

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- FAR PART 97.31**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH. and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when: (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when: (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES <i>(Sectors and distances measured from radar antenna)</i>												MISSED APPROACH	
FROM	T O	DISTANCE	ALTITUDE	MAP:									
												1 NM FROM THLD RWY 6, 14, 32.	
As established by the current (SHREVEPORT) ASR Minimum Vectoring Altitude Chart.												RWY 6, 14: CLIMBING LEFT TURN TO 4000 DIRECT EIC VORTAC AND HOLD, N RT 171.00 INBOUND.	
												RWY 32: CLIMBING RIGHT TURN TO 4000 DIRECT EIC VORTAC AND HOLD, N RT 171.00 INBOUND.	

MINIMUMS

TAKEOFF:		STANDARD	<input checked="" type="checkbox"/>	SEE FAA FORM 8260-15A FOR THIS AIRPORT	ALTERNATE: N A		STANDARD @ CAT D 900-2 3/4, CAT E 900-3.								
CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-6	800	1 1/4	562	800	1 1/4	562	800	1 5/8	562	800	1 5/8	562	800	1 5/8	562
S-14	800	4000	542	800	4000	542	800	6000	542	800	6000	542	800	6000	542
S-32	720	4000	498	720	4000	498	720	5000	498	720	5000	498	720	5000	498
CIRCLING	800	1 1/4	542	800	1 1/4	542	980	2	722	1100	2 3/4	842	1100	3	842

NOTES:
 RWY 6: FAF 5.2 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2000. FINAL APPROACH COURSE 056.85. RECOMMENDED ALTITUDE: 5 MILES 1940; 4 MILES 1600; 3 MILES 1280; 2 MILES 940.
 RWY 14: FAF 5.2 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2000. FINAL APPROACH COURSE 138.67. RECOMMENDED ALTITUDE: 5 MILES 1940; 4 MILES 1600; 3 MILES 1280; 2 MILES 960.
 RWY 32: FAF 5.3 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2000. FINAL APPROACH COURSE 318.75. RECOMMENDED ALTITUDE: 5 MILES 1900; 4 MILES 1580; 3 MILES 1260; 2 MILES 920.
 CHART NOTE: RWY 6, 32 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-14 CAT E VISIBILITY TO 1 5/8 SM AND S-32 CAT C/D/E VISIBILITY TO 1 3/8 SM. CHART NOTE: WHEN CONTROL TOWER CLOSED, ASR NA.
 LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

ADDITIONAL FLIGHT DATA			
TDZE: 238	RWY: 6	TDZE: 258	RWY: 14
TDZE: 222	RWY: 32	TDZE:	RWY:
FAS OBST: RWY 6: 548 ANTENNA 322702.75N/0935246.38W RWY 14: 550 TOWER 322945.10N/0935456.90W RWY 32: 465 TOWER 322337.00N/0934514.00W			
CHART CIRCLING ICON			
MAG VAR: 4E	EPOCH YEAR:	1995	



CITY AND STATE	ELEVATION: 258	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP
SHREVEPORT, LA.	AIRPORT NAME: SHREVEPORT RGNL	BAD ASR	RADAR-1, AMDT 6A 5 NOVEMBER 2020	AMDT: 6
				DATED: 07/16/20