

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KOKC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 17L	<u>ORIGINAL/AMENDMENT</u> 3D	<u>CITY</u> OKLAHOMA CITY	<u>STATE</u> OK		
<u>AIRPORT ELEVATION</u> 1296	<u>TDZE</u> 1287	<u>SUPERSEDED</u> ILS OR LOC RWY 17L	<u>ORIGINAL/AMENDMENT</u> 3C	<u>DATED</u> 12/07/2017	<u>MAG VAR</u> 4E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-EXR	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
ATREC INT/I-EXR 12.49 DME	IF/IAF	GOLFS INT/I-EXR 8.99 DME					175.96	3.50 (I-EXR)	4000
GOLFS INT/I-EXR 8.99 DME		HANGS INT/I-EXR 4.99 DME					175.96	4.00 (I-EXR)	3000

MISSED APPROACH

MAP:

ILS: DA
LOC: I-EXR 0.21 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 5000 ON HEADING 180 AND ON IRW VORTAC R-168 TO JAVXE/IRW 11.58 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD N ATREC, LT, 175.96 INBOUND, 5000 FT. IN LIEU OF PT (IAF), MAX 6000.
- FAC: 175.96 FAF: HANGS INT/I-EXR 4.99 DME DIST FAF TO MAP: DIST FAF TO THLD: 5.20
- MIN ALT: ATREC INT/I-EXR 12.49 DME 5000, GOLFS INT/I-EXR 8.99 DME 4000, HANGS INT/I-EXR 4.99 DME 3000, RURIQ/I-EXR 1.09 DME 1740
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1120
- MIN GS INCPT: 3000 GS ALT AT PFAF: HANGS INT/I-EXR 4.99 DME 3000 OM: MM: IM:
- GP ANGLE: 3.00 34:1: 20:1: TCH: 58.7
- MSA FROM: IRW VORTAC 060-240 3100, 240-060 3800

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.
RADAR REQUIRED FOR PROCEDURE ENTRY.

QUALITY
10
CHECKED

NOTES:

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.

CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 17L.

CHART PROFILE NOTE: USE I-EXR DME WHEN ON THE LOCALIZER COURSE.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 17L VISIBILITIES CATS A AND B TO RVR 5500, AND CAT E TO 1 3/8 SM. RURIQ FIX MINIMUMS: FOR INOPERATIVE ALS, INCREASE S-LOC 17L VISIBILITIES CATS A AND B TO RVR 5500, AND CATS C, D, AND E TO RVR 6000.

ADDITIONAL FLIGHT DATA:

CHART I-EXR DME ANTENNA IN PROFILE.

CHART CIRCLING ICON.

HOLD S, RT, 348.01 INBOUND.

CHART FAS OBST: 1368 TOWER (40-001688) 352546N/0973540W.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - CAT D 800-2 1/4, CAT E 1000-3

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 17L	1487	4000	200	1487	4000	200	1487	4000	200	1487	4000	200	1487	4000	200
S-LOC 17L	1740	4000	453	1740	4000	453	1740	4500	453	1740	4500	453	1740	4500	453
CIRCLING	1740	1	444	1760	1	464	1960	1 1/2	664	2000	2	704	2240	2	944
RURIQ FIX MINIMUMS															
S-LOC 17L	1680	4000	393	1680	4000	393	1680	4000	393	1680	4000	393	1680	4000	393
CIRCLING	1740	1	444	1760	1	464	1960	1 3/4	664	2000	2 1/4	704	2240	3	944

CHANGES - REASONS

1. REMOVED INITIAL SEGMENT IFI VORTAC TO ATREC -- VOR MON PROJECT TO DECOMMISSION IFI VORTAC AS DME ONLY.
2. REMOVED "INT" FROM JAVXE IN MISSED APPROACH INSTRUCTIONS -- FIX IDENTIFIED ONLY BY IRW VORTAC IN PROCEDURE.
3. ADDED "MAX 6000" TO PROFILE LINE 2 -- UPDATED IAW 8260.19I, 8-6-7.B(2).
4. ADDED "RADAR REQUIRED FOR PROCEDURE ENTRY" IN EQUIPMENT REQUIREMENTS NOTES -- NO LONGER TIED TO EN ROUTE STRUCTURE AFTER REMOVING IFI INITIAL SEGMENT.
5. REMOVED ASTERISK AT RURIQ IN PROFILE LINE 4 AND "" LOC ONLY" NOTE -- UPDATED IAW 8260.19I, 1-1-5.F(12).
6. CHANGED INOPERATIVE ALS NOTE FROM "INCREASE S-ILS 17L CAT E VISIBILITY TO RVR 4000 S-LOC 17L CAT E VISIBILITY TO 1 3/8 SM AND RURIQ FIX MINIMUMS S-LOC 17L CAT E VISIBILITY TO RVR 6000" TO "INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 17L" AND "FOR INOPERATIVE ALS, INCREASE S-LOC 17L VISIBILITIES CATS A AND B TO RVR 5500, AND CAT E TO 1 3/8 SM. RURIQ FIX MINIMUMS: FOR INOPERATIVE ALS, INCREASE S-LOC 17L VISIBILITIES CATS A AND B TO RVR 5500, AND CATS C, D, AND E TO RVR 6000" -- UPDATED IAW 8260.3D VISIBILITY TABLES, NEW INOPERATIVE TABLE, AND 8260.19I, 8-6-11.O(3)(E).
7. REMOVED "CHART: ASR" FROM ADDITIONAL FLIGHT DATA -- NO LONGER REQUIRED IAW 8260.19I, 1-1-5.F(16).
8. CHANGED ILS ALTERNATE MINIMA FROM "CAT C 700-2, CAT D 800-2 1/4, CAT E 1000-3" TO "STANDARD" -- UPDATED IAW 8260.3D, TABLE 3-4-1.
9. CHANGED "LOC: 5.20 NM AFTER HANGS INT/I-EXR 4.99 DME OR AT I-EXR 0.21 DME" TO "LOC: I-EXR 0.21 DME" -- DME NOW REQUIRED.
10. REMOVED DISTANCE FAF TO MAP ON PROFILE LINE 3 -- DME NOW REQUIRED.
11. REMOVED CHART NOTE ""RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA" -- D SURVEY NO LONGER CONSIDERED A VERTICALLY GUIDED EQUIVALENT IAW FAA MEMO, "RUNWAY OBSTACLE IDENTIFICATION SURFACE SURVEY EQUIVALENTS AND APPLICATION", DATED 2/14/2018.
12. CHANGED VISIBILITIES S-ILS 17L ALL CATS FROM "2400" TO "4000", S-LOC 17L CAT A/B FROM "2400" TO "4000", AND RURIQ MINS L-LOC 17L CAT A/B FROM "2400" TO "4000" AND CAT C/D/E FROM "3500" TO "4000" -- D SURVEY NO LONGER CONSIDERED A VERTICALLY GUIDED EQUIVALENT IAW FAA MEMO, "RUNWAY OBSTACLE IDENTIFICATION SURFACE SURVEY EQUIVALENTS AND APPLICATION", DATED 2/14/2018.
13. CHANGED VISIBILITIES CIRCLING CAT C FROM "1 3/4" TO "1 1/2", CAT D FROM "2 1/4" TO "2", AND CAT E FROM "3" TO "2" -- UPDATED IAW 8260.3E VISIBILITY TABLES.

QUALITY
10
CHECKED

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZFW, ZKC, OKC APP CON, OKC ATCT, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021, SUBJECT:
GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

DEVELOPED BY

JASON KRETSCHMER (DANIEL C JOHNSEN)

Digitally signed by

JASON KRETSCHMER

Feb 07, 2022

Digitally signed by

JASON KRETSCHMER

Feb 07, 2022

OFFICE

Digitally signed by

JASON KRETSCHMER

Feb 07, 2022

OFFICE

AJV-A421

DATE

DATE

10/13/2021

OFFICE

AJV-A420

DATE

TITLE
MANAGER



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KOKC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 17L	<u>AMDT NO.</u> 3D	<u>CITY</u> OKLAHOMA CITY	<u>STATE</u> OK	<u>AIRPORT ELEVATION</u> 1296	<u>FACILITY</u> I-EXR
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
ATREC INT/I-EXR 12.49 DME

TO
GOLFS INT/I-EXR 8.99 DME

<u>RNP</u>	<u>DISTANCE</u> 3.50	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.TOWER (40-002343)	353552.00N/0972923.00W		2749	50	20	2C	500				AT1147 AS-396	4000
2.TERRAIN	353357.00N/0973230.00W		1231 (1200)								AS1500	2700

COMPUTATIONS

	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
GOLFS INT/I-EXR 8.99 DME

TO
HANGS INT/I-EXR 4.99 DME

<u>RNP</u>	<u>DISTANCE</u> 4.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.AAO	353109.00N/0973639.00W		1526	164	98	4E	500				AC98 AT876	3000
4.TERRAIN	353109.00N/0973639.00W		1326 (1300)								AS1500	2800

COMPUTATIONS

	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



FINAL: ILS

FROM
HANGS INT/I-EXR 4.99 DME

TO
RW17L

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	5.20		DA	200								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				1487

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

FINAL: LOC

FROM
HANGS INT/I-EXR 4.99 DME

TO
RURIQ/I-EXR 1.09 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	3.90			453								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.AAO	352845.11N/0973518.79W		1479	50	20	2C	250					1740

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM
RURIQ/I-EXR 1.09 DME

TO
I-EXR 0.21 DME

RNP	DISTANCE 1.30	PAT	MAP I-EXR 0.21 DME	HAT 393	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6.TOWER (40-001688)	352546.00N/0973540.00W		1368	50	20	2C	250				AT62	1680

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM
ATREC

TO
P-6

RNP	DISTANCE	PAT P-6	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.TOWER (40-000590)	353406.00N/0972921.00W		2749	250	50	4D	1000				AT1251	5000
8.TERRAIN	353357.00N/0974124.00W		1329 (1300)								AS1500	2800

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : ILS

FROM
DA

TO
JAVXE

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1316					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				5000
9.TOWER (40-001846)	351128.20N/0973549.00W		2049	500	50	5D	1000					3100
10.TERRAIN	351524.00N/0973933.00W		1369 (1400)								AS1500	2900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : LOC

FROM
I-EXR 0.21 DME

TO
JAVXE

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1430					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				5000
9.TOWER (40-001846)	351128.20N/0973549.00W		2049	500	50	5D	1000					3100
10.TERRAIN	351524.00N/0973933.00W		1369 (1400)								AS1500	2900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



<u>AIRPORT ID</u> KOKC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 17L	<u>AMDT NO.</u> 3D	<u>CITY</u> OKLAHOMA CITY	<u>STATE</u> OK	<u>AIRPORT ELEVATION</u> 1296	<u>FACILITY</u> I-EXR
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CIRCLING ☒ ALL CATS ☒ CAT A ☒ CAT B ☒ CAT C ☒ CAT D ☒ CAT E ☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
11.ATCT (40-020361)	352353.42N/0973600.87W	1.31	444/444	1436	20	3	1A	300			1740/1740
CATEGORY B											
11.ATCT (40-020361)	352353.42N/0973600.87W	1.85	464/464	1436	20	3	1A	300		HAA/HAA	1760/1760
CATEGORY C											
12.TOWER (40-001570)	352445.00N/0974027.00W	2.91	664/664	1608	500	50	5D	300		AC50	1960/1960
CATEGORY D											
13.TOWER (40-002667)	352218.00N/0974027.00W	3.81	704/704	1631	500	50	5D	300		AC50	2000/2000
CATEGORY E											
14.TOWER (40-000009)	352314.00N/0972957.00W	4.76	944/944	1881	20	50	1D	300		AC50	2240/2240

CIRCLING REMARKS:

MSA

<u>CENTER</u> IRW VORTAC	<u>RADIUS</u> 25
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<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
060-240	TWR (40-001846)	351128.00N/0973549.00W	170	10.1	2049	500	50	5D	1000			3100
240-060	TWR (40-000590)	353406.00N/0972921.00W	018	13.9	2749	250	50	4D	1000			3800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

GOLFS TO BE CHARTED AS AN FACF FOR STAR TIE-IN.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZFW ARTCC, OKC APP CON, OKC TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KOKC	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KOKC	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:
BACKUP ALTIMETER SOURCE NOT ESTABLISHED DUE TO REDUNDANT WEATHER SOURCES AT AIRPORT.

<u>PRIMARY NAVAID</u> I-EXR	<u>MONITOR POINT</u> OKC ATCT	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW18	BSC-G	
RW36	BSC-G	
RW13 - MIRL, REIL, PAPI-4L	NPI-G	
RW31 - MIRL, REIL, PAPI-4L	NPI-G	
RW17R - MALSR, HIRL, C/LINE, PAPI-4L	PIR-F	APPROACH, ROLL OUT
RW35L - MALSR, HIRL, C/LINE	PIR-F	APPROACH, ROLL OUT
RW17L - MALSR, HIRL, C/LINE	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35R - TDZ, ALSF-2, HIRL, C/LINE	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 1286.8	<u>TCH</u> 58.7	<u>ELEV GS ANTENNA</u> 1278.8	<u>DISTANCE FROM RWY</u> 1120	<u>VGSI ANGLE</u>	<u>TCH</u>
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	



CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - LESS THAN 0.5 NM FROM FIX RURIQ.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ALTERNATE MISSED APPROACH REMOVED AS A RESULT OF FLIGHT CHECK.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID KOKC</div>	<div>PROCEDURE NAME ILS OR LOC RWY 17L</div>	<div>AMDT NO. 3D</div>	<div>CITY OKLAHOMA CITY</div>	<div>STATE OK</div>	<div>AIRPORT ELEVATION 1296</div>	<div>FACILITY I-EXR</div>
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.00
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.87
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	179.96
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1300
DISTANCE FROM	THLD	TO 1500FT POINT	4.80
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.25
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	179.96
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1300

THRESHOLD
COORDINATES
(IF STR-IN)

352418.58N/0973520.21W

ARP COORDINATES

352335.07N/0973602.74W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 35R DISTANCE 1.06 NM

FAF
COORDINATES

352930.84N/0973520.47W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY
10
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

Page 8 of 9

PART E: PREPARED BY

<u>NAME</u> JASON KRETSCHMER (DANIEL C JOHNSEN)	<u>OFFICE</u> AJV-A421	<u>DATE</u> 10/13/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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