

# RADAR MINS

22027

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

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

Orig, 22JUN17 (19059) (FAA)

ELEV 609

|     | <u>RWY</u> | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|-----|------------|-------------------|------------|------------------------------|---------------------------|-----------------|
| PAR | 22L        | 3.0°/40/767       | ABCD       | 784-¾                        | 200                       | (200-¾)         |

Procedure NA when control tower closed.

**BEAUFORT, SC**  
**BEAUFORT EXECUTIVE (ARW)**  
RADAR-1 125.125 292.125 ▲ NA

Amdt 3A, 10MAY07 (20310) (FAA)

ELEV 10

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|----------|------------|-------------------|------------|------------------------------|---------------------------|-----------------|------------|------------------------------|---------------------------|-----------------|
| ASR      | 25         |                   | ABC        | 440-1¼                       | 430                       | (500-1¼)        |            |                              |                           |                 |
| CIRCLING | ALL RWY    |                   | AB         | 500-1¼                       | 490                       | (500-1¼)        | C          | 500-1½                       | 490                       | (500-1½)        |

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

16 JUN 2022 to 14 JUL 2022

16 JUN 2022 to 14 JUL 2022

SE-2

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

22027

N1

**RADAR INSTRUMENT APPROACH MINIMUMS**

**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/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u> |         |
|-------------------------|-------------------|-------------------|------------|------------------------|---------------------|-----------------|---------|
| PAR <sup>1</sup>        | 5 <sup>2 8</sup>  | 3.0°/38/780       | ABCDE      | 137-¼                  | 100                 | (100-¼)         |         |
|                         | 23 <sup>2 9</sup> | 3.0°/44/837       | ABCDE      | 116-¼                  | 100                 | (100-¼)         |         |
|                         | 14 <sup>3</sup>   | 3.0°/41/777       | ABCDE      | 233-¾                  | 200                 | (200-¾)         |         |
|                         | 32 <sup>4</sup>   | 3.0°/40/764       | ABCDE      | 308-⅞                  | 283                 | (300-⅞)         |         |
| PAR W/O GS <sup>1</sup> | 23 <sup>5 6</sup> |                   | AB         | 360-½                  | 344                 | (400-½)         |         |
|                         |                   |                   | CDE        | 360-⅝                  | 344                 | (400-⅝)         |         |
|                         | 14 <sup>6</sup>   |                   | AB         | 420-1                  | 387                 | (400-1)         |         |
|                         |                   |                   | CDE        | 420-1½                 | 387                 | (400-1½)        |         |
|                         |                   |                   | AB         | 440-¾                  | 403                 | (500-¾)         |         |
|                         | 5 <sup>7</sup>    |                   | CDE        | 440-1                  | 403                 | (500-1)         |         |
|                         |                   |                   | AB         | 440-1                  | 415                 | (500-1)         |         |
|                         |                   |                   | CDE        | 440-1½                 | 415                 | (500-1½)        |         |
|                         | ASR <sup>16</sup> | 23 <sup>5</sup>   |            | AB                     | 360-½               | 344             | (400-½) |
|                         |                   |                   |            | CDE                    | 360-⅝               | 344             | (400-⅝) |
| 14                      |                   |                   | AB         | 420-1                  | 387                 | (400-1)         |         |
|                         |                   |                   | CDE        | 420-1½                 | 387                 | (400-1½)        |         |
|                         |                   |                   | AB         | 440-¾                  | 403                 | (500-¾)         |         |
| 5 <sup>7</sup>          |                   |                   | CDE        | 440-1                  | 403                 | (500-1)         |         |
|                         |                   |                   | AB         | 500-1                  | 475                 | (500-1)         |         |
|                         |                   |                   | CDE        | 500-1½                 | 475                 | (500-1½)        |         |
| 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)        |         |
|                         |                   |                   |            |                        |                     |                 |         |

16 JUN 2022 to 14 JUL 2022

16 JUN 2022 to 14 JUL 2022

<sup>1</sup>No-NOTAM MP 1200-2000Z++ Sat.

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

<sup>3</sup>WCH for Group 4 is 16ft.

<sup>4</sup>WCH for Group 4 is 15ft.

<sup>5</sup>When ALS inop, increase vis to 1 mile.

<sup>6</sup>VDA and VGSI not coincident.

<sup>7</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.

<sup>8</sup>WCH for Group 3 is 18ft, Group 4 is 13ft.

<sup>9</sup>WCH 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.

**RADAR INSTRUMENT APPROACH MINIMUMS**

**RADAR INSTRUMENT APPROACH MINIMUMS**

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

Amdt 4 27JAN22 (22027) (USN)

ELEV 29

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

|              | <u>RWY</u>           | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/<br/>MDA-VIS</u> | <u>HAT/<br/>HATH/<br/>HAA</u> | <u>CEIL-VIS</u> |
|--------------|----------------------|-------------------|------------|------------------------|-------------------------------|-----------------|
| PAR          | 32L <sup>1 2</sup>   | 3.0°/57/1048      | ABCDE      | 126-¼                  | 100                           | (100-¼)         |
|              | 5R <sup>2</sup>      | 3.0°/56/1049      | ABCDE      | 127-½                  | 100                           | (100-½)         |
|              | 14L <sup>2</sup>     | 3.0°/55/1056      | ABCDE      | 126-½                  | 100                           | (100-½)         |
|              | 23R <sup>2 3 5</sup> | 3.0°/57/1076      | ABCDE      | 123-½                  | 100                           | (100-½)         |
| ASR          | 23R <sup>4 5</sup>   |                   | AB         | 400-½                  | 377                           | (400-½)         |
|              |                      |                   | CDE        | 400-¾                  | 377                           | (400-¾)         |
|              | 32L                  |                   | AB         | 420-½                  | 394                           | (400-½)         |
|              |                      |                   | CDE        | 420-¾                  | 394                           | (400-¾)         |
|              | 5R                   |                   | AB         | 500-1                  | 473                           | (500-1)         |
|              |                      |                   | CDE        | 500-1¾                 | 473                           | (500-1¾)        |
| 14L          |                      |                   | AB         | 500-1                  | 474                           | (500-1)         |
|              |                      |                   | CDE        | 500-1¾                 | 474                           | (500-1¾)        |
|              |                      |                   |            |                        |                               |                 |
| <b>C</b> CIR | ALL RWYS             |                   | AB         | 580-1                  | 551                           | (600-1)         |
|              |                      |                   | C          | 600-1½                 | 571                           | (600-1½)        |
|              |                      |                   | D          | 600-2                  | 571                           | (600-2)         |
|              |                      |                   | E          | 700-2½                 | 671                           | (700-2½)        |
|              |                      |                   |            |                        |                               |                 |

<sup>1</sup>When ALS inop, increase vis to ½ mile.

<sup>2</sup>VGSI TCH and procedure TCH not coincident (VGSI Angle 3.00/TCH 71).

<sup>3</sup>CAUTION: PAR RPI and PAPI RRP are not coincident.

<sup>4</sup>When ALS inop, increase vis to 1 mile.

<sup>5</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.

16 JUN 2022 to 14 JUL 2022

16 JUN 2022 to 14 JUL 2022

**RADAR INSTRUMENT APPROACH MINIMUMS**

**RADAR INSTRUMENT APPROACH MINIMUMS**

**NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA), Jacksonville, NC**

Amdt 2 22APR21 (21112)(USN)

ELEV 26

**RADAR - (U)** 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875 **▽**

|              | <u>RWY</u>        | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/<br/>MDA-VIS</u> | <u>HAT/<br/>HATH/<br/>HAA</u> | <u>CEIL-VIS</u> |
|--------------|-------------------|-------------------|------------|------------------------|-------------------------------|-----------------|
| PAR          | 1 <sup>1</sup>    | 3.0°/45/871       | ABCD       | <b>124</b> -¼          | 100                           | (100-¼)         |
|              | 5 <sup>5</sup>    | 3.0°/35/650       | ABCD       | <b>126</b> -½          | 100                           | (100-½)         |
|              | 19 <sup>9</sup>   | 3.0°/41/760       | ABCD       | <b>123</b> -½          | 100                           | (100-½)         |
|              | 23 <sup>4</sup>   | 3.0°/36/656       | ABCD       | <b>274</b> -¾          | 250                           | (300-¾)         |
| PAR W/O GS   | 1 <sup>2</sup>    |                   | AB         | <b>420</b> -¾          | 396                           | (400-¾)         |
|              |                   |                   | CD         | <b>420</b> -7/8        | 396                           | (400-7/8)       |
|              | 5 <sup>10</sup>   |                   | ABCD       | <b>400</b> -1          | 374                           | (400-1)         |
|              | 19 <sup>11</sup>  |                   | ABCD       | <b>400</b> -1          | 377                           | (400-1)         |
|              | 23 <sup>9</sup>   |                   | AB         | <b>440</b> -1          | 416                           | (500-1)         |
|              |                   |                   | CD         | <b>440</b> -1½         | 416                           | (500-1½)        |
| ASR          | 5 <sup>6 12</sup> |                   | AB         | <b>420</b> -1          | 394                           | (400-1)         |
|              |                   |                   | CD         | <b>420</b> -1½         | 394                           | (400-1½)        |
|              | 23 <sup>8</sup>   |                   | ABCD       | <b>380</b> -1          | 356                           | (400-1)         |
|              | 19 <sup>7</sup>   |                   | AB         | <b>480</b> -1          | 457                           | (500-1)         |
|              |                   |                   | CD         | <b>480</b> -1¾         | 457                           | (500-1¾)        |
| <b>C</b> CIR | ALL RWY           |                   | AB         | <b>500</b> -1          | 474                           | (500-1)         |
|              |                   |                   | C          | <b>500</b> -1½         | 474                           | (500-1½)        |
|              |                   |                   | D          | <b>580</b> -2          | 554                           | (600-2)         |

16 JUN 2022 to 14 JUL 2022

16 JUN 2022 to 14 JUL 2022

<sup>1</sup>When ALS inop, increase vis to ½ mile.

<sup>2</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½. The difference between the VGSI TCH (45 ft) and the procedure TCH (49 ft) is greater than 3 ft.

<sup>3</sup>CAUTION: WCH for aircraft similar to B-1, B-747, C-5, KC-10, is 16 ft.

<sup>4</sup>CAUTION: 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.

<sup>5</sup>CAUTION: 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.

<sup>6</sup>Step down fix 2 NM from thld, 600 min.

<sup>7</sup>Step down fix 2 NM from thld, 700 min.

<sup>8</sup>Step down fix 2 NM from thld, 620 min.

<sup>9</sup>Step down fix 3 NM from RPI, 900 min.

<sup>10</sup>Step down fix 2 NM from RPI, 540 min.

<sup>11</sup>Step down fix 2 NM from RPI, 760 min.

<sup>12</sup>VGSI and descent angle not coincident.

**RADAR INSTRUMENT APPROACH MINIMUMS**

# RADAR MINS

22027

N5

## RADAR INSTRUMENT APPROACH MINIMUMS

### SIMMONS AAF (KFBG), Fort Bragg, NC 1-Amdt 12A 2-Orig A 03DEC20

(20338) (USA)

ELEV 244

RADAR<sup>1</sup> - (E) 120.8 124.2 257.65 284.675 **T**

|                | <u>RWY</u> | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HATH/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|----------------|------------|-------------------|------------|------------------------------|---|-----------------|
| <b>RADAR-1</b> |            |                   |            |                              |   |                 |
| PAR            | 27         | 3.0°/36/628       | ABC        | <b>436-¾</b>                 | 208                                       | (200-¾)         |
|                |            |                   | D          | <b>NA</b>                    | NA  | NA              |
| PAR W/O GS     | 27         |                   | AB         | <b>640-1</b>                 | 412                                       | (500-1)         |
|                |            |                   | C          | <b>640-1¼</b>                | 412                                       | (500-1¼)        |
|                |            |                   | D          | <b>NA</b>                    | NA  | NA              |
| CIR            |            |                   | AB         | <b>780-1</b>                 | 536                                       | (600-1)         |
|                |            |                   | C          | <b>780-1½</b>                | 536                                       | (600-1½)        |
|                |            |                   | D          | <b>NA</b>                    | NA  | NA              |
| <b>RADAR-2</b> |            |                   |            |                              |   |                 |
| PAR            | 9          | 3.9°/33/487       | COPTER     | <b>550-½</b>                 | 309                                       | (400-½)         |

<sup>1</sup>Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

### WILMINGTON, NC

Amdt 7A, 17AUG17 (17229) (FAA)

ELEV 32

### WILMINGTON INTL (ILM)

RADAR-1 118.25 135.75 284.65 317.425 **T A**

|                   | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|-------------------|------------|-------------------|------------|------------------------------|---------------------------|-----------------|------------|------------------------------|---------------------------|-----------------|
| ASR               | 24         |                   | AB         | <b>500/24</b>                | 474                       | (500-½)         | CD         | <b>500/50</b>                | 474                       | (500-1)         |
|                   | 35         |                   | AB         | <b>500/40</b>                | 469                       | (500-¾)         | CD         | <b>500/50</b>                | 469                       | (500-1)         |
|                   | 17         |                   | AB         | <b>500-1</b>                 | 468                       | (500-1)         | CD         | <b>500-1¾</b>                | 468                       | (500-1¾)        |
|                   | 6          |                   | AB         | <b>540/55</b>                | 512                       | (600-1¼)        | CD         | <b>540-1¾</b>                | 512                       | (600-1¾)        |
| <b>C</b> CIRCLING | ALL RWY    |                   | AB         | <b>560-1</b>                 | 528                       | (600-1)         | C          | <b>720-2</b>                 | 688                       | (700-2)         |
|                   |            |                   | D          | <b>920-3</b>                 | 888                       | (900-3)         |            |                              |                           |                 |

When control tower closed, ASR NA.

Rwy 17 helicopter visibility reduction below ¾ SM not authorized.

For inop ALS, increase S-24 Cat C/D visibility to 1¾ SM, and S-35 Cats A/B visibility to RVR 5500, and Cat C/D to 1¾ SM.

16 JUN 2022 to 14 JUL 2022

16 JUN 2022 to 14 JUL 2022

SE-2

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

22027

N5