

# RADAR MINS

23250


N1

## RADAR INSTRUMENT APPROACH MINIMUMS

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

Amdt 3 30DEC21 (22083) (USN)

ELEV 78

RADAR - (E) 236.3 277.325  NA

|          | <u>RWY</u>                 | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/<br/>MDA-VIS</u> | <u>HAT/<br/>HATh/<br/>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 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><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HATH/</u><br><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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## 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/<br/>MDA-VIS</u> | <u>HAT/<br/>HAT<sub>h</sub></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<br>(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<br>RWY 29<br>(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<br>(OFFSET)  | 29 <sup>7</sup>       |                   | ABCDE      | 620-2                  | 594                             | (600-2)         |
|  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.

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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

**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><br><u>MDA-VIS</u> | <u>HAT/HATH/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|------------------|------------------------------|-------------------|------------|------------------------------|--------------------------------|-----------------|
| PAR              | 3 <sup>2</sup>               | 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) <sup>3</sup>    | 3.0°/47/890       | ABCDE      | 650-1¾                       | 637                            | (700-1¾)        |
| PAR W/O GS       | 3 <sup>4,5</sup>             |                   | ABCDE      | 300-¾                        | 290                            | (300-¾)         |
|                  | 21 <sup>6,7</sup>            |                   | AB         | 420-¾                        | 407                            | (500-¾)         |
|                  |                              |                   | CDE        | 420-¾                        | 407                            | (500-¾)         |
|                  | 21(altn MAP) <sup>8,9</sup>  |                   | ABCDE      | 420-1¾                       | 407                            | (500-1¾)        |
| ASR              | 3 <sup>4,10</sup>            |                   | ABCDE      | 320-¾                        | 310                            | (400-¾)         |
|                  | 21 <sup>6,11</sup>           |                   | AB         | 420-¾                        | 407                            | (500-¾)         |
|                  |                              |                   | CDE        | 420-¾                        | 407                            | (500-¾)         |
| ASR              | 21(altn MAP) <sup>8,11</sup> |                   | ABCDE      | 480-1¾                       | 467                            | (500-1¾)        |
| CIR <sup>1</sup> | 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          | <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 ½ mile.

<sup>3</sup>When ALS inop, increase vis to 1¾ 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 1½ miles.

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

<sup>8</sup>When ALS inop, increase vis to 2½ 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/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAT<sub>H</sub></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>580-1½</b>                | 396                                   | (400-1½)        |
| ASR <sup>1</sup>          | 24             |                   | AB         | <b>860-1</b>                 | 676                                   | (700-1)         |
|                           |                |                   | CDE        | <b>860-1½</b>                | 676                                   | (700-1½)        |
| <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>640-1½</b>                | 456                                   | (500-1½)        |
|                           |                |                   | 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>860-2¼</b>                | 676                                   | (700-2¼)        |
|                           |                |                   | E          | <b>860-2½</b>                | 676                                   | (700-2½)        |

<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>4</sup>PAR TCH not coincident with RNAV TCH (50ft).

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