

RADAR MINS

26134

N1

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>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HATH/</u><br><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>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HATH/</u><br><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.

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14 MAY 2026 to 09 JUL 2026

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