

# RADAR MINS


22139


N1

## RADAR INSTRUMENT APPROACH MINIMUMS

### JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (Amdt 5, 19283 USN)

ELEV 23

RADAR<sup>1</sup> - (E) 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.0x 379.225x 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATth</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	10 <sup>25</sup> 28 <sup>2 310</sup>	3.0°/40/792 3.0°/40/750	ABCDE ABCDE	121-¼ 113-¼	100 100	(100-¼) (100-¼)
PAR W/O GS <sup>1</sup>	10 <sup>4</sup> 28 <sup>411</sup>		ABCDE ABCDE	400-5% 340-¾	379 327	(400-5%) (400-¾)
ASR	28 <sup>89</sup>  10 <sup>88</sup> 32 <sup>7</sup>		AB CDE ABCDE AB CDE	400-¾ 400-7% 440-¾ 460-1¼ 460-1%	387 387 419 450 450	(400-¾) (400-7%) (500-¾) (500-1¼) (500-1%)
 CIR	ALL RWY		AB C D E	500-1¼ 560-1½ 800-2½ 920-3	477 537 777 897	(500-1¼) (600-1½) (800-2½) (900-3)

<sup>1</sup>No-NOTAM MP: PAR 1200-1600Z++ Tue.

<sup>2</sup>When ALS inop, increase vis CAT ABCDE to ½ mile.

<sup>3</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>4</sup>When ALS inop, increase vis CAT ABCDE to 1½ miles.

<sup>5</sup>Rwy 10 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 51.

<sup>6</sup>When ALS inop, increase CAT ABCDE vis to 1¼ miles.

<sup>7</sup>Step Down Fix at 2 NM from thld, 660 min.

<sup>8</sup>ASR Rwy 10 and 28, Step Down Fix at 2 NM from thld, 700 min.

<sup>9</sup>When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1½ miles.

<sup>10</sup>Rwy 28 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 62.

<sup>11</sup>Step Down Fix at 2 NM from RPI, 660 min.

16 JUN 2022 to 14 JUL 2022


16 JUN 2022 to 14 JUL 2022

### KEY WEST, FL

Amdt 5, 19SEP13 (14149) (FAA)

ELEV 3

### KEY WEST INTL (EYW)

RADAR-1 124.025 313.7 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	27		AB	440-1	437	(500-1)	CD	440-1¼	437	(500-1¼)
	9		AB	460-1	457	(500-1)	C	460-1%	457	(500-1%)
CIRCLING	ALL RWY		AB D	500-1 620-2	497 617	(500-1) (700-2)	C	620-1¾	617	(700-1¾)

ASR S-9: Circling to Rwy 27 NA at night.

ASR S-9: Helicopter visibility reduction below ¾ SM NA.

ASR S-27: Helicopter visibility reduction below 1 SM NA.

ASR S-27: Straight-in and circling minimums NA at night.

SE-3

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

22139

N1

**RADAR INSTRUMENT APPROACH MINIMUMS**

**KEY WEST NAS (BOCA CHICA FLD) (KNQX), Key West, FL**

Amdt 2 (20198) (USN)

ELEV 6

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

	<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>HAT/</u>	<u>CEIL-VIS</u>
PAR <sup>2</sup>	8 <sup>3 8</sup>	3.0°/43/813	ABCDE	<b>104-¾</b>	100	(100-¾)
	4 <sup>9</sup>	3.0°/35/656	ABCDE	<b>104-½</b>	100	(100-½)
	26	3.0°/45/849	ABCDE	<b>106-½</b>	100	(100-½)
PAR W/O GS	4 <sup>13</sup>		ABCDE	<b>300-1½</b>	296	(300-1½)
	26		ABCDE	<b>340-1</b>	334	(400-1)
	8 <sup>4 13</sup>		AB	<b>440-⅝</b>	436	(500-⅝)
			CDE	<b>440-¾</b>	436	(500-¾)
ASR	32 <sup>11</sup>		ABCDE	<b>340-1¼</b>	336	(400-1¼)
	4 <sup>11</sup>		ABCDE	<b>340-1¼</b>	336	(400-1¼)
	8 <sup>5 12</sup>		ABCDE	<b>420-¾</b>	416	(500-¾)
	14		ABCDE	<b>420-1¼</b>	416	(500-1¼)
	22 <sup>10</sup>		AB	<b>460-1¼</b>	454	(500-1¼)
			CDE	<b>460-1½</b>	454	(500-1½)
	26		AB	<b>460-1¼</b>	454	(500-1¼)
			CDE	<b>460-1½</b>	454	(500-1½)
<b>C</b> CIR <sup>6 7</sup>	4, 8, 26		A	<b>460-1½</b>	454	(500-1½)
PAR W/O GS			B	<b>500-1½</b>	494	(500-1½)
			C	<b>500-1½</b>	494	(500-1½)
			DE	<b>560-2</b>	554	(600-2)
<b>C</b> CIR ASR			A	<b>460-1¼</b>	454	(500-1¼)
			B	<b>500-1¼</b>	494	(500-1¼)
			C	<b>500-1½</b>	494	(500-1½)
			DE	<b>560-2</b>	554	(600-2)

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<sup>1</sup>Opr 1200-0300Z++.

<sup>2</sup>No NOTAM preventative maint sked: PAR 1300-1700Z++ Wed.

<sup>3</sup>When ALS inop, increase vis CAT ABCDE to ½ mile.

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

<sup>5</sup>When ALS inop, increase vis CAT ABCDE to 1¼ miles.

<sup>6</sup>When circling from PAR W/O GS Rwy 4, increase CAT AB vis to 1½ miles.

<sup>7</sup>When VGSI inop, circling not authorized to Rwy 14 and 22 at night.

<sup>8</sup>WCH (Group 4: 18 ft) is less than the minimum height (20).

<sup>9</sup>WCH (Group 3: 16 ft, Group 4: 11 ft) is less than the minimum height (20).

<sup>10</sup>34:1 visual area penetration by powerline up to 118' MSL, 3000' from thld; Roadway plus vehicle 713' from thld up to 21' MSL. Visibility reduction by copters not authorized.

<sup>11</sup>SDF at 2 NM from thld at or above 640' MSL.

<sup>12</sup>SDF at 2 NM from thld at or above 680' MSL.

<sup>13</sup>SDF at 2 NM from touchdown at or above 640' MSL.


**RADAR INSTRUMENT APPROACH MINIMUMS**


**RADAR INSTRUMENT APPROACH MINIMUMS**

**MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB),**

Mayport, FL Amdt 5 30DEC21 (22083) (USN)

ELEV 15

**RADAR<sup>1</sup> - (E) 119.7x 125.525x 253.95x 257.875x 323.25x 355.6x 377.175 379.025x** 

	<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	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>420-1</b>	408	(500-1)
	23 <sup>3 4</sup>		CDE	<b>420-1½</b>	408	(500-1½)
			AB	<b>420-1</b>	405	(500-1)
			CDE	<b>420-1½</b>	405	(500-1½)
ASR	5 <sup>6</sup>		AB	<b>440-1</b>	428	(500-1)
	23 <sup>3 4</sup>		CDE	<b>440-1¼</b>	428	(500-1¼)
			AB	<b>520-1</b>	505	(600-1)
			CDE	<b>520-1½</b>	505	(600-1½)
 CIR	5-23 <sup>3 7</sup>		AB	<b>560-1</b>	545	(600-1)
PAR W/O GS			C	<b>560-1½</b>	545	(600-1½)
ASR			D	<b>620-2</b>	605	(700-2)
			E	<b>620-2¼</b>	605	(700-2¼)

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<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, 1020 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.

**RADAR INSTRUMENT APPROACH MINIMUMS**

**RADAR INSTRUMENT APPROACH MINIMUMS**

**PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA), Pensacola, FL**

Amdt 4 02DEC21 (21336) (USN)

ELEV 28

**RADAR<sup>1</sup> - (E)** 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8 **7**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAT<sub>th</sub></u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	7L <sup>2</sup>	3.0°/55/1071	ABCDE	<b>123-¼</b>	100	(100-¼)
	1	3.0°/50/954	ABCDE	<b>128-½</b>	100	(100-½)
	7R	3.0°/50/952	ABCDE	<b>125-½</b>	100	(100-½)
	19	3.0°/50/901	ABCDE	<b>122-½</b>	100	(100-½)
	25L	3.0°/50/954	ABCDE	<b>122-½</b>	100	(100-½)
	25R	3.0°/50/930	ABCDE	<b>121-½</b>	100	(100-½)
PAR W/O GS	7L <sup>3</sup>		ABCDE	<b>360-½</b>	337	(400-½)
	7R		ABCDE	<b>360-1</b>	335	(400-1)
	1		ABCDE	<b>360-1</b>	332	(400-1)
	19 <sup>4</sup>		ABCDE	<b>400-1</b>	378	(400-1)
	25L		AB	<b>420-1</b>	398	(400-1)
			CDE	<b>420-1½</b>	398	(400-1½)
PAR W/O GS SIDESTEP	25R		AB	<b>420-1</b>	399	(400-1)
			CDE	<b>420-1½</b>	399	(400-1½)
	7R		AB	<b>360-1</b>	335	(400-1)
			C	<b>360-1½</b>	335	(400-1½)
	25L		DE	<b>360-2</b>	335	(400-2)
			AB	<b>420-1</b>	398	(400-1)
ASR			C	<b>420-1½</b>	398	(400-1½)
			DE	<b>420-2</b>	398	(400-2)
	7L <sup>5</sup>		AB	<b>480-½</b>	457	(500-½)
			CDE	<b>480-¾</b>	457	(500-¾)
	7R		AB	<b>480-1</b>	455	(500-1)
			CDE	<b>480-1¾</b>	455	(500-1¾)
	1		AB	<b>460-1</b>	432	(500-1)
			CDE	<b>460-1¼</b>	432	(550-1¼)
	19 <sup>6</sup>		AB	<b>480-1</b>	458	(500-1)
			CDE	<b>480-1¾</b>	458	(500-1¾)
	25L <sup>6</sup>		AB	<b>480-1</b>	458	(500-1)
			CDE	<b>480-1¾</b>	458	(500-1¾)
25R <sup>6</sup>		AB	<b>480-1</b>	459	(500-1)	
		CDE	<b>480-1¾</b>	459	(500-1¾)	
ASR SIDESTEP	7R <sup>7</sup>		AB	<b>480-1</b>	455	(500-1)
			C	<b>480-1½</b>	455	(500-1½)
			DE	<b>480-2</b>	455	(500-2)
	25L <sup>8</sup>		AB	<b>480-1</b>	458	(500-1)
			C	<b>480-1½</b>	458	(500-1½)
			DE	<b>480-2</b>	458	(500-2)
CIR	All Rwy		AB	<b>520-1</b>	492	(500-1)
			C	<b>540-1½</b>	512	(600-1½)
			DE	<b>580-2</b>	552	(600-2)

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**RADAR INSTRUMENT APPROACH MINIMUMS**

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

- <sup>1</sup>No-NOTAM MP: PAR 1400-1800Z++ Sat.
- <sup>2</sup>When ALS inop, increase CAT ABCDE vis to ½ mile.
- <sup>3</sup>When ALS inop, increase CAT ABCDE vis to 1 mile.
- <sup>4</sup>Step Down Fix (SDF) at 2 NM from touchdown at or above 660' MSL.
- <sup>5</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ mile.
- <sup>6</sup>Step Down Fix (SDF) at 2 NM from rwy threshold at or above 700' MSL.
- <sup>7</sup>Sidestep within 2.5 DME of NPA TACAN (1.73 NM from thld).
- <sup>8</sup>Sidestep within 2.5 DME of NPA TACAN (1.94 NM from thld).

**TALLAHASSEE, FL** Amdt 6B, 20JUN2019 (19171) (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/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	36		AB	<b>460/24</b>	398	(400-½)	CD	<b>460/35</b>	398	(400-¾)
	27		AB	<b>480/24</b>	422	(500-½)	CD	<b>480/40</b>	422	(500-¾)
	9		AB	<b>500/55</b>	435	(500-1¼)	CD	<b>500-1¼</b>	435	(500-1¼)
	18		AB	<b>560-1</b>	477	(500-1)	CD	<b>560-1¾</b>	477	(500-1¾)
<b>☐</b> CIRCLING	ALL RWY		A	<b>580-1</b>	497	(500-1)	B	<b>600-1</b>	517	(600-1)
			C	<b>640-1½</b>	557	(600-1½)	D	<b>800-2¼</b>	717	(800-2¼)

When control tower closed, ASR NA.  
Rwy 9 helicopter visibility reduction below RVR 4000 not authorized.

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**RADAR INSTRUMENT APPROACH MINIMUMS**

# RADAR MINS

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N6

## RADAR INSTRUMENT APPROACH MINIMUMS

**TYNDALL AFB (KPAM)**, (Panama City) FL Amdt 3 21APR22 (22111) (USAF)

ELEV 17

**RADAR<sup>2</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>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 <sup>1</sup>	14L <sup>3</sup>	2.5°/50/1182	ABCDE	<b>214/24</b>	200	(200-½)
	32R <sup>3</sup>	2.5°/50/1145	ABCDE	<b>214/24</b>	200	(200-½)
	14R <sup>3</sup>	2.5°/36/815	ABCDE	<b>215-¾</b>	200	(200-¾)
	32L <sup>6</sup>	2.5°/41/940	ABCDE	<b>217-¾</b>	200	(200-¾)
ASR <sup>1</sup>	14L <sup>4</sup>		AB	<b>480/24</b>	466	(500-½)
			CDE	<b>480/50</b>	466	(500-1)
	32R <sup>4</sup>		AB	<b>480/24</b>	466	(500-½)
			CDE	<b>480/50</b>	466	(500-1)
	14R		AB	<b>480-1</b>	465	(500-1)
			CDE	<b>480-1¾</b>	465	(500-1¾)
32L		AB	<b>480-1</b>	463	(500-1)	
		CDE	<b>480-1¾</b>	463	(500-1¾)	
<b>C</b> CIR	All Rwy		AB	<b>540-1</b>	523	(600-1)
			C	<b>540-1½</b>	523	(600-1½)
			D	<b>580-2</b>	563	(600-2)
			E	<b>620-2¼</b>	603	(700-2¼)

<sup>1</sup> When ASR out PAR not avbl.

<sup>2</sup> No-NOTAM preventive maint sked: DASR/STARS 0930-1130Z++ Mon-Fri. PAR 1200-1400Z++ Mon-Fri.

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

<sup>4</sup> When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.

<sup>5</sup> CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'.

<sup>6</sup> CAUTION: Height Group 4 WCH 16'.

**WHITING FLD NAS-NORTH (KNSE)**, Milton, FL

Amdt 6 10SEP20 (20254) (USN)

ELEV 199

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

	<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>
ASR	14 <sup>2,4,6</sup>		ABCDE	<b>520-¾</b>	321	(400-¾)
	23 <sup>4</sup>		ABCDE	<b>540-1</b>	357	(400-1)
	5 <sup>5</sup>		AB	<b>620-1</b>	440	(500-1)
			CDE	<b>620-1¼</b>	440	(500-1¼)
<b>C</b> CIR <sup>3</sup>	5, 14, 23, 32		A	<b>620-1</b>	421	(500-1)
			B	<b>660-1</b>	461	(500-1)
			C	<b>680-1½</b>	481	(500-1½)
			DE	<b>760-2</b>	561	(600-2)

<sup>1</sup>No-NOTAM preventive maint sked: Mon 1300-1700Z++; Apch only avbl dur NDZ opr hr.

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

<sup>3</sup>Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

<sup>4</sup>Vertical Descent Angle not coincident with VGSi angle.

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

<sup>6</sup>Step Down Fix at 2 NM from thld, 840 min.

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

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SE-3

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**WHITING FLD NAS-SOUTH (KNDZ)**, Milton, FL Amdt 8 19MAY22

(22139) (USN)

ELEV 177

**RADAR**<sup>1</sup> - Ctc PENSACOLA APP CON (E) 124.85 385.4 **▼**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATth/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	32	3.0°/54/952	ABCDE	<b>278</b> -½	106	(200-¾)
	23	3.0°/56/937	ABCDE	<b>377</b> -¾	200	(200-¾)
PAR W/O GS	32 <sup>2,3</sup>		ABCDE	<b>440</b> -½	268	(300-½)
	23 <sup>4</sup>		AB	<b>460</b> -1	283	(300-1)
			CDE	<b>460</b> -1	283	(300-1)
ASR	32 <sup>5,6</sup>		ABCDE	<b>560</b> -½	388	(400-½)
	23 <sup>5</sup>		ABCDE	<b>540</b> -1	363	(400-1)
	5 <sup>7</sup>		AB	<b>620</b> -1	450	(500-1)
			CDE	<b>620</b> -1½	450	(500-1½)
	14		AB	<b>620</b> -1	444	(500-1)
			CDE	<b>620</b> -1½	444	(500-1½)
<b>C</b> CIR	All Rwys <sup>8</sup>		A	<b>620</b> -1	443	(500-1)
			B	<b>640</b> -1	463	(500-1)
			C	<b>660</b> -1½	483	(500-1½)
			DE	<b>740</b> -2	563	(600-2)

<sup>1</sup>No-NOTAM preventive maint sked: Mon 1300-1700Z++.

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

<sup>3</sup>Step Down Fix at 3 NM from TD, 1120 min.

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

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

<sup>6</sup>When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1½ miles.

<sup>7</sup>Step Down Fix at 2 NM from thld, 860 min.

<sup>8</sup>Circling not authorized in sector NE of Rwy 14-32 and NW of Rwy 5-23. Circling authorized from PAR W/O GS and ASR only. Caution - Whiting Fld NAS - North 1 NM North.

16 JUN 2022 to 14 JUL 2022

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**RADAR INSTRUMENT APPROACH MINIMUMS**