

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/29/2026	APWS Task ID: A95043BF17E64F7D8B21CDF5F4C43FBE	APWS Project ID: 1299CF1C94704FD2A4390CAA7DA445CA
Procedure: RNAV (GPS) RWY 18 AMDT 0A		Enroute: NO	Specialist: Tucker, Andre		Agreement Number:
Airport ID: KSPH			Airport City: SPRINGHILL		State: LA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: CANCEL NOTAM 6/9434. CONTACT: RAKE MCGRAW (AJV-A422), 405.954.8711. QUALITY 23 CHECKED QUALITY 41 CHECKED QUALITY 8 CHECKED					

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 18 AMDT 0A			AIRPORT NAME: SPRINGHILL		AIRPORT ID: KSPH	SPECIAL CONTROL NO: OG-06-309-26	
FAC ID: KSPH18		CITY: SPRINGHILL			ST: LA	ORIG CHART DATE: 10/29/2026	
DFL TYPE: PROC/S	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID: A95043BF17E64F7D8B21CDF5F4C43FBE		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					☐ FLT CK REQ ☐ NFCR ☐ REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 08/04/2026		CREW #: VN563	N #: N89	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: joshua g topliff @ 08/05/2026 07:59			PRINTED NAME: TOPLIFF, JOSHUA GALE				NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

WAAS CH 86541 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	4202 217 218
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OLD

RNAV (GPS) RWY 18 SPRINGHILL (SPH)

RNP APCH.



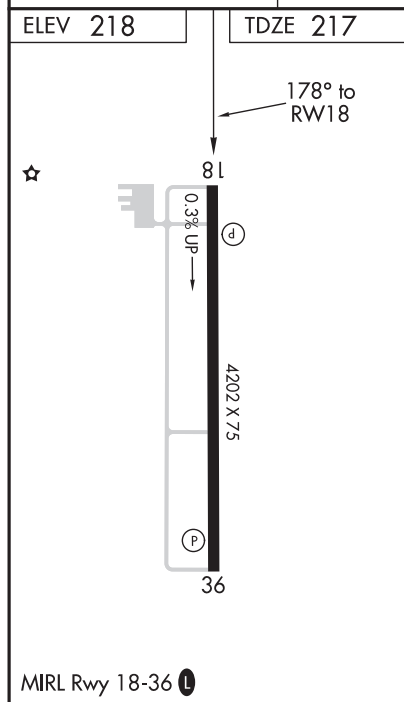
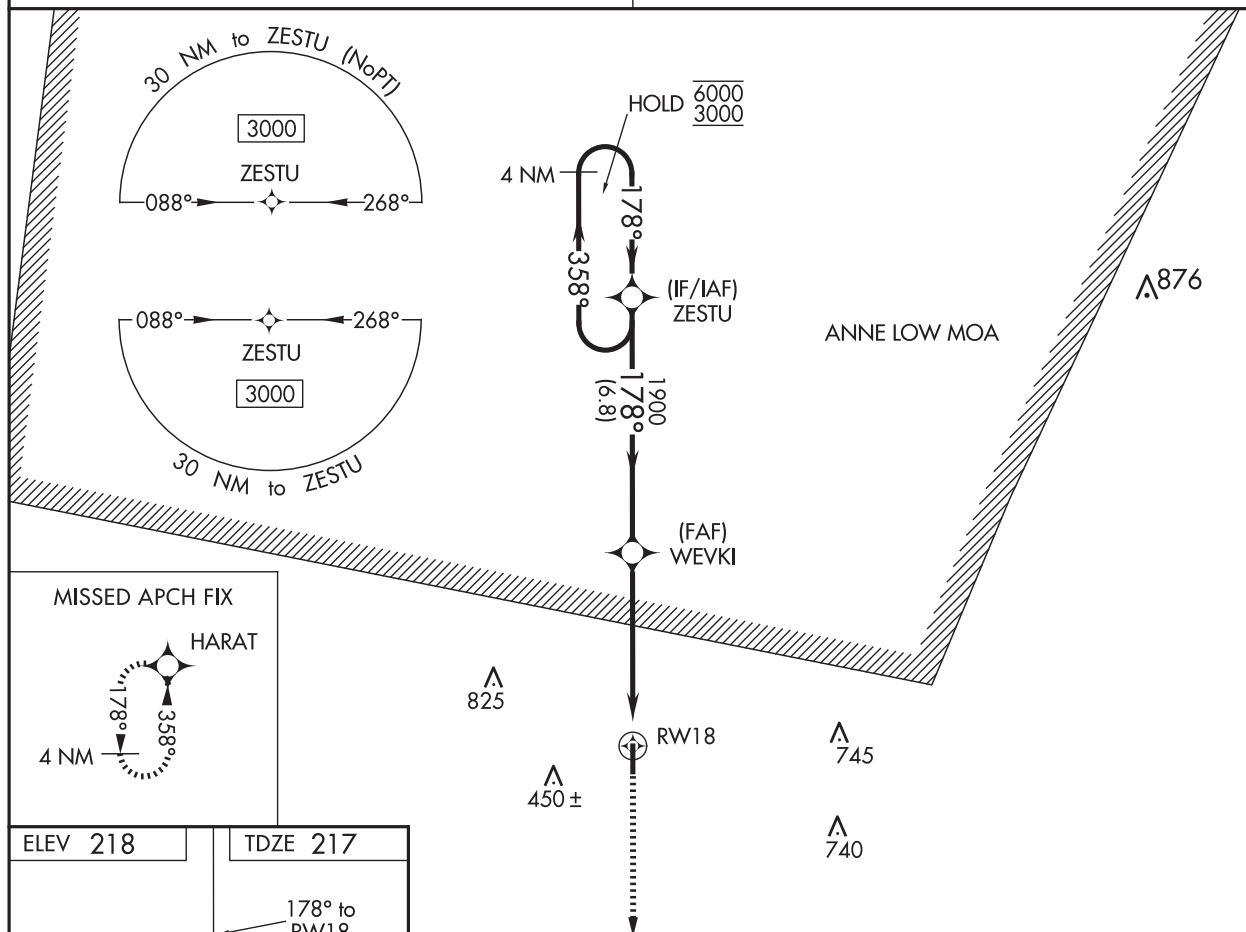
NA

Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, procedure NA below
-15°C or above 54°C.

MISSED APPROACH: Climb to 3000
direct HARAT and hold.

SHREVEPORT APP CON
123.75 360.725

UNICOM
122.8 (CTAF) 0



CATEGORY		A	B	C	D
LPV	DA	498- $\frac{7}{8}$	281 (300- $\frac{7}{8}$)		NA
LNAV/VNAV	DA	496- $\frac{7}{8}$	279 (300- $\frac{7}{8}$)		NA
LNAV	MDA	700-1	483 (500-1)	700-1 $\frac{3}{8}$ 483 (500-1 $\frac{3}{8}$)	NA
CIRCLING		700-1	482 (500-1)	820-1 $\frac{1}{2}$ 602 (700-1 $\frac{1}{2}$)	NA