

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.

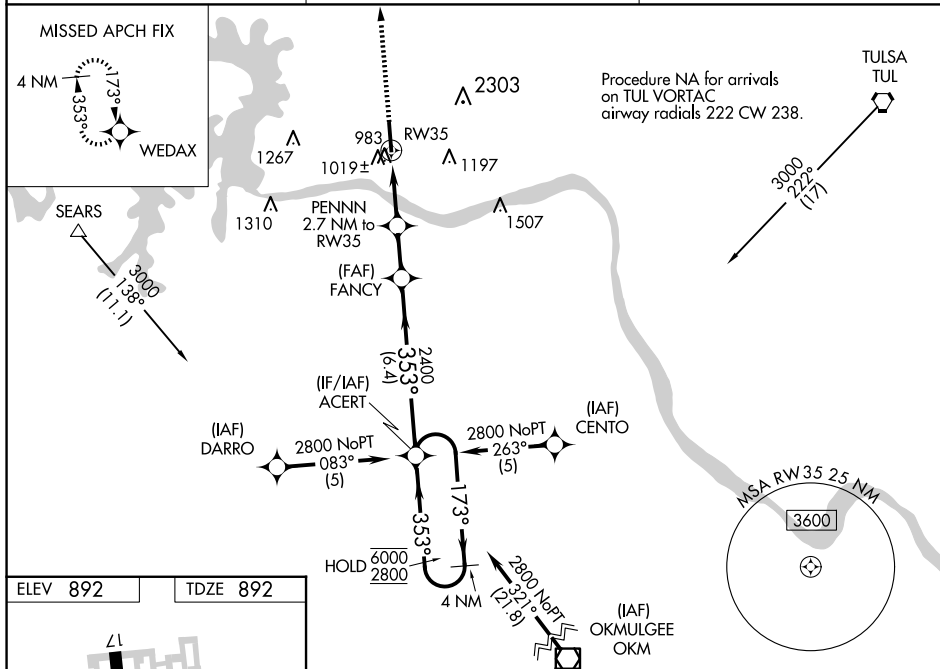
- T** Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat C east of Rwy 17-35.
- A** Inop tabs do not apply to LPV all Coats. When local altimeter setting not received, use TUL altimeter setting 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	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF) 0



2800 WEDAX

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 33).

4 NM Holding Pattern

ACERT

173° → 6000

← 353° 2800

PENN 2.7 NM to RW35

FANCY

2400

1.1 NM to RW35

1800

2400

1.1 NM 1.6 NM 1.9 NM 6.4 NM

GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA	1142- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		NA
RNAV/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

MIRL Rwy 17-35 353°