

WAAS CH 97534 W35A	APP CRS 354°	Rwy Idg 5100 TDZE 1605 Apt Elev 1605
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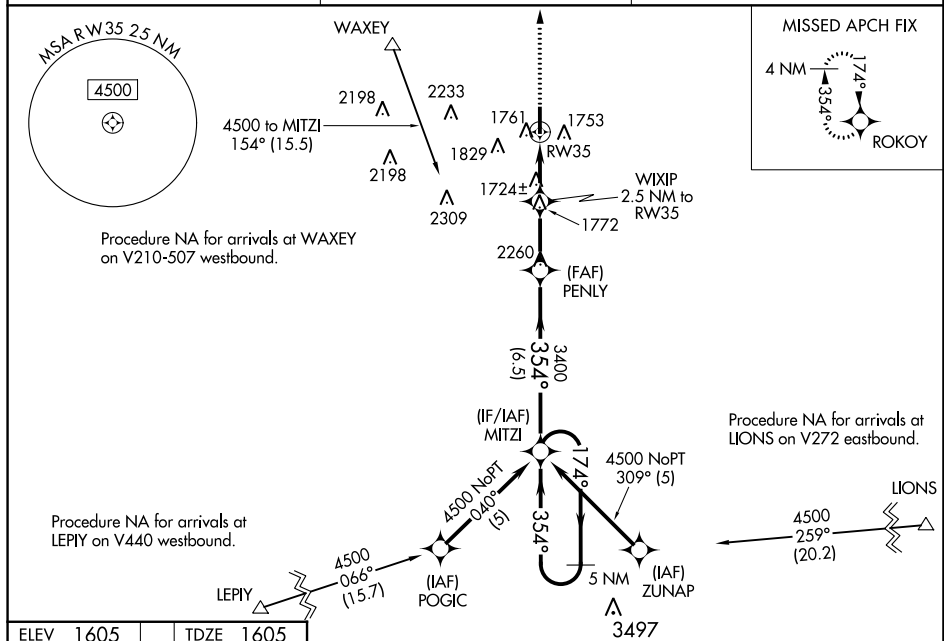
RNAV (GPS) RWY 35
WEATHERFORD STAFFORD (OJA)

RNP APCH.

T Straight-in Rwy 35 at night, Circling Rwy 17 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 17 helicopter visibility below 1 SM NA. **A** When local altimeter setting not received, use Clinton Rgnl altimeter setting: increase all MDA 40 feet and visibility Cat C ¼ mile.

MISSED APPROACH:
Climb to 4000 direct
ROKOY and hold.

AWOS-3PT 118.575	FORT WORTH CENTER 128.4 269.37	UNICOM 122.8 (CTAF) 0
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The diagram illustrates the RW35 approach. It shows a vertical runway (RW35) with a 5100 x 75 ft surface. A 35° descent angle is indicated. Key points and distances include:

- 4000**: Altitude at the start of the approach.
- ROKYO**: A navigational point.
- VGSI and descent angles not coincident (VGSI Angle 2.92/TCH 41)**: A note about the vertical guidance system.
- MITZI**: A navigational point.
- 5 NM Holding Pattern**: A holding pattern at 5 NM from MITZI.
- PENLY**: A navigational point.
- WIXIP**: A navigational point, 2.5 NM to RW35.
- 3400**: Altitude at WIXIP.
- 354°**: Descent angle from WIXIP to RW35.
- 174°**: Descent angle from MITZI to WIXIP.
- 354°**: Descent angle from MITZI to WIXIP.
- 2.5 NM**: Distance from WIXIP to RW35.
- 2.5 NM**: Distance from PENLY to WIXIP.
- 6.5 NM**: Distance from MITZI to PENLY.
- 4500**: Altitude at MITZI.

CATEGORY	A	B	C	D
LP MDA	1980-1	375 (400-1)		NA
LNAV MDA	2020-1	415 (500-1)	2020-1 $\frac{1}{8}$ 415 (500-1 $\frac{1}{8}$)	NA
C CIRCLING	2080-1 475 (500-1)	2140-1 535 (600-1)	2380-2 $\frac{1}{4}$ 775 (800-2 $\frac{1}{4}$)	NA