

RADAR MINS

19087

N1

RADAR INSTRUMENT APPROACH MINIMUMS

ALBEMARLE, NC
STANLY COUNTY (VUJ)
RADAR-1 128.325 307.8 **▽**

Orig, 22JUN17 (19059) (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>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	22L	3.0°/40/767	ABCD	784-¾	200	(200-¾)

Procedure NA when control tower closed.

BEAUFORT, SC
BEAUFORT COUNTY (ARW)
RADAR-1 125.125 292.125 **△** NA

Amdt 3A, 10MAY07 (11013) (FAA)

ELEV 10

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	25		ABC	440-1¼	430	(500-1¼)				
CIRCLING	ALL RWY		AB	500-1¼	490	(500-1¼)	C	500-1½	490	(500-1½)

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

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SE-2

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BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (Amdt 4, 19087 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>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	23 ²	3.0°/44/821	ABCDE	116 -¼	100	(100-¼)
	5 ²	3.0°/38/779	ABCDE	137 -¼	100	(100-¼)
	32	3.0°/41/790	ABCDE	225 -¾	200	(200-¾)
	14	3.0°/41/780	ABCDE	233 -¾	200	(200-¾)
PAR W/O GS ¹	23 ^{5 6}		ABCDE	320 -½	304	(300-½)
	5 ³		ABCDE	400 -¾	363	(400-¾)
	14 ⁶		AB	420 -1	387	(400-1)
			CDE	420 -1½	387	(400-1½)
	32 ⁶		AB	440 -1	415	(500-1)
			CDE	440 -1½	415	(500-1½)
ASR ¹⁶	23 ³		AB	360 -½	344	(400-½)
			CDE	360 -¾	344	(400-¾)
	14		AB	420 -1	387	(400-1)
			CDE	420 -1½	387	(400-1½)
	5 ⁴		AB	460 -¾	423	(500-¾)
			CDE	460 -1	423	(500-1)
	32		AB	500 -1	475	(500-1)
			CDE	500 -1½	475	(500-1½)
CIR	5, 14, 23, 32		AB	500 -1	463	(500-1)
			C	600 -1½	563	(600-1½)
			D	600 -2	563	(600-2)
			E	740 -2½	703	(800-2½)

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¹No-NOTAM MP 1200-2000Z++ Sat.

²When ALS inop, increase vis CAT ABCDE to ½ mile.

³When ALS inop, increase vis CAT ABCDE to 1 mile.

⁴When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¼ miles.

⁵When ALS inop, increase vis CAT ABCDE to 1 mile.

⁶VDA and VGSi not coincident.

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 runway 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 (KNKT), (CUNNINGHAM FIELD) NC (Amdt 2, 17313 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>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	32L ^{1 3}	3.0°/57/1048	ABCDE	126-¼	100	(100-¼)
	14L ³	3.0°/55/1056	ABCDE	126-½	100	(100-½)
	5R ³	3.0°/56/1049	ABCDE	127-½	100	(100-½)
	23R ³	3.0°/57/1076	ABCDE	123-½	100	(100-½)
ASR	23R ²		ABCDE	400-¾	377	(400-¾)
	32L ²		ABCDE	420-¾	394	(400-¾)
	14L		AB	460-1	434	(500-1)
			CDE	460-1¼	434	(500-1¼)
			AB	500-1	473	(500-1)
	5R		CDE	500-1¾	473	(500-1¾)
CIR C	ALL RWYS		AB	540-1	511	(600-1)
			C	600-1½	571	(600-1½)
			D	600-2	571	(600-2)
			E	700-2½	671	(700-2½)

¹When ALS inop, increase vis CAT ABCDE to ½ mile.

²When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¼ miles.

³CAUTION: PAR RPI and PAPI RRP are not coincident.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

NEW RIVER MCAS (KNCA), (MC CUTCHEON FLD) NC (Jacksonville) (Amdt 1, 19059 USN)

RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875 **▽** **ELEV 26**

	<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 ¹	3.0°/45/872	ABCD	124 -¾	100	(100-¾)
	5 ⁵	3.0°/36/656	ABCD	126 -½	100	(100-½)
	19 ³	3.0°/40/757	ABCD	123 -½	100	(100-½)
	23 ⁴	3.0°/37/664	ABCD	274 -¾	250	(300-¾)
PAR W/O GS	1 ²		ABCD	340 -¾	316	(400-¾)
	5		ABCD	400 -1	374	(400-1)
	19		ABCD	400 -1	377	(400-1)
	23		AB	440 -1	416	(500-1)
			CD	440 -1½	416	(500-1½)
ASR	5		ABCD	400 -1	374	(400-1)
	23		ABCD	380 -1	356	(400-1)
	19		AB	440 -1	417	(500-1)
			CD	440 -1½	417	(500-1½)
CIR	ALL RWY		AB	500 -1	474	(500-1)
			C	500 -1½	474	(500-1½)
			D	580 -2	554	(600-2)

¹When ALS inop, increase vis to ½ mile.

²When ALS inop, increase vis CAT ABCD to 1 mile. The difference between the VGSI TCH (45 ft) and the procedure TCH (49 ft) is greater than 3 ft.

³CAUTION: WCH for Group 4: 18 ft is less than the min WCH 20 ft.

⁴CAUTION: WCH for Group 3: 16 ft and Group 4: 11 ft is less than the min WCH 20 ft.

⁵CAUTION: WCH for Group 3: 15 ft and Group 4: 10 ft is less than the min WCH 20 ft.

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SIMMONS AAF (KFBG), NC (Fort Bragg), NC (Fort Bragg) (1-Amdt 12, 2-Orig 11097 USA)

ELEV 244

RADAR¹ - (E) 120.8 124.2 257.65 284.675 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
RADAR-1						
PAR	27	3.0°/36/628	ABC	428 -¾	200	(200-¾)
			D	NA	NA	NA
PAR W/O GS	27		AB	640 -1	412	(500-1)
			C	640 -1¼	412	(500-1¼)
			D	NA	NA	NA
CIR			AB	780 -1	536	(600-1)
			C	780 -1½	536	(600-1½)
			D	NA	NA	NA
RADAR-2						
PAR	9	3.9°/33/487	COPTER	491 -½	250	(300-½)



¹Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.


WILMINGTON, NC

Amdt 7A, 17AUG17 (17229) (FAA)

ELEV 32

WILMINGTON INTL (ILM)

RADAR-1 118.25 135.75 284.65 317.425  

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	24		AB	500 /24	474	(500-½)	CD	500 /50	474	(500-1)
	35		AB	500 /40	469	(500-¾)	CD	500 /50	469	(500-1)
	17		AB	500 -1	468	(500-1)	CD	500 -1%	468	(500-1%)
	6		AB	540 /55	512	(600-1¼)	CD	540 -1%	512	(600-1%)
 CIRCLING	ALL RWY		AB	560 -1	528	(600-1)	C	720 -2	688	(700-2)
			D	920 -3	888	(900-3)				

When control tower closed, ASR NA.

Rwy 17 helicopter visibility reduction below ¾ SM not authorized.

For inop ALS, increase S-24 Cat C/D visibility to 1% SM, and S-35 Cats A/B visibility to RVR 5500, and Cat C/D to 1% SM.

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