

RADAR MINS

19227


N1

RADAR INSTRUMENT APPROACH MINIMUMS

AKRON, OH AKRON-CANTON RGNL (CAK)

Amdt 24, 13JAN11 (19227) (FAA)

ELEV 1228

RADAR-1 125.5 371.875 

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
1	5		ABC	1600/24	391	(400-½)	D	1600/50	391	(400-1)
			AB	1620-½	421	(500-½)	C	1620-¾	421	(500-¾)
			D	1620-1	421	(500-1)				
	19		AB	1700/24	482	(500-½)	C	1700/40	482	(500-¾)
			D	1700/50	482	(500-1)				
23		AB	1700/24	474	(500-½)	C	1700/40	474	(500-¾)	
		D	1700/50	474	(500-1)					
CIRCLING			AB	1760-1	532	(600-1)	C	1760-1½	532	(600-1½)
			D	1780-2	552	(600-2)				


Procedure NA when Akron-Canton approach control closed.

For inoperative MALSR, increase S-1 and S-5 CAT D visibility to RVR 6000.

EVANSVILLE, IN EVANSVILLE RGNL (EVV)

Amdt 7A, 13SEP18 (18256) (FAA)

ELEV 422

RADAR-1 124.025 290.9 

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
4	18	22	AB	860-1	471	(500-1)	CD	860-1¾	471	(500-1¾)
			AB	880-1	484	(500-1)	CD	880-1¾	484	(500-1¾)
			AB	900/24	478	(500-½)	CD	900/45	478	(500-¾)
			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.

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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/ HATH/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ 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)
C CIRCLING			AB	1320-1	505	(600-1)	C	1420-1¾	605	(700-1¾)
			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

MANSFIELD, OH

Amdt 4A, 07MAY09 (19227) (FAA)

ELEV 1297

MANSFIELD LAHM RGNL (MFD)

RADAR-1 124.2 360.65 **▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
ASR	23		AB	1700-1	405	(500-1)	CD	1700-1¼	405	(500-1¼)
	5		AB	1740-1	443	(500-1)	C	1740-1¼	443	(500-1¼)
			D	1740-1½	443	(500-1½)				
CIRCLING			AB	1760-1	463	(500-1)	C	1760-1½	463	(500-1½)
			D	1880-2	583	(600-2)				

When control tower closed, ASR NA.

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

Amdt 5B, 08NOV18 (18312) (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/ HATH/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
ASR	32		ABCDE	960-1	371	(400-1)				
	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 $\frac{3}{8}$)
C CIRCLING			AB	1220-1	631	(700-1)	C	1220-1 $\frac{3}{8}$	631	(700-1 $\frac{3}{8}$)
			D	1220-2	631	(700-2)	E	1260-2 $\frac{1}{2}$	671	(700-2 $\frac{1}{2}$)

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 $\frac{1}{4}$ SM.

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

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TOLEDO, OH

Amdt 19C, 20JUN19 (19199) (FAA)

ELEV 683

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/ HATH/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
ASR	25		ABC	1040- $\frac{1}{2}$	362	(400- $\frac{1}{2}$)	DE	1040-1	362	(400-1)
	16		ABC	1060-1	386	(400-1)	DE	1060-1 $\frac{1}{4}$	386	(400-1 $\frac{1}{4}$)
	7		AB	1140/24	457	(500- $\frac{1}{2}$)	C	1140/40	457	(500- $\frac{3}{4}$)
			DE	1140/50	457	(500-1)				
	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 $\frac{1}{2}$)				
CIRCLING			AB	1200-1	517	(600-1)	C	1200-1 $\frac{1}{2}$	517	(600-1 $\frac{1}{2}$)
			D	1240-2	557	(600-2)	E	1400-2 $\frac{1}{2}$	717	(800-2 $\frac{1}{2}$)

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

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

Circling Rwy 34 NA at night.

For inoperative ALSF-2, increase S-7 CAT E visibility to 1 $\frac{1}{4}$.

For inoperative MALSRS, increase S-25 CAT D/E visibility to 1 $\frac{1}{4}$.

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YOUNGSTOWN-WARREN, OH

Amdt 14, 25APR19 (19115) (FAA)

ELEV 1192

YOUNGSTOWN-WARREN RGNL (YNG)

RADAR-1 133.95 322.3 **▽ ▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/</u>	<u>CEIL-VIS</u>
ASR	14		AB	1520-½	386	(400-½)	CD	1520-¾	386	(400-¾)
	5		ABCD	1540-1	376	(400-1)				
	23		AB	1580-1	388	(400-1)	CD	1580-1½	388	(400-1½)
	32		AB	1600/24	414	(500-½)	CD	1600/40	414	(500-¾)
C CIRCLING			A	1640-1	448	(500-1)	B	1660-1	468	(500-1)
			C	1740-1½	548	(600-1½)	D	1760-2	568	(600-2)

Straight-in/Circling Rwy 5 NA at night.

Rwy 5 helicopter visibility reduction below 1 SM NA.

Rwy 23 helicopter visibility reduction below ¾ SM NA.

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

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