

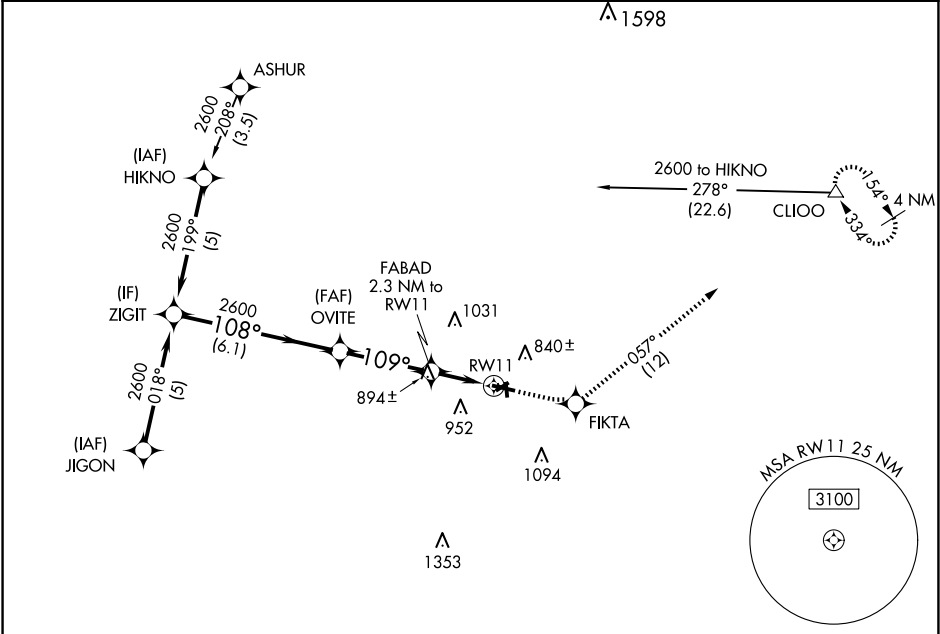
WAAS CH 50209 W11A	APP CRS 109°	Rwy Ldg TDZE Apt Elev	4300 736 737
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RNAV (GPS) RWY 11

OWOSSO COMMUNITY (RNP)

RNP APCH.	<div><div>▼</div><div>Circling NA to Rwy 6, 18, 24, and 36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 11 helicopter visibility reduction below ¾ SM NA.</div></div>	MISSED APPROACH: Climb to 3000 direct FIKTA and on track 057° to CLIOO and hold.
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AWOS-3 118.025	GREAT LAKES APP CON * 128.55 257.9	UNICOM 123.0 (CTAF) 0
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ELEV 737					TDZE 736				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 25).									
ZIGIT		OVITE		3000		FIKTA		CLIOO	
		2600		↑		✧		tr 057°	
2600		2600		FABAD 2.3 NM to RW11		* LNAV only		△	
GP 3.00°									
TCH 40									
6.1 NM		3.4 NM		2.3 NM					
CATEGORY					D				
LPV DA					NA				
LNAV/VNAV DA					NA				
LNAV MDA					NA				
CIRCLING					NA				

The diagram illustrates the approach procedure for Runway 11. It shows the glidepath starting from the ZIGIT and OVITE VORTAC stations. The glidepath is defined by a 3.00° angle with a 40-foot threshold crossing height (TCH). The missed approach is a 1500-foot climb to 2600 feet, followed by a 109° turn. The diagram also shows the RNAV glidepath, which is not coincident with the VGSI glidepath. The RNAV glidepath is defined by a 3.50° angle. The diagram includes various navigation aids, including the ZIGIT and OVITE VORTAC stations, the FABAD VORTAC station, and the RW11 runway. The diagram also shows the missed approach procedure, which is a 1500-foot climb to 2600 feet, followed by a 109° turn. The diagram includes various navigation aids, including the ZIGIT and OVITE VORTAC stations, the FABAD VORTAC station, and the RW11 runway. The diagram also shows the missed approach procedure, which is a 1500-foot climb to 2600 feet, followed by a 109° turn.

REIL Rwy 11 and 29

MIRL Rwy 11-29