

RADAR MINS

N1

12096

RADAR INSTRUMENT APPROACH MINIMUMS

DAYTONA BEACH, FL

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

ELEV 34

DAYTONA BEACH INTL (DAB)

RADAR-1 125.72 379.95 ▽

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

RADAR- 125.35 322.3 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HAA HATH/		MDA-VIS	HAA HATH/
ASR	23		AB	480 -1	401 (400-1)	CD	480 -1¾	401 (400-1¾)
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.

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RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (11069 USN) ELEV 20

RADAR¹ - (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/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ¹	10 ²	3.0°/38/739	ABCDE	120-¾	100	(100-¾)
	28 ^{3 5}	3.0°/40/746	ABCDE	212-½	200	(200-½)
PAR W/O GS ¹	28 ⁴		ABCDE	340-¾	328	(400-¾)
	10 ⁴		ABCDE	360-¾	340	(400-¾)
ASR	28 ⁶		AB	400-½	392	(400-½)
			CDE	400-¾	392	(400-¾)
	10 ⁶		AB	400-½	380	(400-½)
			CDE	400-¾	380	(400-¾)
	32		AB	420-1	412	(400-1)
			CD	420-1¼	412	(400-1¼)
			E	420-1½	412	(400-1½)
CIR ^{7 8}	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 1200-1600Z++ Tue. ²When ALS inop, increase vis CAT ABCDE to ½ mile. ³When ALS inop, increase vis CAT ABCDE to ¾ mile. ⁴When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁵PAPI RRP and PAR RPI are not coincident. ⁶When ALS inop, increase vis CAT ABC to 1 mile, DE to 1¼ miles. ⁷Circling authorized from PAR W/O GS and ASR only. ⁸Increase vis CAT AB to 1¼ miles when circling from PAR W/O GS.

KEY WEST, FL

Amdt. 4B, APR 05, 2012 (FAA)

ELEV 3

KEY WEST INTL (EYW)

RADAR- 124.025 313.7 ▽

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

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RADAR INSTRUMENT APPROACH MINIMUMS

KEY WEST NAS (KNQX), (BOCA CHICA FLD), FL (12096 USN) ELEV 6

RADAR¹ - (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/ 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)
GS	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)
	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)
	13		ABC	380-1	376	(400-1)
			DE	380-1¼	376	(400-1¼)
	21		AB	460-1	454	(500-1)
			C	460-1¼	454	(500-1¼)
			DE	460-1½	454	(500-1½)
	25		AB	460-1	455	(500-1)
			C	460-1¼	455	(500-1¼)
		DE	460-1½	455	(500-1½)	
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 1200-0300Z++. ²No-NOTAM preventative maint sked: PAR 1100-1700Z++ Wed. 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 Rws 3,7,25, increase CAT AB vis to 1¼ miles.

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RADAR INSTRUMENT APPROACH MINIMUMS

MAYPORT NS (KNRB), (ADM DAVID L. MC DONALD FLD), FL (10042 USN) **ELEV 15**
RADAR^{1,2} - (E) 119.7x 125.525x 235.675x 253.95x 278.1 323.25x 355.6x 379.025x ▽

	<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	5	3.0°/48/911	ABCDE	213-¾	200	(200-¾)
	23 ^{3,4}	3.0°/48/912	ABCDE	309-1	294	(300-1)
	COP 5 ⁵	3.0°/48/911	COPTER	118-½	105	(200-½)
	COP 23 ^{4,5}	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 ⁴		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 ⁴		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 ⁴		ABC	560-2	545	(600-2)
			D	580-2	565	(600-2)
			E	640-2¼	625	(700-2¼)
CIR	5-23 ⁴		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 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. ⁴Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 threshold. ⁵NOT FOR CIVIL USE.

NEW SMYRNA BEACH, FL NEW SMYRNA BEACH MUNI (EVB)

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

ELEV 10

RADAR- 125.35 322.3 ▽ ▲ NA

	<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	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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PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (10294 USN) ELEV 28

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

	<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	7L ²	3.0°/55/1078	ABCDE	123-¾	100	(100-¼)
	7R	3.0°/55/1040	ABCDE	125-½	100	(100-½)
	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)
	1	3.0°/39/744	ABCDE	128-½	100	(100-½)
PAR	7R ³		ABCDE	380-1¼	357	(400-1¼)
SIDESTEP	25L ³		ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)
PAR W/O	7L ⁴		AB	380-½	357	(400-½)
GS			CDE	380-¾	357	(400-¾)
	7R		ABC	380-1	355	(400-1)
			DE	380-1¼	355	(400-1¼)
	25L		ABCDE	360-1¼	338	(400-1¼)
	1		ABCDE	360-1¼	332	(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	7R ³		ABC	380-1	357	(400-1)
SIDESTEP			DE	380-1¼	357	(400-1¼)
	25L ³		ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)
ASR	7L ⁷		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)
ASR			AB	480-1¼	457	(500-1¼)
SIDESTEP	7R ⁸		C	480-1½	457	(500-1½)
			DE	480-2	457	(500-2)
	25L ⁹		ABC	480-1¼	459	(500-1¼)
			DE	480-1½	459	(500-1½)

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RADAR INSTRUMENT APPROACH MINIMUMS

PENSACOLA NAS (KNPA) (CONT'D)

	RWY GS/TCH/RPI	CAT	DA/		HAT/	CEIL-VIS
			MDA-VIS	HAA		
CIR ^{5,6}	7R-25L, 7L-25R, 1-19	AB	520-1¼		492	(500-1¼)
		C	520-1½		492	(500-1½)
		DE	580-2		552	(600-2)

¹No-NOTAM preventive maint sked: PAR 1800-2300Z++ Sun. ²When ALS inop, increase vis to ½ mile. ³Sidestep not authorized until within 2 NM of Touchdown. ⁴When ALS inop, increase CAT ABC vis to 1 mile, CAT DE to 1¼ miles. ⁵Circling authorized from PAR W/O GS and ASR only. Circling from sidestep not auth. ⁶CIR vis PAR W/O GS RWY 7L and PAR W/O GS RWY 7R CAT AB 1 mile. ⁷When ALS inop, increase vis CAT AB to 1¼ miles, CAT C to 1½ miles and CAT DE to 2 miles. ⁸Sidestep not authorized until within 2.5 DME of NPA TACAN (1.73 NM from THLD). ⁹Sidestep not authorized until within 2.5 DME of NPA TACAN (1.94 NM from THLD).

TALLAHASSEE, FL

Amdt. 5B, OCT 20, 2011 (FAA)

ELEV 81

TALLAHASSEE RGNL (TLH)

RADAR- 135.8 317.4

	RWY GS/TCH/RPI	CAT	DA/		HAT/	CEIL-VIS	CAT	DA/		HAT/	CEIL-VIS
			MDA-VIS	HAA	HATH/			MDA-VIS	HAA		
ASR	9	AB	480 /50	410	(500-1)	CD	480 /60	410	(500-1¼)		
	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)		
		D	560 -1½	479	(500-1½)						
CIRCLING		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.

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TYNDALL AFB (KPM), FL (Panama City) (Amdt 1, 11349 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') ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH</u>	<u>CEIL-VIS</u>
PAR ¹	13L ³	2.5°/49/1183	ABCDE	214/24	200	(200-½)
	31R ³	2.5°/50/1151	ABCDE	214/24	200	(200-½)
	13R ⁵	2.5°/36/817	ABCDE	214-¾	200	(200-¾)
	31L ⁵	2.5°/40/940	ABCDE	217-¾	200	(200-¾)
ASR ¹	31R ⁴		AB	460/24	446	(500-½)
			CDE	460/45	446	(500-7/8)
	31L		AB	460-1	443	(500-1)
			CDE	460-1 ^{3/8}	443	(500-1 ^{3/8})
	13L ⁴		AB	520/24	506	(600-½)
			CDE	520/55	506	(600-1)
13R		AB	520-1	506	(600-1)	
		CDE	520-1 ^{3/8}	506	(600-1 ^{3/8})	
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 55 and vis to 1 mile, CAT CDE vis to 1^{3/8} miles. ⁵CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'. ⁶CAUTION: Height Group 4 WCH 15'.

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RADAR INSTRUMENT APPROACH MINIMUMS

WHITING FLD NAS-NORTH (KNSE), FL (Milton) (07354 USN)
 RADAR¹- Ctc PENSACOLA APP CON (E) 126.85 127.35 278.8 298.9

ELEV 199

	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)	
	23		ABC	540-1¼	357	(400-1¼)	
			DE	540-2	357	(400-2)	
	5		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)

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

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/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	32	3.0°/54/965	ABCDE	271-½	100	(100-½)
	23 ²	3.0°/39/665	ABCDE	427-1	250	(300-1)
PAR W/O GS	32 ³		ABCDE	420-¾	249	(300-¾)
	23		ABCDE	460-1¼	283	(300-1¼)
ASR	32 ⁴		ABC	500-¾	329	(400-¾)
			DE	500-1½	329	(400-1½)
	23		ABC	540-1¼	363	(400-1¼)
			DE	540-2	363	(400-2)
	14 ⁵		ABC	620-1¼	445	(500-1¼)
			DE	620-1½	445	(500-1½)
	5		ABC	620-1¼	451	(500-1¼)
			DE	620-2	451	(500-2)
CIR ⁶	5, 14		A	620-1¼	443	(500-1¼)
			B	640-1¼	463	(500-1¼)
			C	640-1½	463	(500-1½)
			DE	740-2	563	(600-2)
	23, 32 ⁷		A	560-1	383	(400-1)
			B	640-1	463	(500-1)
			C	640-1½	463	(500-1½)
			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 1¼ miles. ⁴When ALS inop, increase vis CAT ABC to 1¼ 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 1¼ miles.

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