JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (Amdt 5, 19283 USN) ELEV 23

RADAR[1] **- (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 5]	3.0°/40/792	ABCDE	**121**-¼	100	(100-¼)
	28[2 3 10]	3.0°/40/750	ABCDE	**113**-¼	100	(100-¼)
PAR W/O GS[1]	10[4]		ABCDE	**400**-⅝	379	(400-⅝)
	28[4 11]		ABCDE	**340**-¾	327	(400-¾)
ASR	28[8 9]		AB	**400**-¾	387	(400-¾)
			CDE	**400**-⅞	387	(400-⅞)
	10[6 8]		ABCDE	**440**-¾	419	(500-¾)
	32[7]		AB	**460**-1¼	450	(500-1¼)
			CDE	**460**-1⅜	450	(500-1⅜)
C CIR	ALL RWY		AB	**500**-1¼	477	(500-1¼)
			C	**560**-1½	537	(600-1½)
			D	**800**-2½	777	(800-2½)
			E	**920**-3	897	(900-3)

[1]No-NOTAM MP: PAR 1200-1600Z++ Tue.
[2]When ALS inop, increase vis CAT ABCDE to ½ mile.
[3]CAUTION: Wheel Crossing Height (WCH) for aircraft similar to B-747/767/720/757, DC-10, A-300, KC-10, E-4, C-5, and VC-25 is 15 ft.
[4]When ALS inop, increase vis CAT ABCDE to 1⅛ miles.
[5]Rwy 10 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 51.
[6]When ALS inop, increase CAT ABCDE vis to 1¼ miles.
[7]Step Down Fix at 2 NM from thld, 660 min.
[8]ASR Rwy 10 and 28, Step Down Fix at 2 NM from thld, 700 min.
[9]When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅛ miles.
[10]Rwy 28 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 62.
[11]Step Down Fix at 2 NM from RPI, 660 min.

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KEY WEST, FL Amdt 5, 19SEP13 (14149) (FAA) ELEV 3

KEY WEST INTL (EYW)

RADAR-1 124.025 313.7

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	27		AB	**440**-1	437	(500-1)	CD	**440**-1¼	437	(500-1¼)
	9		AB	**460**-1	457	(500-1)	C	**460**-1⅜	457	(500-1⅜)
CIRCLING	ALL RWY		AB	**500**-1	497	(500-1)	C	**620**-1¾	617	(700-1¾)
			D	**620**-2	617	(700-2)				

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.

KEY WEST NAS (BOCA CHICA FLD) (KNQX), Key West, FL

Amdt 2 (20198) (USN) ELEV **6**

RADAR[1] **- (E)** 134.925x 284.67x 348.25x 317.575x T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAT/	CEIL-VIS
PAR[2]	8[3 8]	3.0°/43/813	ABCDE	**104**-¼	100	(100-¼)
	4[9]	3.0°/35/656	ABCDE	**104**-½	100	(100-½)
	26	3.0°/45/849	ABCDE	**106**-½	100	(100-½)
PAR W/O GS	4[13]		ABCDE	**300**-1⅛	296	(300-1⅛)
	26		ABCDE	**340**-1	334	(400-1)
	8[4 13]		AB	**440**-⅝	436	(500-⅝)
			CDE	**440**-¾	436	(500-¾)
ASR	32[11]		ABCDE	**340**-1¼	336	(400-1¼)
	4[11]		ABCDE	**340**-1¼	336	(400-1¼)
	8[5 12]		ABCDE	**420**-¾	416	(500-¾)
	14		ABCDE	**420**-1¼	416	(500-1¼)
	22[10]		AB	**460**-1¼	454	(500-1¼)
			CDE	**460**-1⅜	454	(500-1⅜)
	26		AB	**460**-1¼	454	(500-1¼)
			CDE	**460**-1⅜	454	(500-1⅜)
C CIR[6 7]	4, 8, 26		A	**460**-1⅛	454	(500-1⅛)
PAR W/O GS			B	**500**-1⅛	494	(500-1⅛)
			C	**500**-1½	494	(500-1½)
			DE	**560**-2	554	(600-2)
C CIR ASR			A	**460**-1¼	454	(500-1¼)
			B	**500**-1¼	494	(500-1¼)
			C	**500**-1½	494	(500-1½)
			DE	**560**-2	554	(600-2)

[1]Opr 1200-0300Z++.
[2]No NOTAM preventative maint sked: PAR 1300-1700Z++ Wed.
[3]When ALS inop, increase vis CAT ABCDE to ½ mile.
[4]When ALS inop, increase vis CAT AB to 1 mile, CDE to 1¼ miles.
[5]When ALS inop, increase vis CAT ABCDE to 1¼ miles.
[6]When circling from PAR W/O GS Rwy 4, increase CAT AB vis to 1⅛ miles.
[7]When VGSI inop, circling not authorized to Rwys 14 and 22 at night.
[8]WCH (Group 4: 18 ft) is less than the minimum height (20).
[9]WCH (Group 3: 16 ft, Group 4: 11 ft) is less than the minimum height (20).
[10]34:1 visual area penetration by powerline up to 118' MSL, 3000' from thld; Roadway plus vehicle 713' from thld up to 21' MSL. Visibility reduction by copters not authorized.
[11]SDF at 2 NM from thld at or above 640' MSL.
[12]SDF at 2 NM from thld at or above 680' MSL.
[13]SDF at 2 NM from touchdown at or above 640' MSL.

RADAR INSTRUMENT APPROACH MINIMUMS

MAYPORT NS (KNRB), (ADM DAVID L. MC DONALD FLD), FL (Amdt 3, 20142 USN) ELEV **15**

RADAR[1 2] **- (E)** 119.7x 125.525x 253.95x 257.875x 323.25x 355.6x 377.175 379.025x T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	5	3.0°/48/887	ABCDE	**212**-¾	200	(200-¾)
	23[3 4]	3.0°/50/937	ABCDE	**322**-1	307	(400-1)
	COP 5[5]	3.0°/48/887	COPTER	**167**-½	155	(200-½)
	COP 23[4 5]	3.0°/50/937	COPTER	**322**-1	307	(400-1)
PAR W/O GS	5[8]		AB	**400**-1	388	(400-1)
			CDE	**400**-1⅛	388	(400-1⅛)
	23[4]		AB	**420**-1	405	(500-1)
			CDE	**420**-1⅛	405	(500-1⅛)
ASR	5[7]		AB	**440**-1	428	(500-1)
			CDE	**440**-1¼	428	(500-1¼)
	23[4]		AB	**520**-1	505	(600-1)
			CDE	**520**-1⅜	505	(600-1⅜)
C CIR	5-23[4 6]		AB	**560**-1	545	(600-1)
PAR W/O GS			C	**560**-1½	545	(600-1½)
ASR			D	**640**-2	625	(700-2)
			E	**640**-2¼	625	(700-2¼)

[1]SFA not avbl.
[2]No-NOTAM preventive maint ASR 1100-1500Z++ Tue., PAR 1100-1500Z++ Wed.
[3]Procedure is authorized only when the St. Johns River is clear of vessels from the mouth of Haulover Creek to St. Johns Point. ATC will advise aircraft on final approach if a conflict is present and coordinate a missed approach as required. Does not apply to practice approaches in VMC.
[4]Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 THLD.
[5]NOT FOR CIVIL USE.
[6]CAUTION: When Rwy 23 VGSI inop, circling to Rwy 23 NA at night, unless station has an approved observer monitoring marine traffic in the St. Johns River channel.
[7]Step Down Fix at 3 NM from THLD, 1020 min.
[8]Step Down Fix at 2 NM from touchdown, 640 min.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
20254

N3

PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (Amdt 3, 19227 USN) ELEV 28

RADAR[1] **- (E)** 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7L[2]	3.0°/58/1124	ABCDE	**123**-¼	100	(100-¼)
	1[7]	3.0°/39/750	ABCDE	**128**-½	100	(100-½)
	7R	3.0°/57/1085	ABCDE	**125**-½	100	(100-½)
	19[8]	3.0°/38/692	ABCDE	**122**-½	100	(100-½)
	25L[7]	3.0°/39/748	ABCDE	**122**-½	100	(100-½)
	25R[8]	3.0°/38/711	ABCDE	**121**-½	100	(100-½)
PAR W/O GS	7L[3]		ABCDE	**360**-½	337	(400-½)
	7R		ABCDE	**360**-1	335	(400-1)
	1		ABCDE	**360**-1⅛	332	(400-1⅛)
	19		ABCDE	**400**-1⅛	378	(400-1⅛)
	25L		AB	**440**-1	418	(500-1)
			CDE	**440**-1⅛	418	(500-1⅛)
	25R		AB	**440**-1	419	(500-1)
			CDE	**440**-1⅛	419	(500-1⅛)
PAR W/O GS SIDESTEP	7R		ABCDE	**360**-1	335	(400-1)
	25L		AB	**440**-1	418	(500-1)
			CDE	**440**-1⅛	418	(500-1⅛)
ASR	7L[4]		AB	**500**-¾	477	(500-¾)
			CDE	**500**-1	477	(500-1)
	1		ABCDE	**460**-1¼	432	(500-1¼)
	7R		AB	**500**-1¼	475	(500-1¼)
			CDE	**500**-1⅜	475	(500-1⅜)
	19		AB	**500**-1¼	478	(500-1¼)
			CDE	**500**-1⅜	478	(500-1⅜)
	25L		AB	**480**-1¼	458	(500-1¼)
			CDE	**480**-1⅜	458	(500-1⅜)
	25R		AB	**480**-1¼	459	(500-1¼)
			CDE	**480**-1⅜	459	(500-1⅜)
ASR SIDESTEP	7R[5]		AB	**500**-1¼	475	(500-1¼)
			CDE	**500**-1⅜	475	(500-1⅜)
	25L[6]		AB	**480**-1¼	458	(500-1¼)
			CDE	**480**-1⅜	458	(500-1⅜)

(CONTINUED ON NEXT PAGE)

PENSACOLA NAS (KNPA) (CONT'D)

RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
C CIR ASR		AB	**520**-1¼	492	(500-1¼)
		C	**540**-1½	512	(600-1½)
		DE	**580**-2	552	(600-2)
C CIR PAR W/O GS		AB	**520**-1⅛	492	(500-1⅛)
		C	**540**-1½	512	(600-1½)
		DE	**580**-2	552	(600-2)

[1]No-NOTAM MP: PAR 1400-1800Z++ Sat.
[2]When ALS inop, increase vis CAT ABCDE to ½ mile.
[3]When ALS inop, increase vis CAT ABCDE to 1 mile.
[4]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CDE to 1⅜ miles.
[5]Sidestep within 2.5 DME of NPA TACAN (1.73 NM from THLD).
[6]Sidestep within 2.5 DME of NPA TACAN (1.94 NM from THLD).
[7]CAUTION: Wheel Crossing Height (WCH) for Group 3 (19 ft) and Group 4 (14 ft) is less than 20 ft.
[8]CAUTION: Wheel Crossing Height (WCH) for Group 3 (18 ft) and Group 4 (13 ft) is less than 20 ft.

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TALLAHASSEE, FL

Amdt 6B, 20JUN2019 (19171) (FAA) ELEV **83**

TALLAHASSEE INTL (TLH)

RADAR-1 135.8 317.4 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	36		AB	**460**/24	398	(400-½)	CD	**460**/35	398	(400-¾)
	27		AB	**480**/24	422	(500-½)	CD	**480**/40	422	(500-¾)
	9		AB	**500**/55	435	(500-1¼)	CD	**500**-1¼	435	(500-1¼)
	18		AB	**560**-1	477	(500-1)	CD	**560**-1⅜	477	(500-1⅜)
C CIRCLING	ALL RWY		A	**580**-1	497	(500-1)	B	**600**-1	517	(600-1)
			C	**640**-1½	557	(600-1½)	D	**800**-2¼	717	(800-2¼)

When control tower closed, ASR NA.
Rwy 9 helicopter visibility reduction below RVR 4000 not authorized.

RADAR INSTRUMENT APPROACH MINIMUMS

TYNDALL AFB (KPAM), (Panama City) FL Amdt 2, 21MAY20 (20142) (USAF) ELEV 17

RADAR[2] **- (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') T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	14L[3]	2.5°/50/1182	ABCDE	**214**/24	200	(200-½)
	32R[3]	2.5°/50/1145	ABCDE	**214**/24	200	(200-½)
	14R[5]	2.5°/36/815	ABCDE	**215**-¾	200	(200-¾)
	32L[6]	2.5°/41/940	ABCDE	**217**-¾	200	(200-¾)
ASR[1]	32R[4]		AB	**460**/24	446	(500-½)
			CDE	**460**/45	446	(500-⅞)
	32L		AB	**460**-1	443	(500-1)
			CDE	**460**-1⅜	443	(500-1⅜)
	14L[4]		AB	**480**/24	466	(500-½)
			CDE	**480**/50	466	(500-1)
	14R		AB	**480**-1	465	(500-1)
			CDE	**480**-1⅜	465	(500-1⅜)
C 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)

[1] When ASR out PAR not avbl.
[2] No-NOTAM preventive maint sked: DASR/STARS 0930-1130Z++ Mon-Fri. PAR 1200-1400Z++ Mon-Fri.
[3] When ALS inop, increase RVR to 40 and vis to ¾ mile.
[4] When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
[5] CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'.
[6] CAUTION: Height Group 4 WCH 16'.

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WHITING FLD NAS-NORTH (KNSE), Milton, FL

Amdt 6 10SEP20 (20254) (USN) ELEV 199

RADAR[1] **-** Ctc PENSACOLA APP CON **(E)** 126.85 127.35 278.8 298.9 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	14[2 4 6]		ABCDE	**520**-⅝	321	(400-⅝)
	23[4]		ABCDE	**540**-1	357	(400-1)
	5[5]		AB	**620**-1	440	(500-1
			CDE	**620**-1¼	440	(500-1¼)
C CIR[3]	5, 14, 23, 32		A	**620**-1	421	(500-1)
			B	**660**-1	461	(500-1)
			C	**680**-1½	481	(500-1½)
			DE	**760**-2	561	(600-2)

[1]No-NOTAM preventive maint sked: Mon 1300-1700Z++; Apch only avbl dur NDZ opr hr.
[2]When ALS inop, increase vis CAT ABCDE to 1 mile.
[3]Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.
[4]Vertical Descent Angle not coincident with VGSI angle.
[5]Step Down Fix at 3 NM from thld, 1180 min.
[6]Step Down Fix at 2 NM from thld, 840 min.

WHITING FLD NAS-SOUTH (KNDZ), Milton, FL

Amdt 6 10SEP20 (20254) (USN) ELEV **177**

RADAR[1] **-** Ctc PENSACOLA APP CON **(E)** 124.85 385.4 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32[4]	3.0°/58/1034	ABCDE	**422**-½	250	(300-½)
	23[2 11]	3.0°/41/671	ABCDE	**427**-¾	250	(300-¾)
PAR W/O GS	32[3 7]		ABCDE	**520**-⅝	348	(400-⅝)
	23[8]		ABCDE	**500**-1	323	(400-1)
ASR	32[9 6]		ABCDE	**560**-⅝	388	(400-⅝)
	23[9]		ABCDE	**540**-1	363	(400-1)
	14		AB	**620**-1	444	(500-1)
			CDE	**620**-1⅜	444	(500-1⅜)
	5[10]		AB	**620**-1	450	(500-1)
			CDE	**620**-1⅜	450	(500-1⅜)
C CIR	All Rwys[5]		A	**620**-1	443	(500-1)
			B	**640**-1	463	(500-1)
			C	**680**-1½	503	(600-1½)
			DE	**740**-2	563	(600-2)

[1]No-NOTAM preventive maint sked: Mon 1300-1700Z++.
[2]CAUTION: PAR TCH and RPI not coincident with PAPI.
[3]When ALS inop, increase vis CAT ABCDE to 1 mile.
[4]When ALS inop, increase vis CAT ABCDE to ¾ mile.
[5]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.
[6]When ALS inop, increase vis CAT AB to 1 mile; CAT CDE to 1⅛ miles.
[7]Step Down Fix at 3 NM from TD, 1120 min.
[8]Step Down Fix at 2 NM from TDF, 840 min.
[9]Step Down Fix at 3 NM from thld, 1180 min.
[10]Step Down Fix at 2 NM from thld, 860 min.
[11]CAUTION: WCH for aircraft similar to B-747, KC-10, B-1, C-5 is 16 ft.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
20254

N7