

**RADAR INSTRUMENT APPROACH MINIMUMS**

**JACKSONVILLE NAS (TOWERS FLD) (KNIP)**

Jacksonville, FL Amdt 8 02OCT25 (25275) (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>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	10 <sup>2,3</sup>	3.0°/40/793	ABCDE	121-¼	100	(100-¼)
	28 <sup>2,4,5</sup>	3.0°/40/751	ABCDE	113-¼	100	(100-¼)
PAR W/O GS <sup>1</sup>	10 <sup>6</sup>		ABCDE	360-⅝	339	(400-⅝)
	28 <sup>6,7</sup>		ABCDE	360-¾	347	(400-¾)
ASR	28 <sup>8,9</sup>		ABCDE	360-¾	347	(400-¾)
	10 <sup>10</sup>		AB	420-½	399	(400-½)
			CDE	420-⅝	399	(400-⅝)
CIR	All Rwy		AB	500-1⅙	477	(500-1⅙)
			C	520-1½	497	(500-1½)
			D	760-2¼	737	(800-2¼)
			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 28, Step Down Fix at 2 NM from thld, 680 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 4 14MAY26 (26134) (USN)

ELEV 6

**RADAR<sup>1</sup> - (E)** 134.925x 284.67x 348.25x 317.575x **▼**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATh/ 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>105</b> - <sup>1</sup> / <sub>2</sub>	100	(100- <sup>1</sup> / <sub>2</sub> )
PAR W/O GS	4 <sup>6</sup>		ABCDE	<b>360</b> -1 <sup>1</sup> / <sub>6</sub>	356	(400-1 <sup>1</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> )
			CDE	<b>420</b> - <sup>3</sup> / <sub>4</sub>	416	(500- <sup>3</sup> / <sub>4</sub> )
	26		AB	<b>520</b> -1	515	(600-1)
			CDE	<b>520</b> -1 <sup>3</sup> / <sub>6</sub>	515	(600-1 <sup>3</sup> / <sub>6</sub> )
ASR	4 <sup>8</sup>		ABCDE	<b>380</b> -1	376	(400-1)
	14 <sup>9</sup>		AB	<b>400</b> -1	396	(400-1)
			CDE	<b>400</b> -1 <sup>1</sup> / <sub>6</sub>	396	(400-1 <sup>1</sup> / <sub>6</sub> )
	32 <sup>8</sup>		ABCDE	<b>380</b> -1	376	(400-1)
	8 <sup>7,10</sup>		AB	<b>420</b> - <sup>1</sup> / <sub>2</sub>	416	(500- <sup>1</sup> / <sub>2</sub> )
			CDE	<b>420</b> - <sup>3</sup> / <sub>4</sub>	416	(500- <sup>3</sup> / <sub>4</sub> )
	22 <sup>11</sup>		AB	<b>480</b> -1	474	(500-1)
			CDE	<b>480</b> -1 <sup>3</sup> / <sub>6</sub>	474	(500-1 <sup>3</sup> / <sub>6</sub> )
26 <sup>12</sup>		AB	<b>460</b> -1	455	(500-1)	
		CDE	<b>460</b> -1 <sup>3</sup> / <sub>6</sub>	455	(500-1 <sup>3</sup> / <sub>6</sub> )	
CIR	4, 8, 26		AB	<b>520</b> -1	514	(600-1)
PAR W/O GS			C	<b>520</b> -1 <sup>1</sup> / <sub>2</sub>	514	(600-1 <sup>1</sup> / <sub>2</sub> )
			DE	<b>580</b> -2	574	(600-2)
CIR ASR			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>580</b> -2	574	(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 1/2 mile.

<sup>4</sup>WCH (Group 4: 19') is less than the minimum height (20).

<sup>5</sup>WCH (Group 3: 15', Group 4: 10') 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 1/6 miles.

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

<sup>9</sup>SDF at 2.75 NM from thld at or above 480' MSL.

<sup>10</sup>SDF at 2 NM from thld at or above 680' MSL.

<sup>11</sup>34:1 visual area penetrated. Visibility reduction by copters not authorized.

<sup>12</sup>SDF at 2.7 NM from thld at or above 520' MSL.

**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** **V**

	<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	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)
			CDE	<b>400-1½</b>	388	(400-1½)
	23 <sup>3 4</sup>		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)
			CDE	<b>500-1¾</b>	488	(500-1¾)
	23 <sup>3 4</sup>		AB	<b>520-1</b>	505	(600-1)
			CDE	<b>520-1¾</b>	505	(600-1¾)
<b>C</b> CIR PAR W/O GS ASR	5-23 <sup>3 7</sup>		AB	<b>560-1</b>	545	(600-1)
			C	<b>560-1½</b>	545	(600-1½)
			D	<b>620-2</b>	605	(700-2)
			E	<b>620-2¼</b>	605	(700-2¼)

<sup>1</sup>No-NOTAM preventive maint ASR 1100-1500Z++ Tue., PAR 1100-1500Z++ Wed. Mayport DASR unmto 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.

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

Pensacola, FL Amdt 8 02OCT25 (25275) (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>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>2</sup>	7L <sup>3</sup>	3.0°/56/1093	ABCDE	<b>123</b> -½	100	(100-½)
	25L	3.0°/52/1001	ABCDE	<b>126</b> -½	104	(100-½)
	7R <sup>4</sup>	3.0°/54/1020	ABCDE	<b>127</b> -1	102	(100-1)
	19 <sup>4</sup>	3.0°/55/994	ABCDE	<b>122</b> -1	100	(100-1)
	25R <sup>5</sup>	3.0°/56/1042	ABCDE	<b>121</b> -1	100	(100-1)
	1 <sup>4</sup>	3.0°/55/1050	ABCDE	<b>129</b> -½	101	(200-½)
ASR	7L <sup>6</sup>		AB	<b>480</b> -½	457	(500-½)
			CDE	<b>480</b> -¾	457	(500-¾)
	7R		AB	<b>480</b> -1	455	(500-1)
			CDE	<b>480</b> -1¾	455	(500-1¾)
	1		AB	<b>460</b> -1	432	(500-1)
			CDE	<b>460</b> -1¼	432	(500-1¼)
	19 <sup>7</sup>		AB	<b>480</b> -1	458	(500-1)
			CDE	<b>480</b> -1¾	458	(500-1¾)
	25L <sup>7</sup>		AB	<b>480</b> -1	458	(500-1)
			CDE	<b>480</b> -1¾	458	(500-1¾)
25R <sup>7</sup>		AB	<b>480</b> -1	459	(500-1)	
		CDE	<b>480</b> -1¾	459	(500-1¾)	
ASR SIDESTEP	7R <sup>8</sup>		AB	<b>480</b> -1	455	(500-1)
			C	<b>480</b> -1½	455	(500-1½)
			DE	<b>480</b> -2	455	(500-2)
	25L <sup>9</sup>		AB	<b>480</b> -1	458	(500-1)
			C	<b>480</b> -1½	458	(500-1½)
CIR	All Rwy		AB	<b>520</b> -1	492	(500-1)
			C	<b>540</b> -1½	512	(600-1½)
			D	<b>600</b> -2	572	(600-2)
			E	<b>640</b> -2¼	612	(700-2¼)

<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 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 AB vis to 1 mile, CAT CDE vis to 1½ mile.

<sup>7</sup>Step Down Fix (SDF) at 2 NM from rwy thld at or above 700' MSL.

<sup>8</sup>Sidestep within 2.5 DME of NPA TACAN (1.73 NM from thld).

<sup>9</sup>Sidestep within 2.5 DME of NPA TACAN (1.94 NM from thld).

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**RADAR INSTRUMENT APPROACH MINIMUMS**

# RADAR MINS

26134

N5

## RADAR INSTRUMENT APPROACH MINIMUMS

### 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/ 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	36		AB	460/24	398	(400-½)	CD	460/35	398	(400-⅔)
	27		AB	480/24	422	(500-½)	CD	480/40	422	(500-¾)
	9		AB	500/55	435	(500-1)	CD	500-1¼	435	(500-1¼)
	18		AB	560-1	477	(500-1)	CD	560-1⅓	477	(500-1⅓)
CIRCLING	ALL RWY		A	580-1	497	(500-1)	B	600-1	517	(600-1)
			C	640-1½	557	(600-1½)	D	800-2¼	717	(800-2¼)

When control tower closed, ASR NA.

Rwy 9 helicopter visibility reduction below RVR 4000 not authorized.

### TYNDALL AFB (KPM)

Panama City, FL Amdt 5 27NOV25 (25331) (USAF)

ELEV 17

RADAR<sup>1</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>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>2</sup>	14L <sup>3</sup>	2.5°/49/1182	ABCDE	214/24	200	(200-½)
	32R <sup>3</sup>	2.5°/50/1145	ABCDE	214/24	200	(200-½)
	14R <sup>4</sup>	2.5°/36/815	ABCDE	215-¾	200	(200-¾)
	32L <sup>5</sup>	2.5°/41/941	ABCDE	217-¾	200	(200-¾)
ASR <sup>2</sup>	14L <sup>6</sup>		AB	480/24	466	(500-½)
			CDE	480/50	466	(500-1)
	32R <sup>6</sup>		AB	480/24	466	(500-½)
			CDE	480/50	466	(500-1)
	14R		AB	480-1	465	(500-1)
			CDE	480-1⅓	465	(500-1⅓)
	32L		AB	480-1	463	(500-1)
			CDE	480-1⅓	463	(500-1⅓)
CIR	All Rwy		AB	540-1	523	(600-1)
			C	540-1½	523	(600-1½)
			DE	580-2	563	(600-2)

<sup>1</sup> No-NOTAM preventive maint sked: DASR/STARS 0930-1130Z++ Mon-Fri. PAR 1200-1400Z++ Mon-Fri.

<sup>2</sup> When ASR out PAR not avbl.

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

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

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

<sup>6</sup> When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅓ miles.

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## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

26134

N5

SE-3

# RADAR MINS

26134

N6

## RADAR INSTRUMENT APPROACH MINIMUMS

### WHITING FLD NAS-NORTH (KNSE)

Milton, FL Amdt 8 12JUN25 (25163) (USN)

**RADAR**<sup>1</sup> - Ctc PENSACOLA APP CON (E) 126.85 127.35 278.8 298.9 **▼**

ELEV 199

	<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>
ASR	14 <sup>23</sup>		ABCDE	500-½	301	(400-½)
	23 <sup>4</sup>		ABCDE	540-1	357	(400-1)
	5 <sup>5</sup>		AB	600-1	420	(500-1)
			CDE	600-1½	420	(500-1½)
CIR <sup>67</sup>	5, 14, 23, 32		A	600-1	401	(500-1)
			B	660-1	461	(500-1)
			C	660-1½	461	(500-1½)
			DE	760-2	561	(600-2)

<sup>1</sup>Apch only avbl dur NDZ opr hr.

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

<sup>3</sup>Step Down Fix at 2 NM from thld, 880 min.

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

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

<sup>6</sup>Circling not authorized S of Rwys 5 and 32. Caution - Whiting Fld NAS - South 1 NM South.

<sup>7</sup>When circling to Rwy 32 at Night, operational VGSI required, remain on or above VGSI glidepath until thld.

### WHITING FLD NAS-SOUTH (KNDZ)

Milton, FL Amdt 11 02OCT25 (25275) (USN)

**RADAR**<sup>1</sup> - Ctc PENSACOLA APP CON (E) 124.85 288.325 298.8 343.6 343.65 371.85 **▼**

ELEV 177

	<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	32	3.0°/54/952	ABCDE	280-½	108	(200-½)
	23	3.0°/56/937	ABCDE	377-¾	200	(200-¾)
ASR	32 <sup>23</sup>		AB	520-½	348	(400-½)
			CDE	520-¾	348	(400-¾)
	23 <sup>3</sup>		ABCDE	540-1	363	(400-1)
		5 <sup>4</sup>		AB	600-1	430
			CDE	600-1¼	430	(500-1¼)
	14 <sup>56</sup>			AB	600-1	424
			CDE	600-1¼	424	(500-1¼)
CIR	All Rwys <sup>7</sup>		A	600-1	423	(500-1)
			B	640-1	463	(500-1)
			C	660-1½	483	(500-1½)
			DE	760-2	583	(600-2)

<sup>1</sup>Apch only avbl 1400-0500Z++.

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

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

<sup>4</sup>Step Down Fix at 2 NM from thld, 860 min.

<sup>5</sup>Visibility reduction by helicopters not authorized.

<sup>6</sup>Step down fix at 2 NM from thld, 840 min.

<sup>7</sup>Circling not authorized N of Rwys 14 and 23. Circling authorized for PAR W/O GS and ASR only.

Caution - Whiting Fld NAS - North 1 NM North.

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

26134

N6

SE-3

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