

## GENERAL

### Operational Hours

**ATS Hours:** H24

**AD OPS Hours:** Attended continuously

### Airport Information

**RFF:** FAA Index C / CAT 7

**Fuel:** Jet A

### Operation

#### Traffic Note

Terminal Doppler Weather Radar (TDWR) in operation.

#### RWY Restrictions

RWY 18/36 VFR and HJ OPS only.

RWY 18/36 used as TWY when not used as RWY.

#### TWY Restriction

ACFT with MAX wingspan above 36m / 118ft must use judgement over steering at all TWY intersections.

TWY G west of RWY 17R/35L, TWY A2 east of TWY A, TWY D southwest of RWY 13/31, TWY A1, A3, A4, A6, B, C2 not AVBL for ACFT with more than 9 PAX seats.

TWY G west of TWY B closed, except for U.S. Marshals service.

TWY C2 closed to all OPS, except for Metro Tech.

TWY B north of compass rose MAX ACFT weight 54.4t / 120000lbs.

#### Taxi/Parking

Ramps are uncontrolled. Do not call for push-back.

Advise GND CTL when ready to taxi.

**VOR TEST FACILITY (VOT):** 108.8

Unusable east of RWY 17L/35R.

### Warnings

**PAPI RWY 17R** unusable: 4° right of course.

RWY 18/36 183m / 600ft west of RWY 17R/35L on existing TWY.

Birds in vicinity of AD.

## ARRIVAL

### Arrival Procedure

#### VFR Traffic Pattern

RWY 35R, 17R, 13 and 18 right-hand circuit.

#### Non-standard GP intercept position on

##### RWY 17R

GP intercepts RWY 17R at 320m / 1050ft after landing threshold.

Remaining LDG DIST beyond GP is 2667m / 8750ft.

##### RWY 35R

GP intercepts RWY 35R at 337m / 1106ft after landing threshold.

Remaining LDG DIST beyond GP is 2551m / 8696ft.

**ARRIVAL**

**Speed**

MAX IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR United States.

**DEPARTURE**

**Take-off Minima**

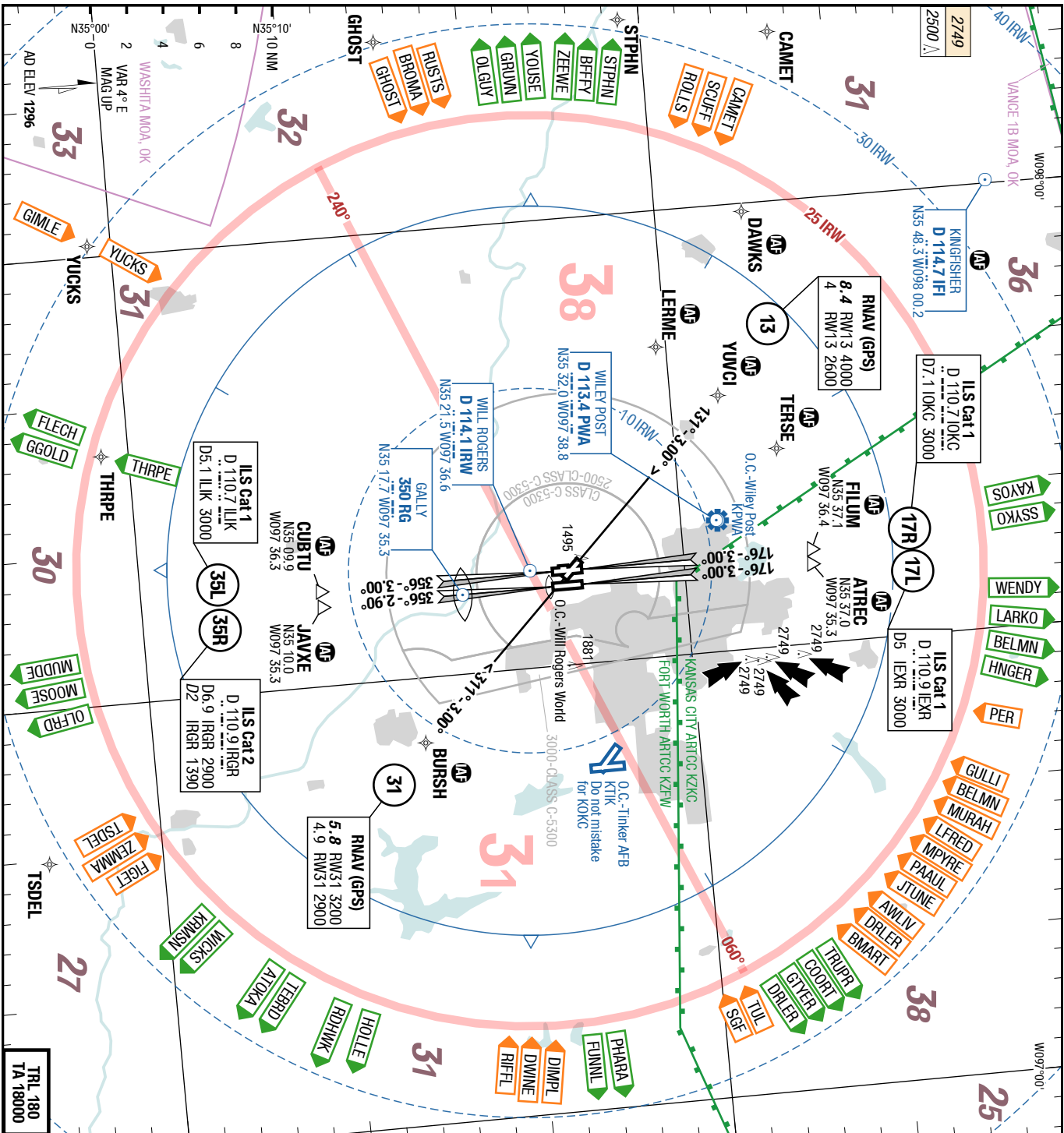
RWY		17L/35R, 17R/35L	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0v	SID FUNNL, SID KRMSN, SID MUDDE, SID OLGUY, SID RDHWK, SID SSYKO, SID STPHN, SID TEBRD, SID THRPE, SID, TRUPR, SID WENDY: MNM climb gradient 8.3% up to 1800
3+4 ENG		0 - 2400R/0.5v	
RWY		13/31	
1+2 ENG	ft - ft/SM	0 - 1.0v	SID FUNNL, SID KRMSN, SID MUDDE, SID OLGUY, SID RDHWK, SID SSYKO, SID STPHN, SID TEBRD, SID THRPE, SID, TRUPR, SID WENDY: MNM climb gradient 8.3% up to 1800
3+4 ENG		0 - 0.5v	

**Speed**

MAX IAS 250KT below 10000ft.

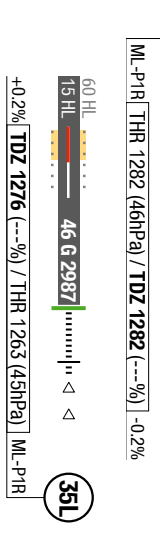
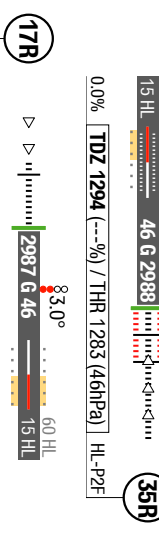
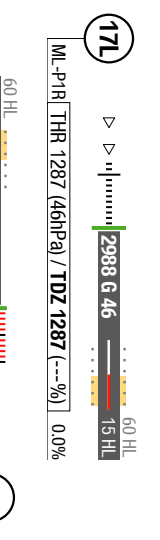
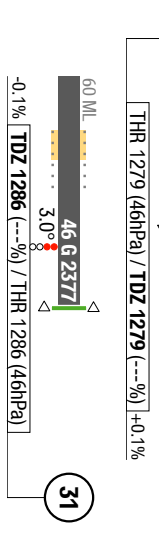
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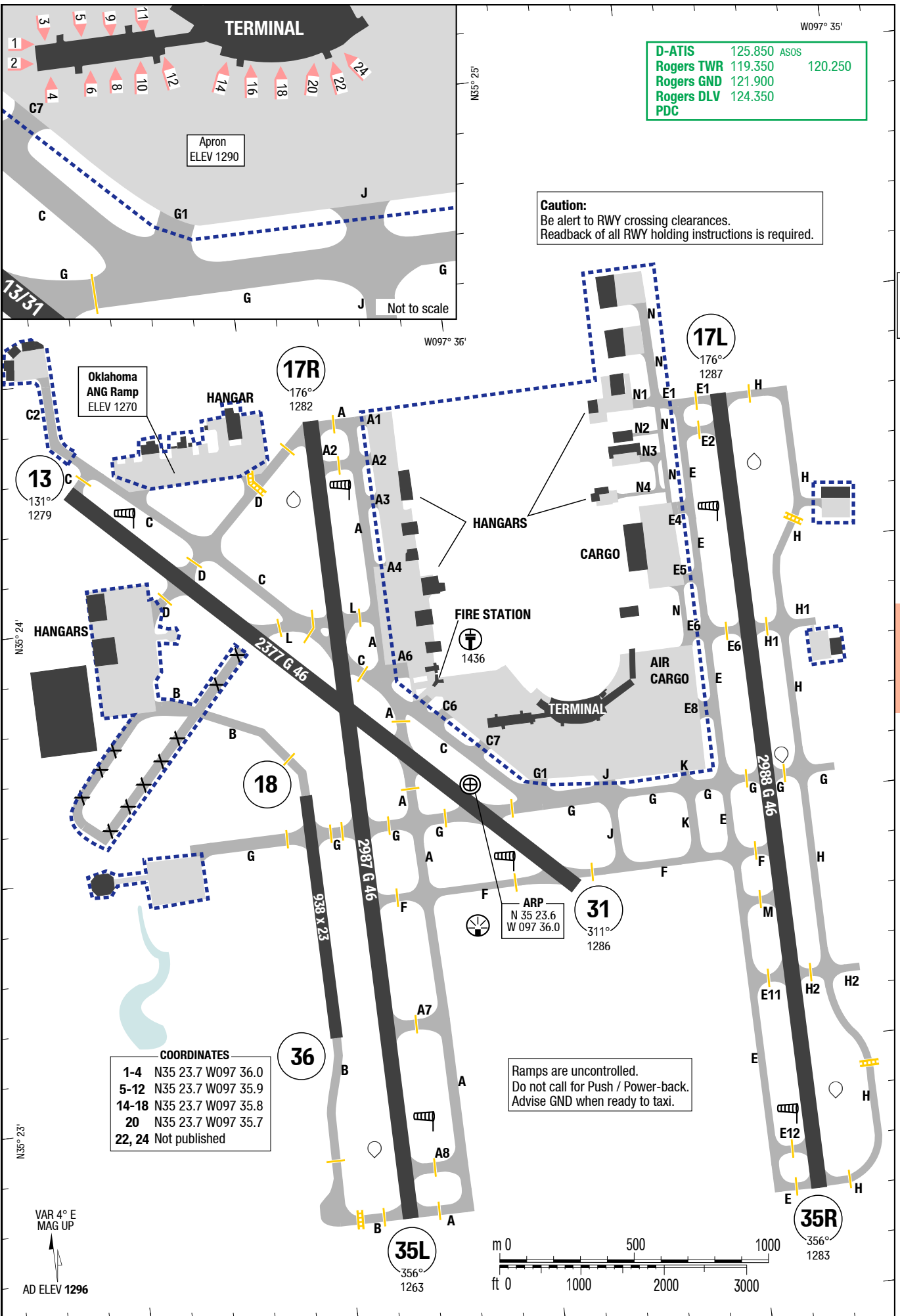
**COM Failure:** See CRAR United States.



D-ATIS	125.550	ASOS
Oke City APP/DEP	124.600	171°-360°
	124.200	120.450 081°-170°
Rogers TWR	119.350	120.250
Rogers GND	121.900	
Rogers DLV	124.350	
PDC		

Landing RWY system:





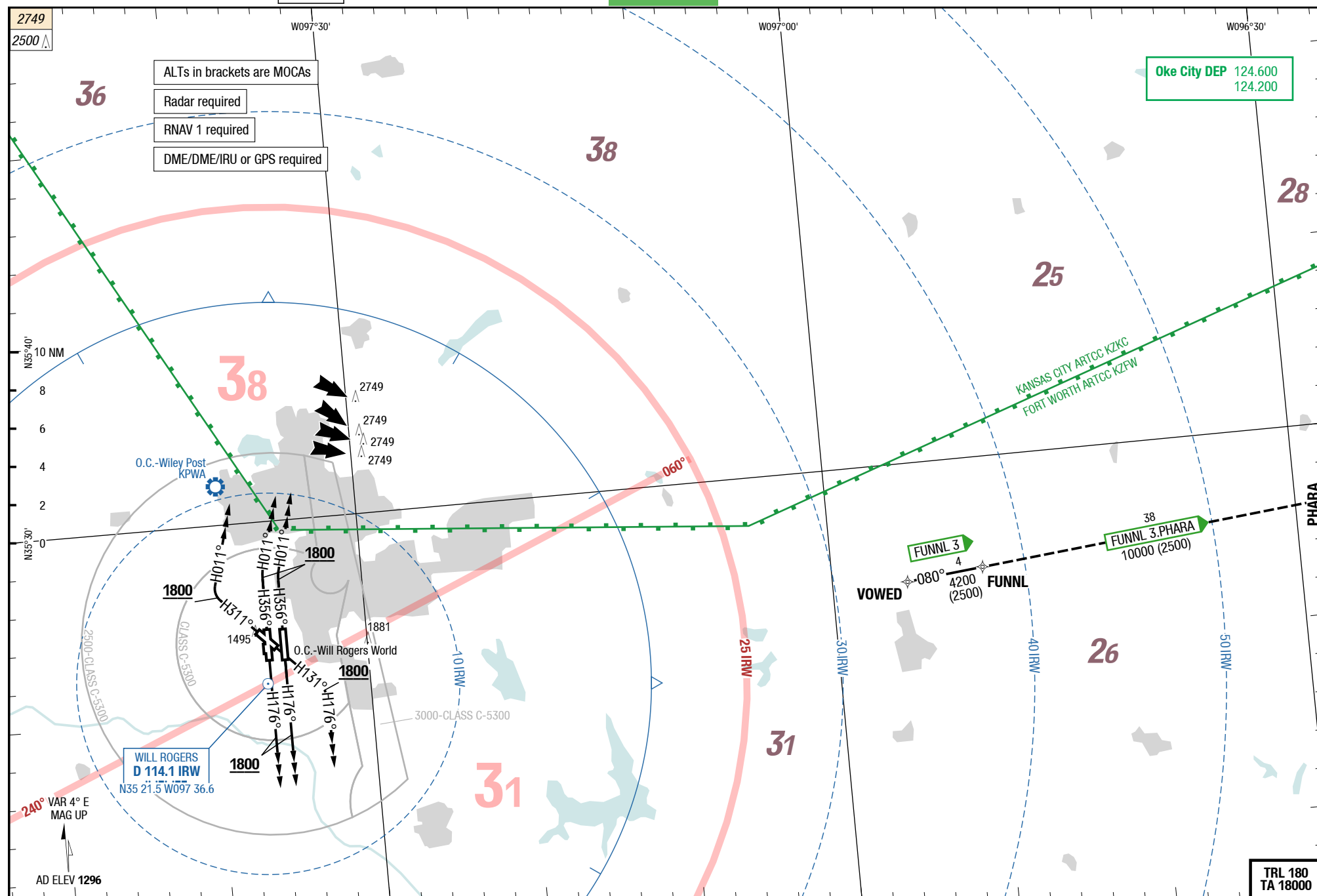
# OKC-KOKC

## FUNNL 3 RNAV

SID

SID

## FUNNL 3 RNAV



Changes: Track, VAR, OBST, PROC renumbered

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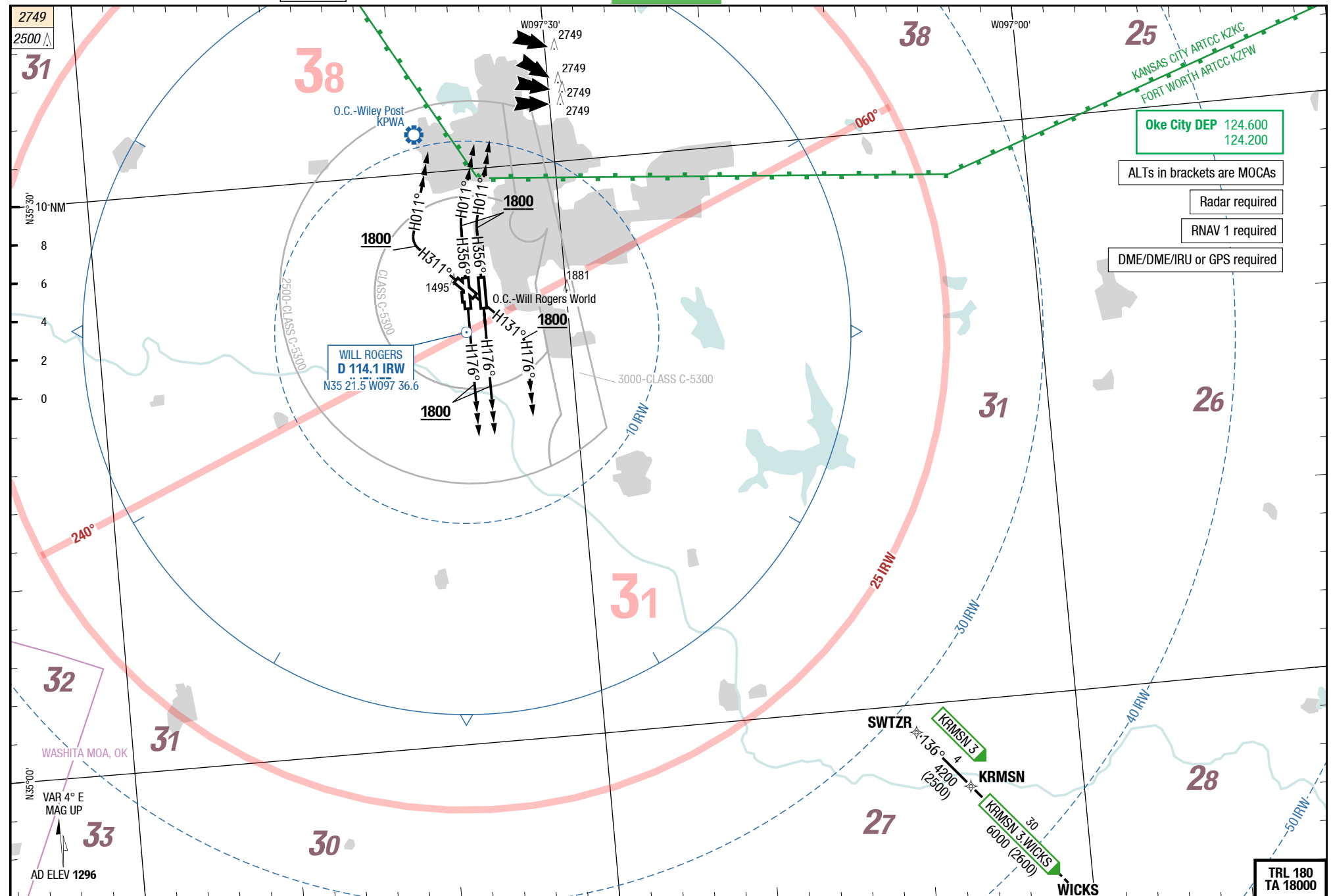
**OKC-KOKC**

4-20

**KRMSN 3 RNAV**

SID

SID

**KRMSN 3 RNAV**

Changes: Track, VAR, PROC renumbered, Editorial

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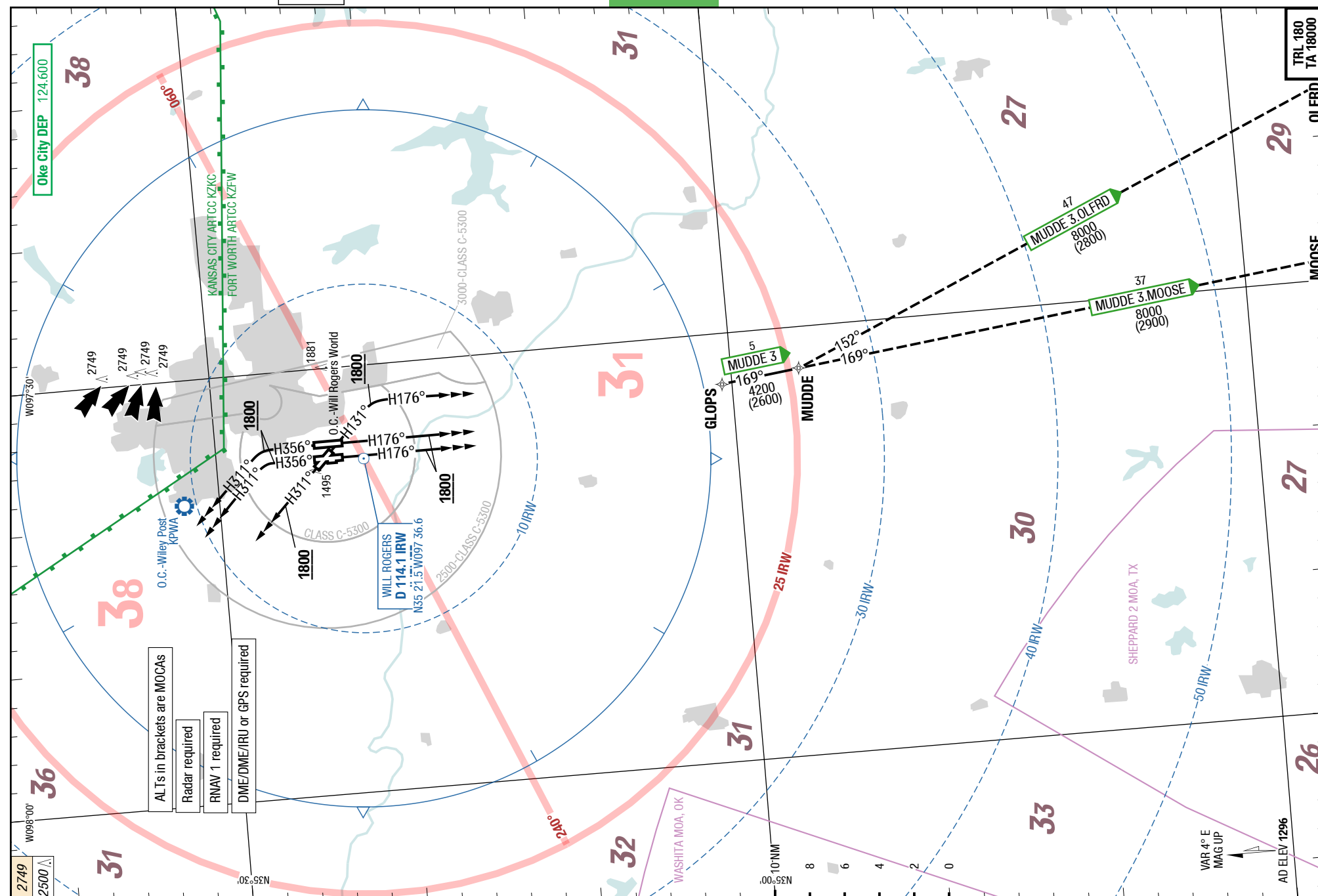
# OKC-KOKC

## MUDDE 3 RNAV

SID

SID

## MUDDE 3 RNAV



Changes: Track, VAR, PROC renumbered, Editorial

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SID

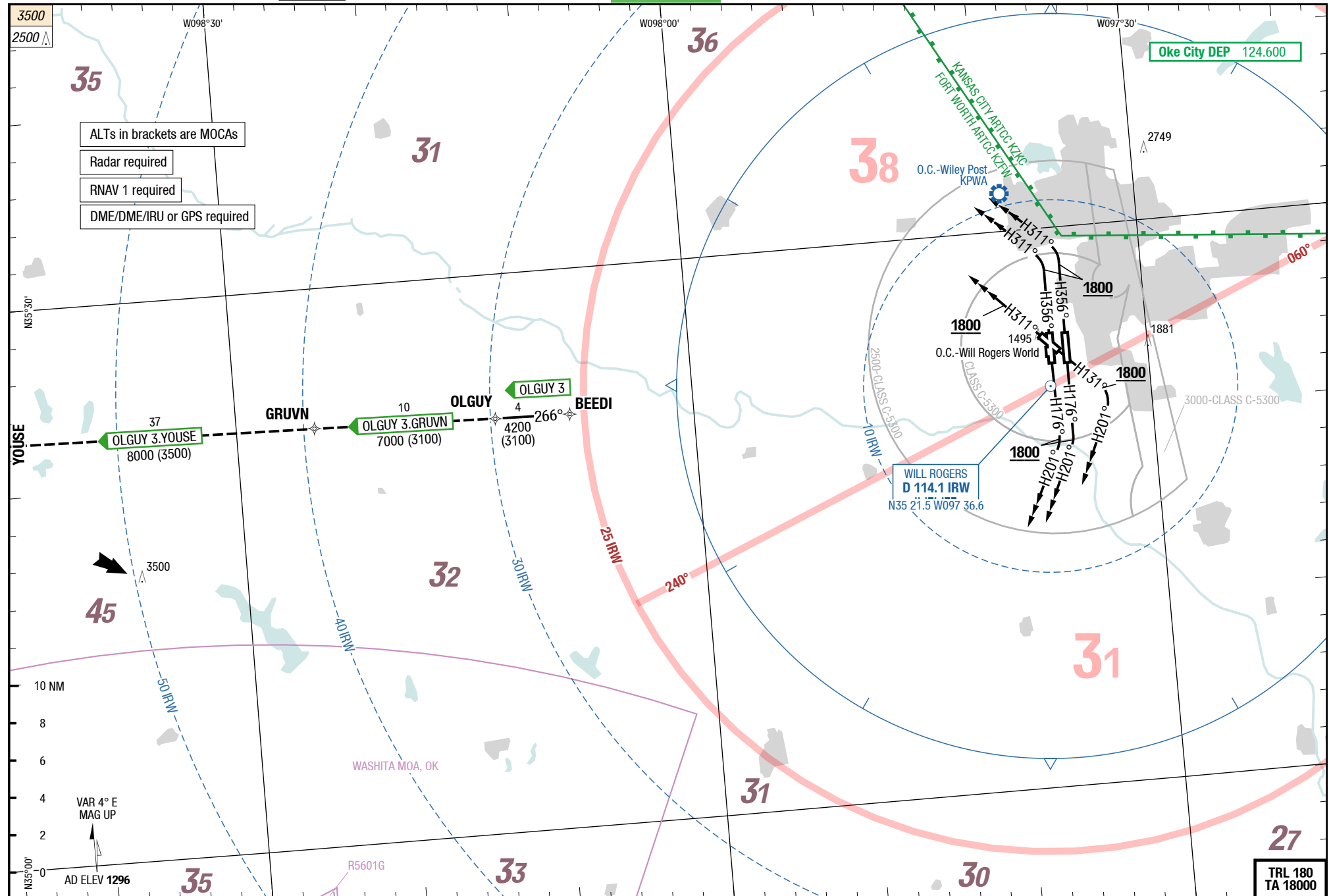
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4-40

OLGUY 3 RNAV

OLGUY 3 RNAV



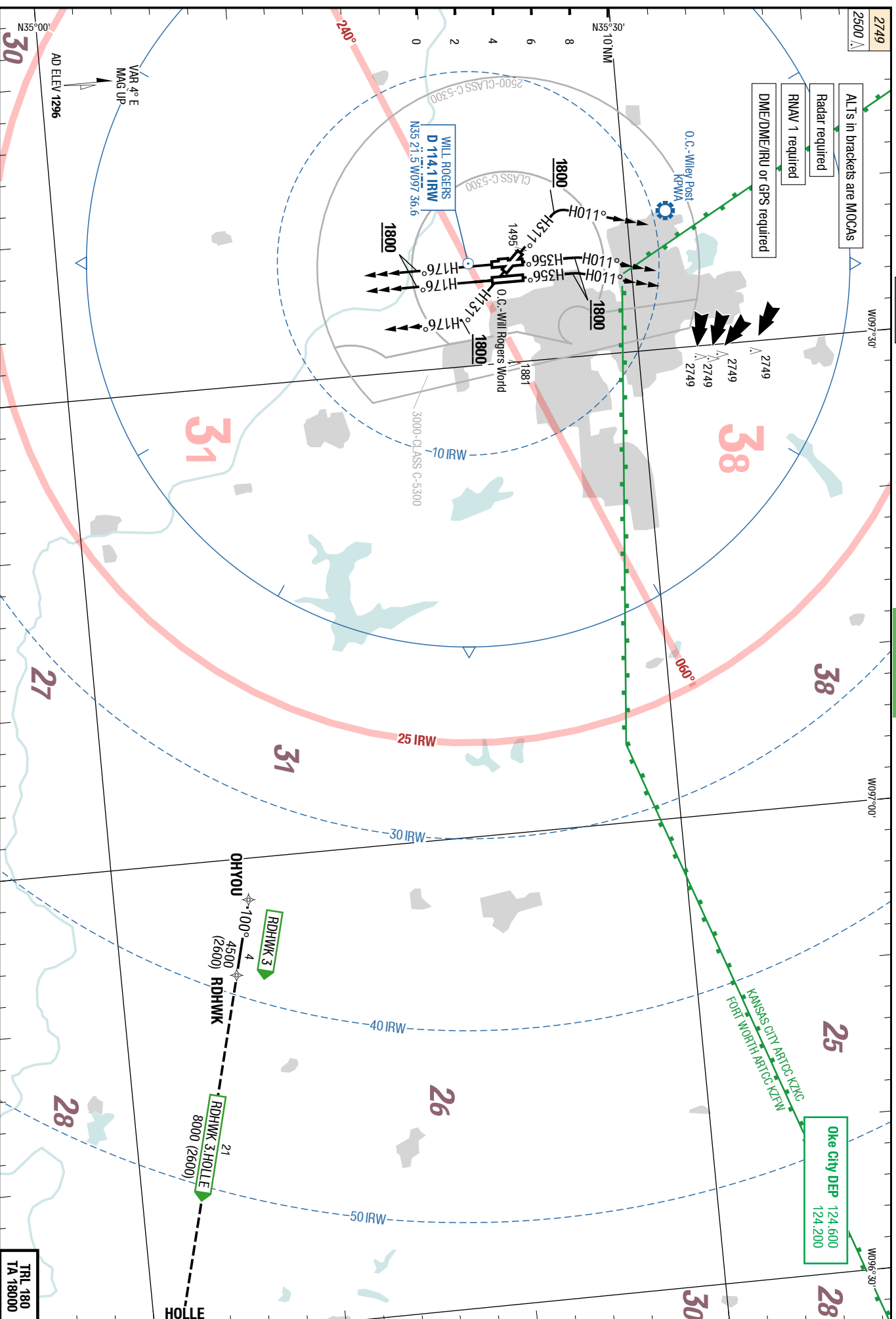
Changes: Track, VAR, PROC renumbered, Editorial



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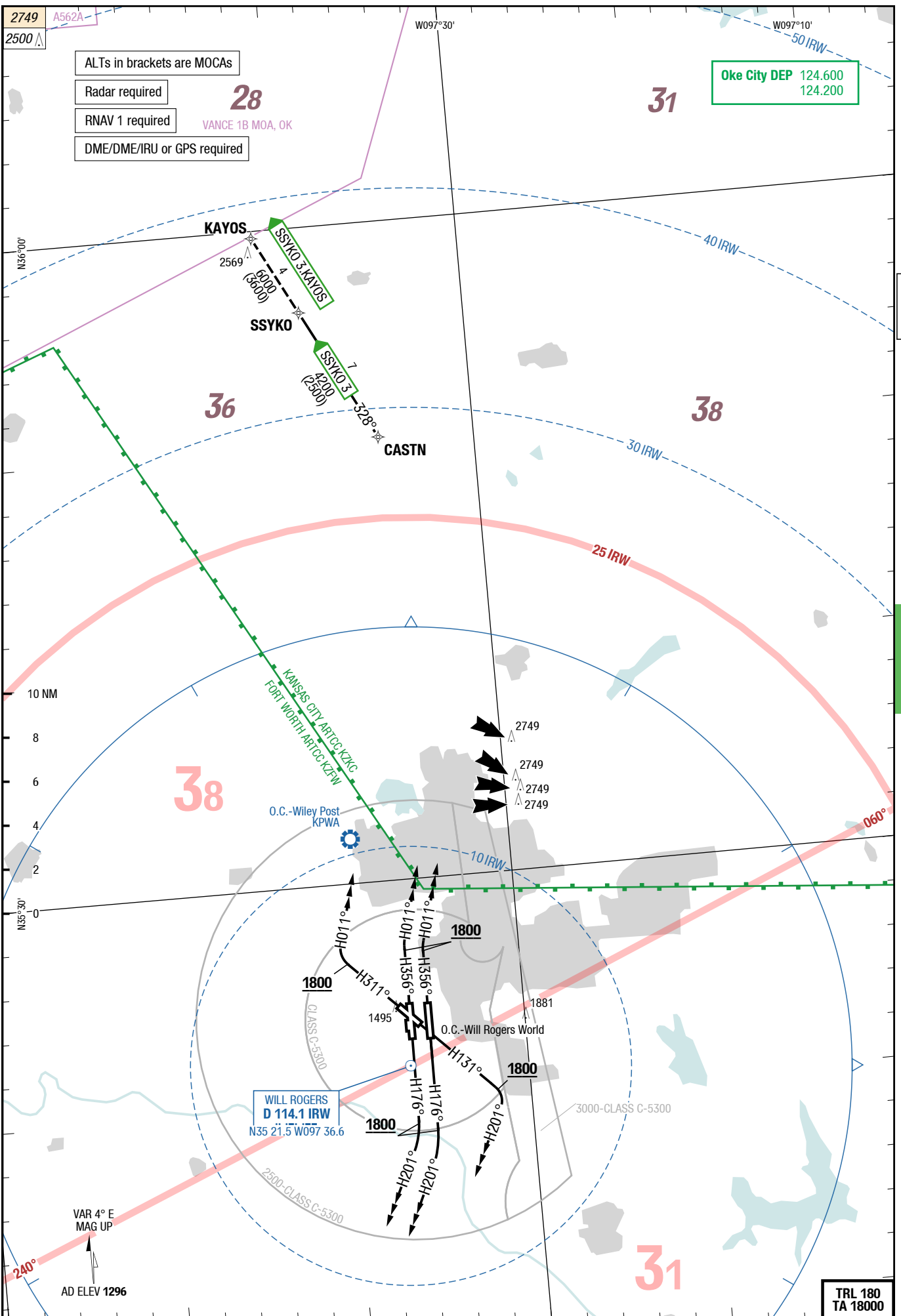
СЫКОВ З.В.

# RDHWK 3 RNAV



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# SSYKO 3 BNAV



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TEBRD 3 RNAV

4-70

STPHN 3 RNAV

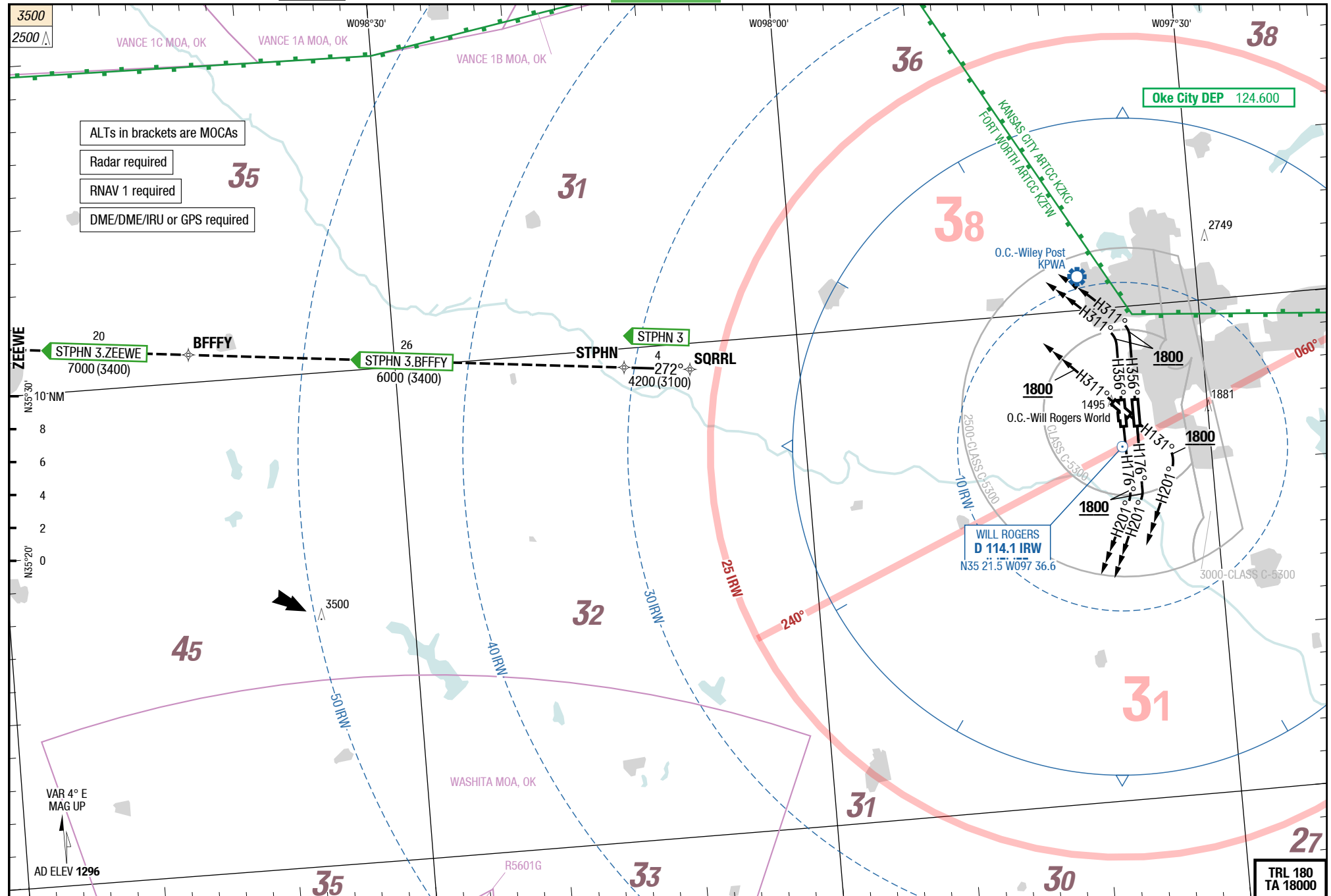
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TEBRD 3 RNAV

STPHN 3 RNAV



Changes: Track, VAR, PROC renumbered, Editorial

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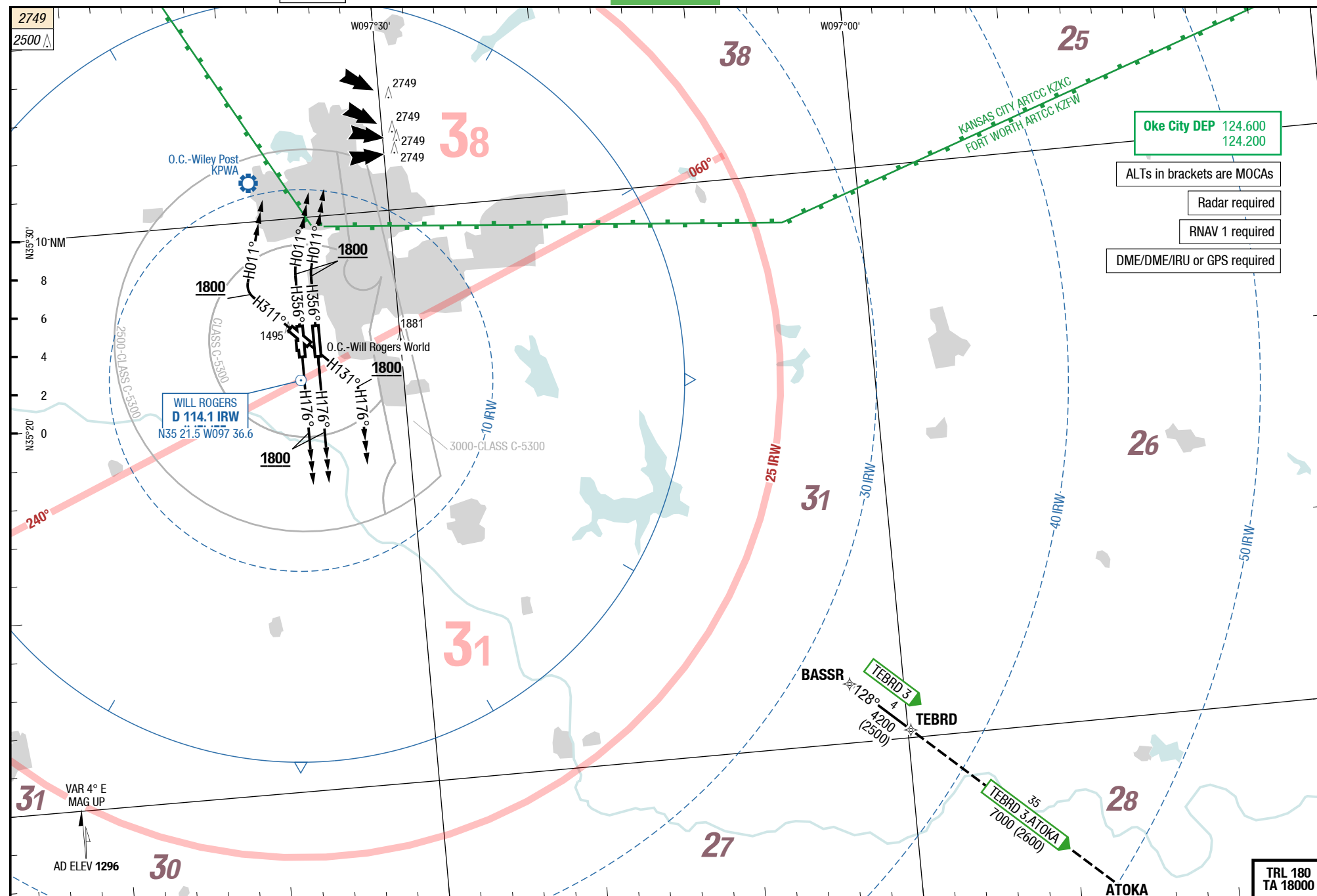
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## TEBRD 3 RNAV

4-80

## TEBRD 3 RNAV



Changes: Track, VAR, PROC renumbered, Editorial

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TRUPR 3 RNAV

THRPE 3 RNAV

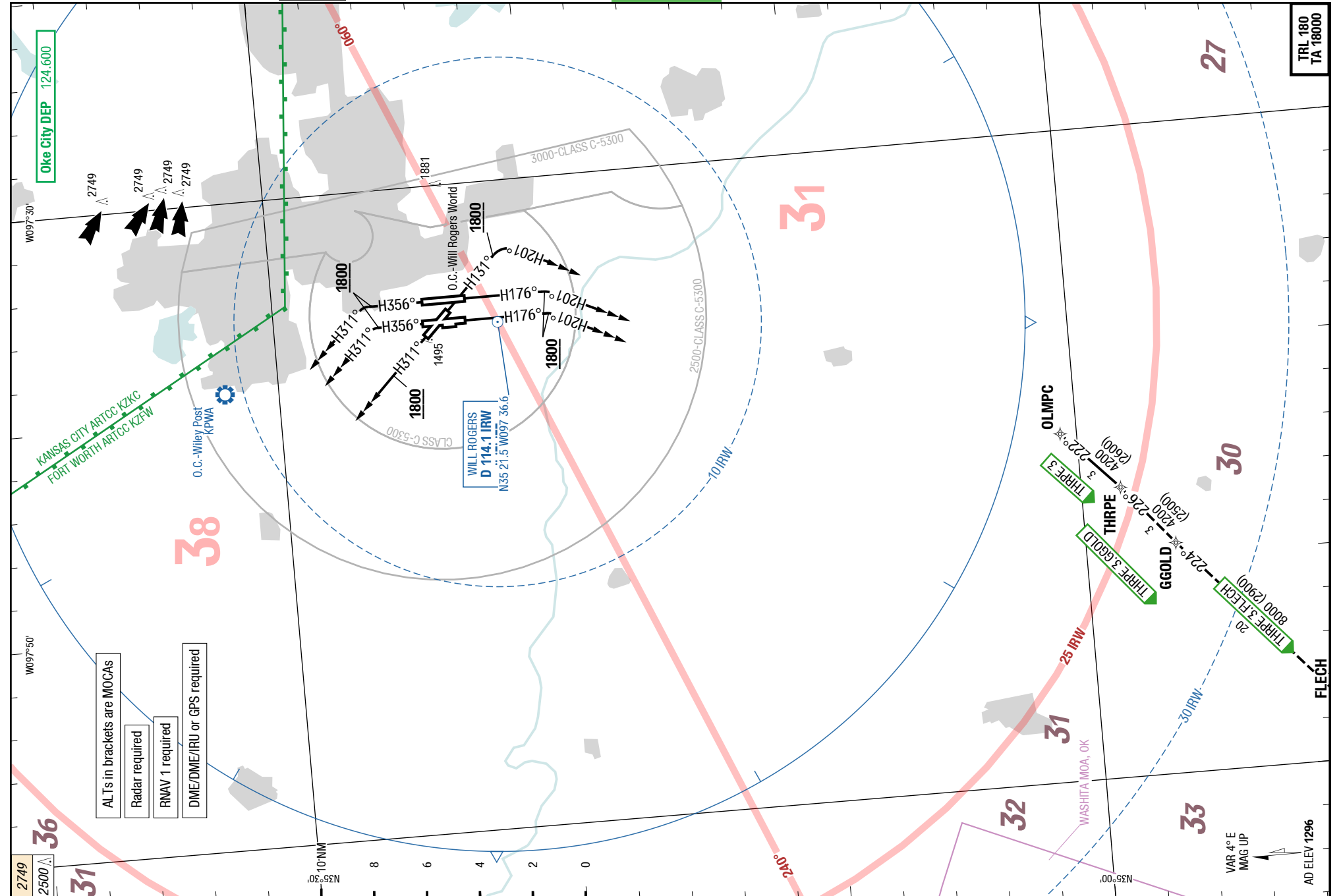
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TRUPR 3 RNAV

THRPE 3 RNAV



Changes: Track, VAR, PROC renumbered, Editorial

# OKC-KOKC

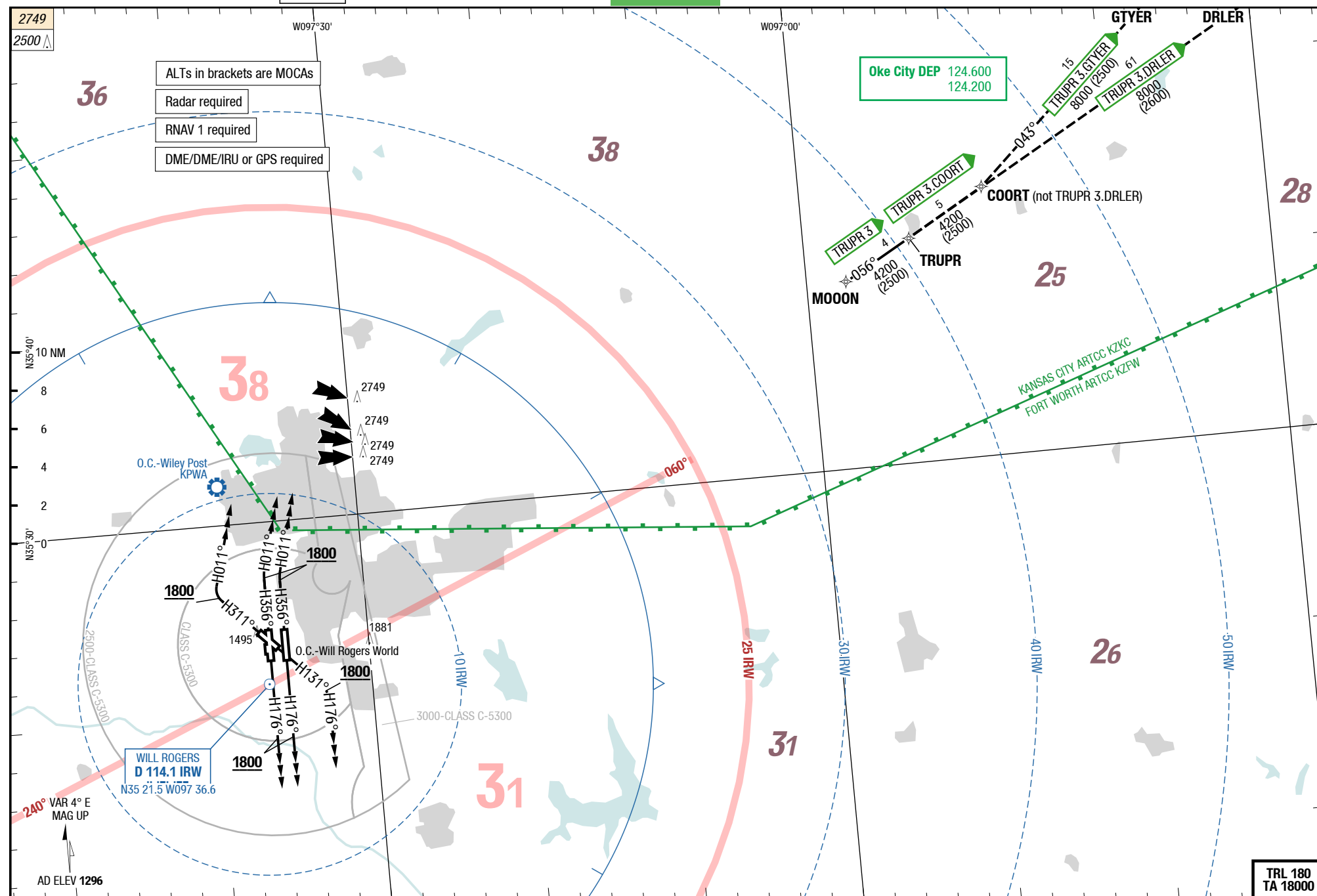
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SID

SID

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## TRUPR 3 RNAV



Changes: Track, VAR, PROC renumbered, Editorial

TRL 180  
TA 18000

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OKC-KOKC

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NIL

SID

SID

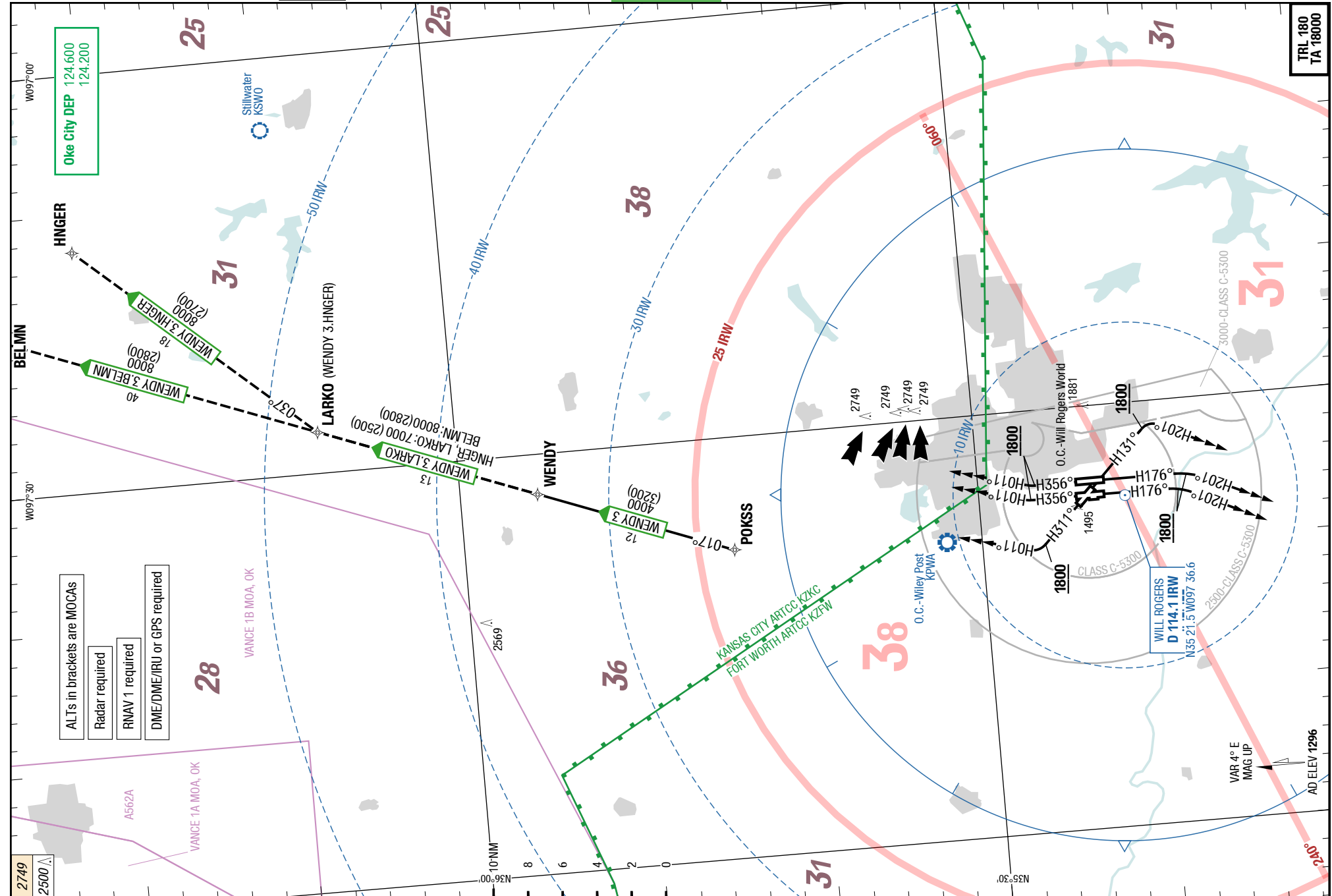
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NIL

WENDY 3 RNAV

4-110

WENDY 3 RNAV



Changes: Track, VAR, PROC renumbered, Editorial



**OKC-KOKC**

5-10

**FUNNL 3 RNAV****FUNNL 3**

RWYs 13 (131°) / 17L/R (176°) / 31 (311°) / 35L/R (356°)

DESIGNATOR	ROUTING	ALTITUDES
<b>FUNNL 3</b> <b>124.600</b> ①		initial climb by ATC
<b>RWY 13</b>	H131° [A1800+] - H176° expect VECTORS - DCT VOWED - FUNNL	
<b>RWY 17L</b>	H176° [A1800+] - H176° expect VECTORS - DCT VOWED - FUNNL	
<b>RWY 17R</b>	H176° [A1800+] - H176° expect VECTORS - DCT VOWED - FUNNL	
<b>RWY 31</b>	H311° [A1800+] - H011° expect VECTORS - DCT VOWED - FUNNL	
<b>RWY 35L</b>	H356° [A1800+] - H011° expect VECTORS - DCT VOWED - FUNNL	
<b>RWY 35R</b>	H356° [A1800+] - H011° expect VECTORS - DCT VOWED - FUNNL	
	<b>TRANSITION</b>	
	<b>PHARA</b> FUNNL - PHARA	

① Expect filed ALT 10 MIN after DEP.

Changes: Track, PROC renumbered, Climb gradient, VAR, QFU

**OKC-KOKC**

5-20

**KRMSN 3 RNAV****SIDPT****KRMSN 3**

RWYs 13 (131°) / 17L/R (176°) / 31 (311°) / 35L/R (356°)

DESIGNATOR	ROUTING	ALTITUDES
<b>KRMSN 3</b> <b>124.600</b> ① <span style="float: right;">initial climb by ATC</span>		
<b>RWY 13</b>	H131° [A1800+] - H176° expect VECTORS - DCT SWTZR - KRMSN	
<b>RWY 17L</b>	H176° [A1800+] - H176° expect VECTORS - DCT SWTZR - KRMSN	
<b>RWY 17R</b>	H176° [A1800+] - H176° expect VECTORS - DCT SWTZR - KRMSN	
<b>RWY 31</b>	H311° [A1800+] - H011° expect VECTORS [R] - DCT SWTZR - KRMSN	
<b>RWY 35L</b>	H356° [A1800+] - H011° expect VECTORS [R] - DCT SWTZR - KRMSN	
<b>RWY 35R</b>	H356° [A1800+] - H011° expect VECTORS [R] - DCT SWTZR - KRMSN	
	<b>TRANSITION</b>	
	<b>WICKS</b> KRMSN - WICKS	

① Expect filed ALT 10 MIN after DEP.

Changes: Track, Climb gradient, QFU, PROC renumbered

OKC-KOKC

5-30

MUDDE 3 RNAV

**MUDDE 3**

RWYs 13 (131°) / 17L/R (176°) / 31 (311°) / 35L/R (356°)

DESIGNATOR	ROUTING	ALTITUDES
<b>MUDDE 3</b> <b>124.600</b> ①		
		initial climb by ATC
<b>RWY 13</b>	H131° [A1800+] - H176° expect VECTORS - DCT GLOPS - MUDDE	
<b>RWY 17L</b>	H176° [A1800+] - H176° expect VECTORS - DCT GLOPS - MUDDE	
<b>RWY 17R</b>	H176° [A1800+] - H176° expect VECTORS - DCT GLOPS - MUDDE	
<b>RWY 31</b>	H311° [A1800+] - H311° expect VECTORS [L] - DCT GLOPS - MUDDE	
<b>RWY 35L</b>	H356° [A1800+] - H311° expect VECTORS [L] - DCT GLOPS - MUDDE	
<b>RWY 35R</b>	H356° [A1800+] - H311° expect VECTORS [L] - DCT GLOPS - MUDDE	
	<b>TRANSITION</b>	
	<b>MOOSE</b> MUDDE - MOOSE	
	<b>OLFRD</b> MUDDE - OLFRD	

① Expect filed ALT 10 MIN after DEP.

Changes: Track, PROC renumbered, Climb gradient, QFU

OKC-KOKC

5-40

OLGUY 3 RNAV

**OLGUY 3**

RWYs 13 (131°) / 17L/R (176°) / 31 (311°) / 35L/R (356°)

DESIGNATOR	ROUTING	ALTITUDES
<b>OLGUY 3</b> <b>124.600</b> ①		initial climb by ATC
<b>RWY 13</b>	H131° [A1800+] - H201° expect VECTORS - DCT BEEDI - OLGUY	
<b>RWY 17L</b>	H176° [A1800+] - H201° expect VECTORS - DCT BEEDI - OLGUY	
<b>RWY 17R</b>	H176° [A1800+] - H201° expect VECTORS - DCT BEEDI - OLGUY	
<b>RWY 31</b>	H311° [A1800+] - H311° expect VECTORS - DCT BEEDI - OLGUY	
<b>RWY 35L</b>	H356° [A1800+] - H311° expect VECTORS - DCT BEEDI - OLGUY	
<b>RWY 35R</b>	H356° [A1800+] - H311° expect VECTORS - DCT BEEDI - OLGUY	
	<b>TRANSITION</b>	
	<b>GRUVN</b> OLGUY - GRUVN	
	<b>YOUSE</b> OLGUY - GRUVN - YOUSE	

① Expect filed ALT 10 MIN after DEP.

OKC-KOKC

5-50

RDHWK 3 RNAV

SIDPT

## RDHWK 3

RWYs 13 (131°) / 17L/R (176°) / 31 (311°) / 35L/R (356°)

DESIGNATOR	ROUTING	ALTITUDES
RDHWK 3 124.600 ①		initial climb by ATC
RWY 13	H131° [A1800+] - H176° expect VECTORS - DCT OHYOU - RDHWK	
RWY 17L	H176° [A1800+] - H176° expect VECTORS - DCT OHYOU - RDHWK	
RWY 17R	H176° [A1800+] - H176° expect VECTORS - DCT OHYOU - RDHWK	
RWY 31	H311° [A1800+] - H011° expect VECTORS - DCT OHYOU - RDHWK	
RWY 35L	H356° [A1800+] - H011° expect VECTORS - DCT OHYOU - RDHWK	
RWY 35R	H356° [A1800+] - H011° expect VECTORS - DCT OHYOU - RDHWK	
	TRANSITION	
	HOLLE RDHWK - HOLLE	

① Expect filed ALT 10 MIN after DEP.

Changes: Track, Climb gradient, QFU, PROC renumbered

OKC-KOKC

5-60

SSYKO 3 RNAV

SIDPT

**SSYKO 3**

RWYs 13 (131°) / 17L/R (176°) / 31 (311°) / 35L/R (356°)

DESIGNATOR	ROUTING	ALTITUDES
<b>SSYKO 3</b> <b>124.600</b> ①		
		initial climb by ATC
<b>RWY 13</b>	H131° [A1800+] - H201° expect VECTORS [R] - DCT CASTN - SSYKO	
<b>RWY 17L</b>	H176° [A1800+] - H201° expect VECTORS [R] - DCT CASTN - SSYKO	
<b>RWY 17R</b>	H176° [A1800+] - H201° expect VECTORS [R] - DCT CASTN - SSYKO	
<b>RWY 31</b>	H311° [A1800+] - H011° expect VECTORS - DCT CASTN - SSYKO	
<b>RWY 35L</b>	H356° [A1800+] - H011° expect VECTORS - DCT CASTN - SSYKO	
<b>RWY 35R</b>	H356° [A1800+] - H011° expect VECTORS - DCT CASTN - SSYKO	
	<b>TRANSITION</b>	
	<b>KAYOS</b> SSYKO - KAYOS	

① Expect filed ALT 10 MIN after DEP.

Changes: Track, Climb gradient, QFU, PROC renumbered

OKC-KOKC

5-70

STPHN 3 RNAV

SIDPT

**STPHN 3**

RWYs 13 (131°) / 17L/R (176°) / 31 (311°) / 35L/R (356°)

DESIGNATOR	ROUTING	ALTITUDES
<b>STPHN 3</b> <b>124.600</b> ①		
		initial climb by ATC
<b>RWY 13</b>	H131° [A1800+] - H201° expect VECTORS - DCT SQRRL - STPHN	
<b>RWY 17L</b>	H176° [A1800+] - H201° expect VECTORS - DCT SQRRL - STPHN	
<b>RWY 17R</b>	H176° [A1800+] - H201° expect VECTORS - DCT SQRRL - STPHN	
<b>RWY 31</b>	H311° [A1800+] - H311° expect VECTORS - DCT SQRRL - STPHN	
<b>RWY 35L</b>	H356° [A1800+] - H311° expect VECTORS - DCT SQRRL - STPHN	
<b>RWY 35R</b>	H356° [A1800+] - H311° expect VECTORS - DCT SQRRL - STPHN	
	<b>TRANSITION</b>	
	<b>BFFFY</b> STPHN - BFFFY	
	<b>ZEEWE</b> STPHN - BFFFY - ZEEWE	

① Expect filed ALT 10 MIN after DEP.

Changes: Track, Climb gradient, QFU, PROC renumbered



OKC-KOKC

5-80

TEBRD 3 RNAV

SIDPT

## TEBRD 3

RWYs 13 (131°) / 17L/R (176°) / 31 (311°) / 35L/R (356°)

DESIGNATOR	ROUTING	ALTITUDES
<b>TEBRD 3</b> <b>124.600</b> ① <span style="float: right;">initial climb by ATC</span>		
<b>RWY 13</b>	H131° [A1800+] - H176° expect VECTORS - DCT BASSR - TEBRD	
<b>RWY 17L</b>	H176° [A1800+] - H176° expect VECTORS - DCT BASSR - TEBRD	
<b>RWY 17R</b>	H176° [A1800+] - H176° expect VECTORS - DCT BASSR - TEBRD	
<b>RWY 31</b>	H311° [A1800+] - H011° expect VECTORS [R] - DCT BASSR - TEBRD	
<b>RWY 35L</b>	H356° [A1800+] - H011° expect VECTORS [R] - DCT BASSR - TEBRD	
<b>RWY 35R</b>	H356° [A1800+] - H011° expect VECTORS [R] - DCT BASSR - TEBRD	
	<b>TRANSITION</b>	
	<b>ATOKA</b> TEBRD - ATOKA	

① Expect filed ALT 10 MIN after DEP.

Changes: Track, Climb gradient, QFU, PROC renumbered

OKC-KOKC

5-90

THRPE 3 RNAV

SIDPT

## THRPE 3

RWYs 13 (131°) / 17L/R (176°) / 31 (311°) / 35L/R (356°)

DESIGNATOR	ROUTING	ALTITUDES
<b>THRPE 3</b> <b>124.600</b> ①		
		initial climb by ATC
<b>RWY 13</b>	H131° [A1800+] - H201° expect VECTORS - DCT OLMPC - THRPE	
<b>RWY 17L</b>	H176° [A1800+] - H201° expect VECTORS - DCT OLMPC - THRPE	
<b>RWY 17R</b>	H176° [A1800+] - H201° expect VECTORS - DCT OLMPC - THRPE	
<b>RWY 31</b>	H311° [A1800+] - H311° expect VECTORS - DCT OLMPC - THRPE	
<b>RWY 35L</b>	H356° [A1800+] - H311° expect VECTORS [L] - DCT OLMPC - THRPE	
<b>RWY 35R</b>	H356° [A1800+] - H311° expect VECTORS [L] - DCT OLMPC - THRPE	
	<b>TRANSITION</b>	
	<b>FLECH</b> THRPE - GGOLD - FLECH	
	<b>GGOLD</b> THRPE - GGOLD	

① Expect filed ALT 10 MIN after DEP.

Changes: Track, Climb gradient, QFU, PROC renumbered

OKC-KOKC

5-100

TRUPR 3 RNAV

SIDPT

## TRUPR 3

RWYs 13 (131°) / 17L/R (176°) / 31 (311°) / 35L/R (356°)

DESIGNATOR	ROUTING	ALTITUDES
<b>TRUPR 3</b> <b>124.600</b> ① <span style="float: right;">initial climb by ATC</span>		
<b>RWY 13</b>	H131° [A1800+] - H176° expect VECTORS - DCT M000N - TRUPR	
<b>RWY 17L</b>	H176° [A1800+] - H176° expect VECTORS - DCT M000N - TRUPR	
<b>RWY 17R</b>	H176° [A1800+] - H176° expect VECTORS - DCT M000N - TRUPR	
<b>RWY 31</b>	H311° [A1800+] - H011° expect VECTORS - DCT M000N - TRUPR	
<b>RWY 35L</b>	H356° [A1800+] - H011° expect VECTORS - DCT M000N - TRUPR	
<b>RWY 35R</b>	H356° [A1800+] - H011° expect VECTORS - DCT M000N - TRUPR	
	<b>TRANSITION</b>	
	<b>COORT</b> TRUPR - COORT	
	<b>DRLER</b> TRUPR - DRLER	
	<b>GTyer</b> TRUPR - COORT - GTYER	

① Expect filed ALT 10 MIN after DEP.

Changes: Track, Climb gradient, QFU, PROC renumbered

OKC-KOKC

5-110

WENDY 3 RNAV

SIDPT

**WENDY 3**

RWYs 13 (131°) / 17L/R (176°) / 31 (311°) / 35L/R (356°)

DESIGNATOR	ROUTING	ALTITUDES
<b>WENDY 3</b> <b>124.600</b> ①		
		initial climb by ATC
<b>RWY 13</b>	H131° [A1800+] - H201° expect VECTORS [R] - DCT POKSS - WENDY	
<b>RWY 17L</b>	H176° [A1800+] - H201° expect VECTORS [R] - DCT POKSS - WENDY	
<b>RWY 17R</b>	H176° [A1800+] - H201° expect VECTORS [R] - DCT POKSS - WENDY	
<b>RWY 31</b>	H311° [A1800+] - H011° expect VECTORS - DCT POKSS - WENDY	
<b>RWY 35L</b>	H356° [A1800+] - H011° expect VECTORS - DCT POKSS - WENDY	
<b>RWY 35R</b>	H356° [A1800+] - H011° expect VECTORS - DCT POKSS - WENDY	
	<b>TRANSITION</b>	
	<b>BELMN</b> WENDY - BELMN	
	<b>HNGER</b> WENDY - LARKO - HNGER	
	<b>LARKO</b> WENDY - LARKO	

① Expect filed ALT 10 MIN after DEP.

Changes: Track, Climb gradient, QFU, PROC renumbered

Obstacle Departure	
RWY	Notes
35L	Post 48ft from DER, 495ft left of centerline, 8ft AGL/1287ft MSL.
36	Obstruction light on WDI 674ft from DER, 152ft left of centerline, 25ft AGL/1295ft MSL.

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30-NOV-2017

OKC-KOKC

United States Oklahoma City Will Rogers World

GHOST 3 RNAV

CAMET 3 RNAV

STAR

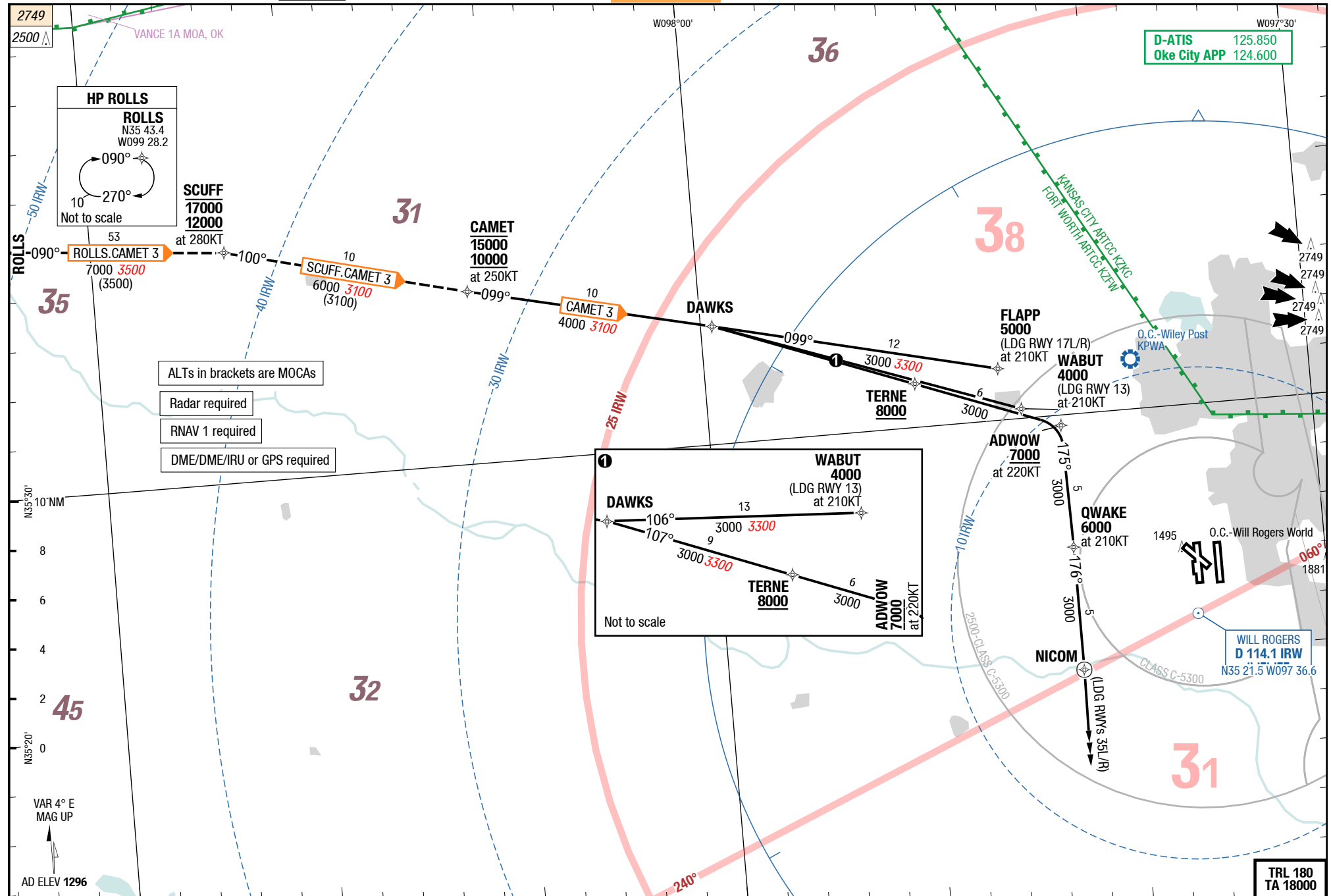
STAR

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GHOST 3 RNAV

CAMET 3 RNAV

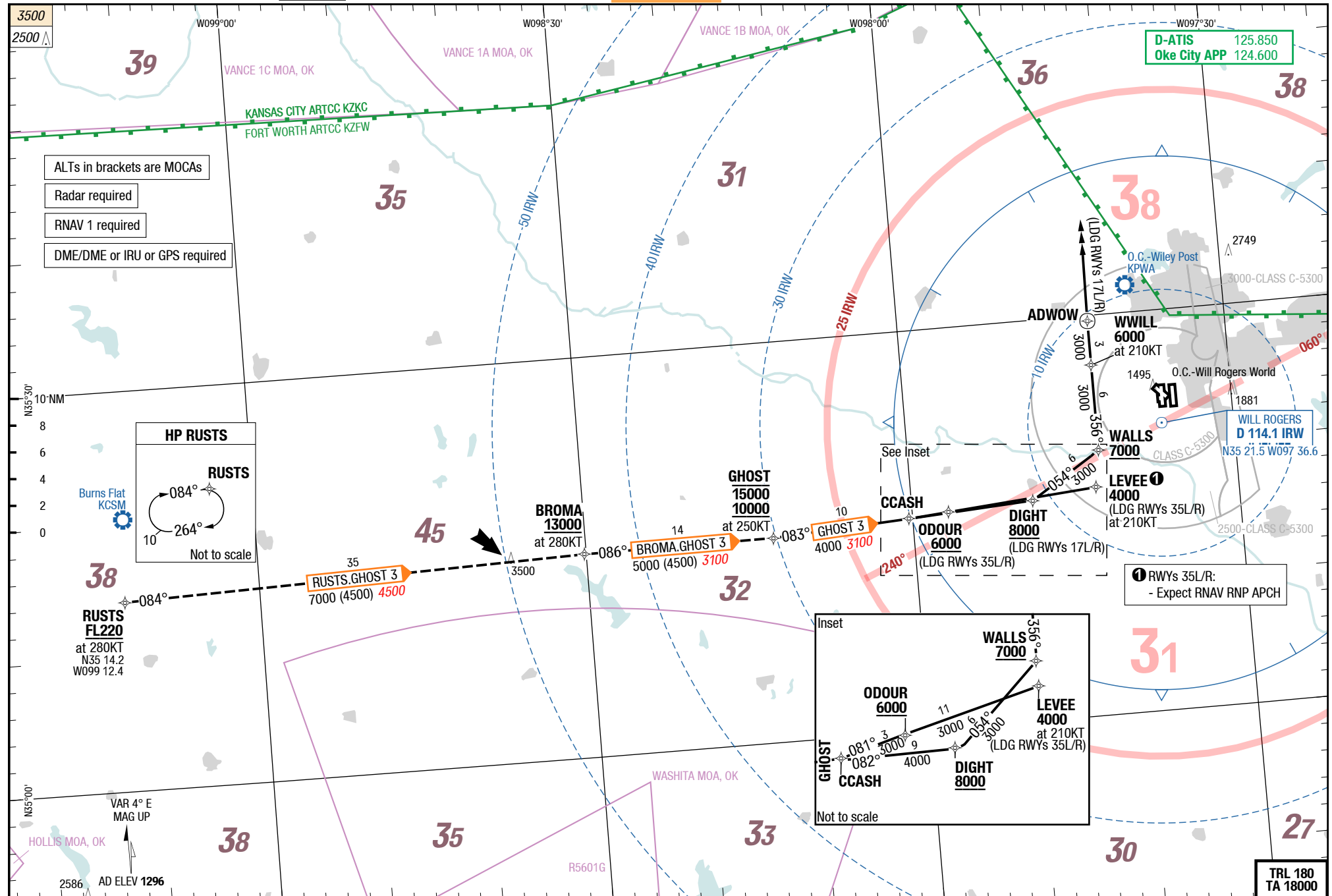
6-10



6-20

GHOST 3 RNAV

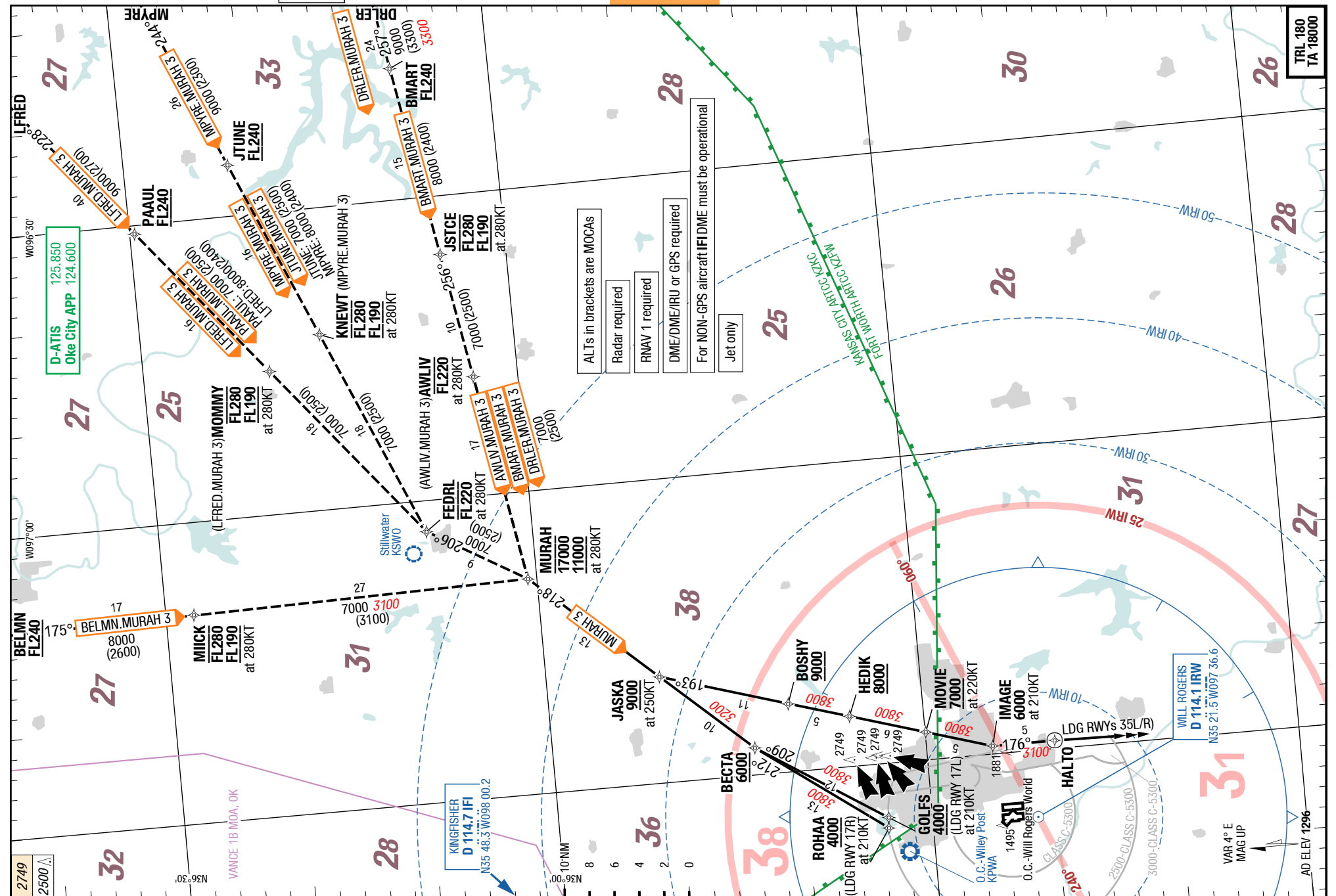
GHOST 3 RNAV





6-30

MURAH 3 RNAV



Effective 07-DEC-2017

30-NOV-2017

OKC-KOKC

United States Oklahoma City Will Rogers World

STAR

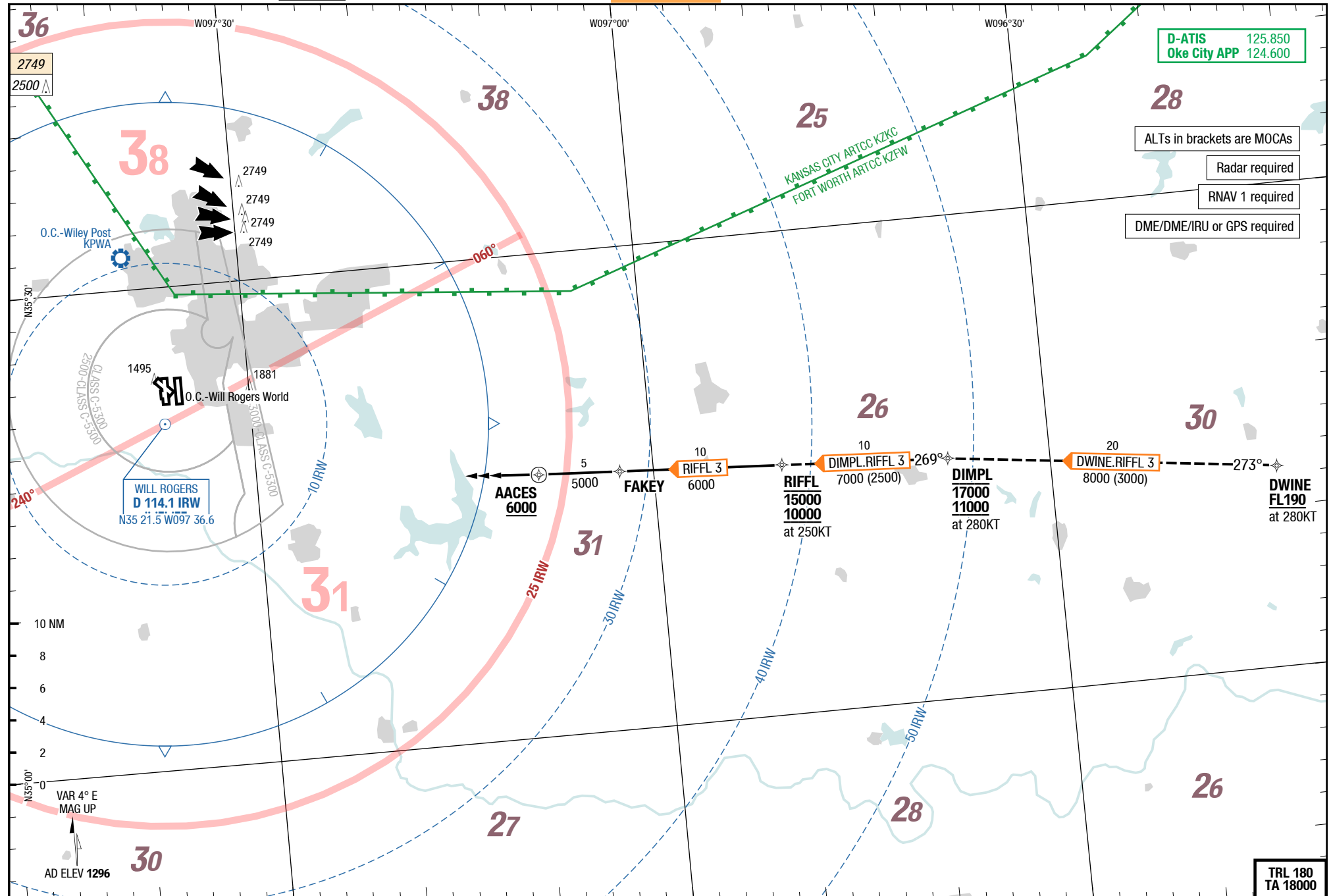
STAR

Will Rogers World Oklahoma City United States

6-40

RIFFL 3 RNAV

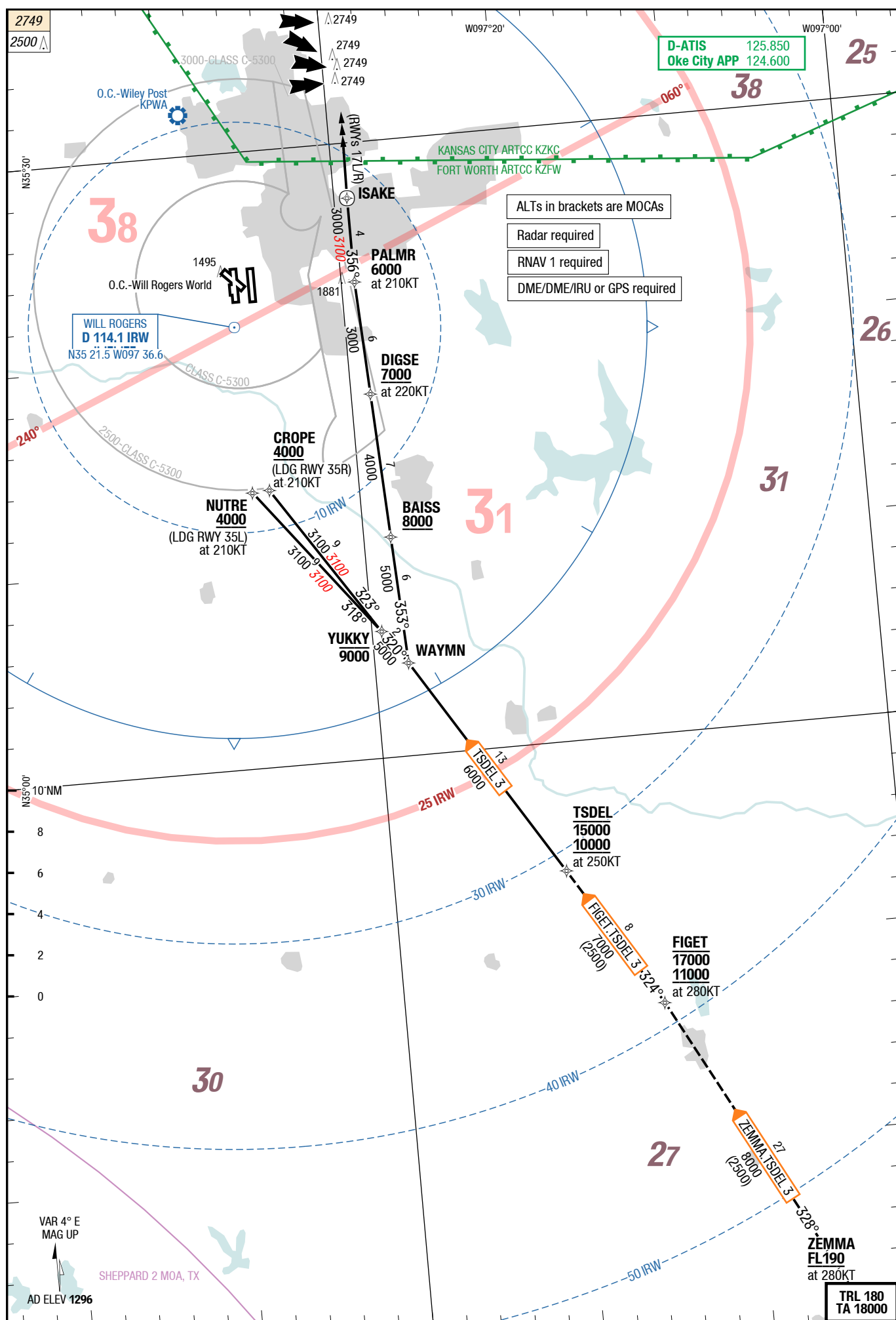
RIFFL 3 RNAV

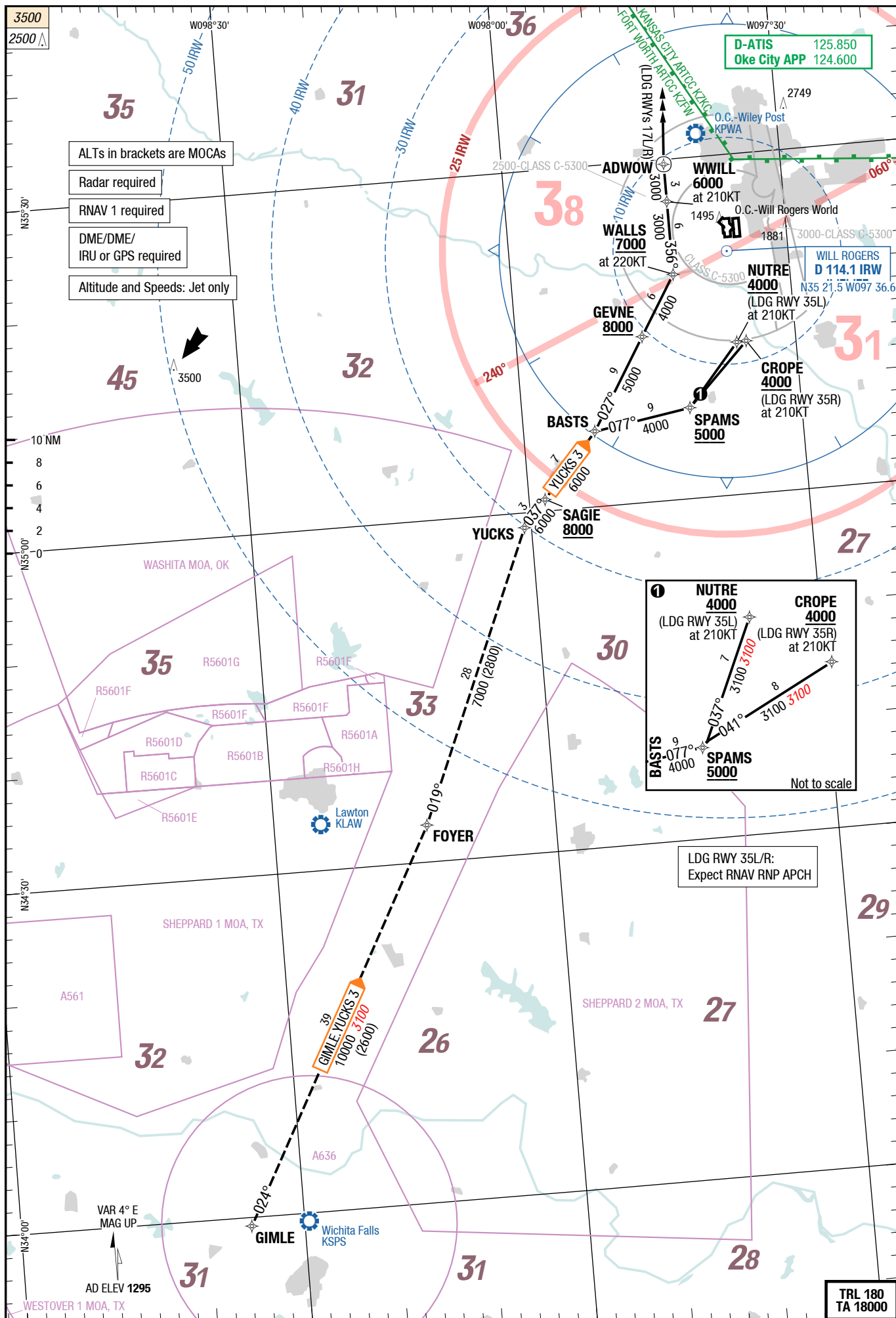


Changes: Track, VAR, PROC renumbered, Editorial

TRL 180  
TA 18000

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**OKC-KOKC**



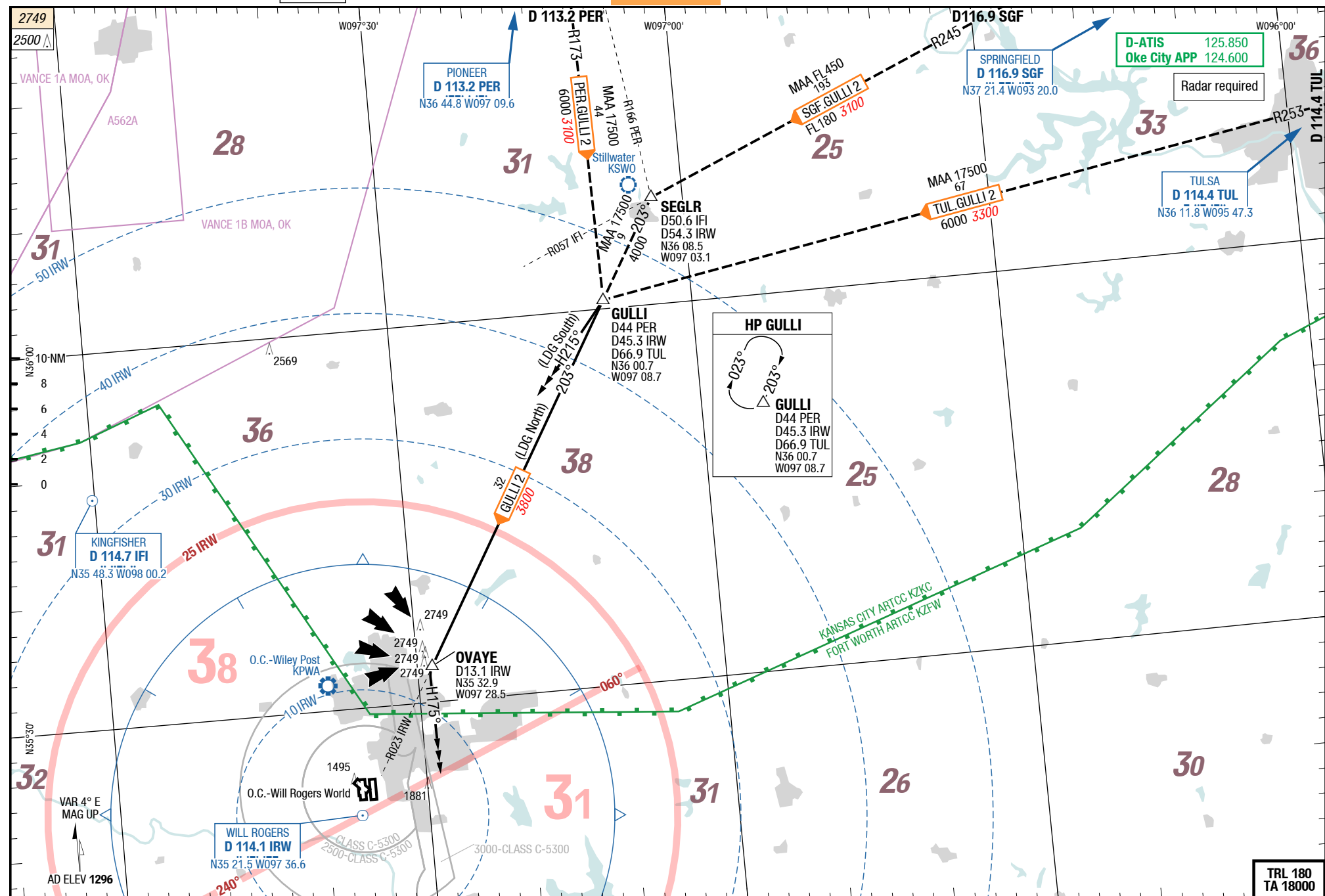
## GULLI 2

# STAR

# STAR



## GULLI 2



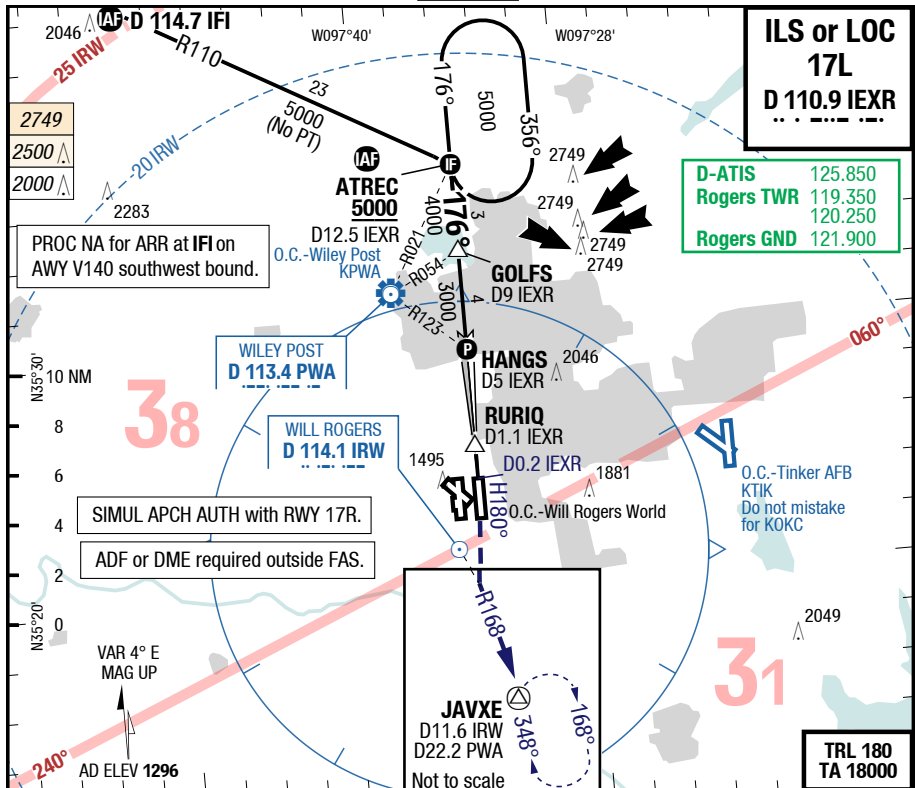
Changes: PROC renumbered

TRL 180  
TA 18000

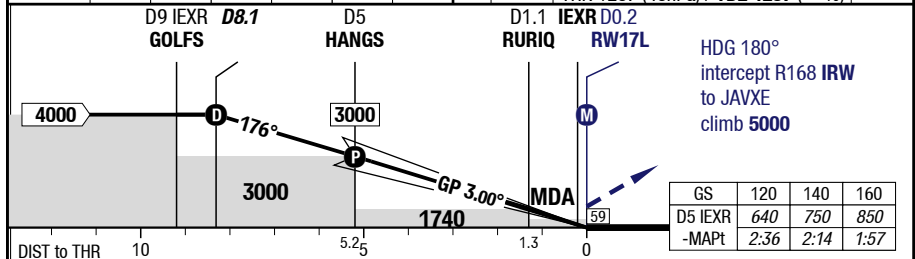
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# OKC-KOKC

**7-10**

**ILS or LOC 17L**

LOC 3.02° D IEXR	8.1	6	4	3	2	1	<div><div><div>17L</div></div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></d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---------------------	-----	---	---	---	---	---	--



<b>17L</b>		<b>Cat 1</b> 1)	<b>LOC DME</b>	<b>LOC</b> wo RURIQ	<b>SRA</b>	<b>Circling</b> TERPS	<b>Circling</b> TERPS
<b>TERPS</b>						<b>TERPS</b>	<b>TERPS</b>
<b>C</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>1490</b>	400 - 3500R/0.63V <b>1680</b>	460 - 4500R/0.88V <b>1740</b>	400 - 4000R/0.75V <b>1680</b>	670 - 1.75V <b>1960</b>	670 - 1.75V <b>1960</b>
<b>D</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>1490</b>	400 - 3500R/0.63V <b>1680</b>	460 - 4500R/0.88V <b>1740</b>	400 - 4000R/0.75V <b>1680</b>	710 - 2.25V <b>2000</b>	710 - 2.25V <b>2000</b>

1) FD or AP or HGS to DA required, else use 2400ft or 0.5SM

2) RADAR

Changes: FAT, IAF, MIN, OBST, THR ELEV, VAR

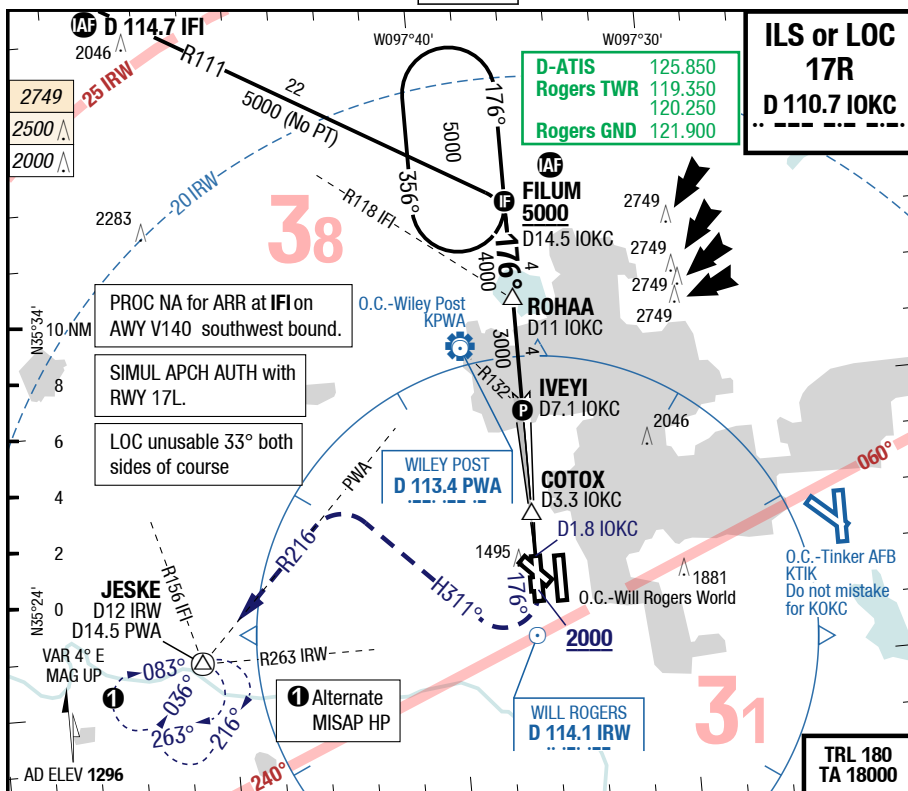
AMDT 3C



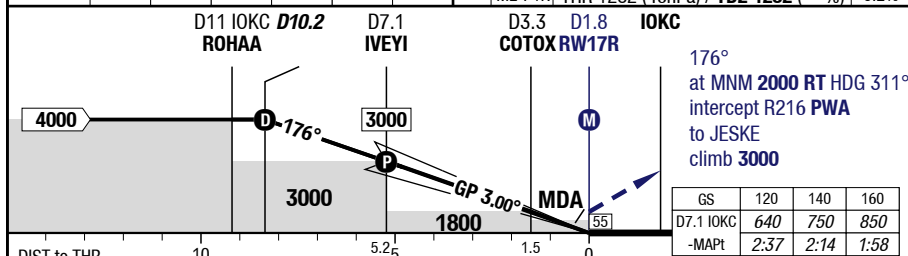
# OKC-KOKC

7-20

## ILS or LOC 17R



<b>LOC 3.01°</b>	10.2	9	7	5	4	3					
<b>D IOKC</b>	4000	3620	2980	2350	2030	1710					



17R		Cat 1 <sup>1)</sup>	LOC DME	LOC wo COTOX	SRA	<b>Circling TERPS</b>	<b>Circling<sup>2)</sup> TERPS</b>
C	ft - ft/SM ft	200 - 1800R/0.5V <b>1490</b>	360 - 3000R/0.63V <b>1640</b>	520 - 5500R/1.0V <b>1800</b>	400 - 4000R/0.75V <b>1680</b>	670 - 1.75V <b>1960</b>	670 - 1.75V <b>1960</b>
D	ft - ft/SM ft	200 - 1800R/0.5V <b>1490</b>	360 - 3000R/0.63V <b>1640</b>	520 - 5500R/1.0V <b>1800</b>	400 - 4000R/0.75V <b>1680</b>	710 - 2.25V <b>2000</b>	710 - 2.25V <b>2000</b>

1) FD or AP or HGS to DA required, else use 2400ft or 0.5SM  
2) RADAR

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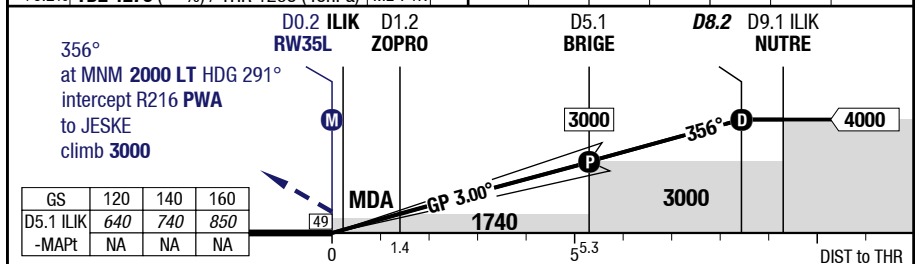
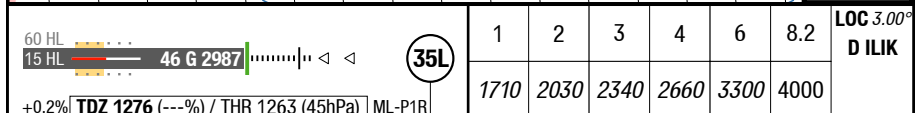
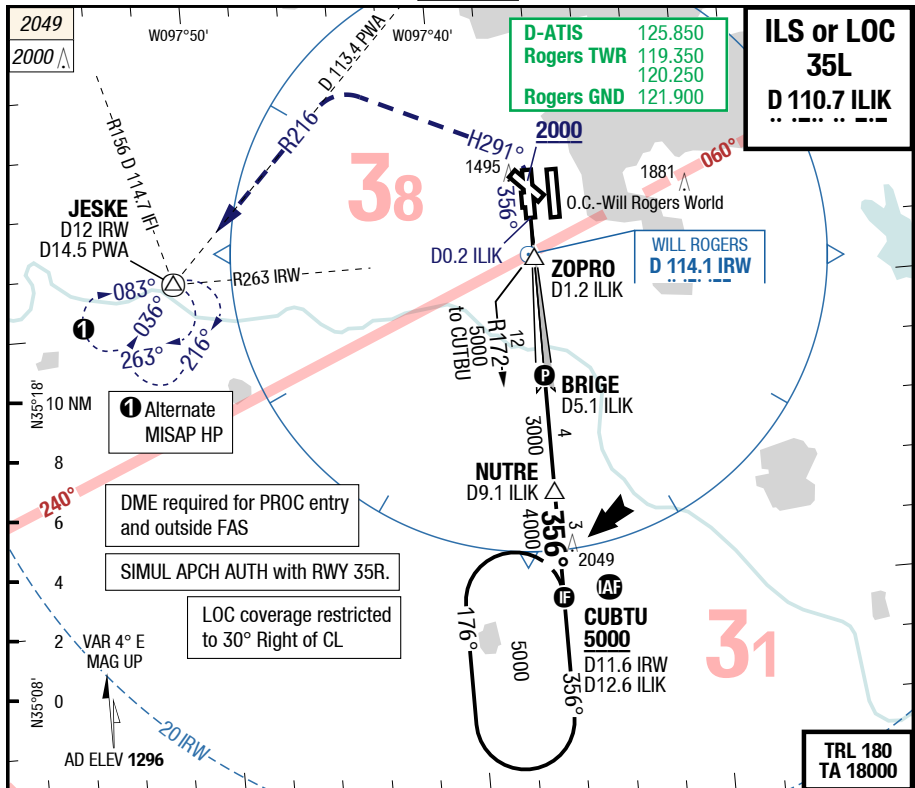
# OKC-KOKC

United States **Oklahoma City** Will Rogers World

# IAC

**7-30**

## ILS or LOC 35L



<b>35L</b>		<b>Cat 1 DME</b> 1)	<b>LOC DME</b>	<b>SRA</b>		<b>Circling</b> 2) <b>TERPS</b>	<b>Circling</b> <b>TERPS</b>
<b>C</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>1480</b>	370 - 3500R/0.63V <b>1640</b>	410 - 4000R/0.75V <b>1680</b>		670 - 1.75V <b>1960</b>	670 - 1.75V <b>1960</b>
<b>D</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>1480</b>	370 - 3500R/0.63V <b>1640</b>	410 - 4000R/0.75V <b>1680</b>		710 - 2.25V <b>2000</b>	710 - 2.25V <b>2000</b>

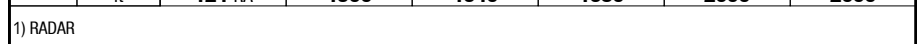
1) FD or AP or HGS to DA required, else use 2400ft or 0.5SM

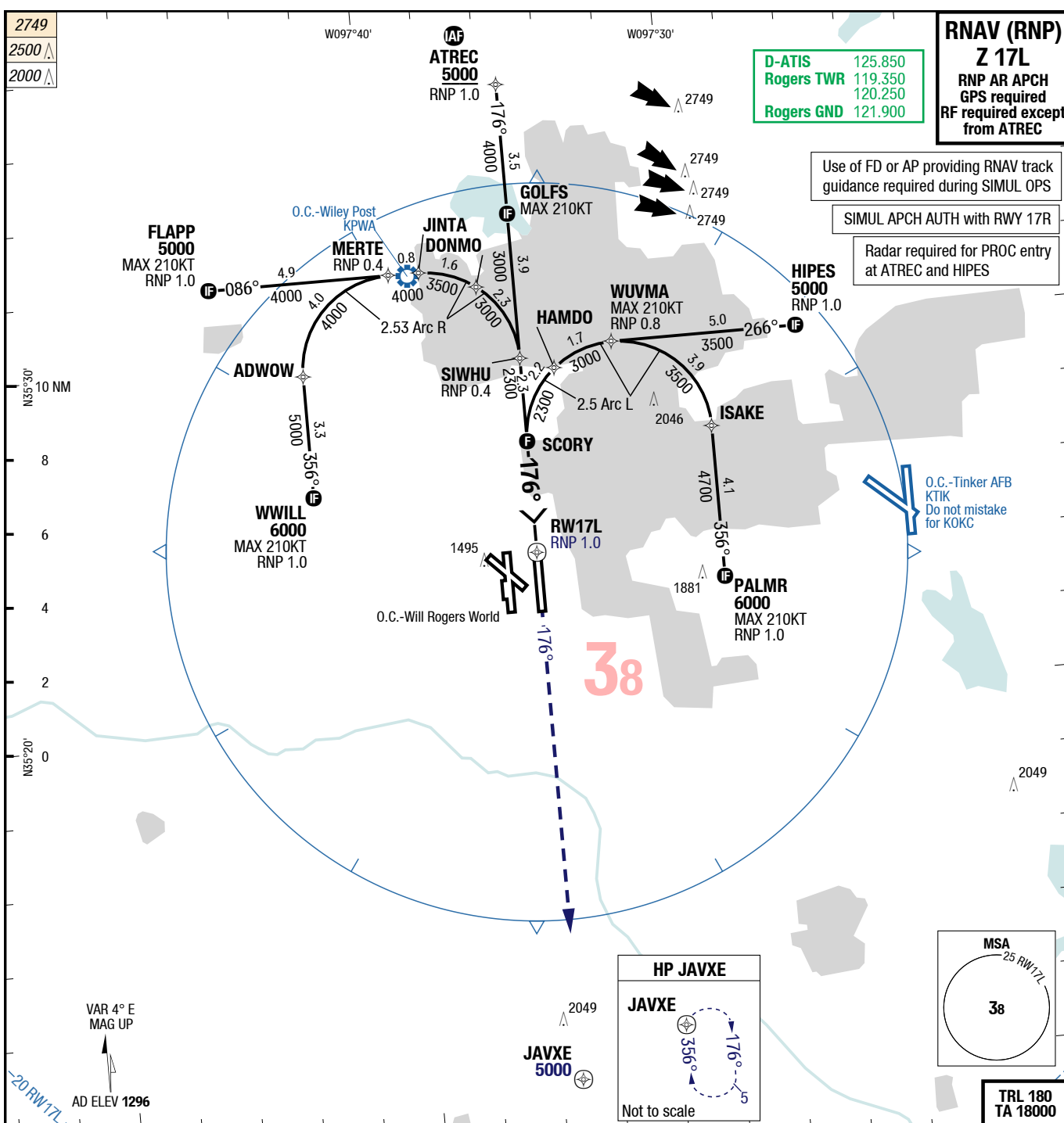
2) RADAR

Changes: Note

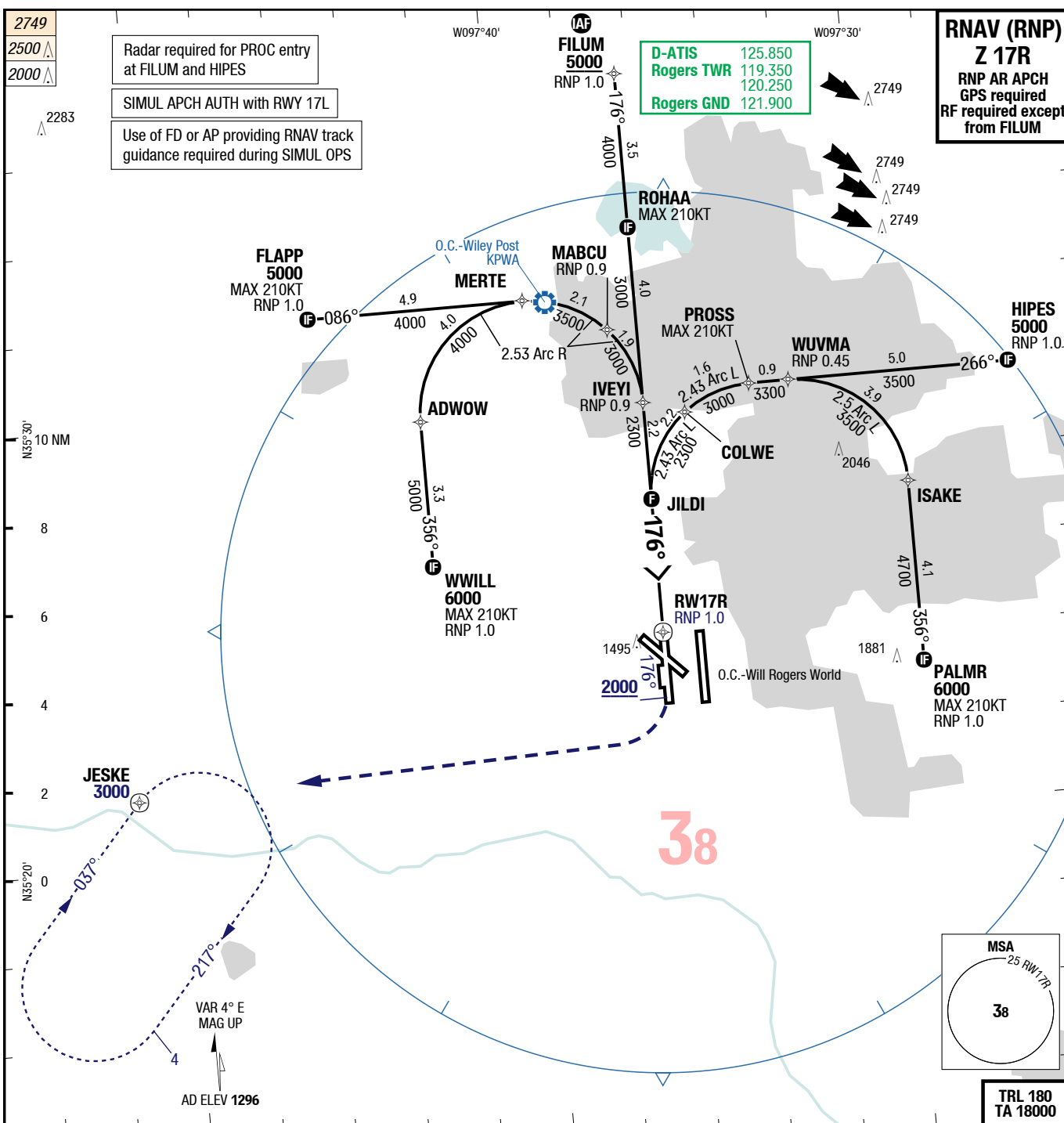
AMDT 2C

## ILS or LOC 35R





3.00° RW17L				3	2	1	<div>17L</div>	<div>▶▷▮     2988 G 46</div> <div>60 HL 15 HL</div>	ML-P1R THR 1287 (46hPa) / TDZ 1287 (---%) 0.0%								
				2300	1990	1670											
<div>3 RW17L SCORY</div> <div><div><div>2300</div><div>2300</div></div><div>176°</div><div>DA</div><div>59</div><div>176° to JAVXE climb 5000</div><div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>640</td><td>740</td><td>850</td></tr></table></div></div> <div>DIST to THR</div> <div>30</div>										GS	120	140	160		640	740	850
GS	120	140	160														
	640	740	850														
<div>17L</div> <div>TE<sub>ENT</sub></div>		RNAV RNP 0.11 VNAV 1)		RNAV RNP 0.20 VNAV 1)		RNAV RNP 0.30 VNAV 1)			<div>Circling TERPS</div>								
C	ft - ft/SM ft	270 - 2400R/0.5V 1560	360 - 3500R/0.63V 1650	440 - 5000R/1.0V 1730				Not published									
D	ft - ft/SM ft	270 - 2400R/0.5V 1560	360 - 3500R/0.63V 1650	440 - 5000R/1.0V 1730				Not published									
1) Uncompensated BARO VNAV NA below -12°C (11°F) or above 54°C (130°F)																	



3.00°  
RW17R

3 2 1

2300 1980 1660

17R

ML-P1R THR 1282 (46hPa) / TDZ 1282 (---%) -0.2%

3 RW17R  
JILDI

2300

2300

176°

DA

176°  
at MNM 2000 RT  
direct JESKE  
climb 3000

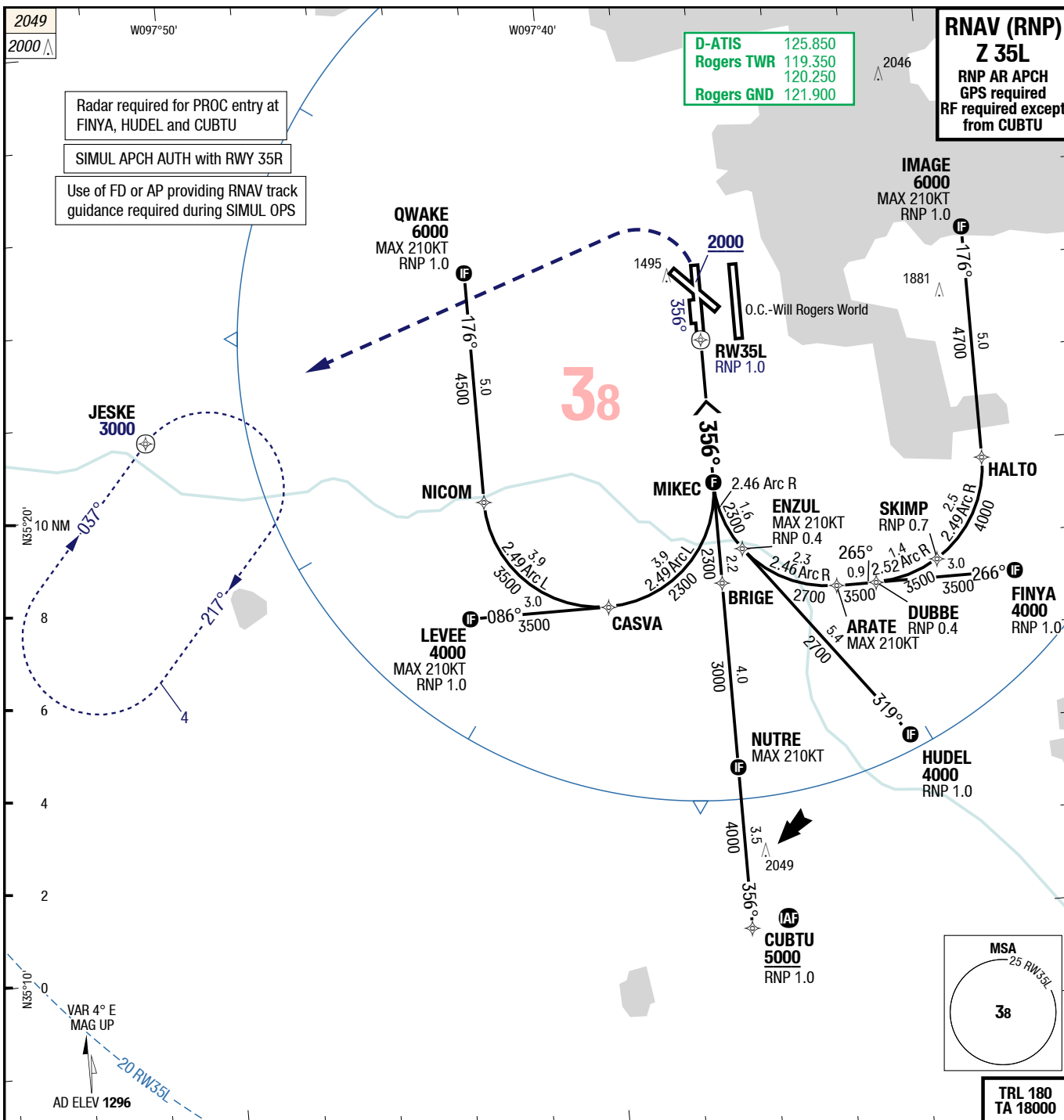
GS	120	140	160
	640	740	850

DIST to THR

3 0

17R	RNAV RNP 0.20 VNAV 1)	RNAV RNP 0.30 VNAV 1)	RNAV RNP 0.30 VNAV APL U/S 1)			Circling
						TERPS
C	ft - ft/SM ft	280 - 2400R/0.5V 1560	400 - 4500R/0.88V 1680	400 - 1.25V 1680		Not published
D	ft - ft/SM ft	280 - 2400R/0.5V 1560	400 - 4500R/0.88V 1680	400 - 1.25V 1680		Not published

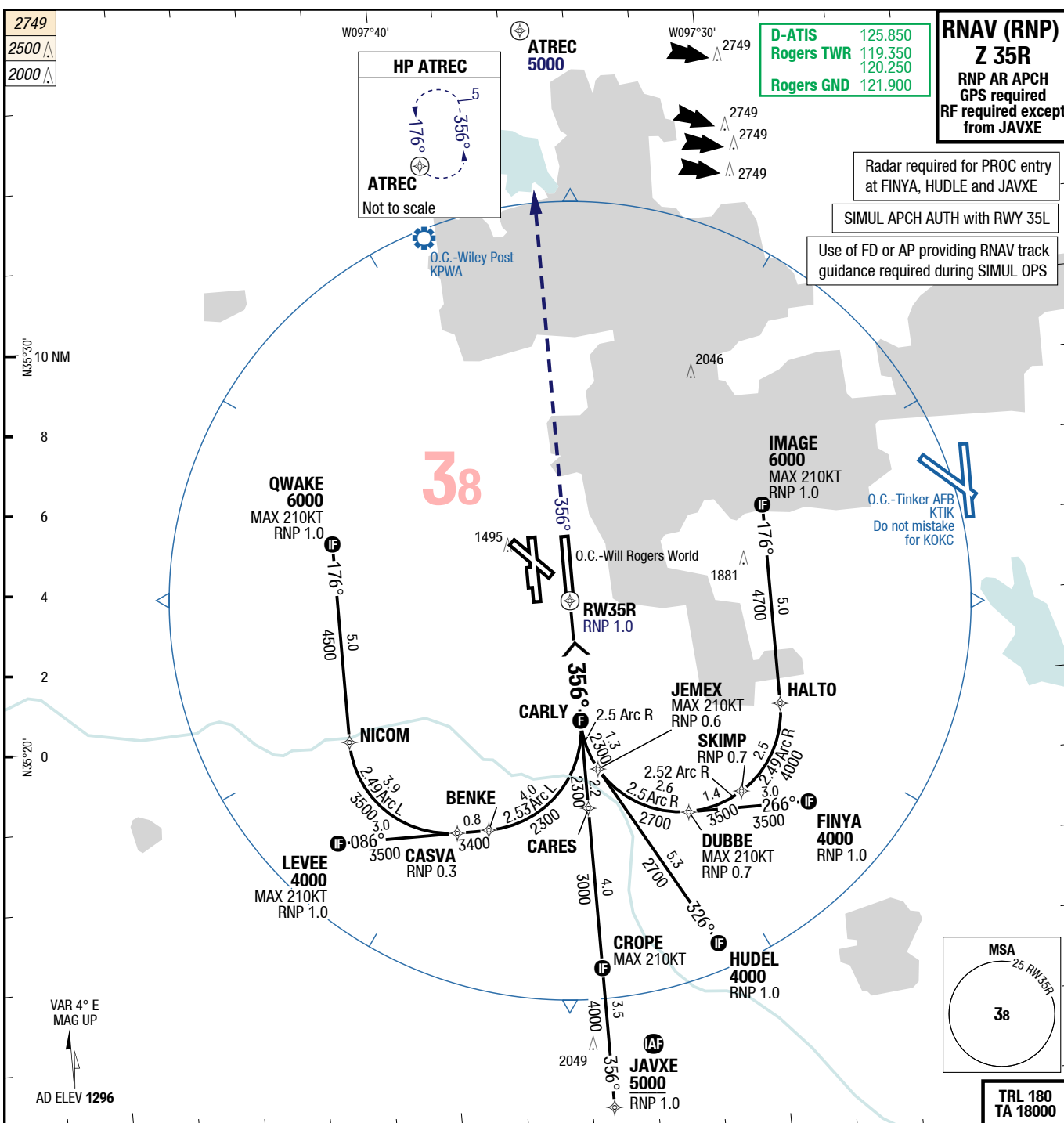
1) Uncompensated BARO VNAV NA below -12°C (11°F) or above 54°C (130°F)



60 HL

15 HL

</



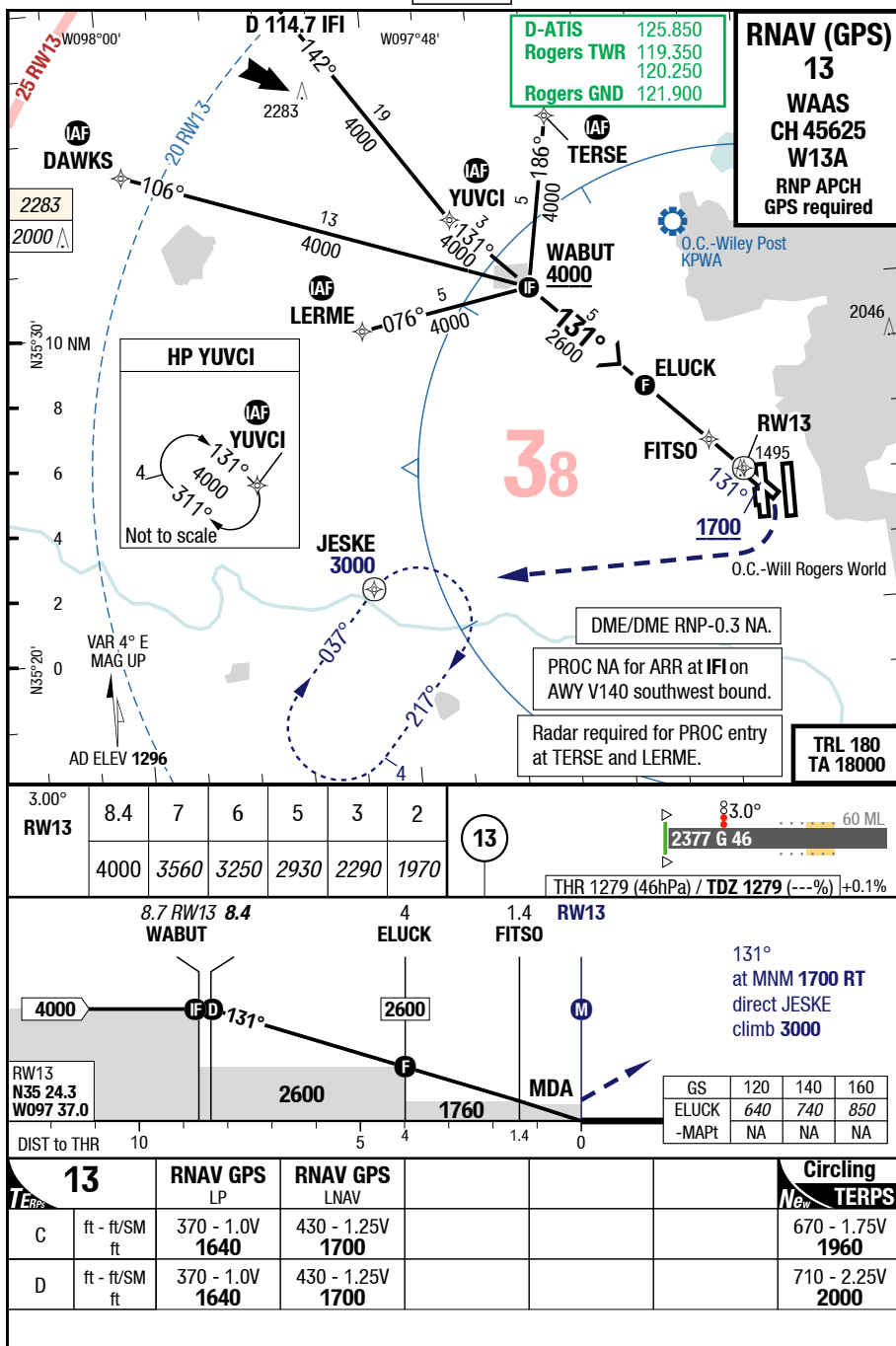
60 HL 15 HL		46 G 2988		<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div><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1) Uncompensated BARO VNAV NA below -12°C (11°F) or above 54°C (130°F)

# OKC-KOKC

7-90

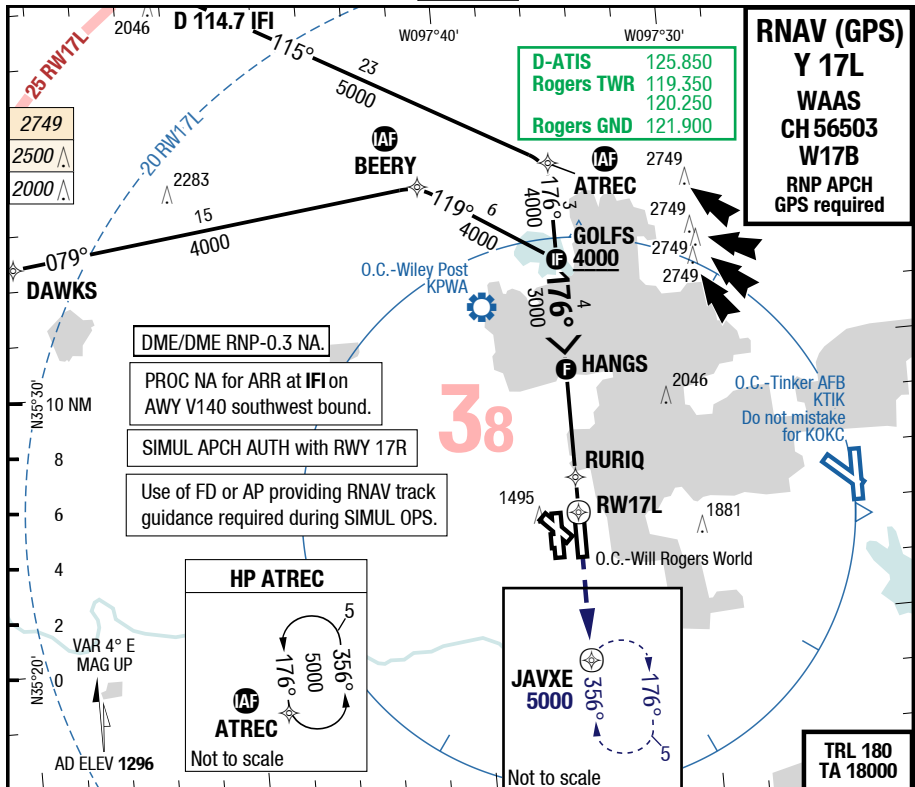
## RNAV (GPS) 13



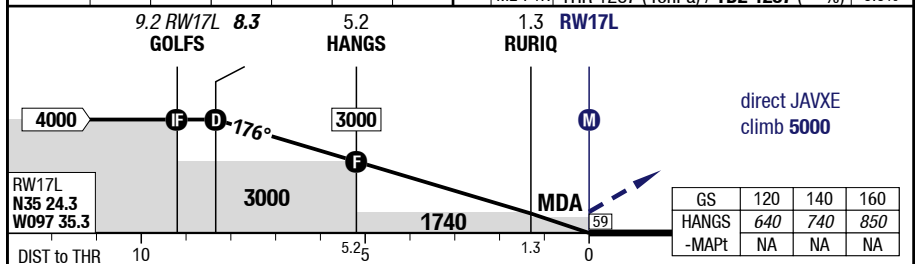
OKC-KOKC

7-100

RNAV (GPS) Y 17L



3.00° <b>RW17L</b>	8.3	6	4	3	2	1	<b>(17L)</b> ML-P1R THR 1287 (46hPa) / <b>TDZ 1287</b> (---%) 0.0%
	4000	3260	2620	2300	1990	1670	



<b>17L</b>		<b>RNAV GPS LPV 1)</b>	<b>RNAV GPS VNAV 2)</b>	<b>RNAV GPS LNAV 3)</b>		<b>Circling TERPS</b>
<b>C</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>1490</b>	310 - 2400R/0.5V <b>1590</b>	380 - 3500R/0.63V <b>1660</b>		670 - 1.75V <b>1960</b>
<b>D</b>	ft - ft/SM ft	200 - 1800R/0.5V <b>1490</b>	310 - 2400R/0.5V <b>1590</b>	380 - 3500R/0.63V <b>1660</b>		710 - 2.25V <b>2000</b>

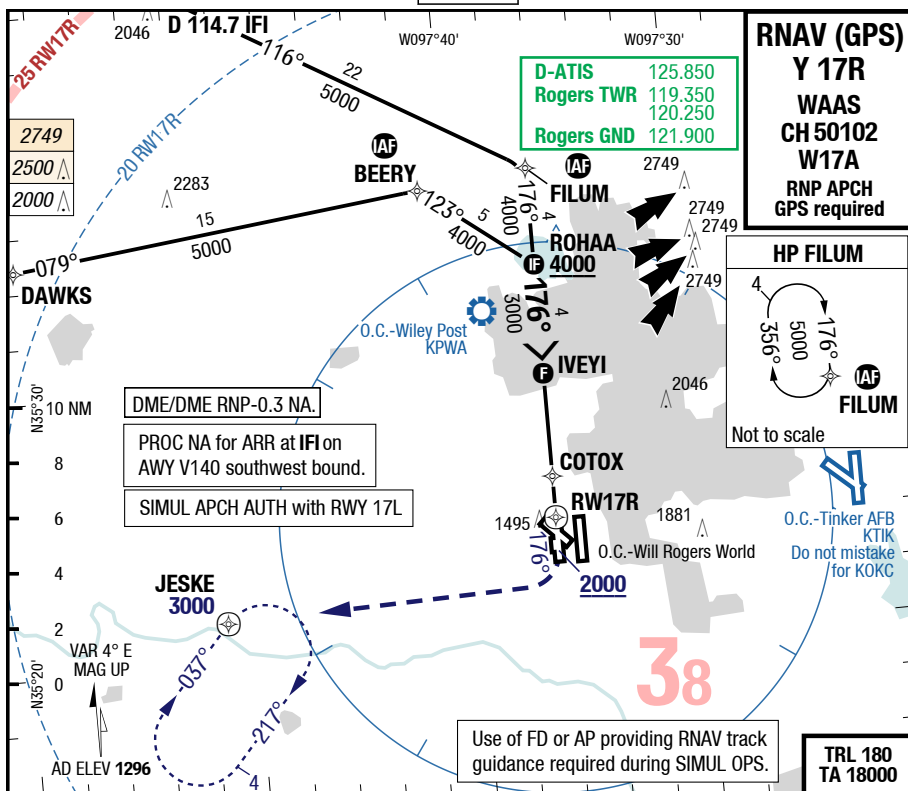
1) FD or AP or HGS to DA required, else use 2400ft or 0.5SM 2) Uncompensated BARO VNAV NA below -12°C (11°F) or above 54°C (130°F)  
 3) NA during SIMUL OPS



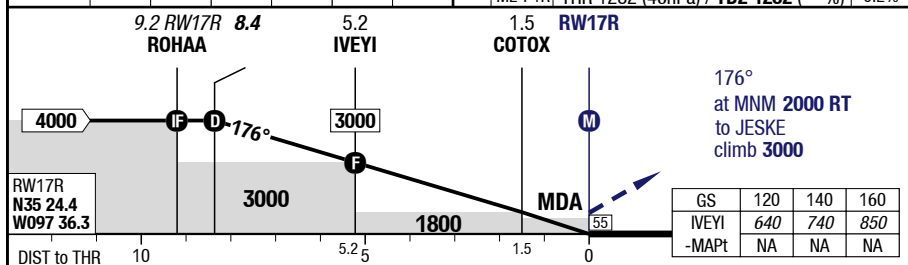
# OKC-KOKC

7-110

## RNAV (GPS) Y 17R



3.00° RW17R	8.4	6	5	4	3	2	
	4000	3250	2930	2610	2300	1980	



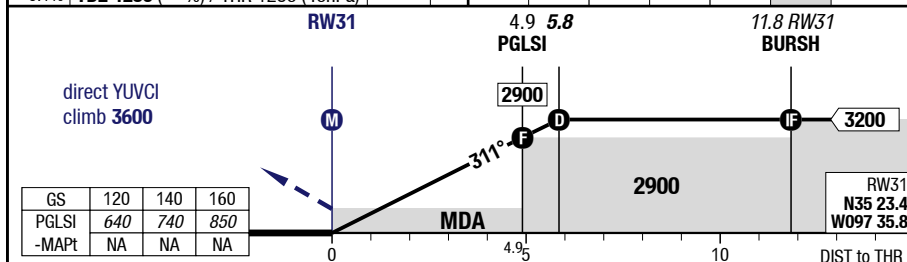
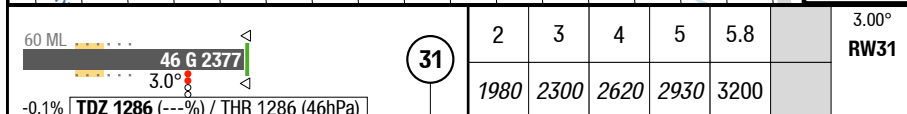
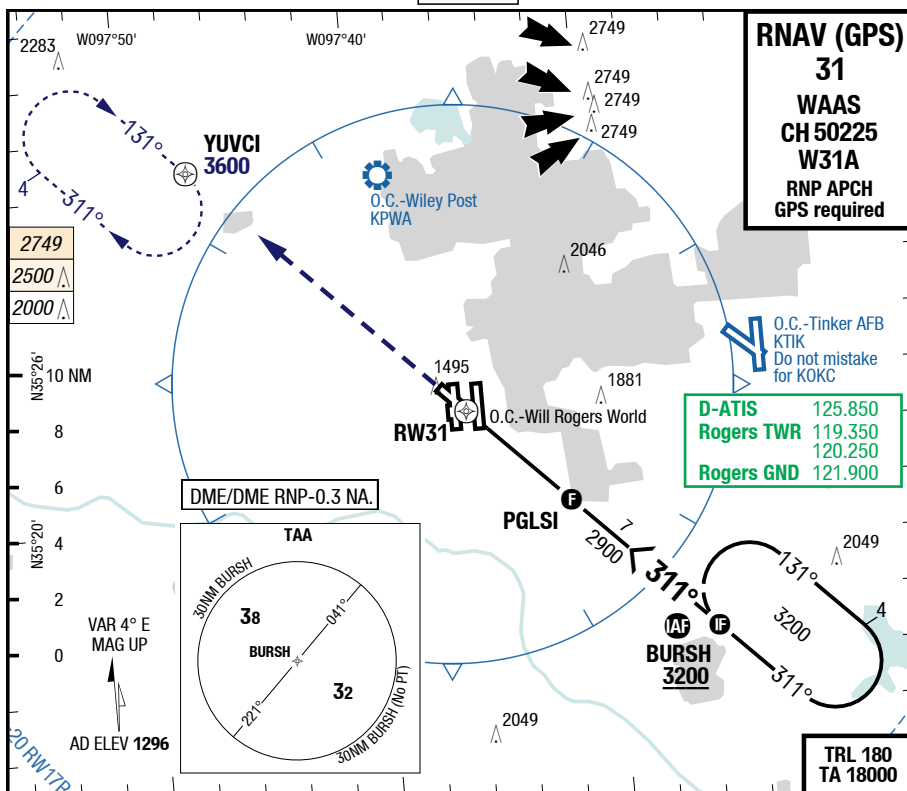
17R		RNAV GPS LPV 1)	RNAV GPS VNAV 2)	RNAV GPS LNAV 3)		Circling TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V <b>1490</b>	320 - 2600R/0.5V <b>1600</b>	380 - 3500R/0.63V <b>1660</b>		670 - 1.75V <b>1960</b>
D	ft - ft/SM ft	200 - 1800R/0.5V <b>1490</b>	320 - 2600R/0.5V <b>1600</b>	380 - 3500R/0.63V <b>1660</b>		710 - 2.25V <b>2000</b>

1) FD or AP or HGS to DA required, else use 2400ft or 0.5SM 2) Uncompensated BARO VNAV NA below -12°C (11°F) or above 54°C (130°F)  
3) NA during SIMUL OPS

# OKC-KOKC

7-120

## RNAV (GPS) 31

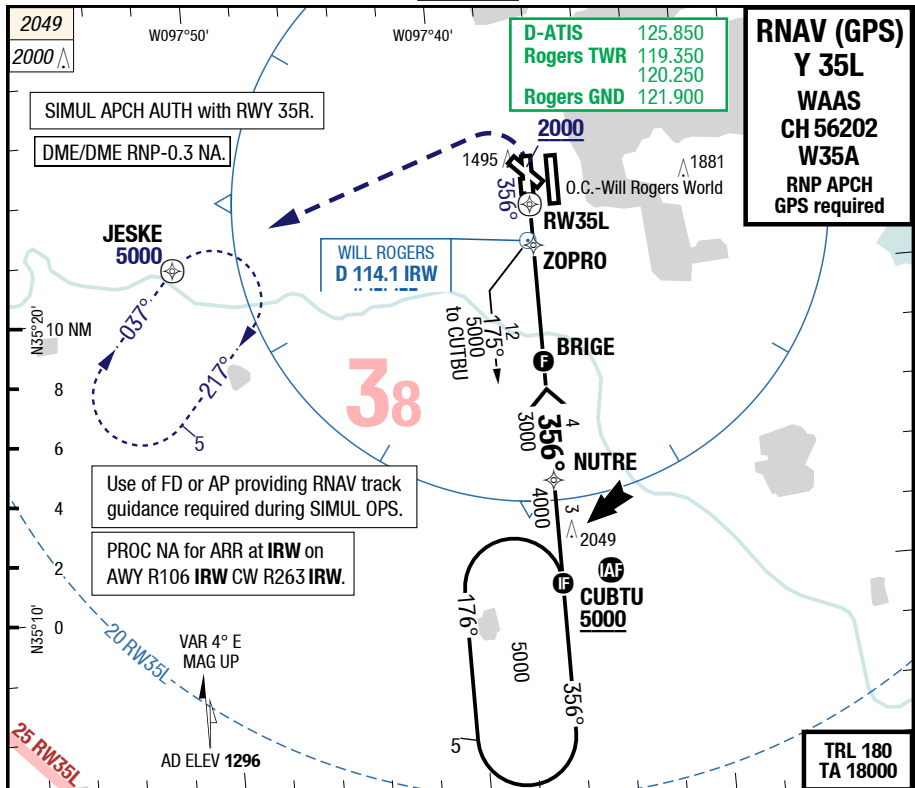


<b>31</b>		<b>RNAV GPS</b> LP	<b>RNAV GPS</b> LNAV				<b>Circling</b> <b>TERPS</b>
<b>C</b>	ft - ft/SM ft	400 - 1.13V <b>1680</b>	420 - 1.25V <b>1700</b>				670 - 1.75V <b>1960</b>
<b>D</b>	ft - ft/SM ft	400 - 1.13V <b>1680</b>	420 - 1.25V <b>1700</b>				710 - 2.25V <b>2000</b>

OKC-KOKC

7-130

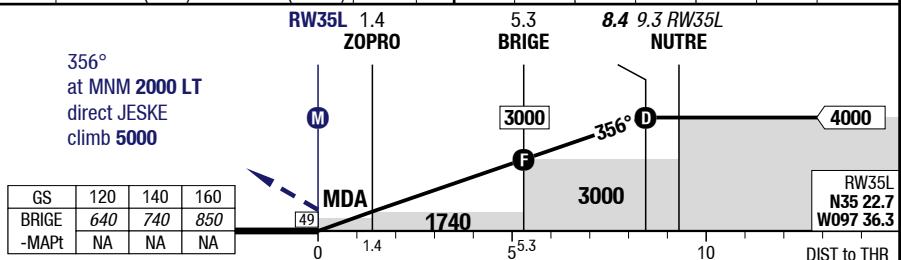
RNAV (GPS) Y 35L



60 HL  
 15 HL  
 46 G 2987  
 +0.2% TDZ 1276 (---%) / THR 1263 (45hPa) ML-P1R

35L

1	2	3	4	6	8.4	3.00° RW35L
1630	1950	2270	2590	3230	4000	



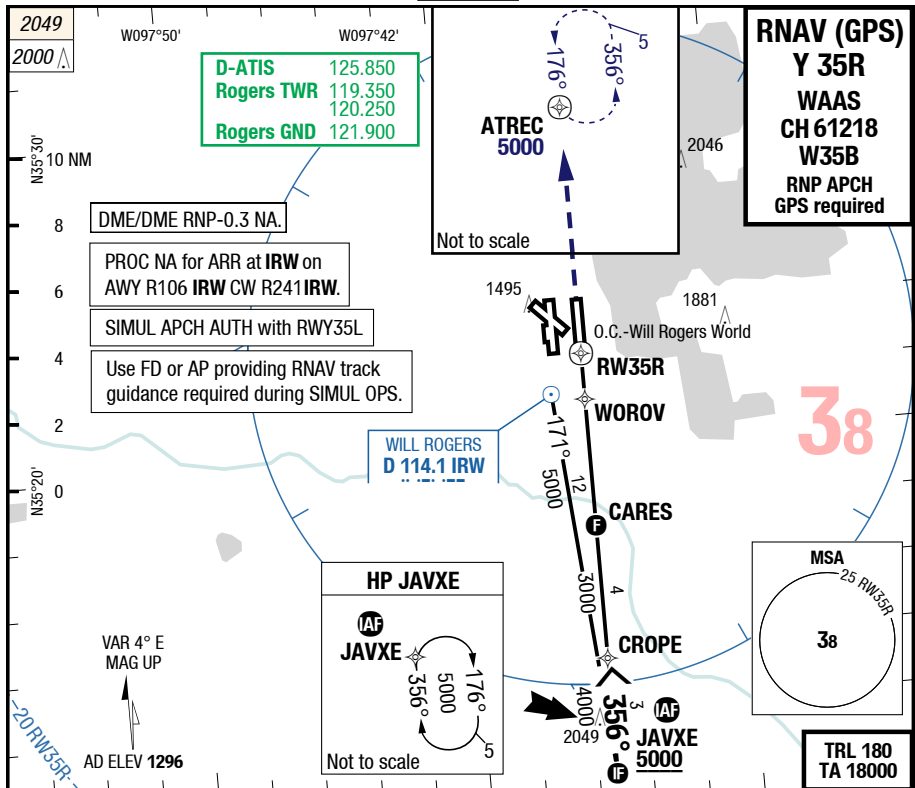
35L	RNAV GPS LPV 1)	RNAV GPS VNAV 2)	RNAV GPS LNAV 3)	Circling TERPS
C	ft - ft/SM ft 200 - 1800R/0.5V <b>1480</b>	270 - 2400R/0.5V <b>1550</b>	330 - 2600R/0.5V <b>1600</b>	670 - 1.75V <b>1960</b>
D	ft - ft/SM ft 200 - 1800R/0.5V <b>1480</b>	270 - 2400R/0.5V <b>1550</b>	330 - 2600R/0.5V <b>1600</b>	710 - 2.25V <b>2000</b>

1) FD or AP or HGS to DA required, else use 2400ft or 0.5SM 2) Uncompensated BARO VNAV NA below -12°C (11°F) or above 54°C (130°F)  
 3) NA during SIMUL OPS

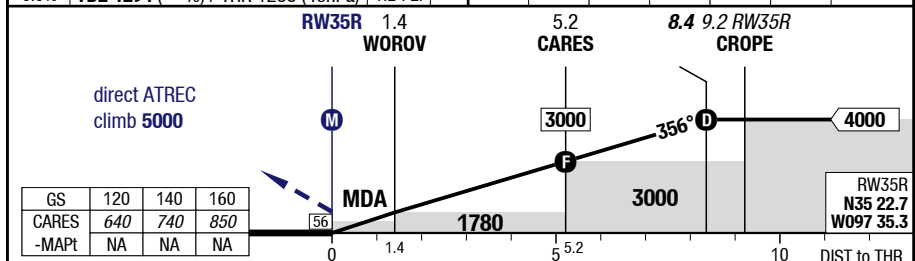
OKC-KOKC

7-140

RNAV (GPS) Y 35R



60 HL	46 G 2988	(35R)	1	2	3	5	7	8.4	3.00°
15 HL			1660	1980	2300	2940	3570	4000	RW35R
0.0%	TDZ 1294 (---%) / THR 1283 (46hPa)	HL-P2F							



35R	RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV 2)	Circling TERPS
C	ft - ft/SM 1500	250 - 2400R/0.5V 1550	350 - 4000R/0.75V 1640	670 - 1.75V 1960
D	ft - ft/SM 1500	250 - 2400R/0.5V 1550	350 - 4000R/0.75V 1640	710 - 2.25V 2000

1) Uncompensated BARO VNAV NA below -12°C (11°F) or above 54°C (130°F)

2) NA during SIMUL OPS

OKC-KOKC

7-150

VOR 17L

