

SPENCER, WEST VIRGINIA

AL-10386 (FAA)

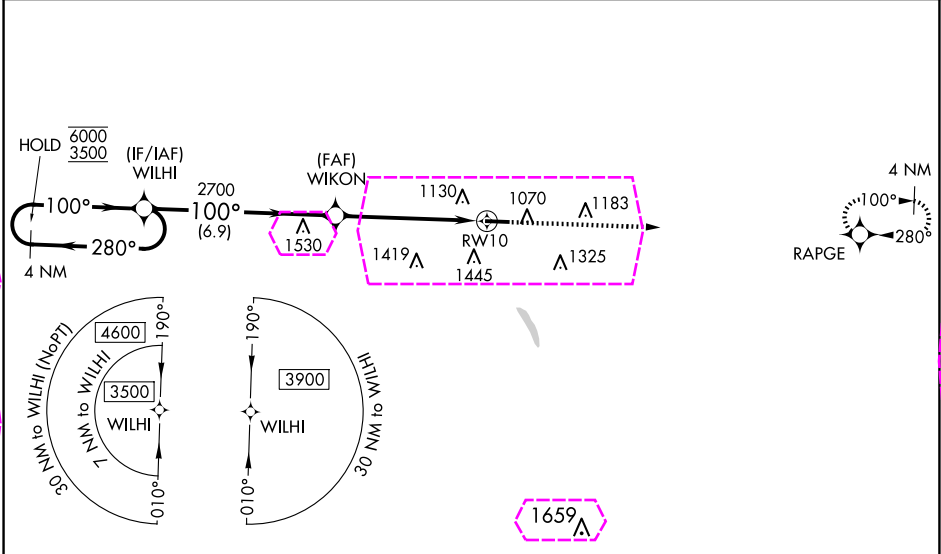
23166

WAAS CH <b>93632</b> <b>W10A</b>	APP CRS <b>100°</b>	Rwy Idg <b>4549</b> TDZE <b>928</b> Apt Elev <b>928</b>
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**RNAV (GPS) RWY 10**  
BOGGS FLD (USW)

RNP APCH.	<p>Circle Rwy 28 NA at night. Baro-VNAV and VDP NA when using Charleston altimeter setting. Rwy 10 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below <math>-16^{\circ}\text{C}</math> or above <math>54^{\circ}\text{C}</math>. When local altimeter setting not received, use Charleston altimeter setting, increase LPV DA to 1247 feet, LNAV/VNAV DA to 1730 feet, and LNAV/VNAV visibility all Cats by <math>\frac{1}{2}</math> SM; increase all MDAs 80 feet and LNAV visibility Cat B <math>\frac{1}{4}</math> SM and Cat C and D <math>\frac{1}{2}</math> SM, and Circling visibility Cats C and D by <math>\frac{1}{4}</math> SM.</p>	MISSED APPROACH: Climb to 3200 direct RAPGE and hold.
<p>NA</p>		

AWOS-3 <b>118.575</b>	CHARLESTON APP CON <b>124.1 269.125</b>	UNICOM <b>122.725 (CTAF) 0</b>
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ELEV 928		TDZE 928		
<div><div>4 NM Holding Pattern</div><div>WILHI</div><div>WIKON</div><div>3200</div><div>RAPGE</div><div>6000 ← 280° 3500 100° →</div><div>GP 3.00° TCH 40</div><div>2700</div><div>* 2 NM to RW10</div><div>* LNAV only.</div><div>RW10</div><div>6.9 NM 3.4 NM 2 NM</div></div>				
CATEGORY	A	B	C	D
LPV DA	1178-1 250 (300-1)			
LNAV/VNAV DA	1661-2 733 (800-2)			
LNAV MDA	1620-1	692 (700-1)	1620-2	692 (700-2)
<div>C CIRCLING</div>	1620-1 692 (700-1)	1760-1¼ 832 (900-1¼)	1760-2½ 832 (900-2½)	1760-2¾ 832 (900-2¾)
MIRL Rwy 10-28 0				

SPENCER, WEST VIRGINIA  
Amdt 2B 25FEB21

38°49'N-81°21'W

BOGGS FLD (USW)  
**RNAV (GPS) RWY 10**

NE-4, 10 JUL 2025 to 07 AUG 2025

NE-4, 10 JUL 2025 to 07 AUG 2025

SPENCER, WEST VIRGINIA

AL-10386 (FAA)

25219

WAAS CH <b>93632</b> <b>W10A</b>	APP CRS <b>100°</b>	Rwy Ldg TDZE <b>928</b> Apt Elev <b>928</b>
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RNAV (GPS) RWY 10

BOGGS FLD (USW)

RNP APCH.

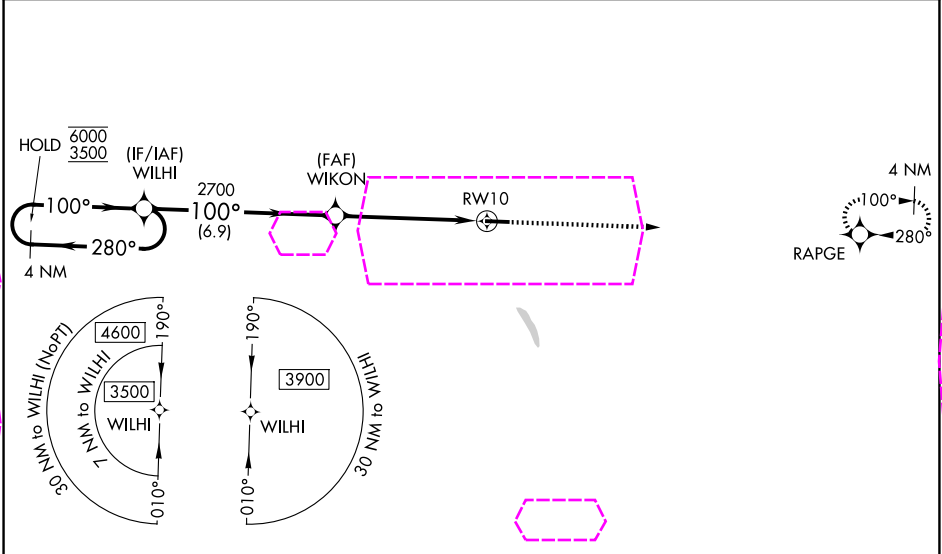
▼

NA

Circling Rwy 28 NA at night. Baro-VNAV and VDP NA when using Charleston altimeter setting. Rwy 10 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Charleston altimeter setting, increase LPV DA to 1247 feet, LNAV/VNAV DA to 1730 feet, and LNAV/VNAV visibility all Cats by  $\frac{1}{2}$  SM; increase all MDAs 80 feet and LNAV visibility Cat B  $\frac{1}{4}$  SM and Cat C and D  $\frac{1}{2}$  SM, and Circling visibility Cats C and D by  $\frac{1}{4}$  SM.

MISSED APPROACH:  
Climb to 3200 direct  
RAPGE and hold.

AWOS-3 <b>118.575</b>	CHARLESTON APP CON <b>124.1 269.125</b>	UNICOM <b>122.725 (CTAF) 0</b>
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ELEV 928

TDZE 928

4 NM Holding Pattern

WILHI

WIKON

3200

RAPGE

GP 3.00°  
TCH 40

6000

3500

280°

100°

100°

2700

6.9 NM

3.4 NM

2 NM

\* 2 NM to RWY 10

\* LNAV only.

RWY 10

4549 X 75

28

CATEGORY	A	B	C	D
LPV DA		1178-1	250 (300-1)	
LNAV/VNAV DA		1661-2	733 (800-2)	
LNAV MDA	1620-1	692 (700-1)	1620-2	692 (700-2)
CIRCLING	1620-1 692 (700-1)	1760-1 $\frac{1}{4}$ 832 (900-1 $\frac{1}{4}$ )	1760-2 $\frac{1}{2}$ 832 (900-2 $\frac{1}{2}$ )	1760-2 $\frac{3}{4}$ 832 (900-2 $\frac{3}{4}$ )

MIRL Rwy 10-28 0