

**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 <sup>1</sup>	22		AB	<b>4460-¾</b>	513	(600-¾)
			CDE	<b>4460-1</b>	513	(600-1)
<b>C</b> CIR <sup>2</sup>	22		AB	<b>4560-1</b>	613	(700-1)
			C	<b>4560-1¾</b>	613	(700-1¾)
			D	<b>4560-2</b>	613	(700-2)
			E	<b>4560-2¼</b>	613	(700-2¼)

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

<sup>2</sup>CAT DE circling west of Rwy 4-22 NA.

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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 <sup>1</sup>	13R <sup>2</sup>	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 <sup>1</sup>	13R <sup>3</sup>		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 <sup>4 6 7</sup>		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 <sup>7</sup>		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 <sup>5</sup>	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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<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.

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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						
<b>C</b> 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)
<b>C</b> 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 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

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>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>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	380-5/8	332	(400-5/8)
	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)
	13R <sup>5</sup>		AB	460-1	410	(500-1)
ASR			CDE	460-1½	410	(500-1½)
	35R <sup>7</sup>		AB	420-½	372	(400-½)
			CDE	420-5/8	372	(400-5/8)
	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)
		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)

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<sup>1</sup>Use landing/taxi lights when conducting apch during VMC. DASR-11 unmt 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 .

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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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