

RADAR MINS

21336

N1

RADAR INSTRUMENT APPROACH MINIMUMS

EVANSVILLE, IN EVANSVILLE RGNL (EVV) RADAR-1 124.025 290.9

Amdt 7B, 12AUG21 (21224) (FAA)

ELEV 422

	<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	4		AB	860-1	471	(500-1)	CD	860-1%	471	(500-1%)
	18		AB	880-1	484	(500-1)	CD	880-1%	484	(500-1%)
	22		AB	900/24	478	(500-½)	CD	900/50	478	(500-1)
	36		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.

ASR Rwy 22: For inoperative ALS, increase Cats C and D visibility to 1% SM.

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/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ 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)

CIRCLING

AB	1320-1	505	(600-1)	C	1420-1¾	605	(700-1¼)
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

21 APR 2022 to 19 MAY 2022

21 APR 2022 to 19 MAY 2022

EC-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

21336

N1

RADAR MINS

21336

N2

RADAR INSTRUMENT APPROACH MINIMUMS

TERRE HAUTE, IN TERRE HAUTE RGNL (HUF)

Amdt 5C, 25FEB21 (21056) (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/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	32		AB	980-1	391	(400-1)	CDE	980-1 $\frac{1}{8}$	391	(400-1 $\frac{1}{8}$)
	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 $\frac{7}{8}$	631	(700-1 $\frac{7}{8}$)
			D	1220-2	631	(700-2)	E	1400-3	811	(900-3)

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.

TOLEDO, OH

Amdt 19D, 10SEP20 (20254) (FAA)

ELEV 683

EUGENE F KRANZ 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/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	25		AB	1040/24	362	(400- $\frac{1}{2}$)	C	1040/35	362	(400- $\frac{5}{8}$)
			DE	1040/55	362	(400-1)				
	16		ABC	1060-1	386	(400-1)	DE	1060-1 $\frac{1}{4}$	386	(400-1 $\frac{1}{4}$)
	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 $\frac{1}{2}$)				
	7		AB	1140/24	457	(500- $\frac{1}{2}$)	C	1140/45	457	(500-1 $\frac{1}{4}$)
			DE	1140/50	457	(500-1)				

C CIRCLING			AB	1200-1	517	(600-1)	C	1300-1 $\frac{3}{4}$	617	(700-1 $\frac{3}{4}$)
			D	1360-2 $\frac{1}{4}$	677	(700-2 $\frac{1}{4}$)	E	1400-2 $\frac{1}{2}$	717	(800-2 $\frac{1}{2}$)

When Control Tower closed, ASR NA.

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

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

For inoperative ALS, increase S-7 CAT D/E visibility to 1 $\frac{1}{2}$ SM.

For inoperative ALS, increase S-25 CAT C/E visibility to RVR 5500.

21 APR 2022 to 19 MAY 2022

21 APR 2022 to 19 MAY 2022

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

21336

N2

EC-2

RADAR INSTRUMENT APPROACH MINIMUMS

YOUNGSTOWN/WARREN, OH

Amdt 14, 25APR19 (21336) (FAA)

ELEV **1192**

YOUNGSTOWN/WARREN RGNL (YNG)

RADAR-1 133.95 322.3 **T A**

	<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	14		AB	1520-$\frac{1}{2}$	386	(400- $\frac{1}{2}$)	CD	1520-$\frac{5}{8}$	386	(400- $\frac{5}{8}$)
	5		ABCD	1540-1	376	(400-1)				
	23		AB	1580-1	388	(400-1)	CD	1580-1$\frac{1}{8}$	388	(400-1 $\frac{1}{8}$)
	32		AB	1600/24	414	(500- $\frac{1}{2}$)	CD	1600/40	414	(500- $\frac{3}{4}$)
C CIRCLING			A	1640-1	448	(500-1)	B	1660-1	468	(500-1)
			C	1740-1$\frac{1}{2}$	548	(600-1 $\frac{1}{2}$)	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 $\frac{3}{4}$ SM NA.

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

21 APR 2022 to 19 MAY 2022

21 APR 2022 to 19 MAY 2022

RADAR INSTRUMENT APPROACH MINIMUMS