

# 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 <sup>1 2 5 8</sup>	3.5°/53/914	ABCD	<b>393</b> -¾	315	(400-¾)
W/O GS †	21 <sup>1 5 6 8 9 10</sup>		AB	<b>760</b> -¾	682	(700-¾)
			CD	<b>760</b> -1¾	682	(700-1¾)
ASR	21 <sup>1 3 8 11 12</sup>		A	<b>940</b> -¾	862	(900-¾)
			B	<b>940</b> -1	862	(900-1)
			CD	<b>940</b> -2½	862	(900-2½)
CIR	All Rwy <sup>4 7 8</sup>		A	<b>1000</b> -1¼	922	(1000-1¼)
			B	<b>1260</b> -1½	1182	(1200-1½)
			CD	<b>1500</b> -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

<sup>1</sup>CAUTION - 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.

<sup>2</sup>When ALS inop, increase CAT ABCD vis to ¾ mile.

<sup>3</sup>When ALS inop, increase CAT A vis to 1 mile, CAT B to 1¼ miles.

<sup>4</sup>Cir auth fr ASR and PAR W/O GS only.

<sup>5</sup>No-NOTAM preventative maint sked: PAR 2100-0100Z++ Mon.

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

<sup>7</sup>Circling to Rwy 3 NA at night when PAPI OTS.

<sup>8</sup>Visibility reduction for Helicopters NA.

<sup>9</sup>Step Down Fix at 3NM from RPI, 1180 min.

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

<sup>11</sup>Step Down Fix at 3NM from thld, 1120 min.

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

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# RADAR MINS

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## RADAR INSTRUMENT APPROACH MINIMUMS

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

ELEV 477

07SEP23 (23250) (USN)

RADAR<sup>1</sup> - (E) 133.625 134.3x 266.8x 270.35 307.9x 328.4x 348.75 350.275 371.9 379.125 

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

<sup>1</sup>Other APP CON freq as asgn.

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

<sup>3</sup>When ALS inop, increase vis to ½ mile.

<sup>4</sup>When ALS inop, increase vis to 1 mile.

<sup>5</sup>Step Down Fix at 4 NM from RPI, 1900 min, Step Down Fix at 2 NM from RPI, 1260 min.

<sup>6</sup>Step Down Fix at 2 NM from thld, 1120 min.

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

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

<sup>9</sup>Step Down Fix at 4 NM from thld, 1900 min, Step Down Fix at 2 NM from thld, 1260 min.

<sup>10</sup>CAT E circling not authorized S of Rwy 6R-24L.

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SW-3

## RADAR INSTRUMENT APPROACH MINIMUMS

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

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<sup>1</sup>No-NOTAM MP sked 2000-2400Z++ Mon.

<sup>2</sup>When ALS inop, increase vis to ½ mile.

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

<sup>4</sup>Rwy 29 VGSI and PAR TCH not coincident, VGSI TCH 46'.

<sup>5</sup>Visibility Reduction by Helicopters NA.

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

<sup>7</sup>Cir auth to Rwy 18 only. Cir not auth W Rwy 18-36.

<sup>8</sup>When ALS inop, increase CAT AB vis to 1½ miles, CAT CDE to 1¾ miles.

<sup>9</sup>Minima applicable for rotorcraft short offset approaches.

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

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

**RADAR INSTRUMENT APPROACH MINIMUMS**

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

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

ELEV 13

**RADAR<sup>1</sup> - (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 <sup>2</sup>	3.0°/46/877	ABCDE	<b>110</b> - <sup>3</sup> / <sub>4</sub>	100	(100- <sup>1</sup> / <sub>4</sub> )
	21	3.0°/47/890	ABCDE	<b>113</b> - <sup>1</sup> / <sub>2</sub>	100	(100- <sup>1</sup> / <sub>2</sub> )
PAR	21(altn MAP) <sup>3</sup>	3.0°/47/890	ABCDE	<b>650</b> - <sup>1</sup> / <sub>6</sub>	637	(700- <sup>1</sup> / <sub>6</sub> )
PAR W/O GS	3 <sup>4,5</sup>		ABCDE	<b>300</b> - <sup>3</sup> / <sub>4</sub>	290	(300- <sup>3</sup> / <sub>4</sub> )
	21 <sup>6,7</sup>		AB	<b>420</b> - <sup>5</sup> / <sub>6</sub>	407	(500- <sup>5</sup> / <sub>6</sub> )
			CDE	<b>420</b> - <sup>3</sup> / <sub>4</sub>	407	(500- <sup>3</sup> / <sub>4</sub> )
	21(altn MAP) <sup>8,9</sup>		ABCDE	<b>420</b> - <sup>1</sup> / <sub>4</sub>	407	(500- <sup>1</sup> / <sub>4</sub> )
ASR	3 <sup>4,10</sup>		ABCDE	<b>320</b> - <sup>3</sup> / <sub>4</sub>	310	(400- <sup>3</sup> / <sub>4</sub> )
	21 <sup>6,11</sup>		AB	<b>420</b> - <sup>5</sup> / <sub>6</sub>	407	(500- <sup>5</sup> / <sub>6</sub> )
			CDE	<b>420</b> - <sup>3</sup> / <sub>4</sub>	407	(500- <sup>3</sup> / <sub>4</sub> )
ASR	21(altn MAP) <sup>8,11</sup>		ABCDE	<b>480</b> - <sup>1</sup> / <sub>6</sub>	467	(500- <sup>1</sup> / <sub>6</sub> )
CIR <sup>1</sup>	3,21		A	<b>440</b> -1	427	(500-1)
			B	<b>480</b> -1	467	(500-1)
			C	<b>480</b> - <sup>1</sup> / <sub>2</sub>	467	(500- <sup>1</sup> / <sub>2</sub> )
			D	<b>580</b> -2	567	(600-2)
			E	<b>NOT AUTHORIZED</b>		

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.

<sup>1</sup>No-NOTAM preventive maint 1500-2000Z++ Tue.

<sup>2</sup>When ALS inop, increase vis to <sup>1</sup>/<sub>2</sub> mile.

<sup>3</sup>When ALS inop, increase vis to <sup>1</sup>/<sub>4</sub> miles.

<sup>4</sup>When ALS inop, increase vis to 1 mile.

<sup>5</sup>Step down fix at 2 NM from RPI, 460 min.

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

<sup>7</sup>Step down fix at 3 NM from RPI, 1000 min.

<sup>8</sup>When ALS inop, increase vis to <sup>2</sup>/<sub>2</sub> miles.

<sup>9</sup>Step down fix at 3 NM from thld, 1000 min.

<sup>10</sup>Step down fix at 2 NM from thld, 460 min.

<sup>11</sup>Step 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/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1 3 4</sup>	24	3.0°/38/861	ABCDE	<b>293-½</b>	109	(200-½)
PAR <sup>1</sup>	W/O GS 24		AB	<b>580-1</b>	396	(400-1)
			CDE	<b>580-1</b> <sup>5/8</sup>	396	(400-1 <sup>5/8</sup> )
ASR <sup>1</sup>	24		AB	<b>860-1</b>	676	(700-1)
			CDE	<b>860-1</b> <sup>5/8</sup>	676	(700-1 <sup>5/8</sup> )
<b>C</b> CIR <sup>2</sup>	W/O GS All Rwy		A	<b>580-1</b>	396	(400-1)
			B	<b>640-1</b>	456	(500-1)
			C	<b>640-1</b> <sup>½</sup>	456	(500-1 <sup>½</sup> )
			DE	<b>740-2</b>	556	(600-2)
<b>C</b> CIR <sup>2</sup>	All Rwy		AB	<b>860-1</b>	676	(700-1)
			C	<b>860-2</b>	676	(700-2)
			D	<b>860-2</b> <sup>¼</sup>	676	(700-2 <sup>¼</sup> )
			E	<b>860-2</b> <sup>½</sup>	676	(700-2 <sup>½</sup> )

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

<sup>2</sup>Circling NA S of Rwy 6-24.

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

<sup>3</sup>PAR TCH not coincident with RNAV TCH (50ft).

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