

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><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)         |
| <b>G</b> 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.

18 MAY 2023 to 15 JUN 2023

18 MAY 2023 to 15 JUN 2023

RADAR INSTRUMENT APPROACH MINIMUMS

**RADAR INSTRUMENT APPROACH MINIMUMS**

**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/<br/>MDA-VIS</u> | <u>HAT/<br/>HATH/<br/>HAA</u> | <u>CEIL-VIS</u> |
|-------------------------|-------------------------------|-------------------|----------------|------------------------|-------------------------------|-----------------|
| PAR <sup>1</sup>        | 13R <sup>2</sup> <sup>6</sup> | 3.0°/47/877       | ABCDE          | <b>113</b> -¾          | 100                           | (100-¾)         |
|                         | 18                            | 3.0°/50/913       | ABCDE          | <b>119</b> -½          | 100                           | (100-½)         |
|                         | 31L                           | 3.0°/50/959       | ABCDE          | <b>118</b> -½          | 100                           | (100-½)         |
|                         | 36                            | 3.0°/50/937       | ABCDE          | <b>119</b> -½          | 100                           | (100-½)         |
| PAR W/O GS <sup>1</sup> | 13R <sup>3</sup>              |                   | ABCDE          | <b>340</b> -¾          | 327                           | (400-¾)         |
|                         | 18                            |                   | ABCDE          | <b>340</b> -1          | 321                           | (400-1)         |
|                         | 36                            |                   | AB             | <b>400</b> -1          | 381                           | (400-1)         |
|                         |                               |                   | CDE            | <b>400</b> -1½         | 381                           | (400-1½)        |
|                         | 31L                           |                   | AB             | <b>420</b> -1          | 402                           | (500-1)         |
|                         |                               | CDE               | <b>420</b> -1½ | 402                    | (500-1½)                      |                 |
| ASR                     | 18                            |                   | AB             | <b>400</b> -1          | 381                           | (400-1)         |
|                         |                               |                   | CDE            | <b>400</b> -1½         | 381                           | (400-1½)        |
|                         | 13R <sup>4</sup> <sup>7</sup> |                   | AB             | <b>420</b> -¾          | 407                           | (500-¾)         |
|                         |                               |                   | CDE            | <b>420</b> -1          | 407                           | (500-1)         |
|                         | 13L                           |                   | AB             | <b>420</b> -1          | 401                           | (500-1)         |
|                         |                               |                   | CDE            | <b>420</b> -1½         | 401                           | (500-1½)        |
|                         | 4 <sup>8</sup>                |                   | AB             | <b>500</b> -1          | 483                           | (500-1)         |
|                         |                               |                   | CDE            | <b>500</b> -1½         | 483                           | (500-1½)        |
|                         | 31L                           |                   | AB             | <b>500</b> -1          | 482                           | (500-1)         |
|                         |                               |                   | CDE            | <b>500</b> -1½         | 482                           | (500-1½)        |
|                         | 31R                           |                   | AB             | <b>500</b> -1          | 481                           | (500-1)         |
|                         |                               |                   | CDE            | <b>500</b> -1½         | 481                           | (500-1½)        |
| CIR <sup>5</sup>        | All Rwys                      |                   | AB             | <b>500</b> -1          | 481                           | (500-1)         |
|                         |                               |                   | C              | <b>540</b> -1½         | 521                           | (600-1½)        |
|                         |                               |                   | D              | <b>620</b> -2          | 601                           | (700-2)         |
|                         |                               |                   | E              | <b>620</b> -2¼         | 601                           | (700-2¼)        |

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<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.

**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/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>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                     |                     |                 |            |                        |                     |                 |
| <b>C</b> 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/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>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)        |
| <b>C</b> 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/<br/>MDA-VIS</u> | <u>HAT/<br/>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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SC-3

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

23082

N3

**RADAR INSTRUMENT APPROACH MINIMUMS**

**KINGSVILLE NAS (KNQI)**, Kingsville, TX Amdt 2 23MAR23 (23082) (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/<br/>MDA-VIS</u> | <u>HAT/<br/>HATH/<br/>HAA</u> | <u>CEIL-VIS</u> |
|-------------------------|------------------------|-------------------|------------|------------------------|-------------------------------|-----------------|
| PAR <sup>2</sup>        | 35R <sup>3</sup>       | 3.0°/50/937       | ABCDE      | 148-¼                  | 100                           | (100-¼)         |
|                         | 13L                    | 3.0°/50/949       | ABCDE      | 149-½                  | 100                           | (100-½)         |
|                         | 13R <sup>5</sup>       | 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 <sup>2</sup> | 35L <sup>4</sup>       | 3.0°/50/951       | ABCDE      | 148-½                  | 100                           | (100-½)         |
|                         | 35R <sup>7</sup>       |                   | ABCDE      | 380-5/8                | 332                           | (400-5/8)       |
|                         | 17R <sup>6</sup>       |                   | ABCDE      | 360-1                  | 311                           | (400-1)         |
|                         | 31R <sup>8</sup>       |                   | 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 <sup>5</sup>       |                   | AB         | 460-1                  | 410                           | (500-1)         |
|                         |                        |                   | CDE        | 460-1½                 | 410                           | (500-1½)        |
|                         | ASR                    | 35R <sup>7</sup>  |            | AB                     | 420-½                         | 372             |
|                         |                        |                   | CDE        | 420-5/8                | 372                           | (400-5/8)       |
|                         | 17L <sup>9</sup>       |                   | ABCDE      | 400-1                  | 351                           | (400-1)         |
|                         | 17R <sup>9</sup>       |                   | ABCDE      | 400-1                  | 351                           | (400-1)         |
|                         | 31L <sup>9</sup>       |                   | ABCDE      | 380-1                  | 333                           | (400-1)         |
|                         | 31R <sup>9</sup>       |                   | ABCDE      | 380-1                  | 336                           | (400-1)         |
|                         | 35L                    |                   | ABCDE      | 420-1                  | 372                           | (400-1)         |
|                         | 13L <sup>9</sup>       |                   | AB         | 460-1                  | 411                           | (500-1)         |
|                         |                        |                   | CDE        | 460-1½                 | 411                           | (500-1½)        |
|                         | 13R <sup>9</sup>       |                   | AB         | 460-1                  | 410                           | (500-1)         |
|                         |                        |                   | CDE        | 460-1½                 | 410                           | (500-1½)        |
| CIR <sup>10</sup>       | ALL RWYS <sup>11</sup> |                   | AB         | 540-1                  | 490                           | (500-1)         |
|                         |                        |                   | C          | 760-2                  | 710                           | (800-2)         |
|                         |                        |                   | D          | 760-2¼                 | 710                           | (800-2¼)        |
|                         |                        |                   | E          | 760-2½                 | 710                           | (800-2½)        |
|                         |                        |                   |            |                        |                               |                 |

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<sup>1</sup>Use landing/taxi lights when conducting apch during VMC. DASR-11 unmt 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>When tower closed, increase vis to 1 mile

<sup>5</sup>VGSI and descent angles not coincident (VGSI 3.00/TCH 33).

<sup>6</sup>Step Down Fix at 3 NM from RPI, cross at or above 1100 ft.

<sup>7</sup>When ALS inop, increase vis to 1 mile.

<sup>8</sup>Step Down Fix at 2 NM from RPI, cross at or above 740 ft.

<sup>9</sup>Step Down Fix at 2 NM from rwy, cross at or above 720 ft.

<sup>10</sup>Circling authorized only from PAR W/O GS and ASR.

<sup>11</sup>Circling to Rwy 31L NA at night .

**RADAR INSTRUMENT APPROACH MINIMUMS**

# RADAR MINS

23082

N5

## RADAR INSTRUMENT APPROACH MINIMUMS

### 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/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u>        | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>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                 | 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/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u>        | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>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/<br/>MDA-VIS</u> | <u>HAT/<br/>HAA</u> | <u>CEIL-VIS</u>        | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>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/</u>     | <u>HAT/</u> | <u>CEIL-VIS</u> | <u>DA/</u>     | <u>HAT/</u> | <u>CEIL-VIS</u> |          |
|----------|------------|-------------------|------------|----------------|-------------|-----------------|----------------|-------------|-----------------|----------|
|          |            |                   |            | <u>MDA-VIS</u> | <u>HAA</u>  |                 | <u>MDA-VIS</u> | <u>HAA</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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