

RADAR MINS


20198

N1

RADAR INSTRUMENT APPROACH MINIMUMS

ALEXANDRIA INTL (AEX), LA (Amdt 2, 14149 USAF)

ELEV 89

RADAR^{1,4} - (E) 119.675 239.0 

	<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 ²	14	3.0°/55/1040	ABCDE	284-½	200	(200-½)
ASR	14 ³	32	AB	600-½	516	(600-½)
			CDE	600-1	516	(600-1)
			AB	680-1	591	(600-1)
CIR	14	32	CDE	680-1¾	591	(600-1¾)
			AB	660-1	571	(600-1)
			C	720-1¾	631	(700-1¾)
			D	840-2½	751	(800-2½)
			E	840-2¾	751	(800-2¾)
			AB	680-1	591	(600-1)
			C	720-1¾	631	(720-1¾)
D	840-2½	751	(800-2½)			
E	840-2¾	751	(800-2¾)			

¹Military Use Only.

²When ALS inop increase CAT ABCDE vis to ¾ mile.


³When ALS inop increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.

⁴GCA-Opr Tue-Fri 1300-2200Z++ or by NOTAM.

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

ELEV 165

RADAR¹ - (E) 118.6 119.9 125.1 335.55 350.2

	<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>
ASR ²	15	33	AB	640/24	477	(500-½)
			CDE	640/50	477	(500-1)
			AB	640/24	479	(500-½)
			CDE	640/50	479	(500-1)
			ABC	NOT AUTHORIZED		
 CIR ³	ALL RWY		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.

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BATON ROUGE, LA

Amdt 11, 20AUG15 (15232) (FAA)

ELEV 70

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

RADAR-1 120.3 278.3 **▽ ▲**

	<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	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	620-1½	551	(600-1½)
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 7, 07DEC17 (17341) (FAA)

ELEV 29

GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25 **▽ ▲**

	<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	32		AB	440/24	412	(500-½)	CDE	440/40	412	(500-¾)
	14		AB	560/24	533	(600-½)	CDE	560/55	533	(600-1¼)
C CIRCLING	ALL RWY		A	560-1	531	(600-1)	B	640-1	611	(700-1)
			C	820-2¼	791	(800-2¼)	D	820-2½	791	(800-2½)
			E	820-2¾	791	(800-2¾)				

When control tower closed, ASR NA.

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

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JACKSON, MS

Amdt 12, 30APR15 (15120) (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/</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	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	840-1½	494	(500-1¾)
C CIRCLING	ALL RWY		AB	880-1	534	(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 MALS R, 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), MS (Moscow) (15036 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/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>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.

LAFAYETTE, LA

Amdt 11, 20JUN19 (19171) (FAA)

ELEV 42

LAFAYETTE RGNL/PAUL FURNET FIELD (LFT)

RADAR-1 121.1 363.0 **▽▲**

	<u>RWY</u>	<u>GP/TCH/</u> <u>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	29		ABCD	380-1	338	(400-1)				
	4R		AB	500-1	460	(500-1)	CD	500-1¾	460	(500-1¾)
	11		AB	540-1	498	(500-1)	CD	540-1¾	498	(500-1¾)
C CIRCLING	ALL RWY		A	540-1	498	(500-1)	B	580-1	538	(600-1)
			C	700-1¾	658	(700-1¾)	D	700-2	658	(700-2)

When control tower closed, ASR NA.

Rwy 4R, Rwy 11, Rwy 29 helicopter visibility reduction below ¾ SM not authorized.

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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/</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	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 5C, 07APR11 (11097) (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/</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	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 $\frac{1}{4}$)
CIRCLING	ALL RWY		A	440-1	425	(500-1)	B	480-1	465	(500-1)
			C	480-1$\frac{1}{2}$	465	(500-1 $\frac{1}{2}$)	D	580-2	565	(600-2)

When control tower closed, procedure NA.

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MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (Amdt 3, 19339 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°/45/1055	ABCDE	416 -½	100	(100-½)
	1L ²	3.0°/34/738	ABCDE	454 -½	200	(200-½)
	1R	3.0°/36/839	ABCDE	470 -¾	200	(200-¾)
	19R	3.0°/36/853	ABCDE	494 -¾	200	(200-¾)
PAR W/O GS ¹	19R ¹²		ABCDE	640 -1	346	(400-1)
	1R ¹¹		ABCDE	640 -1	370	(400-1)
	19L ³		AB	740 -⅝	424	(500-⅝)
			CDE	740 -¾	424	(500-¾)
	1L ^{4,11}		AB	760 -⅝	506	(500-⅝)
ASR ⁹			CDE	760 -1	506	(500-1)
	28 ⁸		ABCDE	680 -1	375	(400-1)
	1R ⁶		AB	700 -1	430	(400-1)
			CDE	700 -1¼	430	(400-1¼)
	1L ^{4,5}		AB	760 -⅝	506	(500-⅝)
			CDE	760 -1	506	(500-1)
	19L ⁴		AB	800 -⅝	484	(500-⅝)
			CDE	800 -1	484	(500-1)
	19R ⁷		AB	740 -1	446	(500-1)
			CDE	740 -1⅝	446	(500-1⅝)
	10 ¹⁰		AB	740 -1	436	(500-1)
			CDE	740 -1¼	436	(500-1¼)
CIR	All Rwy		AB	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 CAT ABCDE to ¾ mile.

³When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¼ miles.

⁴When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1⅝ miles.

⁵Step Down at 2.5 NM from thld, 1020 min.

⁶Step Down at 3 NM from thld, 1080 min.

⁷Step Down at 2 NM from thld, 880 min.

⁸Step Down at 2 NM from thld, 980 min.

⁹No-NOTAM MP sked: DASR 11 1300-1700Z++ Tue. No ASR apch dur this time.

¹⁰Step Down at 3 NM from thld, 1220 min.

¹¹Step Down at 3 NM from thld, 1140 min.

¹²Step Down at 2 NM from thld, 860 min.

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

Amdt 7A, 12SEP19 (19255) (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		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)
CIRCLING	ALL RWY		AB	580-1¼	501	(600-1¼)	C	620-1½	541	(600-1½)
			D	640-2	561	(600-2)				

When control tower closed, ASR NA.
 Circling Rwy 14 NA at night.

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

ELEV 2

(Amdt 3, 19339 USN)

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°/51/967 3.0°/40/814	ABCDE ABCDE	98-¼ 249-½	100 250	(100-¼) (300-½)
PAR W/O GS	4 ⁴ 22 ^{5 13}		AB CDE AB CDE	420-½ 420-¾ 340-½ 340-⅝	422 422 341 341	(500-½) (500-¾) (400-½) (400-⅝)
ASR	14 ^{9 11} 4 ^{6 9} 22 ^{7 12} 32 ^{8 9}		AB CDE AB CDE AB CDE	480-1 480-1⅞ 520-½ 520-1 580-½ 580-1¼ 580-1 580-1⅞	478 478 522 522 581 581 578 578	(500-1) (500-1⅞) (600-½) (600-1) (600-½) (600-1¼) (600-1) (600-1⅞)
CIR ⁹	Rwy 04/14 /22/32		AB C D E	580-1 580-1⅞ 640-2 640-2¼	578 578 638 638	(600-1) (600-1⅞) (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 vis CAT ABCDE to ½ mile.

³When ALS inop, increase vis CAT ABCDE to ⅞ mile.

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

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

⁶When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1⅞ miles.

⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¼ miles.

⁸When ALS inop, increase vis CAT CDE to 1⅞ miles.

⁹CAT E circling not authorized NW of Rwy 4-22.

¹⁰CAUTION: WCH group 4 16' is less than minimum of 20'.

¹¹Step Down Fix at 2 NM from thld, 680 min.

¹²Step Down Fix at 3 NM from thld, 800 min.

¹³Step Down Fix at 2 NM from RPI 640 min.

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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 6, 16JUL20 (20198) (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)
	14		AB	800/40	542	(600-¾)
			CDE	800/60	542	(600-1¼)
	6		AB	800-1¼	562	(600-1¼)
			CDE	800-1¾	562	(600-1¾)
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 inop 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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