

RADAR MINS

N1

09295

RADAR INSTRUMENT APPROACH MINIMUMS

AKRON, OH

Amdt. 23, July 5, 2007 (FAA)

ELEV 1228

AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST) ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	HAA	CEIL-VIS	CAT	DA/	HAT/	HAA	CEIL-VIS
				MDA-VIS	HATH/				MDA-VIS	HATH/		
ASR	1		ABC	1580/24		371	(400-½)	D	1580/50		371	(400-1)
	5		ABC	1580-1		378	(400-1)	D	1580-1¼		378	(400-1¼)
	19		ABC	1580/24		362	(400-½)	D	1580/50		362	(400-1)
	23		ABC	1620/24		392	(400-½)	D	1620/50		392	(400-1)
CIRCLING			A	1660-1		432	(500-1)	B	1680-1		452	(500-1)
			C	1680-1½		452	(500-1½)	D	1780-2		552	(600-2)

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-19 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR to 6000, and S-23 CAT D visibility to RVR 6000.

DAYTON, OH

Amdt. 9, OCT 22, 2009 (FAA)

ELEV 1010

JAMES M. COX DAYTON INTL

RADAR - 118.425 126.5 134.45 294.5 352.05 ▽

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	HAA	CEIL-VIS	CAT	DA/	HAT/	HAA	CEIL-VIS
				MDA-VIS	HATH/				MDA-VIS	HATH/		
ASR	6L		ABC	1380/24		382	(400-½)	D	1380/50		382	(400-1)
	36		AB	1420-1		411	(500-1)	CD	1420-1¼		411	(500-1¼)
CIRCLING			AB	1480-1		471	(500-1)	C	1480-1½		471	(500-1½)
			D	1560-2		551	(600-2)					

For inoperative ALSF-2 increase S-6L Category D visibility to RVR 6000.

EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA)

ELEV 418

EVANSVILLE RGNL

RADAR-1 - 126.4 226.4 ▽

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	HAA	CEIL-VIS	CAT	DA/	HAT/	HAA	CEIL-VIS
				MDA-VIS	HATH/				MDA-VIS	HATH/		
ASR	22		AB	880/24		462	(500-½)	C	880/40		462	(500-¾)
			D	880/50		462	(500-1)					
			AB	880-1		495	(500-1)	C	880-1¼		495	(500-1¼)
	4		D	880-1½		495	(500-1½)					
			AB	880-1		497	(500-1)	C	880-1¼		497	(500-1¼)
	36		D	880-1½		497	(500-1½)					
			AB	880-1		484	(500-1)	C	880-1¼		484	(500-1¼)
	18		D	880-1½		484	(500-1½)					
			AB	880-1		522	(600-1)	B	960-1		542	(600-1)
CIRCLING			C	960-1½		542	(600-1½)	D	980-2		562	(600-2)

When control tower closed, procedure NA. Visibility reduction by helicopters NA.

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FORT WAYNE, IN
FORT WAYNE INTL
 RADAR - 127.2 284.6 ▽ ▲

Amdt 25, JUL 2, 2009 (FAA)

ELEV 814

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/			
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS	
ASR	5		AB	1300/24	486	(500-½)	C	1300/40	486	(500-¾)	
			D	1300/50	486	(500-1)	E	1300/60	486	(500-1¼)	
	14		AB	1300-1	498	(500-1)	C	1300-1¼	498	(500-1¼)	
			D	1300-1½	498	(500-1½)	E	1300-1¾	498	(500-1¾)	
	23		AB	1300-1	501	(600-1)	CD	1300-1½	501	(600-1½)	
			E	1300-1¾	501	(600-1¾)					
	32		AB	1260/24	460	(500-½)	C	1260/40	460	(500-¾)	
			DE	1260/50	460	(500-1)					
	CIRCLING			AB	1300-1	486	(500-1)	C	1300-1½	486	(500-1½)
				D	1380-2	566	(600-2)	E	1520-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.
 Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.
 LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)
 RADAR - Ctc APP CON - (E) 121.05 318.2 379.3

ELEV 812

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS
ASR ¹	5 ²		AB	1180/24	368	(400-½)
			CDE	1180/40	368	(400-¾)
	23 ³		AB	1260/24	460	(500-½)
			C	1260/40	460	(500-¾)
			DE	1260/50	460	(500-1)
CIR	All Rwy	AB	1340-1	528	(600-1)	
		C	1340-1½	528	(600-1½)	
		D	1380-2	568	(600-2)	
		E	1440-2	628	(700-2)	

¹No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z ++dly, (contingent upon manpower and eqpt availability). ²When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. ³When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

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MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA)

ELEV 1297

MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 **▲**

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
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)
CIRCLING			D	1740-1½	443	(500-1½)				
			AB	1760-1	463	(500-1)	C	1760-1½	463	(500-1½)
			D	1880-2	583	(600-2)				

When control tower closed, ASR NA.

TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA)

ELEV 589

TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 **▲**

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR	5		ABC	920/24	347	(400-½)	DE	920/50	347	(400-1)
	32		ABCD	920-1	331	(400-1)	E	920-1¼	331	(400-1¼)
	23		ABC	940-1	357	(400-1)	DE	940-1¼	357	(400-1¼)
CIRCLING			A	1020-1	431	(500-1)	B	1040-1	451	(500-1)
			C	1040-1½	451	(500-1½)	D	1140-2	551	(600-2)
			E	1240-2¼	651	(700-2¼)				

For inoperative MALSRS, increase S-5 Category D and E visibility to RVR 6000.

Circling not authorized NW of Rwy 5/23 for Category E aircraft.

When control tower closed, procedure NA.

TOLEDO, OH

Amdt. 19, AUG 18, 1994 (FAA)

ELEV 684

TOLEDO EXPRESS

RADAR - 134.35 317.55 **▼▲**

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR	25		ABC	1040-½	362	(400-½)	DE	1040-1	362	(400-1)
	34		ABC	1040-1	372	(400-1)	DE	1040-1¼	372	(400-1¼)
	16		ABC	1060-1	386	(400-1)	DE	1060-1¼	386	(400-1¼)
	7		ABC	1080/24	397	(400-½)	DE	1080/50	397	(400-1)
CIRCLING			AB	1180-1	496	(500-1)	C	1180-1½	496	(500-1½)
			D	1240-2	556	(600-2)	E	1360-2½	676	(700-2½)

Category D S-7 visibility increased to RVR 6000 for inoperative ALSF-2.

Category D S-25 visibility increased to 1¼ miles for inoperative MALSRS.

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YOUNGSTOWN-WARREN, OH

Amdt. 13, OCT 8, 1998 (FAA)

ELEV 1196

YOUNGSTOWN-WARREN RGNL

RADAR - 133.95 322.3 **▽ ▲**

	RWY	GS/TCH/RPI	DA/		HAT/	CEIL-VIS	DA/		HAT/	CEIL-VIS
			CAT	MDA-VIS	HAA		CAT	MDA-VIS	HAA	
ASR	5		ABC	1520-1	356	(400-1)	D	1520-1¼	356	(400-1¼)
	14		ABC	1520-½	386	(400-½)	D	1520-1	386	(400-1)
	23		ABC	1580-1	388	(400-1)	D	1580-1¼	388	(400-1¼)
	32		ABC	1580/24	395	(400-½)	D	1580/50	395	(400-1)
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 MALSRL.

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

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