

# RADAR MINS

24305

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

**BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 5, 15176 USAF)**

ELEV 165

RADAR<sup>1</sup> - (E) 118.6 119.9 125.1 335.55 350.2

	<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 <sup>2</sup>	15		AB	640/24	477	(500-½)
	33		CDE	640/50	477	(500-1)
			AB	640/24	479	(500-½)
			CDE	640/50	479	(500-1)
<b>C</b> CIR <sup>3</sup>	ALL RWY		ABC	<b>NOT AUTHORIZED</b>		
			D	760-2	595	(600-2)
			E	780-2¼	615	(700-2¼)

<sup>1</sup>Opr 1200-0500Z++.

<sup>2</sup>When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

<sup>3</sup>Circling not authorized W of Rwy.

# GULFPORT, MS

Amdt 7A, 21MAR24 (24081) (FAA)

ELEV 28

## GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25 **VA**

	<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	32		ABCDE	440/40	413	(500-¾)				
	14		AB	560/24	533	(600-½)	CDE	560/55	533	(600-1¼)
<b>C</b> CIRCLING	ALL RWY		A	560-1	532	(600-1)	B	640-1	612	(700-1)
			C	820-2¼	792	(800-2¼)	D	820-2½	792	(800-2½)
			E	820-2¾	792	(800-2¾)				

When control tower closed, ASR NA.

For inoperative ALS, increase ASR S-14 CAT E to 1½ SM; and ASR S-32 A/B visibility to RVR 5500, and CAT C/D/E to RVR 6000.

Rwy 32 helicopter visibility reduction below RVR 4000 not authorized.

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**JACKSON, MS**

Amdt 12A, 22APR21 (21112) (FAA)

ELEV **346**

**JACKSON-MEDGAR WILEY EVERS INTL (JAN)**

RADAR-1 123.9 317.7 **▽ ▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	16L		AB	<b>740/24</b>	428	(400-½)	CDE	<b>740/40</b>	428	(400-¾)
	16R		AB	<b>740-1</b>	420	(400-1)	CDE	<b>740-1½</b>	420	(400-1½)
	34L		AB	<b>820/40</b>	491	(500-¾)	CDE	<b>820/50</b>	491	(500-1)
	34R		AB	<b>840/55</b>	494	(500-1¼)	CDE	<b>840-1¾</b>	494	(500-1¾)
<b>C</b> CIRCLING	ALL RWY		A	<b>880-1</b>	534	(600-1)	B	<b>900-1</b>	554	(600-1)
			C	<b>900-1½</b>	554	(600-1½)	D	<b>960-2</b>	614	(700-2)
			E	<b>1040-2½</b>	694	(700-2½)				

When control tower closed, procedure NA.

CAT E Circling not authorized southwest of runway 16R-34L.

Rwy 16L: For inoperative ALSF-2, increase Cat E visibility to RVR 6000.

Rwy 34L: For inoperative MALSR, increase Cat A/B visibility to RVR 5000, Cat C/D/E to 1%.

Rwy 16R, 34R: Helicopter visibility reduction below ¾ SM not authorized.

**JOE WILLIAMS NOLF (KNJW),** Moscow, MS Amdt 4 08SEP22 (22251) (USN)

ELEV **539**

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	<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>
ASR <sup>1</sup>	32		CD	<b>1500-3</b>	961	(1000-3)
CIR <sup>1</sup>	ALL RWY		CD	<b>1500-3</b>	961	(1000-3)

<sup>1</sup>Procedure NA at night.

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## RADAR INSTRUMENT APPROACH MINIMUMS

**LAKE CHARLES, LA** Amdt 1B, 31MAY12 (14149) (FAA) ELEV 17  
**CHENNAULT INTL (CWF)**  
 RADAR-1 119.8 282.3 **▽ ▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	33		AB	<b>580-1</b>	564	(600-1)	CDE	<b>580-1<sup>5/8</sup></b>	564	(600-1 <sup>5/8</sup> )
	15		AB	<b>620-<sup>3/4</sup></b>	606	(700- <sup>3/4</sup> )	CDE	<b>620-1<sup>1/8</sup></b>	606	(700-1 <sup>1/8</sup> )
CIRCLING	ALL RWY		AB	<b>640-1</b>	623	(700-1)	C	<b>640-1<sup>3/4</sup></b>	623	(700-1 <sup>3/4</sup> )
			D	<b>640-2</b>	623	(700-2)	E	<b>880-3</b>	863	(900-3)

When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.

For inoperative MALSR, increase ASR 15 CATs A/B visibility to 1 and CATs C/D/E to 1<sup>1/4</sup>.

Rwy 15: visibility reduction by helicopters NA.

Procedure not available when Lake Charles approach control closed.

**LAKE CHARLES, LA** Amdt 5D, 05NOV20 (20310) (FAA) ELEV 15  
**LAKE CHARLES RGNL(LCH)**  
 RADAR-1 119.35 353.75 **▽ ▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	33		ABC	<b>380-<sup>3/4</sup></b>	369	(400- <sup>3/4</sup> )	D	<b>380-1<sup>1/4</sup></b>	369	(400-1 <sup>1/4</sup> )
	5		ABC	<b>380-1</b>	366	(400-1)	D	<b>380-1<sup>1/4</sup></b>	366	(400-1 <sup>1/4</sup> )
	15		AB	<b>440/24</b>	428	(500- <sup>1/2</sup> )	C	<b>440/40</b>	428	(500- <sup>3/4</sup> )
			D	<b>440/50</b>	428	(500-1)				
	23		AB	<b>440-1</b>	425	(500-1)	CD	<b>440-1<sup>1/4</sup></b>	425	(500-1 <sup>1/4</sup> )
<b>☐</b> CIRCLING	ALL RWY		A	<b>440-1</b>	425	(500-1)	B	<b>480-1</b>	465	(500-1)
			C	<b>580-1<sup>1/2</sup></b>	565	(600-1 <sup>1/2</sup> )	D	<b>680-2</b>	665	(700-2)

When control tower closed, ASR NA.

**MAKS AAF (KPOE)**, Fort Johnson, LA RADAR 1 Amdt 4C RADAR 2 Orig ELEV 330  
 (23362) USA  
 RADAR - (E) 123.7 261.3 **▽** NA Opr 1400-0600Z++ exc hol.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	34	3.0°/42/799	AB	<b>579-<sup>1/2</sup></b>	256	(300- <sup>1/2</sup> )
			CD	<b>579-<sup>3/4</sup></b>	256	(300- <sup>3/4</sup> )
ASR	34		AB	<b>760-<sup>3/4</sup></b>	482	(500- <sup>3/4</sup> )
			CD	<b>760-1</b>	482	(500-1)
	16		AB	<b>800-1</b>	472	(500-1)
			CD	<b>800-1<sup>5/8</sup></b>	472	(500-1 <sup>5/8</sup> )
CIR	ALL RWY		AB	<b>820-1</b>	490	(500-1)
			C	<b>820-1<sup>1/2</sup></b>	490	(500-1 <sup>1/2</sup> )
			D	<b>880-2</b>	550	(600-2)

<sup>1</sup>Rwy 34 VGSI and PAR glidepath not coincident.

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**MERIDIAN NAS (MC CAIN FIELD) (KNMM), Meridian, MS Amdt 6**

29DEC22 (22363) (USN)

**RADAR - (E)** 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4 

ELEV 316

	<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 <sup>1</sup>	19L	3.0°/50/1178	ABCDE	<b>416</b> -½	100	(100-½)
	1L <sup>2</sup>	3.0°/50/1079	ABCDE	<b>454</b> -½	200	(200-½)
	1R	3.0°/50/1151	ABCDE	<b>470</b> -¾	200	(200-¾)
	19R	3.0°/50/1180	ABCDE	<b>494</b> -¾	200	(200-¾)
PAR W/O GS <sup>1</sup>	19R <sup>3</sup>		AB	<b>700</b> -1	406	(400-1)
			CDE	<b>700</b> -1½	406	(400-1½)
	1L <sup>4,5</sup>		AB	<b>760</b> -½	506	(500-½)
ASR <sup>6</sup>			CDE	<b>760</b> -1	506	(500-1)
	28 <sup>7</sup>		ABCDE	<b>680</b> -1	375	(400-1)
	1R <sup>8</sup>		AB	<b>700</b> -1	430	(400-1)
			CDE	<b>700</b> -1¼	430	(400-1¼)
	1L <sup>4,9</sup>		AB	<b>760</b> -½	506	(500-½)
			CDE	<b>760</b> -1	506	(500-1)
	19L <sup>4</sup>		AB	<b>780</b> -½	464	(500-½)
			CDE	<b>780</b> -1	464	(500-1)
	19R <sup>10</sup>		AB	<b>720</b> -1	426	(500-1)
			CDE	<b>720</b> -1¼	426	(500-1¼)
	10 <sup>11</sup>		AB	<b>740</b> -1	436	(500-1)
		CDE	<b>740</b> -1¼	436	(500-1¼)	
CIR	All Rwy		A	<b>820</b> -1	504	(600-1)
			B	<b>840</b> -1	524	(600-1)
			C	<b>840</b> -1½	524	(600-1½)
			D	<b>880</b> -2	564	(600-2)
			E	<b>1080</b> -2¾	764	(800-2¾)

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<sup>1</sup>No-NOTAM MP sked: PAR 1300-1700Z++ Tue. PAR and PAR W/O GS apch not avbl dur this time.

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

<sup>3</sup>Step Down at 2 NM from thld, 860 min.

<sup>4</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1¾ miles.

<sup>5</sup>Step Down at 3 NM from thld, 1140 min.

<sup>6</sup>No-NOTAM MP sked: DASR 11 1300-1700Z++ Tue. No ASR apch dur this time.

<sup>7</sup>Step Down at 2 NM from thld, 980 min.

<sup>8</sup>Step Down at 3 NM from thld, 1080 min.

<sup>9</sup>Step Down at 2.5 NM from thld, 1020 min.

<sup>10</sup>Step Down at 2 NM from thld, 880 min.

<sup>11</sup>Step Down at 3 NM from thld, 1220 min.

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## RADAR INSTRUMENT APPROACH MINIMUMS

### MONROE, LA

Amdt 7B, 08OCT20 (20282) (FAA)

ELEV 79

### MONROE RGNL (MLU)

RADAR-1 118.15 290.475 **▼** **A**

	<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	4		AB	560/40	484	(500-¾)	CD	560/50	484	(500-1)
	22		AB	560-¾	485	(500-¾)	CD	560-1	485	(500-1)
<b>C</b> CIRCLING ALL RWY			AB	580-1¼	501	(600-1¼)	C	740-1¼	661	(700-1¼)
			D	1160-3	1081	(1100-3)				

When control tower closed, ASR NA.

Circling Rwy 14 NA at night.

For inop ALS: increase S-4 Cat A/B visibility to RVR 5500, Cat C/D visibility to 1 ¾ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ¾ SM.

### NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG),

New Orleans, LA Amdt 5 30DEC21 (21364) (USN)

ELEV 2

RADAR<sup>1</sup> - (E) 125.95 126.55 225.5 254.4 269.025 288.25 299.2 353.65 **▼**

	<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>
PAR	4 <sup>2</sup>	3.0°/49/927	ABCDE	98-¼	100	(100-¼)
	22 <sup>3,10</sup>	3.0°/41/815	ABCDE	200-½	200	(200-½)
PAR W/O GS	4 <sup>4</sup>		AB	420-¾	422	(500-¾)
			CDE	420-¾	422	(500-¾)
	22 <sup>5,12</sup>		ABCDE	360-¾	360	(400-¾)
ASR	4 <sup>7,9</sup>		AB	600-½	602	(600-½)
			CDE	600-1¾	602	(600-1¾)
	22 <sup>6,11</sup>		AB	580-½	580	(600-½)
			CDE	580-1¼	580	(600-1¼)
	32 <sup>8,9</sup>		AB	520-¾	518	(600-¾)
			CDE	520-1¼	518	(600-1¼)
CIR <sup>9</sup>	Rwy 04/22/32		AB	640-1	638	(700-1)
			C	640-1¾	638	(700-1¾)
			D	640-2	638	(700-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Multiple trees 43' AGL/40' MSL, 1300' prior thld.

<sup>1</sup>No-NOTAM preventive maint Mon 1300-1800Z++.

<sup>2</sup>When ALS inop, increase CAT ABCDE vis to ½ mile.

<sup>3</sup>When ALS inop, increase CAT ABCDE vis to ¾ mile.

<sup>4</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.

<sup>5</sup>When ALS inop, increase CAT ABCDE vis to 1 mile.

<sup>6</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

<sup>7</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

<sup>8</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

<sup>9</sup>CAT E circling NA NW of Rwy 4-22.

<sup>10</sup>CAUTION: TCH (41') is less than min TCH (45') for Height Group.

<sup>11</sup>Step Down Fix at 3 NM from thld, 1000 min.

<sup>12</sup>Step Down Fix at 2 NM from RPI, 660 min.

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**SHREVEPORT, LA**

Amdt 6A, 05NOV20 (20310) (FAA)

ELEV 258

**SHREVEPORT RGNL (SHV)**

RADAR-1 119.9 335.55 **T A**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	32		AB	720/40	498	(500-¾)
			CDE	720/50	498	(500-1)
			AB	800/40	542	(600-¾)
	14		CDE	800/60	542	(600-1¼)
			AB	800-1¼	562	(600-1¼)
			CDE	800-1½	562	(600-1½)
<b>C</b> CIRCLING	ALL RWY		AB	800-1¼	542	(600-1¼)
			C	980-2	722	(800-2)
			D	1100-2¾	842	(900-2¾)
			E	1100-3	842	(900-3)

Rwy 6, 32 helicopter visibility reduction below ¾ SM NA.

For inoperative ALS, increase S-14 Cat E visibility to 1% SM and S-32 Cat C/D/E visibility to 1% SM.

When control tower closed, ASR NA.

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