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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ¼ mile. Inop table does not apply to LPV all Cats. For inop MALSR, increase LNAV Cat A/B visibility to 1 mile. For inop MALSR when use Tulsa Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 2½ mile, and LNAV Cat A/B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV and VDP NA when using Tulsa Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MALSR

AS

MISSED APPROACH:

Climb to 2800 direct ODCU and hold.

ASOS 132.675	KANSAS CITY CENTER 128.8 354.1	CTAF 122.825 0
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4 NM Holding Pattern				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).				
3100 ← 356° → 176° → 2400				
GP 3.30° TCH 55				
6.4 NM 2.3 NM 0.6 1.8				
CATEGORY	A	B	C	D
LPV DA	906-¾ 212 (200-¾)		944-¾ 250 (300-¾)	NA
LNAV/VNAV DA	1317-1½ 623 (700-1½)			NA
LNAV MDA	1240-¾ 546 (600-¾)		1240-1⅛ 546 (600-1⅛)	NA
CIRCLING	1380-1 663 (700-1)		1400-2 683 (700-2)	NA

ELEV 717	D	TDZE 694
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BARTLESVILLE, OKLAHOMA

Amtd 1 04FEB16

BARTLESVILLE MUNI (BVO)

RNAV (GPS) RWY 17