

WAAS CH <b>97417</b> <b>W07A</b>	APP CRS <b>065°</b>	Rwy Idg <b>11800</b> TDZE <b>633</b> Apt Elev <b>633</b>
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RNAV (GPS) RWY 7

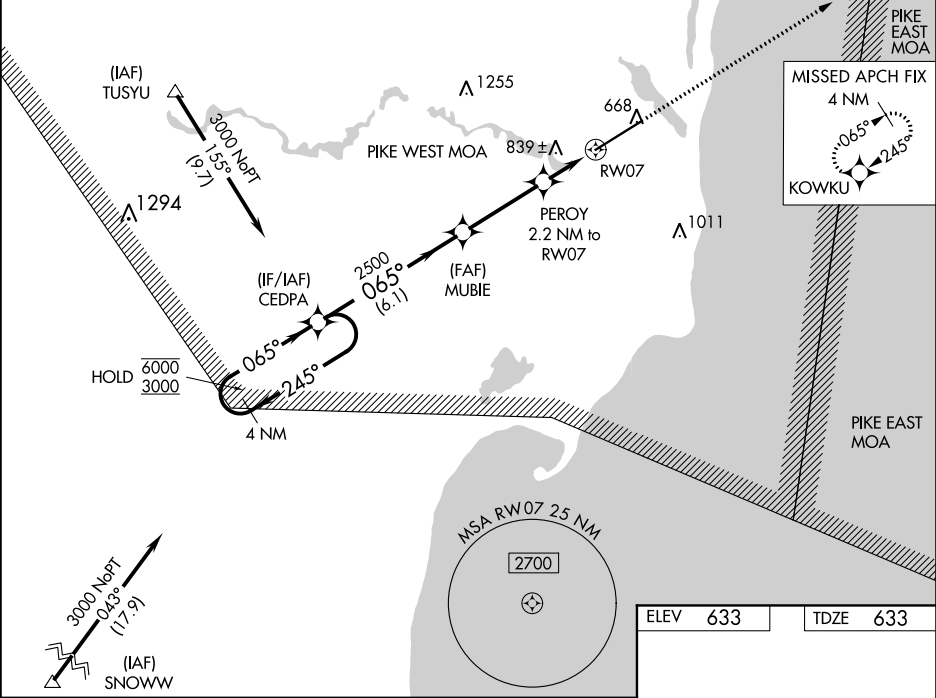
OSCODA-WURTSMITH (OSC)

RNP APCH:

⚠ Circling NA southeast of Rwy 7-25. Baro-VNAV and VDP NA when using Alpena altimeter setting. Rwy 7 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received use Alpena altimeter setting and increase all DA 96 feet and all MDA 100 feet. Increase LPV all Cats and LNAV Cat C and D visibility  $\frac{1}{4}$  SM, and Circling Cat C visibility  $\frac{1}{4}$  SM and Cat D visibility  $\frac{1}{2}$  SM.

MISSED APPROACH:  
Climb to 2500 direct KOWKU and hold.

AWOS-3 <b>118.7</b>	MINNEAPOLIS CENTER <b>125.475 269.45</b>	UNICOM <b>123.0 (CTAF)</b>
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

GP 3.00 TCH 55

6000 ← 245°  
3000 → 065°

CEDPA

MUBIE

PEROY 2.2 NM to RW07

\*1380

\*1.2 NM to RW07

\*LNAV only.

2500

6.1 NM

3.4 NM

1 NM

1.2

CATEGORY	A	B	C	D
LPV DA	892- $\frac{3}{4}$ 259 (300- $\frac{3}{4}$ )			
LNAV/VNAV DA	1148-1 $\frac{3}{4}$ 515 (600-1 $\frac{3}{4}$ )			
LNAV MDA	1080-1	447 (500-1)	1080-1 $\frac{3}{8}$ 447 (500-1 $\frac{3}{8}$ )	1080-1 $\frac{1}{2}$ 447 (500-1 $\frac{1}{2}$ )
CIRCLING	1140-1	507 (600-1)	1160-1 $\frac{1}{2}$ 527 (600-1 $\frac{1}{2}$ )	1300-2 667 (700-2)

ELEV 633 TDZE 633

065° to RW07

HIRL Rwy 7-25