

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION  
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- FAR PART 97.31**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH. and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when: (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when: (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES <i>(Sectors and distances measured from radar antenna)</i>												MISSED APPROACH			
FROM	T O	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MAP:			
												ASR RWYS 14, 32: THLD			
AS ESTABLISHED BY THE CURRENT GULFPORT ASR MINIMUM VECTORING ALTITUDE CHART.												RWY 14: CLIMBING RIGHT TURN TO 2000 VIA GPT R-245 TO MUDDA INT/GPT 12.00 DME AND HOLD SW, RT, 065.00 INBOUND.			
												RWY 32: CLIMB TO 600 THEN CLIMBING LEFT TURN TO 2000 VIA GPT R-245 TO MUDDA INT/GPT 12.00 DME AND HOLD SW, RT, 065.00 INBOUND.			

**MINIMUMS**

TAKEOFF:		STANDARD	<input checked="" type="checkbox"/>	SEE FAA FORM 8260-15A FOR THIS AIRPORT						ALTERNATE: N A		@ STANDARD				
CATEGORY =====>	A			B			C			D			E			
	DH/ MDA	VIS	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	
ASR S-14	560	2400	533	560	2400	533	560	5500	533	560	5500	533	560	5500	533	
ASR S-32	440	2400	412	440	2400	412	440	4000	412	440	4000	412	440	4000	412	
CIRCLING	560	1	531	640	1	611	820	2 1/4	791	820	2 1/2	791	820	2 3/4	791	

**NOTES:**

@ CAT C 800-2 1/4, CAT D 800-2 1/2, CAT E 800-2 3/4.

RWY 14: FAF 6.06 NM FROM THRESHOLD, MINIMUM ALTITUDE 2000, FINAL APPROACH COURSE 136.91. RECOMMENDED ALTITUDE 5 MILES 1680, 4 MILES 1360, 3 MILES 1040, 2 MILES 720.

RWY 32: FAF 6.03 NM FROM THRESHOLD, MINIMUM ALTITUDE 2000, FINAL APPROACH COURSE 316.92. RECOMMENDED ALTITUDE 5 MILES 1680, 4 MILES 1360, 3 MILES 1040, 2 MILES 720.

CHART NOTE: WHEN CONTROL TOWER CLOSED, ASR NA.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE ASR S-14 CAT E VISIBILITY TO 1 1/2 SM; INCREASE ASR S-32 CAT C, D, AND E VISIBILITY TO RVR 6000.

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.

**ADDITIONAL FLIGHT DATA**

TDZE: 27 RWY: 14 TDZE: 28 RWY: 32

TDZE: RWY: TDZE: RWY:

**CHART CIRCLING ICON**

RWY 14: FAS OBST: 300 AAO 302903N/0890854W  
RWY 32: FAS OBST: 174 TOWER 302312N/0890141W  
320 AAO 302949N/0890831W.

QUALITY  
6  
CHECKED

MAG VAR: 2W EPOCH YEAR: 2020

CITY AND STATE	ELEVATION: 29	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP
GULFPORT, MS	AIRPORT NAME: GULFPORT-BILOXI INTL	GPT ASR	RADAR-1, AMDT 7	AMDT: 6B
				DATED: 01/25/11

ALL AFFECTED PROCEDURES REVIEWED? <input checked="checked" type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE  ROUTINE
COORDINATED WITH: <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="display: flex; gap: 10px;"> <div style="text-align: center;">ATA <input checked="checked" type="checkbox"/></div> <div style="text-align: center;">AAT <input type="checkbox"/></div> <div style="text-align: center;">ALPA <input checked="checked" type="checkbox"/></div> <div style="text-align: center;">APA <input type="checkbox"/></div> <div style="text-align: center;">AOPA <input checked="checked" type="checkbox"/></div> <div style="text-align: center;">NBAA <input checked="checked" type="checkbox"/></div> <div style="text-align: center;">OTHER (specify) <input checked="checked" type="checkbox"/></div> </div> <div style="border-top: 1px solid black; margin-top: 5px; flex-grow: 1;">           GPT APP CON, ANG, ZHU, AIRPORT MANAGER         </div> </div>		
FLIGHT CHECKED BY		
NAME: <i>Digitally signed by</i> <b>DION E LANCIA</b> Oct 18, 2017	CARL OESTERLE	FIFO FICO  DATE: 10/17/17
DEVELOPED BY <i>Digitally signed by</i>		
NAME: <i>Digitally signed by</i> <b>DION E LANCIA</b> Oct 18, 2017	STEPHANIE A. BARBEE  Aug 30, 2017	FIFO AJV-5423  DATE: 08-09-2017
APPROVED BY		
NAME: <i>Digitally signed by</i> <b>DION E LANCIA</b> Oct 18, 2017	JULIE MORGAN  MANAGER	FIFO AJV-5420  DATE:
CHANGES:      Oct 18, 2017 <ol style="list-style-type: none"> <li>1. ASR S-32 CAT A AND B VISIBILITY LOWERED FROM 3/4 TO RVR 2400; CAT C LOWERED FROM 3/4 TO RVR 4000; CAT D AND E LOWERED FROM 1 TO RVR 4000.</li> <li>2. CIRCLING CAT A MDA/HAA INCREASED FROM 500/472 TO 560/531; CAT B MDA/HAA LOWERED FROM 660/632 TO 640/611; CAT C MDA/HAA AND VISIBILITY INCREASED FROM 660/632 AND 1 3/4 SM TO 820/791 AND 2 1/4 SM; CAT D MDA/HAA AND VISIBILITY INCREASED FROM 660/632 AND 2 SM TO 820/791 AND 2 1/2 SM.</li> <li>3. CHANGED ASR S-32 CHART FAS OBST FROM 172 TWR AT 302315N/0890340W TO 174 TWR AT 302312N/0890141W.</li> <li>4. MAGVAR CHANGED FROM 2E/1985 TO 2W/2020.</li> <li>5. DELETED ASR S-32 INOP NOTE AND CHANGED INOP CHART NOTE FROM "FOR INOPERATIVE SSALR INCREASE ASR S-14 CAT VISIBILITY RVR TO 6000, AND CAT E TO 1 1/2 MILE" TO "FOR INOPERATIVE ALS, INCREASE ASR S-14 CAT E VISIBILITY TO 1 1/2 SM; INCREASE ASR S-32 CAT C, D, AND E VISIBILITY TO RVR 6000."</li> <li>6. THE FINAL APPROACH COURSES CHANGED; RWY 14 FROM 133 TO 136.91 AND RWY 32 FROM 313 TO 316.92.</li> <li>7. THE FAF FOR ASR S-14 CHANGED FROM 5 MILES TO 6.06 NM; THE FAF FOR ASR S-32 CHANGED FROM 5 MILES TO 6.03 NM.</li> <li>8. CHANGED THE ASR S-14 RECOMMENDED ALTITUDES FROM "4 MILES 1600, 3 MILES 1200, 2 MILES 800" TO "5 MILES 1680, 4 MILES 1360, 3 MILES 1040, 2 MILES 720."</li> <li>9. CHANGED THE ASR S-32 RECOMMENDED ALTITUDES FROM "4 MILES 1600, 3 MILES 1200, 2 MILES 800" TO "5 MILES 1680, 4 MILES 1360, 3 MILES 1040, 2 MILES 720."</li> <li>10. CHANGED ALTERNATE MINIMUMS SYMBOL FROM # TO @ AND CHANGED FROM "CAT E 800-2 3/4" TO "CAT C 800-2 1/4, CAT D 800-2 1/2, CAT E 800-2 3/4."</li> <li>11. ASR S-14 MDA/HAT INCREASED ALL CATS FROM 440/413 TO 560/533; VISIBILITY INCREASED CAT C 4000 TO 5500, CAT D/E 5000 TO 5500.</li> <li>12. CHANGED ASR S-14 CONTROLLING OBST FROM 182 TOWER AT 302623N/0890626W TO 300 AAO AT 302903N/0890854W.</li> </ol>		
<ol style="list-style-type: none"> <li>13. CHANGED AIRPORT ELEVATION FROM 28 TO 29.</li> <li>14. ADDED 7:1 ELIMINATED OBSTACLE TO ADDITIONAL FLIGHT DATA: 320 AAO 302949N/0890831W</li> </ol>		
REASONS: <ol style="list-style-type: none"> <li>1. RUNWAY 14/32 HAVE OPERATIONAL MALSR'S AND RUNWAY VISUAL RANGE CAPABILITIES.</li> <li>2. NEW CIRCLING CONTROLLING OBSTACLES AND LIGHT CREDIT REQUIREMENTS.</li> <li>3. NEW VG SURVEY IDENTIFIED NEW CONTROLLING OBST FOR ASR S-32.</li> <li>4. MAGVAR UPDATES TO GPT NAVAID/ASR TO MEET CAT II TOLERANCES.</li> <li>5. IAW 8260.19G, PARA 8-6-5 M(3). DELETED ASR S-32 AND THEN COMBINED NEW NOTE WITH THE ASR S-14 INOP NOTE.</li> <li>6-7. UPDATED THE TCH AT BOTH RUNWAYS TO MATCH THE GLIDESLOPE TCH; RWY 14 TCH CHANGED FROM 51.9 TO 49.7 AND RWY 32 FROM 47.1 TO 54.56.</li> <li>8-9. NEW DIST FAF TO THLD/NEW TCH VALUES.</li> <li>10. IAW 8260.19G, PARA 8-8-2.</li> <li>11. MAP STUDY FOUND LOCATION FOR 300' AAO THAT IMPACTS MINIMUMS.</li> <li>12. NEW VG SURVEY IDENTIFIED NEW CONTROLLING OBST FOR ASR S-14.</li> <li>13-14. NEW AIRPORT SURVEY DATA.</li> </ol>		

QUALITY  
6  
CHECKED