

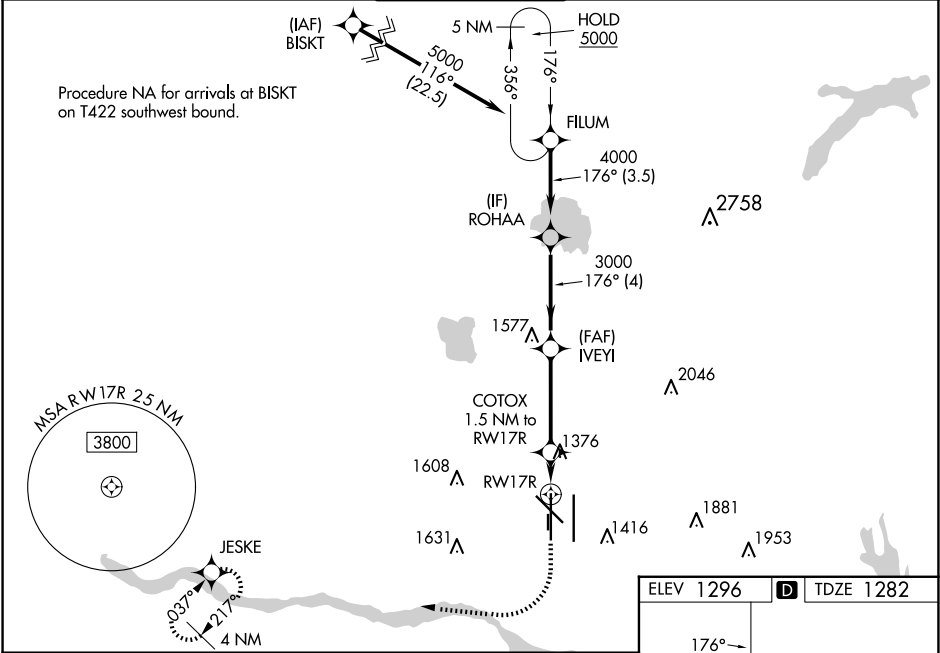
WAAS CH 50102 W17A	APP CRS 176°	Rwy Idg TDZE 1282 Apt Elev 1296
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RNAV (GPS) Y RWY 17R

OKC WILL ROGERS INTL (OKC)

RNP APCH-GPS.		MALSR 	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JESKE and hold.
 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.			

D-ATIS 125.85	OKC CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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FILUM				VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 60).				2000 3000 JESKE								
5000				176°				4000								
ROHAA				IVEYI				COTOX 1.5 NM to RW17R								
3000				3000				0.9 NM to RW17R								
1800				RW17R				RW17R								
GP 3.00° TCH 55				3.5 NM				4 NM								
3.7 NM				0.6				0.9 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)			

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