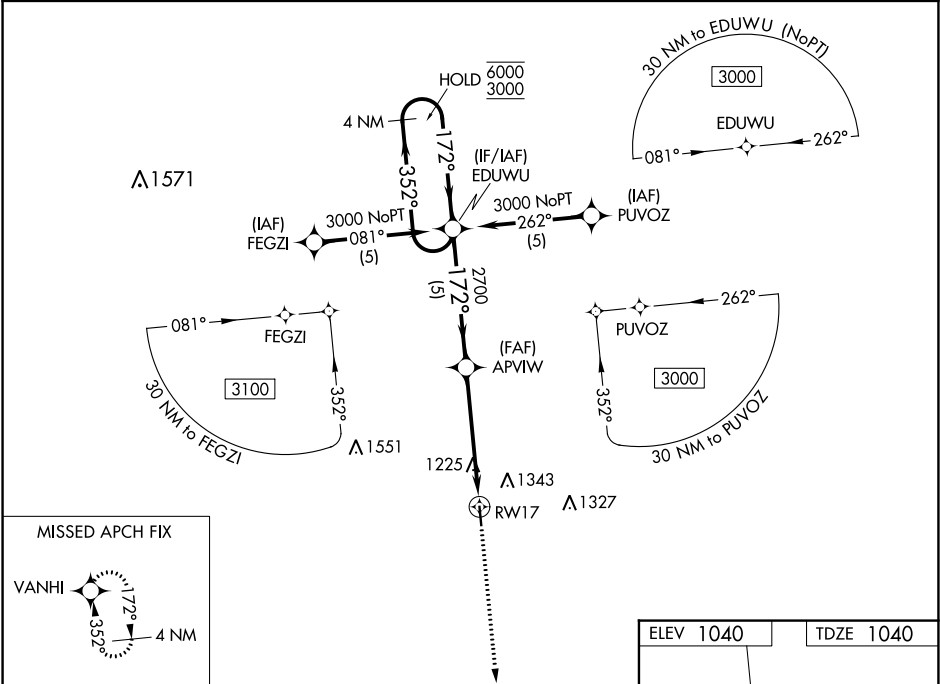


WAAS CH 82017 W17A	APP CRS 172°	Rwy Idg TDZE 1040 Apt Elev 1040
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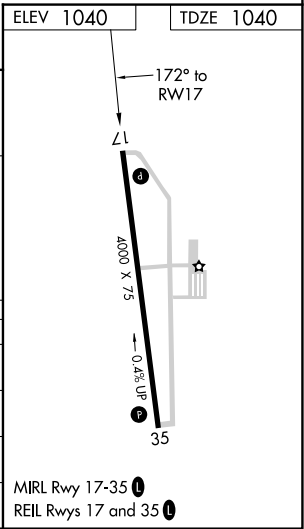
RNAV (GPS) RWY 17

CAMERON MEML (EZZ)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct VANHI and hold.	
▼ Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.			
AWOS-3 121.05	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 1



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).		3000	VANHI
EDUWU		APIVW		2700	*LNAV only
6000 3000		2700		*1.3 NM to RWY 17	
GP 3.00° TCH 40		RWY 17		1.3 NM	
5 NM		3.7 NM			
CATEGORY	A	B	C	D	
LPV DA	1290-¾	250 (300-¾)		NA	
LNAV/VNAV DA	1518-1⅓	478 (500-1⅓)		NA	
LNAV MDA	1480-1	440 (500-1)		NA	
CIRCLING	1660-1	620 (700-1)		NA	

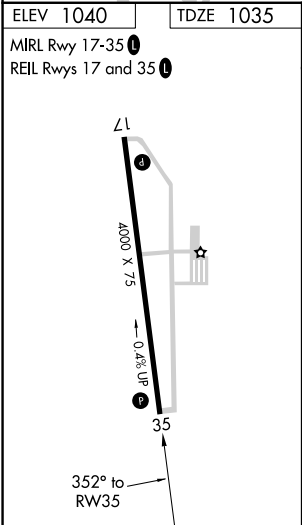
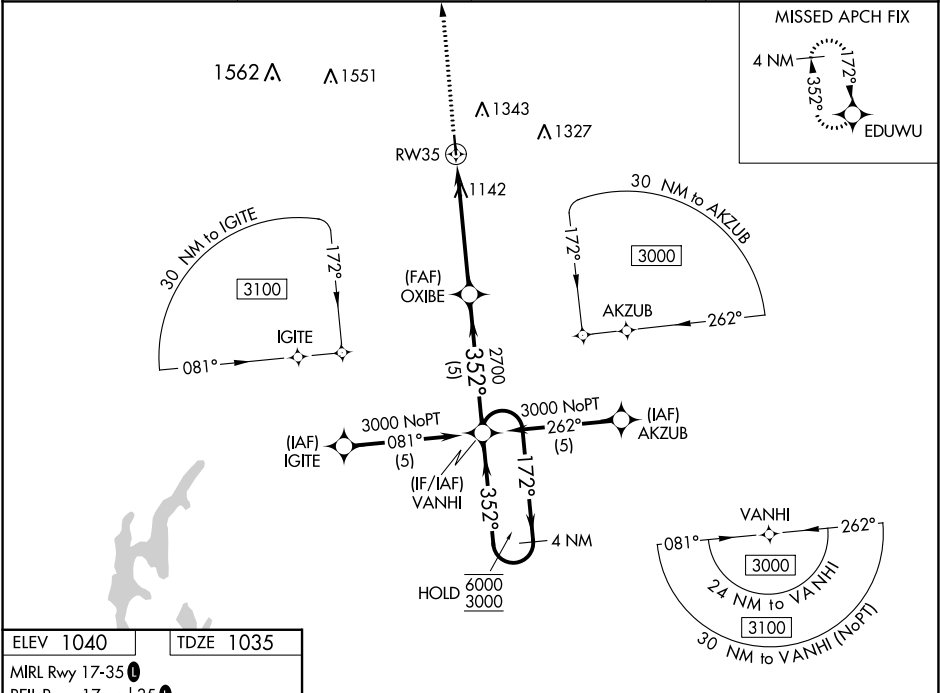


WAAS CH 77717 W35A	APP CRS 352°	Rwy Idg TDZE 1035 Apt Elev 1040
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RNAV (GPS) RWY 35
CAMERON MEML (EZZZ)

RNP APCH. ▼ Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	MISSED APPROACH: Climb to 3000 direct EDUWU and hold.
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AWOS-3 121.05	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
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3000	EDUWU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).	VANHI	4 NM Holding Pattern
*LNAV only	*1.3 NM to RW35	OXIBE	2700	172° → 6000 ← 352° 3000
	1.3 NM	3.8 NM	5 NM	GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	1285-¾	250 (300-¾)	NA	NA
LNAV/VNAV DA	1310-⅞	275 (300-⅞)	NA	NA
LNAV MDA	1460-1	425 (500-1)	NA	NA
CIRCLING	1660-1	620 (700-1)	NA	NA