

RADAR INSTRUMENT APPROACH MINIMUMS

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>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
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)
 CIR ³	ALL RWY		ABC	NOT AUTHORIZED		
			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.

GULFPORT, MS

Amdt 7A, 21MAR24 (24081) (FAA)

ELEV 28

GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25 

ASR	<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>
	32		ABCDE	440/40	413	(500-¾)				
CIRCLING	14	ALL RWY	AB	560/24	533	(600-½)	CDE	560/55	533	(600-1¼)
			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.

22 JAN 2026 to 19 FEB 2026

22 JAN 2026 to 19 FEB 2026

RADAR INSTRUMENT APPROACH MINIMUMS

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 

	<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	840-1¾	494	(500-1¾)
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 1¾.
Rwy 16R, 34R: Helicopter visibility reduction below ¾ SM not authorized.

JOE WILLIAMS NOLF (KNJW)

Moscow, MS Amdt 5 15MAY25 (25135) (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>DA/</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.

22 JAN 2026 to 19 FEB 2026

22 JAN 2026 to 19 FEB 2026

RADAR INSTRUMENT APPROACH MINIMUMS

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LAKE CHARLES, LA

Amdt 1B, 31MAY12 (14149) (FAA)

ELEV 17

CHENNAULT INTL (CWF)

RADAR-1 119.8 282.3

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
				AB	580-1			CDE	580-1 $\frac{1}{8}$	(600-1 $\frac{1}{8}$)
ASR	33		AB	620- $\frac{3}{4}$	564	(600-1)		CDE	620-1 $\frac{1}{8}$	(700-1 $\frac{1}{8}$)
	15		AB		606	(700- $\frac{3}{4}$)			564	(600-1 $\frac{1}{8}$)
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 5D, 05NOV20 (20310) (FAA)

ELEV 15

LAKE CHARLES RGNL(LCH)

RADAR-1 119.35 353.75

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
				ABC	380- $\frac{3}{4}$			D	380-1 $\frac{1}{4}$	369
ASR	33		ABC	380- $\frac{3}{4}$	369	(400- $\frac{3}{4}$)		D	380-1 $\frac{1}{4}$	369
	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	580-1 $\frac{1}{2}$	565	(600-1 $\frac{1}{2}$)	D	680-2	665	(700-2)

When control tower closed, ASR NA.

MAKS AAF (FORT POLK) (KPOE)

Fort Polk, LA RADAR 1 Amdt 4C RADAR 2 Orig (25303) (USA)

ELEV 330

RADAR - (E) 123.7 261.3

NA Opr 1400-0600Z++ exc hol.

				DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ¹	<u>RWY</u> 34	<u>GS/TCH/RPI</u> 3.0°/42/799	<u>CAT</u> AB CD	579-½ 579-¾	256 256	(300-½) (300-¾)
ASR	34		AB	760-¾	482	(500-¾)
			CD	760-1	482	(500-1)
	16		AB	800-1	472	(500-1)
			CD	800-1⅓	472	(500-1⅓)
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.

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MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Meridian, MS Amdt 7 27NOV25 (25331) (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>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	19L	3.0°/50/1127	ABCDE	416 -½	100	(100-½)
	1L ²	3.0°/50/1081	ABCDE	453 -½	200	(200-½)
	1R	3.0°/50/1132	ABCDE	470 -¾	200	(200-¾)
	19R	3.0°/50/1144	ABCDE	494 -¾	200	(200-¾)
ASR ¹	28 ³		ABCDE	680 -1	376	(400-1)
	1R ⁴		AB	700 -1	430	(400-1)
			CDE	700 -1¼	430	(400-1¼)
	1L ^{5 6}		AB	760 -½	507	(500-½)
			CDE	760 -1	507	(500-1)
	19L ^{5 7}		AB	780 -½	464	(500-½)
			CDE	780 -1	464	(500-1)
	19R ⁸		AB	720 -1	426	(500-1)
			CDE	720 -1¼	426	(500-1¼)
	10 ⁹		AB	740 -1	436	(500-1)
			CDE	740 -1¼	436	(500-1¼)
CIR ¹⁰	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)

¹No-NOTAM MP sked: PAR and DASR 11 1300-1700Z++ Tue. PAR and ASR apch not avbl dur this time.

²When ALS inop, increase vis to ¾ mile.

³Step Down at 2 NM from thld, 980 min.

⁴Step Down at 3 NM from thld, 880 min.

⁵When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1¾ miles.

⁶Step Down at 2.5 NM from thld, 1040 min.

⁷Step Down at 3 NM from thld, 860 min.

⁸Step Down at 2 NM from thld, 800 min.

⁹Step Down at 3 NM from thld, 980 min.

¹¹CIR restriction: CAT B remain within 1.5 NM, CAT C remain within 1.7 NM, CAT D remain within 2.3 NM, CAT E remain within 4.5 NM.

22 JAN 2026 to 19 FEB 2026

22 JAN 2026 to 19 FEB 2026

RADAR INSTRUMENT APPROACH MINIMUMS

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MONROE, LA

Amdt 7B, 08OCT20 (20282) (FAA)

ELEV 79

MONROE RGNL (MLU)

RADAR- 1 118.15 290.475 

	<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 22		AB AB	560/40 560-¾	484 485	(500-¾) (500-¾)	CD CD	560/50 560-1	484 485	(500-1) (500-1)
CIRCLING	ALL RWY		AB D	580-1¼ 1160-3	501 1081	(600-1¼) (1100-3)	C	740-1¾	661	(700-1¾)

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 ¾ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ¾ SM.

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

New Orleans, LA Amdt 7 04SEP25 (25247) (USN)

ELEV 2

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>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	4 ²	3.0°/49/928	ABCDE	98-¾	100	(100-¾)
	22 ^{3,4}	3.0°/41/816	ABCDE	200-½	200	(200-½)
ASR	4 ^{5,6}		AB	600-½	602	(600-½)
			CDE	600-1%	602	(600-1¾)
	22 ^{5,6,7}		AB	600-½	600	(600-½)
			CDE	600-1¼	600	(600-1¼)
	32 ^{5,8,9}		AB	580-¾	578	(600-¾)
			CDE	580-1%	578	(600-1¾)
CIR ⁵	Rwy 04/22/32		AB	640-1	638	(700-1)
			C	640-1¼	638	(700-1¼)
			D	660-2	658	(700-2)
			E	680-2½	678	(700-2½)

¹No-NOTAM preventive maint Mon 1300-1800Z++.

²When ALS inop, increase vis to ½ mile.

³When ALS inop, increase vis to ¾ mile.

⁴CAUTION: TCH (41') is less than min TCH (45') for aircraft similar to B-747/767/720/757, DC-10, A-300, KC-10, E-4, C-5 and VC-25.

⁵CAT E circling not authorized NW of Rwy 4-22.

⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.

⁷Step Down Fix at 3 NM from thld, 1000 min.

⁸When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1% miles.

⁹Rwy 32 helicopter vis reduction below ¾ mile not authorized.

22 JAN 2026 to 19 FEB 2026

22 JAN 2026 to 19 FEB 2026

RADAR INSTRUMENT APPROACH MINIMUMS

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SHREVEPORT, LA

Amdt 6A, 05NOV20 (20310) (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/ MDA-VIS</u>	<u>HAT/ 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	800-1%	562	(600-1%)
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 1% SM and S-32 Cat C/D/E visibility to 1% SM.
When control tower closed, ASR NA.

22 JAN 2026 to 19 FEB 2026

22 JAN 2026 to 19 FEB 2026

RADAR INSTRUMENT APPROACH MINIMUMS