

WAAS CH 86718 W17A	APP CRS 174°	Rwy Idg 5001 TDZE 971 Apt Elev 971
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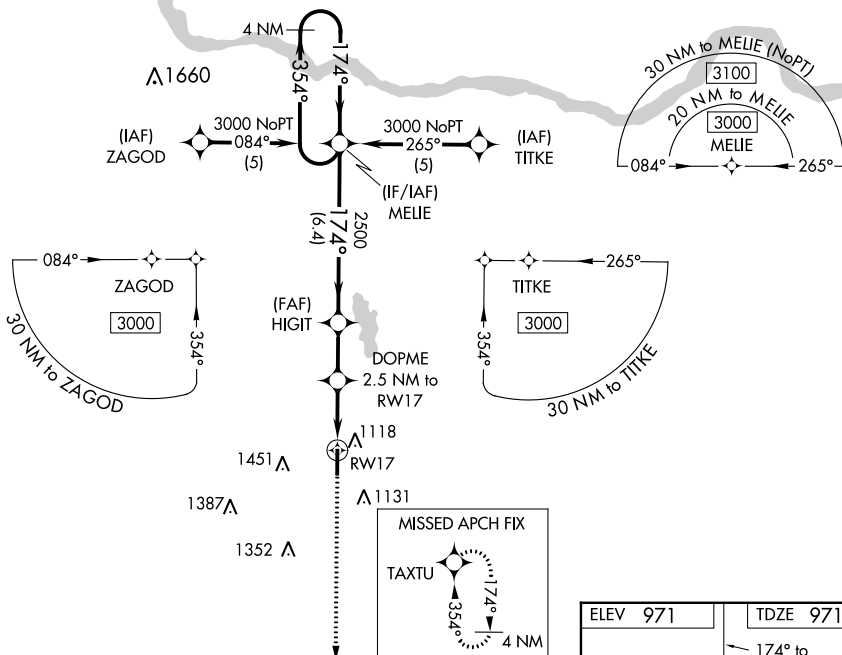
RNAV (GPS) RWY 17
PAULS VALLEY MUNI (PVJ)

RNP APCH.

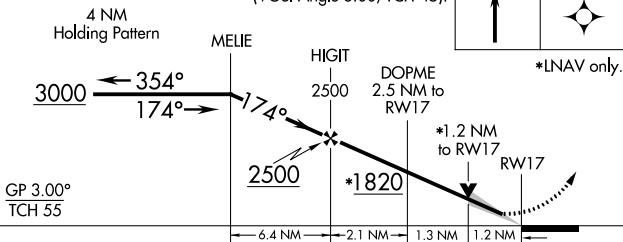
A When local altimeter setting not received, use Ardmore Downtown Exec altimeter setting and increase all DA 97 feet and all MDA 100 feet and LNAV/VNAV visibility $\frac{1}{4}$ SM all Cats, LNAV Cat C, D visibility $\frac{1}{4}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM, and Cat D visibility $\frac{1}{2}$ SM. Baro-VNAV and VDP N/A when using Ardmore Downtown Exec altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV N/A below -16°C or above 46°C .

MISSED APPROACH:
Climb to 3000 direct
TAXTU and hold.

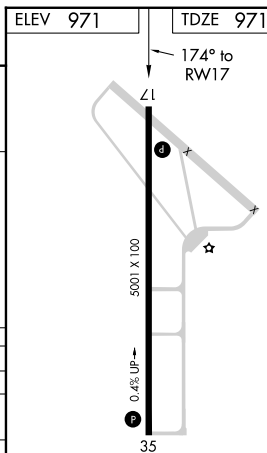
AWOS-3 118.675	FORT WORTH CENTER 124.75 323.0	UNICOM 122.8 (CTAF) 0
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VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 45).



CATEGORY	A	B	C	D
LPV DA	1171-1 200 (200-1)			
LNAV/ VNAV DA	1413-1½ 442 (500-1½)			
LNAV MDA	1420-1 449 (500-1)		1420-1¼ 449 (500-1¼)	1420-1¾ 449 (500-1¾)
CIRCLING	1440-1 469 (500-1)		1540-1½ 569 (600-1½)	1760-2 789 (800-2)



REIL Rwy 17 and 35 **L**
MIRL Rwy 17-35 **L**

RNAV (GPS) RWY 17

WAAS CH 45716 W35A	APP CRS 354°	Rwy Idg 5001 TDZE 956 Apt Elev 971
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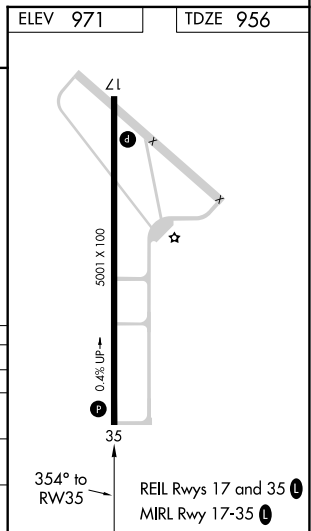
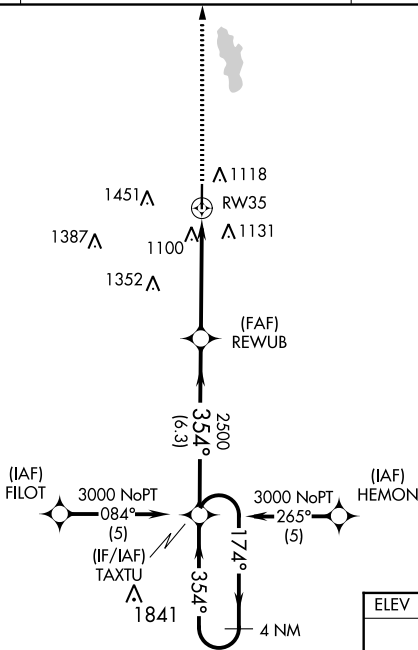
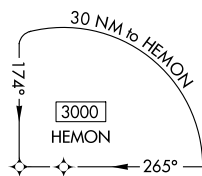
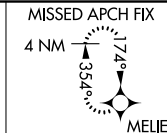
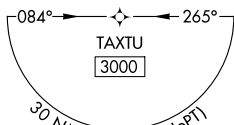
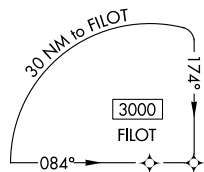
RNAV (GPS) RWY 35
PAULS VALLEY MUNI (PVJ)

RNP APCH.

A increase all DA 97 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats visibility and LNAV Cats C/D and Circling Cat C visibility $\frac{1}{2}$ SM and Circling Cat D visibility $\frac{1}{2}$ SM. Baro-VNAV and VDP NA when using Ardmore Downtown Exec altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C .

MISSED APPROACH:
Climb to 3000 direct
MELIE and hold.

AWOS-3 118.675	FORT WORTH CENTER 124.75 323.0	UNICOM 122.8 (CTAF) 0
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SC-1, 22 FEB 2024 to 21 MAR 2024

SC-1, 22 FEB 2024 to 21 MAR 2024

Diagram illustrating the VGSI and RNAV glidepath for RW35. The diagram shows a 3.00° glide path (GP 3.00° TCH 42) starting from a 1.2 NM distance from the runway (RW35) and continuing to a 4 NM holding pattern at TAXTU. The glide path is divided into three segments: 1.2 NM, 3.5 NM, and 6.3 NM. The angle of the glide path is 354°. The diagram also shows the MELBE VORTAC and the VGSI Angle 3.00/TCH 45. The diagram is labeled "VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45)".

PAULS VALLEY, OKLAHOMA
Amdt 1A 05DEC19

34°43'N-97°13'W

PAULS VALLEY MUNI (PVJ)
RNAV (GPS) RWY 35