

|                                        |                        |                             |                                           |
|----------------------------------------|------------------------|-----------------------------|-------------------------------------------|
| 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.

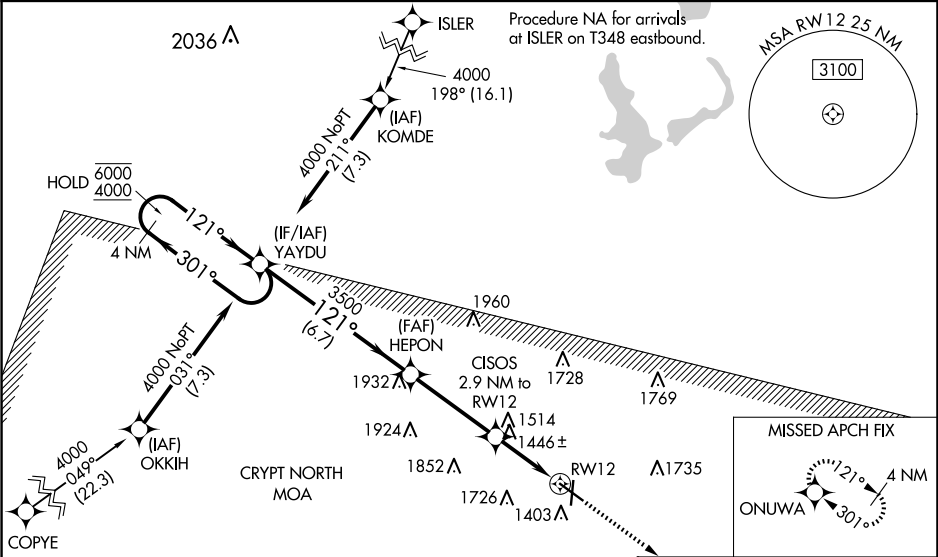
Baro-VNAV and VDP NA when using Estherville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21 °C or above 54 °C. When local altimeter setting not received, use Estherville altimeter setting: increase LPV DA to 1599 feet, LNAV/VNAV DA to 1650 feet; increase all MDAs 60 feet, 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</b> (CTAF) <b>0</b> |
|------------------------|-------------------------------------------|----------------------------------------|



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

4000

ONUWA

4 NM Holding Pattern

6000

4000

GP 3.00°

TCH 49

YAYDU

HEPON

CISOS

ONUWA

301°

121°

121°

121° to RW12

6.7 NM

3.8 NM

1.9 NM

1 NM

| 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<br>421 (500-1) | 1800-1<br>461 (500-1) | 2100-2¼<br>761 (800-2¼) | 2100-2½<br>761 (800-2½) |

REIL Rwy 18, 30 and 36

MIRL Rwy 12-30 and 18-36