

RADAR MINS

22363

N1

RADAR INSTRUMENT APPROACH MINIMUMS

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

ELEV 165

RADAR¹ - (E) 118.6 119.9 125.1 335.55 350.2

| ASR ² | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---------------------------|---------|------------|-----|----------------|-------------|-------------|
| | | | | 640/24 | 477 | |
| | 15 | | AB | 640/50 | 477 | (500-1) |
| | 33 | | AB | 640/24 | 479 | (500-1/2) |
| | | | CDE | 640/50 | 479 | (500-1) |
| C CIR ³ | ALL RWY | | ABC | NOT AUTHORIZED | | |
| | | | D | 760-2 | 595 | (600-2) |
| | | | E | 780-2 1/4 | 615 | (700-2 1/4) |

¹Opr 1200-0500Z++.

²When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/2 miles.

³Circling 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/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|-------------------|---------|------------|------|----------------|-------------|-------------|-----|----------------|-------------|-------------|
| | | | | 520-1 | 450 | | | (500-1) | 560-1 | |
| | 31 | | ABCD | 520-1 | 450 | (500-1) | | 560-1 | 493 | (500-1) |
| | 13 | | AB | 560-3/4 | 493 | (500-3/4) | CD | 620/60 | 550 | (600-1 1/4) |
| | 22R | | AB | 620/40 | 550 | (600-3/4) | CD | 620-1 1/2 | 551 | (600-1 1/4) |
| | 4L | | AB | 620-1 1/4 | 551 | (600-1 1/4) | CD | 660-1 1/4 | 590 | (600-1 1/4) |
| C CIRCLING | ALL RWY | | A | 620-1 1/4 | 550 | (600-1 1/4) | B | 840-2 1/2 | 770 | (800-2 1/2) |
| | | | C | 780-2 | 710 | (800-2) | D | | | |

When control tower closed, ASR NA.

For inoperative MALS, increase S-31 CATs C/D visibility to 1 1/2 mile.

For inoperative MALSR, increase S-13 CATs A/B visibility to 1 mile, CAT C/D visibility to 1 1/2 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/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|-------------------|---------|------------|-----|----------------|-------------|-------------|-----|----------------|-------------|-------------|
| | | | | 440/24 | 412 | | | (500-1/2) | 440/40 | |
| | 32 | | AB | 440/24 | 412 | (500-1/2) | CDE | 560/55 | 533 | (600-1 1/4) |
| | 14 | | AB | 560/24 | 533 | (600-1/2) | CDE | 640-1 | 611 | (700-1) |
| C CIRCLING | ALL RWY | | A | 820-2 1/4 | 791 | (800-2 1/4) | D | 820-2 1/2 | 791 | (800-2 1/2) |
| | | | C | 820-2 1/4 | 791 | (800-2 1/4) | | | | |
| | | | E | 820-2 1/4 | 791 | (800-2 1/4) | | | | |

When control tower closed, ASR NA.

For inoperative ALS, increase ASR S-14 CAT E visibility to 1 1/2 SM; increase ASR S-32 CAT C, D, and E visibility to RVR 6000.

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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 **▽ ▲**

| | <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) |
| C 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), Moscow, MS Amdt 4 08SEP22 (22251) (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 ¹ | 32 | | CD | 1500-3 | 961 | (1000-3) |
| CIR ¹ | ALL RWY | | CD | 1500-3 | 961 | (1000-3) |

¹Procedure NA at night.

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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 | 580-1 | 564 | (600-1) | CDE | 580-1$\frac{1}{8}$ | 564 | (600-1 $\frac{1}{8}$) |
| | 15 | | AB | 620-$\frac{3}{4}$ | 606 | (700- $\frac{3}{4}$) | CDE | 620-1$\frac{1}{8}$ | 606 | (700-1 $\frac{1}{8}$) |
| CIRCLING | ALL RWY | | AB | 640-1 | 623 | (700-1) | C | 640-1$\frac{1}{4}$ | 623 | (700-1 $\frac{1}{4}$) |
| | | | 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 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 | 380-$\frac{3}{4}$ | 369 | (400- $\frac{3}{4}$) | D | 380-1$\frac{1}{4}$ | 369 | (400-1 $\frac{1}{4}$) |
| | 5 | | ABC | 380-1 | 366 | (400-1) | D | 380-1$\frac{1}{4}$ | 366 | (400-1 $\frac{1}{4}$) |
| | 15 | | AB | 440/24 | 428 | (500- $\frac{1}{2}$) | C | 440/40 | 428 | (500- $\frac{3}{4}$) |
| | | | D | 440/50 | 428 | (500-1) | | | | |
| | 23 | | AB | 440-1 | 425 | (500-1) | CD | 440-1$\frac{1}{4}$ | 425 | (500-1 $\frac{1}{4}$) |
| C CIRCLING | ALL RWY | | A | 440-1 | 425 | (500-1) | B | 480-1 | 465 | (500-1) |
| | | | C | 580-1$\frac{1}{2}$ | 565 | (600-1 $\frac{1}{2}$) | D | 680-2 | 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 6

29DEC22 (22363) (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 ¹ | 19L | 3.0°/50/1178 | ABCDE | 416 -½ | 100 | (100-½) |
| | 1L ² | 3.0°/50/1079 | ABCDE | 454 -½ | 200 | (200-½) |
| | 1R | 3.0°/50/1151 | ABCDE | 470 -¾ | 200 | (200-¾) |
| | 19R | 3.0°/50/1180 | ABCDE | 494 -¾ | 200 | (200-¾) |
| PAR W/O GS ¹ | 19R ³ | | AB | 700 -1 | 406 | (400-1) |
| | | | CDE | 700 -1½ | 406 | (400-1½) |
| | 1L ^{4,5} | | AB | 760 -½ | 506 | (500-½) |
| ASR ⁶ | | | CDE | 760 -1 | 506 | (500-1) |
| | 28 ⁷ | | ABCDE | 680 -1 | 375 | (400-1) |
| | 1R ⁸ | | AB | 700 -1 | 430 | (400-1) |
| | | | CDE | 700 -1¼ | 430 | (400-1¼) |
| | 1L ^{4,9} | | AB | 760 -½ | 506 | (500-½) |
| | | | CDE | 760 -1 | 506 | (500-1) |
| | 19L ⁴ | | AB | 780 -½ | 464 | (500-½) |
| | | | CDE | 780 -1 | 464 | (500-1) |
| | 19R ¹⁰ | | AB | 720 -1 | 426 | (500-1) |
| | | | CDE | 720 -1¼ | 426 | (500-1¼) |
| | 10 ¹¹ | | AB | 740 -1 | 436 | (500-1) |
| | | CDE | 740 -1¼ | 436 | (500-1¼) | |
| CIR | 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) |

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¹No-NOTAM MP sked: PAR 1300-1700Z++ Tue. PAR and PAR W/O GS apch not avbl dur this time.

²When ALS inop, increase vis to ¾ mile.

³Step Down at 2 NM from thld, 860 min.

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

⁵Step Down at 3 NM from thld, 1140 min.

⁶No-NOTAM MP sked: DASR 11 1300-1700Z++ Tue. No ASR apch dur this time.

⁷Step Down at 2 NM from thld, 980 min.

⁸Step Down at 3 NM from thld, 1080 min.

⁹Step Down at 2.5 NM from thld, 1020 min.

¹⁰Step Down at 2 NM from thld, 880 min.

¹¹Step Down at 3 NM from thld, 1220 min.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

MONROE, LA

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

ELEV 79

MONROE RGNL (MLU)

RADAR-1 118.15 290.475 **▼** **A**

| ASR | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|----------|------------------|------------|-----|----------------|-------------|----------|-----|----------------|-------------|----------|
| | 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) |
| C | 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 ¾ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ¾ SM.

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

New Orleans, LA Amdt 5 30DEC21 (21364) (USN)

ELEV 2

RADAR¹ - (E) 125.95 126.55 225.5 254.4 269.025 288.25 299.2 353.65 **▼**

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|------------------|--------------------|-------------|-------|----------------|-------------|----------|
| PAR | 4 ² | 3.0°/49/927 | ABCDE | 98-¼ | 100 | (100-¼) |
| | 22 ^{3,10} | 3.0°/41/815 | ABCDE | 200-½ | 200 | (200-½) |
| PAR W/O GS | 4 ⁴ | | AB | 420-¾ | 422 | (500-¾) |
| | | | CDE | 420-¾ | 422 | (500-¾) |
| | 22 ^{5,12} | | ABCDE | 360-¾ | 360 | (400-¾) |
| ASR | 4 ^{7,9} | | AB | 600-½ | 602 | (600-½) |
| | | | CDE | 600-1¾ | 602 | (600-1¾) |
| | 22 ^{6,11} | | AB | 580-½ | 580 | (600-½) |
| | | | CDE | 580-1¼ | 580 | (600-1¼) |
| | 32 ^{8,9} | | AB | 520-¾ | 518 | (600-¾) |
| | | | CDE | 520-1¼ | 518 | (600-1¼) |
| CIR ⁹ | Rwy 04/22/32 | | AB | 640-1 | 638 | (700-1) |
| | | | C | 640-1¾ | 638 | (700-1¾) |
| | | | D | 640-2 | 638 | (700-2) |
| | | | E | 640-2¼ | 638 | (700-2¼) |

NOTE: Rwy 32: Multiple trees 43' AGL/40' MSL, 1300' prior thld.

¹No-NOTAM preventive maint Mon 1300-1800Z++.

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

³When ALS inop, increase CAT ABCDE vis to ¾ mile.

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

⁵When ALS inop, increase CAT ABCDE vis to 1 mile.

⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

⁷When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

⁸When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

⁹CAT E circling NA NW of Rwy 4-22.

¹⁰CAUTION: TCH (41') is less than min TCH (45') for Height Group.

¹¹Step Down Fix at 3 NM from thld, 1000 min.

¹²Step Down Fix at 2 NM from RPI, 660 min.

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RADAR MINS

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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>DH/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>HAA</u> | <u>CEIL-VIS</u> |
|------------------|------------|-------------------|------------|------------------------------|---------------------------|-----------------|
| PAR ¹ | 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) |

¹Rwy 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/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>HAA</u> | <u>CEIL-VIS</u> | |
|-------------------|------------|-------------------|------------|------------------------------|---------------------------|-----------------|----------|
| ASR | 32 | | AB | 720/40 | 498 | (500-¾) | |
| | | | CDE | 720/50 | 498 | (500-1) | |
| | | | AB | 800/40 | 542 | (600-¾) | |
| | 14 | | CDE | 800/60 | 542 | (600-1¼) | |
| | | | 6 | AB | 800-1¼ | 562 | (600-1¼) |
| | | | | CDE | 800-1¾ | 562 | (600-1¾) |
| C 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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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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