

WAAS CH 57912 W35A	APP CRS 353°	Rwy Idg 5799 TDZE 892 Apt Elev 892
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RNAV (GPS) RWY 35

WILLIAM R POGUE MUNI (OWP)

RNP APCH - GPS.

T Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat C east of Rwy 17-35.

A Inop tabs does not apply to LPV all Coats. When local altimeter setting not received, use TUL altimeter setting and increase LPV DA to 1209 feet, increase LNAV/VNAV DA to 1244 feet and all visibilities $\frac{1}{8}$ SM. Increase all MDAs 80 feet and LNAV visibility Cat C $\frac{1}{4}$ SM. Baro-VNAV and VDP NA when using TUL altimeter setting.

ODALS



MISSED APPROACH:
Climb to 2800 direct
WEDAX and hold.

AWOS-3T 118.325	TULSA APP CON 124.0 338.3	UNICOM 122.7 (CTAF)0
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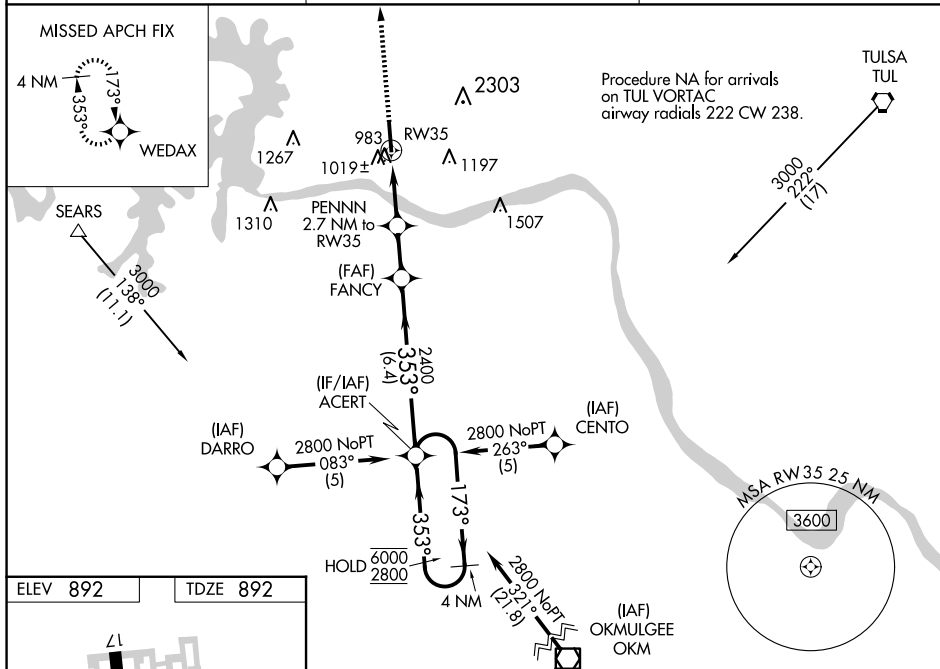


Diagram illustrating the MRL Rwy 17-35 holding pattern. The pattern is a vertical line with a 353° heading. Key distances and altitudes are marked: 1.1 NM to RW35, 1.6 NM to R35, 1.9 NM to the 2400 ft altitude, and 6.4 NM to the 2800 ft altitude. The diagram also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 33).