

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

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> KPWA	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35R	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> OKLAHOMA CITY	<u>STATE</u> OK		
<u>AIRPORT ELEVATION</u> 1300	<u>TDZE</u> 1299	<u>SUPERSEDED</u> ILS OR LOC RWY 35R	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 10/15/2015	<u>MAG VAR</u> 5E	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> I-TFM	<u>COORDINATES OF FACILITIES</u> 353249.93N / 0973843.79W	<u>ACTUAL EFFECTIVE DATE</u> 19 MAY 2022	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.87 NM AFTER NORRM INT/I-TFM 6.17 DME OR AT I-TFM 1.30 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 180 AND PWA VOR/DME R-216 TO JESKE INT/PWA 14.53 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT R SIDE OF COURSE 174.99 OUTBOUND 2900 FT WITHIN 10 MILES OF NORRM INT (IAF)
- 2.
3. FAC: 354.99 FAF: NORRM INT/I-TFM 6.17 DME DIST FAF TO MAP: 4.87 DIST FAF TO THLD: 4.87
4. MIN ALT: NORRM INT/I-TFM 6.17 DME 2900
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1113
6. MIN GS INCPT: 2900 GS ALT AT PFAF: NORRM INT/I-TFM 6.17 DME 2900 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: 20:1: TCH: 49.9
8. MSA FROM: PWA VOR/DME 110-330 3300, 330-110 3800

EQUIPMENT REQUIREMENTS NOTES:

DME AND RADAR REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PROFILE NOTE: USE I-TFM DME WHEN ON THE LOCALIZER COURSE.



ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: (CFFRQ) AT 352038.77N/0973843.65W
 CHART MAXIMUM 6000 AT NORRM INT/I-TFM 6.17 DME
 CHART: ASR
 CHART IRW R-334 AT NORRM
 CHART IN PLANVIEW: IRW VORTAC R-334 UNUSABLE FOR PROCEDURE TURN.
 HOLD SW, RT, 036.15 INBOUND.
 CHART FAS OBST: 1473 TANK (40-002205) 352943N/0973829W.
 CHART VDP AT 2.51 DME
 DISTANCE VDP TO THLD 1.21 NM.
 CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN TOWER CLOSED.; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN TOWER CLOSED.

CATEGORY:	A			B			C			D			E			
	FINAL TYPE	DA/MDA	VIS	HAT/HAA												
S-ILS 35R	1499	1/2	200	1499	1/2	200	1499	1/2	200	1499	1/2	200				
S-LOC 35R	1740	1/2	441	1740	1/2	441	1740	7/8	441	1740	7/8	441				
CIRCLING	1780	1	480	1780	1	480	1880	1 1/2	580	1880	2	580				

CHANGES - REASONS

- S-LOC 35R CAT C VISIBILITY INCREASED FROM 3/4 TO 7/8, CAT D VISIBILITY DECREASED FROM 1 TO 7/8. - NEW OBSTACLE EVALUATION.
- UPDATED MAP: LOC FROM "4.81 NM AFTER NORRM INT/I-TFM 6.11 DME OR AT I-TFM 1.30 DME" TO "4.87 NM AFTER NORRM INT/I-TFM 6.17 DME OR AT I-TFM 1.30 DME." - FIX NORRM MOVED TO MATCH 3.00/49.9 GPA/TCH.
- MISSED APPROACH INSTRUCTIONS UPDATED FROM "CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 3300 DIRECT IFI VORTAC AND HOLD" TO "CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 180 AND PWA VOR/DME R-216 TO JESKE INT/PWA 14.53 DME AND HOLD." - IFI VORTAC DECOMMISSIONED.
- REMOVED ALTERNATE MISSED APPROACH. - USED AS PRIMARY MISSED APPROACH PER FPT.
- UPDATED PROFILE LINE 3: FAF FROM "NORRM INT/I-TFM 6.11 DME" TO "NORRM INT/I-TFM 6.17 DME." DIST FAF TO MAP/THLD FROM 4.81 TO 4.87. - FIX NORRM MOVED TO MATCH 3.00/49.9 GPA/TCH.
- ADDED EQUIPMENT REQUIREMENTS NOTES: DME AND RADAR REQUIRED; REMOVED CHART PLANVIEW NOTE: RADAR AND DME REQUIRED. - IAW 8260.19I 8-6-8 A.
- UPDATED CHART PROFILE NOTE: FROM "VGSI AND ILS GLIDEPATH NOT COINCIDENT" TO "VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})." - IAW 8260.19I 8-6-9 M (1).
- REMOVED CHART NOTE: ALTERNATE ALTIMETER NOTE. - MOVED TO 8260-9 FOR CONTINGENCY USE.
- REMOVED CHART NOTE: VDP NA WITH WILL ROGER WORLD ALTIMETER SETTING. - MOVED TO 8260-9 FOR CONTINGENCY USE.
- REMOVED CHART IN PLANVIEW: ALTERNATE MISSED HOLDING, HOLD SW JESKE INT/PWA 14.53 DME, RT, 036.15 INBOUND. - ALTERNATE MISSED BECAME PRIMARY MISSED APPROACH.
- UPDATED MISSED HOLDING FROM "HOLD NE, LT, 243.27 INBOUND" TO "HOLD SW, RT, 036.15 INBOUND." - ALTERNATE MISSED APPROACH BECAME PRIMARY MISSED APPROACH DUE TO IFI VORTAC DECOMMISSION.
- UPDATED CHART FAS OBST FROM 1478 TANK 353043N/0973829W TO 1473 TANK (40-002205) 352943N/0973829W. - UPDATED OBSTACLE EVALUATION; OBSTACLE ID ADDED IAW 8260.19I 8-6-10C.
- UPDATED NOTE FROM "CHART VDP AT 2.54 DME; DISTANCE VDP TO THLD 1.24 NM" TO "CHART VDP AT 2.51 DME; DISTANCE VDP TO THLD 1.21 NM." - NEW EVALUATION COMPLETED.
- ADDED CHART CIRCLING ICON. - NEW CIRCLING APPLIED ON P-NOTAM AMDT ORIG-A.
- UPDATED CHART IN PLANVIEW: "FROM (DNBVB) AT 352042.81N/0973843.65W" TO "(CFFRQ) AT 352038.77N/0973843.65W." - CNF FIX REQUIRES UPDATED NAME; FIX MOVED INLINE WITH FIX NORRM.
- UPDATED CHART MAXIMUM 6000 AT NORRM INT/I-TFM FROM 6.11 DME TO 6.17 DME. - FIX NORRM MOVED TO MATCH 3.00/49.9 GPA/TCH.
- UPDATED NOTE FROM "CHART PWA R-171 AND IRW R-334 AT NORRM" TO "CHART IRW R-334 AT NORRM." - PWA RADIAL NOT REQUIRED.
- ADDED NA WHEN CONTROL TOWER CLOSED TO ALTERNATE MINIMUMS. - IAW 8260.19I 8-6-11 B(4).



COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA** **OTHER:** ZFW, OKC APP CON, PWA ATCT, ARPT MGR

FLIGHT CHECKED BY

JAMES KRENEK

Digitally signed by

JON DENTON

Jan 24, 2022

OFFICE

FPO

DATE

01/18/2022

DEVELOPED BY

JON DENTON (BARBARA GORMAN)

Digitally signed by

JON DENTON

Jan 24, 2022

OFFICE

AJV-A432

DATE

10/22/2021

APPROVED BY

LONNIE EVERHART

Digitally signed by

JON DENTON

Jan 24, 2022

OFFICE

AJV-A430

DATE

TITLE
MANAGER

