

RADAR INSTRUMENT APPROACH MINIMUMS

CAMP PENDLETON MCAS (KNFG), (MUNN FIELD), CA (Oceanside)
(Amdt 1, 20030 USN)
RADAR - (E) 236.3 277.325 **TA** 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}	3.5°/49/847	ABCD	387 -¾	309	(400-¾)
W/O GS	21 ^{5 6}		AB	920 -1	842	(900-1)
			CD	920 -2	842	(900-2)
ASR	21 ³		AB	1000 -1	922	(1000-1)
			CD	1000 -2½	922	(1000-2½)
CIR	ALL RWY ^{4 7}		A	1000 -1¼	922	(1000-1¼)
			B	1180 -1½	1102	(1100-1½)
			CD	1400 -3	1322	(1400-3)

¹CAUTION - Trees penetrate obstacle surfaces within the visual portion of the procedure approximately 2200' from threshold. Pilots must have trees in sight prior to descending from decision height.
²When ALS inop, increase vis CAT ABCD to ¾ mile.
³When ALS inop, increase CAT AB vis 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 1¼ miles, CAT CD to 2½ miles.
⁷Circling to Rwy 3 NA at night when PAPI OTS.

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LOS ALAMITOS AAF (KSLI), CA (1-Amdt 6, 2-Amdt 3, 3-Orig-A, 18144 USA)

ELEV 35

RADAR^{1 2} - (E) 124.75 127.95 279.5 285.55 290.9  NA

	<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>
RADAR 1						
PAR	22L ^{3 6 9}	3.0°/40/745	ABCD	285-¾	250	(300-¾)
PAR W/O GS	22L ^{3 4 6 7 9}		AB	420-¾	385	(400-¾)
			CD	420-7⁄8	385	(400-7⁄8)
RADAR 2						
COPTER PAR	22L ^{8 9}	4.0°/40/572	A	235-¼	200	(200-¼)
RADAR 3						
ASR	22L ^{4 5}		AB	440-¾	405	(500-¾)
			CD	440-1	405	(500-1)
CIR	22L ⁴		A	440-1	405	(500-1)
			B	500-1	465	(500-1)
			C	500-1½	465	(500-1½)
			D	600-2	565	(600-2)

¹PAR opr 1500-2300Z++ Mon and Fri, 2100-0500Z++ Tue-Thu, clsd wkend and hol.

²Multiple PAR apch avbl during VFR etc twr for freq assn.

³When ALS inop, increase PAR Rwy 22L vis all CATs to 7⁄8 mile, increase PAR W/O GS Rwy 22L CAT D vis to 1½ miles.

⁴Circling NA N of Rwy 4L-22R.

⁵When ALS inop, increase vis all CATs ¼ mile.

⁶When local altimeter setting not received, use Santa Ana altimeter setting and increase all DAs 30 ft, MDAs 40 ft and increase PAR W/O GS CAT C and D vis to 1 mile.

⁷When ALS INOP and using Santa Ana altimeter setting, increase CAT D vis to 1½ SM.

⁸When local altimeter setting not received, use Santa Ana altimeter setting and increase DA 30 ft, increase vis to ¾ mile.

⁹VGSI and PAR glidepath not coincident.

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MIRAMAR MCAS (JOE FOSS FLD) (KNKX), San Diego, CA
(20282) (USN)
RADAR¹ - (E) 133.625 134.3x 266.8x 270.35 307.9x 328.4x 348.75 350.275 371.9 379.125  ELEV 477

	<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	24R ²	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 ^{5,8}	24R ³		AB	840-½	365	(400-½)
			CDE	840-¾	365	(400-¾)
	24L		ABCDE	840-1	363	(400-1)
ASR	6L ⁷		AB	820-1	388	(400-1)
			CDE	820-1½	388	(400-1½)
	24R ^{4,8}		AB	940-¾	465	(500-¾)
			CDE	940-1	465	(500-1)
	24L ⁸		AB	940-1	463	(500-1)
			CDE	940-1¾	463	(500-1¾)
CIR ⁶	All Rwy		A	940-1	463	(500-1)
			B	960-1	483	(500-1)
			C	960-1½	483	(500-1½)
			D	1180-2¼	703	(800-2¼)
			E	1360-3	883	(900-3)

¹Other APP CON freq as asgn.
²When ALS inop, increase vis CAT ABCDE to ½ mile.
³When ALS inop, increase vis CAT ABCDE to 1 mile.
⁴When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.
⁵No NOTAM MP: PAR O/S 1400-2000Z++ Tue.
⁶CAT E circling not authorized S of Rwy 6R-24L.
⁷Step Down Fix at 2 NM from thld, 1120 min.
⁸Step Down Fix at 4 NM from thld, 1900 min, Step Down Fix at 2 NM from thld, 1260 min.

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NORTH ISLAND NAS (HALSEY FIELD) (KNZY), San Diego, CA

Amdt 1 05NOV20 (20310) (USN)

ELEV 26

RADAR - (E) 127.7x 133.175x 319.9x 350.8x 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>HAT_h</u>	<u>CEIL-VIS</u>
PAR ¹	36 ⁵	3.0°/45/846	ABCDE	119-¾	100	(100-¾)
	29 ^{9 10 11}	3.0°/35/722	ABCDE	276-¾	250	(300-¾)
PAR W/O GS ¹	36 ⁸		AB	420-¾	401	(400-¾)
			CDE	420-1	401	(400-1)
	29 ^{2 3 10}		AB	540-¾	514	(600-¾)
			CDE	540-1	514	(600-1)
PAR E RWY 29 SHORT (OFFSET)	29 ^{1 7 9 10}	3.0°/35/722	A	620-2	594	(600-2)
PAR or PAR W/O GS D RWY 29 (OFFSET)	29 ^{1 2 10 11}		ABCDE	620-2	594	(600-2)
ASR	29 ^{2 4}		AB	540-¾	514	(600-¾)
			CDE	540-1	514	(600-1)
	36 ⁶		A	760-¾	741	(800-¾)
			B	760-1	741	(800-1)
			CDE	760-1½	741	(800-1½)
ASR C RWY 29 (OFFSET)	29 ²		ABCDE	620-2	594	(600-2)
 CIR	29 ²		AB	620-2	594	(600-2)
			CDE	NOT AUTHORIZED		
	36		ABCDE	NOT AUTHORIZED		

¹No-NOTAM MP sked 2000-2400Z++ Mon.
²Cir auth to Rwy 18 only. Cir not auth W Rwy 18-36.
³When ALS inop, increase vis CAT AB to 1½ miles, CAT CDE to 1¾ miles.
⁴When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¾ miles.
⁵When ALS inop, increase vis to ½ mile.
⁶When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ miles, CAT CDE to 2 miles.
⁷Minima applicable for rotorcraft short offset approaches.
⁸When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¾ miles.
⁹CAUTION: WCH Group 3: 15' and Group 4: 10' is less than required 20'.
¹⁰Rwy 29 VGSI and PAR TCH not coincident, VGSI TCH 46'.
¹¹Visibility Reduction by Helicopters NA.

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POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD), CA (Oxnard)
(Amdt 1, 18228 USN)

ELEV 13

RADAR⁶ - (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°/46/876	ABCDE	110-¾	100	(100-¾)
	21	3.0°/47/889	ABCDE	113-½	100	(100-½)
PAR	21(altn MAP) ⁴	3.0°/47/889	ABCDE	650-1¾	637	(700-1¾)
PAR W/O GS	3 ³		ABCDE	300-¾	290	(300-¾)
	21 ⁵		AB	420-¾	407	(500-¾)
			CDE	420-¾	407	(500-¾)
	21(altn MAP) ⁴		ABCDE	420-1¾	407	(500-1¾)
	3 ³		ABCDE	320-¾	310	(400-¾)
ASR	21 ⁵		AB	420-¾	407	(500-¾)
			CDE	420-¾	407	(500-¾)
	21(altn MAP) ⁴		ABCDE	480-1½	467	(500-1½)
ASR 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 etc APP CON 25 NM out on 307.275 or 128.65.

¹Circling not authorized E of Rwy 3-21, with PAR approach, or when Alternate MAP Rwy 21 in use. ²When ALS inop, increase vis CAT ABCDE to ½ mile. ³When ALS inop, increase vis CAT ABCDE to 1 mile. ⁴When ALS inop, increase vis CAT ABCDE to 2½ miles. ⁵When ALS inop, increase vis CAT AB to 1 mile, CAT CDE vis to 1½ miles. ⁶No-NOTAM preventive maint 1500-2000Z++ Tue.

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SAN CLEMENTE ISLAND NALF (KNUC), (FREDERICK SHERMAN FLD), CA
(Amdt 1, 19311 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> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ^{1 3}	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 not authorized S of Rwy 6-24.
³CAUTION: WCH Group 3: 19' and Group 4: 14' is less than required 20'.

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