

**RADAR INSTRUMENT APPROACH MINIMUMS**

**DAVISON AAF (KDAA)**, Ft. Belvoir, VA Amdt 11A 16JUL20 (20198) (USA)

ELEV 74

RADAR<sup>1</sup> - (E) 118.85 119.95 248.5x 265.6 **VA** NA

	<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	32	3.0°/34/689	ABCD	346/50	278	(300-1)
	14	3.0°/59/1114	ABCD	642-2	582	(600-2)

When control tower clsd procedure NA.

<sup>1</sup>Opr 1100-0230Z++ Mon-Fri excld hol.

30 DEC 2021 to 27 JAN 2022

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**RADAR INSTRUMENT APPROACH MINIMUMS**



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**NORFOLK NS (CHAMBERS FIELD) (KNGU), Norfolk, VA**

Amdt 7 08OCT20 (20282) (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>DH/ 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>114-¼</b>	100	(100-¼)
	28 <sup>4</sup>	3.0°/37/719	ABCDE	<b>313-¾</b>	299	(300-¾)
PAR W/O GS <sup>1</sup>	28 <sup>5</sup>		ABCDE	<b>380-¾</b>	366	(400-¾)
	10 <sup>10</sup>		AB	<b>500-5/8</b>	486	(500-5/8)
			CDE	<b>500-1</b>	486	(500-1)
ASR	28 <sup>6</sup>		ABCDE	<b>460-1</b>	446	(500-1)
	10 <sup>9</sup>		AB	<b>720-¾</b>	706	(800-¾)
			CDE	<b>720-15/16</b>	706	(800-15/16)
 CIR PAR W/O GS <sup>7 8</sup>	10		A	<b>500-1</b>	485	(500-1)
			B	<b>560-1</b>	545	(600-1)
			C	<b>560-1½</b>	545	(600-1½)
			D	<b>580-2</b>	565	(600-2)
			E	<b>700-2½</b>	685	(700-2½)
	28		A	<b>540-15/16</b>	525	(600-15/16)
			B	<b>740-15/16</b>	725	(800-15/16)
			C	<b>780-2¼</b>	765	(800-2¼)
			D	<b>820-2½</b>	805	(900-2½)
			E	<b>820-2¾</b>	805	(900-2¾)
 CIR ASR <sup>7 8</sup>	28		A	<b>500-1¼</b>	485	(500-1¼)
			B	<b>560-1¼</b>	545	(600-1¼)
			C	<b>560-1½</b>	545	(600-1½)
			D	<b>580-2</b>	565	(600-2)
			E	<b>700-2½</b>	685	(700-2½)
	10		AB	<b>720-1¼</b>	705	(800-1¼)
			C	<b>720-2</b>	705	(800-2)
			D	<b>720-2¼</b>	705	(800-2¼)
			E	<b>720-2½</b>	705	(800-2½)

30 DEC 2021 to 27 JAN 2022

30 DEC 2021 to 27 JAN 2022

<sup>1</sup>No-NOTAM MP Sun 1230-1630Z++.

<sup>2</sup>When ALS inop, increase vis CAT ABCDE 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 CAT ABCDE to 7/8 mile.

<sup>5</sup>When ALS inop, increase vis CAT ABCDE to 1 1/8 miles.

<sup>6</sup>When ALS inop, increase vis CAT AB to 1 1/4 miles, CAT CDE to 1 1/8 miles.

<sup>7</sup>Cir not auth south of Rwy 10-28.

<sup>8</sup>Norfolk NS Heliport lctd 1 NM NW, use caution in cir aprch.

<sup>9</sup>When ALS inop, increase vis CAT AB to 1 1/4 miles, CAT CDE to 2 miles.

<sup>10</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1 1/8 miles.

**RADAR INSTRUMENT APPROACH MINIMUMS**

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**OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU), Virginia Beach, VA**

Amdt 7 30DEC21 (21364) (USN)

**RADAR - (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>DH/ MDA-VIS</u>	<u>HAT/ HATh/</u>	<u>CEIL-VIS</u>
PAR	5R <sup>1</sup>	3.0°/50/947	ABCDE	<b>119-¾</b>	100	(100-¾)
	23L <sup>1</sup>	3.0°/50/962	ABCDE	<b>121-¾</b>	100	(100-¾)
	32L <sup>1</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>4</sup>	5R <sup>2</sup>		AB	<b>420-½</b>	401	(400-½)
			CDE	<b>420-¾</b>	401	(400-¾)
	23L <sup>2</sup>		AB	<b>440-½</b>	419	(500-½)
			CDE	<b>440-¾</b>	419	(500-¾)
	32L <sup>2</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>3</sup>	5L		AB	<b>440-1⅜</b>	420	(500-1⅜)
			C	<b>440-1½</b>	420	(500-1½)
			DE	<b>440-2</b>	420	(500-2)
	23L <sup>5</sup>		AB	<b>440-¾</b>	419	(500-¾)
			C	<b>440-1</b>	419	(500-1)
			DE	<b>440-1½</b>	419	(500-1½)
	23R		AB	<b>440-1</b>	420	(500-1)
			C	<b>440-1½</b>	419	(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)
<b>C</b> 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)

30 DEC 2021 to 27 JAN 2022

30 DEC 2021 to 27 JAN 2022

<sup>1</sup>When ALS inop, increase CAT ABCDE vis to ½ mile.

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

<sup>3</sup>Sidestep ASR only.

<sup>4</sup>Step Down Fix at 3 NM from thld, 1020' min.

<sup>5</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 2 miles.

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**PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK), Patuxent River, MD**

Amdt 2 02DEC21 (21336) (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>DH/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	6 <sup>2,3</sup>	3.0°/46/986	ABCDE	<b>139</b> -¼	100	(100-¼)
	24 <sup>4</sup>	3.0°/44/828	ABCDE	<b>120</b> -½	100	(100-½)
	14 <sup>5</sup>	3.0°/41/809	ABCDE	<b>127</b> -½	100	(100-½)
	32	3.0°/48/889	ABCDE	<b>268</b> -¾	250	(300-¾)
PAR W/O GS	14 <sup>6</sup>		ABCDE	<b>380</b> -1	353	(400-1)
	24		ABCDE	<b>380</b> -1	360	(400-1)
	32		ABCDE	<b>360</b> -1	342	(400-1)
	6 <sup>7</sup>		AB	<b>500</b> -⅝	461	(500-⅝)
			CDE	<b>500</b> -1	461	(500-1)
ASR	14 <sup>8</sup>		ABCDE	<b>400</b> -1	373	(400-1)
	32		AB	<b>400</b> -1	382	(400-1)
			CDE	<b>400</b> -1⅙	382	(400-1⅙)
	6 <sup>7,8</sup>		AB	<b>520</b> -½	481	(500-½)
			CDE	<b>520</b> -1	481	(500-1)
	24		AB	<b>440</b> -1	420	(500-1)
			CDE	<b>440</b> -1⅙	420	(500-1⅙)
CIR	6-24, 14-32		A	<b>560</b> -1	521	(600-1)
			B	<b>600</b> -1	561	(600-1)
			C	<b>620</b> -1½	581	(600-1½)
			D	<b>680</b> -2	641	(700-2)
			E	<b>800</b> -2¾	761	(800-2¾)

30 DEC 2021 to 27 JAN 2022

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

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

<sup>3</sup>CAUTION: TCH (46 feet) is less than the min TCH (50 feet).

<sup>4</sup>CAUTION: TCH (44 feet) is less than the min TCH (50 feet).

<sup>5</sup>CAUTION: TCH (41 feet) is less than the min TCH (50 feet).

<sup>6</sup>Step Down Fix at 2NM from RPI, 640' min.

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

<sup>8</sup>Step Down Fix at 2NM from thld, 680' min.

**RADAR INSTRUMENT APPROACH MINIMUMS**

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**QUANTICO MCAF (TURNER FIELD) (KNYG), Quantico, VA Amdt 6**

05NOV20 (20310) (USN)

ELEV 11

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

	<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 <sup>4</sup>	2	3.0°/35/666	ABCD	<b>260</b> -¾	250	(300-¾)
ASR <sup>2</sup>	2		AB	<b>560</b> -1½	549	(600-1½)
			CD	<b>560</b> -1%	550	(600-1%)
CIR ASR <sup>3</sup>	2		A	<b>560</b> -1½	549	(600-1½)
			B	<b>640</b> -1½	629	(700-1½)
			C	<b>720</b> -2	709	(800-2)
			D	<b>800</b> -2½	789	(800-2½)

<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>Circling NA W of Rwy 2-20.

<sup>4</sup>WCH (Group 3: 15 ft, Group 4: 10 ft) is less than the minimum height (20 ft).

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