

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 ¹ | 22 | | AB | 4460-¾ | 513 | (600-¾) |
| | | | CDE | 4460-1 | 513 | (600-1) |
| G CIR ² | 22 | | AB | 4460-1 | 513 | (600-1) |
| | | | C | 4540-1½ | 593 | (600-1½) |
| | | | DE | 4540-2 | 593 | (600-2) |

¹When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

²CAT DE circling west of Rwy 4-22 NA.

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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 ¹ | 13R ^{2,7} | 3.0°/42/777 | ABCDE | 113-¾ | 100 | (100-¾) |
| | 18 ⁷ | 3.0°/39/703 | ABCDE | 119-½ | 100 | (100-½) |
| | 31L ⁹ | 3.0°/43/820 | ABCDE | 118-½ | 100 | (100-½) |
| | 36 ⁹ | 3.0°/45/831 | ABCDE | 119-½ | 100 | (100-½) |
| PAR W/O GS ¹ | 13R ³ | | 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 ^{1,5} | 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 ^{4,10} | | 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 ¹¹ | | 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 ⁶ | 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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RADAR INSTRUMENT APPROACH MINIMUMS

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N2

RADAR INSTRUMENT APPROACH MINIMUMS

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

- ¹No-NOTAM MP: PAR Mon 1300-1700Z++.
- ²When ALS inop, increase vis CAT ABCDE to ½ mile.
- ³When ALS inop, increase vis CAT ABCDE to 1¼ miles.
- ⁴When ALS inop increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.
- ⁵Circling from Sidestep NA. Sidestep from PAR W/O GS only; NA prior to 2 miles from thld.
- ⁶Circling authorized only from ASR and PAR W/O GS. When circling from PAR W/O GS increase vis CAT AB vis to 1½ miles.
- ⁷CAUTION: TCH (42 feet) is less than the min CAT II Precision TCH (50 feet).
- ⁸CAUTION: TCH (45 feet) is less than the min CAT II Precision TCH (50 feet).
- ⁹CAUTION: TCH (43 feet) is less than the min CAT II Precision TCH (50 feet).
- ¹⁰SDF at 2 NM from thld, 660' min.
- ¹¹SDF 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 | 4440/24 | 490 | (500-½) | CDE | 4440/50 | 490 | (400-1) |
| | 26L | | ABCDE | 4400-¾ | 438 | (500-¾) | | | | |
| | 4 | | AB | 4400/55 | 477 | (500-1¼) | CDE | 4400-1% | 477 | (500-1½) |
| | CIRCLING ALL RWY | | AB | 4440-1 | 478 | (500-1) | | | | |
| | | | C | 4460-1½ | 498 | (500-1½) | D | 4680-2¼ | 718 | (800-2¼) |
| | | | E | 4700-2½ | 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 | 1460-¾ | 465 | (500-¾) | CDE | 1460-1 | 465 | (500-1) |
| | 15 | | AB | 1520/40 | 505 | (600-¾) | CDE | 1520/55 | 505 | (600-1¼) |
| | CIRCLING ALL RWY | | AB | 1540-1¼ | 525 | (600-1¼) | C | 1560-1½ | 545 | (600-1½) |
| | | | D | 1620-2 | 605 | (700-2) | E | 1740-2½ | 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 1% 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 | 1208 -½ | 213 | (200-½) |
| | 15 | 3.00°/51/1062 | ABCDE | 1215 /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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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

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

ELEV 50

RADAR¹ - (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 ² | 35R ^{3,4} | 3.0°/33/618 | ABCDE | 148-¼ | 100 | (100-¼) |
| | 13L ⁵ | 3.0°/34/633 | ABCDE | 149-½ | 100 | (100-½) |
| | 13R ⁶ | 3.0°/31/600 | ABCDE | 150-½ | 100 | (100-½) |
| | 17L ⁴ | 3.0°/33/613 | ABCDE | 149-½ | 100 | (100-½) |
| | 17R ⁵ | 3.0°/34/649 | ABCDE | 149-½ | 100 | (100-½) |
| | 31L ⁶ | 3.0°/31/578 | ABCDE | 147-½ | 100 | (100-½) |
| | 31R ⁷ | 3.0°/37/672 | ABCDE | 144-½ | 100 | (100-½) |
| PAR W/O GS ² | 35R ⁸ | | ABCDE | 380-¾ | 332 | (400-¾) |
| | 17L ⁹ | | ABCDE | 360-1⅙ | 311 | (400-1⅙) |
| | 17R ⁹ | | ABCDE | 360-1⅙ | 311 | (400-1⅙) |
| | 31L ¹⁰ | | ABCDE | 360-1⅙ | 313 | (400-1⅙) |
| | 31R ¹⁰ | | 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 ¹¹ | | AB | 420-½ | 372 | (400-½) |
| | | | CDE | 420-⅝ | 372 | (400-⅝) |
| | | | ABCDE | 400-1 | 351 | (400-1) |
| | 17L ¹² | | ABCDE | 400-1 | 351 | (400-1) |
| | | | ABCDE | 380-1 | 333 | (400-1) |
| | 31R ¹² | | ABCDE | 380-1 | 336 | (400-1) |
| | | | ABCDE | 420-1 | 372 | (400-1) |
| | 13L ¹² | | AB | 460-1 | 411 | (500-1) |
| | | | CDE | 460-1⅙ | 411 | (500-1⅙) |
| | 13R ¹² | | AB | 460-1 | 410 | (500-1) |
| | | CDE | 460-1⅙ | 410 | (500-1⅙) | |
| | | CDE | 460-1⅙ | 410 | (500-1⅙) | |
| CIR ¹³ | ALL RWYS ¹⁴ | | 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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¹Use landing/taxi lights when conducting apch during VMC.

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

³When ALS inop, increase vis to ½ mile.

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

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

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

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

⁸When ALS inop, increase vis to 1⅙ mile.

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

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

¹¹When ALS inop, increase vis to 1 mile.

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

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

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

RADAR INSTRUMENT APPROACH MINIMUMS

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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/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>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 $\frac{1}{4}$) |
| C 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/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>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/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>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 MINS

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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 | 880/24 | 376 | (400-½) | D | 880/50 | 376 | (400-1) |
| | 1 | | ABC | 860-1 | 351 | (400-1) | D | 860-1¼ | 351 | (400-1¼) |
| | 14 | | AB | 920-1 | 407 | (500-1) | CD | 920-1¼ | 407 | (500-1¼) |
| | 32 | | AB | 1020-1 | 504 | (600-1) | CD | 1020-1½ | 504 | (600-1½) |
| CIRCLING | ALL RWY | | AB | 1020-1 | 504 | (600-1) | C | 1020-1½ | 504 | (600-1½) |
| | | | D | 1080-2 | 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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