

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

SPRINGFIELD-BRANSON NTL (SGF)

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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 <b>135.125</b>	SPRINGFIELD APP CON <b>124.95 290.5</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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Diagram details: SHIRE (IAF) 3000 NoPT 171° (8.1) to JOGPU (IF/IAF) 2900 139° (2.1). JOGPU to ZEDAK (FAF) 1512 1342. ZEDAK to RWY 14 1371±. Altitudes: 1608, 1775, 1777, 1983, 2029. Distances: 4 NM, 3.7 NM, 1.3 NM. Navigation: 3000 080° (10.1) from OZARK (IAF), 3000 285° (11.3) to SPRINGFIELD SGF. Procedure NA for arrivals on SGF VORTAC airway radials 206 CW 336. MSA RW 14 25 NM 4600.

4 NM Holding Pattern JOGPU. VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 56). GP 3.00° TCH 50. Distances: 7.2 NM, 3.7 NM, 1.3 NM. \*1.3 NM to RWY 14. \*LNAV only.

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)	1720-7/8	460 (500-7/8)
CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1½ 552 (600-1½)	1920-2 652 (700-2)

MISSED APCH FIX RETHA 139° 319° 4 NM. ELEV 1268, TDZE 1260. Airport diagram showing RWY 14, RWY 32, TWR 1361, and various navigation aids.

SPRINGFIELD, MISSOURI  
Amdt 2B 28MAY15

37°15'N-93°23'W

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RNAV (GPS) RWY 14