

WAAS CH 78310 W35A	APP CRS 343°	Rwy Idg 5000 TDZE 35 Apt Elev 37
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RNAV (GPS) RWY 35
WASHINGTON-WARREN (OCW)

RNP APCH-GPS.

▼ Baro-VNAV and VDP NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 401 feet, and LNAV/VNAV DA to 535 feet; increase all MDAs 60 feet and visibility LNAV Cat C/D ⅛ SM. Straight-in Minimums NA at night. Circling Rwy 17 NA at night.

MISSED APPROACH:
Climb to 2600 direct
ZIPDA and via 070°
track to HALAX
and hold.

AWOS-3 120.175	CHERRY POINT APP CON 119.35 377.175	UNICOM 122.7 (CTAF) 0
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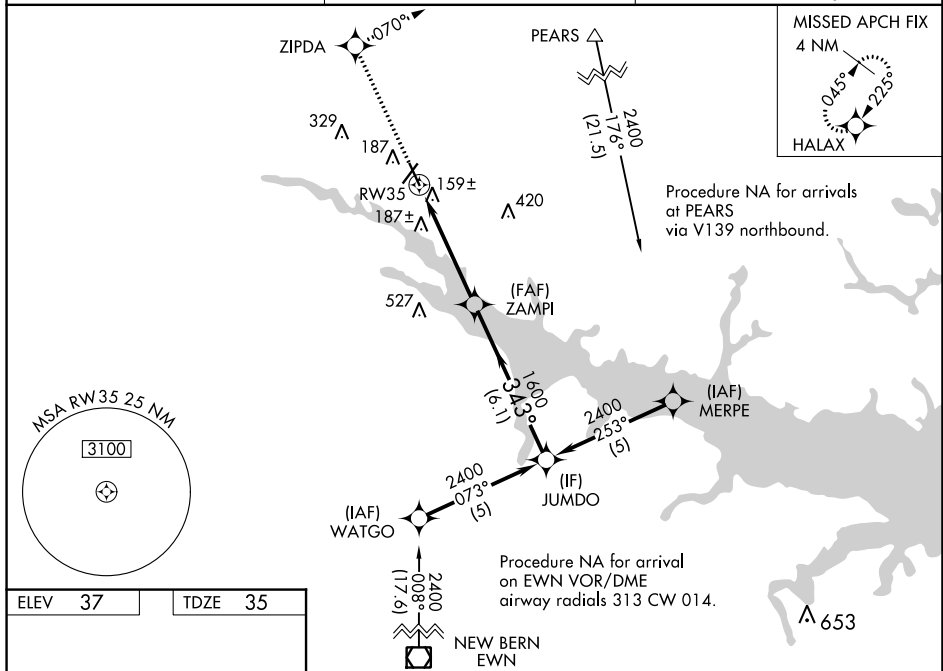


Diagram illustrating the RW35 approach procedure, showing the runway, taxiway, and approach path with distances and bearings.

Key elements from the diagram:

- Runway: 5NM x 100'
- Taxiway: 5000' x 75'
- Bearing: 343° to RW35
- Approach path segments: 1.3 NM to RW35, 3.4 NM to ZAMPI, 6.1 NM to JUMDO
- Visual aids: REIL Rwy 5 and 23, MIRL Rwy 5-23