JACKSONVILLE NAS (TOWERS FLD) (KNIP)

Jacksonville, FL Amdt 8 02OCT25 (25275) (USN) ELEV **23**

RADAR[1] **- (E)** 127.7x 266.8x 276.4x 282.375 299.6 328.4 348.0x 363.0x 379.225x

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[2 3]	3.0°/40/793	ABCDE	**121**-¼	100	(100-¼)
	28[2 4 5]	3.0°/40/751	ABCDE	**113**-¼	100	(100-¼)
PAR W/O GS[1]	10[6]		ABCDE	**360**-⅝	339	(400-⅝)
	28[6 7]		ABCDE	**360**-¾	347	(400-¾)
ASR	28[8 9]		ABCDE	**360**-¾	347	(400-¾)
	10[10]		AB	**420**-½	399	(400-½)
			CDE	**420**-⅝	399	(400-⅝)
CIR	All Rwy		AB	**500**-1⅛	477	(500-1⅛)
			C	**520**-1½	497	(500-1½)
			D	**760**-2¼	737	(800-2¼)
			E	**920**-3	897	(900-3)

[1]No-NOTAM MP: PAR 1200-1600Z++ Tue.
[2]When ALS inop, increase CAT ABCDE vis to ½ mile.
[3]Rwy 10 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 51.
[4]CAUTION: Wheel Crossing Height (WCH) for aircraft similar to B-747/767/720/757, DC-10, A-300, KC-10, E-4, C-5, and VC-25 is 15 ft.
[5]Rwy 28 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 62.
[6]When ALS inop, increase vis to 1⅛ miles.
[7]Step Down Fix at 2 NM from RPI, 660 min.
[8]ASR Rwy 28, Step Down Fix at 2 NM from thld, 680 min.
[9]When ALS inop, increase vis to 1 mile.
[10]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.

29 OCT 2026 to 26 NOV 2026

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

Key West, FL Amdt 4 14MAY26 (26134) (USN) ELEV **6**

RADAR[1] **- (E)** 134.925x 284.67x 348.25x 317.575x

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAT/	CEIL-VIS
PAR[2]	8[3 4]	3.0°/44/831	ABCDE	**104**-¼	100	(100-¼)
	4[5]	3.0°/35/656	ABCDE	**104**-½	100	(100-½)
	26	3.0°/45/848	ABCDE	**105**-½	100	(100-½)
PAR W/O GS	4[6]		ABCDE	**360**-1⅛	356	(400-1⅛)
	8[7]		AB	**420**-⅝	416	(500-⅝)
			CDE	**420**-¾	416	(500-¾)
	26		AB	**520**-1	515	(600-1)
			CDE	**520**-1⅛	515	(600-1⅛)
ASR	4[8]		ABCDE	**380**-1	376	(400-1)
	14[9]		AB	**400**-1	396	(400-1)
			CDE	**400**-1⅛	396	(400-1⅛)
	32[8]		ABCDE	**380**-1	376	(400-1)
	8[7 10]		AB	**420**-½	416	(500-½)
			CDE	**420**-¾	416	(500-¾)
	22[11]		AB	**480**-1	474	(500-1)
			CDE	**480**-1⅛	474	(500-1⅛)
	26[12]		AB	**460**-1	455	(500-1)
			CDE	**460**-1⅛	455	(500-1⅛)
CIR	4, 8, 26		AB	**520**-1	514	(600-1)
PAR W/O GS			C	**520**-1½	514	(600-1½)
			DE	**580**-2	574	(600-2)
CIR ASR			A	**460**-1	454	(500-1)
			B	**500**-1	494	(500-1)
			C	**500**-1½	494	(500-1½)
			DE	**580**-2	574	(600-2)

[1]Opr 1200-0300Z++. No NOTAM MP DASR 1200-1700Z++ Tues. NQX DASR unmto outside publ fld hr.
[2]No NOTAM preventative maint sked: PAR 1300-1700Z++ Wed.
[3]When ALS inop, increase vis to ½ mile.
[4]WCH (Group 4: 19') is less than the minimum height (20).
[5]WCH (Group 3: 15', Group 4: 10') is less than the minimum height (20).
[6]SDF at 3 NM from touchdown at or above 960' MSL.
[7]When ALS inop, increase CAT AB vis to 1 mile, CDE vis to 1⅛ miles.
[8]SDF at 2 NM from thld at or above 640' MSL.
[9]SDF at 2.75 NM from thld at or above 480' MSL.
[10]SDF at 2 NM from thld at or above 680' MSL.
[11]34:1 visual area penetrated. Visibility reduction by copters not authorized.
[12]SDF at 2.7 NM from thld at or above 520' MSL.

RADAR INSTRUMENT APPROACH MINIMUMS

MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB),

Mayport, FL Orig 03SEP26 (26246) (USN) ELEV **15**

RADAR[1] **- (E)** 119.7 125.525x 253.95x 257.875x 323.25x 355.6x 377.175 379.025x

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	5	3.0°/48/911	ABCDE	**167**-½	155	(200-½)
	23[2 3 4]	3.0°/48/911	ABCDE	**319**-1	304	(400-1)
	COP 5	3.0°/48/911	COPTER	**167**-½	155	(200-½)
	COP 23[2 3]	3.0°/48/911	COPTER	**319**-1	304	(400-1)
ASR	5[5]		AB	**500**-1	488	(500-1)
			CDE	**500**-1⅜	488	(500-1⅜)
	23[3 4]		AB	**520**-1	505	(600-1)
			CDE	**520**-1⅜	505	(600-1⅜)
CIR	5-23[3 6]		AB	**560**-1	545	(600-1)
PAR W/O GP			C	**560**-1½	545	(600-1½)
ASR			D	**620**-2	605	(700-2)
			E	**620**-2¼	605	(700-2¼)

[1]No-NOTAM preventive maint ASR 1100-1500Z++ Tue., PAR 1100-1500Z++ Wed. Mayport DASR unmto outside of publ fld hr.
[2]Procedure is authorized only when the St. Johns River is clear of vessels from the mouth of Haulover Creek to St. Johns Point. ATC will advise aircraft on final approach if a conflict is present and coordinate a missed approach as required. Does not apply to practice approaches in VMC.
[3]Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 thld.
[4]Visibility reduction by helicopters not authorized.
[5]Step Down Fix at 3 NM from thld, 1040 min.
[6]CAUTION: When Rwy 23 VGSI inop, circling to Rwy 23 not authorized at night, unless station has an approved observer monitoring marine traffic in the St. Johns River channel.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
26246

N3

RADAR INSTRUMENT APPROACH MINIMUMS

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

Pensacola, FL Amdt 8 02OCT25 (25275) (USN) ELEV **28**

RADAR[1] **- (E)** 128.25 239.05 285.625 288.325 305.2 318.8 348.725 T

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	7L[3]	3.0°/56/1093	ABCDE	**123**-¼	100	(100-¼)
	25L	3.0°/52/1001	ABCDE	**126**-½	104	(100-½)
	7R[4]	3.0°/54/1020	ABCDE	**127**-1	102	(100-1)
	19[4]	3.0°/55/994	ABCDE	**122**-1	100	(100-1)
	25R[5]	3.0°/56/1042	ABCDE	**121**-1	100	(100-1)
	1[4]	3.0°/55/1050	ABCDE	**129**-½	101	(200-½)
ASR	7L[6]		AB	**480**-½	457	(500-½)
			CDE	**480**-⅞	457	(500-⅞)
	7R		AB	**480**-1	455	(500-1)
			CDE	**480**-1⅜	455	(500-1⅜)
	1		AB	**460**-1	432	(500-1)
			CDE	**460**-1¼	432	(500-1¼)
	19[7]		AB	**480**-1	458	(500-1)
			CDE	**480**-1⅜	458	(500-1⅜)
	25L[7]		AB	**480**-1	458	(500-1)
			CDE	**480**-1⅜	458	(500-1⅜)
	25R[7]		AB	**480**-1	459	(500-1)
			CDE	**480**-1⅜	459	(500-1⅜)
ASR SIDESTEP	7R[8]		AB	**480**-1	455	(500-1)
			C	**480**-1½	455	(500-1½)
			DE	**480**-2	455	(500-2)
	25L[9]		AB	**480**-1	458	(500-1)
			C	**480**-1½	458	(500-1½)
			DE	**480**-2	458	(500-2)
CIR	All Rwy		AB	**520**-1	492	(500-1)
			C	**540**-1½	512	(600-1½)
			D	**600**-2	572	(600-2)
			E	**640**-2¼	612	(700-2¼)

[1]No-NOTAM MP: PAR 1400-1800Z++ Sat.
[2]34:1 penetrations left and right of rwy, unlit trees.
[3]When ALS inop, increase vis to ½ mile.
[4]VGSI and PAR TCH not coincident, VGSI TCH 55.
[5]VGSI and PAR TCH not coincident, VGSI TCH 56.
[6]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ mile.
[7]Step Down Fix (SDF) at 2 NM from rwy thld at or above 700' MSL.
[8]Sidestep within 2.5 DME of NPA TACAN (1.73 NM from thld).
[9]Sidestep within 2.5 DME of NPA TACAN (1.94 NM from thld).

29 OCT 2026 to 26 NOV 2026

TYNDALL AFB (KPAM)

Panama City, FL Amdt 5 27NOV25 (25331) (USAF) ELEV **17**

RADAR[1] **- (E)** 125.2 392.1 (N above 5000') 120.825 379.3 (N below 5000') 124.15 338.35 (S above 5000') 119.775 317.45 (S below 5000')

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	14L[3]	2.5°/49/1182	ABCDE	**214**/24	200	(200-½)
	32R[3]	2.5°/50/1145	ABCDE	**214**/24	200	(200-½)
	14R[4]	2.5°/36/815	ABCDE	**215**-¾	200	(200-¾)
	32L[5]	2.5°/41/941	ABCDE	**217**-¾	200	(200-¾)
ASR[2]	14L[6]		AB	**480**/24	466	(500-½)
			CDE	**480**/50	466	(500-1)
	32R[6]		AB	**480**/24	466	(500-½)
			CDE	**480**/50	466	(500-1)
	14R		AB	**480**-1	465	(500-1)
			CDE	**480**-1⅜	465	(500-1⅜)
	32L		AB	**480**-1	463	(500-1)
			CDE	**480**-1⅜	463	(500-1⅜)
CIR	All Rwy		AB	**540**-1	523	(600-1)
			C	**540**-1½	523	(600-1½)
			DE	**580**-2	563	(600-2)

[1] No-NOTAM preventive maint sked: DASR/STARS 0930-1130Z++ Mon-Fri. PAR 1200-1400Z++ Mon-Fri.
[2] When ASR out PAR not avbl.
[3] When ALS inop, increase RVR to 40 and vis to ¾ mile.
[4] CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'.
[5] CAUTION: Height Group 4 WCH 16'.
[6] When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

RADAR INSTRUMENT APPROACH MINIMUMS

WHITING FLD NAS-NORTH (KNSE)

Milton, FL Amdt 8 12JUN25 (25163) (USN)

RADAR[1] **-** Ctc PENSACOLA APP CON **(E)** 126.85 127.35 278.8 298.9 T ELEV **199**

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	14[2 3]		ABCDE	**500**-½	301	(400-½)
	23[4]		ABCDE	**540**-1	357	(400-1)
	5[5]		AB	**600**-1	420	(500-1)
			CDE	**600**-1⅛	420	(500-1⅛)
CIR[6 7]	5, 14, 23, 32		A	**600**-1	401	(500-1)
			B	**660**-1	461	(500-1)
			C	**660**-1½	461	(500-1½)
			DE	**760**-2	561	(600-2)

[1]Apch only avbl dur NDZ opr hr.
[2]When ALS inop, increase vis CAT ABCDE to 1 mile.
[3]Step Down Fix at 2 NM from thld, 880 min.
[4]Step Down Fix at 2 NM from thld, 820 min.
[5]Step Down Fix at 3 NM from thld, 1180 min.
[6]Circling not authorized S of Rwys 5 and 32. Caution - Whiting Fld NAS - South 1 NM South.
[7]When circling to Rwy 32 at Night, operational VGSI required, remain on or above VGSI glidepath until thld.

29 OCT 2026 to 26 NOV 2026

WHITING FLD NAS-SOUTH (KNDZ)

Milton, FL Amdt 11 02OCT25 (25275) (USN) ELEV **177**

RADAR[1] **-** Ctc PENSACOLA APP CON **(E)** 124.85 288.325 298.8 343.6 343.65 371.85 T

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32	3.0°/54/952	ABCDE	**280**-½	108	(200-½)
	23	3.0°/56/937	ABCDE	**377**-¾	200	(200-¾)
ASR	32[2 3]		AB	**520**-½	348	(400-½)
			CDE	**520**-⅝	348	(400-⅝)
	23[3]		ABCDE	**540**-1	363	(400-1)
	5[4]		AB	**600**-1	430	(500-1)
			CDE	**600**-1¼	430	(500-1¼)
	14[5 6]		AB	**600**-1	424	(500-1)
			CDE	**600**-1¼	424	(500-1¼)
CIR	All Rwys[7]		A	**600**-1	423	(500-1)
			B	**640**-1	463	(500-1)
			C	**660**-1½	483	(500-1½)
			DE	**760**-2	583	(600-2)

[1]Apch only avbl 1400-0500Z++.
[2]When ALS inop, increase vis to 1 mile.
[5]Step Down Fix at 3 NM from thld, 1180 min.
[6]Step Down Fix at 2 NM from thld, 860 min.
[7]Visibility reduction by helicopters not authorized.
[8]Step down fix at 2 NM from thld, 840 min.
[9]Circling not authorized N of Rwys 14 and 23. Circling authorized for PAR W/O GS and ASR only. Caution - Whiting Fld NAS - North 1 NM North.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
26246

N6