

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

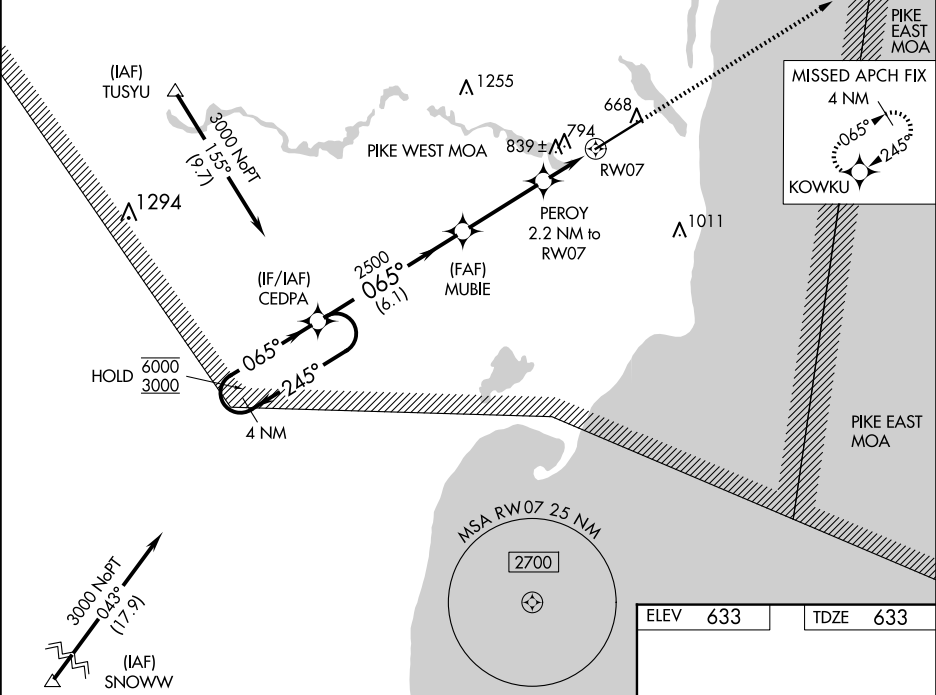
OSCODA/WURTSMITH (OSC)

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-3 118.7	MINNEAPOLIS CENTER 125.475 269.45	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern		VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 75).		2500	KOWKU
CEDPA		MUBIE	PEROY	*LNAV only.	
6000 ← 245°		2500	2.2 NM to RW07	*1.2 NM to RW07	
3000 → 065°		2500	1.2 NM to RW07	RW07	
GP 3.00		6.1 NM	3.4 NM	1 NM	1.2
TCH 55					
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

The diagram shows the missed approach procedure from KOWKU. It starts with a climb to 2500 feet, then a turn to 065° to RW07. The chart includes a '11800 X 200' and a '065° to RW07' heading. It also shows the 'REIL Rwy 7' and 'HIRL Rwy 7-25'.