

**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>		
KEYW	RADAR 1	5A	KEY WEST	FL		
<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SUPERSEDED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>
3	3		5	09/19/2013	4W	2000
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>			
NQX ASR		23 FEBRUARY 2023	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 NAVY KEY WEST ASR MINIMUM VECTORING ALTITUDE											

MISSED APPROACH

MAP:

RWY 9, 27: THLD

MISSED APPROACH INSTRUCTIONS:

RWY 9: CLIMBING RIGHT TURN TO 1600 ON HEADING 180, THEN DIRECT EYW VORTAC AND HOLD NW, RT, 127 INBOUND, CONTINUE CLIMB-IN-HOLD TO 1600.

RWY 27: CLIMBING LEFT TURN TO 1600 ON HEADING 180, THEN DIRECT EYW VORTAC AND HOLD NW, RT, 127 INBOUND, CONTINUE CLIMB-IN-HOLD TO 1600.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

NOTES:

RWY 9: FAF 4.9 NM FROM THRESHOLD, MINIMUM ALTITUDE 1600; MINMUM ALTITUDE 1.7 NM FIX 580; FINAL APPROACH COURSE: 091. RECOMMENDED ALTITUDE: 4 NM 1320; 3 NM 1000; 2 NM 680.

RWY 27: FAF 4.9 NM FROM THRESHOLD, MINIMUM ALTITUDE 1600; FINAL APPROACH COURSE: 271. RECOMMENDED ALTITUDE: 4 NM 1320; 3 NM 1000; 2 NM 680.

CHART NOTE: RWY 9 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

CHART NOTE: RWY 27 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

CHART CIRCLING ICON.

CHART NOTE: WHEN TOWER CLOSED, ASR NA.

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

ADDITIONAL FLIGHT DATA:

TDZE: 3 **RWY:** 9 **TDZE:** 3 **RWY:** 27

CHART FAS OBST: RWY 9: 242 TOWER (12-002789) 243402N/0814755W

CHART FAS OBST: RWY 27: 185 TOWER (12-002623) 243418N/0814419W



MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD, NA WHEN GCA 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 S-9	500	1	497	500	1	497	500	1 3/8	497	500	1 3/8	497			
ASR S-27	460	1	457	460	1	457	460	1 3/8	457	460	1 3/8	457			
CIRCLING	500	1	497	500	1	497	620	1 3/4	617	620	2	617			

CHANGES - REASONS:

ASR S-9 MDA CHANGED FROM 460 TO 500, HAT FROM 457 TO 497 DUE TO NEW CONTROLLING OBSTACLE.

ASR S-27 MDA CHANGED FROM 440 TO 460, HAT FROM 437 TO 457 DUE TO NEW CONTROLLING OBSTACLE.

ASR S-9 SDF DISTANCE HAS BEEN CHANGED FROM 1.5 NM TO 1.7 NM DUE TO NEW CONTROLLING OBSTACLE.

CHANGED NOTE FROM: "CHART NOTE: ASR S-9: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA." TO "CHART NOTE: RWY 9 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED."- IAW 8260-19I 8-6-11.

CHANGED NOTE FROM : "CHART NOTE: ASR S-27: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NA." TO "CHART NOTE: RWY 27 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED." - 20:1 PENETRATIONS NO LONGER EXIST & IAW 8260.19I 8-6-11.

CHANGED RWY 9 FAS OBST FROM "200 SHIP 243432N/0814608W" TO "242 TOWER (12-002789) 243402N/0814755W" - DUE TO NEW SURVEY DATA/EVALUATION & IAW 8260.19I PARA 8-6-10.

IN NOTES, CHANGED RECOMMENDED ALT FOR ASR-9: 4 MILES FROM 1200 TO 1300; 3 MILES FROM 920 TO 980; 2 MILES FROM 620 TO 680. - DESCENT GRADIENT & IAW 8260.19I 8-6-9.

IN NOTES, CHANGED RECOMMENDED ALT FOR ASR-27: 4 MILES FROM 960 TO 1280; 3 MILES FROM 700 TO 980; 2 MILES FROM 440 TO 660. - DESCENT GRADIENT & IAW 8260-19I 8-6-9.

ADDED " CHART CIRCLING ICON" - NEW CIRCLING CRITERIA UTILIZED.

ADDED "CHART NOTE: WHEN TOWER CLOSED, ASR NA."- IAW 8260-19I 8-6-9.

DELETED: "CHART NOTE: ASR S-9: CIRCLING TO RWY 27 NA AT NIGHT." - 20:1 PENETRATIONS NO LONGER EXIST.

DELETED: "CHART NOTE: ASR S-27: STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT." - 20:1 PENETRATIONS NO LONGER EXIST.

CHANGED ASR S-9 MISSED APPROACH FROM "CLIMBING RIGHT TURN TO 1500 ON HEADING 180, THEN RIGHT DIRECT EYW VORTAC AND HOLD NW, RT, 127 INBOUND." TO CLIMBING RIGHT TURN TO 1600 ON HEADING 180, THEN DIRECT EYW VORTAC AND HOLD NW, RT, 127 INBOUND, CONTINUE CLIMB-IN-HOLD TO 1600.- MINIMUM VECTORING ALTITUDE INCREASE & IAW 8260.3E PARA 16-7-1

CHANGED ASR S-27 MISSED APPROACH FROM "CLIMBING LEFTT TURN TO 1500 ON HEADING 180, THEN RIGHT DIRECT EYW VORTAC AND HOLD NW, RT, 127 INBOUND." TO CLIMBING LEFT TURN TO 1600 ON HEADING 180, THEN DIRECT EYW VORTAC AND HOLD NW, RT, 127 INBOUND, CONTINUE CLIMB-IN-HOLD TO 1600.- MINIMUM VECTORING ALTITUDE INCREASE & IAW 8260.3E PARA 16-7-1

MOVED RWY 27 FAF FROM 5.5NM TO 4.9NM- FAF RELOCATED FOR DESCENT ANGLE - RADAR MAPS UPDATED.

1/13/23 THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 1/12/23

REMOVED 11/03/2022 FROM ACTUAL EFFECTIVE DATE

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZMA, NQX APP CON, EYW ATCT, AMGR

FLIGHT CHECKED BY

DARRYL J WILSON

Digitally signed by

DAVID TEFFETELLER

OFFICE

FPO

DATE

12/01/2022

Digitally signed by

Jan 13, 2023

DEVELOPED BY

STEVEN BARNETT (TEVAR MALONE)

Digitally signed by

DAVID TEFFETELLER

Jan 13, 2023

OFFICE

AJV-A433

DATE

11/03/2022

APPROVED BY

CASIMIR TABAKA

DAVID TEFFETELLER

Jan 13, 2023

OFFICE

AJV-A430

DATE

11/03/2022

TITLE

MANAGER

QUALITY
50
CHECKED