

WAAS CH 40121 W14A	APP CRS 139°	Rwy Idg 8000 TDZE 1260 Apt Elev 1268
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RNAV (GPS) RWY 14

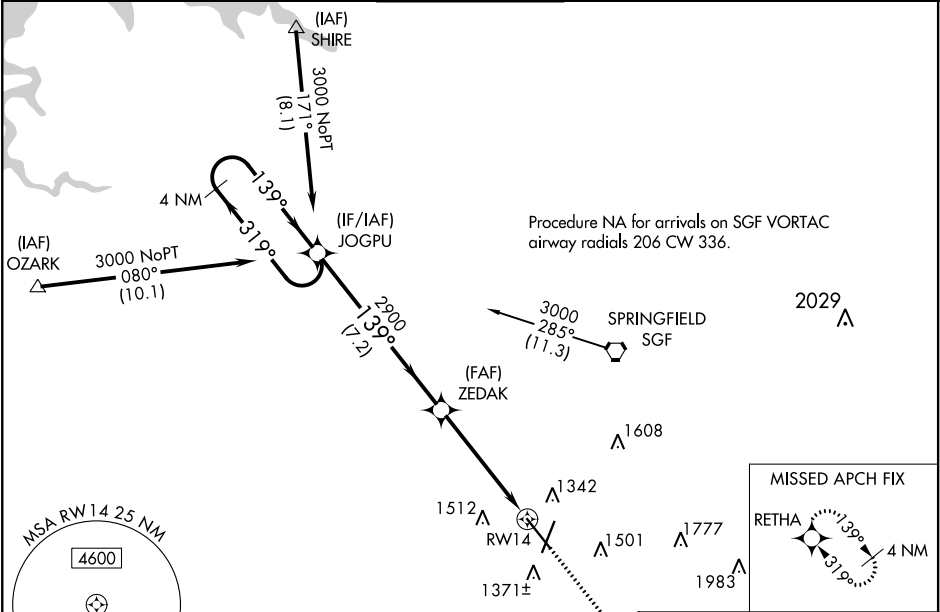
SPRINGFIELD-BRANSON NATIONAL (SGF)

▼ Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½, increase LNAV Cat A/B visibility to 1.

MALSR

MISSED APPROACH: Climb to 3000 direct RETHA and hold.

ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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				ELEV 1268		D		TDZE 1260	
				A 1775					
4 NM Holding Pattern				VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 56).					
JOGPU				ZEDAK		3000		RETHA	
3000 ← 319°				2900		↑		*LNAV only	
139° →				2900		*1.3 NM to RW14		RW14	
GP 3.00°				2900		↓		1.3 NM	
TCH 50				7.2 NM		3.7 NM		1.3 NM	
CATEGORY		A		B		C		D	
LPV DA		1518-¾		258 (300-¾)					
LNAV/VNAV DA		1620-¾		360 (400-¾)					
LNAV MDA		1720-¾ 460 (500-¾)		1720-⅞ 460 (500-⅞)					
CIRCLING		1760-1 492 (500-1)		1820-1 552 (600-1)		1820-1½ 552 (600-1½)		1920-2 652 (700-2)	