

RADAR INSTRUMENT APPROACH MINIMUMS

BIGGS AAF (KBIF), Fort Bliss, TX Amdt 7A (20198) (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 ¹	22		AB	4460-¾	513	(600-¾)
			CDE	4460-1	513	(600-1)
C CIR ²	22		AB	4460-1	513	(600-1)
			C	4540-1½	593	(600-1½)
			DE	4540-2	593	(600-2)

¹When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

²CAT DE circling west of Rwy 4-22 NA.

25 FEB 2021 to 25 MAR 2021

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP), Corpus Christi, TX

Amdt 1 16JUL20 (20310) (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 ¹	13R ^{2,7}	3.0°/42/777	ABCDE	113-¾	100	(100-¾)
	18 ⁷	3.0°/39/703	ABCDE	119-½	100	(100-½)
	31L ⁹	3.0°/43/820	ABCDE	118-½	100	(100-½)
	36 ⁹	3.0°/45/831	ABCDE	119-½	100	(100-½)
PAR W/O GS ¹	13R ³		ABCDE	360-¾	347	(400-¾)
	18		ABCDE	340-1⅙	321	(400-1⅙)
	31L		AB	420-1	402	(500-1)
			CDE	420-1⅙	402	(500-1⅙)
	36		AB	420-1	401	(500-1)
			CDE	420-1⅙	401	(500-1⅙)
PAR W/O GS SIDESTEP ^{1,5}	13L		AB	360-1	341	(400-1)
			C	360-1½	341	(400-1½)
			DE	360-2	341	(400-2)
	31R		AB	420-1	401	(500-1)
			C	420-1½	401	(500-1½)
			DE	420-2	401	(500-2)
ASR	18		AB	400-1	381	(400-1)
			CDE	400-1⅙	381	(400-1⅙)
	13R ^{4,10}		AB	420-¾	407	(500-¾)
			CDE	420-1	407	(500-1)
	13L		AB	420-1	401	(500-1)
			CDE	420-1⅙	401	(500-1⅙)
	4 ¹¹		AB	500-1	483	(500-1)
			CDE	500-1⅙	483	(500-1⅙)
	31L		AB	500-1	482	(500-1)
			CDE	500-1⅙	482	(500-1⅙)
	31R		AB	500-1	481	(500-1)
			CDE	500-1⅙	481	(500-1⅙)
36		AB	500-1	481	(500-1)	
		CDE	500-1⅙	481	(500-1⅙)	
CIR ⁶	All Rwys		AB	500-1	481	(500-1)
			C	540-1½	521	(600-1½)
			D	620-2	601	(700-2)
			E	620-2¼	601	(700-2¼)

(CONTINUED ON NEXT PAGE)

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RADAR INSTRUMENT APPROACH MINIMUMS

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP) (CON'T) TX

¹No-NOTAM MP: PAR Mon 1300-1700Z++.

²When ALS inop, increase vis CAT ABCDE to ½ mile.

³When ALS inop, increase vis CAT ABCDE to 1½ miles.

⁴When ALS inop increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.

⁵Circling from Sidestep NA. Sidestep from PAR W/O GS only; NA prior to 2 miles from thld.

⁶Circling authorized only from ASR and PAR W/O GS. When circling from PAR W/O GS increase vis CAT AB vis to 1½ miles.

⁷CAUTION: TCH (42 feet) is less than the min CAT II Precision TCH (50 feet).

⁸CAUTION: TCH (45 feet) is less than the min CAT II Precision TCH (50 feet).

⁹CAUTION: TCH (43 feet) is less than the min CAT II Precision TCH (50 feet).

¹⁰SDF at 2 NM from thld, 660' min.

¹¹SDF at 3 NM from thld, 980' min.

EL PASO, TX

Amdt 15C, 25FEB21 (21056) (FAA)

ELEV **3962**

EL PASO INTL (ELP)

RADAR-1 124.25 298.85

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ 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)	CDE	4400-1%	477	(500-1½)
	CIRCLING ALL RWY		AB	4440-1	478	(500-1)				
			C	4460-1½	498	(500-1½)	D	4680-2¼	718	(800-2¼)
			E	4700-2½	738	(800-2½)				

Circling NA for CATS D and E W of Rwy 4-22.

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 HOOD/KILLEEN, TX Orig-A, 24MAY18 (18144) (FAA)

ELEV **1015**

ROBERT GRAY AAF (GRK)

RADAR-1 - 120.075 323.15

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ 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.

RADAR INSTRUMENT APPROACH MINIMUMS

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RADAR INSTRUMENT APPROACH MINIMUMS

FORT HOOD/KILLEEN, TX Orig-A, 24MAY18 (18144) (FAA)

ELEV **1015**

ROBERT GRAY AAF (GRK)

RADAR-2 - 120.075 323.15 **▽ ▲** NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ 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 ¼ 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

RADAR INSTRUMENT APPROACH MINIMUMS

KINGSVILLE NAS (KNQI), Kingsville, TX Amdt 1 05NOV20 (20310) (USN)

ELEV 50

RADAR¹ - (E) 128.45x 300.4x 305.2x 310.8x 322.0x 325.2x 358.0x 363.6x 384.4x 

	<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 ²	35R ^{3,4}	3.0°/33/618	ABCDE	148-¼	100	(100-¼)	
	13L ⁵	3.0°/34/633	ABCDE	149-½	100	(100-½)	
	13R ⁶	3.0°/31/600	ABCDE	150-½	100	(100-½)	
	17L ⁴	3.0°/33/613	ABCDE	149-½	100	(100-½)	
	17R ⁵	3.0°/34/649	ABCDE	149-½	100	(100-½)	
	31L ⁶	3.0°/31/578	ABCDE	147-½	100	(100-½)	
PAR W/O GS ²	31R ⁷	3.0°/37/672	ABCDE	144-½	100	(100-½)	
	35R ⁸		ABCDE	380-⅝	332	(400-⅝)	
	17L ⁹		ABCDE	360-1⅙	311	(400-1⅙)	
	17R ⁹		ABCDE	360-1⅙	311	(400-1⅙)	
	31L ¹⁰		ABCDE	360-1⅙	313	(400-1⅙)	
	31R ¹⁰		ABCDE	380-1⅙	336	(400-1⅙)	
	13L		ABCDE	460-1⅙	411	(500-1⅙)	
	13R		AB	480-1⅙	430	(500-1⅙)	
	ASR	35R ¹¹		AB	420-½	372	(400-½)
				CDE	420-⅝	372	(400-⅝)
17L ¹²			ABCDE	400-1	351	(400-1)	
17R ¹²			ABCDE	400-1	351	(400-1)	
31L ¹²			ABCDE	380-1	333	(400-1)	
31R ¹²			ABCDE	380-1	336	(400-1)	
35L			ABCDE	420-1	372	(400-1)	
13L ¹²			AB	460-1	411	(500-1)	
			CDE	460-1⅙	411	(500-1⅙)	
13R ¹²			AB	460-1	410	(500-1)	
		CDE	460-1⅙	410	(500-1⅙)		
CIR ¹³	ALL RWYS ¹⁴		AB	540-1	490	(500-1)	
			C	760-2	710	(800-2)	
			D	760-2¼	710	(800-2¼)	
			E	800-2¾	750	(800-2¾)	

¹Use landing/taxi lights when conducting apch during VMC.

²No NOTAM MP: PAR 1300-1700Z++Mon. Maint conducted next bus day if clsd on Mon.

³When ALS inop, increase vis to ½ mile.

⁴CAUTION: TCH (33 ft) is less than the min CAT II Precision TCH (50 ft).

⁵CAUTION: TCH (34 ft) is less than the min CAT II Precision TCH (50 ft).

⁶CAUTION: TCH (31 ft) is less than the min CAT II Precision TCH (50 ft).

⁷CAUTION: TCH (37 ft) is less than the min CAT II Precision TCH (50 ft).

⁸When ALS inop, increase vis to 1⅙ mile.

⁹Step Down Fix at 3 NM from RPI, cross at or above 1100 ft.

¹⁰Step Down Fix at 2 NM from RPI, cross at or above 740 ft.

¹¹When ALS inop, increase vis to 1 mile.

¹²Step Down Fix at 2 NM from rwy, cross at or above 720 ft.

¹³Circling authorized only from PAR W/O GS and ASR.

¹⁴When circling from PAR W/O GS increase CAT AB vis to 1⅙ miles.

¹²CAUTION: TCH (37 ft) is less than the min CAT II Precision TCH (50 ft).

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

21056

N6

RADAR INSTRUMENT APPROACH MINIMUMS

MIDLAND, TX

Amdt 7A, 30DEC20 (20366) (FAA)

ELEV 2872

MIDLAND INTL AIR AND SPACE PORT (MAF)

RADAR-1 124.6 290.4 **▽ ▲**

	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
ASR	28		AB	3300-¾	442	(500-¾)	CDE	3300-1	442	(500-1)
	34L		AB	3320-1	462	(500-1)	CDE	3320-1%	462	(500-1%)
	4		AB	3360-1	509	(500-1)	CDE	3360-1%	509	(500-1%)
	16R		AB	3400-1	528	(600-1)	CDE	3400-1½	528	(600-1½)
	10		AB	3480/24	611	(700-½)	CDE	3480-1%	611	(700-1%)
	22		AB	3540-1	685	(700-1)	CDE	3540-2	685	(700-2)
ⓐ CIRCLING	ALL RWY		AB	3540-1	668	(700-1)	C	3540-1%	668	(700-1%)
			D	3540-2	668	(700-2)	E	3600-2½	728	(800-2½)

For inoperative ALS, increase ASR-10 Cat C/D/E visibility to 1¼ mile.

For inoperative ALS, increase ASR-28 Cat C/D/E visibility to 1% SM.

Night Landing: Rwy 16L NA.

When control tower closed, ASR NA.

SAN ANGELO, TX

Amdt 1B, 28FEB19 (19059) (FAA)

ELEV 1919

SAN ANGELO RGNL/MATHIS FIELD (SJT)

RADAR-1 125.35 354.1 **▽ ▲**

	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
ASR	36		AB	2460-1	541	(600-1)	CDE	2460-1%	541	(600-1%)
	18		AB	2500-1	592	(600-1)	CDE	2500-1%	592	(600-1%)
ⓐ CIRCLING	ALL RWY		AB	2500-1	641	(700-1)	C	2500-1%	641	(700-1%)
			D	2700-2½	781	(800-2½)	E	2700-2%	781	(800-2%)

Circling NA for Cat E west of Rwy 18-36.

When control tower closed, ASR NA.

Rwy 36 helicopter visibility reduction below ¾ SM not authorized.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

21056

N6

SC-3

RADAR MINS

21056

N7

RADAR INSTRUMENT APPROACH MINIMUMS

WACO, TX

Amdt 1A, 11FEB10 (10042) (FAA)

ELEV 592

MC GREGOR EXECUTIVE (PWG)

RADAR-1 127.65 352.0 **▼**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	17		AB D	1020-1 NA	430	(500-1)	C	1020-1¼	430	(500-1¼)
CIRCLING	ALL RWY		A C	1040-1 1060-1½	448 468	(500-1) (500-1½)	B D	1060-1 NA	468	(500-1)

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/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	17L		AB D	1080-½ 1080-1½	611	(700-½) (700-1½)	C	1080-1¼	611	(700-1¼)
CIRCLING	ALL RWY		AB D	1080-1 1080-2	610	(700-1) (700-2)	C	1080-1¼	610	(700-1¼)

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/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	19		ABC D	880/24 880-1	376	(400-½) (400-1)	D	880/50 860-1¼	376 351	(400-1) (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 D	1020-1 1080-2	504 564	(600-1) (600-2)	C	1020-1½	504	(600-1½)

For inoperative MALSR increase S-19 CAT D visibility to RVR 6000.

When control tower closed, ASR NA.

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25 FEB 2021 to 25 MAR 2021

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

21056

N7