

RADAR MINS

23166

N1

RADAR INSTRUMENT APPROACH MINIMUMS

ATLANTIC CITY, NJ

Amdt 16A, 11AUG22 (22223) (FAA)

ELEV 75

ATLANTIC CITY INTL (ACY)

RADAR-1 124.6 327.125 **▽ ▲**

	<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	13		AB	480/24	405	(500-½)	CDE	480/40	405	(500-¾)
	4		AB	480-1	412	(500-1)	CDE	480-1½	412	(500-1½)
	31		AB	480/55	416	(500-1¼)	CDE	480/60	416	(500-1¼)
	22		AB	600-1	532	(600-1)	CDE	600-1½	532	(600-1½)
C CIRCLING	ALL RWY		A	600-1	525	(600-1)	B	600-1	525	(600-1)
			C	620-1½	545	(600-1½)	D	640-2	565	(600-2)
			E	760-2½	685	(700-2½)				

For inoperative MALS, increase ASR S-13 CAT C/D/E visibility to RVR 6000.

Rwy 4 helicopter visibility reduction below ¾ SM not authorized.

MC GUIRE FLD, (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI),

NJ (Amdt 1, 18032 USAF)

ELEV 141

RADAR (E) - 119.05 120.0 269.025 **▽**

	<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	18*	3.0°/51/950	ABCDE	322-¾	200	(200-¾)
	36	3.0°/46/950	ABCDE	429-1	300	(300-1)

No-NOTAM MP: 0400-1100Z++ Mon-Fri, (by NOTAM if required).

PAR apch avbl 1200-0200Z++ Mon-Fri.

*Rwy 18, VGSI and PAR glidepaths not coincident.

18 APR 2024 to 16 MAY 2024

18 APR 2024 to 16 MAY 2024

NE-2

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WHEELER-SACK AAF (KGTB), Fort Drum, NY RADAR-1 Amdt 1A RADAR-2 Amdt 1

15JUN23 (23166) (USA)

ELEV **690**

RADAR¹- 124.875 307.125 **▼**

	<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>
RADAR-1						
PAR ^{2 3}	3	3.0°/54/1038	ABCDE	885 -½	200	(200-½)
	21	3.0°/58/1106	ABCDE	877 -½	200	(200-½)
RADAR-2						
ASR	21 ⁴		ABCDE	1100 -¾	423	(500-¾)
	3 ⁵		AB	1240 -½	555	(600-½)
			C	1240 -1⅙	555	(600-1⅙)
			D	1240 -1¼	555	(600-1¼)
			E	1240 -1½	555	(600-1½)
CIR ⁶	All Rwy		AB	1240 -1	550	(600-1)
			C	1240 -1½	550	(600-1½)
			D	1380 -2¼	690	(700-2¼)
			E	1640 -3	950	(1000-3)

¹Opr 1500-0400Z++ Mon-Fri exc federal hol.

²When ALS inop, increase CAT ABCDE vis to ¾ mile.

³VGSI and PAR glide path not coincident.

⁴When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.

⁵When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1⅙ miles, CAT D vis to 1¼ miles, CAT E vis to 2 miles.

⁶Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and Rwy 15-33. Circling NA for CAT B, C, and D to Rwy 8.

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