

RADAR INSTRUMENT APPROACH MINIMUMS

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

Amdt 7A, 13SEP18 (18256) (FAA)

ELEV 422

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	4		AB	860-1	471	(500-1)	CD	860-1%	471	(500-1%)
	18		AB	880-1	484	(500-1)	CD	880-1%	484	(500-1%)
	22		AB	900/24	478	(500-½)	CD	900/45	478	(500-¾)
	36		AB	920-1	536	(600-1)	CD	920-1½	536	(600-1½)
C CIRCLING			A	940-1	518	(600-1)	B	1040-1	618	(700-1)
			C	1040-1¾	618	(700-1¾)	D	1040-2	618	(700-2)

When control tower closed, procedure NA.  
Rwy 18, 36: Helicopter visibility reduction below ¾ SM not authorized.  
Circling Rwy 9 NA at night.

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/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	32		AB	1280/24	480	(500-½)	CDE	1280/50	480	(500-1)
	23		AB	1300/55	501	(500-1¼)	CDE	1300-1%	501	(500-1%)
	14		AB	1320-1	518	(600-1)	CDE	1320-1%	518	(600-1%)
	5		AB	1320/24	505	(600-½)	CDE	1320/55	505	(600-1¼)
C CIRCLING			AB	1320-1	505	(600-1)	C	1420-1¾	605	(700-1¼)
			D	1520-2¼	705	(800-2¼)	E	1520-2½	705	(800-2½)

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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EC-2

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

Amdt 5B, 08NOV18 (18312) (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		ABCDE	960-1	371	(400-1)				
	23		AB	1100-1	518	(600-1)	CDE	1100-1½	518	(600-1½)
	5		AB	1220/24	642	(700-½)	CDE	1220-1½	642	(700-1½)
<b>C</b> CIRCLING			AB	1220-1	631	(700-1)	C	1220-1½	631	(700-1½)
			D	1220-2	631	(700-2)	E	1260-2½	671	(700-2½)

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 1½ SM.  
Rwy 32, helicopter visibility reduction below ¾ 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	(400-½)	C	1040/35	362	(400-½)
			DE	1040/55	362	(400-1)				
	16		ABC	1060-1	386	(400-1)	DE	1060-1¼	386	(400-1¼)
	34		AB	1080-1	412	(500-1)	CD	1080-1¼	412	(500-1¼)
			E	1080-1½	412	(500-1½)				
	7		AB	1140/24	457	(500-½)	C	1140/45	457	(500-1½)
<b>C</b> CIRCLING			DE	1140/50	457	(500-1)				
			AB	1200-1	517	(600-1)	C	1300-1¼	617	(700-1¼)
			D	1360-2¼	677	(700-2¼)	E	1400-2½	717	(800-2½)

When Control Tower closed, ASR NA.  
Rwy 16 helicopter visibility reduction below ¾ SM not authorized.  
Rwy 34 helicopter visibility reduction below ¾ SM not authorized.  
For inoperative ALS, increase S-7 CAT D/E visibility to 1½ SM.  
For inoperative ALS, increase S-25 CAT C/E visibility to RVR 5500.

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YOUNGSTOWN-WARREN, OH

Amdt 14, 25APR19 (19115) (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	1520-½	386	(400-½)	CD	1520-¾	386	(400-¾)
	5		ABCD	1540-1	376	(400-1)				
	23		AB	1580-1	388	(400-1)	CD	1580-1⅞	388	(400-1⅞)
	32		AB	1600/24	414	(500-½)	CD	1600/40	414	(500-¾)
 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/Circling Rwy 5 NA at night.  
Rwy 5 helicopter visibility reduction below 1 SM NA.  
Rwy 23 helicopter visibility reduction below ¾ SM NA.  
For inoperative ALS increase ASR-32 Cat C/D visibility to RVR 6000.

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