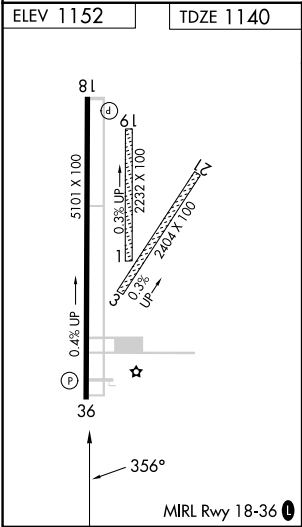
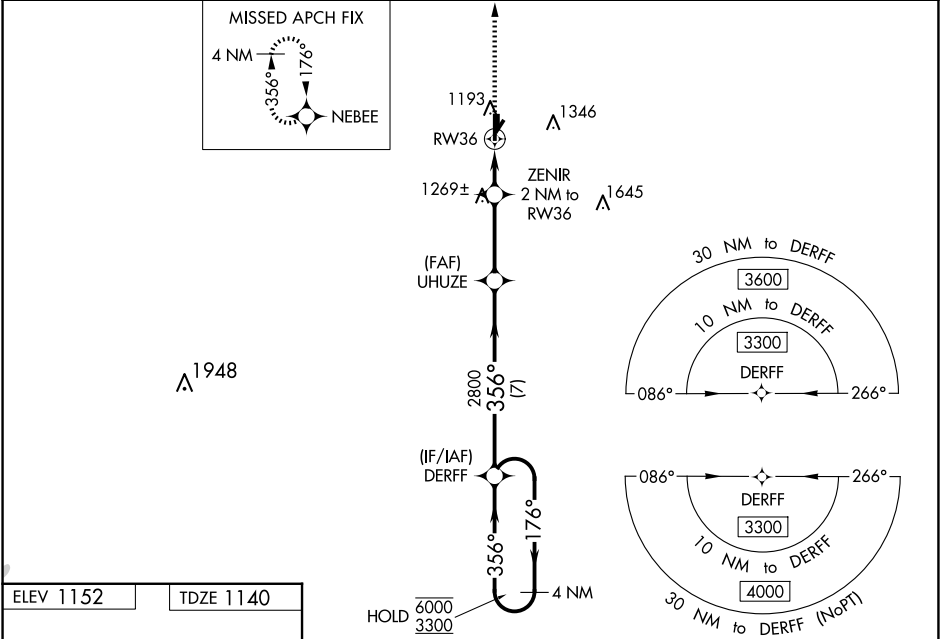


WAAS CH <b>48930</b> <b>W36A</b>	APP CRS <b>356°</b>	Rwy Idg TDZE <b>1140</b> Apt Elev <b>1152</b>	<b>5101</b>
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RNAV (GPS) RWY 36  
CHICKASHA MUNI (CHK)

RNP APCH. <div>⚠</div> <p>Circling NA to Rwy 1, 2, 19 and 20. Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</p>		MISSED APPROACH: Climb to 3300 direct NEBEE and hold.
AWOS-3 <b>118,175</b>	OKE CITY APP CON <b>124.6 266.8</b>	UNICOM <b>123.0 (CTAF) 0</b>



3300		NEBEE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).		4 NM Holding Pattern
*LNAV only		ZENIR 2 NM to RW36	UHUZE 2800	DERFF	176° → 6000 ← 356° 3300
RW36		*1.2 NM to RW36	*1820	2800	GP 3.00° TCH 55
→ 1.2 NM		0.8 NM	3.1 NM	7 NM	
CATEGORY	A	B	C	D	
LPV DA	1390-¾	250 (300-¾)		NA	
LNAV/VNAV DA	1450-1	310 (300-1)		NA	
LNAV MDA	1580-1	440 (500-1)	1580-1¼ 440 (500-1¼)	NA	
CIRCLING	1600-1 448 (500-1)	1620-1 468 (500-1)	1700-1½ 548 (600-1½)	NA	