

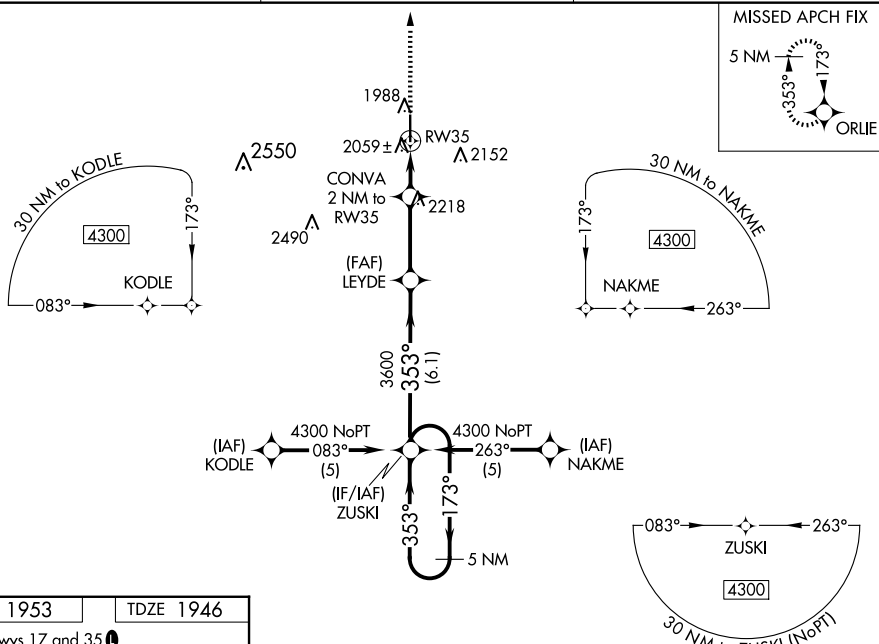
WAAS CH 86607 W35A	APP CRS 353°	Rwy Idg 5500 TDZE 1946 Apt Elev 1953
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RNAV (GPS) RWY 35
PRATT RGNL (PTT)

A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Great Bend altimeter setting: Increase LPV DA to 2295 feet and all visibilities ¼ SM; Increase LNAV/VNAV DA to 2421 feet and all visibilities ½ SM; Increase all MDAs 100 feet and visibility Cat C ¼ SM. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

MISSED APPROACH: Climb to 4300
direct ORLE and hold.

AWOS-3PT 118.725	KANSAS CITY CENTER 118.8 322.425	UNICOM 122.8 (CTAF) 0
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ELEV 1953

TDZE 1946

REIL Rwy 17 and 35

MIRL Rwy 17-35

The diagram shows a vertical runway layout. At the top, a horizontal line represents the REIL (Runway End Identifier Lights) for Rwy 17 and 35. Below this, a vertical line represents the MIRL (Medium Intensity Runway Lights) for Rwy 17-35. A star symbol is located to the right of the MIRL line, indicating the runway threshold. A vertical line segment is labeled '5500 X 100'. A horizontal line segment is labeled '35'. A vertical line segment is labeled '353°'. A horizontal line segment is labeled '353°'.

