

WAAS CH 90131 W10A	APP CRS 097°	Rwy Idg 3400 TDZE 1236 Apt Elev 1238
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RNAV (GPS) RWY 10
NEILLSVILLE MUNI (VIQ)

T Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM
A NA. Use Marshfield altimeter setting; when not received, use Wisconsin Rapids altimeter
 NA setting and increase all DA 63 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV
 Cuts A/B visibility $\frac{1}{4}$ mile.

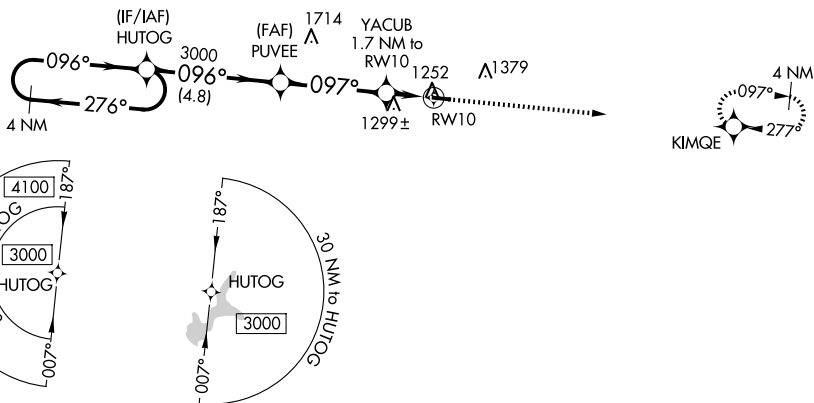
MISSED APPROACH: Climb to 3000 direct KIMQE and hold.

MFI ASOS
121.575

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
122.8 (CTAF) **L**

3095

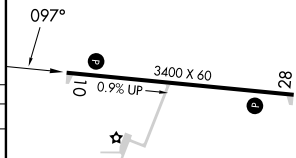
4 NM
Holding Pattern

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 32).

3000	KIMQE
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Figure 1: A diagram of the flight path for the 'Holding Pattern' at RW10. The path starts at GP 3.00° TCH 40, proceeds to a 3000 ft altitude, then turns 276° left to a 096° heading. It then turns 096° right to a 3000 ft altitude, followed by a 097° right turn to a 1780 ft altitude. The path ends at RW10. Key waypoints include HUTOG, PUEE, YACUB, and RW10. Distances are marked as 4.8 NM, 3.8 NM, and 1.7 NM. A note indicates '*LNAV only' for the final segment.

CATEGORY		A		B		C		D	
LPV	DA	1526-1	290 (300-1)	NA					
LNAV/ VNAV	DA	1526-1	290 (300-1)	NA					
LNAV MDA		1600-1	364 (400-1)	NA					
CIRCLING		1720-1	482 (500-1)	NA					

LIRL Rwy 10-28 **L**