

# RADAR MINS

19059

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

### BELLEVILLE, IL

Orig, 26MAY16 (16147) (FAA)

ELEV 459

### SCOTT AFB / MIDAMERICA (BLV)

RADAR-1 125.2 281.5 **▽ ▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	32L		AB	880/24	441	(500-½)	CDE	880/45	441	(500-¾)
	32R		AB	920/24	478	(500-½)	CDE	920/50	478	(500-1)
	14L		AB	1020/55	578	(600-1¼)	CDE	1020-1%	578	(600-1%)
	14R		AB	1100/24	641	(700-½)	CDE	1100-1%	641	(700-1%)

<b>☉</b> CIRCLING	ALL RWY	AB	1100-1	641	(700-1)	C	1240-2¼	781	(800-2¼)
		D	1240-2½	781	(800-2½)	E	1240-2¾	781	(800-2¾)

For inoperative MALS, increase S-14R CAT E visibility to 1½ mile.

For inoperative MALS, increase S-32L CAT E visibility to 1½ mile.

For inoperative MALS, increase S-32R CAT E visibility to 1½ mile.

### CHAMPAIGN/URBANA, IL Amdt 6C, 12NOV15 (15316) (FAA)

ELEV 755

### UNIVERSITY OF ILLINOIS-WILLARD (CMI)

RADAR-1 (316°-135°) 121.35 285.65 (136°-315°) 132.85 290.225 **▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	32R		ABC	1180/40	430	(500-¾)	D	1180/50	430	(500-1)
	14L		AB	1200-1	445	(500-1)	CD	1200-1%	445	(500-1%)
CIRCLING	ALL RWY	AB	1240-1	485	(500-1)	C	1500-2¼	745	(800-1¼)	
		D	1500-2½	745	(800-2½)					

When control tower closed ASR and alternate minimums NA.

### CHICAGO/ROCKFORD, IL Amdt 10B, 03JAN19 (19003) (FAA)

ELEV 742

### CHICAGO/ ROCKFORD INTL (RFD)

RADAR-1 121.0 327.0 **▽ ▲** NA

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	1		AB	1160/24	431	(500-¾)	C	1160/40	431	(500-¾)
			D	1160/50	431	(500-1)				
	7		AB	1180/24	438	(500-½)	C	1180/40	438	(500-¾)
			D	1180/50	438	(500-1)				
	25		AB	1220/55	484	(500-1)	C	1220-1%	484	(500-1%)
			D	1220-1½	484	(500-1½)				
CIRCLING	ALL RWY	A	1220-1	478	(500-1)	B	1240-1	498	(500-1)	
		C	1240-1½	498	(500-1½)	D	1320-2	578	(600-2)	

Rwy 25 helicopter visibility reduction below ¼ SM not authorized.

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## RADAR INSTRUMENT APPROACH MINIMUMS

### GREEN BAY, WI

Amdt 9D, 17AUG17 (17229) (FAA)

ELEV 695

### GREEN BAY-AUSTIN STRAUBEL INTL (GRB)

RADAR-1 119.4 338.2 **▽ ▲**

	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
ASR	36		AB	1100/24	418	(500-½)	C	1100/40	418	(500-¾)
			D	1100/50	418	(500-1)				
	24		AB	1120-1	438	(500-1)	C	1120-1¼	438	(500-1¼)
			D	1120-1½	438	(500-1½)				
	6		AB	1220/24	528	(600-½)	C	1220/50	528	(600-1)
			D	1220/60	528	(600-1¼)				
18		AB	1220-1	525	(600-1)	C	1220-1½	525	(600-1½)	
		D	1220-1¾	525	(600-1¾)					
CIRCLING	ALL RWY		AB	1220-1	525	(600-1)	C	1220-1½	525	(600-1½)
			D	1260-2	565	(600-2)				

For inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000.  
When control tower closed, ASR not authorized.

### SPRINGFIELD, IL

Amdt 9B, 15DEC11 (11349) (FAA)

ELEV 598

### ABRAHAM LINCOLN CAPITAL (SPI)

RADAR-1 126.15 132.575 323.0 **▽ ▲**

	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS				
				MDA-VIS	HAA			MDA-VIS	HAA					
ASR	4		ABC	1060/24	472	(500-½)	DE	1060/50	472	(500-1)				
			AB	1100-½	502	(600-½)					CDE	1100-1	502	(600-1)
			AB	1240-½	650	(700-1)								
31		D	1240-1½	650	(700-1½)	E	1240-1¾	650	(700-1¾)					
		CIRCLING	ALL RWY		AB					1240-1	642	(700-1)	C	1240-1¾
D	1240-2				642	(700-2)	E	1380-2¾	782	(800-2¾)				

When local altimeter setting not received, use Lincoln altimeter setting and increase all MDAs 60 feet and increase S-22 visibility CATs C/D/E ¼ mile, S-4 visibility CAT C ¼ mile and Circling visibility CATs C and E ¼ mile.

For inoperative MALSR increase S-4 CATs D and E visibility to 1½ mile.

When control tower closed, ASR not authorized.

10 OCT 2019 to 07 NOV 2019

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