

WAAS CH 63037 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	3501 2707 2707
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RNAV (GPS) RWY 17
OBERLIN MUNI (OIN)

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ANA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use McCook altimeter setting; when not received, use Hill City altimeter setting and increase all DA 94 feet and all MDA 100 feet, and increase LPV and LNAV/VNAV visibilities all Cats $\frac{3}{8}$ mile, LNAV visibility Cat C $\frac{3}{8}$ mile, and Circling Cat C visibility $\frac{1}{4}$ mile. Procedure NA at night. Baro-VNAV NA.

MISSED APPROACH: Climb to 6500 direct IBEDE and hold, continue climb-in-hold to 6500.

MCK ASOS 119.025	AWOS-3 119.225	DENVER CENTER 132.7 226.675	UNICOM 122.8 (CTAF) 0
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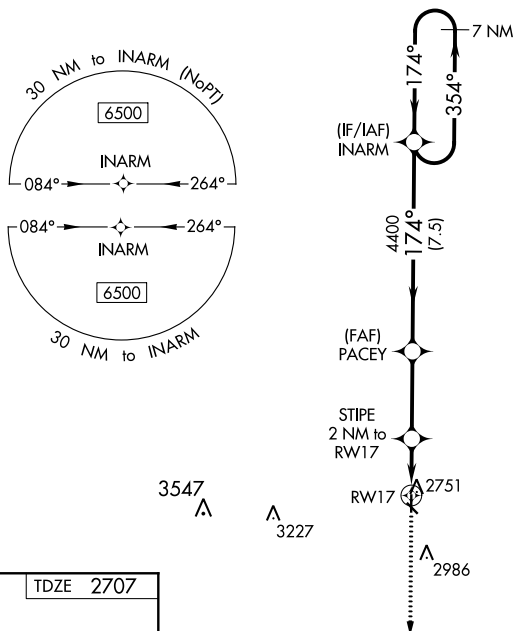
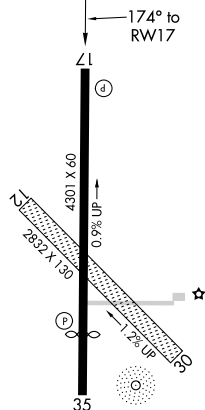


Diagram illustrating the missed APCH fix. The track is shown as a curved line. The distance from the start of the track to the missed fix is 7 NM. The angle between the track and the line to the missed fix is 174°. The angle between the track and the line to the missed fix is 354°.

ELEV 2707		TDZE 2707
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MIRL Rwy 17-35 **L**

6500 ↑	IBEDE ✧	INARM 7 NM Holding Pattern			
LNAV only	STIPE 2 NM to RW17	PACEY 4400	 3400 4400 GP 3.00° TCH 45		6500
RW17					
2 NM		3.1 NM	7.5 NM		
CATEGORY		A	B	C	D
LPV	DA	3026-1 319 (400-1)			NA
LNAV/ VNAV	DA	3026-1 319 (400-1)			NA
LNAV	MDA	3080-1 373 (400-1)			NA
CIRCLING	3240-1 533 (600-1)	3420-1 713 (800-1)	3420-2 713 (800-2)	NA	

RNAV (GPS) RWY 17