

# RADAR MINS

23306


N1

## RADAR INSTRUMENT APPROACH MINIMUMS

### CAMPBELL AAF (KHOP), Fort Campbell, KY RADAR 1 Amdt 2

RADAR 2 Amdt 3 02NOV23 (23306) (USA)

ELEV 571

RADAR - (E) 134.350x 237.5x 395.9x 258.3x 290.9x 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
<b>RADAR-1</b>						
ASR <sup>1</sup>	5 <sup>2 3 4 5</sup>		AB	<b>980-1</b>	425	(500-1)
			CDE	<b>980-1</b> <sup>1/4</sup>	425	(500-1 <sup>1/4</sup> )
	23 <sup>2 6 7 8 9</sup>		AB	<b>980/24</b>	409	(500- <sup>1/2</sup> )
			CDE	<b>980/40</b>	409	(500- <sup>3/4</sup> )
CIR <sup>10</sup>	5-23		AB	<b>1060-1</b>	489	(500-1)
			C	<b>1060-1</b> <sup>1/2</sup>	489	(500-1 <sup>1/2</sup> )
			DE	<b>1140-2</b>	569	(600-2)
<b>RADAR-2</b>						
PAR <sup>11 12</sup>	23 <sup>2 6 13 14 15</sup>	3.0 <sup>7</sup> /55/1143	ABCDE	<b>771/24</b>	200	(200- <sup>1/2</sup> )
	5 <sup>2 3 14 16</sup>	3.0 <sup>7</sup> /50/941	ABCDE	<b>755-<sup>3/4</sup></b>	200	(200- <sup>3/4</sup> )

<sup>1</sup>VGSI and descent angles not coincident.

<sup>2</sup>Procedure NA when R-3701, R-3702A/B in use.

<sup>3</sup>Final approach course 045°.

<sup>4</sup>Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240.

<sup>5</sup>FAF 5.0 miles from thld, min alt 2200.

<sup>6</sup>Final approach course 225°.

<sup>7</sup>Recommended altitude 4 miles: 1900, 3 miles: 1580, 2 miles: 1260.

<sup>8</sup>FAF 4.9 NM from thld, min alt 2200.

<sup>9</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1<sup>1/4</sup> miles.

<sup>10</sup>Circling NA SE of Rwy 5-23.

<sup>11</sup>PAR unavbl daily 0400-1400Z++.

<sup>12</sup>VGSI and PAR glidepath not coincident.

<sup>13</sup>FAF 4.9 NM from thld.

<sup>14</sup>Glideslope intercept altitude 2200.

<sup>15</sup>When ALS inop, increase RVR to 40, vis to <sup>3</sup>/<sub>4</sub> mile.



<sup>16</sup>FAF 5.0 NM from thld.


### KNOXVILLE, TN

Amdt 23, 12AUG21 (21224) (FAA)

ELEV 986

### MC GHEE TYSON (TYS)

RADAR-1 123.9 360.8  

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	5L		AB	<b>1420/24</b>	467	(500- <sup>1/2</sup> )	CDE	<b>1420/50</b>	467	(500-1)
	5R		AB	<b>1420-1</b>	461	(500-1)	CDE	<b>1420-1</b> <sup>3/4</sup>	461	(500-1 <sup>3/4</sup> )
	23R		AB	<b>1500/24</b>	516	(600- <sup>1/2</sup> )	CDE	<b>1500/55</b>	516	(600-1)
	23L		AB	<b>1500-55</b>	534	(600-1)	CDE	<b>1500-1</b> <sup>1/2</sup>	534	(600-1 <sup>1/2</sup> )
 CIRCLING ALL RWY			A	<b>1500-1</b>	514	(600-1)	B	<b>1560-1</b>	574	(600-1)
			C	<b>1660-2</b>	674	(700-2)	DE	<b>1900-3</b>	914	(1000-3)

For inoperative ALS increase ASR-5L and ASR-23R CAT C/D/E visibility to 1<sup>3</sup>/<sub>4</sub> SM.

## RADAR INSTRUMENT APPROACH MINIMUMS

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SE-1

16 MAY 2024 to 13 JUN 2024

16 MAY 2024 to 13 JUN 2024

**RADAR INSTRUMENT APPROACH MINIMUMS**

**SABRE AAF (KEOD)**, TN (Fort Campbell), (Amdt 3A, 18032 USA)

ELEV 595

RADAR - (E) 118.1 340.9 **▽▲** 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>
ASR	23		COPTER	1060-½	473	(500-½)
	5		COPTER	1100-½	507	(600-½)

16 MAY 2024 to 13 JUN 2024

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