BIGGS AAF (KBIF)

Fort Bliss, TX Amdt 9 30OCT25 (25303) (USA) ELEV **3947**

RADAR - 124.15 307.0 TA NA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		AB	**4500**-1	553	(600-1)
			CDE	**4500**-1⅝	553	(600-1⅝)
CIR[1]	22		AB	**4560**-1	613	(700-1)
			C	**4580**-1¾	633	(700-1¾)
			D	**4580**-2	633	(700-2)
			E	**4580**-2¼	633	(700-2¼)

[1]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.

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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 T

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	13R[2]	3.0°/48/877	ABCDE	**113**-¼	100	(100-¼)
	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**-1⅛	382	(400-1⅛)
	31L		AB	**420**-1	403	(500-1)
			CDE	**420**-1⅛	403	(500-1⅛)
ASR	18		AB	**400**-1	382	(400-1)
			CDE	**400**-1⅛	382	(400-1⅛)
	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**-1⅛	402	(500-1⅛)
	4[7]		AB	**460**-1	443	(500-1)
			CDE	**460**-1⅜	443	(500-1⅜)
	31L		AB	**460**-1	443	(500-1)
			CDE	**460**-1⅜	443	(500-1⅜)
	31R		AB	**460**-1	442	(500-1)
			CDE	**460**-1⅜	442	(500-1⅜)
	36		AB	**460**-1	442	(500-1)
			CDE	**460**-1⅜	442	(500-1⅜)
C 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)

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[1]No-NOTAM MP: PAR Mon 1300-1700Z++.
[2]When ALS inop, increase CAT ABCDE vis to ½ mile.
[3]When ALS inop, increase CAT ABCDE vis to 1 mile.
[4]When ALS inop increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.
[5]Circling authorized only from ASR and PAR W/O GS.
[6]SDF at 2 NM from thld, 680' min.
[7]SDF at 3 NM from thld, 980' min.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
26190

N2

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

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
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**-1⅜	477	(500-1⅜)
			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.

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29 OCT 2026 to 26 NOV 2026

FORT HOOD (KILLEEN), TX
Orig-B, 30NOV23 (26190) (FAA) ELEV **1015**

ROBERT GRAY AAF (GRK)
RADAR-1 - 120.075 323.15 T A NA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
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 1⅜ mile.

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FORT HOOD (KILLEEN), TX
Orig-A, 24MAY18 (26190) (FAA) ELEV **1015**

ROBERT GRAY AAF (GRK)
RADAR-2 - 120.075 323.15 T A NA

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

RADAR MINS
26190 N3

RADAR INSTRUMENT APPROACH MINIMUMS

KINGSVILLE NAS (KNQI), Kingsville,TX Amdt 2 23MAR23 (23082) (USN) ELEV **50**
RADAR[1] **- (E)** 121.05x 254.4x 263.075x 269.35x 305.2x 310.8x 349.0x 355.6x T

	RWY	GP/TCH/RPI	CAT	DA/ 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)
	35L[4]	3.0°/50/951	ABCDE	**148**-½	100	(100-½)
PAR W/O GS[2]	35R[7]		ABCDE	**380**-⅝	332	(400-⅝)
	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**-1⅛	411	(500-1⅛)
	13R[5]		AB	**460**-1	410	(500-1)
			CDE	**460**-1⅛	410	(500-1⅛)
ASR	35R[7]		AB	**420**-½	372	(400-½)
			CDE	**420**-⅝	372	(400-⅝)
	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**-1⅛	411	(500-1⅛)
	13R[9]		AB	**460**-1	410	(500-1)
			CDE	**460**-1⅛	410	(500-1⅛)
C 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)

[1]Use landing/taxi lights when conducting apch during VMC. DASR-11 unmto dur hr of afld closure.
[2]No NOTAM MP: PAR 1300-1700Z++ Wed. Maint conducted next bus day if clsd on Wed.
[3]When ALS inop, increase vis to ½ mile.
[4]When tower closed, increase vis to 1 mile
[5]VGSI and descent angles not coincident (VGSI 3.00/TCH 33).
[6]Step Down Fix at 3 NM from RPI, cross at or above 1100 ft.
[7]When ALS inop, increase vis to 1 mile.
[8]Step Down Fix at 2 NM from RPI, cross at or above 740 ft.
[9]Step Down Fix at 2 NM from rwy, cross at or above 720 ft.
[10]Circling authorized only from PAR W/O GS and ASR.
[11]Circling to Rwy 31L NA at night .

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
26190

RADAR INSTRUMENT APPROACH MINIMUMS

WACO, TX

Amdt 1B, 15JUN23 (23166) (FAA) ELEV **592**

MC GREGOR EXEC (PWG)

RADAR-1 127.65 352.0 T

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	17		AB	**1260**-1	668	(700-1)	C	**1260**-1⅞	668	(700-1⅞)
			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 T A

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

Amdt 4, 23SEP10 (14317) (FAA) ELEV **516**

WACO RGNL (ACT)

RADAR-1 127.65 227.125 T

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