

# RADAR MINS

20030

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

### ATLANTIC CITY, NJ

Amdt 16, 04FEB16 (16035) (FAA)

ELEV 75

### ATLANTIC CITY INTL (ACY)

RADAR-1 124.6 327.125 **▽ ▲**

	<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	13		AB	480/24	405	(500-½)	CDE	480/40	405	(500-¾)
	4		AB	480-1	412	(500-1)	CDE	480-1½	412	(500-1½)
	31		AB	480/55	416	(500-1¼)	CDE	480/60	416	(500-1¼)
	22		AB	560-1	492	(500-1)	CDE	560-1¾	492	(500-1¾)
<b>C</b> CIRCLING	ALL RWY		A	560-1	465	(500-1)	B	600-1	525	(600-1)
			C	620-1½	545	(600-1½)	D	640-2	565	(600-2)
			E	760-2½	685	(700-2½)				

For inoperative MALSR, increase ASR S-13 CAT C/D/E visibility to RVR 6000.

Rwy 4 helicopter visibility reduction below ¾ SM not authorized.

### MC GUIRE FLD, (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI),

NJ (Amdt 1, 18032 USAF)

ELEV 141

RADAR (E) - 119.05 120.0 269.025 **▽**

	<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>
PAR	18*	3.0°/51/950	ABCDE	322-¾	200	(200-¾)
	36	3.0°/46/950	ABCDE	429-1	300	(300-1)

No-NOTAM MP: 0400-1100Z++ Mon-Fri, (by NOTAM if required).

PAR apch avbl 1200-0200Z++ Mon-Fri.

\*Rwy 18, VGSI and PAR glidepaths not coincident.

05 NOV 2020 to 03 DEC 2020

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## RADAR INSTRUMENT APPROACH MINIMUMS

**WHEELER-SACK AAF (KGTB), NY (Fort Drum) (1-Amdt 1, 2-Orig-A 20030 USA)**

ELEV **690**

RADAR<sup>1</sup>- 124.875 257.6 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>		
<b>RADAR-1</b> PAR	3 <sup>2</sup> 3	3.0°/54/1038	ABCDE	<b>885</b> -½	200	(200-½)		
	21 <sup>2</sup> 3	3.0°/58/1106	ABCDE	<b>877</b> -½	200	(200-½)		
	33 <sup>4</sup>	3.0°/49/938	AB	<b>938</b> -¾	250	(300-¾)		
			CDE	<b>938</b> -1	250	(300-1)		
<b>RADAR-2</b> ASR	21 <sup>5</sup>		AB	<b>1020</b> -½	343	(400-½)		
			CDE	<b>1020</b> -¾	343	(400-¾)		
	15 <sup>6</sup>		AB	<b>1100</b> -½	413	(500-½)		
			CD	<b>1100</b> -¾	413	(500-¾)		
			E	<b>1100</b> -1	413	(500-1)		
	33 <sup>4</sup>		AB	<b>1140</b> -1	450	(500-1)		
			C	<b>1140</b> -1¼	450	(500-1¼)		
			DE	<b>1140</b> -1½	450	(500-1½)		
			3 <sup>7</sup>		AB	<b>1240</b> -½	555	(600-½)
					C	<b>1240</b> -1	555	(600-1)
	CIR <sup>8</sup>	ALL RWY	D	<b>1240</b> -1¼	555	(600-1¼)		
			E	<b>1240</b> -1½	555	(600-1½)		
			AB	<b>1240</b> -1	550	(600-1)		
C			<b>1240</b> -1½	550	(600-1½)			
D			<b>1240</b> -2	550	(600-2)			
		E	<b>1520</b> -3	830	(900-3)			

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<sup>1</sup>Opr 1500-0400Z++ Mon-Fri exc federal hol.

<sup>2</sup>When ALS inop, increase CAT ABCDE vis to ¾ mile.

<sup>3</sup>VGSI and PAR glide path not coincident.

<sup>4</sup>Visibility reduction by helicopters NA.

<sup>5</sup>When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

<sup>6</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.

<sup>7</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¼ miles, CAT E vis to 2 miles.

<sup>8</sup>Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

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