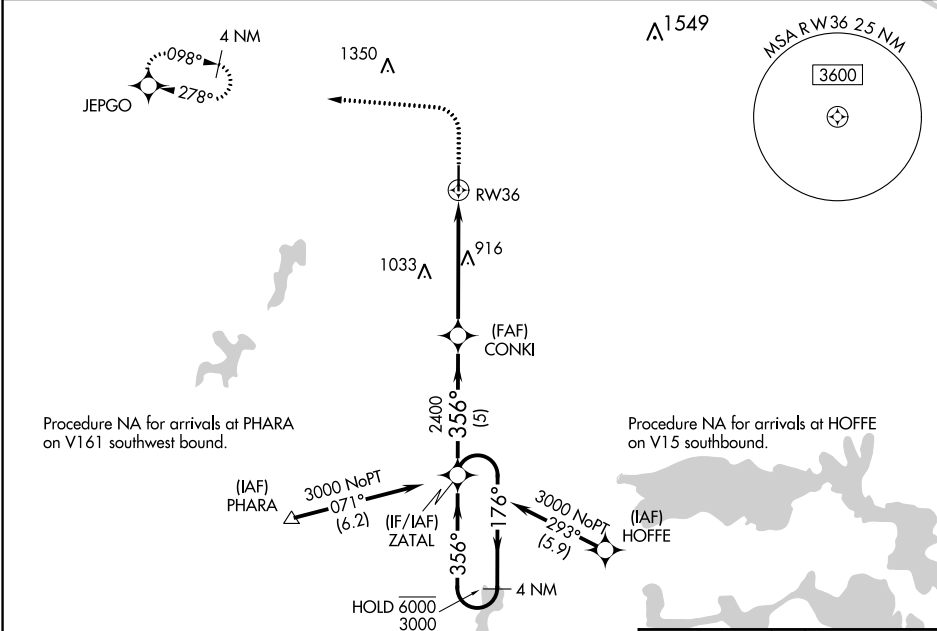


WAAS CH 69242 W36A	APP CRS 356°	Rwy Idg TDZE 704 Apt Elev 720	5150
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RNAV (GPS) RWY 36
OKMULGEE RGNL (OKM)

RNP APCH. ▼ ▲ 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.
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AWOS-3 118.225	TULSA APP CON 119.85 338.3	UNICOM 123.0 (CTAF) 0
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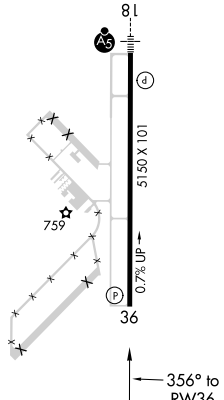


ELEV 720		TDZE 704	
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
4 NM Holding Pattern		1200	3000
ZATAL		JEPGO	
6000 ← 176°		* LNAV only.	
3000 → 356°			
GP 3.00° TCH 50			
ZATAL			
CONKI			
2400			
356°			
2400			
5 NM			
3.8 NM			
1.4 NM			
RW36			
* 1.4 NM to RW36			
CATEGORY			
A			
B			
C			
D			
LPV DA		904-¾ 200 (200-¾)	
LNAV/VNAV DA		954-¾ 250 (300-¾)	
LNAV MDA		1180-1 476 (500-1)	
1180-1 460 (500-1)		1180-1¾ 476 (500-1¾)	
1340-1 620 (700-1)		1340-1¾ 620 (700-1¾)	
1640-3 920 (1000-3)			
CIRCLING			
MIRL Rwy 18-36			

Diagram illustrating the runway layout and associated data:

- Runway: 18-36
- Width: 5150 X 101
- Slope: 0.7% UP
- Obstacle: 759
- Heading: 356° to RW36

OKMULGEE RGNL (OKM)
RNAV (GPS) RWY 36



SC-1, 31 DEC 2020 to 28 JAN 2021

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