

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT ID</u> 80F	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> ANTLERS	<u>STATE</u> OK
<u>AIRPORT ELEVATION</u> 577	<u>TDZE</u> 576	<u>SUPERSEDED</u> RNAV (GPS) RWY 35	<u>DATED</u> 01/30/2020	<u>MAG VAR</u> 2E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2025
				<u>CANCEL/SUSPEND</u>

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 268/30 CW 088/30	NOPT	TIDSE	IF/IAF	3000
2. 088/30 CW 178/30		BUUKK	IAF	3000
3. 178/30 CW 268/30		DEEAR	IAF	3000

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
BUUKK	IAF	TIDSE	NOPT	TF	FB	1.00	087.76	5.00	3000
DEEAR	IAF	TIDSE	NOPT	TF	FB	1.00	267.87	5.00	3000
TIDSE	IF/IAF	MUGYA		TF	FB	1.00	357.81	6.00	2500
MUGYA	FAF	JKIID/1.97 NM TO RW36		TF	FB	0.30	357.81	3.96	
JKIID/1.97 NM TO RW36		RW36	MAP	TF	FO	0.30	357.81	1.97	
RW36	MAP	911 MSL		CA			357.81		
911 MSL		GEGEE		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW36

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT GEGEE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
10
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD S TIDSE, RT, 357.81 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	357.81	FAF:	MUGYA	DIST FAF TO MAP:	5.93	DIST FAF TO THLD:	5.93							
4.	MIN ALT:	TIDSE 3000, MUGYA 2500, JKIID/1.97 NM TO RW36 1240													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		335 HAT:	0.93	GS ANT:				
6.	MIN GP INCPT:	2500	GP ALT AT PFAF:	MUGYA 2500			OM:		MM:		IM:				
7.	GP ANGLE:	3.00	34:1:	IS NOT CLEAR	20:1:	IS CLEAR	TCH:	42.9							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV NA.
CHART NOTE: CIRCLING RWY 18 NA AT NIGHT.
CHART NOTE: RWY 36 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: USE PRX ALTIMETER SETTING; WHEN NOT RECEIVED, USE DUA ALTIMETER SETTING: INCREASE LPV AND LNAV/VNAV DA TO 937 FEET; INCREASE ALL MDAS 40 FEET.

ADDITIONAL FLIGHT DATA:

CHART PRX AWOS-3PT
HOLD N, RT, 177.81 INBOUND.
CHART FAS OBST: 681 TREE (40-033353) 340941N/0953942W.
WAAS CHANNEL # 70428
REFERENCE PATH ID: W36A
CHART CIRCLING ICON.
LTP HAE: 143.9 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	911	1	335	911	1	335		NA			NA				
LNAV/VNAV DA	911	1	335	911	1	335		NA			NA				
LNAV MDA	1020	1	444	1020	1	444		NA			NA				
CIRCLING	1140	1	563	1140	1	563		NA			NA				



CHANGES - REASONS

1. PROCEDURE NAME: CHANGED FROM RNAV (GPS) RWY 35 TO RNAV (GPS) RWY 36 - MAGVAR UPDATE AND RUNWAY NUMBER CHANGE FROM 35 TO 36.
2. MAG VAR: CHANGED FROM 5E (EPOCH YEAR 2000) TO 2E (EPOCH YEAR 2025) - FPT REQUEST.
3. CHANGED ALL RUNWAY REFERENCES FROM RW35 TO RW36 AND FROM RW17 TO RW18 - MAGVAR AND RUNWAY NUMBER UPDATE.
4. ADDED TAA - PROCEDURE REDESIGN, FPT REQUEST.
5. TERMINAL ROUTES: DELETED FEEDER SEGMENT FROM WOLUR TO TIDSE AND INITIAL SEGMENT FROM PRX VOR/DME TO TIDSE - PROCEDURE REDESIGN, REPLACED BY TAA.
6. TERMINAL ROUTES: ADDED INITIAL SEGMENTS FROM BUUKK TO TIDSE AND DEEAR TO TIDSE - PROCEDURE REDESIGN TO BASIC T CONFIGURATION.
7. TERMINAL ROUTES, INTERMEDIATE FROM TIDSE TO MUGYA: CHANGED COURSE FROM 354.81 TO 357.81 AND DISTANCE FROM 9.34 TO 6.00 NM - MAG VAR UPDATE AND PROCEDURE REDESIGN.
8. TERMINAL ROUTES, FINAL FROM MUGYA TO JKIID: MOVED JKIID FROM 2.00 TO 1.97 NM TO RW36, CHANGED COURSE FROM 354.81 TO 357.81, AND CHANGED SEGMENT DISTANCE FROM 3.94 TO 3.96 - JKIID RELOCATION GIVES MORE STABILIZED DESCENT ANGLE, AND MAG VAR UPDATE.
9. TERMINAL ROUTES, FINAL STEPDOWN FROM JKIID TO RW36: CHANGED COURSE FROM 354.81 TO 357.81 AND SEGMENT DISTANCE FROM 2.00 TO 1.97 - MAG VAR UPDATE AND JKIID RELOCATION TO GIVE MORE STABILIZED DESCENT ANGLE.
10. TERMINAL ROUTES, MISSED APPROACH CA SEGMENT: CHANGED FROM RW35 TO RW36 AND CHANGED COURSE FROM 354.81 TO 357.81 - MAG VAR UPDATE.
11. TERMINAL ROUTES, MISSED APPROACH: DELETED SEGMENTS FROM 911 MSL TO RUFYU AND RUFYU TO WOLUR - MISSED APPROACH REDESIGN.
12. TERMINAL ROUTES, MISSED APPROACH: ADDED DF SEGMENT FROM 911 MSL TO GEGEE - MISSED APPROACH REDESIGN.
13. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 3900 DIRECT RUFYU AND ON TRACK 281.30 TO WOLUR AND HOLD" TO "CLIMB TO 3000 DIRECT GEGEE AND HOLD" - MISSED APPROACH REDESIGN.
14. PROFILE LINE 2: CHANGED COURSE FROM 354.81 TO 357.81 AND HOLDING ALTITUDE FROM 3900 TO 3000 - MAG VAR UPDATE , PROCEDURE REDESIGN, AND NEW OBSTACLE EVAL.
15. PROFILE LINE 3: CHANGED FAC FROM 354.81 TO 357.81 - MAG VAR UPDATE.
16. PROFILE LINE 3: CHANGED "DIST FAF TO MAP" AND "DIST FAF TO THLD" FROM 5.94 TO 5.93 - FAF MOVED DUE TO NEW PFAF CALCULATION.
17. PROFILE LINE 4 : CHANGED MIN ALT AT TIDSE FROM 3900 TO 3000 PROCEDURE REDESIGN AND NEW OBSTACLE EVAL.
18. PROFILE LINE 4 : DELETED ASTERISK FROM JKIID 1240 - NO LONGER REQUIRED.
19. PROFILE LINE 5: CHANGED DIST TO THLD FROM 335 HAT FROM 0.94 TO 0.93 NM - NEW CALCULATION.
20. PROFILE LINE 7: CHANGED TCH FROM 40.0 TO 42.9 - MATCH VGSi TCH.
21. PBN REQUIREMENTS NOTE: CHANGED FROM "RNP APCH" TO "RNP APCH - GPS" - ADDED SENSOR, 8260.19J PARA 8-6-8.D.(5)(A)1.
22. NOTES: DELETED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON PRX VOR/DME AIRWAYS RADIALS 263 CW 057" - PROCEDURE REDESIGN, DELETED ARRIVAL FROM PRX VOR/DME.
23. NOTES: REFORMATTED BACKUP ALTIMETER NOTE FROM "USE PARIS ALTIMETER SETTING; WHEN NOT RECEIVED, USE DURANT ALTIMETER SETTING AND INCREASE LPV AND LNAV/VNAV DA TO 937 FEET, INCREASE ALL MDA 40 FEET" TO "USE PRX ALTIMETER SETTING; WHEN NOT RECEIVED, USE DUA ALTIMETER SETTING: INCREASE LPV AND LNAV/VNAV DA TO 937 FEET; INCREASE ALL MDAS 40 FEET" - MERGED FORMATS FROM 8260.19J PARA 8-6-10.F.(6) AND 8-6-12.N.(1)(A)2.
24. ADDITIONAL FLIGHT DATA: DELETED "LNAV ONLY" - NO LONGER REQUIRED.
25. ADDITIONAL FLIGHT DATA: CHANGED MISSED HOLDING FROM "HOLD N, RT, 191.10 INBOUND" TO "HOLD N, RT, 177.81 INBOUND" - MISSED APPROACH REDESIGN AND NEW HOLDING FIX.
26. ADDITIONAL FLIGHT DATA: CHART FAS OBST, ADDED OBSTACLE ID "(40-033353)" - LATEST FORMAT, 8260.19J PARA 8-6-11.C.
27. ADDITIONAL FLIGHT DATA: CHANGED REFERENCE PATH ID FROM W35A TO W36A - MAGVAR AND RUNWAY NUMBER UPDATE.
28. MINIMUMS: LOWERED LPV CAT A/B VISIBILITY FROM 1 1/8 TO 1 SM - NEW VISIBILITY EVAL, 8260.3F TABLE 3-3-1.
29. MINIMUMS: LOWERED LNAV/VNAV CAT A/B VISIBILITY FROM 1 1/8 TO 1 SM - NEW VISIBILITY EVAL, 8260.3F TABLE 3-3-1.
30. FAS DATA: CHANGED RUNWAY FROM RW35 TO RW36, REFERENCE PATH IDENTIFIER (APPROACH ID) FROM W35A TO W36A, FPAP LONGITUDE FROM 0953859.7825W TO 0953859.7795W, AND THRESHOLD CROSSING HEIGHT (TCH) FROM 00040.0 TO 00042.9 - MAGVAR AND RUNWAY NUMBER UPDATE, NEW TCH, AND NEW FAS DATA CALCULATION.
31. FAS DATA: CHANGED CRC REMAINDER FROM CD26FF49 TO FF837821 - NEW FAS DATA CALCULATION.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZFW ARTCC, OKLAHOMA AERONAUTICS COMMISSION, AMGR

FLIGHT CHECKED BY

BRIAN HARRELSON

Digitally signed by

RAKE MCGRAW

May 08, 2025

OFFICE

AJF

DATE

05/05/2025

DEVELOPED BY

RICHARD BRUCE

Digitally signed by

RAKE MCGRAW

May 08, 2025

OFFICE

AJV-A422

DATE

03/25/2025

APPROVED BY

BEV L BORDY

Digitally signed by

RAKE MCGRAW

May 08, 2025

OFFICE

AJV-A420

DATE

TITLE
MANAGER

QUALITY
10
CHECKED

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	80F
RUNWAY	RW36
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W36A
LTP/FTP LATITUDE	341117.0560N
LTP/FTP LONGITUDE	0953859.4315W
LTP/FTP ELLIPSOIDAL HEIGHT	+01439
FPAP LATITUDE	341246.3110N
FPAP LONGITUDE	0953859.7795W
THRESHOLD CROSSING HEIGHT (TCH)	00042.9
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1528
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	FF837821

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+01737
FPAP ORTHOMETRIC HEIGHT	+01737



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
80F	RNAV (GPS) RWY 36	1	ANTLERS	OK	577	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 268/30 CW 088/30 **TO** TIDSE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (48-008364)	333700.11N/0953318.87W	1205	250	50	4D	1000				AT795	3000
TERRAIN	333427.00N/0955839.00W	705 (700)								AS1500	2200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LEFT BASE AREA

FROM 088/30 CW 178/30 **TO** BUUKK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	342748.00N/0953448.00W	1428	215	8	4B	1000				AT572	3000
TERRAIN	342912.00N/0954136.00W	1220 (1200)								AS1500	2700

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



RIGHT BASE AREA

FROM

178/30 CW 268/30

TO

DEEAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	341936.00N/0950324.00W	1644	215	8	4B	1000				AT356	3000
TERRAIN	342918.00N/0953330.00W	1272 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

BUUKK

TO

TIDSE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
1.00	5.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (40-020507)	340111.72N/0954150.12W	922	20	3	1A	1000				AT1078	3000
TERRAIN	340139.00N/0954200.00W	606 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

DEEAR

TO

TIDSE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	5.00				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (40-000314)	340040.00N/0953328.00W	910	50	20	2C	1000				AT1090	3000
TERRAIN	340045.00N/0953627.00W	633 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

TIDSE (IF/IAF)

TO

MUGYA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	6.00				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (40-020507)	340111.72N/0954150.12W	922	20	3	1A	500				AT1078	2500
TERRAIN	340036.00N/0953633.00W	629 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

MUGYA

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.93		DA	335	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (40-084649)	341105.15N/0953855.47W	617	20	3	1A		34.00:1			RA85	911

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

MUGYA

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.93		DA	335	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (40-032712)	341134.42N/0953906.65W	667	20	3	1A	142				RA85	911

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

MUGYA

TO

JKIID/1.97 NM TO RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	3.96										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	340751.00N/0953833.00W	853	215	8	4B	250				RA125	1240

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RA 125: 85 FOR PRX, 40 FOR DUA.

FINAL: LNAV STEPDOWN

FROM

JKIID/1.97 NM TO RW36

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.97		RW36		444						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (40-033353)	340940.77N/0953942.14W	681	20	3	1A	250				RA85	1020

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

TIDSE

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (40-020507)	340111.72N/0954150.12W	922	20	3	1A	1000				AT1078	3000
TERRAIN	340345.00N/0953539.00W	639 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

GEGEE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 637			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
AAO	342442.00N/0953818.00W	1375	215	8	4B	1000					2400
TERRAIN	342327.00N/0953909.00W	1131 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

GEGEE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 684				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
AAO	342442.00N/0953818.00W	1375	215	8	4B	1000					2400
TERRAIN	342327.00N/0953909.00W	1131 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW36

TO

GEGEE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 835				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
AAO	342442.00N/0953818.00W	1375	215	8	4B	1000					2400
TERRAIN	342327.00N/0953909.00W	1131 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
WATER_TOWER (40-086272)	341215.54N/0953813.51W	1.30	563	755	20	3	1A	300		RA85	1140
CATEGORY B											
WATER_TOWER (40-086272)	341215.54N/0953813.51W	1.83	563	755	20	3	1A	300		RA85	1140

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



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<u>AIRPORT ID</u> 80F		<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>AMDT NO.</u> 1	<u>CITY</u> ANTLERS	<u>STATE</u> OK	<u>AIRPORT ELEVATION</u> 577	<u>FACILITY</u> RNAV
616 TREE (40-033380) 341204.14N/0953901.01W (12.74)				632 TREE (40-041522) 341207.62N/0953900.71W (11.15)			
641 TREE (40-033340) 341209.44N/0953859.53W (10.97)				631 TREE (40-032785) 341207.47N/0953858.76W (10.94)			
616 TREE (40-041526) 341204.87N/0953903.04W (9.02)				627 TREE (40-032815) 341207.15N/0953856.70W (8.58)			
621 TREE (40-063727) 341206.04N/0953901.63W (8.12)				598 TREE (40-085538) 341202.35N/0953902.35W (3.77)			
FINAL TYPE	LPV, LNAV/VNAV, AND LNAV						
34:1							
616 TREE (40-084613) 341105.73N/0953855.40W (18.17)				617 TREE (40-084649) 341105.15N/0953855.47W (17.45)			
616 TREE (40-032702) 341104.06N/0953855.51W (13.21)				596 TREE (40-032698) 341106.88N/0953901.79W (1.64)			
594 TREE (40-085151) 341107.44N/0953902.33W (1.31)							
<u>PENETRATIONS REMARKS:</u>							

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - REMOTE PRIMARY ALTIMETER.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
VEGETATION HEIGHT: 100 FT, PER FPT.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.41
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	359.81
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	5.33
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.57
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	359.81
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD COORDINATES (IF STR-IN)	341117.06N/0953859.43W
ARP COORDINATES	341136.85N/0953859.51W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 36 DISTANCE 0.33 NM
FAF COORDINATES	340520.89N/0953858.04W
FIX NAME COORDINATES	

REMARKS

TAA:
IF/IAF TIDSE 335920.25N 0953856.64W, 30 NM RADIUS.
IAF BUUKK 335919.13N 0954457.43W, 30 NM RADIUS.
IAF DEEAR 335921.08N 0953255.85W, 30 NM RADIUS.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RICHARD BRUCE	AJV-A422	03/25/2025	AERONAUTICAL INFORMATION SPECIALIST

