

**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	T O	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MAP:
												RWY 12, 30: THLD
												RWY 12: CLIMBING LEFT TURN TO 3100 ON HEADING 035 AND ECB R-051 TO CROUP INT/ECB 31.83 DME AND HOLD NE, RT, 231.12 INBOUND.
												RWY 30: CLIMBING RIGHT TURN TO 3100 ON HEADING 067 AND ECB R-051 TO CROUP INT/ECB 31.83 DME AND HOLD NE, RT, 231.12 INBOUND.

AS ESTABLISHED BY THE CURRENT HUNTINGTON ASR MINIMUM VECTORING ALTITUDE CHART.

MINIMUMS

TAKEOFF:		STANDARD	☒	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 S-12	1260	4000	433	1260	4000	433	1260	4000	433	1260	4000	433					
ASR S-30	1300	1	472	1300	1	472	1300	1 3/8	472	1300	1 3/8	472					
CIRCLING	1340	1	512	1340	1	512	1340	1 1/2	512	1420	2	592					

NOTES:

RWY 12: FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2600; MINIMUM ALTITUDE 2.5 MILE FIX 1760; FINAL APPROACH COURSE 118. RECOMMENDED ALTITUDE: 4 MILES 2260; 3 MILES 1920; 2 MILES 1560.

RWY 30: FAF 6 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2800; MINIMUM ALTITUDE 3 MILE FIX 1840; FINAL APPROACH COURSE 298. RECOMMENDED ALTITUDE: 5 MILES 2480; 4 MILES 2160; 3 MILES 1840; 2 MILES 1520.

CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO ASR S-12 CATS A AND B.

CHART NOTE: FOR INOPERATIVE MALSR INCREASE ASR S-12 CATS C AND D VISIBILITY TO RVR 5000.

CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

ADDITIONAL FLIGHT DATA

THRE: 826.9 RWY: 12 THRE: 827.8 RWY: 30
THRE: RWY: THRE: RWY:

RWY 12: FAS OBST: 1010 TOWER
382329N/0823520W
RWY 30: FAS OBST: 1036 T-L TOWER
382045N/0823213W

MAG VAR: 6W EPOCH YEAR: 95

CITY AND STATE	ELEVATION: 828	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP
HUNTINGTON, WV	AIRPORT NAME:	HTS ASR	RADAR-1, AMDT 8 11/15/2012	AMDT: 7
	TRI-STATE/MILTON J. FERGUSON FIELD			DATED: 12/16/10