

# RADAR MINS

22027

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>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 EXECUTIVE (ARW)**  
 RADAR-1 125.125 292.125 **△** NA

Amdt 3A, 10MAY07 (20310) (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>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</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.

19 MAY 2022 to 16 JUN 2022

19 MAY 2022 to 16 JUN 2022

SE-2

## RADAR INSTRUMENT APPROACH MINIMUMS

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22027

N1

**RADAR INSTRUMENT APPROACH MINIMUMS**

**BEAUFORT MCAS (MERRITT FLD) (KNBC), Beaufort, SC**

Amdt 6 15JUL21 (21224) (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/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	5 <sup>2 8</sup>	3.0°/38/780	ABCDE	137-¼	100	(100-¼)
	23 <sup>2 9</sup>	3.0°/44/837	ABCDE	116-¼	100	(100-¼)
	14 <sup>3</sup>	3.0°/41/777	ABCDE	233-¾	200	(200-¾)
	32 <sup>4</sup>	3.0°/40/764	ABCDE	308-⅞	283	(300-⅞)
PAR W/O GS <sup>1</sup>	23 <sup>5 6</sup>		AB	360-½	344	(400-½)
			CDE	360-⅝	344	(400-⅝)
	14 <sup>6</sup>		AB	420-1	387	(400-1)
			CDE	420-1½	387	(400-1½)
	5 <sup>7</sup>		AB	440-¾	403	(500-¾)
			CDE	440-1	403	(500-1)
	32 <sup>6</sup>		AB	440-1	415	(500-1)
			CDE	440-1½	415	(500-1½)
			AB	360-½	344	(400-½)
			CDE	360-⅝	344	(400-⅝)
ASR <sup>16</sup>	14		AB	420-1	387	(400-1)
			CDE	420-1½	387	(400-1½)
	5 <sup>7</sup>		AB	440-¾	403	(500-¾)
			CDE	440-1	403	(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	580-1½	543	(600-1½)
			D	600-2	563	(600-2)
			E	740-2½	703	(800-2½)

19 MAY 2022 to 16 JUN 2022

19 MAY 2022 to 16 JUN 2022

<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 4 is 16ft.

<sup>4</sup>WCH for Group 4 is 15ft.

<sup>5</sup>When ALS inop, increase vis to 1 mile.

<sup>6</sup>VDA and VGSI not coincident.

<sup>7</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.

<sup>8</sup>WCH for Group 3 is 18ft, Group 4 is 13ft.

<sup>9</sup>WCH for Group 4 is 19ft.

**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**

**RADAR INSTRUMENT APPROACH MINIMUMS**

**CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT), Cherry Point, NC**

Amdt 4 27JAN22 (22027) (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>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	32L <sup>1 2</sup>	3.0°/57/1048	ABCDE	126-¼	100	(100-¼)
	5R <sup>2</sup>	3.0°/56/1049	ABCDE	127-½	100	(100-½)
	14L <sup>2</sup>	3.0°/55/1056	ABCDE	126-½	100	(100-½)
	23R <sup>2 3 5</sup>	3.0°/57/1076	ABCDE	123-½	100	(100-½)
ASR	23R <sup>4 5</sup>		AB	400-½	377	(400-½)
			CDE	400-¾	377	(400-¾)
	32L		AB	420-½	394	(400-½)
			CDE	420-¾	394	(400-¾)
	5R		AB	500-1	473	(500-1)
			CDE	500-1¾	473	(500-1¾)
14L		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	600-1½	571	(600-1½)
			D	600-2	571	(600-2)
			E	700-2½	671	(700-2½)

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

<sup>2</sup>VGSI TCH and procedure TCH not coincident (VGSI Angle 3.00/TCH 71).

<sup>3</sup>CAUTION: PAR RPI and PAPI RRP are not coincident.

<sup>4</sup>When ALS inop, increase vis to 1 mile.

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

19 MAY 2022 to 16 JUN 2022

19 MAY 2022 to 16 JUN 2022

**RADAR INSTRUMENT APPROACH MINIMUMS**

**RADAR INSTRUMENT APPROACH MINIMUMS**

**NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA), Jacksonville, NC**

Amdt 2 22APR21 (21112)(USN)

ELEV 26

**RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875** **▼**

	<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 <sup>1</sup>	3.0°/45/871	ABCD	<b>124-¼</b>	100	(100-¼)
	5 <sup>5</sup>	3.0°/35/650	ABCD	<b>126-½</b>	100	(100-½)
	19 <sup>3</sup>	3.0°/41/760	ABCD	<b>123-½</b>	100	(100-½)
	23 <sup>4</sup>	3.0°/36/656	ABCD	<b>274-¾</b>	250	(300-¾)
PAR W/O GS	1 <sup>2</sup>		AB	<b>420-¾</b>	396	(400-¾)
			CD	<b>420-7/8</b>	396	(400-7/8)
	5 <sup>10</sup>		ABCD	<b>400-1</b>	374	(400-1)
	19 <sup>11</sup>		ABCD	<b>400-1</b>	377	(400-1)
	23 <sup>9</sup>		AB	<b>440-1</b>	416	(500-1)
			CD	<b>440-1½</b>	416	(500-1½)
ASR	5 <sup>6 12</sup>		AB	<b>420-1</b>	394	(400-1)
			CD	<b>420-1½</b>	394	(400-1½)
	23 <sup>8</sup>		ABCD	<b>380-1</b>	356	(400-1)
	19 <sup>7</sup>		AB	<b>480-1</b>	457	(500-1)
			CD	<b>480-1¾</b>	457	(500-1¾)
<b>C</b> CIR	ALL RWY		AB	<b>500-1</b>	474	(500-1)
			C	<b>500-1½</b>	474	(500-1½)
			D	<b>580-2</b>	554	(600-2)

19 MAY 2022 to 16 JUN 2022

19 MAY 2022 to 16 JUN 2022

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

<sup>2</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½. The difference between the VGSI TCH (45 ft) and the procedure TCH (49 ft) is greater than 3 ft.

<sup>3</sup>CAUTION: WCH for aircraft similar to B-1, B-747, C-5, KC-10, is 16 ft.

<sup>4</sup>CAUTION: WCH for aircraft similar to B-727, C-141, P-3 is 16 ft and aircraft similar to B-1, B-747, C-5, KC-10 is 11 ft less than min 20 ft.

<sup>5</sup>CAUTION: WCH for aircraft similar to B-747, C-141, P-3 is 15 ft and aircraft similar to B-1, B-747, C-5, KC-10 is 10 ft less than min 20 ft.

<sup>6</sup>Step down fix 2 NM from thld, 600 min.

<sup>7</sup>Step down fix 2 NM from thld, 700 min.

<sup>8</sup>Step down fix 2 NM from thld, 620 min.

<sup>9</sup>Step down fix 3 NM from RPI, 900 min.

<sup>10</sup>Step down fix 2 NM from RPI, 540 min.

<sup>11</sup>Step down fix 2 NM from RPI, 760 min.

<sup>12</sup>VGSI and descent angle not coincident.

**RADAR INSTRUMENT APPROACH MINIMUMS**

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22027

N5

## RADAR INSTRUMENT APPROACH MINIMUMS

### SIMMONS AAF (KFBG), Fort Bragg, NC 1-Amdt 12A 2-Orig A 03DEC20

(20338) (USA)

ELEV 244

RADAR<sup>1</sup> - (E) 120.8 124.2 257.65 284.675 **T**

	<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>
<b>RADAR-1</b>						
PAR	27	3.0°/36/628	ABC	<b>436-¾</b>	208	(200-¾)
			D	<b>NA</b>	NA	NA
PAR W/O GS	27		AB	<b>640-1</b>	412	(500-1)
			C	<b>640-1¼</b>	412	(500-1¼)
			D	<b>NA</b>	NA	NA
CIR			AB	<b>780-1</b>	536	(600-1)
			C	<b>780-1½</b>	536	(600-1½)
			D	<b>NA</b>	NA	NA
<b>RADAR-2</b>						
PAR	9	3.9°/33/487	COPTER	<b>550-½</b>	309	(400-½)

<sup>1</sup>Opr 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 **T A**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	24		AB	<b>500/24</b>	474	(500-½)	CD	<b>500/50</b>	474	(500-1)
	35		AB	<b>500/40</b>	469	(500-¾)	CD	<b>500/50</b>	469	(500-1)
	17		AB	<b>500-1</b>	468	(500-1)	CD	<b>500-1¾</b>	468	(500-1¾)
	6		AB	<b>540/55</b>	512	(600-1¼)	CD	<b>540-1¾</b>	512	(600-1¾)
<b>C</b> CIRCLING	ALL RWY		AB	<b>560-1</b>	528	(600-1)	C	<b>720-2</b>	688	(700-2)
			D	<b>920-3</b>	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 1¾ SM, and S-35 Cats A/B visibility to RVR 5500, and Cat C/D to 1¾ SM.

19 MAY 2022 to 16 JUN 2022

19 MAY 2022 to 16 JUN 2022

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22027

N5

SE-2