

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	
DERFF (IF/IAF)	UHUZE (FB)	355.99 / 7.00	2800	LPV: DA LNAV/VNAV: DA LNAV: RW35
UHUZE (FAF)	ZENIR/2.00 NM TO RW35 (FB)	355.99 / 3.07		
ZENIR/2.00 NM TO RW35	RW35 (MAP) (FO)	355.99 / 2.00		CLIMB TO 3300 DIRECT NEBEE AND HOLD.
RW35 (MAP)	1380 MSL	355.99		
1380 MSL	NEBEE (FO)		3300	
				ADDITIONAL FLIGHT DATA: HOLD N, RT, 175.99 INBOUND. CHART FAS OBST: 1269 TREE 350308N/0975841W DISTANCE TO THLD FROM 250 HATH: 0.61 NM. WAAS CHANNEL # 48930 REFERENCE PATH ID: W35A LTP HAE: 317.7 M

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD S DERFF, RT, 355.99 INBOUND, 3300 FT. IN LIEU OF PT (IAF)
3. FAC: 355.99 FAF: UHUZE DIST FAF TO MAP: 5.07 THLD: 5.07
4. MIN. ALT: DERFF 3300, UHUZE 2800, ZENIR/2.00 NM TO RW35 1820*
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:
6. MIN GS INCPT: 2800 GS ALT AT: UHUZE 2800 OM: MM: IM:
7. GS ANGLE: 3.00 TCH: 55.0 34:1 IS NOT CLEAR
8. 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	1380	1	250	1380	1	250	1380	1	250				NA		
LNAV/VNAV DA	1440	1	310	1440	1	310	1440	1	310				NA		
LNAV MDA	1580	1	450	1580	1	450	1580	1 3/8	450				NA		
CIRCLING	1600	1	448	1620	1	468	1620	1 1/2	468				NA		

NOTES:
 CHART NOTE: BARO-VNAV NA WHEN USING WILL ROGERS WORLD ALTIMETER SETTING.
 CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 54C (130F).
 CHART NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 35 PROCEDURE NA AT NIGHT.
 CHART NOTE: DME/DME RNP-0.3 NA.
 (SEE FORM 8260-10)

@ NA WHEN LOCAL WEATHER NOT AVAILABLE.



CITY AND STATE CHICKASHA, OK	ELEVATION: 1152 THRE: 1130	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 35, AMDT 1	SUP:
	AIRPORT NAME: CHICKASHA MUNI			AMDT: ORIG
				DATED 09/04/2003

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

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NOTES, (CONT.):

CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

*LNAV ONLY

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 LNAV/VNAV ALL CATS VISIBILITY 1/4 MILE, AND LNAV CAT C VISIBILITY 1/8 MILE.

TAA

	FROM	TO	ALT
1.	266/30 CW 086/30 (NOPT)	266/10 CW 086/10	4000
2.	266/10 CW 086/10	DERFF (IF/IAF) (FB)	3300
3.	086/30 CW 266/30	086/10 CW 266/10	3600
4.	086/10 CW 266/10	DERFF (IF/IAF) (FO)	3300

QUALITY
CHECKED

CITY AND STATE CHICKASHA, OK	ELEVATION: 1152 THRE: 1130 AIRPORT NAME: CHICKASHA MUNI	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 35, AMDT 1	SUP:
				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: <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) _____		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	FIFO	DATE:
APPROVED BY		
NAME:	FIFO	DATE:
CHANGES: CHANGES CONT. 15. CHANGED CIRCLING MDA/HAA CAT A FROM 1580/430 TO 1600/448 CAT B FROM 1600/450 TO 1620/468 CAT C FROM 1620/470 TO 1620/468. 16. ADDED/UPDATED BARO-VNAV NOTES. 17. REMOVED GPS OR RNP-0.3 REQUIRED. 18. CHANGED WHEN LOCAL ALTIMETER NOTE TO INCLUDE VISIBILITY INCREASES. 19. ADDED PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 20. ADDED STRAIGHT IN/CIRCLING PROCEDURE NA AT NIGHT NOTE. 21. ADDED LPV MINIMA. 22. CHANGED TCH FROM 44 TO 55. 23. CHANGED LNAV CAT C VISIBILITY FROM 1 1/4 TO 1 3/8. 24. CHANGED MISSED APPROACH HOLDING INBOUND COURSE FROM 171.99 TO 175.99. 25. UPDATED TAA COURSES. REPLACED LEFT AND RIGHT BASE AREAS WITH COURSE REVERSAL REQUIRED TAA.		
REASONS: REASONS CONT. 25. MAGVAR UPDATE AND FPT REQUEST. PDF EDITS: ADDED (FAF) TO UHUZE ON TERMINAL ROUTES. REMOVED 1820* FROM THE ALTITUDE COLUMN FOR UHUZE TERMINAL ROUTE. CHANGED 1380 TO 3300 IN THE ALTITUDE COLUMN FOR THE MISSED APPROACH. REMOVED 020 AND 2.0 FROM THE MISSED APPROACH ARINC CODING. ADDED KCHK TO PART-B BLOCK 2.		

QUALITY
 CHECKED

**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	RW35
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	0
REFERENCE PATH DATA SELECTOR	W35A
REFERENCE PATH IDENTIFIER (APPROACH ID)	350521.8635N
LTP/FTP LATITUDE	0975809.1485W
LTP/FTP LONGITUDE	+03177
LTP/FTP ELLIPSOIDAL HEIGHT	350651.1000N
FPAP LATITUDE	0975809.1700W
FPAP LONGITUDE	00055.0
THRESHOLD CROSSING HEIGHT (TCH)	F
TCH UNITS SELECTOR (METERS OR FEET USED)	03.00
GLIDEPATH ANGLE (GPA)	106.75
COURSE WIDTH AT THRESHOLD	1192
LENGTH OFFSET	40.0
HORIZONTAL ALERT LIMIT (HAL)	50.0
VERTICAL ALERT LIMIT (VAL)	

CRC REMAINDER 6FE1B6C0

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+03444
FPAP ORTHOMETRIC HEIGHT	+03444



CITY AND STATE CHICKASHA, OK	ELEVATION: 1152 THRE: 1130	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 35, 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:						
<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) _____
FLIGHT CHECKED BY						
NAME:					FIFO	DATE:
DEVELOPED BY						
NAME:					FIFO	DATE:
APPROVED BY						
NAME:					FIFO	DATE:
CHANGES:						
REASONS:						

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

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:

DEVELOPED BY		
NAME:	NFPG	DATE:

APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:	
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REASONS:	
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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
	DERFF	DERFF	010	IAF	HF	R	FO		356.0(360.0T)	004.0	AA 03300	
		DERFF	010	FACF	IF		FB				AA 03300	
		UHUZE	020	FAF	TF		FB	0.5	356.0(360.0T)	007.0	AA 02800	
		ZENIR	021	SDF	TF		FB	0.3	356.0(360.0T)	003.1	AA 01820	GS 01821
		RW35	030	MAP	TF		FO	0.3	356.0(360.0T)	002.0	AT 01185	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG (TRUE)	DISTANCE	ALTITUDE	SPEED
		040		CA		FB		356.0(360.0T)		AA 01380	
	NEBEE	050		DF		FO				AA 03300	
	NEBEE	060		HM	R	FO		176.0(180.0T)	004.0	AA 03300	

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	DERFF	N345316.38	W0975809.00	N3453.273	W09758.150
	NEBEE	N351835.03	W0975809.32	N3518.584	W09758.155
	UHUZE	N350017.06	W0975809.09	N3500.284	W09758.152
	ZENIR	N350321.67	W0975809.12	N3503.361	W09758.152
	RW35	N350521.86	W0975809.15	N3505.364	W09758.153

RUNWAY DATA	RWY	THRESHOLD ELEVATION	TCH
	RW35	01130	55



CITY AND STATE CHICKASHA, OK	ELEVATION: 1152 THRE: 1130	FACILITY IDENTIFIER: RNAV	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: RNAV (GPS) RWY 35, AMDT 1	SUP:
	AIRPORT NAME: CHICKASHA MUNI			AMDT: ORIG
				DATED: 09/04/2003

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COORDINATED WITH: <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) _____		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:
CHANGES:		
REASONS:		

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	266/30 CW 086/30	266/10 CW 086/10	1. AAO	344452.50N/0983201.80W	2664 (6C)	1000		3700				
			2. TERRAIN	344452.50N/0983201.80W	2464 (2500)		AS1500	4000				
STRAIGHT-IN AREA	266/10 CW 086/10	DERFF	3. TOWER (40-001012)	345624.00N/0981140.00W	1964 (2C)	1000	AT336	3300				
			4. TERRAIN	345645.00N/0981203.00W	1638 (1600)		AS1500	3100				
STRAIGHT-IN AREA	086/30 CW 266/30	086/10 CW 266/10	5. WNDMLL (40-002979)	345143.59N/0983606.50W	2460 (5D)	1000		3500				
			6. TERRAIN	345145.00N/0983609.00W	2087 (2100)		AS1500	3600				
STRAIGHT-IN AREA	086/10 CW 266/10	DERFF	3. TOWER (40-001012)	345624.00N/0981140.00W	1964 (2C)	1000	AT336	3300				
			4. TERRAIN	345645.00N/0981203.00W	1638 (1600)		AS1500	3100				
INTERMEDIATE: LNAV	DERFF (IF/IAF)	UHUZE	7. TOWER (40-002450)	345350.00N/0975725.00W	1625 (2C)	500		2200				
			8. TERRAIN	345933.00N/0975915.00W	1296 (1300)		AS1500	2800				
FINAL: LPV	UHUZE	RW35	9. TREE (KCHKL027)	350506.92N/0975812.83W	1183 (1B)	34:1	AC10	1380/250				
FINAL: LNAV/VNAV	UHUZE	RW35				ASC	XP60	1440/310				
FINAL: LNAV	UHUZE	ZENIR/2.00 NM TO	10. AAO	350013.96N/0975852.39W	1459 (2C)	250	RA79 DG32	1820				
		RW35										
2. HOLD-IN-LIEU-OF-PT	DERFF	P-5	12. TOWER (40-000279)	344940.00N/0975653.00W	1820 (4D)	1000	AT480	3300				
			13. TERRAIN	344637.90N/0980101.50W	1460 (1500)		AS1500	3000				
3. MISSED APPROACH	MAP:	DA / DA / RW35	NEBEE			ASC		3300				
				14. WNDMLL (40-020606)	351616.18N/0975956.34W	1851 (5D)	1000	2900				
	ELEV:	1190/1290/1480		15. TERRAIN	351642.00N/0980136.00W	1460 (1500)		AS1500	3000			
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.										
CATEGORY A	1.3 NM	REQUIRED	ACTUAL	350	448	16. TREE	350727.65N/0975753.85W	1289 (2C)	300		1600	
CATEGORY B	1.5 NM			450	468	17. TREE	350740.84N/0975755.64W	1299 (2C)	300		HAA	1620
CATEGORY C	1.7 NM			450	468	17. 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)	QUALITY M S A 2 CHECKED			
CITY AND STATE		ELEVATION: 1152		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION				
CHICKASHA, OK		AIRPORT NAME: CHICKASHA MUNI		RNAV		RNAV (GPS) RWY 35, AMDT 1		ASW				

PART B - SUPPLEMENTAL DATA										
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING				
OKC APP CON			N W S	OTHER: AWOS-3		SOURCE:KCHK / KOKC				
			F A A			DISTANCE: 0 / 25.28				
SATISFACTORY ON:			A / C			HOURS REMOTE OPERATION: 24 / BACKUP				
X	V	H	F	X	U	H	F	H	F	
			LOCATION: KCHK			ADJUSTMENT: 0 / 79				
4. MONITOR STATUS	PRIMARY NAVAID:									
	MONITOR POINT:									
	HRS OPTN:	CAT 1								
	CAT 3									
5. APPROACH & RUNWAY LIGHTING	ALS									
	(S) SALS									
	MALS									
	HIRL									
	X	MIRL 17 (PCL), 35 (PCL)								
	REIL									
	TDZ									
	C/LINE									
X	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: 1129.8					
	DISTANCE FROM RWY:				ELEV GP ANTENNA:					
	THRESHOLD CROSSING HEIGHT: 55.0									
9. FINAL APPROACH COURSE AIMING	X	RUNWAY THRESHOLD				FT. FROM THRESHOLD				
	X	ON CENTERLINE				FT. FROM CENTERLINE				
10. WAIVERS: NONE										
PART D - PREPARED BY: JILL OLSON (MARK BURTZ)						DATE: 04/11/2012				
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-353				

PART C - REMARKS:
ACTUAL HIGH TEMP: 87C (188F)
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
VDP NOT ESTABLISHED - OBSTACLES PENETRATE VDP SURFACE.
100 FT VEGETATION USED PER FPT.
AVERAGE COLD TEMPERATURE BASED ON STANDARD -30C ISA DEVIATION. HISTORICAL TEMPERATURE DATA NOT AVAILABLE.
LPV SLOPE: 34:1 LNAV/VNAV SLOPE: 23.4:1
VGSI DATA: 3.00/40.
USED 55 FT PROCEDURE TCH TO MITIGATE GQS PENETRATION (KCHKL018 1160 TREE).
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: 1162 TREE (KCHKL020) 350513.85N/0975813.96W (1.73) 1175 TREE (KCHKL019) 350513.93N/0975814.57W (15.13) 1160 TREE (KCHKL018) 350514.54N/0975810.39W (3.21) RWY 35, 34:1: 1183 TREE (KCHKL027) 350506.92N/0975812.83W (14.67) 1174 TREE (KCHKL026) 350507.90N/0975814.37W (8.59) 1173 TREE (KCHKL025) 350507.98N/0975814.66W (7.83) 1167 TREE (KCHKL024) 350512.06N/0975812.55W (13.95) 1144 RD(N)(KCHKL014) 350515.71N/0975804.17W (1.80) (FPT NOTIFIED OF ALL PENETRATIONS)
XP: USED XP FOR LNAV AND ADJUSTED LNAV/VNAV DA TO MATCH CURRENTLY PUBLISHED MINIMA. STUDY 2011-WTW-6254-OE PROPOSED WIND TURBINE WOULD HAVE AN AFFECT ON THE PROCEDURE PREVENTING LOWERED MINIMA.

QUALITY
2
CHECKED

PART B - SUPPLEMENTAL DATA						PART C - REMARKS:
1. COMMUNICATIONS WITH:		2. WEATHER SERVICE		3. ALTIMETER SETTING		
		N W S	OTHER:		SOURCE:	
		F A A			DISTANCE:	
		A / C			HOURS REMOTE OPERATION:	
SATISFACTORY ON:						
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: 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 ALTITUDES MIN	TEMPLATES MAX	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:

QUALITY
2
CHECKED

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 MIN	ALTITUDES MAX	TEMPLATES MIN	MAX
1	N		WP	355.99	175.99	R		4	3300	6000	5	6

CONTROLLING OBSTRUCTIONS:			COORDINATES	ELEVATION	ACCURACY CODE
PAT	AIRSPEED	OBSTRUCTION			
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 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:

QUALITY
 2
 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: UHUZE

STATE: OK

COUNTRY: US

LATITUDE/LONGITUDE: 350017.06N/0975809.09W

TYPE: WP

AIRSPACE DOCKET:

FIX TYPE OF ACTION: MODIFY

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

FIX USE:
USE TYPE
IAP

USE TITLE
RNAV (GPS) RWY 35

FAC PAT

AIRPORT IDENT CITY
KCHK CHICKASHA

STATE
OK (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2

DATE OF REVISION: 09/20/2012

REASON FOR REVISION:

FIX MOVED .07NM SOUTH TO PFAF LOCATION.
UPDATE LAT/LON.
REMOVED RUNWAY FROM FAC 1.
UPDATED FIX USE TO CURRENT FORMAT.

DEVELOPED BY: DATE: 04/11/2012

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: ZENIR

STATE: OK

COUNTRY: US

LATITUDE/LONGITUDE: 350321.67N/0975809.12W

TYPE: WP

AIRSPACE DOCKET:

FIX TYPE OF ACTION: ESTABLISH

FIX USE:

USE TYPE
IAP

USE TITLE

RNAV (GPS) RWY 35

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: 04/11/2012

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

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: CHICKASHA

STATE: OK

AIRPORT NAME: CHICKASHA MUNI

ID: KCHK

PROCEDURE: RNAV (GPS) RWY 35

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 **3.19**
(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 **359.99**
4. High Terrain in **FINAL** segment containing 1000' point **1244**
5. Distance from **THLD** to 1500' point **4.87**
(If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **FINAL** segment at 1500' point **1.95**
7. True Course of **FINAL** segment containing 1500' point **359.99**
8. High Terrain in **FINAL** segment containing 1500' point **1244**
9. Threshold Coordinates (if straight-in) ... **350521.86N / 0975809.15W**
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 **350017.06N / 0975809.09W**
(Click to Select)

REMARKS: Approach/Drawing attached. DERFF (IF/IAF): 345316.38N/0975809.00W

RADIO FIX AND HOLDING DATA RECORD

NAME: JAPAD

STATE: OK

COUNTRY: US

LATITUDE/LONGITUDE: 345518.96N/0975204.19W

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 NM	FAC FEET	MRA	MAA
1	DERFF					089.99	5.00				17500

FIX USE:
USE TYPE
IAP

USE TITLE

FAC PAT

AIRPORT IDENT
KCHK

CITY
CHICKASHA

STATE
OK (US)

CHICKASHA MUNI - RNAV (GPS) RWY 35

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:

QUALITY
2
CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: NISUE

STATE: OK

COUNTRY: US

LATITUDE/LONGITUDE: 345518.86N/0980413.85W

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 NM	FAC FEET	MRA	MAA
1	DERFF					269.99		5.00			17500

FIX USE:
USE TYPE
IAP

USE TITLE

FAC PAT

AIRPORT IDENT
KCHK

CITY
CHICKASHA

STATE
OK (US)

CHICKASHA MUNI - RNAV (GPS) RWY 35

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:

QUALITY
2
CHECKED



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