## BIGGS AAF (KBIF)

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

**RADAR -** 124.15 307.0 T A NA

| | RWY | GS/TCH/RPI | CAT | DH/ 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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## 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

| | 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 GP[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 | **440**-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) |
| 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) |

[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 GP.
[6]SDF at 2 NM from thld, 680' min.
[7]SDF at 3 NM from thld, 980' min.

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## EL PASO, TX

Amdt 15D, 29DEC22 (22363) (FAA) ELEV **3962**

### EL PASO INTL (ELP)

**RADAR-1** 124.25 298.85

| | 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) | CDE | **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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## FORT HOOD (KILLEEN), TX

Orig-B, 30NOV23 (26190) (FAA) ELEV **1015**

### ROBERT GRAY AAF (GRK)

**RADAR-1 -** 120.075 323.15 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 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).

## 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

| | 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[4] | 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[5] | 3.0°/50/951 | ABCDE | **148**-½ | 100 | (100-½) |
| PAR W/O GP[2] | 35R[6] | | ABCDE | **380**-⅝ | 332 | (400-⅝) |
| | 17R[7] | | 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[4] | | AB | **460**-1 | 410 | (500-1) |
| | | | CDE | **460**-1⅛ | 410 | (500-1⅛) |
| ASR | 35R[6] | | 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) |
| 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]VGSI and descent angles not coincident (VGSI 3.00/TCH 33).
[5]When tower closed, increase vis to 1 mile.
[6]When ALS inop, increase vis to 1 mile.
[7]Step Down Fix at 3 NM from RPI, cross at or above 1100 ft.
[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 GP and ASR.
[11]Circling to Rwy 31L NA at night.



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## WACO, TX

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

### MC GREGOR EXEC (PWG)

**RADAR-1** 127.65 352.0

| | 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** | | | | | | |

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## WACO, TX

Amdt 4, 11FEB10 (10042) (FAA) ELEV **470**

### TSTC WACO (CNW)

**RADAR-1** 127.65 227.125

| | 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

| | 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.



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