

SAND SPRINGS, OKLAHOMA

AL-6472 (FAA)

24361

WAAS CH 57912 W35A	APP CRS 353°	Rwy Idg 5799 TDZE 892 Apt Elev 892
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RNAV (GPS) RWY 35

WILLIAM R POGUE MUNI (OWP)

RNP APCH - GPS.

T Rwy 35 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.

A Inop tabs do not apply to LPV all Coats. When local altimeter setting not received, use TUL altimeter setting and increase LPV DA to 1209 feet, increase LNAV/VNAV DA to 1244 feet and all visibilities $\frac{1}{8}$ SM. Increase all MDAs 80 feet and LNAV visibility Cat C $\frac{1}{4}$ SM. Baro-VNAV and VDP NA when using TUL altimeter setting.

ODALS



MISSED APPROACH:
Climb to 2800 direct
WEDAX and hold.

AWOS-3T 118.325	TULSA APP CON 124.0 338.3	UNICOM 122.7 (CTAF)0
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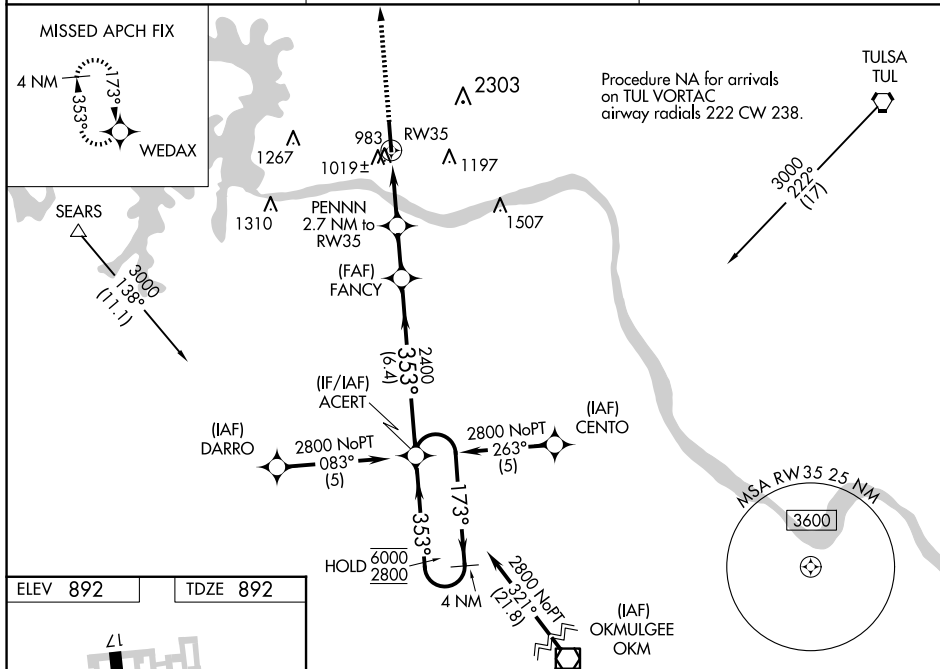


Diagram illustrating the MRL Rwy 17-35 holding pattern and associated navigation data.

Diagram Labels:

- 579 x 100
- 35
- 353°
- MRL Rwy 17-35
- 2800
- WEDAX
- VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 33).
- PENN 2.7 NM to RW35
- 1.1 NM to RW35
- 1.6 NM
- 1.9 NM
- 6.4 NM
- 2400
- 2400
- 1800
- 353°
- 173°
- 6000
- 2800
- 4 NM Holding Pattern
- ACERT
- GP 3.00° TCH 45

Table Data:

CATEGORY	A	B	C	D
LPV DA	1142- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		NA
RNAV/ VNAV DA	1177- $\frac{3}{4}$	285 (300- $\frac{3}{4}$)		NA
RNAV MDA	1280- $\frac{3}{4}$	388 (400- $\frac{3}{4}$)	1280-1 388 (400-1)	NA
CIRCLING	1380-1	488 (500-1)	1400-1 $\frac{1}{2}$ 508 (600-1 $\frac{1}{2}$)	NA

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Amdt 1 26DEC24

36°11'N-96°09'W

WILLIAM R POGUE MUNI (OWP)

RNAV (GPS) RWY 35

SC-1, 10 JUL 2025 to 07 AUG 2025

SC-1, 10 JUL 2025 to 07 AUG 2025