

|                                               |                        |                                                               |
|-----------------------------------------------|------------------------|---------------------------------------------------------------|
| VORTAC FNT<br><b>116.9</b><br>Chan <b>116</b> | APP CRS<br><b>281°</b> | Rwy Ldg <b>4300</b><br>TDZE <b>736</b><br>Apt Elev <b>736</b> |
|-----------------------------------------------|------------------------|---------------------------------------------------------------|

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Ldg  | <b>4300</b> |
| <b>281°</b> | TDZE     | <b>736</b>  |
|             | Apt Elev | <b>736</b>  |

|          |             |
|----------|-------------|
| Rwy Ldg  | <b>4300</b> |
| TDZE     | <b>736</b>  |
| Apt Elev | <b>736</b>  |

VOR/DME RWY 29  
OWOSSO COMMUNITY (RNP)

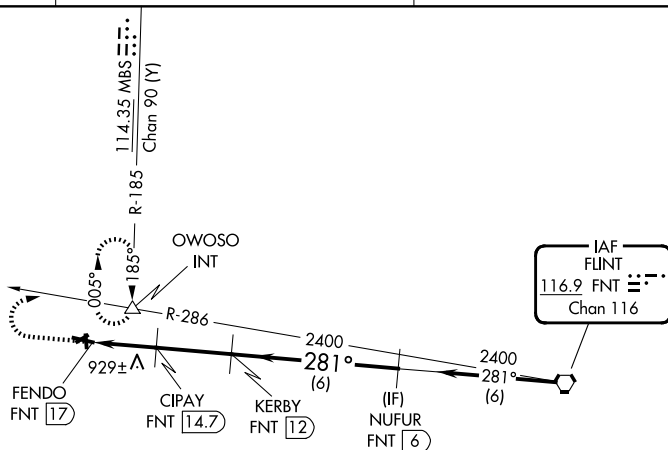
OWOSSO COMMUNITY (RNP)

**A** Circling NA to Rwy 6, 18, 24 and 36. Rwy 29 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Flint altimeter setting and increase all MDA 60 feet and S-29 Cat C visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 1900 then climbing right turn to 2700 via FNT VORTAC R-286 to OWOSO INT and hold.

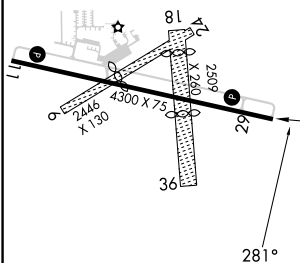
AWOS-3  
118.025

GREAT LAKES APP CON ★  
128.55 257.9

UNICOM  
123.0 (CTAF) **L**

|      |     |  |      |     |
|------|-----|--|------|-----|
| ELEV | 736 |  | TDZE | 736 |
|------|-----|--|------|-----|

|      |     |
|------|-----|
| TDZE | 736 |
|------|-----|



|           |                       |                       |                                                                     |    |                 |                |
|-----------|-----------------------|-----------------------|---------------------------------------------------------------------|----|-----------------|----------------|
| 1900<br>↑ | 2700<br>FNT<br>R-286  | OWOSO<br>△            | VGSJ and descent angles not coincident<br>(VGSJ Angle 3.00/TCH 40). |    | KERBY<br>FNT 12 | NUFUR<br>FNT 6 |
|           |                       |                       |                                                                     |    |                 |                |
| CATEGORY  | A                     | B                     | C                                                                   | D  |                 |                |
| S-29      | 1180-1                | 444 (500-1)           | 1180-1¼<br>444 (500-1¼)                                             | NA |                 |                |
| CIRCLING  | 1220-1<br>483 (500-1) | 1260-1<br>523 (600-1) | 1400-1¾<br>663 (700-1¾)                                             | NA |                 |                |

REIL Rwy 11 and 29 **L**  
MIRL Rwy 11-29 **L**