

WAAS CH 61305 W35A	APP CRS 356°	Rwy Ldg 6201 TDZE 712 Apt Elev 717
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RNAV (GPS) RWY 35

BARTLESVILLE MUNI (BVO)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).
A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats visibility $\frac{1}{4}$ mile, LNAV/VNAV all Cats visibility $\frac{3}{8}$ mile, LNAV and Circling Cat C visibility $\frac{1}{4}$ mile. Circling NA east of Rwy 17-35. Baro-VNAV and VDP NA when using Tulsa Intl altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 3100 direct
BUKDY and hold.

ASOS 132.675	KANSAS CITY CENTER 128.6 282.325	CTAF 122.825 0
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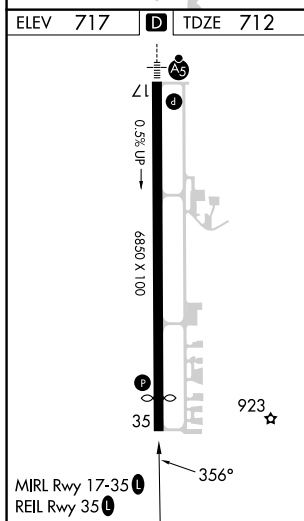
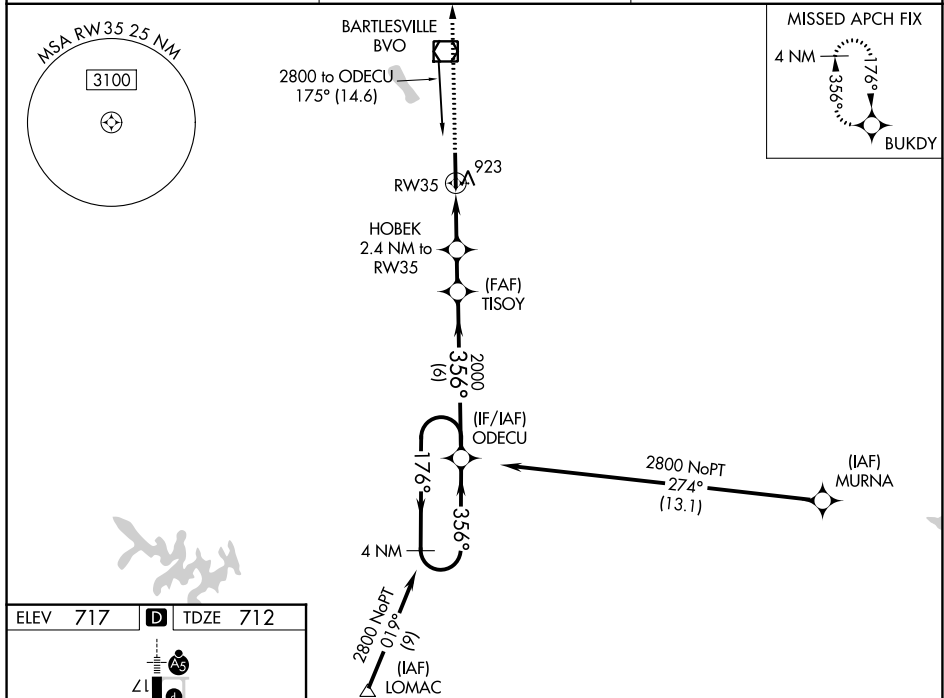


Figure 1: Example of a 4 NM Holding Pattern. The diagram illustrates a holding pattern for RW35. The pattern is defined by a series of turns around a fix (marked with an 'X'). The distance from the fix to the start of the pattern is 1.3 NM. The distance from the start of the pattern to the fix is 1.1 NM. The distance from the fix to the end of the pattern is 1.5 NM. The distance from the end of the pattern to the next fix (TISOY) is 6 NM. The holding pattern is a series of turns: 176° to the right, 356° to the left, 176° to the right, and 356° to the left. The pattern is labeled '4 NM Holding Pattern'. The diagram also shows the distance from the start of the pattern to the next fix (TISOY) as 1520* and 2000. The diagram includes a compass rose showing the heading 3100 and the heading 000 (labeled 'BUKDY'). The diagram also shows the distance from the start of the pattern to the next fix (TISOY) as 1520* and 2000. The diagram includes a compass rose showing the heading 3100 and the heading 000 (labeled 'BUKDY').