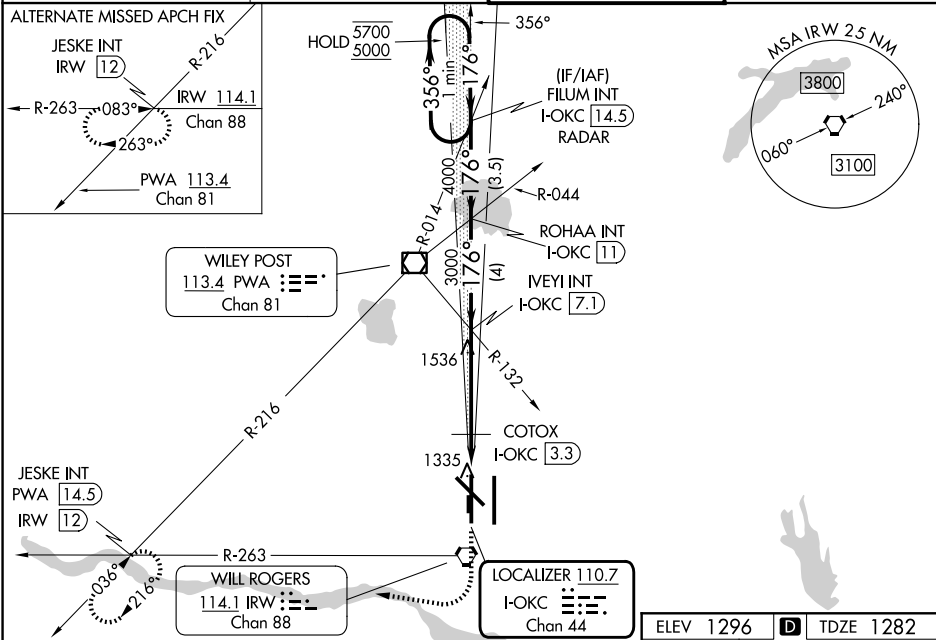


LOC/DME I-OKC	APP CRS	Rwy Ldg	9800
110.7	176°	TDZE	1282
Chan 44		Apt Elev	1296

ILS or LOC RWY 17R
OKC WILL ROGERS INTL (OKC)

RADAR required for procedure entry.		MALSR	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on heading 311° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.
Simultaneous approach authorized. For inop ALS, increase S-ILS 17R Cat E visibility to RVR 4000; increase S-LOC 17R Cats C, D and E visibilities to 1½ SM. ASR * RVR 1800 authorized with use of FD or AP or HUD to DA.			

D-ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6
-------------------------	--	--------------------------------------	-------------------------------



One Minute Holding Pattern		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).		2000	3000	PWA R-216	JESKE INT
				hdg 311°			
FILUM INT I-OKC 14.5		ROHAA INT I-OKC 11		IVEY INT I-OKC 7.1		COTOX I-OKC 3.3	
5700 ← 356°		5000 → 176°		4000		3000	
GS 3.00°		Use I-OKC DME when on the localizer course.		3000		1800	
		3.5 NM		4 NM		3.7 NM	
						0.6	
						0.9	
CATEGORY	A	B	C	D	E		
S-ILS 17R*	1482/24		200 (200-½)				
S-LOC 17R	1800/24	518 (600-½)	1800/55		518 (600-1)		
CIRCLING	1800-1	504 (600-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)		
COTOX FIX MINIMUMS							
S-LOC 17R	1620/24	338 (400-½)	1620/26		338 (400-½)		
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)		

