


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/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR †	21 <sup>1 2 5 8</sup>	3.5°/53/914	ABCD	393-¾	315	(400-¾)
W/O GS †	21 <sup>1 5 6 8 9 10</sup>		AB	760-¾	682	(700-¾)
			CD	760-1¾	682	(700-1¾)
ASR	21 <sup>1 3 8 11 12</sup>		A	940-¾	862	(900-¾)
			B	940-1	862	(900-1)
			CD	940-2½	862	(900-2½)
CIR	All Rwy <sup>4 7 8</sup>		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

<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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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	575-¼	100	(100-¼)
	24L	3.0°/46/1036	ABCDE	577-½	100	(100-½)
PAR W/O GS <sup>2</sup>	24R <sup>4 5</sup>		AB	820-½	345	(400-½)
			CDE	820-⅝	345	(400-⅝)
	24L		ABCDE	840-1	363	(400-1)
ASR Z	6L <sup>6 7</sup>		AB	820-1	388	(400-1)
			CDE	820-1⅙	388	(400-1⅙)
	24R <sup>8 9</sup>		AB	940-⅝	465	(500-⅝)
			CDE	940-1	465	(500-1)
	24L <sup>9</sup>		AB	940-1	463	(500-1)
			CDE	940-1⅜	463	(500-1⅜)
ASR Y	6L		AB	1140-1	708	(700-1)
			CDE	1140-2	708	(700-2)
CIR <sup>10</sup>	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)

<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 1⅙ 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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**NORTH ISLAND NAS (HALSEY FIELD) (KNZY),** San Diego, CA Amdt 1  
05NOV20 (23082) (USN)  
**RADAR - (E)** 127.7x 133.175x 318.8x 360.8x 353.5x 382.0x 385.5x **T**

ELEV 26

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	36 <sup>2</sup>	3.0°/45/846	ABCDE	119-¾	100	(100-¾)
	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	NOT AUTHORIZED		
	36		ABCDE	NOT AUTHORIZED		

<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 1½ 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 1½ miles.  
<sup>11</sup>When ALS inop, increase CAT A vis to 1 mile, CAT B to 1½ miles, CAT CDE to 2 miles.

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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	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	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.

<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> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAT<sub>h</sub>/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1 3 4</sup>	24	3.0°/38/861	ABCDE	<b>293</b> -½	109	(200-½)
PAR <sup>1</sup>	W/O GS 24		AB	<b>580</b> -1	396	(400-1)
			CDE	<b>580</b> -1⅙	396	(400-1⅙)
ASR <sup>1</sup>	24		AB	<b>860</b> -1	676	(700-1)
			CDE	<b>860</b> -1⅙	676	(700-1⅙)
 CIR <sup>2</sup>	W/O GS All Rwy		A	<b>580</b> -1	396	(400-1)
			B	<b>640</b> -1	456	(500-1)
			C	<b>640</b> -1½	456	(500-1½)
			DE	<b>740</b> -2	556	(600-2)
 CIR <sup>2</sup>	All Rwy		AB	<b>860</b> -1	676	(700-1)
			C	<b>860</b> -2	676	(700-2)
			D	<b>860</b> -2¼	676	(700-2¼)
			E	<b>860</b> -2½	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>3</sup>PAR TCH not coincident with RNAV TCH (50ft).

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