

PRYOR, OKLAHOMA

AL-5550 (FAA)

22195

WAAS CH <b>93938</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy Idg TDZE <b>622</b> Apt Elev <b>622</b>
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# RNAV (GPS) RWY 18

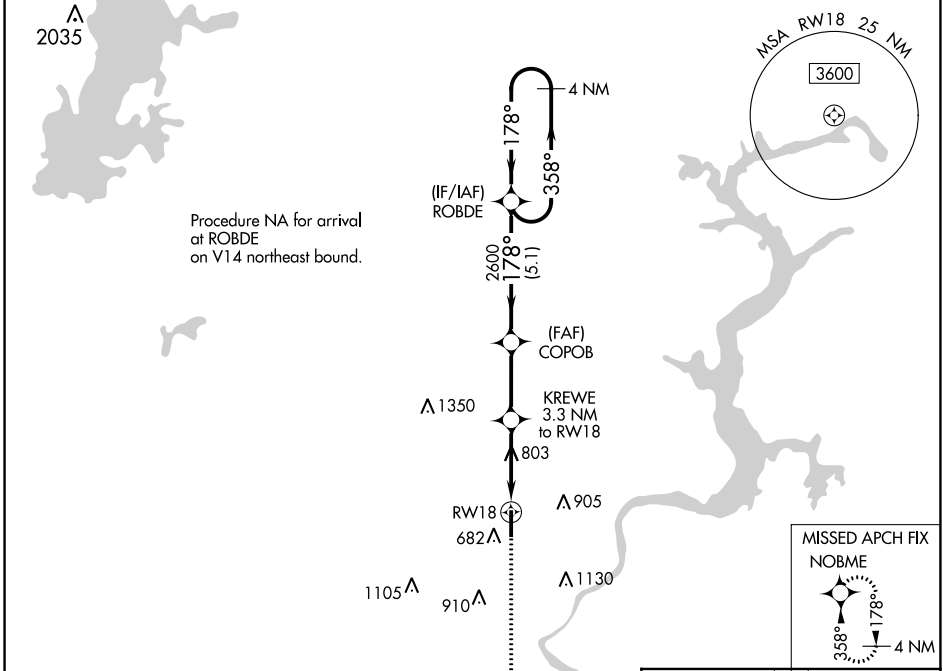
MID-AMERICA INDUSTRIAL (H71)

RNP APCH - GPS.

**NA** Circling Rwy 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct NOBME and hold.

AWOS 3-PT <b>120.1</b>	TUL ASOS <b>124.9 377.2</b>	TULSA APP CON <b>119.1 360.825</b>	UNICOM <b>122.8 (CTAF)</b>
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SC-1, 22 FEB 2024 to 21 MAR 2024

SC-1, 22 FEB 2024 to 21 MAR 2024

ELEV 622		TDZE 622	
GP 3.00° TCH 40		*LNAV only.	
CATEGORY	A	B	D
LPV DA	943-1 3/8 321 (400-1 3/8)		NA
LNAV/VNAV DA	1108-1 5/8 486 (500-1 5/8)		NA
LNAV MDA	1140-1 518 (600-1)		NA
<b>C</b> CIRCLING	1200-1 578 (600-1)		NA
<p>MIRL Rwy 18-36 <b>0</b> REIL Rwy 18 and 36 <b>0</b></p>			

PRYOR, OKLAHOMA  
Orig-A 14JUL22

36°14'N-95°20'W

# RNAV (GPS) RWY 18

MID-AMERICA INDUSTRIAL (H71)

WAAS CH <b>70340</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>617</b> <b>622</b>
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# RNAV (GPS) RWY 36

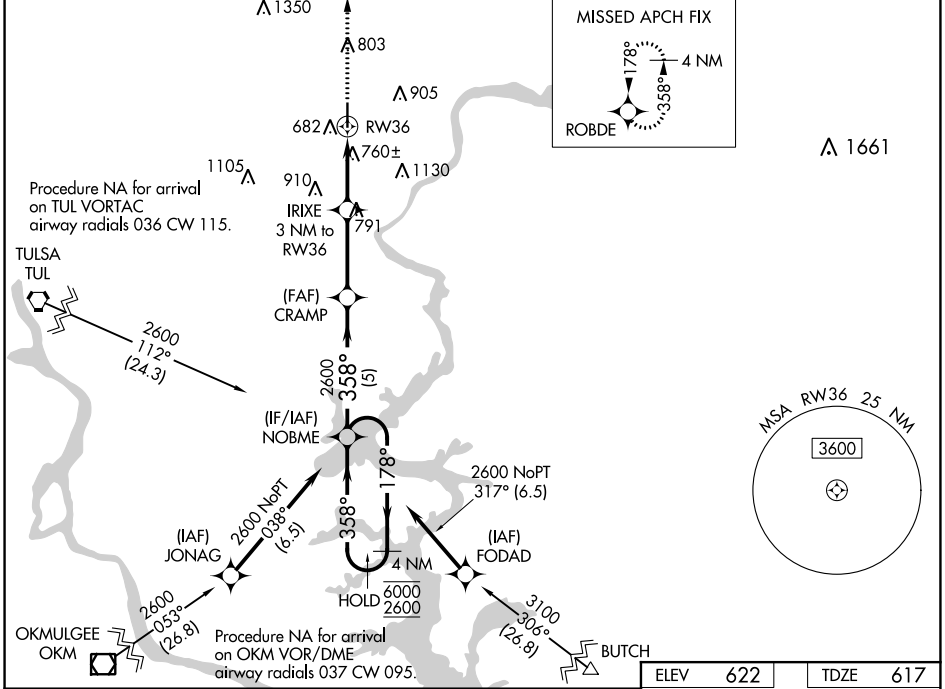
MID-AMERICA INDUSTRIAL (H71)

RNP APCH - GPS.

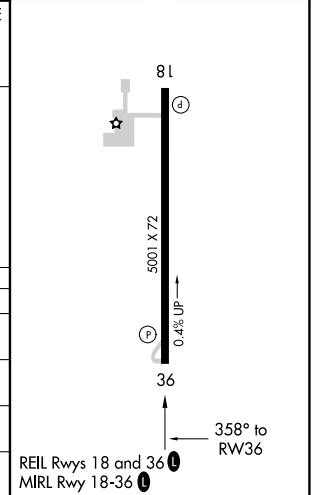
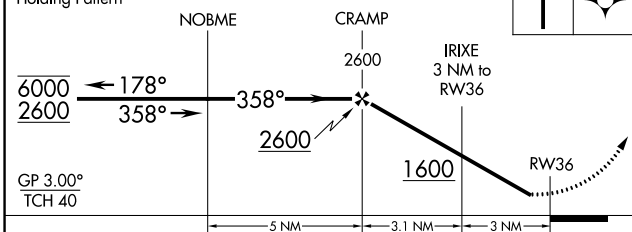
**▼** Rwy 36 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Procedure NA at night.

**MISSED APPROACH:** Climb to 3800 direct ROBDE and hold, continue climb-in-hold to 3800.

AWOS 3-PT <b>120.1</b>	TUL ASOS <b>124.9 377.2</b>	TULSA APP CON <b>119.1 360.825</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV	622	TDZE	617
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CATEGORY	A	B	C	D
LPV DA	938-1 $\frac{1}{8}$ 321 (400-1 $\frac{1}{8}$ )			
LNAV/VNAV DA	1131-1 $\frac{7}{8}$		514 (600-1 $\frac{7}{8}$ )	
LNAV MDA	1100-1	483 (500-1)	1100-1 $\frac{3}{8}$	483 (500-1 $\frac{3}{8}$ )
<b>C</b> CIRCLING	1200-1	578 (600-1)	1560-2 $\frac{3}{4}$ 938 (1000-2 $\frac{3}{4}$ )	1560-3 938 (1000-3)

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