

FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE VOR STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.23

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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>
OGA	VOR RWY 26	2	OGALLALA	NE
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>EPOCH YEAR</u>
3279	3254	VOR RWY 26	08/12/2021	2015
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>
SAE			ROUTINE	

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SNY VOR/DME		SAE VOR/DME					075.20	54.76	6000
SAE VOR/DME		EZKUX/SAE 6.00 DME					086.00	6.00	5200
LBF VOR/DME	IAF	IZXOG/SAE 16.00 DME	NOPT				265.48	30.89	5300
IZXOG/SAE 16.00 DME	IF	EZKUX/SAE 6.00 DME					266.00	10.00 (SAE R-086)	5100

MISSED APPROACH

MAP:

EDICI/SAE 0.61 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4400 THEN CLIMBING LEFT TURN TO 5300 DIRECT SAE VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5300.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT L SIDE OF COURSE 086.00 OUTBOUND 5200 FT WITHIN 10 MILES OF EZKUX/SAE 6.00 DME (IAF)
-
- FAC: 266.00 FAF: EZKUX/SAE 6.00 DME DIST FAF TO MAP: DIST FAF TO THLD: 5.39
- MIN ALT: EZKUX/SAE 6.00 DME 5100, ZILEV/SAE 3.00 DME 4080
- MSA FROM: SAE VOR/DME 5300



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON LBF VOR/DME AIRWAY RADIALS 234 CW 282.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: TERMINAL ROUTE SNY VOR/DME TO SAE VOR/DME, CHART CHANGEOVER POINT 30 NM FROM SNY VOR/DME.

HOLD E, RT, 266.00 INBOUND.
CHART FAS OBST: 3691 TOWER (31-000317) 410811N/1014317W.
FAC CROSSES RWY C/L EXTENDED 5106 FT FROM THLD.
EZXUX TO RW26: 3.16/48.
CHART CIRCLING ICON.

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-26	3940	1	686	3940	1	686		NA			NA				
CIRCLING	3940	1	661	4000	1	721		NA			NA				

CHANGES - REASONS

1. FEEDER TERMINAL ROUTE TO EZKUX/SAE VOR/DME 6.30 DME CHANGED TO EZKUX/SAE 6.00 DME; DISTANCE CHANGED FROM 6.30 TO 6.00.- UPDATED EVALUATION, EZKUX MOVED 1837.97 FT WEST TO MAINTAIN THE PUBLISHED VDA/TCH 3.16/48; UPDATED DESCRIPTION FORMAT.
2. IAF TERMINAL ROUTE TO IZXOG/SAE 16.30 DME CHANGED TO IZXOG/SAE 16.00 DME.- IZXOG MOVED 0.3 NM WEST TO MAINTAIN 10 NM INTERMEDIATE LEG.
3. IF TERMINAL ROUTE IZXOG/SAE 16.30 DME TO EZKUX/SAE 6.30 DME CHANGED TO IZXOG/SAE 16.00 DME TO EZKUX/ SAE 6.00 DME.- UPDATED EVALUATION; EZKUX MOVED 1837.97 FT WEST TO MAINTAIN THE PUBLISHED VDA/TCH 3.16/48; IZXOG MOVED 0.3 NM WEST TO MAINTAIN 10 NM INTERMEDIATE LEG.
4. PROFILE LINE 1: MILES OF EZKUX/SAE 6.30 DME (IAF) CHANGED TO 6.00 DME (IAF).- EZKUX MOVED 1837.97 FT WEST.
5. PROFILE LINE 3: FAF CHANGED FROM 6.30 DME TO 6.00 DME, DIST FAF TO THLD CHANGED FROM 5.69 TO 5.39.- UPDATED EVALUATION, EZKUX MOVED 1837.97 FT WEST TO MAINTAIN THE PUBLISHED VDA/TCH 3.16/48.
6. PROFILE LINE 4 CHANGED FROM EZKUX/SAE 6.30 DME 5100, ZILEV/SAE 3.00 DME 4040 TO EZKUX/SAE 6.00 DME 5100, ZILEV/SAE 3.00 DME 4080.- UPDATED EVALUATION, EZKUX MOVED, AND THE ZILEV CONTROLLING OBSTACLE IS THE SAME BUT NOW HAS A 100 FT RA ADJUSTMENT.
7. CHART FAS OBSTACLE ADDED THE OAS NUMBER (31-000317) TO THE DESCRIPTION.- UPDATED DESCRIPTION FORMAT.
8. ADDED ADDITIONAL FLIGHT DATA: CHART IN PLANVIEW: TERMINAL ROUTE SNY VOR/DME TO SAE VOR/DME, CHART CHANGEOVER POINT 30 NM FROM SNY VOR/DME.- SAE VOR/DME IS A T-FACILITY AND MAXIMUM RANGE IS 25 NM.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZDV, AMGR

FLIGHT CHECKED BY

NICHOLAS A VARNER

Digitally signed by

DAVID DANNER

Jun 06, 2024

OFFICE

FPO

DATE

06/05/2024

DEVELOPED BY

TIA FERONTI

Digitally signed by

TIA L FERONTI

Feb 29, 2024

OFFICE

AJV-A421

DATE

12/14/2023

APPROVED BY

DAVID DANNER

Digitally signed by

DAVID DANNER

Jun 06, 2024

OFFICE

AJV-A421

DATE

TITLE

MANAGER



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>
OGA	VOR RWY 26	2	OGALLALA	NE	3279	SAE

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM SNY VOR/DME **TO** SAE VOR/DME

<u>RNP</u>	<u>DISTANCE</u> 54.76	<u>PAT</u>	<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 (31-000014)	410309.00N/1025837.90W	4567	250	50	4D	1000				AT433	6000
TERRAIN	410209.00N/1025848.00W	4343 (4300)								AS1500	5800

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM SAE VOR/DME **TO** EZKUX/SAE 6.00 DME

<u>RNP</u>	<u>DISTANCE</u> 6.00	<u>PAT</u>	<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 (31-000436)	411038.96N/1014348.62W	3812	500	125	5E	1000				AT388	5200
TERRAIN	411051.00N/1014133.00W	3569 (3600)								AS1500	5100

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
6
CHECKED

INITIAL

FROM

LBF VOR/DME

TO

IZXOG/SAE 16.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
	30.89										
<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 (31-000219)	410122.00N/1010916.00W	4293	250	50	4D	1000					5300
TERRAIN	410824.00N/1012412.00W	3366 (3400)								AS1500	4900

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

IZXOG/SAE 16.00 DME

TO

EZKUX/SAE 6.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
	10.00										
<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	410845.00N/1012700.00W	3603				500				AT997	5100
TERRAIN	410845.00N/1012700.00W	3402 (3400)								AS1500	4900

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: PT

FROM

10 NM

TO

EZKUX/SAE 6.00 DME

<u>RNP</u>	<u>DISTANCE</u> 10.00	<u>PAT</u>	<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>
AAO	410845.00N/1012700.00W	3603				500				AT997	5100
TERRAIN	410845.00N/1012700.00W	3402 (3400)								AS1500	4900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

EZKUX/SAE 6.00 DME

TO

ZILEV/SAE 3.00 DME

<u>RNP</u>	<u>DISTANCE</u> 3.00	<u>PAT</u>	<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 (31-000400)	410802.22N/1014143.81W	3725	20	10	1B	250				RA100	4080

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: STEPDOWN

FROM

ZILEV/SAE 3.00 DME

TO

EDICI/SAE 0.61 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.39		EDICI/SAE 0.61 DME				686				
<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 (31-000317)	410811.00N/1014317.00W	3691	20	125	1E	250				AC125 SA-138	3940

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL STEPDOWN OBSTACLE LOCATED 271.12 FT INTO THE SECONDARY AREA.

PROCEDURE TURN

FROM

EZKUX/SAE 6.00 DME

TO

10 NM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<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 (31-000713)	410348.30N/1012018.40W	4070	20	3	1A	1000				AT130	5200
TERRAIN	410942.00N/1013824.00W	3487 (3500)								AS1500	5000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH

FROM

EDICI/SAE 0.61 DME

TO

SAE VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 3690				
<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				5300
AAO	410939.00N/1015242.00W	3855	215	8	4B	1000					4900
TERRAIN	410939.00N/1015242.00W	3654 (3700)								AS1500	5200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TREE	410851.00N/1014636.00W	1.35	661	3597	250	10	4B	300		SI	3940
CATEGORY B											
TREE	410915.00N/1014645.00W	1.93	721	3653	250	10	4B	300		XP47	4000

CIRCLING REMARKS:

MSA

CENTER

SAE VOR/DME

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	TOWER (31-000219)	410122.00N/1010916.00W	094	28.8	4293	250	50	4D	1000			5300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDV ARTCC, OLU FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	OGA	24	OGA	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	IML	24	IML	37.20	Y	86

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KOGA 3279, KIML 3276
RA = 86.0

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
SAE VOR/DME	CO COMM CENTER	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW08 - MIRL (PCL), PAPI-2L (PCL)	NPI-G	
RW13 - MIRL (PCL), VASI-4L (PCL)	NPI-G	
RW26 - MIRL (PCL), PAPI-2L (PCL)	NPI-G	
RW31 - MIRL (PCL), PAPI-2L (PCL)	NPI-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
					3.00	48.1

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	5106FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"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.

CAT C/D MINS NA PER CENTRAL FPT.

VEGETATION HEIGHT WITHIN 5 NM: 70 FT PER CENTRAL FPT.

VDP NOT ESTABLISHED - VDP IS LOCATED WITHIN 0.5 NM FROM FINAL FIX.

CONTINGENCY NOTES FOR B/U ALTIMETER SETTING:
WHEN LOCAL ALTIMETER NOT RECEIVED, USE IMPERIAL ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND INCREASE VISIBILITY S-26 CAT B AND CIRCLING CAT B 1/4 SM.
ZILEV/SAE 3.00 DME MINIMUM ALTITUDE: 4180 WHEN USING IMPERIAL ALTIMETER SETTING.

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	MAP	TO 1000FT POINT	3.06
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.77
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	273
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	3400
DISTANCE FROM	MAP	TO 1500FT POINT	4.99
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.58
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	273
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	3400

THRESHOLD COORDINATES (IF STR-IN)	410704.14N/1014545.47W
ARP COORDINATES	410710.10N/1014610.90W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 8 DISTANCE 0.53 NM
FAF COORDINATES	410649.65N/1013838.37W
FIX NAME COORDINATES	MAP EDICI 410706.84N/1014545.28W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TIA FERONTI	AJV-A421	12/14/2023	AERONAUTICAL INFORMATION SPECIALIST

