

MICHAEL J SMITH FIELD (KMRH)

**PILOT INFORMATION
PACKET**

[illegible]

**12:00 Noon EDT Until 8:00PM EDT Friday, May 20, 2016
and 6:00AM EDT Until 8:00PM EDT Saturday, May 21, 2016**



AOPA thanks our Safety Sponsor, the North Carolina Department of Transportation, Division of Aviation.

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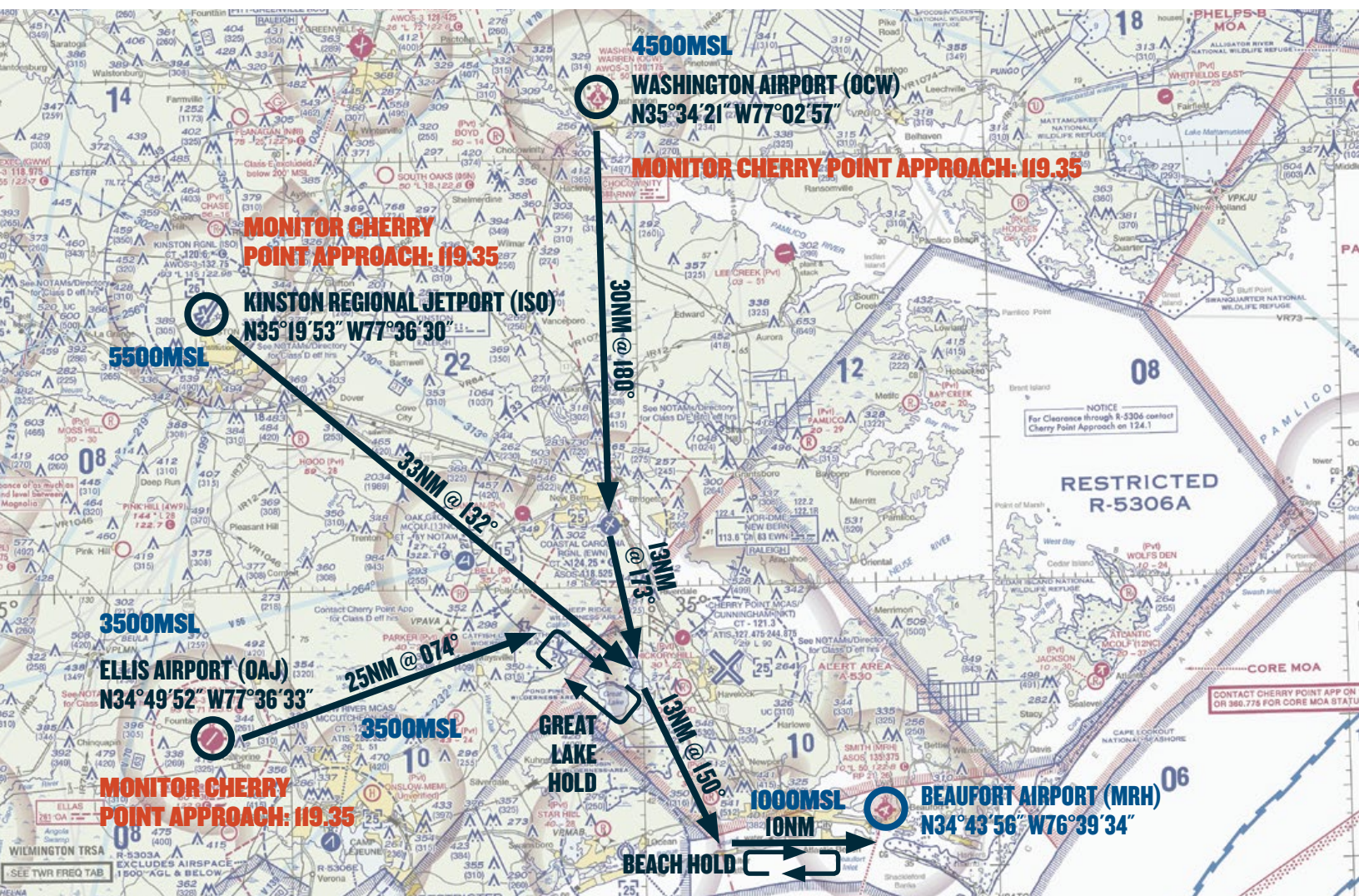
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VFR ARRIVALS OVERVIEW



AWOS: 135.375

CHERRY POINT APPROACH: 119.35

BEAUFORT ADVISORY: 119.65

MRH UNICOM: 122.8

TEMPORARY VFR PROCEDURES

Specific procedures contained within this NOTAM may be revised at the time of the event. Pilots are urged to review all applicable NOTAMs and arrival/departure procedures prior to conducting a flight to Beaufort Airport. Users are encouraged to check NOTAMs frequently to verify they possess the most current revisions. This NOTAM does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMS.

VFR ARRIVALS

All VFR arrivals must begin over Washington-Warren Airport (OCW); 54 nautical miles northwest of MRH, Kinston Regional Jetport (ISO); 59 nautical miles west-northwest of MRH, or Albert J Ellis Airport (OAJ); 47 nautical miles west of MRH.

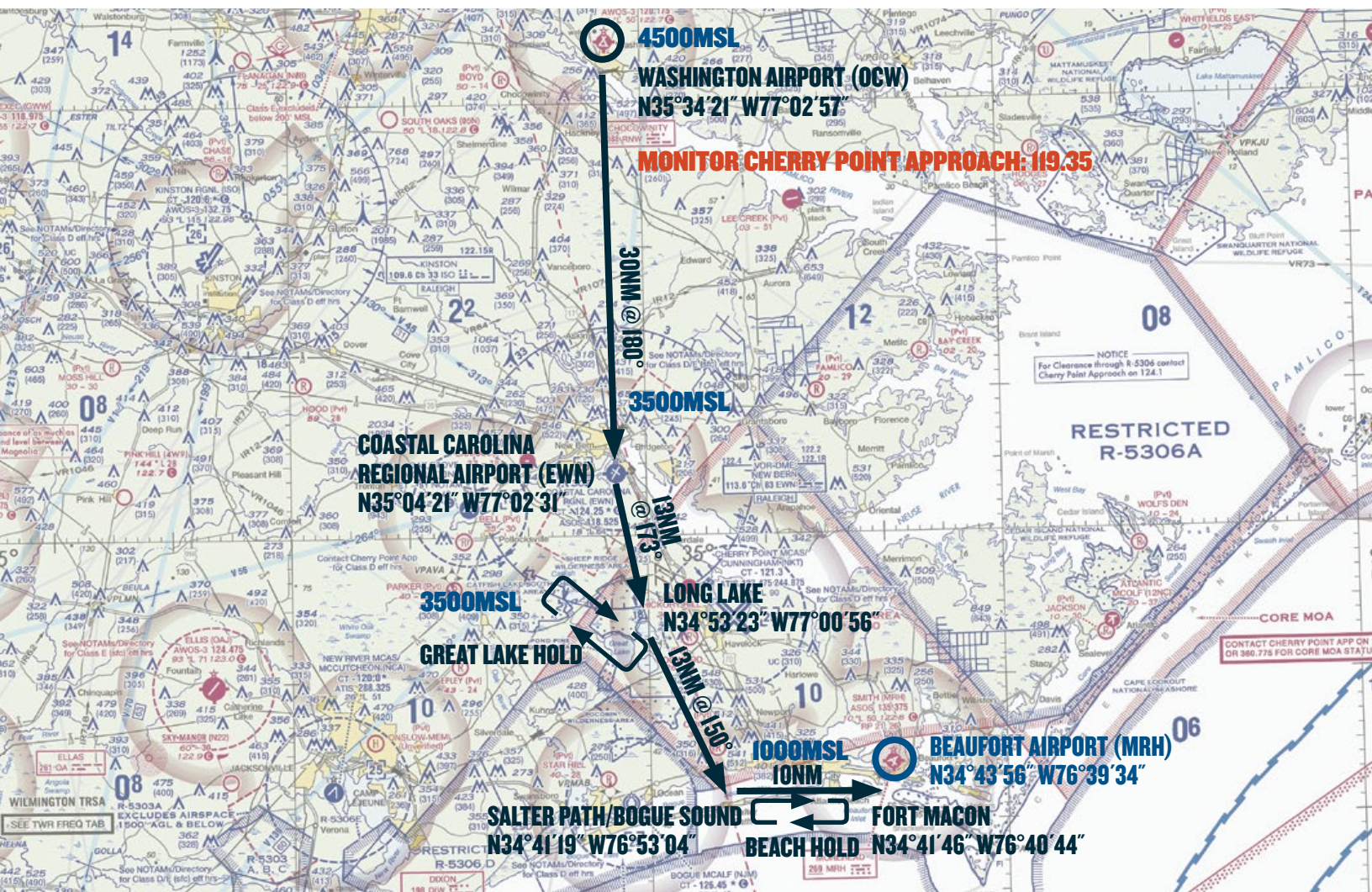
BEAUFORT ADVISORY CONTROL: 119.65

AirBoss will be operating an advisory service on 119.65 during the effective hours of the NOTAM. Non-federal controllers will be providing advisories to aircraft operating on the surface and to and from Beaufort Airport (MRH) to ensure a constant and even flow of traffic. Follow standard non-towered airport operations all other times.

Pilots should communicate on 119.65 during effective hours of the NOTAM. If unable to contact Beaufort Advisory on 119.65, broadcast position and intentions on Beaufort UNICOM 122.8.

VFR PROCEDURES

ARRIVALS OVER WASHINGTON-WARREN AIRPORT (OCW)



AWOS: 135.375 CHERRY POINT APPROACH: 119.35 BEAUFORT ADVISORY: 119.65 MRH UNICOM: 122.8

CHECK BEAUFORT AWOS ON 135.375 AS SOON AS PRACTICAL.

This arrival procedure begins over Washington-Warren Airport (OCW) at 4,500 feet MSL. Pilots should tune in and **MONITOR ONLY** Cherry Point Approach on 119.35 after arriving over OCW for information and updates on traffic conditions at Beaufort Airport (MRH).

Caution: Stay alert for converging traffic and possible parachute operations in the area.

Proceed from OCW to Coastal Carolina Regional Airport (EWN). (Approximate heading 180 degrees.) Descend to 3,500 feet MSL prior to reaching EWN. After overflying EWN, fly approximately a 170 degree heading to Long Lake just northeast of Great Lake.

In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Great Lake Hold graphic*. All aircraft should fly right turns at 3,500 feet

MSL. When holding is no longer required, aircraft inbound in the hold toward Catfish Lake should return to the beginning of the hold at Catfish Lake and then proceed toward Great Lake and Long Lake.

Caution: Stay alert for aircraft arriving from the northwest or holding around Great Lake.

From Long Lake, fly approximately a 150 degree heading toward Bogue Sound. Tune in and **MONITOR** Beaufort Advisory on 119.65 just prior to reaching Bogue Sound. At Bogue Sound, turn left and fly east down the middle of the sound to Fort Macon. **Begin descent to pattern altitude; 1,000 feet MSL.** Report on Beaufort Advisory 119.65 when over the Atlantic Beach Bridge; approximately 3 nautical miles from Fort Macon. Example: *"Beaufort Advisory, Ercoupe 1234 over Atlantic Beach Bridge inbound with AWOS."*

Proceed inbound toward Fort Macon and follow instructions from Beaufort Advisory.

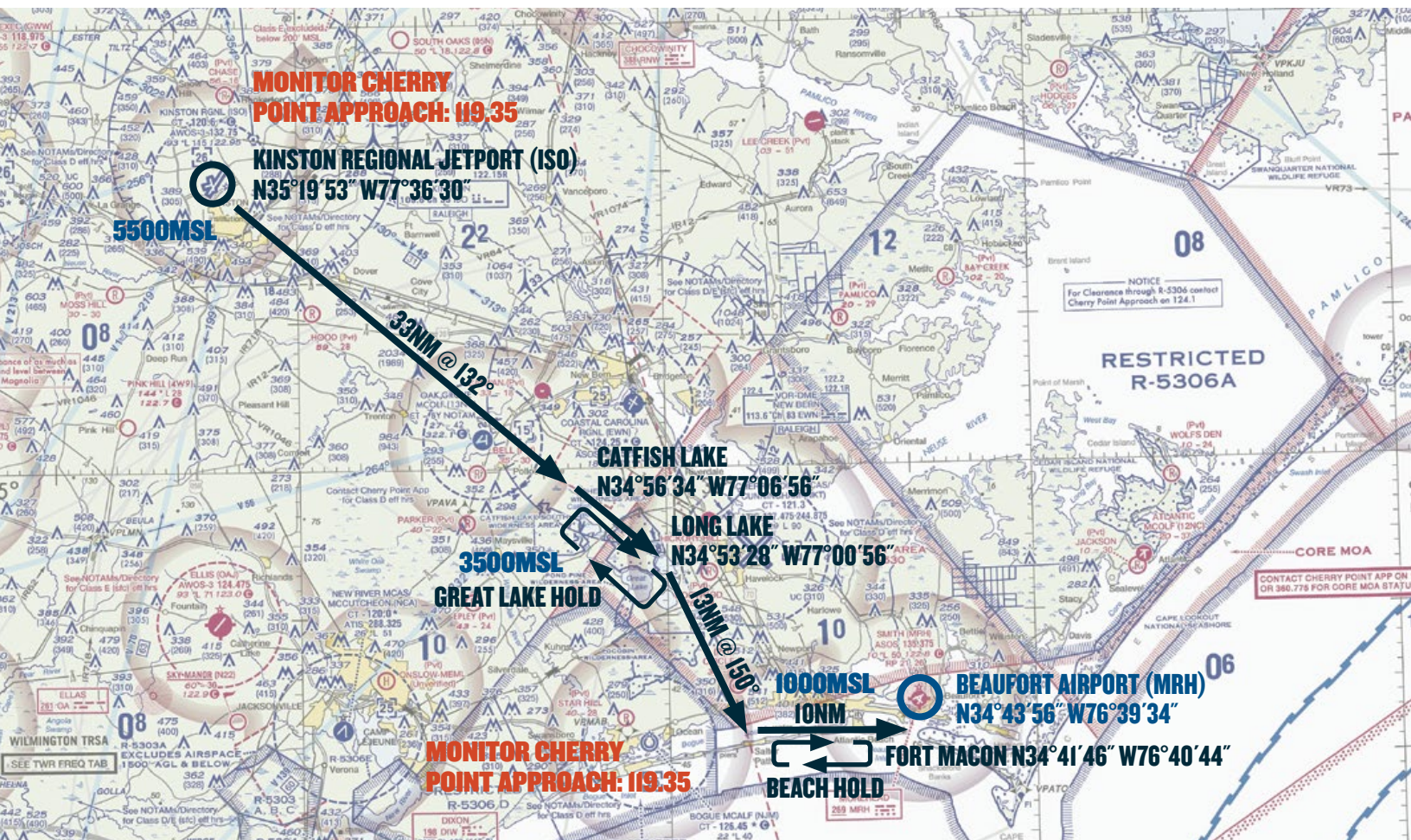
In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Beach Hold graphic*. All aircraft should fly right turns at 1,000 feet MSL. When holding is no longer required, aircraft outbound from Fort Macon should return to the beginning of the hold over the town of Salter Path and then proceed toward Fort Macon staying in the middle of Bogue Sound and reporting on Beaufort Advisory 119.65 when over Atlantic Beach Bridge.

Follow instructions from Beaufort Advisory on 119.65. Expect left traffic for runway 26 or right traffic for runway 8 depending on wind conditions.

After landing, exit the runway as quickly and as safely as possible. Do not stop on the runway unless absolutely necessary. Keep moving after exiting the runway so as not to block subsequent arrivals. Follow taxi instructions and directional signs to the designated parking areas. Marshalls will direct aircraft to parking.

VFR PROCEDURES

ARRIVALS OVER KINSTON REGIONAL JETPORT (ISO)



AWOS: 135.375

CHERRY POINT APPROACH: 119.35

BEAUFORT ADVISORY: 119.65

MRH UNICOM: 122.8

CHECK BEAUFORT AWOS ON 135.375 AS SOON AS PRACTICAL.

This arrival procedure begins over Kinston Regional Jetport (ISO) at 5,500 feet MSL. Pilots should tune in and **MONITOR ONLY** Cherry Point Approach on 119.35 after arriving over ISO for information and updates on traffic conditions at Beaufort Airport (MRH).

Caution: Stay alert for converging traffic.

Proceed from ISO to the northwest corner of Catfish Lake and begin descent to 3,500 feet MSL when clear of Kinston's Class D airspace. (Approximate heading to Catfish Lake is 132 degrees.)

Caution: Stay alert for converging traffic.

Proceed from Catfish Lake toward Great Lake and Long Lake. In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Great Lake Hold* graphic. All aircraft should fly right turns at

3,500 feet MSL. When holding is no longer required, aircraft inbound in the hold toward Catfish Lake should return to the beginning of the hold at Catfish Lake and then proceed toward Great Lake and Long Lake.

From Long Lake, fly approximately a 150 degree heading toward Bogue Sound. Tune in and **MONITOR** Beaufort Advisory on 119.65 just prior to reaching Bogue Sound. At Bogue Sound, turn left and fly east down the middle of the sound to Fort Macon. **Begin descent to pattern altitude; 1,000 feet MSL.** Report on Beaufort Advisory 119.65 when over the Atlantic Beach Bridge; approximately 3 nautical miles from Fort Macon. Example: "Beaufort Advisory, Ercoupe 1234 over Atlantic Beach Bridge inbound with AWOS."

Proceed inbound toward Fort Macon and follow instructions from Beaufort Advisory. In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Beach Hold* graphic. All

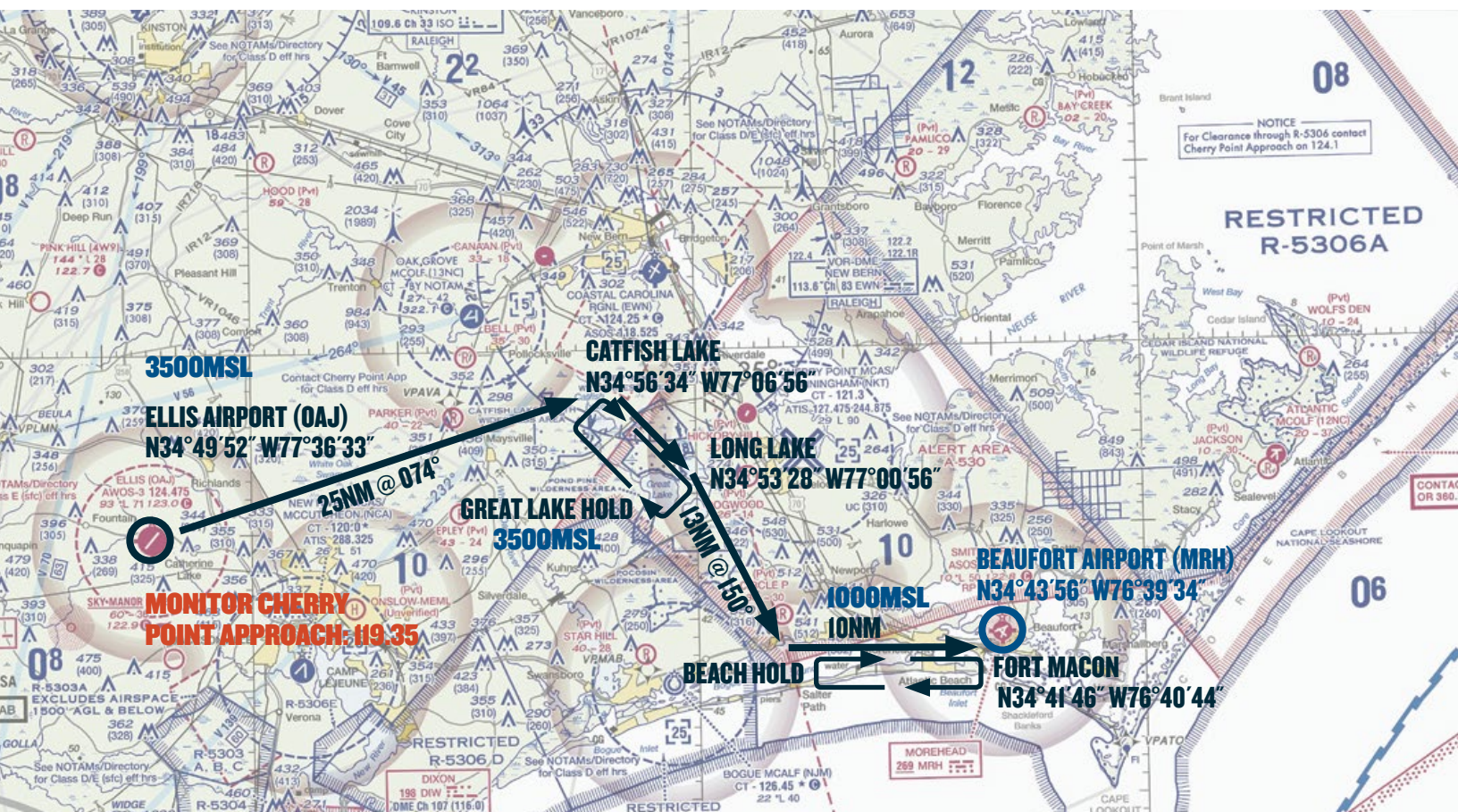
aircraft should fly right turns at 1,000 feet MSL. When holding is no longer required, aircraft outbound from Fort Macon should return to the beginning of the hold over the town of Salter Path and then proceed toward Fort Macon staying in the middle of Bogue Sound and reporting on Beaufort Advisory 119.65 when over Atlantic Beach Bridge.

Follow instructions from Beaufort Advisory on 119.65. Expect left traffic for runway 26 or right traffic for runway 8 depending on wind conditions.

After landing, exit the runway as quickly and as safely as possible. Do not stop on the runway unless absolutely necessary. Keep moving after exiting the runway so as not to block subsequent arrivals. Follow taxi instructions and directional signs to the designated parking areas. Marshalls will direct aircraft to parking.

VFR PROCEDURES

ARRIVALS OVER ALBERT J. ELLIS AIRPORT (OAJ)



AWOS: 135.375

CHERRY POINT APPROACH: 119.35

BEAUFORT ADVISORY: 119.65

MRH UNICOM: 122.8

CHECK BEAUFORT AWOS ON 135.375 AS SOON AS PRACTICAL.

This arrival procedure begins over Albert J Ellis Airport (OAJ) at 3,500 feet MSL. Pilots should tune in and **MONITOR ONLY** Cherry Point Approach on 119.35 after arriving over OAJ for information and updates on traffic conditions at Beaufort Airport (MRH).

Caution: Stay alert for converging traffic.

Proceed from OAJ to the northwest corner of Catfish Lake. (Approximate heading to Catfish Lake is 074 degrees.)

Caution: Stay alert for converging traffic.

Proceed from Catfish Lake toward Great Lake and Long Lake. In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Great Lake Hold* graphic. All aircraft should fly right turns at 3,500 feet MSL. When holding is no longer required, aircraft inbound in the hold toward

Catfish Lake should return to the beginning of the hold at Catfish Lake and then proceed toward Great Lake and Long Lake.

From Long Lake, fly approximately a 150 degree heading toward Bogue Sound. Tune in and **MONITOR** Beaufort Advisory on 119.65 just prior to reaching Bogue Sound. At Bogue Sound, turn left and fly east down the middle of the sound to Fort Macon. **Begin descent to pattern altitude; 1,000 feet MSL.** Report on Beaufort Advisory 119.65 when over the Atlantic Beach Bridge; approximately 3 nautical miles from Fort Macon. Example: *"Beaufort Advisory, Ercoupe 1234 over Atlantic Beach Bridge inbound with AWOS."*

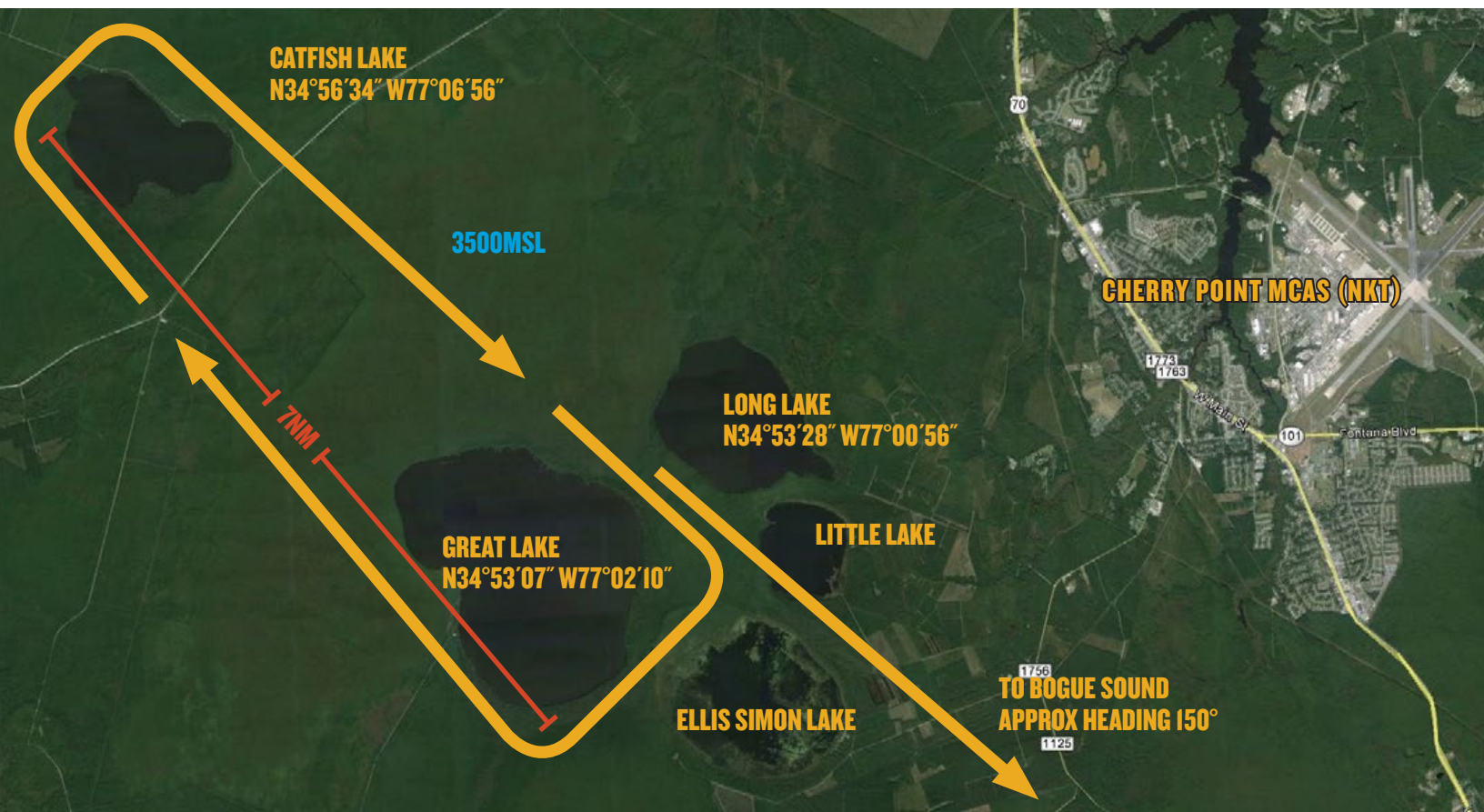
Proceed inbound toward Fort Macon and follow instructions from Beaufort Advisory. In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Beach Hold* graphic. All aircraft should fly right turns at 1,000 feet MSL. When holding is no longer required,

aircraft outbound from Fort Macon should return to the beginning of the hold over the town of Salter Path and then proceed toward Fort Macon staying in the middle of Bogue Sound and reporting on Beaufort Advisory 119.65 when over Atlantic Beach Bridge.

Follow instructions from Beaufort Advisory on 119.65. Expect left traffic for runway 26 or right traffic for runway 8 depending on wind conditions.

After landing, exit the runway as quickly and as safely as possible. Do not stop on the runway unless absolutely necessary. Keep moving after exiting the runway so as not to block subsequent arrivals. Follow taxi instructions and directional signs to the designated parking areas. Marshallsers will direct aircraft to parking.

GREAT LAKE HOLD



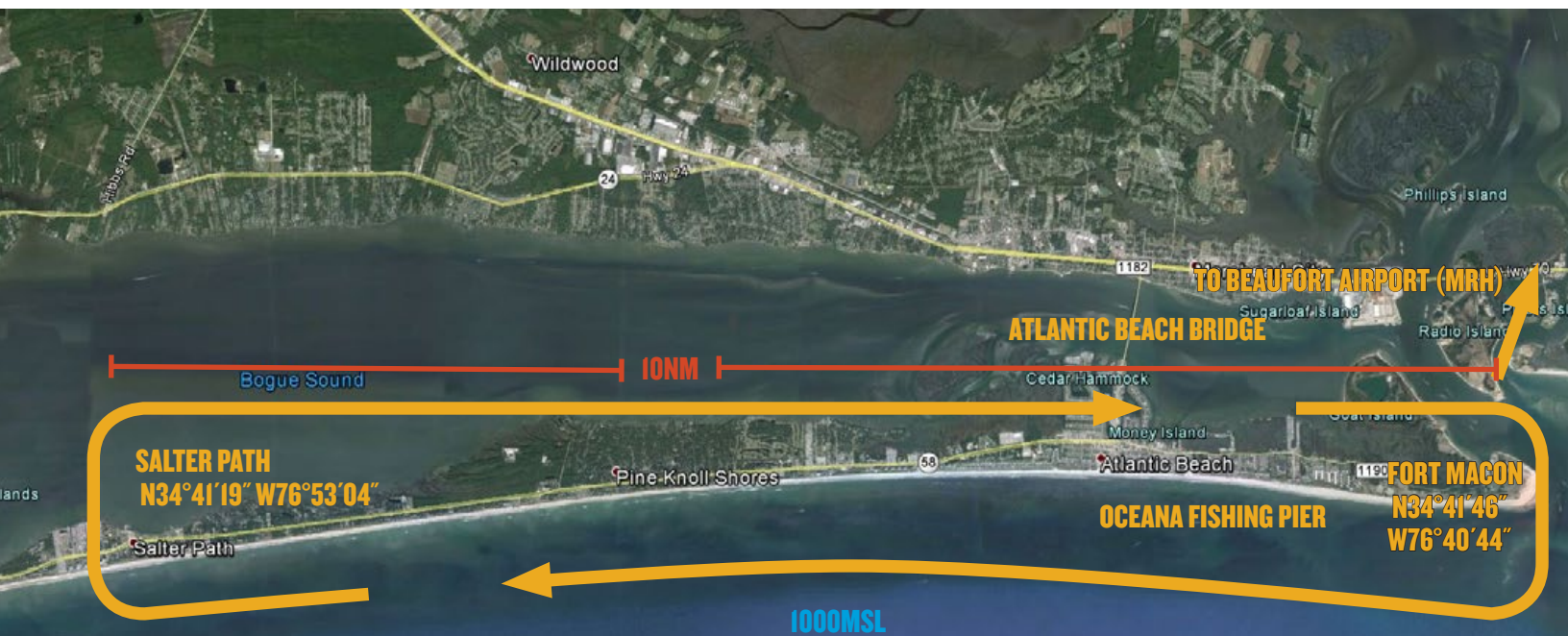
AWOS: 135.375

CHERRY POINT APPROACH: 119.35

BEAUFORT ADVISORY: 119.65

MRH UNICOM: 122.8

BEACH HOLD



AWOS: 135.375

CHERRY POINT APPROACH: 119.35

BEAUFORT ADVISORY: 119.65

MRH UNICOM: 122.8

VFR PROCEDURES

FORT MACON TO BEAUFORT AIRPORT (MRH)



AWOS: I35.375

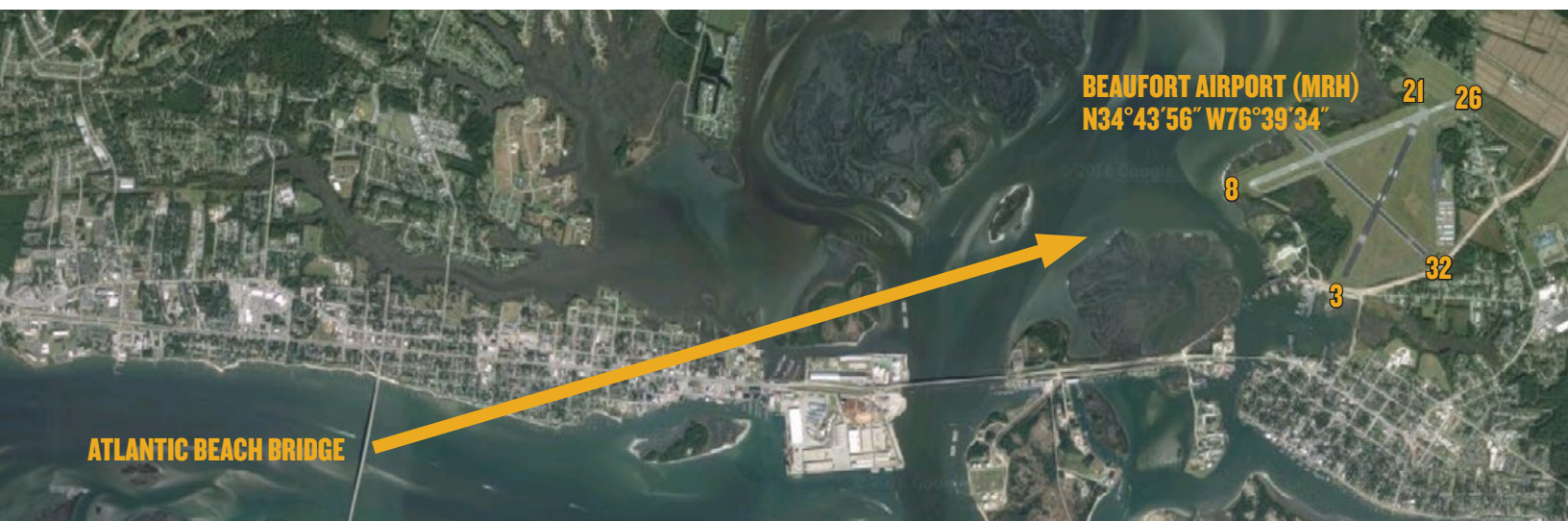
CHERRY POINT APPROACH: I19.35

BEAUFORT ADVISORY: I19.65

MRH UNICOM: I22.8

VFR PROCEDURES

ALTERNATE APPROACH TO BEAUFORT AIRPORT (MRH) RUNWAY 8 IN USE



AWOS: I35.375

CHERRY POINT APPROACH: I19.35

BEAUFORT ADVISORY: I19.65

MRH UNICOM: I22.8

IFR DELAYS

IFR arrivals will be integrated with VFR traffic. However IFR separation requirements may cause delays when arrival rates exceed airport capacity. Pilots on an IFR flight plan should be prepared for the potential holding at Beaufort Airport. IFR flight plans to Beaufort Airport should be filed **at least 2 hours** prior to proposed departure time.

LOCAL TRAINING AND PRACTICE APPROACHES

Local traffic pattern, closed traffic training, and practice instrument approaches **may not** be available at Beaufort Airport during the AOPA Fly-In.

CAUTIONS

Converging traffic at entry points and around Catfish Lake, Great Lake, and Long Lake.

Possible parachute operations around Washington-Warren Airport (OCW)

Class D Airspace at Kinston Regional Jetport (ISO); 2600

Class D Airspace at Coastal Carolina Regional Airport (EWN); 2500

Class D Airspace at Cherry Point MCAS (NKT); 2500

Class D Airspace at Oak Grove MCOLF (13NC); 1500

Class D Airspace at New River MCAS (NCA); 2500

Numerous Special Use Airspace in the vicinity of Beaufort Airport (MRH)

High density traffic during peak hours 3:00 PM-6:00 PM local on Friday, May 20, 2016 and 8:00 AM-11:00 AM local on Saturday, May 21, 2016 at Beaufort Airport (MRH).

Various charted National Park Services Areas, U.S. Fish and Wildlife Service Areas, and U.S. Forest Service Areas

RESTRICTED AREAS LIMITING OPERATIONS TO ACCOMMODATE BEAUFORT FLY-IN

Restricted areas R-5306A and R5306C will be limiting operations from 12:30PM local Friday, May 20, 2016 until 8:00AM local Monday, May 22, 2016



FREQUENCY & WAYPOINT INFORMATION

BEAUFORT AIRPORT FREQUENCIES

AWOS	135.375
AWOS Telephone Number	252-728-2055
Beaufort Advisory	119.65
Beaufort CTAF/UNICOM	122.8
Cherry Point Approach/Departure	119.35/132.575
IFR Clearance/VFR Flight Following	125.65

SPECIFIC LATITUDE/LONGITUDE COORDINATES

Washington-Warren Airport (OCW)	N35°34'21"/W77°02'57"
Kinston Regional Jetport (ISO)	N35°19'53"/W77° 36'30"
Albert J Ellis Airport (OAJ)	N34°49'52"/W77° 36'33"
Coastal Carolina Regional Airport (EWN)	N35°04'22"/W77°02'33"
Catfish Lake	N34°56'34"/W77°06'56"
Long Lake	N34°53'28"/W77°00'56"
Great Lake	N34°53'07"/W77°02'10"
Salter Path/Bogue Sound	N34°41'19"/W76°53'04"
Atlantic Beach Bridge	N34°43'00"/W76°44'07"
Oceana Fishing Pier	N34°41'41"/W76°43'37"
Fort Macon	N34°41'46"/W76°40'44"
Beaufort Airport (MRH)	N34°43'56"/W76°39'34"
US70 Bridge	N34°47'20"/W76°36'36"
Great Island	N34°55'47"/W76°44'33"
Fairfield Harbour	N35°04'17"/W76°57'37"

GENERAL INFORMATION

BEAUFORT AIRPORT



AWOS: 135.375

CHERRY POINT APPROACH: 119.35

BEAUFORT ADVISORY: 119.65

MRH UNICOM: 122.8

PARKING AREAS

- When operating in the parking areas, pilots are encouraged to be extra alert for taxiing aircraft, aircraft with engine(s) running, and vehicle/pedestrian traffic.
- Marshalls will be assisting aircraft to and from parking areas and run-up areas.
- For safety reasons, high RPM engine running is prohibited in designated parking areas. For departure, it is recommended that pilots conduct their run-up procedures in queue if practical.
- Please review the parking map prior to landing and departure.

VEHICULAR TRAFFIC

- Vehicles are not allowed on ramps except those belonging to airport operators and tenants, and exhibitors participating in the AOPA Beaufort Airport Fly-In.

PRE-FLIGHT PLANNING

- Please ensure that you have reviewed the special flight information, departure procedures, and temporary taxi procedures prior to engine start.
- High traffic density is expected Saturday morning and afternoon. Consider arriving during off-peak hours.

DEPARTURE PROCEDURES

BEAUFORT AIRPORT

IFR DEPARTURES

Follow marshallers' instructions to taxi to the nearest designated IFR departure holding area. IFR departures should obtain a clearance from Cherry Point on 125.65 when ready for departure. If unable to reach Cherry Point on 125.65 try 132.575. **Do not contact Cherry Point until you are ready to depart.**

VFR DEPARTURES

VFR Flight Following: Pilots wanting VFR flight-following should make the request to Cherry Point on 125.65 **PRIOR TO DEPARTURE**. State call sign, type aircraft, destination, and final altitude.

Prior to Start-up: Please ensure that you have reviewed the special flight information, departure procedures, and temporary taxi procedures prior to engine start. Check AWOS on 135.375.

Engine Start: Locate a marshaller to monitor engine start.

Taxi: Follow instructions from marshallers to taxi for departure runway.

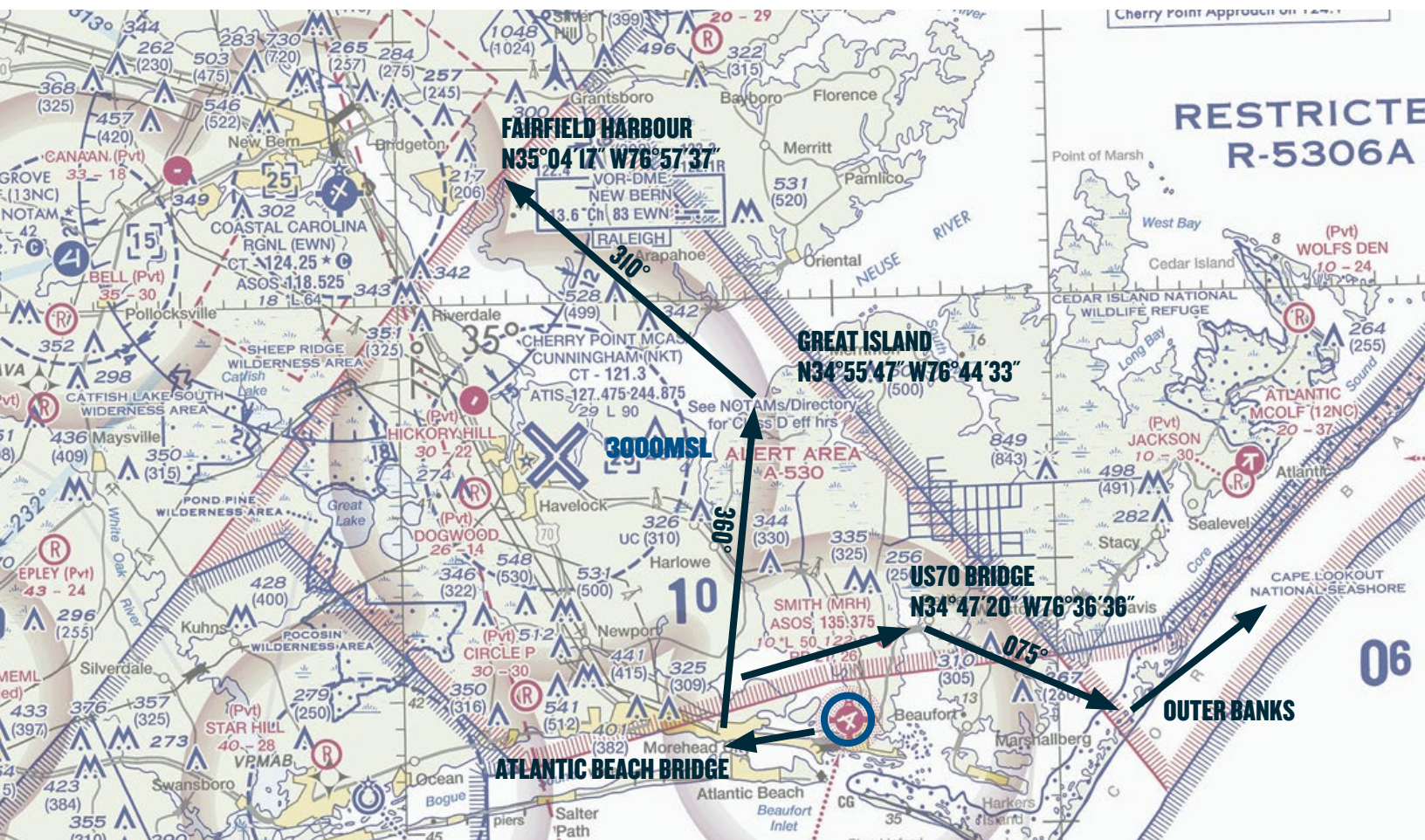
Run-up: If practical, it is recommended that you conduct your run-up while in queue for departure. Please consider propeller blast during your run-up.

MONITOR Beaufort Advisory on 119.65 during taxi and be prepared for immediate departure when number one.

Departure: See graphics on following pages.

DEPARTURE PROCEDURES

RUNWAY 26 IN USE



AWOS: 135.375

CHERRY POINT: 132.575

BEAUFORT ADVISORY: 119.65

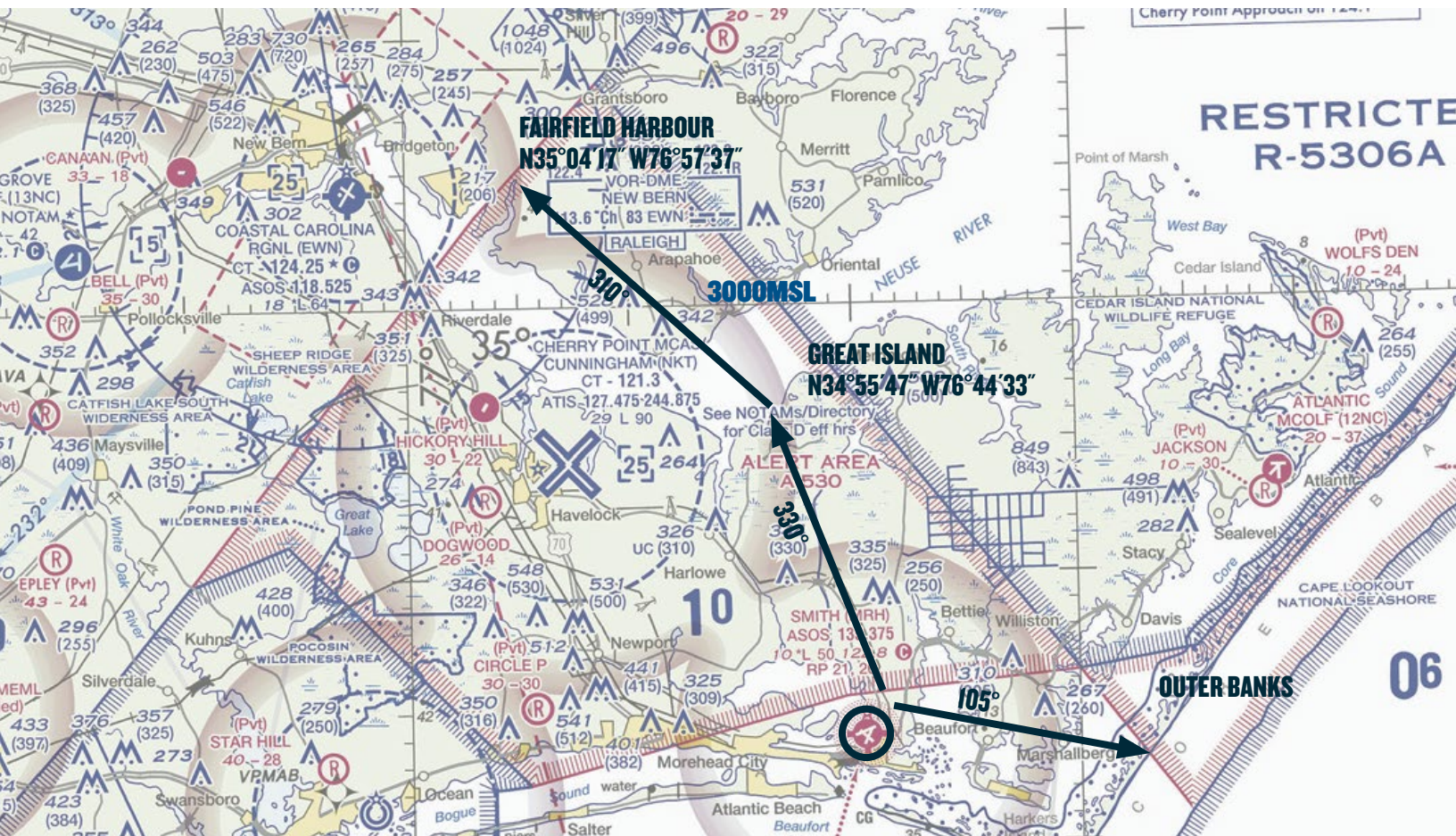
MRH UNICOM: 122.8

After departure, fly to the Atlantic Beach Bridge and then turn right direct to Great Island. (Approximate heading 360°) Climb to 3,000 feet MSL if practical. If receiving Flight Following, contact Cherry Point Approach on 132.575; otherwise **MONITOR** only. At Great Island, turn left and fly direct toward the community of Fairfield Harbour. (Approximate heading 310°). Turn on course after passing Fairfield Harbour.

If departing for the Outer Banks, fly to the Atlantic Beach Bridge and then turn right and fly north to the Newport River. After reaching the Newport River turn right and fly direct to the US 70 bridge. (Approximate heading 075°) At the US 70 bridge, turn right and fly direct to the Cape Lookout National Seashore. (Approximate heading 105°) Minimum 2,000 feet MSL suggested. If receiving Flight Following, contact Cherry Point Approach on 132.575 as soon as practical after departing MRH.

DEPARTURE PROCEDURES

RUNWAY 08 IN USE



AWOS: 135.375

CHERRY POINT: 132.575

BEAUFORT ADVISORY: 119.65

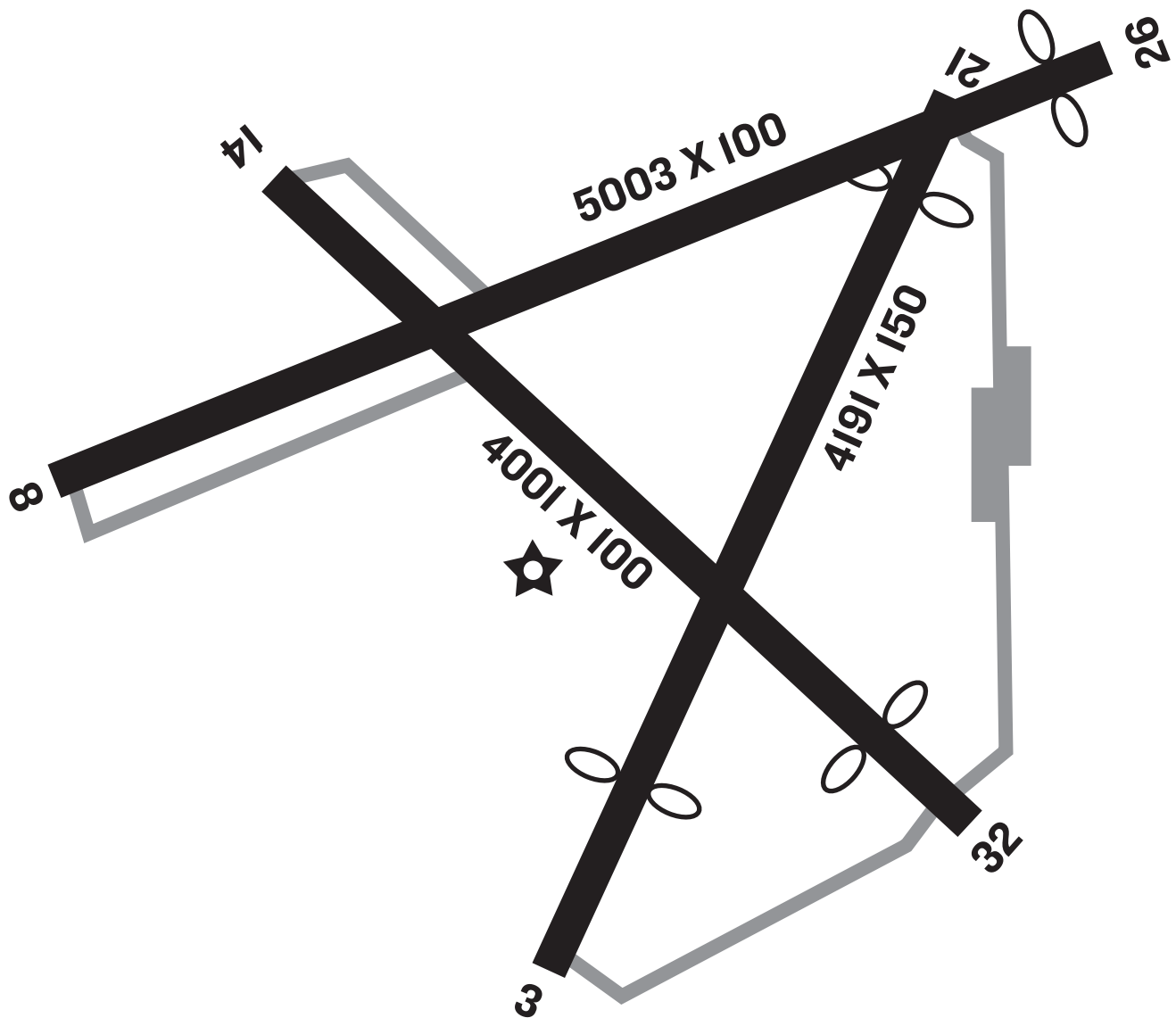
MRH UNICOM: 122.8

After departure, turn left direct to Great Island. (Approximate heading 330°) Climb to 3,000 feet MSL if practical. If receiving Flight Following, contact Cherry Point Approach on 132.575 otherwise **MONITOR** only. At Great Island, turn left and fly direct toward the community of Fairfield Harbour. (Approximate heading 310°) Turn on course after passing Fairfield Harbour.

If departing for the Outer Banks, when practical turn right after departure and fly direct to the Cape Lookout National Seashore. (Approximate heading 105°) Minimum 2,000 feet MSL suggested. If receiving Flight Following, contact Cherry Point Approach on 132.575 as soon as practical after departing MRH.

AIRPORT DIAGRAM

BEAUFORT AIRPORT (MRH)



ELEVATION: 10FT (3.0 M)

AWOS: 135.375

CHERRY POINT APPROACH: 119.35

BEAUFORT ADVISORY: 119.65

MRH UNICOM: 122.8

ADDITIONAL INFORMATION

BEAUFORT PILOT INFORMATION PACKET

AOPA FLY-IN HOST FBO AT BEAUFORT AIRPORT (MRH)

AOPA Fly-In Host FBO at Beaufort Airport (MRH) is the Southern Air. We thank them for their support, enthusiasm, and participation in the AOPA Fly-In at MRH.



Southern Air

150 Airport Road
Beaufort, NC 28516

Hours of operation:
Monday–Sunday, 8:00 AM – Dusk

Phone: 252-728-2323

Fax: 252-728-6706

Email: rsegrave@flysouthernair.com

Website: www.flysouthernair.com/

PARKING AND SERVICE DETAILS

Fuel/oil orders will be taken at the time your aircraft is parked. If you need either, please make sure to make the request at that time. Orders made at a later time might delay your departure. Credit card information will be requested at the time the order is placed. Receipts if requested will be emailed or available in the FBO. Order slip will be attached to propeller. If you are uncomfortable providing credit card information on the ramp, you can provide the information directly to the FBO's front desk. **No landing fees/parking fees and no minimum fuel requirement during the AOPA Fly-In.**

CHOCKS AND TIE DOWNS

There is a limited number of chocks available so we highly recommend that you bring your own. Tie down hooks are scattered on the ramp and parking on tie down spaces is unlikely. It is recommended that you bring tie-downs and anchors for any additional aircraft securing needs.

CAMPING

Aircraft camping will be permitted at Beaufort Airport (MRH) on Friday, May 20 and Saturday, May 21, 2016. Space is limited and will be available on a first-come, first-served basis. There is no charge. If you plan to camp, you must RSVP ahead of time. A confirmation will be sent with additional information. Camping aircraft will be requested to prominently display the letter C in the windshield. **See the AOPA website for more information.**

AFTER-HOURS DEPARTURES

If you will be departing after the airport's normal operating hours please contact the after-hours Line Service number at 252-728-2323. An after-hours callout is subject to an additional fee.

RENTAL CAR AVAILABILITY



Phone: 252-240-0218 or 866-315-9155

Also available:

STARS Auto Rental, LLC

252-728-2323

OTHER AREA AIRPORTS

There are several public use airports that are within an easy drive of Beaufort Airport (MRH). You might elect to use one of these airports in the event aircraft parking reaches capacity at MRH. Rental cars are also available at many of these airports. Please contact the airport directly for more information.



COASTAL CAROLINA REGIONAL AIRPORT (EWN) is located 28 nautical miles northwest of Beaufort Airport (MRH) and is approximately a 50 minute drive to MRH. Coastal Carolina Regional Airport has two hard surface runways. 04/22 is 6453 X 150 and 14/32 is 4000 X 150. The airspace is Class D. Rental cars are available through Enterprise, National, and Alamo at 866-315-9155. Avis, Hertz, and Budget are also available.



ALBERT J ELLIS AIRPORT (OAJ) is located 47 nautical miles west of Beaufort Airport (MRH) and is approximately a 1 hour and 30 minute drive to MRH. Albert J Ellis Airport has one hard surface runway. 05/23 is 7100 X 150. The airspace is Class G. Rental cars are available through Enterprise, National, and Alamo at 866-315-9155. Avis and Hertz are also available.

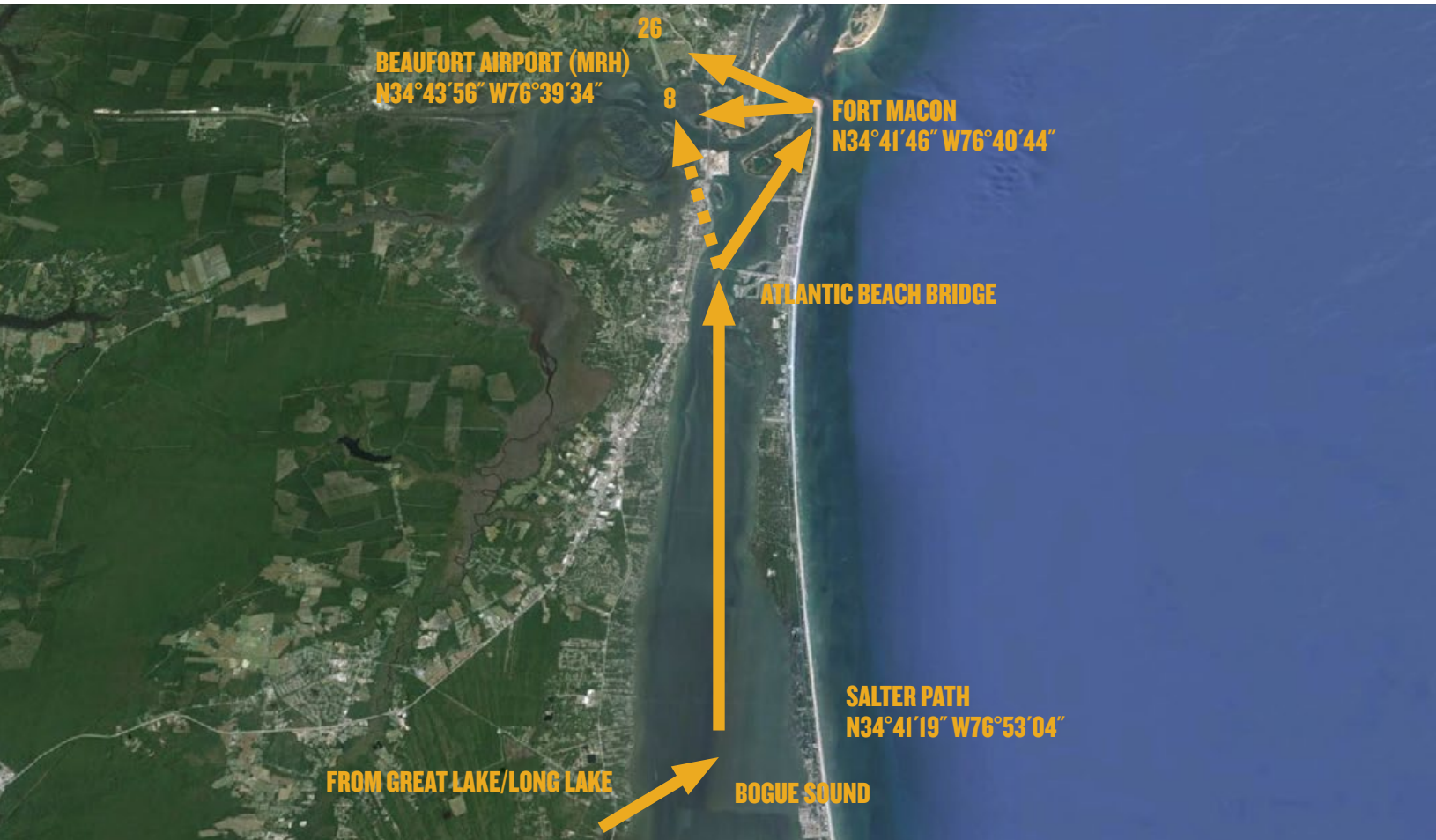


WASHINGTON-WARREN AIRPORT (OCW) is located 53 nautical miles northwest of Beaufort Airport (MRH) and is approximately a 1 hour and 30 minute drive to MRH. Washington-Warren Airport has two hard surface runways. 05/23 is 5000 X 100 and 17/35 is 5000 X 150. The airspace is Class G. Rental cars are available through Enterprise at 866-315-9155.



KINSTON REGIONAL JETPORT AT STALLINGS FIELD AIRPORT (ISO) is located 59 nautical miles northwest of Beaufort Airport (MRH) and is approximately a 1 hour and 30 minute drive to MRH. Kinston Regional Jetport has one hard surface runway. 05/23 is 11500 X 150. The airspace is Class D. Rental cars are available through Enterprise at 866-315-9155. Hertz is also available.

BOGUE SOUND OVERVIEW



AWOS: 135.375

CHERRY POINT APPROACH: 119.35

BEAUFORT ADVISORY: 119.65

MRH UNICOM: 122.8

APPROACHING BOGUE SOUND/SALTER PATH



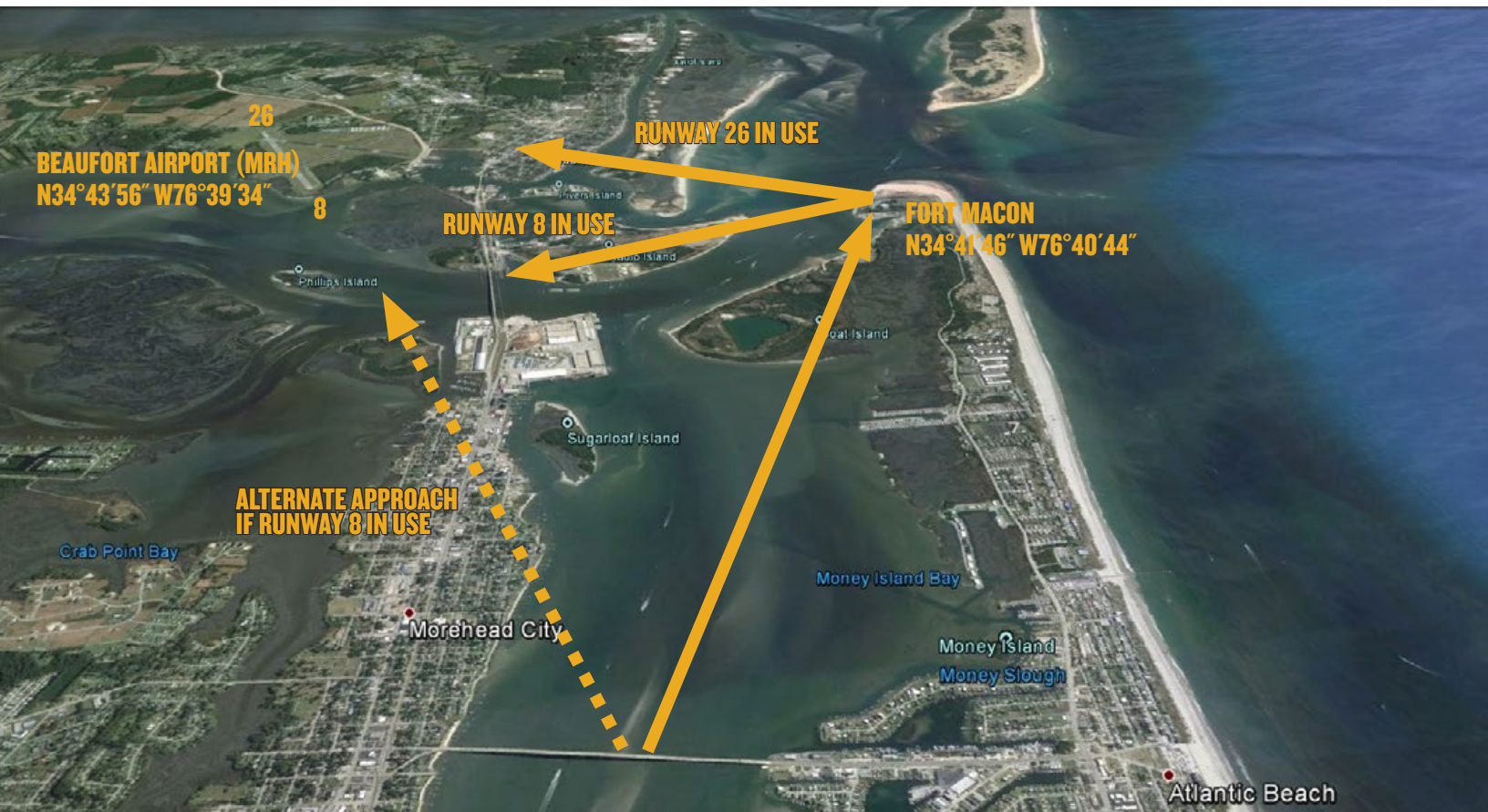
AWOS: 135.375

CHERRY POINT APPROACH: 119.35

BEAUFORT ADVISORY: 119.65

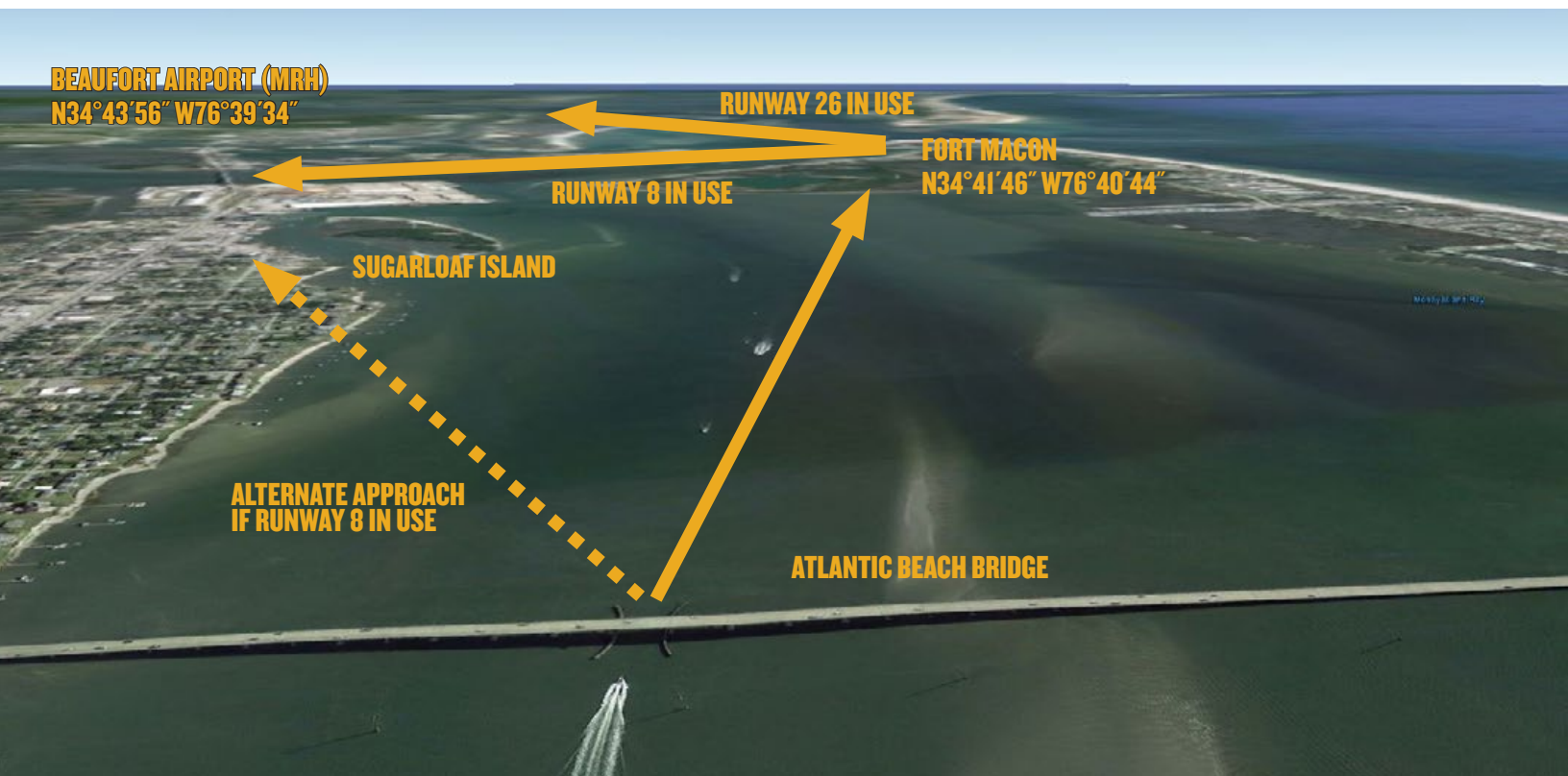
MRH UNICOM: 122.8

ATLANTIC BEACH BRIDGE TO FORT MACON TO MRH



AWOS: 135.375 CHERRY POINT APPROACH: 119.35 BEAUFORT ADVISORY: 119.65 MRH UNICOM: 122.8

APPROACHING ATLANTIC BEACH BRIDGE OVER BOGUE SOUND



AWOS: 135.375 CHERRY POINT APPROACH: 119.35 BEAUFORT ADVISORY: 119.65 MRH UNICOM: 122.8

FORT MACON TO BEAUFORT AIRPORT (MRH)



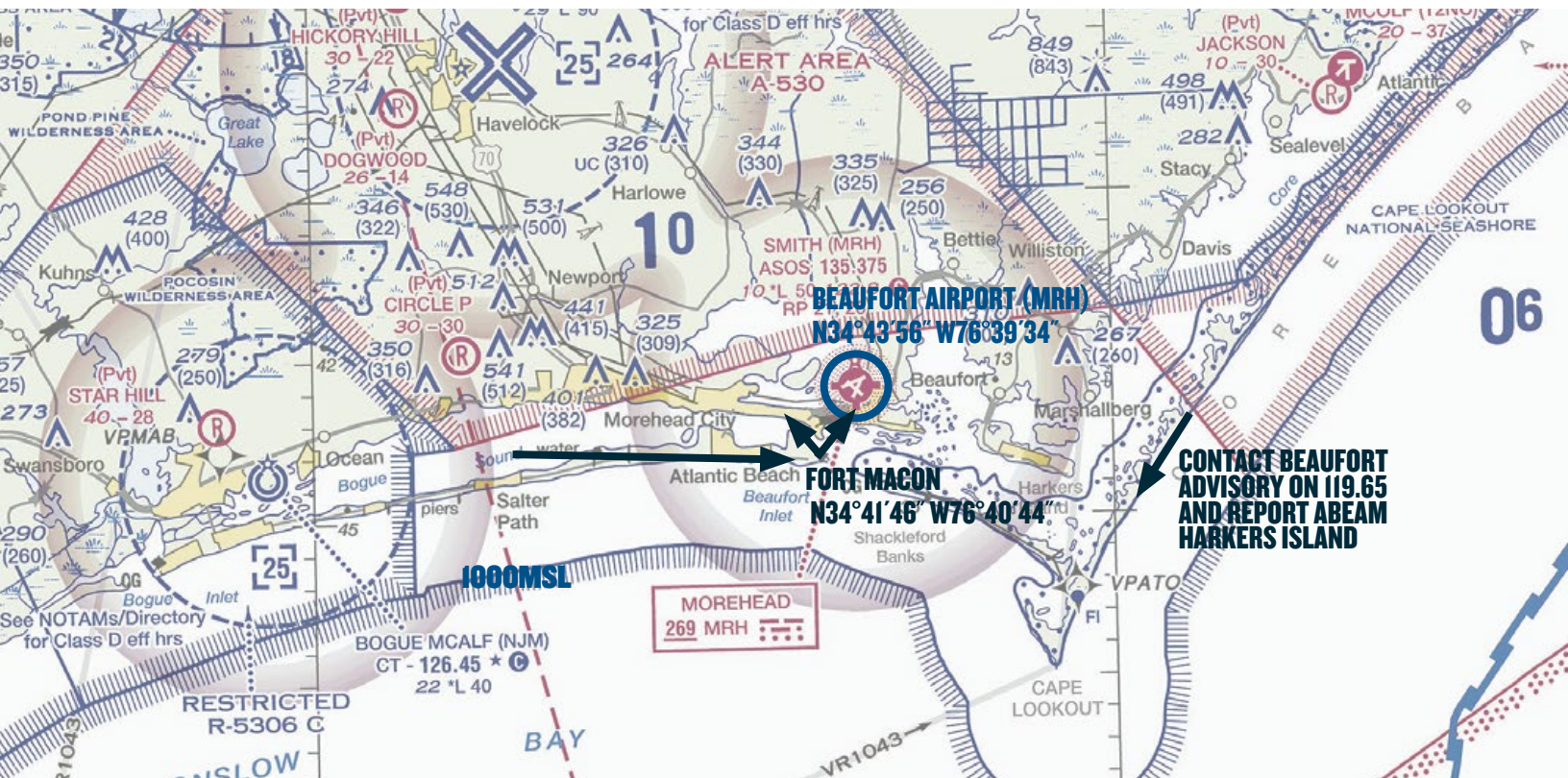
AWOS: 135.375

CHERRY POINT APPROACH: 119.35

BEAUFORT ADVISORY: 119.65

MRH UNICOM: 122.8

ARRIVING FROM CAPE LOOKOUT NATIONAL SEASHORE



AWOS: 135.375

CHERRY POINT APPROACH: 119.35

BEAUFORT ADVISORY: 119.65

MRH UNICOM: 122.8

APPROACHING RUNWAY 8 AT BEAUFORT AIRPORT (MRH)



AWOS: 135.375

CHERRY POINT APPROACH: 119.35

BEAUFORT ADVISORY: 119.65

MRH UNICOM: 122.8

APPROACHING RUNWAY 26 AT BEAUFORT AIRPORT (MRH)



AWOS: 135.375

CHERRY POINT APPROACH: 119.35

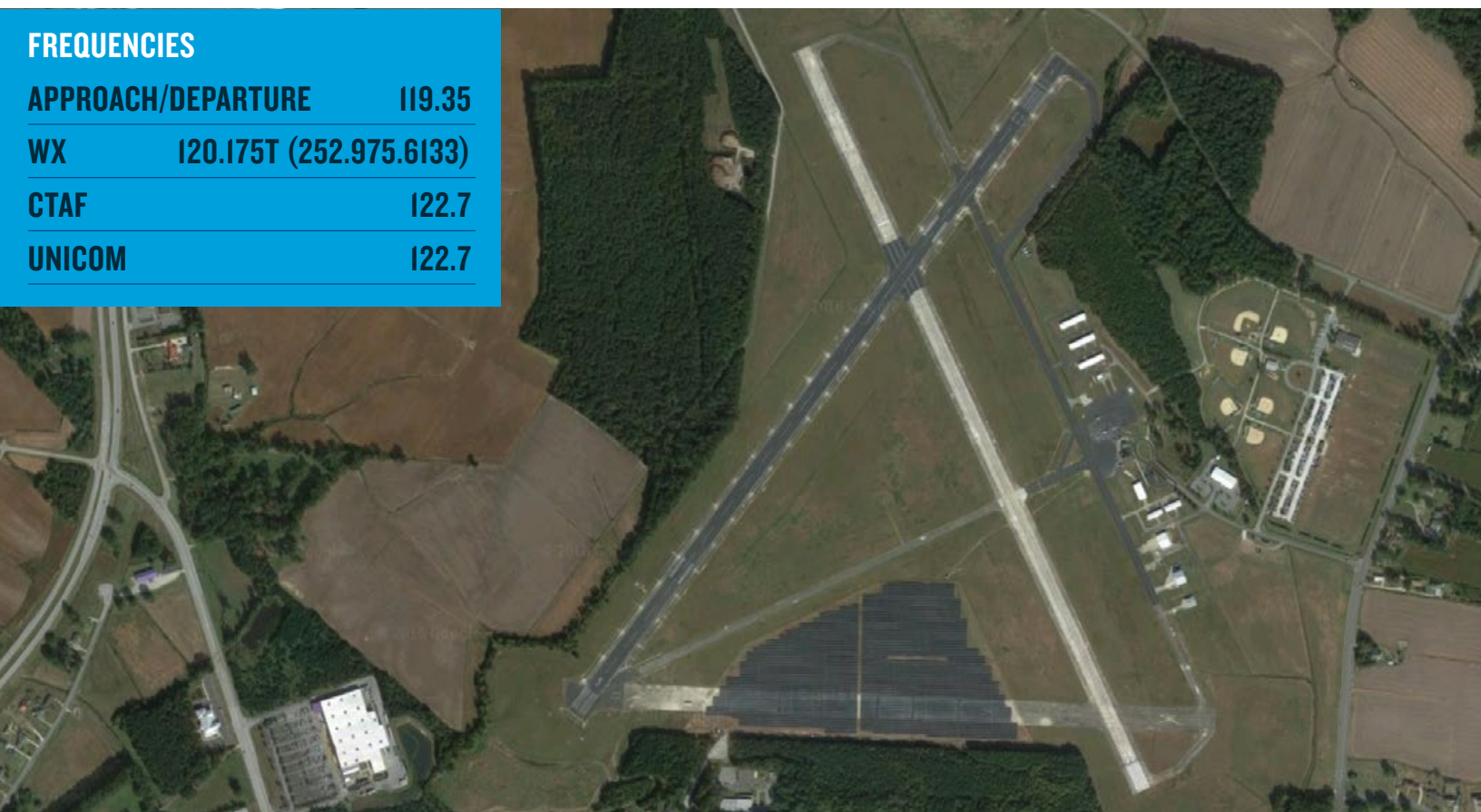
BEAUFORT ADVISORY: 119.65

MRH UNICOM: 122.8

WASHINGTON-WARREN AIRPORT (OCW)

FREQUENCIES

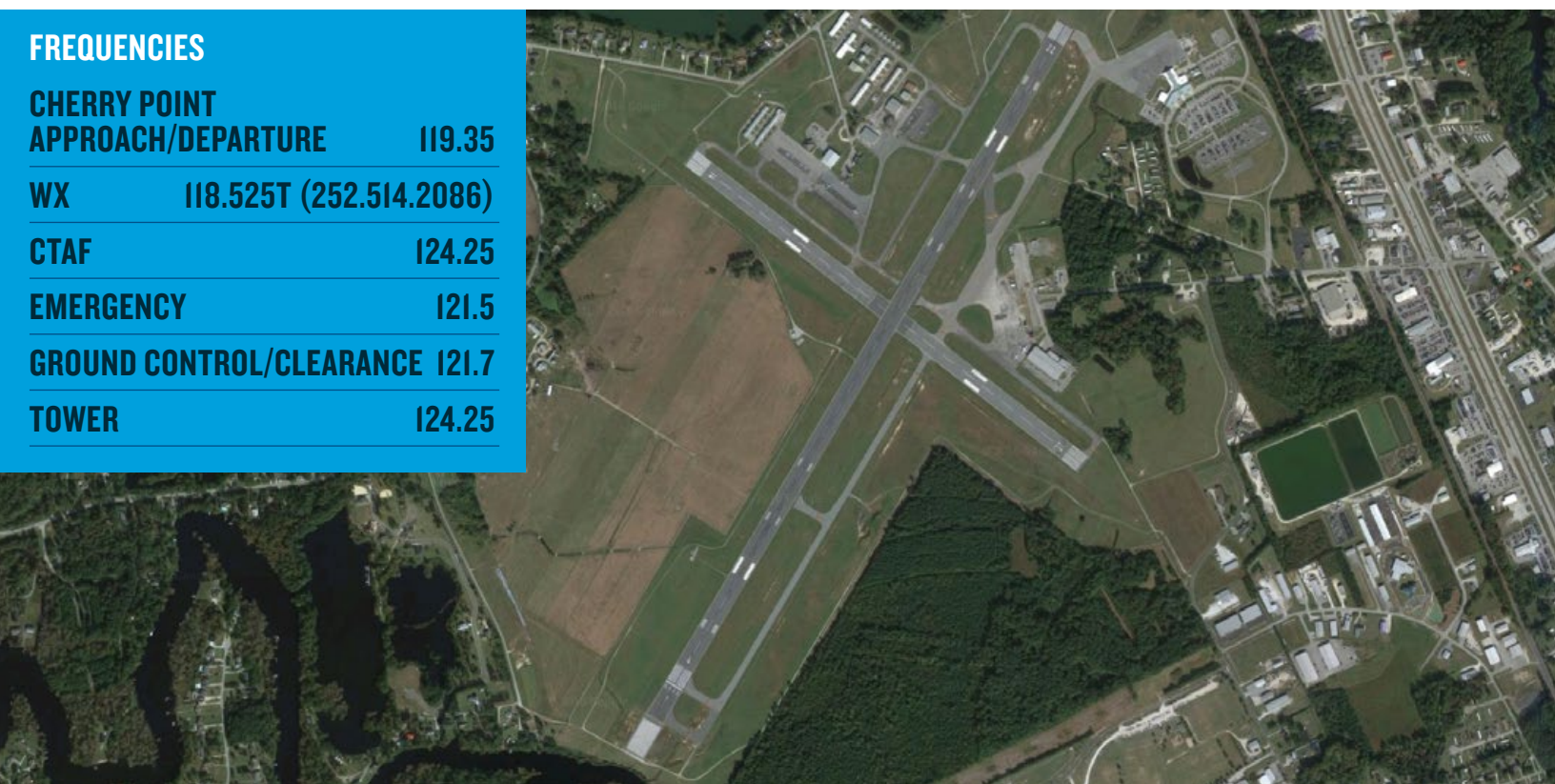
APPROACH/DEPARTURE	119.35
WX	120.175T (252.975.6133)
CTAF	122.7
UNICOM	122.7



COASTAL CAROLINA REGIONAL AIRPORT (EWN)

FREQUENCIES

CHERRY POINT APPROACH/DEPARTURE	119.35
WX	118.525T (252.514.2086)
CTAF	124.25
EMERGENCY	121.5
GROUND CONTROL/CLEARANCE	121.7
TOWER	124.25



KINSTON REGIONAL JETPORT (ISO)

FREQUENCIES

APPROACH/DEPARTURE
SEYMOUR JOHNSON 127.3

WX 132.75T (252.522.2712)

CTAF 120.6

EMERGENCY 121.5

GROUND CONTROL 121.9

TOWER 120.6

UNICOM 122.95



ALBERT J ELLIS AIRPORT (OAJ)

FREQUENCIES

APPROACH/DEPARTURE
WILMINGTON 135.75

WX 124.475T (910.324.5233)

CLEARANCE DELIVERY 121.4

CTAF 123.0

UNICOM 123.0



AOPA FLY-IN

MICHAEL J SMITH FIELD (KMRH)

MAY 20-21 | BEAUFORT, NC

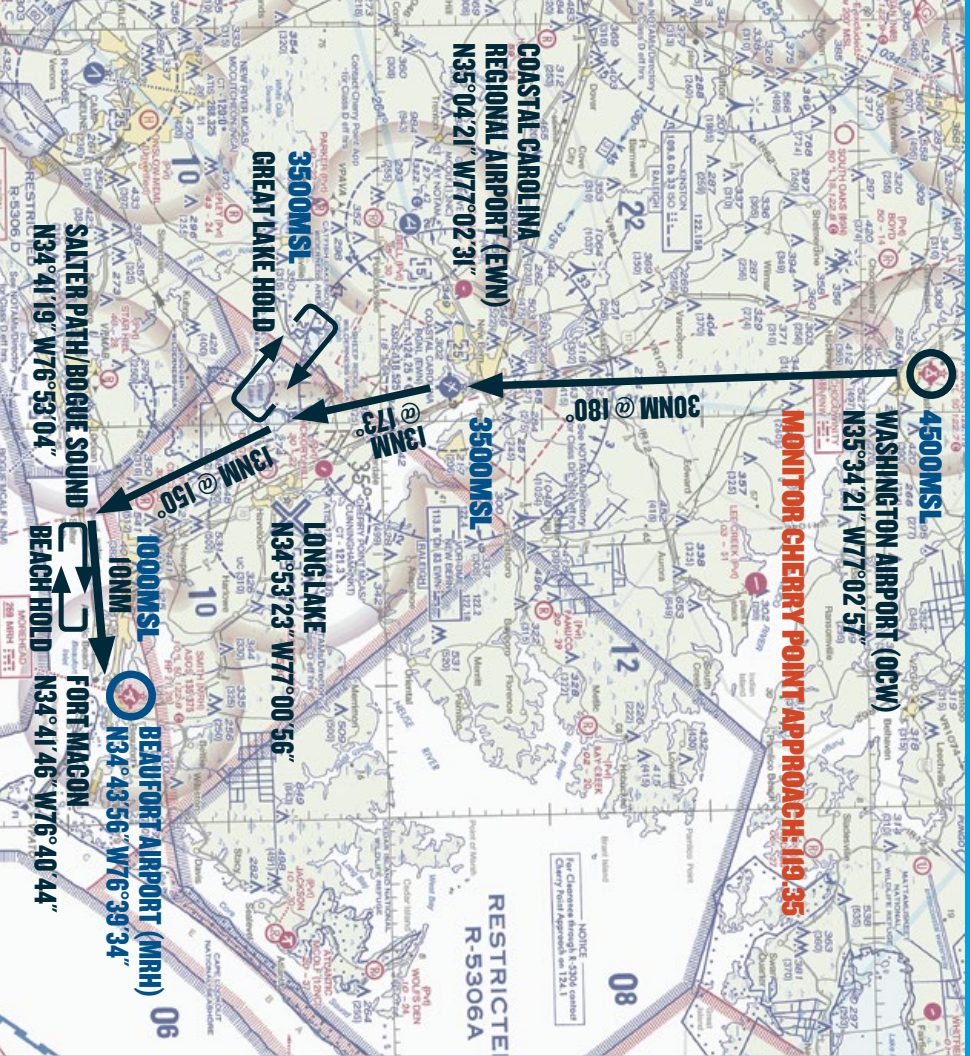


PRINT & PLACE GRAPHIC IN AIRCRAFT WINDSHIELD

VFR PROCEDURES

ARRIVALS OVER WASHINGTON-WARREN AIRPORT (OCW)

AWOS: 135.375 CHERRY POINT APPROACH: 119.35 BEAUFORT ADVISORY: 119.65 MRH UNICOM: 122.8



BEACH HOLD



VFR PROCEDURES

ARRIVALS OVER WASHINGTON-WARREN AIRPORT (OCW)

AWOS: 135.375 CHERRY POINT APPROACH: 119.35 BEAUFORT ADVISORY: 119.65 MRH UNICOM: 122.8

CHECK BEAUFORT AWOS ON 125.375 AS SOON AS PRACTICAL.

Begin procedure at Washington-Warren Airport (OCW) at 4,500 feet MSL. Pilots should tune in and **MONITOR ONLY** Cherry Point Approach on 119.35 after arriving over OCW.

Caution: Stay alert for converging traffic.

Proceed from OCW to Coastal Carolina Regional Airport (EWN). (Approx. hdg. 180°). Descent to 3,500 feet MSL prior to reaching EWN. Proceed from EWN to Long Lake (Approx. hdg. 170°) just northeast of Great Lake.

In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Great Lake Hold graphic*. All aircraft should fly right turns at 3,500 feet MSL. When holding is no longer required, aircraft in the hold toward Catfish Lake should return to Catfish Lake and then proceed toward Great Lake and Long Lake.

Caution: Stay alert for aircraft arriving from the northwest or holding around Great Lake.

Proceed from Long Lake toward Bogue Sound (Approx. hdg. 150°). Tune in and **MONITOR** Beaufort Advisory on 119.65 just prior to reaching Bogue Sound. At Bogue Sound, turn left and fly east down the

middle of the sound to Fort Macon. Begin descent to **pattern altitude: 1,000 feet MSL**. Report on Beaufort Advisory 119.65 when over the Atlantic

Beach Bridge; approximately 3 nautical miles from Fort Macon. Example: "Beaufort Advisory, Enroute 1254 over Atlantic Beach Bridge inbound with AWOS."

Proceed toward Fort Macon and follow instructions from Beaufort Advisory on 119.65. In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Beach Hold graphic*. All aircraft should fly right turns at 1,000 feet MSL. When holding is no longer required, aircraft outbound from Fort Macon should return to Salter Path and then proceed toward Fort Macon staying in the middle of Bogue Sound and reporting on Beaufort Advisory on 119.65 when over Atlantic Beach Bridge. Follow instructions from Beaufort Advisory on 119.65. Expect left traffic for runway 26 or right traffic for runway 08 depending on wind conditions.

After landing, exit the runway as quickly and as safely as possible. Do not stop on the runway unless absolutely necessary. Keep moving after exiting the runway so as not to block subsequent arrivals. Follow taxi instructions and directional signs to the designated parking areas. Marshalls will direct aircraft to parking.



VFR PROCEDURES

ARRIVALS OVER KINSTON REGIONAL JETPORT (ISO)

AWOS: 135.375 CHERRY POINT APPROACH: 119.35 BEAUFORT ADVISORY: 119.65 MRH UNICOM: 122.8



BEACH HOLD



VFR PROCEDURES

ARRIVALS OVER KINSTON REGIONAL JETPORT (ISO)

AWOS: 135.375 CHERRY POINT APPROACH: 119.35 BEAUFORT ADVISORY: 119.65 MRH UNICOM: 122.8

CHECK BEAUFORT AWOS ON 125.375 AS SOON AS PRACTICAL.

Begin procedure over Kinston Regional Jetport (ISO) at 5,500 feet MSL. Pilots should tune in and **MONITOR ONLY** Cherry Point Approach on 119.35 after arriving over ISO.

Caution: Stay alert for converging traffic.

Proceed from ISO to the northwest corner of Catfish Lake and begin descent to 3,500 feet MSL when clear of Kinston's Class D airspace. (Approx. hdg. 133°).

Caution: Stay alert for converging traffic.

Proceed from Catfish Lake toward Great Lake/Long Lake. In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Great Lake Hold graphic*. All aircraft should fly right turns at 3,500 feet MSL. When holding is no longer required, aircraft in the hold toward Catfish Lake should return to Catfish Lake and then proceed toward Great Lake and Long Lake.

Proceed from Long Lake toward Bogue Sound (Approx. hdg. 150°). Tune in and **MONITOR** Beaufort Advisory on 119.65 just prior to reaching Bogue Sound. At Bogue Sound, turn left and fly east down the middle of the sound to Fort Macon. Begin descent to pattern altitude; 1,000 feet MSL.

Report on Beaufort Advisory 119.65 when over the Atlantic Beach Bridge; approximately 3 nautical miles from Fort Macon. Example: "Beaufort Advisory, Enroute 1234 over Atlantic Beach Bridge inbound with AWOS."

Proceed toward Fort Macon and follow instructions from Beaufort Advisory on 119.65. In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Beach Hold graphic*. All aircraft should fly right turns at 1,000 feet MSL. When holding is no longer required, aircraft outbound from Fort Macon should return to Salter Path and then proceed toward Fort Macon staying in the middle of Bogue Sound and reporting on Beaufort Advisory on 119.65 when over Atlantic Beach Bridge. Follow instructions from Beaufort Advisory on 119.65. Expect left traffic for runway 26 or right traffic for runway 08 depending on wind conditions.

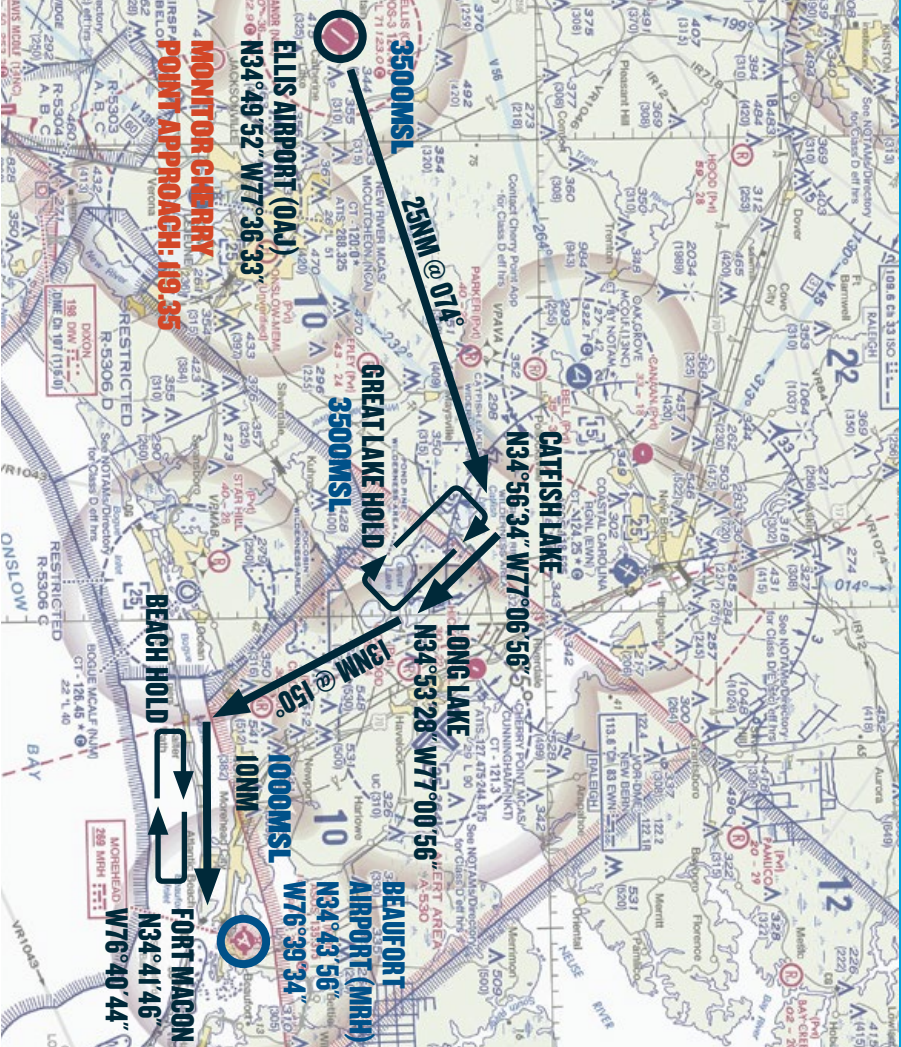
After landing, exit the runway as quickly and as safely as possible. Do not stop on the runway unless absolutely necessary. Keep moving after exiting the runway so as not to block subsequent arrivals. Follow taxi instructions and directional signs to the designated parking areas. Marshalls will direct aircraft to parking.



VFR PROCEDURES

ARRIVALS OVER ALBERT J ELLIS AIRPORT (OAJ)

AWOS: 135.375 CHERRY POINT APPROACH: 119.35 BEAUFORT ADVISORY: 119.65 MRH UNICOM: 122.8



VFR PROCEDURES

ARRIVALS OVER ALBERT J ELLIS AIRPORT (OAJ)

AWOS: 135.375 CHERRY POINT APPROACH: 119.35 BEAUFORT ADVISORY: 119.65 MRH UNICOM: 122.8

CHECK BEAUFORT AWOS ON 125.375 AS SOON AS PRACTICAL.

Begin procedure over Albert J Ellis Airport (OAJ) at 3,500 feet MSL. Pilots should tune in and **MONITOR ONLY** Cherry Point Approach on 119.35 after arriving over OAJ.

Caution: Stay alert for converging traffic.

Proceed from OAJ to the northwest corner of Catfish Lake. (Approx. hdg. 074°)

Caution: Stay alert for converging traffic.

Proceed from Catfish Lake toward Great Lake/Long Lake. In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Great Lake Hold graphic*. All aircraft should fly right turns at 3,500 feet MSL. When holding is no longer required, aircraft in the hold toward Catfish Lake should return to Catfish Lake and then proceed toward Great Lake and Long Lake.

Proceed from Long Lake toward Bogue Sound (Approx. hdg. 150°). Tune in and **MONITOR** Beaufort Advisory on 119.65 just prior to reaching Bogue Sound. At Bogue Sound, turn left and fly east down the middle of the sound to Fort Macon. Begin descent to pattern altitude; 1,000 feet MSL.

Report on Beaufort Advisory 119.65 when over the Atlantic Beach Bridge; approximately 3 nautical miles from Fort Macon. Example: "Beaufort Advisory, Enroute 1234 over Atlantic Beach Bridge inbound with AWOS."

Proceed toward Fort Macon and follow instructions from Beaufort Advisory on 119.65. In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Beach Hold graphic*. All aircraft should fly right turns at 1,000 feet MSL. When holding is no longer required, aircraft outbound from Fort Macon should return to Salter Path and then proceed toward Fort Macon staying in the middle of Bogue Sound and reporting on Beaufort Advisory on 119.65 when over Atlantic Beach Bridge. Follow instructions from Beaufort Advisory on 119.65. Expect left traffic for runway 26 or right traffic for runway 08 depending on wind conditions.

After landing, exit the runway as quickly and as safely as possible. Do not stop on the runway unless absolutely necessary. Keep moving after exiting the runway so as not to block subsequent arrivals. Follow taxi instructions and directional signs to the designated parking areas. Marshalls will direct aircraft to parking.

BEACH HOLD



CHECK BEAUFORT AWOS ON 125.375 AS SOON AS PRACTICAL.

Begin procedure over Albert J Ellis Airport (OAJ) at 3,500 feet MSL. Pilots should tune in and **MONITOR ONLY** Cherry Point Approach on 119.35 after arriving over OAJ.

Caution: Stay alert for converging traffic.

Proceed from OAJ to the northwest corner of Catfish Lake. (Approx. hdg. 074°)

Caution: Stay alert for converging traffic.

Proceed from Catfish Lake toward Great Lake/Long Lake. In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Great Lake Hold graphic*. All aircraft should fly right turns at 3,500 feet MSL. When holding is no longer required, aircraft in the hold toward Catfish Lake should return to Catfish Lake and then proceed toward Great Lake and Long Lake.

Proceed from Long Lake toward Bogue Sound (Approx. hdg. 150°). Tune in and **MONITOR** Beaufort Advisory on 119.65 just prior to reaching Bogue Sound. At Bogue Sound, turn left and fly east down the middle of the sound to Fort Macon. Begin descent to pattern altitude; 1,000 feet MSL.

Report on Beaufort Advisory 119.65 when over the Atlantic Beach Bridge; approximately 3 nautical miles from Fort Macon. Example: "Beaufort Advisory, Enroute 1234 over Atlantic Beach Bridge inbound with AWOS."

Proceed toward Fort Macon and follow instructions from Beaufort Advisory on 119.65. In the event that traffic volume requires holding, follow the holding procedure as depicted in the *Beach Hold graphic*. All aircraft should fly right turns at 1,000 feet MSL. When holding is no longer required, aircraft outbound from Fort Macon should return to Salter Path and then proceed toward Fort Macon staying in the middle of Bogue Sound and reporting on Beaufort Advisory on 119.65 when over Atlantic Beach Bridge. Follow instructions from Beaufort Advisory on 119.65. Expect left traffic for runway 26 or right traffic for runway 08 depending on wind conditions.

After landing, exit the runway as quickly and as safely as possible. Do not stop on the runway unless absolutely necessary. Keep moving after exiting the runway so as not to block subsequent arrivals. Follow taxi instructions and directional signs to the designated parking areas. Marshalls will direct aircraft to parking.

