




**RADAR INSTRUMENT APPROACH MINIMUMS**

**NORFOLK NS (CHAMBERS FLD) (KNGU), Norfolk, VA Amdt 9 23MAR23**

(24193) (USN)

**RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55** 

ELEV 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>1</sup>	10 <sup>2 3</sup>	3.0°/54/1020	ABCDE	<b>114</b> - <sup>3</sup> / <sub>4</sub>	100	(100- <sup>3</sup> / <sub>4</sub> )
	28 <sup>4</sup>	3.0°/37/719	ABCDE	<b>316</b> - <sup>3</sup> / <sub>4</sub>	302	(400- <sup>3</sup> / <sub>4</sub> )
PAR W/O GS <sup>1</sup>	28 <sup>5 6</sup>		ABCDE	<b>380</b> - <sup>3</sup> / <sub>4</sub>	366	(400- <sup>3</sup> / <sub>4</sub> )
	10 <sup>7 8 9</sup>		AB	<b>440</b> - <sup>1</sup> / <sub>2</sub>	426	(500- <sup>1</sup> / <sub>2</sub> )
			CDE	<b>440</b> - <sup>3</sup> / <sub>4</sub>	426	(500- <sup>3</sup> / <sub>4</sub> )
ASR	28 <sup>6 10 11</sup>		AB	<b>420</b> - <sup>3</sup> / <sub>4</sub>	406	(500- <sup>3</sup> / <sub>4</sub> )
			CDE	<b>420</b> -1	406	(500-1)
	10 <sup>12</sup>		AB	<b>720</b> - <sup>1</sup> / <sub>2</sub>	706	(800- <sup>1</sup> / <sub>2</sub> )
			CDE	<b>720</b> -1 <sup>5</sup> / <sub>8</sub>	706	(800-1 <sup>5</sup> / <sub>8</sub> )
 CIR PAR W/O GS <sup>13 14</sup> 10			A	<b>480</b> -1	465	(500-1)
			B	<b>540</b> -1	525	(600-1)
			C	<b>540</b> -1 <sup>1</sup> / <sub>2</sub>	525	(600-1 <sup>1</sup> / <sub>2</sub> )
			D	<b>580</b> -2	565	(600-2)
			E	<b>580</b> -2	565	(600-2)
	28		A	<b>480</b> -1	465	(500-1)
			B	<b>540</b> -1	525	(600-1)
			C	<b>540</b> -1 <sup>1</sup> / <sub>2</sub>	525	(600-1 <sup>1</sup> / <sub>2</sub> )
			D	<b>580</b> -2	565	(600-2)
			E	<b>580</b> -2	565	(600-2)
 CIR ASR <sup>13 14</sup> 28			A	<b>480</b> -1	465	(500-1)
			B	<b>540</b> -1	525	(600-1)
			C	<b>540</b> -1 <sup>1</sup> / <sub>2</sub>	525	(600-1 <sup>1</sup> / <sub>2</sub> )
			D	<b>580</b> -2	565	(600-2)
			E	<b>580</b> -2	565	(600-2)
	10		AB	<b>720</b> -1	705	(800-1)
			C	<b>720</b> -2	705	(800-2)
			D	<b>720</b> -2 <sup>1</sup> / <sub>4</sub>	705	(800-2 <sup>1</sup> / <sub>4</sub> )
			E	<b>720</b> -2 <sup>1</sup> / <sub>2</sub>	705	(800-2 <sup>1</sup> / <sub>2</sub> )

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<sup>1</sup>No-NOTAM MP Mon 1030-1430Z++.

<sup>2</sup>When ALS inop, increase CAT ABCDE vis to 1/2 mile.

<sup>3</sup>PAPI RRP/TCH 669/35 not coincident with PAR RPI/TCH 1020/54.

<sup>4</sup>When ALS inop, increase CAT ABCDE vis to 3/8 mile.

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

<sup>6</sup>Helicopter vis reduction below 3/4 mile not authorized.

<sup>7</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 1/4 miles.

<sup>8</sup>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

<sup>9</sup>Step down fix at 3 NM from RPI, 960 min.

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

<sup>11</sup>Step down fix at 3 NM from thld, 1000 min.

<sup>12</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 2 miles.

<sup>13</sup>Cir not auth south of Rwy 10-28.

<sup>14</sup>Norfolk NS Heliport lctd 1 NM NW, use caution in cir aprch.


**RADAR INSTRUMENT APPROACH MINIMUMS**


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

Amdt 7 30DEC21 (22083) (USN)

ELEV 22

**RADAR<sup>6</sup> - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1** 

	<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)	
 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)

<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.

<sup>6</sup>No-NOTAM preventive maint 1100-1300Z++ Tue.

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

Amdt 2 02DEC21 (22111) (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	139-¼	100	(100-¼)
	24 <sup>4</sup>	3.0°/44/828	ABCDE	120-½	100	(100-½)
	14 <sup>5</sup>	3.0°/41/809	ABCDE	127-½	100	(100-½)
	32	3.0°/48/889	ABCDE	268-¾	250	(300-¾)
PAR W/O GS	14 <sup>6</sup>		ABCDE	380-1	353	(400-1)
	24		ABCDE	380-1	360	(400-1)
	32		ABCDE	360-1	342	(400-1)
	6 <sup>7</sup>		AB	500-⅝	461	(500-⅝)
			CDE	500-1	461	(500-1)
ASR	14 <sup>8</sup>		ABCDE	400-1	373	(400-1)
	32		AB	400-1	382	(400-1)
			CDE	400-1⅙	382	(400-1⅙)
	6 <sup>7,8</sup>		AB	520-½	481	(500-½)
			CDE	520-1	481	(500-1)
	24		AB	440-1	420	(500-1)
			CDE	440-1⅙	420	(500-1⅙)
CIR	6-24, 14-32		A	560-1	521	(600-1)
			B	600-1	561	(600-1)
			C	620-1½	581	(600-1½)
			D	680-2	641	(700-2)
			E	800-2¾	761	(800-2¾)

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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 FLD) (KNYG), Quantico, VA Amdt 8**

07SEP23 (23250) (USN)

ELEV 10

**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/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR <sup>2</sup>	2		AB CD	<b>560-1½</b> <b>560-1%</b>	551 551	(600-1½) (600-1%)
<b>C</b> CIR ASR <sup>3</sup>	2		A B C D	<b>560-1½</b> <b>660-1½</b> <b>700-2</b> <b>740-2¼</b>	550 650 690 730	(600-1½) (700-1½) (700-2) (800-2¼)

<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.

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