

# RADAR MINS

N1

05048

## RADAR INSTRUMENT APPROACH MINIMUMS

### DAYTONA BEACH, FL DAYTONA BEACH INTL

Amdt. 8, MAR 20, 2003 (FAA)

ELEV 34

RADAR- 125.72 379.95

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA CEIL-VIS	CAT	DH/ MDA-VIS	HAT/ HAA CEIL-VIS
ASR	25R		AB	<b>480-1</b>	446 (500-1)	C	<b>480-1¼</b>	446 (500-1¼)
			D	<b>480-1½</b>	446 (500-1½)			
	34		AB	<b>480-1</b>	446 (500-1)	C	<b>480-1¼</b>	446 (500-1¼)
			D	<b>480-1½</b>	446 (500-1½)			
	16		AB	<b>480-1</b>	447 (500-1)	C	<b>480-1¼</b>	447 (500-1¼)
			D	<b>480-1½</b>	447 (500-1½)			
7L		AB	<b>480/24</b>	450 (500-½)	C	<b>480/40</b>	450 (500-¾)	
CIRCLING			D	<b>480/50</b>	450 (500-1)			
			AB	<b>520-1</b>	486 (500-1)	C	<b>520-1½</b>	486 (500-1½)
			D	<b>620-2</b>	586 (600-2)			



### DELAND, FL DELAND MUNI/SIDNEY H. TAYLOR FIELD

Amdt. 3, AUG 10, 2000 (FAA)

ELEV 80

RADAR- 125.35 322.3

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

Use Daytona Beach Intl altimeter setting.



### DESTIN, FL DESTIN-FORT WALTON BEACH

Amdt. 8, JAN 25, 2001 (FAA)

ELEV 22

RADAR- 132.1 360.6

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA CEIL-VIS	CAT	DH/ MDA-VIS	HAT/ HAA CEIL-VIS
ASR	14		AB	<b>480-1</b>	458 (500-1)	C	<b>480-1¼</b>	458 (500-1¼)
			D	<b>480-1½</b>	458 (500-1½)			
			32	AB	<b>640-1</b>	618 (700-1)	C	<b>640-1¼</b>
CIRCLING			D	<b>640-2</b>	618 (700-2)			
			AB	<b>640-1</b>	618 (700-1)	C	<b>640-1¼</b>	618 (700-1¼)
			D	<b>640-2</b>	618 (700-2)			



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## RADAR INSTRUMENT APPROACH MINIMUMS

### FERNANDINA BEACH, FL FERNANDINA BEACH MUNI

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

ELEV 16

RADAR- 127.0

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

#### JACKSONVILLE INTL ALTIMETER SETTING MINIMUMS

ASR	13	A	<b>600-1</b>	584	(600-1)	B	<b>600-1½</b>	584	(600-1½)
		C	<b>600-1½</b>	584	(600-1½)	D	<b>600-2</b>	584	(600-2)
CIRCLING		A	<b>600-1</b>	584	(600-1)	B	<b>600-1½</b>	584	(600-1½)
		C	<b>600-1½</b>	584	(600-1½)	D	<b>620-2</b>	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.



### FORT MYERS, FL PAGE FIELD

Amdt. 3A, OCT 23, 2001 (FAA)

ELEV 17

RADAR- 126.8 385.45

	RWY GS/TCH/RPI	CAT	DH/		HAT/		CAT	DH/		HAT/	
			MDA-VIS	HAA	CEIL-VIS	MDA-VIS		HAA	CEIL-VIS		
ASR	5	ABCD	<b>440-1¼</b>	425	(500-1¼)						
		ABCD	<b>480-1½</b>	465	(500-1½)						
	13	ABC	<b>480-1¼</b>	465	(500-1¼)	D	<b>480-1½</b>	465	(500-1½)		
		23	AB	<b>540-1¼</b>	524	(600-1¼)	C	<b>540-1½</b>	524	(600-1½)	
			D	<b>540-1¾</b>	524	(600-1¾)					
CIRCLING		AB	<b>540-1¼</b>	523	(600-1¼)	C	<b>540-1½</b>	523	(600-1½)		
		D	<b>600-2</b>	583	(600-2)						



### FORT MYERS, FL SOUTHWEST FLORIDA INTL

Amdt. 6, JUL 12, 2001 (FAA)

ELEV 30

RADAR- 126.8 385.45

	RWY GS/TCH/RPI	CAT	DH/		HAT/		CAT	DH/		HAT/	
			MDA-VIS	HAA	CEIL-VIS	MDA-VIS		HAA	CEIL-VIS		
ASR	6	ABC	<b>380/24</b>	353	(400-¾)	D	<b>380/50</b>	353	(400-1)		
		24	ABC	<b>400-1</b>	370	(400-1)	D	<b>400-1½</b>	370	(400-1½)	
CIRCLING		AB	<b>500-1</b>	470	(500-1)	C	<b>500-1½</b>	470	(500-1½)		
		D	<b>580-2</b>	550	(600-2)						

For inoperative MALSR increase S-6 Category D visibility to RVR 6000.



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## RADAR INSTRUMENT APPROACH MINIMUMS

## GAINESVILLE, FL

Orig , OCT 7, 1999 (FAA)

ELEV 152

## GAINESVILLE REGIONAL

RADAR- 118.175 338.25

	RWY	GS/TCH/RPI	CAT	DH/		HAT/		CAT	DH/		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)		
	11		A	700-1½	552	(600-1)	D	700-2	552	(600-2)		
			C	700-1	548	(600-1)	B	700-1¼	548	(600-1¼)		
			C	700-1½	548	(600-1½)	D	740-2	588	(600-2)		
CIRCLING			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

Orig-A, JUN 15, 2000 (FAA)

ELEV 81

## CECIL FIELD

RADAR- 124.4 284.6

	RWY	GS/TCH/RPI	CAT	DH/		HAT/		CAT	DH/		HAT/	
				MDA-VIS	HAA	CEIL-VIS	MDA-VIS		HAA	CEIL-VIS		
ASR	36R		AB	620-1	545	(600-1)	C	620-1½	545	(600-1½)		
			D	620-1¼	545	(600-1¼)						
			AB	620-1	539	(600-1)	C	620-1½	539	(600-1½)		
CIRCLING			D	640-2	559	(600-2)						

## JACKSONVILLE, FL

Amdt 1, DEC 30, 1999 (FAA)

ELEV 41

## CRAIG MUNI

RADAR- 124.9 347.8

	RWY	GS/TCH/RPI	CAT	DH/		HAT/		CAT	DH/		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, JAN 5, 2001 (FAA)

ELEV 30

## JACKSONVILLE INTL

RADAR- 119.0 335.6

	RWY	GS/TCH/RPI	CAT	DH/		HAT/		CAT	DH/		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)						
	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)		
	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)		
CIRCLING			D	640-2	610	(700-2)	E	820-2¾	790	(800-2¾)		

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



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## RADAR INSTRUMENT APPROACH MINIMUMS

**JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (04022 USN) ELEV 22**

**RADAR<sup>1</sup> - (E) 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.6x 374.8** ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>2</sup>	27	3.0°/41/746	ABCDE	113-¼	100	(100-¼)
	9	3.0°/40/775	ABCDE	122-¼	100	(100-¼)
PAR	27 <sup>4</sup>		AB	300-½	287	(300-½)
W/O GS			CDE	300-¾	287	(300-¾)
	9 <sup>3</sup>		AB	360-½	338	(400-½)
			CDE	360-¾	338	(400-¾)
ASR	9 <sup>5</sup>		AB	380-½	358	(400-½)
			CDE	380-¾	358	(400-¾)
	27 <sup>2</sup>		AB	460-¾	447	(500-¾)
			C	460-1	447	(500-1)
			DE	460-1¼	447	(500-1¼)
	32		AB	460-1	449	(500-1)
			C	460-1¼	449	(500-1¼)
			DE	460-1½	449	(500-1½)
CIR	9, 27		AB	500-1	478	(500-1)
			C	500-1½	478	(500-1½)
			D	580-2	558	(600-2)
			E	920-3	898	(900-3)

<sup>1</sup>No-NOTAM preventive maint schedule: PAR 0900-1300Z++ Tue. <sup>2</sup>When ALS inop, increase vis ¼ mile. <sup>3</sup>When ALS inop, increase vis CAT ABE ½ mile, CAT CD ¼ mile. <sup>4</sup>When ALS inop, increase vis CAT AB ½ mile, CAT CDE ¼ mile. <sup>5</sup>When ALS inop, increase vis CAT ABDE ½ mile, CAT C ¼ mile.

### KEY WEST, FL

Amdt. 4B, MAR 23, 2001 (FAA)

ELEV 3

### KEY WEST INTL

RADAR- 124.45 289.4

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



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## RADAR INSTRUMENT APPROACH MINIMUMS

KEY WEST NAS (KNQX), (BOCA CHICA FLD), FL (03163 USN)

ELEV 6

RADAR<sup>1</sup> - (E) 120.7x 272.25x 350.8x 382.0x ▾

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>2</sup>	7 <sup>3</sup>	3.0°/42/784	ABCDE	104-¼	100	(100-¼)
	25	3.0°/43/816	ABCDE	106-½	100	(100-½)
	3	3.0°/44/824	ABCDE	204-¾	200	(200-¾)
ASR	31		ABCD	340-1	336	(400-1)
			E	340-1¼	336	(400-1¼)
	3		ABCD	340-1	336	(400-1)
			E	340-1¼	336	(400-1¼)
	7 <sup>4</sup>		AB	360-½	355	(400-½)
			CDE	360-¾	355	(400-¾)
	21		ABC	400-1	394	(400-1)
			D	400-1¼	394	(400-1¼)
			E	400-1½	394	(400-1½)
	25		ABC	400-1	394	(400-1)
			D	400-1¼	394	(400-1¼)
			E	400-1½	394	(400-1½)
	13		ABC	380-1	376	(400-1)
CIR	All Rwy		DE	380-1¼	376	(400-1¼)
			A	440-1	434	(500-1)
			B	460-1	454	(500-1)
			C	460-1½	454	(500-1½)
			DE	560-2	554	(600-2)

<sup>1</sup>Opr 1100-0300Z++. <sup>2</sup>No-NOTAM preventive maint sked: 1300-1500Z++ Tue. <sup>3</sup>When ALS inop, increase vis to ½ mile. <sup>4</sup>When ALS inop, increase CAT AB, DE vis ½ mile, CAT C vis ¼ mile.

## MILTON, FL

Orig, SEP 30, 2004 (FAA)

ELEV 82

## PETER PRINCE FIELD

RADAR- 124.85 385.4

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	36		AB	<b>580</b> -1	498	(500-1)	C	<b>580</b> -1¼	498	(500-1¼)
CIRCLING			AB	<b>580</b> -1	498	(500-1)	C	<b>580</b> -1½	498	(500-1½)

Use Pensacola Regional altimeter setting.



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## RADAR INSTRUMENT APPROACH MINIMUMS

**MAYPORT NS (NRB)**, (ADM DAVID L. MC DONALD FLD), FL (02360 USN) **ELEV 17**

**RADAR<sup>123</sup> - (E)** 119.7x 125.525x 253.95x 271.7x 278.1 312.2x 355.6x 385.35x 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	5	3°/39/736	ABCDE	114-½	100	(100-½)
	23 <sup>2</sup>	3°/41/770	ABCDE	165-1	148	(200-1)
	COP 047	3°/39/736	COPTER	114-½	100	(100-½)
	COP 227 <sup>2</sup>	3°/41/770	COPTER	117-½	100	(100-½)
PAR W/O GS	5		ABCDE	280-1	266	(300-1)
	23 <sup>2</sup>		AB	440-1	423	(500-1)
			CD	440-1¼	423	(500-1¼)
			E	440-1½	423	(500-1½)
ASR	5		ABC	400-1	386	(400-1)
			DE	400-1¼	386	(400-1¼)
	23 <sup>2</sup>		AB	500-1	483	(500-1)
			C	500-1¼	483	(500-1¼)
			D	500-1½	483	(500-1½)
CIR	5-23 <sup>2</sup>		E	500-1¼	483	(500-1¼)
			AB	560-1	543	(600-1)
PAR W/O GS			C	560-1½	543	(600-1½)
ASR			D	580-2	563	(600-2)
			E	640-2¼	623	(700-2¼)

<sup>1</sup>SFA not avbl.<sup>2</sup>CAUTION:Vessels with mast to 210' freq berthed 800' left of Rwy 23 extrn cntrline.

<sup>3</sup>No-NOTAM preventive maint sked: ASR/PAR 1100-1500Z++ Tue.

CAUTION: Missed Apch Min Climb Rate

	Knots	60	120	180	240	300	360
<sup>4</sup> PAR 5	V/V(fpm)	220	440	660	880	1100	1320
<sup>5</sup> PAR 23	V/V(fpm)	250	500	750	1000	1250	1500

PAR 5 to 400'. PAR 23 to 300'

<sup>4</sup>CAUTION: 250' cranes, 1700' inside of Rwy 5 Thld and 1600' left of cntrline.

<sup>5</sup>CAUTION: 210' carrier masts, 800'-900' left of Rwy 23 thld.

### NEW SMYRNA BEACH, FL

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

ELEV 10

### NEW SMYRNA BEACH MUNI

RADAR- 125.35 322.3

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	11		AB	<b>620</b> -1	610 (700-1)	C <b>620</b> -1¼ 610 (700-1¼)
			D	<b>620</b> -2	610 (700-2)	
CIRCLING			AB	<b>620</b> -1	610 (700-1)	C <b>620</b> -1¼ 610 (700-1¼)
			D	<b>620</b> -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

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA CEIL-VIS	CAT	DH/ MDA-VIS	HAT/ HAA CEIL-VIS
ASR	8		ABC	420-1	392 (400-1)	D		NA
CIRCLING			AB	500-1	472 (500-1)	C	500-1½	472 (500-1½)
			D		NA			

Use Daytona Beach, FL altimeter setting.



### PENSACOLA, FL

Amdt. 3A, JAN 10, 1997 (FAA)

ELEV 121

### PENSACOLA REGIONAL

RADAR- 119.0 269.375

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA CEIL-VIS	CAT	DH/ MDA-VIS	HAT/ HAA CEIL-VIS
ASR	35		ABC	480-1	377 (400-1)	D	480-1¼	377 (400-1¼)
	26		AB	580-1	468 (500-1)	C	580-1¼	468 (500-1¼)
	17		D	580-1½	468 (500-1½)			
		AB	640/24	519 (600-½)	C	640/50	519 (600-1)	
	8		D	640/60	519 (600-1¼)			
		A	880-1	780 (800-1)	B	880-1¼	780 (800-1¼)	
CIRCLING			C	880-2¼	780 (800-2¼)	D	880-2½	780 (800-2½)
			A	880-1	759 (800-1)	B	880-1¼	759 (800-1¼)
			C	880-2¼	759 (800-2¼)	D	880-2½	759 (800-2½)

CAUTION: Intensive VFR student training all quadrants. Warning area 10 miles south of PKZ NDB. ASR-35 Bay Bridge, 3 miles south of airport, may be mistaken for runway lights.



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## RADAR INSTRUMENT APPROACH MINIMUMS

### PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (05048 USN) ELEV 28

RADAR<sup>1</sup> - (E) 120.05 128.25 289.8 305.2 318.18 344.4 358.0 376.0 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	7R	3.0°/55/1039	ABCDE	125-½	100	(100-½)
	25R	3.0°/38/708	ABCDE	121-½	100	(100-½)
	19	3.0°/40/737	ABCDE	122-½	100	(100-½)
	25L	3.0°/39/716	ABCDE	122-½	100	(100-½)
	7L <sup>2</sup>	3.0°/55/1075	ABCDE	123-¼	100	(100-¾)
ASR	1	3.0°/39/744	ABCDE	128-½	100	(100-½)
	19		ABCDE	380-1¼	358	(400-1¼)
	1		ABCDE	380-1¼	352	(400-1¼)
	7R		ABC	460-1¼	435	(500-1¼)
			DE	460-1½	435	(500-1½)
	7L <sup>3</sup>		ABC	460-¾	437	(500-¾)
			DE	460-1	437	(500-1)
	25L		ABC	460-1¼	438	(500-1¼)
			DE	460-1½	438	(500-1½)
	25R		ABC	460-1¼	439	(500-1¼)
CIR	7R-25L, 7L-25R, 1-19		AB	520-1¼	492	(500-1¼)
			C	520-1½	492	(500-1½)
			DE	580-2	552	(600-2)

<sup>1</sup>No-NOTAM preventive maint sked: PAR/ASR 1400-1800Z++ Mon. <sup>2</sup>When ALS inop, increase vis ½ mile. <sup>3</sup>When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles.

### ST. PETERSBURG, FL

Orig. , JUN 17, 1976 (FAA)

ELEV 8

#### ALBERT WHITTED

RADAR- 119.65 125.3 363.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
CIRCLING			A	800-1	793	(800-1)	B	800-1¼	793	(800-1¼)
			C	800-1½	793	(800-1½)	D	800-2	793	(800-2)



### SARASOTA (BRADENTON), FL

Amdt. 6, AUG 8, 2002 (FAA)

ELEV 27

#### SARASOTA-BRADENTON INTL

RADAR- 119.65 362.3

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	14		AB	500-½	477	(500-½)	C	500-¾	477	(500-¾)
			D	500-1	477	(500-1)				
	22		ABC	420-1	396	(400-1)	D	420-1¼	396	(400-1¼)
	32		AB	440-½	413	(500-½)	C	440-¾	413	(500-¾)
			D	440-1	413	(500-1)				
CIRCLING			AB	500-1	473	(500-1)	C	500-1½	473	(500-1½)
			D	580-2	553	(600-2)				

For inoperative MALSIR increase S-32 category D visibility to 1¼.

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## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

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## RADAR INSTRUMENT APPROACH MINIMUMS

### TALLAHASSEE, FL

Amdt. 5, SEP 30, 2004 (FAA)

ELEV 81

### TALLAHASSEE REGIONAL

RADAR- 135.8 317.4

	RWY GS/TCH/RPI	CAT	DH/	HAT/	CAT	DH/	HAT/
			MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS
ASR	9	ABCD	<b>400</b> /50	330 (500-1)			
	36	AB	<b>460</b> /24	396 (400-½)	CD	<b>460</b> /40	396 (400-1¼)
	27	AB	<b>460</b> /24	407 (500-½)	CD	<b>460</b> /40	407 (500-¾)
	18	AB	<b>560</b> -1	479 (500-1)	C	<b>560</b> -1¼	479 (500-1¼)
		D	<b>560</b> -1½	479 (500-1½)			
CIRCLING		AB	<b>560</b> -1	479 (500-1)	C	<b>580</b> -1½	499 (500-1½)
		D	<b>640</b> -2	559 (600-2)			

When control tower closed, ASR NA.

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

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

### TAMPA, FL

Amdt. 4A, JUN 5, 1998 (FAA)

ELEV 8

### PETER O. KNIGHT

RADAR- 134.25 279.6

	RWY GS/TCH/RPI	CAT	DH/	HAT/	CAT	DH/	HAT/
			MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS
CIRCLING		A	<b>800</b> -1	792 (800-1)	B	<b>800</b> -1¼	792 (800-1¼)
		C	<b>1000</b> -3	992 (1000-3)	D	NA	

Use Tampa altimeter setting.



NA

### TAMPA, FL

Amdt. 12A, DEC 12, 2000 (FAA)

ELEV 26

### TAMPA INTL

RADAR- 118.5 290.3

	RWY GS/TCH/RPI	CAT	DH/	HAT/	CAT	DH/	HAT/
			MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS
ASR	18L	AB	<b>480</b> /24	454 (500-½)	C	<b>480</b> /40	454 (500-¾)
		D	<b>480</b> /50	454 (500-1)			
	9	AB	<b>480</b> -1	4 60 (500-1)	C	<b>480</b> -1¼	4 60 (500-1¼)
		D	<b>480</b> -1½	4 60 (500-1½)			
	18R	AB	<b>500</b> /24	4 79 (500-½)	C	<b>500</b> /40	4 79 (500-¾)
		D	<b>500</b> /50	4 79 (500-1)			
	36R	AB	<b>500</b> -1	4 80 (500-1)	C	<b>500</b> -1¼	4 80 (500-1¼)
		D	<b>500</b> -1½	4 80 (500-1½)			
	36L	AB	<b>500</b> /24	4 89 (500-½)	C	<b>500</b> /40	4 89 (500-¾)
		D	<b>500</b> /50	4 89 (500-1)			
	27	AB	<b>520</b> -1	4 94 (500-1)	C	<b>520</b> -1¼	4 94 (500-1¼)
		D	<b>520</b> -1½	4 94 (500-1½)			
CIRCLING		AB	<b>560</b> -1	5 34 (600-1)	C	<b>560</b> -1½	5 34 (600-1½)
		D	<b>580</b> -2	5 54 (600-2)			



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## RADAR INSTRUMENT APPROACH MINIMUMS

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## RADAR INSTRUMENT APPROACH MINIMUMS

TYNDALL AFB (KPAM), FL (Panama City) (04078 USAF)

ELEV 18

RADAR<sup>2-</sup> (E) (124.15 341.7 blw 5000') (119.75 392.1 abv 5000') ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	13L <sup>3</sup>	2.5°/50/1187	ABCDE	215/24	200	(200-½)
	31R <sup>3</sup>	2.5°/50/1144	ABCDE	215/24	200	(200-½)
	13R	2.5°/36/815	ABCDE	215-¾	200	(200-¾)
	31L	2.5°/36/813	ABCDE	218-¾	200	(200-¾)
ASR <sup>1</sup>	31R <sup>4</sup>		AB	440/24	425	(500-½)
			CD	440/40	425	(500-¾)
			E	440/50	425	(500-1)
	31L		AB	440-1	422	(500-1)
			CD	440-1¼	422	(500-1¼)
			E	440-1½	422	(500-1½)
	13L <sup>5</sup>		AB	460/24	445	(500-½)
			C	460/40	445	(500-¾)
			DE	460/50	445	(500-1)
			AB	460-1	445	(500-1)
13R		C	460-1¼	445	(500-1¼)	
		DE	460-1½	445	(500-1½)	
		AB	500-1	482	(500-1)	
		C	500-1½	482	(500-1½)	
CIR	All Rwy		D	580-2	562	(600-2)
			E	600-2	582	(600-2)

<sup>1</sup>When ASR out PAR not avbl. <sup>2</sup>No-NOTAM preventive maint sked: ASR-0930-1130Z++ Mon-Fri, 1200-1400Z++ wkend. PAR 1200-1400Z++ Mon-Fri, 1400-1600Z++ wkend. <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 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. <sup>5</sup>When ALS inop increase vis ½ mile.

WHITING FLD NAS-NORTH (KNSE), FL (Milton) (27 NOV 2003 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>DH</u> <u>CAT</u>	<u>HAT</u> <u>MDA-VIS</u>	<u>HAA</u>	<u>CEIL-VIS</u>
ASR	14 <sup>2</sup>		AB	560-½	360	(400-½)
			CDE	560-¾	360	(400-¾)
	23		ABC	540-1	357	(400-1)
			DE	540-1¼	357	(400-1¼)
			ABCD	520-1	340	(400-1)
Circling	5, 14, 23		E	520-1¼	340	(400-1¼)
			A	580-1	381	(400-1)
			B	660-1	461	(500-1)
			C	660-1½	461	(500-1½)
			DE	760-2	561	(600-2)

<sup>1</sup>No-NOTAM preventive maint sked: Mon 1300-1800Z++; Apch only avbl dur NDZ opr hr. <sup>2</sup>When ALS inop, increase vis CAT ABDE ½ mile, CAT C ¼ mile.

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## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

05048

# RADAR MINS

N11

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## RADAR INSTRUMENT APPROACH MINIMUMS

**WHITING FLD NAS-SOUTH (NDZ)**, FL (Milton) (27 NOV 2003 USN) **ELEV 178**

**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>HAA</u>	<u>CEIL-VIS</u>
PAR	32 <sup>2</sup>	3.0°/54/943	ABCD	272-½	100	(100-½)
			E	372-½	200	(200-½)
ASR	23	3.0°/39/637	ABCD	428-1	250	(300-1)
			AB	460-½	288	(300-½)
	32 <sup>3</sup>		CDE	460-¾	288	(300-¾)
			ABC	520-1	342	(400-1)
	23 <sup>2</sup>		D	520-1¼	342	(400-1¼)
			E	580-1½	402	(500-1½)
			AB	600-1	422	(500-1)
			CD	600-1¼	422	(500-1¼)
	14 <sup>5</sup>		E	600-1½	422	(500-1½)
			AB	580-1	410	(500-1)
CD			580-1¼	410	(500-1¼)	
5		E	580-1½	410	(500-1½)	
		A	600-1	422	(500-1)	
		B	640-1	462	(500-1)	
		C	640-1½	462	(500-1½)	
		DE	740-2	562	(600-2)	
Circling <sup>4</sup>	5,14,23,32		A	600-1	422	(500-1)
			B	640-1	462	(500-1)
			C	640-1½	462	(500-1½)
			D	740-2	562	(600-2)
			E	580-1½	410	(500-1½)

<sup>1</sup>No-NOTAM preventive maint sked: Mon 1300-1800Z+-. <sup>2</sup>When ALS inop., incr vis CAT E ¼.

<sup>3</sup>When ALS inop, incr vis AB ½, CAT CDE ¼. <sup>4</sup>Cir not auth in sector NE of Rwy 14-32 and NW of

Rwy 5-23. <sup>5</sup>Ngt str-in or cir pro not auth. Caution: Whiting North Field 1 NM north.

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08 AUG 2005 to 01 SEP 2005

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## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

05048

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