

CARLISLE, ARKANSAS

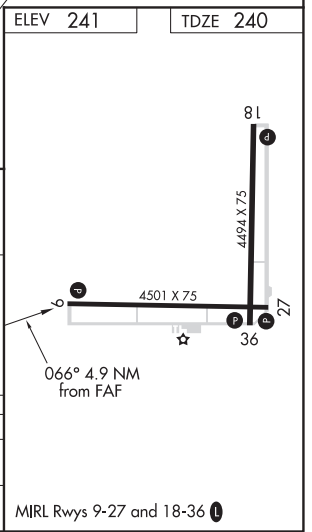
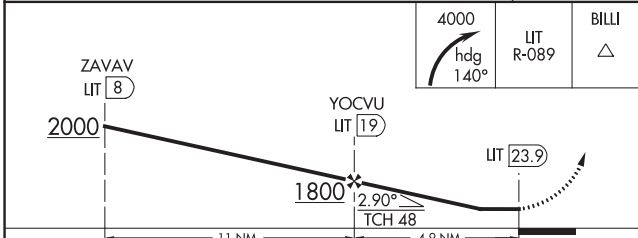
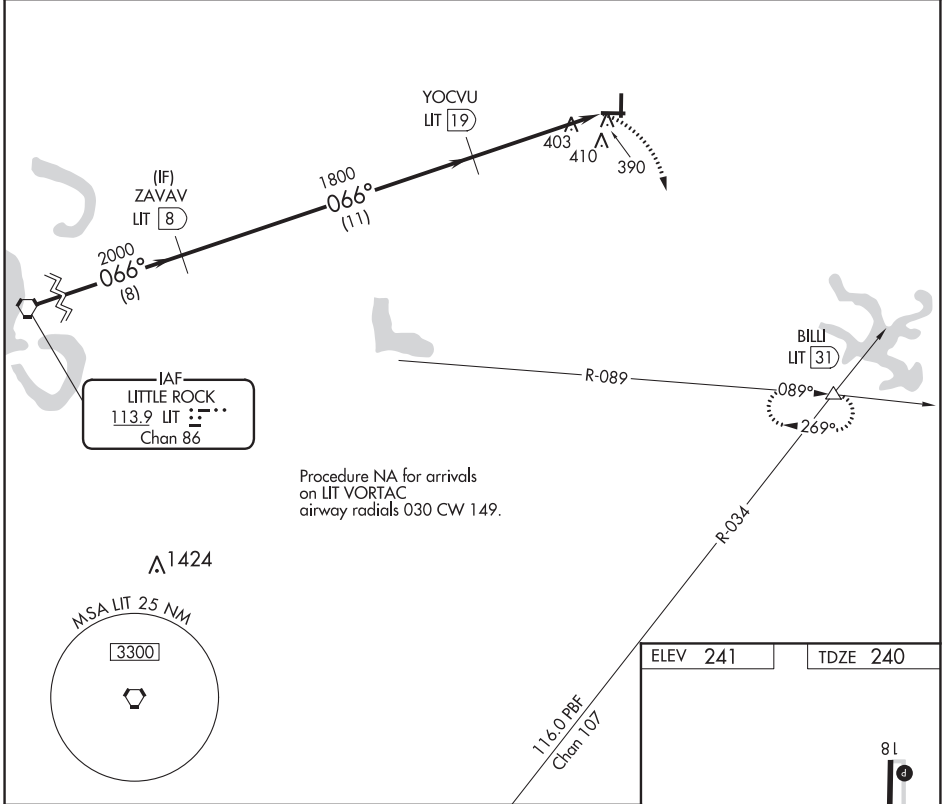
AL-6799 (FAA)

19115

VORTAC LIT <b>113.9</b> Chan <b>86</b>	APP CRS <b>066°</b>	Rwy Idg TDZE <b>240</b> Apt Elev <b>241</b>
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**VOR RWY 9**  
CARLISLE MUNI (4M3)

DME required.		MISSED APPROACH: Climbing right turn to 4000 on heading 140° and on LIT R-089 to BILLI INT/LIT 31 DME and hold.	
Circling Rwy 18, 27, 36 NA at night.		AWOS-2 <b>119.275</b>	LITTLE ROCK APP CON <b>135.4 353.6</b>
		CLNC DEL <b>135.4</b>	UNICOM <b>122.8</b> (CTAF)



CATEGORY	A	B	C	D
S-9	900-1 660 (700-1)	900-1¼ 660 (700-1¼)		NA
CIRCLING	900-1 659 (700-1)	900-1¼ 659 (700-1¼)		NA

CARLISLE, ARKANSAS  
Amdt 2D 25APR19

34°48'N-91°43'W

CARLISLE MUNI (4M3)  
**VOR RWY 9**

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

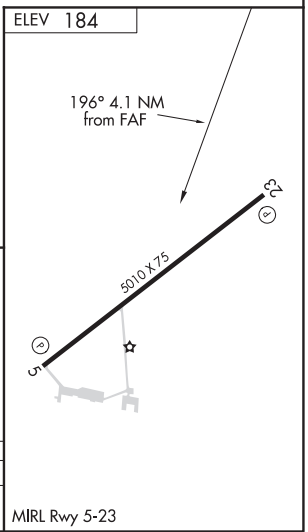
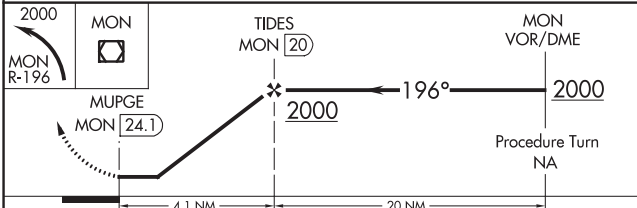
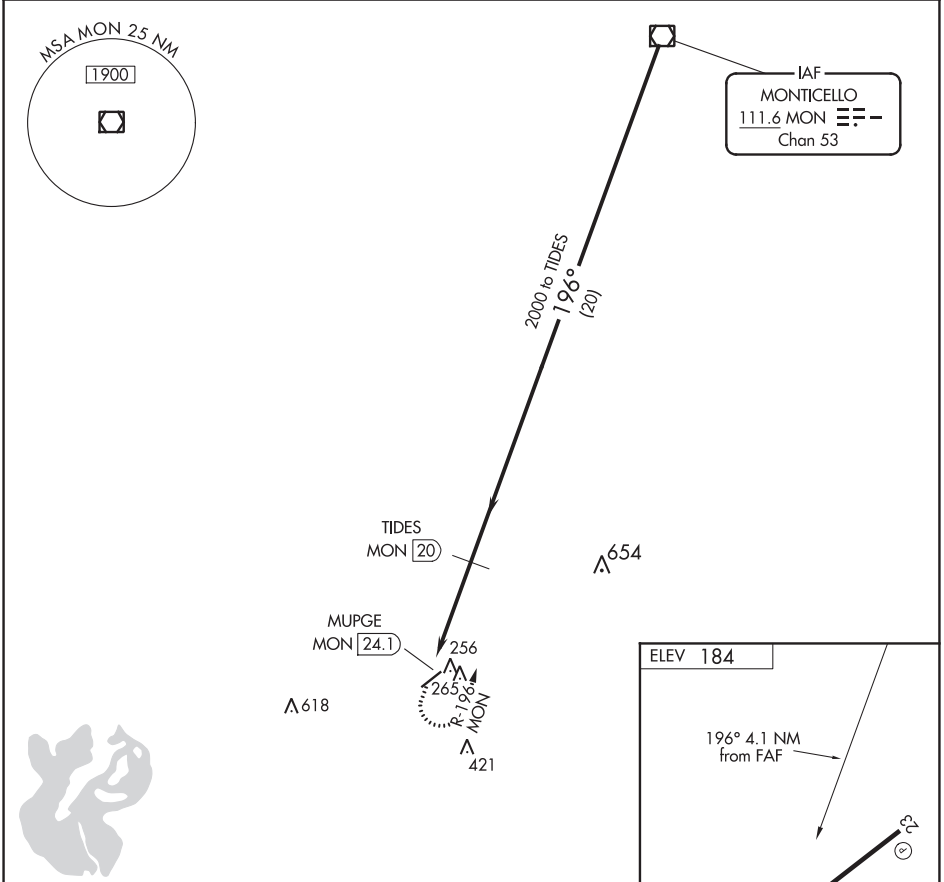
VOR/DME MON <b>111.6</b> Chan <b>53</b>	APP CRS <b>196°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>184</b>
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**VOR-A**  
Z M JACK STELL FIELD (CRT)

**NA** Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet. DME required. Circling Rwy 23 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 via MON R-196 to MON VOR/DME.

MLU ASOS <b>125.05</b>	MEMPHIS CENTER <b>135.875 269.35</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
CIRCLING	1020-1 837 (900-1)	1020-1¼ 837 (900-1¼)	1020-2½ 837 (900-2½)	NA

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

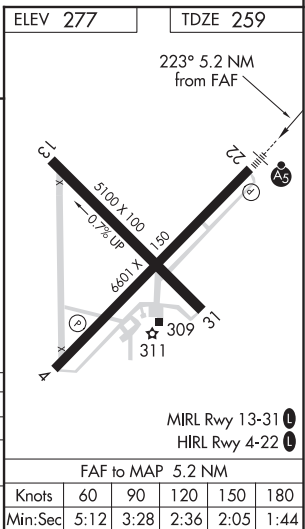
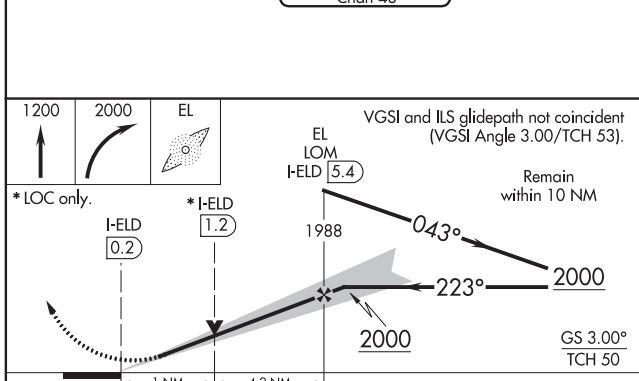
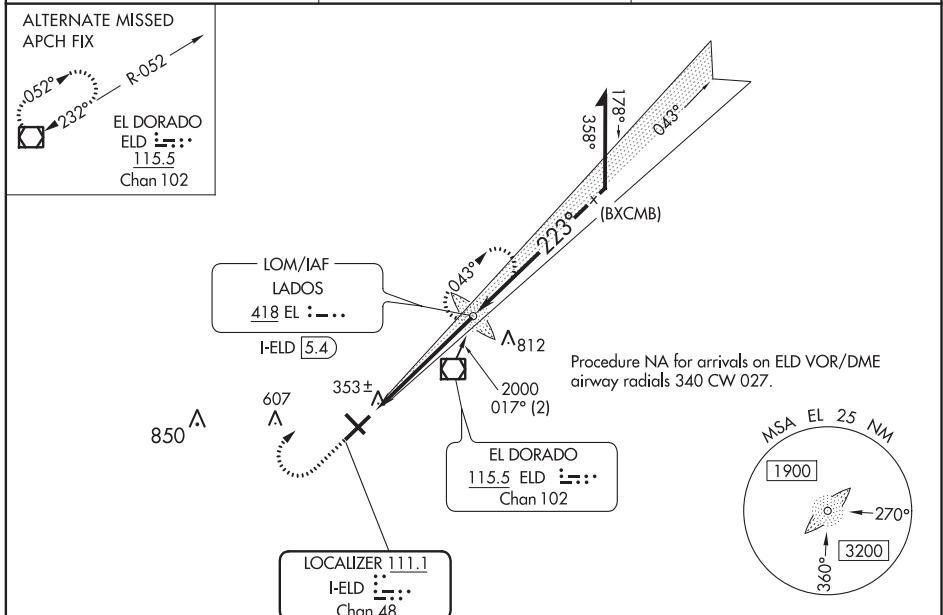
LOC/DME I-ELD <b>111.1</b> Chan <b>48</b>	APP CRS <b>223°</b>	Rwy Idg <b>6601</b> TDZE <b>259</b> Apt Elev <b>277</b>
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# ILS or LOC RWY 22

SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

ADF required. ▼ ▲ NA	For inop MALSR when using Camden altimeter setting, increase S-ILS 22 visibility to 1 mile all Cats. Circling Rwy 4, 13, 31 NA at night.	MALSR AS	MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct LADOS LOM and hold.
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ASOS <b>118,325</b>	FORT WORTH CENTER <b>128.2 269.1</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
S-ILS 22	459-1/2 200 (200-1/2)			
S-LOC 22	620-1/2 361 (400-1/2)		620-3/4 361 (400-3/4)	
CIRCLING	740-1	463 (500-1)	740-1 1/2 463 (500-1 1/2)	840-2 563 (600-2)

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EL DORADO, ARKANSAS

AL-637 (FAA)

19283

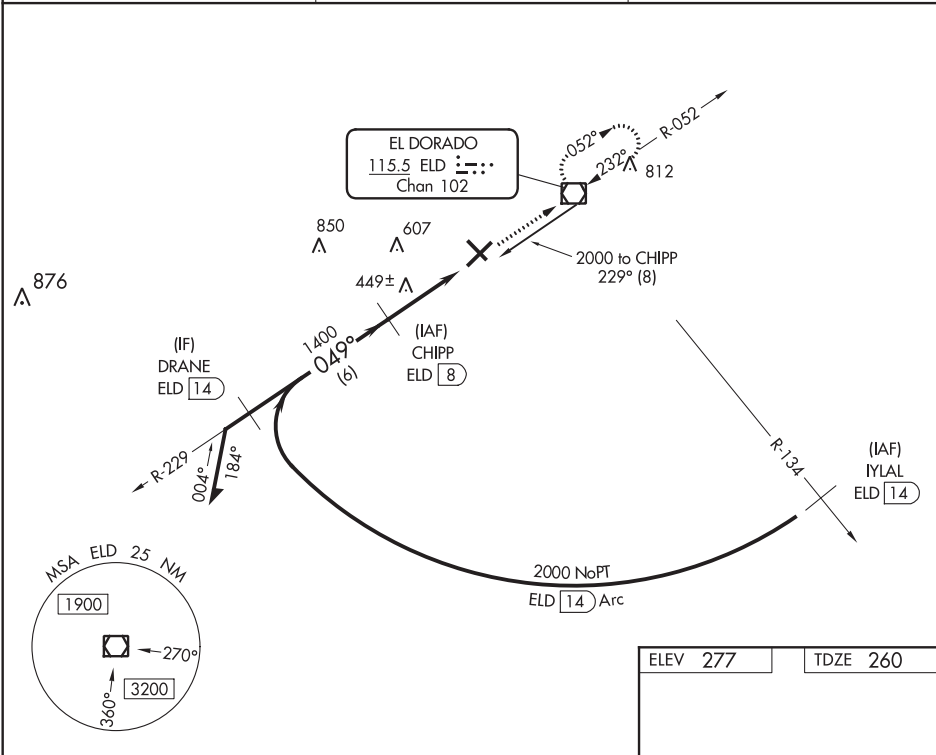
VOR/DME ELD <b>115.5</b> Chan <b>102</b>	APP CRS <b>049°</b>	Rwy Idg TDZE <b>260</b> Apt Elev <b>277</b>
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# VOR/DME RWY 4

SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

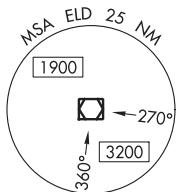
▼ Straight-in Rwy 4 NA at night, Circling Rwy 4, 13, 31 NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA.
 MISSED APPROACH: Climb to 2000 direct ELD VOR/DME and hold.

ASOS <b>118.325</b>	FORT WORTH CENTER <b>128.2 269.1</b>	UNICOM <b>123.0 (CTAF)</b> <span>📻</span>
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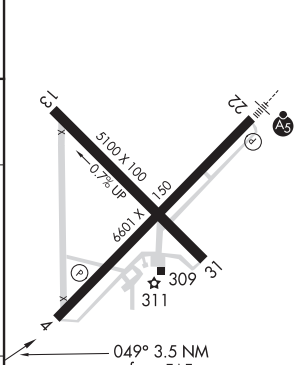
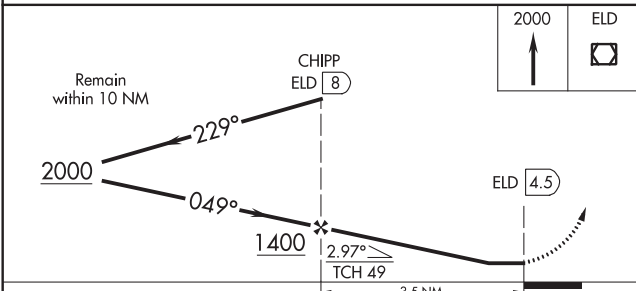


SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021



ELEV 277	TDZE 260
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CATEGORY	A	B	C	D
S-4	700-1	440 (500-1)	700-1½ 440 (500-1¼)	700-1½ 440 (500-1½)
CIRCLING	740-1	463 (500-1)	740-1½ 463 (500-1½)	840-2 563 (600-2)

MIRL Rwy 13-31 📻  
 HIRL Rwy 4-22 📻

EL DORADO, ARKANSAS  
Amdt 10C 31JAN19

SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)  
 33°13'N-92°49'W  
**VOR/DME RWY 4**


LOC I-EIU <b>108.3</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>8613</b> <b>1147</b> <b>1167</b>
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# ILS or LOC RWY 35

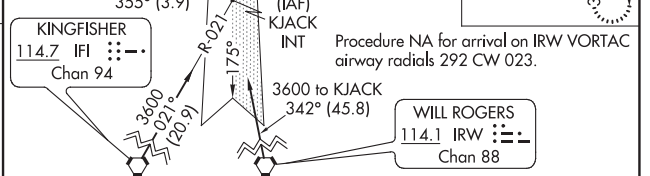
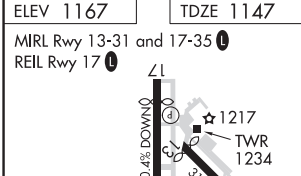
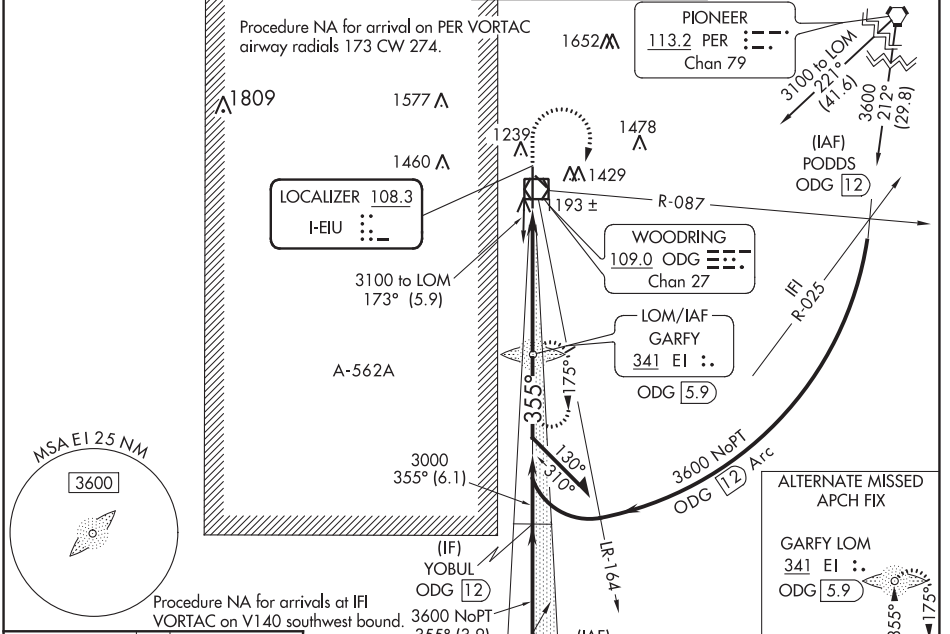
ENID WOODRING RGNL (WDG)

ADF required.

**⚠** Circling Rwy 13 NA at night. DME from ODG VOR/DME. Simultaneous reception of I-EIU and ODG VOR/DME required. For inop ALS, increase S-ILS 35 Cat E visibility to ¼ SM, increase S-LOC 35 Cat E visibility to 1¼ SM. Procedure turn NA for Cat E.

**MALSR**  MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct GARFY LOM and hold.

AWOS-3 <b>120.625</b>	VANCE APP CON * <b>121.3 346.325</b>	WOODRING TOWER * <b>118.9 (CTAF) 257.95</b>	GND CON <b>121.925</b>
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FAF to MAP 5.3 NM	35	355° 5.3 NM from FAF	2898	175°	355°	3100	3000	5.3 NM	GS 3.00° TCH 55
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CATEGORY	A	B	C	D	E
S-ILS 35	1347-½		200 (200-½)		
S-LOC 35	1580-½	433 (500-½)	1580-¾ 433 (500-¾)		
<b>C</b> CIRCLING	1760-1	593 (600-1)	1820-1¾	1880-2¼	2000-3
			653 (700-1¾)	713 (800-2¼)	833 (900-3)

SC-1, 22 APR 2021 to 17 JUN 2021

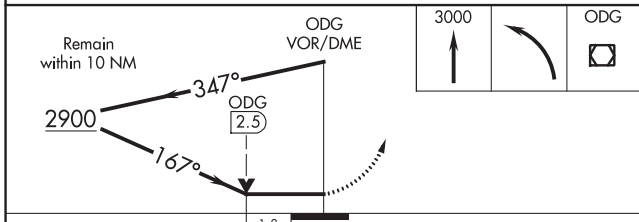
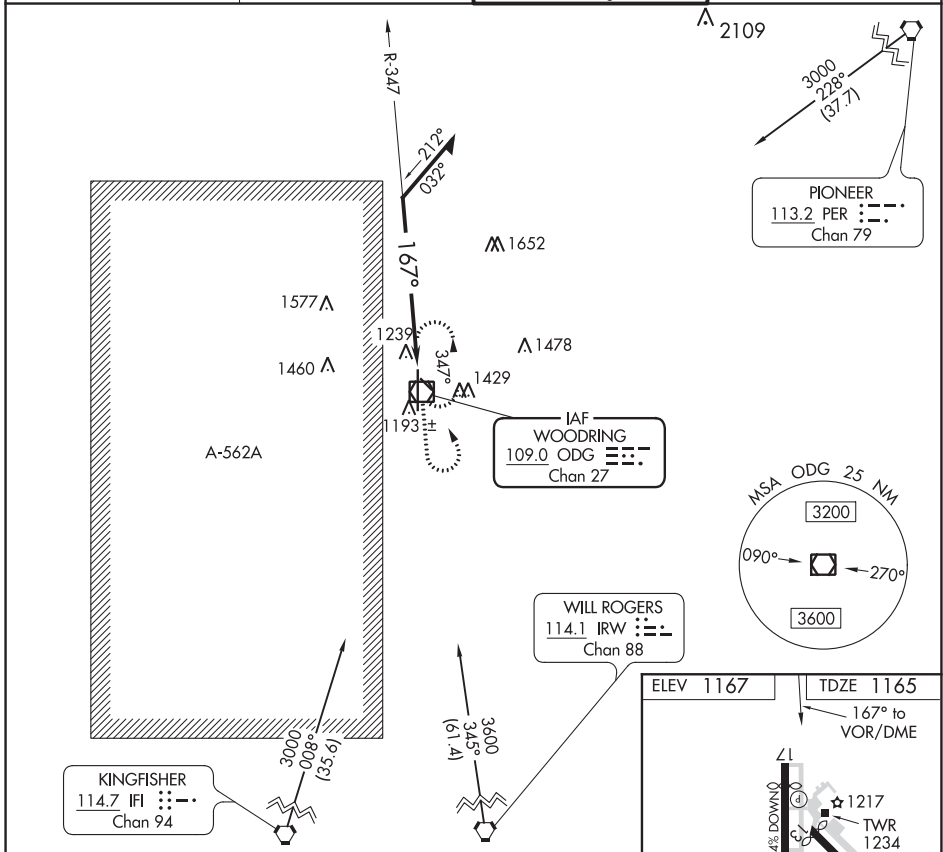
SC-1, 22 APR 2021 to 17 JUN 2021

VOR/DME ODG <b>109.0</b> Chan 27	APP CRS <b>167°</b>	Rwy Idg <b>8002</b> TDZE <b>1165</b> Apt Elev <b>1167</b>
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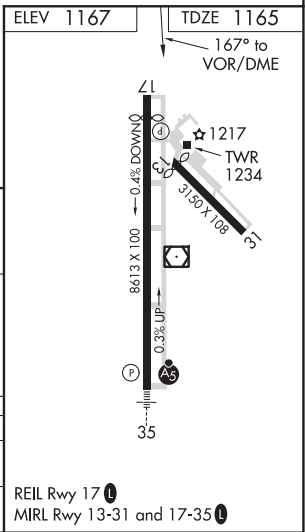
# VOR RWY 17

ENID WOODRING RGNL (WDG)

Circling Rwy 13 NA at night.		MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.	
AWOS-3 <b>120.625</b>	VANCE APP CON ★ <b>121.3 346.325</b>	WOODRING TOWER ★ <b>118.9 (CTAF) 257.95</b>	GND CON <b>121.925</b>



CATEGORY	A	B	C	D
S-17	1800-1 635 (700-1)		1800-1¾ 635 (700-1¾)	1800-2 635 (700-2)
CIRCLING	1800-1 633 (700-1)		1820-1¾ 653 (700-1¾)	1880-2¼ 713 (800-2¼)



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VOR/DME ODG <b>109.0</b> Chan 27	APP CRS <b>357°</b>	Rwy Idg <b>8613</b> TDZE <b>1147</b> Apt Elev <b>1167</b>
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# VOR RWY 35

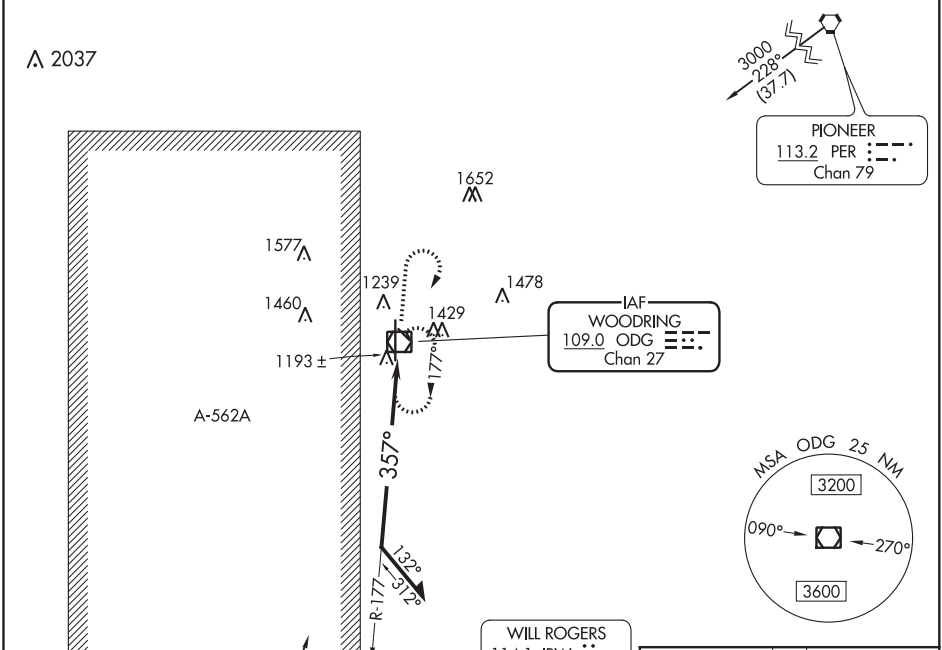
ENID WOODRING RGNL (WDG)

**⚠** Circling Rwy 13 NA at night.

**MALSR**

**MISSED APPROACH:** Climb to 3000 then right turn direct ODG VOR/DME and hold.

AWOS-3 <b>120.625</b>	VANCE APP CON * <b>121.3 346.325</b>	WOODRING TOWER * <b>118.9 (CTAF) 0 257.95</b>	GND CON <b>121.925</b>
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ELEV <b>1167</b>	TDZE <b>1147</b>
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MIRL Rwy 13-31 and 17-35 **Ⓢ**  
REIL Rwy 17 **Ⓢ**

CATEGORY	A	B	C	D
S-35	1680-1/2	533 (600-1/2)	1680-1	533 (600-1)
<b>C</b> CIRCLING	1760-1	593 (600-1)	1820-1 3/4 653 (700-1 3/4)	1880-2 1/4 713 (800-2 1/4)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

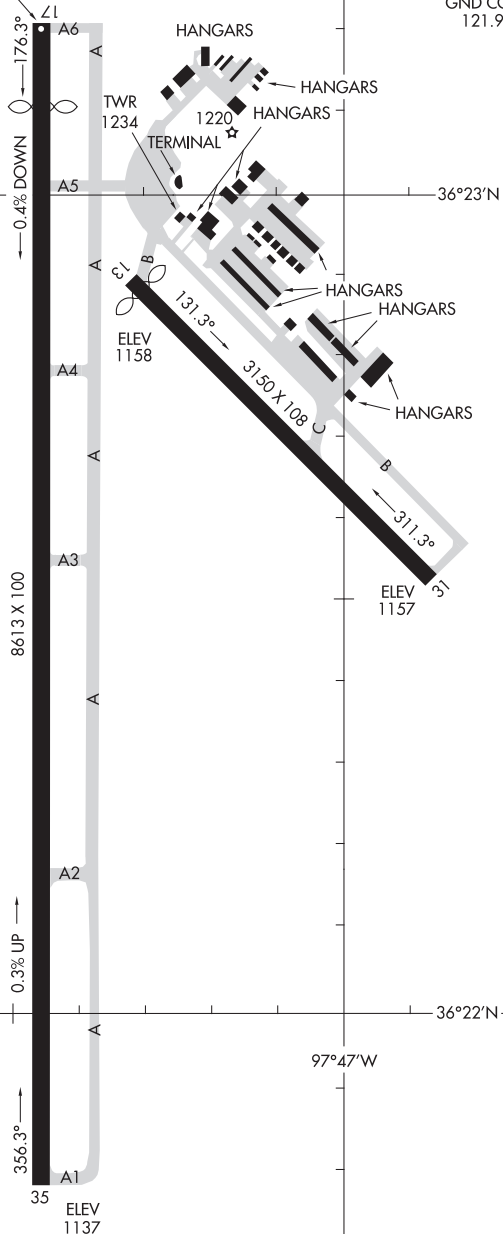
# AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING RGNL (WDG)  
ENID, OKLAHOMA

AWOS-3  
120.625  
WOODRING TOWER\*  
118.9 257.95  
GND CON  
121.925

FIELD  
ELEV  
1167



VAR 3.7° E
   
 JANUARY 2020  
 ANNUAL RATE OF CHANGE  
 0.1° W

RWY 13-31  
 S-16  
 RWY 17-35  
 PCN 21 R/C/W/T  
 S-60, D-73, 2D-131

**CAUTION: BE ALERT TO RUNWAY  
 CROSSING CLEARANCES.  
 READBCK OF ALL RUNWAYS HOLDING  
 INSTRUCTIONS IS REQUIRED.**

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

# AIRPORT DIAGRAM

21112

ENID, OKLAHOMA  
ENID WOODRING RGNL (WDG)



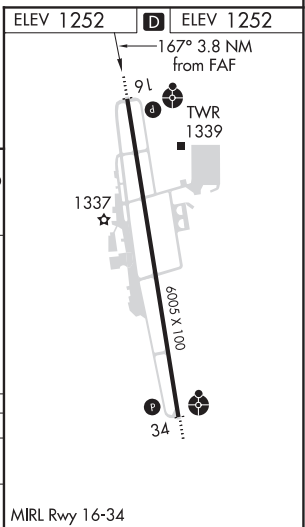
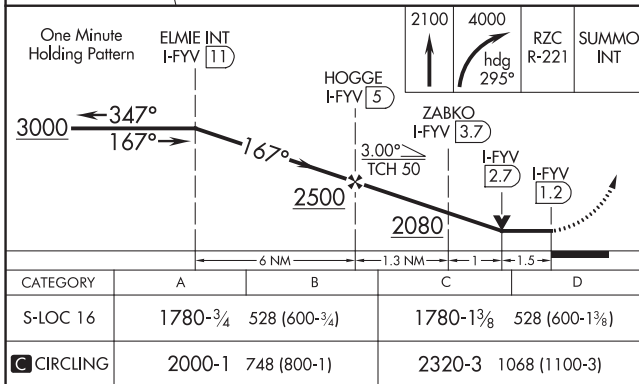
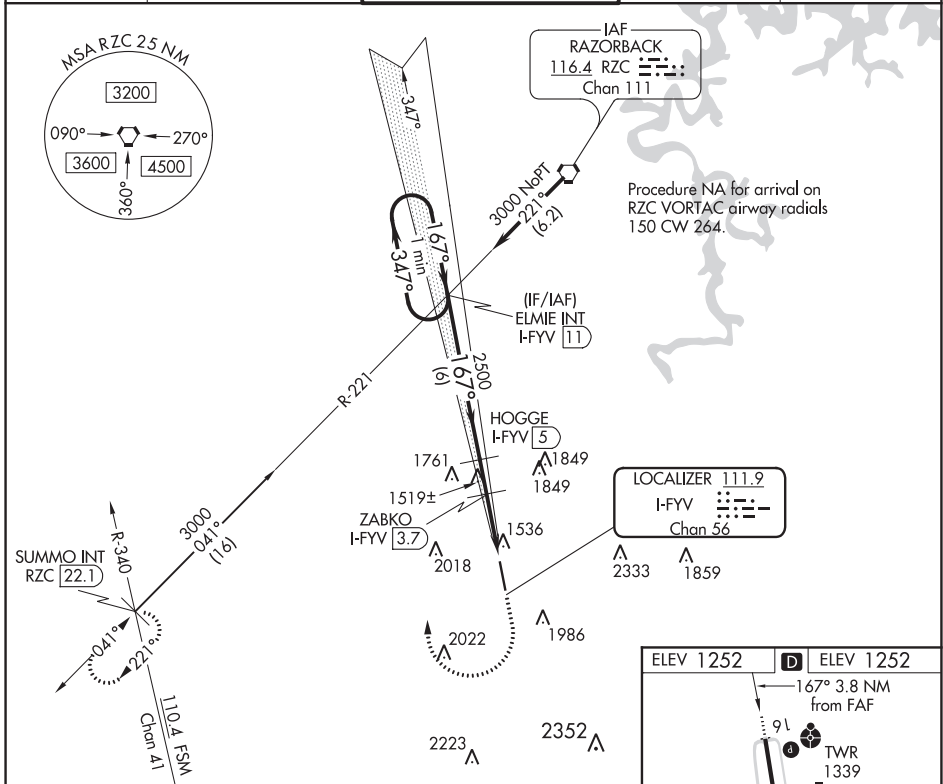
LOC/DME I-FYV <b>111.9</b> Chan <b>56</b>	APP CRS <b>167°</b>	Rwy Idg <b>6005</b> TDZE <b>1252</b> Apt Elev <b>1252</b>
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# LOC RWY 16

DRAKE FLD (FYV)

<b>⚠</b> Circling NA east of Rwy 16-34. Rwy 16 helicopter visibility reduction below 3/4 SM NA. DME required.	ODALS 	MISSED APPROACH: Climb to 2100 then climbing right turn to 4000 on heading 295° and RZC VORTAC R-221 to SUMMO INT/RZC 22.1 DME and hold.
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ATIS <b>119.575</b>	RAZORBACK APP CON★ <b>121.0 244.575</b>	DRAKE TOWER★ <b>128.0 (CTAF) 371.9</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

FAYETTEVILLE, ARKANSAS

AL-728 (FAA)

21112

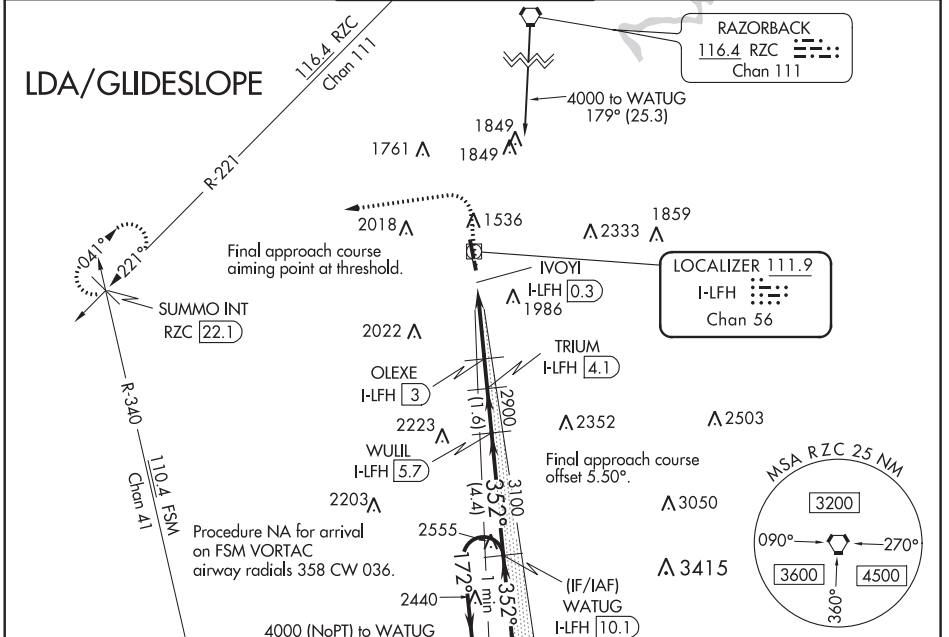
LOC/DME I-LFH <b>111.9</b> Chan 56	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>6005</b> <b>1241</b> <b>1252</b>
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# LDA RWY 34

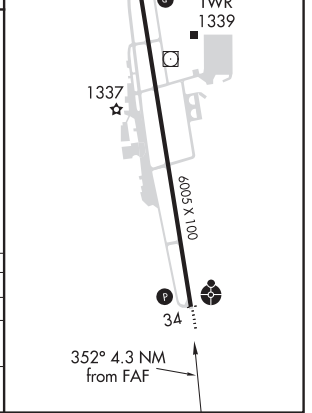
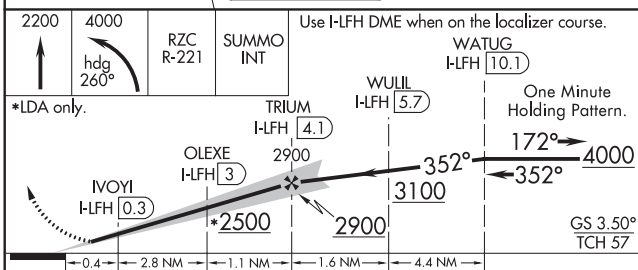
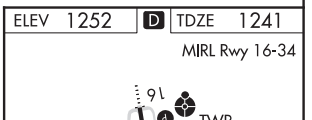
DRAKE FLD (FYV)

DME required for procedure entry.		ODALS	MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 on heading 260° and on RZC VORTAC R-221 to SUMMO INT/ RZC 22.1 DME and hold.
<p>⚠ Inop table does not apply. Circling NA east of Rwy 16-34.                  ⚠ Rwy 34 helicopter visibility reduction below 3/4 SM NA.</p>			

ATIS <b>119.575</b>	RAZORBACK APP CON* <b>121.0 244.575</b>	DRAKE TOWER* <b>128.0(CTAF) 0 371.9</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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ELEV 1252	TDZE 1241
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CATEGORY	A	B	C	D
S-LDA/GS 34	1593-1 1/4 352 (400-1 1/4)			NA
S-LDA 34	2020-1 1/4 779 (800-1 1/4)	2020-1 1/2 779 (800-1 1/2)	2020-2 1/2 779 (800-2 1/2)	NA
CIRCLING	2020-1 1/4 768 (800-1 1/4)	2020-1 1/2 768 (800-1 1/2)	2320-3 1068 (1100-3)	NA

FAYETTEVILLE, ARKANSAS  
Amdt 5 13SEP18

36°00'N-94°10'W

# DRAKE FLD (FYV)

## LDA RWY 34

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21112

# AIRPORT DIAGRAM

AL-728 (FAA)

DRAKE FLD (F<sup>Y</sup>V)  
FAYETTEVILLE, ARKANSAS

ATIS  
119.575  
DRAKE TOWER ★  
128.0 371.9  
GND CON  
121.8

FIELD  
ELEV  
1252

D

BLAST PAD  
50 X 100  
91  
ELEV  
1251

TWR  
1339

HANGARS

HANGAR

HANGARS

FIRE  
STATION

A  
1485

36°00.5'N

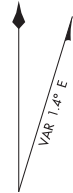
ARKANSAS  
AIR MUSEUM  
OZARK MILITARY  
MUSEUM  
FAA

TERMINAL

FBO

HANGARS

6005 X 100



JANUARY 2020  
ANNUAL RATE OF CHANGE  
0.1° W

36°00.0'N

BLAST PAD  
50 X 100  
34  
ELEV  
1238

RWY 16-34  
S-90, D-150, 2S-175, 2D-175

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

94°10.5'W

94°10.0'W

# AIRPORT DIAGRAM

21112

FAYETTEVILLE, ARKANSAS  
DRAKE FLD (F<sup>Y</sup>V)

SC-1, 22 APR 2021 to 17 JUN 2021

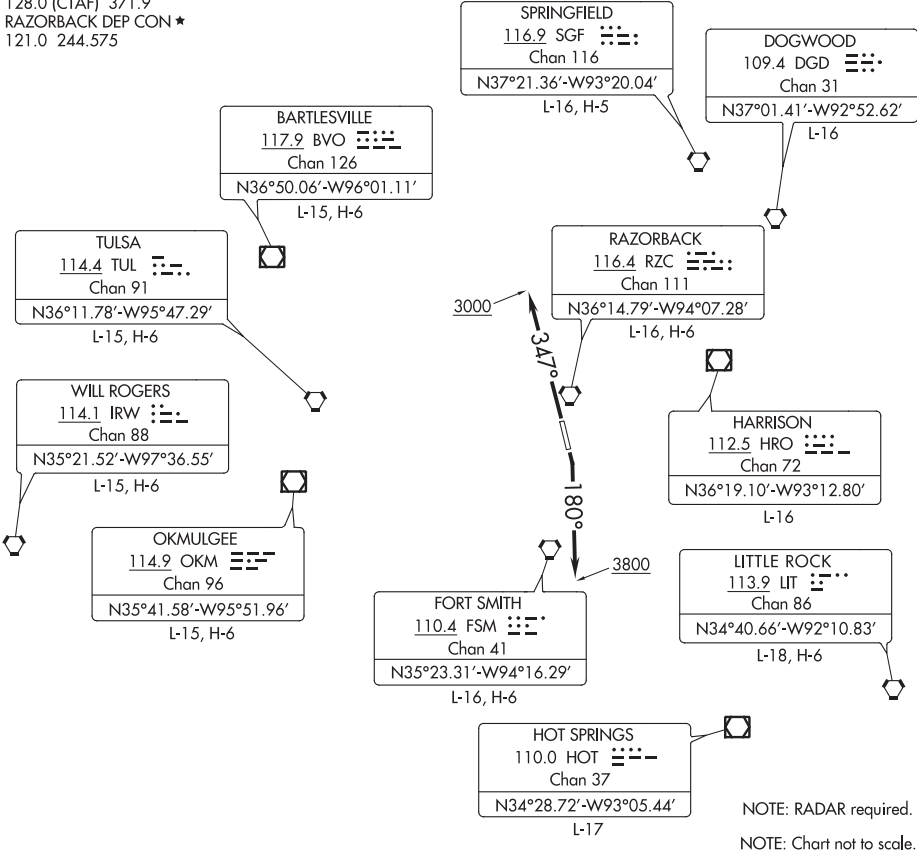
SC-1, 22 APR 2021 to 17 JUN 2021

# RAZORBACK THREE DEPARTURE

ATIS  
119.575  
GND CON  
121.8  
DRAKE TOWER ★  
128.0 (CTAF) 371.9  
RAZORBACK DEP CON ★  
121.0 244.575

**TAKEOFF MINIMUMS**  
Rwy 16: 400-2 with minimum climb of 310' per NM to 2900 or standard with minimum climb of 530' per NM to 2200.  
Rwy 34: 300-1 or standard with minimum climb of 680' per NM to 1700.

**TOP ALTITUDE:  
5000**



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## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climbing right turn heading 180° to 3800 thence. . . .

TAKEOFF RWY 34: Climb heading 347° to 3000 thence. . . .

. . . . expect RADAR vectors to filed/assigned route. Climb and maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet; leaving 3500 feet proceed direct FSM VORTAC, then proceed on course.

# RAZORBACK THREE DEPARTURE

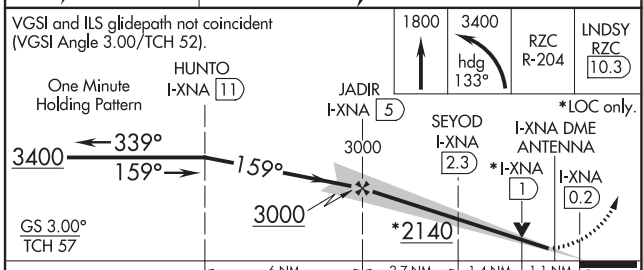
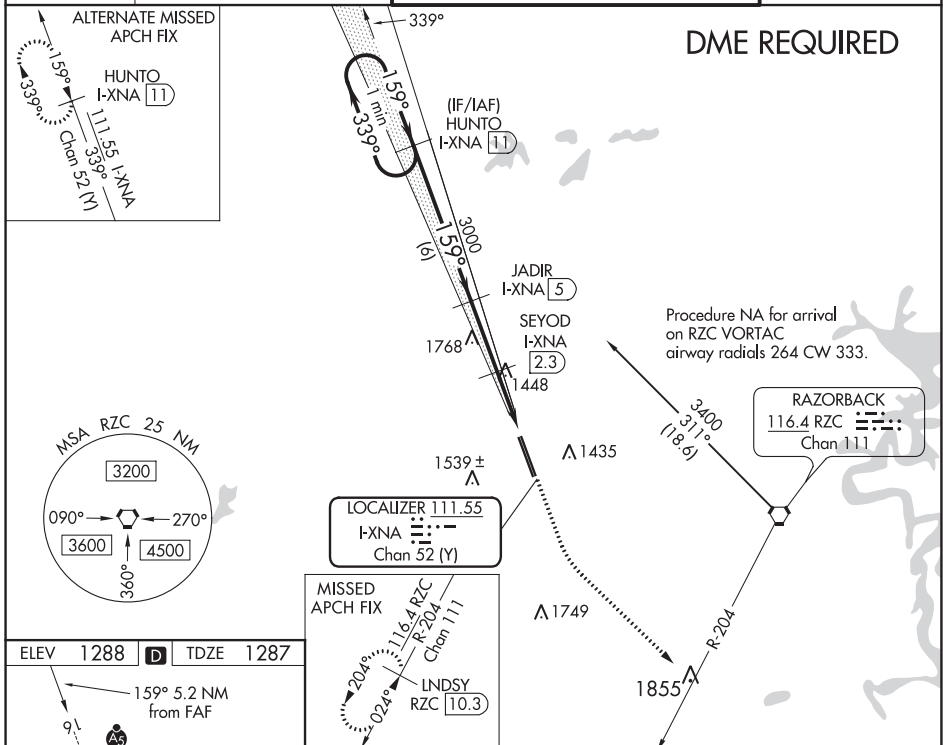
LOC/DME I-XNA <b>111.55</b> Chan 52 (Y)	APP CRS <b>159°</b>	Rwy ldg TDZE <b>8800</b> <b>1287</b>	Apt Elev <b>1288</b>
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# ILS or LOC RWY 16

## NORTHWEST ARKANSAS NTL (XNA)

<b>A</b> DME required. For inop ALS increase visibility S-ILS 16 Cat E to RVR 4000 and S-LOC 16 Cat C/D/E to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSRL 	MISSED APPROACH: Climb to 1800 then climbing left turn to 3400 on heading 133° and RZC VORTAC R-204 to LINDSY/RZC 10.3 DME and hold.
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ATIS <b>119.425</b>	RAZORBACK APP CON * <b>121.0 244.575</b>	NORTHWEST ARKANSAS RGNL TOWER* <b>127.1 (CTAF) 0</b>	GND CON <b>121.9</b>
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CATEGORY	A	B	C	D	E
S-ILS 16	**1487/24 200 (200-½)				
S-LOC 16	1700/24	413 (500-½)	1700/40		413 (500-¾)
<b>C</b> CIRCLING	1740-1 452 (500-1)	1760-1 472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)

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LOC/DME I-FBS <b>111.55</b>	APP CRS <b>339°</b>	Rwy Idg TDZE Apt Elev	<b>8800</b> <b>1273</b> <b>1288</b>
Chan <b>52(Y)</b>			

# ILS or LOC RWY 34

NORTHWEST ARKANSAS NTL (XNA)

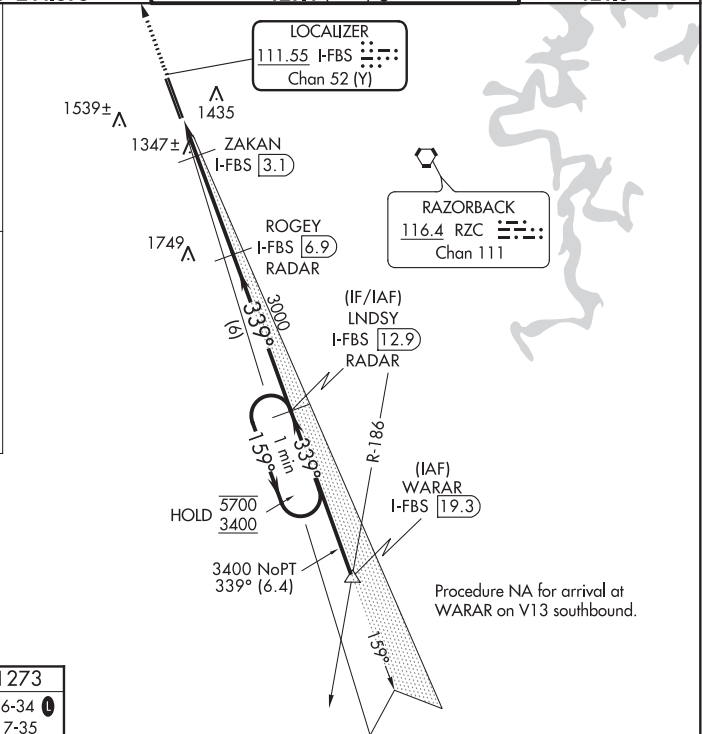
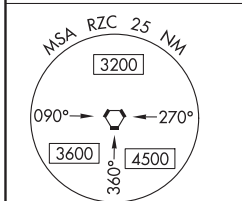
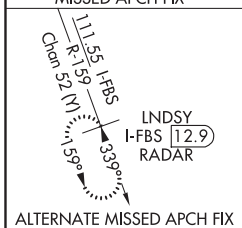
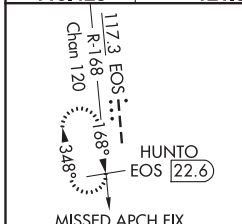
DME required.

▼ For inop ALS, increase visibility S-ILS 34 Cat E to RVR 4000 and S-LOC 34 Cat C/D/E to RVR 5000.

▲ #RVR 1800 authorized with use of FD or AP or HUD to DA.

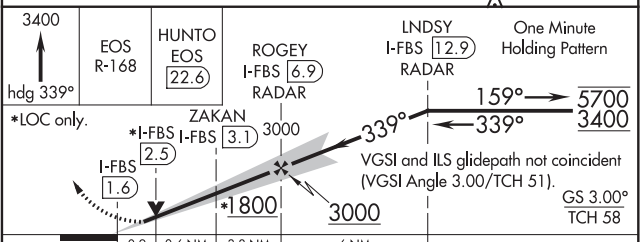
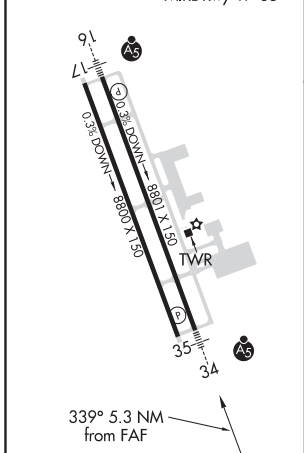
MALSRS MISSED APPROACH: Climb to 3400 on heading 339° and EOS VOR/DME R-168 to HUNTO/EOS VOR/DME 22.6 DME and hold.

ATIS <b>119.425</b>	RAZORBACK APP CON * <b>121.0 244.575</b>	NORTHWEST ARKANSAS RGNL TOWER * <b>127.1 (CTAF) 0</b>	GND CON <b>121.9</b>
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Procedure NA for arrival at WARAR on V13 southbound.

ELEV <b>1288</b>	<b>D</b> TDZE <b>1273</b>
HIRL Rwy 16-34	
MIRL Rwy 17-35	



CATEGORY	A	B	C	D	E
S-ILS 34 #	1473/24 200 (200-½)				
S-LOC 34	1600/24	327 (400-½)	1600/26 327 (400-½)		
CIRCLING	1740-1 452 (500-1)	1760-1 472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)

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# AIRPORT DIAGRAM

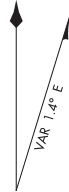
AL-9274 (FAA)

NORTHWEST ARKANSAS NTL (XNA)  
FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS

ATIS  
119.425  
NORTHWEST ARKANSAS  
RGNL TOWER\*  
127.1  
GND CON  
121.9



36°18.0'N



JANUARY 2020  
ANNUAL RATE OF CHANGE  
0.1° W

36°17.5'N

FIELD  
ELEV  
1288

ELEV 1287

158.3'

0.3% DOWN

0.3% DOWN

0.3% DOWN

36°17.0'N

36°16.5'N

RWY 16-34  
PCN 68 R/B/W/T  
S-120, D-223, 2D-404  
RWY 17-35  
S-75, D-150, 2D-350

36°16.0'N

ELEV 1265

ELEV 1265

338.3'

338.3'

338.3'

338.3'

338.3'

338.3'

338.3'

338.3'

338.3'

338.3'

338.3'

338.3'

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

94°19.0'W

94°18.5'W

94°18.0'W

94°17.5'W

# AIRPORT DIAGRAM

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS  
NORTHWEST ARKANSAS NTL (XNA)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

(HIFIL8.RZC) 21112

NORTHWEST ARKANSAS NTL (X.N.A)

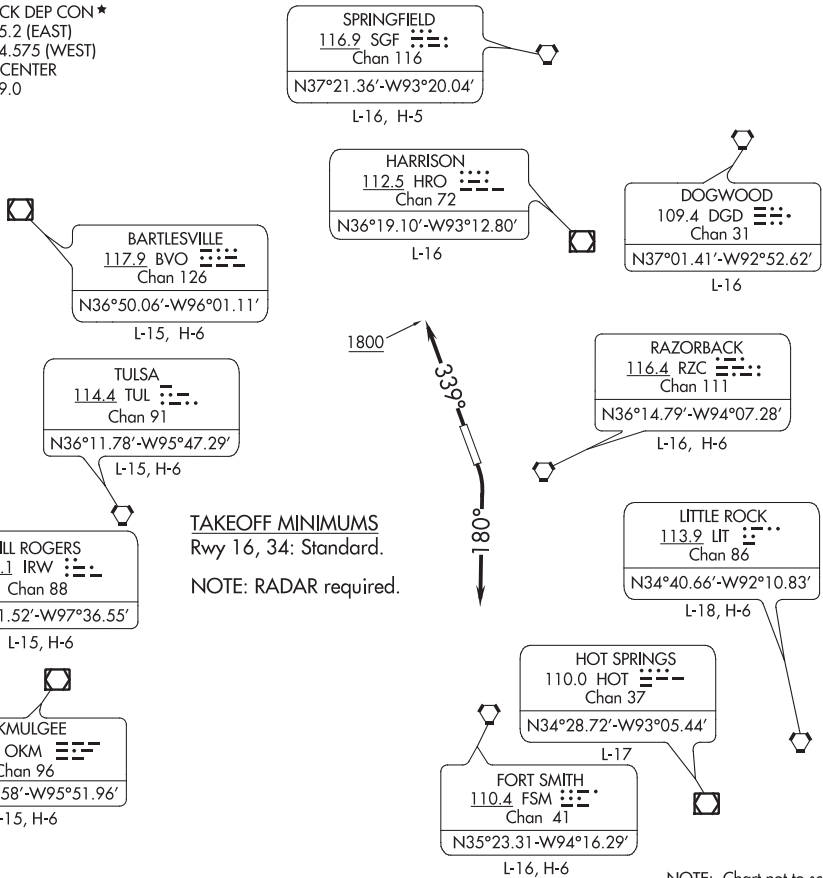
# HIGHFILL EIGHT DEPARTURE

AL-9274 (FAA)

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS

ATIS  
 119.425  
 GND CON  
 121.9  
 NORTHWEST ARKANSAS RGNL TOWER \*  
 127.1  
 RAZORBACK DEP CON \*  
 126.6 305.2 (EAST)  
 121.0 244.575 (WEST)  
 MEMPHIS CENTER  
 126.1 269.0

**TOP ALTITUDE:  
 5000**



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## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climbing right turn heading 180°, thence . . .

TAKEOFF RUNWAY 34: Climb heading 339° to 1800, thence . . .

. . . for RADAR vectors to filed/assigned route. Climb and maintain 5000 or other assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATION: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

**HIGHFILL EIGHT DEPARTURE**  
 (HIFIL8.RZC) 05DEC19

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS  
 NORTHWEST ARKANSAS NTL (X.N.A)




LOC I-GKV <b>111.3</b>	APP CRS <b>076°</b>	Rwy Idg TDZE Apt Elev	<b>8017</b> <b>469</b> <b>469</b>
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# ILS or LOC RWY 7

FORT SMITH RGNL (FSM)

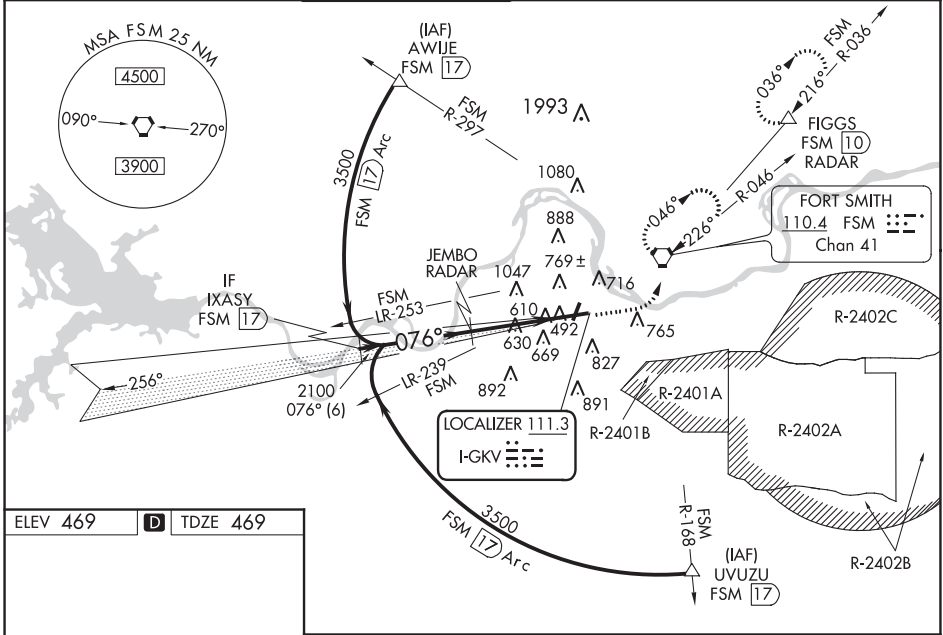
DME or RADAR required.

**ASR** DME from FSM VORTAC. Simultaneous reception of I-GKV and FSM VORTAC DME required. Rwy 7 helicopter visibility reduction below 3/4 SM NA. Circling NA for Cat E when R-2401B active. Circling NA for Cat E NW of Rws 7 and 19. For inop ALS, increase S-LOC 7 Cat A/B visibility to 1 SM, and Cat C/D/E to 1 1/2 SM. Inop table does not apply to S-ILS 7.

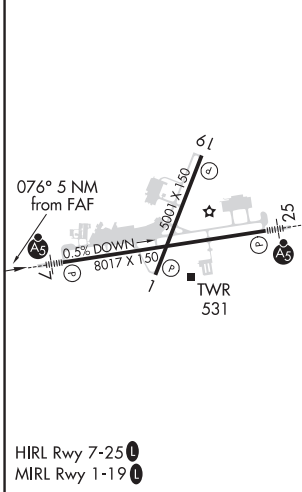
**MALSR** 

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 3000 direct FSM VORTAC and hold, continue climb-in-hold to 3000. (TACAN aircraft continue climb to 4000 on FSM VORTAC R-036 to FIGGS/FSM 10 DME/RADAR and hold, continue climb-in-hold to 4000.)

ATIS <b>126.3</b>	RAZORBACK APP CON * <b>120.9 343.75</b>	FORT SMITH TOWER * <b>118.3 (CTAF) 0 323.175</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>133.85 278.3</b>	UNICOM <b>122.95</b>
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ELEV 469	<b>D</b>	TDZE 469
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GS 3.00° TCH 52					
CATEGORY	A	B	C	D	E
S-ILS 7		719-3/4	250 (300-3/4)		
S-LOC 7		880-3/4	411 (500-3/4)		
<b>C</b> CIRCLING	1140-1	671 (700-1)	1400-2 3/4 931 (1000-2 3/4)	1400-3	931 (1000-3)

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FORT SMITH, ARKANSAS

AL-631 (FAA)

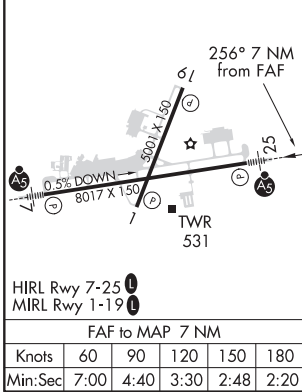
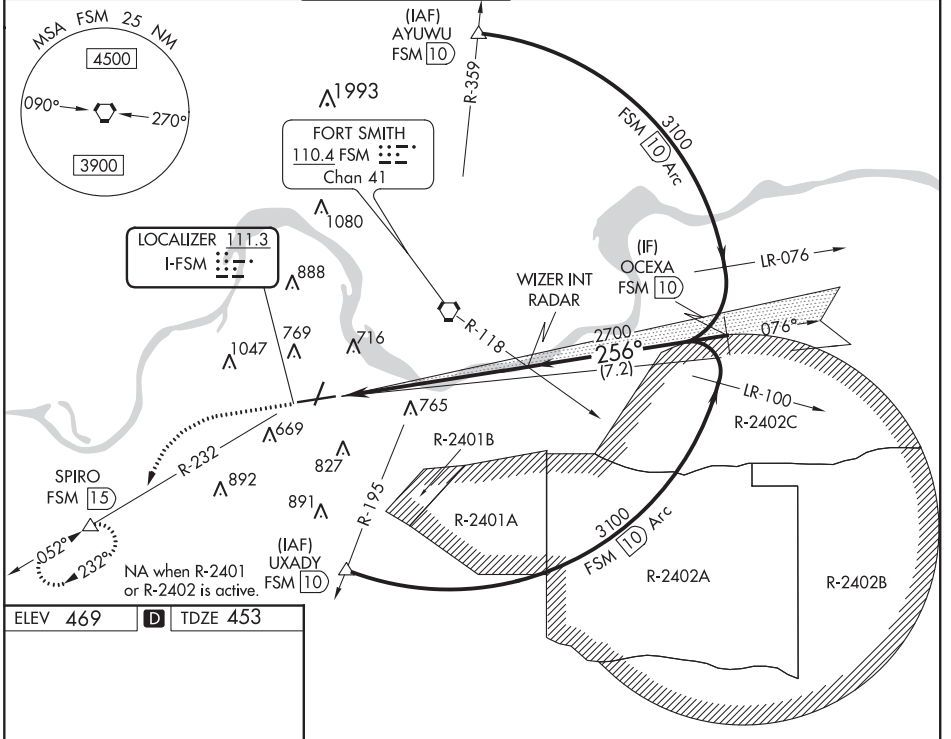
20142

LOC I-FSM <b>111.3</b>	APP CRS <b>256°</b>	Rwy Idg TDZE Apt Elev	<b>8017</b> <b>453</b> <b>469</b>
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# ILS or LOC RWY 25

FORT SMITH RGNL (FSM)

DME required.		MALSR	MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 on heading 220° and FSM VORTAC R-232 to SPIRO/FSM 15 DME and hold, continue climb-in-hold to 4000.		
⚠ Circling NA for Cat E when R-2401B active. Circling NA for Cat E NW of Rwsy 7 and 19. For inop ALS, increase S-ILS 25 Cat E visibility to RVR 4000 and S-LOC 25 Cat C/D/E to 1½ SM. * RVR 1800 authorized with the use of FD or AP or HUD to DA.					
ATIS <b>126.3</b>	RAZORBACK APP CON* <b>120.9 343.75</b>	FORT SMITH TOWER* <b>118.3</b> (CTAF) <b>0 323.175</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>133.85 278.3</b>	UNICOM <b>122.95</b>



ELEV 469	D	TDZE 453			
HIRL Rwy 7-25	MIRL Rwy 1-19	FAF to MAP 7 NM			
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20
<input checked="" type="checkbox"/> CIRCLING	1140-1 671 (700-1)		1400-2¾ 931 (1000-2¾)		1400-3 931 (1000-3)

FORT SMITH, ARKANSAS  
Amdt 22 21MAY20

35°20'N-94°22'W

# FORT SMITH RGNL (FSM)

## ILS or LOC RWY 25

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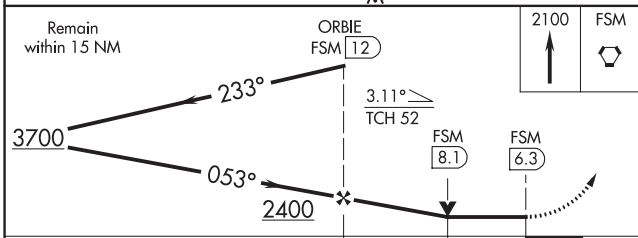
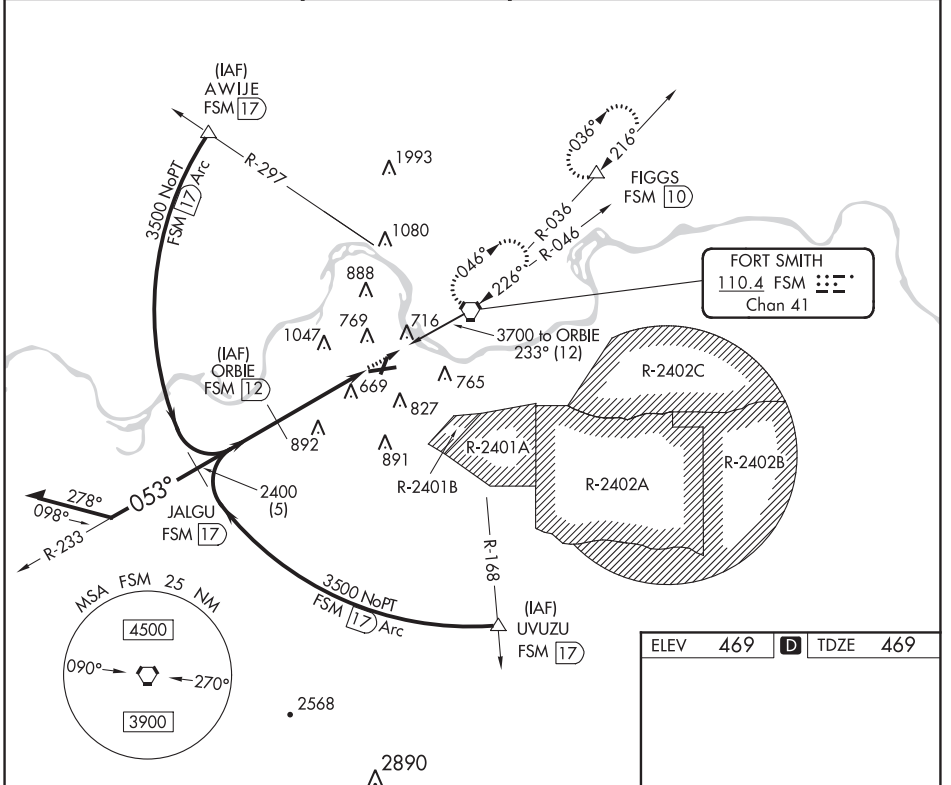
SC-1, 22 APR 2021 to 17 JUN 2021

VORTAC FSM <b>110.4</b> Chan <b>41</b>	APP CRS <b>053°</b>	Rwy Idg <b>8017</b> TDZE <b>469</b> Apt Elev <b>469</b>
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# VOR/DME or TACAN RWY 7

FORT SMITH RGNL (FSM)

Inoperative table does not apply. Circling NA northwest of Rwy 7 and 19 for Cat E. ASR Circling Cat E NA when R-2401B active.	MALS R 	MISSED APPROACH: Climb to 2100 direct FSM VORTAC and hold. (TACAN aircraft climbing left turn to 4000 direct FSM VORTAC then via R-036 to FIGS 10 DME and hold northeast, right turn 216° inbound.)			
		ATIS <b>126.3</b>	RAZORBACK APP CON * <b>120.9 343.75</b>	FORT SMITH TOWER * <b>118.3(CTAF) 323.175</b>	GND CON <b>121.9 275.8</b>



ELEV	469	TDZE	469
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053° 5.7 NM from FAF

HRL Rwy 7-25  
MIRL Rwy 1-19

CATEGORY	A	B	C	D	E
S-7	1080-1 611 (700-1)		1080-1 <sup>3</sup> / <sub>4</sub> 611 (700-1 <sup>3</sup> / <sub>4</sub> )	1080-2 611 (700-2)	1080-2 <sup>1</sup> / <sub>4</sub> 611 (700-2 <sup>1</sup> / <sub>4</sub> )
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2 <sup>1</sup> / <sub>4</sub> 671 (700-2 <sup>1</sup> / <sub>4</sub> )	1200-2 <sup>1</sup> / <sub>2</sub> 731 (800-2 <sup>1</sup> / <sub>2</sub> )

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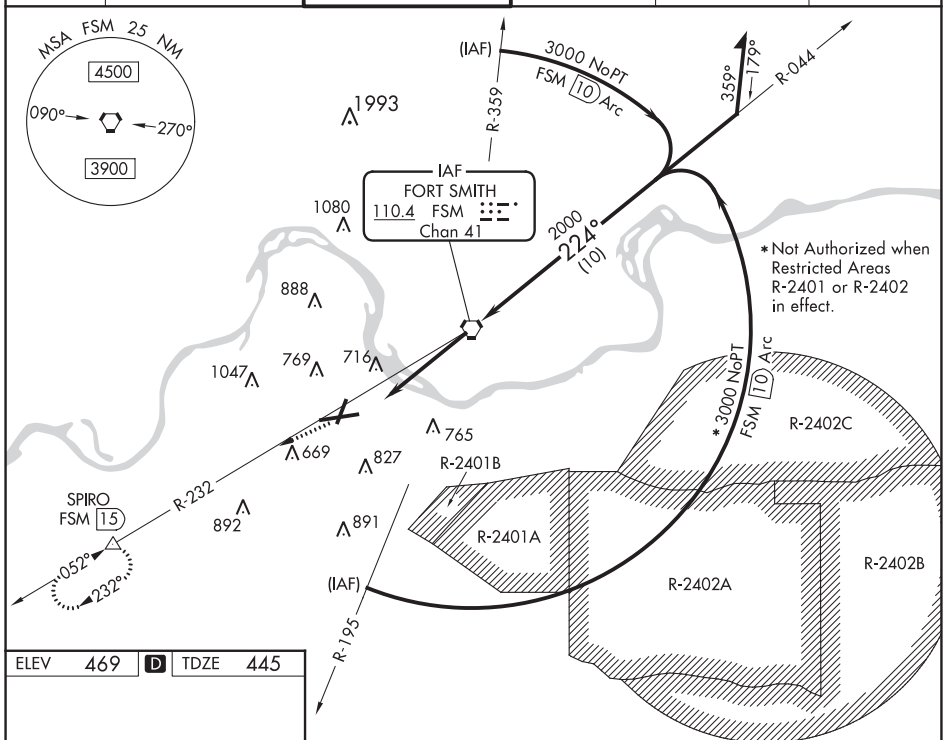
VORTAC FSM <b>110.4</b> Chan <b>41</b>	APP CRS <b>224°</b>	Rwy Idg <b>8017</b> TDZE <b>445</b> Apt Elev <b>469</b>
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# VOR or TACAN RWY 25

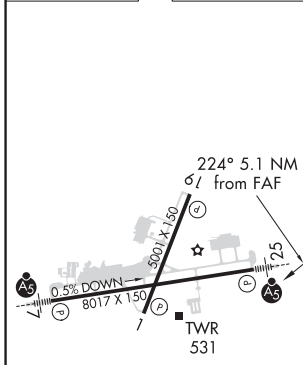
FORT SMITH RGNL (FSM)

<b>ASR</b> Inoperative table does not apply. Circling NA northwest of Rwy 7 and 19 for Cat E. Circling Cat E NA when R-2401B active.	<b>MALS</b> 	<b>MISSED APPROACH:</b> Climb to 4000 via FSM R-232 to SPIRO Int/15 DME and hold.
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<b>ATIS</b> <b>126.3</b>	<b>RAZORBACK APP CON*</b> <b>120.9 343.75</b>	<b>FORT SMITH TOWER*</b> <b>118.3 (CTAF) 323.175</b>	<b>GND CON</b> <b>121.9 275.8</b>	<b>CLNC DEL</b> <b>133.85 278.3</b>	<b>UNICOM</b> <b>122.95</b>
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ELEV 469	<b>D</b>	TDZE 445
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<b>HIRL Rwy 7-25</b>	<b>MIRL Rwy 1-19</b>
<b>FAF to MAP 4.8 NM</b>	
<b>Knots</b>	60 90 120 150 180
<b>Min:Sec</b>	4:48 3:12 2:24 1:55 1:36

**DME REQUIRED**

**4000** **SPIRO** **FSM R-232** **FSM 4.8** **FSM VORTAC** **Remain within 15 NM**

**044°** **3000** **224°** **2000** **TCH 60** **2.75°**

CATEGORY	A	B	C	D	E
S-25	980-1	535 (600-1)	980-1½ 535 (600-1½)	980-1¾ 535 (600-1¾)	980-2 535 (600-2)
CIRCLING	1140-1	671 (700-1)	1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

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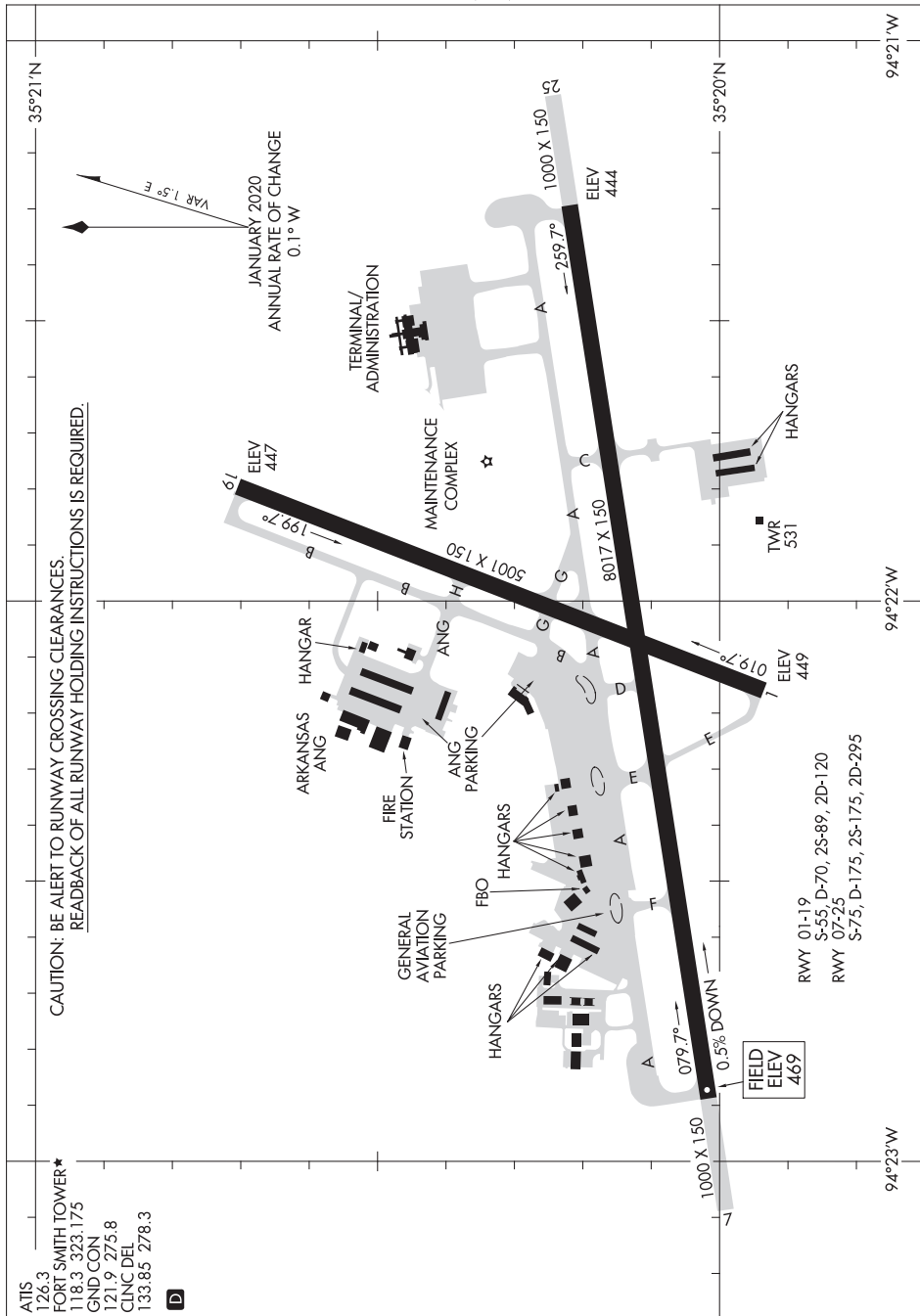
SC-1, 22 APR 2021 to 17 JUN 2021

# AIRPORT DIAGRAM

AL-631 (FAA)

FORT SMITH RGNL (F<sup>S</sup>M)  
FORT SMITH, ARKANSAS

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# AIRPORT DIAGRAM

21056

FORT SMITH, ARKANSAS  
FORT SMITH RGNL (F<sup>S</sup>M)

LOC/DME I-HRO <b>111.7</b> Chan <b>54</b>	APP CRS <b>359°</b>	Rwy Idg TDZE <b>1351</b> Apt Elev <b>1365</b>	<b>6161</b>
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# ILS or LOC RWY 36

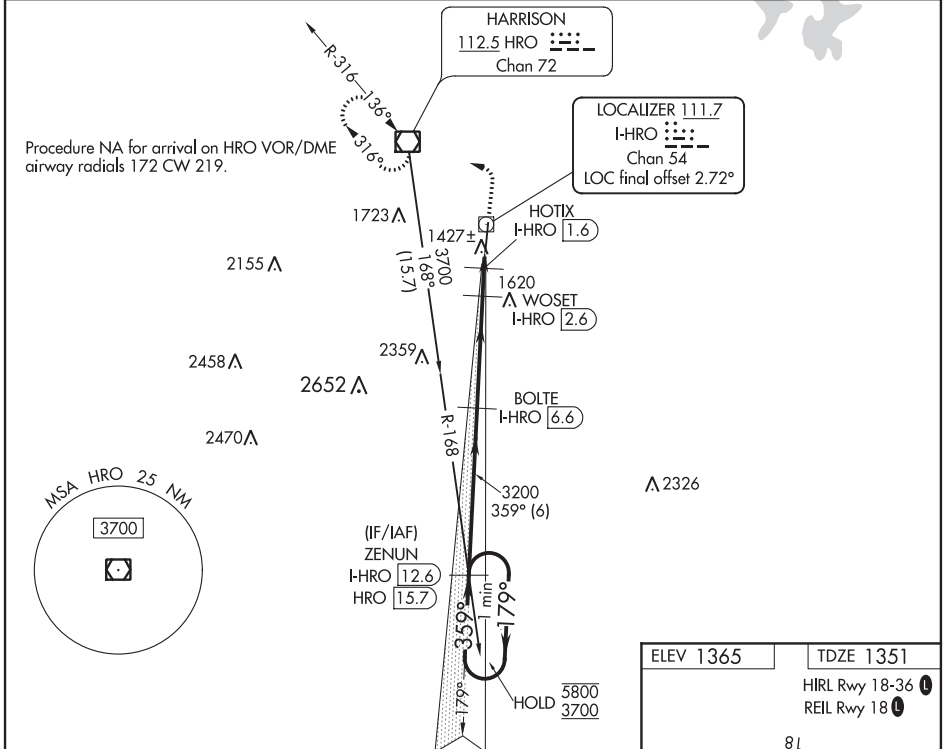
BOONE COUNTY (HRO)

DME required for LOC only. DME or RADAR required for procedure entry.

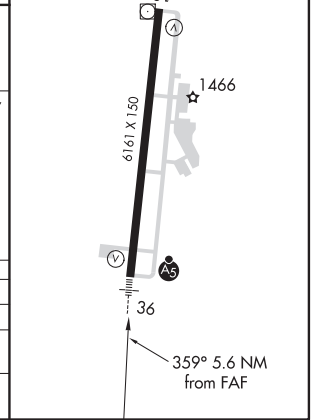
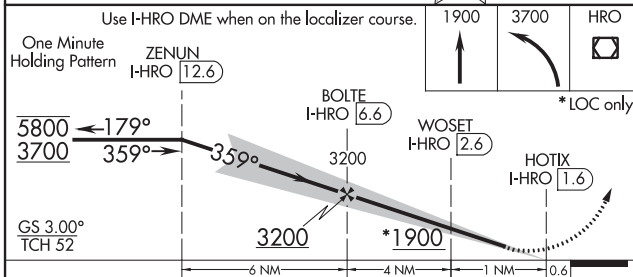
MALSR MISSED APPROACH: Climb to 1900 then climbing left turn to 3700 direct HRO VOR/DME and hold, continue climb-in hold to 3700.

NA

ASOS <b>121.125</b>	MEMPHIS CENTER <b>126.85 281.55</b>	UNICOM <b>123.0 (CTAF)</b>
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ELEV 1365	TDZE 1351
HIRL Rwy 18-36	
REIL Rwy 18	



CATEGORY	A	B	C	D
S-ILS 36		1601-1/2	250 (300-1/2)	
S-LOC 36		1680-1/2	329 (400-1/2)	
CIRCLING	1840-1 475 (500-1)	1860-1 495 (500-1)	2340-3 975 (1000-3)	2560-3 1195 (1200-3)

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HELENA/WEST HELENA, ARKANSAS

AL-984 (FAA)

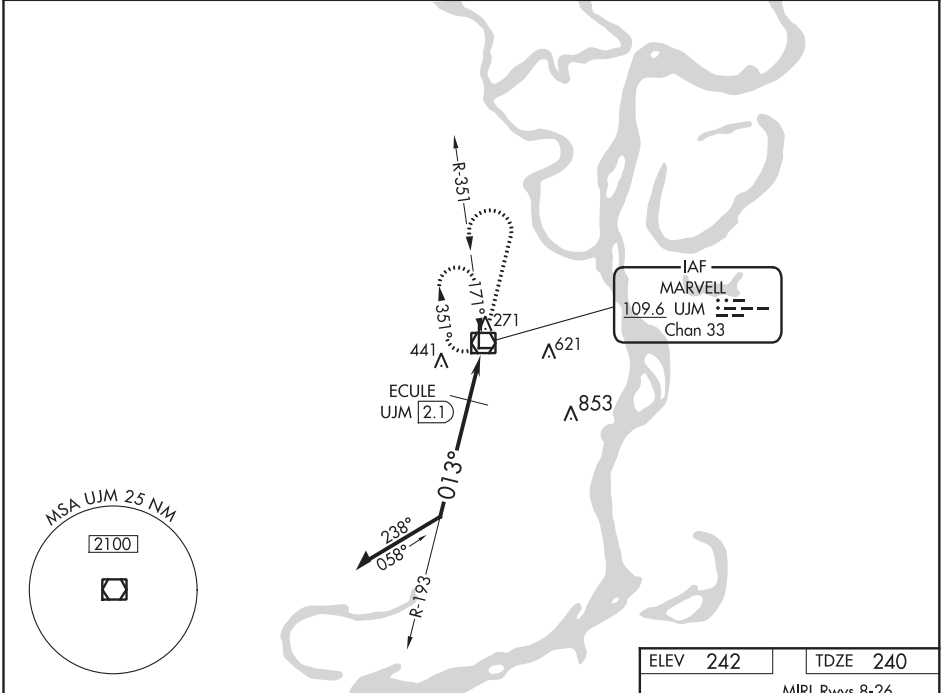
20310

VOR/DME UJM <b>109.6</b> Chan <b>33</b>	APP CRS <b>013°</b>	Rwy Idg <b>5001</b> TDZE <b>240</b> Apt Elev <b>242</b>
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**VOR RWY 35**  
THOMPSON-ROBBINS (HEE)

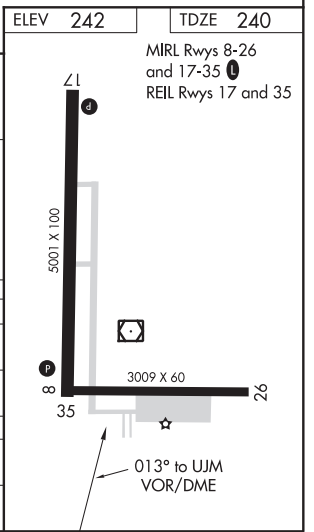
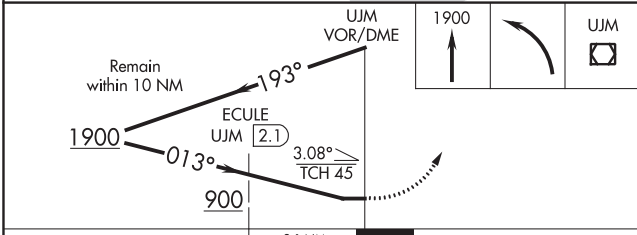
<p>⚠ NA Circling to Rwy 8-26 NA at night. Use Tunica, MS altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1900 then left turn direct UJM VOR/DME and hold.</p>
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<p>UTA AWOS-3 <b>118.075</b></p>	<p>MEMPHIS CENTER <b>135.3 335.8</b></p>	<p>UNICOM <b>122.8 (CTAF)</b></p>
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CATEGORY	A	B	C	D
S-35	900-1	660 (700-1)	900-1 $\frac{7}{8}$	660 (700-1 $\frac{7}{8}$ )
<b>C</b> CIRCLING	900-1	658 (700-1)	980-2 738 (800-2)	980-2 $\frac{1}{4}$ 738 (800-2 $\frac{1}{4}$ )
ECULE FIX MINIMUMS				
S-35	700-1	460 (500-1)	700-1 $\frac{3}{8}$	460 (500-1 $\frac{3}{8}$ )
<b>C</b> CIRCLING	820-1	578 (600-1)	980-2 738 (800-2)	980-2 $\frac{1}{4}$ 738 (800-2 $\frac{1}{4}$ )

HELENA/WEST HELENA, ARKANSAS  
Amdt 1 01FEB18

34°35'N-90°41'W

THOMPSON-ROBBINS (HEE)  
**VOR RWY 35**

HOPE, ARKANSAS

AL-5530 (FAA)

21028

VORTAC TXK <b>116.3</b> Chan <b>110</b>	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev	<b>4111</b> <b>346</b> <b>359</b>
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# VOR RWY 4

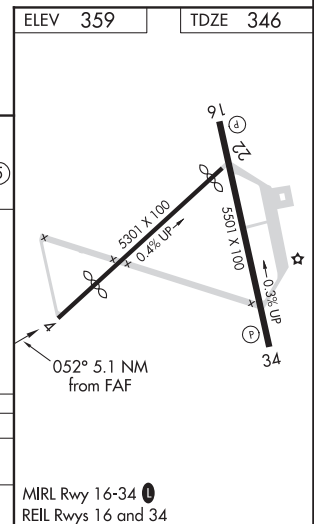
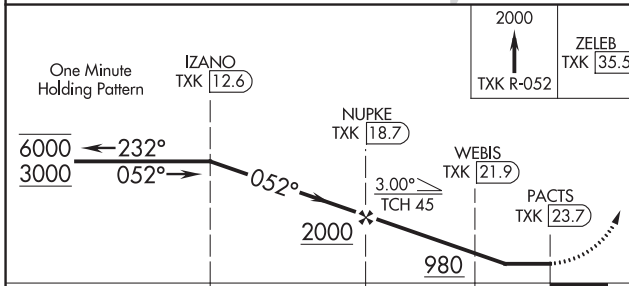
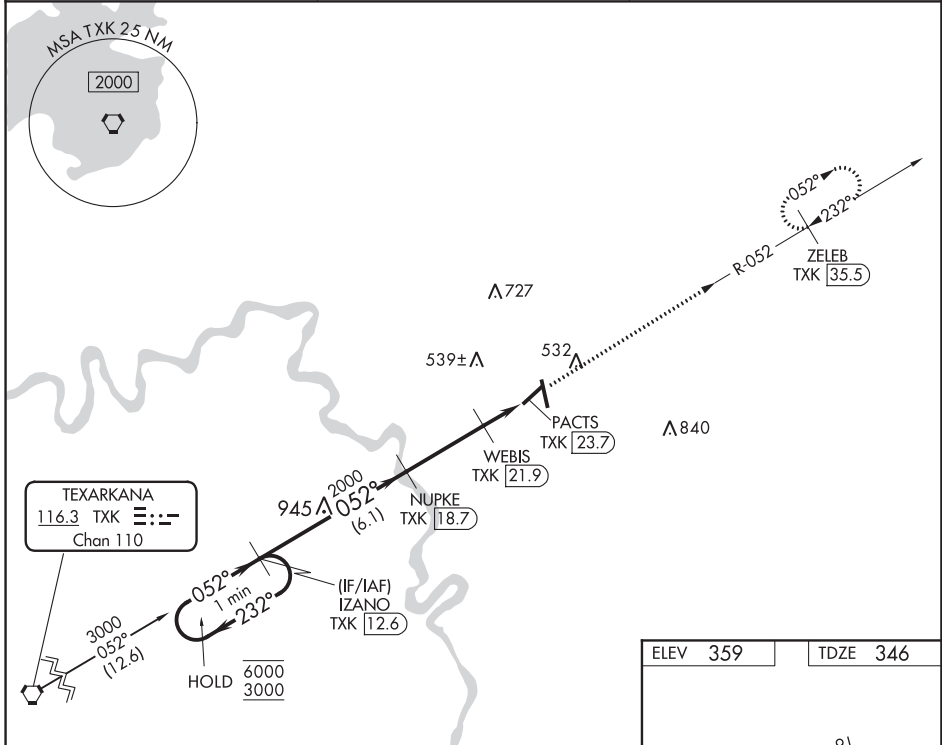
HOPE MUNI (M18)

DME required.

Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting.

MISSED APPROACH: Climb to 2000 on TXK VORTAC R-052 to ZELEB/TXK 35.5 DME and hold.

TXK ASOS <b>120.2</b>	FORT WORTH CENTER <b>123,925 269,475</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-4	860-1	514 (600-1)	860-1 $\frac{3}{8}$	514 (600-1 $\frac{3}{8}$ )
CIRCLING	860-1 501 (600-1)	940-1 581 (600-1)	940-1 $\frac{1}{2}$ 581 (600-1 $\frac{1}{2}$ )	1100-2 $\frac{1}{2}$ 741 (800-2 $\frac{1}{2}$ )

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HOT SPRINGS, ARKANSAS

AL-902 (FAA)

19227

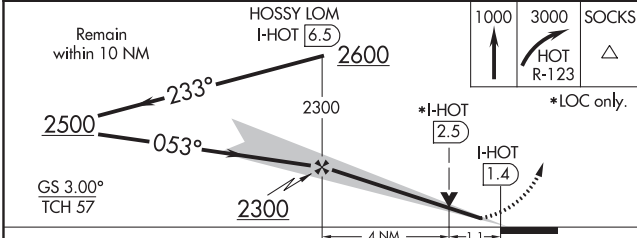
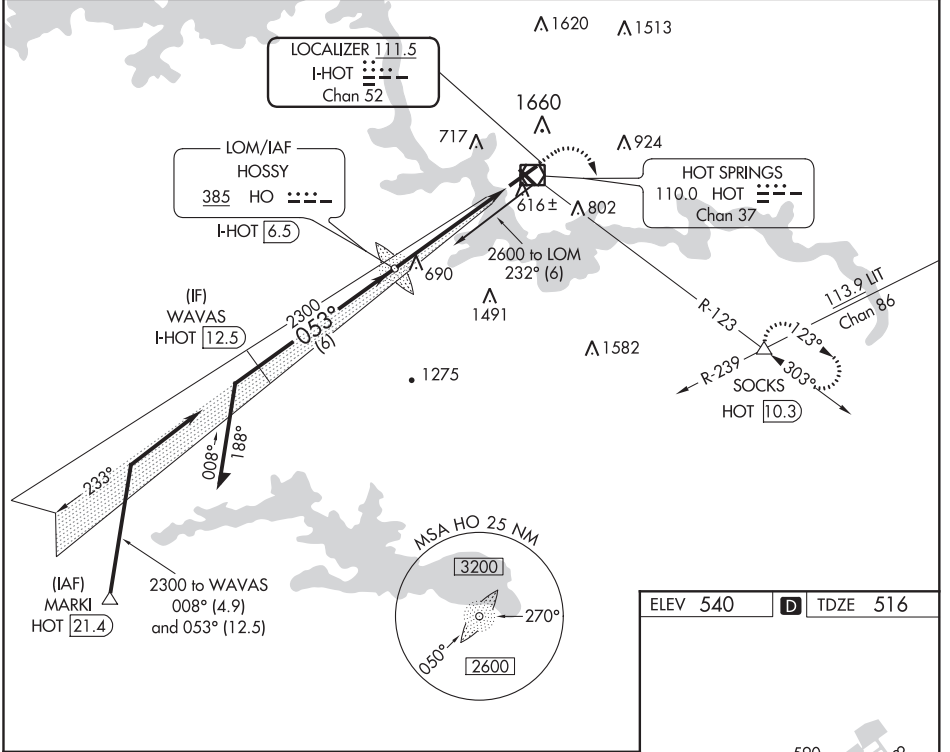
LOC/DME I-HOT <b>111.5</b> Chan <b>52</b>	APP CRS <b>053°</b>	Rwy Idg <b>6595</b> TDZE <b>516</b> Apt Elev <b>540</b>
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# ILS or LOC RWY 5

MEMORIAL FIELD (HOT)

ADF or DME required.	MALS R A5	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on HOT VOR/DME R-123 to SOCKS INT/HOT 10.3 DME and hold.
<p>NA Circling NA northwest of Rwy 5-23. Use I-HOT DME when on localizer course.</p>		

ASOS <b>119.925</b>	MEMPHIS CENTER <b>128.475 377.15</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
	732-1/2 216 (200-1/2)		940-3/4 424 (400-3/4)	1620-3
S-ILS 5				
S-LOC 5	940-1/2 424 (400-1/2)			
CIRCLING	1080-1 540 (600-1)		1380-2 1/2 840 (900-2 1/2)	1620-3 1080 (1100-3)

ELEV 540	TDZE 516				
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

HOT SPRINGS, ARKANSAS  
Amdt 16 15AUG19

34°29'N-93°06'W

# MEMORIAL FIELD (HOT)

## ILS or LOC RWY 5

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

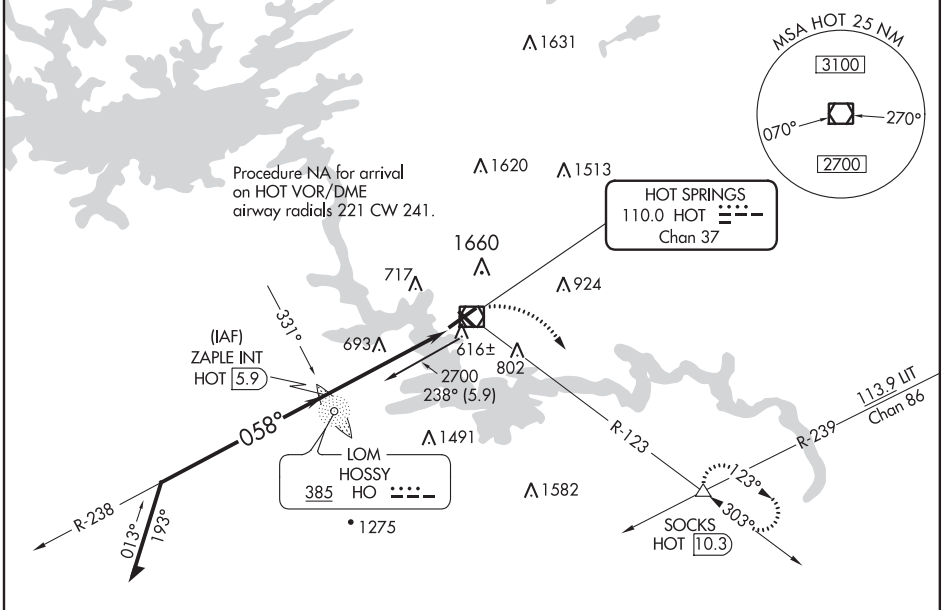
VOR/DME HOT <b>110.0</b> Chan <b>37</b>	APP CRS <b>058°</b>	Rwy Idg <b>6595</b> TDZE <b>516</b> Apt Elev <b>540</b>
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# VOR RWY 5

MEMORIAL FIELD (HOT)

ADF or DME required for procedure entry. ADF or DME required.	MALSR 	MISSED APPROACH: Climbing right turn to 3000 on HOT R-123 to SOCKS INT/HOT 10.3 DME and hold.
 Circling NA northwest of Rws 5 and 23. Circling Rwy 31 NA at night.		

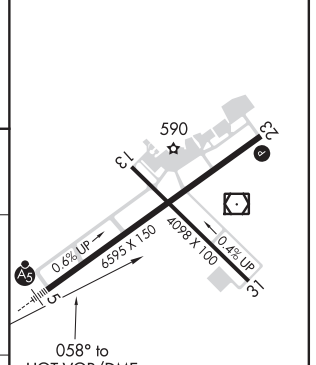
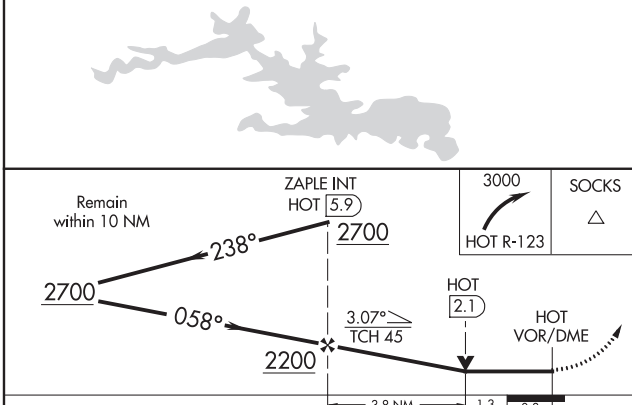
ASOS <b>119.925</b>	MEMPHIS CENTER <b>128.475 377.15</b>	UNICOM <b>123.0 (CTAF) 0</b>
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SC-1, 22 APR 2021 to 17 JUN 2021

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ELEV 540		TDZE 516
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CATEGORY	A	B	C	D
S-5	960-1/2 444 (500-1/2)		960-7/8 444 (500-7/8)	
CIRCLING	1080-1 540 (600-1)		1380-2 1/2 840 (900-2 1/2)	1620-3 1080 (1100-3)

HIRL Rwy 5-23

MIRL Rwy 13-31

REIL Rwy 13

LOC I-JBR <b>110.15</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev	<b>6200</b> <b>262</b> <b>262</b>
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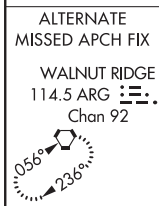
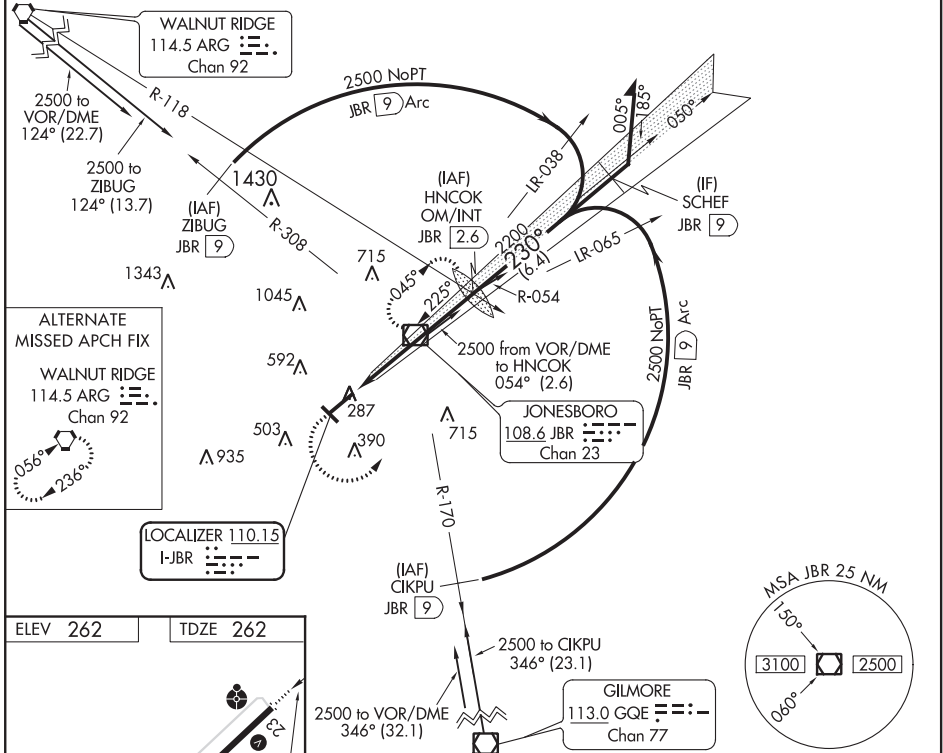
# ILS or LOC RWY 23

JONESBORO MUNI (JBR)

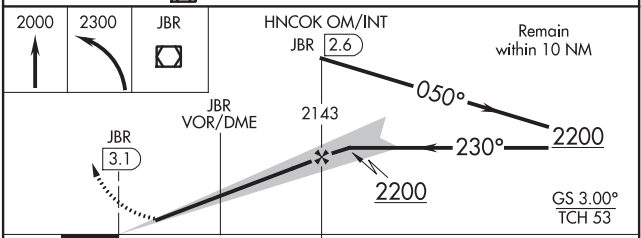
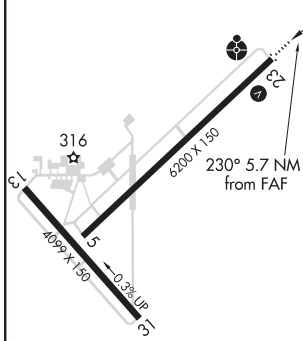
**⚠** Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below 3/4 SM NA. When local altimeter not received, use Walnut Ridge altimeter setting; increase DA to 600 feet and all visibilities 1/2 SM; increase all MDAs 60 feet, S-LOC 23 Cat C/D visibility 1/2 SM and Circling Cat C 1/2 SM. For inop ALS, increase S-ILS 23 Cat A/B visibility to 3/4 SM and S-LOC 23 Cat C/D to 1 3/4 SM. For inop ALS when using Walnut Ridge altimeter setting, increase S-ILS 23 Cat A/B visibility to 1 SM. When using Walnut Ridge altimeter setting, inop table does not apply to S-LOC 23 Cats C/D. Circling Rwy 31 NA at night.

**ODALS**  
**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

ASOS <b>118.525</b>	MEMPHIS CENTER <b>120.075 289.4</b>	UNICOM <b>123.0 (CTAF)</b>
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ELEV 262	TDZE 262
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MIRL Rwy 5-23 and 13-31 FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54
CATEGORY	A	B	C	D	
S-ILS 23	546-3/4		284 (300-3/4)		
S-LOC 23	720-3/4 458 (500-3/4)		720-1 1/4 458 (500-1 1/4)		
CIRCLING	740-1 478 (500-1)		820-1 1/2 1080-2 3/4 558 (600-1 1/2) 818 (900-2 3/4)		

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SC-1, 22 APR 2021 to 17 JUN 2021

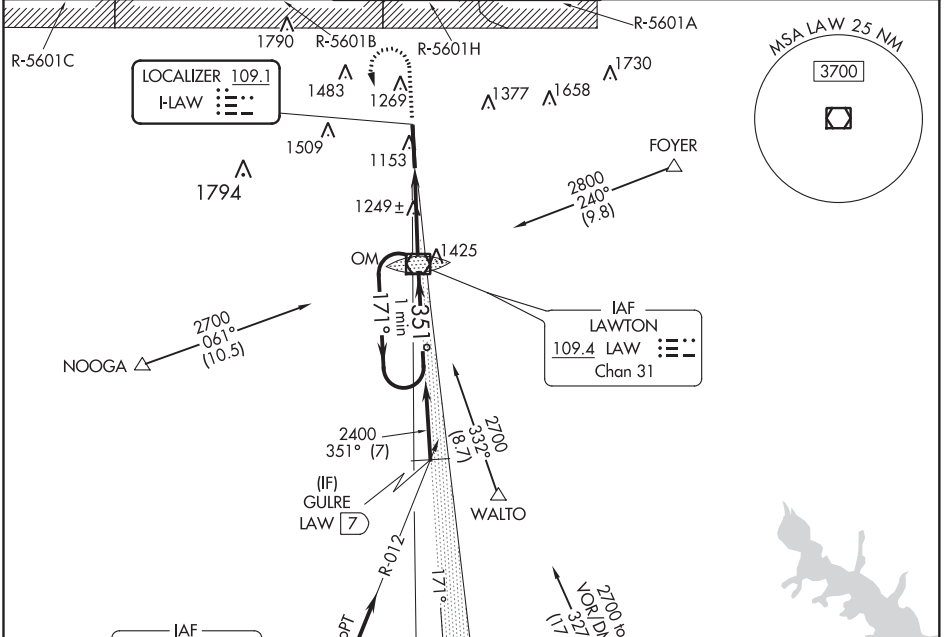
LOC I-LAW <b>109.1</b>	APP CRS <b>351°</b>	Rwy Idg <b>8599</b>	TDZE <b>1089</b>
		Apt Elev <b>1110</b>	

# ILS or LOC RWY 35

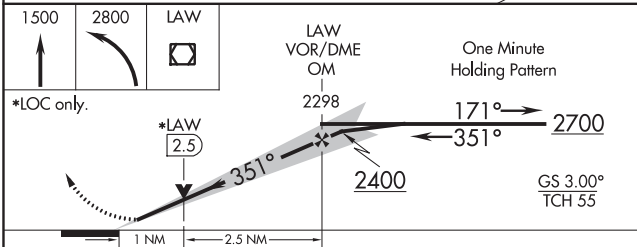
LAWTON-FORT SILL RGNL (LAW)

<p><b>ASR</b> Autopilot coupled approach NA below 2000. For inop ALS, increase S-LOC 35 Cat C/D visibility to 1½ SM</p>	<p><b>MALSR</b></p>	<p><b>MISSED APPROACH:</b> Climb to 1500 then climbing left turn to 2800 direct LAW VOR/DME, continue climb-in-hold to 2800.</p>
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ATIS <b>120.75</b>	FORT SILL APP CON <b>120.55 322.4</b>	LAWTON TOWER * <b>119.9(CTAF) 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 1110	TDZE 1089
TWR 1182	



CATEGORY	A	B	C	D
S-ILS 35	1289-½		200 (200-½)	
S-LOC 35	1500-½	411 (400-½)	1500-¾	411 (400-¾)
<b>C</b> CIRCLING	1620-1	510 (600-1)	1820-2	1820-2¼
			710 (800-2)	710 (800-2¼)

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

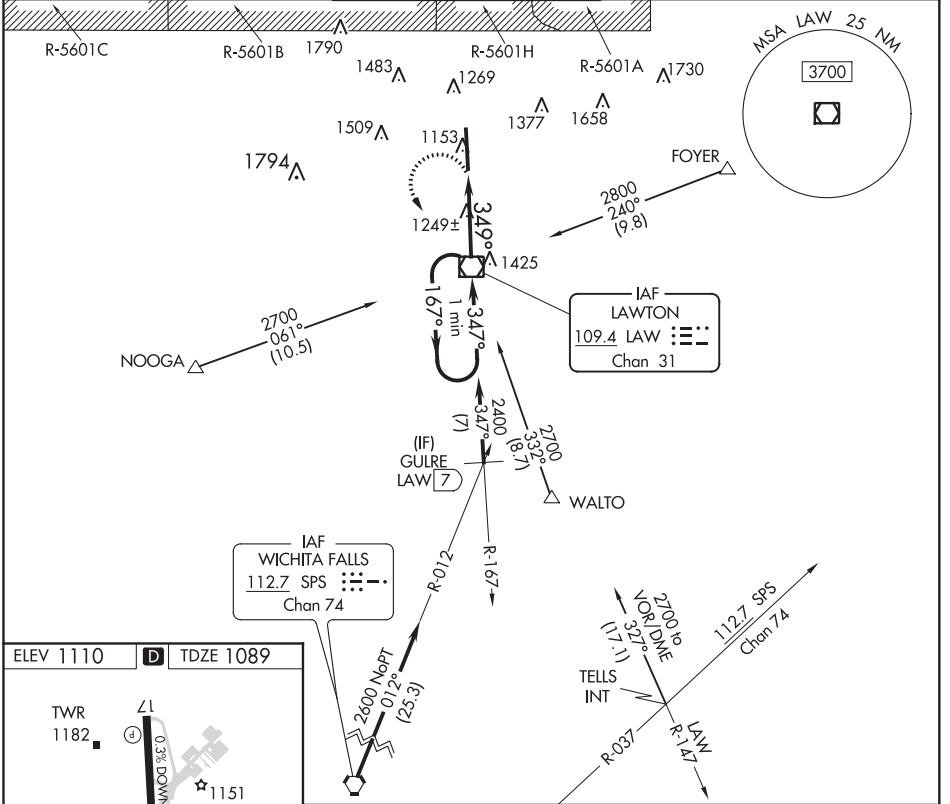
VOR/DME LAW <b>109.4</b> Chan <b>31</b>	APP CRS <b>349°</b>	Rwy Idg <b>8599</b> TDZE <b>1089</b> Apt Elev <b>1110</b>
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# VOR RWY 35

LAWTON-FORT SILL RGNL (LAW)

For inop ALS, increase Cat C/D visibility to 1½ SM. ASR	MALSR	MISSED APPROACH: Climbing left turn to 2800 direct LAW VOR/DME and hold, continue climb-in-hold to 2800.
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ATIS <b>120.75</b>	FORT SILL APP CON <b>120.55 322.4</b>	LAWTON TOWER * <b>119.9(CTAF) 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 1110	<b>D</b>	TDZE 1089
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Profile view details:
 

- TWR 1182
- REIL Rwy 17
- HIRL Rwy 17-35
- FAF to MAP 3.5 NM
- 349° 3.5 NM from FAF
- Glide slope: 0.3% DOWN, 0.6% UP
- 8599 X 150
- 35

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

2800	LAW	One Minute Holding Pattern			
LAW VOR/DME		LAW 2.5			
LAW 3.5		LAW 2.5			
1.1 NM		2.4 NM			
CATEGORY	A	B	C	D	
S-35	1500-½	411 (500-½)	1500-¾	411 (500-¾)	
<input checked="" type="checkbox"/> CIRCLING	1620-1	510 (600-1)	1820-2	1820-2¼	710 (800-2¼)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

# AIRPORT DIAGRAM

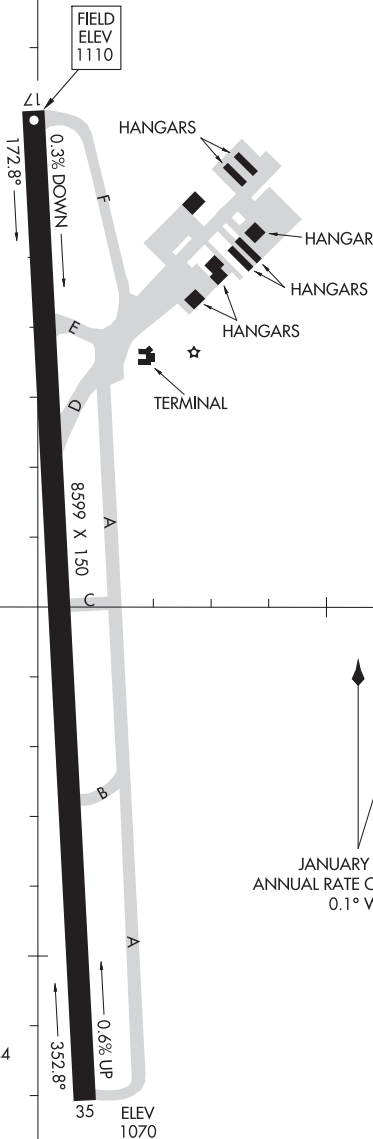
AL-924 (FAA)

LAWTON-FORT SILL RGNL (LAW)  
LAWTON, OKLAHOMA

ATIS  
120.75  
LAWTON TOWER ★  
119.9 257.8  
GND CON  
121.9

**D**

TWR  
1182



RWY 17-35  
S-45, D-179, 2S-175, 2D-344

35 ELEV  
1070

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

98°25'W

98°24'W

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SC-1, 22 APR 2021 to 17 JUN 2021

# AIRPORT DIAGRAM

LOC/DME I-LIT <b>110.3</b> Chan <b>40</b>	APP CRS <b>047°</b>	Rwy Idg <b>8273</b> TDZE <b>258</b> Apt Elev <b>266</b>
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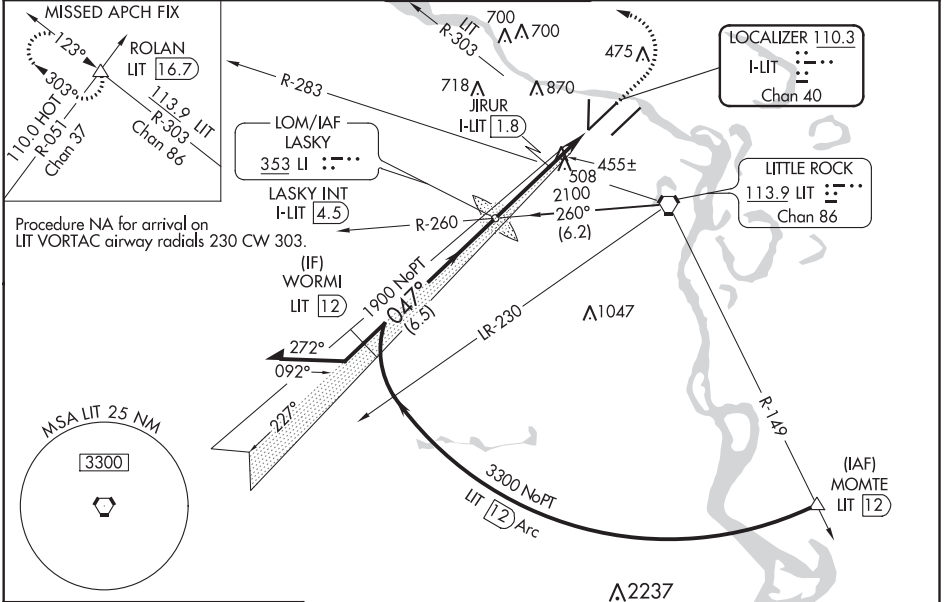
**ILS or LOC RWY 4L**  
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

**⚠** Inop table does not apply to S-ILS 4L all Cats. Simultaneous approach authorized. Rwy 4L helicopter visibility reduction below RVR 4000 NA. LOC minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D visibility to 2 SM. JIRUR fix minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D visibility to 1 3/8 SM.

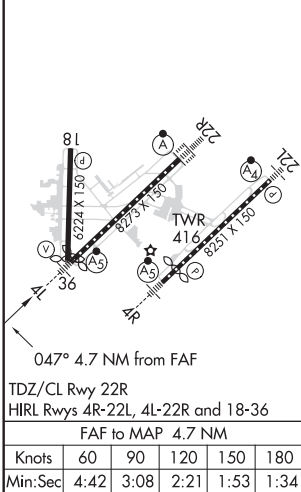
**MALS**  
AS

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3500 on heading 260° and on LIT VORTAC R-303 to ROLAN INT/LIT 16.7 DME and hold.

D-ATIS <b>125.65</b>	LITTLE ROCK APP CON <b>135.4 353.6</b>	ADAMS TOWER <b>118.7 257.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>118.95</b>
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ELEV 266	<b>D</b>	TDZE 258
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CATEGORY	A	B	C	D
S-ILS 4L	508/40 250 (300-34)			
S-LOC 4L	960-40	702 (700-34)	960-1 5/8	702 (700-1 5/8)
<b>C</b> CIRCLING	960-1 694 (700-1)	1000-1 734 (800-1)	1180-2 3/4 914 (1000-2 3/4)	1180-3 914 (1000-3)
JIRUR FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 4L	720/40	462 (500-34)	720/50	462 (500-1)
<b>C</b> CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2 3/4 914 (1000-2 3/4)	1180-3 914 (1000-3)

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SC-1, 22 APR 2021 to 17 JUN 2021

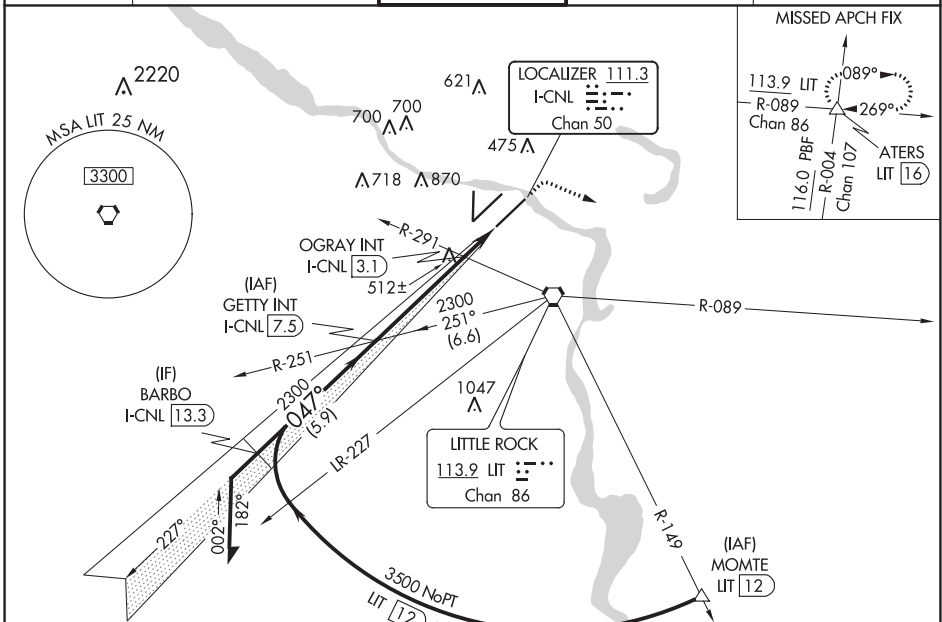
LOC/DME I-CNL <b>111.3</b> Chan 50	APP CRS <b>047°</b>	Rwy Idg TDZE Apt Elev	<b>7201</b> <b>260</b> <b>266</b>
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# ILS or LOC RWY 4R

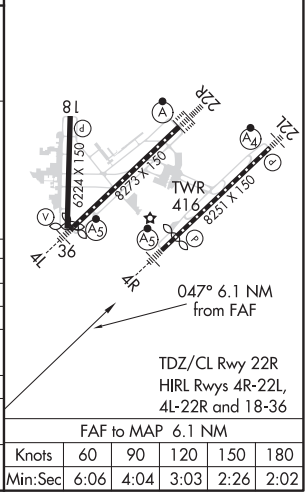
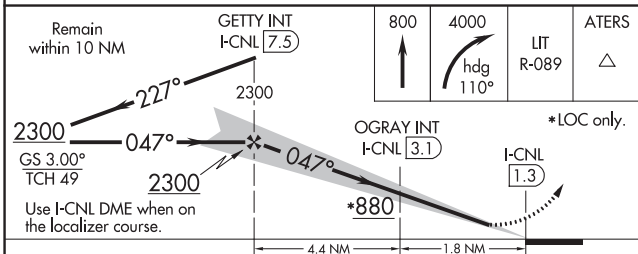
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

<p>▼ Inop table does not apply to S-ILS 4R. ▲ Rwy 4R helicopter visibility reduction below ¾ NA. Simultaneous approach authorized.</p>	<p>MALSR AS</p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 4000 on heading 110° and LIT VORTAC R-089 to ATERS INT/LIT 16 DME and hold.</p>
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D-ATIS <b>125.65</b>	LITTLE ROCK APP CON <b>135.4 353.6</b>	ADAMS TOWER <b>118.7 257.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>118.95</b>
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ELEV 266	TDZE 260
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CATEGORY	A	B	C	D
S-ILS 4R		510/40	250 (300-¾)	
S-LOC 4R	880/40	620 (700-¾)	880-1¾	620 (700-1¾)
CIRCLING	880-1	1000-1	1180-2¾	1180-3
	614 (700-1)	734 (800-1)	914 (1000-2¾)	914 (1000-3)
OGRAY (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 4R	780/40	520 (600-¾)	780/55	520 (600-1)
CIRCLING	820-1	1000-1	1180-2¾	1180-3
	554 (600-1)	734 (800-1)	914 (1000-2¾)	914 (1000-3)

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SC-1, 22 APR 2021 to 17 JUN 2021



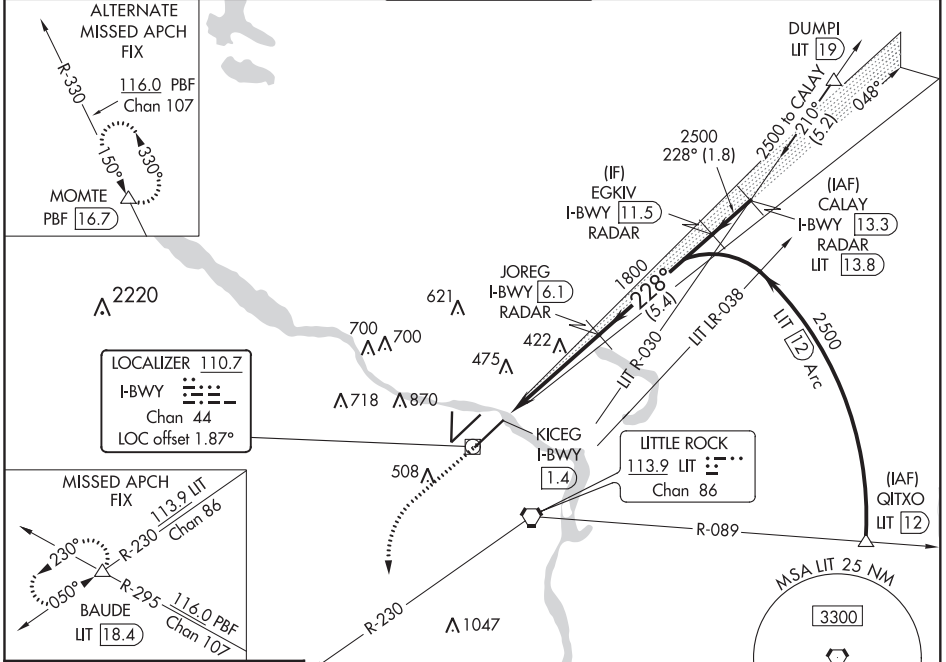
LOC/DME I-BWY <b>110.7</b> Chan <b>44</b>	APP CRS <b>228°</b>	Rwy Idg TDZE Apt Elev	<b>7200</b> <b>260</b> <b>266</b>
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# ILS or LOC RWY 22L

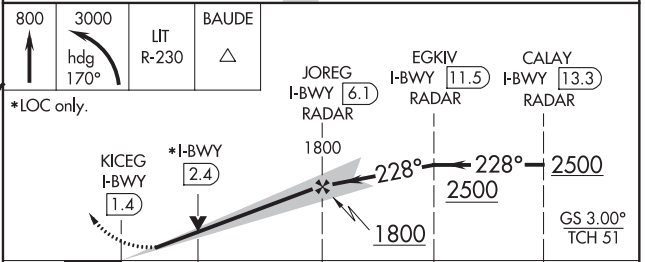
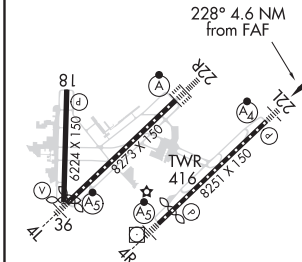
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

DME or RADAR required.		MALSF	MISSILE APPROACH: Climb to 800 then climbing left turn to 3000 on heading 170° and LIT VORTAC R-230 to BAUDE INT/LIT 18.4 DME and hold.	
Simultaneous approach authorized.				

D-ATIS <b>125.65</b>	LITTLE ROCK APP CON <b>135.4 353.6</b>	ADAMS TOWER <b>118.7 257.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>118.95</b>
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ELEV 266	<b>D</b>	TDZE 260
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TDZ/CL Rwy 22R MIRL Rwy 18-36 HIRL Rwy 4R-22L and 4L-22R	FAF to MAP 4.6 NM	800	3000	2228	2500	2500	2500
Knots	60	90	120	150	180		
Min:Sec	4:36	3:04	2:18	1:50	1:32		
CATEGORY	A	B	C	D			
S-ILS 22L		510/40	250 (300-3/4)				
S-LOC 22L		640/40	380 (400-3/4)				
<input checked="" type="checkbox"/> CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2 3/4 914 (1000-2 3/4)	1180-3 914 (1000-3)			

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SC-1, 22 APR 2021 to 17 JUN 2021

LOC/DME I-AAY <b>110.3</b> Chan 40	APP CRS <b>227°</b>	Rwy Idg TDZE Apt Elev	<b>8273</b> <b>262</b> <b>266</b>
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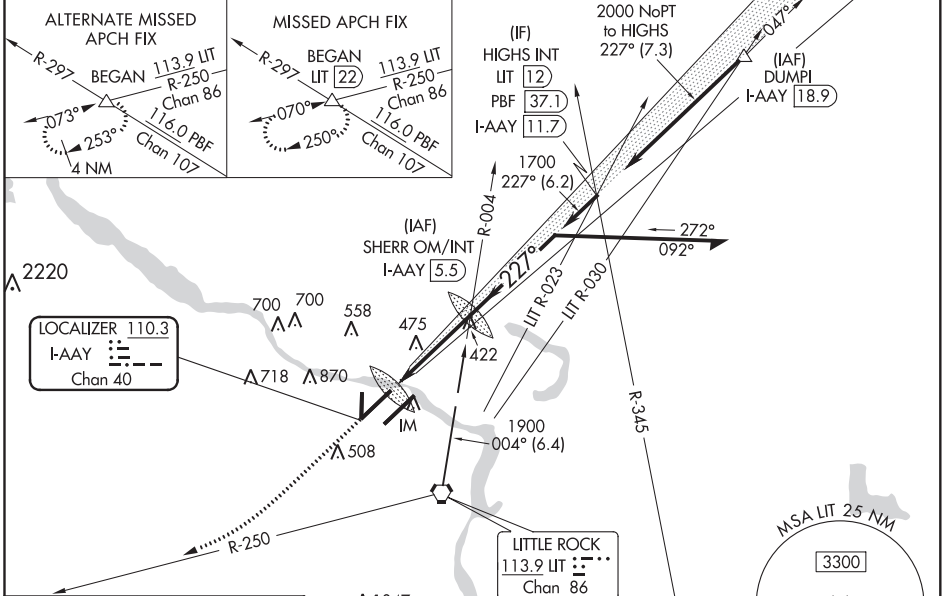
**ILS or LOC RWY 22R**  
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

DME required.

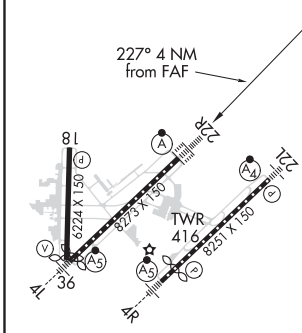
Simultaneous approach authorized with Rwy 22L. VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting; increase all DA to 544 feet and increase S-ILS all Cats visibility to RVR 2200; increase all MDA's 100 feet and increase S-LOC Cat C/D visibility to RVR 5500, and Circling Cat B visibility to 1 1/4 SM, Cat C visibility to 3 SM. For inop ALS, increase S-LOC Cat C/D visibility to RVR 6000. For inop ALS when using Stuttgart altimeter setting, increase S-ILS all Cats visibility to RVR 4500 and S-LOC Cat C/D visibility to 1 1/2 SM.

ALS F-2  
Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/ LIT 22 DME and hold.

D-ATIS <b>125.65</b>	LITTLE ROCK APP CON <b>135.4 353.6</b>	ADAMS TOWER <b>118.7 257.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>118.95</b>
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ELEV 266	D	TDZE 262
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TDZ/CL Rwy 22R	MIRL Rwy 18-36	HIRL Rwys 4R-22L and 4L-22R	FAF to MAP 4 NM		
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

1000	2300	BEGAN	SHERR OM/INT I-AAY 5.5	Remain within 10 NM
*LOC only.	*I-AAY 2.5			
I-AAY 1.5				
				GS 3.00° TCH 59

CATEGORY	A	B	C	D
S-ILS 22R	462/18		200 (200-1/2)	
S-LOC 22R	680/24	418 (500-1/2)	680/40	418 (500-3/4)
CIRCLING	800-1 534 (600-1)	1000-1 734 (800-1)	1180-2 3/4 914 (1000-2 3/4)	1180-3 914 (1000-3)

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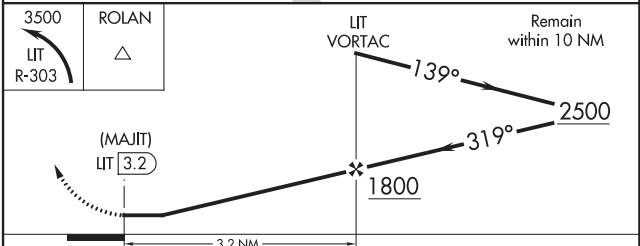
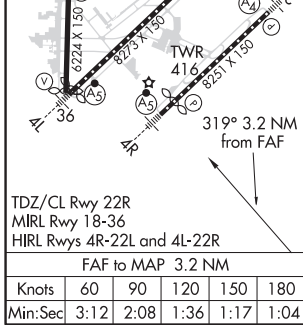
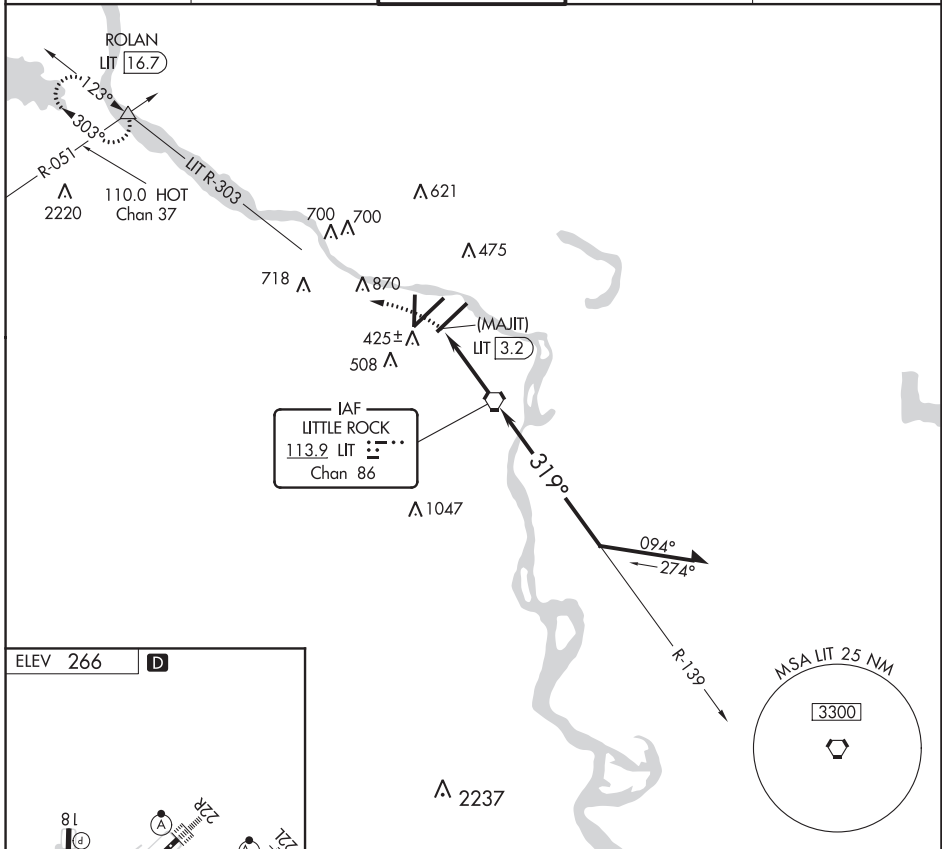
SC-1, 22 APR 2021 to 17 JUN 2021

VORTAC LIT <b>113.9</b> Chan <b>86</b>	APP CRS <b>319°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>266</b>
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**VOR-A**  
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

**▽**  
**△** MISSED APPROACH: Climbing left turn to 3500 on LIT R-303 to ROLAN INT and hold.

D-ATIS <b>125.65</b>	LITTLE ROCK APP CON <b>135.4 353.6</b>	ADAMS TOWER <b>118.7 257.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>118.95</b>
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CATEGORY	A	B	C	D
<b>C</b> CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

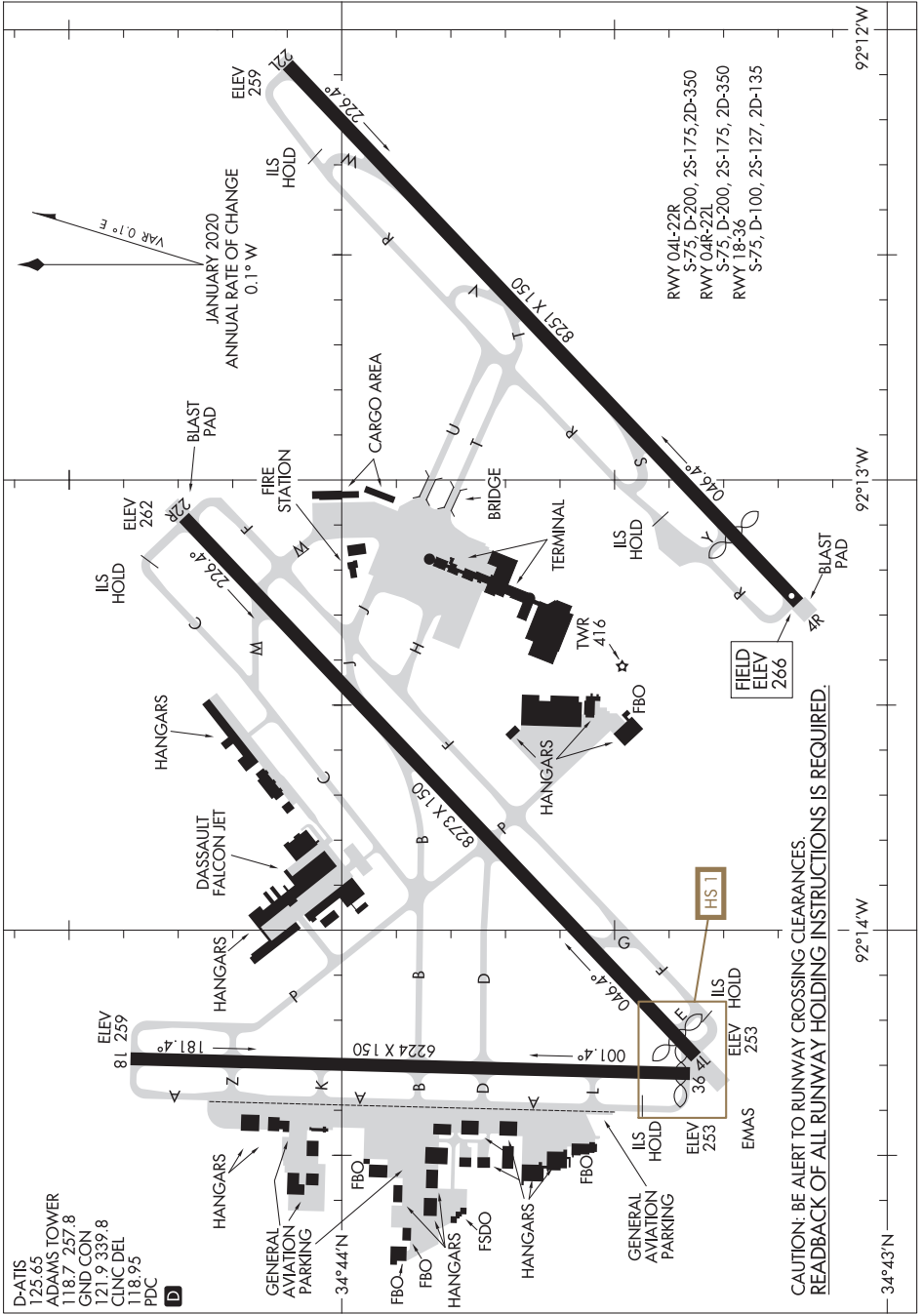
SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

# AIRPORT DIAGRAM

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)  
AL-233 (FAA)  
LITTLE ROCK, ARKANSAS

SC-1, 22 APR 2021 to 17 JUN 2021



# AIRPORT DIAGRAM

21112

LITTLE ROCK, ARKANSAS  
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
REARBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

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# ILS or LOC RWY 25

LOC I-TYV <b>109.9</b>	APCH CRS <b>250°</b>	Rwy Idg <b>12,000</b>
		TDZE <b>300</b>
		Arpt Elev <b>312</b>

AL-738 [USAF]

LITTLE ROCK AFB (KLRF)

RADAR or DME required. RADAR required when R-2403A / R2403B active.

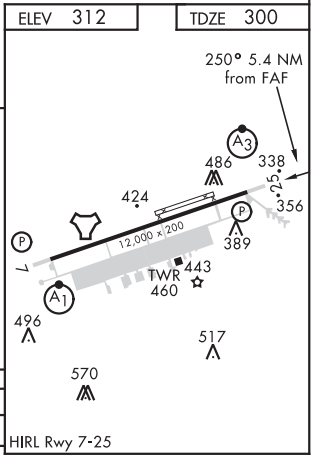
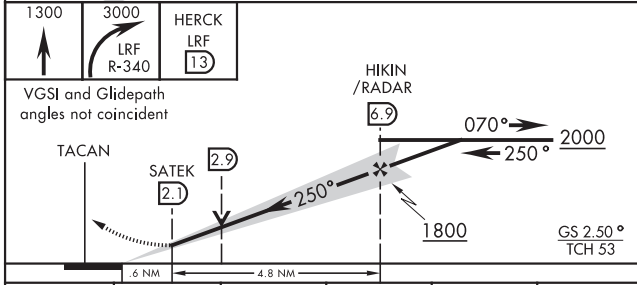
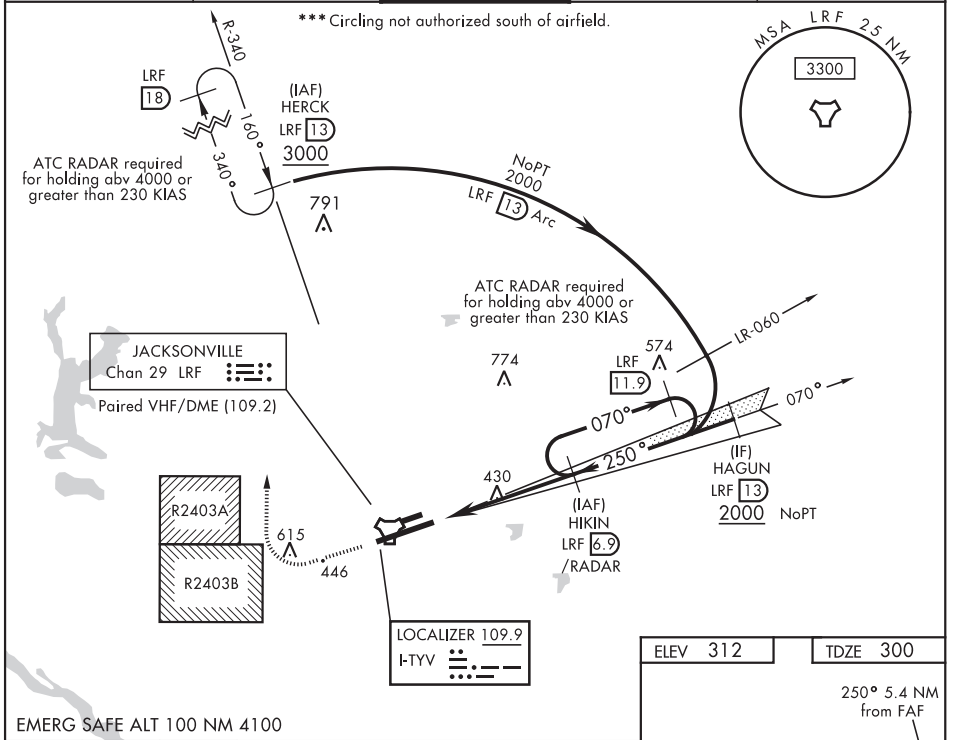
SSALR



MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

▼ \* When ALS inop, increase RVR to 40 and vis to ¼ mile.  
 \*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¼ miles.

ATIS ★ <b>119.175 251.1</b>	LITTLE ROCK APP CON <b>119.5 306.2</b>	LITTLE ROCK TOWER <b>120.6 269.075</b>	GND CON <b>132.8 275.8</b>	CLNC DEL <b>253.5</b>
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CATEGORY	A	B	C	D	E
S-ILS 25 *	500/24		200	[200-½]	
S-LOC 25 **	720/24	420 (500-½)	720/40		420 (500-¾)
CIRCLING ***	780-1 468 (500-1)	860-1 548 (600-1)	880-1½ 568 (600-1½)	1040-2¼ 728 (800-2¼)	1040-2½ 728 (800-2½)

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

# ILS or LOC RWY 25

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

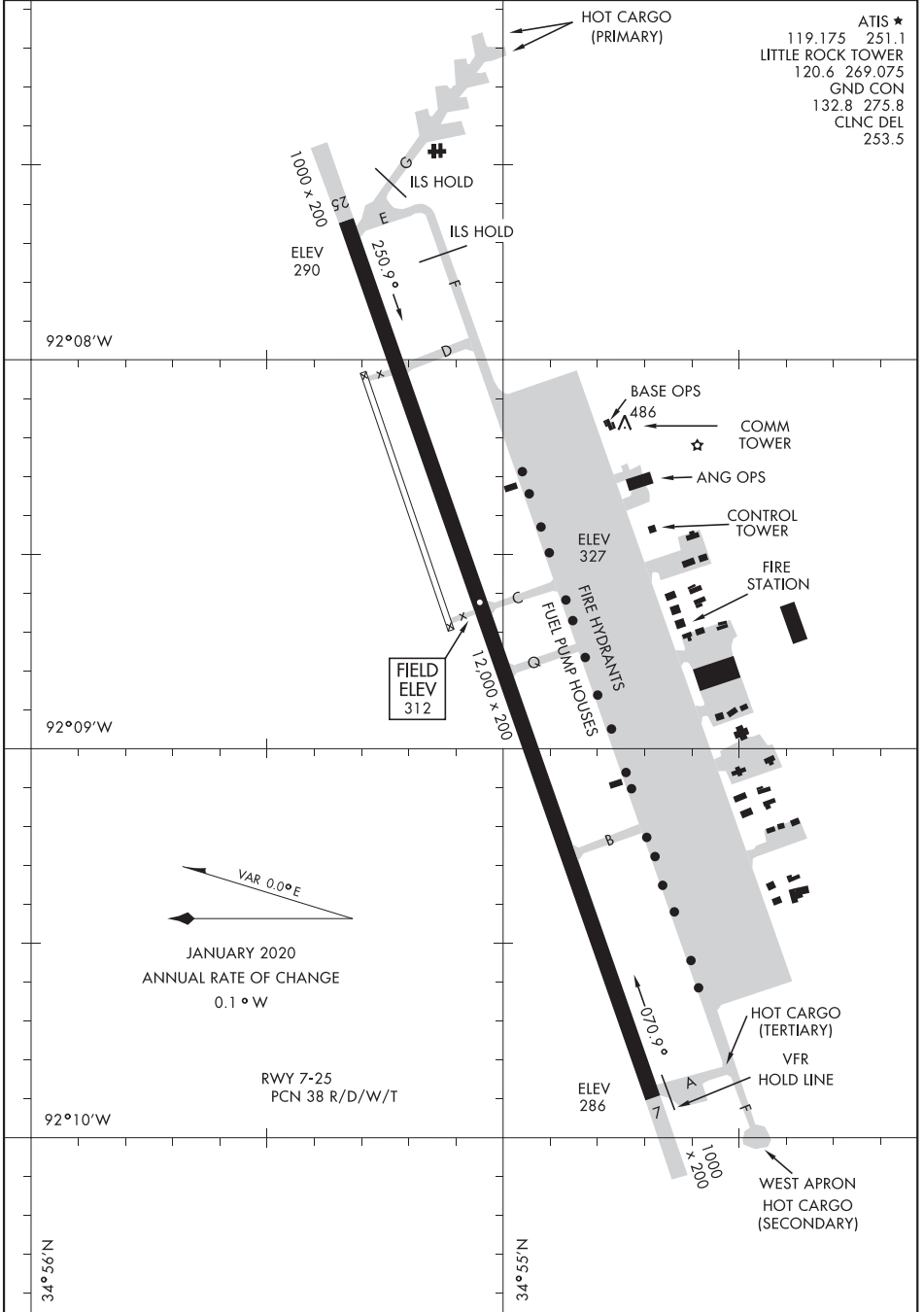
# AIRPORT DIAGRAM

LITTLE ROCK AFB (KLRF)

JACKSONVILLE, ARKANSAS

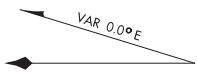
AFD-738 [USAF]

ATIS ★ 119.175 251.1  
 LITTLE ROCK TOWER 120.6 269.075  
 GND CON 132.8 275.8  
 CLNC DEL 253.5



SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021



JANUARY 2020  
 ANNUAL RATE OF CHANGE  
 0.1°W

RWY 7-25  
 PCN 38 R/D/W/T

# AIRPORT DIAGRAM

JACKSONVILLE, ARKANSAS

LITTLE ROCK AFB (KLRF)

LOC/DME I-VMU <b>108.7</b> Chan <b>24</b>	APP CRS <b>269°</b>	Rwy Idg TDZE Apt Elev	<b>6001</b> <b>1064</b> <b>1080</b>
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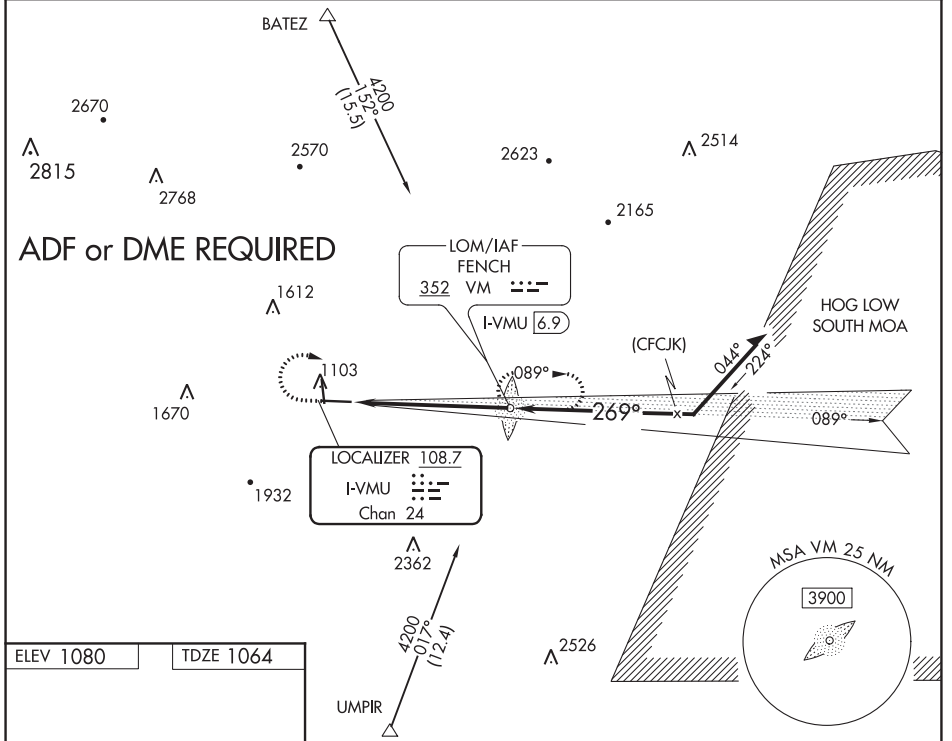
# ILS or LOC RWY 27

MENA INTERMOUNTAIN MUNI (MEZ)

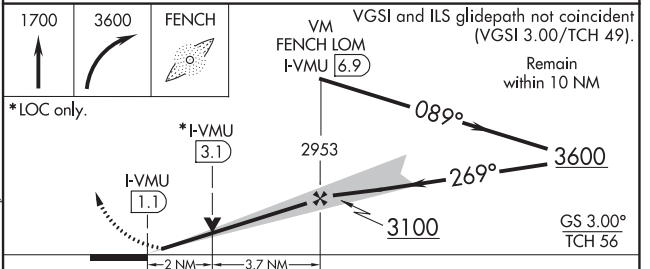
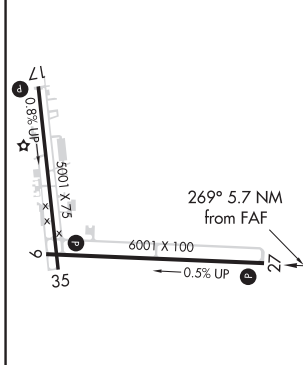
**NA** Circling Rwy 35 NA at night. ADF Required.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3600 direct FENCH LOM/I-VMU 6.9 DME and hold.

AWOS-3 <b>118.025</b>	MEMPHIS CENTER <b>126.1 269.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1080	TDZE 1064
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CATEGORY	A	B	C	D
S-ILS 27	1464-1½ 400 (400-1½)			NA
S-LOC 27	1660-1	596 (600-1)	1660-1⅞ 596 (600-1⅞)	NA
<input checked="" type="checkbox"/> CIRCLING	1840-1 760 (800-1)	2140-1½ 1060 (1100-1½)	2220-3 1140 (1200-3)	NA

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

MONTECELLO, ARKANSAS

AL-5695 (FAA)

20198

VOR/DME MON <b>111.6</b> Chan 53	APP CRS <b>335°</b>	Rwy Idg N/A TDZE N/A Apt Elev <b>268</b>
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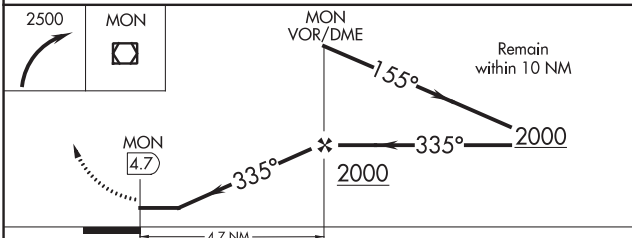
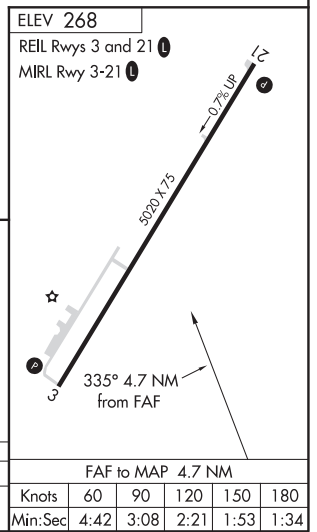
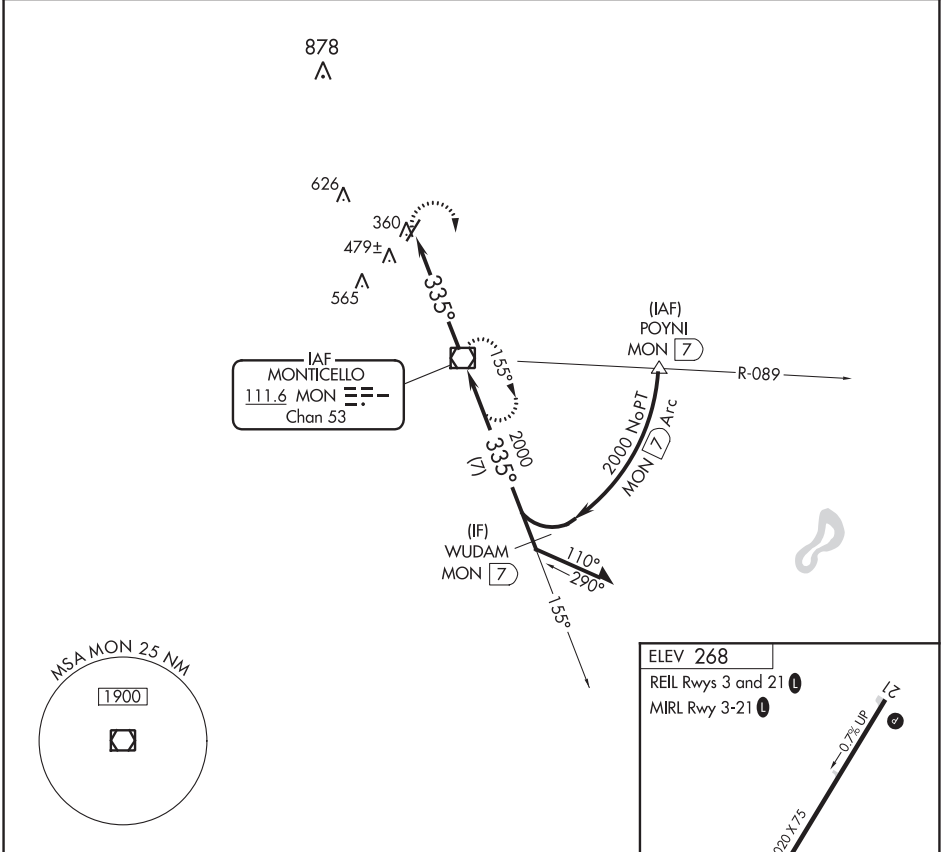
**VOR-A**

MONTECELLO MUNI/ELLIS FIELD (LLQ)

**⚠** When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet and Cat C visibility 1/2 SM.

**MISSED APPROACH:** Climbing right turn to 2500 direct MON VOR/DME and hold. Continue climb in hold to 2500.

ASOS <b>133.325</b>	MEMPHIS CENTER <b>135.875 269.35</b>	UNICOM <b>122.8</b> (CTAF) <b>📻</b>
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CATEGORY	A	B	C	D	FAF to MAP 4.7 NM					
<b>C</b> CIRCLING	780-1	512 (600-1)	980-2 712 (800-2)	NA	Knots	60	90	120	150	180
					Min:Sec	4:42	3:08	2:21	1:53	1:34

MONTECELLO, ARKANSAS  
Amdt 6C 18JUN20

33°38'N-91°45'W

MONTECELLO MUNI/ELLIS FIELD (LLQ)

**VOR-A**

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021



MOUNTAIN HOME, ARKANSAS

AL-5406 (FAA)

20030

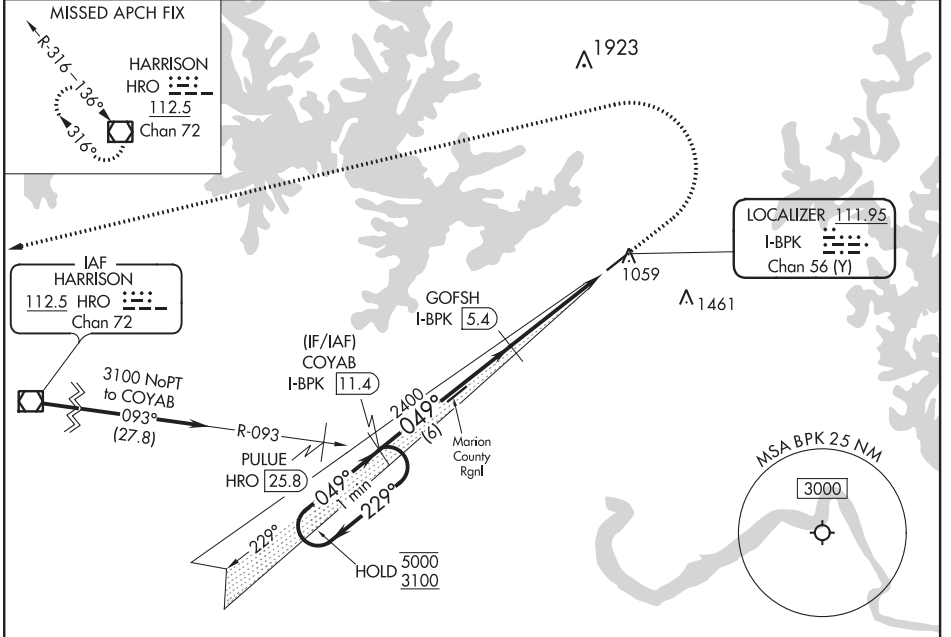
LOC/DME I-BPK <b>111.95</b> Chan 56 (Y)	APP CRS <b>049°</b>	Rwy Idg <b>5000</b> TDZE <b>928</b> Apt Elev <b>928</b>
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# ILS or LOC RWY 5

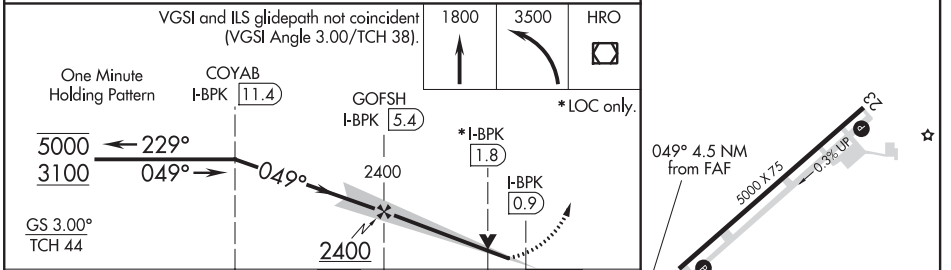
BAXTER COUNTY (BPK)

DME required.	MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct HRO VOR/DME and hold.
<p>▼ Circling NA for Cat C, southeast of Rwy 5-23.</p> <p>▲ NA Circling to Rwy 23 NA at night.</p>	

ASOS <b>133.975</b>	MEMPHIS CENTER <b>126.85 281.55</b>	GCO <b>121.72</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 928	TDZE 928
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CATEGORY	A	B	C	D
S-ILS 5	1178-3/4	250 (300-3/4)		NA
S-LOC 5	1260-1	332 (400-1)		NA
CIRCLING	1380-1 452 (500-1)	1400-1 472 (500-1)	1420-1 1/2 492 (500-1 1/2)	NA

REIL Rwy 5 0  
MIRL Rwy 5-23 0

MOUNTAIN HOME, ARKANSAS  
Amdt 1 13SEP18

36°22'N-92°28'W

BAXTER COUNTY (BPK)  
**ILS or LOC RWY 5**

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SC-1, 22 APR 2021 to 17 JUN 2021

NEWPORT, ARKANSAS

AL-5843 (FAA)

21112

VORTAC ARG <b>114.5</b> Chan <b>92</b>	APP CRS <b>197°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>239</b> <b>239</b>
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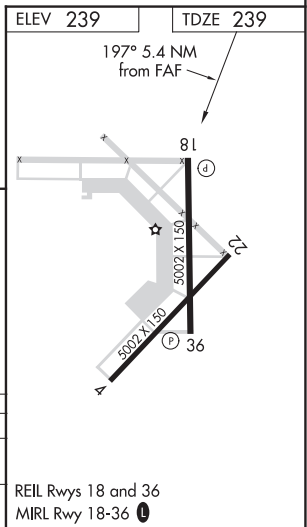
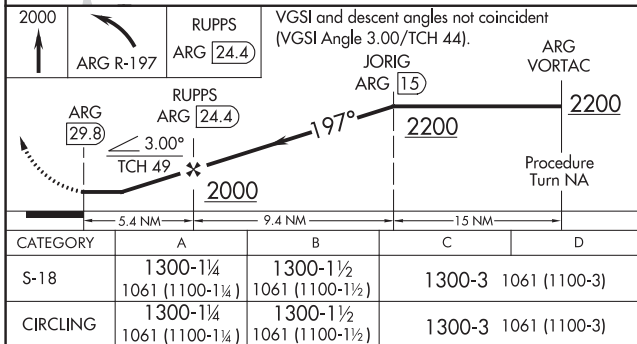
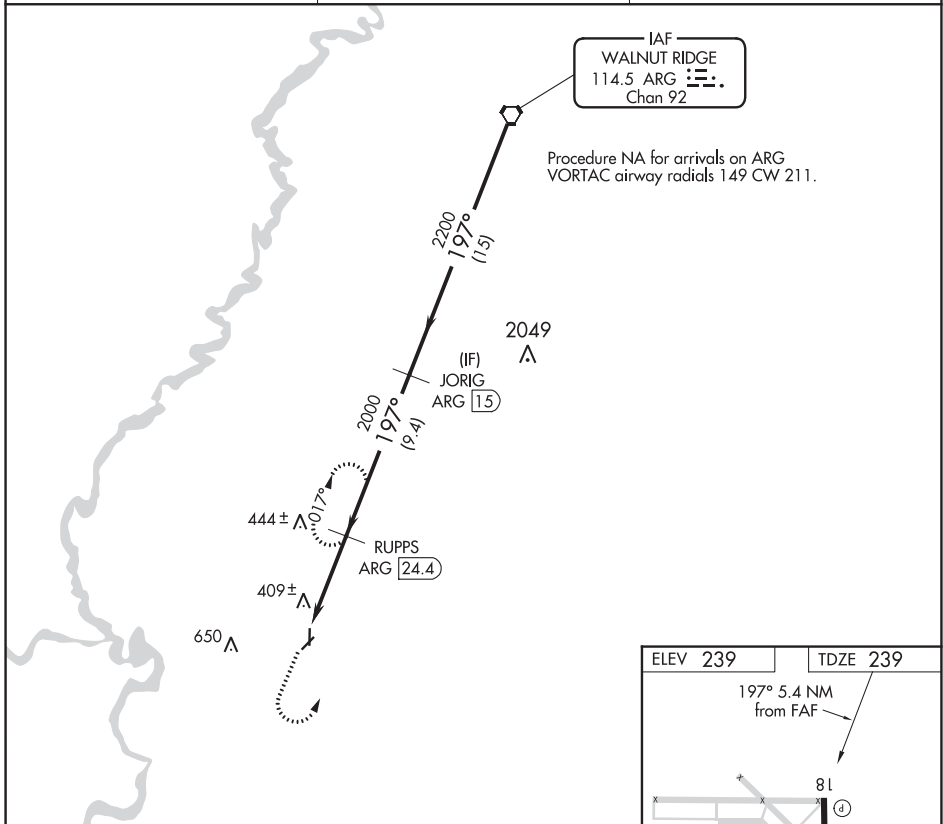
# VOR RWY 18

NEWPORT RGNL (M19)

⚠ When local altimeter setting not received, use Batesville altimeter setting and increase all MDAs 100 feet. DME required.

⚠ MISSED APPROACH: Climb to 2000 then left turn on ARG VORTAC R-197 to RUPPS/24.4 DME and hold.

AWOS-3PT <b>118.15</b>	MEMPHIS CENTER <b>120.075 289.4</b>	UNICOM <b>122.8</b> (CTAF) <b>L</b>
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CATEGORY	A	B	C	D
S-18	1300-1¼ 1061 (1100-1¼)	1300-1½ 1061 (1100-1½)	1300-3	1061 (1100-3)
CIRCLING	1300-1¼ 1061 (1100-1¼)	1300-1½ 1061 (1100-1½)	1300-3	1061 (1100-3)

REIL Rwy 18 and 36  
MIRL Rwy 18-36 **L**

NEWPORT, ARKANSAS  
Amdt 4C 22APR21

35°38'N-91°11'W

# NEWPORT RGNL (M19)

## VOR RWY 18

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

WAAS CH <b>58106</b> <b>W05A</b>	APP CRS <b>053°</b>	Rwy Idg TDZE <b>541</b> Apt Elev <b>545</b>	<b>5002</b>
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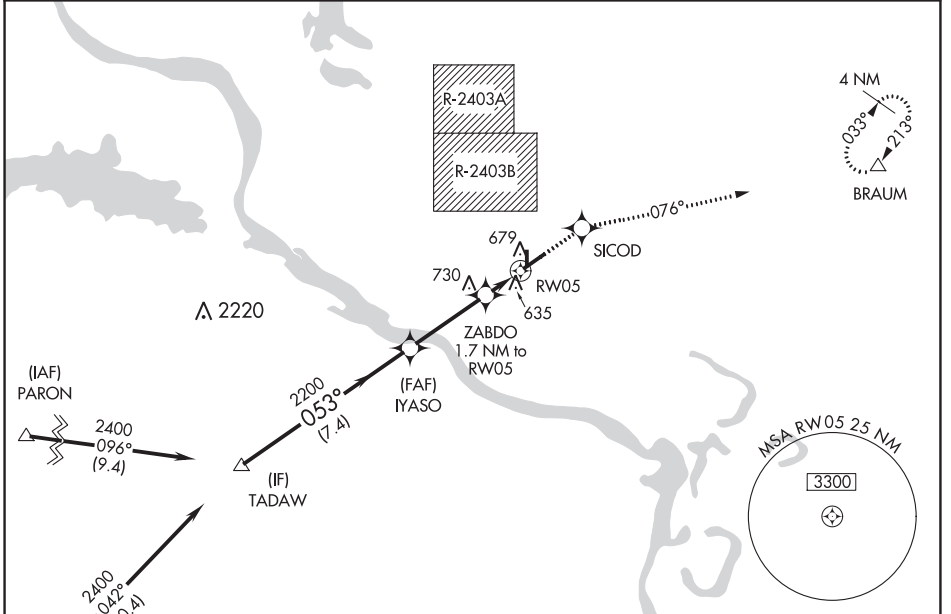
# RNAV (GPS) RWY 5

NORTH LITTLE ROCK MUNI (ORK)

**NA** DME/DME RNP-0.3 NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting, when not received procedure NA. Circling to Rwy 17 NA at night. Circling NA for Cats B and C north of Rwy 5-23 when restricted area R-2403B in use. Baro-VNAV NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct SICOD and via 076° track to BRAUM and hold.

AWOS-3PT <b>123.775</b>	LIT ASOS <b>125.65</b>	LITTLE ROCK APP CON <b>119.5 306.2</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075 (CTAF)</b>
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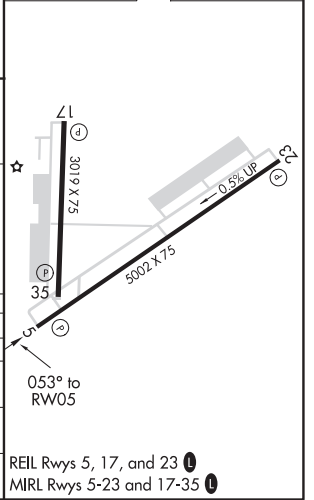
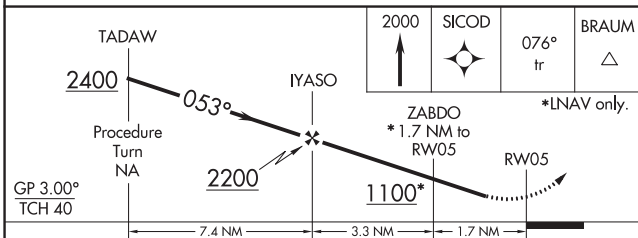


SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

ELEV 545	TDZE 541
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Procedure NA for arrivals at BEGAN via V124-573 westbound.  
Procedure NA for arrivals at PARON via V532 westbound.



CATEGORY	A	B	C	D
LPV DA	854-1 313 (400-1)			NA
LNAV/VNAV DA	986-1½ 445 (500-1½)			NA
LNAV MDA	1000-1	459 (500-1)	1000-1¼ 459 (500-1¼)	NA
CIRCLING	1060-1	515 (600-1)	1060-1½ 515 (600-1½)	NA

REL Rws 5, 17, and 23  
MIRL Rws 5-23 and 17-35

APP CRS	Rwy Idg	<b>3019</b>
<b>358°</b>	TDZE	<b>545</b>
	Apt Elev	<b>545</b>

# RNAV (GPS) RWY 35

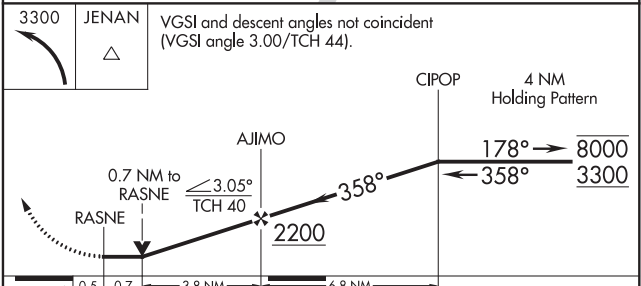
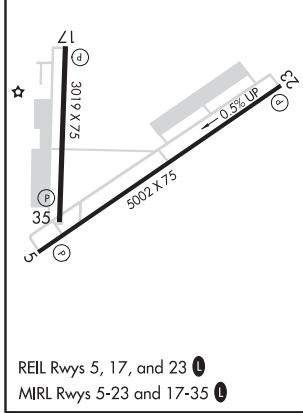
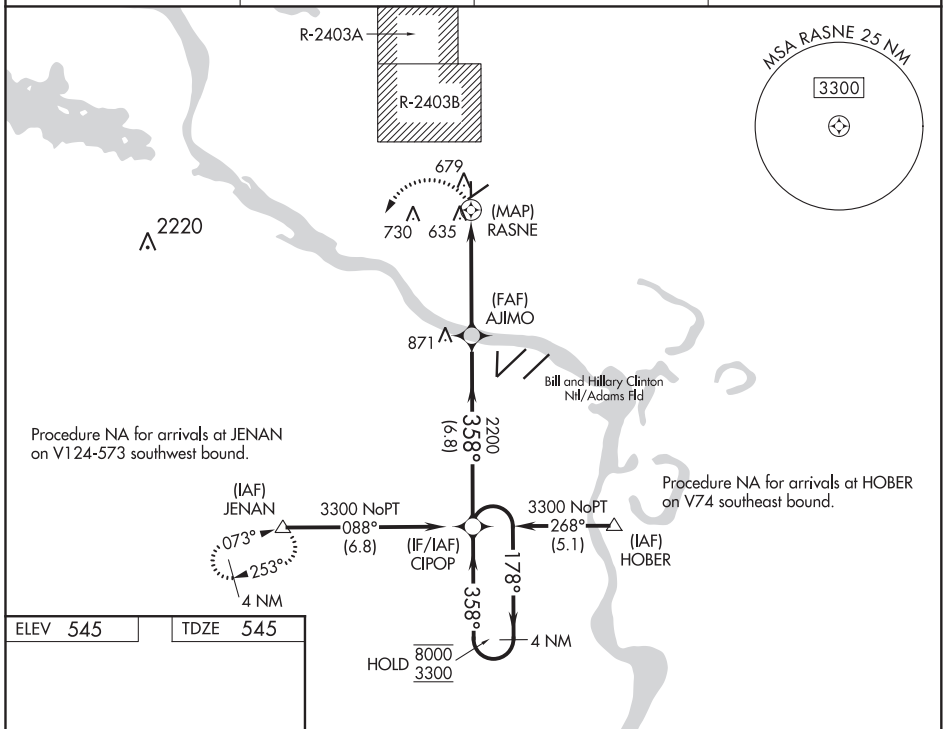
NORTH LITTLE ROCK MUNI (ORK)

RNP APCH.

⚠ Circling NA for Cats B and C north of Rwy 5-23 when R-2403B is active.  
 ⚠ Rwy 35 helicopter visibility reduction below 3/4 SM NA.  
 Procedure NA when restricted area R-2403B is in use.

MISSED APPROACH: Climbing left turn to 3300 direct JENAN and hold.

AWOS-3PT <b>123.775</b>	LITTLE ROCK APP CON <b>119.5 306.2</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075 (CTAF)</b> 📻
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CATEGORY	A	B	C	D
LNAV MDA	960-1	415 (500-1)	960-1 1/8 415 (500-1 1/8)	NA
<b>C</b> CIRCLING	1040-1	495 (500-1)	1080-1 1/2 535 (600-1 1/2)	NA

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

NORTH LITTLE ROCK, ARKANSAS

AL-5897 (FAA)

21112

LOC/DME I-ORK <b>111.9</b> Chan <b>56</b>	APP CRS <b>053°</b>	Rwy Idg <b>5002</b> TDZE <b>541</b> Apt Elev <b>545</b>
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# LOC RWY 5

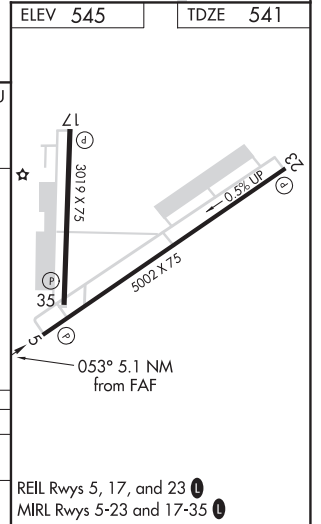
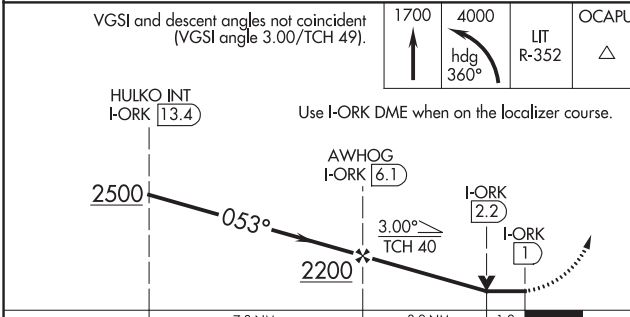
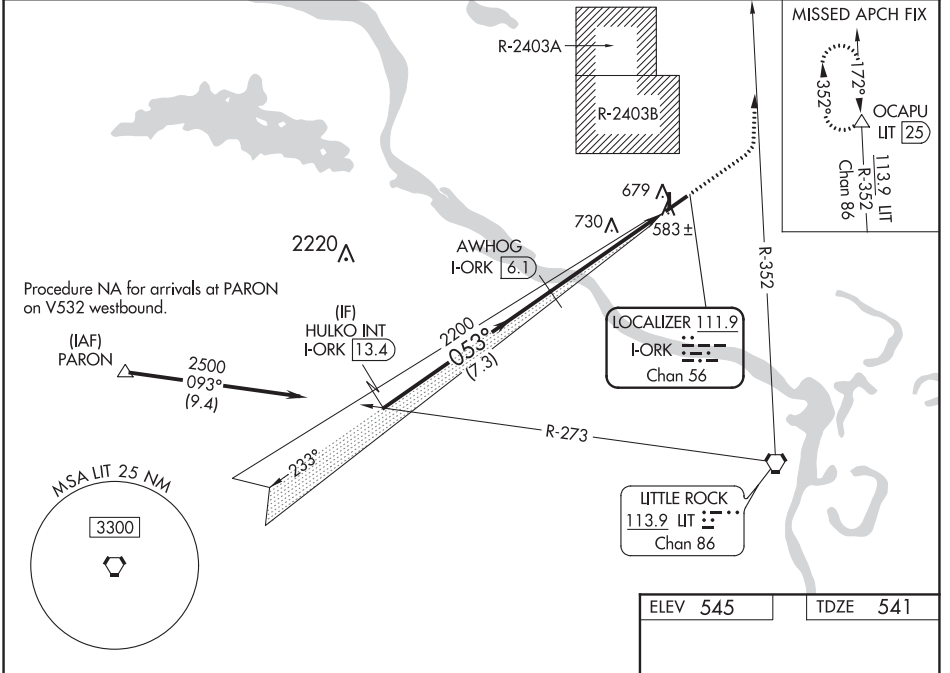
NORTH LITTLE ROCK MUNI (ORK)

From PARON: RNAV 1-GPS required. DME and RADAR required.

**⚠** Circling NA for Cats B and C north of Rwy 5-23 when R-2403B active.

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on heading 360° and LIT VORTAC R-352 to OCAPU/LIT 25 DME and hold.

AWOS-3PT <b>123.775</b>	LITTLE ROCK APP CON <b>119.5 306.2</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-5	980-1	439 (500-1)	980-1¼ 439 (500-1¼)	NA
<b>C</b> CIRCLING	1040-1	495 (500-1)	1080-1½ 535 (600-1½)	NA

NORTH LITTLE ROCK, ARKANSAS  
Orig-C 22APR21

34°50'N-92°15'W

NORTH LITTLE ROCK MUNI (ORK)  
**LOC RWY 5**

SC-1, 22 APR 2021 to 17 JUN 2021

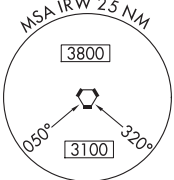
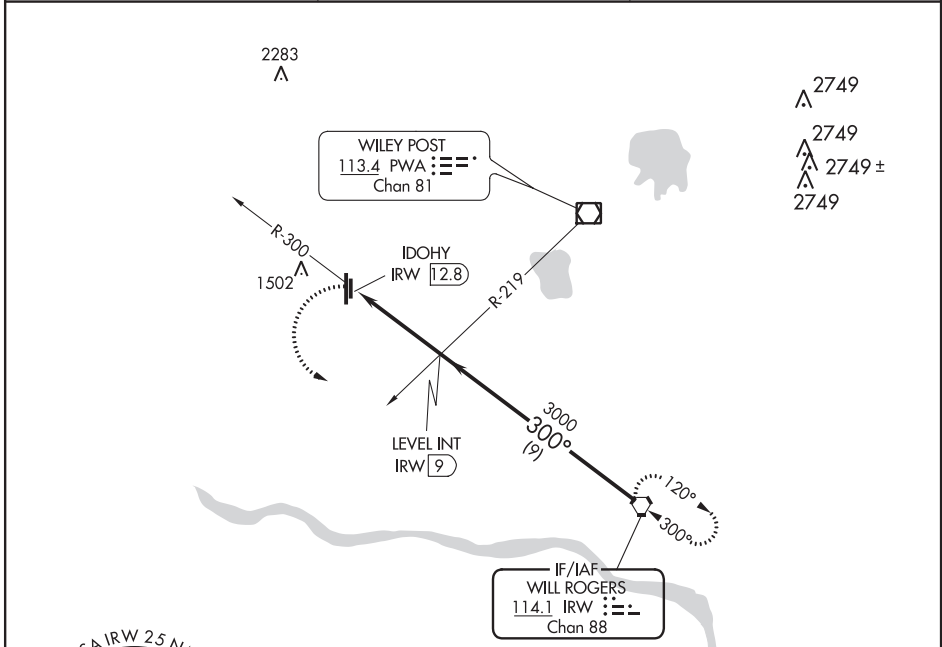
SC-1, 22 APR 2021 to 17 JUN 2021

VORTAC IRW <b>114.1</b> Chan <b>88</b>	APP CRS <b>300°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1354</b>
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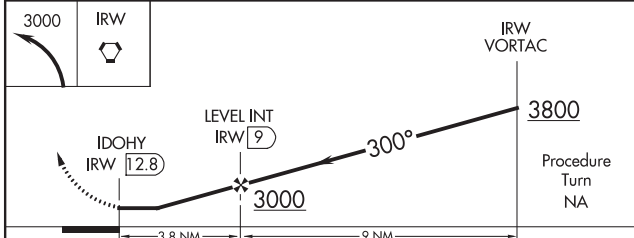
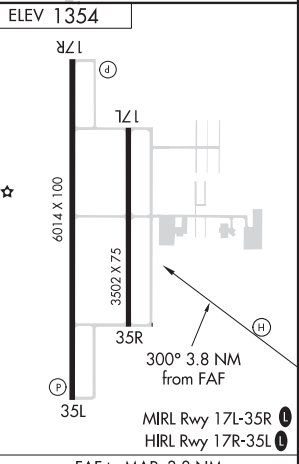
**VOR-B**  
CLARENCE E PAGE MUNI (R/C/E)

**⚠** When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDA 40 feet. **MISSED APPROACH:** Climbing left turn to 3000 direct IRW VORTAC and hold.

AWOS-3 <b>125.05</b>	OKE CITY APP CON <b>124.6 266.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
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Procedure NA for arrival at IRW VORTAC on airway radials 241 CW 292.



CATEGORY	A	B	C	D	FAF to MAP 3.8 NM					
CIRCLING	1860-1	506 (600-1)	1860-1½ 506 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	3:48	2:32	1:54	1:31	1:16

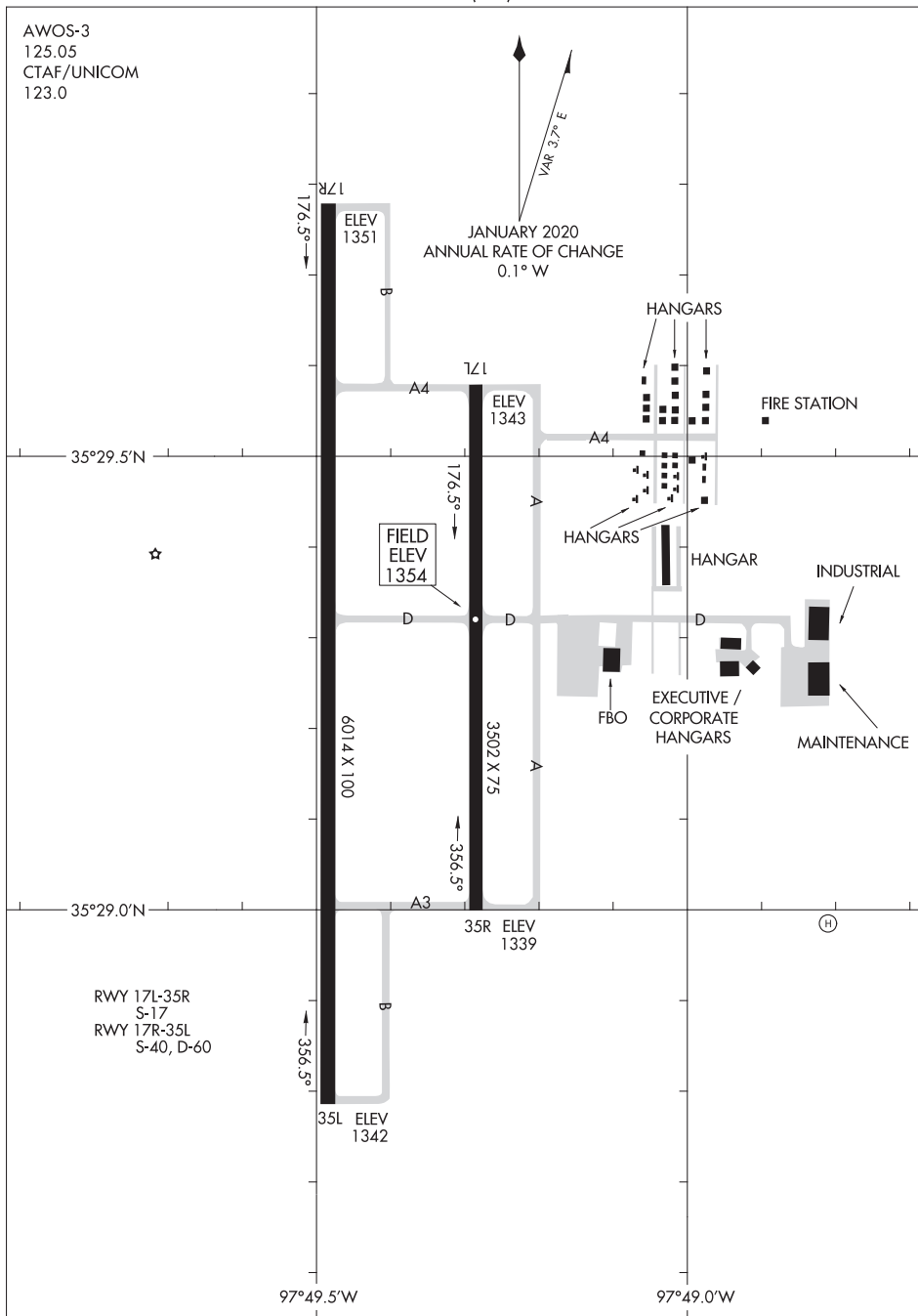
SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

# AIRPORT DIAGRAM

CLARENCE E PAGE MUNI (RCE)  
OKLAHOMA CITY, OKLAHOMA

AL-298 (FAA)



# AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA  
CLARENCE E PAGE MUNI (RCE)

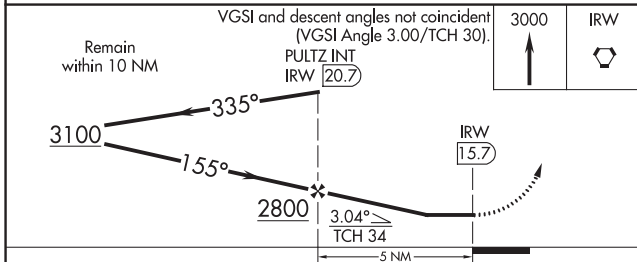
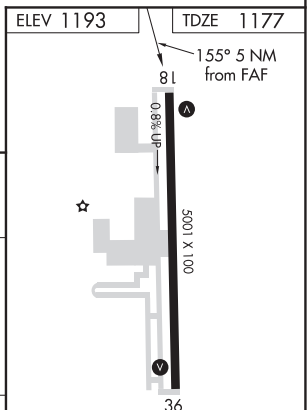
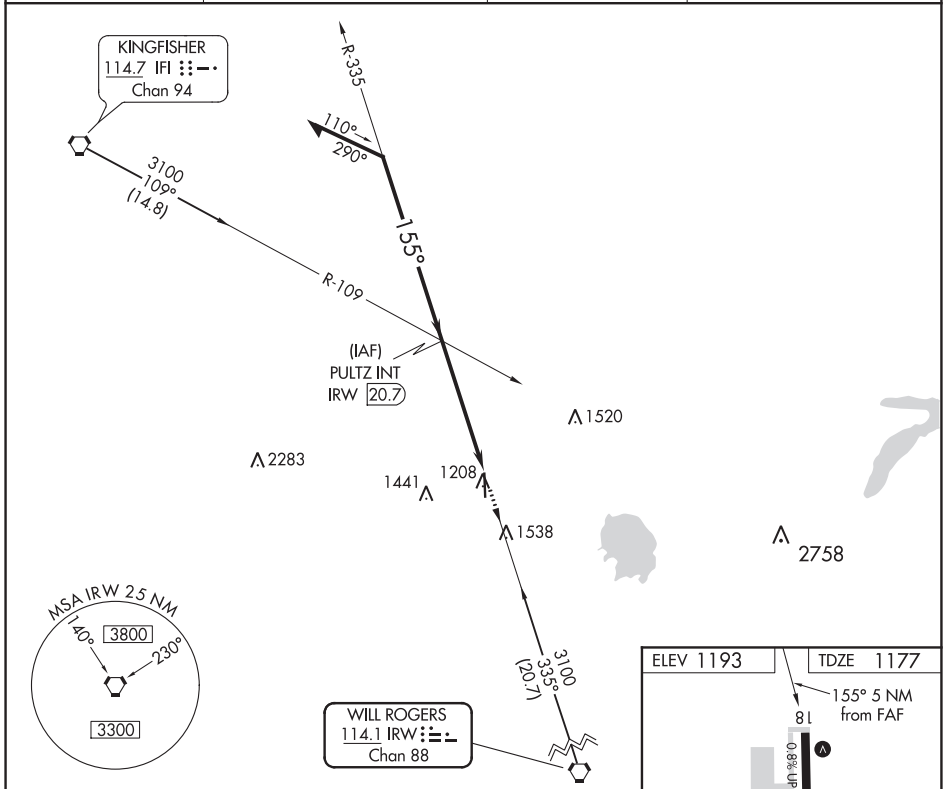
VORTAC IRW <b>114.1</b> Chan <b>88</b>	APP CRS <b>155°</b>	Rwy Idg <b>5001</b> TDZE <b>1177</b> Apt Elev <b>1193</b>
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# VOR RWY 18

SUNDANCE (HSD)

<p><b>▽</b> Circling to Rwy 36 NA at night.</p> <p><b>▲</b> NA Rwy 18 helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct IRW VORTAC.</p>
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<p>AWOS-3 <b>120.975</b></p>	<p>OKE CITY APP CON <b>124.6 266.8</b></p>	<p>CLNC DEL <b>123.7</b></p>	<p>UNICOM <b>122.7</b> (CTAF) <b>L</b></p>
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CATEGORY	A	B	C	D
S-18	1700-1	523 (600-1)	1700-1½ 523 (600-1½)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1840-1¾ 647 (700-1¾)	NA

MIRL Rwy 18-36 **L**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021



LOC I-PWA <b>110.15</b>	APP CRS <b>175°</b>	Rwy Idg <b>6844</b>
		TDZE <b>1291</b>
		Apt Elev <b>1300</b>

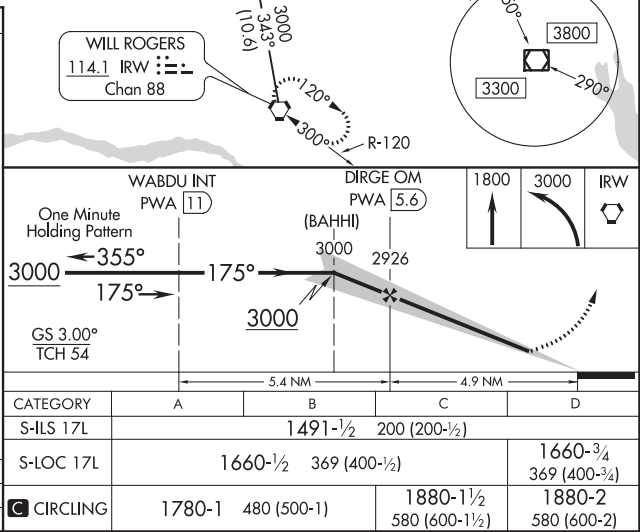
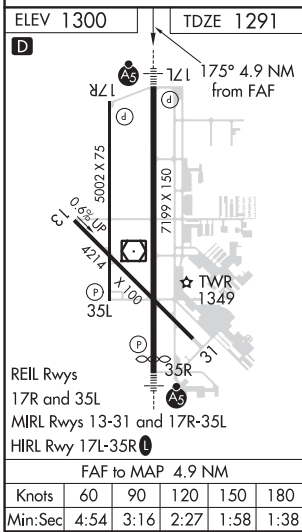
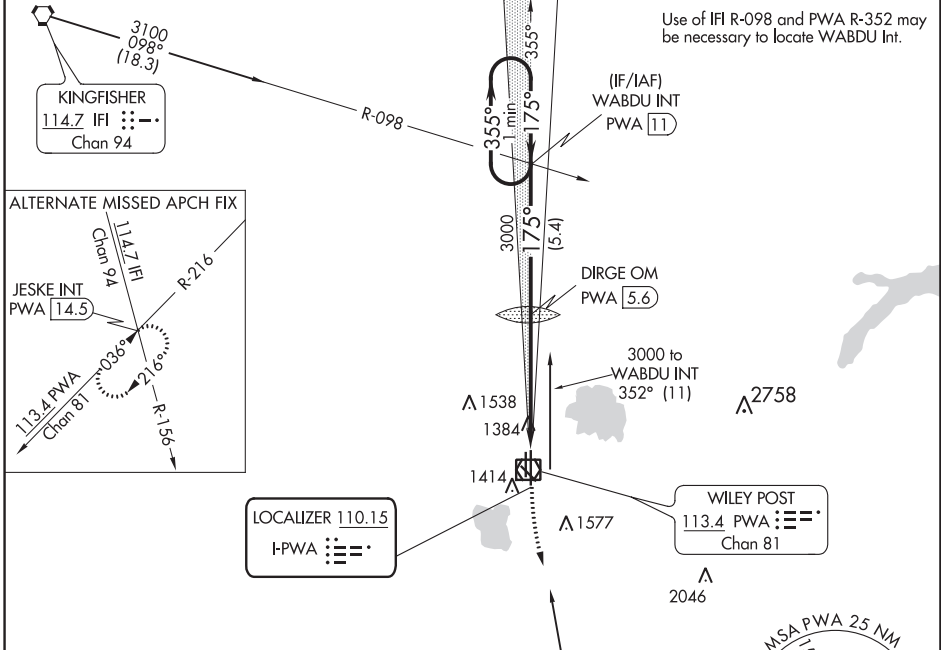
# ILS or LOC RWY 17L

WILEY POST (PWA)

**▽** When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase S-LOC 17L Cat C visibility ¼ mile.

**MAISR** MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct IRW VORTAC and hold.

ATIS <b>128.725</b>	OKE CITY APP CON <b>124.6 266.8</b>	WILEY POST TOWER ★ <b>126.9 (CTAF) 306.9</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

LOC/DME I-TFM <b>110.15</b> Chan <b>038 (Y)</b>	APP CRS <b>355°</b>	Rwy Idg <b>6844</b> TDZE <b>1299</b> Apt Elev <b>1300</b>
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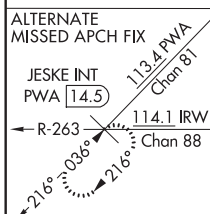
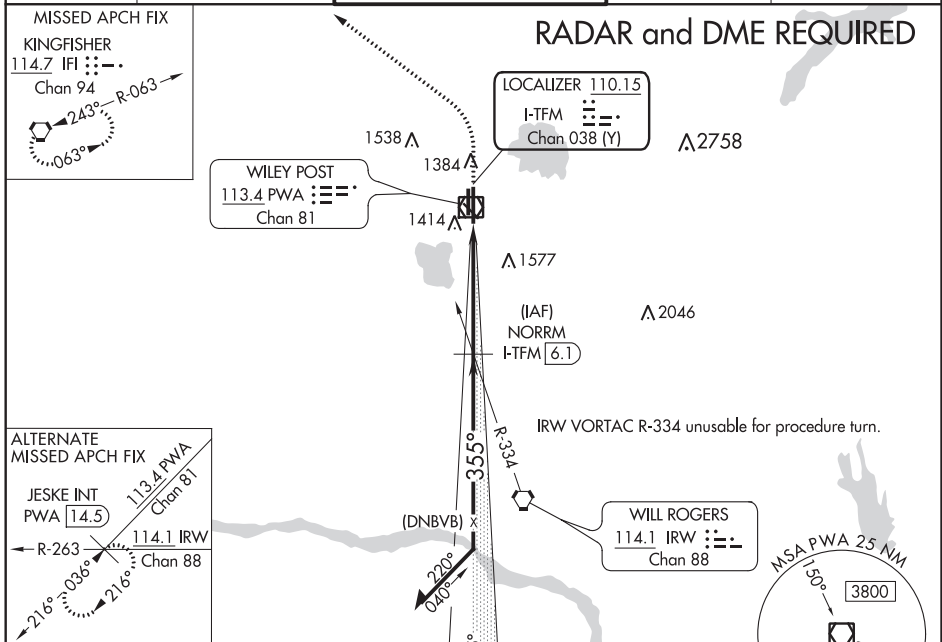
# ILS or LOC RWY 35R

WILEY POST (PWA)

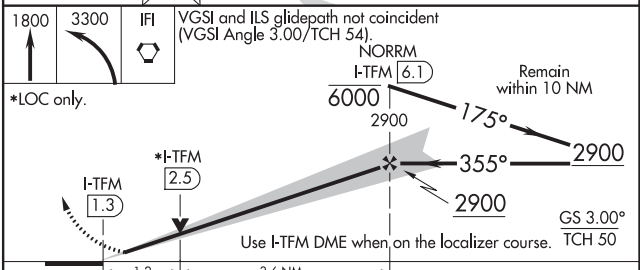
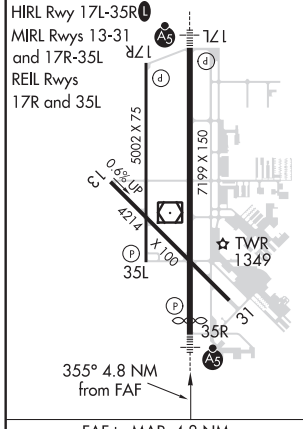
**ASR** When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA with Will Rogers World altimeter setting.

**MALSR** MISSED APPROACH: Climb to 1800 then climbing left turn to 3300 direct IFI VORTAC and hold.

ATIS <b>128.725</b>	OKE CITY APP CON <b>124.6 266.8</b>	WILEY POST TOWER ★ <b>126.9 (CTAF) 306.9</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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ELEV 1300	<b>D</b>	TDZE 1299
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CATEGORY	A	B	C	D
S-ILS 35R	1499-1/2		200 (200-1/2)	
S-LOC 35R	1740-1/2	441 (500-1/2)	1740-3/4 441 (500-3/4)	1740-1 441 (500-1)
<b>C</b> CIRCLING	1780-1	480 (500-1)	1880-1/2 580 (600-1/2)	1880-2 580 (600-2)

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SC-1, 22 APR 2021 to 17 JUN 2021

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

21112

VOR/DME PWA <b>113.4</b> Chan <b>81</b>	APP CRS <b>176°</b>	Rwy Idg <b>6844</b> TDZE <b>1291</b> Apt Elev <b>1300</b>
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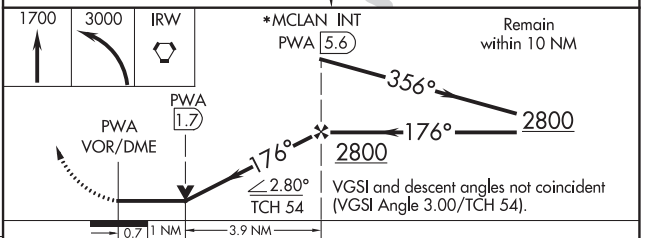
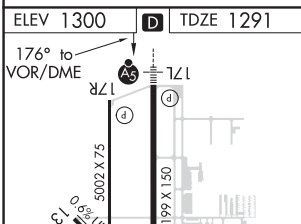
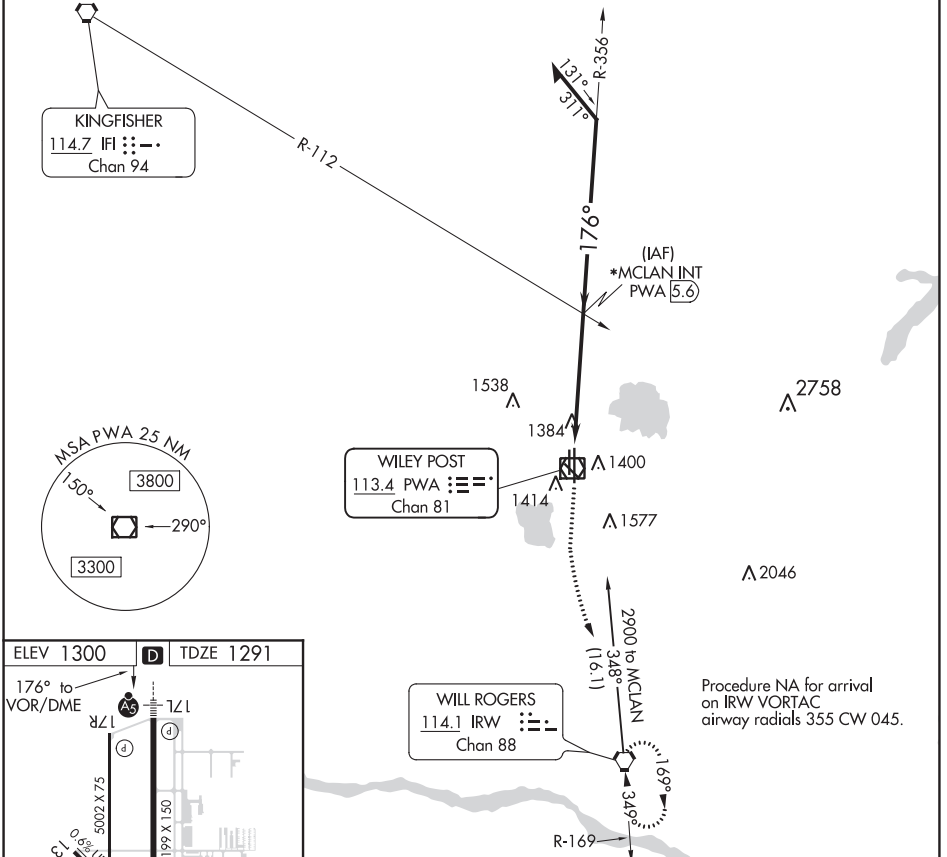
# VOR RWY 17L

WILEY POST (PWA)

⚠ VDP NA when using Will Rogers World altimeter setting. For inop ALS, increase S-17L Cat C/D visibility to 1 SM. For inop ALS, when using Will Rogers World altimeter setting, increase Cat C/D visibility to 1½ SM. When local altimeter setting not received, use ASR Will Rogers World altimeter setting and increase all MDA 40 feet and increase Cat C/D visibility ½ SM. \*RADAR fix in lieu of MCLAN INT will be provided on pilot request.

MALSR MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct IRW VORTAC and hold.

ATIS <b>128.725</b>	OKC CITY APP CON <b>124.6 266.8</b>	WILEY POST TOWER* <b>126.9(CTAF) 306.9</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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	FAF to MAP 5.6 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	S-17L	1660-½	369 (400-½)	1660-⅝	369 (400-⅝)
Min:Sec	5:36	3:44	2:48	2:14	1:52					

OKLAHOMA CITY, OKLAHOMA  
Amdt 11C 20JUN19

35°32'N-97°39'W

# WILEY POST (PWA)

## VOR RWY 17L

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SC-1, 22 APR 2021 to 17 JUN 2021

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

21112

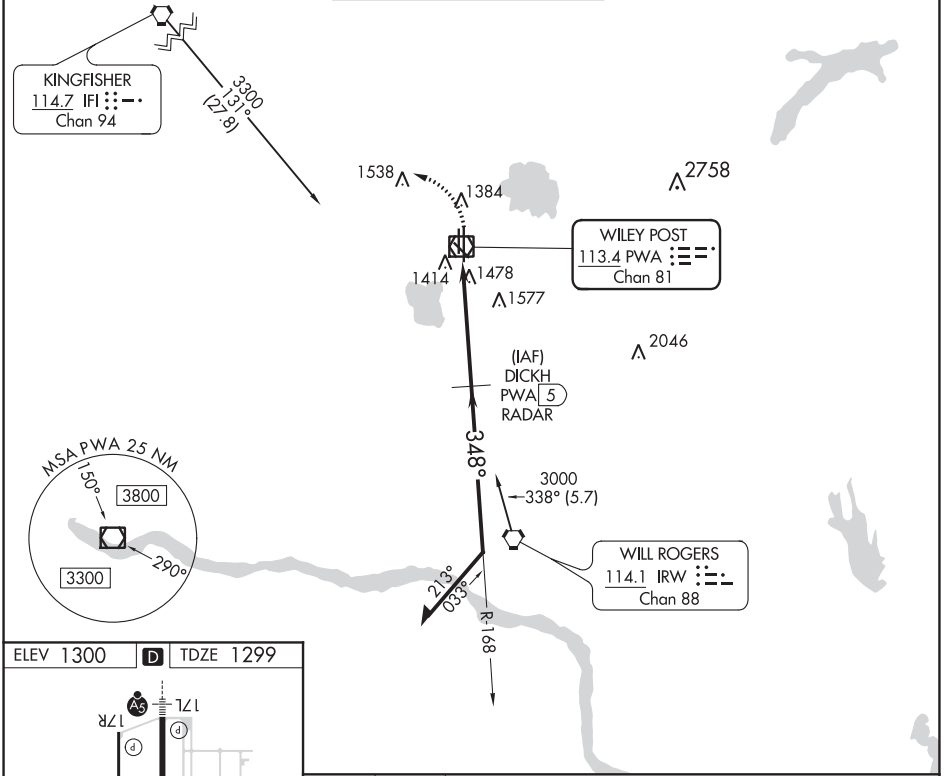
VOR/DME PWA <b>113.4</b> Chan <b>81</b>	APP CRS <b>348°</b>	Rwy Idg TDZE Apt Elev <b>6844</b> <b>1299</b> <b>1300</b>
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# VOR RWY 35R

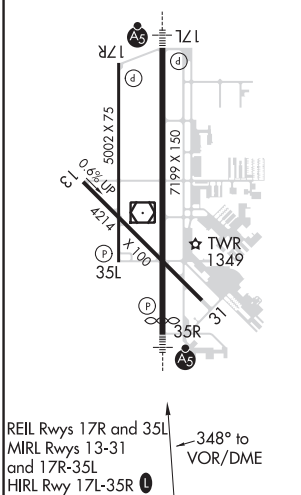
WILEY POST (PWA)

<b>ASR</b> RADAR or DME required. Inop table does not apply.	<b>MALS</b>	<b>MISSED APPROACH:</b> Climbing left turn to 3300 direct IFI VORTAC.
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<b>ATIS</b> <b>128.725</b>	<b>OKE CITY APP CON</b> <b>124.6 266.8</b>	<b>WILEY POST TOWER *</b> <b>126.9 (CTAF) 306.9</b>	<b>GND CON</b> <b>121.7</b>	<b>UNICOM</b> <b>122.95</b>
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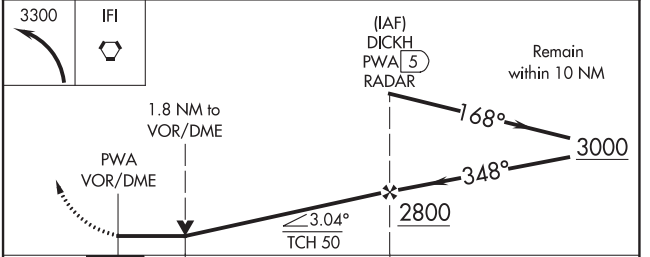


ELEV 1300	<b>D</b>	TDZE 1299
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REIL Rwy 17R and 35L  
MIRL Rwy 13-31  
and 17R-35L  
HIRL Rwy 17L-35R

348° to  
VOR/DME



CATEGORY	A	B	C	D
S-35R	1740-1 441 (500-1)		1740-1¼ 441 (500-1¼)	1740-1½ 441 (500-1½)
<b>C</b> CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

OKLAHOMA CITY, OKLAHOMA  
Amdt 3D 02APR15

35°32'N-97°39'W

# WILEY POST (PWA)

## VOR RWY 35R

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

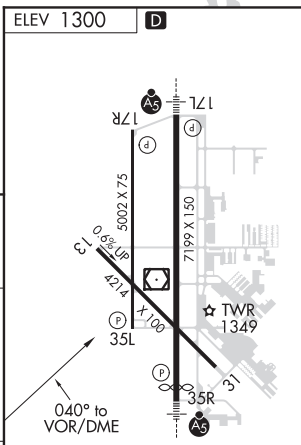
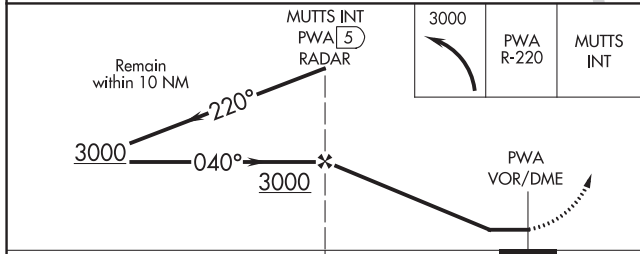
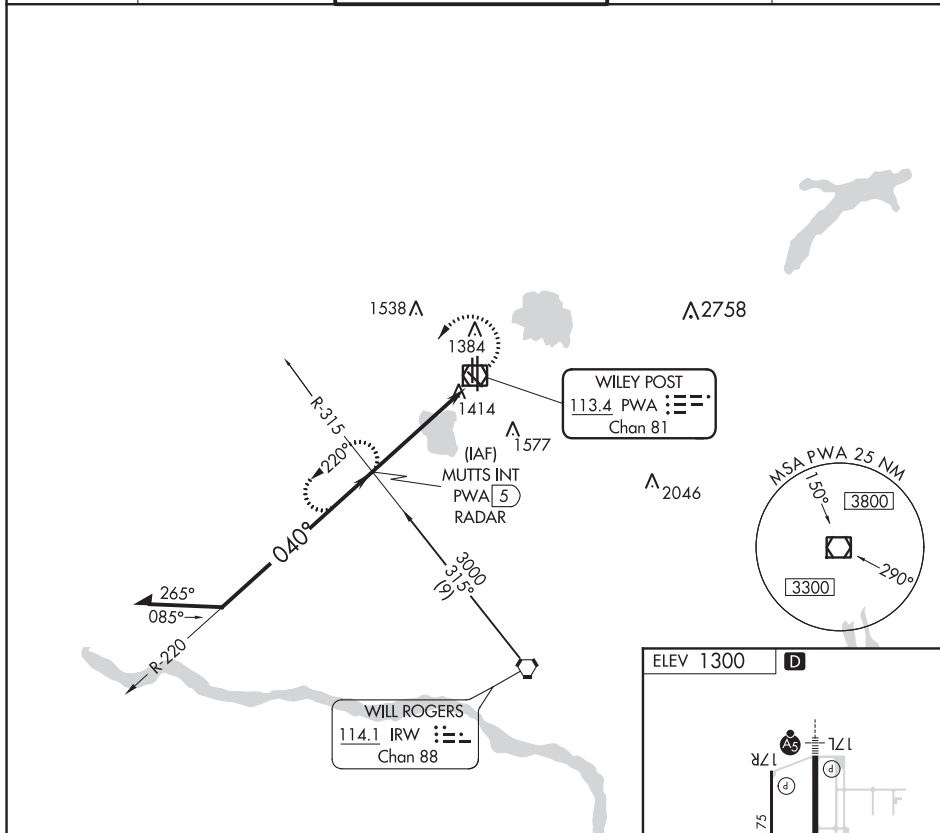
21112

VOR/DME PWA <b>113.4</b> Chan <b>81</b>	APP CRS <b>040°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1300</b>
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**VOR-A**  
WILEY POST (PWA)

**ASR** MISSED APPROACH: Climbing left turn to 3000 via PWA VOR/DME R-220 to MUTTS Int and hold.

ATIS <b>128.725</b>	OKE CITY APP CON <b>124.6 266.8</b>	WILEY POST TOWER ★ <b>126.9</b> (CTAF) <b>306.9</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
<b>C</b> CIRCLING	1780-1	480 (500-1)	1880-1½ 580 (600-1½)	1880-2 580 (600-2)

REIL Rwy 17R and 35L  
MRL Rwy 13-31 and 17R-35L  
HIRL Rwy 17L-35R **U**

OKLAHOMA CITY, OKLAHOMA  
Amdt 2B 02APR15

35°32'N-97°39'W

WILEY POST (PWA)  
**VOR-A**

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

21112

# AIRPORT DIAGRAM

AL-739 (FAA)

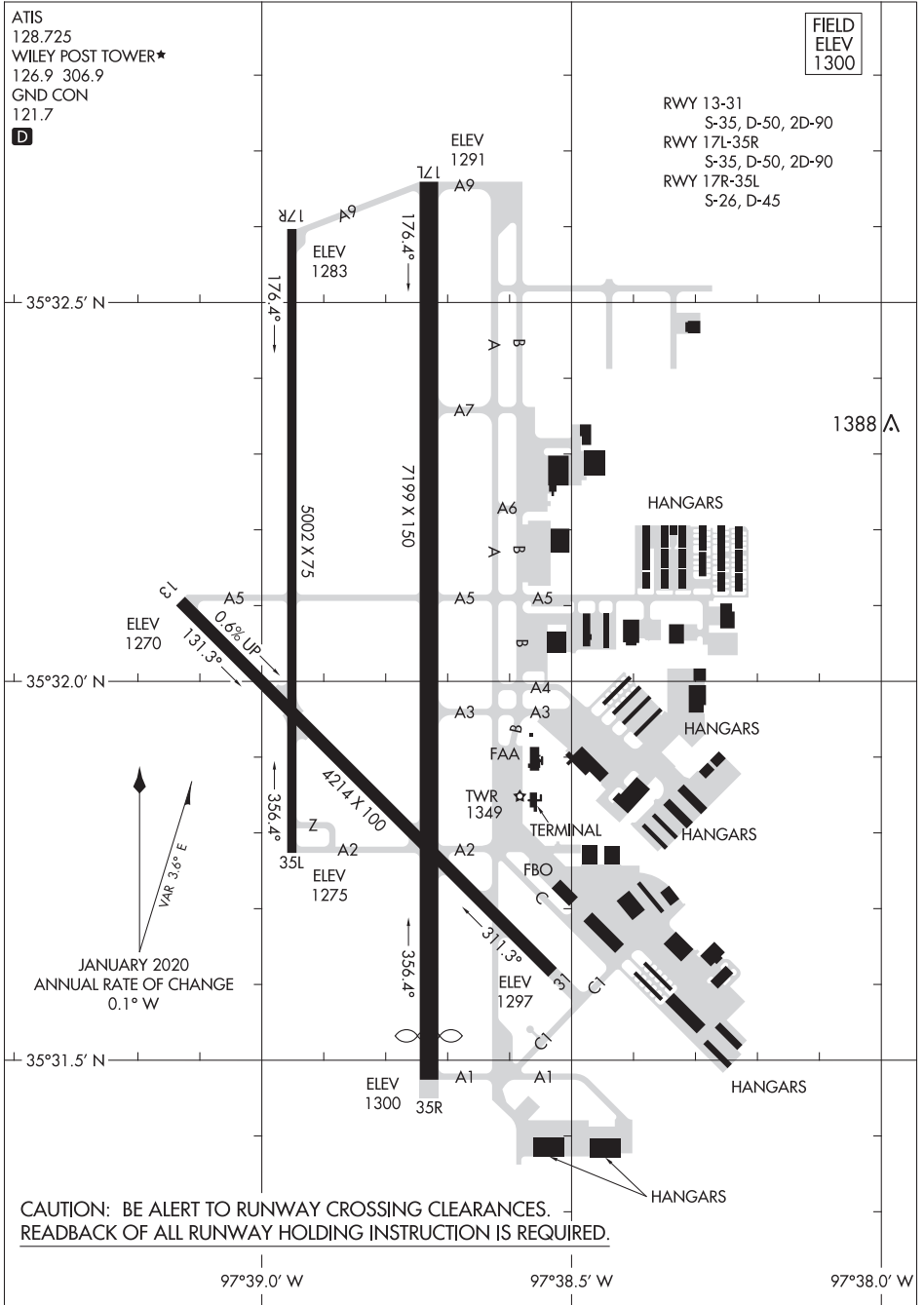
WILEY POST (PWA)  
OKLAHOMA CITY, OKLAHOMA

ATIS  
128.725  
WILEY POST TOWER★  
126.9 306.9  
GND CON  
121.7



FIELD  
ELEV  
1300

RWY 13-31  
S-35, D-50, 2D-90  
RWY 17L-35R  
S-35, D-50, 2D-90  
RWY 17R-35L  
S-26, D-45



SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTION IS REQUIRED.

# AIRPORT DIAGRAM

21112

OKLAHOMA CITY, OKLAHOMA  
WILEY POST (PWA)

# FUNNL THREE DEPARTURE (RNAV)

SC-1, 22 APR 2021 to 17 JUN 2021

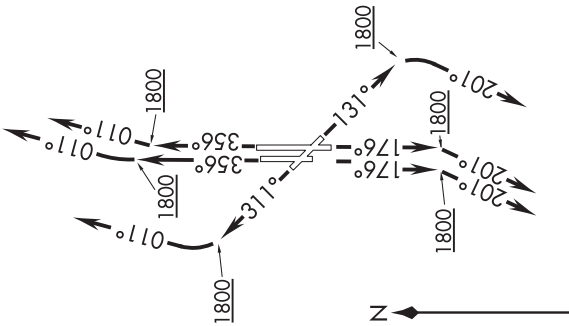
**TOP ALTITUDE:**  
Assigned by ATC

ATIS  
128.725  
GND CON  
121.7  
WILEY POST TOWER \*  
126.9 306.9  
OKE CITY DEP CON  
124.6 266.8 (South)  
124.2 336.4 (North)

**TAKEOFF MINIMUMS:**

Rwys 13, 17L/R, 31, 35L/R:

Standard with minimum climb of 500' per NM to 2100.



NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.

# FUNNL THREE DEPARTURE (RNAV)

(FUNNL3.FUNNL) 07DEC17

OKLAHOMA CITY, OKLAHOMA  
WILEY POST (PWA)

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .

**TAKEOFF RWYS 17L/R:** Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .

**TAKEOFF RWY 31:** Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .

**TAKEOFF RWY 35L:** Climb heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .

**TAKEOFF RWY 35R:** Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .

. . . . on track 080° to FUNNL, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARA TRANSITION (FUNNL3.PHARA):

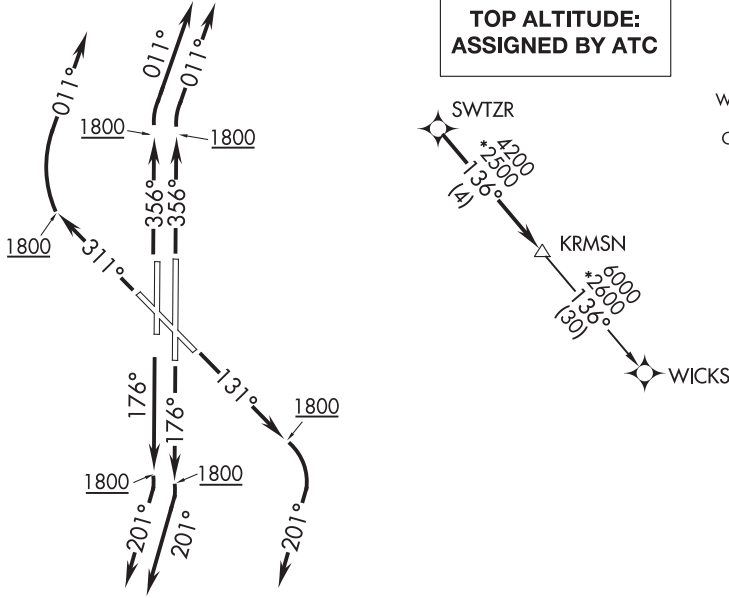
NOTE: Chart not to scale.

SC-1, 22 APR 2021 to 17 JUN 2021

# KRMSN THREE DEPARTURE (RNAV)

**TOP ALTITUDE:  
ASSIGNED BY ATC**

ATIS  
128.725  
GND CON  
121.7  
WILEY POST TOWER ★  
126.9 306.9  
OKE CITY DEP CON  
124.6 266.8



### TAKEOFF MINIMUMS:

Rwys 13, 17L/R, 31, 35L/R:

Standard with minimum climb of 500' per NM to 2100.

- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
- TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
- TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
- TAKEOFF RWY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
- TAKEOFF RWY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .

. . . . on track 136° to KRMSN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

WICKS TRANSITION (KRMSN3.WICKS):

# KRMSN THREE DEPARTURE (RNAV)

OKLAHOMA CITY, OKLAHOMA  
WILEY POST (PWA)

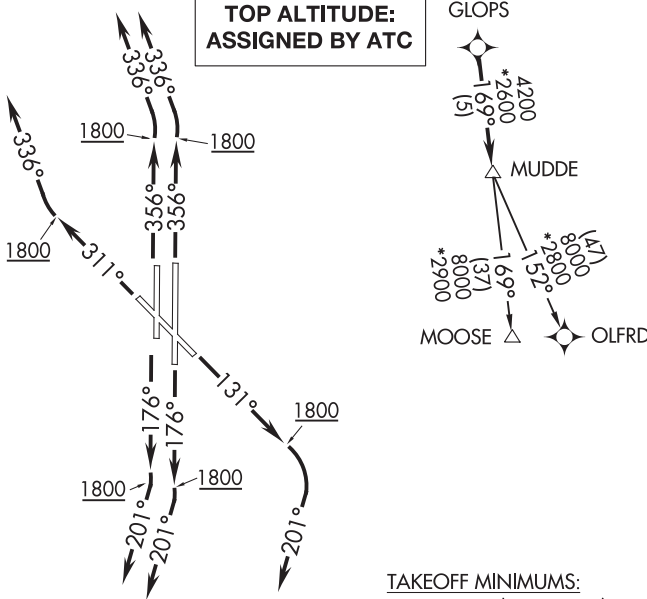
SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021



# MUDDE THREE DEPARTURE (RNAV)

**TOP ALTITUDE:  
ASSIGNED BY ATC**



ATIS 128.725  
 GND CON 121.7  
 WILEY POST TOWER★ 126.9 306.9  
 OKE CITY DEP CON 124.6 266.8

**TAKEOFF MINIMUMS:**

Rwy 13, 17L/R, 31, 35L/R:  
 Standard with minimum climb of 500' per NM to 2100.

- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
- TAKEOFF RWYS 17L/R:** Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
- TAKEOFF RWY 31:** Climb on heading 311° to 1800, then right turn heading 336° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
- TAKEOFF RWY 35L/R:** Climb on heading 356° to 1800, then left turn heading 336° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .

. . . . on track 169° to MUDD, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

- MOOSE TRANSITION (MUDDE3.MOOSE):
- OLFRD TRANSITION (MUDDE3.OLFRD):

# OLGUY THREE DEPARTURE (RNAV)

SC-1, 22 APR 2021 to 17 JUN 2021

ATIS 128.725  
GND CON 121.7  
WILEY POST TOWER \* 126.9 306.9  
OKE CITY DEP CON 124.6 266.8

### TAKEOFF MINIMUMS:

Rwys 13, 17L/R, 31, 35L/R:

Standard with minimum climb of 500' per NM to 2100.



### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

**TAKEOFF RWYS 17L/R:** Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

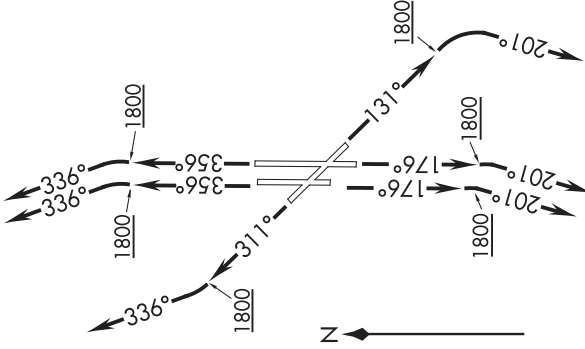
**TAKEOFF RWY 31:** Climb on heading 311° to 1800, then right turn heading 336° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

**TAKEOFF RWYS 35L/R:** Climb on heading 356° to 1800, then left turn heading 336° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

. . . . on track 267° to OLGUY then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

**GRUVN TRANSITION (OLGUY3.GRUVN):**  
**YOUSE TRANSITION (OLGUY3.YOUSE):**

### TOP ALTITUDE: Assigned by ATC



NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.

NOTE: Chart not to scale.

SC-1, 22 APR 2021 to 17 JUN 2021

(RDHWK3.RDHWK) 17341

RDHWK THREE DEPARTURE (RNAV) AL-739 (FAA)

WILEY POST (PWA)  
OKLAHOMA CITY, OKLAHOMA

**TOP ALTITUDE:  
ASSIGNED BY ATC**

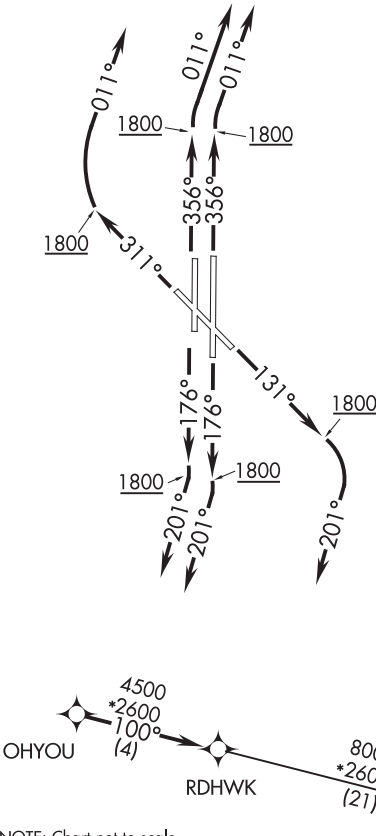
ATIS  
128.725  
GND CON  
121.7  
WILEY POST TOWER★  
126.9 306.9  
OKE CITY DEP CON  
124.6 266.8 (South)  
124.2 336.4 (North)

NOTE: RADAR required.  
NOTE: DME/DME/IRU or  
GPS required.  
NOTE: RNAV 1.

TAKEOFF MINIMUMS:

Rwy 13, 17L/R, 31, 35L/R:

Standard with minimum climb of 500' per NM to 2100.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

- TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .
- TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .
- TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .
- TAKEOFF RWY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .
- TAKEOFF RWY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .

. . . on track 100° to RDHWK, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK3.HOLLE):

RDHWK THREE DEPARTURE (RNAV)  
(RDHWK3.RDHWK) 07DEC17

OKLAHOMA CITY, OKLAHOMA  
WILEY POST (PWA)

SC-1, 22 APR 2021 to 17 JUN 2021

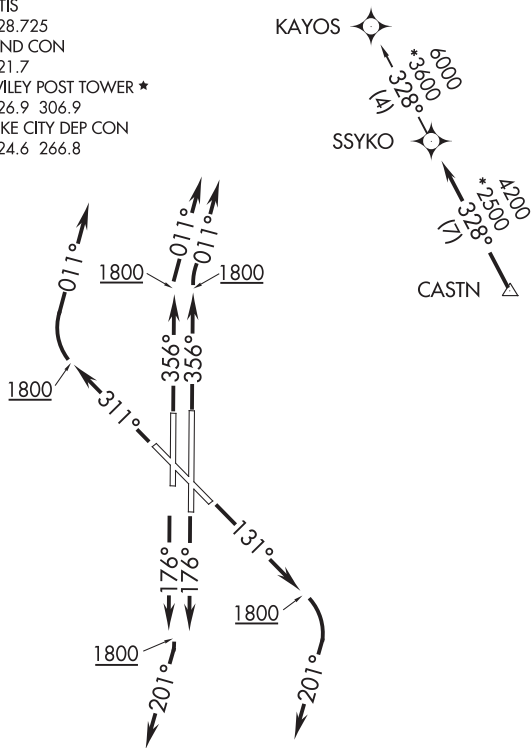
SC-1, 22 APR 2021 to 17 JUN 2021

# SSYKO THREE DEPARTURE (RNAV)

ATIS  
128.725  
GND CON  
121.7  
WILEY POST TOWER ★  
126.9 306.9  
OKE CITY DEP CON  
124.6 266.8

**TOP ALTITUDE:  
ASSIGNED BY ATC**

**TAKEOFF MINIMUMS:**  
Rwys 13, 17L/R, 31, 35L/R:  
Standard with minimum climb  
of 500' per NM to 2100.



NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

**TAKEOFF RWYS 17L/R:** Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

**TAKEOFF RWY 31:** Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

**TAKEOFF RWY 35L:** Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

**TAKEOFF RWY 35R:** Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

. . . on track 328° to SSYKO, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO3.KAYOS):

# SSYKO THREE DEPARTURE (RNAV)

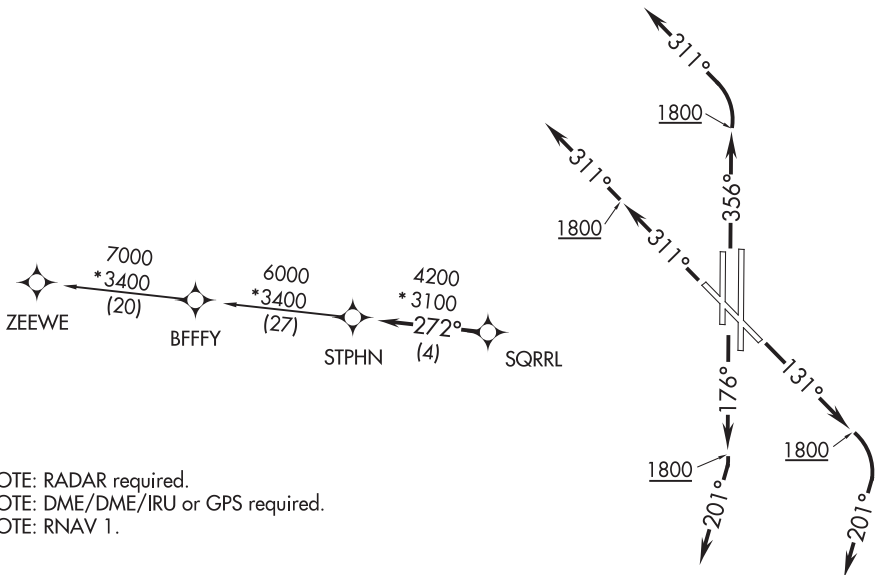
(STPHN3.STPHN) 17341

AL-739 (FAA)

## STPHN THREE DEPARTURE (RNAV)

WILEY POST (PWA)  
OKLAHOMA CITY, OKLAHOMA**TOP ALTITUDE:  
ASSIGNED BY ATC**TAKEOFF MINIMUMS:  
Rwys 13, 17L/R, 31, 35L/R:  
Standard with minimum climb  
of 500' per NM to 2100.

ATIS	128.725
GND CON	121.7
WILEY POST TOWER *	126.9 306.9
OKE CITY DEP CON	124.6 266.8



NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201°

or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . .

TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201°

or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . .

TAKEOFF RWY 31: Climb on heading 311° to 1800, then heading 311°

or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . .

TAKEOFF RWYS 35L/R: Climb on heading 356° to 1800, then left turn heading 311°

or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . .

. . . on track 272° to STPHN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN3.BFFFY):

ZEEWE TRANSITION (STPHN3.ZEEWE):

STPHN THREE DEPARTURE (RNAV)

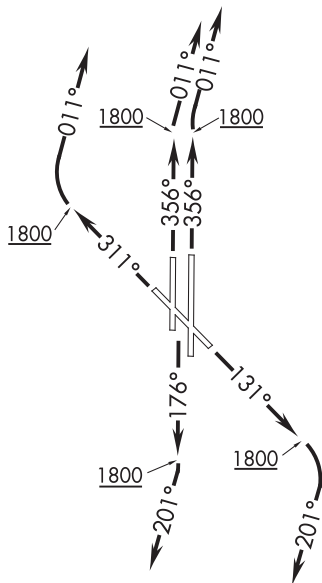
(STPHN3.STPHN) 07DEC17

OKLAHOMA CITY, OKLAHOMA  
WILEY POST (PWA)

# TEBRD THREE DEPARTURE (RNAV)

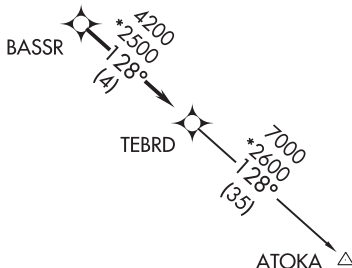
**TOP ALTITUDE:  
ASSIGNED BY ATC**

ATIS  
128.725  
GND CON  
121.7  
WILEY POST TOWER ★  
126.9 306.9  
OKE CITY DEP CON  
124.6 266.8



### TAKEOFF MINIMUMS

Rwys 13, 17L/R, 31, 35L/R:  
Standard with minimum climb  
of 500' per NM to 2100.



- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
- TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
- TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
- TAKEOFF RWY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
- TAKEOFF RWY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

. . . . on track 128° to TEBRD, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD3.ATOKA)

# TEBRD THREE DEPARTURE (RNAV)

(THRPE3.THRPE) 17341

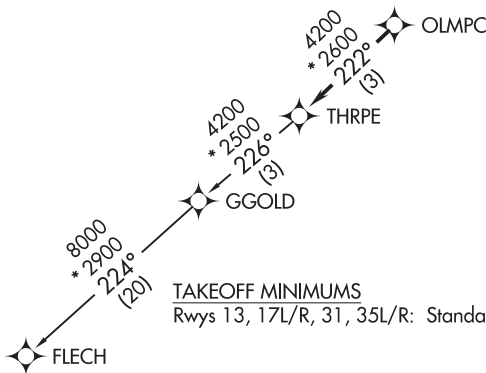
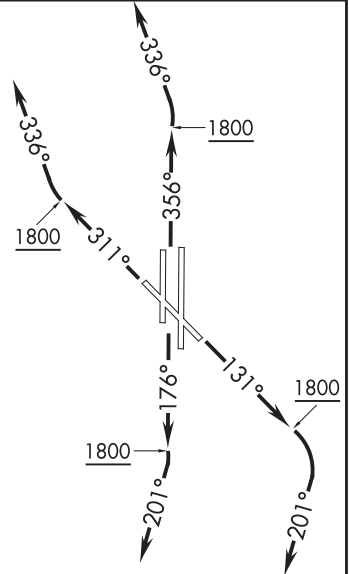
AL-739 (FAA)

# THRPE THREE DEPARTURE (RNAV)

WILEY POST (PWA)  
OKLAHOMA CITY, OKLAHOMA

ATIS  
128.725  
GND CON  
121.7  
WILEY POST TOWER \*  
126.9 306.9  
OKE CITY DEP CON  
124.6 266.8

**TOP ALTITUDE:  
ASSIGNED BY ATC**



NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.

### TAKEOFF MINIMUMS

Rwys 13, 17L/R, 31, 35L/R: Standard with minimum climb of 500' per NM to 2100.

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . .

TAKEOFF RWYS 17L/R: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 336° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . .

TAKEOFF RWYS 35L/R: Climb heading 356° to 1800, then left turn heading 336° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . .

. . . on track 222° to THRPE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

FLECH TRANSITION (THRPE3.FLECH)

GGOLD TRANSITION (THRPE3.GGOLD)

# THRPE THREE DEPARTURE (RNAV)

(THRPE3.THRPE) 07DEC17

OKLAHOMA CITY, OKLAHOMA  
WILEY POST (PWA)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

# TRUPR THREE DEPARTURE (RNAV)

ATIS  
128.725  
GND CON  
121.7  
WILEY POST TOWER ★  
126.9 306.9  
OKE CITY DEP CON  
124.6 266.8

**TOP ALTITUDE:  
ASSIGNED BY ATC**

GTYER 8000  
\*2500  
043°  
(15)  
DRLER 8000  
\*2600  
056°  
(61)

(5)  
4200  
\*2500  
056°  
COORT

MOOON 4200  
\*2500  
056°  
(4)  
TRUPR

NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.

### TAKEOFF MINIMUMS

Rwys 13, 17L/R, 31, 35L/R: Standard with  
minimum climb of 500' per NM to 2100.

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWYS 17L/R: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWYS 35L: Climb heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWYS 35R: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

. . . . on track 056° to TRUPR, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR3.COORT)

DRLER TRANSITION (TRUPR3.DRLER)

GTYER TRANSITION (TRUPR3.GTYER)

# TRUPR THREE DEPARTURE (RNAV)

(TRUPR3.TRUPR) 07DEC17

OKLAHOMA CITY, OKLAHOMA  
WILEY POST (PWA)



(WENDY3.WENDY) 17341

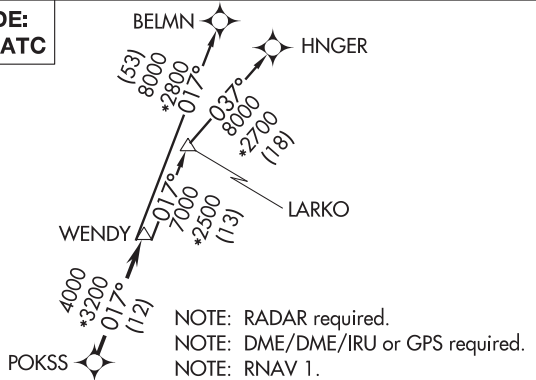
AL-739 (FAA)

WILEY POST (PWA)  
OKLAHOMA CITY, OKLAHOMA

# WENDY THREE DEPARTURE (RNAV)

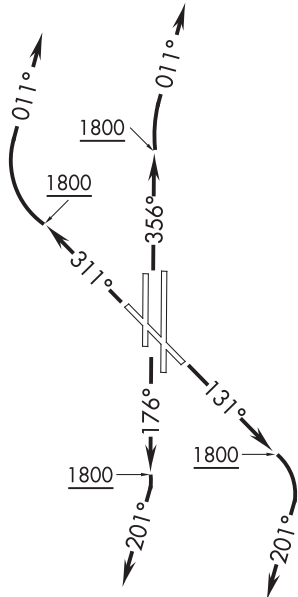
ATIS  
128.725  
GND CON  
121.7  
WILEY POST TOWER ★  
126.9 306.9  
OKE CITY DEP CON  
124.6 266.8

**TOP ALTITUDE:  
ASSIGNED BY ATC**



### TAKEOFF MINIMUMS

Rwys 13, 17R, 31, 35L/R: Standard with minimum climb of 500' per NM to 2100.



NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

**TAKEOFF RWYS 17L/R:** Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

**TAKEOFF RWY 31:** Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

**TAKEOFF RWYS 35L:** Climb heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

**TAKEOFF RWYS 35R:** Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

. . . on track 017° to WENDY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BELMN TRANSITION (WENDY3.BELMN)  
HNGER TRANSITION (WENDY3.HNGER)  
LARKO TRANSITION (WENDY3.LARKO)

WENDY THREE DEPARTURE (RNAV)  
(WENDY3.WENDY) 07DEC17

OKLAHOMA CITY, OKLAHOMA  
WILEY POST (PWA)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

LOC/DME I-EXR <b>110.9</b> Chan 46	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>9802</b> <b>1287</b> <b>1296</b>
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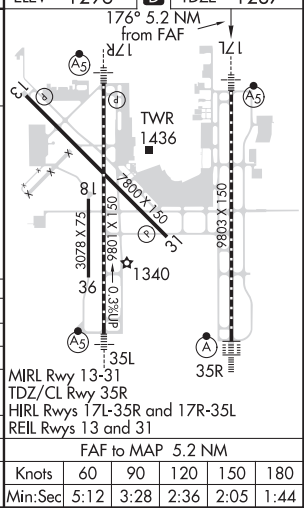
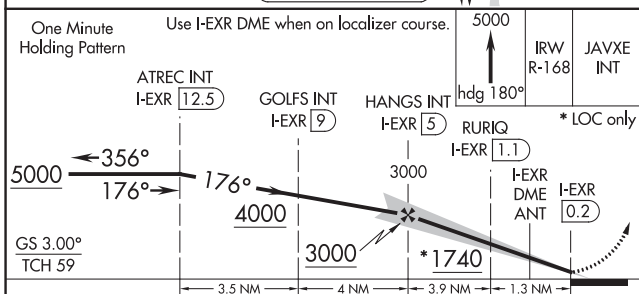
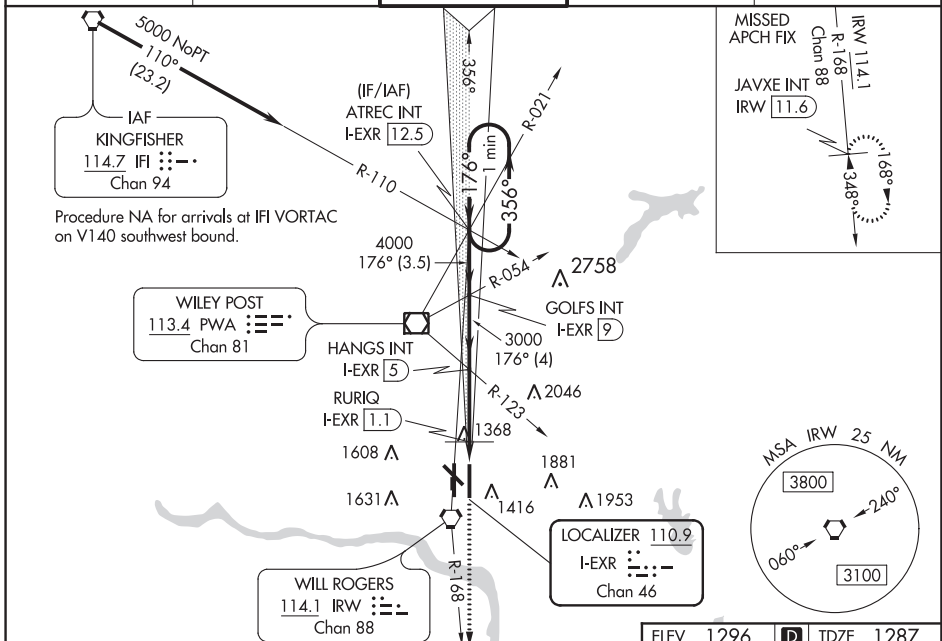
# ILS or LOC RWY 17L

WILL ROGERS WORLD (OKC)

**ADF or DME required.** For inop ALS, increase S-ILS 17L Cat E visibility to RVR 4000 and S-LOC 17L Cat E visibility to 1 3/8 SM and RURIQ Fix Minimums S-LOC 17L Cat E visibility to RVR 6000. Simultaneous approach authorized. \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALS**  
MISSED APPROACH: Climb to 5000 on heading 180° and on IRW VORTAC R-168 to JAVXE INT/IRW 11.6 DME and hold, continue climb-in-hold to 5000.

D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	<b>ROGERS TOWER</b> <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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CATEGORY	A	B	C	D	E
S-ILS 17L **	1487/24 200 (200-1/2)				
S-LOC 17L	1740/24	453 (500-1/2)	1740/45		453 (500-3/4)
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1 3/4 664 (700-1 3/4)	2000-2 1/4 704 (800-2 1/4)	2240-3 944 (1000-3)
RURIQ FIX MINIMUMS					
S-LOC 17L	1680/24	393 (400-1/2)	1680/35		393 (400-3/4)
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1 3/4 664 (700-1 3/4)	2000-2 1/4 704 (800-2 1/4)	2240-3 944 (1000-3)

SC-1, 22 APR 2021 to 17 JUN 2021


SC-1, 22 APR 2021 to 17 JUN 2021

LOC/DME I-OKC <b>110.7</b> Chan 44	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>9800</b> <b>1282</b> <b>1296</b>
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# ILS or LOC RWY 17R

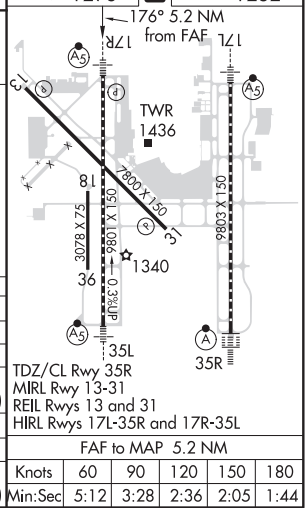
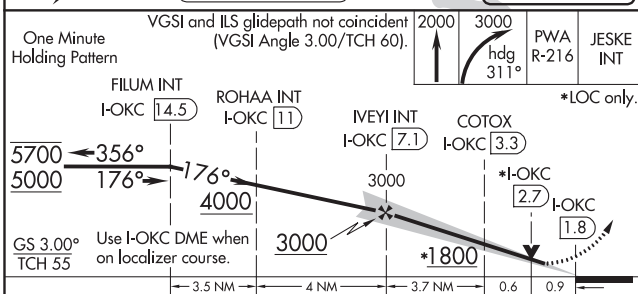
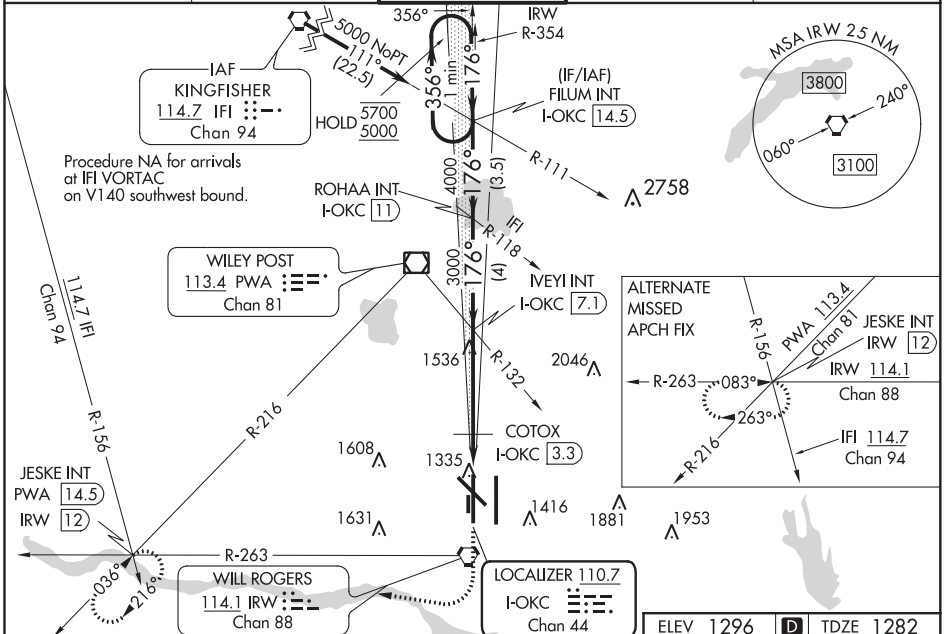
WILL ROGERS WORLD (OKC)

**Simultaneous approach authorized.** For inop ALS, increase S-ILS 17R Cat E visibility to RVR 4000 and S-LOC 17R Cats C/D/E visibility to 1/2 SM; increase COTOX FIX minimums S-LOC 17R Cats C/D/E visibility to RVR 5000.  
**\*\*RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MALS**  


**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 on heading 311° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	<b>ROGERS TOWER</b> <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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CATEGORY	A	B	C	D	E
S-ILS 17R**	1482/24		200 (200-1/2)		
S-LOC 17R	1800/24	518 (600-1/2)	1800/55		
CIRCLING	1800-1	504 (600-1)	1960-1 3/4	2000-2 1/4	2240-3
			664 (700-1 3/4)	704 (800-2 1/4)	944 (1000-3)
COTOX FIX MINIMUMS					
S-LOC 17R	1620/24	338 (400-1/2)	1620/26	338 (400-1/2)	
CIRCLING	1740-1	1760-1	1960-1 3/4	2000-2 1/4	2240-3
	444 (500-1)	464 (500-1)	664 (700-1 3/4)	704 (800-2 1/4)	944 (1000-3)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

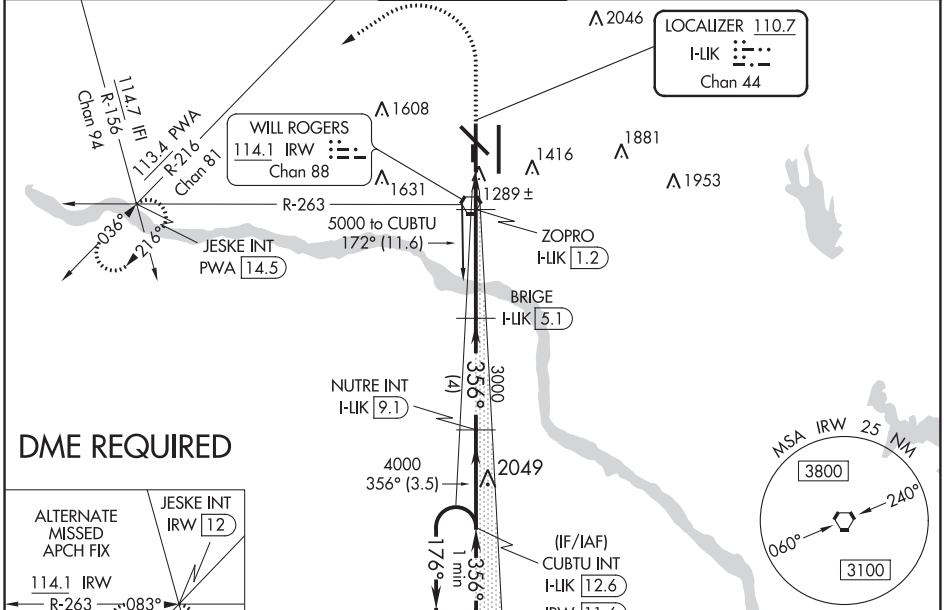
LOC/DME I-LIK <b>110.7</b> Chan 44	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev <b>9800</b> <b>1276</b> <b>1296</b>
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# ILS or LOC RWY 35L WILL ROGERS WORLD (OKC)

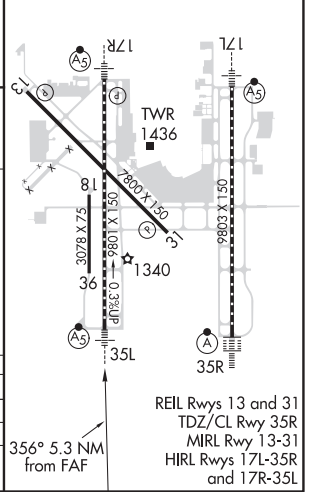
**ASR** Simultaneous approach authorized. For inop ALS, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC 35L all Cats visibility to RVR 5500. DME required.  
\*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR** MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 291° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	<b>ROGERS TOWER</b> <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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ELEV 1296	<b>D</b> TDZE 1276
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CATEGORY	A	B	C	D	E
S-ILS 35L **	1476/24 200 (200-½)				
S-LOC 35L	1640/24	364 (400-½)	1640/35		364 (400-¾)
<b>C</b> CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 22 APR 2021 to 17 JUN 2021

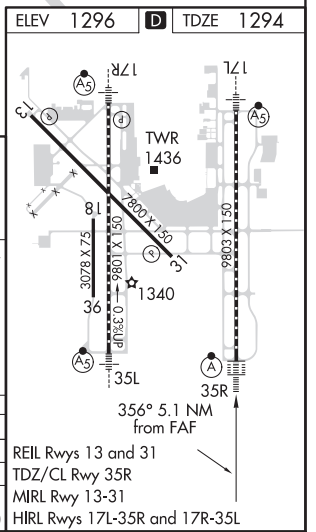
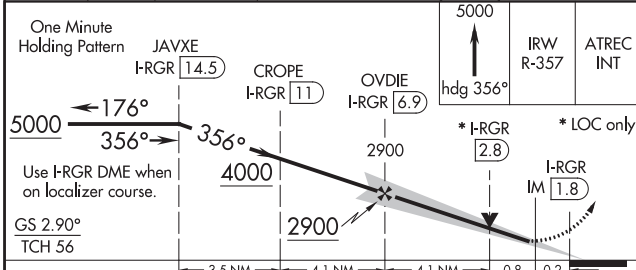
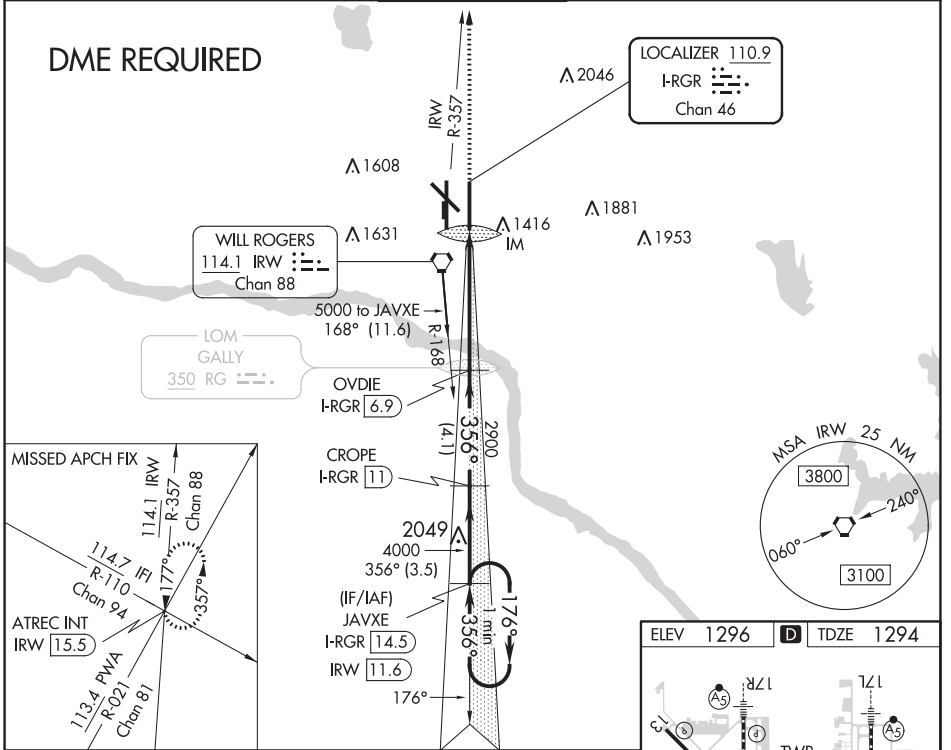
SC-1, 22 APR 2021 to 17 JUN 2021

LOC/DME I-RGR <b>110.9</b> Chan <b>46</b>	APP CRS <b>356°</b>	Rwy Idg <b>9802</b> TDZE <b>1294</b> Apt Elev <b>1296</b>
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# ILS or LOC RWY 35R

WILL ROGERS WORLD (OKC)

<b>ASR</b> Simultaneous approach authorized. For inop ALS, increase S-ILS 35R Cat E visibility to RVR 4000 and S-LOC 35R Cats C/D/E visibility to RVR 5500. DME required.	ALSF-2 	MISSED APPROACH: Climb to 5000 on heading 356° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.		
D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>



CATEGORY	A	B	C	D	E
S-ILS 35R	1494/18 200 (200-½)				
S-LOC 35R	1640/24 346 (400-½) 1640/30 346 (400-¾)				
<b>CIRCLING</b>	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

REIL Rwy 13 and 31  
TDZ/CL Rwy 35R  
MIRL Rwy 13-31  
HIRL Rwy 17L-35R and 17R-35L

SC-1, 22 APR 2021 to 17 JUN 2021

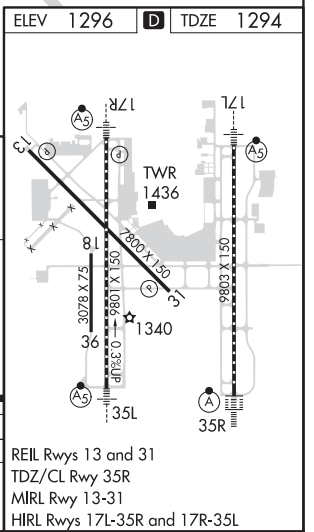
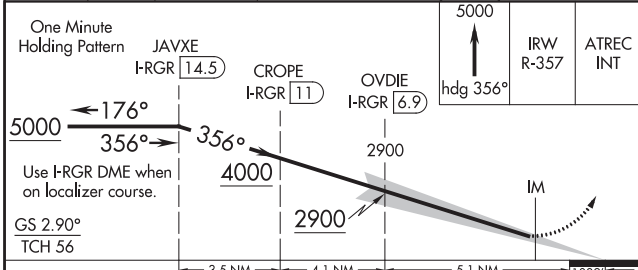
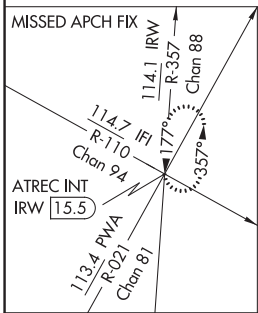
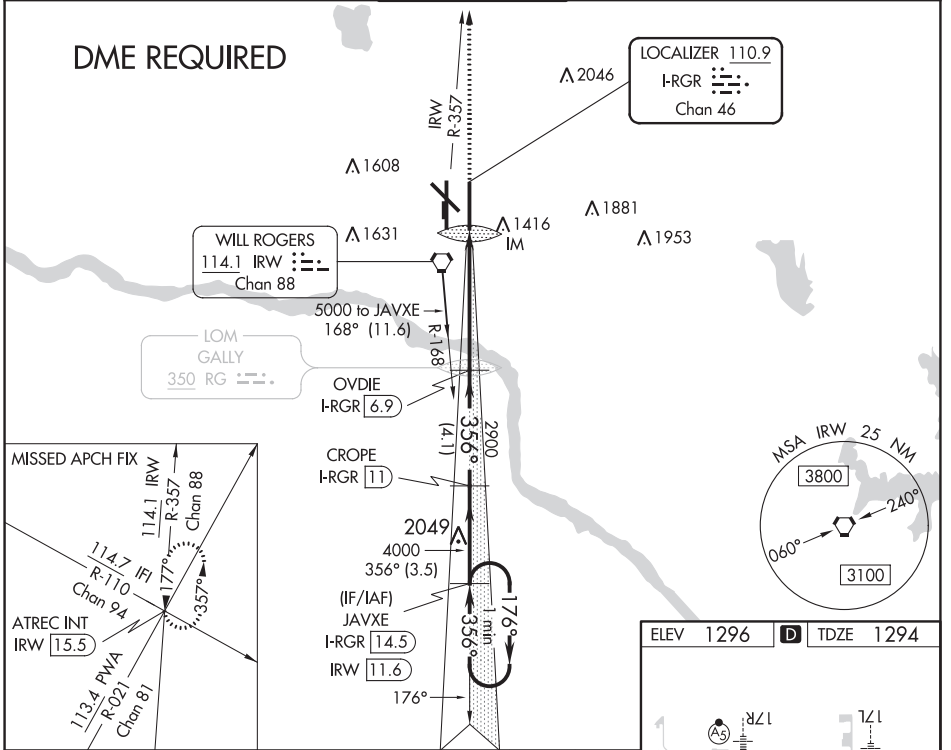
SC-1, 22 APR 2021 to 17 JUN 2021

LOC/DME I-RGR <b>110.9</b> Chan <b>46</b>	APP CRS <b>356°</b>	Rwy Idg <b>9802</b> TDZE <b>1294</b> Apt Elev <b>1296</b>
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# ILS RWY 35R (SA CAT I)

## WILL ROGERS WORLD (OKC)

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME required.	ALSF-2	MISSED APPROACH: Climb to 5000 on heading 356° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.		
		D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>



CATEGORY	A	B	C	D
5-ILS 35R	RA 178/14		150 DA 1444	
<b>SA CATEGORY I ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b>				

SC-1, 22 APR 2021 to 17 JUN 2021

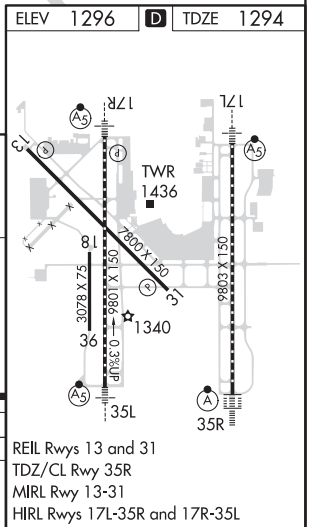
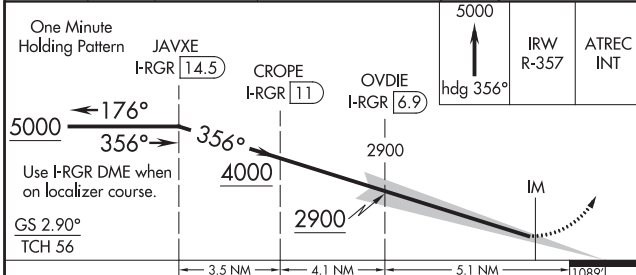
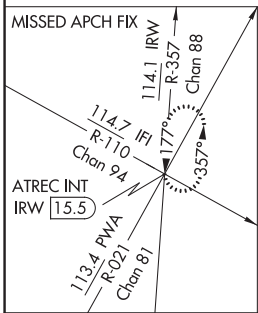
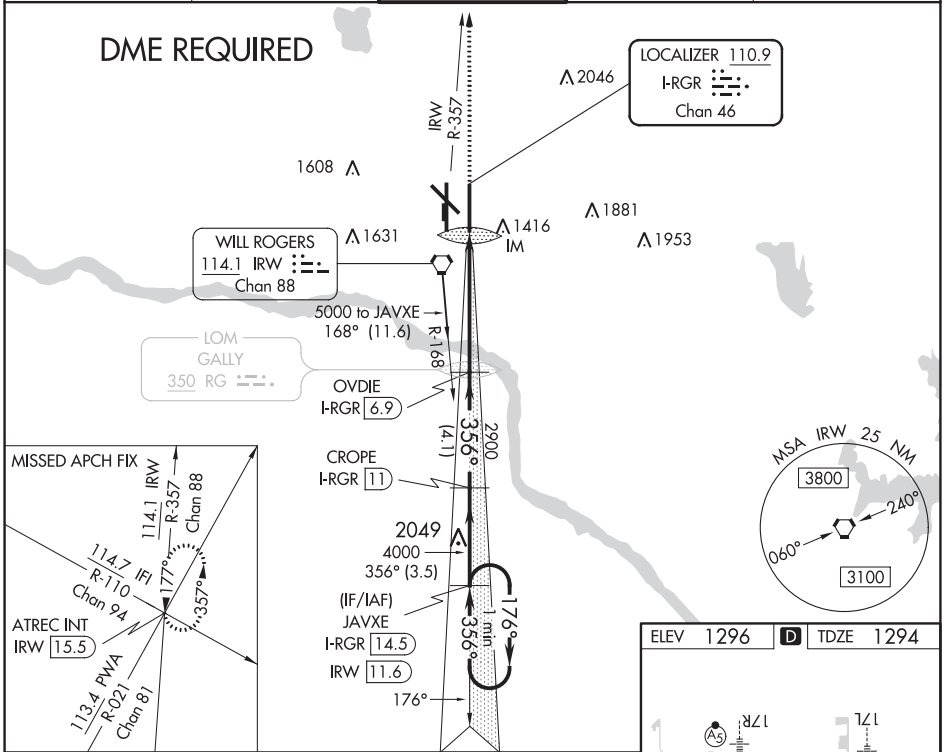
SC-1, 22 APR 2021 to 17 JUN 2021

LOC/DME I-RGR <b>110.9</b> Chan <b>46</b>	APP CRS <b>356°</b>	Rwy Idg <b>9802</b> TDZE <b>1294</b> Apt Elev <b>1296</b>
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# ILS RWY 35R (CAT II)

## WILL ROGERS WORLD (OKC)

Simultaneous approach authorized. DME required.	ALSF-2 		MISSED APPROACH: Climb to 5000 on heading 356° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.	
D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	<b>ROGERS TOWER</b> <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>



CATEGORY	A	B	C	D
S-ILS 35R	RA 121/12 100 DA 1394			
<b>CATEGORY II ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b>				

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

LOC/DME I-OKC	APP CRS	Rwy Idg	<b>9800</b>
<b>110.7</b>	<b>176°</b>	TDZE	<b>1282</b>
Chan 44		Apt Elev	<b>1296</b>

# ILS RWY 17R (SA CAT II)

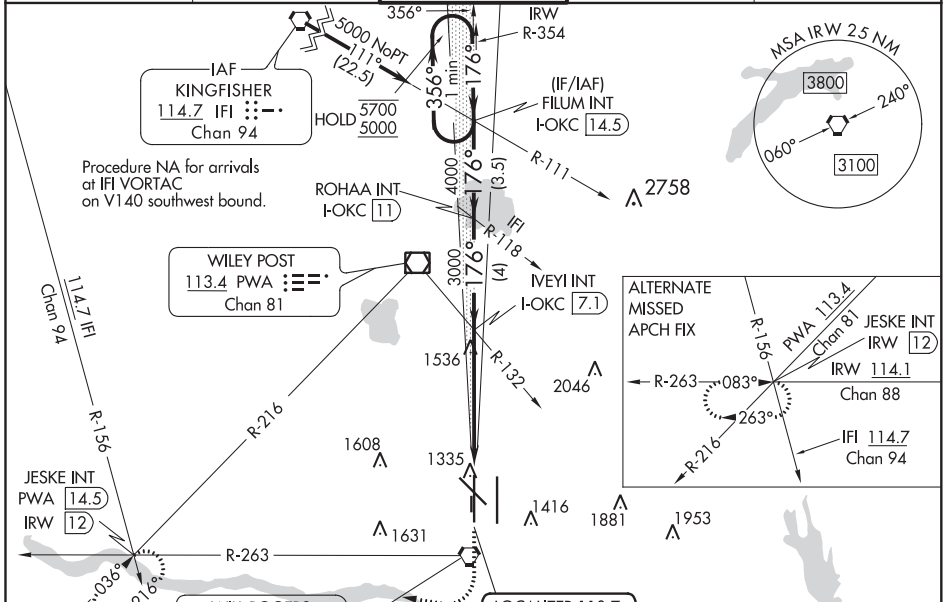
WILL ROGERS WORLD (OKC)

▼ Simultaneous approach authorized. Reduced Lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.  
▲ ASR

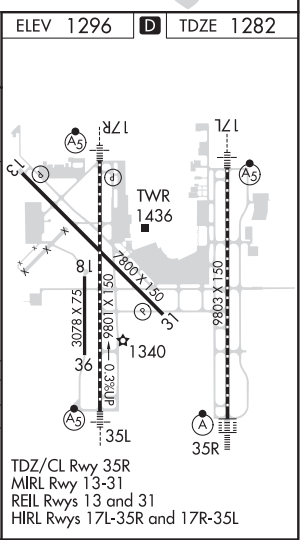
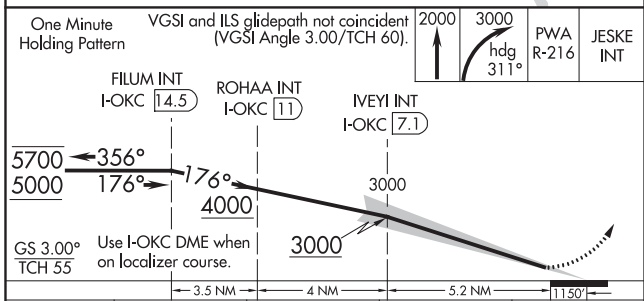
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on heading 311° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

D-ATIS	OKE CITY APP CON	<b>ROGERS TOWER</b>	GND CON	CLNC DEL
<b>125.85</b>	<b>124.6 266.8</b>	<b>119.35 269.45</b>	<b>121.9 348.6</b>	<b>124.35</b>



ELEV 1296	TDZE 1282
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CATEGORY	A	B	C	D
5-ILS 17R	RA 102/12 100 DA 1382			

**SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 35R  
 MIRL Rwy 13-31  
 REL Rwys 13 and 31  
 HIRL Rwys 17L-35R and 17R-35L

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021




APP CRS	Rwy Idg	<b>9802</b>
<b>176°</b>	TDZE	<b>1287</b>
	Apt Elev	<b>1296</b>

# RNAV (RNP) Z RWY 17L

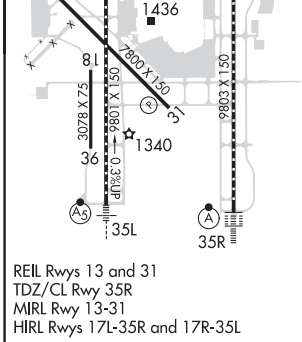
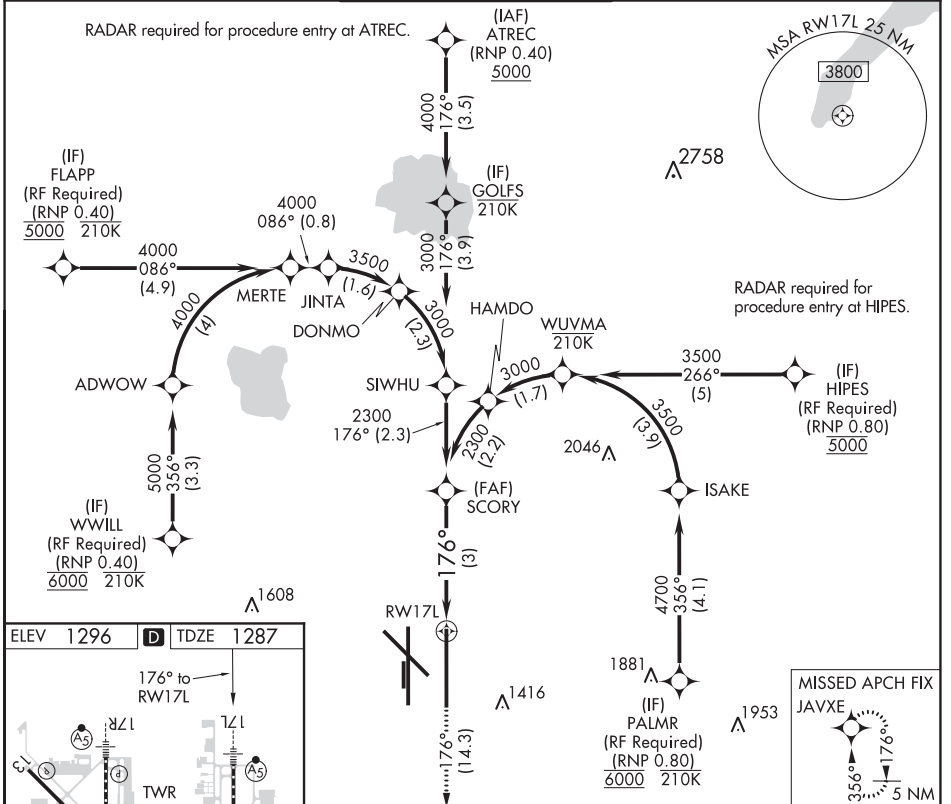
WILL ROGERS WORLD (OKC)

**ASR** For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 17R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MALSR** 

**MISSED APPROACH:** Climb to 5000 on track 176° to JAVXE and hold, continue climb-in-hold to 5000.

D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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5000	JAVXE	See planview for multiple IF locations.	SCORY 2300	
↑	tr 176°			
RWY 17L		176°	2300	
		3 NM	GP 3.00° TCH 59	
CATEGORY	A	B	C	D
RNP 0.11 DA		1555/24	268 (300-½)	
RNP 0.20 DA		1643/34	356 (400-¾)	
RNP 0.30 DA		1724/49	437 (500-1)	

## AUTHORIZATION REQUIRED

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

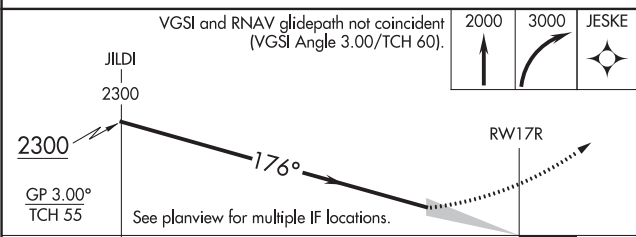
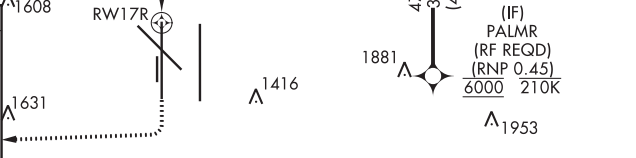
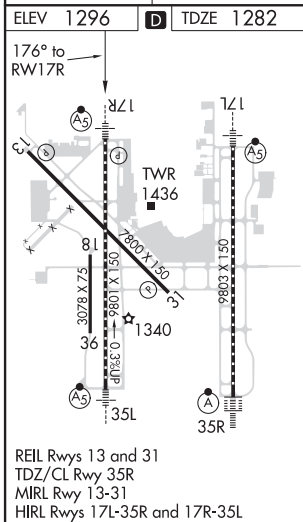
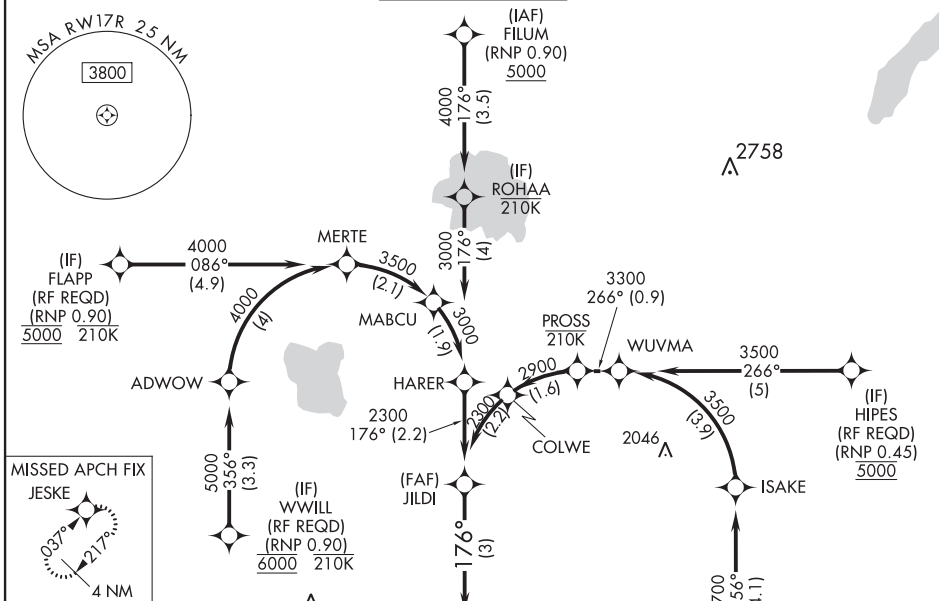
APP CRS	Rwy Idg	<b>9800</b>
<b>176°</b>	TDZE	<b>1282</b>
	Apt Elev	<b>1296</b>

# RNAV (RNP) Z RWY 17R

WILL ROGERS WORLD (OKC)

RNP AR APCH.		MALSR	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JESKE and hold.
<p>ASR For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.</p> <p>For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.</p>			

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
<b>125.85</b>	<b>124.6 266.8</b>	<b>119.35 269.45</b>	<b>121.9 348.6</b>	<b>124.35</b>



CATEGORY	A	B	C	D
RNP 0.20 DA		1559/24	277 (300-½)	
RNP 0.30 DA		1677/35	395 (400-⅓)	

**AUTHORIZATION REQUIRED**

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)


20366

APP CRS	Rwy Idg	<b>9800</b>
<b>356°</b>	TDZE	<b>1276</b>
	Apt Elev	<b>1296</b>

# RNAV (RNP) Z RWY 35L

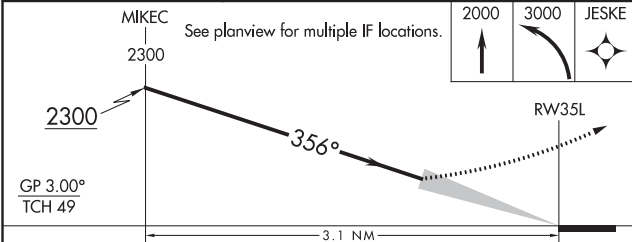
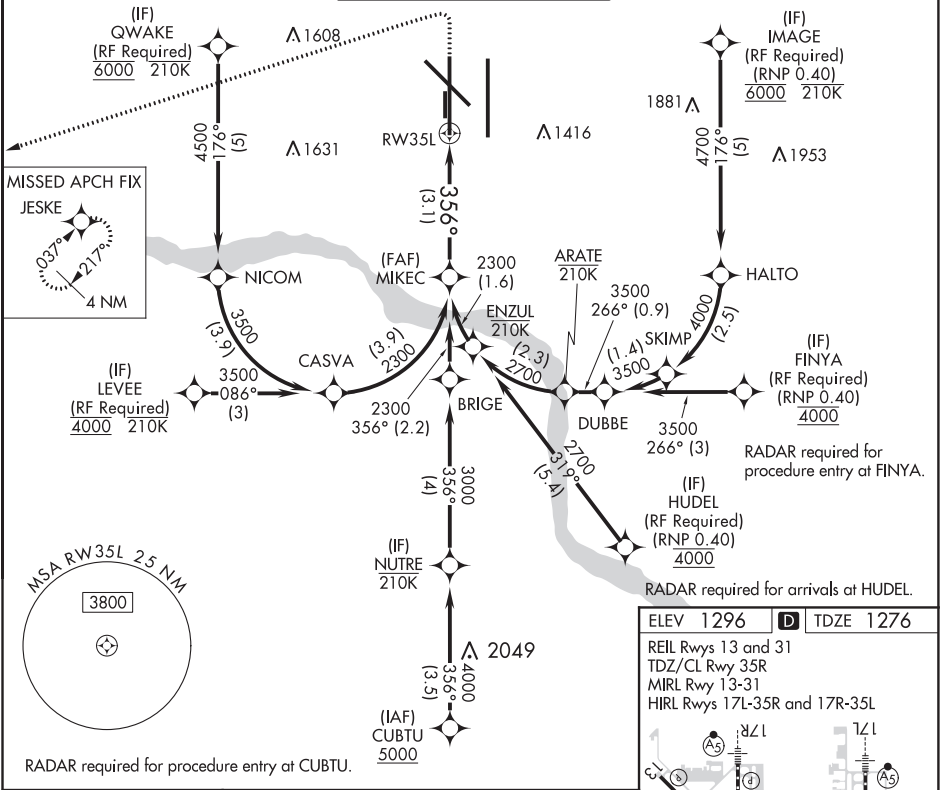
WILL ROGERS WORLD (OKC)

**ASR** For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 35R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.30 all Cats visibility to 1/4 SM.

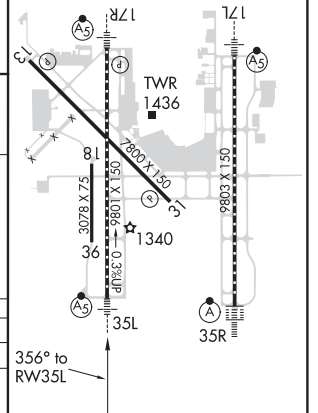
**MALSR** 

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct JESKE and hold.

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
<b>125.85</b>	<b>124.6 266.8</b>	<b>119.35 269.45</b>	<b>121.9 348.6</b>	<b>124.35</b>



ELEV 1296	<b>D</b> TDZE 1276
REIL Rwys 13 and 31	
TDZ/CL Rwy 35R	
MIRL Rwy 13-31	
HIRL Rwys 17L-35R and 17R-35L	



CATEGORY	A	B	C	D
RNP 0.30 DA		1646/38	370 (400-3/4)	

## AUTHORIZATION REQUIRED

OKLAHOMA CITY, OKLAHOMA  
Amdt 1C 07DEC17

35°24'N-97°36'W

# WILL ROGERS WORLD (OKC) RNAV (RNP) Z RWY 35L

SC-1, 22 APR 2021 to 17 JUN 2021


SC-1, 22 APR 2021 to 17 JUN 2021

# RNAV (RNP) Z RWY 35R

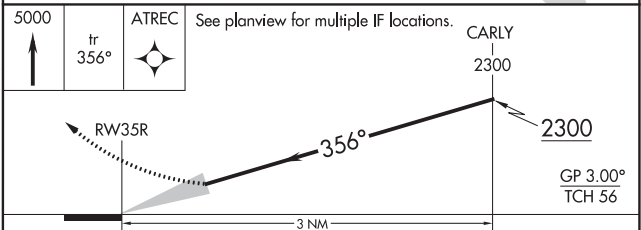
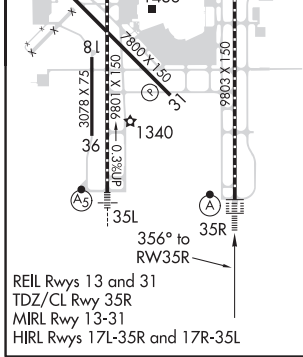
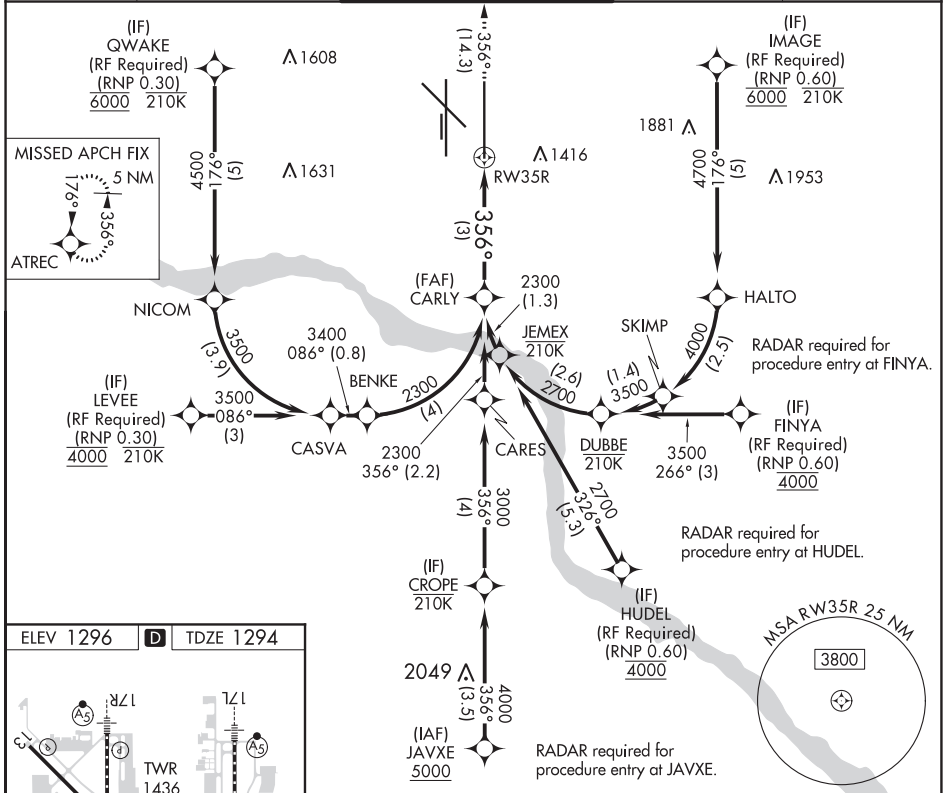
WILL ROGERS WORLD (OKC)

APP CRS <b>356°</b>	Rwy Idg <b>9802</b>
	TDZE <b>1294</b>
	Apt Elev <b>1296</b>

**ASR** For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 35L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**ALSF-2**  
  
**MISSED APPROACH:** Climb to 5000 on track 356° to ATREC and hold, continue climb-in-hold to 5000.

D-ATIS <b>125.85</b>	OKC CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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CATEGORY	A	B	C	D
RNP 0.16 DA		1570/24	276 (300-½)	
RNP 0.30 DA		1674/39	380 (400-¾)	

## AUTHORIZATION REQUIRED

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

20366

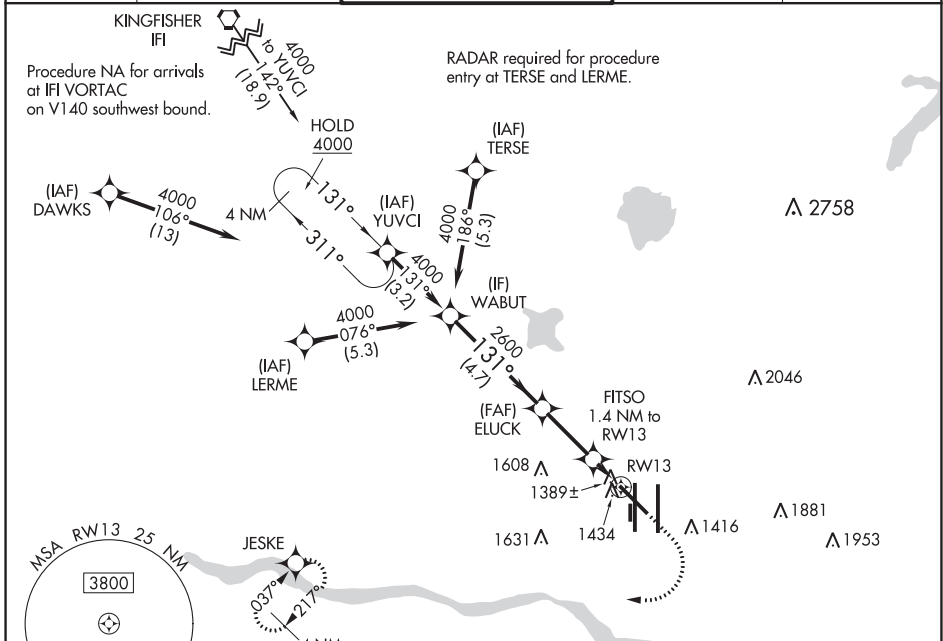
WAAS CH <b>45625</b> <b>W13A</b>	APP CRS <b>131°</b>	Rwy Idg TDZE Apt Elev	<b>7800</b> <b>1279</b> <b>1296</b>
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# RNAV (GPS) RWY 13

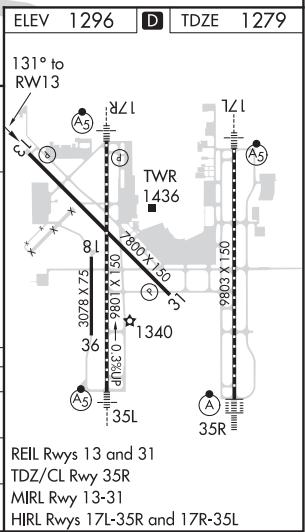
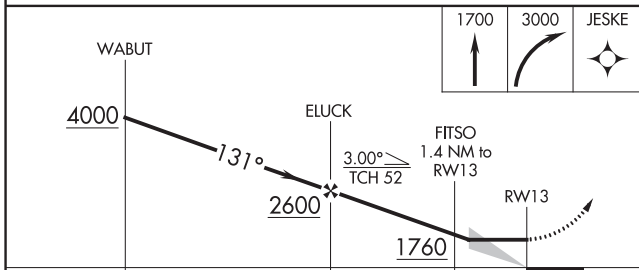
WILL ROGERS WORLD (OKC)

<b>ASR</b>	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct JESKE and hold.		
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D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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ELEV 1296	<b>D</b>	TDZE 1279
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CATEGORY	A	B	C	D
LP MDA	1640-1		361 (400-1)	
LP MDA	1700-1	421 (500-1)	1700-1¼	421 (500-1¼)
<b>C</b> CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)

REIL Rwy 13 and 31  
TDZ/CL Rwy 35R  
MIRL Rwy 13-31  
HIRL Rwy 17L-35R and 17R-35L

OKLAHOMA CITY, OKLAHOMA  
Amdt 3C 07DEC17

35°24'N-97°36'W

# WILL ROGERS WORLD (OKC) RNAV (GPS) RWY 13

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

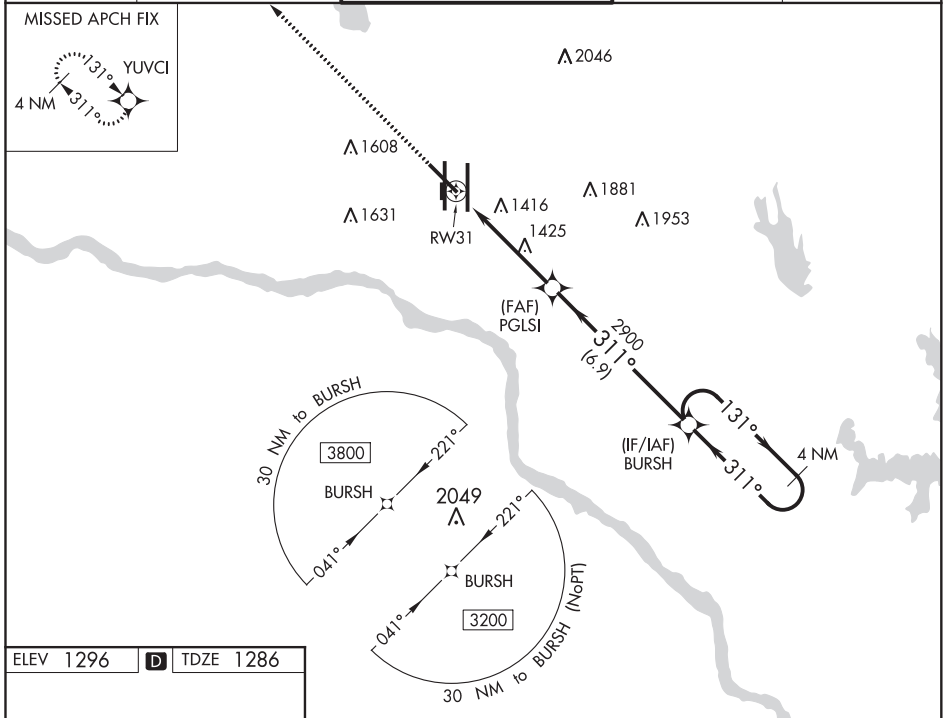
WAAS CH <b>50225</b> <b>W31A</b>	APP CRS <b>311°</b>	Rwy Idg <b>7800</b> TDZE <b>1286</b> Apt Elev <b>1296</b>
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# RNAV (GPS) RWY 31

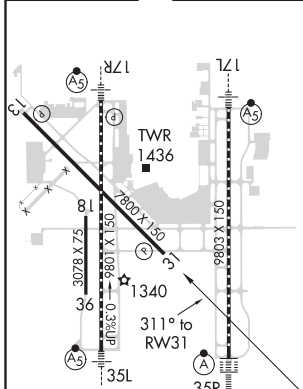
WILL ROGERS WORLD (OKC)

	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3600 direct YUVCI and hold.
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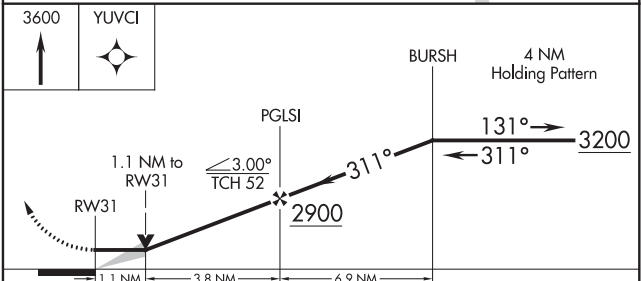
D-ATIS <b>125,85</b>	OKE CITY APP CON <b>124,6 266,8</b>	ROGERS TOWER <b>119,35 269,45</b>	GND CON <b>121,9 348,6</b>	CLNC DEL <b>124,35</b>
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ELEV 1296	<b>D</b>	TDZE 1286
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REIL Rwy 13 and 31  
TDZ/CL Rwy 35R  
MIRL Rwy 13-31  
HIRL Rwy 17L-35R and 17R-35L



CATEGORY	A	B	C	D
LP MDA	1680-1	394 (400-1)	1680-1½	394 (400-1½)
LNAV MDA	1700-1	414 (500-1)	1700-1½	414 (500-1½)
<b>C</b> CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

# RNAV (GPS) Y RWY 17L

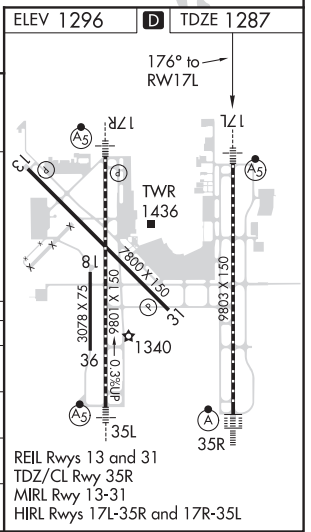
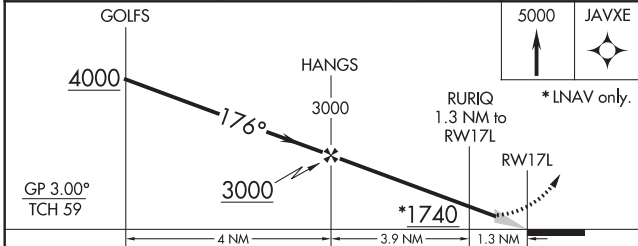
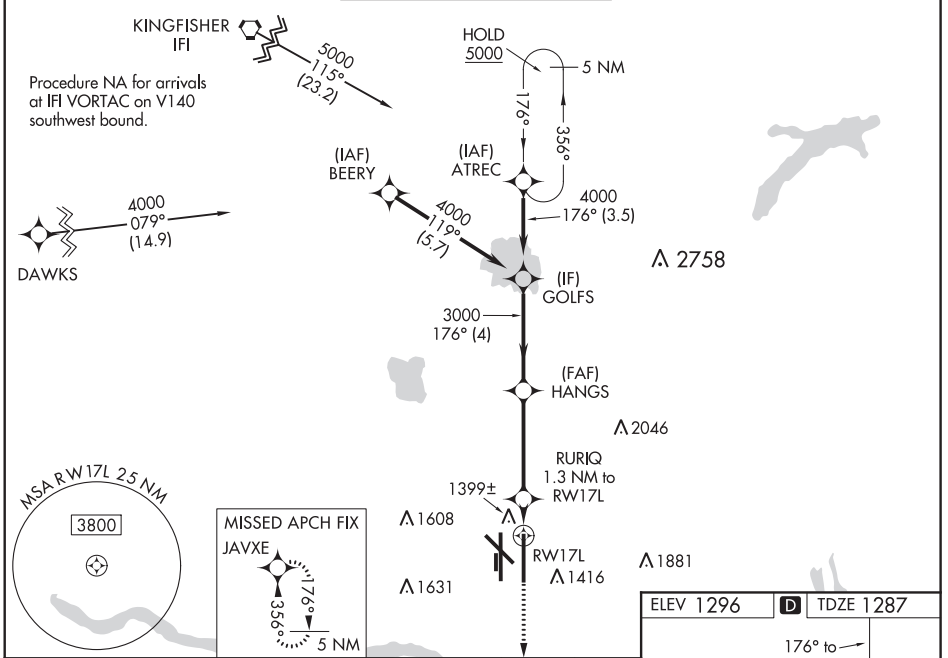
WILL ROGERS WORLD (OKC)

WAAS CH <b>56503</b> <b>W17B</b>	APP CRS <b>176°</b>	Rwy Idg <b>9802</b> TDZE <b>1287</b> Apt Elev <b>1296</b>
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**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSRL, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 4500, and LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized with Rwy 17R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSRL** MISSED APPROACH: Climb to 5000 direct JAVXE and hold, continue climb-in-hold to 5000.

D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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CATEGORY	A	B	C	D	E
LPV DA**	1487/24		200 (200-½)		
LNAV/VNAV DA	1590/24		303 (300-½)		
LNAV MDA	1660/24	373 (400-½)	1660/35		373 (400-⅝)
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

REIL Rwy 13 and 31  
TDZ/CL Rwy 35R  
MIRL Rwy 13-31  
HIRL Rwy 17L-35R and 17R-35L

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

WAAS CH <b>50102</b> <b>W17A</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>9800</b> <b>1282</b> <b>1296</b>
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# RNAV (GPS) Y RWY 17R

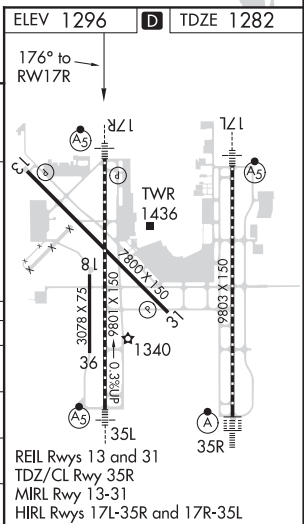
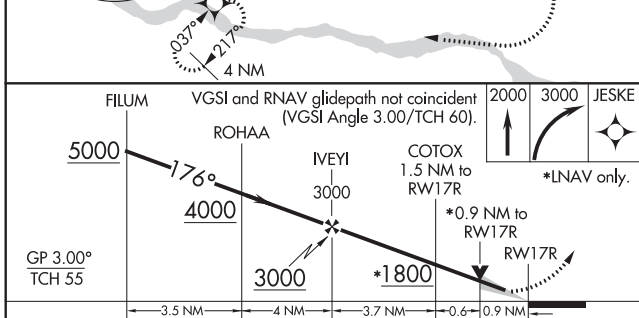
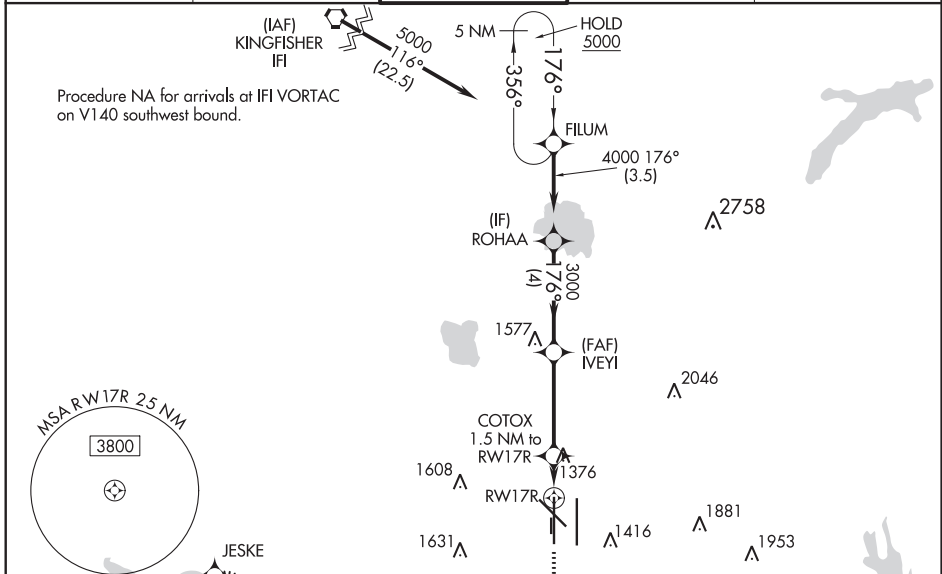
WILL ROGERS WORLD (OKC)

RNP APCH.

**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, increase LNAV Cat C/D visibility to RVR 5500. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR** MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JESKE and hold.

D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	<b>ROGERS TOWER</b> <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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CATEGORY	A	B	C	D
LPV DA **		1482/24	200 (200-½)	
LNAV/VNAV DA		1550/24	268 (300-½)	
LNAV MDA	1640/24	358 (400-½)	1640/30	358 (400-¾)
<b>C</b> CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021




WAAS CH <b>56202</b> <b>W35A</b>	APP CRS <b>356°</b>	Rwy Idg <b>9800</b> TDZE <b>1276</b> Apt Elev <b>1296</b>
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# RNAV (GPS) Y RWY 35L

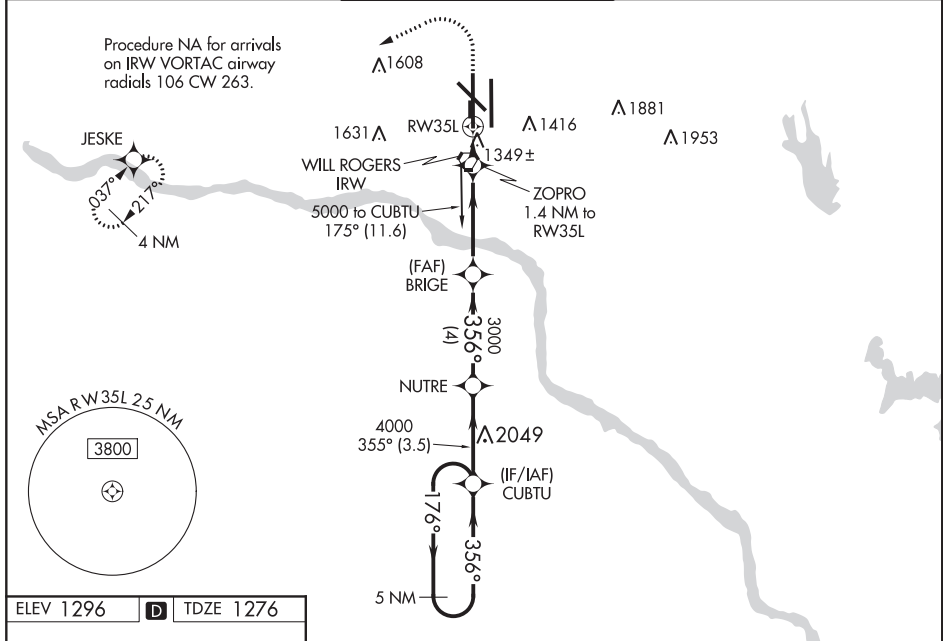
WILL ROGERS WORLD (OKC)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV and LNAV/VNAV Cat E visibility to RVR 4000. Increase LNAV Cat A/B visibility to RVR 5500 and Cat C/D/E to RVR 5000. Simultaneous approach authorized with Rwy 35R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

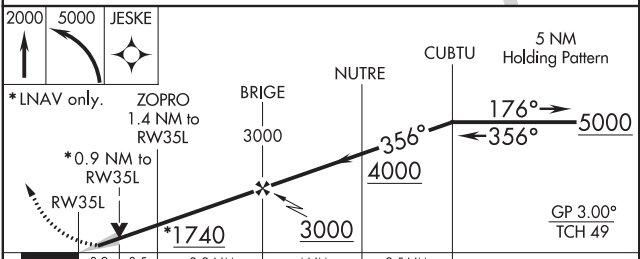
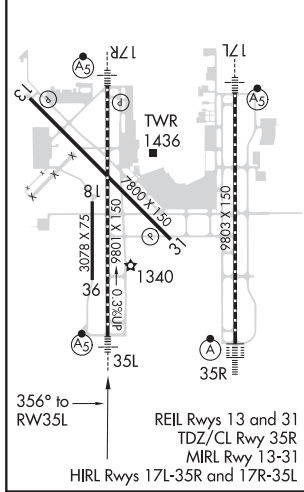
**ASR** MALSR 

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 5000 direct JESKE and hold.

D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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ELEV 1296	<b>D</b>	TDZE 1276
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CATEGORY	A	B	C	D	E
LPV DA**		1476/24	200 (200-½)		
LNAV/VNAV DA		1543/24	267 (300-½)		
LNAV MDA	1600/24	324 (400-½)	1600/26	324 (400-½)	
<b>CIRCLING</b>	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

WAAS CH <b>61218</b> <b>W35B</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>9802</b> <b>1294</b> <b>1296</b>
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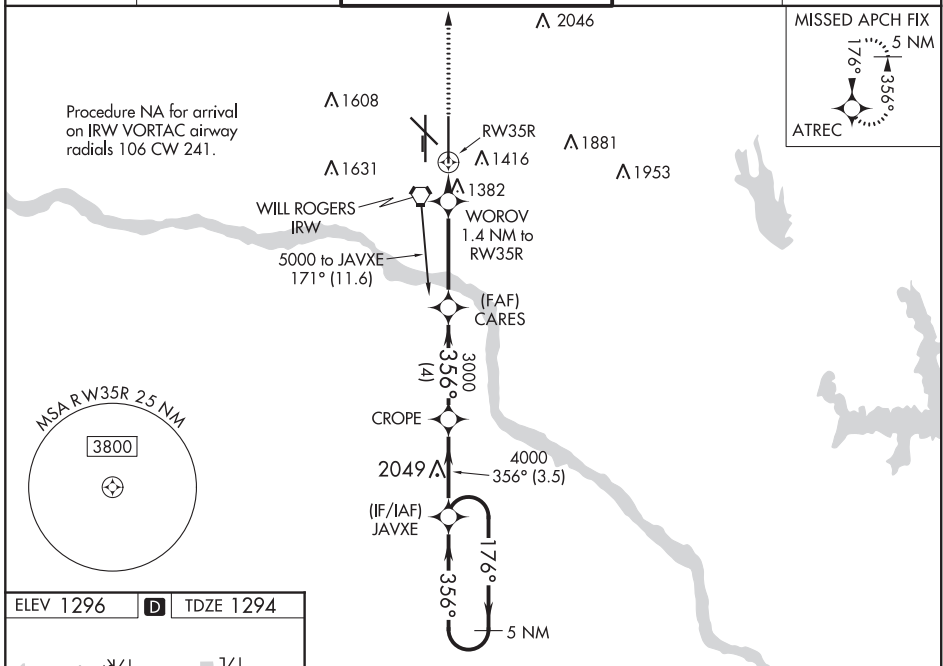
# RNAV (GPS) Y RWY 35R

WILL ROGERS WORLD (OKC)

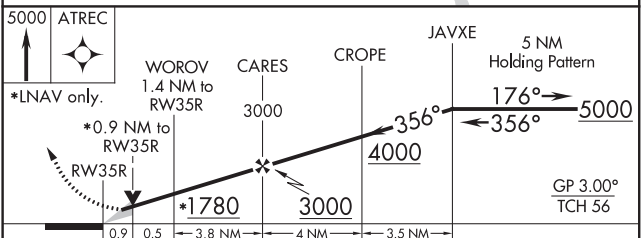
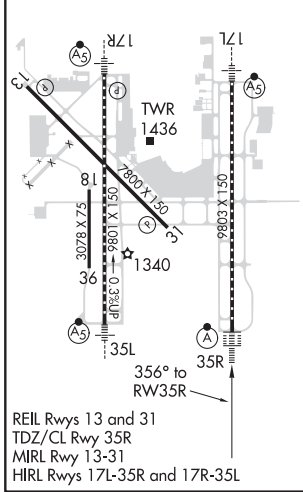
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF, increase LPV and LNAV/VNAV Cat E visibility to RVR 4000. Increase LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2  
**MISSED APPROACH:** Climb to 5000 direct ATREC and hold, continue climb-in-hold to 5000.

D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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ELEV 1296	<b>D</b>	TDZE 1294
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CATEGORY	A	B	C	D	E
LPV DA		1494/18	200 (200-½)		
LNAV/VNAV DA		1544/24	250 (300-½)		
LNAV MDA	1640/24	346 (400-½)	1640/40	346 (400-¾)	
<b>C</b> CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

20366

VOR IRW <b>114.1</b> Chan <b>88</b>	APP CRS <b>190°</b>	Rwy Idg TDZE <b>1287</b> Apt Elev <b>1296</b>	<b>9803</b>
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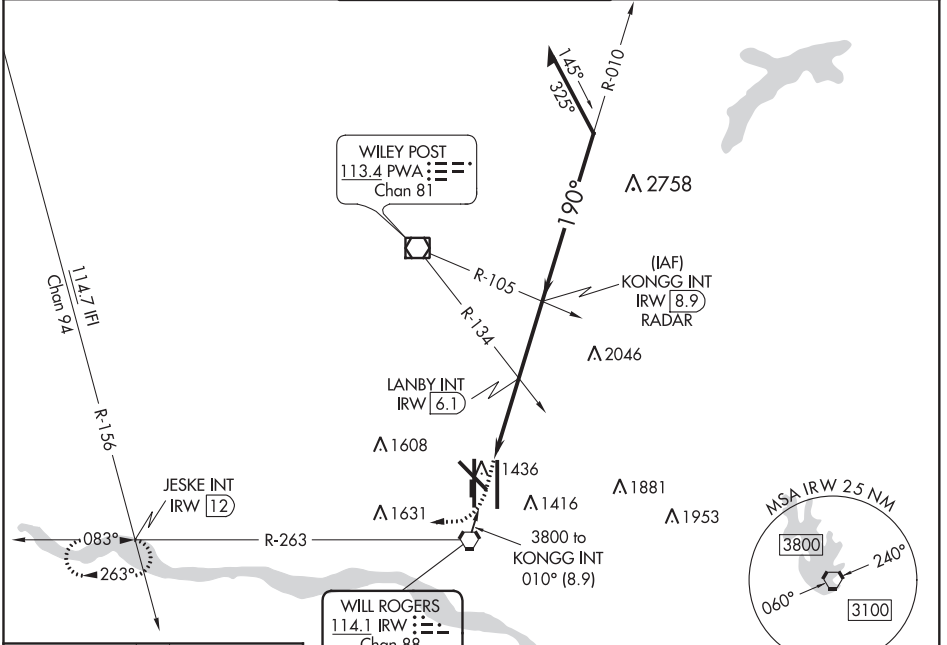
# VOR RWY 17L

WILL ROGERS WORLD (OKC)

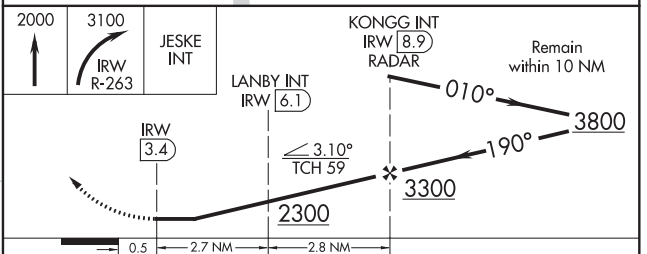
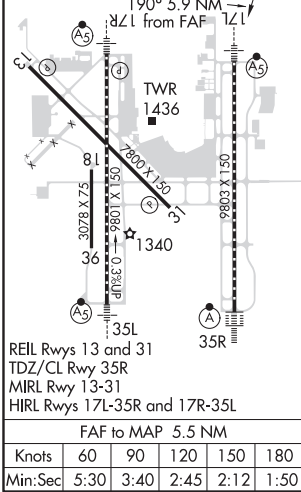
**⚠** Cat E procedure turn NA. Inoperative table does not apply to S-17L all categories and LANBY FIX minimums S-17L Cat E; increase LANBY FIX ASR minimums Cat D visibility to RVR 6000 for inoperative MALSRS.

**MALSRS** MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 via IRW VORTAC R-263 to JESKE INT/12 DME and hold.

D-ATIS <b>125.85</b>	OKE CITY APP CON <b>124.6 266.8</b>	ROGERS TOWER <b>119.35 269.45</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.35</b>
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ELEV 1296	<b>D</b> TDZE 1287
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CATEGORY	A	B	C	D	E
S-17L	2300/60 1013(1100-1½)	2300-1½ 1013(1100-1½)		2300-3 1013(1100-3)	
<b>C</b> CIRCLING	2300-1¼ 1004(1100-1¼)	2300-1½ 1004(1100-1½)		2300-3 1004(1100-3)	
LANBY FIX MINIMUMS					
S-17L	1680/24	393(400-½)		1680/50 393(400-1)	1680-1½ 393(400-1½)
<b>C</b> CIRCLING	1760-1	464(500-1)	1960-1¾ 664(700-1¾)	2000-2¼ 704(800-2¼)	2240-3 944(1000-3)

OKLAHOMA CITY, OKLAHOMA  
Amdt 2A 13SEP18

35°24'N-97°36'W

# WILL ROGERS WORLD (OKC) VOR RWY 17L

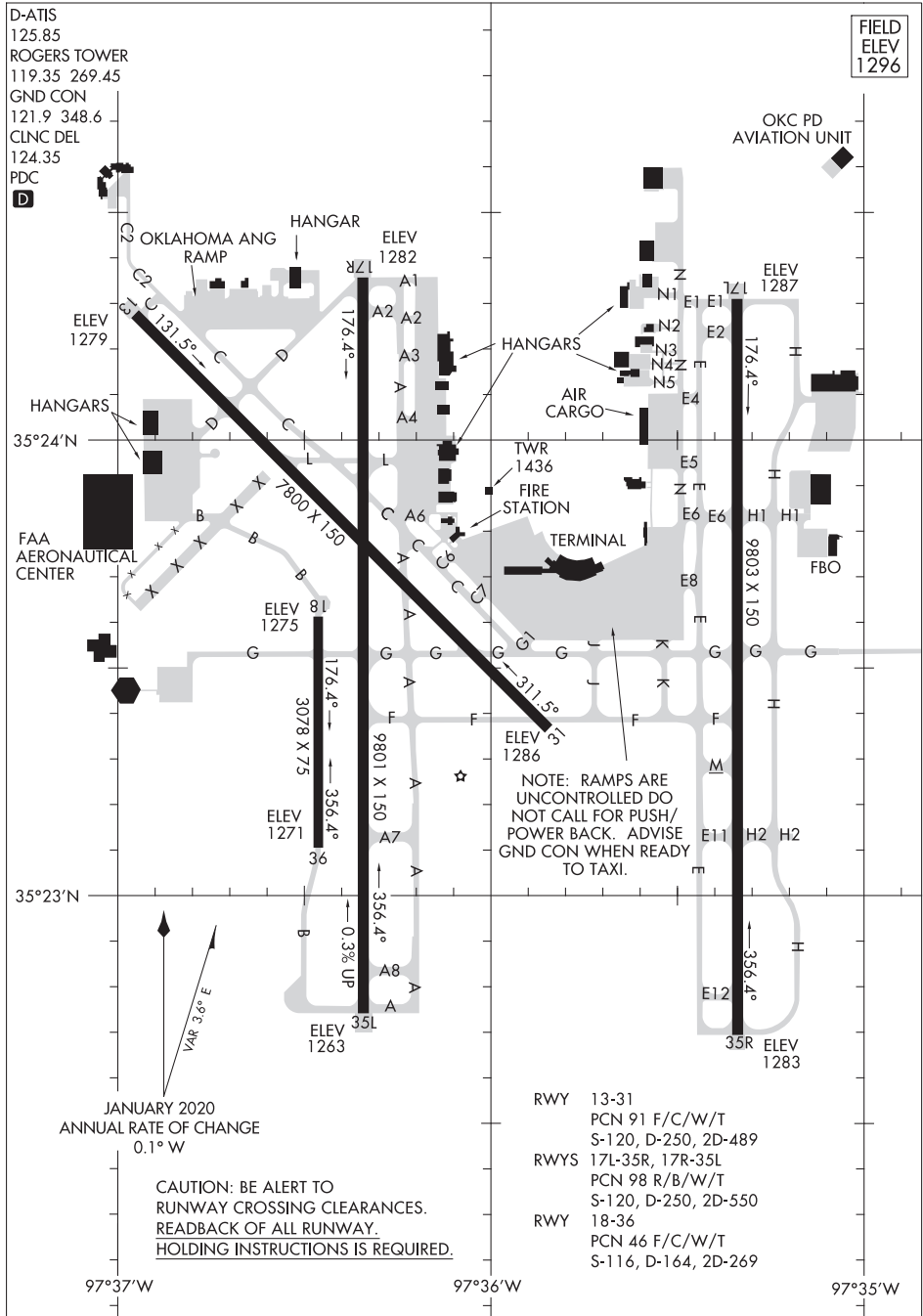
SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

20366  
**AIRPORT DIAGRAM**

AL-301 (FAA)

**WILL ROGERS WORLD (OKC)**  
OKLAHOMA CITY, OKLAHOMA



SC-1, 22 APR 2021 to 17 JUN 2021

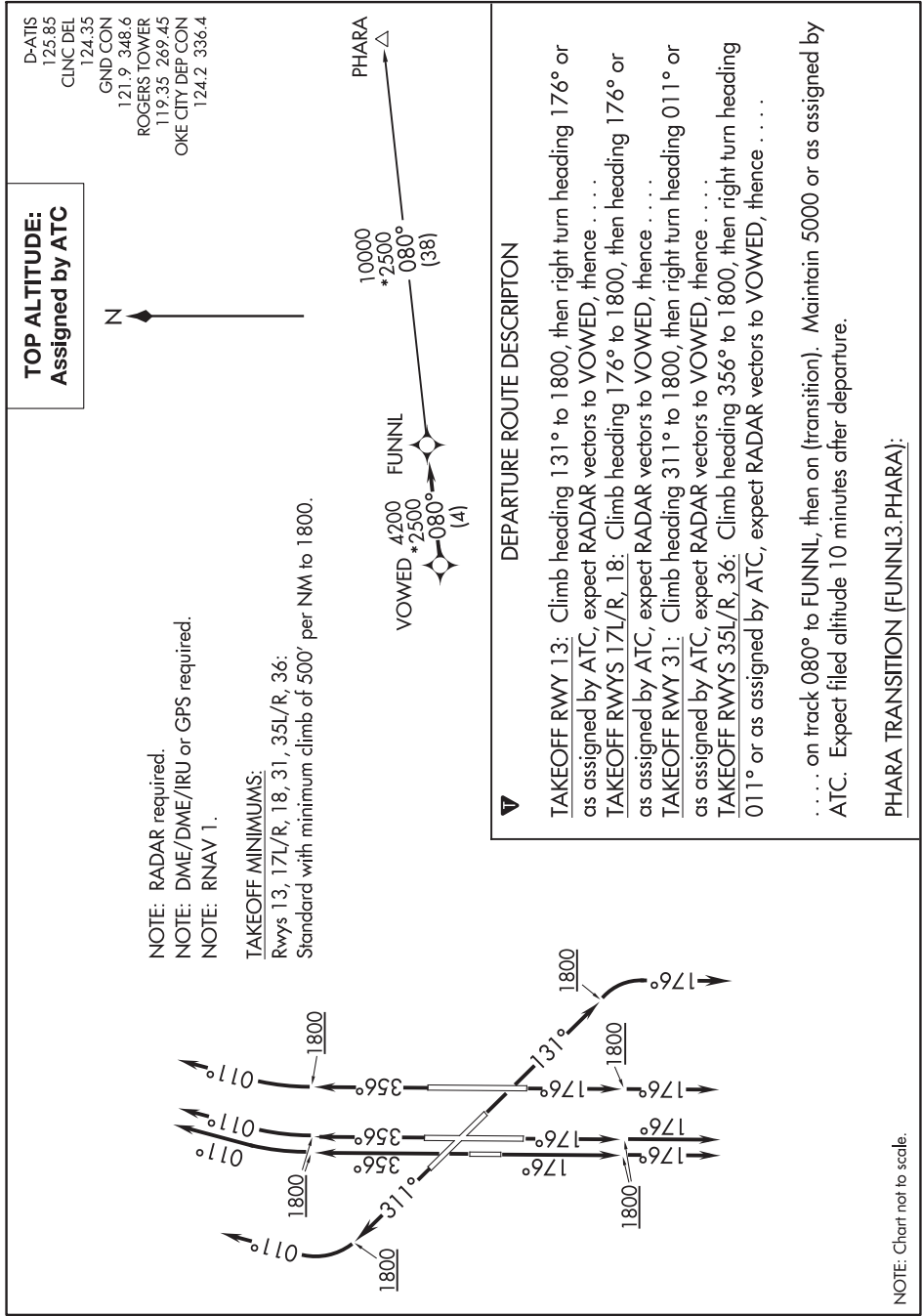
SC-1, 22 APR 2021 to 17 JUN 2021

20366  
**AIRPORT DIAGRAM**

OKLAHOMA CITY, OKLAHOMA  
**WILL ROGERS WORLD (OKC)**

**FUNNL THREE DEPARTURE (RNAV)**

SC-1, 22 APR 2021 to 17 JUN 2021

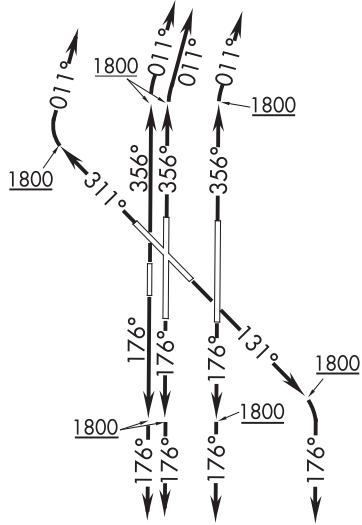


SC-1, 22 APR 2021 to 17 JUN 2021

# KRMSN THREE DEPARTURE (RNAV)

**TOP ALTITUDE:  
ASSIGNED BY ATC**

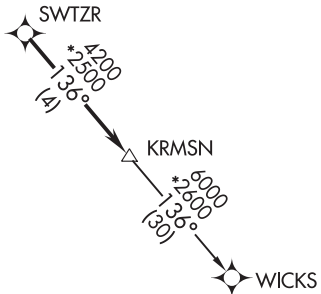
- D-ATIS 125.85
- CLNC DEL 124.35
- GND CON 124.35
- 121.9 348.6
- ROGERS TOWER 119.35 269.45
- OKE CITY DEP CON 124.2 336.4



NOTE: RADAR required.  
 NOTE: DME/DME/IRU or GPS required.  
 NOTE: RNAV 1.

**TAKEOFF MINIMUMS:**

Rwy 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 13:** Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to SWTZR, thence...

**TAKEOFF RUNWAY 17L/R, 18:** Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to SWTZR, thence...

**TAKEOFF RUNWAY 31:** Climb heading 311° to 1800, then right turn heading 011° or assigned by ATC, expect RADAR vectors to SWTZR, thence...

**TAKEOFF RUNWAY 35L/R, 36:** Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to SWTZR, thence...

... on track 136° to KRMSN, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

**WICKS TRANSITION (KRMSN3.WICKS):**

# KRMSN THREE DEPARTURE (RNAV)

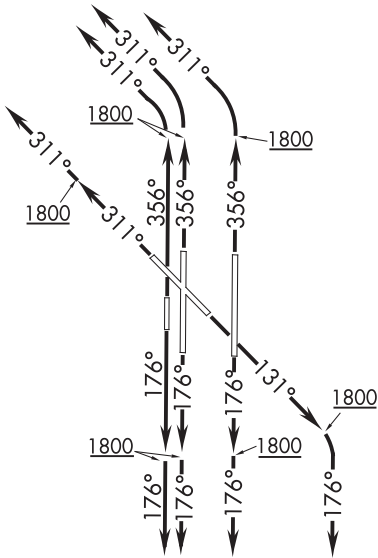
SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

# MUDDE THREE DEPARTURE (RNAV)

**TOP ALTITUDE:  
ASSIGNED BY ATC**

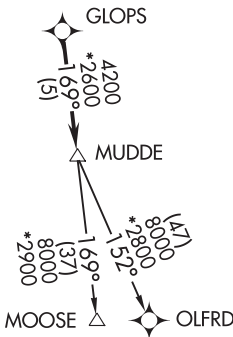
D-ATIS 125.85  
CLNC DEL 124.35  
GND CON 121.9 348.6  
ROGERS TOWER 119.35 269.45  
OKE CITY DEP CON 124.6 266.8



**TAKEOFF MINIMUMS:**

Rwy 13, 17L/R, 18, 31, 35L/R, 36:  
Standard with minimum climb of 500' per NM to 1800.

NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

**TAKEOFF RWY 17L/R, 18:** Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

**TAKEOFF RWY 31:** Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

**TAKEOFF RWY 35L/R, 36:** Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

. . . . on track 169° to MUDD, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE3.MOOSE):

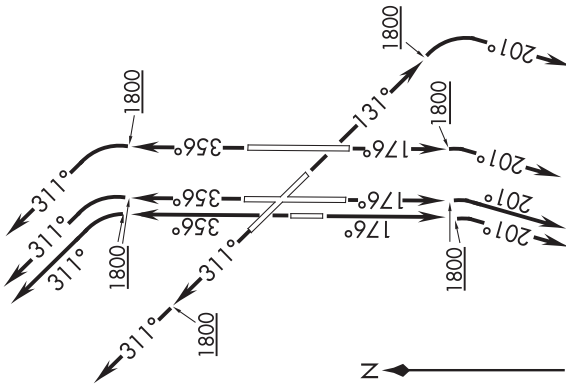
OLFRD TRANSITION (MUDDE3.OLFRD):

# MUDDE THREE DEPARTURE (RNAV)

# OLGUY THREE DEPARTURE (RNAV)

SC-1, 22 APR 2021 to 17 JUN 2021

**TOP ALTITUDE:  
Assigned by ATC**



NOTE: Chart not to scale.

**TAKEOFF MINIMUMS:**  
 Rwy 13, 17L/R, 18, 31, 35L/R, 36:  
 Standard with minimum climb of 500' per NM to 1800.

NOTE: RADAR required.  
 NOTE: DME/DME/IRU or GPS required.  
 NOTE: RNAV 1.



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

**TAKEOFF RWYS 17L/R, 18:** Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

**TAKEOFF RWY 31:** Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

**TAKEOFF RWYS 35L/R, 36:** Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

. . . on track 267° to OLGUY, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

**GRUVN TRANSITION (OLGUY3.GRUVN):**  
**YOUSE TRANSITION (OLGUY3.YOUSE):**

# OLGUY THREE DEPARTURE (RNAV) (OLGUY3.OLGUY) 07DEC17

SC-1, 22 APR 2021 to 17 JUN 2021



(RDHWK3.RDHWK) 17341

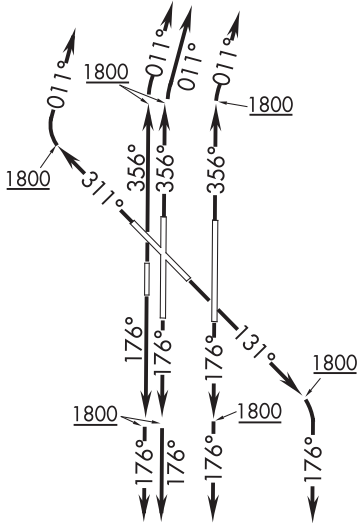
AL-301 (FAA)

WILL ROGERS WORLD (OKC)  
OKLAHOMA CITY, OKLAHOMA

# RDHWK THREE DEPARTURE (RNAV)

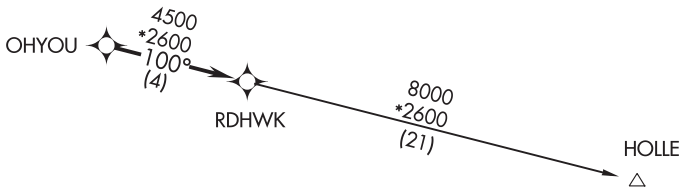
**TOP ALTITUDE:  
ASSIGNED BY ATC**

D-ATIS 125.85  
CLNC DEL 124.35  
124.35  
GND CON 121.9 348.6  
ROGERS TOWER 119.35 269.45  
OKE CITY DEP CON 124.2 336.4



NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.

TAKEOFF MINIMUMS:  
Rwy 13, 17L/R, 18, 31, 35L/R, 36:  
Standard with minimum climb of 500' per NM to 1800.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .

TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .

TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .

. . . on track 100° to RDHWK, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK3.HOLLE):

RDHWK THREE DEPARTURE (RNAV)  
(RDHWK3.RDHWK) 07DEC17

OKLAHOMA CITY, OKLAHOMA  
WILL ROGERS WORLD (OKC)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

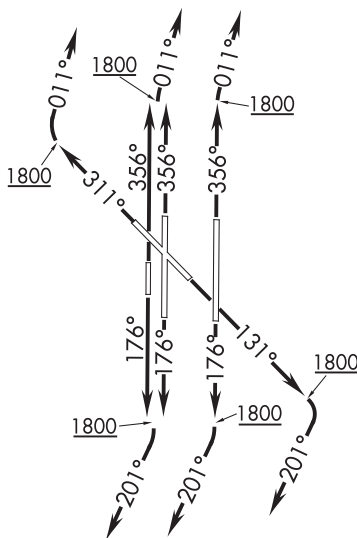
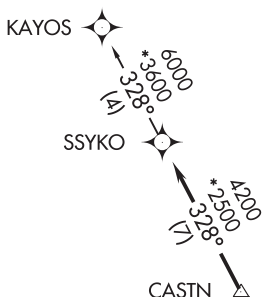
# SSYKO THREE DEPARTURE (RNAV)

D-ATIS 125.85  
CLNC DEL  
124.35  
GND CON  
121.9 348.6  
ROGERS TOWER  
119.35 269.45  
OKE CITY DEP CON  
124.2 336.4

**TOP ALTITUDE:  
ASSIGNED BY ATC**

**TAKEOFF MINIMUMS:**

Rwys 13, 17L/R, 18, 31, 35L/R, 36:  
Standard with minimum climb of 500'  
per NM to 1800.



- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
- TAKEOFF RWY 17L/R, 18:** Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
- TAKEOFF RWY 31:** Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
- TAKEOFF RWY 35L/R, 36:** Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

. . . . on track 328° to SSYKO, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO3.KAYOS):

# SSYKO THREE DEPARTURE (RNAV)

SC-1, 22 APR 2021 to 17 JUN 2021

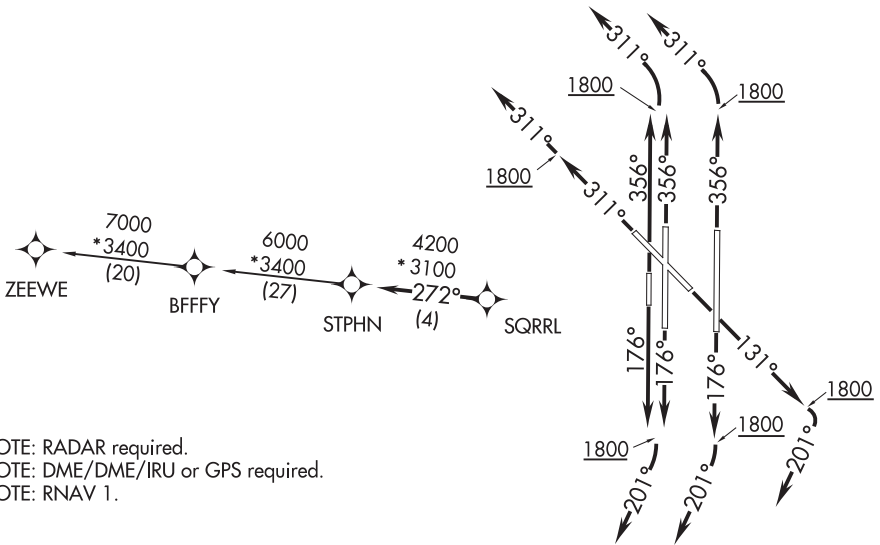
SC-1, 22 APR 2021 to 17 JUN 2021

# STPHN THREE DEPARTURE (RNAV)

D-ATIS 125.85  
CLNC DEL  
124.35  
GND CON  
121.9 348.6  
ROGERS TOWER  
119.35 269.45  
OKE CITY DEP CON  
124.6 266.8

**TOP ALTITUDE:  
ASSIGNED BY ATC**

**TAKEOFF MINIMUMS:**  
Rwy 13, 17L/R, 18, 31, 35L/R, 36:  
Standard with minimum climb of 500'  
per NM to 1800.



NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
- TAKEOFF RWY 17L/R, 18:** Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
- TAKEOFF RWY 31:** Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
- TAKEOFF RWY 35L/R, 36:** Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .

. . . . on track 272° to STPHN, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN3.BFFFY):  
ZEEWE TRANSITION (STPHN3.ZEEWE):

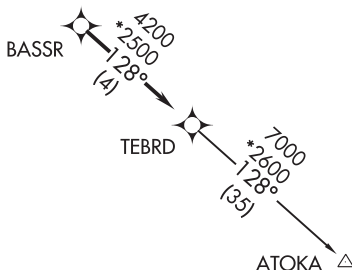
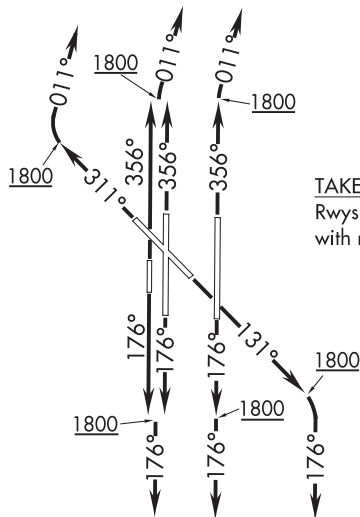
# TEBRD THREE DEPARTURE (RNAV)

**TOP ALTITUDE:  
ASSIGNED BY ATC**

- D-ATIS 125.85
- CLNC DEL 124.35
- GND CON 121.9 348.6
- ROGERS TOWER 119.35 269.45
- OKE CITY DEP CON 124.2 336.4

TAKEOFF MINIMUMS:

Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.



- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .
- TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .
- TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .
- TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .

. . . on track 128° to TEBRD, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD3.ATOKA)

# TEBRD THREE DEPARTURE (RNAV)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

(THRPE3.THRPE) 17341

AL-301 (FAA)

WILL ROGERS WORLD (OKC)  
OKLAHOMA CITY, OKLAHOMA

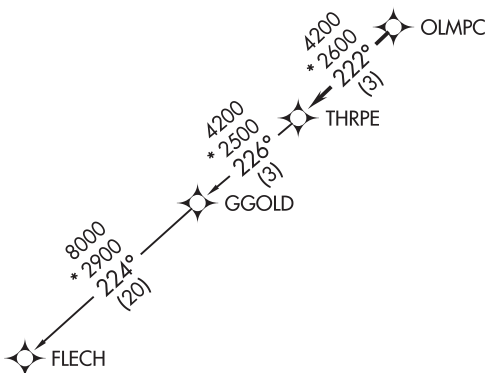
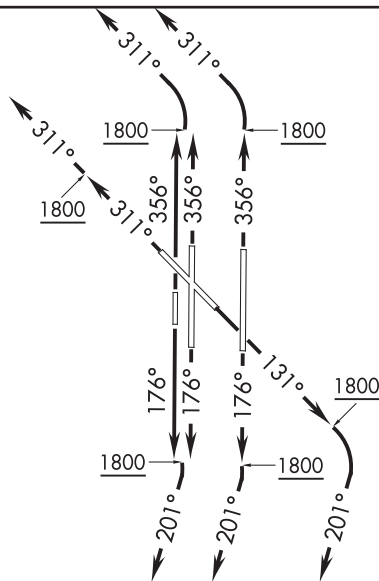
# THRPE THREE DEPARTURE (RNAV)

D-ATIS  
125.85  
CLNC DEL  
124.35  
GND CON  
121.9 348.6  
ROGERS TOWER  
119.35 269.45  
OKE CITY DEP CON  
124.6 266.8

**TOP ALTITUDE:  
ASSIGNED BY ATC**

### TAKEOFF MINIMUMS

Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.



NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.

NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMPG, thence . . .

**TAKEOFF RWYS 17L/R, 18:** Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMPG, thence . . .

**TAKEOFF RWY 31:** Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to OLMPG, thence . . .

**TAKEOFF RWYS 35L/R, 36:** Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to OLMPG, thence . . .

. . . on track 222° to THRPE, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

FLECH TRANSITION (THRPE3.FLECH)

GGOLD TRANSITION (THRPE3.GGOLD)

# THRPE THREE DEPARTURE (RNAV)

(THRPE3.THRPE) 07DEC17

OKLAHOMA CITY, OKLAHOMA  
WILL ROGERS WORLD (OKC)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

# TRUPR THREE DEPARTURE (RNAV)

D-ATIS  
125.85  
CLNC DEL  
124.35  
GND CON  
121.9 348.6  
ROGERS TOWER  
119.35 269.45  
OKE CITY DEP CON  
124.2 336.4

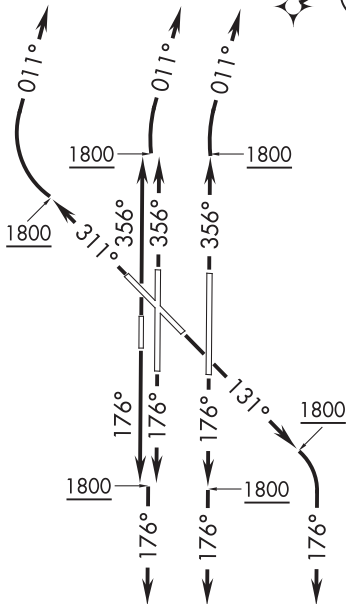
**TOP ALTITUDE:  
ASSIGNED BY ATC**

8000  
\*2500  
043°  
(15)  
8000  
\*2600  
056°  
(61)

(5)  
4200  
\*2500  
056°  
COORT  
TRUPR

MOOON  
4200  
\*2500  
056°  
(4)

NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.



### TAKEOFF MINIMUMS

Rwys 13, 17L/R, 18, 31, 35L/R, 36:  
Standard with minimum climb of 500' per NM to 1800.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**  
**TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . .  
**TAKEOFF RWYS 17L/R, 18:** Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . .  
**TAKEOFF RWY 31:** Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . .  
**TAKEOFF RWYS 35L/R, 36:** Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . .  
. . . on track 056° to TRUPR, then on (transition). Maintain 5000 or as assigned by ATC.  
Expect filed altitude 10 minutes after departure.  
COORT TRANSITION (TRUPR3.COORT)  
DRLER TRANSITION (TRUPR3.DRLER)  
GTYER TRANSITION (TRUPR3.GTYER)

# TRUPR THREE DEPARTURE (RNAV)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

(WENDY3.WENDY) 17341

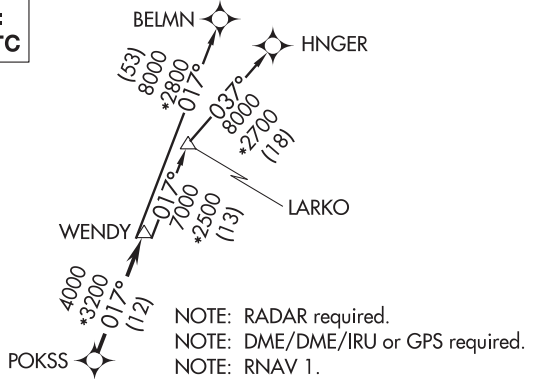
AL-301 (FAA)

WILL ROGERS WORLD (OKC)  
OKLAHOMA CITY, OKLAHOMA

# WENDY THREE DEPARTURE (RNAV)

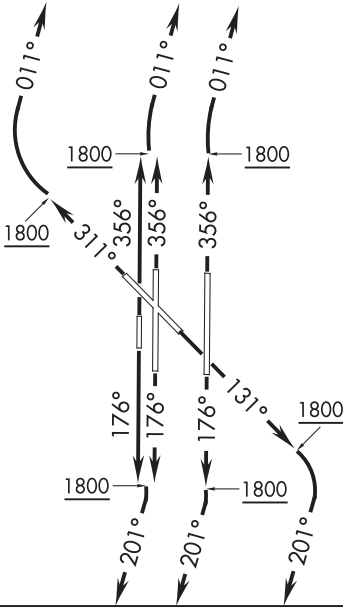
D-ATIS  
125.85  
CLNC DEL  
124.35  
GND CON  
121.9 348.6  
ROGERS TOWER  
119.35 269.45  
OKE CITY DEP CON  
124.2 336.4

**TOP ALTITUDE:  
ASSIGNED BY ATC**



NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.

**TAKEOFF MINIMUMS**  
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

**TAKEOFF RWYS 17L/R, 18:** Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

**TAKEOFF RWY 31:** Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

**TAKEOFF RWYS 35L/R, 36:** Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

. . . . on track 017° to WENDY, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BELMN TRANSITION (WENDY3.BELMN)  
HNGER TRANSITION (WENDY3.HNGER)  
LARKO TRANSITION (WENDY3.LARKO)

WENDY THREE DEPARTURE (RNAV)  
(WENDY3.WENDY) 07DEC17

OKLAHOMA CITY, OKLAHOMA  
WILL ROGERS WORLD (OKC)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

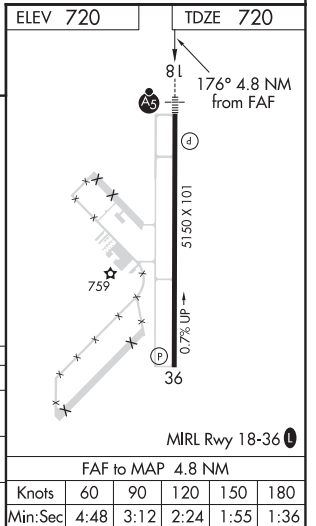
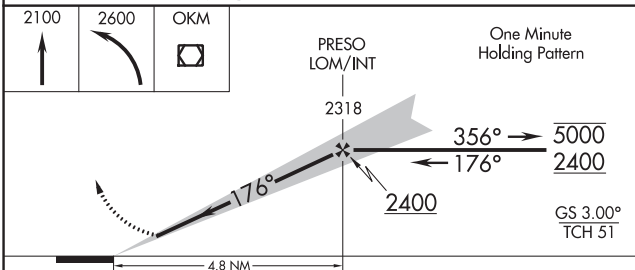
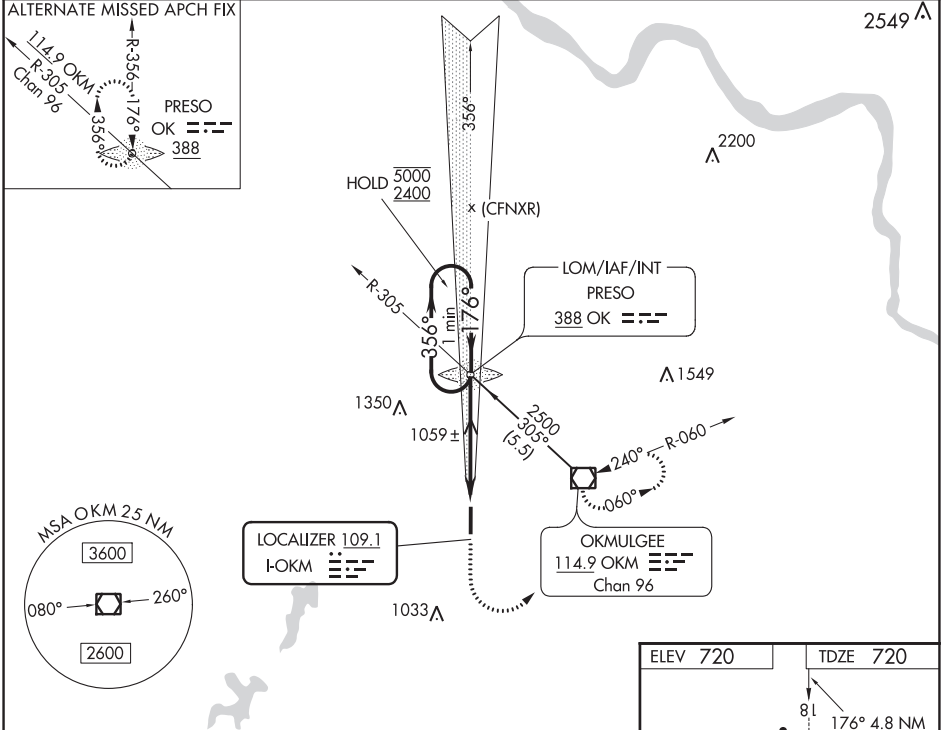
LOC I-OKM <b>109.1</b>	APP CRS <b>176°</b>	Rwy Idg <b>5150</b>
		TDZE <b>720</b>
		Apt Elev <b>720</b>

# ILS or LOC RWY 18

OKMULGEE RGNL (OKM)

NA	MALSR	MISSED APPROACH: Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold.
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AWOS-3 <b>118.225</b>	TULSA APP CON <b>119.85 338.3</b>	UNICOM <b>123.0</b> (CTAF)
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CATEGORY	A	B	C	D
S-ILS 18	920-½ 200 (200-½)			NA
S-LOC 18	1320-½ 600 (600-½)		1320-1¼ 600 (600-1¼)	NA
CIRCLING	1320-1 600 (600-1)	1340-1 620 (700-1)	1340-1¾ 620 (700-1¾)	NA

SC-1, 22 APR 2021 to 17 JUN 2021

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WAAS CH <b>82105</b> <b>W18A</b>	APP CRS <b>176°</b>	Rwy Idg <b>5150</b> TDZE <b>720</b> Apt Elev <b>720</b>
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# RNAV (GPS) RWY 18

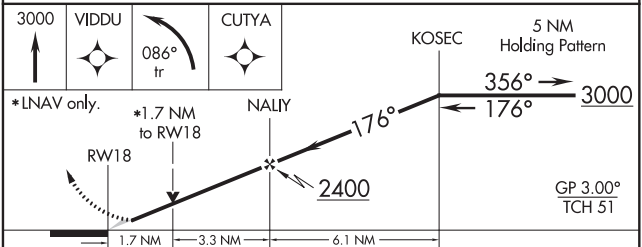
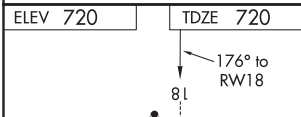
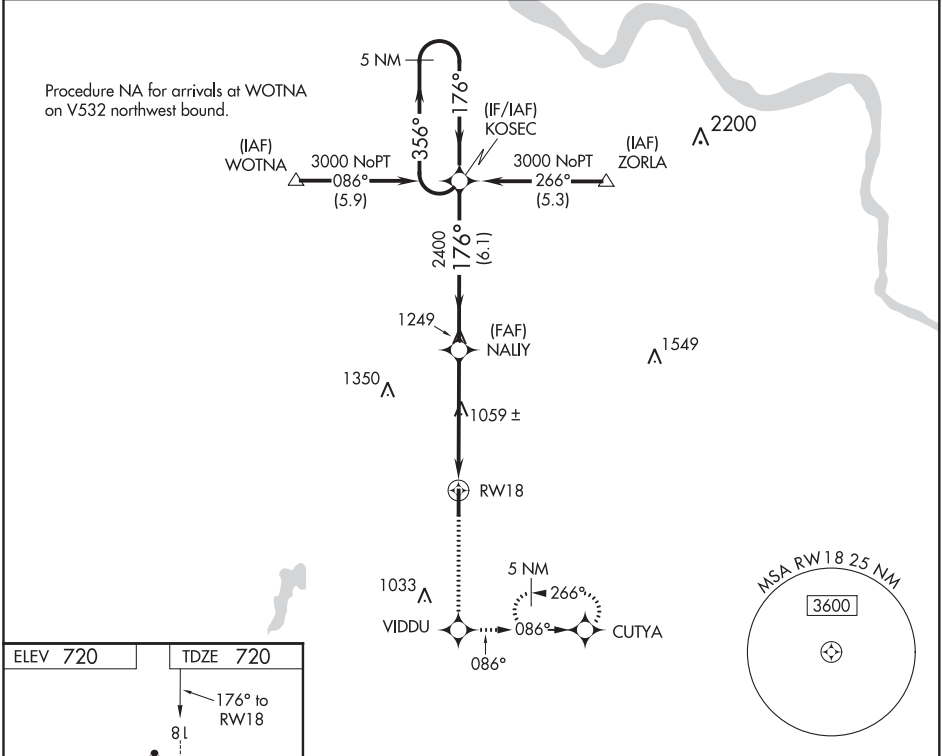
OKMULGEE RGNL (OKM)

**⚠** When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase LPV DA to 1050 feet; increase all MDAs 80 feet and visibility Cat C ¼ SM. DME/DME RNP-0.3 NA. VDP NA with Tulsa Intl altimeter setting.

MALSR 

MISSED APPROACH: Climb to 3000 direct VIDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.

AWOS-3 <b>118.225</b>	TULSA APP CON <b>119.85 338.3</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	970-½ 250 (300-½)			NA
LNAV MDA	1320-½ 600 (600-½)	1320-1 600 (600-1)		NA
<b>C</b> CIRCLING	1320-1 600 (600-1)	1340-1 620 (700-1)	1340-1¾ 620 (700-1¾)	NA

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

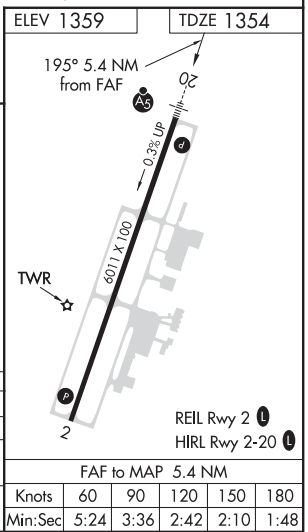
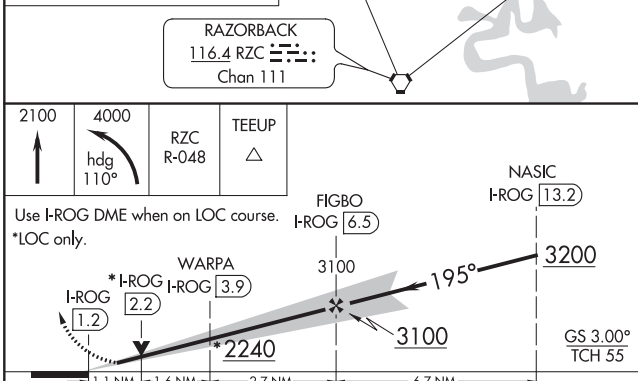
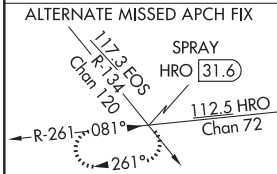
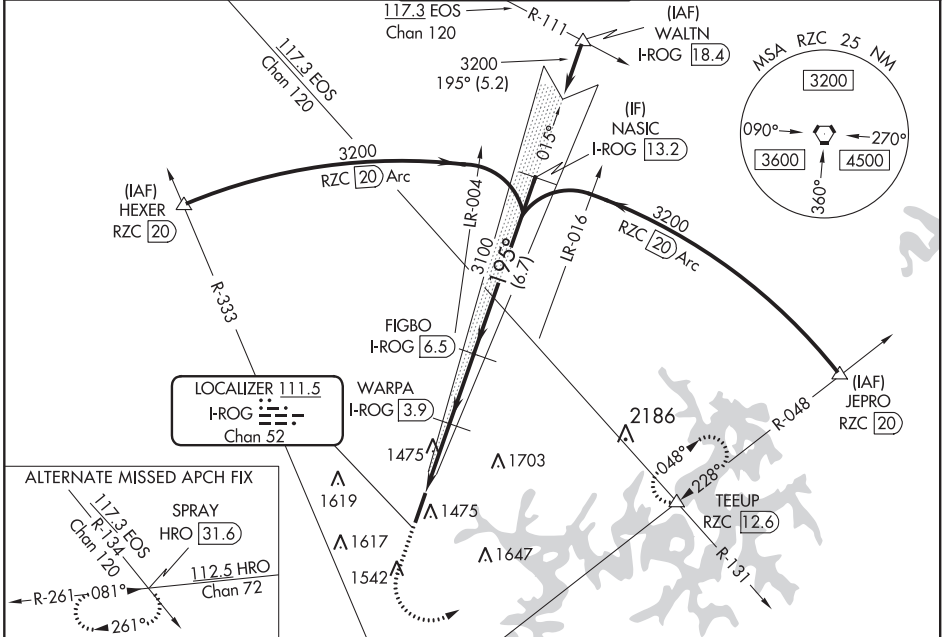
LOC/DME I-ROG <b>111.5</b> Chan 52	APP CRS <b>195°</b>	Rwy Idg <b>6011</b> TDZE <b>1354</b> Apt Elev <b>1359</b>
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# ILS or LOC RWY 20

ROGERS EXEC-CARTER FLD (ROG)

<p><b>▼</b> DME required. <b>▲</b> Autopilot coupled approach NA below 1632.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 on heading 110° and RZC VORTAC R-048 to TEEUP INT/RZC 12.6 DME and hold.</p>
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AWOS-3PT <b>134.375</b>	RAZORBACK APP CON* <b>126.6 305.2</b>	ROGERS TOWER* <b>119.375</b> (CTAF) <b>0</b>	GND CON <b>118.0</b>	CLNC DEL <b>121.75</b>
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CATEGORY	A	B	C	D
S-ILS 20	1554-½ 200 (200-½)			
S-LOC 20	1740-½ 386 (400-½)		1740-⅝ 386 (400-⅝)	
<b>C</b> CIRCLING	1820-1 461 (500-1)		2020-1¾ 661 (700-1¾) / 2020-2 661 (700-2)	

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

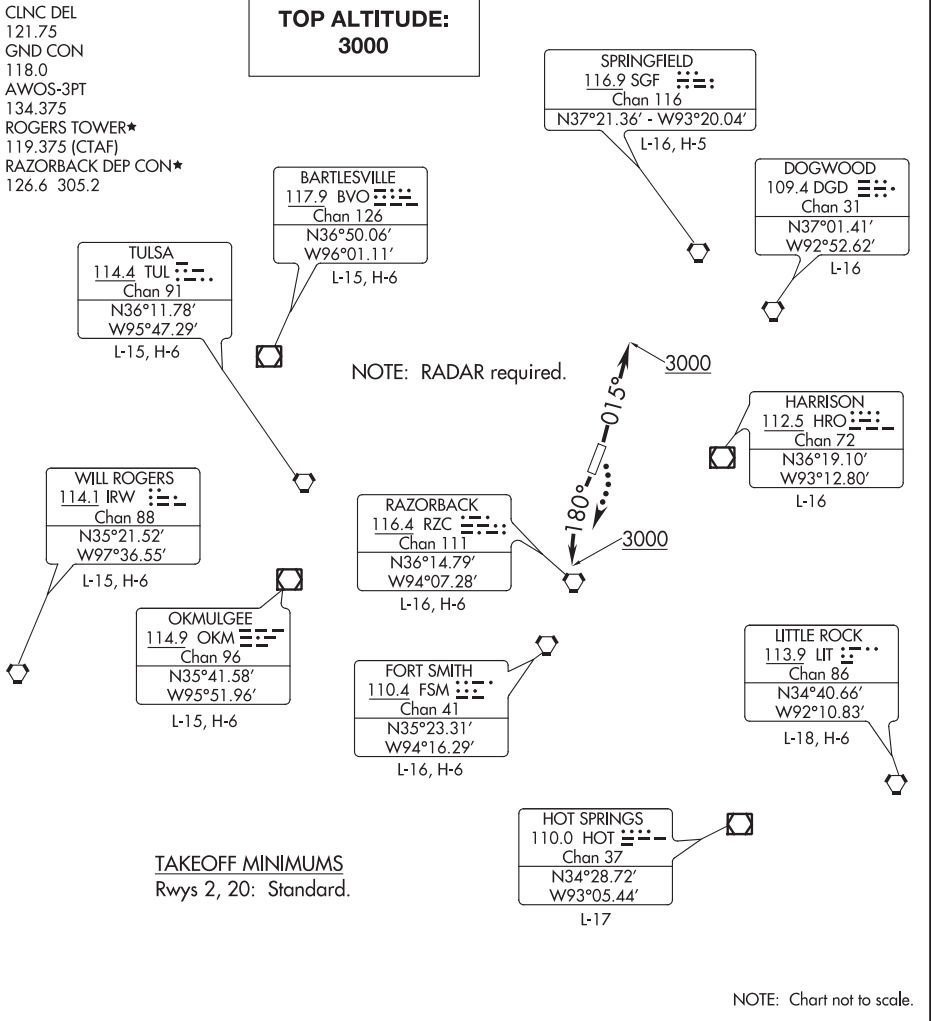
(ROG3.RZC) 21112

ROGERS THREE DEPARTURE

AL-5002 (FAA)

ROGERS EXEC-CARTER FLD (ROG)

ROGERS, ARKANSAS



SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 2:** Climb on heading 015° to 3000, thence . . . .  
**TAKEOFF RUNWAY 20:** Climbing left turn to 3000 on heading 180°, thence . . . .

. . . . expect RADAR vectors to assigned route.  
 Expect clearance to requested altitude ten minutes after departure.

**LOST COMMUNICATIONS:** If communications are not established within 2 minutes after departure climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

ROGERS THREE DEPARTURE

(ROG3.RZC) 05DEC19

ROGERS, ARKANSAS


ROGERS EXEC-CARTER FLD (ROG)

LOC I-DSY <b>110.1</b> Chan <b>38</b>	APP CRS <b>011°</b>	Rwy Idg TDZE <b>253</b> Apt Elev <b>264</b>
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# ILS or LOC RWY 1

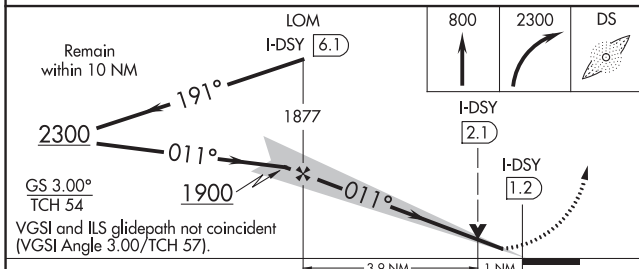
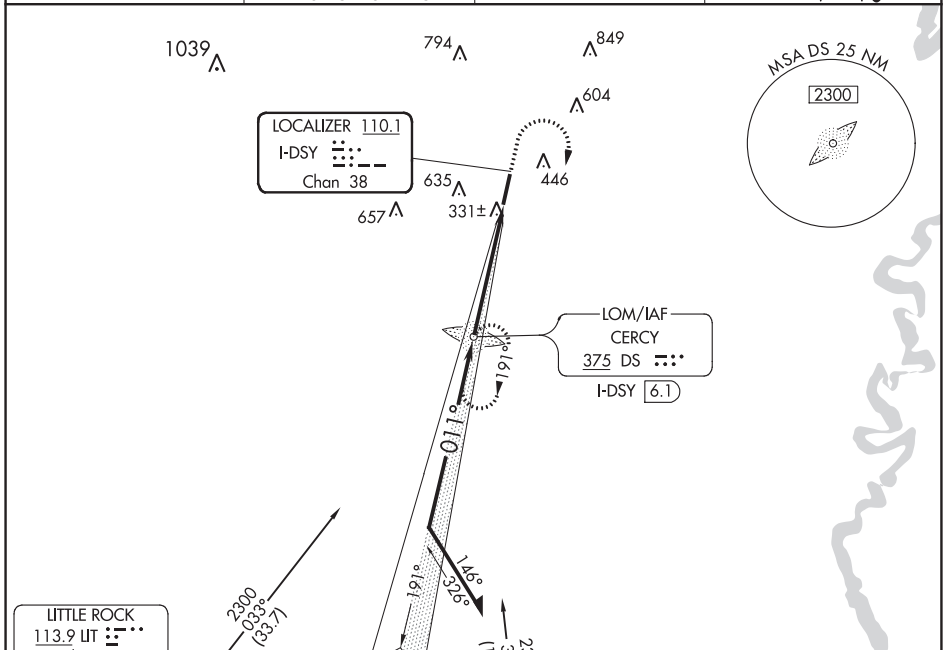
SEARCY MUNI (SRC)

**NA** Circling NA for Cat C west of Rwy 1-19. If local altimeter setting not received, use Bill and Hillary Clinton Nil/Adams Fld altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Bill and Hillary Clinton Nil/Adams Fld altimeter setting. ADF required.

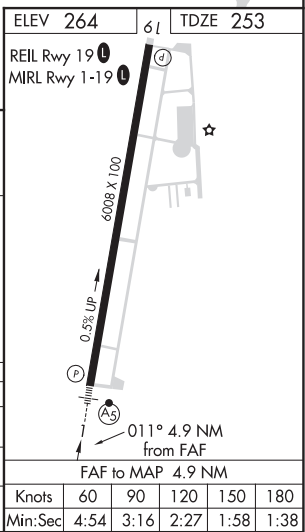
MALSR 

MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct CERCY LOM and hold.

AWOS-3PT <b>128.325</b>	LITTLE ROCK APP CON <b>119.75 291.775</b>	CLNC DEL <b>119.75</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
S-ILS 1	453-1/2	200 (200-1/2)		NA
S-LOC 1	600-1/2	347 (400-1/2)		NA
CIRCLING	760-1	496 (500-1)	760-1 1/2 496 (500-1 1/2)	NA



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SC-1, 22 APR 2021 to 17 JUN 2021

LOC I-ASG <b>110.9</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>4939</b> <b>1351</b> <b>1353</b>
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AL-5165 (FAA)

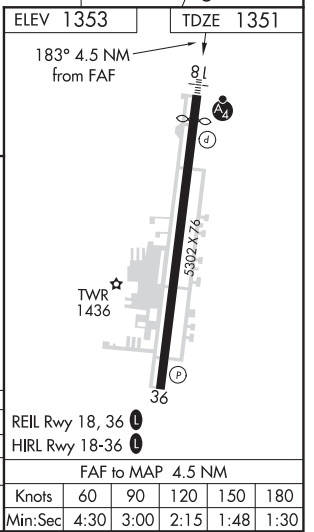
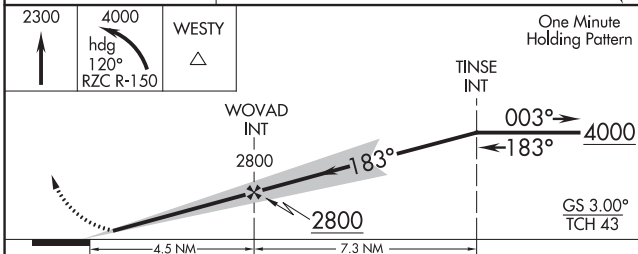
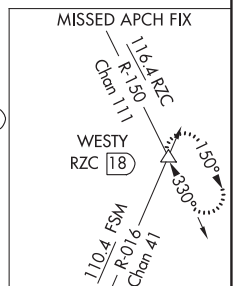
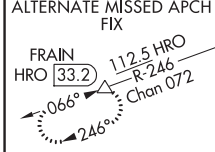
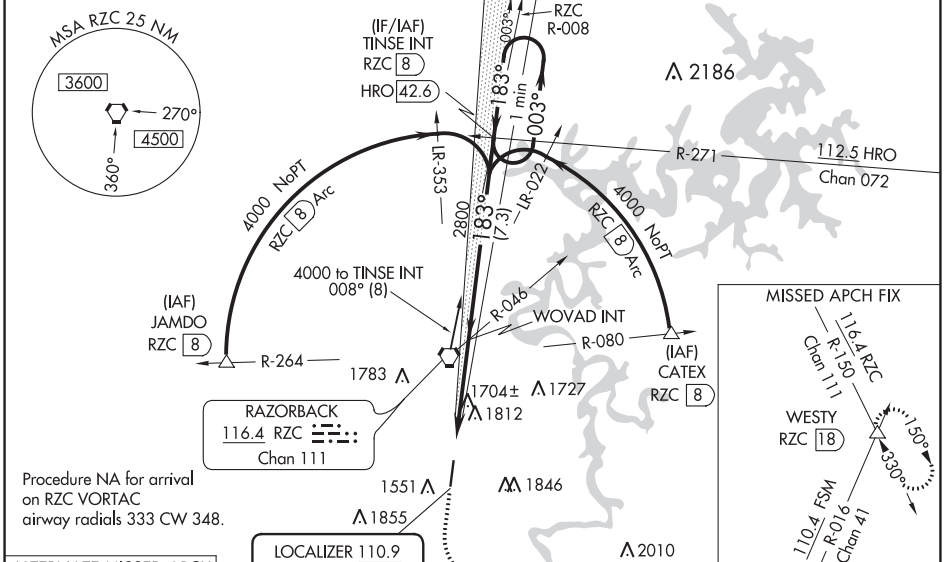
# ILS or LOC RWY 18

SPRINGDALE MUNI (ASG)

**MAJSAF**  
 Circling NA east of Rwy 18-36. Rwy 18 helicopter visibility reduction below 3/4 SM NA. Autopilot coupled approach NA below 1900. For inop ALS, increase S-ILS 18 visibility to 3/8 SM.

**MISSED APPROACH:** Climb to 2300 then climbing left turn to 4000 on heading 120° and RZC VORTAC R-150 to WESTY INT/RZC 18 DME and hold.

AWOS-3 <b>124.675</b>	RAZORBACK APP CON* <b>126.6 305.2</b>	SPRINGDALE TOWER* <b>118.2 (CTAF) 0</b>	GND CON <b>121.6</b>	REIL 18, 36 <b>122.8 0</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 18		1605-3/4	254 (300-3/4)	
S-LOC 18	1960-3/4	609 (700-3/4)	1960-1 1/2	609 (700-1 1/2)
CIRCLING	1960-1 607 (700-1)	2000-1 647 (700-1)	2020-1 3/4 667 (700-1 3/4)	2220-2 3/4 867 (900-2 3/4)

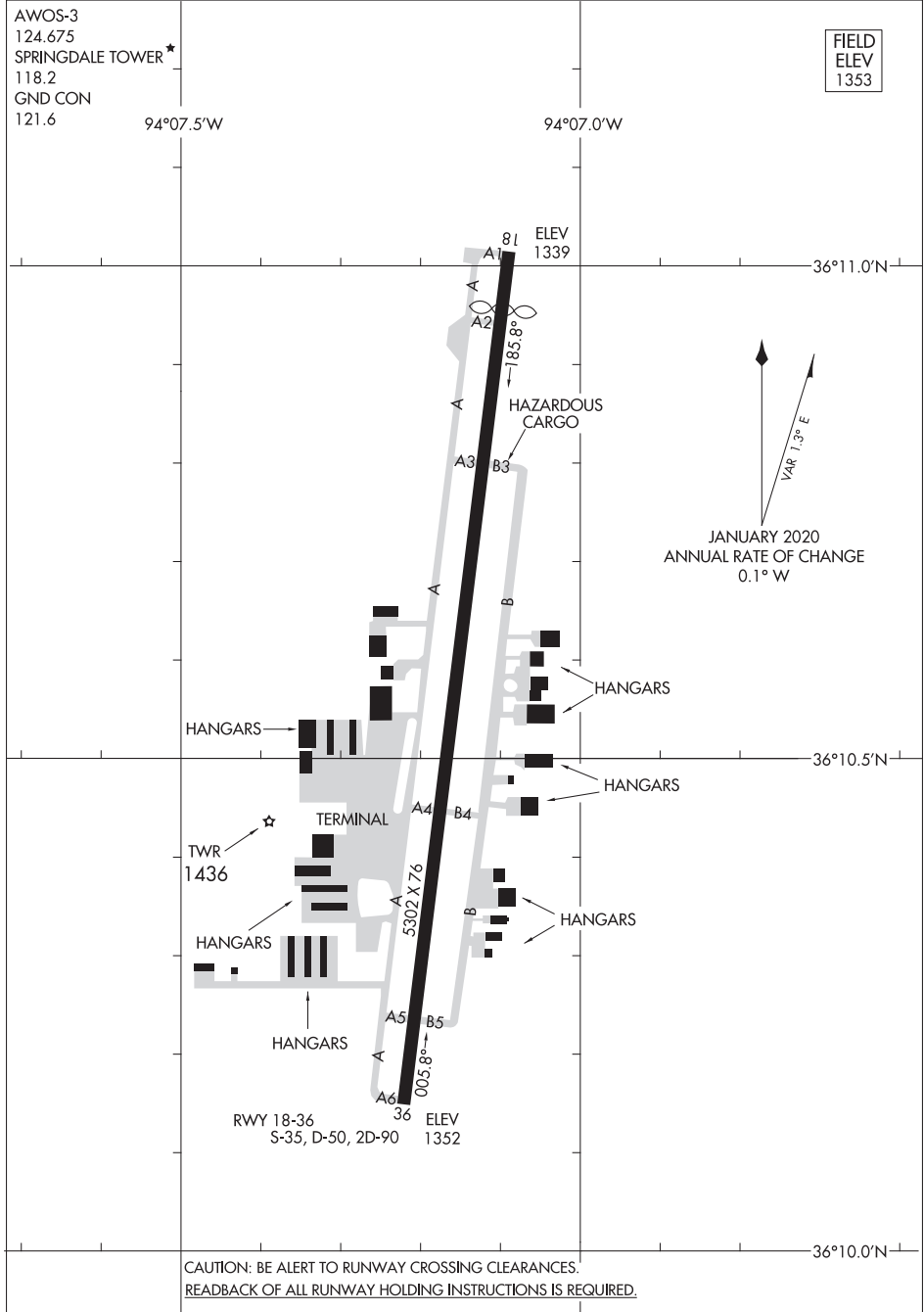
SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

# AIRPORT DIAGRAM

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)  
SPRINGDALE, ARKANSAS



# AIRPORT DIAGRAM

SPRINGDALE, ARKANSAS  
SPRINGDALE MUNI (ASG)

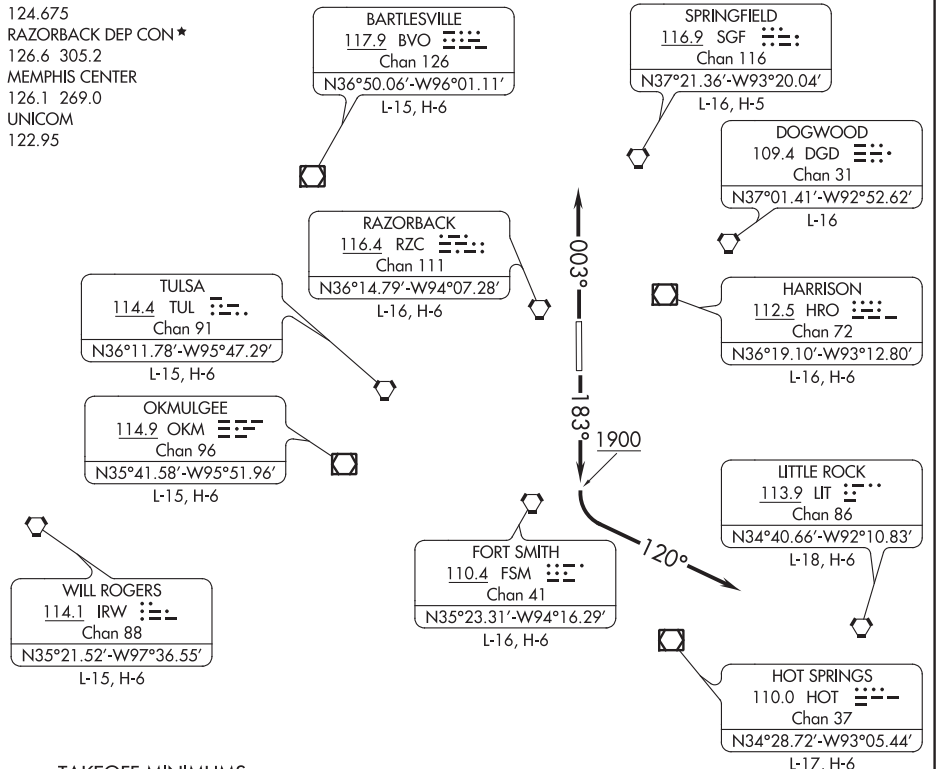
# SPRING FIVE DEPARTURE

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)  
SPRINGDALE, ARKANSAS

GND CON  
121.6  
 SPRINGDALE TOWER ★  
118.2 (CTAF)  
 AWOS-3  
124.675  
 RAZORBACK DEP CON ★  
126.6 305.2  
 MEMPHIS CENTER  
126.1 269.0  
 UNICOM  
122.95

**TOP ALTITUDE:  
4000**



### TAKEOFF MINIMUMS

Rwy 18: Standard.  
 Rwy 36: 400-2½ or standard with minimum  
 climb of 332' per NM to 1900.

NOTE: RADAR required.

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 18:** Climb on heading 183° to 1900, then turn left heading 120°, thence . . .

**TAKEOFF RUNWAY 36:** Climb on heading 003°, thence . . .

. . . Expect radar vectors to filed/assigned route. Climb and maintain 4000.

Expect clearance to filed altitude/flight level ten minutes after departure.

**LOST COMMUNICATIONS:** If communications are not established within 2 minutes after departure, climb and maintain 5000' and proceed direct RZC VORTAC, then proceed on course.

# SPRING FIVE DEPARTURE

SC-1, 22 APR 2021 to 17 JUN 2021

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LOC/DME I-TTL <b>110.55</b> Chan 42 (Y)	APP CRS <b>360°</b>	Rwy Idg TDZE <b>6015</b> <b>224</b> Apt Elev <b>224</b>
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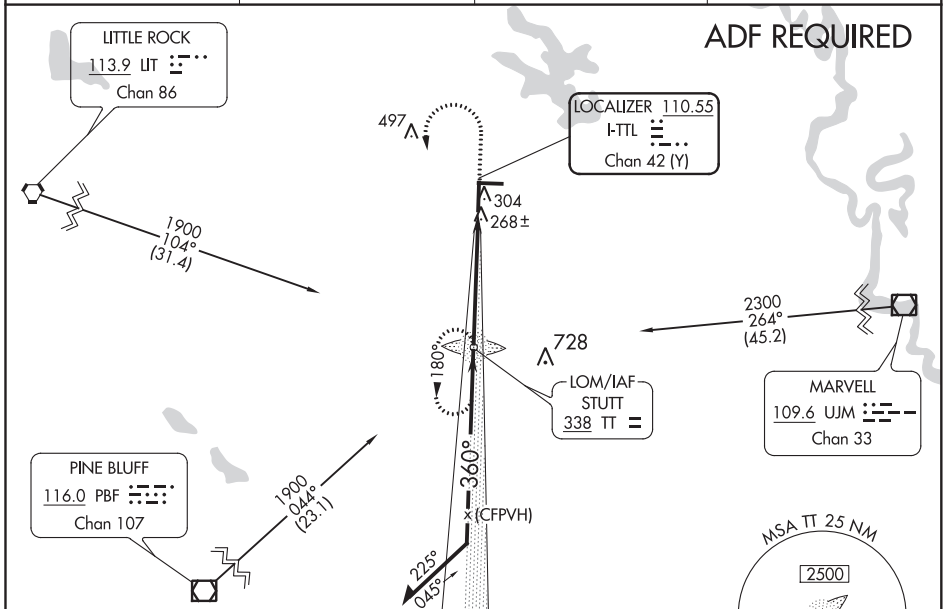
**ILS or LOC RWY 36**  
STUTTGART MUNI CARL HUMPHREY FLD (SGT)

When local altimeter setting not received, use Bill and Hillary Clinton Nil/Adams Fld altimeter setting and increase all DA/MDA 100 feet. VDP NA with Bill and Hillary Clinton Nil/Adams Fld altimeter setting. For inop MALSF when using Bill and Hillary Clinton Nil/Adams Fld altimeter setting, increase ILS all Cats visibility to 1 mile. Night landing Rwys 9 and 27 NA.

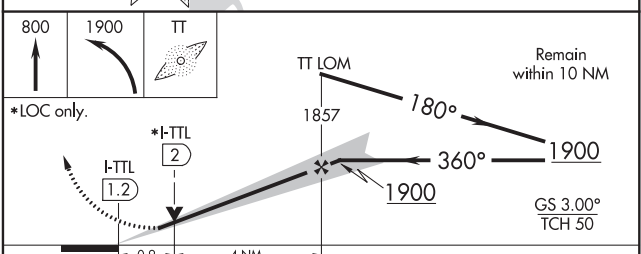
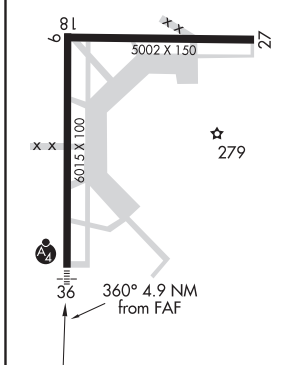


**MISSED APPROACH:**  
Climb to 800, then climbing left turn to 1900 direct TT LOM and hold.

AWOS-3PT <b>119.025</b>	LITTLE ROCK APP CON <b>135.4 353.6</b>	CLNC DEL <b>123.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 224	TDZE 224
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CATEGORY	A	B	C	D
S-ILS 36	424-3/4		200 (200-3/4)	
S-LOC 36	520-3/4		296 (300-3/4)	
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1 1/2 456 (500-1 1/2)	780-2 556 (600-2)

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

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SC-1, 22 APR 2021 to 17 JUN 2021



LOC/DME I-TXK <b>111.9</b> Chan <b>56</b>	APP CRS <b>220°</b>	Rwy Idg TDZE <b>384</b> Apt Elev <b>390</b>
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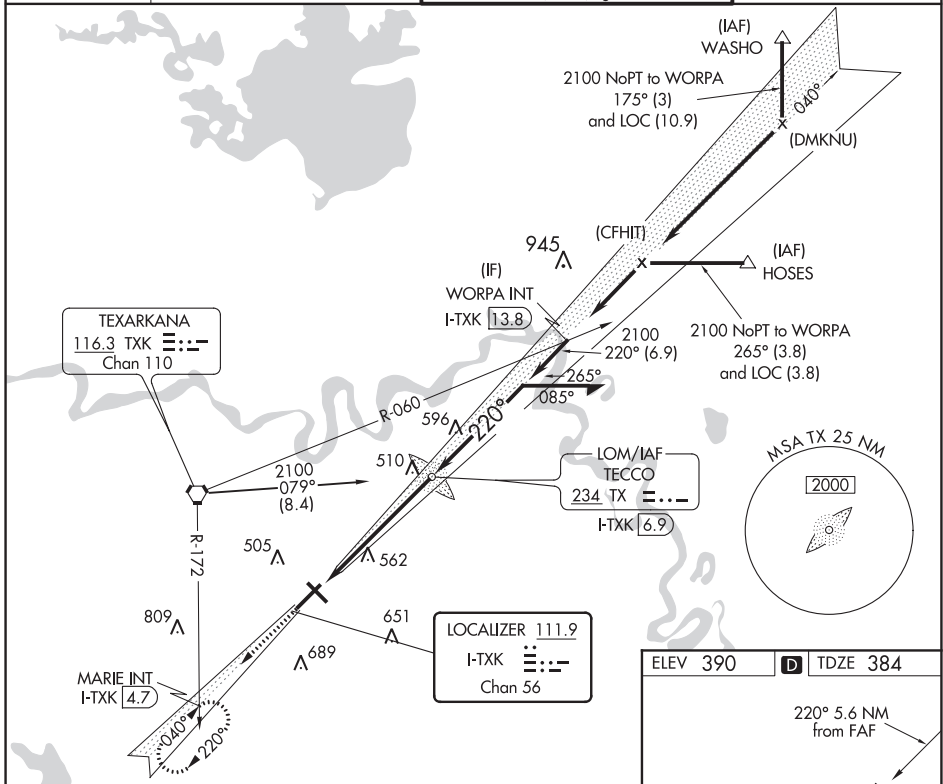
# ILS or LOC RWY 22

TEXARKANA RGNI-WEBB FLD (TXK)

**⚠** When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet. Increase S-LOC 22 Cats C/D and Circling Cats C/D visibility 1/4 mile. For inoperative MALS R when using J Lynn Helms Sevier County altimeter setting, increase S-ILS 22 all Cats visibility to 1. VDP NA when using J Lynn Helms Sevier County altimeter setting.

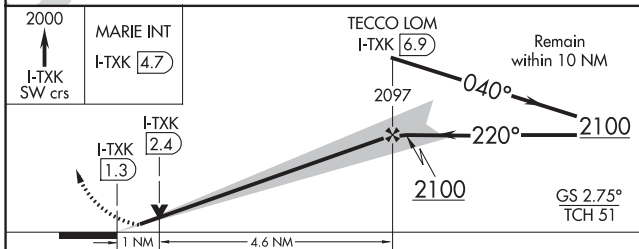
**MALS R** MISSED APPROACH: Climb to 2000 via I-TXK southwest course to MARIE INT/I-TXK 4.7 DME and hold.

ATIS <b>120.2</b>	FORT WORTH CENTER <b>123.925 269.475</b>	TEXARKANA TOWER * <b>123.875 (CTAF) 0 235.625</b>	GND CON <b>119.225</b>
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SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021



CATEGORY	A	B	C	D
S-ILS 22		584-1/2	200 (200-1/2)	
S-LOC 22	760-1/2	376 (400-1/2)		760-3/4 376 (400-3/4)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1 1/2 510 (600-1 1/2)	1000-2 610 (700-2)

ELEV 390	<b>D</b> TDZE 384
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MIRL Rwy 13-31

HIRL Rwy 4-22

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

LOC I-RVS	APP CRS	Rwy Idg TDZE	<b>5102</b>
<b>109.95</b>	<b>010°</b>	Apt Elev	<b>626</b>
			<b>638</b>

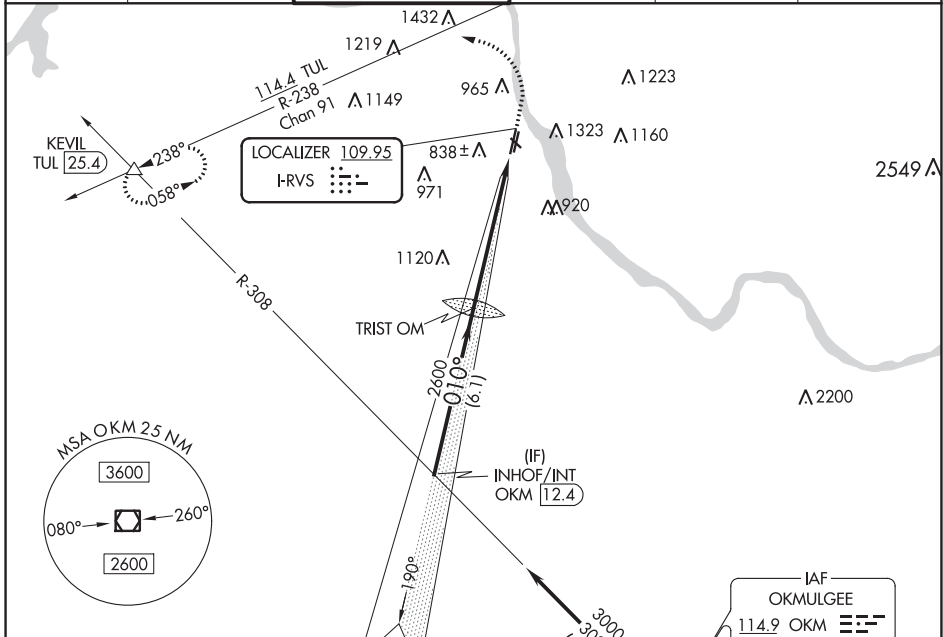
# ILS or LOC RWY 1L

RICHARD LLOYD JONES JR (RVS)

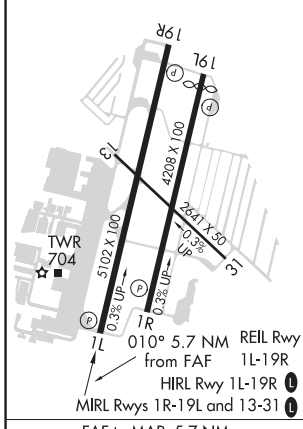
**⚠** Circling NA northeast of Rwsy 31 and 19L.

**⚠** MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 on heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

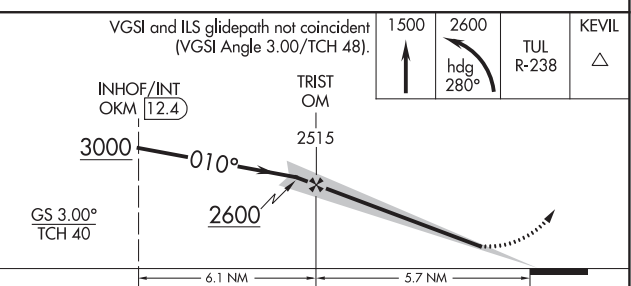
ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
<b>126.5</b>	<b>134.7</b>	<b>120.3 (CTAF) 0</b>	<b>121.7</b>	<b>124.5</b>	<b>122.95</b>



ELEV	<b>638</b>	<b>D</b>	TDZE	<b>626</b>
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Procedure NA for arrival on OKM VOR/DME airway radials 308 CW 359.



CATEGORY	A	B	C	D
S-ILS 1L	826-3/4 200 (200-3/4)			
S-LOC 1L	1220-1	594 (600-1)	1220-1 3/4	594 (600-1 3/4)
<b>C</b> CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1 3/4 642 (700-1 3/4)	1360-2 1/4 722 (800-2 1/4)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

TULSA, OKLAHOMA  
Amdt 3 28FEB19

36°02'N-95°59'W  
453

# RICHARD LLOYD JONES JR (RVS)

## ILS or LOC RWY 1L

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

TULSA, OKLAHOMA

AL-5427 (FAA)

20030

WAAS CH <b>97321</b> <b>W01A</b>	APP CRS <b>010°</b>	Rwy Idg TDZE <b>626</b> Apt Elev <b>638</b>
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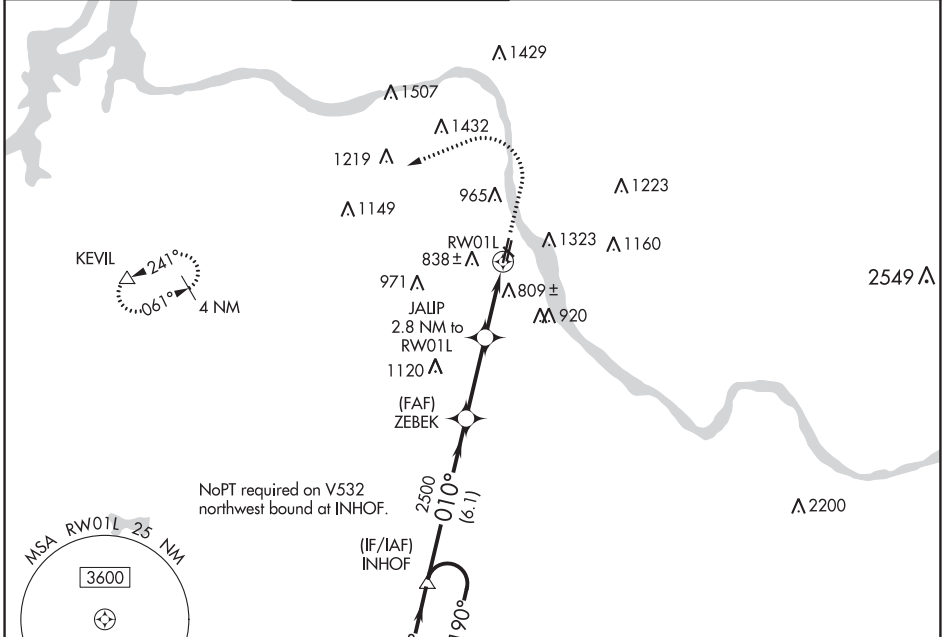
# RNAV (GPS) RWY 1L

RICHARD LLOYD JONES JR (RVS)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA northeast of Rwsy 31 and 19L. DME/DME RNP-0.3 NA.

**⚠** MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct KEVIL and hold.

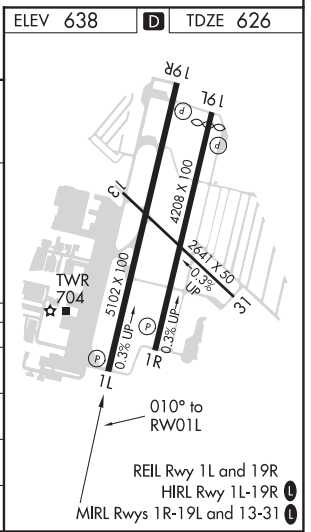
ATIS <b>126.5</b>	TULSA APP CON <b>134.7</b>	RIVERSIDE TOWER ★ <b>120.3 (CTAF) 0</b>	GND CON <b>121.7</b>	CLNC DEL <b>124.5</b>	UNICOM <b>122.95</b>
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SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 48).		1100	2600	KEVIL
2800 ← 190°		→ 010°		ZEBEK 2500	JALIP 2500	*RNAV only.
GP 3.00° TCH 40		2500		*1540	*1.2 NM to RWY 1L	RWY 1L
6.1 NM		3 NM		1.6 NM		1.2 NM
CATEGORY	A	B	C	D		
LPV DA	826-3/4		200 (200-3/4)			
LNAV/VNAV DA	1126-13/4		500 (500-13/4)			
LNAV MDA	1060-1	434 (500-1)	1060-1 1/4	434 (500-1 1/4)		
<b>C</b> CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1 3/4 642 (700-1 3/4)	1380-2 1/2 742 (800-2 1/2)		



TULSA, OKLAHOMA  
Amdt 1 02MAR17

36°02'N-95°59'W

# RICHARD LLOYD JONES JR (RVS)

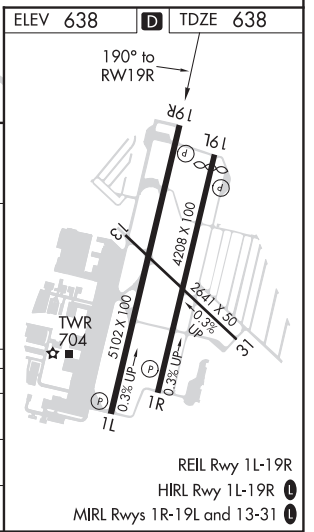
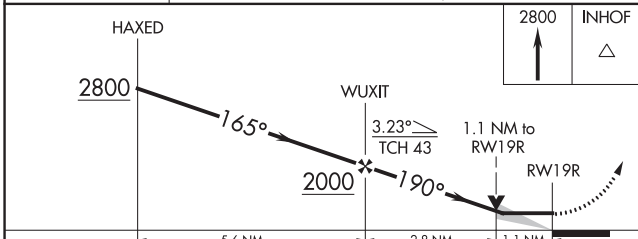
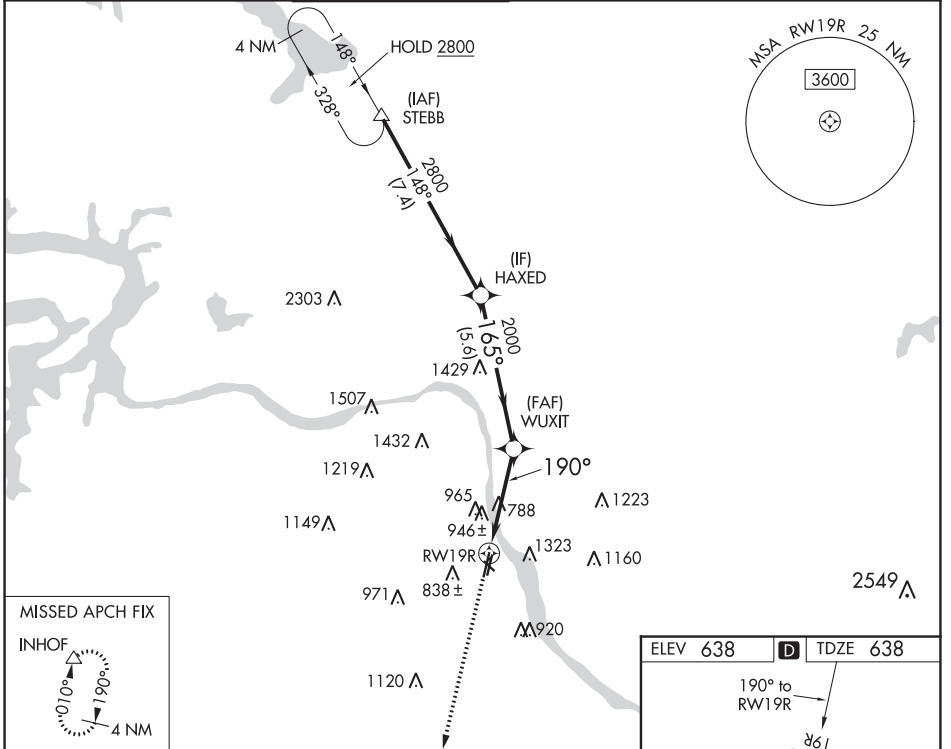
## RNAV (GPS) RWY 1L

WAAS CH <b>81939</b> <b>W19A</b>	APP CRS <b>190°</b>	Rwy Idg TDZE <b>638</b> Apt Elev <b>638</b>	<b>5102</b>
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# RNAV (GPS) RWY 19R

RICHARD LLOYD JONES JR (RVS)

<p><b>▽</b> <b>▲</b> Circling NA northeast of Rwy 31 and 19L. DME/DME RNP-0.3 NA.</p>		<p>MISSED APPROACH: Climb to 2800 direct INHOF and hold.</p>			
ATIS <b>126.5</b>	TULSA APP CON <b>134.7</b>	RIVERSIDE TOWER ★ <b>120.3</b> (CTAF) <b>0</b>	GND CON <b>121.7</b>	CLNC DEL <b>124.5</b>	UNICOM <b>122.95</b>



CATEGORY	A	B	C	D
LP MDA	1040-1	402 (500-1)	1040-1 $\frac{1}{8}$	402 (500-1 $\frac{1}{8}$ )
LNVA MDA	1200-1	562 (600-1)	1200-1 $\frac{5}{8}$	562 (600-1 $\frac{5}{8}$ )
<b>C</b> CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1 $\frac{3}{4}$ 642 (700-1 $\frac{3}{4}$ )	1380-2 $\frac{1}{2}$ 742 (800-2 $\frac{1}{2}$ )

SC-1, 22 APR 2021 to 17 JUN 2021

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TULSA, OKLAHOMA

AL-5427 (FAA)

20198

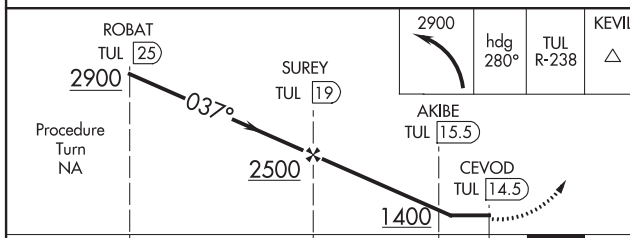
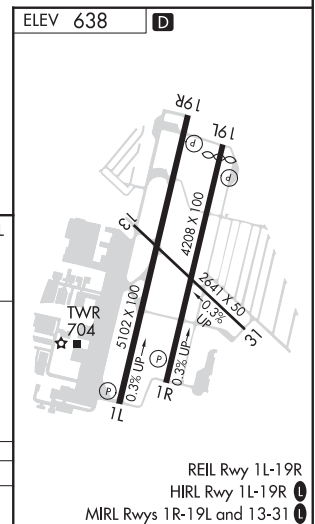
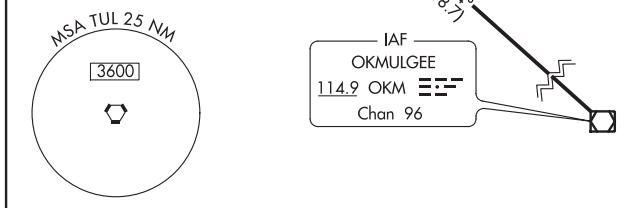
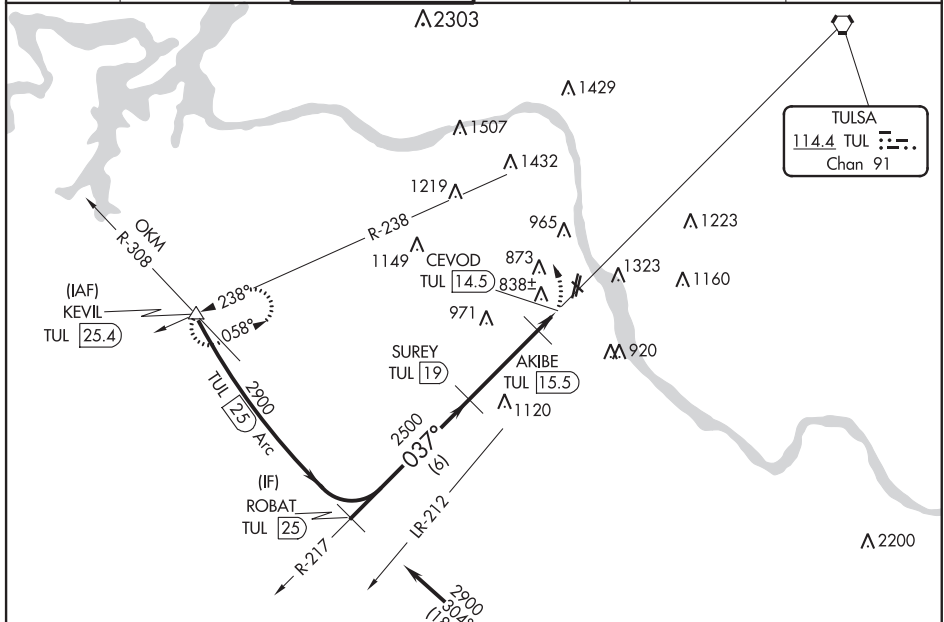
VORTAC TUL <b>114.4</b> Chan <b>91</b>	APP CRS <b>037°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>638</b>
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**VOR/DME-A**  
RICHARD LLOYD JONES JR (RVS)

When local altimeter setting not received, use Tulsa Int altimeter setting and increase MDA 40 feet; increase Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 via heading 280° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

ATIS <b>126.5</b>	TULSA APP CON <b>134.7</b>	RIVERSIDE TOWER* <b>120.3</b> (CTAF) <b>0</b>	GND CON <b>121.7</b>	CLNC DEL <b>124.5</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1 ¾ 642 (700-1 ¾)	1380-2 ½ 742 (800-2 ½)

TULSA, OKLAHOMA Amdt 7B 26MAR20 36°02'N-95°59'W RICHARD LLOYD JONES JR (RVS) **VOR/DME-A**

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

REIL Rwy 1L-19R  
HIRL Rwy 1L-19R  
MIRL Rws 1R-19L and 13-31

# AIRPORT DIAGRAM

AL-5427 (FAA)

RICHARD LLOYD JONES JR. (RVS)  
TULSA, OKLAHOMA

ATIS  
126.5  
RIVERSIDE TOWER\*  
120.3  
GND CON  
121.7  
CLNC DEL  
124.5



721  
A

JANUARY 2020  
ANNUAL RATE OF CHANGE  
0.1° W

HANGAR  
AREA

FIELD  
ELEV  
638

RWY 01R-19L  
S-30, D-60  
RWY 01L-19R  
PCN 27 F/B/X/T  
S-61, D-87, 2D-168  
RWY 13-31  
S-30

ELEV  
630

36°02.5'N

36°02.0'N

95°59.5'W

95°59.0'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

TULSA, OKLAHOMA  
RICHARD LLOYD JONES JR. (RVS)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

(TUL8.TUL) 20086

# TULSA EIGHT DEPARTURE

AL-5427 (FAA)

RICHARD LLOYD JONES JR (RVS)

TULSA, OKLAHOMA

ATIS  
126.5  
RIVERSIDE TOWER\*  
120.3 (CTAF)  
CLNC DEL  
124.5  
TULSA DEP CON  
124.0 338.3

CHANUTE  
109.2 CNU  
Chan 29  
N37°37.57'-W95°35.61'  
L-10, H-5

FARMINGTON  
115.7 FAM  
Chan 104  
N37°40.41'-W90°14.04'  
L-16, H-5

**TOP ALTITUDE:  
15000**

NEOSHO  
117.3 EOS  
Chan 120  
N36°50.55'-W94°26.14'  
L-16, H-6

SPRINGFIELD  
116.9 SGF  
Chan 116  
N37°21.36'-W93°20.04'  
L-16, H-5

BARTLESVILLE  
117.9 BVO  
Chan 126  
N36°50.06'-W96°01.11'  
L-15, H-6

TULSA  
114.4 TUL  
Chan 91  
N36°11.78'-W95°47.29'  
L-15, H-6

RAZORBACK  
116.4 RZC  
Chan 111  
N36°14.79'-W94°07.28'  
L-16, H-6

KINGFISHER  
114.7 IFI  
Chan 94  
N35°48.32'-W98°00.24'  
L-15, H-6

WILL ROGERS  
114.1 IRW  
Chan 88  
N35°21.52'-W97°36.55'  
L-15, H-6

FORT SMITH  
110.4 FSM  
Chan 41  
N35°23.31'-W94°16.29'  
L-16, H-6

ARDMORE  
116.7 ADM  
Chan 114  
N34°12.70'-W97°10.09'  
L-17, H-6

MAVERICK  
113.1 TTT  
Chan 78  
N32°52.15'-W97°02.43'  
L-17, H-6

### TAKEOFF MINIMUMS

Rwy 1L/R, 19L/R: Standard.

Rwy 13: 300-3 or standard with minimum climb of 330' per NM to 1000.

Rwy 31: 400-2½ or 300-1 with minimum climb of 315' per NM to 1100, or standard with minimum climb of 610' per NM to 900.

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 010° to 1500, then...

TAKEOFF RUNWAY 13: Climb on heading 130° to 1500, then...

TAKEOFF RUNWAYS 19L/R: Climb on heading 190° to 1500, then...

TAKEOFF RUNWAY 31: Climb on heading 295° to 1500, then...

...continue on assigned heading for RADAR vectors to assigned route, maintain 15000 or assigned lower altitude, expect further clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold east of TUL VORTAC on the 080° radial. Climb to 15000 feet or lower requested altitude, then proceed on course on filed route. Climb to requested altitude when established on course.

# TULSA EIGHT DEPARTURE

(TUL8.TUL) 26MAR20

TULSA, OKLAHOMA

RICHARD LLOYD JONES JR (RVS)

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

LOC/DME I-DWE <b>109.7</b> Chan <b>34</b>	APP CRS <b>180°</b>	Rwy Idg TDZE Apt Elev	<b>10000</b> <b>641</b> <b>678</b>
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# ILS or LOC RWY 18L

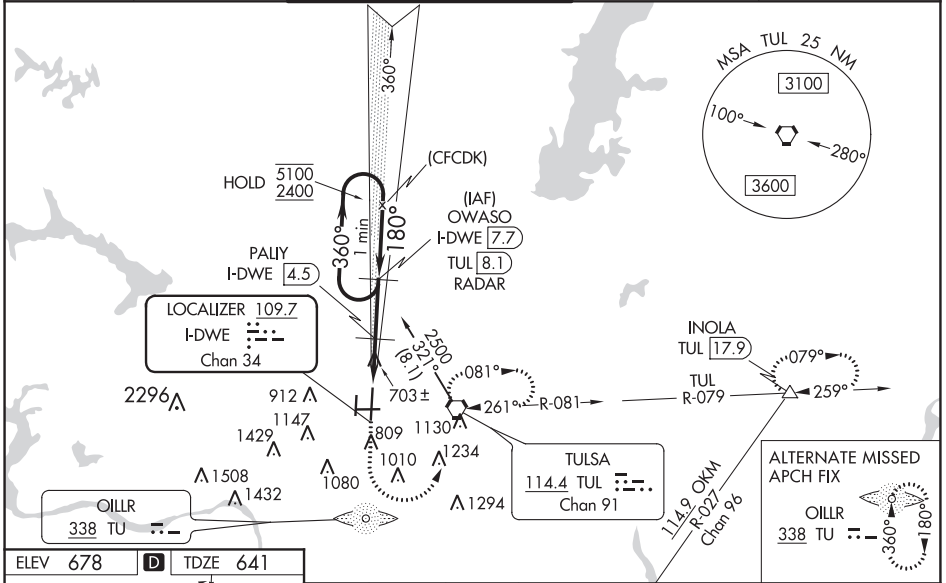
TULSA INTL (TUL)

DME required for LOC only.  
DME or RADAR required for procedure entry.

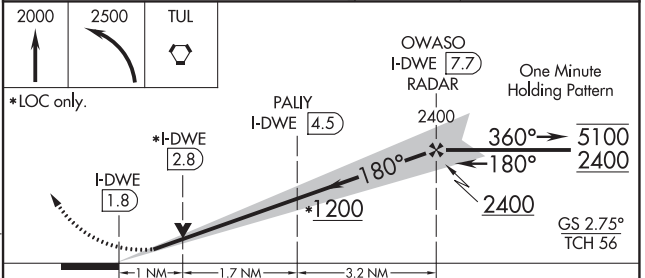
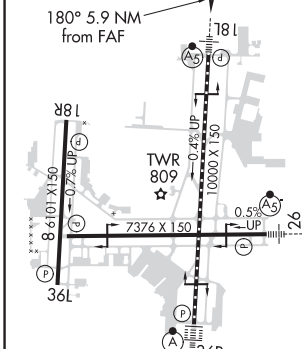
▼  
▲  
ASR  
Circling NA for Cat E south of Rwy 8-26. Simultaneous approach authorized with Rwy 18R. Autopilot coupled approach NA below 813 feet. For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1 $\frac{1}{2}$  SM, and PALIY fix minimums S-LOC 18L Cat E visibility to RVR 4500. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRL  
MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft climb to 1800 then climbing left turn to 3500 on TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

D-ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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ELEV 678	<b>D</b>	TDZE 641
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TDZ/CL Rwy 36R  
HIRL Rwys 8-26, 18L-36R and 18R-36L  
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D	E
S-ILS 18L #	841/24 200 (200-1/2)				
S-LOC 18L	1200/24	559 (600-1/2)	1200/60	559 (600-1/4)	
CIRCLING	1200-1	522 (600-1)	1520-2 $\frac{1}{2}$ 842 (900-2 $\frac{1}{2}$ )	1520-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$ )	1520-3 842 (900-3)
	PALIY FIX MINIMUMS (DME REQUIRED)				
S-LOC 18L	960/24	319 (300-1/2)	960/40	319 (300-3/4)	
CIRCLING	1120-1	1160-1	1520-2 $\frac{1}{2}$ 842 (900-2 $\frac{1}{2}$ )	1520-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$ )	1520-3 842 (900-3)



TULSA, OKLAHOMA

AL-432 (FAA)

19003

LOC I-TJY <b>111.1</b>	APP CRS <b>180°</b>	Rwy Idg TDZE Apt Elev <b>6101</b> <b>668</b> <b>678</b>
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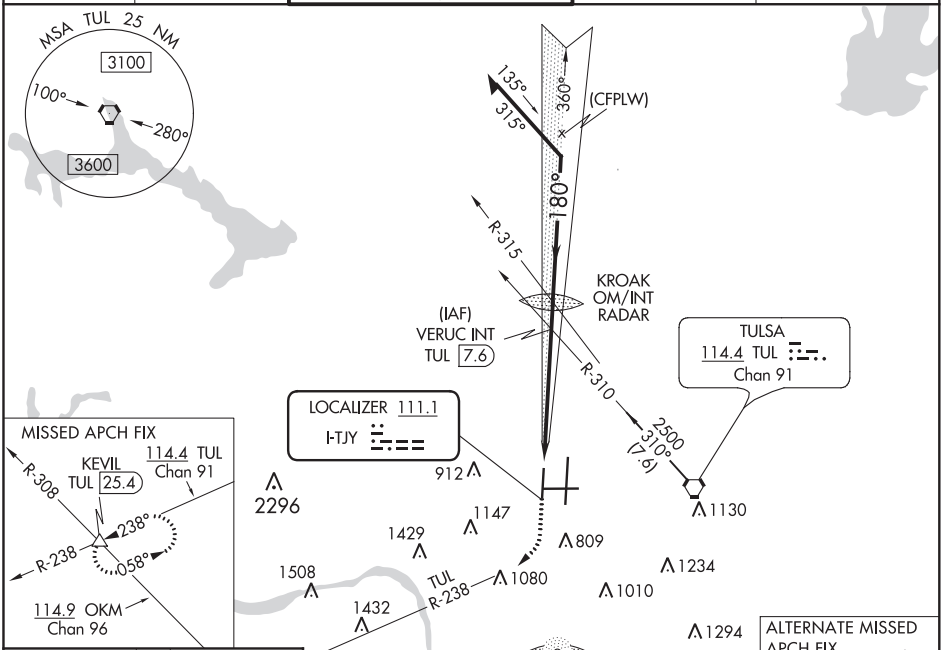
# ILS or LOC RWY 18R

TULSA INTL (TUL)

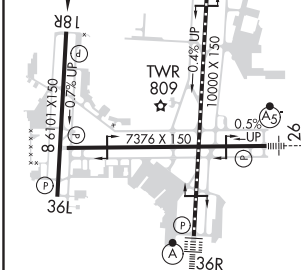
**Simultaneous approach authorized with Rwy 18L.**

**MISSED APPROACH:** Climb to 1400 then climbing right turn to 2600 via TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

D-ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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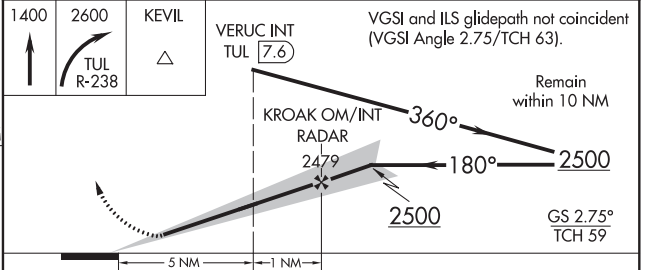
ELEV 678	<b>D</b>	TDZE 668
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TDZ/CL Rwy 36R  
HIRL Rwys 8-26, 18L-36R and 18R-36L  
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 18R		918-1	250 (300-1)	
S-LOC 18R	1080-1	412 (500-1)	1080-1½ 412 (500-1½)	
<b>C</b> CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)

TULSA, OKLAHOMA  
Amdt 7D 31MAR16

36°12'N-95°53'W

# TULSA INTL (TUL)

## ILS or LOC RWY 18R

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

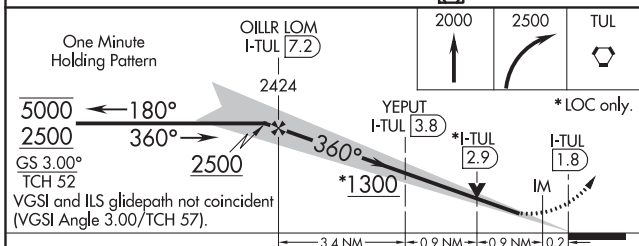
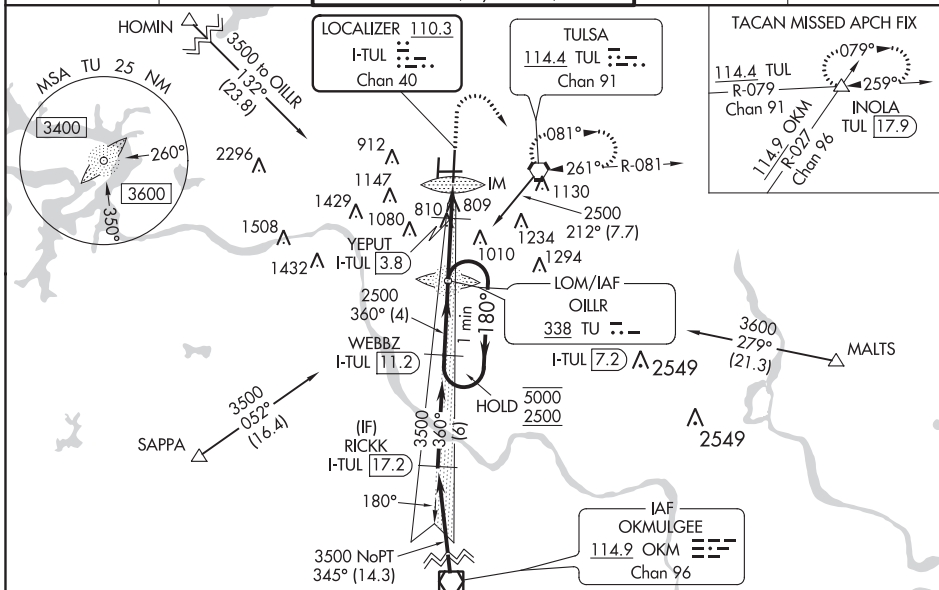
LOC/DME I-TUL <b>110.3</b> Chan <b>40</b>	APP CRS <b>360°</b>	Rwy Idg <b>10000</b> TDZE <b>650</b> Apt Elev <b>678</b>
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# ILS or LOC RWY 36R

TULSA INTL (TUL)

ADF or DME required for procedure entry.		ALSF-2 	MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).
Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 36R Cat E visibility to 1/8 SM. YEPUT Fix Minimums: For inop ALS, increase S-LOC 36R Cat C/D/E visibility to RVR 6000. Circling NA for Cat E south of Rwy 8-26.			

D-ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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ELEV 678	TDZE 650
HIRL Rwys 8-26, 18L-36R and 18R-36L REIL Rwys 8, 18R, 26 and 36L TDZ/CL Rwy 36R	
FAF to MAP 5.4 NM	
Knots	60 90 120 150 180
Min:Sec	5:24 3:36 2:42 2:10 1:48

CATEGORY	A	B	C	D	E
S-ILS 36R	850/18 200 (200-1/2)				
S-LOC 36R	1300/24	650 (700-1/2)	1300-1 3/8	650 (700-1 3/8)	
<b>C</b> CIRCLING	1300-1	622 (700-1)	1520-2 1/2 842 (900-2 1/2)	1520-2 3/4 842 (900-2 3/4)	1520-3 842 (900-3)
YEPUT FIX MINIMUMS (DME REQUIRED)					
S-LOC 36R	1060/24	410 (400-1/2)	1060/40	410 (400-3/4)	
<b>C</b> CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2 1/2 842 (900-2 1/2)	1520-2 3/4 842 (900-2 3/4)	1520-3 842 (900-3)

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SC-1, 22 APR 2021 to 17 JUN 2021

VORTAC TUL <b>114.4</b> Chan 91	APP CRS <b>262°</b>	Rwy Idg TDZE Apt Elev	<b>7376</b> <b>652</b> <b>678</b>
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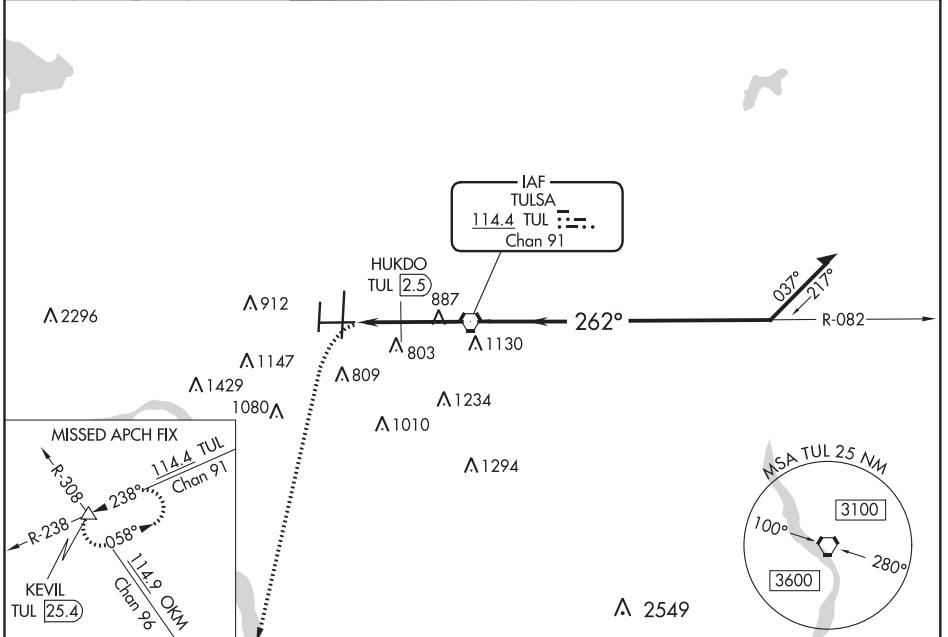
# VOR or TACAN RWY 26

TULSA INTL (TUL)

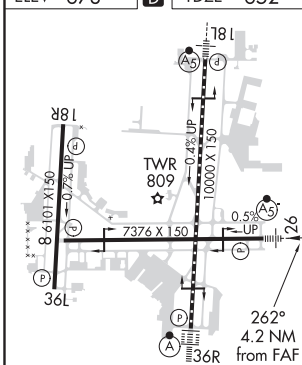
**⚠** Circling NA for Cat E south of Rwy 8-26. VOR Minimums: For inop ALS, increase Cat A/B visibility to 1 SM and Cat E to 1½ SM. DME Minimums: For inop ALS, increase Cat A/B visibility to 1 SM and Cat E to 1¼ SM.

**MALS** MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

D-ATIS <b>124.9 377.2</b>	TULSA APP CON <b>124.0 338.3</b>	TULSA TOWER <b>121.2 310.8</b> (Rwys 18L-36R, 8-26) <b>118.7 257.8</b> (Rwy 18R-36L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.05 284.7</b>
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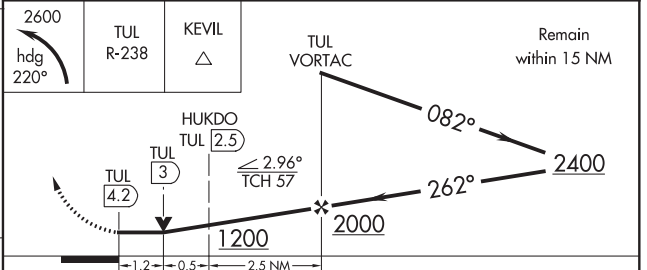
ELEV 678	<b>D</b>	TDZE 652
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TDZ/CL Rwy 36R  
HIRL Rwys 8-26, 18L-36R and 18R-36L  
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D	E
S-26	1200-¾	548 (600-¾)	1200-1¼	548 (600-1¼)	
<b>C</b> CIRCLING	1200-1	522 (600-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)
HUKDO FIX MINIMUMS					
S-26	1080-¾	428 (500-¾)	1080-¾	428 (500-¾)	1080-¾ 428 (500-¾)
<b>C</b> CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

SC-1, 22 APR 2021 to 17 JUN 2021

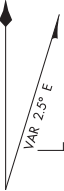
SC-1, 22 APR 2021 to 17 JUN 2021

# AIRPORT DIAGRAM

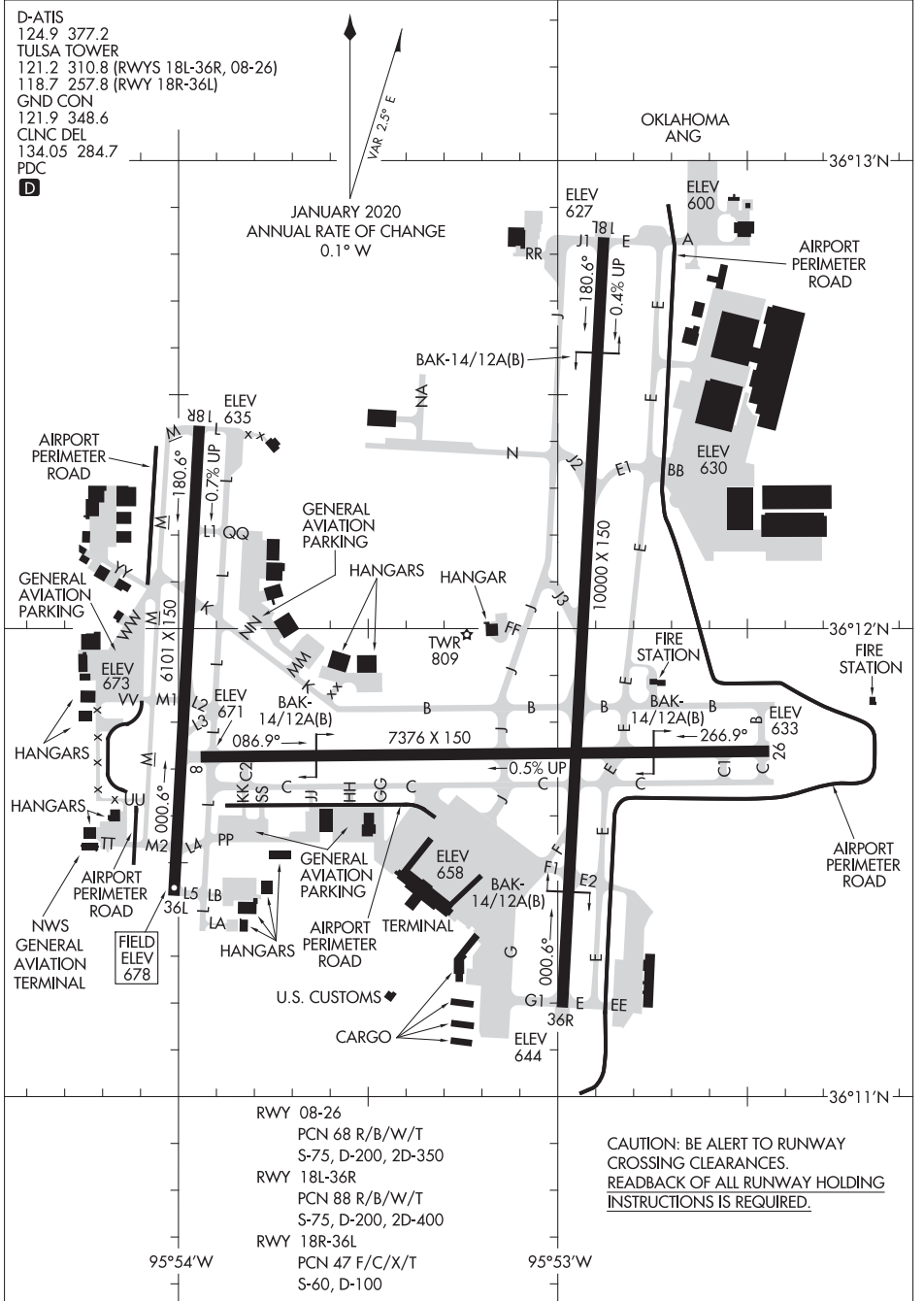
AL-432 (FAA)

TULSA INTL (TUL)  
TULSA, OKLAHOMA

D-ATIS  
124.9 377.2  
TULSA TOWER  
121.2 310.8 (RWYS 18L-36R, 08-26)  
118.7 257.8 (RWY 18R-36L)  
GND CON  
121.9 348.6  
CLNC DEL  
134.05 284.7  
PDC  
**D**



JANUARY 2020  
ANNUAL RATE OF CHANGE  
0.1° W



SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

RWY 08-26  
PCN 68 R/B/W/T  
S-75, D-200, 2D-350

RWY 18L-36R  
PCN 88 R/B/W/T  
S-75, D-200, 2D-400

RWY 18R-36L  
PCN 47 F/C/X/T  
S-60, D-100

CAUTION: BE ALERT TO RUNWAY  
CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING  
INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

20366

TULSA, OKLAHOMA  
TULSA INTL (TUL)

# TULSA EIGHT DEPARTURE

D-ATIS  
124.9 377.2  
TULSA TOWER  
118.7 257.8 (Rwy 18R-36L)  
121.2 310.8 (Rwys 18L-36R, 8-26)  
CLNC DEL  
134.05 284.7  
TULSA DEP CON  
124.0 338.3

**TOP ALTITUDE:  
15000**

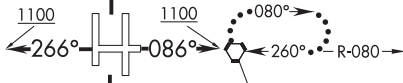
CHANUTE  
109.2 CNU Chan 29  
N37°37.57'-W95°35.61'  
L-10-15, H-5

FARMINGTON  
115.7 FAM Chan 104  
N37°40.41'-W90°14.04'  
L-16, H-5

NEOSHO  
117.3 EOS Chan 120  
N36°50.55'-W94°26.14'  
L-16, H-6

BARTLESVILLE  
117.9 BVO Chan 126  
N36°50.06'-W96°01.11'  
L-15, H-6

SPRINGFIELD  
116.9 SGF Chan 116  
N37°21.36'-W93°20.04'  
L-16, H-5



RAZORBACK  
116.4 RZC Chan 111  
N36°14.79'-W94°07.28'  
L-16, H-6

KINGFISHER  
114.7 IFI Chan 94  
N35°48.32'-W98°00.24'  
L-15, H-6

TULSA  
114.4 TUL Chan 91  
N36°11.78'-W95°47.29'  
L-15, H-6

FORT SMITH  
110.4 FSM Chan 41  
N35°23.31'-W94°16.29'  
L-16, H-6

WILL ROGERS  
114.1 IRW Chan 88  
N35°21.52'-W97°36.55'  
L-15, H-6

ARDMORE  
116.7 ADM Chan 114  
N34°12.70'-W97°10.09'  
L-17, H-6

MAVERICK  
113.1 TTT Chan 78  
N32°52.15'-W97°02.43'  
L-17, H-6

TAKEOFF MINIMUMS  
Rwys 8, 18L/R, 36L/R: Standard.  
Rwy 26: Standard with minimum  
climb of 225' per NM to 2900.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAYS 18L/R: Climb on heading 180° to 1100, thence. . .
- TAKEOFF RUNWAYS 36L/R: Climb on heading 360° to 1100, thence. . .
- TAKEOFF RUNWAY 8: Climb on heading 086° to 1100, thence. . .
- TAKEOFF RUNWAY 26: Climb on heading 266° to 1100, thence. . .

. . . continue on assigned heading for RADAR vectors to assigned route, maintain 15000 or assigned lower altitude, expect further clearance to filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** Proceed to and hold east of TUL VORTAC on the 080° radial. Climb to 15000 feet or lower requested altitude, then proceed on course on filed route. Climb to requested altitude when established on course.

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

LOC/DME I-LWR <b>110.7</b> Chan <b>44</b>	APP CRS <b>180°</b>	Rwy Idg <b>6003</b> TDZE <b>213</b> Apt Elev <b>213</b>
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# ILS or LOC RWY 17

WEST MEMPHIS MUNI (A W M)

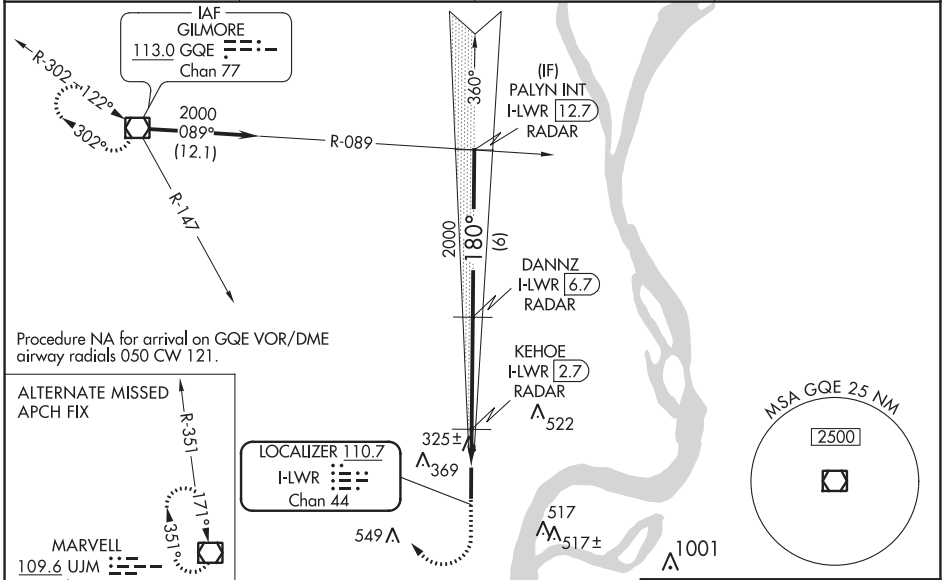
DME or RADAR required.

**MALSR**

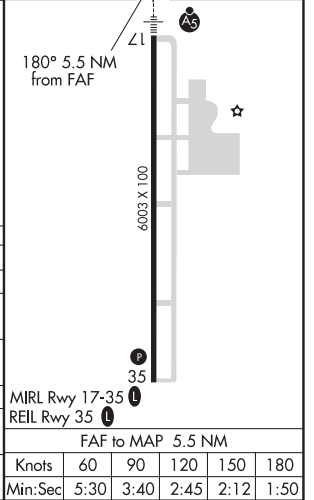
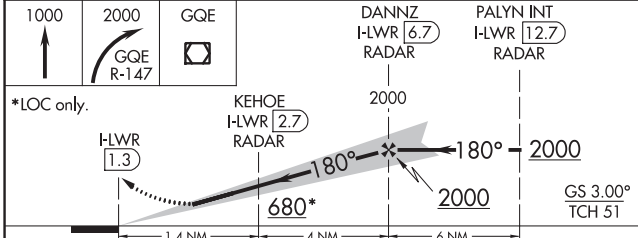
**NA** For inop ALS, increase S-LOC 17 Cat C/D visibility to 1½ SM and KEHOE FIX MINIMUMS S-LOC 17 Cats C/D visibility to 1 SM.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on GQE VOR/DME R-147 to GQE VOR/DME and hold.

ASOS <b>118.175</b>	MEMPHIS APP CON <b>119.1 291.6</b>	CLNC DEL <b>121.7</b>	UNICOM <b>123.05</b> (CTAF) <b>L</b>
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ELEV 213	TDZE 213
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CATEGORY	A	B	C	D
S-ILS 17	413-½ 200 (200-½)			
S-LOC 17	680-½	467 (500-½)	680-1	467 (500-1)
CIRCLING	680-1	467 (500-1)	680-1½	780-2
KEHOE FIX MINIMUMS				
S-LOC 17	580-½	367 (400-½)	580-5/8	367 (400-5/8)
CIRCLING	640-1	680-1	680-1½	780-2
	427 (500-1)	467 (500-1)	467 (500-1½)	567 (600-2)

MIRL Rwy 17-35 **L**  
REIL Rwy 35 **L**

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-1, 22 APR 2021 to 17 JUN 2021

SC-1, 22 APR 2021 to 17 JUN 2021

# CLIMB/DESCENT TABLE 10042

## INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

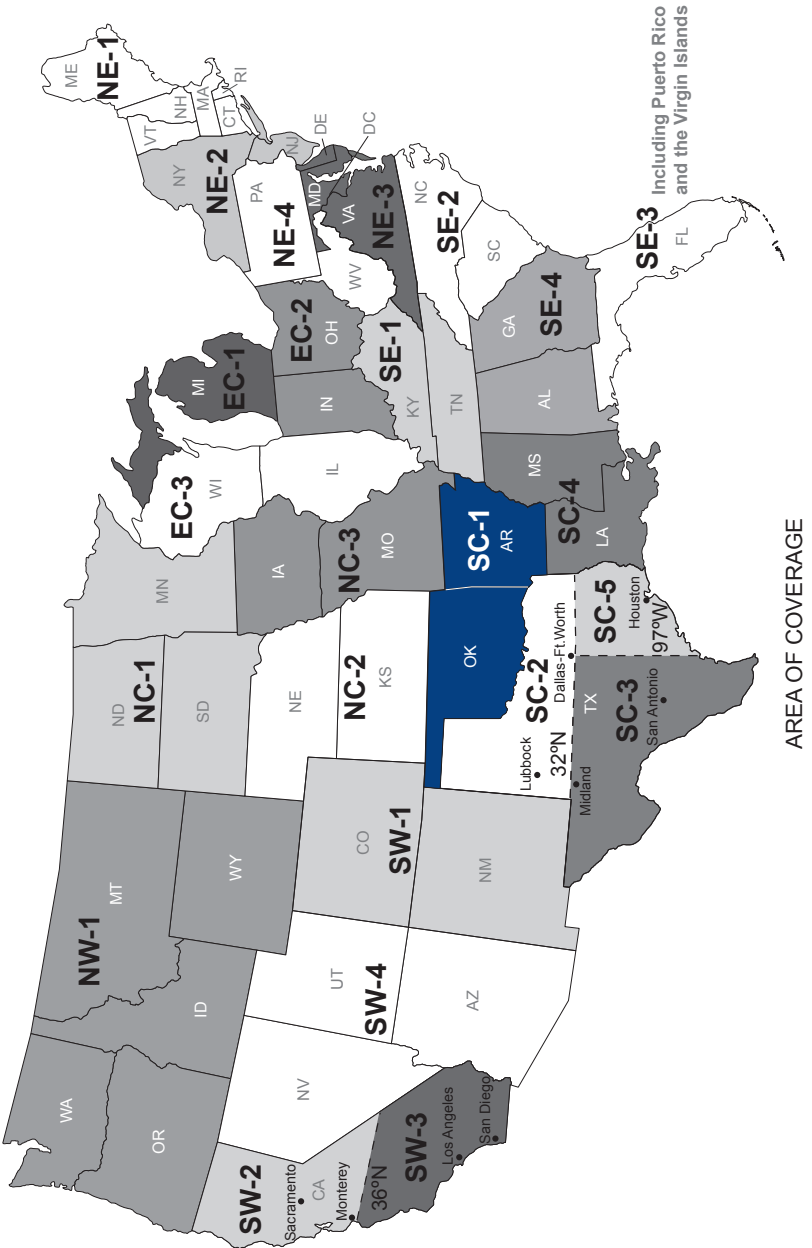
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)											
		60	90	120	150	180	210	240	270	300	330	360	
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275	
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590	
VERTICAL PATH ANGLE	2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
	2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
	2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
	3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
	3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
	3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
	3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
	3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230	
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550	
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870	
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190	
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510	
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830	
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155	
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475	
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125	
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450	
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775	
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100	
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430	

# CLIMB/DESCENT TABLE 10042

# U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE

FAA Product ID: BTPPSC1



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