

WAAS CH 53508 W35A	APP CRS 354°	Rwy Idg 5399 TDZE 1984 Apt Elev 2013
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RNAV (GPS) RWY 35

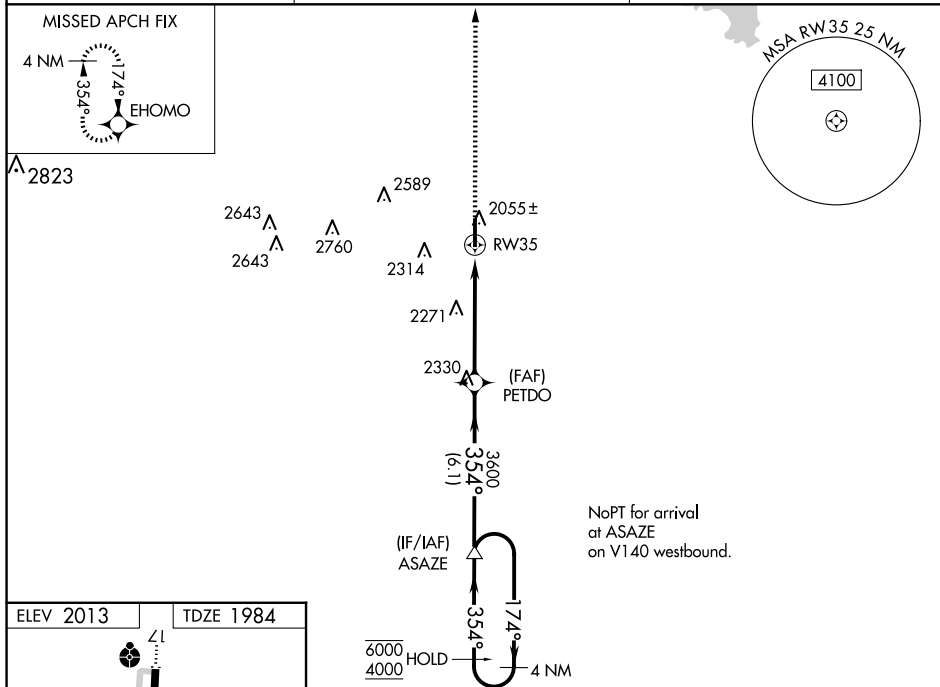
ELK CITY RGNL BUSINESS (ELK)

RNP APCH.

- T** Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct EHOMO and hold.

AWOS-3 118.225	FORT WORTH CENTER 128.4 269.37	UNICOM 122.8 (CTAF) 0
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ELEV 2013

TDZE 1984

41

5399 X 75

0.5% UP

35

354° to RW35

MRL Rwy 17-35

REIL Rwy 35

Diagram illustrating a VGS and RNAV glidepath not coincident (VGS Angle 3.50/TCH 39).

Key elements and dimensions:

- 4000 EMO** (Elevation Minimum)
- 4000 ASAZE** (Altitude Setting Altitude)
- 4 NM Holding Pattern** at 4000 ft
- 174°** and **354°** angles
- PETDO** (Point of Entry to the Descent)
- 3600** ft altitude
- 354°** angle
- 3600** ft altitude
- GP 3.00° TCH 50** (Glidepath 3.00 degrees, Threshold 50)
- RW35** (Runway 35)
- 1.6 NM** distance from RW35 to PETDO
- 3.4 NM** distance from PETDO to ASAZE
- 6.1 NM** distance from ASAZE to the 4000 ft ASAZE

CATEGORY	A	B	C	D
LPV DA	2234- $\frac{7}{8}$	250 (300- $\frac{7}{8}$)		
LNAV/DA	2377-1 $\frac{3}{8}$	393 (400-1 $\frac{3}{8}$)		
LNAB MDA	2640-1	656 (700-1)	2640-1 $\frac{7}{8}$	656 (700-1 $\frac{7}{8}$)
C CIRCLING	2640-1 627 (700-1)	2680-1 667 (700-1)	2680-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$)	2940-3 927 (1000-3)