

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	916-1	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  

Amdt 4, 17APR25 (25107) (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	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



	<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 ¹	5 ^{2 3}	3.0°/38/778	ABCDE	137-¾	100	(100-¾)
	23 ^{2 4}	3.0°/43/818	ABCDE	116-¾	100	(100-¾)
	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	360-¾	344	(400-¾)
	14		ABCDE	400-1½	368	(400-1½)
	5 ⁸		ABCDE	440-¾	363	(400-¾)
	32		ABCDE	440-1½	415	(500-1½)
ASR ¹	23 ⁷	5, 14, 23, 32	AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	14		AB	420-1	388	(400-1)
			CDE	420-1½	388	(400-1½)
	5 ⁹		AB	480-¾	443	(500-¾)
			CDE	480-1	443	(500-1)
32	AB		500-1	475	(500-1)	
	CDE		500-1¾	475	(500-1¾)	
	CIR		5, 14, 23, 32	AB	560-1	523
			C	580-1½	543	(600-1½)
			D	600-2	563	(600-2)
		E	740-2½	703	(800-2½)	

¹No-NOTAM MP 1200-2000Z++ Sat.

²When ALS inop, increase vis to ½ mile.

³WCH for Group 3 is 18ft, Group 4 is 13ft.

⁴WCH for Group 4 is 18'.

⁵WCH for Group 4 is 15'.

⁶WCH for Group 4 is 16'.

⁷When ALS inop, increase vis to 1 mile.

⁸When ALS inop, increase vis to 1½ miles.

⁹When 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.

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

Amdt 5 02NOV23 (23306) (USN)

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

ELEV 29

				DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	RWY	GS/TCH/RPI	CAT			
	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	400-¾	377	(400-¾)
	32L ^{2 6}		AB	400-½	375	(400-½)
			CDE	400-¾	375	(400-¾)
	5R ³		AB	500-1	474	(500-1)
			CDE	500-1¾	474	(500-1¾)
	14L ⁴		AB	500-1	474	(500-1)
			CDE	500-1¾	474	(500-1¾)
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)

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

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NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA), Jacksonville, NC

Amdt 4 23JAN25 (25023) (USN)

ELEV 26

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

	<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	1 ^{1 2}	3.0°/50/962	ABCD	133-¾	109	(200-¾)
	5 ³	3.0°/50/921	ABCD	126-½	100	(100-½)
	19 ⁴	3.0°/50/929	ABCD	123-½	100	(100-½)
	23 ³	3.0°/50/913	ABCD	124-½	100	(100-½)
PAR W/O GS	1 ^{5 6}		AB	420-¾	396	(400-¾)
			CD	420-⅞	396	(400-⅞)
	5 ⁶		ABCD	400-1	374	(400-1)
	19 ⁶		AB	420-1	397	(400-1)
			CD	420-1⅙	397	(400-1⅙)
	23 ⁶		AB	440-1	416	(500-1)
ASR			CD	440-1⅙	416	(500-1⅙)
			ABCD	400-1	374	(400-1)
			ABCD	360-1	336	(400-1)
			AB	480-1	457	(500-1)
			CD	480-1⅜	457	(500-1⅜)
CIR	ALL RWY		A	500-1	474	(500-1)
			B	540-1	514	(600-1)
			C	700-2	674	(700-2)
			D	700-2¼	674	(700-2¼)

¹When ALS inop, increase vis to ½ mile.
²VGSI TCH (46) not coincident.
³VGSI TCH (37) not coincident.
⁴VGSI TCH (41) not coincident.
⁵When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅙ miles.
⁶Step Down Fix 3 NM from RPI, 1000 min.
⁷Step Down Fix 2 NM from thld, 700 min.
⁸Step Down Fix 2 NM from thld, 680 min.
⁹CAUTION: 2 NM SDF altitude 680 is less than CAT CD Circling MDA.

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