

RADAR INSTRUMENT APPROACH MINIMUMS

BIGGS AAF (KBIF), Fort Bliss, TX Amdt 8 30NOV23 (23334) (USA)

ELEV 3947

RADAR - 124.15 307.0 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) |
| 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 1½ miles.
²CAT DE circling west of Rwy 4-22 NA.

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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>DH/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>HATH/</u> <u>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) |

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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EL PASO, TX
EL PASO INTL (ELP)
RADAR-1 124.25 298.85

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

ELEV 3962

| | 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 | 4400-1½ | 477 | (500-1½) |
| | | | 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
ROBERT GRAY AAF (GRK)
RADAR-1 - 120.075 323.15 NA

Orig-B, 30NOV23 (23334) (FAA)

ELEV 1015

| | 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 1½ mile.

FORT CAVAZOS (KILLEEN), TX
ROBERT GRAY AAF (GRK)
RADAR-2 - 120.075 323.15 NA

Orig-A, 24MAY18 (23334) (FAA)

ELEV 1015


| | RWY | GS/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).


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RADAR INSTRUMENT APPROACH MINIMUMS

KINGSVILLE NAS (KNQI), Kingsville, TX Amdt 2 23MAR23 (23082) (USN)
RADAR¹ - (E) 121.05x 254.4x 263.075x 269.35x 305.2x 310.8x 349.0x 355.6x 

ELEV 50

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ 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 | 380-¾ | 332 | (400-¾) |
| | 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 | (400-½) |
| | | | CDE | 420-¾ | 372 | (400-¾) |
| | 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) |
|  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 unmt0 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 .

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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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