

**RADAR INSTRUMENT APPROACH MINIMUMS**

**ELMENDORF AFB (PAED),** Anchorage, AK Amdt 2 30NOV23 (23334) (USAF)

ELEV 213

ANCHORAGE APP CON - 118.6 290.5 

	<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 <sup>1</sup>	6	3.0°/54/1076	ABCDE	375/18	200	(200-½)
PAR <sup>2</sup>	16	3.0°/53/1076	ABCDE	502-1	289	(300-1)

Elemendorf RADAR Final Control contact 259.1 or 134.9.

<sup>1</sup> PAR opr hr available by NOTAM. Maintenance Period daily 1300-1500Z++, Wednesday 0800-1500Z++.

When ALS inoperative, increase RVR to 40 and vis to ¼ for all categories. VGSI and PAR glidepath not coincident (VGSI Angle 3.00/TCH 77). When TDZ/CL lights inop, increase RVR to 24.

MISSED APPROACH: Climb to 3000, leaving 900 turn left heading 290° expect RADAR vectors. Missed approach requires use of RNAV or ATC RADAR monitoring.

<sup>2</sup> MISSED APPROACH: Climbing right turn to 3000 via EDF R-307 to HOBBS and hold.

Missed approach requires use of RNAV or ATC RADAR monitoring. VGSI and PAR glidepath not coincident (VGSI Angle 3.00/TCH 47). Emergency use for 3rd Wing aircraft only.

**LADD AAF (PAFB),** Fairbanks/Fort Wainwright, AK



RADAR 1 Amdt 11 RADAR 2 Amdt 3 26DEC24 (24361) (USA)

ELEV 449

RADAR 1<sup>1</sup> - FAIRBANKS APP CON - 127.1 251.1 125.35 363.2 (E)

RADAR 2<sup>1</sup> - FAIRBANKS APP CON - 127.1 251.1 125.35 363.2 (E) LADD APP CON - 118.05 121.3 276.4



	<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>
RADAR 1						
PAR <sup>2</sup>	25	3.0°/65/1150	ABCDE	777-1	328	(400-1)
PAR W/O GS <sup>2,3</sup>	25		ABCDE	960-1	511	(600-1)
 CIR <sup>4</sup>			A	1280-1¼	831	(900-1¼)
			B	1540-1½	1091	(1100-1½)
			CD	1540-3	1091	(1100-3)
			E	1920-3	1471	(1500-3)
RADAR 2						
ASR <sup>5</sup>	25		AB	1140-1	691	(700-1)
			CDE	1140-1½	691	(700-1½)
 CIR <sup>4</sup>			AB	1140-1	691	(700-1)
			C	1140-2	691	(700-2)
			D	1160-2¼	711	(800-2¼)
			E	1160-2½	711	(800-2½)

RNAV or DME required for missed approach.

<sup>1</sup> Procedure NA when control tower closed.

<sup>2</sup> VGSI and PAR glidepath not coincident (VGSI Angle 3.30/TCH 67).

<sup>3</sup> When ALS inop, increase CAT CDE vis to 1½ miles.

<sup>4</sup> Circling not authorized N of Rwy 7-25.

<sup>5</sup> When ALS inop, increase CAT CDE vis to 2 miles.

20 FEB 2025 to 17 APR 2025

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