

DURANT, OKLAHOMA

AL-6172 (FAA)

20366

WAAS CH <b>48918</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg <b>6800</b> TDZE <b>694</b> Apt Elev <b>699</b>
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# RNAV (GPS) RWY 35

## DURANT RGNL - EAKER FIELD (DUA)

RNP APCH.



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 2500 direct JETBI and hold.

AWOS-3 <b>124.175</b>	FORT WORTH CENTER <b>124.75 323.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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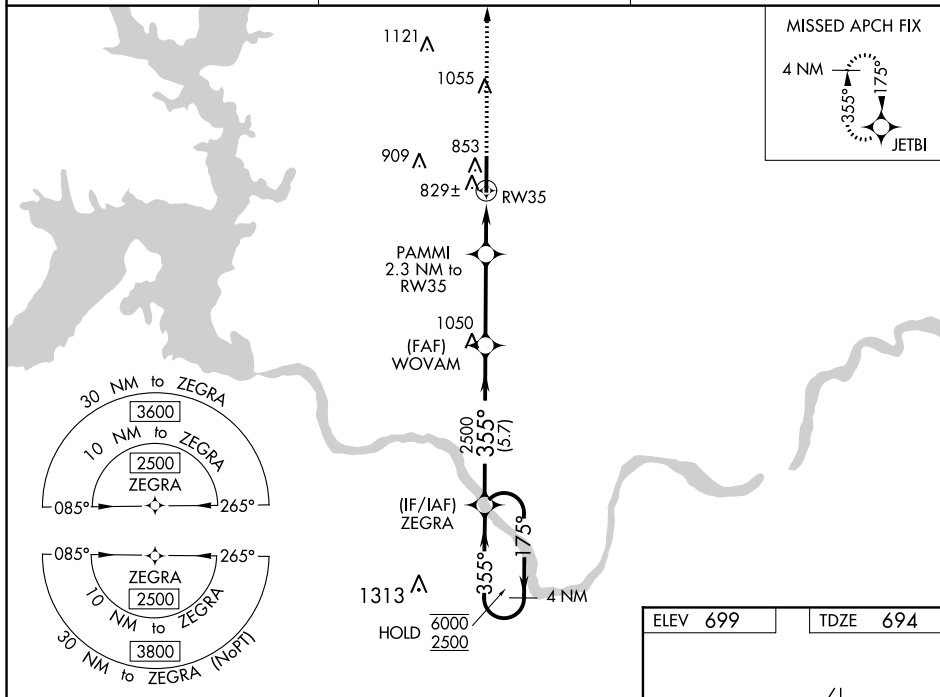


Diagram illustrating the VGSI and RNAV glidepath for JetBI. The diagram shows a 4 NM Holding Pattern at 6000 and 2500 feet. The glidepath starts at ZEGRA, passes WOVAM (2500 feet), and ends at PAMMI (2.3 NM to RW35). The glidepath angle is 3.00° (VGSI) and 3.42° (RNAV). The distance from WOVAM to PAMMI is 1.1 NM. The distance from PAMMI to RW35 is 1.1 NM. The distance from ZEGRA to WOVAM is 5.7 NM. The distance from WOVAM to PAMMI is 3.3 NM. The distance from PAMMI to RW35 is 1.2 NM. The distance from RW35 to the runway is 1.1 NM. The diagram also shows the 175° and 355° headings from the holding pattern to the glidepath. The diagram is labeled "VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42)" and "JETBI".

CATEGORY	A	B	C	D
LPV DA	894- $\frac{3}{4}$	200 (200- $\frac{3}{4}$ )		NA
RNAV/ VNAV DA	1086-1 $\frac{1}{8}$	392 (400-1 $\frac{1}{8}$ )		NA
RNAV MDA	1080-1 386 (400-1)		1080-1 $\frac{1}{8}$ 386 (400-1 $\frac{1}{8}$ )	NA

