

**RADAR INSTRUMENT APPROACH MINIMUMS**

**BIGGS AAF (KBIF)**

Fort Bliss, TX Amdt 9 30OCT25 (25303) (USA)

ELEV 3947

**RADAR** - 124.15 307.0 **⚠** **⚠** NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
ASR	22		AB	<b>4500-1</b>	553	(600-1)
			CDE	<b>4500-1%</b>	553	(600-1%)
CIR <sup>1</sup>	22		AB	<b>4560-1</b>	613	(700-1)
			C	<b>4580-1¼</b>	633	(700-1¼)
			D	<b>4580-2</b>	633	(700-2)
			E	<b>4580-2¼</b>	633	(700-2¼)

<sup>1</sup>CAT DE circling northwest of Rwy 4-22 NA.

Straight-in Rwy 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.  
 USAF Only: When VGSI inop, straight-in Rwy 22 authorized at night with aircrew command approval.

Terrain 200' from threshold, 200' left of cntrln, 3957' MSL.

Rwy 22 helicopter visibility reduction below 1 SM not authorized.

19 FEB 2026 to 19 MAR 2026

19 FEB 2026 to 19 MAR 2026

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**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>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	13R <sup>2</sup>	3.0°/48/877	ABCDE	<b>113</b> -¾	100	(100-¾)
	18	3.0°/50/913	ABCDE	<b>118</b> -½	100	(100-½)
	31L	3.0°/51/959	ABCDE	<b>117</b> -½	100	(100-½)
	36	3.0°/50/937	ABCDE	<b>118</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	322	(400-1)
	36		AB	<b>400</b> -1	382	(400-1)
			CDE	<b>400</b> -1½	382	(400-1½)
	31L		AB	<b>420</b> -1	403	(500-1)
		CDE	<b>420</b> -1½	403	(500-1½)	
ASR	18		AB	<b>400</b> -1	382	(400-1)
			CDE	<b>400</b> -1½	382	(400-1½)
	13R <sup>4 6 7</sup>		AB	<b>420</b> -¾	407	(500-¾)
			CDE	<b>420</b> -1	407	(500-1)
	13L		AB	<b>420</b> -1	402	(500-1)
			CDE	<b>420</b> -1½	402	(500-1½)
	4 <sup>7</sup>		AB	<b>460</b> -1	443	(500-1)
			CDE	<b>460</b> -1½	443	(500-1½)
	31L		AB	<b>460</b> -1	443	(500-1)
			CDE	<b>460</b> -1½	443	(500-1½)
	31R		AB	<b>460</b> -1	442	(500-1)
			CDE	<b>460</b> -1½	442	(500-1½)
36		AB	<b>460</b> -1	442	(500-1)	
		CDE	<b>460</b> -1½	442	(500-1½)	
 CIR <sup>5</sup>	All Rwys	A	<b>460</b> -1	442	(500-1)	
		B	<b>480</b> -1	462	(500-1)	
		C	<b>520</b> -1½	502	(600-1½)	
		DE	<b>580</b> -2	562	(600-2)	

19 FEB 2026 to 19 MAR 2026

19 FEB 2026 to 19 MAR 2026

<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 vis to 1½ miles.

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

<sup>6</sup>SDF at 2 NM from thld, 680' min.

<sup>7</sup>SDF at 3 NM from thld, 980' min.

**RADAR INSTRUMENT APPROACH MINIMUMS**

# RADAR MINS

26022

N3

## 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						
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 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)
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).

19 FEB 2026 to 19 MAR 2026

19 FEB 2026 to 19 MAR 2026

SC-3

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# RADAR MINS

26022

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>DA/ MDA-VIS</u>	<u>HAT/ HATH/ 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)
	35L <sup>4</sup>	3.0°/50/951	ABCDE	148-½	100	(100-½)
PAR W/O GS <sup>2</sup>	35R <sup>7</sup>		ABCDE	380- <sup>5</sup> / <sub>8</sub>	332	(400- <sup>5</sup> / <sub>8</sub> )
	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)
ASR	13R <sup>5</sup>		AB	460-1	410	(500-1)
			CDE	460-1½	410	(500-1½)
	35R <sup>7</sup>		AB	420-½	372	(400-½)
			CDE	420- <sup>5</sup> / <sub>8</sub>	372	(400- <sup>5</sup> / <sub>8</sub> )
	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)

19 FEB 2026 to 19 MAR 2026

19 FEB 2026 to 19 MAR 2026

<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>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

26022

N5

## 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- $\frac{1}{4}$	611	(700- $\frac{1}{4}$ )
			D	1080- $\frac{1}{2}$	611	(700- $\frac{1}{2}$ )				
CIRCLING	ALL RWY		AB	1080-1	610	(700-1)	C	1080- $\frac{1}{4}$	610	(700- $\frac{1}{4}$ )
			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- $\frac{1}{4}$	351	(400- $\frac{1}{4}$ )
	14		AB	920-1	407	(500-1)	CD	920- $\frac{1}{4}$	407	(500- $\frac{1}{4}$ )
	32		AB	1020-1	504	(600-1)	CD	1020- $\frac{1}{2}$	504	(600- $\frac{1}{2}$ )
CIRCLING	ALL RWY		AB	1020-1	504	(600-1)	C	1020- $\frac{1}{2}$	504	(600- $\frac{1}{2}$ )
			D	1080-2	564	(600-2)				

For inoperative MALSR increase S-19 CAT D visibility to RVR 6000.

When control tower closed, ASR NA.

19 FEB 2026 to 19 MAR 2026

19 FEB 2026 to 19 MAR 2026

SC-3

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

26022

N5