

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56517</b><br><b>W12A</b> | APP CRS<br><b>121°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6001</b><br><b>1339</b><br><b>1339</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 12

SPENCER MUNI (SPW)

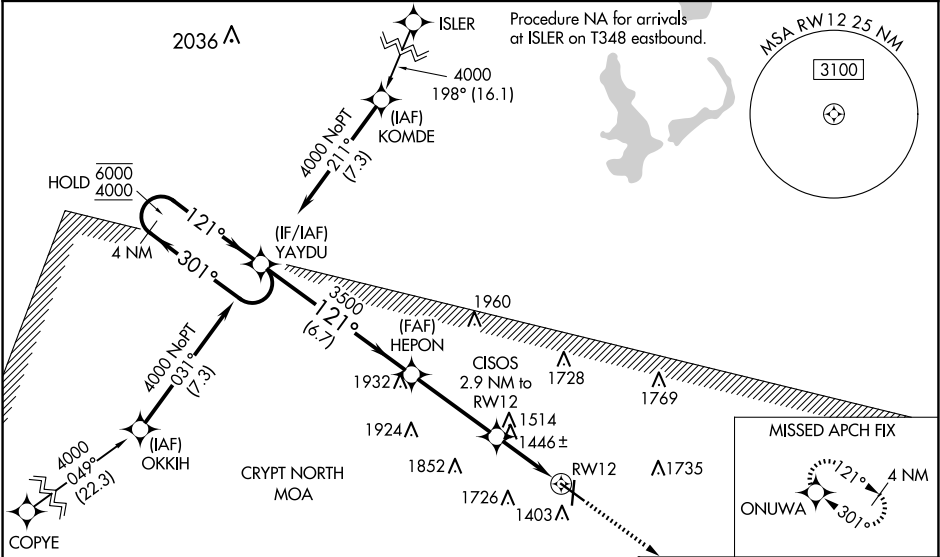
RNP APCH+GPS.

Baro-VNAV and VDP NA when using Estherville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Estherville altimeter setting: increase LPV DA to 1599 feet, LNAV/VNAV DA to 1650 feet; increase all MDAs 60 feet, and visibility LNAV Cat C/D ½ SM, and Circling Cat C/D ¼ SM. For inop ALS when using Estherville altimeter setting, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D to 1 SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C/D to 1 SM.

MALSRL

MISSED APPROACH:  
Climb to 4000 direct  
ONUWA and hold.

|                        |   |  |
|------------------------|---|--|
| ASOS<br><b>126.625</b> | MINNEAPOLIS CENTER<br><b>127.75 257.7</b> | UNICOM<br><b>123.0 (CTAF)</b> <b>0</b> |
|------------------------|---|--|



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

4000

ONUWA

121° to RWY 12

4 NM Holding Pattern

YAYDU

HEPON

CISOS 2.9 NM to RWY 12

1 NM to RWY 12

RWY 12

6000 ← 301°

4000 ← 121°

121°

3500

2300

6.7 NM

3.8 NM

1.9 NM

1 NM

GP 3.00°

TCH 49

| CATEGORY     | A                  | B                  | C                    | D                    |
|--------------|--------------------|--------------------|----------------------|----------------------|
| LPV DA       |                    | 1539-½ 200 (200-½) |                      |                      |
| LNAV/VNAV DA |                    | 1590-½ 251 (300-½) |                      |                      |
| LNAV MDA     | 1700-½ 361 (400-½) |                    | 1700-⅝ 361 (400-⅝)   |                      |
| CIRCLING     | 1760-1 421 (500-1) | 1800-1 461 (500-1) | 2100-2¼ 761 (800-2¼) | 2100-2½ 761 (800-2½) |

REIL Rwy 18, 30 and 36

MIRL Rwy 12-30 and 18-36