BARKSDALE AFB (KBAD)

Bossier City, LA Amdt 5 (15176) (USAF) ELEV **165**

RADAR[1] **- (E)** 118.6 119.9 125.1 335.55 350.2

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
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)

[1]Opr 1200-0500Z++.
[2]When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
[3]Circling not authorized W of Rwy.

GULFPORT, MS

Amdt 7A, 21MAR24 (24081) (FAA) ELEV **28**

GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	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.

JACKSON, MS

Amdt 12A, 22APR21 (21112) (FAA) ELEV **346**

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RADAR-1 123.9 317.7

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	16L		AB	**740**/24	428	(400-½)	CDE	**740**/40	428	(400-¾)
	16R		AB	**740**-1	420	(400-1)	CDE	**740**-1⅛	420	(400-1⅛)
	34L		AB	**820**/40	491	(500-¾)	CDE	**820**/50	491	(500-1)
	34R		AB	**840**/55	494	(500-1¼)	CDE	**840**-1⅜	494	(500-1⅜)
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	(700-1½)				

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 1⅜.
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

	RWY	GP/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh HAA	CEIL-VIS
ASR[1]	32		CD	**1500**-3	961	(1000-3)
CIR[1]	All Rwy		CD	**1500**-3	961	(1000-3)

[1]Procedure NA at night.

26 NOV 2026 to 24 DEC 2026

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
ASR	33	AB	**580**-1	564	(600-1)	CDE	**580**-1⅝	564	(600-1⅝)
	15	AB	**620**-¾	606	(700-¾)	CDE	**620**-1⅜	606	(700-1⅜)
CIRCLING	ALL RWY	AB	**640**-1	623	(700-1)	C	**640**-1¾	623	(700-1¾)
		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 1¾.
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
ASR	33	ABC	**380**-¾	369	(400-¾)	D	**380**-1¼	369	(400-1¼)
	5	ABC	**380**-1	366	(400-1)	D	**380**-1¼	366	(400-1¼)
	15	AB	**440**/24	428	(500-½)	C	**440**/40	428	(500-¾)
		D	**440**/50	428	(500-1)				
	23	AB	**440**-1	425	(500-1)	CD	**440**-1¼	425	(500-1¼)
CIRCLING	ALL RWY	A	**440**-1	425	(500-1)	B	**480**-1	465	(500-1)
		C	**580**-1½	565	(600-1½)	D	**680**-2	665	(700-2)

When control tower closed, ASR NA.

MAKS AAF (FORT POLK) (KPOE)

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

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1 2 3 4]	34	3.0°/42/799	ABCD	**670**-¾	349	(400-¾)
ASR	34[2 3 5]		ABCD	**760**-¾	439	(500-¾)
	16		AB	**800**-1¼	472	(500-1¼)
			CD	**800**-1⅜	472	(500-1⅜)
CIR	All Rwy		AB	**880**-1¼	550	(600-1¼)
			C	**880**-1½	550	(600-1½)
			D	**940**-2	610	(700-2)

[1]Rwy 34 VGSI and PAR glidepath not coincident.
[2]Rwy 34 helicopter vis reduction below ¾ mile not authorized.
[3]When control tower closed, increase vis to 1 mile.
[4]When ALS inop, increase vis to 1 mile.
[5]When ALS inop, increase vis to 1¼ miles.

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

	RWY	GP/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
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**-1½	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)

[1]No-NOTAM MP sked: PAR and DASR 11 1300-1700Z++ Tue. PAR and ASR apch not avbl dur this time.
[2]When ALS inop, increase vis to ¾ mile.
[3]Step Down at 2 NM from thld, 980 min.
[4]Step Down at 3 NM from thld, 880 min.
[5]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1⅜ miles.
[6]Step Down at 2.5 NM from thld, 1040 min.
[7]Step Down at 3 NM from thld, 860 min.
[8]Step Down at 2 NM from thld, 800 min.
[9]Step Down at 3 NM from thld, 980 min.
[10]CIR 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.

MONROE, LA

Amdt 7B, 08OCT20 (20282) (FAA) ELEV **79**

MONROE RGNL (MLU)

RADAR- 1 118.15 290.475

	RWY GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
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 1⅜ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1⅜ SM.

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

New Orleans, LA Orig 19FEB26 (26050) (USN) ELEV **2**

RADAR[1] **- (E)** 125.95 126.55 225.5 254.4 269.025 288.25 299.2 353.65

	RWY	GP/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
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**-1⅜	602	(600-1⅜)
	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**-1⅜	578	(600-1⅜)
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)

[1]No-NOTAM preventive maint Mon 1300-1800Z++.
[2]When ALS inop, increase vis to ½ mile.
[3]CAT E circling not authorized NW of Rwy 4-22.
[4]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.
[5]Step Down Fix at 3 NM from thld, 1000 min.
[6]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅝ miles.
[7]Rwy 32 helicopter vis reduction below ¾ mile not authorized.

SHREVEPORT, LA

Amdt 6A, 05NOV20 (20310) (FAA) ELEV **258**

SHREVEPORT RGNL (SHV)

RADAR- 1 119.9 335.55 TA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
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**-1⅝	562	(600-1⅝)
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 1⅝ SM and S-32 Cat C/D/E visibility to 1⅜ SM.
When control tower closed, ASR NA.

26 NOV 2026 to 24 DEC 2026