ASHEVILLE, NC

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

ELEV **2165**

ASHEVILLE RGNL (AVL)

RADAR- 124.65 269.575 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	34		AB	**2800**/24	660	(700-½)	C	**2800**/60	660	(700-1¼)
			D	**2800**-1½	660	(700-1½)				
	16		A	**3000**/50	835	(900-1)	B	**3000**/60	835	(900-1¼)
			C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)
CIRCLING			A	**3000**-1	835	(900-1)	B	**3000**-1¼	835	(900-1¼)
			C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)

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

BEAUFORT, SC

Amdt. 3A, JAN 13,2011 (FAA)

ELEV **10**

BEAUFORT COUNTY (ARW)

RADAR-1 125.125 292.125 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
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.

BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (10266 USN) ELEV 37

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

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	23[2 5]	3.0°/44/821	ABCDE	116-¼	100	(100-¼)
	5[2 5]	3.0°/38/779	ABCDE	137-¼	100	(100-¼)
	32	3.0°/40/771	ABCDE	275-1	250	(300-1)
	14	3.0°/40/768	ABCDE	282-1	250	(300-1)
PAR W/O GS[1]	23[4 8]		ABCDE	360-¾	344	(400-¾)
	5[4 9]		ABCDE	360-1	323	(400-1)
	14[8]		ABCDE	380-1¼	348	(400-1¼)
	32[6]		ABCDE	380-1¼	355	(400-1¼)
ASR[8]	23[3]		AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	5[7]		AB	460-¾	423	(500-¾)
			CD	460-1	423	(500-1)
			E	460-1¼	423	(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)

[1]No-NOTAM MP 1200-2000Z++ Sat. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]CAUTION: PAR and VGSI not coincident. [6]Cross 2 NM from touchdown, 640 min alt. [7]When ALS inop, increase vis CAT AB to 1 mile,CAT CD to 1¼ miles,CAT E to 1½ miles. [8]VDA and VGSI not coincident. [9]Cross 2 NM from touchdown 660 min alt.

BOGUE MCALF (KNJM), NC (12068 USA) ELEV 21

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

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	23	3.0°/53/1033	ABCD	125-¾	103	(200-¾)
ASR	23		ABCD	350-¾	328	(300-¾)

[1]RADAR svc avbl by PPR only, during sked field hrs, ctc ATC DSN 582-0697, C252-466-0697 for PPR.

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 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
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)
	14L[3]	3.0°/40/763	ABCDE	126-½	100	(100-½)
	5R[3]	3.0°/39/733	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)
	5R		AB	440-1	413	(500-1)
			CD	440-1¼	413	(500-1¼)
			E	440-1½	413	(500-1½)
	14L		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)

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

RADAR INSTRUMENT APPROACH MINIMUMS

COLUMBIA, SC

Amdt. 13, APR 7, 2011 (FAA) ELEV **236**

COLUMBIA METROPOLITAN (CAE)

RADAR- 133.4 285.6 124.15 338.2 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5		AB	**700**/24	472	(500-½)	CD	**700**/50	472	(500-1)
	11		AB	**680**/24	451	(500-½)	CD	**680**/45	451	(500-7/8)
	23		AB	**680**/55	471	(500-1¼)	CD	**680**-1 3/8	471	(500-1 3/8)
	29		AB	**720**/24	510	(500-½)	CD	**720**/55	510	(500-1¼)
CIRCLING			AB	**740**-1	504	(600-1)	C	**800**-1½	564	(600-1½)
			D	**880**-2	644	(700-2)				

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

COLUMBIA, SC

Amdt. 2A, JUL 29, 2010 (FAA) ELEV **193**

JIM HAMILTON L.B. OWENS (CUB)

RADAR-1 133.4 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	31		AB	**720**-1¼	535	(600-1¼)	C	**720**-1½	535	(600-1½)
			D	**720**-1¾	535	(600-1¾)				
CIRCLING			NA							

When local altimeter setting not received, use Columbia Metropolitan altimeter setting.
Visibility reduction by helicopters NA. Lost Communications (All Rwys): As directed by ATC on initial contact.

FLORENCE, SC

AMDT 1, MAR 12, 2009 (FAA) ELEV **146**

FLORENCE RGNL (FLO)

RADAR-1 118.6 341.7 135.25 316.15 ▽ ⚠ NA

	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	**480**-1	346	(400-1)	D	**480**-1¼	346	(400-1¼)
	9*		AB	**680**-½	534	(600-½)	C	**680**-1	534	(600-1)
			D	**680**-1¼	534	(600-1¼)				
	19**		AB	**860**-1	717	(800-1)	C	**860**-2	717	(800-2)
			D	**860**-2¼	717	(800-2¼)				
	27		AB	**560**-1	421	(500-1)	CD	**560**-1¼	421	(500-1¼)
CIRCLING			AB	**640**-1	494	(500-1)	C	**640**-1½	494	(500-1½)
			D	**740**-2	594	(600-2)				
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.

GREENVILLE, SC

Amdt. 13A, JUN 2, 2011 (FAA) ELEV **1048**

GREENVILLE DOWNTOWN (GMU)

RADAR- 118.8 385.4

	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**-1½	465	(500-1½)
CIRCLING		AB	**1620**-1¼	572	(600-1¼)	C	**1620**-1½	572	(600-1½)
		D	**1740**-2¼	692	(700-2¼)				

GREER, SC

Amdt. 7, MAY 5, 2011 (FAA) ELEV **964**

GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN (GSP)

RADAR- 118.8 385.4

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22	AB	**1380**/24	416	(500-½)	CD	**1380**/40	416	(500-¾)
	4	AB	**1420**/24	479	(500-½)	CD	**1420**/50	479	(500-1)
CIRCLING		AB	**1420**-1	456	(500-1)	C	**1420**-1½	456	(500-1½)
		D	**1520**-2	556	(600-2)				

When local altimeter setting not received, use Greenville Donwtown altimeter setting and increase all MDA 40 feet; increase S-4 CATS C/D visibility to RVR 5500 and S-22 CATS C/D to RVR 4500.
For inoperative ALSF-2, increase S-4 CATS A/B visibility to RVR 5500 and CATS C/D to 1 3/8.
For inoperative MALSR, increase S-22 CATS A/B visibility to RVR 5500 and CATS C/D to RVR 6000.
For inoperative MALSR, when using Greenville Downtown altimeter setting, increase S-22 CATS C/D visibility to 1 3/8. When APP CON closed, ASR NA.
LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

RADAR INSTRUMENT APPROACH MINIMUMS

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	124-¼	100	(100-¼)
	5[1]	3.0°/35/646	ABCD	126-¼	100	(100-¼)
	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)
	19		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)

[1]When ALS inop, increase vis to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles.
[3]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

31 MAY 2012 to 28 JUN 2012

31 MAY 2012 to 28 JUN 2012

SIMMONS AAF (KFBG), NC (Fort Bragg) (1-Amdt 12, 2-Orig 11097 USA) ELEV 244

RADAR[1] - (E) 120.8 124.2 257.65 284.675

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
PAR	27	3.0°/36/628	ABC	**428-**¾	200	(200-¾)
			D	NA	NA	NA
PAR	27		AB	**640-**1	412	(500-1)
W/O GS			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)

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

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

12068

N6

WILMINGTON, NC

Amdt. 6C, JUN 3, 2010 (FAA)

ELEV **32**

WILMINGTON INTL (ILM)

RADAR- 118.25 135.75 284.65 317.425

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

When control tower closed procedure not authorized.