

**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>
ADM	ILS OR LOC RWY 31	7	ARDMORE	OK	777	I-AIW

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM ADM VORTAC **TO** ADDMO INT/ADM 12.01 DME

<u>RNP</u>	<u>DISTANCE</u> 12.01	<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 (40-001938)	341004.80N/0965837.51W	1277	20	3	1A	1000				AT1323	3600
TERRAIN	340933.00N/0970000.00W	977 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: ILS

FROM ADDMO INT **TO** RW31

<u>RNP</u>	<u>DISTANCE</u> 5.71	<u>PAT</u>	<u>MAP</u> DA				<u>HAT</u> 203	<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>
							ASC			MA3	936

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LOC

FROM

ADDMO INT

TO

UMEHU INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.91										
<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	341442.00N/0965548.00W	1024	215	8	4B	250				RA40 DG26	1340

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

UMEHU INT

TO

5.71 NM AFTER ADDMO INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	1.80		5.71 NM AFTER ADDMO INT				347				
<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 (40-039915)	341731.92N/0965953.62W	830	20	3	1A	250					1080

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

ADDMO INT

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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 (40-025684)	340852.10N/0965328.00W	1317	500	50	5D	1000				AT283	2600
TERRAIN	340851.00N/0965333.00W	1017 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

ADM VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 766			
<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 (40-047785)	341739.86N/0970028.86W	790	20	3	1A		ASC				3000
WINDMILL (40-028583)	342248.24N/0970847.85W	1769	500	50	5D	1000					2800
TERRAIN	342257.00N/0970936.00W	1282 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

5.71 NM AFTER ADDMO INT

TO

ADM VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 830				
<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
WINDMILL (40-028583)	342248.24N/0970847.85W	1769	500	50	5D	1000					2800
TERRAIN	342257.00N/0970936.00W	1282 (1300)								AS1500	2800

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

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TREE (40-053322)	341951.65N/0970243.92W	1.30	523	1000	20	3	1A	300			1300
CATEGORY B											
TREE (40-043448)	342036.87N/0970104.46W	1.83	663	1128	20	3	1A	300			1440
CATEGORY C											
TREE	342118.00N/0970330.00W	2.88	723	1200	215	8	4B	300			1500
CATEGORY D											
AAO	342042.00N/0970533.00W	3.76	923	1391	215	8	4B	300			1700

CIRCLING REMARKS:



MSA

CENTER

ADM VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
050-170	TOWER (40-001056)	340158.00N/0964801.00W	114	21.2	2584	500	50	5D	1000			3600
170-050	WINDMILL (40-088260)	342608.71N/0971838.22W	326	15.2	1896	250	50	4D	1000		AT104	3000

MSA REMARKS:

MIN ALT 3000FT REQUESTED BY FPT FOR SECTOR 170 CW 050.

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

ALTERNATE MISSED APPROACH NOT DEVELOPED: PRIMARY MISSED GOES BACK TO ONLY POINT OF ENTRY FOR THE APPROACH.

ASSUMED VEGETATION 100' PER FPT

DESIGN TCH: 53.2
PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZFW ARTCC, ADM TOWER

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	ADM	24	ADM		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	1F0	24	1F0	10.72	Y	35

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KADM 777 K1F0 845
RA = 34.2

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-AIW	ADM TOWER	TOWER OPEN	1
		TOWER CLOSED	3

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW17 - MIRL	BSC-G	
RW35 - MIRL	BSC-G	
RW13 - HIRL (PCL), PAPI-4L	PIR-F	
RW31 - MALSR (PCL), HIRL (PCL), VASI-4L	PIR-F	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	728.9	53.2	728.2	1003	3.00	49.4
FINAL APPROACH COURSE AIMING						



AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
ADM	ILS OR LOC RWY 31	7	ARDMORE	OK	777	I-AIW
RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE			
ON CENTERLINE	X	FT FROM CENTERLINE				

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CONTINGENCY NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE 1F0 ALTIMETER SETTING AND INCREASE S-ILS 31 DA TO 971 FEET; INCREASE ALL MDAS 40 FEET AND CIRCLING VISIBILITY CAT C 1/4 SM.

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	3.20
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.91
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	315.42
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM	THLD	TO 1500FT POINT	5.11
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.32
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	315.42
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	800

THRESHOLD COORDINATES (IF STR-IN)

ARP COORDINATES

RUNWAY APCH END AND DIST FURTHEST FROM ARP

FAF COORDINATES

FIX NAME COORDINATES

341749.68N/0970030.02W

341813.94N/0970114.15W

RUNWAY 13 DISTANCE 0.78 NM

341345.20N/0965540.08W

REMARKS



PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
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