

|                                        |                        |                                                     |
|----------------------------------------|------------------------|-----------------------------------------------------|
| WAAS<br>CH <b>50102</b><br><b>W17A</b> | APP CRS<br><b>176°</b> | Rwy Ldg<br>TDZE <b>1282</b><br>Apt Elev <b>1296</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|

RNAV (GPS) Y RWY 17R

OKC WILL ROGERS INTL (OKC)

RNP APCH-GPS.

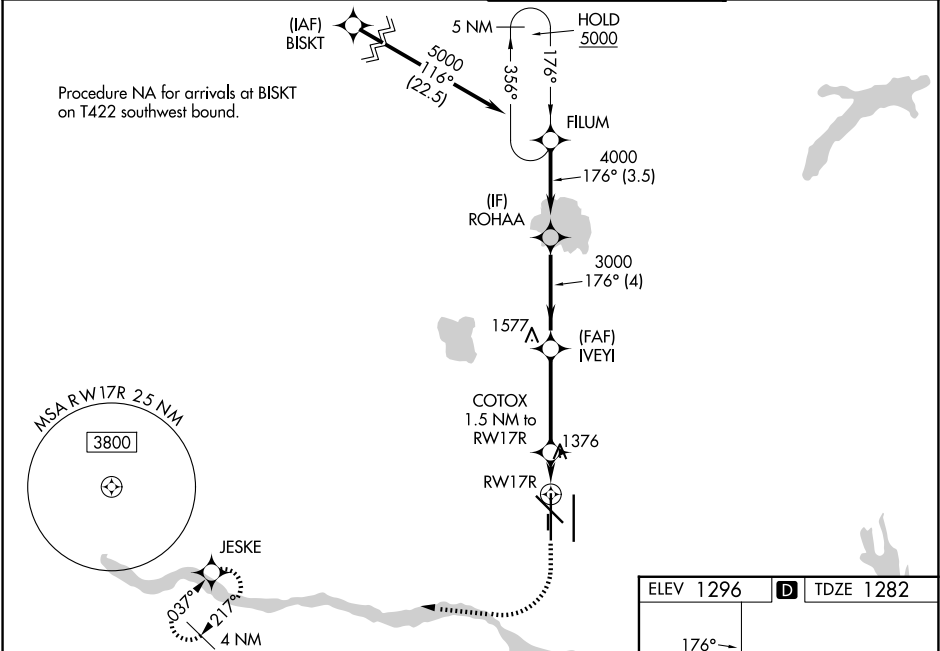
ASR

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<br><b>125.85</b> | OKC CITY APP CON<br><b>124.6 266.8</b> | ROGERS TOWER<br><b>119.35 269.45</b> | GND CON<br><b>121.9 348.6</b> |
|-------------------------|----------------------------------------|--------------------------------------|-------------------------------|



|                 |  |  |  |  |                                                                     |  |  |  |  |                   |  |  |  |  |
|-----------------|--|--|--|--|---------------------------------------------------------------------|--|--|--|--|-------------------|--|--|--|--|
| FILUM           |  |  |  |  | VGSIs and RNAV glidepaths not coincident (VGSIs Angle 3.00/TCH 60). |  |  |  |  | 2000 3000 JESKE   |  |  |  |  |
| 5000            |  |  |  |  | 176°                                                                |  |  |  |  | 3000              |  |  |  |  |
| ROHAA           |  |  |  |  | 4000                                                                |  |  |  |  | 3000              |  |  |  |  |
| IVEYI           |  |  |  |  | 3000                                                                |  |  |  |  | 1800              |  |  |  |  |
| COTOX           |  |  |  |  | 1.5 NM to RWY 17R                                                   |  |  |  |  | 0.9 NM to RWY 17R |  |  |  |  |
| RWY 17R         |  |  |  |  | 0.6                                                                 |  |  |  |  | 0.9 NM            |  |  |  |  |
| GP 3.00° TCH 55 |  |  |  |  | 3.5 NM                                                              |  |  |  |  | 4 NM              |  |  |  |  |
| CATEGORY        |  |  |  |  | A                                                                   |  |  |  |  | B                 |  |  |  |  |
| LPV DA*         |  |  |  |  | 1482/24                                                             |  |  |  |  | 200 (200-½)       |  |  |  |  |
| LNAV/VNAV DA    |  |  |  |  | 1550/24                                                             |  |  |  |  | 268 (300-½)       |  |  |  |  |
| LNAV MDA        |  |  |  |  | 1640/24                                                             |  |  |  |  | 358 (400-½)       |  |  |  |  |
| CIRCLING        |  |  |  |  | 1740-1                                                              |  |  |  |  | 1760-1            |  |  |  |  |
|                 |  |  |  |  | 444 (500-1)                                                         |  |  |  |  | 464 (500-1)       |  |  |  |  |
|                 |  |  |  |  | 1960-1¾                                                             |  |  |  |  | 2000-2¼           |  |  |  |  |
|                 |  |  |  |  | 664 (700-1¾)                                                        |  |  |  |  | 704 (800-2¼)      |  |  |  |  |