

WAAS CH 97332 W17A	APP CRS 175°	Rwy Ldg 5101 TDZE 1275 Apt Elev 1275
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RNAV (GPS) RWY 17
OLNEY MUNI (ONY)

RNP APCH - GPS.



ANA

Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
Baro-VNAV NA. Use RPH altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 5000 direct KARYN and hold.

RPH AWOS-3P
118.025

FORT WORTH CENTER
133.5 350.35

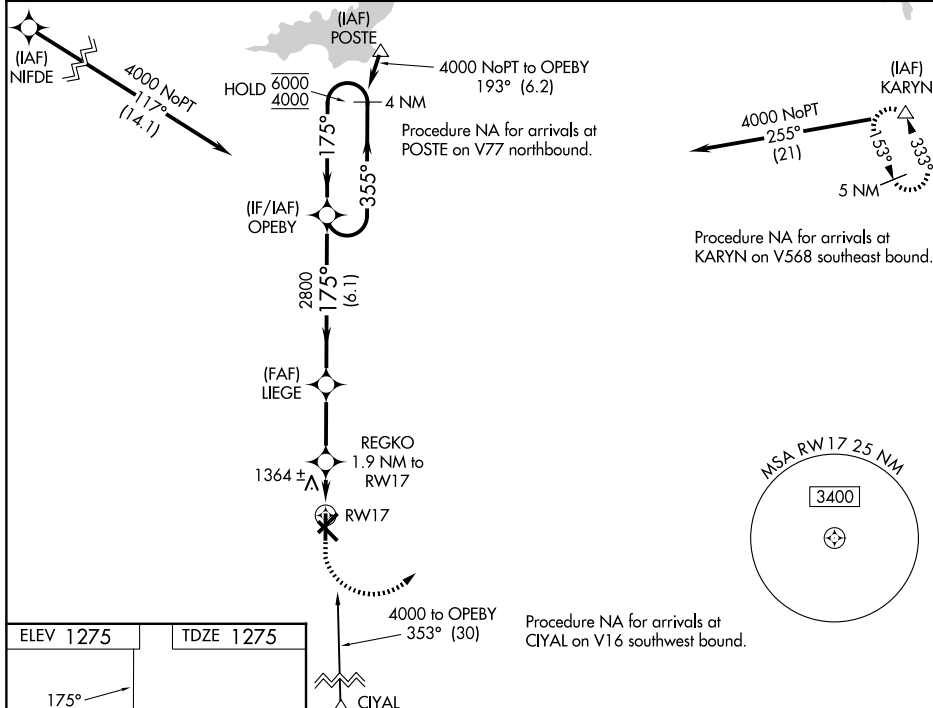
UNICOM
122.8 (CTAF) **L**

Figure 10: Example of a complex arrival procedure

The diagram illustrates a complex arrival procedure for a runway. Key elements include:

- Runway 17-35:** 0.3% UP, 0.8% UP, 0.3% UP, 0.8% UP.
- Runway 17-35:** 0.3% UP, 0.8% UP, 0.3% UP, 0.8% UP.
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- Runway 17-35:** 0.3% UP, 0.8% UP, 0.3% UP, 0.8% UP.

The diagram also shows a complex arrival procedure with various waypoints and distances. Key waypoints include: RW17, REGKO, LIEGE, OPEBY, and KARYN. Distances are given in NM (Nautical Miles).

Table 1: Arrival Procedure Data

CATEGORY	A	B	C	D
LPV DA	1595-7/8	320 (400-7/8)		NA
LNAB/VNAB	1595-7/8	320 (400-7/8)		NA
LNAB MDA	1700-1	425 (500-1)	1700-1 1/4 425 (500-1 1/4)	NA
CIRCLING	1760-1	485 (500-1)	1760-1 1/2 485 (500-1 1/2)	NA

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