

RADAR INSTRUMENT APPROACH MINIMUMS

JACKSONVILLE NAS (TOWERS FLD) (KNIP), Jacksonville, FL

Amdt 7 07SEP23 (24193) (USN)

ELEV 23

RADAR¹ - (E) 127.7x 266.8x 276.4x 282.375 299.6 328.4 348.0x 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>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	10 ^{2,3}	3.0°/40/793	ABCDE	121-¾	100	(100-¾)
	28 ^{2,4,5}	3.0°/40/751	ABCDE	113-¾	100	(100-¾)
PAR W/O GS ¹	10 ⁶		ABCDE	400-⅝	379	(400-⅝)
	28 ^{6,7}		ABCDE	340-¾	327	(400-¾)
ASR	28 ^{8,9}		ABCDE	360-¾	347	(400-¾)
	10 ^{8,10}		AB	440-½	419	(500-½)
			CDE	440-¾	419	(500-¾)
C CIR	All Rwy		AB	500-1⅙	477	(500-1⅙)
			C	560-1½	537	(600-1½)
			D	780-2½	757	(800-2½)
			E	920-3	897	(900-3)

¹No-NOTAM MP: PAR 1200-1600Z++ Tue.

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

³Rwy 10 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 51.

⁴CAUTION: 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.

⁵Rwy 28 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 62.

⁶When ALS inop, increase vis to 1⅙ miles.

⁷Step Down Fix at 2 NM from RPI, 660 min.

⁸ASR Rwy 10 and 28, Step Down Fix at 2 NM from thld, 700 min.

⁹When ALS inop, increase vis to 1 mile.

¹⁰When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅙ miles.

17 APR 2025 to 15 MAY 2025

17 APR 2025 to 15 MAY 2025

RADAR INSTRUMENT APPROACH MINIMUMS

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KEY WEST NAS (BOCA CHICA FLD) (KNQX), Key West, FL Amdt 3

23FEB23 (23054) (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/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAT/</u>	<u>CEIL-VIS</u>
PAR ²	8 ^{3,4}	3.0°/44/831	ABCDE	104 - ³ / ₄	100	(100- ³ / ₄)
	4 ⁵	3.0°/35/656	ABCDE	104 - ¹ / ₂	100	(100- ¹ / ₂)
	26	3.0°/45/848	ABCDE	106 - ¹ / ₂	100	(100- ¹ / ₂)
PAR W/O GS	26		ABCDE	360 -1	354	(400-1)
	4 ⁶		ABCDE	360 -1 ⁵ / ₆	356	(400-1 ⁵ / ₆)
	8 ⁷		AB	420 - ⁵ / ₆	416	(500- ⁵ / ₆)
			CDE	420 - ³ / ₄	416	(500- ³ / ₄)
ASR	4 ⁸		ABCDE	360 -1	356	(400-1)
	14		ABCDE	380 -1	376	(400-1)
	32 ⁹		ABCDE	360 -1	356	(400-1)
	8 ^{7,9}		AB	420 - ¹ / ₂	416	(500- ¹ / ₂)
			CDE	420 - ³ / ₄	416	(500- ³ / ₄)
	22 ¹⁰		AB	460 -1	454	(500-1)
			CDE	460 -1 ⁵ / ₆	454	(500-1 ⁵ / ₆)
	26		AB	460 -1	454	(500-1)
			CDE	460 -1 ⁵ / ₆	454	(500-1 ⁵ / ₆)
	C CIR	4, 8, 26		A	440 -1 ⁵ / ₆	434
PAR W/O GS			B	500 -1 ⁵ / ₆	494	(500-1 ⁵ / ₆)
			C	500 -1 ¹ / ₂	494	(500-1 ¹ / ₂)
C CIR ASR			DE	560 -2	554	(600-2)
			A	460 -1	454	(500-1)
			B	500 -1	494	(500-1)
			C	500 -1 ¹ / ₂	494	(500-1 ¹ / ₂)
			DE	560 -2	554	(600-2)

17 APR 2025 to 15 MAY 2025

17 APR 2025 to 15 MAY 2025

¹Opr 1200-0300Z++. No NOTAM MP DADR 1200-1700Z++ Tues. NQX DADR unmt0 outside publ fld hr.

²No NOTAM preventative maint sked: PAR 1300-1700Z++ Wed.

³When ALS inop, increase vis to ¹/₂ mile.

⁴WCH (Group 4: 18 ft) is less than the minimum height (20).

⁵WCH (Group 3: 16 ft, Group 4: 11 ft) is less than the minimum height (20).

⁶SDF at 3 NM from touchdown at or above 960' MSL.

⁷When ALS inop, increase CAT AB vis to 1 mile, CDE vis to 1¹/₂ miles.

⁸SDF at 2 NM from thld at or above 640' MSL.

⁹SDF at 2 NM from thld at or above 680' MSL.

¹⁰34:1 visual area penetrated. Visibility reduction by copters not authorized.

RADAR INSTRUMENT APPROACH MINIMUMS

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

Mayport, FL Amdt 7 05SEP24 (24249) (USN)

ELEV 15

RADAR¹ - (E) 119.7 125.525x 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	400-1	388	(400-1)
	23 ^{3 4}		CDE	400-1½	388	(400-1½)
			AB	420-1	405	(500-1)
			CDE	420-1½	405	(500-1½)
ASR	5 ⁶		AB	500-1	488	(500-1)
	23 ^{3 4}		CDE	500-1¾	488	(500-1¾)
			AB	520-1	505	(600-1)
			CDE	520-1¾	505	(600-1¾)
C CIR	5-23 ^{3 7}		AB	560-1	545	(600-1)
PAR W/O GS			C	560-1½	545	(600-1½)
ASR			D	620-2	605	(700-2)
			E	620-2¼	605	(700-2¼)

17 APR 2025 to 15 MAY 2025

17 APR 2025 to 15 MAY 2025

¹No-NOTAM preventive maint ASR 1100-1500Z++ Tue., PAR 1100-1500Z++ Wed. Mayport DASR unmo 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, 1040 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.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

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

Amdt 6 28DEC23 (24025) (USN)

ELEV 28

RADAR¹ - (E) 128.25 239.05 285.625 288.325 305.2 318.8 348.725 **▼**

	<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 ²	7L ³	3.0°/55/1071	ABCDE	123-¼	100	(100-¼)
	1 ⁴	3.0°/50/954	ABCDE	278-¾	250	(300-¾)
	7R ⁴	3.0°/50/952	ABCDE	275-¾	250	(300-¾)
	19 ⁴	3.0°/50/901	ABCDE	272-¾	250	(300-¾)
	25L	3.0°/50/954	ABCDE	272-¾	250	(300-¾)
PAR W/O GS	25R ⁵	3.0°/50/930	ABCDE	271-¾	250	(300-¾)
	7L ⁶		ABCDE	360-½	337	(400-½)
	7R		ABCDE	360-1	335	(400-1)
	1		ABCDE	360-1	332	(400-1)
	19 ⁷		ABCDE	400-1	378	(400-1)
PAR W/O GS SIDESTEP	25L		AB	420-1	398	(400-1)
			CDE	420-1½	398	(400-1½)
	25R		AB	420-1	399	(400-1)
			CDE	420-1½	399	(400-1½)
	7R		AB	360-1	335	(400-1)
ASR			C	360-1½	335	(400-1½)
	25L		DE	360-2	335	(400-2)
			AB	420-1	398	(400-1)
			C	420-1½	398	(400-1½)
			DE	420-2	398	(400-2)
ASR SIDESTEP	7L ⁸		AB	480-½	457	(500-½)
			CDE	480-¾	457	(500-¾)
	7R		AB	480-1	455	(500-1)
			CDE	480-1¾	455	(500-1¾)
	1		AB	460-1	432	(500-1)
ASR SIDESTEP			CDE	460-1¼	432	(550-1¼)
	19 ⁹		AB	480-1	458	(500-1)
			CDE	480-1¾	458	(500-1¾)
	25L ⁹		AB	480-1	458	(500-1)
			CDE	480-1¾	458	(500-1¾)
ASR SIDESTEP	25R ⁹		AB	480-1	459	(500-1)
			CDE	480-1¾	459	(500-1¾)
	7R ¹⁰		AB	480-1	455	(500-1)
			C	480-1½	455	(500-1½)
			DE	480-2	455	(500-2)
CIR	25L ¹¹		AB	480-1	458	(500-1)
			C	480-1½	458	(500-1½)
			DE	480-2	458	(500-2)
	All Rwy		AB	520-1	492	(500-1)
			C	540-1½	512	(600-1½)
		DE	580-2	552	(600-2)	

(CONTINUED ON NEXT PAGE)

17 APR 2025 to 15 MAY 2025

17 APR 2025 to 15 MAY 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA) (Continued)

- ¹No-NOTAM MP: PAR 1400-1800Z++ Sat.
- ²34:1 penetrations left and right of rwy, unlit trees.
- ³When ALS inop, increase CAT ABCDE vis to ½ mile.
- ⁴VGSI and PAR TCH not coincident, VGSI TCH 55.
- ⁵VGSI and PAR TCH not coincident, VGSI TCH 56.
- ⁶When ALS inop, increase CAT ABCDE vis to 1 mile.
- ⁷Step Down Fix (SDF) at 2 NM from touchdown at or above 660' MSL.
- ⁸When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ mile.
- ⁹Step Down Fix (SDF) at 2 NM from rwy thld at or above 700' MSL.
- ¹⁰Sidestep within 2.5 DME of NPA TACAN (1.73 NM from thld).
- ¹¹Sidestep within 2.5 DME of NPA TACAN (1.94 NM from thld).

TALLAHASSEE, FL

Amdt 6B, 20JUN19 (23222) (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	(500-1)	CD	500-1¼	435	(500-1¼)
	18		AB	560-1	477	(500-1)	CD	560-1¾	477	(500-1¾)
☐ 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.

17 APR 2025 to 15 MAY 2025

17 APR 2025 to 15 MAY 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

24249

N6

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/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>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 7 28DEC23

ELEV 199

(23362) (USN)

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/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	14 ²⁶		ABCDE	500-½	301	(400-½)
	23 ⁴		ABCDE	520-1	337	(400-1)
	5 ⁵		AB	600-1	420	(500-1)
			CDE	600-1¾	420	(500-1¾)
C CIR ³	5, 14, 23, 32		A	600-1	401	(500-1)
			B	660-1	461	(500-1)
			C	660-1½	461	(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 S of Rwy 5 and 32. Caution - Whiting Fld NAS - South 1 NM South.

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, 880 min.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

24249

N6

SE-3

17 APR 2025 to 15 MAY 2025

17 APR 2025 to 15 MAY 2025

RADAR INSTRUMENT APPROACH MINIMUMS

WHITING FLD NAS-SOUTH (KNDZ), Milton, FL Amdt 9 28DEC23

(23362) (USN)

ELEV 177

RADAR¹ - Ctc PENSACOLA APP CON (E) 124.85 288.325 298.8 343.6 343.65 371.85 **T**

	<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	32	3.0°/54/952	ABCDE	280 -½	108	(200-½)
	23	3.0°/56/937	ABCDE	377 -¾	200	(200-¾)
PAR W/O GS	32 ^{2,3}		ABCDE	460 -⅝	288	(300-⅝)
	23 ⁴		ABCDE	460 -1	283	(300-1)
ASR	32 ^{2,5}		AB	540 -½	368	(400-½)
			CDE	540 -⅝	368	(400-⅝)
	23 ⁵		ABCDE	520 -1	343	(400-1)
	5 ⁶		AB	600 -1	430	(500-1)
			CDE	600 -1¼	430	(500-1¼)
	14 ⁷		AB	600 -1	424	(500-1)
		CDE	600 -1¼	424	(500-1¼)	
C CIR	All Rwys ⁸		A	600 -1	423	(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++.

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

³Step Down Fix at 3 NM from TD, 1120 min.

⁴Step Down Fix at 2 NM from TD, 820 min.

⁵Step Down Fix at 3 NM from thld, 1180 min.

⁶Step Down Fix at 2 NM from thld, 860 min.

⁷Visibility reduction by helicopters not authorized.

⁸Circling not authorized N of Rwy 14 and 23. Circling authorized for PAR W/O GS and ASR only.

Caution - Whiting Fld NAS - North 1 NM North.

17 APR 2025 to 15 MAY 2025

17 APR 2025 to 15 MAY 2025

RADAR INSTRUMENT APPROACH MINIMUMS