RADAR INSTRUMENT APPROACH MINIMUMS

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 5, 15176 USAF) ELEV 165

RADAR[1] **- (E)** 118.6 119.9 125.1 335.55 350.2

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15		AB	**640**/24	477	(500-½)
			CDE	**640**/50	477	(500-1)
	33		AB	**640**/24	479	(500-½)
			CDE	**640**/50	479	(500-1)
C CIR[3]	ALL RWY		ABC	**NOT AUTHORIZED**		
			D	**760**-2	595	(600-2)
			E	**780**-2¼	615	(700-2¼)

[1]Opr 1200-0500Z++.
[2]When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
[3]Circling not authorized W of Rwy.

GULFPORT, MS Amdt 7A, 21MAR24 (24081) (FAA) ELEV 28

GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	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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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
24305

N1

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 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	16L		AB	**740**/24	428	(400-½)	CDE	**740**/40	428	(400-¾)
	16R		AB	**740**-1	420	(400-1)	CDE	**740**-1⅛	420	(400-1⅛)
	34L		AB	**820**/40	491	(500-¾)	CDE	**820**/50	491	(500-1)
	34R		AB	**840**/55	494	(500-1¼)	CDE	**840**-1⅜	494	(500-1⅜)
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 1⅜.
Rwy 16R, 34R: Helicopter visibility reduction below ¾ SM not authorized.

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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

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	32		CD	**1500**-3	961	(1000-3)
CIR[1]	ALL RWY		CD	**1500**-3	961	(1000-3)

[1]Procedure NA at night.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
24305

N2

RADAR INSTRUMENT APPROACH MINIMUMS

LAKE CHARLES, LA Amdt 1B, 31MAY12 (14149) (FAA) ELEV 17

CHENNAULT INTL (CWF)

RADAR- 1 119.8 282.3 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	33		AB	**580**-1	564	(600-1)	CDE	**580**-1⅜	564	(600-1⅜)
	15		AB	**620**-¾	606	(700-¾)	CDE	**620**-1⅜	606	(700-1⅜)
CIRCLING	ALL RWY		AB	**640**-1	623	(700-1)	C	**640**-1¾	623	(700-1¾)
			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 1¾.
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 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	33		ABC	**380**-¾	369	(400-¾)	D	**380**-1¼	369	(400-1¼)
	5		ABC	**380**-1	366	(400-1)	D	**380**-1¼	366	(400-1¼)
	15		AB	**440**/24	428	(500-½)	C	**440**/40	428	(500-¾)
			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.

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MAKS AAF (KPOE), Fort Johnson, LA RADAR 1 Amdt 4C RADAR 2 Orig (23362) USA ELEV 330

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

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
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**-1⅜	472	(500-1⅜)
CIR	ALL RWY		AB	**820**-1	490	(500-1)
			C	**820**-1½	490	(500-1½)
			D	**880**-2	550	(600-2)

[1]Rwy 34 VGSI and PAR glidepath not coincident.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
24305

N3

RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (MC CAIN FIELD) (KNMM), Meridian, MS Amdt 6

29DEC22 (22363) (USN) ELEV **316**

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
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**-1⅛	406	(400-1⅛)
	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)

[1]No-NOTAM MP sked: PAR 1300-1700Z++ Tue. PAR and PAR W/O GS apch not avbl dur this time.
[2]When ALS inop, increase vis to ¾ mile.
[3]Step Down at 2 NM from thld, 860 min.
[4]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1⅜ miles.
[5]Step Down at 3 NM from thld, 1140 min.
[6]No-NOTAM MP sked: DASR 11 1300-1700Z++ Tue. No ASR apch dur this time.
[7]Step Down at 2 NM from thld, 980 min.
[8]Step Down at 3 NM from thld, 1080 min.
[9]Step Down at 2.5 NM from thld, 1020 min.
[10]Step Down at 2 NM from thld, 880 min.
[11]Step Down at 3 NM from thld, 1220 min.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
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N4

RADAR INSTRUMENT APPROACH MINIMUMS

MONROE, LA

Amdt 7B, 08OCT20 (20282) (FAA) ELEV **79**

MONROE RGNL (MLU)

RADAR- 1 118.15 290.475 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	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 ⅜ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ⅜ SM.

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

New Orleans, LA Amdt 5 30DEC21 (21364) (USN) ELEV **2**

RADAR[1] **- (E)** 125.95 126.55 225.5 254.4 269.025 288.25 299.2 353.65 T

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	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ 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**-⅝	422	(500-⅝)
			CDE	**420**-¾	422	(500-¾)
	22[5 12]		ABCDE	**360**-⅝	360	(400-⅝)
ASR	4[7 9]		AB	**600**-½	602	(600-½)
			CDE	**600**-1⅜	602	(600-1⅜)
	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)

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NOTE: Rwy 32: Multiple trees 43' AGL/40' MSL, 1300' prior thld.
[1]No-NOTAM preventive maint Mon 1300-1800Z++.
[2]When ALS inop, increase CAT ABCDE vis to ½ mile.
[3]When ALS inop, increase CAT ABCDE vis to ¾ mile.
[4]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.
[5]When ALS inop, increase CAT ABCDE vis to 1 mile.
[6]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
[7]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.
[8]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
[9]CAT E circling NA NW of Rwy 4-22.
[10]CAUTION: TCH (41') is less than min TCH (45') for Height Group.
[11]Step Down Fix at 3 NM from thld, 1000 min.
[12]Step Down Fix at 2 NM from RPI, 660 min.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
24305

N5

RADAR INSTRUMENT APPROACH MINIMUMS

SHREVEPORT, LA Amdt 6A, 05NOV20 (20310) (FAA) ELEV 258

SHREVEPORT RGNL (SHV)

RADAR- 1 119.9 335.55 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
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**-1⅝	562	(600-1⅝)
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 1⅝ SM and S-32 Cat C/D/E visibility to 1⅜ SM.
When control tower closed, ASR NA.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
24305 N6