

LOC/DME I-GWA 109.7 Chan 34	APP CRS 139°	Rwy Ldg TDZE 1260 Apt Elev 1268
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ILS or LOC RWY 14
SPRINGFIELD-BRANSON NTL (SGF)

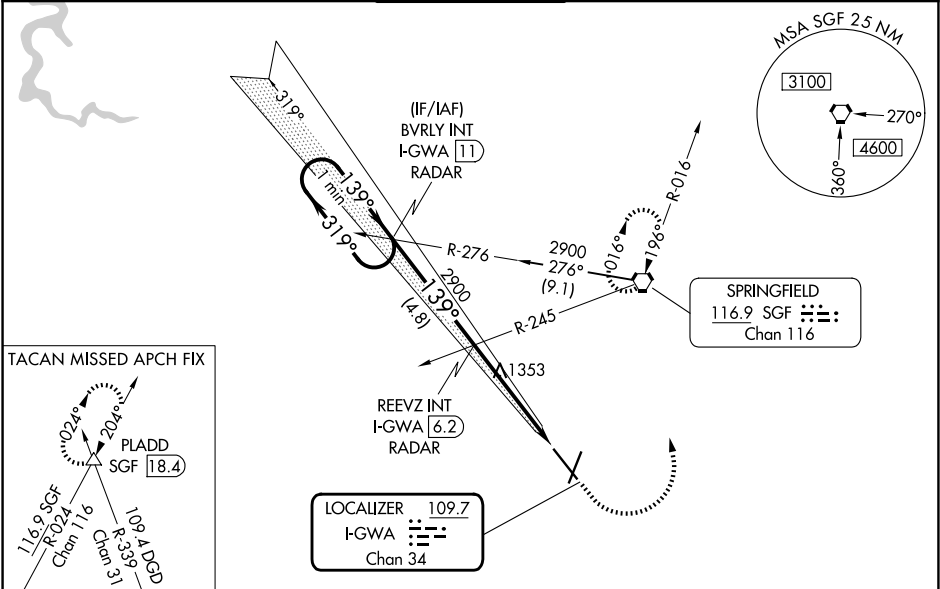
A

Helicopter visibility reduction below $\frac{3}{4}$ SM NA.
Inoperative table does not apply to S-ILS 14.
For inoperative MALSR, increase S-LOC 14 all Cats
visibility to 1.

MALSR

MISSED APPROACH: Climb to 1800 then climbing
left turn to 2900 to SGF VORTAC and hold.
(TACAN aircraft continue on SGF VORTAC R-024
to PLADD INT and hold NE, RT, 204° inbound).

ATIS 135.125	SPRINGFIELD APP CON 124.95 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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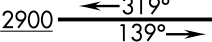
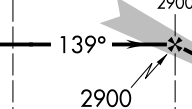
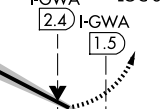


ELEV 1268 **D** TDZE 1260

REIL Rwy 32
HIRL Rwys 2-20 and 14-32

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

One Minute Holding Pattern		BVRVLY INT I-GWA 11 RADAR	REEVZ INT I-GWA 6.2 RADAR	1800 ↑	2900 ↙	SGF 
						
GS 3.00° TCH 56		4.8 NM		3.8 NM		1 NM
CATEGORY	A	B	C	D		
S-ILS 14	1517-¾ 257 (300-¾)					
S-LOC 14	1620-¾ 360 (400-¾)					
CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1½ 552 (600-1½)	1920-2 652 (700-2)		

NC-3, 27 NOV 2025 to 25 DEC 2025

NC-3, 27 NOV 2025 to 25 DEC 2025