

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.  
Distances are in nautical miles (NM). Graphic depictions attached.

| Arrival Name       |                           | Number          | STAR Computer Code | Superseded Number                          | Dated      | Effective Date                          |
|--------------------|---------------------------|-----------------|--------------------|--|------------|---|
| WILBR              |                           | FIVE            | WILBR.WILBR5       | FOUR                                       | 09/18/2014 |   |
| TRANSITION ROUTES: |                           |                 |                    |  |            |   |
| Transition Name    | Transition Computer Codes | From FIX/NAVAID | To FIX/NAVAID      | Course                                     | Distance   | MEA MOCA MAA Crossing Altitudes / Fixes |
| FORT SMITH         | FSM.WILBR5                | FSM VORTAC      | FSM VORTAC         |  |            |   |
|                    |                           | FSM VORTAC      | KOMMA              | 214.84<br>(FSM R-215)                      | 30.00      | FL180 3700                              |
|                    |                           | KOMMA           | MAMEE              | 214.85<br>(FSM R-215)                      | 42.54      | FL180 3600                              |
|                    |                           | MAMEE           | BIRLE              | 214.74<br>(BYP R-035)                      | 15.00      | 13000 2800                              |
|                    |                           | BIRLE           | GAATZ              | 214.74<br>(BYP R-035)                      | 31.00      | 5000 2200                               |
|                    |                           | GAATZ           | BYP VORTAC         | 214.74<br>(BYP R-035)                      | 29.00      | 5000 2100                               |
| LITTLE ROCK        | LIT.WILBR5                | BYP VORTAC      | WILBR              | 196.40<br>(BYP R-196)                      | 07.35      | 5000 2100                               |
|                    |                           | LIT VORTAC      | LIT VORTAC         |  |            |   |
|                    |                           | LIT VORTAC      | MEEOW              | 247.46<br>(LIT R-247)                      | 70.00      | FL180 2700                              |
|                    |                           | MEEOW           | GLOVE              | 247.46 & 244.19<br>(LIT R-247 & BYP R-064) | 83.17      | FL180 3000                              |
|                    |                           | GLOVE           | HAKIN              | 244.19<br>(BYP R-064)                      | 27.52      | 7000 2200                               |
|                    |                           | HAKIN           | ROBEY              | 244.19<br>(BYP R-064)                      | 03.48      | 5000 1900                               |
|                    |                           | ROBEY           | DECAP              | 244.19<br>(BYP R-064)                      | 19.94      | 5000 2100                               |
|                    |                           | DECAP           | OKUCI              | 222.49<br>(TTT R-042)                      | 04.58      | 5000 1900                               |
| BONHAM             | BYP.WILBR5                | OKUCI           | WILBR              | 222.49<br>(TTT R-042)                      | 10.43      | 5000 2100                               |
|                    |                           | BYP VORTAC      | BYP VORTAC         |  |            |   |
|                    |                           | BYP VORTAC      | WILBR              | 196.40<br>(BYP R-196)                      | 07.35      | 5000 2100                               |
|                    |                           | PRX VOR/DME     | PRX VOR/DME        |  |            |   |
| PARIS              | PRX.WILBR5                | PRX VOR/DME     | MONTE              | 262.79 & 263.36<br>(PRX R-263 & BYP R-083) | 22.41      | 5000 2000                               |
|                    |                           |                 |                    |  |            |   |

QUALITY  
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|-----------------|---------------------------|-----------------|---------------|-----------------------|----------|-------------------|------|-----|----------------------------|----------------|
| WILBR           |                           | FIVE            |               | WILBR.WILBR5          |          | FOUR              |      |     | 09/18/2014                 |                |
| Transition Name | Transition Computer Codes | From FIX/NAVAID | To FIX/NAVAID | Course                | Distance | MEA               | MOCA | MAA | Crossing Altitudes / Fixes |                |
|                 |                           | MONTE           | OKUCI         | 263.36<br>(BYP R-083) | 11.93    | 5000              | 2100 |     |                            |                |
|                 |                           | OKUCI           | WILBR         | 222.49<br>(TTT R-042) | 10.43    | 5000              | 2100 |     |                            |                |
| TULSA           | TUL.WILBR5                | TUL VORTAC      | TUL VORTAC    |                       |          |                   |      |     |                            |                |
|                 |                           | TUL VORTAC      | MAMEE         | 157.35<br>(TUL R-157) | 106.05   | FL180             | 3600 |     |                            |                |
|                 |                           | MAMEE           | BIRLE         | 214.74<br>(BYP R-035) | 15.00    | 13000             | 2800 |     |                            |                |
|                 |                           | BIRLE           | GAATZ         | 214.74<br>(BYP R-035) | 31.00    | 5000              | 2200 |     |                            |                |
|                 |                           | GAATZ           | BYP VORTAC    | 214.74<br>(BYP R-035) | 29.00    | 5000              | 2100 |     |                            |                |
|                 |                           | BYP VORTAC      | WILBR         | 196.40<br>(BYP R-196) | 07.35    | 5000              | 2100 |     |                            |                |
| TEXARKANA       | TXK.WILBR5                | TXK VORTAC      | TXK VORTAC    |                       |          |                   |      |     |                            |                |
|                 |                           | TXK VORTAC      | GLOVE         | 285.85<br>(TXK R-286) | 55.89    | FL180             | 2000 |     |                            |                |
|                 |                           | GLOVE           | HAKIN         | 244.19<br>(BYP R-064) | 27.52    | 7000              | 2200 |     |                            |                |
|                 |                           | HAKIN           | ROBEY         | 244.19<br>(BYP R-064) | 03.48    | 5000              | 1900 |     |                            |                |
|                 |                           | ROBEY           | DECAP         | 244.19<br>(BYP R-064) | 19.94    | 5000              | 2100 |     |                            |                |
|                 |                           | DECAP           | OKUCI         | 222.49<br>(TTT R-042) | 04.58    | 5000              | 1900 |     |                            |                |
|                 |                           | OKUCI           | WILBR         | 222.49<br>(TTT R-042) | 10.43    | 5000              | 2100 |     |                            |                |

**ARRIVAL ROUTE DESCRIPTION:**

... FROM OVER WILBR ON TTT R-042...

ALL AIRCRAFT LANDING SOUTH: TO BRDJE (MEA 5000) DEPART HEADING 255, EXPECT RADAR VECTORS FOR BASE LEG.

TURBOJETS LANDING NORTH: TO BRDJE (MEA 5000), TO KNACK, TO PERSN (MEA 5000), TO FUNKY (MEA 5000), TO TOWNN, THEN DEPART HEADING 175.00 (MEA 5000), EXPECT RADAR VECTORS.

PROP AIRCRAFT LANDING NORTH: TO BRDJE (MEA 5000), TO KNACK, TO PERSN , THEN DEPART HEADING 190.00 (MEA 5000), EXPECT RADAR VECTORS.



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|--------------|-------------|---------------------|-------------------|-------------------|----------------|
| <b>WILBR</b> | <b>FIVE</b> | <b>WILBR.WILBR5</b> | <b>FOUR</b>       | <b>09/18/2014</b> |                |

PROCEDURAL DATA NOTES:

NOTE: RADAR REQUIRED

TURBOJET AIRCRAFT LANDING SOUTH EXPECT TO CROSS BRDJE AT 11000 AND 250 KIAS.

TURBOJET AIRCRAFT LANDING NORTH CROSS BRDJE AT 280 KIAS, CROSS PERSN AT 270 KIAS, EXPECT TO CROSS FUNKY AT 11000 AND 250 KIAS. EXPECT TO CROSS TOWNN AT 11000 AND 220 KIAS.

NOTE: DME REQUIRED.

FIXES AND/OR HOLDING PATTERNS:

CHART HOLDING AT:

ROBEY, HOLD NE, LT, 244.19 INBOUND.

GLOVE, HOLD NE, RT, 244.19 INBOUND.

BIRLE, HOLD NE, RT, 214.74 INBOUND.

GAATZ, HOLD NE, RT, 214.74 INBOUND.

COMMUNICATIONS:

REGIONAL APP CON, DALLAS-FORT WORTH ATIS

AIRPORTS SERVED:

DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX (KDFW)

LOST COMMUNICATIONS PROCEDURE:

REMARKS:

ABBREVIATED AMDT TO REMOVE MLC TRANSITION; ADDITION OF TXK R-308, GGG R-342, TUL R-164 TO BE FC CONCURRENT WITH FINGR SIX ARRIVAL.

ADDITIONAL FLIGHT DATA:

DO NOT CHART MOCA'S.

CHART: COP LIT 247 (110) BYP 064 (100)

CHART: PARACHUTE JUMPING AREA FOR TRENTON, TRI-COUNTY AIR ESTATES.



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|-----------------------------|-------------|---------------------|-------------------|--|----------------|
| <b>WILBR</b>                | <b>FIVE</b> | <b>WILBR.WILBR5</b> | <b>FOUR</b>       | <b>09/18/2014</b>  |                |
| <u>FLIGHT INSPECTED BY:</u> |             |                     |                   | Digitally signed by<br><b>JACOB POWERS</b><br>Oct 08, 2019 |                |
| MARK CORDEIRO               |             | FICO                | 9/26/2019         |  |                |
| Name                        |             | Organization        | Date              |  | Signature      |
| <u>DEVELOPED BY:</u>        |             |                     |                   | Digitally signed by<br><b>JACOB POWERS</b><br>Oct 08, 2019 |                |
| DAN POWELL                  |             | AJV-A442            | 06/14/2019        |  |                |
| Name                        |             | Organization        | Date              |  | Signature      |
| <u>APPROVED BY:</u>         |             |                     |                   | Digitally signed by<br><b>JACOB POWERS</b><br>Oct 08, 2019 |                |
| PAT MULQUEEN                |             | AJV-A440            |                   |  |                |
| Name                        |             | Organization        | Date              |  | Signature      |

CHANGES:

1. REMOVED MLC TRANSITION (NOW STARTS AT BYP); ADDED TUL R-164 CROSSING RADIAL AT BIRLE.
2. REMOVED FIX PRIZZ AND ADM R-102.
3. REMOVED UIM R-004 CROSSING RADIAL AT FIX GLOVE; REPLACED WITH GGG R-342.
4. ADDED MOCA DATA TO FORM; ADDED DO NOT CHART MOCA'S TO ADDITIONAL FLIGHT DATA.
5. ADDED TXK R-308 AS CROSSING RADIAL AT MAMEE (REMOVED MLC R-122).
6. REMOVED "INT" FROM ALL FIX DESCRIPTIONS ON FORM.
7. MAMEE TO BIRLE MEA/HOLDING ALT (AT BIRLE) CHANGED FROM 5000 TO 8000.

REASONS:

- 1, 2. MLC DECOMMISSIONING.
3. FUTURE UIM DECOMMISSIONING.
4. MOCA DATA REQUIRED BY TARGETS EVALUATION.
5. REQUIRED DIVERGENCE ANGLE.
6. CURRENT DOCUMENTATION STANDARDS.
7. MIN RECEPTION ALTITUDE FROM TUL.

10/8/2019: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 6/10/2019.

1. MAMEE TO BIRLE MEA INCREASED FROM 8000 TO 13000 DUE TO TUL VTAC CROSSING RADIAL RECEPTION AT BIRLE.

