

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



				DA/ MDA-VIS	HAT/ HAA	CEIL-VIS		
PAR	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>					
	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	4380-1¾	445	(500-1¾)		
	13R ⁶		AB	4380-1	445	(500-1)		
			CDE	4380-1¾	445	(500-1¾)		
	7		AB	4440-1	510	(600-1)		
			CDE	4440-1¾	510	(600-1¾)		
CIR	13L/R, 31L/R		A	4400-1	465	(500-1)		
			B	4440-1	505	(600-1)		
			C	4780-2½	845	(900-2½)		
			D	5120-3	1185	(1200-3)		
			E	5160-3	1225	(1300-3)		
	7		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.

01 OCT 2026 to 29 OCT 2026

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YUMA MCAS/YUMA INTL (KNYL)

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

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



ELEV 213

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
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 AB CDE	600-½ 600-¾ 640-1 640-1%	407 407 445 445	(400-½) (400-¾) (500-1) (500-1%)
ASR	21R ³ 3R 21L 3L		AB CDE AB CDE AB CDE	620-½ 620-¾ 600-1 600-1% 620-1 620-1% 640-1 640-1%	427 427 412 412 412 412 445 445	(500-½) (500-¾) (400-1) (400-1%) (500-1) (500-1%) (500-1) (500-1%)
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 1½ miles.
³When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.

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