

RADAR MINS

09295

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 (08325 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	113-¾	100	(100-¾)
	17	3.0°/42/771	ABCDE	118-½	100	(100-½)
	31L	3.0°/42/817	ABCDE	117-½	100	(100-½)
	35	3.0°/44/813	ABCDE	118-½	100	(100-½)
PAR	13L		ABCDE	320-1	307	(400-1)
SIDESTEP ¹⁵	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)
	31L		ABCDE	400-1¼	383	(400-1¼)
	35		ABCDE	400-1¼	382	(400-1¼)
PAR W/O GS	13L		ABCDE	320-1¼	307	(400-1¼)
SIDESTEP ¹	31R		ABCDE	400-1¼	383	(400-1¼)
ASR	13R ⁴		A	480-¾	467	(500-¾)
			B	480-1	467	(500-1)
			C	480-1¼	467	(500-1¼)
			DE	480-1¾	467	(500-1¾)
	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)
	17		A	420-1	402	(500-1)
			B	420-1¼	402	(500-1¼)
			C	420-1½	402	(500-1½)
			DE	420-2	402	(500-2)
	31R		A	440-1	422	(500-1)
			B	440-1¼	422	(500-1¼)
			C	440-1½	422	(500-1½)
			DE	440-2	422	(500-2)
	31L		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 (08325 USN)

RWY	GS/TCH/RPI	CAT	DH/		HAT/
			MDA-VIS	HAA	HATH/
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 Mon-Fri 1100-1300Z++, exc 1st and 3rd Wed of month 1000-1300Z++.
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 EL PASO INTL

Amdt. 13C, MAR 12, 2009 (FAA)

ELEV 3956

RADAR- 124.25 298.85 ▽ ▲

RWY	GS/TCH/RPI	DA/		HAT/		DA/		HAT/	
		CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	22	ABC	4320/24	371	(400-½)	DE	4320/50	371	(400-1)
	26L	AB	4380-¾	422	(500-1)	CDE	4380-1¼	422	(500-1¼)
4		AB	4400-1	479	(500-1)	C	4400-1¼	479	(500-1¼)
		D	4400-1½	479	(500-1½)	E	4400-1¾	479	(500-1¾)
CIRCLING ¹		A	4420-1	462	(500-1)	B	4460-1	502	(600-1)
		C	4460-1½	502	(600-1½)	D	4520-2	562	(600-2)
		E	4660-2½	702	(800-2½)				

¹Category E circling west of airport NA.
 Alternate Minimums: Standard, except Cat E 800-2½.
 Inoperative table does not apply to Category C S-26L.
 CAUTION: Steeply rising terrain 4.5 NM West of airport.
 For inoperative MALSR increase categories D,E visibility to RVR 6000.

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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

				DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ²	RWY	GS/TCH/RPI	CAT			
	35R ²	3.0°/34/623	ABCDE	148- $\frac{1}{4}$	100	(100- $\frac{1}{4}$)
	31L	3.0°/33/596	ABCDE	144- $\frac{1}{2}$	100	(100- $\frac{1}{2}$)
	31R	3.0°/37/679	ABCDE	145- $\frac{1}{2}$	100	(100- $\frac{1}{2}$)
	13L	3.0°/35/653	ABCDE	149- $\frac{1}{2}$	100	(100- $\frac{1}{2}$)
	35L	3.0°/33/618	ABCDE	149- $\frac{1}{2}$	100	(100- $\frac{1}{2}$)
	13R	3.0°/33/625	ABCDE	150- $\frac{1}{2}$	100	(100- $\frac{1}{2}$)
	17L	3.0°/35/652	ABCDE	150- $\frac{1}{2}$	100	(100- $\frac{1}{2}$)
	17R	3.0°/36/684	ABCDE	150- $\frac{1}{2}$	100	(100- $\frac{1}{2}$)
PAR W/O	31L		ABCDE	320-1 $\frac{1}{4}$	276	(300-1 $\frac{1}{4}$)
GS ³	31R		ABCDE	320-1 $\frac{1}{4}$	275	(300-1 $\frac{1}{4}$)
	17L		ABCDE	340-1 $\frac{1}{4}$	290	(300-1 $\frac{1}{4}$)
	17R		ABCDE	340-1 $\frac{1}{4}$	290	(300-1 $\frac{1}{4}$)
	35R ³		ABCDE	400- $\frac{3}{4}$	352	(400- $\frac{3}{4}$)
	35L		ABCDE	400-1 $\frac{1}{4}$	351	(400-1 $\frac{1}{4}$)
	13L		ABCDE	420-1 $\frac{1}{4}$	371	(400-1 $\frac{1}{4}$)
	13R		ABCDE	480-1 $\frac{1}{4}$	430	(500-1 $\frac{1}{4}$)
ASR	35R ⁴		AB	400- $\frac{1}{2}$	352	(400- $\frac{1}{2}$)
			CDE	400- $\frac{3}{4}$	352	(400- $\frac{3}{4}$)
	17L		ABC	400-1	350	(400-1)
			DE	400-1 $\frac{1}{4}$	350	(400-1 $\frac{1}{4}$)
	17R		ABC	400-1	350	(400-1)
			DE	400-1 $\frac{1}{4}$	350	(400-1 $\frac{1}{4}$)
	31L		ABCD	380-1	336	(400-1)
			E	380-1 $\frac{1}{4}$	336	(400-1 $\frac{1}{4}$)
	31R		ABCD	380-1	335	(400-1)
			E	380-1 $\frac{1}{4}$	335	(400-1 $\frac{1}{4}$)
	35L		ABC	400-1	351	(400-1)
			DE	400-1 $\frac{1}{4}$	351	(400-1 $\frac{1}{4}$)
	13L		AB	500-1	450	(500-1)
			C	500-1 $\frac{1}{4}$	450	(500-1 $\frac{1}{4}$)
			DE	500-1 $\frac{1}{2}$	450	(500-1 $\frac{1}{2}$)
	13R		AB	500-1	450	(500-1)
			C	500-1 $\frac{1}{4}$	450	(500-1 $\frac{1}{4}$)
			DE	500-1 $\frac{1}{2}$	450	(500-1 $\frac{1}{2}$)
CIR ^{5,6,7}	All Rwy's		AB	500-1	450	(500-1)
			C	500-1 $\frac{1}{2}$	450	(500-1 $\frac{1}{2}$)
			D	620-2	570	(600-2)
			E	680-2 $\frac{1}{4}$	630	(700-2 $\frac{1}{4}$)

¹Use landing/taxi lights when conducting apch during VMC. ²When ALS inop, increase vis CAT ABCDE to $\frac{1}{2}$ mile. ³When ALS inop, increase vis CAT ABCDE to 1 $\frac{1}{4}$ mile. ⁴When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1 $\frac{1}{4}$ 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 1 $\frac{1}{4}$ mile. ⁸No NOTAM MP: PAR 1400-1600Z++Mon. Maint conducted next bus day if fld clsd on Mon.

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RADAR INSTRUMENT APPROACH MINIMUMS

MIDLAND, TX
MIDLAND INTL

Amdt 5, MAY 20, 1999 (FAA)

ELEV 2871

RADAR- 124.6 290.4 **A**

	RWYGS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	10	ABC	3260/24	392 (400-½)	DE	3260/50	392 (400-1)
	34L	AB	3260-1	403 (400-1)	CD	3260-1¼	403 (400-1¼)
		E	3260-1½	403 (400-1½)			
	16R	AB	3280-1	409 (500-1)	CD	3280-1¼	409 (500-1¼)
		E	3280-1½	409 (500-1½)			
	28	AB	3280-¾	423 (500-¾)	CD	3280-1¼	423 (500-1¼)
		E	3280-1½	423 (500-1½)			
	4	AB	3300-1	450 (500-1)	C	3300-1¼	450 (500-1¼)
		DE	3300-1½	450 (500-1½)			
	22	AB	3540-1	687 (700-1)	C	3540-2	687 (700-2)
		D	3540-2¼	687 (700-2¼)	E	3540-2½	687 (700-2½)
CIRCLING		AB	3540-1	669 (700-1)	C	3540-2	669 (700-2)
		D	3540-2¼	669 (700-2¼)	E	3600-2½	729 (800-2½)

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

ROBERT GRAY AAF (KGRK), TX (Fort Hood) (Amdt 8, 03051 USA) ELEV 1019

RADAR - (E) 118.0 244.0 (GCA) **A** NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	33	3.0°/64/1019	AB	1187-½	200	(200-½)
			CDE	1187-¾	200	(200-¾)
			AB	1219/24	200	(200-½)
	15	3.0°/52/1026	CDE	1219/40	200	(200-¾)
ASR	33		AB	1460-¾	473	(500-¾)
			C	1460-1	473	(500-1)
			D	1460-1¼	473	(500-1¼)
			E	1460-1½	473	(500-1½)
			AB	1520/40	501	(600-¾)
			CD	1520/60	501	(600-1¼)
	15		E	1520-1½	501	(600-1½)
CIR ¹	All Rwy		AB	1520-1	501	(600-1)
			C	1560-1½	541	(600-1½)
			D	1580-2	561	(600-2)
			E	1740-2½	721	(800-2½)

¹Circling not authorized W of Rwy 15-33.

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SAN ANGELO, TX

Amdt. 1, MAR 25, 1999 (FAA)

ELEV 1917

SAN ANGELO RGNL/MATHIS FIELD

RADAR-125.35 354.1 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	HAA	CEIL-VIS	CAT	DA/	HAT/	HAA	CEIL-VIS		
				MDA-VIS	HATH/		MDA-VIS		HATH/					
ASR	36		AB	2460 -1		543	(600-1)	C	2460 -1½		543	(600-1½)		
				D	2460 -1¾	543	(600-1¾)		E	2460 -2	543	(600-2)		
				AB	2480 -1	573	(600-1)		C	2480 -1½	573	(600-1½)		
CIRCLING	18		D	2480 -1¾	573	(600-1¾)	E	2480 -2	573	(600-2)	C	2480 -1½	563	(600-1½)
				AB	2480 -1	563		(600-1)	E	2520 -2¾		603	(700-2¾)	
				D	2480 -2	563		(600-2)						

Category E circling NA west of runway 18-36.

WACO, TX

Amdt. 1A, JUL 2, 2009 (FAA)

ELEV 592

MC GREGOR EXECUTIVE

RADAR- 135.2 352.0 ▽

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	HAA	CEIL-VIS	CAT	DA/	HAT/	HAA	CEIL-VIS
				MDA-VIS	HATH/		MDA-VIS		HATH/			
ASR	17		AB	1020 -1		430	(500-1)	C	1020 -1¾		430	(500-1¾)
				D	NA							
				A	1040 -1	448	(500-1)		B	1060 -1	468	(500-1)
CIRCLING			C	1060 -1½	468	(500-1½)	D	NA				

WACO, TX

Amdt. 4, AUG 05, 2004 (FAA)

ELEV 470

TSTC WACO

RADAR- 135.2 227.125 ▲

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	HAA	CEIL-VIS	CAT	DA/	HAT/	HAA	CEIL-VIS
				MDA-VIS	HATH/		MDA-VIS		HATH/			
ASR	17L		AB	1080 -½		611	(700-½)	C	1080 -1¼		611	(700-1¼)
				D	1080 -1½	611	(700-1½)					
				AB	1080 -1	610	(700-1)		C	1080 -1¾	610	(700-1¾)
CIRCLING			D	1080 -2	610	(700-2)						

When Waco Regional approach control closed, ASR not authorized.

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WACO, TX
WACO RGNL

Amdt. 3, APR 6, 1995 (FAA)

ELEV 516

RADAR- 135.2 227.125 **A**

	RWY GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
			MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS
ASR	19	ABC	880 /24	376 (400-½)	D	880 /50	376 (400-1)
	1	ABC	900 -1	390 (400-1)	D	900 -1¼	390 (400-1¼)
	14	AB	980 -1	468 (500-1)	C	980 -1¼	468 (500-1¼)
		D	980 -1½	468 (500-1½)			
32		AB	1000 -1	484 (500-1)	C	1000 -1¼	484 (500-1¼)
		D	1000 -1½	484 (500-1½)			
		AB	1000 -1	484 (500-1)	C	1000 -1½	484 (500-1½)
CIRCLING		D	1080 -2	564 (600-2)			

Category D S-19 visibility RVR 6000 with inoperative MALSR.

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