

RADAR INSTRUMENT APPROACH MINIMUMS

EVANSVILLE, IN  
EVANSVILLE RGNL (EVV)  
RADAR-1 124.025 290.9 

Amdt 7B, 12AUG21 (21224) (FAA)

ELEV 422

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u>        | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u>        |
|----------|------------|-------------------|------------|------------------------------|---------------------------|------------------------|------------|------------------------------|---------------------------|------------------------|
| ASR      | 4          |                   | AB         | 860-1                        | 471                       | (500-1)                | CD         | 860-1 $\frac{1}{8}$          | 471                       | (500-1 $\frac{1}{8}$ ) |
|          | 18         |                   | AB         | 880-1                        | 484                       | (500-1)                | CD         | 880-1 $\frac{1}{8}$          | 484                       | (500-1 $\frac{1}{8}$ ) |
|          | 22         |                   | AB         | 900/24                       | 478                       | (500- $\frac{1}{2}$ )  | CD         | 900/50                       | 478                       | (500-1)                |
|          | 36         |                   | AB         | 920-1                        | 536                       | (600-1)                | CD         | 920-1 $\frac{1}{2}$          | 536                       | (600-1 $\frac{1}{2}$ ) |
| CIRCLING |            |                   | A          | 940-1                        | 518                       | (600-1)                | B          | 1040-1                       | 618                       | (700-1)                |
|          |            |                   | C          | 1040-1 $\frac{3}{4}$         | 618                       | (700-1 $\frac{3}{4}$ ) | D          | 1040-2                       | 618                       | (700-2)                |

When control tower closed, procedure NA.  
Rwy 18, 36: Helicopter visibility reduction below  $\frac{3}{4}$  SM not authorized.  
Circling Rwy 9 NA at night.  
ASR Rwy 22: For inoperative ALS, increase Cats C and D visibility to 1% SM.

FORT WAYNE, IN  
FORT WAYNE INTL (FWA)  
RADAR-1 127.2 284.6 

Amdt 26A, 22JUN17 (17173) (FAA)

ELEV 815

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u>        | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u>        |
|----------|------------|-------------------|------------|------------------------------|---------------------------|------------------------|------------|------------------------------|---------------------------|------------------------|
| ASR      | 32         |                   | AB         | 1280/24                      | 480                       | (500- $\frac{1}{2}$ )  | CDE        | 1280/50                      | 480                       | (500-1)                |
|          | 23         |                   | AB         | 1300/55                      | 501                       | (500-1 $\frac{1}{4}$ ) | CDE        | 1300-1 $\frac{1}{8}$         | 501                       | (500-1 $\frac{1}{8}$ ) |
|          | 14         |                   | AB         | 1320-1                       | 518                       | (600-1)                | CDE        | 1320-1 $\frac{1}{8}$         | 518                       | (600-1 $\frac{1}{8}$ ) |
|          | 5          |                   | AB         | 1320/24                      | 505                       | (600- $\frac{1}{2}$ )  | CDE        | 1320/55                      | 505                       | (600-1 $\frac{1}{4}$ ) |
| CIRCLING |            |                   | AB         | 1320-1                       | 505                       | (600-1)                | C          | 1420-1 $\frac{1}{4}$         | 605                       | (700-1 $\frac{1}{4}$ ) |
|          |            |                   | D          | 1520-2 $\frac{1}{4}$         | 705                       | (800-2 $\frac{1}{4}$ ) | E          | 1520-2 $\frac{1}{2}$         | 705                       | (800-2 $\frac{1}{2}$ ) |

Rwy 23 helicopter visibility reduction below RVR 4000 NA.  
For inoperative ALS, increase S-5 and S-32 CAT C/D/E visibility to 1% SM

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TERRE HAUTE, IN  
TERRE HAUTE RGNL (HUF)  
RADAR-1 125.45 339.8  

Amdt 5C, 25FEB21 (21056) (FAA)

ELEV 589

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u>       | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u>        |
|----------|------------|-------------------|------------|------------------------------|---------------------------|-----------------------|------------|------------------------------|---------------------------|------------------------|
| ASR      | 32         |                   | AB         | 980-1                        | 391                       | (400-1)               | CDE        | 980-1 $\frac{1}{8}$          | 391                       | (400-1 $\frac{1}{8}$ ) |
|          | 23         |                   | AB         | 1100-1                       | 518                       | (600-1)               | CDE        | 1100-1 $\frac{3}{8}$         | 518                       | (600-1 $\frac{3}{8}$ ) |
|          | 5          |                   | AB         | 1220/24                      | 642                       | (700- $\frac{1}{2}$ ) | CDE        | 1220-1 $\frac{3}{8}$         | 642                       | (700-1 $\frac{3}{8}$ ) |
| CIRCLING |            |                   | AB         | 1220-1                       | 631                       | (700-1)               | C          | 1220-1 $\frac{7}{8}$         | 631                       | (700-1 $\frac{7}{8}$ ) |
|          |            |                   | D          | 1220-2                       | 631                       | (700-2)               | E          | 1400-3                       | 811                       | (900-3)                |

Circling NA NW of Rwy 5-23 for Cat E aircraft.  
When control tower closed, procedure NA.  
Rwy 5, for inoperative ALS, increase Cat E visibility to 1 $\frac{1}{2}$  SM.  
Rwy 32, helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

TOLEDO, OH  
EUGENE F KRANZ TOLEDO EXPRESS (TOL)  
RADAR-1 134.35 317.55  

Amdt 19D, 10SEP20 (20254) (FAA)

ELEV 683

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u>        | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u>        |
|----------|------------|-------------------|------------|------------------------------|---------------------------|------------------------|------------|------------------------------|---------------------------|------------------------|
| ASR      | 25         |                   | AB         | 1040/24                      | 362                       | (400- $\frac{1}{2}$ )  | C          | 1040/35                      | 362                       | (400- $\frac{5}{8}$ )  |
|          |            |                   | DE         | 1040/55                      | 362                       | (400-1)                |            |                              |                           |                        |
|          | 16         |                   | ABC        | 1060-1                       | 386                       | (400-1)                | DE         | 1060-1 $\frac{1}{4}$         | 386                       | (400-1 $\frac{1}{4}$ ) |
|          | 34         |                   | AB         | 1080-1                       | 412                       | (500-1)                | CD         | 1080-1 $\frac{1}{4}$         | 412                       | (500-1 $\frac{1}{4}$ ) |
|          |            |                   | E          | 1080-1 $\frac{1}{2}$         | 412                       | (500-1 $\frac{1}{2}$ ) |            |                              |                           |                        |
|          | 7          |                   | AB         | 1140/24                      | 457                       | (500- $\frac{1}{2}$ )  | C          | 1140/45                      | 457                       | (500-1 $\frac{1}{8}$ ) |
|          |            |                   | DE         | 1140/50                      | 457                       | (500-1)                |            |                              |                           |                        |
| CIRCLING |            |                   | AB         | 1200-1                       | 517                       | (600-1)                | C          | 1300-1 $\frac{3}{4}$         | 617                       | (700-1 $\frac{3}{4}$ ) |
|          |            |                   | D          | 1360-2 $\frac{1}{4}$         | 677                       | (700-2 $\frac{1}{4}$ ) | E          | 1400-2 $\frac{1}{2}$         | 717                       | (800-2 $\frac{1}{2}$ ) |

When Control Tower closed, ASR NA.  
Rwy 16 helicopter visibility reduction below  $\frac{3}{4}$  SM not authorized.  
Rwy 34 helicopter visibility reduction below  $\frac{3}{4}$  SM not authorized.  
For inoperative ALS, increase S-7 CAT D/E visibility to 1 $\frac{1}{2}$  SM.  
For inoperative ALS, increase S-25 CAT C/E visibility to RVR 5500.

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YOUNGSTOWN/WARREN, OH

Amdt 15, 16MAY24 (24137) (FAA)

ELEV 1192

YOUNGSTOWN/WARREN RGNL (YNG)

RADAR-1 133.95 322.3 

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|----------|------------|-------------------|------------|------------------------------|---------------------------|-----------------|------------|------------------------------|---------------------------|-----------------|
| ASR      | 14         |                   | AB         | 1540-½                       | 406                       | (500-½)         | CD         | 1540-¾                       | 406                       | (500-¾)         |
|          | 5          |                   | ABCD       | 1540-1                       | 376                       | (400-1)         |            |                              |                           |                 |
|          | 32         |                   | AB         | 1600/24                      | 414                       | (500-½)         | CD         | 1600/40                      | 414                       | (500-¾)         |
|          | 23         |                   | AB         | 1600-1                       | 408                       | (500-1)         | CD         | 1600-1½                      | 408                       | (500-1½)        |
| CIRCLING |            |                   | A          | 1640-1                       | 448                       | (500-1)         | B          | 1660-1                       | 468                       | (500-1)         |
|          |            |                   | C          | 1740-1½                      | 548                       | (600-1½)        | D          | 1760-2                       | 568                       | (600-2)         |

Straight-in and Circling Rwy 5 NA at night.  
Straight-in and Circling Rwy 23 NA at night.  
Rwy 5 helicopter visibility reduction below 1 SM NA.  
Rwy 23 helicopter visibility reduction below 1 SM NA.  
For inoperative ALS increase ASR-14 Cat C/D visibility to 1½ SM.  
For inoperative ALS increase ASR-32 Cat C/D visibility to RVR 6000.

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