

WAAS CH <b>93516</b> <b>W17A</b>	APP CRS <b>171°</b>	Rwy Idg <b>5000</b> TDZE <b>5</b> Apt Elev <b>5</b>
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RNAV (GPS) RWY 17  
MARCO ISLAND EXEC (MKY)

RNP APCH-GPS.

**T** Baro-VNAV and VDP NA when using APF altimeter setting. Rwy 17 helicopter  
**A** visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C. When local altimeter setting not received, use APF altimeter setting and increase LPV DA to 326 feet; increase LNAV/VNAV DA to 484 feet; increase all MDAs 40 feet and visibility C  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climb to 2000 direct ONSAW and hold.

AWOS-3PT <b>120.075</b>	FORT MYERS APP CON ★ <b>124.125 371.85</b>	CLNC DEL <b>120.8</b>	UNICOM <b>122.7</b> (CTAF)
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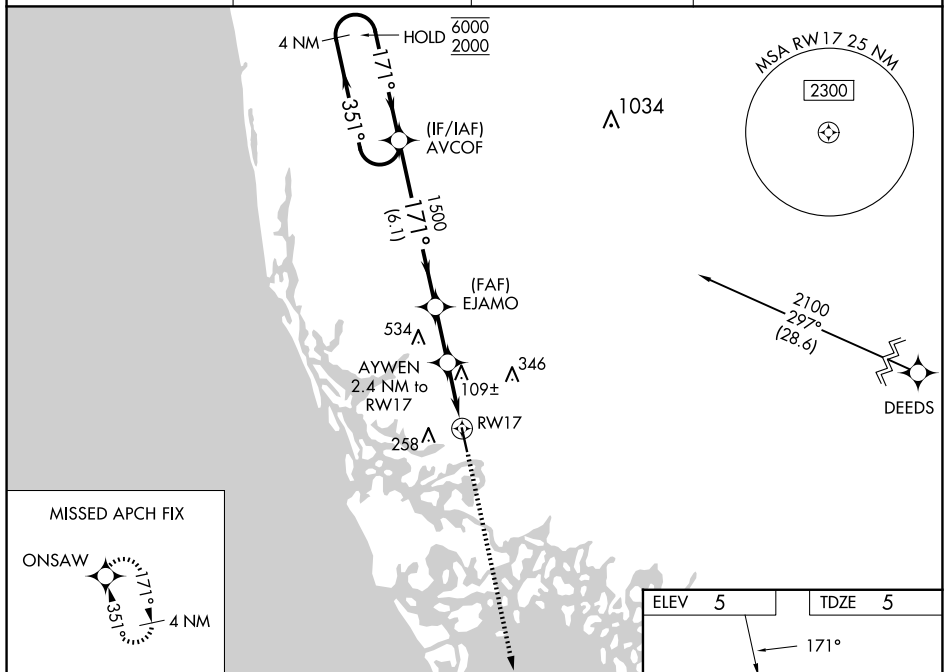


Diagram illustrating the RW17 approach procedure. The diagram shows a 4 NM Holding Pattern at 6000 and 2000 feet. The glidepath is 3.00° TCH 60. Key points include AVCOF, EJAMO (1500 feet), AYWEN (2.4 NM to RW17), and RW17 (1.7 NM to RW17). The diagram also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 31).

CATEGORY	A	B	C	D
LPV DA	300-1 295 (300-1)			
RNAV/ VNAV	458-1½ 453 (500-1½)			
RNAV MDA	560-1	555 (600-1)	560-1½ 555 (600-1½)	560-1¾ 555 (600-1¾)
CIRCLING	620-1	615 (700-1)	660-1¾ 655 (700-1¾)	840-2¾ 835 (900-2¾)

