

WAAS CH 72807 W14A	APP CRS 147°	Rwy Idg TDZE 1142 Apt Elev 1145
--	------------------------	---

RNAV (GPS) RWY 14

NORTHWEST MISSOURI RGNL (EVU)

RNP APCH - GPS.

NA

NA

Circling NA east of Rwy 14-32. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use St. Joseph altimeter setting and increase LPV DA to 1517 feet, LNAV/VNAV DA to 1682 feet and all visibilities ½ SM. Increase all MDAs 140 feet, and LNAV visibility Cat C ¾ SM. Baro-VNAV and VDP NA when using St. Joseph altimeter setting.

MISSED APPROACH: Climb to 6000 direct BARND and hold, continue climb-in-hold to 6000.

AWOS-3PT 118.225	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------

Diagram illustrating the RNP APCH - GPS procedure for RNAV (GPS) RWY 14 at Northwest Missouri Regional Airport (EVU). The procedure starts at VIKKI (IAF) and proceeds via a 5000 NoPT (120°) leg (18.9 NM) to a 5 NM holding pattern (HOLD) at 6000/5000. The holding pattern is a racetrack with a 147° outbound leg and a 327° inbound leg. After the hold, the procedure continues via a 5000 NoPT (232°) leg (6.7 NM) to SIAMM (IF/IAF) at 2700. From SIAMM, the procedure continues via a 2700 (173°) leg to PWALK (IF/IAF) at 2700. From PWALK, the procedure continues via a 2700 (147°) leg to WILCX (FAF) at 1666. From WILCX, the procedure continues via a 1666 (1701) leg to SUTVE at 1644. From SUTVE, the procedure continues via a 1644 (1772) leg to RWY 14 at 1259±. The procedure also includes a missed approach fix (MISSED APCH FIX) at BARND, which is 5 NM from RWY 14. The diagram also shows a missed approach fix (MISSED APCH FIX) at BARND, which is 5 NM from RWY 14. The diagram also shows a missed approach fix (MISSED APCH FIX) at BARND, which is 5 NM from RWY 14.

ELEV 1145	TDZE 1142
-----------	-----------

Diagram illustrating the approach path to RWY 14-32. The path starts at a 147° heading and proceeds via a 147° leg to a 5 NM holding pattern (HOLD) at 6000/5000. The holding pattern is a racetrack with a 147° outbound leg and a 327° inbound leg. After the hold, the procedure continues via a 5000 NoPT (232°) leg (6.7 NM) to SIAMM (IF/IAF) at 2700. From SIAMM, the procedure continues via a 2700 (173°) leg to PWALK (IF/IAF) at 2700. From PWALK, the procedure continues via a 2700 (147°) leg to WILCX (FAF) at 1666. From WILCX, the procedure continues via a 1666 (1701) leg to SUTVE at 1644. From SUTVE, the procedure continues via a 1644 (1772) leg to RWY 14 at 1259±. The procedure also includes a missed approach fix (MISSED APCH FIX) at BARND, which is 5 NM from RWY 14. The diagram also shows a missed approach fix (MISSED APCH FIX) at BARND, which is 5 NM from RWY 14. The diagram also shows a missed approach fix (MISSED APCH FIX) at BARND, which is 5 NM from RWY 14.

5 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).		6000	BARND
6000 ← 327°		PWALK		SUTVE 1.8 NM to RWY 14	
5000 → 147°		WILCX		1.1 NM to RWY 14	
GP 3.00°		2700		RWY 14	
TCH 40		2700		RWY 14	
		7.3 NM		3 NM	
				0.7	
				1.1	
CATEGORY	A	B	C	D	
LPV DA	1392-1		250 (300-1)	NA	
LNAV/VNAV DA	1557-1¾		415 (500-1¾)	NA	
LNAV MDA	1520-1		378 (400-1)	NA	
CIRCLING	1560-1 415 (500-1)	1600-1 455 (500-1)	2120-3 975 (1000-3)	NA	

MARYVILLE, MISSOURI
Amdt 2 16MAY24

40°21'N-94°55'W

NORTHWEST MISSOURI RGNL (EVU)
RNAV (GPS) RWY 14