

# RADAR MINS

24137

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

### EVANSVILLE, IN EVANSVILLE RGNL (EVV) RADAR-1 124.025 290.9

Amdt 7B, 12AUG21 (21224) (FAA)

ELEV 422

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	4		AB	860-1	471	(500-1)	CD	860-1%	471	(500-1%)
	18		AB	880-1	484	(500-1)	CD	880-1%	484	(500-1%)
	22		AB	900/24	478	(500-½)	CD	900/50	478	(500-1)
	36		AB	920-1	536	(600-1)	CD	920-1½	536	(600-1½)

#### CIRCLING

A	940-1	518	(600-1)	B	1040-1	618	(700-1)
C	1040-1¾	618	(700-1¾)	D	1040-2	618	(700-2)

When control tower closed, procedure NA.

Rwy 18, 36: Helicopter visibility reduction below ¾ SM not authorized.

Circling Rwy 9 NA at night.

ASR Rwy 22: For inoperative ALS, increase Cats C and D visibility to 1% SM.


### FORT WAYNE, IN

Amdt 26A, 22JUN17 (17173) (FAA)

ELEV 815

### FORT WAYNE INTL (FWA) RADAR-1 127.2 284.6

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	32		AB	1280/24	480	(500-½)	CDE	1280/50	480	(500-1)
	23		AB	1300/55	501	(500-1¼)	CDE	1300-1%	501	(500-1%)
	14		AB	1320-1	518	(600-1)	CDE	1320-1%	518	(600-1%)
	5		AB	1320/24	505	(600-½)	CDE	1320/55	505	(600-1¼)

 CIRCLING

AB	1320-1	505	(600-1)	C	1420-1¾	605	(700-1¼)
D	1520-2¼	705	(800-2¼)	E	1520-2½	705	(800-2½)

Rwy 23 helicopter visibility reduction below RVR 4000 NA.

For inoperative ALS, increase S-5 and S-32 CAT C/D/E visibility to 1% SM

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## RADAR INSTRUMENT APPROACH MINIMUMS

### TERRE HAUTE, IN TERRE HAUTE RGNL (HUF)

Amdt 5C, 25FEB21 (21056) (FAA)

ELEV 589

RADAR-1 125.45 339.8 **▽ ▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	32		AB	980-1	391	(400-1)	CDE	980-1 $\frac{1}{8}$	391	(400-1 $\frac{1}{8}$ )
	23		AB	1100-1	518	(600-1)	CDE	1100-1 $\frac{3}{8}$	518	(600-1 $\frac{3}{8}$ )
	5		AB	1220/24	642	(700- $\frac{1}{2}$ )	CDE	1220-1 $\frac{3}{8}$	642	(700-1 $\frac{3}{8}$ )

<b>C</b> CIRCLING			AB	1220-1	631	(700-1)	C	1220-1 $\frac{7}{8}$	631	(700-1 $\frac{7}{8}$ )
			D	1220-2	631	(700-2)	E	1400-3	811	(900-3)

Circling NA NW of Rwy 5-23 for Cat E aircraft.

When control tower closed, procedure NA.

Rwy 5, for inoperative ALS, increase Cat E visibility to 1 $\frac{1}{2}$  SM.

Rwy 32, helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

### TOLEDO, OH

Amdt 19D, 10SEP20 (20254) (FAA)

ELEV 683

### EUGENE F KRANZ TOLEDO EXPRESS (TOL)

RADAR-1 134.35 317.55 **▽ ▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	25		AB	1040/24	362	(400- $\frac{1}{2}$ )	C	1040/35	362	(400- $\frac{5}{8}$ )
			DE	1040/55	362	(400-1)				
	16		ABC	1060-1	386	(400-1)	DE	1060-1 $\frac{1}{4}$	386	(400-1 $\frac{1}{4}$ )
	34		AB	1080-1	412	(500-1)	CD	1080-1 $\frac{1}{4}$	412	(500-1 $\frac{1}{4}$ )
			E	1080-1 $\frac{1}{2}$	412	(500-1 $\frac{1}{2}$ )				
	7		AB	1140/24	457	(500- $\frac{1}{2}$ )	C	1140/45	457	(500-1 $\frac{1}{4}$ )
			DE	1140/50	457	(500-1)				

<b>C</b> CIRCLING			AB	1200-1	517	(600-1)	C	1300-1 $\frac{3}{4}$	617	(700-1 $\frac{3}{4}$ )
			D	1360-2 $\frac{1}{4}$	677	(700-2 $\frac{1}{4}$ )	E	1400-2 $\frac{1}{2}$	717	(800-2 $\frac{1}{2}$ )

When Control Tower closed, ASR NA.

Rwy 16 helicopter visibility reduction below  $\frac{3}{4}$  SM not authorized.

Rwy 34 helicopter visibility reduction below  $\frac{3}{4}$  SM not authorized.

For inoperative ALS, increase S-7 CAT D/E visibility to 1 $\frac{1}{2}$  SM.

For inoperative ALS, increase S-25 CAT C/E visibility to RVR 5500.

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EC-2

## RADAR INSTRUMENT APPROACH MINIMUMS

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**YOUNGSTOWN/WARREN, OH**

Amdt 15, 16MAY24 (24137) (FAA)

ELEV 1192

**YOUNGSTOWN/WARREN RGNL (YNG)**

RADAR-1 133.95 322.3 **T A**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	14		AB	1540- <sup>1</sup> / <sub>2</sub>	406	(500- <sup>3</sup> / <sub>2</sub> )	CD	1540- <sup>3</sup> / <sub>4</sub>	406	(500- <sup>3</sup> / <sub>4</sub> )
	5		ABCD	1540-1	376	(400-1)				
	32		AB	1600/24	414	(500- <sup>1</sup> / <sub>2</sub> )	CD	1600/40	414	(500- <sup>3</sup> / <sub>4</sub> )
	23		AB	1600-1	408	(500-1)	CD	1600-1 <sup>1</sup> / <sub>8</sub>	408	(500-1 <sup>1</sup> / <sub>8</sub> )
CIRCLING			A	1640-1	448	(500-1)	B	1660-1	468	(500-1)
			C	1740-1 <sup>1</sup> / <sub>2</sub>	548	(600-1 <sup>1</sup> / <sub>2</sub> )	D	1760-2	568	(600-2)

Straight-in and Circling Rwy 5 NA at night.

Straight-in and Circling Rwy 23 NA at night.

Rwy 5 helicopter visibility reduction below 1 SM NA.

Rwy 23 helicopter visibility reduction below 1 SM NA.

For inoperative ALS increase ASR-14 Cat C/D visibility to 1<sup>1</sup>/<sub>8</sub> SM.

For inoperative ALS increase ASR-32 Cat C/D visibility to RVR 6000.

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