

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- FAR PART 97.31**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES (Sectors and distances measured from radar antenna)												MISSED APPROACH		
FROM	T O	DISTANCE	ALTITUDE	MAP:										
												RWY 12, 30: THLD		
AS ESTABLISHED BY THE CURRENT HUNTINGTON ASR MINIMUM VECTORING ALTITUDE CHART.												RWY 12: CLIMBING LEFT TURN TO 3100 ON HEADING 035 AND ECB R-051 TO CROUP INT/ECB 31.83 DME AND HOLD NE, RT, 231.12 INBOUND.		
												RWY 30: CLIMBING RIGHT TURN TO 3100 ON HEADING 067 AND ECB R-051 TO CROUP INT/ECB 31.83 DME AND HOLD NE, RT, 231.12 INBOUND.		

MINIMUMS

TAKEOFF:	STANDARD	<input checked="" type="checkbox"/> SEE FAA FORM 8260-15A FOR THIS AIRPORT	ALTERNATE: N A			STANDARD									
CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
ASR S-12	1260	4000	433	1260	4000	433	1260	4000	433	1260	4000	433			
ASR S-30	1300	1	472	1300	1	472	1300	1 3/8	472	1300	1 3/8	472			
CIRCLING	1340	1	512	1340	1	512	1340	1 1/2	512	1420	2	592			

NOTES:

RWY 12: FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2600; MINIMUM ALTITUDE 2.5 MILE FIX 1760; FINAL APPROACH COURSE 118. RECOMMENDED ALTITUDE: 4 MILES 2260; 3 MILES 1920; 2 MILES 1560.

RWY 30: FAF 6 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2800; MINIMUM ALTITUDE 3 MILE FIX 1840; FINAL APPROACH COURSE 298. RECOMMENDED ALTITUDE: 5 MILES 2480; 4 MILES 2160; 3 MILES 1840; 2 MILES 1520.

CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO ASR S-12 CATS A AND B.

CHART NOTE: FOR INOPERATIVE MALSR INCREASE ASR S-12 CATS C AND D VISIBILITY TO RVR 5000.

CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

ADDITIONAL FLIGHT DATA

THRE: 826.9 RWY: 12 THRE: 827.8 RWY: 30
THRE: RWY: THRE: RWY:

RWY 12: FAS OBST: 1010 TOWER
382329N/0823520W
RWY 30: FAS OBST: 1036 T-L TOWER
382045N/0823213W



MAG VAR: 6W EPOCH YEAR: 95

CITY AND STATE	ELEVATION: 828	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP
HUNTINGTON, WV	AIRPORT NAME: TRI-STATE/MILTON J. FERGUSON FIELD	HTS ASR	RADAR-1, AMDT 8	AMDT: 7
				DATED: 12/16/10

ALL AFFECTED PROCEDURES REVIEWED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE ROUTINE
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COORDINATED WITH:							
ATA <input checked="" type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input checked="" type="checkbox"/>	APA <input checked="" type="checkbox"/>	AOPA <input checked="" type="checkbox"/>	NBAA <input checked="" type="checkbox"/>	OTHER (specify) <input checked="" type="checkbox"/>	ZID, HTS APP CON, HTS ATCT, APT MGR

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:

DEVELOPED BY		
NAME: DONALD E. SMITH (SHAWN REDDINGER)	FIFO AJV-352	DATE: 02/17/12

APPROVED BY		
NAME: DARRYEL ADAMS MANAGER	FIFO AJV-352	DATE:

CHANGES:

1. MISSED APPROACH RWY 12 AND RWY 30 CHANGED FROM ...CLIMBING LEFT TURN TO 3000 ON HEADING 035 AND HNN R-233 TO CROUP INT/HNN 23.03 DME AND HOLD NE, RT, 232.67 INBOUND TO ...CLIMBING LEFT TURN TO 3100 ON HEADING 035 AND ECB R-051 TO CROUP INT/ECB 31.83 DME AND HOLD NE, RT, 231.12 INBOUND.
2. ASR S-12 MINIMUMS CHANGED FROM MDA 1340 HATH 512 ALL CATS, VIS CATS A/B/C RVR 5000, VIS CAT D RVR 6000. TO MDA 1260 HATH 433 VIS RVR 4000 ALL CATS.
3. RWY 12 SDF CHANGED FROM 3 MILES AT 1840 TO 2.5 MILES AT 1760 AND RWY 12 FAS OBS CHANGED FROM 1040 TOWER 382413N/0823626W TO 1010 TOWER 382413N/0823626W.
4. RWY 12 FAF CHANGED FROM 6 MILES TO 5 MILES AND MINIMUM ALTITUDE CHANGED FROM 2800 TO 2600.
5. RWY 12 RECOMMENDED ALTITUDES CHANGED FROM 5 MILES 2480; 4 MILES 2160; 3 MILES 1840; 2 MILES 1520 TO 4 MILES 2260; 3 MILES 1920; 2 MILES 1560.

REASONS:

1. ATC REQUESTED MISSED APPROACH ALTITUDE BELOW MRA FOR HNN AT CROUP.
2. OBSTACLE REMOVAL AND NEW SURVEY.
3. ALLOWS FOR THE LOWEST POSSIBLE MDA PER ATC REQUEST.
4. STABILIZE DESCENT ANGLE.
5. RECOMMENDED ALTITUDES RE-COMPUTED BASED ON RWY 12 FAF, SDF, AND MDA CHANGES.



PART B - SUPPLEMENTAL DATA														
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE				3. ALTIMETER SETTING							
HTS APP CON HTS TOWER ZID ARTCC			<input checked="" type="checkbox"/>	N	W	S	SOURCE:KHTS DISTANCE: HOURS REMOTE OPERATION:							
			<input checked="" type="checkbox"/>	F A A		OTHER: ASOS								
				A / C										
SATISFACTORY ON:			<input checked="" type="checkbox"/>	V	H	F	<input checked="" type="checkbox"/>	U	H	F	H	F	LOCATION: KHTS/KHTS/KHTS	ADJUSTMENT: 0
4. MONITOR STATUS		PRIMARY NAVAID:												
		MONITOR POINT:												
		HRS OPTN:	CAT 1											
			CAT 3											
5. APPROACH & RUNWAY LIGHTING		ALS												
		(S) SALS												
		<input checked="" type="checkbox"/>	MALSR 12											
		<input checked="" type="checkbox"/>	HIRL 12, 30											
		MIRL												
		<input checked="" type="checkbox"/>	REIL 30											
		TDZ												
		C/LINE												
		<input checked="" type="checkbox"/>	OTHER (SPECIFY) PAPI-4R 12 PAPI-4L 30											
6. RUNWAY MARKINGS		BASIC												
		ALL WEATHER PIR-G 12, 30												
		INSTRUMENT												
7. RUNWAY VISUAL RANGE		APPROACH 12												
		MIDFIELD												
		ROLL OUT												
8. GLIDE PATH		GP ANGLE:					ELEV RWY THRESHOLD:							
		DISTANCE FROM RWY:					ELEV GP ANTENNA:							
		THRESHOLD CROSSING HEIGHT:												
9. FINAL APPROACH COURSE AIMING		<input checked="" type="checkbox"/>	RUNWAY THRESHOLD				FT. FROM THRESHOLD							
		<input checked="" type="checkbox"/>	ON CENTERLINE				FT. FROM CENTERLINE							
10. WAIVERS: NONE														
PART D - PREPARED BY: DONALD E. SMITH (SHAWN REDDINGER)								DATE: 02/17/2012						
TITLE: AERONAUTICAL INFORMATION SPECIALIST								OFFICE: AJV-352						

PART C - REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ASOS ON SERVICE-A.
NO ADDITIONAL AIRSPACE REQUIRED.
OBSTACLE 10 (54-000788) ASSIGNED 4D ACCURACY CODE FROM OE CASE STUDY 1997-AEA-1181-OE AND FROM PRIOR PROCEDURE.
BACKUP ALTIMETER NOT EVALUATED, AIRPORT HAS MULTIPLE WEATHER SOURCES.
TERPS, VOLUME 1, VISUAL PORTION OF FINAL PENETRATION:
RWY 12
34:1
902 TREE (KHTST0020) 382235.96N/0823445.90W (2.33)
INITIAL AND INTERMEDIATE SEGMENTS USE HUNTINGTON ASR MINIMUM VECTORING ALTITUDE CHART.
RWY 12 FAF ALTITUDE 2600; RWY 30 FAF ALTITUDE 2800.
TERPS PARAGRAPH 289 APPLIED TO 1040 TOWER
382413N/0823626W
MISSED APPROACH: RWY 12 AND RWY 30 HAVE THE SAME CONTROLLING OBSTACLE AND HIGH TERRAIN.
RWY 12 VGSI DATA 3.00/TCH 55.90
RWY 30 VGSI DATA 3.00/TCH 49.30

QUALITY
 1
 CHECKED

RADIO FIX AND HOLDING DATA RECORD

Info Only

NAME: CROUP

STATE: OH

COUNTRY: US

LATITUDE/LONGITUDE: 383017.39N/0822356.45W

TYPE: WP, INT, DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	FAC FEET	MRA	MAA
1	NEWCOMBE	ECB	VORTAC	L	051.12	049.12	31.83	31.83		2800	17500
2	CHARLESTON	HVQ	VORTAC	H	290.60	287.60		31.09		3100	17500
3	YORK	YRK	VORTAC	L	111.85	106.85		28.51		3300	17500
4	HENDERSON	HNN	VORTAC	H	232.67	229.67	23.03	23.03		5500	17500

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	DME	HOLDING MIN	ALTITUDES MAX	TEMPLATES MIN	MAX
1	NE		WP	055.67	235.67	R			3000	17500	5	17
2	NE	ECB	VORTAC	051.12	231.12	R	1-1 1/2	4	3100	17500	6	18

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	TOWER (39-004392)	383321.01N/0821935.97W	1311	4D
2	200	TOWER (39-004392)	383321.01N/0821935.97W	1311	4D

HOLDING RESTRICTIONS:

HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE (US)
EN ROUTE	V119	1, 2, 3,				(US)
EN ROUTE	V128	1, 2, 3,				(US)
IAP	ILS OR LOC RWY 12	1, 2, 3	2	KHTS	HUNTINGTON	WV (US)
IAP	ILS OR LOC RWY 30	1, 2, 3	2	KHTS	HUNTINGTON	WV (US)
IAP	RADAR-1	2, 3		KHTS	HUNTINGTON	WV (US)
IAP	RNAV (GPS) RWY 12		1	KHTS	HUNTINGTON	WV (US)

REQUIRED CHARTING: MILITARY IAP, IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 9

DATE OF REVISION: 08/25/2011

REASON FOR REVISION:

ADDED FACILITY 1 NEWCOMBE (ECB) VORTAC.
 ADDED HOLDING PATTERN 2 AND CONTROLLING OBSTACLE.
 UPDATED FIX USE.
 INCREASED MRA FOR HNN VORTAC FROM 2800 TO 5500.
 DELETED HOLDING PATTERN AT HNN VORTAC DUE TO FACILITY RESTRICTIONS.
 UPDATED FIX MAKE-UP FACILITIES ORDER.

DEVELOPED BY: **DATE:** 05/20/2011 **OFFICE:** AJV-352 **NAME:** FRANK JACKSON

APPROVED BY: **DATE:** 05/26/2011 **OFFICE:** AJV-352 **NAME:** GREGORY YAMAMOTO

SIGNATURE:

DISTRIBUTION: NFDC
 FPO: CEN
 ARTCC: ZID
 ATC FACILITY: HTS APP CON & TWR
 OTHER: EASTERN FPO

