

RADAR MINS

N1

09295

RADAR INSTRUMENT APPROACH MINIMUMS

DAYTONA BEACH, FL

Amdt. 8B, SEP 25, 2008 (FAA)

ELEV 34

DAYTONA BEACH INTL

RADAR-1 125.72 379.95 ▽

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/		
				MDA-VIS	HAA		CEIL-VIS	MDA-VIS	HAA	CEIL-VIS
ASR	25R		AB	620-1	586	(600-1)	C	620-1½	586	(600-1½)
			D	620-1¼	586	(600-1¼)				
	34	AB	580-1	546	(600-1)	C	580-1½	546	(600-1½)	
		D	580-1¼	546	(600-1¼)					
16	AB	640-1	607	(700-1)	C	640-1¼	607	(700-1¼)		
	D	640-2	607	(700-2)						
CIRCLING	7L	ABC	480/40	450	(500-¾)	D	480/50	450	(500-1)	
		AB	640-1	606	(700-1)	C	640-1¼	606	(700-1¼)	
		D	640-2	606	(600-2)					

For inoperative MALSR, increase S-ASR 7L visibility CATS A/B/C to RVR 5000.

DELAND, FL

Amdt. 3, AUG 10, 2000 (FAA)

ELEV 80

DELAND MUNI/SIDNEY H. TAYLOR FIELD

RADAR- 125.35 322.3 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/		
				MDA-VIS	HAA		CEIL-VIS	MDA-VIS	HAA	CEIL-VIS
ASR	23		AB	480-1	401	(400-1)	CD	480-1¼	401	(400-1¼)
CIRCLING		A	560-1	480	(500-1)	B	580-1	500	(500-1)	
		C	620-1½	540	(600-1½)	D	680-2	600	(600-2)	

Use Daytona Beach Intl altimeter setting.

FERNANDINA BEACH, FL

Amdt. 4A, MAR 16, 1998 (FAA)

ELEV 16

FERNANDINA BEACH MUNI

RADAR- 127.0 ▲

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/		
				MDA-VIS	HAA		CEIL-VIS	MDA-VIS	HAA	CEIL-VIS
ASR	13		A	580-1	564	(600-1)	B	580-1¼	564	(600-1¼)
			C	580-1½	564	(600-1½)	D	580-2	564	(600-2)
CIRCLING		A	580-1	564	(600-1)	B	580-1¼	564	(600-1¼)	
		C	580-1½	564	(600-1½)	D	580-2	564	(600-2)	

JACKSONVILLE INTL ALTIMETER SETTING MINIMUMS

ASR	13	A	600-1	584	(600-1)	B	600-1¼	584	(600-1¼)
		C	600-1½	584	(600-1½)	D	600-2	584	(600-2)
CIRCLING		A	600-1	584	(600-1)	B	600-1¼	584	(600-1¼)
		C	600-1½	584	(600-1½)	D	620-2	604	(700-2)

Straight-in minimums not authorized at night.

Obtain local altimeter setting on CTAF, when not received, use Jacksonville Intl altimeter setting minimums.

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RADAR INSTRUMENT APPROACH MINIMUMS

GAINESVILLE, FL

Orig , OCT 7, 1999 (FAA)

ELEV 152

GAINESVILLE RGNL

RADAR- 118.175 338.25 ▽

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS
ASR	29		A	520 -½	398 (400-½)	B	520 -¾	398 (400-¾)
			C	520 -1	398 (400-1)	D	520 -1½	398 (400-1½)
			A	700 -1	552 (600-1)	B	700 -1¼	552 (600-1¼)
CIRCLING	11		C	700 -1½	552 (600-1)	D	700 -2	552 (600-2)
			A	700 -1	548 (600-1)	B	700 -1¼	548 (600-1¼)
			C	700 -1½	548 (600-1½)	D	740 -2	588 (600-2)

JACKSONVILLE, FL

Amdt 1, DEC 30, 1999 (FAA)

ELEV 41

CRAIG MUNI

RADAR- 124.9 347.8 ▽

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS
ASR	32		A	460 -½	419 (500-½)	B	460 -¾	419 (500-¾)
			C	460 -1	419 (500-1)	D	460 -1½	419 (500-1½)
			A	500 -1	459 (500-1)	B	580 -1¼	539 (600-1¼)
CIRCLING			C	580 -1½	539 (600-1½)	D	600 -2	559 (600-2)

JACKSONVILLE, FL

Amdt 6C, OCT 22, 2009 (FAA)

ELEV 30

JACKSONVILLE INTL

RADAR- 119.0 123.8 377.05 322.4 335.6 127.0 ▲

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS
ASR	13		ABC	380 -½	353 (400-½)	DE	380 -1	353 (400-1)
			AB	440 -1	415 (500-1)	CD	440 -1¼	415 (500-1¼)
			E	440 -1½	415 (500-1½)			
CIRCLING	7		AB	460 /24	430 (500-½)	C	460 /40	430 (500-¾)
			DE	460 /50	430 (500-1)			
			AB	460 /24	433 (500-½)	C	460 /40	433 (500-¾)
CIRCLING	25		DE	460 /50	433 (500-1)			
			AB	520 -1	490 (500-1)	C	520 -1½	490 (500-1½)
			D	640 -2	610 (700-2)	E	820 -2¾	790 (800-2¾)

Categories D and E S-13 visibility increased ¼ mile for inoperative MALSRS.

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JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (09239 USN) ELEV 20RADAR¹ - (E) 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.0x 379.225x ▽

	RWY	GS/TCH/RPI	CAT	DH/		HAT/	
				MDA-VIS	HAA	HATH/	CEIL-VIS
PAR ¹	28 ²⁴	3.0°/40/746	ABCDE	112-¼	100		(100-¼)
	10 ²	3.0°/38/739	ABCDE	120-¼	100		(100-¼)
PAR W/O GS ¹	28 ³		ABCDE	340-¾	328		(400-¾)
	10 ³		ABCDE	360-¾	340		(400-¾)
ASR	10 ⁶		AB	420-½	400		(400-½)
			CD	420-¾	400		(400-¾)
			E	420-1	400		(400-1)
	28 ⁵		AB	400-½	388		(400-½)
			CDE	400-¾	388		(400-¾)
	32		AB	420-1	400		(400-1)
CD			420-1¼	400		(400-1¼)	
E			420-1½	400		(400-1½)	
CIR ⁷	All Rwy		AB	480-1	460		(500-1)
			C	480-1½	460		(500-1½)
			D	580-2	560		(600-2)
			E	860-3	840		(900-3)

¹No-NOTAM MP: PAR 1000-1300Z++ Tue. ²When ALS inop, increase vis CAT ABCDE to ½ mile.³When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁴PAPI RRP and PAR RPI are not coincident. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. ⁶When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. ⁷Increase vis CAT AB to 1¼ miles when circling from PAR W/O GS.**KEY WEST, FL
KEY WEST INTL**

Amdt. 4B, JAN 15, 2009 (FAA)

ELEV 3

RADAR- 124.025 289.85 ▽

	RWY	GS/TCH/RPI	CAT	DA/		HAT/		CAT	DA/		HAT/	
				MDA-VIS	HAA	CEIL-VIS	MDA-VIS		HAA	CEIL-VIS		
ASR	27		AB	440-1	437	(500-1)	C	440-1¼	437	(500-1¼)		
			D	440-1½	437	(500-1½)						
			AB	460-1	457	(500-1)	C	460-1¼	457	(500-1¼)		
9			D	460-1½	457	(500-1½)						
			AB	500-1	497	(500-1)	C	500-1½	497	(500-1½)		
CIRCLING			D	620-2	617	(700-2)						

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RADAR INSTRUMENT APPROACH MINIMUMS

KEY WEST NAS (KNQX), (BOCA CHICA FLD), FL (09295 USN) ELEV 6

RADAR¹ - (E) 134.925x 272.25x 348.25x 317.575x ▽

	<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 ²	7 ³	3.0°/44/833	ABCDE	104-¼	100	(100-¾)
	25	3.0°/43/799	ABCDE	105-½	100	(100-½)
	3	3.0°/36/672	ABCDE	104-½	100	(100-½)
PAR W/O	3		ABCDE	300-1¼	296	(300-1¼)
	7 ⁴		ABCDE	360-¾	356	(400-¾)
	25		ABCDE	340-1¼	335	(400-1¼)
ASR	7 ⁵		AB	360-½	356	(400-½)
			CDE	360-¾	356	(400-¾)
			ABCD	340-1	336	(400-1)
	31		E	340-1¼	336	(400-1¼)
			ABCD	340-1	336	(400-1)
			E	340-1¼	336	(400-1¼)
	3		ABC	380-1	376	(400-1)
			DE	380-1¼	376	(400-1¼)
			AB	460-1	454	(500-1)
	13		C	460-1¼	454	(500-1¼)
			DE	460-1½	454	(500-1½)
			AB	460-1	455	(500-1)
21		C	460-1¼	455	(500-1¼)	
		DE	460-1½	455	(500-1½)	
		AB	460-1	455	(500-1)	
CIR ⁶	21, 25		A	460-1	454	(500-1)
			B	500-1	494	(500-1)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)
	3,7,13,31		A	440-1	434	(500-1)
			B	500-1	494	(500-1)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)

¹Opr 1100-0300Z++. ²No-NOTAM preventive maint sked: 1300-1500Z++ Tue. ³When ALS inop, increase vis CAT ABCDE to ½ mile. ⁴When ALS inop, increase vis CAT ABCDE to 1¼ miles.

⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. ⁶When circling from PAR W/O GS Rwy 3,7,25, increase CAT AB vis to 1¼ miles.

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MAYPORT NS (KNRB), (ADM DAVID L. MC DONALD FLD), FL (08073 USN) **ELEV 15**
RADAR^{1 2} - (E) 119.7x 125.525x 235.675x 253.95x 278.1 323.25x 355.6x 379.025x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	5	3.0°/48/911	ABCDE	213-¾	200	(200-¾)
	23 ^{3 4}	3.0°/48/912	ABCDE	215-¾	200	(200-¾)
	23 ^{3 5}	3.0°/48/912	ABCDE	307-1	292	(300-1)
	COP 5	3.0°/48/911	COPTER	113-½	100	(100-½)
	COP 23 ^{3 6}	3.0°/48/912	COPTER	115-½	100	(100-½)
	COP 23 ^{3 7}	3.0°/48/912	COPTER	265-¾	250	(300-¾)
	PAR W/O GS					
	5		ABCDE	280-1	267	(300-1)
	23 ⁸		ABC	400-1	385	(400-1)
			DE	400-1¼	385	(400-1¼)
ASR	5		ABC	400-1	387	(400-1)
			DE	400-1¼	387	(400-1¼)
	23 ⁸		AB	500-1	485	(500-1)
			C	500-1¼	485	(500-1¼)
			D	500-1½	485	(500-1½)
			E	500-1¾	485	(500-1¾)
CIR	5-23 ⁸		AB	560-1	545	(600-1)
PAR W/O GS			C	560-1½	545	(600-1½)
ASR			D	580-2	565	(600-2)
			E	640-2¼	625	(700-2¼)

¹SFA not avbl. ²No-NOTAM preventive maint sked: ASR/PAR 1100-1500Z++ Tue. ³ Approach only authorized when the St. Johns river is clear of vessels from the mouth of Haulover Creek to St. Johns Point. ⁴Minima when no naval vessels are berthed or cranes are operating in the following slips in the Mayport Basin: A1, A2, B1, B2, B3, C1, and C2. ⁵Minima when naval vessels are berthed or cranes are operating in the following slips in the Mayport Basin: A1, A2, B1, B2, B3, C1, and C2. ⁶Minima when no naval vessels are berthed or cranes are operating in the following slips in the Mayport Basin: A1, B1, B2, B3, and C1. ⁷Minima when naval vessels are berthed or cranes are operating in the following slips in the Mayport Basin: A1, B1, B2, B3, and C1. ⁸CAUTION: Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 threshold.

NEW SMYRNA BEACH, FL

Amdt. 3A, MAR 27, 2001 (FAA)

ELEV 10

NEW SMYRNA BEACH MUNI

RADAR- 125.35 322.3 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	11		AB	620-1	610	(700-1)	C	620-1¼	610	(700-1¼)
			D	620-2	610	(700-2)				
CIRCLING			AB	620-1	610	(700-1)	C	620-1¼	610	(700-1¼)
			D	620-2	610	(700-2)				

Use Daytona Beach altimeter setting.

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RADAR INSTRUMENT APPROACH MINIMUMS

ORMOND BEACH, FL

Amdt. 2C, MAR 26, 2001 (FAA)

ELEV 28

ORMOND BEACH MUNI

RADAR- 125.8 385.5 Δ NA

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	HAA	CEIL-VIS	CAT	DA/	HAT/	HAA	CEIL-VIS
				MDA-VIS	HATH/		MDA-VIS		HATH/			
ASR	8		ABC	420-1		392	(400-1)	D	NA			
CIRCLING			AB	500-1		472	(500-1)	C	500-1 $\frac{1}{2}$		472	(500-1 $\frac{1}{2}$)
			D	NA								

Use Daytona Beach, FL altimeter setting.

PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (09099 USN) ELEV 28

RADAR¹ - (E) 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8

	RWY	GS/TCH/RPI	CAT	DH/	HAT/	HAA	CEIL-VIS
				MDA-VIS	HATH/		
PAR	7R	3.0°/55/1040	ABCDE	125- $\frac{1}{2}$		100	(100- $\frac{1}{2}$)
	25R	3.0°/38/710	ABCDE	121- $\frac{1}{2}$		100	(100- $\frac{1}{2}$)
	19	3.0°/40/737	ABCDE	122- $\frac{1}{2}$		100	(100- $\frac{1}{2}$)
	25L	3.0°/39/745	ABCDE	122- $\frac{1}{2}$		100	(100- $\frac{1}{2}$)
	7L ²	3.0°/55/1078	ABCDE	123- $\frac{1}{4}$		100	(100- $\frac{1}{4}$)
	1	3.0°/39/744	ABCDE	128- $\frac{1}{2}$		100	(100- $\frac{1}{2}$)
ASR	19		ABCDE	380-1 $\frac{1}{4}$		358	(400-1 $\frac{1}{4}$)
	1		ABC	460-1 $\frac{1}{4}$		432	(500-1 $\frac{1}{4}$)
			DE	460-1 $\frac{1}{2}$		432	(500-1 $\frac{1}{2}$)
			ABC	460-1 $\frac{1}{4}$		435	(500-1 $\frac{1}{4}$)
	7R		DE	460-1 $\frac{1}{2}$		435	(500-1 $\frac{1}{2}$)
			ABC	460- $\frac{3}{4}$		437	(500- $\frac{3}{4}$)
	7L ³		DE	460-1		437	(500-1)
			ABC	460-1 $\frac{1}{4}$		438	(500-1 $\frac{1}{4}$)
	25L		DE	460-1 $\frac{1}{2}$		438	(500-1 $\frac{1}{2}$)
			ABC	460-1 $\frac{1}{4}$		439	(500-1 $\frac{1}{4}$)
25R		DE	460-1 $\frac{1}{2}$		439	(500-1 $\frac{1}{2}$)	
		ABC	460-1 $\frac{1}{4}$		439	(500-1 $\frac{1}{4}$)	
CIR	7R-25L, 7L-25R, 1-19		AB	520-1 $\frac{1}{4}$		492	(500-1 $\frac{1}{4}$)
			C	520-1 $\frac{1}{2}$		492	(500-1 $\frac{1}{2}$)
			DE	580-2		552	(600-2)

¹No-NOTAM preventive maint sked: ASR/PAR 1300-1800Z++ Mon. ²When ALS inop, increase vis to $\frac{1}{2}$ mile. ³When ALS inop, increase vis CAT ABC to 1 $\frac{1}{4}$ miles, CAT DE to 1 $\frac{1}{2}$ miles.

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RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

TALLAHASSEE, FL
TALLAHASSEE RGNL
 RADAR- 135.8 317.4

Amdt. 5A, FEB 16, 2006 (FAA)

ELEV 81

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/		CAT	HAT/ HATH/	
				MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS
ASR	9		AB	480 /50	410 (500-1)	CD	480 /60	410 (500-1½)
	36		AB	460 /24	396 (400-½)	CD	460 /40	396 (400-¾)
	27		AB	460 /24	407 (500-½)	CD	460 /40	407 (500-¾)
	18		AB	560 -1	479 (500-1)	C	560 -1¼	479 (500-1¼)
CIRCLING			D	560 -1½	479 (500-1½)			
			AB	560 -1	479 (500-1)	C	580 -1½	499 (500-1½)
			D	640 -2	559 (600-2)			

When control tower closed, ASR NA.

For inoperative ALSF, increase ASR-27 Cat D visibility to RVR 6000.

For inoperative MALSR increase ASR-36 Cat D visibility to RVR 6000.

TYNDALL AFB (KPAM), FL (Panama City) (08241 USAF)

ELEV 17

RADAR²- (E) 125.2 392.1 (N above 5000') 119.1 379.3 (N below 5000') 124.15 341.7 (S above 5000') 136.4 338.35 (S below 5000') ▽

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/	
				MDA-VIS	HAA CEIL-VIS
PAR ¹	13L ³	2.5°/49/1131	ABCDE	214/24	200 (200-½)
	31R ³	2.5°/50/1146	ABCDE	214/24	200 (200-½)
	13R ⁶	2.5°/36/822	ABCDE	215-¾	200 (200-¾)
	31L ⁷	2.5°/40/919	ABCDE	217-¾	200 (200-¾)
ASR ¹	31R ⁴		AB	460/24	446 (500-½)
			C	460/40	446 (500-¾)
			DE	460/50	446 (500-1)
	31L		AB	460-1	443 (500-1)
			C	460-1¼	443 (500-1¼)
			DE	460-1½	443 (500-1½)
13L ⁵		AB	520/24	506 (600-½)	
		CD	520/50	506 (600-1)	
		E	520/60	506 (600-1¼)	
13R		AB	520-1	505 (600-1)	
		CD	520-1½	505 (600-1½)	
		E	520-1¾	505 (600-1¾)	
CIR	All Rwy		AB	560-1	543 (600-1)
			C	560-1½	543 (600-1½)
			D	580-2	563 (600-2)
			E	620-2¼	603 (700-2¼)

¹When ASR out PAR not avbl. ²No-NOTAM preventive maint sked: ASR-0930-1130Z++ Mon-Fri, 1200-1400Z++ wkend. PAR 1200-1400Z++ Mon-Fri, 1400-1600Z++ wkend. ³When ALS inop, increase RVR to 40 and vis to ¾ mile. ⁴When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles. ⁵When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles. ⁶CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'. ⁷CAUTION: Height Group 4 WCH 15'.

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RADAR INSTRUMENT APPROACH MINIMUMS

WHITING FLD NAS-NORTH (KNSE), FL (Milton) (07354 USN)

ELEV 199

RADAR¹- Ctc PENSACOLA APP CON (E) 126.85 127.35 278.8 298.9

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	
ASR	14 ²		ABC	560-¾	361	(400-¾)	
			DE	560-1½	361	(400-1½)	
			ABC	540-1¼	357	(400-1¼)	
			DE	540-2	357	(400-2)	
	23		ABC	620-1¼	440	(500-1¼)	
			DE	620-2	440	(500-2)	
			ABC	620-1¼	440	(500-1¼)	
			DE	620-2	440	(500-2)	
Circling ³	14, 23, 32 ⁴		A	580-1	381	(400-1)	
			B	660-1	461	(500-1)	
			C	660-1½	461	(500-1½)	
			DE	760-2	561	(600-2)	
	5		A	620-1¼	421	(500-1¼)	
			B	660-1¼	461	(500-1¼)	
			C	660-1½	461	(500-1½)	
			DE	760-2	561	(600-2)	
				A	620-1¼	421	(500-1¼)
				B	660-1¼	461	(500-1¼)
				C	660-1½	461	(500-1½)
				DE	760-2	561	(600-2)

¹No-NOTAM preventive maint sked: Mon 1300-1800Z++; Apch only avbl dur NDZ opr hr. ²When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 2 miles. ³Circling not authorized in sector SE of Rwy 14-32 and SW of Rwy 5-23. ⁴When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1¼ miles.

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RADAR INSTRUMENT APPROACH MINIMUMS

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RADAR INSTRUMENT APPROACH MINIMUMS

WHITING FIELD NAS-SOUTH (KNDZ), FL (Milton) (07354 USN) ELEV 177
 RADAR¹- Ctc PENSACOLA APP CON (E) 124.85 385.4 ∇

	<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	32	3.0 ² /54/965	ABCDE	271-1/2	100	(100-1/2)
	23 ²	3.0 ² /39/665	ABCDE	427-1	250	(300-1)
PAR W/O GS	32 ³		ABCDE	420-3/4	249	(300-3/4)
	23		ABCDE	460-1/4	283	(300-1/4)
ASR	32 ⁴		ABC	500-3/4	329	(400-3/4)
			DE	500-1 1/2	329	(400-1 1/2)
	23		ABC	540-1/4	363	(400-1/4)
			DE	540-2	363	(400-2)
	14 ⁵		ABC	620-1/4	445	(500-1/4)
			DE	620-1 1/2	445	(500-1 1/2)
	5		ABC	620-1/4	451	(500-1/4)
			DE	620-2	451	(500-2)
CIR ⁶	5, 14		A	620-1/4	443	(500-1/4)
			B	640-1/4	463	(500-1/4)
			C	640-1 1/2	463	(500-1 1/2)
			DE	740-2	563	(600-2)
	23, 32 ⁷		A	560-1	383	(400-1)
			B	640-1	463	(500-1)
			C	640-1 1/2	463	(500-1 1/2)
			DE	740-2	563	(600-2)

¹No-NOTAM preventive maint sked: Mon 1300-1800Z++. ²Caution: PAR TCH and RPI not coincident with PAPI. ³When ALS inop, increase vis CAT ABCDE to 1 1/4 miles. ⁴When ALS inop, increase vis CAT ABC to 1 1/4 miles, CAT DE to 2 miles. ⁵20:1 visual area penetrated by unlit obstacles. When VGSI inop, night straight-in or circling procedure not authorized. ⁶Circling 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. ⁷When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1 1/4 miles.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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