

WAAS CH 56248 W17A	APP CRS 173°	Rwy Idg TDZE 889 Apt Elev 892
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RNAV (GPS) RWY 17

WILLIAM R POGUE MUNI (OWP)

RNP APCH - GPS.

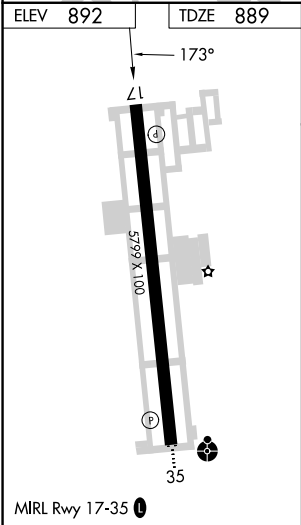
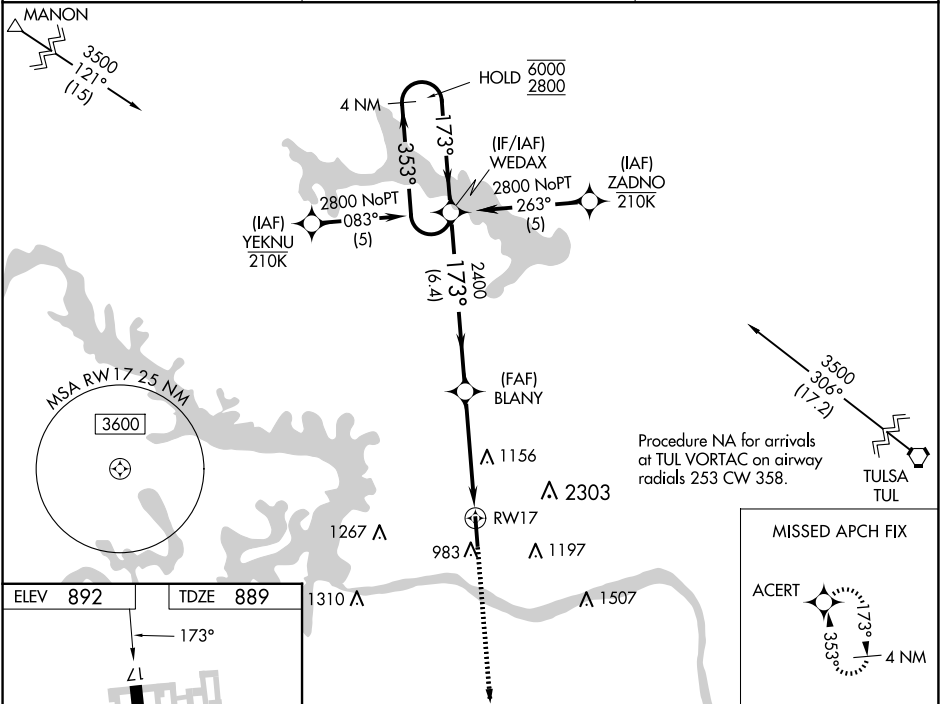
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Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat C east of Rwy 17-35.
When local altimeter setting not received, use TUL altimeter setting and increase LPV DA to 1206 feet and all visibilities $\frac{1}{2}$ SM; increase LNAV/VNAV DA to 1443 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 80 feet and LNAV visibility Cat C $\frac{1}{4}$ SM, and Circling visibility Cat C $\frac{1}{4}$ SM. Baro-VNAV and VDP NA when using TUL altimeter setting.

MISSED APPROACH:
Climb to 2800 direct ACERT and hold.

AWOS-3T 118.325	TULSA APP CON 124.0 338.3	UNICOM 122.7 (CTAF)
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4 NM Holding Pattern WEDAX		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 31).		2800	ACERT
6000 ← 353°		2800 → 173°		1.7 NM to RWY17	
GP 3.00° TCH 45		2400		RWY17	
		6.4 NM		2.9 NM	
				1.7 NM	
CATEGORY	A	B	C	D	
LPV DA	1139- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)		NA
LNAV/VNAV DA	1376-1 $\frac{3}{8}$		487 (500-1 $\frac{3}{8}$)		NA
LNAV MDA	1460-1 571 (600-1)		1460-1 $\frac{5}{8}$ 571 (600-1 $\frac{5}{8}$)		NA
CIRCLING	1460-1 568 (600-1)		1460-1 $\frac{5}{8}$ 568 (600-1 $\frac{5}{8}$)		NA