

WAAS CH 50102 W17A	APP CRS 176°	Rwy Ldg TDZE 1282 Apt Elev 1296
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RNAV (GPS) Y RWY 17R

OKC WILL ROGERS INTL (OKC)

RNP APCH-GPS.

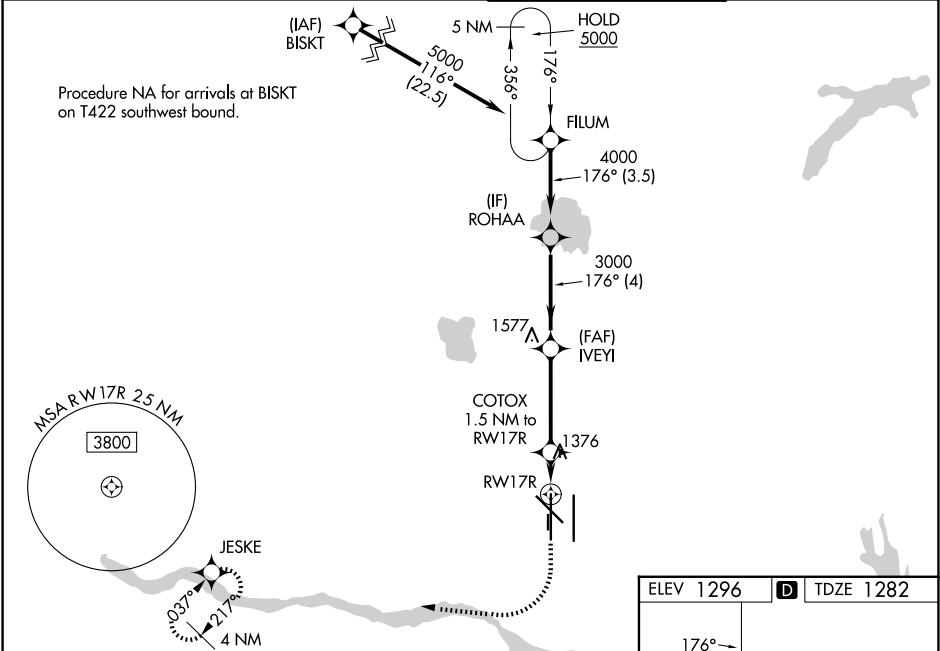
ASR

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C and D visibility to RVR 5500.
* 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 direct JESKE and hold.

D-ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6
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FILUM		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 60).		2000	3000	JESKE
5000		176°	ROHAA	4000	3000	
GP 3.00° TCH 55			IVEYI	3000	1800	
			COTOX	1.5 NM to RWY 17R	0.9 NM to RWY 17R	
				3.5 NM	4 NM	3.7 NM
CATEGORY	A	B	C	D		
LPV DA*	1482/24		200 (200-½)			
LNAV/VNAV DA	1550/24		268 (300-½)			
LNAV MDA	1640/24	358 (400-½)	1640/30	358 (400-¾)		
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)		

ELEV 1296

TDZE 1282

176°

3079 X 75

36

81

2800 X 150

9801 X 150

0.3% UP

35L

35R

TWR

REIL Rwy 13 and 31

TDZL/RCLS Rwy 35R

MIRL Rwy 13-31

HIRL Rwy 17L-35R and 17R-35L