

WAAS CH <b>62840</b> <b>W17A</b>	APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>5943</b> <b>693</b> <b>693</b>
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# RNAV (GPS) RWY 17

KENNETH COPELAND (4T2)

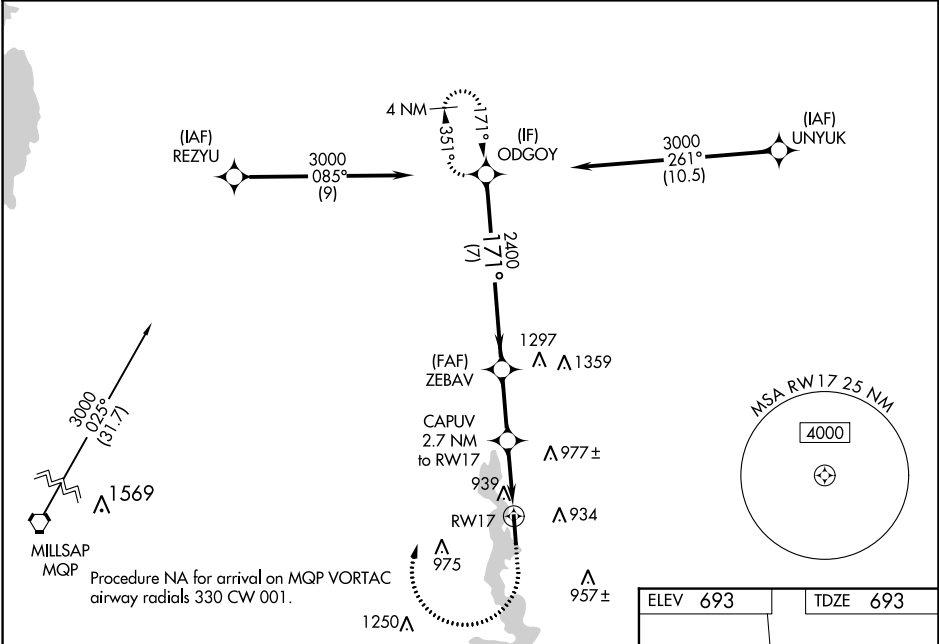
RNP APCH.

**⚠** Baro-VNAV and VDP NA when using Fort Worth Meacham Intl altimeter setting. Rwy 17 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham Intl altimeter setting; Increase LPV DA to 973 feet; increase LNAV/VNAV DA to 1135 feet; increase all MDA 40 feet and LNAV Cat C/D and Circling Cat C visibility  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 3100 direct ODGOY and hold.

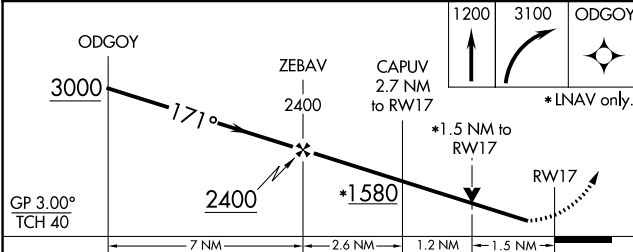
REGIONAL APP CON  
**125.8 257.95**

UNICOM  
**123.075 (CTAF) 0**



SC-2, 05 SEP 2024 to 03 OCT 2024

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ELEV 693	TDZE 693
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Vertical profile diagram showing a 171° approach to RWY 17. The glide path is 5943 x 127 ft. The height above ground at the runway is 35 ft.

CATEGORY	A	B	C	D
LPV DA	943-1 250 (300-1)			
LNAV/VNAV DA	1105-1 $\frac{3}{8}$ 412 (500-1 $\frac{3}{8}$ )			
LNAV MDA	1200-1 507 (600-1)	1200-1 $\frac{3}{8}$ 507 (600-1 $\frac{3}{8}$ )		
<b>C</b> CIRCLING	1240-1 547 (600-1)	1340-1 $\frac{3}{4}$ 647 (700-1 $\frac{3}{4}$ )	1440-2 $\frac{1}{2}$ 747 (800-2 $\frac{1}{2}$ )	

LIRL Rwy 17-35 0