

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- FAR PART 97.31**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH. and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES <i>(Sectors and distances measured from radar antenna)</i>												MISSED APPROACH
FROM	T O	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MAP: RWY 25: 1.00 NM FROM THLD.
AS ESTABLISHED BY CURRENT BEAUFORT RATCF ASR MINIMUM VECTORING ALTITUDE CHART												CLIMBING RIGHT TURN TO 2000 VIA 257 HEADING TO NOMAS INT AND HOLD NE, RT, 239.50 INBOUND.

MINIMUMS

TAKEOFF:		STANDARD	X	SEE FAA FORM 8260-15 FOR THIS AIRPORT				ALTERNATE:	N A	X						
CATEGORY		A			B			C			D			E		
		DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-25		400	1 1/4	390	400	1 1/4	390	400	1 1/4	390		NA				
CIRCLING		500	1 1/4	490	500	1 1/4	490	500	1 1/2	490		NA				

NOTES: USE BEAUFORT MCAS / MERRITT FIELD ALTIMETER SETTING.
WHEN BEAUFORT CLASS D NOT IN EFFECT PROCEDURE NA.

RWY 25: FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 1500, 2 MILES FROM THLD MINIMUM ALTITUDE 660.
FINAL APPROACH COURSE 247. RECOMMENDED ALTITUDE 4 NM 1220, 3 NM 940, 2 NM 660.

ADDITIONAL FLIGHT DATA

TDZE: 10	RWY: 25	TDZE:	RWY:
TDZE:	RWY:	TDZE:	RWY:

RWY 25: FAS OBST: 129 TREE 322613/803838.

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.

MAG VAR: 5W EPOCH YEAR: 90

CITY AND STATE	ELEVATION: 10	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP
BEAUFORT, SC	AIRPORT NAME: BEAUFORT COUNTY	NBC ASR	RADAR-1, AMDT 3	AMDT: 2A
				DATED: 03/16/01

ALL AFFECTED PROCEDURES REVIEWED? <input checked="checked" type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE *
COORDINATED WITH: <div style="display: flex; justify-content: space-between; padding: 5px;"> <div>ATA <input type="checkbox"/></div> <div>AAT <input type="checkbox"/></div> <div>ALPA <input type="checkbox"/></div> <div>APA <input checked="checked" type="checkbox"/></div> <div>AOPA <input checked="checked" type="checkbox"/></div> <div>NBAA <input checked="checked" type="checkbox"/></div> <div>OTHER (specify) <input checked="checked" type="checkbox"/> NBC RATCF, AIRPORT MANAGER</div> </div>		
FLIGHT CHECKED BY		
NAME: <div style="text-align: center;">WILLIAM D. COOPER</div>	FIFO AVN-200	DATE: 07/17/2003
DEVELOPED BY		
NAME: <div style="display: flex; justify-content: space-between; align-items: center;"> <div>NEIL R. SIMPANEN</div> <div style="text-align: center;"><i>Neil R. Simpanen</i></div> </div>	FIFO AVN-110	DATE: 08/07/2003
APPROVED BY		
NAME: <div style="display: flex; justify-content: space-between; align-items: center;"> <div>TERRY H. DEPLOIS</div> <div style="text-align: center;"><i>Terry H. Deplois</i></div> <div>MANAGER</div> </div>	FIFO AVN-110	DATE: AUG 13 2003
CHANGES: 1. LOWERED MDA FROM 580 TO 400. 2. NEW CONTROLLING OBST CIRCLING ALL CATS, MDAS REVISED. 3. REVISED RECOMMENDED ALTITUDES. 4. REVISED FAC FROM 245 TO 247. 5. RWY NUMBERS CHGD. 6. NOMAS INT MA FIX POSN CHGD. 7. NOTE DELETED, STRAIGHT-IN MINIMUMS NA AT NIGHT.		
REASONS: 1. NEW RASS ADJUST (18') ADDED TO NEW CTL OBST, 129 TREE. 2. WATER TANK 178' (41-1701), MDA 500. 3. REVISED BASED ON 400 MDA AND MIN ALT AT 2NM (SDF) 660. 4. REVISED BASED ON UPDATED ASIS DATA. 5. MAG VAR UPDATE, NEW RWY NUMBERS PAINTED O/A 3/16/01. 6. V437 SAV RADIAL/DME CHGD DUE TO SAV VORTAC RELOCATION. 7. FAR 77 CATEGORY A(NP) UPDATED ON 5010 AIRPORT MASTER RECORD ITEM 50 AND RWY MARKINGS UPDATED TO NPI-G.		
THIS IS A REPLACEMENT COPY OF THE FORM DEVELOPED ON 05/10/02. (SEE LINE 7 ABOVE FOR REASON)		
* CONCURRENT WITH DOCKET # 02-ASO-7, SAV VORTAC RELOCATION.		

PART - A OBSTRUCTION DATA

FAA Form 8260 - 9 / February 1995 (Computer Generated)

NOTES / EXPLANATIONS FROM OPPOSITE SIDE OF FORM:

PREVIOUS REMARKS: "ALTITUDE RESTRICTED TO ABOVE 500 MSL DUE TO RADAR COVERAGE" IS NO LONGER VALID AND DELETED PER TELECON WITH NBC RATCF PPS 5/9/02.

RASS ADJUSTMENT CALCULATIONS:

DISTANCE BETWEEN ARPS - 5.87 NM x 2.30 = 13.50.

TERRAIN ADJUSTMENT - NBC TO 73J = 28' x .14 = 3.92.

13.50 + 3.92 = 17.42' RASS = 18 FEET.

FAS OBST: SFC 29'(AAO) + 100'TREE = 129' FROM 7.5 TOPO MAP.

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH :		2. WEATHER SERVICE		3. ALTIMETER SETTING	
NBC RATCF		N W S		SOURCE: KNBC	
		F A A		OTHER: USMC SERVICE-A	
		A / C		DISTANCE: 5.85 NM	
SATISFACTORY ON:		LOCATION: NBC MCAS		HOURS REMOTE OPERATION: 24	
<input checked="" type="checkbox"/> V H F <input checked="" type="checkbox"/> U H F <input type="checkbox"/> H F		HRS OPTN: 24		ADJUSTMENT: 17.38	
4. MONITOR STATUS	PRIMARY			SECONDARY	
	NAVAID: ASR-8			NAVAID:	
	MONITOR POINT: NBC RATCF			MONITOR POINT:	
	HRS	CAT 1	*	HRS	CAT 1
	OPTN:	CAT 3		OPTN:	CAT 3
5. AIRSPACE		FLOOR OF CONTROLLED AIRSPACE UNDER FAC			CONTROL AREA
		CONTROL ZONE:			HOURS OPTN X TRANSITION AREA
6. APPROACH & RUNWAY LIGHTING	ALS			X	REIL 25 (PCL)
	(S) SALS				TDZ
	MALS				C/LINE
	HIRL			X	OTHER (Specify)
	X MIRL 7, 25 (PCL)				PAPI 7, 25
7. RUNWAY MARKINGS BSC-G			8. RUNWAY VISUAL RANGE		
ALL WEATHER			APPROACH		
INSTRUMENT			ROLL OUT		
9. GLIDE SLOPE	G S ANGLE:			ELEV RWY THRESHOLD:	
	DISTANCE FROM RWY:			ELEV GS ANTENNA:	
				THRESHOLD CROSSING HEIGHT:	
10. FINAL APPROACH COURSE AIMING		X	RUNWAY THRESHOLD		F T. FROM THRESHOLD
		X	ON CENTERLINE		F T. FROM CENTERLINE
11. WAIVERS OF STANDARDS		NUMBER OF WAIVERS ON FILE		DATES OF APPROVAL	
		NONE			

PART C - REMARKS:

* SEE A/FD FOR HRS OF OPTN

PART D - PREPARED BY:

NEIL R. SIMPANEN

DATE:

05/10/2002

TITLE:

AERONAUTICAL INFORMATION SPECIALIST

OFFICE:

AVN-110