

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 ^{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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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	940-1⅜	463	(500-1⅜)
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 1⅙ 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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NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

San Diego, CA Amdt 2 04SEP25 (25247) (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/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	36 ^{2 3}	3.0°/46/856	ABCD	119-¼	100	(100-¼)
PAR W/O GS ¹	29 ⁴	3.0°/46/944	ABCDE	276-½	250	(300-½)
	36 ⁵		AB	460-¾	441	(500-¾)
			CDE	460-1	441	(500-1)
	29 ^{6 7}		AB	560-¾	534	(600-¾)
			CDE	560-1	534	(600-1)
PAR SHORT OFFSET	29 ^{18 9}	3.0°/46/944	A	620-2	594	(600-2)
PAR OFFSET	29 ¹⁹	3.0°/46/944	ABCDE	620-2	594	(600-2)
PAR WO GS OFFSET	29 ^{17 9}		ABCDE	620-2	594	(600-2)
ASR	29 ^{5 7}		AB	540-½	514	(600-½)
			CDE	540-1	514	(600-1)
	36 ¹⁰		A	800-¾	781	(800-¾)
			B	800-1	781	(800-1)
			CDE	800-2	781	(800-2)
ASR OFFSET	29 ^{7 9}		ABCDE	620-2	594	(600-2)
CIR	29 ⁷		AB	620-2	594	(600-2)
			CDE	NOT AUTHORIZED		
	36		ABCDE	NOT AUTHORIZED		

¹No-NOTAM MP sked 2000-2400Z++ Mon.
²When ALS inop, increase vis to ½ mile.
³CAT E aircraft NOT AUTHORIZED.
⁴When ALS inop, increase vis to ¾ mile.
⁵When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1½ miles.
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.
⁸Minima applicable for rotorcraft short offset approaches.
⁹Final apch crs 299° offset 8° from RCL 291°.
¹⁰When ALS inop, increase CAT A vis to 1 mile, CAT B to 1¼ miles, CAT CDE vis to 2½ miles.

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

Oxnard, CA Amdt 3 04SEP25 (25247) (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°/46/873	ABCDE	110-¾	100	(100-¾)
	21	3.0°/47/892	ABCDE	113-½	100	(100-½)
ASR	3 ^{3 4}		ABCDE	380-¾	370	(400-¾)
	21 ^{5 6}		AB	420-½	407	(500-½)
			CDE	420-¾	407	(500-¾)
CIR ^{7 8}	3, 21		A	420-1	470	(500-1)
			B	520-1	507	(600-1)
			C	520-1½	507	(600-1½)
			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.

¹No-NOTAM preventive maint 1500-2000Z++ Tue.
²When ALS inop, increase vis to ½ mile.
³When ALS inop, increase vis to 1 mile.
⁴Step down fix at 2 NM from thld, 700 min.
⁵When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
⁶Step down fix at 4 NM from thld, 1400 min, 3 NM from thld, 1080 min.
⁷CAT A remain within 1.3 NM, CAT B remain within 1.5 NM, CAT C remain within 1.7 NM, CAT D remain within 2.3 NM.
⁸Circling not authorized SE of Rwy 3-21.

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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 -1⅙	396	(400-1⅙)
ASR ¹	24		AB	860 -1	676	(700-1)
			CDE	860 -1⅙	676	(700-1⅙)
 CIR ²	W/O GS All Rwy		A	580 -1	396	(400-1)
			B	640 -1	456	(500-1)
			C	640 -1½	456	(500-1½)
			DE	740 -2	556	(600-2)
 CIR ²	All Rwy		AB	860 -1	676	(700-1)
			C	860 -2	676	(700-2)
			D	860 -2¼	676	(700-2¼)
			E	860 -2½	676	(700-2½)

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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