

RADAR INSTRUMENT APPROACH MINIMUMS

FORT SMITH, AR

Amdt 9, 15JUN23 (23166) (FAA)

ELEV 469

FORT SMITH RGNL (FSM)

RADAR-1 120.9 343.75 

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	26		AB	1020-24	572	(600-½)	CDE	1020-1¼	572	(600-1¼)
	8		AB	1200-½	731	(800-½)	CDE	1200-1⅝	731	(800-1⅝)
	2		A CDE	1200-1 1200-2	751 751	(800-1) (800-2)	B	1200-1¼	751	(800-1¼)
 CIRCLING ALL RWY			A	1200-1	731	(800-1)	B	1200-1½	731	(800-1½)
			C	1400-2¾	931	(1000-2¾)	DE	1400-3	931	(1000-3)

Circling CAT E NA when R-2401B active.
Circling NA for Cat E north of Rwy 8 and west of Rwy 20.
For inop ALS, increase ASR-08 CAT A and B visibility to 1 SM, CAT E visibility to 2 SM, and S-26 CAT E visibility to 1¼ SM.
Rwy 2 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 20 NA at night.

HENRY POST AAF (FORT SILL) (KFSI), Fort Sill, OK Amdt 14 10AUG23 (23222) (USA)

RADAR - (E) 120.55 322.4 

ELEV 1188

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	36 ¹		AB	1600/40	413	(500-¾)
			CDE	1600/50	413	(500-1)
	18		AB	1880-1	692	(700-1)
			CDE	1880-2	692	(700-2)
CIR ²	18-36		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.
¹When ALS inop, increase CAT CDE RVR to 60.
²Circling NA for CAT E W of Rwy 18-36.

07 SEP 2023 to 05 OCT 2023

07 SEP 2023 to 05 OCT 2023

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

LAWTON, OK
RADAR-1 - 120.55 322.4

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

ELEV 1110

LAWTON-FORT SILL RGNL (LAW)

	<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
RADAR-2 - 120.55 322.4

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

ELEV 1110

LAWTON-FORT SILL RGNL (LAW)

	<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
WILEY POST (PWA)
RADAR-1 124.6 266.8

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

ELEV 1299

WILEY POST (PWA)

	<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)

07 SEP 2023 to 05 OCT 2023

07 SEP 2023 to 05 OCT 2023

RADAR INSTRUMENT APPROACH MINIMUMS

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OKLAHOMA CITY, OK
WILL ROGERS WORLD (OKC)
RADAR-1 124.6 266.8 

Amdt 21A, 13OCT16 (20030) (FAA) ELEV 1296

	<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.

07 SEP 2023 to 05 OCT 2023

07 SEP 2023 to 05 OCT 2023

RADAR INSTRUMENT APPROACH MINIMUMS

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TINKER AFB (KTIK), (Oklahoma City) OK (20086 USAF)
RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 323.1 

ELEV 1291

	<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	36 ¹		A	1940/24	649	(700-½)
			B	1940/40	649	(700-¾)
			C	1940/60	649	(700-1¼)
			D	1940-1½	649	(700-1½)
			E	1940-1¼	649	(700-1¼)
	18 ²		A	2000/40	733	(800-¾)
			B	2000/50	733	(800-1)
			C	2000-1¾	733	(800-1¾)
			D	2000-2	733	(800-2)
			E	2000-2¼	733	(800-2¼)
CIR ³	36		A	1940-1	649	(700-1)
			B	1940-1¼	649	(700-1¼)
			C	1940-1¾	649	(700-1¾)
			D	1980-2¼	689	(700-2¼)
			E	2040-2¾	749	(800-2¾)
	18		A	2000-1	709	(800-1)
			B	2000-1¼	709	(800-1¼)
			C	2000-2	709	(800-2)
			D	2000-2¼	709	(800-2¼)
			E	2040-2¾	749	(800-2¾)

¹When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
²When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, CAT E vis to 2½ miles.
³CAT E circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

07 SEP 2023 to 05 OCT 2023

07 SEP 2023 to 05 OCT 2023

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

TULSA, OK
TULSA INTL (TUL)
RADAR-1 124.0 338.3 

Amdt 19, 19MAY22 (22139) (FAA)

ELEV 678

	<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	18L		AB	1040/24	399	(400-½)	CDE	1040/35	399	(400-¾)
	18R		ABCD	1040-1	372	(400-1)	E	NA		
	26		ABCDE	1080-¾	428	(500-¾)				
	8		AB	1080-1	409	(500-1)	CDE	1080-1½	409	(500-1½)
	36R		AB	1120/24	470	(500-½)	CDE	1120/50	470	(500-1)
	36L		AB	1180-1	502	(600-1)	CD	1180-1½	502	(600-1¾)
			E	NA						
 CIRCLING	ALL RWY		AB	1180-1	502	(600-1)	C	1500-2½	822	(900-2½)
			D	1520-2¾	842	(900-2¾)	E	1520-3	842	(900-3)

Circling NA for CAT E south of Rwy 8-26.
For inop ALS increase ASR S-18L CAT E visibility to RVR 6000.
For inop ALS increase ASR S-26 CAT A/B visibility to 1 SM, and CAT E visibility to 1¼ SM.
For inop ALS increase ASR S-36R CAT C/D/E visibility to 1¾ SM.

07 SEP 2023 to 05 OCT 2023

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