

RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33				Bearings, headings, courses, 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 in feet RVR.															
TERMINAL ROUTES										MISSED APPROACH									
FROM		TO		COURSE AND DISTANCE				ALTITUDE		LPV: DA LNAV/VNAV: DA LNAV: RW21 CLIMB TO 5000 DIRECT KILEA AND HOLD. ADDITIONAL FLIGHT DATA: HOLD SW, RT, 028.22 INBOUND. CHART 2701 TOWER 425217N/1003249W. DISTANCE TO THLD FROM 250 HAT: 0.64 NM. CHART VDP AT 1.22 MILES TO RW21* *LNAV ONLY. WAAS CHANNEL # 97437 REFERENCE PATH ID: W21A CHART CIRCLING ICON. LTP HAE: 766.5 M									
MAIMS (IF/IAF)		STAPH (FB)		208.39 / 5.00				4300											
STAPH (FAF)		WADAB/1.90 NM TO RW21 (FB)		208.35 / 3.34															
WADAB/1.90 NM TO RW21		RW21 (MAP) (FO)		208.35 / 1.90															
RW21 (MAP)		2845 MSL		208.35															
2845 MSL		KILEA (FO)						5000											
1. PT <u> </u> SIDE OF COURSE <u> </u> OUTBOUND <u> </u> FT WITHIN <u> </u> MILES OF <u> </u> (IAF) 2. HOLD NE MAIMS, RT, 208.39 INBOUND, 5000 FT. IN LIEU OF PT (IAF) 3. FAC: 208.35 FAF: STAPH DIST FAF TO MAP: 5.24 THLD: 5.24 4. MIN. ALT: MAIMS 5000, STAPH 4300, WADAB/1.90 NM TO RW21 3220* 5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT: 6. MIN GS INCPT: 4300 GS ALT AT: STAPH 4300 OM: MM: IM: 7. GS ANGLE: 3.00 TCH: 44.7 34:1 IS CLEAR 8. MSA FROM:																MAG VAR: 8E		EPOCH YEAR: 2000	
MINIMUMS																			
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT										ALTERNATE: N A		STANDARD @							
CATEGORY =====>		A			B			C			D			E					
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA				
LPV DA	2845	1	250	2845	1	250		NA			NA								
LNAV/VNAV DA	2893	1	298	2893	1	298		NA			NA								
LNAV MDA	3020	1	425	3020	1	425		NA			NA								
CIRCLING	3080	1	485	3360	1	765		NA			NA								
NOTES: CHART NOTE: BARO-VNAV NA WHEN USING AINSWORTH RGNL ALTIMETER SETTING. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -24C (-11F) OR ABOVE 54C (130F). CHART NOTE: DME/DME RNP-0.3 NA. (SEE FORM 8260-10)																@ NA WHEN LOCAL WEATHER NOT AVAILABLE.			
CITY AND STATE		ELEVATION: 2595 TDZE: 2595				FACILITY IDENTIFIER:		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:							
VALENTINE, NE		AIRPORT NAME:				RNAV		RNAV (GPS) RWY 21, ORIG				AMDT: NONE							
		MILLER FIELD						5 MARCH 2015				DATED							

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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NOTES, (CONT.):

CHART NOTE: VDP NA WITH AINSWORTH RGNL ALTIMETER SETTING.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AINSWORTH RGNL ALTIMETER SETTING AND INCREASE ALL DA 70 FEET AND ALL MDA 80 FEET, INCREASE LNAV/VNAV CAT A/B AND CIRCLING CAT B VISIBILITY 1/4 MILE.

TAA

	FROM	TO	ALT
1.	118/30 CW 298/30 (NOPT)	MAIMS (IF/IAF) (FB)	5000
2.	298/30 CW 118/30	MAIMS (IF/IAF) (FO)	5000

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RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR PART 97.33

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FAS DATA BLOCK INFORMATIONDATA FIELDDATA

OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KVTN
RUNWAY	RW21
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W21A
LTP/FTP LATITUDE	425137.2065N
LTP/FTP LONGITUDE	1003252.4665W
LTP/FTP ELLIPSOIDAL HEIGHT	+07665
FPAP LATITUDE	425025.3730N
FPAP LONGITUDE	1003404.1640W
THRESHOLD CROSSING HEIGHT (TCH)	00044.7
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1712
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER

70392295

ADDITIONAL PATH POINT RECORD INFORMATION




ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+07883
FPAP ORTHOMETRIC HEIGHT	+07883

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[illegible][illegible]

SEGMENT	1	2	3	4	5	6	7	8	9	0	1	2	3
SUSAP KVTNK3FR21	AMAIMS	010MAIMSK3EA0EE	AR	HF			20840050	+	05000	18000		A	JS
SUSAP KVTNK3FR21	R	010MAIMSK3EA0E	I	IF				+	05000	18000		A	JS
SUSAP KVTNK3FR21	R	020STAPHK3EA1E	F	051TF			20840050	+	04300			A	JS
SUSAP KVTNK3FR21	R	020STAPHK3EA2WALPV			ALNAV/VNAV	ALNAV							JS
SUSAP KVTNK3FR21	R	021WADABK3EA0E	S	031TF			20840033	V	0322003236	-300		A	JS
SUSAP KVTNK3FR21	R	030RW21 K3PG0GY	M	031TF			20840019		02631	-300		A	JS
SUSAP KVTNK3FR21	R	040	0	M	CA		2084	+	02845			A	JS
SUSAP KVTNK3FR21	R	050KILEAK3EA0EY		DF				+	05000			A	JS
SUSAP KVTNK3FR21	R	060KILEAK3EA0EE	R	HM			02820050	+	05000			A	JS

[illegible][illegible]

CITY AND STATE VALENTINE, NE	ELEVATION: 2595	TDZE: 2595	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: RNAV (GPS) RWY 21, ORIG 5 MARCH 2015	SUP:
	AIRPORT NAME: MILLER FIELD	FACILITY IDENTIFIER: RNAV		AMDT: NONE
				DATED:

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
 FLIGHT STANDARDS SERVICES - FAR PART 97.33

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ARINC SUMMARY - 424-18 - RNAV (GPS)

ROUTES	TRANSITION	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG (TRUE)	DISTANCE	ALTITUDE	SPEED
	MAIMS	MAIMS	010	IAF	HF	R	FO		208.4 (216.4T)	005.0	AA 05000	
		MAIMS	010	FACF	IF		FB				AA 05000	
		STAPH	020	FAF	TF		FB	0.5	208.4 (216.4T)	005.0	AA 04300	
		WADAB	021	SDF	TF		FB	0.3	208.4 (216.4T)	003.3	AA 03220 GS 03236	
		RW21	030	MAP	TF		FO	0.3	208.4 (216.4T)	001.9	AT 02631	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG (TRUE)	DISTANCE	ALTITUDE	SPEED
		040		CA		FB		208.4 (216.4T)		AA 02845	
	KILEA	050		DF		FO				AA 05000	
	KILEA	060		HM	R	FO		028.2 (036.2T)	005.0	AA 05000	

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	KILEA	N424224.77	W1004202.84	N4242.413	W10042.047
	MAIMS	N425952.20	W1002436.80	N4259.870	W10024.613
	STAPH	N425550.58	W1002839.10	N4255.843	W10028.652
	WADAB	N425309.10	W1003120.67	N4253.152	W10031.345
	RW21	N425137.21	W1003252.47	N4251.620	W10032.875

RUNWAY DATA	THRESHOLD	ELEVATION	TCH
RWY			
RW21	02586		45

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