

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION  
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- FAR PART 97.31**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES (Sectors and distances measured from radar antenna)												MISSED APPROACH	
FROM	TO	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MAP:	
												RW15: THLD RW33: THLD	
AS ESTABLISHED BY THE CURRENT MOBILE, AL. ASR MINIMUM VECTORING ALTITUDE CHART.												RWY 15: CLIMB TO 900 THEN CLIMBING RIGHT TURN TO 2000 ON HEADING 200 AND SJI VORTAC R-140 TO SAINT INT AND HOLD SW, RT, 062.22 INBOUND.	
												RWY 33: CLIMB TO 700 THEN CLIMBING LEFT TURN TO 2000 DIRECT SJI VORTAC AND HOLD W, RT, 105.00 INBOUND	

**MINIMUMS**

TAKEOFF:	STANDARD	<input checked="" type="checkbox"/> SEE FAA FORM 8260-15A FOR THIS AIRPORT	ALTERNATE: N A			STANDARD									
CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
ASR-15	620	2400	401	620	2400	401	620	4000	401	620	4000	401	620	4000	401
ASR-33	580	2400	365	580	2400	365	580	3500	365	580	3500	365	580	3500	365
CIRCLING	680	1	461	680	1	461	740	1 1/2	521	780	2	561		NA	

NOTES:  
 RW15 FAF: 5 MILES FROM THRESHOLD MINIMUM ALTITUDE 1900, 2 MILES FROM THRESHOLD MINIMUM ALTITUDE 900, FINAL APPROACH COURSE 145.17.  
 RECOMMENDED ALTITUDE: 4 MILES 1580, 3 MILES 1240, 2 MILES 920.  
 RW33 FAF: 5 MILES FROM THRESHOLD MINIMUM ALTITUDE 1900, 2 MILES FROM THRESHOLD MINIMUM ALTITUDE 900, FINAL APPROACH COURSE 325.24.  
 RECOMMENDED ALTITUDE: 4 MILES 1580, 3 MILES 1240, 2 MILES 920, 1 MILE 600.  
 RW15: FOR INOPERATIVE MALSR, INCREASE S-15 CAT E VISIBILITY TO RVR 6000.  
 RW33: FOR INOPERATIVE MALSR, INCREASE S-33 CAT C/D/E VISIBILITY TO RVR 5500.

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT

ADDITIONAL FLIGHT DATA  
 TDZE: 219 RWY: 15 TDZE: RWY:  
 TDZE: 215 RWY: 33 TDZE: RWY:  
 RW15 FAS OBST: 365 TANK 304322N/0881536W  
 RW33 FAS OBST: 321 TWR 304051N/0881335W  
 CHART CIRCLING ICON.

MAG VAR: 1W EPOCH YEAR: 2010

CITY AND STATE	ELEVATION: 219	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP	RADAR-1
MOBILE, AL	AIRPORT NAME: MOBILE RGNL	MOB ASR	RADAR-1, AMDT 5A 29 MAY 2014	AMDT:	5
				DATED:	07/06/06