

**RADAR INSTRUMENT APPROACH MINIMUMS**

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

Amdt 7 07SEP23 (24193) (USN)

ELEV 23

**RADAR<sup>1</sup> - (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 <sup>1</sup>	10 <sup>2,3</sup>	3.0°/40/793	ABCDE	121-¾	100	(100-¾)
	28 <sup>2,4,5</sup>	3.0°/40/751	ABCDE	113-¾	100	(100-¾)
PAR W/O GS <sup>1</sup>	10 <sup>6</sup>		ABCDE	400-⅝	379	(400-⅝)
	28 <sup>6,7</sup>		ABCDE	340-¾	327	(400-¾)
ASR	28 <sup>8,9</sup>		ABCDE	360-¾	347	(400-¾)
	10 <sup>8,10</sup>		AB	440-½	419	(500-½)
			CDE	440-¾	419	(500-¾)
<b>C</b> 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)

<sup>1</sup>No-NOTAM MP: PAR 1200-1600Z++ Tue.

<sup>2</sup>When ALS inop, increase CAT ABCDE vis to ½ mile.

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

<sup>4</sup>CAUTION: 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.

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

<sup>6</sup>When ALS inop, increase vis to 1⅙ miles.

<sup>7</sup>Step Down Fix at 2 NM from RPI, 660 min.

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

<sup>9</sup>When ALS inop, increase vis to 1 mile.

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

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

23FEB23 (23054) (USN)

ELEV 6

**RADAR<sup>1</sup> - (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 <sup>2</sup>	8 <sup>3,4</sup>	3.0°/44/831	ABCDE	<b>104</b> - <sup>3</sup> / <sub>4</sub>	100	(100- <sup>3</sup> / <sub>4</sub> )	
	4 <sup>5</sup>	3.0°/35/656	ABCDE	<b>104</b> - <sup>1</sup> / <sub>2</sub>	100	(100- <sup>1</sup> / <sub>2</sub> )	
	26	3.0°/45/848	ABCDE	<b>106</b> - <sup>1</sup> / <sub>2</sub>	100	(100- <sup>1</sup> / <sub>2</sub> )	
PAR W/O GS	26		ABCDE	<b>360</b> -1	354	(400-1)	
	4 <sup>6</sup>		ABCDE	<b>360</b> -1 <sup>5</sup> / <sub>6</sub>	356	(400-1 <sup>5</sup> / <sub>6</sub> )	
	8 <sup>7</sup>		AB	<b>420</b> - <sup>5</sup> / <sub>6</sub>	416	(500- <sup>5</sup> / <sub>6</sub> )	
ASR	26		CDE	<b>420</b> - <sup>3</sup> / <sub>4</sub>	416	(500- <sup>3</sup> / <sub>4</sub> )	
			4 <sup>8</sup>	ABCDE	<b>360</b> -1	356	(400-1)
			14	ABCDE	<b>380</b> -1	376	(400-1)
	8 <sup>7,9</sup>		ABCDE	<b>360</b> -1	356	(400-1)	
			AB	<b>420</b> - <sup>1</sup> / <sub>2</sub>	416	(500- <sup>1</sup> / <sub>2</sub> )	
	22 <sup>10</sup>		CDE	<b>420</b> - <sup>3</sup> / <sub>4</sub>	416	(500- <sup>3</sup> / <sub>4</sub> )	
			AB	<b>460</b> -1	454	(500-1)	
			CDE	<b>460</b> -1 <sup>5</sup> / <sub>6</sub>	454	(500-1 <sup>5</sup> / <sub>6</sub> )	
	26		AB	<b>460</b> -1	454	(500-1)	
			CDE	<b>460</b> -1 <sup>5</sup> / <sub>6</sub>	454	(500-1 <sup>5</sup> / <sub>6</sub> )	
CIR PAR W/O GS	4, 8, 26		A	<b>440</b> -1 <sup>5</sup> / <sub>6</sub>	434	(500-1 <sup>5</sup> / <sub>6</sub> )	
			B	<b>500</b> -1 <sup>5</sup> / <sub>6</sub>	494	(500-1 <sup>5</sup> / <sub>6</sub> )	
			C	<b>500</b> -1 <sup>1</sup> / <sub>2</sub>	494	(500-1 <sup>1</sup> / <sub>2</sub> )	
CIR ASR			DE	<b>560</b> -2	554	(600-2)	
			A	<b>460</b> -1	454	(500-1)	
			B	<b>500</b> -1	494	(500-1)	
			C	<b>500</b> -1 <sup>1</sup> / <sub>2</sub>	494	(500-1 <sup>1</sup> / <sub>2</sub> )	
DE	<b>560</b> -2	554	(600-2)				

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<sup>1</sup>Opr 1200-0300Z++. No NOTAM MP DASR 1200-1700Z++ Tues. NQX DASR unmt0 outside publ fld hr.

<sup>2</sup>No NOTAM preventative maint sked: PAR 1300-1700Z++ Wed.

<sup>3</sup>When ALS inop, increase vis to <sup>1</sup>/<sub>2</sub> mile.

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

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

<sup>6</sup>SDF at 3 NM from touchdown at or above 960' MSL.

<sup>7</sup>When ALS inop, increase CAT AB vis to 1 mile, CDE vis to 1<sup>1</sup>/<sub>2</sub> miles.

<sup>8</sup>SDF at 2 NM from thld at or above 640' MSL.

<sup>9</sup>SDF at 2 NM from thld at or above 680' MSL.

<sup>10</sup>34:1 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

**RADAR<sup>1</sup> - (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	<b>212-¾</b>	200	(200-¾)
	23 <sup>2 3 4</sup>	3.0°/50/937	ABCDE	<b>319-1</b>	304	(400-1)
	COP 5	3.0°/47/887	COPTER	<b>167-½</b>	155	(200-½)
	COP 23 <sup>2 3</sup>	3.0°/50/937	COPTER	<b>319-1</b>	304	(400-1)
PAR W/O GS	5 <sup>5</sup>		AB	<b>400-1</b>	388	(400-1)
	23 <sup>3 4</sup>		CDE	<b>400-1½</b>	388	(400-1½)
			AB	<b>420-1</b>	405	(500-1)
			CDE	<b>420-1½</b>	405	(500-1½)
ASR	5 <sup>6</sup>		AB	<b>500-1</b>	488	(500-1)
	23 <sup>3 4</sup>		CDE	<b>500-1¾</b>	488	(500-1¾)
			AB	<b>520-1</b>	505	(600-1)
			CDE	<b>520-1¾</b>	505	(600-1¾)
 CIR	5-23 <sup>3 7</sup>		AB	<b>560-1</b>	545	(600-1)
PAR W/O GS			C	<b>560-1½</b>	545	(600-1½)
ASR			D	<b>620-2</b>	605	(700-2)
			E	<b>620-2¼</b>	605	(700-2¼)

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<sup>1</sup>No-NOTAM preventive maint ASR 1100-1500Z++ Tue., PAR 1100-1500Z++ Wed. Mayport DASR unmo outside of publ fld hr.

<sup>2</sup>Procedure 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.

<sup>3</sup>Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 thld.

<sup>4</sup>Visibility reduction by helicopters NA.

<sup>5</sup>Step Down Fix at 2 NM from TD, 640 min.

<sup>6</sup>Step Down Fix at 3 NM from thld, 1040 min.

<sup>7</sup>CAUTION: 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

**RADAR<sup>1</sup> - (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/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>2</sup>	7L <sup>3</sup>	3.0°/55/1071	ABCDE	123-¼	100	(100-¼)
	1 <sup>4</sup>	3.0°/50/954	ABCDE	278-¾	250	(300-¾)
	7R <sup>4</sup>	3.0°/50/952	ABCDE	275-¾	250	(300-¾)
	19 <sup>4</sup>	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 <sup>5</sup>	3.0°/50/930	ABCDE	271-¾	250	(300-¾)
	7L <sup>6</sup>		ABCDE	360-½	337	(400-½)
	7R		ABCDE	360-1	335	(400-1)
	1		ABCDE	360-1	332	(400-1)
	19 <sup>7</sup>		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 <sup>8</sup>		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 <sup>9</sup>		AB	480-1	458	(500-1)
			CDE	480-1¾	458	(500-1¾)
	25L <sup>9</sup>		AB	480-1	458	(500-1)
			CDE	480-1¾	458	(500-1¾)
ASR SIDESTEP	25R <sup>9</sup>		AB	480-1	459	(500-1)
			CDE	480-1¾	459	(500-1¾)
	7R <sup>10</sup>		AB	480-1	455	(500-1)
			C	480-1½	455	(500-1½)
			DE	480-2	455	(500-2)
CIR	25L <sup>11</sup>		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)	

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**RADAR INSTRUMENT APPROACH MINIMUMS**

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

- <sup>1</sup>No-NOTAM MP: PAR 1400-1800Z++ Sat.
- <sup>2</sup>34:1 penetrations left and right of rwy, unlit trees.
- <sup>3</sup>When ALS inop, increase CAT ABCDE vis to ½ mile.
- <sup>4</sup>VGSI and PAR TCH not coincident, VGSI TCH 55.
- <sup>5</sup>VGSI and PAR TCH not coincident, VGSI TCH 56.
- <sup>6</sup>When ALS inop, increase CAT ABCDE vis to 1 mile.
- <sup>7</sup>Step Down Fix (SDF) at 2 NM from touchdown at or above 660' MSL.
- <sup>8</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ mile.
- <sup>9</sup>Step Down Fix (SDF) at 2 NM from rwy thld at or above 700' MSL.
- <sup>10</sup>Sidestep within 2.5 DME of NPA TACAN (1.73 NM from thld).
- <sup>11</sup>Sidestep 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	<b>460/24</b>	398	(400-½)	CD	<b>460/35</b>	398	(400-¾)
	27		AB	<b>480/24</b>	422	(500-½)	CD	<b>480/40</b>	422	(500-¾)
	9		AB	<b>500/55</b>	435	(500-1)	CD	<b>500-1¼</b>	435	(500-1¼)
	18		AB	<b>560-1</b>	477	(500-1)	CD	<b>560-1¾</b>	477	(500-1¾)
<b>☐</b> CIRCLING	ALL RWY		A	<b>580-1</b>	497	(500-1)	B	<b>600-1</b>	517	(600-1)
			C	<b>640-1½</b>	557	(600-1½)	D	<b>800-2¼</b>	717	(800-2¼)

When control tower closed, ASR NA.  
Rwy 9 helicopter visibility reduction below RVR 4000 not authorized.

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**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

**RADAR<sup>2</sup> - (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 <sup>1</sup>	14L <sup>3</sup>	2.5°/50/1182	ABCDE	<b>214/24</b>	200	(200-½)
	32R <sup>3</sup>	2.5°/50/1145	ABCDE	<b>214/24</b>	200	(200-½)
	14R <sup>3</sup>	2.5°/36/815	ABCDE	<b>215-¾</b>	200	(200-¾)
	32L <sup>6</sup>	2.5°/41/940	ABCDE	<b>217-¾</b>	200	(200-¾)
ASR <sup>1</sup>	14L <sup>4</sup>		AB	<b>480/24</b>	466	(500-½)
			CDE	<b>480/50</b>	466	(500-1)
	32R <sup>4</sup>		AB	<b>480/24</b>	466	(500-½)
			CDE	<b>480/50</b>	466	(500-1)
	14R		AB	<b>480-1</b>	465	(500-1)
			CDE	<b>480-1¾</b>	465	(500-1¾)
	32L		AB	<b>480-1</b>	463	(500-1)
			CDE	<b>480-1¾</b>	463	(500-1¾)
<b>C</b> CIR	All Rwy		AB	<b>540-1</b>	523	(600-1)
			C	<b>540-1½</b>	523	(600-1½)
			D	<b>580-2</b>	563	(600-2)
			E	<b>620-2¼</b>	603	(700-2¼)

<sup>1</sup> When ASR out PAR not avbl.

<sup>2</sup> No-NOTAM preventive maint sked: DASR/STARS 0930-1130Z++ Mon-Fri. PAR 1200-1400Z++ Mon-Fri.

<sup>3</sup> When ALS inop, increase RVR to 40 and vis to ¾ mile.

<sup>4</sup> When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.

<sup>5</sup> CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'.

<sup>6</sup> CAUTION: Height Group 4 WCH 16'.

**WHITING FLD NAS-NORTH (KNSE)**, Milton, FL Amdt 7 28DEC23

ELEV 199

(23362) (USN)

**RADAR<sup>1</sup> - 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 <sup>26</sup>		ABCDE	<b>500-½</b>	301	(400-½)
	23 <sup>4</sup>		ABCDE	<b>520-1</b>	337	(400-1)
	5 <sup>5</sup>		AB	<b>600-1</b>	420	(500-1)
			CDE	<b>600-1¾</b>	420	(500-1¾)
<b>C</b> CIR <sup>3</sup>	5, 14, 23, 32		A	<b>600-1</b>	401	(500-1)
			B	<b>660-1</b>	461	(500-1)
			C	<b>660-1½</b>	461	(500-1½)
			DE	<b>760-2</b>	561	(600-2)

<sup>1</sup>No-NOTAM preventive maint sked: Mon 1300-1700Z++; Apch only avbl dur NDZ opr hr.

<sup>2</sup>When ALS inop, increase vis CAT ABCDE to 1 mile.

<sup>3</sup>Circling not authorized S of Rwy 5 and 32. Caution - Whiting Fld NAS - South 1 NM South.

<sup>4</sup>Vertical Descent Angle not coincident with VGSi angle.

<sup>5</sup>Step Down Fix at 3 NM from thld, 1180 min.

<sup>6</sup>Step Down Fix at 2 NM from thld, 880 min.

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

24249

N6

SE-3

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**RADAR INSTRUMENT APPROACH MINIMUMS**

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

(23362) (USN)

ELEV 177

**RADAR**<sup>1</sup> - 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>HATth/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	32	3.0°/54/952	ABCDE	<b>280</b> -½	108	(200-½)
	23	3.0°/56/937	ABCDE	<b>377</b> -¾	200	(200-¾)
PAR W/O GS	32 <sup>23</sup>		ABCDE	<b>460</b> -⅝	288	(300-⅝)
	23 <sup>4</sup>		ABCDE	<b>460</b> -1	283	(300-1)
ASR	32 <sup>25</sup>		AB	<b>540</b> -½	368	(400-½)
			CDE	<b>540</b> -⅝	368	(400-⅝)
	23 <sup>5</sup>		ABCDE	<b>520</b> -1	343	(400-1)
		5 <sup>6</sup>		AB	<b>600</b> -1	430
	14 <sup>7</sup>		CDE	<b>600</b> -1¼	430	(500-1¼)
			AB	<b>600</b> -1	424	(500-1)
		CDE	<b>600</b> -1¼	424	(500-1¼)	
<b>C</b> CIR	All Rwys <sup>8</sup>		A	<b>600</b> -1	423	(500-1)
			B	<b>640</b> -1	463	(500-1)
			C	<b>660</b> -1½	483	(500-1½)
			DE	<b>740</b> -2	563	(600-2)

<sup>1</sup>No-NOTAM preventive maint sked: Mon 1300-1700Z++.

<sup>2</sup>When ALS inop, increase CAT ABCDE vis to 1 mile.

<sup>3</sup>Step Down Fix at 3 NM from TD, 1120 min.

<sup>4</sup>Step Down Fix at 2 NM from TD, 820 min.

<sup>5</sup>Step Down Fix at 3 NM from thld, 1180 min.

<sup>6</sup>Step Down Fix at 2 NM from thld, 860 min.

<sup>7</sup>Visibility reduction by helicopters not authorized.

<sup>8</sup>Circling 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.

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**RADAR INSTRUMENT APPROACH MINIMUMS**