

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.

23 MAR 2023 to 20 APR 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/ MDA-VIS</u> | <u>HAT/ HATH/ HAA</u> | <u>CEIL-VIS</u> |
|-------------------------|--------------------|-------------------|----------------|------------------------|-------------------------------|-----------------|
| PAR ¹ | 13R ^{2,6} | 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 ¹ | 13R ³ | | 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 ^{4,7} | | 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 ⁸ | | AB | 500 -1 | 483 | (500-1) |
| | | | CDE | 500 -1½ | 483 | (500-1½) |
| | 31L | | AB | 500 -1 | 482 | (500-1) |
| | | | CDE | 500 -1½ | 482 | (500-1½) |
| | 31R | | AB | 500 -1 | 481 | (500-1) |
| | | | CDE | 500 -1½ | 481 | (500-1½) |
| 36 | | AB | 500 -1 | 481 | (500-1) | |
| | | CDE | 500 -1½ | 481 | (500-1½) | |
| CIR ⁵ | 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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¹No-NOTAM MP: PAR Mon 1300-1700Z++.

²When ALS inop, increase CAT ABCDE vis to ½ mile.

³When ALS inop, increase CAT ABCDE vis to 1 mile.

⁴When ALS inop increase CAT AB vis to 1 mile, CAT CDE to 1½ miles.

⁵Circling authorized only from ASR and PAR W/O GS.

⁶CAUTION: TCH (47 feet) is less than the min CAT II Precision TCH (50 feet).

⁷SDF at 2 NM from thld, 660' min.

⁸SDF at 3 NM from thld, 980' min.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

23082

N3

RADAR INSTRUMENT APPROACH MINIMUMS

EL PASO, TX EL PASO INTL (ELP)

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

ELEV 3962

RADAR-1 124.25 298.85 **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 | 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 | 4400-1% | 477 | (500-1¾) |
| | | | E | NA | | | | | | |
| C 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.

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

ELEV 1015

ROBERT GRAY AAF (GRK)

RADAR-1 - 120.075 323.15 **T A** NA

| | <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 | 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) |
| C 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.

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

ELEV 1015

ROBERT GRAY AAF (GRK)

RADAR-2 - 120.075 323.15 **T A** NA

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

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RADAR MINS

23082

N3

SC-3

RADAR INSTRUMENT APPROACH MINIMUMS

KINGSVILLE NAS (KNQI), Kingsville, TX Amdt 2 23MAR23 (23082) (USN)

ELEV 50

RADAR¹ - (E) 121.05x 254.4x 263.075x 269.35x 305.2x 310.8x 349.0x 355.6x

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATH/ HAA | CEIL-VIS |
|-------------------------|------------------------|-------------------|------------|--|-------------------------------|-------------------------------------|
| PAR ² | 35R ³ | 3.0°/50/937 | ABCDE | 148 -¼ | 100 | (100-¼) |
| | 13L | 3.0°/50/949 | ABCDE | 149 -½ | 100 | (100-½) |
| | 13R ⁵ | 3.0°/50/972 | ABCDE | 150 -½ | 100 | (100-½) |
| | 17R | 3.0°/50/961 | ABCDE | 149 -½ | 100 | (100-½) |
| | 31R | 3.0°/50/907 | ABCDE | 144 -½ | 100 | (100-½) |
| PAR W/O GS ² | 35L ⁴ | 3.0°/50/951 | ABCDE | 148 -½ | 100 | (100-½) |
| | 35R ⁷ | | ABCDE | 380 - ⁵ / ₈ | 332 | (400- ⁵ / ₈) |
| | 17R ⁶ | | ABCDE | 360 -1 | 311 | (400-1) |
| | 31R ⁸ | | ABCDE | 380 -1 | 336 | (400-1) |
| | 35L | | ABCDE | 380 -1 | 332 | (400-1) |
| | 13L | | AB | 460 -1 | 411 | (500-1) |
| | | | CDE | 460 -1½ | 411 | (500-1½) |
| | 13R ⁵ | | AB | 460 -1 | 410 | (500-1) |
| | | | CDE | 460 -1½ | 410 | (500-1½) |
| | ASR | 35R ⁷ | | AB | 420 -½ | 372 |
| | | | CDE | 420 - ⁵ / ₈ | 372 | (400- ⁵ / ₈) |
| | 17L ⁹ | | ABCDE | 400 -1 | 351 | (400-1) |
| | 17R ⁹ | | ABCDE | 400 -1 | 351 | (400-1) |
| | 31L ⁹ | | ABCDE | 380 -1 | 333 | (400-1) |
| | 31R ⁹ | | ABCDE | 380 -1 | 336 | (400-1) |
| | 35L | | ABCDE | 420 -1 | 372 | (400-1) |
| | 13L ⁹ | | AB | 460 -1 | 411 | (500-1) |
| | | | CDE | 460 -1½ | 411 | (500-1½) |
| | 13R ⁹ | | AB | 460 -1 | 410 | (500-1) |
| | | | CDE | 460 -1½ | 410 | (500-1½) |
| CIR ¹⁰ | ALL RWYS ¹¹ | | AB | 540 -1 | 490 | (500-1) |
| | | | C | 760 -2 | 710 | (800-2) |
| | | | D | 760 -2¼ | 710 | (800-2¼) |
| | | | E | 760 -2½ | 710 | (800-2½) |

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

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

³When ALS inop, increase vis to ½ mile.

⁸When tower closed, increase vis to 1 mile

⁶VGSI and descent angles not coincident (VGSI 3.00/TCH 33).

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

¹¹When ALS inop, increase vis to 1 mile.

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

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

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

¹⁴Circling to Rwy 31L NA at night .

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SAN ANGELO, TX

Amdt 1C, 08SEP22 (22251) (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 $\frac{1}{4}$) |
| C CIRCLING | ALL RWY | | AB | 2500-1 | 581 | (600-1) | C | 2500-1 $\frac{1}{4}$ | 581 | (600-1 $\frac{1}{4}$) |
| | | | 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 (22139) (FAA)

ELEV **592**

MC GREGOR EXEC (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>DA/</u> | | | <u>HAT/</u> | | | | |
|----------|------------|-------------------|------------|----------------|------------|-------------|----------------|----------------|-----------------|----------|
| | | | <u>CAT</u> | <u>MDA-VIS</u> | <u>HAA</u> | <u>CAT</u> | <u>MDA-VIS</u> | <u>HAA</u> | <u>CEIL-VIS</u> | |
| ASR | 19 | | ABC | 880/24 | 376 | | 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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