

WAAS CH 86331 W13A	APP CRS 130°	Rwy Idg 3402 TDZE 1073 Apt Elev 1073
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RNAV (GPS) RWY 13
SPRINGFIELD MUNI (D42)

RNP APCH.

T Rwy 13 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A NA Use Redwood Falls altimeter setting.

MISSED APPROACH: Climb to 2900 direct UWGAG and hold.

RWF ASOS 126.575	MINNEAPOLIS CENTER 127.1 290.2	UNICOM 122.8 (CTAF) ①
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A1642

Procedure NA for arrival on RWF VOR/DME
airway radials 195 CW 283.

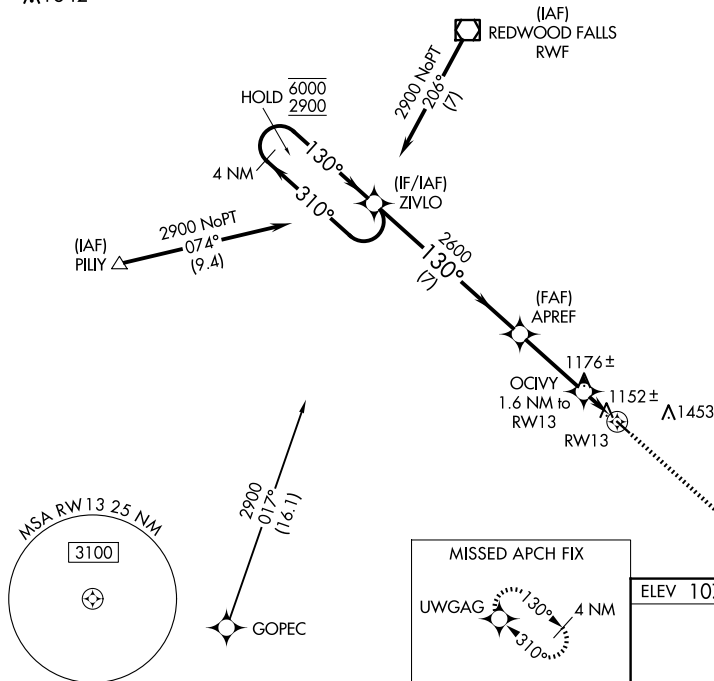


Figure 1: Example of a non-parallel VGSI and descent path. The diagram illustrates a flight path starting at 6000 ft, descending to 2900 ft, then to 2600 ft, and finally to 1620 ft. The path is defined by a 4 NM Holding Pattern, a 7 NM segment, a 3.1 NM segment, and a 1.6 NM segment. The path is not parallel to the VGSI (3.00° TCH 40) and the descent angles are not coincident. The path is labeled with ZIVLO, APREF, OCIVY, and RW13. The path is also labeled with 310°, 130°, 130°, and 3.00° TCH 40. The path is also labeled with 2900, 2600, and 1620. The path is also labeled with 4 NM Holding Pattern, 7 NM, 3.1 NM, and 1.6 NM. The path is also labeled with VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20). The path is also labeled with 2900 and UWGAG.

CATEGORY	A	B	C	D
LP MDA	1500-1	427 (500-1)	1500-1¼ 427 (500-1¼)	NA
LNAV MDA	1520-1	447 (500-1)	1520-1⅝ 447 (500-1⅝)	NA
C CIRCLING	1660-1 587 (600-1)	1820-1 747 (800-1)	1820-2¼ 747 (800-2¼)	NA

MIRL Rwy 13-31 **L**
REIL Rwy 13 and 31 **L**