

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RADAR - STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.31**

Bearings, headings, courses, tracks 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 feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for en route 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.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
KYNG	RADAR-1	15	YOUNGSTOWN/WARREN	OH		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
1192		RADAR-1	14	4/25/2019	8W	1990
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>			
YNG ASR		16 MAY 2024	ROUTINE			

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES *(Sectors and distances measured from radar antenna)*

<u>FROM</u>	<u>TO</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
AS ESTABLISHED BY THE CURRENT YOUNGSTOWN-WARREN ASR ASR MINIMUM VECTORING ALTITUDE											

MISSED APPROACH

MAP:

RWY 5, 14, 23, 32: 0.50 NM FROM THLD.

MISSED APPROACH INSTRUCTIONS:

RWY 5: CLIMB TO 3000, EXPECT RADAR VECTORS.

RWY 14: CLIMB TO 3000, EXPECT RADAR VECTORS.

RWY 23: CLIMB TO 3000, EXPECT RADAR VECTORS.

RWY 32: CLIMB TO 3000, EXPECT RADAR VECTORS.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):



NOTES:

RWY 5: FAF 4.7 NM FROM THRESHOLD, MINIMUM ALTITUDE 2800; FINAL APPROACH COURSE 053. RECOMMENDED ALTITUDES: 4 NM 2560; 3 NM 2200; 2 NM 1860.

RWY 14: FAF 5.1 NM FROM THRESHOLD (AT MOSKI OM), MINIMUM ALTITUDE 2800; FINAL APPROACH COURSE 143. RECOMMENDED ALTITUDES: 5 NM 2760; 4 NM 2440; 3 NM 2120; 2 NM 1800.

RWY 23: FAF 4.9 NM FROM THRESHOLD, MINIMUM ALTITUDE 2800; MINIMUM ALTITUDE 3 NM FIX 2160; FINAL APPROACH COURSE 233. RECOMMENDED ALTITUDES: 4 NM 2500; 3 NM 2180; 2 NM 1860.

RWY 32: FAF 4.9 NM FROM THRESHOLD (AT FETCH OM), MINIMUM ALTITUDE 2800; MINIMUM ALTITUDE 3 NM FIX 1760; FINAL APPROACH COURSE 323. RECOMMENDED ALTITUDES: 4 NM 2500; 3 NM 2180; 2 NM 1860.

CHART NOTE: STRAIGHT-IN AND CIRCLING RWY 5 NA AT NIGHT.

CHART NOTE: STRAIGHT-IN AND CIRCLING RWY 23 NA AT NIGHT.

CHART NOTE: RWY 5 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.

CHART NOTE: RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.

CHART NOTE: FOR INOPERATIVE ALS INCREASE ASR-14 CAT C/D VISIBILITY TO 1 1/8 SM.

CHART NOTE: FOR INOPERATIVE ALS INCREASE ASR-32 CAT C/D VISIBILITY TO RVR 6000.

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

ADDITIONAL FLIGHT DATA:

<u>TDZE:</u>	<u>RWY:</u>	<u>TDZE:</u>	<u>RWY:</u>	<u>TDZE:</u>	<u>RWY:</u>	<u>TDZE:</u>	<u>RWY:</u>
1164.2	05	1134.2	14	1191.6	23	1185.8	32

FAS OBST: RWY 5: 1277 AAO 411209N/0804312W.

FAS OBST: RWY 14: 1262 TREE (39-131255) 411736N/0804104W.

FAS OBST: RWY 23: 1328 TANK (39-001663) 411608N/0804037W.

FAS OBST: RWY 32: 1332 TOWER (39-020127) 411404N/083953W.

7:1 OBST: RWY 23: 1424 AAO 411733N/0803445W.

7:1 OBST: RWY 32: 1416 TOWER 411237N/0803409W.



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT
ALTERNATE: NA ☐ STANDARD. NA WHEN CONTROL YOUNGSTOWN APPROACH CLOSED. NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:		A		B		C		D		E					
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
ASR-5	1540	1	376	1540	1	376	1540	1	376	1540	1	376			
ASR-14	1540	1/2	406	1540	1/2	406	1540	3/4	406	1540	3/4	406			
ASR-23	1600	1	408	1600	1	408	1600	1 1/8	408	1600	1 1/8	408			
ASR-32	1600	2400	414	1600	2400	414	1600	4000	414	1600	4000	414			
CIRCLING	1640	1	448	1660	1	468	1740	1 1/2	548	1760	2	568			



CHANGES - REASONS:

1. CHANGED S-5 FINAL APPROACH FIX DISTANCE AND RECOMMENDED ALTITUDE FROM "RWY 5: FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2800, FINAL APPROACH COURSE 052.96, RECOMMENDED ALTITUDES: 4 MILES 2480, 3 MILES 2160, 2 MILES 1820." TO "FAF 4.7 NM FROM THRESHOLD, MINIMUM ALTITUDE 2800; FINAL AND APPROACH COURSE: 053. RECOMMENDED ALTITUDE: 4 NM 2560; 3 NM 2200; 2 NM 1860." – IAW FAA ORDER 8260.19I, PARA 8-6-9(S) AND OPTIMAL DESCENT.
2. CHANGED MISSED APPROACH INSTRUCTION S-5 FROM "CLIMB TO 3000 THEN LEFT TURN DIRECT YNG VORTAC AND HOLD N, LT, 183.00 INBOUND." TO "CLIMB TO 3000. EXPECT RADAR VECTORS." – YOUNGSTOWN VOR/DME REMOVAL AT ATC REQUEST.
3. DELETE NOTE: STRAIGHT-IN/CIRCLING RWY 5 NA AT NIGHT. – ADDED NEW FORMAT.
4. CHART NOTE: STRAIGHT-IN AND CIRCLING RWY 5 NA AT NIGHT. – IAW 8260.19I, 8-6-11 (O)(2) FORMAT FOR CLARITY.
5. CHANGED FAS OBSTACLE RWY 5 FROM "1272 TOWER 411445N/0804209W" TO "1277 AAO 411209N/0804312W" – NEW OBSTACLE.
6. CHANGED S-14 RECOMMENDED ALTITUDE FROM "FAF 5.1 MILES FROM THRESHOLD (AT MOSKI OM), MINIMUM ALTITUDE 2800, FINAL APPROACH COURSE 142.95, RECOMMENDED ALTITUDES: 4 MILES 2440, 3 MILES 2120, 2 MILES 1800." TO "FAF 5.1 NM FROM THRESHOLD (AT MOSKI OM), MINIMUM ALTITUDE 2800; FINAL APPROACH COURSE: 143. RECOMMENDED ALTITUDE: 5 NM 2760; 4 NM 2440; 3 NM 2120; 2 NM 1800." – IAW FAA ORDER – 8260.19I, PARA 8-6-9(S) AND OPTIMAL DESCENT.
7. CHANGED MISSED APPROACH INSTRUCTION S-14 FROM "CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 3000 DIRECT YNG VORTAC AND HOLD N, LT, 183.00 INBOUND." TO "CLIMB TO 3000. EXPECT RADAR VECTORS." – YOUNGSTOWN VOR/DME REMOVAL AT ATC REQUEST.
8. CHANGED S-14 MDA/HAT FROM 1520/386 TO 1540/406 AND CAT C AND D FROM 5/8 TO 3/4. – TO CANCEL NOTAM 3/9081.
9. CHART NOTE: FOR INOPERATIVE ALS INCREASE ASR - 14 CAT C/D VISIBILITY TO 1 1/8 SM.
10. CHANGED FAS OBSTACLE RWY 14 FROM "1259 TREE 411727N/0804047W" TO "1262 TREE (39-131255) 411736N/0804104.37W" – NEW OBSTACLE.
11. CHANGED S-23 APPROACH FIX DISTANCE AND RECOMMENDED ALTITUDE FROM "FAF 6 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2800, MINIMUM ALTITUDE 2 MILE FIX 1680, FINAL APPROACH COURSE 232.97, RECOMMENDED ALTITUDES: 5 MILES 2540, 4 MILES 2280, 3 MILES 2020, 2 MILES 1760." TO "FAF 4.9 NM FROM THRESHOLD, MINIMUM ALTITUDE 2800; MINIMUM ALTITUDE 3 NM FIX 2160; FINAL APPROACH COURSE: 233. RECOMMENDED ALTITUDE: 4 NM 2500; 3 NM 2180; 2 NM 1860" – IAW FAA ORDER 8260.19I, PARA 8-6-9(S).
12. CHANGED MISSED APPROACH INSTRUCTION S-23 FROM "CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 3000 DIRECT YNG VORTAC AND HOLD N, LT, 183.00 INBOUND." TO "CLIMB TO 3000. EXPECT RADAR VECTORS." – YOUNGSTOWN VOR/DME REMOVAL AT ATC REQUEST.
13. CHANGED S-23 MDA/HAT FROM 1580/388 TO 1600/408. - TO CANCEL NOTAM 3/9081.
14. CHART NOTE: STRAIGHT-IN AND CIRCLING RWY 23 NA AT NIGHT. - IAW 8260.19I, 8-6-11 (O)(2) FORMAT FOR CLARITY.
15. CHANGED NOTE FROM "RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. TO "RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED." – 20:1 PENETRATION.
16. CHANGE S-32 APPROACH FIX DISTANCE AND RECOMMENDED ALTITUDE FROM "FAF 4.7 MILES FROM THRESHOLD (AT FETCH OM), MINIMUM ALTITUDE 2800, MINIMUM ALTITUDE 2 MILE FIX 1660, FINAL APPROACH COURSE 322.97, RECOMMENDED ALTITUDES: 4 MILES 2560, 3 MILES 2240. 2 MILES 1900." TO "FAF 4.9 NM FROM THRESHOLD (AT FETCH OM), MINIMUM ALTITUDE 2800; MINIMUM ALTITUDE 3 NM FIX 1760; FINAL APPROACH COURSE: 323. RECOMMENDED ALTITUDE: 4 NM 2500; 3 NM 2180; 2 NM 1860." - IAW FAA ORDER 8260.19I, PARA 8-6-9(S) AND OPTIMAL DESCENT.
17. CHANGED MISSED APPROACH INSTRUCTION S-32 FROM "CLIMB TO 3000 THEN RIGHT TURN DIRECT YNG VORTAC AND HOLD N, LT, 183.00 INBOUND." TO "CLIMB TO 3000. EXPECT RADAR VECTORS." – YOUNGSTOWN VOR/DME REMOVAL AT ATC REQUEST.
18. ALTERNATE MINIMUMS: STANDARD; NA WHEN YOUNGSTOWN APPROACH IS CLOSED; NA WHEN LOCAL WEATHER NOT AVAILABLE - IAW FAA ORDER 8260.19I, 8-6-11 (B)(4).

02/22/2024: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 3/20/2023.

1. ADDED RADAR-1 UNDER THE SUB-HEADING: SUPERSEDED, ON PAGE 1.
2. ADDED SUPERSEDED AMDT DATE (4/25/2019) UNDER THE SUB-HEADING: DATED, ON PAGE 1.



COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZOB, YNG APP CON, YNG ATCT, AMGR

FLIGHT CHECKED BY

MARC WEBBER

Digitally signed by

DAVID DANNER

Mar 04, 2024

OFFICE

FPO

DATE

02/15/2024

DEVELOPED BY

ANDRE L. MARSH

Digitally signed by

ANDRE L MARSH

Feb 22, 2024

OFFICE

AJV-A421

DATE

03/20/2023

APPROVED BY

BEVERLY BORDY

Digitally signed by

DAVID DANNER

Mar 04, 2024

OFFICE

AJV-A420

DATE

TITLE

MANAGER

