
G AIRPORT PLANS

INTRODUCTION. The plan for the future development of Will Rogers World Airport has evolved from an analysis of many considerations. Among these are: aviation demand forecasts; facility requirements; aircraft operational characteristics; environmental considerations; and, the general direction of future airport development, as expressed by the Oklahoma City Airport Trust. The various landside/airside development options that were presented in the previous chapter provided the Study Committee and the planning staff of the Airport with a variety of options for future facility expansion. Following a careful assessment of the potential impacts of each development option, the airport sponsor selected components of a recommended Conceptual Development Plan, which was presented at the conclusion of the chapter entitled Conceptual Development Plan.

Because previous chapters have established and quantified the future development needs of the Airport, the various elements of the selected plan are categorically reviewed here in an outline and graphic format. A brief written description of the individual elements, represented in the set of *Airport Plans* for Will Rogers World Airport, is accompanied by a graphic description presented in the form of the *Airport Layout Plan Drawings, Airspace Plans, Departure Surface Drawings, Approach Profiles and Inner Approach Surface Drawings, Specific Area Plans, Land Use Plan* and *Property Map*.

It is recognized that future demand for facilities cannot be totally predicted at the Airport, particularly during the latter stages of the 20-year planning period. Therefore, particular emphasis is placed on the initial portion of the planning period, the first five years. Here, the projections are more definable and the magnitude of program accomplishment is more pronounced. Furthermore, carefully guided development within the initial years of the planning period is essential to the future expansion of this facility and the continued enhancement of aviation development.

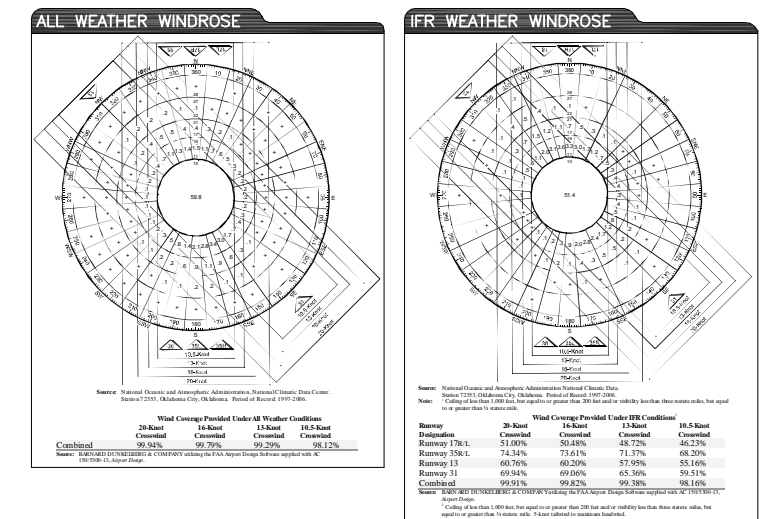
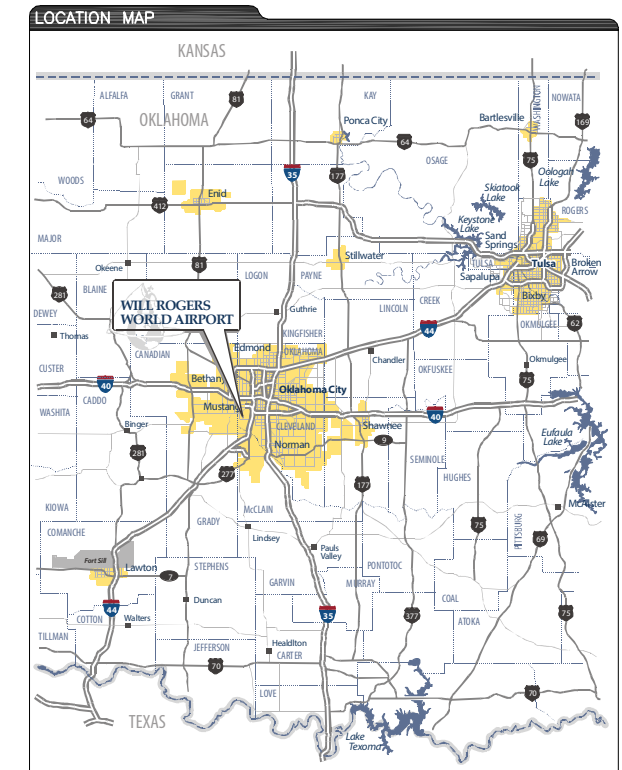


WILL ROGERS WORLD AIRPORT

Oklahoma City, Oklahoma

AIRPORT LAYOUT PLAN

- 1 OF 29 COVER SHEET
- 2 OF 29 EXISTING AIRPORT LAYOUT PLAN
- 3 OF 29 FUTURE AIRPORT LAYOUT PLAN
- 4 OF 29 AIRPORT AIRSPACE - CONICAL SURFACE PLAN
- 5 OF 29 AIRPORT AIRSPACE - RUNWAY 17L & 17R APPROACH PLAN
- 6 OF 29 AIRPORT AIRSPACE - RUNWAY 35L & 35R APPROACH PLAN
- 7 OF 29 AIRPORT AIRSPACE - RUNWAY 13 APPROACH PLAN
- 8 OF 29 AIRPORT AIRSPACE - RUNWAY 17L/35R PROFILES
- 9 OF 29 AIRPORT AIRSPACE - RUNWAY 17R/35L PROFILES
- 10 OF 29 AIRPORT AIRSPACE - RUNWAY 13/31 & 18/36 PROFILES
- 11 OF 29 AIRPORT AIRSPACE - FUTURE RUNWAY 17R/35L PROFILES
- 12 OF 29 RUNWAY 17L/35R DEPARTURE SURFACE
- 13 OF 29 RUNWAY 17R & FUTURE RUNWAY 17R DEPARTURE SURFACE
- 14 OF 29 RUNWAY 35L & FUTURE RUNWAY 35L DEPARTURE SURFACE
- 15 OF 29 RUNWAY 13/31 DEPARTURE SURFACE
- 16 OF 29 INNER PORTION OF THE APPROACH SURFACE - RUNWAY 17L PLAN & PROFILE
- 17 OF 29 INNER PORTION OF THE APPROACH SURFACE - RUNWAY 35R PLAN & PROFILE
- 18 OF 29 INNER PORTION OF THE APPROACH SURFACE - RUNWAY 17R PLAN & PROFILE
- 19 OF 29 INNER PORTION OF THE APPROACH SURFACE - RUNWAY 35L PLAN & PROFILE
- 20 OF 29 INNER PORTION OF THE APPROACH SURFACE - RUNWAY 13 PLAN & PROFILE
- 21 OF 29 INNER PORTION OF THE APPROACH SURFACE - RUNWAY 31 PLAN & PROFILE
- 22 OF 29 INNER PORTION OF THE APPROACH SURFACE - RUNWAY 18/36 PLAN & PROFILE
- 23 OF 29 INNER PORTION OF THE APPROACH SURFACE - FUTURE RUNWAY 17R PLAN & PROFILE
- 24 OF 29 INNER PORTION OF THE APPROACH SURFACE - FUTURE RUNWAY 35L PLAN & PROFILE
- 25 OF 29 TERMINAL AREA PLAN
- 26 OF 29 NATIONAL GUARD AREA UNDER PLAN
- 27 OF 29 MIKE MONRONEY AERONAUTICAL CENTER AREA PLAN
- 28 OF 29 AIRPORT LAND USE PLAN
- 29 OF 29 AIRPORT PROPERTY MAP - EXHIBIT 'A'



The Barnard Dunkelberg & Company Team
 Barnard Dunkelberg & Company, Inc. • MacArthur Associated Consultants, LTD.



WILL ROGERS WORLD AIRPORT

MASTER PLAN UPDATE

Airport Layout Plans

The Airport Layout Plans (ALPs), which illustrate airside and landside facilities, are graphic depictions of the existing and ultimate airport facilities that will be required for the Airport to properly accommodate the forecast future demand. In addition, the ALPs provide detailed information on both airport and runway design criteria, which is necessary to define relationships with applicable standards. The following illustration, entitled *EXISTING AIRPORT LAYOUT PLAN*, describes the existing airport facility, while the illustration entitled *FUTURE AIRPORT LAYOUT PLAN*, and the following paragraphs, describe the major components of the future development plan for the Will Rogers World Airport.

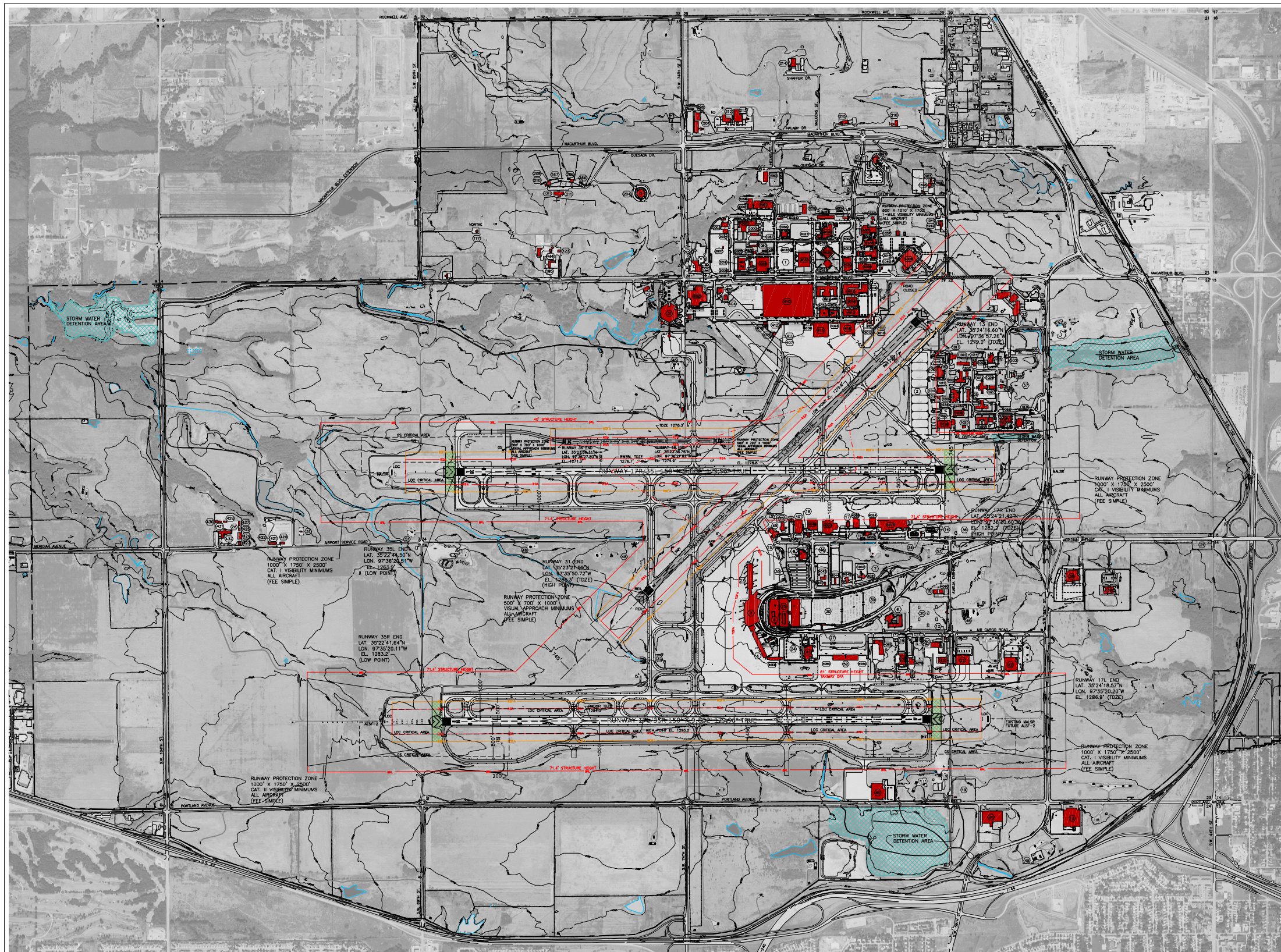
Runway System

The development recommendations for the runway system are presented in the following text.

Runway 17L/35R

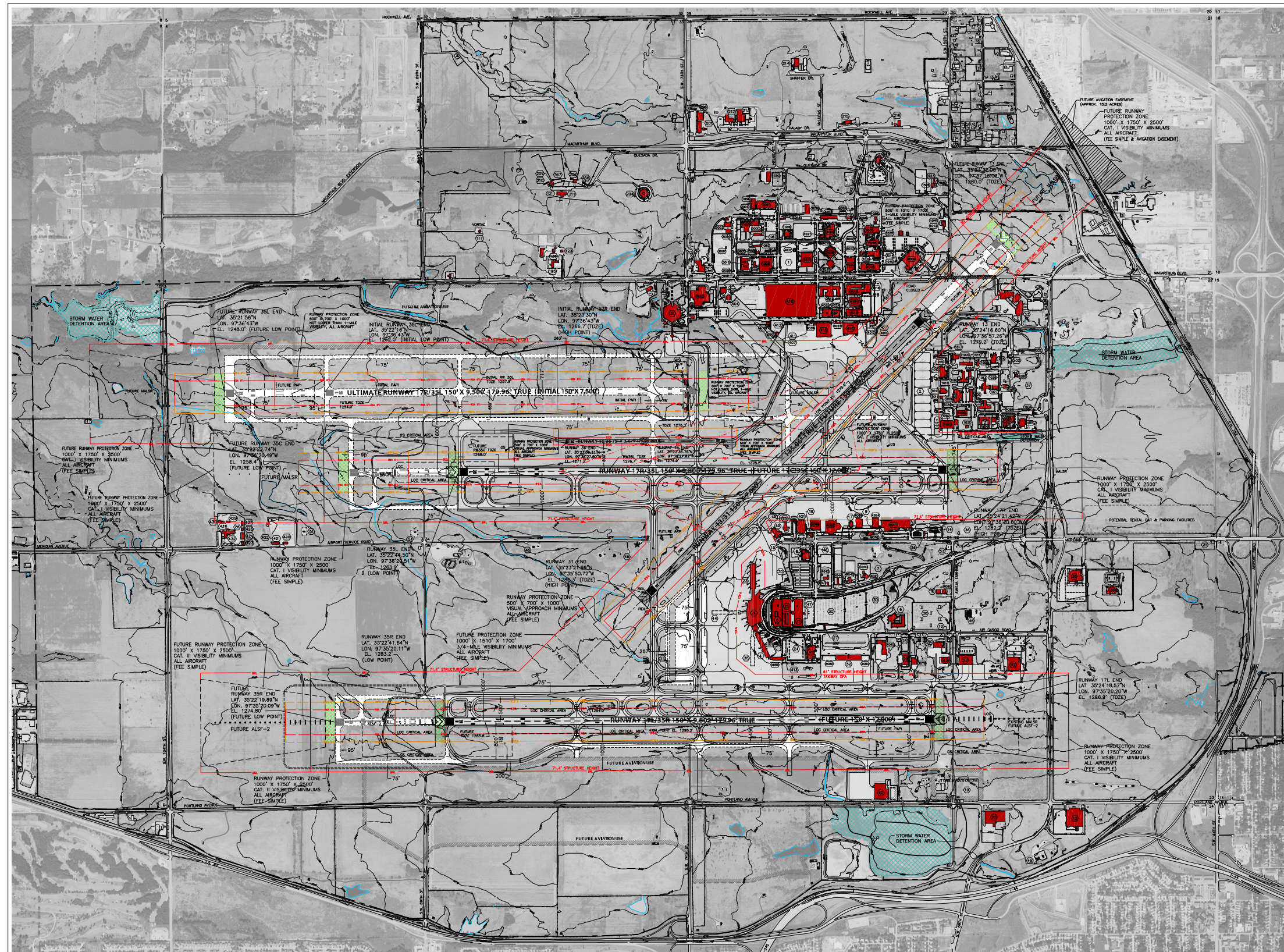
- **Airport Reference Code (ARC) Dimensional Criteria:** This runway is currently designed in accordance with Airport Reference Code (ARC) D-V design criteria, as specified by the FAA. These are the standards that apply to the “Design Aircraft”, in consideration of wingspan and approach speed, which currently utilize this runway or that are projected to utilize this runway in the future.
- **Dimensions:** This runway is currently 150 feet wide with an existing runway length of 9,802 feet. To accommodate potential future demand by larger and faster aircraft, an extension to the south to an ultimate length of 12,000 feet will continue to be shown on the Future ALP. In addition, the existing 150-foot runway width will be maintained.
- **Pavement:** The runway’s existing published gross weight bearing capacity (i.e., 50,000 pounds single wheel, 200,000 pounds dual wheel, and 400,000 pounds dual tandem wheel main landing gear configuration) will be maintained.
- **Instrument Approach Criteria:** Improvements to the Runway 17L instrument approach from ILS Category I minimums to Category II minimums will be protected for. The ALP will continue to illustrate the maintenance of the existing Category II/III ILS/GPS approach to Runway 35R.





BUILDING LEGEND			BUILDING LEGEND		
NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.
1	MMAC CENTER/FAA	VARIABLES	1012	BI013	1340.5'
2	AIR NATIONAL GUARD AREA	VARIABLES	1013	BI04	1340.5'
3	TERMINAL BUILDING	1346.6'	1014	B-AGE	1296.0'
4	AIR CARGO FACILITIES	1307.4'	1015	B-5-FS	1283.0'
5	TWO-LEVEL PARKING GARAGE	1351.1'	1017	B1011	1292.8'
6	AIRPORT HOTEL	1318.8'	1019	B1014	1292.8'
7	CAR RENTAL FACILITIES	VARIABLES	1020	BI011	1334.1'
8	AIR TRAFFIC CONTROL TOWER	1429.2'	1021	BI010	1291.1'
9	FBO MAINTENANCE AREA	1318.5'	1022	BI009	1287.4'
10	OLD ARTT-MAV VEHICLE MAINTENANCE	1312.0'	1024	BI022	1285.3'
11	NATIONAL WEATHER BUREAU	1300.0'	1025	BI006	1286.2'
12	FIRE PUMP FACILITY	1305.8'	1026	BI046	1295.5'
13	SOB	1277.4'	1027	BI044	1288.8'
14	FUEL STORAGE FACILITY	1028	1028	BI037	1283.3'
15	FUEL SATELLITE	1028	1028	BI007	1281.0'
16	NINETY NINE'S INC.	1320.2'	1030	BI049	1282.1'
17	FEDERAL MARSHAL HANGAR	1301	1031	BI042	1286.1'
18	AIRFIELD LIGHTING ELECTRICAL VAULT	1287.0'	1032	BI029	1284.3'
19	ONE & ONE WATER DEPARTMENT	1306	1036	B-ARSES	1284.8'
20	HANGAR	1285.8'	1037	W	1289.0'
21	CEMETERY	1351.8'	1038	BM	1320.7'
22	FEDERAL MARSHAL HANGAR	1301	1038	RES. BLD.	1293.9'
23	TERMINAL EXPANSION	1340	1040	N-WALK	1310.8'
24	EAST EMPLOYEE PARKING	1041	1041	IS-1A	1294.0'
25	FIVE-LEVEL PARKING GARAGE	1300.0'	1042	IS-TRAINING	1299.8'
26	AIRPORT MAINTENANCE FACILITY	VARIABLES	1044	IS-STOR	1297.7'
27	PARKING TOLL BOOTHS	1310.3'	1045	IS-COMM	1304.3'
28	MUSTANG FUEL DEPOT	1300.0'	1046	COM-TWR	1304.3'
29	AVIATION ASSOCIATES	1324.9'	1050	WRHSE	1309.4'
30	SHUTTLE PARKING	1081	1051	ADJ-BLD	1302.9'
31	BOF FEDERAL TRANSFER CENTER	1356.5'	1052	FAA SEC-B204	1292.2'
32	TAXIWAY LIGHTING VAULT	1094	1054	INDUS GAR	1298.3'
33	CAREER CENTER-METRO TECH	1289.8'	1055	ARND STOR	1294.6'
34	FUEL MAINTENANCE OFFICE BUILDING	1059	1056	DISCARE	1296.2'
35	FBO EXPANSION	1058	1057	ASSMNT INST	1293.0'
36	AIR NATIONAL GUARD EXPANSION	1300.8'	1058	COMM SUP FAC	1299.0'
37	SW AIRLINE'S RESERVATIONS CENTER	1300.8'	1059	ARMED INST	1222.2'
38	US CUSTOMS NATIONAL AIR TRAINING CENTER	1300.1'	1060	RADIO CLUB	1293.1'
39	US CUSTOMS & BORDER PATROL HANGAR	1301	1061	AVG	1302.5'
40	ARMING HANGAR 80 LLC	1300	1062	BLK. N. OF 201	1294.3'
41	US POSTAL FACILITY	1300	1063	METAL BUILDING	1294.3'
42	US CUSTOMS & BORDER PATROL HANGAR	1301	1064	RES. MAIN BLD	1310.2'
43	SNOW BARN	1300	1065	INT. MTL. BLD	1292.6'
44	US CUSTOMS & BORDER PATROL HANGAR	1301	1066	TRN BLD	1293.7'
45	DR. TANK BATTERY	1304	1067	TSI LAB	1287.5'
46	OVERFLOW PARKING	1304	1068	TSI EAST	1290.1'
47	ASSOC	1307	1069	CHILLER	1288.8'
48	ASSOC	1307	1070	STL TRD STOR	1281.8'
49	ASSOC	1307	1071	STL TRD. INT. STOR	1280.4'
50	ASSOC	1307	1072	ARMED SMK STCK	1294.7'
51	ASSOC	1307	1073	ARMED SMK STCK	1294.7'
52	ASSOC	1307	1074	POST OFF ANNEX	1286.8'
53	ASSOC	1307	1075	LINK BLD	1291.0'
54	ASSOC	1307	1076	SCREENING FACILITY	1286.0'
55	ASSOC	1307	1077	MODULAR BUILDINGS 1,2,3	1286.0'
56	ASSOC	1307	1078	TRAIN-CNTR-A	1299.4'
57	ASSOC	1307	1079	TRAIN-CNTR-B	1299.4'
58	ASSOC	1307	1080	TRAIN-CNTR-C	1299.4'
59	ASSOC	1307	1081	TRAIN-CNTR-D	1299.4'
60	ASSOC	1307	1082	ASPR-10	1294.7'
61	ASSOC	1307	1083	GRN-WHSE-BLD	1305.9'
62	ASSOC	1307	1084	ASPR-9	1290.9'
63	ASSOC	1307	1085	STAFFORD BLD	1334.4'
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97	ASSOC	1307	1119	LINE MAINT BLD	1286.4'
98	ASSOC	1307	1120	LINE MAINT BLD	1286.4'
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101	ASSOC	1307	1123	LINE MAINT BLD	1286.4'
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197	ASSOC	1307	1219	LINE MAINT BLD	1286.4'
198	ASSOC	1307	1220	LINE MAINT BLD	1286.4'
199	ASSOC	1307	1221	LINE MAINT BLD	1286.4'
200	ASSOC	1307	1222	LINE MAINT BLD	1286.4'

AIRPORT DATA			
LOCATION - COUNTY	OKLAHOMA	EXISTING	
TOWNSHIP/RANGE	111N/R4W	EXISTING	
AIRPORT ELEVATION (AMSL) MHD 88	1285.2	EXISTING	
AIRPORT REFERENCE POINT (ARP) MHD 83	LAT. 35° 23' 35.18" N LON. 97° 56'		



BUILDING LEGEND			BUILDING LEGEND		
NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.
1	MMAC CENTER/TAXI	VARIES	1017	B1013	1340.5
2	AIR NATIONAL GUARD AREA	VARIES	1018	B1014	1340.5
3	TERMINAL BUILDING	1346.6'	1019	B-ACE	1346.0'
4	AIR CARGO FACILITIES (TBR)	1307.4'	1015	B-S-FS	1283.0'
5	TWO-LEVEL PARKING GARAGE	1351.1'	1017	B1014	1346.0'
6	AIRPORT HOTEL	1318.8'	1019	B1014	1346.0'
7	CAR RENTAL FACILITIES	VARIES	1020	B1011	1334.1'
8	AIR TRAFFIC CONTROL TOWER	1424.2'	1021	B1010	1291.1'
9	FBO MAINTENANCE AREA	1316.5'	1022	B1009	1287.4'
10	OLD AIR-FARE VEHICLE MAINTENANCE	1312.0'	1024	B1022	1288.3'
11	NATIONAL WEATHER BUREAU	1300.0'	1025	B1035	1286.9'
12	FIRE PUMP FACILITY	1305.8'	1026	B1046	1285.5'
13	SOBR	1277.4'	1027	B1044	1285.9'
14	FUEL STORAGE FACILITY	1277.4'	1028	B1037	1283.3'
15	FUEL TOWER	1320.2'	1029	B5807	1281.0'
16	NINETY NINE'S INC.	1320.2'	1030	B1049	1283.2'
17	GENERAL AVIATION TERMINAL (U.C.)	1287.0'	1031	B1042	1286.1'
18	AIRFIELD LIGHTING ELECTRICAL VAULT	1287.0'	1032	B1029	1284.3'
19	ONC & ONC WATER DEPARTMENT	1285.8'	1036	B-AR53	1294.8'
20	HAGGAR	1285.8'	1037	BU	1289.0'
21	CEMETERY	1351.8'	1038	BM	1320.7'
22	FEDERAL MARSHAL HANGAR	1351.8'	1039	ESS BLD	1303.2'
23	WEST CONCOURSE	1351.8'	1040	N-WALK	1310.8'
24	EAST EMPLOYEE PARKING	1351.8'	1041	LS-1A	1294.0'
25	FIVE-LEVEL PARKING GARAGE	1351.8'	1042	LS-TRAINING	1299.8'
26	AIRPORT MAINTENANCE FACILITY	VARIES	1044	LS-STOR	1297.7'
27	PARKING TOLL BOOTHS	1310.3'	1045	LS-COMM	1304.3'
28	MUSTANG FUEL DEPOT	1351.1'	1046	COMB-THE	1287.0'
29	AVIATION ASSOCIATES	1324.9'	1050	WRHSE	1309.4'
30	SHUTTLE PARKING	1351.8'	1051	ADD-BLD	1302.2'
31	ROF FEDERAL TRANSFER CENTER	1356.5'	1052	FAM SEC-2204	1297.7'
32	TAXIWAY LIGHTING VAULT	1289.8'	1054	INDUS GAR	1298.3'
33	CAREER CENTER-METRO TECH	1289.8'	1055	ABND STOR	1294.0'
34	FUEL MAINTENANCE OFFICE BUILDING	1320.2'	1056	ARMED INST	1292.2'
35	FUTURE EAST CONCOURSE	1320.2'	1057	ASSMNT INST	1293.0'
36	FBO EXPANSION AREA	1320.2'	1058	COMM SUP FAC	1299.0'
37	AIR NATIONAL GUARD EXPANSION	1320.2'	1059	ARMED INST	1292.2'
38	SW AIRLINES RESERVATIONS CENTER	1320.2'	1060	RADIO CLUB	1293.1'
39	US CUSTOMS NATIONAL AIR TRAINING CENTER	1320.2'	1061	AND	
40	AND		1211	BLK. N. OF 201	1302.5'
41	US POSTAL FACILITY	1294.3'	3000	METAL BUILDING	1294.3'
42	US CUSTOMS & BORDER PATROL HANGAR	1310.7'	3001	TRN-TRN-B	1299.8'
43	SNOW BARN	1292.8'	3002	TRN-TRN-C	1295.5'
44	POTENTIAL SOUTH CONCOURSE	1293.3'	3003	TRN-TRN-D	1294.7'
45	CR. TANK BATTERY BUILDING	1293.2'	3004	TRN-TRN-E	1294.7'
46	OVERFLOW PARKING	1290.1'	3005	CHILLER	1290.1'
47	FUTURE PARKING STRUCTURE	1291.8'	3007	STL TRN STOR	1281.8'
48	ASOS	1290.4'	3008	STL YRD BAT STOR	1288.4'
49	AIRPORT RESCUE/FIRE FIGHTING (ARFF)	1285.8'	3009	AEROMED SMK STCK	1332.4'
50	DEVON ENERGY HANGAR	1285.8'	3011	POST OFF ANNX	1285.8'
51	RF	1270.0'	3014	LINE SHED	1291.0'
52	AIR CARGO FACILITY	1314.8'	3015	SCREENING FACILITY	1291.0'
53	CLEAN ENERGY CNG FACILITY	1299.5'	3016	MODULAR BUILDINGS 1,2,3	1296.0'
117	YDR ZOO	1299.5'	4000	TRAIN-CNTR-A	1296.0'
123	ATOBI-SHOP	1281.6'	4001	TRAIN-CNTR-B	1299.8'
136	ATOBI-TEST	1292.6'	4002	TRAIN-CNTR-C	1295.5'
137	TO	1281.3'	4003	TRN-TRN-F	1294.7'
167	1E	1288.0'	4004	GRN-WRHS-BLD	1305.9'
168	AMB-TEST	1284.1'	4005	ASR-9	1294.1'
169	SYSTEM SUPPORT	1315.6'	4006	REGISTRY BLD	1336.6'
201	PROGRAM SUPPORT	1309.9'	4007	ASR-9-SRGE	1290.9'
204	VOR/DME	1314.5'	4008	SYS-TRAIN	1332.4'
206	DROUGHT MAINTENANCE	1309.4'	4009	SHAYFORD BLD	1334.4'
209	2D	1305.8'	4010	LINE MANT BLD	1286.4'
210	ANRCA	1286.2'	4011	LINE MANT SOUTH	1285.7'
211	LSIC	1286.2'	4012	LINE SHED 1	1286.4'
212	ENROUTE SUPPORT FACILITY	1294.3'	4013	FLIGHT STANDARDS BLD	1287.3'
213	ARRIVAL SUPPORT FACILITY	1294.3'	4014	AR NAVG FAC #1	1313.2'
214	NETS	1313.8'	4015	TOP COOLING TWR RADAR TRAIN	1313.8'
215	DA5R-11	1313.8'	4016	FAM-ACADEMY	1314.4'
401	AAR HANGAR 1C	1316.6'	4017	HEADQUARTERS	1322.9'
404	HAZ. MAT. BUILDING	1292.4'	4018	AR NAVG FAC #2	1316.6'
407	WASTE WATER TREATMENT	1291.0'	4021	AMB CAFETERIA	1293.3'
408	ASDE-3	1282.8'	4023	BUDGET BLD	1306.0'
410	LOGISTICS LAB	1305.0'	4024	BUILDINGS K, J	1293.9'
411	METAL BUILDING	1285.0'	4025	FLIGHT INSPECTOR	1307.6'
413	FUTURE AIR CARGO TERMINAL/SUPPORT	1276.6'	4027	TITLE BLD	1298.2'
415	HANGAR 9	1331.2'	4028	AVIATION RECORD BLD	1337.0'
416	HANGAR 8	1335.4'	4029	CHILLER	1290.5'
420	MAINTENANCE SHED	1289.5'	4031	MULTI PURPOSE BLD	1332.2'
421	BUILDING #400	1271.3'	4032	CHILLER	1290.2'
422	STORAGE BUILDING #601	1263.0'	4035	SIMULATOR	1294.8'
423	MAINTENANCE SHED	1268.3'	4036	HANGAR 2	1293.0'
424	BUILDING #401	1266.0'	4039	LINE SHED 4	1282.0'
425	BUILDING #402	1258.4'	4040	BUDGET CARWASH	1306.0'
427	MAINTENANCE SHED	1263.5'	4041	BUDGET BLD	1306.0'
428	BUILDING #403	1261.9'	4042	HERTZ OFFICE	1303.8'
429	MAINTENANCE SHED	1261.9'	4043	HERTZ OFFICE	1303.8'
431	MAINTENANCE SHED	1262.1'	4044	AVIS CAR RENTAL	1307.0'
432	MAINTENANCE OFFICE	1259.2'	4045	THRIFTY CAR RENTAL	1307.1'
501	BUILDING 1038	1273.9'	4049	AAR HANGAR 1B	1313.7'
502	BUILDING 1038	1278.0'	4050	AAR HANGAR 1A	1313.0'
1003	B1041	1293.4'	4053	TECHNICAL SUPPORT FACILITY	1316.3'
1004	B-ALCF	1335.1'	4054	HANGAR 3	1316.6'
1005	B1045	1295.7'	4057	WEATHER STATION STORAGE	1289.8'
1006	B1008	1287.6'	4060	ADRA II	1306.9'
1008	B1001	1289.7'	4065	CHESAPEAKE HANGAR	1322.5'
1009	B1040	1292.5'	4069	AIR CARGO FACILITY ANNEX (TBR)	1306.7'
1010	B1033	1302.8'	4074	GENERATOR BLD	1303.9'
1011	B1023	1290.3'	4075	GROUND EQUIPMENT CENTER	1310.1'
	(U.C.) UNDER CONSTRUCTION		4077	HANGAR 3A, 3B	1337.1'
			4078	SECURITY COMMAND CENTER	1303.9'
			4079	HANGAR	
			4080	FUTURE AIR CARGO FACILITY EXPANSION AREA	
				(TBR) TO BE REMOVED	

DECLARED DISTANCES										
RUNWAY	17L/35R	17R/35L	13/31	18/36	17R/35L	17R/35L	17R/35L	17R/35L	17R/35L	17R/35L
TAXIWAY CENTERLINE AVAILABLE (TORA)	8,800'	12,000'	8,800'	12,000'	8,800'	12,000'	8,800'	12,000'	8,800'	12,000'
TAXIWAY AVAILABLE (TORA)	8,800'	12,000'	8,800'	12,000'	8,800'	12,000'	8,800'	12,000'	8,800'	12,000'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	8,800'	12,000'	8,800'	12,000'	8,800'	12,000'	8,800'	12,000'	8,800'	12,000'
LANDING DISTANCE AVAILABLE (LDA)	8,800'	12,000'	8,800'	12,000'	8,800'	12,000'	8,800'	12,000'	8,800'	12,000'

NON-STANDARD CONDITIONS									
ITEM	AIRPLANE DESIGN GROUP	EXISTING	FUTURE	STANDARD	NON-STANDARD	REMARKS	APPROVED		
PERMETER ROAD WITHIN ROFA				1000'	NONE	PERMETER ROAD TO BE RELOCATED			
DEPARTURE END OF RW 17R				500'	NONE	T/W TO BE RELOCATED			
SEPARATION BETWEEN T/W # AND RUNWAY 17L/35L (O.A. TO O.A.)	V (CAT II)	V (CAT II)	500'	500'	NONE	T/W TO BE RELOCATED			
LINE-OF-SIGHT ALONG 17L/35R	V	V	500'	500'	OBSTRUCTED	NEEDED WITH RECONSTRUCTION			

NOTES

- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT REQUIRED TO BE USED FOR CONSTRUCTION DOCUMENTS OR FOR THE ISSUANCE OF PERMITS.
- AERIAL PHOTO BY AERIAL DATA SERVICES, INC. AUGUST 3, 2007.
- COORDINATE DATA AND ELEVATIONS FROM NAD 83 SURVEY DATUM (83) (NAD83) (NAD83).
- NO MODIFICATION OF STANDARDS.
- NO THRESHOLD STRIP SURFACE PENETRATION.

APPROVED

AIRPORT DATA			
LOCATION - COUNTY	EXISTING	FUTURE	UNUSUAL
OKLAHOMA	OKLAHOMA	OKLAHOMA	
TOWNSHIP/RANGE	T11N/R4W	T11N/R4W	
AIRPORT ELEVATION (MGS) MAG 88	1295.2	1295.2	
AIRPORT REFERENCE POINT (ARP) MAG 83	LAT. 35° 23' 35.16" N LONG. 97° 36' 02.85" W	LAT. 35° 23' 27.77" N LONG. 97° 36' 06.79" W	
AIRPORT REFERENCE CODE	4000	4000	
COMMERCIAL SERVICE	SAME	SAME	
NPIAS SERVICE LEVEL/ROLE	SAME	SAME	
NEAR MAX. TEMPERATURE (HOTTEST MONTH)	94°F (JULY)	94°F (JULY)	
AIRPORT & TERMINAL WINDS	ASR, LS, VOR, HSB	ASR, LS, VOR	
TAXIWAY WIDTHS	75', 90', 75', 90', 75', 90'	75', 90', 75', 90', 75', 90'	
TAXIWAY LIGHTING	MFL	SAME	

RUNWAY INFORMATION												
APPROACH VISIBILITY MINIMUMS	EXISTING		FUTURE		EXISTING		FUTURE		EXISTING		FUTURE	
	CAI I/CAI II	CAI I/CAI II	CAI I/CAI I	CAI I/CAI I	1-MILE/VISUAL	CAI I/CAI I-MILE	VISUAL/VISUAL	TO	VISUAL/VISUAL	CAI I/CAI I	CAI I/CAI I	
FAR PART 77 APPROACH SLOPE	501/501	SAME	501/501	SAME	341/251	501/241	201/201		501/201			
AIRFIELD PAVEMENT	150' X 3800'	SAME	150' X 3800'	SAME	150' X 7800'	150' X 10000'	75' X 3079'		150' X 8300'			
RUNWAY SHOULDER WIDTH	30'	SAME	30'	SAME	NONE	NONE	BE		30'			
RUNWAY PAVEMENT TYPE	CONCRETE	SAME	CONCRETE	SAME	ASPHALT	ASPHALT	BE		CONCRETE			
PAVEMENT STRENGTH (IN 1000 LBS.)	50,000/4000	SAME	50,000/4000	SAME	50,000/4000	50,000/4000	50,000/4000		50,000/4000			
RUNWAY LIGHTING	MFL, CL, TOLL	SAME	MFL	SAME	MFL	MFL	BE		MFL			
RUNWAY MARKING	PREC	SAME	PREC	SAME	PREC/NPI	PREC/NPI	BE		PREC/NPI			
EFFECTIVE RUNWAY GRADIENT %	0.2	SAME	0.2	SAME	0.1	0.1	BE		0.2			
RUNWAY LINE-OF-SIGHT	CRITERIA MET	SAME	CRITERIA MET	SAME	CRITERIA MET	CRITERIA MET	BE		CRITERIA MET			
PERCENT WIND COVERAGE (16H)	98.8	SAME	98.8	SAME	98.8	98.8	BE		98.8			
VISUAL APPROACH AIDS	MFLS/ALSF-2	SAME	MFLS/ALSF-2	SAME	MFLS/ALSF-2	MFLS/ALSF-2	BE		MFLS/ALSF-2			
INSTRUMENT APPROACH AIDS	ASR/ALS/PSLPV	SAME	ASR/ALS/PSLPV	SAME	ASR/ALS/PSLPV	ASR/ALS/PSLPV	BE		ASR/ALS/PSLPV			
AIRPORT REFERENCE CODE	D-4	SAME	D-4	SAME	D-4	D-4	BE		D-4			
DESIGN AIRCRAFT	B-747	SAME	B-747	SAME	B-747	B-747	BE		B-747			
RUNWAY SAFETY AREA (RSA) WIDTH	500'	SAME	500'	SAME	500'	500'	BE		500'			
RSA LENGTH BEYOND STOP END	1000'/1000'	SAME	1000'/1000'	SAME	1000'/1000'	1000'/1000'	BE		1000'/1000'			
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	500'	SAME	500'	SAME	500'	500'	BE		500'			
ROFA LENGTH BEYOND STOP END	1000'/1000'	SAME	1000'/1000'	SAME	100							

- **Runway Protection Zone (RPZ):** The size of both RPZs for Runway 17L/35R is to be maintained at 1,000' x 1,750' x 2,500'.
- **Runway Lighting & Navigational Aids:** Maintain the placement of the runway's existing High Intensity Runway Lights (HIRLs), Centerline Lights (CL), and Touch Down Zoning Lights (TDZL). Relocate the High Intensity Approach Lighting System with Sequenced Flashing lights (ALSF-2) for Runway 35R in association with the planned extension to the south. Replace the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) serving Runway 17L with ALSF-2, and install Precision Approach Path Indicator (PAPI) lights for Runway 17L. Also, the ground-based NAVAIDS associated with the ILS approaches to both runway ends include both localizer and glide slope antenna facilities and should be maintained or relocated as necessary.

Runway 17R/35L (Future 17C/35C)

- **Airport Reference Code (ARC) Dimensional Criteria:** This runway is currently designed in accordance with Airport Reference Code (ARC) D-V design criteria, as specified by the FAA. These are the standards that apply to the "Design Aircraft" in consideration of wingspan and approach speed, which currently utilize this runway or that are projected to utilize this runway in the future.
- **Dimensions:** This runway is currently 150 feet wide and 9,802 feet in length. To accommodate potential future demand by larger and faster aircraft, an extension to the south to an ultimate length of 12,000 feet will continue to be shown on the Future ALP. In addition, the existing 150-foot runway width will be maintained.
- **Pavement:** The runway's existing published gross weight bearing capacity (i.e., 50,000 pounds single wheel, 200,000 pounds dual wheel, and 400,000 pounds dual tandem wheel main landing gear configuration) will be maintained.
- **Instrument Approach Criteria:** The continuation of ILS/GPS Category I instrument approach minimums to both runway ends will be maintained.
- **Runway Protection Zone (RPZ):** The size of both RPZs for Runway 17R/35L is to be maintained at 1,000' x 1,750' x 2,500'.



- **Runway Lighting & Navigational Aids:** Maintain the placement of the runway's existing High Intensity Runway Lights (HIRLs). Maintain the MALSR and PAPI lights for Runway 17R. Relocate the MALSR lights serving Runway 35L in association with the planned extension of this runway. Also, the ground-based NAVAIDS associated with the ILS approaches to both runway ends include both localizer and glide slope antenna facilities and should be maintained or relocated as necessary.

Future Runway 17R/35L

- **Airport Reference Code (ARC) Dimensional Criteria:** This future runway will initially be designed in accordance with ARC C-IV design criteria for visual approaches, as specified by the FAA. Based upon forecast utilization by military and general aviation aircraft operations, this is the appropriate initial design standard for this runway. However, a reservation of space is planned to allow for an ultimate upgrade of this runway to air carrier standards and precision approach capabilities.
- **Dimensions:** The initial length and width of this runway (i.e., 7,500' x 150') is adequate to accommodate the majority of the business jet fleet and much of the regional jet commercial service aircraft. A future extension of this runway to 9,800 feet would allow for the utilization of the runway by larger commercial service aircraft.
- **Pavement:** The runway's initial gross weight bearing capacity will be similar to the existing commercial service runway at the Airport (i.e., 50,000 pounds single wheel, 200,000 pounds dual wheel, and 400,000 pounds dual tandem wheel main landing gear configuration).
- **Instrument Approach Criteria:** Initially, this runway is planned for only visual approach procedures to both ends; however, space has again been reserved on the Future ALP to allow for the development of GPS Category I level precision approach procedures for the Future Runway 17R/35L.
- **Runway Protection Zone (RPZ):** Based upon the potential for precision approaches to each runway end, the size of both RPZs on the Future ALP is 1,000' x 1,750' x 2,500'.
- **Runway Lighting & Navigational Aids:** Medium Intensity Runway Lights (MIRLs) are planned following the initial runway construction with a future



upgrade to HIRLs planned. The runway will also be initially constructed with PAPIs at both ends as visual approach aids. Prior to the development of precision approach procedures, it is recommended that MALSRs are installed at both runway ends.

Runway 13/31

- **Airport Reference Code (ARC) Dimensional Criteria:** This runway is currently designed in accordance with Airport Reference Code (ARC) D-V design criteria, as specified by the FAA. These are the standards that apply to the “Design Aircraft” in consideration of wingspan and approach speed, which currently utilize this runway or that are projected to utilize this runway in the future.
- **Dimensions:** This runway is currently 150 feet wide with an existing runway length of 7,800 feet. To accommodate potential future demand by larger and faster aircraft, an extension to the northwest to an ultimate length of 10,000 feet will continue to be shown on the Future ALP. In addition, the existing 150-foot runway width will be maintained.
- **Pavement:** The runway’s existing published gross weight bearing capacity (i.e., 50,000 pounds single wheel, 200,000 pounds dual wheel, and 400,000 pounds dual tandem wheel main landing gear configuration) will be maintained.
- **Instrument Approach Criteria:** The existing approach visibility minimum to Runway 13 is one mile. There is currently no approach procedure available to Runway 31, meaning the runway is technically referred to as a visual runway. Future instrument approach procedures, likely involving satellite based procedures, rather than ground based procedures, is recommended. Approach minimums as low as Category I level are protected for to the approach to Runway 13, while minimums as low as ¾-mile are protected for to the approach to Runway 31.
- **Runway Protection Zone (RPZ):** The size of the future RPZ for Runway 13 is 1,000’ x 1,750’ x 2,500’, while the future RPZ for Runway 31 is 1,000’ x 1,510’ x 1,700’.
- **Runway Lighting & Navigational Aids:** Maintain or relocate the PAPIs and Runway End Identifier Lights (REILs) at both runway ends and install MALSR to the approach end of Runway 13.



Runway 18/36

As stated in previous chapters, Runway 18/36 (a section of Taxiway B) has historically been used for assault strip training by C-130 crews. Because of the infrastructure investment in this Runway, it will be maintained for as long as practical. The runway will be maintained at its existing length and width (3,079' x 79') with only visual approaches. Runway 18/36 will be decommissioned and closed when Taxiway B is relocated and reconstructed.

Taxiway System

The development recommendations for the Airport's taxiway system are presented in the following text. The Airport has historically been planned and designed with an efficient taxiway system serving all four runways with at least one full-length parallel taxiway. Taxiway system improvements illustrated on the Future ALP include the following:

- Closure of Taxiway B (and the portion designated as Runway 18/36) and the replacement of this taxiway with a parallel taxiway serving the east side of the new Runway 17R/35L. Also, a future parallel taxiway is also planned for the west side of the new Runway 17R/35L.
- Extension of Taxiways A, E, and H to the south in association with the planned extensions of Runways 17L/35R and 17C/35C.
- Extension of Taxiway C to the northwest in association with the planned extension of Runway 13/31.
- Relocation of the center portion of Taxiway H to a standard runway/taxiway separation of 500 feet, as well as the construction of "stub" taxiways to serve future aviation uses on the east side of the Airport.
- Extension of Taxiway C to serve the end of Runway 31.
- Relocation of Taxiway G immediately south of the passenger terminal when the terminal apron is expanded.



Property/Easement Acquisition

The airport sponsor (i.e., the Oklahoma City Airport Trust) presently owns the majority of the property associated with the existing runway, taxiway, and approach protection area [i.e., the Runway Protection Zones (RPZs)] at each runway end. However, additional property ownership or easement acquisition, consisting of approximately 15.2 acres, is needed to control the balance of the future Runway 13 RPZ following the planned extension of this runway.

Airspace Plan

The Airspace Plan for the Airport is based upon Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*. In order to protect the Airport's airspace and approaches from hazards that could affect the safe and efficient operation of aircraft, federal criteria contained in the FAR Part 77 document have been established to provide guidance in controlling the height of objects in the vicinity of the Airport. FAR Part 77 criteria specify a set of imaginary surfaces which, when penetrated, designate an object as being an obstruction. However, some obstructions can be determined to be non-hazardous by an aeronautical study by virtue of their location and/or marked and lighted as specified in the aeronautical study determination. Airfield navigational aids, as well as lighting and visual aids, by nature of their location, may constitute obstructions, but these objects do not violate FAR Part 77 criteria, as they are essential to the operation of the Airport.

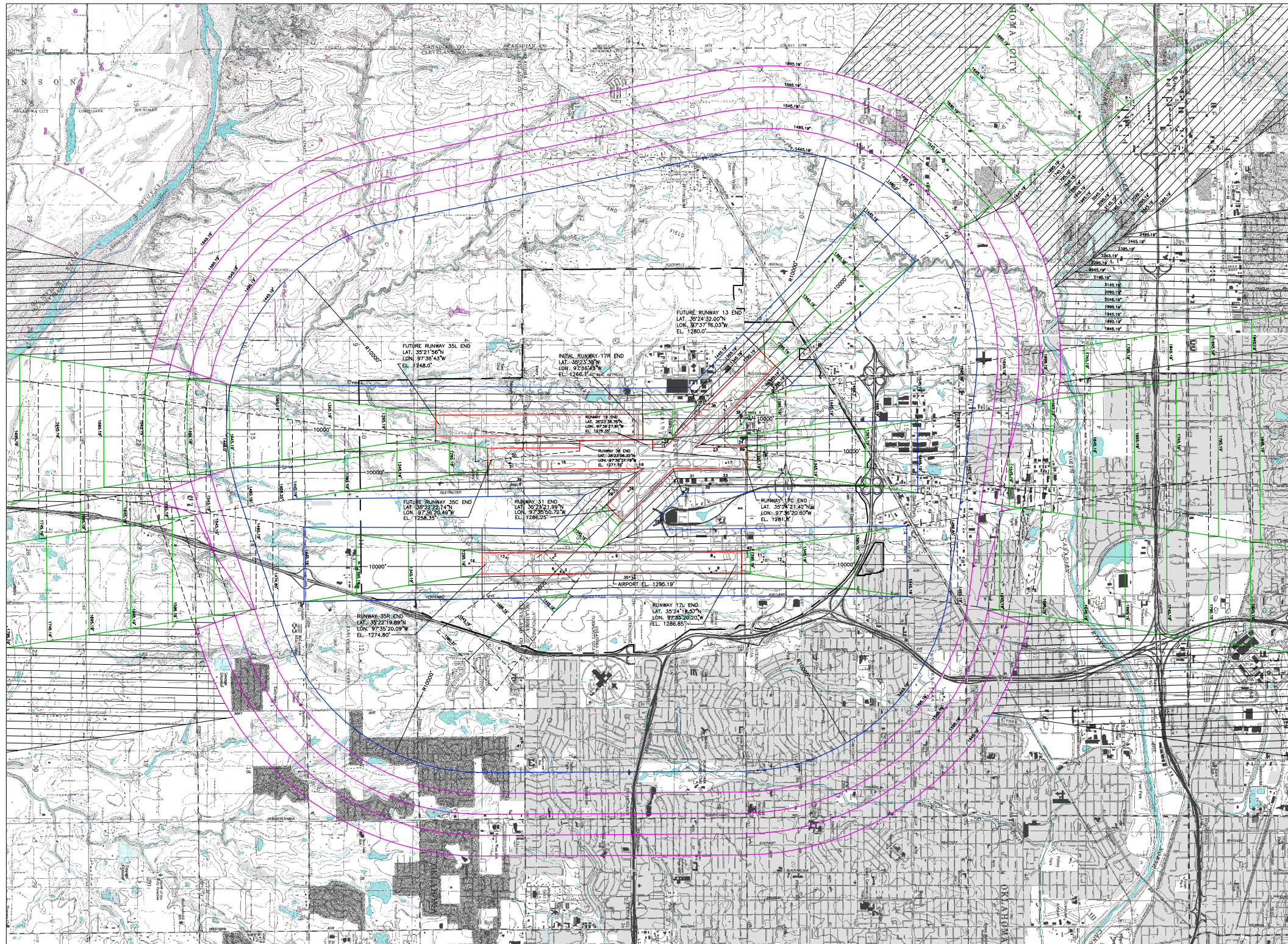
The Airspace Plan, which is illustrated in the following figures, provides plan and profile views that depict these criteria as they specifically relate to Will Rogers World Airport. The plan is based on the ultimate planned runway length, along with the ultimate planned approaches to each runway end. Therefore, these figures reflect larger-than-utility airport criteria for Runway 17L/35R and Runway 17R/35L, with existing/future precision instrument approaches to Runway ends 17L, 35R, 17R, 35L, 17C, 35C, and 13.

As specified by FAR Part 77 guidelines, the dimension for the precision instrument approach surface measures 1,000 feet at the inner width; 16,000 feet at the outer width; and, extends for a horizontal distance of 10,000 feet at an approach slope angle of 50:1, and an additional horizontal distance of 40,000 feet at an approach slope angle of 40:1. For Runway 31, the dimension for the non-precision instrument approach surface measures 1,000 feet at the inner width; 4,000 feet at the outer width; and, extends for a horizontal distance of 10,000 feet at an approach slope angle of 34:1. According to the application of these various approach criteria, as well as the criteria for the primary, transitional, horizontal, and conical surfaces, approximately



40 obstructions were identified and distributed within the five specified surfaces and thirty (30) of these obstructions are already equipped with obstruction lighting. It should be noted that these preliminarily identified obstructions will be further evaluated as the ALP drawings are finalized and, will be examined closely by the FAA through the airspace review process (i.e., an aeronautical study) to reach a hazard/no hazard determination and disposition for each obstruction.

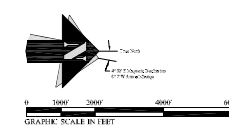




PART 77 OBSTRUCTIONS

NO.	DESCRIPTION	ELEVATION	SURFACE	PENETRATION	DISPOSITION
1	OL ON LTD WSP	1284'	PRIMARY	7'	NONE
2	OL ON LTD WSP	1289'	PRIMARY	11'	NONE
3	ROD ON OL THOM	1300'	PRIMARY	20'	RELOCATE
4	ROD ON OL THOM	1300'	TRANSITIONAL	19'	RELOCATE
5	ROD ON OL CE	1311'	PRIMARY	17'	RELOCATE
6	OL ON EQUIPMENT BLDG	1300'	PRIMARY	8'	NONE
7	ROD ON OL THOM	1300'	PRIMARY	14'	NONE
8	OL ON LTD WSP	1291'	PRIMARY	5'	NONE
9	ROD ON OL THOM	1300'	PRIMARY	14'	NONE
10	OL ON LOCALIZER	1300'	17% APPROACH	-11'	NONE
11	ANT ON BLDG AT OL CME	1311'	17% APPROACH	8'	NONE
12	ROD ON THOM	1316'	17% APPROACH	-12'	NONE
13	ANT ON BUILDING	1299'	PRIMARY	14'	RELOCATE
14	INTERNA ON POLE	1309'	38% APPROACH	22'	RELOCATE
15	OL ON LTD WSP	1271'	PRIMARY	2'	NONE
16	ROAD	1282'	PRIMARY	2'	NONE
17	OL ON LTD WSP	1289'	PRIMARY	7'	NONE
18	BUILDING	1287'	17% APPROACH	-12'	NONE
19	ROAD ON	1307'	17% APPROACH	-8'	NONE
20	OL ON LOCALIZER	1286'	PRIMARY	8'	RELOCATE
21	ROD ON OL CME	1272'	PRIMARY	12'	RELOCATE
22	OL ON LTD WSP	1296'	PRIMARY	2'	NONE
23	ROD ON OL CE	1311'	PRIMARY	33'	NONE
24	OL ON WISDAM	1300'	TRANSITIONAL	3'	NONE
25	POST	1287'	PRIMARY	5'	REMOVE
26	OL ON LTD WSP	1291'	PRIMARY	7'	NONE
27	ROD ON OL APRA	1200'	TRANSITIONAL	17'	NONE
28	STACK	1346'	HORIZONTAL	-100'	NONE
29	OL ON WISDAM	1300'	TRANSITIONAL	-40'	NONE
30	ANT ON OL BLDG	1434'	TRANSITIONAL	-47'	NONE
31	OL ON WISDAM	1315'	TRANSITIONAL	-32'	NONE
32	ROD ON OL DOME	1367'	TRANSITIONAL	-28'	NONE
33	OL ON WISDAM	1300'	TRANSITIONAL	-10'	NONE
34	ROD ON OL THOM	1300'	TRANSITIONAL	-27'	NONE
35	ROD ON OL THOM	1307'	TRANSITIONAL	-10'	NONE
36	LIGHT STANCHION	1300'	TRANSITIONAL	22'	REMOVE
37	OL ON STACK	1336'	TRANSITIONAL	33'	NONE
38	WISDAM	1337'	TRANSITIONAL	-14'	NONE
39	ROD ON TOWER	1300'	TRANSITIONAL	-37'	NONE
40	OL ON WATER TANK	1434'	HORIZONTAL	-11'	NONE
41	OL ON WATER TANK	1406'	HORIZONTAL	-36'	NONE
42	ACCESS ROAD	1291'	HW 15% APP.	23'	NONE

OBJECTS IDENTIFIED ON NOLA/NDIA AIRPORT OBSTRUCTION CHART 301 1234 ADDITION ARE SHOWN. OBJECTS WITH NEGATIVE PENETRATION INDICATE CLEARANCE BETWEEN PART 77 SURFACE AND TOP OF OBJECT.



DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
PRIMARY SURFACE	---	---
HORIZONTAL SURFACE	---	---
APPROACH SURFACE	---	---
CONICAL SURFACE	---	---
TRANSITIONAL SURFACE	---	---
NON-CONTROLLING SURFACE	---	---
OBSTRUCTIONS	● 1	

REVISIONS

NO.	DESCRIPTION	DATE

AIRPORT DATA

	EXISTING	FUTURE
LOCATION - COUNTY	OKLAHOMA	SAME
LOCATION - TOWNSHIP/RANGE	T11N, R4E	SAME
AIRPORT ELEVATION (AMSL) NAVD 88	1295.2	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT: 35° 23' 35.160" N LONG: 97° 36' 02.866" W	LAT: 35° 23' 37.777" N LONG: 97° 36' 06.79" W
AIRPORT REFERENCE CODE	D-V	SAME
NPIS SERVICE LEVEL/ROLE	NPIS	SAME
NEAR WAX SUPERSTATION (HOTTEST MONTH)	WAX	SAME
AIRPORT & TERMINAL NAVAIDS	ASR, ILS, VOR, NDB	ASR, ILS, VOR
TAXIWAY LIGHTS	MTL	SAME

NOTES

1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
2. USE CAUTIONS TO 15 MINUTE, SHAWNEE COUNTY COMPRISE.
3. COORDINATE DATA AND ELEVATIONS FROM 2011 SURVEY DATED 03/04/16. MODEL NUMBER.

Will Rogers World Airport
Oklahoma City, Oklahoma

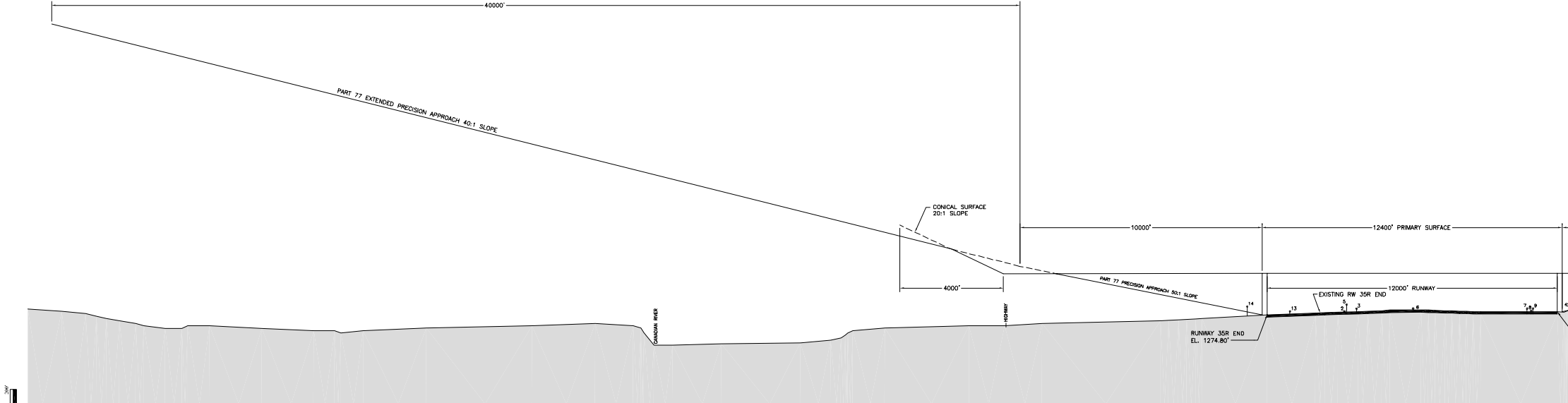
Airport Airspace - Conical Surface

Barnard Dunkelberg & Company

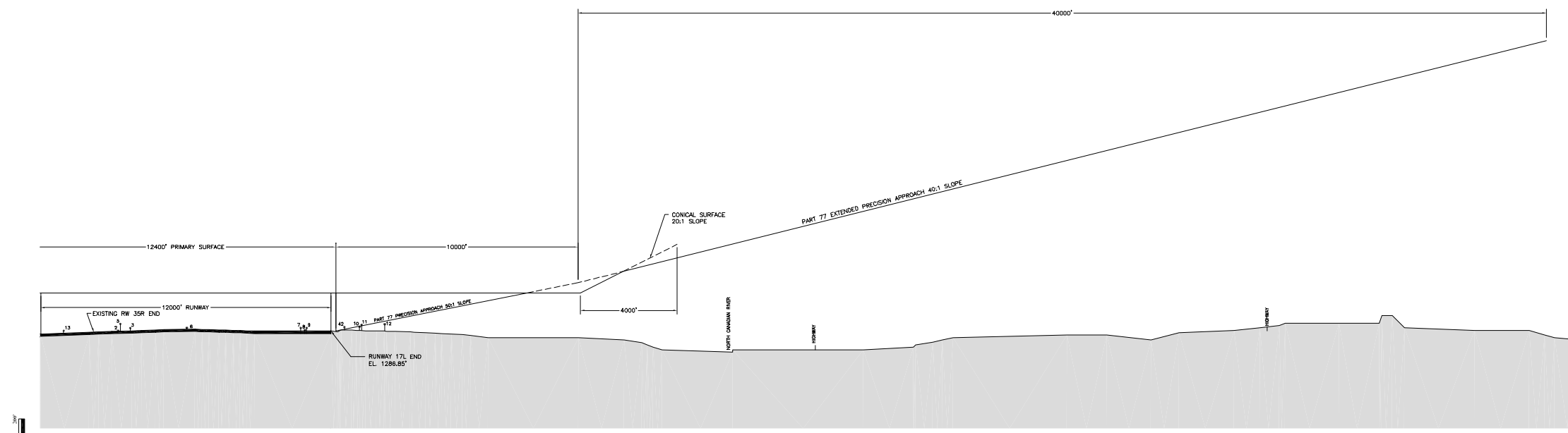
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

SCALE
1" = 2000'
SHEET NO.
4 of 29



Runway 17L Profile
GRAPHIC SCALE IN FEET



Runway 35R Profile
GRAPHIC SCALE IN FEET

PART 77 OBSTRUCTIONS

NO.	DESCRIPTION	ELEVATION	SURFACE	PENETRATION	DISPOSITION
1	OL ON LIS WSP	1286'	PRIMARY	1.4'	NONE
2	ROD ON OL THOM	1300'	PRIMARY	20'	RELOCATE
3	ROD ON OL SS	1317'	PRIMARY	17'	RELOCATE
4	OL ON EQUIPMENT BENCH	1300'	PRIMARY	2'	NONE
5	ROD ON OL THOM	1300'	PRIMARY	1.4'	NONE
6	OL ON LIS WSP	1281'	PRIMARY	8'	NONE
7	ROD ON OL THOM	1300'	PRIMARY	1.4'	NONE
8	OL ON LOCALIZER	1306'	17L APPROACH	-11'	NONE
9	ROD ON BLDG AT OL DME	1312'	17L APPROACH	8'	NONE
10	ROD ON THOM	1312'	17L APPROACH	-12'	NONE
11	ANT ON BUILDING	1289'	PRIMARY	1.4'	RELOCATE
12	ACCESS ROAD	1281'	RW 17L APP.	3.5'	NONE

OBJECTS IDENTIFIED ON NGS/NOAA AIRPORT OBSTRUCTION CHART 3011 12TH EDITION ARE SHOWN. OBJECTS WITH NEGATIVE PENETRATION INDICATES CLEARANCE BETWEEN PART 77 SURFACE AND TOP OF OBJECT.

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
PRIMARY SURFACE	---	---
HORIZONTAL SURFACE	---	---
APPROACH SURFACE	---	---
CONICAL SURFACE	---	---
TRANSITIONAL SURFACE	---	---
NON-CONTROLLING SURFACE	---	---
OBSTRUCTIONS	● 1	

REVISIONS

NO.	DATE	DESCRIPTION

AIRPORT DATA

	EXISTING	FUTURE
LOCATION - COUNTY	OKLAHOMA	SAME
LOCATION - TOWNSHIP/RANGE	T11N/R4E	SAME
AIRPORT ELEVATION (AMSL) NAVD 88	1295.2	SAME
AIRPORT REFERENCE POINT (ARP) NAVD 83	LAT: 35° 23' 35.160" N LONG: 97° 35' 02.666" W	LAT: 35° 23' 27.77" N LONG: 97° 35' 06.79" W
AIRPORT REFERENCE CODE	D-7	SAME
IFPS SERVICE LEVEL/ROLE	COMMERCIAL SERVICE	SAME
NEAR MAX. SUPERSTURGE (HOTTEST MONTH)	SEP (AUG)	SAME
AIRPORT & TERMINAL NAVAIDS	ASR, ILS, VOR, NDB	ASR, ILS, VOR
TAXIWAY WIDTHS	75	SAME
TAXIWAY LIGHTING	MFL	SAME

NOTES

1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
2. USE GUARANTEED 75 MPH/HR. SIGNAGE COUNTY COMPATIBLE.
3. COORDINATE DATA AND ELEVATIONS FROM NGS SURVEY DATED 03/04/12. NAD83, NAVD83.

Will Rogers World Airport
Oklahoma City, Oklahoma

Airport Airspace - RW 17L/35R Profiles

Barnard Dunkelberg & Company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

SCALE
1" = 2000'
SHEET NO.
8 of 29

Figure G8 Airport Airspace - Runway 17L/35R Profiles G.16

Departure Surface Plans

Departure surface plans have been developed to illustrate the dimensions and slope of the departure surface used to establish the departure end of runway (DER). According to Appendix Two information presented in AC 150/5300-13, for runways designated as the primary runway(s) for instrument departures, no object should penetrate a surface beginning at the elevation of the runway at the DER or end of the clearway, whichever is greater, that slopes upward at a 40:1 gradient. Penetrations by existing obstacles of 35 feet or less do not require TODA reduction or other mitigations; however, they may affect new or existing departure procedures.

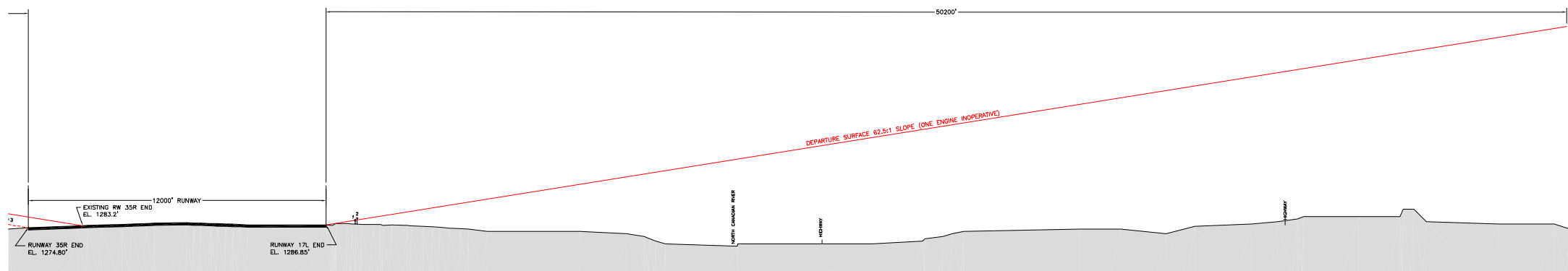
The Departure Surface Drawings also depict the one-engine inoperative (OEI) obstacle identification surfaces. These surfaces, which slope upward at 62.5:1, are illustrated for the runways at the Airport supporting air carrier operations and also start at the DER and at the elevation of the runway at that point. The OEI surface is provided for information only and does not take effect until January 1, 2010.

The Departure Surface Drawings depicted in Figures G12, G13, G14, and G15 provide large-scale views with both plan and profile delineations, which reflect the ultimate planned runway length, along with the ultimate planned departure surface extending from each runway end. The development of these drawings is still in progress and any identified obstructions will be described in this section.

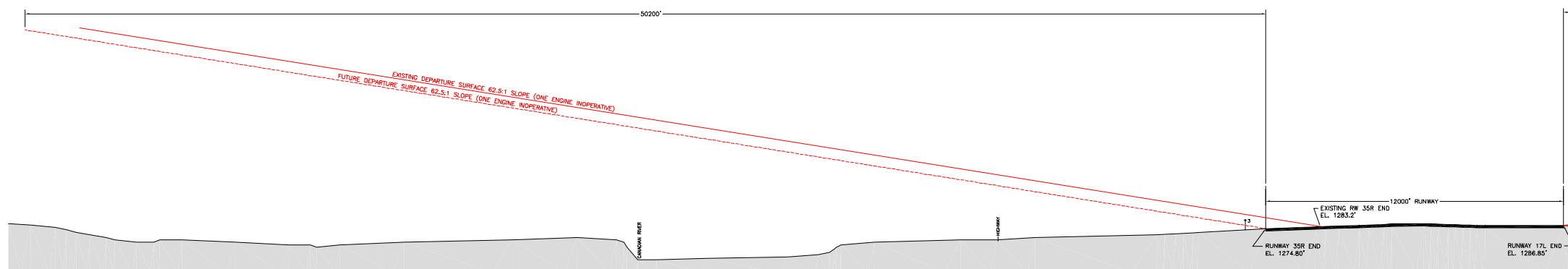
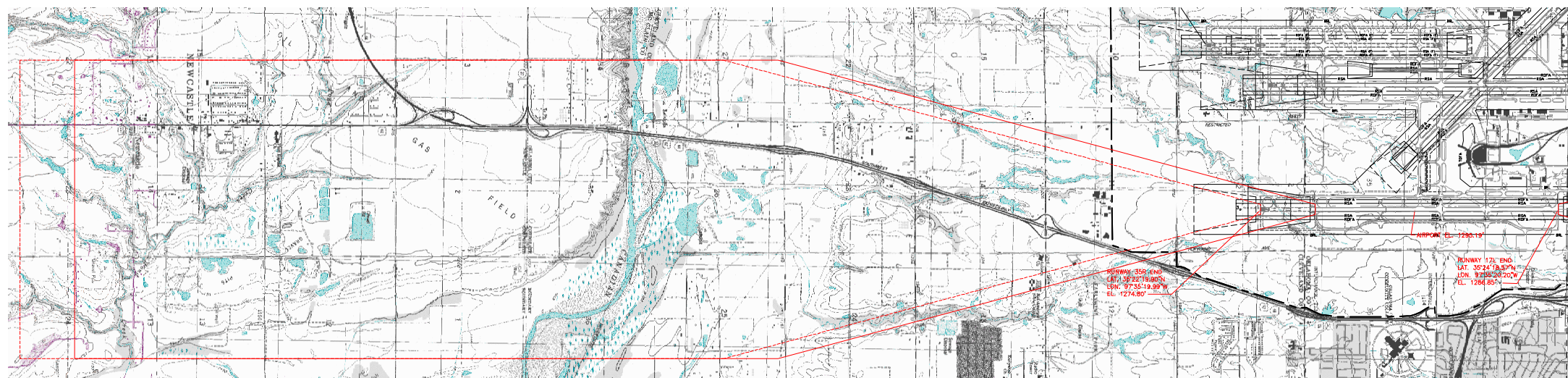




Note: Requirement for 62.5:1 Departure Surface for runway ends supporting air carrier operations does not take effect until January 1, 2010.



Runway 35R Departure Surface (North End of Runway)



Runway 17L Departure Surface (South End of Runway)

OBSTRUCTIONS

NO.	DESCRIPTION	ELEVATION	SURFACE	PENETRATION	DISPOSITION
1	EL. ON LOCALIZER	1300'	DEPARTURE	-3'	NONE
2	ANT. ON BLDG AT DL END	1313'	DEPARTURE	10'	NONE
3	TOWER	1300'	DEPARTURE	14'	NONE

REVISIONS

NO.	DATE	DESCRIPTION

AIRPORT DATA

LOCATION - COUNTY	EXISTING	FUTURE
OKLAHOMA	SAME	SAME
TOWNSHIP/RANGE	T11N/R4W	SAME
SECTION	19	SAME
APPROX. ELEV. (AMSL)	1295.19	SAME
APPROX. REFERENCE POINT (ARP) NAD 83	LAT. 35° 21' 18.140" N LONG. 97° 36' 02.856" W	LAT. 35° 21' 27.77" N LONG. 97° 36' 06.79" W
APPROX. REFERENCE CODE	D-V	SAME
TYPICAL SERVICE LEVEL, FEELE	SAME	SAME
WEAR SURF. TEMPERATURE (HIGHEST MONTH)	94°F (JULY)	SAME
APPROX. & TERMINAL INVADES	ASR, ILS, VOR, NOB	ASR, ILS, VOR
TAXIWAY WIDTHS	75'	SAME
TAXIWAY LIGHTING	MIL	SAME

DRAWING LEGEND

DESCRIPTION	EXISTING	FUTURE
APPROX. PROPERTY LINE	---	---
DEPARTURE SURFACE	---	---
OBSTRUCTIONS	○ 1	○ 1
RUNWAY SAFETY AREA	---	---
RUNWAY OBJECT FREE AREA	---	---
BUILDING RESTRICTION LINE	---	---

- NOTES**
1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION, OCCUPANCY OR NAVIGATION.
 2. GRID SQUARES ARE 7.5 MINUTE, OSAGE COUNTY COORDINATE.
 3. COORDINATE DATA AND ELEVATIONS FROM NAD 83 SURVEY DATED 03/04/02. NAD83, NAD08A.

Will Rogers World Airport
Oklahoma City, Oklahoma

Runway 17L/35R Departure Surface

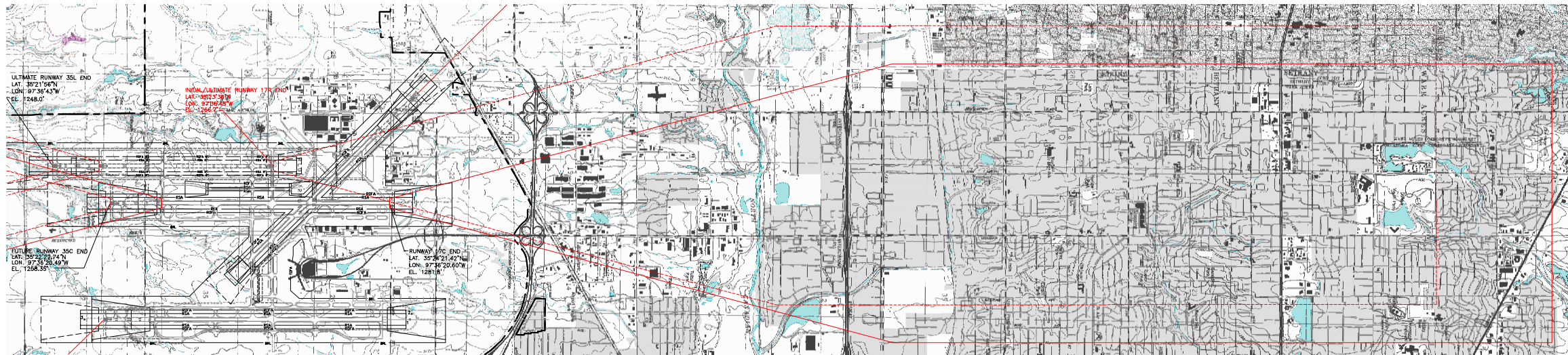
Barnard Dunkelberg & Company

TULSA
1816 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

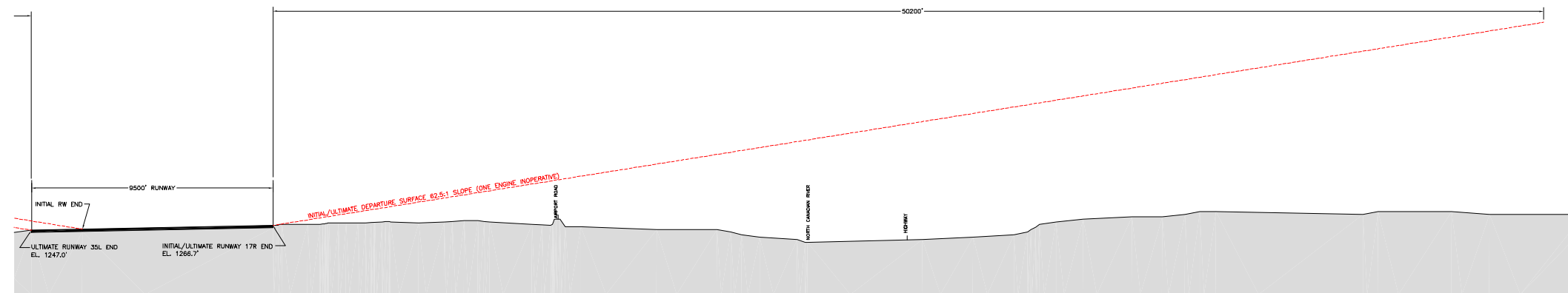
DENVER
1743 Waze Street, Suite 400
Denver, Colorado 80202
303.825.8844

SCALE
1" = 2000'

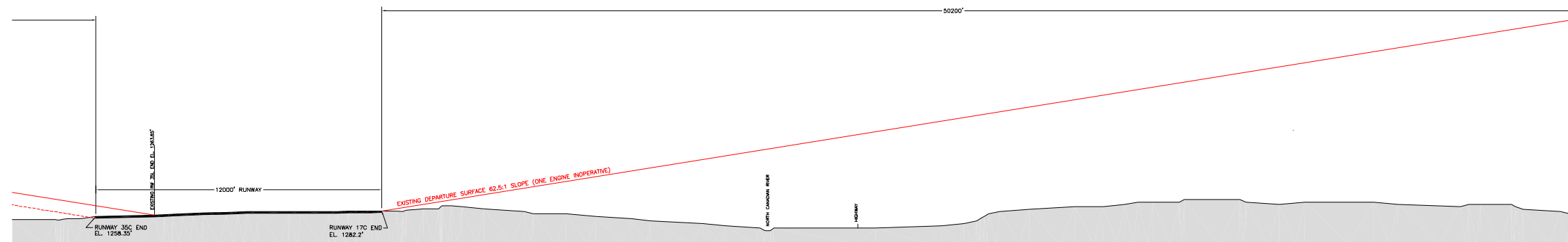
SHEET NO.
12 of 29



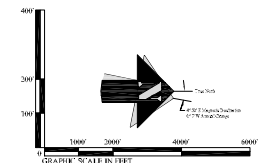
Note: Requirement for 62.5:1 Departure Surface for runway ends supporting air carrier operations does not take effect until January 1, 2010.



Ultimate Runway 35L Departure Surface (North End of Runway)



Existing Runway 35L (Future Runway 17C) Departure Surface (North End of Runway)



OBSTRUCTIONS				
NO.	DESCRIPTION	ELEVATION	SURFACE	DISPOSITION

REVISIONS		DATE

NOTES
 1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 2. USE GUARANTEE 7.9 MINUTE, OSKOHOMA COUNTY COMPRISE.
 3. COORDINATE DATA AND ELEVATIONS FROM NOS SURVEY DATED 03/04/92. MODEL, NAVD83.

DRAWING LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
DEPARTURE SURFACE	---	---
OBSTRUCTIONS	● 1	---
RUNWAY SAFETY AREA	---	---
RUNWAY OBJECT FREE AREA	---	---
BUILDING RESTRICTION LINE	---	---

AIRPORT DATA		
	EXISTING	FUTURE
LOCATION - COUNTY	OKLAHOMA	SAME
TOWNSHIP/RANGE	T11N/R4E	SAME
AIRPORT ELEVATION (AMSL) NAVD 83	1295.19	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT: 35° 23' 35.160\"/>	
AIRPORT REFERENCE CODE	D-V	SAME
WEAR SURFACE LEVEL/PROFILE	COMMERCIAL SERVICE	SAME
WEAR SURFACE (HOTTEST MONTH)	SHF (AULY)	SAME
AIRPORT & TERMINAL NAVAIDS	ASR, ILS, VOR, NDB	ASR, ILS, VOR
TAXIWAY WIDTHS	75	SAME
TAXIWAY LIGHTING	MFL	SAME

Will Rogers World Airport
 Oklahoma City, Oklahoma

Existing & Ultimate Runway 35L Departure Surface

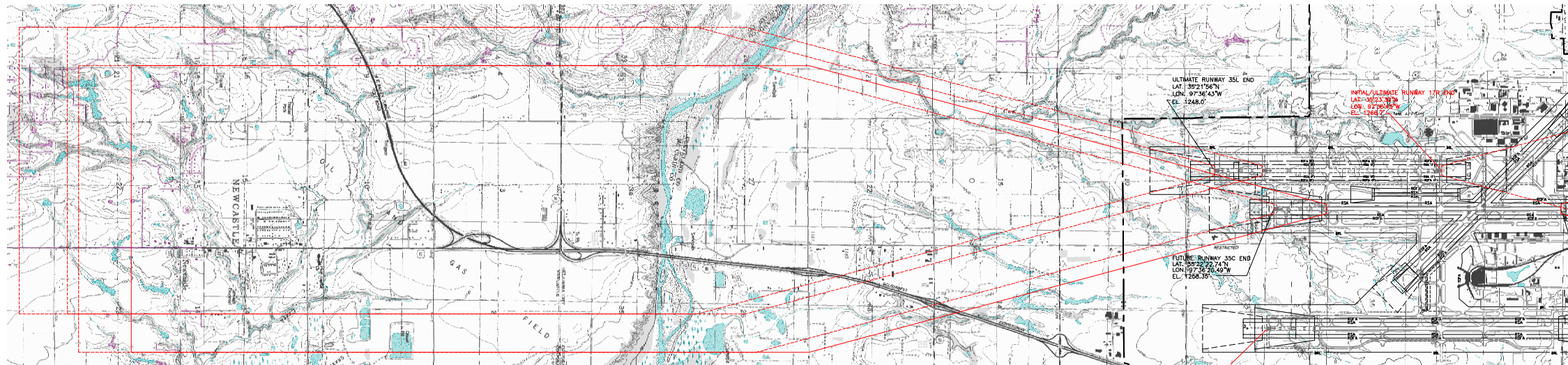
Barnard Dunkelberg & Company

TULSA
 1616 East 15th Street
 Tulsa, Oklahoma 74120
 918.585.8844

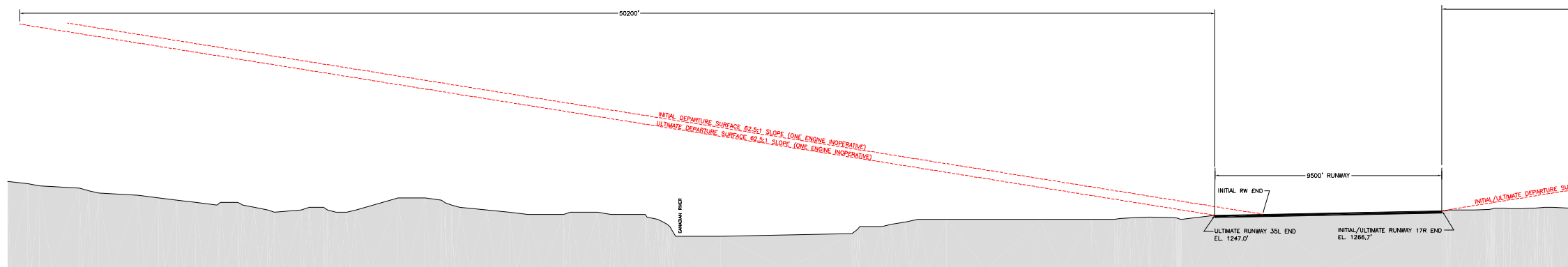
DENVER
 1743 Wazee Street, Suite 400
 Denver, Colorado 80202
 303.825.8844

SCALE
 1" = 2000'
 SHEET NO.
 13 of 29

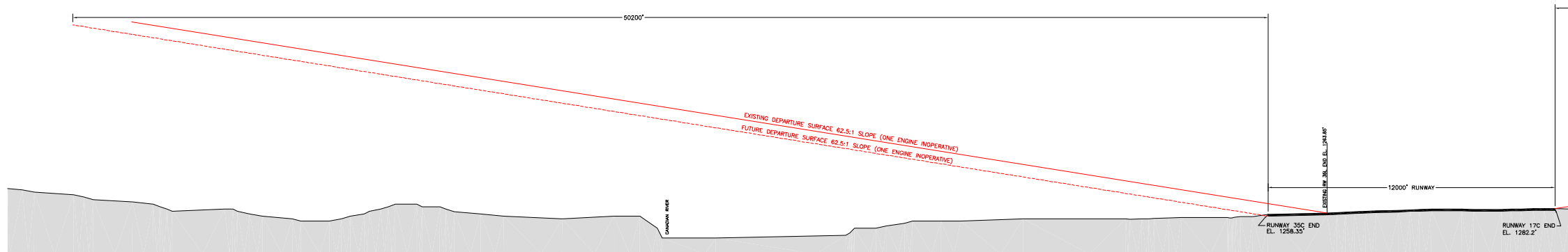
Figure G13 Existing & Ultimate Runway 17R Departure Surface G.22



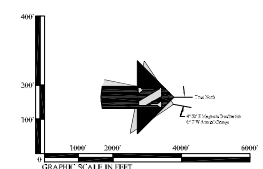
Note: Requirement for 62.5:1 Departure Surface for runway ends supporting air carrier operations does not take effect until January 1, 2010.



Ultimate Runway 17R Departure Surface (South End of Runway)



Existing Runway 17R (Future Runway 17C) Departure Surface (South End of Runway)



OBSTRUCTIONS				
NO.	DESCRIPTION	ELEVATION	SURFACE	DISPOSITION

REVISIONS		DATE

NOTES

1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION, OCCUPANCY OR NAVIGATION.
2. USES SURVEYING 7.5 MINUTE, SHARON COUNTY COMPRISE.
3. COORDINATE DATA AND ELEVATIONS FROM NGS SURVEY DATED 03/04/92. MODEL: NAVD83.

DRAWING LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
DEPARTURE SURFACE	---	---
OBSTRUCTIONS	○ 1	---
RUNWAY SAFETY AREA	---	---
RUNWAY OBJECT FREE AREA	---	---
BUILDING RESTRICTION LINE	---	---

AIRPORT DATA		
	EXISTING	FUTURE
LOCATION - COUNTY	OKLAHOMA	SAME
TOWNSHIP/RANGE	T11N/R4E	SAME
AIRPORT ELEVATION (AMSL) NAVD 88	1295.19	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT: 36° 23' 35.160" N LON: 97° 36' 02.656" W	LAT: 36° 23' 37.77" N LON: 97° 36' 06.79" W
AIRPORT REFERENCE CODE	D-V	SAME
IFPS SERVICE LEVEL/ROLE	SAFE (CATEGORY)	SAME
WEAR WAY TEMPERATURE (HOTTEST MONTH)	ASR, ILS, VOR, NDB	ASR, ILS, VOR
AIRPORT & TERMINAL NAVAIDS	75	SAME
TAXIWAY WIDTHS	75	SAME
TAXIWAY LIGHTING	MTL	SAME

Will Rogers World Airport
Oklahoma City, Oklahoma

Existing & Ultimate Runway 17R Departure Surface

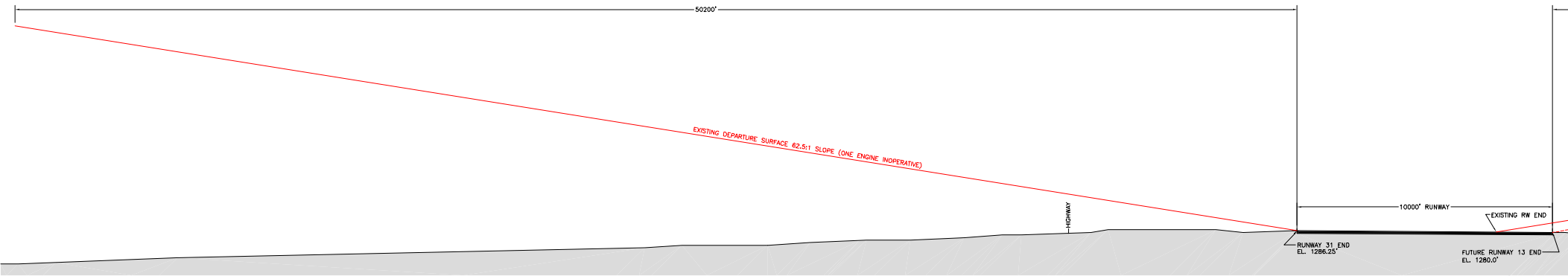
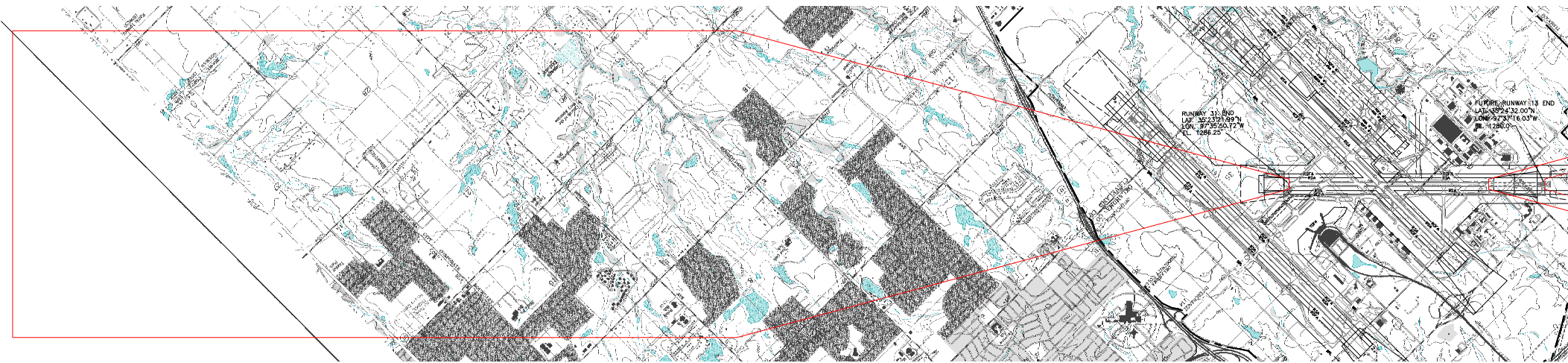
Barnard Dunkelberg & Company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

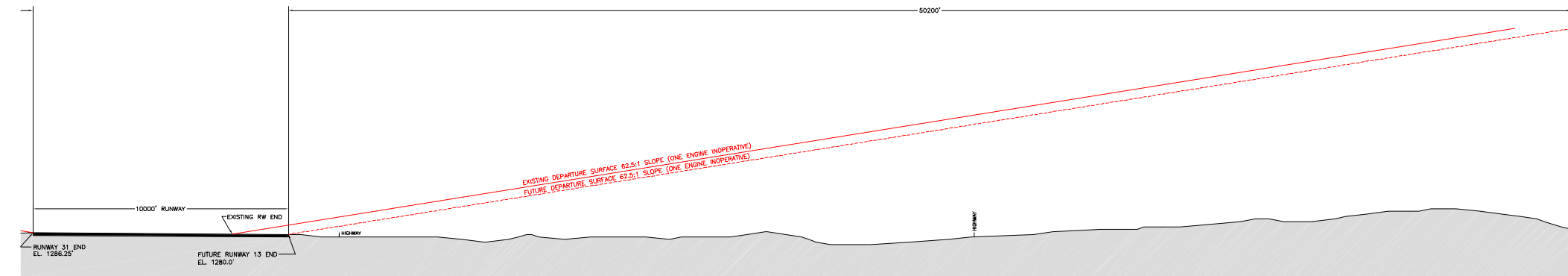
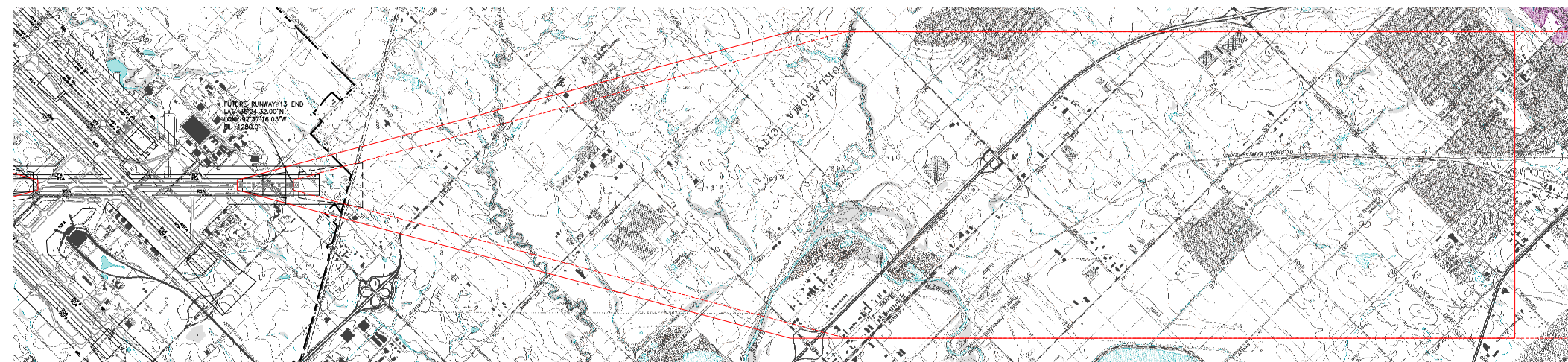
DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

SCALE
1" = 2000'

SHEET NO.
14 of 29

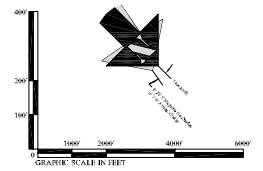


Runway 13 Departure Surface (Southeast End of Runway)



Runway 31 Departure Surface (Northwest End of Runway)

Note: Requirement for 62.5:1 Departure Surface for runway ends supporting air carrier operations does not take effect until January 1, 2010.



REVISIONS		DATE

AIRPORT DATA			
LOCATION - COUNTY	EXISTING	FUTURE	
TOWNSHIP/RANGE	OKLAHOMA	OKLAHOMA	
SECTION	1119.00E	1119.00E	
SECTION	1295.13	1295.13	
AIRPORT ELEVATION (AMSL) NAVD 83	1295.13	1295.13	
AIRPORT REFERENCE POINT (ARP) NAVD 83	LAT. 35° 23' 35.160" N LONG. 97° 38' 02.694" W	LAT. 35° 23' 27.77" N LONG. 97° 38' 06.29" W	
AIRPORT REFERENCE CODE	D-V	D-V	
NPWS SERVICE LEVEL/ROLE	COMMERCIAL SERVICE	COMMERCIAL SERVICE	
MEAN MAX. TEMPERATURE (HIGHEST MONTH)	84°F (8/07)	84°F (8/07)	
AIRPORT & TERMINAL NAVIADS	ASR, ILS, VOR, NDB	ASR, ILS, VOR	
TAXIWAY WIDTHS	75'	75'	
TAXIWAY LIGHTING	MIL	MIL	

DRAWING LEGEND		EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---	---
DEPARTURE SURFACE	---	---	---
OBSTRUCTIONS	○ 1	○ 1	○ 1
RUNWAY SAFETY AREA	---	---	---
RUNWAY OBJECT FREE AREA	---	---	---
BUILDING RESTRICTION LINE	---	---	---

NOTES
 1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 2. BASE COURTESY OF TULSA, OKLAHOMA COUNTY COMPOSITE.
 3. COORDINATE DATA AND ELEVATIONS FROM NGS SURVEY DATED 03/04/92. MODEL: NAVD83.

Will Rogers World Airport
 Oklahoma City, Oklahoma

Runway 13/31 Departure Surface

Barnard Dunkelberg & Company

TULSA
 1616 East 15th Street
 Tulsa, Oklahoma 74120
 918.585.8844

DENVER
 1743 Wazee Street, Suite 400
 Denver, Colorado 80202
 303.825.8844

SCALE
 1" = 2000'

SHEET NO.
 15 of 29

Inner Portion of the Approach Surface Plans

To provide a more detailed view of the inner portions of the Part 77 imaginary approach surfaces and the Runway Protection Zones (RPZs), the following drawings are provided. An RPZ is trapezoidal in shape, centered about the extended runway centerline, and typically begins 200 feet beyond the end of the runway. The RPZs are essentially an expanded area of the runway safety areas within which it is desirable to clear all objects (although some uses are normally acceptable). The size of the RPZ is contingent upon the approach category of the design aircraft and the visibility minimums associated with the type of approach (visual and lower than $\frac{3}{4}$ -mile). As noted in previous sections, the existing Runway 17L/35R and Runway 17R/35L RPZ dimensions (i.e., 1,000' x 1,750' x 2,500') are planned for the new Runway 17R/35L. The ultimate RPZ dimensions for Runway 13/31 are 1,000' x 1,510' x 1,700' and 1,000' x 1,750' x 2,500', respectively.

Generally speaking, the airport sponsor, as either fee simple acquisition or as an RPZ easement, should control the RPZs, with fee simple being the preferred type of ownership. If an easement is purchased, it is a purchase of the air rights over the actual ground. The Oklahoma City Airport Trust currently owns all of the property within the existing RPZs. However, a small portion of the future Runway 13 RPZ has been identified for future aviation easement acquisition. The Inner Portions of the Approach Surface Drawings that are depicted in Figures H12 through H20 provide large-scale drawings with both plan and profile delineations. They are intended to facilitate identification of the roadways, utility lines, railroads, structures, and other possible obstructions that may lie within the confines of the inner approach surface area associated with each runway end. In addition, these drawings illustrate the approach clearance requirements specified by threshold siting criteria. According to Appendix Two information presented in AC 150/5300-13, "the standard shape, dimensions, and slope of the surface used for locating a threshold are dependent upon the type of aircraft operations currently conducted or forecasted, the landing visibility minimums desired, and the types of instrumentation available or planned for that runway end."

For Will Rogers World Airport, the following threshold siting surfaces were identified for evaluation:

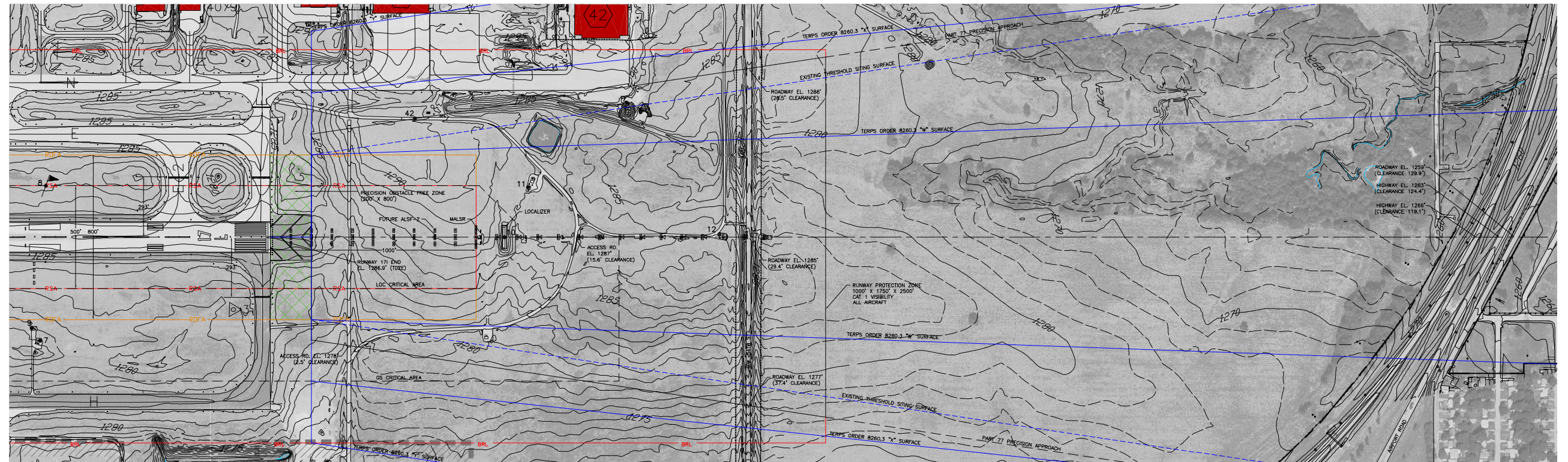
- Runways 17L, 17R, 35R & 35L: Existing and future, Runway Type "9"
[Approach end of runways expected to accommodate instrument approaches having visibility minimums < $\frac{3}{4}$ -statute mile or precision approach (ILS, GLS, or MLS), day or night].



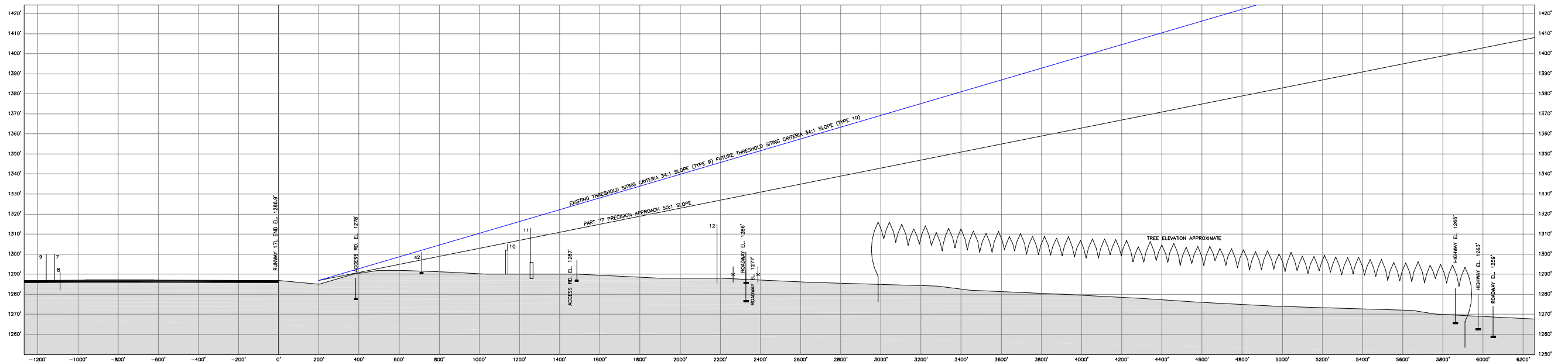
-
- Runway 13: Existing, Runway Type “6” (Approach end of runways expected to support instrument straight-in night operations serving greater than approach category B aircraft). Future, Runway Type “9” [Approach end of runways expected to accommodate instrument approaches having visibility minimums < ¾-statute mile or precision approach (ILS, GLS, or MLS), day or night].
 - Runway 31: Existing and future, Runway Type “6” (Approach end of runways expected to support instrument straight-in night operations serving greater than approach category B aircraft).
 - Future Runway 17R/35L: Initial, Runway Type “6” (Approach end of runways expected to support instrument straight-in night operations serving greater than approach category B aircraft). Ultimate, Runway Type “9” [Approach end of runways expected to accommodate instrument approaches having visibility minimums < ¾-statute mile or precision approach (ILS, GLS, or MLS), day or night].

As with the *AIRSPACE PLAN*, the *INNER PORTION OF THE APPROACH SURFACE DRAWINGS* is based on the ultimate planned runway length, along with the ultimate planned approach to each runway end. Regarding the disposition of any identified obstructions, further analysis in the Master Plan Update and by the FAA will be required.





Runway 17L Plan
1" = 200'



Runway 17L Profile
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

PART 77 OBSTRUCTIONS					
NO.	DESCRIPTION	ELEVATION	SURFACE	PENETRATION	DISPOSITION
7	MO. ON OL. TOWER	1307'	PRIMARY	14'	NONE
8	CL. ON LID. SIG.	1281'	PRIMARY	8'	NONE
9	MO. ON OL. TOWER	1307'	PRIMARY	14'	NONE
10	CL. ON LOCALIZER	1307'	T/L APPROACH	-1'	NONE
11	MO. ON BLK. #2 CL. SIG.	1317'	T/L APPROACH	8'	NONE
12	MO. ON TOWER	1318'	T/L APPROACH	-12'	NONE
42	ACCESS ROAD	1281'	R/W T/L APP.	3.3'	NONE

RUNWAY INFORMATION											
NO.	DESCRIPTION	EXISTING RUNWAY 17L/35L		EXISTING RUNWAY 17R/35L		EXISTING RUNWAY 13/31		EXISTING RUNWAY 18/05		EXISTING RUNWAY 12R/32L	
		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
1	APPROACH VISIBILITY MINIMUMS	CA1 VCAT III	CA1 VCAT II	CA1 VCAT I	CA1 VCAT II	1-MILE VISUAL	CA1 1/3-1/4-MILE	VISUAL/VISUAL	TO	VISUAL/VISUAL	ULTIMATE
2	FAIR PART 77 APPROACH SLOPE	501/201	501/201	501/201	501/201	361/201	361/201	361/201	361/201	361/201	361/201
3	RUNWAY WIDTH X LENGTH	150' x 9,800'	150' x 12,000'	150' x 9,800'	150' x 12,000'	150' x 7,800'	150' x 10,000'	75' x 3,075'	150' x 7,800'	150' x 9,800'	150' x 9,800'
4	RUNWAY SHOULDER WIDTH	35'	SAME	35'	SAME	NONE	SAME	NONE	BE	NONE	NONE
5	RUNWAY PAVEMENT TYPE	CONCRETE	SAME	CONCRETE	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME
6	PAVEMENT STRENGTH (IN 1000 LBS.)	50,000/4000	SAME	50,000/4000	SAME	50,000/4000	SAME	50,000/4000	SAME	50,000/4000	SAME
7	RUNWAY LIGHTING	HRL, CL, TOL	SAME	HRL, CL, TOL	SAME	MRL	SAME	MULTI/LACTICAL	CLOSED	MRL	SAME
8	RUNWAY MARKINGS	PREC	SAME	PREC	SAME	NP/WR	SAME	PREC/WR	SAME	PREC/WR	SAME
9	EFFECTIVE RUNWAY GRADIENT %	0.2	SAME	0.2	SAME	0.1	SAME	0.1	SAME	0.2	SAME
10	RUNWAY LINE-OF-SITE	?	SAME	CRITERIA MET	SAME	CRITERIA MET	SAME	CRITERIA MET	****	CRITERIA MET	SAME
11	PERCENT WIND COVERAGE (16K)	98.8	SAME	98.8	SAME	98.3	SAME	98.8	SAME	98.8	SAME
12	VISUAL APPROACH AIDS	MALS/RALS-2	MALS/RALS-2	MALS/RALS-2	MALS/RALS-2	MALS/RALS	NONE	NONE	NONE	MALS/RALS	SAME
13	INSTRUMENT APPROACH AIDS	ASRS/LVOR/DB	ASRS/LVOR/DB	ASRS/LVOR/DB	ASRS/LVOR/DB	ASRS/LVOR/DB	NONE	ILS/ASRS/LVOR	NONE	ILS/ASRS/LVOR	SAME
14	AIRPORT REFERENCE CODE	D-V	SAME	D-V	SAME	D-V	SAME	D-V	SAME	D-V	SAME
15	DESIGN AIRCRAFT	B-747	SAME	B-747	SAME	B-747	SAME	B-747	SAME	B-747	SAME
16	RUNWAY SAFETY AREA (RSA) WIDTH	500'	SAME	500'	SAME	500'	SAME	500'	SAME	500'	SAME
17	RSA LENGTH BEYOND STOP END	1000'/1000'	SAME	1000'/1000'	SAME	1000'/1000'	SAME	300'/300'	SAME	1000'/1000'	SAME
18	RUNWAY OBJECT FREE AREA (OFA) WIDTH	800'	SAME	800'	SAME	800'	SAME	800'	SAME	800'	SAME
19	OFA LENGTH BEYOND STOP END	1000'/1000'	SAME	1000'/1000'	SAME	700'/1000'	SAME	1000'/1000'	SAME	1000'/1000'	SAME
20	OBSTACLE FREE ZONE (OFZ) WIDTH *	400'	SAME	400'	SAME	400'	SAME	400'	SAME	400'	SAME
21	OFZ LENGTH BEYOND STOP END *	200'/200'	SAME	200'/200'	SAME	200'/200'	SAME	200'/200'	SAME	200'/200'	SAME
22	RUNWAY CENTERLINE TO TAXIWAY HOLD LINE	293'	SAME	293'	SAME	293'	SAME	200'	SAME	293'	SAME
23	RUNWAY TOUCHDOWN ZONE ELEVATION	293'	SAME	293'	SAME	293'	SAME	200'	SAME	293'	SAME

DRAWING LEGEND			
EXISTING	FUTURE	DESCRIPTION	SYMBOL
---	---	AIRPORT PROPERTY LINE	---
---	---	AIRPORT SECURITY FENCE	---
---	---	BUILDINGS	---
---	---	APAVED PAVEMENT	---
---	---	PAVED ROADS	---
---	---	RUNWAY PROTECTION ZONE	---
---	---	R/W EXEMPT	---
---	---	BUILDING RESTRICTION LINE	---
---	---	RUNWAY SAFETY AREA	---
---	---	RUNWAY OBJECT FREE AREA	---
---	---	FILE STORAGE AREA	---
---	---	AIRPORT BEACON	---
---	---	PRECISION APPROACH PATH INDICATOR (PAPI)	---
---	---	RUNWAY END IDENTIFIER LIGHTS (REIL)	---
---	---	SURVEY MONUMENTS	---
---	---	AIRPORT REFERENCE POINT	---
---	---	VISUAL APPROACH SLOPE INDICATOR (VASI)	---
---	---	PRECISION OBSTACLE FREE ZONE	---

AIRPORT DATA			
EXISTING	FUTURE	DESCRIPTION	SYMBOL
---	---	LOCATION - COUNTY	OKLAHOMA
---	---	LOCATION - TOWNSHIP/RANGE	T11N/R4W
---	---	AIRPORT ELEVATION (AMSL) NAVD 88	1295.19
---	---	AIRPORT REFERENCE POINT (ARP) NAVD 83	LAT. 36° 23' 36.180"
---	---		LONG. 97° 36' 02.856"
---	---	IRIS EXEMPT	D-V
---	---	NPAS SERVICE LEVEL/ROLE	COMMERCIAL SERVICE
---	---	NEAR MAX. TEMPERATURE (WINTER MONTH)	94°F (CALL)
---	---	AIRPORT & TERMINAL HAZARDOUS	ASR, ILS, VOR, NDB
---	---	TAXIWAY WIDTHS	75
---	---	TAXIWAY LIGHTING	SAME

NOTES

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2. AERIAL PHOTO BY AERIAL DATA SERVICES, INC., AUGUST 2, 2007.
3. COORDINATE DATA AND ELEVATIONS FROM NAVD 83 SURVEY DATED 05/04/92.

Will Rogers World Airport
Oklahoma City, Oklahoma

RUNWAY 17L INNER APPROACH PLAN & PROFILE

Barnard Dunkelberg & Company

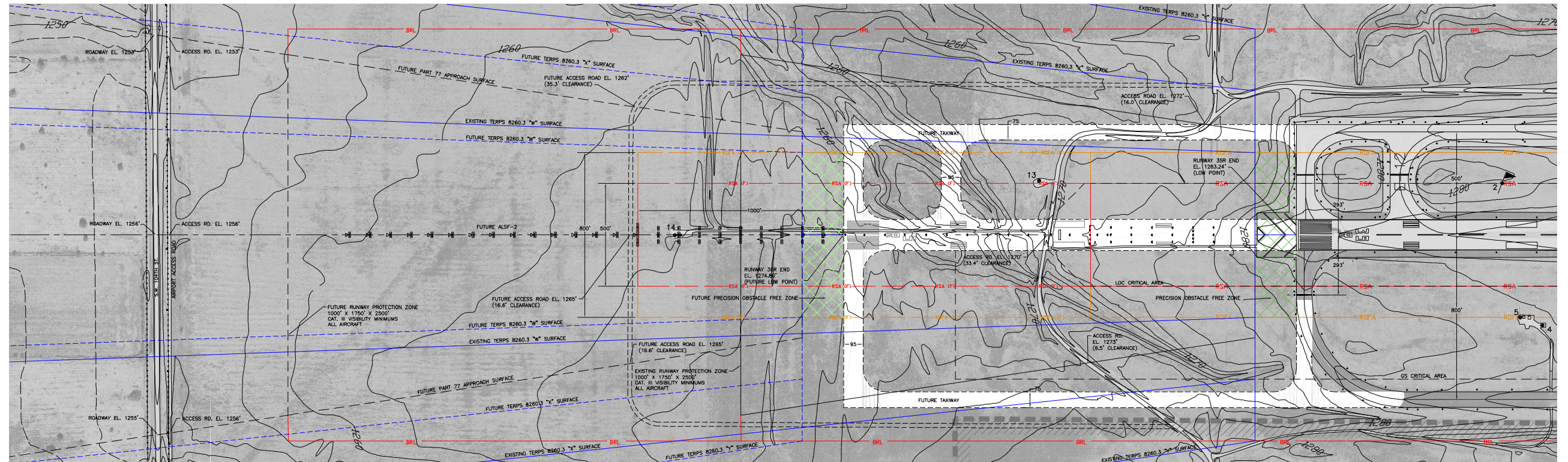
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wasea Street, Suite 400
Denver, Colorado 80202
303.825.8844

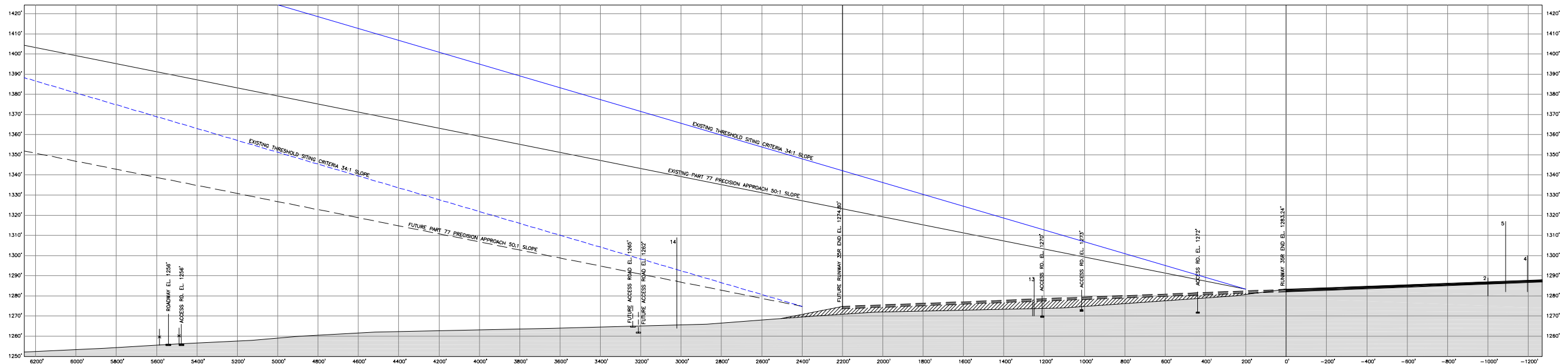
SCALE
1" = 200'

SHEET NO.
18 of 29

Figure G16 Inner Portion of the Approach Surface - Runway 17L Plan & Profile G.27



Runway 35R Plan
1" = 200'



Runway 35R Profile
1" = 20' HORIZONTALLY
1" = 20' VERTICALLY

PART 77 OBSTRUCTIONS			
NO.	DESCRIPTION	ELEVATION	DISPOSITION
2	CL ON LTD WSK	1286'	RELLOCATE
4	ROD ON CL TRM	1286'	RELLOCATE
5	ROD ON CL OS	1317'	RELLOCATE
13	ANT ON BUILDING	1288'	RELLOCATE
14	ANTENNA ON POLE	1308'	RELLOCATE

RUNWAY INFORMATION										
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	1000' X 1750' X 2500'	1000' X 1750' X 2500'	1000' X 1750' X 2500'	1000' X 1750' X 2500'	1000' X 1750' X 2500'	1000' X 1750' X 2500'	1000' X 1750' X 2500'	1000' X 1750' X 2500'	1000' X 1750' X 2500'	1000' X 1750' X 2500'
FAIR PART 77 APPROACH SLOPE	50:1/50:1	50:1/50:1	50:1/50:1	50:1/50:1	50:1/50:1	50:1/50:1	50:1/50:1	50:1/50:1	50:1/50:1	50:1/50:1
RUNWAY WIDTH X LENGTH	150' X 9,800'	150' X 13,000'	150' X 9,800'	150' X 13,000'	150' X 7,500'	150' X 10,000'	75' X 5,079'	150' X 7,500'	150' X 10,000'	75' X 5,079'
RUNWAY SHOULDER WIDTH	35'	35'	35'	35'	NONE	NONE	NONE	NONE	NONE	NONE
RUNWAY PAVEMENT TYPE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT
PAVEMENT STRENGTH (IN 1000 LBS.)	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
RUNWAY LIGHTING	HRL, CL, TRD	HRL, CL, TRD	HRL, CL, TRD	HRL, CL, TRD	NRL	NRL	MILSTN, TACTICAL	CLOSED	MRL	MRL
RUNWAY MARKINGS	PREC	PREC	PREC	PREC	PREC	PREC	PREC	PREC	PREC	PREC
EFFECTIVE RUNWAY GRADIENT %	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1
RUNWAY LINE-OF-SITE	?	?	?	?	CRITERIA MET	CRITERIA MET	CRITERIA MET	CRITERIA MET	CRITERIA MET	CRITERIA MET
PERCENT WIND COVERAGE (16kt)	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8
VISUAL APPROACH AIDS	MALS/PALS-2	MALS/PALS-2	MALS/PALS-2	MALS/PALS-2	MALS/PALS-2	MALS/PALS-2	MALS/PALS-2	MALS/PALS-2	MALS/PALS-2	MALS/PALS-2
INSTRUMENT APPROACH AIDS	ASAS/PALS-2	ASAS/PALS-2	ASAS/PALS-2	ASAS/PALS-2	NONE	NONE	NONE	NONE	NONE	NONE
AIRPORT REFERENCE CODE	5-D-V	5-D-V	5-D-V	5-D-V	5-D-V	5-D-V	5-D-V	5-D-V	5-D-V	5-D-V
DESIGN AIRCRAFT	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-747
RUNWAY SAFETY AREA (RSA) WIDTH	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'
RSA LENGTH BEYOND STOP END	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'
RUNWAY OBJECT FREE AREA (OFA) WIDTH	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'
OFA LENGTH BEYOND STOP END	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'
OBSTACLE FREE ZONE (OFZ) WIDTH *	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'
OFZ LENGTH BEYOND STOP END *	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'
RUNWAY CENTERLINE TO TAXIWAY HOLD LINE	293'	293'	293'	293'	293'	293'	293'	293'	293'	293'
RUNWAY TOUCHDOWN ZONE ELEVATION	293'	293'	293'	293'	293'	293'	293'	293'	293'	293'

DRAWING LEGEND	
EXISTING	FUTURE
AIRPORT PROPERTY LINE	AIRPORT PROPERTY LINE
AIRPORT SECURITY FENCE	AIRPORT SECURITY FENCE
BUILDINGS	BUILDINGS
APRFIELD PAVEMENT	APRFIELD PAVEMENT
PAVED ROADS	PAVED ROADS
RUNWAY PROTECTION ZONE	RUNWAY PROTECTION ZONE
RPT FACILITY	RPT FACILITY
BUILDING RESTRICTION LINE	BUILDING RESTRICTION LINE
RUNWAY SAFETY AREA	RUNWAY SAFETY AREA
RUNWAY OBJECT FREE AREA	RUNWAY OBJECT FREE AREA
FUEL STORAGE AREA	FUEL STORAGE AREA
APPROACH BEACON	APPROACH BEACON
HOLDLINES	HOLDLINES
PRECISION APPROACH PATH INDICATOR (PAPI)	PRECISION APPROACH PATH INDICATOR (PAPI)
RUNWAY END IDENTIFIER LIGHTS (REILS)	RUNWAY END IDENTIFIER LIGHTS (REILS)
SURVEY MONUMENTS	SURVEY MONUMENTS
AIRPORT REFERENCE POINT	AIRPORT REFERENCE POINT
VISUAL APPROACH SLOPE INDICATOR (VASI)	VISUAL APPROACH SLOPE INDICATOR (VASI)
PRECISION OBSTACLE FREE ZONE	PRECISION OBSTACLE FREE ZONE

AIRPORT DATA			
LOCATION - COUNTY	EXISTING	FUTURE	
OKLAHOMA	OKLAHOMA	OKLAHOMA	
TULSA	TULSA	TULSA	
AIRPORT ELEVATION (AMSL) NAVD 88	1256.19	1256.19	
AIRPORT REFERENCE POINT (ARP) NAVD 83	LAT: 35° 23' 35.180" N LON: 97° 36' 02.656" W	LAT: 35° 23' 35.180" N LON: 97° 36' 02.656" W	
RUNWAY PROTECTION ZONE	D-V	D-V	
RPT FACILITY	COMMERCIAL SERVICE	COMMERCIAL SERVICE	
BUILDING RESTRICTION LINE	44T GULV	44T GULV	
RUNWAY SAFETY AREA	ASR, ELS, VOR, NDB	ASR, ELS, VOR	
RUNWAY OBJECT FREE AREA	MTL	MTL	

NOTES

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- VERTICAL POINTS BY AERIAL DATA SURVEYS, INC., AUGUST 2, 2007.
- COORDINATE DATA AND ELEVATIONS FROM NGS SURVEY DATED 05/04/92.

Will Rogers World Airport
Oklahoma City, Oklahoma

RUNWAY 35R INNER APPROACH PLAN & PROFILE

Barnard Dunkelberg & Company

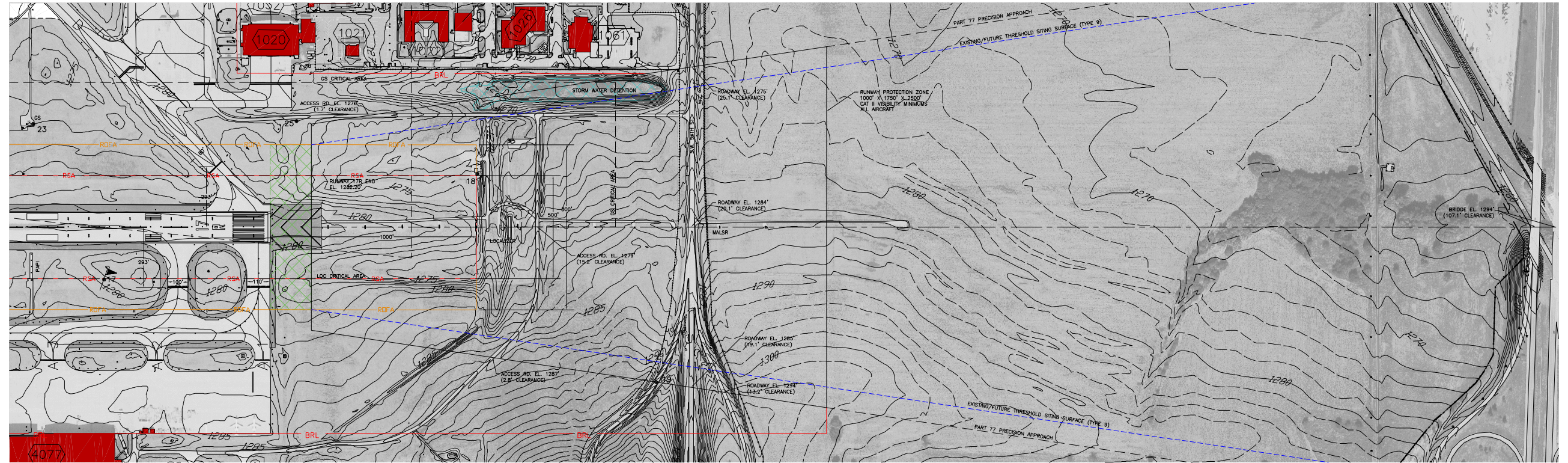
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wasea Street, Suite 400
Denver, Colorado 80202
303.825.8944

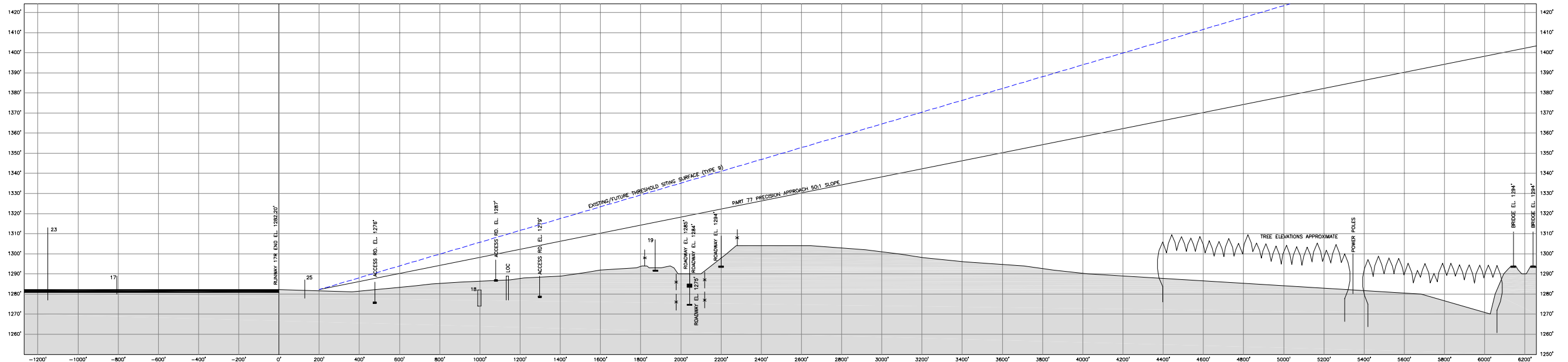
SCALE
1" = 200'

SHEET NO.
17 of 29

Figure G17 Inner Portion of the Approach Surface - Runway 35R Plan & Profile G.28



Runway 17R Plan
1" = 200'



Runway 17R Profile
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

PART 77 OBSTRUCTIONS				
NO.	DESCRIPTION	ELEVATION	SURFACE	DISPOSITION
17	CL ON LTD WKB	1287'	PRIMARY	7'
18	BUILDING	1282'	T/R APPROACH	-4'
19	ROAD ON	1307'	T/R APPROACH	-4'
23	POD ON DL OS	1317'	PRIMARY	3'
29	POST	1287'	PRIMARY	2'

RUNWAY INFORMATION										
DESCRIPTION	EXISTING RUNWAY 17L/35L		EXISTING RUNWAY 17R/35R		EXISTING RUNWAY 17/31		EXISTING RUNWAY 18/05		EXISTING RUNWAY 17R/35L	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	CAT I/CAT II	CAT I/CAT II	CAT I/CAT I	CAT I/CAT II	1-MILE/VISUAL	CAT I/3/4-MILE	VISUAL/VISUAL	TO	VISUAL/VISUAL	CAT I/CAT I
FAIR PART 77 APPROACH SLOPE	50/1/201	SAME	50/1/201	SAME	50/1/241	50/1/201	50/1/201	50/1/201	50/1/201	50/1/201
RUNWAY WIDTH X LENGTH	150' x 9,800'	150' x 11,000'	150' x 9,800'	150' x 11,000'	150' x 7,800'	150' x 10,000'	75' x 3,075'	150' x 9,800'	150' x 9,800'	SAME
RUNWAY SHOULDER WIDTH	35'	SAME	35'	SAME	NONE	NONE	BE	NONE	35'	SAME
RUNWAY PAVEMENT TYPE	CONCRETE	SAME	CONCRETE	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	50,000/400T	SAME	50,000/400T	SAME	50,000/400T	SAME	50,000/400T	SAME	50,000/400T	SAME
RUNWAY LIGHTING	HRL, CL, TOL	SAME	HRL, CL, TOL	SAME	MRL	SAME	MULTI/TACTICAL	CLOSED	MRL	SAME
RUNWAY MARKING	PREC	SAME	PREC	SAME	NP/NR	SAME	PREC/NR	SAME	VISUAL/VISUAL	PH/PH
EFFECTIVE RUNWAY GRADIENT %	0.2	SAME	0.2	SAME	0.1	SAME	0.1	SAME	0.2	SAME
RUNWAY LINE-OF-SITE	?	SAME	CRITERIA MET	SAME	CRITERIA MET	SAME	CRITERIA MET	****	CRITERIA MET	SAME
PERCENT WIND COVERAGE (16kt)	98.8	SAME	98.8	SAME	98.3	SAME	98.8	SAME	98.8	SAME
VISUAL APPROACH AIDS	MLSR/ALS-2	MLSR/ALS-2	MLSR/ALS-2	MLSR/ALS-2	VAS/RELS	NONE	NONE	NONE	MLSR/PHI	SAME
INSTRUMENT APPROACH AIDS	ASR/LS/VOR/DB	ASR/LS/VOR/DB	ASR/LS/VOR/DB	ASR/LS/VOR/DB	NONE	ILS/ASR/PSLPV	NONE	NONE	VOR/DB	ILS/ASR/PSLPV
AIRPORT REFERENCE CODE	D-V	SAME	D-V	SAME	D-V	SAME	D-V	SAME	D-V	SAME
DESIGN AIRCRAFT	B-747	SAME	B-747	SAME	B-747	SAME	B-747	SAME	B-747	SAME
RUNWAY SAFETY AREA (RSA) WIDTH	500'	SAME	500'	SAME	500'	SAME	500'	SAME	500'	SAME
RSA LENGTH BEYOND STOP END	1000'/1000'	SAME	1000'/1000'	SAME	1000'/1000'	SAME	300'/200'	SAME	1000'/1000'	SAME
RUNWAY OBJECT FREE AREA (OFA) WIDTH	800'	SAME	800'	SAME	800'	SAME	800'	SAME	800'	SAME
OFA LENGTH BEYOND STOP END	1000'/1000'	SAME	1000'/1000'	SAME	700'/1000'	1000'/1000'	300'/200'	SAME	1000'/1000'	SAME
OBSTACLE FREE ZONE (OFZ) WIDTH *	400'	SAME	400'	SAME	400'	SAME	400'	SAME	400'	SAME
OFZ LENGTH BEYOND STOP END *	200'/200'	SAME	200'/200'	SAME	200'/200'	SAME	200'/200'	SAME	200'/200'	SAME
RUNWAY CENTERLINE TO TAXIWAY HOLD LINE	293'	SAME	293'	SAME	293'	SAME	200'	SAME	293'	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION	293'	SAME	293'	SAME	293'	SAME	200'	SAME	293'	SAME

DRAWING LEGEND		EXISTING	FUTURE
AIRPORT PROPERTY LINE		---	---
AIRPORT SECURITY FENCE		---	---
BUILDINGS		---	---
APAVED PAVEMENT		---	---
PAVED ROADS		---	---
RUNWAY PROTECTION ZONE		---	---
R/W EXEMPT		---	---
BUILDING RESTRICTION LINE		---	---
RUNWAY SAFETY AREA		---	---
RUNWAY OBJECT FREE AREA		---	---
FUEL STORAGE AREA		---	---
AIRPORT BEACON		---	---
LIGHTED WIND CONE		---	---
HOLDLINES		---	---
PRECISION APPROACH PATH INDICATOR (PAPI)		---	---
RUNWAY END IDENTIFIER LIGHTS (REILS)		---	---
SURVEY MONUMENTS		---	---
AIRPORT REFERENCE POINT		---	---
VISUAL APPROACH SLOPE INDICATOR (VASI)		---	---
PRECISION OBSTACLE FREE ZONE		---	---

AIRPORT DATA		
LOCATION - COUNTY	EXISTING	FUTURE
LOCATION - COUNTY	OKLAHOMA	SAME
TOWNSHIP/RANGE	T11N/R4W	SAME
AIRPORT ELEVATION (AMSL) NAVD 83	1295.19	SAME
AIRPORT REFERENCE POINT (ARP) NAVD 83	LAT. 36° 23' 36.180"	LAT. 36° 23' 27.772"
	LONG. 97° 36' 02.854"	LONG. 97° 36' 06.797"
IRFS SERVICE LEVEL/ROLE	D-V	SAME
NEAR MAX. TEMPERATURE (Hottest Month)	94°F (July)	SAME
AIRPORT & TERMINAL HAZARDOUS	ASR, ILS, VOR, NDB	ASR, ILS, VOR
TAXIWAY WIDTHS	75'	SAME
TAXIWAY LIGHTING	MTL	SAME

NOTES

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2. AERIAL PHOTO BY AERIAL DATA SERVICES, INC., AUGUST 2, 2007.
3. COORDINATE DATA AND ELEVATIONS FROM NGS SURVEY DATED 05/04/92.

Will Rogers World Airport
Oklahoma City, Oklahoma

RUNWAY 17R INNER APPROACH PLAN & PROFILE

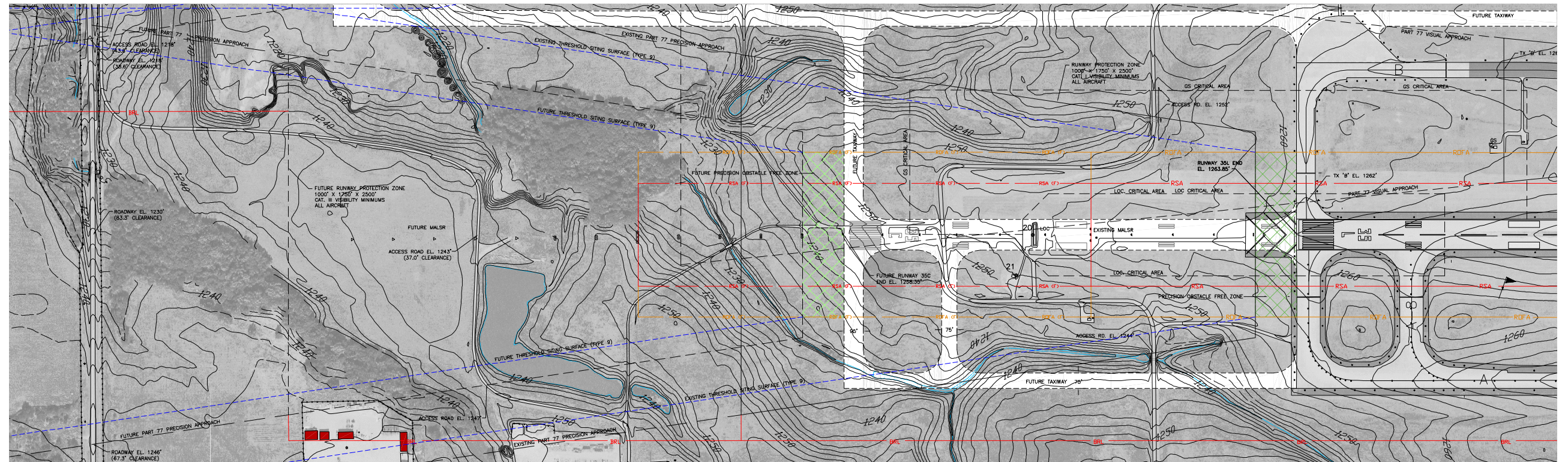
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TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

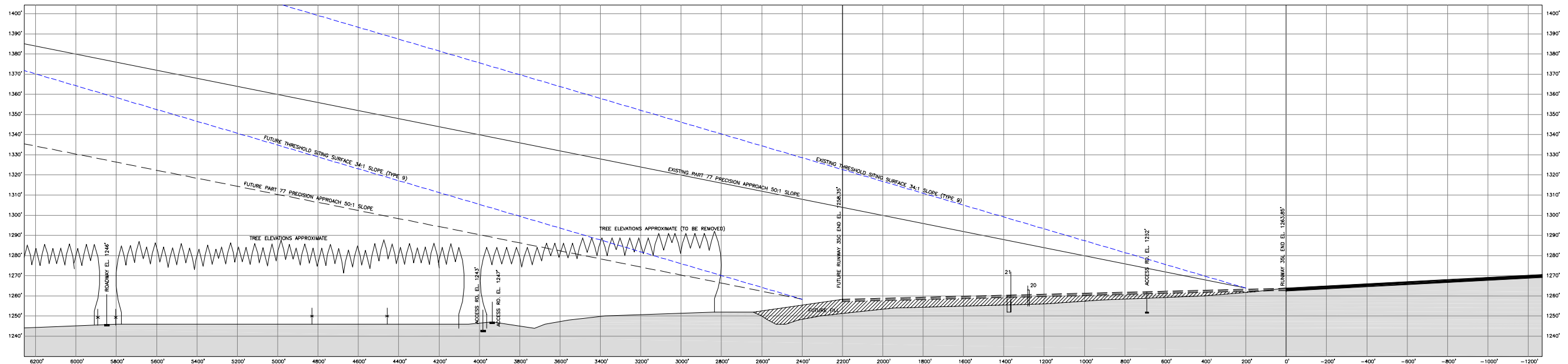
DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8944

SCALE
1" = 200'

SHEET NO.
18 of 29



Runway 35L Plan
1" = 200'



Runway 35L Profile
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

PART 77 OBSTRUCTIONS			
ID	DESCRIPTION	ELEVATION	SURFACE
30	CL ON LOCALIZER	1265'	PRIMARY
21	ROD ON CL DME	1272'	PRIMARY

RUNWAY INFORMATION												
	EXISTING RUNWAY 17R/35R		EXISTING RUNWAY 17R/35L		EXISTING RUNWAY 12/31		EXISTING RUNWAY 18/36		FUTURE RUNWAY 17R/35L		FUTURE RUNWAY 17R/35R	
APPROACH VISIBILITY MINIMUMS	CAT I/II/III	CAT I/II/III	CAT I/II/III	CAT I/II/III	1-MILE VISUAL	CAT I/II/III	1-MILE VISUAL	TO	VISUAL VISUAL	CAT I/II/III	CAT I/II/III	CAT I/II/III
FAR PART 77 APPROACH SLOPE	50:1/20:1	SAME	50:1/20:1	SAME	34:1/20:1	50:1/24:1	20:1/20:1		20:1/20:1	50:1/20:1	50:1/20:1	50:1/20:1
RUNWAY WIDTH X LENGTH	150' X 9,800'	150' X 9,800'	150' X 9,800'	150' X 9,800'	150' X 7,800'	150' X 10,000'	150' X 10,000'	75' X 10,700'	BE	NONE	35'	150' X 9,800'
RUNWAY SHOULDER WIDTH	35'	SAME	35'	SAME	NONE	SAME	NONE	BE	NONE	35'	35'	35'
RUNWAY PAVEMENT TYPE	CONCRETE	SAME	CONCRETE	SAME	ASPHALT	SAME	ASPHALT	BE	NONE	ASPHALT	ASPHALT	ASPHALT
PAVEMENT STRENGTH (IN 1000 LBS.)	MSLSP/MSLR	SAME	MSLSP/MSLR	SAME	MSLSP/MSLR	SAME	MSLSP/MSLR		MSLSP/MSLR	MSLSP/MSLR	MSLSP/MSLR	MSLSP/MSLR
RUNWAY LIGHTING	MRL, CL, TOL	SAME	MRL	SAME	MRL	SAME	MRL		MRL	MRL	MRL	MRL
RUNWAY MARKING	PREC	SAME	PREC	SAME	NP/VP	PREC/VP	PREC/VP		PREC/VP	PREC/VP	PREC/VP	PREC/VP
RUNWAY LINE-OF-SITE	?	SAME	?	SAME	CRITERIA MET	SAME	CRITERIA MET		CRITERIA MET	CRITERIA MET	CRITERIA MET	CRITERIA MET
PERCENT WIND COVERAGE (18k)	98.8	SAME	98.8	SAME	98.3	SAME	98.8		98.8	98.8	98.8	98.8
VISUAL APPROACH AIDS	MSLSP/MSLR-2	SAME	MSLSP/MSLR	SAME	MSLSP/MSLR-2	SAME	MSLSP/MSLR		NONE	MSLSP/MSLR	MSLSP/MSLR	MSLSP/MSLR
INSTRUMENT APPROACH AIDS	LSAS/PSLPV	SAME	LSAS/PSLPV	SAME	LSAS/PSLPV	SAME	LSAS/PSLPV		NONE	LSAS/PSLPV	LSAS/PSLPV	LSAS/PSLPV
AIRPORT REFERENCE CODE	D-4	SAME	D-4	SAME	B-4	SAME	B-4		B-4	B-4	B-4	B-4
DESIGN AIRCRAFT	B-747	SAME	B-747	SAME	B-747	SAME	B-747		C-130	B-747	B-747	B-747
RUNWAY SAFETY AREA (RSA) WIDTH	500'	SAME	500'	SAME	500'	SAME	500'		500'	500'	500'	500'
RSA LENGTH BEYOND STOP END	1000'/1000'	SAME	1000'/1000'	SAME	1000'/1000'	SAME	1000'/1000'		1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'
RUNWAY OBSTACLE FREE AREA (OFA) WIDTH	800'	SAME	800'	SAME	800'	SAME	800'		800'	800'	800'	800'
OFA LENGTH BEYOND STOP END	1000'/1000'	SAME	1000'/1000'	SAME	1000'/1000'	SAME	1000'/1000'		1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'
OBSTACLE FREE ZONE (OFZ) WIDTH*	400'	SAME	400'	SAME	400'	SAME	400'		400'	400'	400'	400'
OFZ LENGTH BEYOND STOP END**	200'/200'	SAME	200'/200'	SAME	200'/200'	SAME	200'/200'		200'/200'	200'/200'	200'/200'	200'/200'
RUNWAY CENTERLINE TO TAXIWAY HOLD LINE	283'	SAME	283'	SAME	283'	SAME	283'		283'	283'	283'	283'
RUNWAY TOUCHDOWN ZONE ELEVATION	283'	SAME	283'	SAME	283'	SAME	283'		283'	283'	283'	283'

DRAWING LEGEND		EXISTING	FUTURE
AIRPORT PROPERTY LINE		---	---
AIRPORT SECURITY FENCE		---	---
BUILDINGS		---	---
APAVED PAVEMENT		---	---
PAVED ROADS		---	---
RUNWAY PROTECTION ZONE		---	---
RPA EXISTENT		---	---
BUILDING RESTRICTION LINE		---	---
RUNWAY SAFETY AREA		---	---
RUNWAY OBSTACLE FREE AREA		---	---
FUEL STORAGE AREA		---	---
AIRPORT BEACON		---	---
PRECISION APPROACH PATH INDICATOR (PAPI)		---	---
RUNWAY END IDENTIFIER LIGHTS (RELS)		---	---
AIRPORT REFERENCE POINT		---	---
SURVEY MONUMENTS		---	---
VISUAL APPROACH SLOPE INDICATOR (VASI)		---	---
PRECISION OBSTACLE FREE ZONE		---	---

AIRPORT DATA			
	EXISTING	FUTURE	
LOCATION - COUNTY	OKLAHOMA	SAME	
TOWNSHIP/RANGE	T11N/R4W	SAME	
AIRPORT ELEVATION (MSL) NAVD 88	1256.15	SAME	
AIRPORT REFERENCE POINT (ARP) HAD 83			
	LAT: 36° 23' 36.160"	LAT: 36° 23' 27.777"	
	LONG: 97° 36' 02.650"	LONG: 97° 36' 06.797"	
AIRPORT REFERENCE CODE	D-V	SAME	
NPAAS SERVICE LEVEL/ROLE	COMMERCIAL SERVICE	SAME	
MEAN MAX. TEMPERATURE (HIGHEST MONTH)	81°F (JULY)	SAME	
AIRPORT & TERMINAL NAVIGAS	ASR, ILS, VOR, NOB	ASR, ILS, VOR	
TAXIWAY WIDTHS	75'	SAME	
TAXIWAY LIGHTING	MTL	SAME	

NOTES

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- MEAN POINTS BY AERIAL DATA SERVICES, INC., AUGUST 2, 2007.
- COORDINATE DATA AND ELEVATIONS FROM NAVD 83 SURVEY DATED 03/04/92.

Will Rogers World Airport
Oklahoma City, Oklahoma

RUNWAY 35L INNER APPROACH PLAN & PROFILE

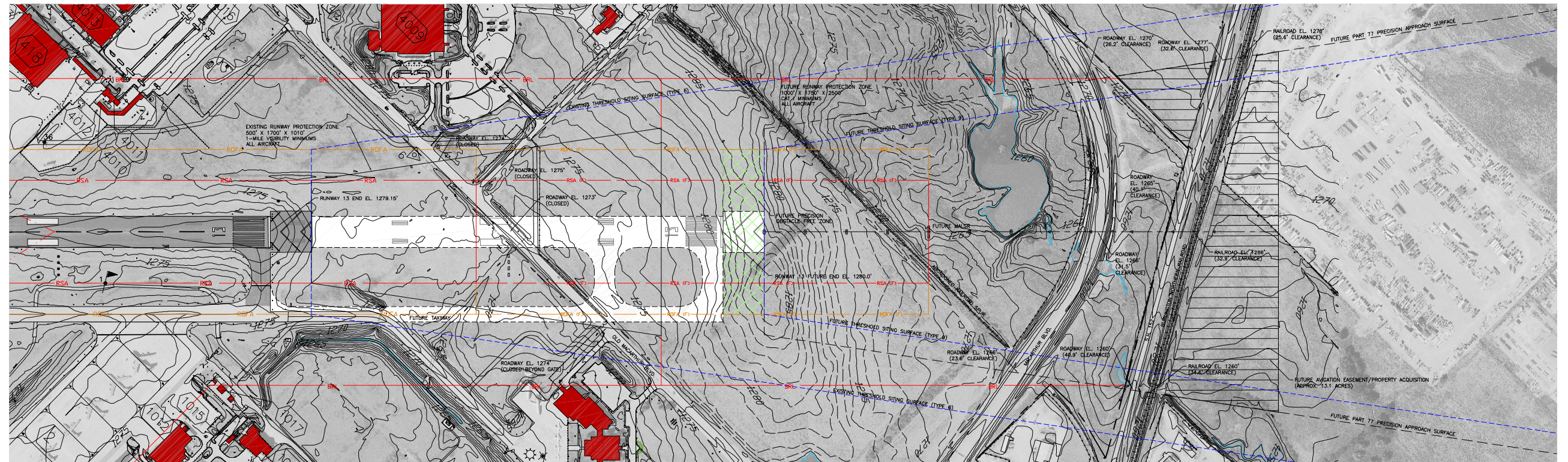
Barnard Dunkelberg & Company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

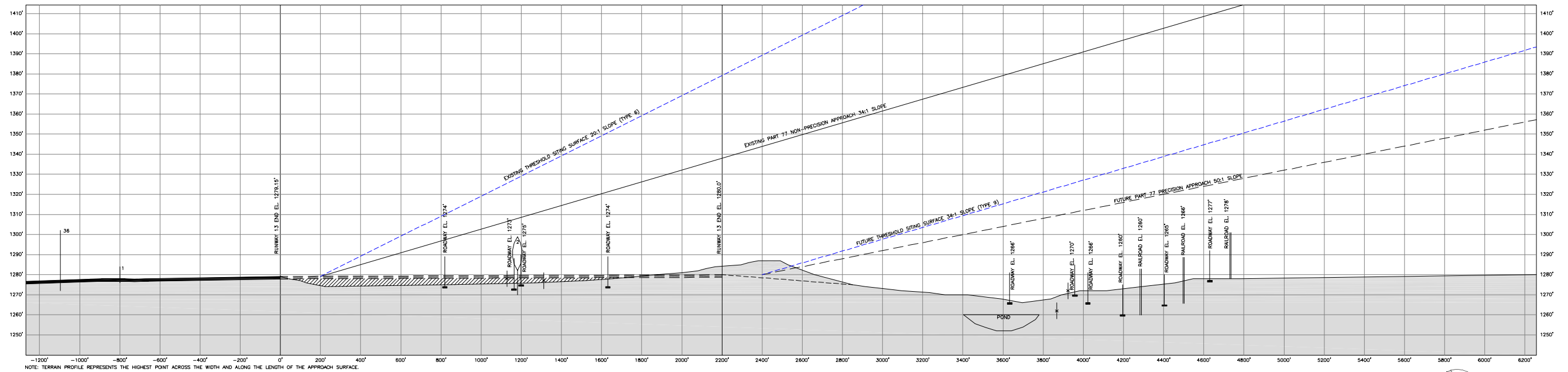
DENVER
1743 Wasea Street, Suite 400
Denver, Colorado 80202
303.826.8844

SCALE
1" = 200'

SHEET NO.
19 OF 29



Runway 13 Plan
1" = 200'



Runway 13 Profile
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

PART 77 OBSTRUCTIONS			
ID	DESCRIPTION	ELEVATION	SURFACE
1	CL ON LTD WKB	1284'	PRIMARY
2	LIGHT STANDS	1302'	TRANSITIONAL
			25'
			NONE
			REMOVE

RUNWAY INFORMATION											
	RUNWAY 17/2/30R		EXISTING RUNWAY 17R/35L		EXISTING RUNWAY 13/31		EXISTING RUNWAY 18/26		FUTURE RUNWAY 17/2/30L		ULTIMATE
APPROACH VISIBILITY MINIMUMS	EXISTING CAT I/CA I II	FUTURE CAT I/CA I II	EXISTING CAT I/CA I II	FUTURE CAT I/CA I II	EXISTING CAT I/CA I II	FUTURE CAT I/CA I II	EXISTING VISUAL/VISUAL	FUTURE VISUAL/VISUAL	NITEL VISUAL/VISUAL	ULTIMATE CAT I/CA I II	
FAIR PART 77 APPROACH SLOPE	501/501	SAME	501/501	SAME	541/201	501/201	150 x 7500'	150 x 7500'	150 x 7500'	150 x 7500'	
RUNWAY WIDTH X LENGTH	150' x 9,800'	150' x 13,000'	150' x 9,800'	150' x 13,000'	150' x 7,500'	150' x 10,000'	75' x 5,079'	150' x 10,000'	150' x 10,000'	150' x 9,800'	
RUNWAY SHOULDER WIDTH	35'	SAME	35'	SAME	NONE	SAME	NONE	15'	NONE	35'	
RUNWAY PAVEMENT TYPE	CONCRETE	SAME	CONCRETE	SAME	ASPHALT	SAME	ASPHALT	ASPHALT	ASPHALT	ASPHALT	
PAVEMENT STRENGTH (IN 1000 LBS.)	50,000,000	SAME	50,000,000	SAME	50,000,000	SAME	50,000,000	50,000,000	50,000,000	50,000,000	
RUNWAY LIGHTING	HRL, CL, TULZ	SAME	HRL	SAME	NPL	SAME	MILSTN, TACTICAL	CLOSED	MRL	HRL	
RUNWAY MARKINGS	PREC	SAME	PREC	SAME	NP/WH	PREC/NP	PREC/VISUAL	PREC/VISUAL	PREC/VISUAL	PREC/VISUAL	
EFFECTIVE RUNWAY GRADIENT %	0.2	SAME	0.2	SAME	0.1	SAME	0.1	SAME	0.1	SAME	
RUNWAY LINE-OF-SITE	?	SAME	CRITERIA MET	SAME	CRITERIA MET	SAME	CRITERIA MET	****	CRITERIA MET	SAME	
PERCENT WIND COVERAGE (16kt)	98.8	SAME	98.8	SAME	98.3	SAME	98.8	SAME	98.8	SAME	
VISUAL APPROACH AIDS	MALS/ALS-2	SAME	MALS/ALS-2	SAME	MSLSP/ALS-2	SAME	MSLSP/ALS-2	SAME	MSLSP/ALS-2	SAME	
INSTRUMENT APPROACH AIDS	ASAS/PSLP	SAME	ASAS/PSLP	SAME	ASAS/PSLP	SAME	ASAS/PSLP	SAME	ASAS/PSLP	SAME	
AIRPORT REFERENCE CODE	0-V	SAME	0-V	SAME	0-V	SAME	0-V	SAME	0-V	SAME	
DESIGN AIRCRAFT	B-747	SAME	B-747	SAME	B-747	SAME	B-747	SAME	B-747	SAME	
RUNWAY SAFETY AREA (RSA) WIDTH	500'	SAME	500'	SAME	500'	SAME	500'	SAME	500'	SAME	
RSA LENGTH BEYOND STOP END	1000/1000'	SAME	1000/1000'	SAME	1000/1000'	SAME	300/1500'	SAME	1000/1000'	SAME	
RUNWAY OBJECT FREE AREA (OFA) WIDTH	600'	SAME	600'	SAME	600'	SAME	600'	SAME	600'	SAME	
OFA LENGTH BEYOND STOP END	1000/1000'	SAME	1000/1000'	SAME	1000/1000'	SAME	300/1500'	SAME	1000/1000'	SAME	
OBSTACLE FREE ZONE (OFZ) WIDTH *	400'	SAME	400'	SAME	400'	SAME	400'	SAME	400'	SAME	
OFZ LENGTH BEYOND STOP END *	200/200'	SAME	200/200'	SAME	200/200'	SAME	200/200'	SAME	200/200'	SAME	
RUNWAY CENTERLINE TO TAXIWAY HOLD LINE	293'	SAME	293'	SAME	293'	SAME	293'	SAME	293'	SAME	
RUNWAY TOUCHDOWN ZONE ELEVATION	293'	SAME	293'	SAME	293'	SAME	293'	SAME	293'	SAME	

DRAWING LEGEND	
EXISTING	FUTURE
AIRPORT PROPERTY LINE	---
AIRPORT SECURITY FENCE	---
BUILDINGS	---
ASPHALT PAVEMENT	---
PAVED ROADS	---
RUNWAY PROTECTION ZONE	---
RFP EASEMENT	---
BUILDING RESTRICTION LINE	---
RUNWAY SAFETY AREA	---
RUNWAY OBJECT FREE AREA	---
FUEL STORAGE AREA	---
APPROACH BEACON	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---
RUNWAY END IDENTIFIER LIGHTS (RELS)	---
SURVEY MONUMENTS	---
AIRPORT REFERENCE POINT	---
VISUAL APPROACH SLOPE INDICATOR (VASI)	---
PRECISION OBSTACLE FREE ZONE	---

AIRPORT DATA			
LOCATION - COUNTY	EXISTING	FUTURE	
OKLAHOMA	SAME	SAME	
TOWNSHIP/RANGE	T11N/R4W	SAME	
AIRPORT ELEVATION (AMSL) NAVD 88	1295.19'	SAME	
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT: 35° 23' 35.180"	LAT: 35° 23' 27.77"	
	LONG: 97° 36' 02.656"	LONG: 97° 36' 06.79"	
RFP EASEMENT	D-V	SAME	
NPAS SERVICE LEVEL/ROLE	COMMERCIAL SERVICE	SAME	
NEAR MAX. TEMPERATURE (HOTTEST MONTH)	84°F (JULY)	SAME	
AIRPORT & TERMINAL NAVAIDS	ASR, ELS, VOR, NDB	ASR, ELS, VOR	
TAXIWAY WIDTHS	75'	SAME	
TAXIWAY LIGHTING	MTL	SAME	

NOTES

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- NEAR MAX. TEMPERATURE BY AERIAL DATA SERVICES, INC., AUGUST 2, 2007.
- COORDINATE DATA AND ELEVATIONS FROM NGS SURVEY DATED 05/04/92.

Will Rogers World Airport
Oklahoma City, Oklahoma

RUNWAY 13 INNER APPROACH PLAN & PROFILE

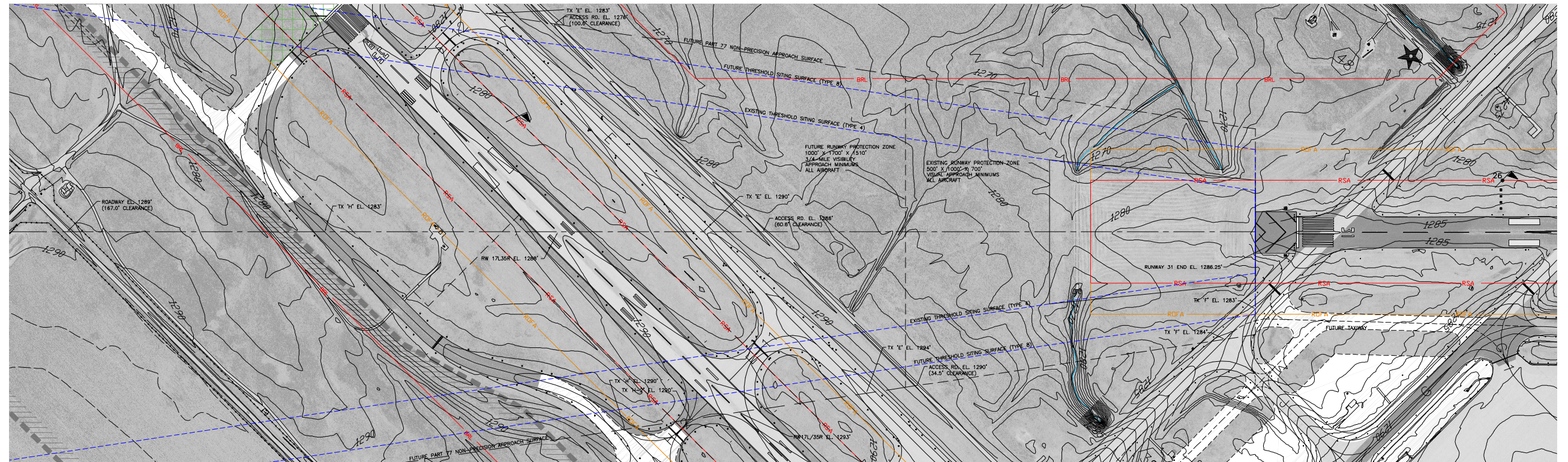
Barnard Dunkelberg & Company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

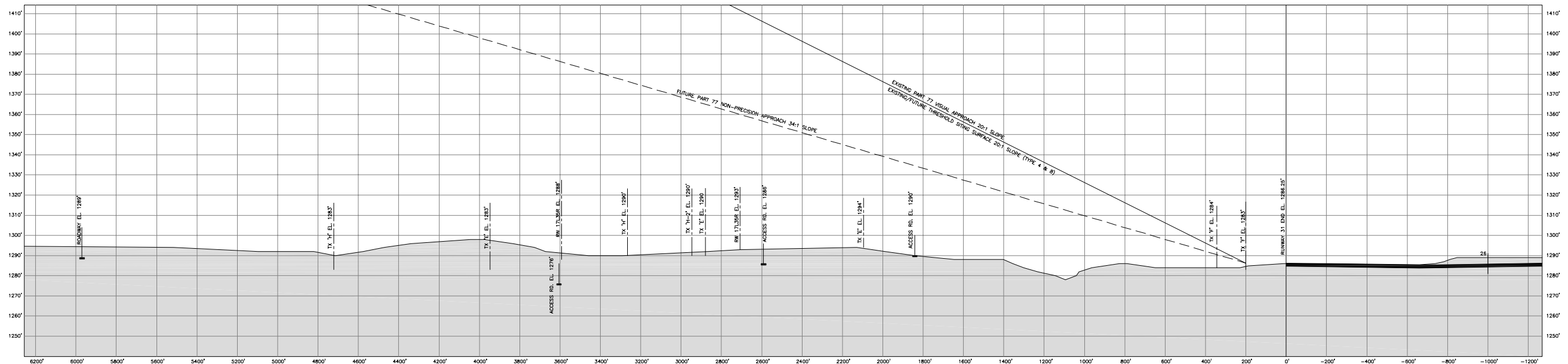
DENVER
1743 Wasea Street, Suite 400
Denver, Colorado 80202
303.825.8944

SCALE
1" = 200'

SHEET NO.
29 OF 29



Runway 31 Plan
1" = 200'



Runway 31 Profile
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

PART 77 OBSTRUCTIONS			
ID	DESCRIPTION	ELEVATION	PERMIT/REMARKS
26	OL ON LTD WKB	1291'	PRIMARY
			7'
			NONE

RUNWAY INFORMATION												
DESCRIPTION	EXISTING RUNWAY 17/35R		EXISTING RUNWAY 17/35L		EXISTING RUNWAY 13/31		EXISTING RUNWAY 18/36		EXISTING RUNWAY 17/20L		EXISTING RUNWAY 17/20R	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	CAI 1/CAI II	CAI 1/CAI II	CAI 1/CAI I	CAI 1/CAI I	1-MILE VISUAL	CAI 1/CAI I	CAI 1/CAI I	CAI 1/CAI I	CAI 1/CAI I	CAI 1/CAI I	CAI 1/CAI I	CAI 1/CAI I
FAR PART 77 APPROACH SLOPE	50/1/50/1	50/1/50/1	50/1/50/1	50/1/50/1	50/1/50/1	50/1/50/1	50/1/50/1	50/1/50/1	50/1/50/1	50/1/50/1	50/1/50/1	50/1/50/1
RUNWAY WIDTH X LENGTH	150' x 9,800'	150' x 9,800'	150' x 9,800'	150' x 9,800'	150' x 7,500'	150' x 7,500'	150' x 10,000'	75' x 6,079'	150' x 7,500'	150' x 9,800'	150' x 9,800'	150' x 9,800'
RUNWAY SHOULDER WIDTH	35'	35'	35'	35'	NONE	NONE	NONE	BE	NONE	35'	35'	35'
RUNWAY PAVEMENT TYPE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT
PAVEMENT STRENGTH (IN 1,000 LBS.)	50,000/4000	50,000/4000	50,000/4000	50,000/4000	50,000/4000	50,000/4000	50,000/4000	50,000/4000	50,000/4000	50,000/4000	50,000/4000	50,000/4000
RUNWAY LIGHTING	HRL, CL, TLD	HRL, CL, TLD	HRL, CL, TLD	HRL, CL, TLD	NP/APP	NP/APP	NP/APP	NP/APP	NP/APP	HRL	HRL	HRL
RUNWAY MARKINGS	PREC	PREC	PREC	PREC	PREC	PREC	PREC	PREC	PREC	PREC	PREC	PREC
EFFECTIVE RUNWAY GRADIENT %	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2
RUNWAY LINE-OF-SITE	?	?	?	?	?	?	?	?	?	?	?	?
PERCENT WIND COVERAGE (16kt)	98.8	98.8	98.8	98.8	98.3	98.3	98.8	98.8	98.8	98.8	98.8	98.8
VISUAL APPROACH AIDS	MLSR/PALS-2	MLSR/PALS-2	MLSR/PALS-2	MLSR/PALS-2	MLSR/PALS-2	MLSR/PALS-2	MLSR/PALS-2	MLSR/PALS-2	MLSR/PALS-2	MLSR/PALS-2	MLSR/PALS-2	MLSR/PALS-2
INSTRUMENT APPROACH AIDS	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV
AIRPORT REFERENCE CODE	0-V	0-V	0-V	0-V	0-V	0-V	0-V	0-V	0-V	0-V	0-V	0-V
DESIGN AIRCRAFT	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-747
RUNWAY SAFETY AREA (RSA) WIDTH	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'
RSA LENGTH BEYOND STOP END	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'
RUNWAY OBJECT FREE AREA (OFA) WIDTH	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'
OFA LENGTH BEYOND STOP END	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'
OBSTACLE FREE ZONE (OFZ) WIDTH *	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'
OFZ LENGTH BEYOND STOP END *	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'
RUNWAY CENTERLINE TO TAXIWAY HOLD LINE	293'	293'	293'	293'	293'	293'	293'	293'	293'	293'	293'	293'
RUNWAY TOUCHDOWN ZONE ELEVATION	293'	293'	293'	293'	293'	293'	293'	293'	293'	293'	293'	293'

DRAWING LEGEND	
EXISTING	FUTURE

AIRPORT DATA			
	EXISTING	FUTURE	
LOCATION - COUNTY	OKLAHOMA	SAME	
LOCATION - TOWNSHIP/RANGE	T11N/R4W	SAME	
AIRPORT ELEVATION (AMSL) NAVD 88	1295.19	SAME	
AIRPORT REFERENCE POINT (ARP) NAVD 83	LAT: 35° 23' 35.180" N LON: 97° 36' 02.656" W	LAT: 35° 23' 37.77" N LON: 97° 36' 06.79" W	
AIRPORT REFERENCE CODE	0-V	SAME	
NPAS SERVICE LEVEL/ROLE	COMMERCIAL SERVICE	SAME	
NEAR WIND TEMPERATURE (HOTTEST MONTH)	84°F (JULY)	SAME	
AIRPORT & TERMINAL NAVADS	ASR, ILS, VOR, NDB	ASR, ILS, VOR	
TAXIWAY WIDTHS	75'	SAME	
TAXIWAY LIGHTING	MTL	SAME	

NOTES

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- NEAR WIND PHOTO BY AERIAL DATA SERVICES, INC., AUGUST 2, 2007.
- COORDINATE DATA AND ELEVATIONS FROM NAV SURVEY DATED 05/04/92.

Will Rogers World Airport
Oklahoma City, Oklahoma

RUNWAY 31 INNER APPROACH PLAN & PROFILE

Barnard Dunkelberg & Company

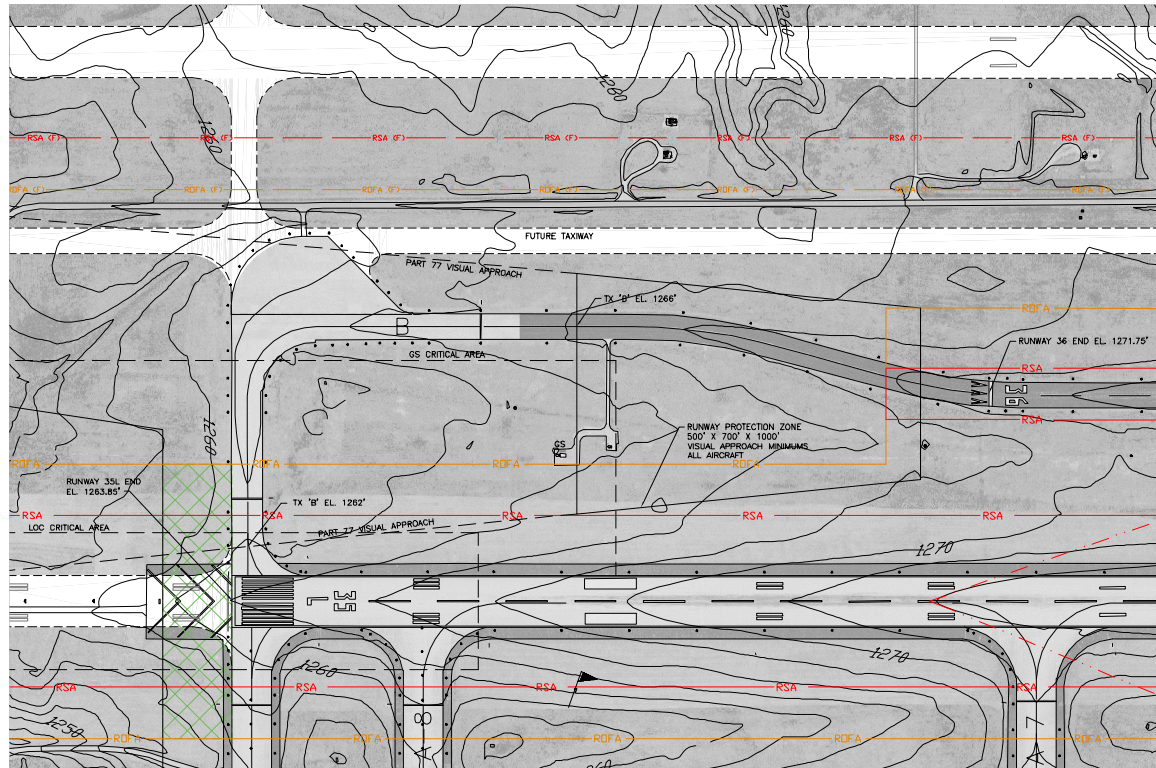
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

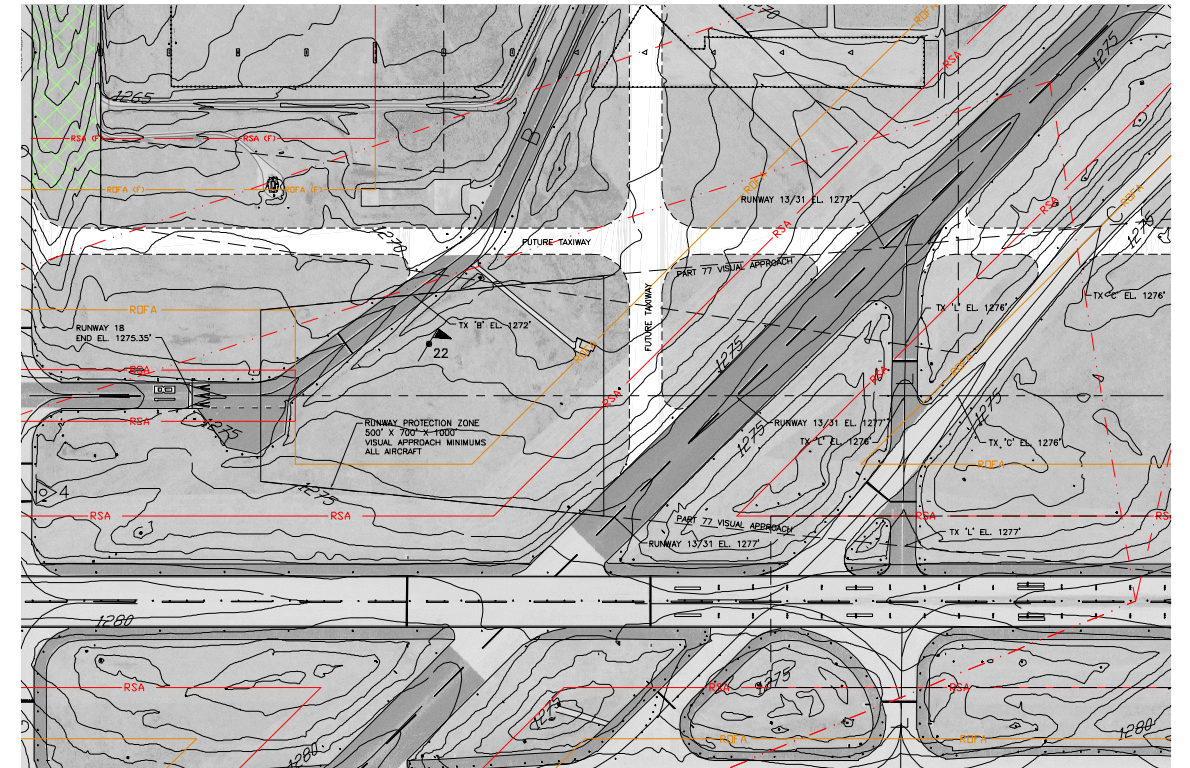
SCALE
1" = 200'

SHEET NO.
21 of 29

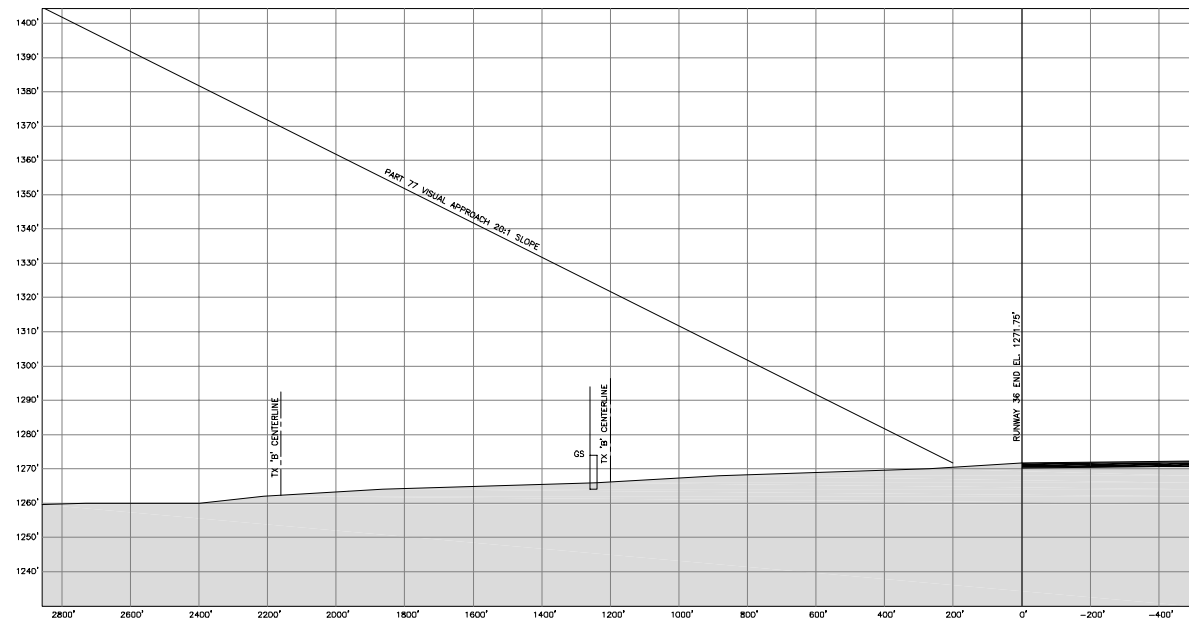
Figure G21 Inner Portion of the Approach Surface - Runway 31 Plan & Profile G.32



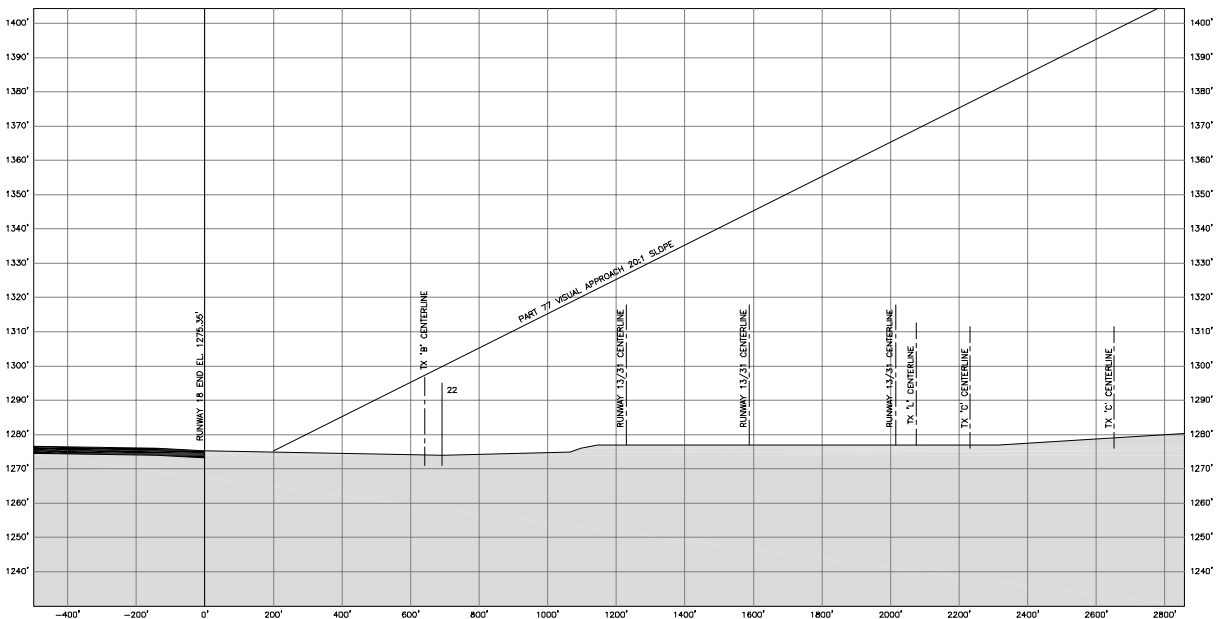
Runway 36 Plan
1" = 200'



Runway 18 Plan
1" = 200'



Runway 36 Profile
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY



Runway 18 Profile
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

PART 77 OBSTRUCTIONS			
ID	DESCRIPTION	ELEVATION	DISPOSITION
22	OL ON LTD W/S	1260'	PRIMARY
			3
			NONE

RUNWAY INFORMATION											
NO.	DESCRIPTION	RUNWAY 17/35L		RUNWAY 17/35R		RUNWAY 13/31		RUNWAY 18/36		FUTURE RUNWAY 13/31	
		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
1	APPROACH VISIBILITY MINIMUMS	501/501	501/501	501/501	501/501	501/501	501/501	501/501	501/501	501/501	501/501
2	FAIR PART 77 APPROACH SLOPE	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'
3	RUNWAY WIDTH X LENGTH	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'	150' x 13,000'
4	RUNWAY SHOULDER WIDTH	35'	35'	35'	35'	35'	35'	35'	35'	35'	35'
5	RUNWAY PAVEMENT TYPE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE
6	PAVEMENT STRENGTH (IN 1000 LBS.)	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
7	RUNWAY LIGHTING	HRL, CL, TDZ	HRL, CL, TDZ	HRL, CL, TDZ	HRL, CL, TDZ	HRL, CL, TDZ	HRL, CL, TDZ	HRL, CL, TDZ	HRL, CL, TDZ	HRL, CL, TDZ	HRL, CL, TDZ
8	RUNWAY MARKINGS	PREC	PREC	PREC	PREC	PREC	PREC	PREC	PREC	PREC	PREC
9	EFFECTIVE RUNWAY GRADIENT %	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
10	RUNWAY LINE-OF-SITE	?	?	?	?	?	?	?	?	?	?
11	PERCENT WIND COVERAGE (16kt)	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8
12	VISUAL APPROACH AIDS	MSLRP/ALS-2	MSLRP/ALS-2	MSLRP/ALS-2	MSLRP/ALS-2	MSLRP/ALS-2	MSLRP/ALS-2	MSLRP/ALS-2	MSLRP/ALS-2	MSLRP/ALS-2	MSLRP/ALS-2
13	INSTRUMENT APPROACH AIDS	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV	ASAS/PSLPV
14	AIRPORT REFERENCE CODE	D-V	D-V	D-V	D-V	D-V	D-V	D-V	D-V	D-V	D-V
15	DESIGN AIRCRAFT	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-747
16	RUNWAY SAFETY AREA (RSA) WIDTH	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'
17	RSA LENGTH BEYOND STOP END	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'
18	RUNWAY OBJECT FREE AREA (OFA) WIDTH	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'
19	OFA LENGTH BEYOND STOP END	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'
20	OBSTACLE FREE ZONE (OFZ) WIDTH *	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'
21	OFZ LENGTH BEYOND STOP END *	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'
22	RUNWAY CENTERLINE TO TAXIWAY HOLD LINE	293'	293'	293'	293'	293'	293'	293'	293'	293'	293'
23	RUNWAY TOUCHDOWN ZONE ELEVATION	293'	293'	293'	293'	293'	293'	293'	293'	293'	293'

OBSTRUCTIONS TAKEN FROM ODS 301 MARCH 1992, NAD83, NGVD29
 * No OFZ object penetrations
 ** Runway 17R/35L becomes 17C/35C with Future Runway 17R/35L construction
 *** To be closed when T/W B is relocated

DRAWING LEGEND	
EXISTING	FUTURE

AIRPORT DATA	
EXISTING	FUTURE
LOCATION - COUNTY	OKLAHOMA
TOWNSHIP/RANGE	T11N/R4E
AIRPORT ELEVATION (MSSL) NAVD 88	1295.19
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT: 36° 23' 35.180" N LON: 97° 36' 02.656" W
NEAR MAX TEMPERATURE (HOTTEST MONTH)	JULY
NEAR MIN TEMPERATURE (COLDEST MONTH)	JANUARY
AIRPORT & TERMINAL NAVAIDS	ASR, LS, VOR, NDB
TAXIWAY LIGHTING	MTL

NOTES

- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
- NEAR POINTS BY AERIAL DATA SERVICES, INC., AUGUST 2, 2007.
- COORDINATE DATA AND ELEVATIONS FROM NGS SURVEY DATED 03/04/92.

Will Rogers World Airport
Oklahoma City, Oklahoma

RUNWAY 18/36 INNER APPROACH PLAN & PROFILE

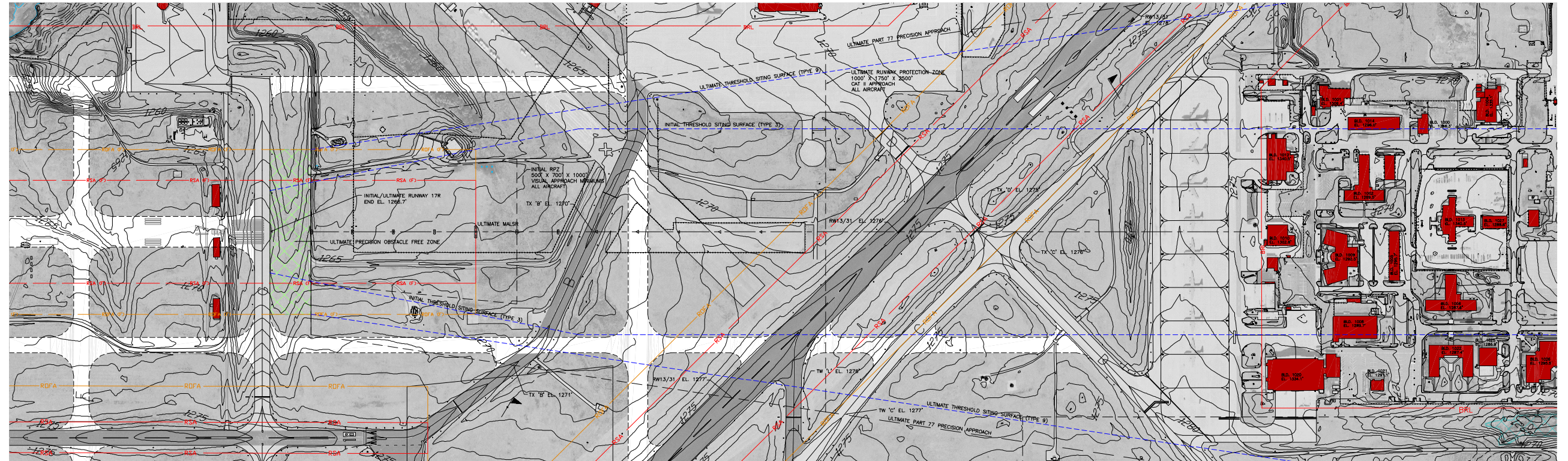
Barnard Dunkelberg & Company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

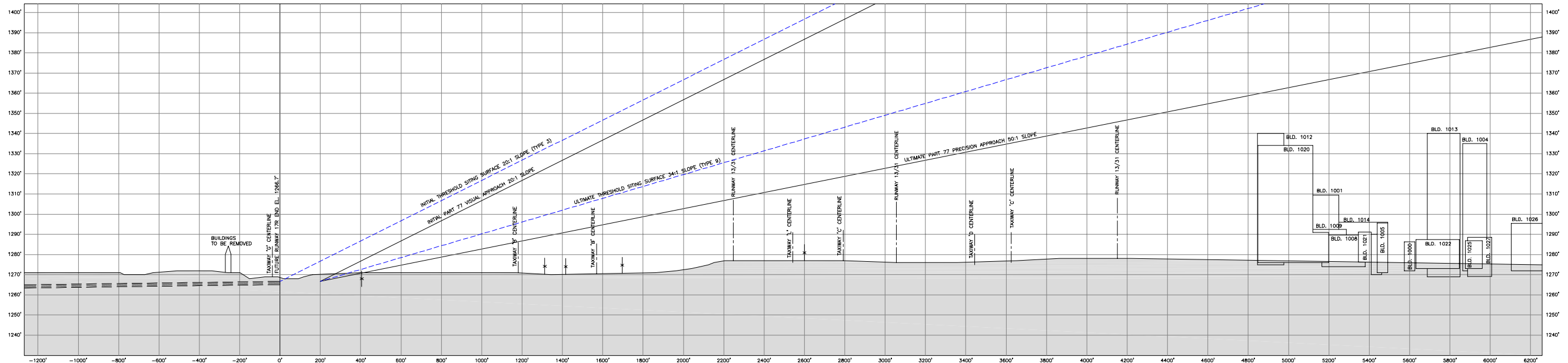
DENVER
1743 W. 3rd Street, Suite 400
Denver, Colorado 80202
303.825.8944

SCALE
1" = 200'

SHEET NO.
22 of 29



Future Runway 17R Plan
1" = 200'



Future Runway 17R Profile
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

RUNWAY INFORMATION

	RUNWAY 17R/35L		RUNWAY 17R/35L		RUNWAY 17/31		RUNWAY 16/30S		FUTURE RUNWAY 17R/35L	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	CAT I/CAT II	CAT I/CAT II	CAT I/CAT I	CAT I/CAT II	1-MILE VISUAL	1/3/4-MILE	VISUAL/VISUAL	TO	VISUAL/VISUAL	CAT I/CAT I
FAIR PART 77 APPROACH SLOPE	50/1/50/1	SAME	50/1/50/1	SAME	20/1/20/1	20/1/20/1	50/1/50/1	20/1/20/1	50/1/50/1	50/1/50/1
RUNWAY WIDTH X LENGTH	150' X 9,800'	150' X 13,000'	150' X 9,800'	150' X 13,000'	150' X 7,800'	150' X 10,000'	75' X 5,075'	150' X 7,800'	150' X 7,800'	150' X 9,800'
RUNWAY SHOULDER WIDTH	35'	SAME	35'	SAME	NONE	SAME	NONE	BE	NONE	SAME
RUNWAY PAVEMENT TYPE	CONCRETE	SAME	CONCRETE	SAME	ASPHALT	SAME	ASPHALT	ASPHALT	ASPHALT	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	50,000,000	SAME	50,000,000	SAME	50,000,000	SAME	50,000,000	50,000,000	50,000,000	SAME
RUNWAY LIGHTING	HRL, CL, TDZ	SAME	HRL, CL, TDZ	SAME	MRL	SAME	MULTI/TACTICAL	CLOSED	MRL	SAME
RUNWAY MARKING	PREC	SAME	PREC	SAME	HP/HP	SAME	PREC/HP	SAME	PREC/HP	SAME
EFFECTIVE RUNWAY (GRADIENT %)	0.2	SAME	0.2	SAME	0.1	SAME	0.1	SAME	0.2	SAME
RUNWAY LINE-OF-SITE	?	SAME	CRITERIA MET	SAME	CRITERIA MET	SAME	CRITERIA MET	****	CRITERIA MET	SAME
PERCENT WIND COVERAGE (16kt)	98.3	SAME	98.3	SAME	98.3	SAME	98.3	SAME	98.3	SAME
VISUAL APPROACH AIDS	MALS/RP/ALS-2	MALS/RP/ALS-2	MALS/RP/ALS-2	MALS/RP/ALS-2	MALS/RP/ALS-2	MALS/RP/ALS-2	NONE	NONE	MALS/RP/ALS-2	MALS/RP/ALS-2
INSTRUMENT APPROACH AIDS	ASR/LVOR/DB	ASR/LVOR/DB	ASR/LVOR/DB	ASR/LVOR/DB	ASR/LVOR/DB	ASR/LVOR/DB	NONE	NONE	ASR/LVOR/DB	ASR/LVOR/DB
AIRPORT REFERENCE CODE	D-V	SAME	D-V	SAME	D-V	SAME	D-V	SAME	D-V	SAME
DESIGN AIRPORT	B-747	SAME	B-747	SAME	B-747	SAME	B-747	SAME	B-747	SAME
RUNWAY SAFETY AREA (RSA) WIDTH	500'	SAME	500'	SAME	500'	SAME	500'	SAME	500'	SAME
RES LENGTH BEYOND STOP END	1000/1000'	SAME	1000/1000'	SAME	1000/1000'	SAME	300/300'	SAME	1000/1000'	SAME
RUNWAY OBJECT FREE AREA (OFA) WIDTH	800'	SAME	800'	SAME	800'	SAME	800'	SAME	800'	SAME
OFA LENGTH BEYOND STOP END	1000/1000'	SAME	1000/1000'	SAME	700/1000'	SAME	1000/1000'	SAME	1000/1000'	SAME
OBSTACLE FREE ZONE (OFZ) WIDTH *	400'	SAME	400'	SAME	400'	SAME	400'	SAME	400'	SAME
OFZ LENGTH BEYOND STOP END **	200/200'	SAME	200/200'	SAME	200/200'	SAME	200/200'	SAME	200/200'	SAME
RUNWAY CENTERLINE TO TAXIWAY HOLD LINE	293'	SAME	293'	SAME	293'	SAME	200'	SAME	293'	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION	293'	SAME	293'	SAME	293'	SAME	200'	SAME	293'	SAME

* No OFZ object penetrations
** Runway 17R/35L becomes 17C/35C with Future Runway 17R/35L construction.
**** To be closed when T/W B is relocated.

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	---	---
BUILDINGS	█	█
APAVED PAVEMENT	▨	▨
PAVED ROADS	▩	▩
RUNWAY PROTECTION ZONE	▭	▭
RPE EXEMPT	▭	▭
BUILDING RESTRICTION LINE	▭	▭
RUNWAY SAFETY AREA	▭	▭
RUNWAY OBJECT FREE AREA	▭	▭
FUEL STORAGE AREA	▭	▭
AIRPORT BEACON	█	█
LIGHTED WIND CONE	█	█
HOLDLINES	---	---
PRECISION APPROACH PAVEMENT INDICATOR (PAPI)	█	█
RUNWAY END IDENTIFIER LIGHTS (REIL)	█	█
RUNWAY MONUMENTS	█	█
AIRPORT REFERENCE POINT	█	█
VISUAL APPROACH SLOPE INDICATOR (VASI)	█	█
PRECISION OBSTACLE FREE ZONE	█	█

AIRPORT DATA

	EXISTING	FUTURE
LOCATION - COUNTY	OKLAHOMA	SAME
TOWNSHIP/RANGE	T11N/R4W	SAME
AIRPORT ELEVATION (AMSL) NAVD 88	1295.19	SAME
AIRPORT REFERENCE POINT (ARP) NAVD 83	LAT. 36° 23' 36.180"	LAT. 36° 23' 27.772"
	LONG. 97° 36' 02.856"	LONG. 97° 36' 06.797"
RPE EXEMPT	D-V	SAME
NIPAS SERVICE LEVEL/ROLE	COMMERCIAL SERVICE	SAME
NEAR WAC TEMPERATURE (WATTEST MONTH)	84°F (29°C)	SAME
AIRPORT & TERMINAL HAZARDS	ASR, ILS, VOR, NDB	ASR, ILS, VOR
TAXIWAY WIDTHS	75'	SAME
TAXIWAY LIGHTING	WTL	SAME

REVISIONS

NO.	DATE	DESCRIPTION

NOTES
 1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 2. AERIAL PHOTO BY AERIAL DATA SERVICES, INC., AUGUST 2, 2007.
 3. COORDINATE DATA AND ELEVATIONS FROM NAD 83 SURVEY DATED 03/04/92.

Will Rogers World Airport
 Oklahoma City, Oklahoma

FUTURE RUNWAY 17R INNER APPROACH PLAN & PROFILE

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8544

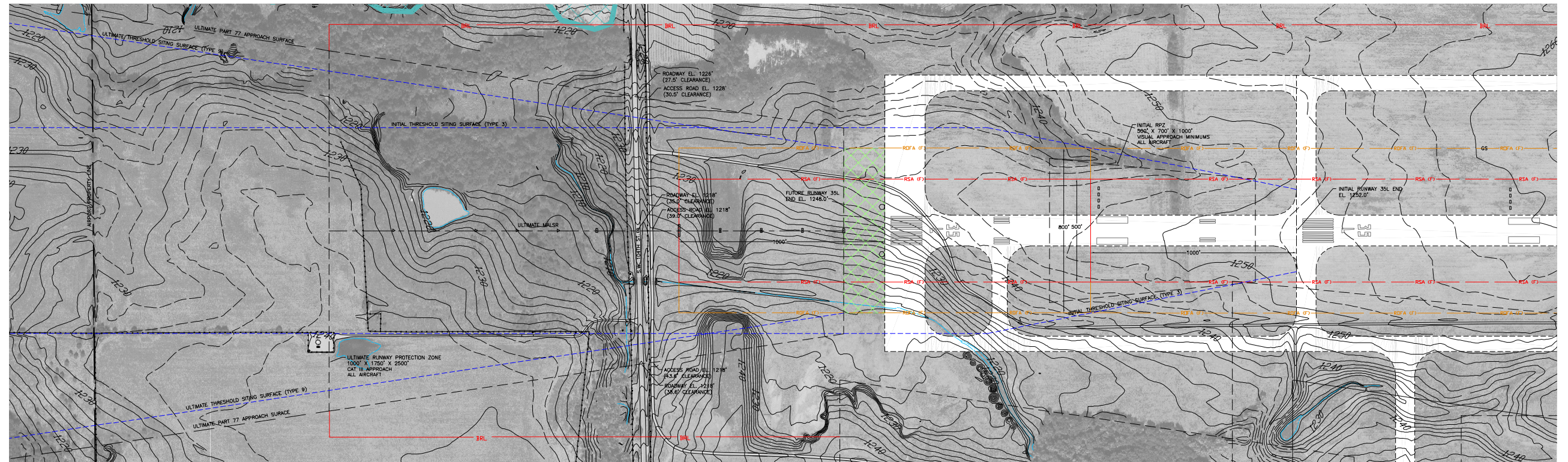
DENVER
1743 Wasea Street, Suite 400
Denver, Colorado 80202
303.825.8944

Barnard Dunkelberg & Company

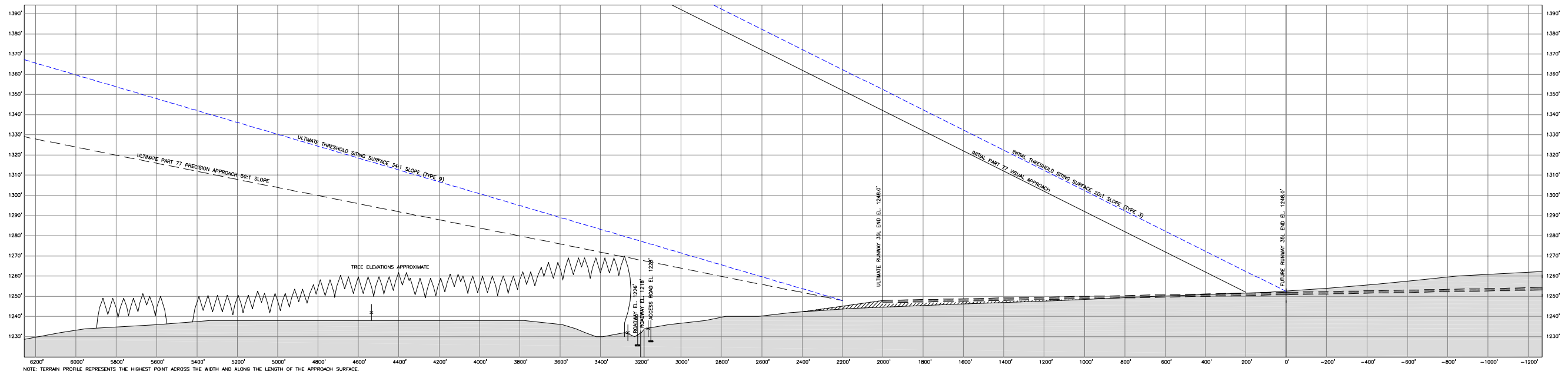
SCALE
1" = 200'

SHEET NO.
23 of 29

Figure G23 Inner Portion of the Approach Surface - Future Runway 17R Plan & Profile G.34



Future Runway 35L Plan
1" = 200'



Future Runway 35L Profile
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

RUNWAY INFORMATION

	RUNWAY 17C/35L		EXISTING		FUTURE		EXISTING		FUTURE		EXISTING		FUTURE	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	CAT I/CAT II	CAT I/CAT II	CAT I/CAT I	CAT I/CAT I	1-MILE/VISUAL	CAT I/CAT I	1-MILE/VISUAL	CAT I/CAT I	TO	VISUAL/VISUAL	TO	VISUAL/VISUAL	CAT I/CAT I	CAT I/CAT I
FAR PART 77 APPROACH SLOPE	50:1/50:1	50:1/50:1	50:1/50:1	50:1/50:1	50:1/34:1	50:1/34:1	50:1/34:1	50:1/34:1	50:1/20:1	50:1/20:1	50:1/20:1	50:1/20:1	50:1/20:1	50:1/20:1
RUNWAY WIDTH X LENGTH	150' X 9,900'	150' X 12,000'	150' X 9,900'	150' X 12,000'	150' X 12,000'	150' X 12,000'	150' X 12,000'	150' X 12,000'	75' X 3,070'	150' X 3,800'	150' X 3,800'	150' X 3,800'	150' X 3,800'	150' X 3,800'
RUNWAY SHOULDER WIDTH	35'	35'	35'	35'	NONE	NONE	NONE	NONE	BE	NONE	NONE	NONE	NONE	NONE
RUNWAY PAVEMENT TYPE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT
PAVEMENT STRENGTH (IN 1000 LBS.)	200,000,400#	200,000,400#	200,000,400#	200,000,400#	200,000,400#	200,000,400#	200,000,400#	200,000,400#	200,000,400#	200,000,400#	200,000,400#	200,000,400#	200,000,400#	200,000,400#
RUNWAY LIGHTING	HRLL, CL, TDOL	HRLL, CL, TDOL	HRLL, CL, TDOL	HRLL, CL, TDOL	HRLL, CL, TDOL	HRLL, CL, TDOL	HRLL, CL, TDOL	HRLL, CL, TDOL	HRLL, CL, TDOL	HRLL, CL, TDOL	HRLL, CL, TDOL	HRLL, CL, TDOL	HRLL, CL, TDOL	HRLL, CL, TDOL
RUNWAY MARKING	PREC	PREC	PREC	PREC	MP/NR	MP/NR	PREC/INT	PREC/INT	PREC/INT	PREC/INT	PREC/INT	PREC/INT	PREC/INT	PREC/INT
EFFECTIVE RUNWAY GRADIENT %	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
RUNWAY LINE-OF-SITE	3	3	CRITERIA MET	CRITERIA MET	CRITERIA MET	CRITERIA MET	CRITERIA MET	CRITERIA MET	***	CRITERIA MET	CRITERIA MET	CRITERIA MET	CRITERIA MET	CRITERIA MET
PERCENT WIND COVERAGE (16kt)	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8	98.8
VISUAL APPROACH AIDS	MLSR,PALSIF-2	MLSR,PALSIF-2	MLSR,PALSIF-2	MLSR,PALSIF-2	MLSR,PALSIF-2	MLSR,PALSIF-2	MLSR,PALSIF-2	MLSR,PALSIF-2	NONE	MLSR,PALSIF-2	MLSR,PALSIF-2	MLSR,PALSIF-2	MLSR,PALSIF-2	MLSR,PALSIF-2
INSTRUMENT APPROACH AIDS	ASRS,VOR/DME	ASRS,VOR/DME	ASRS,VOR/DME	ASRS,VOR/DME	ASRS,VOR/DME	ASRS,VOR/DME	ASRS,VOR/DME	ASRS,VOR/DME	NONE	ASRS,VOR/DME	ASRS,VOR/DME	ASRS,VOR/DME	ASRS,VOR/DME	ASRS,VOR/DME
AIRPORT REFERENCE CODE	D-IV	D-IV	D-IV	D-IV	D-IV	D-IV	D-IV	D-IV	D-IV	D-IV	D-IV	D-IV	D-IV	D-IV
DESIGN AIRCRAFT	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-747	B-1	B-747	B-747	B-747	B-747	B-747
RUNWAY SAFETY AREA (RSA) WIDTH	500'	500'	500'	500'	500'	500'	500'	500'	150'	500'	500'	500'	500'	500'
RSA LENGTH BEYOND STOP END	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	300'/300'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'
RUNWAY OBJECT FREE AREA (OFA) WIDTH	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'
OFA LENGTH BEYOND STOP END	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	700'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	300'/300'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'	1000'/1000'
OBSTACLE FREE ZONE (OFZ) WIDTH *	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'	400'
OFZ LENGTH BEYOND STOP END *	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'	200'/200'
RUNWAY CENTERLINE TO TAXIWAY HOLD LINE	293'	293'	293'	293'	250'	250'	250'	250'	200'	293'	293'	293'	293'	293'
RUNWAY TOUCHDOWN ZONE ELEVATION	293'	293'	293'	293'	250'	250'	250'	250'	200'	293'	293'	293'	293'	293'

* No OFZ object penetrations
 ** Runway 17C/35L becomes 17C/35C with Future Runway 17R/25L construction.
 *** To be closed when T/W B is relocated.

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	---	---
BUILDINGS	---	---
ASPHALT PAVEMENT	---	---
GRAVEL ROADS	---	---
RUNWAY PROTECTION ZONE	---	---
RIZ EXEMPT	---	---
BUILDING RESTRICTION LINE	---	---
RUNWAY SAFETY AREA	---	---
RUNWAY OBJECT FREE AREA	---	---
FILE STORAGE AREA	---	---
HOLDINGS	---	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---
RUNWAY END IDENTIFIER LIGHTS (REILS)	---	---
SURVEY MONUMENTS	---	---
AIRPORT REFERENCE POINT	---	---
VISUAL APPROACH SLOPE INDICATOR (VASI)	---	---
PRECISION OBSTACLE FREE ZONE	---	---

AIRPORT DATA

	EXISTING	FUTURE
LOCATION - COUNTY	OKLAHOMA	SAME
TOWNSHIP/RANGE	T11N/R4W	SAME
AIRPORT ELEVATION (AMSL) MWD 88	1256.19	SAME
AIRPORT REFERENCE POINT (ARP) MWD 83	LAT. 35° 23' 35.160" N LON. 97° 58' 02.858" W	LAT. 35° 23' 37.777" N LON. 97° 58' 08.797" W
NPWS SERVICE LEVEL/ROLE	D-IV	SAME
MEAN MAX. TEMPERATURE (HIGHEST MONTH)	84°F (JULY)	SAME
AIRPORT & TERMINAL NAVIGAS	ASR, E.S., VOR, NOB	ASR, E.S., VOR
TAXIWAY LIGHTS	MTL	SAME

NOTES

1. THE DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
2. AERIAL PHOTO BY AERIAL DATA SERVICES, INC., AUGUST 2, 2007.
3. COORDINATE DATA AND ELEVATIONS FROM NGS SURVEY DATED 05/04/92.

Will Rogers World Airport
 Oklahoma City, Oklahoma
FUTURE RUNWAY 35L INNER APPROACH PLAN & PROFILE

Barnard Dunkelberg & Company

TULSA
 1616 East 15th Street
 Tulsa, Oklahoma 74120
 918.585.8844

DENVER
 1743 Wasea Street, Suite 400
 Denver, Colorado 80202
 303.825.8844

SCALE
 1" = 200'

SHEET NO.
 24 of 29

Site Specific Area Plans

Based upon input received from the airport sponsor, and the Study Committee, a terminal area development concept was formulated and explained in a previous chapter entitled *Concepts, Alternatives, and Development Plan*. Aspects of this terminal area concept, as well as some site specific area plans, are described in the following narrative and identified on the following illustrations.

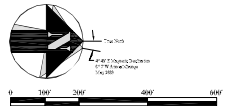
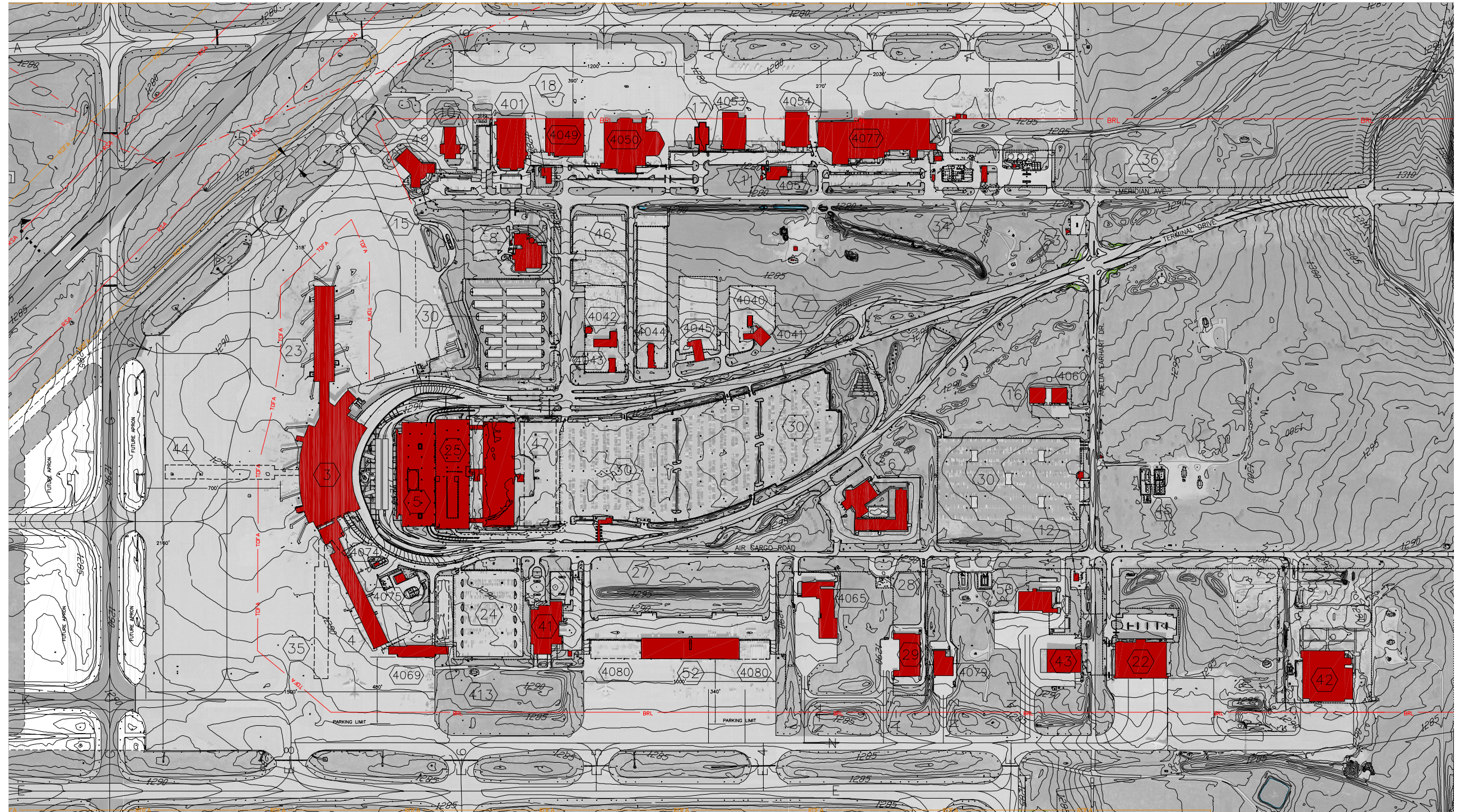
Terminal Area Plan

The recommended development concept for the terminal area represents a traditional development approach and is an extension of the existing development theme. This concept maximizes the existing infrastructure and leaves the terminal loop road as is. Needed improvements to the terminal loop roadway system, the terminal curb front, and passenger parking areas were identified in the *Terminal Planning Study* that was completed in 1998. The majority of those specified improvements have been accomplished over the ensuing years, leaving the Airport's access roadway system with a basic configuration that can accommodate anticipated demand for the next two decades.

The major components of the terminal area plan include:

- The expansion of the terminal building, including a nine-gate concourse expansion on the east side of the building.
- The expansion or reconfiguration of the existing cargo facilities to accommodate demand generated by the demolition of the belly freight and cargo annex buildings.
- Continuation of the existing parking structures.
- The placement of architecturally significant structures on the north side of the terminal building to provide an “airport arrival/OKC image” statement.
- Aesthetic (landscaping) and wayfinding (signage) improvements.
- The identification of a “concept” to potentially relocate rental car facilities and operations to a consolidated rental car facility on the west side of Meridian Avenue, north of S.W. 54th Street.





BUILDING LEGEND		
NO.	DESCRIPTION	TOP ELEV.
3	TERMINAL BUILDING	1346.6'
4	AIR CARGO FACILITIES (TBR)	1307.4'
5	FIVE-LEVEL PARKING GARAGE	1351.1'
6	AIRPORT HOTEL	1318.8'
7	CAR RENTAL FACILITIES	VARIABLE
8	AIR TRAFFIC CONTROL TOWER	1426.2'
9	FBO MAINTENANCE AREA	1316.5'
10	OLD ARFF-AAR VEHICLE MAINTENANCE	1312.0'
11	NATIONAL WEATHER BUREAU	1303.0'
12	FIRE PUMP FACILITY	1305.8'
14	FUEL STORAGE FACILITY	1303.0'
15	FUEL SATILLITE	1287.0'
16	NINETY NINE'S INC.	1320.2'
17	GENERAL AVIATION TERMINAL (U.C.)	1287.0'
18	AIRFIELD LIGHTING ELECTRICAL VAULT	1351.8'
22	FEDERAL MARSHAL HANGAR	1351.8'
23	WEST CONCOURSE	
24	EAST EMPLOYEE PARKING	
25	FIVE-LEVEL PARKING GARAGE	
27	PARKING TOLL BOOTHS	1310.3'
28	MUSTANG FUEL DEPOT	
29	AVIATION ASSOCIATES	1324.9'
30	SHUTTLE PARKING	
34	FUEL MAINTENANCE OFFICE BUILDING	
35	FUTURE EAST CONCOURSE	
36	TBO EXPANSION AREA	
41	US POSTAL FACILITY	
42	US CUSTOMS & BORDER PATROL HANGAR	
43	SNOW BARN	

BUILDING LEGEND		
NO.	DESCRIPTION	TOP ELEV.
44	POTENTIAL SOUTH CONCOURSE	
45	OIL TANK BATTERY	
46	OVERFLOW PARKING	
47	FUTURE PARKING STRUCTURE	
48	AIRPORT RESCUE/FIRE FIGHTING (ARFF)	
49	DESIGN ENERGY HANGAR	
50	AIR CARGO FACILITY	
52	AAR HANGAR 1C	1314.8'
52	AAR HANGAR 1C	1314.8'
413	FUTURE AIR CARGO TERMINAL/SUPPORT BUILDING	1306.0'
4041	BUDGET BLD	1306.8'
4042	HERTZ OFFICE	1303.6'
4043	HERTZ BLD	1306.7'
4044	AVIS CAR RENTAL	1307.5'
4045	THEIRTY CAR RENTAL	1307.1'
4049	AAR HANGAR 1B	1313.7'
4050	AAR HANGAR 1A	1313.0'
4053	HANGAR 2	1318.9'
4054	HANGAR 3	1318.6'
4057	WEATHER STATION STORAGE	1289.8'
4074	GENERATOR BLD	1306.5'
4065	CHESAPEAKE HANGAR	1322.5'
4069	AIR CARGO FACILITY ANNEX (TBR)	1306.7'
4074	GENERATOR BLD	1306.5'
4075	GROUND EQUIPMENT FACILITY	1310.6'
4077	HANGAR 3A, 3B	1337.1'
4078	HANGAR	
4080	FUTURE AIR CARGO FACILITY EXPANSION AREA (TBR) TO BE RELOCATED	

DRAWING LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT SECURITY FENCE	---	---
BUILDINGS	---	---
APPROACH PAVEMENT	---	---
PAVED ROADS	---	---
RUNWAY PROTECTION ZONE	---	---
RIPZ ELEMENT	---	---
BUILDING RESTRICTION LINE	---	---
RIPZ ELEMENT	---	---
FUEL STORAGE AREA	---	---
AIRPORT BEACON	---	---
LIGHTED WIND CONE	---	---
HOLDLINES	---	---
Precision APPROACH PATH INDICATOR (PAPI)	---	---
RUNWAY END IDENTIFIER LIGHTS (REILS)	---	---
PARKING MONUMENTS	---	---
AIRPORT REFERENCE POINT	---	---
VISUAL APPROACH SLOPE INDICATOR (VASI)	---	---

AIRPORT DATA		
	EXISTING	FUTURE
LOCATION - COUNTY	OKLAHOMA	SAME
TOWNSHIP/RANGE	111N/14W	SAME
AIRPORT ELEVATION (AMSL) MWD 88	1296.19'	SAME
AIRPORT REFERENCE POINT (ARP) MWD 83	LAT. 35° 23' 55.160"	LAT. 35° 23' 27.77"
	LONG. 97° 34' 02.450"	LONG. 97° 30' 06.79"
IRIS ELEMENT	D-17	SAME
NIPAS SERVICE LEVEL/ROLE	COMMERCIAL SERVICE	SAME
NEAR WIND TEMPERATURE (WOTEST) MONTH	84°F (JULY)	SAME
AIRPORT & TERMINAL WINDS	ASR, ILS, VOR, NDB	ASR, ILS, VOR
TAXIWAY WIDTHS	75'	SAME
TAXIWAY LIGHTING	MFL	SAME

REVISIONS	
NO.	DATE

NOTES

1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
2. NEAR WIND PHOTO BY AERIAL DATA SERVICES, INC. AUGUST 2, 2007.
3. COORDINATE DATA AND ELEVATIONS FROM NGS SURVEY DATED 03/04/92.

Will Rogers World Airport

Oklahoma City, Oklahoma

TERMINAL AREA PLAN

Barnard Dunkelberg & Company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.625.8844

SCALE
1" = 200'

SHEET NO.
25 of 29

Figure G25 Terminal Area Plan G.37

National Guard Area Plan

The National Guard facilities located northeast of Runway 13/31, and west of Runway 17R/35L, are efficiently sited for maximum use by military aircraft and have excellent landside access. As with the Mike Monroney Aeronautical Center (MMAC), the ANG maintains its own Master Plan. The Will Rogers World Airport ANG facility recently had a mission change (transitioning from an Air National Guard facility that primarily focused on supporting C-130 aircraft, to an Army National Guard facility that is likely to support other aircraft types). This change in mission will almost certainly have some effect on the long-term facilities development plan for the site. The existing layout of National Guard facilities is illustrated in the following figure entitled *NATIONAL GUARD AREA PLAN*.



Mike Monroney Aeronautical Center (MMAC) Plan

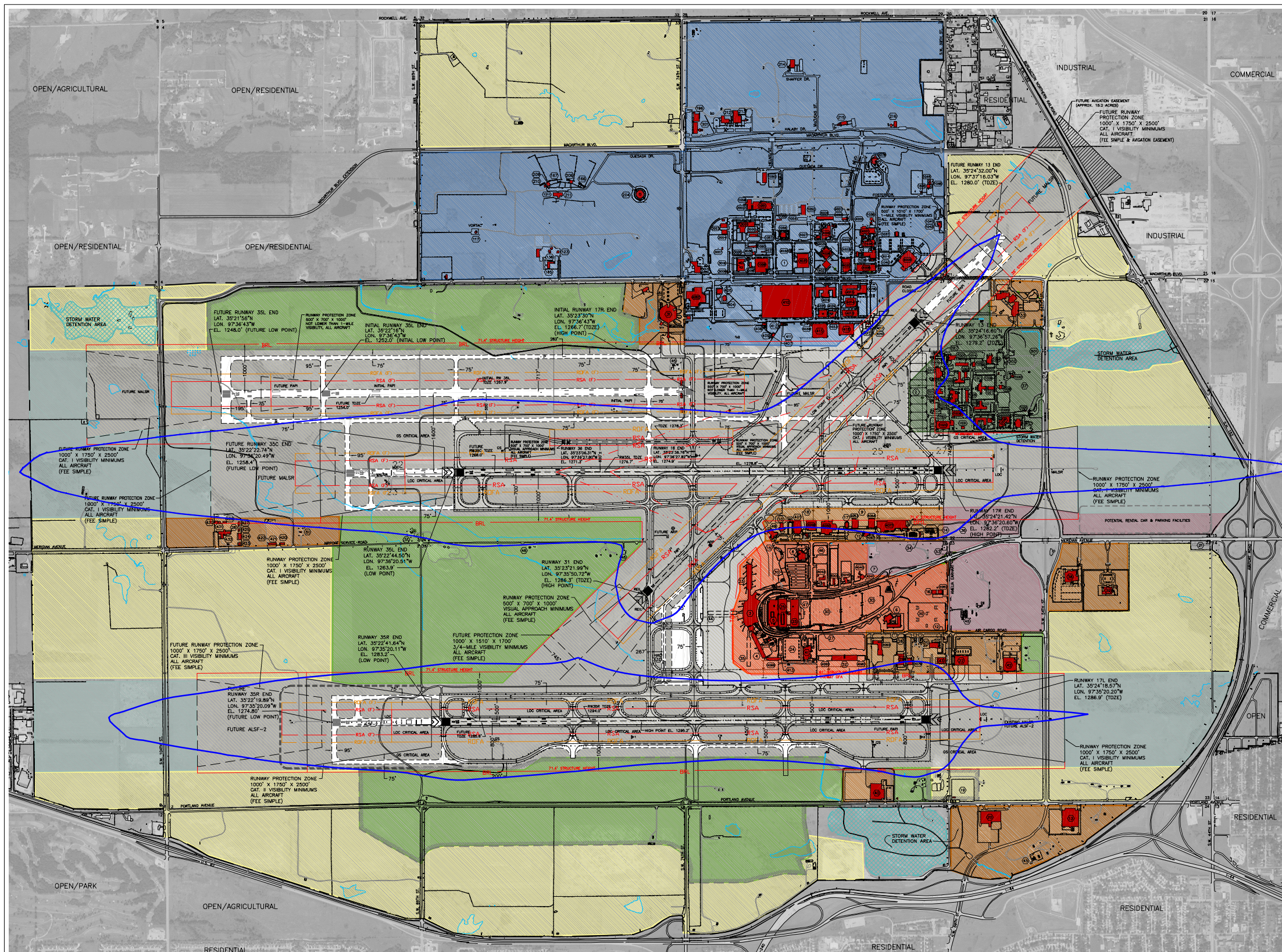
This airport land use designation applies to all the MMAC facilities on the west side of the Airport. The MMAC is a very important tenant at the Airport and accommodating their future needs is imperative. MMAC maintains its own facilities development Master Plan. Components of this plan are illustrated in the following figure entitled *MIKE MONRONEY AERONAUTICAL CENTER AREA PLAN*.



Land Use Drawing

The following figure, entitled *LAND USE DRAWING*, depicts existing and recommended use of all land within the ultimate airport property line. The purpose of the Land Use Drawing is to provide airport management a plan for leasing revenue-producing areas on the Airport. All existing/future development within the bounds of the property owned by the Oklahoma City Airport Trust will be compatible with the primary purpose and function of the Airport, and will generate lease revenue to support the operation of the Airport. Some areas of the facility are not likely to be provided with taxiway access; although, they can be utilized for non-aeronautical support activities that may not require airside access. The revenue-generating potential of these areas will vary based upon local traffic patterns and vehicular access. Specific proposals for future non-aeronautical uses will be subject to additional review and approval by the FAA.





BUILDING LEGEND			BUILDING LEGEND		
NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.
1	WAC CENTER/FAA	VARIES	1012	B1013	1340.5'
2	AIR NATIONAL GUARD AREA	VARIES	1013	B1043	1340.5'
3	TERMINAL BUILDING	1346.9'	1014	B-AGE	1296.0'
4	AIR CARGO FACILITIES (TBR)	1307.4'	1015	B-5-FS	1283.0'
5	TWO-LEVEL PARKING GARAGE	1351.1'	1017	B1034	1282.8'
6	APPROX. HOTEL	1318.8'	1019	B1014	1292.8'
7	CAR RENTAL FACILITIES	VARIES	1020	B1011	1334.1'
8	AIR TRAFFIC CONTROL TOWER	1426.7'	1021	B1010	1291.1'
9	FBO MAINTENANCE AREA	1316.8'	1022	B1009	1292.4'
10	OLD ARFF-AAR VEHICLE MAINTENANCE	1312.0'	1024	B1022	1285.3'
11	NATIONAL WEATHER BUREAU	1300.0'	1026	B1026	1286.6'
12	FIRE PUMP FACILITY	1306.8'	1026	B1046	1286.6'
13	SORB	1277.4'	1027	B1044	1288.6'
14	FUEL STORAGE FACILITY	1302.0'	1029	B507	1287.0'
15	FUEL SATELLITE	1302.0'	1029	B507	1287.0'
16	NINETY NINE'S, INC.	1320.2'	1030	B1049	1282.1'
17	GENERAL AVIATION TERMINAL (U.C.)	1300.0'	1031	B1042	1286.1'
18	ARFF LIGHTING ELECTRICAL VAULT	1287.0'	1032	B1029	1284.3'
19	CNG & OIL WATER DEPARTMENT	1285.8'	1036	B-AR33	1284.8'
20	HANGAR	1285.8'	1037	B1037	1289.0'
21	CEMETERY	1305.8'	1038	B1	1302.0'
22	FEDERAL MARSHAL HANGAR	1351.8'	1039	ESS BLD	1293.2'
23	WEST CONCOURSE	1340.0'	1040	TR-WALK	1310.8'
24	EAST EMPLOYEE PARKING	1041	1041	ILS-1A	1294.0'
25	FIVE-LEVEL PARKING GARAGE	1042	1042	ILS TRAINING	1299.8'
26	APPROX. MAINTENANCE FACILITY	VARIES	1044	ILS-STOP	1297.0'
27	PARKING TOLL BOOTHS	1310.3'	1045	ILS-COMM	1304.3'
28	MUSTANG FUEL DEPOT	1046	1046	COMM-TWR	1387.0'
29	AVIATOR ASSOCIATES	1324.9'	1050	BRIDGE	1308.0'
30	SHUTTLE PARKING	1051	1051	ADS-BLD	1302.2'
31	BGP FEDERAL TRANSFER CENTER	1356.5'	1052	FAM SEC-B204	1297.3'
32	TAXIWAY LIGHTING VAULT	1254	1054	INDUS CAR	1296.0'
33	CAREER CENTER-METRO TECH	1289.8'	1055	ABND STOR	1284.6'
34	FUEL MAINTENANCE OFFICE BUILDING	1056	1056	DAYCARE	1296.2'
35	FUTURE EAST CONCOURSE	1057	1057	ASSAULT INST	1296.0'
36	FBO EXPANSION AREA	1058	1058	COMM SUP FAC	1299.0'
37	AIR NATIONAL GUARD EXPANSION	1059	1059	ARMED INST	1322.2'
38	SW AIRLINES RESERVATIONS CENTER	1320.8'	1059	ARMED SUP STOR	1283.1'
39	US CUSTOMS NATIONAL AIR TRAINING CENTER	1320.1'	1061	ANG	1302.5'
40	ARMC HANGAR	1311	1061	BLK. N. OF 201	1294.3'
41	US POST FACILITY	3000	1062	BSE MAIN BLD	1310.2'
42	US CUSTOMS & BORDER PATROL HANGAR	3001	1063	SHP MTR BLD	1292.8'
43	SNOW MTR	3003	1063	TS LAB	1293.7'
44	POTENTIAL SOUTH CONCOURSE	3003	1063	TS LAB	1293.7'
45	OIL TANK BATTERY	3004	1063	TS EAST	1297.5'
46	CHEER LOW PARKING	3005	1063	CHILLER	1296.1'
47	FUTURE PARKING STRUCTURE	3007	1063	STL TRD STOR	1281.8'
48	ASOS	3008	1063	STL YRD BAT STOR	1285.4'
49	AVIATOR RESOLVE/FIRE FIGHTING (ARFF)	3009	1063	ARMED SUP STOR	1322.2'
50	DEVON ENERGY HANGAR	3011	1063	POST OFF ANNEX	1285.8'
51	RT	3014	1063	UNKN BLD	1291.0'
52	AIR CARGO FACILITY	1270.0'	3015	SCREENING FACILITY	1313.8'
53	CLEAN ENERGY CNG FACILITY	1314.8'	3016	MODULAR BUILDINGS 1,2,3	1286.0'
54	VOR 700	1299.5'	4000	TRAIN-CNTR-B	1299.8'
55	ATCB-SHOP	1281.0'	4001	TRAIN-CNTR-B	1299.8'
56	ATCB-TEST	1292.0'	4002	TRAIN CNTR-C	1295.5'
136	ID	1291.5'	4003	ARSR-10	1294.7'
166	TE	1288.0'	4004	GRN-WHSE-BLD	1305.5'
185	ARSB-TEST	1284.1'	4005	ASR-9	1284.1'
196	SYSTEM SUPPORT	1313.8'	4006	REGISTRY BLD	1336.6'
204	PROGRAM SUPPORT	1309.9'	4007	ASR-8-GRIE	1295.0'
208	VORTAC	1314.5'	4008	SYS-TRAIN	1332.4'
209	GROUND MAINTENANCE	1309.4'	4009	STAFFORD BLD	1334.4'
210	ANNEX	1299.5'	4010	LINE MAIN SUP	1286.4'
211	LSIC	1288.2'	4011	LINE MAIN SOUTH	1285.2'
212	ENROUTE SUPPORT FACILITY	1286.3'	4012	LINE SHED 11	1285.4'
213	RADAR SUPPORT FACILITY	1287.3'	4013	FLIGHT STANDARDS BLD	1287.3'
214	NETS	1287.3'	4014	AIR NAVIG FAC #1	1313.2'
215	NETS	1287.3'	4015	TOP COOLING TWR RADAR TRAIN	1313.2'
216	ASR-4	1316.8'	4016	FAA-ACADEMY	1314.4'
401	HANGAR 1C	1292.4'	4019	HEADQUARTERS	1322.9'
402	HANGAR 1D	1292.4'	4020	AIR NAVIG FAC #2	1316.8'
403	SPECIAL PURPOSE BUILDING	1293.2'	4021	ARB CAFETERIA	1293.3'
404	WASTE WATER TREATMENT	1281.0'	4023	LINE SHED 2	1284.7'
405	ASDE-3	1281.0'	4024	BUILDINGS 1,1	1337.0'
406	ASDE-3	1281.0'	4025	FLIGHT INSPECTION	1307.8'
409	RADAR ANTENNA LAB	1282.5'	4027	TITLE-BLD	1289.2'
410	LOGISTICS LAB	1282.5'	4028	AVIATOR RECORD BLD	1337.0'
411	METAL BUILDING	1283.0'	4029	CHILLER	1290.5'
412	METAL STORAGE SHED	1276.6'	4031	MULTI PURPOSE BLD	1332.4'
413	CHILLER	1331.2'	4032	CHILLER	1290.2'
414	HANGAR 9	1331.2'	4035	SIMULATOR	1294.8'
418	HANGAR 8	1335.4'	4036	SIMULATOR	1293.0'
420	MAINTENANCE SHED	1289.5'	4039	LINE SHED 4	1282.0'
421	BUILDING #406	1271.3'	4040	BUDGET CARWASH	1306.0'
422	STORAGE BUILDING #601	1283.0'	4041	BUDGET BLD	1306.8'
423	MAINTENANCE SHED	1286.3'	4042	HERTZ OFFICE	1303.6'
424	BUILDING #401	1286.0'	4043	HERTZ BLD	1306.7'
425	BUILDING #402	1288.4'	4044	AVS CAR RENTAL	1307.5'
427	MAINTENANCE SHED	1283.5'	4045	THRIFTY CAR RENTAL	1307.1'
428	MAINTENANCE SHED	1281.9'	4049	AAR HANGAR 1B	1313.7'
430	MAINTENANCE SHED	1281.1'	4050	AAR HANGAR 1A	1313.0'
431	MAINTENANCE SHED	1282.1'	4054	TECHNICAL SUPPORT FACILITY	1313.0'
432	MAINTENANCE OFFICE	1289.2'	4053	HANGAR 2	1316.5'
501	BUILDING 1036	1273.9'	4054	HANGAR 3	1316.0'
502	BUILDING 1038	1278.0'	4057	WEATHER STATION STORAGE	1289.8'
1000	B1016	1286.3'	4060	ACPA	1306.5'
1001	B-NEWS	1309.4'	4065	CHESSAPEAKE HANGAR	1322.0'
1002	B1007	1289.5'	4069	AIR CARGO FACILITY ANNEX (TBR)	1306.7'
1003	B1041	1293.4'	4074	GENERATOR BLD	1303.5'
1008	B1001	1305.1'	4075	GROUND EQUIPMENT FACILITY	1310.0'
1005	B1045	1295.7'	4077	HANGAR 3A, 3B	1337.1'
1006	B1008	1287.8'	4078	SECURITY COMMAND CENTER	1337.1'
1008	B1001	1289.7'	4079	HANGAR	1337.1'
1009	B1040	1292.5'	4080	FUTURE AIR CARGO FACILITY EXPANSION AREA	1337.1'
1010	B1033	1302.8'			
1011	B1023	1290.9'			
	(U.C.) UNDER CONSTRUCTION			(TBR) TO BE REMOVED	

LAND USE LEGEND	
	Terminal and Support Services
	Will Rogers Air National Guard
	General Aviation/Corporate/Institutional Facilities
	Airfield Reserve
	Approach Protection - Development Restricted
	Indirect Aviation/Terminal Support Facilities
	Direct Aviation-Aeronautical Facilities
	Indirect Aviation & Non-Aeronautical Facilities
	Stormwater Detention Area
	Existing 65 DNL Noise Contour

DRAWING LEGEND	
EXISTING	FUTURE

AIRPORT DATA	
EXISTING	FUTURE
LOCATION - COUNTY	OKLAHOMA
TERMINAL - TOWN/STATE	111N/14W
AIRPORT ELEVATION (AMSL) NAVD 88	1295.19
AIRPORT REFERENCE POINT (ARP) NAVD 88	LAT. 35° 23' 35.160" N, LONG. 97° 36' 02.650" W
AIRPORT REFERENCE POINT (ARP) ICAO	LAT. 35° 23' 27.77" N, LONG. 97° 36' 06.79" W
AIRPORT REFERENCE CODE	D-1
NPAAS SERVICE LEVEL/ROLE	COMMERCIAL SERVICE
HEAT WAVE TEMPERATURE (WINTER MONTH)	VARIES
AIRPORT & TERMINAL WINDS	ASR, ELS, VOR, NDB
TAXIWAY WIDTHS	75'
TAXIWAY LIGHTING	MFL

NOTES

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- GRAPHIC SCALE IN FEET
- COORDINATE DATA AND ELEVATIONS FROM NAVD 88 DATUM UNLESS OTHERWISE NOTED.

Will Rogers World Airport
 Oklahoma City, Oklahoma
AIRPORT LAND USE PLAN

TULSA
 1616 East 15th Street
 Tulsa, Oklahoma 74120
 918.585.8844
 DENVER
 1743 Wazee Street, Suite 400
 Denver, Colorado 80202
 303.825.8844

SCALE
 1" = 800'
 SHEET NO.
 28 OF 29

Figure G28 Airport Land Use Plan G.43

Airport Property Map – “Exhibit A”

The *AIRPORT PROPERTY MAP – “EXHIBIT A”* (presented on the following figure) indicates how various tracts of land within the airport boundaries were acquired (e.g., federal funds, surplus property, local funds, etc.). The purpose of the drawing is to provide documentation of the current and future aeronautical use of land acquired with federal funds. It is recommended that the Airport should acquire an aviation easement of approximately 15.2 acres for the approach RPZ prior to the northwesterly extension of Runway 13/31.



