

RADAR INSTRUMENT APPROACH MINIMUMS

**BIGGS AAF (KBIF)**, Fort Bliss, TX Amdt 7A (20198) (USA)

ELEV **3947**

RADAR - 124.15 307.0 **T** **A** NA

	<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>
ASR <sup>1</sup>	22		AB	<b>4460-¾</b>	513	(600-¾)
			CDE	<b>4460-1</b>	513	(600-1)
<b>G</b> CIR <sup>2</sup>	22		AB	<b>4460-1</b>	513	(600-1)
			C	<b>4540-1½</b>	593	(600-1½)
			DE	<b>4540-2</b>	593	(600-2)

<sup>1</sup>When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

<sup>2</sup>CAT DE circling west of Rwy 4-22 NA.

30 DEC 2021 to 27 JAN 2022

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RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

21308

N2

## RADAR INSTRUMENT APPROACH MINIMUMS

### CORPUS CHRISTI NAS (TRUAX FLD) (KNGP), Corpus Christi, TX

Amdt 1 16JUL20 (20310) (USN)

ELEV 19

RADAR - (E) 6835 124.65 270.8 284.6 337.2 354.8

	<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>
PAR <sup>1</sup>	13R <sup>2,7</sup>	3.0°/42/777	ABCDE	113-¾	100	(100-¾)
	18 <sup>7</sup>	3.0°/39/703	ABCDE	119-½	100	(100-½)
	31L <sup>9</sup>	3.0°/43/820	ABCDE	118-½	100	(100-½)
	36 <sup>9</sup>	3.0°/45/831	ABCDE	119-½	100	(100-½)
PAR W/O GS <sup>1</sup>	13R <sup>3</sup>		ABCDE	360-¾	347	(400-¾)
	18		ABCDE	340-1⅙	321	(400-1⅙)
	31L		AB	420-1	402	(500-1)
			CDE	420-1⅙	402	(500-1⅙)
	36		AB	420-1	401	(500-1)
			CDE	420-1⅙	401	(500-1⅙)
PAR W/O GS SIDESTEP <sup>1,5</sup>	13L		AB	360-1	341	(400-1)
			C	360-1½	341	(400-1½)
			DE	360-2	341	(400-2)
	31R		AB	420-1	401	(500-1)
			C	420-1½	401	(500-1½)
			DE	420-2	401	(500-2)
ASR	18		AB	400-1	381	(400-1)
			CDE	400-1⅙	381	(400-1⅙)
	13R <sup>4,10</sup>		AB	420-¾	407	(500-¾)
			CDE	420-1	407	(500-1)
	13L		AB	420-1	401	(500-1)
			CDE	420-1⅙	401	(500-1⅙)
	4 <sup>11</sup>		AB	500-1	483	(500-1)
			CDE	500-1⅙	483	(500-1⅙)
	31L		AB	500-1	482	(500-1)
			CDE	500-1⅙	482	(500-1⅙)
	31R		AB	500-1	481	(500-1)
			CDE	500-1⅙	481	(500-1⅙)
36		AB	500-1	481	(500-1)	
		CDE	500-1⅙	481	(500-1⅙)	
CIR <sup>6</sup>	All Rwys		AB	500-1	481	(500-1)
			C	540-1½	521	(600-1½)
			D	620-2	601	(700-2)
			E	620-2¼	601	(700-2¼)

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21308

N2

SC-3

**RADAR INSTRUMENT APPROACH MINIMUMS**

**CORPUS CHRISTI NAS (TRUAX FLD) (KNGP) (CON'T) TX**

- <sup>1</sup>No-NOTAM MP: PAR Mon 1300-1700Z++.
- <sup>2</sup>When ALS inop, increase vis CAT ABCDE to ½ mile.
- <sup>3</sup>When ALS inop, increase vis CAT ABCDE to 1¼ miles.
- <sup>4</sup>When ALS inop increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.
- <sup>5</sup>Circling from Sidestep NA. Sidestep from PAR W/O GS only; NA prior to 2 miles from thld.
- <sup>6</sup>Circling authorized only from ASR and PAR W/O GS. When circling from PAR W/O GS increase vis CAT AB vis to 1½ miles.
- <sup>7</sup>CAUTION: TCH (42 feet) is less than the min CAT II Precision TCH (50 feet).
- <sup>8</sup>CAUTION: TCH (45 feet) is less than the min CAT II Precision TCH (50 feet).
- <sup>9</sup>CAUTION: TCH (43 feet) is less than the min CAT II Precision TCH (50 feet).
- <sup>10</sup>SDF at 2 NM from thld, 660' min.
- <sup>11</sup>SDF at 3 NM from thld, 980' min.

**EL PASO, TX**

Amdt 15C, 25FEB21 (21056) (FAA)

ELEV **3962**

**EL PASO INTL (ELP)**

**RADAR-1** 124.25 298.85

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	22		AB	<b>4440/24</b>	490	(500-½)	CDE	<b>4440/50</b>	490	(400-1)
	26L		ABCDE	<b>4400-¾</b>	438	(500-¾)				
	4		AB	<b>4400/55</b>	477	(500-1¼)	CDE	<b>4400-1%</b>	477	(500-1½)
	CIRCLING ALL RWY		AB	<b>4440-1</b>	478	(500-1)				
			C	<b>4460-1½</b>	498	(500-1½)	D	<b>4680-2¼</b>	718	(800-2¼)
			E	<b>4700-2½</b>	738	(800-2½)				

Circling NA for CATS D and E W of Rwy 4-22.  
 For inoperative ALS, increase S-22 CAT C/D/E visibility to 1 3/8 SM, increase S-26L CAT A/B visibility to 1 SM, and CAT E to 1 1/4 SM.  
 Caution: steeply rising terrain 4.5 NM west of airport.

**FORT HOOD/KILLEEN, TX** Orig-A, 24MAY18 (18144) (FAA)

ELEV **1015**

**ROBERT GRAY AAF (GRK)**

**RADAR-1** - 120.075 323.15

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	33		AB	<b>1460-¾</b>	465	(500-¾)	CDE	<b>1460-1</b>	465	(500-1)
	15		AB	<b>1520/40</b>	505	(600-¾)	CDE	<b>1520/55</b>	505	(600-1¼)
	CIRCLING ALL RWY		AB	<b>1540-1¼</b>	525	(600-1¼)	C	<b>1560-1½</b>	545	(600-1½)
			D	<b>1620-2</b>	605	(700-2)	E	<b>1740-2½</b>	725	(800-2½)

Circling NA W of Rwy 15-33.  
 For inoperative ALS, increase ASR S-15 and ASR S-33 CATS C/D/E visibility to 1½ mile.

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**FORT HOOD/KILLEEN, TX** Orig-A, 24MAY18 (18144) (FAA)

ELEV **1015**

**ROBERT GRAY AAF (GRK)**

**RADAR-2** - 120.075 323.15 **▽ ▲** NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR	33	3.00°/53/973	ABCDE	<b>1208</b> -½	213	(200-½)
	15	3.00°/51/1062	ABCDE	<b>1215</b> /24	200	(200-½)

For inoperative ALS, increase PAR S-15 CAT E visibility to RVR 4000 and PAR S-33 CAT E visibility to ¼ SM.  
 Rwy 15 VGSI and PAR glidepath not coincident (VGSI Angle 3.00/TCH 71).  
 Rwy 33 VGSI and PAR glidepath not coincident (VGSI Angle 2.77/TCH 52).

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**KINGSVILLE NAS (KNQI)**, Kingsville, TX Amdt 1 05NOV20 (21308) (USN)

ELEV 50

RADAR<sup>1</sup> - (E) 121.05x 254.4x 263.075x 269.35x 305.2x 310.8x 349.0x 355.6x



	<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>	
PAR <sup>2</sup>	35R <sup>3,4</sup>	3.0°/33/618	ABCDE	148-¼	100	(100-¼)	
	13L <sup>5</sup>	3.0°/34/633	ABCDE	149-½	100	(100-½)	
	13R <sup>6</sup>	3.0°/31/600	ABCDE	150-½	100	(100-½)	
	17L <sup>4</sup>	3.0°/33/613	ABCDE	149-½	100	(100-½)	
	17R <sup>5</sup>	3.0°/34/649	ABCDE	149-½	100	(100-½)	
	31L <sup>6</sup>	3.0°/31/578	ABCDE	147-½	100	(100-½)	
	31R <sup>7</sup>	3.0°/37/672	ABCDE	144-½	100	(100-½)	
PAR W/O GS <sup>2</sup>	35R <sup>8</sup>		ABCDE	380-¾	332	(400-¾)	
	17L <sup>9</sup>		ABCDE	360-1⅙	311	(400-1⅙)	
	17R <sup>9</sup>		ABCDE	360-1⅙	311	(400-1⅙)	
	31L <sup>10</sup>		ABCDE	360-1⅙	313	(400-1⅙)	
	31R <sup>10</sup>		ABCDE	380-1⅙	336	(400-1⅙)	
	13L		ABCDE	460-1⅙	411	(500-1⅙)	
	13R		AB	480-1⅙	430	(500-1⅙)	
			CDE	480-1¼	430	(500-1¼)	
	ASR	35R <sup>11</sup>		AB	420-½	372	(400-½)
				CDE	420-⅝	372	(400-⅝)
17L <sup>12</sup>			ABCDE	400-1	351	(400-1)	
17R <sup>12</sup>			ABCDE	400-1	351	(400-1)	
31L <sup>12</sup>			ABCDE	380-1	333	(400-1)	
31R <sup>12</sup>			ABCDE	380-1	336	(400-1)	
35L			ABCDE	420-1	372	(400-1)	
13L <sup>12</sup>			AB	460-1	411	(500-1)	
			CDE	460-1⅙	411	(500-1⅙)	
			AB	460-1	410	(500-1)	
		CDE	460-1⅙	410	(500-1⅙)		
CIR <sup>13</sup>	ALL RWYS <sup>14</sup>		AB	540-1	490	(500-1)	
			C	760-2	710	(800-2)	
			D	760-2¼	710	(800-2¼)	
			E	800-2¾	750	(800-2¾)	

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<sup>1</sup>Use landing/taxi lights when conducting apch during VMC.

<sup>2</sup>No NOTAM MP: PAR 1300-1700Z++ Wed. Maint conducted next bus day if clsd on Wed.

<sup>3</sup>When ALS inop, increase vis to ½ mile.

<sup>4</sup>CAUTION: TCH (33 ft) is less than the min CAT II Precision TCH (50 ft).

<sup>5</sup>CAUTION: TCH (34 ft) is less than the min CAT II Precision TCH (50 ft).

<sup>6</sup>CAUTION: TCH (31 ft) is less than the min CAT II Precision TCH (50 ft).

<sup>7</sup>CAUTION: TCH (37 ft) is less than the min CAT II Precision TCH (50 ft).

<sup>8</sup>When ALS inop, increase vis to 1⅙ mile.

<sup>9</sup>Step Down Fix at 3 NM from RPI, cross at or above 1100 ft.

<sup>10</sup>Step Down Fix at 2 NM from RPI, cross at or above 740 ft.

<sup>11</sup>When ALS inop, increase vis to 1 mile.

<sup>12</sup>Step Down Fix at 2 NM from rwy, cross at or above 720 ft.

<sup>13</sup>Circling authorized only from PAR W/O GS and ASR.

<sup>14</sup>When circling from PAR W/O GS increase CAT AB vis to 1⅙ miles.

**RADAR INSTRUMENT APPROACH MINIMUMS**

# RADAR MINS

21308

N6

## RADAR INSTRUMENT APPROACH MINIMUMS

### SAN ANGELO, TX

Amdt 1B, 28FEB19 (21112) (FAA)

ELEV 1919

### SAN ANGELO RGNL/MATHIS FLD (SJT)

RADAR-1 125.35 354.1 **T A**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	36		AB	2460-1	541	(600-1)	CDE	2460-1 $\frac{1}{4}$	541	(600-1 $\frac{1}{4}$ )
	18		AB	2500-1	592	(600-1)	CDE	2500-1 $\frac{1}{4}$	592	(600-1 $\frac{1}{4}$ )
<b>C</b> CIRCLING	ALL RWY		AB	2500-1	641	(700-1)	C	2500-1 $\frac{1}{4}$	641	(700-1 $\frac{1}{4}$ )
			D	2700-2 $\frac{1}{2}$	781	(800-2 $\frac{1}{2}$ )	E	2700-2 $\frac{1}{4}$	781	(800-2 $\frac{1}{4}$ )

Circling NA for Cat E west of Rwy 18-36.

When control tower closed, ASR NA.

Rwy 36 helicopter visibility reduction below  $\frac{3}{4}$  SM not authorized.

### WACO, TX

Amdt 1A, 11FEB10 (10042) (FAA)

ELEV 592

### MC GREGOR EXECUTIVE (PWG)

RADAR-1 127.65 352.0 **T**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	17		AB	1020-1	430	(500-1)	C	1020-1 $\frac{1}{4}$	430	(500-1 $\frac{1}{4}$ )
			D	NA						
CIRCLING	ALL RWY		A	1040-1	448	(500-1)	B	1060-1	468	(500-1)
			C	1060-1 $\frac{1}{2}$	468	(500-1 $\frac{1}{2}$ )	D	NA		

### WACO, TX

Amdt 4, 11FEB10 (10042) (FAA)

ELEV 470

### TSTC WACO (CNW)

RADAR-1 127.65 227.125 **T A**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	17L		AB	1080- $\frac{1}{2}$	611	(700- $\frac{1}{2}$ )	C	1080-1 $\frac{1}{4}$	611	(700-1 $\frac{1}{4}$ )
			D	1080-1 $\frac{1}{2}$	611	(700-1 $\frac{1}{2}$ )				
CIRCLING	ALL RWY		AB	1080-1	610	(700-1)	C	1080-1 $\frac{1}{4}$	610	(700-1 $\frac{1}{4}$ )
			D	1080-2	610	(700-2)				

When Waco Regional approach control closed, ASR not authorized.

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**WACO, TX**

Amdt 4, 23SEP10 (14317) (FAA)

ELEV **516**

**WACO RGNL (ACT)**

**RADAR-1** 127.65 227.125 **T**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	19		ABC	<b>880/24</b>	376	(400-½)	D	<b>880/50</b>	376	(400-1)
	1		ABC	<b>860-1</b>	351	(400-1)	D	<b>860-1¼</b>	351	(400-1¼)
	14		AB	<b>920-1</b>	407	(500-1)	CD	<b>920-1¼</b>	407	(500-1¼)
	32		AB	<b>1020-1</b>	504	(600-1)	CD	<b>1020-1½</b>	504	(600-1½)
CIRCLING	ALL RWY		AB	<b>1020-1</b>	504	(600-1)	C	<b>1020-1½</b>	504	(600-1½)
			D	<b>1080-2</b>	564	(600-2)				

For inoperative MALSR increase S-19 CAT D visibility to RVR 6000.  
When control tower closed, ASR NA.

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