sub>4</sub> )
	21R <sup>3</sup>		AB	640- <sup>1</sup> / <sub>2</sub>	447	(500- <sup>1</sup> / <sub>2</sub> )
			CDE	640- <sup>7</sup> / <sub>8</sub>	447	(500- <sup>7</sup> / <sub>8</sub> )
CIR	ALL RWY		A	680-1	467	(500-1)
			B	700-1	487	(500-1)
			C	800-1 <sup>1</sup> / <sub>2</sub>	587	(600-1 <sup>1</sup> / <sub>2</sub> )
			DE	800-2	587	(600-2)

<sup>1</sup>When ALS inop, increase CAT ABCDE vis to <sup>3</sup>/<sub>4</sub> mile.

<sup>2</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1<sup>1</sup>/<sub>6</sub> miles.

<sup>3</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1<sup>1</sup>/<sub>6</sub> miles.

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SW-4

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