


LOC I-LAW <u>109.1</u>	APP CRS 351°	Rwy Idg 8599 TDZE 1089 Apt Elev 1110
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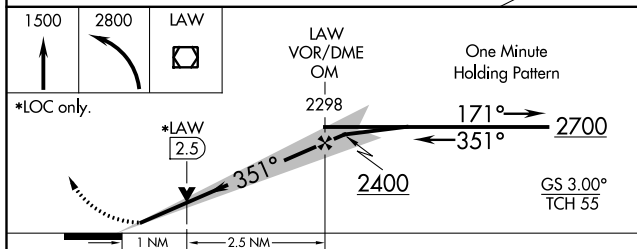
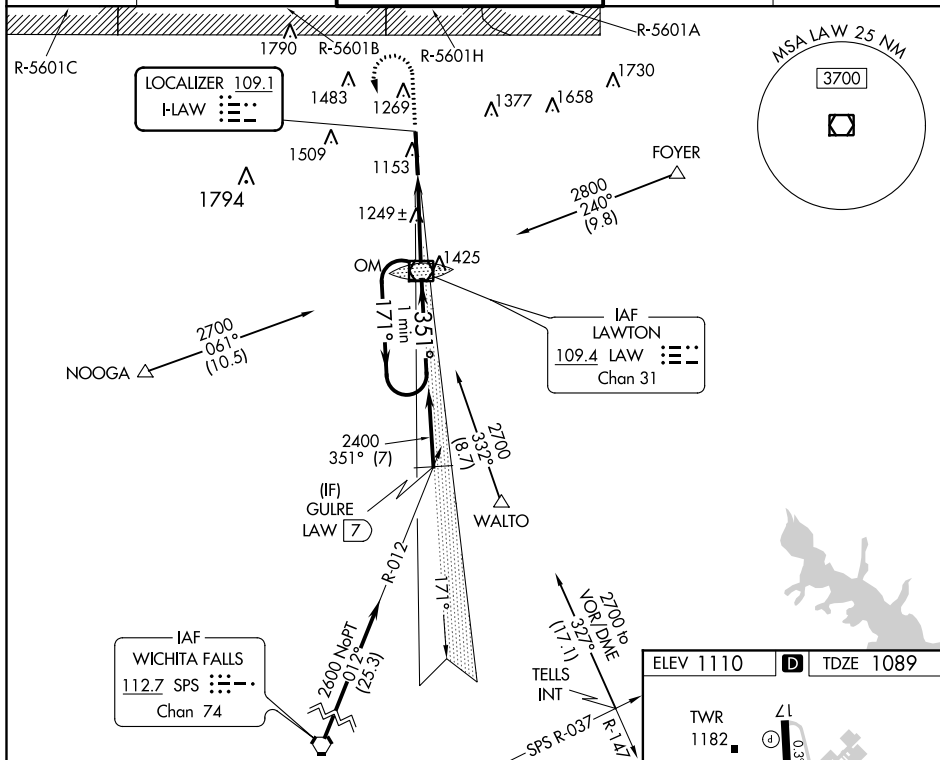
ILS or LOC RWY 35
LAWTON-FORT SILL RGNL (LAW)


<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> <div style="border: 1px solid black; padding: 2px; text-align: center;">T</div> <div style="border: 1px solid black; padding: 2px; text-align: center;">A</div> <div style="margin-top: 5px;">ASR</div> </div> <div> Autopilot coupled approach NA below 2000. For inop ALS, increase S-LOC 35 Cat C/D visibility to 1½ SM </div> </div>	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> <div style="border: 1px solid black; padding: 2px; text-align: center;">MALSR</div> <div style="border: 1px solid black; padding: 2px; text-align: center;">AS</div> </div>  </div>
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MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct LAW VOR/DME, continue climb-in-hold to 2800.

ATIS 120.75	FORT SILL APP CON 120.55 322.4	LAWTON TOWER ★ 119.9 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 35	1289- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 35	1500- $\frac{1}{2}$ 411 (400- $\frac{1}{2}$)		1500- $\frac{3}{4}$ 411 (400- $\frac{3}{4}$)	
 CIRCLING	1620-1	510 (600-1)	1820-2 710 (800-2)	1820-2 $\frac{1}{4}$ 710 (800-2 $\frac{1}{4}$)

