

# RADAR MINS

23362

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

**CAIRNS AAF (KOZR)**, Fort Novosel, AL RADAR 1 Orig 01DEC22 (23138) (USA)

ELEV 301

**RADAR - (E)** (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.275 220°-340°)  
 (121.1 319.25 341°-020°) **▼ ▲** NA

	<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>
<b>RADAR 1</b>						
PAR	6 <sup>1</sup>	2.7°/57/1158	ABCD	498/24	200	(200-½)
PAR W/O GS	6 <sup>2</sup>		AB	780/24	482	(500-½)
			CD	780/50	482	(500-1)
<b>◻</b> CIR <sup>3</sup>	All Rwy		A	780-1	479	(500-1)
			B	820-1	519	(600-1)
			C	900-1½	599	(600-1½)
			D	900-2	599	(600-2)

<sup>1</sup>When ALS inop, increase RVR to 40 and vis to ¾ mile.

<sup>2</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1½ miles.

<sup>3</sup>Circling to Rwy 24 NA at night.

**DOBBINS ARB (KMGE)**, Marietta, GA Amdt 7 16JUN22 (22363) (USAF)

ELEV 1069

**RADAR<sup>1</sup>** - Ctc ATLANTA APP CON (E) 121.0 268.7 **▼**

	<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>
ASR	11 <sup>2</sup>		AB	1600/40	531	(600-¾)
			CDE	1600/55	531	(600-1)
	29 <sup>3</sup>		AB	1660/40	646	(600-¾)
			CDE	1660-1%	646	(600-1%)
<b>◻</b> CIR <sup>4</sup>	All Rwy		AB	1660-1	591	(600-1)
			C	1720-1⅙	651	(700-1⅙)
			D	1720-2	651	(700-2)
			E	1720-2¼	651	(700-2¼)

<sup>1</sup>Opr 1200-0400Z++. Surveillance approaches unavbl on non-UTA weekends.

<sup>2</sup>When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

<sup>3</sup>When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

<sup>4</sup>CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized all CATs.

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## RADAR INSTRUMENT APPROACH MINIMUMS

### HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 19227 USA)

ELEV 41

RADAR - (E) 127.65 134.7 307.125 317.475 **T A** NA Pro NA when Hunter Ctl Twr clsd.

	<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>
<b>RADAR 1 (SAVANNAH)<sup>1 2</sup></b>						
ASR	10 <sup>3</sup>		AB	<b>460</b> - <sup>3</sup> / <sub>4</sub>	434	(500- <sup>3</sup> / <sub>4</sub> )
			C	<b>460</b> -1 <sup>1</sup> / <sub>4</sub>	434	(500-1 <sup>1</sup> / <sub>4</sub> )
			D	<b>460</b> -1 <sup>1</sup> / <sub>2</sub>	434	(500-1 <sup>1</sup> / <sub>2</sub> )
	28		AB	<b>540</b> /24	499	(600- <sup>1</sup> / <sub>2</sub> )
			CD	<b>540</b> /50	499	(600-1)
<b>CIR<sup>4</sup></b>	10-28		A	<b>540</b> -1	499	(500-1)
			B	<b>580</b> -1	539	(600-1)
			C	<b>580</b> -1 <sup>1</sup> / <sub>2</sub>	539	(600-1 <sup>1</sup> / <sub>2</sub> )
			D	<b>600</b> -2	559	(600-2)
<b>RADAR 2 (HUNTER)<sup>5</sup></b>						
PAR	28 <sup>8</sup>	3.0°/50/842	ABCD	<b>241</b> /24	200	(200- <sup>1</sup> / <sub>2</sub> )
	10 <sup>6 7</sup>	3.0°/49/937	ABCD	<b>226</b> - <sup>3</sup> / <sub>4</sub>	200	(200- <sup>3</sup> / <sub>4</sub> )

<sup>1</sup>Opr 1100-0500Z++.

<sup>2</sup>Wx radar avbl.

<sup>3</sup>For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D.

<sup>4</sup>Circling NA N of Rwy 10-28 for CAT D.

<sup>5</sup>Opr 1230-0400Z++ Mon-Thu; 1230-0200Z++ Fri, exc hol.

<sup>6</sup>Inop table does not apply to ALSF.

<sup>7</sup>PAR Rwy 10 VGS1 and PAR glidepath not coincident.

<sup>8</sup>PAR Rwy 28 VGS1 and PAR glidepath not coincident.

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### HUNTSVILLE, AL

Amdt 11, 25FEB21 (21168) (FAA)

ELEV 629

### HUNTSVILLE INTL-CARL T JONES FLD (HSV)

RADAR-1 125.6 354.1 **T A**

	<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	36L		AB	<b>1000</b> /24	384	(400- <sup>1</sup> / <sub>2</sub> )	CDE	<b>1000</b> /35	384	(400- <sup>3</sup> / <sub>4</sub> )
	36R		AB	<b>1020</b> /24	425	(500- <sup>1</sup> / <sub>2</sub> )	CDE	<b>1020</b> /40	425	(500- <sup>3</sup> / <sub>4</sub> )
	18R		AB	<b>1060</b> /24	431	(500- <sup>1</sup> / <sub>2</sub> )	CDE	<b>1060</b> /40	431	(500- <sup>3</sup> / <sub>4</sub> )
	18L		AB	<b>1160</b> /24	551	(600- <sup>1</sup> / <sub>2</sub> )	CDE	<b>1160</b> /60	551	(600-1 <sup>1</sup> / <sub>4</sub> )
<b>C</b> CIRCLING	ALL RWY		AB	<b>1160</b> -1	531	(600-1)	C	<b>1200</b> -1 <sup>1</sup> / <sub>2</sub>	571	(600-1 <sup>1</sup> / <sub>2</sub> )
			D	<b>1340</b> -2 <sup>1</sup> / <sub>4</sub>	711	(800-2 <sup>1</sup> / <sub>4</sub> )	E	<b>1340</b> -2 <sup>1</sup> / <sub>2</sub>	711	(800-2 <sup>1</sup> / <sub>2</sub> )

When control tower closed, ASR NA.

Circling NA for CAT E east of Rwy 18L-36R.

For inoperative ALS, increase S-ASR 18L CAT E visibility to 1<sup>1</sup>/<sub>2</sub> SM.

For inoperative ALS, increase S-ASR 18R and S-ASR 36R CAT E visibility to 1<sup>1</sup>/<sub>4</sub> SM.

For inoperative ALS, increase S-ASR 36L CAT E visibility to RVR 6000.

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## RADAR INSTRUMENT APPROACH MINIMUMS

### MOBILE, AL

Amdt 5B, 14JUL22 (22195) (FAA)

ELEV 219

### MOBILE RGNL (MOB)

RADAR-1 118.5 269.3 **▽**

	<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	33		AB	580/24	365	(400-½)	CDE	580/35	365	(400-¾)
	15		AB	620/24	401	(500-½)	CDE	620/40	401	(500-¾)

<b>C</b> CIRCLING	ALL RWY		AB	680-1	461	(500-1)	C	740-1½	521	(600-1½)
			D	780-2	561	(600-2)	E	NA		

Rwy 15: For inoperative ALS, increase S-15 CAT E visibility to RVR 6000.

Rwy 33: For inoperative ALS, increase S-33 CAT C/D/E visibility to RVR 5500.

### MONTGOMERY, AL

Amdt 9A, 31MAR16 (21168) (FAA)

ELEV 221

### MONTGOMERY RGNL (DANNELLY FLD) (MGM)

RADAR-1 124.0 363.025 **▽** **△** NA

	<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	10		ABCDE	600/40	382	(400-¾)				
	28		ABCDE	620-¾	423	(400-¾)				
CIRCLING	ALL RWY		AB	700-1¼	479	(500-1¼)	C	800-1½	579	(600-1½)
			D	860-2	639	(700-2)	E	860-2¼	639	(700-2¼)

Circling NA for CAT E north of Rwy 10-28.

For inoperative MALSR, increase S-10 CATS A/B visibility to RVR 5000 and CAT E visibility to 1¼ mile.

When control tower closed, procedure NA.

### REDSTONE AAF (KHUA), Redstone Arsenal, AL Amdt 4 05OCT23

ELEV 685

(23278) (USA)

RADAR<sup>1</sup> - (E) (125.6 354.1E) (118.05 239.0W) **▽** **△**

	<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	35 <sup>2</sup>	3.0 <sup>7</sup> /50/918	ABCDE	954-1	293	(300-1)
	17 <sup>3</sup>	3.0 /46/924	ABCDE	1035-1	350	(400-1)

<sup>1</sup>GCA opr 1345-2130Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. Inop table does not apply.

<sup>2</sup>Procedure not authorized when R2104A or R2104C or R2104D are active.

<sup>3</sup>Procedure not authorized when R2104A or R2104B or R2104C are active.

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**TROY, AL**

Amdt 10B, 21MAY20 (22195) (FAA)

ELEV 397

**TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)**

RADAR-1 121.1 319.25 **▽▲**

	<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	7	3.0°/44/843	ABCD	627-¾	246	(300-¾)
PAR W/O GS	7		AB CD	1020-1 1020-1¾	639 639	(700-1) (700-1¾)
<b>G</b> CIRCLING	ALL RWY		AB C D	1020-1 1300-2¾ 1380-3	623 903 983	(700-1) (1000-2¾) (1000-3)

When control tower closed, procedure NA.  
Night landing: Rwy 14, 32 NA.

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