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| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: IAP | Estimated Chart Date: 11/03/2022 | APWS Task ID: C635D49E95094D7ABA94DCC0972D5D7F | APWS Project ID: B56BEE0E6EF945469225832981E5B5A1 |
| Procedure: VOR RWY 14 AMDT 5D | | Enroute: NO | Specialist: Lindsey, Gregory | | Agreement Number: |
| Airport ID: KMVE | | | Airport City: MONTEVIDEO | | State: MN |
| Facility ID: MVE | Facility Type: VOR_DME | Flight Inspection Remark Type: New FC Slot | | | |
| <p>Procedure Comments:</p> <p>ACTIVE DATA USED FOR KMVE AIRPORT AND RUNWAYS.</p> <p>ATY VOR MON.</p> <p>CONTACT CASIMIR TABAKA 405.202.7857.</p> <p>8/8/2022: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 7/5/2022. THIS PROCEDURE IS NOW SET FOR HARD DATE PUBLICATION.</p> <div style="text-align: right; margin-top: 20px;"> <p><i>Digitally signed by</i> CASIMIR L TABAKA Jul 05, 2022</p> <p>J ZEDER 06/30/2022</p> </div> <div style="text-align: right; margin-top: 20px;">   </div> | | | | | |

VOR RWY 14
MONTEVIDEO-CHIPPEWA COUNTY (MVE)

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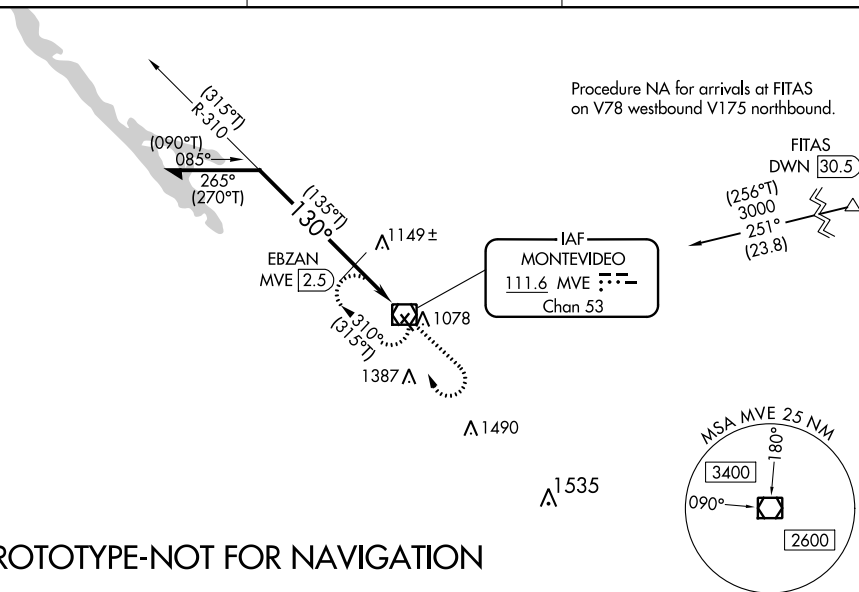
ANA

Circling NA to Rwy 3 and 21.
Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3400 direct MVE VOR/DME and hold, continue climb-in-hold to 3400.

AWOS-3
111.6

MINNEAPOLIS CENTER
125.5 323.1

UNICOM
122.8 (CTAF) **L**

PROTOTYPE-NOT FOR NAVIGATION

Remain within 10 NM

MVE VOR/DME

2000 3400 MVE

6000

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

EBZAN MVE 2.5

MVE 1.1

315° 310°

135° 130°

1840

1.4 NM 1.1 0.1

| CATEGORY | A | B | C | D |
|-------------------|-----------------------|-------------------------|---------|--------------|
| S-14 | 1840-1 806 (900-1) | 1840-1¼ 806 (900-1¼) | 1840-2½ | 806 (900-2½) |
| C CIRCLING | 1840-1 806 (900-1) | 1840-1¼ 806 (900-1¼) | 1840-2½ | 806 (900-2½) |

EBZAN FIX MINIMUMS

| S-14 | 1400-1 | 366 (400-1) |
|-------------------|--------|-------------|
| C CIRCLING | 1560-1 | 526 (600-1) |

| 1700-13¼ | 1700-2 |
|--------------|-------------|
| 666 (700-1¼) | 666 (700-2) |

ELEV 1034 TDZE 1034

130° to VOR/DME

0.5% UP

2381 X 1.65

3999 X 1.75

0.4% UP

REIL Rwy 14 and 32

MIRL Rwy 14-32

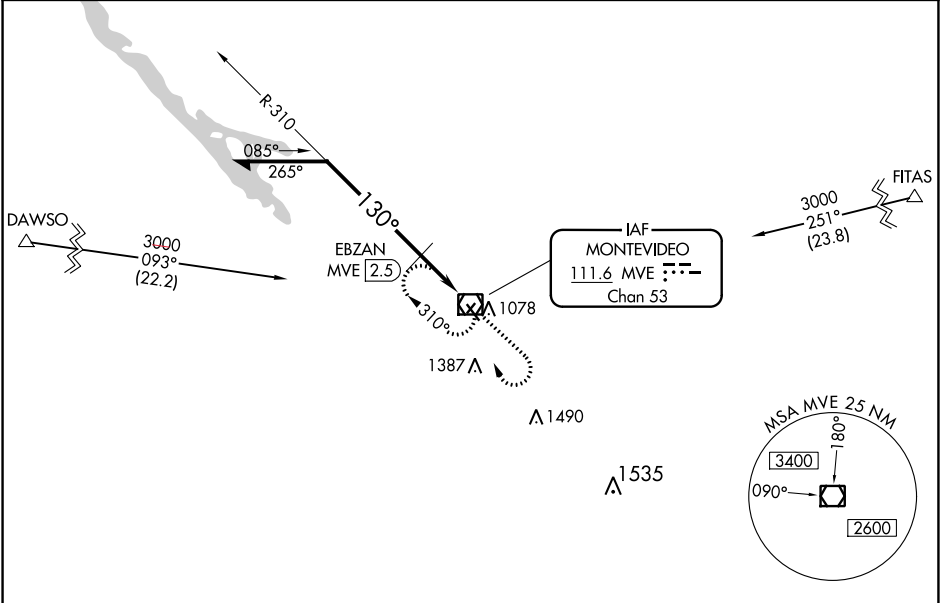
▼

▲ NA

When local altimeter setting not received, use Granite Falls altimeter setting and increase all MDAs 40 feet increase S-14 Cats C/D visibility $\frac{1}{8}$ SM and Circling Cats C/D visibility $\frac{1}{4}$ SM. Increase EBZAN fix Minimums S-14 Cats C/D visibility $\frac{1}{8}$ SM and Circling Cats C/D visibility $\frac{1}{4}$ SM. When VGSi inop, Straight-In/Circling Rwy 14 Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Circling to Rwy 3-21 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct MVE VOR/DME and hold.

| | | |
|-----------------|-----------------------------------|--------------------------|
| AWOS-3 111.6 | MINNEAPOLIS CENTER 125.5 323.1 | UNICOM 122.8 (CTAF) 1 |
|-----------------|-----------------------------------|--------------------------|



Remain within 10 NM

MVE VOR/DME 6000

2000 2600 MVE

EBZAN MVE 2.5

*1600 when using Granite Falls altimeter.

*1560

2.5 NM

| CATEGORY | A | B | C | D |
|--------------------|--------|-------------|-------------------------|-----------------------|
| S-14 | 1560-1 | 526 (600-1) | 1560-1½ | 526 (600-1½) |
| CIRCLING | 1560-1 | 526 (600-1) | 1700-1¾ 666 (700-1¾) | 1700-2 666 (700-2) |
| EBZAN FIX MINIMUMS | | | | |
| S-14 | 1380-1 | | 346 (400-1) | |
| CIRCLING | 1560-1 | 526 (600-1) | 1700-1¾ 666 (700-1¾) | 1700-2 666 (700-2) |

ELEV 1034 TDZE 1034

130° to VOR/DME

0.5% Up

2.361 X 1.65

3999 X 7.5

0.4% Up

REIL Rwys 14 and 32 1

MIRL Rwy 14-32 1

