

**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.

| | | | | |
|----------------------------------|--|--|---|---------------------------|
| AIRPORT ID HDE | PROCEDURE NAME RNAV (GPS) RWY 36 | ORIGINAL/AMENDMENT ORIG-B | CITY HOLDREGE | STATE NE |
| AIRPORT ELEVATION 2314 | TDZE 2310 | SUPERSEDED RNAV (GPS) RWY 36 | DATED 05/20/2021 | EPOCH YEAR 2000 |
| FACILITY RNAV | COORDINATES OF FACILITIES | ACTUAL EFFECTIVE DATE | REQUIRED EFFECTIVE DATE ROUTINE | CANCEL/SUSPEND |

TERMINAL ROUTES

| FROM | FIX TYPE | TO | FIX TYPE | LEG TYPE | FO/FB | RNP | COURSE | DISTANCE | ALTITUDE |
|----------|----------|----------|----------|----------|-------|------|--------|----------|----------|
| SPRIT | | FRESE | | TF | FB | 1.00 | 162.35 | 11.10 | 4400 |
| EAR VOR | | ERAND | | TF | FB | 1.00 | 196.35 | 30.84 | 3900 |
| FRESE | IAF | BULIA | NOPT | TF | FB | 1.00 | 092.53 | 5.00 | 3900 |
| ERAND | IAF | BULIA | NOPT | TF | FB | 1.00 | 272.67 | 5.00 | 3900 |
| BULIA | IF/IAF | KAASE | | TF | FB | 1.00 | 002.60 | 6.09 | 3900 |
| KAASE | FAF | RW36 | MAP | TF | FO | 0.30 | 002.62 | 4.81 | |
| RW36 | MAP | 2560 MSL | | CA | | | 002.62 | | |
| 2560 MSL | | YETUP | | DF | FO | 1.00 | | | 4000 |

MISSED APPROACH

MAP:

LPV: DA
LNAV: RW36

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4000 DIRECT YETUP AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--|-----------------------|----------------|-----------------------|------------------------|---------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD S BULIA, RT, 002.60 INBOUND, 3900 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | | |
| 3. FAC: 002.62 | FAF: KAASE | | DIST FAF TO MAP: 4.81 | DIST FAF TO THLD: 4.81 | |
| 4. MIN ALT: BULIA 3900, KAASE 3900 | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | 250 HAT: 0.66 | GS ANT: |
| 6. MIN GP INCPT: 3900 | GP ALT AT PFAF: KAASE | | | OM: | MM: |
| 7. GP ANGLE: 3.00 | 34:1: IS CLEAR | 20:1: IS CLEAR | TCH: 40.0 | | IM: |
| 8. MSA FROM: RW36 4600 | | | | | |

QUALITY
10
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 11 AND 29.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE EAR ALTIMETER SETTING AND INCREASE LPV DA TO 2637 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 80 FEET AND LNAV VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.
CHART NOTE: VDP NA WHEN USING EAR ALTIMETER SETTING.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 182.66 INBOUND.
CHART FAS OBST: 2437 ELEVATOR (31-048025) 402612N/0992107W.
CHART VDP AT 1.29 NM TO RW36.
WAAS CHANNEL # 69301
REFERENCE PATH ID: W36A
LTP HAE: 678.5 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 | 2560 | 1 | 250 | 2560 | 1 | 250 | 2560 | 1 | 250 | 2560 | 1 | 250 | | | |
| LNAV MDA | 2760 | 1 | 450 | 2760 | 1 | 450 | 2760 | 1 3/8 | 450 | 2760 | 1 3/8 | 450 | | | |
| CIRCLING | 2840 | 1 | 526 | 2880 | 1 | 566 | 3020 | 2 | 706 | 3020 | 2 1/4 | 706 | | | |

CHANGES - REASONS

- AIRPORT ELEVATION: UPDATED FIELD ELEVATION FROM 2313 TO 2314 – UPDATED AIRNAV DATA.
- MINIMUMS: UPDATED LPV DA/HAT FROM 2559/250 HAT TO 2560/250 HAT, LNAV HAT FROM 451 HAT TO 450 HAT, AND INCREASED CIRCLING HAA VALUES BY 1 FT – UPDATED AIRPORT AND RUNWAY ELEVATION DATA.
- MINIMUMS: RAISED CIRCLING CAT B FROM CMDA/HAA 2840/527 HAA TO 2880/566 HAA – NEW SURVEYED CONTROLLING OBSTACLE.
- MINIMUMS: LNAV VIS: CHANGED CAT C VIS FROM 1 1/4 SM TO 1 3/8 SM, CHANGED CAT D FROM 1 1/2 SM TO 1 3/8 – PER TARGETS VISIBILITY EVAL AND VISIBILITY TABLES.
- NOTES: REMOVED DME/DME RNP -0.3 NA AND ADDED PBN REQUIREMENTS NOTE: RNP APCH-GPS – CURRENT DOCUMENTATION STANDARDS.
- TERMINAL ROUTES: ADDED MISSED APPROACH CA LEG – NOT PREVIOUSLY DOCUMENTED.
- PROFILE: REMOVED LNAV ONLY – NO LONGER DOCUMENTED.
- BACKUP ALTIMETERS NOTE: CHANGED BACKUP ALTIMETER NOTE FROM “USE KEARNEY ALTIMETER SETTING AND INCREASE DA TO 2639 FEET AND ALL MDAS 80 FEET, AND INCREASE CIRCLING CATS C/D VISIBILITY 1/4 SM” TO “USE EAR ALTIMETER SETTING AND INCREASE LPV DA TO 2637 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 80 FEET AND LNAV VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM” – UPDATED AIRPORT AND RUNWAY DATA, PER VISIBILITY TABLES.
- FAS DATA: CRC REMAINDER CHANGED FROM 93FF7E76 TO FC0F2DAE - FPAP CHANGED FROM 402814.6800N /0991959.9500W TO 402814.6835N /0991959.9570W.
- NOTES: ADDED CHART NOTE: CIRCLING NA TO RWYS 11 AND 29 – RWY 11/29 IS A TURF RWY.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: AMGR,ZDV

FLIGHT CHECKED BY

MICHAEL S MILLER

Digitally signed by

RAKE MCGRAW

Mar 24, 2025

OFFICE

AJF

DATE

03/20/2025

DEVELOPED BY

JANTZEN TAYLOR

Digitally signed by

JANTZEN L TAYLOR

Feb 20, 2025

OFFICE

AJV-A422

DATE

12/02/2024

APPROVED BY

RAKE MCGRAW

Digitally signed by

RAKE MCGRAW

Mar 24, 2025

OFFICE

AJV-A422

DATE

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA

0
0
KHDE
RW36
0
0
W36A
402646.7775N
0992019.4750W
+06785
402814.6835N
0991959.9570W
00040.0
F
03.00
106.75
1320
40.0
50.0

CRC REMAINDER

FC0F2DAE

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K3
+07034
+07034



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> |
|-------------------|-----------------------|-----------------|-------------|--------------|--------------------------|-----------------|
| HDE | RNAV (GPS) RWY 36 | ORIG-B | HOLDREGE | NE | 2314 | RNAV |

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM SPRIT **TO** FRESE

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|------------|-----------------|------------|------------|------------|-------------|
| 1.00 | 11.10 | | | | |

| <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 (28-0200) | 402305.00N/0992732.00W | 3446 | 50 | 20 | 2C | 1000 | | | | | 4400 |
| TERRAIN | 402642.00N/0993642.00W | 2471 (2500) | | | | | | | | AS1500 | 4000 |

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM EAR VOR **TO** ERAND

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|------------|-----------------|------------|------------|------------|-------------|
| 1.00 | 30.84 | | | | |

| <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 (28-0097) | 402935.00N/0990501.00W | 2728 | 250 | 50 | 4D | 1000 | | | | | 3700 |
| TERRAIN | 402230.00N/0991724.00W | 2350 (2400) | | | | | | | | AS1500 | 3900 |

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
10
CHECKED

INITIAL

FROM

FRESE

TO

BULIA

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | <u>HAT</u> | | | <u>HMAS</u> | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| 1.00 | 5.00 | | | | | | | | | | |
| <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 | 402006.00N/0992657.00W | 2582 | 164 | 98 | 4E | 1000 | | | | | 3600 |
| TERRAIN | 402606.00N/0992657.00W | 2382 (2400) | | | | | | | | AS1500 | 3900 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

ERAND

TO

BULIA

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 1.00 | 5.00 | | | | | | | | | | |
| <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 | 401851.00N/0991733.00W | 2536 | 164 | 98 | 4E | 1000 | | | | AT364 | 3900 |
| TERRAIN | 401851.00N/0991733.00W | 2336 (2300) | | | | | | | | AS1500 | 3800 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

BULIA (IF/IAF)

TO

KAASE

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 1.00 | 6.09 | | | | | | | | | | |
| <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 | 402157.00N/0992233.00W | 2596 | 164 | 98 | 4E | 500 | | | | AC98 | 3200 |
| TERRAIN | 402157.00N/0992233.00W | 2396 (2400) | | | | | | | | AS1500 | 3900 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

KAASE

TO

RW36

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30 | 4.81 | | DA | | | | 250 | | | | |
| <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> |
| TREE (31-048073) | 402633.41N/0992023.21W | 2342 | 20 | 3 | 1A | | ASC | | | | 2560 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

KAASE

TO

RW36

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|------------|-----------------|------------|------------|------------|-------------|
| 0.30 | 4.81 | | RW36 | 450 | |

| <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> |
|----------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| ELEVATOR (31-048025) | 402611.95N/0992107.41W | 2437 | 20 | 3 | 1A | 250 | | | | XP73 | 2760 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TO MAINTAIN PUBLISHED MINIMUMS.

HOLD-IN-LIEU OF PT

FROM

BULIA

TO

P-5

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|------------|-----------------|------------|------------|------------|-------------|
| | | P-5 | | | |

| <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 | 401930.00N/0992506.00W | 2579 | 215 | 8 | 4B | 1000 | | | | | 3600 |
| TERRAIN | 401933.00N/0992506.00W | 2382 (2400) | | | | | | | | AS1500 | 3900 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LPV

FROM

DA

TO

YETUP

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30-1.00 | | | | | | | | | | | 2372 |
| <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 | | | | 4000 |
| AAO | 403048.00N/0992054.00W | 2533 | 215 | 8 | 4B | 1000 | | | | | 3600 |
| TERRAIN | 402800.00N/0991903.00W | 2339 (2300) | | | | | | | | AS1500 | 3800 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

RW36

TO

YETUP

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30-1.00 | | | | | | | | 2660 | | | |
| <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 | | | | 4000 |
| AAO | 403048.00N/0992054.00W | 2533 | 215 | 8 | 4B | 1000 | | | | | 3600 |
| TERRAIN | 402800.00N/0991903.00W | 2339 (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

HDE

PROCEDURE NAME

RNAV (GPS) RWY 36

AMDT NO.

ORIG-B

CITY

HOLDREGE

STATE

NE

AIRPORT ELEVATION

2314

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 | | | | | | | | | | | |
| BUILDING (31-048010) | 402615.05N/0992152.99W | 1.33 | 526 | 2512 | 20 | 10 | 1B | 300 | | XP28 | 2840 |
| CATEGORY B | | | | | | | | | | | |
| TOWER (31-001125) | 402604.10N/0992226.50W | 1.89 | 566 | 2514 | 250 | 50 | 4D | 300 | | AC50 | 2880 |
| CATEGORY C | | | | | | | | | | | |
| TOWER (31-000048) | 402704.00N/0992354.00W | 2.98 | 706 | 2656 | 250 | 50 | 4D | 300 | | AC50 | 3020 |
| CATEGORY D | | | | | | | | | | | |
| TOWER (31-000048) | 402704.00N/0992354.00W | 3.89 | 706 | 2656 | 250 | 50 | 4D | 300 | | AC50 | 3020 |

CIRCLING REMARKS:
TO MAINTAIN PUBLISHED MINIMUMS.

MSA

CENTER

RW36

RADIUS

25

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---------|-------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-360 | TOWER | 404148.02N/0994719.17W | 299 | 25.5 | 3519 | 250 | 50 | 4D | 1000 | | | 4600 |

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>WMSCR</u> | <u>ADJUSTMENTS</u> |
|---------------------------|-----------------|----------------------|-------------------------|-----------------|--------------|--------------------|
| AWOS-3 | HDE | 24 | HDE | 0.13 | Y | 0 |
| <u>BACK-UP WX SERVICE</u> | <u>LOCATION</u> | <u>HRS OPERATION</u> | <u>ALTIMETER SOURCE</u> | <u>DISTANCE</u> | <u>WMSCR</u> | <u>ADJUSTMENTS</u> |
| AWOS-3PT | EAR | 24 | EAR | 22.33 | Y | 77 |

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KHDE: 2314
KEAR: 2132
RA = 76.9

| <u>PRIMARY NAVAID</u> | <u>MONITOR POINT</u> | <u>HRS OPERATION</u> | <u>CAT</u> |
|--|----------------------|------------------------|----------------------------|
| <u>APPROACH AND RUNWAY LIGHTING SYSTEM</u> | | <u>RUNWAY MARKINGS</u> | <u>RUNWAY VISUAL RANGE</u> |
| RW29 | | | |
| RW11 | | | |
| RW18 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL) | | NPI-G | |
| RW36 - REIL (PCL), 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 | 2307.8 | 40.0 | | | 3.00 | 40.0 |

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

| <u>CRITICAL LOW</u> | <u>CRITICAL HIGH</u> | <u>ACT</u> | <u>APT ISA</u> |
|---------------------|----------------------|------------|----------------|
|---------------------|----------------------|------------|----------------|

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.

RWY 11/29 TURF. NO LIGHTS.

TARGETS INDICATED THAT THE PFAF SHOULD MOVE 408.5477 SOUTH FOR TARGETS CALCULATED PFAF LOCATION BASED ON ANGLE/TCH. THIS WAS NOT COMPLETED DUE TO THIS AMENDMENT BEING AN ABBREVIATED AMENDMENT.

AIRPORT ALP DOES NOT SUPPORT VISIBILITY LOWER THAN 1 SM PER FPT.
LNAV/VNAV NOT DEVELOPED PER FPT

ALL TREES ASSUMED TO BE 100'.
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 | 3.30 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 1.75 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 009.62 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 2400 |
| DISTANCE FROM | THLD | TO 1500FT POINT | 4.87 |
| WIDTH OF | FINAL | SEGMENT AT 1500FT POINT | 2.00 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1500FT POINT | 009.62 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 2400 |

| | |
|--|----------------------------|
| THRESHOLD COORDINATES (IF STR-IN) | 402646.78N/0992019.48W |
| ARP COORDINATES | 402706.51N/0992009.70W |
| RUNWAY APCH END AND DIST FURTHEST FROM ARP | RUNWAY 36 DISTANCE 0.39 NM |
| FAF COORDINATES | 402202.25N/0992122.60W |
| FIX NAME COORDINATES | |

REMARKS

PART E: PREPARED BY

| | | | |
|----------------|----------|------------|-------------------------------------|
| NAME | OFFICE | DATE | TITLE |
| JANTZEN TAYLOR | AJV-A422 | 12/02/2024 | AERONAUTICAL INFORMATION SPECIALIST |

