

RADAR MINS

N1

09267

RADAR INSTRUMENT APPROACH MINIMUMS

AUGUSTA, GA

Amdt.8, June 10, 2006 (FAA)

ELEV 145

AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	17		AB	660 /24	515	(600-½)	C	660 /50	515	(600-1)
			D	660 /60	515	(600-1¼)				
			AB	700 /24	564	(600-½)	C	700 /50	564	(600-1)
CIRCLING			D	700 /60	564	(600-1¼)				
			AB	780 -1	635	(700-1)	C	780 -1¼	635	(700-1¼)
			D	780 -2	635	(700-2)				

When control tower closed, procedure NA.

AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA)

ELEV 423

DANIEL FIELD

RADAR- 126.8 270.3 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	29		AB	860 -1	438	(500-1)	C	860 -1¼	438	(500-1¼)
			D	860 -1½	438	(500-1½)				
			AB	920 -1	498	(500-1)	C	920 -1¼	498	(500-1¼)
CIRCLING			D	920 -1½	498	(500-1½)				
			AB	920 -1	498	(500-1)	C	920 -1½	498	(500-1½)
			D	1020 -2	597	(600-2)				

When Augusta control tower not in operation, procedure not authorized.
Tower 607 MSL 2333' north of Rwy 29.

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CAIRNS AAF (KOZR), AL (Fort Rucker) (Orig A 09071 USA) ELEV 301
RADAR¹ - (E) (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°)
 (121.1 319.25 341°-020°) **▽** **△** **NA**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	6 ²	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6 ²		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

¹Vis reduction by copters NA. ²When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.

DOBBINS ARB (KMGE), GA (Marietta) (Amdt 2, 09183 USAF) ELEV 1068
RADAR¹ - Ctc ATLANTA APP CON (E) 121.0 268.7 **▽**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ²	29 ³	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
	11 ⁴	3.0°/48/1152	ABCDE	1461/40	393	(400-¾)
ASR	11 ⁶		AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
	29 ⁵		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR ⁷	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

¹Opr 1200-0400Z++. ²No-NOTAM MP 1100-1530Z++ Mon-Tue. ³When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. ⁴When ALS inop, increase RVR to 60 and vis to 1¼ miles. ⁵When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. ⁶When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¼ miles, and CAT E vis to 2 miles. ⁷CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

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RADAR INSTRUMENT APPROACH MINIMUMS

HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) **ELEV 41**RADAR - (E) 127.65 143.2 307.125 317.475 ∇ \triangle NA Pro NA when Hunter Ctl Twr clsd.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
RADAR 1 (SAVANNAH)^{1 2}						
ASR	10 ³		AB	460- $\frac{3}{4}$	434	(500- $\frac{3}{4}$)
			C	460-1 $\frac{1}{4}$	434	(500-1 $\frac{1}{4}$)
			D	460-1 $\frac{1}{2}$	434	(500-1 $\frac{1}{2}$)
	28		AB	540/24	499	(600- $\frac{1}{2}$)
			CD	540/50	499	(600-1)
CIR ⁴	10-28		AB	540-1	499	(500-1)
			C	580-1 $\frac{1}{2}$	539	(600-1 $\frac{1}{2}$)
			D	600-2	559	(600-2)
RADAR 2 (HUNTER)⁵						
PAR	10 ⁶	3.0°/49/937	ABCD	226- $\frac{3}{4}$	200	(200- $\frac{3}{4}$)
	28	3.0°/50/842	ABCD	241/24	200	(200- $\frac{1}{2}$)

¹Opr 1100-0500Z++. ²Wx radar avbl. ³For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. ⁴Circling NA N of Rwy 10-28 for CAT D. ⁵Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. ⁶Inop table does not apply to ALSF.

HUNTSVILLE, AL Amdt. 9A, JUN 30, 2006 (FAA)

ELEV 629

HUNTSVILLE INTL-CARL T. JONES FIELDRADAR- 125.6 354.1 ∇ \triangle

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	36R		AB	1000 - $\frac{1}{2}$	405	(500- $\frac{1}{2}$)	C	1000 - $\frac{3}{4}$	405	(500- $\frac{3}{4}$)
			DE	1000 -1	405	(500-1)				
			ABC	960 - $\frac{1}{2}$	345	(400- $\frac{1}{2}$)	DE	960 -1	345	(400-1)
	18R		AB	1060 /24	431	(500- $\frac{1}{2}$)	C	1060 /40	431	(500- $\frac{3}{4}$)
			DE	1060 /50	431	(500-1)				
	18L		AB	1160 - $\frac{1}{2}$	551	(600- $\frac{1}{2}$)	C	1160 -1	551	(600-1)
D			1160 -1 $\frac{1}{4}$	551	(600-1 $\frac{1}{4}$)	E	1160 -1 $\frac{1}{2}$	551	(600-1 $\frac{1}{2}$)	
CIRCLING			AB	1160 -1	531	(600-1)	C	1160 -1 $\frac{1}{2}$	531	(600-1 $\frac{1}{2}$)
			D	1240 -2	611	(700-2)	E	1240 -2 $\frac{1}{4}$	611	(700-2 $\frac{1}{4}$)

Category E circling not authorized East of Rwy 18L/36R.

For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to $\frac{1}{4}$ mile.For inoperative MALSR, increase S-ASR 18L, Cat E visibility $\frac{1}{2}$ mile, S-ASR 36R Cat D visibility $\frac{1}{4}$ mile, Cat E $\frac{1}{2}$ mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

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LAWSON AAF(KLSF), (FORT BENNING), GA (Columbus) (Amdt2,07074USA) **ELEV232**RADAR¹ - Ctc ATLANTA APP CON (E) (125.5 323.1 241°-360°) (126.55 353.75 001°-150°)

(126.025 285.525 151°-240°) ▽ ▲NA When tower closed.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
RADAR 2 (ATLANTA)						
ASR	33 ²		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¼	514	(600-1¼)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¼	654	(700-1¼)
			D	880-2	654	(700-2)
CIR ³	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¼	648	(700-1¼)
			D	880-2	648	(700-2)

¹Opr 1300-2100Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. ²For inop SALSF, increase CAT D vis to 2 miles. ³Cir NA E of Rwy 15-33.

MAXWELL AFB (KMXF), AL (Montgomery) (06271 USAF)

ELEV 171

RADAR¹ - 121.2 363.025S 380.225N ▽

	RWY	GS/TCH/RPI	CAT	DA MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR ²	15 ⁴		ABCD	560/40	389	(400-¾)
	33		AB	800-1¼	634	(700-1¼)
			C	800-1¼	634	(700-1¼)
			D	800-2	634	(700-2)
CIR ³	15		AB	680-1¼	509	(600-1¼)
			C	680-1½	509	(600-1½)
			D	740-2	569	(600-2)
	33		AB	800-1¼	629	(700-1¼)
			C	800-1¼	629	(700-1¼)
			D	800-2	629	(700-2)

¹Opr 1400-0350Z++. ²5 min PN rqr for practice ASR apch. ³Cir not auth E of Rwy 15-33. ⁴When ALS inop, increase CAT ABCD RVR to 60 and vis to 1¼ miles.

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MOBILE, AL
MOBILE RGNL
RADAR- 118.5 269.3

Amdt. 4A, JUL 6, 2006 (FAA)

ELEV 218

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/			
				MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS			
ASR	32			AB	660 -½	441	(500-½)	C	660 -¾	441	(500-¾)
				DE	660 -1	441	(500-1)				
				AB	640 /24	425	(500-½)	C	640 /40	425	(500-¾)
CIRCLING	14			DE	640 /50	425	(500-1)				
				AB	680 -1	461	(500-1)	C	680 -1½	461	(500-1½)
				D	780 -2	561	(600-2)	E	NA		

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALSR.

For inoperative MALSR, increase S-32 Category E visibility to 1½ miles.

MONTGOMERY, AL
MONTGOMERY RGNL (DANNELLY FIELD)
RADAR- 121.2 380.225 ▽

Amdt. 8A, SEP 15, 1993 (FAA)

ELEV 221

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/			
				MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS			
ASR	10			ABC	600 /40	381	(400-¾)	DE	600 /50	381	(400-1)
	28			ABC	620 -¾	423	(400-¾)	DE	620 -1	423	(400-1)
CIRCLING				AB	680 -1	459	(500-1)	C	680 -1½	459	(500-1½)
				DE	780 -2	559	(600-2)				

Procedure NA when control tower closed.

Category E circling NA north of runway 10-28.

Category D S-28 visibility increased ¼ mile for inoperative MALSR.

Category E S-28 visibility increased ½ mile for inoperative MALSR.

Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALSR.

REDSTONE AAF (KHUA), AL (Redstone Arsenal) (Amdt 1A, 09127 USA)
RADAR¹- (E) (125.6 354.1E) (118.05 239.0W) ▽ ▲ NA

ELEV 684

	RWY	GS/TCH/RPI	CAT	DH/	HAT/	
				MDA-VIS	HAA	CEIL-VIS
PAR	17 ²³	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

¹GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. ²When approach lights inoperative, increase CAT A, B visibility ¼ mile. ³When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

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ST MARYS, GA

Amdt 2, SEP 30, 2004 (FAA)

ELEV 24

ST MARYS

RADAR- 127.0 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS
ASR	4		A	640 -1	617 (700-1)	B	640 -1½	617 (700-1½)
			C	640 -1¾	617 (700-1¾)			
CIRCLING			AB	680 -1¼	656 (700-1¼)	C	680 -1¼	656 (700-1¼)

Use Jacksonville, FL, Jacksonville Intl altimeter setting.

TROY, AL

Amdt 8, JAN 15, 2009 (FAA)

ELEV 398

TROY MUNI

RADAR'- 121.1 319.25 ▽

	RWY	GS/TCH/GPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS
PAR	7	2.9/51/1007	ABCD	592 -¾	200 (200-¾)			
ASR	7		AB	960 -1	568 (600-1)	C	960 -1½	568 (600-1½)
			D	960 -1¾	568 (600-1¾)			
CIRCLING			AB	960 -1	562 (600-1)	C	960 -1½	562 (600-1½)
			D	980 -2	582 (600-2)			

When control tower closed, procedure not authorized. ASR utilizes PAR without glideslope.

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