

RADAR MINS

26162

N1

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

ASR ²	<u>RWY</u>	<u>GP/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>
	15		AB	640/24	477	(500-½)
	33		CDE	640/50	477	(500-1)
			AB	640/24	479	(500-½)
			CDE	640/50	479	(500-1)
C 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 **VA**

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)				
	14		AB	560/24	533	(600-½)	CDE	560/55	533	(600-1¼)
CIRCLING	ALL RWY		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.

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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/ 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	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 1%.

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>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ 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.

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RADAR INSTRUMENT APPROACH MINIMUMS

LAKE CHARLES, LA Amdt 1B, 31MAY12 (14149) (FAA) ELEV 17
CHENNAULT INTL (CWF)
 RADAR-1 119.8 282.3 **▽ ▲**

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
	33		AB	580-1	564	(600-1)	CDE	580-1^{1/8}	564	(600-1 ^{1/8})
	15		AB	620-3/4	606	(700-3/4)	CDE	620-1^{1/8}	606	(700-1 ^{1/8})
CIRCLING	ALL RWY		AB	640-1	623	(700-1)	C	640-1^{1/4}	623	(700-1 ^{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^{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 **▽ ▲**

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
	33		ABC	380-3/4	369	(400-3/4)	D	380-1^{1/4}	369	(400-1 ^{1/4})
	5		ABC	380-1	366	(400-1)	D	380-1^{1/4}	366	(400-1 ^{1/4})
	15		AB	440/24	428	(500-1/2)	C	440/40	428	(500-3/4)
			D	440/50	428	(500-1)				
	23		AB	440-1	425	(500-1)	CD	440-1^{1/4}	425	(500-1 ^{1/4})
CIRCLING	ALL RWY		A	440-1	425	(500-1)	B	480-1	465	(500-1)
			C	580-1^{1/2}	565	(600-1 ^{1/2})	D	680-2	665	(700-2)

When control tower closed, ASR NA.

MAKS AAF (FORT POLK) (KPOE) ELEV 330
 Fort Polk, LA RADAR 1 Amdt 5 RADAR 2 Amdt 1 (26162) (USA)
 RADAR - (E) 123.7 261.3 **▽** NA Opr 1400-0600Z++ exc hol.

PAR ¹²³⁴	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HATH/	
	34	3.0°/42/799	ABCD	670-3/4	349	(400-3/4)
ASR	34 ²³⁵		ABCD	760-3/4	439	(500-3/4)
			AB	800-1^{1/4}	472	(500-1 ^{1/4})
			CD	800-1^{1/8}	472	(500-1 ^{1/8})
CIR	All Rwy		AB	880-1^{1/4}	550	(600-1 ^{1/4})
			C	880-1^{1/2}	550	(600-1 ^{1/2})
			D	940-2	610	(700-2)

¹Rwy 34 VGSI and PAR glidepath not coincident.

²Rwy 34 helicopter vis reduction below 3/4 mile not authorized.

³When control tower closed, increase vis to 1 mile.

⁴When ALS inop, increase vis to 1 mile.

⁵When ALS inop, increase vis to 1 1/4 miles.

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MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Meridian, MS Amdt 7 27NOV25 (25331) (USN)

ELEV 316

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATh/ 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)
			AB	760 -½	507	(500-½)
	1L ^{5,6}		CDE	760 -1	507	(500-1)
			AB	780 -½	464	(500-½)
	19L ^{5,7}		CDE	780 -1	464	(500-1)
			AB	720 -1	426	(500-1)
	19R ⁸		CDE	720 -1¼	426	(500-1¼)
			AB	740 -1	436	(500-1)
10 ⁹		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 1½ 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.

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MONROE, LA

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

ELEV 79

MONROE RGNL (MLU)

RADAR- 1 118.15 290.475 **▼** **A**

	<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	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	740-1¾	661	(700-1¾)
			D	1160-3	1081	(1100-3)				

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 Orig 19FEB26 (26050) (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>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR	4 ²	3.0°/52/981	ABCDE	98-¼	100	(100-¼)
	22 ²	3.0°/48/947	ABCDE	107-¼	107	(200-¼)
ASR	4 ^{3,4}		AB	600-½	602	(600-½)
			CDE	600-1¾	602	(600-1¾)
	22 ^{3,4,5}		AB	600-½	600	(600-½)
			CDE	600-1¼	600	(600-1¼)
	32 ^{3,6,7}		AB	580-¾	578	(600-¾)
			CDE	580-1¾	578	(600-1¾)
CIR ³	Rwy 04/22/32		AB	640-1	638	(700-1)
			C	640-1¾	638	(700-1¾)
			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.

³CAT E circling not authorized NW of Rwy 4-22.

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

⁵Step Down Fix at 3 NM from thld, 1000 min.

⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

⁷Rwy 32 helicopter vis reduction below ¾ mile not authorized.

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SHREVEPORT, LA

Amdt 6A, 05NOV20 (20310) (FAA)

ELEV 258

SHREVEPORT RGNL (SHV)

RADAR-1 119.9 335.55 **T A**

	<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)
	AB		800/40	542	(600-¾)	
	CDE		800/60	542	(600-1¼)	
	AB		800-1¼	562	(600-1¼)	
	CDE		800-1½	562	(600-1½)	
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.

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