

# RADAR MINS

24137

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

### FORT SMITH, AR

Amdt 9, 15JUN23 (24137) (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	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	1200-1	751	(800-1)	B	1200-1¼	751	(800-1¼)
			CDE	1200-2	751	(800-2)				
<b>C</b> 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 15 18APR24

ELEV 1188

(24109) (USA)

RADAR - (E) 120.55 322.4 **▽**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATh/</u>	<u>CEIL-VIS</u>
ASR	36 <sup>1</sup>		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)
<b>C</b> CIR <sup>2</sup>	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.

<sup>1</sup>When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1⅝ miles.

<sup>2</sup>Circling NA for CAT E W of Rwy 18-36.

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## 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)

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## RADAR INSTRUMENT APPROACH MINIMUMS

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**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	<b>1680/40</b>	393	(400-¾)
	35R		ABCDE	<b>1680/40</b>	386	(400-¾)
	17R		ABCDE	<b>1680/40</b>	398	(400-¾)
	35L		ABCDE	<b>1680/40</b>	404	(400-¾)
CIRCLING	ALL RWY		A	<b>1740-1¼</b>	444	(500-1¼)
			B	<b>1760-1¼</b>	464	(500-1¼)
			C	<b>1960-1¼</b>	664	(700-1¼)
			D	<b>2000-2¼</b>	704	(800-2¼)
			E	<b>2240-3</b>	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.

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**RADAR INSTRUMENT APPROACH MINIMUMS**

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

ELEV 1291

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

	<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 <sup>1</sup>		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	(700-1¾)
	18 <sup>2</sup>		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 <sup>3</sup>	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)

<sup>1</sup>When 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.

<sup>2</sup>When 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.

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

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**RADAR INSTRUMENT APPROACH MINIMUMS**

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**TULSA, OK**

Amdt 19, 19MAY22 (22139) (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	18L		AB	<b>1040/24</b>	399	(400-½)	CDE	<b>1040/35</b>	399	(400-¾)
	18R		ABCD	<b>1040-1</b>	372	(400-1)	E	<b>NA</b>		
	26		ABCDE	<b>1080-¾</b>	428	(500-¾)				
	8		AB	<b>1080-1</b>	409	(500-1)	CDE	<b>1080-1½</b>	409	(500-1½)
	36R		AB	<b>1120/24</b>	470	(500-½)	CDE	<b>1120/50</b>	470	(500-1)
	36L		AB	<b>1180-1</b>	502	(600-1)	CD	<b>1180-1¾</b>	502	(600-1¾)
			E	<b>NA</b>						
<b>ⓐ</b>	CIRCLING	ALL RWY	AB	<b>1180-1</b>	502	(600-1)	C	<b>1500-2½</b>	822	(900-2½)
			D	<b>1520-2¾</b>	842	(900-2¾)	E	<b>1520-3</b>	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.

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