

APP CRS	Rwy Idg	<b>4001</b>
<b>141°</b>	TDZE	<b>9</b>
	Apt Elev	<b>10</b>

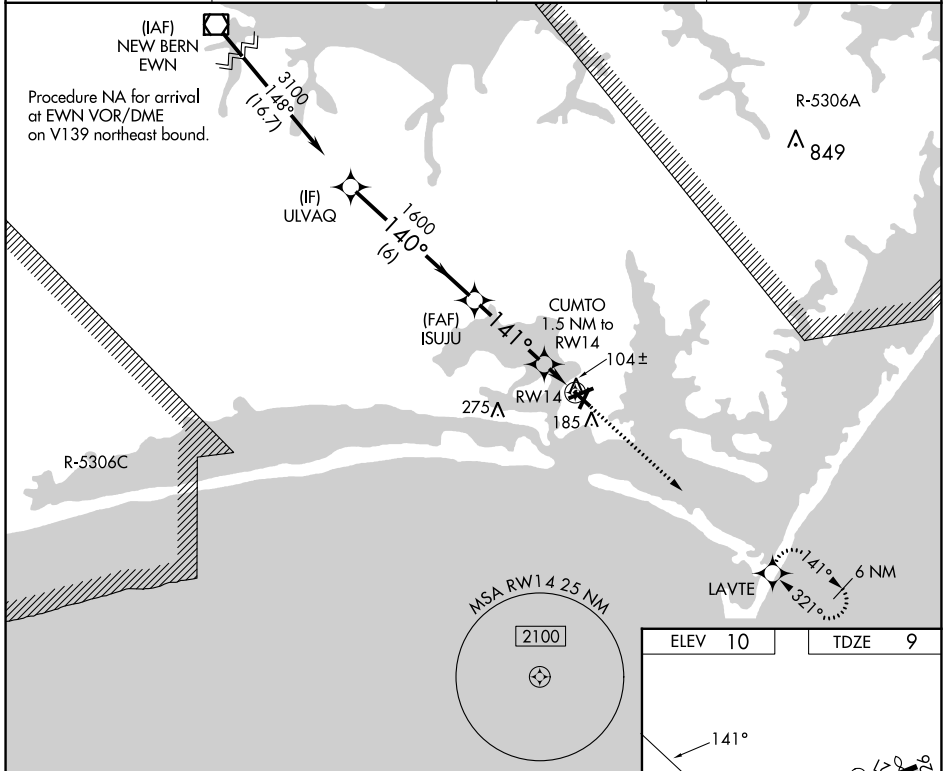
# RNAV (GPS) RWY 14

MICHAEL J SMITH FLD (MR.H)

**⚠** DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS (Cunningham Fld) altimeter setting and increase all MDA 40 feet; increase LNAV Cats C and D visibility 1/8 mile. Straight-in Rwy 14 NA at night, Circling Rwy 8, 14, 32 NA at night. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

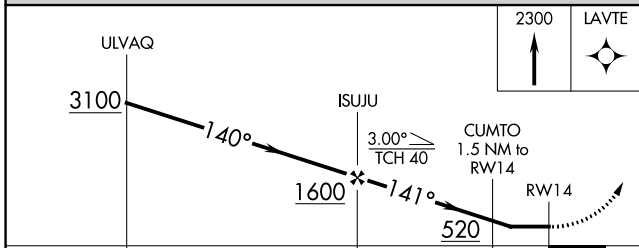
**MISSED APPROACH:**  
Climb to 2300 direct LAVTE and hold.

ASOS <b>135.375</b>	CHERRY POINT APP CON <b>132.575 268.7</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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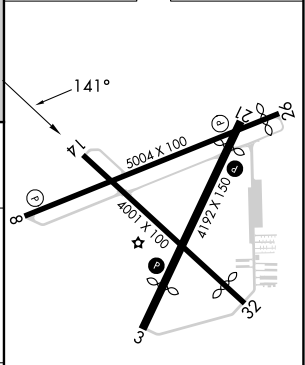


SE-2, 22 FEB 2024 to 21 MAR 2024

SE-2, 22 FEB 2024 to 21 MAR 2024



ELEV	10	TDZE	9
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CATEGORY	A	B	C	D
LNAV MDA	360-1		351 (400-1)	
CIRCLING	540-1	530 (600-1)	580-1½ 570 (600-1½)	580-2 570 (600-2)

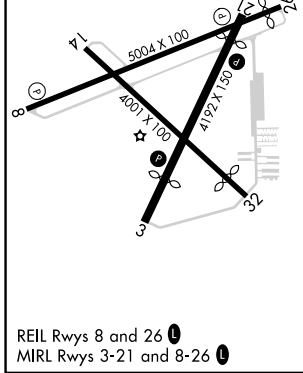
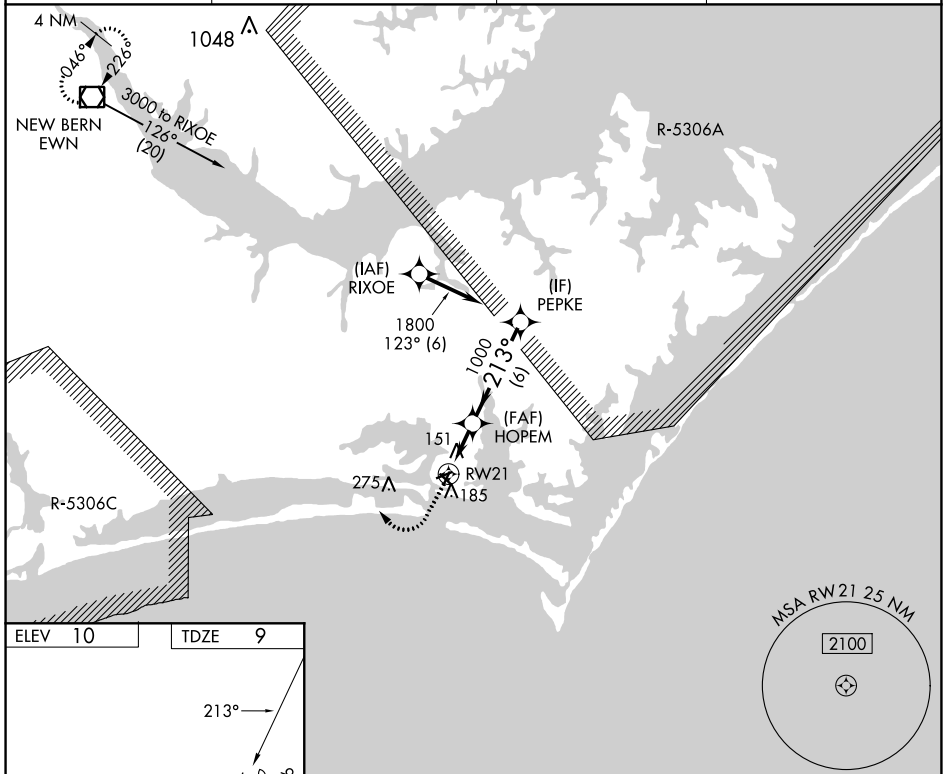
REIL Rwy 8 and 26 **0**  
MIRL Rwy 3-21 and 8-26 **0**

APP CRS	Rwy Idg	<b>3676</b>
<b>213°</b>	TDZE	<b>9</b>
	Apt Elev	<b>10</b>

# RNAV (GPS) RWY 21

MICHAEL J SMITH FLD (MR.H)

RNP APCH - GPS.			MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct EWN VOR/DME and hold.
<p><b>⚠</b> Circling Rwy 8, 14, 32 NA at night. Rwy 21 helicopter visibility reduction below 3/4 SM NA. ATC clearance required to penetrate R-5306A and R-5306C.</p>			
ASOS <b>135,375</b>	CHERRY POINT APP CON <b>132,575 268.7</b>	CLNC DEL <b>125,65</b>	UNICOM <b>122.8 (CTAF) 0</b>



ELEV 10	TDZE 9	MSA RWY 21 25 NM 2100	
500	3000	EWN	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 54).
<p>HOPEM</p> <p>0.8 NM to RWY 21</p> <p>3.00° TCH 40</p> <p>1000</p> <p>1800</p>		<p>PEPKE</p>	
<p>0.8</p> <p>2.2 NM</p> <p>6 NM</p>			
CATEGORY	A	B	C
LNAV MDA	420-1	411 (500-1)	NA
CIRCLING	540-1	530 (600-1)	NA

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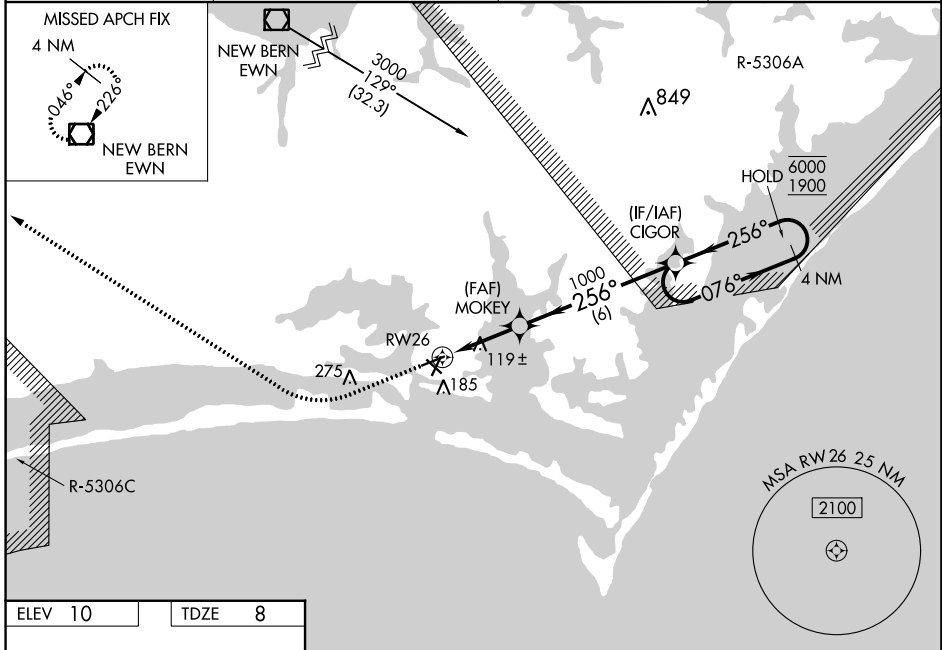
WAAS CH <b>40338</b> <b>W26A</b>	APP CRS <b>256°</b>	Rwy Idg TDZE Apt Elev	<b>4715</b> <b>8</b> <b>10</b>
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# RNAV (GPS) RWY 26

MICHAEL J SMITH FLD (MRH)

RNP APCH - GPS.	<p><b>▽</b> Circling Rwy 8, 14, 32 NA at night. Rwy 26 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. ATC clearance required to penetrate R-5306A and R-5306C.</p> <p><b>▲</b> MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct EWN VOR/DME and hold.</p>
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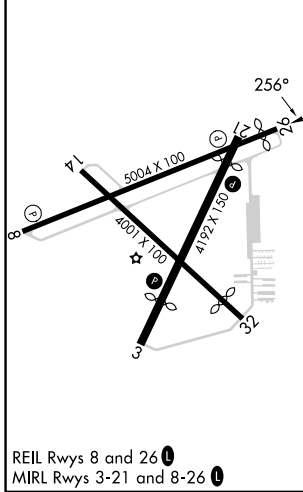
ASOS <b>135.375</b>	CHERRY POINT APP CON <b>132.575 268.7</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 10	TDZE 8
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500	3000	EWN	4 NM Holding Pattern	
RW26		MOKEY	CIGOR	GP 3.00° TCH 43
1 NM	2 NM	6 NM		
CATEGORY	A	B	C	D
LPV DA		266- $\frac{3}{4}$	258 (300- $\frac{3}{4}$ )	
LNAV/VNAV DA		394-1 $\frac{1}{8}$	386 (400-1 $\frac{1}{8}$ )	
LNAV MDA		380-1	372 (400-1)	
<b>C</b> CIRCLING	540-1	530 (600-1)	580-1 $\frac{1}{2}$ 570 (600-1 $\frac{1}{2}$ )	580-2 570 (600-2)

APP CRS	Rwy Idg	<b>3328</b>
<b>033°</b>	TDZE	<b>9</b>
	Apt Elev	<b>10</b>

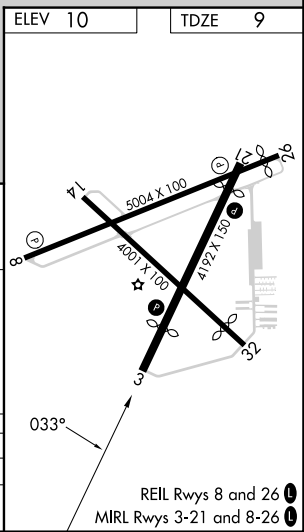
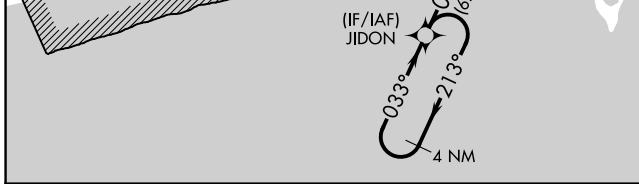
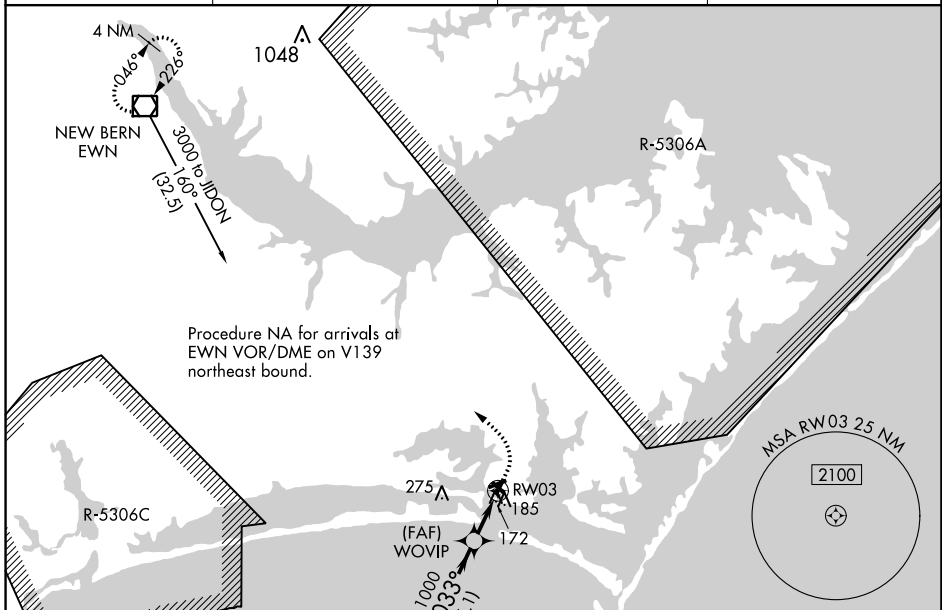
# RNAV (GPS) RWY 3

MICHAEL J SMITH FLD (MR.H)

**⚠** Circling Rwy 8, 14, 32 NA at night. DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS (Cunningham Fld) altimeter setting and increase all MDA 40 feet. Rwy 3 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Cherry Point MCAS (Cunningham Fld) altimeter setting. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 600 then climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS <b>135.375</b>	CHERRY POINT APP CON <b>132.575 268.7</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	480-1	471 (500-1)		NA
CIRCLING	540-1	530 (600-1)		NA

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WAAS CH <b>69227</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Idg TDZE Apt Elev	<b>3511</b> <b>10</b> <b>10</b>
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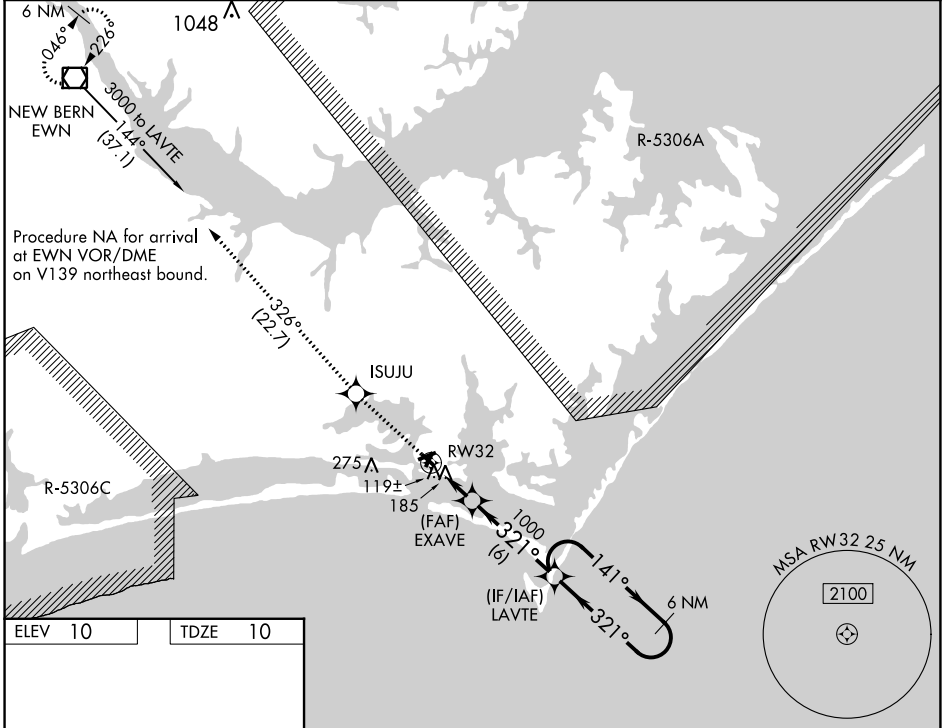
# RNAV (GPS) RWY 32

MICHAEL J SMITH FLD (MRH)

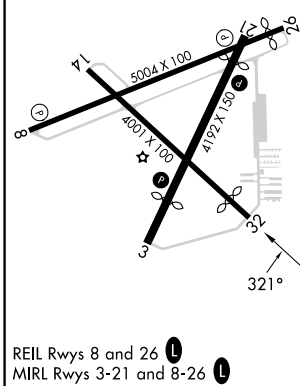
**⚠** DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS (Cunningham Fld) altimeter setting and increase all MDA 40 feet; increase LP Cats C and D visibility 1/8 mile. Straight-in Rwy 32 NA at night, Circling Rwy 8, 14, 32 NA at night. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

**⚠** MISSED APPROACH: Climb to 3000 direct ISUJU and on track 326° to EWN VOR/DME and hold.

ASOS <b>135.375</b>	CHERRY POINT APP CON <b>132.575 268.7</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 10	TDZE 10
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3000	ISUJU	tr 326°	EWN	LAVTE	6 NM Holding Pattern
↑	✧		◻		
RWY 32		3.00° TCH 40	EXAVE	1000	141° → 2300
		← 321°			
		3 NM	6 NM		
CATEGORY	A	B	C	D	
LP MDA	380-1 370 (400-1)				
LNAV MDA	460-1	450 (500-1)	460-1 3/8	450 (500-1 3/8)	
CIRCLING	540-1	530 (600-1)	580-1 1/2 570 (600-1 1/2)	580-2 570 (600-2)	

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SE-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>97727</b> <b>W08A</b>	APP CRS <b>076°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>8</b> <b>10</b>
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# RNAV (GPS) RWY 8

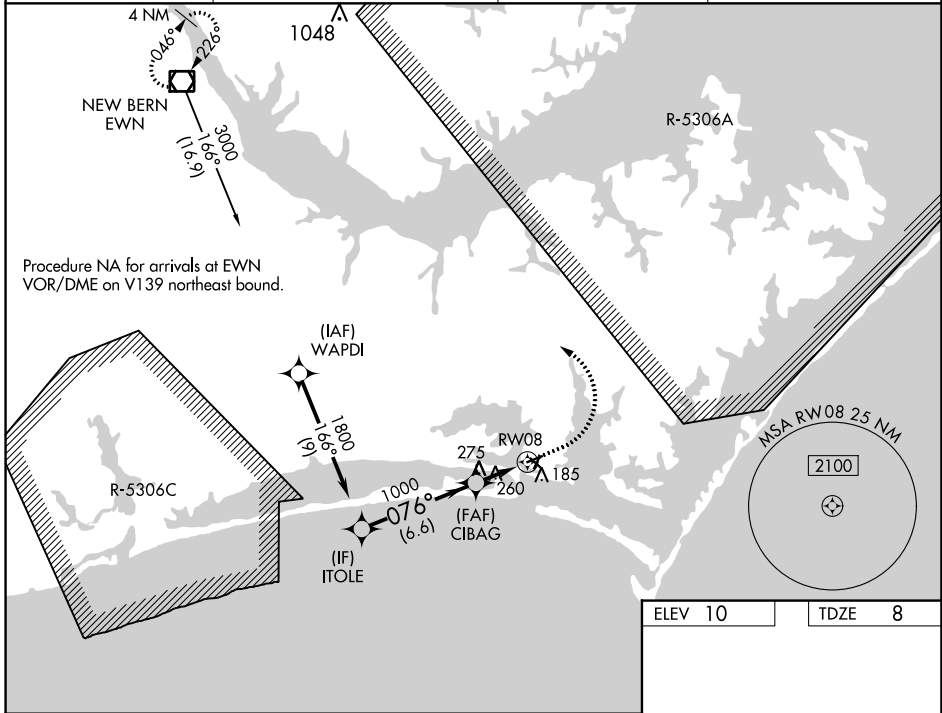
MICHAEL J SMITH FLD (MR.H)

**RNP APCH.**

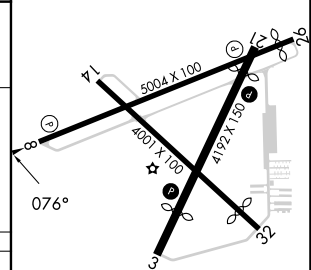
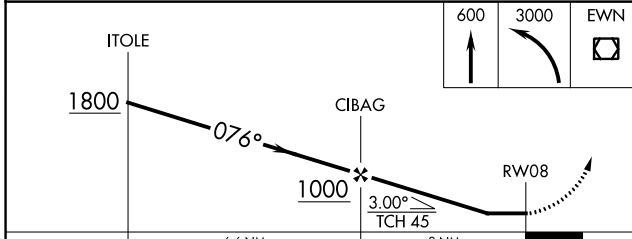
**⚠** ATC clearance required to penetrate R-5306A and R-5306C.  
**⚠** Rwy 8, helicopter visibility reduction below 1 SM NA.  
 Straight-in Rwy 8 NA at night, Circling Rwy 8, 14, 32 NA at night.

**MISSED APPROACH:** Climb to 600 then climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS <b>135.375</b>	CHERRY POINT APP CON <b>132.575 268.7</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 10	TDZE 8
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CATEGORY	A	B	C	D
LP MDA	520-1	512 (600-1)	520-1 $\frac{3}{8}$	512 (600-1 $\frac{3}{8}$ )
LNAV MDA	540-1	532 (600-1)	540-1 $\frac{1}{2}$	532 (600-1 $\frac{1}{2}$ )
<b>C</b> CIRCLING	540-1	530 (600-1)	580-1 $\frac{1}{2}$ 570 (600-1 $\frac{1}{2}$ )	620-2 610 (700-2)

REIL Rwy 8 and 26 **1**  
 MIRL Rwy 3-21 and 8-26 **1**

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SE-2, 22 FEB 2024 to 21 MAR 2024