

RADAR INSTRUMENT APPROACH MINIMUMS

BIGGS AAF (KBIF), Fort Bliss, TX Amdt 8 30NOV23 (23334) (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) |
| C CIR ² | 22 | | AB | 4560-1 | 613 | (700-1) |
| | | | C | 4560-1¾ | 613 | (700-1¾) |
| | | | D | 4560-2 | 613 | (700-2) |
| | | | E | 4560-2¼ | 613 | (700-2¼) |

¹When ALS inop, increase CAT AB vis to 1¼ mile, CAT CDE vis to 1¾ miles.

²CAT DE circling west of Rwy 4-22 NA.

23 JAN 2025 to 20 FEB 2025

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RADAR INSTRUMENT APPROACH MINIMUMS

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

Amdt 3 30NOV23 (23334) (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 | 3.0°/48/877 | ABCDE | 113-¾ | 100 | (100-¾) |
| | 18 | 3.0°/50/913 | ABCDE | 118-½ | 100 | (100-½) |
| | 31L | 3.0°/51/959 | ABCDE | 117-½ | 100 | (100-½) |
| | 36 | 3.0°/50/937 | ABCDE | 118-½ | 100 | (100-½) |
| PAR W/O GS ¹ | 13R ³ | | ABCDE | 340-¾ | 327 | (400-¾) |
| | 18 | | ABCDE | 340-1 | 322 | (400-1) |
| | 36 | | AB | 400-1 | 382 | (400-1) |
| | | | CDE | 400-1½ | 382 | (400-1½) |
| | 31L | | AB | 420-1 | 403 | (500-1) |
| | | CDE | 420-1½ | 403 | (500-1½) | |
| ASR | 18 | | AB | 400-1 | 382 | (400-1) |
| | | | CDE | 400-1½ | 382 | (400-1½) |
| | 13R ^{4 6 7} | | AB | 420-¾ | 407 | (500-¾) |
| | | | CDE | 420-1 | 407 | (500-1) |
| | 13L | | AB | 420-1 | 402 | (500-1) |
| | | | CDE | 420-1½ | 402 | (500-1½) |
| | 4 ⁷ | | AB | 460-1 | 443 | (500-1) |
| | | | CDE | 460-1½ | 443 | (500-1½) |
| | 31L | | AB | 460-1 | 443 | (500-1) |
| | | | CDE | 460-1½ | 443 | (500-1½) |
| | 31R | | AB | 460-1 | 442 | (500-1) |
| | | | CDE | 460-1½ | 442 | (500-1½) |
| | 36 | | AB | 460-1 | 442 | (500-1) |
| | | CDE | 460-1½ | 442 | (500-1½) | |
|  CIR ⁵ | All Rwys | A | 460-1 | 442 | (500-1) | |
| | | B | 480-1 | 462 | (500-1) | |
| | | C | 520-1½ | 502 | (600-1½) | |
| | | DE | 580-2 | 562 | (600-2) | |

23 JAN 2025 to 20 FEB 2025

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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 vis to 1½ miles.

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

⁶SDF at 2 NM from thld, 680' min.

⁷SDF at 3 NM from thld, 980' min.

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RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

EL PASO, TX

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

ELEV 3962

EL PASO INTL (ELP)

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 | 4480-1 | 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 CAVAZOS (KILLEEN), TX Orig-B, 30NOV23 (23334) (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 CAVAZOS (KILLEEN), TX Orig-A, 24MAY18 (23334) (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 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 

| | <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> |
|---|------------------------|-------------------|------------|------------------------------|---|-----------------|
| 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) |

23 JAN 2025 to 20 FEB 2025

23 JAN 2025 to 20 FEB 2025

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.

⁴When tower closed, increase vis to 1 mile

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

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

⁷When ALS inop, increase vis to 1 mile.

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

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

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

¹¹Circling to Rwy 31L NA at night .

RADAR INSTRUMENT APPROACH MINIMUMS

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RADAR INSTRUMENT APPROACH MINIMUMS

WACO, TX

Amdt 1B, 15JUN23 (23166) (FAA)

ELEV 592

MC GREGOR EXEC (PWG)

RADAR-1 127.65 352.0 **⚠**

| | <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 | 1260-1 | 668 | (700-1) | C | 1260-1 $\frac{1}{8}$ | 668 | (700-1 $\frac{1}{8}$) |
| | | | D | NA | | | | | | |
| CIRCLING | ALL RWY | | AB | 1260-1 | 668 | (700-1) | C | 1300-2 | 708 | (800-2) |
| | | | D | NA | | | | | | |

WACO, TX

Amdt 4, 11FEB10 (10042) (FAA)

ELEV 470

TSTC WACO (CNW)

RADAR-1 127.65 227.125 **⚠** **⚠**

| | <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.

WACO, TX

Amdt 4, 23SEP10 (14317) (FAA)

ELEV 516

WACO RGNL (ACT)

RADAR-1 127.65 227.125 **⚠**

| | <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 | 19 | | ABC | 880/24 | 376 | (400- $\frac{1}{2}$) | D | 880/50 | 376 | (400-1) |
| | 1 | | ABC | 860-1 | 351 | (400-1) | D | 860-1 $\frac{1}{4}$ | 351 | (400-1 $\frac{1}{4}$) |
| | 14 | | AB | 920-1 | 407 | (500-1) | CD | 920-1 $\frac{1}{4}$ | 407 | (500-1 $\frac{1}{4}$) |
| | 32 | | AB | 1020-1 | 504 | (600-1) | CD | 1020-1 $\frac{1}{2}$ | 504 | (600-1 $\frac{1}{2}$) |
| CIRCLING | ALL RWY | | AB | 1020-1 | 504 | (600-1) | C | 1020-1 $\frac{1}{2}$ | 504 | (600-1 $\frac{1}{2}$) |
| | | | 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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