

RADAR INSTRUMENT APPROACH MINIMUMS

FORT SMITH, AR

Amdt 9, 15JUN23 (24137) (FAA)

ELEV 469

FORT SMITH RGNL (FSM)

RADAR-1 120.9 343.75 

|          | RWY     | GP/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HAA | CEIL-VIS  | CAT | DA/<br>MDA-VIS | HAT/<br>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   | 1200-1         | 751         | (800-1)   | B   | 1200-1¼        | 751         | (800-1¼) |
|          |         |            | CDE | 1200-2         | 751         | (800-2)   |     |                |             |          |
| 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 

|                                                                                                    | RWY             | GP/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |
|----------------------------------------------------------------------------------------------------|-----------------|------------|-----|----------------|----------------------|----------|
| 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)  |
|  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 1½ miles.  
<sup>2</sup>Circling NA for CAT E W of Rwy 18-36.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

26246

N2

RADAR INSTRUMENT APPROACH MINIMUMS

LAWTON, OK

Amdt 4B, 03SEP26 (26246) (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><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u>     | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|----------|------------|-------------------|------------|------------------------------|---------------------------|---------------------|------------|------------------------------|---------------------------|-----------------|
| ASR      | 35         |                   | AB         | 1560-½                       | 471                       | (500-½)             | CD         | 1560-1                       | 471                       | (500-1)         |
| CIRCLING | ALL RWY    |                   | AB<br>D    | 1620-1<br>1820-2¼            | 510<br>710                | (600-1)<br>(800-2¼) | C          | 1820-2                       | 710                       | (800-2)         |

For inop ALS, increase S-35 Cat C and D visibility to 1½ SM.

LAWTON, OK

Amdt 1C, 03SEP26 (26246) (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><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u>     | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><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<br>D    | 1620-1<br>1820-2¼            | 510<br>710                | (600-1)<br>(800-2¼) | C          | 1820-2                       | 710                       | (800-2)        |

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><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u>     | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|----------|------------|-------------------|------------|------------------------------|---------------------------|---------------------|------------|------------------------------|---------------------------|-----------------|
| ASR      | 35R        |                   | AB<br>D    | 1840-1<br>1840-1½            | 541<br>541                | (600-1)<br>(600-1½) | C          | 1840-1½                      | 541                       | (600-1½)        |
| CIRCLING | ALL RWY    |                   | AB<br>D    | 1840-1<br>1880-2             | 541<br>581                | (600-1)<br>(600-2)  | C          | 1840-1½                      | 541                       | (600-1½)        |

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SC-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

26246

N2

RADAR INSTRUMENT APPROACH MINIMUMS

OKLAHOMA CITY, OK

Amdt 21A, 13OCT16 (24305) (FAA)

ELEV 1296

OKC WILL ROGERS INTL (OKC)

RADAR-1 124.6 266.8 

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>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

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>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/<br/>MDA-VIS</u> | <u>HAT/<br/>HAT<sub>h</sub>/<br/>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                                      | (700-1¼)        |
|                  | 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

RADAR INSTRUMENT APPROACH MINIMUMS

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/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>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         | 1180-1¾                      | 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.

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