

WAAS
CH **69242**
W36A

APP CRS
356°

Rwy Idg
TDZE **704**
Apt Elev **720**

RNAV (GPS) RWY 36

OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)

RNP APCH-GPS.

▼
▲

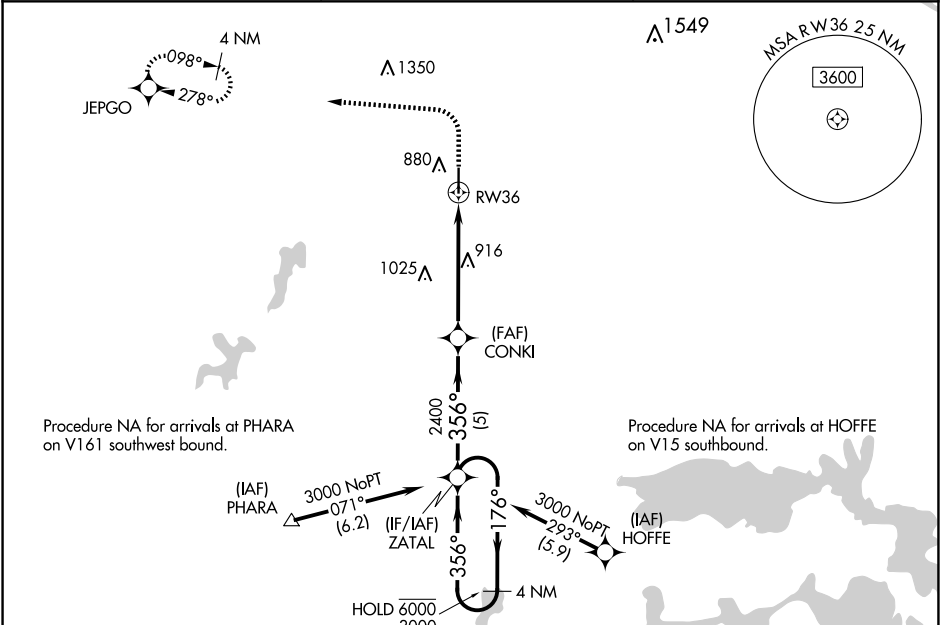
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -24°C or above 45°C.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct JEPGO and hold.

AWOS-3PT
118.225

TULSA APP CON
119.85 338.3

UNICOM
123.0 (CTAF) 0



VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 40).

4 NM Holding Pattern

ZATAL

6000 ← 176°
3000 → 356°

GP 3.00°
TCH 50

CONKI 2400

*1.4 NM to RWY36

RWY36

5 NM 3.8 NM 1.4 NM

1200

3000

JEPGO

*LNAV only.

CATEGORY	A	B	C	D
LPV DA	904-¾ 200 (200-¾)			
LNAV/VNAV DA	991-⅞ 287 (300-⅞)			
LNAV MDA	1180-1 476 (500-1)	1180-1⅓ 476 (500-1⅓)		
CIRCLING	1240-1 520 (600-1)	1340-1 620 (700-1)	1340-1¾ 620 (700-1¾)	1640-3 920 (1000-3)

OKMULGEE, OKLAHOMA

Orig-B 23FEB23

OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)

35°40'N-95°57'W

RNAV (GPS) RWY 36

This detailed diagram shows the RWY 36 approach from a different perspective. It highlights the glide path starting at 81 feet and the missed approach procedure: a 0.7% climb to 36 feet, followed by a 356° turn. The diagram also shows the MRL Rwy 18-36 and the 5150 x 101 runway dimensions.

SC-1, 22 JAN 2026 to 19 FEB 2026

SC-1, 22 JAN 2026 to 19 FEB 2026