

# RADAR MINS

24193

N1

## 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	<b>916-1</b>	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	<b>440-1¼</b>	430	(500-1¼)				
CIRCLING	ALL RWY		AB	<b>500-1¼</b>	491	(500-1¼)	C	<b>640-1¼</b>	631	(700-1¼)

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

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SE-2

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

24193

N1

**RADAR INSTRUMENT APPROACH MINIMUMS**

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

Amdt 7 11JUL24 (24193) (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>	5 <sup>2,3</sup>	3.0°/38/778	ABCDE	137-¼	100	(100-¼)
	23 <sup>2,4</sup>	3.0°/43/818	ABCDE	116-¼	100	(100-¼)
	14 <sup>5</sup>	3.0°/40/766	ABCDE	232-¾	200	(200-¾)
PAR W/O GS <sup>1</sup>	32 <sup>6</sup>	3.0°/41/785	ABCDE	225-¾	200	(200-¾)
	23 <sup>7</sup>		ABCDE	360-½	344	(400-½)
	14		ABCDE	400-1½	368	(400-1½)
	5 <sup>8</sup>		ABCDE	440-¾	363	(400-¾)
ASR <sup>1</sup>	32		ABCDE	440-1½	415	(500-1½)
	23 <sup>7</sup>		AB	360-½	344	(400-½)
			CDE	360-½	344	(400-½)
			AB	420-1	388	(400-1)
		CDE	420-1½	388	(400-1½)	
	5 <sup>9</sup>		AB	480-¾	443	(500-¾)
			CDE	480-1	443	(500-1)
			AB	480-1	455	(500-1)
32		CDE	480-1½	455	(500-1½)	
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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<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 3 is 18ft, Group 4 is 13ft.

<sup>4</sup>WCH for Group 4 is 18'.

<sup>5</sup>WCH for Group 4 is 15'.

<sup>6</sup>WCH for Group 4 is 16'.

<sup>7</sup>When ALS inop, increase vis to 1 mile.

<sup>8</sup>When ALS inop, increase vis to 1½ miles.

<sup>9</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ 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.

**RADAR INSTRUMENT APPROACH MINIMUMS**

**RADAR INSTRUMENT APPROACH MINIMUMS**

**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 **T**

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

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

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

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

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

<sup>5</sup>CAUTION: PAR RPI and PAPI RRP not coincident.

<sup>6</sup>When ALS inop, increase vis to 1 mile.

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**RADAR INSTRUMENT APPROACH MINIMUMS**

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

Amdt 2 22APR21 (23362) (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/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
PAR	1 <sup>1</sup>	3.0°/45/871	ABCD	<b>124-¼</b>	100	(100-¼)
	5 <sup>5</sup>	3.0°/35/650	ABCD	<b>126-½</b>	100	(100-½)
	19 <sup>9</sup>	3.0°/41/760	ABCD	<b>123-½</b>	100	(100-½)
	23 <sup>4</sup>	3.0°/36/656	ABCD	<b>274-¾</b>	250	(300-¾)
PAR W/O GS	1 <sup>2</sup>		AB	<b>420-¾</b>	396	(400-¾)
			CD	<b>420-¾</b>	396	(400-¾)
	5 <sup>10</sup>		ABCD	<b>400-1</b>	374	(400-1)
	19 <sup>11</sup>		ABCD	<b>400-1</b>	377	(400-1)
	23 <sup>9</sup>		AB	<b>440-1</b>	416	(500-1)
		CD	<b>440-1½</b>	416	(500-1½)	
ASR	5 <sup>6 12</sup>		AB	<b>420-1</b>	394	(400-1)
			CD	<b>420-1½</b>	394	(400-1½)
	23 <sup>8</sup>		ABCD	<b>380-1</b>	356	(400-1)
	19 <sup>7</sup>		AB	<b>480-1</b>	457	(500-1)
		CD	<b>480-1½</b>	457	(500-1½)	
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 CAT AB vis to 1 mile, CAT CD vis to 1½ miles. 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.

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