TINKER AFB (TIK)(KTIK) AF 8 SE UTC–6(–5DT) N35°24.89′ W97°23.20′ **DALLAS–FT WORTH**
1291 B TPA—See Remarks NOTAM FILE MLC Not insp. **H–6H, L–15D**
RWY 18–36: H11100X200 (PEM) PCN 73 R/C/W/T HIRL **DIAP, AD**
RWY 18: SALSF. PAPI(P4L)—GA 2.8° TCH 51′. RVR–T 0.3% up.
RWY 36: ALSF1. PAPI(P4L)—GA 2.6° TCH 52′. RVR–T Rgt tfc.
RWY 13–31: H10000X200 (PEM) PCN 59 R/C/W/T HIRL
RWY 13: SALS. PAPI(P4L)—GA 2.8° TCH 47′. Rgt tfc. 0.5% up.
RWY 31: SALS. PAPI(P4L)—GA 3.0° TCH 71′.
SERVICE: S4 **OX** 1, 2, 4 **LGT** ALS Rwy 18 nstd for Cat I ILS. ALS Rwy 13–31 nstd. **MILITARY— JASU** 1(MC–1A) 1(MC–2A) (A/M32A–86) 8(AM32A–60) 6(AM32A–95) **FUEL** A++ (Mil) **FLUID** PRESAIR LHOX LOX LHNIT SP **OIL** O–148–156 SOAP–Results avbl 1345–1730Z‡, 1830–0600Z‡ wkd exc hol, results not avbl OT. **TRAN ALERT** Opr 1400–0530Z‡. Ltd Fleet Svc (lavatory and water only).
NOISE: Noise abatement: Practice circling apch to Rwy 18 prohibited. Night quiet hr in effect 0500–1200Z‡, practice apch are restricted.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR tran acft, ctc base ops DSN 884–2191, C405–734–2191. Notify Base OPS of 1 hr or more ETA chg and PPR CNL. No tran acft arr/dep 0530–1400Z‡. Tran acft may exp only one apch dur periods of ints lcl trng. **CAUTION** Exer ctn while tax; portions of ALC Ramp, KC–46 Ramp, and munitions fac not vis fm twr. Hold short of ramp for individual acft flw–me assistance. Use caution Rwy 13–31, N–S VFR corridor surface –3000′ 1 NM off dep end Rwy 31. Unlgtd fences around airfield. Unlighted bldgs NW, W, SW and E of Rwy 18–36. **TFC PAT** TPA Rectangular and clsd tfc pat 3000 (1709) (includes fighter/trainer acft), overhead tfc pat on req 3500 (2209). Use 124.45 while in tfc pat, monitor 251.05 to maximum extent possible. **CSTMS/AG/IMG:** See foreign clearance guide KTIK entry. **MISC** VIP acft ctc Base OPS 30 min prior to ETA with firm chock time. Rwy 13–31 apch end 1000′ conc, remaining rwy keel 75′ conc, non–keel asphalt. Rwy 18–36 apch ends 1000′ conc, remaining rwy keel 75′ conc, non–keel asphalt, mid 8100′ rwy grooved. Twy A clsd east side Rwy 18–36. Twy M NSTD due to 50′ wide. Rwy C NSTD shoulders btn trim pad and Rwy 13–31. Hgr space for tran acft dur inclement WX extremely ltd. Tran svc for B52, B1, C5, C17, C130, KC10 and C135 extremely ltd, acft should have crew chief on board. Anti–icing/De–icing capabilities for tran acft limited, tran aircews must ctc Base OPS with deicing req prior to arrival. Rwy Cond Code (RwyCC) and Field Condition NOTAM (FICON) not determined/rprtd. Air terminal svc (ATOC) and contingency/deployment OPR avail 1300–0100Z‡ dly. Acft loading/offloading req outside publ times ctc DSN 339–5553, C405–734–2751. Std USAF RSRS applied. Veh transportation for tran aircews avbl Mon–Thur 1230–0430Z‡, Fri 1230–0200Z‡, exc hol. Air terminal svc (ATOC) and contingency/deployment opr avbl 1300–0100Z‡ dly. Acft loading/offloading req outside publ times ctc DSN 339–5553, C405–734–2751. Std USAF reduced same rwy separation applied.
AIRPORT MANAGER: 405-732-1110
COMMUNICATIONS: SFA 354.125 (Sooner Con/Okie Ops 228.45 311.0)
ATIS 270.1 (1100–0400Z‡) DSN 884–5152, C405–734–5152.
PTD 134.1 372.2
Ⓡ **OKE CITY APP/DEP CON** 120.45 288.325 (081°–170°) 124.2 336.4 (001°–080°) 124.6 266.8 (261°–360°) 126.65 263.075 (171°–260°)
TOWER 124.45 251.05 **GND CON** 121.8 275.8 **CLNC DEL** 119.7 335.8
TIK COMD POST (Arrow Ctl) 139.95 141.65 225.875 305.6
PMSV METRO 261.025 (Forecast svc avbl during afld opr hr.) DSN 884–3196, C405–734–3196. Alternate wx location DSN 884–3529, C405–734–3529. **TINKER ATOC** 119.15
AFMC FLT TEST 382.6 (OC–ALC PDM input acft ctc Sabre Control 30 min prior arrival.)
AIRSPACE: CLASS C svc ctc **APP CON**.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE PWA.

WILEY POST (T) (T) VORW/DME 113.4 PWA Chan 81 N35°31.98′ W97°38.83′ 111° 14.6 NM to fld. 1271/8E.

WILL ROGERS (H) (H) VORTACW 114.1 IRW Chan 88 N35°21.52′ W97°36.55′ 066° 11.4 NM to fld. 1240/7E. NOTAM FILE OKC.

TACAN AZIMUTH unusable:
297°–315°

(T) TACAN Chan 105 TIK (115.8) N35°26.19′ W97°22.78′ 192° 1.3 NM to fld. 1251/3E. NOTAM FILE MLC.

TACAN AZIMUTH unusable:
051°–061° byd 20 NM blo 3,400′
154°–174° byd 23 NM blo 3,400′

DME unusable:
051°–061° byd 20 NM blo 3,400′
154°–174° byd 23 NM blo 3,400′
No NOTAM MP: 1300–1500Z‡ 1st & 3rd Tue each Month

LOC 111.7 I–EVG Rwy 13.

ILS 111.3 I–FRJ Rwy 18. Glideslope sgl not protected fm psbl reflective intfc caused by vehicle tfc. Acft with AN/ARN–58 lczr rcvr may experience course deviations due to intfc. LOC unusable byd 15° right of course centerline; fm 0.1 NM to rwy thld. No NOTAM MP: 1300–1500Z‡ 1st and 3rd Tue each Month.

LOC 111.7 I–PLH Rwy 31.

ILS 109.5 I–TIK Rwy 36. Acft with AN/ARN–58 lczr rcvr may experience course deviations due to intfc. No NOTAM MP: 1300–1500Z‡ 1st and 3rd Tue each Month.

ASR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. Acft with AN/ARN–58 localizer receiver may experience course deviations due to interference.

TIPTON MUNI (I08) 3 SW UTC–6(–5DT) N34°27.52′ W99°10.28′ **DALLAS–FT WORTH**
1248 B NOTAM FILE MLC **L–17B**
RWY 17–35: H3062X50 (ASPH) S–12 MIRL **IAP**

RWY 17: Pole.

RWY 35: Pole.

AIRPORT REMARKS: Unattended. Rwy 17–35 moderate to severe cracking and grass growing through cracks.

AIRPORT MANAGER: 580-667-5211

COMMUNICATIONS: CTAF 122.9

Ⓡ **ALTUS APP/DEP CON** 125.1 (1500–0830Z‡ Mon–Fri, clsd weekends and holidays, other times ctc)

Ⓡ **FORT WORTH CENTER APP/DEP CON** 128.4 133.5

CLEARANCE DELIVERY PHONE: For CD ctc Fort Worth ARTCC at 817-858-7584.

RADIO AIDS TO NAVIGATION: NOTAM FILE HBR.

HOBART (VL) (L) VORTACW 115.85 HBR Chan 105(Y) N34°51.99′ W99°03.80′ 182° 25.0 NM to fld. 1472/10E.

VOR unusable:
045°–070° byd 40 NM
071°–079° byd 54 NM blo 7,000′
071°–079° byd 66 NM
080°–120° byd 10 NM
355°–360° byd 15 NM blo 4,500′

TACAN AZIMUTH unusable:
050°–055° byd 21 NM blo 4,500′
050°–055° byd 26 NM blo 5,500′
050°–055° byd 33 NM blo 7,500 . 080–120 byd 10 NM′
245°–270° byd 33 NM blo 3,500′

DME unusable:
080°–120° byd 10 NM
355°–360° byd 15 NM blo 4,500′

