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Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Ardmore OK USA
IATA Code: ADM
Lat/Long: N34° 18.3' W097° 01.2'
Elevation: 777 ft

Airport Use: Public
Magnetic Variation: 4.0°E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1300 Z
Sunset: 0022 Z,

Runway Information

Runway: 13
Length x Width: 9001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 777 ft
Lighting: Edge, Pilot controlled

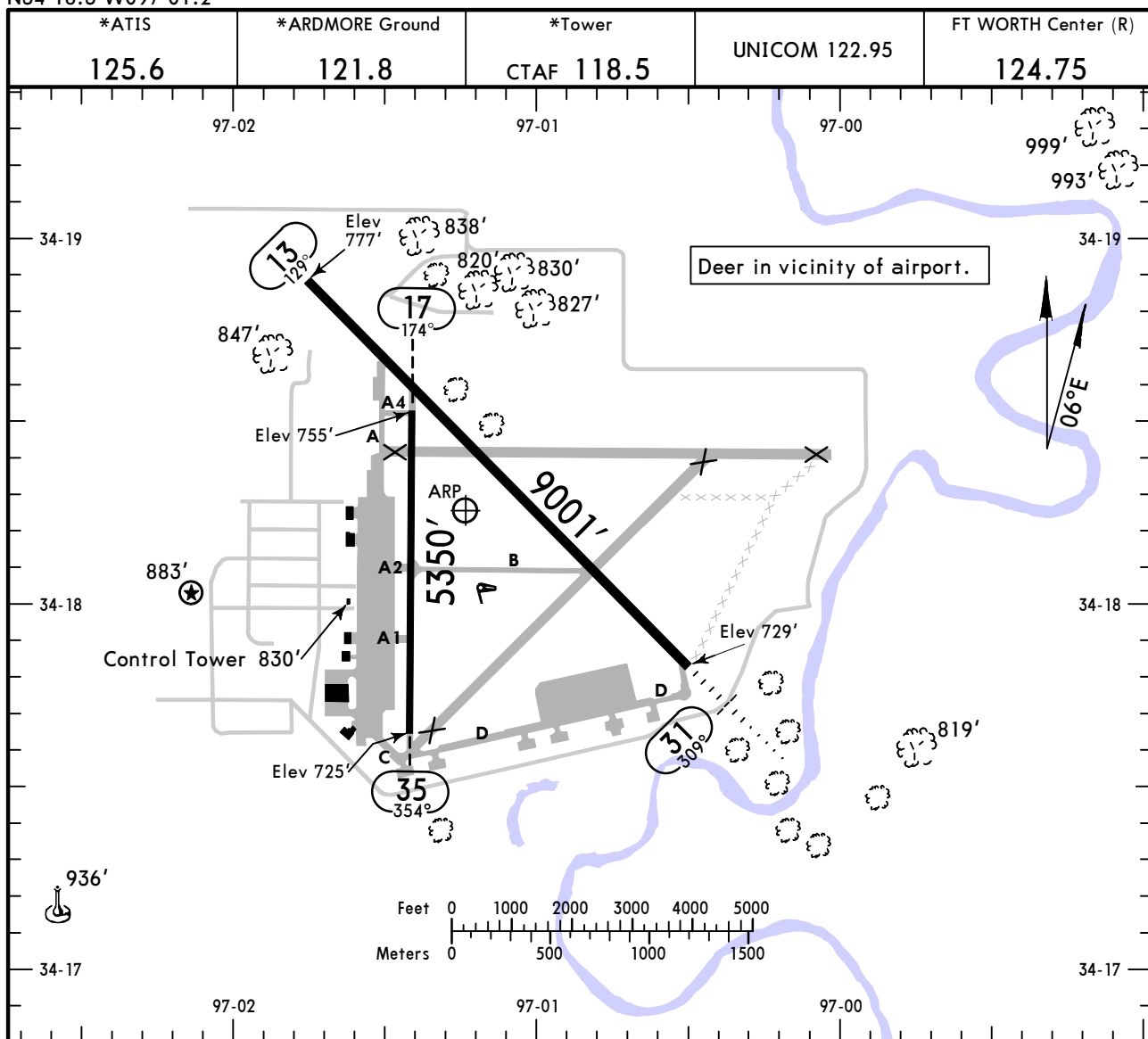
Runway: 17
Length x Width: 5350 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 755 ft
Lighting: Edge, Pilot controlled

Runway: 31
Length x Width: 9001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 733 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 5350 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 727 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 125.6
Ardmore Tower 118.5 CTAF PCL
Ardmore Ground Control 121.8
Ardmore Mun Unicom 122.95
MC Alester Flight Service Station 122.55 RCO
FT Worth Center 124.75 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
13	① HIRL PAPI-L (angle 3.00°)				150'
31	① HIRL ① MALSR VASI-L		7997'		
17	MIRL				100'
35					

① Activate on 118.5.

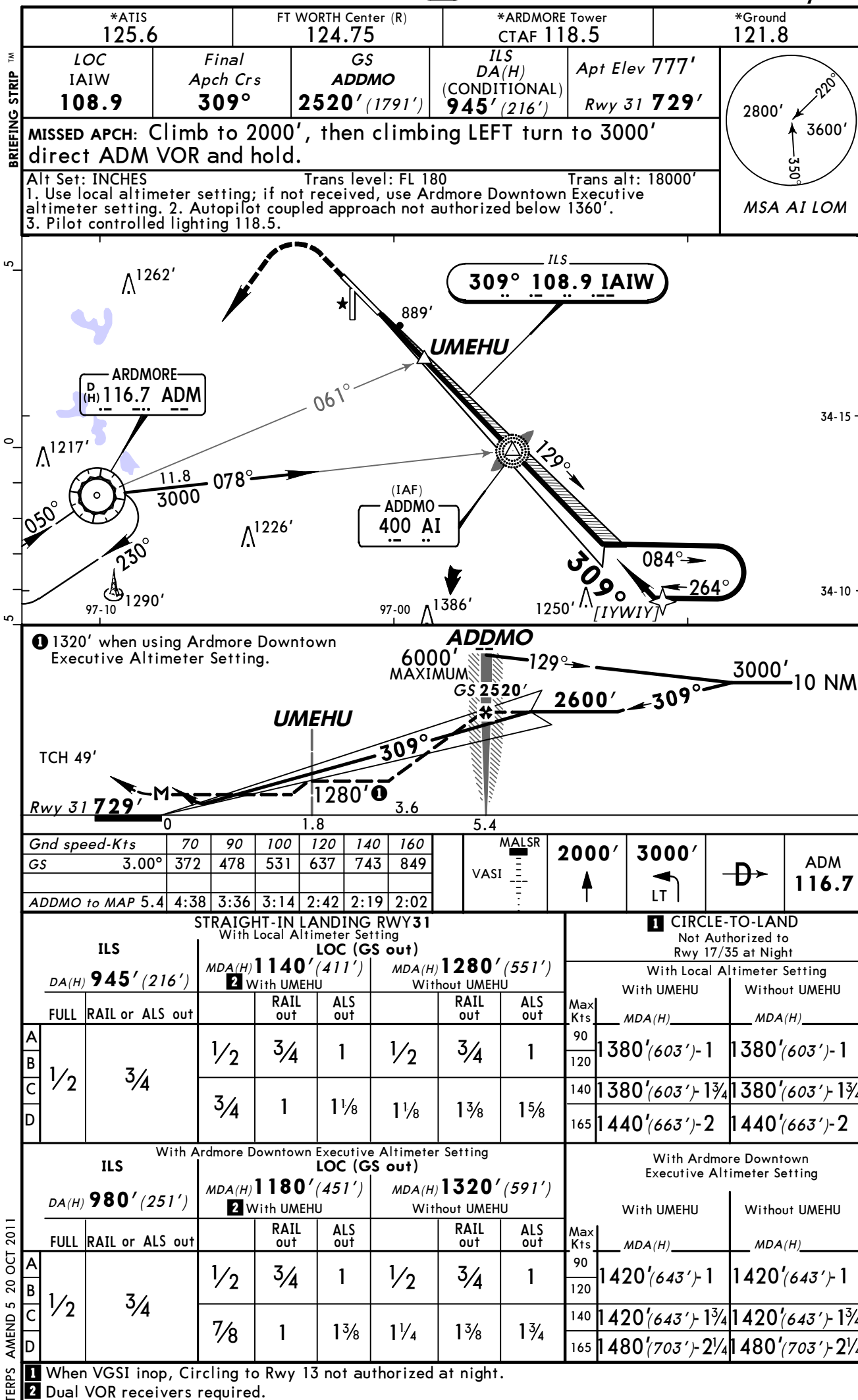
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

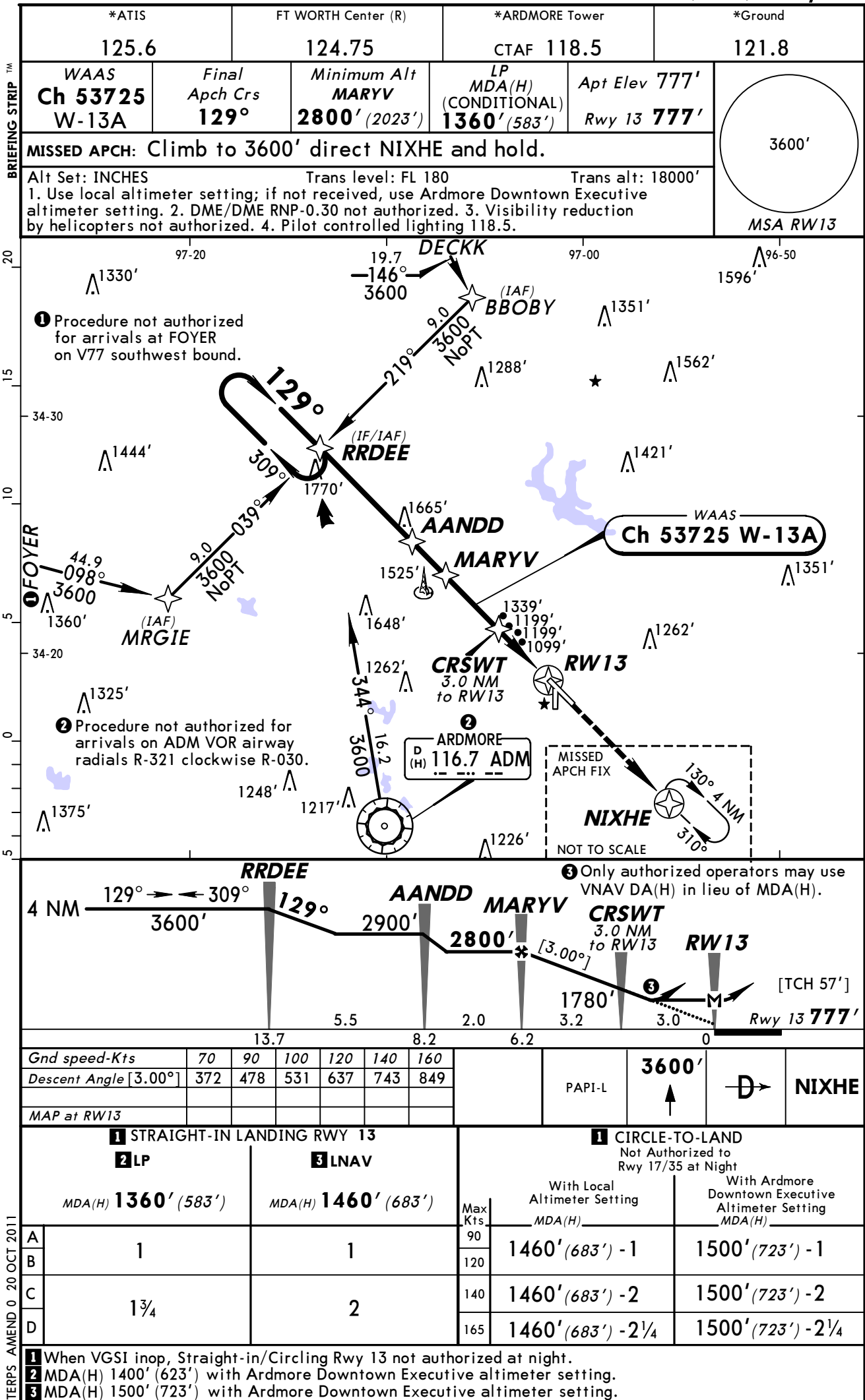
	Rwy 17		Rwy 31		Rwy 13			Rwy 35		
	Adequate Vis Ref	STD	With Mim climb of 330' /NM to 1200'		With Mim climb of 330' /NM to 1000'		Other	With Mim climb of 250' /NM to 1300'		Other
			Adequate Vis Ref	STD	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	1/4	1	300-1	1/4	1	400-2½
3 & 4 Eng		1/2		1/2		1/2			1/2	

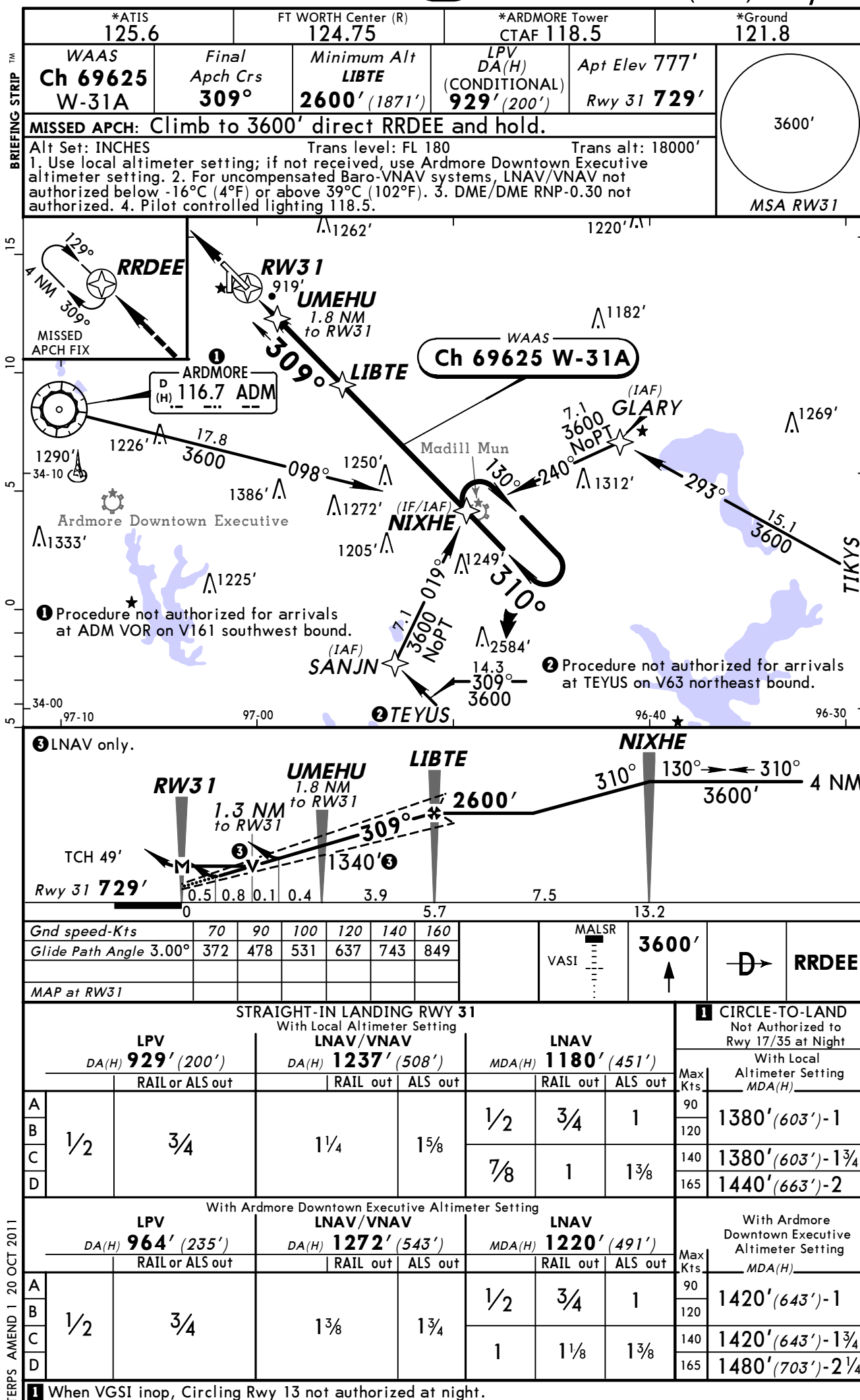
OBSTACLE DP: Rwy 35, climb heading 354° to 1400' before proceeding on course.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating		Authorized Only When Local Weather Available		VOR-B
	ILS Rwy 31	LOC Rwy 31	RNAV (GPS) Rwy 31	RNAV (GPS) Rwy 13	
A	700-2	800-2	800-2	800-2	800-2
B				800-2 1/4	800-2 1/2
C					
D					







ARDMORE, OKLA
VOR-B

BRIEFING STRIP™5

TERPS 1 **AMEND**

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General Information

Location: Clinton OK USA
IATA Code: CSM
Lat/Long: N35° 20.4' W099° 12.0'
Elevation: 1922 ft

Airport Use: Public
Magnetic Variation: 5.3°E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 778 ft AGL

Sunrise: 1309 Z
Sunset: 0030 Z,

Runway Information

Runway: 17L
Length x Width: 5193 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1906 ft

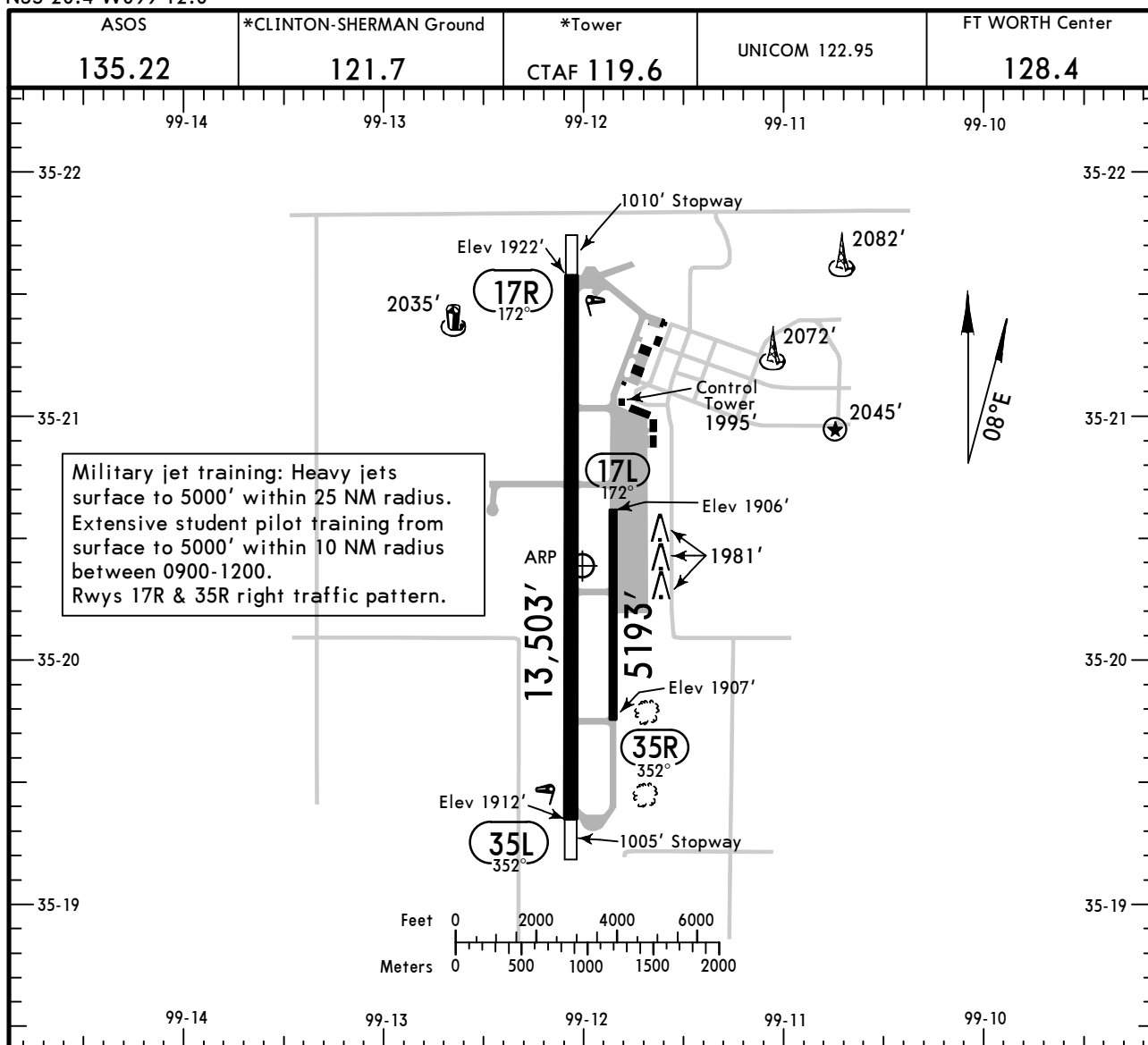
Runway: 17R
Length x Width: 13503 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1922 ft
Lighting: Edge, Pilot controlled
Stopway: 1005 ft

Runway: 35L
Length x Width: 13503 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1913 ft
Lighting: Edge, Pilot controlled
Stopway: 1010 ft

Runway: 35R
Length x Width: 5193 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1907 ft

Communication Information

ASOS 135.225
Clinton-Sherman Tower 119.6 CTAF PCL
Clinton-Sherman Ground Control 121.7
Clinton-Sherman Unicom 122.95
FT Worth Center 128.4 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
17R	① HIRL (non-std) PAPI-L (angle 3.00°)		12,453'		② 300'
35L	① HIRL (non-std) PAPI-L (angle 3.00°)				
17L	③ 35R				75'

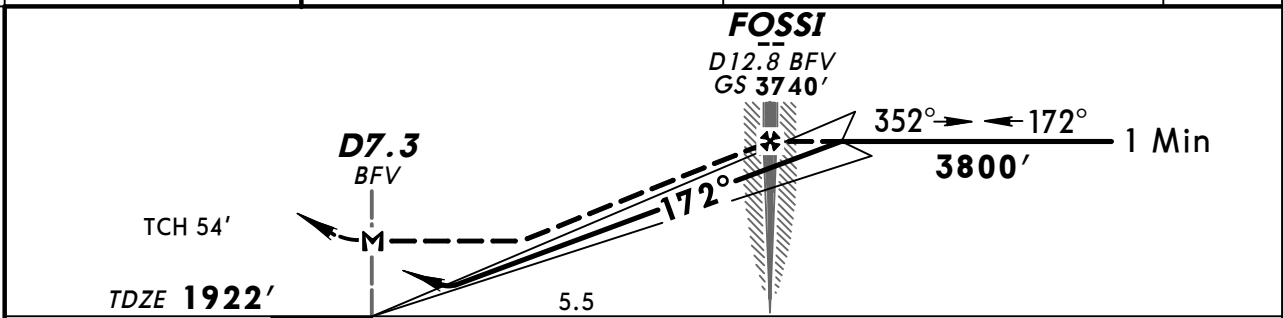
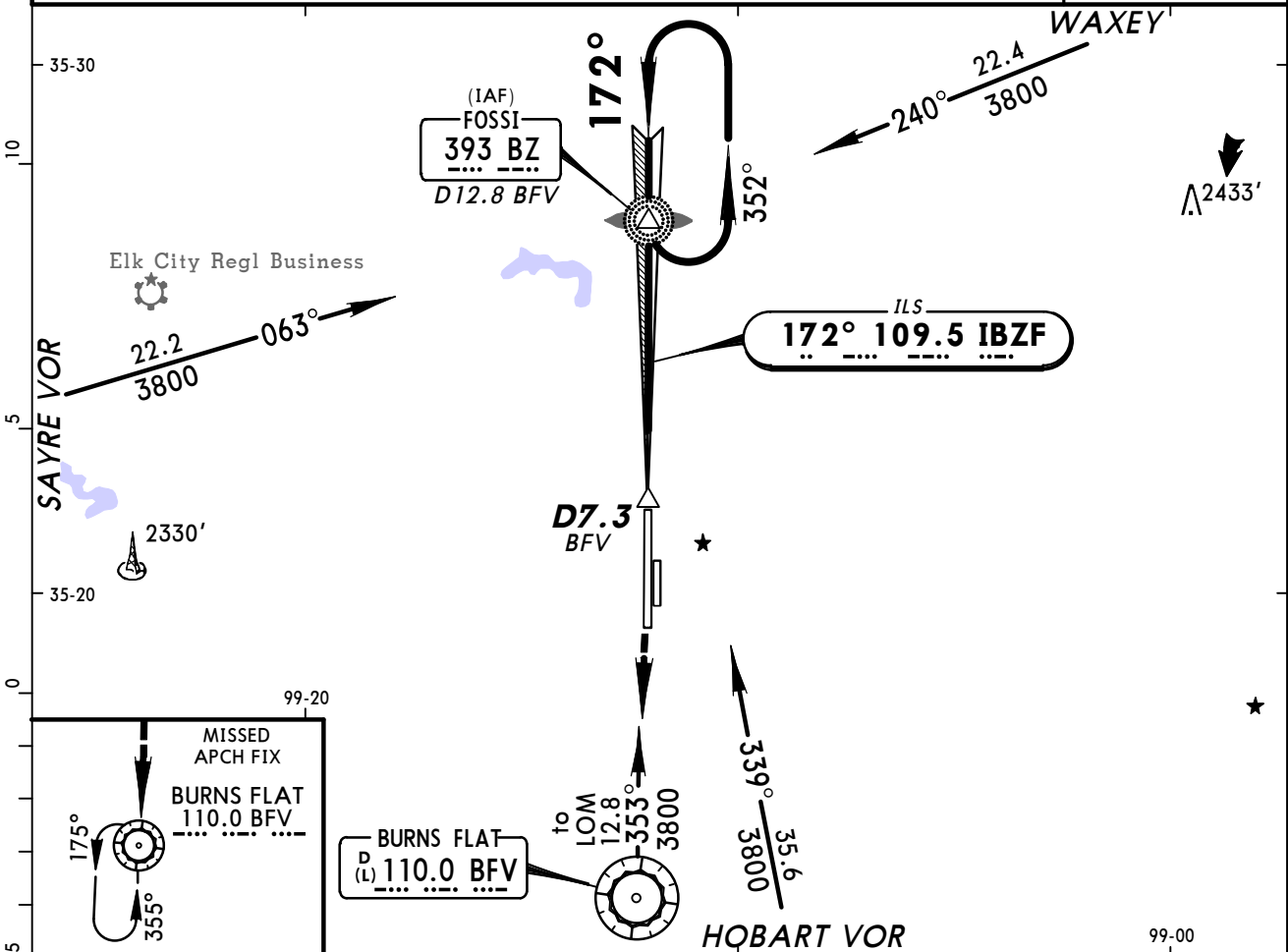
① Activate on 119.6.

② Marked 150' wide, lighted 300' wide.

③ VFR daylight use only.

TAKE-OFF			FOR FILING AS ALTERNATE		
	All Rwys		Authorized Only When Twr Operating		Authorized Only When Local Weather Available
	Adequate Vis Ref	STD	ILS Rwy 17R	LOC Rwy 17R VOR Rwy 35L	RNAV (GPS) Rwy 17R RNAV (GPS) Rwy 35L
1 & 2 Eng	1/4	1	600-2	800-2	800-2
3 & 4 Eng		1/2			

BRIEFING STRIP™	ASOS 135.22		FT WORTH Center 128.4		*CLINTON-SHERMAN Tower CTAF 119.6		*Ground 121.7	
	LOC IBZF 109.5	Final Apch Crs 172°	GS FOSSI 3740' (1818')	ILS DA(H) (CONDITIONAL) 2122' (200')	Apt Elev 1922' TDZE 1922'		4100' MSA BZ LOM	
	MISSED APCH: Climb to 3200' direct BFV VOR and hold.							
	Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		3200'		BFV 110.0
GS	3.00°	377	484	538	646	753					
MAP at D7.3 BFV or LOM to MAP	5.5	4:43	3:40	3:18	2:45	2:21					

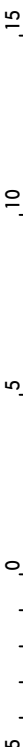
STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND			
1 ILS		LOC (GS out)		Not Authorized East of Rwy 17R-35L			
DA(H)	2122' (200')	MDA(H)	2240' (318')	MDA(H)	2340' (418')	When Twr Operating	With Hobart Regl Altimeter Setting
When Twr Operating		When Twr Operating		When Twr Operating		When Twr Operating	With Hobart Regl Altimeter Setting
A				Max Kts		MDA(H)	MDA(H)
B				90		2400' (478') - 1	2500' (578') - 1
C	3/4	1		120		2400' (478') - 1 1/2	2500' (578') - 1 1/2
D				140		2400' (478') - 1 1/2	2500' (578') - 1 1/2
				165		2480' (558') - 2	2500' (578') - 2

1 DA(H) 2223' (301') with Hobart Regl altimeter setting.

CHANGES: MM decommissioned, PAPI added.

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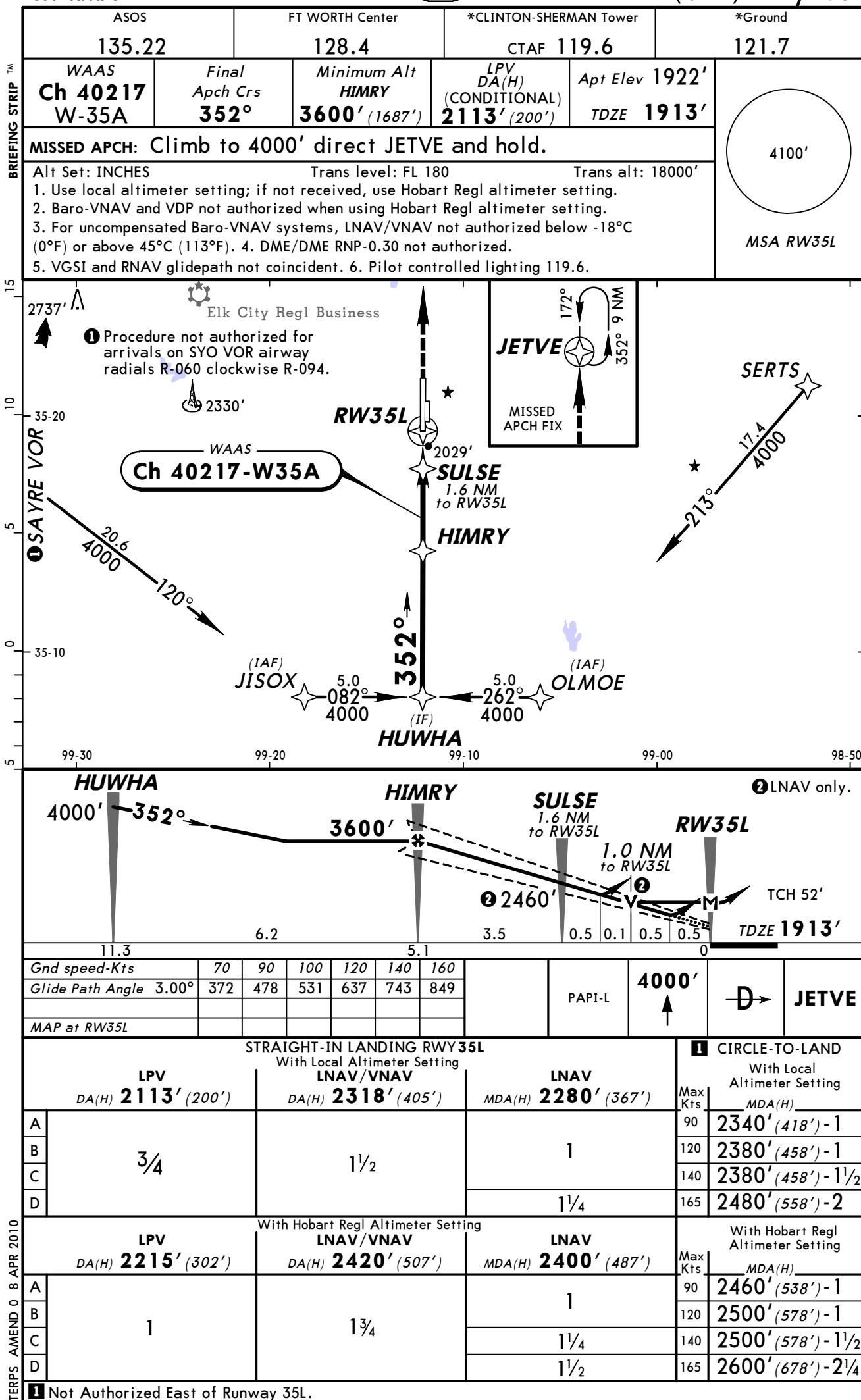
BRIEFING STRIP TM

PAPI-L

1 CIRCLE-TO-LAND

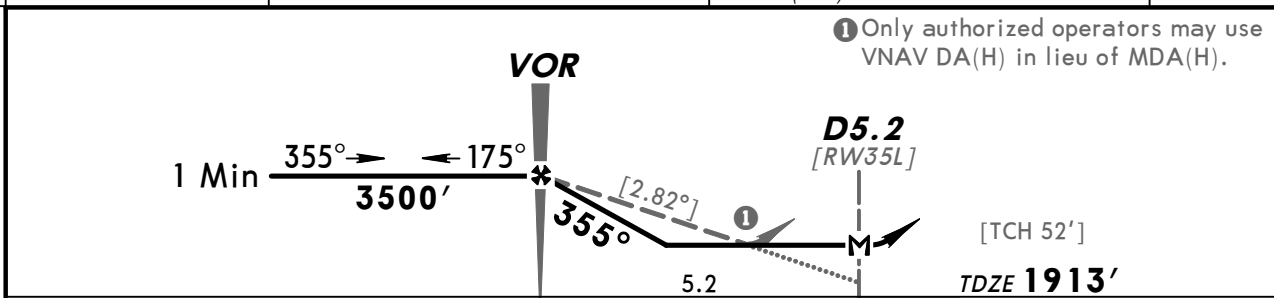
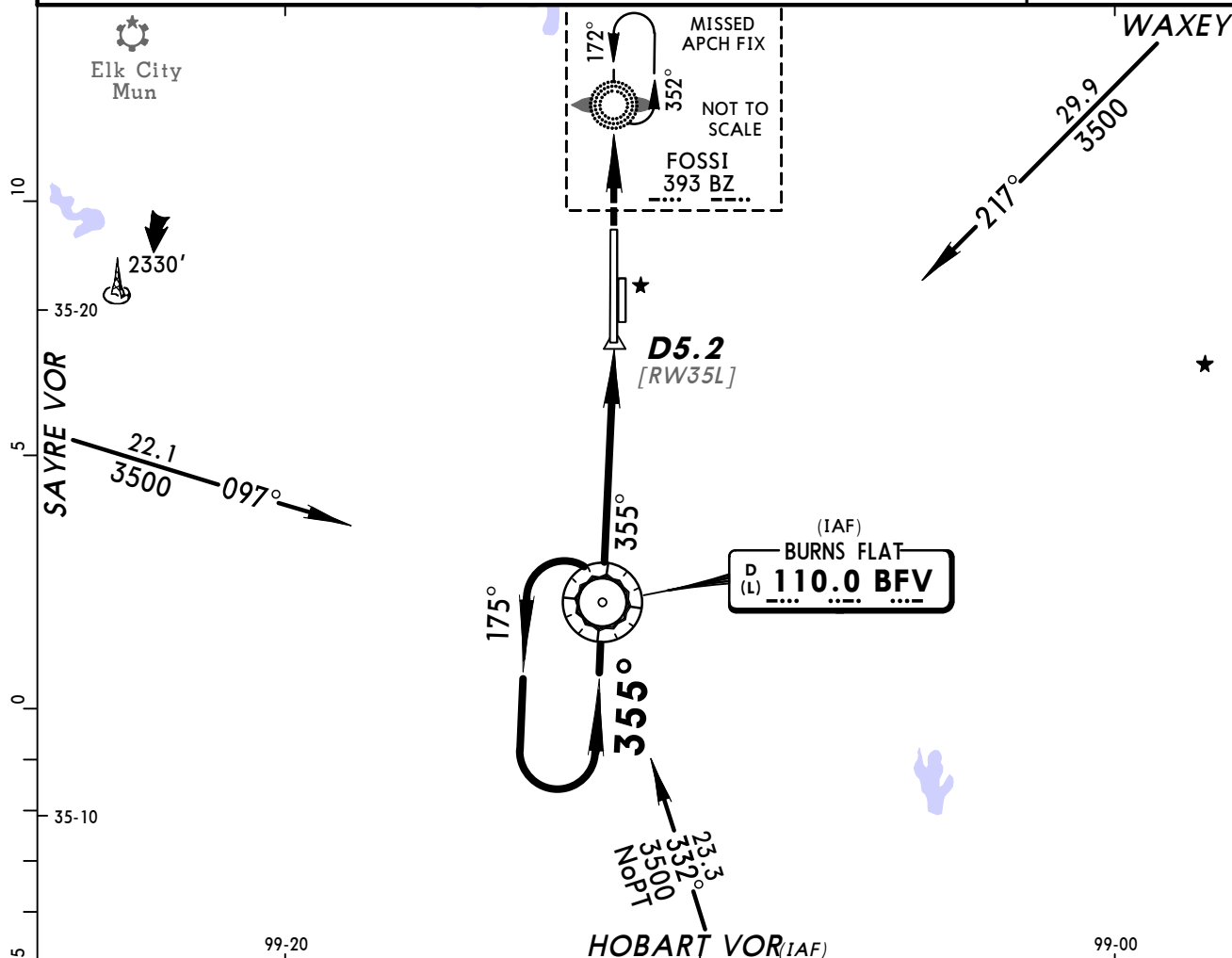
CHANGES: PAPI added.

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BRIEFING STRIP

ASOS 135.22		FT WORTH Center 128.4		*CLINTON-SHERMAN Tower CTAF 119.6		*Ground 121.7				
VOR BFV 110.0		Final Apch Crs 355°		Minimum Alt VOR 3500' (1587')		MDA(H) 2320' (407')		Apt Elev 1922' TDZE 1913'		3800' MSA BFV VOR
MISSED APCH: Climb to 3800' direct BZ LOM and hold.										
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'				
1. ADF required. 2. Pilot controlled lighting 119.6.										



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [2.82°]	349	449	499	599	698	798				
MAP at D5.2 or VOR to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57	PAPI-L	3800' ↑	BZ 393

STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND			
MDA(H) 2320' (407')				Not Authorized East of Rwy 17R-35L			
A	1			Max Kts	MDA(H)		
B				90	2400' (478') - 1		
C	1 1/4			120			
D				140	2400' (478') - 1 1/2		
				165	2480' (558') - 2		

General Information

Location: Enid OK USA
IATA Code: END
Lat/Long: N36° 20.4' W097° 55.0'
Elevation: 1307 ft

Airport Use: Military
Magnetic Variation: 4.6°E
Sectional Chart: Wichita

Fuel Types: Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1305 Z
Sunset: 0024 Z,

Runway Information

Runway: 17C
Length x Width: 9202 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1277 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 17L
Length x Width: 5024 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1282 ft
Lighting: Edge, REIL

Runway: 17R
Length x Width: 9202 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1285 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 35C
Length x Width: 9202 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1293 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 35L
Length x Width: 9202 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1307 ft
Lighting: Edge, ALS
Stopway: 935 ft

Runway: 35R
Length x Width: 5024 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1284 ft
Lighting: Edge

Communication Information

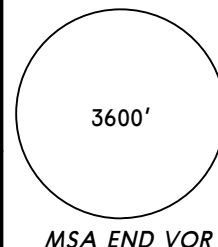
ATIS 115.4
Vance Tower Tower 124.05
Vance Ground Control 121.8
Vance Approach Control 125.45 Between 22000 ft and 7000 ft
Vance Approach Control 121.3 (37°-169°) At or below 6500 ft
Vance Approach Control 119.775 (165°-3°) At or below 9500 ft Out to 18 mi.
Vance Approach Control 118.075 (337°-37°) At or below 22000 ft Out to 19 mi.
Vance Approach Control 126.75
Vance Approach Control 120.525
Vance Departure Control 120.525
Vance AFB Radar Radar 125.45 Between 22000 ft and 7000 ft
Vance AFB Radar Radar 121.3 (37°-169°) At or below 6500 ft
Vance AFB Radar Radar 119.775 (165°-3°) At or below 9500 ft Out to 18 mi.
Vance AFB Radar Radar 118.075 (337°-37°) At or below 22000 ft Out to 19 mi.
Vance AFB Radar Radar 126.75
Vance AFB Radar Radar 120.525
Kansas City Center 127.8 Remote Communications Air-Ground

*VANCE Departure (R)
120.52

KANSAS CITY
Center
127.8
when Dep inop.

Apt Elev
1307'

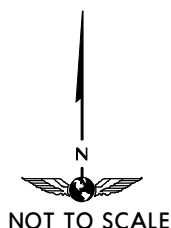
Trans level: FL 180
Trans alt: 18000'
1. DME required.
2. Emergency safe altitude within
100 NM 4800'.



ANTHONY TWO DEPARTURE (ANY2.ANY)

(RWYS 17C/R)

ANTHONY
D (L) **112.9 ANY**
N37 09.5 W098 10.2



R168°

33

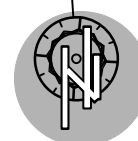
D

348°

WILIB
N36 36.6
W098 06.7

At
13000'

VANCE
D (H) **115.4 END**
N36 20.7 W097 55.1



At or above
3300'

280°hdg

6 DME
END

ATC Climb Rate to **13000'**

	Gnd speed-KT	75	100	150	200	250	300
17C	V/V (fpm)	503	670	1005	1340	1675	2010
17R	V/V (fpm)	540	720	1080	1440	1800	2160

INITIAL CLIMB

Track 175° to END 6 DME, then turn RIGHT heading 280°. Intercept ANY R-168 to ANY.

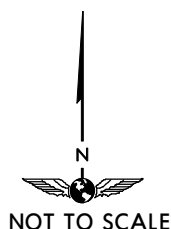
ANTHONY TWO DEPARTURE (ANY2.ANY)

(RWYS 35L/C)

OGSAE
N36 50.6
W098 22.2

At
13000'

ANTHONY
D (L) **112.9 ANY**
N37 09.5 W098 10.2



D37

319°

319°

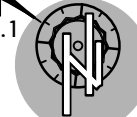
319°

280°hdg

At or above
3300'

6 DME
END

VANCE
D (H) **115.4 END**
N36 20.7 W097 55.1



355°

ATC Climb Rate to **13000'**

	Gnd speed-KT	75	100	150	200	250	300
35L	V/V (fpm)	450	600	900	1200	1500	1800
35C	V/V (fpm)	473	630	945	1260	1575	1890

INITIAL CLIMB

Track 355° to END 6 DME, then turn LEFT heading 280°. Intercept END R-319 to OGSAE (END R-319/D37), then direct ANY.

*VANCE Departure (R)
120.52

FORT WORTH
Center
128.4
when Dep inop.

Apt Elev
1307'

Trans level: FL 180
Trans alt: 18000'
1. DME required.
2. Emergency safe altitude within
100 NM 4800'.

3600'
MSA END VOR

VANCE
D (H) 115.4 END
N36 20.7 W097 55.1

JAYHAWKE TWO DEPARTURE (JHK2.IFI) (RWYS 17C/R)

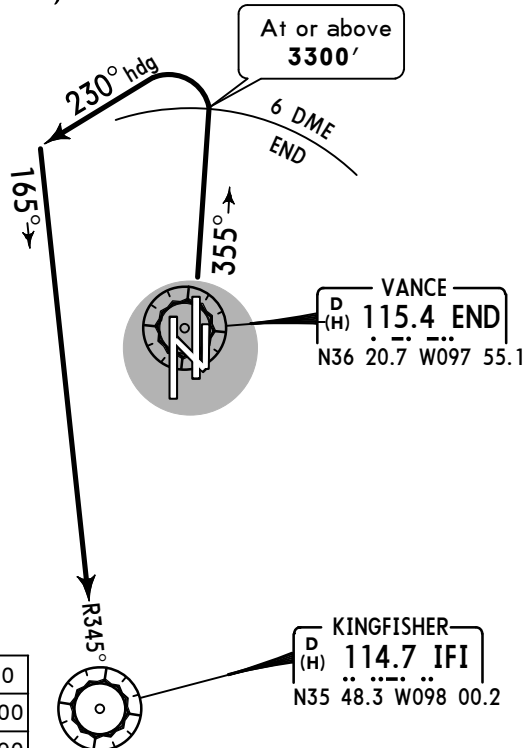
KINGFISHER
D (H) 114.7 IFI
N35 48.3 W098 00.2

ATC Climb Rate to 3300'		75	100	150	200	250	300
17C	Gnd speed-KT	75	100	150	200	250	300
17C	V/V (fpm)	503	670	1005	1340	1675	2010
17R	V/V (fpm)	540	720	1080	1440	1800	2160

INITIAL CLIMB

Track 175° to END 6 DME, then turn RIGHT heading 230°, intercept IFI R-345 to IFI.

JAYHAWKE TWO DEPARTURE (JHK2.IFI) (RWYS 35L/C)



ATC Climb Rate to 3300'		75	100	150	200	250	300
35L	Gnd speed-KT	75	100	150	200	250	300
35L	V/V (fpm)	450	600	900	1200	1500	1800
35C	V/V (fpm)	473	630	945	1260	1575	1890

INITIAL CLIMB

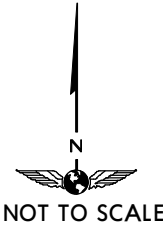
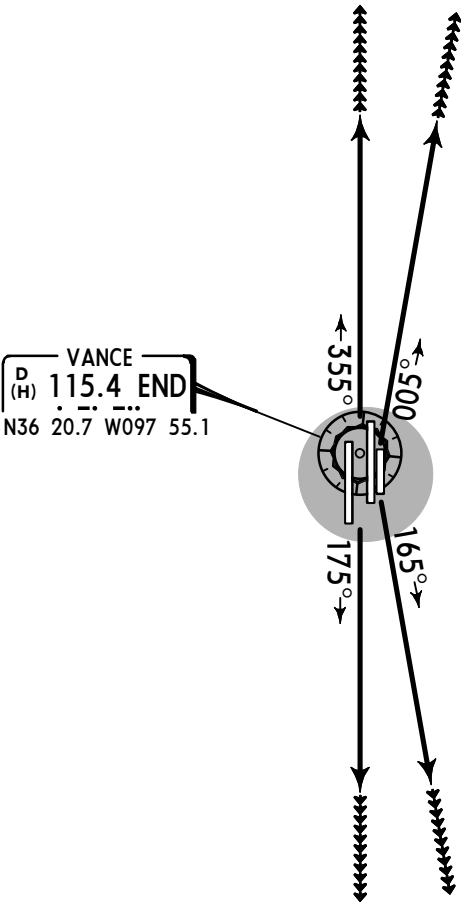
Track 355° to END 6 DME, then turn LEFT heading 230°, intercept IFI R-345 to IFI.

*VANCE Departure (R) 120.52	<i>Apt Elev</i> 1307'	Trans level: FL 180 Trans alt: 18000' RADAR required.
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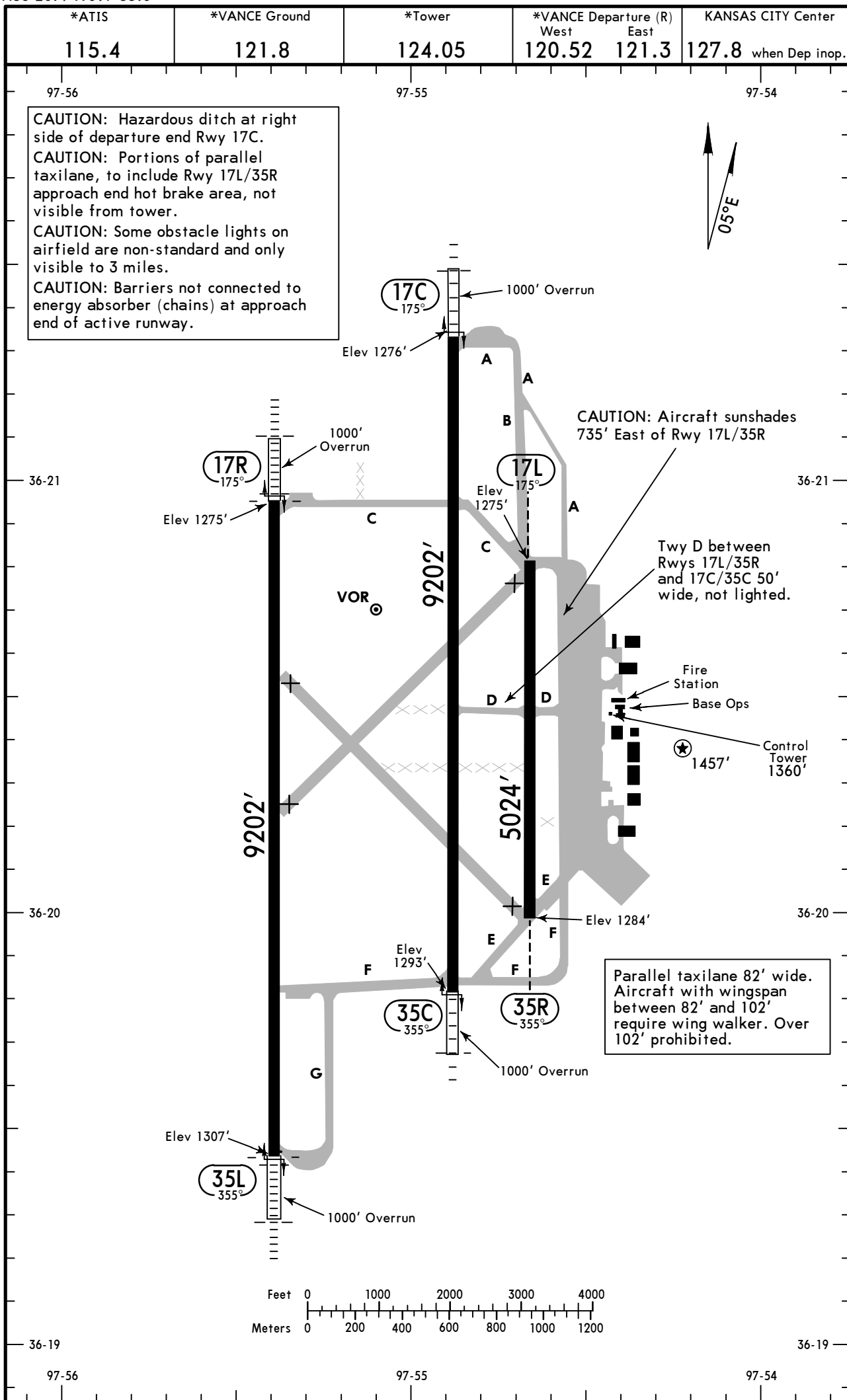
3600'

MSA END VOR

VANCE ONE DEPARTURE



RWY	INITIAL CLIMB
17L	Track 165° climbing to 5000' or assigned altitude.
17C/R	Track 175° climbing to 5000' or assigned altitude.
35L/C	Track 355° climbing to 5000' or assigned altitude.
35R	Track 005° climbing to 5000' or assigned altitude.
ROUTING	
EXPECT RADAR vector to assigned route. EXPECT further clearance to filed altitude 10 minutes after departure.	



GENERAL

CAUTION: Numerous obstructions on airfield are not properly marked or lighted, as obstructions.

Official Business Only, contact Base Ops.

Due to weight bearing considerations and limited ramp space, B52, B1, C130, C17, C5, KC10 and KC135 aircraft will notify Airfield Operations at least 24 hours in advance of arrival for restrictions on servicing and parking.

Due to level of security forces manning, aircrews requiring security protection for priority aircraft must contact Vance AFB (KEND) Airfield Operations at least 72 hours in advance of arrival to determine if security protection will be available.

Increased bird activity 1 October - 31 January, and 15 April - 31 May.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
17L	MIRL REIL				150'
35R	MIRL				
17C	HIRL SSALF PAPI grooved		8177'		150'
35C	HIRL SSALF PAPI grooved RVR		8101'		
17R	HIRL SALS PAPI				150'
35L					

TAKE-OFF			FOR FILING AS ALTERNATE			
All Rwys			ILS Y Rwy 17C ILS Z Rwy 17C ILS Y Rwy 35C ILS Z Rwy 35C	LOC DME Y Rwy 17C LOC DME Z Rwy 17C LOC DME Y Rwy 35C LOC DME Z Rwy 35C RNAV (GPS) Rwy 17C RNAV (GPS) Rwy 17R RNAV (GPS) Rwy 35L RNAV (GPS) Rwy 35C	RNAV (GPS) Rwy 17L RNAV (GPS) Rwy 35R RNAV (GPS)-A RNAV (GPS)-B VOR DME-A VOR DME-B	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A B C D	600-2	800-2	800-2
3 & 4 Eng		RVR 24 or 1/2				NA

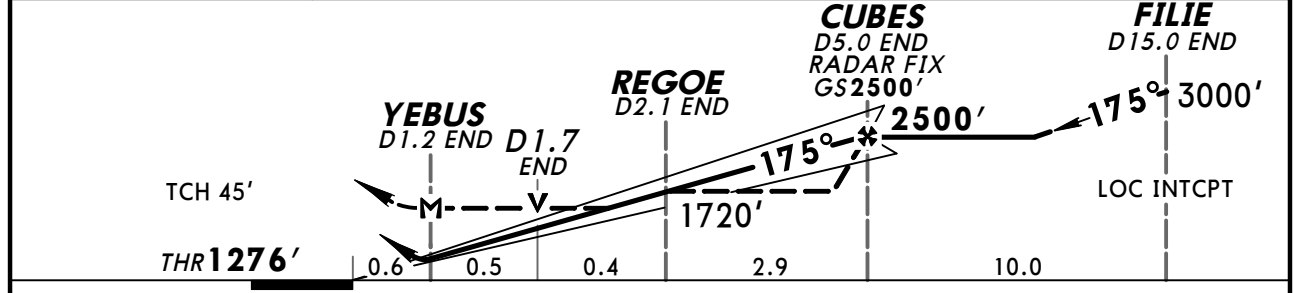
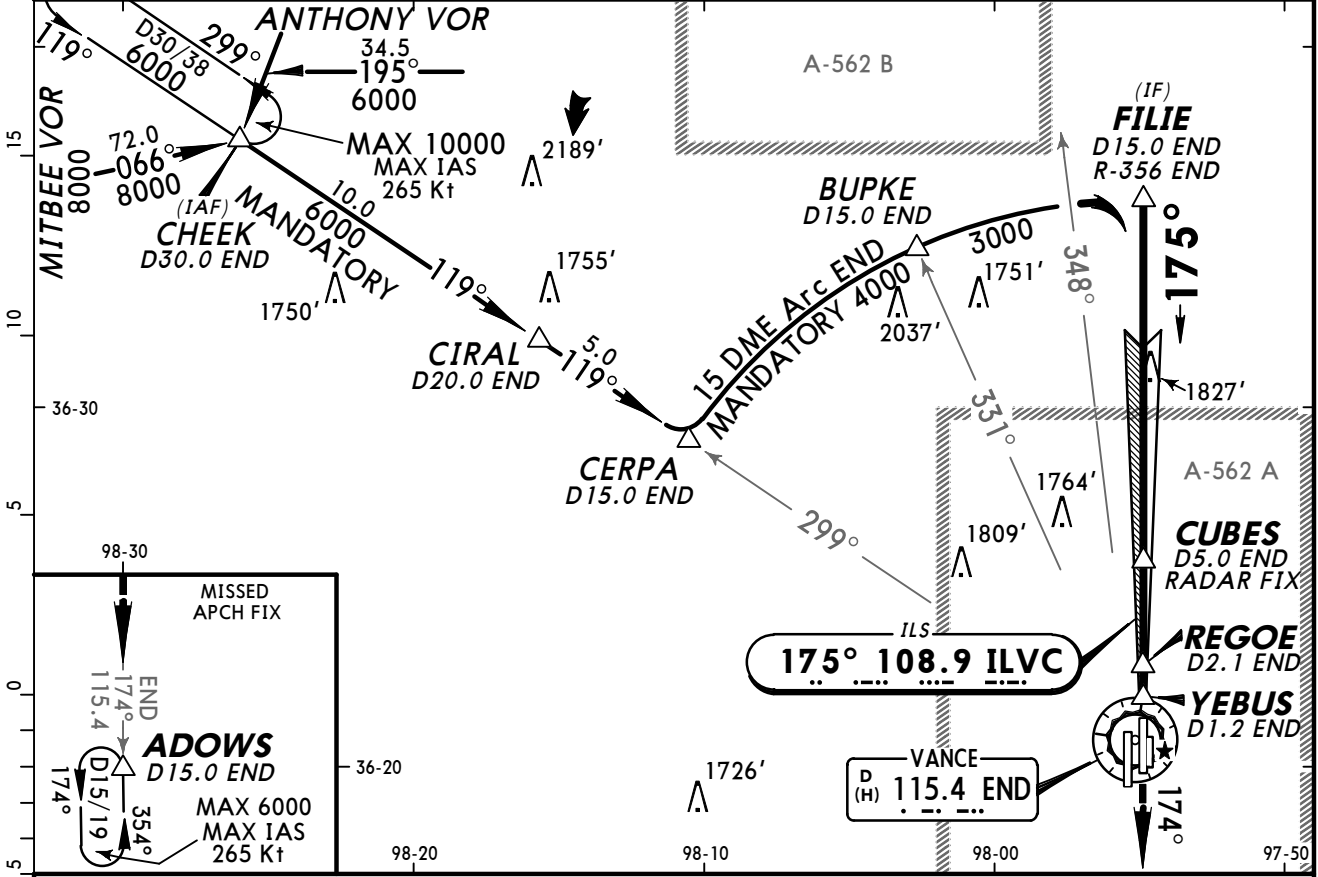
TAKE-OFF OBSTACLES: Rwy 17C, barrier (when raised), 24' AGL/1321' MSL, 154' into overrun, on centerline. Rwy 17L, terrain, 1293' MSL, 239' from DER, 55' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 574' left of centerline. Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline. Rwy 17R, barrier (when raised), 24' AGL/1336' MSL, 152' into overrun, on centerline. Rwy 35C, barrier (when raised), 24' AGL/1301' MSL, 147' into overrun, on centerline. Rwy 35L, barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline. Rwy 35R, wind sensor, 33' AGL/1299' MSL, 1884' from DER, 577' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 144' from DER, 292' left of centerline. T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

KEND/END
ENID, OKLA

JEPPesen
19 AUG 11
Eff 25 Aug (31-1)

VANCE AFB
ILS or LOC Y Rwy 17C

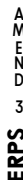
*ATIS 115.4	KANSAS CITY Center 127.8 when App inop.	*VANCE Tower 124.05	*Ground 121.8
*VANCE Approach (R)			
169°-007° to FL240 337°-169° FL230 to FL240 120.52	337°-037° to D19.0 at or below FL220 118.07	7000' to FL220 125.45	037°-169° at or below 6500' 121.3
LOC ILVC 108.9	Final Apch Crs 175°	GS CUBES 2500' (1224')	ILS DA(H) 1476' (200')
Apt Elev 1307' THR 1276'			
MISSED APCH: Climb to 4000', intercept END VOR R-174 outbound to ADOWS and hold.			3600'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			MSA END VOR
1. Radar or DME required. 2. EMERG SAFE ALT 100 NM 4800'. 3. The difference between the VGSI TCH (51') and the procedure TCH (45') is greater than 3'.			



Gnd speed-Kts	70	90	100	120	140	160	SSALF	4000'	END	ADOWS
GS	2.50°	310	398	442	531	619	PAPI	115.4	R-174	
MAP at YEBUS or CUBES to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26				

STRAIGHT-IN LANDING RWY17C				LOC (GS out) without Regoe		CIRCLE-TO-LAND	
ILS		LOC (GS out) with Regoe		MDA(H) 1720' (444')		Not Authorized at Night to Rwy 35R	
DA(H) 1476' (200')	MDA(H) 1620' (344')	MDA(H) 1720' (444')	MDA(H) 1720' (444')	MDA(H) 1720' (444')	MDA(H) 1720' (444')	Max Kts	MDA(H)
FULL	ALS out	ALS out	ALS out	ALS out	ALS out		
A				RVR 40 or 3/4	RVR 55 or 1	90	1760' (453')-1
B	RVR 26 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 55 or 1	1 3/8	120	1760' (453')-1 1/2
C						140	1760' (453')-1 1/2
D						165	1860' (553')-2

ILS or LOC VANCE AFB
Z Rwy 17C

BRIEFING STRIPTM

ERPS

ERPS

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VANCE AFB

5

D		
---	--	--

	RVR 33 or 5/8	RVR 30 or 1
--	------------------	----------------

	RVR 45 or 7/8	RVR 60 or 1 1/8	165
--	------------------	--------------------	-----

1860' (553')-2

STRAIGHT-IN LANDING RWY 35C							CIRCLE-TO-LAND			
ILS		LOC (GS out) With Sesoe		LOC (GS out) Without Sesoe		Not Authorized at Night to Rwy 35R				
DA(H) 1493' (200')		MDA(H) 1620' (327')		MDA(H) 1680' (387')		Max Kts	MDA(H)			
FULL		ALS out		ALS out						
A	RVR 26 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 55 or 1	RVR 40 or 3/4	RVR 55 or 1	90	1760' (453')-1		
B							120			
C					RVR 35 or 5/8	RVR 50 or 1	RVR 45 or 7/8	RVR 60 or 1 1/8	140	1760' (453')-1 1/2
D									165	1860' (553')-2

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KEND/END
ENID, OKLA

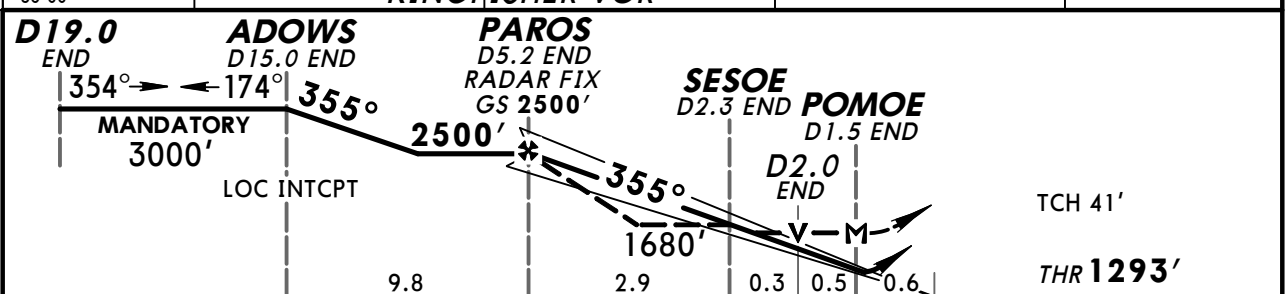
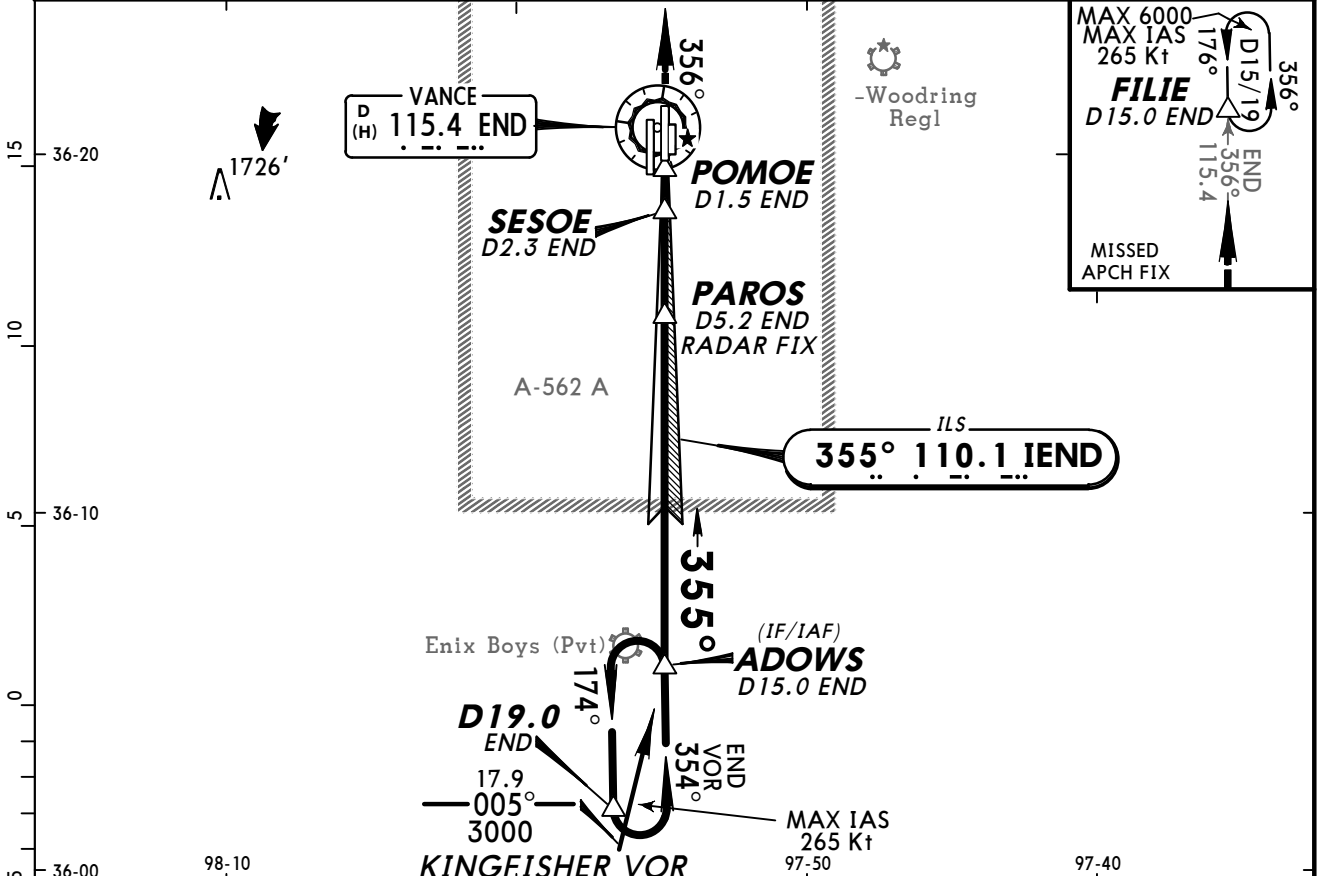
19 AUG 11
Eff 25 Aug

31-4

VANCE AFB
ILS or LOC Z Rwy 35C

BRIEFING STRIP

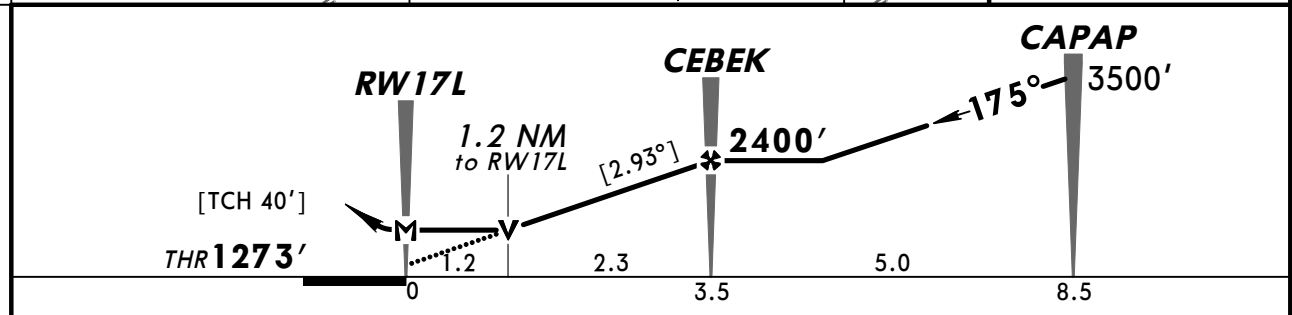
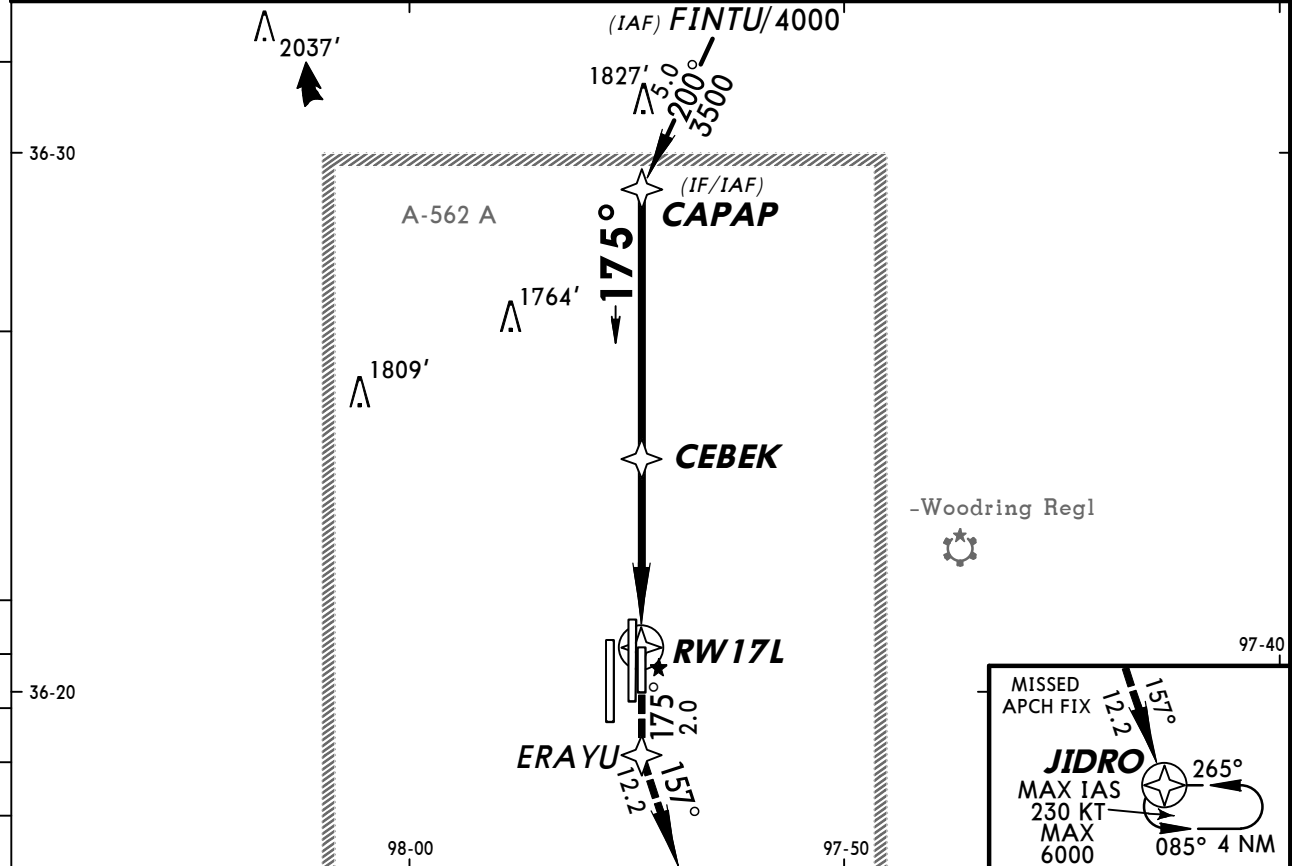
*ATIS 115.4	KANSAS CITY Center 127.8 when App inop.	*VANCE Tower 124.05	*Ground 121.8
*VANCE Approach (R)			
169°-007° 10000' to FL240 337°-169° FL230 to FL240 120.52	337°-037° to D19.0 at or below FL220 118.07	7000' to FL220 125.45	037°-169° at or below 6500' 121.3
169°-007° within D18.0 at or below 9500' 209°-337° to D18.0 at or below FL240 126.75			
LOC IEND 110.1	Final Apch Crs 355°	GS PAROS 2500' (1207')	ILS DA(H) 1493' (200')
Apt Elev 1307' THR 1293'			
MISSED APCH: Climb to 4000', intercept END VOR R-356 outbound to FILIE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. RADAR or DME required. 2. EMERG SAFE ALT 100 NM 4800'. 3. Sidestep to 35R not authorized at night.			
MSA END VOR			



Gnd speed-Kts	70	90	100	120	140	160	SSALF	4000'	END	FILIE
GS	2.50°	310	398	442	531	707	PAPI		115.4	
MAP at POMOE or PAROS to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23		R-356	

STRAIGHT-IN LANDING RWY 35C						CIRCLE-TO-LAND	
ILS		LOC (GS out) With Sesoe		LOC (GS out) Without Sesoe		Not Authorized at Night to Rwy 35R	
DA(H) 1493' (200')		MDA(H) 1620' (327')		MDA(H) 1680' (387')		MDA(H)	
FULL		ALS out		ALS out		Max Kts	
A						90	1760' (453')-1
B	RVR 26	RVR 40	RVR 40 or 3/4	RVR 55 or 1	RVR 40 or 3/4	120	1760' (453')-1 1/2
C	or 1/2	or 3/4	RVR 35 or 5/8	RVR 50 or 1	RVR 45 or 7/8	140	1860' (553')-2
D					RVR 60 or 1 1/8	165	

*ATIS 115.4	KANSAS CITY Center 127.8 when App inop.	*VANCE Tower 124.05	*Ground 121.8
169°-007° 10000' to FL240 337°-169° FL230 to FL240 120.52	337°-037° to D19.0 at or below FL220 118.07	*VANCE Approach (R) 7000' to FL220 037°-169° at or below 6500' 125.45	169°-007° within D18.0 at or below 9500' 209°-337° to D18.0 at or below FL240 121.3 126.75
RNAV	Final Apch Crs 175°	Minimum Alt CEBEK 2400' (1127')	LNAV MDA(H) 1700' (427')
Apt Elev 1307' THR 1273'			
MISSED APCH: Climb to 4300' direct ERAYU and 157° track to JIDRO and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. EMERG SAFE ALT 100 NM 4800'. 3. For use by 71 FTW aircraft only. 4. DME/DME RNP-0.30 not authorized.			
3600' MSA RW17L			



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [2.93°]	363	466	518	622	726	829				
MAP at RW17L										

STRAIGHT-IN LANDING RWY 17L						CIRCLE-TO-LAND					
LNAV						Not Authorized at Night to Rwy 35R					
MDA(H) 1700' (427')						Max Kts					
A						MDA(H)					
B						90					
C						120					
D						C					
NA						D					
1						1760' (453') - 1					
NA						NA					

KEND/END

ENID, OKLA

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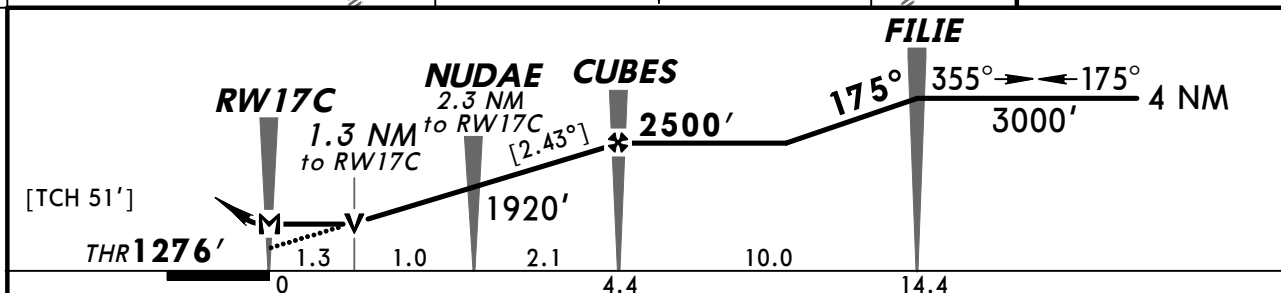
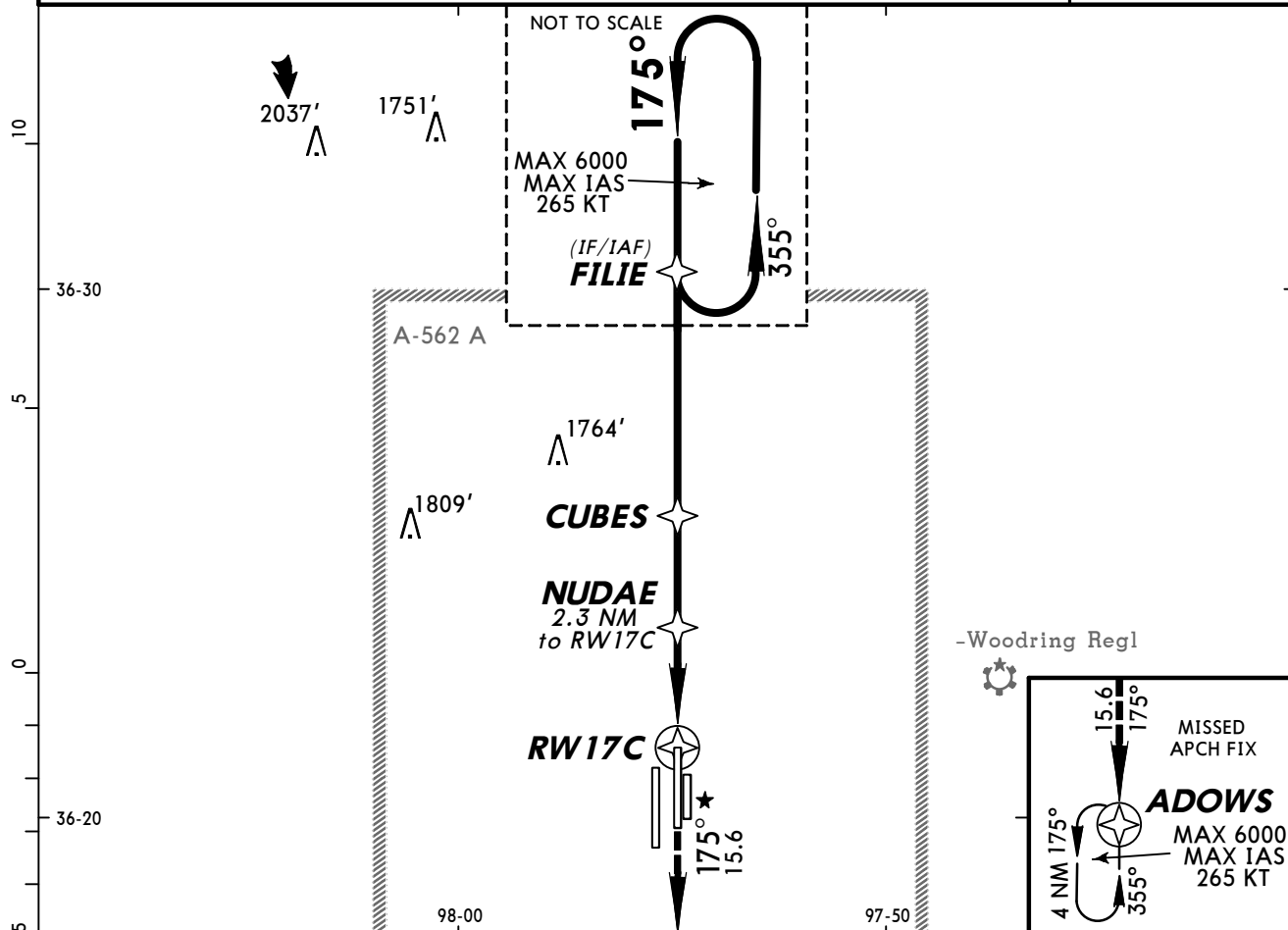
19 AUG 11

(32-2)

Eff 25 Aug

VANCE AFB
RNAV (GPS) Rwy 17C

*ATIS 115.4	KANSAS CITY Center 127.8 when App inop.	*VANCE Tower 124.05	*Ground 121.8
169°-007° 10000' to FL240 337°-169° FL230 to FL240 120.52	337°-037° to D19.0 at or below FL220 118.07	*VANCE Approach (R) 7000' to FL220 125.45	037°-169° at or below 6500' 121.3
RNAV	Final Apch Crs 175°	Minimum Alt CUBES 2500' (1224')	RNAV MDA(H) 1680' (404')
MISSED APCH: Climb to 4000' direct ADOWS and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. EMERG SAFE ALT 100 NM 4800'. 2. DME/DME RNP-0.30 not authorized.			
3600'			



Gnd speed-Kts	70	90	100	120	140	160	SSALF	4000'	ADOWS
Descent angle [2.43°]	301	387	430	516	602	688	PAPI PAPI		
MAP at RW17C									

STRAIGHT-IN LANDING RWY 17C				CIRCLE-TO-LAND			
LNAV				Not Authorized at Night to Rwy 35R			
MDA(H) 1680' (404')				MDA(H)			
ALS out				Max Kts			
A	RVR 40 or 3/4			90	1760' (453') - 1		
B				120			
C	RVR 50 or 1			140	1760' (453') - 1 1/2		
D				165	1860' (553') - 2		

CHANGES: Missed approach, NUDAE added.

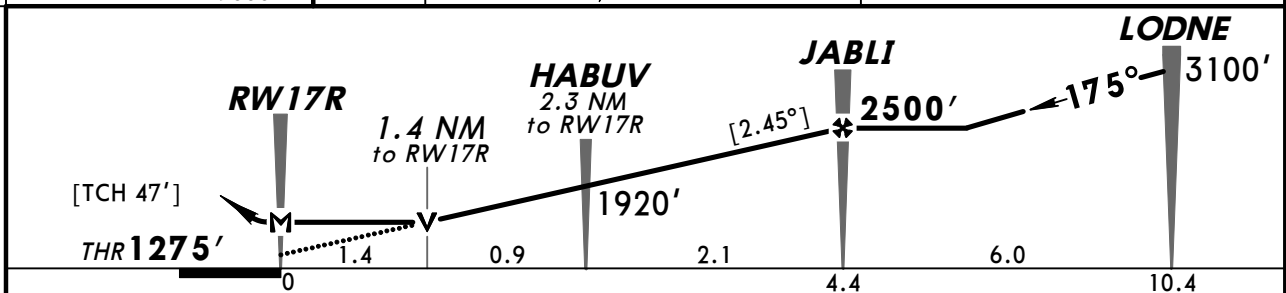
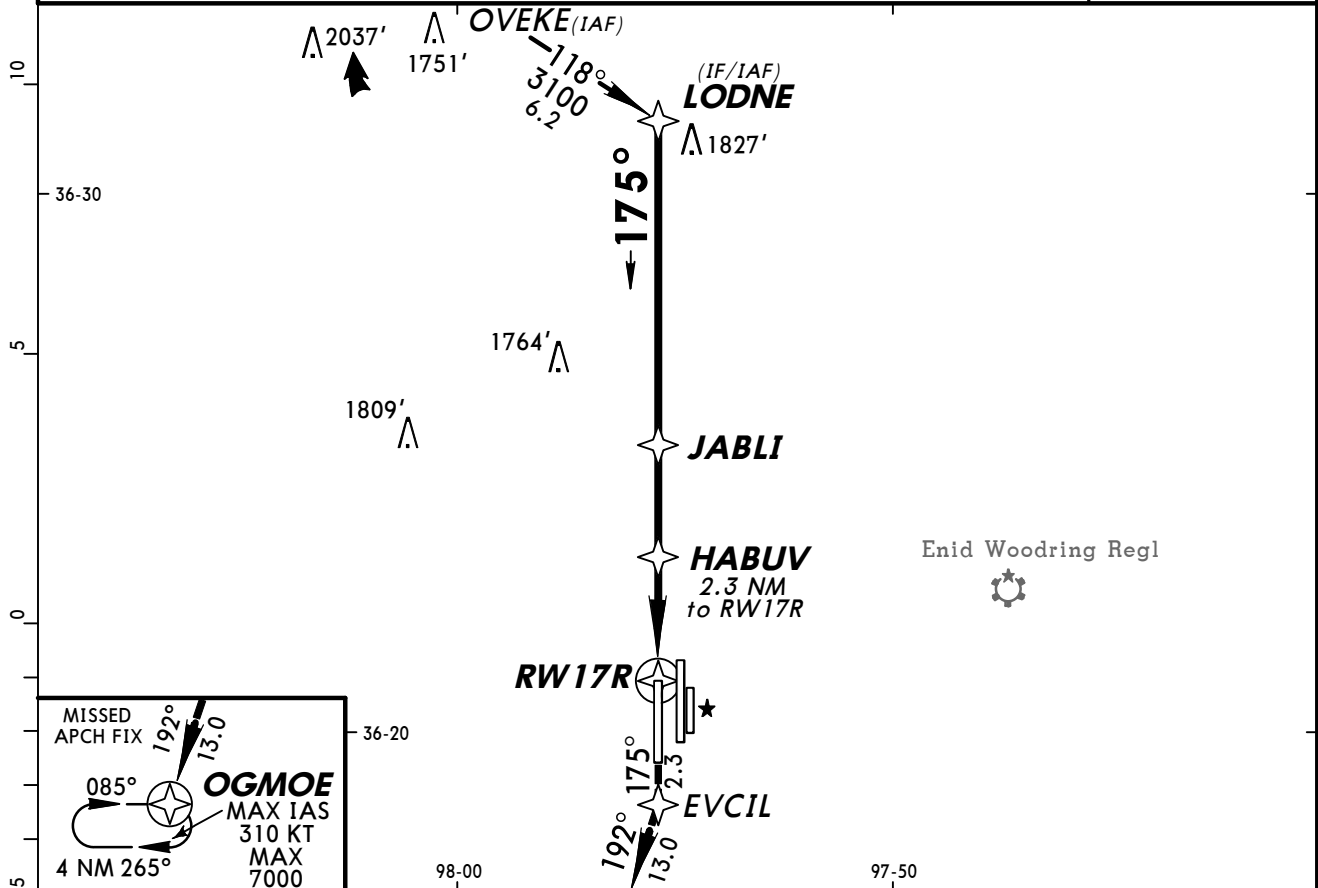
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KEND/END
ENID, OKLA

29 APR 11 (32-3) Eff 5 May

VANCE AFB
RNAV (GPS) Rwy 17R

*ATIS 115.4	KANSAS CITY Center 127.8 when App inop.	*VANCE Tower 124.05	*Ground 121.8
169°-007° 10000' to FL240 337°-169° FL230 to FL240 120.52	337°-037° to D19.0 at or below FL220 118.07	*VANCE Approach (R) 7000' to FL220 125.45	037°-169° at or below 6500' 121.3
RNAV	Final Apch Crs 175°	Minimum Alt JABLI 2500' (1225')	LNAV MDA(H) 1680' (405')
			Apt Elev 1307' THR 1275'
MISSED APCH: Climb to 4300' direct EVCIL and 192° track to OGMOE and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. EMERG SAFE ALT 100 NM 4800'. 3. For use by 71 FTW aircraft only. 4. DME/DME RNP-0.30 not authorized.			
3600' MSA RW17R			



Gnd speed-Kts	70	90	100	120	140	160	SALS	4300'	→	EVCIL
Descent angle [2.45°]	303	390	433	520	607	693	PAPI			
MAP at RW17R										

STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND			
LNAV MDA(H) 1680' (405')				Not Authorized at Night to Rwy 35R			
ALS out				Max Kts	MDA(H)		
A	3/4	1		90	1760'(453')-1		
B				120			
C	1	1 1/8		140	1760'(453')-1 1/2		
D				165	1860'(553')-2		

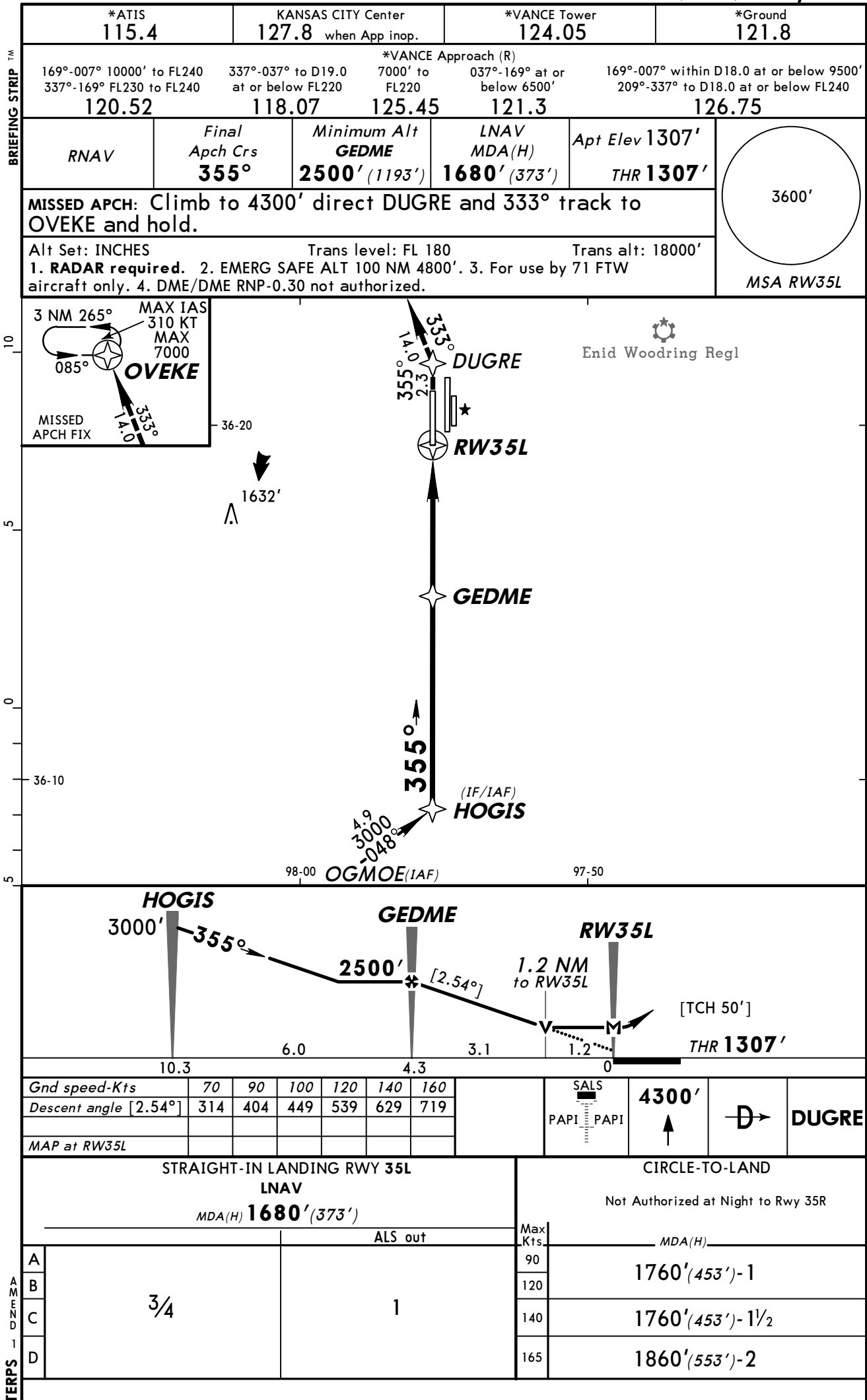
CHANGES: Approach frequencies.

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KEND/END
ENID, OKLA

29 APR 11 (32-4) Eff 5 May

VANCE AFB
RNAV (GPS) Rwy 35L



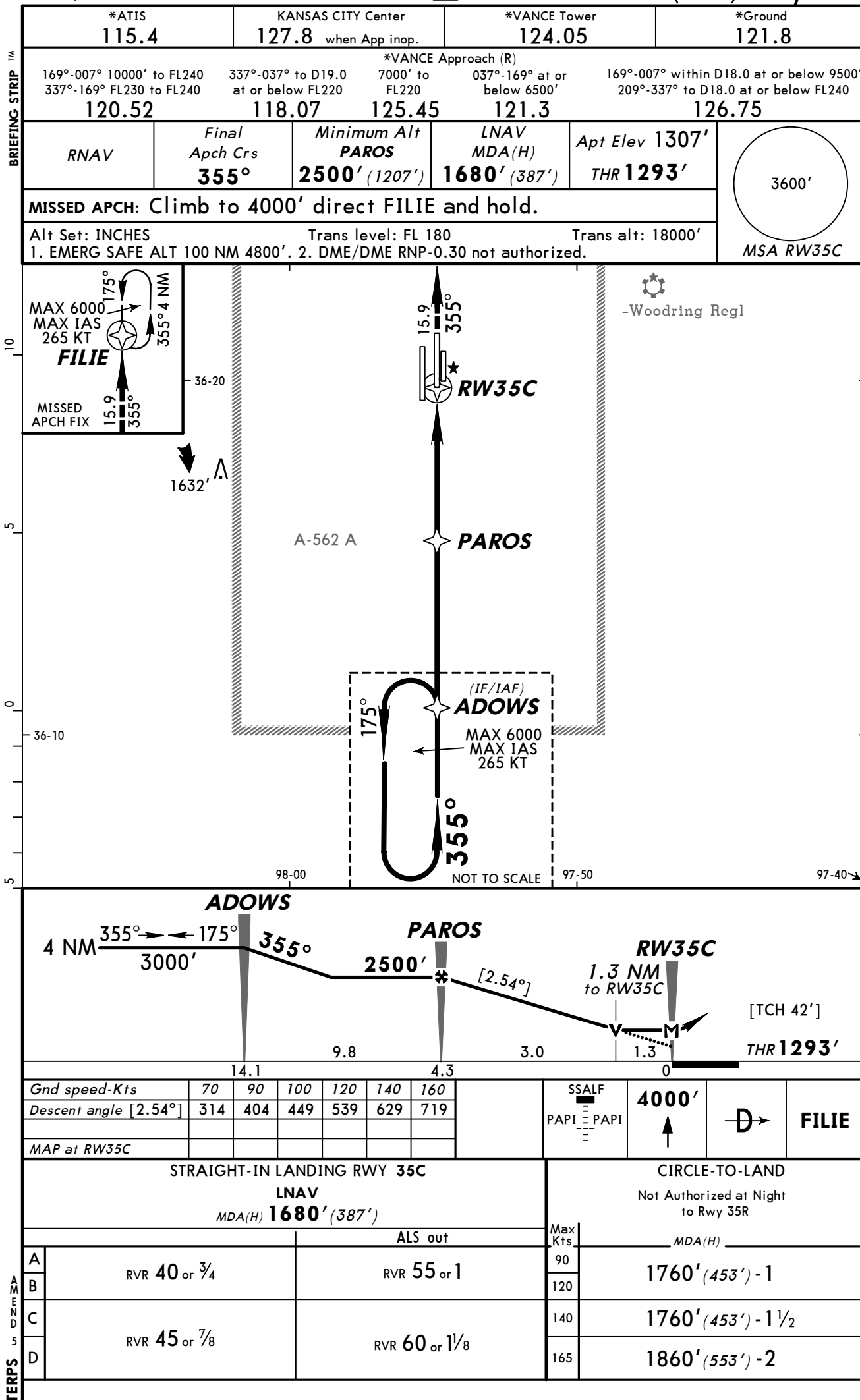
CHANGES: Approach frequencies.

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KEND/END
ENID, OKLA

JEPPSEN
19 AUG 11 (32-5) Eff 25 Aug

VANCE AFB
RNAV (GPS) Rwy 35C



CHANGES: Missed approach.

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KEND/END
ENID, OKLA

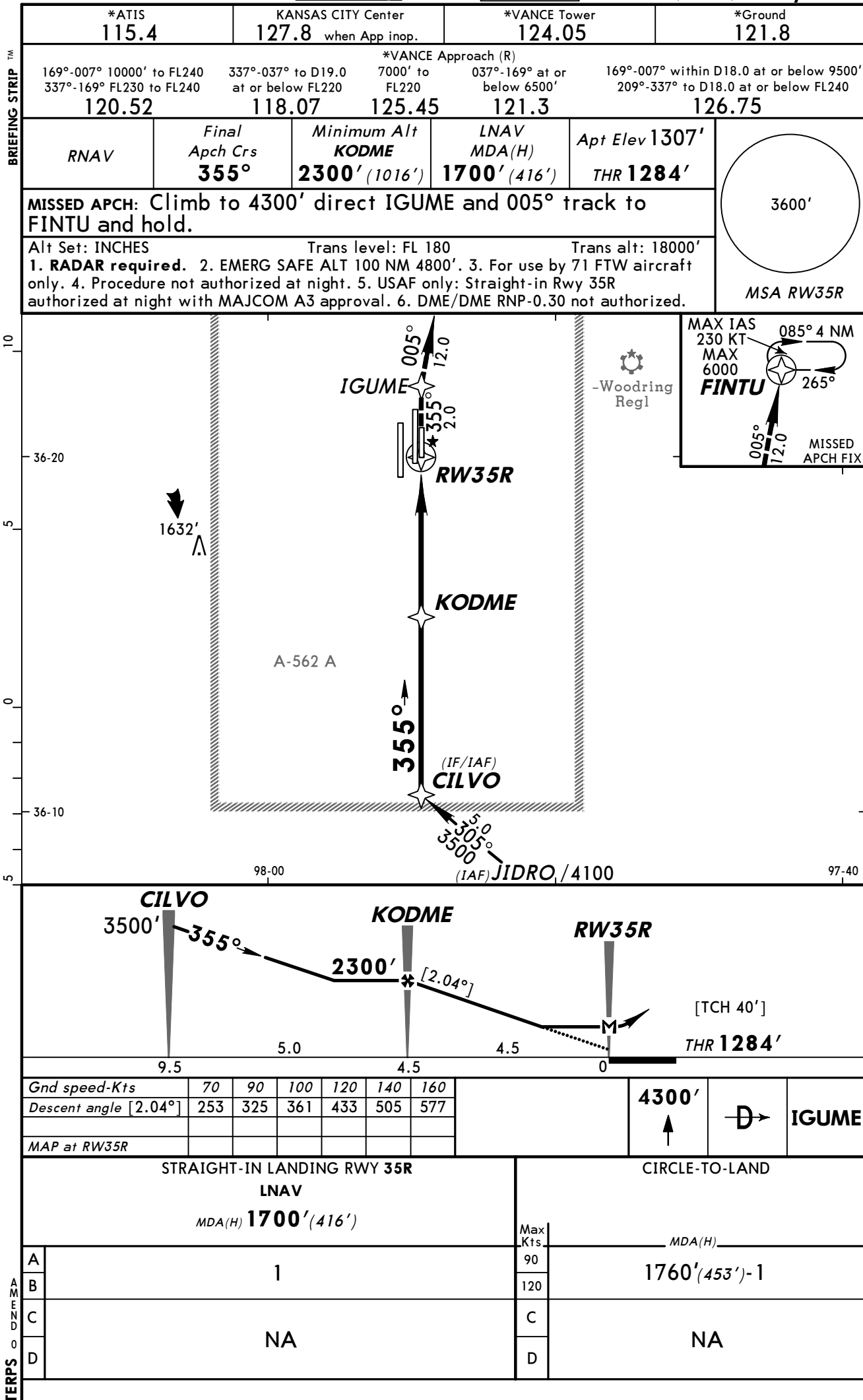
19 AUG 11

Eff 25 Aug

(32-6)

CAT A & B

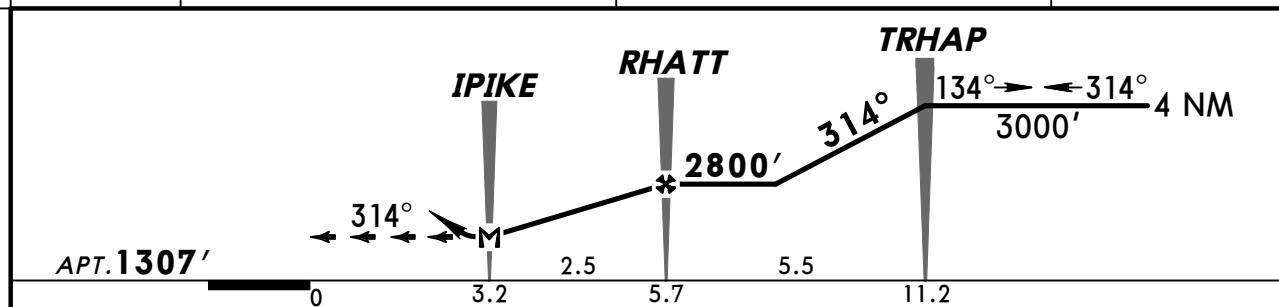
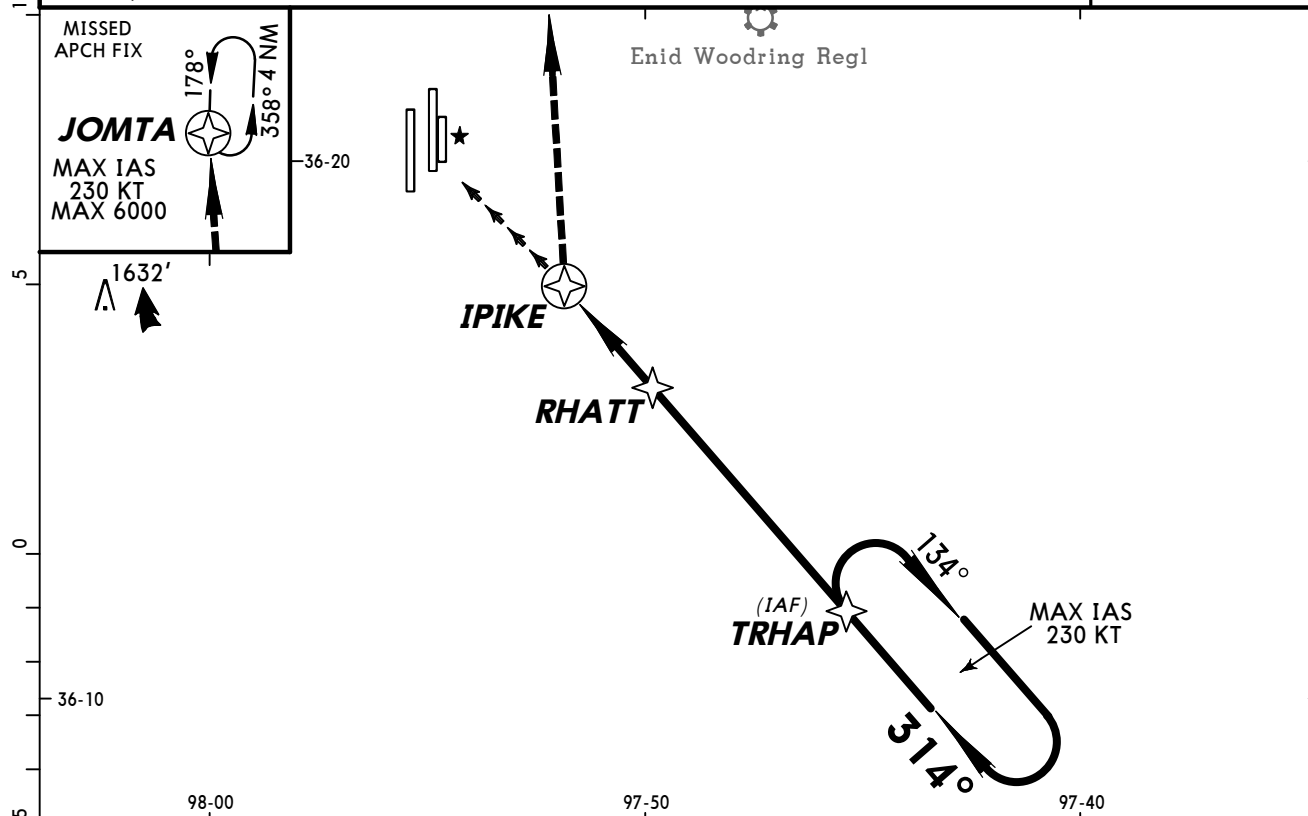
VANCE AFB
RNAV (GPS) Rwy 35R



CHANGES: None.

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*ATIS	KANSAS CITY Center	*VANCE Tower	*Ground
115.4	127.8 when App inop.	124.05	121.8
*VANCE Approach (R)			
169°-007° 10000' to FL240 337°-169° FL230 to FL240	337°-037° to D19.0 at or below FL220	7000' to FL220	037°-169° at or below 6500'
120.52	118.07	125.45	121.3
			169°-007° within D18.0 at or below 9500 209°-337° to D18.0 at or below FL240
			126.75
RNAV	Final Apch Crs 314°	Minimum Alt RHATT 2800' (1493')	MDA(H) Refer to Minimums
			Apt Elev 1307'
MISSED APCH: Climbing RIGHT turn to 4000' direct JOMTA and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. EMERG SAFE ALT 100 NM 4800'. 2. For use by 71 FTW T-6 aircraft only. 3. Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. 4. DME/DME RNP-0.30 not authorized.			
3600' <i>MSA IPIKE</i>			

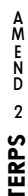
[illegible]

		CIRCLE-TO-LAND	
		Not Authorized at Night to Rwy 35R	
		Max Kts	MDA(H)
A	90	1760' (453')-3	
B	120		
C		NA	
D			

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VANCE AFB
VOR DME Rwy 17C

BRIEFING STRIP TM



TERPS
AMEND
2

TERPS
AMEND
2

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VANCE AFB
VOR DME Rwy 17R

BRIEFING STRIP TM



TERPS **AMEND 2**

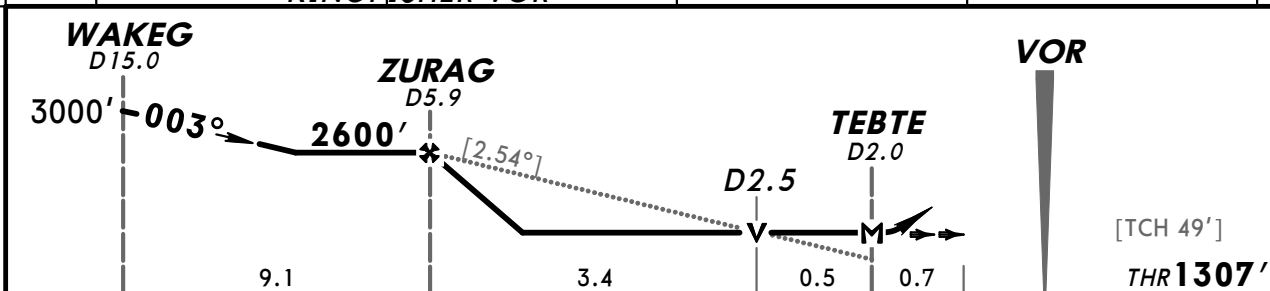
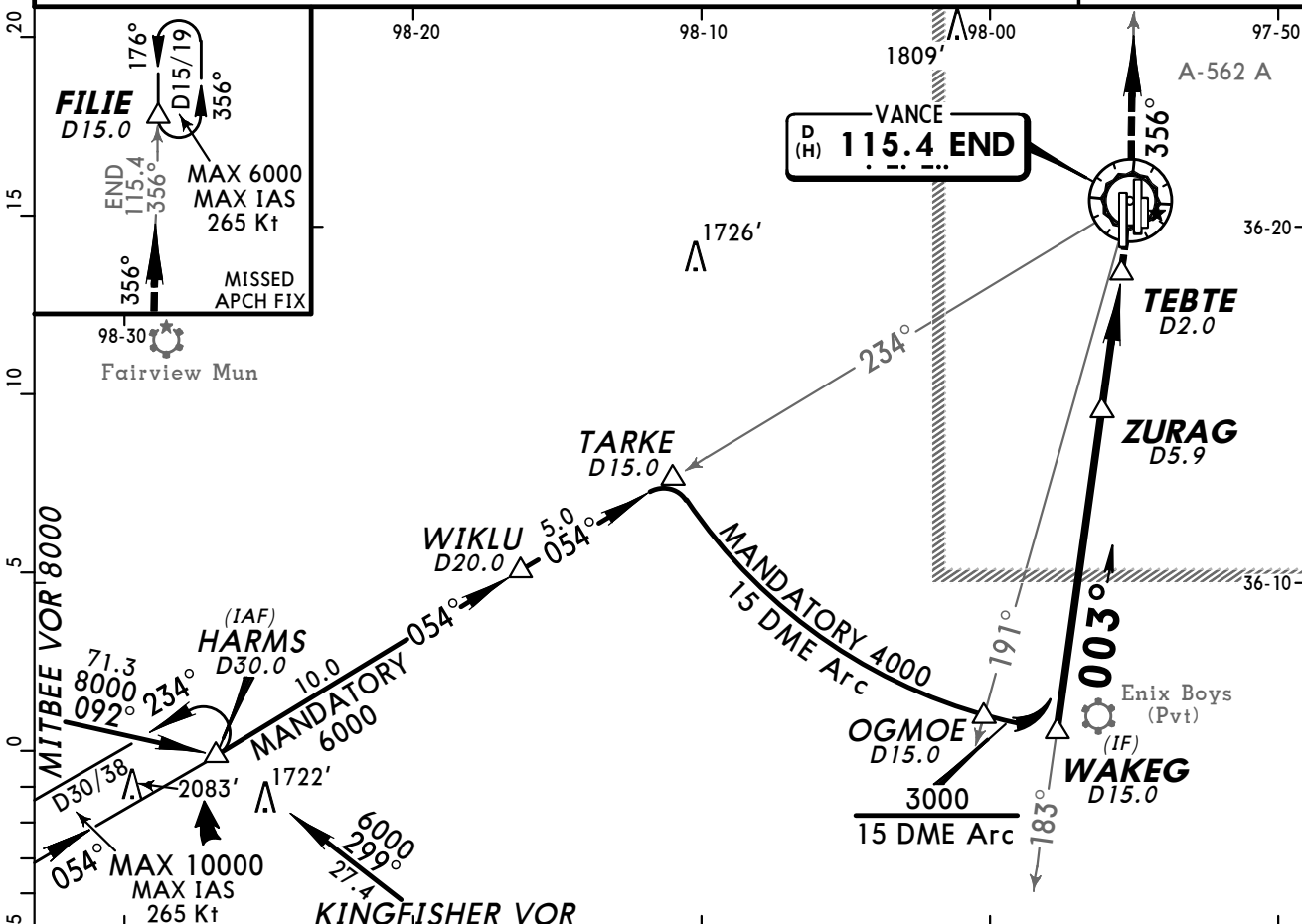
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KEND/END
ENID, OKLA

JEPPSEN
19 AUG 11 **33-3** Eff 25 Aug

VANCE AFB
VOR DME Rwy 35L

*ATIS 115.4	KANSAS CITY Center 127.8 when App inop.	*VANCE Tower 124.05	*Ground 121.8
*VANCE Approach (R)			
169°-007° 10000' to FL240 337°-169° FL230 to FL240 120.52	337°-037° to D19.0 at or below FL220 118.07	7000' to FL220 125.45	037°-169° at or below 6500' 121.3
VOR END 115.4	Final Apch Crs 003°	Minimum Alt ZURAG 2600' (1293')	MDA(H) 1680' (373')
Apt Elev 1307' THR 1307'			3600'
MISSED APCH: Climb to 4000', intercept END VOR R-356 outbound to FILIE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			MSA END VOR
1. EMERG SAFE ALT 100 NM 4800'.			



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.54°]	314	404	449	539	629	719
MAP at TEBTE						

SALS	4000'	END	FILIE
PAPI		115.4	
		R-356	

STRAIGHT-IN LANDING RWY 35L			CIRCLE-TO-LAND		
MDA(H) 1680' (373')			Not Authorized at Night to Rwy 35R		
ALS out			Max Kts		
			MDA(H)		
A			90	1760' (453')-1	
B			120		
C	3/4		140	1760' (453')-1 1/2	
D	1		165	1860' (553')-2	

CHANGES: Missed approach, MITBEE transition.

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VANCE AFB
VOR DME Rwy 35C

FAIRVIEW MUN
98-30
356°
END
115.4
D15.0
176°
356°
D15/19
356°
MAX 6000
MAX IAS
265 Kt
MISSED
APCH FIX

FILIE
D15.0

TARKE
D15.0
054°

WIKLU
D20.0
054°

VANCE
D (H) 115.4 END

NUKNE
D1.7
356°

PLUCK
D5.5
349°

SIPIE
D15.0
169°

RAMPE
D15.0
169°

MANDATORY 4000
15 DME Arc

MANDATORY 6000
15 DME Arc

3000
15 DME Arc

Enix Boys (Pvt)

MITBEE VOR 8000
092°
234°
71.3
8000
D30/38
2083'

HARMS
(IAF)
D30.0
10.0
27.4
299°
6000

KINGFISHER VOR

1726'

1809'

98-20

98-10

97-50

36-20

36-10



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		END	FILIE
<i>Descent angle [2.38°]</i>	295	379	421	505	589	673		115.4	
<i>MAP at NUKNE</i>								R-356	

STRAIGHT-IN LANDING RWY 35C			CIRCLE-TO-LAND	
MDA(H) 1680' (387')			Not Authorized at Night to Rwy 35R	
		ALS out	Max Kts	MDA(H)
A	RVR 40 or $\frac{3}{4}$	RVR 55 or 1	90	1760' (453')-1
B			120	
C	RVR 45 or $\frac{7}{8}$	RVR 60 or $1\frac{1}{8}$	140	1760' (453')-1½
D			165	1860' (553')-2

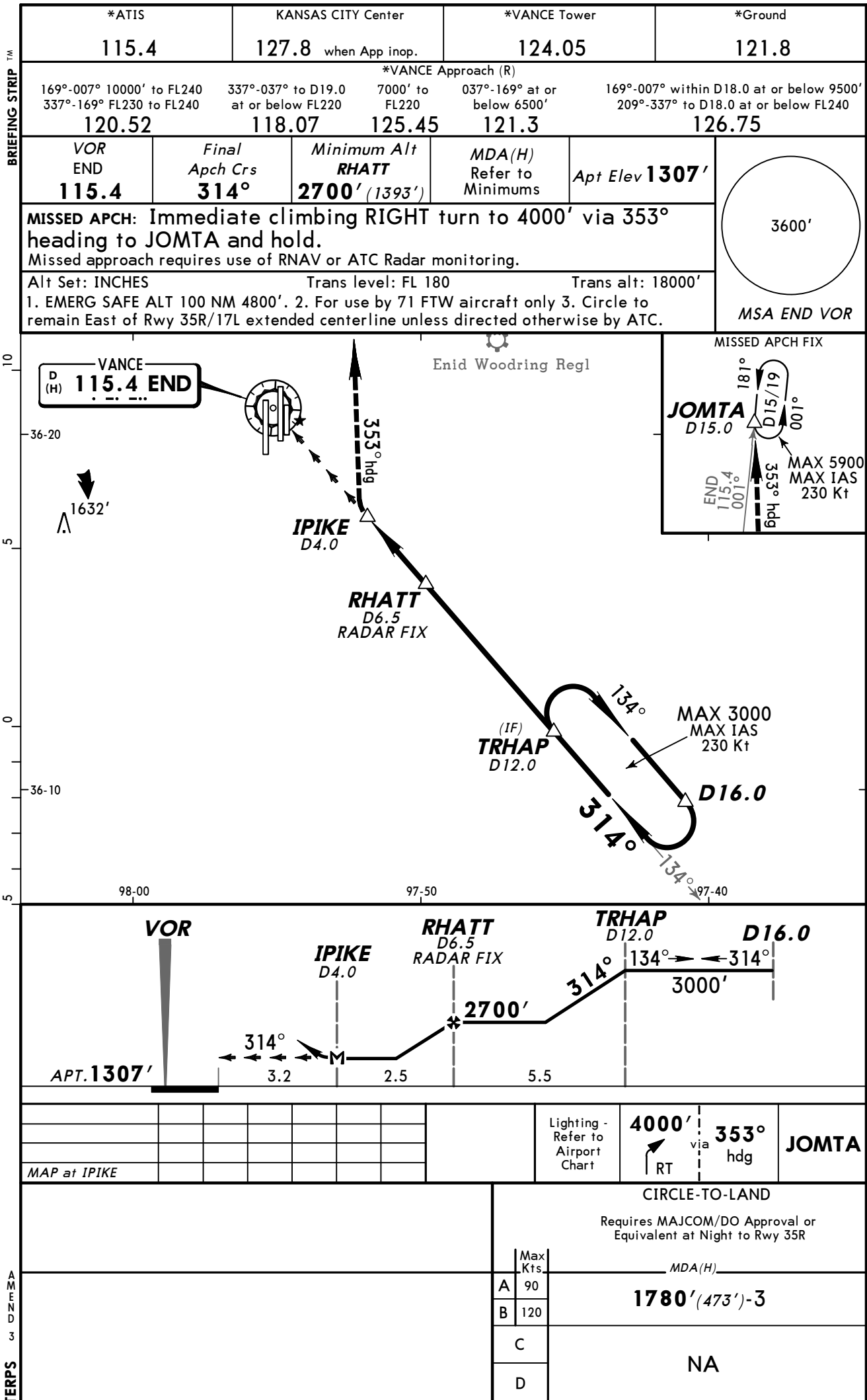
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KEND/END
ENID, OKLA

JEPPESEN
29 APR 11 **33-5** Eff 5 May

CAT A & B

VANCE AFB
VOR DME-A



CHANGES: Approach frequencies.

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KEND/END
ENID, OKLA

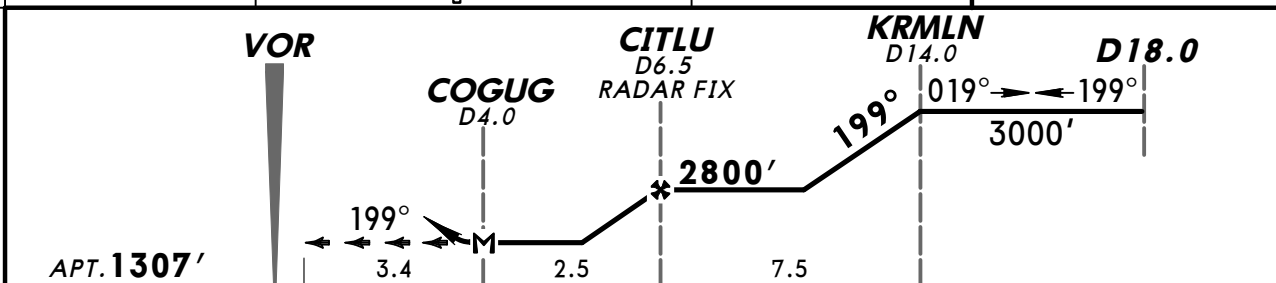
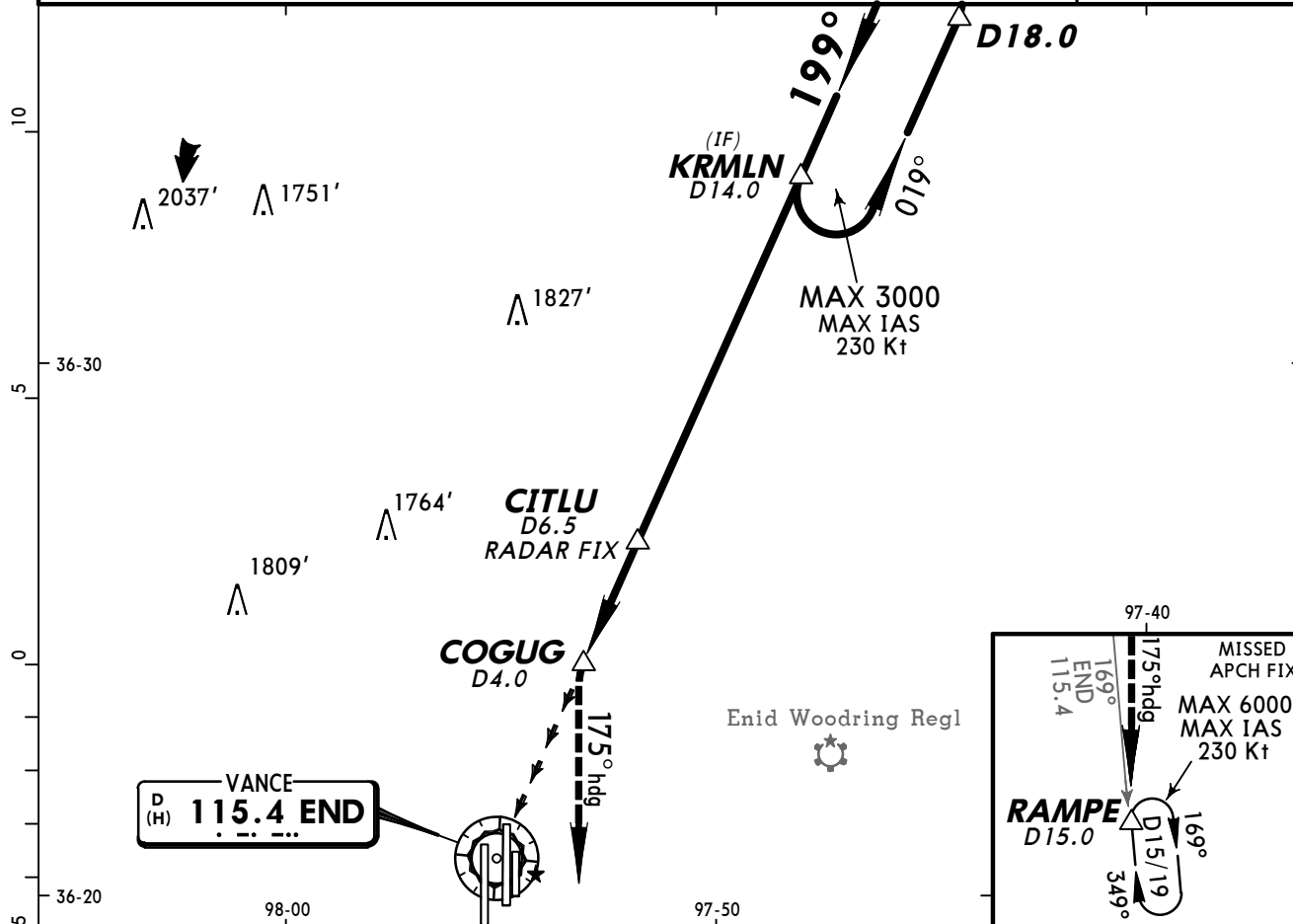
JEPPESSEN
29 APR 11 **33-6** Eff 5 May

CAT A & B

VANCE AFB
VOR DME-B

BRIEFING STRIP™

*ATIS 115.4		KANSAS CITY Center 127.8 when App inop.		*VANCE Tower 124.05		*Ground 121.8	
*VANCE Approach (R)							
169°-007° 10000' to FL240 337°-169° FL230 to FL240 120.52		337°-037° to D19.0 at or below FL220 118.07		7000' to FL220 125.45		037°-169° at or below 6500' 121.3	
						169°-007° within D18.0 at or below 9500 209°-337° to D18.0 at or below FL240 126.75	
VOR END 115.4		Final Apch Crs 199°		Minimum Alt CITLU 2800' (1493')		MDA(H) Refer to Minimums	
						Apt Elev 1307'	
MISSED APCH: Immediate climbing LEFT turn to 4000' via 175° heading to RAMPE and hold. Missed approach requires use of RNAV or ATC RADAR monitoring.							3600' MSA END VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. EMERG SAFE ALT 100 NM 4800'. 2. For use by 71 FTW aircraft only. 3. Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC.							



MAP at COGUG				Lighting - Refer to Airport Chart		4000' via 175° hdg	RAMPE
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CIRCLE-TO-LAND				Requires MAJCOM/DO Approval or Equivalent at Night to Rwy 35R	
				MDA(H)	
				1880' (573') -3	
				NA	

CHANGES: Approach frequencies.

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General Information

Location: Lawton OK USA
IATA Code: LAW
Lat/Long: N34° 34.1' W098° 25.0'
Elevation: 1110 ft

Airport Use: Public
Magnetic Variation: 4.9°E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A-1
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1306 Z
Sunset: 0027 Z,

Runway Information

Runway: 17
Length x Width: 8599 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1110 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 8599 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1089 ft
Lighting: Edge, ALS, Pilot controlled

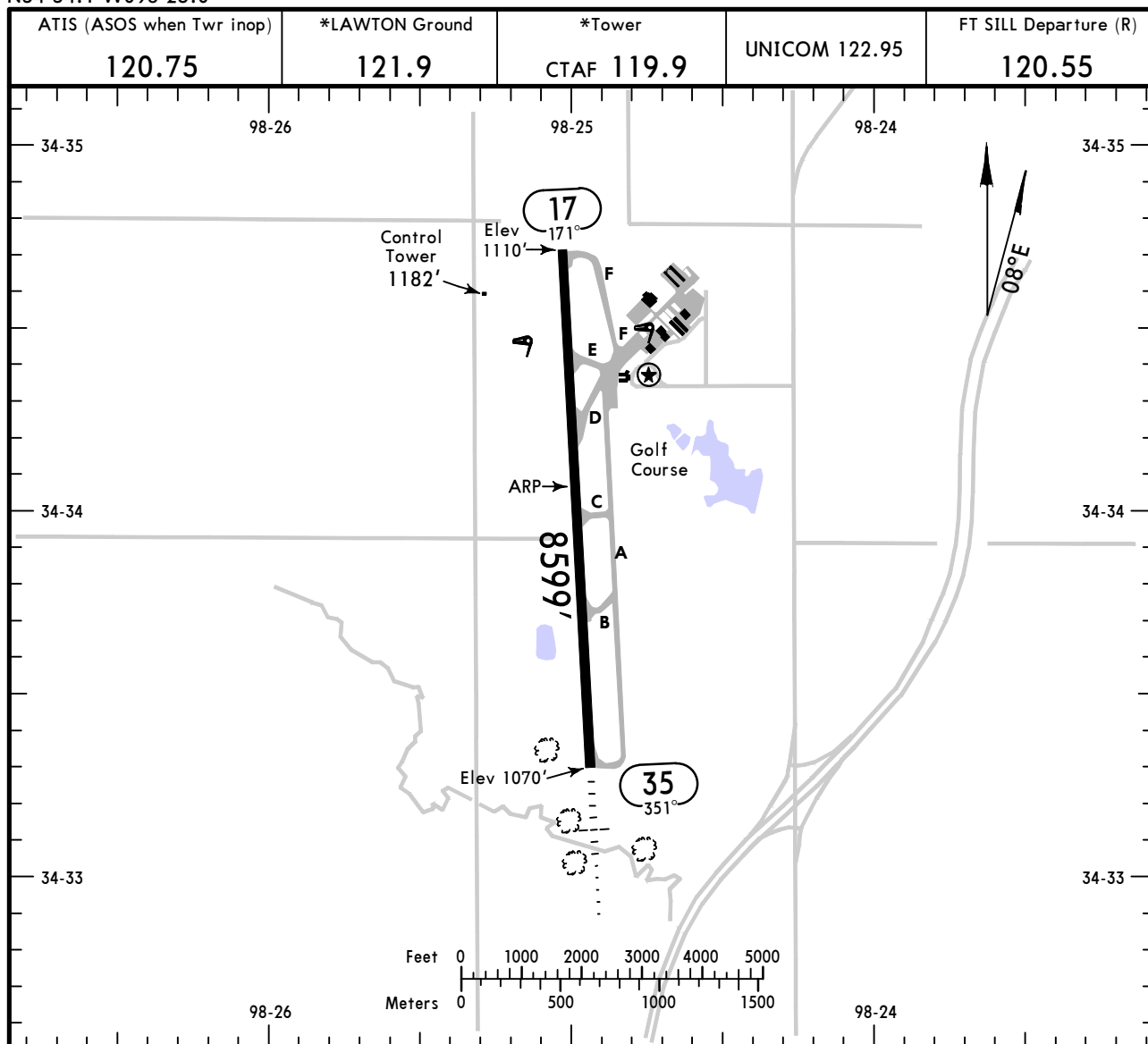
Communication Information

ATIS 120.75
ASOS 120.75
Lawton Tower 119.9 CTAF PCL
Lawton Ground Control 121.9
FT Sill Approach Control 120.55
FT Sill Departure Control 120.55
Lawton Mun Unicom 122.95
FT Sill Radar 120.55
Lawton Operations 139.7

KLAW/LAW
Apt Elev **1110'**
N34 34.1 W098 25.0

JEPPESEN
11 JUL 08 **(11-1)**

LAWTON, OKLA
-FT SILL REGL



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					— LANDING BEYOND —			
					Threshold	Glide Slope		
17	① HIRL	REIL	VASI-L	wire combed				
35	① HIRL	② MALSR		wire combed		7640'		150'

- ① Increase intensity on 119.9 when Twr inop.
- ② Activate on 119.9 when Twr inop.

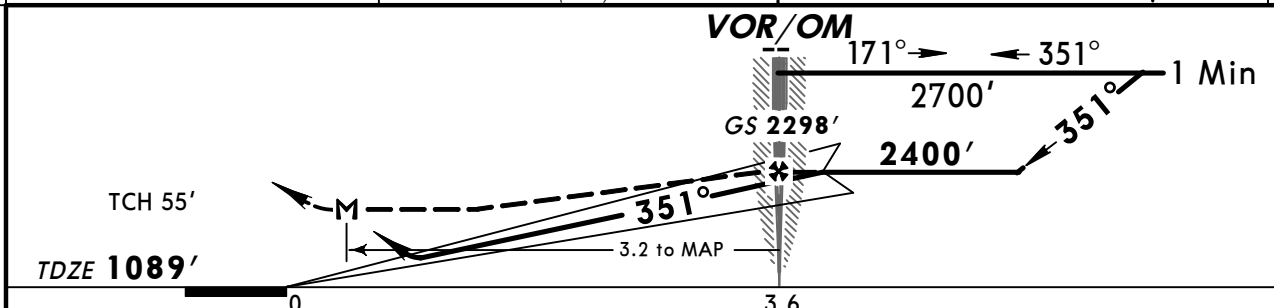
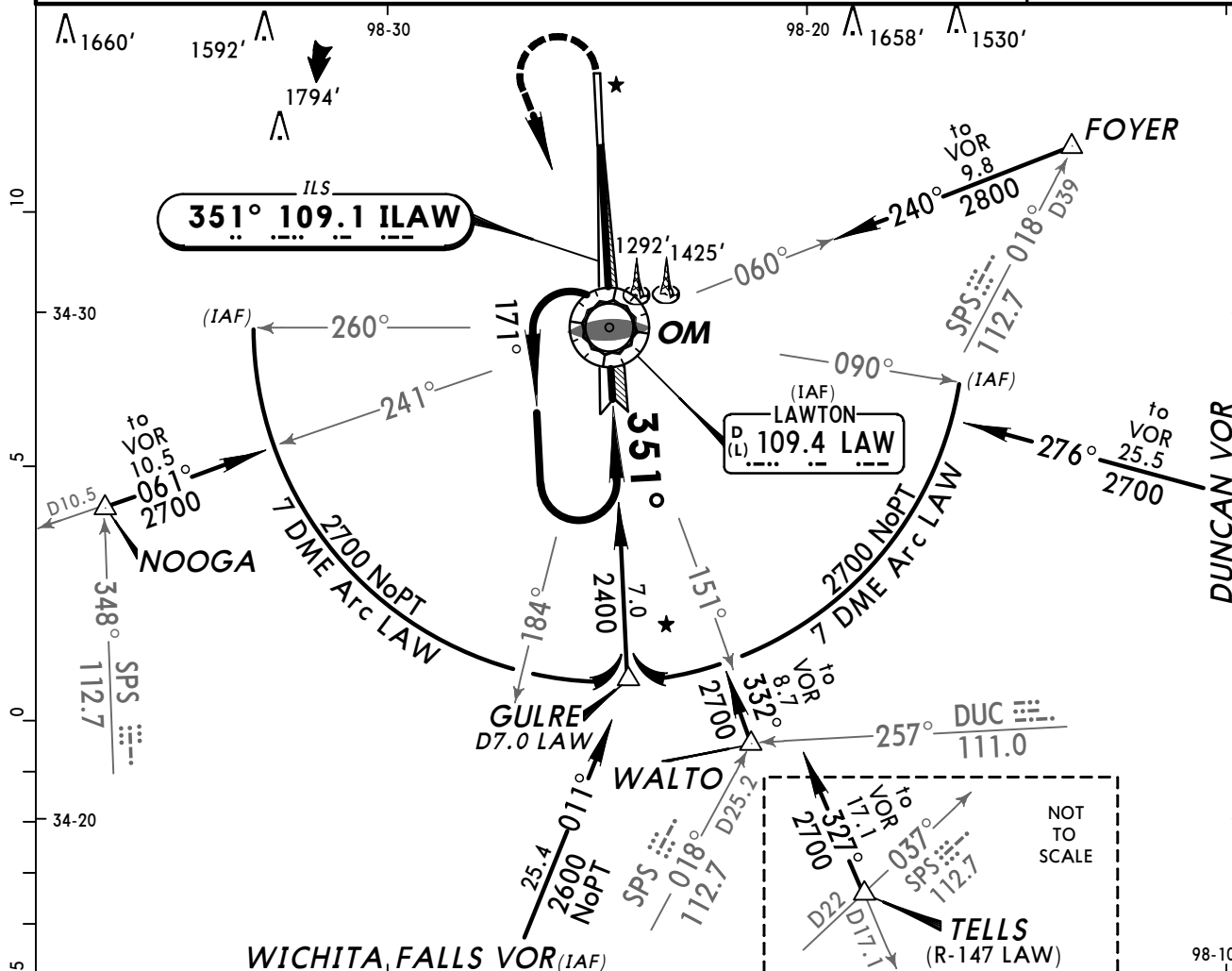
TAKE-OFF			FOR FILING AS ALTERNATE			
All Rwys			Authorized Only when Twr Operating			
Adequate Vis Ref		STD	ILS Rwy 35	LOC Rwy 35 VOR Rwy 35	RADAR-1 RADAR-2	Other
1 & 2 Eng	1/4	1	A	600-2	800-2	800-2
3 & 4 Eng		1/2	B			
			C			
			D			

CHANGES: None.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop) 120.75		FT SILL Approach (R) 120.55		*LAWTON Tower CTAF 119.9		*Ground 121.9				
LOC ILAW 109.1		Final Apch Crs 351°		GS VOR/OM 2298' (1209')		ILS DA(H) 1289' (200')		Apt Elev 1110' TDZE 1089'		3700' MSA LAW VOR
MISSED APCH: Climbing LEFT turn to 2800' direct LAW VOR and hold.										
Alt Set: INCHES										



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2800'	D	LAW 109.4
GS	3.00°	377	484	538	646	753				
VOR/OM to MAP 3.2	2:45	2:08	1:55	1:36	1:22	1:12				

STRAIGHT-IN LANDING RWY 35						CIRCLE-TO-LAND	
ILS DA(H) 1289' (200')			LOC (GS out) MDA(H) 1520' (431')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out			
A			1/2	3/4	1	90	1600' (490') - 1
B						120	
C	1/2	3/4	3/4	1 1/4		140	1620' (510') - 1 1/2
D			1	1 1/2		165	1680' (570') - 2

BRIEFING STRIP™



VOR



MALSR



LAW
109.4

AMEND
20
B

KLAW/LAW

LAWTON-FT SILL REGL

16 AUG 02

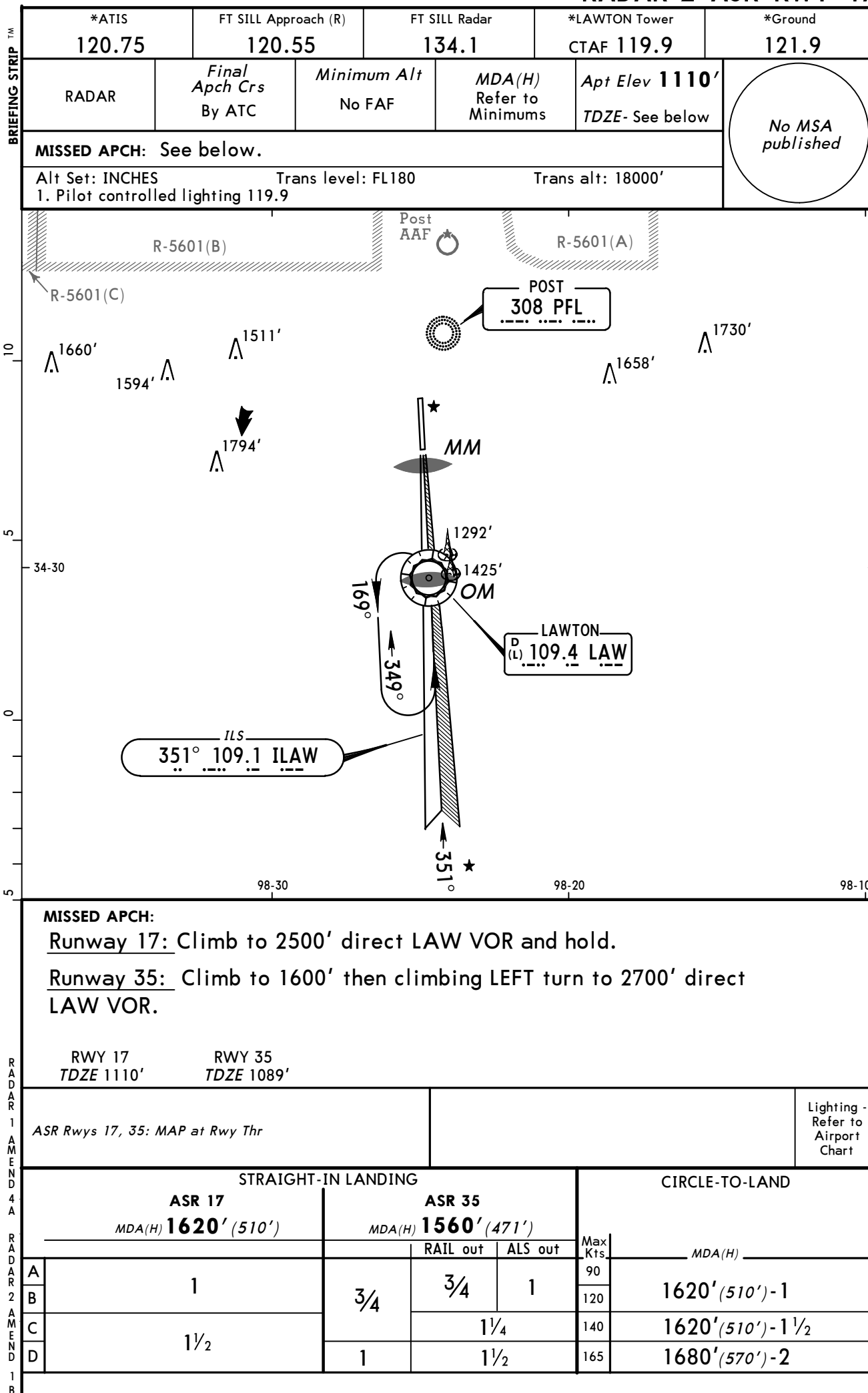
18-1

JEPPesen

LAWTON, OKLA

RADAR-1 ASR RWY 35

RADAR-2 ASR RWY 17

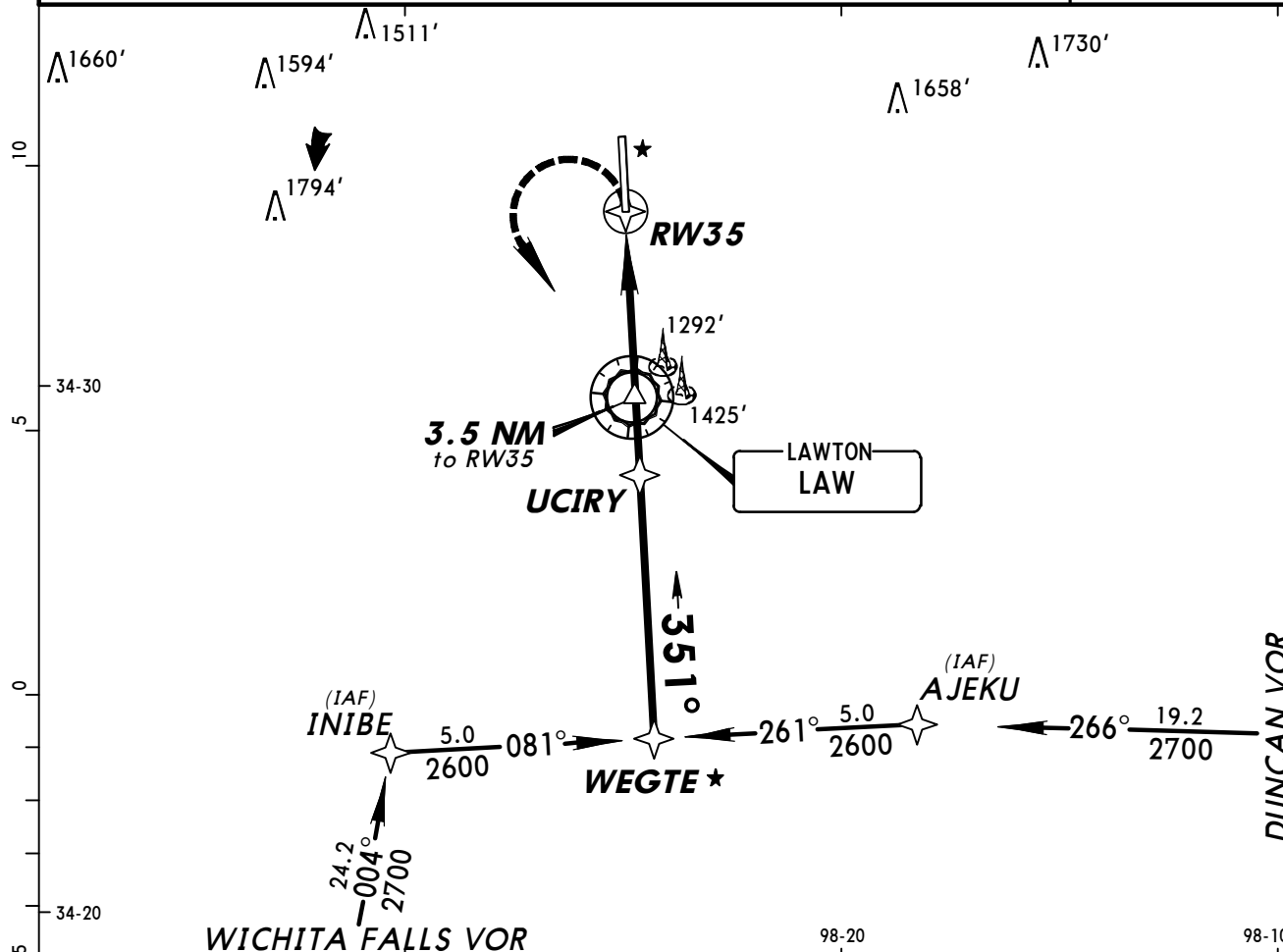


CHANGES: Straight in ASR 17 minimums, circling minimums.

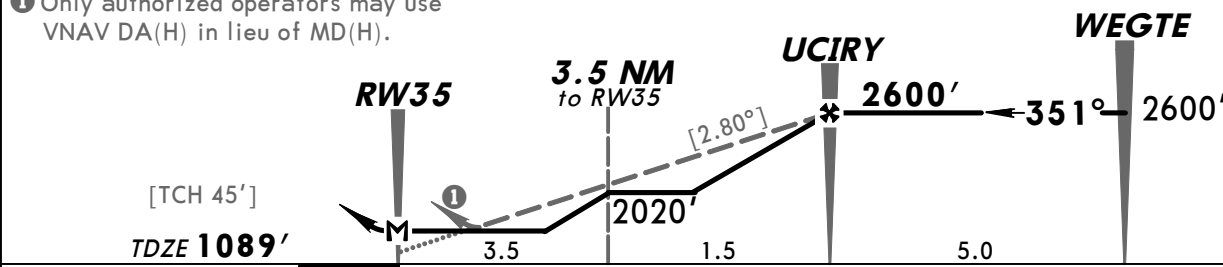
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BRIEFING STRIP

*ATIS 120.75		FT SILL Approach (R) 120.55		*LAWTON Tower CTAF 119.9		*Ground 121.9	
GPS	Final Apch Crs 351°	Minimum Alt UCIRY 2600'	MDA(H) 1560' (471')	Apt Elev 1110' TDZE 1089'		3700' MSA RW35	
MISSED APCH: Climbing LEFT turn to 2700' direct LAW VOR and hold SOUTH, LEFT turns, 347° inbound.							
Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. Pilot controlled lighting 119.9.							



① Only authorized operators may use VNAV DA(H) in lieu of MD(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2700' LT	D	LAW VOR
Descent angle [2.80°]	347	446	495	594	693	792				
MAP at RW35										

STRAIGHT-IN LANDING RWY 35					CIRCLE-TO-LAND				
MDA(H) 1560' (471')									
	RAIL out		ALS out		Max Kts	MDA(H)			
A	1/2	3/4	1		90	1600'(490') - 1			
B	1/2	3/4	1		120				
C	3/4		1 1/4		140	1620'(510') - 1 1/2			
D	1		1 1/2		165	1680'(570') - 2			

General Information

Location: Altus OK USA
IATA Code: LTS
Lat/Long: N34° 40.0' W099° 16.1'
Elevation: 1382 ft

Airport Use: Military
Magnetic Variation: 5.4 °E
Sectional Chart: Dallas Ft Worth

Fuel Types: Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1309 Z
Sunset: 0031 Z,

Runway Information

Runway: 17L
Length x Width: 9001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1382 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 17R
Length x Width: 13440 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1379 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 35L
Length x Width: 13440 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1353 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 35R
Length x Width: 9001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1362 ft
Lighting: Edge, ALS

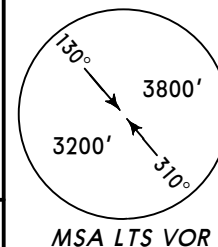
Stopway: 1000 ft

Communication Information

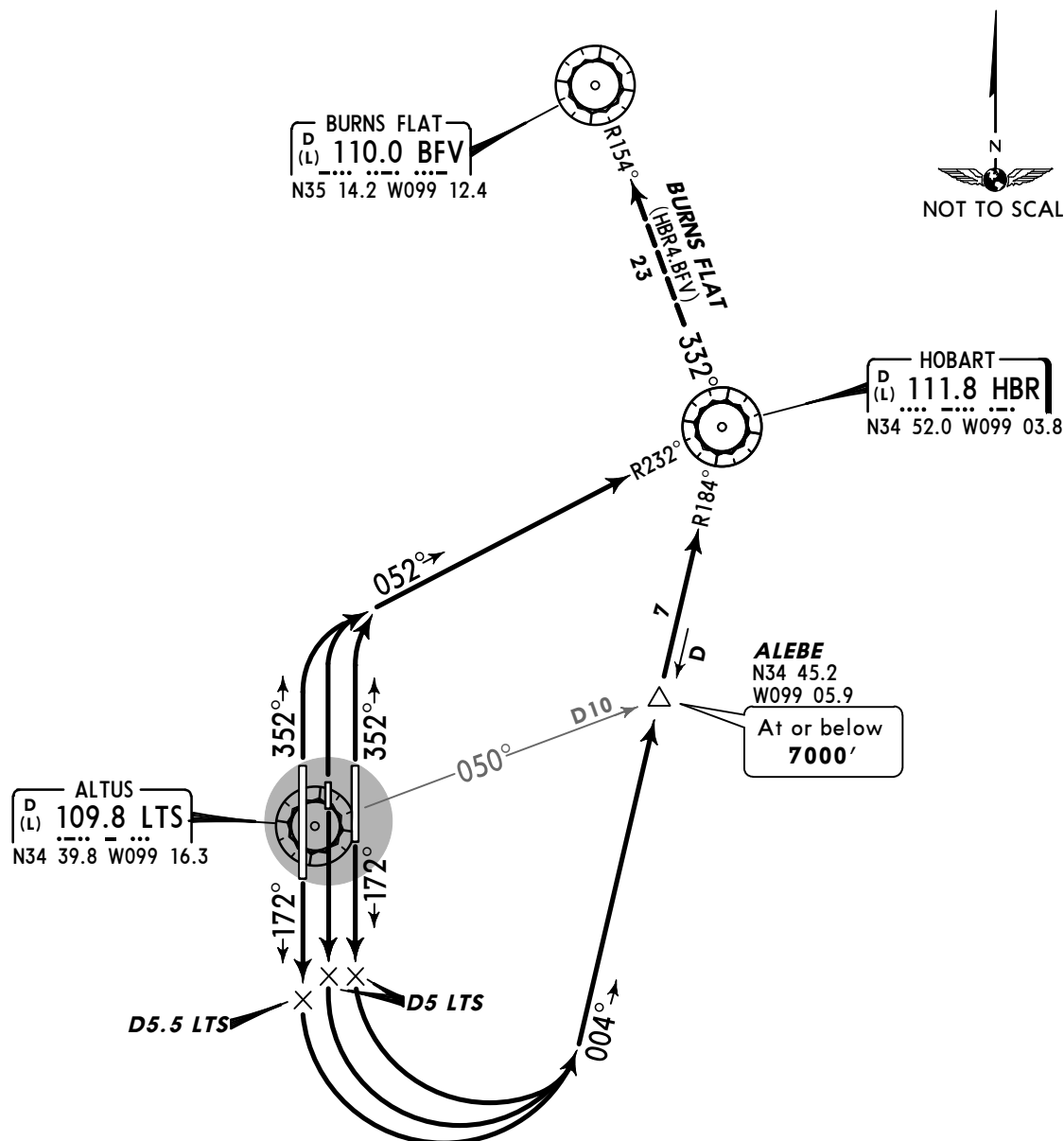
- ATIS 109.8
- Altus Tower 121.85 Secondary
- Altus Tower 119.65
- Altus Ground Control 121.85
- Altus Clearance Delivery 120.65
- Altus Approach Control 125.1
- Altus TRSA 125.1
- Altus Departure Control 125.1
- Altus Radar 125.1
- FT Worth Center 133.5 Remote Communications Air-Ground
- FT Worth Center 128.4 Remote Communications Air-Ground

133.5 when Dep inop.

Trans level: FL180 Trans alt: 18000'



HOBART FOUR DEPARTURE (HBR4.HBR)



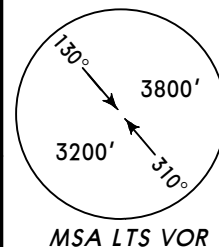
Rwy 174° Assault Strip: Aircraft taxiing 87' from DER 360' LEFT of centerline, 65' AGL/1425' MSL. Aircraft taxiing between 1038' and 2316' from DER, 717' LEFT of centerline, 65' AGL/1424' MSL.

RWY	INITIAL CLIMB
17L, 174° Assault Strip	Climb on a track of 172°. At D5 LTS turn LEFT to intercept HBR R-184 to HBR. Cross ALEBE at or below 7000' . Then via BURNS FLAT transition or assigned route.
17R	Climb on a track of 172°. At D5.5 LTS turn LEFT to intercept HBR R-184 to HBR. Cross ALEBE at or below 7000' . Then via BURNS FLAT transition or assigned route.
35L/R, 354° Assault Strip	Climb on a track of 352° to intercept HBR R-232 to HBR. Then via BURNS FLAT transition or assigned route.

*ALTUS Departure (R)
125.1
FT. WORTH Center
133.5 when Dep inop.

Apt Elev
1382'

Trans level: FL180 Trans alt: 18000'



ODILL SEVEN DEPARTURE (ODILL7.ODILL)



ALTUS
D (L) **109.8 LTS**
N34 39.8 W099 16.3

CHILDRESS
D (L) **117.6 CDS**
N34 22.1 W100 17.3

CHILDRESS
(ODILL7.CDS)
51

ODILL
N34 21.9
W099 16.3

FEDER
N34 08.8 W099 16.3

VASTY
N34 07.5
W099 11.3

WICHITA FALLS
(ODILL7.SPS)
V114
31

WICHITA FALLS
D (H) **112.7 SPS**
N33 59.2 W098 35.6

HOBART
D (L) **111.8 HBR**
N34 52.0 W099 03.8

OBSTACLES

Rwy 174° Assault Strip: Aircraft taxiing 87' from DER, 360' LEFT of centerline, 65' AGL/1425' MSL. Aircraft taxiing between 1038' and 2316' from DER, 717' LEFT of centerline, 65' AGL/1424' MSL.

Distance DER to SONSE

Rwy 35L: **23.7 NM**

Rwy 354° Assault Strip: **24.3 NM**

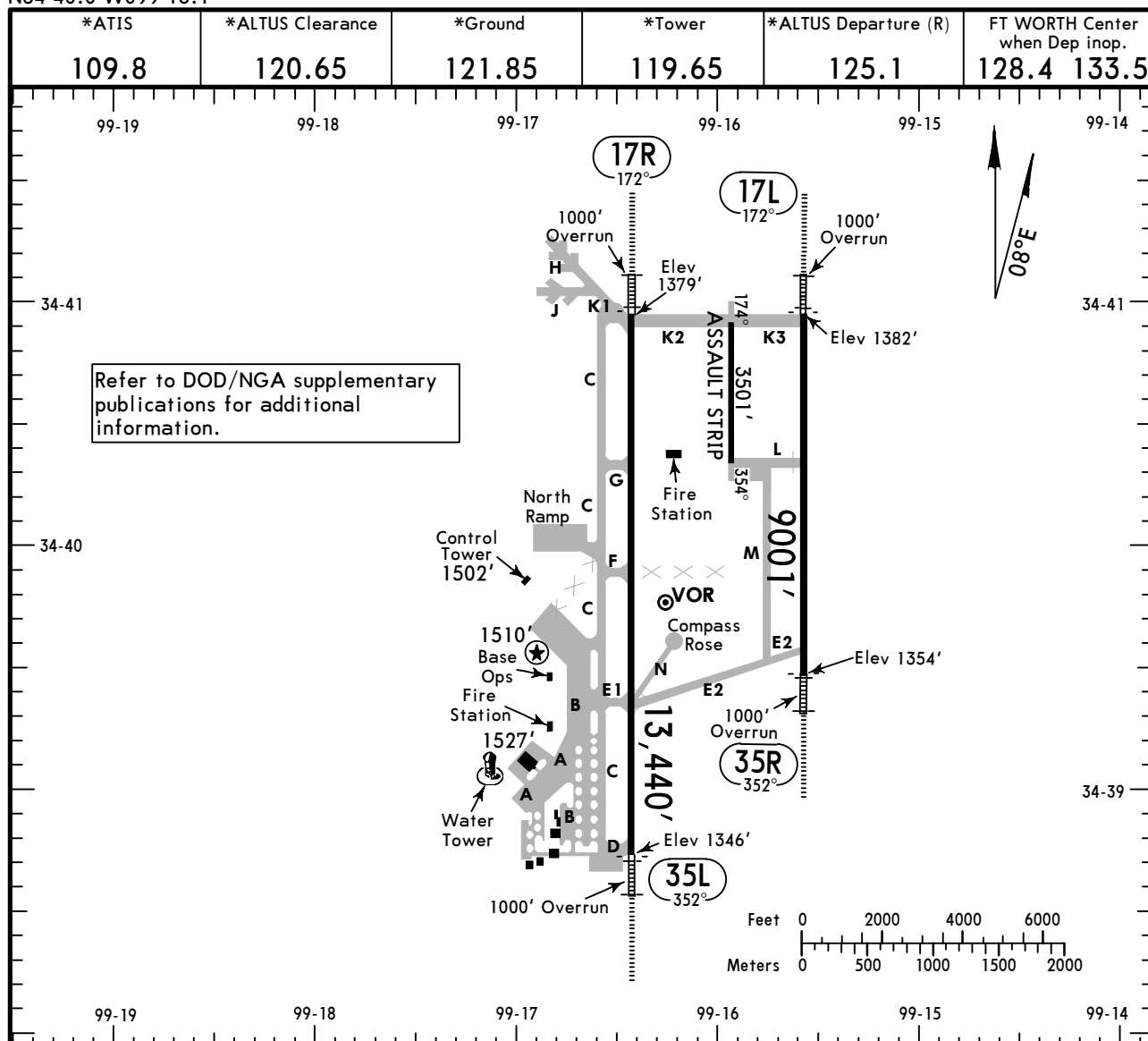
Rwy 35R: **24.7 NM**

SONSE
(LTS R-172/D8)
N34 31.8
W099 16.3

At or below
7000'

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 174° Assault Strip: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB
17L	Climb on a track of 172°. At D5 LTS turn RIGHT to intercept R-172 to SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000' . Then via transition or assigned route.
174° Assault Strip	Climb on a track of 175° to intercept LTS R-172 to SONSE, then via LTS R-172 to ODILL. Cross SONSE at or below 7000' . Then via transition or assigned route.
17R	Climb on a track of 172°. At D5 LTS turn LEFT to intercept LTS R-172 to SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000' . Then via transition or assigned route.
35L	Climb on a track of 352°. At D5 LTS/HBR R-225 turn RIGHT to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000' . Then via LTS R-172 to ODILL. Then via transition or assigned route.
354° Assault Strip	Climb on a track of 352°. At D5.3 LTS/HBR R-225 turn RIGHT to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000' . Then via LTS R-172 to ODILL. Then via transition or assigned route.
35R	Climb on a track of 352°. At D5.5 LTS/HBR R-225 turn RIGHT to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000' . Then via LTS R-172 to ODILL. Then via transition or assigned route.



ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						— LANDING BEYOND —			
						Threshold	Glide Slope		
17R 35L	HIRL (non-std)	ALSF-I	PAPI-L	grooved	RVR		12,291'		150'
							12,371'		
17L 35R	HIRL	ALSF-I	PAPI-L	grooved	RVR		7918'		150'
							7826'		
174° 354°	ASSAULT STRIP	MIRL							94'

TAKE-OFF							FOR FILING AS ALTERNATE		
All Rwys									
		Adequate Vis Ref		STD			Precision		Non-Precision
1 & 2 Eng	RVR 16 or 1/4		RVR 50 or 1			A	600-2	800-2	
3 & 4 Eng			RVR 24 or 1/2			B			
				C					
				D					

TAKE-OFF OBSTACLES: 174° Assault strip, aircraft taxiing 87' from DER, 360' left of centerline, 65 AGL/1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65 AGL/1425' MSL.

KLTS/LTS
ALTUS, OKLA

14 OCT 11
Eff 20 Oct

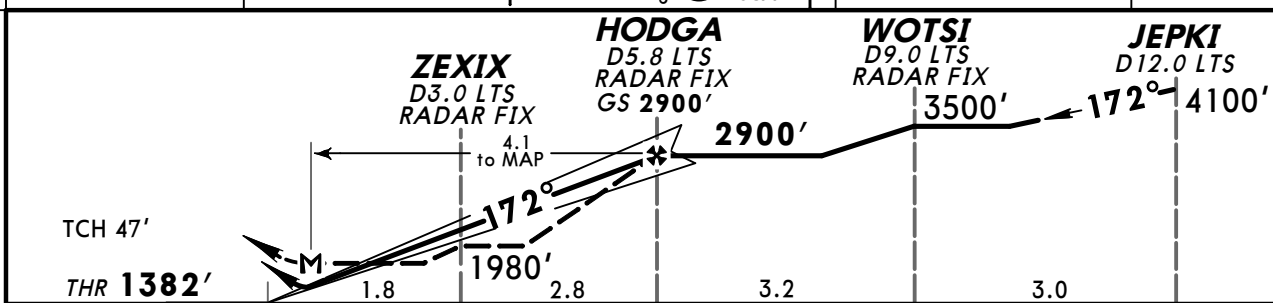
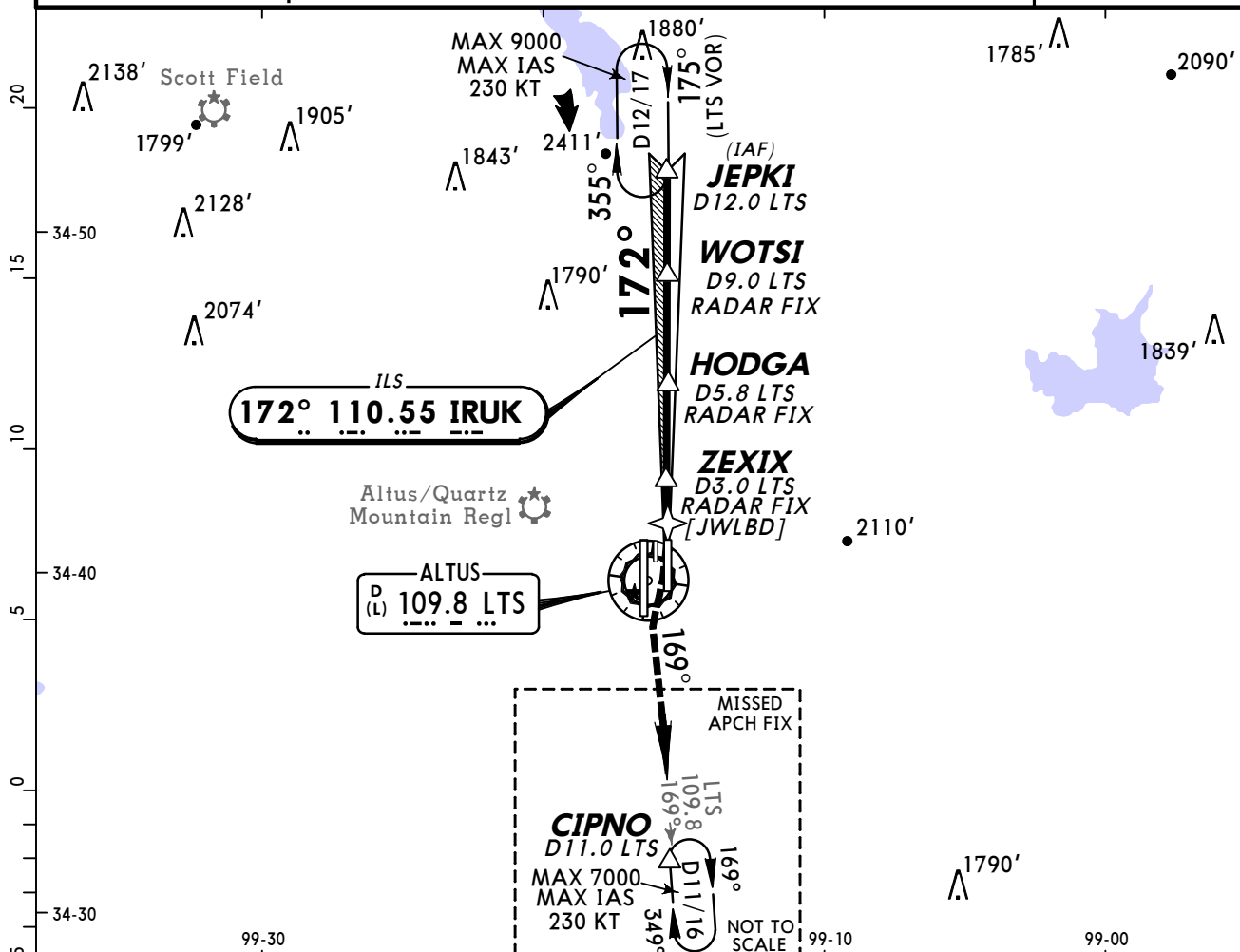
31-1

ALTUS AFB
ILS or LOC DME Rwy 17L

BRIEFING STRIP™

*ATIS 109.8	*ALTUS Approach (R) 125.1	FT WORTH Center when App inop. 128.4 133.5	*ALTUS Tower 119.65	*Ground 121.85
LOC IRUK 110.55	Final Apch Crs 172°	GS HODGA 2900' (1518')	ILS DA(H) 1582' (200')	Apt Elev 1382' THR 1382'
MISSED APCH: Climb to 4000' on LTS VOR R-169 to CIPNO and hold.				
Alt Set: INCHES 1. RADAR or DME required.		Trans level: FL 180 2. EMERG SALF ALT 100 NM 4900'.		Trans alt: 18000'

MSA LTS VOR



Gnd speed-Kts	70	90	100	120	140	160		ALS F-I	4000'	LTS	CIPNO
GS	3.00°	372	478	531	637	743	849	PAPI	↑	109.8	
HODGA to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32			R-169	

Military				STRAIGHT-IN LANDING RWY 17L				CIRCLE-TO-LAND			
ILS				LOC (GS out)				Not Authorized West of Rwy 17R-35L			
DA(H) 1582' (200')				MDA(H) 1740' (358')							
FULL		ALS out		ALS out		ALS out		Max Kts		MDA(H)	
A								90		1780' (398')	-1
B								120		1840' (458')	-1
C	RVR 24 or 1/2							140		1840' (458')	-1 1/2
D								165		1940' (558')	-2

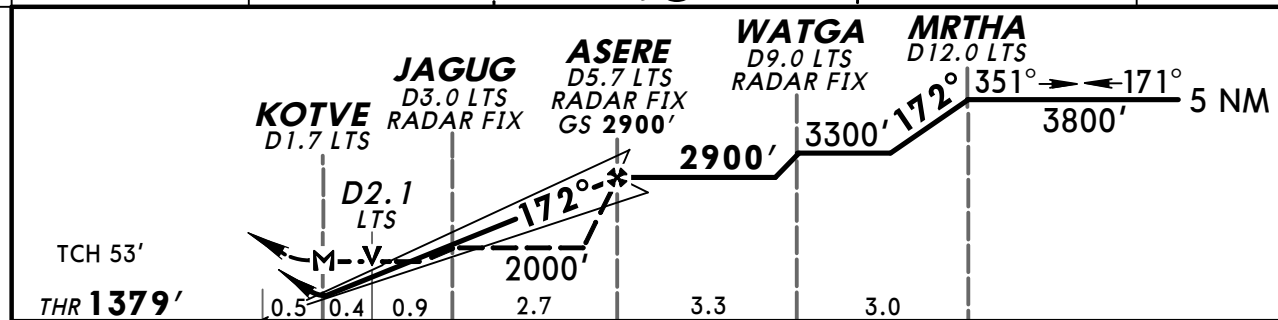
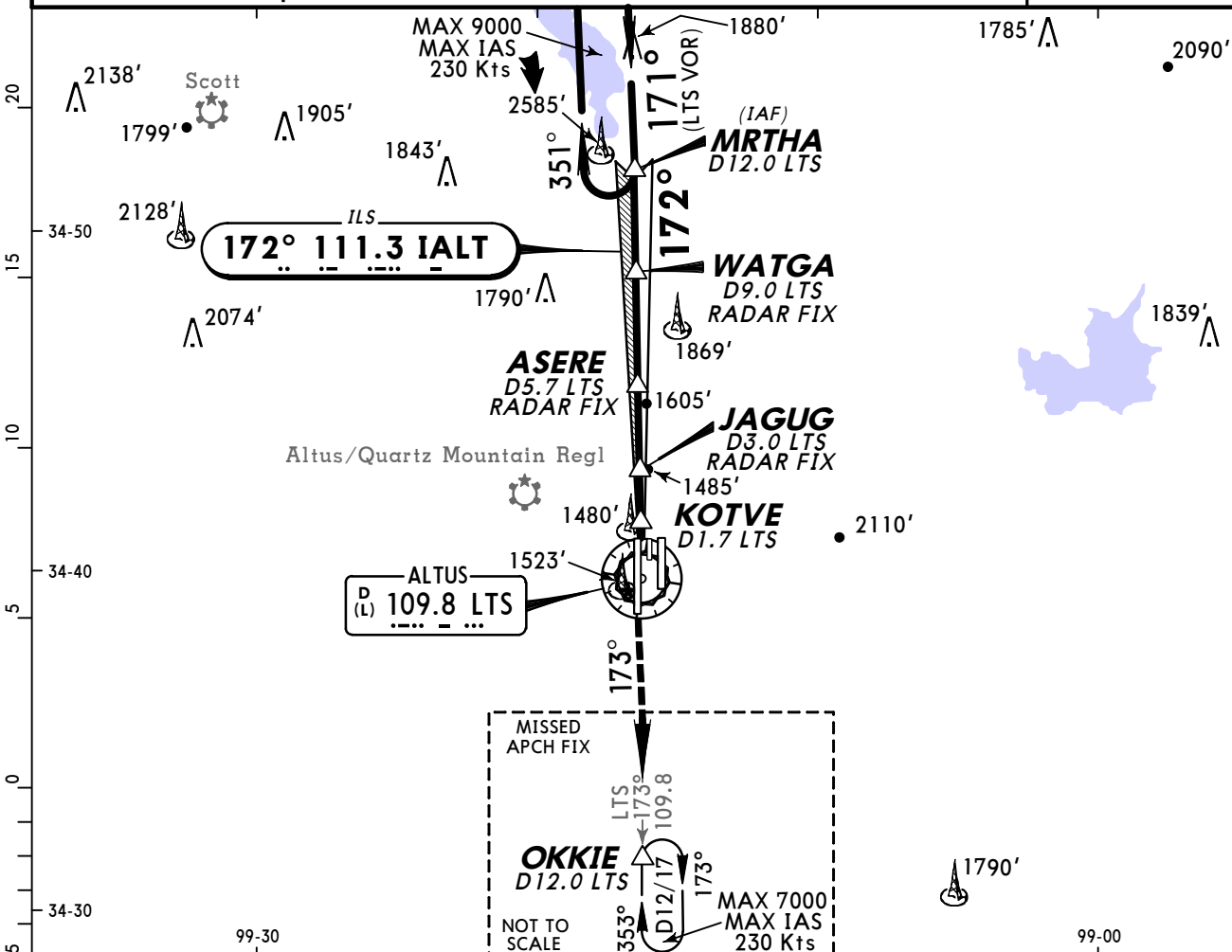
CHANGES: None.

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BRIEFING STRIP

*ATIS 109.8	*ALTUS Approach (R) 125.1	FT WORTH Center when App inop. 128.4 133.5	*ALTUS Tower 119.65	*Ground 121.85
LOC IALT 111.3	Final Apch Crs 172°	GS ASERE 2900' (1521')	ILS DA(H) 1579' (200')	Apt Elev 1382' THR 1379'
MISSED APCH: Climb to 4000' on LTS VOR R-173 to OKKIE/D12.0 LTS and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. RADAR or DME required. 2. EMER SAFE ALT 100 NM 4900'.				

MSA LTS VOR



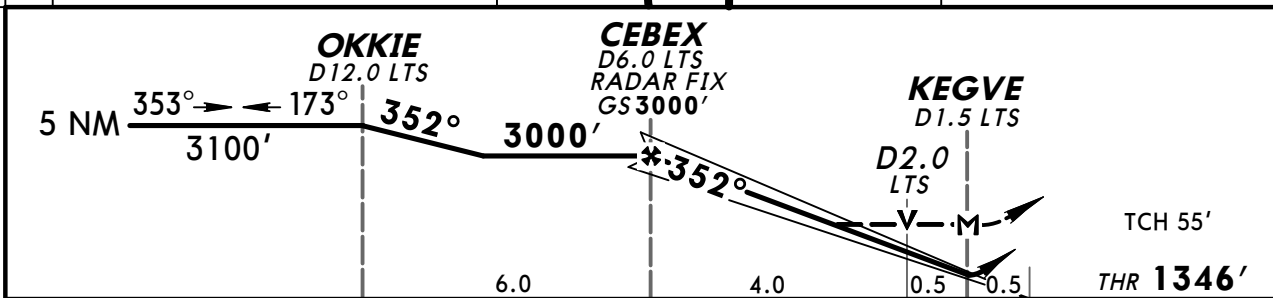
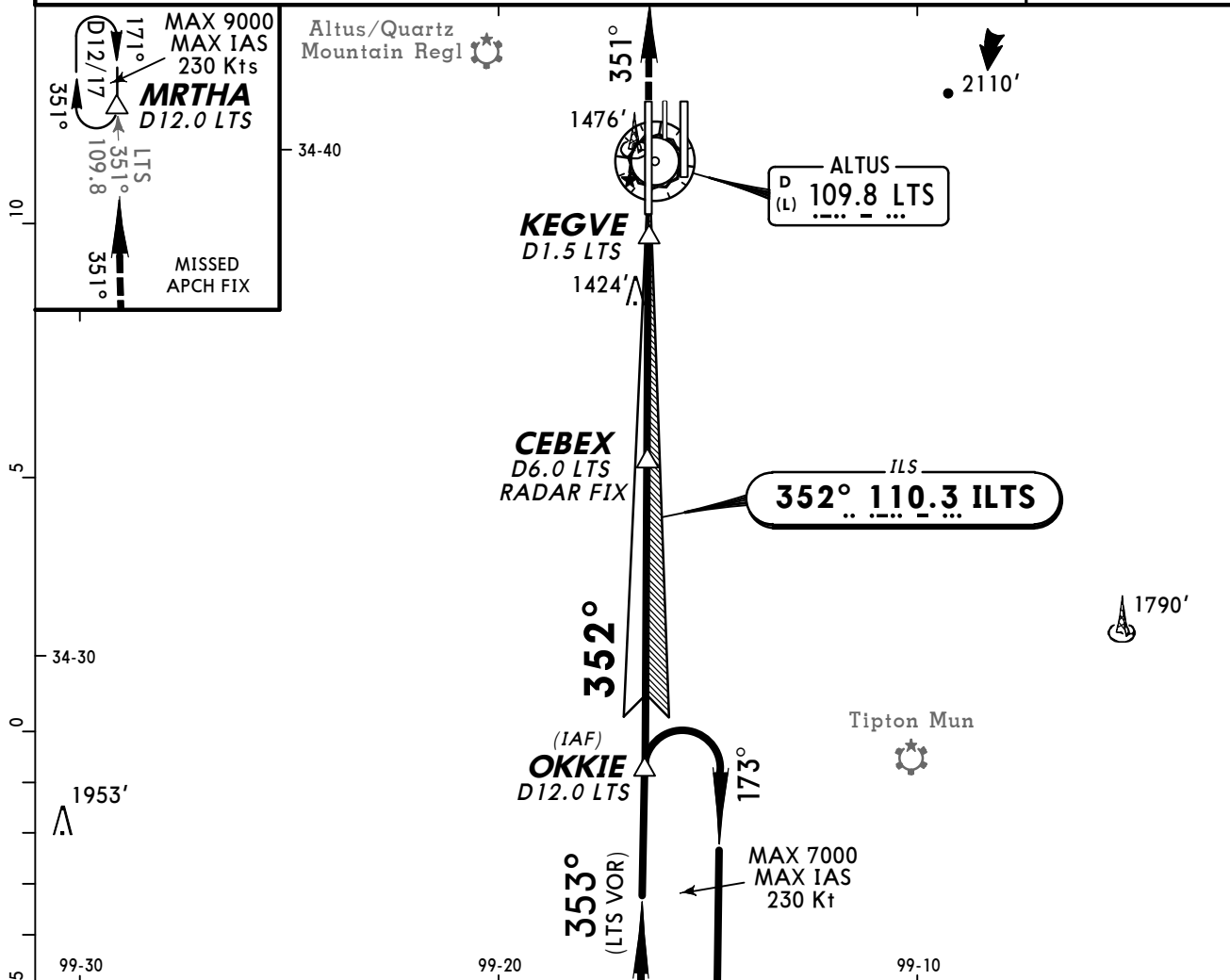
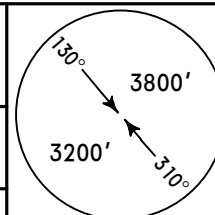
Gnd speed-Kts	70	90	100	120	140	160	ALS-F-I	4000'	LTS	OKKIE
GS	3.00°	372	478	531	637	743	PAPI	↑	on 109.8	R-173
MAP at KOTVE or ASERE to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30				

STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND Not Authorized West of Rwy 17R-35L	
ILS		LOC (GS out)		Max Kts	
DA(H) 1579' (200')		MDA(H) 1740' (361')		MDA(H)	
FULL	ALS out		ALS out	90	1780' (398') - 1
RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2		120	1840' (458') - 1
		RVR 35 or 5/8		140	1840' (458') - 1 1/2
				165	1940' (558') - 2

BRIEFING STRIP™

*ATIS 109.8	*ALTUS Approach (R) 125.1	FT WORTH Center when App inop. 128.4 133.5	*ALTUS Tower 119.65	*Ground 121.85
LOC ILTS 110.3	Final Apch Crs 352°	GS CEBEX 3000' (1654')	ILS DA(H) 1546' (200')	Apt Elev 1382' THR 1346'
MISSED APCH: Climb to 4000' on LTS VOR R-351 to MRTHA/D12.0 LTS and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. RADAR or DME required. 2. EMER SAFE ALT 100 NM 4900'.				

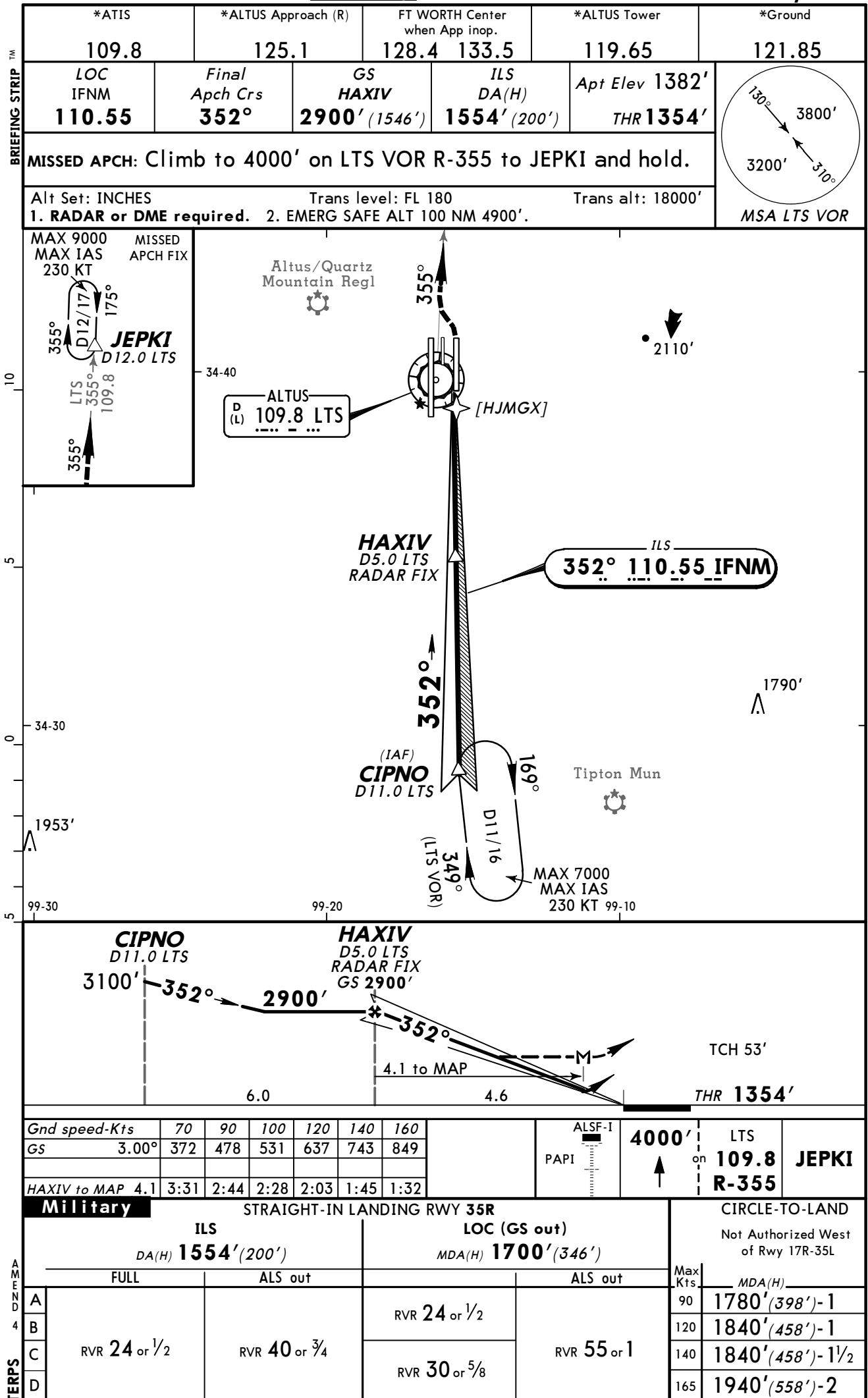
MSA LTS VOR

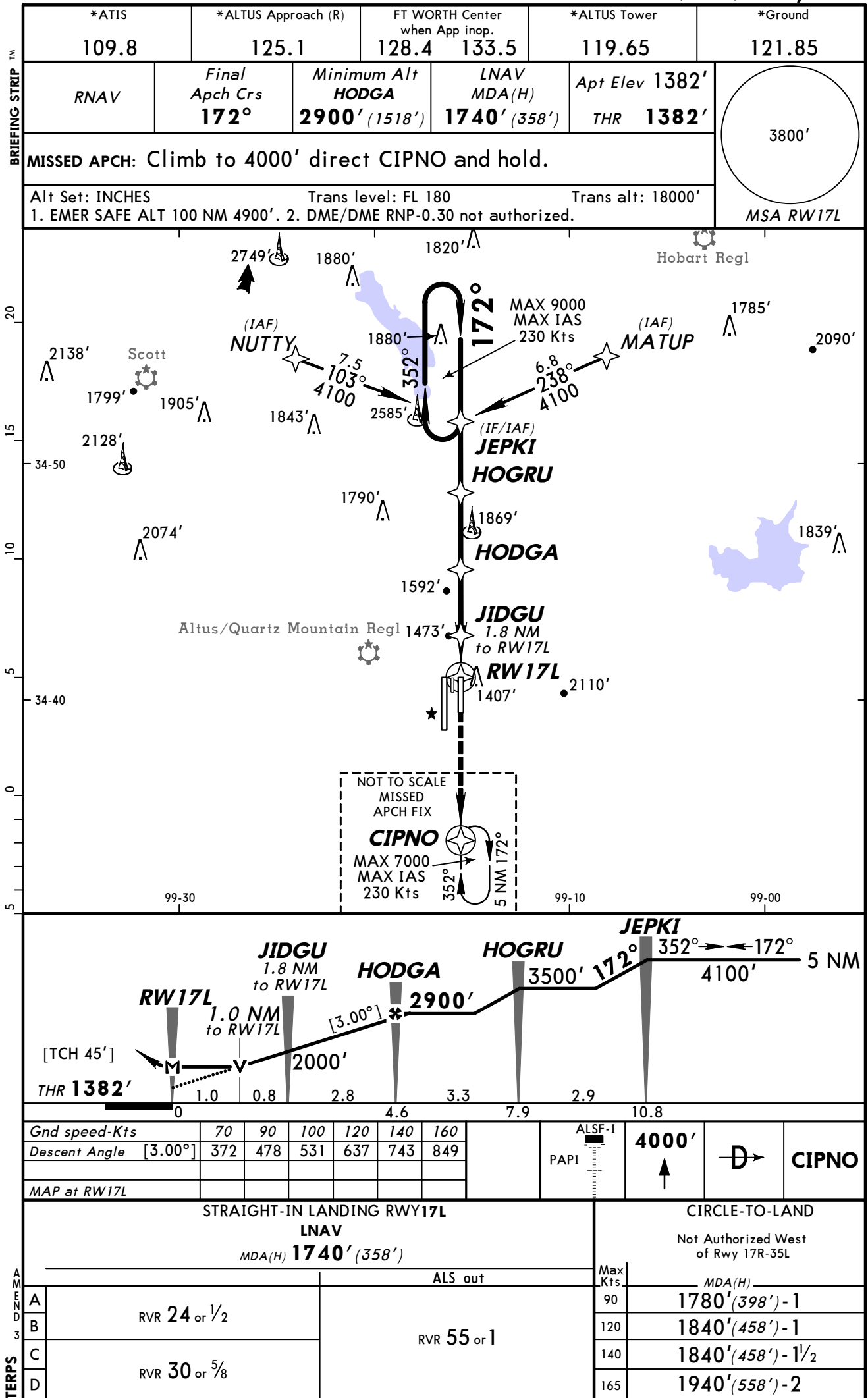


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI	4000' on ↑	LTS 109.8 MRTHA R-351	
GS	3.00°	372	478	531	637	743				
MAP at KEGVE or CEBEX to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41				

TERPS

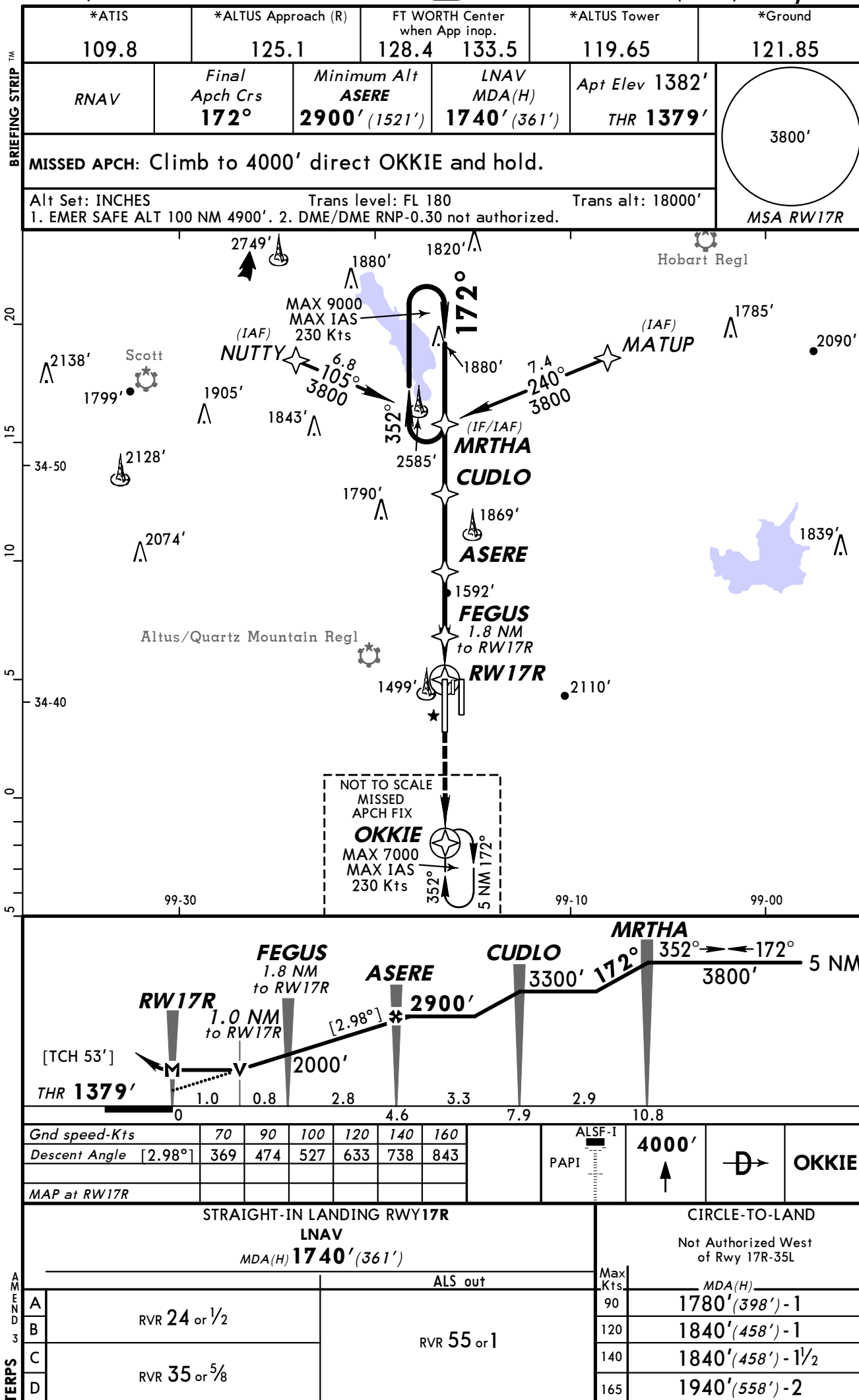
STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized West of Rwy 17R-35L	
DA(H) 1546' (200')		MDA(H) 1700' (354')			
FULL		ALS out		Max Kts	MDA(H)
RVR 24 or 1/2		RVR 40 or 3/4		90	1780' (398')-1
				120	1840' (458')-1
				140	1840' (458')-1 1/2
				165	1940' (558')-2
		RVR 24 or 1/2			
		RVR 30 or 5/8			
		RVR 55 or 1			

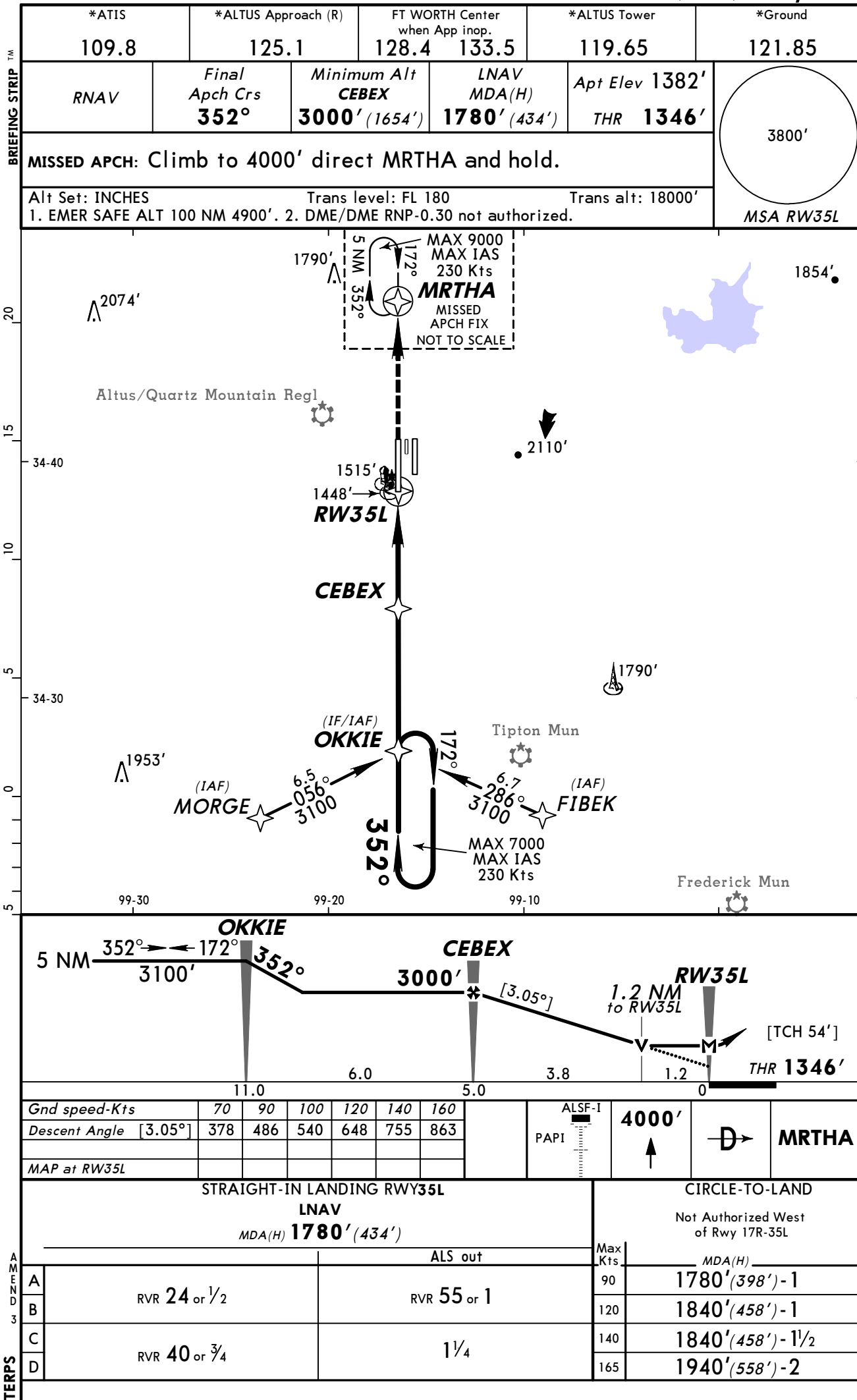


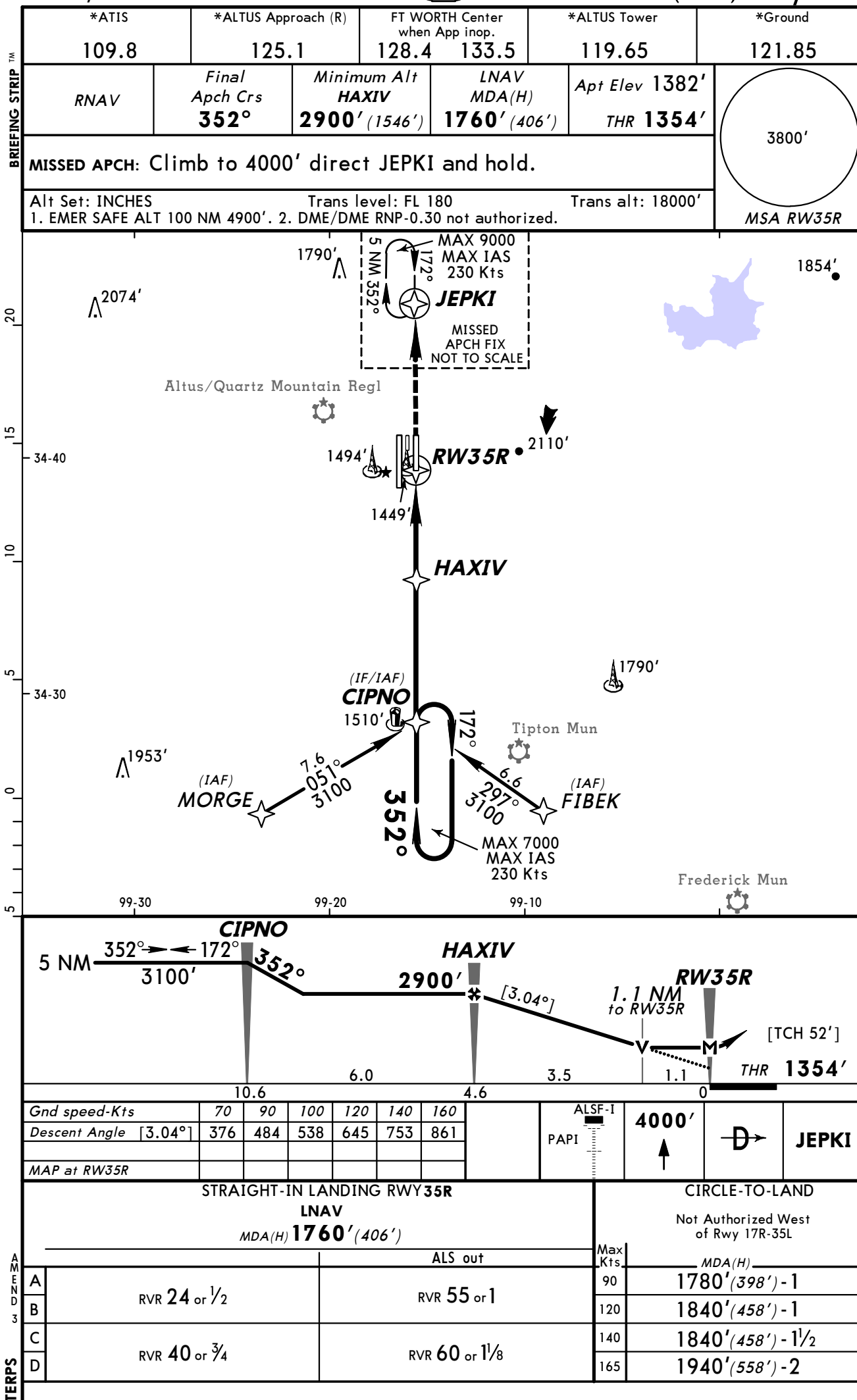


KLTS/LTS
ALTUS, OKLA

JEPPESSEN
24 JUN 11 (32-2) Eff 30 Jun RNAV (GPS) Rwy 17R
ALTUS AFB







ALTUS AFB RNAV (GPS)-A

CAT D

BRIEFING STRIP™



			CIRCLE-TO-LAND
			Not Authorized West of Rwy 17R-35L
		Max Kts.	_____ MDA(H) _____
		A	NA
		B	
	C		
	D	165	1940' (558') - 2¾

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**ALTUS AFB
RNAV (GPS)-B**

CAT D

BRIEFING STRIP™



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KLTS/LTS
ALTUS, OKLA

24 JUN 11 **33-1** Eff 30 Jun

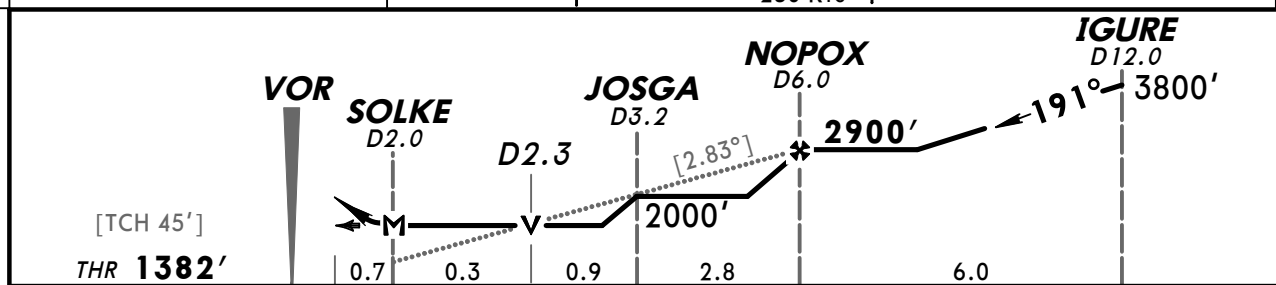
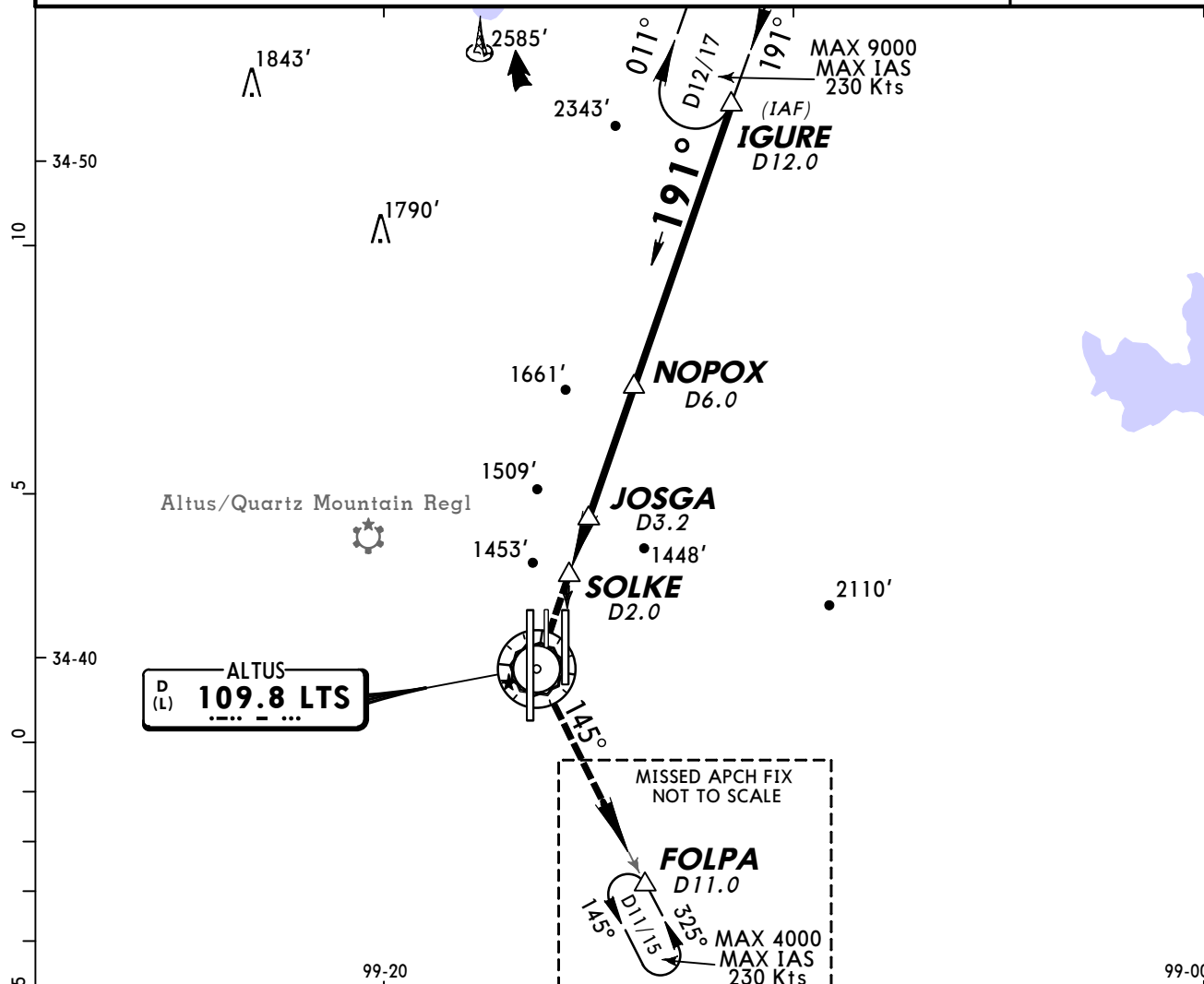
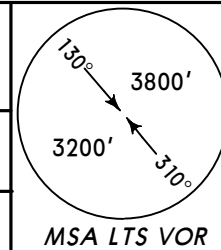
ALTUS AFB
VOR DME Rwy 17L

BRIEFING STRIP™

*ATIS 109.8		*ALTUS Approach (R) 125.1		FT WORTH Center when App inop. 128.4 133.5		*ALTUS Tower 119.65		*Ground 121.85	
VOR LTS 109.8		Final Apch Crs 191°		Minimum Alt NOPOX 2900' (1518')		MDA(H) 1760' (378')		Apt Elev 1382' THR 1382'	
MISSED APCH: Climb to 2000' then climbing LEFT turn to 4000' on LTS VOR R-145 to FOLPA/D11.0 and hold.									
Alt Set: INCHES				Trans level: FL 180				Trans alt: 18000'	
1. EMER SAFE ALT 100 NM 4900'.									

130° → 3800'
← 310° 3200'

MSA LTS VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	2000'	4000'	LTS	FOLPA
Descent Angle [2.83°]	350	451	501	601	701	801	PAPI	↑	LT	on 109.8	
MAP at SOLKE										R-145	

STRAIGHT-IN LANDING RWY 17L				CIRCLE-TO-LAND			
MDA(H) 1760' (378')				Not Authorized West of Rwy 17R-35L			
ALS out				Max Kts	MDA(H)		
A	RVR 24 or 1/2			90	1780' (398')-1		
B				120	1840' (458')-1		
C	RVR 40 or 3/4			140	1840' (458')-1 1/2		
D				165	1940' (558')-2		

CHANGES: Missed approach, minimums, charted obstructions, notes.

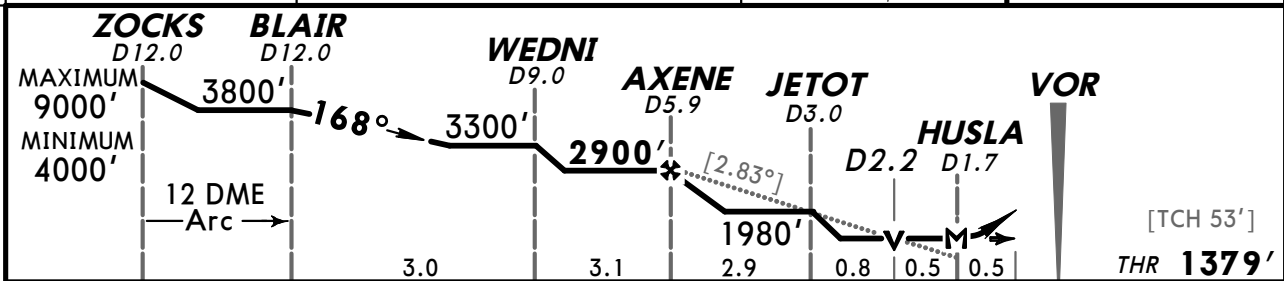
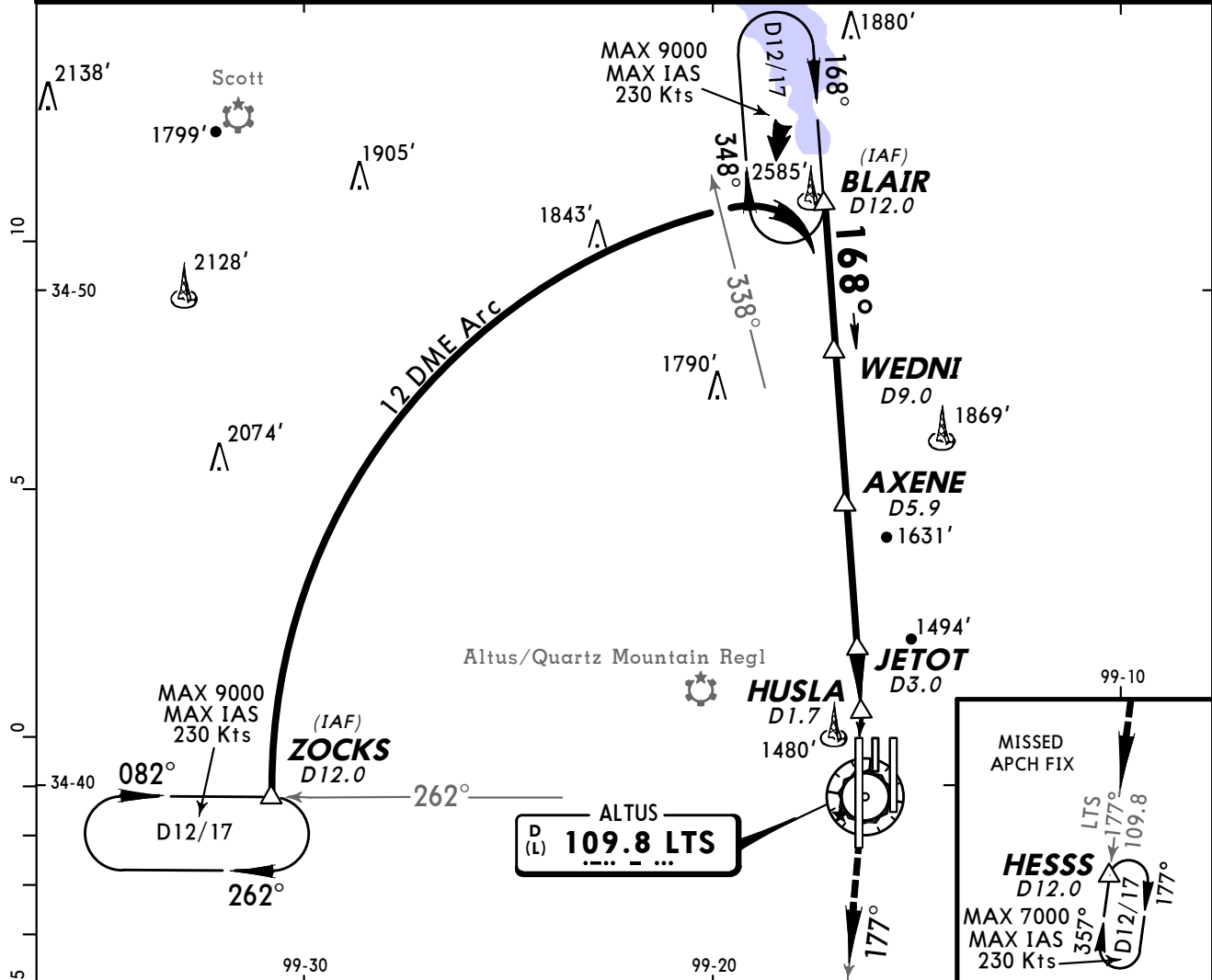
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BRIEFING STRIP™

*ATIS 109.8	*ALTUS Approach (R) 125.1	FT WORTH Center when App inop. 128.4 133.5	*ALTUS Tower 119.65	*Ground 121.85
VOR LTS 109.8	Final Apch Crs 168°	Minimum Alt AXENE 2900' (1521')	MDA(H) 1760' (381')	Apt Elev 1382' THR 1379'
MISSED APCH: Climb to 4000' on LTS VOR R-177 to HESSS/D12.0 and hold.				
Alt Set: INCHES 1. EMER SAFE ALT 100 NM 4900'.		Trans level: FL 180		Trans alt: 18000'

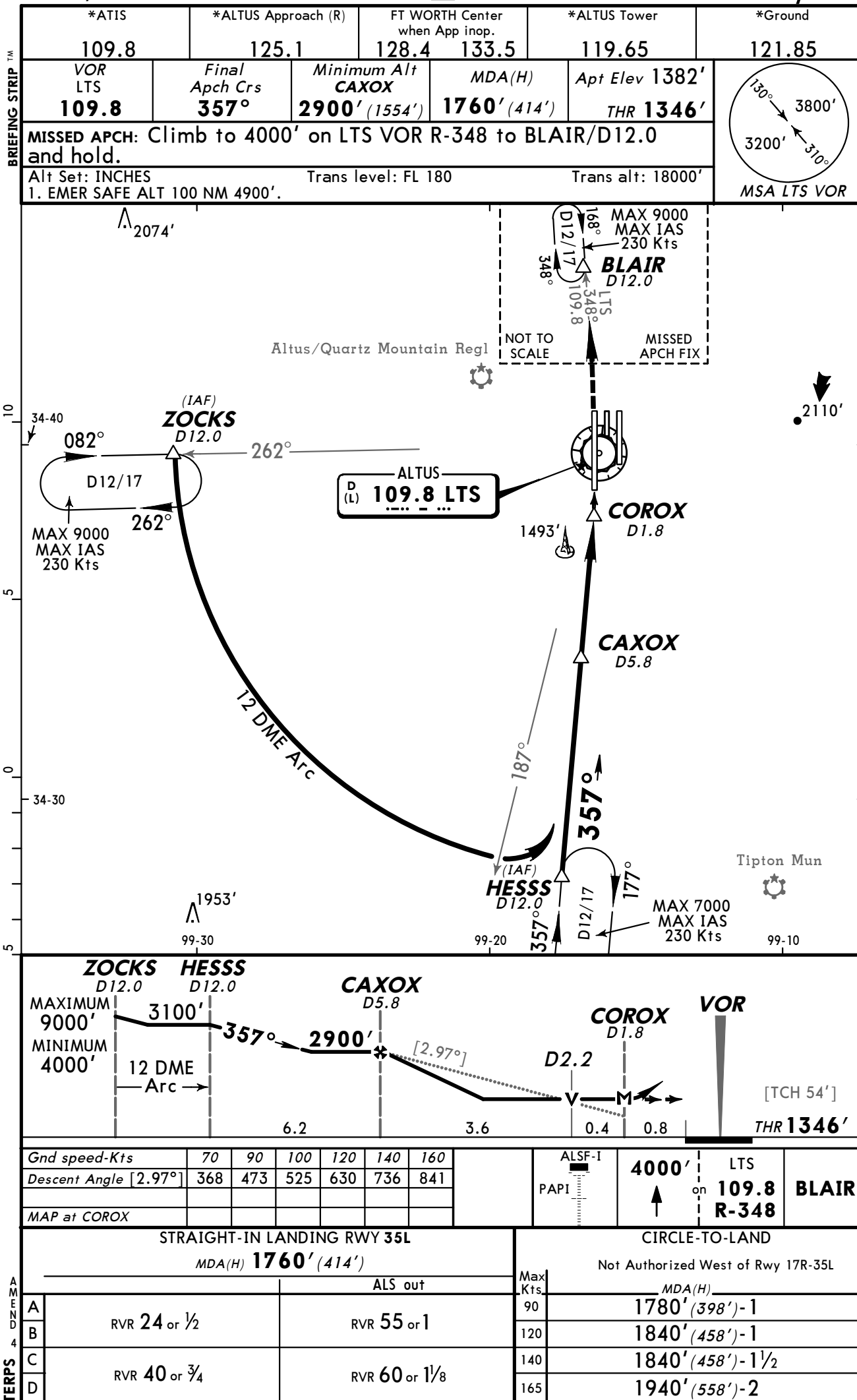
3800'
3200'
130°
310°

MSA LTS VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.83°]	350	451	501	601	701	801
MAP at HUSLA						

STRAIGHT-IN LANDING RWY 17R			CIRCLE-TO-LAND		
MDA(H) 1760' (381')			Not Authorized West of Rwy 17R-35L		
ALS out			Max Kts	MDA(H)	
A	RVR 24 or 1/2	RVR 55 or 1	90	1780' (398') - 1	
B			120	1840' (458') - 1	
C	RVR 35 or 5/8	RVR 60 or 1 1/8	140	1840' (458') - 1 1/2	
D			165	1940' (558') - 2	

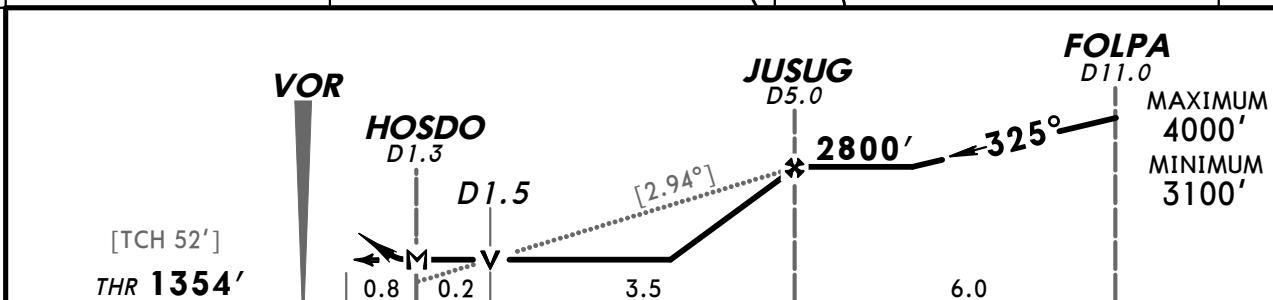
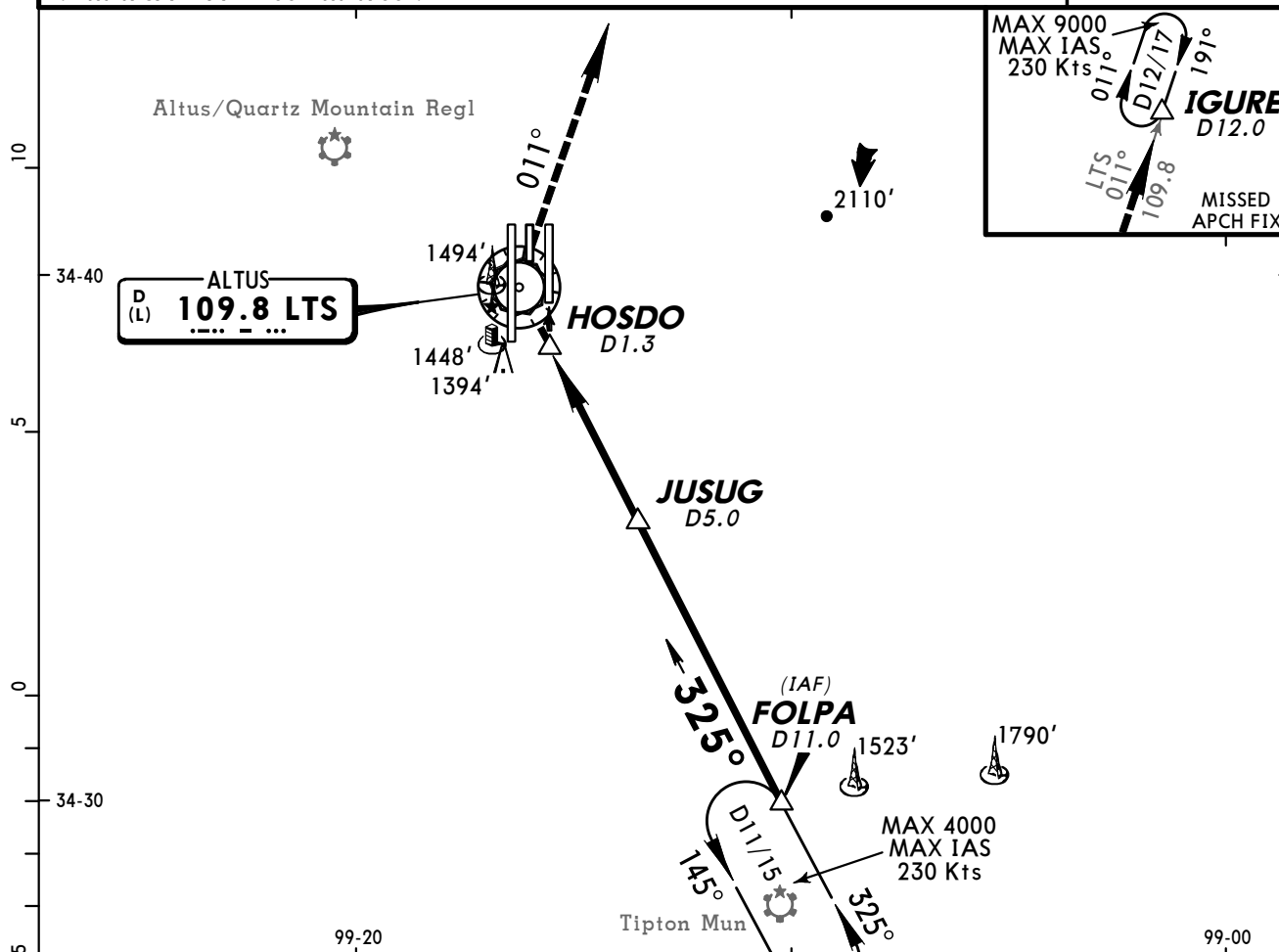
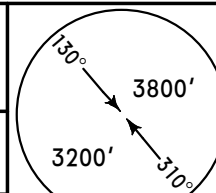


BRIEFING STRIP™

*ATIS 109.8	*ALTUS Approach (R) 125.1	FT WORTH Center when App inop. 128.4 133.5	*ALTUS Tower 119.65	*Ground 121.85
VOR LTS 109.8	Final Apch Crs 325°	Minimum Alt JUSUG 2800' (1446')	MDA(H) 1720' (366')	Apt Elev 1382' THR 1354'
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 4000' on LTS VOR R-011 to IGUIRE/D12.0 and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. EMER SAFE ALT 100 NM 4900'.				

130° 3800'
3200' 310°

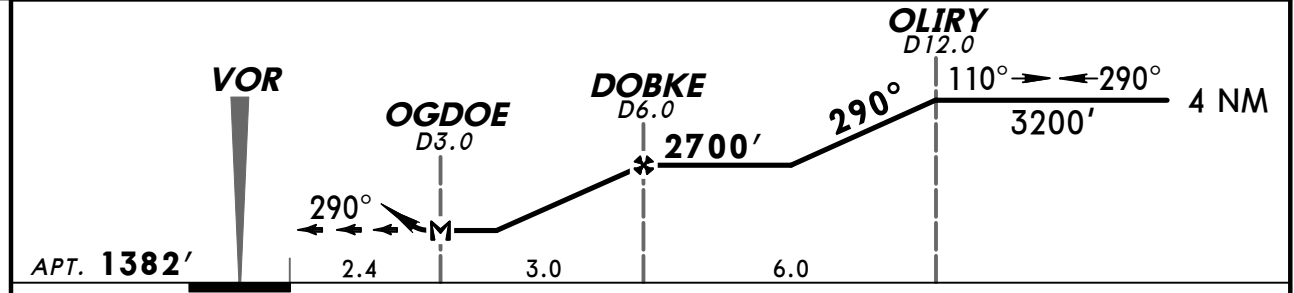
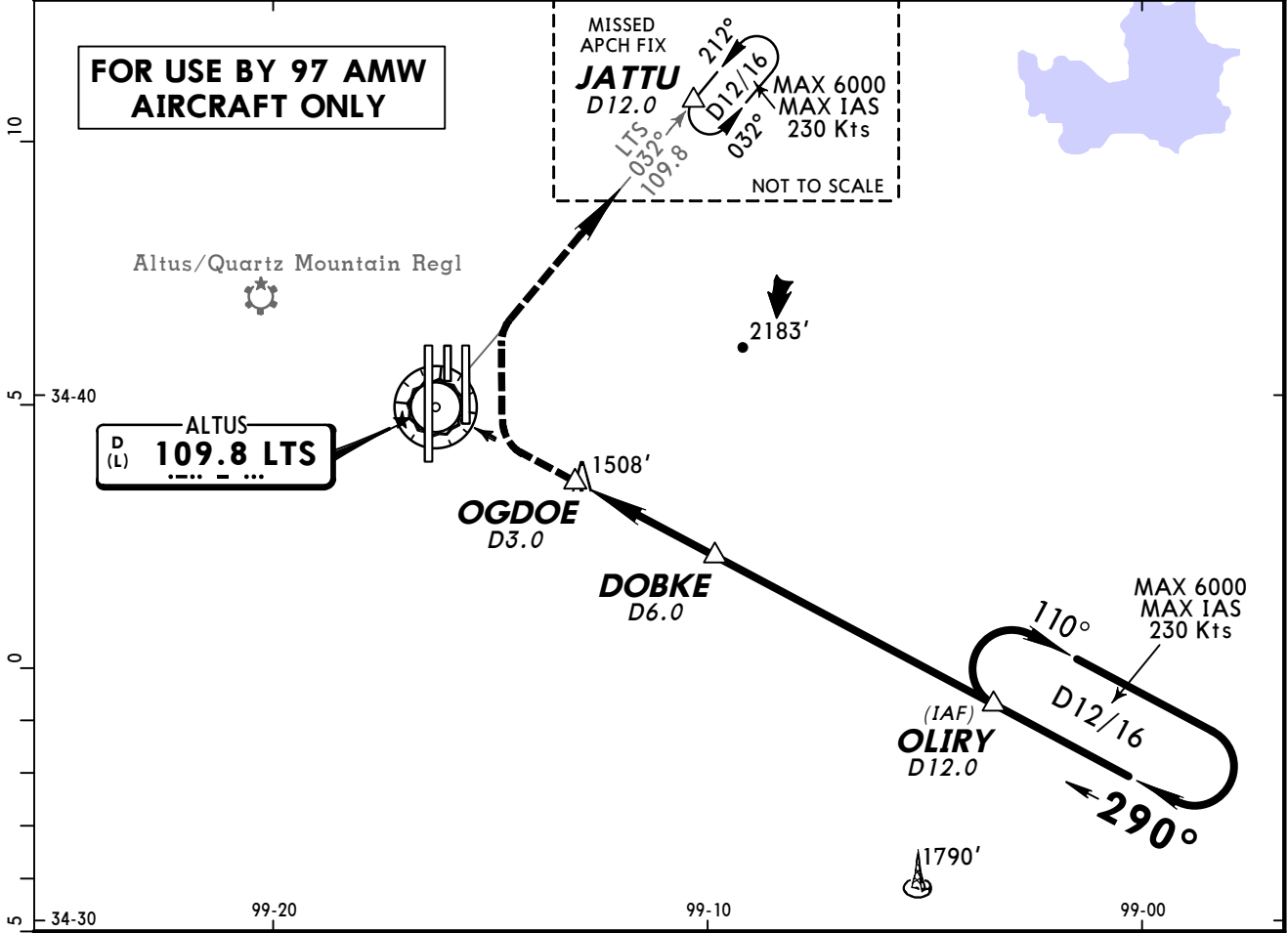
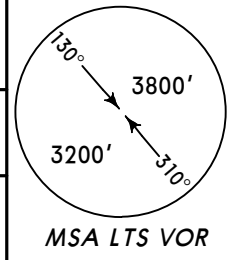
MSA LTS VOR



Gnd speed-Kts	70	90	100	120	140	160	ALS F-I	2000'	4000'	LTS	IGUIRE
Descent Angle [2.94°]	364	468	520	624	728	832	PAPI	↑	RT	on 109.8	
MAP at HOSDO										R-011	

STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND	
MDA(H) 1720' (366')				Not Authorized West of Rwy 17R-35L	
			ALS out	Max Kts.	MDA(H)
A	RVR 24 or 1/2		RVR 55 or 1	90	1780' (398') - 1
B				120	1840' (458') - 1
C	RVR 40 or 3/4			140	1840' (458') - 1 1/2
D				165	1940' (558') - 2

*ATIS 109.8	*ALTUS Approach (R) 125.1	FT WORTH Center when App inop. 128.4 133.5	*ALTUS Tower 119.65	*Ground 121.85
VOR LTS 109.8	Final Apch Crs 290°	Minimum Alt DOBKE 2700' (1318')	MDA(H) Refer to Minimums	Apt Elev 1382'
MISSED APCH: Climb to 2200' then climbing RIGHT turn to 4000' direct JATTU/D12.0 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. CAUTION: Missed approach point lies 0.1 NM outside CAT D circling area. 3. EMER SAFE ALT 100 NM 4900'.				



MAP at OGD OE					Lighting - Refer to Airport Chart	2200' ↑	4000' RT	D	JATTU
					CIRCLE-TO-LAND				
					Not Authorized West of Rwy 17R-35L				
					Max Kts	MDA(H)			
					A	NA			
					B				
					C				
					D 165	1940' (558') - 2 3/4			

General Information

Location: Muskogee OK USA
IATA Code: MKO
Lat/Long: N35° 39.5' W095° 21.7'
Elevation: 611 ft

Airport Use: Public
Magnetic Variation: 2.9°E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1254 Z
Sunset: 0014 Z,

Runway Information

Runway: 04
Length x Width: 4498 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 611 ft

Runway: 13
Length x Width: 7201 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 607 ft
Lighting: Edge, Pilot controlled
Stopway: 1000 ft

Runway: 18
Length x Width: 1900 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 611 ft

Runway: 22
Length x Width: 4498 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 597 ft

Runway: 31
Length x Width: 7201 ft x 150 ft
Surface Type: asphalt

TDZ-Elev: 593 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1000 ft

Runway: 36
Length x Width: 1900 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 611 ft

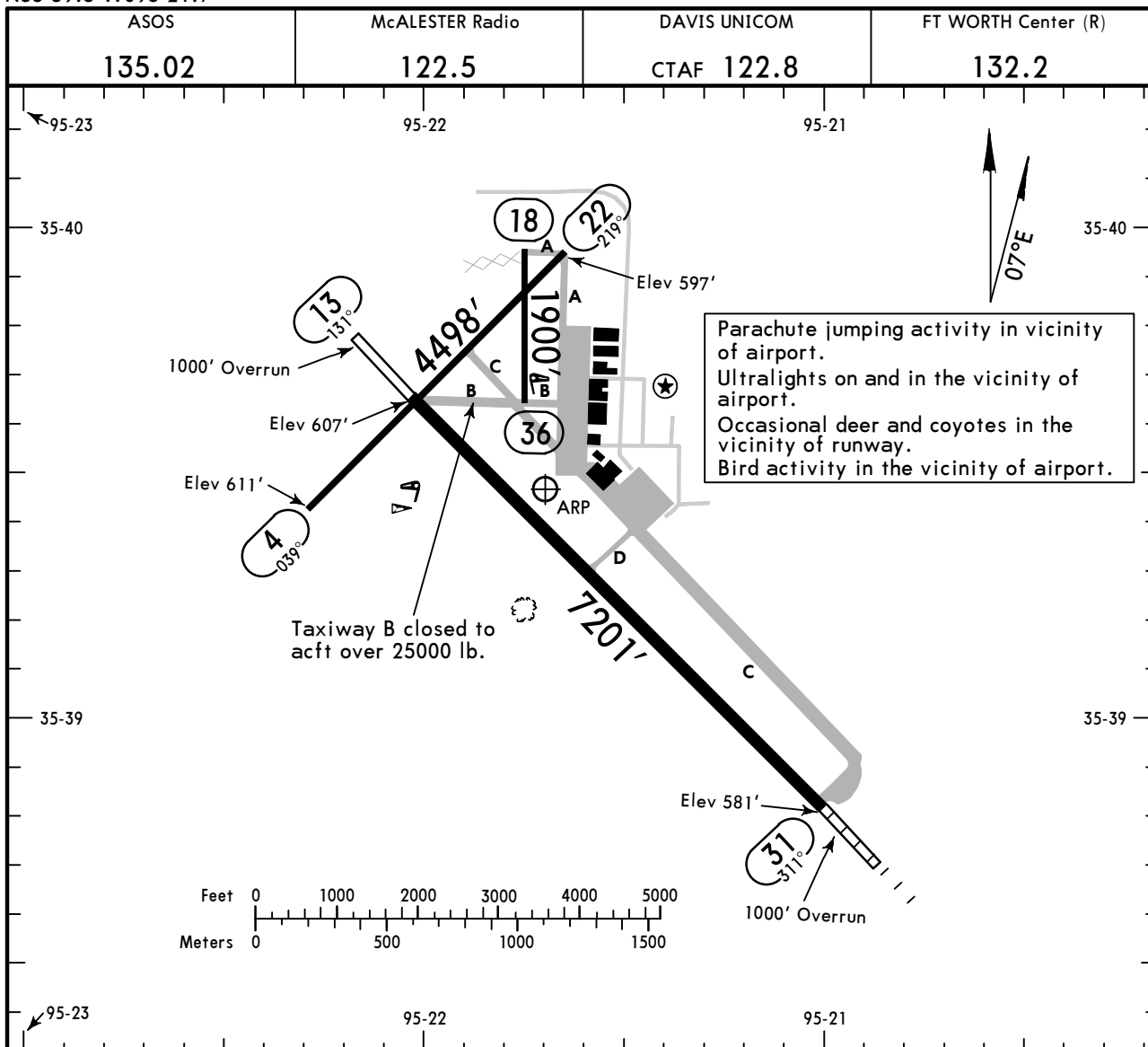
Communication Information

ASOS 135.025
Davis Unicom 122.8 CTAF PCL
MC Alester Flight Service Station 122.5 RCO
FT Worth Center 132.2 Remote Communications Air-Ground

KMKO/MKO
Apt Elev 611'
N35 39.5 W095 21.7

JEPPESSEN
20 MAR 09 10-9

MUSKOGEE, OKLA
DAVIS



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
4	22				75'
13	1 2 MIRL PAPI-L (angle 3.00°)				150'
31	1 2 MIRL 3 MALS (non-std) PAPI-L (angle 3.00°)				
18	36				60'

1 Activate on 122.8 after 0000 LT.

3 Activate on 122.8.

2 Increase intensity on 122.8 dusk-0000 LT.

TAKE-OFF

	Rwys 4, 13		Rwy 22			1 Rwy 31		Rwys 18, 36
	Adequate Vis Ref	STD	With Min climb of 436'/NM to 900'		Other	With Min climb of 217'/NM to 900'		NA
			Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	200-1 1/2	1/4	1	300-1 1/2
3 & 4 Eng		1/2		1/2			1/2	

1 Or alternatively with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1700' prior to departure end of runway.

FOR FILING AS ALTERNATE

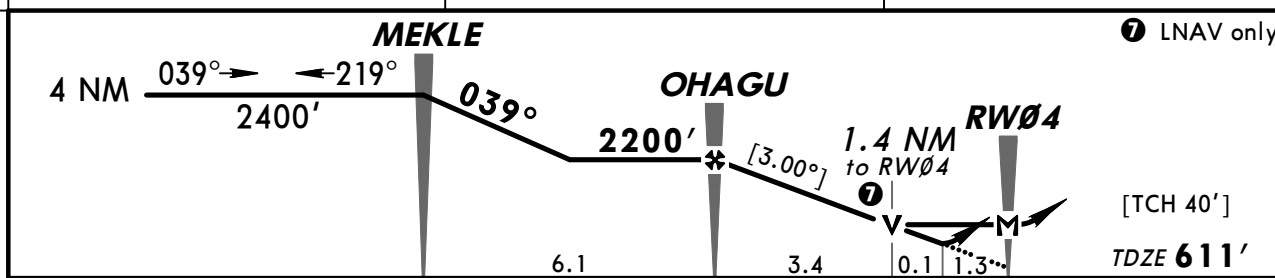
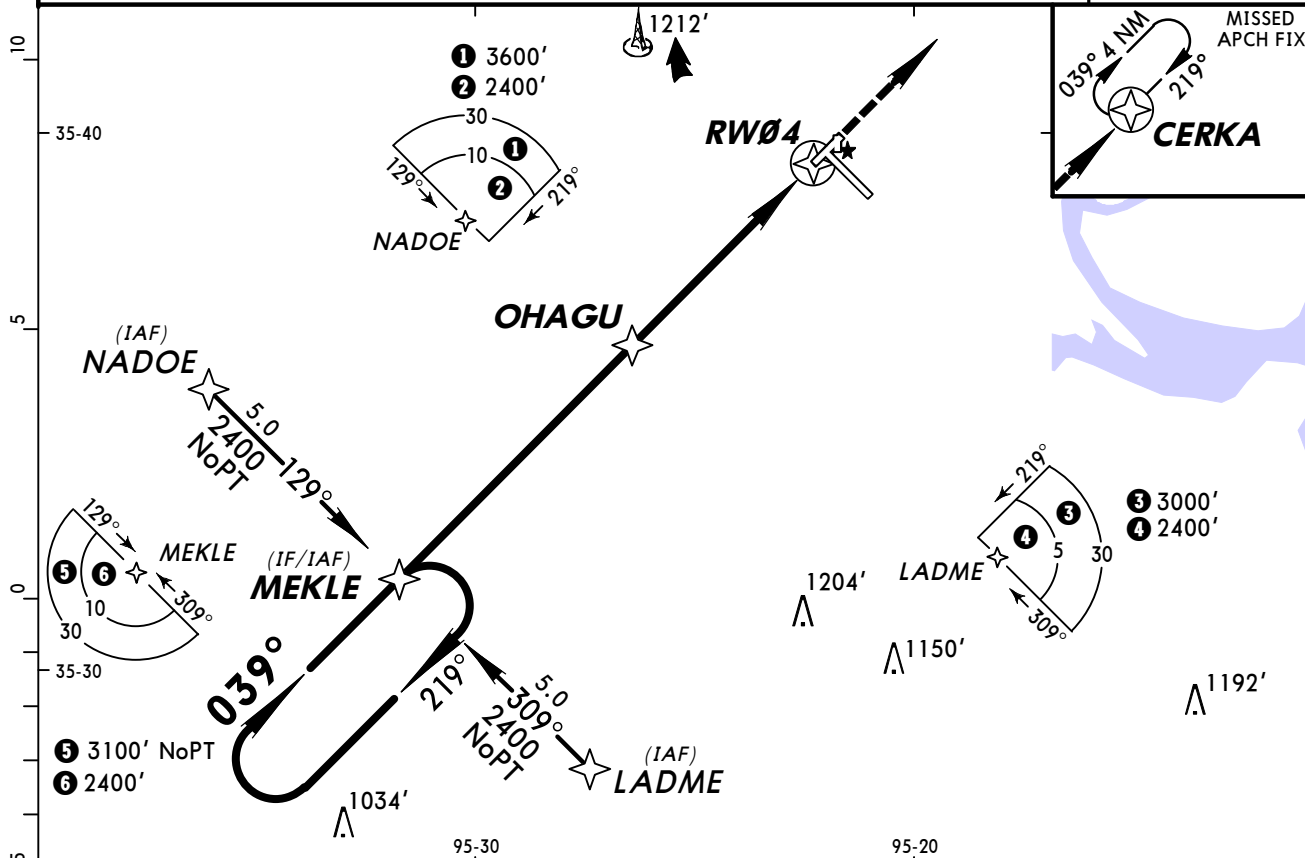
Authorized only When Local Weather Available

A	800-2	A M E N D O
B		
C		
D		

CHANGES: Runway 31 lighting, note.

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ASOS 135.02	FT WORTH Center (R) 132.2	McALESTER Radio 122.5	DAVIS UNICOM CTAF 122.8
RNAV	Final Apch Crs 039°	Minimum Alt OHAGU 2200' (1589')	LNAV/VNAV DA(H) (CONDITIONAL) 1079' (468')
Apt Elev 611' TDZE 611'			
MISSED APCH: Climb to 2600' direct CERKA and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Tahlequah altimeter setting. 2. Baro-VNAV and VDP not authorized when using Tahlequah altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.3 not authorized. 5. Pilot controlled lighting 122.8.			
TAA 30 NM IAF			

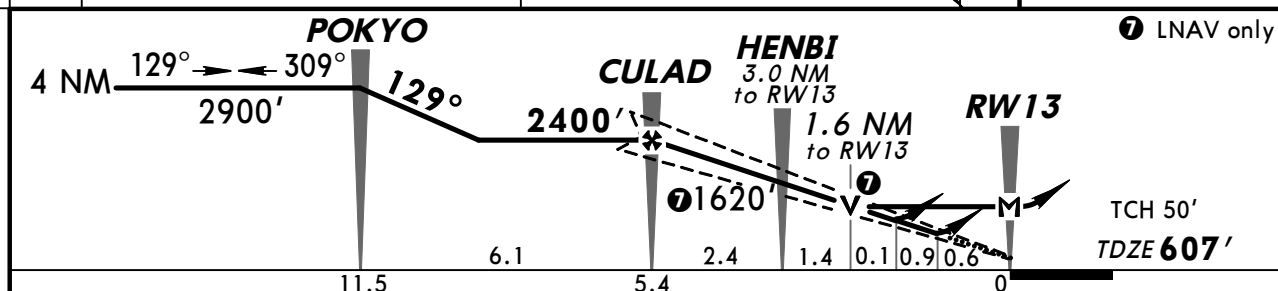
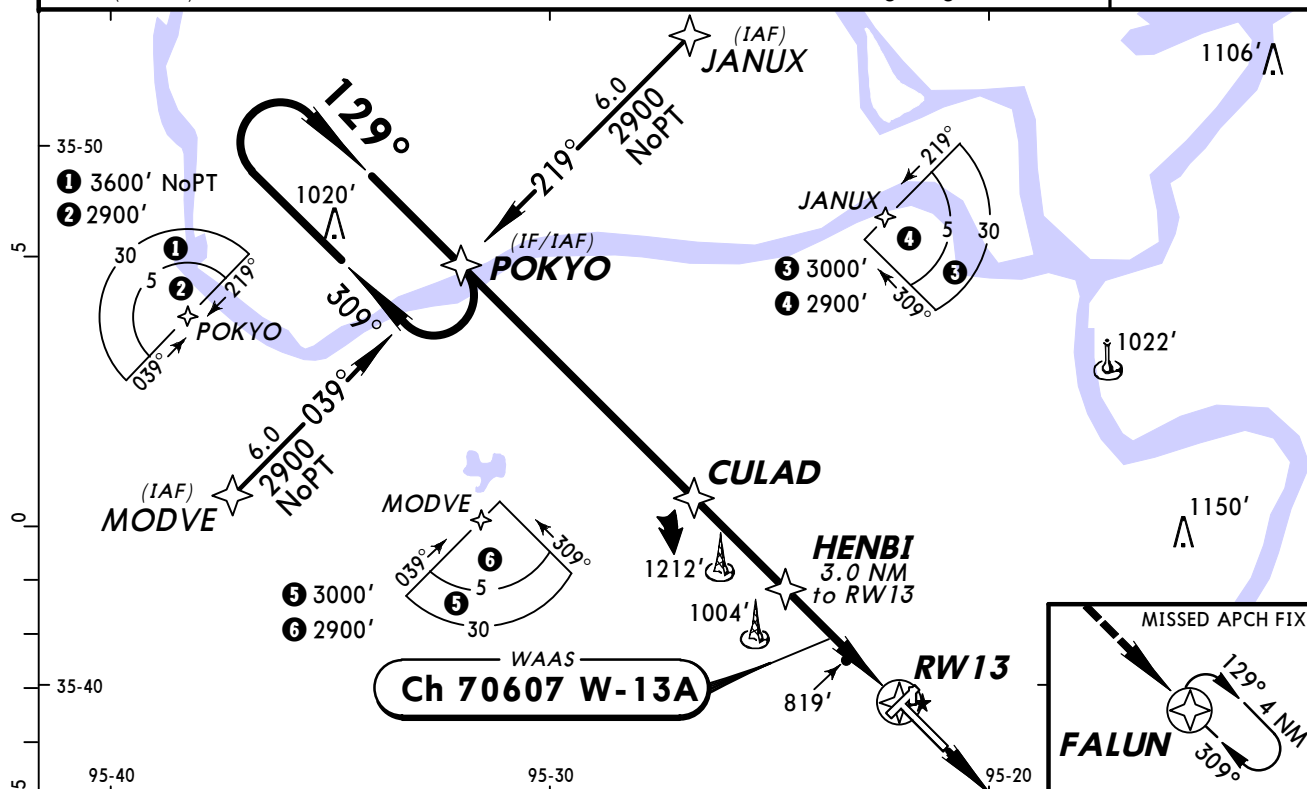


Gnd speed-Kts	70	90	100	120	140	160	2600'	→	CERKA
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at RW04									

1 STRAIGHT-IN LANDING RWY 4				CIRCLE-TO-LAND			
2 LNAV/VNAV		LNAV		With Local Altimeter Setting		With Tahlequah Altimeter Setting	
DA(H) 1079' (468')		MDA(H) 1080' (469')		MDA(H) 1180' (569')		MDA(H)	
With Local Altimeter Setting		With Local Altimeter Setting		With Tahlequah Altimeter Setting		MDA(H)	
A		1	1	Max Kts		MDA(H)	
B				90		1120' (509')-1	1220' (609')-1
C	1 3/4	1 1/4	1 1/2	120		1160' (549')-1	1260' (649')-1
D		1 1/2	1 3/4	140		1180' (569')-1 1/2	1280' (669')-1 3/4
				165		1200' (589')-2	1300' (689')-2 1/4

TERPS
1 Straight-in minimums not authorized at night.
2 DA(H) 1171' (560') , VIS 2 with Tahlequah altimeter setting.

BRIFFING STRIP™



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	PAPI-L	2800'		FALUN
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849				
<i>MAP at RW13</i>										

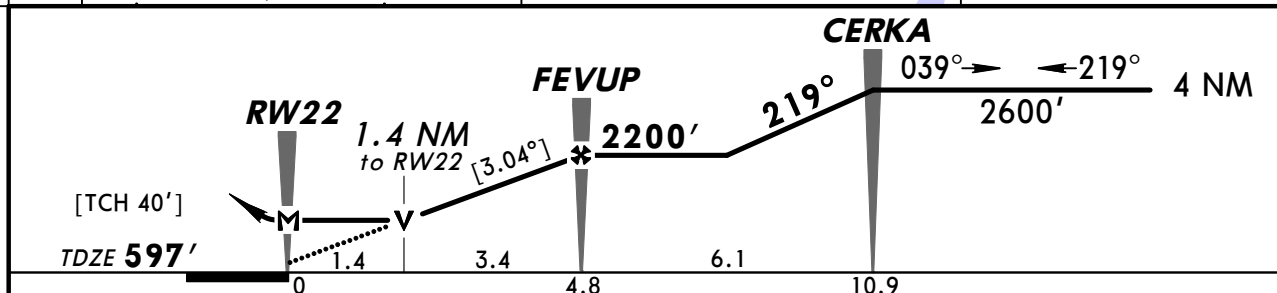
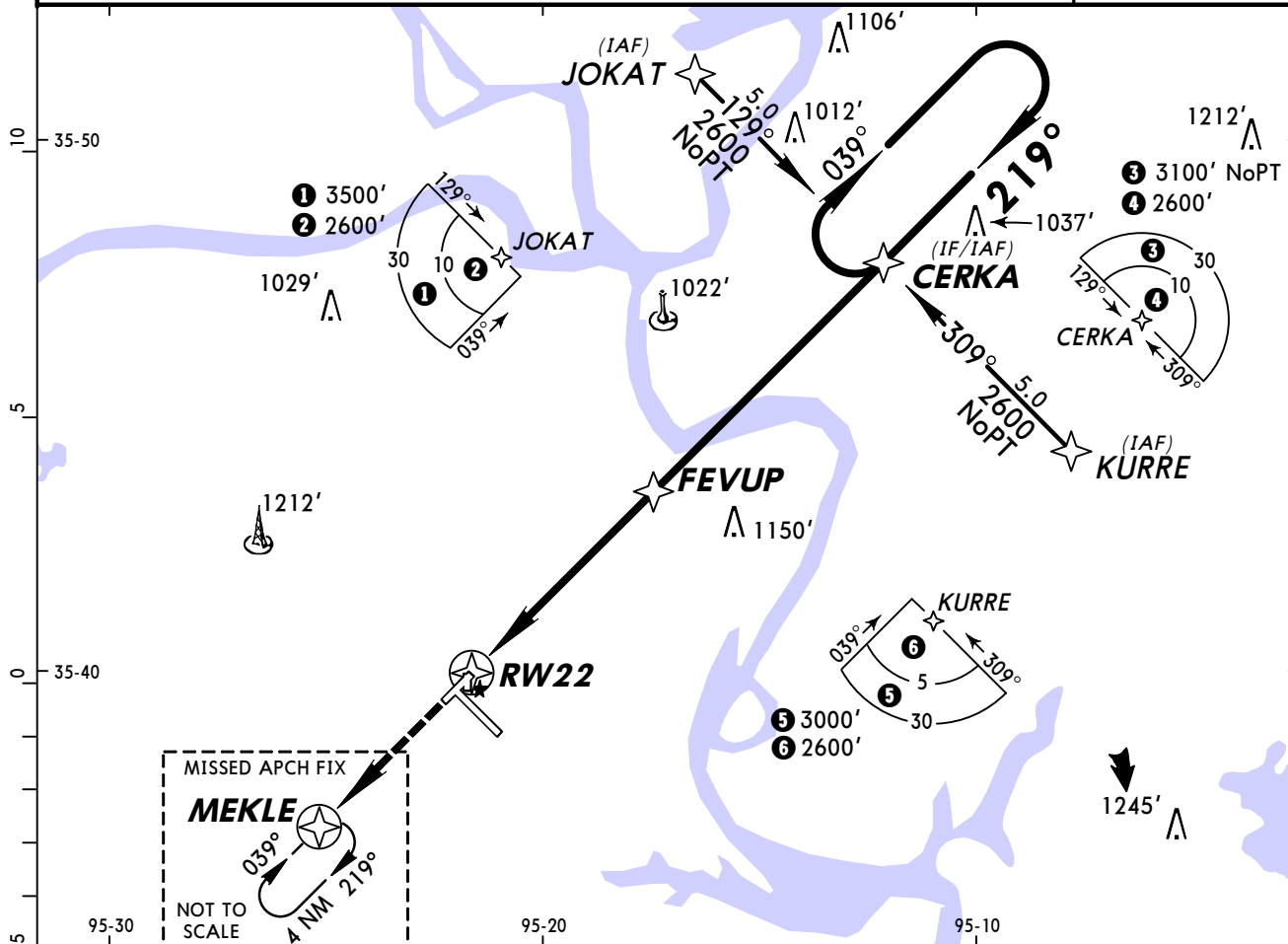
STRAIGHT-IN LANDING RWY 13					CIRCLE-TO-LAND	
With Local Altimeter Setting					With Local Altimeter Setting	
LPV DA(H) 857' (250')		LNAV/VNAV DA(H) 1142' (535')	LNAV MDA(H) 1180' (573')	Max Kts	MDA(H)	
A	3/4	2	1	90	1180' (569') - 1	
B			1 1/2	120	1180' (569') - 1 1/2	
C				140	1180' (569') - 1 1/2	
D				1 3/4	165	1200' (589') - 2
With Tahlequah Altimeter Setting					With Tahlequah Altimeter Setting	
LPV DA(H) 949' (342')		LNAV/VNAV DA(H) 1234' (627')	LNAV MDA(H) 1280' (673')	Max Kts	MDA(H)	
A	1 1/4	2 1/4	1	90	1280' (669') - 1	
B			2	120	1280' (669') - 1 3/4	
C				140	1280' (669') - 1 3/4	
D				2 1/4	165	1300' (689') - 2 1/2

KMCO/MKO
DAVIS

JEPPESEN
28 MAY 10 **(12-3)**

MUSKOGEE, OKLA
RNAV (GPS) Rwy 22

ASOS 135.02	FT WORTH Center (R) 132.2	McALESTER Radio 122.5	DAVIS UNICOM CTAF 122.8
RNAV	Final Apch Crs 219°	Minimum Alt FEVUP 2200' (1603')	LNAB MDA(H) (CONDITIONAL) 1100' (503')
Apt Elev 611' TDZE 597'			
MISSED APCH: Climb to 2400' direct MEKLE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Tahlequah altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 122.8.			
TAA 30 NM IAF			



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.04°]	376	484	538	645	753	861			
MAP at RW22									

1 STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
LNAB				With Local Altimeter Setting		With Tahlequah Altimeter Setting	
MDA(H) 1100' (503')		MDA(H) 1200' (603')		MDA(H)		MDA(H)	
With Local Altimeter Setting		With Tahlequah Altimeter Setting					
A	1	1		90	1120' (509')-1	1220' (609')-1	
B	1	1		120	1160' (549')-1	1260' (649')-1	
C	1½	1¾		140	1180' (569')-1½	1280' (669')-1¾	
D	1½	2		165	1200' (589')-2	1300' (689')-2	

1 Straight-in minimums not authorized at night.

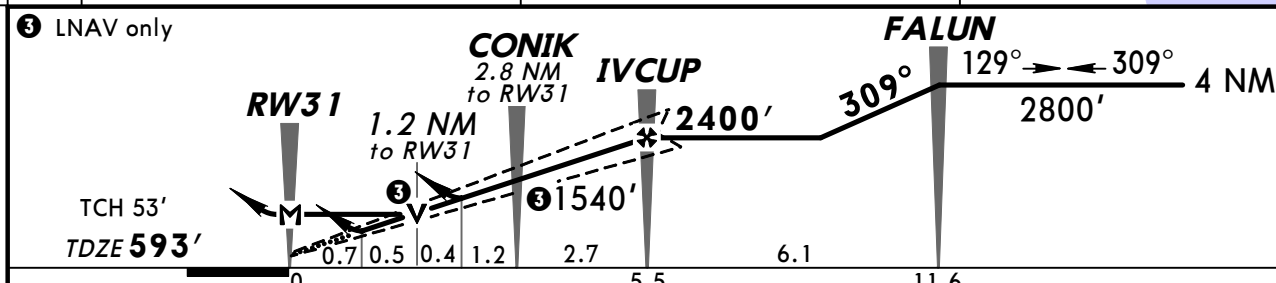
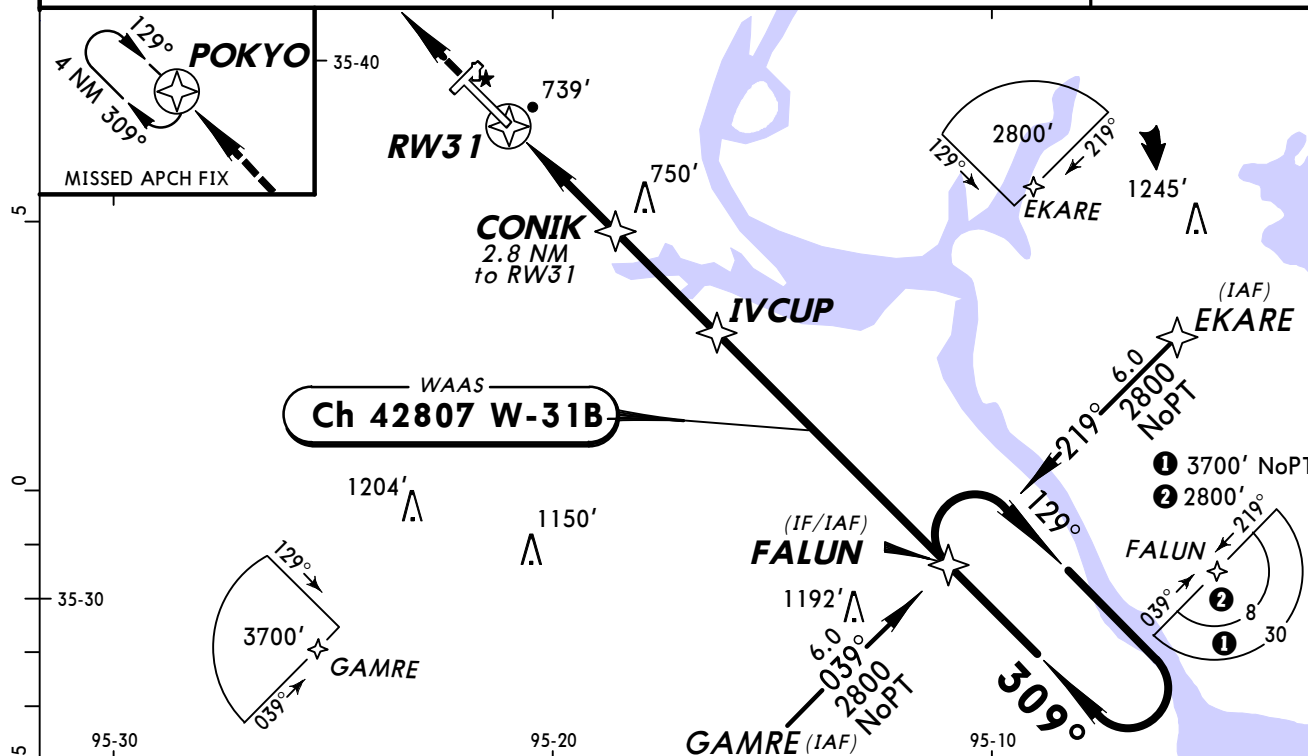
KMCO/MKO
DAVIS

JEPPesen
28 MAY 10 (12-4)

MUSKOGEE, OKLA
RNAV (GPS) Rwy 31

BRIEFING STRIP

ASOS 135.02	FT WORTH Center (R) 132.2	McALESTER Radio 122.5	DAVIS UNICOM CTAF 122.8
WAAS Ch 42807 W-31B	Final Apch Crs 309°	Minimum Alt IVCUP 2400' (1807')	LPV DA(H) (CONDITIONAL) 843' (250')
Apt Elev 611' TDZE 593'			
MISSED APCH: Climb to 2900' direct POKYO and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Tahlequah altimeter setting. 2. Baro-VNAV and VDP not authorized when using Tahlequah altimeter setting. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 4. Pilot controlled lighting 122.8.			
TAA 30 NM IAF			



Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW31											

STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND			
With Local Altimeter Setting						With Local Altimeter Setting			
LPV DA(H) 843' (250')		LNAV/VNAV DA(H) 1139' (546')		LNAV MDA(H) 1000' (407')		Max Kts		MDA(H)	
ALS out		ALS out		ALS out					
A				3/4	1	90		1120'	(509')-1
B	1	2				120		1160'	(549')-1
C				1 1/4		140		1180'	(569')-1 1/2
D						165		1200'	(589')-2
With Tahlequah Altimeter Setting						With Tahlequah Altimeter Setting			
LPV DA(H) 935' (342')		LNAV/VNAV DA(H) 1231' (638')		LNAV MDA(H) 1100' (507')		Max Kts		MDA(H)	
ALS out		ALS out		ALS out					
A				3/4	1	90		1220'	(609')-1
B	1 1/4	2 1/4				120		1260'	(649')-1
C				1 1/2		140		1280'	(669')-1 3/4
D						165		1300'	(689')-2

CHANGES: TAA, charted high points.

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TERPS AMEND 1A 03 JUN 2010

General Information

Location: Oklahoma City OK USA

IATA Code: OKC

Lat/Long: N35° 23.6' W097° 36.0'

Elevation: 1295 ft

Airport Use: Public

Magnetic Variation: 4.4 °E

Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A, Jet 4

Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle

Repair Types: Major Airframe, Major Engine

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: Yes

Beacon: Yes

Sunrise: 1303 Z

Sunset: 0023 Z,

Runway Information

Runway: 13

Length x Width: 7800 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 1279 ft

Lighting: Edge

Runway: 17L

Length x Width: 9802 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 1286 ft

Lighting: Edge, ALS, Centerline

Runway: 17R

Length x Width: 9800 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 1282 ft

Lighting: Edge, ALS, Centerline

Runway: 18

Length x Width: 3078 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 1278 ft

Runway: 31

Length x Width: 7800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1286 ft
Lighting: Edge

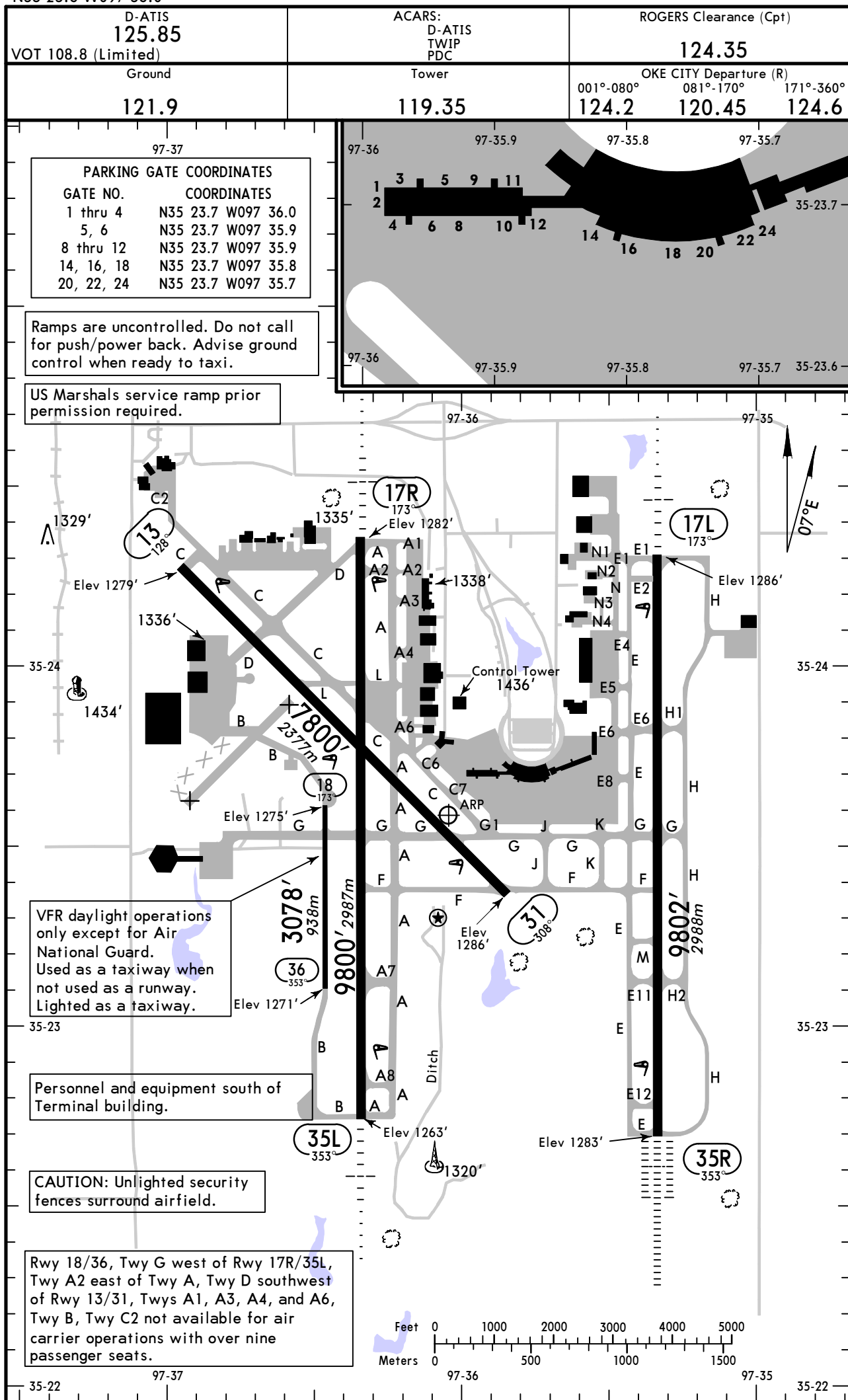
Runway: 35L
Length x Width: 9800 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1277 ft
Lighting: Edge, ALS, Centerline

Runway: 35R
Length x Width: 9802 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1294 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36
Length x Width: 3078 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1278 ft

Communication Information

ATIS 125.85
Rogers Tower 120.25 Secondary
Rogers Tower 119.35
Rogers Ground Control 121.9
Rogers Clearance Delivery 124.35 Pre-Departure Clearance
Rogers Pre-Taxi Clearance 124.35
Oke City Approach Control 124.6 (171°-360°) Initial Contact
Oke City Approach Control 124.2 (1°-80°)
Oke City Approach Control 120.45 (81°-170°)
Oklahoma City App ARSA 124.6 (171°-360°)
Oklahoma City App ARSA 124.2 (1°-80°)
Oklahoma City App ARSA 120.45 (81°-170°)
Oke City Departure Control 124.6 (171°-360°)
Oke City Departure Control 124.2 (1°-80°)
Oke City Departure Control 120.45 (81°-170°)



GENERAL

Low-level wind shear alert system.
 Deer in vicinity of airport.
 Terminal Doppler Weather Radar.
 Numerous birds on and in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
13 31	MIRL PAPI-L (angle 3.00°)	grooved				150' 46m
17R 35L	HIRL CL MALSR PAPI-L (angle 3.0°)	grooved RVR		8650' 2637m		150' 46m
	HIRL CL MALSR	grooved RVR		8850' 2697m		
17L 35R	HIRL CL MALSR	grooved RVR		8682' 2646m		150' 46m
	HIRL CL ALSF-II TDZ	grooved RVR		8714' 2656m		
18 36						75' 23m

TAKE-OFF**Rwys 17L, 35R**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

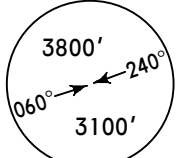
Rwys 17R, 35L**Rwys 13, 31**

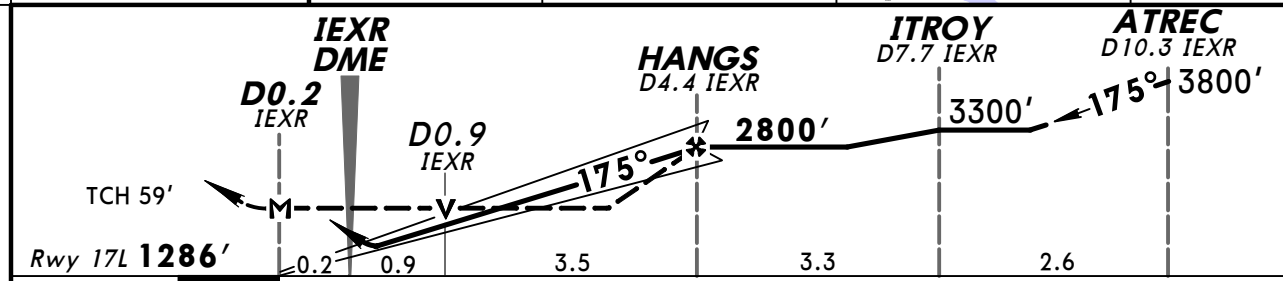
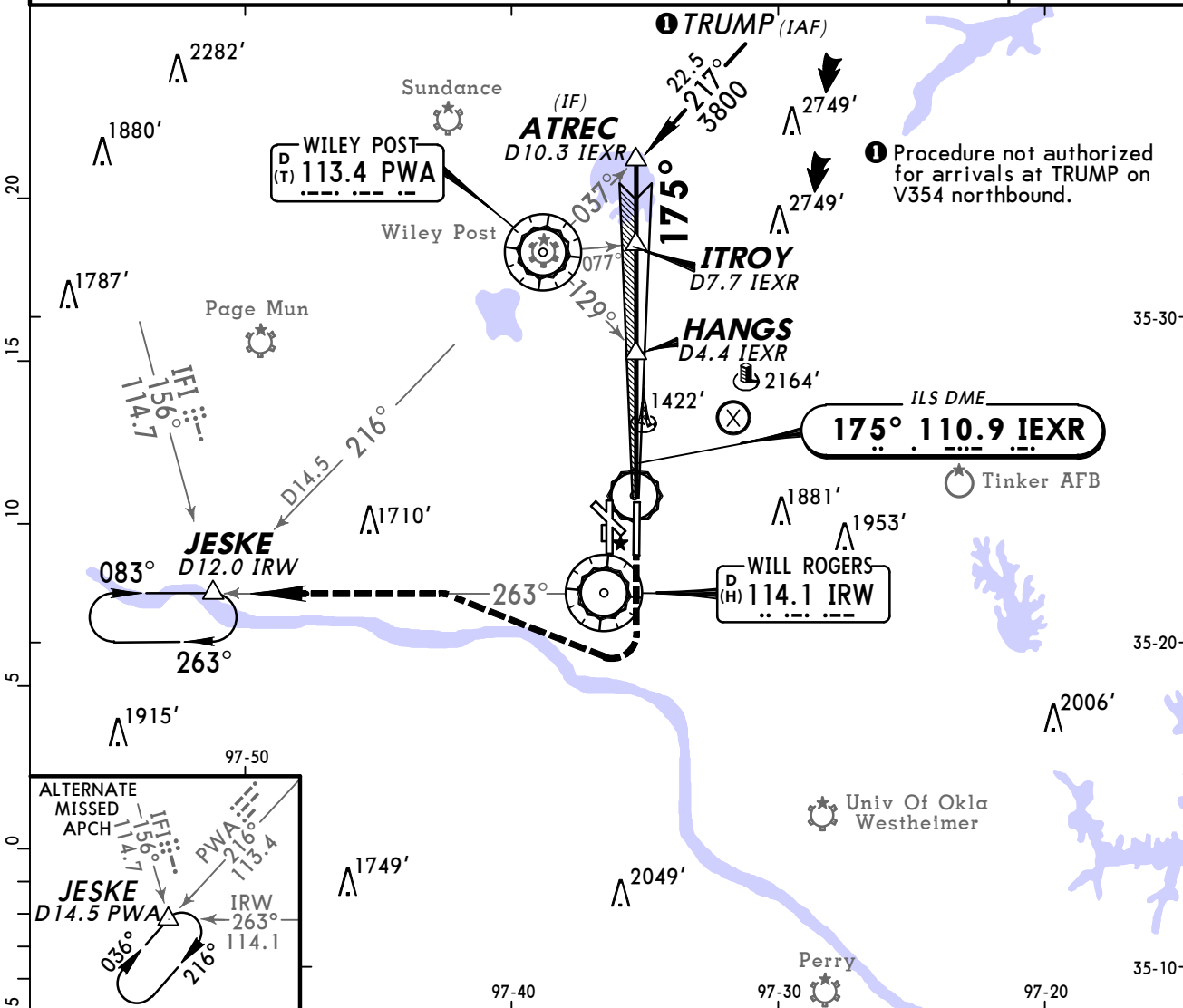
Both RVRs are required & controlling	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1
Rollout RVR 10						

FOR FILING AS ALTERNATE

ILS Rwy 17L ILS Rwy 17R ILS Rwy 35L ILS Rwy 35R		LOC Rwy 17L LOC Rwy 17R LOC Rwy 35L LOC Rwy 35R	RNAV (GPS) Rwy 13 RNAV (GPS) Y Rwy 17L RNAV (GPS) Y Rwy 17R RNAV (RNP) Z Rwy 17L	RNAV (RNP) Z Rwy 17R RNAV (GPS) Rwy 31 RNAV (GPS) Y Rwy 35L RNAV (GPS) Y Rwy 35R RNAV (RNP) Z Rwy 35L RNAV (RNP) Z Rwy 35R RADAR-1	VOR Rwy 17L
A	600-2	800-2			1100-2
B					1100-3
C					
D					

A
M
E
N
D
O

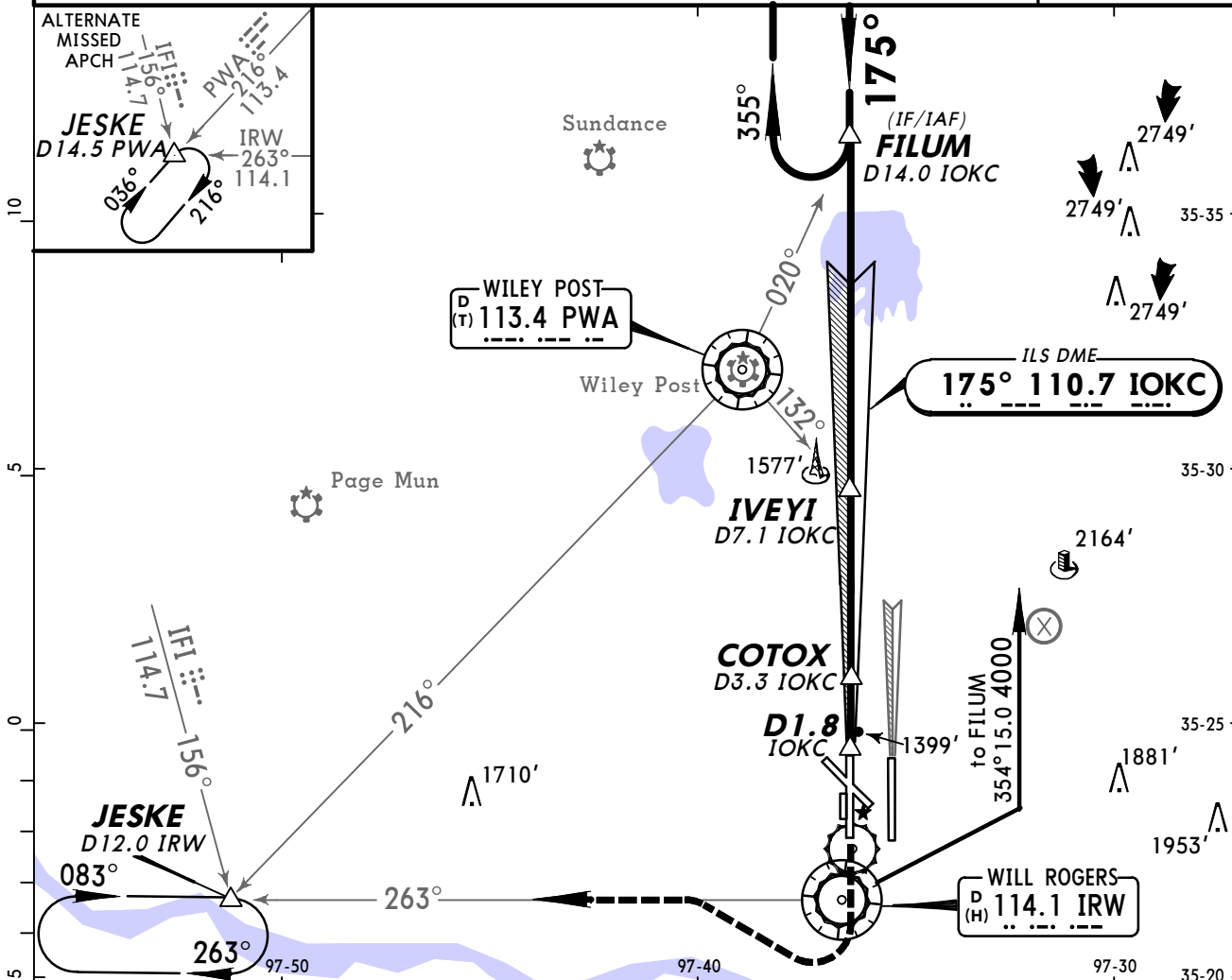
D-ATIS 125.85	OKE CITY Approach (R) 124.6	ROGERS Tower 119.35	Ground 121.9
LOC IEXR 110.9	Final Apch Crs 175°	GS HANGS 2800' (1514')	ILS DA(H) 1486' (200')
Apt Elev 1295' Rwy 17L 1286'			
Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	MSA IRW VOR



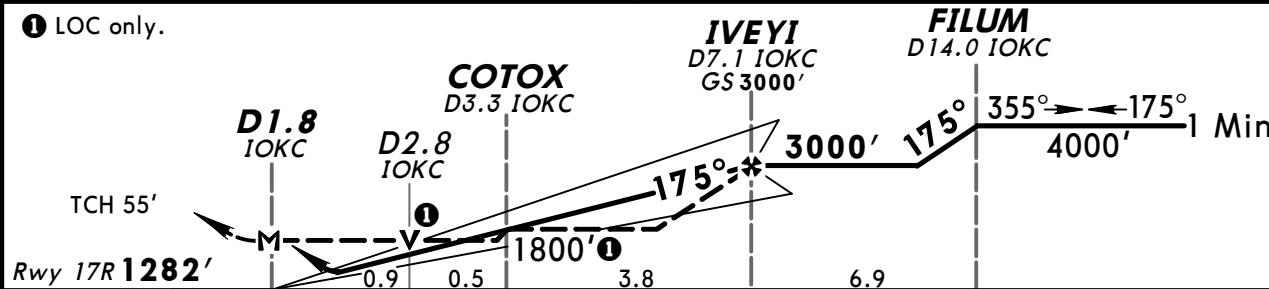
Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	3000'	IRW	JESKE
GS	3.00°	372	478	531	637	743	849			on 114.1	
MAP at D0.2 IEXR or HANGS to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43				R-263	

STRAIGHT-IN LANDING RWY 17L						CIRCLE-TO-LAND	
ILS DA(H) 1486' (200')			LOC (GS out) MDA(H) 1680' (394')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out			
A						90	1740' (445') - 1
B	1					120	1760' (465') - 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	140	1760' (465') - 1 1/2
D			RVR 35 or 5/8	RVR 45 or 7/8	RVR 60 or 1 1/8	165	1860' (565') - 2

D-ATIS 125.85	OKE CITY Approach (R) 124.6	ROGERS Tower 119.35	Ground 121.9
LOC IOKC 110.7	Final Apch Crs 175°	GS IVEYI 3000' (1718')	ILS DA(H) 1482' (200')
Apt Elev 1295' Rwy 17R 1282'			
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' outbound on IRW VOR R-263 to JESKE INT/D12.0 IRW and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. VGSI and ILS glidepath not coincident.			
MSA IRW VOR			



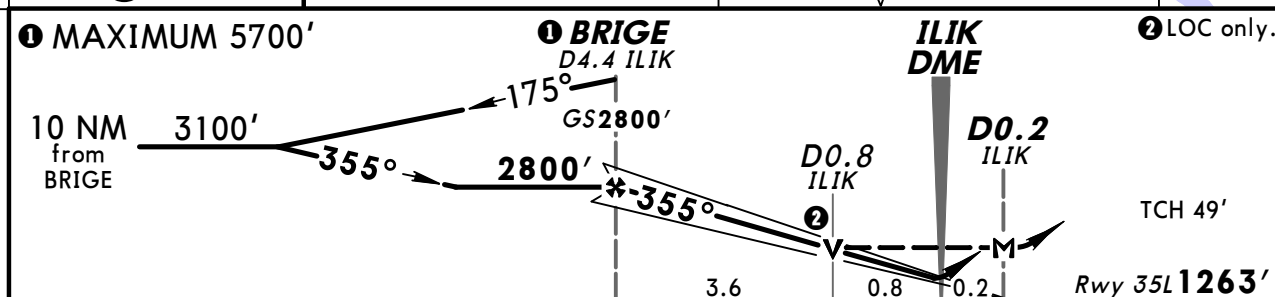
① LOC only.



Gnd speed-Kts	70	90	100	120	140	160	MALS	2000'	3000'	IRW	JESKE
GS	3.00°	372	478	531	637	743	849	↑	RT	114.1	R-263
MAP at D1.8 IOKC or IVEYI to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				

STRAIGHT-IN LANDING RWY17R						CIRCLE-TO-LAND			
ILS		LOC (GS out)		LOC (GS out)		With COTOX		Without COTOX	
DA(H) 1482' (200')		MDA(H) 1640' (358')		MDA(H) 1800' (518')		Max Kts		MDA(H)	
FULL	RAIL or ALSout	RAILout	ALSout	RAILout	ALSout	90	120	140	165
A	1	RVR 24	RVR 40	RVR 24	RVR 40	1740' (445') -1	1760' (465') -1	1760' (465') -1	1800' (505') -1
B	RVR 24	RVR 40	RVR 40	RVR 40	RVR 40	1760' (465') -1	1760' (465') -1	1760' (465') -1	1800' (505') -1
C	RVR 1/2	RVR 3/4	RVR 3/4	RVR 3/4	RVR 3/4	1760' (465') -1 1/2	1760' (465') -1 1/2	1760' (465') -1 1/2	1800' (505') -1 1/2
D	RVR 1/2	RVR 3/4	RVR 3/4	RVR 3/4	RVR 3/4	1860' (565') -2	1860' (565') -2	1860' (565') -2	1860' (565') -2

① RVR 18 authorized with use of Flight Director or Auto Pilot or HUD to DA.

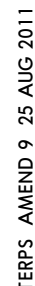


<i>Gnd speed-Kts</i>	70	90	100	120	140	160		
<i>Gs</i> 3.00°	372	478	531	637	743	849		
<i>MAP at D0.2 ILIK</i>								

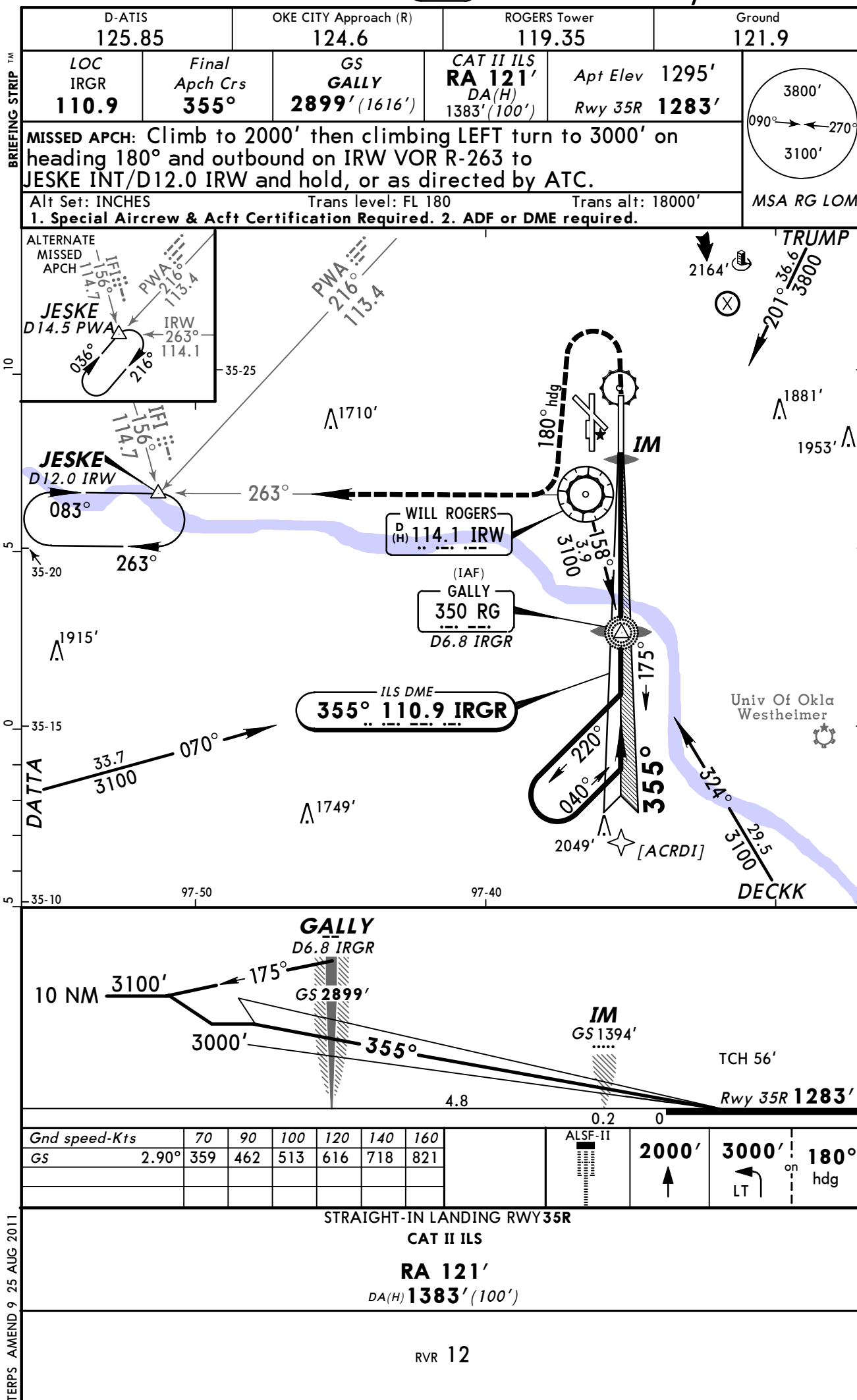
STRAIGHT-IN LANDING RWY35L						CIRCLE-TO-LAND	
ILS DA(H) 1463' (200')			LOC (GS out) MDA(H) 1640' (377')			Max Kts	MDA(H)
FULL		RAIL or ALS out		RAIL out	ALS out		
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1740' (445') - 1
B						120	1760' (465') - 1
C						140	1760' (465') - 1 1/2
D						165	1860' (565') - 2

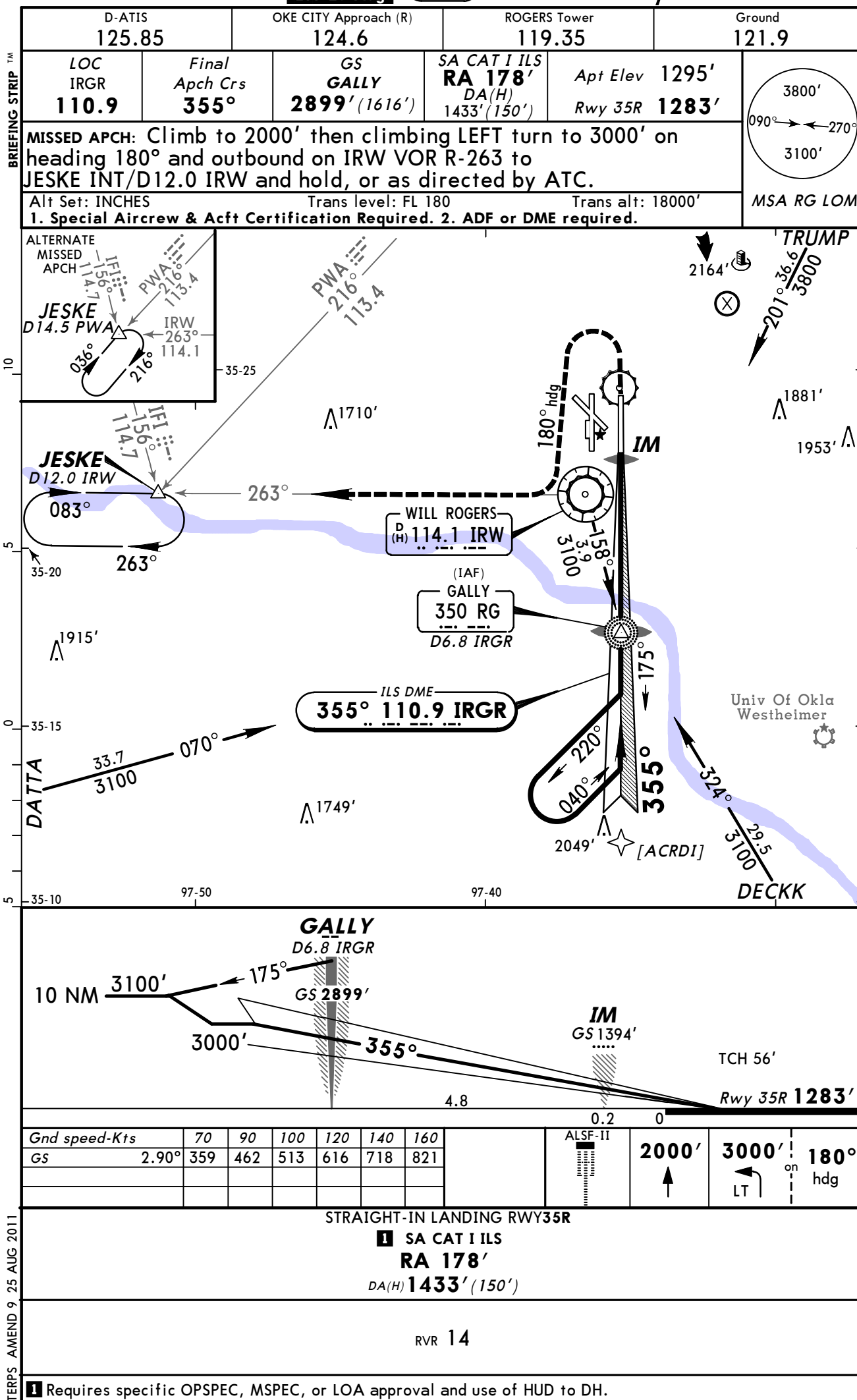
CHANGES: Procedure.

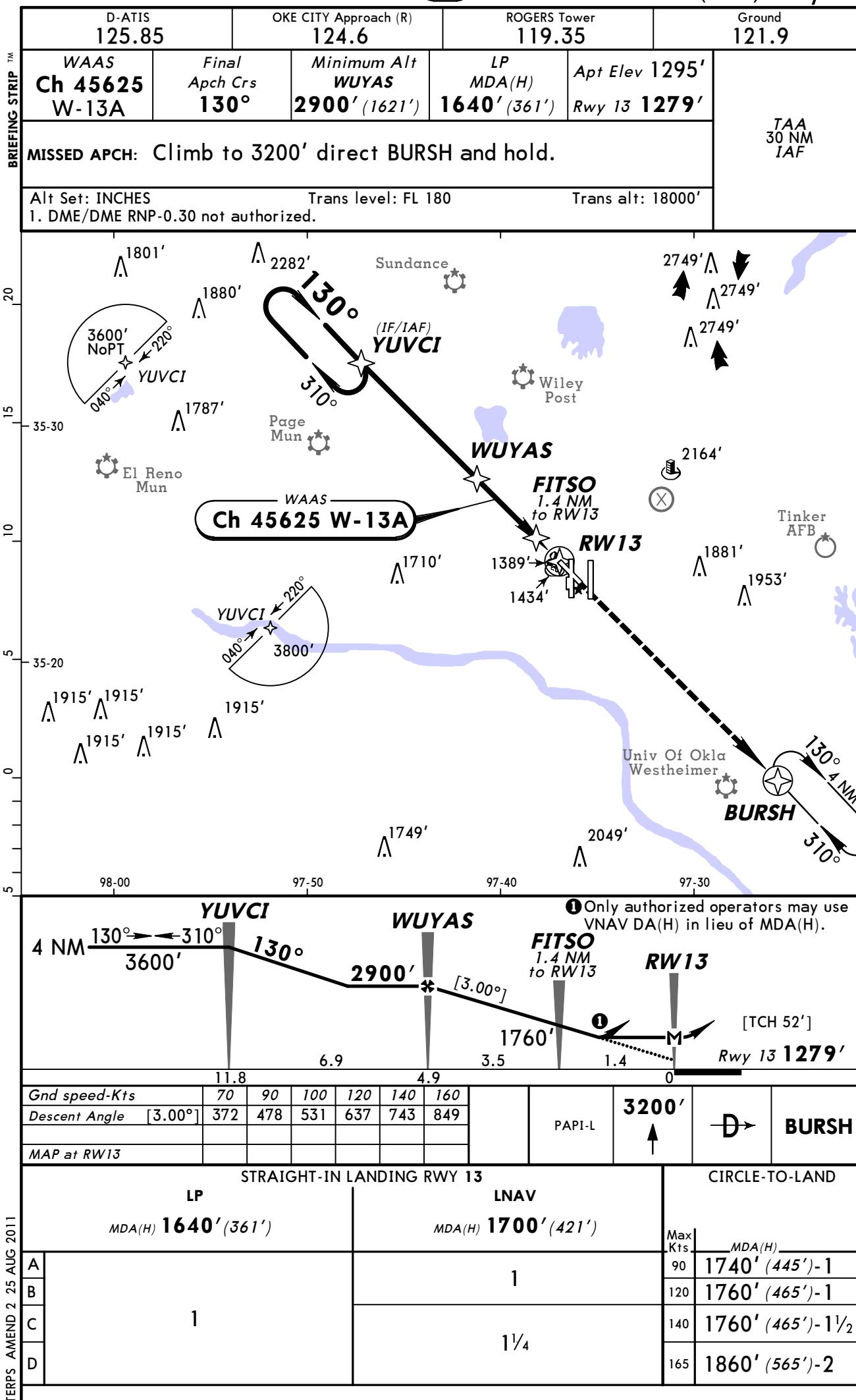
BRIEFING STRIP™



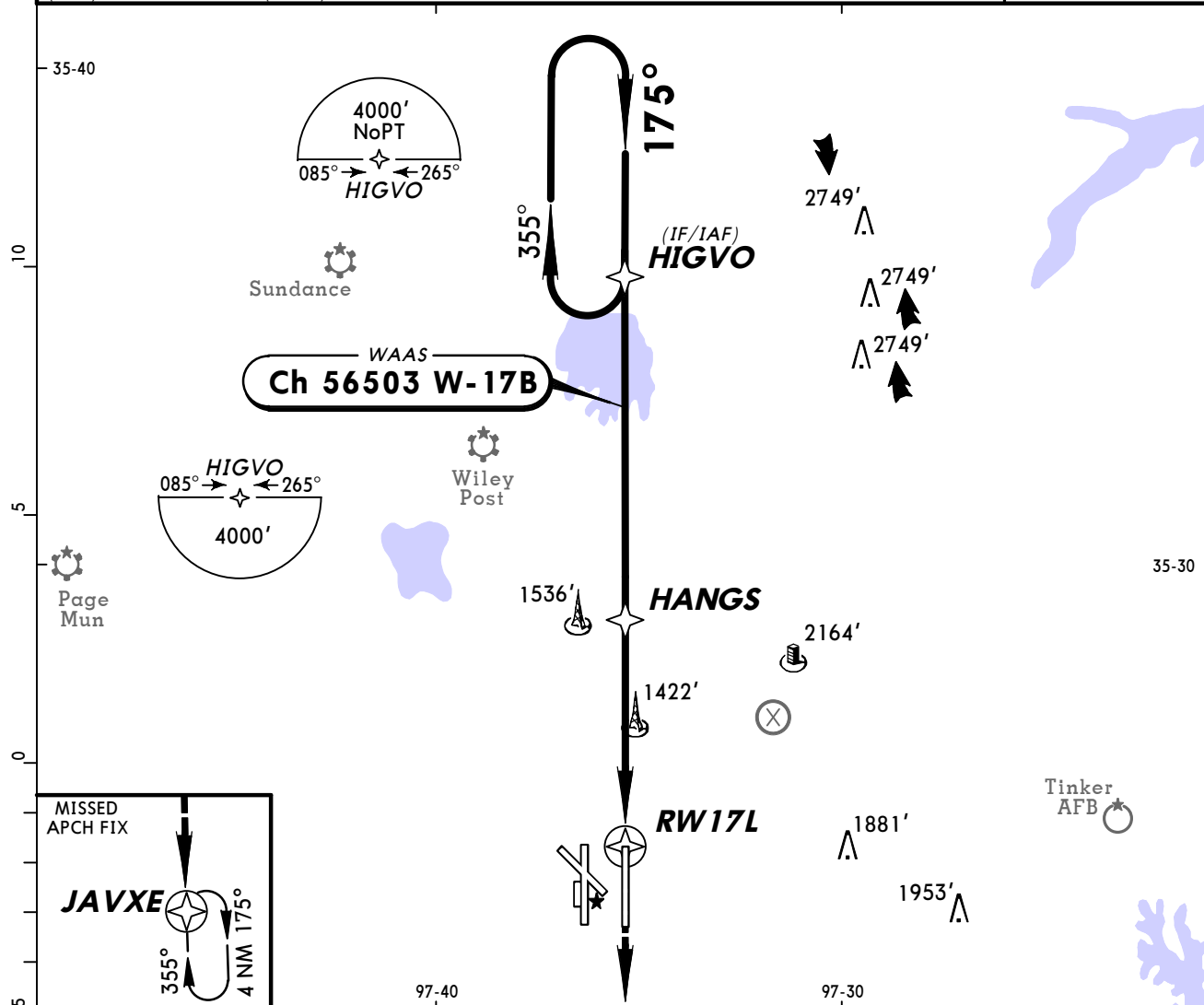
STRAIGHT-IN LANDING RWY35R						CIRCLE-TO-LAND	
ILS <i>DA(H)</i> 1483' (200')				LOC (GS out) <i>MDA(H)</i> 1640' (357')			
FULL		TDZ or CL out	ALS out	ALS out		Max Kts	<i>MDA(H)</i>
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	90	1740' (445')- 1
B						120	1760' (465')- 1
C						140	1760' (465')- 1 1/2
D				RVR 30 or 5/8		165	1860' (565')- 2



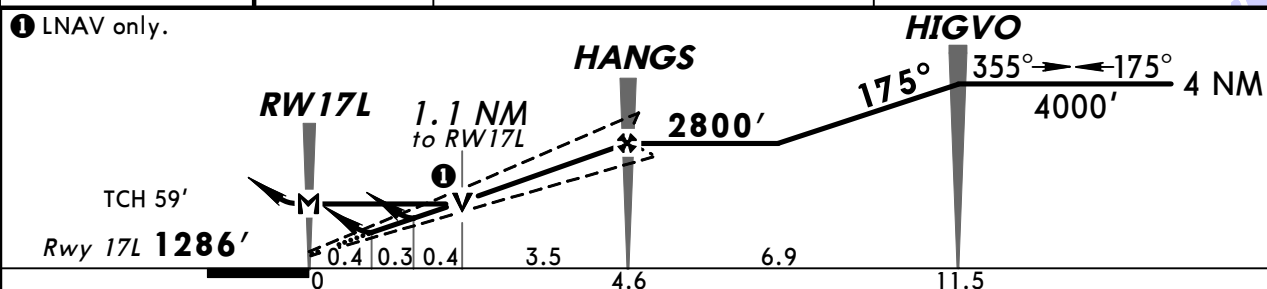




D-ATIS 125.85	OKE CITY Approach (R) 124.6	ROGERS Tower 119.35	Ground 121.9
WAAS Ch 56503 W-17B	Final Apch Crs 175°	Minimum Alt HANGS 2800' (1514')	LPV DA(H) 1486' (200')
Apt Elev 1295' Rwy 17L 1286'			
TAA 30 NM IAF			
MISSED APCH: Climb to 3200' direct JAVXE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 35°C (95°F). 2. DME/DME RNP-0.30 not authorized.			



① LNAV only.



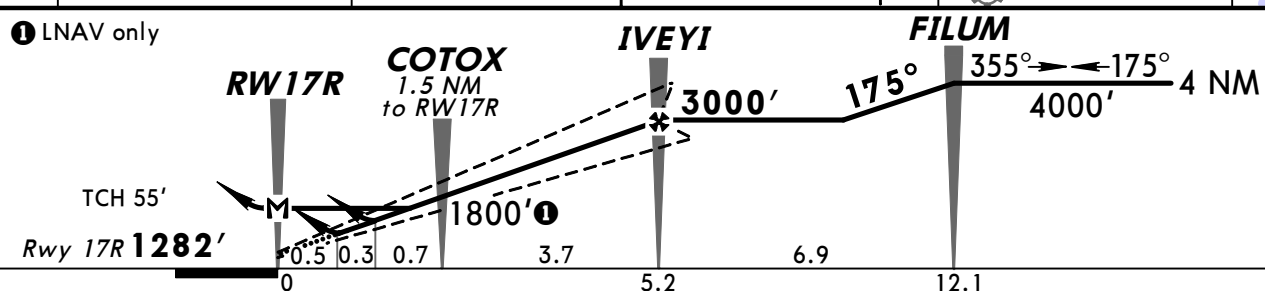
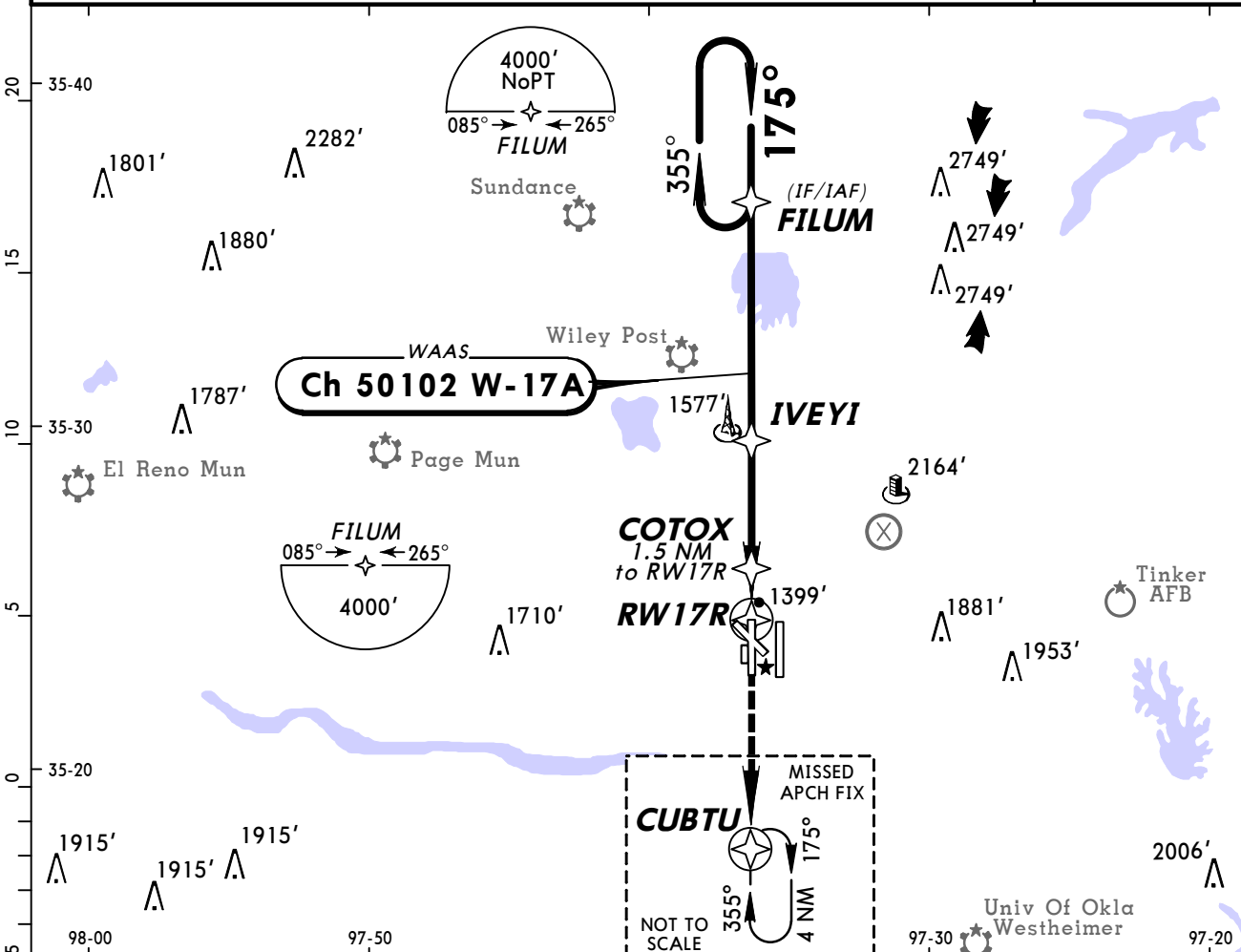
Gnd speed-Kts	70	90	100	120	140	160	MALSR	3200'	→	JAVXE
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RWY 17L										

STRAIGHT-IN LANDING RWY 17L									CIRCLE-TO-LAND	
LPV			LNAV/VNAV			LNAV			Max Kts	MDA(H)
DA(H) 1486' (200')			DA(H) 1580' (294')			MDA(H) 1680' (394')				
		RAIL or ALS out		RAIL out	ALS out			RAIL out	ALS out	
A	RVR 24 or 1½	RVR 40 or ¾	RVR 24 or 1½	RVR 40 or ¾	RVR 45 or 7⁄8	RVR 24	RVR 40	RVR 55	90	1740' (445') - 1
B						or 1⁄2	or ¾	or 1	120	1760' (465') - 1
C						RVR 35	RVR 45	RVR 60	140	1760' (465') - 1½
D						or 5⁄8	or 7⁄8	or 1½	165	1860' (565') - 2

CHANGES: None.

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D-ATIS 125.85	OKE CITY Approach (R) 124.6	ROGERS Tower 119.35	Ground 121.9
WAAS Ch 50102 W-17A	Final Apch Crs 175°	Minimum Alt IVEYI 3000' (1718')	LPV DA(H) 1482' (200')
Apt Elev 1295' Rwy 17R 1282'			
MISSED APCH: Climb to 3200' direct CUBTU and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 35°C (95°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.			

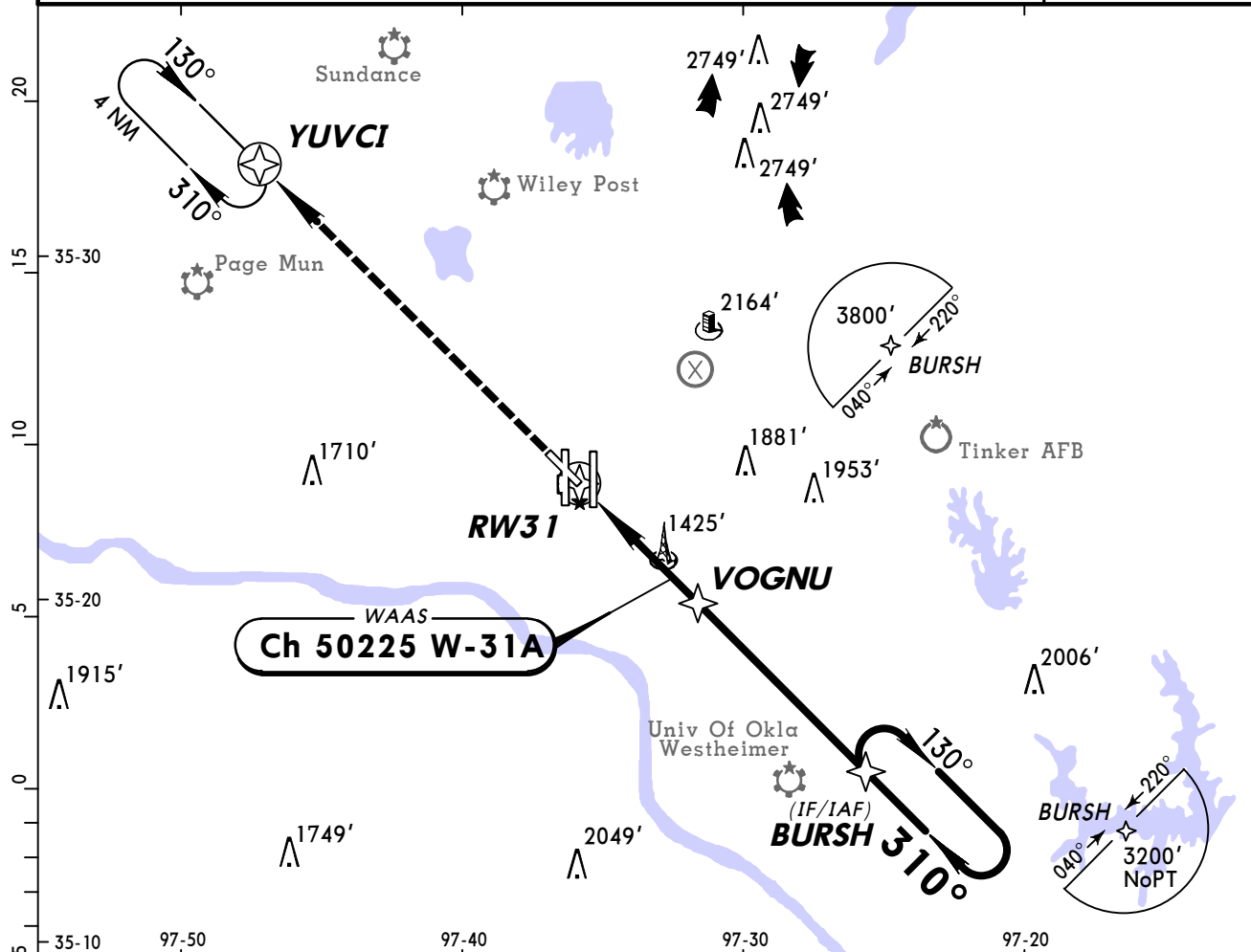


Gnd speed-Kts	70	90	100	120	140	160	MALSR	3200'	→	CUBTU
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑		
MAP at RW17R										

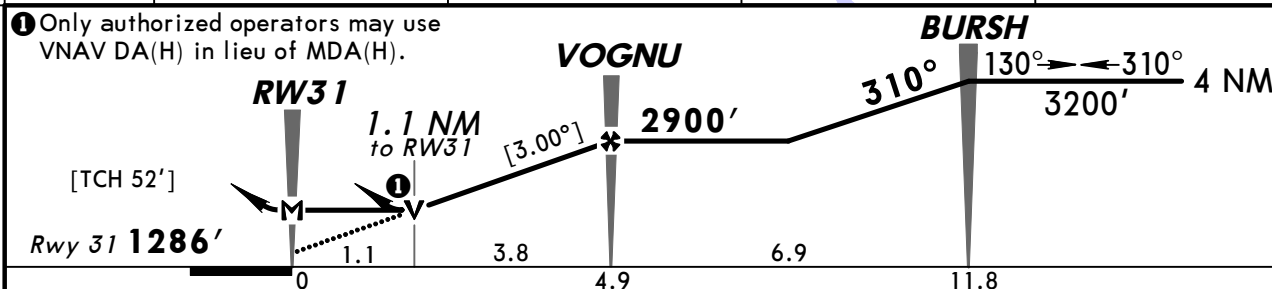
STRAIGHT-IN LANDING RWY 17R						CIRCLE-TO-LAND			
LPV		LNAV/VNAV			LNAV				
DA(H) 1482' (200')		DA(H) 1580' (298')			MDA(H) 1680' (398')				
RAIL or ALS out		RAIL out			RAIL out		MDA(H)		
A					RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1740' (445')-1
B								120	1760' (465')-1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 35 or 5/8	RVR 45 or 7/8	140	1760' (465')-1 1/2
D								165	1860' (565')-2

BRIEFING STRIP TM

D-ATIS 125.85		OKE CITY Approach (R) 124.6		ROGERS Tower 119.35		Ground 121.9	
WAAS Ch 50225 W-31A	Final Apch Crs 310°	Minimum Alt VOGNU 2900' (1614')	LP MDA(H) 1680' (394')	Apt Elev 1295' Rwy 31 1286'		TAA 30 NM IAF	
MISSED APCH: Climb to 3600' direct YUVCI and hold.							
Alt Set: INCHES 1. DME/DME RNP-0.30 not authorized.		Trans level: FL 180		Trans alt: 18000'			



① Only authorized operators may use
VNAV DA(H) in lieu of MDA(H).



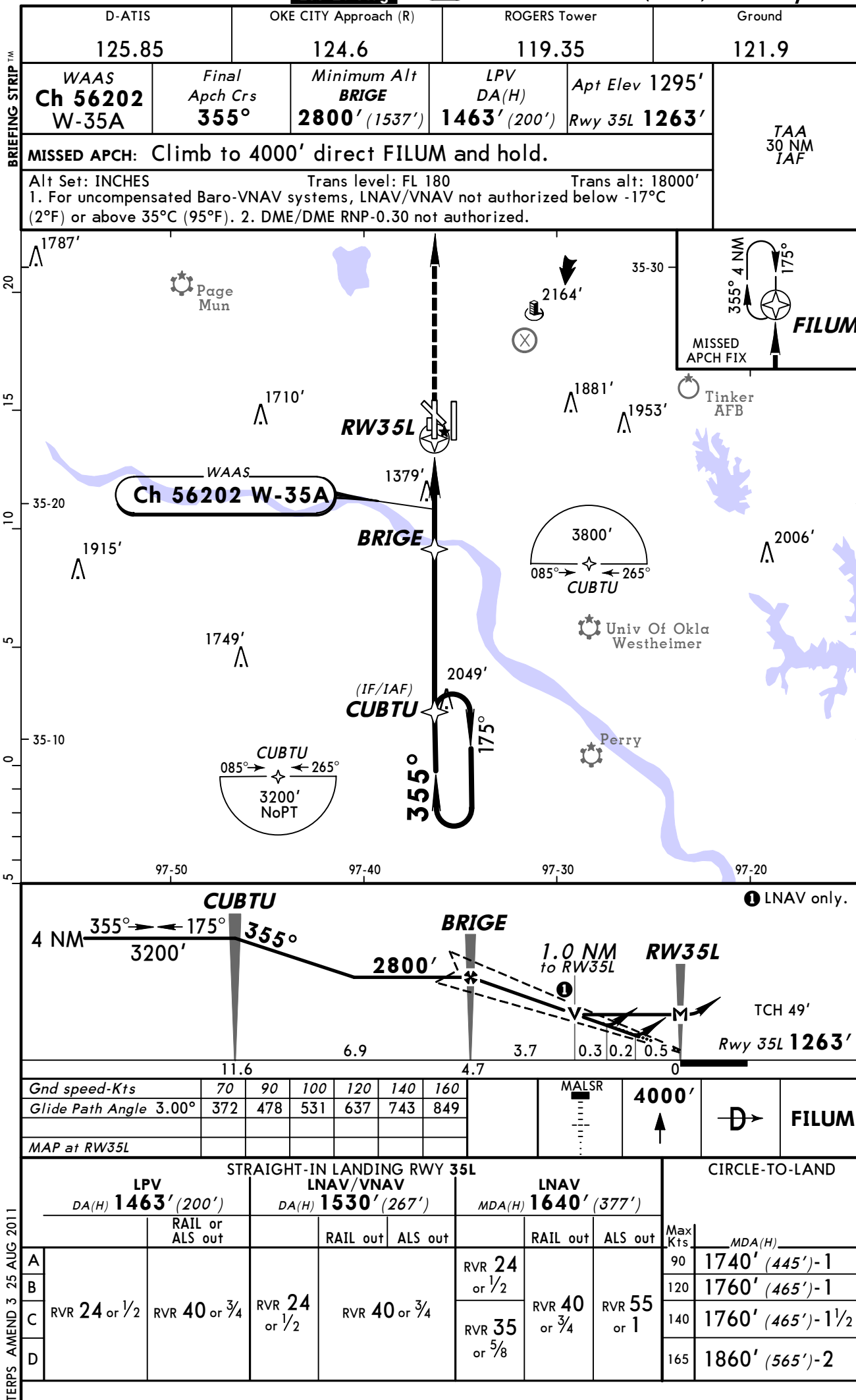
Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3600'	D	YUVCI
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW31										

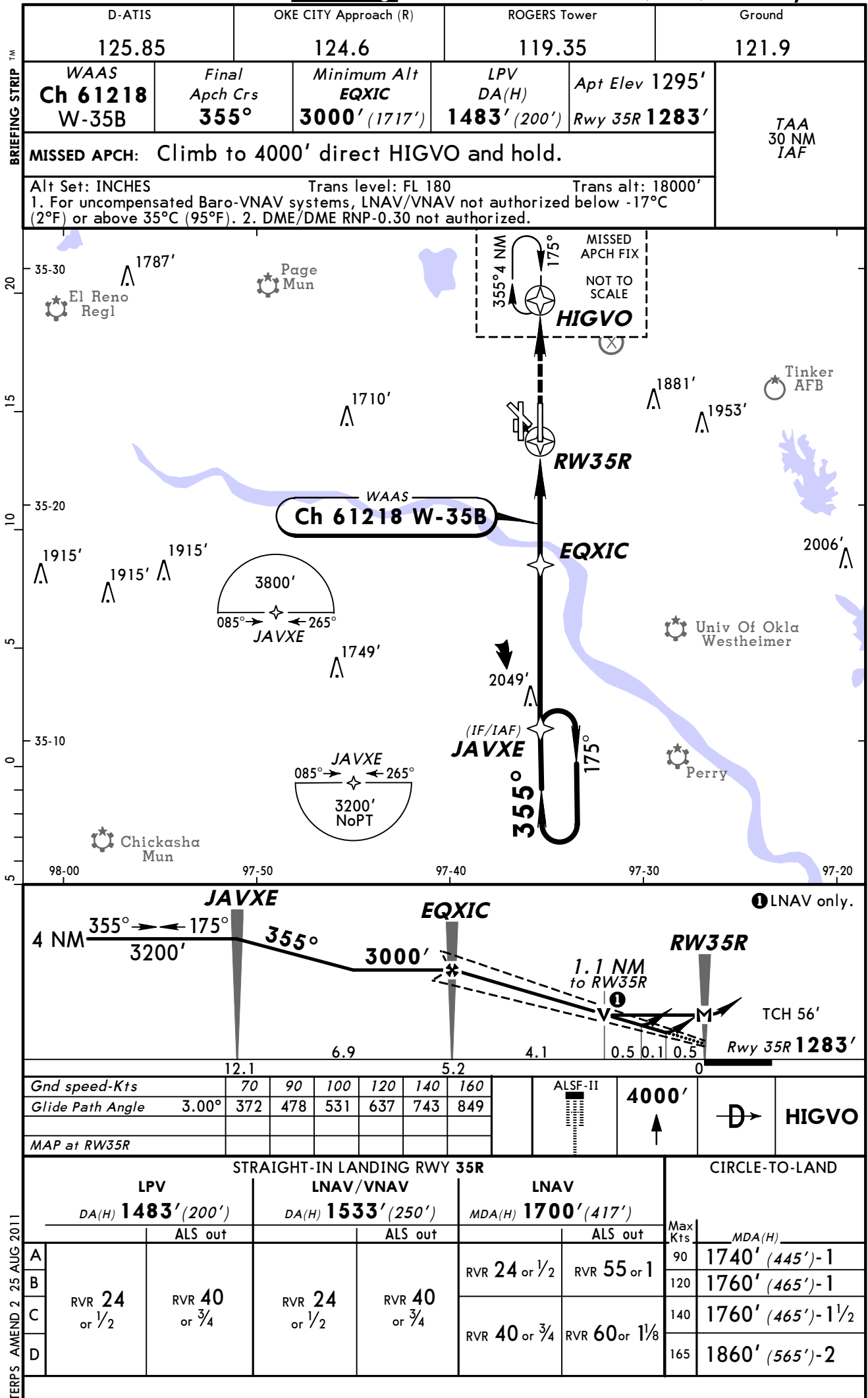
STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
LP MDA(H) 1680' (394')		LNAV MDA(H) 1700' (414')		Max Kts	MDA(H)
A	1	1		90	1740' (445')-1
B	1	1		120	1760' (465')-1
C	1 1/8	1 1/8		140	1760' (465')-1 1/2
D	1 1/8	1 1/8		165	1860' (565')-2

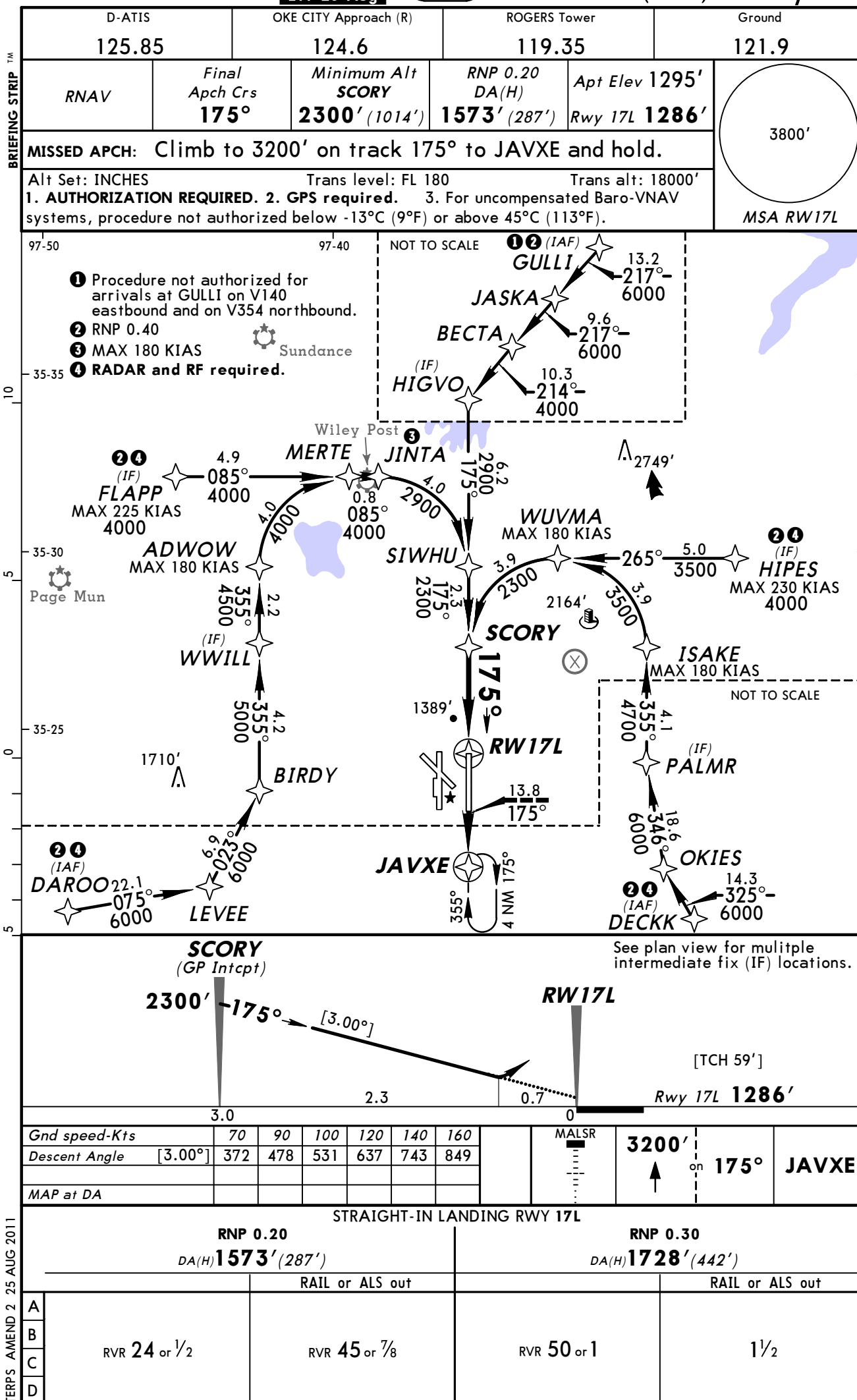
TERPS AMEND 1 25 AUG 2011

CHANGES: Lighting.

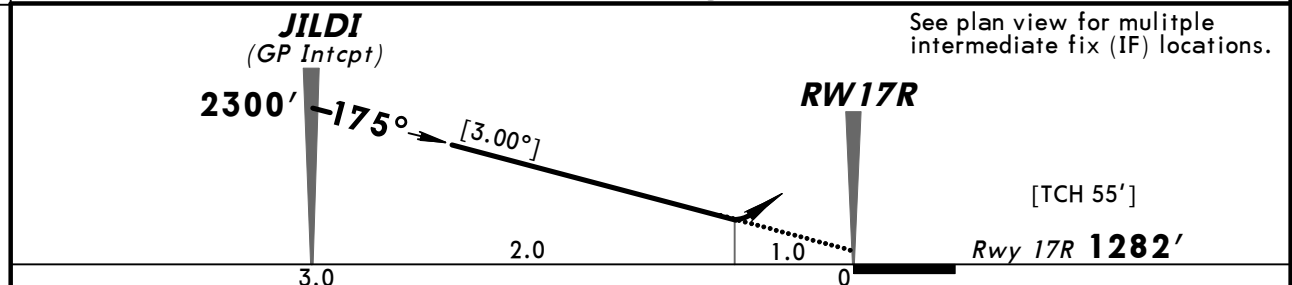
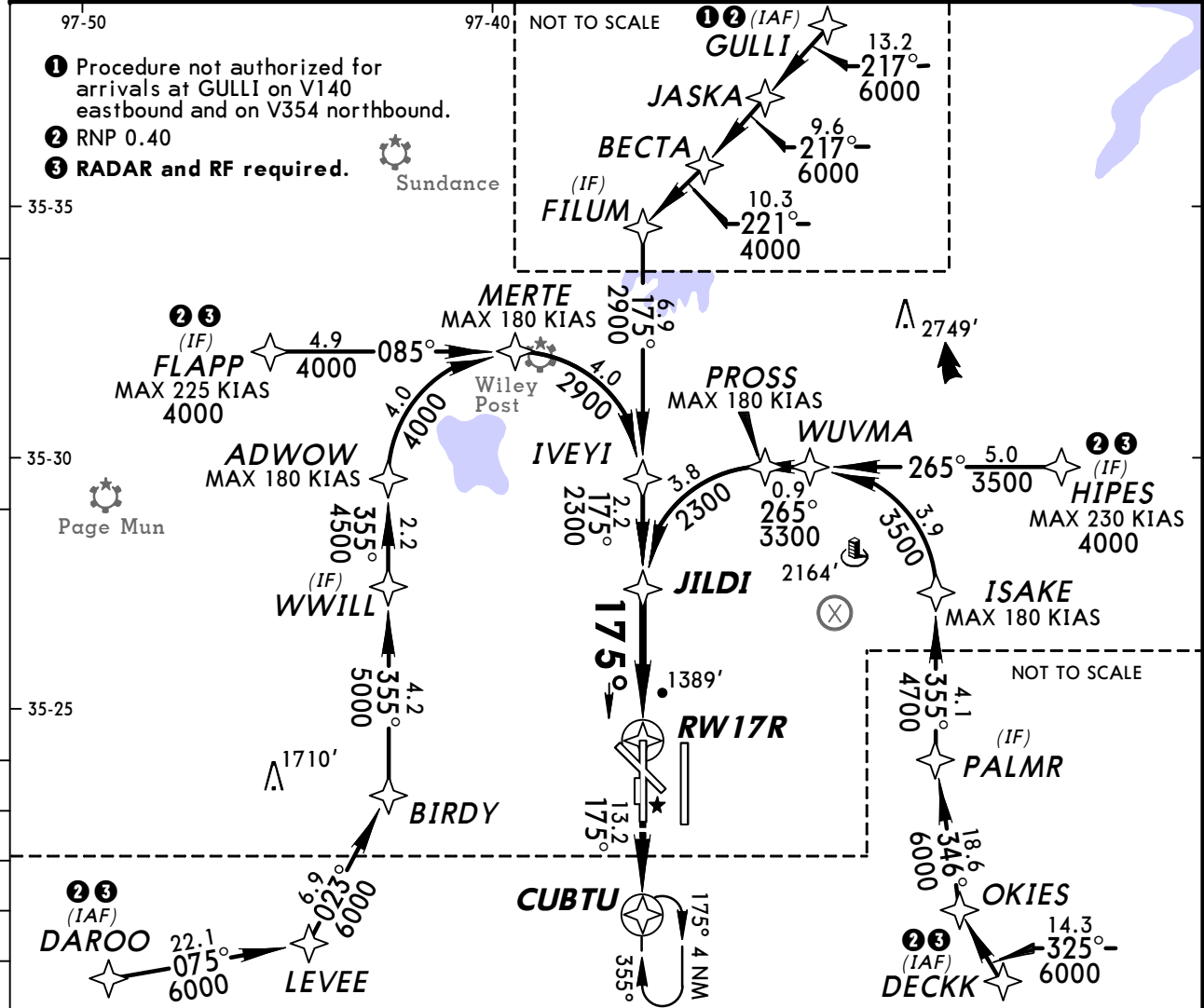
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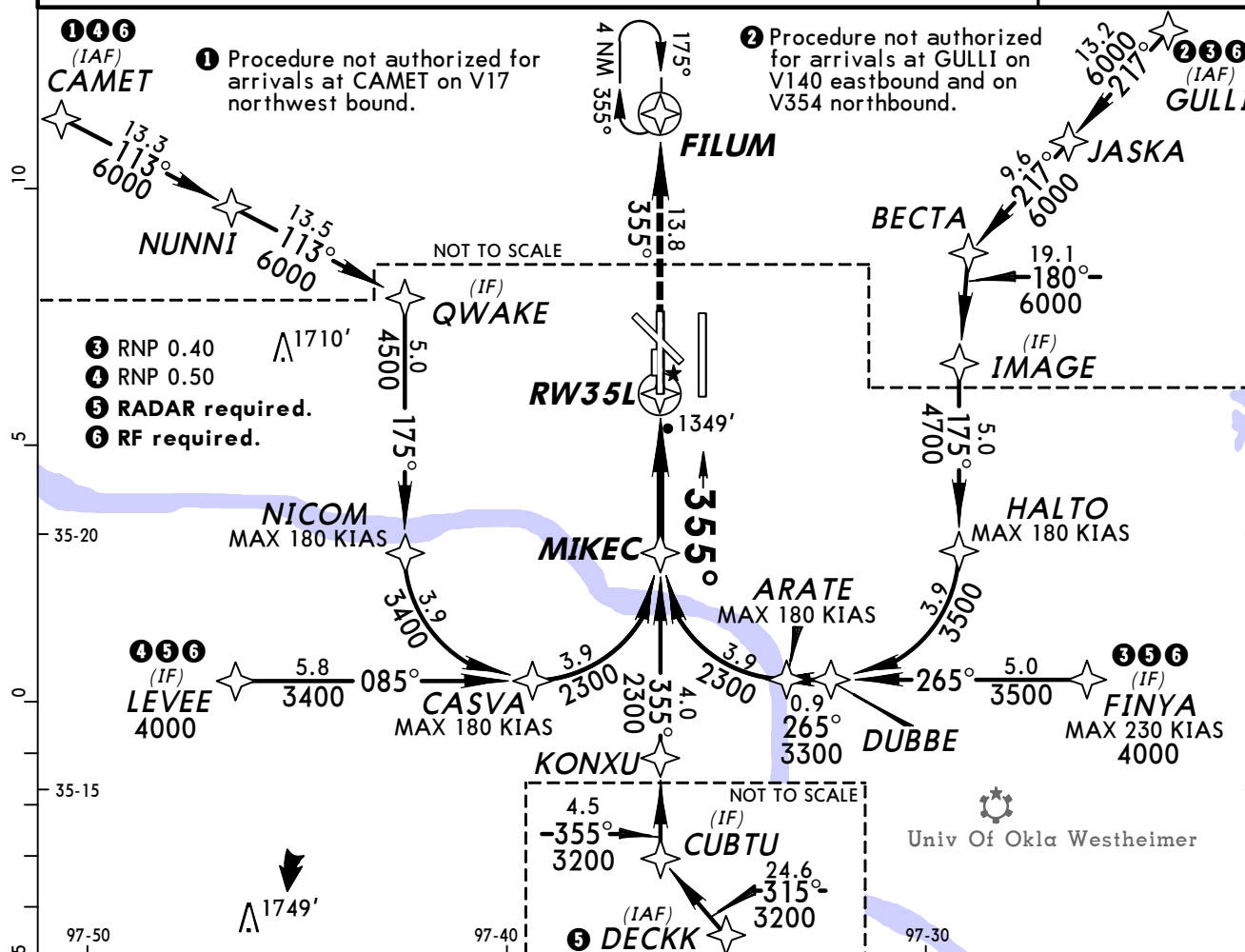
D-ATIS 125.85	OKE CITY Approach (R) 124.6	ROGERS Tower 119.35	Ground 121.9
RNAV	Final Apch Crs 175°	Minimum Alt JILDI 2300' (1018')	RNP 0.20 DA(H) 1643' (361') Apt Elev 1295' Rwy 17R 1282'
MISSED APCH: Climb to 3200' on track 175° to CUBTU and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (9°F) or above 45°C (113°F). 4. VGSI and RNAV glidepath not coincident.			
			3800' MSA RW17R



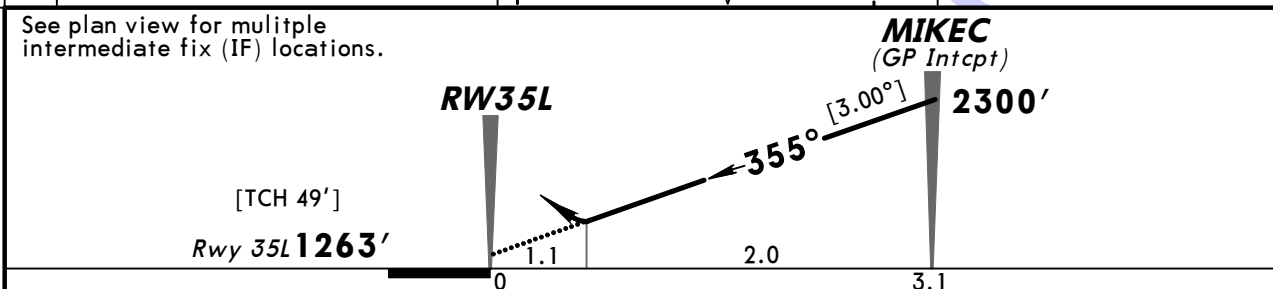
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

STRAIGHT-IN LANDING RWY 17R			
RNP 0.20 DA(H) 1643' (361')	RAIL or ALS out		RNP 0.30 DA(H) 1721' (439')
			RAIL or ALS out
A			
B			
C	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 50 or 1
D			1 1/2

D-ATIS 125.85	OKE CITY Approach (R) 124.6	ROGERS Tower 119.35	Ground 121.9
RNAV	Final Apch Crs 355°	Minimum Alt MIKEC 2300' (1037')	RNP 0.30 DA(H) 1649' (386') Apt Elev 1295' Rwy 35L 1263'
MISSED APCH: Climb to 4000' on track 355° to FILUM and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (9°F) or above 45°C (113°F).			
3800' MSA RW35L			



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160	MALSR 4000' on 355° FILUM
Descent Angle [3.00°]	372	478	531	637	743	849	
MAP at DA							

STRAIGHT-IN LANDING RWY 35L
RNP 0.30
DA(H) **1649'** (386')

RAIL or ALS out	
A	
B	
C	RVR 45 or 7/8
D	RVR 60 or 1 1/4

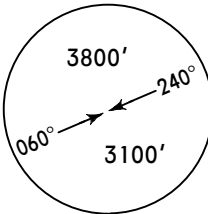
BRIEFING STRIP™



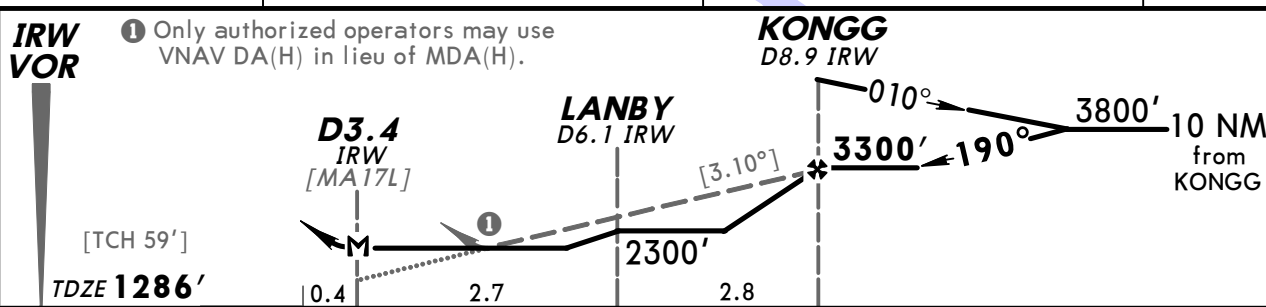
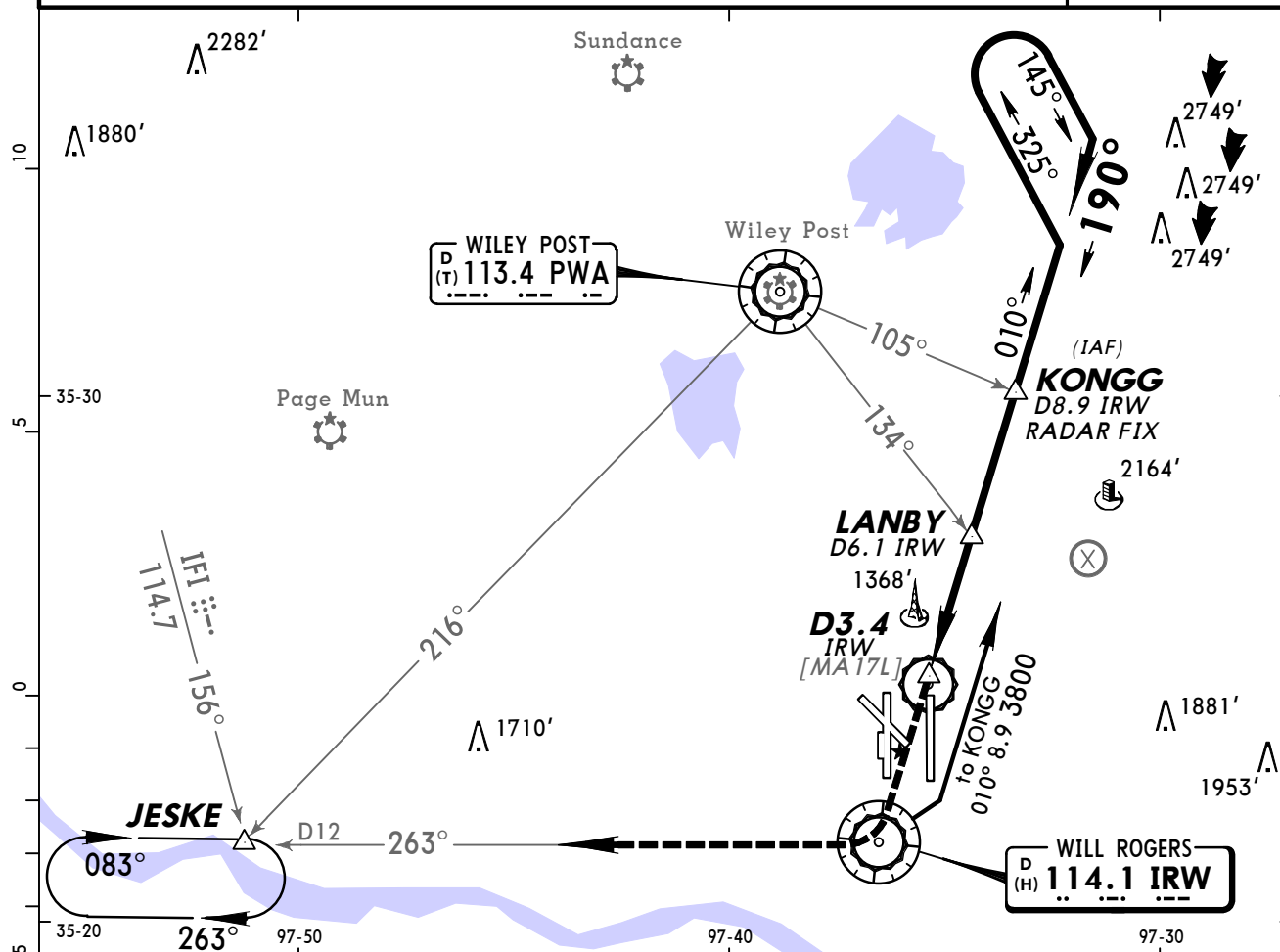
AL SE-11

RNP 0.16		RNP 0.30	
$DA(H) 1561' (278')$		$DA(H) 1664' (381')$	
ALS out		ALS out	
A			
B			
C	RVR 24 or $\frac{1}{2}$	RVR 45 or $\frac{7}{8}$	RVR 60 or $1\frac{1}{4}$
D			

BRIEFING STRIP

ATIS 125.85		OKE CITY Approach (R) 124.6		ROGERS Tower 119.35		Ground 121.9	
VOR IRW 114.1	Final Apch Crs 190°	Minimum Alt KONGG 3300' (2014')	MDA(H) (CONDITIONAL) 1680' (394')	Apt Elev 1295' TDZE 1286'			
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' outbound via IRW VOR R-263 to JESKE INT and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			

MSA IRW VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		2000'	3000'	IRW	JESKE
Descent Angle [3.10°]	384	494	548	658	768	878			↑	↗	via 114.1	
MAP at D3.4 IRW or KONGG to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04				RT	R-263	

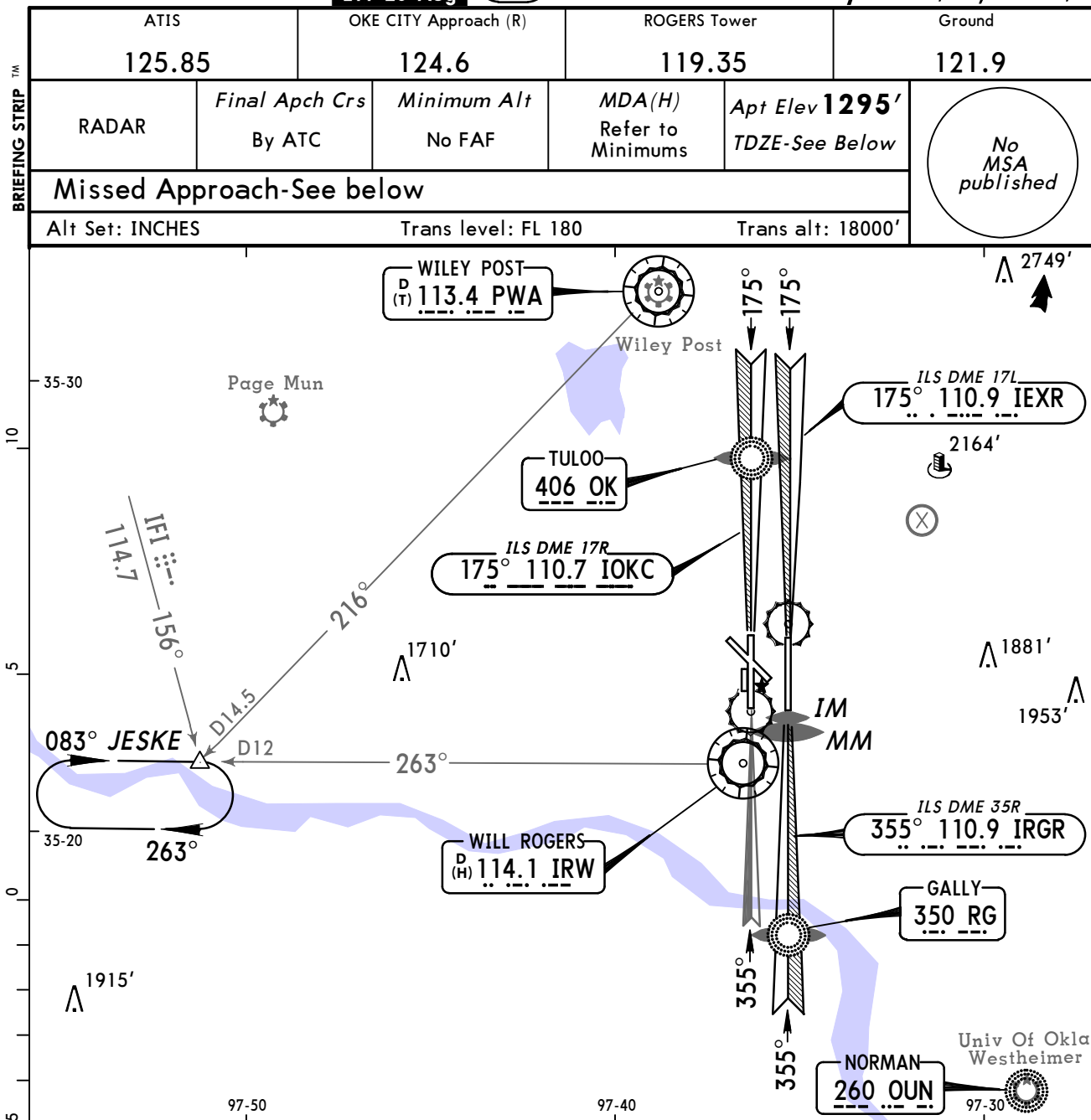
STRAIGHT-IN LANDING RWY 17L						CIRCLE-TO-LAND			
MDA(H) 1680' (394')			MDA(H) 2300' (1014')			With Lanby		Without Lanby	
With Lanby			Without Lanby			Max Kts		MDA(H)	
RAIL out			RAIL out						
ALS out			ALS out						
A	RVR 24	RVR 40	RVR 50	RVR 60 or 1/4		90	1760' (465') - 1	2300' (1005') - 1/4	
B	or 1/2	or 3/4	or 1	1 1/2		120		2300' (1005') - 1/2	
C				3		140	1760' (465') - 1 1/2		
D	RVR 50 or 1	RVR 60 or 1/4				165	1860' (565') - 2	2300' (1005') - 3	

KOKC/OKC WILL ROGERS WORLD

19 AUG 11
Eff 25 Aug

(18-1)

RADAR-1 ASR Rwy 17L/R, 35L/R



MISSSED APPROACH:

Runway 17L/R: Climb to 2000' then climbing RIGHT turn to 3000' outbound on IRW VOR R-263 to JESKE INT/D12.0 IRW and hold.

Runway 35L/R: Climb to 2000' then climbing LEFT turn to 3000' on 180° heading and outbound on IRW VOR R-263 to JESKE INT/D12.0 IRW and hold.

RWY 17L TDZE 1286'	RWY 17R TDZE 1282'	RWY 35L TDZE 1263'	RWY 35R TDZE 1283'
-----------------------	-----------------------	-----------------------	-----------------------

ASR Rwy 17L/R, 35L/R: MAP 1 mile from Rwy Thr

Lighting -
Refer to
Airport
Chart

STRAIGHT-IN LANDING

CIRCLE-TO-LAND

ASR 17L				ASR 17R				ASR 35L				ASR 35R				Max Kts	MDA(H)			
MDA(H) 1680'(394')				MDA(H) 1680'(398')				MDA(H) 1680'(417')				MDA(H) 1680'(397')								
RAIL out ALS out				RAIL out ALS out				RAIL out ALS out				ALS out								
A	RVR 40 or 3/4			RVR 50 or 1			RVR 40 or 3/4			RVR 50 or 1			RVR 40 or 3/4			RVR 50 or 1			90	1740'(445')-1 1/4
B																			120	1760'(465')-1 1/4
C																			140	1760'(465')-1 1/2
D	RVR 40 or 3/4	RVR 60 or 1 1/4			RVR 40 or 3/4	RVR 60 or 1 1/4			RVR 40 or 3/4	RVR 60 or 1 1/4			RVR 40 or 3/4	RVR 60 or 1 1/4			165	1860'(565')-2		

CHANGES: Procedure.

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General Information

Location: Ponca City OK USA
IATA Code: PNC
Lat/Long: N36° 43.9' W097° 06.0'
Elevation: 1008 ft

Airport Use: Public
Magnetic Variation: 4.0°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 993 ft AGL

Sunrise: 1302 Z
Sunset: 0020 Z,

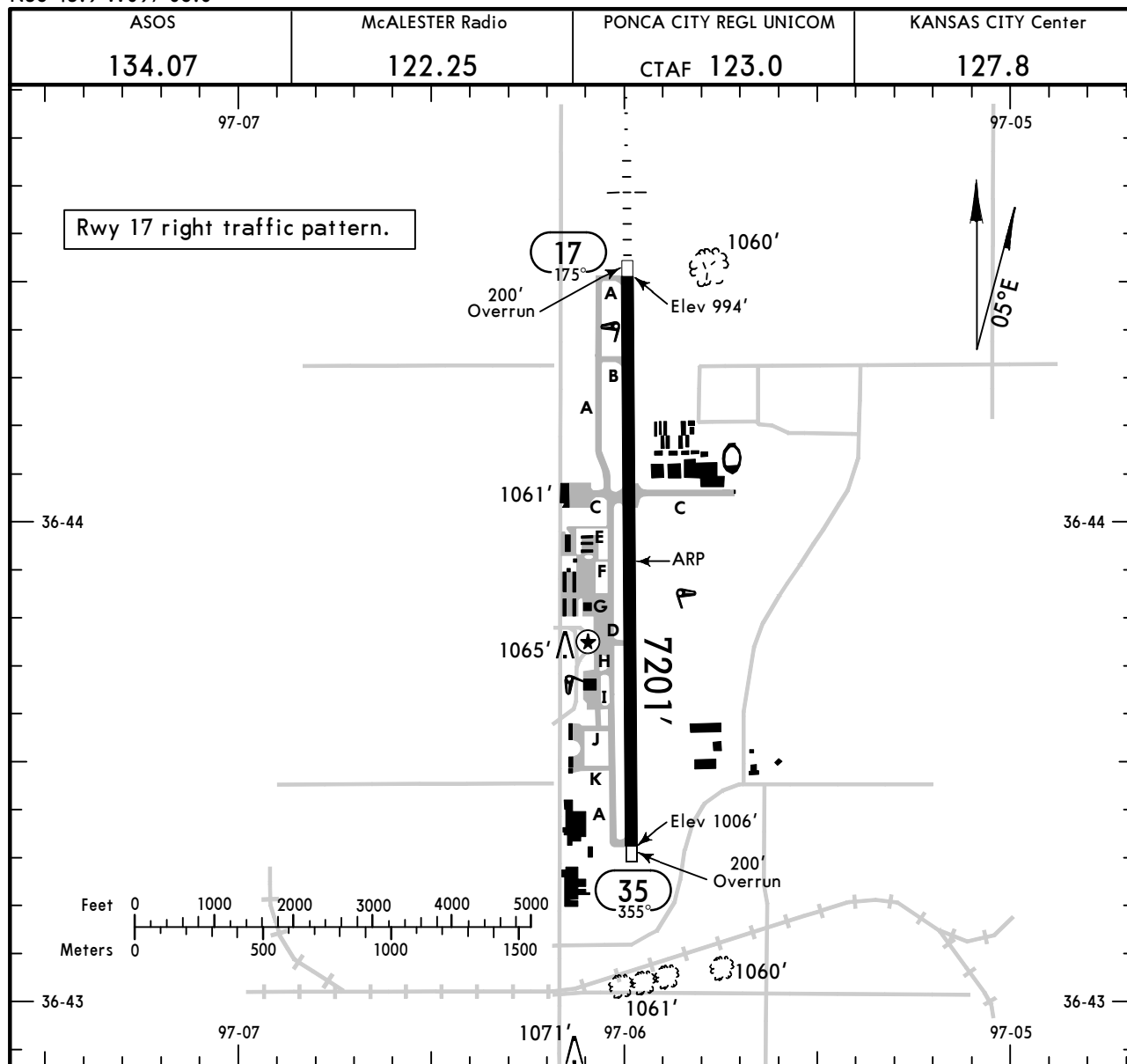
Runway Information

Runway: 17
Length x Width: 7201 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1004 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 7201 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1008 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ASOS 134.075
Ponca City Regl Unicom 123.0 CTAF PCL
MC Alester Flight Service Station 122.25 At or above 18000 ft RCO
Kansas City Center 127.8 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

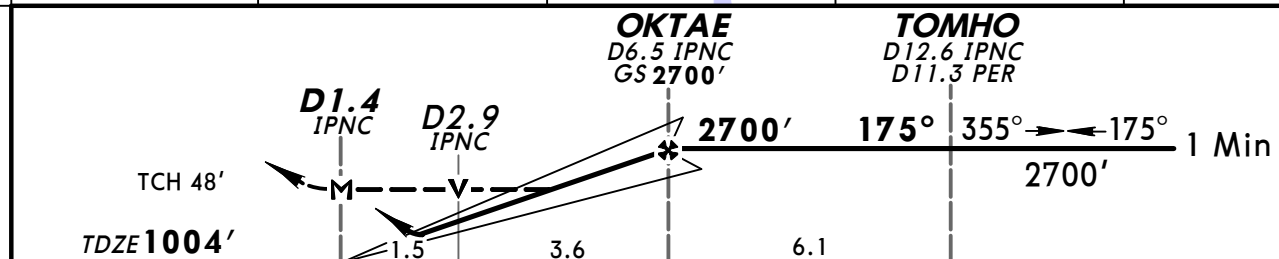
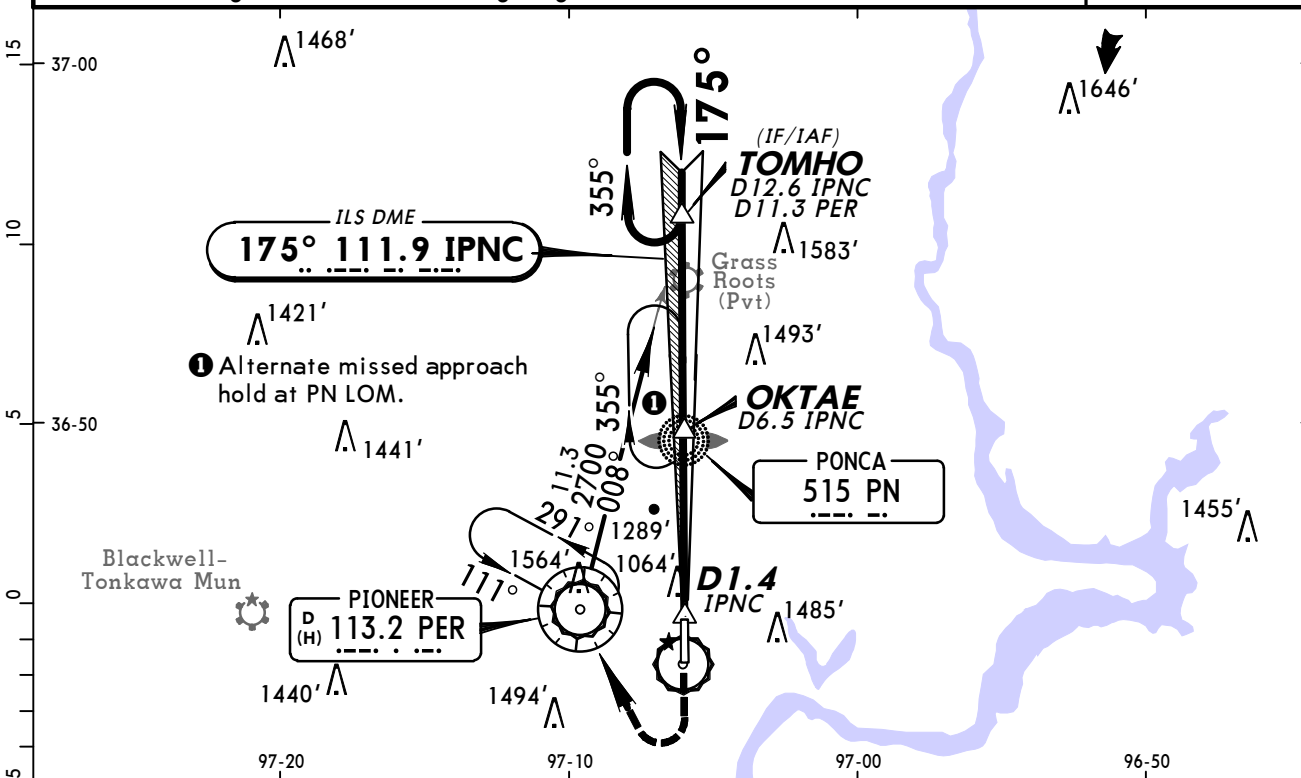
RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-off	
17	② HIRL ② MALSR ② PAPI-R (angle 3.00°)		6250'		150'
35	② HIRL ② REIL ② PAPI-L (angle 3.00°)				

- ① North 2400' of rwy non-std plastic grooving entire width and 25' each edge at remainder of rwy (4801').
- ② Activate on 123.0.

TAKE-OFF			FOR FILING AS ALTERNATE		
	All Rwys		Authorized Only When Local Weather Available		
	Adequate Vis Ref	STD	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35	VOR-A	ILS Rwy 17 LOC Rwy 17
1 & 2 Eng	1/4	1	800-2	800-2	NA
3 & 4 Eng		1/2			

AMEND 0

ASOS 134.07	KANSAS CITY Center 127.8	McALESTER Radio 122.25	PONCA CITY REGL UNICOM CTAF 123.0
LOC IPNC 111.9	Final Aptch Crs 175°	GS OKTAE 2700' (1696')	ILS DA(H) (CONDITIONAL) 1204' (200')
Apt Elev 1008' TDZE 1004'			
MISSED APCH: Climb to 2500', then climbing RIGHT turn to 2700' direct PER VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Winfield-Arkansas City, Kan altimeter setting. 2. VDP not authorized when using Winfield-Arkansas City, Kan altimeter setting. 3. Pilot controlled lighting 123.0.			
3200' MSA PER VOR			

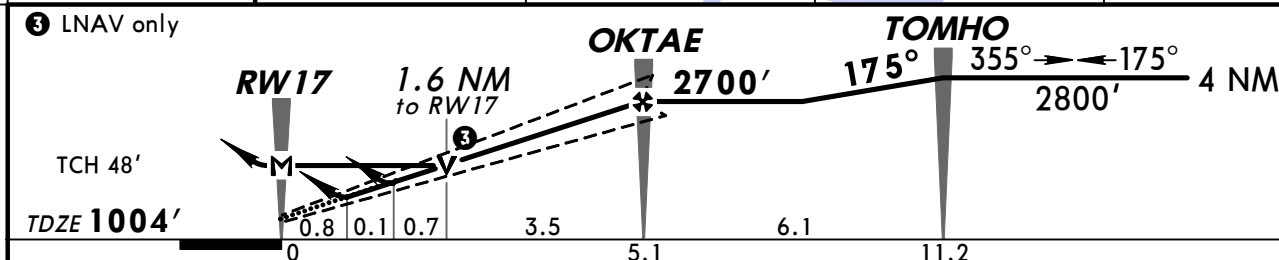
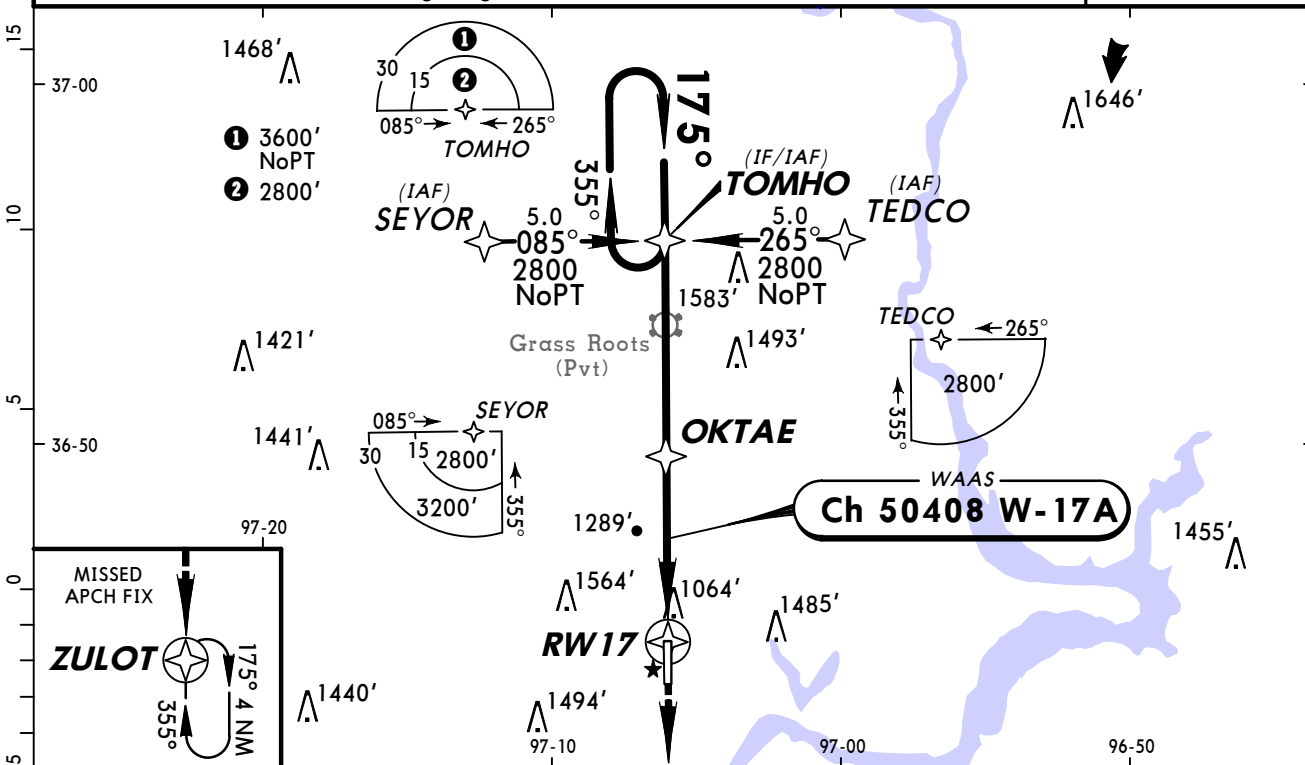


Gnd speed-Kts	70	90	100	120	140	160	MALS	2500'	2700'	D	PER 113.2
GS	3.00°	377	484	538	646	753	PAPI	↑	RT		
MAP at D1.4 IPNC											

STRAIGHT-IN LANDING RWY 17 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 1204' (200')			LOC (GS out) MDA(H) 1520' (516')			MDA(H)	
FULL	RAIL or ALS out		RAIL out	ALS out			
A			1/2	3/4	1	Max Kts	
B	1/2	3/4				90	1520' (512')-1
C			1	1 1/2		120	1560' (552')-1 1/2
D			1 1/4	1 3/4		140	1560' (552')-2
With Winfield-Arkansas City, Kan Altimeter Setting						With Winfield-Arkansas City, Kan Altimeter Setting	
ILS DA(H) 1286' (282')			LOC (GS out) MDA(H) 1620' (616')			MDA(H)	
FULL	RAIL or ALS out		RAIL out	ALS out			
A			1/2	3/4	1	Max Kts	
B	1/2	1				90	1620' (612')-1
C			1 1/4	1 3/4		120	1660' (652')-1 3/4
D			1 1/2	2		140	1660' (652')-2

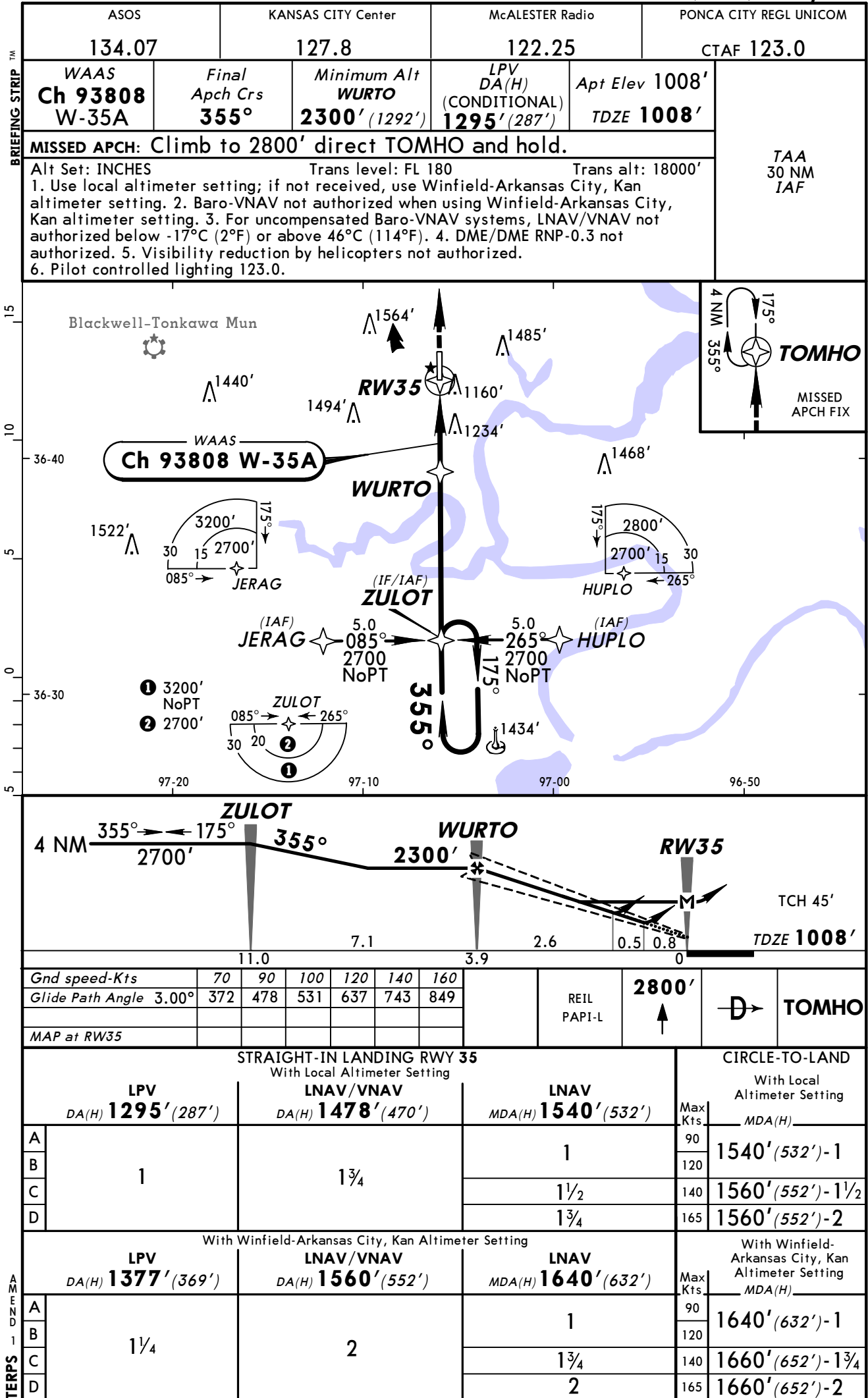
BRIEFING STRIP™

ASOS		KANSAS CITY Center		McALESTER Radio		PONCA CITY REGL UNICOM	
134.07		127.8		122.25		CTAF 123.0	
WAAS Ch 50408 W-17A	Final Apch Crs 175°	Minimum Alt OKTAE 2700' (1696')	LPV DA(H) (CONDITIONAL) 1279' (275')	Apt Elev 1008'		TAA 30 NM IAF	
				TDZE 1004'			
MISSED APCH: Climb to 2700' direct ZULOT and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Winfield-Arkansas City, Kan altimeter setting. 2. Baro-VNAV and VDP not authorized when using Winfield-Arkansas City, Kan altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (116°F). 4. DME/DME RNP-0.3 not authorized. 5. Pilot controlled lighting 123.0.							



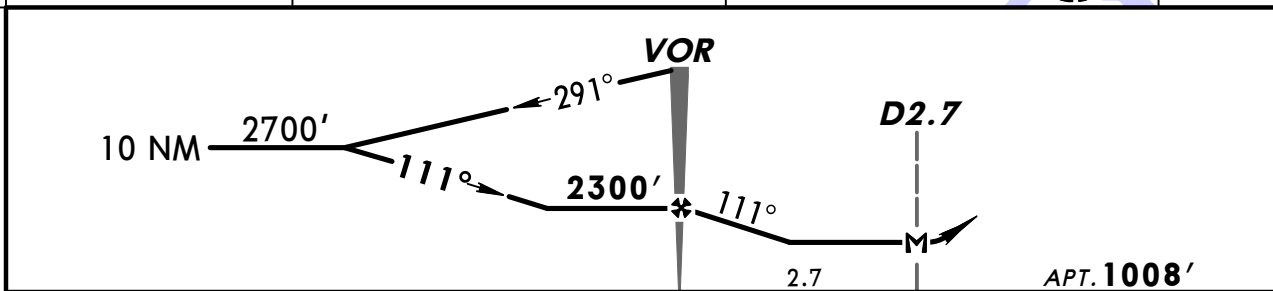
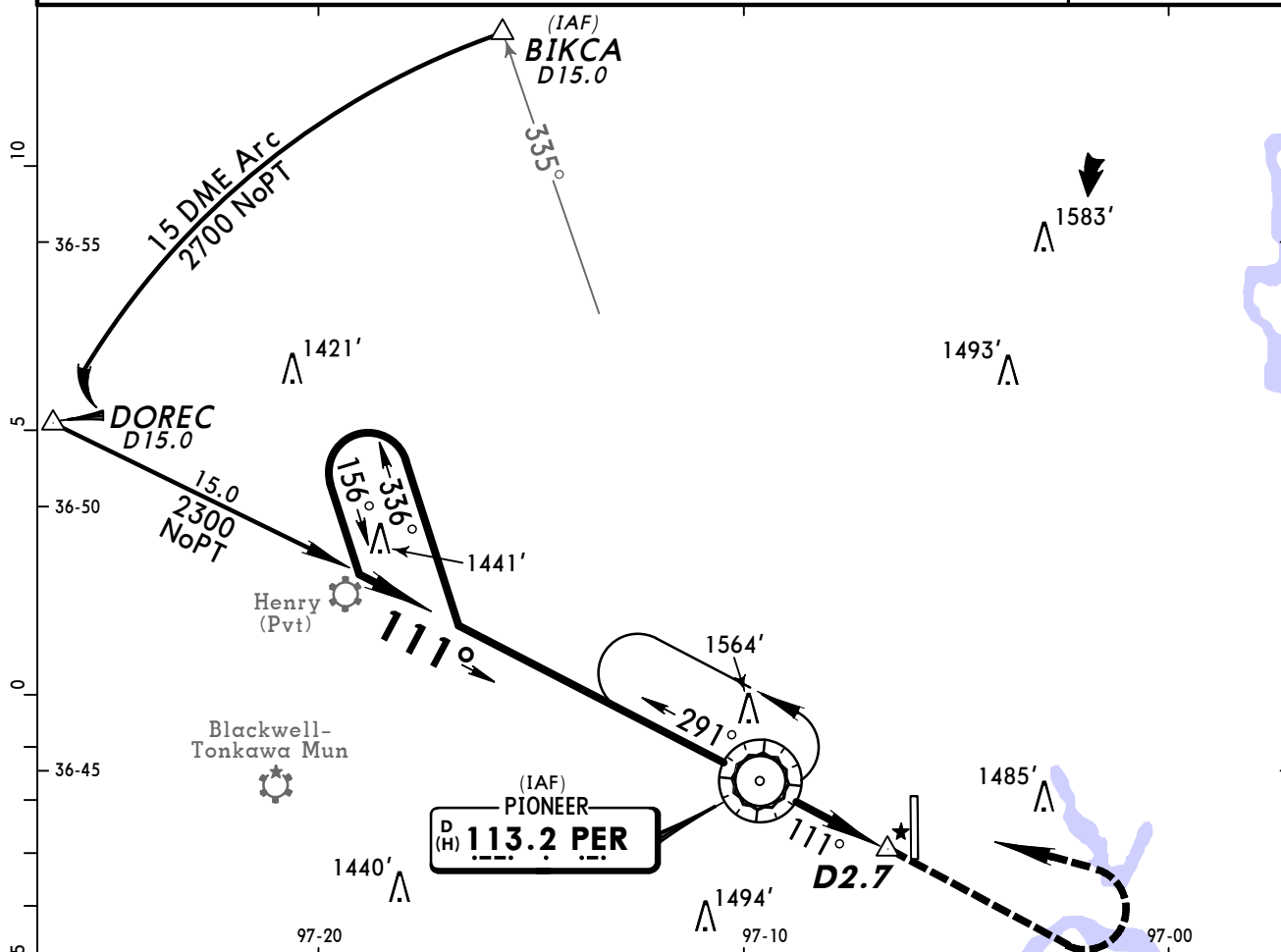
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2700' ↑	→ ZULOT
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW17									

STRAIGHT-IN LANDING RWY 17 With Local Altimeter Setting								CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 1279' (275')		LNAV/VNAV DA(H) 1330' (326')		LNAV MDA(H) 1540' (536')			Max Kts.	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	90	1540' (532') - 1	
A	1/2	1	3/4	1 1/4	1/2	3/4	1	120	
B					1	1 1/2	140	1560' (552') - 1 1/2	
C					1 1/4	1 3/4	165	1560' (552') - 2	
D	With Winfield-Arkansas City, Kan Altimeter Setting								
LPV DA(H) 1361' (357')		LNAV/VNAV DA(H) 1412' (408')		LNAV MDA(H) 1640' (636')			Max Kts.	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	90	1640' (632') - 1	
A	3/4	1 1/4	1	1 1/2	1/2	3/4	1	120	
B					1 1/4	1 3/4	140	1660' (652') - 1 3/4	
C					1 1/2	2	165	1660' (652') - 2	
D									



BRIEFING STRIP

ASOS 134.07		KANSAS CITY Center 127.8		McALESTER Radio 122.25		PONCA CITY REGL UNICOM CTAF 123.0	
VOR PER 113.2	Final Apch Crs 111°	Minimum Alt VOR 2300' (1292')		MDA(H) Refer to Minimums	Apt Elev 1008'		3200' MSA PER VOR
MISSED APCH: Climb to 2700' then LEFT turn direct PER VOR and hold.							
Alt Set: INCHES 1. Pilot controlled lighting 123.0.		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2700' ↑ LT D PER 113.2
MAP at D2.7 or								
VOR to MAP 2.7	2:19	1:48	1:37	1:21	1:09	1:01		

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TERPS AMEND 10B 16 DEC 2010

General Information

Location: Oklahoma City OK USA

IATA Code: PWA

Lat/Long: N35° 32.0' W097° 38.8'

Elevation: 1300 ft

Airport Use: Public

Magnetic Variation: 4.4 °E

Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1303 Z

Sunset: 0024 Z,

Runway Information

Runway: 13

Length x Width: 4214 ft x 100 ft

Surface Type: concrete

TDZ-Elev: 1289 ft

Lighting: Edge

Runway: 17L

Length x Width: 7199 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 1291 ft

Lighting: Edge, ALS, Pilot controlled

Runway: 17R

Length x Width: 5002 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 1283 ft

Lighting: Edge

Runway: 31

Length x Width: 4214 ft x 100 ft

Surface Type: concrete

TDZ-Elev: 1297 ft

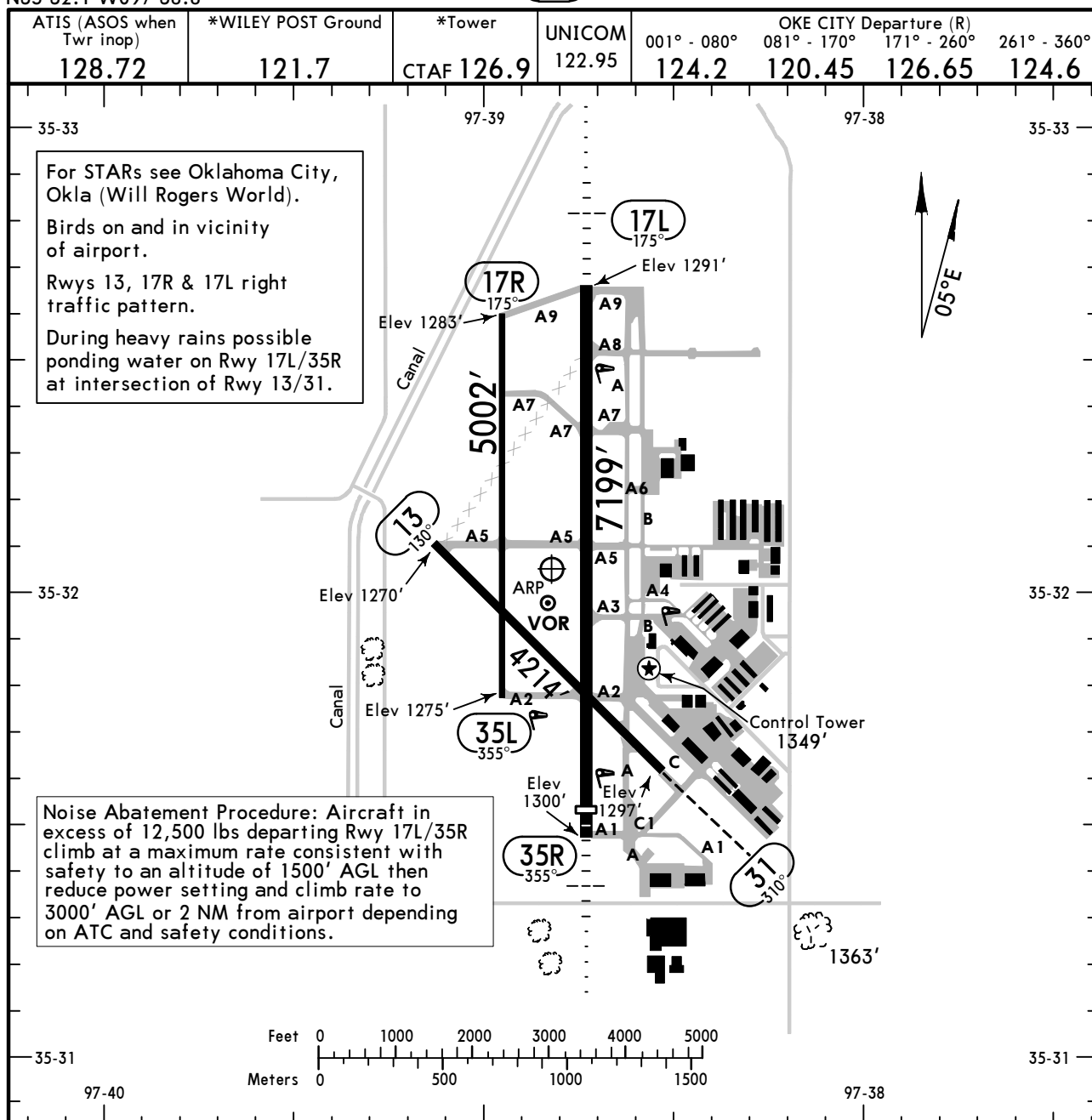
Lighting: Edge

Runway: 35L
Length x Width: 5002 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1277 ft
Lighting: Edge

Runway: 35R
Length x Width: 7199 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1299 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 355 ft

Communication Information

ATIS 128.725
ASOS 128.725
Wiley Post Tower 126.9 CTAF PCL
Wiley Post Ground Control 121.7
Oke City Approach Control 124.6 (171°-360°) Initial Contact
Oke City Approach Control 124.2 (1°-80°)
Oke City Approach Control 120.45 (81°-170°)
Oke City Departure Control 124.6 (171°-360°)
Oke City Departure Control 124.2 (1°-80°)
Oke City Departure Control 120.45 (81°-170°)
Wiley Post Unicom 122.95
MC Alester Flight Service Station 122.65 RCO
MC Alester Flight Service Station 122.4 RCO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING	BEYOND	TAKE-OFF	
13	① 31 ② MIRL	Threshold	Glide Slope		100'
17R	② MIRL PAPI-L (angle 3.0°)				75'
17L	③ HIRL ③ MALSR PAPI-L (angle 3.0°)	④ 6844'	5745'		150'
35R		6844'	5713'		

- ① Closed to jets. Rwy 13 closed to take-off & Rwy 31 closed to landing for aircraft over 12,500 lbs GWT. Closed 2200-0700 LT.
 ② Unlighted 2200-0700 LT.

- ③ Activate on 126.9 when Twr inop.
 ④ Last 355' is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

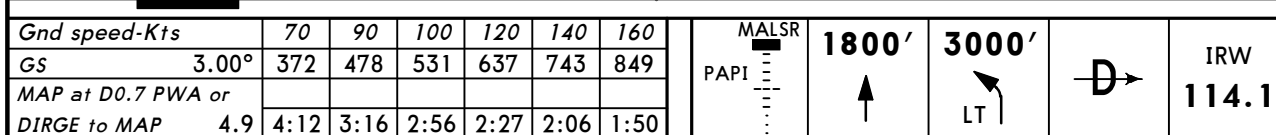
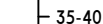
	Rwys 13, 17R, 31, 35L/R		Rwy 17L		
	Adequate Vis Ref	STD	With Min climb of 310'/NM to 1600'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	200-1
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating and When Local Weather Available		Authorized Only When Local Weather Available		VOR-A VOR Rwy 17L VOR Rwy 35R RADAR-1
ILS Rwy 17L ILS Rwy 35R	LOC Rwy 17L LOC Rwy 35R	RNAV (GPS) Rwy 17L RNAV (GPS) Rwy 35R		
A B C D	600-2	800-2	800-2	800-2

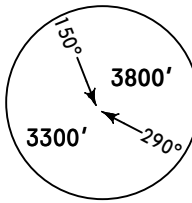
OBSTACLE DP: Rwys 35L/R, climb via heading 352° to 1900' before turning right. Rwy 13, climb via

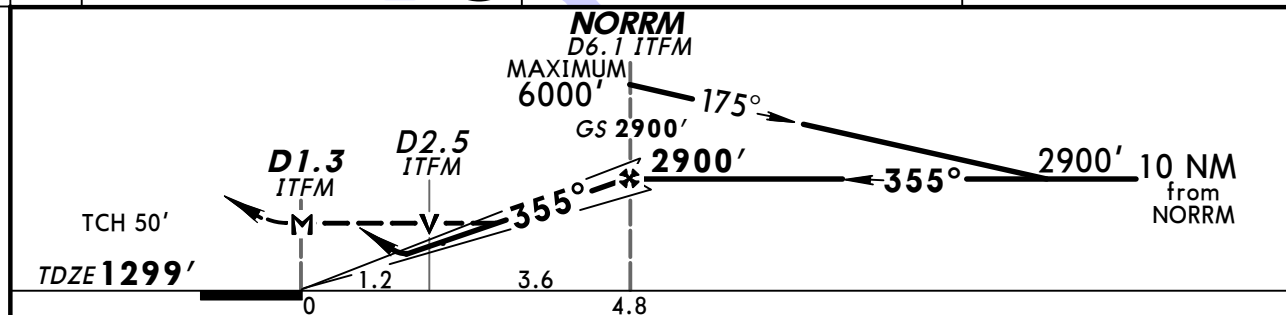
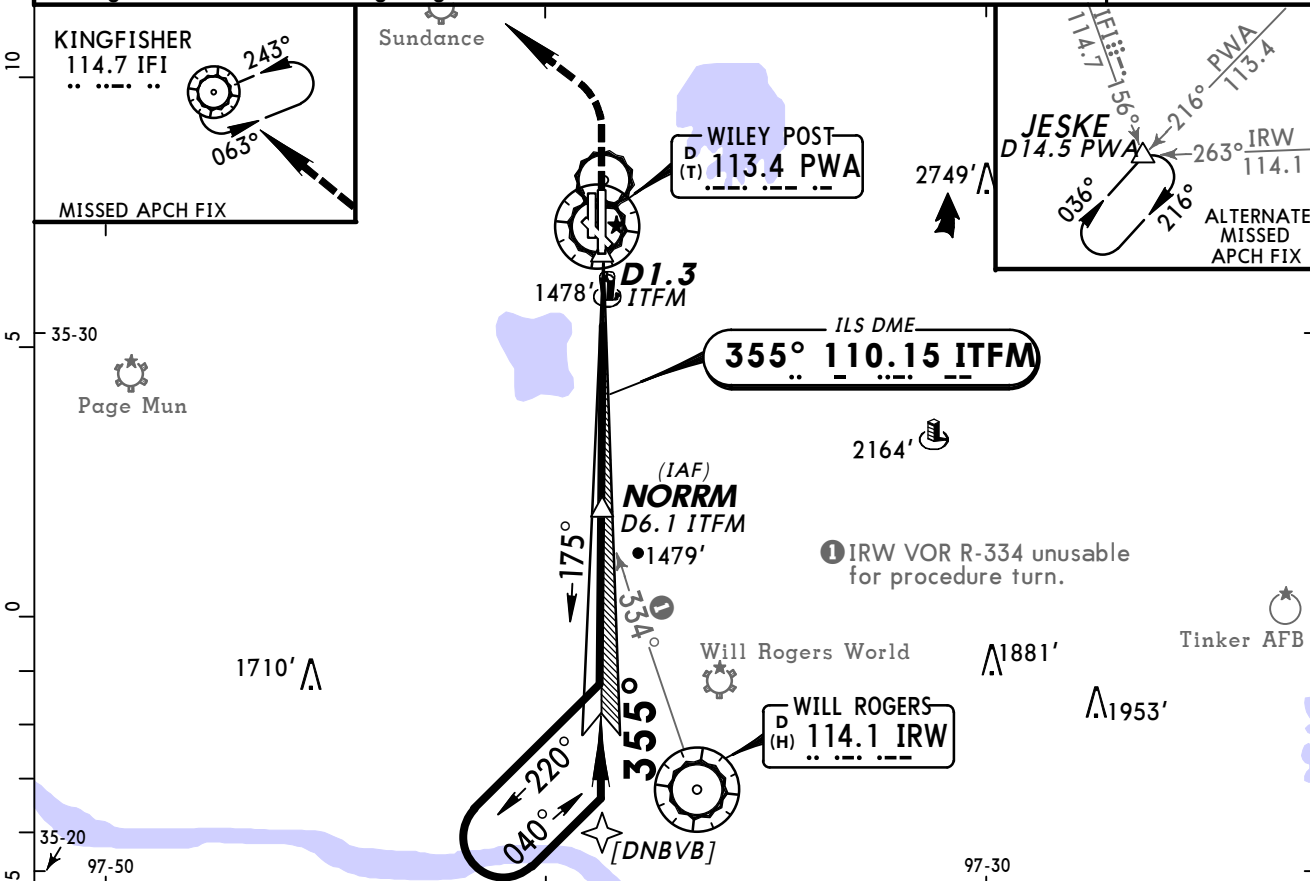
heading 127° to 2300' before turning left.

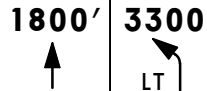
BRIEFING STRIP™TERPS AMEND 11 29 JUL 2010

KPWA/PWA WILEY POST

JEPPesen OKLAHOMA CITY, OKLA
29 APR 11 (21-2) Eff 5 May ILS or LOC Rwy 35R

ATIS (ASOS when Twr Inop)	OKE CITY Approach (R)	*WILEY POST Tower	*Ground
128.72	124.6	CTAF 126.9	121.7
LOC ITFM 110.15	Final Apch Crs 355°	GS NORRM 2900' (1601')	ILS DA(H) (CONDITIONAL) 1499' (200')
Apt Elev 1300'			TDZE 1299'
MISSED APCH: Climb to 1800' then climbing LEFT turn to 3300' direct IFI VOR and hold or as directed by ATC.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR and DME required. 2. Use local altimeter setting; if not received, use Will Rogers World altimeter setting. 3. Use ITFM DME when on the localizer course. 4. VGSI and ILS glidepath not coincident. 5. VDP not authorized with Will Rogers World altimeter setting. 6. Pilot controlled lighting 126.9.			
			 MSA PWA VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 	IFI 114.7
GS	3.00°	372	478	531	637	743		
MAP at D1.3 ITFM or								
NORRM to MAP	4.8	4:07	3:12	2:53	2:24	2:03		

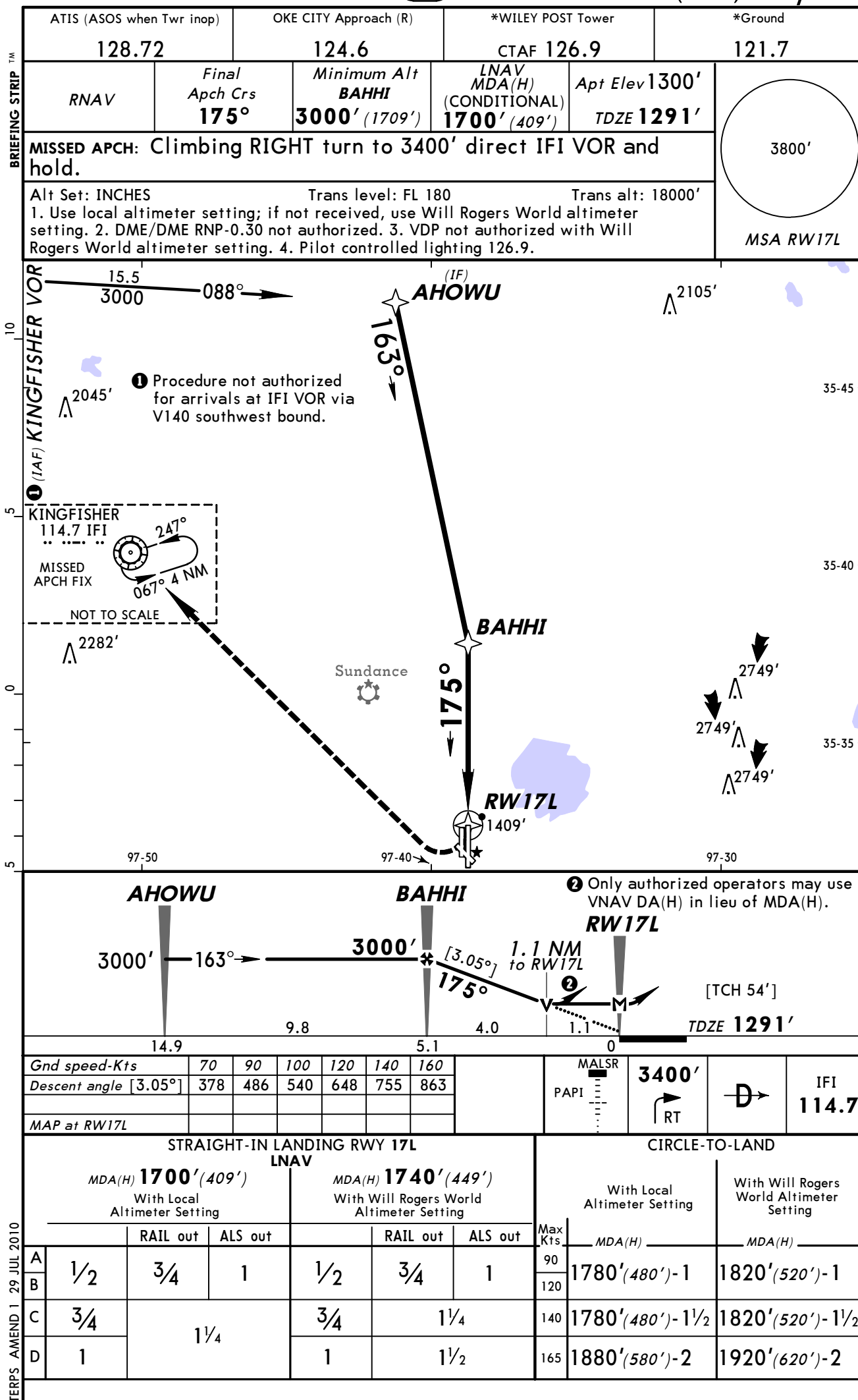
STRAIGHT-IN LANDING RWY35R						CIRCLE-TO-LAND		
ILS			LOC (GS out)			With Local Altimeter Setting		With Will Rogers World Altimeter Setting
1 DA(H) 1499' (200')			2 MDA(H) 1740' (441')			MDA(H)		MDA(H)
FULL		RAIL or ALS out		RAIL out	ALS out	Max Kts		
A	1/2	3/4	1/2	3/4	1	90	1780' (480')-1	1820' (520')-1
B					120			
C				3/4	1 1/4	140	1780' (480')-1 1/2	1820' (520')-1 1/2
D				1	1 1/2	165	1880' (580')-2	1920' (620')-2

1 DA(H) 1520' (221') with Will Rogers World altimeter setting.
 2 MDA(H) 1780' (481') with Will Rogers World altimeter setting.

CHANGES: New procedure.

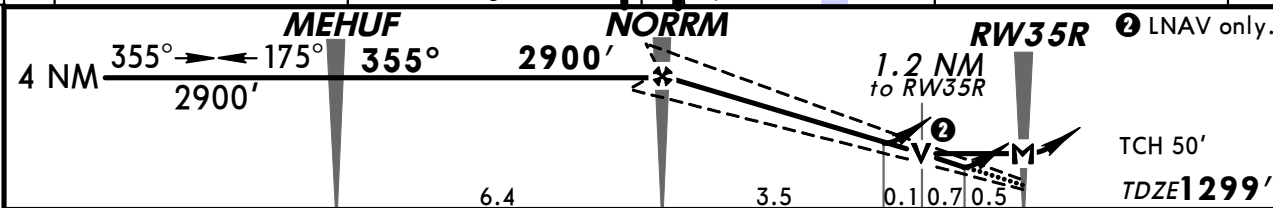
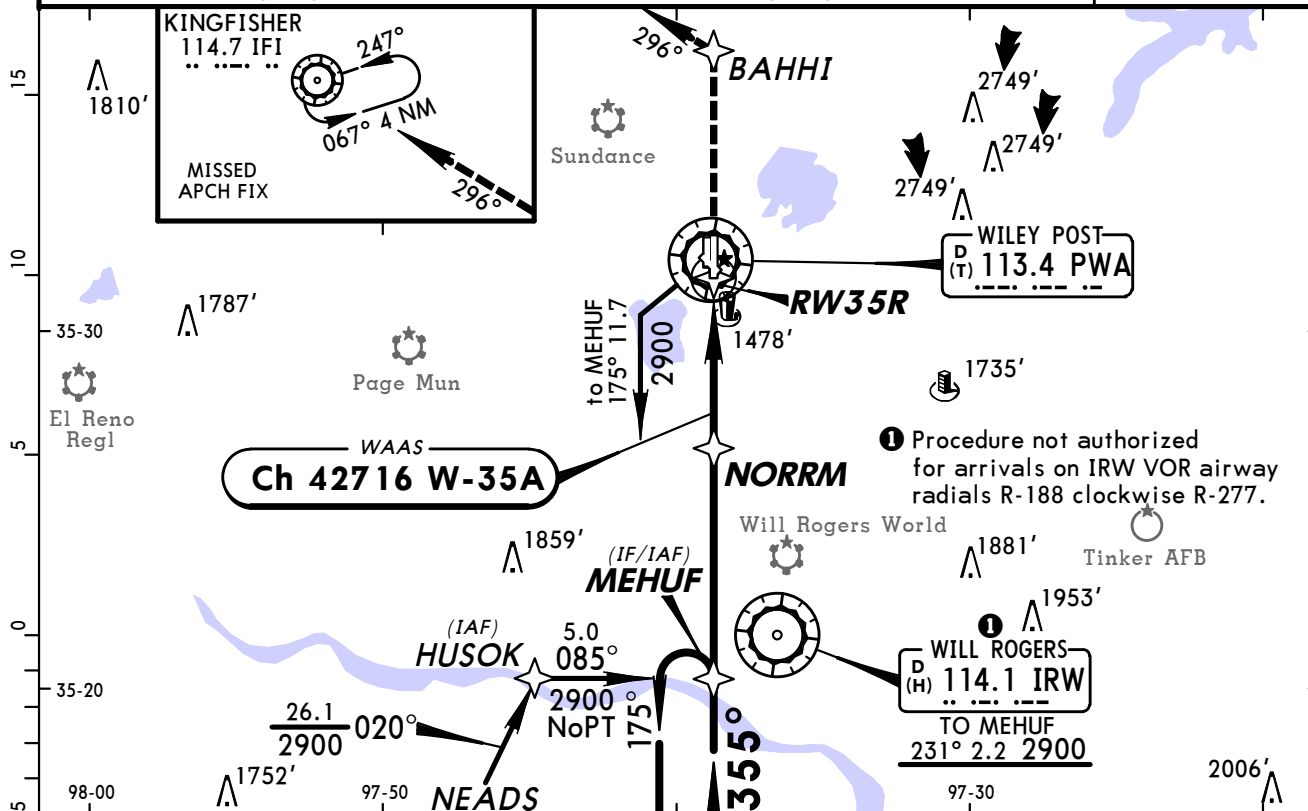
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TERPS AMEND 0 5 MAY 2011



BRIEFING STRIP™

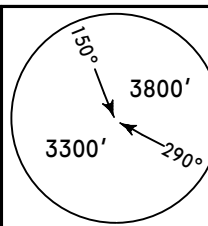
ATIS (ASOS when Twr inop) 128.72		OKE CITY Approach (R) 124.6		*WILEY POST Tower CTAF 126.9		*Ground 121.7			
WAAS Ch 42716 W-35A		Final Apch Crs 355°		Minimum Alt NORRM 2900' (1601')		LPV DA(H) (CONDITIONAL) 1499' (200')		Apt Elev 1300' TDZE 1299'	
MISSED APCH: Climb to 3100' direct BAHHI and on track 296° to IFI VOR and hold.								3800' MSA RW35R	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Use local altimeter setting; if not received, use Will Rogers World altimeter setting. 2. Baro-VNAV and VDP not authorized when using Will Rogers World altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 126.9.									

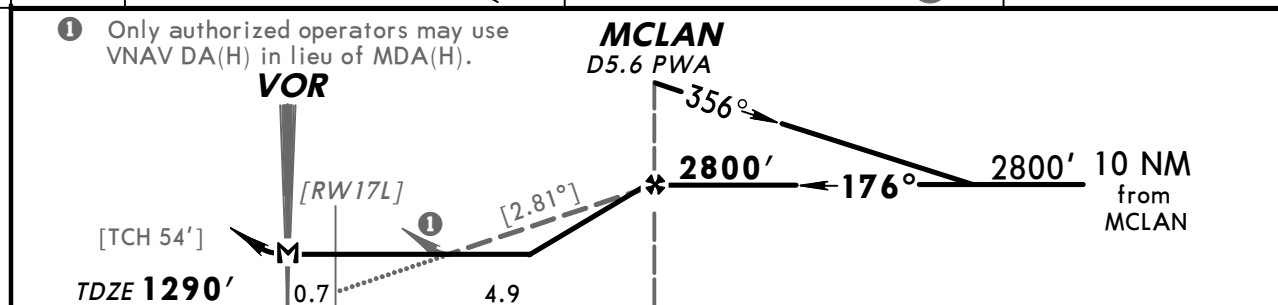
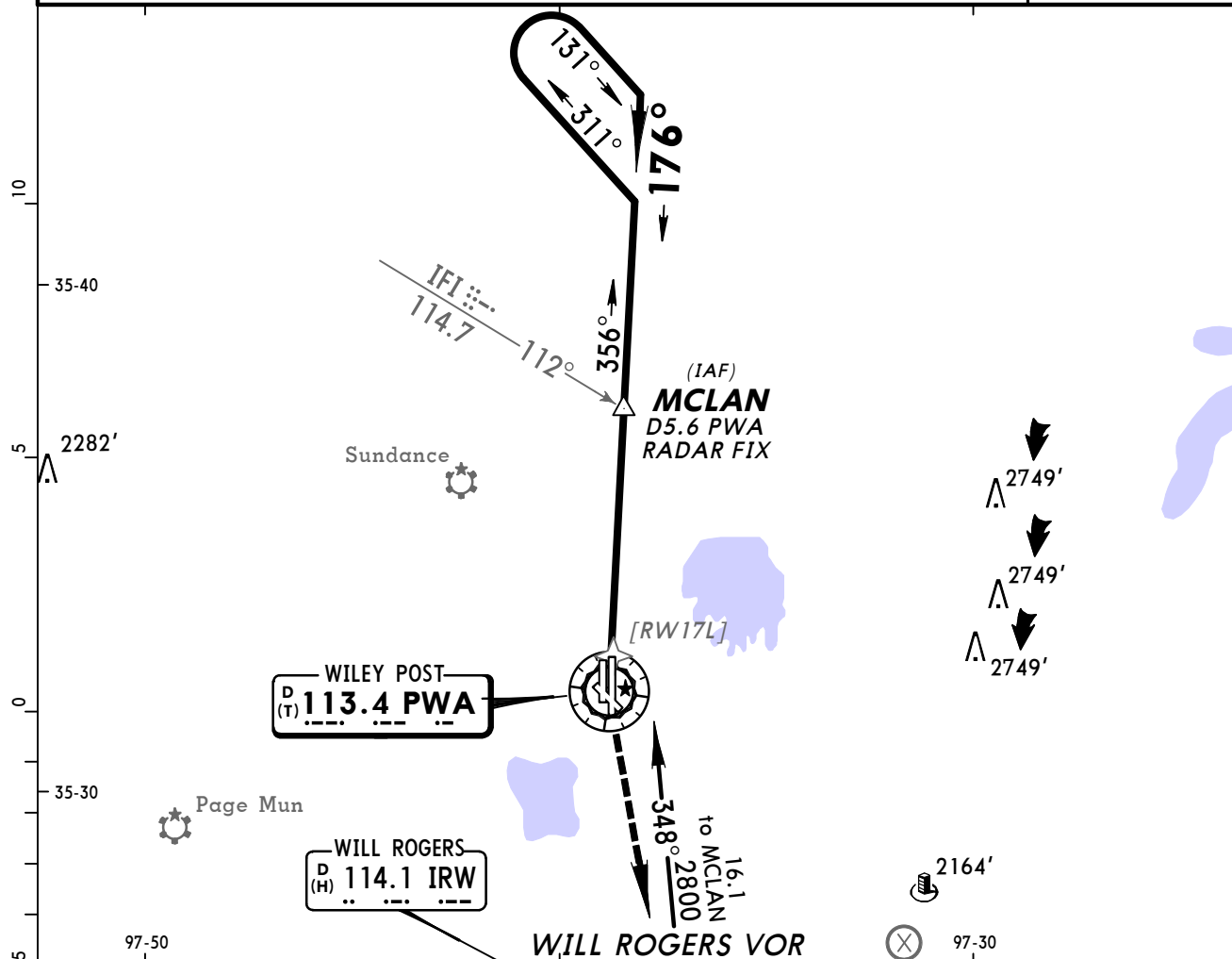


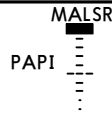
11.2							4.8		0			
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3100'		D→	BAHHI	
Glide Path Angle 3.00°	372	478	531	637	743	849						
MAP at RW35R												

STRAIGHT-IN LANDING RWY 35R								CIRCLE-TO-LAND	
With Local Altimeter Setting								With Local Altimeter Setting	
LPV DA(H) 1499' (200')		LNAV/VNAV DA(H) 1769' (470')		LNAV MDA(H) 1740' (441')		Max Kts		MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		90		1780' (480') - 1	
A	1/2	3/4	1 1/4	1 3/4	1/2	3/4	1	120	1780' (480') - 1 1/2
B					3/4	1 1/4		140	
C					1	1 1/2		165	
D									1880' (580') - 2
With Will Rogers World Altimeter Setting								With Will Rogers World Altimeter Setting	
LPV DA(H) 1520' (221')		LNAV/VNAV DA(H) 1790' (491')		LNAV MDA(H) 1780' (481')		Max Kts		MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		90		1820' (520') - 1	
A	1/2	3/4	1 1/4	1 3/4	1/2	3/4	1	120	1820' (520') - 1 1/2
B					3/4	1 1/4		140	
C					1	1 1/2		165	
D									1920' (620') - 2

BRIEFING STRIP TM

ATIS (ASOS when Twr Inop)		OKE CITY Approach (R)		*WILEY POST Tower		*Ground	
128.72		124.6		CTAF 126.9		121.7	
VOR PWA 113.4	Final Apch Crs 176°	Minimum Alt MCLAN 2800' (1510')	MDA(H) 1640' (350')		Apt Elev 1300' TDZE 1290'		
MISSED APCH: Climb to 3000' direct IRW VOR .							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Radar fix in lieu of MCLAN Int will be provided on pilot request. 2. Pilot controlled lighting 126.9.							
						MSA PWA VOR	

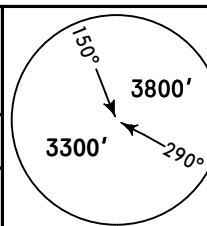


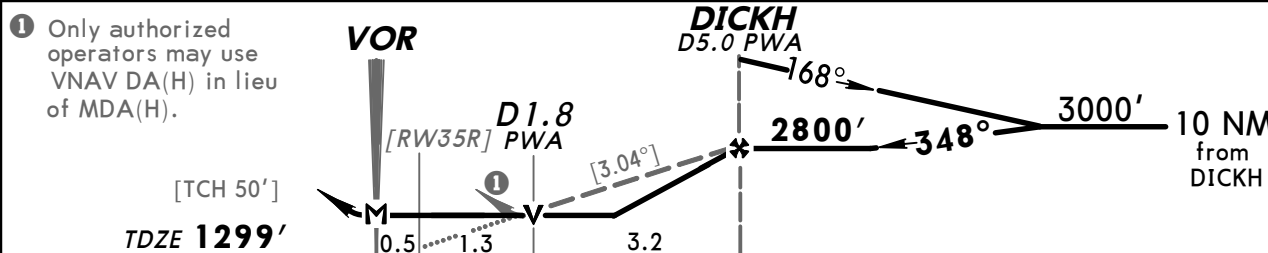
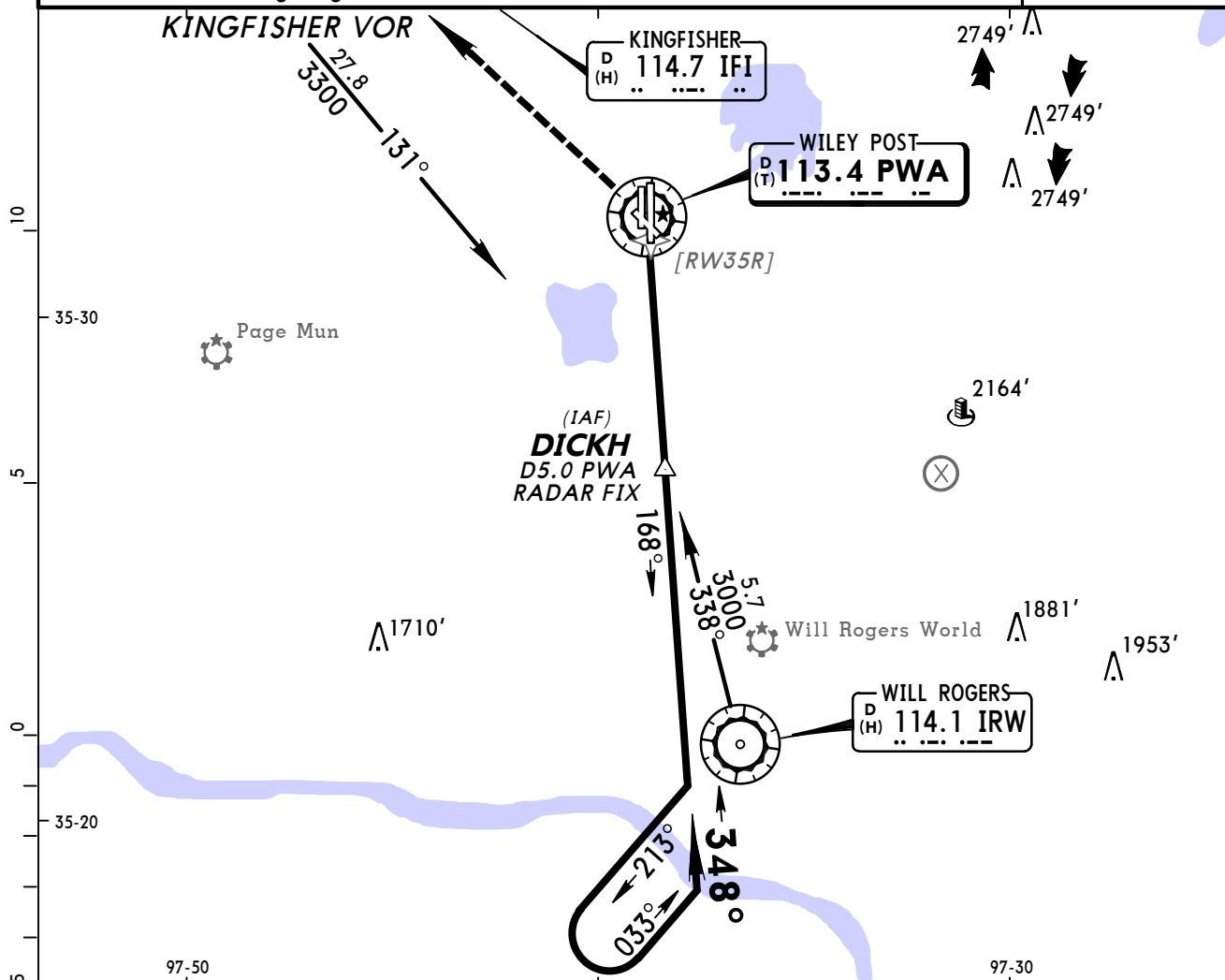
Gnd speed-Kts	70	90	100	120	140	160		3000' ↑		IRW 114.1
Descent angle [2.81°]	348	447	497	596	696	795				
MAP at VOR or MCLAN to MAP	5.6	4:48	3:44	3:22	2:48	2:24				

STRAIGHT-IN LANDING RWY17L					CIRCLE-TO-LAND				
MDA(H) 1640' (350')					Max Kts				
RAIL out		ALS out			MDA(H)				
A					90	1780' (480')-1			
B	1/2	3/4	1		120	1780' (480')-1 1/2			
C					140	1780' (480')-1 1/2			
D	1	1 1/4			165	1880' (580')-2			

BRIEFING STRIP

TM

ATIS (ASOS when Twr Inop)		OKE CITY Approach (R)		*WILEY POST Tower		*Ground	
128.72		124.6		CTAF 126.9		121.7	
VOR PWA 113.4	Final Apch Crs 348°	Minimum Alt DICKH 2800' (1501')	MDA(H) 1740' (441')	Apt Elev 1300' TDZE 1299'			
MISSED APCH: Climbing LEFT turn to 3300' direct IFI VOR.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or DME required. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 126.9.							



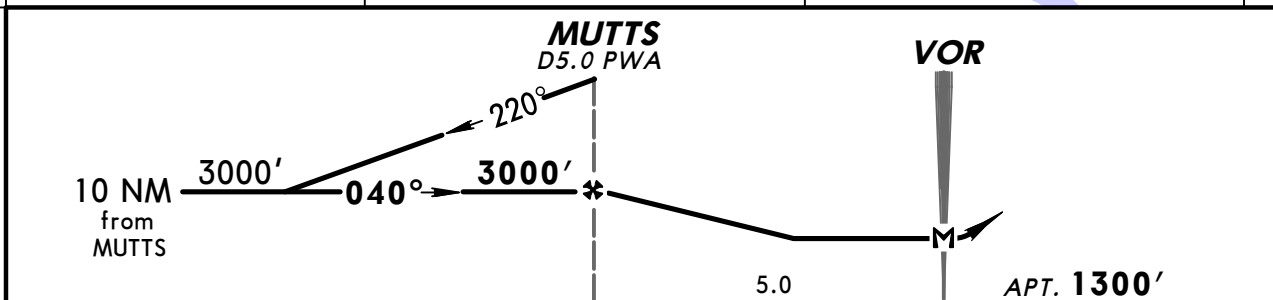
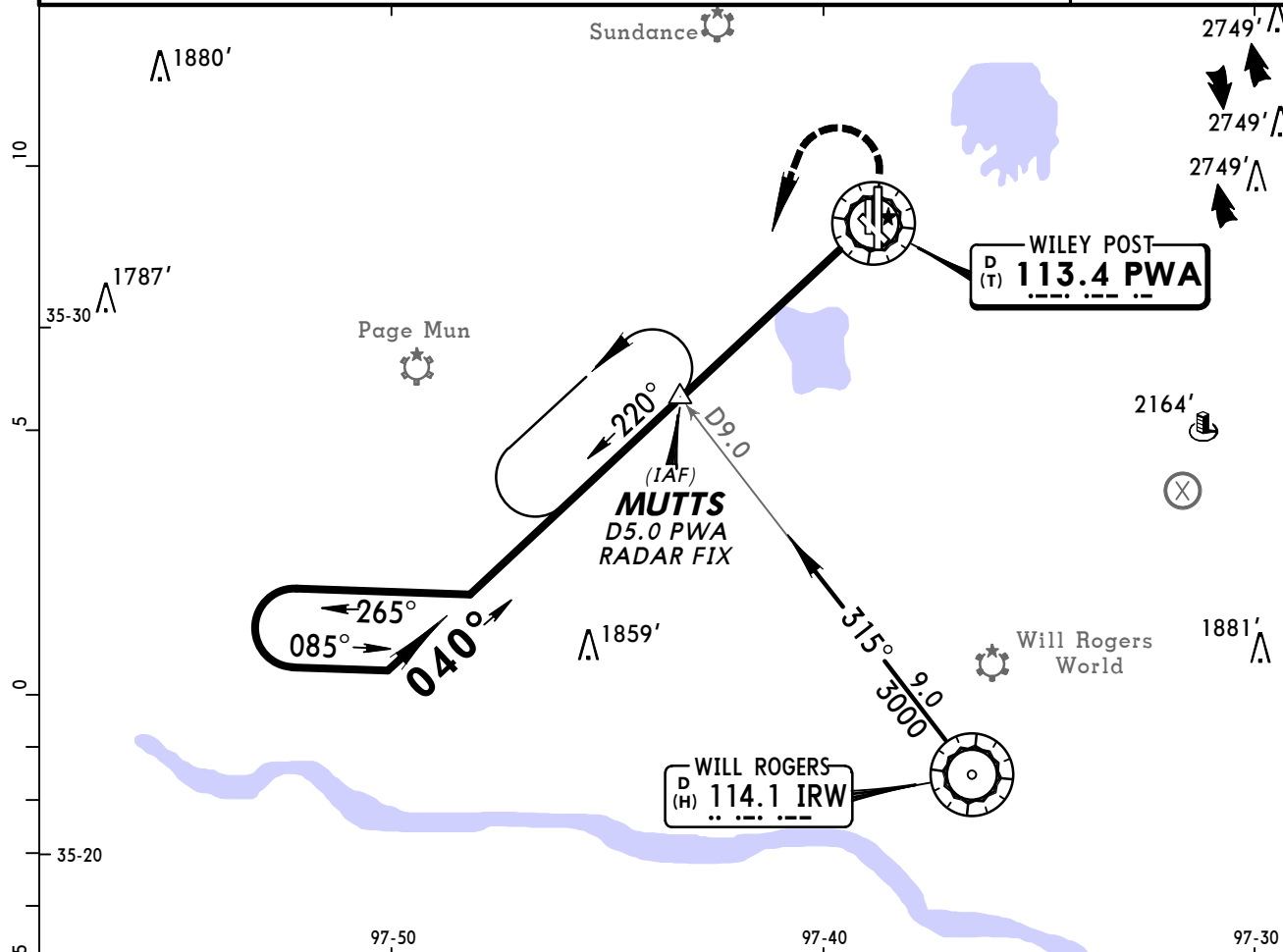
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3300' LT IFI 114.7
Descent angle [3.04°]	376	484	538	645	753	861	
MAP at VOR							

STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND	
MDA(H) 1740' (441')				MDA(H)	
RAIL out				Max Kts	
ALS out				90	1780' (480') - 1
				120	
				140	1780' (480') - 1½
				165	1880' (580') - 2

BRIEFING STRIP

TM

ATIS (ASOS when Twr inop)		OKE CITY Approach (R)		*WILEY POST Tower		*Ground	
128.72		124.6		CTAF 126.9		121.7	
VOR PWA 113.4	Final Apch Crs 040°	Minimum Alt MUTTS 3000' (1700')	MDA(H) Refer to Minimums	Apt Elev 1300'		150° 3800' 3300' 290° MSA PWA VOR	
MISSED APCH: Climbing LEFT turn to 3000' outbound via PWA VOR R-220 to MUTTS INT and hold.							
Alt Set: INCHES 1. Pilot controlled lighting 126.9.		Trans level: FL 180		Trans alt: 18000'			

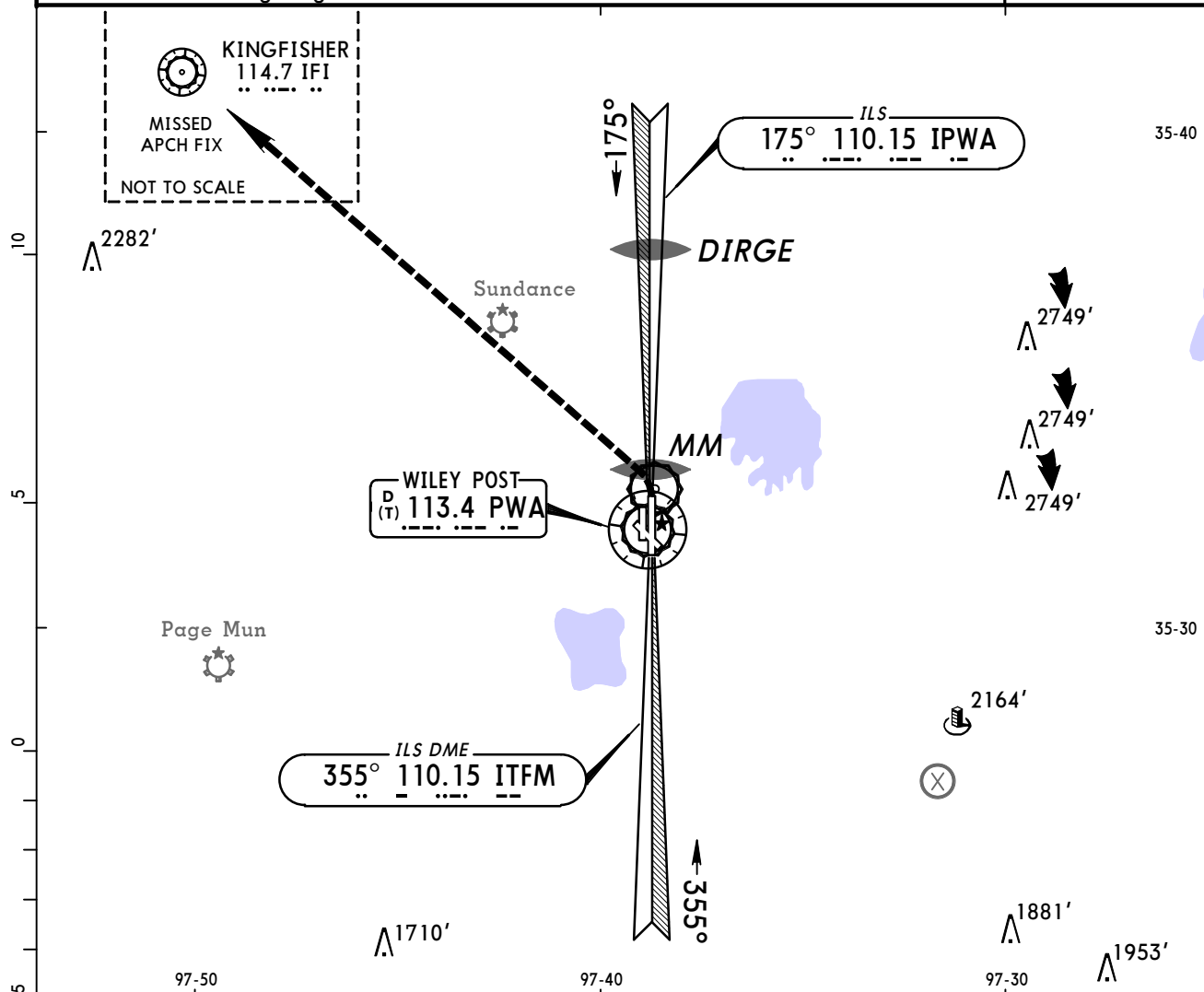


Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	3000' via LT	PWA 113.4 R-220	MUTTS
MAP at VOR or MUTTS to MAP	5.0	4:17	3:20	3:00	2:30	2:09				

		CIRCLE-TO-LAND	
	Max Kts	MDA(H)	
A	90	1780' (480') -1	
B	120		
C	140	1780' (480') -1½	
D	165	1880' (580') -2	

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 128.72		OKE CITY Approach (R) 124.6		*WILEY POST Tower CTAF 126.9		*Ground 121.7	
RADAR	<i>Final Apch Crs By ATC</i>	No FAF	<i>MDA(H)</i> 1840' (541')	<i>Apt Elev</i> 1300' <i>TDZE</i> 1299'		No MSA published	
MISSED APCH: Climbing LEFT turn to 3300' direct IFI VOR.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Pilot controlled lighting 126.9.							



RWY 35R
TDZE 1299'

MALSR	3300'	IFI 114.7
PAPI	LT	

STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
ASR 35R					
MDA(H) 1840' (541')				MDA(H)	
	RAIL out	ALS out	Max Kts		
A	1		90	1840' (540') - 1	
B			120		
C	1½		140	1840' (540') - 1½	
D	1¾		165	1880' (580') - 2	

TERPS AMEND 2A 7 APR 2011

General Information

Location: Stillwater OK USA
IATA Code: SWO
Lat/Long: N36° 09.7' W097° 05.2'
Elevation: 1000 ft

Airport Use: Public
Magnetic Variation: 4.0°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1515 ft AGL

Sunrise: 1302 Z
Sunset: 0021 Z,

Runway Information

Runway: 04
Length x Width: 5004 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 965 ft
Lighting: Edge, Pilot controlled

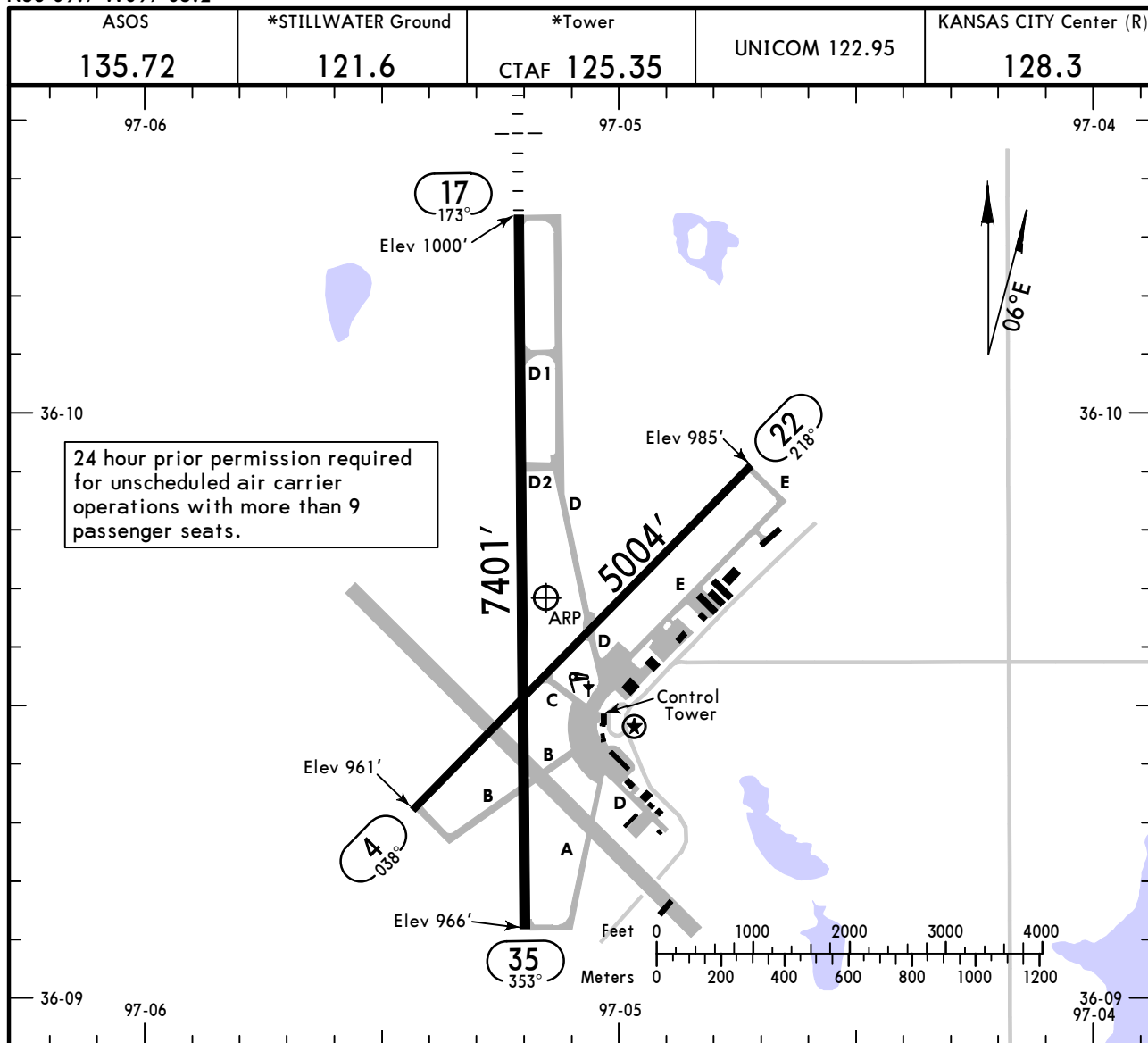
Runway: 17
Length x Width: 7401 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1000 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 22
Length x Width: 5004 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 985 ft
Lighting: Edge, Pilot controlled

Runway: 35
Length x Width: 7401 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 966 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ASOS 135.725
Stillwater Tower 125.35 CTAF PCL
Stillwater Ground Control 121.6
Stillwater Regl Unicom 125.35 ATF
Stillwater Regl Unicom 122.95
MC Alester Flight Service Station 122.3 RCO
Kansas City Center 128.3 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

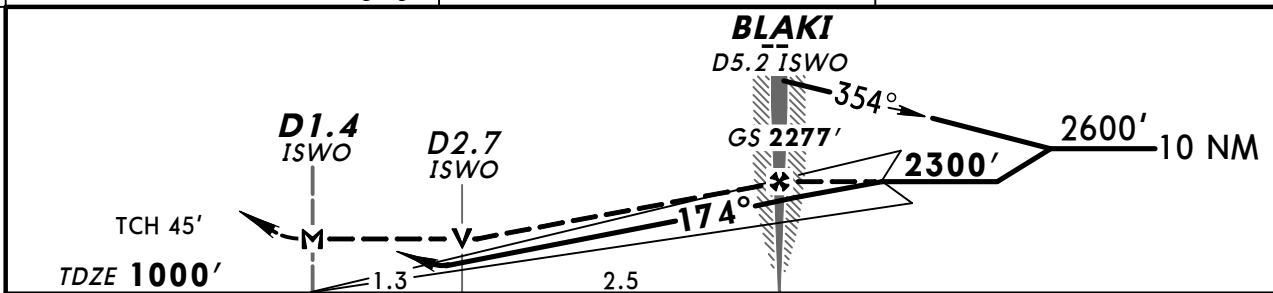
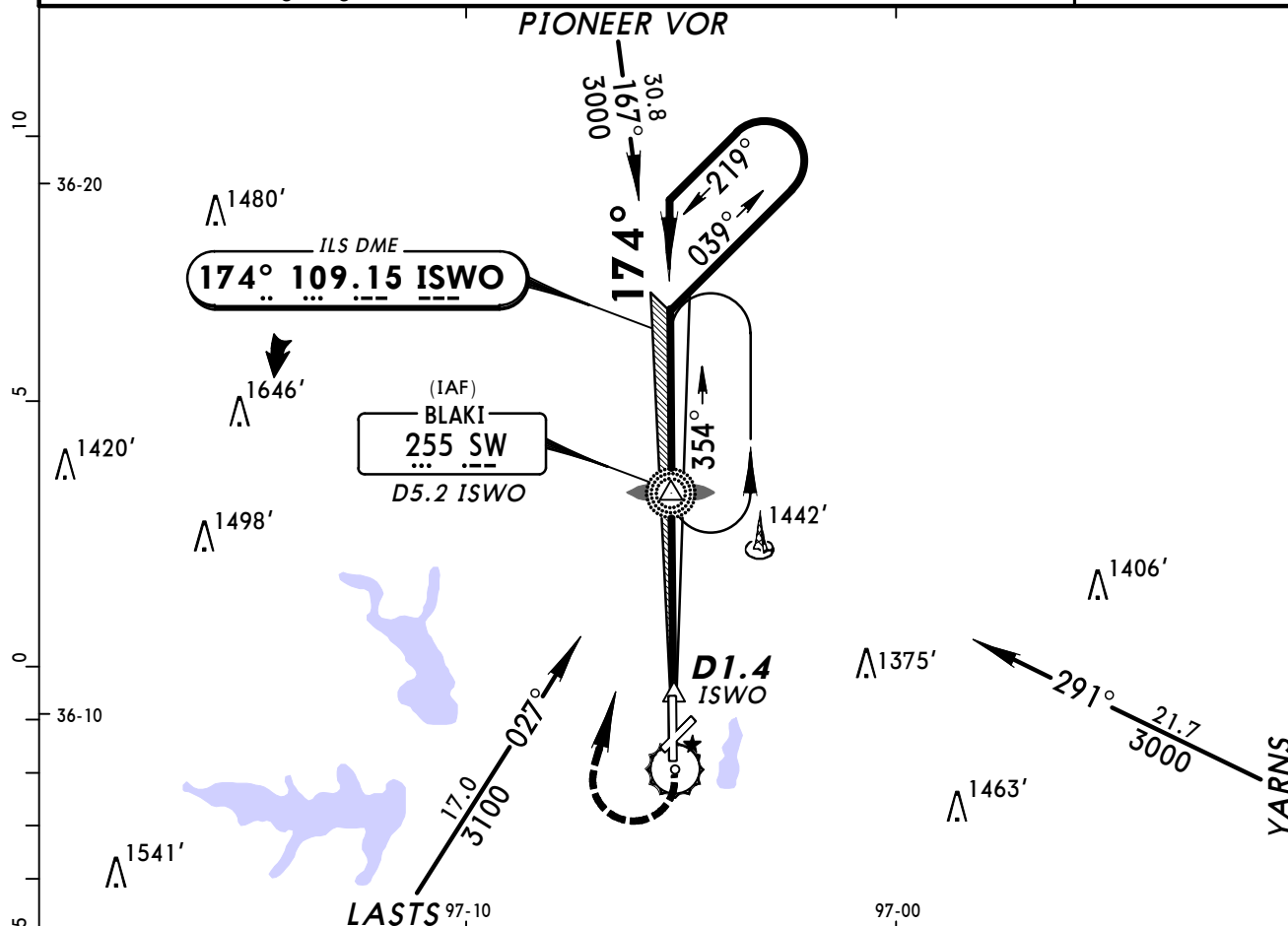
RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
4	① MIRL PAPI-L (angle 3.0°)				75'
22	① MIRL VASI-L				
17	① MIRL ② MALSR PAPI-L (angle 3.0°) grooved		6252'		100'
35	① MIRL ② REIL PAPI-L (angle 3.0°) grooved				

- ① Increase intensity on 125.35.
- ② Activate on 125.35.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE		
	All Rwy's		Authorized Only When Twr Operating		Authorized Only When Local Weather Available
	Adequate Vis Ref	STD	ILS Rwy 17	LOC Rwy 17	Other
1 & 2 Eng	1/4	1	A 600-2 B C D	800-2	800-2
3 & 4 Eng		1/2			

OBSTACLE DP: Rwy 17 - Climb heading 175° to 1600'
before turning right. Rwy 22 - Climb heading 220°
to 2500' before turning right.

ASOS 135.72	KANSAS CITY Center (R) 128.3	*STILLWATER Tower CTAF 125.35	*Ground 121.6
LOC ISWO 109.15	Final Apch Crs 174°	GS BLAKI 2277' (1277')	ILS DA(H) (CONDITIONAL) 1200' (200')
Apt Elev 1000' TDZE 1000'			
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3200' direct SW LOM and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. Use local altimeter setting; if not received, use Ponca City Regl altimeter setting. 3. VDP not authorized when using Ponca City Regl altimeter setting. 4. VGSI and ILS glidepath not coincident. 5. ILS unmonitored when tower closed. 6. Pilot controlled lighting 125.35.			
3100' MSA SW LOM			

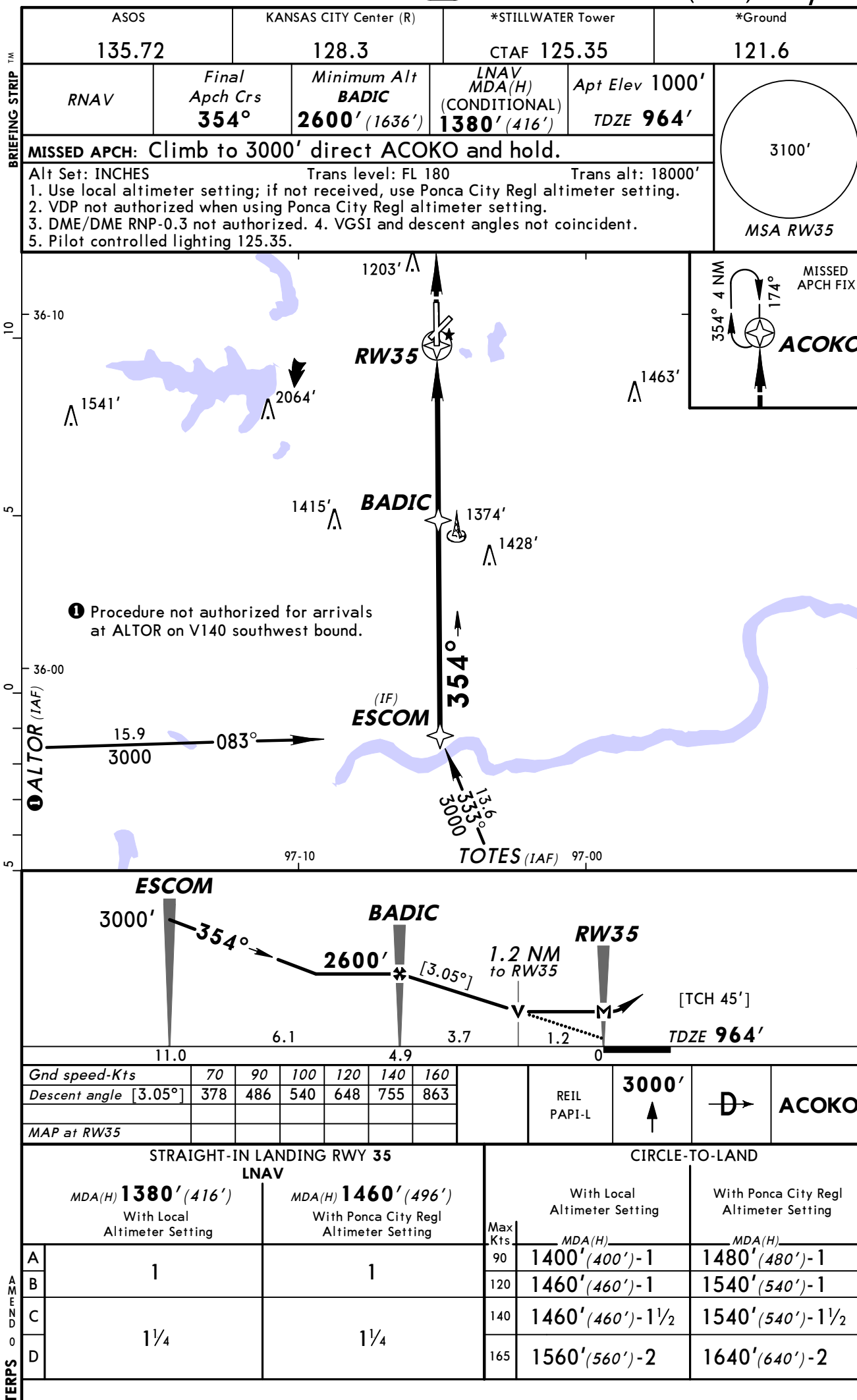


Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	3200'	→	SW 255
GS	3.00°	372	478	531	637	743	849	↑	RT		
MAP at D1.4 ISWO or BLAKI to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26				

STRAIGHT-IN LANDING RWY 17					CIRCLE-TO-LAND			
1 ILS		2 LOC (GS out)			With Local Altimeter Setting		With Ponca City Regl Altimeter Setting	
DA(H) 1200' (200')		MDA(H) 1460' (460')			MDA(H)		MDA(H)	
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts				
A		1/2	3/4	1	90	1460' (460') - 1	1540' (540') - 1	
B					120			
C	1/2	3/4	3/4	1 1/4	140	1460' (460') - 1 1/2	1540' (540') - 1 1/2	
D			1	1 1/2	165	1560' (560') - 2	1640' (640') - 2	

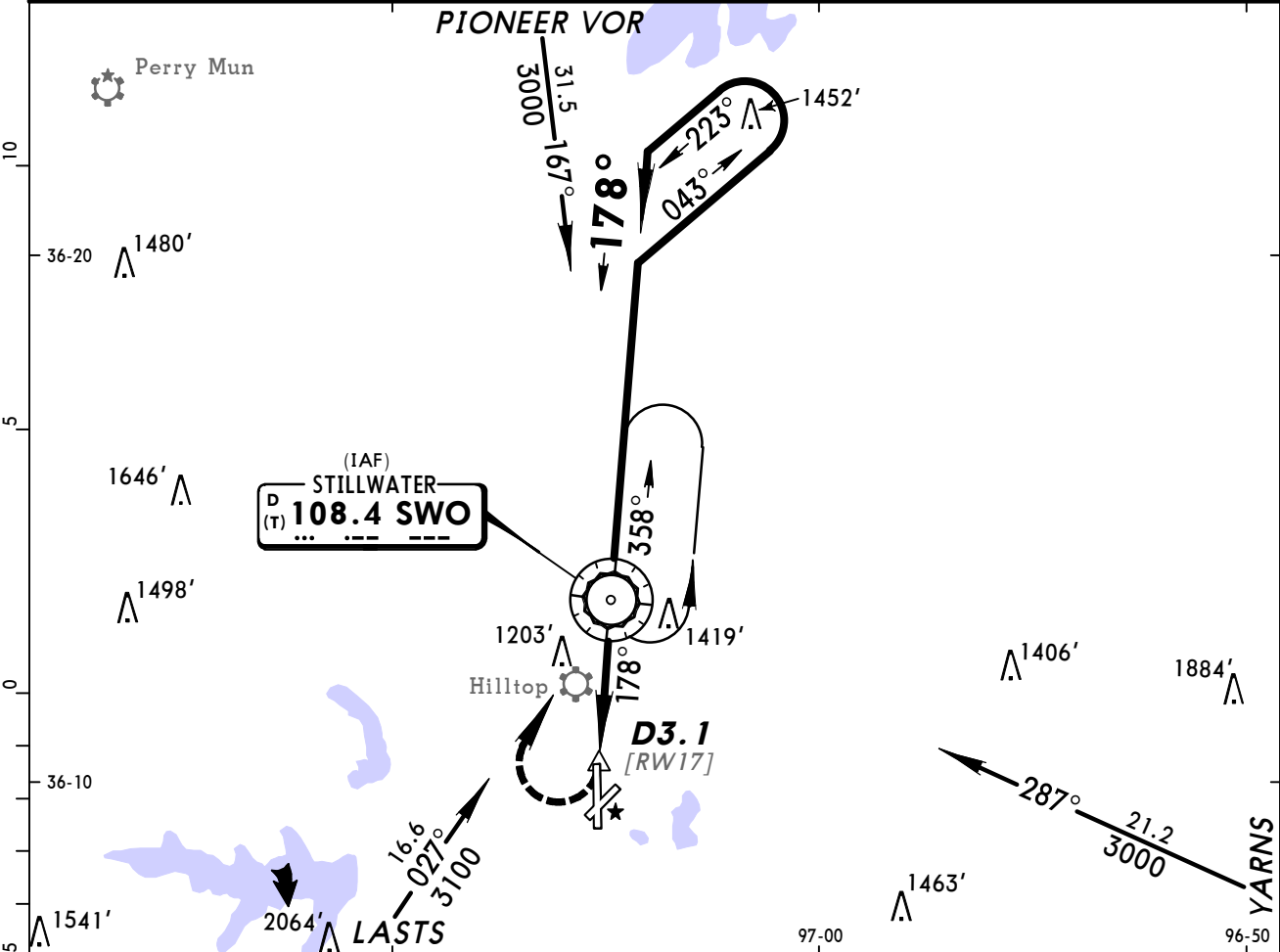
TERPS

1 DA(H) 1280' (280') with Ponca City Regl altimeter setting.
 2 MDA(H) 1540' (540') with Ponca City Regl altimeter setting.

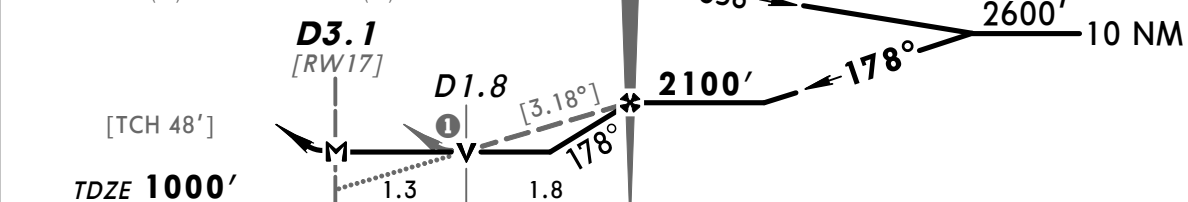


BRIEFING STRIP

ASOS 135.72		KANSAS CITY Center (R) 128.3		*STILLWATER Tower CTAF 125.35		*Ground 121.6	
VOR SWO 108.4	Final Apch Crs 178°	Minimum Alt VOR 2100' (1100')	MDA(H) (CONDITIONAL) 1460' (460')	Apt Elev 1000' TDZE 1000'		3100' MSA SWO VOR	
MISSED APCH: Climbing RIGHT turn to 2600' direct SWO VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Ponca City Regl altimeter setting. 2. VDP not authorized when using Ponca City Regl altimeter setting. 3. Pilot controlled lighting 125.35.							



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

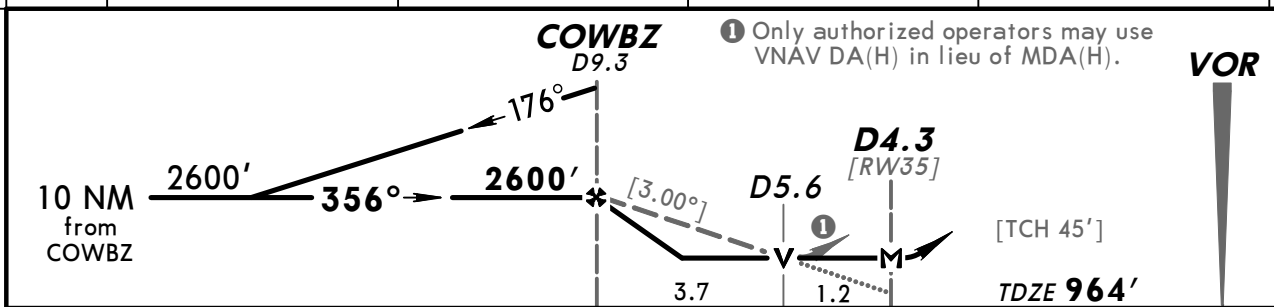
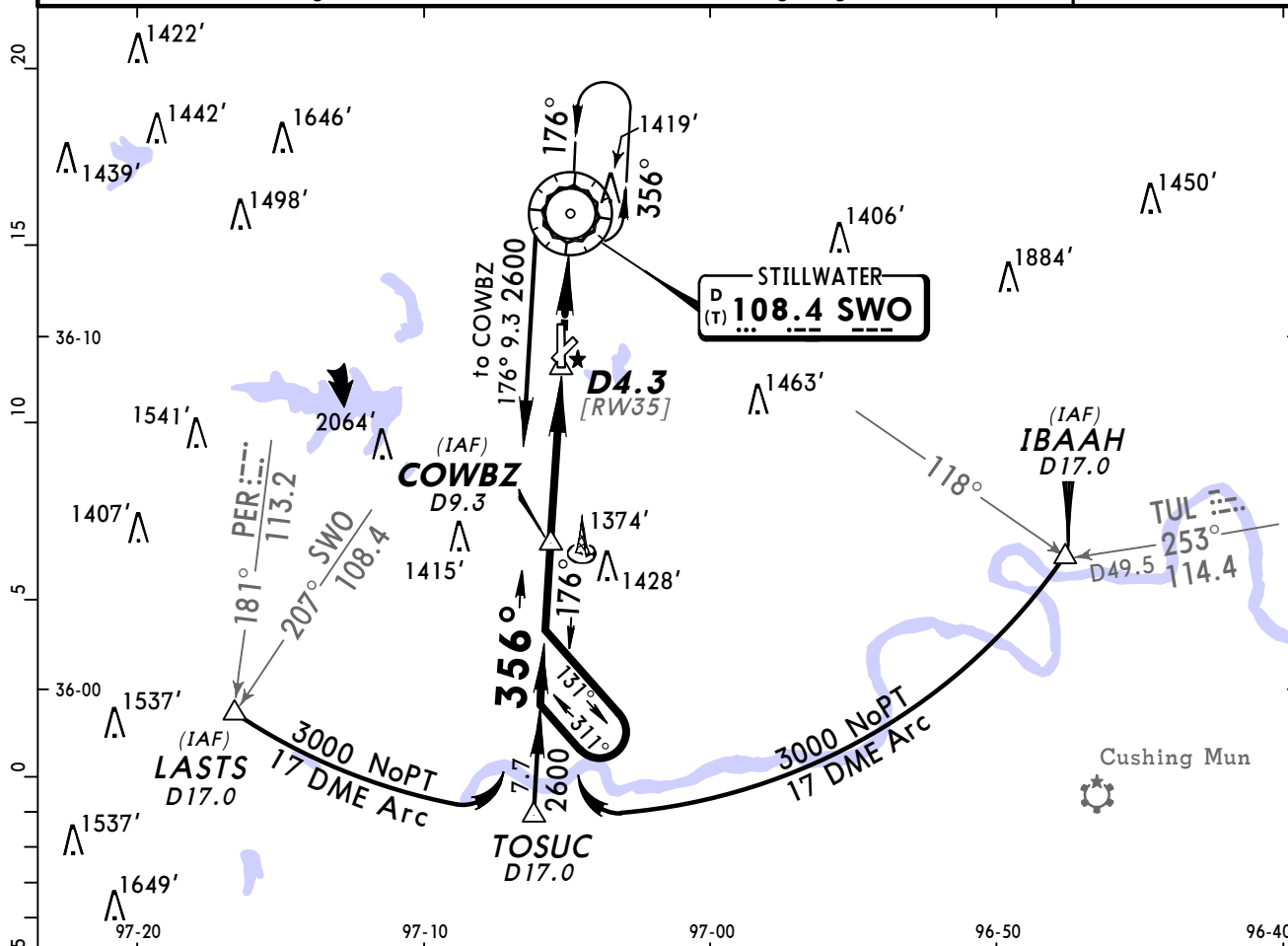


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 2600' RT SWO 108.4
Descent angle [3.18°]	394	506	563	675	788	900	
MAP at D3.1 or VOR to MAP	3.1	2:39	2:04	1:52	1:33	1:20	

STRAIGHT-IN LANDING RWY 17							CIRCLE-TO-LAND			
MDA(H) 1460' (460')				MDA(H) 1540' (540')			With Local Altimeter Setting		With Ponca City Regl Altimeter Setting	
With Local Altimeter Setting				With Ponca City Regl Altimeter Setting						
		RAIL out	ALS out			RAIL out	ALS out	Max Kts	MDA(H)	
A	3/4		1	3/4		1	90	1460' (460')-1		1540' (540')-1
B							120			
C	3/4	1 1/4		3/4	1 1/4		140	1460' (460')-1 1/2		1540' (540')-1 1/2
D	1	1 1/2		1	1 1/2		165	1560' (560')-2		1640' (640')-2

BRIEFING STRIP™

ASOS 135.72		KANSAS CITY Center (R) 128.3		*STILLWATER Tower CTAF 125.35		*Ground 121.6
VOR SWO 108.4	Final Apch Crs 356°	Minimum Alt COWBZ 2600' (1636')	MDA(H) (CONDITIONAL) 1380' (416')	Apt Elev 1000' TDZE 964'		3100' MSA SWO VOR
MISSED APCH: Climb to 2600' direct SWO VOR and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Use local altimeter setting; if not received, use Ponca City Regl altimeter setting. 2. VDP not authorized when using Ponca City Regl altimeter setting. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 125.35.						



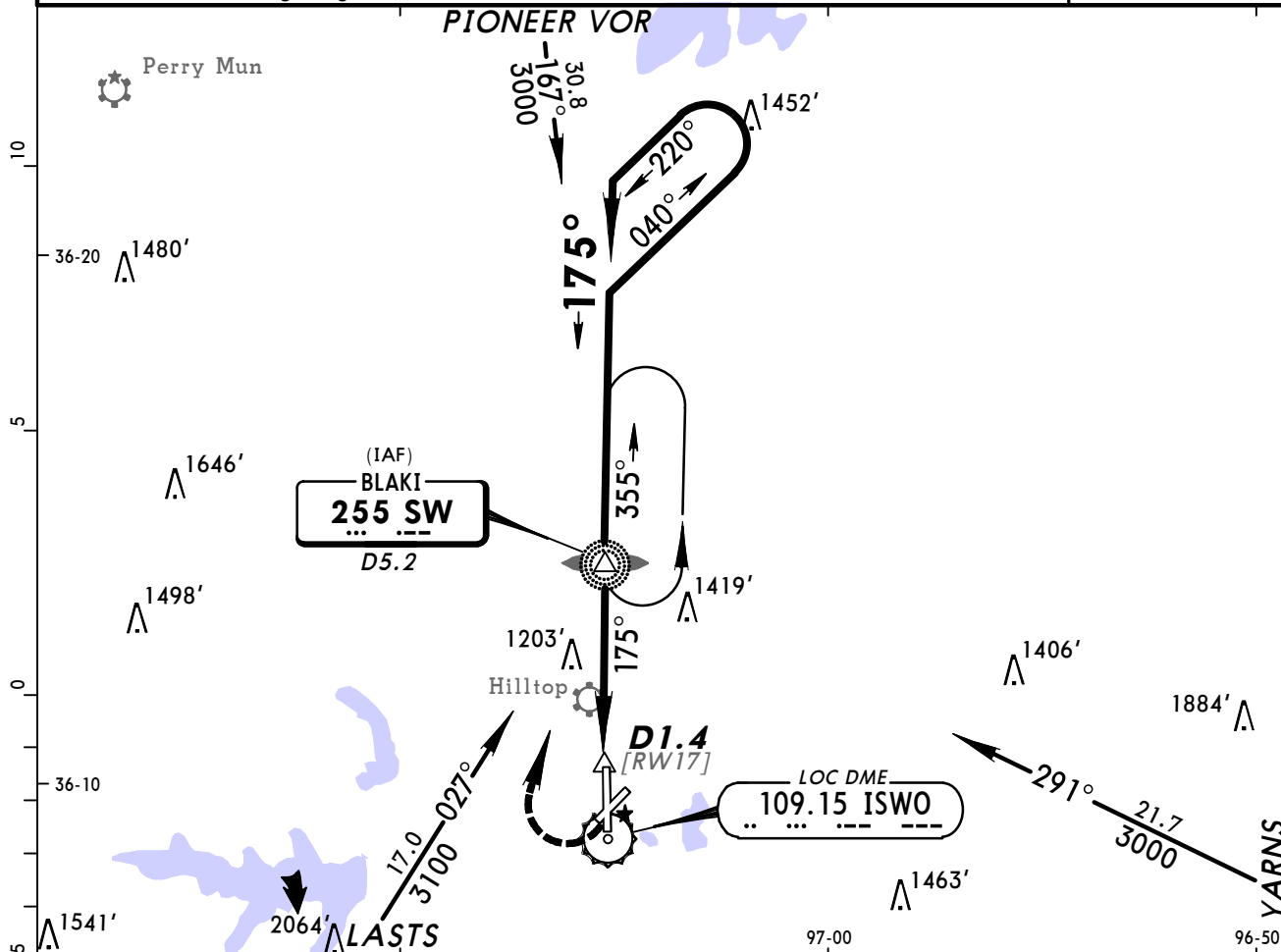
Gnd Speed-Kts	70	90	100	120	140	160					
Descent angle [3.00°]	372	478	531	637	743	849					
MAP at D4.3											

STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND			
MDA(H) 1380' (416')		MDA(H) 1460' (496')		With Local Altimeter Setting		With Ponca City Regl Altimeter Setting	
With Local Altimeter Setting		With Ponca City Regl Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	1400' (400') - 1	1480' (480') - 1	
B	1	1		120	1460' (460') - 1	1540' (540') - 1	
C	1 1/4	1 1/4		140	1460' (460') - 1 1/2	1540' (540') - 1 1/2	
D	1 1/4	1 1/4		165	1560' (560') - 2	1640' (640') - 2	

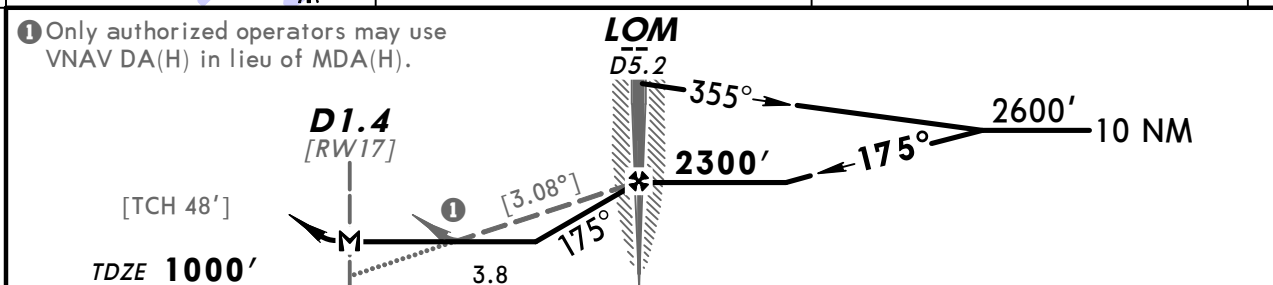
BRIEFING STRIP™

ASOS 135.72		KANSAS CITY Center (R) 128.3		*STILLWATER Tower CTAF 125.35		*Ground 121.6	
LOM SW 255	Final Apch Crs 175°	Minimum Alt LOM 2300' (1300')	MDA(H) (CONDITIONAL) 1520' (520')	Apt Elev 1000' TDZE 1000'		3100' MSA SW LOM	
MISSED APCH: Climb to 1700' then climbing RIGHT turn to 2600' direct SW LOM and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Ponca City Regl altimeter setting. 2. Pilot controlled lighting 125.35.							

MSA SW LOM



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1700'	2600'	D→ RT	SW 255
Descent angle [3.08°]	381	490	545	654	763	872		↑	↻		
MAP at D1.4 or LOM to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26					

STRAIGHT-IN LANDING RWY 17							CIRCLE-TO-LAND				
MDA(H) 1520' (520')				MDA(H) 1600' (600')			Max Kts	With Local Altimeter Setting		With Ponca City Regl Altimeter Setting	
		RAIL out	ALS out			RAIL out		ALS out	MDA(H)		MDA(H)
A	3/4		1	3/4		1	90	1520' (520')-1	1600' (600')-1		
B							120				
C	1	1 1/2		1	1 1/2		140	1520' (520')-1 1/2		1600' (600')-1 1/2	
D	1 1/2	1 3/4		1 1/2	1 3/4		165	1560' (560')-2		1640' (640')-2	

TERPS

General Information

Location: Oklahoma City OK USA

IATA Code: TIK

Lat/Long: N35° 24.9' W097° 23.2'

Elevation: 1291 ft

Airport Use: Military

Magnetic Variation: 4.2°E

Sectional Chart: Dallas Ft Worth

Fuel Types: 115-145 Octane, Jet 4

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Pattern Altitude: 1509 ft AGL

Sunrise: 1302 Z

Sunset: 0023 Z,

Runway Information

Runway: 12

Length x Width: 10000 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 1241 ft

Lighting: Edge, ALS

Stopway: 1000 ft

Runway: 17

Length x Width: 11000 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 1267 ft

Lighting: Edge, ALS

Stopway: 1000 ft

Runway: 30

Length x Width: 10000 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 1276 ft

Lighting: Edge, ALS

Stopway: 1000 ft

Runway: 35

Length x Width: 11000 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 1291 ft

Lighting: Edge, ALS
Stopway: 1000 ft

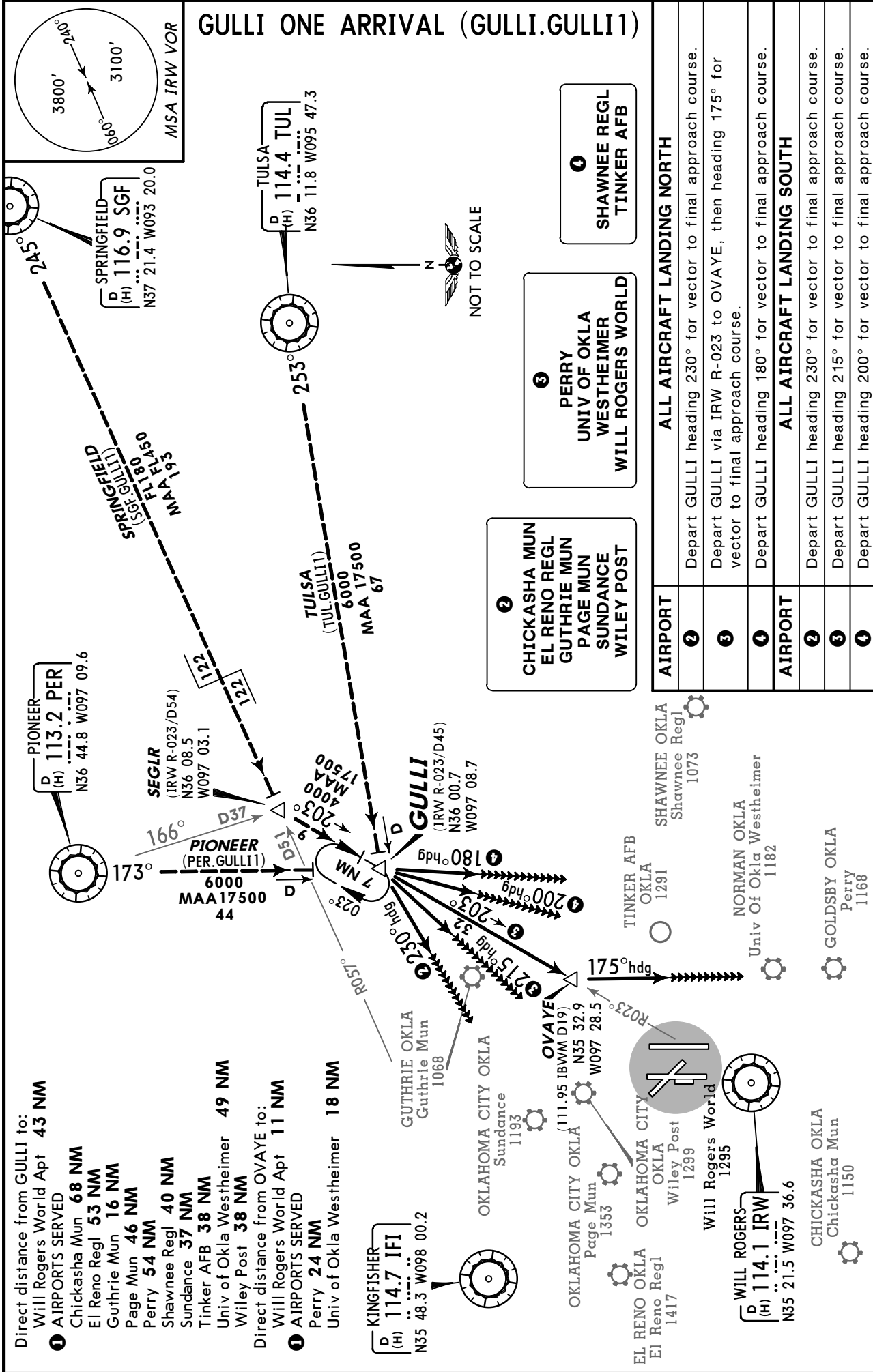
Communication Information

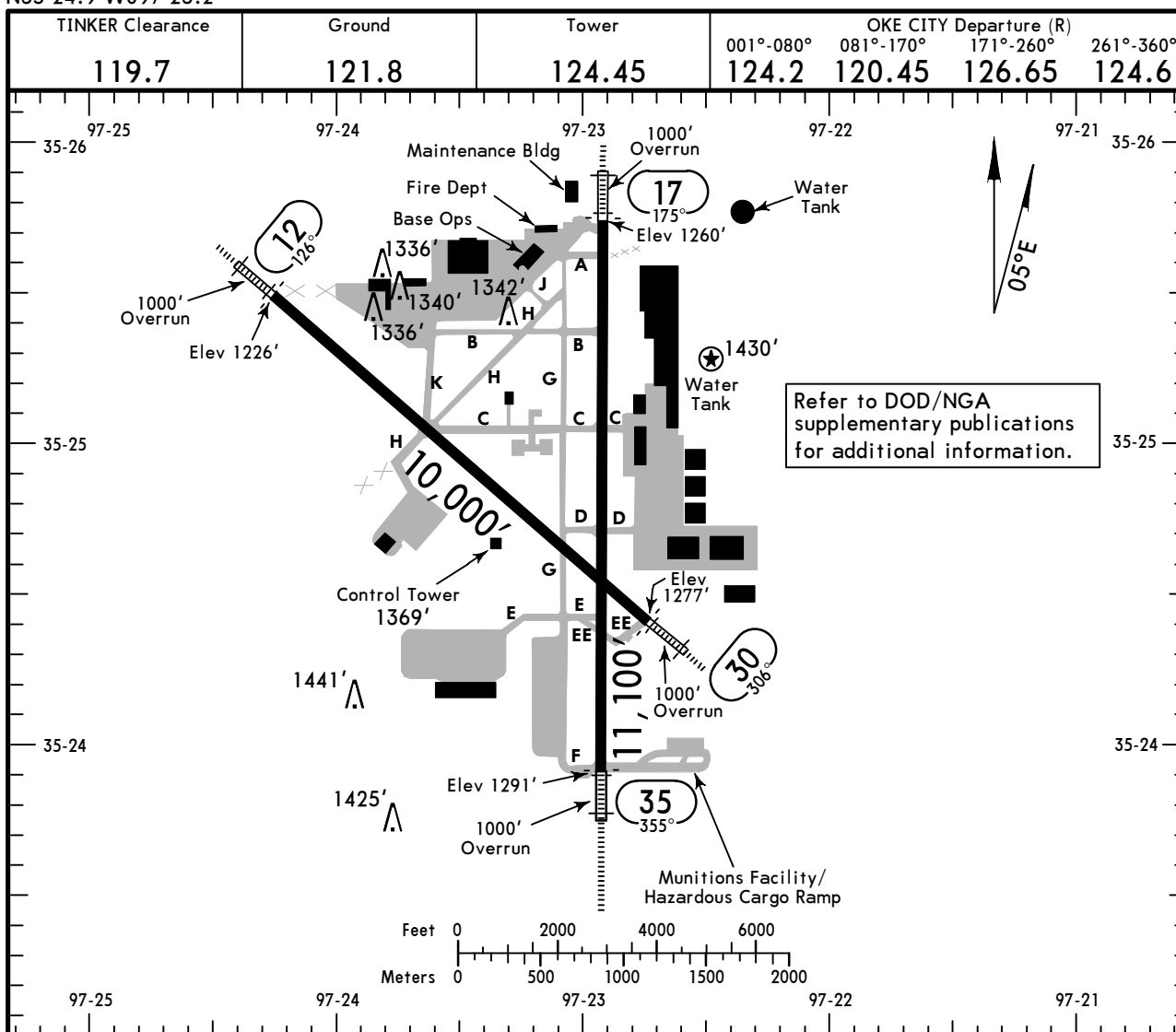
- Tinker Tower 124.45
- Tinker Ground Control 121.8
- Tinker Clearance Delivery 119.7
- Oke City Approach Control 126.65 (171°-260°)
- Oke City Approach Control 124.6 Initial Contact
- Oke City Approach Control 124.2 (1°-80°)
- Oke City Approach Control 120.45 (81°-170°)
- Oklahoma City App ARSA 124.6 (171°-360°)
- Oklahoma City App ARSA 124.2 (1°-80°)
- Oklahoma City App ARSA 120.45 (81°-170°)
- Oke City Departure Control 126.65 (171°-260°)
- Oke City Departure Control 124.6
- Oke City Departure Control 124.2 (1°-80°)
- Oke City Departure Control 120.45 (81°-170°)
- Tinker Atoc Operations 119.15 Military
- Tinker Operations 134.1 Military
- Raymond 24 Airlift Command Post 141.65 Military
- Raymond 24 Airlift Command Post 139.95 Military

WILL ROGERS WORLD
ATIS
125.85

Apt Elev
See graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. Also serves ①





ADDITIONAL RUNWAY INFORMATION							
RWY				USABLE LENGTHS			
				Threshold	Glide Slope	TAKE-OFF	WIDTH
12 ① 30	HIRL	SALS	PAPI-R	RVR			200'
	HIRL	SALS	PAPI-L	RVR			
17 35	HIRL	SALSF	PAPI-L	RVR			200'
	HIRL	ALSF-I	PAPI-R	RVR			

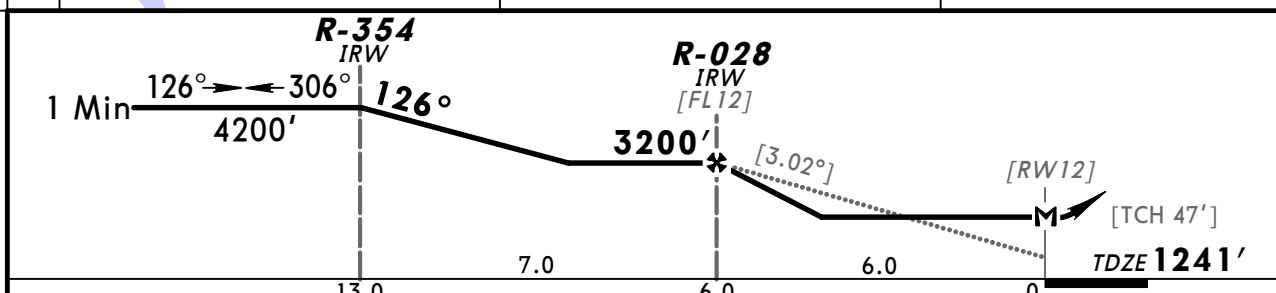
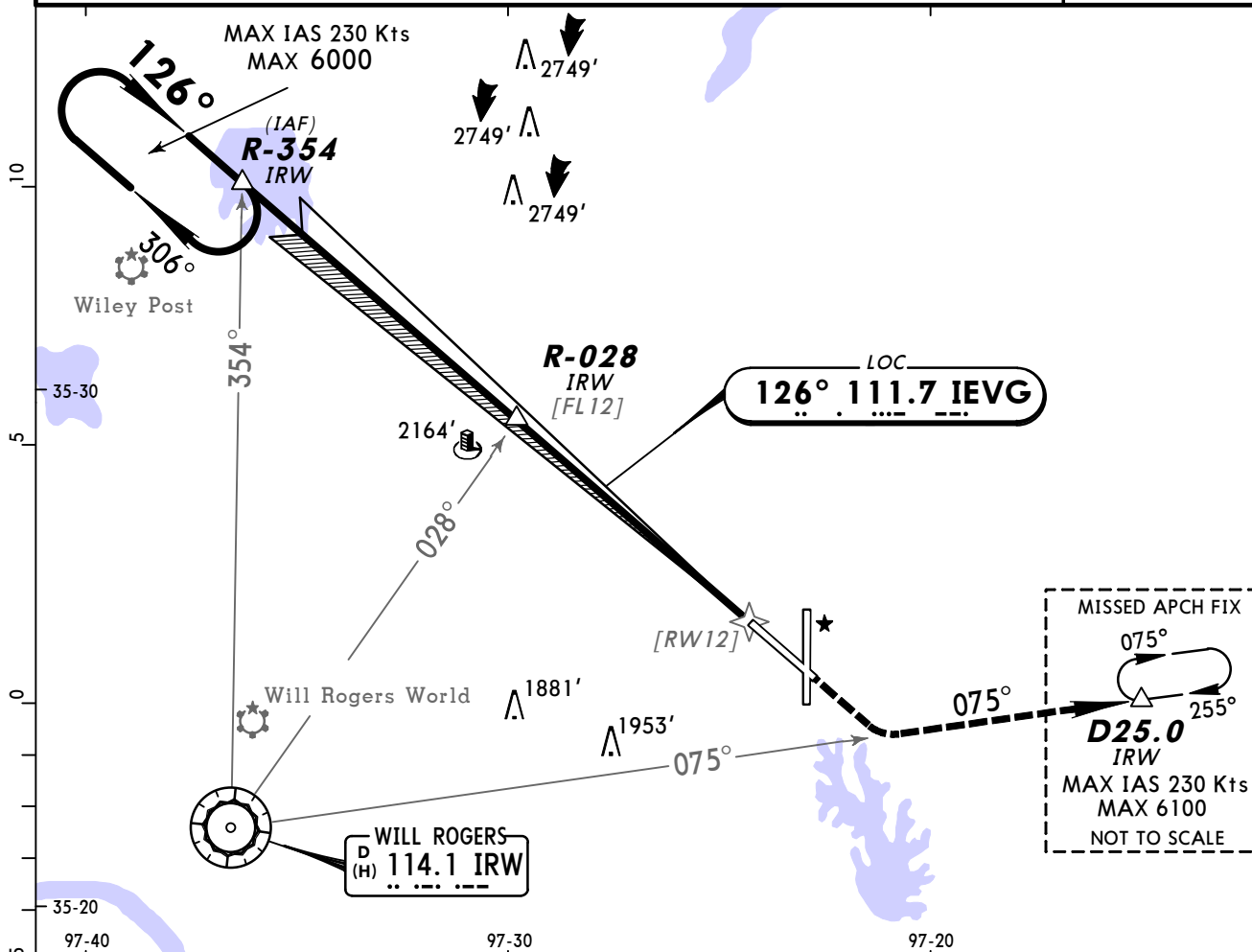
① Runway 12 approach end 1000' concrete; Runway 30 approach end 1000' concrete; remaining runway keel 50' concrete; non-keel asphalt.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE				FOR FILING AS ALTERNATE		
All Rwys						
Adequate Vis Ref		STD		Precision	Non-Precision	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1		A	600-2	800-2
				B		
3 & 4 Eng		RVR 24 or 1/2		C		
			D			

OBSTACLE DP: Rwy 30, climb on track 306° to 4000' prior to executing a right turn, left turns may be initiated at 1800'. Rwy 35, intercept TIK TAC R-354 climbing to 4000' prior to executing left turn.

TAKE-OFF OBSTACLES: Rwy 30, trees 47' AGL/1267' MSL, 1778' from departure end of runway, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from departure end of runway, 1337' right of centerline. Trees 28' AGL/1245' MSL, 2862' from departure end of runway, 1641' right of centerline.

OKE CITY Approach (R) 124.2		TINKER Tower 124.45		Ground 121.8	
LOC IEVG 111.7	Final Apch Crs 126°	Minimum Alt R-028 IRW 3200' (1959')	MDA(H) 1740' (499')	Apt Elev 1291' TDZE 1241'	
MISSED APCH: Climb STRAIGHT AHEAD to 2500', then LEFT turn to intercept IRW VOR R-075 outbound to D25.0 IRW and hold at 3000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. CAUTION: VFR flyway from FAF to MAP, surface to 3000' MSL. 3. EMERG SAFE ALT 100 NM 4700'.					MSA IRW VOR



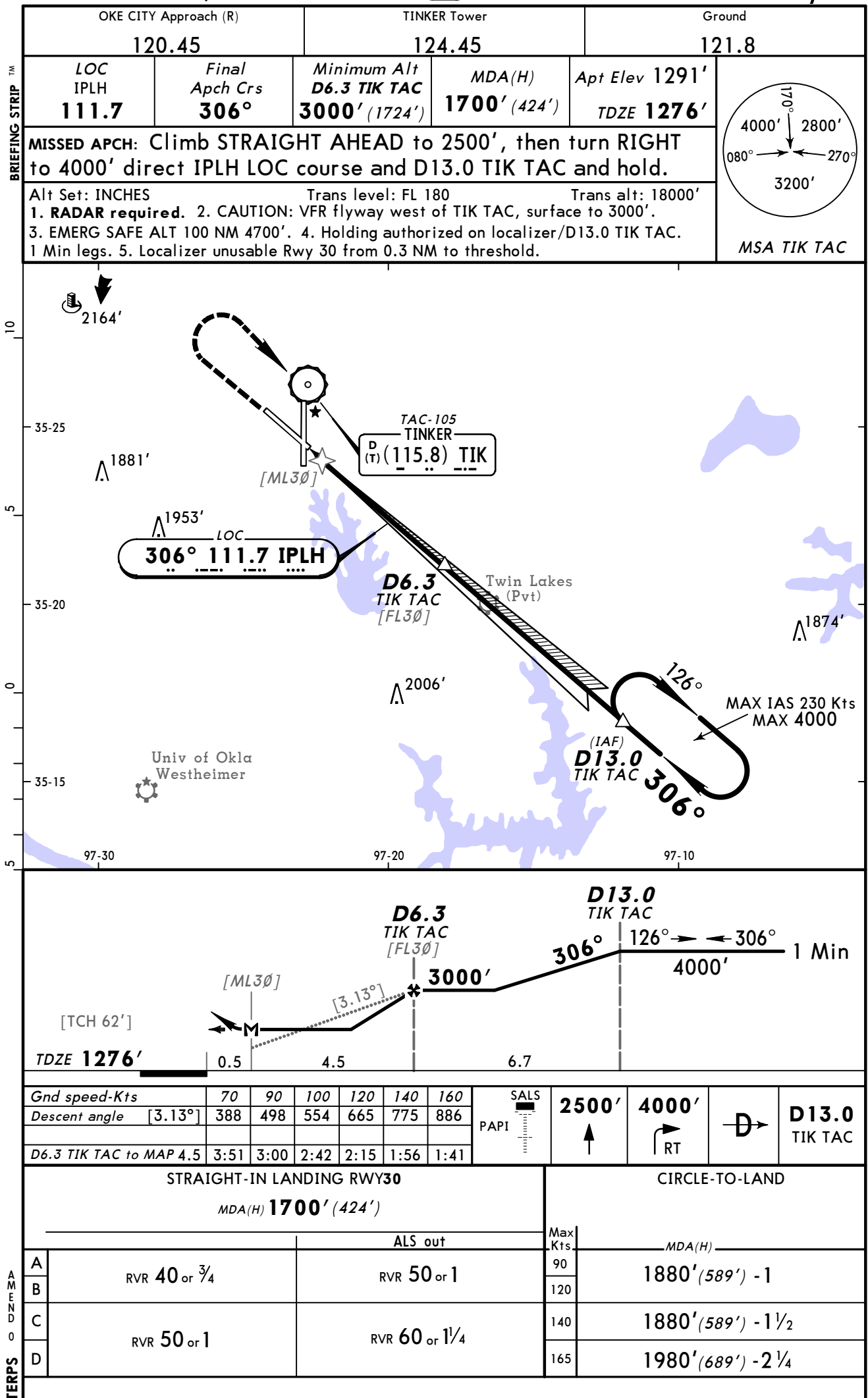
Gnd speed-Kts	70	90	100	120	140	160	SALS		2500'	3000'	IRW
Descent angle [3.02°]	374	481	534	641	748	855	PAPI		↑	LT	to 114.1 R-075
FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34					

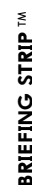
STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
MDA(H) 1740' (499')							
ALS out				Max Kts	MDA(H)		
A	RVR 40 or 3/4	RVR 50 or 1		90	1880' (589') - 1		
B				120			
C	RVR 50 or 1	RVR 60 or 1 1/4		140	1880' (589') - 1 1/2		
D	RVR 60 or 1 1/4	1 1/2		165	1980' (689') - 2 1/4		

BRIEFING STRIP TM

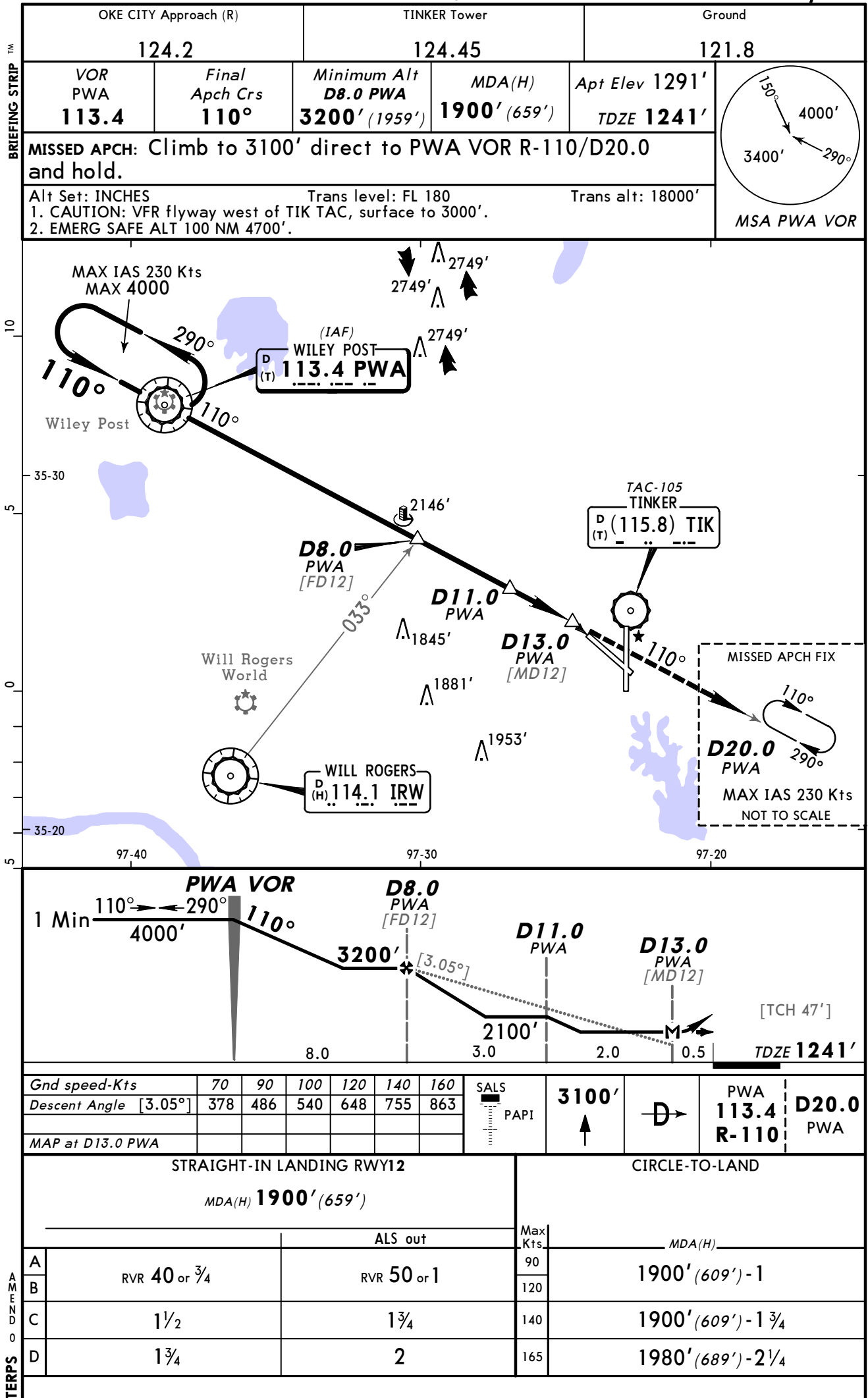


STRAIGHT-IN LANDING RWY17				CIRCLE-TO-LAND	
ILS DA(H) 1567' (300')		LOC (GS out) MDA(H) 1720' (453')			
FULL		ALS out		Max Kts	MDA(H)
A	RVR 40 or $\frac{3}{4}$	RVR 40 or $\frac{3}{4}$	RVR 50 or 1	90	1880' (589') - 1
B				120	
C		RVR 50 or 1	RVR 60 or $1\frac{1}{4}$	140	1880' (589') - $1\frac{1}{2}$
D		RVR 60 or $1\frac{1}{4}$	$1\frac{1}{2}$	165	1980' (689') - $2\frac{1}{4}$





STRAIGHT-IN LANDING RWY 35					CIRCLE-TO-LAND	
ILS <i>DA(H)</i> 1591' (300')			LOC (GS out) <i>MDA(H)</i> 1640' (349')			
FULL		ALS out		ALS out	Max Kts.	<i>MDA(H)</i>
A	RVR 40 or $\frac{3}{4}$		RVR 24 or $\frac{1}{2}$	RVR 50 or 1	90	1880' (589') - 1
B			RVR 40 or $\frac{3}{4}$		RVR 60 or $1\frac{1}{4}$	
C				140		1880' (589') - 1 $\frac{1}{2}$
D				165		1980' (689') - 2 $\frac{1}{4}$



OKE CITY Approach (R)

120.45

TINKER Tower

124.45

Ground

121.8

VOR PWA

113.4

Final Apch Crs

292°

Minimum Alt

D20.0 PWA

2800' (1524')

MDA(H)

1840' (564')

Apt Elev 1291'

TDZE 1276'

MISSED APCH: Climbing RIGHT turn to 3800', then direct to the PWA VOR R-112/D26.0 and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. CAUTION: VFR flyway west of TIK TAC, surface to 3000'.

2. EMERG SAFE ALT 100 NM 4700'.

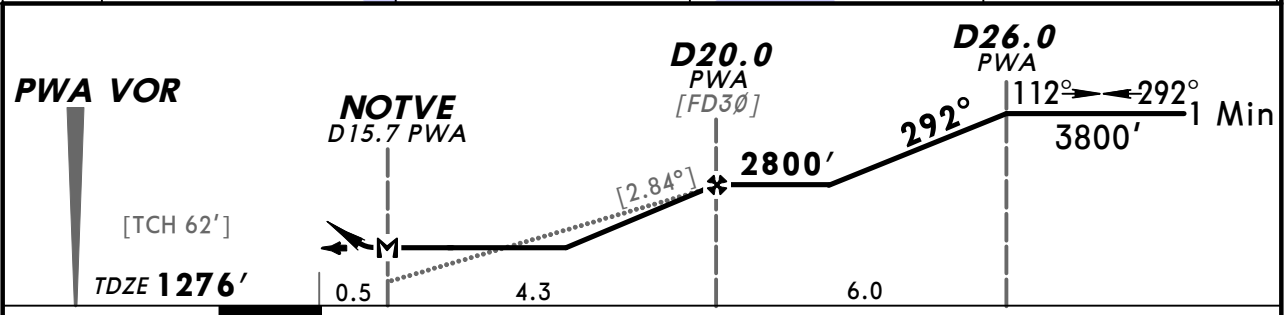
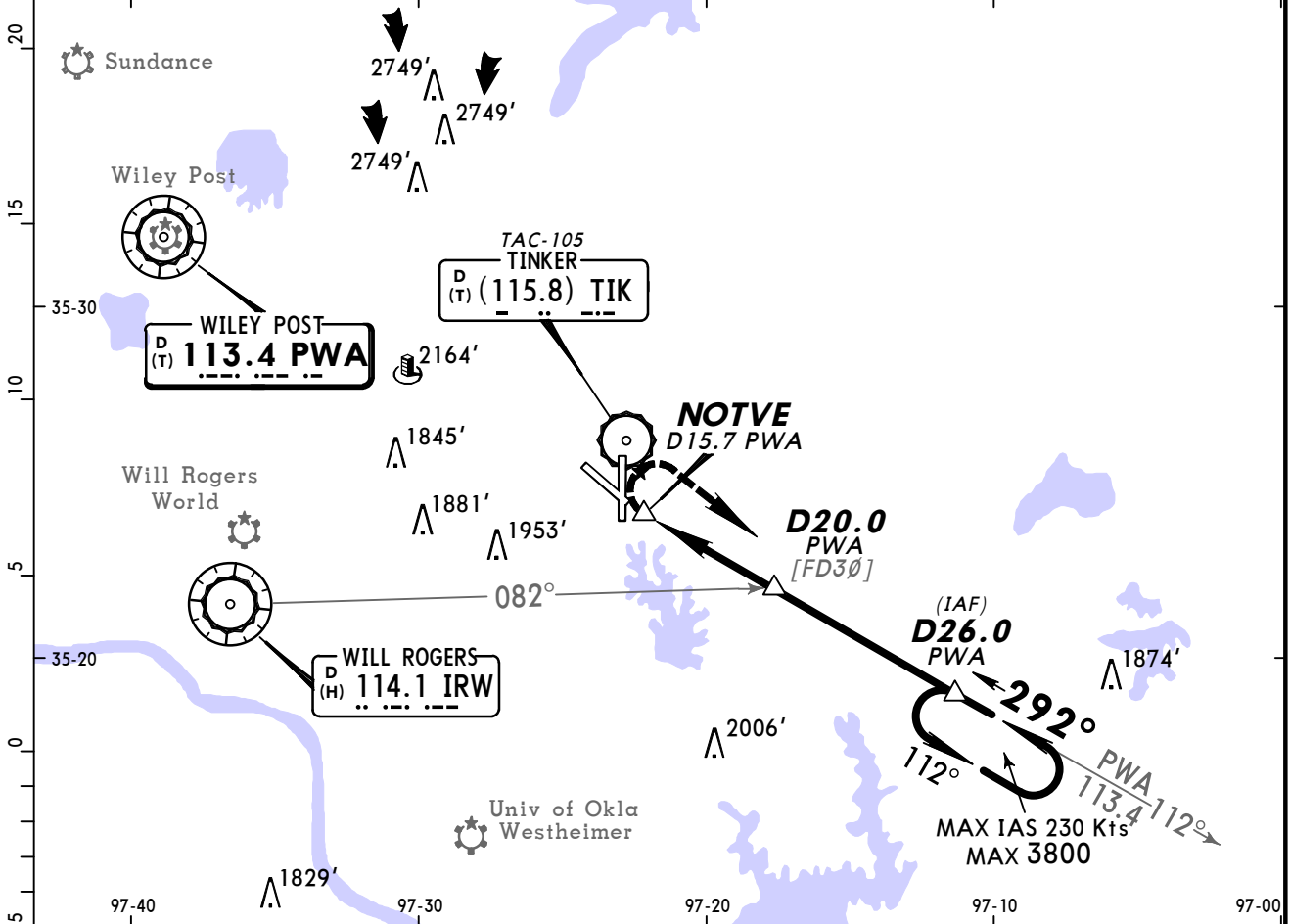
MSA PWA VOR

150°

4000'

3400'

290°

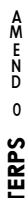


Gnd speed-Kts	70	90	100	120	140	160	SALS	3800'	PWA 113.4 R-112	D26.0 PWA
Descent Angle [2.84°]	352	452	502	603	703	804	PAPI	RT		
MAP at NOTVE										

STRAIGHT-IN LANDING RWY30					CIRCLE-TO-LAND				
MDA(H) 1840' (564')					MDA(H)				
ALS out					Max Kts				
A	RVR 50 or 1				90	1880' (589') -1			
B					120				
C	RVR 60 or 1 1/4		1 1/2		140	1880' (589') -1 1/2			
D	1 1/2		1 3/4		165	1980' (689') -2 1/4			

TINKER AFB VOR DME-A

BRIEFING STRIP TM

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BRIEFING STRIP TM

TERPS

General Information

Location: Tulsa OK USA
IATA Code: TUL
Lat/Long: N36° 11.9' W095° 53.3'
Elevation: 677 ft

Airport Use: Public
Magnetic Variation: 3.2°E
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A, Jet A-1, Jet B
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1257 Z
Sunset: 0016 Z,

Runway Information

Runway: 08
Length x Width: 7376 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 671 ft
Lighting: Edge, REIL

Runway: 18L
Length x Width: 9999 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 641 ft
Lighting: Edge, ALS, Centerline

Runway: 18R
Length x Width: 6101 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 667 ft
Lighting: Edge, REIL

Runway: 26
Length x Width: 7376 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 651 ft
Lighting: Edge, REIL

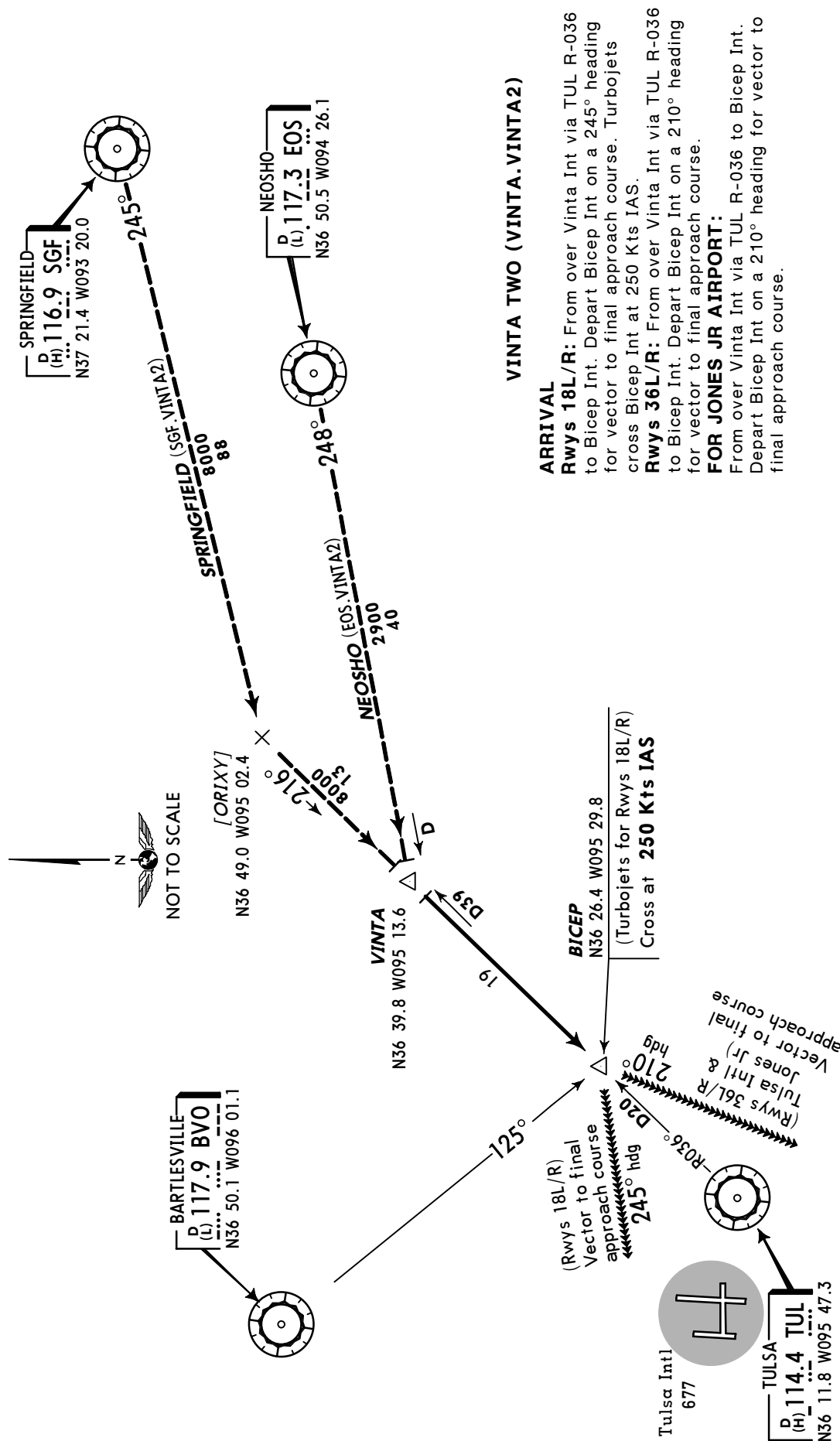
Runway: 36L
Length x Width: 6101 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 677 ft
Lighting: Edge, REIL

Runway: 36R
Length x Width: 9999 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 650 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

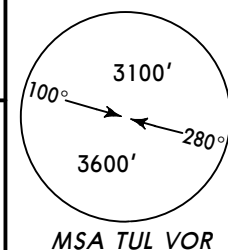
ATIS 124.9
Tulsa Tower 118.7
Tulsa Tower 121.2
Tulsa Ground Control 121.9
Tulsa Clearance Delivery 134.05
Tulsa Pre-Taxi Clearance 134.05
Tulsa Approach Control 124.0 (175°-354°) Initial Contact
Tulsa Approach Control 119.1 (355°-174°)
Tulsa App ARSA 124.0 (175°-354°)
Tulsa App ARSA 119.1 (355°-174°)
Tulsa Departure Control 124.0 (175°-354°)
Tulsa Departure Control 119.1 (355°-174°)
Tulsa Intl Unicom 122.95
MC Alester Flight Service Station 123.65 RCO
MC Alester Flight Service Station 122.2 RCO

VINTA TWO ARRIVAL (VINTA.VINTA2)

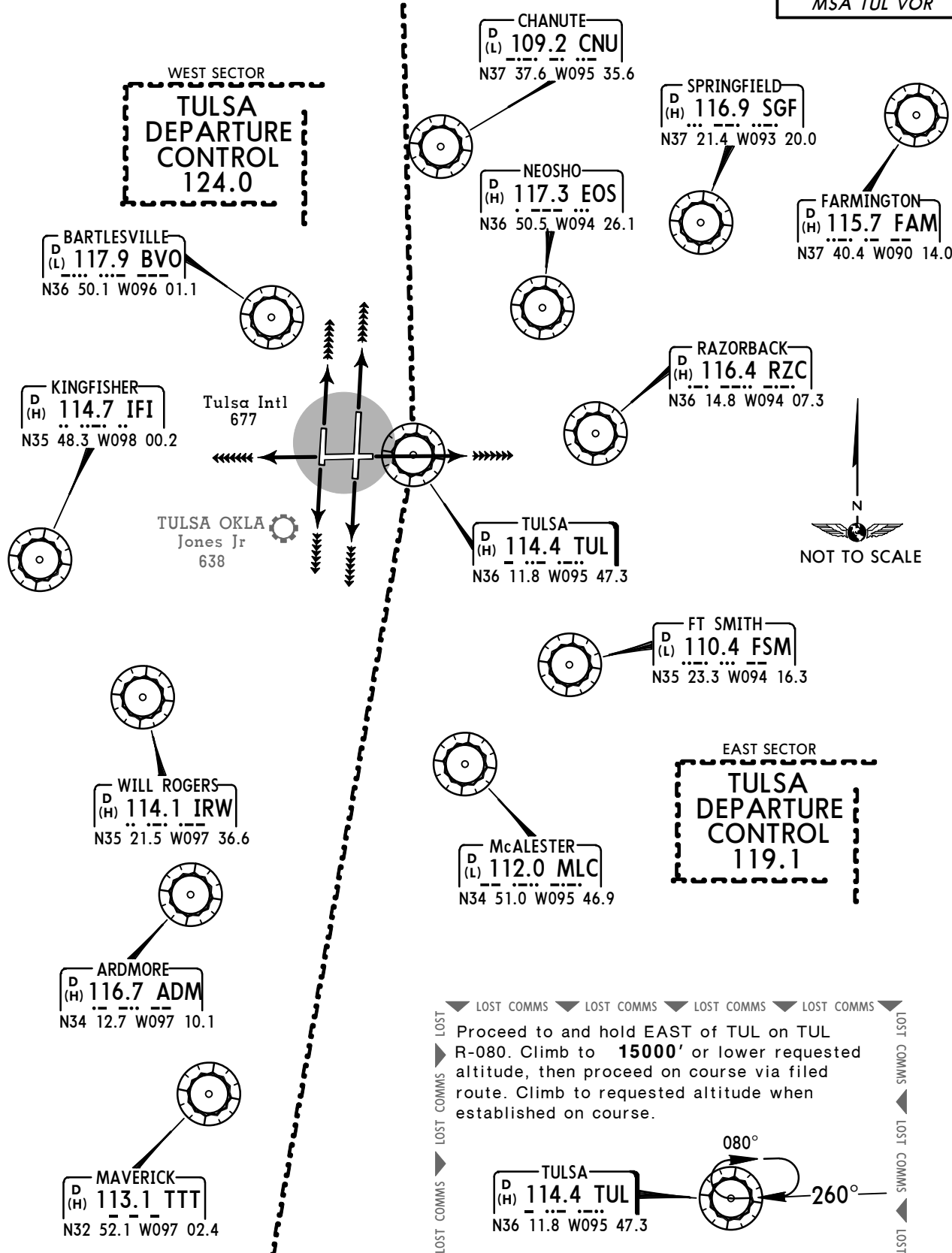


FOR DEPARTURE
CONTROL FREQ.
SEE GRAPHICApt Elev
See graphic

Trans level: FL180 Trans alt: 18000'



TULSA FIVE DEPARTURE



TULSA INTL DEPARTURE FREQUENCY ASSIGNMENT

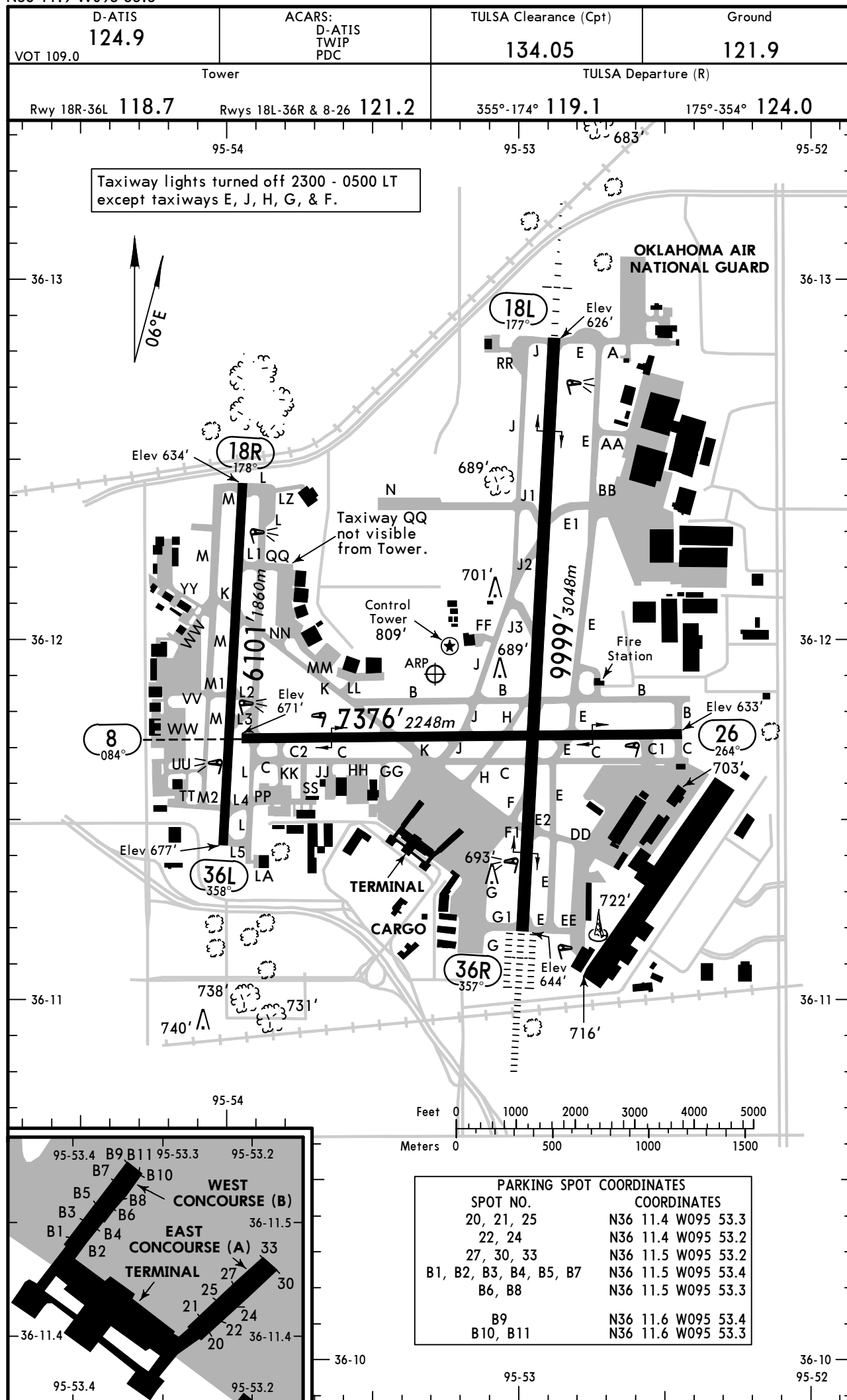
Eastbound Departures: TUL R-351 thru TUL R-189, 119.1.
Westbound Departures: TUL R-190 thru TUL R-350, 124.0.

ROUTING

Fly runway heading, EXPECT vector to assigned route. EXPECT further clearance to filed altitude ten minutes after departure.

ALTITUDE

MAINTAIN 15000' or assigned lower altitude.



GENERAL

Blacktop race track aligned with Runway 26, 1.5 NM east.
 Irregular winds approach end Runway 18R.
 Low-level wind shear alert system.
 Terminal Doppler Weather Radar.

ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS			
RWY		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
8 26	① HIRL REIL PAPI-L (angle 3.00°) grooved				150' 46m

① Operates 0500 - 2300 LT.

18L ② 36R	HIRL CL MALSR PAPI-L (angle 2.75°) RVR	8943' 2726m	200'
	HIRL CL ALSF-II TDZ ③ PAPI-L RVR	9088' 2770m	61m

② Grooved.

③ Angle 3.00°.

18R 36L	④ HIRL REIL PAPI-L (angle 2.75°) grooved	5162' 1573m	150'
	④ HIRL REIL PAPI-L (angle 3.00°) grooved		46m

④ Operates 0500 - 2300 LT.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwys 18L, 36R**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or $\frac{1}{4}$	RVR 24 or $\frac{1}{2}$	RVR 50 or 1

Rwys 8, 18R, 26, 36L

	Adequate Vis Ref	STD
1 & 2 Eng	$\frac{1}{4}$	1
3 & 4 Eng		$\frac{1}{2}$

OBSTACLE DP

Rwy 26- Climb on heading between 289° clockwise to 083° from departure end of runway, or minimum climb of 222'/NM to 2900' for headings 084° through 288°.

FOR FILING AS ALTERNATE

	ILS Rwy 18L ILS Rwy 18R	ILS Rwy 36R	LOC Rwy 18L LOC Rwy 18R LOC Rwy 36R RNAV (GPS) Rwy 18L RNAV (GPS) Y Rwy 18R RNAV (RNP) Z Rwy 18R RNAV (GPS) Y Rwy 26 RNAV (RNP) Z Rwy 26 RNAV (GPS) Rwy 36L RNAV (GPS) Rwy 36R VOR DME Rwy 8 VOR Rwy 26 RADAR-1	RNAV (GPS) Rwy 8
A	600-2	700-2	800-2	800-2
B				
C				
D	700-2			800-2 $\frac{1}{4}$

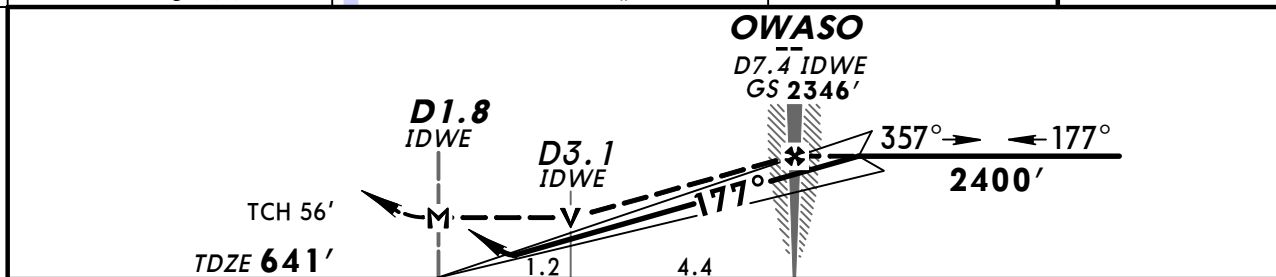
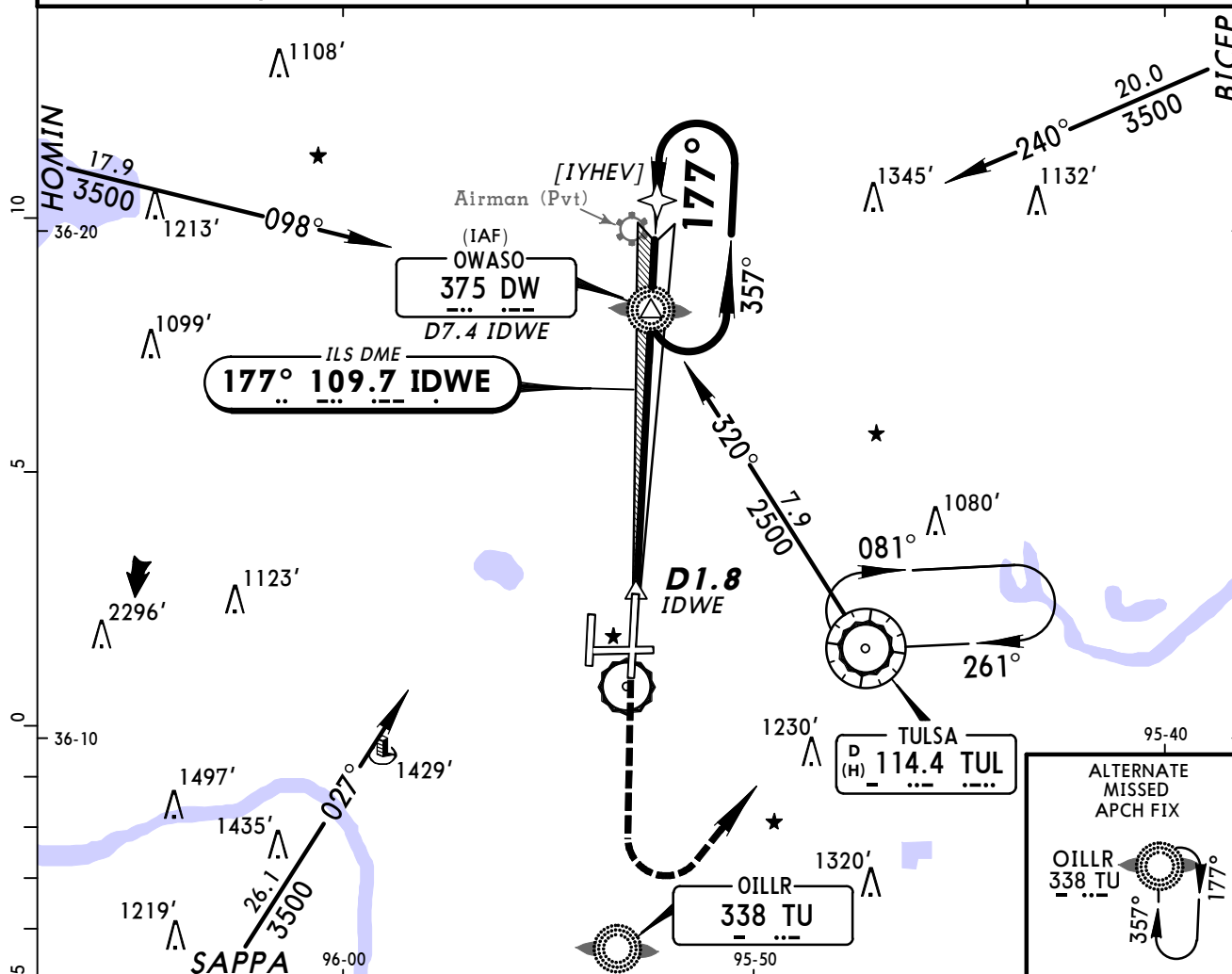
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1

KTUL/TUL TULSA INTL

JEPPesen
10 DEC 10 11-1 Eff 16 Dec

TULSA, OKLA
ILS or LOC Rwy 18L

D-ATIS 124.9	TULSA Approach (R) (175°-354°) 124.0 (355°-174°) 119.1	TULSA Tower Rwys 8-26, 18L-36R 121.2 Rwy 18R-36L 118.7	Ground 121.9
LOC IDWE 109.7	Final Apch Crs 177°	GS OWASO 2346' (1705')	ILS DA(H) 841' (200')
MISSED APCH: Climb to 2000' then climbing LEFT turn to 2500' direct TUL VOR and hold.			Apt Elev 677' TDZE 641'
Alt Set: INCHES 1. ADF or DME Required.			Trans level: FL 180 Trans alt: 18000'
			MSA DW LOM



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	2500'	D	TUL
GS	2.75°	346	444	494	593	691	790	PAPI	↑	LT	114.4
MAP at D1.8 IDWE or OWASO to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06				

STRAIGHT-IN LANDING RWY 18L						CIRCLE-TO-LAND	
ILS DA(H) 841' (200')			LOC (GS out) MDA(H) 1040' (399')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out		90	1120' (443')-1
RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	1140' (463')-1
			RVR 40 or 3/4	RVR 60 or 1 1/4		140	1140' (463')-1 1/2
						165	1300' (623')-2

CHANGES: MSA, IYHEV added.

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TERP'S AMEND 15A 16 DEC 2010

KTUL/TUL TULSA INTL

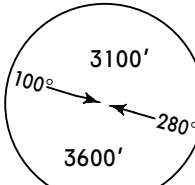
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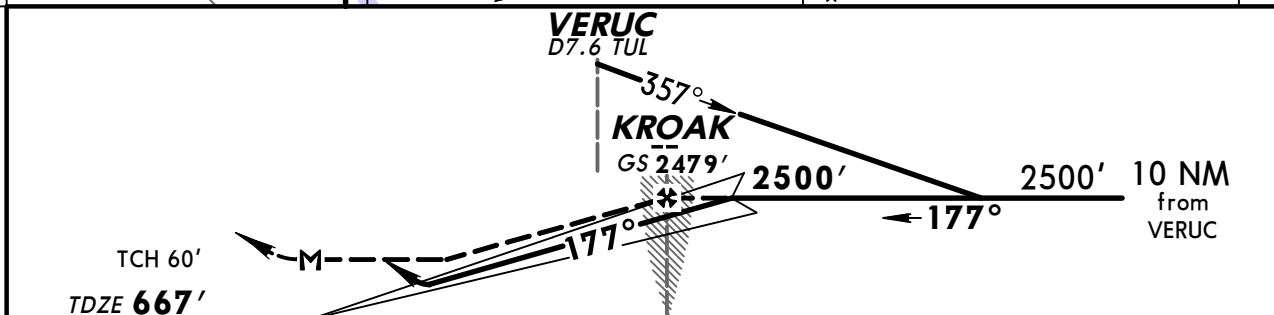
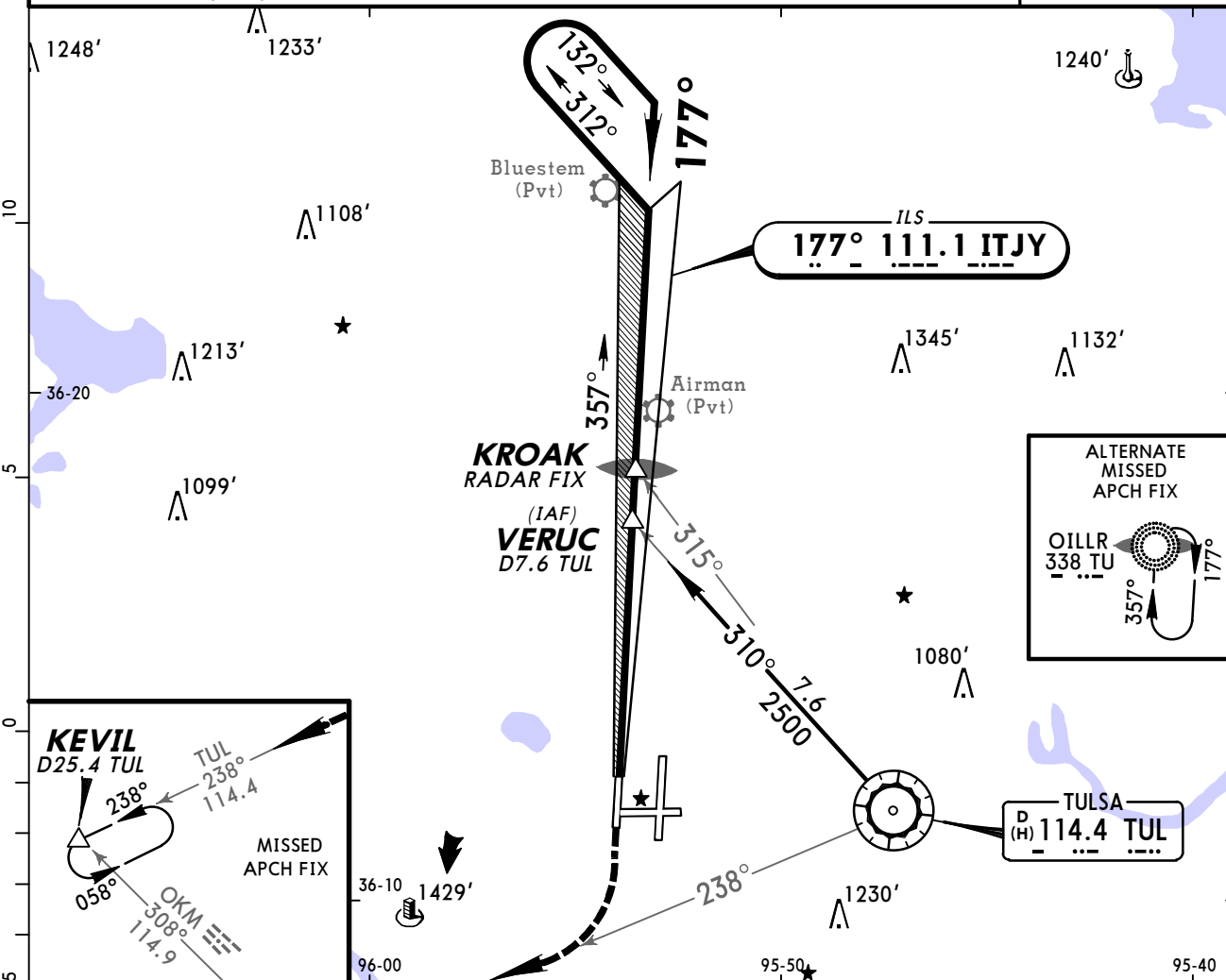
11-2

Eff 16 Dec

ILS or LOC Rwy 18R

TULSA, OKLA

BRIEFING STRIP™	D-ATIS 124.9	TULSA Approach (R) (175°-354°) 124.0 (355°-174°) 119.1		Rwy 18R-36L 118.7	TULSA Tower Rwys 8-26, 18L-36R 121.2	Ground 121.9	
	LOC ITJY 111.1	Final Apch Crs 177°	GS KROAK 2479' (1812')	ILS DA(H) 867' (200')	Apt Elev 677' TDZE 667'		
	MISSED APCH: Climb to 1400', then climbing RIGHT turn to 2600' via TUL VOR R-238 to KEVIL INT/D25.4 TUL and hold.						
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
	1. VGSI and ILS glidepath not coincident.						
MSA TUL VOR							



0							6.0						
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1400' ↑	2600' ↗ RT	TUL via 114.4 R-238	KEVIL		
GS 2.75°	346	444	494	593	691	790							
KROAK to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15							

STRAIGHT-IN LANDING RWY 18R			CIRCLE-TO-LAND		
ILS DA(H) 867' (200')		LOC (GS out) MDA(H) 1080' (413')	Max Kts	MDA(H)	
A B C D	3/4	1	90	1120' (443') - 1	
			120	1140' (463') - 1	
		1 1/4	140	1140' (463') - 1 1/2	
			165	1300' (623') - 2	

CHANGES: Middle marker removed.

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BRIEFING STRIP™



Gnd speed-Kts

AMEND
29
A
TERPS

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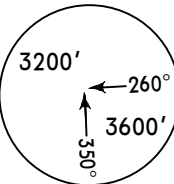
KTUL/TUL
TULSA INTL

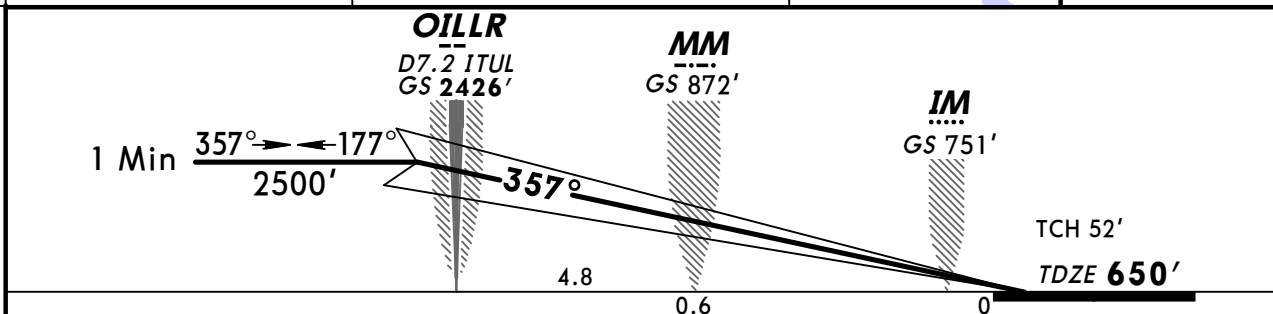
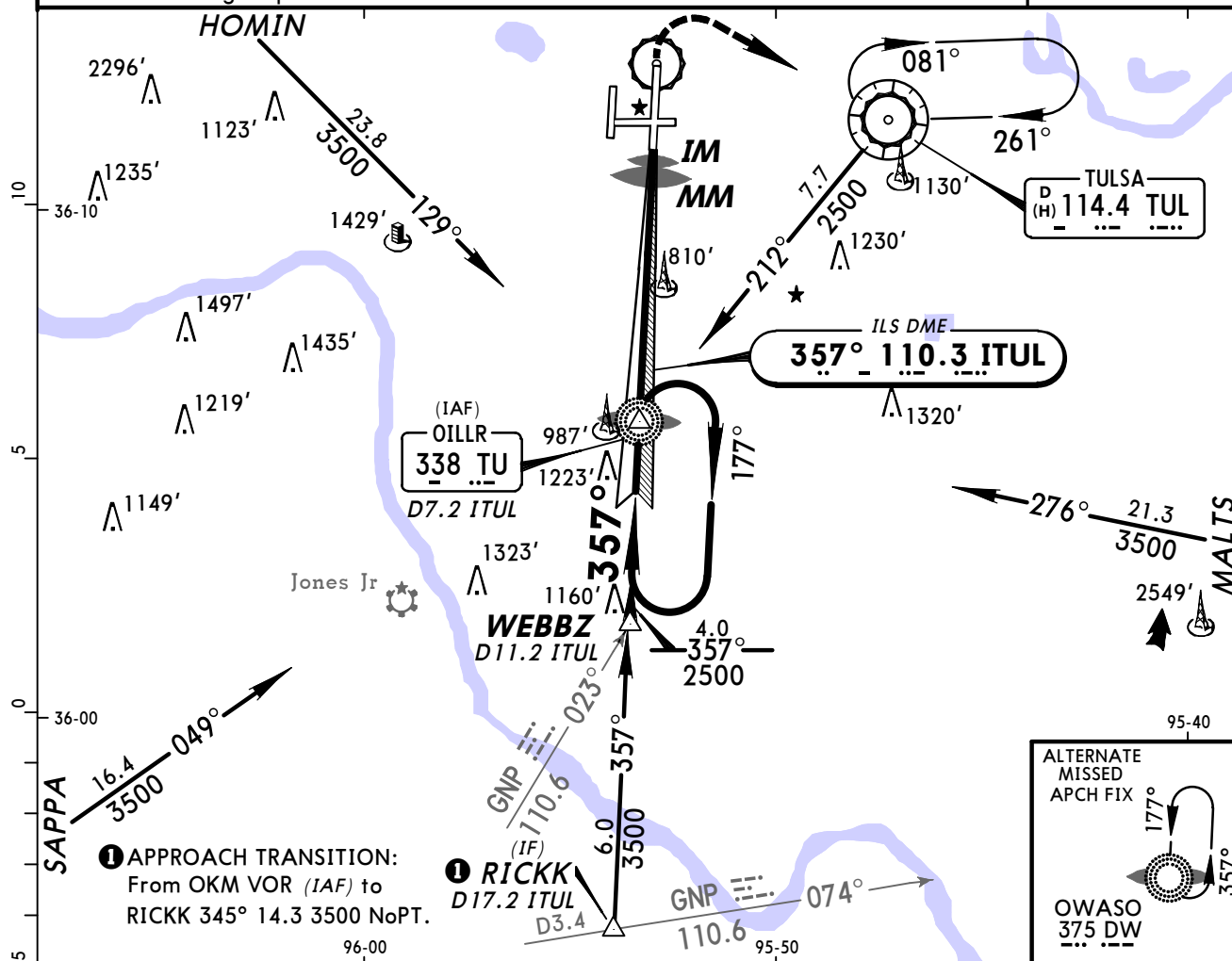
JEPPESSEN
19 AUG 11 (11-3A)

TULSA, OKLA
ILS Rwy 36R CAT II

BRIEFING STRIP

TM

D-ATIS 124.9		TULSA Approach (R) (175°-354°) 124.0 (355°-174°) 119.1		TULSA Tower Rwys 18L-36R & 8-26 121.2 Rwy 18R-36L 118.7		Ground 121.9
LOC ITUL 110.3	Final Apch Crs 357°	GS OILLR 2426' (1776')	CAT II ILS RA 116' DA(H) 750' (100')		Apt Elev 677' TDZE 650'	 MSA TU LOM
MISSED APCH: Climb to 2000', then climbing RIGHT turn to 2500' direct TUL VOR and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Acft Certification Required. 2. ADF or DME Required. 3. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	2000'	2500'	→	TUL
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	114.4

STRAIGHT-IN LANDING RWY36R

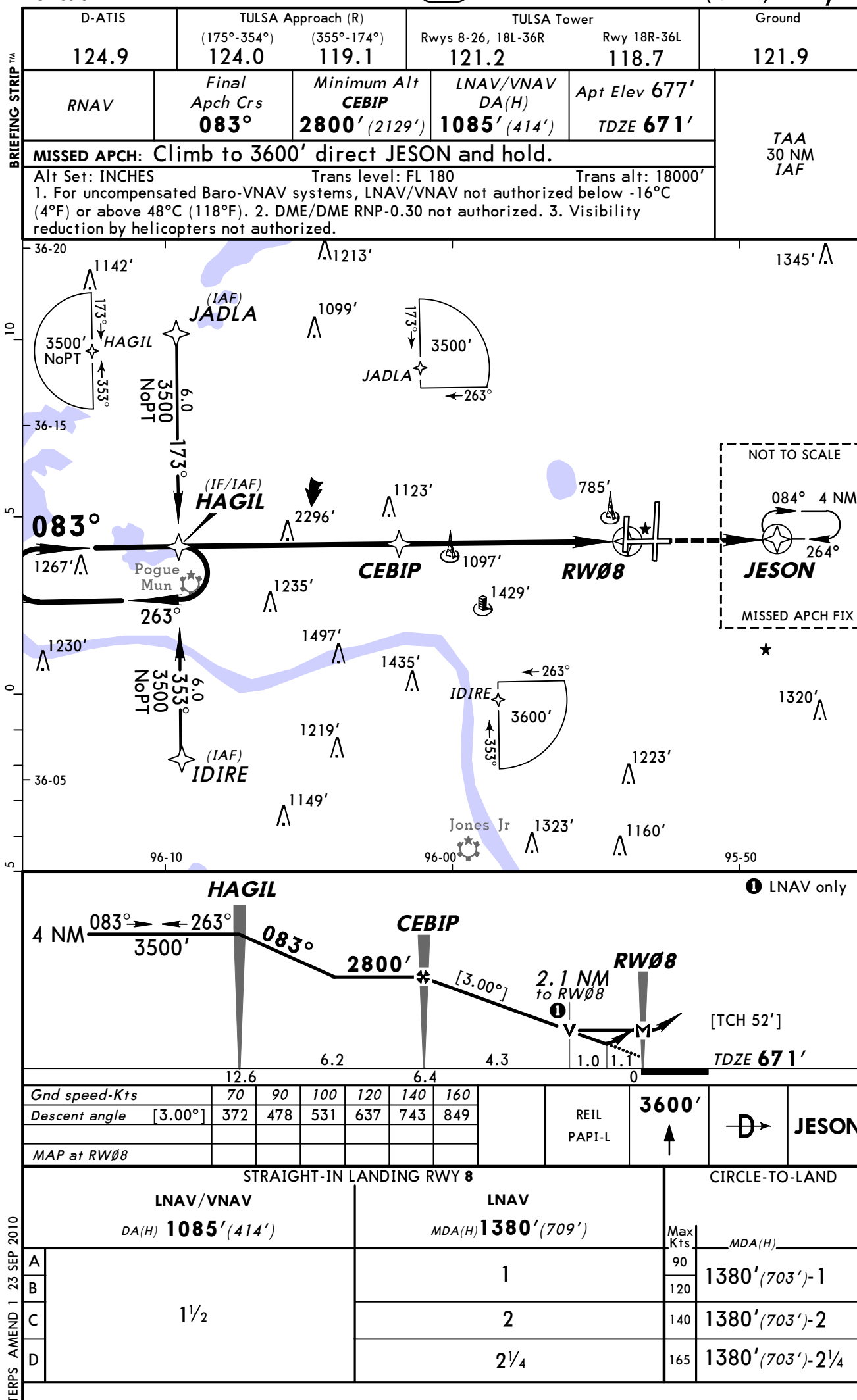
CAT II ILS
RA 116'
DA(H) **750'** (100')

RVR 12

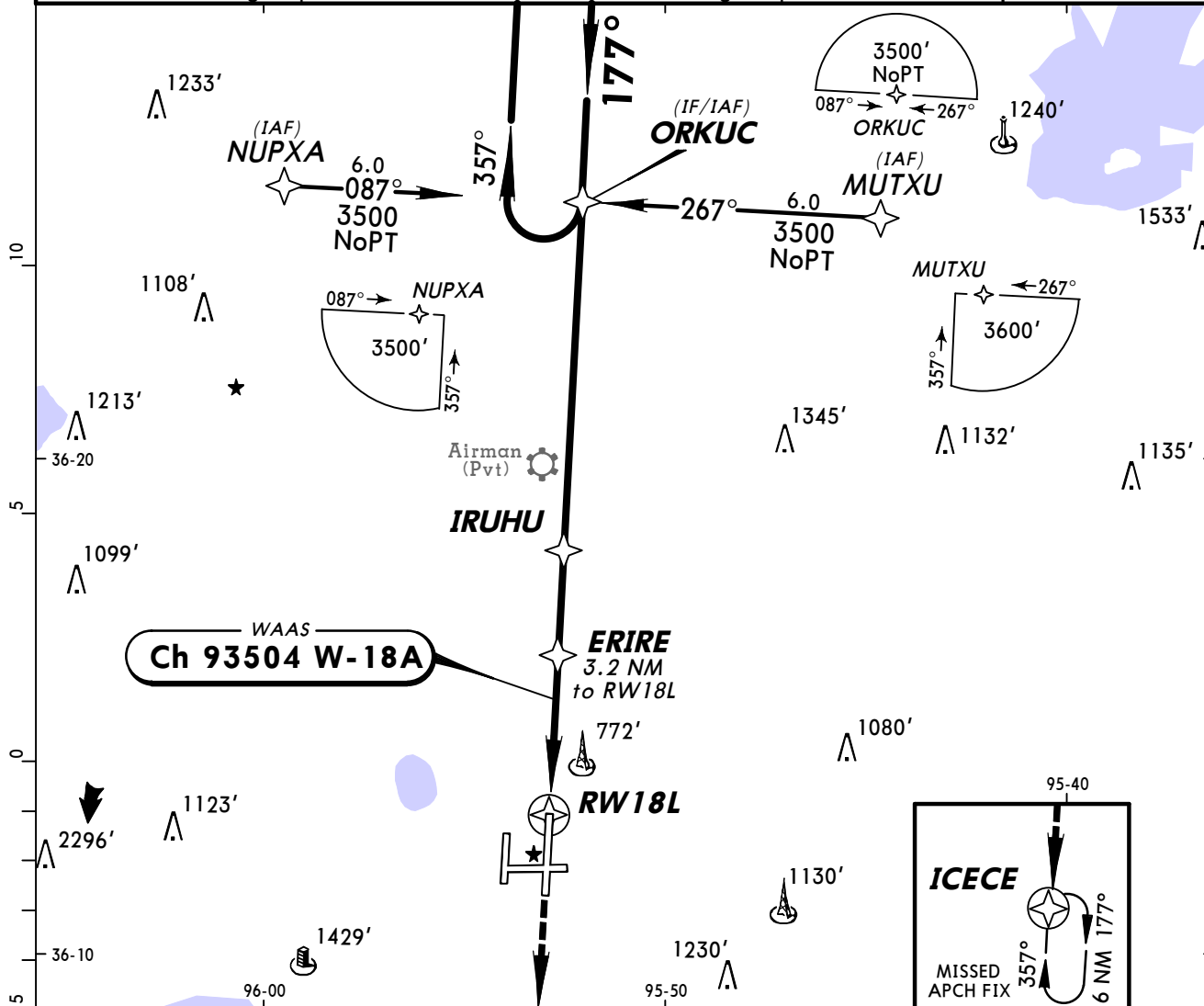
TERPS
A
M
M
N
D
N
29

CHANGES: Approach transition.

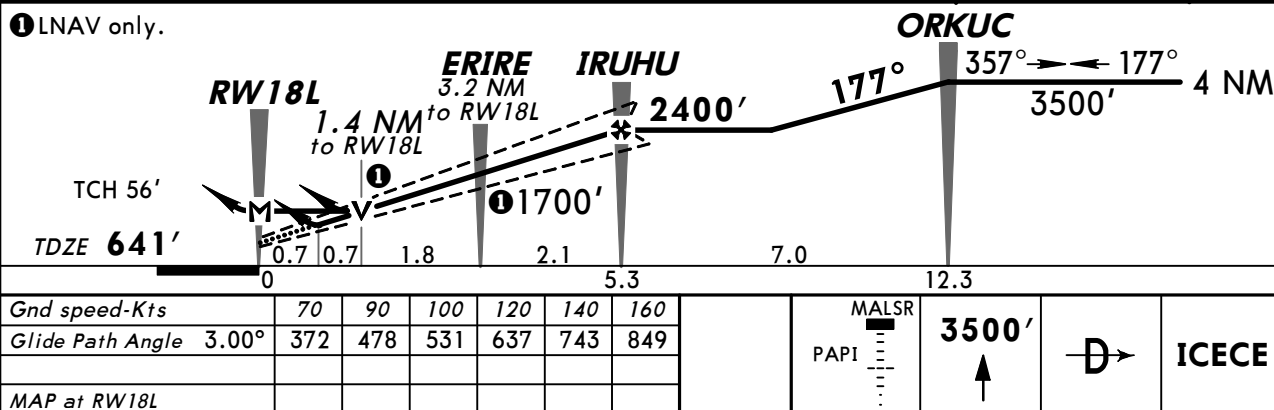
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D-ATIS 124.9	TULSA Approach (R) (175°-354°) 124.0	(355°-174°) 119.1	TULSA Tower Rwys 8-26, 18L-36R 121.2	Rwy 18R-36L 118.7	Ground 121.9
WAAS Ch 93504 W-18A	Final Apch Crs 177°	Minimum Alt IRUHU 2400' (1759')	LPV DA(H) 908' (267')	Apt Elev 677' TDZE 641'	TAA 30 NM IAF
MISSED APCH: Climb to 3500' direct ICECE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized.					
3. VGSI and RNAV glidepath not coincident. 4. Maximum holding airspeed 230 KIAS.					



① LNAV only.



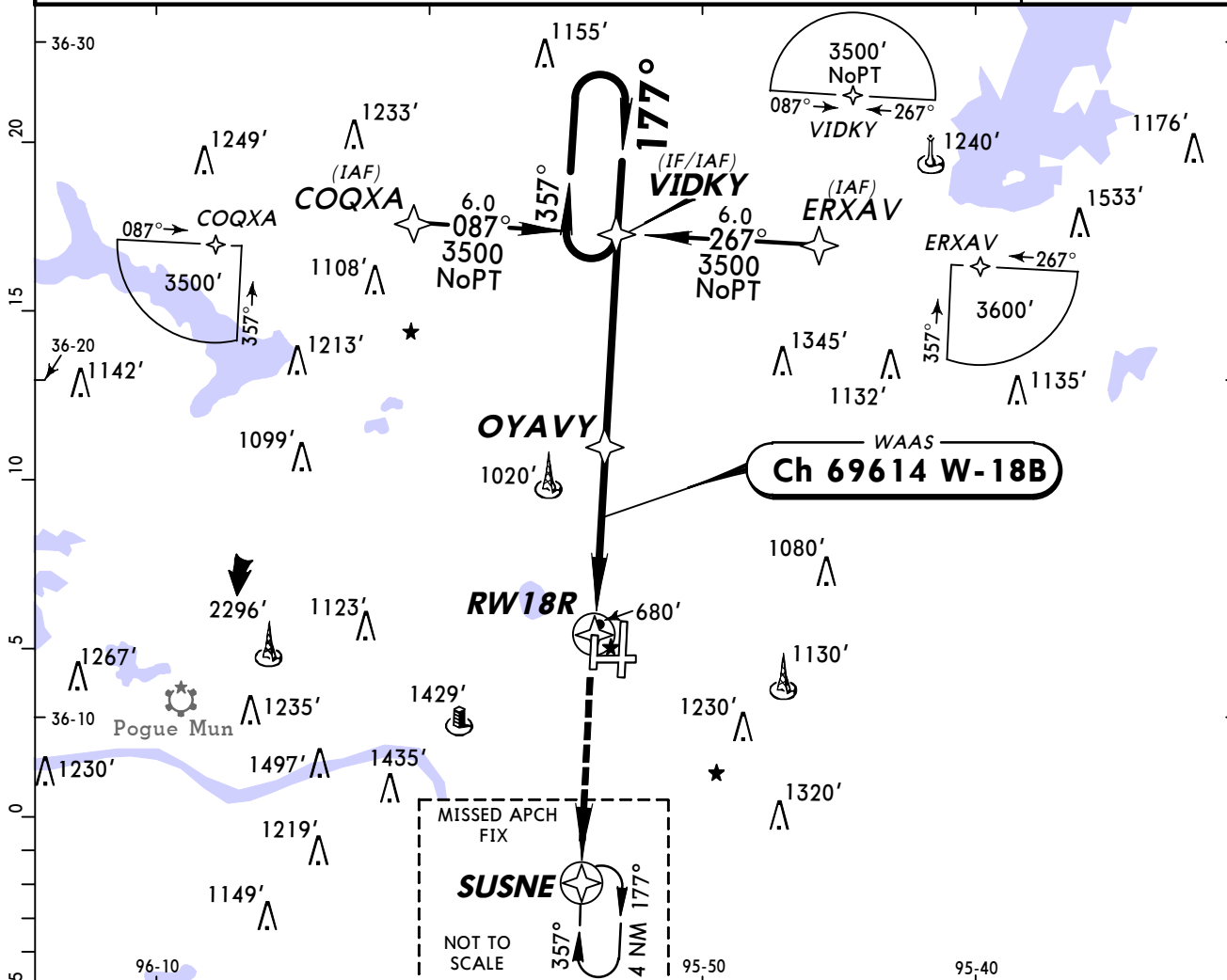
STRAIGHT-IN LANDING RWY 18L								CIRCLE-TO-LAND	
LPV DA(H) 908' (267')			LNAV/VNAV DA(H) 1117' (476')		LNAV MDA(H) 1080' (439')			Max Kts	MDA(H)
RAIL or ALS out			RAIL or ALS out		RAIL out ALS out				
A	RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1 1/4	1 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1120' (443')-1
B					RVR 40 or 3/4	RVR 60 or 1 1/4		120	1140' (463')-1
C					RVR 50 or 1		1 1/2	140	1140' (463')-1 1/2
D					RVR 50 or 1		1 1/2	165	1300' (623')-2

CHANGES: Procedure.

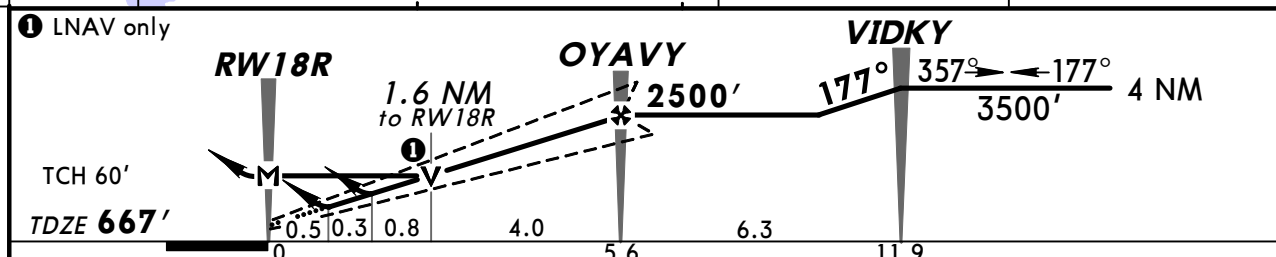
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BRIEFING STRIP™

D-ATIS 124.9	TULSA Approach (R) (175°-354°) 124.0 (355°-174°) 119.1		TULSA Tower Rwy 18R-36L 118.7 Rwys 8-26, 18L-36R 121.2		Ground 121.9
WAAS Ch 69614 W-18B	Final Apch Crs 177°	Minimum Alt OYAVY 2500' (1833')	LPV DA(H) 867' (200')	Apt Elev 677' TDZE 667'	TAA 30 NM IAF
MISSED APCH: Climb to 3500' direct SUSNE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. Visibility reduction by helicopters not authorized. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.					



① LNAV only



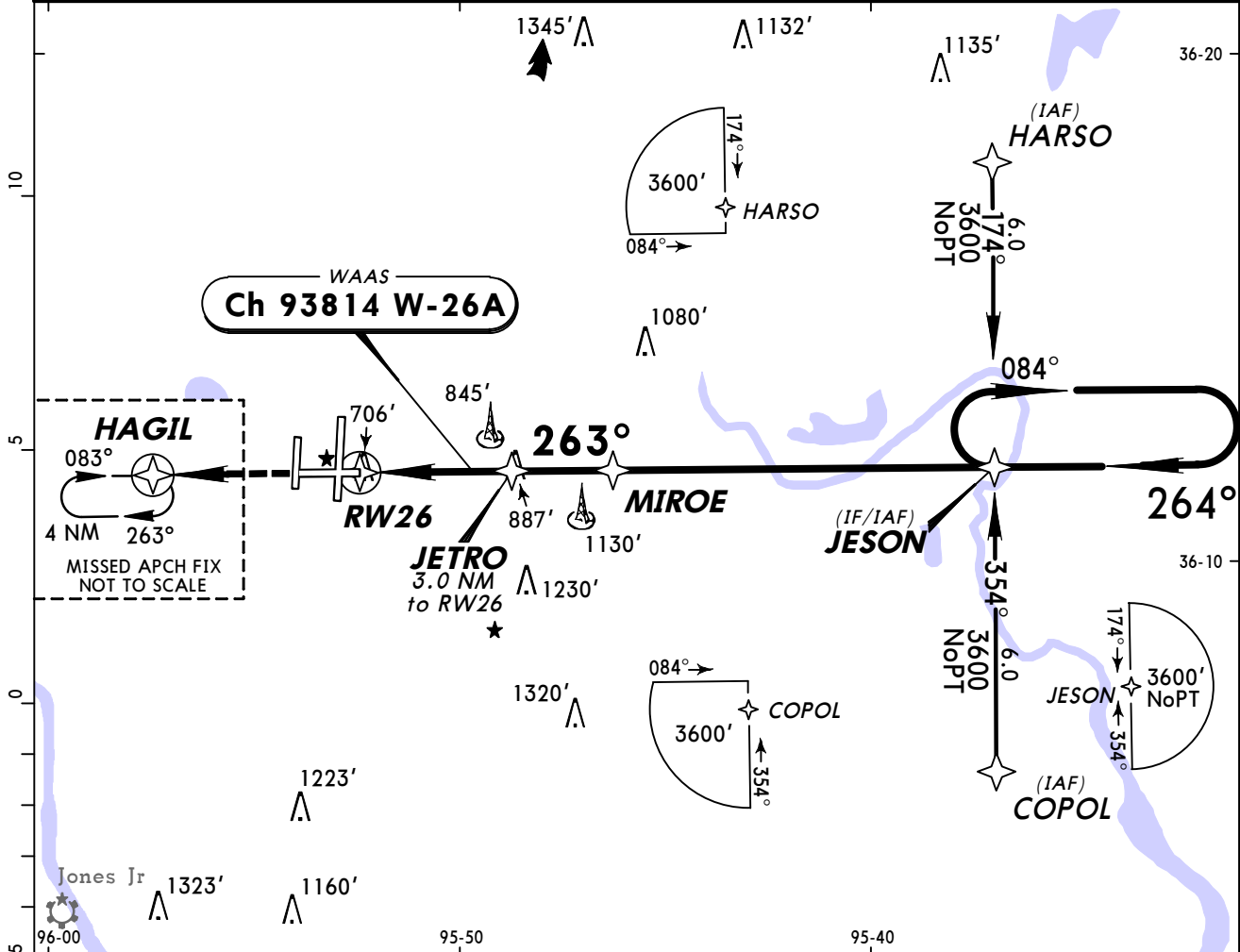
Gnd speed-Kts	70	90	100	120	140	160		REIL	3500'	➔	SUSNE
Glide Path Angle 3.00°	372	478	531	637	743	849		PAPI-L	↑		
MAP at RW18R											

STRAIGHT-IN LANDING RWY 18R			CIRCLE-TO-LAND	
LPV DA(H) 867' (200')	LNAV/VNAV DA(H) 978' (311')	LNAV MDA(H) 1160' (493')	Max Kts	MDA(H)
3/4	1 1/4	1	90	1160' (483')-1
		1 1/4	120	1160' (483')-1 1/2
		1 1/2	140	1160' (483')-1 1/2
		1 1/2	165	1300' (623')-2

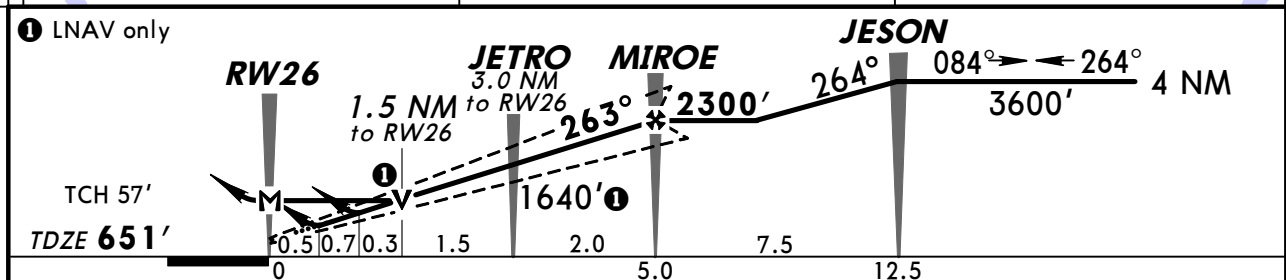
TERPS AMEND 1A 23 SEP 2010

BRIEFING STRIP™

D-ATIS 124.9		TULSA Approach (R) (175°-354°) 124.0 (355°-174°) 119.1		TULSA Tower Rwys 8-26, 18L-36R 121.2 Rwy 18R-36L 118.7		Ground 121.9
WAAS Ch 93814 W-26A	Final Apch Crs 263°	Minimum Alt MIROE 2300' (1649')	LPV DA(H) 851' (200')	Apt Elev 677' TDZE 651'	TAA 30 NM IAF	
MISSED APCH: Climb to 3500' direct HAGIL and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized.						



① LNAV only



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW26										

STRAIGHT-IN LANDING RWY 26					CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV				
DA(H) 851' (200')	DA(H) 1088' (437')	MDA(H) 1160' (509')				Max Kts
3/4	1 1/2	1				90
						120
						140
						165
						MDA(H)
						1160' (483')-1
						1160' (483')-1 1/2
						1300' (623')-2

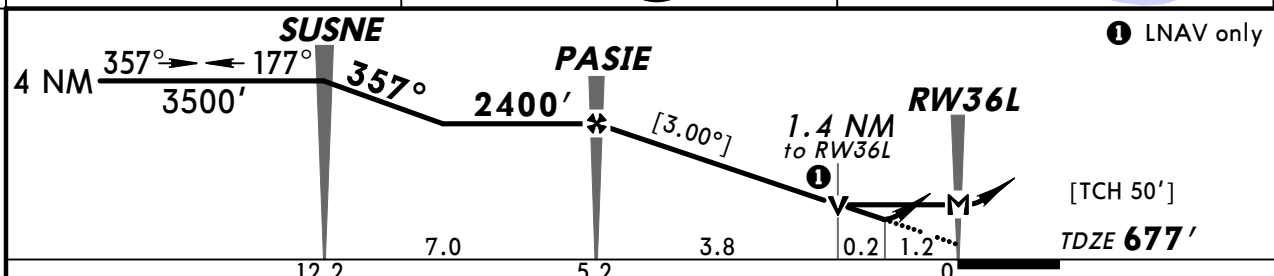
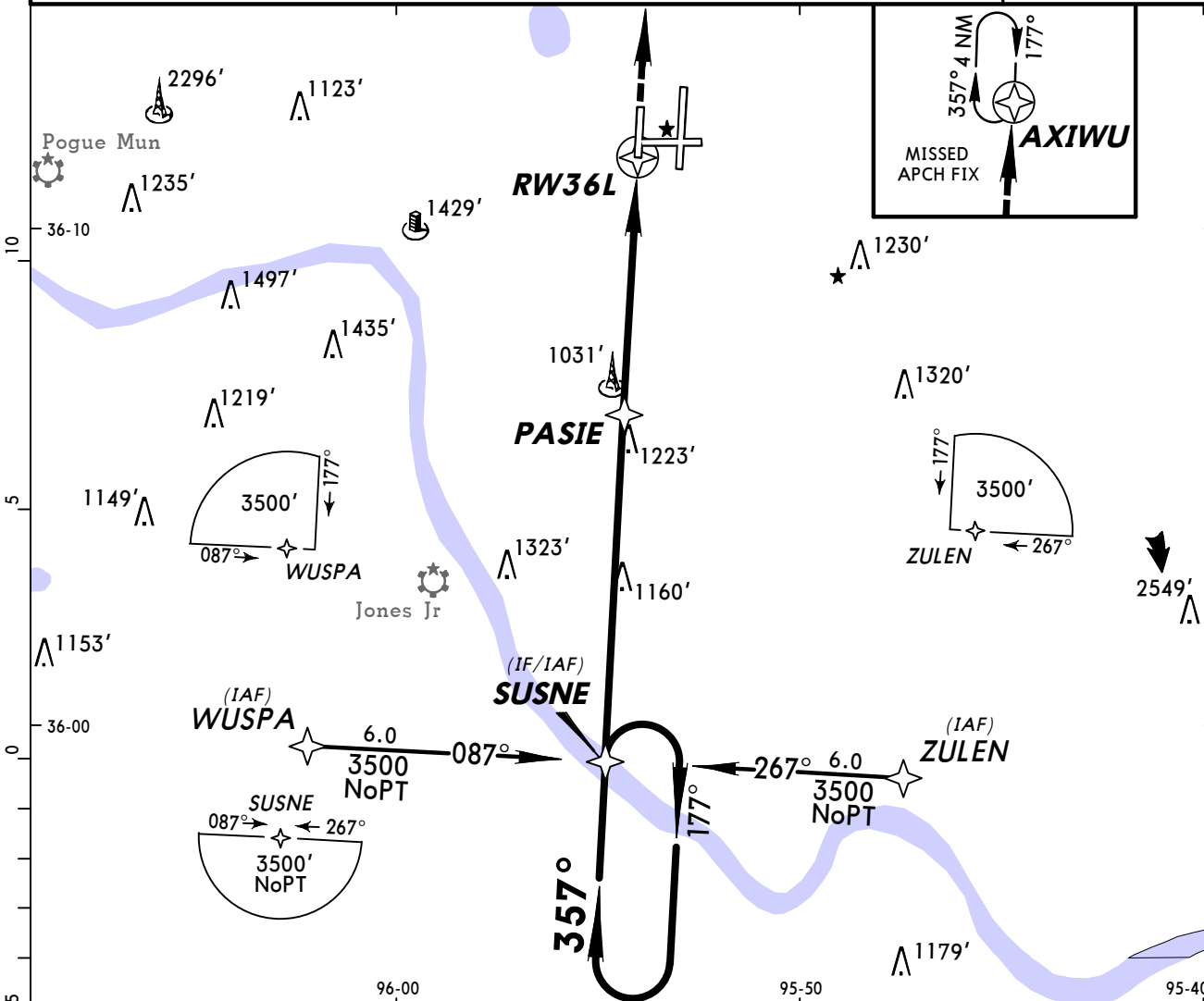
TERPS AMEND 3 23 SEP 2010

KTUL/TUL
TULSA INTL

JEPPESEN
30 APR 10 (12-5)

TULSA, OKLA
RNAV (GPS) Rwy 36L

D-ATIS 124.9	TULSA Approach (R) (175°-354°) 124.0 (355°-174°) 119.1		TULSA Tower Rwy 18R-36L 118.7 Rwys 8-26, 18L-36R 121.2	Ground 121.9
RNAV	Final Apch Crs 357°	Minimum Alt PASIE 2400' (1723')	LNAV/VNAV DA(H) 1104' (427')	Apt Elev 677' TDZE 677'
MISSED APCH: Climb to 3500' direct AXIWU and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Baro-VNAV not authorized below -16°C (3°F). 2. DME/DME RNP-0.30 not authorized.				



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW36L										

STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV					
DA(H) 1104' (427')		MDA(H) 1180' (503')					
				Max Kts			
				90			
				120			
				140			
				165			

CHANGES: None.

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TULSA, OKLA
RNAV (GPS) Rwy 36R

BRIEFING STRIP™



ALSF-II
PAPI

TERPS **AMEND**
1

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D-ATIS	TULSA Approach (R) (175°-354°) (355°-174°)		TULSA Tower Rwy 18R-36L Rwy 8-26, 18L-36R		Ground
124.9	124.0	119.1	118.7	121.2	121.9
RNAV	Final Apch Crs 177°	Minimum Alt OYAVY 2500' (1833')	RNP 0.27 DA(H) 970' (303')	Apt Elev 677' TDZE 667'	

MISSED APCH: Climb to 3800' on track 177° to SUSNE and hold.

Alt Set: INCHES

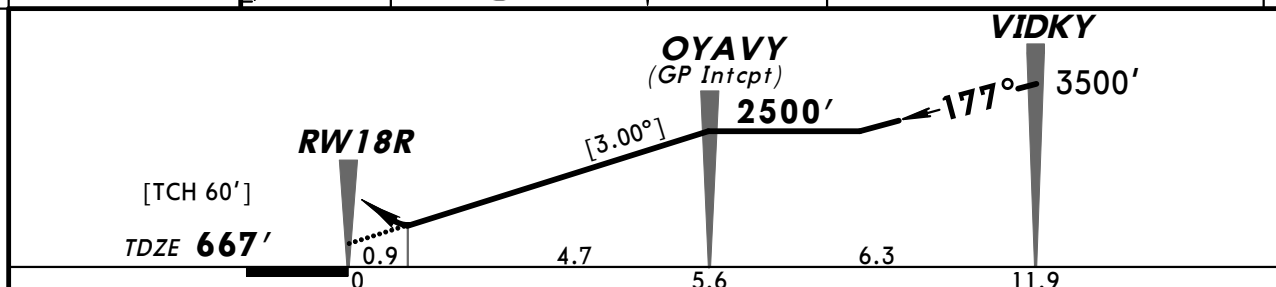
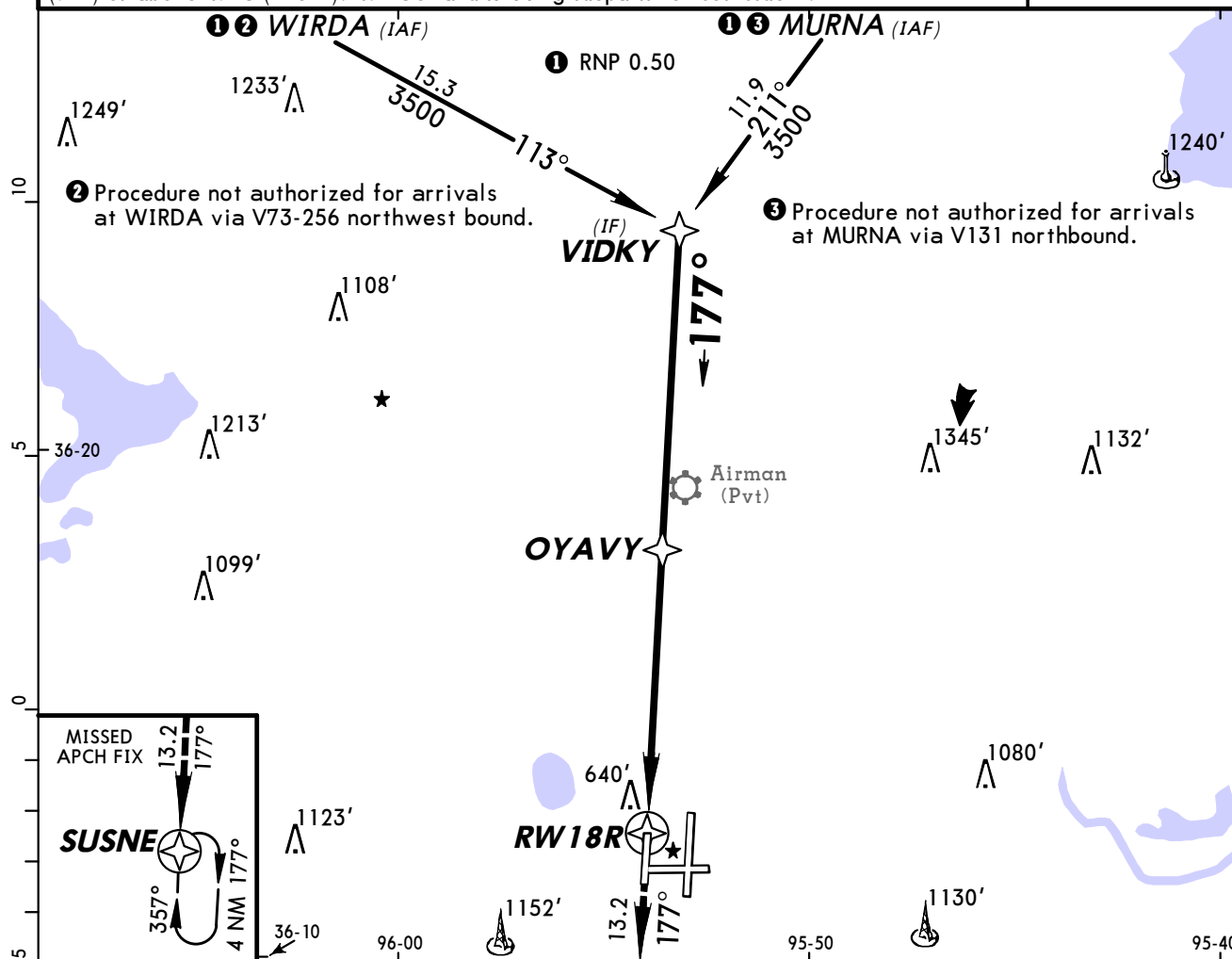
Trans level: FL 180

Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (7°F) or above 47°C (118°F). 4. VGSI and RNAV glidepath not coincident.

MSA RW18R



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 3800' ↑ on 177° SUSNE
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at DA							

STRAIGHT-IN LANDING RWY 18R

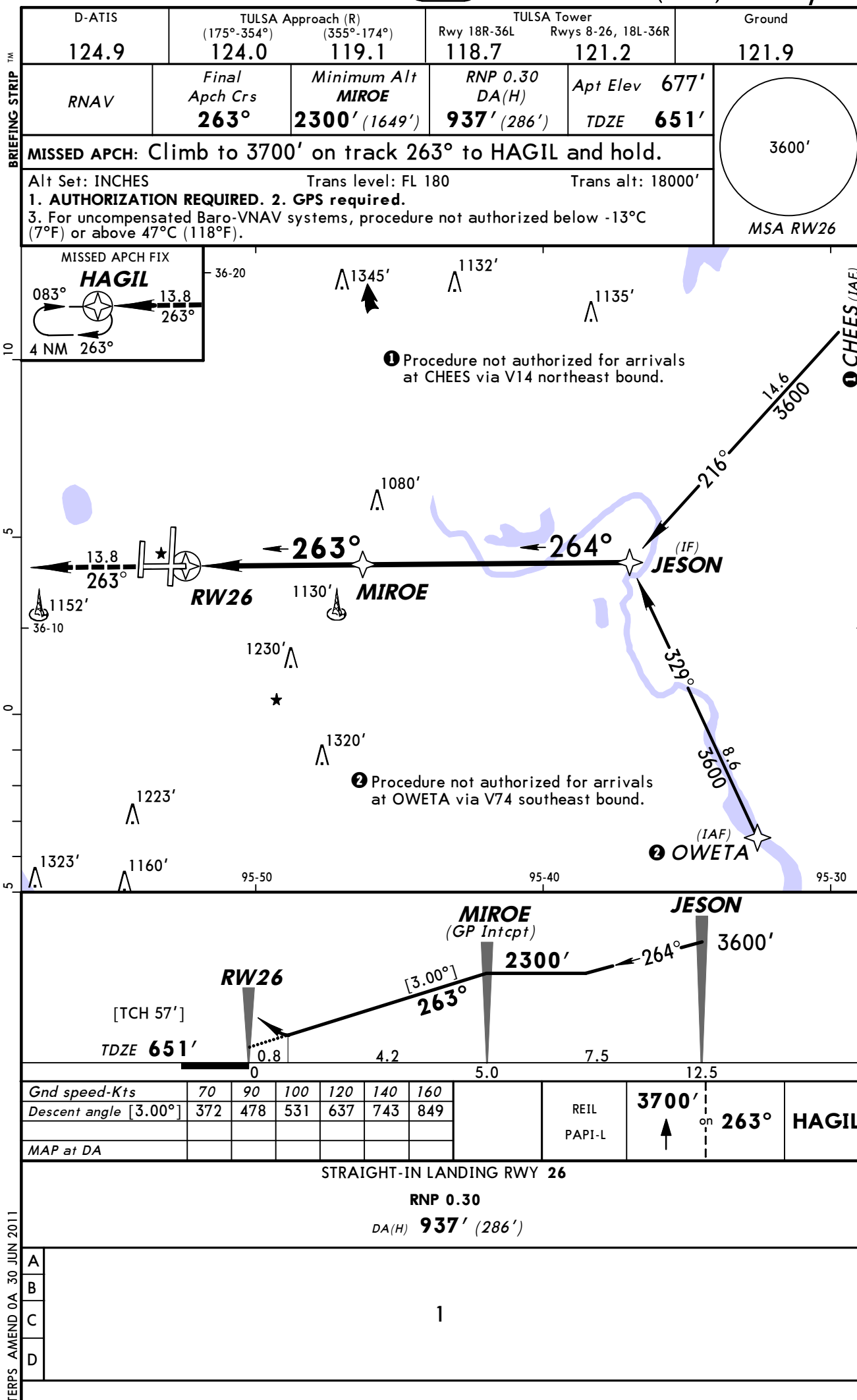
RNP 0.27

$DA_{(H)}$ **970'** (303')

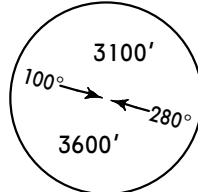
RNP 0.30

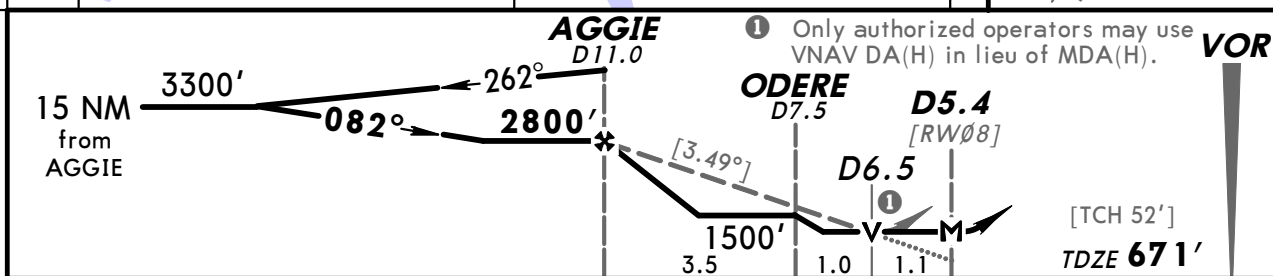
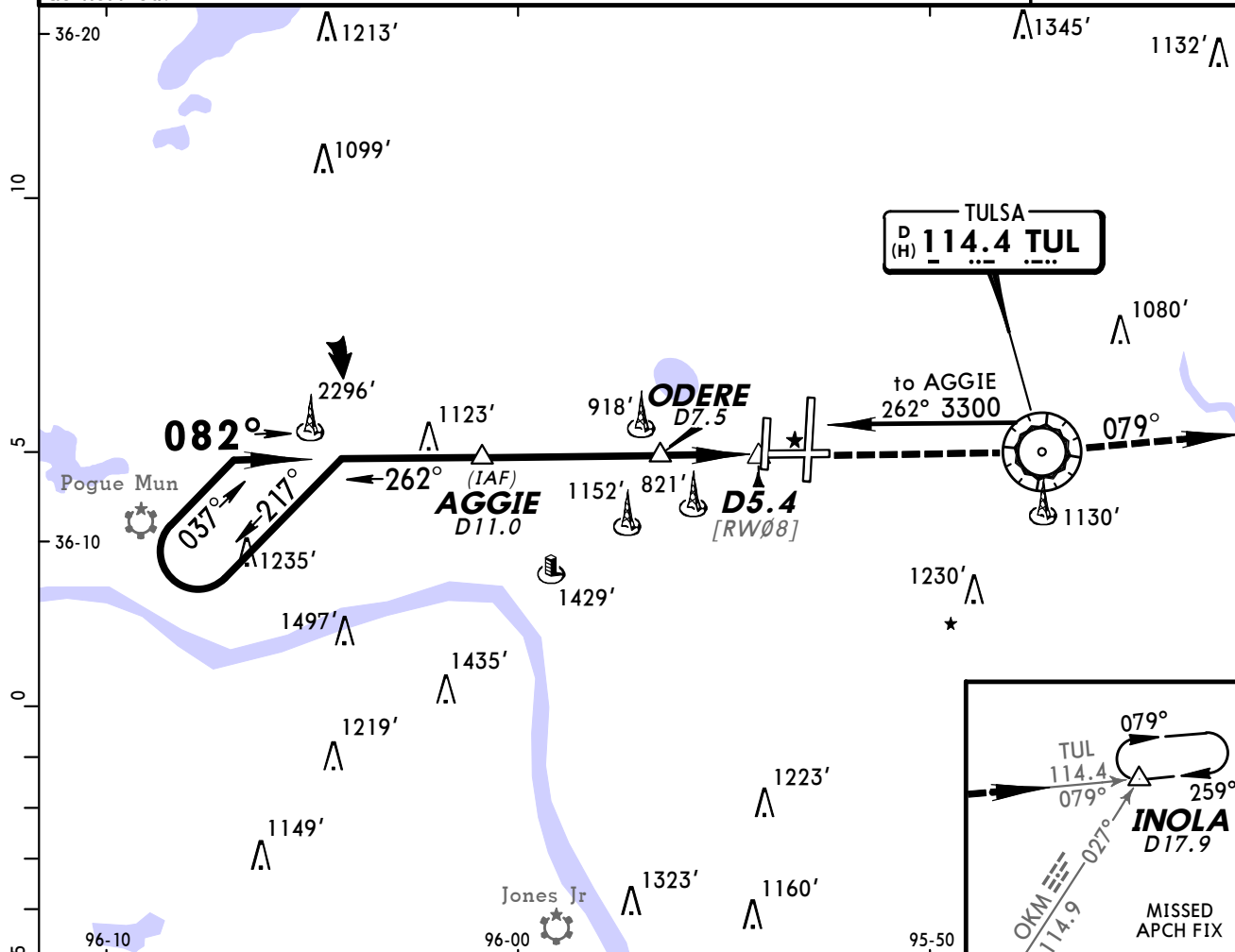
$DA_{(H)}$ **978'** (311')

A		
B		
C	1	$1\frac{1}{4}$
D		



BRIEFING STRIP™

D-ATIS 124.9		TULSA Approach (R) (175°-354°) 124.0 (355°-174°) 119.1		TULSA Tower Rwys 8-26, 18L-36R 121.2 Rwy 18R-36L 118.7		Ground 121.9	
VOR TUL 114.4	Final Apch Crs 082°	Minimum Alt AGGIE 2800' (2129')	MDA(H) 1080' (409')	Apt Elev 677' TDZE 671'			
MISSED APCH: Climb to 3500' direct TUL VOR, then outbound via TUL VOR R-079 to INOLA INT/D17.9 and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and descent angles not coincident. 2. Visibility reduction by helicopters not authorized.							



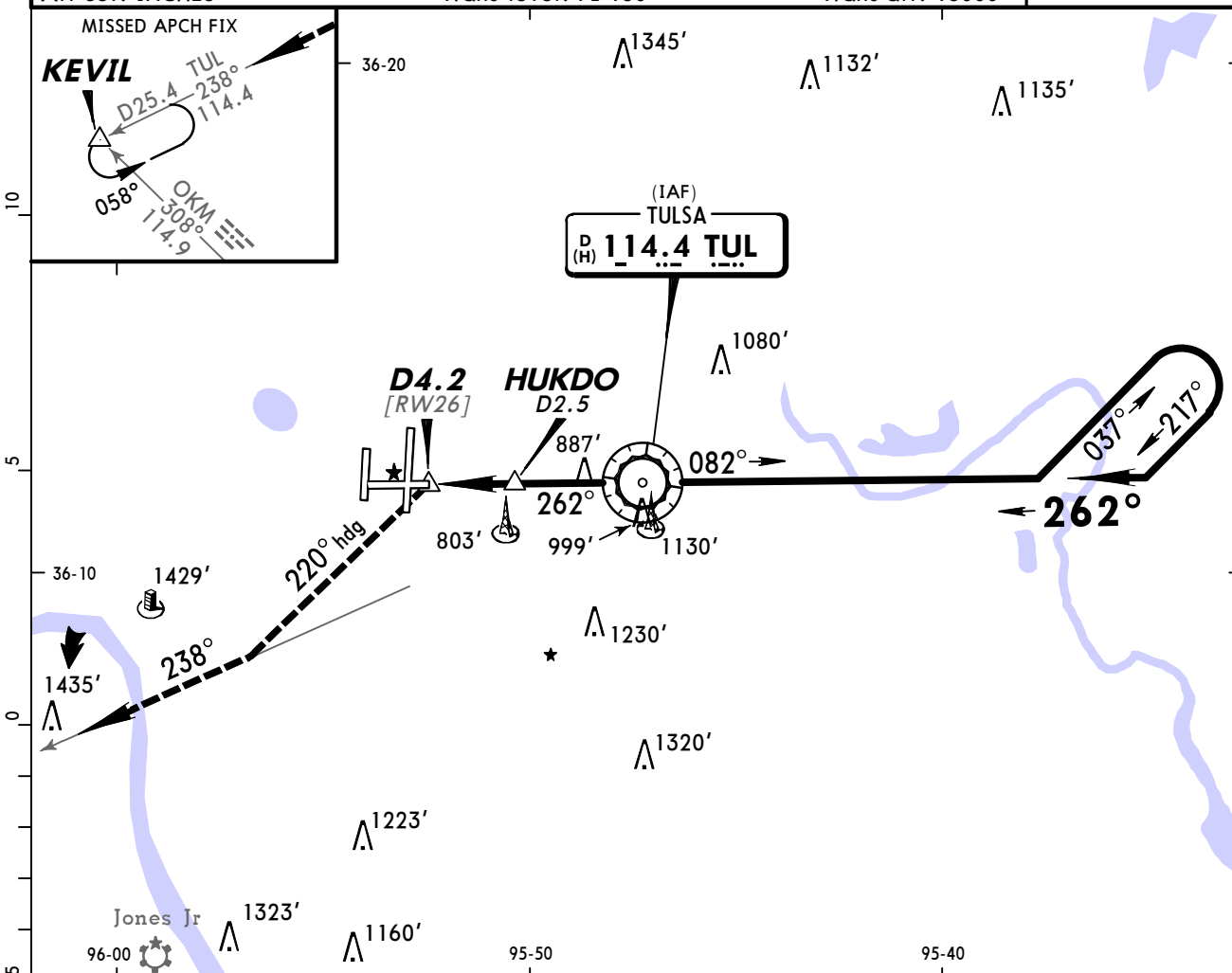
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3500' ↑	→ D →	TUL 114.4
Descent angle [3.49°]	432	556	618	741	865	988				
MAP at D5.4										

STRAIGHT-IN LANDING RWY 8				CIRCLE-TO-LAND			
MDA(H) 1080' (409')				Max Kts	MDA(H)		
A	1			90	1120' (443')-1		
B				120	1140' (463')-1		
C	1 1/4			140	1140' (463')-1 1/2		
D				165	1300' (623')-2		

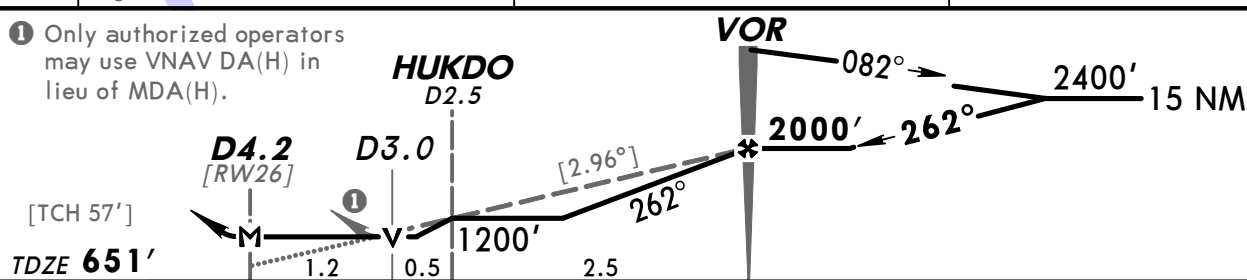
TERPS AMEND 4 23 SEP 2010

BRIEFING STRIP™

D-ATIS	TULSA Approach (R)		TULSA Tower		Ground
	(175°-354°)	(355°-174°)	Rwys 8-26, 18L-36R	Rwy 18R-36L	
124.9	124.0	119.1	121.2	118.7	121.9
VOR TUL	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 677'	
114.4	262°	2000' (1349')	1060' (409')	TDZE 651'	
MISSED APCH: Climbing LEFT turn to 2600' via heading 220° and outbound TUL VOR R-238 to KEVIL INT/D25.4 TUL and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
					MSA TUL VOR



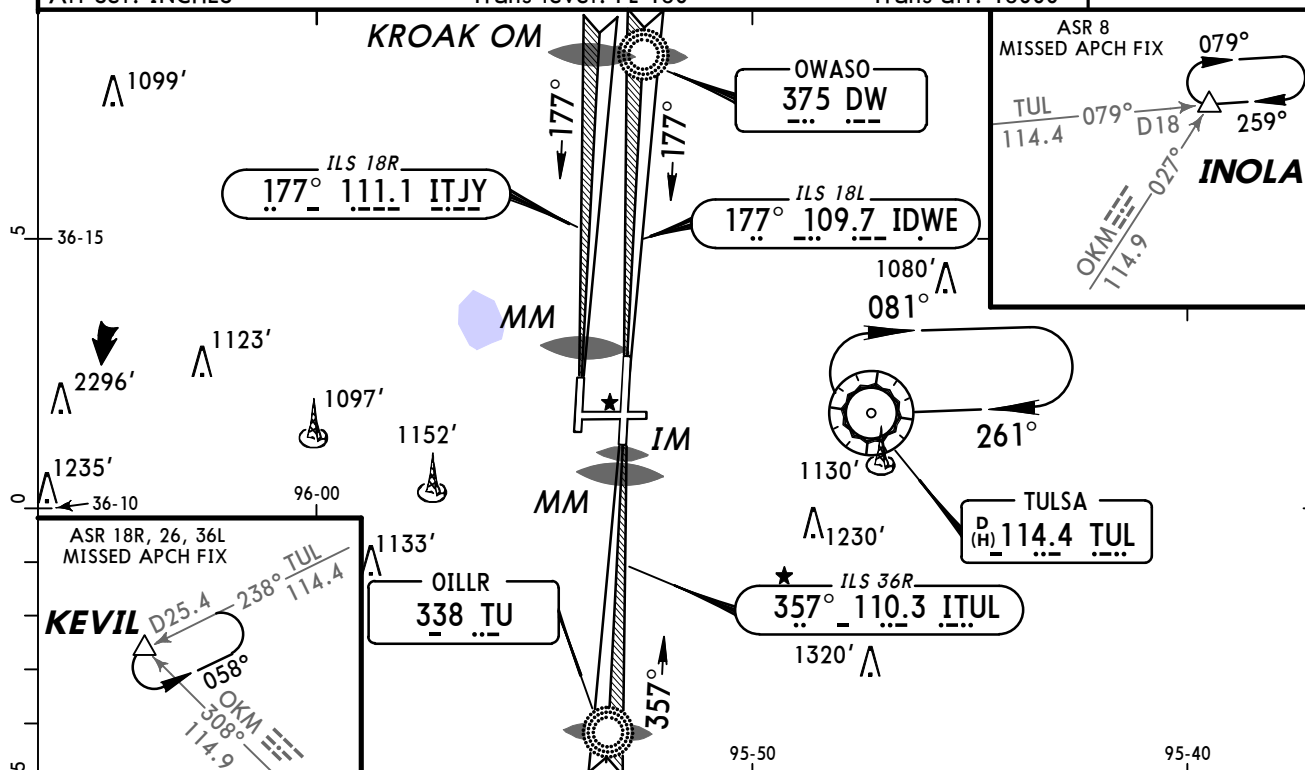
① Only authorized operators
may use VNAV DA(H) in
lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2600' LT	via 220° hdg	TUL 114.4 R-238	KEVIL
Descent angle [2.96°]	367	471	524	628	733	838					
MAP at D4.2 or VOR to MAP	4.2	3:36	2:48	2:31	2:06	1:48					

STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
MDA(H) 1060' (409')		MDA(H) 1200' (549')		With HUKDO		Without HUKDO	
With HUKDO		Without HUKDO		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	1120' (443')-1	1200' (523')-1	
B				120	1140' (463')-1		
C	1¼	1½		140	1140' (463')-1½	1200' (523')-1½	
D		1¾		165	1300' (623')-2	1300' (623')-2	

BRIEFING STRIP™	D-ATIS	TULSA Approach (R) (175°-354°) (355°-174°)		TULSA Tower Rwys 8-26, 18L-36R Rwy 18R-36L		TULSA Radar		Ground
	124.9	124.0	119.1	121.2	118.7	119.1	120.7	121.9
	RADAR	Final Apch Crs By ATC	No FAF	Refer to Minimums	Apt Elev 677' TDZE-See below	No MSA published		
	Missed Approach-See Below							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			

**MISSED APPROACH:**

Rwy 8: Climb to 2400' direct TUL VOR then 3500' via TUL VOR R-079 to INOLA INT and hold.

Rwy 18L: Climb to 1600' then climbing LEFT turn to 2400' direct TUL VOR and hold.

Rwy 18R: Climbing RIGHT turn to 2600' via TUL VOR R-238 to KEVIL INT and hold.

Rwy 26: Climbing LEFT turn to 2600' via heading 220° and TUL VOR R-238 to KEVIL INT and hold.

Rwy 36L: Climb to 1600' then climbing LEFT turn to 3300' via 190° heading and TUL VOR R-238 to KEVIL INT and hold.

Rwy 36R: Climb to 1600' the climbing RIGHT turn to 2400' direct TUL VOR and hold.

RWY 8 TDZE 671'	RWY 18L TDZE 641'	RWY 18R TDZE 667'	RWY 26 TDZE 651'	RWY 36L TDZE 677'	RWY 36R TDZE 650'
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ASR All Rws: MAP at Rwy Thr

Lighting -
Refer to
Airport
Chart

STRAIGHT-IN LANDING					
ASR 8 MDA(H) 1120' (449')		ASR 18L MDA(H) 1080' (439')		ASR 18R MDA(H) 1080' (413')	
		RAIL out		ALS out	
A	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1
B	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1
C	1 1/4	RVR 40 or 3/4	RVR 60 or 1 1/4	1 1/4	1 1/4
D	1 1/2	RVR 50 or 1	1 1/2	1 1/2	1 1/2
STRAIGHT-IN LANDING					
ASR 36L MDA(H) 1180' (503')		ASR 36R MDA(H) 1140' (491')		CIRCLE-TO-LAND	
		ALS out		Max Kts	MDA(H)
A	1	RVR 24 or 1/2	RVR 50 or 1	90	1180' (503') - 1
B	1	RVR 24 or 1/2	RVR 50 or 1	120	1180' (503') - 1
C	1 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	140	1180' (503') - 1 1/2
D	1 1/2	RVR 50 or 1	1 1/2	165	1300' (623') - 2

CHANGES: Missed approach.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ARDMORE, OK (ARDMORE MUN - KADM)				
REV	ILS OR LOC RWY 31	11-1	17 Feb 2012	
REV	RNAV (GPS) RWY 13	12-1	17 Feb 2012	
REV	RNAV (GPS) RWY 31	12-2	17 Feb 2012	
REV	VOR-B	13-1	17 Feb 2012	
REV	AIRPORT, AIRPORT INFO, TA...	APT	17 Feb 2012	
CLINTON, OK (CLINTON-SHERMAN - KCSM)				
ENID, OK (VANCE AFB - KEND)				
LAWTON, OK (LAWTON-FT SILL REGL - KLAU)				
ALTUS, OK (ALTUS AFB - KLTS)				
MUSKOGEE, OK (DAVIS - KMKO)				
OKLAHOMA CITY, OK (WILL ROGERS WORLD - KOKC)				
PONCA CITY, OK (PONCA CITY REGL - KPNC)				
OKLAHOMA CITY, OK (WILEY POST - KPWA)				
STILLWATER, OK (STILLWATER REGL - KSWO)				
OKLAHOMA CITY, OK (TINKER AFB - KTIK)				
TULSA, OK (TULSA INTL - KTUL)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KADM

No Chart Change Notices for Airport KCSM

No Chart Change Notices for Airport KEND

No Chart Change Notices for Airport KLAW

Chart Change Notices for Airport KLTS

Type: Terminal

Effectivity: Temporary

Begin Date: 20110630

End Date: Until Further Notice

EFF 30 JUNE 11(32-6) RNAV (GPS) -B amdt 1 added..

No Chart Change Notices for Airport KMKO

No Chart Change Notices for Airport KOKC

No Chart Change Notices for Airport KPNC

No Chart Change Notices for Airport KPWA

No Chart Change Notices for Airport KSWO

No Chart Change Notices for Airport KTIK

Chart Change Notices for Airport KTUL

Type: Terminal

Effectivity: Permanent

Begin Date: 20080731

End Date: No end date

(10-3) Tulsa 5 Dep computer code (TUL5.TUL) added.