

**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 <i>(Sectors and distances measured from radar antenna)</i> | | | | | | | | | | | | MISSED APPROACH | | | |
|--|-----|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|--|
| FROM | T O | DISTANCE | ALTITUDE | DISTANCE | ALTITUDE | DISTANCE | ALTITUDE | DISTANCE | ALTITUDE | DISTANCE | ALTITUDE | MAP: | | | |
| | | | | | | | | | | | | PAR 8/26: DA PAR W/O GS 8/26: THLD | | | |
| As established by the current Fort Huachuca ASR Minimum Vectoring Altitude Chart. | | | | | | | | | | | | SEE ATTACHED FAA FORM 8260-10, CONTINUATION SHEET | | | |
| | | | | | | | | | | | | | | | |

MINIMUMS

| | | | | | | | | | | | | | | | | | | |
|-----------------|---------|----------|---------|--|-------|---------|--------|-------|---------|----------------|-------|---------|--------|-------|---------|--|--|--|
| TAKEOFF: | | STANDARD | X | SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | ALTERNATE: N A | | X | | | | | | |
| CATEGORY =====> | | A | | | B | | | C | | | D | | | E | | | | |
| | DH/ MDA | VIS | HAT/HAA | DH/MDA | V I S | HAT/HAA | DH/MDA | V I S | HAT/HAA | DH/MDA | V I S | HAT/HAA | DH/MDA | V I S | HAT/HAA | | | |
| PAR S-8 | 4919 | 3/4 | 200 | 4919 | 3/4 | 200 | 4919 | 3/4 | 200 | 4919 | 3/4 | 200 | 4919 | 3/4 | 200 | | | |
| PAR W/O GS S-8 | 5100 | 1 | 381 | 5100 | 1 | 381 | 5100 | 1 1/8 | 381 | 5100 | 1 1/8 | 381 | 5100 | 1 1/8 | 381 | | | |
| PAR S-26 | 4799 | 3/4 | 200 | 4799 | 3/4 | 200 | 4799 | 3/4 | 200 | 4799 | 3/4 | 200 | 4799 | 3/4 | 200 | | | |
| PAR W/O GS S-26 | 5080 | 1 | 481 | 5080 | 1 | 481 | 5080 | 1 3/8 | 481 | 5080 | 1 3/8 | 481 | 5080 | 1 3/8 | 481 | | | |
| CIRCLING | 5080 | 1 | 381 | 5180 | 1 | 461 | 5180 | 1 1/2 | 461 | 5280 | 2 | 561 | 5340 | 2 1/4 | 621 | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |

NOTES:

RWY 8: 12 MILES FROM THRESHOLD, MINIMUM ALTITUDE 6900.
 PAR RWY 8: FAF 7 MILES FROM THRESHOLD. GLIDESLOPE INTERCEPT ALTITUDE 6900. FINAL APPROACH COURSE 080.
 PAR RWY 26: FAF 6 MILES FROM THRESHOLD. GLIDESLOPE INTERCEPT ALTITUDE 6500. FINAL APPROACH COURSE 260.
 PAR W/O GS RWY 08: FAF 7 MILES FROM THRESHOLD MINIMUM ALTITUDE 6900. STEPDOWN FIX 2.4 MILES FROM THRESHOLD, MINIMUM ALTITUDE 5500. FINAL APPROACH COURSE 260.
 PAR W/O GS RWY 26: FAF 6 MILES FROM THRESHOLD MINIMUM ALTITUDE 6500. FINAL APPROACH COURSE 080.
 CHART NOTE: CIRCLING NA SOUTH OF RWY 8-30
 CHART NOTE: PROCEDURE NA WHEN CONTROL TOWER IS CLOSED 313449/11015523W

ADDITIONAL FLIGHT DATA

TDZE: 4719 RWY: 8 TDZE: RWY:
 TDZE: 4599 RWY: 26 TDZE: RWY:


PAR RWY 8: GS 3.00/TCH 41.0/RPI 782.3
 PAR RWY 26: GS 3.00/TCH 49.81/RPI 949.7
 RWY 08 PAR W/O GS: FAS OBS 4844 SHRUB
 313517N/1102344W
 RWY 26 PAR W/O GS: FAS OBS 4650 AAO 313449/11015523W

**QUALITY
31
CHECKED**

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

MAG VAR: E10 EPOCH YEAR: 2015

| | | | | | |
|--------------------------------|--|---|----------------------|--|-----------------|
| CITY AND STATE | | ELEVATION: 4719 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP |
| FORT HUACHUCA SIERRA VISTA, AZ | | AIRPORT NAME: SIERRA VISTA MUNI-LIBBY AAF | FHU PAR | RADAR-1, ORIG-B | AMDT: ORIG-A |
| | | | | | DATED: 03/05/12 |

| | | | | | | | | |
|--|---|--|--|--|------|-----------------|-------------------|----------------------|
| U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION RADAR INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICES | | 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. | | | | | | |
| <p>MISSED APPROACH (CONT'D)</p> <p>RWY 8: CLIMB TO 5600 THEN CLIMBING LEFT TURN TO 9500 ON FHU VOR R-021 OR DAO NDB 018 BEARING TO TOMBS INT AND HOLD SE, RT, 286.38 INBOUND, CONTINUE CLIMB IN HOLD TO 9500 OR AS DIRECTED BY ATC.</p> <p>RWY 26: CLIMB TO 5100 THEN CLIMBING RIGHT TURN TO 9500 ON FHU VOR R-021 OR DAO NDB 018 BEARING TO TOMBS INT AND HOLD SE, RT, 286.38 INBOUND, CONTINUE CLIMB IN HOLD TO 9500 OR AS DIRECTED BY ATC.</p> | | | | | | | | |
| <div style="text-align: right;">  </div> | | | | | | | | |
| CITY AND STATE FORT HUACHUCA SIERRA VISTA, AZ | ELEVATION: TDZE: AIRPORT NAME: SIERRA VISTA MUNI-LIBBY AAF | FACILITY IDENTIFIER: FHU PAR | <table border="1"> <tr> <td>PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:</td> <td>SUP:</td> </tr> <tr> <td rowspan="2">RADAR-1, ORIG-B</td> <td>AMDT: ORIG-A</td> </tr> <tr> <td>DATED: 03/05/12</td> </tr> </table> | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: | RADAR-1, ORIG-B | AMDT: ORIG-A | DATED: 03/05/12 |
| PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: | | | | | | | |
| RADAR-1, ORIG-B | AMDT: ORIG-A | | | | | | | |
| | DATED: 03/05/12 | | | | | | | |

| | | |
|--|---|--|
| ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | COORDINATES OF FACILITIES FHU ASR RWY 8/26: 313525.24N/1102058.26W | REQUIRED EFFECTIVE DATE ROUTINE |
| COORDINATED WITH: <div style="display: flex; justify-content: space-between;"> <div> 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 <input type="checkbox"/> (specify) </div> <div> ZAB, FHU, ATCT, USAASA, AIRPORT MANAGER, ST. AV. DIRP. </div> </div> | | |
| FLIGHT CHECKED BY | | |
| NAME: Processed IAW Aircraft Operations Group (AJW-33) Memo, October 3, 2018, Subject: Flight Inspection Review Not Required | | <div style="display: flex; justify-content: space-between;"> <div> <i>Digitally signed by</i> DAVID DANNER Aug 19, 2019 </div> <div> FIFO </div> </div> |
| DEVELOPED BY <i>Digitally signed by</i> | | |
| NAME: PHILLIP BRANDENBURG | | <div style="display: flex; justify-content: space-between;"> <div> PHILLIP BRANDENBURG May 28, 2019 </div> <div> FIFO AJV-A423 </div> </div> |
| APPROVED BY | | |
| NAME: MARLON ROBINSON | | <div style="display: flex; justify-content: space-between;"> <div> <i>Digitally signed by</i> DAVID DANNER Aug 19, 2019 </div> <div> FIFO AJV-A420 </div> </div> |
| CHANGES: <div style="margin-top: 10px;"> 1. RWY 8 FINAL MAG COURSE CHANGED FROM 077 TO 080, RWY 26 FROM 257 TO 260. </div> <div style="margin-top: 20px;"> 8/16/19: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 7/16/19. </div> <div style="margin-top: 10px;"> 1. 8260-10, CHANGED CITY NAME FROM SIERRA VISTA TO FORT HUACHUCHA SIERRA VISTA. </div> | | |
| REASONS: <div style="margin-top: 10px;"> 1. REF FHU PAR MVAR FROM 1965/E13 TO 2015/E10. </div> | | |

QUALITY
 31
 CHECKED