

LOC I-EIU 108.3	APP CRS 355°	Rwy Idg TDZE Apt Elev	8002 1147 1167
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ILS or LOC RWY 35
ENID WOODRING RGNL (WDG)

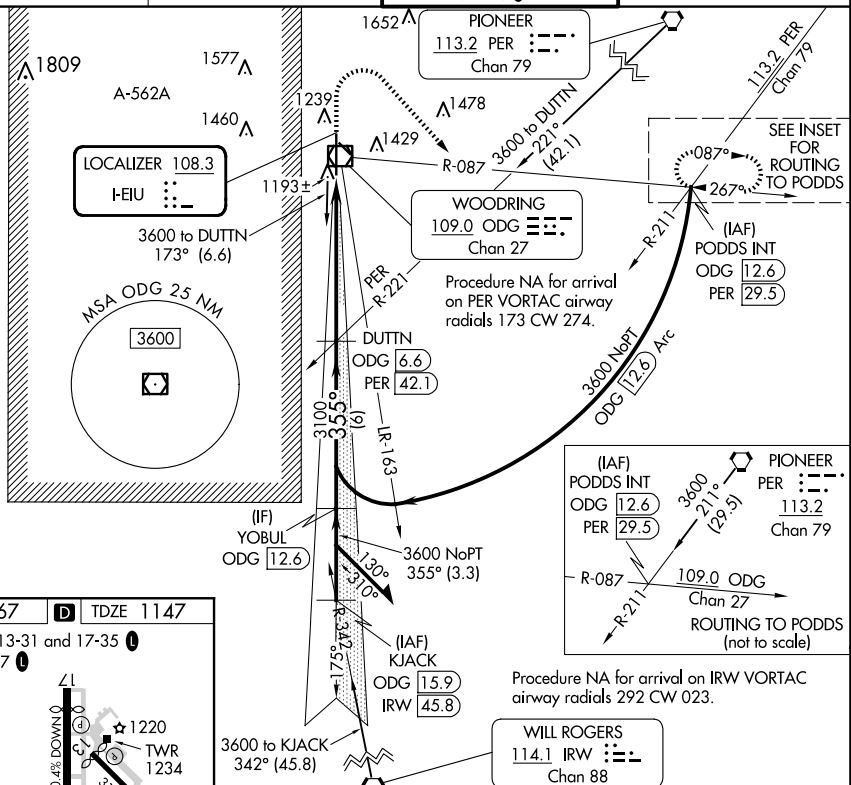
DME required.

▼ DME from ODG VOR/DME. Simultaneous reception of F-EIU and ODG DME required.
▲ VDP NA when using GOK altimeter setting. Circling Rwy 13 NA at night. Procedure turn NA for Cat E. When local altimeter setting not received, use GOK altimeter setting and increase S-ILS 35 DA to 1445 feet; increase all MDAs 100 feet and S-LOC 35 visibility Cat C/D/E ¼ SM, and Circling visibility Cat C/D ½ SM. For Inop ALS, increase S-ILS 35 Cat E visibility to ¾ SM, increase S-LOC 35 Cat E visibility to 1 ¾ SM.

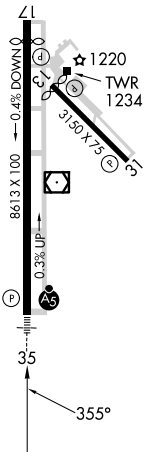
MALSR

MISSED APPROACH:
Climb to 1600 then
climbing right turn to
3600 on heading 130°
and ODG VOR/DME
R-087 to PODDS INT/
12.6 DME and hold.

AWOS-3PT 123.725	VANCE APP CON ★ 121.3 346.325	WOODRING TOWER ★ 118.9 (CTAF) 0 257.95	GND CON 121.925
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ELEV 1167	D	TDZE 1147
MIRL Rwy 13-31 and 17-35 L		
REIL Rwy 17 L		



VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 49).

Remain within 10 NM

3600

175°

355°

GS 3.00° TCH 55

3100

DUTTN ODG 6.6

1600

3600

ODG R-087

PODDS INT

ODG 1.9

ODG 0.7

4.7 NM

1.3 NM

CATEGORY	A	B	C	D	E
S-ILS 35	1347- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)				
S-LOC 35	1600- $\frac{1}{2}$ 453 (500- $\frac{1}{2}$) 1600- $\frac{1}{8}$ 453 (500- $\frac{1}{8}$)				
C CIRCLING	1760-1	593 (600-1)	1820- $1\frac{3}{4}$ 653 (700- $1\frac{3}{4}$)	1880- $2\frac{1}{4}$ 713 (800- $2\frac{1}{4}$)	2000-3 833 (900-3)