

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> EAR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> KEARNEY	<u>STATE</u> NE
<u>AIRPORT ELEVATION</u> 2132	<u>TDZE</u> 2132	<u>SUPERSEDED</u> RNAV (GPS) RWY 36	<u>DATED</u> 08/15/2019	<u>MAG VAR</u> 5E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2020
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
SPRIT		BAHIR		TF	FB	1.00	068.03	15.62	4700
BAHIR	IAF	BELON	NOPT	TF	FB	1.00	092.28	7.40	4700
BLUME	IAF	BELON	NOPT	TF	FB	1.00	272.48	7.40	4700
BELON	IF/IAF	CORNO		TF	FB	1.00	002.37	6.02	4000
CORNO	FAF	RW36	MAP	TF	FO	0.30	002.39	5.73	
RW36	MAP	2332 MSL		CA			002.39		
2332 MSL		HONVA		DF	FO	1.00			4700

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW36

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4700 DIRECT HONVA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD S BELON, RT, 002.38 INBOUND, 4700 FT. IN LIEU OF PT (IAF), MAX 17500.				
3.	FAC: 002.39	FAF: CORNO	DIST FAF TO MAP: 5.73	DIST FAF TO THLD: 5.73	
4.	MIN ALT: BELON 4700, CORNO 4000				
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	200 HAT: 0.49
6.	MIN GP INCPT: 4000	GP ALT AT PFAF: CORNO 4000		OM:	GS ANT: MM: IM:
7.	GP ANGLE: 3.00	34:1: IS CLEAR	20:1: IS CLEAR	TCH: 43.7	
8.	MSA FROM: RW36 4500				

QUALITY
34
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -22°C OR ABOVE 54°C.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SPRIT ON V220 SOUTHWEST BOUND.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 182.42 INBOUND.
FAS OBST: 2330 AAO 403827N/0990206W.
CHART VDP AT 1.27 NM TO RW36.
WAAS CHANNEL # 90113
REFERENCE PATH ID: W36A
CHART CIRCLING ICON.
LTP HAE: 625.3 M

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	2332	1/2	200	2332	1/2	200	2332	1/2	200	2332	1/2	200			
LNAV/VNAV DA	2419	1/2	287	2419	1/2	287	2419	1/2	287	2419	1/2	287			
LNAV MDA	2580	1/2	448	2580	1/2	448	2580	7/8	448	2580	7/8	448			
CIRCLING	2600	1	468	2600	1	468	2640	1 1/2	508	2840	2 1/4	708			

CHANGES - REASONS

1. CHANGED AIRPORT ELEVATION AND TDZE FROM “2131” TO “2132” – UPDATED AIRNAV DATA INCORPORATED.
2. TERMINAL ROUTES: REMOVED HSI VOR/DME FEEDER SEGMENT – PER ATC/FPT CHECKLIST.
3. TERMINAL ROUTES: BELON TO CORNO SEGMENT COURSE CHANGED FROM “002.38” TO 002.37” – FIX CORNO MOVED NORTH 12.27 FEET.
4. TERMINAL ROUTES: CHANGED CA SEGMENT FROM “2331 MSL” TO 2332 MSL” – LOWEST DA/MDA.
5. PBN REQUIREMENTS: CHANGED “RNP APCH” TO “RNP APCH – GPS” – IAW 8260.19I, 8-6-8.B.(2).
6. ADDED “CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SPRIT ON V220 SOUTHWEST BOUND” – TURN EXCEEDS 90 DEGREES ON V220.
7. CHANGED CHART NOTE: “FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -23°C OR ABOVE 54°C” TO “FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -22°C OR ABOVE 54°C” – UPDATED CRITICAL TEMPERATURES.
8. ADDITIONAL FLIGHT DATA: REMOVED “*” FROM “CHART VDP AT 1.27 NM TO RW36*” – NO LONGER REQUIRED PER CURRENT CRITERIA.
9. ADDITIONAL FLIGHT DATA: DELETED “*LNAV ONLY” – NO LONGER REQUIRED PER CURRENT CRITERIA.
10. ADDITIONAL FLIGHT DATA: CHANGED “FAS OBST: 2325 AAO 403844N/0990151W” TO “FAS OBST: 2330 AAO 403827N/0990206W” – NEW OBSTACLE EVALUATION.
11. ADDITIONAL FLIGHT DATA: CHANGED “2350 AAO 403721N/0990224W” TO “2369 AAO 403721N/0990315W” – NEW OBSTACLE EVALUATION.
12. ADDITIONAL FLIGHT DATA: CHANGED “LTP HAE: 625.1” TO “LTP HAE: 625.3” – NEW AIRNAV DATA INCORPORATED.
13. MINIMUMS: RAISED LPV DA/MDA FROM “2331” TO 2332” – TDZE UPDATED.
14. MINIMUMS: LOWERED LNAV/VNAV HAT/HAA FROM “288” TO 287” – TDZE UPDATED.
15. MINIMUMS: LOWERED LNAV HAT/HAA FROM “449” TO “448” – NEW OBSTACLE EVALUATION.
16. MINIMUMS: LOWERED CIRCLING CAT A/B HAT/HAA FROM “469” TO “468”, CTA C FROM “509” TO “508”, CAT D FROM “709” TO “708” – UPDATED AIRPORT ELEVATION.
17. FAS DATA: CHANGED LTP/FTP LAT/LONG FROM “404301.5415N/0990037.4110W” TO “404301.5425N/0990037.4105W” – UPDATED AIRNAV DATA INCORPORATED.
18. FAS DATA: CHANGED ELLIPSOIDAL HEIGHT FROM “+06251” TO “+06253” – UPDATED AIRNAV DATA INCORPORATED.
19. FAS DATA: CHANGED FPAP LONGITUDE FROM “0990022.3135W” TO “0990022.3045W” – UPDATED AIRNAV DATA INCORPORATED.
20. FAS DATA: CRC REMAINDER CHANGED FROM “CABE8736” TO “1EA70837” – LTP/FTP AND FPAP LAT/LONG CHANGED.
21. FAS DATA: CHANGED LTP/FPAP ORTHOMETRIC HEIGHT FROM “+06495” TO “+06497” - UPDATED AIRNAV DATA INCORPORATED.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZMP, AMGR

FLIGHT CHECKED BY

SCOTT WIEBE

Digitally signed by

JOSEPH L ZEDER

Jul 12, 2024

OFFICE

FPO

DATE

07/11/2024

DEVELOPED BY

CASIMIR L. TABAKA (ROBERT A. SWINSON)

Digitally signed by

CASIMIR L TABAKA

Jun 07, 2024

OFFICE

AJV-A432

DATE

02/13/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

Jun 07, 2024

OFFICE

AJV-A432

DATE

TITLE

MANAGER



AIRPORT ID
EAR

PROCEDURE NAME
RNAV (GPS) RWY 36

ORIGINAL/AMENDMENT
3

CITY
KEARNEY

STATE
NE

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KEAR
RUNWAY	RW36
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W36A
LTP/FTP LATITUDE	404301.5425N
LTP/FTP LONGITUDE	0990037.4105W
LTP/FTP ELLIPSOIDAL HEIGHT	+06253
FPAP LATITUDE	404429.9555N
FPAP LONGITUDE	0990022.3045W
THRESHOLD CROSSING HEIGHT (TCH)	00043.7
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0584
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0

CRC REMAINDER	1EA70837
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+06497
FPAP ORTHOMETRIC HEIGHT	+06497

QUALITY
34
CHECKED

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
EAR	RNAV (GPS) RWY 36	3	KEARNEY	NE	2132	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM SPRIT **TO** BAHIR

RNP 1.00 DISTANCE 15.62 PAT MAP HAT HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	402924.00N/0993348.00W	2668	215	8	4B	1000				AT1032	4700
TERRAIN	402803.00N/0993048.00W	2463 (2500)								AS1500	4000

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM BAHIR **TO** BELON

RNP 1.00 DISTANCE 7.40 PAT MAP HAT HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	403033.00N/0991127.00W	2471	215	8	4B	1000				AT1229	4700
TERRAIN	403030.00N/0991130.00W	2270 (2300)								AS1500	3800

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
34
CHECKED

INITIAL

FROM

BLUME

TO

BELON

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	7.40										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	403121.00N/0990439.00W	2422	215	8	4B	1000				AT1278	4700
TERRAIN	403009.00N/0990439.00W	2214 (2200)								AS1500	3700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

BELON (IF/IAF)

TO

CORNO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
1.00	6.02										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (31-000097)	402934.50N/0990500.50W	2728	50	20	2C	1000				SA-280 AT552	4000
TERRAIN	403430.00N/0990233.00W	2224 (2200)								AS1500	3700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM
CORNØ

TO
RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.73		DA	200	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2332

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM
CORNØ

TO
RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.73		DA	287	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TANK (31-000929)	404239.00N/0990123.00W	2258	20	3	1A	161					2419

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM
CORNØ

TO
RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.73		RW36	448	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	403827.00N/0990206.00W	2330	215	8	4B	250					2580

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

BELO

TO

P-6

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-6	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (31-000097)	402934.50N/0990500.50W	2728	50	20	2C	1000				AT972	4700
TERRAIN	403003.00N/0990821.00W	2240 (2200)								AS1500	3700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

HONVA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30-1.00							2167				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4700
AAO	405151.00N/0990003.00W	2484	215	8	4B	1000					3500
TERRAIN	405151.00N/0990003.00W	2283 (2300)								AS1500	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

HONVA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										2258	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4700
AAO	405151.00N/0990003.00W	2484	215	8	4B	1000					3500
TERRAIN	405151.00N/0990003.00W	2283 (2300)								AS1500	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW36

TO

HONVA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											2480
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4700
AAO	405151.00N/0990003.00W	2484	215	8	4B	1000					3500
TERRAIN	405151.00N/0990003.00W	2283 (2300)								AS1500	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

EAR

PROCEDURE NAME

RNAV (GPS) RWY 36

AMDT NO.

3

CITY

KEARNEY

STATE

NE

AIRPORT ELEVATION

2132

FACILITY

RNAV

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TANK (31-000482)	404231.00N/0990207.00W	1.33	468	2295	20	3	1A	300			2600
CATEGORY B											
TANK (31-000482)	404231.00N/0990207.00W	1.88	468	2295	20	3	1A	300			2600
CATEGORY C											
TANK (31-047778)	404326.42N/0990345.47W	2.97	508	2335	50	20	2C	300			2640
CATEGORY D											
TOWER (31-000605)	404426.40N/0990512.33W	3.88	708	2485	500	50	5D	300		AC50	2840

CIRCLING REMARKS:

MSA

CENTER	RADIUS
RW36	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (31-001012)	403608.00N/0985022.00W	126	10.4	3456	500	50	5D	1000			4500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZMP ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
AWOS-3PT	EAR	24	EAR	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
AWOS-3	HDE	24	HDE	22.33	Y	77

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KEAR 2132, KDHE 2311
RA = 76.7.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW13 - MIRL (PCL), PAPI-2L (PCL)		NPI-G	
RW18 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-G	
RW31 - MIRL (PCL), PAPI-2L (PCL)		NPI-G	
RW36 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL)		PIR-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	2131.6	43.7			3.00	43.4

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-22C	+54C	-22C	+10.78C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2019-2023).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 984 HIGH TEMP 1298.

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

65 FT VEGETATION USED PER FPT.

TAA NOT DEVELOPED PER ATC REQUEST.

FOR CONTINGENCY PURPOSES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HDE ALTIMETER SETTING: INCREASE LPV DA TO 2409 FEET; INCREASE LNAV/VNAV DA TO 2496 FEET AND ALL VISIBILITIES 1/8 SM;
INCREASE ALL MDAS 80 FEET, LNAV CAT C/D VISIBLTY 1/8 SM AND CIRCLING CAT D VISIBLTY 1/4 SM.
BARO-VNAV AND VDP NA WHEN USING HDE ALTIMETER SETTING.
FOR INOPERATIVE ALS WHEN USING HDE ALTIMETER SETTING, INCREASE LPV ALL CATS VISIBILITY TO 7/8 SM AND LNAV/VNAV ALL CATS VISIBILITY TO 1 SM.

ORDER 8260.3 CHAPTER 2 APPLIED TO 2369 AAO 403721.00N/0990315.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.90
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	007.39
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2100
DISTANCE FROM	THLD	TO 1500FT POINT	4.93
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.39
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	007.39
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	2100

THRESHOLD COORDINATES (IF STR-IN)

404301.54N/0990037.41W

ARP COORDINATES

404337.35N/0990024.37W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 36 DISTANCE 0.62 NM

FAF COORDINATES

403720.42N/0990135.59W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
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