

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	<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>
	15		AB	640/24	477	(500-½)
			CDE	640/50	477	(500-1)
	33		AB	640/24	479	(500-½)
C CIR ³	ALL RWY		CDE	640/50	479	(500-1)
			ABC	NOT AUTHORIZED		
			D	760-2	595	(600-2)
			E	780-2¼	615	(700-2¼)

¹Opr 1200-0500Z++.

²When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ 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	<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>
	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	620-1%	551	(600-1%)
C 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 7A, 21MAR24 (24081) (FAA)

ELEV 28

GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25 

ASR	<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>
	32		ABCDE	440/40	413	(500-¾)				
	14		AB	560/24	533	(600-½)	CDE	560/55	533	(600-1¼)
C CIRCLING	ALL RWY		A	560-1	532	(600-1)	B	640-1	612	(700-1)
			C	820-2¼	792	(800-2¼)	D	820-2½	792	(800-2½)
			E	820-2¾	792	(800-2¾)				

When control tower closed, ASR NA.

For inoperative ALS, increase ASR S-14 CAT E to 1½ SM; and ASR S-32 A/B visibility to RVR 5500, and CAT C/D/E to RVR 6000.

Rwy 32 helicopter visibility reduction below RVR 4000 not authorized.

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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)
 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 1¾.
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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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 MALS, 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

			DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS		
ASR	RWY	GP/TCH/RPI	CAT	ABC	380-¾	369	(400-¾)	D	380-1¼	369	(400-1¼)
	33		ABC	380-1	366	(400-1)	D	380-1¼	366	(400-1¼)	
	5		AB	440/24	428	(500-½)	C	440/40	428	(500-¾)	
	15		D	440/50	428	(500-1)					
	23		AB	440-1	425	(500-1)	CD	440-1¼	425	(500-1¼)	
C CIRCLING	ALL RWY	A	440-1	425	(500-1)	B	480-1	465	(500-1)		
		C	580-1½	565	(600-1½)	D	680-2	665	(700-2)		

When control tower closed, ASR NA.

MAKS AAF (KPOE), Fort Johnson, LA

RADAR 1 Amdt 4C RADAR 2 Orig

ELEV 330

(23362) USA

RADAR - (E) 123.7 261.3 NA Opr 1400-0600Z++ exc hol.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
				AB	579- $\frac{1}{2}$	(300- $\frac{1}{2}$)
PAR ¹	34	3.0°/42/799	AB	579- $\frac{3}{4}$	256	(300- $\frac{3}{4}$)
			CD		256	
ASR	34		AB	760- $\frac{3}{4}$	482	(500- $\frac{3}{4}$)
			CD	760-1	482	(500-1)
	16		AB	800-1	472	(500-1)
			CD	800-1 $\frac{1}{8}$	472	(500-1 $\frac{1}{8}$)
CIR	ALL RWY		AB	820-1	490	(500-1)
			C	820-1 $\frac{1}{2}$	490	(500-1 $\frac{1}{2}$)
			D	880-2	550	(600-2)

¹Rwy 34 VGSI and PAR glidepath not coincident.

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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)
			CDE	760 -1	506	(500-1)
ASR ⁶	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)

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.

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MONROE, LA
MONROE RGNL (MLU)
RADAR- 1 118.15 290.475  

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

ELEV 79

	<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	4 22		AB AB	560/40 560-¾	484 485	(500-¾) (500-¾)	CD CD	560/50 560-1	484 485	(500-1) (500-1)
 CIRCLING ALL RWY			AB D	580-1¼ 1160-3	501 1081	(600-1¼) (1100-3)	C	740-1¾	661	(700-1¾)

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 

	<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	4 ² 22 ^{3 10}	3.0°/49/927 3.0°/41/815	ABCDE ABCDE	98-¼ 200-½	100 200	(100-¼) (200-½)
PAR W/O GS	4 ⁴		AB CDE	420-¾ 420-¾	422 422	(500-¾) (500-¾)
ASR	22 ^{5 12} 4 ^{7 9} 22 ^{6 11} 32 ^{8 9}		ABCDE AB CDE AB CDE AB CDE	360-¾ 600-½ 600-1¾ 580-½ 580-1¼ 520-¾ 520-1¼	360 602 602 580 580 518 518	(400-¾) (600-½) (600-1¾) (600-½) (600-1¼) (600-¾) (600-¾)
CIR ⁹	Rwy 04/22/32		AB C D E	640-1 640-1¾ 640-2 640-2¼	638 638 638 638	(700-1) (700-1¾) (700-2) (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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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	800-1%	562	(600-1⅙)
 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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