

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><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HATh/</u><br><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><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      | 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 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><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HATH/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|-------------------------|--------------------|-------------------|------------|------------------------------|-------------------------------------------|-----------------|
| PAR <sup>1</sup>        | 36 <sup>2 3</sup>  | 3.0°/46/856       | ABCD       | 119-¼                        | 100                                       | (100-¼)         |
|                         | 29 <sup>4</sup>    | 3.0°/46/944       | ABCDE      | 276-½                        | 250                                       | (300-½)         |
| PAR W/O GS <sup>1</sup> | 36 <sup>5</sup>    |                   | AB         | 460-¾                        | 441                                       | (500-¾)         |
|                         |                    |                   | CDE        | 460-1                        | 441                                       | (500-1)         |
|                         | 29 <sup>6 7</sup>  |                   | AB         | 560-¾                        | 534                                       | (600-¾)         |
|                         |                    |                   | CDE        | 560-1                        | 534                                       | (600-1)         |
| PAR SHORT OFFSET        | 29 <sup>18 9</sup> | 3.0°/46/944       | A          | 620-2                        | 594                                       | (600-2)         |
| PAR OFFSET              | 29 <sup>19</sup>   | 3.0°/46/944       | ABCDE      | 620-2                        | 594                                       | (600-2)         |
| PAR WO GS OFFSET        | 29 <sup>17 9</sup> |                   | ABCDE      | 620-2                        | 594                                       | (600-2)         |
| ASR                     | 29 <sup>5 7</sup>  |                   | AB         | 540-½                        | 514                                       | (600-½)         |
|                         |                    |                   | CDE        | 540-1                        | 514                                       | (600-1)         |
|                         | 36 <sup>10</sup>   |                   | A          | 800-¾                        | 781                                       | (800-¾)         |
|                         |                    |                   | B          | 800-1                        | 781                                       | (800-1)         |
|                         |                    |                   | CDE        | 800-2                        | 781                                       | (800-2)         |
| ASR OFFSET              | 29 <sup>7 9</sup>  |                   | ABCDE      | 620-2                        | 594                                       | (600-2)         |
| 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>CAT E aircraft NOT AUTHORIZED.  
<sup>4</sup>When ALS inop, increase vis to ¾ mile.  
<sup>5</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1¾ miles.  
<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>Minima applicable for rotorcraft short offset approaches.  
<sup>9</sup>Final apch crs 299° offset 8° from RCL 291°.  
<sup>10</sup>When 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

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°/46/873       | ABCDE      | 110-¾                        | 100                            | (100-¾)         |
|                    | 21                | 3.0°/47/892       | ABCDE      | 113-½                        | 100                            | (100-½)         |
| ASR                | 3 <sup>3 4</sup>  |                   | ABCDE      | 380-¾                        | 370                            | (400-¾)         |
|                    | 21 <sup>5 6</sup> |                   | AB         | 420-½                        | 407                            | (500-½)         |
|                    |                   |                   | CDE        | 420-¾                        | 407                            | (500-¾)         |
| CIR <sup>7 8</sup> | 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.

<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 1 mile.  
<sup>4</sup>Step down fix at 2 NM from thld, 700 min.  
<sup>5</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.  
<sup>6</sup>Step down fix at 4 NM from thld, 1400 min, 3 NM from thld, 1080 min.  
<sup>7</sup>CAT 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.  
<sup>8</sup>Circling 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)  
**RADAR - (E)** 127.05X 282.275 292.15 351.85X 

ELEV 184

|                                                                                                  | <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><br><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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