

RADAR MINS

N1

09267

RADAR INSTRUMENT APPROACH MINIMUMS

ALTUS AFB (KLTS), OK (Amdt 2, 09267 USAF)

ELEV 1382

RADAR¹ - Ctc APP CON (E) 125.1 257.725 ▽

	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
ASR ²	17R ³⁴		AB	1740/24	361	(400-½)
			CDE	1740/40	361	(400-¾)
	17L ³⁴		AB	1740/24	358	(400-½)
			CDE	1740/40	358	(400-¾)
			AB	1740/24	378	(400-½)
			CDE	1740/40	378	(400-¾)
	35R ⁴		AB	1760/24	407	(400-½)
			CD	1760/40	407	(400-¾)
			E	1760/50	407	(400-1)
CIR ⁵	All Rwy		A	1780-1	398	(400-1)
			B	1840-1	458	(500-1)
			C	1840-1½	458	(500-1½)
			D	1940-2	558	(600-2)
			E	1980-2	598	(600-2)

¹Opr 1600-0600Z++ wkd,clsd wkend and hol. ²No-NOTAM preventive maint sked: ASR 1100-1315++ Mon-Fri. ³Stepdown fix 2 NM fr rwy thld. ⁴When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. ⁵When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. ⁶Circling not authorized W of Rwy 17R-35L.

FAYETTEVILLE, AR

Orig-A, APR 21, 1997 (FAA)

ELEV 1251

DRAKE FIELD

RADAR- 121.0 244.57 ▽

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	DA/	HAT/	CEIL-VIS	
				MDA-VIS	HAA		CAT	MDA-VIS		HAA
ASR	16		A	2060-1	809	(900-1)	B	2060-1¼	809	(900-1¼)
			C	2060-2¼	809	(900-2¼)	D	2060-2½	809	(900-2½)
CIRCLING			A	2060-1	809	(900-1)	B	2060-1¼	809	(900-1¼)
			C	2060-2¼	809	(900-2¼)	D	2300-3	1049	(1100-3)

Circling NA East of runway 16-34.
Inoperative table does not apply.

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FORT SMITH, AR

Amdt 8B, AUG 28, 2008 (FAA)

ELEV 469

FORT SMITH RGNL

RADAR - 120.9 343.75 ▽ ▲

	RWY	GS/TCH/RPI	HAT/ HATH/			HAT/ HATH/		
			CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS
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			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. Circling to Rwy 1 NA at night.
Circling Cat E NA when R-2401B active.

HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA)

ELEV 1187

RADAR - (E) 120.55 322.4 ▲ NA

	RWY	GS/TCH/RPI	HAT/ HATH/			CEIL-VIS
			CAT	MDA-VIS	HAA	
PAR	35	3.0°/48/918	AB	1388/24	200	(200-½)
			CDE	1388/40	200	(200-¾)
			ABCDE	1388-¾	200	(200-¾)
ASR	17	3.0°/42/809	ABC	1540/40	352	(400-¾)
			DE	1540/50	352	(400-1)
	17		AB	1660-1	472	(500-1)
			C	1660-1¼	472	(500-1¼)
			D	1660-1½	472	(600-1½)
			E	1660-1¾	472	(500-1¾)
CIR ¹	17-35		AB	1680-1	492	(500-1)
			C	1680-1½	492	(500-1½)
			D	1740-2	552	(600-2)
			E	1780-2	592	(600-2)

¹Cat E cir not auth W of Rwy 17-35.

LAWTON, OK

AMDT.4A, JAN 10, 2000 (FAA)

ELEV 1110

LAWTON-FORT SILL RGNL

RADAR 1 - 120.55 322.4

	RWY	GS/TCH/RPI	HAT/ HATH/			HAT/ HATH/		
			CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS
ASR	35		ABC	1560-¾	471 (500-¾)	D	1560-1	471 (500-1)
CIRCLING			AB	1600-1	490 (500-1)	C	1620-1½	510 (600-1½)
			D	1680-2	570 (600-2)			

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LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA)

ELEV 1110

LAWTON-FORT SILL RGNL

RADAR 2 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR	17		AB	1620-1	510	(600-1)	CD	1620-1½	510	(600-1½)
CIRCLING			AB	1620-1	510	(600-1)	C	1620-1½	510	(600-1½)
			D	1680-2	570	(600-2)				

LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA)

ELEV 262

ADAMS FIELD

RADAR-1 - 135.4 291.775 353.6 ▽ ▲

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR	4R		ABC	720/40	460	(500-¾)	D	720/50	460	(500-1)
	4L		AB	780/40	522	(500-¾)	C	780/50	522	(600-1)
			D	780/60	522	(600-1¼)				
18			AB	720-1	462	(500-1)	C	720-1¼	462	(500-1¼)
			D	720-1½	462	(700-1½)				
22R			AB	740/24	478	(500-½)	C	740/40	478	(500-¾)
			D	740/50	478	(500-1)				
22L			AB	740/40	480	(500-¾)	C	740/60	480	(500-1¼)
			D	740-1½	480	(500-1½)				
36			AB	780-1	523	(600-1)	C	780-1½	523	(600-1½)
			D	780-1¾	523	(600-1¾)				
CIRCLING			AB	780-1	518	(600-1)	C	880-1¾	618	(700-1¾)
			D	1180-3	918	(1000-3)				

For inoperative MALSR increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA)

ELEV 1299

WILEY POST

RADAR - 124.6 266.8 ▽

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR	35R		AB	1840-1	541	(600-1)	C	1840-1½	541	(600-1½)
			D	1840-1¾	541	(600-1¾)				
CIRCLING			AB	1840-1	541	(600-1)	C	1840-1½	541	(600-1½)
			D	1880-2	581	(600-2)				

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OKLAHOMA CITY, OK

Amdt. 20A, OCT 30, 2002 (FAA)

ELEV 1295

WILL ROGERS WORLD

RADAR - 124.6 266.8 **▲**

RWY	GS/TCH/RP	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
			DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR 35R	ABC		1680/40	386	(400-¾)	DE	1680/50	386	(400-1)
17L	ABCDE		1680/60	394	(400-1¼)				
17R	ABC		1680-¾	398	(400-¾)	DE	1680-1	398	(400-1)
35L	ABCDE		1680-1¼	403	(400-1¼)				
CIRCLING	AB		1760-1¼	465	(500-1¼)	C	1760-1½	465	(500-1½)
	D		1860-2	565	(600-2)	E	2240-3	945	(1000-3)

Category D,E S-17R visibility increased ¼ mile for inoperative MALSR.

Category D,E S-35R visibility increased to RVR 6000 for inoperative ALSF.

TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF)

ELEV 1291

RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 **▽**

RWY	GS/TCH/RPI	CAT	HAT/ HATH/		
			DH/ MDA-VIS	HAA	CEIL-VIS
ASR 35 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	1940-1¾	649	(700-1¾)
17 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 35		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)
17		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, and CAT E vis to 2½ miles. ³CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

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RADAR INSTRUMENT APPROACH MINIMUMS

TULSA, OK

Amdt.17D, MAY 16, 2000 (FAA)

ELEV 677

TULSA INTL

RADAR - 124.0 338.3 ▽

	RWY	GS/TCH/RP	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
ASR	26			AB	1060-1	409 (400-1)	CD	1060-1¼	409	(400-1¼)
				E	1060-1½	409 (400-1½)				
	18R			AB	1080-1	413 (500-1)	CD	1080-1¼	413	(500-1¼)
				E	NA					
	18L			AB	1080/24	439 (500-½)	C	1080/40	439	(500-¾)
				DE	1080/50	439 (500-1)				
	8			AB	1120-1	449 (500-1)	C	1120-1¼	449	(500-1¼)
				DE	1120-1½	449 (500-1½)				
	36R			AB	1140/24	490 (500-½)	C	1140/40	490	(500-¾)
				DE	1140/50	490 (500-1)				
36L			AB	1180-1	503 (600-1)	CD	1180-1½	503	(600-1½)	
			E	NA						
CIRCLING				AB	1180-1	503 (600-1)	C	1180-1½	503	(600-1½)
				D	1300-2	623 (700-2)		E	1300-2¼	623 (700-2¼)

Category E circling not authorized south of runway 8-26.

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