

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

**RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

TERMINAL ROUTES				MISSED APPROACH	
FROM	TO	COURSE AND DISTANCE	ALTITUDE		
NEBEE (IF/IAF)	BEKAW (FB)	175.99 / 7.00	2900	LPV: DA LNAV/VNAV: DA LNAV: RW17	
BEKAW (FAF)	YOQEJ/2.00 NM TO RW17 (FB)	175.99 / 3.36		CLIMB TO 3300 DIRECT DERFF AND HOLD.	
YOQEJ/2.00 NM TO RW17	RW17 (MAP) (FO)	175.99 / 2.00			
RW17 (MAP)	1350 MSL	175.99			
1350 MSL	DERFF (FO)		3300	ADDITIONAL FLIGHT DATA: HOLD S, RT, 355.99 INBOUND. CHART FAS OBST: 1309 TREE 350829N/0975851W DISTANCE TO THLD FROM 200 HATH: 0.49 NM. CHART VDP AT 1.16 MILES TO RW17* *LNAV ONLY. WAAS CHANNEL # 70430 REFERENCE PATH ID: W17A LTP HAE: 324 M	

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD N NEBEE, RT, 175.99 INBOUND, 3300 FT. IN LIEU OF PT (IAF)
- FAC: 175.99 FAF: BEKAW DIST FAF TO MAP: 5.36 THLD: 5.36
- MIN. ALT: NEBEE 3300, BEKAW 2900, YOQEJ/2.00 NM TO RW17 1820*
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:
- MIN GS INCPT: 2900 GS ALT AT: BEKAW 2900 OM: MM: IM:
- GS ANGLE: 3.00 TCH: 43.0 34:1 IS CLEAR
- MSA FROM:

MAG VAR: 4E EPOCH YEAR: 2015

MINIMUMS															
TAKEOFF:	SEE FAA FORM 8260-15A FOR THIS AIRPORT									ALTERNATE: N A		STANDARD @			
CATEGORY ==>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
LPV DA	1350	3/4	200	1350	3/4	200	1350	3/4	200				NA		
LNAV/VNAV DA	1480	1 1/8	330	1480	1 1/8	330	1480	1 1/8	330				NA		
LNAV MDA	1560	1	410	1560	1	410	1560	1 1/8	410				NA		
CIRCLING	1600	1	448	1620	1	468	1620	1 1/2	468				NA		

NOTES:
 CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 54C (130F). @ NA WHEN LOCAL WEATHER NOT AVAILABLE.
 CHART NOTE: DME/DME RNP-0.3 NA.
 CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WILL ROGERS WORLD ALTIMETER SETTING AND INCREASE ALL DA 79 FEET AND ALL MDA 80 FEET AND INCREASE LPV ALL CATS VISIBILITY 1/8 (SEE FORM 8260-10)



CITY AND STATE CHICKASHA, OK	ELEVATION: 1152 THRE: 1150 AIRPORT NAME: CHICKASHA MUNI	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 17, AMDT 1	SUP: AMDT: ORIG DATED 09/04/2003
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ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE ROUTINE				
COORDINATED WITH:						
ATA <input type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input checked="" type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input checked="" type="checkbox"/>	NBAA <input checked="" type="checkbox"/>	OTHER (specify) <input checked="" type="checkbox"/> <u>ZFW, OKC APP CON, ST AV DIR, AIRPORT MANAGER</u>
FLIGHT CHECKED BY						
NAME:					FIFO	DATE:
DEVELOPED BY						
NAME: JILL OLSON (MARK BURTZ)					FIFO AJV-353	DATE: 04/19/2012
APPROVED BY						
NAME: LARRY H STROUT					FIFO AJV-353	DATE:
CHANGES:						
<ol style="list-style-type: none"> 1. REMOVED OPTIE AND SAMKE IAP TERMINAL ROUTES. 2. EXTENDED NEBEE INTERMEDIATE SEGMENT TO 7.00 NM. 3. BEKAW MOVED TO PFAF LOCATION/FINAL SEGMENT LENGTHENED FROM 5.27 TO 5.36. 4. ADDED STEP DOWN FIX TO FINAL SEGMENT. 5. UPDATED MAGVAR AND EPOCH YEAR. 6. UPDATED ALL COURSES TO REFLECT NEW MAVAR (4E)/CHANGED TERMINAL ROUTE COURSES FROM 171.99 TO 175.99, AND MISSED APPROACH HOLDING INBOUND COURSE FROM 351.99 TO 355.99. 7. LPV MINS ADDED. 8. DISTANCE FROM THLD TO 331 HAT(VNAV) CHANGED FROM .90 TO 200 HATH (LPV) .49. 9. ALL REFERENCES TO TDZE CHANGED TO THRE. 10. CHANGED TCH FROM 45 TO 43. 11. VDP MOVED FROM 1.15 TO 1.16NM. 12. CHANGED CIRCLING CAT A MINS FROM 1560/410 TO 1600/448, CAT B FROM 1600/450 TO 1620/468, CAT C HAA FROM 470 TO 468, AND CHANGED CAT A/B VISIBILITY FROM 1 1/4 TO 1. SEE 8260-10						
REASONS:						
<ol style="list-style-type: none"> 1,7. FPT REQUEST. 2,3. .54A REQUIREMENT. 4. TO RETAIN PREVIOUS MINIMUMS AFTER AAO APPLIED. 5,6. MAGVAR DIFFERENCE WAS MORE THAN 3 DEGREES/PER CURRENT EVALUATION. 8,11. PER CURRENT EVALUATION. 9,15. CURRENT CRITERIA. 10. TO MEET VGSI COINCIDENCE/TO CLEAR OBSTACLE (FENCE) ON LPV. 12. PER CURRENT EVALUATION/THIRD PARTY SURVEY AND NEW VISIBILITY TABLE. 13. ALTERNATE MINS AUTHORIZED. 14. MODIFIED TAA TO ELIMINATE IAFS THAT EXCEEDED 10 NM LENGTH. 16. THIRD PARTY SURVEY 20:1 PENETRATION. 17,18. UPDATED VISIBILITY TABLES/PER CURRENT EVALUATION. 19. NO LONGER REQUIRED. SEE 8260-10						

QUALITY
 2
 CHECKED

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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NOTES, (CONT.):
MILE, LNAV/VNAV ALL CATS VISIBILITY AND LNAV CAT C VISIBILITY 1/4 MILE.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING WILL ROGERS WORLD ALTIMETER SETTING.
CHART NOTE: WHEN VGSI INOP, CIRCLING RWY 35 NA AT NIGHT.

TAA

	FROM	TO	ALT
1.	086/30 CW 266/30 (NOPT)	086/10 CW 266/10	4500
2.	086/10 CW 266/10	NEBEE (IF/IAF) (FB)	3300
3.	266/30 CW 086/30	266/10 CW 086/10	4500
4.	266/10 CW 086/10	NEBEE (IF/IAF) (FO)	3300



CITY AND STATE CHICKASHA, OK	ELEVATION: 1152	THRE: 1150	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 17, AMDT 1	SUP:
	AIRPORT NAME: CHICKASHA MUNI				AMDT: ORIG
					DATED: 09/04/2003

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
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COORDINATED WITH:

ATA <input type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input type="checkbox"/>	NBAA <input type="checkbox"/>	OTHER (specify) <input type="checkbox"/> _____
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FLIGHT CHECKED BY		
NAME:	FIFO	DATE:

DEVELOPED BY		
NAME:	FIFO	DATE:

APPROVED BY		
NAME:	FIFO	DATE:

CHANGES:
CHANGES CONT.
 13. ALTERNATE MINS ADDED. 14. INCREASED TAA STRAIGHT-IN AREA 30NM TO 10NM FROM 3700 TO 4500, REPLACED LEFT BASE AND RIGHT BASE AREAS WITH MODIFIED PT REQUIRED AREA, INCREASED 30NM TO 10NM FROM 3300 TO 4500, ADDED STEPDOWN ARC 10NM TO NEBEE. 15. HIGH TEMP ADDED TO NA VNAV. 16. ADDED NOTE: WHEN VGSI INOP, CIRCLING NA TO RWY 35 AT NIGHT. 17. CHANGED "WHEN LOCAL ALTIMETER NOTE RECEIVED" NOTE TO REFLECT CURRENT VISIBILITIES. 18. LNAV/VNAV ALL CATS AND LNAV CAT C VISIBILITY CHANGED FROM 1 1/4 TO 1 1/8. 19. DELETED GNS OR RNP-0.3 REQUIRED NOTE.

REASONS:
REASONS CONT.
 *PDF EDITS: REMOVED SDF ALTITUDE IN TERMINAL ROUTES ALTITUDE COLUMN
 CHANGED MISSED ALTITUDE FROM 1350 TO 3300 IN TERMINAL ROUTES COLUMN
 ADDED (FAF) TO BEKAW IN TERMINAL ROUTES FROM COLUMN.
 REMOVED 020 AND 2.0 FROM MISSED APPROACH ARINC CODING.
 ADDED KCHK TO PART-B BLOCK 2.



**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR PART 97.33**

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FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KCHK
RUNWAY	RW17
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W17A
LTP/FTP LATITUDE	350612.3095N
LTP/FTP LONGITUDE	0975809.1580W
LTP/FTP ELLIPSOIDAL HEIGHT	+03240
FPAP LATITUDE	350443.0700N
FPAP LONGITUDE	0975809.1400W
THRESHOLD CROSSING HEIGHT (TCH)	00043.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1192
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0

CRC REMAINDER 98F34232

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+03506
FPAP ORTHOMETRIC HEIGHT	+03506



CITY AND STATE CHICKASHA, OK	ELEVATION: 1152 THRE: 1150	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 17, AMDT 1	SUP:
	AIRPORT NAME: CHICKASHA MUNI			AMDT: ORIG
				DATED: 09/04/2003

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE								
COORDINATED WITH: <table style="width: 100%; border: none;"> <tr> <td style="text-align: center; padding: 2px;">ATA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">AAT <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">ALPA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">APA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">AOPA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">NBAA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">OTHER (specify) <input type="checkbox"/></td> <td style="border-bottom: 1px solid black; width: 200px;"></td> </tr> </table>			ATA <input type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input type="checkbox"/>	NBAA <input type="checkbox"/>	OTHER (specify) <input type="checkbox"/>	
ATA <input type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input type="checkbox"/>	NBAA <input type="checkbox"/>	OTHER (specify) <input type="checkbox"/>				
FLIGHT CHECKED BY										
NAME:	FIFO	DATE:								
DEVELOPED BY										
NAME:	FIFO	DATE:								
APPROVED BY										
NAME:	FIFO	DATE:								
CHANGES:										
REASONS:										

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
 FLIGHT STANDARDS SERVICES - FAR PART 97.33

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ARINC SUMMARY - 424-18 - RNAV (GPS)

ROUTES	TRANSITION	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG (TRUE)	DISTANCE	ALTITUDE	SPEED
	NEBEE	NEBEE	010	IAF	HF	R	FO		176.0 (180.0T)	004.0	AA 03300	
		NEBEE	010	FACF	IF		FB				AA 03300	
		BEKAW	020	FAF	TF		FB	0.5	176.0 (180.0T)	007.0	AA 02900	
		YOQEJ	021	SDF	TF		FB	0.3	176.0 (180.0T)	003.4	AA 01820	GS 01830
		RW17	030	MAP	TF		FO	0.3	176.0 (180.0T)	002.0	AT 01193	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG (TRUE)	DISTANCE	ALTITUDE	SPEED
		040		CA		FB		176.0 (180.0T)		AA 01350	
	DERFF	050		DF		FO				AA 03300	
	DERFF	060		HM	R	FO		356.0 (360.0T)	004.0	AA 03300	

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	BEKAW	N351134.37	W0975809.23	N3511.573	W09758.154
	DERFF	N345316.38	W0975809.00	N3453.273	W09758.150
	NEBEE	N351835.03	W0975809.32	N3518.584	W09758.155
	YOQEJ	N350812.50	W0975809.19	N3508.208	W09758.153
	RW17	N350612.31	W0975809.16	N3506.205	W09758.153

RUNWAY DATA	RWY	THRESHOLD ELEVATION	TCH
	RW17	01150	43

CITY AND STATE
 CHICKASHA, OK

ELEVATION: 1152 THRE: 1150
 AIRPORT NAME:
 CHICKASHA MUNI

FACILITY IDENTIFIER:
 RNAV

PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:
 RNAV (GPS) RWY 17, AMDT 1

SUP:
 AMDT:
 DATED: 09/04/2003



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.				
STRAIGHT-IN AREA	086/30 CW 266/30	086/10 CW 266/10	1. TOWER (40-002677)	351503.80N/0983653.80W	3500 (2C)	1000		4500				
			2. TERRAIN	353918.00N/0982736.00W	1772 (1800)		AS1500	3300				
STRAIGHT-IN AREA	086/10 CW 266/10	NEBEE	3. TOWER (40-001118)	351904.60N/0980910.70W	2017 (2C)	1000	AT283	3300				
			4. TERRAIN	352021.00N/0981154.00W	1631 (1600)		AS1500	3100				
STRAIGHT-IN AREA	266/30 CW 086/30	266/10 CW 086/10	1. TOWER (40-002677)	351503.80N/0983653.80W	3500 (2C)	1000		4500				
			4. TERRAIN	352021.00N/0981154.00W	1631 (1600)		AS1500	3100				
STRAIGHT-IN AREA	266/10 CW 086/10	NEBEE	3. TOWER (40-001118)	351904.60N/0980910.70W	2017 (2C)	1000	AT283	3300				
			5. TERRAIN	352130.00N/0981333.00W	1647 (1600)		AS1500	3100				
INTERMEDIATE	NEBEE (IF/IAF)	BEKAW	6. WNDMLL (40-020606)	351616.18N/0975956.34W	1851 (5D)	500	AT549	2900				
			7. TERRAIN	351624.00N/0975957.00W	1454 (1500)		AS1000	2500				
FINAL: LPV	BEKAW	RW17				ASC		1350/200				
FINAL: LNAV/VNAV	BEKAW	RW17				ASC	XP80	1480/330				
FINAL: LNAV	BEKAW	YOQEJ/2.00 NM TO	8. AAO	351152.19N/0975937.19W	1459 (2C)	250	RA79 DG32	1820				
		RW17										
2. HOLD-IN-LIEU-OF-PT	NEBEE	P-5	10. WNDMLL (40-021197)	352208.09N/0980455.07W	1954 (5D)	1000	AT346	3300				
			11. TERRAIN	352208.09N/0980455.07W	1556 (1600)		AS1500	3100				
3. MISSED APPROACH	MAP:	DA / DA / RW17	DERFF			ASC		3300				
	ELEV:	1185/1330/1460		12. TOWER (40-002450)	345350.00N/0975725.00W	1625 (2C)	1000	2700				
			13. TERRAIN	345236.00N/0975736.00W	1362 (1400)		AS1500	2900				
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.										
CATEGORY A	1.3 NM	REQUIRED	ACTUAL	350	448	14. TREE	350727.65N/0975753.85W	1289 (2C)	300		1600	
CATEGORY B	1.5 NM			450	468	15. TREE	350740.84N/0975755.64W	1299 (2C)	300		HAA	1620
CATEGORY C	1.7 NM			450	468	15. TREE	350740.84N/0975755.64W	1299 (2C)	300		HAA	1620
CATEGORY D	2.3 NM			550								
CATEGORY E	4.5 NM			550								
5. MINIMUM SAFE ALTITUDES				PRIMARY NAVAID:								
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	MSAT 1 2 CHECKED			
CITY AND STATE		ELEVATION: 1152		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION				
CHICKASHA, OK		AIRPORT NAME: CHICKASHA MUNI		RNAV		RNAV (GPS) RWY 17, AMDT 1		ASW				

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: ACTUAL HIGH TEMP: 88C (190F) PRECIPITOUS TERRAIN EVALUATION COMPLETED. 100 FT VEGETATION USED PER FPT. AVERAGE COLD TEMPERATURE BASED ON STANDARD -30C ISA DEVIATION. HISTORICAL TEMPERATURE INFORMATION NOT AVAILABLE. LPV SLOPE: 34:1 LNAV/VNAV SLOPE: 23.4:1 VGSI DATA: 3.00/40. 43 FT PROCEDURE TCH USED TO MITIGATE GQS PENETRATION (KCHKL003 1153 MSL FENCE). KCHK AWOS-3 AND KOKC ASOS ON SERVICE A. RASS PRESSURE PATTERNS SAME KCHK 1152, KOKC 1295 RA = 78.3. SEE ATTACHED AIRSPACE LETTER. TERPS, VOLUME 1, VISUAL PORTION OF FINAL PENETRATIONS: RWY 35, 20:1: 1160 TREE (KCHKL018) 350514.54N/0975810.39W (3.21) (FPT NOTIFIED OF ALL PENETRATIONS) XP: LNAV/VNAV AND LNAV MINIMA NOT LOWERED PER STUDY 2011-WTW-6254-OE, THIS STUDY WOULD AFFECT BOTH PROCEDURES IN CHK/TO MATCH CURRENTLY PUBLISHED PROCEDURE.
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING				
OKC APP CON			<input type="checkbox"/>	N W S	OTHER: AWOS-3	SOURCE:KCHK / KOKC				
			<input type="checkbox"/>	F A A		DISTANCE: 0 / 25.28				
SATISFACTORY ON:			<input type="checkbox"/>	A / C		HOURS REMOTE OPERATION: 24 / BACKUP				
<input checked="" type="checkbox"/>	V H F	<input checked="" type="checkbox"/>	U H F	<input type="checkbox"/>	H F	LOCATION: KCHK		ADJUSTMENT: 0 / 79		
4. MONITOR STATUS	PRIMARY NAVAID:									
	MONITOR POINT:									
	HRS OPTN:	<input type="checkbox"/>	CAT 1	<input type="checkbox"/>	CAT 3					
5. APPROACH & RUNWAY LIGHTING	ALS									
	(S) SALS									
	MALS									
	HIRL									
	<input checked="" type="checkbox"/>	MIRL 17 (PCL), 35 (PCL)								
	REIL									
	TDZ									
<input type="checkbox"/>	C/LINE									
<input checked="" type="checkbox"/>	OTHER (SPECIFY) PAPI-4L 17, 35									
6. RUNWAY MARKINGS		BASIC								
		ALL WEATHER								
		INSTRUMENT	NPI-F 17, 35							
7. RUNWAY VISUAL RANGE		APPROACH								
		MIDFIELD								
		ROLL OUT								
8. GLIDE PATH		GP ANGLE: 3.00				ELEV RWY THRESHOLD:1150.3				
		DISTANCE FROM RWY:				ELEV GP ANTENNA:				
		THRESHOLD CROSSING HEIGHT:43.0								
9. FINAL APPROACH COURSE AIMING		<input checked="" type="checkbox"/>	RUNWAY THRESHOLD				FT. FROM THRESHOLD			
		<input checked="" type="checkbox"/>	ON CENTERLINE				FT. FROM CENTERLINE			
10. WAIVERS: NONE										
PART D - PREPARED BY: JILL OLSON (MARK BURTZ)						DATE: 04/19/2012				
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-353				



PART B - SUPPLEMENTAL DATA										PART C - REMARKS:
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE				3. ALTIMETER SETTING			
SATISFACTORY ON:			N W S	OTHER:			SOURCE:			
			F A A				DISTANCE:			
			A / C				HOURS REMOTE OPERATION:			
V H F	U H F	H F	LOCATION:				ADJUSTMENT:			
4. MONITOR STATUS	PRIMARY NAVAID:									
	MONITOR POINT:									
	HRS OPTN:	CAT 1								
			CAT 3							
5. APPROACH & RUNWAY LIGHTING	ALS									
	(S) SALS									
	MALS									
	HIRL									
	MIRL									
	REIL									
	TDZ									
	C/LINE									
	OTHER (SPECIFY)									
6. RUNWAY MARKINGS		BASIC								
		ALL WEATHER								
		INSTRUMENT								
7. RUNWAY VISUAL RANGE		APPROACH								
		MIDFIELD								
		ROLL OUT								
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:				
		DISTANCE FROM RWY:				ELEV GP ANTENNA:				
		THRESHOLD CROSSING HEIGHT:								
9. FINAL APPROACH COURSE AIMING		RUNWAY THRESHOLD				FT. FROM THRESHOLD				
		ON CENTERLINE				FT. FROM CENTERLINE				
10. WAIVERS:										
PART D - PREPARED BY:						DATE:				
TITLE:						OFFICE:				

QUALITY
 2
 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: BEKAW

STATE: OK

COUNTRY: US

LATITUDE/LONGITUDE: 351134.37N/0975809.23W

TYPE: WP

AIRSPACE DOCKET:

FIX TYPE OF ACTION: MODIFY

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

FIX USE:

USE TYPE

USE TITLE

FAC

PAT

AIRPORT IDENT

CITY

STATE

IAP

RNAV (GPS) RWY 17

KCHK

CHICKASHA

OK (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2

DATE OF REVISION: 09/20/2012

REASON FOR REVISION:

FIX MOVED .9NM NORTH TO PFAF LOCATION.

UPDATED LAT/LON.

REMOVED FAC 1.

UPDATED FIX USE TO CURRENT FORMAT.

DEVELOPED BY:

DATE: 04/06/2012

OFFICE: AJV-353

NAME: JILL OLSON (MARK BURTZ)

APPROVED BY:

DATE:

OFFICE: AJV-353

NAME: LARRY STROUT

SIGNATURE:

DISTRIBUTION:

NFDC

FPO: CEN

ARTCC: ZFW

ATC FACILITY: OKC APP CON

OTHER:

QUALITY
2
CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: DERFF **STATE:** OK **COUNTRY:** US

LATITUDE/LONGITUDE: 345316.38N/0975809.00W **TYPE:** WP

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

HOLDING: **HOLDING TYPE OF ACTION:** MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME DME	HOLDING MIN	ALTITUDES MAX	TEMPLATES MIN	MAX
1	S		WP	175.99	355.99	R	4	3300	6000	5	6

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	TOWER (40-000279)	344940.00N/0975653.00W	1820	4D

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERN.

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	RNAV (GPS) RWY 17		1	KCHK	CHICKASHA	OK (US)
IAP	RNAV (GPS) RWY 35		1	KCHK	CHICKASHA	OK (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 5 **DATE OF REVISION:** 09/20/2012

REASON FOR REVISION:
 MOVED FIX 2.04 NM SOUTH.
 RETAINED FIX NAME FOR OPERATIONAL REQUIREMENT.
 UPDATED LAT/LON.
 REMOVED BOTH FACILITIES FROM FIX MAKEUP.
 CHANGED MAX TEMPLATE SIZE FROM 7 TO 6.
 UPDATED CONTROLLING OBSTACLE.
 MOVED HOLDING RESTRICTION COMMENT TO HOLDING RESTRICTIONS.
 ADDED PRECIPITOUS TERRAIN REMARK.
 UPDATED FIX USE.
 UPDATED RAD/CRS FROM 171.99/351.99 TO 175.99/355.99.

DEVELOPED BY: **DATE:** 04/09/2012 **OFFICE:** AJV-353 **NAME:** JILL OLSON (MARK BURTZ)

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION: **NFDC**
FPO: CEN
ARTCC: ZFW
ATC FACILITY: OKC APP CON
OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: NEBEE

STATE: OK

COUNTRY: US

LATITUDE/LONGITUDE: 351835.03N/0975809.32W

TYPE: WP

AIRSPACE DOCKET:

FIX TYPE OF ACTION: MODIFY

HOLDING:

HOLDING TYPE OF ACTION: MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME DME	HOLDING ALTITUDES MIN MAX	TEMPLATES MIN MAX
1	N		WP	355.99	175.99	R	4	3300 6000	5 6

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	WINDMILL (40-021197)	352208.09N/0980455.07W	1954	5D

HOLDING RESTRICTIONS:

HOLDING LIMITED TO ESTABLISHED PATTERN.

REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	RNAV (GPS) RWY 17		1	KCHK	CHICKASHA	OK (US)
IAP	RNAV (GPS) RWY 35		1	KCHK	CHICKASHA	OK (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1

DATE OF REVISION: 09/20/2012

REASON FOR REVISION:

FIX MOVED 2.07NM NORTH FOR SEGMENT LENGTH.
RETAINED FIX NAME FOR OPERATIONAL REQUIREMENT.
UPDATED LAT/LON.
REMOVED FAC 1.
CHANGED HOLDING MAX TEMPLATE FROM 7 TO 6.
UPDATED HOLDING CONTROLLING OBSTACLE.
ADDED PRECIPITOUS TERRAIN REMARK.
MOVED HOLDING RESTRICTED TO ESTABLISHED PATTERN TO HOLDING RESTRICTIONS.
UPDATED FIX USE TO CURRENT FORMAT.
UPDATED RAD/CRS FROM 351.99/171.99 TO 355.99/175.99

DEVELOPED BY: DATE: 04/06/2012 OFFICE: AJV-353 NAME: JILL OLSON (MARK BURTZ)

APPROVED BY: DATE: OFFICE: AJV-353 NAME: LARRY STROUT

SIGNATURE:

DISTRIBUTION: NFDC
 FPO: CEN
 ARTCC: ZFW
 ATC FACILITY: OKC APP CON
 OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: YOQ EJ

STATE: OK

COUNTRY: US

LATITUDE/LONGITUDE: 350812.50N/0975809.19W

TYPE: WP

AIRSPACE DOCKET:

FIX TYPE OF ACTION: ESTABLISH

FIX USE:

USE TYPE
IAP

USE TITLE
RNAV (GPS) RWY 17

FAC PAT

AIRPORT IDENT
KCHK

CITY
CHICKASHA

STATE
OK (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 09/20/2012

DEVELOPED BY:

DATE: 04/09/2012

OFFICE: AJV-353

NAME: JILL OLSON (MARK BURTZ)

APPROVED BY:

DATE:

OFFICE: AJV-353

NAME: LARRY STROUT

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: CEN
ARTCC: ZFW
ATC FACILITY: OKC APP CON
OTHER:



TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **CHICKASHA**

STATE: **OK**

AIRPORT NAME: **CHICKASHA MUNI**

ID: **KCHK**

PROCEDURE: **RNAV (GPS) RWY 17**

AMDT: **1**

DOCKET # :

(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

1. Distance from **THLD** to 1000' point **3.16**
(Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **1.20**
(Enter appropriate segment , final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **179.99**
4. High Terrain in **FINAL** segment containing 1000' point **1224**
5. Distance from **THLD** to 1500' point **10.76**
(If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **INTERMEDIATE** segment at 1500' point **4.00**
7. True Course of **INTERMEDIATE** segment containing 1500' point **179.99**
8. High Terrain in **INTERMEDIATE** segment containing 1500' point **1454**
9. Threshold Coordinates (if straight-in) ... **350612.31N / 0975809.16W**
10. ARP Coordinates **350550.50N / 0975803.70W**
11. Runway Approach End and distance furthest from ARP.....RWY **35**

Distance **0.48** **NM**
12. FAF Coordinates **351134.37N / 0975809.23W**
(Click to Select)

REMARKS: Approach/Drawing attached. NEBEE (IF/IAF): 351835.03N/0975809.32W

RADIO FIX AND HOLDING DATA RECORD

NAME: OPTIE

STATE: OK

COUNTRY: US

LATITUDE/LONGITUDE: 351630.59N/0975202.87W

TYPE: WP

AIRSPACE DOCKET:

FIX TYPE OF ACTION: CANCEL

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM FEET	MRA	MAA
1	NEBEE					089.99	5.00			17500

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	CHICKASHA MUNI - RNAV (GPS) RWY 17			KCHK	CHICKASHA	OK (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 05/08/2003

DEVELOPED BY:

DATE:

OFFICE:

NAME:

APPROVED BY:

DATE:

OFFICE: AJV-353

NAME: LARRY STROUT

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: FTW
ARTCC: ZFW
ATC FACILITY: OKC APP CON
OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: SAMKE

STATE: OK

COUNTRY: US

LATITUDE/LONGITUDE: 351630.49N/0980415.68W

TYPE: WP

AIRSPACE DOCKET:

FIX TYPE OF ACTION: CANCEL

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM FEET	MRA	MAA
1	NEBEE					269.99	5.00			17500

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	CHICKASHA MUNI - RNAV (GPS) RWY 17			KCHK	CHICKASHA	OK (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 05/08/2003

DEVELOPED BY:

DATE:

OFFICE:

NAME:

APPROVED BY:

DATE:

OFFICE: AJV-353

NAME: LARRY STROUT

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: FTW
ARTCC: ZFW
ATC FACILITY: OKC APP CON
OTHER:





Federal Aviation Administration

Memorandum

Date:

To: Dick Powell Manager, National Flight Data Center, AJV-21

From: Larry H. Strout, Manager, Terminal Procedures & Charting Services, Central Team, AJV-353

Subject: **ACTION:** Magnetic Variation Change

The Magnetic Variation (MV) data for the airport(s) and/or facility(s) listed under the 'Airport/Facility' column will be revised effective concurrent with the publication of the procedure(s) listed below.

RNAV (GPS) RWY 17, AMDT 1
RNAV (GPS) RWY 35, AMDT 1

Estimated Chart Date: 09/20/2012 (Hard Date)

Please publish these changes in the National Flight Data Digest.

OKLAHOMA

<u>Location</u>	<u>Name</u>	<u>Airport /Facility</u>	<u>Identifier</u>	<u>Assigned Magnetic Variation Value</u>	<u>Epoch Year</u>
Chickasha	Chickasha Muni	Airport	CHK	Old 8 ° East New 4 ° East	2015

If you have any questions please notify Larry H. Strout (405-954-5070).

CONCURRENCES
ROUTING SYMBOL AJV-34 CDZ
INITIALS/SIG
DATE
ROUTING SYMBOL AJV-353 Lead
INITIALS/SIG
DATE
ROUTING SYMBOL AJV-34 LStrout
INITIALS/SIG
DATE
ROUTING SYMBOL AJV-34 CZuest
INITIALS/SIG
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE