## RADAR INSTRUMENT APPROACH MINIMUMS

### BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 5, 15176 USAF) ELEV 165

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

| | RWY | GS/TCH/RPI | CAT | DH/ 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) |
| C 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.

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### GULFPORT, MS Amdt 7A, 21MAR24 (24081) (FAA) ELEV 28

### GULFPORT-BILOXI INTL (GPT)

**RADAR-1** 127.5 254.25 TA

| | 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) |
| C 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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N1

## 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 T A

| | 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) |
| C 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 1⅜.
Rwy 16R, 34R: Helicopter visibility reduction below ¾ SM not authorized.

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### 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 | GS/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.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
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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 T A

| | 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**-1⅛ | 564 | (600-1⅛) |
| | 15 | | AB | **620**-¾ | 606 | (700-¾) | CDE | **620**-1⅛ | 606 | (700-1⅛) |
| 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.

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### LAKE CHARLES, LA Amdt 5D, 05NOV20 (20310) (FAA) ELEV **15**

### LAKE CHARLES RGNL(LCH)

**RADAR-1** 119.35 353.75 T A

| | 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) |
| C 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.

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### MAKS AAF (KPOE), Fort Johnson, LA RADAR 1 Amdt 4C RADAR 2 Orig (23362) USA **ELEV 330**

**RADAR - (E)** 123.7 261.3 T NA Opr 1400-0600Z++ exc hol.

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1] | 34 | 3.0°/42/799 | AB | **579**-½ | 256 | (300-½) |
| | | | CD | **579**-¾ | 256 | (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**-1⅜ | 472 | (500-1⅜) |
| CIR | ALL RWY | | AB | **820**-1 | 490 | (500-1) |
| | | | C | **820**-1½ | 490 | (500-1½) |
| | | | D | **880**-2 | 550 | (600-2) |

[1]Rwy 34 VGSI and PAR glidepath not coincident.



RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
25135
N3

## RADAR INSTRUMENT APPROACH MINIMUMS

### MERIDIAN NAS (MC CAIN FIELD) (KNMM), Meridian, MS Amdt 6

29DEC22 (22363) (USN) ELEV **316**

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

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1] | 19L | 3.0°/50/1178 | ABCDE | **416**-½ | 100 | (100-½) |
| | 1L[2] | 3.0°/50/1079 | ABCDE | **454**-½ | 200 | (200-½) |
| | 1R | 3.0°/50/1151 | ABCDE | **470**-¾ | 200 | (200-¾) |
| | 19R | 3.0°/50/1180 | ABCDE | **494**-¾ | 200 | (200-¾) |
| PAR W/O GS[1] | 19R[3] | | AB | **700**-1 | 406 | (400-1) |
| | | | CDE | **700**-1⅛ | 406 | (400-1⅛) |
| | 1L[4 5] | | AB | **760**-½ | 506 | (500-½) |
| | | | CDE | **760**-1 | 506 | (500-1) |
| ASR[6] | 28[7] | | ABCDE | **680**-1 | 375 | (400-1) |
| | 1R[8] | | AB | **700**-1 | 430 | (400-1) |
| | | | CDE | **700**-1¼ | 430 | (400-1¼) |
| | 1L[4 9] | | AB | **760**-½ | 506 | (500-½) |
| | | | CDE | **760**-1 | 506 | (500-1) |
| | 19L[4] | | AB | **780**-½ | 464 | (500-½) |
| | | | CDE | **780**-1 | 464 | (500-1) |
| | 19R[10] | | AB | **720**-1 | 426 | (500-1) |
| | | | CDE | **720**-1¼ | 426 | (500-1¼) |
| | 10[11] | | AB | **740**-1 | 436 | (500-1) |
| | | | CDE | **740**-1¼ | 436 | (500-1¼) |
| CIR | 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 1300-1700Z++ Tue. PAR and PAR W/O GS apch not avbl dur this time.
[2]When ALS inop, increase vis to ¾ mile.
[3]Step Down at 2 NM from thld, 860 min.
[4]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1⅜ miles.
[5]Step Down at 3 NM from thld, 1140 min.
[6]No-NOTAM MP sked: DASR 11 1300-1700Z++ Tue. No ASR apch dur this time.
[7]Step Down at 2 NM from thld, 980 min.
[8]Step Down at 3 NM from thld, 1080 min.
[9]Step Down at 2.5 NM from thld, 1020 min.
[10]Step Down at 2 NM from thld, 880 min.
[11]Step Down at 3 NM from thld, 1220 min.


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## RADAR INSTRUMENT APPROACH MINIMUMS

### MONROE, LA

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

ELEV **79**

### MONROE RGNL (MLU)

**RADAR- 1** 118.15 290.475 T A

| | 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) |
| C 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 ⅜ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ⅜ SM.

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

New Orleans, LA Amdt 6 20MAR25 (25079) (USN)

ELEV **2**

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

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| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 4[2] | 3.0°/49/928 | ABCDE | **98**-¼ | 100 | (100-¼) |
| | 22[3 4] | 3.0°/41/816 | ABCDE | **200**-½ | 200 | (200-½) |
| PAR W/O GS | 4[5 6] | | AB | **460**-⅝ | 462 | (500-⅝) |
| | | | CDE | **460**-1 | 462 | (500-1) |
| | 22[6 7 8] | | ABCDE | **380**-⅝ | 380 | (400-⅝) |
| ASR | 4[6 9] | | AB | **600**-½ | 602 | (600-½) |
| | | | CDE | **600**-1⅜ | 602 | (600-1⅜) |
| | 22[6 9 10] | | AB | **600**-½ | 600 | (600-½) |
| | | | CDE | **600**-1¼ | 600 | (600-1¼) |
| | 32[6 11 12] | | AB | **580**-¾ | 578 | (600-¾) |
| | | | CDE | **580**-1⅜ | 578 | (600-1⅜) |
| C CIR[6] | 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]When ALS inop, increase vis to ¾ mile.
[4]CAUTION: 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.
[5]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
[6]CAT E circling not authorized NW of Rwy 4-22.
[7]When ALS inop, increase vis to 1 mile.
[8]Step Down Fix at 2 NM from RPI, 660 min.
[9]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.
[10]Step Down Fix at 3 NM from thld, 1000 min.
[11]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅝ miles.
[12]Rwy 32 helicopter vis reduction below ¾ mile not authorized.

## RADAR INSTRUMENT APPROACH MINIMUMS

### SHREVEPORT, LA Amdt 6A, 05NOV20 (20310) (FAA) ELEV 258

### SHREVEPORT RGNL (SHV)

**RADAR- 1** 119.9 335.55 TVA

| | 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) |
| C 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.


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