

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> <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	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> <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	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> <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	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> <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	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 $\frac{1}{4}$	617	(700-1 $\frac{1}{4}$)
			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> <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	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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