


LOC/DME I-GWA <b>109.7</b> Chan <b>34</b>	APP CRS <b>139°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>1260</b> <b>1268</b>
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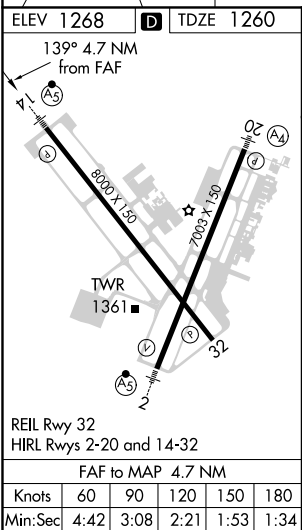
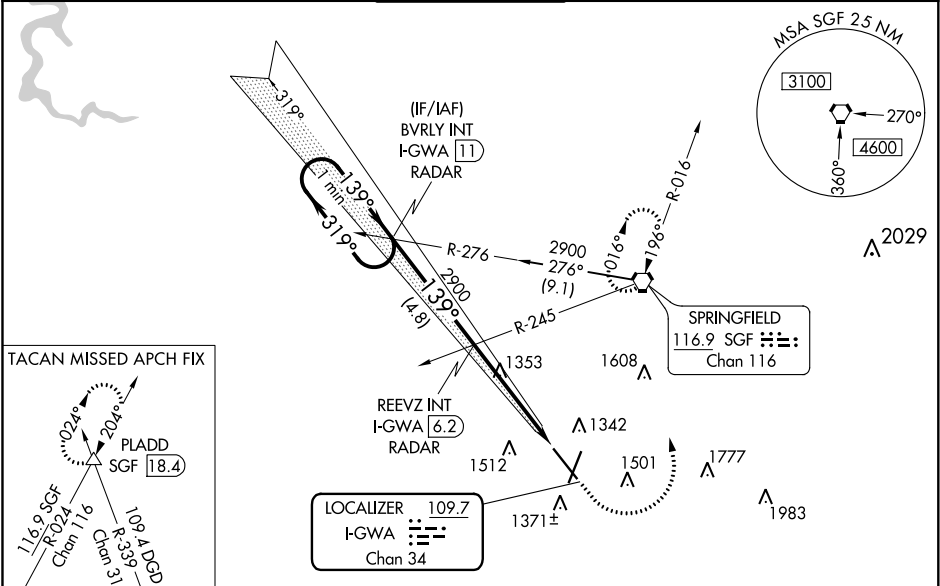
ILS or LOC RWY 14  
SPRINGFIELD-BRANSON NATIONAL (SGF)

**A** Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
Inoperative table does not apply to S-ILS 14.  
For inoperative MALSR, increase S-LOC 14 all Cats  
visibility to 1.

MALSR  


MISSED APPROACH: Climb to 1800 then climbing  
left turn to 2900 to SGF VORTAC and hold.  
(TACAN aircraft continue on SGF VORTAC R-024  
to PLADD INT and hold NE, RT, 204° inbound).

ATIS <b>135.125</b>	SPRINGFIELD APP CON <b>121.1 290.5</b>	SPRINGFIELD TOWER <b>119.9 257.8</b>	GND CON <b>121.9 251.15</b>	CLNC DEL <b>123.675</b>
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One Minute Holding Pattern		BVRly INT I-GWA 11 RADAR	REEVZ INT I-GWA 6.2 RADAR	1800	2900	SGF
2900 ← 319°		139° →	2900	*I-GWA 2.4	*LOC only 1.5	
GS 3.00°		TCH 56	2900			
		4.8 NM	3.8 NM	1 NM		
CATEGORY	A	B	C	D		
S-ILS 14		1517- $\frac{3}{4}$	257 (300- $\frac{3}{4}$ )			
S-LOC 14		1620- $\frac{3}{4}$	360 (400- $\frac{3}{4}$ )			
CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1½ 552 (600-½)	1920-2 652 (700-2)		

NC-3, 03 DEC 2020 to 31 DEC 2020

NC-3, 03 DEC 2020 to 31 DEC 2020