

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>91519</b><br><b>W35A</b> | APP CRS<br><b>355°</b> | Rwy Idg <b>4759</b><br>TDZE <b>3172</b><br>Apt Elev <b>3176</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 35

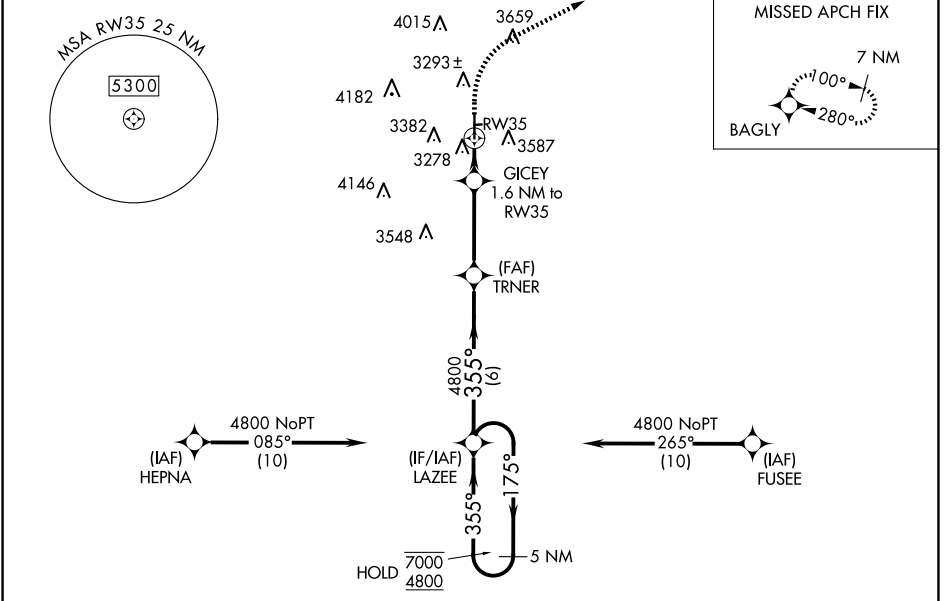
LUBBOCK EXEC AIRPARK (F82)

RNP APCH - GPS.

**NA** Use LBB altimeter setting. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Circling NA east of Rwy 17-35. Circling Rwy 17, NA at night. Baro-VNAV NA.

MISSED APPROACH: Climb to 3900 then climbing right turn to 6700 direct BAGLY and hold, continue climb-in-hold to 6700. \*Missed approach requires minimum climb of 241 feet per NM to 4400.

|                                  |                                       |                               |
|----------------------------------|---------------------------------------|-------------------------------|
| LBB ASOS<br><b>125.3 270.275</b> | LUBBOCK APP CON<br><b>119.2 351.8</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|----------------------------------|---------------------------------------|-------------------------------|



|               |                     |      |                           |                           |                     |                           |                           |
|---------------|---------------------|------|---------------------------|---------------------------|---------------------|---------------------------|---------------------------|
| ELEV 3176     | TDZE 3172           | 3900 | 6700                      | BAGLY                     | TRNER               | LAZEE                     | 5 NM Holding Pattern      |
|               |                     |      |                           |                           |                     |                           |                           |
| CATEGORY      | A                   | B    | C                         | D                         |                     |                           |                           |
| LPV DA        | 3462- $\frac{7}{8}$ |      |                           | 290 (300- $\frac{7}{8}$ ) | NA                  |                           |                           |
| LNAV/VNAV DA  | 3469- $\frac{7}{8}$ |      | 297 (300- $\frac{7}{8}$ ) | 3573- $\frac{1}{8}$       |                     | 401 (400- $\frac{1}{8}$ ) | NA                        |
| LNAV/VNAV DA* | NA                  |      | NA                        | 3469- $\frac{7}{8}$       |                     | 297 (300- $\frac{7}{8}$ ) | NA                        |
| LNAV MDA      | 3580-1              |      | 408 (500-1)               |                           | 3720- $\frac{1}{8}$ |                           | 548 (600- $\frac{1}{8}$ ) |
| LNAV MDA*     | NA                  |      | NA                        |                           | 3580- $\frac{1}{8}$ |                           | 408 (500- $\frac{1}{8}$ ) |
| CIRCLING      | 3700-1              |      | 3740-1                    |                           | 4580-3              |                           | NA                        |
|               | 524 (600-1)         |      | 564 (600-1)               |                           | 1404 (1500-3)       |                           |                           |