

LOC I-BAD	APCH CRS	Rev./Idg	THR	Elev
109.9	329°	117.58	161	165

AL-391 [USAF]

BARKSDALE AFB (KBAD)

DME or RADAR required

** When ALS Inop, increase CAT DDE RVR to 40 and vis to 3/4 mile.
 ** When ALS Inop, increase CAT DDE RVR to 60 and vis to 1/2 miles.
 *** Circling not authorized W of Rwy.

ALSF-1

MISSED APPROACH: Climb to 3100
 direct to EIC VORTAC and hold.

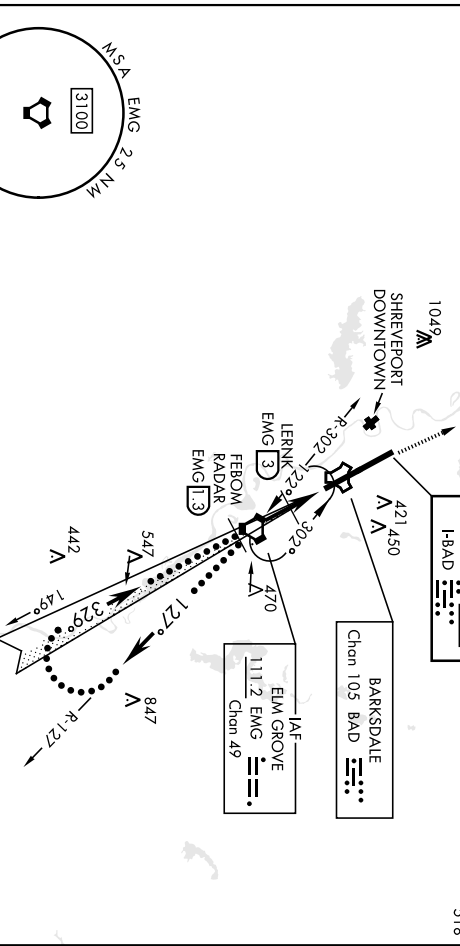
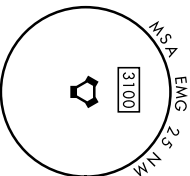
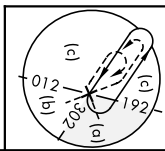
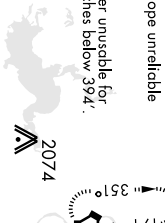
ATIS	SHREVEPORT APP CON	TOWER	GND CON	ASR
307.025	320°-1.52° 153°-319°	128.25 278.3	121.8 253.5	

BEICHER
 117.4 EIC
 Chan 121

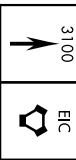
BARKSDALE
 Chan 105 BAD

CAUTION: Glidestope unreliable
 inside DH.

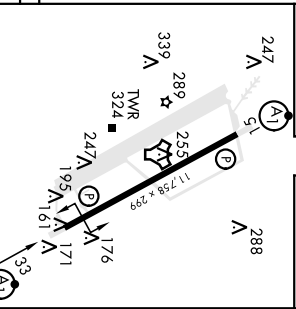
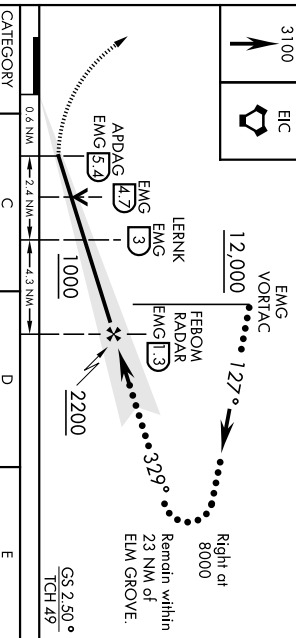
CAUTION: Localizer unusable for
 COUPLED approaches below 394.



EMERG SAFE ALT 100 NM 3300



ELEV	165	THRE	161
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CATEGORY	C	D	E
SLIS 33**	361/24	200 (200-1/2)	
S-LOC 33***	560/35	399 (400-3/8)	
*** CIRCLING	NOT AUTHORIZED	780-2 1/4 595 (600-2)	615 (700-2 1/4)

HRIL Rwy 15-33	FAE to MAP 6.7 NM	329°
Knots	120 140 160 180 200	
Mins:Sec	3:21 2:52 2:31 2:14 2:01	

BOSSIER CITY, LOUISIANA
 Andlt 5 25JUN15
 BARKSDALE AFB (KBAD)

HI-TACAN Z RWY 33

ALC391 [USAF]

BARSDALE AFB (KBAD)

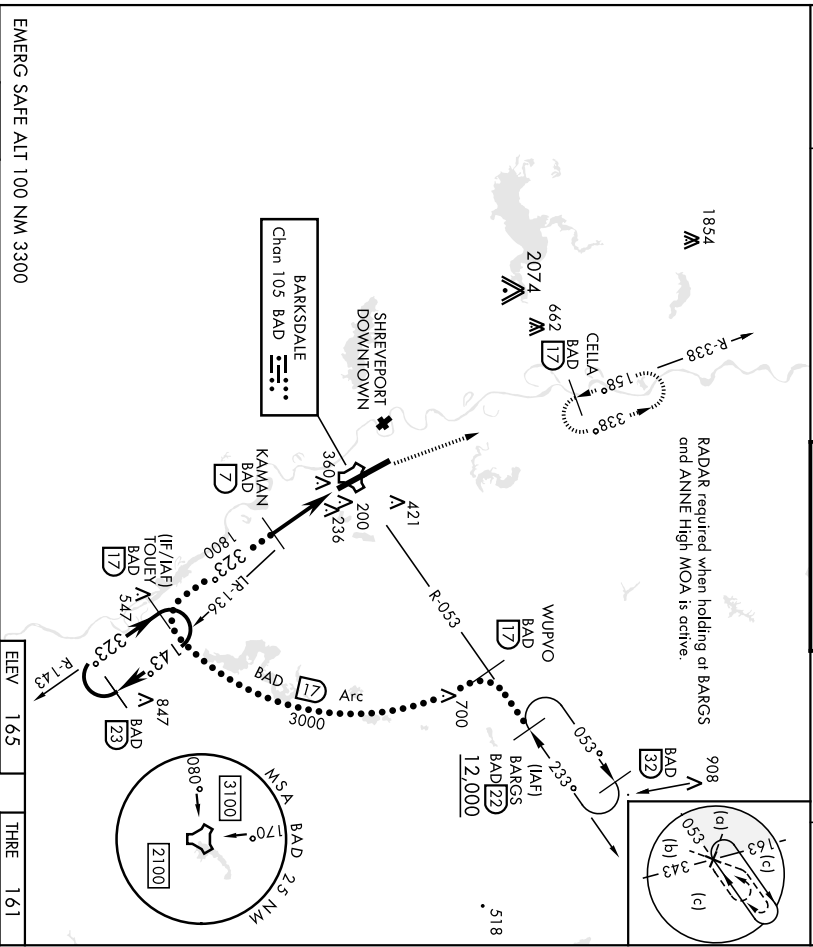
TACAN BAD Chan 105	APCH CRS 323°	Pub./Idg 11,758	True 161
		Appt Elev 165	

** When A15 inop, increase CAT CDE vis to 1 1/2 miles.
 ** Circling not authorized W of Rwy.



MISSED APPROACH: Climb to 4000
 via BAD R-338 direct CELLA and hold.

ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 153°-319° 119.9	360.725 335.55	TOWER 128.25 278.3	GND CON 121.8 253.5	ASR
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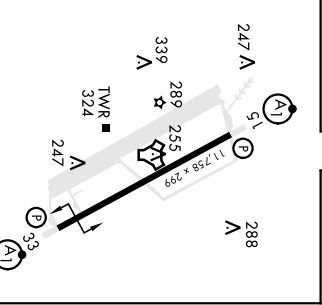
EMERG SAFE ALT 100 NM 3300

ELEV 165

THREE 161

4000	CELLA BAD R-338 17
------	-----------------------------

TACAN	HOWUX 18	KAMAN 7	TOLEY 17	23
	28	1800	323°	143°
	0.6	5.2 NM	3000	323°
CATEGORY	C	D	E	
S-33*	640/50	479 (500-1)	780-2 1/4	
** CIRCLING	NOT AUTHORIZED	760-2 595 (600-2)	615 (700-2 1/4)	



BOSSIER CITY, LOUISIANA

32°30'N-93°40'W

BARSDALE AFB (KBAD)

Archt 7 25JUN15

HI-TACAN Z RWY 33

VORTAC EMG	APCH CRS	Rwy/Idg	11,758
111.2	323°	THRE	161
Chn 49		Appt Elev	165

ALC391 [USAF]

BARKSDALE AFB (KBAD)

DME or RADAR required.

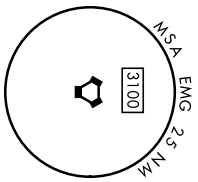
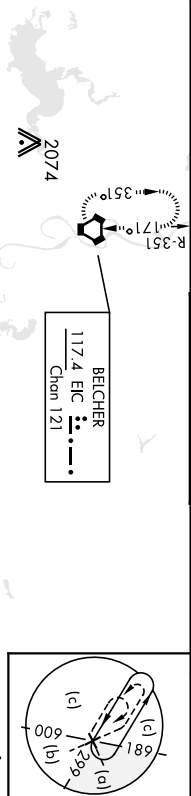
* When AIS Inop, increase CAT CDE vis to 1 1/2 miles.
 ** Circling not authorized W of Rwy.



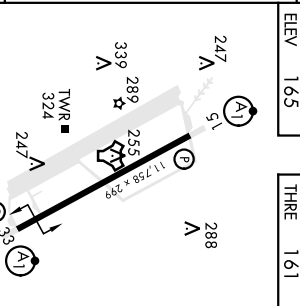
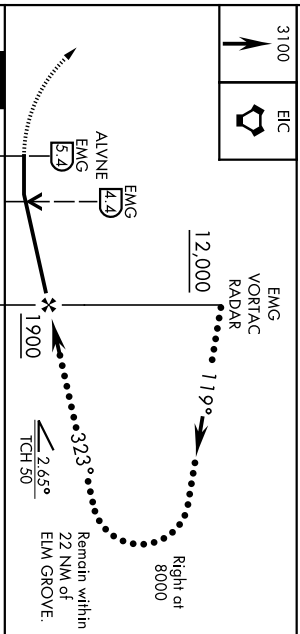
MISSED APPROACH: Climb to 3100
 direct to EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	TOWER	ASR
307.025	320°-152° 123.75 360.725	128.25 278.3	121.8 253.5
	153°-319° 119.9 335.55		

GND CON	ASR
121.8 253.5	



EMERG SAFE ALT 100 NM NM 3300



CATEGORY	C	D	E
S-33*	640/50	479 (500-1)	780-2 1/4
** CIRCLING	NOT AUTHORIZED	595 (600-2)	615 (700-2 1/4)

HIRL Rwy 15-33	FAF to MAP 5.4 NM				
Knots	120	140	160	180	200
Min:sec	2:42	2:19	2:01	1:48	1:37

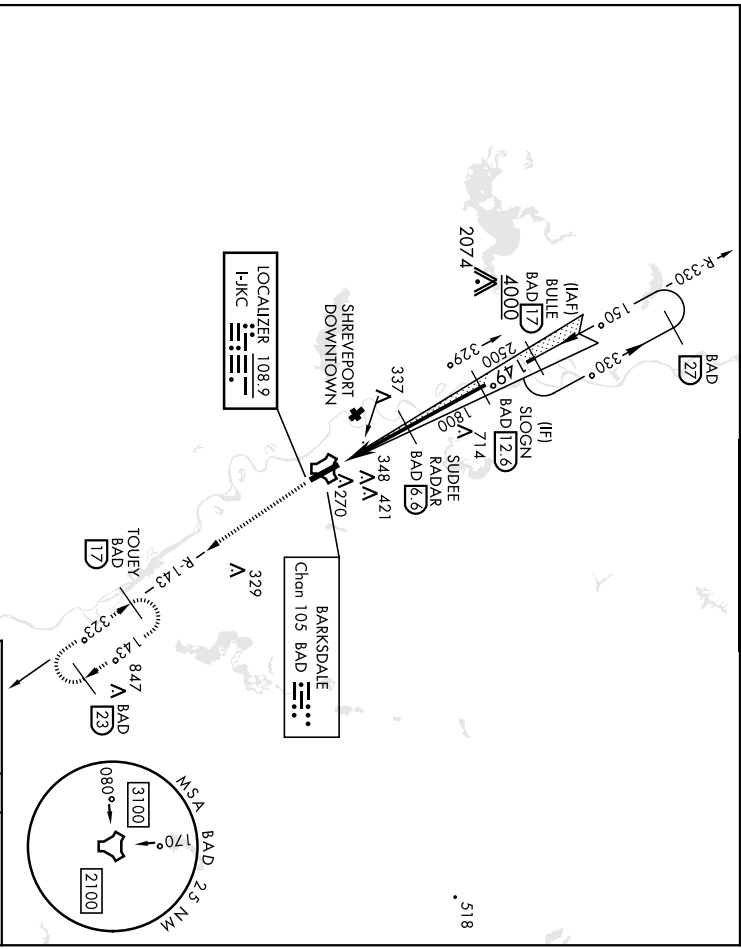
BOSSIER CITY, LOUISIANA
 Arrd 5 25JUN15
 BARKSDALE AFB (KBAD)

HI-VOR/DME Z RWY 33

ALC-391 [USAF]

BARNSDALE AFB (KBAD)

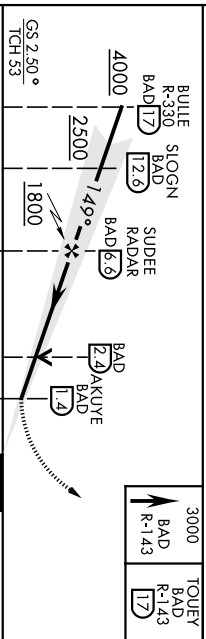
LOC I-LOC 108.9	APCH CRS 149°	Rwy Idg 11,758	THRE 163	ASL-F-1
RADAR or DME required				MISSED APPROACH: Climb to 3000 via BAD R-143 direct TOUey and hold.
** When ALS Inop, Increase RVR to 40 and vis to 3/4 mile. ** When ALS Inop, Increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/8 miles. *** Circling not authorized W of Rwy.				
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	TOWER 128.25 278.3	GND CON 121.8 253.5	ASR



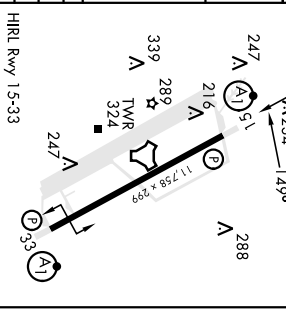
SC-4, 22 FEB 2024 to 21 MAR 2024

SC-4, 22 FEB 2024 to 21 MAR 2024

EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-ILS 15*	363/24	200	1200-1/2		
S-LOC 15***	640/24	477 (500-1/2)	640/50	477 (500-1)	



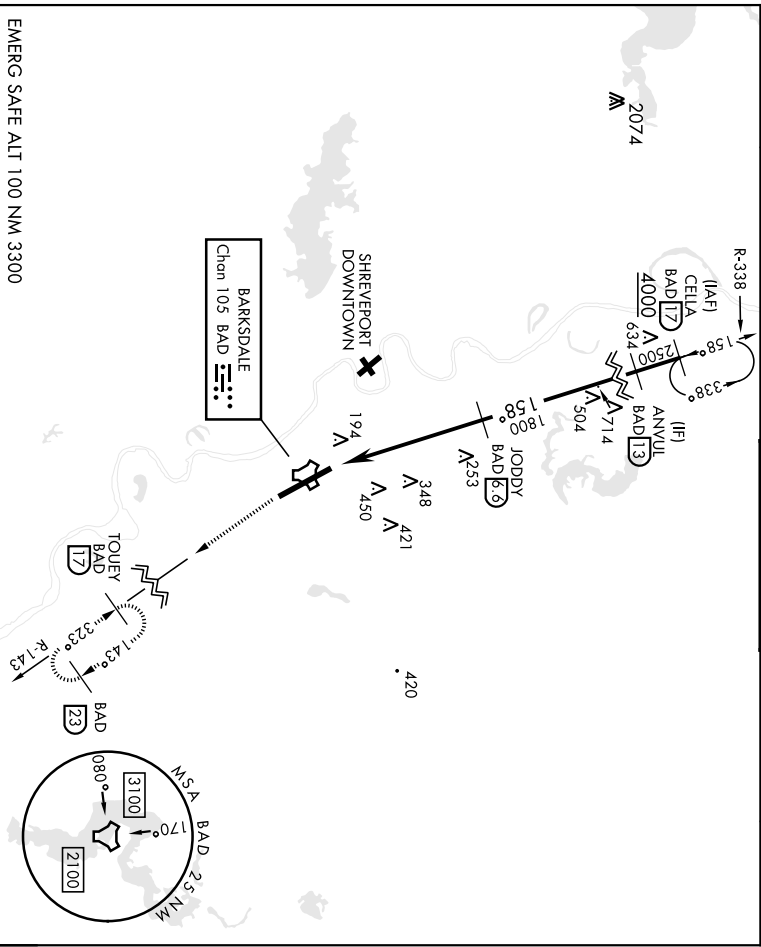
CIRCLING	NOT AUTHORIZED				
	760-2 (595 (600-2))	780-2 1/4 (615 (700-2 1/4))			
HIRL Rwy 15-33					
FAF to MAD 5.2 NM					
Knots	60	90	120	150	180
Mins:Sec	5:12	3:28	2:36	2:05	1:44

BOSSIER CITY, LOUISIANA 32°30'N-93°40'W BARNSDALE AFB (KBAD)
Amdt 6 25JUN15 ILS or LOC Z RWY 15

TACAN Y RWY 15

BARKSDALE AFB (KBAD)

TACAN BAD Chon 105	APCH CRS 158°	Rwy Idg 11,758	THR ELEV 163	APL ELEV 165	ALC-391 [USAF]	ALSF-1 	MISSED APPROACH: Climb to 3000 via BAD R-143 direct TOUHEY and hold.
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile CAT CDE vis to 1 3/8 miles		SREVEPORT APP CON 320°-152° 123.75 360 725 153°-319° 119.9 335.55		TOWER 128.25 278.3		GND CON 121.8 253.5	
** Circling not authorized W of Rwy.		AITS 307.025		ASR			



SC-4, 22 FEB 2024 to 21 MAR 2024

SC-4, 22 FEB 2024 to 21 MAR 2024

EMERG SAFE ALT 100 NM NM 3300					ELEV 165	THR 163
CELIA R-338 17	ANYUL 13	JODDY 6.9	3000 BAD R-143	TOUHEY BAD R-143 17	234 A	247 A
2500 138°					158°	288
1800					216 A	255 A
257°					289 A	339 A
TCH 53					TWR 324	247 A
5.2 NM					324	247 A
0.6					353	353
CATEGORY	A	B	C	D	E	
S-1.5 *	800/24	637 (700-1/2)	800-1 3/8	637 (700-1 3/8)	800-2 1/4	800-2 1/4
CIRCLING **	NOT AUTHORIZED		800-2	635 (700-2)	635 (700-2 1/4)	

BOSSIER CITY, LOUISIANA 32°30'N-93°40'W
BARKSDALE AFB (KBAD)
TACAN Y RWY 15
Amdt 8 25JUN15

RADAR MINS

23362

N1

RADAR INSTRUMENT APPROACH MINIMUMS

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 5, 15176 USAF)

ELEV 165

RADAR¹ - (E) 118.6 119.9 125.1 335.55 350.2

ASR ²	<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>
		15		AB	640/24	477
	33		CDE	640/50	477	(500-1)
			AB	640/24	479	(500-½)
			CDE	640/50	479	(500-1)
C CIR ³	ALL RWY		ABC	NOT AUTHORIZED		
			D	760-2	595	(600-2)
			E	780-2¼	615	(700-2¼)

¹Opr 1200-0500Z++.

²When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

³Circling not authorized W of Rwy.

BATON ROUGE, LA Amdt 11, 20AUG15 (21112) (FAA)

ELEV 70

BATON ROUGE METRO, RYAN FLD (BTR)

RADAR-1 120.3 278.3 **▽ ▲**

ASR	<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>
		31		ABCD	520-1	450		(500-1)		
	13		AB	560-¾	493	(500-¾)	CD	560-1	493	(500-1)
	22R		AB	620/40	550	(600-¾)	CD	620/60	550	(600-1¼)
	4L		AB	620-1¼	551	(600-1¼)	CD	620-1½	551	(600-1½)
C CIRCLING	ALL RWY		A	620-1¼	550	(600-1¼)	B	660-1¼	590	(600-1¼)
			C	780-2	710	(800-2)	D	840-2½	770	(800-2½)

When control tower closed, ASR NA.

For inoperative MALS, increase S-31 CATs C/D visibility to 1½ mile.

For inoperative MALSR, increase S-13 CATs A/B visibility to 1 mile, CAT C/D visibility to 1½ mile.

GULFPORT, MS Amdt 7, 07DEC17 (17341) (FAA)

ELEV 29

GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25 **▽ ▲**

ASR	<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>
		32		AB	440/24	412		(500-½)	CDE	440/40
	14		AB	560/24	533	(600-½)	CDE	560/55	533	(600-1¼)
C CIRCLING	ALL RWY		A	560-1	531	(600-1)	B	640-1	611	(700-1)
			C	820-2¼	791	(800-2¼)	D	820-2½	791	(800-2½)
			E	820-2¾	791	(800-2¾)				

When control tower closed, ASR NA.

For inoperative ALS, increase ASR S-14 CAT E visibility to 1½ SM; increase ASR S-32 CAT C, D, and E visibility to RVR 6000.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

23362

N1

SC-4

22 FEB 2024 to 21 MAR 2024

22 FEB 2024 to 21 MAR 2024

RADAR INSTRUMENT APPROACH MINIMUMS

JACKSON, MS

Amdt 12A, 22APR21 (21112) (FAA)

ELEV **346**

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RADAR-1 123.9 317.7 **▽ ▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	16L		AB	740/24	428	(400-½)	CDE	740/40	428	(400-¾)
	16R		AB	740-1	420	(400-1)	CDE	740-1½	420	(400-1½)
	34L		AB	820/40	491	(500-¾)	CDE	820/50	491	(500-1)
	34R		AB	840/55	494	(500-1¼)	CDE	840-1¾	494	(500-1¾)
C CIRCLING	ALL RWY		A	880-1	534	(600-1)	B	900-1	554	(600-1)
			C	900-1½	554	(600-1½)	D	960-2	614	(700-2)
			E	1040-2½	694	(700-2½)				

When control tower closed, procedure NA.

CAT E Circling not authorized southwest of runway 16R-34L.

Rwy 16L: For inoperative ALSF-2, increase Cat E visibility to RVR 6000.

Rwy 34L: For inoperative MALSR, increase Cat A/B visibility to RVR 5000, Cat C/D/E to 1%.

Rwy 16R, 34R: Helicopter visibility reduction below ¾ SM not authorized.

JOE WILLIAMS NOLF (KNJW), Moscow, MS Amdt 4 08SEP22 (22251) (USN)

ELEV **539**

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	<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>
ASR ¹	32		CD	1500-3	961	(1000-3)
CIR ¹	ALL RWY		CD	1500-3	961	(1000-3)

¹Procedure NA at night.

22 FEB 2024 to 21 MAR 2024

22 FEB 2024 to 21 MAR 2024

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

23362

N3

RADAR INSTRUMENT APPROACH MINIMUMS

LAKE CHARLES, LA Amdt 1B, 31MAY12 (14149) (FAA) ELEV 17
CHENNAULT INTL (CWF)
 RADAR-1 119.8 282.3 **▽▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	33		AB	580-1	564	(600-1)	CDE	580-1^{5/8}	564	(600-1 ^{5/8})
	15		AB	620-^{3/4}	606	(700- ^{3/4})	CDE	620-1^{1/8}	606	(700-1 ^{1/8})
CIRCLING	ALL RWY		AB	640-1	623	(700-1)	C	640-1^{3/4}	623	(700-1 ^{3/4})
			D	640-2	623	(700-2)	E	880-3	863	(900-3)

When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.

For inoperative MALS, increase ASR 15 CATs A/B visibility to 1 and CATs C/D/E to 1^{1/4}.

Rwy 15: visibility reduction by helicopters NA.

Procedure not available when Lake Charles approach control closed.

LAKE CHARLES, LA Amdt 5D, 05NOV20 (20310) (FAA) ELEV 15
LAKE CHARLES RGNL (LCH)
 RADAR-1 119.35 353.75 **▽▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	33		ABC	380-^{3/4}	369	(400- ^{3/4})	D	380-1^{1/4}	369	(400-1 ^{1/4})
	5		ABC	380-1	366	(400-1)	D	380-1^{1/4}	366	(400-1 ^{1/4})
	15		AB	440/24	428	(500- ^{1/2})	C	440/40	428	(500- ^{3/4})
			D	440/50	428	(500-1)				
	23		AB	440-1	425	(500-1)	CD	440-1^{1/4}	425	(500-1 ^{1/4})
CIRCLING	ALL RWY		A	440-1	425	(500-1)	B	480-1	465	(500-1)
G			C	580-1^{1/2}	565	(600-1 ^{1/2})	D	680-2	665	(700-2)

When control tower closed, ASR NA.

MAKS AAF (KPOE), Fort Johnson, LA RADAR 1 Amdt 4C RADAR 2 Orig ELEV 330
 (23362) USA
 RADAR - (E) 123.7 261.3 **▽** NA Opr 1400-0600Z++ exc hol.

	<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 ¹	34	3.0°/42/799	AB	579-^{1/2}	256	(300- ^{1/2})
			CD	579-^{3/4}	256	(300- ^{3/4})
ASR	34		AB	760-^{3/4}	482	(500- ^{3/4})
			CD	760-1	482	(500-1)
	16		AB	800-1	472	(500-1)
			CD	800-1^{5/8}	472	(500-1 ^{5/8})
CIR	ALL RWY		AB	820-1	490	(500-1)
			C	820-1^{1/2}	490	(500-1 ^{1/2})
			D	880-2	550	(600-2)

¹Rwy 34 VGSI and PAR glidepath not coincident.

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS


23362

N3

RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (MC CAIN FIELD) (KNMM), Meridian, MS Amdt 6

29DEC22 (22363) (USN)

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4 

ELEV 316

	<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 ¹	19L	3.0°/50/1178	ABCDE	416 -½	100	(100-½)
	1L ²	3.0°/50/1079	ABCDE	454 -½	200	(200-½)
	1R	3.0°/50/1151	ABCDE	470 -¾	200	(200-¾)
	19R	3.0°/50/1180	ABCDE	494 -¾	200	(200-¾)
PAR W/O GS ¹	19R ³		AB	700 -1	406	(400-1)
			CDE	700 -1½	406	(400-1½)
	1L ^{4,5}		AB	760 -½	506	(500-½)
ASR ⁶			CDE	760 -1	506	(500-1)
	28 ⁷		ABCDE	680 -1	375	(400-1)
	1R ⁸		AB	700 -1	430	(400-1)
			CDE	700 -1¼	430	(400-1¼)
	1L ^{4,9}		AB	760 -½	506	(500-½)
			CDE	760 -1	506	(500-1)
	19L ⁴		AB	780 -½	464	(500-½)
			CDE	780 -1	464	(500-1)
19R ¹⁰		AB	720 -1	426	(500-1)	
		CDE	720 -1¼	426	(500-1¼)	
	10 ¹¹		AB	740 -1	436	(500-1)
			CDE	740 -1¼	436	(500-1¼)
CIR	All Rwy		A	820 -1	504	(600-1)
			B	840 -1	524	(600-1)
			C	840 -1½	524	(600-1½)
			D	880 -2	564	(600-2)
			E	1080 -2¾	764	(800-2¾)

22 FEB 2024 to 21 MAR 2024

22 FEB 2024 to 21 MAR 2024

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 to ¾ mile.

³Step Down at 2 NM from thld, 860 min.

⁴When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1¾ miles.

⁵Step Down at 3 NM from thld, 1140 min.

⁶No-NOTAM MP sked: DASR 11 1300-1700Z++ Tue. No ASR apch dur this time.

⁷Step Down at 2 NM from thld, 980 min.

⁸Step Down at 3 NM from thld, 1080 min.

⁹Step Down at 2.5 NM from thld, 1020 min.

¹⁰Step Down at 2 NM from thld, 880 min.

¹¹Step Down at 3 NM from thld, 1220 min.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

23362

N5

RADAR INSTRUMENT APPROACH MINIMUMS

MONROE, LA

Amdt 7B, 08OCT20 (20282) (FAA)

ELEV 79

MONROE RGNL (MLU)

RADAR-1 118.15 290.475 **▼** **A**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	4		AB	560/40	484	(500-¾)	CD	560/50	484	(500-1)
	22		AB	560-¾	485	(500-¾)	CD	560-1	485	(500-1)
C CIRCLING ALL RWY			AB	580-1¼	501	(600-1¼)	C	740-1¾	661	(700-1¾)
			D	1160-3	1081	(1100-3)				

When control tower closed, ASR NA.

Circling Rwy 14 NA at night.

For inop ALS: increase S-4 Cat A/B visibility to RVR 5500, Cat C/D visibility to 1 ¾ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ¾ SM.

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG),

New Orleans, LA Amdt 5 30DEC21 (21364) (USN)

ELEV 2

RADAR¹ - (E) 125.95 126.55 225.5 254.4 269.025 288.25 299.2 353.65 **▼**

	<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	4 ²	3.0°/49/927	ABCDE	98-¼	100	(100-¼)
	22 ^{3,10}	3.0°/41/815	ABCDE	200-½	200	(200-½)
PAR W/O GS	4 ⁴		AB	420-¾	422	(500-¾)
			CDE	420-¾	422	(500-¾)
	22 ^{5,12}		ABCDE	360-¾	360	(400-¾)
ASR	4 ^{7,9}		AB	600-½	602	(600-½)
			CDE	600-1¾	602	(600-1¾)
	22 ^{6,11}		AB	580-½	580	(600-½)
			CDE	580-1¼	580	(600-1¼)
	32 ^{8,9}		AB	520-¾	518	(600-¾)
			CDE	520-1¼	518	(600-1¼)
CIR ⁹	Rwy 04/22/32		AB	640-1	638	(700-1)
			C	640-1¾	638	(700-1¾)
			D	640-2	638	(700-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Multiple trees 43' AGL/40' MSL, 1300' prior thld.

¹No-NOTAM preventive maint Mon 1300-1800Z++.

²When ALS inop, increase CAT ABCDE vis to ½ mile.

³When ALS inop, increase CAT ABCDE vis to ¾ mile.

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

⁵When ALS inop, increase CAT ABCDE vis to 1 mile.

⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

⁷When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

⁸When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

⁹CAT E circling NA NW of Rwy 4-22.

¹⁰CAUTION: TCH (41') is less than min TCH (45') for Height Group.

¹¹Step Down Fix at 3 NM from thld, 1000 min.

¹²Step Down Fix at 2 NM from RPI, 660 min.

22 FEB 2024 to 21 MAR 2024

22 FEB 2024 to 21 MAR 2024

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

23362

N5

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

SHREVEPORT, LA

Amdt 6A, 05NOV20 (20310) (FAA)

ELEV 258

SHREVEPORT RGNL (SHV)

RADAR-1 119.9 335.55 **T A**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	32		AB	720/40	498	(500-¾)
			CDE	720/50	498	(500-1)
			AB	800/40	542	(600-¾)
	14		CDE	800/60	542	(600-1¼)
			AB	800-1¼	562	(600-1¼)
			CDE	800-1½	562	(600-1½)
C CIRCLING	ALL RWY		AB	800-1¼	542	(600-1¼)
			C	980-2	722	(800-2)
			D	1100-2¾	842	(900-2¾)
			E	1100-3	842	(900-3)

Rwy 6, 32 helicopter visibility reduction below ¾ SM NA.

For inoperative ALS, increase S-14 Cat E visibility to 1% SM and S-32 Cat C/D/E visibility to 1% SM.

When control tower closed, ASR NA.

22 FEB 2024 to 21 MAR 2024

22 FEB 2024 to 21 MAR 2024

RADAR INSTRUMENT APPROACH MINIMUMS