

# RADAR MINS

22111


N1


## RADAR INSTRUMENT APPROACH MINIMUMS

### FALLON NAS (VAN VOORHIS FLD) (KNFL), Fallon, NV Amdt 4

21APR22 (22111) (USN)

ELEV 3935

RADAR<sup>1</sup> - (E) 120.85x 121.875x 257.65x 277.4x 308.4x 346.4x 360.2x 

	<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>
PAR	7	3.0°/50/931	ABCDE	<b>4130</b> -¾	200	(200-¾)
	13L	3.0°/50/954	ABCDE	<b>4135</b> -¾	200	(200-¾)
	13R	3.0°/50/958	ABCDE	<b>4135</b> -¾	200	(200-¾)
	31L <sup>2</sup>	3.5°/57/934	ABCDE	<b>4197</b> -½	270	(300-½)
	31R	3.5°/57/925	ABCDE	<b>4198</b> -¾	270	(300-¾)
ASR	31L <sup>3</sup>		ABCDE	<b>4200</b> -1	273	(300-1)
	31R <sup>4</sup>		ABCDE	<b>4220</b> -1	292	(300-1)
	7		AB	<b>4340</b> -1	410	(500-1)
			CDE	<b>4340</b> -1½	410	(500-1½)
	13L <sup>5</sup>		AB	<b>4340</b> -1	405	(500-1)
			CDE	<b>4340</b> -1½	405	(500-1½)
	13R <sup>6</sup>		AB	<b>4340</b> -1	405	(500-1)
		CDE	<b>4340</b> -1½	405	(500-1½)	
 CIR	ALL RWY		AB	<b>4400</b> -1	465	(500-1)
			C	<b>4700</b> -2¼	765	(800-2¼)
			D	<b>4920</b> -3	985	(1000-3)
			E	<b>4960</b> -3	1025	(1100-3)

CAUTION: ATC Missed Approach Minimum Climb Rate to 6500

PAR/ASR	Rwy	Knots	60	120	180	240	300	360
	7	FPM	370	740	1110	1480	1850	2220
	13L/R	FPM	300	600	900	1200	1500	1800

<sup>1</sup>No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above.

<sup>2</sup>VGSI and PAR glidepath not coincident (VGSI Angle 3.50/TCH 61).

<sup>3</sup>Step Down Fix 3 NM 4980'.

<sup>4</sup>Step Down Fix 3 NM 4940'.

<sup>5</sup>Step Down Fix 3 NM 4960'.

<sup>6</sup>Step Down Fix 2 NM 4600'.

CAUTION: Fallon Muni Airport (uncontrolled) 5 NM NW pattern altitude 800' AGL.

18 MAY 2023 to 15 JUN 2023

18 MAY 2023 to 15 JUN 2023

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

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N1

SW-4

# RADAR MINS

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N2

## RADAR INSTRUMENT APPROACH MINIMUMS

**FORT HUACHUCA SIERRA VISTA, AZ** Orig-B, 10OCT19 (22083) (FAA) **ELEV 4719**  
**SIERRA VISTA MUNI-LIBBY AAF (FHU)**  
**RADAR-1** 127.05 254.25 **▽ ▲ 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>
PAR	26	3.00°/50/950	ABCDE	<b>4799-¾</b>	200	(100-¾)
	8	3.00°/41/782	ABCDE	<b>4919-¾</b>	200	(200-¾)
PAR W/O GS	26		AB	<b>5080-1</b>	481	(400-1)
			CDE	<b>5080-1½</b>	481	(400-1½)
	8		AB	<b>5100-1</b>	381	(400-1)
		CDE	<b>5100-1½</b>	381	(400-1½)	
CIRCLING	ALL RWY		A	<b>5080-1</b>	381	(400-1)
			B	<b>5180-1</b>	461	(500-1)
			C	<b>5180-1½</b>	461	(500-1½)
			D	<b>5280-2</b>	561	(600-2)
			E	<b>5340-2½</b>	621	(700-2½)

Circling NA south of Rwy 8-30.  
 Procedure NA when control tower is closed.

**FORT HUACHUCA SIERRA VISTA, AZ** Orig-B, 10OCT19 (22083) (FAA) **ELEV 4719**  
**SIERRA VISTA MUNI-LIBBY AAF (FHU)**  
**RADAR-2** 127.05 254.25 **▽ ▲ 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>
ASR	26		AB	<b>5180-1</b>	581	(500-1)
			CDE	<b>5180-1¼</b>	581	(500-1¼)
	8		AB	<b>5380-1</b>	661	(700-1)
			CDE	<b>5380-1½</b>	661	(700-1½)
CIRCLING	26		AB	<b>5180-1</b>	461	(500-1)
			C	<b>5180-1¼</b>	461	(500-1¼)
			D	<b>5280-2</b>	561	(600-2)
			E	<b>5340-2½</b>	621	(700-2½)
			8	AB	<b>5380-1</b>	661
			C	<b>5380-1½</b>	661	(700-1½)
			D	<b>5380-2</b>	661	(700-2)
	E	<b>5380-2½</b>	661	(700-2½)		

Circling NA south of Rwy 8-30.  
 ASR NA when tower is closed.

18 MAY 2023 to 15 JUN 2023

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## RADAR INSTRUMENT APPROACH MINIMUMS

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SW-4

**RADAR INSTRUMENT APPROACH MINIMUMS**

**YUMA MCAS/YUMA INTL (KNYL), Yuma, AZ Amdt 1 22APR21**

(21112) (USN)

ELEV 213

**RADAR - (E)** 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x **▼**

	<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	21R <sup>1</sup>	3.0 <sup>2</sup> /54/1073	ABCDE	<b>393</b> - $\frac{1}{2}$	200	(200- $\frac{1}{2}$ )
	3L	3.0 <sup>2</sup> /54/1021	ABCDE	<b>395</b> - $\frac{3}{4}$	200	(200- $\frac{3}{4}$ )
PAR W/O GS	3L		ABCDE	<b>560</b> -1	365	(400-1)
	21R <sup>2</sup>		AB	<b>600</b> - $\frac{1}{2}$	407	(400- $\frac{1}{2}$ )
			CDE	<b>600</b> - $\frac{3}{4}$	407	(400- $\frac{3}{4}$ )
ASR	3L		ABCDE	<b>560</b> -1	365	(400-1)
	3R		AB	<b>600</b> -1	412	(400-1)
			CDE	<b>600</b> - $\frac{1}{6}$	412	(400- $\frac{1}{6}$ )
	21L		AB	<b>640</b> -1	432	(500-1)
			CDE	<b>640</b> - $\frac{1}{4}$	432	(500- $\frac{1}{4}$ )
	21R <sup>3</sup>		AB	<b>640</b> - $\frac{1}{2}$	447	(500- $\frac{1}{2}$ )
			CDE	<b>640</b> - $\frac{7}{8}$	447	(500- $\frac{7}{8}$ )
CIR	ALL RWY		A	<b>680</b> -1	467	(500-1)
			B	<b>700</b> -1	487	(500-1)
			C	<b>800</b> - $\frac{1}{2}$	587	(600- $\frac{1}{2}$ )
			DE	<b>800</b> -2	587	(600-2)

<sup>1</sup>When ALS inop, increase CAT ABCDE vis to  $\frac{3}{4}$  mile.

<sup>2</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to  $\frac{1}{6}$  miles.

<sup>3</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to  $\frac{1}{6}$  miles.

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