

WAAS
CH **69242**
W36A

APP CRS
356°

Rwy Idg
TDZE
Apt Elev

5150
704
720

RNAV (GPS) RWY 36

OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)

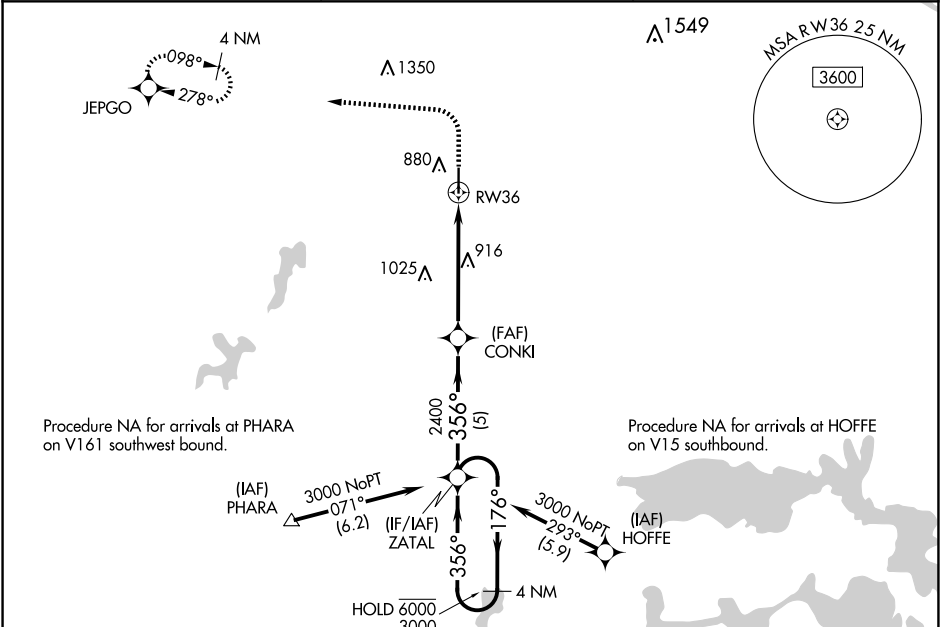
RNP APCH-GPS.

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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
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ELEV 720		TDZE 704	
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
4 NM Holding Pattern ZATAL		1200	3000
6000 ← 176°		JEPGO	
3000 → 356°		* LNAV only.	
GP 3.00° TCH 50		CONKI 2400	
5 NM		* 1.4 NM to RW36	
3.8 NM		RW36	
1.4 NM		MIRL Rwy 18-36	
CATEGORY	A	B	C
LPV DA	904-¾ 200 (200-¾)		
LNAV/VNAV DA	991-⅞ 287 (300-⅞)		
LNAV MDA	1180-1 476 (500-1)		1180-1¾ 476 (500-1¾)
CIRCLING	1240-1 520 (600-1)	1340-1 620 (700-1)	1340-1¾ 620 (700-1¾) 1640-3 920 (1000-3)

The diagram illustrates the approach procedure for MRL Rwy 18-36. It shows a 4 NM holding pattern at ZATAL with a 176° heading. The glidepath is 356° with a 3.00° angle and 50 feet TCH. The RNAV glidepath is 356° with a 3.00° angle and 50 feet TCH. The diagram also shows the 1200 and 3000 foot altitudes, the JEPGO (Jeppesen) symbol, and the 1.4 NM distance to RW36. The runway layout is shown with a 5150 x 101 foot runway and a 759 foot taxiway. The diagram is labeled with 81, 45, 36, and 0.7% UP.