

U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- FAR PART 97.31

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES (Sectors and distances measured from radar antenna)												MISSED APPROACH
FROM	T O	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MAP:
AS ESTABLISHED BY THE CURRENT WACO ASR MINIMUM VECTORING ALTITUDE CHART.												RWY 17 THLD
												CLIMBING RIGHT TURN TO 2000 DIRECT ACT VORTAC.

MINIMUMS

TAKEOFF:	STANDARD	☒	SEE FAA FORM 8260-15 FOR THIS AIRPORT				ALTERNATE: N A	STANDARD							
CATEGORY	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-17	1020	1	430	1020	1	430	1020	1 1/4	430		NA				
CIRCLING	1040	1	450	1040	1	450	1040	1 1/2	450		NA				

NOTES:

FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2000, FINAL COURSE 173.

RECOMMENDED ALTITUDE 4 MILES 1720, 3 MILES 1440, 2 MILES 1160.

ADDITIONAL FLIGHT DATA

TDZE: 590	RWY: 17	TDZE:	RWY:
TDZE:	RWY:	TDZE:	RWY:

FAS OBST: 739 TREES 312951 / 972101

MAG VAR: 7E EPOCH YEAR: 80

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.

CITY AND STATE WACO , TX	ELEVATION: 590 AIRPORT NAME: MC GREGOR MUNI	FACILITY IDENTIFIER: ACT	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: 15 SEP 94 RADAR-1, AMDT 1	SUP
				AMDT: ORIG
				DATED: 6 MAR 80

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FROM	T O	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MISSED APPROACH
AS ESTABLISHED BY THE CURRENT WACO ASR MINIMUM VECTORING ALTITUDE CHART.												MAP: RWY 17 THLD CLIMBING RIGHT TURN TO 2000 DIRECT ACT VORTAC.

MINIMUMS

TAKEOFF:		STANDARD	X	SEE FAA FORM 8260-15 FOR THIS AIRPORT			ALTERNATE: N A			STANDARD						
CATEGORY		A			B			C			D			E		
		DH/ MDA	VIS	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA
S-17		1020	1	430	1020	1	430	1020	1 1/4	430		NA				
CIRCLING		1040	1	450	1040	1	450	1040	1 1/2	450		NA				

NOTES:

FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2000, FINAL COURSE 173.

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ADDITIONAL FLIGHT DATA

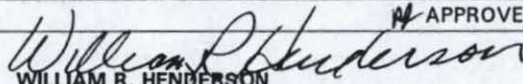
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CITY AND STATE WACO MCGREGOR, TX	ELEVATION: 590 AIRPORT NAME: MCGREGOR MUNI	FACILITY IDENTIFIER: ACT	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: RADAR-1, AMDT 1	SUP AMDT: ORIG DATED: 6 MAR 80
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ALL AFFECTED PROCEDURES REVIEWED? ☒ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE ROUTINE							
COORDINATED WITH: <table style="width: 100%; margin-top: 5px;"> <tr> <td style="text-align: center;">ATA ☐</td> <td style="text-align: center;">AAT ☐</td> <td style="text-align: center;">ALPA ☐</td> <td style="text-align: center;">APA ☒</td> <td style="text-align: center;">AOP ☒</td> <td style="text-align: center;">NBA ☒</td> <td style="text-align: center;">OTHER (specify) ☒ ZHU, ACT ATCT, AMGR.</td> </tr> </table>			ATA ☐	AAT ☐	ALPA ☐	APA ☒	AOP ☒	NBA ☒	OTHER (specify) ☒ ZHU, ACT ATCT, AMGR.
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FLIGHT CHECKED BY									
NAME: LARRY PATTERSON	FIFO OKC	DATE: 01/24/92							
DEVELOPED BY									
NAME:  WILLIAM R. PAHLER (J. MCFARLANE)	FIFO AVN-831	DATE: 4/13/94							
APPROVED BY									
NAME:  WILLIAM R. HENDERSON	MANAGER FIFO AVN-830	DATE: 4/13/94							
CHANGES: 1. REMOVED PART TIME ALTIMETER NOTE. 2. PROVIDED RECOMMENDED ALTITUDES. 3. LOWERED ASR CIRCLING MINIMUMS.									
REASONS: 1. AWOS-3 IS OPERATIONAL AND ON SERVICE A. 2. REQUIREMENT. 3. LOCAL ALTIMETER COMPUTATIONS.									

PART - A OBSTRUCTION DATA

FAA Form 8260 - 9 / May 1993 (computer generated)

NOTES / EXPLANATIONS FROM OPPOSITE SIDE OF FORM:
 AIRSPACE REQUIREMENTS REMAIN THE SAME AS THE ORIGINAL
 PROCEDURE.

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH :		2. WEATHER SERVICE		3. ALTIMETER SETTING	
ACT ATCT		N W S	OTHER: AWOS-3		SOURCE: KF60
		F A A			DISTANCE: 0
		A / C			HOURS REMOTE OPERATION: 0
SATISFACTORY ON:		LOCATION: ON AIRPORT		ADJUSTMENT: 0	
☐ VHF ☒ UHF ☒ HF		HRS OPTN: 24			
4. MONITOR STATUS	PRIMARY			SECONDARY	
	NAVAID: ACT ASR			NAVAID:	
	MONITOR POINT: ACT ATCT			MONITOR POINT:	
	HRS	CAT.	HRS	CAT.	
	OPTN:	CAT.	OPTN:	CAT.	
5. AIRSPACE		FLOOR OF CONTROLLED AIRSPACE UNDER FAC			CONTROL AREA
		CONTROL ZONE:			HOURS OPTN ☒ TRANSITION AREA
6. APPROACH & RUNWAY LIGHTING	ALS			REIL	
	(S) SALS			TDZ	
	MALS			C/LINE	
	HIRL			OTHER (Specify)	
	☒ MIRL 17 - 35				
7. RUNWAY MARKINGS					8. RUNWAY VISUAL RANGE
ALL WEATHER					APPROACH
INSTRUMENT NPI-G 17 - 35					ROLL OUT
9. GLIDE SLOPE	G S ANGLE:			ELEV RWY THRESHOLD:	
	DISTANCE FROM RWY:			ELEV GS ANTENNA:	
				THRESHOLD CROSSING HEIGHT:	
10. FINAL APPROACH COURSE AIMING		RUNWAY THRESHOLD			F T. FROM THRESHOLD
		ON CENTERLINE			F T. FROM CENTERLINE
11. WAIVERS OF STANDARDS			NUMBER OF WAIVERS ON FILE		DATES OF APPROVAL
			NONE		

PART C - REMARKS:

100' TREES ADDED TO ALL TERRAIN, PER ASW-220 REQUEST.

REDUCING THE MDA WOULD REQUIRE A FLIGHT INSPECTION. ASW-220 CONCURRED IT WOULD BE BETTER TO PURSUE LOWERING THIS THE NEXT TIME A REVISION REQUIRED FLIGHT INSPECTION ANYWAY, RATHER THAN SEND AN AIRPLANE DOWN FOR A 20 FT DECREASE.

PART D - PREPARED BY:

JIM MCFARLANE

TITLE

AIRSPACE SYSTEMS DESIGN SPECIALIST

DATE:

4/12/94

OFFICE:

AVN-831