

RADAR INSTRUMENT APPROACH MINIMUMS

ALBEMARLE, NC
STANLY COUNTY (VUJ)
RADAR-1 128.325 307.8 

Orig-A, 02NOV23 (23306) (FAA)

ELEV 609

	<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	22L	3.0°/40/887	ABCD	916-1	332	(400-1)

Rwy 22L helicopter visibility reduction below ¾ SM not authorized.
Procedure NA when control tower closed.

BEAUFORT, SC
BEAUFORT EXEC (ARW)
RADAR-1 125.125 292.125  NA

Amdt 3B, 14JUL22 (22195) (FAA)

ELEV 9

	<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>
ASR	25		ABC	440-1¼	430	(500-1¼)				
CIRCLING	ALL RWY		AB	500-1¼	491	(500-1¼)	C	640-1¼	631	(700-1¼)

Use Beaufort MCAS/Merritt Field altimeter setting.
When Beaufort Class D not in effect, procedure NA.

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BEAUFORT MCAS (MERRITT FLD) (KNBC), Beaufort, SC

Amdt 6 15JUL21 (21224) (USN)

ELEV 37

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 338.35x 372.0x 379.275x



	<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	5 ^{2 8}	3.0°/38/780	ABCDE	137-¾	100	(100-¾)
	23 ^{2 9}	3.0°/44/837	ABCDE	116-¾	100	(100-¾)
	14 ³	3.0°/41/777	ABCDE	233-¾	200	(200-¾)
	32 ⁴	3.0°/40/764	ABCDE	308-⅞	283	(300-⅞)
PAR W/O GS ¹	23 ^{5 6}		AB	360-½	344	(400-½)
			CDE	360-⅝	344	(400-⅝)
	14 ⁶		AB	420-1	387	(400-1)
			CDE	420-1⅙	387	(400-1⅙)
	5 ⁷		AB	440-¾	403	(500-¾)
			CDE	440-1	403	(500-1)
	32 ⁶		AB	440-1	415	(500-1)
			CDE	440-1⅙	415	(500-1⅙)
	ASR ^{1 6}	23 ⁵	AB	360-½	344	(400-½)
			CDE	360-⅝	344	(400-⅝)
		14	AB	420-1	387	(400-1)
			CDE	420-1⅙	387	(400-1⅙)
		5 ⁷	AB	440-¾	403	(500-¾)
			CDE	440-1	403	(500-1)
		32	AB	500-1	475	(500-1)
			CDE	500-1⅓	475	(500-1⅓)
CIR	5, 14, 23, 32		AB	500-1	463	(500-1)
			C	580-1½	543	(600-1½)
			D	600-2	563	(600-2)
			E	740-2½	703	(800-2½)

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¹No-NOTAM MP 1200-2000Z++ Sat.
²When ALS inop, increase vis to ½ mile.
³WCH for Group 4 is 16ft.
⁴WCH for Group 4 is 15ft.
⁵When ALS inop, increase vis to 1 mile.
⁶VDA and VGSI not coincident.
⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1⅙ miles.
⁸WCH for Group 3 is 18ft, Group 4 is 13ft.
⁹WCH for Group 4 is 19ft.

CODED LOST COMMUNICATIONS
SCARLET

TACAN equipped aircraft: If no transmissions are received for one minute in the pattern or 5/15 seconds on final approach, attempt contact with Beaufort Tower on 342.875/119.05 and proceed VFR. If unable, climb and maintain two thousand six hundred, proceed direct COSAW, execute TACAN Rwy 23 approach.

GOLD

RNAV/GPS equipped aircraft: If no transmissions are received for one minute in the pattern or 5/15 seconds on final approach, attempt contact with Beaufort Tower on 342.875/119.05 and proceed VFR. If unable, climb and maintain two thousand eight hundred, proceed direct HOWEL and execute RNAV/GPS Rwy 23 approach.

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CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT), Cherry Point, NC

Amdt 5 02NOV23 (23306) (USN)

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x 

ELEV 29

				DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	RWY	GS/TCH/RPI	CAT			
	32L ^{1 2}	3.0°/50/926	ABCDE	125-¼	100	(100-¼)
	5R ³	3.0°/55/1022	ABCDE	126-½	100	(100-½)
	14L ⁴	3.0°/55/1050	ABCDE	126-½	100	(100-½)
	23R ⁵	3.0°/56/1066	ABCDE	123-½	100	(100-½)
ASR	23R ⁶		AB	400-½	377	(400-½)
			CDE	400-¾	377	(400-¾)
	32L ^{2 6}		AB	400-½	375	(400-½)
			CDE	400-¾	375	(400-¾)
	5R ³		AB	500-1	474	(500-1)
			CDE	500-1¾	474	(500-1¾)
	14L ⁴		AB	500-1	474	(500-1)
			CDE	500-1¾	474	(500-1¾)
C CIR	All Rwys		AB	580-1	551	(600-1)
			C	580-1½	551	(600-1½)
			D	580-2	551	(600-2)
			E	700-2½	671	(700-2½)

¹When ALS inop, increase vis to ½ mile.

²VGSI and descent angle/PAR glidepath not coincident (VGSI Angle 3.00/TCH 78).

³VGSI and descent angle/PAR glidepath not coincident (VGSI Angle 3.00/TCH 73).

⁴VGSI and descent angle/PAR glidepath not coincident (VGSI Angle 3.00/TCH 71).

⁵CAUTION: PAR RPI and PAPI RRP not coincident.

⁶When ALS inop, increase vis to 1 mile.

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NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA), Jacksonville, NC
Amdt 2 22APR21 (23362) (USN)
RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875

ELEV 26

	<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	1 ¹	3.0°/45/871	ABCD	124-¾	100	(100-¾)
	5 ⁵	3.0°/35/650	ABCD	126-½	100	(100-½)
	19 ⁹	3.0°/41/760	ABCD	123-½	100	(100-½)
	23 ⁴	3.0°/36/656	ABCD	274-¾	250	(300-¾)
PAR W/O GS	1 ²		AB	420-¾	396	(400-¾)
			CD	420-⅞	396	(400-⅞)
	5 ¹⁰		ABCD	400-1	374	(400-1)
	19 ¹¹		ABCD	400-1	377	(400-1)
	23 ⁹		AB	440-1	416	(500-1)
			CD	440-1⅞	416	(500-1⅞)
ASR	5 ^{6 12}		AB	420-1	394	(400-1)
			CD	420-1⅞	394	(400-1⅞)
	23 ⁸		ABCD	380-1	356	(400-1)
			AB	480-1	457	(500-1)
 CIR	ALL RWY		CD	480-1⅞	457	(500-1⅞)
			AB	500-1	474	(500-1)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)

¹When ALS inop, increase vis to ½ mile.
²When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅞ miles. The difference between the VGSI TCH (45 ft) and the procedure TCH (49 ft) is greater than 3 ft.
³CAUTION: WCH for aircraft similar to B-1, B-747, C-5, KC-10 is 16 ft.
⁴CAUTION: WCH for aircraft similar to B-727, C-141, P-3 is 16 ft and aircraft similar to B-1, B-747, C-5, KC-10 is 11 ft less than min 20 ft.
⁵CAUTION: WCH for aircraft similar to B-747, C-141, P-3 is 15 ft and aircraft similar to B-1, B-747, C-5, KC-10 is 10 ft less than min 20 ft.
⁶Step Down Fix 2 NM from thld, 600 min.
⁷Step Down Fix 2 NM from thld, 700 min.
⁸Step Down Fix 2 NM from thld, 620 min.
⁹Step Down Fix 3 NM from RPI, 900 min.
¹⁰Step Down Fix 2 NM from RPI, 540 min.
¹¹Step Down Fix 2 NM from RPI, 760 min.
¹²VGSI and descent angle not coincident.

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