

**RADAR INSTRUMENT APPROACH MINIMUMS**

**NORFOLK NS (CHAMBERS FLD) (KNGU)**

Norfolk, VA Amdt 1 22JAN26 (26022) (USN)

ELEV 15

**RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55** 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	10 <sup>2 3</sup>	3.0°/54/1020	ABCDE	<b>114-¾</b>	100	(100-¾)
	28 <sup>4 5</sup>	3.0°/37/719	ABCDE	<b>319-¾</b>	305	(400-¾)
PAR W/O GS <sup>1</sup>	28 <sup>5 6 7</sup>		AB	<b>440-⅞</b>	426	(500-⅞)
			CDE	<b>440-1</b>	426	(500-1)
	10 <sup>8</sup>		AB	<b>460-⅝</b>	446	(500-⅝)
			CDE	<b>460-⅞</b>	446	(500-⅞)
ASR	28 <sup>5 9 10</sup>		AB	<b>440-¾</b>	426	(500-¾)
			CDE	<b>440-1</b>	426	(500-1)
	10 <sup>11</sup>		AB	<b>720-½</b>	706	(800-½)
			CDE	<b>720-1⅝</b>	706	(800-1⅝)
CIR PAR W/O GS <sup>12 13</sup>	10		A	<b>520-1⅙</b>	505	(600-1⅙)
			B	<b>540-1</b>	525	(600-1)
			C	<b>540-1½</b>	525	(600-1½)
			DE	<b>600-2</b>	585	(600-2)
	28		A	<b>520-1⅙</b>	505	(600-1⅙)
			B	<b>540-1⅙</b>	525	(600-1⅙)
			C	<b>540-1½</b>	525	(600-1½)
			DE	<b>600-2</b>	585	(600-2)
CIR ASR <sup>12 13</sup>	28		A	<b>520-1</b>	505	(600-1)
			B	<b>540-1</b>	525	(600-1)
			C	<b>540-1½</b>	525	(600-1½)
			DE	<b>600-2</b>	585	(600-2)
	10		AB	<b>720-1</b>	705	(800-1)
			C	<b>720-2</b>	705	(800-2)
			D	<b>720-2¼</b>	705	(800-2¼)
			E	<b>720-2½</b>	705	(800-2½)

19 MAR 2026 to 16 APR 2026

19 MAR 2026 to 16 APR 2026

<sup>1</sup>No-NOTAM MP Mon 1030-1430Z++.

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

<sup>3</sup>PAPI RRP/TCH 669/35 not coincident with PAR RPI/TCH 1020/54.

<sup>4</sup>When ALS inop, increase vis to ⅙ mile.

<sup>5</sup>Helicopter vis reduction below ¾ mile not authorized.

<sup>6</sup>When ALS inop, increase CAT AB vis to 1⅙ mile, CAT CDE vis to 1¼ miles.

<sup>7</sup>Step down fix at 3 NM from RPI, 960 min.

<sup>8</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.

<sup>9</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.

<sup>10</sup>Step down fix at 3 NM from thld, 1000 min.

<sup>11</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 2 miles.

<sup>12</sup>Cir not auth south of Rwy 10-28.

<sup>13</sup>Norfolk NS Heliport lctd 1 NM NW, use caution in cir aprch.

**RADAR INSTRUMENT APPROACH MINIMUMS**

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**OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)**

Virginia Beach, VA Amdt 8 12JUN25 (25163) (USN)

**RADAR<sup>1</sup> - (E)** 124.825 310.8 328.4 346.4 348.75 352.1 363.1 **▼**

ELEV 22

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/</u>	<u>CEIL-VIS</u>
PAR	5R <sup>2</sup>	3.0°/50/947	ABCDE	<b>119-¾</b>	100	(100-¾)
	23L <sup>2</sup>	3.0°/50/962	ABCDE	<b>121-¾</b>	100	(100-¾)
	32L <sup>2</sup>	3.0°/50/952	ABCDE	<b>122-¾</b>	100	(100-¾)
	5L	3.0°/50/956	ABCDE	<b>120-½</b>	100	(100-½)
	23R	3.0°/50/959	ABCDE	<b>120-½</b>	100	(100-½)
	32R	3.0°/50/955	ABCDE	<b>120-½</b>	100	(100-½)
ASR <sup>3</sup>	5R <sup>4</sup>		AB	<b>420-½</b>	401	(400-½)
			CDE	<b>420-¾</b>	401	(400-¾)
	23L <sup>4</sup>		AB	<b>440-½</b>	419	(500-½)
			CDE	<b>440-¾</b>	419	(500-¾)
	32L <sup>4</sup>		AB	<b>440-½</b>	418	(500-½)
			CDE	<b>440-¾</b>	418	(500-¾)
	5L		AB	<b>440-1</b>	420	(500-1)
			CDE	<b>440-1½</b>	420	(500-1½)
	14L		AB	<b>440-1</b>	421	(500-1)
			CDE	<b>440-1¼</b>	421	(500-1¼)
	14R		AB	<b>440-1</b>	419	(500-1)
			CDE	<b>440-1½</b>	419	(500-1½)
23R		AB	<b>440-1</b>	420	(500-1)	
		CDE	<b>440-1½</b>	420	(500-1½)	
32R		AB	<b>440-1</b>	420	(500-1)	
		CDE	<b>440-1½</b>	420	(500-1½)	
SIDESTEP <sup>5</sup>	5L		AB	<b>440-1</b>	420	(500-1)
			C	<b>440-1½</b>	420	(500-1½)
			DE	<b>440-2</b>	420	(500-2)
	23L		AB	<b>440-1</b>	419	(500-1)
			C	<b>440-1½</b>	419	(500-1½)
			DE	<b>440-2</b>	419	(500-2)
	23R		AB	<b>440-1</b>	420	(500-1)
			C	<b>440-1½</b>	420	(500-1½)
			DE	<b>440-2</b>	420	(500-2)
	32R		AB	<b>440-1</b>	420	(500-1)
			C	<b>440-1½</b>	420	(500-1½)
			DE	<b>440-2</b>	420	(500-2)
CIR	ALL RWY		AB	<b>500-1</b>	478	(500-1)
			C	<b>600-1½</b>	578	(600-1½)
			D	<b>600-2</b>	578	(600-2)
			E	<b>900-3</b>	878	(900-3)

19 MAR 2026 to 16 APR 2026

19 MAR 2026 to 16 APR 2026

<sup>1</sup>No-NOTAM preventive maint 1100-1300Z++ Tue.

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

<sup>3</sup>Step Down Fix at 3 NM from thld, 1020' min.

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

<sup>5</sup>Sidestep ASR only.

**RADAR INSTRUMENT APPROACH MINIMUMS**

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**PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)**

Patuxent River, MD Amdt 3 07AUG25 (25219) (USN)

ELEV 39

**RADAR - (E)** 120.05 121.0 135.025 250.3 257.75 281.8 318.8 348.0 362.6 **▼**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	6 <sup>2</sup>	3.0°/51/1086	ABCDE	<b>139</b> -¼	100	(100-¼)
	24	3.0°/50/949	ABCDE	<b>120</b> -½	100	(100-½)
	14 <sup>3</sup>	3.0°/50/983	ABCDE	<b>127</b> -½	100	(100-½)
	32	3.0°/50/938	ABCDE	<b>118</b> -½	100	(100-½)
ASR	14 <sup>3,4</sup>		ABCDE	<b>400</b> -1	373	(400-1)
	32 <sup>5</sup>		AB	<b>440</b> -1	422	(500-1)
			CDE	<b>440</b> -1¼	422	(500-1¼)
	6 <sup>6,7</sup>		AB	<b>520</b> -½	481	(500-½)
			CDE	<b>520</b> -1	481	(500-1)
	24 <sup>5</sup>		AB	<b>440</b> -1	420	(500-1)
			CDE	<b>440</b> -1⅙	420	(500-1⅙)
CIR	6-24, 14-32		A	<b>520</b> -1	481	(500-1)
			B	<b>560</b> -1	521	(600-1)
			C	<b>620</b> -1½	581	(600-1½)
			D	<b>700</b> -2	661	(700-2)
			E	<b>820</b> -2¾	781	(800-2¾)

<sup>1</sup>PAR No-NOTAM preventive maint period Wed 1300-1700Z++.

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

<sup>3</sup>CAUTION: High volume VFR traffic in vicinity of FAF during VMC.

<sup>4</sup>Step Down Fix at 2 NM from thld, 700' min.

<sup>5</sup>Step Down Fix at 3 NM from thld, 1020' min.

<sup>6</sup>Step Down Fix at 3 NM from thld, 1040' min.

<sup>7</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅙ miles.

**QUANTICO MCAF (TURNER FLD) (KNYG)**

Quantico, VA Amdt 9 27NOV25 (25331) (USN)

ELEV 10

**RADAR**<sup>1</sup> - 120.925 351.95 353.65 363.15 **▼**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
ASR <sup>2,3</sup>	2		AB	<b>560</b> -1	551	(600-1)
			CDE	<b>560</b> -1⅙	551	(600-1⅙)
			A	<b>560</b> -1	550	(600-1)
CIR ASR <sup>4</sup>	2		B	<b>660</b> -1	650	(700-1)
			C	<b>700</b> -2	690	(700-2)
			D	<b>740</b> -2¼	730	(800-2¼)
			E	<b>760</b> -2¾	750	(800-2¾)
			A	<b>560</b> -1	550	(600-1)

<sup>1</sup>GCA avbl daily during published field opr hours. Ctc twr for freq asgn.

<sup>2</sup>VGSI and final descent angle not coincident.

<sup>3</sup>Step Down Fix 3 NM from thld, 1000 min.

<sup>4</sup>Circling NA W of Rwy 2-20.

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