

RADAR MINS


22111


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>HAT^h</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- ¹ / ₄ 113- ¹ / ₄	100 100	(100- ¹ / ₄) (100- ¹ / ₄)
PAR W/O GS ¹	10 ⁴ 28 ⁴¹¹		ABCDE ABCDE	400- ⁵ / ₈ 340- ³ / ₄	379 327	(400- ⁵ / ₈) (400- ³ / ₄)
ASR	28 ⁸⁹ 10 ⁸⁸ 32 ⁷		AB CDE ABCDE AB CDE	400- ³ / ₄ 400- ⁷ / ₈ 440- ³ / ₄ 460-1 ¹ / ₄ 460-1 ¹ / ₄	387 387 419 450 450	(400- ³ / ₄) (400- ⁷ / ₈) (500- ³ / ₄) (500-1 ¹ / ₄) (500-1 ¹ / ₄)
 CIR	ALL RWY		AB C D E	500-1 ¹ / ₄ 560-1 ¹ / ₄ 800-2 ¹ / ₂ 920-3	477 537 777 897	(500-1 ¹ / ₄) (600-1 ¹ / ₂) (800-2 ¹ / ₂) (900-3)

¹No-NOTAM MP: PAR 1200-1600Z++ Tue.

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

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

⁶When ALS inop, increase CAT ABCDE vis to 1 1/4 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 1 1/2 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	440-1 ¹ / ₄	437	(500-1 ¹ / ₄)
	9		AB	460-1	457	(500-1)	C	460-1 ¹ / ₂	457	(500-1 ¹ / ₂)
CIRCLING	ALL RWY		AB D	500-1 620-2	497 617	(500-1) (700-2)	C	620-1 ¹ / ₄	617	(700-1 ¹ / ₄)

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

ASR S-9: Helicopter visibility reduction below 3/4 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

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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	500-1½	494	(500-1½)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)
			A	460-1¼	454	(500-1¼)
			B	500-1¼	494	(500-1¼)
C CIR ASR			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)

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.

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

Mayport, FL Amdt 5 30DEC21 (22083) (USN)

ELEV 15

RADAR¹ - (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/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	5	3.0°/47/887	ABCDE	212-¾	200	(200-¾)
	23 ^{2 3 4}	3.0°/50/937	ABCDE	319-1	304	(400-1)
	COP 5	3.0°/47/887	COPTER	167-½	155	(200-½)
	COP 23 ^{2 3}	3.0°/50/937	COPTER	319-1	304	(400-1)
PAR W/O GS	5 ⁵		AB	420-1	408	(500-1)
			CDE	420-1½	408	(500-1½)
	23 ^{3 4}		AB	420-1	405	(500-1)
		CDE	420-1½	405	(500-1½)	
ASR	5 ⁶		AB	440-1	428	(500-1)
			CDE	440-1¼	428	(500-1¼)
	23 ^{3 4}		AB	520-1	505	(600-1)
			CDE	520-1½	505	(600-1½)
CIR PAR W/O GS ASR	5-23 ^{3 7}		AB	560-1	545	(600-1)
			C	560-1½	545	(600-1½)
			D	620-2	605	(700-2)
			E	620-2¼	605	(700-2¼)

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¹No-NOTAM preventive maint ASR 1100-1500Z++ Tue., PAR 1100-1500Z++ Wed.

Mayport DASR unmto outside of publ fld hr.

²Procedure 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.

³Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 thld.

⁴Visibility reduction by helicopters NA.

⁵Step Down Fix at 2 NM from TD, 640 min.

⁶Step Down Fix at 3 NM from thld, 1020 min.

⁷CAUTION: 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.

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PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA), Pensacola, FL

Amdt 4 02DEC21 (21336) (USN)

ELEV 28

RADAR¹ - (E) 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8 **7**

	<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	7L ²	3.0°/55/1071	ABCDE	123-¼	100	(100-¼)
	1	3.0°/50/954	ABCDE	128-½	100	(100-½)
	7R	3.0°/50/952	ABCDE	125-½	100	(100-½)
	19	3.0°/50/901	ABCDE	122-½	100	(100-½)
	25L	3.0°/50/954	ABCDE	122-½	100	(100-½)
	25R	3.0°/50/930	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	360-1	332	(400-1)
	19 ⁴		ABCDE	400-1	378	(400-1)
	25L		AB	420-1	398	(400-1)
			CDE	420-1½	398	(400-1½)
PAR W/O GS SIDESTEP	25R		AB	420-1	399	(400-1)
			CDE	420-1½	399	(400-1½)
	7R		AB	360-1	335	(400-1)
			C	360-1½	335	(400-1½)
	25L		DE	360-2	335	(400-2)
			AB	420-1	398	(400-1)
ASR			C	420-1½	398	(400-1½)
	7L ⁵		DE	420-2	398	(400-2)
	7R		AB	480-½	457	(500-½)
			CDE	480-¾	457	(500-¾)
	1		AB	480-1	455	(500-1)
			CDE	480-1¾	455	(500-1¾)
ASR SIDESTEP	19 ⁶		AB	460-1	432	(500-1)
			CDE	460-1¼	432	(550-1¼)
	25L ⁶		AB	480-1	458	(500-1)
			CDE	480-1¾	458	(500-1¾)
	25R ⁶		AB	480-1	459	(500-1)
			CDE	480-1¾	459	(500-1¾)
ASR SIDESTEP	7R ⁷		AB	480-1	455	(500-1)
			C	480-1½	455	(500-1½)
	25L ⁸		DE	480-2	455	(500-2)
			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)
			DE	580-2	552	(600-2)

(CONTINUED ON NEXT PAGE)

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RADAR INSTRUMENT APPROACH MINIMUMS

PENSACOLA NAS (FORREST SHERMAN FLD) (Continued)

- ¹No-NOTAM MP: PAR 1400-1800Z++ Sat.
- ²When ALS inop, increase CAT ABCDE vis to ½ mile.
- ³When ALS inop, increase CAT ABCDE vis to 1 mile.
- ⁴Step Down Fix (SDF) at 2 NM from touchdown at or above 660' MSL.
- ⁵When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ mile.
- ⁶Step Down Fix (SDF) at 2 NM from rwy threshold at or above 700' MSL.
- ⁷Sidestep within 2.5 DME of NPA TACAN (1.73 NM from thld).
- ⁸Sidestep within 2.5 DME of NPA TACAN (1.94 NM from thld).

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)
C 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 3 21APR22 (22111) (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/ MDA-VIS</u>	<u>HAT/ HATH/ 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	14L ⁴		AB	480/24	466	(500-½)
			CDE	480/50	466	(500-1)
	32R 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)
32L		AB	480-1	463	(500-1)	
		CDE	480-1¾	463	(500-1¾)	
C CIR	All Rwy		AB	540-1	523	(600-1)
			C	540-1½	523	(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/ MDA-VIS</u>	<u>HAT/ HATH/ 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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RADAR INSTRUMENT APPROACH MINIMUMS

WHITING FLD NAS-SOUTH (KNDZ), Milton, FL Amdt 7 12AUG21

(21224) (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>HATth/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	32 ⁴	3.0°/58/1034	ABCDE	278 -½	106	(200-½)
	23 ^{2,11}	3.0°/41/671	ABCDE	377 -¾	200	(200-¾)
PAR W/O GS	32 ^{3,7}		ABCDE	440 -½	268	(300-½)
	23 ⁸		AB	460 -1	283	(300-1)
			CDE	460 -¾	283	(300-¾)
ASR	32 ^{9,6}		ABCDE	560 -¾	388	(400-¾)
	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)
C CIR	All Rwys ⁵		A	620 -1	443	(500-1)
			B	640 -1	463	(500-1)
			C	660 -1½	483	(500-1½)
			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 vis to 1¾ 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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