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

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

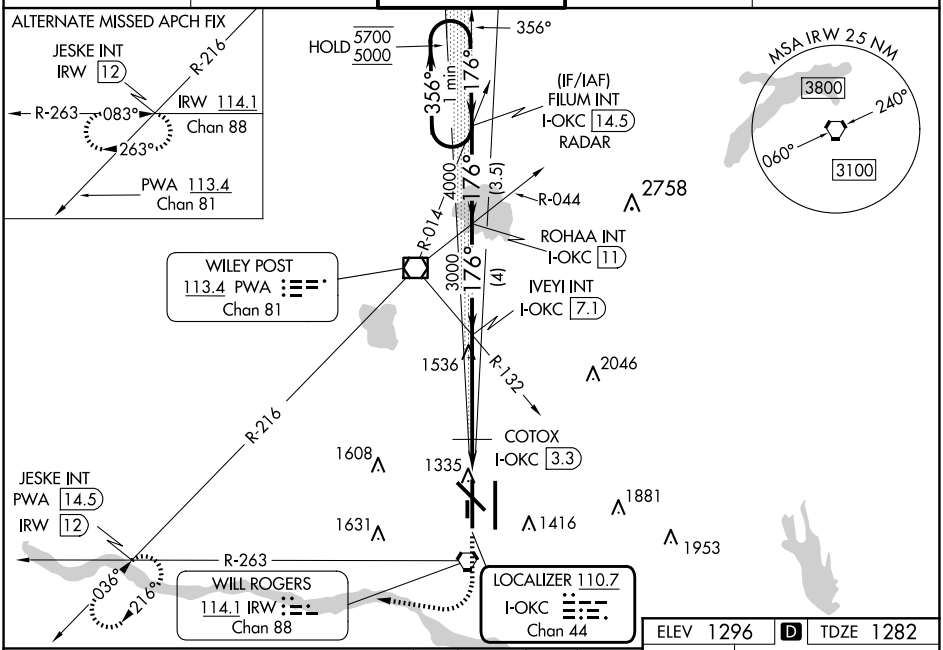
RADAR required for procedure entry.

ASR: 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 1⅜ SM.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

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.

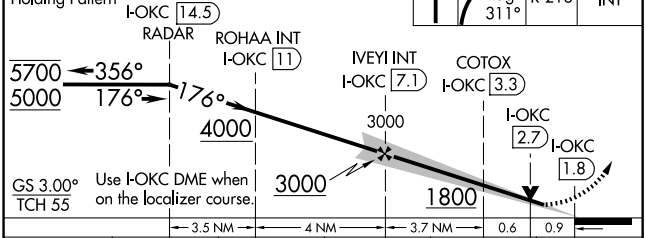
D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

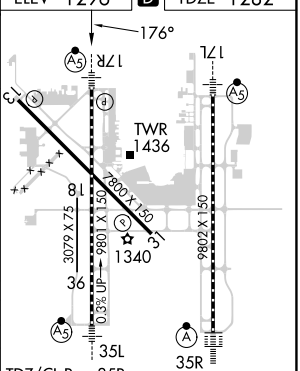


One Minute Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).

2000	3000 hdg 311°	PWA R-216	JESKE INT





TDZ/CL Rwy 35R
MIRL Rwy 13-31
REIL Rwys 13 and 31
HIRL Rwys 17L-35R and 17R-35L

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)		
C 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)		
C 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)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-1, 20 MAR 2025 to 17 APR 2025