

# RADAR MINS

21364

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

ASR <sup>2</sup>	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
	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	NOT AUTHORIZED		
			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.

### BATON ROUGE, LA Amdt 11, 20AUG15 (21112) (FAA)

ELEV 70

#### BATON ROUGE METRO, RYAN FLD (BTR)

RADAR-1 120.3 278.3 **▽ ▲**

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
	31		ABCD	520-1	450	(500-1)				
	13		AB	560-¾	493	(500-¾)	CD	560-1	493	(500-1)
	22R		AB	620/40	550	(600-¾)	CD	620/60	550	(600-1¼)
	4L		AB	620-1¼	551	(600-1¼)	CD	620-1½	551	(600-1½)
<b>C</b> CIRCLING	ALL RWY		A	620-1¼	550	(600-1¼)	B	660-1¼	590	(600-1¼)
			C	780-2	710	(800-2)	D	840-2½	770	(800-2½)

When control tower closed, ASR NA.

For inoperative MALS, increase S-31 CATs C/D visibility to 1½ mile.

For inoperative MALSR, increase S-13 CATs A/B visibility to 1 mile, CAT C/D visibility to 1½ mile.

### GULFPORT, MS Amdt 7, 07DEC17 (17341) (FAA)

ELEV 29

#### GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25 **▽ ▲**

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
	32		AB	440/24	412	(500-½)	CDE	440/40	412	(500-¾)
	14		AB	560/24	533	(600-½)	CDE	560/55	533	(600-1¼)
<b>C</b> CIRCLING	ALL RWY		A	560-1	531	(600-1)	B	640-1	611	(700-1)
			C	820-2¼	791	(800-2¼)	D	820-2½	791	(800-2½)
			E	820-2¾	791	(800-2¾)				

When control tower closed, ASR NA.

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

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**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	740/24	428	(400-½)	CDE	740/40	428	(400-¾)
	16R		AB	740-1	420	(400-1)	CDE	740-1½	420	(400-1½)
	34L		AB	820/40	491	(500-¾)	CDE	820/50	491	(500-1)
	34R		AB	840/55	494	(500-1¼)	CDE	840-1¾	494	(500-1¾)
<b>C</b> 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 1%.

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

**JOE WILLIAMS NOLF (KNJW), MS (Moscow) (15036 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	1500-3	961	(1000-3)
CIR <sup>1</sup>	ALL RWY		CD	1500-3	961	(1000-3)

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

**LAFAYETTE, LA**

Amdt 11, 20JUN19 (21112) (FAA)

ELEV **42**

**LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)**

RADAR-1 121.1 363.0 **▽▲**

	<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	29		ABCD	380-1	338	(400-1)				
	4R		AB	500-1	460	(500-1)	CD	500-1¾	460	(500-1¾)
	11		AB	540-1	498	(500-1)	CD	540-1¾	498	(500-1¾)
<b>C</b> CIRCLING	ALL RWY		A	540-1	498	(500-1)	B	580-1	538	(600-1)
			C	700-1¼	658	(700-1¼)	D	700-2	658	(700-2)

When control tower closed, ASR NA.

Rwy 4R, Rwy 11, Rwy 29 helicopter visibility reduction below ¾ SM not authorized.

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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<math>\frac{1}{8}</math></b>	564	(600-1 $\frac{1}{8}$ )
	15		AB	<b>620-<math>\frac{3}{4}</math></b>	606	(700- $\frac{3}{4}$ )	CDE	<b>620-1<math>\frac{1}{8}</math></b>	606	(700-1 $\frac{1}{8}$ )
CIRCLING	ALL RWY		AB	<b>640-1</b>	623	(700-1)	C	<b>640-1<math>\frac{1}{4}</math></b>	623	(700-1 $\frac{1}{4}$ )
			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 $\frac{1}{4}$ .

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-<math>\frac{3}{4}</math></b>	369	(400- $\frac{3}{4}$ )	D	<b>380-1<math>\frac{1}{4}</math></b>	369	(400-1 $\frac{1}{4}$ )
	5		ABC	<b>380-1</b>	366	(400-1)	D	<b>380-1<math>\frac{1}{4}</math></b>	366	(400-1 $\frac{1}{4}$ )
	15		AB	<b>440/24</b>	428	(500- $\frac{1}{2}$ )	C	<b>440/40</b>	428	(500- $\frac{3}{4}$ )
			D	<b>440/50</b>	428	(500-1)				
	23		AB	<b>440-1</b>	425	(500-1)	CD	<b>440-1<math>\frac{1}{4}</math></b>	425	(500-1 $\frac{1}{4}$ )
<b>C</b> CIRCLING	ALL RWY		A	<b>440-1</b>	425	(500-1)	B	<b>480-1</b>	465	(500-1)
			C	<b>580-1<math>\frac{1}{2}</math></b>	565	(600-1 $\frac{1}{2}$ )	D	<b>680-2</b>	665	(700-2)

When control tower closed, ASR NA.

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**MERIDIAN NAS (MC CAIN FIELD) (KNMM), Meridian, MS Amdt 4**

04NOV21 (21308) (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°/45/1055	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°/36/839	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>12</sup>		ABCDE	<b>640</b> -1	346	(400-1)
	1R <sup>11</sup>		ABCDE	<b>640</b> -1	370	(400-1)
	19L <sup>3</sup>		AB	<b>740</b> -⅝	424	(500-⅝)
			CDE	<b>740</b> -¾	424	(500-¾)
	1L <sup>4,11</sup>		AB	<b>760</b> -⅝	506	(500-⅝)
ASR <sup>9</sup>	28 <sup>8</sup>		ABCDE	<b>680</b> -1	375	(400-1)
	1R <sup>6</sup>		AB	<b>700</b> -1	430	(400-1)
			CDE	<b>700</b> -1¼	430	(400-1¼)
	1L <sup>4,5</sup>		AB	<b>760</b> -⅝	506	(500-⅝)
			CDE	<b>760</b> -1	506	(500-1)
	19L <sup>4</sup>		AB	<b>800</b> -⅝	484	(500-⅝)
			CDE	<b>800</b> -1	484	(500-1)
	19R <sup>7</sup>		AB	<b>740</b> -1	446	(500-1)
			CDE	<b>740</b> -1⅙	446	(500-1⅙)
	10 <sup>10</sup>		AB	<b>740</b> -1	436	(500-1)
		CDE	<b>740</b> -1¼	436	(500-1¼)	
CIR	All Rwy		AB	<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 CAT ABCDE vis to ¾ mile.

<sup>3</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1¼ miles.

<sup>4</sup>When ALS inop, increase CAT AB to vis 1 mile, CAT CDE to 1⅙ miles.

<sup>5</sup>Step Down at 2.5 NM from thld, 1020 min.

<sup>6</sup>Step Down at 3 NM from thld, 1080 min.

<sup>7</sup>Step Down at 2 NM from thld, 880 min.

<sup>8</sup>Step Down at 2 NM from thld, 980 min.

<sup>9</sup>No-NOTAM MP sked: DASR 11 1300-1700Z++ Tue. No ASR apch dur this time.

<sup>10</sup>Step Down at 3 NM from thld, 1220 min.

<sup>11</sup>Step Down at 3 NM from thld, 1140 min.

<sup>12</sup>Step Down at 2 NM from thld, 860 min.

**RADAR INSTRUMENT APPROACH MINIMUMS**

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**MONROE, LA**

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

ELEV 79

**MONROE RGNL (MLU)**

**RADAR-1** 118.15 290.475 **▼ ▲**

	<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	4		AB	<b>560/40</b>	484	(500-¾)	CD	<b>560/50</b>	484	(500-1)
	22		AB	<b>560-¾</b>	485	(500-¾)	CD	<b>560-1</b>	485	(500-1)
<b>C</b> CIRCLING ALL RWY			AB	<b>580-1¼</b>	501	(600-1¼)	C	<b>740-1¾</b>	661	(700-1¾)
			D	<b>1160-3</b>	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.

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**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/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	4 <sup>2</sup>	3.0°/49/927	ABCDE	<b>98-¾</b>	100	(100-¾)
	22 <sup>3 10</sup>	3.0°/41/815	ABCDE	<b>200-½</b>	200	(200-½)
PAR W/O GS	4 <sup>4</sup>		AB	<b>420-¾</b>	422	(500-¾)
			CDE	<b>420-¾</b>	422	(500-¾)
ASR	22 <sup>5 12</sup>		ABCDE	<b>360-¾</b>	360	(400-¾)
	4 <sup>7 9</sup>		AB	<b>600-½</b>	602	(600-½)
			CDE	<b>600-1¾</b>	602	(600-1¾)
	22 <sup>6 11</sup>		AB	<b>580-½</b>	580	(600-½)
			CDE	<b>580-1¼</b>	580	(600-1¼)
	32 <sup>8 9</sup>		AB	<b>520-¾</b>	518	(600-¾)
		CDE	<b>520-1¼</b>	518	(600-1¼)	
CIR <sup>9</sup>	Rwy 04/22/32		AB	<b>640-1</b>	638	(700-1)
			C	<b>640-1¾</b>	638	(700-1¾)
			D	<b>640-2</b>	638	(700-2)
			E	<b>640-2¼</b>	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 1½ 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

**POLK AAF (KPOE), LA (FORT POLK) (RADAR 1 Amdt 4C, RADAR 2 Orig, 20086 USA)**  
**RADAR - (E) 123.7 261.3**  NA Opr 1400-0600Z++ exc hol.

ELEV 330



	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	34	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	34		AB	760-¾	482	(500-¾)
			CD	760-1	482	(500-1)
	16		AB	800-1	472	(500-1)
			CD	800-1¾	472	(500-1¾)
CIR	ALL RWY		AB	820-1	490	(500-1)
			C	820-1½	490	(500-1½)
			D	880-2	550	(600-2)


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

**SHREVEPORT, LA** Amdt 6A, 05NOV20 (20310) (FAA)

ELEV 258

**SHREVEPORT RGNL (SHV)**

**RADAR- 1 119.9 335.55**  

	<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)
	14		AB	800/40	542	(600-¾)
			CDE	800/60	542	(600-1¼)
	6		AB	800-1¼	562	(600-1¼)
			CDE	800-1¾	562	(600-1¾)
 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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