ALBEMARLE, NC

Orig-A, 02NOV23 (23306) (FAA) ELEV **609**

STANLY COUNTY (VUJ)

RADAR-1 128.325 307.8

	RWY	GP/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
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

Amdt 4, 17APR25 (25107) (FAA) ELEV **9**

BEAUFORT EXEC (ARW)

RADAR-1 125.125 292.125

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	25		ABC	**380**-1	372	(400-1)	D	NA		
CIRCLING	ALL RWY		AB D	**480**-1 NA	471	(500-1)	C	**640**-1¾	631	(700-1¾)

When Beaufort Class D not in effect procedure NA.
VGSI and descent angles not coincident.

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BEAUFORT MCAS (MERRITT FLD) (KNBC)

Beaufort, SC Amdt 8 25DEC25 (25359) (USN) ELEV **37**

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

	RWY	GP/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	5[2 3]	3.0°/38/778	ABCDE	**137**-¼	100	(100-¼)
	23[2 4]	3.0°/43/818	ABCDE	**116**-¼	100	(100-¼)
	14[5]	3.0°/40/766	ABCDE	**232**-¾	200	(200-¾)
	32[6]	3.0°/41/785	ABCDE	**225**-¾	200	(200-¾)
PAR W/O GS[1]	23[7]		ABCDE	**360**-⅝	344	(400-⅝)
	14		ABCDE	**400**-1⅛	368	(400-1⅛)
	5[8]		ABCDE	**440**-¾	363	(400-¾)
	32		ABCDE	**440**-1⅛	415	(500-1⅛)
ASR[1]	23[7]		AB	**360**-½	344	(400-½)
			CDE	**360**-⅝	344	(400-⅝)
	14		AB	**420**-1	388	(400-1)
			CDE	**420**-1⅛	388	(400-1⅛)
	5[9]		AB	**480**-¾	443	(500-¾)
			CDE	**480**-1	443	(500-1)
	32		AB	**500**-1	475	(500-1)
			CDE	**500**-1⅜	475	(500-1⅜)
CIR	5, 14, 23, 32		AB	**560**-1	523	(600-1)
			C	**580**-1½	543	(600-1½)
			D	**600**-2	563	(600-2)
			E	**740**-2½	703	(800-2½)

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[1]No-NOTAM MP 1200-2000Z++ Sat.
[2]When ALS inop, increase vis to ½ mile.
[3]WCH for Group 3 is 18ft, Group 4 is 13ft.
[4]WCH for Group 4 is 18'.
[5]WCH for Group 4 is 15'.
[6]WCH for Group 4 is 16'.
[7]When ALS inop, increase vis to 1 mile.
[8]When ALS inop, increase vis to 1⅛ miles.
[9]When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1⅜ miles.

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.

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

Amdt 5 02NOV23 (23306) (USN) ELEV **29**

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

	RWY	GP/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	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**-⅝	377	(400-⅝)
	32L[2 6]		AB	**400**-½	375	(400-½)
			CDE	**400**-⅝	375	(400-⅝)
	5R[3]		AB	**500**-1	474	(500-1)
			CDE	**500**-1⅜	474	(500-1⅜)
	14L[4]		AB	**500**-1	474	(500-1)
			CDE	**500**-1⅜	474	(500-1⅜)
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)

[1]When ALS inop, increase vis to ½ mile.
[2]VGSI and descent angle/PAR glidepath not coincident (VGSI Angle 3.00/TCH 78).
[3]VGSI and descent angle/PAR glidepath not coincident (VGSI Angle 3.00/TCH 73).
[4]VGSI and descent angle/PAR glidepath not coincident (VGSI Angle 3.00/TCH 71).
[5]CAUTION: PAR RPI and PAPI RRP not coincident.
[6]When ALS inop, increase vis to 1 mile.

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NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Jacksonville, NC Amdt 5 01OCT26 (26274) (USN) ELEV **26**

RADAR - (U) 118.575 124.85 279.575 317.75 338.25 350.225 353.875 377.125

	RWY	GP/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	1[1]	3.0°/46/879	ABCD	**124**-¼	100	(100-¼)
	5[2]	3.0°/37/808	ABCD	**126**-½	100	(100-½)
	19[3]	3.0°/41/759	ABCD	**123**-½	100	(100-½)
	23[2]	3.0°/37/672	ABCD	**124**-½	100	(100-½)
ASR	19[4]		AB	**460**-1	437	(500-1)
			CDE	**460**-1¼	437	(500-1¼)
	23[5]		AB	**460**-1	436	(500-1)
			CDE	**460**-1¼	436	(500-1¼)
	5[6]		AB	**480**-1	454	(500-1)
			CDE	**480**-1⅜	454	(500-1⅜)
CIR	All Rwys		AB	**540**-1	514	(600-1)
			C	**700**-2	674	(700-2)
			D	**700**-2¼	674	(700-2¼)
			E	**700**-2½	674	(700-2½)

[1]When ALS inop, increase vis to ½ mile.
[2]CAUTION: TCH (37') is less than the min TCH (45') for aircraft similar to B-767/777, KC-10, B-1, C-5, VC-25.
[3]CAUTION: TCH (41') is less than the min TCH (45') for aircraft similar to B-767/777, KC-10, B-1, C-5, VC-25.
[4]Step Down Fix 2 NM from thld, 640 min.
[5]Step Down Fix 2 NM from thld, 560 min.
[6]Step Down Fix 2 NM from thld, 600 min.

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