

RADAR MINS

12124

RADAR INSTRUMENT APPROACH MINIMUMS

BIGGS AAF (KBIF), TX (Fort Bliss) (Amdt6, 06159 USA)

ELEV 3948

RADAR - 124.15 307.0 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR ¹	21		AB	4360-½	412	(500-½)
			CD	4360-¾	412	(500-¾)
			E	4360-1	412	(500-1)
CIR ²	21		A	4360-1	412	(500-1)
			B	4400-1	452	(500-1)
			C	4400-1½	452	(500-1½)
			DE	4500-2	552	(600-2)

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport. ¹When ALSF inop, increase CAT E visibility to 1½. ²CAT E circling W of Rwy 3-21 not authorized.

CORPUS CHRISTI NAS (KNGP), (TRUAX FIELD) TX (10266 USN) ELEV 18

RADAR - (E) 6835 134.1 270.8 284.6 337.2 354.8 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/HATH/ HAA	CEIL-VIS		
PAR ¹	13R ²	3.0°/42/773	ABCDE	113-¼	100	(100-¼)		
			31L	3.0°/42/817	ABCDE	117-½	100	(100-½)
			17	3.0°/42/771	ABCDE	118-½	100	(100-½)
			35	3.0°/44/813	ABCDE	118-½	100	(100-½)
PAR	13L		ABCDE	320-1	307	(400-1)		
SIDESTEP ^{1 5}	31R		ABCDE	400-1¼	383	(400-1¼)		
PAR W/O GS ¹	17		ABCDE	300-1¼	282	(300-1¼)		
			13R ³	ABCDE	320-1	307	(400-1)	
PAR W/O GS SIDESTEP ^{1 5}	31L		ABCDE	400-1¼	383	(400-1¼)		
			35	ABCDE	400-1¼	382	(400-1¼)	
			13L	ABCDE	320-1¼	307	(400-1¼)	
			31R	ABCDE	400-1¼	383	(400-1¼)	
ASR	13L		A	400-1	382	(400-1)		
			B	400-1¼	382	(400-1¼)		
			C	400-1½	382	(400-1½)		
			DE	400-2	382	(400-2)		
			13R ⁴	A	480-¾	467	(500-¾)	
				B	480-1	467	(500-1)	
				C	480-1¼	467	(500-1¼)	
			17	DE	480-1¾	467	(500-1¾)	
				A	420-1	402	(500-1)	
				B	420-1¼	402	(500-1¼)	
			31R	C	420-1½	402	(500-1½)	
				DE	420-2	402	(500-2)	
A	440-1	422		(500-1)				
B	440-1¼	422		(500-1¼)				
31L	C	440-1½	422	(500-1½)				
	DE	440-2	422	(500-2)				
	A	440-1	423	(500-1)				
	B	440-1¼	423	(500-1¼)				
	C	440-1½	423	(500-1½)				
DE	440-2	423	(500-2)					

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CORPUS CHRISTI NAS (KNGP)(CON'T), (TRUAX FIELD) TX

RWY	GS/TCH/RPI	CAT	DH/		CEIL-VIS
			MDA-VIS	HAA	
35		A	440-1	422	(500-1)
		B	440-1¼	422	(500-1¼)
		C	440-1½	422	(500-1½)
		DE	440-2	422	(500-2)
4		A	480-1	463	(500-1)
		B	480-1¼	463	(500-1¼)
		C	480-1½	463	(500-1½)
		DE	480-2	463	(500-2)
CIR ⁶	All Rwys	AB	480-1	462	(500-1)
		C	480-1½	462	(500-1½)
		D	580-2	562	(600-2)
		E	620-2¼	602	(700-2¼)

¹No-NOTAM MP: PAR Sat 1200-2000Z++. ²When ALS inop, increase vis CAT ABCDE to ½ mile. ³When ALS inop, increase vis CAT ABCDE to 1¼ mile. ⁴When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ mile, CAT C to 1½ mile, CAT DE to 2 miles. ⁵Circling fr Sidestep NA. Sidestep NA prior to 2 miles fr touchdown. ⁶Circling authorized only from ASR and PAR W/O GS. When circling from PAR W/O GS increase CAT AB vis to 1¼ mile.

EL PASO, TX

Amdt. 14, April 8, 2010 (FAA)

ELEV 3959

EL PASO INTL (ELP)

RADAR- 124.25 298.85 ▽ ▲

RWY	GS/TCH/RPI	CAT	DA/		CEIL-VIS	HAT/		CAT	DA/		CEIL-VIS			
			MDA-VIS	HAA		HATH/	HAA		HATH/					
ASR	22	ABC	4320/24	371	(400-½)	DE	4320/50	371	(400-1)	CD	4380-1¼	421	(500-1¼)	
			AB	4380-¾	421									(500-¾)
			E	4380-1½	421									(500-1½)
4		AB	4400/50	477	(500-1)	C	4400/60	477	(500-1¼)	E	4400-1¾	477	(500-1¾)	
			D	4400-1½	477									(500-1½)
CIRCLING		A	4420-1	461	(500-1)	B	4460-1	501	(600-1)	D	4520-2	561	(600-2)	
			C	4460-1½	501									(600-1½)
			E	4660-2½	701									(800-2½)

Circling NA for CAT E west of Rwy 4-22.

For inoperative MALS, increase S-22 CAT D/E visibility to RVR 6000.

Inoperative table does not apply to S-26L CAT C.

CAUTION: Steeply rising terrain 4.5 NM west of airport.

Lost Communications (All Rwys): As directed by ATC on initial contact.

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RADAR INSTRUMENT APPROACH MINIMUMS

FORT HOOD/KILLEEN, TX
ROBERT GRAY AAF (GRK)
 RADAR-1 - 120.075 323.15 ∇ \triangle NA

Orig, JAN 12, 2012 (FAA)

ELEV 1015

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	15		AB	1520/24	505	(600-½)	CDE	1520/55	505	(600-1½)
ASR	33		AB	1460-½	486	(500-½)	CDE	1460-1	486	(500-1)
CIRCLING			AB	1520-1	505	(600-1)	C	1560-1½	545	(600-1½)
			D	1580-2	565	(600-2)	E	1740-2½	725	(800-2½)

Circling NA west of Rwy 15-33.

For inoperative MALSR, increase ASR 15 and ASR 33 Cats C,D, and E visibility to 1⅞ mile.

LOST COMMUNICATIONS (All Rwys): As directed by ATC on initial contact.

FORT HOOD/KILLEEN, TX
ROBERT GRAY AAF (GRK)
 RADAR-2 - 120.075 323.15 ∇ \triangle NA

Orig, JAN 12, 2012 (FAA)

ELEV 1015

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	15	3.00°/51/1062	ABCDE	1215/24	200	(200-½)
PAR	33	3.00°/53/973	ABCDE	1187-½	213	(300-½)

PAR 15-VGSI and PAR glidepath not coincident.

For inoperative MALSR, increase PAR 15 Cat E visibility to RVR 4000 and PAR 33 Cat E visibility to ¼ mile. LOST COMMUNICATIONS (All Rwys): As directed by ATC on initial contact.

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RADAR INSTRUMENT APPROACH MINIMUMS

KINGSVILLE NAS (KNQI), TX (09295 USN)

ELEV 50

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

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ⁸	35R ²	3.0°/34/623	ABCDE	148-¼	100	(100-¼)
	31L	3.0°/33/596	ABCDE	144-½	100	(100-½)
	31R	3.0°/37/679	ABCDE	145-½	100	(100-½)
	13L	3.0°/35/653	ABCDE	149-½	100	(100-½)
	35L	3.0°/33/618	ABCDE	149-½	100	(100-½)
	13R	3.0°/33/625	ABCDE	150-½	100	(100-½)
	17L	3.0°/35/652	ABCDE	150-½	100	(100-½)
	17R	3.0°/36/684	ABCDE	150-½	100	(100-½)
PAR W/O	31L		ABCDE	320-1¼	276	(300-1¼)
GS ⁸	31R		ABCDE	320-1¼	275	(300-1¼)
	17L		ABCDE	340-1¼	290	(300-1¼)
	17R		ABCDE	340-1¼	290	(300-1¼)
	35R ³		ABCDE	400-¾	352	(400-¾)
	35L		ABCDE	400-1¼	351	(400-1¼)
	13L		ABCDE	420-1¼	371	(400-1¼)
	13R		ABCDE	480-1¼	430	(500-1¼)
ASR	35R ⁴		AB	400-½	352	(400-½)
			CDE	400-¾	352	(400-¾)
	17L		ABC	400-1	350	(400-1)
			DE	400-1¼	350	(400-1¼)
	17R		ABC	400-1	350	(400-1)
			DE	400-1¼	350	(400-1¼)
	31L		ABCD	380-1	336	(400-1)
			E	380-1¼	336	(400-1¼)
	31R		ABCD	380-1	335	(400-1)
			E	380-1¼	335	(400-1¼)
	35L		ABC	400-1	351	(400-1)
			DE	400-1¼	351	(400-1¼)
	13L		AB	500-1	450	(500-1)
			C	500-1¼	450	(500-1¼)
			DE	500-1½	450	(500-1½)
	13R		AB	500-1	450	(500-1)
			C	500-1¼	450	(500-1¼)
			DE	500-1½	450	(500-1½)
CIR ⁵⁶⁷	All Rwys		AB	500-1	450	(500-1)
			C	500-1½	450	(500-1½)
			D	620-2	570	(600-2)
			E	680-2¼	630	(700-2¼)

¹Use landing/taxi lights when conducting apch during VMC. ²When ALS inop, increase vis CAT ABCDE to ½ mile. ³When ALS inop, increase vis CAT ABCDE to 1¼ mile. ⁴When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ mile. ⁵CAT E circling not authorized SW of Rwy 13-31. ⁶Circling authorized only from PAR W/O GS and ASR. ⁷For Circling from PAR W/O GS increase CAT AB vis to 1¼ mile. ⁸No NOTAM MP: PAR 1400-1600Z++Mon. Maint conducted next bus day if fld clsd on Mon.

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MIDLAND, TX Amdt 5, MAY 20, 1999 (FAA) **ELEV 2871**
MIDLAND INTL (MAF)
 RADAR- 124.6 290.4 ∇ Δ

	RWYGS/TCH/RPI	CAT	HAT/ HATH/		CAT	HAT/ HATH/	
			DA/ MDA-VIS	HAA CEIL-VIS		DA/ MDA-VIS	HAA CEIL-VIS
ASR	10	ABC	3260 /24	392 (400-1/2)	DE	3260 /50	392 (400-1)
	34L	AB	3260 -1	403 (400-1)	CD	3260 -1/4	403 (400-1/4)
		E	3260 -1/2	403 (400-1/2)			
		AB	3280 -1	409 (500-1)	CD	3280 -1/4	409 (500-1/4)
	16R	E	3280 -1/2	409 (500-1/2)			
		AB	3280 -3/4	423 (500-3/4)	CD	3280 -1/4	423 (500-1/4)
28	E	3280 -1/2	423 (500-1/2)				
	AB	3300 -1	450 (500-1)	C	3300 -1/4	450 (500-1/4)	
4	DE	3300 -1/2	450 (500-1/2)				
	AB	3540 -1	687 (700-1)	C	3540 -2	687 (700-2)	
22	D	3540 -2/4	687 (700-2/4)	E	3540 -2/4	687 (700-2/4)	
	AB	3540 -1	669 (700-1)	C	3540 -2	669 (700-2)	
CIRCLING	D	3540 -2/4	669 (700-2/4)	E	3600 -2/4	729 (800-2/4)	

Inoperative table does not apply to MAL S-28 for Category C.
 Category D and Category E S-10 visibility increases to RVR 6000 for inoperative MALSR .

SAN ANGELO, TX Amdt. 1A, JUL 29, 2010 (FAA) **ELEV 1917**
SAN ANGELO RGNL/MATHIS FIELD (SJT)
 RADAR-125.35 354.1 ∇ Δ

	RWY GS/TCH/RPI	CAT	HAT/ HATH/		CAT	HAT/ HATH/	
			DA/ MDA-VIS	HAA CEIL-VIS		DA/ MDA-VIS	HAA CEIL-VIS
ASR	36	AB	2460 -1	543 (600-1)	C	2460 -1/2	543 (600-1/2)
		D	2460 -1/4	543 (600-1/4)	E	2460 -2	543 (600-2)
		AB	2480 -1	573 (600-1)	C	2480 -1/2	573 (600-1/2)
18	D	2480 -1/4	573 (600-1/4)	E	2480 -2	573 (600-2)	
	AB	2480 -1	563 (600-1)	C	2480 -1/2	563 (600-1/2)	
CIRCLING	D	2480 -2	563 (600-2)	E	2640 -2/4	721 (800-2/4)	

Category E circling NA west of runway 18-36.

WACO, TX Amdt. 1A, FEB 11, 2010 (FAA) **ELEV 592**
MC GREGOR EXECUTIVE (PWG)
 RADAR- 127.65 352.0 ∇

	RWY GS/TCH/RPI	CAT	HAT/ HATH/		CAT	HAT/ HATH/	
			DA/ MDA-VIS	HAA CEIL-VIS		DA/ MDA-VIS	HAA CEIL-VIS
ASR	17	AB	1020 -1	430 (500-1)	C	1020 -1/4	430 (500-1/4)
		D	NA				
CIRCLING	A	1040 -1	448 (500-1)	B	1060 -1	468 (500-1)	
	C	1060 -1/2	468 (500-1/2)	D	NA		

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RADAR INSTRUMENT APPROACH MINIMUMS

WACO, TX

Amdt. 4, FEB 11, 2010 (FAA)

ELEV 470

TSTC WACO (CNW)

RADAR- 127.65 227.125 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS		HAT/ HATH/ HAA CEIL-VIS		CAT	DA/ MDA-VIS		HAT/ HATH/ HAA CEIL-VIS	
ASR	17L		AB	1080 -½	611	(700-½)		C	1080 -1¼	611	(700-1¼)	
			D	1080 -1½	611	(700-1½)						
CIRCLING			AB	1080 -1	610	(700-1)		C	1080 -1¼	610	(700-1¼)	
			D	1080 -2	610	(700-2)						

When Waco Regional approach control closed, ASR not authorized.

WACO, TX

Amdt 4, SEP 23, 2010 (FAA)

ELEV 516

WACO RGNL (ACT)

RADAR- 127.65 227.125 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS		HAT/ HATH/ HAA CEIL-VIS		CAT	DA/ MDA-VIS		HAT/ HATH/ HAA CEIL-VIS	
ASR	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)	
	19		ABC	880 /24	376	(400-½)		D	880 /50	376	(400-1)	
	32		AB	1020 -1	504	(600-1)		CD	1020 -1½	504	(600-1½)	
CIRCLING			AB	1020 -1	504	(600-1)		C	1020 -1¼	504	(600-1¼)	
			D	1080 -2	564	(600-2)						

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

When control tower closed, ASR NA.

Lost Communications (All Rwy): As directed by ATC on initial contact.

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