

RADAR INSTRUMENT APPROACH MINIMUMS

FALLON NAS (VAN VOORHIS FLD) (KNFL)

Fallon, NV Amdt 6 02OCT25 (25275) (USN)

ELEV 3935

RADAR¹ - (E) 120.85x 121.875x 257.65x 277.4x 308.4x 346.4x 360.2x **T**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	7	3.0°/50/931	ABCDE	4130 -¾	200	(200-¾)
	13L	3.0°/50/954	ABCDE	4135 -¾	200	(200-¾)
	13R	3.0°/50/958	ABCDE	4135 -¾	200	(200-¾)
	31L ²	3.5°/57/934	ABCDE	4197 -⅞	270	(300-⅞)
	31R	3.5°/57/925	ABCDE	4198 -⅞	270	(300-⅞)
ASR	31L ³		ABCDE	4280 -1	353	(400-1)
	31R ⁴		ABCDE	4300 -1	372	(400-1)
	13L ⁵		AB	4380 -1	445	(500-1)
			CDE	4380 -1½	445	(500-1½)
	13R ⁶		AB	4380 -1	445	(500-1)
			CDE	4380 -1½	445	(500-1½)
CIR	13L/R, 31L/R		AB	4440 -1	510	(600-1)
			CDE	4440 -1½	510	(600-1½)
			A	4400 -1	465	(500-1)
			B	4440 -1	505	(600-1)
			C	4780 -2½	845	(900-2½)
			D	5120 -3	1185	(1200-3)
7			E	5160 -3	1225	(1300-3)
			AB	4400 -1	505	(600-1)
			C	4780 -2½	845	(900-2½)
			D	5120 -3	1185	(1200-3)
			E	5160 -3	1225	(1300-3)

CAUTION: ATC Missed Approach Minimum Climb Rate to 6500

PAR/ASR	Rwy	Knots	60	120	180	240	300	360
	7	FPM	370	740	1110	1480	1850	2220
	13L/R	FPM	300	600	900	1200	1500	1800

¹No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above.

²VGSI and PAR glidepath not coincident (VGSI Angle 3.50/TCH 61).

³Step Down Fix 3 NM 4980'.

⁴Step Down Fix 3 NM 4940'.

⁵Step Down Fix 3 NM 4960'.

⁶Step Down Fix 2 NM 4600'.

CAUTION: Fallon Muni Airport (uncontrolled) 5 NM NW pattern altitude 800' AGL.

09 JUL 2026 to 06 AUG 2026

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

26134

N2

RADAR INSTRUMENT APPROACH MINIMUMS

YUMA MCAS/YUMA INTL (KNYL)

Yuma, AZ Amdt 2 22JAN26 (26022) (USN)

ELEV 213

RADAR - (E) 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x



	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAT^H</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	21R ¹ 3L	3.0°/54/1073 3.0°/54/1021	ABCDE ABCDE	393-½ 395-¾	200 200	(200-½) (200-¾)
PAR W/O GS	21R ² 3L		AB CDE	600-½ 600-¾	407 407	(400-½) (400-¾)
	3L		AB CDE	640-1 640-1⅓	445 445	(500-1) (500-1⅓)
ASR	21R ³ 3R		AB CDE	620-½ 620-¾	427 427	(500-½) (500-¾)
	3R		AB CDE	600-1 600-1⅓	412 412	(400-1) (400-1⅓)
	21L		AB CDE	620-1 620-1⅓	412 412	(500-1) (500-1⅓)
	3L		AB CDE	640-1 640-1⅓	445 445	(500-1) (500-1⅓)
CIR	ALL RWY		A B C DE	680-1 860-1¾ 860-2 860-2¼	467 647 647 647	(500-1) (700-1¾) (700-2) (700-2¼)

¹When ALS inop, increase vis to ¾ mile. TCH (54) not coincident with VGSI TCH (50).

²When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅓ miles.

³When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.

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SW-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

26134

N2