

RADAR MINS


20254


N1

RADAR INSTRUMENT APPROACH MINIMUMS

JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (Amdt 5, 19283 USN)

ELEV 23

RADAR¹ - (E) 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.0x 379.225x 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATth</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	10 ²⁵ 28 ^{2 310}	3.0°/40/792 3.0°/40/750	ABCDE ABCDE	121-¼ 113-¼	100 100	(100-¼) (100-¼)
PAR W/O GS ¹	10 ⁴ 28 ⁴¹¹		ABCDE ABCDE	400-5% 340-¾	379 327	(400-5%) (400-¾)
ASR	28 ⁸⁹ 10 ⁸⁸ 32 ⁷		AB CDE ABCDE AB CDE	400-¾ 400-7% 440-¾ 460-1¼ 460-1%	387 387 419 450 450	(400-¾) (400-7%) (500-¾) (500-1¼) (500-1%)
 CIR	ALL RWY		AB C D E	500-1¼ 560-1½ 800-2½ 920-3	477 537 777 897	(500-1¼) (600-1½) (800-2½) (900-3)

¹No-NOTAM MP: PAR 1200-1600Z++ Tue.

²When ALS inop, increase vis CAT ABCDE to ½ mile.

³CAUTION: 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.

⁴When ALS inop, increase vis CAT ABCDE to 1½ miles.

⁵Rwy 10 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 51.

⁶When ALS inop, increase CAT ABCDE vis to 1¼ miles.

⁷Step Down Fix at 2 NM from thld, 660 min.

⁸ASR Rwy 10 and 28, Step Down Fix at 2 NM from thld, 700 min.

⁹When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1½ miles.

¹⁰Rwy 28 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 62.

¹¹Step Down Fix at 2 NM from RPI, 660 min.

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KEY WEST, FL

Amdt 5, 19SEP13 (14149) (FAA)

ELEV 3

KEY WEST INTL (EYW)

RADAR-1 124.025 313.7 

	<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	27		AB	440-1	437	(500-1)	CD	440-1¼	437	(500-1¼)
	9		AB	460-1	457	(500-1)	C	460-1%	457	(500-1%)
CIRCLING	ALL RWY		AB D	500-1 620-2	497 617	(500-1) (700-2)	C	620-1¾	617	(700-1¾)

ASR S-9: Circling to Rwy 27 NA at night.

ASR S-9: Helicopter visibility reduction below ¾ SM NA.

ASR S-27: Helicopter visibility reduction below 1 SM NA.

ASR S-27: Straight-in and circling minimums NA at night.

SE-3

RADAR INSTRUMENT APPROACH MINIMUMS

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RADAR INSTRUMENT APPROACH MINIMUMS

KEY WEST NAS (BOCA CHICA FLD) (KNQX), Key West, FL

Amdt 2 (20198) (USN)

ELEV 6

RADAR¹ - (E) 134.925x 284.67x 348.25x 317.575x **▼**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATh/ HAT/</u>	<u>CEIL-VIS</u>
PAR ²	8 ^{3 8}	3.0°/43/813	ABCDE	104-¾	100	(100-¾)
	4 ⁹	3.0°/35/656	ABCDE	104-½	100	(100-½)
	26	3.0°/45/849	ABCDE	106-½	100	(100-½)
PAR W/O GS	4 ¹³		ABCDE	300-1½	296	(300-1½)
	26		ABCDE	340-1	334	(400-1)
	8 ^{4 13}		AB	440-¾	436	(500-¾)
			CDE	440-¾	436	(500-¾)
ASR	32 ¹¹		ABCDE	340-1¼	336	(400-1¼)
	4 ¹¹		ABCDE	340-1¼	336	(400-1¼)
	8 ^{5 12}		ABCDE	420-¾	416	(500-¾)
	14		ABCDE	420-1¼	416	(500-1¼)
	22 ¹⁰		AB	460-1¼	454	(500-1¼)
			CDE	460-1¾	454	(500-1¾)
	26		AB	460-1¼	454	(500-1¼)
			CDE	460-1¾	454	(500-1¾)
C CIR ^{6 7}	4, 8, 26		A	460-1¾	454	(500-1¾)
PAR W/O GS			B	500-1¾	494	(500-1¾)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)
C CIR ASR			A	460-1¼	454	(500-1¼)
			B	500-1¼	494	(500-1¼)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)

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¹Opr 1200-0300Z++.

²No NOTAM preventative maint sked: PAR 1300-1700Z++ Wed.

³When ALS inop, increase vis CAT ABCDE to ½ mile.

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

⁵When ALS inop, increase vis CAT ABCDE to 1¼ miles.

⁶When circling from PAR W/O GS Rwy 4, increase CAT AB vis to 1½ miles.

⁷When VGSI inop, circling not authorized to Rwys 14 and 22 at night.

⁸WCH (Group 4: 18 ft) is less than the minimum height (20).

⁹WCH (Group 3: 16 ft, Group 4: 11 ft) is less than the minimum height (20).

¹⁰34:1 visual area penetration by powerline up to 118' MSL, 3000' from thld; Roadway plus vehicle 713' from thld up to 21' MSL. Visibility reduction by copters not authorized.

¹¹SDF at 2 NM from thld at or above 640' MSL.

¹²SDF at 2 NM from thld at or above 680' MSL.


¹³SDF at 2 NM from touchdown at or above 640' MSL.


RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

MAYPORT NS (KNRB), (ADM DAVID L. MC DONALD FLD), FL (Amdt 3, 20142 USN)

ELEV 15

RADAR^{1 2} - (E) 119.7x 125.525x 253.95x 257.875x 323.25x 355.6x 377.175 379.025x 

	<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>
PAR	5	3.0°/48/887	ABCDE	212-¾	200	(200-¾)
	23 ^{3 4}	3.0°/50/937	ABCDE	322-1	307	(400-1)
	COP 5 ⁵	3.0°/48/887	COPTER	167-½	155	(200-½)
	COP 23 ^{4 5}	3.0°/50/937	COPTER	322-1	307	(400-1)
PAR W/O GS	5 ⁸		AB	400-1	388	(400-1)
			CDE	400-1½	388	(400-1½)
	23 ⁴		AB	420-1	405	(500-1)
		CDE	420-1½	405	(500-1½)	
ASR	5 ⁷		AB	440-1	428	(500-1)
			CDE	440-1¼	428	(500-1¼)
	23 ⁴		AB	520-1	505	(600-1)
			CDE	520-1¾	505	(600-1¾)
 CIR PAR W/O GS ASR	5-23 ^{4 6}		AB	560-1	545	(600-1)
			C	560-1½	545	(600-1½)
			D	640-2	625	(700-2)
			E	640-2¼	625	(700-2¼)

¹SFA not avbl.

²No-NOTAM preventive maint ASR 1100-1500Z++ Tue., PAR 1100-1500Z++ Wed.

³Procedure 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.

⁴Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 THLD.

⁵NOT FOR CIVIL USE.

⁶CAUTION: When Rwy 23 VGSI inop, circling to Rwy 23 NA at night, unless station has an approved observer monitoring marine traffic in the St. Johns River channel.

⁷Step Down Fix at 3 NM from THLD, 1020 min.

⁸Step Down Fix at 2 NM from touchdown, 640 min.

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RADAR INSTRUMENT APPROACH MINIMUMS

PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (Amdt 3, 19227 USN)
RADAR¹ - (E) 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8 **▼**

ELEV 28

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAT_h</u>	<u>CEIL-VIS</u>
PAR	7L ²	3.0°/58/1124	ABCDE	123-½	100	(100-½)
	1 ⁷	3.0°/39/750	ABCDE	128-½	100	(100-½)
	7R	3.0°/57/1085	ABCDE	125-½	100	(100-½)
	19 ⁸	3.0°/38/692	ABCDE	122-½	100	(100-½)
	25L ⁷	3.0°/39/748	ABCDE	122-½	100	(100-½)
	25R ⁸	3.0°/38/711	ABCDE	121-½	100	(100-½)
PAR W/O GS	7L ³		ABCDE	360-½	337	(400-½)
	7R		ABCDE	360-1	335	(400-1)
	1		ABCDE	360-1½	332	(400-1½)
	19		ABCDE	400-1½	378	(400-1½)
	25L		AB	440-1	418	(500-1)
	25R		CDE	440-1½	418	(500-1½)
PAR W/O GS SIDESTEP	25R		AB	440-1	419	(500-1)
			CDE	440-1½	419	(500-1½)
	7R		ABCDE	360-1	335	(400-1)
ASR	25L		AB	440-1	418	(500-1)
			CDE	440-1½	418	(500-1½)
	7L ⁴		AB	500-¾	477	(500-¾)
			CDE	500-1	477	(500-1)
	1		ABCDE	460-1¼	432	(500-1¼)
	7R		AB	500-1¼	475	(500-1¼)
ASR SIDESTEP			CDE	500-1¾	475	(500-1¾)
	19		AB	500-1¼	478	(500-1¼)
			CDE	500-1¾	478	(500-1¾)
	25L		AB	480-1¼	458	(500-1¼)
			CDE	480-1¾	458	(500-1¾)
	25R		AB	480-1¼	459	(500-1¼)
ASR SIDESTEP			CDE	480-1¾	459	(500-1¾)
	7R ⁵		AB	500-1¼	475	(500-1¼)
			CDE	500-1¾	475	(500-1¾)
	25L ⁶		AB	480-1¼	458	(500-1¼)
		CDE	480-1¾	458	(500-1¾)	

(CONTINUED ON NEXT PAGE)

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RADAR INSTRUMENT APPROACH MINIMUMS

PENSACOLA NAS (KNPA) (CONT'D)

	<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>
CIR ASR			AB	520-1¼	492	(500-1¼)
			C	540-1½	512	(600-1½)
			DE	580-2	552	(600-2)
CIR PAR W/O GS			AB	520-1½	492	(500-1½)
			C	540-1½	512	(600-1½)
			DE	580-2	552	(600-2)

¹No-NOTAM MP: PAR 1400-1800Z++ Sat.

²When ALS inop, increase vis CAT ABCDE to ½ mile.

³When ALS inop, increase vis CAT ABCDE to 1 mile.

⁴When ALS inop, increase vis CAT AB to 1¼ miles, CAT CDE to 1¾ miles.

⁵Sidestep within 2.5 DME of NPA TACAN (1.73 NM from THLD).

⁶Sidestep within 2.5 DME of NPA TACAN (1.94 NM from THLD).

⁷CAUTION: Wheel Crossing Height (WCH) for Group 3 (19 ft) and Group 4 (14 ft) is less than 20 ft.

⁸CAUTION: Wheel Crossing Height (WCH) for Group 3 (18 ft) and Group 4 (13 ft) is less than 20 ft.

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TALLAHASSEE, FL

Amdt 6B, 20JUN2019 (19171) (FAA)

ELEV 83

TALLAHASSEE INTL (TLH)

RADAR-1 135.8 317.4 **▽ ▲**

	<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	36		AB	460/24	398	(400-½)	CD	460/35	398	(400-¾)
	27		AB	480/24	422	(500-½)	CD	480/40	422	(500-¾)
	9		AB	500/55	435	(500-1¼)	CD	500-1¼	435	(500-1¼)
	18		AB	560-1	477	(500-1)	CD	560-1¾	477	(500-1¾)
CIRCLING	ALL RWY		A	580-1	497	(500-1)	B	600-1	517	(600-1)
			C	640-1½	557	(600-1½)	D	800-2¼	717	(800-2¼)

When control tower closed, ASR NA.

Rwy 9 helicopter visibility reduction below RVR 4000 not authorized.

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RADAR INSTRUMENT APPROACH MINIMUMS

TYNDALL AFB (KPAM), (Panama City) FL Amdt 2, 21MAY20 (20142) (USAF)

ELEV 17

RADAR² - (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') **▽**

	<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 ¹	14L ³	2.5°/50/1182	ABCDE	214/24	200	(200-½)
	32R ³	2.5°/50/1145	ABCDE	214/24	200	(200-½)
	14R ³	2.5°/36/815	ABCDE	215-¾	200	(200-¾)
	32L ⁶	2.5°/41/940	ABCDE	217-¾	200	(200-¾)
ASR ¹	32R ⁴		AB	460/24	446	(500-½)
			CDE	460/45	446	(500-¾)
	32L		AB	460-1	443	(500-1)
			CDE	460-1¾	443	(500-1¾)
	14L ⁴		AB	480/24	466	(500-½)
			CDE	480/50	466	(500-1)
14R		AB	480-1	465	(500-1)	
		CDE	480-1¾	465	(500-1¾)	
C CIR	All Rwy		AB	540-1	523	(600-1)
			C	560-1½	543	(600-1½)
			D	580-2	563	(600-2)
			E	620-2¼	603	(700-2¼)

¹ When ASR out PAR not avbl.

² No-NOTAM preventive maint sked: DASR/STARS 0930-1130Z++ Mon-Fri. PAR 1200-1400Z++ Mon-Fri.

³ When ALS inop, increase RVR to 40 and vis to ¾ mile.

⁴ When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.

⁵ CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'.

⁶ CAUTION: Height Group 4 WCH 16'.

WHITING FLD NAS-NORTH (KNSE), Milton, FL

Amdt 6 10SEP20 (20254) (USN)

ELEV 199

RADAR¹ - Ctc PENSACOLA APP CON (E) 126.85 127.35 278.8 298.9 **▽**

	<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	14 ^{2,4,6}		ABCDE	520-¾	321	(400-¾)
	23 ⁴		ABCDE	540-1	357	(400-1)
	5 ⁵		AB	620-1	440	(500-1)
			CDE	620-1¼	440	(500-1¼)
C CIR ³	5, 14, 23, 32		A	620-1	421	(500-1)
			B	660-1	461	(500-1)
			C	680-1½	481	(500-1½)
			DE	760-2	561	(600-2)

¹No-NOTAM preventive maint sked: Mon 1300-1700Z++; Apch only avbl dur NDZ opr hr.

²When ALS inop, increase vis CAT ABCDE to 1 mile.

³Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

⁴Vertical Descent Angle not coincident with VGSi angle.

⁵Step Down Fix at 3 NM from thld, 1180 min.

⁶Step Down Fix at 2 NM from thld, 840 min.

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SE-3

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RADAR INSTRUMENT APPROACH MINIMUMS

WHITING FLD NAS-SOUTH (KNDZ), Milton, FL

Amdt 6 10SEP20 (20254) (USN)

ELEV 177

RADAR¹ - Ctc PENSACOLA APP CON (E) 124.85 385.4 

	<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	32 [†]	3.0°/58/1034	ABCDE	422-½	250	(300-½)
	23 ^{2 11}	3.0°/41/671	ABCDE	427-¾	250	(300-¾)
PAR W/O GS	32 ^{3 7}		ABCDE	520-⅝	348	(400-⅝)
	23 ⁹		ABCDE	500-1	323	(400-1)
ASR	32 ^{9 6}		ABCDE	560-⅝	388	(400-⅝)
	23 ⁹		ABCDE	540-1	363	(400-1)
	14		AB	620-1	444	(500-1)
			CDE	620-1¾	444	(500-1¾)
	5 ¹⁰		AB	620-1	450	(500-1)
		CDE	620-1¾	450	(500-1¾)	
 CIR	All Rwys ⁵		A	620-1	443	(500-1)
			B	640-1	463	(500-1)
			C	680-1½	503	(600-1½)
			DE	740-2	563	(600-2)

¹No-NOTAM preventive maint sked: Mon 1300-1700Z++.

²CAUTION: PAR TCH and RPI not coincident with PAPI.

³When ALS inop, increase vis CAT ABCDE to 1 mile.

⁴When ALS inop, increase vis CAT ABCDE to ¾ mile.

⁵Circling not authorized in sector NE of Rwy 14-32 and NW of Rwy 5-23. Circling authorized from PAR W/O GS and ASR only. Caution - Whiting Fld NAS - North 1 NM North.

⁶When ALS inop, increase vis CAT AB to 1 mile; CAT CDE to 1½ miles.

⁷Step Down Fix at 3 NM from TD, 1120 min.

⁸Step Down Fix at 2 NM from TDF, 840 min.

⁹Step Down Fix at 3 NM from thld, 1180 min.

¹⁰Step Down Fix at 2 NM from thld, 860 min.

¹¹CAUTION: WCH for aircraft similar to B-747, KC-10, B-1, C-5 is 16 ft.

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