RADAR INSTRUMENT APPROACH MINIMUMS

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 5, 15176 USAF) ELEV 165

RADAR[1] **- (E)** 118.6 119.9 125.1 335.55 350.2

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15		AB	**640**/24	477	(500-½)
			CDE	**640**/50	477	(500-1)
	33		AB	**640**/24	479	(500-½)
			CDE	**640**/50	479	(500-1)
C CIR[3]	ALL RWY		ABC	**NOT AUTHORIZED**		
			D	**760**-2	595	(600-2)
			E	**780**-2¼	615	(700-2¼)

[1]Opr 1200-0500Z++.
[2]When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
[3]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 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	32		ABCDE	**440**/40	413	(500-¾)				
	14		AB	**560**/24	533	(600-½)	CDE	**560**/55	533	(600-1¼)
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.

29 OCT 2026 to 26 NOV 2026

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
26162

N1

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 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	16L		AB	**740**/24	428	(400-½)	CDE	**740**/40	428	(400-¾)
	16R		AB	**740**-1	420	(400-1)	CDE	**740**-1⅛	420	(400-1⅛)
	34L		AB	**820**/40	491	(500-¾)	CDE	**820**/50	491	(500-1)
	34R		AB	**840**/55	494	(500-1¼)	CDE	**840**-1⅜	494	(500-1⅜)
CIRCLING	ALL RWY		A	**880**-1	534	(600-1)	B	**900**-1	554	(600-1)
			C	**900**-1½	554	(600-1½)	D	**960**-2	614	(700-2)
			E	**1040**-2½	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 1⅜.
Rwy 16R, 34R: Helicopter visibility reduction below ¾ SM not authorized.

29 OCT 2026 to 26 NOV 2026

JOE WILLIAMS NOLF (KNJW)

Moscow, MS Amdt 5 15MAY25 (25135) (USN) ELEV **539**

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

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	32		CD	**1500**-3	961	(1000-3)
CIR[1]	All Rwy		CD	**1500**-3	961	(1000-3)

[1]Procedure NA at night.

29 OCT 2026 to 26 NOV 2026

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
26162

N2

RADAR INSTRUMENT APPROACH MINIMUMS

LAKE CHARLES, LA Amdt 1B, 31MAY12 (14149) (FAA) ELEV **17**

CHENNAULT INTL (CWF)

RADAR- 1 119.8 282.3 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	33		AB	**580**-1	564	(600-1)	CDE	**580**-1⅛	564	(600-1⅛)
	15		AB	**620**-¾	606	(700-¾)	CDE	**620**-1⅛	606	(700-1⅛)
CIRCLING	ALL RWY		AB	**640**-1	623	(700-1)	C	**640**-1¾	623	(700-1¾)
			D	**640**-2	623	(700-2)	E	**880**-3	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 1¾.
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 T A

29 OCT 2026 to 26 NOV 2026

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	33		ABC	**380**-¾	369	(400-¾)	D	**380**-1¼	369	(400-1¼)
	5		ABC	**380**-1	366	(400-1)	D	**380**-1¼	366	(400-1¼)
	15		AB	**440**/24	428	(500-½)	C	**440**/40	428	(500-¾)
			D	**440**/50	428	(500-1)				
	23		AB	**440**-1	425	(500-1)	CD	**440**-1¼	425	(500-1¼)
CIRCLING	ALL RWY		A	**440**-1	425	(500-1)	B	**480**-1	465	(500-1)
			C	**580**-1½	565	(600-1½)	D	**680**-2	665	(700-2)

When control tower closed, ASR NA.

29 OCT 2026 to 26 NOV 2026

MAKS AAF (FORT POLK) (KPOE)

Fort Polk, LA RADAR 1 Amdt 5 RADAR 2 Amdt 1 (26162) (USA) **ELEV 330**
RADAR - (E) 123.7 261.3 T NA Opr 1400-0600Z++ exc hol.

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1 2 3 4]	34	3.0°/42/799	ABCD	**670**-¾	349	(400-¾)
ASR	34[2 3 5]		ABCD	**760**-¾	439	(500-¾)
	16		AB	**800**-1¼	472	(500-1¼)
			CD	**800**-1⅜	472	(500-1⅜)
CIR	All Rwy		AB	**880**-1¼	550	(600-1¼)
			C	**880**-1½	550	(600-1½)
			D	**940**-2	610	(700-2)

[1]Rwy 34 VGSI and PAR glidepath not coincident.
[2]Rwy 34 helicopter vis reduction below ¾ mile not authorized.
[3]When control tower closed, increase vis to 1 mile.
[4]When ALS inop, increase vis to 1 mile.
[5]When ALS inop, increase vis to 1¼ miles.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
26162

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Meridian, MS Amdt 7 27NOV25 (25331) (USN) ELEV **316**
RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	19L	3.0°/50/1127	ABCDE	**416**-½	100	(100-½)
	1L[2]	3.0°/50/1081	ABCDE	**453**-½	200	(200-½)
	1R	3.0°/50/1132	ABCDE	**470**-¾	200	(200-¾)
	19R	3.0°/50/1144	ABCDE	**494**-¾	200	(200-¾)
ASR[1]	28[3]		ABCDE	**680**-1	376	(400-1)
	1R[4]		AB	**700**-1	430	(400-1)
			CDE	**700**-1¼	430	(400-1¼)
	1L[5 6]		AB	**760**-½	507	(500-½)
			CDE	**760**-1	507	(500-1)
	19L[5 7]		AB	**780**-½	464	(500-½)
			CDE	**780**-1	464	(500-1)
	19R[8]		AB	**720**-1	426	(500-1)
			CDE	**720**-1¼	426	(500-1¼)
	10[9]		AB	**740**-1	436	(500-1)
			CDE	**740**-1¼	436	(500-1¼)
CIR[10]	All Rwy		A	**820**-1	504	(600-1)
			B	**840**-1	524	(600-1)
			C	**840**-1½	524	(600-1½)
			D	**880**-2	564	(600-2)
			E	**1080**-2¾	764	(800-2¾)

[1]No-NOTAM MP sked: PAR and DASR 11 1300-1700Z++ Tue. PAR and ASR apch not avbl dur this time.
[2]When ALS inop, increase vis to ¾ mile.
[3]Step Down at 2 NM from thld, 980 min.
[4]Step Down at 3 NM from thld, 880 min.
[5]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1⅜ miles.
[6]Step Down at 2.5 NM from thld, 1040 min.
[7]Step Down at 3 NM from thld, 860 min.
[8]Step Down at 2 NM from thld, 800 min.
[9]Step Down at 3 NM from thld, 980 min.
[11]CIR restriction: CAT B remain within 1.5 NM, CAT C remain within 1.7 NM, CAT D remain within 2.3 NM, CAT E remain within 4.5 NM.

RADAR INSTRUMENT APPROACH MINIMUMS

MONROE, LA

Amdt 7B, 08OCT20 (20282) (FAA) ELEV **79**

MONROE RGNL (MLU)

RADAR- 1 118.15 290.475 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
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)
CIRCLING	ALL RWY		AB	**580**-1¼	501	(600-1¼)	C	**740**-1¾	661	(700-1¾)
			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 ⅜ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ⅜ SM.

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

New Orleans, LA Orig 19FEB26 (26050) (USN) ELEV **2**

RADAR[1] **- (E)** 125.95 126.55 225.5 254.4 269.025 288.25 299.2 353.65 T

29 OCT 2026 to 26 NOV 2026

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	4[2]	3.0°/52/981	ABCDE	**98**-¼	100	(100-¼)
	22[2]	3.0°/48/947	ABCDE	**107**-¼	107	(200-¼)
ASR	4[3 4]		AB	**600**-½	602	(600-½)
			CDE	**600**-1⅜	602	(600-1⅜)
	22[3 4 5]		AB	**600**-½	600	(600-½)
			CDE	**600**-1¼	600	(600-1¼)
	32[3 6 7]		AB	**580**-¾	578	(600-¾)
			CDE	**580**-1⅜	578	(600-1⅜)
CIR[3]	Rwy 04/22/32		AB	**640**-1	638	(700-1)
			C	**640**-1¾	638	(700-1¾)
			D	**660**-2	658	(700-2)
			E	**680**-2½	678	(700-2½)

[1]No-NOTAM preventive maint Mon 1300-1800Z++.
[2]When ALS inop, increase vis to ½ mile.
[3]CAT E circling not authorized NW of Rwy 4-22.
[4]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.
[5]Step Down Fix at 3 NM from thld, 1000 min.
[6]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅝ miles.
[7]Rwy 32 helicopter vis reduction below ¾ mile not authorized.

SHREVEPORT, LA

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

ELEV **258**

SHREVEPORT RGNL (SHV)

RADAR- 1 119.9 335.55 TVA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	32		AB	**720**/40	498	(500-¾)
			CDE	**720**/50	498	(500-1)
	14		AB	**800**/40	542	(600-¾)
			CDE	**800**/60	542	(600-1¼)
	6		AB	**800**-1¼	562	(600-1¼)
			CDE	**800**-1⅝	562	(600-1⅝)
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 1⅝ SM and S-32 Cat C/D/E visibility to 1⅜ SM.
When control tower closed, ASR NA.

29 OCT 2026 to 26 NOV 2026