

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RADAR - STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.31**

Bearings, headings, courses, tracks 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 feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for en route 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.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
KHSV	RADAR-1	11	HUNTSVILLE	AL		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
629			10A	02/01/2018	W4	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>			
HSV ASR		25 FEBRUARY 2021	ROUTINE			

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES *(Sectors and distances measured from radar antenna)*

<u>FROM</u>	<u>TO</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
AS ESTABLISHED BY THE CURRENT HUNTSVILLE ASR MINIMUM VECTORING ALTITUDE CHART.											

MISSED APPROACH

MAP:

RWY 18L, 36R, 18R, 36L: THLD

MISSED APPROACH INSTRUCTIONS:

RWY 18L, 18R: CLIMBING LEFT TURN TO 4000 DIRECT RQZ VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

RWY 36L: CLIMB TO 1100, THEN CLIMBING RIGHT TURN TO 4000 DIRECT RQZ VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

RWY 36R: CLIMBING RIGHT TURN TO 4000 DIRECT RQZ VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

NOTES:

CHART NOTE: WHEN CONTROL TOWER CLOSED, ASR NA.

CHART NOTE: CIRCLING NA FOR CAT E EAST OF RWY 18L-36R.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ASR 18L CAT E VISIBILITY TO 1 5/8 SM.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ASR 18R AND S-ASR 36R CAT E VISIBILITY TO 1 1/4 SM.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ASR 36L CAT E VISIBILITY TO RVR 6000.

RWY 18L/18R: 10 NM FROM THRESHOLD, MINIMUM ALTITUDE 3000; MINIMUM ALTITUDE 7 NM FIX 3000.

RWY 18L: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2500; MINIMUM ALTITUDE 3 NM FIX 1760; FINAL APPROACH COURSE 185. RECOMMENDED ALTITUDE: 4 NM 2140; 3 NM 1760; 2 NM 1420.

RWY 18R: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2500; MINIMUM ALTITUDE 3 NM FIX 1780; FINAL APPROACH COURSE 185. RECOMMENDED ALTITUDE: 4 NM 2140; 3 NM 1780; 2 NM 1420.

RWY 36L/36R: 10 NM FROM THRESHOLD, MINIMUM ALTITUDE 2500.

RWY 36L: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2500; FINAL APPROACH COURSE 005. RECOMMENDED ALTITUDE: 4 NM 2140; 3 NM 1760; 2 NM 1400; 1 NM 1040.

RWY 36R: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2500; MINIMUM ALTITUDE 3 NM FIX 1760; FINAL APPROACH COURSE 005. RECOMMENDED ALTITUDE: 4 NM 2140; 3 NM 1760; 2 NM 1400; 1 NM 1040.

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.



ADDITIONAL FLIGHT DATA:

TDZE: 609 **RWY:** 18L **TDZE:** 629 **RWY:** 18R **TDZE:** 616 **RWY:** 36L **TDZE:** 595 **RWY:** 36R

HOLD N, RT, 183.00 INBOUND.
RWY 18L/18R FAS OBST: 809 TREE 344125N/0864723W.
RWY 36L FAS OBST: 749 TREE 343637N/0864730W.
RWY 36R FAS OBST: 761 WATER TOWER 343521N/0864434W.
CHART CIRCLING ICON.
CHART: 860 TOWER 344146N/0864419W, 809 TOWER 344133N/0894704W, 880 AAO 343224N/0864709W.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4, CAT E 800-2 1/2, NA WHEN CONTROL TOWER CLOSED.

CATEGORY:

FINAL TYPE	DA/MDA	A VIS	HAT/HAA	DA/MDA	B VIS	HAT/HAA	DA/MDA	C VIS	HAT/HAA	DA/MDA	D VIS	HAT/HAA	DA/MDA	E VIS	HAT/HAA
ASR 18L	1160	2400	551	1160	2400	551	1160	6000	551	1160	6000	551	1160	6000	551
ASR 18R	1060	2400	431	1060	2400	431	1060	4000	431	1060	4000	431	1060	4000	431
ASR 36L	1000	2400	384	1000	2400	384	1000	3500	384	1000	3500	384	1000	3500	384
ASR 36R	1020	2400	425	1020	2400	425	1020	4000	425	1020	4000	425	1020	4000	425
CIRCLING	1160	1	531	1160	1	531	1200	1 5/8	571	1340	2 1/4	711	1340	2 1/2	711

CHANGES - REASONS:

1. CHANGED RWY 18L/18R MISSED APPROACH FROM 'CLIMBING RIGHT TURN TO 3000 DIRECT DCU VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000' TO 'CLIMBING LEFT TURN TO 4000 DIRECT RQZ VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000' - DCU VOR/DME SCHEDULED FOR DECOMMISSION PER THE VOR MON PROGRAM.
2. CHANGED RWY 36L MISSED APPROACH FROM 'CLIMB TO 1100, THEN CLIMBING LEFT TURN TO 3000 DIRECT DCU VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000' TO 'CLIMB TO 1100, THEN CLIMBING RIGHT TURN TO 4000 DIRECT RQZ VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000' - DCU VOR/DME SCHEDULED FOR DECOMMISSION PER THE VOR MON PROGRAM.
3. CHANGED RWY 36R MISSED APPROACH FROM 'CLIMBING LEFT TURN TO 3000 DIRECT DCU VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000' TO 'CLIMBING RIGHT TURN TO 4000 DIRECT RQZ VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000' - DCU VOR/DME SCHEDULED FOR DECOMMISSION PER THE VOR MON PROGRAM.
4. CHANGED MISSED HOLDING FROM DCU VOR/DME 'HOLD W, RT, 094.00 INBOUND' TO RQZ VORTAC 'HOLD N, RT, 183.00 INBOUND' - DCU VOR/DME SCHEDULED FOR DECOMMISSION PER THE VOR MON PROGRAM. PATTERN SELECTION PER ATC/FPT REQUEST.
5. INCREASED CIRCLING CAT C MDA/HAA FROM 1160/531 TO 1200/571, AND CAT D/E MDA/HAA FROM 1240/611 TO 1340/711 - NEW CIRCLING CRITERIA APPLIED PER 8260.3D CHAP. 2 AND 3.
6. INCREASED CIRCLING CAT C VISIBILITY FROM 1 1/2 SM TO 1 5/8 SM, CAT D VISIBILITY FROM 2 SM TO 2 1/4 SM AND CAT E VISIBILITY FROM 2 1/4 SM TO 2 1/2 SM - DUE TO INCREASE IN CIRCLING MDA/HAA AFTER APPLYING NEW CRITERIA. CAT C INCREASE MATCHES HIGHEST NO-LIGHT VISIBLTY FOR ASR 18L.
7. CHANGED ALTERNATE MINIMUMS FROM '@ CAT E 800-2 1/4, NA WHEN TOWER CLOSED' TO 'STANDARD - CAT D 800-2 1/4, CAT E 800-2 1/2, NA WHEN CONTROL TOWER CLOSED' - DUE TO INCREASES IN CIRCLING CAT D AND E VISIBILITY AFTER APPLICATION OF NEW CIRCLING CRITERIA.
8. ADDED CIRCLING ICON - NEW CIRCLING CRITERIA APPLIED PER 8260.3D CH.2 SEC 2-7 AND 8260.19H PARA. 8-6-10T.
9. CHANGED NOTE 'CAT E CIRCLING NA EAST OF RWY 36R/18L' TO 'CIRCLING NA FOR CAT E EAST OF RWY 18L-36R' - FORMAT PER 8260.19H PARA. 8-6-11O(5)(D), COMPASS DIRECTION 'EAST' SPELLED OUT FOR CLARITY.
10. REPLACED NOTES 'FOR INOPERATIVE ALS, INCREASE S-ASR 18L CAT E VISIBILITY TO 2 SM, S-36L AND 36R CAT D VISIBILITY TO 1 1/4 SM, CAT E VISIBILITY TO 1 1/2 SM' AND 'FOR INOPERATIVE ALS, INCREASE S-ASR 18R CAT E VISIBILITY TO 1 1/2 SM' WITH NOTES 'FOR INOPERATIVE ALS, INCREASE S-ASR 18L CAT E VISIBILITY TO 1 5/8 SM; FOR INOPERATIVE ALS, INCREASE S-ASR 18R AND S-ASR 36R CAT E VISIBILITY TO 1 1/4 SM; FOR INOPERATIVE ALS, INCREASE S-ASR 36L CAT E VISIBILITY TO RVR 6000' - PER 8260.3D VISIBILITY TABLE 3-3-1 AND THE INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE REQUIREMENT TO PUBLISH CAT E INOPERATIVE NOTES ON CIVIL CHARTS.
11. ASR 36L HAT LOWERED FROM 385 TO 384 ALL CATS - TDZE UPDATED IN AIRNAV.
12. CHANGED NOTE 'WHEN CONTROL TOWER CLOSED, PROCEDURE NA' TO 'WHEN CONTROL TOWER CLOSED, ASR NA' - PER 8260.19H PARA. 8-6-9T(5).

QUALITY
16
CHECKED

COORDINATED WITH:

A4A☐

ALPA☒

AOPA☒

APA☒

HAI☐

NBAA☐

OTHER: ZME, HSV APP CON, HSV ATCT, AMGR

FLIGHT CHECKED BY
KEVIN RIESE

Digitally signed by
JOHN BORDY
Nov 25, 2020

DEVELOPED BY
RALPH DUMAR

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RALPH DUMAR
Oct 21, 2020

APPROVED BY
MARLON ROBINSON

Digitally signed by
JOHN BORDY
Nov 25, 2020

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DATE
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OFFICE
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DATE
10/09/2020

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MANAGER

