

RADAR MINS

N1

09295

RADAR INSTRUMENT APPROACH MINIMUMS

ASHEVILLE, NC

Amdt. 5A, NOV 18, 1998 (FAA)

ELEV 2165

ASHEVILLE RGNL

RADAR- 124.65 269.575 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	HAA	CEIL-VIS	CAT	DA/	HAT/	HAA	CEIL-VIS
				MDA-VIS	HATH/		MDA-VIS		HATH/			
ASR	34		AB	2800 /24		660	(700-½)	C	2800 /60		660	(700-1¼)
			D	2800 -1½		660	(700-1½)					
			A	3000 /50	835	(900-1)	B	3000 /60	835	(900-1¼)		
CIRCLING	16		C	3000 -2½	835	(900-2½)	D	3000 -2¼	835	(900-2¼)		
			A	3000 -1	835	(900-1)	B	3000 -1¼	835	(900-1¼)		
			C	3000 -2½	835	(900-2¼)	D	3000 -2¼	835	(900-2¼)		

Circling not authorized west of Rwy 16-34. Night circling not authorized.

BEAUFORT, SC

Amdt. 3A, NOV 20, 2008 (FAA)

ELEV 10

BEAUFORT COUNTY

RADAR-1 118.45 292.125 ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	HAA	CEIL-VIS	CAT	DA/	HAT/	HAA	CEIL-VIS
				MDA-VIS	HATH/		MDA-VIS		HATH/			
ASR	25		ABC	440 -1¼		430	(500-1¼)					
CIRCLING			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.

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N1

RADAR MINS

N2

09295

RADAR INSTRUMENT APPROACH MINIMUMS

BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (08325 USN)

ELEV 37

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 372.0x 379.275x 383.6x

	<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 ²⁵	3.0°/44/821	ABCDE	116-¼	100	(100-¼)
	32	3.0°/40/771	ABCDE	125-½	100	(100-½)
	14	3.0°/40/768	ABCDE	132-½	100	(100-½)
	5 ²⁵	3.0°/38/779	ABCDE	137-¼	100	(100-¼)
PAR ¹ W/O GS	23 ⁴		ABCDE	320-¾	304	(300-¾)
	5 ⁴		ABCDE	360-1	323	(400-1)
	14		ABCDE	380-1¼	348	(400-1¼)
	32 ⁶		ABCDE	380-1¼	355	(400-1¼)
ASR	23 ³		AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	5 ⁷		AB	440-¾	403	(500-¾)
			CD	440-1	403	(500-1)
			E	440-1¼	403	(500-1¼)
	14		ABC	420-1	388	(400-1)
			DE	420-1¼	388	(400-1¼)
	32		AB	520-1	495	(500-1)
			C	520-1¼	495	(500-1¼)
			D	520-1½	495	(500-1½)
		E	520-1¾	495	(500-1¾)	
CIR	5, 14, 23		AB	500-1¼	463	(500-1¼)
			C	500-1½	463	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)
	32		AB	520-1¼	483	(500-1¼)
			C	520-1½	483	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)

¹No-NOTAM MP 1200-2000Z++ Sat. ²When ALS inop, increase vis CAT ABCDE to ½ mile. ³When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. ⁴When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁵CAUTION: PAR and VGSI not coincident. ⁶Cross 2 NM from touchdown, 600 min alt. ⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.

BOGUE MCALF (KNJM), NC (07270 USA)

ELEV 22

RADAR ¹ - (E) 328.4 119.5x 361.2x 341.3x 336.4x 336.5x 363.6x ▽

	<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	23 ²	3.0°/37/706	ABCDE	271-1	250	(300-1)

¹RADAR svc avbl by PPR only, during sked field hrs, ctc ATC DSN 582-0697, C252-466-0697 for PPR. ²CAUTION: 20:1 visual area penetrated. Procedure NA at night.

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N2

RADAR MINS

09295

RADAR INSTRUMENT APPROACH MINIMUMS

CHERRY POINT MCAS (KNKT), (CUNNINGHAM FLD) NC(09239 USN) ELEV 29

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x ▽

	<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 ^{1 3}	3.0°/36/668	ABCDE	126-¼	100	(100-¼)
	23R	3.0°/55/1051	AB	273-¾	250	(300-¾)
			CDE	273-1	250	(300-1)
	5R ³	3.0°/39/733	ABCDE	126-½	100	(100-½)
			ABCDE	127-½	100	(100-½)
ASR	32L ²		AB	340-½	314	(400-½)
			CDE	340-¾	314	(400-¾)
	23R ⁴		ABCDE	360-1	337	(400-1)
			AB	440-1	413	(500-1)
			CD	440-1¼	413	(500-1¼)
	14L		E	440-1½	413	(500-1½)
			AB	440-1	414	(500-1)
			C	440-1¼	414	(500-1¼)
			DE	440-1½	414	(500-1½)
CIR	All Rwys	AB	520-1	491	(500-1)	
		C	540-1½	511	(600-1½)	
		DE	580-2	551	(600-2)	

¹When ALS inop, increase vis CAT ABCDE to ½ mile. ²When ALS inop, increase vis CAT ABCDE to 1 mile. ³CAUTION: PAR RPI and PAPI RRP are not coincident. ⁴When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N3

RADAR MINS

N4

09295

RADAR INSTRUMENT APPROACH MINIMUMS

COLUMBIA, SC

Amdt. 12, SEP 24, 2009 (FAA)

ELEV 236

COLUMBIA METROPOLITAN

RADAR- 133.4 285.6 124.15 338.2 ▽

ASR	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HATH/ HAA CEIL-VIS		MDA-VIS	HATH/ HAA CEIL-VIS
	5		AB	700 /24	472 (500-½)	C	700 /40	472 (500-¾)
			D	700 /50	472 (500-1)			
	11		AB	680 /24	444 (500-½)	C	680 /40	444 (500-¾)
			D	680 /50	444 (500-1)			
	29		AB	720 /24	493 (500-½)	C	720 /40	493 (500-¾)
			D	720 /50	493 (500-1)			
	23		AB	680 /50	467 (500-1)	C	680 /60	467 (500-1¼)
			D	680 -1½	467 (600-1½)			
CIRCLING			AB	740 -1	504 (600-1)	C	840 -1¼	604 (700-1¼)
			D	880 -2	644 (700-2)			

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

COLUMBIA, SC

Amdt. 2, OCT 22, 2009 (FAA)

ELEV 193

JIM HAMILTON L.B. OWENS

RADAR-1 133.4 ▽ ▲ NA

ASR	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HATH/ HAA CEIL-VIS		MDA-VIS	HATH/ HAA CEIL-VIS
	31		AB	720 -1¼	535 (600-1¼)	C	720 -1½	535 (600-1½)
			D	720 -1¼	535 (600-1¼)			
CIRCLING			NA					

Use Columbia Metropolitan altimeter setting. Visibility reduction by helicopters NA.
Lost Communications (All Rwy's): As directed by ATC on initial contact.

FLORENCE, SC

AMDT 1, MAR 12, 2009 (FAA)

ELEV 146

FLORENCE RGNL

RADAR-1 118.6 341.7 135.25 316.15 ▽ ▲ NA.

ASR	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HATH/ HAA CEIL-VIS		MDA-VIS	HATH/ HAA CEIL-VIS
	1		ABC	480 -1	346 (400-1)	D	480 -1¼	346 (400-1¼)
			AB	680 -½	534 (600-½)			
	9*		D	680 -1¼	534 (600-1¼)	C	680 -1	534 (600-1)
			AB	860 -1	717 (800-1)			
	19**		D	860 -2¼	717 (800-2¼)	C	860 -2	717 (800-2)
			AB	560 -1	421 (500-1)			
	27		AB	560 -1	421 (500-1)	CD	560 -1¼	421 (500-1¼)
			D	640 -1	494 (500-1)			
CIRCLING			AB	740 -2	594 (600-2)	C	640 -1½	494 (500-1½)
CIRCLING*			AB	680 -1	534 (600-1)	C	680 -1½	534 (600-1½)
			D	740 -2	594 (600-2)			
CIRCLING**			AB	860 -1	714 (800-1)	C	860 -2	714 (800-2)
			D	860 -2¼	714 (800-2¼)			

When approach control closed, ASR NA.
LOST COMMUNICATIONS: As directed by ATC on initial contact.

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N4

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

RADAR MINS

N5

09295

RADAR INSTRUMENT APPROACH MINIMUMS

GREENVILLE, SC

Amdt. 13A, SEP 25, 2008 (FAA)

ELEV 1048

GREENVILLE DOWNTOWN

RADAR- 118.8 385.4 ∇ Δ

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	1			ABC 1480 -1¼	465 (500-1¼)	D	1480 -1¼	465 (500-1¼)
CIRCLING				AB 1620 -1¼	572 (600-1¼)	C	1620 -1¼	572 (600-1¼)
				D 1740 -2¼	692 (700-2¼)			

Alternate minimums: Standard, except CAT D 800-2¼, NA when control tower closed.

GREER, SC

Amdt. 6, SEP 1, 2005 (FAA)

ELEV 964

GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN

RADAR- 118.8 385.4 ∇ Δ

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	22			ABC 1340 /40	376 (400-¾)	D	1340 /50	376 (400-1)
	4			ABC 1420 /40	471 (500-¾)	D	1420 /50	471 (500-1)
CIRCLING				AB 1420 -1¼	456 (500-1¼)	C	1420 -1¼	456 (500-1¼)
				D 1520 -2	556 (600-2)			

When APP CON closed, ASR NA.

For inoperative MALSR, increase S-22 Category D visibility to RVR 6000.

If local altimeter setting not received use Greenville Downtown altimeter setting and increase all MDAs 40 feet.

MC ENTIRE JNGB (MMT), SC (Eastover) (Orig 09295 USAF)

ELEV 252

RADAR¹² 125.4 385.6 143.55 281.525 316.4x 269.05x ∇

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ³	32	2.5°/52/1169	ABCDE	443/24	200	(200-½)
ASR ⁴	32		AB	640-½	397	(400-½)
			CD	640-¾	397	(400-¾)
			E	640-1	397	(400-1)
CIR	32		A	840-1	588	(600-1)
			B	860-1	608	(700-1)
			C	880-1¼	628	(700-1¼)
			D	880-2	628	(700-2)
			E	1020-2¾	768	(800-2¾)

¹If no transmissions are received for one minute in the pattern or five/fifteen seconds on final approach, attempt contact with McEntire Tower on 253.5 or 132.4 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB approach, maintain 2000 until established on/over fix/NAVAID/approach procedure. ²Remain within 4 NM of MMT VORTAC to avoid R-6001; if unable, expect 10 minute delay for activation. ³When ALS inop, increase RVR to 40 and vis to ¾ mile. ⁴When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N5

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

RADAR MINS

N6

09295

RADAR INSTRUMENT APPROACH MINIMUMS

NEW BERN, NC

Amdt. 2B, JUL 2, 2009 (FAA)

ELEV 19

COASTAL CAROLINA RGNL

RADAR- 119.35 374.9 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	4		ABC	400 -1	383	(400-1)	D	400 -1½	383	(400-1½)
	22		AB	540 -1	525	(600-1)	C	540 -1½	525	(600-1½)
			D	540 -1¾	525	(600-1¾)				
CIRCLING			AB	560 -1	541	(600-1)	C	560 -1½	541	(600-1½)
			D	580 -2	561	(600-2)				

When Cherry Point MCAS control zone not in effect: 1. Procedure not authorized. 2. Alternate minimums not authorized.

NEW RIVER MCAS (KNCA), (MC CUTCHEON FLD) NC (Jacksonville) (08325 USN)

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

ELEV 26

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	1 ¹	3.0°/45/877	ABCD	124-¾	100	(100-¾)
	5 ¹	3.0°/35/646	ABCD	126-¾	100	(100-¾)
	19	3.0°/41/750	ABCD	123-½	100	(100-½)
	23	3.0°/36/655	ABCD	125-½	100	(100-½)
PAR W/O GS	5 ²		ABCD	400-1	374	(400-1)
	1 ²		ABCD	400-1	376	(400-1)
	23		ABCD	420-1¼	395	(400-1¼)
	19		ABCD	420-1¼	397	(400-1¼)
ASR	5 ³		ABC	380-¾	354	(400-¾)
			D	380-1	354	(400-1)
	23		AB	440-1	415	(500-1)
			CD	440-1¼	415	(500-1¼)
			AB	440-1	417	(500-1)
			CD	440-1¼	417	(500-1¼)
CIR ASR	All Rwy		AB	500-1	474	(500-1)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)
CIR PAR W/O GS	All Rwy		AB	500-1¼	474	(500-1¼)
			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 1¼ miles.

³When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N6

RADAR MINS

N7

09295

RADAR INSTRUMENT APPROACH MINIMUMS

SIMMONS AAF (KFBG), NC (Fort Bragg) (08353 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/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	27	3.0°/36/628	ABC	428-½	200	(200-½)
			D	NA	NA	NA

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

WILMINGTON, NC

Amdt. 6C, NOV 20, 2008 (FAA)

ELEV 32

WILMINGTON INTL

RADAR- 118.25 135.75 284.65 346.35 ▽ ▲

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
ASR	17		ABC	460-1¼	428 (500-1¼)		D	460-1¼	428 (500-1¼)	
	24		ABC	460-1¼	433 (500-1¼)		D	460-1¼	433 (500-1¼)	
			ABC	480-1¼	451 (500-1¼)		D	480-1¼	451 (500-1¼)	
	35		AB	540/40	509 (600-¾)		CD	540/50	509 (600-1)	
CIRCLING			AB	540-1¼	508 (600-1¼)		C	540-1¼	508 (600-1½)	
			D	640-2	608 (700-2)					

When control tower closed procedure not authorized.

22 OCT 2009 to 19 NOV 2009

22 OCT 2009 to 19 NOV 2009

SE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

09295

N7