

# RADAR MINS

N1

14149


## RADAR INSTRUMENT APPROACH MINIMUMS

### DAYTONA BEACH, FL

Amdt 8C, 30MAY13 (13318) (FAA)

ELEV 34

### DAYTONA BEACH INTL (DAB)

RADAR- 125.72 379.95 

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HATh/			MDA-VIS	HATh/	
ASR	7L		ABC	480/40	450	(500-¾)	D	480/50	450	(500-1)
	34		AB	580-1	546	(600-1)	C	580-1½	546	(600-1½)
			D	580-1¾	546	(600-1¾)				
	25R		AB	620-1	586	(600-1)	C	620-1½	586	(600-1½)
			D	620-1¾	586	(600-1¾)				
16			AB	640-1	607	(700-1)	C	640-1¾	607	(700-1¾)
			D	640-2	607	(700-2)				
CIRCLING ALL RWY			AB	640-1	606	(700-1)	C	640-1¾	606	(700-1¾)
			D	640-2	606	(700-2)				

For inoperative MALS/R, increase S-ASR 7L visibility CATs A/B/C to RVR 5000.

Rwy 34 straight-in and circling and circling Rwy 7R/25L/7L/25R NA at night.



Helicopter visibility reduction below 1 SM not authorized.

### DELAND, FL

Amdt 3, 10AUG00 (00223) (FAA)

ELEV 80

### DELAND MUNI/SIDNEY H. TAYLOR FIELD (DED)

RADAR- 125.35 322.3   NA

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HATh/			MDA-VIS	HATh/	
ASR	23		AB	480-1	401	(400-1)	CD	480-1¾	401	(400-1¾)
CIRCLING ALL RWY			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.

26 JUN 2014 to 24 JUL 2014

26 JUN 2014 to 24 JUL 2014

SE-3

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

14149

N1

## RADAR MINS

14149

## RADAR INSTRUMENT APPROACH MINIMUMS

**JACKSONVILLE NAS (KNIP)**, (TOWERS FIELD) FL (11069 USN) ELEV 20  
 RADAR<sup>1</sup> - (E) 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.0x 379.225x ▽

	<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 <sup>1</sup>	10 <sup>2</sup> 28 <sup>3 5</sup>	3.0°/38/739 3.0°/40/746	ABCDE ABCDE	120-¾ 212-½	100 200	(100-¾) (200-½)
PAR W/O GS <sup>1</sup>	28 <sup>4</sup> 10 <sup>4</sup>		ABCDE ABCDE	340-¾ 360-¾	328 340	(400-¾) (400-¾)
ASR	10 <sup>6</sup>  28 <sup>6</sup>  32		AB CDE AB CDE AB CD E	400-½ 400-¾ 400-½ 400-¾ 420-1 420-1½ 420-1½	380 380 392 392 412 412 412	(400-½) (400-¾) (400-½) (400-¾) (400-1) (400-1½) (400-1½)
CIR <sup>7 8</sup>	ALL RWY		AB C D E	480-1 480-1½ 580-2 860-3	460 460 560 840	(500-1) (500-1½) (600-2) (900-3)

<sup>1</sup>No-NOTAM MP: PAR 1200-1600Z++ Tue.

<sup>2</sup>When ALS inop, increase vis CAT ABCDE to ½ mile.

<sup>3</sup>When ALS inop, increase vis CAT ABCDE to ¾ mile.

<sup>4</sup>When ALS inop, increase vis CAT ABCDE to 1¼ miles.

<sup>5</sup>PAPI RRP and PAR RPI are not coincident.

<sup>6</sup>When ALS inop, increase vis CAT ABC to 1 mile, DE to 1¼ miles.

<sup>7</sup>Circling authorized from PAR W/O GS and ASR only.

<sup>8</sup>Increase vis CAT AB to 1¼ miles when circling from PAR W/O GS.

## KEY WEST, FL

Amdt 5, 19SEP13 (14149) (FAA)

ELEV 3

## KEY WEST INTL (EYW)

RADAR- 124.025 313.7 ▽

	<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	27		AB	440-1	437	(500-1)	CD	440-1¼	437	(500-1¼)
	9		AB	460-1	457	(500-1)	C	460-1½	457	(500-1½)
CIRCLING	ALL RWY		AB D	500-1 620-2	497 617	(500-1) (700-2)	C	620-1¼	617	(700-1¼)

ASR S-9: Circling to Rwy 27 NA at night.

ASR S-9: Helicopter visibility reduction below ¾ SM NA.

ASR S-27: Helicopter visibility reduction below 1 SM NA.

ASR S-27: Straight-in and circling minimums NA at night.

SE-3

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

14149

## RADAR MINS

14149

## RADAR INSTRUMENT APPROACH MINIMUMS

KEY WEST NAS (KNQX), (BOCA CHICA FLD), FL (Orig, 13066 USN)

ELEV 6

RADAR<sup>1</sup> - (E) 134.925x 284.67x 348.25x 317.575x ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATh/ HAT/</u>	<u>CEIL-VIS</u>
PAR <sup>2</sup>	7 <sup>3</sup>	3.0°/44/833	ABCDE	104-¼	100	(100-¼)
	3	3.0°/36/672	ABCDE	104-½	100	(100-½)
	25	3.0°/43/799	ABCDE	105-½	100	(100-½)
PAR W/O GS	3		ABCDE	300-1¼	296	(300-1¼)
	7 <sup>4</sup>		ABCDE	360-¾	356	(400-¾)
	25		ABCDE	340-1¼	335	(400-1¼)
ASR	7 <sup>5</sup>		AB	360-½	356	(400-½)
			CDE	360-¾	356	(400-¾)
	31		ABCDE	340-1	337	(400-1)
	3		ABCDE	340-1	337	(400-1)
	13		AB	420-1	417	(500-1)
			CDE	420-1½	417	(500-1½)
	21		AB	460-1	454	(500-1)
			CDE	460-1¾	454	(500-1¾)
	25		AB	460-1	456	(500-1)
		CDE	460-1¾	456	(500-1¾)	
CIR <sup>6</sup>	3, 7, 13, 21, 25, 31		A	460-1	454	(500-1)
			B	500-1	494	(500-1)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)

<sup>1</sup>Opr 1200-0300Z++.<sup>2</sup>No NOTAM preventative maint sked: PAR 1100-1700Z++ Wed.<sup>3</sup>When ALS inop, increase vis CAT ABCDE to ½ mile.<sup>4</sup>When ALS inop, increase vis CAT ABCDE to 1¼ miles.<sup>5</sup>When ALS inop, increase vis CAT ABCDE to 1 mile.<sup>6</sup>When circling from PAR W/O GS Rwy 3,7,25, increase CAT AB vis to 1¼ miles.

26 JUN 2014 to 24 JUL 2014

26 JUN 2014 to 24 JUL 2014

SE-3

## RADAR INSTRUMENT APPROACH MINIMUMS


## RADAR MINS

14149

## RADAR MINS

14149

## RADAR INSTRUMENT APPROACH MINIMUMS



**MAYPORT NS (KNRB)**, (ADM DAVID L. MC DONALD FLD), FL (13150 USN) ELEV 15  
 RADAR<sup>1 2</sup> - (E) 119.7x 125.525x 235.675x 253.95x 278.1 323.25x 355.6x 379.025x 

	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
PAR	5	3.0°/48/911	ABCDE	213-¾	200	(200-¾)
	23 <sup>3 4</sup>	3.0°/48/912	ABCDE	309-1	294	(300-1)
	COP 5 <sup>5</sup>	3.0°/48/911	COPTER	118-½	105	(200-½)
	COP 23 <sup>4 5</sup>	3.0°/48/912	COPTER	265-¾	250	(300-¾)
PAR W/O GS	5		ABC	380-1	367	(400-1)
			DE	380-1¼	367	(400-1¼)
	23 <sup>4</sup>		AB	420-1	405	(500-1)
			CD	420-1¼	405	(500-1¼)
			E	420-1½	405	(500-1½)
ASR	5		ABC	400-1	387	(400-1)
			DE	400-1¼	387	(400-1¼)
	23 <sup>4</sup>		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 PAR	5-23 <sup>4</sup>		ABC	560-2	545	(600-2)
			D	580-2	565	(600-2)
			E	640-2¼	625	(700-2¼)
CIR PAR W/O GS ASR	5-23 <sup>4</sup>		AB	560-1	545	(600-1)
			C	560-1½	545	(600-1½)
			D	580-2	565	(600-2)
			E	640-2¼	625	(700-2¼)

<sup>1</sup>SFA not avbl.<sup>2</sup>No-NOTAM preventive maint sked: ASR 1100-1500Z++ Tue. PAR 1100-1500Z++ Wed.<sup>3</sup>Acft height groups 1 and 2 authorized. Acft height groups 3 and 4 authorized only when the St. Johns River is clear of vessels from the mouth of Haulover Creek to St. Johns Point.<sup>4</sup>Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 threshold.<sup>5</sup>NOT FOR CIVIL USE.

**NEW SMYRNA BEACH, FL** Amdt 3B, 03APR14 (14093) (FAA)

ELEV 10

**NEW SMYRNA BEACH MUNI (EVB)**RADAR- 125.35 322.3   NA

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

Use Daytona Beach altimeter setting.

Night Landing: Rwy 7, 11, 25 NA.

Helicopter visibility reduction below 1 SM not authorized.

SE-3

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

14149

## RADAR MINS

14149

## RADAR INSTRUMENT APPROACH MINIMUMS

PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (Amdt 1, 13066 USN)

RADAR<sup>1</sup> - (E) 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8 ELEV 28

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAT<sub>h</sub> HAA</u>	<u>CEIL-VIS</u>	
PAR	7L <sup>2</sup>	3.0°/55/1078	ABCDE	123-¾	100	(100-¾)	
	25R	3.0°/38/710	ABCDE	121-½	100	(100-½)	
	19	3.0°/40/737	ABCDE	122-½	100	(100-½)	
	25L	3.0°/39/745	ABCDE	122-½	100	(100-½)	
	7R	3.0°/55/1040	ABCDE	125-½	100	(100-½)	
	1	3.0°/39/744	ABCDE	128-½	100	(100-½)	
PAR W/O GS	7L <sup>4</sup>		AB	380-½	357	(400-½)	
			CDE	380-¾	357	(400-¾)	
	7R		ABC	380-1	355	(400-1)	
			DE	380-1¼	355	(400-1¼)	
	1		ABCDE	360-1¼	332	(400-1¼)	
	25L		ABCDE	360-1¼	338	(400-1¼)	
	19		ABCDE	380-1¼	358	(400-1¼)	
	25R			ABCD	420-1¼	399	(400-1¼)
				E	420-1½	399	(400-1½)
PAR W/O GS SIDESTEP	7R <sup>3</sup>		ABC	380-1	357	(400-1)	
			DE	380-1¼	357	(400-1¼)	
	25L <sup>3</sup>		ABCD	420-1¼	399	(400-1¼)	
				E	420-1½	399	(400-1½)
ASR	7L <sup>7</sup>		AB	480-¾	457	(500-¾)	
			C	480-1	457	(500-1)	
			DE	480-1½	457	(500-1½)	
	1		AB	460-1¼	432	(500-1¼)	
			C	460-1½	432	(500-1½)	
			DE	460-2	432	(500-2)	
	7R		AB	480-1¼	455	(500-1¼)	
			C	480-1½	455	(500-1½)	
			DE	480-2	455	(500-2)	
	19		ABC	480-1¼	458	(500-1¼)	
			DE	480-1½	458	(500-1½)	
	25L		ABC	480-1¼	458	(500-1¼)	
			DE	480-1½	458	(500-1½)	
	25R		ABC	480-1¼	459	(500-1¼)	
			DE	480-1½	459	(500-1½)	

(CONTINUED ON NEXT PAGE)

26 JUN 2014 to 24 JUL 2014

26 JUN 2014 to 24 JUL 2014

SE-3

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

14149

## RADAR MINS

14149

## RADAR INSTRUMENT APPROACH MINIMUMS

## PENSACOLA NAS (KNPA) (CONT'D)

ASR SIDESTEP	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
	7R <sup>8</sup>		AB	480-1¼	457	(500-1¼)
			C	480-1½	457	(500-1½)
			DE	480-2	457	(500-2)
			ABC	480-1¼	459	(500-1¼)
			DE	480-1½	459	(500-1½)
CIR <sup>5,6</sup>	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 1600-1900Z++ Sat.<sup>2</sup>When ALS inop, increase vis to ½ mile.<sup>3</sup>Sidestep only authorized from PAR W/O GS and ASR procedures.<sup>4</sup>When ALS inop, increase CAT ABC vis to 1 mile, CAT DE to 1¼ miles.<sup>5</sup>Circling authorized from PAR W/O GS and ASR only. Circling from sidestep not auth.<sup>6</sup>CIR vis PAR W/O GS RWY 7L and PAR W/O GS RWY 7R CAT AB 1 mile.<sup>7</sup>When ALS inop, increase vis CAT AB to 1¼ miles, CAT C to 1½ miles and CAT DE to 2 miles.<sup>8</sup>Sidestep not authorized until within 2.5 DME of NPA TACAN (1.73 NM from THLD).<sup>9</sup>Sidestep not authorized until within 2.5 DME of NPA TACAN (1.94 NM from THLD).

## TALLAHASSEE, FL

Amdt 5B, 20OCT11 (11293) (FAA)

ELEV 81

## TALLAHASSEE RGNL (TLH)

RADAR- 135.8 317.4

ASR	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
36	27		AB	460/24	396	(400-½)	CD	460/40	396	(400-¾)
			AB	480/50	410	(500-1)	CD	480/60	410	(500-1¼)
			AB	560-1	479	(500-1)	C	560-1¼	479	(500-1¼)
			D	560-1½	479	(500-1½)				
CIRCLING ALL RWY			AB	580-1	499	(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.

SE-3

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS


14149

# RADAR MINS

N7

14149

## RADAR INSTRUMENT APPROACH MINIMUMS

**TYNDALL AFB (KPAM)**, FL (Panama City) (Orig, 13346 USAF) ELEV 17  
**RADAR<sup>2</sup> - (E)** 125.2 392.1 (N above 5000') 120.825 379.3 (N below 5000') 124.15 338.35 (S above 5000') 119.775 317.45 (S below 5000') 

	<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 <sup>1</sup>	14L <sup>3</sup>	2.5°/50/1182	ABCDE	214/24	200	(200-½)
	32R <sup>3</sup>	2.5°/50/1145	ABCDE	214/24	200	(200-½)
	14R <sup>5</sup>	2.5°/36/815	ABCDE	214-¾	200	(200-¾)
	32L <sup>6</sup>	2.5°/41/940	ABCDE	217-¾	200	(200-¾)
ASR <sup>1</sup>	32R <sup>4</sup>		AB	460/24	446	(500-½)
			CDE	460/45	446	(500-¾)
	32L		AB	460-1	443	(500-1)
			CDE	460-1¾	443	(500-1¾)
	14L <sup>4</sup>		AB	480/24	466	(500-½)
			CDE	480/50	466	(500-1)
14R		AB	480-1	466	(500-1)	
		CDE	480-1¾	466	(500-1¾)	
CIR	ALL RWY		AB	540-1	523	(600-1)
			C	560-1½	543	(600-1½)
			D	580-2	563	(600-2)
			E	620-2¼	603	(700-2¼)

<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 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.

<sup>5</sup> CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'.

<sup>6</sup> CAUTION: Height Group 4 WCH 16'.

26 JUN 2014 to 24 JUL 2014

26 JUN 2014 to 24 JUL 2014

SE-3

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

14149

N7

# RADAR MINS

N8

14149

## RADAR INSTRUMENT APPROACH MINIMUMS

**WHITING FLD NAS-NORTH (KNSE)**, FL (Milton) (Amdt 2, 14149 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>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
ASR	14 <sup>2</sup>		ABCDE	<b>540</b> -¾	341	(400-¾)
	23		ABCDE	<b>520</b> -1¼	337	(400-1¼)
	5		AB	<b>620</b> -1¼	450	(500-1¼)
			CDE	<b>620</b> -1½	450	(500-1½)
CIRCLING <sup>3</sup>	5, 14, 23, 32		A	<b>620</b> -1¼	421	(500-1¼)
			B	<b>660</b> -1¼	461	(500-1¼)
			C	<b>660</b> -1½	461	(500-1½)
			DE	<b>760</b> -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 ABCDE to 1¼ miles.

<sup>3</sup>Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

26 JUN 2014 to 24 JUL 2014

26 JUN 2014 to 24 JUL 2014

SE-3

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

14149

N8



## RADAR MINS

14149

## RADAR INSTRUMENT APPROACH MINIMUMS

**WHITING FIELD NAS-SOUTH (KNDZ), FL (Milton) (Amdt 3, 13122 USN) ELEV 177**  
**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>HAT<sub>h</sub></u>	<u>CEIL-VIS</u>
PAR	32 23 <sup>2</sup>	3.0°/54/969 3.0°/39/646	ABCDE ABCDE	<b>265-½</b> <b>421-1</b>	100 250	(100-½) (300-1)
PAR W/O GS	32 <sup>3</sup> 23		ABCDE ABCDE	<b>420-½</b> <b>460-1¼</b>	255 290	(300-½) (300-1¼)
ASR	32 <sup>3</sup> 23		ABCDE ABCDE	<b>500-¾</b> <b>520-1¼</b>	335 349	(400-¾) (400-1¼)
	14 <sup>4</sup>		AB CDE	<b>620-1¼</b> <b>620-1¾</b>	450 450	(500-1¼) (500-1¾)
	5		AB CDE	<b>640-1¼</b> <b>640-1¾</b>	479 479	(500-1¼) (500-1¾)
CIR <sup>5</sup>	23, 32 <sup>6</sup>		A B C DE	<b>560-1¼</b> <b>640-1¼</b> <b>640-1½</b> <b>740-2</b>	383 463 463 563	(400-1¼) (500-1¼) (500-1½) (600-2)
	5, 14		AB C DE	<b>640-1¼</b> <b>640-1½</b> <b>740-2</b>	463 463 563	(500-1¼) (500-1½) (600-2)

<sup>1</sup>No-NOTAM preventive maint sked: Mon 1300-1800Z++.

<sup>2</sup>CAUTION: PAR TCH and RPI not coincident with PAPI.

<sup>3</sup>When ALS inop, increase vis CAT ABCDE to 1¼ miles.

<sup>4</sup>20:1 visual area penetrated by unlit obstacles. Night straight-in and circling procedures are not authorized to this runway.

<sup>5</sup>Circling 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.

<sup>6</sup>When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1¼ miles.

26 JUN 2014 to 24 JUL 2014

26 JUN 2014 to 24 JUL 2014

SE-3

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

14149