

RADAR MINS


19003

N1

RADAR INSTRUMENT APPROACH MINIMUMS

ALEXANDRIA INTL (AEX), LA (Amdt 2, 14149 USAF)

ELEV 89

RADAR¹⁴ - (E) 119.675 239.0 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u>		<u>CEIL-VIS</u>	
				<u>MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>		
PAR ²	14	3.0°/55/1040	ABCDE	284-½	200	(200-½)	
ASR	14 ³		AB	600-½	516	(600-½)	
			CDE	600-1	516	(600-1)	
			AB	680-1	591	(600-1)	
CIR	32		CDE	680-1¾	591	(600-1¾)	
			14	AB	660-1	571	(600-1)
				C	720-1¾	631	(700-1¾)
				D	840-2½	751	(800-2½)
			32	E	840-2¾	751	(800-2¾)
				AB	680-1	591	(600-1)
C	720-1¾	631		(720-1¾)			
			D	840-2½	751	(800-2½)	
			E	840-2¾	751	(800-2¾)	

¹Military Use Only.

²When ALS inop increase CAT ABCDE vis to ¾ mile.

³When ALS inop increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.

⁴GCA-Opr Tue-Fri 1300-2200Z++ or by NOTAM.

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

ELEV 165

RADAR¹ - (E) 118.6 119.9 125.1 335.55 350.2

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u>		<u>CEIL-VIS</u>
				<u>MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	
ASR ²	15		AB	640/24	477	(500-½)
			CDE	640/50	477	(500-1)
			AB	640/24	479	(500-½)
CIR ³	ALL RWY		CDE	640/50	479	(500-1)
			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.

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BATON ROUGE, LA

Amdt 11, 20AUG15 (15232) (FAA)

ELEV 70

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

RADAR-1 120.3 278.3 **▽ ▲**

	<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>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	31		ABCD	520-1	450	(500-1)				
	13		AB	560-¾	493	(500-¾)	CD	560-1	493	(500-1)
	22R		AB	620/40	550	(600-¾)	CD	620/60	550	(600-1¼)
	4L		AB	620-1¼	551	(600-1¼)	CD	620-1½	551	(600-1½)
C CIRCLING	ALL RWY		A	620-1¼	550	(600-1¼)	B	660-1¼	590	(600-1¼)
			C	780-2	710	(800-2)	D	840-2½	770	(800-2½)

When control tower closed, ASR NA.

For inoperative MALS, increase S-31 CATs C/D visibility to 1½ mile.

For inoperative MALSR, increase S-13 CATs A/B visibility to 1 mile, CAT C/D visibility to 1½ mile.

GULFPORT, MS

Amdt 7, 07DEC17 (17341) (FAA)

ELEV 29

GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25 **▽ ▲**

	<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>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	32		AB	440/24	412	(500-½)	CDE	440/40	412	(500-¾)
	14		AB	560/24	533	(600-½)	CDE	560/55	533	(600-1¼)
C CIRCLING	ALL RWY		A	560-1	531	(600-1)	B	640-1	611	(700-1)
			C	820-2¼	791	(800-2¼)	D	820-2½	791	(800-2½)
			E	820-2¾	791	(800-2¾)				

When control tower closed, ASR NA.

For inoperative ALS, increase ASR S-14 CAT E visibility to 1½ SM; increase ASR S-32 CAT C, D, and E visibility to RVR 6000.

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JACKSON, MS

Amdt 12, 30APR15 (15120) (FAA)

ELEV 346

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RADAR-1 123.9 317.7 **▽** **▲**

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
	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	840-1½	494	(500-1¾)
C CIRCLING	ALL RWY		AB	880-1	534	(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), MS (Moscow) (15036 USN)

ELEV 539

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

ASR ¹	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
	32		CD	1500-3	961	(1000-3)
CIR ¹	ALL RWY		CD	1500-3	961	(1000-3)

¹Procedure NA at night.

LAFAYETTE, LA

Amdt 10B, 19JUL18 (18200) (FAA)

ELEV 42

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

RADAR-1 121.1 363.0 **▽**

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
	29		ABCD	420-1	385	(400-1)				
	4R		AB	500-1	461	(500-1)	CD	500-1½	461	(500-1¾)
	11		AB	540-1	503	(600-1)	CD	540-1½	503	(600-1¾)
CIRCLING	ALL RWY		A	540-1	498	(500-1)	B	580-1	538	(600-1)
			C	580-1½	538	(600-1½)	D	660-2	618	(700-2)

When control tower closed, ASR NA.

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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/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HATH/			MDA-VIS	HATH/	
ASR	33		AB	580-1	564	(600-1)	CDE	580-1½	564	(600-1½)
	15		AB	620-¾	606	(700-¾)	CDE	620-1%	606	(700-1%)
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 1¼.

Rwy 15: visibility reduction by helicopters NA.

Procedure not available when Lake Charles approach control closed.

LAKE CHARLES, LA Amdt 5C, 07APR11 (11097) (FAA) ELEV 15

LAKE CHARLES RGNL (LCH)

RADAR-1 119.35 353.75 **▲**

	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HATH/			MDA-VIS	HATH/	
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)
	23		D	440/50	428	(500-1)				
CIRCLING	ALL RWY		A	440-1	425	(500-1)	B	480-1	465	(500-1)
			C	480-1½	465	(500-1½)	D	580-2	565	(600-2)

When control tower closed, procedure NA.

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MERIDIAN NAS (KNMM), (MC CAIN FIELD), MS (Amdt 1, 19003 USN)

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

ELEV 316

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>MDA-VIS</u>		<u>HAT/HATH/</u>		<u>CEIL-VIS</u>
				<u>DA</u>	<u>HAA</u>	<u>HAA</u>	<u>HAA</u>	
PAR ¹	19L ²	3.0°/45/1055	ABCDE	416-¾	100			(100-¾)
	1L ³	3.0°/35/742	ABCDE	453-½	200			(200-½)
	1R	3.0°/40/874	ABCDE	470-¾	200			(200-¾)
	19R	3.0°/42/881	ABCDE	544-7/8	250			(300-7/8)
PAR W/O GS ¹	19R		ABCDE	640-1	346			(400-1)
	1R		ABCDE	620-1	350			(400-1)
	19L ⁴		AB	740-½	424			(500-½)
			CDE	740-¾	424			(500-¾)
	1L ⁵		AB	760-¾	507			(500-¾)
			CDE	760-1	507			(500-1)
ASR	28 ⁹		ABCDE	680-1	375			(400-1)
	1R ⁷		AB	720-1	450			(500-1)
			CDE	720-1¾	450			(500-1¾)
	19R ⁸		AB	740-1	446			(500-1)
			CDE	740-1¾	446			(500-1¾)
	1L ⁶		AB	760-¾	506			(500-¾)
CIR	19L ⁵		CDE	760-1	506			(500-1)
			AB	800-5/8	484			(500-5/8)
			CDE	800-1	484			(500-1)
			AB	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 1300-1700Z++Tue. PAR and PAR W/O GS apch not avbl dur this time.

²When ALS inop, increase vis CAT ABCDE to ½ mile.

³When ALS inop, increase vis CAT ABCDE to ¾ mile.

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

⁵When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¾ miles.

⁶SDF at 2.5 NM from thld, 1020 min.

⁷SDF at 3 NM from thld, 1080 min.

⁸SDF at 2 NM from thld, 880 min.

⁹SDF at 2 NM from thld, 980 min.

MONROE, LA

Amdt 7, 15NOV12 (18312) (FAA)

ELEV 79

MONROE RGNL (MLU)

RADAR- 1 118.15 290.475

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u>		<u>HAT/HATH/</u>		<u>DA/</u>		<u>HAT/HATH/</u>	
				<u>MDA-VIS</u>	<u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>MDA-VIS</u>	<u>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	620-1½	541	(600-1½)	
			D	640-2	561	(600-2)					

When control tower closed, ASR NA.

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NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (Amdt 1, 18256 USN)

RADAR¹ - (E) 125.95 126.55 225.5 254.4 269.025 288.25 299.2 353.65



ELEV 2

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	4 ²	3.0°/51/967	ABCDE	98-¼	100	(100-¼)
	22 ^{3,10}	3.0°/40/814	ABCDE	249-½	250	(300-½)
PAR W/O GS	4 ⁴		AB	420-½	422	(500-½)
			CDE	420-¾	422	(500-¾)
	22 ^{5,13}		AB	340-½	341	(400-½)
			CDE	340-⅝	341	(400-⅝)
ASR	14 ^{9,11}	AB	480-1	478	(500-1)	
		CDE	480-1¾	478	(500-1¾)	
	4 ^{6,9}	AB	520-½	522	(600-½)	
		CDE	520-1	522	(600-1)	
	22 ^{7,12}	AB	580-½	581	(600-½)	
		CDE	580-1¼	581	(600-1¼)	
	32 ^{8,9}	AB	520-1	518	(600-1)	
		CDE	520-1¼	518	(600-1¼)	
CIR ⁹	Rwy 04/14 /22/32	AB	580-1	578	(600-1)	
		C	580-1¾	578	(600-1¾)	
		D	640-2	638	(700-2)	
		E	640-2¼	638	(700-2¼)	

NOTE: Rwy 32: Multiple trees 43' AGL/40' MSL, 1300' prior thld.

¹No-NOTAM preventive maint Mon 1300-1800Z++.

²When ALS inop, increase vis CAT ABCDE to ½ mile.

³When ALS inop, increase vis CAT ABCDE to ¾ mile.

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

⁵When ALS inop, increase vis CAT ABCDE to 1 mile.

⁶When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.

⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¾ miles.

⁸When ALS inop, increase vis CAT CDE to 1¾ miles.

⁹CAT E circling not authorized NW of Rwy 4-22.

¹⁰CAUTION: WCH group 4 16' is less than minimum of 20'.

¹¹SDF at 2 NM from thld, 680 min.

¹²SDF at 3 NM from thld, 800 min.

¹³SDF at 2 NM from RPI 640 min.

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POLK AAF (KPOE), LA (FORT POLK) (RADAR 1 Amdt 4A, RADAR 2 Orig, 13150 USA)

RADAR - (E) 123.7 261.3 **7A** NA Opr 1400-0600Z++ exc hol.

ELEV 329

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	34	3.0°/42/799	AB CD	579-½ 579-¾	256 256	(300-½) (300-¾)
ASR	34		AB CD	760-¾ 760-1	482 482	(500-¾) (500-1)
	16		AB CD	800-1 800-1¾	472 472	(500-1) (500-1¾)
CIR	ALL RWY		AB C D	820-1 820-1½ 880-2	491 491 551	(500-1) (500-1½) (600-2)

SHREVEPORT, LA

Amdt 5, 22AUG13 (14149) (FAA)

ELEV 258

SHREVEPORT RGNL (SHV)

RADAR- 1 119.9 335.55 **7**

	<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>
ASR	32		AB CDE	720-¾ 720-1	500 500	(500-¾) (500-1)
	14		AB CDE	800/40 800/60	542 542	(600-¾) (600-1¼)
	6		AB CDE	840-1¼ 840-1¾	603 603	(600-1¼) (600-1¾)
CIRCLING	ALL RWY		AB C D E	840-1¼ 840-1½ 840-2 1100-3	582 582 582 842	(600-1¼) (600-1½) (600-2) (900-3)

For inoperative ALSF, increase S-14 CAT E visibility to 1%.

For inoperative MALSR, increase S-32 CAT C/D/E visibility to 1%.

Helicopter visibility reduction below ¾ SM not authorized.

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