

# RADAR MINS

21168

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

### CAIRNS AAF (KOZR), Fort Rucker, AL RADAR 1 Amdt 1B 05NOV20

RADAR 2 Orig 17JUN21 (21168)

ELEV 301

RADAR - (E) (125.4 327.125 021°-120°)(133.75 270.35 121°-219°)(133.45 239.275 220°-340°)  
(121.1 319.25 341°-020°) **▽** **▲** NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/MDA-VIS</u>	<u>HAT/HATH/HAA</u>	<u>CEIL-VIS</u>
<b>RADAR 1</b>						
PAR	6 <sup>1</sup>	2.7°/57/1158	ABCD	498/24	200	(200-½)
PAR W/O GS	6 <sup>1</sup>		AB	760/24	462	(500-½)
			C	760/40	462	(500-¾)
			D	760/50	462	(500-1)
<b>CIR</b>						
All Rwy			A	780-1	479	(500-1)
			B	820-1	519	(600-1)
			C	860-1½	559	(600-1½)
			D	900-2	599	(600-2)
<b>RADAR 2</b>						
PAR	6 <sup>2</sup>	2.7°/57/1158	ABCD	498/24	200	(200-½)
PAR W/O GS	6 <sup>3</sup>		AB	780/24	482	(500-½)
			CD	780/50	482	(500-1)
<b>ⓐ CIR<sup>4</sup></b>						
All Rwy			A	780-1	479	(500-1)
			B	820-1	519	(600-1)
			C	900-1½	599	(600-1½)
			D	900-2	599	(600-2)

<sup>1</sup>When ALS inop, increase RVR to 50 and vis to 1 mile.

<sup>2</sup>When ALS inop, increase RVR to 40 and vis to ¾ mile.

<sup>3</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1½ miles.

<sup>4</sup>Circling to Rwy 24 NA at night.

### DOBBINS ARB (KMGE), Marietta, GA Amdt 6 05NOV20 (20310) (USAF)

ELEV 1069

RADAR<sup>1</sup> - Ctc ATLANTA APP CON (E) 121.0 268.7 **▽**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/MDA-VIS</u>	<u>HAT/HATH/HAA</u>	<u>CEIL-VIS</u>
ASR	11 <sup>3</sup>		AB	1600/40	531	(600-¾)
			CDE	1600/55	531	(600-1)
	29 <sup>2</sup>		AB	1600/40	585	(600-¾)
			CDE	1600-1¾	585	(600-1¾)
<b>ⓐ CIR<sup>4</sup></b>						
All Rwy			AB	1660-1	591	(600-1)
			C	1700-1¾	631	(700-1¾)
			D	1700-2	631	(700-2)
			E	1700-2¼	631	(700-2¼)

<sup>1</sup>Opr 1200-0400Z++.

<sup>2</sup>When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

<sup>3</sup>When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, increase CAT CDE vis to 1½ miles.

<sup>4</sup>CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized all CATs.

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## RADAR INSTRUMENT APPROACH MINIMUMS

### HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 19227 USA)

ELEV 41

RADAR - (E) 127.65 134.7 307.125 317.475 **T A** NA Pro NA when Hunter Ctl Twr clsd.

	<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>
<b>RADAR 1 (SAVANNAH)<sup>1 2</sup></b>						
ASR	10 <sup>3</sup>		AB C D	<b>460</b> - <sup>3</sup> / <sub>4</sub> <b>460</b> -1 <sup>1</sup> / <sub>4</sub> <b>460</b> -1 <sup>1</sup> / <sub>2</sub>	434 434 434	(500- <sup>3</sup> / <sub>4</sub> ) (500-1 <sup>1</sup> / <sub>4</sub> ) (500-1 <sup>1</sup> / <sub>2</sub> )
	28		AB CD	<b>540</b> /24 <b>540</b> /50	499 499	(600- <sup>1</sup> / <sub>2</sub> ) (600-1)
CIR <sup>4</sup>	10-28		A B C D	<b>540</b> -1 <b>580</b> -1 <b>580</b> -1 <sup>1</sup> / <sub>2</sub> <b>600</b> -2	499 539 539 559	(500-1) (600-1) (600-1 <sup>1</sup> / <sub>2</sub> ) (600-2)
<b>RADAR 2 (HUNTER)<sup>5</sup></b>						
PAR	28 <sup>8</sup> 10 <sup>6 7</sup>	3.0°/50/842 3.0°/49/937	ABCD ABCD	<b>241</b> /24 <b>226</b> - <sup>3</sup> / <sub>4</sub>	200 200	(200- <sup>1</sup> / <sub>2</sub> ) (200- <sup>3</sup> / <sub>4</sub> )

<sup>1</sup>Opr 1100-0500Z++.

<sup>2</sup>Wx radar avbl.

<sup>3</sup>For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D.

<sup>4</sup>Circling NA N of Rwy 10-28 for CAT D.

<sup>5</sup>Opr 1230-0400Z++ Mon-Thu; 1230-0200Z++ Fri, exc hol.

<sup>6</sup>Inop table does not apply to ALSF.

<sup>7</sup>PAR Rwy 10 VGSI and PAR glidepath not coincident.

<sup>8</sup>PAR Rwy 28 VGSI and PAR glidepath not coincident.

### HUNTSVILLE, AL

Amdt 11, 25FEB21 (21168) (FAA)

ELEV 629

### HUNTSVILLE INTL-CARL T JONES FLD (HSV)

RADAR-1 125.6 354.1 **T A**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	36L		AB	<b>1000</b> /24	384	(400- <sup>1</sup> / <sub>2</sub> )	CDE	<b>1000</b> /35	384	(400- <sup>3</sup> / <sub>4</sub> )
	36R		AB	<b>1020</b> /24	425	(500- <sup>1</sup> / <sub>2</sub> )	CDE	<b>1020</b> /40	425	(500- <sup>3</sup> / <sub>4</sub> )
	18R		AB	<b>1060</b> /24	431	(500- <sup>1</sup> / <sub>2</sub> )	CDE	<b>1060</b> /40	431	(500- <sup>3</sup> / <sub>4</sub> )
	18L		AB	<b>1160</b> /24	551	(600- <sup>1</sup> / <sub>2</sub> )	CDE	<b>1160</b> /60	551	(600-1 <sup>1</sup> / <sub>4</sub> )
<b>C</b> CIRCLING	ALL RWY		AB D	<b>1160</b> -1 <b>1340</b> -2 <sup>1</sup> / <sub>4</sub>	531 711	(600-1) (800-2 <sup>1</sup> / <sub>4</sub> )	C E	<b>1200</b> -1 <sup>1</sup> / <sub>2</sub> <b>1340</b> -2 <sup>1</sup> / <sub>2</sub>	571 711	(600-1 <sup>1</sup> / <sub>2</sub> ) (800-2 <sup>1</sup> / <sub>2</sub> )

When control tower closed, ASR NA.

Circling NA for CAT E east of Rwy 18L-36R.

For inoperative ALS, increase S-ASR 18L CAT E visibility to 1<sup>1</sup>/<sub>2</sub> SM.

For inoperative ALS, increase S-ASR 18R and S-ASR 36R CAT E visibility to 1<sup>1</sup>/<sub>4</sub> SM.

For inoperative ALS, increase S-ASR 36L CAT E visibility to RVR 6000.

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## RADAR INSTRUMENT APPROACH MINIMUMS

### LAWSON AAF (FORT BENNING) (KLSF), Columbus, GA

ELEV 227

Amdt 2A (20198) (USA)

RADAR<sup>1</sup> - Ctc ATLANTA APP CON (E) 125.5 323.1  NA When tower closed.

	<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>HAT/</u>	<u>CEIL-VIS</u>
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
<b>RADAR 2 (ATLANTA)</b>						
ASR	33 <sup>2</sup>		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¼	514	(600-1¼)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¼	654	(700-1¼)
			D	880-2	654	(700-2)
CIR <sup>3</sup>	ALL RWY	A	880-1	653	(700-1)	
		B	880-1¼	653	(700-1¼)	
		C	880-1¾	653	(700-1¾)	
		D	880-2	653	(700-2)	

<sup>1</sup>Opr 1230-2300Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325.


<sup>2</sup>For inop SALSF, increase vis CAT D to 2 miles.


<sup>3</sup>Cir NA E of Rwy 15-33.

### MOBILE, AL MOBILE RGNL (MOB)

Amdt 5A, 29MAY14 (14149) (FAA)

ELEV 219

RADAR-1 118.5 269.3 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	33 <sup>2</sup>		AB	580/24	365	(400-½)	CDE	580/35	365	(400-¾)
	15 <sup>1</sup>		AB	620/24	401	(500-½)	CDE	620/40	401	(500-¾)
 CIRCLING	ALL RWY		AB	680-1	461	(500-1)	C	740-1½	521	(600-1½)
			D	780-2	561	(600-2)	E	NA		

<sup>1</sup>For inoperative MALSR, increase S-15 CAT E visibility to RVR 6000.

<sup>2</sup>For inoperative MALSR, increase S-33 CAT C/D/E visibility to RVR 5500.

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## RADAR INSTRUMENT APPROACH MINIMUMS

**MONTGOMERY, AL** Amdt 9A, 31MAR16 (21168) (FAA) ELEV 221  
**MONTGOMERY RGNL (DANNELLY FLD) (MGM)**

RADAR-1 124.0 363.025 **▽ ▲** NA

	<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	10		ABCDE	600/40	382	(400-¾)				
	28		ABCDE	620-¾	423	(400-¾)				
CIRCLING	ALL RWY		AB	700-1¼	479	(500-1¼)	C	800-1½	579	(600-1½)
			D	860-2	639	(700-2)	E	860-2¼	639	(700-2¼)

Circling NA for CAT E north of Rwy 10-28.  
 For inoperative MALSR, increase S-10 CATS A/B visibility to RVR 5000 and CAT E visibility to 1¼ mile.  
 When control tower closed, procedure NA.

**REDSTONE AAF (KHUA),** Redstone Arsenal, AL Amdt 3 03DEC20 (20338) ELEV 685  
 (USA)

RADAR<sup>1</sup> - (E) (125.6 354.1E) (118.05 239.0W) **▽ ▲**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	35	3.0°/50/918	ABCDE	922-1	261	(300-1)
	17	3.0 /46/924	ABCDE	1035-1	350	(400-1)

<sup>1</sup>GCA opr 1345-2130Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. Inop table does not apply.

**TROY, AL** Amdt 10B, 21MAY20 (20142) (FAA) ELEV 397  
**TROY MUNI AT N KENNETH CAMPBELL FIELD (TOI)**

RADAR-1 121.1 319.25 **▽ ▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR	7	3.0°/44/843	ABCD	627-¾	246	(300-¾)
PAR W/O GS	7		AB	1020-1	639	(700-1)
			CD	1020-1¾	639	(700-1¾)
<b>C</b> CIRCLING	ALL RWY		AB	1020-1	623	(700-1)
			C	1300-2¾	903	(1000-2¾)
			D	1380-3	983	(1000-3)

When control tower closed, procedure NA.  
 Night landing: Rwy 14, 32 NA.

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