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General Information

Location: ARDMORE OK USA
ICAO/IATA: KADM / ADM
Lat/Long: N34° 18.23', W097° 01.24'
Elevation: 777 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 6.0° E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1134 Z
Sunset: 0116 Z

Runway Information

Runway: 13
Length x Width: 9002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 777 ft
Lighting: Edge, Pilot controlled

Runway: 17
Length x Width: 5404 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 751 ft
Lighting: Edge, Pilot controlled

Runway: 31
Length x Width: 9002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 733 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 5404 ft x 100 ft
Surface Type: asphalt

TDZ-Elev: 725 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 397 ft

Communication Information

ATIS: 125.600
AWOS: 125.600
Ardmore Tower: 118.500 CTAF PCL
Ardmore Ground: 121.800
Ardmore UNICOM: 122.950
Mc Alester FSS: 122.600 RCO
Ft Worth ACC: 124.750 Remote Communications Air-Ground

KADM/ADM

Apt Elev **777'**
N34 18.3 W097 01.2

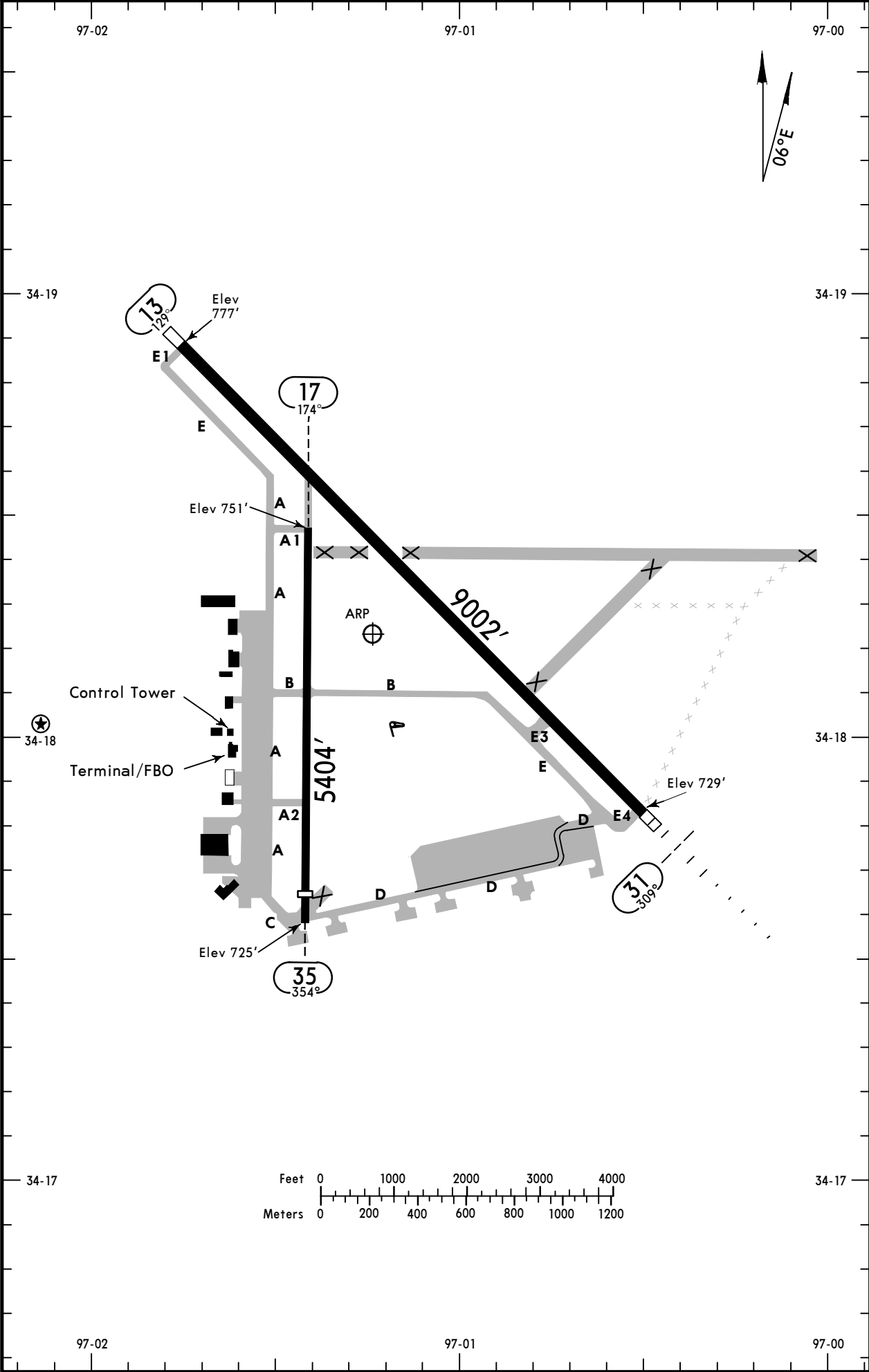
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11 APR 25 **(10-9)** Eff 17 Apr

ARDMORE, OKLA

ARDMORE MUN

ATIS (AWOS-3 when Twr inop)	*ARDMORE Ground	*Tower	UNICOM 122.95	FT WORTH Center (R)
125.6	121.8	CTAF 118.5		124.75



KADM/ADM

ARDMORE, OKLA
ARDMORE MUN

ADDITIONAL RUNWAY INFORMATION									
				USABLE LENGTHS					
RWY				LANDING BEYOND		TAKE-OFF		WIDTH	
				Threshold		Glide Slope			
13		① HIRL PAPI-L (angle 3.00°)						150'	
31		① HIRL ① MALSR VASI-L				7999'			
① Activate on 118.5 when Twr inop.									
17		② MIRL		③				5007'	
35				5007'				100'	
② On dusk-dawn.									
③ LDA 5007'.									
TERPS TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE									
Rwy 17									
LOWER THAN STANDARD OpSpec Authorization Required				STANDARD					
RCLM or Adequate Vis Ref				3 & 4 Eng			1 & 2 Eng		
1/4				1/2			1		
Rwy 31									
With Mim climb of 330'/NM to 1200'									
LOWER THAN STANDARD OpSpec Authorization Required				STANDARD					
RCLM or HIRL or Adequate Vis Ref				3 & 4 Eng			1 & 2 Eng		
1/4				1/2			1		
Rwy 13					Rwy 35				
With Mim climb of 330'/NM to 1000'				Other	With Mim climb of 250'/NM to 1300'				Other
LOWER THAN STANDARD OpSpec Authorization Required		STANDARD			LOWER THAN STANDARD OpSpec Authorization Required		STANDARD		
RCLM or HIRL or Adequate Vis Ref		3 & 4 Eng	1 & 2 Eng		RCLM or Adequate Vis Ref		3 & 4 Eng	1 & 2 Eng	
1/4		1/2	1	300 -1	1/4		1/2	1	400 -2 1/2
OBSTACLE DP									
Rwy 35, climb heading 354° to 1400' before proceeding on course.									
FOR FILING AS ALTERNATE									
Authorized Only When Local Weather Available									
Authorized Only When Twr Operating ILS Rwy 31		RNAV (GPS) Rwy 13		RNAV (GPS) Rwy 31		Authorized Only When Twr Operating LOC Rwy 31		VOR-B	
A	600-2	800-2		800-2		800-2		800-2	
B								800-2 1/4	
C		800-2 1/4		1000-3		1000-3		1000-3	
D								1000-3	

KADM/ADM
ARDMORE MUN

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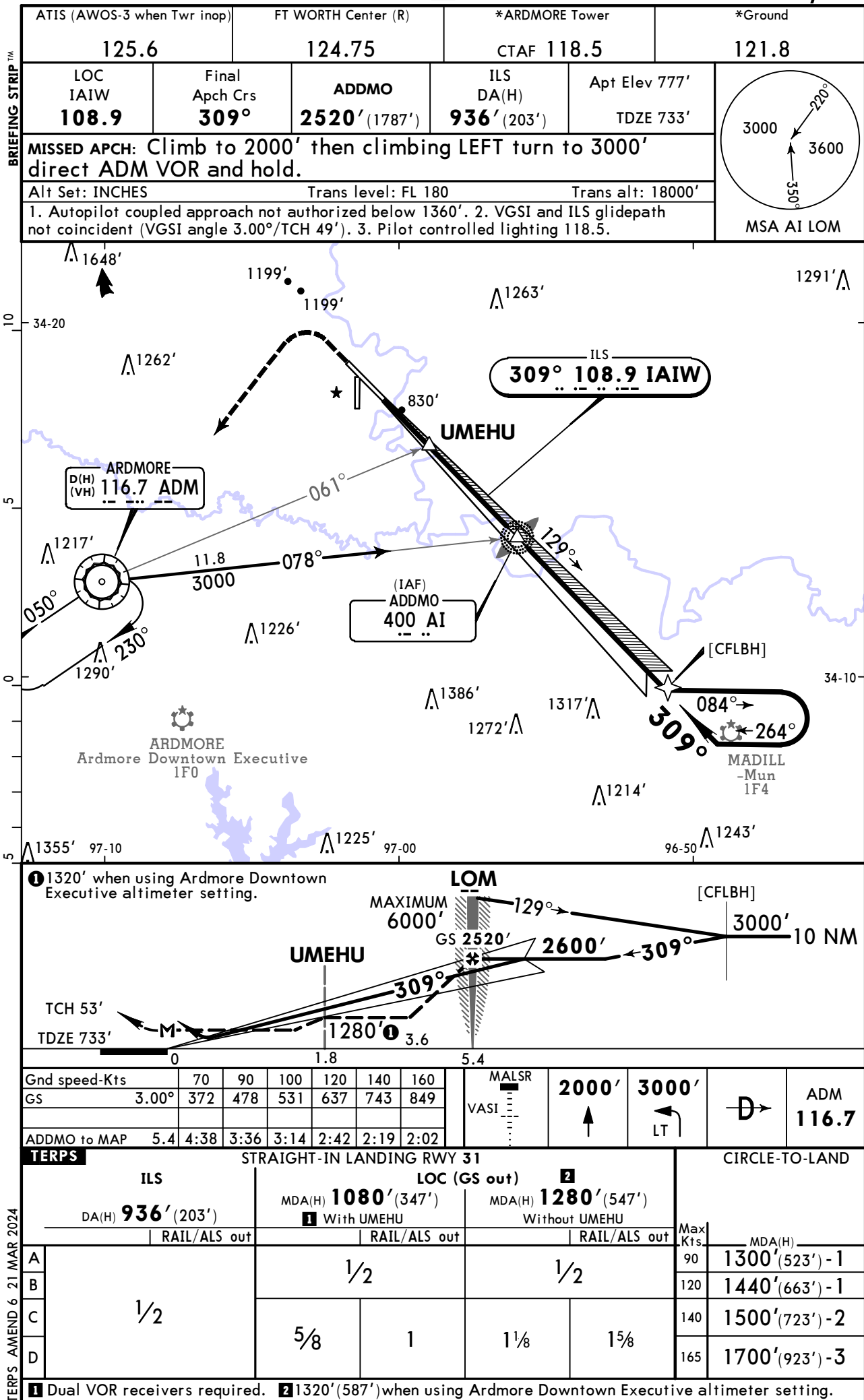
15 MAR 24

(11-1)

Eff 21 Mar

ARDMORE, OKLA

ILS or LOC Rwy 31



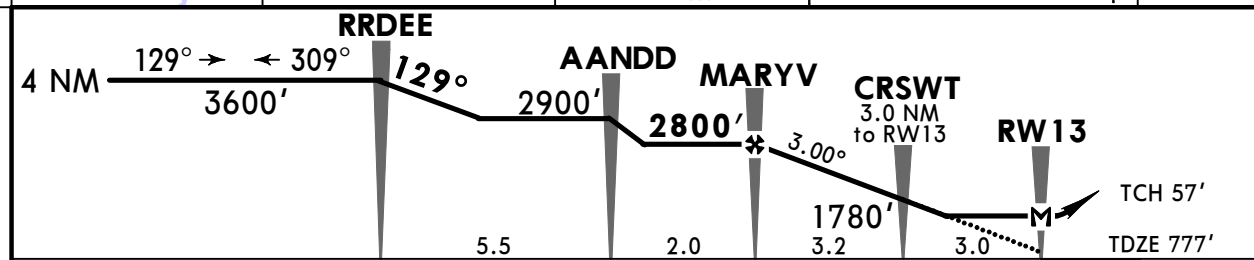
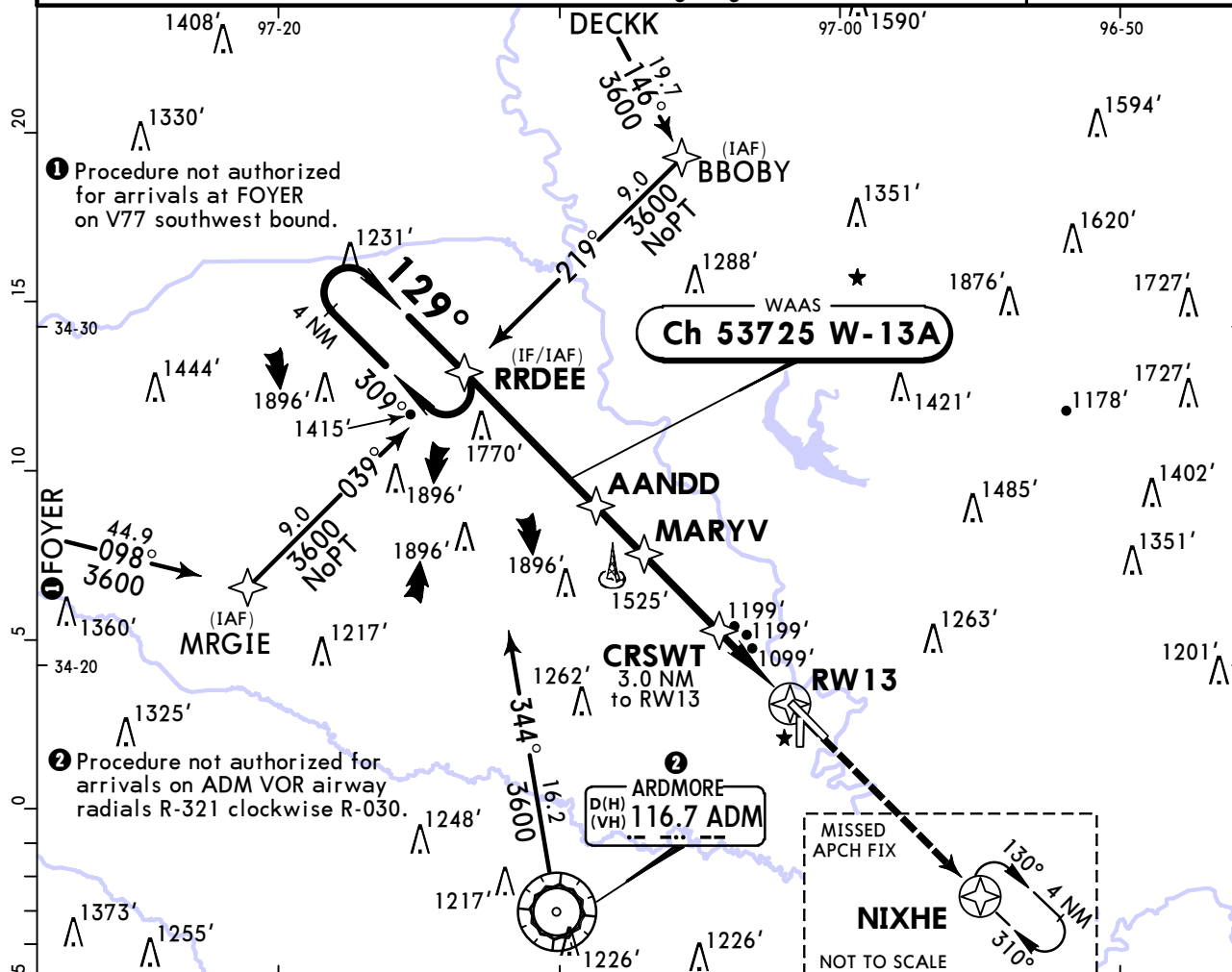
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ARDMORE MUN

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24 NOV 23 12-1 Eff 30 Nov

ARDMORE, OKLA
RNAV (GPS) Rwy 13

DATE RUN START

ATIS (AWOS-3 when Twr inop) 125.6		FT WORTH Center (R) 124.75		*ARDMORE Tower CTAF 118.5		*Ground 121.8	
WAAS Ch 53725 W-13A	Final Apch Crs 129°	MARYV 2800' (2023')		LP MDA(H) (CONDITIONAL) 1360' (583')	Apt Elev 777' TDZE 777'		3600 MSA RW13
MISSED APCH: Climb to 3600' direct NIXHE and hold.							
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Procedure not authorized at night. 2. Use local altimeter setting; if not received, use Ardmore Downtown Executive altimeter setting. 3. Rwy 13 helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 118.5.							



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at RW13										

TERPS				STRAIGHT-IN LANDING RWY 13			
LP With Local Altimeter Setting MDA(H) 1360' (583')		LP With Ardmore Downtown Executive Altimeter Setting MDA(H) 1400' (623')		LNAV With Local Altimeter Setting MDA(H) 1460' (683')		LNAV With Ardmore Downtown Executive Altimeter Setting MDA(H) 1500' (723')	
A	1	1	1	1	1	1	1
B	1	1	1	1	1	1	1
C	1 3/4	1 3/4	1 3/4	2	2	2	2
D	1 3/4	1 3/4	1 3/4	2	2	2	2

CHANGES: None.

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KADM/ADM
ARDMORE MUN

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15 MAR 24

12-2

Eff 21 Mar

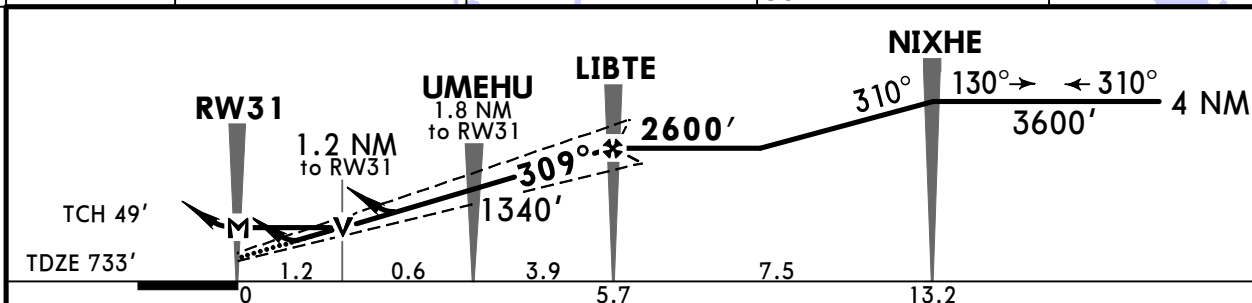
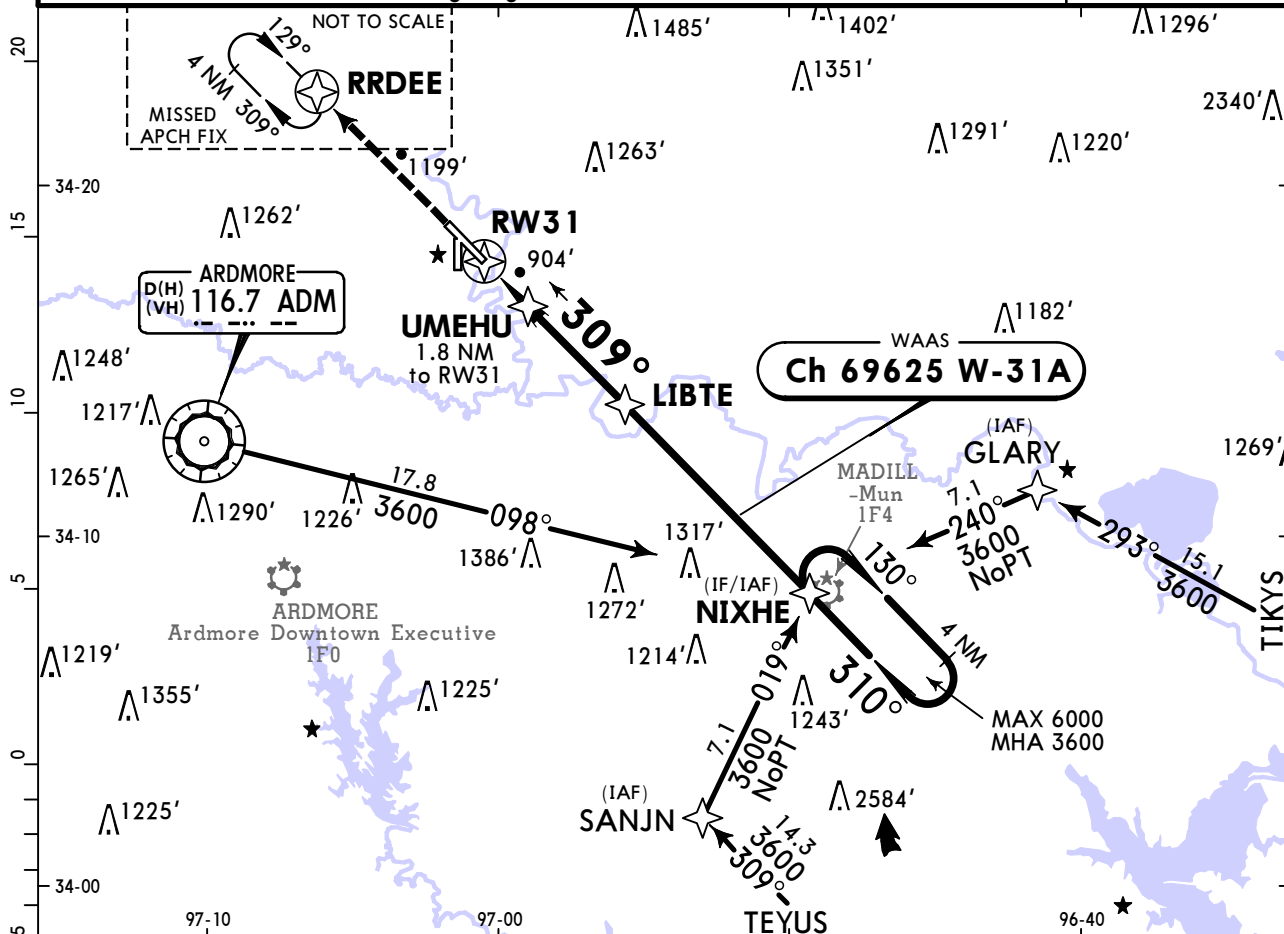
ARDMORE, OKLA

RNAV (GPS) Rwy 31

TM

BRIEFING STRIP

ATIS (AWOS-3 when Twr inop)		FT WORTH Center (R)		*ARDMORE Tower		*Ground	
125.6		124.75		CTAF 118.5		121.8	
WAAS Ch 69625 W-31A	Final Apch Crs 309°	LIBTE 2600' (1867')		LPV DA(H) 933' (200')	Apt Elev 777' TDZE 733'	3600 MSA RW31	
MISSED APCH: Climb to 3600' direct RRDEE and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
RNP Apch - GPS							
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C or above 54°C. 2. Pilot controlled lighting 118.5.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI	3600'	D	RRDEE
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW31										

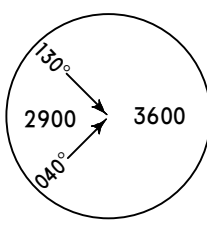
TERPS					STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND		
LPV DA(H) 933' (200')		LNAV/VNAV DA(H) 1200' (467')		LNAV MDA(H) 1160' (427')						
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out						
A				1/2	1	90	1300' (523') - 1			
B						120	1440' (663') - 1			
C	1/2	1	1 3/8	3/4	1 3/8	140	1500' (723') - 2			
D						165	1700' (923') - 3			

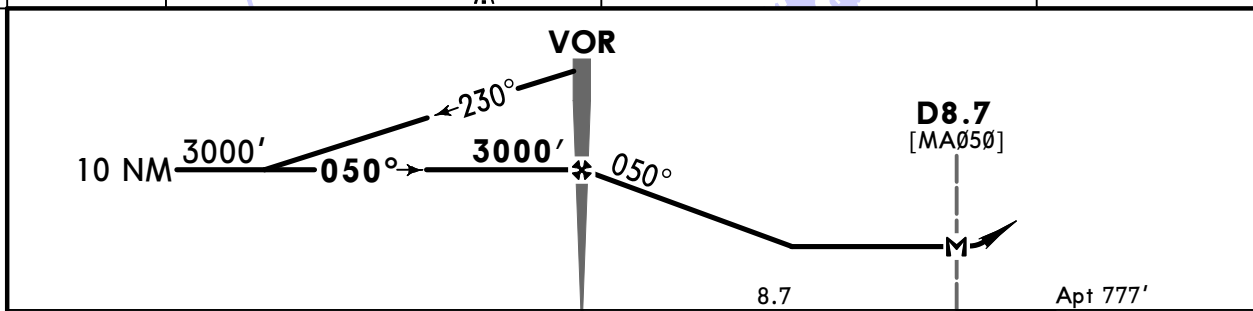
KADM/ADM
ARDMORE MUN

JEPPESSEN
26 NOV 21 (13-1) Eff 2 Dec

ARDMORE, OKLA
VOR-B

BRIEFING STRIP™

ATIS (AWOS-3 when Twr Inop) 125.6		FT WORTH Center (R) 124.75		*ARDMORE Tower CTAF 118.5		*Ground 121.8					
VOR ADM 116.7		Final Apch Crs 050°		VOR 3000' (2223')		MDA(H) Refer to Minimums		Apt Elev 777'			
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' direct ADM VOR and hold.								 MSA ADM VOR			
Alt Set: INCHES				Trans level: FL 180						Trans alt: 18000'	
1. Circling Rwy 35 not authorized at night. 2. Use local altimeter setting; if not received, use Ardmore Downtown Executive altimeter setting. 3. Rwy 35 helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 118.5.											



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2000'	3000'	→	ADM 116.7
MAP at D8.7 or VOR to MAP 8.7	7:27	5:48	5:13	4:21	3:44	3:16		↑	RT		

CIRCLE-TO-LAND					
		With Local Altimeter Setting		With Ardmore Downtown Executive Altimeter Setting	
		MDA(H)		MDA(H)	
TERPS AMEND 1C 2 DEC 2021	A	90	1540' (763') - 1	1580' (803') - 1	
	B	120			
	C	140	1540' (763') - 2¼	1580' (803') - 2¼	
	D	165	1700' (923') - 3	1740' (963') - 3	

ARDMORE, OK (ARDMORE MUN - KADM)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KADM

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities. When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile. Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.