

RADAR INSTRUMENT APPROACH MINIMUMS

BIGGS AAF (KBIF)

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

ELEV 3947

RADAR - 124.15 307.0 **T** **A** 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	4500-1	553	(600-1)
			CDE	4500-1½	553	(600-1½)
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)

¹CAT 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 MAR 2026 to 16 APR 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 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)	

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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.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

26022

N3

RADAR INSTRUMENT APPROACH MINIMUMS

EL PASO, TX EL PASO INTL (ELP)

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

ELEV 3962

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 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

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RADAR INSTRUMENT APPROACH MINIMUMS

KINGSVILLE NAS (KNQI), Kingsville, TX Amdt 2 23MAR23 (23082) (USN)

ELEV 50

RADAR¹ - (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 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- ⁵ / ₈	332	(400- ⁵ / ₈)
	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)
ASR			CDE	460-1½	410	(500-1½)
	35R ⁷		AB	420-½	372	(400-½)
			CDE	420- ⁵ / ₈	372	(400- ⁵ / ₈)
	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)
		AB	460-1	410	(500-1)	
		CDE	460-1½	410	(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)

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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 .

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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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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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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