

WAAS CH 78310 W35A	APP CRS 343°	Rwy Idg 5000 TDZE 35 Apt Elev 37
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RNAV (GPS) RWY 35

WASHINGTON-WARREN(OCW)

RNP APCH-GPS.

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Baro-VNAV and VDP NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 401 feet, and LNAV/VNAV DA to 535 feet; increase all MDAs 60 feet and visibility LNAV Cat C/D ½ SM. Straight-in Minimums NA at night. Circling Rwy 17 NA at night.

MISSED APPROACH:
Climb to 2600 direct ZIPDA and via 070° track to HALAX and hold.

AWOS-3 120.175	CHERRY POINT APP CON 119.35 377.175	UNICOM 122.7 (CTAF) 0
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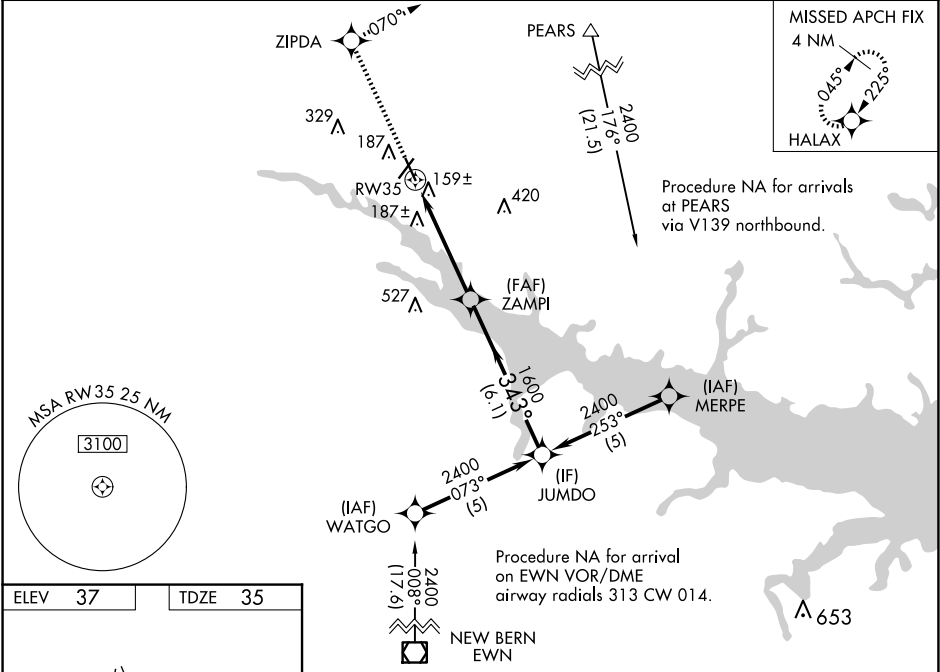


Diagram illustrating the runway intersection and approach path. The intersection is marked with a star and the number 35. The approach path is shown with a 343° track to RWY 35. The diagram also shows the 5000 X 100 and 5000 X 75 dimensions of the runway segments.

REIL Rwy 5 and 23
MIRL Rwy 5-23

2600 ↑	ZIPDA ✧	070° tr ✧	HALAX ✧	JUMDO 2400	Procedure Turn NA GP 3.00° TCH 40
1.3 NM to RW35 1.3					
1600 1600	ZAMPI 1600	343°	2400	343°	1600
1.3					
3.4 NM	A	B	C	D	
6.1 NM					
CATEGORY	A	B	C	D	
LPV DA		359-1 324 (400-1)			
LNAV/VNAV DA	493-1¾ 458 (500-1¾)	500-1 465 (500-1)	500-1¾ 465 (500-1¾)		
LNAV MDA					
CIRCLING	540-1 503 (600-1)	640-1¾ 603 (700-1¾)	780-2½ 743 (800-2½)		