

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 | 393-¾ | 315 | (400-¾) |
| W/O GS † | 21 ^{1 5 6 8 9 10} | | AB | 760-¾ | 682 | (700-¾) |
| | | | CD | 760-1¾ | 682 | (700-1¾) |
| ASR | 21 ^{1 3 8 11 12} | | A | 940-¾ | 862 | (900-¾) |
| | | | B | 940-1 | 862 | (900-1) |
| | | | CD | 940-2½ | 862 | (900-2½) |
| CIR | All Rwy ^{4 7 8} | | A | 1000-1¼ | 922 | (1000-1¼) |
| | | | B | 1260-1½ | 1182 | (1200-1½) |
| | | | 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 ¾ mile.

³When ALS inop, increase CAT A vis to 1 mile, CAT B to 1¼ 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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RADAR INSTRUMENT APPROACH MINIMUMS

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 

| | <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/ HATH</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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SW-3

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/ MDA-VIS</u> | <u>HAT/HATH/ HAA</u> | <u>CEIL-VIS</u> |
|------------------|------------------------------|-------------------|------------|------------------------|--------------------------|-----------------|
| PAR | 3 ² | 3.0°/46/877 | ABCDE | 110-¾ | 100 | (100-¾) |
| | 21 | 3.0°/47/890 | ABCDE | 113-½ | 100 | (100-½) |
| PAR | 21(altn MAP) ³ | 3.0°/47/890 | ABCDE | 650-1¾ | 637 | (700-1¾) |
| PAR W/O GS | 3 ^{4,5} | | ABCDE | 300-¾ | 290 | (300-¾) |
| | 21 ^{6,7} | | AB | 420-¾ | 407 | (500-¾) |
| | | | CDE | 420-¾ | 407 | (500-¾) |
| | 21(altn MAP) ^{8,9} | | ABCDE | 420-1¾ | 407 | (500-1¾) |
| ASR | 3 ^{4,10} | | ABCDE | 320-¾ | 310 | (400-¾) |
| | 21 ^{6,11} | | AB | 420-¾ | 407 | (500-¾) |
| | | | CDE | 420-¾ | 407 | (500-¾) |
| ASR | 21(altn MAP) ^{8,11} | | ABCDE | 480-1¾ | 467 | (500-1¾) |
| CIR ¹ | 3,21 | | A | 440-1 | 427 | (500-1) |
| | | | B | 480-1 | 467 | (500-1) |
| | | | C | 480-1½ | 467 | (500-1½) |
| | | | 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 ½ mile.

³When ALS inop, increase vis to 1¾ 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 1½ miles.

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

⁸When ALS inop, increase vis to 2½ 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>HAT_H</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}) |
| C 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) |
| C 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.

³PAR TCH not coincident with RNAV TCH (50ft).

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