

RADAR MINS

N1

09239

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)
CIRCLING			D	620-1¾	551	(600-1¾)				
			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.

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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.

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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- $\frac{1}{2}$)		C	740 /40	429 (500- $\frac{3}{4}$)
	16L	AB	740 /24	429 (500- $\frac{1}{2}$)					
		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)		E	800 /60	472 (500-1 $\frac{1}{4}$)
			AB	820 /50	474 (500-1)		C	820 /60	474 (500-1 $\frac{1}{4}$)
	34R	D	820 -1 $\frac{1}{2}$	474 (500-1 $\frac{1}{2}$)	E	820 -1 $\frac{1}{4}$		474 (500-1 $\frac{1}{4}$)	
	CIRCLING		A	840 -1	494 (500-1)	B	880 -1	534 (600-1)	
			C	880 -1 $\frac{1}{2}$	534 (600-1 $\frac{1}{2}$)		D	900 -2	554 (600-2)
			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 MALSR.

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
	11		D	480 -1 $\frac{1}{2}$	440 (500-1 $\frac{1}{2}$)	C	560 -1 $\frac{1}{2}$	518 (600-1 $\frac{1}{2}$)
			AB	560 -1	518 (600-1)			
			D	560 -1 $\frac{1}{4}$	518 (600-1 $\frac{1}{4}$)			
			A	560 -1	517 (600-1)			
C	580 -1 $\frac{1}{2}$	537 (600-1 $\frac{1}{2}$)	D	660 -2	617 (700-2)			
CIRCLING								

When control tower closed, ASR NA.

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LAKE CHARLES, LA CHENNAULT INTL

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

ELEV 17

RADAR - 119.8 282.3 **▲** 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 LAKE CHARLES RGNL

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

ELEV 15

RADAR - 119.35 353.75 **▲**

	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.

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RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (12 JUL 01 USN)

ELEV 317

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 ⁴	19L ²	3.0°/45/1060	ABCDE	417-¾	100	(100-¼)
	1L ²	3.0°/34/744	ABCDE	455-½	200	(200-½)
	1R	3.0°/38/888	ABCDE	471-¾	200	(200-¾)
	19R	3.0°/36/854	ABCDE	495-¾	200	(200-¾)
ASR ¹	19L ³		AB	780-½	463	(500-½)
			C	780-¾	463	(500-¾)
			D	780-1	463	(500-1)
			E	780-1¼	463	(500-1¼)
	1L ³		AB	740-½	485	(500-½)
			C	740-¾	485	(500-¾)
			D	740-1	485	(500-1)
			E	740-1¼	485	(500-1¼)
	28		ABC	680-1	374	(400-1)
			DE	680-1¼	374	(400-1¼)
	19R		AB	700-1	405	(400-1)
			CD	700-1¼	405	(400-1¼)
		E	700-1½	405	(400-1½)	
1R		AB	700-1	429	(400-1)	
		C	700-1¼	429	(400-1¼)	
		DE	700-1½	429	(400-1½)	
CIR ¹	19L/R, 1L/R, 28		AB	820-1	503	(600-1)
			C	820-1½	503	(600-1½)
			D	880-2	563	(600-2)
			E	980-2¼	663	(700-2¼)

¹CAT E Cir not auth W of Rwy 1L-19R. ²When ALS inop, increase vis ¼ mile. ³When ALS inop, increase vis ½ mile. ⁴No-NOTAM MP sked: PAR Tue 1300-1700Z++, PAR apch not avbl dur this time.

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		ABCD	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)				

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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.

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

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
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 GS	4 ⁵		ABC	380-½	381	(400-½)
			DE	380-¾	381	(400-¾)
ASR	4 ⁷		ABCDE	300-1	301	(400-1)
			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 afd opr hr, civ aft transiting CL D airspace, etc 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++.

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

ELEV 329

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

	<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	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

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

ELEV 258

SHREVEPORT RGNL

RADAR - 119.9 335.55 **▲**

<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>
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)

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