


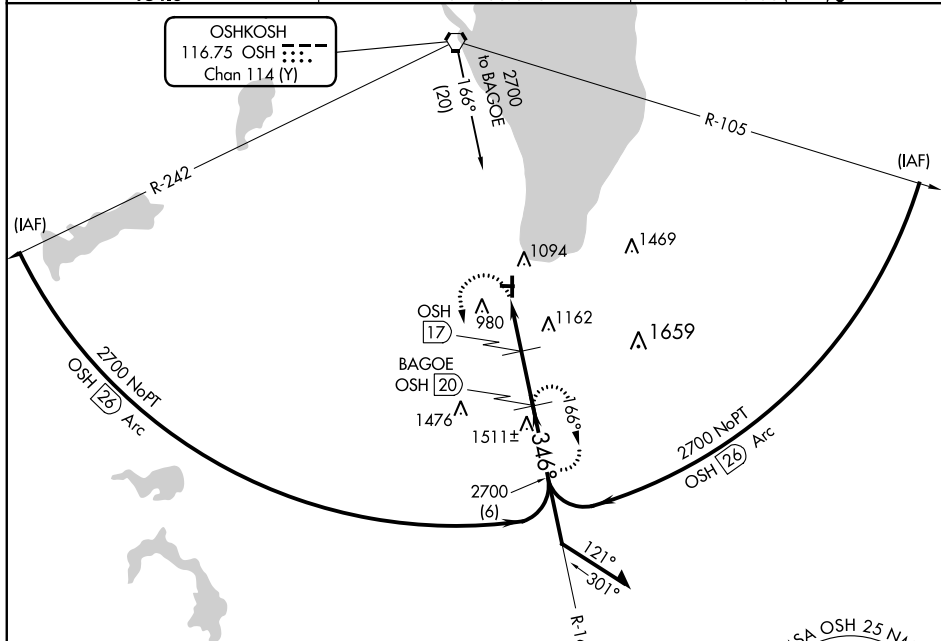
VORTAC OSH 116.75 Chgn 114 (Y)	APP CRS 346°	Rwy Idg 5941 TDZE 795 Apt Elev 808
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VOR/DME RWY 36
FOND DU LAC COUNTY (FLD)

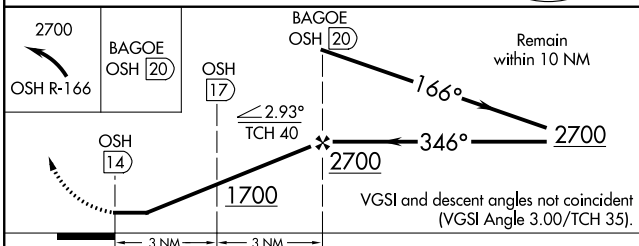
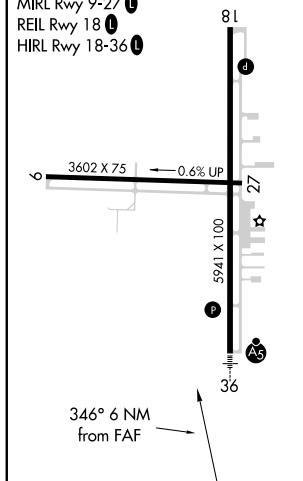
T Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling Rwy 9, 27 NA at night. For inop ALS when using Oshkosh altimeter setting, increase S-36 Cat A/B visibility to 1 SM, **A** and Cat C/D to $\frac{1}{2}$ SM. For inop ALS, increase S-36 Cat A/B visibility to 1 SM, Cat C/D to $\frac{1}{4}$ SM. When local altimeter setting not received, use Oshkosh altimeter setting and increase all MDAs 40 feet and visibility S-36 Cat C $\frac{1}{2}$ SM and Circling Cat C/D $\frac{1}{4}$ SM.


MALSR 	MISSED APPROACH: Climbing left turn to 2700 on OSH R-166 to BAGOE/ 20 DME and hold.
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ASOS	MILWAUKEE APP CON	UNICOM
134.0	127.0 263.075	123.05 (CTAF) L



ELEV 808	TDZE 795
MIRL Rwy 9-27 L	81
REIL Rwy 18 L	
HIRL Rwy 18-36 L	



CATEGORY	A	B	C	D
S-36	1420- $\frac{3}{4}$ 625 (700- $\frac{3}{4}$)		1420- $1\frac{3}{8}$ 625 (700- $1\frac{3}{8}$)	1420- $1\frac{1}{2}$ 625 (700- $1\frac{1}{2}$)
 CIRCLING	1420-1 612 (700-1)		1520-2 712 (800-2)	1520- $2\frac{1}{4}$ 712 (800- $2\frac{1}{4}$)