

# RADAR MINS

21140

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

### FORT SMITH, AR

Amdt 8E, 20MAY21 (21140) (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	1400-2¾	931	(1000-2¾)
			DE	1400-3	931	(1000-3)				

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</u>	<u>CEIL-VIS</u>
ASR	36 <sup>2</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)
CIR <sup>1</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>Circling NA for CAT E W of Rwy 18-36.

<sup>2</sup>When ALS inop, increase CAT CDE RVR to 60.

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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

### OKLAHOMA CITY, OK

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

ELEV 1296

### WILL ROGERS WORLD (OKC)

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.

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**RADAR INSTRUMENT APPROACH MINIMUMS**

**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/ 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	1940-1¾	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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**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 $\frac{3}{8}$	449	(500-1 $\frac{3}{8}$ )
	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 $\frac{1}{8}$	413	(500-1 $\frac{1}{8}$ )
			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 $\frac{1}{8}$	502	(600-1 $\frac{1}{8}$ )
			E	NA						
	36R		AB	1140/24	490	(500- $\frac{1}{2}$ )	CDE	1140/50	490	(500-1)
<b>C</b>	CIRCLING 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.

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