

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>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>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/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u> |
|----------|------------|-------------------|------------|------------------------|---------------------|-----------------|------------|------------------------|---------------------|-----------------|
| ASR      | 25         |                   | ABC        | 380-1                  | 372                 | (400-1)         | D          | NA                     |                     |                 |
| CIRCLING | ALL RWY    |                   | AB<br>D    | 480-1<br>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.

03 SEP 2026 to 01 OCT 2026

03 SEP 2026 to 01 OCT 2026

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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



|                         |                  |               |        | DA/<br>MDA-VIS | HAT/<br>HAA |          |
|-------------------------|------------------|---------------|--------|----------------|-------------|----------|
|                         | RWY              | GP/TCH/RPI    | CAT    |                |             | CEIL-VIS |
| PAR <sup>1</sup>        | 5 <sup>23</sup>  | 3.0°/38/778   | ABCDE  | 137-¼          | 100         | (100-¼)  |
|                         | 23 <sup>24</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  | 360-¾          | 344         | (400-¾)  |
|                         | 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>  | 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 <sup>9</sup>   |               | 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              |               | AB     | 560-1          | 523         | (600-1)  |
| C                       |                  |               | 580-1½ | 543            | (600-1½)    |          |
| D                       |                  |               | 600-2  | 563            | (600-2)     |          |
| E                       |                  | 740-2½        | 703    | (800-2½)       |             |          |

<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.

03 SEP 2026 to 01 OCT 2026

03 SEP 2026 to 01 OCT 2026

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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

|                                                                                     | <u>RWY</u>         | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>HATH/<br/>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)        |
|  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.

03 SEP 2026 to 01 OCT 2026

03 SEP 2026 to 01 OCT 2026

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NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Jacksonville, NC Amdt 5 03SEP26 (26246) (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>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>HATh/<br/>HAA</u> | <u>CEIL-VIS</u> |
|-----|-----------------|-------------------|------------|------------------------|-------------------------------|-----------------|
| PAR | 1 <sup>1</sup>  | 3.0°/46/879       | ABCDE      | <b>124</b> -¼          | 100                           | (100-¼)         |
|     | 5 <sup>2</sup>  | 3.0°/37/808       | ABCDE      | <b>126</b> -½          | 100                           | (100-½)         |
|     | 19 <sup>3</sup> | 3.0°/41/759       | ABCDE      | <b>123</b> -½          | 100                           | (100-½)         |
|     | 23 <sup>2</sup> | 3.0°/37/672       | ABCDE      | <b>124</b> -½          | 100                           | (100-½)         |
| ASR | 19 <sup>4</sup> |                   | AB         | <b>460</b> -1          | 437                           | (500-1)         |
|     |                 |                   | CDE        | <b>460</b> -1¼         | 437                           | (500-1¼)        |
|     | 23 <sup>5</sup> |                   | AB         | <b>460</b> -1          | 436                           | (500-1)         |
|     |                 |                   | CDE        | <b>460</b> -1¼         | 436                           | (500-1¼)        |
|     | 5 <sup>6</sup>  |                   | AB         | <b>480</b> -1          | 454                           | (500-1)         |
|     |                 |                   | CDE        | <b>480</b> -1¾         | 454                           | (500-1¾)        |
| CIR | All Rwys        |                   | AB         | <b>540</b> -1          | 514                           | (600-1)         |
|     |                 |                   | C          | <b>700</b> -2          | 674                           | (700-2)         |
|     |                 |                   | D          | <b>700</b> -2¼         | 674                           | (700-2¼)        |
|     |                 |                   | E          | <b>700</b> -2½         | 674                           | (700-2½)        |

<sup>1</sup>When ALS inop, increase vis to ½ mile.  
<sup>2</sup>CAUTION: TCH (37') is less than the min TCH (45') for aircraft similar to B-767/777, KC-10, B-1, C-5, VC-25.  
<sup>3</sup>CAUTION: TCH (41') is less than the min TCH (45') for aircraft similar to B-767/777, KC-10, B-1, C-5, VC-25.  
<sup>4</sup>Step Down Fix 2 NM from thld, 560 min.  
<sup>5</sup>Step Down Fix 2 NM from thld, 640 min.  
<sup>6</sup>Step Down Fix 2 NM from thld, 600 min.

03 SEP 2026 to 01 OCT 2026

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