

LUVERNE, MINNESOTA

AL-9419 (FAA)

22027

WAAS CH 86317 W18A	APP CRS 175°	Rwy Idg 4200 TDZE 1435 Apt Elev 1435
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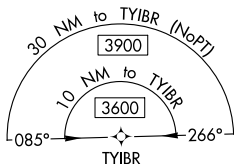
RNAV (GPS) RWY 18
QUENTIN AANENSON FLD (LYV)

RNP APCH-GPS.

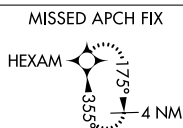
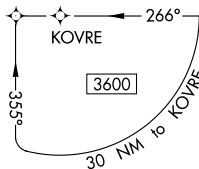
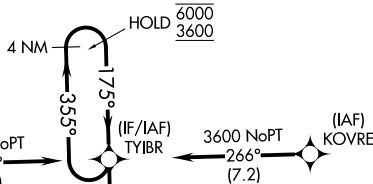
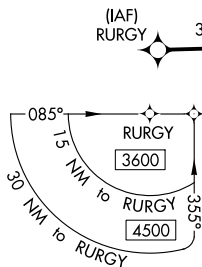
T For uncompensated Baro-VNAV systems, LNAV/VNAV
A NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3200 direct HEXAM and hold.

AWOS-3 119.825	SIOUX FALLS APP CON ★ 125.8 284.725	UNICOM 122.7 (CTAF) 0
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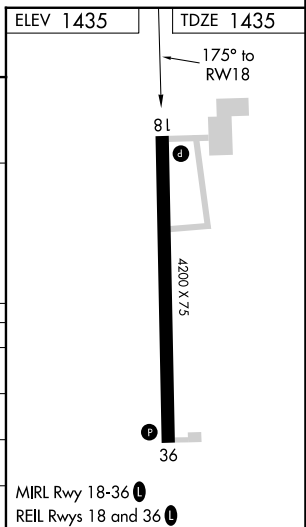
A 2828

 $1851 \pm \Delta$

Δ1768

Figure 1-10 illustrates a non-parallel glidepath scenario. The diagram shows a flight path starting from a holding pattern (4 NM) at 6000 and 3600 feet, heading 355°. It then turns 175° to a heading of 175° and descends to 3300 feet. The glidepath is non-parallel, with a vertical offset of 3300 feet at the HEPIL fix. The path continues to the COMDA fix, 2.4 NM from RW18, and then to RW18, 1.6 NM away. The final segment is 0.8 NM from RW18. The diagram also shows a 6 NM segment, a 3.3 NM segment, and a 1.6 NM segment. The glidepath angle is 3.00° (TCH 50).

CATEGORY	A	B	C	D
LPV DA	1635-1 200 (200-1)			
LNAV/ VNAV DA	1847-1½ 412 (500-1½)			
LNAV MDA	1960-1 525 (600-1)	1960-1½ 525 (600-1½)		
 CIRCLING	1960-1 525 (600-1)	2160-1 725 (800-1)	2360-2¾ 925 (1000-2¾)	2360-3 925 (1000-3)



LIVERNE, MINNESOTA

Amdt 1 27JAN22

43°37'N-96°13'W

QUENTIN AANENSON FLD (LYV)
RNAV (GPS) RWY 18