

# RADAR MINS

26022

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>DA/ MDA-VIS</u>	<u>HAT/ 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/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ 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.

19 MAR 2026 to 16 APR 2026

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SE-2

## RADAR INSTRUMENT APPROACH MINIMUMS

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N1

**RADAR INSTRUMENT APPROACH MINIMUMS**

**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>DA/ MDA-VIS</u>	<u>HAT/ HATh/ 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)
	32 <sup>6</sup>	3.0°/41/785	ABCDE	225-¾	200	(200-¾)
PAR W/O GS <sup>1</sup>	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)
	32		ABCDE	440-1½	415	(500-1½)
ASR <sup>1</sup>	23 <sup>7</sup>		AB	360-½	344	(400-½)
			CDE	360-½	344	(400-½)
			AB	420-1	388	(400-1)
	14		CDE	420-1½	388	(400-1½)
			AB	480-¾	443	(500-¾)
			CDE	480-1	443	(500-1)
32		AB	500-1	475	(500-1)	
		CDE	500-1½	475	(500-1½)	
		AB	560-1	523	(600-1)	
CIR	5, 14, 23, 32		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**

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**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>DA/ 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 (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>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	1 <sup>12</sup>	3.0°/50/962	ABCD	<b>133-¼</b>	109	(200-¼)
	5 <sup>3</sup>	3.0°/50/921	ABCD	<b>126-½</b>	100	(100-½)
	19 <sup>4</sup>	3.0°/50/929	ABCD	<b>123-½</b>	100	(100-½)
	23 <sup>3</sup>	3.0°/50/913	ABCD	<b>124-½</b>	100	(100-½)
PAR W/O GS	1 <sup>66</sup>		AB	<b>420-¾</b>	396	(400-¾)
			CD	<b>420-¾</b>	396	(400-¾)
	5 <sup>6</sup>		ABCD	<b>400-1</b>	374	(400-1)
			AB	<b>420-1</b>	397	(400-1)
	19 <sup>6</sup>		CD	<b>420-1½</b>	397	(400-1½)
			AB	<b>440-1</b>	416	(500-1)
23 <sup>6</sup>		CD	<b>440-1½</b>	416	(500-1½)	
		ASR	5 <sup>7</sup>	ABCD	<b>400-1</b>	374
CIR	ALL RWY		A	<b>500-1</b>	474	(500-1)
			B	<b>540-1</b>	514	(600-1)
			C	<b>700-2</b>	674	(700-2)
			D	<b>700-2¼</b>	674	(700-2¼)

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<sup>1</sup>When ALS inop, increase vis to ½ mile.  
<sup>2</sup>VGSI TCH (46) not coincident.  
<sup>3</sup>VGSI TCH (37) not coincident.  
<sup>4</sup>VGSI TCH (41) not coincident.  
<sup>5</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.  
<sup>6</sup>Step Down Fix 3 NM from RPI, 1000 min.  
<sup>7</sup>Step Down Fix 2 NM from thld, 700 min.  
<sup>8</sup>Step Down Fix 2 NM from thld, 680 min.  
<sup>9</sup>CAUTION: 2 NM SDF altitude 680 is less than CAT CD Circling MDA.

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