

RADAR MINS


23250

N1

RADAR INSTRUMENT APPROACH MINIMUMS

CAMP PENDLETON MCAS (MUNN FLD) (KNFG), Oceanside, CA

Amdt 3 30DEC21 (22083) (USN)

RADAR - (E) 236.3 277.325  NA

ELEV 78

	<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 †	21 ^{1 2 5 8}	3.5°/53/914	ABCD	393 - ³ / ₄	315	(400- ³ / ₄)
W/O GS †	21 ^{1 5 6 8 9 10}		AB	760 - ³ / ₄	682	(700- ³ / ₄)
			CD	760 -1 ³ / ₄	682	(700-1 ³ / ₄)
ASR	21 ^{1 3 8 11 12}		A	940 - ³ / ₄	862	(900- ³ / ₄)
			B	940 -1	862	(900-1)
			CD	940 -2 ¹ / ₂	862	(900-2 ¹ / ₂)
CIR	All Rwy ^{4 7 8}		A	1000 -1 ¹ / ₄	922	(1000-1 ¹ / ₄)
			B	1260 -1 ¹ / ₂	1182	(1200-1 ¹ / ₂)
			CD	1500 -3	1422	(1500-3)

†Caution: Missed Approach

Minimum Climb Rate to 1600

Knots	60	120	180	240	300	360
V/V (fpm)	275	550	825	1100	1375	1650

¹CAUTION - Trees penetrate 34:1 visual obstacle surfaces approximately 2300' from threshold, 500' left of cntrln. Pilots must have trees in sight prior to descending from DH/MDA.

²When ALS inop, increase CAT ABCD vis to ¹/₂ mile.

³When ALS inop, increase CAT A vis to 1 mile, CAT B to 1¹/₄ miles.

⁴Cir auth fr ASR and PAR W/O GS only.

⁵No-NOTAM preventative maint sked: PAR 2100-0100Z++ Mon.

⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 2 miles.

⁷Circling to Rwy 3 NA at night when PAPI OTS.

⁸Visibility reduction for Helicopters NA.

⁹Step Down Fix at 3NM from RPI, 1180 min.

¹⁰Step Down Fix at 3NM from RPI altitude is less than Circling CAT BCD MDA.

¹¹Step Down Fix at 3NM from thld, 1120 min.

¹²Step Down Fix at 3NM altitude is less than Circling CAT BCD MDA.

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MIRAMAR MCAS (JOE FOSS FLD) (KNKX), San Diego, CA Amdt 1

ELEV 477

07SEP23 (23250) (USN)

RADAR¹ - (E) 133.625 134.3x 266.8x 270.35 307.9x 328.4x 348.75 350.275 371.9 379.125 **T**

	<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 ²	24R ³	3.0°/53/1136	ABCDE	575 -¼	100	(100-¼)
	24L	3.0°/46/1036	ABCDE	577 -½	100	(100-½)
PAR W/O GS ²	24R ^{4,5}		AB	820 -½	345	(400-½)
			CDE	820 -⅝	345	(400-⅝)
	24L		ABCDE	840 -1	363	(400-1)
ASR Z	6L ^{6,7}		AB	820 -1	388	(400-1)
			CDE	820 -1⅙	388	(400-1⅙)
	24R ^{8,9}		AB	940 -⅝	465	(500-⅝)
			CDE	940 -1	465	(500-1)
	24L ⁹		AB	940 -1	463	(500-1)
		CDE	940 -1⅓	463	(500-1⅓)	
ASR Y	6L		AB	1140 -1	708	(700-1)
			CDE	1140 -2	708	(700-2)
CIR ¹⁰	All Rwy		A	920 -1	443	(500-1)
			B	960 -1	483	(500-1)
			C	980 -1½	503	(600-1½)
			D	1180 -2¼	703	(800-2¼)
			E	1380 -3	903	(1000-3)

¹Other APP CON freq as asgn.

²No NOTAM MP: PAR O/S 1400-2000Z++ Tue.

³When ALS inop, increase vis to ½ mile.

⁴When ALS inop, increase vis to 1 mile.

⁵Step Down Fix at 4 NM from RPI, 1900 min, Step Down Fix at 2 NM from RPI, 1260 min.

⁶Step Down Fix at 2 NM from thld, 1120 min.

⁷Missed approach requires minimum climb of 238 ft/NM to 3900.

⁸When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅓ miles.

⁹Step Down Fix at 4 NM from thld, 1900 min, Step Down Fix at 2 NM from thld, 1260 min.

¹⁰CAT E circling not authorized S of Rwy 6R-24L.

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RADAR INSTRUMENT APPROACH MINIMUMS

NORTH ISLAND NAS (HALSEY FIELD) (KNZY), San Diego, CA Amdt 1

05NOV20 (23082) (USN)

ELEV 26

RADAR - (E) 127.7x 133.175x 318.8x 360.8x 353.5x 382.0x 385.5x 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAT_h</u>	<u>CEIL-VIS</u>
PAR ¹	36 ²	3.0°/45/846	ABCDE	119-¼	100	(100-¼)
	29 ^{3,4,5}	3.0°/35/722	ABCDE	276-¾	250	(300-¾)
PAR W/O GS ¹	36 ⁶		AB	420-¾	401	(400-¾)
			CDE	420-1	401	(400-1)
	29 ^{4,7,8}		AB	540-¾	514	(600-¾)
			CDE	540-1	514	(600-1)
PAR E RWY 29 SHORT (OFFSET)	29 ^{1,3,4,9}	3.0°/35/722	A	620-2	594	(600-2)
PAR or PAR W/O GS D RWY 29 (OFFSET)	29 ^{1,4,5,7}		ABCDE	620-2	594	(600-2)
ASR	29 ^{7,10}		AB	540-¾	514	(600-¾)
			CDE	540-1	514	(600-1)
	36 ¹¹		A	760-¾	741	(800-¾)
			B	760-1	741	(800-1)
			CDE	760-1½	741	(800-1½)
ASR C RWY 29 (OFFSET)	29 ⁷		ABCDE	620-2	594	(600-2)
 CIR	29 ⁷		AB	620-2	594	(600-2)
			CDE	NOT AUTHORIZED		
	36		ABCDE	NOT AUTHORIZED		

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¹No-NOTAM MP sked 2000-2400Z++ Mon.

²When ALS inop, increase vis to ½ mile.

³CAUTION: WCH Group 3: 15' and Group 4: 10' is less than required 20'.

⁴Rwy 29 VGSI and PAR TCH not coincident, VGSI TCH 46'.

⁵Visibility Reduction by Helicopters NA.

⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1½ miles.

⁷Cir auth to Rwy 18 only. Cir not auth W Rwy 18-36.

⁸When ALS inop, increase CAT AB vis to 1½ miles, CAT CDE to 1¾ miles.

⁹Minima applicable for rotorcraft short offset approaches.

¹⁰When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1¾ miles.

¹¹When ALS inop, increase CAT A vis to 1 mile, CAT B to 1¼ miles, CAT CDE to 2 miles.

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RADAR INSTRUMENT APPROACH MINIMUMS

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD),

Oxnard, CA Amdt 2 31DEC20 (20366) (USN)

ELEV 13

RADAR¹ - (E) 123.75x 133.25 233.7x 269.225 350.25 353.925



	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	3 ²	3.0°/46/877	ABCDE	110 - ³ / ₄	100	(100- ¹ / ₄)
	21	3.0°/47/890	ABCDE	113 - ¹ / ₂	100	(100- ¹ / ₂)
PAR	21(altn MAP) ³	3.0°/47/890	ABCDE	650 - ¹ / ₆	637	(700- ¹ / ₆)
PAR W/O GS	3 ^{4,5}		ABCDE	300 - ³ / ₄	290	(300- ³ / ₄)
	21 ^{6,7}		AB	420 - ⁵ / ₈	407	(500- ⁵ / ₈)
			CDE	420 - ³ / ₄	407	(500- ³ / ₄)
	21(altn MAP) ^{8,9}		ABCDE	420 - ¹ / ₄	407	(500- ¹ / ₄)
ASR	3 ^{4,10}		ABCDE	320 - ³ / ₄	310	(400- ³ / ₄)
	21 ^{6,11}		AB	420 - ⁵ / ₈	407	(500- ⁵ / ₈)
			CDE	420 - ³ / ₄	407	(500- ³ / ₄)
ASR	21(altn MAP) ^{8,11}		ABCDE	480 - ¹ / ₆	467	(500- ¹ / ₆)
CIR ¹	3,21		A	440 -1	427	(500-1)
			B	480 -1	467	(500-1)
			C	480 - ¹ / ₂	467	(500- ¹ / ₂)
			D	580 -2	567	(600-2)
			E	NOT AUTHORIZED		

Expanded RADAR svc-All flt conducted under positive ctl. Inbd acft not opr under ATC or PLEAD ctc APP CON 25 NM out on 307.275 or 128.65.

Circling NA E of Rwy 3-21with PAR approach or when Alternate MAP Rwy 21 in use.

¹No-NOTAM preventive maint 1500-2000Z++ Tue.

²When ALS inop, increase vis to ¹/₂ mile.

³When ALS inop, increase vis to ¹/₄ miles.

⁴When ALS inop, increase vis to 1 mile.

⁵Step down fix at 2 NM from RPI, 460 min.

⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to ¹/₆ miles.

⁷Step down fix at 3 NM from RPI, 1000 min.

⁸When ALS inop, increase vis to ²/₂ miles.

⁹Step down fix at 3 NM from thld, 1000 min.

¹⁰Step down fix at 2 NM from thld, 460 min.

¹¹Step down fix at 4 NM from thld, 1300 min, 3 NM from thld, 1000 min.

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SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD)

(KNUC), San Clemente Island, CA Amdt 4 24FEB22 (22055) (USN)

ELEV 184

RADAR - (E) 127.05X 282.275 292.15 351.85X 

	<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 3 4}	24	3.0°/38/861	ABCDE	293-½	109	(200-½)
PAR ¹	W/O GS 24		AB	580-1	396	(400-1)
			CDE	580-1 ^{5/8}	396	(400-1 ^{5/8})
ASR ¹	24		AB	860-1	676	(700-1)
			CDE	860-1 ^{5/8}	676	(700-1 ^{5/8})
 CIR ²	W/O GS All Rwy		A	580-1	396	(400-1)
			B	640-1	456	(500-1)
			C	640-1 ^{1/2}	456	(500-1 ^{1/2})
			DE	740-2	556	(600-2)
 CIR ²	All Rwy		AB	860-1	676	(700-1)
			C	860-2	676	(700-2)
			D	860-2 ^{1/4}	676	(700-2 ^{1/4})
			E	860-2 ^{1/2}	676	(700-2 ^{1/2})

¹No-NOTAM MP PAR/ASR 1800-2200Z++ Tue.

²Circling NA S of Rwy 6-24.

³CAUTION: WCH Group 3: 19ft and Group 4: 14ft is less than required 20ft.

⁴PAR TCH not coincident with RNAV TCH (50ft).

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