

RADAR MINS

N1

09239

RADAR INSTRUMENT APPROACH MINIMUMS

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA)

ELEV 75

ATLANTIC CITY INTL

RADAR- 124.6 327.125 ▽ ▲

RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
			MDA-VIS	HATH/			MDA-VIS	HATH/	
S-13			AB	480/24	405	C	480/40	405	(500-¾)
			DE	480/50	405				
S-4			AB	480-1	412	CD	480-1¼	412	(500-1¼)
			E	480-1½	412				
S-31			AB	480-1	417	CD	480-1¼	417	(500-1¼)
			E	480-1½	417				
S-22			AB	600-1	532	C	600-1½	532	(600-1½)
			D	600-1¾	532				
CIRCLING			AB	560-1	485	C	560-1½	485	(500-1½)
			D	640-2	565				

For inoperative MALS/R, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

MCGUIRE AFB (KWRI), NJ (Orig. 09155 USAF)

ELEV 131

RADAR(E) - 120.0 269.025 ▽

PAR	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HATH/	
PAR	24 ²³	2.8°/45/905	ABCDE	378/40	262	(300-¾)
	6 ¹³	2.7°/53/1270	ABCDE	331/24	200	(200-½)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR.

¹When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.

²When ALS inop, increase RVR to 50 and vis to 1 mile.

³Rwy 6 and 24, VGSI and PAR glidepaths not coincident.

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22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

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WHEELER-SACK AAF (KGTB), NY (Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)RADAR¹ - 128.25 299.85 ▽

ELEV 690

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
RADAR-1						
PAR	3 ²³	3.0°/54/1038	ABCDE	885-½	200	(200-½)
	21 ²³	3.0°/58/1106	ABCDE	877-½	200	(200-½)
	33 ⁴	3.0°/49/938	AB	938-¾	250	(300-¾)
			CDE	938-1	250	(300-1)
RADAR-2						
ASR	21 ⁵		AB	1020-½	343	(400-½)
			CDE	1020-¾	343	(400-¾)
	15 ⁶		AB	1100-½	413	(500-½)
			CD	1100-¾	413	(500-¾)
			E	1100-1	413	(500-1)
	33 ⁴		AB	1140-1	452	(500-1)
			C	1140-1¼	452	(500-1¼)
			DE	1140-1½	452	(500-1½)
	3 ⁷		AB	1240-½	555	(600-½)
			C	1240-1	555	(600-1)
			D	1240-1¼	555	(600-1¼)
			E	1240-1½	555	(600-1½)
CIR ⁸	All Rwy		AB	1240-1	552	(600-1)
			C	1240-1½	552	(600-1½)
			D	1240-2	552	(600-2)
			E	1520-3	832	(900-3)

¹Opr 1300-0500Z++. ²When ALS inop, increase CAT ABCDE vis to ¾ mile. ³VGSI and PAR glide path not coincident. ⁴Visibility reduction by helicopters NA. ⁵When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. ⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. ⁷When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. ⁸Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

22 OCT 2009 to 19 NOV 2009

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