

RADAR MINS

N1

09295

RADAR INSTRUMENT APPROACH MINIMUMS

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 08129 USAF) ELEV 166


RADAR¹ - (E) 111.2 118.6 119.9 125.1 350.2 335.55 363.8

	<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 ²	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR ³	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2¼	614	(700-2¼)

¹Opr 1200-0500Z++. ²When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. ³Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

BATON ROUGE, LA Amdt 10C, JUN 5, 2008 (FAA) ELEV 70

BATON ROUGE METROPOLITAN: RYAN FIELD

RADAR - 120.3 278.3 

	<u>RWY</u>	<u>GS/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	440-1¼	371	(400-1¼)					
			13	ABC	560-¾	492	(500-¾)	D	560-1	492	(500-1)
			22R	ABC	620/50	550	(600-1)	D	620/60	550	(600-1¼)
			4L	AB	620-1¼	551	(600-1¼)	C	620-1½	551	(600-1½)
				D	620-1¾	551	(600-1¾)				
CIRCLING			AB	620-1¼	550	(600-1¼)	C	660-1½	590	(600-1½)	
			D	680-2	610	(700-2)					

When control tower closed ASR NA.

S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.

S-31: Inoperative table does not apply.

When VGSI inoperative, circling to Rwy 4L NA at night.

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N1

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

RADAR MINS

N2

09295

RADAR INSTRUMENT APPROACH MINIMUMS

DE RIDDER, LA

Orig, MAR 12, 2009 (FAA)

ELEV 204

BEAUREGARD RGNL

RADAR - 123.7 254.8 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	36		AB	620 -1	423 (500-1)	CD	620 -1½	423 (500-1½)
	18		AB	700 -1	498 (500-1)	C	700 -1½	498 (500-1½)
			D	700 -1½	498 (500-1½)			
CIRCLING			AB	700 -1	496 (500-1)	C	700 -1½	496 (500-1½)
			D	760 -2	556 (600-2)			

When local altimeter not received, use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA)

ELEV 28

GULFPORT-BILOXI INTL

RADAR- 124.6 254.25 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	32		ABC	440 /40	412 (500-¾)	DE	440 /50	412 (500-1)
	14		AB	440 /24	413 (500-½)	C	440 /40	413 (500-¾)
			DE	440 /50	413 (500-1)			
CIRCLING			A	500 -1	472 (500-1)	B	660 -1	632 (700-1)
			C	660 -1¾	632 (700-1¾)	D	660 -2	632 (700-2)
			E	820 -2¾	792 (800-2¾)			

Procedure not authorized when control tower closed.

For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.

For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N2

RADAR MINS

N3

09295

RADAR INSTRUMENT APPROACH MINIMUMS

JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA)

ELEV 346

JACKSON-EVERS INTL

RADAR- 123.9 317.7 ∇ \triangle

ASR	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HAA HATH/		MDA-VIS	HAA HATH/
	16R		AB	740 -1	421 (500-1)	CD	740 -1 $\frac{1}{4}$	421 (500-1 $\frac{1}{4}$)
			E	740 -1 $\frac{1}{2}$	421 (500-1 $\frac{1}{2}$)			
			DE	740 /24	429 (500- $\frac{1}{2}$)			
	16L		AB	740 /24	429 (500- $\frac{1}{2}$)	C	740 /40	429 (500- $\frac{3}{4}$)
			DE	740 /50	429 (500-1)			
	34L		AB	800 /24	472 (500- $\frac{1}{2}$)	C	800 /40	472 (500- $\frac{3}{4}$)
			D	800 /50	472 (500-1)			
	34R		AB	820 /50	474 (500-1)	C	820 /60	474 (500-1 $\frac{1}{4}$)
			D	820 -1 $\frac{1}{2}$	474 (500-1 $\frac{1}{2}$)			
CIRCLING		A	840 -1	494 (500-1)	B	880 -1	534 (600-1)	
		C	880 -1 $\frac{1}{2}$	534 (600-1 $\frac{1}{2}$)				
		E	940 -2	594 (600-2)				

Category E S-16L visibility increased $\frac{1}{2}$ mile for inoperative ALSF-2.

Category E S-34L visibility increased $\frac{1}{2}$ mile for inoperative MALSRL.

Category E circling not authorized southwest of runway 16R-34L.

When control tower closed procedure NA.

LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA)

ELEV 43

LAFAYETTE RGNL

RADAR - 121.1 363.0 ∇

ASR	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HAA HATH/		MDA-VIS	HAA HATH/
	29		ABC	400 -1	358 (400-1)	D	400 -1 $\frac{1}{4}$	358 (400-1 $\frac{1}{4}$)
	4R		AB	480 -1	440 (500-1)	C	480 -1 $\frac{1}{4}$	440 (500-1 $\frac{1}{4}$)
			D	480 -1 $\frac{1}{2}$	440 (500-1 $\frac{1}{2}$)			
	11		AB	560 -1	518 (600-1)	C	560 -1 $\frac{1}{2}$	518 (600-1 $\frac{1}{2}$)
			D	560 -1 $\frac{1}{4}$	518 (600-1 $\frac{1}{4}$)			
CIRCLING		A	560 -1	517 (600-1)	B	580 -1	537 (600-1)	
		C	580 -1 $\frac{1}{2}$	537 (600-1 $\frac{1}{2}$)				

When control tower closed, ASR NA.

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N3

RADAR MINS

09295

RADAR INSTRUMENT APPROACH MINIMUMS

LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA)

ELEV 17

CHENNAULT INTL

RADAR - 119.8 282.3 **A** NA

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/	
				MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS	
ASR	33		AB	540-1	523 (600-1)	C	540-1½	523 (600-1½)	
			DE	540-1¼	523 (600-1¼)				
	15		AB	560-½	544 (600-½)	C	560-1	544 (600-1)	
			D	560-1¼	544 (600-1¼)	E	560-1½	544 (600-1½)	
CIRCLING			AB	580-1	563 (600-1)	C	580-1½	563 (600-1½)	
			D	580-2	563 (600-2)	E	880-3	863 (900-3)	
LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS									
ASR	33		AB	540-1	523 (600-1)	C	540-1½	523 (600-1½)	
			DE	540-1¼	523 (600-1¼)				
	15		AB	580-½	564 (600-½)	C	580-1	564 (600-1)	
			D	580-1¼	564 (600-1¼)	E	580-1½	564 (600-1½)	
CIRCLING			AB	600-1	583 (600-1)	C	600-1½	583 (600-1½)	
			D	600-2	583 (600-2)	E	900-3	883 (900-3)	

When local altimeter setting not received, use Lake Charles Regional altimeter setting.
 Procedure not available when Lake Charles Approach Control closed.
 For inoperative MALSR, increase Category E visibilities ½ mile.

LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA)

ELEV 15

LAKE CHARLES RGNL

RADAR - 119.35 353.75 **A**

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/	
				MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS	
ASR	5		ABC	380-1	366 (400-1)	D	380-1¼	366 (400-1¼)	
			33	ABC	380-¾	368 (400-¾)	D	380-1¼	368 (400-1¼)
			23	AB	440-1	425 (500-1)	CD	440-1¼	425 (500-1¼)
	15		AB	440/24	428 (500-½)	C	440/40	428 (500-¾)	
			D	440/50	428 (500-1)				
CIRCLING			A	440-1	425 (500-1)	B	480-1	465 (500-1)	
			C	480-1½	465 (500-1½)	D	580-2	428 (500-2)	

When control tower closed, procedure NA.

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N4

RADAR MINS

09295

RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (09295 USN)

ELEV 316

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	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS			
PAR ¹	19L ²	3.0°/48/1124	ABCDE	416-¾	100	(100-¼)			
	1L ³	3.0°/35/764	ABCDE	453-½	200	(200-½)			
	1R	3.0°/38/874	ABCDE	470-¾	200	(200-¾)			
	19R	3.0°/37/881	ABCDE	494-¾	200	(200-¾)			
PAR W/O GS ¹	19R		ABCDE	640-1¼	346	(400-1¼)			
			ABCDE	660-1¼	390	(400-1¼)			
			AB	740-½	424	(500-½)			
			CD	740-¾	424	(500-¾)			
	1L ⁵		E	740-1	424	(500-1)			
			AB	760-¾	507	(500-¾)			
			CD	760-1	507	(500-1)			
			E	760-1¼	507	(500-1¼)			
			ASR	28		ABC	680-1	375	(400-1)
						DE	680-1¼	375	(400-1¼)
19R	AB	700-1				406	(400-1)		
	C	700-1¼				406	(400-1¼)		
	DE	700-1½	406	(400-1½)					
1R		AB	700-1	430	(400-1)				
		C	700-1¼	430	(400-1¼)				
		DE	700-1½	430	(400-1½)				
		19L ⁶		AB	780-½	464	(500-½)		
C	780-¾			464	(500-¾)				
D	780-1			464	(500-1)				
E	780-1¼			464	(500-1¼)				
1L ⁷		AB	760-½	507	(500-½)				
		CD	760-1	507	(500-1)				
		E	760-1¼	507	(500-1¼)				
CIR	All Rwy ⁸		AB	820-1	504	(600-1)			
			C	820-1½	504	(600-1½)			
			D	880-2	564	(600-2)			
			E	1060-2¾	744	(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 All CAT to ½ mile. ³When ALS inop, increase vis All CAT to ¾ mile. ⁴When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. ⁵When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. ⁶When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. ⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles. ⁸When circling from PAR W/O GS Rwy's 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N5

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

RADAR MINS

N6

09295

RADAR INSTRUMENT APPROACH MINIMUMS

MONROE, LA

Amdt. 6A, June 12, 2003 (FAA)

ELEV 79

MONROE RGNL

RADAR - 126.9 388.0 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	22			ABC	480-1	402 (500-1)				
	4			ABC	560/40	482 (500-¾)	D	560/50	482 (500-1)	
CIRCLING				AB	580-1¼	501 (600-1¼)	C	620-1½	541 (600-1½)	
				D	640-2	561 (600-2)				

NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA)

ELEV 4

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	10			ABC	340/24	336 (400-½)	D	340/50	336 (400-1)	
	28			ABC	400/40	397 (400-¾)	D	400/50	397 (400-1)	
	19			ABCD	420/60	420 (500-1¼)				
CIRCLING				AB	520-1¼	516 (600-1¼)	C	520-1½	516 (600-1½)	
				D	580-2	576 (600-2)				

Rwy 10: Inoperative table does not apply to Category D.

Rwy 19: Inoperative table does not apply.

Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N6

RADAR MINS

09295

RADAR INSTRUMENT APPROACH MINIMUMS

NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR^{1 2 13} - (E) 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ▽ ELEV 2

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
PAR	4 ³	3.0°/51/973	ABCDE	99-¼	100	(100-¼)
	22 ⁴	3.0°/43/861	ABCDE	249-¾	250	(300-¾)
PAR W/O	4 ⁵		ABC	380-½	381	(400-½)
GS			DE	380-¾	381	(400-¾)
	22 ⁶		ABCDE	300-1	301	(400-1)
ASR	4 ⁷		AB	420-½	421	(500-½)
			CD	420-¾	421	(500-¾)
			E	420-1	421	(500-1)
	22 ⁸		AB	460-¾	461	(500-¾)
			C	460-1	461	(500-1)
			D	460-1¼	461	(500-1¼)
			E	460-1½	461	(500-1½)
	14		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
	32 ⁹		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
CIR ^{10 11 12}	All Rwy		AB	480-1	478	(500-1)
			C	500-1½	498	(500-1½)
			D	560-2	558	(600-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

¹No-NOTAM preventive maint Mon 1300-1800Z+.²Outside of afld opr hr, civ acft transiting CL D

airspace, ctc ATC on 123.8 for clnc.

³When ALS inop, increase vis CAT ABCDE to ½ mile.⁴When ALS inop, increase vis Cat CDE to 1 mile.⁵When ALS inop, increase CAT ABC to 1 mile, CAT DE

to 1¼ miles.

⁶When ALS inop, increase vis CAT ABCDE to 1¼ miles.⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.⁸When ALS increase CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.⁹Procedure NA at night.¹⁰CAT E circling NA NW of Rwy 4-22.¹¹Night circling NA to Rwy 32.¹²When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles.¹³GCA closed Tues, Wed, Thu from 1300-1500Z+ and 0100-0300Z+.

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

RADAR MINS

09295

RADAR INSTRUMENT APPROACH MINIMUMS

POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA)

ELEV 329

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

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1¼	451	(500-1¼)
			D	780-1½	451	(500-1½)
CIR	All Rwy		AB	820-1	491	(500-1)
			C	820-1½	491	(500-1½)
			D	880-2	551	(600-2)

SHREVEPORT, LA
SHREVEPORT RGNL

Amdt. 3A, JUL 31, 2000 (FAA)

ELEV 258

RADAR - 119.9 335.55 **▲**

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
CIRCLING		AB	800-1	542	(600-1)
		C	800-1½	542	(600-1½)
		D	820-2	562	(600-2)
		E	1100-3	842	(900-3)

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295