

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> <u>MDA-VIS</u>	<u>HAT/</u> <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> <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	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.

31 DEC 2020 to 28 JAN 2021

31 DEC 2020 to 28 JAN 2021

RADAR INSTRUMENT APPROACH MINIMUMS

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

Amdt 5 18JUN20 (20254) (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>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	23 <sup>2</sup>	3.0°/44/821	ABCDE	116-¾	100	(100-¾)
	5 <sup>2</sup>	3.0°/38/779	ABCDE	137-¾	100	(100-¾)
	14	3.0°/41/780	ABCDE	233-¾	200	(200-¾)
	32 <sup>8</sup>	3.0°/40/722	ABCDE	308-¾	283	(300-¾)
PAR W/O GS <sup>1</sup>	23 <sup>5 6</sup>		ABCDE	320-½	304	(300-½)
	14 <sup>6</sup>		AB	420-1	387	(400-1)
			CDE	420-1½	387	(400-1½)
	5 <sup>3 7</sup>		AB	440-¾	403	(500-¾)
			CDE	440-1	403	(500-1)
	32 <sup>6</sup>		AB	440-1	415	(500-1)
			CDE	440-1½	415	(500-1½)
ASR <sup>1 6</sup>	23 <sup>3</sup>		AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	14		AB	420-1	387	(400-1)
			CDE	420-1½	387	(400-1½)
	5 <sup>4</sup>		AB	460-¾	423	(500-¾)
			CDE	460-1	423	(500-1)
	32		AB	500-1	475	(500-1)
			CDE	500-1½	475	(500-1½)
CIR	5, 14, 23, 32		AB	500-1	463	(500-1)
			C	600-1½	563	(600-1½)
			D	600-2	563	(600-2)
			E	740-2½	703	(800-2½)

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

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

<sup>3</sup>When ALS inop, increase vis CAT ABCDE to 1 mile.

<sup>4</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.

<sup>5</sup>When ALS inop, increase vis CAT ABCDE 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 4 is 16ft.

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 3 10SEP20 (20254) (USN)

ELEV 29

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

				DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	RWY	GS/TCH/RPI	CAT			
	32L <sup>1 3</sup>	3.0°/57/1048	ABCDE	126-¼	100	(100-¼)
	14L <sup>3</sup>	3.0°/55/1056	ABCDE	126-½	100	(100-½)
	5R <sup>3</sup>	3.0°/56/1049	ABCDE	127-½	100	(100-½)
	23R <sup>3</sup>	3.0°/57/1076	ABCDE	123-½	100	(100-½)
ASR	23R <sup>4</sup>		AB	400-½	377	(400-½)
			CDE	400-¾	377	(400-¾)
	32L <sup>2</sup>		AB	400-½	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)
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 CAT ABCDE to ½ mile.  
<sup>2</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.  
<sup>3</sup>CAUTION: PAR RPI and PAPI RRP are not coincident.  
<sup>4</sup>When ALS inop, increase vis CAT ABCDE to 1 mile.

31 DEC 2020 to 28 JAN 2021

31 DEC 2020 to 28 JAN 2021

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**NEW RIVER MCAS (KNCA),** (MC CUTCHEON FLD) NC (Jacksonville) (Amdt 1, 19059 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>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	1 <sup>1</sup>	3.0°/45/872	ABCD	<b>124-¾</b>	100	(100-¾)
	5 <sup>5</sup>	3.0°/36/656	ABCD	<b>126-½</b>	100	(100-½)
	19 <sup>3</sup>	3.0°/40/757	ABCD	<b>123-½</b>	100	(100-½)
	23 <sup>4</sup>	3.0°/37/664	ABCD	<b>274-⅙</b>	250	(300-⅙)
PAR W/O GS	1 <sup>2</sup>		ABCD	<b>340-¾</b>	316	(400-¾)
	5		ABCD	<b>400-1</b>	374	(400-1)
	19		ABCD	<b>400-1</b>	377	(400-1)
	23		AB	<b>440-1</b>	416	(500-1)
			CD	<b>440-1⅙</b>	416	(500-1⅙)
ASR	5		ABCD	<b>400-1</b>	374	(400-1)
	23		ABCD	<b>380-1</b>	356	(400-1)
	19		AB	<b>440-1</b>	417	(500-1)
			CD	<b>440-1⅙</b>	417	(500-1⅙)
CIR	ALL RWY		AB	<b>500-1</b>	474	(500-1)
			C	<b>500-1½</b>	474	(500-1½)
			D	<b>580-2</b>	554	(600-2)

<sup>1</sup>When ALS inop, increase vis to ½ mile.  
<sup>2</sup>When ALS inop, increase vis CAT ABCD to 1 mile. 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 Group 4: 18 ft is less than the min WCH 20 ft.  
<sup>4</sup>CAUTION: WCH for Group 3: 16 ft and Group 4: 11 ft is less than the min WCH 20 ft.  
<sup>5</sup>CAUTION: WCH for Group 3: 15 ft and Group 4: 10 ft is less than the min WCH 20 ft.

31 DEC 2020 to 28 JAN 2021

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**SIMMONS AAF (KFBG)**, Fort Bragg, NC 1-Amdt 12A 2-Orig A 03DEC20  
(20338) (USA)  
**RADAR<sup>1</sup> - (E)** 120.8 124.2 257.65 284.675 **T**

ELEV **244**

	<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>
<b>RADAR-1</b>						
PAR	27	3.0°/36/628	ABC	<b>436</b> -¾	208	(200-¾)
			D	<b>NA</b>	NA	NA
PAR W/O GS	27		AB	<b>640</b> -1	412	(500-1)
			C	<b>640</b> -1¼	412	(500-1¼)
			D	<b>NA</b>	NA	NA
CIR			AB	<b>780</b> -1	536	(600-1)
			C	<b>780</b> -1½	536	(600-1½)
			D	<b>NA</b>	NA	NA
<b>RADAR-2</b>						
PAR	9	3.9°/33/487	COPTER	<b>550</b> -½	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> <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	24		AB	<b>500</b> /24	474	(500-½)	CD	<b>500</b> /50	474	(500-1)
	35		AB	<b>500</b> /40	469	(500-¾)	CD	<b>500</b> /50	469	(500-1)
	17		AB	<b>500</b> -1	468	(500-1)	CD	<b>500</b> -1%	468	(500-1%)
	6		AB	<b>540</b> /55	512	(600-1¼)	CD	<b>540</b> -1%	512	(600-1%)
<b>C</b> CIRCLING	ALL RWY		AB	<b>560</b> -1	528	(600-1)	C	<b>720</b> -2	688	(700-2)
			D	<b>920</b> -3	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 1% SM, and S-35 Cats A/B visibility to RVR 5500, and Cat C/D to 1% SM.

31 DEC 2020 to 28 JAN 2021

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