

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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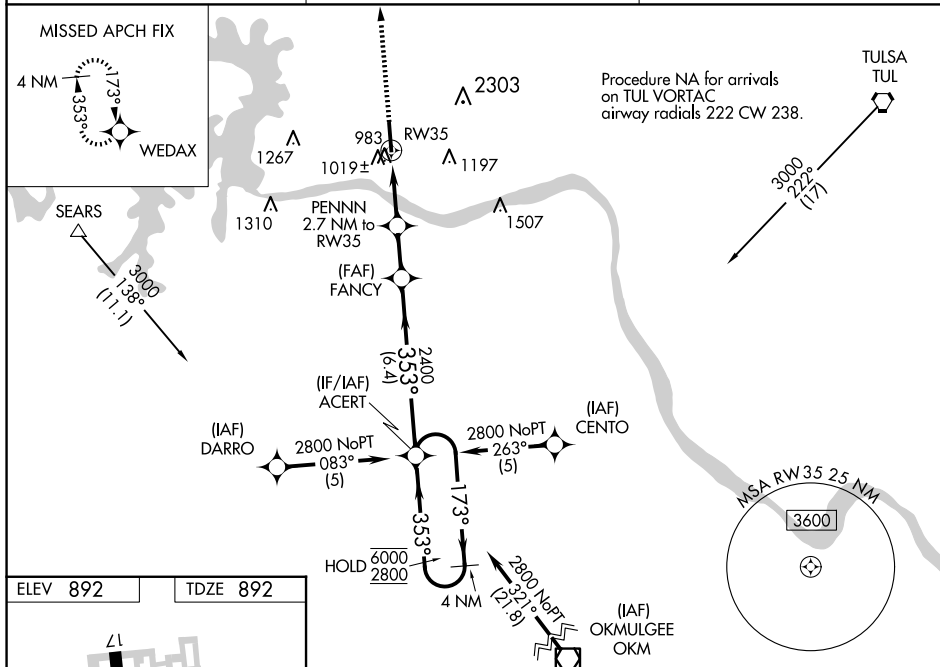


Diagram illustrating the MIRL Rwy 17-35 holding pattern. The diagram shows a vertical runway with a 579 x 100 ft area. A holding pattern is depicted with a 353° heading. Key distances and altitudes are marked: 1.1 NM to RW35, 1.6 NM to RW35, 1.9 NM to RW35, and 6.4 NM to RW35. The holding pattern is a 4 NM Holding Pattern with a 353° heading. The diagram also shows a 353° heading and a 173° heading. The diagram is labeled with 'MIRL Rwy 17-35' and '353°'.

CATEGORY	A	B	C	D
LPV DA	1142- ³ / ₄	250 (300- ³ / ₄)		NA
LNAV/VNAV DA	1177- ³ / ₄	285 (300- ³ / ₄)		NA
LNAV MDA	1280- ³ / ₄	388 (400- ³ / ₄)	1280-1 388 (400-1)	NA
CIRCLING	1380-1	488 (500-1)	1400-1 ¹ / ₂ 508 (600-1 ¹ / ₂)	NA