

RADAR INSTRUMENT APPROACH MINIMUMS

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

RADAR - 124.15 307.0 NA

ELEV 3947

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

23 FEB 2023 to 23 MAR 2023

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CORPUS CHRISTI NAS (TRUAX FLD) (KNGP), Corpus Christi, TX  
Amdt 2 21APR22 (22111) (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/</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>        | 13R <sup>26</sup> | 3.0°/47/877       | ABCDE      | 113-¾                        | 100                                       | (100-¾)         |
|                         | 18                | 3.0°/50/913       | ABCDE      | 119-½                        | 100                                       | (100-½)         |
|                         | 31L               | 3.0°/50/959       | ABCDE      | 118-½                        | 100                                       | (100-½)         |
|                         | 36                | 3.0°/50/937       | ABCDE      | 119-½                        | 100                                       | (100-½)         |
| PAR W/O GS <sup>1</sup> | 13R <sup>3</sup>  |                   | ABCDE      | 340-¾                        | 327                                       | (400-¾)         |
|                         | 18                |                   | ABCDE      | 340-1                        | 321                                       | (400-1)         |
|                         | 36                |                   | AB         | 400-1                        | 381                                       | (400-1)         |
|                         |                   |                   | CDE        | 400-1½                       | 381                                       | (400-1½)        |
|                         | 31L               |                   | AB         | 420-1                        | 402                                       | (500-1)         |
|                         |                   |                   | CDE        | 420-1½                       | 402                                       | (500-1½)        |
| ASR                     | 18                |                   | AB         | 400-1                        | 381                                       | (400-1)         |
|                         |                   |                   | CDE        | 400-1½                       | 381                                       | (400-1½)        |
|                         | 13R <sup>47</sup> |                   | AB         | 420-¾                        | 407                                       | (500-¾)         |
|                         |                   |                   | CDE        | 420-1                        | 407                                       | (500-1)         |
|                         | 13L               |                   | AB         | 420-1                        | 401                                       | (500-1)         |
|                         |                   |                   | CDE        | 420-1½                       | 401                                       | (500-1½)        |
|                         | 4 <sup>8</sup>    |                   | AB         | 500-1                        | 483                                       | (500-1)         |
|                         |                   |                   | CDE        | 500-1¾                       | 483                                       | (500-1¾)        |
|                         | 31L               |                   | AB         | 500-1                        | 482                                       | (500-1)         |
|                         |                   |                   | CDE        | 500-1¾                       | 482                                       | (500-1¾)        |
|                         | 31R               |                   | AB         | 500-1                        | 481                                       | (500-1)         |
|                         |                   |                   | CDE        | 500-1¾                       | 481                                       | (500-1¾)        |
|                         | 36                |                   | AB         | 500-1                        | 481                                       | (500-1)         |
|                         |                   |                   | CDE        | 500-1¾                       | 481                                       | (500-1¾)        |
| CIR <sup>5</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)        |

<sup>1</sup>No-NOTAM MP: PAR Mon 1300-1700Z++.  
<sup>2</sup>When ALS inop, increase CAT ABCDE vis to ½ mile.  
<sup>3</sup>When ALS inop, increase CAT ABCDE vis to 1 mile.  
<sup>4</sup>When ALS inop increase CAT AB vis to 1 mile, CAT CDE to 1½ miles.  
<sup>5</sup>Circling authorized only from ASR and PAR W/O GS.  
<sup>6</sup>CAUTION: TCH (47 feet) is less than the min CAT II Precision TCH (50 feet).  
<sup>7</sup>SDF at 2 NM from thld, 660' min.  
<sup>8</sup>SDF at 3 NM from thld, 980' min.

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EL PASO, TX  
EL PASO INTL (ELP)  
RADAR-1 124.25 298.85

Amdt 15D, 29DEC22 (22363) (FAA)

ELEV 3962

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>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)        | CD         | 4400-1½                      | 477                       | (500-1½)        |
|          |            |                   | E          | NA                           |                           |                 |            |                              |                           |                 |
| CIRCLING | ALL RWY    |                   | AB         | 4440-1                       | 478                       | (500-1)         | C          | 4480-1½                      | 518                       | (600-1½)        |
|          |            |                   | D          | 4680-2¼                      | 718                       | (800-2¼)        | E          | 4700-2½                      | 738                       | (800-2½)        |

Circling NA for CATS D and E W of Rwy 4-22.  
Rwy 4 Circling Cat E NA.  
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.

23 FEB 2023 to 23 MAR 2023

FORT HOOD/KILLEEN, TX  
ROBERT GRAY AAF (GRK)  
RADAR-1 - 120.075 323.15 NA

Orig-A, 24MAY18 (18144) (FAA)

ELEV 1015

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>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 1½ mile.

23 FEB 2023 to 23 MAR 2023

FORT HOOD/KILLEEN, TX  
ROBERT GRAY AAF (GRK)  
RADAR-2 - 120.075 323.15 NA

Orig-A, 24MAY18 (18144) (FAA)

ELEV 1015

|     | <u>RWY</u> | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>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 ¾ 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).

RADAR INSTRUMENT APPROACH MINIMUMS

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KINGSVILLE NAS (KNQI), Kingsville, TX Amdt 1 05NOV20 (22083) (USN)  
RADAR<sup>1</sup> - (E) 121.05x 254.4x 263.075x 269.35x 305.2x 310.8x 349.0x 355.6x

ELEV 50



|                         | RWY                    | GS/TCH/RPI  | CAT   | DH/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |
|-------------------------|------------------------|-------------|-------|----------------|----------------------|----------|
| 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 | 360-1⅞         | 311                  | (400-1⅞) |
|                         | 17R <sup>9</sup>       |             | ABCDE | 360-1⅞         | 311                  | (400-1⅞) |
|                         | 31L <sup>10</sup>      |             | ABCDE | 360-1⅞         | 313                  | (400-1⅞) |
|                         | 31R <sup>10</sup>      |             | ABCDE | 380-1⅞         | 336                  | (400-1⅞) |
|                         | 13L                    |             | ABCDE | 460-1⅞         | 411                  | (500-1⅞) |
|                         | 13R                    |             | AB    | 480-1⅞         | 430                  | (500-1⅞) |
|                         |                        |             | CDE   | 480-1¼         | 430                  | (500-1¼) |
|                         |                        |             | AB    | 420-½          | 372                  | (400-½)  |
|                         |                        |             | CDE   | 420-⅝          | 372                  | (400-⅝)  |
| ASR                     | 35R <sup>11</sup>      |             |       |                |                      |          |
|                         | 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   | 460-1⅞         | 411                  | (500-1⅞) |
|                         | 13R <sup>12</sup>      |             | AB    | 460-1          | 410                  | (500-1)  |
|                         |                        |             | CDE   | 460-1⅞         | 410                  | (500-1⅞) |
| 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) |

<sup>1</sup>Use landing/taxi lights when conducting apch during VMC. DASR-11 unmt0 dur hr of afld closure.

<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 1½ 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 1½ miles.

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SAN ANGELO, TX  
SAN ANGELO RGNL/MATHIS FLD (SJT)  
RADAR-1 125.35 354.1

Amdt 1C, 08SEP22 (22251) (FAA)

ELEV 1919

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|----------|------------|-------------------|------------|------------------------------|---------------------------|-----------------|------------|------------------------------|---------------------------|-----------------|
| ASR      | 36         |                   | AB         | 2460-1                       | 541                       | (600-1)         | CDE        | 2460-1%                      | 541                       | (600-1%)        |
|          | 18         |                   | AB         | 2500-1                       | 592                       | (600-1)         | CDE        | 2500-1¾                      | 592                       | (600-1¾)        |
| CIRCLING | ALL RWY    |                   | AB         | 2500-1                       | 581                       | (600-1)         | C          | 2500-1¾                      | 581                       | (600-1¾)        |
|          |            |                   | D          | 2700-2½                      | 781                       | (800-2½)        | E          | 2700-2¾                      | 781                       | (800-2¾)        |

Circling NA for Cat E west of Rwy 18-36.  
When control tower closed, ASR NA.  
Rwy 36 helicopter visibility reduction below ¾ SM not authorized.

WACO, TX  
MC GREGOR EXEC (PWG)  
RADAR-1 127.65 352.0

Amdt 1A, 11FEB10 (22139) (FAA)

ELEV 592

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|----------|------------|-------------------|------------|------------------------------|---------------------------|-----------------|------------|------------------------------|---------------------------|-----------------|
| ASR      | 17         |                   | AB         | 1020-1                       | 430                       | (500-1)         | C          | 1020-1¼                      | 430                       | (500-1¼)        |
|          |            |                   | D          | NA                           |                           |                 |            |                              |                           |                 |
| CIRCLING | ALL RWY    |                   | A          | 1040-1                       | 448                       | (500-1)         | B          | 1060-1                       | 468                       | (500-1)         |
|          |            |                   | C          | 1060-1½                      | 468                       | (500-1½)        | D          | NA                           |                           |                 |

WACO, TX  
TSTC WACO (CNW)  
RADAR-1 127.65 227.125

Amdt 4, 11FEB10 (10042) (FAA)

ELEV 470

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|----------|------------|-------------------|------------|------------------------------|---------------------------|-----------------|------------|------------------------------|---------------------------|-----------------|
| ASR      | 17L        |                   | AB         | 1080-½                       | 611                       | (700-½)         | C          | 1080-1¼                      | 611                       | (700-1¼)        |
|          |            |                   | D          | 1080-1½                      | 611                       | (700-1½)        |            |                              |                           |                 |
| CIRCLING | ALL RWY    |                   | AB         | 1080-1                       | 610                       | (700-1)         | C          | 1080-1¾                      | 610                       | (700-1¾)        |
|          |            |                   | D          | 1080-2                       | 610                       | (700-2)         |            |                              |                           |                 |

When Waco Regional approach control closed, ASR not authorized.

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WACO, TX

WACO RGNL (ACT)

RADAR-1 127.65 227.125 

Amdt 4, 23SEP10 (14317) (FAA)

ELEV 516

|          | RWY     | GP/TCH/RPI | CAT | DA/     | HAT/ | CEIL-VIS | CAT | DA/     | HAT/ | CEIL-VIS |
|----------|---------|------------|-----|---------|------|----------|-----|---------|------|----------|
|          |         |            |     | MDA-VIS | HAA  |          |     | MDA-VIS | HAA  |          |
| 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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