

RADAR MINS

21112

N1

RADAR INSTRUMENT APPROACH MINIMUMS

FORT SMITH, AR

Amdt 8D, 20JUN19 (19171) (FAA)

ELEV 469

FORT SMITH RGNL (FSM)

RADAR-1 120.9 343.75 **▽ ▲**

	<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	25		AB	1040/24	594	(600-½)	C	1040/50	594	(600-1)
			D	1040/60	594	(600-1¼)	E	1040-1½	594	(600-1½)
	1		AB	1140-1	692	(700-1)	C	1140-2	692	(700-2)
			D	1140-2¼	692	(700-2¼)	E	1140-2½	692	(700-2½)
	7		AB	1200-½	731	(800-½)	C	1200-1½	731	(800-1½)
			D	1200-1¾	731	(800-1¾)	E	1200-2	731	(800-2)
CIRCLING	ALL RWY		AB	1200-1	731	(800-1)	C	1200-2	731	(800-2)
			D	1200-2¼	731	(800-2¼)	E	1200-2½	731	(800-2½)

When control tower closed ASR not authorized.

Rwy 1 helicopter visibility reduction below ¾ SM not authorized.

Rwy 7 helicopter visibility reduction below ¾ SM not authorized.

Circling CAT E NA when R-2401B active.

Circling NA northwest of Rwy 7 and 19 for CAT E.

For inoperative MALSR, increase S-7 CAT E visibility to 2½ miles, and S-25 CAT E visibility to 2 miles.

HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 13, 19171 USA)

ELEV 1188

RADAR - (E) 120.55 322.4 **▽ ▲** NA

	<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>
ASR	36 ²		AB	1600/40	413	(500-¾)
			CDE	1600/50	413	(500-1)
			AB	1880-1	692	(700-1)
CIR ¹	18-36		CDE	1880-2	692	(700-2)
			AB	1880-1	692	(700-1)
			C	1880-2	692	(700-2)
			D	1920-2¼	732	(800-2¼)
			E	1940-2¾	752	(800-2¾)

When local altimeter setting not received, use Lawton-Ft Sill Rgnl altimeter setting.

¹Circling NA for CAT E W of Rwy 18-36.

²When ALS inop, increase CAT CDE RVR to 60.

22 APR 2021 to 20 MAY 2021

22 APR 2021 to 20 MAY 2021

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

21112

N1

SC-1

RADAR MINS

21112

N2

RADAR INSTRUMENT APPROACH MINIMUMS

LAWTON, OK

Amdt 4A, 10JAN00 (00010) (FAA)

ELEV 1110

LAWTON-FORT SILL RGNL (LAW)

RADAR-1 - 120.55 322.4

	<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	35		ABC	1560-¾	471	(500-¾)	D	1560-1	471	(500-1)
CIRCLING	ALL RWY		AB D	1600-1 1680-2	490 570	(500-1) (600-2)	C	1620-1½	510	(600-1½)

LAWTON, OK

Amdt 1B, 08AUG02 (02220) (FAA)

ELEV 1110

LAWTON-FORT SILL RGNL (LAW)

RADAR-2 - 120.55 322.4

	<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-VS</u>
ASR	17		AB	1620-1	510	(600-1)	CD	1620-1½	510	(600-1½)
CIRCLING	ALL RWY		AB D	1620-1 1680-2	510 570	(600-1) (600-2)	C	1620-1½	510	(600-1½)

OKLAHOMA CITY, OK

Amdt 2A, 07APR11 (11153) (FAA)

ELEV 1299

WILEY POST (PWA)

RADAR-1 124.6 266.8 ▼

	<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	35R		AB D	1840-1 1840-1¾	541 541	(600-1) (600-1¾)	C	1840-1½	541	(600-1½)
CIRCLING	ALL RWY		AB D	1840-1 1880-2	541 581	(600-1) (600-2)	C	1840-1½	541	(600-1½)

22 APR 2021 to 20 MAY 2021

22 APR 2021 to 20 MAY 2021

SC-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

21112

N2

RADAR INSTRUMENT APPROACH MINIMUMS

OKLAHOMA CITY, OK
WILL ROGERS WORLD (OKC)

Amdt 21A, 13OCT16 (20030) (FAA)

ELEV 1296

RADAR-1 124.6 266.8 **▽ ▲**

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	17L		ABCDE	1680/40	393	(400-¾)
	35R		ABCDE	1680/40	386	(400-¾)
	17R		ABCDE	1680/40	398	(400-¾)
	35L		ABCDE	1680/40	404	(400-¾)
CIRCLING	ALL RWY		A	1740-1¼	444	(500-1¼)
			B	1760-1¼	464	(500-1¼)
			C	1960-1¼	664	(700-1¼)
			D	2000-2¼	704	(800-2¼)
			E	2240-3	944	(1000-3)

For inoperative MALSR, increase S-17L, S-17R, and S-35L CAT E visibility to 1¼.

For inoperative ALSF, increase S-35R CAT E visibility to 1¼.

22 APR 2021 to 20 MAY 2021

22 APR 2021 to 20 MAY 2021

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS


21112

N4

RADAR INSTRUMENT APPROACH MINIMUMS

TINKER AFB (KTIK), (Oklahoma City) OK (20086 USAF)

ELEV 1291

RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 323.1 

ASR	<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>
	36 ¹		A	1940/24	649	(700-1/2)
			B	1940/40	649	(700-3/4)
			C	1940/60	649	(700-1 1/4)
			D	1940-1 1/2	649	(700-1 1/2)
			E	1940-1 3/4	649	(700-1 3/4)
	18 ²		A	2000/40	733	(800-3/4)
			B	2000/50	733	(800-1)
			C	2000-1 3/4	733	(800-1 3/4)
			D	2000-2	733	(800-2)
			E	2000-2 1/4	733	(800-2 1/4)
			A	1940-1	649	(700-1)
			B	1940-1 1/4	649	(700-1 1/4)
			C	1940-1 3/4	649	(700-1 3/4)
			D	1980-2 1/4	689	(700-2 1/4)
			E	2040-2 3/4	749	(800-2 3/4)
	18		A	2000-1	709	(800-1)
			B	2000-1 1/4	709	(800-1 1/4)
			C	2000-2	709	(800-2)
			D	2000-2 1/4	709	(800-2 1/4)
			E	2040-2 3/4	749	(800-2 3/4)

¹When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1 1/4 miles, CAT C vis to 1 3/4 miles, CAT D vis to 2 miles, CAT E vis to 2 1/4 miles.

²When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1 1/4 miles, CAT C vis to 2 miles, CAT D vis to 2 1/4 miles, CAT E vis to 2 1/2 miles.

³CAT E circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

22 APR 2021 to 20 MAY 2021

22 APR 2021 to 20 MAY 2021

SC-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

21112

N4

RADAR INSTRUMENT APPROACH MINIMUMS

TULSA, OK

Amdt 18A, 22APR21 (21112) (FAA)

ELEV **678**

TULSA INTL (TUL)

RADAR-1 124.0 338.3 **▽ ▲**

	<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	8		AB	1120-1	449	(500-1)	CDE	1120-1 $\frac{1}{2}$	449	(500-1 $\frac{3}{4}$)	
	18L		AB	1080/24	439	(500- $\frac{1}{2}$)	CDE	1080/40	439	(500- $\frac{3}{4}$)	
	18R		AB	1080-1	413	(500-1)	CD	1080-1 $\frac{1}{2}$	413	(500-1 $\frac{1}{2}$)	
			E	NA							
	26		AB	1160- $\frac{1}{2}$	508	(600-1)	CDE	1160-1	508	(600-1)	
	36L		AB	1180-1	502	(600-1)	CD	1180-1 $\frac{1}{2}$	502	(600-1 $\frac{3}{4}$)	
			E	NA							
	36R		AB	1140/24	490	(500- $\frac{1}{2}$)	CDE	1140/50	490	(500-1)	
	☐ CIRCLIN G ALL RWY			AB	1180-1	502	(600-1)	C	1500-2 $\frac{1}{2}$	822	(900-2 $\frac{1}{2}$)
				D	1520-2 $\frac{3}{4}$	842	(900-2 $\frac{3}{4}$)	E	1520-3	842	(900-3)

Circling NA for CAT E South of runway 8-26.
Rwy 18R helicopter visibility reduction below $\frac{3}{4}$ SM NA.

22 APR 2021 to 20 MAY 2021

22 APR 2021 to 20 MAY 2021

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