

# RADAR MINS

18256

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

### AKRON, OH

### AKRON-CANTON RGNL (CAK)

RADAR-1 125.5 371.875 (EAST) 118.6 269.25 (WEST) 

Amdt 24, 13JAN11 (14205) (FAA)

ELEV 1228


ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
1	5		ABC	1600/24	391	(400-½)	D	1600/50	391	(400-1)
			AB	1620-½	421	(500-½)	C	1620-¾	421	(500-¾)
			D	1620-1	421	(500-1)				
	19		AB	1700/24	482	(500-½)	C	1700/40	482	(500-¾)
			D	1700/50	482	(500-1)				
23		AB	1700/24	474	(500-½)	C	1700/40	474	(500-¾)	
		D	1700/50	474	(500-1)					
CIRCLING			AB	1760-1	532	(600-1)	C	1760-1½	532	(600-1½)
			D	1780-2	552	(600-2)				

Procedure NA when Akron-Canton approach control closed.

For inoperative MALSR, increase S-1 and S-5 CAT D visibility to RVR 6000.

### EVANSVILLE, IN

### EVANSVILLE RGNL (EVV)

RADAR-1 124.025 290.9 

Amdt 7A, 13SEP18 (18256) (FAA)

ELEV 422

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
4	18	22	AB	860-1	471	(500-1)	CD	860-1¾	471	(500-1¾)
			AB	880-1	484	(500-1)	CD	880-1¾	484	(500-1¾)
			AB	900/24	478	(500-½)	CD	900/45	478	(500-¾)
			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.

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### 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/</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	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)
<b>Ⓢ</b> CIRCLING			AB	1320-1	505	(600-1)	C	1420-1¼	605	(700-1%)
			D	1520-2¼	705	(800-2¼)	E	1520-2½	705	(800-2¼)

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

### MANSFIELD, OH

Amdt 4A, 07MAY09 (09127) (FAA)

ELEV 1297

### MANSFIELD LAHM RGNL (MFD)

RADAR-1 124.2 390.8 **▲**

	<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	23		AB	1700-1	405	(500-1)	CD	1700-1¼	405	(500-1¼)
	5		AB	1740-1	443	(500-1)	C	1740-1¼	443	(500-1¼)
			D	1740-1½	443	(500-1½)				
CIRCLING			AB	1760-1	463	(500-1)	C	1760-1½	463	(500-1½)
			D	1880-2	583	(600-2)				

When control tower closed, ASR NA.

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## RADAR INSTRUMENT APPROACH MINIMUMS

### TERRE HAUTE, IN TERRE HAUTE RGNL (HUF)

Amdt 5A, 29MAR18 (18088) (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/ HATH/</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/</u>	<u>CEIL-VIS</u>
ASR	5		AB	1220/24	648	(700-½)	CDE	1220-1%	648	(700-1¾)
	23		AB	1100-1	518	(600-1)	CDE	1100-1%	518	(600-1¾)
	32		ABCDE	940-1	351	(400-1)				
<b>C</b> CIRCLING			AB	1220-1	631	(700-1)	C	1220-1%	631	(700-1¾)
			D	1260-2¼	671	(700-2¾)	E	1260-2½	671	(700-2¾)

Circling NA NW of Rwy 5-23 for Category E aircraft.

When control tower closed, procedure NA.

Rwy 5, for inoperative MALSR, increase S-5 Category E visibility to 1%.

Rwy 32, helicopter visibility reduction below ¾ SM not authorized.

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### TOLEDO, OH

Amdt 19B, 27JUN13 (13318) (FAA)

ELEV 683

### 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/ HATH/</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/</u>	<u>CEIL-VIS</u>
ASR	25		ABC	1040-½	362	(400-½)	DE	1040-1	362	(400-1)
	16		ABC	1060-1	386	(400-1)	DE	1060-1¼	386	(400-1¼)
	7		AB	1140/24	457	(500-½)	C	1140/40	457	(500-¾)
			DE	1140/50	457	(500-1)				
	34		AB	1080-1	412	(500-1)	CD	1080-1¼	412	(500-1¼)
			E	1080-1½	412	(500-1½)				
CIRCLING			AB	1180-1	497	(500-1)	C	1180-1½	497	(500-1½)
			D	1240-2	557	(600-2)	E	1400-2½	717	(800-2½)

For inoperative ALSF-2, increase S-7 CAT E visibility to 1½.

For inoperative MALSR, increase S-25 CAT D/E visibility to 1¼.

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**YOUNGSTOWN-WARREN, OH**

Amdt 13B, 12NOV15 (15316) (FAA)

ELEV 1196

**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/ HATH/</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/</u>	<u>CEIL-VIS</u>
ASR	14		ABC	1520-½	386	(400-½)	D	1520-1	386	(400-1)
	5		ABC	1520-1	356	(400-1)	D	1520-1¼	356	(400-1¼)
	23		ABC	1580-1	388	(400-1)	D	1580-1¼	388	(400-1¼)
	32		AB	1600/24	415	(500-½)	C	1600/40	415	(500-¾)
			D	1600/50	415	(500-1)				
CIRCLING			A	1640-1	444	(500-1)	B	1660-1	464	(500-1)
			C	1660-1½	464	(500-1½)	D	1760-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.

Category D S-32 visibility increased ¼ mile for inoperative MALSR.

Night Landing: Rwy 5 NA.

ASR 5 helicopter visibility reduction below 1 SM not authorized.

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