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North Central (NC) Vol 2 of 3

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Consult the Change Notice (CN) effective 08 AUG 2024 for revised Instrument Procedure Charts for this volume

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**CORRECTIONS, COMMENTS AND/OR PROCUREMENT**

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact aerohelp@nga.mil

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Frequently asked questions (FAQ) are answered on our website at: https://www.faa.gov/go/ais
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4
INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>1/4 mile</td>
</tr>
</tbody>
</table>

(2) ILS, LPV, GLS with visibility minima of RVR 1800 †/2000*/*2200*

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000 †</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500 *</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400 #</td>
</tr>
<tr>
<td>RVR</td>
<td>To 1/2 mile</td>
</tr>
</tbody>
</table>

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>1/2 mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>1/4 mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>1/2 mile</td>
</tr>
</tbody>
</table>

(5) All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>1/4 mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>1/8 mile</td>
</tr>
</tbody>
</table>
**TERMS/LANDING MINIMA DATA**

**IFR LANDING MINIMA**

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

### LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(200-1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-1/2)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1440-1</td>
<td>640-1/2</td>
<td>1740-2</td>
</tr>
<tr>
<td>MDA</td>
<td>461 (400-1)</td>
<td>461 (500-1)</td>
<td>461 (500-1/2)</td>
<td>561 (600-2)</td>
</tr>
</tbody>
</table>

**All weather minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.**

### COLD TEMPERATURE AIRPORTS

NOTE: The W symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the W will be removed.

### RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

### COLD TEMPERATURE ERROR TABLE

**HEIGHT ABOVE AIRPORT IN FEET**

<table>
<thead>
<tr>
<th>REPORTED TEMP °C</th>
<th>-50</th>
<th>-40</th>
<th>-30</th>
<th>-20</th>
<th>-10</th>
<th>0</th>
<th>10</th>
<th>20</th>
<th>30</th>
<th>40</th>
<th>50</th>
<th>60</th>
<th>70</th>
<th>80</th>
<th>90</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>300</th>
<th>400</th>
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</tr>
</tbody>
</table>

### CIRCLING MINIMA ONLY

- Copter Approach Direction
- Height of MDA/DA
- Above Landing Area (HAL)

NOTE: The W symbol indicates altitude corrections are required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page:

http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

### COLD TEMPERATURE ERROR TABLE

**HEIGHT ABOVE AIRPORT IN FEET**

| REPORTED TEMP °C | -50 | -40 | -30 | -20 | -10 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 150 | 200 | 300 | 400 |
|------------------|-----|-----|-----|-----|-----|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| 200              |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 300              |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 400              |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 500              |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 600              |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 700              |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 800              |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 900              |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 1000             |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 1500             |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 2000             |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 3000             |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 4000             |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |
| 5000             |     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |

### CIRCLING MINIMA ONLY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-176°</td>
<td>680-1/2</td>
</tr>
<tr>
<td></td>
<td>363</td>
</tr>
<tr>
<td></td>
<td>(400-1)</td>
</tr>
</tbody>
</table>

No circling minimums are provided. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

### MANEUVERING TABLE

<table>
<thead>
<tr>
<th>Approach Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots)</td>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
</tr>
</tbody>
</table>

**TERMS/LANDING MINIMA DATA** 20142
TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 use the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the C symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAT A</td>
<td>CAT B</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the C symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAT A</td>
<td>CAT B</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>1/4</td>
</tr>
<tr>
<td>1800</td>
<td>1/2</td>
</tr>
<tr>
<td>2000</td>
<td>1/2</td>
</tr>
<tr>
<td>2200</td>
<td>1/2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3500</td>
<td>6/4</td>
</tr>
<tr>
<td>4000</td>
<td>6/4</td>
</tr>
<tr>
<td>4500</td>
<td>6/4</td>
</tr>
<tr>
<td>5000</td>
<td>6/4</td>
</tr>
</tbody>
</table>

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown - not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1/4.
3. NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored (V) VHF emergency frequency (121.5) monitored (U) UHF emergency frequency (243.0) monitored
4. Additionally, unmaintained frequencies which are available on request from the controlling agency may be annotated with an "x".
5. Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
6. NA Alternate minimums are Not Authorized due to unmaintained facility or absence of weather reporting service.
7. Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA
GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPS, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed by an authorized non-FAA service provider. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minimums, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.
GENERAL INFO

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6): ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARs and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure’s navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure’s PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box

Equipment Requirements Box

Standard Procedure Notes Box

From WINRZ, UBGEB: RNAV-1 GPS, RNAV-1 GPS from MAP to YARKU.

DME required for LOC only.

TV Circling to Rwy 25 NA at night.

# For inop MALSR increase S-ILS 16R all cats visibility to 2 1/2 SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box

Equipment Requirements Box

RNAV 1 - DME/DME/IRU or GPS

RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., "", ".

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative " " symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a "

KEY MIKE

7 times within 5 seconds
5 times within 5 seconds
3 times within 5 seconds

FUNCTION

Highest intensity available
Medium or lower intensity (Lower REIL or REIL-off)
Lowest intensity available (Lower REIL or REIL-off)
## ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
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<td>APCH</td>
<td>Approach</td>
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<tr>
<td>APP CON</td>
<td>Approach Control</td>
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<tr>
<td>AR</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>ARR</td>
<td>Arrival</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
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<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
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<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
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<tr>
<td>AZ</td>
<td>Azimuth</td>
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<tr>
<td>BC</td>
<td>Back Course</td>
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<tr>
<td>BND</td>
<td>Bound</td>
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<tr>
<td>C</td>
<td>Circling</td>
</tr>
<tr>
<td>CAT</td>
<td>Category</td>
</tr>
<tr>
<td>CW</td>
<td>Digital-Automated Terminal Information Service</td>
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<tr>
<td>CIR</td>
<td>Circling</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>Clearance Delivery</td>
</tr>
<tr>
<td>CNF</td>
<td>Computer Navigation Fix</td>
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<tr>
<td>CPDLC</td>
<td>Controller Pilot Data Link</td>
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<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
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<tr>
<td>CW</td>
<td>Clockwise</td>
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<tr>
<td>D-ATIS</td>
<td>Digital-Automated Terminal</td>
</tr>
<tr>
<td>DA</td>
<td>Decision Altitude</td>
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<tr>
<td>DER</td>
<td>Departure End of Runway</td>
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<td>DH</td>
<td>Decision Height</td>
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<td>DME</td>
<td>Distance Measuring Equipment</td>
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<tr>
<td>DTHR</td>
<td>Displaced Threshold</td>
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<tr>
<td>DVA</td>
<td>Diverse Vector Area</td>
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<tr>
<td>ELEV</td>
<td>Elevation</td>
</tr>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System</td>
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<td>FAF</td>
<td>Final Approach Fix</td>
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<tr>
<td>FD</td>
<td>Flight Director System</td>
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<td>FM</td>
<td>Fan Marker</td>
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<tr>
<td>FMS</td>
<td>Flight Management System</td>
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<td>GBAS</td>
<td>Ground Based Augmentation System</td>
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<tr>
<td>GCO</td>
<td>Ground Communications Outlet</td>
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<tr>
<td>GLS</td>
<td>Ground based Augmentation System Landing System</td>
</tr>
<tr>
<td>GP</td>
<td>Ground Point of Intersection</td>
</tr>
<tr>
<td>GPI</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>GS</td>
<td>Glide Slope</td>
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<tr>
<td>HAA</td>
<td>Height above Airport</td>
</tr>
<tr>
<td>HAL</td>
<td>Height above Landing</td>
</tr>
<tr>
<td>HAT</td>
<td>Height above Touchdown</td>
</tr>
<tr>
<td>HCh</td>
<td>Heliport Crossing Height</td>
</tr>
<tr>
<td>HGS</td>
<td>Heads-up Guidance System</td>
</tr>
<tr>
<td>HIRL</td>
<td>High Intensity Runway Lights</td>
</tr>
<tr>
<td>HUD</td>
<td>Head-up Display</td>
</tr>
<tr>
<td>IAF</td>
<td>Initial Approach Fix</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>IF</td>
<td>Intermediate Fix</td>
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<td>IM</td>
<td>Inner Marker</td>
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<td>INOP</td>
<td>Inoperative</td>
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<td>INT</td>
<td>Intersection</td>
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<td>K</td>
<td>Knots</td>
</tr>
<tr>
<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
</tr>
<tr>
<td>LAAS</td>
<td>Local Area Augmentation System</td>
</tr>
<tr>
<td>LDA</td>
<td>Localizer Type Directional Aid</td>
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<tr>
<td>Ldg</td>
<td>Landing</td>
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<tr>
<td>LIRL</td>
<td>Low Intensity Runway Lights</td>
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<tr>
<td>LNAV</td>
<td>Lateral Navigation</td>
</tr>
<tr>
<td>LOC</td>
<td>Localizer</td>
</tr>
<tr>
<td>LP</td>
<td>Localizer Performance</td>
</tr>
<tr>
<td>LPV</td>
<td>Localizer Performance with Vertical Guidance</td>
</tr>
<tr>
<td>LR</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the</td>
</tr>
<tr>
<td></td>
<td>intermediate/final course.</td>
</tr>
<tr>
<td>MAA</td>
<td>Maximum Authorized Altitude</td>
</tr>
<tr>
<td>MAL</td>
<td>Medium Intensity Approach</td>
</tr>
<tr>
<td>MALS</td>
<td>Medium Intensity Approach Light System</td>
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<tr>
<td>MALSF</td>
<td>Medium Approach Lighting System with Sequenced Flashers</td>
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<tr>
<td>MALSR</td>
<td>Medium Intensity Approach Light System with RAIL</td>
</tr>
<tr>
<td>MAP</td>
<td>Missed Approach Point</td>
</tr>
<tr>
<td>MDA</td>
<td>Minimum Descent Altitude</td>
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<tr>
<td>MIRL</td>
<td>Medium Intensity Runway Lights</td>
</tr>
<tr>
<td>MM</td>
<td>Minimum Reception Altitude</td>
</tr>
<tr>
<td>MRA</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>NA</td>
<td>Not Authorized</td>
</tr>
<tr>
<td>NDB</td>
<td>Non-directional Radio</td>
</tr>
<tr>
<td>NM</td>
<td>Nautical Mile</td>
</tr>
<tr>
<td>NoPT</td>
<td>No Procedure Turn Required</td>
</tr>
<tr>
<td></td>
<td>(Procedure Turn shall not be executed without ATC clearance)</td>
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**Note:** Some abbreviations are specific to aviation and may require additional context for full understanding.
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
</tr>
<tr>
<td>ODP</td>
<td>Obstacle Departure Procedure</td>
</tr>
<tr>
<td>OM</td>
<td>Outer Marker</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<td>PDC</td>
<td>Pre-Departure Clearance</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>R</td>
<td>Radial</td>
</tr>
<tr>
<td>RA</td>
<td>Radio Altimeter setting height</td>
</tr>
<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>RF</td>
<td>Radius-to-Fix</td>
</tr>
<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
</tr>
<tr>
<td>RNAV</td>
<td>Area Navigation</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Performance Navigation</td>
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<tr>
<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
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<tr>
<td>RRL</td>
<td>Runway Remaining Lights</td>
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<tr>
<td>Rwy</td>
<td>Runway</td>
</tr>
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<td>RVR</td>
<td>Runway Visual Range</td>
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<tr>
<td>S</td>
<td>Straight-in</td>
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<tr>
<td>SALS</td>
<td>Short Approach Light System</td>
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<tr>
<td>SALSF</td>
<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
</tr>
<tr>
<td>SSALS</td>
<td>Simplified Short Approach Lighting System</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
</tr>
<tr>
<td>SM</td>
<td>Statute Mile</td>
</tr>
<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
</tr>
<tr>
<td>SR-SS</td>
<td>Sunrise-Sunset</td>
</tr>
<tr>
<td>TAA</td>
<td>Terminal Arrival Area</td>
</tr>
<tr>
<td>TAC</td>
<td>TACAN</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
</tr>
<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
</tr>
<tr>
<td>THR</td>
<td>Threshold</td>
</tr>
<tr>
<td>TODA</td>
<td>Takeoff Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
</tr>
<tr>
<td>TR</td>
<td>Track</td>
</tr>
<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
</tr>
<tr>
<td>VDA</td>
<td>Vertical Descent Angle</td>
</tr>
<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
</tr>
<tr>
<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
</tr>
<tr>
<td>VNAV</td>
<td>Vertical Navigation</td>
</tr>
<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

- **ROUTES**
  - Procedure Track
  - Feeder Route
  - Missed Approach
  - Visual Flight Path

- **HOLDING PATTERNS**
  - Hold-in-lieu of Procedure Turn

- **ALTITUDES**
  - 5500: Mandatory Altitude
  - 3000: Recommended Altitude
  - 2500: Minimum Altitude
  - 5000: Mandatory Block
  - 4300: Maximum Altitude

- **INDICATED AIRSPEED**
  - 175K: Mandatory Airspeed
  - 120K: Minimum Airspeed
  - 250K: Maximum Airspeed
  - 180K: Recommended Airspeed

- **RADIO AIDS TO NAVIGATION**
  - VOR
  - VOR/TACAN
  - TACAN

  - VOR/DME
  - DME
  - NDB
  - NDB/DME

  - LOM (Compass locator at Outer Marker)

- **FIXES/ATC REPORTING REQUIREMENTS**
  - Reporting Point
  - Waypoint
  - MAP WP (Flyby)
  - MAP WP (Flyover)
  - Flyover Point

- **Computer Navigation Fix (CNF)-No ATC Function**
  - R-198: Radial line and value
  - LR-198: Lead Radial
  - LB-198: Lead Bearing

**LEGEND**

- NC-2, 11 JUL 2024 to 05 SEP 2024

- SCOTT
  - Chan 59
  - VHF Paired Frequency
  - Chan 92
  - LOM
  - Akron
  - LIMA
  - 114.5
  - 14.9
  - 362
  - AKRON

- Computer Navigation Fix (CNF)-No ATC Function
  - "x" omitted when it is a MAP

- 045°: Procedure Turn (Type degree and point of turn optional)

- HOLD 8000

- 4 NM

- 090°: Arrival
  - 270°

- 270°: Missed Approach

- 090°: HOLD 10000

- 10000

- 8000

- 3100 NoPT to LOM

- 045°

- (14.2)

- 1 min

- 14000'

- (210K) applies to altitudes above 6000' to and including 14000'.

- Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

- Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

- **MAP WP**

- (Flyover From Facility)

- (Distance From Facility)

- 1 min

- NC-2, 11 JUL 2024 to 05 SEP 2024
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

TERMINAL ARRIVAL AREA (TAA)

MISCELLANEOUS

SPECIAL USE AIRSPACE

AIRPORTS

OBSTACLES

LEGEND
LEGEND 22251

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°, TCH 55.
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°, TCH 50.
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: 3.00°.

On Copter procedures this is depicted in the following format: 7.30°.

ILS or LOC APPROACH

RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE

NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY

RNP APPROACH WITH TF AND RF SEGMENTS

Descent from Holding Pattern

ALTIMETERS

PROFILE SYMBOLS

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.
**LEGEND**

**STANDARD TERMINAL ARRIVAL (STAR) CHARTS**

**RADIO AIDS TO NAVIGATION**

- **Compulsory:**
  - VOR
  - VORTAC
  - DME
  - NDB/DME

- **Non-Compulsory:**
  - VOR
  - VORTAC
  - DME
  - NDB/DME

- **LOM** (Compass locator at outer marker)
- **TACAN**
- **NDB**
- **VOR**
- **VOR/DME**
- **DME**
- **NDB/DME**

- **Marker Beacon**
  - Underline indicates no voice transmitted on this frequency
  - *(Y)* TACAN must be placed in *(Y)* mode to receive distance information

- **Localizer Front Course**
  - *(T)* indicates frequency protection range

- **Localizer Back Course**
  - *(Shading on left)*

- **TACAN or DME NAVAID Box**

- **SCOTT**
  - Chan 59
  - SKE (112.2)

- **VHF Paired Frequency**

**FIXES/ATC REPORTING REQUIREMENTS**

- **Unnamed DME fix**
- **Reporting Point (Compulsory)**
- **Reporting Point (Non-Compulsory)**

- **Obvious DME**
  - *(DME mileage matches route mileage)*
  - *(when not obvious)*

- **Waypoint (Compulsory)**
- **Waypoint (Non-Compulsory)**

- **Flyover Point**

- **Computer Navigation Fix (CNF)**
  - *(No ATC Function)*

**AIRPORTS**

- **Civil**
- **Military**
- **Joint**
  - *(Civil-Military)*

**ALTIMETRY**

- **Mandatory Altitude**
  - *(Cross at)*

- **Minimum Altitude**
  - *(Cross at or above)*

- **Maximum Altitude**
  - *(Cross at or below)*

**INDICATED AIRSPEED**

- **175K** Mandatory Airspeed
- **120K** Minimum Airspeed
- **250K** Maximum Airspeed

**SPECIAL USE AIRSPACE**

- **R-Restricted**
- **W-Warning**
- **P-Prohibited**
- **A-Alert**
- **MOA-Military Operations Area**

**MAA FL200**

- **Maximum Authorized Altitude**
- **4500** MEA-Minimum Enroute Altitude
- **3500** MOCA-Minimum Obstruction Clearance Altitude

**270°**

**Arrival Route**

**Distance between Radio Aids, Reporting Points, and Route Breaks**

**Transition Route**

- **R-275**

**Lost Communications Track**

**Holding Pattern**

**Airway/Jet Route Identification**

- **Special Use Airspace**

- **SCOTT**
  - Chan 59
  - SKE (112.2)

**AIRPORTS**

- **Civil**
- **Military**
- **Joint**
  - *(Civil-Military)*

**Indicates**

- **True North**
  - Not aligned to the top of the page

- **Ldg KLAS and KHND**
- **Ldg Rwys 16L/C/R**
- **Terminus identifier**

**LEGEND**

**STANDARD TERMINAL ARRIVAL (STAR) CHARTS**

**RADIO AIDS TO NAVIGATION**

- **Compulsory:**
  - VOR
  - VORTAC
  - DME
  - NDB/DME

- **Non-Compulsory:**
  - VOR
  - VORTAC
  - DME
  - NDB/DME

- **LOM** (Compass locator at outer marker)
- **TACAN**
- **NDB**
- **VOR**
- **VOR/DME**
- **DME**
- **NDB/DME**

- **Marker Beacon**
  - Underline indicates no voice transmitted on this frequency
  - *(Y)* TACAN must be placed in *(Y)* mode to receive distance information

- **Localizer Front Course**
  - *(T)* indicates frequency protection range

- **Localizer Back Course**
  - *(Shading on left)*

- **TACAN or DME NAVAID Box**

- **SCOTT**
  - Chan 59
  - SKE (112.2)

- **VHF Paired Frequency**

**FIXES/ATC REPORTING REQUIREMENTS**

- **Unnamed DME fix**
- **Reporting Point (Compulsory)**
- **Reporting Point (Non-Compulsory)**

- **Obvious DME**
  - *(DME mileage matches route mileage)*
  - *(when not obvious)*

- **Waypoint (Compulsory)**
- **Waypoint (Non-Compulsory)**

- **Flyover Point**

- **Computer Navigation Fix (CNF)**
  - *(No ATC Function)*

**AIRPORTS**

- **Civil**
- **Military**
- **Joint**
  - *(Civil-Military)*

- **Civil**
- **Military**
- **Joint**
  - *(Civil-Military)*

**Indicates**

- **True North**
  - Not aligned to the top of the page

- **Ldg KLAS and KHND**
- **Ldg Rwys 16L/C/R**
- **Terminus identifier**
LEGEND

**RADIO AIDS TO NAVIGATION**

- **Compulsory:**
  - ![VOR](image)
  - ![VORTAC](image)
  - ![DME](image)
  - ![NDB/DME](image)

- **Non-Compulsory:**
  - ![VOR](image)
  - ![VORTAC](image)
  - ![DME](image)
  - ![NDB/DME](image)

**FIXES/ATC REPORTING REQUIREMENTS**

- ![Unnamed DME fix](image)
- ![Reporting Point (Compulsory)](image)
- ![Reporting Point (Non-Compulsory)](image)
- ![Obvious DME](image)
- ![Waypoint (Compulsory)](image)
- ![Waypoint (Non-Compulsory)](image)
- ![Computer Navigation Fix (CNF) - No ATC Function](image)

**MISCELLANEOUS**

- ![Changeover Point](image)
- ![Distance not to scale](image)
- ![Sector Boundary](image)
- ![Air Defense Identification Zone](image)
- ![Takeoff Minimums and (Obstacle) Departure Procedures entry published.](image)

**ROUTES**

- **MEA-Minimum Enroute Altitude**
- **MOCA-Minimum Obstruction Clearance Altitude**
- **Departure Route**
- **Transition Route**
- **Lost Communications Track**
- **Visual Flight Path**

**SPECIAL USE AIRSPACE**

- **R-Restricted**
- **W-Warning**
- **P-Prohibited**
- **A-Alert**
- **MOA-Military Operations Area**

**ALITUDES**

- **Mandatory Altitude (Cross at)/**
- **Cross at or below**
- **Cross at or above**
- **Minimum Altitude**
- **Block Altitude**
- **Top altitude restriction**

**INDICATED AIRSPEED**

- **Mandatory Airspeed**
- **Minimum Airspeed**
- **Maximum Airspeed**

**AIRPORTS**

- **Civil**
- **Military**
- **Heliport**
- **Joint (Civil-Military)**

**MINIMUM SAFE ALTITUDE (MSA)**

[Diagram showing MSA with altitude values and sector boundaries]
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal Surface

Closed Runway

- Closed Surface
- Non-Movement
- Under Construction
- Water Runway

ARRESTING SYSTEM (EMAS)

- uni-directional
- bi-directional
- Jet Barrier

REFERENCE FEATURES

- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel
- Towers
- Obstructions
- Airport Beacon
- Runway Radar Reflectors
- Bridges
- Control Tower
- Wind Cone
- Landing Tee
- Tetrahedron

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

## See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.

NOTE:

Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation

NOTE:

Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram.

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE:

All new and revised airport diagrams are shown referred to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A, etc. A dot "●" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., A. Negative symbology, e.g., A, A, indicates Pilot Controlled Lighting (PCL).

### Category I Approach Lighting System

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### Short Approach Lighting System

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### Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights

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### Simplified Short Approach Lighting System with Runway Alignment Indicator Lights

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### Omnidirectional Approach Lighting System

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### Medium Intensity (MALS and MALSF) or Simplified Short (SSALS and SSALF) Approach Lighting Systems

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<td>[\text{LENGTH 1400 FEET} ]</td>
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**Legend:**
- ALSF-2: \[\text{RED} \quad \text{RED} \quad \text{GREEN}\]
- ALSF-1: \[\text{RED} \quad \text{WHITE} \quad \text{RED}\]
- SALS/SALSF: \[\text{RED} \quad \text{RED} \quad \text{GREEN}\]
- MALS: \[\text{RED} \quad \text{GREEN}\]
- SSALR: \[\text{GREEN}\]
- ODALS: \[\text{WHITE}\]
- TDZ/CL: \[\text{WHITE} \quad \text{SEQUENCED FLAShING LIGHTS FOR MALS/SSALS ONLY} \]

**Note:**
- Note in sketch e.g. "TDZ/CL Rwy 15"
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, ✈, ±, etc.

A dot ✈ portrayed with approach lighting letter identifier indicates sequences flashing lights (F) installed with the approach lighting system e.g., ✈. Negative symbology, e.g., ✈, ✈ indicates Pilot Controlled Lighting (PCL).

**LEGEND INSTRUMENT APPROACH PROCEDURES (CHARTS) APPROACH LIGHTING SYSTEM - UNITED STATES**

**VASI**

**VISUAL APPROACH SLOPE INDICATOR**

**VASI**

**VISUAL APPROACH SLOPE INDICATOR**

**PAPI**

**PRECISION APPROACH PATH INDICATOR**

**PALS**

**PULSATING VISUAL APPROACH SLOPE INDICATOR**

**TRCV**

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

**APAP**

**ALIGNMENT OF ELEMENTS SYSTEMS**

**CAUTION:** When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

**CAUTION:** When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.
# Frequency Pairing Table

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<th>TACAN Channel</th>
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See the Chart Supplement for a complete listing.
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

ABILENE, KS

ABILENE MUNI (K78)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1/2 or std. w/min. climb of 245’ per NM to 1400, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2100’ prior to DER.

DEPARTURE PROCEDURE:

Rwy 35, climb on heading 353° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, electrical system 40’ from DER, 108’ left of centerline, 6’ AGL/1151’ MSL.

Electrical system 40’ from DER, 112’ right of centerline, 6’ AGL/1151’ MSL.

Poles beginning 69’ from DER, 439’ right of centerline, up to 29’ AGL/1178’ MSL.

Tower, vehicles on road beginning 74’ from DER, 312’ right of centerline, up to 31’ AGL/1183’ MSL.

Rwy 35, electrical system 42’ from DER, 113’ right of centerline, up to 1217’ MSL.

Tree 450’ from DER, 59’ left of centerline, 1175’ MSL.

Tree 550’ from DER, 357’ left of centerline, 1185’ MSL.

Trees beginning 578’ from DER, 223’ left of centerline, up to 41’ AGL/1192’ MSL.

Trees beginning 748’ from DER, 50’ left of centerline, up to 1203’ MSL.

Trees beginning 756’ from DER, 157’ right of centerline, up to 1182’ MSL.

Trees, pole beginning 850’ from DER, 29’ right of centerline, up to 1204’ MSL.

Tree, pole beginning 1342’ from DER, 614’ right of centerline, 4’ AGL/1154’ MSL.

Trees beginning 1519’ from DER, 161’ right of centerline, up to 60’ AGL/1215’ MSL.

Trees, transmission line beginning 1644’ from DER, 676’ right of centerline, up to 1217’ MSL.

Trees beginning 1722’ from DER, 44’ right of centerline, up to 1220’ MSL.

Tree 1740’ from DER, 111’ left of centerline, 1214’ MSL.

Trees, pole beginning 1745’ from DER, 234’ left of centerline, up to 1226’ MSL.

Transmission line, trees beginning 1842’ from DER, 22’ right of centerline, up to 75’ AGL/1228’ MSL.

Trees, transmission lines beginning 1952’ from DER, 97’ right of centerline, up to 1230’ MSL.

Trees, poles beginning 1975’ from DER, 9’ left of centerline, up to 1235’ MSL.

Tree 2104’ from DER, 1040’ left of centerline, 1241’ MSL.

Trees, pole beginning 2138’ from DER, 4’ left of centerline, up to 1244’ MSL.

Trees beginning 2406’ from DER, 80’ right of centerline, up to 83’ AGL/1236’ MSL.

Trees beginning 2919’ from DER, 475’ left of centerline, up to 1250’ MSL.

CON’T
ABILENE, KS (CON’T)

ABILENE MUNI (K78) (CON’T)
Rwy 35 (CON’T), trees beginning 3321’ from DER, 1351’ left of centerline, up to 1256’ MSL.
Tree 4193’ from DER, 1392’ left of centerline, 1262’ MSL.
Building 5985’ from DER, 180’ right of centerline, 148’ AGL/1323’ MSL.

AINSWORTH, NE

AINSWORTH RGNL (ANW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 31, fence 81’ from DER, 374’ right of centerline, 3’ AGL/2589’ MSL.

ALBION, NE

ALBION MUNI (BVN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25SEP08 (08269) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 15, trees beginning 370’ from DER, 72’ left of centerline up to 98’ AGL/1868’ MSL.
Fences and trees beginning 4’ from DER, 114’ right of centerline, up to 61’ AGL/1831’ MSL.
Rwy 33, trees, building, and equipment beginning 175’ from DER, 12’ left of centerline, up to 57’ AGL/1863’ MSL.

ALMA, NE

ALMA MUNI (4D9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20AUG15 (15232) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-2 or std. w min. climb of 224’ per NM to 2500, or alternatively with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2000’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees and poles beginning 399’ from DER, 318’ right of centerline, up to 50’ AGL/2099’ MSL.
Tree 678ft from DER, 317’ left of centerline, up to 50’ AGL/2089’ MSL.
Rwy 35, tree 4’ from DER, 312’ right of centerline, 50’ AGL/2109’ MSL.
Vehicles on roads beginning 51’ from DER, 161’ right of centerline, up to 15’ AGL/2082’ MSL.
Terrain beginning 58’ from DER, 403’ left of centerline, 2079’ MSL.
Vehicles on roads beginning 414’ from DER, 250’ left of centerline, up to 15’ AGL/2095’ MSL.
Poles and trees beginning 523’ from DER, 547’ left of centerline, up to 50’ AGL/2119’ MSL.
Irrigation arm 705’ from DER, 459’ left of centerline, 12’ AGL/2091’ MSL.

ANTHONY, KS

ANTHONY MUNI (ANY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02DEC21 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwys 10, 28, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 18, traverse way 11’ from DER, 145’ right of centerline, 1346’ MSL.
Tree, traverse way beginning 15’ from DER, 153’ right of centerline, up to 1379’ MSL.
Tree 157’ from DER, 472’ right of centerline, 1382’ MSL.
Trees, poles, antenna beginning 291’ from DER, 19’ right of centerline, up to 1407’ MSL.
Lighting, tower, trees beginning 696’ from DER, 15’ left of centerline, up to 56’ AGL/1377’ MSL.
Rwy 36, tree 2477’ from DER, 884’ right of centerline, 66’ AGL/1406’ MSL.

ATCHISON, KS

AMELIA EARHART (K59)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 135’ from DER, 291’ left of centerline, up to 100’ AGL/1177’ MSL.
Trees beginning 301’ from DER, 230’ right of centerline, up to 100’ AGL/1161’ MSL.
Vehicle on road, 25’ from DER, crossing centerline, 15’ AGL/1093’ MSL.
Rwy 34, trees beginning 974’ from DER, 639’ left of centerline, up to 100’ AGL/11 05’ MSL.
Trees beginning 85’ from DER, 308’ right of centerline, up to 100’ AGL/1105’ MSL.
Vehicle on road, 25’ from DER, crossing centerline, 15’ AGL/1043’ MSL.
ATKINSON, NE
STUART-ATKINSON MUNI (8V2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03MAY12 (12124) (FAA)
TAKEOFF MINIMUMS:
Rwys 5, 23, NA - Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 29, pole 585' from DER, 466 left of centerline, 36' AGL/2162' MSL.

ATWOOD, KS
ATWOOD-RAWLINS COUNTY CITY-COUNTY (ADT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 16JUN22 (22167) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 22, NA–Environmental.
Rwy 17, 300-1½ or std. w/min. climb of 285' per NM to 3300.
TAKEOFF OBSTACLE NOTES:
Rwy 17, electrical system 10' from DER, 17' left of centerline, 1' AGL/2928' MSL.
Trees beginning 470' from DER, 160' right of centerline, up to 38' AGL/2952' MSL.
Tower 1.2 NM from DER, 352' left of centerline, 255' AGL/3125' MSL.
Rwy 35, electrical system 11' from DER, 18' left of centerline, 2' AGL/2992' MSL.
Poles, vehicle on road, beginning 400' from DER, 95' left of centerline, up to 30' AGL/3020' MSL.
Poles, beginning 697' from DER, 483' left of centerline, up to 35' AGL/3027' MSL.
Pole 1417' from DER, 437' left of centerline, 33' AGL/3029' MSL.
Pole 1418' from DER, 437' left of centerline, 34' AGL/3030' MSL.

AUBURN, NE
FARINGTON FLD (K01)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25APR19 (21224) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 34, pole 1167' from DER, 620' right of centerline, 20' AGL/955' MSL.

AUGUSTA, KS
AUGUSTA MUNI (3AU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 09FEB12 (12040) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, terrain, 51' from DER, 463' right of centerline, 1309' MSL.
Vehicle on road, 102' from DER, left to right of centerline, up to 15' AGL/1324' MSL.
Trees beginning 301' from DER, 489' left of centerline, up to 35' AGL/1344' MSL.
Rwy 36, terrain and trees 21' from DER, 51' left of centerline, up to 35' AGL/1374' MSL.
Terrain and trees 56' from DER, 155' right of centerline, up to 35' AGL/1374' MSL.
Vehicle on road, 744' from DER, left to right of centerline, up to 17' AGL/1356' MSL.

AURORA, NE
AURORA MUNI - AL POTTER FIELD (AUH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 74' from DER, 436' left of centerline, up to 70' AGL/1876' MSL.
Trees beginning 396' from DER, left and right of centerline, up to 15' AGL/1814' MSL.
Tree 614' from DER, 577' right of centerline, 50' AGL/1859' MSL.
Rwy 34, fence 9' from DER, 470' left of centerline, 4' AGL/1806' MSL.
Trees beginning 93' from DER, 511' left of centerline, up to 15' AGL/1824' MSL.
Tree 135' from DER, 417' right of centerline, 12' AGL/1812' MSL.
Wood power poles beginning 320' from DER, 289' left of centerline, up to 61' AGL/1863' MSL.
Vegetation on roadway beginning 480' from DER, left and right of centerline, up to 15' AGL/1824' MSL.
Trees beginning 722' from DER, 376' left of centerline, up to 46' AGL/1847' MSL.
Chimney 770' from DER, 500' left of centerline, 24' AGL/1827' MSL.
Antennas beginning 802' from DER, 479' left of centerline, up to 35' AGL/1835' MSL.
BASSETT, NE
ROCK COUNTY (RBE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT2 08APR10 (10098) (FAA)
TAKEOFF MINIMUMS:
Rwys 2, 20, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 13, fence and trees beginning 12' from DER, 298' left of centerline, up to 60' AGL/2449' MSL.
Fence and trees beginning 16' from DER, 320' left of centerline, up to 60' AGL/2459' MSL.
Rwy 31, rising terrain, trees, and train on railroad tracks beginning 2' from DER, 155' left of centerline, up to 60' AGL/2409' MSL.
Sign, obstruction light on airport beacon and multiple vehicles, towers, trees, fences, and fuel farms beginning 31' from DER, 330' right of centerline, up to 58' AGL/2403' MSL.
Train on railroad tracks, multiple buildings, vehicles and trees beginning 353' from DER, 322' right of centerline, up to 80' AGL/2416' MSL.

BEATRICE, NE
BEATRICE MUNI (BIE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15DEC11 (11349) (FAA)
DEPARTURE PROCEDURE:
Rwy 18, Climb heading 176° to 1900 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 896' from DER, 438' left of centerline, up to 51' AGL/1360' MSL.
Light pole 1208' from DER, 212' left of centerline, 35' AGL/1344' MSL.
Rwy 32, tree 859' from DER, 320' left of centerline, 27' AGL/1346' MSL.
Rwy 36, trees beginning 779' from DER, 349' right of centerline, up to 58' AGL/1367' MSL.
Tree 1193' from DER, 50' left of centerline, 48' AGL/1357' MSL.

BELLEVILLE, KS
BELLEVILLE MUNI (RPB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF MINIMUMS:
Rwys 14, 32, NA - Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 18, power pole 16' from DER, 394' left of centerline, 37' AGL/1557' MSL.
Wind sock and buildings 33' from DER, 374' left of centerline, 60' AGL/1570' MSL.
Beacon 136' from DER, 488' left of centerline, 69' AGL/1579' MSL.
Trees and power pole beginning 129' from DER, 397' left of centerline 66' AGL/1576' MSL.
Tree row 371' from DER, 488' left of centerline, 48' AGL/1558' MSL.
Rwy 36, tree 693' from DER, right and left of centerline, 23' AGL/1552' MSL.
Trees beginning 240' from DER, 285' right of centerline, 36' AGL/1546' MSL.
Tree line 710' from DER, right and left of centerline, 45' AGL/1545' MSL.

BELOIT, KS
MORITZ MEML (K61)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 11OCT18 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 22, 8, 26, NA - Environmental.
DEPARTURE PROCEDURE:
Rwy 17, climb on heading 174° to 2400 before turning east on course.
Rwy 35, climb on heading 354° to 2400 before turning east on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, tree, building, pole, tank beginning 194' from DER, 293' left of centerline, up to 1449' MSL.
Tree, tank, pole, vehicle on road beginning 411' from DER, 131' right of centerline, up to 1455' MSL.
Trees, poles, building beginning 628' from DER, 308' right of centerline, up to 1456' MSL.
Trees, poles beginning 842' from DER, 358' left of centerline, up to 1460' MSL.
Tree, pole beginning 1130' from DER, 694' left of centerline, up to 1466' MSL.
Pole 2188' from DER, 549' left of centerline, 65' AGL/1480' MSL.
Rwy 35, tree 1003' from DER, 313' right of centerline, 1442' MSL.
Pole 1127' from DER, 624' right of centerline, 25' AGL/1450' MSL.
Poles beginning 1129' from DER, 5' right of centerline, up to 30' AGL/1452' MSL.
Poles beginning 1133' from DER, 349' left of centerline, up to 32' AGL/1465' MSL.
Trees beginning 1364' from DER, 253' left of centerline, up to 1472' MSL.
Antenna, poles beginning 1796' from DER, 160' left of centerline, up to 37' AGL/1480' MSL.
BENTON, KS
LLOYD STEARMAN FLD (1K1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29JUL10 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 35, vehicle on road beginning 20' from DER, left and right of centerline, up to 15' AGL/1384' MSL.
Tree 2689' from DER, 1125' left of centerline, 100' AGL/1489' MSL.

BLAIR, NE
BLAIR EXEC (BTA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02JUL09 (22251) (FAA)
DEPARTURE PROCEDURE:
Rwy 13, climb on a heading between 124° CW to 314° from DER or min. climb of 239' per NM to 3000 for all other courses.
TAKEOFF OBSTACLE NOTES:
Rwy 13, rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL.
Rwy 31, trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

BROKEN BOW, NE
BROKEN BOW MUNI/KEITH GLAZE FLD (BBW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 05DEC19 (19339) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, 400-2¾ or std. w/min. climb of 240' per NM to 3100.
Rwy 32, std. w/min. climb of 310' per NM to 3000 or 1100-3 for VCOA.
VCOA:
Rwy 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Broken Bow Muni/Keith Glaze Field at or above 3500' before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, vehicle on road 10' from DER, 487' right of centerline, 2532' MSL.
Buildings beginning 12' from DER, 463' left of centerline, up to 19' AGL/2544' MSL.
Building 56' from DER, 512' left of centerline, 24' AGL/2549' MSL.
Building, general utility pole, pole, tree beginning 202' from DER, 170' left of centerline, up to 43' AGL/2572' MSL.
Tree 1568' from DER, 20' left of centerline, 2575' MSL.
Tree 1606' from DER, 90' right of centerline, 2573' MSL.
Tree 1628' from DER, 107' left of centerline, 2576' MSL.
Tree 1659' from DER, 21' left of centerline, 2579' MSL.
Building 2574' from DER, 567' right of centerline, 66' AGL/2599' MSL.
Building 2831' from DER, 1243' right of centerline, 2605' MSL.
Tower 2.2 NM from DER, 1858' right of centerline, 308' AGL/2931' MSL.
Rwy 32, electrical systems beginning 39' from DER, 71' left of centerline, up to 3' AGL/2548' MSL.
Electrical system 39' from DER, 112' right of centerline, 4' AGL/2550' MSL.
Pole, fences, tree beginning 46' from DER, 325' right of centerline, up to 12' AGL/2559' MSL.
Vehicle on road 191' from DER, 341' left of centerline, 2556' MSL.
Trees, vehicle on road beginning 760' from DER, 253' left of centerline, up to 2634' MSL.
Trees beginning 1256' from DER, 780' right of centerline, up to 2627' MSL.
Tree 2582' from DER, 1073' right of centerline, 2654' MSL.
Tree, terrain beginning 2707' from DER, 1216' left of centerline, up to 2642' MSL.
Terrain 3558' from DER, 1398' left of centerline, 2651' MSL.
Terrain 3790' from DER, 1358' left of centerline, 2655' MSL.
Terrain 4015' from DER, 1337' left of centerline, 2661' MSL.
Tree, terrain beginning 4061' from DER, 1335' left of centerline, up to 2690' MSL.
Terrain 4440' from DER, 1498' left of centerline, 2693' MSL.
Terrain, tree beginning 4444' from DER, 1375' left of centerline, up to 2714' MSL.
Terrain beginning 5541' from DER, 1579' left of centerline, up to 2723' MSL.
Terrain, tree beginning 5601' from DER, 1487' left of centerline, up to 2760' MSL.
Terrain beginning 1 NM from DER, 1760' left of centerline, up to 2764' MSL.
Tree 1.4 NM from DER, 1375' right of centerline, 2776' MSL.
Trees beginning 1.4 NM from DER, 1253' right of centerline, up to 2788' MSL.
Tree 1.4 NM from DER, 692' left of centerline, 2778' MSL.
Terrain, trees beginning 1.4 NM from DER, 1525' right of centerline, up to 2804' MSL.
Terrain 1.5 NM from DER, 1354' left of centerline, 2794' MSL.
Terrain beginning 1.5 NM from DER, 1203' left of centerline, up to 2798' MSL.
Building, terrain beginning 1.5 NM from DER, 1476' left of centerline, up to 16' AGL/2816' MSL.
Trees, terrain beginning 1.5 NM from DER, 948' left of centerline, up to 2827' MSL.
Tree 1.6 NM from DER, 1173' left of centerline, 2830' MSL.
BURLINGTON, KS
COFFEY COUNTY (UKL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30JUN11 (11181) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, vehicles on road beginning 291' from DER, 4’ right of centerline, up to 10' AGL/1188' MSL.
Vehicles on road beginning 105’ from DER, 103’ left of centerline, up to 10' AGL/1178' MSL.
Terrain, 53’ from DER, 434’ right of centerline, 1175’ MSL.
Rwy 36, vehicles on road beginning 187’ from DER, 238’ left of centerline, up to 10' AGL/1186' MSL.
Terrain, 77’ from DER, 44’ left of centerline, 1175’ MSL.

BURWELL, NE
CRAM FLD (BUB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22AUG13 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 15, tree 3651’ from DER, 81’ right of centerline, 78’ AGL/2278’ MSL.
Poles beginning 1011’ from DER, 21’ right of centerline, up to 47’ AGL/2241’ MSL.
Trees and poles beginning 691’ from DER, 104’ left of centerline, up to 54’ AGL/2241’ MSL.
Rwy 33, trees and pole beginning 366’ from DER, 8’ right of centerline, up to 105’ AGL/2269’ MSL.
Trees beginning 758’ from DER, 25’ left of centerline, up to 93’ AGL/2255’ MSL.

CAMBRIDGE, NE
CAMBRIDGE MUNI (CSB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 26MAY16 (16147) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 15, pole 444’ from DER, 362’ right of centerline, 30’ AGL/2419’ MSL.
Tree 837’ from DER, 35’ right of centerline, 42’ AGL/2422’ MSL.
Rwy 33, fence beginning 70’ from DER, 292’ right of centerline, up to 7’ AGL/2428’ MSL.
Terrain beginning 187’ from DER, 449’ right of centerline, up to 2429’ MSL.

CENTRAL CITY, NE
CENTRAL CITY MUNI/LARRY REINEKE FLD (07K)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30JUN11 (23166) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, multiple power poles beginning 740’ from DER, 57’ right of centerline, up to 30’ AGL/1746’ MSL.
Multiple power poles beginning 901’ from DER, 64’ left of centerline, up to 30’ AGL/1746’ MSL.
Trees beginning 1765’ from DER, 467’ right of centerline, up to 59’ AGL/1773’ MSL.
Rwy 34, trees beginning 1002’ from DER, 260’ right of centerline, up to 61’ AGL/1773’ MSL.

CHADRON, NE
CHADRON MUNI (CDR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 04FEB16 (16035) (FAA)
TAKEOFF MINIMUMS:
Rwy 12, std. w/min. climb of 240’ per NM to 4800 or 1200-3 for climb in visual conditions.
Rwy 21, 300-1½ or std. w/min. climb of 220’ per NM to 3600, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1500’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 21, climb heading 208° to 3900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, antenna on building 269’ from DER, 225’ right of centerline, 13’ AGL/3276’ MSL.
Tree 346’ from DER, 503’ right of centerline, 40’ AGL/3299’ MSL.
Rwy 12, fence beginning 163’ from DER, 255’ left of centerline, up to 10’ AGL/3299’ MSL.
Pole 947’ from DER, 591’ right of centerline, 20’ AGL/3322’ MSL.
Vehicles on road 1101’ from DER, 445’ right of centerline, up to 15’ AGL/3315’ MSL.
Rwy 21, pole 1.2 NM from DER, 1669’ left of centerline, 48’ AGL/3495’ MSL.
Rwy 30, trees beginning 54’ from DER, 455’ right of centerline, up to 50’ AGL/3323’ MSL.
Tree 1024’ from DER, 756’ left of centerline, 50’ AGL/3332’ MSL.
CHANUTE, KS
CHANUTE MARTIN JOHNSON (CNU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03JUN10 (10154) (FAA)
DEPARTURE PROCEDURE:
Rwy 36, climb heading 002° to 1500 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trains on railroad beginning 210' from DER, from left to right of centerline, up to 23' AGL/1022' MSL.
Trees beginning 2437' from DER, from left to right of centerline, up to 100' AGL/1079' MSL.
Rwy 36, vehicles on road beginning 316' from DER, from left to right of centerline, up to 15' AGL/994' MSL.
Trees beginning 447' from DER, 522' left of centerline, up to 100' AGL/1079' MSL.
Trees beginning 519' from DER, 619' right of centerline, up to 100' AGL/1079' MSL.

CHAPPELL, NE
BILLY G RAY FLD (CNP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07MAR13 (22083) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 12, vehicles on road 514' from DER, left and right of centerline, up to 15' AGL/3694' MSL.
Vehicles on road 11' from DER, 461' right of centerline, up to 17' AGL/3706' MSL.
Trees beginning 3059' from DER, 658' left of centerline, up to 100' AGL/3756' MSL.
Rwy 30, trees beginning 764' from DER, 333' left of centerline, up to 100' AGL/3789' MSL.
Trees beginning 1287' from DER, 658' right of centerline, up to 100' AGL/3779' MSL.
Vehicles on road beginning 97' from DER, 505' left of centerline, up to 17' AGL/3696' MSL.
Vehicles on road beginning 953' from DER, left and right of centerline, up to 17' AGL/3706' MSL.

CLAY CENTER, KS
CLAY CENTER MUNI (CYW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13JAN11 (11013) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicle on road 450' from DER, left and right of centerline, 15' AGL/1221' MSL.

COFFEYVILLE, KS
COFFEYVILLE MUNI (CFV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29JUL10 (10210) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 3041' from DER, left and right of centerline, up to 100' AGL/849' MSL.
Rwy 35, trees beginning 2442' from DER, left and right of centerline, up to 100' AGL/859' MSL.

COLBY, KS
SHALZ FLD (CBK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 12, 22, 30, N/A-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 17, terrain beginning 7' from DER, 193' right of centerline, up to 3156' MSL.
Trees beginning 3708' from DER, 1072' right of centerline, up to 100' AGL/3249' MSL.
Vehicle and road beginning 550' from DER, 35' left to right of centerline, 15' AGL/3174' MSL.
Rwy 35, terrain beginning 205' from DER, 248' left of centerline, up to 3196' MSL.

COLDWATER, KS
COMANCHE COUNTY (3K8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 21JUL16 (16203) (FAA)
DEPARTURE PROCEDURE:
Rwy 35, climb heading 350° to 2600 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicles on road, beginning 46' from DER, 412' right of centerline, up to 15' AGL/2082' MSL.
Vehicle on road 625' from DER, 235' left of centerline, 2090' MSL.
Vehicle on road 635' from DER, 350' left of centerline, 2092' MSL.
Vehicle on road 641' from DER, 466' left of centerline, 2094' MSL.
Tree 713' from DER, 559' left of centerline, 34' AGL/2116' MSL.
Trees, beginning 808' from DER, 506' left of centerline, up to 54' AGL/2136' MSL.
Rwy 35, fence, grd, beginning 46' from DER, 124' right of centerline, up to 7' AGL/2100' MSL.
Fence 126' from DER, 304' left of centerline, 10' AGL/2093' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

COLUMBUS, NE
COLUMBUS MUNI (OLU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 02MAY13 (13122) (FAA)
TAKEOFF MINIMUMS:
Rwys 2, 20 NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 14, multiple trees and antenna beginning 2378' from DER, 934' left of centerline, up to 71' AGL/1508' MSL.
Rwy 32, multiple tree and towers beginning 2976' from DER, 284' right of centerline, 65' AGL/1525' MSL.
Tower 3157' from DER, 254' left of centerline, 73' AGL/1527' MSL.

CONCORDIA, KS
BLOSSER MUNI (CNK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27JAN22 (22027) (FAA)
TAKEOFF MINIMUMS:
Rwys 12, 30, NA-Environmental.
Rwy 36, 300-1 or std. w/min. climb of 463' per NM to 1700.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 485' from DER, 73' right of centerline, 1514' MSL.
Tree 503' from DER, 535' left of centerline, 1511' MSL.
Trees beginning 506' from DER, 14' left of centerline, up to 38' AGL/1518' MSL.
Trees beginning 534' from DER, 18' left of centerline, up to 1525' MSL.
Tree, terrain beginning 585' from DER, 21' right of centerline, up to 1515' MSL.
Tree, terrain beginning 668' from DER, 3' right of centerline, up to 1522' MSL.
Trees beginning 798' from DER, 2' left of centerline, up to 41' AGL/1529' MSL.
Trees, terrain beginning 823' from DER, 1' right of centerline, up to 1524' MSL.
Trees, terrain beginning 927' from DER, 6' right of centerline, up to 1529' MSL.
Tree, terrain beginning 1057' from DER, 8' right of centerline, up to 1536' MSL.
Terrain 1404' from DER, 751' right of centerline, 1537' MSL.
Terrain beginning 1457' from DER, 593' right of centerline, up to 1541' MSL.
Tree 1740' from DER, 204' left of centerline, 44' AGL/1532' MSL.
Trees beginning 1798' from DER, 77' left of centerline, up to 49' AGL/1546' MSL.
Tree 1799' from DER, 463' right of centerline, 1545' MSL.
Pole, trees, building beginning 1800' from DER, 25' right of centerline, up to 29' AGL/1573' MSL.
Trees beginning 1820' from DER, 5' left of centerline, up to 52' AGL/1548' MSL.
Trees, terrain beginning 1912' from DER, 5' right of centerline, up to 1600' MSL.
Trees beginning 2014' from DER, 3' right of centerline, up to 54' AGL/1603' MSL.
Trees, terrain beginning 2081' from DER, 1' right of centerline, up to 1604' MSL.
Tree 2189' from DER, 5' left of centerline, 45' AGL/1549' MSL.
Trees, terrain beginning 2191' from DER, on centerline, up to 1605' MSL.
Trees beginning 2232' from DER, 67' left of centerline, up to 44' AGL/1552' MSL.
Trees beginning 2352' from DER, 14' left of centerline, up to 45' AGL/1559' MSL.
Trees beginning 2514' from DER, 27' left of centerline, up to 36' AGL/1560' MSL.
Trees, terrain beginning 2670' from DER, 235' right of centerline, up to 1613' MSL.
Trees, terrain, poles, bush beginning 2686' from DER, on centerline, up to 1618' MSL.
Trees beginning 2962' from DER, 6' left of centerline, up to 58' AGL/1564' MSL.
Tree 3014' from DER, 27' left of centerline, 62' AGL/1567' MSL.
Tree 3016' from DER, 16' left of centerline, 64' AGL/1571' MSL.
Tree 3300' from DER, 185' left of centerline, 64' AGL/1572' MSL.
Tree 3338' from DER, 186' left of centerline, 67' AGL/1573' MSL.
Tree 3766' from DER, 29' left of centerline, 38' AGL/1583' MSL.
Tree 3792' from DER, 19' left of centerline, 40' AGL/1588' MSL.
Trees beginning 3804' from DER, 5' left of centerline, up to 41' AGL/1592' MSL.
Trees beginning 3873' from DER, 49' left of centerline, up to 38' AGL/1593' MSL.
Tree 3900' from DER, 32' left of centerline, 39' AGL/1594' MSL.
Trees beginning 3905' from DER, 21' left of centerline, up to 39' AGL/1595' MSL.
Trees beginning 3928' from DER, 12' left of centerline, up to 40' AGL/1597' MSL.
Trees beginning 3934' from DER, 24' left of centerline, up to 37' AGL/1598' MSL.
Trees beginning 3967' from DER, 3' left of centerline, up to 39' AGL/1600' MSL.
Tree 4465' from DER, 387' left of centerline, 30' AGL/1601' MSL.
Rwy 36, tree 788' from DER, 438' right of centerline, 1498' MSL.
Tree 952' from DER, 688' right of centerline, 1504' MSL.
Pole 1339' from DER, 479' right of centerline, 1517' MSL.
Water tower, tank beginning 1654' from DER, 703' right of centerline, up to 121' AGL/1585' MSL.
Tower 2741' from DER, 1217' right of centerline, 172' AGL/1634' MSL.
COZAD, NE
COZAD MUNI (CZD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 20AUG15 (15232) (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 36, NA - Environmental.
Rwy 13, 200-1 or std. w/min. climb of 372' per NM to 2800.
TAKEOFF OBSTACLE NOTES:
Rwy 13, grain elevators 3968' from DER, 103' right of centerline, 157' AGL/2678' MSL.
Multiple poles beginning 13' from DER, 372' right of centerline, up to 43' AGL/2540' MSL.
Multiple buildings beginning 97' from DER, 356' right of centerline, up to 18' AGL/2515' MSL.
Fuel tank 22' from DER, 372' right of centerline, 13' AGL/2509' MSL.
Elevator 3671' from DER, 392' left of centerline, 192' AGL/2668' MSL.
Multiple trees beginning 222' from DER, 24' left of centerline, up to 68' AGL/2562' MSL.
Grain elevator 5482' from DER, 1120' from DER, 170' AGL/2660' MSL.
Building light 5439' from DER, 1086' left of centerline, 167' AGL/2557' MSL.
Multiple light poles beginning 290' from DER, 370' left of centerline, up to 57' AGL/2551' MSL.
Multiple satellite dishes beginning 870' from DER, 432' left of centerline, up to 54' AGL/2549' MSL.
Multiple buildings beginning 141' from DER, 88' left of centerline, up to 56' AGL/2550' MSL.
Fence 1' from DER, 369' left of centerline, 4' AGL/2500' MSL.
Diving board 575' from DER, 572' left of centerline, 13' AGL/2513' MSL.
Rwy 31, multiple trees and buildings beginning 136' from DER, 450' right of centerline, up to 100' AGL/2604' MSL.
Building 608' from DER, 547' left of centerline, up to 50' AGL/2554' MSL.

CREIGHTON, NE
CREIGHTON MUNI (6K3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 17SEP15 (15260) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 36, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 400' from DER, 328' left of centerline, up to 40' AGL/1689' MSL.
Vehicle on road 421' from DER, 554' left of centerline, 15' AGL/1656' MSL.
Building 663' from DER, 469' left of centerline, 25' AGL/1661' MSL.
Rwy 31, trees beginning 766' from DER, 545' right of centerline, up to 40' AGL/1664' MSL.

CRETE, NE
CRETE MUNI (CEK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31JUL08 (08213) (FAA)
TAKEOFF MINIMUMS:
Rwys 13, 31, NA - Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 17, numerous trees 193' from DER, 164' left of centerline, 42' AGL/1509' MSL.
Numerous trees 18' from DER, 298' right of centerline, 20' AGL/1486' MSL.
Rwy 35, numerous trees and building 201' from DER, 259' right of centerline, 62' AGL/1580' MSL.
Buildings 72' from DER, 400' left of centerline, 20' AGL/1514' MSL.

CURTIS, NE
CURTIS MUNI (47V)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30APR15 (15120) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 35, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 12, pole and light support structure 10' from DER, 8' left of centerline, 2' AGL/2663' MSL.
Tree 90' from DER, 215' left of centerline, 60ft AGL/2687' MSL.
Vehicle on road 277' from DER, 566' right of centerline, 17' AGL/2676' MSL.
Trees, building and pole beginning 289' from DER, 303' right of centerline, up to 60' AGL/2694' MSL.
Rwy 30, vehicles on roads beginning 6' from DER, 409' left of centerline, up to 15' AGL/2685' MSL.
Trees beginning 310' from DER, 399' left of centerline, up to 60' AGL/2708' MSL.
Electrical system and light support structure 10' from DER, 9' right of centerline, 2' AGL/2663' MSL.
Vehicles on roads beginning 21' from DER, 277' right of centerline, up to 15' AGL/2694' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DAVID CITY, NE
DAVID CITY MUNI (93Y)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  17DEC09  (09351)  (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 19, NA-turf runway.
TAKEOFF OBSTACLE NOTES:
Rwy 32, trees beginning at DER, 327' left of centerline, up to 29' AGL/1642' MSL.
Trees beginning 1864' from DER, 99' left of centerline, up to 58' AGL/1671' MSL.
Vehicle on highway 886' from DER, 711' left of centerline, 15' AGL/1636' MSL.

EL DORADO, KS
EL DORADO/CAPTAIN JACK THOMAS MEML (EQA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  10MAR11  (21112)  (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 19, NA-turf runway.
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 181' from DER, 561' right of centerline, 100' AGL/1499' MSL.
Vehicle on road 806' from DER, crossing centerline left to right, 15' AGL/1404' MSL.
Rwy 15, trees beginning 963' from DER, 613' left of centerline, up to 100' AGL/1459' MSL.
Tree 536' from DER, 507' right of centerline, 29' AGL/1399' MSL.
Vehicle on road 556' from DER, crossing centerline right to left, 15' AGL/1394' MSL.
Rwy 22, vehicle on road 267' from DER, crossing centerline right to left, 15' AGL/1394' MSL.
Tree 1470' from DER, 538' left of centerline, 100' AGL/1469' MSL.
Rwy 33, multiple trees beginning 43' from DER, 611' left of centerline, up to 100' AGL/1469' MSL.
Vehicle on road 488' from DER, crossing centerline right to left, 15' AGL/1394' MSL.

ELKHART, KS
ELKHART-MORTON COUNTY (EHA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  03JUN10  (10154)  (FAA)
DEPARTURE PROCEDURE:
Rwy 22, climb heading 221° to 4100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 181' from DER, 425' left of centerline, 100' AGL/3689' MSL.
Rwy 17, multiple mobiles beginning 576' from DER, 79' left of centerline, up to 18' AGL/3635' MSL.
Vehicles on road beginning 503' from DER, 202' right of centerline, up to 15' AGL/3633' MSL.
Vehicles on road beginning 508' from DER, 1' left of centerline, up to 15' AGL/3632' MSL.
Post 8' from DER, 306' left of centerline, 3' AGL/3619' MSL.
Rwy 22, vehicle on road 255' from DER, 485' left of centerline, 15' AGL/3633' MSL.
Rwy 35, Post 5' from DER, 321' left of centerline, 6' AGL/3609' MSL.
Tree 337' from DER, 463' left of centerline, 100' AGL/3709' MSL.

ELLSWORTH, KS
ELLSWORTH MUNI (9K7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  29DEC22  (22363)  (FAA)
TAKEOFF MINIMUMS:
Rwys 13, 31, NA-Environmental.
Rwy 35, std. w/min. climb of 225' per NM to 2400, or 1000-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 17, climb on heading 173° to 2200 before proceeding on course.
Rwy 35, climb on heading 353° to 2400 before proceeding on course.
VCOA:
Rwy 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ellsworth Muni at or above 2500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, sign 107' from DER, 349' right of centerline, 6' AGL/1613' MSL.
Poles beginning 665' from DER, 510' right of centerline, up to 1635' MSL.
Tree 948' from DER, 745' left of centerline, 1641' MSL.
Tree 977' from DER, 475' right of centerline, 1637' MSL.
Poles, tree beginning 1012' from DER, 481' right of centerline, up to 1654' MSL.
Tree 1203' from DER, 803' left of centerline, 1642' MSL.
Tree 1293' from DER, 567' left of centerline, 1643' MSL.
Tree 1372' from DER, 288' left of centerline, 63' AGL/1647' MSL.
Tree 1739' from DER, 391' left of centerline, 1654' MSL.
Water tower 3546' from DER, 1385' right of centerline, 142' AGL/1733' MSL.
Rwy 35, terrain 13' from DER, 488' right of centerline, 1634' MSL.
Terrain 86' from DER, 451' left of centerline, 1636' MSL.
Terrain 158' from DER, 540' left of centerline, 1637' MSL.
Tree 917' from DER, 647' right of centerline, 1669' MSL.
Trees beginning 1085' from DER, 643' right of centerline, up to 1674' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EMPORIA, KS
EMPORIA MUNI (EMP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 21JUL16 (16203) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 24, NA-Environmental.
Rwy 19, 400-3 or std. w/min. climb of 225’ per NM to 1800.
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree 70’ from DER, 394’ left of centerline, 1205’ MSL.
Vehicle on roads beginning 199’ from DER, 417’ left of centerline, up to 15’ AGL/1208’ MSL.
Tree 490’ from DER, 388’ left of centerline, 1209’ MSL.
Rwy 19, tree and bush 66’ from DER, 283’ left of centerline, up to 40’ AGL/1226’ MSL.
Tower 2.4 NM from DER, 3901’ right of centerline, 300’ AGL/1565’ MSL.

EUREKA, KS
LT WILLIAM M MILLIKEN (13K)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 26APR18 (18116) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 600-3 or std. with a min. climb 345’ per NM to 2000.
Rwys 8, 26, NA - Environmental.

FAIRBURY, NE
FAIRBURY MUNI (FBY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31JUL08 (08213) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, multiple trees beginning 7’ from DER, 463’ right of centerline, up to 53’ AGL/1507’ MSL.
Multiple poles beginning 587’ from DER, 481’ right of centerline, up to 38’ AGL/1492’ MSL.
Light tower 573’ from DER, 612’ right of centerline, 46’ AGL/1501’ MSL.
Satellite dish 531’ from DER, 571’ right of centerline, up to 38’ AGL/1494’ MSL.
Rwy 35, multiple poles beginning 93’ from DER, 319’ left of centerline, up to 29’ AGL/1508’ MSL.
Poles beginning 849’ from DER, 415’ right of centerline, up to 26’ AGL/1503’ MSL.
Fence 79’ from DER, 417’ left of centerline, 4’ AGL/1483’ MSL.

FAIRMONT, NE
FAIRMONT STATE (FMZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31JAN19 (22251) (FAA)
DEPARTURE PROCEDURE:
Rwy 30, climb heading 308° to 2300 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 30, trees beginning 2683’ from DER, 143’ right of centerline, up to 100’ AGL/1739’ MSL.

FALLS CITY, NE
BRENNER FLD (FNB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 11DEC14 (21224) (FAA)
DEPARTURE PROCEDURE:
Rwy 15, climb heading 146° to 1500 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 15, trees beginning 197’ from DER, right and left of centerline, up to 120’ AGL/1005’ MSL.
Trees beginning 2604’ from DER, 582’ right of centerline, up to 120’ AGL/1064’ MSL.
Poles beginning 256’ from DER, left and right of centerline, up to 34’ AGL/992’ MSL.
Catenary 253’ from DER, 401’ right of centerline, 31’ AGL/989’ MSL.
Rwy 33, fence beginning 43’ from DER, 300’ right of centerline, up to 5’ AGL/992’ MSL.
Trees beginning 70’ from DER, 244’ left of centerline, up to 120’ AGL/1055’ MSL.
Trees beginning 696’ from DER, 196’ left of centerline, up to 120’ AGL/1042’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FORT LEAVENWORTH, KS
SHERMAN AAF (FLV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27OCT05 (05300) (FAA)
DEPARTURE PROCEDURE:
Rwy 16, Climb via heading 155° to 1700 before turning southwest.
TAKEOFF OBSTACLE NOTES:
Rwy 16, road 79' from DER, across departure course, up to 15' AGL/779' MSL. Building 400' from DER, 580' left of centerline, 28' AGL/788' MSL. Pump house 444' from DER, 564' left of centerline, 23' AGL/783' MSL. Boats 1063' from DER, across departure course, up to 45' AGL/800' MSL. Trees 2165' from DER, across departure course, up to 75' AGL/838' MSL. Rwy 34, multiple trees and poles beginning 117' from DER on centerline, up to 100' AGL/879' MSL. Levee 187' from DER, on centerline, 35' AGL/782' MSL.

FORT SCOTT, KS
FORT SCOTT MUNI (FSK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30AUG07 (07242) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, multiple trees beginning 673' from DER, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from DER, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from DER, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from DER, 370' right of centerline, 8' AGL/926' MSL. Rwy 36, multiple trees beginning 137' from DER, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from DER, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 369' from DER, 399' right of centerline, up to 44' AGL/933' MSL.

FREMONT, NE
FREMONT MUNI (FET)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6B 11AUG22 (22223) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, 300-1½ or std. w/min. climb of 255' per NM to 1500.
TAKEOFF OBSTACLE NOTES:
Rwy 14, vegetation 16' from DER, 477' right of centerline, 1205' MSL. Vegetation 18' from DER, 142' left of centerline, 1204' MSL. Trees beginning 691' from DER, 239' right of centerline, up to 1263' MSL. Tree 1225' from DER, 294' left of centerline, 1246' MSL. Trees beginning 1249' from DER, 183' right of centerline, up to 1271' MSL. Trees beginning 1286' from DER, 43' left of centerline, up to 1254' MSL. Tree, tower beginning 1525' from DER, 12' right of centerline, up to 1263' MSL. Trees beginning 1577' from DER, 3' right of centerline, up to 1272' MSL. Trees beginning 1861' from DER, 186' left of centerline, up to 1267' MSL. Trees beginning 2016' from DER, 61' left of centerline, up to 1270' MSL. Trees beginning 2187' from DER, 949' left of centerline, up to 1275' MSL. Rwy 32, vegetation 105' from DER, 483' left of centerline, 1209' MSL. Pole, vehicle on road beginning 422' from DER, 95' left of centerline, up to 24' AGL/1231' MSL. Pole beginning 446' from DER, 32' right of centerline, up to 24' AGL/1231' MSL. Pole beginning 585' from DER, 460' right of centerline, up to 41' AGL/1246' MSL. Tree 1061' from DER, 518' left of centerline, 1241' MSL. Tree 1165' from DER, 722' left of centerline, 1250' MSL. Trees beginning 1205' from DER, 343' left of centerline, up to 1263' MSL. Trees beginning 1272' from DER, 176' left of centerline, up to 1286' MSL. Tree 3975' from DER, 1440' right of centerline, 1304' MSL.

GARDEN CITY, KS
GARDEN CITY RGNL (GCK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUL07 (07186) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 12, multiple trees beginning 585' from DER, 431' left of centerline, up to 52' AGL/2926' MSL.
GOODLAND, KS

RENNER FLD/GOODLAND MUNI (GLD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 08SEP22 (22251) (FAA)
TAKEOFF MINIMUMS:
Rwys 17, 35, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 23, climb on heading 234° to 4200 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 407' from DER, 167' right of centerline, up to 3647' MSL.
Rwy 12, terrain 3' from DER, 198' right of centerline, 3654' MSL.
Terrain, sign beginning 13' from DER, 350' right of centerline, up to 3656' MSL.
Rwy 23, terrain 49' from DER, 347' left of centerline, 3659' MSL.
Fence 188' from DER, 509' left of centerline, 10' AGL/3668' MSL.
Tree 217' from DER, 542' left of centerline, 25' AGL/3683' MSL.
Building 299' from DER, 542' right of centerline, 23' AGL/3679' MSL.
Trees, vehicles on road beginning 361' from DER, 78' left of centerline, up to 3689' MSL.
Vehicles on road beginning 649' from DER, 220' right of centerline, up to 3681' MSL.
Vehicles on road beginning 887' from DER, 124' right of centerline, up to 3682' MSL.
Vehicles on road 732' from DER, 80' right of centerline, 3683' MSL.
Vehicles 771' from DER, 4' right of centerline, 3684' MSL.
Pole, trees beginning 995' from DER, 419' left of centerline, up to 38' AGL/3701' MSL.
Poles beginning 1386' from DER, 358' left of centerline, up to 38' AGL/3702' MSL.
Pole 1469' from DER, 487' left of centerline, 38' AGL/3703' MSL.
Poles beginning 1512' from DER, 421' left of centerline, up to 39' AGL/3704' MSL.
Poles beginning 1587' from DER, 169' left of centerline, up to 42' AGL/3707' MSL.
Poles beginning 1855' from DER, 106' left of centerline, up to 43' AGL/3711' MSL.
Tree 2085' from DER, 668' left of centerline, 53' AGL/3722' MSL.
Trees, building beginning 2202' from DER, 43' left of centerline, up to 57' AGL/3726' MSL.
Tree 2287' from DER, 61' right of centerline, 3719' MSL.
Tree 2368' from DER, 19' right of centerline, 3722' MSL.
Trees beginning 2433' from DER, 52' right of centerline, up to 3733' MSL.
Tree 2507' from DER, 260' left of centerline, 3728' MSL.
Rwy 30, fence, NAVAID beginning 10' from DER, 125' left of centerline, up to 6' AGL/3655' MSL.
NAVAID 40' from DER, 124' right of centerline, 4' AGL/3647' MSL.
Trees beginning 73' from DER, 240' left of centerline, up to 3670' MSL.
Trees beginning 166' from DER, 390' left of centerline, up to 3673' MSL.
Grain elevators beginning 656' from DER, 566' left of centerline, up to 33' AGL/3677' MSL.
Rwy 30, grain elevators, trees beginning 727' from DER, 459' left of centerline, up to 33' AGL/3680' MSL.
Tree 1095' from DER, 641' right of centerline, 3674' MSL.

GORDON, NE

GORDON MUNI (GRN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 07APR11 (11097) (FAA)
TAKEOFF MINIMUMS:
Rwy 29, 300-1.
DEPARTURE PROCEDURE:
Rwys 22, 29, climb runway heading to 4400 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 22, trees beginning 909' from DER, 24' right of centerline, up to 56' AGL/3594' MSL.
Trees beginning 555' from DER, 109' left of centerline, up to 73' AGL/3622' MSL.
Tree 1515' from DER, on centerline, up to 39' AGL/3593' MSL.

GOTHENBURG, NE

GOTHENBURG MUNI (GTE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 24MAY18 (18144) (FAA)
TAKEOFF MINIMUMS:
Rwys 14, 32, NA-Environmental.

GRAND ISLAND, NE

CENTRAL NEBRASKA RGNL (GRI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20DEC07 (07354) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, tree 1334' from DER, 730' left of centerline, 39' AGL/1881' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GRANT, NE
GRANT MUNI (GGF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31JUL08 (08213) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 15, post 7' from DER, 297' left of centerline, 4' AGL/3424' MSL.
Post 5' from DER, 300' left of centerline, 5' AGL/3424' MSL.
Road with vehicle 524' from DER, 525' left of centerline, 17' AGL/3442' MSL.
Trees beginning 128' from DER, 304' left of centerline, up to 100' AGL/3442' MSL.
Rwy 33, terrain 107' from DER, 352' left of centerline, 0' AGL/3426' MSL.
Fence 226' from DER, 505' left of centerline, 8' AGL/3430' MSL.
Terrain beginning 102' from DER, 199' right of centerline, up to 0' AGL/3429' MSL.
Fence 3' from DER, 496' right of centerline, 4' AGL/3426' MSL.

GREAT BEND, KS
GREAT BEND MUNI (GBD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20NOV08 (08325) (FAA)
TAKEOFF OBSTACLE NOTES:
DEPARTURE PROCEDURE:
Rwy 35, climb heading 352° to 3200 before turning eastbound.

HARPER, KS
HARPER MUNI (8K2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10SEP20 (20254) (FAA)
TAKEOFF MINIMUMS:
Rwys 12, 30, NA - Environmental
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees 136' from DER, 491' right of centerline, 100' AGL/1518' MSL.
Trees beginning 159' from DER, 9' right of centerline, up to 100' AGL/1524' MSL.
Rwy 35, trees beginning 174' from DER, 95' right of centerline, up to 100' AGL/1528' MSL.
Trees, vehicles on road beginning 220' from DER, 34' left of centerline, up to 100' AGL/1524' MSL.
Trees, transmission line beginning 438' from DER, 3' left of centerline, up to 100' AGL/1531' MSL.
Rwy 35, terrain 107' from DER, 352' left of centerline, 0' AGL/1531' MSL.
Trees beginning 2265' from DER, 55' right of centerline, up to 100' AGL/1534' MSL.
Trees, transmission line beginning 2357' from DER, 128' left of centerline, up to 100' AGL/1534' MSL.
Trees beginning 3264' from DER, 12' left of centerline, up to 100' AGL/1538' MSL.
Trees, transmission line beginning 3450' from DER, 170' right of centerline, up to 100' AGL/1538' MSL.

HARTINGTON, NE
HARTINGTON MUNI/BUD BECKER FLD (0B4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 04FEB16 (21140) (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 21, NA-Environmental
TAKEOFF OBSTACLE NOTES:
Rwy 31, climb heading 315° to 1900 before turning right.
DEPARTURE PROCEDURE:
Rwy 13, vehicles on road beginning 21' from DER, left and right of centerline, up to 15' AGL/1425' MSL.
Terrain 137' from DER, 493' right of centerline 1424' MSL.
Trees beginning 48' from DER, 269' left of centerline, up to 50' AGL/1415' MSL.
Rwy 31, trees beginning 1064' from DER, 742' left of centerline, up to 50' AGL/1495' MSL.
Antenna towers beginning 2581' from DER, 346' left of centerline, 90' AGL/1489' MSL.
Utility poles and signs beginning 3029' from DER, 929' left of centerline, 85' AGL/1484' MSL.
Building peaks beginning 3173' from DER, 35' left of centerline, 90' AGL/1513' MSL.
Light pole 3776' from DER, 1117' left of centerline, 85' AGL/1512' MSL.
Utility pole 3518' from DER, 1144' left of centerline, 98' AGL/1513' MSL.
Smokestack 3791' from DER, 1042' left of centerline, 80' AGL/1489' MSL.
Trees and building peaks beginning 3257' from DER, 250' right of centerline, up to 100' AGL/1475' MSL.
HARVARD, NE
HARVARD STATE (08K)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 03NOV22 (22307) (FAA)
TAKEOFF MINIMUMS:
Rwys 14, 32, NA-Environmental.
Rwy 35, std. w/min. climb of 232' per NM to 3500 or 1100-3 for VCOA
VCOA:
Rwy 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Harvard State
airport at or above 2800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 35, terrain 39' from DER, 451' left of centerline, 1818' MSL.

HASTINGS, NE
HASTINGS MUNI (HSI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 12MAR09 (09071) (FAA)
DEPARTURE PROCEDURE:
Rwy 4, climb heading 090° to 3000 before proceeding on course.
Rwy 32, climb heading 323° to 2500 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 14, vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL.
Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL.
Light pole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL.
Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

HAYS, KS
HAYS RGNL (HYS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 28JUN92 (92180) (FAA)
DEPARTURE PROCEDURE:
Rwy 34, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.

HEBREN, NE
HEBRON MUNI (HJH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 24MAY18 (18144) (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 21, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 12, terrain 30' from DER, 407' right of centerline, 1467' MSL.
Tree 158' from DER, 233' left of centerline, 30' AGL/1487' MSL.
Trees beginning 368' from DER, 505' left of centerline, up to 1498' MSL.
Tree 386' from DER, 472' right of centerline, 59' AGL/1528' MSL.
Tree, traverse way beginning 412' from DER, 442' right of centerline, up to 61' AGL/1529' MSL.
Tree, terrain beginning 495' from DER, 320' right of centerline, up to 70' AGL/1539' MSL.
Tree, pole beginning 609' from DER, 76' left of centerline, up to 1519' MSL.
Tree, traverse way, terrain, windmill beginning 682' from DER, 9' right of centerline, up to 65' AGL/1543' MSL.
Tree 2261' from DER, 391' left of centerline, 1523' MSL.
Tree 2279' from DER, 104' left of centerline, 1527' MSL.
Tree 2407' from DER, 628' left of centerline, 1530' MSL.
Rwy 30, tree, terrain beginning 2' from DER, 188' left of centerline, up to 1476' MSL.
Trees beginning 52' from DER, 171' right of centerline, up to 59' AGL/1511' MSL.
Tree, terrain beginning 112' from DER, 313' left of centerline, up to 1506' MSL.
Trees beginning 446' from DER, 286' right of centerline, up to 1513' MSL.
Trees beginning 516' from DER, 333' left of centerline, up to 1512' MSL.
Trees beginning 624' from DER, 179' left of centerline, up to 1520' MSL.
Tree, transmission line, pole beginning 695' from DER, 16' left of centerline, up to 1522' MSL.
Tree, building beginning 876' from DER, 68' right of centerline, up to 1526' MSL.
Trees beginning 1321' from DER, 289' left of centerline, up to 1525' MSL.
Trees beginning 1340' from DER, 99' right of centerline, up to 1528' MSL.
Trees beginning 1453' from DER, 46' right of centerline, up to 1530' MSL.
Tree, pole, transmission line beginning 1584' from DER, 0' right of centerline, up to 1541' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HERINGTON, KS
HERINGTON RGNL (HRU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13JAN11 (11013) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 400-2½ or std. w/min. climb of 215' per NM to 2000, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 1800' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 17, tower 2 NM from DER, 3564' right of centerline, 318' AGL/1808' MSL.

HILL CITY, KS
HILL CITY MUNI (HLC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27JUN13 (13178) (FAA)
DEPARTURE PROCEDURE:
Rwy 36, climb heading 356° to 3000 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 18, vehicles on road beginning 429' from DER, left and right of centerline, up to 15' AGL/2204' MSL.
Trees beginning 359' from DER, left and right of centerline, up to 70' AGL/2217' MSL.
Rwy 36, rising terrain beginning 117' from DER, 305' right of centerline, up to 2252' MSL.
Bushes beginning 158' from DER, 196' right of centerline, up to 5' AGL/2255' MSL.
Poles beginning 2432' from DER, 785' right of centerline, up to 50' AGL/2311' MSL.
Tree 3476' from DER, 1223' right of centerline, up to 20' AGL/2329' MSL.

HOLDREGE, NE
BREWSTER FLD (HDE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 20JUN19 (21140) (FAA)
TAKEOFF MINIMUMS:
Rwys 11, 29, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 183° to 3800 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 36, tree 207' from DER, 439' right of centerline, 16' AGL/2317' MSL.

HUGOTON, KS
HUGOTON MUNI (HQG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 14JUL22 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 31, NA-Obstacles.
Rwy 2, 300-1½ or std. w/min. climb of 225' per NM to 3400.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 020° to 3800 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 2, fence 18' from DER, 325' right of centerline, 3132' MSL.
Buildings beginning 28' from DER, 332' left of centerline, up to 18' AGL/3147' MSL.
Traverse way 149' from DER, 330' right of centerline, 3138' MSL.
Pole 469' from DER, 458' left of centerline, 3155' MSL.
Pole, traverse way beginning 540' from DER, 413' left of centerline, up to 36' AGL/3164' MSL.
Pole, traverse way beginning 600' from DER, 238' left of centerline, up to 38' AGL/3167' MSL.
Pole 987' from DER, 303' right of centerline, 3157' MSL.
Elevator 5870' from DER, 1139' right of centerline, 183' AGL/3293' MSL.
Rwy 13, terrain 3' from DER, 109' right of centerline, 3128' MSL.
Terrain 10' from DER, 5' left of centerline, 3128' MSL.
Building, general utility beginning 79' from DER, 411' right of centerline, up to 10' AGL/3138' MSL.
Rwy 20, traverse ways, sign beginning 1' from DER, 199' right of centerline, up to 3149' MSL.
Traverse way 193' from DER, 370' left of centerline, 3144' MSL.
Traverse ways beginning 249' from DER, 397' right of centerline, up to 3152' MSL.
Traverse ways beginning 304' from DER, 523' right of centerline, up to 3153' MSL.
HUTCHINSON, KS
HUTCHINSON RGNL (HUT)
AMDT 6 07DEC17 (17341) (FAA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF MINIMUMS:
Rwy 35, 200-1% SM or std. w/ min. climb gradient of 245' per NM to 1800.

DEPARTURE PROCEDURE:
Rwy 4, climb heading 038° to 3000 before proceeding east.
Rwy 13, climb heading 143° to 3100 before proceeding east.
Rwy 17, climb heading 173° to 2600 before proceeding east.
Rwy 22, climb heading 218° to 2400 before proceeding east.
Rwy 31, climb heading 314° to 2400 before proceeding east.
Rwy 35, climb heading 353° to 2300 before proceeding east.

TAKEOFF OBSTACLE NOTES:
Rwy 4, tree, fence beginning 10' from DER, 230' right of centerline, up to 1575' MSL.
Trees beginning 1520' from DER, 102' right of centerline, up to 1638' MSL.

Rwy 13, traverse way 0' from DER, 202' right of centerline, up to 1529' MSL.
Tree, traverse way, beginning 2346' from DER, 42' left of centerline, up to 1642' MSL.

Terrain beginning 2997' from DER, 25' left of centerline, up to 1653' MSL.
Trees beginning 3118' from DER, 63' right of centerline, up to 1666' MSL.

Trees beginning 3365' from DER, 147' left of centerline, up to 1684' MSL.
Trees beginning 4577' from DER, 471' right of centerline, up to 1670' MSL.

Tree 4740' from DER, 1397' left of centerline, 1687' MSL.

Trees beginning 4751' from DER, 559' right of centerline, up to 1676' MSL.

Trees beginning 4812' from DER, 27' left of centerline, up to 1688' MSL.

Tree 4897' from DER, 690' right of centerline, 1677' MSL.

Tree 5475' from DER, 548' right of centerline, 1693' MSL.

Rwy 17, traverse way 507' from DER, 479' right of centerline, 1532' MSL.

Antenna 5103' from DER, 1228' left of centerline, 134' AGL/1646' MSL.

Tree, traverse way beginning 1711' from DER, 1' right of centerline, up to 1649' MSL.

Tree, terrain beginning 2246' from DER, 42' left of centerline, up to 1642' MSL.

Building and trees beginning 19' from DER, 308' right of centerline, up to 75' AGL/1594' MSL.

Tower and trees beginning 24' from DER, 251' left of centerline, up to 75' AGL/1594' MSL.

Rwy 35, lighting 7' from DER, 26' left of centerline, 1 AGL/1524' MSL.
Lighting 8' from DER, 27' right of centerline, 2' AGL/1524' MSL.

Sign 15' from DER, 200' left of centerline, 3' AGL/1525' MSL.

Trees, and vegetation beginning 74' from DER, 250' right of centerline, up to 1546' MSL.
Terrain 89' from DER, 510' left of centerline, 1529' MSL.

Tree 110' from DER, 486' left of centerline, 1550' MSL.

Tree 796' from DER, 544' right of centerline, 1564' MSL.

Tree 1422' from DER, 723' right of centerline, 1586' MSL.

Tree 1574' from DER, 751' right of centerline, 1595' MSL.

Trees beginning 1743' from DER, 458' right of centerline, up to 1606' MSL.

Trees beginning 2025' from DER, 431' right of centerline, up to 1608' MSL.

Trees beginning 2216' from DER, 642' right of centerline, up to 1616' MSL.

Trees beginning 2424' from DER, 929' right of centerline, up to 1617' MSL.

Tree 2773' from DER, 979' right of centerline, 1621' MSL.

Trees beginning 2828' from DER, 4' right of centerline, up to 1635' MSL.

Tree 3499' from DER, 211' left of centerline, 1613' MSL.

Tree 3615' from DER, 248' left of centerline, 1624' MSL.

Tree 3789' from DER, 883' right of centerline, 1638' MSL.

Trees beginning 3791' from DER, 515' right of centerline, up to 1644' MSL.

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HUTCHINSON, KS (CON’T)
HUTCHINSON RGNL (HUT) (CON’T)

Rwy 35 (CON’T), trees beginning 3830’ from DER, 301’ right of centerline, up to 1645’ MSL.

Trees beginning 3862’ from DER, 392’ right of centerline, up to 1649’ MSL.

Trees beginning 3905’ from DER, 36’ right of centerline, up to 1651’ MSL.

Trees beginning 3933’ from DER, 66’ left of centerline, up to 1636’ MSL.

Trees beginning 4028’ from DER, 28’ right of centerline, up to 1657’ MSL.

Tree 4092’ from DER, 265’ left of centerline, 1651’ MSL.

Tree 4121’ from DER, 346’ left of centerline, 1654’ MSL.

Trees beginning 4165’ from DER, 287’ right of centerline, up to 1663’ MSL.

Trees beginning 4225’ from DER, 168’ left of centerline, up to 1656’ MSL.

Trees beginning 4261’ from DER, 387’ right of centerline, up to 1665’ MSL.

Trees beginning 4609’ from DER, 352’ right of centerline, up to 1668’ MSL.

Trees beginning 5235’ from DER, 986’ right of centerline, up to 1672’ MSL.

Trees beginning 5393’ from DER, 1480’ right of centerline, up to 1676’ MSL.

Trees beginning 5668’ from DER, 1519’ right of centerline, up to 1695’ MSL.

Transmission line 1.2 NM from DER, 2295’ left of centerline, 116’ AGL/1726’ MSL.

IMPERIAL, NE
IMPERIAL MUNI (IML)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  03MAY16  (16063)  (FAA)
TAKEOFF MINIMUMS:

Rwys 3,21, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 31, climb heading 315° to 3700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, fence 58’ from DER, 249’ left of centerline, 4’ AGL/3272’ MSL.

Vehicles on road and railroad beginning 251’ from DER, 558’ right of centerline, up to 23’ AGL/3293’ MSL.

Rwy 31, signs beginning 777’ from DER, 292’ left of centerline, up to 23’ AGL/3298’ MSL.

Light poles and power poles beginning 876’ from DER, 326’ left of centerline to 1476’ from DER, 75’ right of centerline, up to 41’ AGL/3316’ MSL.

INDEPENDENCE, KS
INDEPENDENCE MUNI (IDP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  20NOV08  (08325)  (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 2911’ from DER, 1236’ left of centerline, up to 100’ AGL/929’ MSL.

Tree 1878’ from DER, 236’ right of centerline, 52’ AGL/871’ MSL.

Rwy 17, trees beginning 1402’ from DER, 696’ left of centerline, up to 31’ AGL/860’ MSL.

Rwy 35, obstruction light on DME 1002’ from DER, 256’ right of centerline, 20’ AGL/849’ MSL.

Trees beginning 2515’ from DER, 994’ right of centerline, up to 100’ AGL/929’ MSL.

IOLA, KS
ALLEN COUNTY (K88)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  12MAR09  (09071)  (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 1, trees 1280’ from DER, 485’ right of centerline, 100’ AGL/1109’ MSL.

Rwys 19, vehicle on road 28’ from DER, 501’ right of centerline, 15’ AGL/1024’ MSL.

Terrain beginning 69’ from DER, 229’ right of centerline, up to 1014’ MSL.

Trees 2240’ from DER, 1068’ right of centerline, 100’ AGL/1109’ MSL.

Trees 2381’ from DER, 621’ left of centerline, 100’ AGL/1089’ MSL.

JETMORE, KS
JETMORE MUNI (K79)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  27APR17  (17117)  (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 17, electric sys, light support structure beginning 8’ from DER, 38’ left of centerline, up to 3’ AGL/2468’ MSL. Electric sys, light support structure beginning 10’ from DER, 38’ right of centerline, up to 3’ AGL/2468’ MSL.

Trees beginning 394’ from DER, 524’ left of centerline, up to 2506’ MSL.

Rwy 35, electric sys, light support structure beginning 10’ from DER, 39’ left of centerline, up to 2’ AGL/2465’ MSL. Road beginning 103’ from DER, 170’ right of centerline, up to 2478’ MSL.

Trees beginning 372’ from DER, 294’ right of centerline, up to 2508’ MSL.
JOHNSON, KS
STANTON COUNTY MUNI (JHN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18NOV10 (10322) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, hangar 517' from DER, 539' right of centerline, 18' AGL/3342' MSL.
Rwy 26, hangar 373' from DER, 315' left of centerline, 18' AGL/3342' MSL.
Vehicle on road beginning 529' from DER, on centerline, 15' AGL/3339' MSL.
Trees beginning 704' from DER, 66' left of centerline, up to 40' AGL/3364' MSL.

JUNCTION CITY, KS
FREEMAN FLD (3JC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 10DEC15 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwys 5, 13, 23, 31, NA-Environmental.
Rwy 18, 500-2½ or std. w/min. climb of 420' per NM to 1700.
Rwy 36, 300-2 or std. w/min. climb of 234' per NM to 1500.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 189° to 2200 before turning right.
Rwy 36, climb heading 009° to 2000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, numerous towers and poles beginning 909' from DER, 389' left of centerline, up to 135' AGL/1432' MSL.
Tank 1.1 NM from DER, 1895' left of centerline, 148' AGL/1410' MSL.
Antenna 1.9 NM from DER, 478' left of centerline, 75' AGL/1426' MSL.
Numerous towers and trees beginning 28' from DER, 437' right of centerline, up to 320' AGL/1540' MSL.
Rwy 36, tree 540' from DER, 6' left of centerline, 100' AGL/1164' MSL.
Trees beginning 2531' from DER, 397' right of centerline, up to 100' AGL/1164' MSL.
Building 54' from DER, 435' left of centerline, 30' AGL/1165' MSL.

KEARNEY, NE
KEARNEY RGNL (EAR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15AUG19 (22027) (FAA)
DEPARTURE PROCEDURE:
Rwy 13, climb heading 136° to 3600 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 13, fence 12' from DER, 320' left of centerline, 6' AGL/2133' MSL.
Tree 2730' from DER, 1042' left of centerline, 2200' MSL.
Rwy 31, terrain 11' from DER, 227' right of centerline, 2130' MSL.
Rwy 36, terrain 14' from DER, 494' left of centerline, 2129' MSL.
Lighting 39' from DER, 147' right of centerline, 5' AGL/2132' MSL.
Lighting 40' from DER, 150' left of centerline, 4' AGL/2131' MSL.

KIMBALL, NE
KIMBALL MUNI/ROBERT E ARRAJ FLD (IBM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18JAN07 (22083) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, fence 218' from DER, 273' right of centerline, 4' AGL/4905' MSL.
Wind cone 256' from DER, 222' left of centerline, 14' AGL/4914' MSL.
Multiple stop signs beginning 830' from DER, 555' left of centerline, up to 17' AGL/4926' MSL.
Rwy 28, terrain beginning 75' from DER, 262' right of centerline, up to 4939' MSL.
Terrain beginning 141' from DER, 435' left of centerline, up to 4932' MSL.
KINGMAN, KS
KINGMAN/CLYDE CESSNA FLD (9K8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 21MAY20 (21224) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, trees beginning 13' from DER, 136' left of centerline, up to 1616' MSL.
Tree 55' from DER, 193' right of centerline, 15' AGL/1602' MSL.
Tree 71' from DER, 503' left of centerline, 1623' MSL.
Trees, vegetation beginning 78' from DER, 243' left of centerline, up to 1628' MSL.
Tree 127' from DER, 521' right of centerline, 35' AGL/1624' MSL.
Trees beginning 157' from DER, 363' right of centerline, up to 47' AGL/1633' MSL.
Trees beginning 273' from DER, 7' right of centerline, up to 1652' MSL.
Trees beginning 279' from DER, 104' left of centerline, up to 1632' MSL.
Trees beginning 385' from DER, 25' left of centerline, up to 51' AGL/1636' MSL.
Trees beginning 443' from DER, 7' left of centerline, up to 54' AGL/1645' MSL.
Trees, pole, catenary beginning 531' from DER, 5' right of centerline, up to 90' AGL/1675' MSL.
Trees beginning 631' from DER, 666' left of centerline, up to 1645' MSL.
Tower, trees beginning 2038' from DER, 25' right of centerline, up to 117' AGL/1700' MSL.
Tree 2587' from DER, 921' left of centerline, 1660' MSL.

Rwy 18, poles, general utility, lighting, traverse way, buildings beginning 26' from DER, 72' left of centerline, up to 1624' MSL.
Lighting 37' from DER, 74' right of centerline, 1599' MSL.
Tree 451' from DER, 555' right of centerline, 1624' MSL.
Pole 469' from DER, 494' left of centerline, 39' AGL/1626' MSL.
Trees beginning 485' from DER, 500' left of centerline, up to 1639' MSL.
Trees beginning 631' from DER, 666' left of centerline, up to 1645' MSL.
Trees beginning 685' from DER, 17' right of centerline, up to 85' AGL/1661' MSL.
Tree 1076' from DER, 596' left of centerline, 1648' MSL.
Trees beginning 1131' from DER, 16' left of centerline, up to 80' AGL/1658' MSL.

Rwy 29, trees beginning 166' from DER, 400' right of centerline, 12' AGL/1614' MSL.
Poles beginning 881' from DER, 608' right of centerline, up to 1635' MSL.
Trees beginning 1047' from DER, 86' left of centerline, up to 1647' MSL.
Tree 1383' from DER, 25' right of centerline, 35' AGL/1642' MSL.

Rwy 36, lighting, terrain beginning 36' from DER, 72' left of centerline, up to 1602' MSL.
Lighting 37' from DER, 74' right of centerline, 1600' MSL.
Tree 100' from DER, 501' right of centerline, 10' AGL/1602' MSL.
Tree 123' from DER, 496' right of centerline, 1604' MSL.

LARNED, KS
LARNED-PAWNEE COUNTY (LQR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 13JAN11 (11013) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 12, 22, 30, NA- Environmental.

TAKEOFF OBSTACLE NOTES:
Rwy 17, runway light 9' from DER, 50' left of centerline, 1' AGL/2009' MSL.
Light 100' from DER, 486' right of centerline, 37' AGL/2047' MSL.
Tank 117' from DER, 313' right of centerline, 17' AGL/2027' MSL.
Vehicles on road 493' from DER, crossing right to left, 15' AGL/2029' MSL.
Trees 536' from DER, 54' AGL/2068' MSL.

Rwy 35, runway light 10' from DER, 13' right of centerline, 2' AGL/2008' MSL.
Vehicles on road 548' from DER, crossing right to left, 15' AGL/2021' MSL.
Power poles 573' from DER, 614' left of centerline, 38' AGL/2031' MSL.
Power poles beginning 577' from DER, 364' right of centerline, up to 38' AGL/2039' MSL.
Trees beginning 597' from DER, 204' right of centerline. Up to 54' AGL/2050' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LAWRENCE, KS
LAWRENCE RGNL (LWC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 04SEP03 (21224) (FAA)
TAKEOFF MINIMUMS:
- Rwy 1, 400-1 1/2 or std. w/min. climb of 387’ per NM to 1300.
- Rwy 33, 300-1 or std. w/min. climb of 327’ per NM to 1100.

DEPARTURE PROCEDURE:
- Rwy 15, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. Rwy 19, climb via heading 180° to 2400 before turning on course.

TAKEOFF OBSTACLE NOTES:
- Rwy 1, bush 297’ from DER, 192’ right of centerline, 9’ AGL/842’ MSL.
- Tree 2864’ from DER, 759’ right of centerline, 99’ AGL/958’ MSL.
- Tree 7024’ from DER, 2180’ right of centerline, 45’ AGL/1104’ MSL.
- Tree 7285’ from DER, 1781’ right of centerline, 100’ AGL/1179’ MSL.
- Tree 7406’ from DER, 349’ right of centerline, 49’ AGL/1088’ MSL.
- Tree 10,211’ from DER, 2539’ left of centerline, 49’ AGL/1108’ MSL.
- Tree 11,544’ from DER, 1866’ left of centerline, 70’ AGL/1129’ MSL.

LEOTI, KS
MARK HOARD MEML (3K7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02DEC21 (21336) (FAA)
DEPARTURE PROCEDURE:
- Rwy 35, climb on heading 355° to 3800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
- Rwy 35, vehicles on road beginning 175’ from DER, 539’ right of centerline, up to 3314’ MSL.
- Pole 844’ from DER, 681’ right of centerline, 31’ AGL/3330’ MSL.
- Power lines beginning 902’ from DER, 683’ right of centerline, up to 32’ AGL/3335’ MSL.

LEXINGTON, NE
JIM KELLY FLD (LXN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 20JUN19 (21336) (FAA)
TAKEOFF MINIMUMS:
- Rwys 1, 19, NA-Environmental.

DEPARTURE PROCEDURE:
- Rwy 14, climb heading 136° to 3500 before turning right.

TAKEOFF OBSTACLE NOTES:
- Rwy 14, tree 865’ from DER, 593’ left of centerline, 28’ AGL/2429’ MSL.
- Trees, pole beginning 1067’ from DER, 242’ left of centerline, up to 50’ AGL/2450’ MSL.
- Trees beginning 1140’ from DER, 242’ left of centerline, up to 59’ AGL/2459’ MSL.
- Tree 1996’ from DER, 471’ right of centerline, 55’ AGL/2457’ MSL.
- Rwy 32, fence 72’ from DER, 498’ left of centerline, 10’ AGL/2415’ MSL.
- Fence 97’ from DER, 497’ right of centerline, 3’ AGL/2418’ MSL.

LIBERAL, KS
LIBERAL MID-AMERICA RGNL (LBL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 08JAN15 (15008) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 4, trees beginning 1021’ from DER, 619’ right of centerline, up to 67’ AGL/2937’ MSL.
- Wind sock 345’ from DER, 380’ left of centerline, 22’ AGL/2896’ MSL.
- Pole 390’ from DER, 350’ left of centerline, 22’ AGL/2896’ MSL.
- Rwy 17, REILs 10’ from DER, 29 to 30’ left and right of centerline, 2’ AGL/2877’ MSL.
- Rwy 22, REILs 39 to 40’ from DER, 113 to 117’ right and left of centerline, 2’ AGL/2887’ MSL.
- Rwy 35, trees beginning 1324’ from DER, 554’ right of centerline, up to 49’ AGL/2925’ MSL.
- Lights 10’ from DER, 30’ left and 31’ right of centerline, 2’ AGL/2881’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LINCOLN, NE
LINCOLN (LNK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 01JUL10 (10182) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 14, windsock 262' from DER, 369' left of centerline, 7' AGL/1187' MSL.
Rwy 17, light poles beginning 520' from DER, 505' right of centerline, up to 36' AGL/1198' MSL.
Rwy 18, rod on obstruction light tower 3858' from DER, 687' left of centerline, 80' AGL/1280' MSL.
Rwy 35, warehouse 4463' from DER, 1350' left of centerline, 50' AGL/1369' MSL.

LOUP CITY, NE
LOUP CITY MUNI (0F4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15OCT15 (15288) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 22, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 16, vehicles on road beginning 18' from DER, 357' left of centerline, up to 15' AGL/2084' MSL.
Vehicle on road, transmission tower, and pole beginning 555' from DER, 440' right of centerline, up to 37' AGL/2102' MSL.
Trees, transmission tower, and pole beginning 634' from DER, 397' left of centerline, up to 57' AGL/2128' MSL.
Trees beginning 1394' from DER, 173' left of centerline, up to 66' AGL/2137' MSL.
Trees beginning 1803' from DER, 787' right of centerline, up to 79' AGL/2150' MSL.

LYONS, KS
LYONS-RICE COUNTY MUNI (LYO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 08NOV18 (18312) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 262' from DER, 261' left of centerline, up to 1718' MSL.
Tree 1115' from DER, 261' right of centerline, 1712' MSL.
Trees beginning 1293' from DER, 366' right of centerline, up to 1726' MSL.
Trees beginning 1518' from DER, 683' right of centerline, up to 1727' MSL.

MANHATTAN, KS
MANHATTAN RGNL (MHK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 10AUG23 (23278) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 885' from DER, 122' right of centerline, 29' AGL/1069' MSL.
Tree 887' from DER, 53' right of centerline, 26' AGL/1071' MSL.
Trees beginning 888' from DER, 20' right of centerline, up to 32' AGL/1076' MSL.
Tree 905' from DER, 99' right of centerline, 40' AGL/1080' MSL.
Trees beginning 916' from DER, 41' right of centerline, up to 42' AGL/1082' MSL.
Tree 920' from DER, 37' left of centerline, 28' AGL/1071' MSL.
Trees beginning 921' from DER, 6' right of centerline, up to 44' AGL/1084' MSL.
Tree 936' from DER, 114' left of centerline, 33' AGL/1075' MSL.
Trees beginning 937' from DER, 7' left of centerline, up to 36' AGL/1078' MSL.
Trees beginning 953' from DER, 200' left of centerline, up to 34' AGL/1079' MSL.
Trees beginning 958' from DER, 27' left of centerline, up to 46' AGL/1086' MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MANHATTAN, KS (CON’T)
MANHATTAN RGNL (MHK) (CON’T)

**Rwy 3 (CON’T)**, trees beginning 1561’ from DER, 230’ right of centerline, up to 55’ AGL/1095’ MSL.

Trees beginning 1666’ from DER, 83’ right of centerline, up to 67’ AGL/1108’ MSL.

Trees beginning 1807’ from DER, 17’ right of centerline, up to 73’ AGL/1114’ MSL.

Trees beginning 1820’ from DER, 710’ left of centerline, up to 1109’ MSL.

Trees beginning 1922’ from DER, 45’ right of centerline, up to 77’ AGL/1118’ MSL.

Tree 2418’ from DER, 764’ right of centerline, 77’ AGL/1119’ MSL.

Trees, terrain beginning 1.1 NM from DER, 1573’ left of centerline, up to 23’ AGL/1235’ MSL.

Rwy 13, pole, building, electrical system beginning 32’ from DER, 439’ left of centerline, up to 43’ AGL/1086’ MSL.

Vehicle on roadway 904’ from DER, 614’ right of centerline, 1068’ MSL.

Tree 1303’ from DER, 794’ left of centerline, 1134’ MSL.

Trees beginning 1606’ from DER, 582’ left of centerline, up to 1138’ MSL.

Tree 2685’ from DER, 1028’ right of centerline, 1114’ MSL.

Tree 5517’ from DER, 1396’ left of centerline, 1186’ MSL.

Terrain 1 NM from DER, 238’ left of centerline, 1207’ MSL.

Tree 1.1 NM from DER, 709’ left of centerline, 1229’ MSL.

Tree 1.1 NM from DER, 186’ right of centerline, 1221’ MSL.

Tower 1.4 NM from DER, 2267’ right of centerline, 59’ AGL/1421’ MSL.

Rwy 21, terrain 394’ from DER, 594’ right of centerline, 1068’ MSL.

Terrain 1892’ from DER, 989’ right of centerline, 1108’ MSL.

Tree 2354’ from DER, 725’ left of centerline, 1126’ MSL.

Trees beginning 3137’ from DER, 737’ right of centerline, up to 1169’ MSL.

Trees beginning 3641’ from DER, 757’ right of centerline, up to 1171’ MSL.

Tree 3700’ from DER, 1344’ right of centerline, 1174’ MSL.

Trees beginning 3746’ from DER, 349’ right of centerline, up to 1176’ MSL.

Tree, pole beginning 3857’ from DER, 463’ right of centerline, up to 1188’ MSL.

Tree 4081’ from DER, 732’ right of centerline, up to 1192’ MSL.

Tree 4466’ from DER, 1030’ right of centerline, up to 1193’ MSL.

Tree, pole beginning 4773’ from DER, 1008’ right of centerline, up to 1194’ MSL.

Rwy 31, tree 164’ from DER, 456’ left of centerline, 1081’ MSL.

Tree 523’ from DER, 361’ right of centerline, 1125’ MSL.

Tree, pole beginning 567’ from DER, 362’ right of centerline, up to 1126’ MSL.

Trees beginning 2309’ from DER, 587’ left of centerline, up to 1150’ MSL.

Trees beginning 1.1 NM from DER, 139’ right of centerline, up to 14’ AGL/1331’ MSL.

Tree, terrain beginning 1.2 NM from DER, 452’ right of centerline, up to 143’ AGL/1340’ MSL.

Trees beginning 1.5 NM from DER, 1288’ right of centerline, up to 1358’ MSL.

MARSHALL AAF (KFRI)
FORT RILEY, KS
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 07SEP23 (23250) (USA)

TAKEOFF MINIMUMS:

**Rwy 4**, std w/min climb of 406’/NM to 1500.

**Rwy 22**, 400-3 or std w/ min climb of 340’/NM to 1600.

DEPARTURE PROCEDURE:

**Rwy 22**, climb on hdg 224° to 2200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees 5627’ from DER, 207’ left of centerline, 1211’ MSL.

Terrain 3910’ from DER, 1253’ right of centerline, 1207’ MSL.

Terrain 2979’ from DER, 1293’ right of centerline, 1176’ MSL.

Trees 3418’ from DER, 421’ right of centerline, 1175’ MSL.

Trees 2231’ from DER, 143’ right of centerline, 1141’ MSL.

**Rwy 22**, light pole 1457’ from DER, 766’ left of centerline, 1117’ MSL.

Utility rack 281’ from DER, 468’ right of centerline, 1074’ MSL.

MARYSVILLE, KS
MARYSVILLE MUNI (MYZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05MAY11 (11125) (FAA)

TAKEOFF MINIMUMS:

**Rwy 34**, 500-1.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees 5627’ from DER, 207’ left of centerline, 1211’ MSL.

Terrain 3910’ from DER, 1253’ right of centerline, 1207’ MSL.

Terrain 2979’ from DER, 1293’ right of centerline, 1176’ MSL.

Trees 3418’ from DER, 421’ right of centerline, 1175’ MSL.

Trees 2231’ from DER, 143’ right of centerline, 1141’ MSL.

**Rwy 22**, light pole 1457’ from DER, 766’ left of centerline, 1117’ MSL.

Utility rack 281’ from DER, 468’ right of centerline, 1074’ MSL.
MC CONNELL AFB (KIAB)  
WICHITA, KS  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
17AUG17 (17229)  
TAKEOFF OBSTACLE NOTES:  
Rwy 1L, acft tail, 53' AGL/1421' MSL, 56' from DER, 485' left of cntrln.  
Acft tail, 53' AGL/1420' MSL, 64' from DER, 471' left of cntrln.  
Rwy 1R, acft tail, 53' AGL/1419' MSL, 705' from DER, 702' right of cntrln.  
Acft tail, 53' AGL/1421' MSL, 885' from DER, 702' right of cntrln.  
Acft tail, 53' AGL/1422' MSL, 1066' from DER, 702' right of cntrln.  
Rwy 19L, pylon 89' AGL/1439' MSL, 5201' from DER, 1739' left of cntrln.  
Pylon, 89' AGL/1444' MSL, 5286' from DER, 1437' left of cntrln.  
Pylon, 89' AGL/1442' MSL, 5356' from DER, 1120' left of cntrln.  
Pylon, 89' AGL/1442' MSL, 5358' from DER, 1947' left of cntrln.  

MC COOK, NE  
MC COOK BEN NELSON RGNL (MCK)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG 17DEC09 (09351) (FAA)  
TAKEOFF MINIMUMS:  
Rwys 17, 35, NA-Environmental.  
TAKEOFF OBSTACLE NOTES:  
Rwy 4, tree 275' from DER, 233' left of centerline, 27' AGL/2566' MSL.  
Rwy 12, multiple trees beginning 71' from DER, 147' right of centerline, up to 40' AGL/2559' MSL.  
Tree 249' from DER, 142' left of centerline, 40' AGL/2549' MSL.  
Rwy 22, pole 843' from DER, 95' right of centerline, 28' AGL/2587' MSL.  

MC PHERSON, KS  
MC PHERSON (MPR)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 2A 11AUG22 (22223) (FAA)  
TAKEOFF MINIMUMS:  
Rwys 8, 26, NA-Environmental.  
TAKEOFF OBSTACLE NOTES:  
Rwy 36, vegetation 31' from DER, 262' left of centerline, 8' AGL/1495' MSL.  
Tower, 5215' from DER, 1128' right of centerline, 140' AGL/1628' MSL.  

MEADE, KS  
MEADE MUNI (MEJ)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
ORIG 13JAN11 (11013) (FAA)  
TAKEOFF MINIMUMS:  
Rwys 8, 26, NA-Environmental.  
TAKEOFF OBSTACLE NOTES:  
Rwy 17, vehicles on roadway at DER, 290' right of centerline, up to 15' AGL/2524' MSL.  
Trees beginning 768' from DER, left and right of centerline, up to 45' AGL/2554' MSL.  
Rwy 35, hanger 446' from DER, 612' left of centerline, up to 20' AGL/2549' MSL.  
Vehicles on roadway 641' from DER, left and right of centerline, up to 17' AGL/2546' MSL.  
Trees beginning 2129' from DER, 530' right of centerline, up to 45' AGL/2574' MSL.  

MINDEN, NE  
PIONEER VILLAGE FLD (0V3)  
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  
AMDT 2 23SEP10 (21280) (FAA)  
TAKEOFF MINIMUMS:  
Rwys 5, 23, NA-Turf.  
DEPARTURE PROCEDURE:  
Rwy 34, climb heading 339° to 3000 before turning right.  
TAKEOFF OBSTACLE NOTES:  
Rwy 16, trees, guard posts, and street lights beginning 32' from DER, 156' right of centerline, up to 75' AGL/2223' MSL.  
Trees beginning 193' from DER, 167' left of centerline, up to 67' AGL/2204' MSL.  
Buildings beginning 1656' from DER, 156' right of centerline, up to 70' AGL/2225' MSL.  
Power poles beginning 528' from DER, 393' right of centerline, up to 37' AGL/2191' MSL.  
Rwy 34, trees beginning 192' from DER, 156' left of centerline, up to 100' AGL/2269' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MOUNDRIDGE, KS
MOUNDRIDGE MUNI (47K)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15DEC11 (11349) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, buildings 224' from DER, 125' right and 280' left of centerline, up to 25' AGL/1519' MSL.
Power poles beginning 744' from DER, 638' left of centerline, up to 35' AGL/1524' MSL.
Trees beginning 1123' from DER, 693' right of centerline, up to 100' AGL/1589' MSL.
Rwy 35, trees beginning 4035' from DER, 401' right of centerline, up to 100' AGL/1599' MSL.

NEBRASKA CITY, NE
NEBRASKA CITY MUNI (AFK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 23, NA - Environmental.

NELIGH, NE
ANTELOPE COUNTY (4V9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 300-1¾ w/min. climb of 305' per NM to 2600 or std. w/min. climb of 375' per NM to 2400 or 1100-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 19, climb heading 188° to 2500 before turning left.
Rwy 31, climb heading 310° to 2300 before turning right.
VCOA:
Rwy 1, obtain ATC approval for VCOA when requesting IFR clearance: climb in visual conditions to cross Antelope County Airport at or above 2700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree 283' from DER, 401' right of centerline, 25' AGL/1750' MSL.
Transmission line and trees beginning 1242' from DER, 2' left of centerline, up to 77' AGL/1804' MSL.
Tree 1731' from DER, 656' right of centerline, 50' AGL/1778' MSL.
Tree and building beginning 1744' from DER, 12' right of centerline, up to 54' AGL/1780' MSL.
Trees beginning 1748' from DER, 447' right of centerline, up to 74' AGL/1797' MSL.
Tree 1761' from DER, 599' right of centerline, 81' AGL/1800' MSL.
Tree 1763' from DER, 610' right of centerline, 84' AGL/1805' MSL.
Trees beginning 1785' from DER, 160' right of centerline, up to 80' AGL/1807' MSL.
Trees beginning 1910' from DER, 272' left of centerline, up to 84' AGL/1811' MSL.
Trees beginning 1928' from DER, 325' left of centerline, up to 84' AGL/1812' MSL.
Trees beginning 1968' from DER, 195' left of centerline, up to 86' AGL/1814' MSL.
Trees beginning 2007' from DER, 6' right of centerline, up to 89' AGL/1810' MSL.
Tower 1.2 NM from DER, 194' left of centerline, 120' AGL/1944' MSL.
Transmission lines beginning 1.4 NM from DER, 432' left of centerline, up to 119' AGL/2070' MSL.
Transmission lines beginning 1.4 NM from DER, 428' left of centerline, up to 137' AGL/2065' MSL.
Trees beginning 71' from DER, 103' right of centerline, up to 90' AGL/1819' MSL.
Transmission lines beginning 708' from DER, 645' left of centerline, up to 47' AGL/1766' MSL.
Transmission lines beginning 855' from DER, 80' left of centerline, up to 47' AGL/1771' MSL.
Trees beginning 1322' from DER, 194' left of centerline, up to 90' AGL/1819' MSL.
Trees beginning 1129' from DER, 644' right of centerline, up to 90' AGL/1829' MSL.
Transmission lines beginning 1454' from DER, 103' right of centerline, up to 47' AGL/1775' MSL.
Rwy 19, terrain 76' from DER, 333' right of centerline, 1783' MSL.
Terrain and fences beginning 80' from DER, 341' right of centerline, up to 1785' MSL.
Rwy 31, buildings and trees beginning 138' from DER, 324' right of centerline, up to 90' AGL/1829' MSL.
Transmission lines beginning 138' from DER, 43' left of centerline, up to 15' AGL/1754' MSL.
Trees beginning 656' from DER, 331' left of centerline, 90' AGL/1839' MSL.
Trees beginning 875' from DER, 118' right of centerline, up to 90' AGL/1839' MSL.
NEODESHA, KS
NEODESHA MUNI (2K7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 07OCT21 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 15, 33, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 87' from DER, 1' right of centerline, up to 60' AGL/907' MSL.
Trees beginning 120' from DER, 210' left of centerline, up to 60' AGL/904' MSL.
Trees beginning 619' from DER, 10' left of centerline, up to 60' AGL/914' MSL.
Trees beginning 2231' from DER, 188' right of centerline, up to 60' AGL/917' MSL.
Trees beginning 2298' from DER, 23' left of centerline, up to 60' AGL/914' MSL.

NESS CITY, KS
NESS CITY (48K)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20APR23 (23110) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, antenna 802' from DER, 210' left of centerline, 29' AGL/2309' MSL.

NEWTON, KS
NEWTON-CITY-COUNTY (EWK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17NOV11 (11321) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 8, silo 503' from DER, 552' right of centerline, 61' AGL/1591' MSL.
Pole 837' from DER, 364' left of centerline, 42' AGL/1568' MSL.
Rwy 26, pole 737' from DER, 229' right of centerline, 37' AGL/1560' MSL.
Pole 723' from DER, 407' left of centerline, 27' AGL/1553' MSL.
Rwy 35, tree 586' from DER, 577' left of centerline, 22' AGL/1545' MSL.
Sign at DER, 410' right of centerline, 5' AGL/1533' MSL.
Rising terrain, 40' from DER, 399' right of centerline, up to 1532' MSL.

NORFOLK, NE
NORFOLK RGNL/KARL STEFAN MEML FLD (OFK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10SEP20 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, lighting, terrain beginning 10' from DER, 30' right of centerline, up to 1' AGL/1532' MSL.
Fence 153' from DER, 526' left of centerline, 6' AGL/1536' MSL.
Trees beginning 1354' from DER, 363' left of centerline, up to 78' AGL/1600' MSL.
Pole 1364' from DER, 851' right of centerline, 50' AGL/1572' MSL.
Trees beginning 1419' from DER, 244' left of centerline, up to 67' AGL/1608' MSL.
Trees beginning 3377' from DER, 539' left of centerline, up to 82' AGL/1622' MSL.
Rwy 14, electrical system 18' from DER, 498' left of centerline, 3' AGL/1565' MSL.
Terrain 56' from DER, 337' right of centerline, 1566' MSL.
Terrain 58' from DER, 476' right of centerline, 1567' MSL.
Terrain beginning 182' from DER, 454' right of centerline, up to 1571' MSL.
Tree, building beginning 764' from DER, 534' left of centerline, up to 46' AGL/1610' MSL.
Trees beginning 929' from DER, 334' left of centerline, up to 53' AGL/1615' MSL.
Tree, building beginning 1079' from DER, 318' left of centerline, up to 1628' MSL.
Trees beginning 1267' from DER, 48' left of centerline, up to 76' AGL/1641' MSL.
Tree 1754' from DER, 187' right of centerline, 1619' MSL.
Tree 1938' from DER, 579' right of centerline, 46' AGL/1624' MSL.
Tree 2071' from DER, 695' right of centerline, 59' AGL/1630' MSL.
Trees beginning 2217' from DER, 300' right of centerline, up to 1639' MSL.
Trees beginning 2357' from DER, 627' right of centerline, up to 48' AGL/1641' MSL.
Trees beginning 2399' from DER, 654' right of centerline, up to 51' AGL/1644' MSL.
Tree 4385' from DER, 1618' right of centerline, 95' AGL/1684' MSL.

CONT
NORFOLK, NE (CON’T)
NORFOLK RGNL/KARL STEFAN MEML FLD (OFK) (CON’T)

Rwy 14 (CON’T), trees beginning 4453’ from DER, 1433’ right of centerline, up to 102’ AGL/1691’ MSL.
Rwy 20, terrain 40’ from DER, 486’ left of centerline, 1575’ MSL.
Terrain 116’ from DER, 510’ left of centerline, 1576’ MSL.
Terrain 303’ from DER, 566’ left of centerline, 1581’ MSL.
Fence 905’ from DER, 665’ left of centerline, 5’ AGL/1596’ MSL.
Tree 2365’ from DER, 958’ right of centerline, 1661’ MSL.
Trees beginning 2364’ from DER, 1033’ right of centerline, up to 62’ AGL/1677’ MSL.
Tree 2703’ from DER, 883’ left of centerline, 23’ AGL/1645’ MSL.
Tree 2759’ from DER, 712’ left of centerline, 29’ AGL/1650’ MSL.
Trees beginning 2819’ from DER, 335’ left of centerline, up to 33’ AGL/1656’ MSL.
Trees beginning 3024’ from DER, 509’ left of centerline, up to 1691’ MSL.
Trees beginning 3101’ from DER, 632’ right of centerline, up to 1698’ MSL.
Trees beginning 3397’ from DER, 231’ right of centerline, up to 87’ AGL/1700’ MSL.
Trees beginning 5191’ from DER, 428’ right of centerline, up to 84’ AGL/1705’ MSL.
Tree 5209’ from DER, 522’ right of centerline, 85’ AGL/1709’ MSL.

NORTH PLATTE, NE
NORTH PLATTE RGNL/LEE BIRD FLD (LBF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 19SEP13 (21112) (FAA)

DEPARTURE PROCEDURE:
Rwy 30, climb heading 301° to 4000 before turning right.
Rwy 35, climb heading 355° to 4000 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 12, road 23’ from DER, 14’ left of centerline, 20’ AGL/2784’ MSL.
Road and tree beginning 62’ from DER, 18’ right of centerline, up to 84’ AGL/2844’ MSL.

Rwy 17, obstruction light on fence, bush, road, and numerous trees beginning 88’ from DER, 1’ left of centerline, up to 96’ AGL/2866’ MSL.
Terrain, road, and numerous trees beginning 26’ from DER, 2’ right of centerline, up to 102’ AGL/2872’ MSL.
Rwy 30, terrain, pole, and road beginning 74’ from DER, 111’ left of centerline, up to 48’ AGL/2818’ MSL.
Trees beginning 1128’ from DER, 767’ left of centerline, up to 73’ AGL/2843’ MSL.
Tree 3090’ from DER, 1251’ right of centerline, up to 73’ AGL/2843’ MSL.

Rwy 34, terrain, pole, and road beginning 100’ from DER, 6’ left of centerline, up to 118’ AGL/2818’ MSL.

NORTON, KS
NORTON MUNI (NRN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 25JAN24 (24025) (FAA)

DEPARTURE PROCEDURE:
Rwy 8, 26, NA-Environmental.
Rwy 16, 400-3 or std w/min climb of 216’/NM to 2900.

TAKEOFF OBSTACLE NOTES:
Rwy 16, terrain 43’ from DER, 305’ right of centerline, 2364’ MSL.
Tower 1356’ from DER, 565’ left of centerline, 64’ AGL/2407’ MSL.
Tower 2.4 NM from DER, 3543’ right of centerline, 358’ AGL/2759’ MSL.
Rwy 34, terrain 67’ from DER, 313’ left of centerline, 2368’ MSL.

OAKLEY, KS
OAKLEY MUNI (OEL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 20JUN19 (19171) (FAA)

DEPARTURE PROCEDURE:
Rwy 8, 26, NA-Environmental.

TAKEOFF OBSTACLE NOTES:
Rwy 16, bush 145’ from DER, 496’ left of centerline, 14’ AGL/3034’ MSL.
Road 208’ from DER, 368’ right of centerline, 15’ AGL/3031’ MSL.
Rwy 34, tree 855’ from DER, 416’ right of centerline, 50’ AGL/3099’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

OBERLIN, KS
OBERLIN MUNI (OIN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 12AUG21 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 12, 30, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 17, climb on heading 174° to 3100 before turning east.
TAKEOFF OBSTACLE NOTES:
Rwy 17, lighting 9’ from DER, 40’ right of centerline, 2’ AGL/2668’ MSL.
Pole and trees beginning 444’ from DER, 82’ left of centerline, up to 2687’ MSL.
Pole 509’ from DER, 348’ left of centerline, 2689’ MSL.
Pole 709’ from DER, 98’ left of centerline, 27’ AGL/2691’ MSL.
Tree 1188’ from DER, 213’ left of centerline, up to 2725’ MSL.
Pole 537’ from DER, 464’ right of centerline, 2727’ MSL.

OFFUTT AFB (KOFF)
OMAHA, NE
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30NOV23 (23334) (USAF)
TAKEOFF OBSTACLE NOTES:
Rwy 13, antenna 275’ from DER, on centerline, 7’ AGL/968’ MSL.
Possible vehicle 170’ from DER, 159’ left of centerline and 190’ from DER, 165’ right of centerline, 15’ AGL/983’ MSL.
Possible railroad 385’ from DER, 355’ left of centerline and 420’ from DER, 400’ right of centerline, up to 23’ AGL/995’ MSL.
Multiple trees beginning 3185’ from DER, 69’ left of centerline, up to 110’ AGL/1076’ MSL.
Terrain 0’ from DER, 156’ right of centerline, 972’ MSL.
Multiple trees beginning 482’ to 1149’ from DER, 174’ to 471’ right of centerline, up to 26’ AGL/990’ MSL.
Irrigation equipment 545’ from DER, 186’ right of centerline, 20’ AGL/985’ MSL.

OGALLALA, NE
SEARLE FLD (OGA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 10JAN13 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 26, std. w/min. climb of 215’ per NM to 4000’.
Rwy 31, std. w/min. climb of 320’ per NM to 4400 or 1200-3 for climb in visual conditions. When executing VCOA, notify ATC prior to departure.
DEPARTURE PROCEDURE:
Rwy 8, climb heading 083° to 3900 before turning left.
Rwy 26, climb heading 263° to 4000 before turning right.
Rwy 31, for climb in visual conditions: cross Searle Fld at or above 4400’ MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, rising terrain 224’ from DER, left and right of centerline, up to 3261’ MSL.
Light on windsock 235’ from DER, 417’ left of centerline, 16’ AGL/3265’ MSL.
Vehicles on road beginning 294’ from DER, 555’ right of centerline, up to 15’ AGL/3257’ MSL.
Train on tracks beginning 469’ from DER, 615’ right of centerline, up to 23’ AGL/3264’ MSL.
Wood poles beginning 566’ from DER, 461’ right of centerline, up to 24’ AGL/3263’ MSL.
Rwy 13, trees beginning 904’ from DER, 247’ right of centerline, up to 30’ AGL/3269’ MSL.
Trees and poles beginning 627’ from DER, 168’ right of centerline, up to 51’ AGL/3290’ MSL.
Rwy 26, fence 76’ from DER, 252’ right of centerline, 4’ AGL/3265’ MSL.
Terrain 143’ from DER, 499’ right of centerline, up to 3269’ MSL.
Trees 2581’ from DER, 964’ left of centerline, up to 70’ AGL/3339’ MSL.
Rwy 31, tree 383’ from DER, 290’ left of centerline, up to 100’ AGL/3379’ MSL.
Trees beginning 877’ from DER, 314’ left of centerline, up to 100’ AGL/3399’ MSL.
Rising terrain beginning 375’ from DER, left and right of centerline, up to 3586’ MSL.

OLATHE, KS
JOHNSON COUNTY EXEC (OJC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27OCT05 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, multiple trees 622’ from DER, 192’ right of centerline, up to 73’ AGL/1084’ MSL.
Rwy 36, antenna 335’ from DER, 263’ left of centerline, 20’ AGL/1110’ MSL.
Tree 1008’ from DER, 612’ right of centerline, 57’ AGL/1130’ MSL.
Tree 1544’ from DER, 810’ left of centerline, 71’ AGL/1144’ MSL.
OLATHE, KS (CON’T)

NEW CENTURY AIRCENTER (IXD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15NOV12 (12320) (FAA)

TAKEOFF OBSTACLE NOTES.

Rwy 4, fence 204’ from DER, 256’ right of centerline, 11’ AGL/1096’ MSL.
Obstruction light on fence, 295’ from DER, 163’ right of centerline, 13’ AGL/1098’ MSL.
Trees beginning 1554’ from DER, left and right of centerline, up to 100’ AGL/1179’ MSL.

Rwy 18, tree 1845’ from DER, 133’ left of centerline, 100’ AGL/1159’ MSL.

Rwy 22, trees beginning 260’ from DER, left and right of centerline, up to 100’ AGL/1159’ MSL.

Rwy 36, ground beginning 17’ from DER, 407’ right of centerline, 1091’ MSL.

Vehicle on roadway beginning 24’ from DER, left and right of centerline, up to 15’ AGL/1101’ MSL.

OMAHA, NE

EPPLEY AIRFIELD (OMA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwy 14L, 300-2½ or std. w/ min. climb of 275’ per NM to 1400.

Rwy 14R, 300-2½ or std. w/ min. climb of 210’ per NM to 1400.

DEPARTURE PROCEDURE:

Rwys 14L, 14R, climb heading 142° to 1700 before proceeding on course.

Rwy 18, climb heading 178° to 1900 before turning right.

Rwys 32L, 32R, climb heading 322° to 2400 before turning left.

Rwy 36, climb heading 358° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 14L, utility point 22’ from DER, 481’ right of centerline, 8’ AGL/986’ MSL.

Tree 3665’ from DER, 1377’ left of centerline, 1088’ MSL.

Tree 3955’ from DER, 1152’ left of centerline, 1084’ MSL.

Tree 3975’ from DER, 116’ left of centerline, 1088’ MSL.

Tree 4325’ from DER, 1630’ left of centerline, 1090’ MSL.

Tree 4345’ from DER, 1621’ left of centerline, 1098’ MSL.

Tree 1.2 NM from DER, 2449’ left of centerline, 1176’ MSL.

Trees beginning 1.3 NM from DER, 2276’ left of centerline, up to 1198’ MSL.

Trees beginning 1.3 NM from DER, 2426’ left of centerline, up to 1203’ MSL.

Building 1.3 NM from DER, 2844’ left of centerline, 22’ AGL/1216’ MSL.

Trees beginning 1.3 NM from DER, 2402’ left of centerline, up to 1245’ MSL.

Tree 1.3 NM from DER, 2591’ left of centerline, 1250’ MSL.

Tree, building beginning 1.3 NM from DER, 2368’ left of centerline, up to 47’ AGL/1268’ MSL.

Tree, building beginning 1.6 NM from DER, 2435’ left of centerline, up to 1277’ MSL.

Tree 1.8 NM from DER, 2750’ left of centerline, 1279’ MSL.

Tree 1.8 NM from DER, 2410’ left of centerline, 1280’ MSL.

Tree 1.9 NM from DER, 2392’ left of centerline, 1281’ MSL.

Tree 1.9 NM from DER, 2522’ left of centerline, 1284’ MSL.

Rwy 14R, tree 3972’ from DER, 1316’ left of centerline, 1088’ MSL.

Tree 1.9 NM from DER, 3593’ left of centerline, 1281’ MSL.

Rwy 18, sign 38’ from DER, 270’ right of centerline, 4’ AGL/980’ MSL.

Pole 887’ from DER, 702’ right of centerline, 1002’ MSL.

Tree 3953’ from DER, 1124’ left of centerline, 1085’ MSL.

Tree 4247’ from DER, 120’ left of centerline, 102’ AGL/1087’ MSL.

Tree 4461’ from DER, 140’ right of centerline, 1090’ MSL.

Bridge 4549’ from DER, 150’ left of centerline, 150’ AGL/1112’ MSL.

Bridge and poles beginning 4968’ from DER, 1177’ left of centerline, up to 149’ AGL/1114’ MSL.

Rwy 32L, pole and traverse way beginning 969’ from DER, 659’ right of centerline, up to 38’ AGL/1018’ MSL.

Tree 1387’ from DER, 3975’ left of centerline, 39’ AGL/1019’ MSL.

Tree 2417’ from DER, 1104’ left of centerline, 83’ AGL/1064’ MSL.

Tree 2706’ from DER, 1098’ right of centerline, 1054’ MSL.

Rwy 32R, approach light 1’ from DER, on centerline, 884’ MSL.

Approach light 10’ from DER, 55’ left of centerline, 5’ AGL/985’ MSL.

Utility 169’ from DER, 456’ left of centerline, 10’ AGL/990’ MSL.

Pole 1145’ from DER, 790’ right of centerline, 1017’ MSL.

Trees beginning 2216’ from DER, 767’ right of centerline, up to 1065’ MSL.

Trees beginning 3022’ from DER, 956’ right of centerline, up to 109’ AGL/1091’ MSL.

Rwy 36, approach light 456’ from DER, 1’ left of centerline, 11’ AGL/993’ MSL.

Light pole beginning 939’ from DER, 673’ right of centerline, up to 32’ AGL/1012’ MSL.

Traverse way 1121’ from DER, 744’ right of centerline, 1014’ MSL.

Traverse way beginning 1160’ from DER, 317’ right of centerline, up to 1015’ MSL.

Pole beginning 1339’ from DER, 756’ left of centerline, up to 38’ AGL/1018’ MSL.

Trees beginning 2730’ from DER, 1014’ right of centerline, up to 101’ AGL/1082’ MSL.

Trees beginning 3288’ from DER, 1196’ left of centerline, up to 1068’ MSL.
**OMAHA, NE (CON’T)**

**MILLARD (MLE)**

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:

- **Rwy 30**, 300-1/4 or std. w/ min. climb of 370’ per NM to 3000.

DEPARTURE PROCEDURE:

- **Rwy 12**, climb via heading 123° to 3200 before proceeding on course.

- **Rwy 30**, climb via heading 303° to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

- **Rwy 12**, multiple trees, power poles and highway signs beginning 250' from DER, 152' left of centerline, up to 63' AGL/1104' MSL.

- Multiple trees and fences beginning 3' from DER, 381' right of centerline, up to 63' AGL/1104' MSL.

- Multiple street lights beginning 13' from DER, 264' left of centerline, up to 100' AGL/1270' MSL.

- Multiple trees and power poles beginning 516' from DER, 343' right of centerline, up to 88' AGL/1137' MSL.

**O’NEILL, NE**

THE O’NEILL MUNI-JOHN L BAKER FLD (ONL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV12 (21224) (FAA)

DEPARTURE PROCEDURE:

- **Rwy 4**, climb heading 039° to 2600 before turning.

- **Rwy 13**, climb heading 130° to 2600 before turning.

- **Rwy 22**, climb heading 219° to 2600 before turning

TAKEOFF OBSTACLE NOTES:

- **Rwy 4**, tree, fence beginning 63' from DER, 491' left of centerline, up to 18' AGL/2048' MSL.

- Trees beginning 763' from DER, 348' right of centerline, up to 2070' MSL.

- Trees beginning 918' from DER, 325' right of centerline, up to 58' AGL/2078' MSL.

- Trees beginning 2338' from DER, 309' left of centerline, up to 2091' MSL.

- Tree 2795' from DER, 770' left of centerline, 87' AGL/2102' MSL.

- **Rwy 22**, fence 16' from DER, 494' left of centerline, 3' AGL/2034' MSL.

- Terrain 163' from DER, 468' left of centerline, 2041' MSL.

- Terrain 297' from DER, 460' left of centerline, 2051' MSL.

- Trees beginning 1019' from DER, 507' left of centerline, up to 54' AGL/2070' MSL.

- Tree 1123' from DER, 499' right of centerline, 2064' MSL.

- Tree 1168' from DER, 592' left of centerline, 71' AGL/2073' MSL.

- **Rwy 31**, electrical system 11' from DER, 112' right of centerline, 5' AGL/2034' MSL.

- Electrical system 11' from DER, 112' left of centerline, 5' AGL/2034' MSL.

- Tree 697' from DER, 500' right of centerline, 23' AGL/2065' MSL.

- Trees beginning 1066' from DER, 522' left of centerline, up to 38' AGL/2069' MSL.

- Tree 1790' from DER, 712' left of centerline, 64' AGL/2073' MSL.

- Trees beginning 1889' from DER, 655' left of centerline, up to 81' AGL/2109' MSL.

**ORD, NE**

EVELYN SHARP FLD (ODX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07MAY09 (21224) (FAA)

DEPARTURE PROCEDURE:

- **Rwys 17, 35**, NA-Environmental.

DEPARTURE PROCEDURE:

- **Rwy 13**, climb heading 131° to 3000 before turning.

TAKEOFF OBSTACLE NOTES:

- **Rwy 13**, pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL.

- Trees beginning 705' from DER, 507' left of centerline, up to 54' AGL/2070' MSL.

- Tree 1123' from DER, 499' right of centerline, 2064' MSL.

- Tree 1168' from DER, 592' right of centerline, 71' AGL/2073' MSL.

- **Rwy 31**, electrical system 11' from DER, 112' right of centerline, 5' AGL/2034' MSL.

- **Rwy 31**, trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2183' MSL.

- Poles beginning 1234' from DER, 1' left of centerline, up to 60' AGL/2130' MSL.

- Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL.

- Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL.

- Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.

**OSHKOSH, NE**

GARDEN COUNTY/KING RHILEY FLD (OKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20JUN19 (21168) (FAA)

DEPARTURE PROCEDURE:

- **Rwy 12**, climb heading 125° to 4000 before turning right.

- **Rwy 30**, climb heading 305° to 3900 before turning right.

CON’T
OSHKOSH, NE (CON’T)
GARDEN COUNTY/KING RHILEY FLD (OKS) (CON’T)
TAKEOFF OBSTACLE NOTES:
Rwy 12, multiple trees beginning 1378’ from DER, 352’ right of centerline, up to 57’ AGL/3433’ MSL.
Trees beginning 644’ from DER, 429’ left of centerline, up to 32’ AGL/3410’ MSL.
Vehicles on road, 388’ from DER, right and left of centerline, up to 17’ AGL/3396’ MSL.
Rwy 30, wood beginning 1031’ from DER, 506’ right of centerline, 29’ AGL/3424’ MSL.
Multiple trees beginning 328’ from DER, 305’ left of centerline, up to 58’ AGL/3453’ MSL.
Wood 1072’ from DER, 569’ left of centerline, 29’ AGL/3421’ MSL.

OTTAWA, KS
OTTAWA MUNI (OWI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 27JAN22 (22027) (FAA)
TAKEOFF MINIMUMS:
Rwys 13, 31, NA-Environmental.
Rwy 35, 400-3 or std. w/min. climb of 220’ per NM to 1500, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1500’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 35, climb on heading 356° to 1600 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 17, signs beginning 11’ from DER, 76’ left of centerline, up to 2’ AGL/965’ MSL.
Signs beginning 12’ from DER, 37’ left of centerline, up to 2’ AGL/966’ MSL.
Rwy 35, tree, pole beginning 1531’ from DER, 117’ left of centerline, up to 61’ AGL/1030’ MSL.
Poles beginning 1649’ from DER, 429’ left of centerline, up to 100’ AGL/1011’ MSL.
Tree 2013’ from DER, 838’ right of centerline, 70’ AGL/1029’ MSL.
Tower 2.3 NM from DER, 3810’ left of centerline, 402’ AGL/1331’ MSL.

PAOLA, KS
MIAMI COUNTY (K81)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 08SEP22 (22251) (FAA)
TAKEOFF MINIMUMS:
Rwys 15, 33, NA–Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 288’ from DER, 317’ right of centerline, up to 100’ AGL/1034’ MSL.
Trees beginning 1340’ from DER, 93’ left of centerline, up to 100’ AGL/1034’ MSL.
Rwy 21, vehicles on roadway across centerline 891’ from DER, up to 15’ AGL/941’ MSL.
Trees beginning 1162’ from DER, 54’ right of centerline, up to 100’ AGL/1049’ MSL.
Power lines beginning 3190’ from DER, left and right of centerline, up to 120’ AGL/1059’ MSL.

PARSONS, KS
TRI-CITY (PPF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 23’ from DER, 253’ right of centerline, up to 66’ AGL/917’ MSL.
Trees and power poles beginning 8’ from DER, 243’ left of centerline, up to 56’ AGL/916’ MSL.
Rwy 35, trees beginning 12’ from DER, 138’ right of centerline, up to 40’ AGL/956’ MSL.
Vehicle on road 720’ from DER, 7’ left and right of centerline, 17’ AGL/941’ MSL.
Trees beginning 728’ from DER, 66’ left of centerline, up to 20’ AGL/935’ MSL.

PENDER, NE
PENDER MUNI (0C4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 24MAY18 (18144) (FAA)
TAKEOFF MINIMUMS.
Rwy 15, 300-1½ or std. w/min. climb of 219 feet per NM to 1700.
TAKEOFF OBSTACLE NOTES:
Rwy 15, trees beginning 240’ from DER, 422’ right of centerline, up to 80’ AGL/1539’ MSL.
Tree 169’ from DER, 425’ left of centerline, 38’ AGL/1367’ MSL.
Rwy 33, terrain beginning 8’ from DER, 429’ left of centerline, 1355’ MSL.
Fence beginning 139’ from DER, 424’ left of centerline, up to 3’ AGL/1355’ MSL.
Power poles beginning 283’ from DER, crossing right and left of centerline, up to 29’ AGL/1380’ MSL.
Poles beginning 1530’ from DER, 397’ left of centerline, up to 34’ AGL/1403’ MSL.
Trees beginning 1971’ from DER, 571’ left of centerline, up to 72’ AGL/1450’ MSL.
PHILLIPSBURG, KS
PHILLIPSBURG MUNI (PHG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31MAR16 (16091) (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 21, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 13, electrical system 4' from DER, 105' right of centerline, 4' AGL/1886' MSL.
Electrical system 5' from DER, 105' left of centerline, 3' AGL/1886' MSL.
Tower, trees, and road beginning 2' from DER, 305' left of centerline, up to 43' AGL/1923' MSL.
Rwys 29, 31, electrical system 4' from DER, 106' left of centerline, 2' AGL/1907' MSL.
Fence 33' from DER, 480 right of centerline, 4' AGL/1911' MSL.
Poles beginning 71' from DER, 516' left of centerline, up to 52' AGL/1959' MSL.
Trees and pole beginning 323' from DER, 184' right of centerline, up to 40' AGL/1944' MSL.

PITTSBURG, KS
ATKINSON MUNI (PTS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 01FEB18 (18032) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 200-1 or std. w/ min. climb of 370' per NM to 1200.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 53' from DER, 399' right of centerline, 976' MSL.
Trees, beginning 181' from DER, 255' left of centerline, up to 1008' MSL.
Tree 196' from DER, 356' right of centerline, 987' MSL.
Trees, transmission line and pole, beginning 215' from DER, 74' right of centerline, up to 997' MSL.
Tree 559' from DER, 466' left of centerline, 1001' MSL.
Elevator 2327' from DER, 218' left of centerline, 987' MSL.
Tank 3418' from DER, 1113' left of centerline, 148' AGL/1079' MSL.
Water tower 3429' from DER, 1120' left of centerline, 143' AGL/1076' MSL.
Rwy 17, lighting 7' from DER, 27' right of centerline, 929' MSL.
Lighting 7' from DER, 26' left of centerline, 928' MSL.
Terrain 12' from DER, 295' right of centerline, 930' MSL.
Building beginning 93' from DER, 387' right of centerline, up to 22' AGL/953' MSL.
Poole 802' from DER, 671' right of centerline, 28' AGL/962' MSL.
Trees beginning 1086' from DER, 353' left of centerline, up to 990' MSL.
Tree 1406' from DER, 665' right of centerline, 992' MSL.
Trees beginning 1477' from DER, 35' right of centerline, up to 1000' MSL.
Rwy 35, fence 59' from DER, 465' left of centerline, 12' AGL/945' MSL.
Tree 73' from DER, 471' right of centerline, 962' MSL.
Tree 194' from DER, 505' left of centerline, 962' MSL.
Trees beginning 372' from DER, 488' right of centerline, up to 990' MSL.
Tree 753' from DER, 543' right of centerline, 986' MSL.
Trees beginning 759' from DER, 533' right of centerline, up to 990' MSL.
Trees beginning 930' from DER, 594' right of centerline, up to 992' MSL.
Tree 1012' from DER, 642' left of centerline, 994' MSL.
Trees beginning 1365' from DER, 543' right of centerline, up to 997' MSL.
Tree 1753' from DER, 629' left of centerline, 1002' MSL.
Trees beginning 1839' from DER, 600' left of centerline, up to 1005' MSL.
Trees beginning 1948' from DER, 36' right of centerline, up to 1000' MSL.
Trees beginning 1990' from DER, 38' left of centerline, up to 1013' MSL.
Tree 2388' from DER, 324' right of centerline, 1003' MSL.
Trees beginning 2471' from DER, 163' right of centerline, up to 1010' MSL.
Tree 2921' from DER, 487' right of centerline, 1022' MSL.
Trees beginning 3230' from DER, 54' left of centerline, up to 1020' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

QUINTER, KS
GOVE COUNTY (1QK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  24MAR22 (22083)  (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 400-2% or std. w/min. climb of 300' per NM to 3000.
TAKEOFF OBSTACLE NOTES:
Rwy 17, lighting 10' from DER, 40' right of centerline, 1' AGL/2614' MSL.
Trees beginning 1311' from DER, 124' right of centerline, up to 2656' MSL.
Tree 1347' from DER, 414' left of centerline, 2670' MSL.
Trees beginning 1813' from DER, 242' left of centerline, up to 2680' MSL.

RED CLOUD, NE
RED CLOUD MUNI (7V7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  26JUL12 (12208)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, Trees and poles beginning 10' from DER, 213' left of centerline, up to 86' AGL/1771' MSL.
Rising terrain, trees, and vehicles on roads beginning 41' from DER, 39' right of centerline, up to 68' AGL/1763' MSL.

RUSHVILLE, NE
MODISETT (9V5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  27AUG09 (09239)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL.
Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL.
Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL.
Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL.
Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL.
Fence, 203' from DER, 318' left of centerline, 4' AGL/3751' MSL.
Rwy 32, terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL.
Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.

ST. FRANCIS, KS
CHEYENNE COUNTY MUNI (SYF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  28FEB19 (19059)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwys 18, 36, NA - Environmental

TAKEOFF MINIMUMS:
Rwy 17, climb via heading 167° to 3400 before turning east.

DEPARTURE PROCEDURE:
Rwy 17, post 167° from DER, 6' AGL/1868' MSL.
Rwy 35, multiple poles beginning 417' from DER, 142' right of centerline, up to 30' AGL/1890' MSL.

ST. FRANCIS, KS
CHEYENNE COUNTY MUNI (SYF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  28FEB19 (19059)  (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 36, NA - Environmental

TAKEOFF OBSTACLE NOTES:
Rwy 14, ris
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SALINA, KS
SALINA RGNL (SLN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20NOV08 (08325) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, light on hangar 1560' from DER, 196' right of centerline, 52' AGL/1302' MSL.
Rwy 12, rod on obstruction light 1608' from DER, 617' left of centerline, 44' AGL/1315' MSL.
Trees beginning 4018' from DER, 421' left of centerline, up to 100' AGL/1379' MSL.
Trees beginning 5330' from DER, 1917' right of centerline, up to 100' AGL/1419' MSL.
Rwy 17, road with vehicles 1458' from DER, from left to right of centerline, up to 15' AGL/1314' MSL.
Pole 1505' from DER, 782' right of centerline, 12' AGL/1312' MSL.
Rwy 18, rising terrain beginning 537' from DER, 338' right of centerline, up to 1309' MSL.
Road with vehicles beginning 891' from DER, 586' left of centerline, up to 15' AGL/1314' MSL.
Rwy 22, trees beginning 4195' from DER, 65' right of centerline, up to 100' AGL/1399' MSL.
Trees beginning 2400' from DER, from left to right of centerline, up to 100' AGL/1359' MSL.
Rwy 36, trees beginning 367' from DER, 305' left of centerline, up to 100' AGL/1349' MSL.
Trees beginning 1663' from DER, from left to right of centerline, up to 100' AGL/1349' MSL.

SCOTT CITY, KS
SCOTT CITY MUNI (TQK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwys 8, 26, NA - Environmental.
DEPARTURE PROCEDURE:
Rwy 35, climb on heading 351° to 3500 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicles on road abeam DER, 348' left of centerline, up to 15' AGL/2964' MSL.
Vehicles on road abeam DER, 359' right of centerline, up to 15' AGL/2964' MSL.
Vehicles on road beginning 450' from DER, crossing extended runway centerline, up to 15' AGL/2964' MSL.
Rwy 35, electrical system 7' from DER, 27' right of centerline, 1' AGL/2960' MSL.
Tree 294' from DER, 534' left of centerline, 26' AGL/2977' MSL.
Tree 469' from DER, 570' left of centerline, 35' AGL/2986' MSL.
Vehicles on road 576' from DER, crossing extended runway centerline, up to 15' AGL/2975' MSL.

CROTSSBLUFF, NE
WESTERN NEBRASKA RGNL/WM B HEILIG FLD/SCOTTSBLUFF (BFF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 24JUN93 (24137) (FAA)
DEPARTURE PROCEDURE:
Rwy 23, climbing right turn to 5500 via heading 300° before proceeding on course.
Rwy 30, climb runway heading to 5500 before proceeding on course.

SCRIBNER, NE
SCRIBNER STATE (SCB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13JAN11 (11013) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 12, trees beginning 644' from DER, 225' left of centerline up to 100' AGL/1440' MSL.
Rwy 17, aircraft on taxiway 958' from DER, 188' left of centerline 29' AGL/1353' MSL.
Trees beginning 1391' from DER, 171' right of centerline up to 100' AGL/1420' MSL.
Rwy 30, trees beginning 1492' from DER, 461' left of centerline up to 100' AGL/1420' MSL.
Rwy 35, trees beginning 1362' from DER, 273' right of centerline up to 100' AGL/1414' MSL.

SEWARD, NE
SEWARD MUNI (SWT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 25APR19 (19115) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 22, NA - Environmental.
DEPARTURE PROCEDURE:
Rwy 16, climb heading 168° to 3500 before turning right.
Rwy 34, climb heading 348° to 3000 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 16, sign 10' from DER, 482' right of centerline, 10' AGL/1513' MSL.
Fence, sign beginning 22' from DER, 342' right of centerline, up to 11' AGL/1514' MSL.
Rwy 34, fence beginning 58' from DER, 449' left of centerline, up to 4' AGL/1506' MSL.
Trees beginning 474' from DER, 395' left of centerline, up to 33' AGL/1526' MSL.
Pole 1281' from DER, 676' left of centerline, 29' AGL/1530' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SIDNEY, NE
SIDNEY MUNI/LLOYD W CARR FLD (SNT) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 31JUL08 (21280) (FAA) TAKEOFF MINIMUMS: Rwys 3, 21, NA-Environmental.

STOCKTON, KS
ROOKS COUNTY (RCP) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 12DEC13 (13346) (FAA) TAKEOFF MINIMUMS: Rwys 14, 32, NA-Environmental.

SUPERIOR, NE
SUPERIOR MUNI (12K) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 31MAY12 (12152) (FAA) TAKEOFF MINIMUMS: Rwys 18, 36, NA-Environmental. TAKEOFF OBSTACLE NOTES: Rwys 18, trees 1037' from DER, left and right of centerline, up to 55' AGL/1674' MSL. Rwys 36, rising terrain beginning 100' from DER, 492' left of centerline, up to 1713' MSL.

SYRACUSE, KS
SYRACUSE-HAMILTON COUNTY MUNI (3K3) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 27JAN22 (22027) (FAA) TAKEOFF MINIMUMS: Rwys 13, 300-1¾ or std. w/min. climb of 265' per NM to 3700, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER. DEPARTURE PROCEDURE: Rwys 31, climb on heading 293° to 4000 before turning right. TAKEOFF OBSTACLE NOTES: Rwys 31, trees, houses beginning 210' from DER, 191' right of centerline, up to 40' AGL/3343' MSL. Vehicles on road beginning 256' from DER, left and right of centerline, up to 15' AGL/3315' MSL. Tower 1.4 NM from DER, 668' left of centerline, 303' AGL/3533' MSL. Rwys 18, grain bin elevator 465' from DER, 506' right of centerline, 21' AGL/3331' MSL. Water tower tower 1898' from DER, 393' left of centerline, 99' AGL/3399' MSL. Rwys 31, light bldg 130' from DER, 310' left of centerline, 40' AGL/3352' MSL. Vehicles on road beginning 282' from DER, left and right of centerline, up to 15' AGL/3327' MSL. Rwys 36, vertical structure, transmission line beginning 1596' from DER, 127' left of centerline, up to 52' AGL/3367' MSL.

TECUMSEH, NE
TECUMSEH MUNI (0G3) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 27JUN13 (13178) (FAA) TAKEOFF OBSTACLE NOTES: Rwys 15, trees beginning 372' from DER, 535' left of centerline, up to 50' AGL/1322' MSL. Rwys 33, trees beginning 386' from DER, 149' right of centerline, up to 50' AGL/1336' MSL. Trees beginning 390' from DER, 406' left of centerline, up to 50' AGL/1345' MSL. Vehicle on road beginning 373' from DER, 476' right of centerline, up to 15' AGL/1326' MSL.

TEKAMAH, NE
TEKAMAH MUNI (TQE) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3 30MAR17 (17089) (FAA) DEPARTURE PROCEDURE: Rwys 33, climb heading 331° to 1500 before turning left. TAKEOFF OBSTACLE NOTES: Rwys 33, building peak 98' from DER, 421' right of centerline, 1044' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

THEDFORD, NE
THOMAS COUNTY (TIF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25SEP08 (08269) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 11, trees and rising terrain beginning 36' from DER, up to 75' AGL/3054' MSL.
- Vehicles on road beginning 749' from DER, up to 17' AGL/2836' MSL.
- Rwy 29, trees and rising terrain beginning 15' from DER, up to 75' AGL/3034' MSL.

TOPEKA, KS
PHILIP BILLARD MUNI (TOP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 01FEB18 (18032) (FAA)
DEPARTURE PROCEDURE:
- Rwy 31, climb on heading 309° to 1800 before turning left.
TAKEOFF OBSTACLE NOTES:
- Rwy 13, pole 54' from DER, 3' AGL/879' MSL.
- Rwy 18, tree 13' from DER, 43' AGL/919' MSL.
- Rwy 31, vehicle on road beginning 96' from DER, up to 38' AGL/919' MSL.

TOPEKA RGNL (FOE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 18AUG16 (16231) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 3, trees beginning 1424' from DER, up to 59' AGL/1099' MSL.
- Rwy 31, tree 101’ from DER, 943' MSL.

TRIBUNE, KS
TRIBUNE MUNI (5K2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20AUG15 (15232) (FAA)
TAKEOFF MINIMUMS:
- Rwy 35, 400-1½ or std. w/min. climb of 475' per NM to 4200.
TAKEOFF OBSTACLE NOTES:
- Rwy 17, vehicle 456' from DER, 622' right of centerline, up to 80' AGL/3896' MSL.
- Rwy 35, light support structure 10' from DER, 703' right of centerline, up to 3606' MSL.
- Rwy 36, tree 3027' from DER, 966' MSL.
- Tower 3233' from DER, 1207' right of centerline, up to 400' AGL/3991' MSL.
ULYSSES, KS
ULYSSES (ULS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B  27JUN13  (13178)  (FAA)
TAKEOFF MINIMUMS:
Rwy 12, 500-3 or std. with a min. climb of 292' per NM to 3700.
Rwy 17, 300-1¾ or std. w/ min. climb of 281’ per NM to 3500.
DEPARTURE PROCEDURE:
Rwy 17, climb to 3700 before turning on course.
TAKEOFF OBSTACLE NOTES:
Rwy 12, antenna tower 4193’ from DER, 1375’ right of centerline, 164’ AGL/3218’ MSL.
Rwy 17, tower 1.38 NM from DER, 124’ right of centerline, 249’ AGL/3305’ MSL.

VALENTINE, NE
MILLER FLD (VTN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  28FEB19  (21280)  (FAA)
DEPARTURE PROCEDURE:
Rwy 3, climb heading 028° to 4000 before proceeding on course.
Rwy 21, climb heading 208° to 3300 before turning right.
Rwy 32, climb heading 317° to 4000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, building 156’ from DER, 421’ left of centerline, 11’ AGL/2595’ MSL.
Rwy 14, terrain beginning 10’ from DER, 353’ right of centerline, up to 3’ AGL/2586’ MSL.
Electrical system 17’ from DER, 488’ left of centerline, 6’ AGL/2585’ MSL.
Electrical system, terrain beginning 41’ from DER, 125’ right of centerline, up to 5’ AGL/2587’ MSL.
Electrical system 42’ from DER, 123’ left of centerline, 6’ AGL/2587’ MSL.
Terrain beginning 150’ from DER, 449’ right of centerline, up to 5’ AGL/2588’ MSL.
Fence 184’ from DER, 494’ right of centerline, 7’ AGL/2592’ MSL.
Fence beginning 394’ from DER, 341’ right of centerline, up to 10’ AGL/2593’ MSL.
Rwy 32, trees beginning 16’ from DER, 211’ right of centerline, up to 17’ AGL/2604’ MSL.
Tree 400’ from DER, 192’ left of centerline, 15’ AGL/2603’ MSL.
Tower 411’ from DER, 387’ left of centerline, 15’ AGL/2605’ MSL.
Trees beginning 416’ from DER, 185’ left of centerline, up to 22’ AGL/2610’ MSL.
Tree, building, pole beginning 444’ from DER, 219’ left of centerline, up to 31’ AGL/2620’ MSL.
Pole, building, tree beginning 646’ from DER, 331’ left of centerline, up to 34’ AGL/2623’ MSL.
Tree 1472’ from DER, 91’ right of centerline, 47’ AGL/2632’ MSL.
Tree 1813’ from DER, 630’ right of centerline, 50’ AGL/2636’ MSL.
Tree 1992’ from DER, 42’ left of centerline, 56’ AGL/2642’ MSL.
Tree 2164’ from DER, 451’ right of centerline, 70’ AGL/2656’ MSL.

WAHOO, NE
WAHOO MUNI (AHQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  31JUL08  (08213)  (FAA)
TAKEOFF MINIMUMS:
Rwys 13, 31, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 2, terrain beginning 1’ from DER, 360’ left of centerline, up to 1229’ MSL.
Terrain beginning 1’ from DER, 360’ right of centerline, up to 1224’ MSL.
Pole 725’ from DER, 539’ left of centerline, 29’ AGL/1258’ MSL.
Vehicles on road beginning 740’ from DER, from left to right of centerline, up to 15’ AGL/1244’ MSL.
Rwy 20, fence, buildings, trees, power poles, and street lights beginning 244’ from DER, 401’ right of centerline, up to 52’ AGL/1277’ MSL.
Vehicles on road, power poles, and wires beginning 500’ from DER, 477’ left of centerline, up to 29’ AGL/1246’ MSL.
Treses beginning 2510’ from DER, 631’ left of centerline, up to 74’ AGL/1291’ MSL.
Elevator 3446’ from DER, 474’ left of centerline, 114’ AGL/1329’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WAKEENEY, KS
TREGO WAKEENEY (0H1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10DEC15 (15344) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-1/2 or std. w/min. climb of 262' per NM to 2800.
TAKEOFF OBSTACLE NOTES:
Rwy 17, poles beginning 15' from DER, 302' right of centerline, up to 29' AGL/2451' MSL.
Poles beginning 20' from DER, 299' left of centerline, up to 39' AGL/2450' MSL.
Vehicle on road 52' from DER, 202' left of centerline, 15' AGL/2436' MSL.

TAKEOFF MINIMUMS:
Rwy 35, signs beginning 482' from DER, 332' right of centerline, up to 80' AGL/2522' MSL.
Poles beginning 1113' from DER, 15' left of centerline, up to 31' AGL/2480' MSL.
Poles beginning 15' from DER, 159' right of centerline, up to 37' AGL/2481' MSL.

WASHINGTON, KS
WASHINGTON COUNTY VETERAN'S MEML (K38)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30JAN20 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 300-1/2 or std. w/min. climb of 469' per NM to 1900.
TAKEOFF OBSTACLE NOTES:
Rwy 17, vegetation 64' from DER, 486' right of centerline, 6' AGL/1431' MSL.
Pole, vehicle on road, trees beginning 80' from DER, 302' right of centerline, up to 40' AGL/1464' MSL.

Grain elevator 5630' from DER, 1360' right of centerline, 255' AGL/1691' MSL.

WAYNE, NE
WAYNE MUNI/STAN MORRIS FLD (LCG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 03JAN19 (22307) (FAA)
TAKEOFF MINIMUMS:
Rwys 13, 31, NA - Environmental.
Rwy 23, std. w/min. climb of 220' per NM to 2000 or 900-3 for VCOA.

Rwy 18, std. w/min. climb of 200' per NM to 2000 or 900-3 for VCOA.

Rwys 5, 300-1/2 or std. w/min. climb of 330' per NM to 1700.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 175° to 2000 before turning right.
Rwy 23, climb heading 228° to 2000 before turning right.
VCOA:
Rwys 18, 23, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Wayne Muni/Stan Morris Fld at or above 2200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, fence 39' from DER, 347' right of centerline, 7' AGL/1429' MSL.
Terrain 1961' from DER, 438' right of centerline, 1494' MSL.
Tree, pole beginning 2799' from DER, 441' left of centerline, up to 1507' MSL.

Tree, pole, tree, beginning 4658' from DER, 170' right of centerline, up to 50' AGL/1619' MSL.

Tree 1.1 NM from DER, 2068' right of centerline, 50' AGL/1612' MSL.

Rwy 18, pole, pole, terrain beginning 37' from DER, 274' left of centerline, up to 1446' MSL.

Vehicles on road 663' from DER, crossing centerline, up to 1455' MSL.

CON'T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND
DIVERSE VECTOR AREA (RADAR VECTORS)

WAYNE, NE (CON’T)
WAYNE MUNI/STAN MORRIS FLD (LCG) (CON’T)

Rwy 23, tower, tree, building, pole beginning 113’ from DER, 255’ left of centerline, up to 57’ AGL/1489’ MSL.
Tree, pole, general utility beginning 225’ from DER, 271’ right of centerline, up to 1478’ MSL.
Tree, pole, building beginning 788’ from DER, 76’ right of centerline, up to 1503’ MSL.
Trees beginning 945’ from DER, 433’ left of centerline, up to 1492’ MSL.

Rwy 36, tree 92’ from DER, 293’ left of centerline, 1438’ MSL.
Pole 385’ from DER, 540’ left of centerline, 31’ AGL/1453’ MSL.
Pole 421’ from DER, 436’ right of centerline, 33’ AGL/1453’ MSL.

WELLINGTON, KS
WELLINGTON MUNI (EGT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13SEP18 (18256) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, lighting 10’ from DER, 31’ left of centerline, 1’ AGL/1272’ MSL.
Terrain 79’ from DER, 477’ right of centerline, 1274’ MSL.
Terrain 104’ from DER, 488’ right of centerline, 1275’ MSL.

Rwy 36, road 296’ from DER, 340’ left of centerline, 1288’ MSL.

WICHITA, KS
BEECH FACTORY (BEC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 22AUG13 (13234) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, runway lights 9’ from DER, 90’ left of centerline, 3’ AGL/1410’ MSL.
Runway lights 10’ from DER, 89’ right of centerline, 2’ AGL/1409’ MSL.
Trees beginning 176’ from DER, 89’ right of centerline, up to 38’ AGL/1439’ MSL.
Trees beginning 1731’ from DER, 22’ right of centerline, up to 55’ AGL/1455’ MSL.

Rwy 19, runway lights 8’ from DER, 89’ left of centerline, 3’ AGL/1373’ MSL.
Runway lights 9’ from DER, 90’ right of centerline, 3’ AGL/1372’ MSL.
Light 10’ from DER, 30’ left of centerline, 2’ AGL/1373’ MSL.
Trees beginning 2687’ from DER, 1027’ right of centerline, up to 67’ AGL/1443’ MSL.

COLONEL JAMES JABARA (AAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24NOV83 (83328) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA DWIGHT D EISENHOWER NTL (ICT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-C 29MAR18 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwys 32, std. w/ min. climb of 203’ per NM to 3000.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree and poles beginning 1219’ from DER, 679’ left of centerline, up to 34’ AGL/1366’ MSL.

Rwy 14, antenna tower 2651’ from DER, 1205’ right of centerline, 85’ AGL/1417’ MSL.

WINFIELD-ARKANSAS CITY, KS
STROTHER FLD (WLD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAR11 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 1939’ from DER, 785’ left of centerline, up to 100’ AGL/1249’ MSL.

Rwy 31, trees beginning 1649’ from DER, 59’ left of centerline, up to 100’ AGL/1264’ MSL.

Rwy 35, trees beginning 821’ from DER, 674’ right of centerline, up to 100’ AGL/1254’ MSL.

YORK, NE
YORK MUNI (JYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 23, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 35, Catenary beginning 1290’ from DER, 467’ right of centerline, up to 79’ AGL/1719’ MSL.
Pole 1396’ from DER, 220’ left of centerline, 55’ AGL/1700’ MSL.
**IFR ALTERNATE AIRPORT MINIMUMS**

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. **NA** designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **NA** designation are not listed in this section. **A** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

### Alternate Minima (ref: 14 CFR 91.169)

<table>
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<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<tr>
<td><strong>ABILENE, KS</strong></td>
<td>ABILENE MUNI (K78).................RNAV (GPS) Rwy 17&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Rwy 35 VOR-A</td>
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<tr>
<td>Category C, 900-2½.</td>
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<tr>
<td><strong>ALLIANCE, NE</strong></td>
<td>ALLIANCE MUNI (AIA). . RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 26 RNAV (GPS) Rwy 30 VOR Rwy 12 VOR Rwy 30</td>
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<tr>
<td>NA when local weather not available. Category D, 800-2½.</td>
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<td><strong>AINSWORTH, NE</strong></td>
<td>AINSWORTH RGNL (ANW)........ RNAV (GPS) Rwy 13&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Rwy 17&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Rwy 31&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Rwy 35&lt;sup&gt;1&lt;/sup&gt; VOR Rwy 35&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>¹NA when local weather not available. Category D, 800-2½.</td>
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**NOTE:** For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

### Precision Approach

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<th>Non-Precision Approach</th>
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<td>Standard</td>
<td>600-2</td>
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<td><strong>Non-Standard or restrictions</strong></td>
<td>800-2</td>
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<tr>
<td>Helicopters</td>
<td>For the selected approach: Ceiling: 200’ above published ceiling Visibility: the greater of 1 SM visibility or the published visibility</td>
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<tr>
<td>US Military</td>
<td>See Service Regulations</td>
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</tbody>
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**Note:**

1. For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

### US Military

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<tr>
<td><strong>ALBION, NE</strong></td>
<td>ALBION MUNI (BVN)........................ RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33</td>
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<td>NA when local weather not available.</td>
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<td><strong>AUGUSTA, KS</strong></td>
<td>AUGUSTA MUNI (3AU) ...................... RNAV (GPS) Rwy 36 VOR/DME-A</td>
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<td>NA when local weather not available.</td>
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<tr>
<td><strong>AURORA, NE</strong></td>
<td>AURORA MUNI-AL POTTER FIELD (AUH)................ RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34</td>
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<tbody>
<tr>
<td>BEATRICE, NE</td>
<td>BEATRICE MUNI (BIE)..................RNAV (GPS) Rwy 14(^1)</td>
<td>COLDWATER, KS</td>
<td>COMANCHE COUNTY (3K8)..................RNAV (GPS) Rwy 17</td>
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<td>(^1) Category D, 800-2(\frac{1}{2}).</td>
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<td>(^2) Categories A, B, 900-2; Category C, 900-2(\frac{1}{2}); Category D, 900-2(\frac{1}{4}).</td>
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<td>BLAIR EXEC (BTA)...................RNAV (GPS) Rwy 13</td>
<td>CONCORDIA, KS</td>
<td>BLOSSER MUNI (CNK)................RNAV (GPS) Rwy 18</td>
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<td>RNAV (GPS) Rwy 36</td>
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<td>BROKEN BOW, NE</td>
<td>BROKEN BOW MUNI/KEITH RNAV (GPS) Rwy 14</td>
<td>DODGE CITY, KS</td>
<td>DODGE CITY RGNL (DDC)...............ILS or LOC Rwy 14(^1)</td>
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<td>RNAV (GPS) Rwy 2(^2)</td>
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<td>VOR Rwy 14</td>
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<td>RNAV (GPS) Rwy 14(^2)</td>
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<td>VOR/DME Rwy 32</td>
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<td>RNAV (GPS) Rwy 20(^3)</td>
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<td>RNAV (GPS) Rwy 322(^3)</td>
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<td>(^1) LOC, Category D, 800-2(\frac{1}{4}).</td>
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**Notes:** NC-2, 11 JUL 2024 to 05 SEP 2024.
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NC-2, 11 JUL 2024 to 05 SEP 2024
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<tr>
<td></td>
<td><strong>RNAV (GPS) Rwy 32(^2)</strong></td>
</tr>
<tr>
<td></td>
<td><strong>VOR Rwy 14(^2)</strong></td>
</tr>
<tr>
<td></td>
<td><strong>VOR Rwy 32(^2)</strong></td>
</tr>
<tr>
<td></td>
<td><strong>NA when local weather not available.</strong></td>
</tr>
<tr>
<td><strong>OLATHE, KS</strong></td>
<td><strong>EPPLLEY</strong></td>
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<td></td>
<td><strong>AIRFIELD (OMA)..................</strong></td>
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<td><strong>RNAV (GPS) Rwy 14L(^1)</strong></td>
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<td><strong>RNAV (GPS) Y Rwy 14R(^1)</strong></td>
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<td><strong>RNAV (GPS) Y Rwy 18(^1)</strong></td>
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<td><strong>RNAV (GPS) Y Rwy 32L(^1)</strong></td>
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<td><strong>RNAV (GPS) Y Rwy 32R(^1)</strong></td>
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<td><strong>RNAV (GPS) Y Rwy 36(^1)</strong></td>
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<td><strong>OMAHA, NE</strong></td>
<td><strong>MILLARD (MLE).........................</strong></td>
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<td><strong>RNAV (GPS) Rwy 12</strong></td>
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<td><strong>RNAV (GPS) Rwy 30</strong></td>
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<td></td>
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<tr>
<td><strong>OBERLIN, KS</strong></td>
<td><strong>THE O’NEILL MUNI-JOHN L BAKER</strong></td>
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<tr>
<td></td>
<td><strong>FLD (ONL)..........................</strong></td>
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<td><strong>RNAV (GPS) Rwy 13</strong></td>
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<td></td>
<td><strong>RNAV (GPS) Rwy 31</strong></td>
</tr>
<tr>
<td></td>
<td><strong>NA when local weather not available.</strong></td>
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<tr>
<td><strong>ORTIZ, NE</strong></td>
<td><strong>EVELYN SHARP FLD (ODX)......</strong></td>
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<td></td>
<td><strong>RNAV (GPS) Rwy 13(^1)</strong></td>
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<tr>
<td></td>
<td><strong>RNAV (GPS) Rwy 31</strong></td>
</tr>
<tr>
<td></td>
<td><strong>NA when local weather not available.</strong></td>
</tr>
<tr>
<td><strong>OTTAWA, KS</strong></td>
<td><strong>OTTAWA</strong></td>
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<tr>
<td></td>
<td><strong>MUNI (OWI)..........................</strong></td>
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<tr>
<td></td>
<td><strong>RNAV (GPS) Rwy 17</strong></td>
</tr>
<tr>
<td></td>
<td><strong>RNAV (GPS) Rwy 35</strong></td>
</tr>
<tr>
<td></td>
<td><strong>NA when local weather not available.</strong></td>
</tr>
</tbody>
</table>

\(^1\)LOC, Category D, 800-2½.
\(^2\)Category D, 800-2½.
\(^3\)Category C, 800-2½; Category D, 800-2½.
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PARSONS, KS</strong></td>
<td>TRI-CITY (PPF)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
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<tr>
<td><strong>PITTSBURG, KS</strong></td>
<td>ATKINSON MUNI (PTS)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>¹NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>²Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td><strong>PLATTSMOUTH, NE</strong></td>
<td>PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 16</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 34</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td><strong>PRATT, KS</strong></td>
<td>PRATT RGNL (PTT)</td>
</tr>
<tr>
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<td>RNAV (GPS) Rwy 35</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td><strong>RUSSELL, KS</strong></td>
<td>RUSSEL MUNI (RSL)</td>
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<td>RNAV (GPS) Rwy 35</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>¹Category C, 800-2¼.</td>
<td></td>
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<tr>
<td><strong>SALINA, KS</strong></td>
<td>SALINA RGNL (SLN)</td>
</tr>
<tr>
<td></td>
<td>NDB Rwy 35³</td>
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<td></td>
<td>RNAV (GPS) Rwy 12²</td>
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<tr>
<td></td>
<td>RNAV (GPS) Rwy 30⁴</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 17⁴⁵</td>
</tr>
<tr>
<td>¹LOC, NA when control tower closed.</td>
<td></td>
</tr>
<tr>
<td>²LOC, Category E, 800-2¾.</td>
<td></td>
</tr>
<tr>
<td>³NA when control tower closed.</td>
<td></td>
</tr>
<tr>
<td>⁴NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>⁵Category E, 800-2¼.</td>
<td></td>
</tr>
<tr>
<td><strong>SAINT FRANCIS, KS</strong></td>
<td>CHEYENNE COUNTY MUNI (SYF)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 14</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 32</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
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<tr>
<td><strong>SCOTT CITY, KS</strong></td>
<td>SCOTT CITY MUNI (TQK)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 35</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>¹Category D, 800-2¼.</td>
<td></td>
</tr>
<tr>
<td><strong>SCOTTSBLUFF, NE</strong></td>
<td>WESTERN NEBRASKA RGNL/WM B HELIG FLD/SCOTTSBLUFF (BFF)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 12²</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 23²</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 30²</td>
</tr>
<tr>
<td></td>
<td>VOR/DME Rwy 5⁵</td>
</tr>
<tr>
<td></td>
<td>VOR or TACAN Rwy 23²</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>¹LOC, Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>²Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td><strong>SIDNEY, NE</strong></td>
<td>SIDNEY MUNI/LLOYD W CARR FLD (SNY)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 31</td>
</tr>
<tr>
<td></td>
<td>VOR/DME Rwy 13</td>
</tr>
<tr>
<td></td>
<td>VOR/DME Rwy 31</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td><strong>SYRACUSE, KS</strong></td>
<td>SYRACUSE-HAMILTON COUNTY MUNI (3K3)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 36²</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>¹Categories A, B, 800-2¼; Category C, 900-2½.</td>
<td></td>
</tr>
<tr>
<td>²Category C, 900-2½.</td>
<td></td>
</tr>
<tr>
<td><strong>TEKAMAH, NE</strong></td>
<td>TEKAMAH MUNI (TQE)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 33</td>
</tr>
<tr>
<td>Category C, 800-2¼.</td>
<td></td>
</tr>
<tr>
<td><strong>THEDFORD, NE</strong></td>
<td>THOMAS COUNTY (TIF)</td>
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<tr>
<td></td>
<td>RNAV (GPS) Rwy 29</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td><strong>TOPEKA, KS</strong></td>
<td>TOPEKA RGNL (FOE)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 3</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 13</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 21</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 31</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>¹LOC, Category D, 800-2¼.</td>
<td></td>
</tr>
<tr>
<td>²NA when control tower closed.</td>
<td></td>
</tr>
<tr>
<td><strong>PHILIP BILLARD</strong></td>
<td>MUNI (TOP)</td>
</tr>
<tr>
<td>NA when control tower closed.</td>
<td></td>
</tr>
<tr>
<td>ILS, Category C, 800-2.</td>
<td></td>
</tr>
</tbody>
</table>
## NAME | ALTERNATE MINIMUMS
---|---
**ULYSSES, KS**
ULYSSES (ULS) | RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 30
NA when local weather not available.
Category C, 900-2½.

**VALENTINE, NE**
MILLER FLD (VTN) | NDB Rwy 32
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 32
Category B, 1000-2.
1NA when local weather not available.

**WAHOO, NE**
WAHOO MUNI (AHQ) | RNAV (GPS) Rwy 20
NA when local weather not available.

**WAYNE, NE**
WAYNE MUNI/STAN MORRIS FLD (LCG) | RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 36
NA when local weather not available.

**WICHITA, KS**
COLONEL JAMES JABARA (AAO) | ILS or LOC Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
RNAV (GPS)-E
NA when local weather not available.
1LOC, Category D, 800-2½.
2Category D, 800-2½.

**WICHITA DWIGHT D EISENHOWER**
NTL (ICT) | ILS or LOC Rwy 1L
ILS or LOC Rwy 1R
ILS or LOC Rwy 19L
ILS or LOC Rwy 19R
NDB Rwy 1R
RNAV (GPS) Rwy 1R
VOR Rwy 14
1ILS, Category E, 700-2½;
LOC Category E, 800-2½.
2ILS, Categories C, D, 700-2; Category E, 700-2½;
LOC, Category E, 800-2½.
3NA when local weather not available.
4Categories C, D, 1200-2.
5Category E, 800-2½.
6Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-3.

**WINFIELD/ARKANSAS CITY, KS**
STROTHER FLD (WLD) | RNAV (GPS) Rwy 35
NA when local weather not available.

**YORK, NE**
YORK MUNI (JYR) | RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.
## MARSHALL AAF (KFRI), Fort Riley, KS Amdt 3 07SEP23 (23250) (USA) ELEV 1066

### RADAR INSTRUMENT APPROACH MINIMUMS

**Radar - (E) 121.25 254.35 **

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH</th>
<th>CEIL-VIS</th>
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</thead>
<tbody>
<tr>
<td>PAR 1,2</td>
<td>4</td>
<td>3.0°/55/1049</td>
<td>ABCD</td>
<td>1266-1</td>
<td>200</td>
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<tr>
<td>PAR W/O GS 1,2</td>
<td>4</td>
<td>AB</td>
<td>1700-1</td>
<td>634</td>
<td>(700-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CD</td>
<td>1700-1¼</td>
<td>634</td>
<td>(700-1¼)</td>
</tr>
<tr>
<td>PAR CIR 3</td>
<td>All Rwy</td>
<td>A</td>
<td>1700-1</td>
<td>634</td>
<td>(700-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>1760-1</td>
<td>694</td>
<td>(700-1)</td>
</tr>
<tr>
<td></td>
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<td>C</td>
<td>1760-2</td>
<td>694</td>
<td>(700-2)</td>
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<tr>
<td></td>
<td></td>
<td>D</td>
<td>1900-2¾</td>
<td>834</td>
<td>(900-2¾)</td>
</tr>
<tr>
<td>ASR 1,2</td>
<td>4</td>
<td>AB</td>
<td>1780-1</td>
<td>714</td>
<td>(800-1)</td>
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<tr>
<td></td>
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<td>CD</td>
<td>1780-2</td>
<td>714</td>
<td>(800-2)</td>
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<td>22 4</td>
<td>AB</td>
<td>1800-1</td>
<td>735</td>
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<td>CD</td>
<td>1800-2</td>
<td>735</td>
<td>(800-2)</td>
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<td>ASR CIR 3</td>
<td>All Rwy</td>
<td>AB</td>
<td>1800-1</td>
<td>734</td>
<td>(800-1)</td>
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<td></td>
<td></td>
<td>C</td>
<td>1800-2</td>
<td>734</td>
<td>(800-2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>1900-2¾</td>
<td>834</td>
<td>(900-2¾)</td>
</tr>
</tbody>
</table>

**LOST COMMUNICATIONS (ALL RWYS):** As directed on initial contact.

1. **Opr 1400-0700Z++ Mon-Fri; 1400-2200Z++ Fri exc hol.**
2. **Missed Approach: Climbing right turn to 3000 then to FRI VOR and hold.**
3. **Circling NA NW of Rwy 4-22.**
4. **Missed approach: Climb straight ahead to 3000, then to FRI VOR and hold.**
Rwy 4 helicopter vis reduction below ¾ mile not authorized.
THERE ARE NO LAND AND HOLD-SHORT OPERATIONS (LAHSO) FOR KANSAS OR NEBRASKA
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>DODGE CITY, KS</td>
<td>HS 1</td>
<td>Ramp is in close proximity to rwys.</td>
</tr>
<tr>
<td>DODGE CITY RGNL (DDC)</td>
<td>HS 1</td>
<td>Rwy 17-35 in close proximity to ramp non-movement area at Twy C.</td>
</tr>
<tr>
<td>GARDEN CITY, KS</td>
<td>HS 2</td>
<td>Twy A leads to int or Rwy 30.</td>
</tr>
<tr>
<td>GARDEN CITY RGNL (GCK)</td>
<td>HS 1</td>
<td>Twy B crosses Rwy 17.</td>
</tr>
<tr>
<td>GRAND ISLAND, NE</td>
<td>HS 2</td>
<td>Twy C crosses Rwy 17 at the ramp.</td>
</tr>
<tr>
<td>CENTRAL NEBRASKA RGNL (GRI)</td>
<td>HS 1</td>
<td>Twy A and Twy C at Rwy 17-35.</td>
</tr>
<tr>
<td>HUTCHINSON, KS</td>
<td>HS 2</td>
<td>Rwy 13-31 at Twy B.</td>
</tr>
<tr>
<td>HUTCHINSON RGNL (HUT)</td>
<td>HS 1</td>
<td>Limited visibility between Rwy 13 departures and Rwy 18 traffic.</td>
</tr>
<tr>
<td>KEARNEY, NE</td>
<td>HS 2</td>
<td>Int in close proximity to ramp.</td>
</tr>
<tr>
<td>KEARNEY RGNL (EAR)</td>
<td>HS 1</td>
<td>Twy C intersects Rwy 17-35 immediately upon leaving ramp area.</td>
</tr>
<tr>
<td>LIBERAL, KS</td>
<td>HS 1</td>
<td>Complex int of rwy and twy.</td>
</tr>
<tr>
<td>LIBERAL MID-AMERICA RGNL (LBL)</td>
<td>HS 2</td>
<td>Apch holding position on twy near run up area.</td>
</tr>
<tr>
<td>LINCOLN, NE</td>
<td>HS 1</td>
<td>Unusual holding position.</td>
</tr>
<tr>
<td>LINCOLN RGNL (LNK)</td>
<td>HS 2</td>
<td>Complex twy/rwy int in area of limited twr vis.</td>
</tr>
<tr>
<td>MANHATTAN, KS</td>
<td>HS 1</td>
<td>Intersection of Twy A and Twy F is in close proximity to Rwy 18-36 and Rwy 14R-32L.</td>
</tr>
<tr>
<td>MANHATTAN RGNL (MHK)</td>
<td>HS 1</td>
<td>Twy M-S/M-N int used by aircraft support vehicles crossing rwy.</td>
</tr>
<tr>
<td>OLATHE, KS</td>
<td>HS 2</td>
<td>Airfield access gate enters directly into twr controlled movement area.</td>
</tr>
<tr>
<td>JOHNSON COUNTY EXEC (OJC)</td>
<td>HS 1</td>
<td>Twy E int departures Rwy 17-35.</td>
</tr>
<tr>
<td>OLATHE, KS</td>
<td>HS 2</td>
<td>Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.</td>
</tr>
</tbody>
</table>

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
## HOT SPOTS

(CONTINUED)

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOPEKA, KS</td>
<td>HS 1</td>
<td>Twy A turns southwest to access the apch end of Rwy 03.</td>
</tr>
<tr>
<td>TOPEKA RGNL (FOE)</td>
<td>HS 2</td>
<td>Twy A turns south to apch end Rwy 03.</td>
</tr>
<tr>
<td>WICHITA, KS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WICHITA DWIGHT D</td>
<td>HS 1</td>
<td>Int of Twy B1, Twy K and Twy B at Rwy 14-32.</td>
</tr>
<tr>
<td>EISENHOWER NTL (ICT)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.*
AANDY TWO ARRIVAL (RNAV)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

MZEEE TRANSITION (MZEEE.AANDY2)

LANDING KOMA
From BRKSR on track 158° to AANDY, then on track 156° to CANIO.

LANDING RUNWAY 14L: From CANIO on track 207° to BLUFS, then on track 159° to cross LICIS at or above 4000. Expect RNAV (RNP) Z RWY 14L or RADAR vectors for the ILS RWY 14L approach.

LANDING RUNWAY 14R: From CANIO on track 210° to ERRLE, then on track 156° to cross OTSEE at 4000. Expect RNAV (RNP) Z RWY 14R or ILS RWY 14R approach.

LANDING RUNWAY 18: From CANIO on track 207° to BLUFS, then on track 159° to cross LICIS at or above 4000. Expect RNAV (RNP) Z RWY 14L or RADAR vectors for the ILS RWY 14L approach.

LANDING RUNWAYS 32L/R: From CANIO on track 152° to cross TASKY at 4000, then on track 180°. Expect RADAR vectors to final approach course.

LANDING KOFF
From BRKSR on track 158° to AANDY, then on track 180° to cross PMELA at 11000, then on track 180°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS8): From over IRK VORTAC on IRK R-238 to FONIX, then on BQS R-059 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS8): From over LMN VOR/DME on LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS8): From over SPI VORTAC on SPI R-269 to HUGIN, then on BQS R-082 to BQS VOR/DME. Thence. . . .

LANDING KMCI RUNWAYS 1L/R: From over BQS VOR/DME on BQS R-234 to cross BYGEC at or above 12000 and at 210K, then on heading 190°. Expect RADAR vectors to final approach course.

LANDING KMCI RUNWAYS 9, 19L/R, 27: From over BQS VOR/DME on BQS R-234 to cross DONNS at or above 12000, then on heading 255°. Expect RADAR vectors to final approach course.

LANDING KFLV/KGPH/KIXD/KLXT/KMKC/KOJC/KSTJ: From over BQS VOR/DME on BQS R-234 to cross DONNS at or above 12000, then on heading 241°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY3): From over GRI VOR/DME on GRI R-063 to HOWRY.

O’NEILL TRANSITION (ONL.HOWRY3): From over ONL VORTAC on ONL R-125 and OLU R-308 to OLU VOR/DME, then on OLU R-095 to HOWRY.

From over HOWRY on OMAHA VORTAC (OVR) R-276 to BOYSS/OVR 25 DME. Thence . . . .

. . . . LANDING EPPLEY AIRFIELD:

RUNWAYS 14L/R, 18: Depart BOYSS on heading 060°. Expect RADAR vectors to final approach course.

RUNWAYS 32L/R, 36: Depart BOYSS on OVR R-276 to GEEZR/OVR 11 DME, then on heading 130°. Expect RADAR vectors to final approach course.

. . . . LANDING OFFUTT AFB:

RUNWAY 13: Expect RADAR vectors to final approach course.

RUNWAY 31: Depart BOYSS on heading 120°. Expect RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

EMPORIA TRANSITION (EMP-JHAWK8): From over EMP VORTAC on EMP R-039 and MCI R-223 to JHAWK. Thence. . . .

LANDING KANSAS CITY INTL (MCI):
RUNWAYS 19L/R: From over JHAWK on MCI R-223 to NOAHS then on heading 010°. Thence. . . .
RUNWAYS 1L/R: From over JHAWK on MCI R-223 to HOOZE then on heading 060°. Thence. . . .
RUNWAYS 9, 27: From over JHAWK on MCI R-223 to HOOZE. Thence. . . .

LANDING CHARLES B WHEELER DOWNTOWN (MKC):
RUNWAYS 1, 4: From over JHAWK on MCI R-223 to HOOZE. Thence. . . .
RUNWAYS 19, 22: From over JHAWK on MCI R-223 to NOAHS then on heading 010°. Thence. . . .

LANDING ROSECRANS MEML (STJ) AND SHERMAN AAF (FLV):
From over JHAWK on MCI R-223 to NOAHS then on heading 010°. Thence. . . .

ALL OTHER AIRPORTS: From over JHAWK on MCI R-223 to HOOZE. Thence. . . .

. . . .expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

**DABOY TRANSITION (DABOY.LANTK2):** From over DABOY on OVR R-045 to LANTK. Thence. . . .

**DES MOINES TRANSITION (DSM.LANTK2):** From over DSM VORTAC on DSM R-267 to LANTK. Thence. . . .

. . . . From over LANTK fly heading 250° and expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

LAMONI TRANSITION (LMN.MARWI4): From over LMN VOR/DME on LMN R-275 to MARWI.
ST. JOSEPH TRANSITION (STJ.MARWI4): From over STJ VORTAC on STJ R-344 to MARWI.

LANDING EPPLEY AIRFIELD:
RUNWAYS 14L/R, 18: Depart MARWI on OVR R-120 to SWAAB then on heading 320°. Thence . . . .
RUNWAYS 32L/R, 36: Depart MARWI on OVR R-120 to SWAAB then on OVR R-120 to OVR VORTAC. Thence . . . .

LANDING OFFUTT AFB:
Depart MARWI on heading 280°. Thence . . . .
. . . . Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

HTHWY TRANSITION (HTHWY.TIMMO1)

LANDING KOMA
From HILRS on track 003° to TIMMO, then on track 004° to MOONR.

LANDING RUNWAYS 14L/R, 18: From MOONR on track 005° to cross CRPET at 5000, and at 210K, then on heading 340° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 32L/R, 36: From MOONR on track 032° to cross BAARK at 4000, then on track 030°. Expect RADAR vectors to final approach course.

LANDING KOFF
From HILRS on track 004° to MOONR, then on track 042° to cross GRNTT at 6000, then on track 040°. Expect RADAR vectors to final approach course.

NOTE: For non-GPS equipped aircraft, LNK DME must be operational.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER7): From over SGF VORTAC on SGF R-332 to TYGER. Thence. . . .

LANDING KANSAS CITY INTL (MCI):
RUNWAYS 19L/R: From over TYGER on MCI R-135 to SLABB then on heading 010°. Thence. . . .
RUNWAYS 1L/R: From over TYGER on MCI R-135 to TRIKE then on heading 290°. Thence. . . .
RUNWAYS 9, 27: From over TYGER on MCI R-135 to TRIKE. Thence. . . .

LANDING CHARLES B WHEELER DOWNTOWN (MKC):
RUNWAYS 1, 4: From over TYGER on MCI R-135 to TRIKE. Thence. . . .
RUNWAYS 19, 22: From over TYGER on MCI R-135 to SLABB then on heading 010°. Thence. . . .

LANDING ROSECRANS MEML (STJ) and SHERMAN AAF (FLV): From over TYGER on MCI R-135 to SLABB then on heading 010°. Thence. . . .

ALL OTHER AIRPORTS: From over TYGER on MCI R-135 to TRIKE. Thence. . . .

. . . .expect RADAR vectors to final approach course.
RNAV (GPS) RWY 17

ABILENE MUNI (K78)

**AWOS 2**
124.125

**MARSHALL GCA**
121.25  254.35

**UNICOM**
122.8 (CTAF)

**HOLD 3400**
173°

**REIL Rwys 17 and 35**

**RNAV (GPS) RWY 17**

**ABILENE, KANSAS**
AL-6782 (FAA)

Amdt 1D  30NOV23
NC-2, 11 JUL 2024 to 05 SEP 2024

**MISSING APCH FIX**

**REIL Rwys 17 and 35**

**MISSED APPROACH:** Climb to 3400 direct ADELA and hold.

**Visual Segment - Obstacles.**

**LP MDA**
1640-1  487 (500-1)

**LNAV MDA**
1680-1  527 (600-1)

**CIRCLING**
1740-1  587 (600-1)

**Category**

**A**  **B**  **C**  **D**

LP MDA  1640-1  487  487

LNAV MDA  1680-1  527  527

CIRCLING  1740-1  587  827

**ADD**  **MIRL Rwy 17-35**

38°54'N-97°14'W
DME REQUIRED

One Minute Holding Pattern

3000 087°

R-087

087° 3000

SLN 13.1

CHALK

(IAF)

KELEC

SLN 18.1

MIRL Rwy 17-35

087° 3000 NoPT

087° R-087 1 min

267° 087°

SLN 18.1

KELEC

1302± 1375

1376

1770

3400

MSA SLN 25 NM

DME REQUIRED

A 2398

AWOS-2 124.125

MARSHALL GCA* 121.25 254.35

UNICOM 122.8 (CTAF)

DME required. When local altimeter setting not received, use Salina altimeter setting. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 2600 then climbing right turn to 3000 on heading 320° and SLN VORTAC R-087 to CHALK/13.1 DME and hold.

UNITED STATES GOVERNMENT PROPERTY

38°54'N 97°14'W

ABILENE, KANSAS

AL-6782 (FAA)

22195

VOR-A

ABILENE MUNI (K78)

Amdt 3A 17AUG17

NC-2, 11 JUL 2024 to 05 SEP 2024

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 13
AINS WORTH RGNL (ANW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 5100 direct ERUYA and hold, continue climb-in-hold to 5100.

**AWOS-3**
118.325

**DENVER CENTER**
127.95 338.2

**UNICOM**
122.8 (CTAF)

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td><strong>LPV DA</strong></td>
<td>2787-1</td>
<td>200 (200-1)</td>
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<tr>
<td><strong>LNAV VNAV DA</strong></td>
<td>2837-1</td>
<td>250 (300-1)</td>
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<tr>
<td><strong>LNAV MDA</strong></td>
<td>2900-1</td>
<td>313 (400-1)</td>
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<td></td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>3000-1</td>
<td>3040-1</td>
<td>3040-1½</td>
<td>3200-2</td>
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<tr>
<td></td>
<td>411 (500-1)</td>
<td>451 (500-1)</td>
<td>451 (500-1½)</td>
<td>611 (700-2)</td>
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HC 5001 X 75
NC-2, 11 JUL 2024 to 05 SEP 2024

Amdt 1 10SEP20

42°35'N-100°00'W
RNAV (GPS) RWY 31
AINSWORTH RGNL (ANW)

**Category:** B

**MISSED APPROACH:** Climb to 5000 direct FEDPI and hold.

**AWOS-3**

118.325

**DENVER CENTER**

127.95 338.2

**UNICOM**

122.8 (CTAF)

**ELEV**

2589

**TDZE**

2585

**HOLDS**

5100

**ANMTR**

1.5 NM to RW31

**LNAV only 0.7 NM to RW31**

**ERUYA**

5100

**CIRCLING**

3000-1

411 (500-1)

**ETOP**

128° 308° 6000

**128° 308° 6000 5100**

**5 NM**

Holding Pattern

**NPA**

0.8 NM 3.4 NM 9 NM

**C**

2835-1 250 (300-1)

**LNAV/VNAV DA**

2860-1 275 (300-1)

**RNAV DA**

2785-1 200 (200-1)

**LPV DA**

3000-1

411 (500-1)

**ERUYA**

5100

**5 NM**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

**AWOS-3**

118.325

**DENVER CENTER**

127.95 338.2

**UNICOM**

122.8 (CTAF)

**ELEV**

2589

**TDZE**

2585

**HOLDS**

5100

**ANMTR**

1.5 NM to RW31

**LNAV only 0.7 NM to RW31**

**ERUYA**

5100

**CIRCLING**

3000-1

411 (500-1)

**ETOP**

128° 308° 6000

**128° 308° 6000 5100**

**5 NM**

Holding Pattern

**NPA**

0.8 NM 3.4 NM 9 NM

**C**

2835-1 250 (300-1)

**LNAV/VNAV DA**

2860-1 275 (300-1)

**RNAV DA**

2785-1 200 (200-1)

**LPV DA**

3000-1

411 (500-1)
RNAV (GPS) RWY 35
AINSWORTH RGNL (ANW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cats C and D visibility to 1 SM.

AWOS-3  118.325
DENVER CENTER  127.96  338.2
UNICOM  122.8 (CTAF)

ELEV  2589
TDZE  2589
HIRL Rwys 13-31 and 17-35
REIL Rwy 31

RNAV (GPS) RWY 35
AINSWORTH RGNL (ANW)

MISSED APPROACH: Climb to 5000 direct EVANE and hold.
MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct ANW VOR/DME and hold.

AWOS-3 118.325
DENVER CENTER 127.95 338.2
UNICOM 122.8 (CTAF)

Amdt 3A 08OCT20
Amdt 159°
3500 6000

HIRL Rwys 13-31 and 17-35
UNICOM 3200-1
611 (700-2)

*Maintain 6000 until established outbound on procedure turn.

42°35'N-100°00'W
When local altimeter setting not received, procedure NA.
For inoperative ALS, increase BIYAG fix minimums S-35 Cat D visibility to 1/4.

MISSED APPROACH: Climb to 3500 then climbing left
turn to 6000 direct ANW VOR/DME and hold.

For inoperative ALS, increase BIYAG fix minimums S-35 Cat D visibility to 1/4.

AWOS-3
118.325

DENVER CENTER
127.95
338.2

UNICOM
122.8 (CTAF)

Amdt 4B 08OCT20

AINSWORTH, NEBRASKA

42°35'N-100°00'W
RNAV (GPS) RWY 15

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, and increase LPV and LNAV/VNAV NA when using Norfolk altimeter setting.

MISSED APPROACH: Climb to 4300 direct AMIVY and hold.

AWOS-3 118.575
MINNEAPOLIS CENTER 128.0 257.95
CTAF 122.9

| ELEV 1806 | TDZE 1806 |

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>2130-1 1/4</td>
<td>324 (400-1 1/4)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>2269-1 1/4</td>
<td>463 (500-1 1/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2140-1</td>
<td>334 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2360-1</td>
<td>554 (600-1)</td>
<td>2420-1</td>
<td>614 (700-1)</td>
</tr>
</tbody>
</table>

ALBION, NEBRASKA
Amdt 1A 14JUL22
Boro VNAV NA when using Norfolk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B and Circling Cat B visibility ¾ mile. VDP NA when using Norfolk altimeter setting.

MISSED APPROACH:
Climb to 4300 direct AMTAH and hold.
**ALLIANCE, NEBRASKA**

**LOC/DME I-BYE**
- 108.35
  - Chan 20 (Y)

**APP CRS**
- 307°

**Rwy Idg**
- 9202

**TDZE**
- 3927

**Apt Elev**
- 3931

**DME required.**

**ALA**
- For inop ALS, increase S-LOC 30 Cats C/D visibility to 1 ½ SM.

**MALSR**
- **ILS or LOC RWY 30**

**ALLIANCE MUNI (AIA)**

**MISSING APPROACH:** Climb to 5700 then right turn direct AIA VOR/DME and hold.

**ASOS**
- 135.075

**DENVER CENTER**
- 127.95
- 338.2

**UNICOM**
- 123.0 (CTAF)

**LOCUZER**
- 108.35
  - Chan 20 (Y)

**ALTERNATE MISSED APCH FIX**
- SCOTTSBLUFF
  - BFF 112.6
  - Chan 73

**ELEV**
- 3931

**TDZE**
- 3927

**CATEGORY**
- A
- B
- C
- D

**S-ILS 30**
- 4127 ½
- 200 (200-½)

**S-LOC 30**
- 4500-1 ½
- 573 (600-½)
- 4500-1 ¼
- 573 (600-1¼)

**CIRCLING**
- 4500-1
- 569 (600-1)
- 4520-1
- 589 (600-1)
- 4580-1 ½
- 649 (700-1¼)
- 4640-2 ¼
- 709 (800-2¼)

**ALLIANCE, NEBRASKA**

**Orig-8 09SEP21**

**ALLIANCE MUNI (AIA)**

**ILS or LOC RWY 30**

**42°03'N-102°48'W**

**ALLIANCE MUNI (AIA)**

**ILS or LOC RWY 30**

**AL-16 (FAA)**

**23110**

**NC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 8

ALLIANCE MUNI (AIA)

MISSED APPROACH: Climb to 5700 direct JEKTI and hold.

### ASOS
- 135.075

### DENVER CENTER
- 127.95
- 338.2

### UNICOM
- 123.0 (CTAF)

---

**Procedure NA for arrivals at BFF VORTAC on V524**

northwest bound and on T283 southwest bound.

---

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LNAV MDA</td>
<td>4400-1</td>
<td>469 (500-1)</td>
<td>4400-1½</td>
<td>4400-1½</td>
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<tr>
<td>CIRCLING</td>
<td>4460-1</td>
<td>4520-1</td>
<td>4580-1⅔</td>
<td>4640-2¼</td>
</tr>
</tbody>
</table>

- 6000 to WAKPA
- 263° (12.4)

---

**ALLIANCE, NEBRASKA**

**Orig-B 09SEP21**

**42°03'N-102°48'W**

---

**NC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 26
ALLIANCE MUNI (AIA)

ASOS

135.075

DENVER CENTER

127.95

338.2

UNICOM

123.0 (CTAF)

MISSED APPROACH: Climb to 6000 direct WAKPA and hold.

APP CRS

Rwy Idg
TDZE
Apt Elev

262°
3927
3931

RNP APCH.

MISSP APCH FIX

WAKPA

082°

5 NM

262°

5700 to JEKTI
081° (11.5)

4058

4219±

RW26

5600

262° (6.1)

(FAF)

HUBMU

(IAF/IF)

JEKTI

4555

5 NM

4520-1

589 (600-1)

649 (700-1)

709 (800-2)

3.5 NM

6.1 NM

6800

Holding Pattern

5 NM

6.1 NM

ELEV

3931

TDZE

3927

CATEGORY

A

B

C

D

LNAV MDA

4480-1

553 (600-1)

4480-1½

553 (600-1½)

4480-1¾

553 (600-1¾)

CIRCLING

4480-1

549 (600-1)

4520-1

589 (600-1)

4580-1½

649 (700-1½)

4640-2¼

709 (800-2¼)

ALLIANCE, NEBRASKA

Orig-8 09SEP21

42°03'N-102°48'W

AL-16 (FAA)
ALLIANCE, NEBRASKA

RNAV (GPS) RWY 30

WAAS
CH 82102
W30A
APP CRS
307°
Rwy Idg
TDZE
Apt Elev
9202
3927
3931

MALSR
MISSED APPROACH: Climb to 5900 direct JIVAM and hold.

ASOS
135.075

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF)

MISSING APCH FIX
5 NM JIVAM

Procedure NA for arrival on BFF VORTAC airway radials at 142.

SCOTTS Bluff
BFF

ELEV 3931 TDZE 3927

RNAV (GPS) RWY 30

ALLIANCE MUNI (AIA)


category

A
B
C
D

LPV DA
4127-1/2 200 (200-1/2)

LNAV/ VNAV DA
4221-1/2 294 (300-1/2)

LNAV MDA
4400-1/2 473 (500-1/2)
4400-1 473 (500-1)

CIRCLING
4460-1 529 (600-1)
4520-1 589 (600-1)
4580-1 649 (700-1/4)
4640-2 709 (800-1/4)

MALR Rwys 8-26 and 12-30

ALLIANCE MUNI (AIA)

42°03'N-102°48'W

Amdt 1B 09SEP21

NC-2 11 JUL 2024 to 05 SEP 2024
MISSED APPROACH: Climb to 5800 then right turn direct AIA VOR/DME and hold.

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<tr>
<td>S-12</td>
<td>4580-1</td>
<td>650</td>
<td>4580-1/8</td>
<td>4580-2</td>
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<td>650 (700-1%)</td>
<td>650 (700-2)</td>
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<tr>
<td>CIRCLING</td>
<td>4580-1</td>
<td>649</td>
<td>4640-2/4</td>
<td>709 (800-2 1/4)</td>
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<td></td>
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<td>649 (700-1%)</td>
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</table>
For inop ALS, increase S-30 Cats A/B visibility to 1 SM and S-30 Cats C/D visibility to 1 3/4 SM.

MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

<table>
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<td>S-30</td>
<td>4540-3/4</td>
<td>613 (700-3/4)</td>
<td>4540-1 1/8</td>
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<td>613 (700-1%)</td>
<td>613 (700-1%)</td>
<td>613 (700-1 1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>4540-1</td>
<td>609 (700-1)</td>
<td>4580-1 3/4</td>
<td>4640-2 1/4</td>
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<tr>
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<td>649 (700-1 1/4)</td>
<td>709 (800-2 1/4)</td>
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MISRSR: 5700
RNAV (GPS) RWY 17
ALMA MUNI (4D9)

WAAS
CH 58237
W17A

APP CRS
174°

Rwy Idg
TDZE
Apt Elev
3200
2073
2073

BARO-VNAV NA. Use Holdrege altimeter setting; when not received, use Kearney altimeter setting and increase all DA/MDA 20 feet, and increase LNAV/VNAV all Cats visibility to 1½ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

HDE AWOS-3
121.325

DENVER CENTER
132.7 226.675

CTAF
122.9

PERDY

5000

(FAF)
APUNE

FOXEM
2.1 NM to RW17

2398 ± L

(FAF/IAF)
PERDY

334°

PERDY

2199 ± L

2244 ± L

RW17

2373

A 3445

5 NM

30 NM to PERDY (Np7)

084°

PERDY

264°

084°

PERDY

30 NM to PERDY

2073

TDZE

2073

MISSED APPROACH: Climb to 5000 direct SHEND and hold.

5000

HOLDING PATTERN

5 NM

5000

354°

174°

GP 3.00°

TCH 40

3900

PERDY

APUNE

3900

174°

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 40).

5000

SHEND

2.1 NM to RW17

* LNAV only

2780

2.1 NM

2.1 NM

3.5 NM

6.2 NM

CATEGORY

A

B

C

D

LPV DA

2404-1 3/8

331 (400-1 3/8)

NA

LNAV/VNAV DA

2407-1 3/8

334 (400-1 3/8)

NA

LNAV MDA

2540-1

467 (500-1)

NA

CIRCLING

2680-1

607 (700-1)

NA

ALMA, NEBRASKA
Orig 20AUG15
RNAV (GPS) RWY 35
ALMA MUNI (4D9)

RNAV (GPS) RWY 35
ALMA MUNI (4D9)

Baro-VNAV NA. Use Holdrege altimeter setting; when not received, use Kearney altimeter setting and increase all DA/MDA 20 feet and increase LPV and LNAV/VNAV all Cats visibility to 1/2 mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct PERDY and hold.

Missed Approach Fix
PERDY

ELEV 2073
TDZE 2072

LNAV/VNAV all

HDE AWOS 3
121.325

DENVER CENTER
132.7 226.675

CTAF
122.90

5000
PERDY

30 NM to SHEND

5000

SHEND

5 NM Holding Pattern

174°
354°

2800°
3800°

GP 3.00°
TCH 40

3 NM

2.2 NM to
HUSTO

2244

HUSTO
2.2 NM to
RW35

(IF/IAF)
JESOB

(JESOB)

RW35

5000 direct PERDY and hold.

2.2 NM to
HUSTO

PERDY

174°
354°

MISSED APPROACH: Climb to 5000 direct PERDY and hold.

MISSED APCH FIX

2800°

3800°

5 NM

PERDY

30 NM to SHEND

5000

SHEND

5 NM Holding Pattern

174°
354°

2800°
3800°

GP 3.00°
TCH 40

3 NM

2.2 NM to
HUSTO

PERDY

174°
354°

MISSED APPROACH: Climb to 5000 direct PERDY and hold.

MISSED APCH FIX

2800°

3800°

5 NM

PERDY

30 NM to SHEND

5000

SHEND

5 NM Holding Pattern

174°
354°

2800°
3800°

GP 3.00°
TCH 40

3 NM

2.2 NM to
HUSTO

PERDY

174°
354°

MISSED APPROACH: Climb to 5000 direct PERDY and hold.
Circling NA to Rwy 10 and 28. Circling Rwy 36 NA at night.
Baro-VNAV NA. Circling NA east of Rwy 18-36.
Use Wichita Dwight D Eisenhower Ntl altimeter setting.

Use Wichita Dwight D Eisenhower Ntl altimeter setting.

MISSED APPROACH:
Climb to 3000 then climbing left turn to 3300 direct UZZUF and hold.

RNP APCH - GPS.

ICT ASOS 125.15
WICHITA APP CON 126.7 353.5
UNICOM 122.8 (CTAF)

MISSED APPROACH:
Climb to 3000 then climbing left turn to 3300 direct UZZUF and hold.
**RNAV (GPS) RWY 36**

**ANTHONY MUNI (ANY)**

**RNP APCH - GPS.**

- **Circling NA to Rwys 10 and 28.** Rwy 36 helicopter visibility reduction below 1 SM NA.
- **Circling NA east of Rwy 18-36.** Use Wichita Dwight D Eisenhower Intl altimeter setting.
- Straight-in and Circling Rwy 36 NA at night.

**ANC APPROACH:**

- **Holding Pattern:** 4 NM
  - **HUVSO**
  - **COXAV**
  - **WILEX**
  - **CARON**

**WICHITA APP CON**

- **3300 NoPT 3000 (31.5) 2900 (31.5)**

**WICHITA MDT**

- **175° 4000**

**CIRCLING:**

- **2900 (31.5) 1800-1**
- **22139 LIRL Rwy 18-36**
- **367 (800-2)**
- **5002 22139**

**MISSED APCH FIX**

- **UZZUF**

**CATEGORY**

- **LP MDA:** 1760-1 419 (500-1) 1760 1-1/8 1800-1 459 (500-1) 1800-1 1/8 459 (500-1) 1800-1 1/8 459 (500-1) 2080-2 737 (800-2)
- **LNAV MDA:** 1800-1 459 (500-1) 1800-1 1/8 459 (500-1) 1800-1 1/8 459 (500-1) 2080-2 737 (800-2)
- **CIRCLING:** 1920-1 577 (600-1) 2080-2 737 (800-2)

**ANC ELEVATION:**

- **1343**

**ANC TDZE:**

- **1341**

**ANC RWAY MEASUREMENTS**

- **5.00° TCH 46**

**ANC OBSERVATIONS**

- **1765-1**
- **3000 NoPT**
- **RW36**
- **HUVSO**
- **COXAV**

**ANC WICHTA CON**

- **126.7 353.5**

**ANC UNICOM**

- **122.8 (CTAF)**

**ANC ADDRESS**

- **ANTHONY, KANSAS**
- **AL-333 (FAA)**
- **22139**

**ANC PHONE NUMBER**

- **02DEC21**

**ANC WICHTA CON**

- **125.15**

**ANC RNAV (GPS) RWY 36**

- **ANTHONY MUNI (ANY)**
RNAV (GPS) RWY 16
AMELIA EARHART (K59)

**APP CRS**
- Rwy Idg: 3000
- TDZE: 1073
- Apt Elev: 1073

**RNP APCH.**
- NA: Rwy 16 helicopter visibility reduction below 3/4 SM NA.

**AWOS-3PT**
- 123.675

**ST JOSEPH APP CON**
- 120.35
- 360.8

**UNICOM**
- 122.8 (CTAF)

---

**RNAV (GPS) RWY 16**

### Holding Pattern

- Holding Point: 3000
- 081° (9)

### Approach

- 351° to JETGI (NP)
- 3000

### Missed Approach

- Climb to 1500 then climbing right turn to 3000 direct JETGI and hold.

---

### Graphic Representation

- Holding Pattern:
  - 4 NM to JETGI
  - 351° to WUXET
  - 3000

- RW 16 to 3000 direct JETGI

---

### Category

<table>
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<th>A</th>
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<tr>
<td>LNAV MDA</td>
<td>1600-1</td>
<td>527 (600-1)</td>
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<tr>
<td>CIRCLING</td>
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<td>527 (600-1)</td>
<td>1620-1</td>
<td>547 (600-1)</td>
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</tbody>
</table>

---

**AWOS-3PT**
- 123.675

**ST JOSEPH APP CON**
- 120.35
- 360.8

**UNICOM**
- 122.8 (CTAF)
Baro-VNAV NA. Use O’Neill altimeter setting; when not received, use Ainsworth altimeter setting and increase all DA 110 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV all Cats visibility ½ mile. DME/DME RNP-0.3 NA.

**RNAV (GPS) RWY 29**

**STUART-ATKINSON MUNI (8V2)**

**ATKINSON, NEBRASKA**

**AL-9257 (FAA)**

**WAAS CH 53627 W29A**

**APP CRS 294°**

**RWy Ldg 3900**

**TDZE 2130**

**Apt Elev 2131**

**ONL AWOS-3**

121.125

**MINNEAPOLIS CENTER**

128.0 257.95

**CTAF**

122.9

**MISSED APPROACH:** Climb to 3900 direct HIBUR and hold.

**Procedure NA for arrivals on ONL VORTAC airway radials 213 CW 313.**
Circling NA to Rwys 4 and 22. Circling Rwy 35 NA at night. Baro-VNAV and VDP NA when using Colby altimeter setting. Rwy 17 helicopter visibility reduction below 0.75 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Colby altimeter setting: increase all DAs to 3326 feet; increase all MDAs 100 feet and visibility Cat C and D 0.74 mile.

**AWOS-3**

**DENVER CENTER**

**UNICOM**

118.675

132.7 226.675

122.7 (CTAF)

WAAS CH 99343

APP CRS 167°

Rwy Idg TDZE 2991

Apt Elev 2991

5000

CIRCLING

5 NM

HOLD 10000 5000

3495

30 NM to HOMIM (NoPT)

5000

077° 257°

WIXAR

3495

5200

077° 347°

30 NM to WIXAR

5000 NoPT

077° 257°

HOMIM

3083±

1.9 NM to RW17

3154

HORUK

3033

5000 NoPT

257°

99343

W17A

ELEV 2991

TDZE 2991

3400 (500-1)

569 (600-1½)

629 (700-2)

MIRL Rwy 17-35

REIL Rwys 17 and 35

MISSED APPROACH:

Climb to 3500 then climbing left turn to 5000 direct HOMIM and hold.

**3.6 NM**

**1.2 NM**

**1.0**

**LNAV only**

10000 5000

347°

167°

3600

167°

4800

HORUK

1.9 NM to RW17

*3640

3000

3500

5000

HOMIM

0.7

9 NM

3.6 NM

TCH 41

GP 3.00°

 CATEGORY

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<td>3241-1</td>
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<td>LNAV/VNAV DA</td>
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<tr>
<td>CIRCLING</td>
<td>3480-1</td>
<td>489 (500-1)</td>
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**AWOS-3**

**DENVER CENTER**

**UNICOM**

118.675

132.7 226.675

122.7 (CTAF)

WAAS CH 99343

APP CRS 167°

Rwy Idg TDZE 2991

Apt Elev 2991

5000

CIRCLING

5 NM

HOLD 10000 5000

3495

30 NM to HOMIM (NoPT)

5000

077° 257°

WIXAR

3495

5200

077° 347°

30 NM to WIXAR

5000 NoPT

077° 257°

HOMIM

3083±

1.9 NM to RW17

3154

HORUK

3033

5000 NoPT

257°

99343

W17A

ELEV 2991

TDZE 2991

3400 (500-1)

569 (600-1½)

629 (700-2)

MIRL Rwy 17-35

REIL Rwys 17 and 35

MISSED APPROACH:

Climb to 3500 then climbing left turn to 5000 direct HOMIM and hold.

**3.6 NM**

**1.2 NM**

**1.0**

**LNAV only**

10000 5000

347°

167°

3600

167°

4800

HORUK

1.9 NM to RW17

*3640

3000

3500

5000

HOMIM

0.7

9 NM

3.6 NM

TCH 41

GP 3.00°

 CATEGORY

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<td>LPV DA</td>
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<tr>
<td>LNAV/VNAV DA</td>
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<tr>
<td>LNAV MDA</td>
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<td>429 (500-1)</td>
<td>3420-1½</td>
<td>429 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>3480-1</td>
<td>489 (500-1)</td>
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</tbody>
</table>
Circling NA for Cat C west of Rwy 16-34.

Baro-VNAV NA.

Use Brenner Fld altimeter setting.

**MISSED APPROACH:** Climb to 3600 direct ORAKE and hold, continue climb-in-hold to 3600.

<table>
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<td>LNAV MDA</td>
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<td>1480-1(\frac{1}{2}) 556 (600-1(\frac{1}{2}))</td>
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<tr>
<td>CIRCLING</td>
<td>1480-1 556 (600-1)</td>
<td>1540-1(\frac{3}{4}) 616 (700-1(\frac{3}{4}))</td>
<td>NA</td>
<td></td>
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</tbody>
</table>

40°23'N-95°47'W
RNAV (GPS) RWY 34
FARINGTON FLD (KØ1)

MISSED APPROACH: Climb to 3600 direct OLMEE and hold.

Circling NA for Cat C west of Rwy 16-34.
Baro-VNAV NA.
Use Brenner Fld altimeter setting.
RNAV (GPS) RWY 36
AUGUSTA MUNI (BAU)

AWOS-3P 124.175  WICHITA APP CON 134.8 269.1  CLNC DEL 125.0  UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 4500 direct GOLUW and on track 348° to INDIC and hold.

When local altimeter setting not received, use Colonel James Jabara altimeter setting and increase all MDA 40 feet, and increase LP and LNAV Cat C visibility ½ mile.

Missed Approach Fix: Climb to 4500 direct GOLUW and on track 348° to INDIC and hold.

Amdt 1 04FEB16

Amdt 1 04FEB16
When local altimeter setting not received, use Colonel James Jabara altimeter setting and increase all MDA 40 feet.

MISSING APPROACH: Climbing left turn to 3000 on ICT VOR/ICT R-093 to WANDY/28 DME and hold, continue climb-in-hold to 3000.

AWOS-3P
124.175

WICHITA APP CON
134.8 269.1

CLNC DEL
125.0

UNICOM
122.8 (CTAF)

AUGUSTA MUNI (3AU)

AUGUSTA, KANSAS

37°40'N-97°05'W

Amdt 2 04FEB16

NC-2, 11 JUL 2024 to 05 SEP 2024
Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats visibility ¼ mile. VDP NA when using Grand Island altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct EBWIX and hold.

**MISSED APCH FIX**
EBWIX 34° 4 NM

GRAND ISLAND GRI

Procedure NA for arrival on GRI VOR/DME airway radials 077 CW 108.

**AWOS-3**
121.225

**MINNEAPOLIS CENTER**
119.4 278.8

**UNICOM**
122.8 (CTAF)

---

**CIRCLING**

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<tbody>
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<td>LPV DA</td>
<td>2102-1</td>
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<td>LNAV/VNAV DA</td>
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<td>330 (400-1½)</td>
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<td>LNAV MDA</td>
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<tr>
<td>CIRCLING</td>
<td>2300-1</td>
<td>497 (500-1)</td>
<td>2340-1</td>
<td>537 (600-1)</td>
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</table>

**AURORA, NEBRASKA**

Amdt 1B 13AUG20

**AURORA MUNI-AL POTTER FIELD (AUH)**

RNAV (GPS) RWY 16
Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet. VDP NA when using Grand Island altimeter setting.

Procedure NA for arrivals at GRASI via V220 northeast bound.
RNAV (GPS) RWY 13
ROCK COUNTY (RBE)

Circling NA to Rwys 2 and 20. Rwy 13 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Ainsworth altimeter setting; when not received, use O’Neill altimeter setting and increase LPV DA to 2778 feet and visibility \( \frac{3}{2} \) SM, LNAV/VNAV DA to 2815 feet and visibility \( \frac{3}{2} \) SM; increase all MDAs 60 feet. Straight-in Rwy 13 NA at night, Circling Rwy 13 NA at night.

Procedure NA for arrivals at LKOTA on T285 northeast bound.

Procedure NA for arrival on ANW VOR/DME airway radials 351 CW 129.

Procedure NA for arrival on ONL VORTAC airway radials 218 CW 313.

Circling NA to Rwys 2 and 20. Rwy 13 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Ainsworth altimeter setting; when not received, use O’Neill altimeter setting and increase LPV DA to 2778 feet and visibility \( \frac{3}{2} \) SM, LNAV/VNAV DA to 2815 feet and visibility \( \frac{3}{2} \) SM; increase all MDAs 60 feet. Straight-in Rwy 13 NA at night, Circling Rwy 13 NA at night.

Procedure NA for arrivals at LKOTA on T285 northeast bound.

Procedure NA for arrival on ANW VOR/DME airway radials 351 CW 129.

PROCEDURE NA for arrival on ONL VORTAC airway radials 218 CW 313.

Circling NA to Rwys 2 and 20. Rwy 13 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Ainsworth altimeter setting; when not received, use O’Neill altimeter setting and increase LPV DA to 2778 feet and visibility \( \frac{3}{2} \) SM, LNAV/VNAV DA to 2815 feet and visibility \( \frac{3}{2} \) SM; increase all MDAs 60 feet. Straight-in Rwy 13 NA at night, Circling Rwy 13 NA at night.

Procedure NA for arrivals at LKOTA on T285 northeast bound.

Procedure NA for arrival on ANW VOR/DME airway radials 351 CW 129.

Procedure NA for arrival on ONL VORTAC airway radials 218 CW 313.

Circling NA to Rwys 2 and 20. Rwy 13 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Ainsworth altimeter setting; when not received, use O’Neill altimeter setting and increase LPV DA to 2778 feet and visibility \( \frac{3}{2} \) SM, LNAV/VNAV DA to 2815 feet and visibility \( \frac{3}{2} \) SM; increase all MDAs 60 feet. Straight-in Rwy 13 NA at night, Circling Rwy 13 NA at night.

Procedure NA for arrivals at LKOTA on T285 northeast bound.

Procedure NA for arrival on ANW VOR/DME airway radials 351 CW 129.

Procedure NA for arrival on ONL VORTAC airway radials 218 CW 313.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Procedure NA for arrivals at PANNY on V71 southeast bound.

Procedure NA for arrivals at GADWY on V50 west bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Procedure NA for arrivals at PANNY on V71 southeast bound.

Procedure NA for arrivals at GADWY on V50 west bound.
RNAV (GPS) RWY 18

BEATRICE MUNI (BIE)

AWOS-3 125.325
MINNEAPOLIS CENTER 126.4 317.7
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 3600 direct KUDDS and hold.

Procedure NA for arrivals at KOPFY on V532 southbound.

LPV DA 1574-3/4 250 (300-3/4)
LNAV/ VNAV DA 1670-1 346 (400-1)
LNAV MDA 1760-1 436 (500-1) 1760-1 3/4 436 (500-3/4)
CIRCLING 1820-1 496 (500-1) 2000-2 467 (700-2) 2100-2 1/2 776 (800-2 1/2)

40°18'N-96°45'W

Amdt 2E 28DEC23

MINNEAPOLIS CENTER 126.4 317.7

MINNEAPOLIS CENTER 126.4 317.7

MINNEAPOLIS CENTER 126.4 317.7

MINNEAPOLIS CENTER 126.4 317.7

MINNEAPOLIS CENTER 126.4 317.7
RNAV (GPS) RWY 32
BEATRICE MUNI (BIE)

**AWOS-3**
125.325

**MINNEAPOLIS CENTER**
126.4 317.7

**UNICOM**
122.8 (CTAF)

Procedure NA for arrivals at STEEL on V532 southbound.

**MISSED APPROACH**
Climb to 3600 direct MIDIE and hold.

**LNAV/VNAV**
NA below 17°C or above 54°C.
RNAV (GPS) RWY 36
BEATRICE MUNI (BIE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.7°C or above 54°C. When ALS inop increase LNAV Cats A/B to 1 SM. Inop table does not apply to LPV and LNAV/VNAV all Cats.

Procedure NA for arrivals at STEEL on T468 and V532 southwest bound

MISSED APPROACH: Climb to 3900 direct HAMUL and hold.

LPV DA 1507-3/4 200 (200-3/4)
LNAV/ VNAV DA 1557-3/4 250 (300-3/4)
LNAV MDA 1840-3/4 533 (600-3/4) 1840-1 533 (600-1)
CIRCLING 1840-1 516 (600-1) 2000-2 676 (700-2) 2100-2 776 (800-2/2)
VOR RWY 18
BEATRICE MUNI (BIE)

**AWOS-3**
125.325

**MINNEAPOLIS CENTER**
126.4 317.7

**UNICOM**
122.8 (CTAF)

---

**DME required for procedure entry.**

**A** Rwy 18 helicopter visibility reduction below ½ SM NA.

**MISSING APPROACH:** Climb to 3000 then climbing right turn to 3300 direct BIE VOR and hold.

---

**CATEGORY**

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<td>2180-1½</td>
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<td>2180-1½</td>
<td>856 (900-1½)</td>
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</tbody>
</table>

**(11.6) 098° 3300**

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 3300 direct BIE VOR and hold.

---

**1830**

**3300**

**1798**

**2249**

**MSA BIE 25 NM**

3300

**Rwy 18 helicopter visibility reduction below ½ SM NA.**

**AWOS-3**
125.325

**MINNEAPOLIS CENTER**
126.4 317.7

**UNICOM**
122.8 (CTAF)

---

**BIE VOR**

**Remain within 10 NM**

**3300**

**176°**

**356°**

**ELEV 1324**

**TDZE 1324**

**REIL Rwys 14 and 32**

**MIRL Rwys 14-32 and 18-36**

---

**NC-2, 11 JUL 2024 to 05 SEP 2024**

---

**BEATRICE, NEBRASKA**

**Amdt 4 03NOV22**

---

**40°18'N-96°45'W**
VOR RWY 36
BEATRICE MUNI (BIE)

AWOS-3
125.325

MINNEAPOLIS CENTER
126.4 317.7

UNICOM
122.8 (CTAF)

KOPFY

ELEV 1324  TDZE 1307

MIRL Rwys 14-32 and 18-36
REIL Rwys 14 and 32

MALSR

DME required for procedure entry.

For inop ALS, increase S-36 Cats A/B visibility to 1 SM and Cats C/D visibility to 2 SM.

MISSED APPROACH: Climb to 3000 then right turn direct BIE VOR and hold.

AWOS-3 125.325

MINNEAPOLIS CENTER 126.4 317.7

UNICOM 122.8 (CTAF)

40°18'N-96°45'W
BELLEVILLE, KANSAS

AL-6170 (FAA)

23054

RNAV (GPS) RWY 18
BELLEVILLE MUNI (RPB)

WAAS
CH 87025
W18A

APP CRS
175°

Rwy Idg
TDZE
Apt Elev
3500
1537
1538

MISSED APPROACH: Climb to 2300 then climbing left turn to 3400 direct FEBNO and hold.

Circling NA to Rwsys 14 and 32. Rwy 18 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Concordia altimeter setting.

CNK ASOS
123.825

MINNEAPOLIS CENTER
126.4 317.7

UNICOM
122.8 (CTAF)

TCH 41

Procedure NA for arrivals at GADWY on V50 eastbound.

UNICOM
122.8 (CTAF)

WAAS
CH 87025
W18A

APP CRS
175°

Rwy Idg
TDZE
Apt Elev
3500
1537
1538

MISSED APPROACH: Climb to 2300 then climbing left turn to 3400 direct FEBNO and hold.

Circling NA to Rwsys 14 and 32. Rwy 18 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Concordia altimeter setting.

CNK ASOS
123.825

MINNEAPOLIS CENTER
126.4 317.7

UNICOM
122.8 (CTAF)

TCH 41

Procedure NA for arrivals at GADWY on V50 eastbound.

UNICOM
122.8 (CTAF)
RNAV (GPS) RWY 36
BELLEVILLE MUNI (RPB)

RNP APCH.

- **Circling NA to Rwy 14 and 32. Use Concordia altimeter setting.**

**MISSING APPROACH:** Climb to 3400 direct FEBNO and hold.

**CNK ASOS**
123.825

**MINNEAPOLIS CENTER**
126.4 317.7

**UNICOM**
122.8 (CTAF)

**Procedure NA for arrival on SLN VORTAC airway radials 273 CW 075.**

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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>LP MDA</td>
<td>1920-1</td>
<td>382 (400-1)</td>
<td>1920-1 1/10</td>
<td>382 (400-1 1/10)</td>
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<tr>
<td>LNAV MDA</td>
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<td>382 (400-1)</td>
<td>1920-1 1/10</td>
<td>382 (400-1 1/10)</td>
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<tr>
<td>CIRCLING</td>
<td>2080-1</td>
<td>542 (600-1)</td>
<td>2220-1</td>
<td>682 (700-1)</td>
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**Belleville, Kansas**
Orig-D 02DEC21

**Coordinates:** 39°49'N-97°40'W

**Belleville Muni (RPB)**
BELLEVILLE, KANSAS

AL-6170 (FAA)

VOR-A
BELLEVILLE MUNI (RPB)

DME required.

**NA**
Circling NA to Rwys 14 and 32.
Use Concordia altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3500 on TKO VOR TAC R-078 to IRATE/TKO 23 DME and hold.

**CNK ASOS**
123.825

**MINNEAPOLIS CENTER**
126.4 317.7

**UNICOM**
122.8 (CTAF)

**EMOME**

3500 NoPT
078° (17)

**TKO**

**MANKATO**

109.8 TKO
Chan 35

**SPRSC**

TKO 27.7

TKO VORTAC R-078 to IRATE/TKO 23 DME and hold.

**IRATE**

TKO R-078

**EMOME**

TKO 17

**HOLD**

4.7 NM

3500 078°

078° 1 min

258°

**One Minute Holding Pattern**

6000

258°

IRATE TKO 23

3500

IRATE TKO 23

078°

**ELEV 1538**

**MIRL Rwy 18:36**

**NC-2, 11 JUL 2024 to 05 SEP 2024**
Circling Rwy 17 NA at night. Rwy 17 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Concordia altimeter setting. When local altimeter setting not received, use Concordia altimeter setting and increase all MDA 80 feet. Circling Rwy’s 4, 8, 22, and 26 NA.

MISSED APPROACH: Climb to 4000 direct ADICA and hold.

AWOS-3PT 118.225
KANSAS CITY CENTER 134.9 363.2
UNICOM 122.8 (CTAF)

HC N O T I C E

CIRCLING BELOIT, KANSAS

APP CRS
174°
Rwy Idg 4018
TDZE 1418
Apt Elev 1418

RNAV (GPS) RWY 17
MORITZ MEML (K61)

RNP APCH.

MISSED APCH FIX
ADICA

4000
30 NM to CADAD (NoPT)
084°
264°

2306

HOLD
4000
4000

CADAD

(IAF)

HILVA

4000

NoPT

(IAF)

CIRCLING

4000

NoPT

(IAF)

HILVA

DENTE

4000

354°

354°

30 NM to DENTE

LNAV MDA

39°28'N-98°08'W

BELoit, KANSAS

Amdt 1 11OCT18

NC-2, 11 JUL 2024 to 05 SEP 2024

AL-6560 (FAA)
RNAV (GPS) RWY 35
MORITZ MEML (K61)

MISSED APCH: Climb to 4000 direct CADAD and hold.

AWOS-3PT 118.225
KANSAS CITY CENTER 134.9 363.2
UNICOM 122.8 (CTAF)

Circling Rwy 17 NA at night. Rwy 35 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Concordia altimeter setting. When local altimeter setting not received, use Concordia altimeter setting and increase all MDAs 80 feet. Circling Rwy 4, 8, 22, 26 NA.

RNP APCH.

2687 A

ELEV 1418 TDZE 1416

MORITZ MEML (K61)
Amdt 5 11OCT18
NC-2, 11 JUL 2024 to 05 SEP 2024
NC-2, 11 JUL 2024 to 05 SEP 2024
NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 17
LLOYD STEARMAN FLD (1K1)

A WICHITA APP CON
134.8 269.1

CLNC DEL
125.0

UNICOM
123.075 (CTAF)

BENTON, KANSAS
AL-6683 (FAA)

RNAV (GPS) RWY 17
LLOYD STEARMAN FLD (1K1)

AWOS-2
118.3

WICHITA APP CON
134.8 269.1

CLNC DEL
125.0

UNICOM
123.075 (CTAF)

BENTON, KANSAS
AL-6683 (FAA)

RNAV (GPS) RWY 17
LLOYD STEARMAN FLD (1K1)

AWOS-2
118.3

WICHITA APP CON
134.8 269.1

CLNC DEL
125.0

UNICOM
123.075 (CTAF)

BENTON, KANSAS
AL-6683 (FAA)

RNAV (GPS) RWY 17
LLOYD STEARMAN FLD (1K1)

AWOS-2
118.3

WICHITA APP CON
134.8 269.1

CLNC DEL
125.0

UNICOM
123.075 (CTAF)

BENTON, KANSAS
AL-6683 (FAA)

RNAV (GPS) RWY 17
LLOYD STEARMAN FLD (1K1)

AWOS-2
118.3

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134.8 269.1

CLNC DEL
125.0

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BENTON, KANSAS
AL-6683 (FAA)

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AWOS-2
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118.3

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AL-6683 (FAA)

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LLOYD STEARMAN FLD (1K1)

AWOS-2
118.3

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118.3

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134.8 269.1

CLNC DEL
125.0

UNICOM
123.075 (CTAF)

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AL-6683 (FAA)

RNAV (GPS) RWY 17
LLOYD STEARMAN FLD (1K1)

AWOS-2
118.3

WICHITA APP CON
134.8 269.1

CLNC DEL
125.0

UNICOM
123.075 (CTAF)

BENTON, KANSAS
AL-6683 (FAA)

RNAV (GPS) RWY 17
LLOYD STEARMAN FLD (1K1)

AWOS-2
118.3

WICHITA APP CON
134.8 269.1

CLNC DEL
125.0

UNICOM
123.075 (CTAF)

BENTON, KANSAS
AL-6683 (FAA)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Eppeley Airfield altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Eppeley Airfield altimeter setting and increase LPV and LNAV/VNAV DA to 1642 and visibility to 1 ½ mile all Cats, increase all MDA 80 feet and LNAV Cat C visibility to 1 ½ mile.

MISSED APPROACH: Climb to 4000 direct FALUK and hold.

<table>
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<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<td>120.1 354.05</td>
<td>123.05 (CTAF)</td>
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<td>RNAV (GPS) RWY 13</td>
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<table>
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<tr>
<td>Amdt 1 26MAY16</td>
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</table>

NC-2, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase LPV and LNAV/VNAV DA to 1638 and visibility to 1 1/2 mile all Cats, increase all MDA 80 feet and LNAV Cat C visibility to 1 1/2 mile.

AWOS-3 120.225
OMAHA APP CON FLIGHT SERVICE 120.1 354.05
UNICOM 123.05 (CTAF)
VOR/DME RWY 32
BROKEN BOW MUNI/KEITH GLAZE FLD (BBW)

When local altimeter setting not received: use North Platte Rgnl/Lee Bird Fld altimeter setting and increase all MDAs 160 feet, increase Cat B visibility to 1/4 miles, and Circling Cat B visibility to 1/4 miles. VDP NA when using North Platte Rgnl/Lee Bird Fld altimeter setting. Rwy 32 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 4400 direct CUZ VOR/DME and hold.

---

**BOKKI**

CUZ 13.6

4300 to KARNS 136° (9)

**NORTH PLATTE**

117.4 LBF 136° (9)

**CUSTER COUNTY**

108.2 CUZ 316°

Channel 19

---

**ASOS**

120.0

**DENVER CENTER**

132.7 226.675

**UNICOM**

122.8 (CTAF)

---

**ELEV 2546**

**TDZE 2534**

**REIL Rwy 14**

**MIRL Rwy 14-32**

---

**FAF to MAP 5.1 NM**

Knots 60 90 120 150 180

Min:Sec 5:06 3:24 2:33 2:02 1:42

---

**CATEGORY**

**A**

**B**

**C**

**D**

S-32 3200-1 666 (700-1) NA

CIRCLING 3200-1 654 (700-1) NA
When local altimeter setting not received; use North Platte Rgnl/Lee Bird Fld altimeter setting. Rwy 14 helicopter visibility reduction below 1/4 SM NA.

MISSED APPROACH: Climb to 4400 then left turn direct CUZ VOR/DME and hold.

<table>
<thead>
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<td>S-14</td>
<td>3240-1</td>
<td>694 (700-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>3280-1</td>
<td>734 (800-1)</td>
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NORTH PLATTE RGNL/LEE BIRD FLD ALTIMETER SETTING MINIMUMS

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<td>3380-1</td>
<td>3380-1/4</td>
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<tr>
<td>CIRCLING</td>
<td>3440-1/4</td>
<td>894 (900-1/4)</td>
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ASOS 120.0
DENVER CENTER 132.7 226.675
UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 18
COFFEY COUNTY (UKL)

AWOS-3PT 121.125
KANSAS CITY CENTER 127.725 270.25
UNICOM 123.0 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct JUZRO and hold.

No PT for arrival at EBJEL on V10-12 southwest bound.
RNAV (GPS) RWY 36

COFFEY COUNTY (UKL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct EBJEL and hold.

Procedure NA for arrivals at FOWNE on V307 northwest bound.

Procedure NA for arrivals at KACED on V131 southbound.

RNAV (GPS) RWY 36

ELEV 1174
TDZE 1174

REIL Rwys 18 and 36
MIRL Rwy 18-36

TPM 1734

UNITED AIRPORTS

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct EBEL and hold.

Procedure NA for arrivals at FOWNE on V307 northwest bound.

Procedure NA for arrivals at KACED on V131 southbound.

RNAV (GPS) RWY 36

ELEV 1174
TDZE 1174

REIL Rwys 18 and 36
MIRL Rwy 18-36

TPM 1734
RNAV (GPS) RWY 15
CRAM FLD (BUB)

NA
Rwy 15 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Evelyn Sharp Fld altimeter setting.

MISSED APPROACH: Climb to 4400 direct GREYY and hold.

ODX ASOS
119.925

DENVER CENTER
132.7 226.675

CTAF
122.9

Use Evelyn Sharp Fld altimeter setting.
Rwy 15 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.

RNAV (GPS) RWY 15
CRAM FLD (BUB)
RNAV (GPS) RWY 33
CRAM FLD (BUB)

Rwy 33 helicopter visibility reduction below ¾ SM NA.
Use Evelyn Sharp Fld altimeter setting.

MISSED APPROACH: Climb to 4100 direct RUGTE and hold.

Category A
LP MDA 2680-1

LNAV MDA 2700-1

CIRCLING 2780-1

3.00°
4400

LNAV  MDA
LP       MDA

MISSED APPROACH FIX

5 NM

RUGTE

332°

5 NM to GREYY

30 NM to GREYY

(FAF) KODEE

332°

3.2 NM to RW33

IBOTY

3.2 NM to RW33

REIL Rwys 15 and 33

MIRL Rwy 15-33

REIL Rwys 15 and 33

Use Evelyn Sharp Fld altimeter setting.

Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4100 direct RUGTE and hold.

Category A
LP MDA 2680-1

LNAV MDA 2700-1

CIRCLING 2780-1

3.00°
4400

LNAV  MDA
LP       MDA

MISSED APPROACH FIX

5 NM

RUGTE

332°

5 NM to GREYY

30 NM to GREYY

(FAF) KODEE

332°

3.2 NM to RW33

IBOTY

3.2 NM to RW33

REIL Rwys 15 and 33

MIRL Rwy 15-33

Use Evelyn Sharp Fld altimeter setting.

Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4100 direct RUGTE and hold.

Category A
LP MDA 2680-1

LNAV MDA 2700-1

CIRCLING 2780-1

3.00°
4400

LNAV  MDA
LP       MDA

MISSED APPROACH FIX

5 NM

RUGTE

332°

5 NM to GREYY

30 NM to GREYY

(FAF) KODEE

332°

3.2 NM to RW33

IBOTY

3.2 NM to RW33

REIL Rwys 15 and 33

MIRL Rwy 15-33

Use Evelyn Sharp Fld altimeter setting.

Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4100 direct RUGTE and hold.
**RNAV (GPS) RWY 15**  
**CAMBRIDGE MUNI (CSB)**

<table>
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<th>TDZE</th>
<th>Apt Elev</th>
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<td>2414</td>
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**AWOS-3PT**  
**DENVER CENTER**  
**UNICOM**

|  | 118.375 | 132.7 | 226.675 | 122.8 (CTAF) |

**MISSED APPROACH:** Climb to 4500 direct YOBRO and hold.

**AWOS-3PT**  
**DENVER CENTER**  
**UNICOM**

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<th>B</th>
<th>C</th>
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<td>322 (400-1⅜)</td>
<td>NA</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>2736-1⅜</td>
<td>322 (400-1⅜)</td>
<td>NA</td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>2780-1</td>
<td>366 (400-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>2920-1</td>
<td>3120-1</td>
<td>3120-2</td>
<td>706 (800-2)</td>
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</table>

**MIRL Rwy 15-33**

**NA**  

Amdt 1  26MAY16

UNICOM 122.8 (CTAF)
MISSED APPROACH: LPV and LNAV/VNAV DA to 2743, increase all MDA 20 feet and Circling Cat C visibility 1 mile. Use Mc Cook altimeter setting when not received, use Lexington altimeter setting and increase all Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
RNAV (GPS) RWY 16

Central City Muni-Larry Reineke Fld (07K)

**MINNEAPOLIS CENTER**

<table>
<thead>
<tr>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
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<td>2010-1</td>
<td>293 (300-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>2010-1</td>
<td>293 (300-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>2080-1</td>
<td>363 (400-1)</td>
<td>NA</td>
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</tr>
<tr>
<td>CIRCLING</td>
<td>2140-1</td>
<td>2180-1</td>
<td>423 (500-1)</td>
<td>463 (500-1)</td>
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</table>

**CTAF**

122.9

**Increase all MDAs 20 feet. Baro-VNAV NA.**

**MISSED APPROACH:** Climb to 4000 direct HOMKI and hold.

Rwy 16 helicopter visibility reduction below 3/4 SM NA. Use Aurora altimeter setting; when not received, use Grand Island altimeter setting and increase LPV DA to 2020 feet. Increase LNAV/VNAV DA to 2020 feet. Increase all MDAs 20 feet. Baro-VNAV NA.

MINNEAPOLIS CENTER

126.05 278.8

CTAF

122.9

**Increase all MDAs 20 feet. Baro-VNAV NA.**

**MISSED APPROACH:** Climb to 4000 direct HOMKI and hold.

Rwy 16 helicopter visibility reduction below 3/4 SM NA. Use Aurora altimeter setting; when not received, use Grand Island altimeter setting and increase LPV DA to 2020 feet. Increase LNAV/VNAV DA to 2020 feet. Increase all MDAs 20 feet. Baro-VNAV NA.
ILS or LOC RWY 3
CHADRON MUNI (CDR)

ADFD required.

When local altimeter setting not received, use Pine Ridge altimeter setting and increase S-ILS 3 DA to 3564 feet; increase all MDAs 80 feet and S-LOC 3 visibility Cat C/D ¼ SM, and Circling visibility Cat B/C ⅜ SM. Inop table does not apply to S-ILS 3 all Cats, S-LOC 3 Cats A and B. For inop ALS, increase S-LOC 3 Cats C and D visibility to 1 ⅝ SM. When using Pine Ridge altimeter setting, inop table does not apply to S-ILS 3 all Cats, S-LOC 3 Cat A. For inop ALS when using Pine Ridge altimeter setting, increase S-LOC 3 Cat B visibility to ⅜ SM, Cats C and D visibility to 2 SM.

MISSED APPROACH: Climb to 5100 then climbing right turn to 6200 direct DAWES LOM and hold.

ADFD required.

When local altimeter setting not received, use Pine Ridge altimeter setting and increase S-ILS 3 DA to 3564 feet; increase all MDAs 80 feet and S-LOC 3 visibility Cat C/D ¼ SM, and Circling visibility Cat B/C ⅜ SM. Inop table does not apply to S-ILS 3 all Cats, S-LOC 3 Cats A and B. For inop ALS, increase S-LOC 3 Cats C and D visibility to 1 ⅝ SM. When using Pine Ridge altimeter setting, inop table does not apply to S-ILS 3 all Cats, S-LOC 3 Cat A. For inop ALS when using Pine Ridge altimeter setting, increase S-LOC 3 Cat B visibility to ⅜ SM, Cats C and D visibility to 2 SM.

MISSED APPROACH: Climb to 5100 then climbing right turn to 6200 direct DAWES LOM and hold.
RNAV (GPS) RWY 3

CHADRON MUNI (CDR)

APP CRS 028°
Rwy Idg 5211
TDZE 3294
Apt Elev 3298

RNAV APCH-GPS.

Baro-VNAV NA when using Pine Ridge altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS, when using Pine Ridge altimeter setting, increase LNAV/VNAV all Cats visibility to 1/2 SM, LNAV Cats C and D visibility to 1 1/2 SM. VDP NA with Pine Ridge altimeter setting. When local altimeter setting not received, use Pine Ridge altimeter setting and increase LPV DA to 3564 feet, increase LNAV/VNAV DA to 3972 feet and all visibilities 1/2 SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D 1/2 SM, and Circling visibility Cat C 1/2 SM. Inop table does not apply to LPV all Cats and LNAV Cats A/B. For inop ALS increase LNAV/VNAV all Cats visibility to 1 1/2. When using Pine Ridge altimeter setting, inop table does not apply to LPV all Cats and LNAV Cats A/B.

ASOS 118.05
DENVER CENTER 127.95 338.2
UNICOM 122.8 (CTAF)

DNL 10°

MALSR

EDUQA

EDUQA and hold.

Climb to 5100 direct.

LPV

DA 3494-1 200 (200-1)
LNAV/VNAV DA 3902-1 608 (700-1 1/2)
LNAV MDA 3820-1 526 (600-1)
CIRCLING 3820-1 3920-1 3920-1 3/4 4220-3 922 (1000-3)

RNAV (GPS) RWY 3

CHADRON, NEBRASKA
AL-506 (FAA)

CHADRON, NEBRASKA
CHADRON MUNI (CDR)

NC-2, 11 JUL 2024 to 05 SEP 2024

NC-2, 11 JUL 2024 to 05 SEP 2024

64
RNAV (GPS) RWY 12
CHADRON MUNI (CDR)

ASOS
118.05

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF)

Climb to 5900 direct ECOPO and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine Ridge altimeter setting and increase all DA 70 feet and all MDA 80 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¼ mile, and Circling Cat C visibility ½ mile.
RNAV (GPS) RWY 21
CHADRON MUNI (CDR)

ASOS
DENVER CENTER
UNICOM

118.05
127.95 338.2
122.8 (CTAF)

7500 direct HADIR and hold, continue climb-in-hold to 7500.

LPV     DA
250 (300-1)

LNAV/ VNAV DA
398 (400-1¼)

LNAV MDA
354 (400-1)

CIRCLING
622 (700-1¼) 922 (1000-3)

HIRL Rwy 3-21
MIRL Rwy 12-30
REIL Rwy 21 and 30

3286
3298

30 NM to EDUQA (NPT)
5100

5 NM
208°

3536-1
3684-1
4400 X 75
5998 X 100

3606 feet, LNAV/VNAV NA below -21°C or above 54°C . VDP
Baro-VNAV NA when using Pine Ridge altimeter setting. For uncompensated
Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C . VDP
NA with Pine Ridge altimeter setting. When local altimeter setting not received,
use Pine Ridge altimeter setting and increase LPV DA to 3606 feet, LNAV/VNAV
DA to 3754 feet and all MDA 80 feet; increase LNAV/VNAV visibility ¼ SM all
Cats, LNAV Cats C and D visibility ½ SM, and Circling Cat C visibility ¼ SM.

REIL Rwys 21 and 30

Cats, LNAV Cats C and D visibility ½ SM, and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to

42°50'N-103°06'W

ND-2, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine Ridge altimeter setting and increase all DA 70 feet and all MDA 80 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA with Pine Ridge altimeter setting.

**MISSING APPROACH:**
Climb to 6300 direct CABAX and hold.

**ASOS**
118.05

**DENVER CENTER**
127.95 338.2

**UNICOM**
122.8 (CTAF)

---

**ELEV 3298 TDZE 3298**

**ECOPO 5017A**

**A4700**

---

**5 NM**

**Holding Pattern**

**GP 3.00° TCH 40**

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>3540-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>3767-1¾</td>
<td>477 (500-1%)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>3780-1</td>
<td>490 (500-1)</td>
<td>3780-1¾</td>
<td>490 (500-1%)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3820-1</td>
<td>522 (600-1)</td>
<td>3920-1</td>
<td>622 (700-1)</td>
</tr>
</tbody>
</table>

---

**CHADRON, NEBRASKA**

Orig:C 22APR21

---

**42°50'N-103°06'W**

---

**CABAX**

---

**5 NM**

---

**ECOPO**

---

**5000**

---

**A4700**

---

**ECOPO**

---

**30 NM to ECOPO**

---

**5017A**
When local altimeter setting not received, use Pine Ridge altimeter setting and increase all MDA 80 feet, increase S-21 Cats C and D visibility ½ SM, and increase Circling Cat C visibility ¼ SM.

**MISSED APPROACH:** Climbing left turn to 5700 in HIN NDB holding pattern.

**ASOS**
- 118.05

**DENVER CENTER**
- 127.95
- 338.2

**UNICOM**
- 122.8 (CTAF)

---

**CATEGORY** | **A** | **B** | **C** | **D**
---|---|---|---|---
S-21 | 4020-1 | 4020-1½ | 4020-2 | 734 (800-2)
CIRCLING | 4020-1½ | 722 (800-1½) | 4020-2 | 4220-3

---

**HIN NDB**
- 5700

**Remain within 10 NM**
- 5400

---

**ELEV**
- 3298

---

**TDZE**
- 3286

---

**NDB HIN 275**
- 194°

---

**APP CRS**
- 194°

---

**Rwy Idg**
- 5500

---

**TDZE**
- 3286

---

**Apt Elev**
- 3298

---

**NDB RWY 21**

---

**CHADRON MUNI (CDR)**

---

**Amdt 12D**
- 22APR21
RNAP APCH - GPS.

Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

ASOS
127.075

KANSAS CITY CENTER
132.9 279.5

UNICOM
122.7 (CTAF)

MISSED APPROACH: Climb to 2900 direct IFAPY and on track 326° to ERECI and hold.

MIRL Rwy 18-36
REIL Rwys 18 and 36

LVAP (FAF)
MYYER

LOW MOA
EUREKA

EGP 1689

RNAV (GPS) RWY 36
CHANUTE MARTIN JOHNSON (CNU)

69
**NDB or GPS RWY 30**

**BILLY G RAY FLD (CNP)**

**DENVER CENTER**

118.475 225.4

**CTAF**

122.9

**SCOTTSBLUFF ALTIMETER SETTING MINIMUMS**

MIRL Rwy 12-30

**ELEV** 3682  **TDZE** 3682

**RIDGE**

5900 080° (23.8)

**NDB CNP**

383

**APP CRS**

312°

**Rwy Idg**

TDZE

**Apt Elev**

3682

**Amdt 2C  25MAR21**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-30</td>
<td>4460-1</td>
<td>4460-1½</td>
<td>4460-2½</td>
<td>4460-2½</td>
</tr>
<tr>
<td></td>
<td>778 (800-1)</td>
<td>778 (800-1½)</td>
<td>778 (800-2½)</td>
<td>778 (800-2½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4540-1</td>
<td>4540-1½</td>
<td>4540-2½</td>
<td>4600-3</td>
</tr>
<tr>
<td></td>
<td>858 (900-1)</td>
<td>858 (900-1½)</td>
<td>858 (900-2½)</td>
<td>918 (1000-3)</td>
</tr>
</tbody>
</table>

**SCOTTSBLUFF ALTIMETER SETTING MINIMUMS**

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<td>4520-1</td>
<td>4520-1½</td>
<td>4520-2½</td>
<td>4520-2½</td>
</tr>
<tr>
<td></td>
<td>838 (900-1)</td>
<td>838 (900-1½)</td>
<td>838 (900-2½)</td>
<td>838 (900-2½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4600-1½</td>
<td>918 (1000-1¼)</td>
<td>4600-2½</td>
<td>4680-3</td>
</tr>
<tr>
<td></td>
<td>918 (1000-1¼)</td>
<td>918 (1000-2½)</td>
<td>998 (1000-3)</td>
<td>998 (1000-3)</td>
</tr>
</tbody>
</table>

**Use Sidney altimeter setting, if not received, use Scottsbluff altimeter setting.**

**MISSED APPROACH:** Climb to 5500 then right turn direct CNP NDB and hold.

**DENVER CENTER**

118.475 225.4

**CTAF**

122.9

**SCOTTSBLUFF ALTIMETER SETTING MINIMUMS**

MIRL Rwy 12-30

**ELEV** 3682  **TDZE** 3682

**RIDGE**

5900 080° (23.8)

**NDB CNP**

383

**APP CRS**

312°

**Rwy Idg**

TDZE

**Apt Elev**

3682

**Amdt 2C  25MAR21**

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<tr>
<td>S-30</td>
<td>4460-1</td>
<td>4460-1½</td>
<td>4460-2½</td>
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</tr>
<tr>
<td></td>
<td>778 (800-1)</td>
<td>778 (800-1½)</td>
<td>778 (800-2½)</td>
<td>778 (800-2½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4540-1</td>
<td>4540-1½</td>
<td>4540-2½</td>
<td>4600-3</td>
</tr>
<tr>
<td></td>
<td>858 (900-1)</td>
<td>858 (900-1½)</td>
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**SCOTTSBLUFF ALTIMETER SETTING MINIMUMS**

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<td>4520-2½</td>
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<tr>
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<td>838 (900-1)</td>
<td>838 (900-1½)</td>
<td>838 (900-2½)</td>
<td>838 (900-2½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4600-1½</td>
<td>918 (1000-1¼)</td>
<td>4600-2½</td>
<td>4680-3</td>
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<tr>
<td></td>
<td>918 (1000-1¼)</td>
<td>918 (1000-2½)</td>
<td>998 (1000-3)</td>
<td>998 (1000-3)</td>
</tr>
</tbody>
</table>

**Use Sidney altimeter setting, if not received, use Scottsbluff altimeter setting.**

**MISSED APPROACH:** Climb to 5500 then right turn direct CNP NDB and hold.
CLAY CENTER, KANSAS
AL-6766 (FAA)

RNAV (GPS) RWY 17
CLAY CENTER MUNI (CYW)

AWOS-3T
MARSHALL AAF APP CON *
UNICOM

119.95
121.25  254.35
122.8 (CTAF)

Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Salina altimeter setting and increase all MDA 120 feet and LNAV Cat C visibility ½ SM.

MISSED APPROACH: Climb to 3100 direct ZOLAL and hold.

177°
3100
1920
HURDO
ZOLAL
FAUCE
WIDMA
OXETY
3100 to FAUCE
2.75°
3100
3100
3100 Nopt
3100

TCH 39
4 NM
177°
1357±
1376±
RW17
1786
1965
1920
1699
1576
1357
4 NM
2.75°
RW17

RNP APCH.

Rwy Idg 3995
TDZE 1209
Apt Elev 1209

CATEGORY B C D
LNAV MDA 1640-1  431 (500-1)  1640
3 NM
6.9 NM
431 (500-1)
NA

39°23'N-97°09'W

Amdt 1A  23FEB23

NC-2, 11 JUL 2024 to 05 SEP 2024

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 35

CLAY CENTER MUNI (CYW)

Amdt 1 21MAY20

Rwy 35 helicopter visibility reduction below ½ SM NA. VDP NA when using Salina altimeter setting. When local altimeter setting not received, use Salina altimeter setting and increase all MDA 120 feet and LNAV Cat C visibility ½ SM.

Procedure NA for arrivals at WIDMA on V532 northbound.

Procedure NA for arrivals at DIVBE on V4-508 eastbound.

**AWOS-3T**

119.95

**MARSHALL AAF APP CON**

121.25 254.35

**UNICOM**

122.8 (CTAF)

**LNAV MDA**

1580-1 371 (400-1)

**NA**

**CLAY CENTER, KANSAS**

**TDZE** 1209

**Apt Elev** 1209

**APP CRS 357°**

Rwy Idg

3970

**ELEV** 1209

357°

**CLAY CENTER, KANSAS**

39°23'N-97°09'W

**RNAV (GPS) RWY 35**

**CLAY CENTER MUNI (CYW)**

Amdt 1 21MAY20

**TDZE** 1209

**CLAY CENTER MUNI (CYW)**
RNAV (GPS) RWY 35
COFFEYVILLE MUNI (CFV)

ASOS
121.275

KANSAS CITY CENTER
128.6 282.325

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climb to 3000 direct ZOMAX and hold.

RNAV (GPS) RWY 35
COFFEYVILLE, KANSAS

Circling RW 4, 22 NA at night. Rwy 35 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -13°C or above 54°C.

CATEGORY
A  B  C  D
LPV DA
1001-1 250 (300-1)
LNAV/VNAV DA
1018-1 267 (300-1)
LNAV MDA
1240-1 489 (500-1) 1240-1 3/8 489 (500-1 3/8)
CIRCLING
1240-1 486 (500-1) 1300-1 1/2 546 (600-1/2) 1500-2 1/2 746 (800-2 1/2)
RNAV (GPS) RWY 17

COMANCHE COUNTY (3K8)

 comenzó a tallar la madera de la casa en el techo, comenzando con el primer piso y trabajando hacia arriba. Se preguntó a sí mismo si seguiría adelante con el proyecto y decidió que sí, ya que creía en la importancia de crear un hogar bien armado. Se sentía cómodo en su casa, sabía que estaba en el lugar correcto, y el techo le proporcionaba un sentido de protección y privacidad.

Los trabajos de construcción continuaron durante varios meses, con el ahogue y el polvo desapareciendo en su camino. El único sonido que se podía escuchar era el crujir de las madera y el zumbido de las herramientas. Se sentía satisfecho con el progreso, aunque no tuvo tiempo para apreciarlo hasta que finalmente se terminó la casa.

Finalmente, la casa estaba lista para ser utilizada. El techo estaba adjunto de lo que había sido una casa en ruinas, y el único cambio que se podía ver era el color de las madera. Se sentía orgulloso de lo que había logrado, y se llevó a cabo en su casa con orgullo y satisfacción. La casa se sentía como una nueva vida para él y conocía que era el lugar en el que quería pasar el resto de su vida.
Baro-VNAV NA when using Pratt altimeter setting. DME/DME RNP-0.3 NA. Rwy 35
Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received,
use Pratt altimeter setting and increase LPV DA to 2554 and LNAV/VNAV DA to 2572 and
all MDA 120 feet; increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats visibility ½
SM, LNAV Cat C visibility ½ SM, and increase Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to
4600 direct DUKRE and hold.
RNAV (GPS) RWY 14
COLUMBUS MUNI (OLU)

Circling NA to Rwy 2 and 20. Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. For inop ALS, increase LPV all Cats visibility to ¾ SM.

MINNEAPOLIS CENTER 128.75 346.3
UNICOM 123.05 (CTAF)
RNAV (GPS) RWY 32
COLUMBUS MUNI (OLU)

Circling NA to Rwy 2 and 20. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSING APPROACH: Climb to 4000 direct CAKFI and hold.

AWOS-3PT 125.525
MINNEAPOLIS CENTER 128.75 346.3
UNICOM 123.05 (CTAF)

Procedure NA for arrivals at Dwell on V6-8 eastbound.

CIRCLING

MISSED APCH FIX

AWOS-3PT

MINNEAPOLIS CENTER

UNICOM

COLUMBUS, NEBRASKA

North America
**RNAV (GPS) RWY 18**

**BLOSSER MUNI (CNK)**

**Category A**
- LPV: 1738-1, 262 (300-1), NA
- LNAV/VNAV: 1776-1, 300 (300-1), NA
- LNAV MDA: 1920-1, 444 (500-1), NA

**Category B**
- Baro-VNAV and VDP NA when using Hebron Muni altimeter setting.

**Category C**
- 4000 NoPT (baro-VNAV) when using Hebron Muni altimeter setting.

**Category D**
- 4000 direct OBITE and hold.

**MISSED APPROACH**: Climb to 4000 direct OBITE and hold.

**RNAV (GPS) RWY 18**

**ASOS**
- 123.825

**KANSAS CITY CENTER**
- 134.9, 363.2

**UNICOM**
- 122.8 (CTAF)

**CONCORDIA, KANSAS**
- Orig-A 08SEP22

**ELEV**
- 1488

**TDZE**
- 1476

**MIRL Rwy 18-36**
- 4000 X 75

**LNAV MDA**
- GP 3.00°, TCH 40

**Baro-VNAV and VDP NA when using Hebron Muni altimeter setting.**

**Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.**

**VGS I and RNAV glidepath not coincident (VGS Angle 3.00/TCH 35).**

**Concordia, Kansas**
- 39°33'N-97°39'W

**Orig-A 08SEP22**

**Rwy 18 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV and VDP NA when using Hebron Muni altimeter setting.**

**Obite**
- 174°

**4 NM Holding Pattern**
- 6000 354° 174°

**1.3 NM to RW18**
- 174° 3200

**1634 ±**
- ADA EAST MOA

**1953 ±**
- ADA WEST MOA
RNAV (GPS) RWY 13

COZAD MUNI (CZD)

Circling NA to Rwy 18 and 36. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all DAs 79 feet and LPV and LNAV/VNAV visibility ¾ mile all Cats, increase all MDAs 80 feet and Circling Cat C visibility ¾ mile. Helicopter visibility reduction below ¾ SM NA.

LXN AWOS-3

COZAD, NEBRASKA

DENVER CENTER

RNAV (GPS) RWY 13

COZAD MUNI (CZD)

TOKKU

DENVER CENTER

UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 13

COZAD MUNI (CZD)

TOKKU

DENVER CENTER

UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 13

COZAD MUNI (CZD)

TOKKU

DENVER CENTER

UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 13

COZAD MUNI (CZD)

TOKKU

DENVER CENTER

UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 13

COZAD MUNI (CZD)

TOKKU

DENVER CENTER

UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 13

COZAD MUNI (CZD)

TOKKU

DENVER CENTER

UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 31
COZAD MUNI (CZD)

Circling NA to Rwys 18 and 36. Rwy 31 helicopter visibility reduction below 3/4 SM NA. Use NA: Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDAs 80 feet, increase LNAV Cat C visibility 1/4 SM and Circling Cat C visibility 1/4 SM.

LNAV MDA
3040-1 539 (600-1)
3040-1 539 (600-1/2)
NA

CIRCLING
3080-1 577 (600-1)
3140-1 637 (700-1/4)
NA

COZAD, NEBRASKA
Amdt 1C 08OCT20

RNP APCH.

MIRL Rwy 13-31

Visual Segment - Obstacles.
Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDAs 80 feet, increase Circling Cat C visibility ¾ SM. Circling NA to Rwy 18 and 36. Rwy 13 helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climb to 4500 then right turn direct OZB VOR and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-13</td>
<td>3140-1</td>
<td>637 (700-1)</td>
<td>3140-1¾</td>
<td>637 (700-1¾)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3140-1</td>
<td>637 (700-1)</td>
<td>3140-1¾</td>
<td>637 (700-1¾)</td>
</tr>
</tbody>
</table>

Amdt 2C 16JUN22
RNAV (GPS) RWY 13
CREIGHTON MUNI (6K3)

Circling NA to Rwy 18 and 36. Baro-VNAV NA. Use Yankton altimeter setting; when not received, use O’Neill altimeter setting; increase LPV DA to 1983 feet, increase LNAV/VNAV DA to 2033 feet and all visibilities ¾ SM; increase all MDA 20 feet.

Procedure NA for arrival on ONL VORTAC airway radials 039 CW 125.

Climb to 4000 direct MISSED APCH FIX.

CTAF 122.9°

MISSED APPROACH:
Climb to 4000 direct KUCKE and hold.

42°28’N-97°53’W
**CREIGHTON MUNI (6K3)**

**RNAV (GPS) RWY 31**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>2026-1½</td>
<td>379 (400-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>2026-1½</td>
<td>379 (400-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2120-1</td>
<td>473 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2160-1</td>
<td>507 (600-1)</td>
<td>2500-1½</td>
<td>847 (900-1½)</td>
</tr>
</tbody>
</table>

**Circling NA to Rwy 18 and 36. Baro-VNAV NA. Use Yankton altimeter setting; when not received, use O'Neill altimeter setting: increase DA to 2033 feet and all visibilities ½ SM; increase all MDA 20 feet.**

**MINNEAPOLIS CENTER**

| CTAFF | 128.0 257.95 |

**CTAF**

| 122.9 |

**YKN AWOS-3**

| 119.05 |

**WABEX**

| 305° |

**DIGCE**

| 305° |

**KUCKE**

| 4000 |

**SAHIW**

| 305° |

**Rwy Idg** 3700

**TDZE** 1647

**Apt Elev** 1653

**RNAV (GPS) RWY 31**

**CREIGHTON, NEBRASKA (6K3)**

| 42°28’N-97°53’W |

**CREIGHTON, NEBRASKA (6K3)**

| Orig-D 25FEB21 |

**WAAS CH 45821 W31A**

| AL-9375 (FAA) 21056 |

**CH 45821 W31A**

| App CRS 305° |

**MISSED APPROACH: Climb to 4000 direct WABEX and hold.**
RNAV (GPS) RWY 17

CRETE MUNI (CEK)

OMAHA APP CON 124.0 270.3

UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 4000 direct CIBAR and via 181° track to VACUS and hold, continue climb-in-hold to 4000.

BARO-VNAV NA, DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting.

Carriers: CRETE MUNI, NEBRASKA

VNAV LNAV CIRCLING

LPV DA 1875-1 375 (400-1) NA
LNAV/VNAV DA 2051-2 551 (600-2) NA
LNAV MDA 2080-1 580 (600-1) NA
CIRCLING 2140-1 640 (700-1) NA

CRATE, NEBRASKA

Amdt 1 31 JUL 08

40°37'N-96°56'W

CRETE, NEBRASKA

AL-6555 (FAA)

2051-2 1500

App CRS 175°

Rwy Idg 4201

UNICOM 122.8 (CTAF)

CRETE MUNI (CEK)

RNAV (GPS) RWY 17

MISA RWY 17 25 NM

LINCOLN LNK

ELEV 1500

TDZE 1500

175° to RW17

VCUS 181°

CARAX 175° to

3100 4000 3100

4.8 NM 6.7 NM

181°

GAMBL (IAF)

3031

(IAF)

1560± RW17 CIBAR

1560± (FAF)

CARAX

1650

1865

1633

LGPS and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

NO-2, 11 JUL 2024 to 05 SEP 2024

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 35
_CRETE MUNI (CEK)_

**OMAHA APP CON** 124.0 270.3

**UNICOM** 122.8 (CTAF)

**ORIGINAL** Orig 31JUL08

**REPLACEMENT** NC-2, 11 JUL 2024 to 05 SEP 2024
VOR/DME RWY 17
CRETE MUNI (CEK)

- **Rwy 17 Straight-in and Circling minimums NA at night. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Helicopter visibility reduction below 1 SM NA.**

**OMAHA APP CON**
124.0 270.3

**UNICOM**
122.8 (CTAF)

**Procedure**

1. **Turn NA**
2. **VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).**
3. **Procedure**
   - **Turn NA**
   - **196° 4.8 NM from FAF**

**ELEV 1500**

**TDZE 1500**

**196° 4.8 NM from FAF**

**HRL Rwy 17-35**

**REIL Rwy 17 and 35**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

- **S-17**
  - 2080-1
  - 580 (600-1)
  - NA

- **CIRCLING**
  - 2140-1
  - 640 (700-1)
  - NA

**CRETE, NEBRASKA**

Amdt 4A 22AUG13

**AL-6555 (FAA)**

92
OMAHA APP CON
124.0  270.3

UNICOM
122.8 (CTAF)

VOR/DME RWY 35
CRETE MUNI (CEK)

Amdt 3C  10MAR11
NC-2, 11 JUL 2024 to 05 SEP 2024

Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction
by helicopters NA.

MISSED APPROACH: Climbing right turn to 3100 via
LNK R-195 to TWINN/LNK 28 DME and hold.
RNAV (GPS) RWY 12
CURTIS MUNI (47V)

**MISSED APPROACH:** Climb to 5000 direct HASEK and hold.

**MCK ASOS:** 119.025
**DENVER CENTER:** 132.7 226.675
**CTAF:** 122.91

**WAAS CH 63036 W12A**
**APP CRS 123°**
**Rwy Idg 3402**
**TDZE 2677**
**Apt Elev 2677**

Baro-VNAV NA. Use McCook altimeter setting; when not received, use North Platte altimeter setting and increase all DA 10 feet and all MDA 20 feet, and increase LNAV/VNAV Cat A and B visibility to 1 ½ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 17, 35 NA.

**ELEV 2677**
**TDZE 2677**

**123° to RW12**

**5000**

**GP 3.00° TCH 40**

**MIRL Rwy 12-30**

**40°38’N-100°28’W**

---

**CURTIS, NEBRASKA**

**AL-10399 (FAA)**

---

**DENVER CENTER**

**132.7**

**226.675**

---

**CTAF**

**122.91**
Baro-VNAV NA. Use McCook altimeter setting; when not received, use North Platte altimeter setting and increase all DA 10 feet and all MDA 20 feet. DME/DME RNP-0.3 NA. Night landing: Rwys 17, 35 NA.

**MISSING APPROACH:** Climb to 5000 direct BLUED and hold.

**MCK ASOS** 119.025

**DENVER CENTER** 132.7 226.675

**CTAF** 122.9
RNAV (GPS) RWY 14
DAVID CITY MUNI (93Y)

OMAHA APP CON
124.0  270.3

CTAF
122.9  

Procedure NA for arrivals at OLU VOR/DME via V71 northwest bound.

RNAV (GPS) RWY 14
DAVID CITY MUNI (93Y)

Missed Approach: Climb to 3500 direct NOYIT and hold.

Category A

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td></td>
<td></td>
<td></td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td></td>
<td></td>
<td></td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td></td>
<td></td>
<td></td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2160-1</td>
<td>2420-1</td>
<td>803 (900-1)</td>
<td>NA</td>
</tr>
</tbody>
</table>

MIRL Rwy 14-32
REIL Rwy 14 and 32
MIRL Rwy 14-32

Amdt 1A 28APR16

NC-2, 11 JUL 2024 to 05 SEP 2024

DAVID CITY, NEBRASKA
Apt Elev 1617
**ILS or LOC RWY 14**

DODGE CITY RGNL (DDC)

---

**For inop ALS, increase S-LOC 14 Cat C/D visibility to 1 SM.**

**MISSED APPROACH:** Climb to 3200 then climbing left turn to 4400 direct DDC VORTAC and hold.

---

**ALTERNATE MISSED APCH FIX**

POKPE

GCK

113.3 GCK

Chan 80

113.3 GCK

Chan 80

356°

2699

2701

2715

2761

2989

3128

3250

356°

DDC 10

Raven Int

Owen Int

WEROM Int

(IF)

DDC 14

VORTAC

DDC 10

Teardrop

Left Turn

GS 3.00°

TCH 40

CATEGORY

A

B

C

D

S-ILS 14

2786-½

200 (200½)

S-LOC 14

2960-½

374 (400½)

2960-½

374 (400½)

C

CIRCLING

3040-1

3080-1

3320-2

3320-2½

444 (500-1)

484 (500-1)

724 (800-2)

724 (800-2½)

---

**DODGE CITY, KANSAS**

Amdt 3B 22APR21

---

**DODGE CITY, KANSAS**

AL-676 (FAA)

---

**ILS or LOC RWY 14**

DODGE CITY RGNL (DDC)

---

**KANSAS CITY CENTER**

125.2 285.425

---

**ASOS**

118.525

---

**UNICOM**

122.7 (CTAF)

---

**ELEV**

2596

---

**MALS**

6329

---

**Rwy Idg**

TDZE

---

**Apt Elev**

2586

---

**MALSR**

2596

---

**NC-2, 11 JUL 2024 to 05 SEP 2024**
RNC 1 W 705403 024° W 5

RWND 2.6 NM to RUDLE

WIDEV (IAF)

JUPNO (IAF)

084° 4600 N oPT

324° 4600 N oPT

UNICOM

122.7 (CTAF)

KANSAS CITY CENTER

125.2 285.425

ASOS

118.525

RW02

3001 A 2775 A 2701

A 2761 RW02

CNIDA

UNICOM

122.7 (CTAF)

JUPNO

3194

RUDLE

2.6 NM to RW02

CIRCLING

LPV DA

2846-1 250 (300-1) NA

LNAV/VNAV DA

2883-1 287 (300-1) NA

LNAV MDA

3180-1 584 (600-1) 3180-13/4 584 (600-13/4) NA

CIRCLING

3180-1 584 (600-1) 3320-2 724 (800-2) NA

MISSED APCH FIX: Climb to 4600 direct HASUN and hold.

⚠️ Rwy 2 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.

RNAV (GPS) RWY 2

DODGE CITY RGNL (DDC)

LOW Altitude Alert:

below -9°C or above 54°C.

uncompensated Baro-VNAV systems, LNAV/VNAV NA

Rwy 2 helicopter visibility reduction below SM NA. For

MISSED APPROACH: Climb to 4600 direct HASUN and hold.

DODGE CITY, KANSAS

AL-676 (FAA)

23278

NC-2, 11 JUL 2024 to 05 SEP 2024

37°46'N-99°58'W

Origin A 05OCT23
**RNAV (GPS) RWY 14**

DODGE CITY RGNL (DDC)

### ASOS

<table>
<thead>
<tr>
<th>Airport</th>
<th>Code</th>
<th>Elevation</th>
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</thead>
<tbody>
<tr>
<td>DODGE CITY, KANSAS</td>
<td>118.525</td>
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</table>

### KANSAS CITY CENTER

<table>
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<th>Code</th>
<th>Elevation</th>
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<tbody>
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<td>125.2 285.425</td>
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### UNICOM

<table>
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**WAAS**

<table>
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<tr>
<th>CH 65609</th>
<th>APP CRS</th>
<th>TDZE</th>
<th>TDZE</th>
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</thead>
<tbody>
<tr>
<td>W14A</td>
<td>146°</td>
<td>2586</td>
<td></td>
</tr>
</tbody>
</table>

**Amdt 1B 17AUG17**

**DME/DME RNP-0.3 NA.** For uncompensated Baro-VNAV systems, RNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).

For inop ALS, increase LPV all Cats visibility to 1/2 SM and RNAV/VNAV all Cats visibility to 1/2 SM.

---

**MALSR**

**MISSING APPROACH:** Climb to 4600 direct CORKU and hold.

---

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>2836-1/2</td>
<td>250 (300-1/2)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>2991-1</td>
<td>405 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>3020-1/2</td>
<td>434 (500-1/2)</td>
<td>3020-3/4</td>
<td>434 (500-3/4)</td>
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**CIRCLING**

<table>
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<tr>
<th></th>
<th>3040-1</th>
<th>3080-1</th>
<th>3320-2</th>
<th>3320-2 1/4</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>444 (500-1)</td>
<td>484 (500-1)</td>
<td>724 (800-2)</td>
<td>724 (800-2 1/4)</td>
</tr>
</tbody>
</table>

**Holding Pattern**

5 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 55).

**CORKU*** LNAV only

**MALSR**

**MISSING APPROACH FIX**

CORKU 146° 5 NM
RNAV (GPS) RWY 20
DODGE CITY RGNL (DDC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.

MISSED APPROACH: Climb to 4600 direct TUROE and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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<tbody>
<tr>
<td>A</td>
<td>2842-1</td>
<td>2842-1</td>
<td>2920-1</td>
<td>3040-1</td>
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<tr>
<td>B</td>
<td>250 (300-1)</td>
<td>250 (300-1)</td>
<td>328 (400-1)</td>
<td>444 (500-1)</td>
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<tr>
<td>C</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>3080-1</td>
</tr>
<tr>
<td>D</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>3320-2</td>
</tr>
</tbody>
</table>

DODGE CITY, KANSAS
Orig A 05OCT23

37°46'N-99°58'W
MISSED APPROACH: Climb to 4200 then left turn direct DDC VORTAC and hold.
RNAV (GPS) RWY 4

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Colonel James Jabara altimeter setting and increase all DA 51 feet and all MDA 60 feet. Baro-VNAV NA when using Colonel James Jabara altimeter setting.

AWOS-3P 120.875
WICHITA APP CON 134.8 269.1
UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 15
EL DORADO/CAPT JACK THOMAS MEML (EQA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 15 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Colonel James Jabara altimeter setting and increase all DA 51 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Colonel James Jabara altimeter setting.

Procedure NA for arrivals at UBWK on V354 northbound and V132 eastbound.

Procedure NA for arrivals at INDIC on V12 southwest bound.

MISSED APCH FIX
UBWIK

HDG 154°
DIST 4 NM

MISSED APPROACH:
Climb to 3100 direct BSHWD and hold.

AWOS-3P
120.875

WICHITA APP CON
134.8 269.1

UNICOM
122.8 (CTAF)

EL DORADO/CAPT JACK THOMAS MEML (EQA)

Amdt 1B 06OCT22

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 22
EL DORADO/CAPT JACK THOMAS MEML (EQA)

For uncompensated Baro VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Colonel James Jabara altimeter setting and increase all DA 51 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/2 mile. Baro-VNAV and VDP NA when using Colonel James Jabara altimeter setting.

MISSED APPROACH:
Climb to 3000 direct CERVK and hold.

AWOS-3P
120.875

WICHITA APP CON
134.8 269.1

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at LASKI on V12 southwest bound.

Procedure NA for arrivals at UBWIK on V354 northbound.

CIRCLING
1900-1 521 (600-1)
1960-1 581 (600-1)

HIRL Rwys 4-22 and 15-33
RNAV (GPS) RWY 33

EL DORADO/CAPT JACK THOMAS MEML (EQA)

AWOS-3P 120.875
WICHITA APP CON 134.8 269.1
UNICOM 122.8 (CTAF)

MISSED APCH FIX

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Colonel James Jabara altimeter setting and increase all DA 51 feet and all MDA 60 feet. Baro-VNAV and VDP NA when using Colonel James Jabara altimeter setting.

Procedure NA for arrivals at OBDAW on V354 northbound and V350 eastbound.

Procedure NA for arrivals at CAWBU on V73 northwest bound.

MISSED APPROACH: Climb to 3100 direct GOPHR and hold.

* LNAV only.

154° 3100 Holding Pattern

GP 3.00° TCH 40

CATEGORY

DA

1579-1

200 (200-1)

NA

LNAV/VNAV

1629-1

250 (300-1)

NA

LNAV MDA

1760-1

381 (400-1)

NA

CIRCLING

1820-1

441 (500-1)

1960-1

581 (600-1)

NA
RNAV (GPS) RWY 4
ELKHART-MORTON COUNTY (EHA)

MISSED APPROACH: Climb to 6000 direct SUMTE and hold.

Rwy 4 helicopter visibility reduction below 3/4 SM NA.

AWOS-3P 118.025
KANSAS CITY CENTER 134.0 257.625
UNICOM 122.8 (CTAF)

ELKHART, KANSAS
Amdt 1C 07OCT21

37°00'N-101°53'W

NC-2, 11 JUL 2024 to 05 SEP 2024
NC-2, 11 JUL 2024 to 05 SEP 2024
NC-2, 11 JUL 2024 to 05 SEP 2024
MISSED APPROACH: Climb to 6000 direct JEDLI and hold.

- Rwy 17 helicopter visibility reduction below 3/4 SM NA.
- Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LN ADV MDA</td>
<td>4240-1</td>
<td>621 (700-1)</td>
<td>4240-1 3/4</td>
<td>621 (700-1 1/4)</td>
</tr>
</tbody>
</table>

**AL-6681 (FAA)**

ELKHART, KANSAS

RNAV (GPS) RWY 17

ELKHART-MORTON COUNTY (EHA)

Amdt 1C 07OCT21

37°00'N-101°53'W

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 22
ELKHART-MORTON COUNTY (EHA)

AWOS-3P 118.025
KANSAS CITY CENTER 134.0 257.625
UNICOM 122.8 (CTAF)

Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6000 direct RIGGO and hold.

APP CRS 221°
Rwy Idg 4900
TDZE 3615
Apt Elev 3622

RNAV (GPS) RWY 22
ELKHART-MORTON COUNTY (EHA)

AWOS-3P 118.025
KANSAS CITY CENTER 134.0 257.625
UNICOM 122.8 (CTAF)

Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6000 direct RIGGO and hold.

APP CRS 221°
Rwy Idg 4900
TDZE 3615
Apt Elev 3622

RNAV (GPS) RWY 22
ELKHART-MORTON COUNTY (EHA)

AWOS-3P 118.025
KANSAS CITY CENTER 134.0 257.625
UNICOM 122.8 (CTAF)

Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6000 direct RIGGO and hold.

APP CRS 221°
Rwy Idg 4900
TDZE 3615
Apt Elev 3622

RNAV (GPS) RWY 22
ELKHART-MORTON COUNTY (EHA)

AWOS-3P 118.025
KANSAS CITY CENTER 134.0 257.625
UNICOM 122.8 (CTAF)

Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6000 direct RIGGO and hold.

APP CRS 221°
Rwy Idg 4900
TDZE 3615
Apt Elev 3622

RNAV (GPS) RWY 22
ELKHART-MORTON COUNTY (EHA)

AWOS-3P 118.025
KANSAS CITY CENTER 134.0 257.625
UNICOM 122.8 (CTAF)

Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6000 direct RIGGO and hold.

APP CRS 221°
Rwy Idg 4900
TDZE 3615
Apt Elev 3622

RNAV (GPS) RWY 22
ELKHART-MORTON COUNTY (EHA)

AWOS-3P 118.025
KANSAS CITY CENTER 134.0 257.625
UNICOM 122.8 (CTAF)

Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6000 direct RIGGO and hold.
RNAV (GPS) RWY 35
ELKHART-MORTON COUNTY (EHA)

MISSED APPROACH: Climb to 6000 direct TOPOC and hold.

MIRL Rwys 4-22 and 17-35

AWOS-3P 118.025
KANSAS CITY CENTER 134.0 257.625
UNICOM 122.8 (CTAF)

MISSING APCH FIX
5 NM

ELEV 3622
TDZEE 3619

MRL Rwys 4-22 and 17-35

30 NM to ALOYI

262°

6000

ALOYI

30 NM to EKUGE

262°

6000

EKUGE

HOLD 14000

5 NM

RW35

352°

TOPOC

6000

OCENA

352°

5300

JEDLI

352°

5300

GP 3.0°

TCH 44

5.1 NM

6.1 NM

MISSED APCH FIX

30 NM to ALOYI

352°

TOPOC

6000

ALOYI

6000

EKUGE

HOLD 14000

5 NM

RW35

352°

TOPOC

6000

OCENA

352°

5300

JEDLI

352°

5300

GP 3.0°

TCH 44

5.1 NM

6.1 NM

MISSED APCH FIX

30 NM to ALOYI

352°

TOPOC

6000

ALOYI

6000

EKUGE

HOLD 14000

5 NM

RW35

352°

TOPOC

6000

OCENA

352°

5300

JEDLI

352°

5300

GP 3.0°

TCH 44

5.1 NM

6.1 NM

MISSED APCH FIX

30 NM to ALOYI

352°

TOPOC

6000

ALOYI

6000

EKUGE

HOLD 14000

5 NM

RW35

352°

TOPOC

6000

OCENA

352°

5300

JEDLI

352°

5300

GP 3.0°

TCH 44

5.1 NM

6.1 NM

MISSED APCH FIX

30 NM to ALOYI

352°

TOPOC

6000

ALOYI

6000

EKUGE

HOLD 14000

5 NM

RW35

352°

TOPOC

6000

OCENA

352°

5300

JEDLI

352°

5300

GP 3.0°

TCH 44

5.1 NM

6.1 NM

MISSED APCH FIX

30 NM to ALOYI

352°

TOPOC

6000

ALOYI

6000

EKUGE

HOLD 14000

5 NM

RW35

352°

TOPOC

6000

OCENA

352°

5300

JEDLI

352°

5300

GP 3.0°

TCH 44

5.1 NM

6.1 NM

MISSED APCH FIX

30 NM to ALOYI

352°

TOPOC

6000

ALOYI

6000

EKUGE

HOLD 14000

5 NM

RW35

352°

TOPOC

6000

OCENA

352°

5300

JEDLI

352°

5300

GP 3.0°

TCH 44

5.1 NM

6.1 NM

MISSED APCH FIX

30 NM to ALOYI

352°

TOPOC

6000

ALOYI

6000
RNAV (GPS) RWY 17
ELLSWORTH MUNI (9K7)

- **Category:** LPV DA
  - 1833-1 200 (200-1)
- **RNAV/VNAV Category:** NA
- **RNAV MDA:** 2000-1 367 (400-1)
- **Circling Category:** 2200-1 567 (600-1) 2540-2 3/4 907 (1000-2 3/4)

**AWOS-3PT:** 119.675
**KANSAS CITY CENTER:** 134.9 363.2
**UNICOM:** 122.7 (CTAF)

**MISS APPROACH:** Climbing to 3300 direct VIKCE and hold.

**Circling NA to Rwy 13 and 31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.**
RNAV (GPS) RWY 35
ELLSWORTH MUNI (9K7)

RNP AHC - GPS.

Circling NA to Rwy 13 and 31. Rwy 35 helicopter visibility reduction below 3/4 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

**MISSED APPROACH:** Climb to 3300 direct AFLIH and hold.

**AWOS-3PT** 119.675

**KANSAS CITY CENTER** 134.9 363.2

**UNICOM** 122.7 (CTAF)

**RMSA RW35 25 NM**

**ELEV 1633**

**TDZE 1621**

**MIRL Rwy 17-35**

**REIL Rwy 17 and 35**

**RP 3601A**

**BISON MOA**

**SMOKY MOA**

**NC-2, 11 JUL 2024 to 05 SEP 2024**

**LNAV MDA**

**LPV DA**

**LNAV/ VNAV DA**

**LNAV MDA**

**CIRCLING**

**CATEGORY**

**A**

**B**

**C**

**D**

**38°45’N-98°14’W**

**ELLSWORTH, KANSAS**

**Orig 29DEC22**

**38°45’S-98°14’W**

**ELLSWORTH MUNI (9K7)**

**RNAV (GPS) RWY 35**

**ELEV 1633**

**TDZE 1621**

**AWOS-3PT** 119.675

**KANSAS CITY CENTER** 134.9 363.2

**UNICOM** 122.7 (CTAF)

**RMSA RW35 25 NM**

**ELEV 1633**

**TDZE 1621**

**MIRL Rwy 17-35**

**REIL Rwy 17 and 35**

**NC-2, 11 JUL 2024 to 05 SEP 2024**

**LNAV MDA**

**LPV DA**

**LNAV/ VNAV DA**

**LNAV MDA**

**CIRCLING**

**CATEGORY**

**A**

**B**

**C**

**D**

**38°45’S-98°14’W**

**ELLSWORTH, KANSAS**

**Orig 29DEC22**
MISSED APPROACH: Climb to 3200 direct OVVOD and hold.

RNAV (GPS) Rwy 19

Emporia Muni (EMP)

Circling NA to Rwy 6 and 24.

APP CRS
187°

Rwy Idg
TDZE
Apt Elev
5005
1208
1208

ELEV
1208

UNICOM
122.8 (CTAF)

ASOS
126.125

KANSAS CITY CENTER
127.725 270.25

EMPIRIA, KANSAS
Orig-C 21APR22

23222

RNAV (GPS) RWY 19

Emporia Muni (EMP)

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 37).

NORTH 117

LNAV MDA
1560-1 352 (400-1)

CIRCLING
1660-1 452 (500-1)

38°20'N-96°11'W

097°

6.2 NM to QWAKI (IF)

1565

30 NM to QWAKI

15 NM to QWAKI

117

MISSED APPROACH: Climbing right turn to 3000 direct EMP VORTAC and hold, continue climb-in-hold to 3000.
**RNAV (GPS) RWY 18**

**LT WILLIAM M MILLIKEN (13K)**

**AWOS-3PT**

<table>
<thead>
<tr>
<th>App CRS</th>
<th>189°</th>
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<tbody>
<tr>
<td>Rw y Idg</td>
<td>3504</td>
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<tr>
<td>TDZE</td>
<td>1207</td>
</tr>
<tr>
<td>Apt Elev</td>
<td>1208</td>
</tr>
</tbody>
</table>

**RNP APCH - GPS**

- **MISSED APCH FIX**
  - **KANEY**
    - 009°
    - 189°
    - 4 NM
  
- **MISSING**
  - Climb to 3200 direct KANEY and hold.

**KANSAS CITY CENTER**

<table>
<thead>
<tr>
<th>App CRS</th>
<th>189°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rw y Idg</td>
<td>3504</td>
</tr>
<tr>
<td>TDZE</td>
<td>1207</td>
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<td>Apt Elev</td>
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**AWOS-3PT**

<table>
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<tr>
<th>AWOS-3PT</th>
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<tbody>
<tr>
<td>KANSAS CITY CENTER</td>
<td>120.2 323.2</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 18**

- **LNAV MDA**: 1600-1
  - 393 (400-1)
  - 393 (400-1)
- **CIRCLING**: 1640-1
  - 432 (500-1)
  - 452 (500-1)
  - 2060-2½
  - 852 (900-2½)

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LNAV MDA</td>
<td>1600-1</td>
<td>393</td>
<td>1600-1</td>
<td>432</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1640-1</td>
<td>432</td>
<td>1660-1</td>
<td>452</td>
</tr>
</tbody>
</table>

**MISSED APPROACH FIX**

- Climb to 3200 direct KANEY and hold.

**EMPERIA**

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1208</td>
<td>1207</td>
</tr>
</tbody>
</table>

**NC-2, 11 JUL 2024 to 05 SEP 2024**

**EUREKA, KANSAS**

**Amdt 1 16MAY24**

37°51'N-96°18'W
Circling NA to Rwys 8 and 26. When local altimeter setting not received, use Emporia altimeter setting: increase all MDAs 80 feet and S-18 Cat C visibility 1/4 SM, Circling Cat C visibility 1/8 SM.

**MISSING APPROACH**: Climb to 2100 then climbing left turn to 3100 on EMP R-187 to EUREK/21.3 DME and hold.

**AWOS-3PT**
120.975

**KANSAS CITY CENTER**
120.2 323.2

**UNICOM**
122.8 (CTAF)

**MISSED APPROACH**: Climb to 2100 then climbing left turn to 3100 on EMP R-187 to EUREK/21.3 DME and hold.
### RNAV (GPS) RWY 17

**FAIRBURY MUNI (FBY)**

- **App CRS**: 174°
- **IDG**: 174°
- **Elev**: 1479
- **TDZE**: 3700

#### CATEGORY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1775-1</td>
<td>296 (300-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1880-1</td>
<td>401 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1960-1</td>
<td>481 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**MISS APPR**: Climb to 3600 direct IDECI and hold.

**MINNEAPOLIS CENTER**
- **CH**: 122.7 (CTAF)
- **ELEV**: 317.7
- **TDZE**: 126.4

**FAIRBURY MUNI**
- **CH**: 118.525
- **ELEV**: 1479
- **TDZE**: 3700

**WAAS**
- **CH**: 77608
- **ELEV**: 1479

**APPROACH**

- **MINNEAPOLIS CENTER**
- **FAIRBURY MUNI**

**IAP**

- **IDECl**: 354°
- **DITRY**: 354°

**TACAN**

- **DITRY**: 2060°
- **ROMGE**: 2060°

**RNAV (GPS) RWY 17**

- **MISSED APPROACH**
  - Climb to 3600 direct IDECI and hold.

**DME/DME RNP 0.3 NA**
- Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1798 feet and all visibilities 1/2 mile; increase all MDA 40 feet. Circling NA to Rwy 11 and 29.

**Holding Pattern**
- 354° 174°

**Unicom**
- **Holding Pattern**: 122.7

**FAIRBURY, NEBRASKA**

Orig: 28 MAY 15

121
FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

APP CRS
354°

TDZE 1477
Apt Elev 1479

ELEV 1479

MINNEAPOLIS CENTER
126.4 317.7

UNICOM
122.7 (CTAF)

HIJ AWOS:3 118.525

FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

RNP APCH.

Use Hebron altimeter setting; when not received, use Beatrice altimeter setting:
- Increase LPV DA to 1796 feet and all visibilities ½ SM; increase all MDAs 40 feet.
- Circling NA to Rwys 11 and 29.

MISSED APCH FIX

4 NM 174° GADWY

LINCOLN MOA

RW35
1600
3000
1894
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
265° (5)
84° (5.1)
354° (2)
084° (5)

FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

RNP APCH.

Use Hebron altimeter setting; when not received, use Beatrice altimeter setting:
- Increase LPV DA to 1796 feet and all visibilities ½ SM; increase all MDAs 40 feet.
- Circling NA to Rwys 11 and 29.

MISSED APCH FIX

4 NM 174° GADWY

LINCOLN MOA

RW35
1600
3000
1894
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
265° (5)
84° (5.1)
354° (2)
084° (5)

FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

RNP APCH.

Use Hebron altimeter setting; when not received, use Beatrice altimeter setting:
- Increase LPV DA to 1796 feet and all visibilities ½ SM; increase all MDAs 40 feet.
- Circling NA to Rwys 11 and 29.

MISSED APCH FIX

4 NM 174° GADWY

LINCOLN MOA

RW35
1600
3000
1894
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
265° (5)
84° (5.1)
354° (2)
084° (5)

FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

RNP APCH.

Use Hebron altimeter setting; when not received, use Beatrice altimeter setting:
- Increase LPV DA to 1796 feet and all visibilities ½ SM; increase all MDAs 40 feet.
- Circling NA to Rwys 11 and 29.

MISSED APCH FIX

4 NM 174° GADWY

LINCOLN MOA

RW35
1600
3000
1894
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
265° (5)
84° (5.1)
354° (2)
084° (5)

FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

RNP APCH.

Use Hebron altimeter setting; when not received, use Beatrice altimeter setting:
- Increase LPV DA to 1796 feet and all visibilities ½ SM; increase all MDAs 40 feet.
- Circling NA to Rwys 11 and 29.

MISSED APCH FIX

4 NM 174° GADWY

LINCOLN MOA

RW35
1600
3000
1894
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
265° (5)
84° (5.1)
354° (2)
084° (5)

FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

RNP APCH.

Use Hebron altimeter setting; when not received, use Beatrice altimeter setting:
- Increase LPV DA to 1796 feet and all visibilities ½ SM; increase all MDAs 40 feet.
- Circling NA to Rwys 11 and 29.

MISSED APCH FIX

4 NM 174° GADWY

LINCOLN MOA

RW35
1600
3000
1894
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
265° (5)
84° (5.1)
354° (2)
084° (5)

FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

RNP APCH.

Use Hebron altimeter setting; when not received, use Beatrice altimeter setting:
- Increase LPV DA to 1796 feet and all visibilities ½ SM; increase all MDAs 40 feet.
- Circling NA to Rwys 11 and 29.

MISSED APCH FIX

4 NM 174° GADWY

LINCOLN MOA

RW35
1600
3000
1894
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
265° (5)
84° (5.1)
354° (2)
084° (5)

FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

RNP APCH.

Use Hebron altimeter setting; when not received, use Beatrice altimeter setting:
- Increase LPV DA to 1796 feet and all visibilities ½ SM; increase all MDAs 40 feet.
- Circling NA to Rwys 11 and 29.

MISSED APCH FIX

4 NM 174° GADWY

LINCOLN MOA

RW35
1600
3000
1894
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
265° (5)
84° (5.1)
354° (2)
084° (5)

FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

RNP APCH.

Use Hebron altimeter setting; when not received, use Beatrice altimeter setting:
- Increase LPV DA to 1796 feet and all visibilities ½ SM; increase all MDAs 40 feet.
- Circling NA to Rwys 11 and 29.

MISSED APCH FIX

4 NM 174° GADWY

LINCOLN MOA

RW35
1600
3000
1894
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
265° (5)
84° (5.1)
354° (2)
084° (5)

FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

RNP APCH.

Use Hebron altimeter setting; when not received, use Beatrice altimeter setting:
- Increase LPV DA to 1796 feet and all visibilities ½ SM; increase all MDAs 40 feet.
- Circling NA to Rwys 11 and 29.

MISSED APCH FIX

4 NM 174° GADWY

LINCOLN MOA

RW35
1600
3000
1894
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
265° (5)
84° (5.1)
354° (2)
084° (5)

FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

RNP APCH.

Use Hebron altimeter setting; when not received, use Beatrice altimeter setting:
- Increase LPV DA to 1796 feet and all visibilities ½ SM; increase all MDAs 40 feet.
- Circling NA to Rwys 11 and 29.

MISSED APCH FIX

4 NM 174° GADWY

LINCOLN MOA

RW35
1600
3000
1894
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
265° (5)
84° (5.1)
354° (2)
084° (5)

FAIRBURY, NEBRASKA

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

RNP APCH.

Use Hebron altimeter setting; when not received, use Beatrice altimeter setting:
- Increase LPV DA to 1796 feet and all visibilities ½ SM; increase all MDAs 40 feet.
- Circling NA to Rwys 11 and 29.

MISSED APCH FIX

4 NM 174° GADWY

LINCOLN MOA

RW35
1600
3000
1894
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
3600 NPT
265° (5)
84° (5.1)
354° (2)
084° (5)
Use Hebron altimeter setting; when not received, use Beatrice altimeter setting and increase all MDAs 40 feet. Circling NA to Rwy 11 and 29.

**MISSED APPROACH:** Climbing left turn to 3600 via FBY bearing 006° to BLOON INT and hold.

---

### Diagram Details

**NDB-A**

- **FAIRBURY MUNI (FBY)**
- **ELEV 1479**
- **APR CRS 186°**

**APM CRS 186°**

- **TDZE**
- **Apt Elev**

**Use Hebron altimeter setting; when not received, use Beatrice altimeter setting and increase all MDAs 40 feet. Circling NA to Rwy 11 and 29.**

**MISSED APPROACH:** Climbing left turn to 3600 via FBY bearing 006° to BLOON INT and hold.

- **HJH AWOS-3**
- **118.525**

- **MINNEAPOLIS CENTER**
- **126.4 317.7**

- **UNICOM**
- **122.7 (CTAF)**

---

**FAIRBURY, NEBRASKA**

**AL-6491 (FAA)**

**NDB FBY**

- **293**

**APP CRS**

- **186°**

**Rwy Idg**

- **TDZE**

**Apt Elev**

- **1479**

**NC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 17
FAIRMONT STATE (FMZ)

Amdt 1A  03JAN19
NC-2, 11 JUL 2024 to 05 SEP 2024

FAIRMONT, NEBRASKA
AML 1A 03JAN19
40°35’N-97°34’W

RNAV (GPS) RWY 17
FAIRMONT STATE (FMZ)

MISSED APCH FIX

WP 119.4  CTAF 122.9

MINNEAPOLIS CENTER
124.175

CTAF

278.8

FAIRMONT AWOS-3

JYR AWOS-3

124.175

CTAF

4000 direct UNITE and hold.

MISSED APPROACH: Climb to 4000 direct UNITE and hold.

CIRCLING

10000

173°

CELA

173°

353°

10000

4000

173°

FAIRMONT STATE

LNAV MDA

2240-1 604 (700-1) NA

LNAV/ VNAV DA

2043-1 407 (500-1½) NA

GP 3.00°

TCH 40

4.7 NM

4.1 NM

6.1 NM

CATEGORY

LPV DA

1934-1 298 (300-1) NA

LNAV VNAV DA

2043-1 407 (500-1½) NA

LNAV MDA

2240-1 604 (700-1) NA

CIRCLING

2240-1 604 (700-1) NA

MIRL Rwy 17-35

10000

4000

173°

353°

FAIRMONT, NEBRASKA

40°35’N-97°34’W

RNAV (GPS) RWY 17

FAIRMONT STATE (FMZ)

40°35’N-97°34’W

LNAV MDA

2240-1 604 (700-1) NA

CIRCLING

2240-1 604 (700-1) NA

MIRL Rwy 17-35

10000

4000

173°

353°

FAIRMONT, NEBRASKA

40°35’N-97°34’W

RNAV (GPS) RWY 17

FAIRMONT STATE (FMZ)

40°35’N-97°34’W

LNAV MDA

2240-1 604 (700-1) NA

CIRCLING

2240-1 604 (700-1) NA

MIRL Rwy 17-35

10000

4000

173°

353°

FAIRMONT, NEBRASKA

40°35’N-97°34’W

RNAV (GPS) RWY 17

FAIRMONT STATE (FMZ)

40°35’N-97°34’W

LNAV MDA

2240-1 604 (700-1) NA

CIRCLING

2240-1 604 (700-1) NA

MIRL Rwy 17-35

10000

4000

173°

353°

FAIRMONT, NEBRASKA

40°35’N-97°34’W

RNAV (GPS) RWY 17

FAIRMONT STATE (FMZ)

40°35’N-97°34’W

LNAV MDA

2240-1 604 (700-1) NA

CIRCLING

2240-1 604 (700-1) NA

MIRL Rwy 17-35

10000

4000

173°

353°

FAIRMONT, NEBRASKA

40°35’N-97°34’W

RNAV (GPS) RWY 17

FAIRMONT STATE (FMZ)

40°35’N-97°34’W

LNAV MDA

2240-1 604 (700-1) NA

CIRCLING

2240-1 604 (700-1) NA

MIRL Rwy 17-35

10000

4000

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FAIRMONT, NEBRASKA

40°35’N-97°34’W

RNAV (GPS) RWY 17

FAIRMONT STATE (FMZ)

40°35’N-97°34’W

LNAV MDA

2240-1 604 (700-1) NA

CIRCLING

2240-1 604 (700-1) NA

MIRL Rwy 17-35

10000

4000

173°

353°

FAIRMONT, NEBRASKA

40°35’N-97°34’W

RNAV (GPS) RWY 17

FAIRMONT STATE (FMZ)

40°35’N-97°34’W

LNAV MDA

2240-1 604 (700-1) NA

CIRCLING

2240-1 604 (700-1) NA

MIRL Rwy 17-35

10000

4000

173°

353°

FAIRMONT, NEBRASKA

40°35’N-97°34’W

RNAV (GPS) RWY 17

FAIRMONT STATE (FMZ)

40°35’N-97°34’W

LNAV MDA

2240-1 604 (700-1) NA

CIRCLING

2240-1 604 (700-1) NA

MIRL Rwy 17-35

10000

4000

173°

353°

FAIRMONT, NEBRASKA

40°35’N-97°34’W

RNAV (GPS) RWY 17

FAIRMONT STATE (FMZ)

40°35’N-97°34’W

LNAV MDA

2240-1 604 (700-1) NA

CIRCLING

2240-1 604 (700-1) NA

MIRL Rwy 17-35

10000

4000

173°

353°

FAIRMONT, NEBRASKA

40°35’N-97°34’W

RNAV (GPS) RWY 17

FAIRMONT STATE (FMZ)

40°35’N-97°34’W

LNAV MDA

2240-1 604 (700-1) NA

CIRCLING

2240-1 604 (700-1) NA

MIRL Rwy 17-35
MISSED APPROACH: Climb to 4000 direct CELTA and hold.

MISSED APCH FIX

4 NM

353°

CELTA

FAIRMONT, NEBRASKA

JYR AWOS-3

124.175

MINNEAPOLIS CENTER

119.4  278.8

CTAF

122.9

ELEV 1636

TDZE 1636

40°35'N-97°34'W

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

MISSED APCH FIX

4 NM

353°

CELTA

FAIRMONT, NEBRASKA

JYR AWOS-3

124.175

MINNEAPOLIS CENTER

119.4  278.8

CTAF

122.9

ELEV 1636

TDZE 1636

40°35'N-97°34'W

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

Circling to Rwy 12, 30 NA at night. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.
Circling Rwy 12, 30 NA at night. Use York altimeter setting, when not received use Hebron altimeter setting and increase all MDA 40 feet.

Procedure NA for arrival on HSI VOR/DME airway radials 037 CW 096.

Procedure NA for arrival on LNK VORTAC airway radials 190 CW 258.

MISSED APPROACH: Climb to 3200 then left turn direct FMZ NDB and hold.

Procedure NA for arrival on LNK VORTAC airway radials 190 CW 258.

Procedure NA for arrival on HSI VOR/DME airway radials 037 CW 096.

Use York altimeter setting, when not received use Hebron altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3200 then left turn direct FMZ NDB and hold.

Circling Rwy 12, 30 NA at night. Use York altimeter setting, when not received use Hebron altimeter setting and increase all MDA 40 feet.

Procedure NA for arrival on HSI VOR/DME airway radials 037 CW 096.

Procedure NA for arrival on LNK VORTAC airway radials 190 CW 258.

MISSED APPROACH: Climb to 3200 then left turn direct FMZ NDB and hold.

Use York altimeter setting, when not received use Hebron altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3200 then left turn direct FMZ NDB and hold.
Circling Rwy 12, 30 NA at night. Use York altimeter setting, when not received use Hebron altimeter setting and increase all MDA 40 feet and Circling Cat A visibility ½ SM.

MISSED APPROACH: Climb to 3200 then right turn direct FMZ NDB and hold.

Procedure NA for arrival on HSI VOR/DME airway radials 037 CW 096.

Procedure NA for arrival on LNK VORTAC airway radials 190 CW 258.

CATEGORY | A | B | C | D
---|---|---|---|---
S-35 | 2420-1 784 (800-1) | 2420-1 784 (800-1) | NA | NA
CIRCLING | 2420-1 784 (800-1) | 2420-1 784 (800-1) | NA | NA
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nebraska City altimeter setting and increase all DA 104 feet and increase all MDA 120 feet. VDP NA when using Nebraska City altimeter setting. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Nebraska City altimeter setting.

MISSED APPROACH: Climb to 3000 direct USACE and hold.
RNAV (GPS) RWY 33
BRENNER FLD (FNB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Nebraska City altimeter setting. When local altimeter not received, use Nebraska City altimeter setting and increase all DA 104 feet and all MDA 120 feet.

**MISSED APPROACH:** Climb to 3000 direct COVUT and hold.

**ASOS**
119.275

**ST JOSEPH APP CON**
120.35 360.8

**UNICOM**
122.8 (CTAF)

**NA**

**ELEV**
984

**TDZE**
984

**MIRL Rwy 15-33**

**REIL Rwy 15 and 33**

**COVUT**

**3000**

**ZIGNI**
1.6 NM to RW33

**TAYUG**

**FWZD 40°05'N-95°36'W**

**Amdt 2 11DEC14**

**NC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 16
SHERMAN AAF (FLV)

MCI ASOS 128.375  KANSAS CITY APP CON 124.7 284.7  CTAF 126.2

Circling NA west of Rwy 16-34. Procedure NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA. Use Kansas City Intl altimeter setting.

HOLD 14000 ft 3000 ft

4 NM Holding Pattern

VGS and descent angles not coincident (VGS Angle 3.00/TCH 40).

 CATEGORY   A       B         C         D
 LNAV MDA    1520-1  1520-1½  1520-2   NA
            749 (800-1) 749 (800-1½) 749 (800-2)  NA

 CIRCLING    1520-1  1520-1½  1520-2½  NA
            749 (800-1) 749 (800-1½) 749 (800-2½) NA
Circling NA west of Rwy 16-34. Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct KORSE and hold.
FORT LEAVENWORTH, KANSAS
AL-152 (FAA)
24081

VOR-A
SHERMAN AAF (FLV)

DME required:

Procedure NA at night. Circling NA west of Rwy 16-34.
Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 on heading 340° and MCI R-309 to BOWLR and hold.

FORT LEAVENWORTH, KANSAS
Orig-C 07OCT21
39°22'N-94°55'W

VORTAC MCI
113.25
Chan 79(Y)

APP CRS
296°

Rwy Idg
TDZE
N/A
N/A

Apt Elev
771
N/A

MCI ASOS
128.375

KANSAS CITY APP CON
124.7 284.7

CTAF
126.2

ELEV 771

HIRL Rwy 16-34

 CATEGORY
A
B
C
D

CIRCLING
1460-1 689 (700-1)

1500-2 729 (800-2)

1640-2 869 (900-2)

3000
MCI  R-309

BOWLR

MCI 9.3

NONYI

MCI 5

ZANDO

MCI 5

MCI VORTAC

309°

3000

4000

2400

296°

2400

4.3 NM

5 NM

KANSAS CITY
113.25
MCI

Chan 79(Y)

IF/IAF

KANSAS CITY

113.25

MCI

Chan 79(Y)

NC-2, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 155° to 1700 before turning southwest, thence... climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 34: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF9.CATTS): From over MCI VORTAC on MCI R-266 to CATTS.

ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

CHIEF NINE DEPARTURE
(ChIEF9.MCI) 05OCT23
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 155° to 1700 before turning southwest, thence. . . .
. . . .climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000
or as assigned by ATC, expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 34: Climb on assigned heading for RADAR vectors to appropriate route.
Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKE5.COU): From over MCI VORTAC on MCI R-107 to ANX
VORTAC, then on ANX R-088 and COU R-292 to COU VOR/DME.

FRANC TRANSITION (LAKE5.FRANC): From over MCI VORTAC on MCI R-107 to ANX
VORTAC, then on ANX R-088 to FRANC.

SPINNER TRANSITION (LAKE5.SPI): From over MCI VORTAC on MCI R-075 and SPI R-265
to TWAIN, then on SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKE5.TWAIN): From over MCI VORTAC on MCI R-075 and SPI R-265
to TWAIN.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 155° to 1700 before turning southwest, thence... . . .climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 34: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER8.DOSOA): From over MCI VORTAC on MCI R-190 to DOSOA.

SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 16:** Climb on heading 155° to 1700 before turning southwest, thence . . .

. . . .climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

**TAKEOFF RUNWAY 34:** Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

**ARENZ TRANSITION (ROYAL1.ARENZ):** From over MCI VORTAC on MCI R-039 to ARENZ.

**BODYN TRANSITION (ROYAL1.BODYN):** From over MCI VORTAC on MCI R-039 to ARENZ, then on STJ R-071 to BODYN.

**TONCE TRANSITION (ROYAL1.TONCE):** From over MCI VORTAC on MCI R-360 to TONCE.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 155° to 1700 before turning southwest, thence. . . .

. . . .climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 34: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO8.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO.
**TAKEOFF MINIMUMS**

**TAKEOFF RUNWAY 16:** Climb on heading 155° to 1700 before turning southwest, thence . . . .
...climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

**TAKEOFF RUNWAY 34:** Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

**KENTN TRANSITION (WLDCT6.KENTN):** From over MCI VORTAC on MCI R-257 to KENTN.

**SALINA TRANSITION (WLDCT6.SLN):** From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

**WICHITA TRANSITION (WLDCT6.ICT):** From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.
**Published by:** FORT SCOTT, KANSAS  AL-5669 (FAA)  22027

RNAV (GPS) RWY 18  
FORT SCOTT MUNI (FSK)

**Category:**

<table>
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<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1164-1</td>
<td>250 (300-1)</td>
<td>1212-1</td>
<td>298 (300-1)</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1220-1</td>
<td>306 (400-1)</td>
<td>362 (400-1)</td>
<td>462 (500-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1280-1</td>
<td>1380-1</td>
<td>1640-2</td>
<td>1640-2/1</td>
</tr>
<tr>
<td>LPV DA</td>
<td>362 (400-1)</td>
<td>462 (500-1)</td>
<td>722 (800-2)</td>
<td>722 (800-2/4)</td>
</tr>
</tbody>
</table>

**Missed Approach:** Climb to 3100 direct CAVEM and hold. When local altimeter setting not received, use Chanute altimeter setting and increase all DAs 93 feet and all MDAs 100 feet; increase Circling Cat C/D visibility 1/2 SM. Baro-VNAV NA when using Chanute altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**AWOS/3P**  
124.425  
**KANSAS CITY CENTER**  
125.55 327.0  
**UNICOM**  
122.8 (CTAF)

**VNAV**  
**LNAV/VNAV**

**MISSED APCH FIX**

**CAVEM**  
ECARO  
3000 (6.2) (IF/IAF)  
CALAP  
5 NM to RW18  
356°  
176°

**LEADING EDGE Rwy 18-36**  
**REIL Rwys 18 and 36**  
**LPV**  
**DA**  
3000 NoPT  
(5)

**LNAV MDA**

**CIRCLING**

**MISSED APPROACH:** Climb to 3100 direct CAVEM and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Blair altimeter setting and increase all DA/MDA 60 feet; increase LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Blair altimeter setting.

**Climb to 3800 direct HUSIV and hold.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Blair altimeter setting and increase all DA/MDA 60 feet; increase LNAV Cat C visibility ½ mile, and LNAV/VNAV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Blair altimeter setting.

**AWOS-3**

**OMAHA APP CON**

**UNICOM**

**CH 77635**

**Rwy Idg**

**Apt Elev**

**APPROACH**

**RNAV (GPS) RWY 32**

**FREMONT MUNI (FET)**

**RW32**

**HUSIV**

**ZEMES**

**FAF**

**IF/IAF**

**Holding Pattern**

**LNAV only**

**3300**

**AYUVI**

**3000**

**ZEMES**

**4 NM**

**HP (Holding Point)**

**1403**

**1816**

**1712**

**1413**

**RW32**

**30 NM to HUSIV**

**30 NM to HUSIV (Holding)**

**3800**

**3800**

**318°**

**318°**

**3800**

**3000**

**318°**

**3000**

**318°**

**3800**

**4 NM**

**HUSIV**

**Missed Approach Fix**

**4 NM to AYUVI**

**4.1 NM to HUSIV**

**3.4 NM to RW32**

**3000**

**HUSIV**

**ZEMES**

**LNAV only**

**4 NM Holding Pattern**

**Category**

**A**

**B**

**C**

**D**

**LPV DA**

1456-1

252 (300-1)

NA

**LNAV/ VNAV DA**

1712-1  508 (600-1¾)

NA

**LNAV MDA**

1680-1  476 (500-1¼)

1680-1  476 (500-1¾)

NA

**CIRCLING**

1760-1  556 (600-1)

2020-2  816 (900-2½)

NA
**VOR RWY 14**

**FREMONT MUNI (FET)**

**NC-2, 11 JUL 2024 to 05 SEP 2024**

**VOR/DME SCB 111.0**  
**Ch 47**

**APP CRS 147°**  
**Rwy Idg 1204**  
**TDZE 1204**

**ELEV 1204**  
**D TDZE 1204**

**AWOS-3 121.275**

**OMAHA APP CON 120.1 354.05**

**UNICOM 122.8 (CTAF)**

**COLUMBUS 116.95 OLU**  
**Ch 116(Y)**

**R-062**

**IF/IAF SCRIBNER 111.0 SCB**  
**Ch 47**

**CALLN SCB 6.1**

**KENAR OVR 32**

**ORD 1204**

**NC-2, 11 JUL 2024 to 05 SEP 2024**

**VOR Rwy 14**

**Holding Pattern**

**3000 327° 147°**

**3000 to VOR/DME 297°**

**3.00° TCH 40**

**3.00° 8.2 SCB**

**3.00° 10 SCB**

**3000 NoPT**

**R-296**

**MISSED APPROACH:** Climb to 3000 then left turn direct SCB VOR/DME and hold.

**VDP NA with Blair altimeter setting. Rwy 14 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Blair altimeter setting and increase all MDA 60 feet; increase S-14 Cat C visibility ½ mile. DME required.**

**UNICOM**

**AWOS-3**

**OMAHA APP CON**

**UNICOM**

**COLUMBUS**

**Rwy Idg**

**TDZE**

**ELEV**

**MFA 3300**  
**270°**

**3.00° 8.2 SCB**

**3.00° 10 SCB**

**3000 NoPT**

**R-296**

**MISSED APPROACH:** Climb to 3000 then left turn direct SCB VOR/DME and hold.

**VDP NA with Blair altimeter setting. Rwy 14 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Blair altimeter setting and increase all MDA 60 feet; increase S-14 Cat C visibility ½ mile. DME required.**

**UNICOM**
RNAV (GPS) RWY 12
GARDEN CITY RGNL (GCK)

For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 4600 direct ORECA and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>3141-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>3141-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>3240-1</td>
<td>349 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3320-1</td>
<td>3360-1</td>
<td>3480-1½</td>
<td>3480-2</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 12
GARDEN CITY RGNL (GCK)

GARDEN CITY, KANSAS
AL-491 (FAA)

NC-2, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV Cats C/D visibility to ¾ SM, and LNAV Cats C/D visibility to ¾ SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV Cats C/D visibility to ¾ SM, and LNAV Cats C/D visibility to ¾ SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV Cats C/D visibility to ¾ SM, and LNAV Cats C/D visibility to ¾ SM.
MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct GCK VORTAC and hold.

GARDEN CITY RGNL (GCK)

ELEV 2891  TDZE 2891
When local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDA 140 feet and Circling Cat C visibility 1/2 SM and Circling Cat D visibility 1/4 SM. VDP NA when using Dodge City altimeter setting.

Missed Approach:
Climb to 4500, then left turn direct GCK VORTAC and hold.

ASOS
121.325

KANSAS CITY CENTER
125.2 285.425

GARDEN CITY TOWER
118.15 (CTAF) 254.4

GND CON
119.0 254.4

UNICOM
122.95

Direct GCK VORTAC and hold.

S-17
3280-1 391 (400-1)
3280-1 1/4 391 (400-1 1/4)

CIRCLING
3320-1 3360-1 3480-1 1/2 3480-2 389 (600-1 1/2) 389 (600-2)

GARDEN CITY, KANSAS

Amdt 2B 08OCT20

37°56’N-100°43’W

GARDEN CITY RGNL (GCK)
When local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDA 140 feet and Circling Cat C visibility 1/2 SM and Circling Cat D visibility 3/4 SM.

MISS approach:

- Climb to 4000 then climbing left turn to 4600 direct GCK VORTAC and hold.

**Category:**

- Cat D visibility 5 SM.
- Cat D visibility 3 SM.
- Cat B visibility 1 SM.
- Cat A visibility 1/2 SM.

**GND CON:**

- GCK 12 (IAF) KUVVU
- GCK 12 (IF) JINRI
- GCK 12 (IAF) YECUT
- GCK 0.2 NASLE
- GCK 5.5 IMCAR
- GCK 0.2 HEDES
- GCK 1.8 GCK

**UNICOM:**

- GARDEN CITY TOWER (CTAF) 254.4
- GARDEN CITY, KANSAS, NASLE
- GARDEN CITY, KANSAS, HILR
- GARDEN CITY, KANSAS, MIRL
- GARDEN CITY, KANSAS, REIL

**ACFT CRS:**

- Apt Elev
- TDZE
- Apl Elev
- 2891

**EGE:**

- 2891
- 2885
- 2891

**TDZE:**

- 2885
- 2885

**VOR/DME RWY 30 GARDEN CITY RGNL (GCK):**
When local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDA 140 feet and Circling Cat C visibility ½ SM and Circling Cat D visibility ¾ SM. VDP NA when using Dodge City Rgnl altimeter setting.

**MISSED APPROACH:**
Climb to 4000, then climbing left turn to 4500 direct GCK VORTAC and hold.
For inop ALS, increase S-35 Cat C visibility to ½ SM. Inop table does not apply to S-35 Cat D.

Category

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-35</td>
<td>3200-½</td>
<td>315 (400-½)</td>
<td>3200-⅓</td>
<td>3200-1</td>
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<tr>
<td>CIRCLING</td>
<td>3320-1</td>
<td>3360-1</td>
<td>3480-⅓</td>
<td>3480-2</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 4000 then climbing right turn to 4800 direct GCK VORTAC and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**ADF REQUIRED**

- ELEV: 3657
- TDZE: 3654

**LOC/DME 1-GLD**
- 108.9
- Chan 26

**APP CRS**
- 305°

**Rwy Idg**
- TDZE: 3654
- Apt Elev: 3657

**MALS**
- 4450

**ASOS**
- 121.025

**DENVER CENTER**
- 132.7
- 226.675

**UNICOM**
- 122.8 (CTAF)

**GOODLAND, KANSAS**

- Amdt 2C  30JAN20

- 39°22’N-101°42’W

**RENNER FLD/GOODLAND MUNI (GLD)**

- ILS or LOC RWY 30

**ALTERNATE MISSED APCH FIX**
- GOODLAND
- G LD
- Chan 98

**MISSED APPROACH:** Climb to 4500 then climbing right turn to 5700 direct SHUGR LOM/I-GLD 7.1 DME and hold.

**CIRCLING**
- 5700 to LOM
- **131°** (7.1)

**LOCALIZER**
- 108.9
- Chan 26

**LOC/DME**
- 1-GLD
- 4305

**LOM/IAF**
- SHUGR
- 5700

**S-ILS 30**
- Chan 26

**S-LOC 30**
- Chan 26

**ILS or LOC RWY 30**

- Goodland, Kansas

- Amdt 2C  30JAN20

- 39°22’N-101°42’W

**RENNER FLD/GOODLAND MUNI (GLD)**
RNAV (GPS) RWY 23
RENNER FLD/GOODLAND MUNI (GLD)

Circling NA to Rwys 17 and 35. Circling NA south of Rwys 5 and 30. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Circling Rwy 5 NA at night.

Procedure NA for arrivals at MCJEF on V220 westbound and V148 southwest bound.

Procedure NA for arrival on GLD VORTAC airway radials 084 CW 140.

**MISSING APPROACH**: Climb to 4200 then climbing left turn to 5600 direct HEGOR and hold.
RNAV (GPS) RWY 30
RENNER FLD/GOODLAND MUNI (GLD)

**ASOS**
121.025

**DENVER CENTER**
132.7  226.675

**UNICOM**
122.8 (CTAF)

Procedure NA for arrival on GLD VORTAC airway radials 084 CW 140.

**MISSING APCH FIX**
5 NM to DAKKA

**RNP APCH.**
- Circling NA to Rwys 17 and 35. Circling NA south of Rwys 5 and 30. Rwys 30 helicopter visibility reduction below ¾ SM NA. Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

**MISSED APPROACH:** Climb to 5600 direct DAKKA and hold.

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>3903-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>3903-1</td>
<td>250 (300-1)</td>
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<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>4020-1</td>
<td>367 (400-1)</td>
<td></td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>4080-1</td>
<td>423 (500-1)</td>
<td>4120-1</td>
<td>4240-2</td>
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</table>

**NC-2, 11 JUL 2024 to 05 SEP 2024**

**NC-2, 25FEB21**
VOR RWY 30
RENNER FLD/GOODLAND MUNI (GLD)

Inoperative table does not apply to S-30 Cat C/D. Circling NA south of Rwy 5 and 30. When local altimeter setting not received, use Burlington, CO altimeter setting and increase all MDA 160 feet; increase S-30 Cat C/D visibilities to 2 miles.
Circling Cat C visibility to 2 miles and Circling Cat D visibility to 2½ miles.
Circling Rwy 5, 23 NA at night. Circling NA to Rwy 17 and 35.

ASOS
121.025

DENVER CENTER
132.7 226.675

UNICOM
122.8 (CTAF)

GOODLAND, KANSAS
AL-684 (FAA)

MIRL Rwys 5-23 and 12-30

RENNER FLD/GOODLAND MUNI (GLD)

NC-2, 11 JUL 2024 to 05 SEP 2024

39°22'N-101°42'W

159
RNAV (GPS) RWY 4
GORDON MUNI (GRN)

**DME/DME RNP-0.3 NA.** RWy 4 Helicopter visibility reduction below ¾ SM NA.
Circling RW 11, 29 NA at night.
Baro-VNAV NA.

**MISSED APPROACH:**
Climb to 5600 direct MARZH and hold.

**AWOS-3PT**
118.2

**DENVER CENTER**
127.95 338.2

**UNICOM**
122.8 (CTAF)

**Procedure NA for arrival at EVENN on V100 Southwest bound.**

**vgsi and rnav glidepath not coincident (vgsi angle 3.00/tch 39).**

** category **

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>3936-1½</td>
<td>391 (400-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>3972-1½</td>
<td>427 (500-1½)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>4320-1</td>
<td>4320-1½</td>
<td>775 (800-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4320-1</td>
<td>758 (800-1)</td>
<td>NA</td>
<td></td>
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</table>

**GORDON, NEBRASKA**

Amrd 1B 27APR17
RNAV (GPS) RWY 22
GORDON MUNI (GRN)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>3890-1¼</td>
<td>328 (400-1¼)</td>
<td>NA</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>3922-1¼</td>
<td>360 (400-1¼)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>4140-1</td>
<td>578 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4140-1</td>
<td>578 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

Procedure NA for arrival at EVENN on V100 Southwest bound.

AWOS-3PT 118.2
DENVER CENTER 127.95 338.2
UNICOM 122.8 (CTAF)

DME/DME RNP-0.3 NA. Rwy 22 Helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA.
Circling Rwy 11, 29 NA at night.

MISSED APPROACH: Climb to 6100 direct EKIVE and hold.

AIRPORT INFORMATION

GORDON, NEBRASKA
Amrd 1A 27APR17

NC-2, 11 JUL 2024 to 05 SEP 2024
**NDB RWY 22**

**GORDON MUNI (GRN)**

**AWOS-3PT** 118.2

**DENVER CENTER** 127.95 338.2

**UNICOM** 122.8 (CTAF)

---

**CIRCLING**

- **TOADSTOOL**: NDB GRN
- **Chan 81**: 113.4 TST

---

**MISSED APPROACH**:
- Climb to 5400 then right turn direct GRN NDB and hold.

---

**AWOS-3PT**
- **858**: 119.2

**DENVER CENTER**
- **127.95**: 338.2

**UNICOM**
- **122.8** (CTAF)

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-22</td>
<td>4420-1</td>
<td>4420-1½</td>
<td>858 (900-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4420-1½</td>
<td>858 (900-1½)</td>
<td>858 (900-1½)</td>
<td>NA</td>
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</tbody>
</table>

---

**GORDON, NEBRASKA**

Amdt 4C 19JUL18

---

**GORDON MUNI (GRN)**

**NDB RWY 22**

**ELEV 3562**

**TDZE 3562**

---

**Amdt 4C**

**19JUL18**
**RNAV (GPS) RWY 3**  
GOTHENBURG MUNI (GTE)

**MISSED APPROACH:** Climb to 4600 direct FOGUX and hold.

Procedure NA for arrivals on EAR VOR airway radials 048 CW 063.

Procedure NA for arrivals on LBF VOR/DME airway radials 036 CW 080.

Procedure NA for arrivals on HCT VORTAC airway radials 048 CW 063.

North Platte altimeter setting and increase all MDA 40 feet. When not received, use Lexington altimeter setting.

Circling NA to Rwy 14 and 32. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDA 40 feet.

**Category**

- **LNAV MDA:** 3080-1 521 (600-1)
- **CIRCLING:** 3140-1 581 (600-1) 3180-1 621 (700-1)

**GOTHENBURG, NEBRASKA**

**Orig D 20JUN19**  
40°56'N-100°09'W
RNAV (GPS) RWY 21
GOTHENBURG MUNI (GTE)

**APP CRS**

<table>
<thead>
<tr>
<th>210°</th>
<th>Rwy Idg 2599</th>
<th>TDZE 2559</th>
<th>Apt Elev 2559</th>
</tr>
</thead>
</table>

**RNP APCH**

- **Circling NA to Rwys 14 and 32.** Procedure NA at night. Rwy 21 heli. visibility reduction below 1 SM NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDA 40 feet.

**MSA RW21 25 NM**

- **FITLA**
- **210°**
- **5 NM**

**DENVER CENTER**

- **LTN AWOS-3**
- **121.025**

**LNAV MDA**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>3160-1</td>
<td>601 (700-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3160-1</td>
<td>601 (700-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**FITLA 030° 211°**

- **210°**
- **5 NM**
- **6 NM**

**DENVER CENTER**

- **LTN AWOS-3**
- **121.025**

**LNAV MDA**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>3160-1</td>
<td>601 (700-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3160-1</td>
<td>601 (700-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**ELEV 2559**

- **TDZE 2559**

**MIRL Rwy 3-21**

**GOTHENBURG MUNI (GTE)**

**Platform 20JUN19**

- **40°56'N-100°09'W**
- **165**
GOTHENBURG, NEBRASKA

VOR OZB
109.0

APP CRS
287°

Rwy Idg
TDZE
N/A

Apt Elev
2559

Δ NA

Circling NA to Rwy 14 and 32. Procedure NA at night. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDA 40 feet.

LXN AWOS-3
121.025

DENVER CENTER
132.7
226.675

UNICOM
122.8 (CTAF) *

Procedure NA for arrival on LBF VOR/DME airway radials 062 CW 080.

GOTHENBURG MUNI (GTE)

KEARNEY
111.2 EAR

NORTH PLATTE
117.4 LBF
Chan 121

COZAD
109.0 OZB

HAYES CENTER
117.7 HCT
Chan 124

Procedure NA for arrival on HCT VORTAC airway radials 048 CW 063.

MIRL Rwy 3-21

3500

Remain within 10 NM

ELEV 2559

 CATEGORY

A
3120-1
561 (600-1)

B
3180-1
621 (700-1)

C
NA

D

FAD to MAP 7 NM

Knots
60
90
120
150
180

60
90
120
150
180

Min:Sec
7:00
4:40
3:30
2:48
2:20

40°56'N-100°09'W

Amdt 3C 15AUG19

NC-2, 11 JUL 2024 to 05 SEP 2024

166
For inop ALS, increase S-LOC 35 Cat C/D visibility to RVR 6000. DME from GRI VOR/DME, DME use requires simultaneous reception of I-GRI and GRI DME.

**RVR** 1800 authorized with use of FD or AP or HUD to DA. (NA when using Aurora altimeter setting).

DME required for LOC only.

**MALSR**: MSL 3048

**MISSED APPROACH**: Climb to 3600 then climbing left turn to 3800 direct GRI VOR/DME and hold, continue climb-in-hold to 3800.

**ATIS**: 127.4

**MINNEAPOLIS CENTER**: 119.4 278.8

**GRAND ISLAND TOWER**: 118.2 (CTAF) 259.3

**GND CON**: 121.9 259.3

**CLNC DEL**: 126.05 (when twr closed)

**UNICOM**: 122.95

**DME Required for LOC only.**

**At Amdt 10**: 27JAN22

**From FAF**: 3500

**Hold**: to 3800.

**S-LOC 35**: 2240/24 393 (400-½)

**S-LOC 35**: 2240/35 393 (400-½)

**CIRCLING**: 2300-1 453 (500-1)

**TCH 54**: 353° 173°

**MINNEAPOLIS CENTER**: 119.4 278.8

**GRAND ISLAND TOWER**: 118.2 (CTAF) 259.3

**GRAND ISLAND TOWER**: 118.2 (CTAF) 05.0

**LOC I-GRI**: 111.9

**ATIS**: 127.4

**MINNEAPOLIS CENTER**: 119.4 278.8

**GRAND ISLAND TOWER**: 118.2 (CTAF) 259.3

**GND CON**: 121.9 259.3

**CLNC DEL**: 126.05 (when twr closed)

**ATIS**: 127.4

**MINNEAPOLIS CENTER**: 119.4 278.8

**GRAND ISLAND TOWER**: 118.2 (CTAF) 259.3

**GND CON**: 121.9 259.3

**CLNC DEL**: 126.05 (when twr closed)

**ATIS**: 127.4

**MINNEAPOLIS CENTER**: 119.4 278.8

**GRAND ISLAND TOWER**: 118.2 (CTAF) 259.3

**GND CON**: 121.9 259.3

**CLNC DEL**: 126.05 (when twr closed)

**ATIS**: 127.4

**MINNEAPOLIS CENTER**: 119.4 278.8

**GRAND ISLAND TOWER**: 118.2 (CTAF) 259.3

**GND CON**: 121.9 259.3

**CLNC DEL**: 126.05 (when twr closed)

**ATIS**: 127.4

**MINNEAPOLIS CENTER**: 119.4 278.8

**GRAND ISLAND TOWER**: 118.2 (CTAF) 259.3

**GND CON**: 121.9 259.3

**CLNC DEL**: 126.05 (when twr closed)

**ATIS**: 127.4

**MINNEAPOLIS CENTER**: 119.4 278.8

**GRAND ISLAND TOWER**: 118.2 (CTAF) 259.3

**GND CON**: 121.9 259.3

**CLNC DEL**: 126.05 (when twr closed)

**ATIS**: 127.4

**MINNEAPOLIS CENTER**: 119.4 278.8

**GRAND ISLAND TOWER**: 118.2 (CTAF) 259.3

**GND CON**: 121.9 259.3

**CLNC DEL**: 126.05 (when twr closed)
RNAV (GPS) RWY 13
CENTRAL NEBRASKA RGNL (GRI)

ATIS                MINNEAPOLIS CENTER                GRAND ISLAND TOWER*                GND CON                CLNC DEL                UNICOM
127.4               119.4  278.8                   118.2 (CTAF) @ 259.3               121.9  259.3               126.05 (when tower closed)  122.95

Procedure NA for arrivals at DECKY on V6 westbound.
RNAV (GPS) RWY 17

GRAND ISLAND, NEBRASKA

ATIS: 127.4

MALS: 121.9

RNAV APCH - GPS.

Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM.

MISSED APPROACH: Climb to 3800 direct AXOVY and hold.

ATIS: 127.4

MINNEAPOLIS CENTER

119.4 278.8

GRAND ISLAND TOWER

118.2 (CTAF)

GND CON

259.3

CLNC DEL

121.9 259.3

UNICOM

122.95

FCC

122.95

RNAV (GPS) RWY 17

DECKY

Procedure NA for arrivals at DECKY on V6 westbound.

3800

AXOVY

VGS AND RNAV Glidepath not coincident (VGS Angle 3.00°/TCH 38).

AXOVY

3500

4 NM

AUBRA

2.5 NM to RW17

1928

1944

HOLD

5000

3500

3500 NoPT

083°

(6.8)

3500 NoPT

263°

(6.8)

173°

(IF/IAF)

AZAWU

Holding Pattern

3800-1

2400-1½

2560-2½

533

713 (800-2½)

7002 X 150

6608 X 100

GRAND ISLAND, NEBRASKA

Amdt 2 15JUN23

40°58'N-98°19'W

169

CENTRAL NEBRASKA RGNL (GRI)

RNAV (GPS) RWY 17
RNAV (GPS) RWY 31
CENTRAL NEBRASKA RGNL (GRI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet; increase LNAV C/D visibility 1/4 SM and Circling C/D visibility 1/8 SM. VDP NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 4000 direct AZUYI and hold.

ATIS 127.4
MINNEAPOLIS CENTER 119.4 278.8
GRAND ISLAND TOWER* 118.2 (CTAF) 259.3
GND CON 121.9 295.3
CLNC DEL 126.05 (when tower closed)
UNICOM 122.95

Procedure NA for arrival at BRADY via V138 eastbound or V220 northeast bound.

Procedure NA for arrival at HSI VOR/DME on airway radials 006 CW 096.

Category D NA for arrival at BRADY via V138 eastbound or V220 northeast bound.

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31

RNAV (GPS) RWY 31
RNAV (GPS) RWY 35
CENTRAL NEBRASKA RGNL (GRI)

GRAND ISLAND, NEBRASKA

Amdt 1A  25MAR21

GND CON

GRI RNAV (GPS) RWY 35
GRAND ISLAND, NEBRASKA

APP CRS 353°
W35A

MALSR

MISSED APPROACH:
Climb to 3500 direct AZAWU and hold.

ATIS

MINNEAPOLIS CENTER 127.4
GRAND ISLAND TOWER* 118.2 (CTAF) 259.3

CLNC DEL 121.9

UNICOM 122.95

TDZE 1847

GRAND ISLAND, NEBRASKA
AL-173 (FAA)

LNAV/VNAV DA to 2324 feet, and all MDA 60 feet; increase LNAV Cat C visibility to RVR 5000 and Circling Cats C/D ½ SM. LNAV/VNAV and VDP NA when using Aurora altimeter setting. For inop MALSR increase LPV visibility to RVR 4000 all Cats.

ATIS

MINNEAPOLIS CENTER 127.4
GRAND ISLAND TOWER* 118.2 (CTAF) 259.3

CLNC DEL 121.9

UNICOM 122.95

TDZE 1847

GRAND ISLAND, NEBRASKA
AL-173 (FAA)

LNAV/VNAV DA to 2324 feet, and all MDA 60 feet; increase LNAV Cat C visibility to RVR 5000 and Circling Cats C/D ½ SM. LNAV/VNAV and VDP NA when using Aurora altimeter setting. For inop MALSR increase LPV visibility to RVR 4000 all Cats.

Procedure NA for arrival at HSI VOR/DME on airway radials 006 CW 068.

GRAND ISLAND, NEBRASKA
AL-173 (FAA)

LNAV/VNAV DA to 2324 feet, and all MDA 60 feet; increase LNAV Cat C visibility to RVR 5000 and Circling Cats C/D ½ SM. LNAV/VNAV and VDP NA when using Aurora altimeter setting. For inop MALSR increase LPV visibility to RVR 4000 all Cats.

Procedure NA for arrival at HSI VOR/DME on airway radials 006 CW 068.

GRAND ISLAND, NEBRASKA
AL-173 (FAA)

LNAV/VNAV DA to 2324 feet, and all MDA 60 feet; increase LNAV Cat C visibility to RVR 5000 and Circling Cats C/D ½ SM. LNAV/VNAV and VDP NA when using Aurora altimeter setting. For inop MALSR increase LPV visibility to RVR 4000 all Cats.

Procedure NA for arrival at HSI VOR/DME on airway radials 006 CW 068.
VOR/DME RWY 31
CENTRAL NEBRASKA RGNL (GRI)

When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet, increase Circling Cats C/D visibility 1/2 SM. VDP NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 2900 then climbing right turn to 3700 direct GRI VOR/DME and hold.

ATIS 127.4
MINNEAPOLIS CENTER 119.4 278.8
GRAND ISLAND TOWER* 118.2 (CTAF) 259.3
GND CON 121.9 259.3
CLNC DEL 126.05 (when tower closed)
UNICOM 122.95

ELEV 1847 D TDZE 1844

TWR 1908
MIRL Rwy 13-31
HIRL Rwy 17-35
REIL Rwy 31

313° 5.7 NM from FAF

313° 0.8 NM
3.9 NM
1 NM

GRAND ISLAND 112.0 GRI Chan 57

4100 to IMUYU 133° (7.1)
HEBOV GRI 3.2

GRAND ISLAND, NEBRASKA
Amdt 8B 25MAR21

40°58'N-98°19'W

173
VOR RWY 13
CENTRAL NEBRASKA RGNL (GRI)

When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet, increase S-13 Cats C/D and Circling Cats C/D visibility 1/2 SM. Inop table does not apply to S-13 Cat C.

ATIS 127.4
MINNEAPOLIS CENTER 119.4 278.8
GRAND ISLAND TOWER* 118.2 (CTAF) 259.3
GND CON 121.9 259.3
CLNC DEL 126.05 (when tower closed)
UNICOM 122.95

ATIS
MINNEAPOLIS CENTER
GRAND ISLAND TOWER*
GND CON
CLNC DEL
UNICOM

L 1992 ±
GRAND ISLAND
IAP GRI 1928
Chan 57

R-284
104°
239°

1999

3600

Remain within 10 NM

MIRL Rwy 13-31
HIRL Rwy 17-35
REIL Rwy 31

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-13</td>
<td>2300-3/4</td>
<td>458 (500-3/4)</td>
<td>2300-1/4</td>
<td>2300-1/2</td>
</tr>
<tr>
<td></td>
<td>458 (500-1/4)</td>
<td>458 (500-1/1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2300-1</td>
<td>453 (500-1)</td>
<td>2400-1/2</td>
<td>2560-2/4</td>
</tr>
<tr>
<td></td>
<td>553 (600-1/4)</td>
<td>713 (800-2/4)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 15
GRANT MUNI (GGF)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Ogallala altimeter setting and increase LPV DA to 3728 feet; increase LNAV/VNAV DA to 3888 feet and all visibilities ¼ SM; increase all MDAs 60 feet. VDP and Baro-VNAV NA when using Ogallala altimeter setting.

AWOS-3PT  118.025
DENVER CENTER  132.7  397.85
UNICOM  122.8 (CTAF)

Amdt 1B  23MAR23

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 33
GRANT MUNI (GGF)

- Holding Pattern RW33 5 NM
- 317°

AWOS-3PT 118.025
DENVER CENTER 132.7 397.85
UNICOM 122.8 (CTAF)

When local altimeter setting not received, use Ogallala altimeter setting and increase LPV DA to 3765 feet; increase all MDAs 60 feet. VDP NA when using Ogallala altimeter setting.

- 5 NM to RW33
- 317°
- 5600

- 3 NM to FOMUK
- 5600 N oPT
- 047°
- 5600 N oPT
- 227°

- 5 NM to AYXOS (No PT)

- 317°
- 5600

- 5 NM to EWLEP
- 227°

- 1.2 NM to RW33

- 3710-1 285 (300-1)
- NA

- 3900-1 475 (500-1)
- 3980-1 .555 (600-1)
- NA
When local altimeter not received, use Ogallala altimeter setting and increase all MDA 60 feet.

VOR/DME RWY 15

GRANT MUNI (GGF')

AWOS-3PT 118.025
DENVER CENTER 132.7 397.85
UNICOM 122.8 (CTAF)

IF/IAF SEARLE 110.2 SAE
Chan 39

MISSED APPROACH: Climb to 4000 then climbing right turn to 5300 direct SAE VOR/DME and hold.

VIRTUAL APP CRS
3940-1
515 (600-1)
CIRCLING

VOR/DME

SAE
3423
TCH 40

IZUWI
SAE 9.3

3640

3430

3680

5300

5200

3.06°

9.3°

166°

166°

TDZE 3423

5200

5.3°

9.3°

166°

166°

5300

5200

3.9 NM

1.5

VDP NA with Ogallala altimeter setting.

NC-2, 11 JUL 2024 to 05 SEP 2024

40°52'N-101°44'W
### NDB RWY 33
#### GRANT MUNI (GGF)

**When local altimeter not received, use Ogallala altimeter setting.**

**MISSED APPROACH:** Climb to 5200 then left turn direct GGF NDB and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-33</td>
<td>4100-1</td>
<td>675 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>4100-1</td>
<td>675 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>S-33</td>
<td>4160-1</td>
<td>735 (800-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>4160-1</td>
<td>735 (800-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**OGALLALA ALTIMETER SETTING MINIMUMS**

- **S-33:** 4100-1 675 (700-1)  
- **CIRCLING:** 4100-1 675 (700-1)  
- S-33: 4160-1 735 (800-1)  
- **CIRCLING:** 4160-1 735 (800-1)
RNAV (GPS) RWY 35
GREAT BEND MUNI (GBD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Russell Muni altimeter setting: increase LPV DA to 2248 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 2299 feet and all visibilities 1/4 SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. For inop MALSR increase LPV all Cats visibility to 1 mile. For inop MALSR when using Russell Muni altimeter setting increase LPV all Cats and LNAV Cat D visibility to ½ mile. Baro-VNAV and VDP NA when using Russell Muni altimeter setting. Inop table does not apply to LNAV Cat D.

MALSR

MISSED APPROACH: Climb to 4500 direct WEDEG and via 262° track to YUCUK then via 213° track to SOSPE and hold.

AWOS-3PT 119.275
KANSAS CITY CENTER 118.8 322.425
UNICOM 122.8 (CTAF)
MISSED APPROACH: Climbing left turn to 3500 direct BABS LOM and hold.
AWOS-3PT
119.275
CTAF/UNICOM
122.8

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV 1887

115.2°
4708 X 75
295.2°
355.2°
175.2°
ELEV 1881

ELEV 1881
782 X 1100

GREAT BEND MUNI (GBD)
GREAT BEND, KANSAS

AL-175 (FAA)

119.275
122.8

AWOS-3PT
CTAF/UNICOM

AIRPORT DIAGRAM
GREAT BEND MUNI (GBD)
GREAT BEND, KANSAS

NC-2, 11 JUL 2024 to 05 SEP 2024

21224

AIRPORT DIAGRAM
GREAT BEND, KANSAS
GREAT BEND MUNI (GBD)

NC-2, 11 JUL 2024 to 05 SEP 2024
HARTINGTON, NEBRASKA

RNAV (GPS) RWY 13
HARTINGTON MUNI/BUD BECKER FLD (0B4)

Procedures

- RNAV (GPS) RWY 13
- APP CRS 135°
- MSA RWY 13 25 NM
- Holding Pattern
  - 4 NM
  - 315°
  - 135°

- COVIL
- BATOM
- ZAMEL
- RW13

- 6000 3200
- Holding Pattern

- GP 3.20°
- TCH 45

- Category
  - A
  - B
  - C
  - D

- LPV DA
  - 1824-1 3/8
  - 441 (500-1 3/8)
  - NA

- LNAV/ VNAV DA
  - 2223-1 1/2
  - 840 (900-2 1/2)
  - NA

- LNAV MDA
  - 2000-1
  - 617 (700-1)
  - NA

- YKN AWOS-3PT
  - 119.05

- MINNEAPOLIS CENTER
  - 125.025 235.625

- CTA F
  - 122.9

- HARTINGTON MUNI/BUD BECKER FLD
  - Orig-D  20APR23

- 42°36'N-97°15'W

- NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 31
HARTINGTON MUNI/BUD BECKER FLD (0B4)

Missed Approach: Climb to 3200 direct COVIL and hold.

YKN AWOS-3PT 119.05
MINNEAPOLIS CENTER 125.025 235.625
CTAF 122.90

HARTINGTON, NEBRASKA

RNAV (GPS) RWY 31
HARTINGTON MUNI/BUD BECKER FLD (0B4)

RNAV (GPS) RWY 31
HARTINGTON MUNI/BUD BECKER FLD (0B4)

RNAV (GPS) RWY 31
HARTINGTON MUNI/BUD BECKER FLD (0B4)
RNAV (GPS) RWY 17
HARVARD STATE (08K)

MISSED APPROACH: Climb to 4000 direct CHALS and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>2102-1</td>
<td>287 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>2117-1</td>
<td>302 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2280-1</td>
<td>465 (500-1)</td>
<td>2300-1</td>
<td>485 (500-1)</td>
</tr>
</tbody>
</table>
Baro-VNAV NA. Use Aurora altimeter setting; when not received, use Grand Island altimeter setting; increase LPV DA to 2119 feet and LNAV/VNAV DA to 2311 feet; increase all MDAs 20 feet.

Procedure NA for arrival at HSI VOR/DME on airway radials 037 CW 164.

MISSED APPROACH: Climb to 4100 direct ZIGIS and hold.

LPV DA 2101-1 287 (300-1) NA
LNAV/ VNAV DA 2293-1 ½ 479 (500-1 ½) NA
LNAV MDA 2320-1 506 (600-1) NA
RNAV (GPS) RWY 4
HASTINGS MUNI (HSI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DAs/MDAs 80 feet, and visibility Circling Cat C ½ SM. Baro-VNAV and VDP NA when using Grand Island altimeter setting.

MISSED APPROACH: Climb to 4000 direct DECNE and on track 082° to ROMAD and hold.

---

**ASOS**

<table>
<thead>
<tr>
<th>City</th>
<th>Code</th>
<th>Temp (°C)</th>
<th>Pressure (hPa)</th>
<th>Visibility (miles)</th>
<th>Ceiling (feet)</th>
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</thead>
<tbody>
<tr>
<td>MINNEAPOLIS CENTER</td>
<td>119.4</td>
<td>278.8</td>
<td>66023</td>
<td>APP CRS</td>
<td>UNICOM</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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</table>

**UNICOM**

<table>
<thead>
<tr>
<th>Code</th>
<th>Temp (°C)</th>
<th>Pressure (hPa)</th>
<th>Visibility (miles)</th>
<th>Ceiling (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>122.8</td>
<td>CTA</td>
<td>66023</td>
<td>APP CRS</td>
<td>UNICOM</td>
</tr>
</tbody>
</table>

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**Ch 66023 W04A**

**RNAV (GPS) RWY 4**

**HASTINGS MUNI (HSI)**

---

**Category**

<table>
<thead>
<tr>
<th>Type</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV</td>
<td>2194-1</td>
<td>250 (300-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/ VNAV</td>
<td>2267-1½</td>
<td>323 (400-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2380-1</td>
<td>436 (500-1)</td>
<td>2380-1½</td>
<td>436 (500-1½)</td>
</tr>
</tbody>
</table>

**HASTINGS MUNI (HSI)**

**Orig:B 18JUN20**

**Location**

- 40°36'N-98°26'W

**Altitude**

- ELEV 1961
- TDZE 1944
RNAV (GPS) RWY 32
HASTINGS MUNI (HSI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling NA for Cat D east of Rwy 14-32.

**MISSING APCH FIX**

**MISSING APCH FIX**

4 NM 323° IDROC

Procedure NA for arrivals at KECER on V50 eastbound, and arrivals at IKUME on V380 southbound.

**ASOS**

120.525

**MINNEAPOLIS CENTER**

119.4 278.8

**UNICOM**

122.8 (CTAF)

**ELEV**

1961

**TDZE**

1944

**HASTINGS, NEBRASKA**

Orig-C 18JUN20

HASTINGS, NEBRASKA

AL-5217 (FAA)

**RNAV (GPS) RWY 32**

HASTINGS MUNI (HSI)

**MIRL Rwys 4-22 and 14-32**

**REIL Rwys 14 and 32**

**MIA RWY 32** 25 NM

4500

**Category**

A 2380-1 2400-1 2420-1 2440-1

B 2460-1 2480-1 2500-1 2520-1

C 2540-1 2560-1 2580-1 2600-1

D 2620-1 2640-1 2660-1 2680-1

**LPV DA**

2194-76 250 (300-376)

**LNAV/VNAV DA**

2386-1 442 (500-1)

**LNAV MDA**

2380-1 436 (500-1)

2380-1 436 (500-1)

**CIRCLING**

2380-1 419 (500-1)

579 (600-1)

579 (600-1)

579 (600-1)

**579 (600-1)**

4000 NoPT

143° 6000

323° 4000

323° 4000

2015

4500 X 75

6451 X 100

UP

**NC-2, 11 JUL 2024 to 05 SEP 2024**
Circling NA for Cat D east of Rwys 14 and 32.

Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3800 then right turn direct HSI VOR/DME and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-14</td>
<td>2360-1</td>
<td>399 (400-1)</td>
<td>2360-1½</td>
<td>399 (400-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2380-1</td>
<td>2540-1</td>
<td>2540-1½</td>
<td>2540-2</td>
</tr>
</tbody>
</table>

HSI 5.2
HEARN INT
331°

3800

151°

Rwy 14 helicopter visibility reduction below ¾ SM NA.
When VGS is inop, procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all MDAs 80 feet and Cat C/D visibility 1/2 SM. Circling NA for Cat D east of Rwy 14/32.

### ASOS
| Channel 120.525 |

### MINNEAPOLIS CENTER
| Channel 119.4 | 278.8 |

### UNICOM
| Channel 122.8 (CTAF) |

#### 3048A

---

**ELEV 1961**

**TDZE 1944**

- **VOR/DME HSI**
  - **108.8**
  - **Chon 25**

- **APP CRS**
  - **314°**

- **Rwy Idg**
  - **5500**
  - **TDZE 1944**
  - **Apt Elev 1961**

**Hints**

- **MINNEAPOLIS CENTER**
  - Channel 119.4
  - 278.8

- **UNICOM**
  - Channel 122.8 (CTAF)

**VOR RWY 32**

**HASTINGS MUNI (HSI)**

**MISSING APPROACH**: Climb to 3800 then left turn direct HSI VOR/DME and hold.

**NC-2, 11 JUL 2024 TO 05 SEP 2024**
**ILS or LOC RWY 34**

**HAYS RGNL (HYS)**

**LOC I-HYS**

<table>
<thead>
<tr>
<th>ELEV</th>
<th>111.5</th>
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<tbody>
<tr>
<td>TDZE</td>
<td>1994</td>
</tr>
<tr>
<td>Apt Elev</td>
<td>1999</td>
</tr>
<tr>
<td>APP CRS</td>
<td>339°</td>
</tr>
</tbody>
</table>

**Rwy Idg**

| 6501 |

**ADF required.** Circling NA for Cat D northwest of Rwy 4 and west of Rwy 16. When local altimeter setting not received, use Russell altimeter setting: increase DA to 2263 feet; increase all MDA 80 feet and visibility S-LOC 34 Cat C and Circling Cat C and D ¼ SM. For inoperative MALSR when using Russell altimeter setting, increase S-ILS all Cats visibility to 1.

**AWOS 3PT**

| 125.525 |

**KANSAS CITY CENTER**

| 124.4 322.4 |

**MALS R**

**LOCUZER 111.5**

**I-HYS**

**HAYS**

**HYS 11**

**(IAF)**

**IGEYE (IAF)**

**HYS 11**

**I-HYS**

**Remain within 10 NM**

**VGSi and ILS glidepath not coincident**

**VGSI Angle 3.00°/TCH 43.**

**MISSED APPROACH:** Climb to 2600 then climbing right turn to 3800 direct NETTE LOM/HYS 4.8 DME and hold.

**AWOS-3PT**

**HAYS RGNL (HYS)**

**ILS or LOC RWY 34**

**HAYS, KANSAS**

**Orig-F 27JAN22**

**38°51'N-99°16'W**
**RNAV (GPS) RWY 4**

**HAYS RGNL (HYS)**

**Unicom**

122.8 (CTAF)

**AWOS-3PT**

125.525

**KANSAS CITY CENTER**

124.4  322.4

**MISSED APPROACH:**

Climb to 4000 direct HOSNI and hold.

**Procedure NA for arrivals at RANSO on V244 southwest bound.**

**ELEV 1999**  D  **TDZE 1990**

**WAAS CH 90519**  **W04A**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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</thead>
<tbody>
<tr>
<td>040°</td>
<td>4500</td>
<td>1990</td>
<td>1999</td>
</tr>
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</table>

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).**

**DME/DME RNP-0.3 NA.**

Visibility reduction by helicopters NA. When local altimeter setting not received, use Russell altimeter setting: increase LPV DA to 2309 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 2347 feet and visibility all Cats ¼ SM; increase all MDA 80 feet and visibility LNAV Cat C and Circling Cat C and D ½ SM. Circling NA for Cat D northwest of Rwy 4 and west of Rwy 16. Baro-VNAV NA when using Russell altimeter setting.

**MISSED APCH FIX**

4 NM

HOSNI

**4000**

**HOSNI**

**UTUCO**

**4 NM Holding Pattern**

**UTUCO**

**WOVEP**

**220°**

**040°**

**3700**

**3700**

**3.3 NM**

**1.9 NM**

**6.1 NM**

**CIRCLING**

**2620**

**GP 3.00°**

**TCH 40**

**LNAV/VNAV**

**DA**

2278-1  288 (300-1)

**MDA**

2420-1  430 (500-1)  2420-1½  430 (500-1¼)  2420-1½  430 (500-1½)  2680-2½  681 (700-2¼)

**LNAV**

2420-1  430 (500-1)  2420-1½  430 (500-1¼)  2420-1½  430 (500-1½)  2680-2½  681 (700-2¼)

**LPV**

2240-1  250 (300-1)

**Category**

A  B  C  D

**REIL Rwys 4, 22 and 16**

**MIRL Rwys 4-22 and 16-34**

**HAYS, KANSAS**

Orig-A 27JAN22

38°51'N-99°16'W

**HAYS RGNL (HYS)**

NC-2, 11 JUL 2024 to 05 SEP 2024

**RNAV (GPS) RWY 4**
RNAV (GPS) RWY 22
HAYS RGNL (HYS)

AWOS-3PT 125.525  UNICOM 122.8 (CTAF)
KANSAS CITY CENTER 124.4 322.4

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 45°C. Rwy 22 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Russell altimeter setting: increase LPV DA to 2309 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 2545 feet and visibility all Cats ¼ SM; increase all MDA 80 feet and visibility LNAV and Circling Cat C and D ¼ SM. Circling NA for Cat D northwest of Rwy 4 and west of Rwy 16. VDP and Baro-VNAV NA when using Russell altimeter setting.

Procedure NA for arrivals at IBQUP on V508 westbound.

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 42).

LPV DA 2240-1 250 (300-1)
LNAV/VNAV DA 2476-1½ 486 (500-1½)
LNAV MDA 2440-1 450 (500-1) 2440-1½ 450 (500-1½) 2440-1½ 450 (500-1½)
CIRCLING 2480-1 481 (500-1) 2560-1½ .561 (600-1½) 2680-2½ 681 (700-2½)

RNAV (GPS) RWY 22
HAYS RGNL (HYS)

HAYS, KANSAS
Orig-B 11AUG22

38°51’N-99°16’W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-18^\circ\text{C}(\text{0°F})\) or above \(45^\circ\text{C}(113^\circ\text{F})\). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Russell altimeter setting: increase LPV DA to 2263 feet; increase LNAV/VNAV DA to 2565 feet and visibility all Cats \(\frac{3}{4}\text{SM}\); increase all MDA 80 feet and visibility LNAV Cat C and Circling Cat C and D \(\frac{3}{4}\text{SM}\). Circling NA for Cat D northwest of Rwy 4 and west of Rwy 16. For inoperative MALS when using Russell altimeter setting, increase LPV all Cats visibility to 1 mile. VDP and Baro-VNAV NA when using Russell altimeter setting.

**MISSED APCH FIX**

Climb to 4000 direct EQPOX and hold.

**AWOS-3PT**

<table>
<thead>
<tr>
<th>MSA, RW34</th>
<th>25 NM</th>
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<tbody>
<tr>
<td>2656</td>
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**KANSAS CITY CENTER**

<table>
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<tr>
<th>ELEV 1999</th>
<th>TDZE 1994</th>
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<tr>
<td>125.525</td>
<td>122.8 (CTAF)</td>
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**UNICOM**

<table>
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<tr>
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<th>4000</th>
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<tbody>
<tr>
<td>125.525</td>
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</table>

**Procedure NA for arrival at RANSO on V244 southwest bound.**

**AWOS-3PT**

<table>
<thead>
<tr>
<th>MIRL Rwys 4-22 and 16-34</th>
<th>REIL Rwys 4, 22 and 16</th>
</tr>
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<tbody>
<tr>
<td>2056</td>
<td>2093</td>
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</tbody>
</table>

**HAYS, KANSAS**

Amdt 2A 27JAN22

**HAYS RGNL (HYS)**

**RNAV (GPS) RWY 34**
When local altimeter setting not received, use Russell altimeter setting: increase all
MDA 80 feet and visibility Circling Cat C and D ¾ SM. Circling NA for Cat D
northwest of Rwy 4 and west of Rwy 16. Visibility reduction by helicopters NA.

AWOS-3PT 125.525
KANSAS CITY CENTER 124.4 322.4
UNICOM 122.8 (CTAF)

HAYS, KANSAS
AL-5440 (FAA)

VOR/DME RWY 16
HAYS RGNL (HYS)

AWOS-3PT
125.525
KANSAS CITY CENTER
124.4 322.4
UNICOM
122.8 (CTAF)

HAYS, KANSAS
AL-5440 (FAA)

VOR/DME RWY 16
HAYS RGNL (HYS)

When local altimeter setting not received, use Russell altimeter setting: increase all
MDA 80 feet and visibility Circling Cat C and D ¾ SM. Circling NA for Cat D
northwest of Rwy 4 and west of Rwy 16. Visibility reduction by helicopters NA.

AWOS-3PT 125.525
KANSAS CITY CENTER 124.4 322.4
UNICOM 122.8 (CTAF)

HAYS, KANSAS
AL-5440 (FAA)

VOR/DME RWY 16
HAYS RGNL (HYS)

When local altimeter setting not received, use Russell altimeter setting: increase all
MDA 80 feet and visibility Circling Cat C and D ¾ SM. Circling NA for Cat D
northwest of Rwy 4 and west of Rwy 16. Visibility reduction by helicopters NA.

AWOS-3PT 125.525
KANSAS CITY CENTER 124.4 322.4
UNICOM 122.8 (CTAF)

HAYS, KANSAS
AL-5440 (FAA)

VOR/DME RWY 16
HAYS RGNL (HYS)

When local altimeter setting not received, use Russell altimeter setting: increase all
MDA 80 feet and visibility Circling Cat C and D ¾ SM. Circling NA for Cat D
northwest of Rwy 4 and west of Rwy 16. Visibility reduction by helicopters NA.

AWOS-3PT 125.525
KANSAS CITY CENTER 124.4 322.4
UNICOM 122.8 (CTAF)

HAYS, KANSAS
AL-5440 (FAA)

VOR/DME RWY 16
HAYS RGNL (HYS)
When local altimeter setting not received, use Russell altimeter setting; increase all MDA 80 feet and visibility S-34 Cat C and Circling Cat C and D ½ SM.  Circling NA for Cat D northwest of Rwy 4 and west of Rwy 16.  VDP NA with Russell altimeter setting.  For inop MALSR, increase S-34 Cat D visibility to 1½ mile.

MISSED APPROACH:  Climb to 3800 via HYS R-350 then climbing right turn to 3900 direct HYS VORTAC and hold.

AWOS-3PT  125.525
KANSAS CITY CENTER  124.4  322.4
UNICOM  122.8 (CTAF) 

ELEV 1999  TDZE 1994
MIRL Rwys 4, 22 and 16
REIL Rwys 4, 22 and 16

HAYS, KANSAS

Amdt 2G  27JAN22

38° 51'N  99° 16'W
When local altimeter setting not received, use Russell altimeter setting and increase all MDA 80 feet, increase S-16 and Circling Cats B, C and D visibility 1/2 mile. Visibility reduction by helicopters NA. Circling NA for Cat D northwest of Rwy 4 and west of Rwy 16.

**AWOS-3PT**
- **125.525**

**KANSAS CITY CENTER**
- **124.4**
- **322.4**

**UNICOM**
- **122.8 (CTAF)**

**MISSED APPROACH**: Climb to 3800 via HYS R-152 then climbing left turn to 3900 direct HYS VORTAC and hold.

** CATEGORY**
- **A**
- **B**
- **C**
- **D**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-16</td>
<td>2700-1</td>
<td>701 (800-1)</td>
<td>2700-2</td>
<td>2700-2⅓</td>
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<tr>
<td></td>
<td></td>
<td>701 (800-2)</td>
<td>701 (800-2⅓)</td>
<td>701 (800-2⅔)</td>
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<tr>
<td>CIRCLING</td>
<td>2700-1</td>
<td>701 (800-1)</td>
<td>2700-2</td>
<td>2700-2⅓</td>
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<tr>
<td></td>
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<td>701 (800-2)</td>
<td>701 (800-2⅔)</td>
<td>701 (800-2⅔)</td>
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</table>

**HAYS, KANSAS**
**AL-5440 (FAA)**

**HAYS RGNL (HYS)**

**Amdt 3E 27JAN22**

**38°51'N-99°16'W**

**HAYS RGNL (HYS)**

**VOR RWY 16**
When local altimeter setting not received, use Russell altimeter setting:
- Increase all MDA 80 feet and visibility S-34 and Circling Cat C and D 1/4 SM.
- Circling NA for Cat D northwest of Rwy 4 and west of Rwy 16.
- VDP NA with Russell altimeter setting.

**MISSED APPROACH:** Climb to 3800 via HYS R-350 then climbing right turn to 3900 direct HYS VORTAC and hold.

AWOS 3PT 125.525
KANSAS CITY CENTER 124.4 322.4
UNICOM 122.8 (CTAF)

---

**ELEV 1999** **TDZE 1994**

**VOR RWY 34**

**HAYS RGNL (HYS)**

VDP NA with Russell altimeter setting.
RNAV (GPS) RWY 12
HEBRON MUNI (HJH)

ELEV 1468  TDZE 1465

HOLD 10000
3400

Circling NA to Rwy 3 and 21. Rwy 12 helicopter visibility reduction below 7/8 SM NA. VDP NA when using Beatrice altimeter setting. When local altimeter setting not received, use Beatrice altimeter setting.

Procedure NA for arrivals at SUEKI on V50 westbound.

RNAV (GPS) RWY 12
HEBRON MUNI (HJH)

ELEV 1468  TDZE 1465

HOLD 10000
3400

Circling NA to Rwy 3 and 21. Rwy 12 helicopter visibility reduction below 7/8 SM NA. VDP NA when using Beatrice altimeter setting. When local altimeter setting not received, use Beatrice altimeter setting.

Procedure NA for arrivals at SUEKI on V50 westbound.

RNAV (GPS) RWY 12
HEBRON MUNI (HJH)

ELEV 1468  TDZE 1465

HOLD 10000
3400

Circling NA to Rwy 3 and 21. Rwy 12 helicopter visibility reduction below 7/8 SM NA. VDP NA when using Beatrice altimeter setting. When local altimeter setting not received, use Beatrice altimeter setting.

Procedure NA for arrivals at SUEKI on V50 westbound.

RNAV (GPS) RWY 12
HEBRON MUNI (HJH)

ELEV 1468  TDZE 1465

HOLD 10000
3400

Circling NA to Rwy 3 and 21. Rwy 12 helicopter visibility reduction below 7/8 SM NA. VDP NA when using Beatrice altimeter setting. When local altimeter setting not received, use Beatrice altimeter setting.

Procedure NA for arrivals at SUEKI on V50 westbound.
### Minneapols Center

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<tr>
<td>S-30</td>
<td>2060-1</td>
<td>594 (600-1)</td>
<td>NA</td>
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<tr>
<td>Circling</td>
<td>2100-1</td>
<td>632 (700-1)</td>
<td>NA</td>
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**GPS RWY 30**

**Minneapolis Center**

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<tbody>
<tr>
<td>App</td>
<td>118.525</td>
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<tr>
<td>Min</td>
<td>126.4 317.7</td>
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<tr>
<td>CTAF</td>
<td>122.9</td>
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**Hebron, Nebraska**

<table>
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<tr>
<th>CRS</th>
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<tbody>
<tr>
<td>GPS RWY 30</td>
<td>1466</td>
</tr>
<tr>
<td>GPS RWY 30</td>
<td>1466</td>
</tr>
</tbody>
</table>

**Hebron Muni (HJH)**

- **AWOS-3:** 118.525
- **MINNEAPOLIS CENTER:** 126.4 317.7
- **CTAF:** 122.9

**GPS RWY 30**

- **App CRS:** 304°
- **Rwy Idg:** 3600
- **TDZE:** 1466
- **Apt Elev:** 1468
- **MISSED APPROACH:** Climb to 3400 direct LATJI WP and hold.
- **When local altimeter setting not received, use Beatrice altimeter setting.**
- **Circling Rwy 3, 21 NA. Rwy 30 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Beatrice altimeter setting.**

**Hebron, Nebraska**

- **Orig-D 01FEB18**
- **40°09’N-97°35’W**
RNAV (GPS) RWY 17
HERINGTON RGNL (HRU)

**WAAS CH 58234**
**APP CRS 174°**
**Rwy Idg 4184**
**TDZE 1481**
**Apt Elev 1481**

**A** NA
Boro-VNAV NA. Use Manhattan altimeter setting; when not received, use Salina altimeter setting. DME/DME RNP-0.3 NA.

**KANSAS CITY CENTER**
**CTAF 122.9 0**

**DME/DME RNP-0.3 NA. when not received, use Salina altimeter setting. Baro-VNAV NA. Use Manhattan altimeter setting; when not received, use Salina altimeter setting.**

**MISSED APPROACH:** Climb to 3100 direct OWIZI and hold.

**PROCEDURE NA for arrivals at CEKIS on V261 northbound.**

**MISSED Approach FIX:** Climb to 3100 direct OWIZI and hold.

**procedure NA for arrivals at HEYDN on V77-280 northeast bound and V307 southbound.**

**CTAF**

**119.075**

**127.35 257.975**

**CTAF 122.9 0**

**RNWA 17 25 NM**

**3400**

**3000**

**091° (23.4)**

**P**

**P**

**354°**

**174°**

**A**

**174° to RW17**

**1.8 NM to RW17**

**3000 NoPT**

**084° (8)**

**3000 NoPT**

**264° (8)**

**LNAV only.**

**2080°**

**3000**

**174°**

**354°**

**4 NM**

**ELEV 1481**

**TDZE 1481**

**3100 OWIZI**

**3000 JUMRA**

**400-1) 400-1)**

**372 (400-1) 400-1)**

**3000 JUMRA**

**1.8 NM**

**2.9 NM**

**7 NM**

**TCH 40**

**2060-1**

**579 (600-1)**

**2280-1**

**2280-1 1/2 2280-1 1/2**

**RW17 1.8 NM to WOTAG JUMRA**

**2.9 NM**

**1.8 NM**

**7 NM**

**3000 NoPT**

**264° (8)**

**LNAV only.**

**2080°**

**3000**

**174°**

**354°**

**4 NM**

**ELEV 1481**

**TDZE 1481**

**3100 OWIZI**

**3000 JUMRA**

**400-1) 400-1)**

**372 (400-1) 400-1)**

**3000 JUMRA**

**1.8 NM**

**2.9 NM**

**7 NM**

**TCH 40**

**2060-1**

**579 (600-1)**

**2280-1**

**2280-1 1/2 2280-1 1/2**

**RW17 1.8 NM to WOTAG JUMRA**

**2.9 NM**

**1.8 NM**

**7 NM**

**3000 NoPT**

**264° (8)**

**LNAV only.**

**2080°**

**3000**

**174°**

**354°**

**4 NM**
Baro-VNAV NA. Use Manhattan altimeter setting; when not received, use Salina altimeter setting. DME/DME RNP-0.3 NA.

Procedure NA for arrivals at STONS on V532 southbound and V280 southwest bound.

Procedure NA for arrivals at HEYDN on V77-280 northeast bound.

Procedure NA for arrivals on EMP VORTAC airway radials 200 CW 327.

MISSED APPROACH: Climb to 3000 direct IYTIK and hold.
Use Manhattan altimeter setting; when not received, use Salina altimeter setting.

MISSED APPROACH: Climb to 3100 then left turn direct HRU NDB and hold.

CIRCLING

<table>
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<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-17</td>
<td>2160-1</td>
<td>679 (700-1)</td>
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<td>679 (700-2)</td>
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<td>CIRCLING</td>
<td>2160-1</td>
<td>679 (700-1)</td>
<td>2280-2½</td>
<td>2280-2½</td>
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</table>

38°42'N-96°48'W
Use Manhattan altimeter setting; when not received, use Salina altimeter setting.

<table>
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<tr>
<th>MHK ASOS</th>
<th>KANSAS CITY CENTER</th>
<th>CTAFF</th>
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<tbody>
<tr>
<td>119.075</td>
<td>127.35 257.975</td>
<td>122.9</td>
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</table>

**MISSED APPROACH:** Climb to 3100 then right turn direct HRU NDB and hold.

<table>
<thead>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-35</td>
<td>2340-1</td>
<td>2340-1¼</td>
<td>2340-2½</td>
<td>859 (900-2½)</td>
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<tr>
<td>CIRCLING</td>
<td>2340-1¼</td>
<td>859 (900-1¼)</td>
<td>2340-2½</td>
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**NC-2, 11 JUL 2024 to 05 SEP 2024**

**AL-539 (FAA)**

**HERINGTON, KANSAS**

**HERINGTON RGNL (HRU)**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 54°C (130°F). Circling NA west of Rwy 18-36. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hays altimeter setting: Increase LPV DA to 2617 feet, LNAV/VNAV DA to 2630 feet, and visibility LPV all Cats ¼ mile, LNAV/VNAV all Cats ½ mile; Increase all MDA 140 feet and visibility LNAV Cat C ¾ mile and Circling Cat C ¼ mile. Night landing: Rwy 18 NA. Helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Hays altimeter setting.

**Amdt 1B 12NOV15**

**HILL CITY, KANSAS**

**AL-9056 (FAA)**

**HILL CITY MUNI (HLC)**

**HC-2, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 18**

- **ELEV** 2238
- **TDZE** 2238
- **5000 X 75** 1.0% UP
- **P** P
- **5000 2238** 1.0% UP
- **TA** 36
- **176°** 36
- **B** B
- **C** C
- **D** D
- **LNAV only**
- **DA** DA
- **LNAV/ VNAV DA** DA
- **LNAV MDA** MDA
- **CIRCLING** CIRCLING
- **39°23'N-99°50'W**
- **213**

**ASOS** 118.425
**DENVER CENTER** 132.7 226.675
**CTAF** 122.9
RNAV (GPS) RWY 36
HILL CITY MUNI (HLC)

Circling NA west of Rwy 18-36. DME/DME RNP-0.3 NA. VDP NA with Hays altimeter setting. When local altimeter setting not received, use Hays altimeter setting and increase all MDA 140 feet, increase LP Cat C visibility ½ mile, LNAV Cat C and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 3/4 SM NA. Circling to Rwy 18 NA at night.

**MISSING APPROACH:**
Climb to 4200 direct GECEV and hold.

### Category

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>2600-1</td>
<td>378 (400-1)</td>
<td>2600-1½</td>
<td>378 (400-1¼)</td>
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<tr>
<td>LNAV MDA</td>
<td>2760-1</td>
<td>538 (600-1)</td>
<td>2760-1½</td>
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<tr>
<td>CIRCLING</td>
<td>2760-1</td>
<td>522 (600-1)</td>
<td>2760-1¾</td>
<td>522 (600-1¼)</td>
</tr>
</tbody>
</table>

**Hill City, Kansas**
Amdt 1A 26JUN14
39°23'N-99°50'W

**RNAV (GPS) RWY 36**
HILL CITY MUNI (HLC)
RNAV (GPS) RWY 18
BREWER FL (HDE)

MISSED APPROACH: Climb to 3900 direct BULIA and hold.

When local altimeter setting not received, 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. DME/DME RNP-0.3 NA. VDP NA when using Kearney altimeter setting.

### AWOS-3
121.325

### DENVER CENTER
132.7  226.675

### UNICOM
122.8 (CTAF)

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**HOLDREGE, NEBRASKA**

**AL-5999 (FAA)**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---

**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---

**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---

**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---

**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---

**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---

**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---

**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---

**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---

**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---

**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---

**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

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**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

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**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

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**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

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**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

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**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---

**HOLDREGE, NEBRASKA**

Orig-A  20MAY21

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

**RNAV (GPS) RWY 18**

**BREWER FL (HDE)**

**SAME**

**BULIA and hold.**

---
RNAV (GPS) RWY 36
BREWSTER FLD (HDE)

MISSING APPROACH: Climb to 4000 direct
YETUP and hold.

AWOS-3 121.325
DENVER CENTER 132.7 226.675
UNICOM 122.8 (CTAF)

BULIA
KAASE
REIL Rwys 18 and 36
MIRL Rwy 18-36

PAP CRS 003°
Rwy Idg
TDZE
Apt Elev
4701
2309
2313

MISSED APPROACH FIX
5 NM
183°
YETUP

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Kearney
altimeter setting and increase DA to 2639 feet and all MDAs 80 feet, and increase
circling cats C/D visibility 1/2 SM. VDP NA when using Kearney altimeter setting.

5 NM
BULIA
KAASE

Category
A
B
C
D
LPV DA
2559-1 250 (300-1)
LNAV MDA
2760-1 451 (500-1)
2760-1¼ 451 (500-1¼)
2760-1½ 451 (500-1½)
CIRCLING
2840-1 527 (600-1)
3020-2 707 (800-2)
3020-2¼ 707 (800-2¼)

CAUTION
40°27'N-99°20'W

HOLDREGE, NEBRASKA
Orig-A 20MAY21

AL-5999 (FAA)
24081
**VOR EAR**

**111.2**

**APP CRS**

217°

**Rwy Idg**

TDZE

Apt Elev

N/A

N/A

2313

---

**AWOS-3**

121.325

**DENVER CENTER**

132.7 226.675

**UNICOM**

122.8 (CTAF)

---

**LOCALIZER**

110.9

**I-EAR**

Chan 46

**Procedure NA for arrivals on EAR VOR airway radial 227.**

---

**MISSED APPROACH:** Climbing left turn to 3900 on EAR VOR R-217 to GABEE/I-EAR 18 DME and hold.

---

**VOR-A**

**BREWSTER FLD (HDE)**

---

**HOLDREGE, NEBRASKA**

**AL-5999 (FAA)**

**24081**

**VOR-A**

**BREWSTER FLD (HDE)**

---

**ELEV 2313**

---

**CIRCLING**

**CATEGORY**

A | B | C | D
---|---|---|---
3100-1 | 3100-1¼ | 3100-2¼ | 3100-2½
787 (800-1) | 787 (800-1¼) | 787 (800-2¼) | 787 (800-2½)

---

**HOLDREGE, NEBRASKA**

Amdt 38 23APR20

---

**217°**

---

**40°27'N-99°20'W**

---

**NC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 2
HUGOTON MUNI (HQG)

MISSING APCH FIX: Climb to 5000 direct WAGIX and hold.

Category A

LPV DA 3384-1 250 (300-1) NA

LNAV/ VNAV DA 3425-1 291 (300-1) NA

LNAV MDA 3600-1 466 (500-1) 3600-1 466 (500-1) NA

CIRCLING 3660-1 526 (600-1) 3980-2.2 846 (900-2) NA

HUGOTON, KANSAS
Orig-B 14JUL22

37°10'N-101°22'W

RNAV (GPS) RWY 2
HUGOTON MUNI (HQG)
RNAV (GPS) RWY 20
HUGOTON MUNI (HQG)

Circling RWY 13, 31 NA at night. RW 20 helicopter visibility reduction below 1/2 SM NA. For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct OVAME and hold.

AWOS-3PT
118.6

KANSAS CITY CENTER
134.0 257.625

UNICOM
122.8 (CTAF)

HUGOTON, KANSAS
Orig-C 23FEB23

37°10'N-101°22'W
219
When VASI inop, Circling RWY 22 NA at night. For inop ALS, increase S-LOC RWY 13 Cat C/D visibility to RVR 5500. *RVR 1800 authorized with use of FD or AP or HUD to DA.

**WARNING**

AL-200 (FAA)

**ATIS** 124.25
**WICHITA APP CON** 125.5 306.2
**HUTCHINSON TOWER** HUT 116.8 HUT
**GND CON** 121.9
**UNICOM** 122.95

**ALERT**

**MALSR**

**MISSED APPROACH:** Climb to 2400 then climbing right turn to 3100 direct HUT VOR/DME and hold.

**LOCALIZER** 110.1

**HUTCHINSON** 116.8 HUT

**HUTCHINSON RGNL (HUT)**

**ELEV 1543**

**TDZE 1525**

**GS 3.0°**

**TCH 48**

**REIL Rwys 4, 22 and 31**

**HIRL Rwy 13-31**

**MIRL Rwys 4-22 and 17-35**

**MIRL 1585**

**FRA** 1976-1200

**RVR 1800**

**authorized with use of FD or AP or HUD to DA.**

**For inop ALS, increase S-LOC RWY 13 Cat C/D visibility to RVR 5500.**

**When VASI inop, Circling RWY 22 NA at night. For inop ALS, increase S-LOC RWY 13 Cat C/D visibility to RVR 5500. *RVR 1800 authorized with use of FD or AP or HUD to DA.**

**When VGSI inop, Circling RWY 22 NA at night.**

**For inop ALS, increase S-LOC RWY 13 Cat C/D visibility to RVR 5500. *RVR 1800 authorized with use of FD or AP or HUD to DA.**

**When VGSI inop, Circling RWY 22 NA at night.**

**For inop ALS, increase S-LOC RWY 13 Cat C/D visibility to RVR 5500. *RVR 1800 authorized with use of FD or AP or HUD to DA.**

**When VGSI inop, Circling RWY 22 NA at night.**

**For inop ALS, increase S-LOC RWY 13 Cat C/D visibility to RVR 5500. *RVR 1800 authorized with use of FD or AP or HUD to DA.**

**When VGSI inop, Circling RWY 22 NA at night.**

**For inop ALS, increase S-LOC RWY 13 Cat C/D visibility to RVR 5500. *RVR 1800 authorized with use of FD or AP or HUD to DA.**

**When VGSI inop, Circling RWY 22 NA at night.**

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**When VGSI inop, Circling RWY 22 NA at night.**

**For inop ALS, increase S-LOC RWY 13 Cat C/D visibility to RVR 5500. *RVR 1800 authorized with use of FD or AP or HUD to DA.**

**When VGSI inop, Circling RWY 22 NA at night.**

**For inop ALS, increase S-LOC RWY 13 Cat C/D visibility to RVR 5500. *RVR 1800 authorized with use of FD or AP or HUD to DA.**
RNAV (GPS) RWY 4
HUTCHINSON RGNL (HUT)

ATIS 124.25
WICHITA APP CON 125.5 306.2
HUTCHINSON TOWER* 118.5 (CTAF) 363.0
GND CON 121.9
UNICOM 122.95

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
Circling Rwy 22 NA at night.

HOLD 3200 4 NM
SAYAN and hold.
Climb to 3200 direct
MISSED APPROACH:
Climb to 3200 direct
SAYAN and hold.

Procedure NA for arrival on ICT VORTAC
airway radials 218 CW 292.
Procedure NA for arrival on HUT VOR/DME
airway radials 212 CW 305.

HARAN
WIPET
IZAGI
HUT
RUTCHINSON
WICHITA

Holding Pattern
IZAGI
GP 3.00°
TCH 45
7.3 NM
3.8 NM
1.4 NM

CATEGORY
A
B
C
D
LPV DA 1722-1 200 (200-1) NA
LNAV/ VNAV DA 2064-1 542 (600-1)
NA
LNAV MDA 2000-1 478 (500-1)
NA
NA
CIRCLING 2080-1 537 (600-1)
NA
NA

HUTCHINSON, KANSAS
Amdt 1B 08SEP22

38°04'N-97°52'W
221
**RNAV (GPS) RWY 13**

**HUTCHINSON RGNL (HUT)**

**ATIS** 124.25

**WICHITA APP CON** 125.5 306.2

**HUTCHINSON TOWER** 118.5 (CTAF) 363.0

**GND CON** 121.9

**UNICOM** 122.95

**MALSR**

**MISSING APPROACH:** Climb to 3600 direct CLOBE and hold.

**Circling to Rwy 22 NA at night.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

# RVR 1800 authorized with use of FD or HUD to DA.

**ATC**

**Category**

- A
- B
- C
- D

**LPV DA**

- 1725/24 200 (200-½)

**LNAV/ VNAV DA**

- 1932/40 407 (400-¾)

**LNAV MDA**

- 2120/24 595 (600-½)
- 2120-1¼ 595 (600-1¼)

**CIRCLING**

- 2120-1 577 (600-1)
- 2200-1½ 657 (700-1¼)
- 2720-3 1177 (1200-3)

**Hutchinson, Kansas**

**AL-200 (FAA)**

**CAUTION**

- TWR 0.6% U P

**APP CRS**

- 0.6% U P

**TDZE**

- 0.6% U P

**Apt Elev**

- 1543

**TWR 1577**

**1585**

**Category**

- A
- B
- C
- D

**LPV DA**

- 1725/24 200 (200-½)

**LNAV/ VNAV DA**

- 1932/40 407 (400-¾)

**LNAV MDA**

- 2120/24 595 (600-½)
- 2120-1¼ 595 (600-1¼)

**CIRCLING**

- 2120-1 577 (600-1)
- 2200-1½ 657 (700-1¼)
- 2720-3 1177 (1200-3)

**Hutchinson, Kansas**

**AL-200 (FAA)**

**CAUTION**

- TWR 0.6% U P

**APP CRS**

- 0.6% U P

**TDZE**

- 0.6% U P

**Apt Elev**

- 1543
Circling to Rwy 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 34°C (93°F). DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3600 direct ARLTT and hold.

**ATIS**
- 121.9 UNICOM
- 124.25 WICHITA APP CON
- 125.5 306.2 MIRL Rwys 4-22 and 17-35
- 113° (5) Rwy 17-35

**HUTCHINSON TOWER**
- 118.5 [CTAF] 363.0

**WICHITA APP CON**
- 125.5 306.2

**ELEV**
- 1543

**TDZE**
- 1523

**LNAV only**

**RNAV (GPS) RWY 17**

**HUTCHINSON RGNL (HUT)**

**CATEGORY**
- A
- B
- C
- D

**LPV**
- 1889-1

**DA**
- 366 (400-1)

**LNAV**
- 2078-1½

**VNAV**
- 555 (600-1½)

**MDA**
- 2060-1

**CIRCLING**
- 537 (600-1)

**2200-1¾**

**657 (700-1¾)**

**RNAV (GPS) RWY 17**

**HUTCHINSON RGNL (HUT)**

**HUTCHINSON, KANSAS**

**Orig 07DEC17**

**38°04'N-97°52'W**

**223**
RNAV (GPS) RWY 22
HUTCHINSON RGNL (HUT)

Rwy 22 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in and Circling Rwy 22 NA at night.

**ATIS** 124.25  **WICHITA APP CON** 125.5  **306.2**  **HUTCHINSON TOWER** 118.5 (CTAF)  **363.0**  **GND CON** 121.9  **UNICOM** 122.95

**Procedure NA for arrivals at STONS on V532 northbound and V532 southbound.**
Circling to Rwy 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSING APPROACH: Climb to 3200 direct ZENOS and hold.

Procedure NA for arrivals at WAIVE on V532 northbound.

Procedure NA for arrivals at HUT VOR/DME airway radials 021 CW 149.

Hutchinson, Kansas

RNAV (GPS) Rwy 31
Hutchinson Rgnl (HUT)

<table>
<thead>
<tr>
<th>ATIS</th>
<th>WICHITA APP CON</th>
<th>HUTCHINSON TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>125.5 306.2</td>
<td>118.5 (CTAF) 363.0</td>
<td>121.9</td>
<td>122.95</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPV</td>
<td>1770-¾</td>
<td>250 (300-¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LPV</td>
<td>1812-½</td>
<td>292 (300-½)</td>
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</tr>
<tr>
<td>LNAV/</td>
<td>1880-1</td>
<td>360 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VNAV</td>
<td>2080-1</td>
<td>537 (600-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2200-1¾</td>
<td>657 (700-1¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2720-3</td>
<td>1177 (1200-3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 35
HUTCHINSON RGNL (HUT)

MISSED APPROACH:
Climb to 3600 direct DDOEE and hold.

ATIS
124.25
WICHITA APP CON
125.5 306.2
HUTCHINSON TOWER
118.5 (CTAF) 363.0
GND CON
121.9
UNICOM
122.95

MISSED APCH FIX
4 NM

WIPET
3600
W230°
(17.4)

ARLTT
HUTCHINSON HUT
WWW
353°

GGRAF
3600
NoPT
293° (5)

HOLD
3600
3600

procedure NA for arrival on ICT VORTAC airway radials 212 CW 230.

ELEV 1543
TDZE 1521

RNPA CRs - GPS

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
Circling Rwy 22 NA at night.

RNAV (GPS) RWY 35
HUTCHINSON RGNL (HUT)

PROCEDURE NA FOR ARRIVAL ON HUT VOR/DME AIRWAYS 074 CW 230.

VOR/DME ARAY WORKS 074 CW 230.

HUTCHINSON, KANSAS
Orig 08SEP22

38°04'N-97°52'W
HUTCHINSON RGNL (HUT)
RNAV (GPS) RWY 35

NP-22, 11 JUL 2024 to 05 SEP 2024
NP-22, 05 JUL 2024 to 05 SEP 2024
NP-22, 11 JUL 2024 to 05 SEP 2024
NP-22, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 35
HUTCHINSON RGNL (HUT)
RNAV (GPS) RWY 35
Circling to Rwy 22 NA at night. Rwy 31 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3100 direct HUT VOR/DME and hold.

Procedure NA for arrival on HUT VOR/DME airway radials 057 CW 128.

Disregard GS indications.
Circling to Rwy 22 NA at night.

MISSED APPROACH: Climb to 4000 on HUT VOR/DME R-038 then left turn direct HUT VOR/DME and hold.

ATIS 124.25
WICHITA APP CON 125.5 306.2
HUTCHINSON TOWER 118.5 (CTAF) 363.0
GND CON 121.9
UNICOM 122.95

NoPT for arrival on HUT VOR/DME airway radial R-230

MISSING APPROACH: Climb to 4000 on HUT VOR/DME R-038 then left turn direct HUT VOR/DME and hold.

ATIS 124.25
WICHITA APP CON 125.5 306.2
HUTCHINSON TOWER 118.5 (CTAF) 363.0
GND CON 121.9
UNICOM 122.95

NoPT for arrival on HUT VOR/DME airway radial R-230

MISSING APPROACH: Climb to 4000 on HUT VOR/DME R-038 then left turn direct HUT VOR/DME and hold.

ATIS 124.25
WICHITA APP CON 125.5 306.2
HUTCHINSON TOWER 118.5 (CTAF) 363.0
GND CON 121.9
UNICOM 122.95

NoPT for arrival on HUT VOR/DME airway radial R-230

MISSING APPROACH: Climb to 4000 on HUT VOR/DME R-038 then left turn direct HUT VOR/DME and hold.
Circling to Rwy 22 NA at night. Rwy 22 helicopter visibility reduction below 1 SM NA. DME required.

MISSED APPROACH: Climb to 3100 direct HUT VOR/DME and hold.

ATIS 124.25
WICHITA APP CON 125.5 306.2
HUTCHINSON TOWER 118.5 (CTAF) 363.0
GND CON 121.9
UNICOM 122.95

DME REQUIRED

Procedure NA for arrival on HUT VOR/DME airway radials 021 CW 074.

REIL Rwys 4, 22 and 31
HIRL Rwy 13-31
MIRL Rwys 4-22 and 17-35

HUTCHINSON, KANSAS
Amdt 7 07DEC17

HUTCHINSON RGNL (HUT)
Circling to Rwy 22 NA at night.

For inop ALS, increase S-13 Cat A/B visibility to RVR 5500, and Cat C/D to 1½ SM.

MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 direct HUT VOR/DME and hold.

Procedure NA for arrivals at HUT VOR/DME on V280 southwest bound.

One Minute Holding Pattern

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-13</td>
<td>2200/40</td>
<td>675 (700-½)</td>
<td>2200-½</td>
</tr>
<tr>
<td></td>
<td>657 (700-½)</td>
<td>657 (700-½)</td>
<td>1177 (1200-3)</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>2200-1</td>
<td>657 (700-1)</td>
<td>2200-1½</td>
</tr>
<tr>
<td></td>
<td></td>
<td>657 (700-½)</td>
<td>2720-3</td>
</tr>
</tbody>
</table>

**Atis**

| 124.25    |

**Wichita App Con**

| 125.5  | 306.2 |

**Hutchinson Tower**

| 118.5 (CTAF) | 363.0 |

**Gnd Con**

| 121.9    |

**Unicom**

| 122.95   |
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 13
IMPERIAL MUNI (IML)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP and Baro-VNAV NA when using Ogallala altimeter setting. Circling NA to Rwys 3 and 21.

MISSED APPROACH: Climb to 5000 direct AQIMU and hold.

ASOS
124.175

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF)

19115

WAAS
CH 66003
W13A
APP CRS 135°
Rwy Idg 5022
TDZE 3273
Apt Elev 3275

DENVER CENTER
132.7 397.85
122.8 (CTAF)

ELEV 3275
TDZE 3273

INTERCEPT
3275
ELEV

 CATEGORY
LPV DA 3548-1 275 (300-1)
LNAV/VNAV DA 3752-1 479 (500-1¾)
LNAV MDA 3820-1 547 (600-1)
CIRCLING 3860-1 585 (600-1)

135° to
RW13

3.9 NM

AQIMU

MIRL Rwy 13-31
REIL Rwys 13 and 31

INTERCEPT
3275
ELEV

135° to
RW13

NC-2, 11 JUL 2024 to 05 SEP 2024

Orig-A 31MAR16

RNAV (GPS) RWY 13
IMPERIAL MUNI (IML)

40°31’N-101°37’W

NC-2, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 13
IMPERIAL MUNI (IML)

40°31’N-101°37’W

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 31
IMPERIAL MUNI (IML)

Asos 124.175
Denver Center 132.7 397.85
Unicom 122.8 (CTAF)

Procedure NA for arrivals at MCJEF via V220 westbound.

Procedure NA for arrivals at SIJVI via V8 eastbound.

Baro-VNAV NA when using Ogallala altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (135°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP NA when using Ogallala altimeter setting. Circling NA to Rwy 3 and 21.

Missed Approach: Climb to 5100 direct AXPUX and hold.

**A**

**B**

**C**

**D**

**RPV**

**DA**

**3520-1 250 (300-1)**

**NA**

**RNAV/VNAV**

**DA**

**3649-1¼ 379 (400-1¼)**

**NA**

**RNAV MDA**

**3640-1 370 (400-1)**

**NA**

**CIRCLING**

**3860-1 585 (600-1)**

**NA**
Circling Rwy 4, 22 NA at night.

Procedure NA for arrivals at BVO VOR/DME on V190 southwest bound.

**ILS or LOC RWY 35**

**INDEPENDENCE MUNI (IDP)**

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>S-ILS 35</td>
<td>1021-1/2</td>
<td>200 (200-1/2)</td>
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<tr>
<td>S-LOC 35</td>
<td>1340-1/2</td>
<td>519 (600-1/2)</td>
<td>1340-1</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>1340-1</td>
<td>515 (600-1)</td>
<td>1340-1</td>
<td>515 (600-1/2)</td>
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<td>ZOVOV FT MINIMUMS</td>
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<tr>
<td>S-LOC 35</td>
<td>1120-1/2</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>1280-1</td>
<td>455 (500-1)</td>
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AWOS-3PT

KANSAS CITY CENTER

CLNC DEL

UNICOM

**INDEPENDENCE, KANSAS**

**AL-495 (FAA)**

**Amdt 3 14JUL22**

**37°09'N-95°47'W**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling Rwy 4, 22 NA at night.
DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV DA all Cats visibilities to ½ SM and LNAV MDA Cats C and D visibilities to 1 SM.

**AWS 3-pt**
118.525

**KANSAS CITY CENTER**
128.6 282.325

**CLNC DEL**
121.65

**UNICOM**
123.05 (CTAF)

**Procedure NA for arrivals at EJYAR on V190 northeast bound.**

**Procedure NA for arrivals at BVO VOR/DME on V190 southwest bound.**
Circling Rwy 4, 22 NA at night.

Procedure NA for arrivals at BVO VOR/DME on V190 southwest bound.
Baro-VNAV and VDP NA when using Chanute altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 1 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Chanute altimeter setting: increase LPV DA to 1299 feet; increase LNAV/VNAV DA to 1324 feet; increase all MDAS 40 feet and visibility Circling Cat C ¾ SM.

**MISSED APPROACH:** Climb to 3000 direct TIGAY and hold.

<table>
<thead>
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<th>A</th>
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<th>C</th>
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<tr>
<td>LPV DA</td>
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<td>LNAV MDA</td>
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<tr>
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<td>464 (500-1)</td>
<td>644 (700-1)</td>
<td>644 (700-1¾)</td>
<td>NA</td>
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RNAV (GPS) RWY 19
ALLEN COUNTY (K88)

AWOS-3  128.325
KANSAS CITY CENTER  127.725  270.25
UNICOM  122.8 (CTAF)

MISSED APPROACH: Climb to 3000 ft and hold.

Rwy 19 helicopter visibility reduction below 3/8 SM NA. When local altimeter setting not received, use Chanute altimeter setting: increase all MDAs 40 feet and LNAV visibility Cat C 1/4 SM and Circling visibility Cat C 1/8 SM. VDP NA when using Chanute altimeter setting.

Amdt 1  11JUL24

Chanute altimeter setting.

visibility Cat C     SM and Circling visibility Cat C 1/8 SM.  VDP NA when using Chanute altimeter setting.

MISSED APCH FIX
VUGBY

ELEV 1016  TDZE 1016

HIRL Rwy 1-19

37°52’N-95°23’W
RNAV (GPS) RWY 17
JETMORE MUNI (K79)

**Approach Configuration**

- **Category:** B
- **Baro-VNAV NA:** Use Dodge City Rgnl altimeter setting.
- **DME/DME RNP-0.3 NA:**
- **MISSED APPROACH:** Climb to 5000 direct JEMOR and hold.

**Runway Information**

- **Runway ID:** 17
- **Runway Elevation:** 263 ft
- **App CRS:** 173°
- **TDZE:** 2467
- **Apt Elev:** 2467

**MISSED APPROACH FIX:**
- Climb to 5000 direct JEMOR and hold.

**Key Points**

- **5000:** JEMOR
- **30 NM to OFAYS (N667):**
- **OFAYS:** 5000
- **OFAYS:** 263°
- **OFAYS:** 083°

**Routes**

- **Holding Pattern:**
  - **JEMOR**
  - **OFAYS**
  - **5 NM**
  - **353°**

**Unicom**

- **DDC ASOS:** 118.525
- **KANSAS CITY CENTER:** 125.2 285.425
- **UNICOM:** 122.7 (CTAF)

**Weather Information**

- **DDC ASOS:**
  - 118.525

**Navigation Aids**

- **TCH 40**
  - **GP 3.00°**
  - **LNAV only**

**CAUTION**

- **NC-2, 11 JUL 2024 to 05 SEP 2024**

**Contact Information**

- **KANSAS CITY CENTER UNICOM:** 122.7

**Additional Notes**

- **Baro-VNAV NA:** Use Dodge City Rgnl altimeter setting.
- **DME/DME RNP-0.3 NA:**
- **MISSED APPROACH:** Climb to 5000 direct JEMOR and hold.
**RNAV (GPS) RWY 35**

**JETMORE MUNI (K79)**

**WAAS CH 86840 W35A**

- **App CRS 353°**
- **Rwy Idg 4205**
- **TDZE 2467**
- **Apt Elev 2467**

- **Missed Approach**: Climb to 5000 direct OFAYS and hold.

- **DDC ASOS 118.525**
- **KANSAS CITY CENTER 125.2 285.425**
- **UNICOM 122.7 (CTAF)**

- **Use Dodge City Rgnl altimeter setting.**

- **JETMORE, KANSAS**
  - **37°59'N-99°54'W**
  - **242**

- **RNAV (GPS) RWY 35**

- **Categories**
  - **LPV DA**
  - **LNAV/ VNAV DA**
  - **LNAV MDA**
  - **CIRCLING**

- **Note**: Baro-VNAV NA. DME/DME RNP-0.3 NA.

- **NC-2, 11 JUL 2024 to 05 SEP 2024**
Circling Rwy 8, 26 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. LNAV only.

Holding Pattern

**MISSING APACHE**
- NULIC
- Holding Pattern

**5 NM**
- 30 NM to FARPA (NPT)
- 13 NM to FARPA
- 082°
- FARPA
- 262°

6000 → 352° → 172° → 5200

**GP 3.00°**
- TCH 40

**352°**
- 5200

**1.8 NM to RW17**
- OZUMO
- RW17
- 5200 NoPT

**ELEV 3025**
- 5200
- 3520

**LNAV only.**

<table>
<thead>
<tr>
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<td>LNAV MDA</td>
<td>3680-1</td>
<td>356 (400-1)</td>
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</tbody>
</table>

**CIRCLING**
- 3880-1
- 555 (600-1)
- 4040-2
- 715 (800-2)

**NC-2, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 17**

**STANTON COUNTY MUNI (JHN)**
RNAV (GPS) RWY 36
FREEMAN FLD (3JC)

Circling Rwy 5, 23, 13, 31 NA. Circling NA west of Rwy 18-36.
Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Marshall AAF, KS altimeter setting.

Final approach course offset 13.64°

Visual Segment - Obstacles.

MIRL Rwy 18-36

RNAV APCH.

MARSHALL AAF GCA
121.25 254.35

UNICOM
122.8 (CTAF)

ELEV 1102
TDZE 1102

JUNCTION CITY, KANSAS
AL-6619 (FAA)
23166

RNAV (GPS) RWY 36
FREEMAN FLD (3JC)

Final approach course offset 13.64°

Visual Segment - Obstacles.
RNAV (GPS) RWY 13
KEARNEY RGNL (EAR)

**RNAV APCH.**

Baro-VNAV and VDP NA when using Holdrege altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. When local altimeter setting not received, use Holdrege altimeter setting: increase LPV DA to 2407 feet and all Cats visibility ½ SM; increase LNAV/VNAV DA to 2457 feet and all Cats visibility ¾ SM and all MDAs 80 feet; increase visibility LNAV and Circling Cat C ¾ SM.

**MISSED APPROACH:** Climb to 4300 direct VIGXI and on track 070° to LENIY and hold.

**AWOS-3PT** | **MINNEAPOLIS CENTER** | **UNICOM**
--- | --- | ---
123.875 | 119.4 278.8 | 123.0 (CTAF)

**Category** | **LPV DA** | **LNAV/VNAV DA** | **LNAV MDA** | **Circling**
--- | --- | --- | --- | ---
A | 2330-3/4 200 (200-3/4) | NA | NA | NA
B | 2380-3/4 250 (300-3/4) | NA | NA | NA
C | 2720-1 590 (600-1) | 2720-1 590 (600-1) | NA | NA
D | 2720-1 589 (600-1) | 2720-1 589 (600-1) | NA | NA
MISSED APPROACH: Climb to 3900 then right turn direct EAR VOR and hold.

AWOS 3PT 123.875
MINNEAPOLIS CENTER 119.4 278.8
UNICOM 123.0 (CTAF)

LOCALIZER 110.9
I-EAR 3.2
Chan 46

OKIE I-EAR 3.2

OKIE FIX MINIMUMS

HIRL Rwy 36
MIRL Rwy 13-31
REIL Rwy 18

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 10
KIMBALL MUNI/ROBERT E ARRAJ FLD (IBM)

MISSED APPROACH: Climb to 6500 direct INGIU and hold.

Procedure NA for arrivals at OMBIE on V6 westbound.

Procedure NA for arrivals at MEILE on V169 northwest bound.

Procedure NA for arrivals at PIETY on V207 southbound and on V138 westbound.

Straight-in Rwy 10 NA at night, Circling Rwy 10 NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Sidney altimeter setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.

Procedure NA for arrivals at OMBIE on V6 westbound.

Procedure NA for arrivals at MEILE on V169 northwest bound.

Procedure NA for arrivals at PIETY on V207 southbound and on V138 westbound.

Setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.

Setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.

Procedure NA for arrivals at OMBIE on V6 westbound.

Procedure NA for arrivals at MEILE on V169 northwest bound.

Procedure NA for arrivals at PIETY on V207 southbound and on V138 westbound.

Setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.

Setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.

Setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.

Setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.

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Setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.

Setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.

Setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.

Setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.

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Setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.

Setting: increase all MDA 180 feet and visibility LP Cats C/D and LNAV Cats C/D 1/2 SM and Circling Cat C 3/4 SM and Cat D 1/2 SM.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.
- Circling Rwy 10 NA at night.

- MISSED APPROACH: Climb to 7000 direct HIMAV and hold.

- LNAV only

- For arrivals at SNY VOR/DME on V6 east bound.

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

- CIRCLING

- Category

- LPV DA
- LNAV/ VNAV DA
- LNAV MDA
- CIRCLING

- 5158-1 250 (300-1)
- 5158-1 250 (300-1)
- 5200-1 292 (300-1)
- 5460-1 534 (600-1)

- 5500-1 574 (600-1½)
- 5520-2 594 (600-2)
RNAV (GPS) RWY 18
KINGMAN/CLYDE CESSNA FLD (9K8)

**RNAV (GPS) RWY 18**
KINGMAN/CLYDE CESSNA FLD (9K8)

**AWOS-3PT**
119.325

**WICHITA APP CON**
125.5 306.2

**UNICOM**
122.8 (CTAF)

**MISSED APPROACH**: Climb to 3600 direct BIRCA and hold.

- **Rwy 18 helicopter visibility reduction below 3/4 SM NA.**
- **Circling Rwy 11, 29 NA at night.**
- **AWOS-3PT**
- **WICHITA APP CON**
- **UNICOM**

**Amdt 1B**
27JAN22

**KINGMAN, KANSAS**

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<td>LNAV MDA</td>
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<td>CIRCLING</td>
<td>2040-1</td>
<td>433 (500-1)</td>
<td>2060-1</td>
<td>453 (500-1)</td>
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**ELEV 1607**
**TDZE 1599**

**HUTCHINSON**
1667 ±
1684 ±

**WIPET**
3300 ±
3000 ±

**UGAWU**
3300 ±
3000 ±

**BIRCA**
3300 ±
3000 ±

**WOBEB**
1.7 NM to RW18
1.7 NM to RW18

**RW18**
182°
182°

**HOLD 3000 3300**

**L1917**

**3600**
**BIRCA**
**VGSI and descent angles not coincident**
**VGSI Angle 3.00°/TCH 43**.

**3000 ±**

**HOLD 4000 (19.3)**

**WICHITA ICT**

**4 NM**

**HOLDING PATTERN**

**4000**

**3600 X 60**
**4300 X 75**

**1980-1**
**433 (500-1)**

**3.00°**

**VGSI-3PT**

**KINGMAN/CLYDE CESSNA FLD (9K8)**

**RNAV (GPS) RWY 18**

**RC-2, 11 JUL 2024 to 05 SEP 2024**

**AL-6972 (FAA)**

**22195**

**KINGMAN, KANSAS**

**Revised 1B 27JAN22**
KINGMAN, KANSAS

RNAV (GPS) RWY 36
KINGMAN/CYCLE CESSNA FLD (9K8)

Rwy 36 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 11, 29 NA at night.

MISSED APPROACH: Climb to 3300 direct UGAWU and hold.

Unicom 122.8 (CTAF)

4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

3300 UGAWU

Procedure NA for arrival on HUT VOR/DME airway radials 149 CW 262.

Procedure NA for arrival on ICT VORTAC airway radials 154 CW 249.

 CATEGORY  A  B  C  D
 LP    MDA  1920-1  323 (400-1)  NA
 LNAV MDA  1980-1  383 (400-1)  1980-1½  383 (400-1½)  NA
 CIRCLING  2040-1  433 (500-1)  2060-1  453 (500-1)  2160-1½  553 (600-1½)  NA

KINGMAN, KANSAS
Amdt 1B 27JAN22
**DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Great Bend altimeter setting: increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Circling NA to Rwy 4, 12, 22 and 30.**

**MISSED APPROACH:** Climb to 4300 direct CUKTO and hold.

**AWOS-2**
- 119.875

**KANSAS CITY CENTER**
- 124.4 322.4

**UNICOM**
- 122.8 (CTAF)

**Procedure NA for arrivals on HYS VORTAC airway radials 076 CW 221.**

**172°**

**ELEV 2012**
- 2061 ±

**TDZE 2009**
- 2061 ±

**Procedure NA for arrivals at DISKS on V502 northeast bound and V132-502 eastbound.**

**MISSED APCH FIX**
- CUKTO
- 372° 35°

**5 NM**
- Holding Pattern

**CUKTO**
- 372° 35°

**NA 2885**

**3900**
- MSA RW 17 25 NM

**4500 NoPT 172° (26.9)**

**35°**

**352°**

**5 NM**

**HUTAM**
- 1.8 NM to RW 17

**RW 17**
- 2058 ±

**2335 A**

**23278**

**4300 CUKTO**
- △

**35°**

**352°**

**3800**
- RW 17

**2620**
- 45°

**4500**
- 352° 172°

**7 NM**
- 3.7 NM

**3.0°**
- TCH 40

**RW 17**
- 38°13'N-99°05'W

**LARNED, KANSAS**
- Orig B: 14JUL22

**RNAV (GPS) RWY 17**
- LARNED-PAWNEE COUNTY (LQR)

**RNAV (GPS) RWY 17**
- LARNED-PAWNEE COUNTY (LQR)

**CATEGORY**
- A
- B
- C
- D

**LNAV MDA**
- 2320-1 311 (400-1)
- NA

**CIRCLING**
- 2500-1 488 (500-1)
- 2600-1 588 (600-1)
- 2640-1 628 (700-1 ¼)
- NA
### RNAV (GPS) RWY 35

**LARNED-PAWNEE COUNTY (LQR)**

**AWOS-2**

| KANSAS CITY CENTER | 124.4 | 322.4 | UNICOM (CTAF) | 122.8 |

### WAAS

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<th>Apt Elev</th>
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<td>4201</td>
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</table>

### RNP APCH.

- Baro-VNAV NA when using Great Bend altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Rwy 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Great Bend altimeter setting and increase all DA 49 feet and LNAV/VNAV all Cats visibility ¼ SM; increase all MDA 60 feet and increase LNAV Cat C and Circling Cat C visibility ¼ SM. Circling NA to Rwy 4, 12, 22 and 30. Procedure NA at night.

### MISSED APPROACH:

- Climb to 4500 direct CULMI and hold.

### NoPT for arrival at CUKTO on V10 eastbound.
**ILS or LOC RWY 33**

**LAWRENCE RGNL (LWC)**

When local altimeter setting not received, use Philip Billard
Muni altimeter setting and increase DA to 1083 feet; increase all MDAs 60 feet and visibility Cat C 1/4 SM.

**ASOS**
121.225

**KANSAS CITY CENTER**
123.8 343.7

**CLNC DEL**
121.825

**UNICOM**
123.0 (CTAF)

**ADF REQUIRED**

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 52).

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 33</td>
<td>1031-1/2</td>
<td>200 (200-1/2)</td>
<td>NA</td>
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<tr>
<td>S-LOC 33</td>
<td>1260-1/2</td>
<td>429 (500-1/2)</td>
<td>1260-2 3/4</td>
<td>429 (500-3/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1420-1</td>
<td>1480-1</td>
<td>1620-2 1/4</td>
<td>787 (800-2 1/4)</td>
</tr>
</tbody>
</table>

**LAWRENCE, KANSAS**

Amdt 1C 25MAR21

**LOC I-JZM**
108.9

**APP CRS**
329°

**Rwy Idg**
5700

**TDZE**
831

**Apt Elev**
833
RNAV (GPS) RWY 15

LAWRENCE RGNL (LWC)

MISSED APPROACH: Climb to 3100 direct GOLEY and hold.

Rwy 1.5 Helicopter visibility reduction below 3/4 SM NA.

ASOS
121.225

KANSAS CITY CENTER
123.8 343.7

CLNC DEL
121.825

UNICOM
123.0 (CTAF) 0

---

RNP APCH:

APP CRS
149°

Rwy Idg 5700
TDZE 831
Apt Elev 833

---

ELEV 833
TDZE 831

---

NAV AID

HASES
BOVAC
RIBCO
1255±
1101
2048
2700
6000

---

LAWRENCE, KANSAS
AL-5481 (FAA)
21280

NC-2, 11 JUL 2024 to 05 SEP 2024

---

MIRL Rwys 1-19 and 15-33
REIL Rwys 1, 15, and 19
MIRL Rwys 1-19 and 15-33

---

CATEGORY
A
B
C
D

LNAV MDA
1340-1
509 (600-1)
1340-1
509 (600-1)
NA

CIRCLING
1420-1
587 (600-1)
1480-1
647 (700-1)
1620-2'4
787 (800-2'4)
NA

---

LAWRENCE RGNL (LWC)
Orig-D 25MAR21

---

39°01'N-95°13'W
259
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase LPV DA to 1083 feet, increase LNAV/VNAV DA to 1252 feet and all visibilities 1/2 SM; increase all MDAs 60 feet and visibility Cat C 1/2 SM. Baro-VNAV and VDP NA when using Philip Billard Muni altimeter setting.

MISSED APPROACH: Climb to 2700 direct RIBCO and hold.

### ASOS
- 121.225

### KANSAS CITY CENTER
- 123.8
- 343.7

### CLNC DEL
- 121.825

### UNICOM
- 123.0 (CTAF)
When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and Cat C visibility 1/4 mile.

When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and Cat C visibility 1/4 mile.

MISSED APPROACH: Climbing left turn to 2900 via TOP R-111 to DERRI/12 DME and hold.

ASOS  
KANSAS CITY CENTER  
CLNC DEL  
UNICOM  

ELEV 833

One Minute Holding Pattern

CIRCLING 1480-1  647 (700-1)  1620-2  787 (800-2/4)  NA
AIRPORT DIAGRAM

ASOS
121.225
CTAF/UNICOM
123.0

ELEV 831
A5
A4

ELEV 831
A4
A5

ELEV 831

095°13.5'W
095°13.0'W
095°12.5'W
39°01.0'N

FIELD ELEV 833

RWY 01-19
PCN 4 R/D/Y/U
S-12.5, D-15.6

RWY 15-33
PCN 16 F/C/Y/U
S-40, D-60

ASOS
121.225
CTAF/UNICOM
123.0

AIRPORT DIAGRAM

LAWRENCE RGNL (LWC)
LAWRENCE, KANSAS

NC-2, 11 JUL 2024 to 05 SEP 2024

AIRPORT DIAGRAM

LAWRENCE RGNL (LWC)
LAWRENCE, KANSAS

NC-2, 11 JUL 2024 to 05 SEP 2024
LEOTI, KANSAS
AL-9051 (FAA)

RNAV (GPS) RWY 17
MARK HOARD MEML (3K7)

RNP APCH-GPS.

AWOS-3P 118.625
3K3 AWOS-3 119.975
DENVER CENTER 132.7 226.675
UNICOM 122.7 (CTAF)

Baro-VNAV NA. Use Syracuse altimeter setting.

MISSED APPROACH: Climb to 9000 direct FITAB and hold, continue climb-in-hold to 9000.

ELEV 3303  TDZE 3303

LEOTI, KANSAS
Orig 02DEC21

38°27’N-101°21’W
263

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 35
MARK HOARD MEML (3K7)

MISSED APPROACH: Climb to 9000 direct OXTER and hold continue climb-in-hold to 9000.

AWOS-3P 118.625
3K3 AWOS-3 119.975
DENVER CENTER 132.7 226.675
UNICOM 122.7 (CTAF)

LEOTI, KANSAS
Orig 02DEC21
38°27'N-101°21'W
MARK HOARD MEML (3K7)
RNAV (GPS) RWY 14

Circling NA to Rwy 1 and 19.

**AWOS-3**
121.025

**DENVER CENTER**
132.7 226.675

**UNICOM**
123.0 (CTAF)

**Procedure NA for arrivals at FIMER on V8 southwest bound.**

**Procedure NA for arrivals at YESUS on V219 northeast bound and T281 southbound.**

**MISSED APPROACH:** Climb to 4600 direct TEPTY and hold.

**RNAV (GPS) RWY 14**

**Lexington, Nebraska**

**AL-921 (FAA)**

**Amdt 1D 28JAN21**

**40°47'N-99°47'W**

**265**
ILS or LOC RWY 35
LIBERAL MID-AMERICA RGNL (LBL)

AWOS-3PT 118.375
KANSAS CITY CENTER 134.0 257.625
UNICOM 122.8 (CTAF)

LIBERAL
Chan 70
LBL (112.3)

LOCALIZER 111.3
H-LBL

LOM/IAF
PANCK
383 LB

MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct PANCK LOM and hold.

FAF to MAP 4.2 NM

4000 4600 LB

GS 3.00°
TCH 56

Remain within 10 NM

CATEGORY
A B C D
S-ILS 35
3075-½ 200 (200-½)
S-LOC 35
3180-½ 305 (300-½)

CIRCLING
3280-1 3400-1 3400-½ 3460-2
394 (400-1) 514 (600-1) 514 (600-½) 574 (600-2)

Circling NA east of Rwy 17-35. For inop ALS, increase S-LOC 35
Cats C/D visibility to ½ SM.

AWOS-3PT

AWOS-3PT

AWOS-3PT

AWOS-3PT

AWOS-3PT

AWOS-3PT
RNAV (GPS) RWY 17
LIBERAL MID-AMERICA RGNL (LBL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 20°C or above 54°C. Circling NA east of Rwy 17-35. When local altimeter setting not received, use Guymon altimeter setting and increase LPV DA 3240 feet; increase LNAV/VNAV DA to 3432 feet and all visibilities ½ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. VDP NA when using Guymon Muni altitmeter setting. Baro-VNAV NA when using Guymon Muni altimeter setting.

Missed Approach:
Climb to 4500 direct OMVUE and hold.

AWOS-3PT 118.375
KANSAS CITY CENTER 134.0 257.625

UNICOM 122.8 (CTAF)

Climb to 4500 direct OMVUE and hold.

RNP APCH - GPS.

<table>
<thead>
<tr>
<th>WASAS</th>
<th>APP CRS</th>
<th>Rwys Ldg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tr>
<td>CH 78205</td>
<td>174°</td>
<td>105</td>
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<tbody>
<tr>
<td>LPV DA</td>
<td>3128-1</td>
<td>250</td>
<td>(300-1)</td>
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</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>3320-1 3/8</td>
<td>442</td>
<td>(500-1 3/8)</td>
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<tr>
<td>LNAV MDA</td>
<td>3260-1 3/8</td>
<td>382</td>
<td>(400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>3320-1 4/3</td>
<td>3360-1 4/3</td>
<td>3640-2 1/2</td>
<td>3640-2 1/2</td>
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</tbody>
</table>

1.1 NM to RW17

GPM 3.00°
TCH 50

Holding Pattern

ZAVEK

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00°/TCH 54).

* LNAV only.

LPV DA

3128-1 250 (300-1)

LNAV/VNAV DA

3320-1 3/8 442 (500-1 3/8)

LNAV MDA

3260-1 3/8 382 (400-1)

CIRCLING

3320-1 435 (500-1) 3360-1 475 (500-1) 3640-2 1/2 755 (800-2 1/2) 755 (800-2 1/2)

LIBERAL, KANSAS
Orig 8 30NOV23

37°03'N-100°58'W

269

NC-2, 11 JUL 2024 to 05 SEP 2024

269
RNAV (GPS) RWY 22
LIBERAL MID-AMERICA RGNL (LBL)

**RNP APCH - GPS.**

**Circling NA east of Rwy 17-35.** Baro-VNAV NA when using Guymon Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. VDP NA when using Guymon Muni altimeter setting. When local altimeter setting not received, use Guymon altimeter setting and increase LPV DA to 3192 feet; Increase LNAV/VNAV DA to 3280 feet and all visibilities 1/2 SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D 1/2 SM, and Circling visibility Cat C/D 1/2 SM.

**MISSING APPROACH:** Climb to 4800 direct PERDE and hold.

**AWOS-3PT**

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
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<tr>
<td>118.375</td>
<td>134.0</td>
<td>122.8</td>
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<tr>
<td></td>
<td>257.625</td>
<td>(CTAF)</td>
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**KANSAS CITY CENTER**

**ELEV 2885**

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<tr>
<td>3000</td>
<td>039°</td>
<td>4800</td>
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**PERDE**

**NULEE**

**JILEN**

**KIDME**

**BLUETOOTH**

**TCH 40**

<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>3080-1</td>
<td>200 (200-1)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>3168-1</td>
<td>288 (300-1)</td>
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<tr>
<td>LNAV MDA</td>
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<td>480 (500-1)</td>
<td>3360-1/2</td>
<td>480 (500-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>3360-1</td>
<td>475 (500-1)</td>
<td>475 (500-1/2)</td>
<td>3640-2/2</td>
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**LIBERAL, KANSAS**

Amdt 1B 30NOV23

**UNICOM**

**37°03’N-100°58’W**

**LIBERAL MID-AMERICA RGNL (LBL)**

**RNAV (GPS) RWY 22**

**LIBERAL, KANSAS**

**AL-498 (FAA)**

**WAAS**

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<th>CH</th>
<th>APP CRS</th>
<th>W22A</th>
<th>Rwy Ldg</th>
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<th>Apt Elev</th>
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<tr>
<td>90405</td>
<td>219°</td>
<td>2880</td>
<td>2885</td>
<td></td>
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</tbody>
</table>
Baro-VNAV NA when using Guymon Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Circling NA east of Rwy 17-35. VDP NA when using Guymon Muni altimeter setting. When local altimeter setting not received, use Guymon altimeter setting and increase LPV DA to 3187 feet; increase LNAV/VNAV DA to 3237 feet and all visibilities >½ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D >½ SM, and Circling visibility Cat D >¾ SM.

**Uncompensated Baro-VNAV**

**Circling NA**

**LNAV/VNAV NA** below -20°C

**LPV DA**

**LNAV/VNAV DA**

**LNAV MDA**

**CIRCLING**

**MALSR**

**MISSING APPROACH:** Climb to 4600 direct ZAVEK and hold.
For inop ALS, increase S-ILS 36 Cat E visibility to RVR 4000, S-LOC 36 Cat E visibility to 1¾ SM. DME from LNK VORTAC. DME use requires simultaneous reception of I-LNK and LNK DME.

*RVR 1800 authorized with use of FD or AP or HUD to DA.

**FABRE Runway Visibility to 10.7 SM. DME from LNK VORTAC.

*MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct LNK VORTAC and hold, continue climb-in-hold to 3100.

**3.0° GS Radial 357°

Cat E procedure turn NA.

**RVR 1800 authorized with use of FD or AP or HUD to DA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase LPV all Cats and LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C/D and Circling Cats C/D visibility ¾ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

**MISSED APPROACH:** Climb to 3100 direct OWSEW and hold.
**RNAV (GPS) RWY 17**

**LINCOLN (LNK)**

**Category A**

- LPV DA: 1419-3/4 200 (200-1/4)
- LNAV/ VNAV DA: 1615-1/2 396 (400-1/4)
- LNAV MDA: 1680-1 461 (500-1)

**Category B**

- LPV DA: 1760-1 541 (600-1)
- LNAV/ VNAV DA: 1820-1 601 (700-1/4)
- LNAV MDA: 1960-2 741 (800-2/4)

**Category C**

- LPV DA: 1920-1 741 (800-2/4)
- LNAV/ VNAV DA: 2080-1 864 (1000-1/4)
- LNAV MDA: 2240-1 1024 (1200-1/4)

**Category D**

- LPV DA: 2400-1 1290 (1500-1/4)
- LNAV/ VNAV DA: 2560-1 1518 (1800-1/4)
- LNAV MDA: 2720-1 1730 (2100-1/4)

**BARO-VNAV NA when using Beatrice altimeter setting.** For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

**AVFR & Holding Pattern**

- Holding Pattern 4 NM
- RW17 1.3 NM to RW17
- ZAKRI 3000
- HIREK 3000
- GP 3.00° TCH 44

**HIVUV and hold.**

- 3300 HIVUV
- 2.1 NM to RW17
- WUVTI 2.1 NM to RW17
- RW17 1.3 NM to RW17

**Planning Points**

- 1920°
- 3800°
- 357°

**ATIS**

- 118.05 290.9

**UNICOM**

- 122.95

**Lincoln TWR**

- 121.9 275.8

**Lincoln (LNK)**

- 118.5 (CTAF) 253.5

**Lincoln, Nebraska**

- Orig 10DEC15

**Lincoln, Nebraska**

- 40°51'N-96°46'W

**RNAV (GPS) RWY 17**

**LINCOLN (LNK)**

**Lincoln TWR**

- 121.9 275.8

**Lincoln (LNK)**

- 118.5 (CTAF) 253.5

**Lincoln, Nebraska**

- Orig 10DEC15

**Lincoln, Nebraska**

- 40°51'N-96°46'W
RNAV (GPS) RWY 18
LINCOLN (LNK)

ATIS 118.05 290.9
OMAHA APP CON 124.0 270.3
LINCOLN TOWER* 118.5 (CTAF) 253.5
GND CON 121.9 275.8
CLNC DEL 120.7 225.4
UNICOM 122.95

MISSED APPROACH:
Holding Pattern 4 NM

MALSR
Climb to 3700 direct GONBE and hold.

Circling Cats C and D, and Circling Cats C and D visibilities 1/2 mile, and increase LNAV/VNAV all Cats visibility to 1/4 mile. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

ATIS 118.05 290.9
OMAHA APP CON 124.0 270.3
LINCOLN TOWER* 118.5 (CTAF) 253.5
GND CON 121.9 275.8
CLNC DEL 120.7 225.4
UNICOM 122.95
RNAV (GPS) RWY 32
LINCOLN (LNK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet and all MDA 100 feet; increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility 3/4 mile, increase LNAV Cats C/D and Circling Cats C/D visibility 1/2 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

ATIS
118.05 290.9

OMAHA APP CON
124.0 270.3

LINCOLN TOWER
118.5 (CTAF) 253.5

GND CON
121.9 275.8

CLNC DEL
120.7 225.4

UNICOM
122.95

MISSED APCH FIX
4 NM RW32

LINCOLN, NEBRASKA
 Orig-C 23FEB23
40°51'N-96°46'W
0.4%  
DOW 1241 0.8%  
UP 1280 TWR 0.3%  UP

LINCOLN, NEBRASKA

40°51'N-96°46'W

RNAV (GPS) RWY 35
LINCOLN (LNK)

LINCOLN, NEBRASKA
Orig-B 28DEC23

RNAV (GPS) RWY 35
RNAV (GPS) RWY 36
LINCOLN (LNK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, all MDA 100 feet and LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cats C and D visibility 3/4 mile and LPV all Cats visibility 1/2 mile. For inop MALSR increase LPV all Cats visibility to 1 mile. For inop MALSR when using Beatrice altimeter setting increase LPV all Cats visibility to 1 1/2 mile. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

MISSED APPROACH:
Climb to 3800 direct AYARE and hold.

Amdt 1D 12AUG21
MISSUED APPROACH: Climb to 2800 then climbing left turn to 3100 direct LNK VORTAC and hold.
VOR Y RWY 18
LINCOLN (LNK)

ATIS
118.05 290.9

OMAHA APP CON
124.0 270.3

LINCOLN TOWER*
118.5 (CTAF) 253.5

GND CON
121.9 275.8

CLNC DEL
120.7 225.4

UNICOM
122.95

\[ \text{LINE} 1219 \]

\[ \text{TWR 1195} \]

\[ \text{MIRL Rwys 14-32 and 17-35} \]

\[ \text{REIL Rwys 14 and 17} \]

\[ \text{HIRL Rwy 18-36} \]

\[ \text{Rwy Idg 12901} \]

\[ \text{Apt Elev 1219} \]

\[ \text{3.8 NM} \]

\[ \text{3000 NsPT} \]

\[ 167° (4.5) \]

\[ \text{WUBER INT} \]

\[ \text{LNK 6.2} \]

\[ 2400 \]

\[ 167° (6.2) \]

\[ \text{LNK 116.1} \]

\[ \text{LINCOLN} \]

\[ \text{TDZE 1195} \]

\[ \text{MODS} \]

\[ \text{LNK} \]

\[ \text{LNK VORTAC} \]

\[ \text{2800} \]

\[ 3100 \]

\[ \text{LNK} \]

\[ \text{LNK} \]

\[ \text{LNK} \]

\[ \text{185°} \]

\[ 005° \]

\[ 2400 \]

\[ 3100 \]

\[ 282 \]

\[ 40°51'N-96°46'W \]

\[ \text{LINCOLN, NEBRASKA} \]

\[ \text{AL-232 (FAA)} \]

\[ \text{22083} \]

\[ \text{Amdt 13C 24MAR22} \]
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 35
LYONS-RICE COUNTY MUNI (LYO)

**AWOS-3P**
119.925

**KANSAS CITY CENTER**
118.8 322.425

**UNICOM**
122.8 (CTAF)

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.

**RNP APCH.**

Baro-VNAV and VDP NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**MISSED APPROACH:**
Climb to 3400 direct PAPDY and hold.
**Summary**

**VOR-DME HUT**

**APP CRS**

**Rwy Idg**

**N/A**

**TDZE**

**N/A**

**Apt Elev**

**1692**

**DME required.**

- Circling to Rwy 17 NA at night. When local altimeter setting not received, use Hutchinson altimeter setting.

**AWOS-3P**

**119.925**

**KANSAS CITY CENTER**

**118.8 322.425**

**UNICOM**

**122.8 (CTAF)**

**MISSING APPROACH:** Climb to 3400 on HUT VOR/DME R-322 to EXPEL/HUT 28 DME and hold.

**Procedure NA for arrivals on HUT VOR/DME airway radials 262 CW 021.**

- **LYONS, KANSAS**

- **AL-5982 (FAA)**

- **23054**

- **VOR-A**

- **LYONS-RICE COUNTY MUNI (LYO)**

- **Amdt 4B 08NOV18**

- **38°20'N-98°14'W**
Circling NA northwest of Rwy 3-21. Rwy 3 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop AIS, increase LNAV/VNAV all Cats visibility to 1 1/2 SM, increase LNAV Cats A/B visibility to 1 SM and LNAV Cats C/D visibility to 1 1/2 SM.

Procedure NA for arrivals at DIVBE on V4-508 southwest bound.

Procedure NA for arrivals at HEYDN on V77-280 northeast bound.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1257 1/2</td>
<td>200 (200-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1441 3/4</td>
<td>384 (400-3/4)</td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>1460 3/4</td>
<td>403 (400-3/4)</td>
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<td></td>
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<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1620-1</td>
<td>1920-2 1/2</td>
<td>1920-2 3/4</td>
</tr>
</tbody>
</table>

4 NM Holding Pattern

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 50).

4 NM to PIDME

3100 BIRME

HRL Rwy 3-21

MIRL Rwy 13-31

REIL Rwy 21 and 31
Circling NA northwest of Rwy 3-21. Rwy 21 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

**MISSING APPROACH:** Climb to 3800 direct BELVE and hold.
Circling NA northwest of Rwy 3-21. For inopALS, increase S-3 Cats C/D visibility to 2½ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on MHK VOR/DME R-143 to ALMAS INT/MHK 7.7 DME and hold.

VGSI and descent angles not coincident (VGSI Angle 3.00/ TCH 50).
Circling NA northwest of Rwy 3-21.

MISSED APPROACH: Climbing left turn to 3000 on MHK VOR/DME R-143 to ALMAS INT/MHK 7.7 DME and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS
Rwys 3, 13, 21: Standard with minimum climb of 500' per NM to 1566.
Rwy 31: NA-Air Traffic.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 036° to intercept course 097° to FUQUA, then on track 156° to HMMEL, then on track 225° to MFARM. Thence. . . .

TAKEOFF RUNWAY 13: Climb on heading 138° to intercept course 177° to LIVSY, then on track 156° to HMMEL. Thence. . . .

TAKEOFF RUNWAY 21: Climb on heading 216° to intercept course 144° to LIVSY, then on track 195° to MFARM. Thence. . . .

. . . . on track 174° to WILSY. Maintain 4000, expect filed altitude ten minutes after departure.
Procedure NA for arrival at CEKIS via V4-508 eastbound.
VOR RWY 4

FORT RILEY, KANSAS

VOR FRI 109.4
APCH CRS 036°
Rwy Idg 4503
TDZE 1066
Arpt Elev 1066

MARSHALL AAF (KFRI)

AL-155 [USA]

ATIS* 121.025
MARSHALL GCA 121.25
CLNC DEL 119.65
GND CON 140.20
ODALS 229.4

NC-2, 11 JUL 2024 to 05 SEP 2024

CONF. 297

Visibility segment - Obstacles

Remain within 10 NM

3000 036° 3000

CATEGORY A B C D
S-4 1800-1 734 (800-1) 1800-2 734 (800-2)
CIRCLING 1800-1 734 (800-1) 1800-2 734 (800-2)
1900-2

FT RILEY, KANSAS

Amrd 20 07SEP23
RNAV (GPS) RWY 16
MARIYSVILLE MUNI (MYZ)

**APP CRS**
157°

**W** When local altimeter setting not received, use Beatrice altimeter setting and increase all MDAs 80 feet and increase LNAV Cat A and Circling Cats B/C visibility ½ SM.

**AWOS-3PT**
118.675

**KANSAS CITY CENTER**
123.8 343.7

**UNICOM**
122.8 (CTAF)

**Procedure NA for arrivals at STEEL on V532 southwest bound.**

**MISSED APPROACH:** Climb to 3200 direct JELOK and hold.
RNAV (GPS) RWY 34
MARYSVILLE MUNI (MYZ)

AWOS-3PT 118.675
KANSAS CITY CENTER 123.8 343.7
UNICOM 122.8 (CTAF)

MISSED APCH FIX
4 NM 337° 157° JUSMI

ENUBE 3200 070° (1A)

3200 JUSMI
CAWXY
JELOK

3200 Holding Pattern

5.9 NM
7 NM

CATEGORY
LPV DA 1629-1½ 346 (400-1½) NA
LNAV/VNAV DA 1674-1½ 391 (400-1½) NA
LNAV MDA 1900-1 617 (700-1) 1900-1¾ 617 (700-1½) NA
CIRCLING 2180-1¼ 897 (900-1¼) 2180-2¾ 897 (900-2¾) NA

WAAS CH 82420 W34A
APP CRS 337° Rdg 4200 Apt Elev 1283
TDZE 1283

ELEV 1283 TDZE 1283

MARYSVILLE, KANSAS MARYSVILLE MUNI (MYZ)
**RNAV (GPS) RWY 19R**

**MC CONNELL AFB (KIAB)**

**DME/DME RNP-0.3 NA**

<table>
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<th>D-ATIS</th>
<th>WICHITA APP CON</th>
<th>TOWER</th>
<th>GND CON</th>
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<tbody>
<tr>
<td>124.65</td>
<td>269.9</td>
<td>134.8</td>
<td>269.1</td>
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<td></td>
<td></td>
<td>127.25</td>
<td>291.775</td>
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<td>118.0</td>
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<tr>
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<td>275.8</td>
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</table>

**MISSING APPROACH HOKET**

- When ALS inop, increase RVR to 40, vis to 3/4 mile.
- When ALS inop, increase vis to 1 1/4 miles.

**Circling NA west of RW 11-19R.**

For uncompensated Baro-VNAV systems, Procedure NA below -17°C (2°F) or above 50°C (123°F).

**EMERG SAFE ALT 100 NM 4000**

**GROUND RULES**

- **CH 71277**
- **Arpt Elev 1372**
- **RW 19R 12000**
- **ATREP 5000**

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**WICHITA, KANSAS**

**Amtd 5 28DEC23**

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**MC CONNELL AFB (KIAB)**

**RNAV (GPS) RWY 19R**

**WICHITA, KANSAS**

**Amtd 5 28DEC23**

---

**MC CONNELL AFB (KIAB)**

**RNAV (GPS) RWY 19R**

**WICHITA, KANSAS**

**Amtd 5 28DEC23**

---

**MC CONNELL AFB (KIAB)**

**RNAV (GPS) RWY 19R**

**WICHITA, KANSAS**

**Amtd 5 28DEC23**
TACAN RWY 1L

MC CONNELL AFB (KIAB)

NC-2, 11 JUL 2024 to 05 SEP 2024

WICHITA, KANSAS

CAT 1 CIRCLING
1900-1 528 (600-1)

1940-1 568 (600-1½)
1940-2 568 (600-2)
2400-3 1028 (1100-3)

TACAN RWY 1L

MC CONNELL AFB (KIAB)

37°37'N - 97°16'W

NC-2, 11 JUL 2024 to 05 SEP 2024

WICHITA, KANSAS

Amdt 6 28DEC23
**RNAV (GPS) RWY 12**

**MC COOK BEN NELSON RGNL (MCK)**

### RNAV (GPS) RWY 12

**MC COOK, NEBRASKA**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>2840-1/2 257 (300-1/2)</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>3240-2 657 (700-2)</td>
<td>NA</td>
<td></td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>3180-1/2 597 (600-1/2)</td>
<td>3180-1 597 (600-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td></td>
<td></td>
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</table>
RNAV (GPS) RWY 22
MC COOK BEN NELSON RGNL (MCK)

When local altimeter setting not received, use Imperial Muni altimeter setting and increase all MDA 220 feet, increase S-22 and Circling Cat C visibility ¾ mile. VDP NA when using Imperial Muni altimeter setting. Circling NA to Rwys 17 and 35.

MISSED APPROACH: Climb to 5000 via 218° course to AJBUF and hold.

### ASOS
- **DENVER CENTER**: 132.7 226.675
- **UNICOM**: 122.8 (CTAF)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>3000-1</td>
<td>435 (500-1)</td>
<td>3000-1¼</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3040-1</td>
<td>457 (500-1)</td>
<td>3360-2¼</td>
<td>NA</td>
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</table>

**MC COOK, NEBRASKA**
Orig-E 09SEP21

**RNAV (GPS) RWY 22**
MC COOK BEN NELSON RGNL (MCK)
40°12’N-100°36’W
313
RNAV (GPS) RWY 30
MC COOK BEN NELSON RGNL (MCK)

**APCH-GPS.**

When local altimeter setting not received, use Imperial Muni altimeter setting:
- Increase LPV DA to 3023 feet, and all visibilities ½ SM; increase LNAV/VNAV DA to 3079 feet and all visibilities ½ SM; increase all MDA’s 220 feet and visibility Cat C ½ SM. Baro-VNAV and VDP NA when using Imperial Muni altimeter setting. Circling NA to Rwys 17 and 35.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

**ASOS**
119.025

**DENVER CENTER**
132.7 226.675

**UNICOM**
122.8 (CTAF)

**ELEV**
2583

**TDZE**
2558

**MC COOK, NEBRASKA**
Orig-D 09SEP21

**MC COOK, NEBRASKA**
AL-5301 (FAA)

**UNICOM**
122.8 (CTAF)

**MC COOK BEN NELSON RGNL (MCK)**

**REIL Rwy 30**
MIRL Rwys 4-22 and 12-30

**40°12’N-100°36’W**

**RNAV (GPS) RWY 30**
MC COOK BEN NELSON RGNL (MCK)

**APP CRS**
304°

**Rwy Idg**
2558

**Apt Elev**
2583

**CATEGORY**

<table>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>2810-7/8</td>
<td>252 (300-½)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>2866-1</td>
<td>308 (300-1)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2960-1</td>
<td>402 (400-1)</td>
<td>2960-1/8</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3040-1</td>
<td>457 (500-1)</td>
<td>3120-1</td>
</tr>
<tr>
<td></td>
<td>3360-2½</td>
<td>777 (800-2½)</td>
<td>NA</td>
</tr>
</tbody>
</table>
MC COOK, NEBRASKA

VOR/DME MCK 115.3 Chan 100

APP CRS 294° Rwy Idg 5698 TDZE 2558 Apt Elev 2583

ASOS 119.025 DENGVER CENTER 132.7 226.675 UNICOM 122.8 (CTAF) *

VDP NA when using Imperial Muni altimeter setting. When local altimeter setting not received, use Imperial Muni altimeter setting: increase all MDAs 220 feet and visibility Cat B ½ mile and Cat C ¾ mile. Circling NA to Rwys 17 and 35.

MISSED APPROACH: Climb to 4500 then climbing right turn to 5000 direct MCK VOR/DME and hold.

ELEV 2583 TDZE 2558

MCK 4900 4200

IAF MCK 115.3 Chan 100

VOR/DME MCK

MCK 1.7

ETUYE FIX MINIMUMS (DME or FM REQUIRED)

CATEGORY A B C D
S-30 3160-1 602 (600-1) 3160-1 3/4 602 (600-1 3/4) NA
CIRCLING 3160-1 577 (600-1) 3360-2 3/4 777 (800-2 3/4) NA

ETUYE VOR/DME

MTLS X-3

1.7

3160 *

1.3 NM

1 NM

3380 when using Imperial Muni altimeter setting.

REIL Rwy 30
MIRL Rwys 4-22 and 12-30

MC COOK, NEBRASKA

Amdt 11D 09SEP21

40°12'N-100°36'W
When local altimeter setting not received, use Salina altimeter setting: increase LPV DA to 1917 feet, LNAV/VNAV DA to 2120 feet and all visibilities ½ mile; increase all MDA 100 feet and visibility Cat C ¾ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salina altimeter setting. DME/DME RNP-0.3 NA. Circling NA to Rwy 8 and 26.

MISSED APPROACH: Climb to 4100 direct ZOPMO and hold.
RNAV (GPS) RWY 36
MC PHERSON (MPR)

When local altimeter setting not received, use Salina altimeter setting: increase LPV DA to 1838 feet, LNAV/VNAV DA to 2074 feet and all visibilities ½ mile; increase all MDA 100 feet and visibility Cat C ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salina altimeter setting. DME/DME RNP-0.3 NA. Circling NA to Rwys 8 and 26.

MISSING APPROACH: Climb to 3400 direct INMOM and hold.

**AWOS-3P**
**WICHITA APP CON**
**UNICOM**

<table>
<thead>
<tr>
<th>AWOS-3P</th>
<th>WICHITA APP CON</th>
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</thead>
<tbody>
<tr>
<td>119.025</td>
<td>125.5 306.2</td>
<td>122.8 (CTAF)</td>
</tr>
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</table>
VOR RWY 36
MC PHERSON (MPR)

Circling NA to Rwy 8 and 26. When local altimeter setting not received, use Salina altimeter setting and increase all MDAs 100 feet; increase S-36 and Circling visibility Cat B ½ SM and Cat C ½ SM.

One Minute Holding Pattern

### CATEGORY

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-36</td>
<td>2160-1</td>
<td>663 (700-1)</td>
<td>2160-1½</td>
<td>663 (700-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>2160-1</td>
<td>662 (700-1)</td>
<td>2160-1½</td>
<td>662 (700-1½)</td>
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</tbody>
</table>

MC PHERSON, KANSAS
Amdt 6C 07OCT21

38°21'N-97°41'W

319
RNAV (GPS) RWY 17
MEADE MUNI (MEJ)

Circling NA to Rwy’s 8 and 26. Rwy 17 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Liberal altimeter setting and increase all MDAs 140 feet.

AWOS-3PT 119.425
KANSAS CITY CENTER 134.0 257.625
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 4300 direct LATOC and hold.

RNAV (GPS) RWY 17

Holding Pattern

Visual Segment - Obstacles.

CATEGORY A B C D
LNAV MDA 3100-1 582 (600-1) NA
CIRCLING 3100-1 573 (600-1) 3160-1 633 (700-1) NA

37°17’N-100°21’W
MEADE MUNI (MEJ)
Orig-D 08SEP22
Circling NA to Rwys 8 and 26. Rwy 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Liberal altimeter setting and increase all MDAs 140 feet.

Procedure NA for arrivals at FLACK on V17 northwest bound and V234 northeast bound.

RNAP ACH

AWOS-3PT 119.425

KANSAS CITY CENTER 134.0 257.625

UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 35

MEADE MUNI (MEJ)

RNAV (GPS) RWY 35

MEADE MUNI (MEJ)
RNAV (GPS) RWY 16
PIONEER VILLAGE FLD (0V3)

MISSED APPROACH: Climb to 3700 direct MEDOC and hold.

BARO-VNAV NA. DME/DME RNP-0.3 NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all Cats visibility ½ mile. Circling NA to Rwy 5/23.

EAR AWOS-3PT
123.875

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.7 (CTAF)

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.7 (CTAF)
RNAV (GPS) RWY 34
PIONEER VILLAGE FLD (V3)

Rwy 34 helicopter visibility reduction below ½ SM NA.
Use Kearney altimeter setting; when not received, use
Holdrege altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4300 direct
CIBSA and hold.

EAR AWOS-3PT
123.875

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.7 (CTAF)

Procedure NA for arrivals at HSI VOR/DME
on airway radials 164 CW 279.

Procedure NA for arrivals at SPRIT
via V220 southwest bound.

Holdrege altimeter setting and increase all MDA 40 feet.
Use Kearney altimeter setting; when not received, use
Rwy 34 helicopter visibility reduction below ½ SM NA.

RNAV (GPS) RWY 34
PIONEER VILLAGE FLD (V3)

MINDEN, NEBRASKA
Orig-C 07OCT21

40°31'N-98°57'W
323
RNAV (GPS) RWY 17
MOUNDRIDGE MUNI (47K)

Category B

LNAV MDA 1940-1 451 (500-1) NA
CIRCLING 2020-1 531 (600-1) NA

CTAF 122.9

WICHITA APP CON
125.5 306.2

30 NM to EDIYE (NoPT)

355°

175°

4 NM

MISSED APPROACH: Climb to 4100 direct DINDE WP and hold.

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McPherson altimeter setting. Procedure NA at night.

CTAF 122.9
RNAV (GPS) RWY 35
MOUNDRIDGE MUNI (47K)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Use McPherson altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 4100 direct
EDIYE WP and hold.

WICHITA APP CON
125.5 306.2

CTAF
122.9

30 NM to DECAD
DECAD
175°

30 NM to CAPA
CAPA
265°

30 NM to DINDE (NoPT)
DINDE
265°

4 NM Holding Pattern
DINDE

ACUSE
3000

EDIYE

355°

4100

LIN Rwy 17-35

MOUNDRIDGE, KANSAS
Orig 10JUL03
38°13'N-97°30'W

20310
RNAV (GPS) RWY 15
NEBRASKA CITY MUNI (AFK)

Circling NA to Rwys 5 and 23. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Procedure NA for arrival on OVR VORTAC airway radials 104 CW 276.

MISSED APPROACH: Climb to 3000 direct OJEKE and hold.

AWOS-3PT
128.325

OMAHA APP CON
120.1 354.05

OMAHA OVR
122.7 (CTAF)

UNICOM

Procedure NA for arrival on OVR VORTAC airway radials 104 CW 276.

MISSED APPROACH: Climb to 3000 direct OJEKE and hold.

RNAV (GPS) RWY 15
NEBRASKA CITY MUNI (AFK)

Circling NA to Rwys 5 and 23. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Procedure NA for arrival on OVR VORTAC airway radials 104 CW 276.

MISSED APPROACH: Climb to 3000 direct OJEKE and hold.

RNAV (GPS) RWY 15
NEBRASKA CITY MUNI (AFK)
Amdt 1A  28DEC23

1.5 NM to RW33 2.5 NM to RW33

3000 6000
2800 327°

322°

2800

147°

281°

3500

327°

HOLD 6000

OMAHA APP CON

120.1 354.05

AWOS-3PT

128.325

OMAHA APP CON

120.1 354.05

UNICOM

122.7 (CTAF)

 Procedure NA for arrivals at TRAIG on V159 southeast bound and T468 northeast bound.

Circling NA to Rwys 5 and 23. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct JUPMO and hold.

ELEV 1165

TDZE 1162

RNAV (GPS) RWY 33

NEBRASKA CITY MUNI (AFK)

NEBRASKA CITY, NEBRASKA

Amdt 1A  28DEC23

40°36'N-95°52'W

327
**NEBRASKA CITY, NEBRASKA**

**NDDB RWY 15**

**NEBRASKA CITY MUNI (AFK)**

**AWOS-3PT**
- 128.325

**OMAHA APP CON**
- 120.1 354.05

**UNICOM**
- 122.7 (CTAF)

**NDDB AFK**
- 347

**APP CRS**
- 136°

**Rwy Idg**
- 4501

**TDZE**
- 1162

**Apt Elev**
- 1165

**ELEV 1165**

**TDZE 1162**

**MISSING APPROACH:** Climb to 3000 then right turn direct AFK NDB and hold.

**Procedure NA for arrival on OVR VORTAC airway radials 145 CW 192.**

**AFK NDB and hold.**

**MISSED APPROACH:** Climb to 3000 then right turn direct AFK NDB and hold.

**NC-2, 11 JUL 2024 to 05 SEP 2024**

**S-15**
- 1800-1 638 (700-1)

**CIRCLING**
- 1800-1 635 (700-1)

**NEBRASKA CITY, NEBRASKA**

**Amdt 2 03NOV22**

**40°36'N-95°52'W**
NEBRASKA CITY, NEBRASKA

NDB RWY 33
NEBRASKA CITY MUNI (AFK)

MISSED APPROACH: Climb to 3000 then right turn direct AFK NDB and hold.

AWOS-3PT 128.325
OMAHA APP CON 120.1 354.05
UNICOM 122.7 (CTAF)

Procedure NA for arrival on OVR VORTAC airway radials 145 CW 192.

AFK NDB

Remain within 10 NM

NEBRASKA CITY MUNI (AFK)
NDB RWY 33

CATEGORY  A  B  C  D
S-33 1840-1 678 (700-1) NA
CIRCLING 1840-1 675 (700-1) NA

MIRL Rwy 15-33

NEBRASKA CITY, NEBRASKA
Amdt 3 03NOV22

40°36'N-95°52'W
329
RNAV (GPS) RWY 19
ANTELOPE COUNTY (4V9)

MINNEAPOLIS CENTER
128.0 257.95
UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 4400 direct HEMED and hold.

Visibility reduction by helicopters NA. Use Albion altimeter setting, when not received, use Norfolk altimeter setting and increase all MDA 40 feet.
Circling NA to Rwys 15 and 33. Circling Rwy 20 NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. Use Chanute altimeter setting; when not received, use Joplin altimeter setting and increase MDAs 100 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct GEGLY and hold.
RNAV (GPS) RWY 17
NESS CITY MUNI (48K)

Baro-VNAV NA. Use Hays Rgnl altimeter setting, when not received, use Hill City altimeter setting and increase LPV DA to 2659 feet, increase LNAV/VNAV DA to 2758 feet, and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 4400 direct HABAT and hold.

HYS AWOS:3PT
125.525

KANSAS CITY CENTER
124.4 322.4

CTAF
122.9

NESS CITY, KANSAS
AL-9052 (FAA)
23110
### RNAV (GPS) RWY 35
**NESS CITY MUNI (48K)**

**RNP APCH - GPS**

Rwy 35 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Hays Rgnl altimeter setting, when not received, use Hill City altimeter setting and increase LPV DA to 2702 feet, increase LNAV/VNAV DA to 2714 feet, increase all MDAs 20 feet.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>2696-1 1/2</td>
<td>381 (400-1 1/2)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>2708-1 1/2</td>
<td>393 (400-1 1/2)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>2860-1</td>
<td>545 (600-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>3020-1</td>
<td>3140-1 1/2</td>
<td>818 (900-1 1/2)</td>
<td>NA</td>
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</table>

**CTAF**

122.9

**MISSED APCH FIX**

NESSBY

**ELEV 2322**

**TDZE 2315**

**HYS AWOS-3PT**

125.525

**KANSAS CITY CENTER**

124.4 322.4

**CTAF**

122.9 ø

**NESS CITY, KANSAS**

Orig 20APR23
When local altimeter setting not received, use Wichita Dwight D Eisenhower Ntl altimeter setting; increase S-ILS 17 DA to 1817 feet; increase all MDAs 100 feet and visibility S-LOC 17 Cat C and D ½ SM and Circling Cat C ½ SM. For inop ALS, increase S-LOC 17 Cat C and D visibility to 1½ SM. For inop ALS when using Wichita Dwight D Eisenhower Ntl altimeter setting, increase S-ILS 17 visibility to ½ SM and S-LOC 17 Cat C and D to 1½ SM. Circling Rwy 8, 26 NA at night. Autopilot coupled approach NA below 2000.

**MISSING APPROACH:** Climb to 2500 then climbing left turn to 3200 direct HARVS LOM and hold.
When local altimeter setting not received, use Wichita Dwight D Eisenhower Ntl altimeter setting: increase LPV DA to 1891 feet and visibility ½ SM; increase all MDAs 100 feet and visibility Cat C and LNAV Cat D ½ SM. For inop ALS when using Wichita Dwight D Eisenhower Ntl altimeter setting, For inop ALS when using Wichita Dwight D Eisenhower Ntl altimeter setting, increase LPV visibility to 1 SM. Circling Rwy 8, 26 NA at night.

MISSED APCH FIX

SPINA and hold.

Climb to 3600 direct to SPINA and hold.

LPV      DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING

38°03'N-97°17'W
NEWTON-CITY-COUNTY (EWK)
RNAV (GPS) RWY 17

NEWTON, KANSAS
Orig-B 31JAN19
RNAV (GPS) RWY 35
NEWTON-CITY-COUNTY (EWK)

When local altimeter setting not received, use Wichita Dwight D Eisenhower Intl altimeter setting:
* increase LPV DA to 1878 feet and visibility \( \frac{3}{4} \) SM; increase all MDAs 100 feet and visibility LNAV Cat C\( \frac{3}{4} \) SM and LNAV Cat D\( \frac{3}{4} \) SM. VDP NA when using Wichita Dwight D Eisenhower Intl altimeter setting. Circling RWy 8, 26 NA at night.

**MISSING APPROACH:**
Climb to 3200 direct GWINN and hold.

---

** WAAS CH 56229 APP CRS 354° Rwy Idg 7003 TDZE 1528 Apt Elev 1533 **

**NEWTON, KANSAS**

**AWOS-3PT** 123.875 **WICHITA APP CON** 125.5 306.2 **CLNC DEL** 126.55 **UNICOM** 123.0 (CTAF)

**REIL Rwys 8, 26, and 35**
**HIRL Rwy 17-35**
**MIRL Rwy 8-26**

---

**NEWTON-CITY-COUNTY (EWK)**

**RNAV (GPS) RWY 35**

**NEWTON-CITY-COUNTY (EWK)**

**Orig-B 31JAN19**
RNAV (GPS) RWY 2
NORFOLK RGNL/KARL STEFAN MEML FLD (OFK)

For uncompensated Baro VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

Procedure NA for arrivals at OLU VORTAC on V71 southeast bound.

MALSR

MISSING APCH FIX
Climb to 3900 direct AZATY and hold.

UNICOM

4 NM

holding pattern

4 NM

Amdt 2 10SEP20

Norfolk, Nebraska

Amdt 2 10SEP20

Norfolk, Nebraska
RNAV (GPS) RWY 14
NORFOLK RGNL/KARL STEFAN MEML FLD (OFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

Missed Approach: Climb to 3900 direct AYEDU and hold.

Procedure NA for arrival on OLU VOR/DME airway radial 308.
Rwy 32 helicopter visibility reduction below ½ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

**MISSED APPROACH:** Climb to 3900 direct ADUWU and hold.

<table>
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<tr>
<th>ASOS</th>
<th>119.025</th>
<th>MINNEAPOLIS CENTER</th>
<th>125.025 235.625</th>
<th>UNICOM</th>
<th>122.7 (CTAF)</th>
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</table>

**RNAV (GPS) RWY 32**

**NORFOLK RGNL/KARL STEFAN MEML FLD (OFK)**
**VOR RWY 14**

**NORFOLK RGNL/KARL STEFAN MEML FLD (OFK)**

**ASOS**
- 119.025

**MINNEAPOLIS CENTER**
- 125.025
- 235.625

**UNICOM**
- 122.7 (CTAF)

---

**Category**

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<tr>
<td>S-14</td>
<td>2300-1</td>
<td>2300-1 1/4</td>
<td>2300-2</td>
<td>757 (800-2)</td>
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<tr>
<td>S-14</td>
<td>2300-1</td>
<td>2300-1 1/4</td>
<td>2300-2</td>
<td>757 (800-2)</td>
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<tr>
<td>CIRCLING</td>
<td>2300-1</td>
<td>2300-1 1/4</td>
<td>2300-2</td>
<td>757 (800-2)</td>
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<tr>
<td>CIRCLING</td>
<td>2060-1</td>
<td>517 (500-1)</td>
<td>2060-1 1/3</td>
<td>517 (500-1)</td>
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</table>

**Missed Approach:**
- Climb to 3400 then right turn direct OFK VOR/DME and hold.

---

**Rwy 14 helicopter visibility reduction below 1/4 SM NA.**
Rwy 32 helicopter visibility reduction below ³⁄₄ SM NA.

MISSED APPROACH: Climb to 4000 then left turn direct OFK VOR/DME and hold.

### VOR RWY 32
NORFOLK RGNL/KARL STEFAN MEML FLD (OFK)

#### ASOS
- **NORFOLK, NEBRASKA**
  - **ASOS**
    - **119.025**

#### MINNEAPOLIS CENTER
- **MINNEAPOLIS CENTER**
  - **125.025**
  - **235.625**

#### UNICOM
- **UNICOM**
  - **122.7 (CTAF)**

### CATEGORY
<table>
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<tr>
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<th>D</th>
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<tbody>
<tr>
<td>S-32</td>
<td>2220-1 660 (700-1)</td>
<td>2220-1 660 (700-1)</td>
<td>2260-2 687 (700-2)</td>
<td>2360-2 ½ 787 (800-2½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2220-1 647 (700-1)</td>
<td>2260-2 687 (700-2)</td>
<td>2360-2 ½ 787 (800-2½)</td>
<td></td>
</tr>
</tbody>
</table>

#### JURTU FIX MINIMUMS (DME REQUIRED)
- **S-32**
  - **2020-1 460 (500-1) 2020-1 460 (500-1)**
  - **2020-1 460 (500-1) 2020-1 460 (500-1)**

#### NORFOLK RGNL/KARL STEFAN MEML FLD (OFK)
**41°59’N-97°26’W**
ILS or LOC RWY 30
NORTH PLATTE RGNL/LEE BIRD FLD (LBF)

MISSED APPROACH: Climb to 4900 then left turn direct LBF VOR/DME and hold.
### RNAV (GPS) RWY 35

**North Platte Regional/Lee Bird Fld (LBF)**

**RNP APCH-GPS**

- Rwy 35 helicopter visibility reduction below ¾ SM NA.

**Apt Elev**

<table>
<thead>
<tr>
<th>ASOS</th>
<th>DENVER CENTER</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tr>
<td>118.425</td>
<td>132.7 226.675</td>
<td>132.7</td>
<td>123.0 (CTAF)</td>
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</table>

**MISSED APPROACH:** Climb to 5000 direct COLIV and hold.

**Category**

<table>
<thead>
<tr>
<th>LP MDA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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<tr>
<td>3140-1 363 (400-1)</td>
<td>3160-1 383 (400-1)</td>
<td>3280-1 3340-1</td>
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</tbody>
</table>

**Holding Pattern**

- VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 36).

**5 NM Holding Pattern**

- MUYDO
- GUHYY
- LIMGE 2.6 NM to RW35
- 1.1 NM to RW35

**30 NM to MUYDO**

- 1.5 NM to MUYDO
- 5000

**5000**

- COLIV

**ELEV 2777**

- TDZE 2777

**NW-2, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1C 06OCT22**

**RNAV (GPS) RWY 35**

**North Platte, Nebraska**

**AL-292 (FAA)**

22279
RNAV (GPS) RWY 34
NORTON MUNI (NRN)

Circling NA to Rwy 8 and 26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. LNAV and Circling minimums NA when using Hill City altimeter setting.

**MISSING APCH FIX**: Climb to 4300 direct VAYUP and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
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<tr>
<td>LNAV/VNAV DA</td>
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<tr>
<td>LNAV MDA</td>
<td>NA</td>
<td>NA</td>
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</tr>
<tr>
<td>CIRCLING</td>
<td>NA</td>
<td>NA</td>
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</table>

**AWOS-3PT**
118.275

**DENVER CENTER**
132.7 226.675

**CTAF**
122.9
**RNAV (GPS) RWY 13**

**THE O'NEILL MUNI-JOHN L BAKER FLD (ONL)**

**AWOS-3**

| 121.125 |

**MINNEAPOLIS CENTER**

| 128.0 | 257.95 |

**UNICOM**

| 122.8 (CTAF) |

---

**Baro-VNAV NA when using Evelyn Sharp Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evelyn Sharp Fld altimeter setting and increase LPV DA to 2433 feet, LNAV/VNAV DA to 2505 feet; increase all MDAs 140 feet and visibility Cat C ½ SM. VDP NA when using Evelyn Sharp Fld altimeter setting. Night landing: Rwy 4, 22 NA.**

**Procedure NA for arrivals at ONL VORTAC via V71 southeast bound.**

---

**RNAV (GPS) RWY 13**

**THE O'NEILL MUNI-JOHN L BAKER FLD (ONL)**

**AWOS-3**

| 121.125 |

**MINNEAPOLIS CENTER**

| 128.0 | 257.95 |

**UNICOM**

| 122.8 (CTAF) |

---

**Baro-VNAV NA when using Evelyn Sharp Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evelyn Sharp Fld altimeter setting and increase LPV DA to 2433 feet, LNAV/VNAV DA to 2505 feet; increase all MDAs 140 feet and visibility Cat C ½ SM. VDP NA when using Evelyn Sharp Fld altimeter setting. Night landing: Rwy 4, 22 NA.**

**Procedure NA for arrivals at ONL VORTAC via V71 southeast bound.**

---

**RNAV (GPS) RWY 13**

**THE O'NEILL MUNI-JOHN L BAKER FLD (ONL)**

**AWOS-3**

| 121.125 |

**MINNEAPOLIS CENTER**

| 128.0 | 257.95 |

**UNICOM**

| 122.8 (CTAF) |

---

**Baro-VNAV NA when using Evelyn Sharp Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evelyn Sharp Fld altimeter setting and increase LPV DA to 2433 feet, LNAV/VNAV DA to 2505 feet; increase all MDAs 140 feet and visibility Cat C ½ SM. VDP NA when using Evelyn Sharp Fld altimeter setting. Night landing: Rwy 4, 22 NA.**

**Procedure NA for arrivals at ONL VORTAC via V71 southeast bound.**

---

**RNAV (GPS) RWY 13**

**THE O'NEILL MUNI-JOHN L BAKER FLD (ONL)**

**AWOS-3**

| 121.125 |

**MINNEAPOLIS CENTER**

| 128.0 | 257.95 |

**UNICOM**

| 122.8 (CTAF) |

---

**Baro-VNAV NA when using Evelyn Sharp Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evelyn Sharp Fld altimeter setting and increase LPV DA to 2433 feet, LNAV/VNAV DA to 2505 feet; increase all MDAs 140 feet and visibility Cat C ½ SM. VDP NA when using Evelyn Sharp Fld altimeter setting. Night landing: Rwy 4, 22 NA.**

**Procedure NA for arrivals at ONL VORTAC via V71 southeast bound.**
### VOR RWY 13

**THE O'NEILL MUNI-JOHN L BAKER FLD (ONL)**

**AWOS-3**
- 121.125

**UNICOM**
- 122.8 (CTAF)

**MINNEAPOLIS CENTER**
- 128.0 257.95

**APP CRS**
- 125°

**Rwy Idg**
- 4408

**Apt Elev**
- 2034

**TDZE**
- 2032

---

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<thead>
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<td>2660</td>
<td>628</td>
<td>(700-1)</td>
<td>628 (700-1)</td>
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<tr>
<td>CIRCLING</td>
<td>2660</td>
<td>626</td>
<td>(700-1)</td>
<td>2680-13</td>
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<td></td>
<td></td>
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<td></td>
<td>806 (900-2)</td>
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</tbody>
</table>

**CIRCLING**
- 2600-1  566 (600-1)  2680-13  646 (700-1)  2840-2  806 (900-2)

---

**WODVI FIX MINIMUMS**

**S-13**
- 2420-1  388 (400-1)  2420-10  388 (400-1)

---

**VD**
- Night landing: Rwy 4, 22 NA.

**MISSED APPROACH:** Climb to 3600 then right turn direct ONL VOR/TAC and hold.

---

**ONL VORTAC**

---

**IAP**
- O'NEILL

---

**TDZE**
- 2032

---

**ELEV**
- 2034

---

**ONL**
- 2034

---

**TDZE**
- 2032

---

**REIL**
- Rwy 13 and 31

---

**MIRL**
- Rwy 13-31

---

**CATEGORY**
- 2161

---

**ONL VORTAC**
- 2494

---

**TDZE**
- 2032

---

**ELEV**
- 2034
VOR RWY 31
THE O'NEILL MUNI-JOHN L BAKER FLD (ONL)

Night landing: Rw 4, 22 NA.

AWOS-3 121.125
MINNEAPOLIS CENTER 128.0 257.95
UNICOM 122.8 (CTAF)

VOR RWY 31
THE O'NEILL MUNI-JOHN L BAKER FLD (ONL)

ONL VORTAC

CATEGORY
A  B  C  D
S-31  2600-1 568 (600-1) 2600-1½ 568 (600-1½)
CIRCLING 2600-1 566 (600-1) 2680-1¾ 646 (700-1¼) 2840-2½ 806 (900-2½)

-alpha
RNAV (GPS) RWY 34
OAKLEY MUNI (OEL)

When local altimeter setting not received, use Renner Fld/Goodland Muni altimeter setting: increase LPV DA to 3471 feet and LNAV/VNAV DA to 3658 feet; increase all MDA 200 feet and visibility LNAV Cat C ½ SM and Circling Cat C ½ SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 42°C. Baro-VNAV NA when using Renner Fld/Goodland Muni altimeter setting. Circling NA to Rwy 8 and 26. Circling Rwy 16 NA at night.

MISSED APPROACH: Climb to 4700 MDA and hold.

Procedure NA for arrival at HLC VORTAC on V216 northeast bound.

Procedure NA for arrival at GLD VORTAC on V132 and V17 northwest bound.
Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 17 NA at night, Circling Rwy 12, 17, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

AWOS-3 119.225
DENVER CENTER 132.7 226.675
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 6500 direct IBEDE and hold, continue climb-in-hold to 6500.

MISSED APCH FIX

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 35
OBERLIN MUNI (OIN)

Circling to Rwy 12, 17, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 6500 direct INARM and hold, continue climb-in-hold to 6500.

RNAV (GPS) RWY 35
OBERLIN MUNI (OIN)

AWOS:3
119.225

DENVER CENTER
132.7 226.675

UNICOM
122.8 (CTAF)

354°
A3227

354°
A2986

6500
IBEDE

6500
PABNE

14000
6500

7 NM
Holding Pattern

GP 3.00°
TCH 43

354°

354°

7.5 NM
3.5 NM
1.8 NM

CATEGORY
A
B
C
D

LPV DA
2902-1 200 (200-1)
NA

LNAV/VNAV DA
3300-1¼ 598 (600-1¼)
NA

LNAV MDA
3300-1 598 (600-1)
3300-1¼ 598 (600-1¼)
NA

CIRCLING
3300-1 593 (600-1)
3340-1 633 (700-1)
3340-1¼ 633 (700-1¼)
NA

MIRL Rwy 17-35

NC-2, 11 JUL 2024 to 05 SEP 2024
Circling to Rwy 12, 17, 30 NA at night.

MISSED APPROACH: Climbing right turn to 4600 in OIN NDB holding pattern.

**AWOS-3**

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<td><strong>119.225</strong></td>
<td><strong>DENVER CENTER</strong></td>
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<td><strong>132.7</strong></td>
<td><strong>226.675</strong></td>
<td><strong>122.8 (CTAF)</strong></td>
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</table>

**MC COOK**

115.3 MCK
Chan 100

**IAP**

OBERLIN
341 OIN

**3547 A**

**HILL CITY**

113.7 HLC
Chan 84

**ELEV 2707**

**TDZE 2702**

**CATEGORY**

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OMAHA, NEBRASKA

LOC  I-ATB

111.7

APCH CRS

127*

Rwy Ldg 10,695
TDZE 1048
Arpt Elev 1048

[USAF]

Radar or DME required

ATS

126.025 273.5

OMAHA APP CON

120.1 354.05 (W)

TOWER

123.7 279.625

GROUND CON

121.7 289.4

A

MISSED APPROACH: Climb to 3000 via OFF TACAN R-136 to TYTAN and hold.

CAUTION: Extensive light aircraft in vicinity of MILLAR MUNI.

CAUTION: Straight-in rwy 13 at night, operational VGSi required, remain on or above VGSi glidepath until threshold. USAF ONLY. When VGSi inop, straight-in rwy 13 authorized with aircrew command approval. Unit terrain 1042’ MSL, 263’ from threshold, 0’ left of course.

EMERG SAFE ALT 100 NM 4700

LOCIZER 111.7

I-ATB

1257

1192

MILLARD MUNI

HOLD 4000

OFF 21

306

126

2800

DOTAY OFF 6.9 RADAR

4000

OFFUTT

Chan 54 OFF

362

Glideslope restricted beyond 5° left and 7° right. Autopilot coupled approach not authorized below 1300’ MSL.

ILS or LOC Rwy 13

TWR

Rwy 13 Ldg 10,695’
Rwy 31 Ldg 10,612’

HIRL Rwy 13-31
Rwy 13-31 ALS std

FAF to MAP 4.9 NM

KNOTS

60

90

120

150

180

MIN:SEC

4.54

3.16

2.27

1.58

1.38

OMAHA, NEBRASKA

Amdt 1 18APR24

41°07’N-95°54’W
CAUTION: Straight-in rwy 13 at night, operational VGSIs required, remain on or above VGSIs glideslope until threshold USAF ONLY. When VGSIs inop, straight-in rwy 13 authorized with aircrew command approval. Until terrain 1042’ MSL, 253’ from threshold, 225° right of course.

EMERG SAFE ALT 100 NM 4700

VGSIs and descent angles not coincident (VGSIs Angle 3.0°/TCH 5.0°).

EMERG SAFE ALT 100 NM 4700

VGSIs and descent angles not coincident (VGSIs Angle 3.0°/TCH 5.0°).

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EMERG SAFE ALT 100 NM 4700

VGSIs and descent angles not coincident (VGSIs Angle 3.0°/TCH 5.0°).

EMERG SAFE ALT 100 NM 4700

VGSIs and descent angles not coincident (VGSIs Angle 3.0°/TCH 5.0°).
**When ALS inop, increase RVR to 55, vis to 1 mile.**

**Circling not authorized N of RWy 13-31.**

**CAUTION:** When circling to RWy 13 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

**MISSED APPROACH:** Climb to 3000 via OFF TACAN R-302 to SARPY and hold.

**CAUTION:** Exv lg act cf vnty MILLARD MUNI.

**EMERG SAFE ALT 100 NM 4700**

**3000 SARPY OFF 15**

**Rwy Idg 10,612**

**Arpt Elev 1048**

**TDZE 991**

**HRI, Rwy 13-31**

Rwy 13-31 ALS nstd

**OFFUTT AFB (KOFF)**

**OMAHA, NEBRASKA**

**TDZE 991**

**ELEV 1048**

**Rwy 13 Idg 10,695 ft**

**Rwy 31 Idg 10,612 ft**

**R-302**

**SARPY OFF 15**

**OFFUTT Chan 54 OFF 15**

**OMAHA APP CON**

**120.1 354.05 (W)**

**124.5 263.0 (E)**

**TOWER**

**123.7 279.625**

**GND CON**

**121.7 289.4**

**EMERG SAFE ALT 100 NM 4700**

**1490**

**R-302**

**3800**

**2400**

**2700**

**1700**

**1653**

**367**

**OMAHA, NEBRASKA**

**Amtd 1 22FEB24**

**TACAN Y RWY 31**

**OFFUTT AFB (KOFF)**

**367**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Imperial altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats and Circling Cat B visibility ½ SM. Baro-VNAV NA when using Imperial altimeter setting.

**RNP APCH.**

**AWOS-3** 121.275  **DENVER CENTER** 132.7 397.85  **UNICOM** 122.8 [CTAF]

**RNAV (GPS) RWY 8**

**SEARLE FLD (OGA)**

**ELEV 3279**  **TDZE 3260**

**CATEGORY**  **A**  **B**  **C**  **D**

**LPV DA** 3510-1  250 (300-1)  NA  
**LNAV/VNAV DA** 3865-2 605 (600-2½)  NA  
**LNAV MDA** 3800-1  540 (600-1)  NA  
**CIRCLING** 3940-1  661 (700-1)  4000-1  721 (800-1)  NA

**SEARLE FLD (OGA)**

**AMT 2D  07OCT21**

**41°07'N-101°46'W**

**RNAV (GPS) RWY 8**

**SEARLE FLD (OGA)**

**NC-2, 11 JUL 2024 to 05 SEP 2024**
When local altimeter setting not received, use Imperial altimeter setting and increase all MDA 100 feet, increase LP, LNAV and Circling Cat B visibility to 1 ½. VDP NA with Imperial altimeter setting.

龆 317°

aines 4085

AWOS-3
121.275

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF)

RNP APCH.

When local altimeter setting not received, use Imperial altimeter setting and increase all MDA 100 feet, increase LP, LNAV and Circling Cat B visibility to 1 ½. VDP NA with Imperial altimeter setting.

When local altimeter setting not received, use Imperial altimeter setting and increase all MDA 100 feet, increase LP, LNAV and Circling Cat B visibility to 1 ½. VDP NA with Imperial altimeter setting.

When local altimeter setting not received, use Imperial altimeter setting and increase all MDA 100 feet, increase LP, LNAV and Circling Cat B visibility to 1 ½. VDP NA with Imperial altimeter setting.

When local altimeter setting not received, use Imperial altimeter setting and increase all MDA 100 feet, increase LP, LNAV and Circling Cat B visibility to 1 ½. VDP NA with Imperial altimeter setting.
OGALLALA, NEBRASKA

RNAV (GPS) RWY 31
SEARLE FLD (OGA)

AWOS-3
121.275

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF)

MAIS APPROACH:
Climb to
5400 direct WUVIR and hold.

AWOS-3
121.275

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 31
SEARLE FLD (OGA)

LG 317° to
RW31

ZETOD
2.5 NM to
RW31

(IF/IAF)
KUYEL

5 NM

OYUSE

KUYEL

5500

GP 3.00°
TCH 40

RATIONAPCH.

Baro-VNAV and VDP NA when using Imperial altimeter setting. For uncompensated
Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Helicopter
visibility reduction below ¾ SM NA. When local altimeter setting not received, use
Imperial altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase
LPV and LNAV/VNAV all Cats visibility ½ SM, and Circling Cat B visibility ¾ SM.

MISSED APPROACH: Climb to
5400 direct WUVIR and hold.

RNAV (GPS) RWY 31
SEARLE FLD (OGA)

WWW, 07OCT21

LG 317° to
RW31

ZETOD
2.5 NM to
RW31

(IF/IAF)
KUYEL

5 NM

OYUSE

KUYEL

5500

GP 3.00°
TCH 40

RATIONAPCH.

Baro-VNAV and VDP NA when using Imperial altimeter setting. For uncompensated
Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Helicopter
visibility reduction below ¾ SM NA. When local altimeter setting not received, use
Imperial altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase
LPV and LNAV/VNAV all Cats visibility ½ SM, and Circling Cat B visibility ¾ SM.

MISSED APPROACH: Climb to
5400 direct WUVIR and hold.
**OGALLALA, NEBRASKA**

**VOR RWY 26**

**SEARLE FLD (OGA)**

**APP CRS 266°**

**Rwy Idg 5102**

**TDZE 3254**

**Apt Elev 3279**

**DME required.**

**AWOS-3 121.275**

**DENVER CENTER 132.7 397.85**

**UNICOM 122.8 (CTAF)**

**Unicom**

**Proceed to 5100 266° (10) to EZKUX SAE 6.3 to IAF NORTH PLATTE 117.4 LBF 6.3 (Chan 12) and hold, continue climb in hold to 5300 NoPT 266° 5.7 NM from FAF.**

**ZILEV SAE 3 (IF) IZXOG SAE 6.3 (IAF)**

**SEARLE 110.2 SAE 6.3 (Chan 39)**

**SIDNEY 115.9 SNY 6000 075° (54.8) 3814**

**MIA SAE 25 NM**

**5300**

**4400**

**5300**

**S-26 3940-1 686 (700-1) NA**

**CIRCLING 3940-1 661 (700-1) 4000-1 721 (800-1) NA**

**Category**

**A**

**B**

**C**

**D**

**ELEV 3279**

**TDZE 3254**

**SEARLE FLD (OGA)**

**41°07'N-101°46'W**

**Amdt 1E 12AUG21**

**NC-2, 11 JUL 2024 to 05 SEP 2024**
LOC RWY 36
JOHNSON COUNTY EXEC (OJC)

ATIS 119.35
KANSAS CITY APP CON 118.9 251.075
EXECUTIVE TOWER* 126.0 (CTAF) 0 225.4
GND CON 121.6
UNICOM 122.95

Helicopter visibility reduction below \( \frac{3}{4} \) SM not authorized. For inoperative MALSRS, increase S-36 Cats A and B visibility \( \frac{3}{4} \) mile.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2700 direct HERBB LOM and hold.

Alternate Missed Approach Fix

- Butler 115.9 BUM
- Channel 98 (Y)

Advisory:
- Amdt 2 18SEP14
- Visibility 1 mile.
- For inoperative MALSRS, increase S-36 Cats A and B Helicopter visibility reduction below \( \frac{3}{4} \) SM not authorized.

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<tr>
<td>S-36</td>
<td>1580-( \frac{3}{4} ) 494 (500-( \frac{3}{4} ))</td>
<td>1580-1 494 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1620-1 524 (600-1)</td>
<td>1620-1( \frac{1}{2} ) 524 (600-1( \frac{1}{2} ))</td>
<td>NA</td>
<td>NA</td>
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</table>

NC-2, 11 JUL 2024 to 05 SEP 2024

1151
Tips:
- 494 331°
- 2700 to LO
- 356°
- MIRL Rwy 18-36
- Channel 79 (Y)
- Channel 106

OLATHE, KANSAS
Amdt 2 18SEP14

OLATHE, KANSAS
38°51'N-94°44'W
377

OLATHE, KANSAS
AL-5687 (FAA)
24137
378
22307

JOHNSON COUNTY EXEC (OJC)

AIRPORT DIAGRAM

OLATHE, KANSAS

AL-5687 (FAA)

ATIS
119.35
EXECUTIVE TOWER
126.0 225.4
GND CON
121.6

EAST 1
GENERAL
AVIATION
PARKING

ILS
HOLD

8
1
ILS
HOLD

C

178.4°

EAST 2

D

B

EAST
3

WEST 2
GENERAL
AVIATION

ILS
HOLD

PARKING

F

ILS
HOLD G

HANGARS

F

G

NC-2, 11 JUL 2024 to 05 SEP 2024

38°51.0'N
A

WEST 3

HANGARS

EAST 4

4097 X 75

B

H

TWR

VA
R 1
.
7°
E

B

A

1157

ILS
HOLD

ILS
HOLD
J
HS 1

JANUARY 2020
ANNUAL RATE OF CHANGE

RWY 18-36
S-12.5
358.4°

1.1 % UP

A

0.1° W

ILS
HOLD

ELEV
1050
36

38°50.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

94°44.5'W

AIRPORT DIAGRAM
22307

94°44.0'W

OLATHE, KANSAS

JOHNSON COUNTY EXEC (OJC)

NC-2, 11 JUL 2024 to 05 SEP 2024

WEST 1

FIELD
ELEV
1096


TOP ALTITUDE: 10000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF9.CATTS): From over MCI VORTAC on MCI R-266 to CATTS.

ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.
TOP ALTITUDE: 10000

Radar required. DME required.

KANSAS CITY DEP CON
ATIS 119.35

NOTE: Chart not to scale.

Rwys 18, 36: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 and COU R-292 to COU VOR/DME.

FRANC TRANSITION (LAKES5.FRANC): From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 to FRANC.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN, then on SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN.
TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER8.DOSOA): From over MCI VORTAC on MCI R-190 to DOSOA.

SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

ARENZ TRANSITION (ROYAL1.ARENZ): From over MCI VORTAC on MCI R-039 to ARENZ.

BODYN TRANSITION (ROYAL1.BODYN): From over MCI VORTAC on MCI R-039 to ARENZ, then on STJ R-071 to BODYN.

TONCE TRANSITION (ROYAL1.TONCE): From over MCI VORTAC on MCI R-360 to TONCE.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO8.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF ALL RUNWAYS:** Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

**KENTN TRANSITION (WLDCT6.KENTN):** From over MCI VORTAC on MCI R-257 to KENTN.

**SALINA TRANSITION (WLDCT6.SLN):** From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

**WICHITA TRANSITION (WLDCT6.ICT):** From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.

**NOTE:** Chart not to scale.
RNAV (GPS) RWY 4
NEW CENTURY AIRCENTER (IXD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APPROACH: Climb to 3100 direct FALOV and hold.

LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APCH FIX
4 NM
FALOV

RADAR REQUIRED

OLATHE, KANSAS
AL-302 (FAA)

RNAV (GPS) RWY 4
NEW CENTURY AIRCENTER (IXD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APPROACH: Climb to 3100 direct FALOV and hold.

LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APCH FIX
4 NM
FALOV

RADAR REQUIRED

OLATHE, KANSAS
AL-302 (FAA)

RNAV (GPS) RWY 4
NEW CENTURY AIRCENTER (IXD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APPROACH: Climb to 3100 direct FALOV and hold.

LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APCH FIX
4 NM
FALOV

RADAR REQUIRED

OLATHE, KANSAS
AL-302 (FAA)

RNAV (GPS) RWY 4
NEW CENTURY AIRCENTER (IXD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APPROACH: Climb to 3100 direct FALOV and hold.

LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APCH FIX
4 NM
FALOV

RADAR REQUIRED

OLATHE, KANSAS
AL-302 (FAA)

RNAV (GPS) RWY 4
NEW CENTURY AIRCENTER (IXD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APPROACH: Climb to 3100 direct FALOV and hold.

LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APCH FIX
4 NM
FALOV

RADAR REQUIRED

OLATHE, KANSAS
AL-302 (FAA)

RNAV (GPS) RWY 4
NEW CENTURY AIRCENTER (IXD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APPROACH: Climb to 3100 direct FALOV and hold.

LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APCH FIX
4 NM
FALOV

RADAR REQUIRED

OLATHE, KANSAS
AL-302 (FAA)

RNAV (GPS) RWY 4
NEW CENTURY AIRCENTER (IXD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1348 feet and LNAV/VNAV DA to 1448 feet and all MDA 20 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APPROACH: Climb to 3100 direct FALOV and hold.
RNAV (GPS) RWY 22
NEW CENTURY AIRCENTER (IXD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Johnson County Exec altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Johnson County Exec altimeter setting: increase LPV DA to 1355 feet, and LNAV/VNAV DA to 1368 feet, and all MDA 20 feet.

ASOS
KANSAS CITY APP CON
NEW CENTURY TOWER *
GND CON
UNICOM

OLATHE, KANSAS
AL-302 (FAA) 21112

MISSED APPROACH: Climb to 3100 direct AXUXE and hold.

NEW CENTURY AIRCENTER (IXD)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

CATT'S TRANSITION (CHIEF9.CATT'S): From over MCI VORTAC on MCI R-266 to CATT'S.

ST. JOSEPH TRANSITION (CHIEF9.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

CHIEF NINE DEPARTURE
(CHIEF9.MCI) 05OCT23

OLATHE, KANSAS
NEW CENTURY AIRCENTER (IXD)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF ALL RUNWAYS:** Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

**COLUMBIA TRANSITION (LAKES5.COU):** From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 and COU R-292 to COU VOR/DME.

**FRANC TRANSITION (LAKES5.FRANC):** From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 to FRANC.

**SPINNER TRANSITION (LAKES5.SPI):** From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN, then on SPI R-265 to SPI VORTAC.

**TWAIN TRANSITION (LAKES5.TWAIN):** From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN.

**TAKEOFF MINIMUMS**
Rwys 4, 18, 22, 36: Standard.
TAKEOFF MINIMUMS
Rwys 4, 18, 22, 36: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER8.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER8.DOSOA): From over MCI VORTAC on MCI R-190 to DOSOA.

SPRINGFIELD TRANSITION (RACER8.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

ARENZ TRANSITION (ROYAL1.ARENZ): From over MCI VORTAC on MCI R-039 to ARENZ.

BODYN TRANSITION (ROYAL1.BODYN): From over MCI VORTAC on MCI R-039 to ARENZ, then on STJ R-071 to BODYN.

TONCE TRANSITION (ROYAL1.TONCE): From over MCI VORTAC on MCI R-360 to TONCE.
TIFTO EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwys 4, 18, 22, 36: Standard.

TOP ALTITUDE:
10000

*Radar and DME required.

NOTE: Chart not to scale.

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO8.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Maintain 10000, expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT6.KENTN): From over MCI VORTAC on MCI R-257 to KENTN.

SALINA TRANSITION (WLDCT6.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT6.ICT): From over MCI VORTAC on MCI R-257 to KENTN, then on ICT R-035 to ICT VORTAC.

NOTE: Chart not to scale.
ILS RWY 14R (CAT II & III) EPPLEY AIRFIELD (OMA)

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

DME required for procedure entry.

ALTERNATE MISSED APCH FIX

PLATTSMOUTH PMV 329

ELEV 985 TDZE 985

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). For inoperative ALS, increase RNP 0.15 for all Cat visibility to 1 and RNP 0.30 for all Cat visibility to 1. GPS required.

**MISSED APPROACH:** Climb to 3000 on track 142° to COBCA and on track 131° to OVR VORTAC and hold.
RNAV (RNP) Z RWY 14R
EPPELEY AIRFIELD (OMA)

MISSED APPROACH: Climb to 3000 on track 142° to ZINOR and on track 129° to OVR VORTAC and hold.

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inop ALS, increase RNP 0.11 DA visibility all Cats to RVR 5500 and RNP 0.30 DA visibility all Cats to 1/2 SM.

See planview for multiple IF locations.

AUTHORIZATION REQUIRED

41°18'N-95°54'W

OMAHA, NEBRASKA
Orig-D 26MAR20
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). For inoperative ALS, increase RNP 0.15 all Cats visibility to 1/4 and RNP 0.30 all Cats visibility to 2. GPS required.

**MISSING APPROACH:** Climb to 3000 on track 178° to CIVIV and hold.
RNAV (RNP) Z RWY 32L
EPPELEY AIRFIELD (OMA)

For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). When VGSI inop, procedure NA at night.
For inoperative ALS, increase RNP 0.15 all Cats visibility to 1¼ SM and RNP 0.30 all Cats visibility to 2¼ SM. GPS required.

MISSED APPROACH: Climb to 3300 on track 322° to OTSEE and hold.

See plan view for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). When VGSI inop, procedure NA at night.
For inoperative ALS, increase RNP 0.15 all Cats visibility to 1¼ SM and RNP 0.30 all Cats visibility to 2¼ SM. GPS required.

MISSED APPROACH: Climb to 3300 on track 322° to OTSEE and hold.

For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). When VGSI inop, procedure NA at night.
For inoperative ALS, increase RNP 0.15 all Cats visibility to 1¼ SM and RNP 0.30 all Cats visibility to 2¼ SM. GPS required.

MISSED APPROACH: Climb to 3300 on track 322° to OTSEE and hold.

See plan view for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). When VGSI inop, procedure NA at night.
For inoperative ALS, increase RNP 0.15 all Cats visibility to 1¼ SM and RNP 0.30 all Cats visibility to 2¼ SM. GPS required.

MISSED APPROACH: Climb to 3300 on track 322° to OTSEE and hold.

See plan view for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). When VGSI inop, procedure NA at night.
For inoperative ALS, increase RNP 0.15 all Cats visibility to 1¼ SM and RNP 0.30 all Cats visibility to 2¼ SM. GPS required.

MISSED APPROACH: Climb to 3300 on track 322° to OTSEE and hold.

See plan view for multiple IF locations.
RNAV (RNP) Z RWY 32R
EPPLEY AIRFIELD (OMA)

For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 34°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1¼ SM.

D-ATIS
120.4

OMAHA APP CON
120.1 354.05

OMAHA TOWER
132.1 256.9

GND CON
121.9

CLNC DEL
119.9

RALG 2, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH: Climb to 3300 direct HIKAM and track 320° to OTSEE and hold.

For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 34°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1¼ SM.

See planview for multiple IF locations.

HIRL all Rwys
TDZE/CL Rwys 14R and 32R

AUTHORIZATION REQUIRED
For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). When VGSI inop, procedure NA at night. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM. GPS required.

Authorization Required
RNAV (GPS) Y RWY 32L

EPELEY AIRFIELD (OMA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).

OMAHA, NEBRASKA

Amdt 2 24MAY18

RNAV (GPS) Y RWY 32L

EPELEY AIRFIELD (OMA)

41°18'N-95°54'W

415
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
OMAHA ONE DEPARTURE

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**

**NOTE:** Chart not to scale.

**TAKEOFF ALL RUNWAYS:** Climb on assigned heading for RADAR vectors to assigned route. Jet aircraft maintain 5000, prop aircraft maintain 4000. All aircraft expect clearance to filed altitude ten minutes after departure.
OMAHA, NEBRASKA
AL-5830 (FAA)

RNAV (GPS) RWY 12
MILLARD (MLE)

WAAS
Ch 78402
W12A

APP CRS
129°

Rwy Idg
TDZE
1051

Apt Elev
1051

3588

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV NA when using Council Bluffs Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA.

OMAHA APP CON
120.1 354.05

CLNC DEL
125.4

UNICOM
123.0 (CTAF)

AWOS-3
118.25

OMAHA, NEBRASKA
Orig-B 27JAN22

41°12'N-96°07'W

MISSED APPROACH: Climb to 4000 direct HOLUL and right turn via 239° track to LEBYI and hold.

NC-2, 11 JUL 2024 to 05 SEP 2024
Circling NA to Rwys 17 and 35. Rwy 13 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

MISSED APPROACH: Climb to 6000 direct GOZGI and hold, continue climb-in-hold to 6000.
RNAV (GPS) RWY 31
EVELYN SHARP FLD (ODX)
**ORD, NEBRASKA**

<table>
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<th>NDB ODX</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<td>2070</td>
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**EVELYN SHARP FLD (ODX)**

**Radar Required for Procedure Entry**

- Circling NA to Rwys 17 and 35. Rwy 13 helicopter visibility reduction below ¾ SM NA.

**Missed Approach:** Climb to 4200 then left turn direct ODX NDB and hold.

<table>
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<tr>
<th>ASOS</th>
<th>MINNEAPOLIS CENTER</th>
<th>UNICOM</th>
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<td>119.925</td>
<td>119.4 278.8</td>
<td>122.8 (CTAF)</td>
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**Radar Required for Procedure Entry**

- Circling NA to Rwys 17 and 35. Rwy 13 helicopter visibility reduction below ¾ SM NA.

**Missed Approach:** Climb to 4200 then left turn direct ODX NDB and hold.

**MIRL RWY 13**

- O’NEILL MOA

**ORD, NEBRASKA**

**Amdt 5B 20 APR 23**

**NC-2, 11 JUL 2024 to 05 SEP 2024**

<table>
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<th>B</th>
<th>C</th>
<th>D</th>
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<td>2980-1 ¼</td>
<td>910 (1000-1 ½)</td>
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<tr>
<td>CIRCLING</td>
<td>2980-1 ¼</td>
<td>910 (1000-1 ½)</td>
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**41°37'N-98°57'W**
RNAV (GPS) RWY 12
GARDEN COUNTY/KING RHILEY FLD (OKS)

**RNP APCH.**

- **Baro-VNAV NA.** Rwy 12 helicopter visibility reduction below ¾ SM NA. Use Ogallala altimeter setting.

**Missed Approach:** Climb to 5400 direct CIKIM and hold.

**OGA AWOS-3**

**ELEV 3394**

**TDZE 3394**

**DENVER CENTER**

**118.475 225.4**

**UNICOM**

**122.8 (CTAF)**

**OSHKOSH, NEBRASKA**

**AL-5748 (FAA)**

**numeric**: 21336

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**Procedure NA for arrivals at SNY VOR/DME on V6 westbound.**

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**NCG - 11 JUL 2024 to 05 SEP 2024**

- **Amdt 2C 02DEC21**
  - **OSHKOSH, NEBRASKA**
  - **Amdt 2C 02DEC21**

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**GARDEN COUNTY/KING RHILEY FLD (OKS)**

**RNAV (GPS) RWY 12**

---

**41°24’N-102°21’W**

**425**
RNAV (GPS) RWY 30
GARDEN COUNTY/KING RHILEY FLD (OKS)

OSHKOSH, NEBRASKA
AL-5748 (FAA)

RNAV (GPS) RWY 30
GARDEN COUNTY/KING RHILEY FLD (OKS)

MISSING APCH FIX
5 NM 124° HITLO

REIL Rwys 12 and 30
MIRL Rwy 12-30

OSHKOSH, NEBRASKA
Amdt 18 02DEC21

0.3% U P NC-2, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 30
GARDEN COUNTY/KING RHILEY FLD (OKS)

MISSING APCH FIX
5 NM 124° HITLO

REIL Rwys 12 and 30
MIRL Rwy 12-30

OSHKOSH, NEBRASKA
Amdt 18 02DEC21

0.3% U P NC-2, 11 JUL 2024 to 05 SEP 2024
### Category B

#### Use Ogallala altimeter setting.

**MISSING APPROACH:** Climb to 5600 then right turn direct OKS NDB and hold.

<table>
<thead>
<tr>
<th><strong>NDB OKS</strong></th>
<th><strong>APP CRS</strong></th>
<th><strong>Rwy l'dg</strong></th>
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### MISSED APPROACH:
- Climb to 5600 then right turn direct OKS NDB and hold.

- OGA AWOS-3
  - 121.275

- DENVER CENTER
  - 118.475
  - 225.4

- UNICOM
  - 122.8 (CTAF)

### NDB RWY 12

#### GARDEN COUNTY/KING RHILEY FLD (OKS)

- **IAF**
  - OSHKOSH
  - 233 OKS

- **SIDNEY**
  - 115.9
  - SNY

- **Chan 106**

- **ELEV 3394**
- **TDZE 3394**

### Notes:

- **OSHKOSH, NEBRASKA**
  - Amdt 1D  20JUN19
  - NC-2, 11 JUL 2024 to 05 SEP 2024

- **GARDEN COUNTY/KING RHILEY FLD (OKS)**
  - Amdt 1D  20JUN19
  - NC-2, 11 JUL 2024 to 05 SEP 2024

- **41°24’N-102°21’W**
- **427**
RNAV (GPS) RWY 17

OTTAWA MUNI (OWI)

APP CRS 4500
Rwy Idg 964
Apt Elev 966

Circling NA to Rwys 13 and 31. Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct AVIGE and hold, continue climb-in-hold to 4000.

Procedure NA for arrivals at DODSN on V71 southeast bound and on V10-12 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

AWOS-3PT 118.25
KANSAS CITY CENTER 127.725 270.25
UNICOM 122.8 (CTAF)

Circling NA to Rwys 13 and 31. Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct AVIGE and hold, continue climb-in-hold to 4000.

Procedure NA for arrivals at DODSN on V71 southeast bound and on V10-12 northeast bound.
RNAV (GPS) RWY 35

OTTAWA MUNI (OWI)

Circling NA to Rwys 13 and 31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

1.9 NM to RW35
(OSCEO) 176°
2.7 NM
6.4 NM

* LNAV only.

VGS and RNAV glidespath not coincident (VGS Angle 3.25/TCH 28).

RNAV (GPS) RWY 35

Misplaced Approach: Climb to 4000 direct ETIRY and hold, continue climb-in-hold to 4000.

Category A B C D

LPV DA 1216-1 250 (300-1) NA

LNAV/ VNAV DA 1216-1 250 (300-1) NA

LNAV MDA 1320-1 354 (400-1) NA

Circling 1500-1 534 (600-1) 1760-1 794 (800-2½) NA
Boro-VNAV NA. Use New Century Aircenter altimeter setting; when not received, use Johnson County Exec altimeter setting and increase all DA 8 feet and all MDA 20 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Rwy 21 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 15 and 33.

**MISSED APPROACH:** Climb to 3100 direct KUVEY and hold.

**KUVEY** and hold.

Climb to 3100 direct to Rwys 15 and 33.

Rwy 21 helicopter visibility reduction below ¾ SM NA. Circling NA all Cats visibility ¼ mile.
**RNAV (GPS) RWY 17**

**TRI-CITY (PPF)**

**ASOS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1194-1</td>
<td>293 (300-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1256-1¾</td>
<td>355 (400-1¼)</td>
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<td>LNAV MDA</td>
<td>1360-1</td>
<td>459 (500-1)</td>
<td>1360-1¾</td>
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<td>1420-1</td>
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<td>1440-1</td>
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**KANSAS CITY CENTER**

<table>
<thead>
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**UNICOM**

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**PARSONS, KANSAS**

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</tbody>
</table>
RNAV (GPS) RWY 15
PENDER MUNI (9C4)

WAAS CH 99327
W15A

APP CRS 151°
Rwy Idg 3600
TDZE 1345
Apt Elev 1345

RNAV (GPS) RWY 15
PENDER, NEBRASKA

AL-10654 (FAA)

WIRDGE
151°

ELEV 1345
TDZE 1345

CTAF 122.9 0

LCG AWOS-3
120.125

SIoux City App Con
124.6 307.0

Holding Pattern

0.4 NM

UPXUY

HOLD 3000
3200

MISA RW 15 25 NM

GP 3.00°
TCH 40°

4 NM

Holding Pattern

UPXUY

HUKEG

3200 NoPT
154° (6.7)
151°

WAYNE ALTITUDE SETTING;
WHEN NOT RECEIVED, USE SIOUX CITY ALTITUDE SETTING;
INCREASE LPV DA TO 1722 FEET, LNAV/VNAV DA TO 1934 FEET AND ALL MDAS 60 FEET.

WAYNE ALTITUDE SETTING;
WHEN NOT RECEIVED, USE SIOUX CITY ALTITUDE SETTING;
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WAYNE ALTITUDE SETTING;
WHEN NOT RECEIVED, USE SIOUX CITY ALTITUDE SETTING;
INCREASE LPV DA TO 1722 FEET, LNAV/VNAV DA TO 1934 FEET AND ALL MDAS 60 FEET.
RNAV (GPS) RWY 33
PENDER MUNI (IC4)

MISSING APPROACH: Climb to 3200 direct HUKEG and hold.

Baro-VNAV NA. Use Wayne altimeter setting; when not received, use Sioux City altimeter setting; increase LPV DA to 1681 feet and LNAV/VNAV DA to 1972 feet and all MDAs 60 feet.

 suicides

LCG AWOS-3
SIOUX CITY APP CON *
CTAF

120.125
124.6 307.0
122.9

HAWAS CH 72627
W33A
APP CRS
Rwy Idg
TDZE
Apt Elev
3600
1343
1345

MISA RW33 2.5 NM
3800
A2173

ELEV 1345
TDZE 1343

HUKEG

WIRPI

ZOVKU

Procedure NA for arrivals at IBHEN on V181 southeast bound.

* LNAV only

ZOVKU

Holding Pattern

4 NM

GP 3.00°
TCH 40

3200

HUKERG

3100

ZOVKU

WIRPI

2060°

331°

3100

151°

6000

331°

3100

A1897

1477°

151°

331°

3100

2.2 NM to RW33

GUGPE

2.2 NM to RW33

151°

517 (600-1)

1928-2

585 (600-2)

RNAV/RNAV DA to 1972 feet and all MDAs 60 feet.

CANCEL

CTAF

120.125

124.6 307.0

122.9

HAWAS CH 72627
W33A
APP CRS
Rwy Idg
TDZE
Apt Elev
3600
1343
1345

MISA RW33 2.5 NM
3800
A2173

ELEV 1345
TDZE 1343

HUKEG

WIRPI

ZOVKU

Procedure NA for arrivals at IBHEN on V181 southeast bound.

* LNAV only

ZOVKU

Holding Pattern

4 NM

GP 3.00°
TCH 40

3200

HUKERG

3100

ZOVKU

WIRPI

2060°

331°

3100

151°

6000

331°

3100

A1897

1477°

151°

331°

3100

2.2 NM to RW33

GUGPE

2.2 NM to RW33

151°

517 (600-1)

1928-2

585 (600-2)

RNAV/RNAV DA to 1972 feet and all MDAs 60 feet.
RNAV (GPS) RWY 13
PHILIPSBURG MUNI (PHG)

Circling NA to RWys 3 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling NA northeast of Rwy 13-31. Rwy 13 helicopter visibility reduction below ½ SM NA. Baro-VNAV and VDP NA when using Hays Rgnl altimeter setting. When local altimeter setting not received, use Hays Rgnl altimeter setting and increase all DA and MDA 140 feet; increase LPV visibility ½ mile all Cats and LNAV/VNAV visibility ⅔ mile all Cats; increase LNAV Cat C visibility ⅔ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct BANRE and hold.

AWOS-3PT 119.125  DENVER CENTER 132.7 226.675  UNICOM 122.8 (CTAF)

PHILIPSBURG, KANSAS
AL-5858 (FAA) 20310

ELEV 1907  TDZE 1907

PHI-39°44'N-99°19'W
**RNAV (GPS) RWY 4**  
**ATKINSON MUNI (PTS)**

**Category**  
- **LPV**  
- **DA**  
- **RNAV/VNAV DA**  
- **RNAV MDA**  
- **CIRCLING**

**Amdt 2: 14JUL22**

**PITTSBURG, KANSAS**  
**AL-981 (FAA)**

**WAAS**  
- **CH** 53430  
- **W04A**

**APP CRS 038°**  
- **Rwy Idg 4000**  
- **TDZE 946**  
- **Apt Elev 946**

**RNP APCH-GPS**

- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C.**

**MISSING APPROACH:** Climb to 3000 direct ZIBMO and hold.

**AWOS-3PT**  
- **118.775**

**KANSAS CITY CENTER**  
- **128.6 282.325**

**GCO**  
- **121.725**

**UNICOM**  
- **123.0 (CTAF)**

**ELEV 946**  
- **TDZE 946**

**HOLD 6000 3100**

**GP 3.00° TCH 37**

**CIRCLING 1480-1 534 (600-1)**  
- **1520-1 574 (600-1½)**

**MIRL Rwys 4-22 and 17-35**

**438**
RNAV (GPS) RWY 17
ATKINSON MUNI (PTS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 17 helicopter visibility reduction below 1/2 SM NA.

MISSED APPROACH: Climb to 3100 direct PAGEZ and hold.

AWOS-3PT 118.775
KANSAS CITY CENTER 128.6 282.325
GCO 121.725
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at BIKNL on V161 northbound.

MISSING APCH FIX
PAGEZ

Holding Pattern
NAMEZ

3000 168° 348° 168°
6.8 NM 3.3 NM 0.7 NM 1.1 NM

CATEGORY

LPV DA 1216-1 280 (300-1)
LNAV/ VNAV DA 1237-1 301 (300-1)
LNAV MDA 1340-1 404 (400-1)
CIRCLING 1480-1 534 (600-1)

ELEV 946
TDZE 936

MIRL Rwys 4-22 and 17-35
REIL Rwys 4, 22, 17, and 35

PITTSBURG, KANSAS
AL-981 (FAA)

WAAS CH 61130
APP CRS 168°
Rwy Idg 6100
TDZE 936
Apt Elev 946

PITTSBURG, KANSAS
Al-981 (FAA)

37°27'N-94°44'W
439

NC-2, 11 JUL 2024 to 05 SEP 2024
NC-2, 11 JUL 2024 to 05 SEP 2024
NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 22
ATKINSON MUNI (PTS)

Amdt 1D  29DEC22

PITTSBURG, KANSAS
NC-2, 11 JUL 2024 to 05 SEP 2024

AWOS-3PT
118.775

KANSAS CITY CENTER
128.6 282.325

GOO
121.725

UNICOM
123.0 [CTAF] 0

Procedure NA for arrival at ZEDDI on V132 eastbound.

MIRL Rwys 4-22 and 17-35

37°27'N-94°44'W
MISSED APCH FIX

4 NM to NAMEZ

RNAV (GPS) RWY 35
ATKINSON MUNI (PTS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 35 helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA.

MISSSED APPROACH: Climb to 3000 direct NAMEZ and hold.

LPV DA

1179-1 250 (300-1)

LNAV/ VNAV DA

1338-1 409 (400-1½)

LNAV MDA

1440-1 511 (500-1)

1440-1 511 (500-1½)

1520-2 574 (600-1½)

1720-2 774 (800-2½)

CIRCLING

1480-1 534 (600-1)

Ampdre 3 01FEB18

NC-2. 11 JUL 2024 to 05 SEP 2024

DA, 4-22 and 17-35

REIL Rwy 4, 22, 17, and 35

348° to RW35

3000 direct NAMEZ and hold.

MIRL Rwy 4-22 and 17-35

REIL Rwy 4, 22, 17, and 35

348° to RW35
### RNAV (GPS) RWY 16

**PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)**

**Category**

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<tr>
<td>LNAV/VNAV DA</td>
<td>1539-1½</td>
<td>337 (400-1½)</td>
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<td>LNAV MDA</td>
<td>1560-1</td>
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**MISSED APPROACH:** Climb to 2800 and direct AVFAL and hold.

**Procedure NA for arrivals at MEPWE via V138 southwest bound.**

---

**AWOS-3**

118.975

**OMAHA APP CON**

120.1 354.05

**UNICOM**

122.7 (CTAF)

**MISSED APCH FIX**

AVFAL

163°

2 NM

6 NM

2700

4 NM

343°

2800

RW16

**ELEV 1204**

**TDZE 1202**

**PLATTSMOUTH, NEBRASKA**

**AL-6528 (FAA)**

**21112**

**NC-2, 11 JUL 2024 to 05 SEP 2024**

**442**

**VNAV**

**LNAV/VNAV**

**DA**

**MDA**

**AWOS-3**

118.975

**OMAHA APP CON**

120.1 354.05

**UNICOM**

122.7 (CTAF)

**AWOS-3**

118.975

**OMAHA APP CON**

120.1 354.05

**UNICOM**

122.7 (CTAF)

**AWOS-3**

118.975

**OMAHA APP CON**

120.1 354.05

**UNICOM**

122.7 (CTAF)

**AWOS-3**

118.975

**OMAHA APP CON**

120.1 354.05

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122.7 (CTAF)

**AWOS-3**

118.975

**OMAHA APP CON**

120.1 354.05

**UNICOM**

122.7 (CTAF)

**AWOS-3**

118.975

**OMAHA APP CON**

120.1 354.05

**UNICOM**

122.7 (CTAF)

**AWOS-3**

118.975

**OMAHA APP CON**

120.1 354.05

**UNICOM**

122.7 (CTAF)

**AWOS-3**

118.975

**OMAHA APP CON**

120.1 354.05

**UNICOM**

122.7 (CTAF)

**AWOS-3**

118.975

**OMAHA APP CON**

120.1 354.05

**UNICOM**

122.7 (CTAF)

**AWOS-3**

118.975

**OMAHA APP CON**

120.1 354.05

**UNICOM**

122.7 (CTAF)

**AWOS-3**

118.975

**OMAHA APP CON**

120.1 354.05

**UNICOM**

122.7 (CTAF)
RNAV (GPS) RWY 34
PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

When local altimeter setting not received, use Offutt AFB altimeter setting, and increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ½ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct DAXZU and hold.

AWOS-3
118.975

OMAHA APP CON
120.1 354.05

PLATTSMOUTH, NEBRASKA
Amdt 1 05JUN08

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)
AL-6528 (FAA) 23054

When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.

AWOS-3 118.975
OMAHA APP CON 120.1 354.05
UNICOM 122.7 (CTAF)

AFB altimeter setting and increase all MDA 60 feet.

When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.
When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.

AWOS-3
118.975

OMAHA APP CON
120.1 354.05

UNICOM
122.7 (CTAF)

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

Amdt 1   05JUN08

NC-2, 11 JUL 2024 to 05 SEP 2024

S-34
1840-1  636 (700-1)
NA

CIRCLING
1840-1  636 (700-1)
NA

CATEGORY  A     B     C     D

NDB RWY 34

PLATTSMOUTH, NEBRASKA
AL-6528 (FAA)
21112

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

NDB PMV
329

PLATTSMOUTH, NEBRASKA
Amdt 1   05JUN08

40°57'N-95°55'W
445

NDB RWY 34

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

NDB PMV
329

AWOS-3
118.975

OMAHA APP CON
120.1 354.05

UNICOM
122.7 (CTAF)

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

NDB RWY 34

PLATTSMOUTH, NEBRASKA
AL-6528 (FAA)
21112

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

NDB RWY 34

PLATTSMOUTH, NEBRASKA
AL-6528 (FAA)
21112

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

NDB RWY 34

PLATTSMOUTH, NEBRASKA
AL-6528 (FAA)
21112

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

NDB RWY 34

PLATTSMOUTH, NEBRASKA
AL-6528 (FAA)
21112

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

NDB RWY 34

PLATTSMOUTH, NEBRASKA
AL-6528 (FAA)
21112

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

NDB RWY 34

PLATTSMOUTH, NEBRASKA
AL-6528 (FAA)
21112

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

NDB RWY 34

PLATTSMOUTH, NEBRASKA
AL-6528 (FAA)
21112

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

NDB RWY 34

PLATTSMOUTH, NEBRASKA
AL-6528 (FAA)
21112

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

NDB RWY 34

PLATTSMOUTH, NEBRASKA
AL-6528 (FAA)
21112

PLATTSMOUTH MUNI/DOUGLAS V DUEY FLD (PMV)

NDB RWY 34

PLATTSMOUTH, NEBRASKA
AL-6528 (FAA)
21112
RNAV (GPS) RWY 17

PRATT RGNL (PTT)

ELEV 1953  TDZG 1952

AWOS-3PT  118.725  KANSAS CITY CENTER  118.8 322.425  UNICOM  122.8 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Great Bend altimeter setting: Increase LPV DA to 2301 feet and all visibilities 1/2 SM; Increase LNAV/VNAV DA to 2356 feet and all visibilities 1/2 SM; Increase all MDAs 100 feet and visibility Cat C 1/4 SM. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

PRATT, KANSAS
Amdt 1A 09SEP21
RNAV (GPS) RWY 35

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Great Bend altimeter setting: Increase LPV DA to 2295 feet and all visibilities 1/2 SM; Increase LNAV/VNAV DA to 2421 feet and all visibilities 1/2 SM; Increase all MDAs 100 feet and visibility Cat C 1/4 SM. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

MISSED APPROACH: Climb to 4300 direct ORLIE and hold.

AWOS-3PT
118.725

KANSAS CITY CENTER
118.8 322.425

UNICOM
122.8 (CTAF)

ELEV 1953
TDZE 1946

30 NM to ZUSKI (NoPT)

5 NM to KODLE

5 NM to NAKME

30 NM to ZUSKI (NoPT)

PRATT, KANSAS
AL-501 (FAA)

RNAV (GPS) RWY 35

PRATT RGNL (PTT)

PRATT RGNL (PTT)

RNAV (GPS) RWY 35

PRATT RGNL (PTT)

RNAV (GPS) RWY 35

PRATT RGNL (PTT)

RNAV (GPS) RWY 35

PRATT RGNL (PTT)

RNAV (GPS) RWY 35

PRATT RGNL (PTT)
RNAV (GPS) RWY 35
GOVE COUNTY (1QK)

HLC ASOS
118.425

DENVER CENTER
132.7 226.675

CTAF
122.9

MISSED APCH FIX
5 NM
355°
LUCRN

MISSED APPROACH: Climb to 5600 direct LUCRN and hold.

Rwy 35 helicopter visibility reduction below 3/4 SM NA.
Baro-VNAV NA. Use Hill City altimeter setting.

HOLD
10000
5600

5600 NoPT
085° (9)

5600

UPLIFT
355°

STRIT

5600

2 NM to YOUME

5 NM

10000

175°

355°

12000

Rwy 17-35

5600

LUCRN

LNAV/ MDA

Category

A

B

C

D

LPV DA

3001-1

370 (400-1)

NA

LNAV/ VNAV DA

3001-1

370 (400-1)

NA

LNAV MDA

3080-1

449 (500-1)

NA

CIRCLING

3340-1

703 (800-1)

3400-1

763 (800-1)

NA

355° to RW35

3300

4300

4300

KEERR

YUOME

2 NM to RW35

3.1 NM

2 NM

9 NM

GP 3.00°

TCH 40

Quinter, Kansas

24MAR22

39°02’N-100°14’W

AL-11599 (FAA)

22083

NC-2, 11 JUL 2024 to 05 SEP 2024

NC-2, 11 JUL 2024 to 05 SEP 2024

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 16
RED CLOUD MUNI (7V7)

Category A

LPV DA 2075-1 331 (400-1) NA
RNAV/VNAV DA 2198-1 454 (500-1) NA
RNAV MDA 2240-1 496 (500-1) NA
CIRCLING 2280-1 536 (600-1) 2300-1 556 (600-1) NA

Procedure NA for arrivals at TKO VORTAC on V549 northeast bound.

Baro-VNAV NA. Use Smith Center altimeter setting; when not received use Hastings altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase LPV Cat A/B visibility 3/4 mile and RNAV/VNAV Cat A/B visibility 1/2 mile. RWy 16 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3500 direct CAGNA and hold.
RNAV (GPS) RWY 14
MODISSETT (9V5)

RNAV (GPS) RWY 14
MODISSETT (9V5)

RUSHVILLE, NEBRASKA
AL-10381 (FAA)
23278

WAAAS
CH 72814
Apt Elev 3751
Rwy Idg 3909
TDZE 3751
APP CRS 142°

RNAV (GPS) RWY 14
MODISSETT (9V5)

RUSHVILLE, NEBRASKA
Orig-A 06OCT22
42°44'N-102°27'W

RNAV (GPS) RWY 14
MODISSETT (9V5)

MISSED APPROACH: Climb to 6000 direct AYEVA and hold.

Baro-VNAV NA. Use Pine Ridge altimeter setting.

DENVER CENTER
CTAF
127.95 338.2
122.9 0

DENVER CENTER
CTAF
127.95 338.2
122.9 0

DENVER CENTER
CTAF
127.95 338.2
122.9 0

Baro-VNAV NA. Use Pine Ridge altimeter setting.

VNA NAV ONLY

RNAV (GPS) RWY 14
MODISSETT (9V5)

MISSED APPROACH: Climb to 6000 direct AYEVA and hold.
**RNAV (GPS) RWY 32**

**MODIsett (9V5)**

**RUSHVILLE, NEBRASKA**

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>78214</td>
<td>322°</td>
<td>3909</td>
<td>3751</td>
<td>3751</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 6000 direct HEDLA and hold.

- **Baro-VNAV NA. Visibility reduction by helicopters NA.**
- **Use Pine Ridge altimeter setting.**

**CTAF**

<table>
<thead>
<tr>
<th>IEN ASOS</th>
<th>DENVER CENTER</th>
<th>CTAf</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.775</td>
<td>127.95</td>
<td>122.9</td>
</tr>
</tbody>
</table>

**TCH 3.0°**

**Holding Pattern**

**APRCH** - GPS.

- **FL100**
- **MIRL Rwy 14-32**

**LNAV only.**

**30 NM to EHFAD**

**5 NM to AYEVA** (NOPT)

**ATETE**

**5400**

**322°**

**142°**

**322°**

**6000**

**GP 3.00° TCH 40**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>4181-1½</td>
<td>430 (500-1½)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>4294-2</td>
<td>543 (600-2)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>4320-1</td>
<td>569 (600-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4380-1</td>
<td>4420-1</td>
<td>629 (700-1)</td>
</tr>
</tbody>
</table>

**Modisett (9V5)**

**42°44’N-102°27’W**

**322°**

**5 NM to AYEVA (NOPT)**

**[453]**
Boro-VNAV and VDP NA when using Hays altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below 18°C (64°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hays altimeter setting: increase LPV DA all Cats to 2186 feet, LNAV/VNAV all Cats DA to 2244 feet and all visibilities ¾ SM; increase all MDA 80 feet and LNAV Cat C and Circling Cat C visibility ½ SM. Circling NA to Rwys 3 and 21.

MISSED APPROACH:
Climb to 4000 direct BAQFO and hold.
Baro-VNAV NA when using Hays altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Hays altimeter setting. When local altimeter setting not received, use Hays altimeter setting: increase LPV all Cats DA to 2187 feet, LNAV/VNAV all Cats DA to 2267 feet and all visibilities ¼ SM; increase all MDA 80 feet, LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM. Circling NA to Rwys 3 and 21.

Climb to 4000 direct EDITE and hold.

ASOS 128.325
KANSAS CITY CENTER 124.4 322.4
UNICOM 122.7 (CTAF)
**VOR/DME-A**

RUSSELL MUNI (RSL)

**APP CRS** 110.4

**Rwy Idg** TDZE

**Apt Elev** 1864

**ASOS** 128.325

**KANSAS CITY CENTER** 124.4 322.4

**UNICOM** 122.7 (CTAF)

**Category** A

**Circling** 2240-1

**MIRL Rwy 17-35** 110.4 HYS to 3500 via HYS R-076 to CUTTE/18.1 DME and hold.

**Amdt 5B 04NOV21**

**VCAT C** visibility 1/2 SM. Circling NA to Rwy 3 and 21.

**Procedure NA** for arrivals on HYS VORTAC airway radials 029 CW 076.

**MISSED APPROACH**: Climb to 3500 then climbing left turn to 3700 via HYS R-076 to CUTTE/18.1 DME and hold.
RNAV (GPS) RWY 14
CHEYENNE COUNTY MUNI (SYF')

Circling NA to Rwys 9, 27, 18 and 36. Rwy 14 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

AWOS-3 118.925
DENVER CENTER 132.7 226.675
UNICOM 122.8 (CTAF)

DIPME

LNAV/VNAV NA below -21°C or above 54°C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.
RNAV (GPS) RWY 32
CHEYENNE COUNTY MUNI (SYF')

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>3680-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>3680-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>3820-1</td>
<td>390 (400-1)</td>
<td>3820-1½</td>
<td>390 (400-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3840-1</td>
<td>3880-1</td>
<td>410 (500-1)</td>
<td>450 (500-1)</td>
</tr>
</tbody>
</table>

* LNAV only

** 1.1 NM to RW32

Circling NA to Rwy 18 and 36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 6800 direct WITVO and hold, continue climb-in-hold to 6800.
Circling NA to Rwy 18 and 36.

AWOS-3
118.925

DENVER CENTER
132.7 226.675

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climbing left turn to 5200 direct
SYF NDB and hold, continue climb-in-hold to 5200.

ST FRANCIS, KANSAS
Orig-A 28FEB19

39°46'N - 101°48'W
459
Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct IRACE and hold.
RNAV (GPS) RWY 17
SALINA RGNL (SLN)

**ATIS**
- **KANSAS CITY CENTER** 120.15
- **SALINA TOWER** 119.3 (CTAF) 257.7
- **GND CON** 121.9 360.8
- **UNICOM** 122.95

**GND CON**
- **ATIS** 120.15
- **KANSAS CITY CENTER** 134.9 363.2
- **SALINA TOWER** 119.3 (CTAF) 257.7
- **GND CON** 121.9 360.8
- **UNICOM** 122.95

**LNAV/VNAV DA**
- **LPV DA** 1496-1 250 (300-1)
- **LNAV/ VNAV DA** 1741-1¾ 495 (500-1¾)

**RNAV (GPS) RWY 17**

**RNAV (GPS) RWY 17**
- **RNAV (GPS) RWY 17**
- **RNAV (GPS) RWY 17**
- **RNAV (GPS) RWY 17**

**NC-2, 11 JUL 2024 to 05 SEP 2024**
- **NC-2, 11 JUL 2024 to 05 SEP 2024**
- **NC-2, 11 JUL 2024 to 05 SEP 2024**
- **NC-2, 11 JUL 2024 to 05 SEP 2024**
- **NC-2, 11 JUL 2024 to 05 SEP 2024**
Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct HEMTU and hold.

ATIS 120.15
KANSAS CITY CENTER 134.9 363.2
SALINA TOWER * 119.3 (CTAF) 257.7
GND CON 121.9 360.8
UNICOM 122.95

SALINA, KANSAS
AL-362 (FAA)
23222

RNAV (GPS) RWY 30
SALINA RGNL (SLN)

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 35
SALINA RGNL (SLN)

**ATIS**
120.15

**KANSAS CITY CENTER**
134.9 363.2

**SALINA TOWER**
119.3 (CTAF) 257.7

**GND CON**
121.9 360.8

**UNICOM**
122.95

---

**DME/DME RNP-0.3 NA.** Baro-VNAV NA below -17°C (2°F).
Circling NA for Cat D southwest of Rwy 12-30. For inoperative MALSR,
increase LNAV Cat D visibility to 1 1/4 and LPV visibility all Cats to 1 1/2.

**MALSR**

**MISSED APPROACH:** Climb to 3400 direct KOWDU and hold.

**ELEV 1288**

**TDZE 1271**

**HIROL Rwy 17-35**

**MIRL Rwy 12-30**

**LNAV only**

**Rwy 17-35**

**Rwy 12-30**

**LNAV/ VNAV DA**

**LNAV MDA**

**CIRCLING**

---

**SALINA, KANSAS**

**AL-362 (FAA)**

**WAAS CH 77522 W35A**

**APP CRS 353°**

**Rwy Idg TDZE 1271**

**Apt Elev 1288**

**12300**

** Orig-A 20MAY21**

---

**38°47'N-97°39'W**
Inoperative table does not apply to Cat C/D/E. Circling NA for Cat D/E southwest of Rwy 12-30. ADF required.

MISSED APPROACH: Climb to 3400 direct SL LOM and hold.

ATIS  KANSAS CITY CENTER  SALINA TOWER*  GND CON  UNICOM

120.15  134.9  363.2  119.3 (CTAF)  257.7  121.9  360.8  122.95

SALINA, KANSAS

APP CRS  Rwy Idg  TDZE  Apt Elev

VOR/C VOR 117.1  183°  12300  1246  1288

MALS

MSL

SALINA RNGL (SLN)

VOR RWY 17

SALINA, KANSAS

Amdt 2A 20MAY21

38°47’N-97°39’W

465

3°465
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
### RNAV (GPS) RWY 17

**SCOTT CITY MUNI (TQK)**

**APP CRS**

<table>
<thead>
<tr>
<th>RWY Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>5002</td>
<td>2963</td>
<td>2969</td>
</tr>
</tbody>
</table>

**RNP APCH.**

- **Circling NA to Rwys 8 and 26.**
- **Rwy 17 visibility reduction below 3/4 SM NA.**

<table>
<thead>
<tr>
<th>AWOS-3P</th>
<th>DENVER CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.0</td>
<td>132.7 226.675</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**HOLD**

- 5000
- 6000

**MISSED APPROACH:**

- Climb to 5000 direct PUZLO and hold.

**MISSED APCH FIX**

- **PUZLO**
  - Holding Pattern
  - **GAGSY**
  - **IMPAY**
  - **OSBIE**
    - 2.1 NM to RW17
  - **PWZLO**
  - **5000**

**Circling NA for arrivals at COFFE on V17 southeast bound.**

**Procedure NA for arrivals at COFFE on V17 southeast bound.**

**5 NM**

**Holding Pattern**

**6000**

- **351°**
- **171°**

**5000**

- **351°**
- **171°**

**6000**

- **351°**
- **171°**

**3611**

- **COFFE**

**AWOS-3P**

- 120.0

**DENVER CENTER**

- 132.7 226.675

**UNICOM**

- 122.8 (CTAF)

**RNAV (GPS) RWY 17**

- **SCOTT CITY MUNI (TQK)**

**AWOS-3P**

- 120.0

**DENVER CENTER**

- 132.7 226.675

**UNICOM**

- 122.8 (CTAF)

**RNAV (GPS) RWY 17**

- **SCOTT CITY MUNI (TQK)**

**AWOS-3P**

- 120.0

**DENVER CENTER**

- 132.7 226.675

**UNICOM**

- 122.8 (CTAF)
RNAV (GPS) RWY 35
SCOTT CITY MUNI (TQK)

AWOS-3P  120.0  
DENVER CENTER  132.7  226.675  
UNICOM  122.8 (CTAF)  

Procedure NA for arrivals at COFFE on V244 west bound.

Circling NA to Rwys 8 and 26.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct GAGSY and hold.

5000 N oPT

<table>
<thead>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
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<tr>
<td>LPV DA</td>
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<td>3212-1</td>
<td>250 (300-1)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
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<td>3361-1½</td>
<td>399 (400-1½)</td>
<td>3400-1½</td>
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<tr>
<td>LNAV MDA</td>
<td>3400-1</td>
<td>438 (500-1)</td>
<td>3400-1½</td>
<td>438 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>3480-1</td>
<td>3620-1</td>
<td>3700-2</td>
<td>3700-2½</td>
</tr>
</tbody>
</table>

SCOTT CITY, KANSAS  
Orig-B  20MAY21  
120°N-100°53'W  
469
For inop ALS, increase S-LOC 30 Cats C and D visibility to 1 SM.

**LOC/DME I-BFF**  
109.3  
**Chan 30**

**APP CRS**  
306°

**Rwy Idg**  
3952

**Apt Elev**  
3967

**MALS R**

**MISSING APPROACH:** Climb to 5800 then climbing right turn to 6200 direct BFF VORTAC and hold.

**ASOS**  
121.025

**DENVER CENTER**  
127.95 338.2

**UNICOM**  
123.0 (CTAF)

**S-LOC 30**

**I-BFF 1.8**  
CESUB (IAF)

**I-BFF 7.2**  
CREVE INT (IAF)

**I-BFF 16.4**  
MEILE INT (IF/IAF)

**LOCALIZER 109.3**  
I-BFF  
**Chan 30**

**MALSR**  
112.6 BFF  
**Chan 73**

**ELEV 3967**  
**TDZE 3952**

**LOCH**  
**Rwy 12-30**

**MIRL Rwy 5-23**

**TDZE**  
41°52’N-103°36’W

**PERMIT:**

**Snake River RGNL**  
**KBRW**

**Midland**  
**KMDL**

**Western Nebraska RGNL**  
**KBRW**

**Mineral Wells**  
**KMLW**

**Amdt 11 08NOV18**
Baro-VNAV NA when using Alliance altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 51°C (124°F). When local altimeter setting not received, use Alliance altimeter setting and increase all DA 91 feet and all MDA 100 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility 1/4 mile, LNAV Cats C/D visibility ¾ mile, Circling Cat C visibility 1/2 mile and Cat D visibility 1/4 mile.

Final approach course offset 2.83°.
When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat A/B and Circling Cat B visibilities ¼ mile; increase LNAV and Circling Cat C/D visibilities ½ mile. For inoperative MALSR, when using Alliance altimeter setting, increase LPV all Cats visibility to 1¾, and LNAV Cat A visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). Baro-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

**RNAV (GPS) RWY 12**

### Western Nebraska RGNL/WM B Heilig Fld/Scottsbluff (BFF)

**Amdt 1A 30JAN20**

### ASOS

- **ASOS**: 121.025
- **DENVER CENTER**: 127.95 338.2
- **UNICOM**: 123.0 (CTAF)

Procedure NA for arrivals at ALBIN V81 southwest bound and arrivals at SPONS V81-V169 northbound.

---

**MAPS RW 12 25 NM**

- **MISA**: 6000
- **ALBIN**: 3967
- **DENVER CENTER**: 3963
- **TDZE**: 3967

---

**CAUTION**: When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat A/B and Circling Cat B visibilities ¼ mile; increase LNAV and Circling Cat C/D visibilities ½ mile. For inoperative MALSR, when using Alliance altimeter setting, increase LPV all Cats visibility to 1¾, and LNAV Cat A visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). Baro-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.
RNAV (GPS) RWY 30
WESTERN NEBRASKA RGNL/WM B HEILIG FLD/SCOTTSBLUFF (BFF)

When local altimeter setting not received, use Alliance altimeter setting: increase LPV DA to 4293 feet and visibility 1/4 SM; increase LNAV/VNAV DA to 4392 feet and visibility 1/4 SM; increase all MDAs 100 feet and visibility Cats C and D 1/2 SM. For inoperative MALSR, when using Alliance altimeter setting, increase LPV all Cats visibility to 1 1/4. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). Baro-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

Procedure NA for arrivals at Alliance VOR/DME V100 northeast bound.

Procedure NA for arrivals at Alliance VOR/DME V100 southwest bound and V6 westbound.

**ASOS**
121.025

**DENVER CENTER**
127.95 338.2

**UNICOM**
123.0 (CTAF)

**LNAV**

MALSR

**MISSED APPROACH**: Climb to 6900 direct LEDSE and hold.

**LEDSE**

7 NM

**SCOTTSBLUFF, NEBRASKA**
Amdt 1B 30JAN20

**Western Nebraska RGNL/WM B Heilig FLD/SCOTTSBLUFF (BFF)**

41°52’N 103°36’W

475
ADAC When local altimeter setting not received, use Alliance altimeter setting: increase all MDAs 100 feet and visibility Cats C and D ½ SM.

When local altimeter setting not received, use Alliance altimeter setting: increase all MDAs 100 feet and visibility Cats C and D ½ SM.

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When local altimeter setting not received, use Alliance altimeter setting: increase all MDAs 100 feet and visibility Cats C and D ½ SM.
RNAV (GPS) RWY 17
SCRIBNER STATE (SCB)

**MISSED APPROACH:** Climb to 3600 direct GUDGE and hold.

Boro-VNAV NA. Use Fremont altimeter setting, when not received, use Wahoo altimeter setting and increase LPV DA to 1592 feet. LNAV/VNAV DA to 1638 feet and all MDAs 40 feet, increase LPV Cats A/B visibility ½ SM.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1568-3/4</td>
<td>250 (300-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1614-1</td>
<td>296 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1740-1</td>
<td>422 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1900-1</td>
<td>575 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**CTAF**
122.9

**WAAS CH**
58034
W17A

**RNP APCH.**

**APP CRS**
176°

**Rwy Idg**
4200
1318
1325

**Apt Elev**

**FET AWOS-3**
121.275

**OMAHA APP CON**
120.1 354.05

**MIRL Rwy 17-35**

**ELEV 1325**

**TDZE 1318**
RNAV (GPS) RWY 35
SCRIBNER STATE (SCB)

**Misplaced Approach:** Climb to 3300 direct AXODE and hold.

**FET AWOS-3**
121.275

**OWHA APP CON**
120.1 354.05

**CTAF**
122.9

**DME/DME RNP-0.3 NA. Use Fremont altimeter setting, when not received use Wahoo altimeter setting and increase all DA 24 feet and all MDA 40 feet. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA.**

**RNAV (GPS) RWY 35**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1606-1 287 (300-1)</td>
<td>NA</td>
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<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1744-1 425 (500-1 1/2)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1840-1 521 (600-1)</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1900-1 575 (600-1)</td>
<td>NA</td>
<td></td>
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</tr>
</tbody>
</table>

**RNAV (GPS) RWY 35**

<table>
<thead>
<tr>
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<th>A</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1606-1 287 (300-1)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1744-1 425 (500-1 1/2)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1840-1 521 (600-1)</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1900-1 575 (600-1)</td>
<td>NA</td>
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</tbody>
</table>
Use Fremont altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct SCB VOR/DME and hold.

COLUMBUS

116.95 OLU

Chan 116(Y)

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
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<tbody>
<tr>
<td>1325</td>
<td>1319</td>
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</table>

FET AWOS-3

OMAHA APP CON

CTAF

121.275

120.1 354.05

122.9

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-35</td>
<td>1800-1</td>
<td>481 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1900-1</td>
<td>575 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

MIRL Rwy 17-35

3000 to VOR/DME

(16.1)

KENAR

Remain within 10 NM

3.02°

TCH 40

FAROD

SCB

1.7

VOR/DME

1.7 NM

1940

161°

341°

MIRL Rwy 17-35

2000-1 35 (600-1)

NA

1900-1 575 (600-1)

NA

NC-2, 11 JUL 2024 to 05 SEP 2024

NC-2, 11 JUL 2024 to 05 SEP 2024

NC-2, 11 JUL 2024 to 05 SEP 2024

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 16
SEWARD MUNI (SWT)

RNP APCH.

Baro-VNAV NA. Use Lincoln altimeter setting. Circling NA to Rwy 4 and 22.

MISSED APPROACH: Climb to 3300 direct AJADI and hold.

LNK ASOS
118.05 290.9

OMAHA APP CON
124.0 270.3

UNICOM
122.8 (CTAF)

RWP

NA

A

B

C

D

UNICOM

SEWARD, NEBRASKA
Orig-A 11OCT18

40°52'N-97°07'W

SEWARD, NEBRASKA
RNP APCH.

**NA** Baro-VNAV NA. Use Lincoln altimeter setting. Circling NA to Rwys 4 and 22.

Rwy 34 helicopter visibility reduction below ½ SM NA.

**LNAV only**

RNPA RWY 34

**3300**

APKY

3300 NoPT

IXISE

1.7 NM to RW34

(FAF)

COKET

3031

1506-1

LINCOLN

LNK

LINCOLN ASOS

118.05  290.9

OMAHA APP CON

124.0  270.3

UNICOM

122.8 (CTAF)

Procedure NA for arrivals on LNK VORTAC airway radials 190 CW 258.

**RNPA** RWY 34

**3300**

APKY

3300 NoPT

IXISE

1.7 NM to RW34

(FAF)

COKET

3031

1506-1

LINCOLN

LNK

LINCOLN ASOS

118.05  290.9

OMAHA APP CON

124.0  270.3

UNICOM

122.8 (CTAF)

Procedure NA for arrivals on LNK VORTAC airway radials 190 CW 258.
RNAV (GPS) RWY 13
SIDNEY MUNI/LLOYD W CARR FLD (SNY)

ASOS 125.775
DENVER CENTER 118.475 225.4
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at SNY VOR/DME via V138 eastbound.

7 NM Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>4563-3/4</td>
<td>250 (300-4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>4800-1 487 (500-1)</td>
<td>4800-1½ 487 (500-1½)</td>
<td>4800-1½ 487 (500-1½)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4800-1 487 (500-1)</td>
<td>4920-1½ 607 (700-1½)</td>
<td>4960-2</td>
<td></td>
</tr>
</tbody>
</table>

SIDNEY, NEBRASKA
Ammd 2B 25MAR21

RNAV (GPS) RWY 13
SIDNEY MUNI/LLOYD W CARR FLD (SNY)
### Chart Details

**SIDNEY, NEBRASKA**

**VOR/DME RWY 13**

**SIDNEY MUNI/LOYD W CARR FLD (SNY)**

#### Chart Information
- **VOR/DME SNY** 115.9
- **Rwy Idg** 4313
- **Apt Elev** 6600
- **Chan** 106

**Unicom** 122.8 (CTAF)

#### Chart Details
- **ASOS** 125.775
- **DENVER CENTER** 118.475 225.4

#### Chart Symbols
- **MSA SNY 25 NM**
- **6300**

#### Chart Notes
- **MISSED APPROACH:** Climb to 6200 then right turn direct SNY VOR/DME and hold.

#### Chart Diagram
- **VOR/DME SNY 25 NM**
- **6300**
- **6200 N 06° Ac**
- **6200 S N 06° Ac**
- **5800**
- **310° (6)**
- **300° (5)**
- **130° (6)**
- **130° (5)**
- **5800**
- **4399**
- **R-310**
- **R-310**
- **R-202**
- **R-078**
- **4567**
- **A428**
- **A4424**
- **JUNAD SNY 11**
- **CHAKO SNY 5**
- **OGIJUN SNY 11**
- **R-202**
- **SNY 11 Ac**
- **6200**
- **130° 4.2 NM from FAF**
- **130° 6.1 NM**

#### Chart Categories
- **Category A**
  - 4700-1
  - 387 (400-1)
- **Category B**
  - 4700-1¼
  - 387 (400-1¼)
- **Category C**
  - 4920-1½
  - 607 (700-1¼)
- **Category D**
  - 4960-2
  - 647 (700-2)
  - **REIL Rwys 13 and 31**
  - **HIRL Rwy 13-31**

#### Chart Notes
- **VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).**
- **Remain within 10 NM**
- **Within 10 NM**
- **130° 4.2 NM**
- **130° 6.1 NM**
- **VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).**
- **Remain within 10 NM**
- **Within 10 NM**
- **130° 4.2 NM**
- **130° 6.1 NM**

#### Chart Diagram
- **R-310**
- **R-310**
- **R-202**
- **R-078**
- **4567**
- **A428**
- **A4424**
- **JUNAD SNY 11**
- **CHAKO SNY 5**
- **OGIJUN SNY 11**
- **R-202**
- **SNY 11 Ac**
- **6200**
- **130° 4.2 NM from FAF**
- **130° 6.1 NM**

#### Chart Information
- **APP CRS**
- **ELEV**
- **UNICOM**
- **122.8 (CTAF)"
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Concordia altimeter setting and increase all DA 169 feet and all MDA 180 feet; increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats visibility ½ SM, Circling Cat A visibility ½ SM and Circling Cat B visibility ½ SM. Baro-VNAV and VDP NA with Concordia altimeter setting. Circling Rwy 36 NA at night.

**AWOS-3PT**

<table>
<thead>
<tr>
<th>Location</th>
<th>Temp</th>
<th>Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMITH CENTER MUNI</td>
<td>118.45</td>
<td>NA</td>
</tr>
<tr>
<td>MINNEAPOLIS CENTER</td>
<td>119.4</td>
<td>278.8</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.8</td>
<td>(CTAF) 0</td>
</tr>
</tbody>
</table>

**MINNEAPOLIS CENTER**

- **Temperature:** 119.4 °F
- **Visibility:** 278.8 SM
- **Unicom:** 122.8 (CTAF) 0

**AWOS-3PT**

- **Temperature:** 118.45 °F
- **Visibility:** NA

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**SMITH CENTER MUNI (K82)**

- **RNAV (GPS) RWY 14**

**MISSED APPROACH:**

- Climb to 3700 direct JUXUL and hold.

**Operating Conditions**

- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**RNAV (GPS) RWY 14**

**Operating Conditions**

- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**MISSED APCH FIX**

- **Location:** JUXUL
- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**TCH 40**

- **Location:** TDZE 1798
- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**MINNEAPOLIS CENTER**

- **Temperature:** 119.4 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**RNAV (GPS) RWY 14**

**Operating Conditions**

- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**MISSED APCH FIX**

- **Location:** JUXUL
- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**TCH 40**

- **Location:** TDZE 1798
- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**RNAV (GPS) RWY 14**

**Operating Conditions**

- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**MISSED APCH FIX**

- **Location:** JUXUL
- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**TCH 40**

- **Location:** TDZE 1798
- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**RNAV (GPS) RWY 14**

**Operating Conditions**

- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**MISSED APCH FIX**

- **Location:** JUXUL
- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**TCH 40**

- **Location:** TDZE 1798
- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**RNAV (GPS) RWY 14**

**Operating Conditions**

- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**MISSED APCH FIX**

- **Location:** JUXUL
- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0

**TCH 40**

- **Location:** TDZE 1798
- **Temperature:** 118.45 °F
- **Visibility:** 278.8 SM

**Unicom**

- **Frequency:** 122.8 (CTAF) 0
RNAV (GPS) RWY 18
SMITH CENTER MUNI (K82)

Circling to Rwy 36 NA at night. Rwy 18 helicopter visibility reduction below ½ SM NA. VDP NA when using Concordia altimeter setting. When local altimeter setting not received, use Concordia altimeter setting: increase all MDAs 180 feet and LNAV Cats A/B and Circling Cat A visibility ½ SM, and Circling Cat B visibility ½ SM.

AWOS-3PT 118.45

MINNEAPOLIS CENTER 119.4 278.8

UNICOM 122.8 (CTAF)

Procedure NA for arrivals at TKO on airway radials 210 CW 341.

SMITH CENTER, KANSAS

AL-6696 (FAA)

24193
RNAV (GPS) RWY 32
SMITH CENTER MUNI (K82)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Concordia altimeter setting and increase all DA 169 feet and all MDA 180 feet; increase LPV all Cats visibility 1/2 SM, LNAV/VNAV all Cats visibility 1/2 SM, Circling Cat A visibility 1/4 SM and Circling Cat B visibility 1/2 SM. Baro-VNAV and VDP NA with Concordia altimeter setting. Circling Rwy 36 NA at night.

**AWOS-3PT**
118.45

**MINNEAPOLIS CENTER**
119.4 278.8

**UNICOM**
122.8 (CTAF)

**MISSAP CH FIX**

**ELEV 1800 TDZE 1800**
MIRL Rwy 14-32
REIL Rwys 14 and 32

**3900 LAYIP**

**JUXUL**

30 NM to JUXUL (IF/IAF)

**WULOS**

3600

323°

1.4 NM to RW32

**143°**

**3700**

**4 NM**

**GP 3.00° TCH 40**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>2000-1</td>
<td>200 (200-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>2050-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2300-1</td>
<td>500 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2480-1</td>
<td>680 (700-1)</td>
<td>2580-1</td>
<td>780 (800-1)</td>
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</table>

**SMITH CENTER, KANSAS**
Orig-D 14JUL22

39°46'N-98°48'W

**RNAV (GPS) RWY 32**
SMITH CENTER MUNI (K82)

**NC-2, 11 JUL 2024 to 05 SEP 2024**

**490**
RNAV (GPS) RWY 36
SMITH CENTER MUNI (K82)

**AWOS-3PT**
118.45

**MINNEAPOLIS CENTER**
119.4 278.8

**UNICOM**
122.8 (CTAF)

**MISSED APCH FIX**
4 NM

**Category**
<table>
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<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>2100-1</td>
<td>302 (300-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>2300-1</td>
<td>500 (500-1)</td>
<td>NA</td>
</tr>
<tr>
<td>2580-1</td>
<td>780 (800-1)</td>
<td>NA</td>
<td></td>
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</tbody>
</table>

RNAP APCH.

Rwy 36 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Concordia altimeter setting: increase all MDAs 180 feet and Circling Cat B visibility ½ SM. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night.

**MISSED APPROACH:**
Climb to 3700 direct ZUGIS and hold.

**APP CRS**
Rwy ldg 3500
TDZE 1798
Apt Elev 1800

**ELEV 1800**
D TDZE 1798

**ELA**
ZabeK

**RNAV (GPS) RWY 36**

**SMITH CENTER MUNI (K82)**

Amdt 1A 03DEC20
**DME required.**

When local altimeter setting not received use Blosser Muni altimeter setting and increase all MDA 180 and Circling Cat B visibility to 1½ SM. Circling to Rwy 36 NA at night.

**AWOS-3P**

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>MINNEAPOLIS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>118.45</strong></td>
<td><strong>119.4 278.8</strong></td>
<td><strong>122.8 (CTAF)</strong></td>
</tr>
</tbody>
</table>

**MINNEAPOLIS CENTER**

**UNICOM**

**MANKATO**

<table>
<thead>
<tr>
<th>MANKATO TKO 25°</th>
<th>118.45</th>
<th>278.8</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>198°</strong></td>
<td><strong>254°</strong></td>
<td><strong>241°</strong></td>
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</tbody>
</table>

**RZDMP**

<table>
<thead>
<tr>
<th>RZDMP TKO 24°7</th>
<th>1840 254°</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TKO 20 IAF</strong></td>
<td></td>
</tr>
</tbody>
</table>

**MINNEAPOLIS CENTER**

**UNICOM**

**MANKATO**

<table>
<thead>
<tr>
<th>MANKATO TKO 25°</th>
<th>118.45</th>
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</tr>
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<tbody>
<tr>
<td><strong>254°</strong></td>
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**MINNEAPOLIS CENTER**

**UNICOM**

**MANKATO**

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**MINNEAPOLIS CENTER**

**UNICOM**

**MANKATO**

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<tbody>
<tr>
<td><strong>TKO 20 IAF</strong></td>
<td></td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 18
ROOKS COUNTY RGNL (RCP)

Baro-VNAV NA. Use Hill City altimeter setting; when not received, use Hays altimeter setting. Circling NA west of Rwy 18-36.

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct UTUVE and hold, continue climb-in-hold to 6000.

CH 82432
W18A
WAAS AL-10417 (FAA)

ELEV 1999
TDZE 1999

AOAS AV 120.075
HLC ASOS 118.425
DENVER CENTER 132.7 226.675
CTAF 122.9

STOCKTON, KANSAS
Orig-B 24JUL14
39°21’N-99°18’W
493
RNAV (GPS) RWY 36
ROOKS COUNTY RGNL (RCP)

MISSED APPROACH: Climb to 6000 direct ZAVOV and hold, continue climb-in-hold to 6000.

AWOS-AV 120.075
HLC ASOS 118.425
DENVER CENTER 132.7 226.675
CTAF 122.9

Baro-VNAV NA. Use Hill City altimeter setting; when not received, use Hays Rgnl altimeter setting. Circling NA west of Rwy 18-36. DME/DME RNP-0.3 NA.

MIRL Rwy 18-36
REIL Rwys 18 and 36

ELEV 1999
TDZE 1999
MISSED APCH FIX

AWOS-AV
HLC ASOS
DENVER CENTER
CTAF

5 NM Holding Pattern

4000

GP 3.00°
TCH 40

5.3 NM
2.8 NM
2.1 NM

CATEGORY A B C D
LPV DA 2290-1 291 (300-1) NA
LNAV/ VNAV DA 2340-1\(\frac{3}{8}\) 341 (400-1\(\frac{3}{8}\)) NA
LNAV MDA 2420-1 421 (500-1) 2420-1\(\frac{3}{4}\) 421 (500-1\(\frac{3}{4}\)) NA
CIRCLING 2460-1 481 (500-1) 2480-1 501 (600-1\(\frac{1}{2}\)) NA
RNAV (GPS) RWY 14
SUPERIOR MUNI (12K)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>2026-1 334 (400-1)</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>2026-1 334 (400-1)</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2140-1 448 (500-1)</td>
<td>2140-1(\frac{3}{8}) 448 (500-1%))</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2360-1 668 (700-1)</td>
<td>2360-1(\frac{7}{8}) 668 (700-1%))</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

HJH AWOS-3
118.525

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climb to 3300 direct WUPAP and hold.

Hastings altimeter setting: increase LPV and LNAV/VNAV DA to 2072 feet; increase all MDAs 60 feet and Circling visibility Cat C ½ SM.

Hastings altimeter setting: increase LPV and LNAV/VNAV DA to 2072 feet; increase all MDAs 60 feet and Circling visibility Cat C ½ SM.

SUPERIOR, NEBRASKA
Orig-B 21MAR24
DME/DME RNP-0.3 NA. Rwy 32 helicopter visibility reduction below 7/8 SM NA.

Baro-VNAV NA. Use Hebron altimeter setting, when not received use Hastings altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV Cats A/B/C visibility to 1½ and LNAV/VNAV Cats A/B/C visibility to 1½, increase LNAV Cat C visibility to 1½, increase Circling Cat C visibility to 2. Circling to Rwy 18/36 NA at night.

**MISSING APPROACH:**

Climb to 3500 direct YONUY and hold.

---

**MISSED APPROACH:**

Climb to 3500 direct YONUY and hold.
RNAV (GPS) RWY 18
SYRACUSE-HAMILTON COUNTY MUNI (3K3)

**Notes:**
- Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting is not received, use Lamar altimeter setting: increase LPV DA to 3730 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 4093 feet and all visibilities ⅔ SM; increase all MDAs 160 feet and visibility Circling Cat A/B ⅔ SM and LNAV Cat C and Circling Cat C ⅔ SM. VDP NA when using Lamar altimeter setting. Circling to Rwy 13/31 NA at night.

**AWOS-3**
- 119.975

**DENVER CENTER**
- 133.4 377.175

**UNICOM**
- 122.8 (CTAF)

**Circling to Rwy 13/31 NA at night.**

**MISSING APPROACH:**
- Climb to 5700 direct YEKUP and hold.

**Category:**
- **A:** LPV DA: 3576-1 250 (300-1) NA
- **B:** LNAV/ VNAV DA: 3939-2½ 613 (700-2½) NA
- **C:** LNAV MDA: 3860-1 534 (600-1) 3860-1½ 534 (600-1½) NA
- **D:** CIRCLING: 3980-1 654 (700-1) 4200-2½ 874 (900-2½) NA

**MISSED APCH FIX:**
- YEKUP

**ELEV 3326**
- TDZE 3326
MISSING APPROACH FIX

Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. Circling to Rwy 13-31 NA at night. VDP NA with Lamar altimeter setting. When local altimeter setting not received, use Lamar altimeter setting: increase LPV DA to 3723 feet and all visibilities ⅓ SM; increase LNAV/VNAV DA to 3932 feet and all visibilities ⅓ SM; increase all MDAs 160 feet and visibility Circling Cat A/B ¼ SM and LNAV Cat C and Circling Cat C ¾ SM.

**AWOS-3**
119.975

**DENVER CENTER**
133.4 377.175

**UNICOM**
122.8 (CTAF)
RNAV (GPS) RWY 33

TECUMSEH, NEBRASKA
AL-10544 (FAA)

RNAV APCH.

- WAAS CH 63032
- APP CRS 336°
- Rwy Idg 3501
- TDZE 1306
- Apt Elev 1306

Baro-VNAV NA. Use Nebraska City altimeter setting, when not received, use Beatrice altimeter setting and increase all DA 3 feet and all MDA 20 feet.

MINNEAPOLIS CENTER

CTAF 122.9

AFK AWOS-3PT 128.325

MISSED APCH FIX

4 NM HEHFY

HEHFY and hold.

MISSED APPROACH: Climb to 4000 direct and all MDA 20 feet.

1306 ELEV

TPZE 1306

TECUMSEH, NEBRASKA
Orig: 07NOV19

40°24'N-96°10'W

RNAV (GPS) RWY 33

TECUMSEH MUNI (G3)

NC-2, 11 JUL 2024 to 05 SEP 2024

NC-2, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

**RNAV (GPS) RWY 15 TEKAMAH MUNI (TQE)**

**ASOS** 127.275  
**OMAHA APP CON** 124.5  263.0  
**UNICOM** 123.0 (CTAF)

**ELEV** 1027  
**TDZE** 1027

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LPV DA</strong></td>
<td>1277-7/8</td>
<td>250 (300-7/8)</td>
<td></td>
<td>NA</td>
</tr>
<tr>
<td><strong>LNAV/ VNAV DA</strong></td>
<td>1284-7/8</td>
<td>257 (300-7/8)</td>
<td></td>
<td>NA</td>
</tr>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>1380-1</td>
<td>353 (400-1)</td>
<td></td>
<td>NA</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1420-1</td>
<td>1480-1</td>
<td>1820-2/4</td>
<td>NA</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 3000 direct BRAVA and hold.
MISSED APPROACH: Climb to 3000 direct GOCRE and hold.
RNAV (GPS) RWY 11
THOMAS COUNTY (TIF)

Baro-VNAV NA when using North Platte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use North Platte altimeter setting and increase all DA 137 feet and all MDA 140 feet, increase LPV and LNAV/VNAV Cats A and B visibility ½ mile. VDP NA with North Platte altimeter setting.

Missed Approach: Climb to 5000 direct NUXRO and hold.

### Table

<table>
<thead>
<tr>
<th></th>
<th>AWOS-3</th>
<th>DENVER CENTER</th>
<th>CTAF</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>120.825</td>
<td>127.95 338.2</td>
<td>122.9</td>
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</tbody>
</table>

### Chart

- **5 NM to UFVOD (NIF)**
- **9 NM to UFVOD (FAF)**
- **30 NM to UFVOD (IAF)**
- **110° EBZUV**
- **IF/IAF UFVOD**
- **IF/IAF CEVUX**
- **5000 N04P (5)**
- **5000 N04P (6)**
- **5000 N04P (6.1)**
- **4700 (3.1)**
- **VDP RA with North Platte altimeter setting.**

### Weather Conditions
- **AWOS-3**
- **DENVER CENTER**
- **CTAF**

### Other Information
- **ELEV 2925**
- **TDZE 2925**
- **LNAV only.**
- *** LNAV only.**
- **3677 ±**

### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>3175-1</td>
<td>250 (300-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>3490-2</td>
<td>565 (600-2)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>3440-1</td>
<td>515 (600-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>3480-1</td>
<td>555 (600-1)</td>
<td>NA</td>
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</table>
RNAV (GPS) RWY 29
THOMAS COUNTY (TIF)

Baro-VNAV NA when using North Platte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use North Platte altimeter setting and increase all DA 137 feet and all MDA 140 feet; increase LPV and LNAV/VNAV Cats A and B visibility 1/2 mile. VDP NA with North Platte altimeter setting.

MISSED APPROACH: Climb to 5000 direct UFVOD and hold.
**THEDFORD, NEBRASKA**

**AL-6142 (FAA)**

**THOMAS COUNTY (TIF')**

**VOR RWY 11**

**AWOS-3**

120.825

**DENVER CENTER**

127.95 338.2

**CTAF**

122.9

**MISSING APPROACH**: Climb to 4000 then climbing right turn to 5100 direct TDD VOR/DME and hold.

**Visibility reduction by helicopters NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet, increase S-11 Cat B and Circling Cat B visibility ¼ mile. VDP NA when using North Platte altimeter setting.**

**PUCIG FIX MINIMUMS**

**CATEGORY**

<table>
<thead>
<tr>
<th>S-11</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>3640-1</td>
<td>715 (800-1)</td>
</tr>
<tr>
<td>3500-1</td>
<td>575 (600-1)</td>
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</table>

**MIRL Rwy 11-29**

**REIL Rwy 11 and 29**

**FAF to MAP 6.4 NM**

**Knots**

<table>
<thead>
<tr>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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</thead>
<tbody>
<tr>
<td>6:30</td>
<td>4:20</td>
<td>3:15</td>
<td>2:36</td>
<td>2:10</td>
</tr>
</tbody>
</table>

**41°58'N-100°34'W**

**505**
VOR RWY 29

THOMAS COUNTY (TIF')

AWOS-3  120.825
DENVER CENTER  127.95  338.2
CTAF  122.9

DME required.

NA

Rwy 29 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climbing left turn to 4900 on heading 049° and TDD R-092 to CULAN/TDD 13.1 DME and hold.

AWOS-3  120.825
DENVER CENTER  127.95  338.2
CTAF  122.9

THEDFORD, NEBRASKA

AL-6142 (FAA)

24193

506

NC-2, 11 JUL 2024 to 05 SEP 2024

41°58’N-100°34’W

VOR RWY 29

THOMAS COUNTY (TIF')
ILS or LOC RWY 13
PHILIP BILLARD MUNI (TOP)

For inop ALS, increase S-LOC 13 Cat C visibility to 1 3/4 SM.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2800 direct TOP VORTAC and hold.

TOPEKA TOWER
TDZE 881
ASOS 121.275
KANSAS CITY CENTER 123.8 343.7

GND CON 121.9
CLNC DEL 121.9
UNICOM 122.95

Top 12 Arc

TCH 39

For inop ALS, increase S-LOC 13 Cat C visibility to 1 3/4 SM.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2800 direct TOP VORTAC and hold.

TOPEKA TOWER
TDZE 881
ASOS 121.275
KANSAS CITY CENTER 123.8 343.7

GND CON 121.9
CLNC DEL 121.9
UNICOM 122.95

TOPEKA, KANSAS
AL-620 (FAA)
22363

ILS or LOC RWY 13
PHILIP BILLARD MUNI (TOP)

For inop ALS, increase S-LOC 13 Cat C visibility to 1 3/4 SM.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2800 direct TOP VORTAC and hold.

TOPEKA TOWER
TDZE 881
ASOS 121.275
KANSAS CITY CENTER 123.8 343.7

GND CON 121.9
CLNC DEL 121.9
UNICOM 122.95

Topeka 117.8 Top
Chan 125

ALTERNATE MISSED APPROACH FIX

LOCALIZER 110.7
I-Top 26.4

DIETS
S-LOC 13

2800 NoPT

Top (12) Arc

Remain within 10 NM

GS 3.00°
TCH 39

CATEGORY
A
B
C
D
S-ILS 13
1091-1/2 210 (300-1/2)
NA
NA
NA
S-LOC 13
1400-1/2 519 (600-1/2)
1400-1
519 (600-1)
NA
NA
CIRCULATING
1400-1
519 (600-1)
1440-1
559 (600-1)
1600-2
719 (800-2)
NA
NA
OGASY FIX MINIMUMS
S-LOC 13
1340-1/2 459 (500-1/2)
1340-7/8
459 (500-7/8)
NA
NA
CIRCULATING
1360-1
479 (500-1)
1440-1
559 (600-1)
1600-2
719 (800-2)
NA
NA

KOFA 101

129°

ELEV 881

TOPEKA, KANSAS
Amdt 33A 29MAR18

39°04'N-95°37'W
507

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 18

PHILIP BILLARD MUNI (TOP)

Rwy 18 helicopter visibility reduction below 1/2 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSING APPROACH: Climb to 1500 then climbing right turn to 3600 direct GUKEC and hold.

ASOS
121.275

KANSAS CITY CENTER
123.8 343.7

TOPEKA TOWER *
118.7 (CTAF) 257.8

GND CON
121.9

CLNC DEL
121.9

UNICOM
122.95

ELEV
881

TDZE
881

HAIL Rwy 13-31
REIL Rwy 18 and 31
MIRL Rwy 36-36

HAIL Rwy 13-31

RNAV (GPS) RWY 18

PHILIP BILLARD MUNI (TOP)

Amdt 2B 11OCT18

39°04'N-95°37'W

TOPEKA, KANSAS

AL-620 (FAA)

22363

RNAV (GPS) RWY 18

PHILIP BILLARD MUNI (TOP)

Amdt 2B 11OCT18

39°04'N-95°37'W

TOPEKA, KANSAS

AL-620 (FAA)

22363

RNAV (GPS) RWY 18

PHILIP BILLARD MUNI (TOP)

Amdt 2B 11OCT18

39°04'N-95°37'W

TOPEKA, KANSAS

AL-620 (FAA)

22363

RNAV (GPS) RWY 18

PHILIP BILLARD MUNI (TOP)

Amdt 2B 11OCT18

39°04'N-95°37'W

TOPEKA, KANSAS
RNAV (GPS) RWY 31
PHILIP BILLARD MUNI (TOP)

**ASOS**
- 121.275

**KANSAS CITY CENTER**
- 123.8
- 343.7

**TOPEKA TOWER**
- 118.7 (CTAF)

**GND CON**
- 121.9

**CLNC DEL**
- 121.9

**UNICOM**
- 122.95

**ELEV**
- 881

**TDZE**
- 880

**Procedure NA for arrival on TOP VORTAC airway radials 072 CW 231.**

**TOPEKA TOWER**
- 1020°

**RW31**
- 2.3 NM to RW31

**LOCER**
- 3.00°

**ROGGO**
- 2600 N oPT

**YAVUP**
- 2600

**MISSED APPROACH**: Climb to 3600 direct KENEC and hold.

**MISSING APCH FIX**
- 4 NM

**RN**
- 300°

**KENEC**
- 3600

**RW31**
- 2.3 NM to LOCER

MIISSED APPROACH: Climb to 3600 direct KENEC and hold.
**RNAV (GPS) RWY 36**

**PHILIP BILLARD MUNI (TOP)**

**RNP APCH.**
- Rwy 36 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

**MISSED APPROACH:** Climb to 3600 direct GUKEC and hold.

**ASOS**
- 121.275 (TOP)
- 123.8 343.7 (KANSAS CITY CENTER)
- 118.7 (CTAF) 257.8 (TOPEKA TOWER)
- 121.9 (GND CON)
- 121.9 (CLNC DEL)
- 122.95 (UNICOM)

**ELEV** 881  TDZE 881

**CLNC DEL**
- 122.95 (TOPEKA TOWER)
- 123.8 343.7 (KANSAS CITY CENTER)

**PHILIP BILLARD MUNI (TOP)**

**RNAV (GPS) RWY 36**

**Category**
- **A**: 1254-1 373 (400-1)
- **B**: 1394-1 513 (600-1)
- **C**: 1460-1 579 (600-1)
- **D**: 1460-2 719 (800-2)
- **LNAV Only**: 1460-1 579 (600-1)

**Amdt 1B 11OCT18**

**39°04'N-95°37'W**
TOPEKA, KANSAS
AL-620 (FAA)  22363
LOC BC RWY 31
PHILIP BILLARD MUNI (TOP)

Radar required.

ASOS
121.275

KANSAS CITY CENTER
123.8 343.7

TOPEKA TOWER
118.7 (CTAF) 257.8

GND CON
121.9

CLNC DEL
121.9

UNICOM
122.95

ALT. MISS MILL APPROACH FIX

TOPEKA 117.8 TOP
Chan 125
LOM/INT BILOY TO = --- 521

TOPO

LOCALIZER 110.7
I-TOPO = ---

BILOY 521 TO = ---

POACH INT

2800 TOP

Disregard GS indications.

ALTERNATE MISSED APPROACH FIX

MISSED APPROACH: Climbing right turn to 2800 direct
TOP VORTAC and hold.

ELEV 881

TDZE 880

RADAR REQUIRED

BACK COURSE

TOPEKA, KANSAS
Amdt 19C 29MAR18
39°04'N-95°37'W

LOC BC RWY 31
PHILIP BILLARD MUNI (TOP)

NC-2, 11 JUL 2024 to 05 SEP 2024

CIRCLING

1400-1 519 (600-1) 1400-1 519 (600-1) 1600-2 719 (800-2) 1600-2

TOPEKA, KANSAS

PHILIP BILLARD MUNI (TOP)

NC-2, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DA 45 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility to 1 mile and increase LNAV Cat C/D visibility and Circling Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Philip Billard Muni altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct IDJOP and hold.

RNAV (GPS) RWY 21
TOPEKA RGNL (FOE)

ATIS
KANSAS CITY CENTER 123.8 343.7
FORBES TOWER* 120.8 (CTAF) 340.2
GND CON 118.425 275.8
UNICOM 122.95

RNAV (GPS) RWY 21
TOPEKA RGNL (FOE)

ATIS
KANSAS CITY CENTER 123.8 343.7
FORBES TOWER* 120.8 (CTAF) 340.2
GND CON 118.425 275.8
UNICOM 122.95

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FORBES TOWER* 120.8 (CTAF) 340.2
GND CON 118.425 275.8
UNICOM 122.95

RNAV (GPS) RWY 21
For inoperative MALSR, increase LPV all Cats visibility to RVR 4000, and LNAV/VNAV Cat D to RVR 5000. Baro-VNAV NA when using Philip Billard Muni altimeter setting. If local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. VDP NA when using Philip Billard Muni altimeter setting.
TOPEKA, KANSAS

VOR/DME or TACAN RWY 3
TOPEKA RGNL (FOE)

ATIS
128.25

KANSAS CITY CENTER
123.8 343.7

FORRES TOWER*
120.8 (CTAF) 340.2

GND CON
118.425 275.8

UNICOM
122.95

MISSED APPROACH: Climbing left turn to 3000 via TOP R-201 to OKETE/24 DME and hold.

TOPEKA
117.8 TOP
Chan 125

442 (500-1)

3000

1208

1200

0.5% U P

TWR

A

P

V

CATEGORY
A
B
C
D
S-3
1520-1
442 (500-1)
1520-1½
442 (500-1½)
1520-1
442 (500-1)
1580-1
502 (600-1½)
1580-1½
502 (600-1½)
1700-2
622 (700-2)

CIRCLING

One Minute Holding Pattern

OKETE
TOP [24]

ARNOD
TOP [18.3]

2700

TOP [14.3]

TOP [13.1]

2700

5.7 NM

4 NM

1.2

ELEV 1078

D

TDZE 1078

NC-2, 11 JUL 2024 to 05 SEP 2024
### NOT FOR CIVIL USE

#### One Minute Holding Pattern

<table>
<thead>
<tr>
<th>Holding Point</th>
<th>Category</th>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1200</td>
<td>S-13</td>
<td>1600-1</td>
</tr>
<tr>
<td>3100</td>
<td></td>
<td>534 (600-1)</td>
</tr>
<tr>
<td>3100</td>
<td></td>
<td>1600-1½</td>
</tr>
<tr>
<td>1200-1</td>
<td></td>
<td>534 (600-1)</td>
</tr>
</tbody>
</table>

#### TACAN FOE

<table>
<thead>
<tr>
<th>Chan</th>
<th>Category</th>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>53</td>
<td>CIRCLING</td>
<td>1600-1</td>
</tr>
<tr>
<td>111.6</td>
<td></td>
<td>522 (600-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1600-1½</td>
</tr>
<tr>
<td></td>
<td></td>
<td>522 (600-1)</td>
</tr>
</tbody>
</table>

#### Emergency Safe Altitude

- 100 NM 3600

#### MISSED APPROACH

- Climbing right turn to 3000 on FOE TACAN R-213 to STANC/FOE 19 DME and hold.

#### TOPEKA, KANSAS

- 38°57'N-95°40'W
- TOPEKA RGNL (FOE)
- TOPEKA RGNL (FOE)

#### ATM 11 JUL 2024 to 05 SEP 2024

- NC-2, TOPEKA RGNL (FOE)
- NC-2, TOPEKA RGNL (FOE)
- NC-2, TOPEKA RGNL (FOE)
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: DO NOT CONFUSE TOPEKA RGNL AIRPORT WITH TOPEKA BILLARD AIRPORT LOCATED 7 MILES NORTH.

NC-2, 11 JUL 2024 to 05 SEP 2024

PCN 89 R/C/X/T
S-75, D-140, 2D-220, 2D/2D2-760

PCN 46 R/C/X/T
S-75, D-140, 2D-220, 2D/2D2-620
TRIBUNE, KANSAS

RNAV (GPS) RWY 17
TRIBUNE MUNI (5K2)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>4260-1</td>
<td>654 (700-1)</td>
<td>4260-1 (\frac{1}{2})</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4300-1</td>
<td>690 (700-1)</td>
<td>4300-2</td>
<td>690 (700-2)</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 17
TRIBUNE MUNI (5K2)

5 NM
5007
3606
3610

AWOS-3PT
119.075

DENVER CENTER
133.4 377.175

UNICOM
122.8 (CTAF)

Rwy 17 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all MDA 120 feet, increase LNAV Cat B visibility \(\frac{1}{2}\) SM, Cat C \(\frac{3}{4}\) SM, increase Circling Cat B visibility \(\frac{1}{4}\) SM, Cat C \(\frac{1}{2}\) SM.

**MISSED APPROACH:** Climb to 6000 direct CESTO and hold.

**HOLD**

5 NM
HOLD 6000

FAF
DAPKE

IF/IAF
ELOSE

30 NM to ELOSE (NoPt)

6000

ELOSE

083°
263°

6000

ELOSE

083°
263°

5 NM

6000

CESTO

5007 X 60

RNP APCH.

Cat B visibility NA, increase LNAV MDA 120 feet, increase LNAV Cat B visibility \(\frac{1}{2}\) SM, increase Circling Cat B visibility \(\frac{1}{4}\) SM, increase LNAV.

When local altimeter setting not received, use Syracuse altimeter setting and increase all MDA 120 feet, increase LNAV Cat B visibility \(\frac{1}{2}\) SM, Cat C \(\frac{3}{4}\) SM, increase Circling Cat B visibility \(\frac{1}{4}\) SM, Cat C \(\frac{1}{2}\) SM.

**MISSED APPROACH:** Climb to 6000 direct CESTO and hold.

**HOLD**

5 NM
HOLD 6000

FAF
DAPKE

IF/IAF
ELOSE

30 NM to ELOSE (NoPt)

6000

ELOSE

083°
263°

6000

ELOSE

083°
263°

5 NM

6000

CESTO

5007 X 60

RNP APCH.

Cat B visibility NA, increase LNAV MDA 120 feet, increase LNAV Cat B visibility \(\frac{1}{2}\) SM, increase Circling Cat B visibility \(\frac{1}{4}\) SM, increase LNAV.

When local altimeter setting not received, use Syracuse altimeter setting and increase all MDA 120 feet, increase LNAV Cat B visibility \(\frac{1}{2}\) SM, Cat C \(\frac{3}{4}\) SM, increase Circling Cat B visibility \(\frac{1}{4}\) SM, Cat C \(\frac{1}{2}\) SM.

**MISSED APPROACH:** Climb to 6000 direct CESTO and hold.

**HOLD**

5 NM
HOLD 6000

FAF
DAPKE

IF/IAF
ELOSE

30 NM to ELOSE (NoPt)

6000

ELOSE

083°
263°

6000

ELOSE

083°
263°

5 NM

6000

CESTO

5007 X 60

RNP APCH.

Cat B visibility NA, increase LNAV MDA 120 feet, increase LNAV Cat B visibility \(\frac{1}{2}\) SM, increase Circling Cat B visibility \(\frac{1}{4}\) SM, increase LNAV.
**TRIBUNE, KANSAS**  
38°27'N-101°45'W

**TRIBUNE MUNI (5K2)**

**RNAV (GPS) RWY 35**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV</th>
<th>DA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3860-1</td>
<td>250 (300-1)</td>
<td>4300-1</td>
</tr>
<tr>
<td>B</td>
<td></td>
<td>250 (300-1)</td>
<td>690 (700-1)</td>
</tr>
<tr>
<td>C</td>
<td></td>
<td>330 (400-1)</td>
<td>690 (700-2)</td>
</tr>
<tr>
<td>D</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NA</th>
<th>0.9 NM to RW35</th>
<th>1.7 NM to RW35</th>
</tr>
</thead>
<tbody>
<tr>
<td>38°27'N-101°45'W</td>
<td>35°35'W</td>
<td></td>
</tr>
</tbody>
</table>

**TRIBUNE, KANSAS**  
Orig 20AUG15

**RNAV (GPS) RWY 35**

**TRIBUNE MUNI (5K2)**

**BARO-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Syracuse altimeter setting. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 103 feet and all MDA 120 feet, increase LPV/LNAV/VNAV visibility ¼ mile all Cats, and LNAV visibility Cat C ½ mile and Circling visibility Cat C ¼ mile.**

**AWOS-3PT**  
119.075

**DENVER CENTER**  
133.4 377.175

**UNICOM**  
122.8 (CTAF)

**MISSED APCH FIX**

5 NM

**ELOSE**

BLATS

1.7 NM to RW35

(FAF)

ALARM

**CESTO**

5 NM

**TCH 40**

GP 3.00°

**5 NM**

**5 NM**

**30 NM to CESTO**

30°

**263°**

**6000**

**353°**

**353°**

**5200**

**AM 30**(FAF)

**3860-1**

**3860-1**

**5200**

**5200**

**525**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Garden City altimeter setting; increase LPV DA to 3431 feet, LNAV/VNAV DA to 3563 feet and visibility ½ SM; increase all MDAs 120 Feet and visibility Cat C ¼ SM. Baro-VNAV and VDP NA when using Garden City altimeter setting.

Amdt 2A 06OCT22

Category A 3699 ±

LPV DA 3321-1 250 (300-1)

LNAV/ VNAV DA 3453-1¼ 382 (400-1¼)

LNAV MDA 3460-1 389 (400-1)

Circling 3740-1 669 (700-1)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Garden City altimeter setting; increase LPV DA to 3431 feet, LNAV/VNAV DA to 3563 feet and visibility ½ SM; increase all MDAs 120 Feet and visibility Cat C ¼ SM. Baro-VNAV and VDP NA when using Garden City altimeter setting.

Amdt 2A 06OCT22
**RNAV (GPS) RWY 30**

**ULYSSES (ULS)**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>304°</td>
<td>4600</td>
<td>3063</td>
<td>3071</td>
</tr>
</tbody>
</table>

**RNAV APCH-GPS.**

- **MISSED APPROACH:** Climb to 5400 direct YEVMY and hold.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>KANSAS CITY CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.95</td>
<td>125.2 285.425</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**VGSIs and descent angle not coincident**

- **VGSIs Angle 3.00/TCH 39**

**CATEGORY**

<table>
<thead>
<tr>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>3840-1</td>
<td>3840-1</td>
</tr>
<tr>
<td>3840-1½</td>
<td>3840-1½</td>
</tr>
<tr>
<td>3840-2½</td>
<td>3840-2½</td>
</tr>
<tr>
<td>777 (800-1)</td>
<td>777 (800-1½)</td>
</tr>
<tr>
<td>777 (800-2½)</td>
<td>777 (800-2½)</td>
</tr>
<tr>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Rwy 30 helicopter visibility reduction below ¾ SM NA. VDP NA when using Garden City altimeter setting. When local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 120 feet and increase visibility Cat A ½ SM and Circling Cat C ½ SM.**
VALENTINE, NEBRASKA

RNAV (GPS) RWY 3

MILLER FLD (VTN)

**ASOS**
118.075

**DENVER CENTER**
127.95 338.2

**UNICOM**
122.8 (CTAF)

**MISSED APCH FIX**

5 NM

MAIMS

**LNAV/MDA**

CIRCLING

3080-1

485 (500-1)

3560-1½

965 (1000-1½)

NA
VALENTINE, NEBRASKA

AL-5809 (FAA)

RNAV (GPS) RWY 14

MILLER FLD (VTN)

MISSED APPROACH:
Climb to 5000 direct GIYIT and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.
Rwy 14 helicopter visibility reduction below 3/4 SM NA.

ASOS

118.075

DENVER CENTER

127.95 338.2

UNICOM

122.8 (CTAF)

ELEV 2595

TDZE 2589

VALENTINE, NEBRASKA

Amdt 2A  28FEB19

NC-2, 11 JUL 2024 to 05 SEP 2024

42°51'N-100°33'W

531
VALENTINE, NEBRASKA

NDB RWY 32
MILLER FLD (VTN)

MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct VTN NDB and hold.

ASOS
118.075

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF)

RSR CRS
Rwy Idg
TDZE
Apt Elev
4704
2594
2595

NDB VTN
314

APP CRS
321°

ELEV
2595

TDZE
2599

Categoria
A
B
C
D

S-32
3400-1
811 (900-1)
3400-1½
811 (900-1½)
NA

CIRCLING
3400-1
805 (900-1)
3560-1½
965 (1000-1½)
NA

VALENTINE, NEBRASKA

Amdt 8A 28FEB19

21
14

4704 X 75

42°51'N 100°33'W

AL-5809 (FAA)
Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3500 in AHQ NDB holding pattern.

AWOS-3P 125.975
OMAHA APP CON 120.1 354.05
UNICOM 122.7 (CTAF)

WAHOO MUNI (AHQ)

SAFETY INFORMATION:
- Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase all MDA 40 feet.
- MISSED APPROACH: Climbing right turn to 3500 in AHQ NDB holding pattern.

- AWOS-3P 125.975
- OMAHA APP CON 120.1 354.05
- UNICOM 122.7 (CTAF)

WAHOO, NEBRASKA

WAHOO MUNI (AHQ)

NC-2, 11 JUL 2024 to 05 SEP 2024

41°14'N-96°36'W
**RNAV (GPS)-A**

**TREGO WAKEENEY (H1)**

**MISSED APPROACH**: Climb to 6000 direct WILOB and hold, continue climb-in-hold to 6000.

**HLC ASOS**

- 118.425

**DENVER CENTER**

- 132.7
- 226.675

**CTAF**

- 122.9

---

**JUPOB (IF/IAF)**

- 6000
- 6000 NoPT 085° (10)
- 6000 NoPT 265° (10)

**FISOX**

- 085°
- 355°

**WAHIM (FAF)**

- 6000

**RANPE**

- 2899
- 175°

**WILOB**

- 2660
- 175°

**LIRL Rwy 17-35**

**APP CRS**

- 175°

**Rwy Idg**

- N/A

**TDZE**

- N/A

**Apt Elev**

- 2439

---

**DENVER CENTER CTAF**

- 122.9

---

**WAKEENEY, KANSAS**

**ORIG**

- 10DEC15

---

**RNAV (GPS)-A**

**TREGO WAKEENEY (H1)**

**MISSED APCH FIX**

**WILOB**

- 355°

**5 NM**

- Holding Pattern

**JUPOB**

- 355°
- 175°
- 175°

**RANPE**

- 4100
- 3.00°
- TCH 40

**WILOB**

- 6000

**HUTIM**

- 265°
- 355°

**30 NM**

- to HUTIM

---

**CATEGORY**

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<th>B</th>
<th>C</th>
<th>D</th>
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<td>3120-1</td>
<td>3300-1¼</td>
<td>3300-2½</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>681 (700-1)</td>
<td>861 (900-1¼)</td>
<td>861 (900-2¼)</td>
<td>NA</td>
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</tbody>
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**AL-10685 (FAA)**

**WAKEENEY, KANSAS**

**N/A**

**39°00'N-99°54'W**

**537**

---

**NC-2, 11 JUL 2024 to 05 SEP 2024**

---

**DENVER CENTER CTAF**

- 122.9

---

**537**
RNAV (GPS)-B
TREGO WAKEENEY (H1)

**APP CRS**: 355°
**Rwy Idg**: N/A
**TDZE**: N/A
**Apt Elev**: 2439

**WAKEENEY, KANSAS**

**CTAF**: 122.9
**DENVER CENTER**: 132.7 226.675

**HLC ASOS**: 118.425

**MISSING APCH FIX**: 5 NM

DME/DME RNP-0.3 NA. Procedure NA at night. Use Hill City altimeter setting; when not received, use Hays altimeter setting and increase all MDA 40 feet and Cat C visibility ⅛ mile. Helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH**: Climb to 6000 direct JUPOB and hold, continue climb-in-hold to 6000.

**ELEV**: 2439
**URL Rwy 17-35**

**NAS-10685 (FAA)**

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<th>C</th>
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<tr>
<td>CIRCLING</td>
<td>3120-1</td>
<td>3300-1 ¼</td>
<td>3300-2 ½</td>
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<td>681 (700-1)</td>
<td>861 (900-1 ¼)</td>
<td>861 (900-2 ½)</td>
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**39°00'N-99°54'W**
RNAV (GPS) RWY 17
WASHINGTON COUNTY VETERAN’S MEML (K38)

Rwy 17 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Concordia altimeter setting. Straight-in and Circling Rwy 17 NA at night.

**Missed Approach:** Climb to 3000 direct OFAGI and hold.

<table>
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<tr>
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<tr>
<td>LPV DA</td>
<td>1763-1</td>
<td>327 (400-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1763-1</td>
<td>327 (400-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1920-1</td>
<td>484 (500-1)</td>
<td>1920-1½</td>
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<tr>
<td>CIRCLING</td>
<td>1980-1</td>
<td>543 (600-1)</td>
<td>1980-1½</td>
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**MIRL Rwy 17-35**

**CTAF** 122.90

**CNK ASOS** 123.825

**KANSAS CITY CENTER** 127.35 257.975
RNP APCH - GPS.

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<th>D</th>
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<tr>
<td>LPV DA</td>
<td>1762-1</td>
<td>327 (400-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1827-1½</td>
<td>392 (400-1½)</td>
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<td>LNAV MDA</td>
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<td>2020-1¼</td>
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<td>583 (600-1)</td>
<td>2020-1¼</td>
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MISSED APPROACH: Climb to 3100 direct WOVOP and hold.
RNAV (GPS) RWY 18
WAYNE MUNI/STAN MORRIS FLD (LCG)

RNP APCH - GPS.

MISSED APPROACH: Climb to 3500 direct ERHOS and hold.

AWOS-3 120.125
SIoux City APP CON 124.6 307.0
UNICOM 122.8 (CTAF)

HARDS 3500(15.2)

ZALZI 2.3 NM to RW18

ERHOS 3500

1.1 NM to RW18

2200

175°

2064

1559±

1851A

3500 NoPT 085° (6)

(IAF) SEWAH

(AIF) ACKEG

10000

HOLD

3500

175°

355°

3500 NoPT 266° (5)

(IAF) VEYWA

(AIF) CESZI

175°

3500

MISSED APCH FIX

ERHOS

3500 175°

10000

3500

2200

4 NM

24081

WAYNE MUNI/STAN MORRIS FLD (LCG)

RNAV (GPS) RWY 18

WAYNE, NEBRASKA

AL-6431 (FAA)

NC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 23
WAYNE MUNI/STAN MORRIS FLD (LCG)

Circling NA to Rwys 13 and 31. Rwy 23 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSING APPROACH: Climbing to 3400 direct CEKAC and hold.
RNAV (GPS) RWY 36
WAYNE MUNI/STAN MORRIS FLD (LCG)

AWOS-3 120.125
SIOUX CITY APP CON * 124.6 307.0
UNICOM 122.8 (CTAF)

Procedure NA for arrival on OFK VOR/DME airway radial 114.

Rwy 36 helicopter visibility reduction below ¾ SM NA.
Circling NA to Rwy 13 and 31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Amdt 2D 21MAR24

WAYNE, NEBRASKA
Amdt 2D 21MAR24

42°14’N-96°59’W
RNAV (GPS) RWY 18
WELLINGTON MUNI (EGT)

RNAV (GPS) RWY 18
WELLINGTON MUNI (EGT)

RNAV (GPS) RWY 18
WELLINGTON MUNI (EGT)

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RNAV (GPS) RWY 18
WELLINGTON MUNI (EGT)

RNAV (GPS) RWY 18
WELLINGTON MUNI (EGT)
Baro-VNAV NA when using Wichita Dwight D Eisenhower Ntl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Wichita Dwight D Eisenhower Ntl altimeter setting and increase all DA 36 feet and all MDA 40 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C and D and Circling Cat C and D visibility 1/4 mile.

MISSED APPROACH: Climb to 3000 direct DOLBE and hold.

AWOS-3PT 119.45 WICHITA APP CON 134.8 269.1 BEECH TOWER * 126.8 (CTAF) 313.6 GND CON 121.7 CLNC DEL 125.0 UNICOM 122.95

**Category**  
LPV DA 1637-3/4 250 (300-3/4)  
LNAV/VNAV DA 1688-1 301 (300-1)  
LNAV MDA 1780-1 393 (400-1) 1780-1/8 393 (400-1/8)  
CIRCLING 1820-1 411 (500-1) 2120-1 711 (800-1) 2120-2 711 (800-2) 2120-2/4 711 (800-2/4)

**WICHITA, KANSAS**
Amdt 1B 21AUG14

**37°42'N-97°13'W**

**RNAV (GPS) RWY 1**
**BEECH FACTORY (BEC)**

**ELEV 1409**
**TDZE 1387**

**ZOMED**
**DENY**
**RAYON**

**DOLBE**
**YOKUD**
**JIMOK**

**3000**
**187° to 007°**
**GP 3.00° TCH 45**

**6.2 NM**
**3.4 NM**
**1.6 NM**
RNAP (GPS) RWY 19

BEECH FACTORY (BEC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Wichita Dwight D Eisenhower Ntl altimeter setting and increase all DA 36 feet and all MDA 40 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility and LNAV Cat C and D visibility ¾ mile and Circling Cat C and D visibility ¾ mile. Baro-VNAV NA with Wichita Dwight D Eisenhower Ntl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

AWOS-3PT  WICHITA APP CON  BEECH TOWER  GND CON  CLNC DEL  UNICOM
119.45   134.8 269.1  126.8 (CTAF)  313.6  125.0 (When tower closed)  122.95

WICHITA, KANSAS
AL-5141 (FAA)
21112

RNAV (GPS) RWY 19
BEECH FACTORY (BEC)

Missed Approach: Climb to 3000 direct DENEY and hold.

Missed APCH FIX
DENEY
TOBEE
DOLBE

ELEV 1409  TDZE 1409

1409

37°42'N-97°13'W
547
VOR-B
BEECH FACTORY (BEC)

**Obtain local altimeter setting on CTAF; when not received, use Wichita Dwight D Eisenhower Ntl altimeter setting and increase all MDA 40 feet and increase Cat C and D visibility ¼ mile.**

**MISSED APPROACH:** Climbing right turn to 3000 on ICT VORTAC R-095 to SEZER/ICT 23 DME/RADAR and hold.

### Radar or DME Required

- **2549**
- **3600 to SEZER 095°**
- **(23)**

### Category

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<th>D</th>
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<tbody>
<tr>
<td><strong>CIRCLING</strong></td>
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<td>2120-1</td>
<td>2120-2</td>
<td>2120-2¼</td>
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<td><strong>17.8</strong></td>
<td>431 (500-1)</td>
<td>711 (800-1)</td>
<td>711 (800-2)</td>
<td>711 (800-2¼)</td>
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### Notes
- **AWOS-3PT 119.45**
- **WICHITA APP CON 134.8 269.1**
- **BEECH TOWER **
- **GND CON 121.7**
- **CLNC DEL 125.0**
- **UNICOM 122.95**

### Map Details
- **WICHITA, KANSAS**
- **ELEV 1409**
- **TWR 1437**
- **REIL Rwys 1 and 19**
- **MIRL Rwys 1-19**
- **REIL X 100**
- **275° 5.2 NM from FAF**

### Additional Notes
- **Worksheet 4**
- **52 JUL 2024 to 05 SEP 2024**
- **548**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS)-D**

**CESSNA ACFT FLD (CEA)**

**WICHITA, KANSAS**

**AL-5142 (FAA)**

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<th>TDZE</th>
<th>Apt Elev</th>
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<td>N/A</td>
<td>N/A</td>
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**WICHITA APP CON**

| CTAF | 122.9 |

**HOLDING PATTERN**

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<tbody>
<tr>
<td>CIRCLING</td>
<td>1920-1</td>
<td>542 (600-1)</td>
<td>1960-1½</td>
<td>582 (600-1½)</td>
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**NC-2, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1A  07OCT21**

**37°39'N-97°15'W**
MISSED APPROACH: Climbing left turn to 3600 via ICT R-103 to SOCCA 24 DME/RADAR and hold.
**ILS or LOC RWY 18**

**COLONEL JAMES JABARA (AAO)**

---

**DME REQUIRED**

*MISSING APPROACH:* Climb to 1900 then climbing left turn to 3600 on ICT VORTAC R-087 to YOHER/ICT 32.9 DME and hold.

**TAXIWAY IDENTIFICATION**

- 001°
- 181°

**ASOS**

- WICHITA
  - 134.025

**WICHITA APP CON**

- 134.8 269.1

**CLNC DEL**

- 125.0

**UNICOM**

- 122.7 (CTAF)

---

**LOC/DME I-1AAO**

- 109.55
  - Chan 32

**APP CRS**

- 181°

**Rwy Idg**

- TDZE
  - 1414

**Apt Elev**

- 1421

---

**WICHITA, KANSAS**

**Clonel James Jabara (AAO)**

**ILS or LOC RWY 18**

---

**Category**

- A
- B
- C
- D

**ILS**

- 1614-1/2 200 (200-1/2)

**LOC**

- 1800-1/2 386 (400-1/2)

**Circling**

- 1880-1 459 (500-1)

---

**LOC/DME I-1AAO**

- 109.55
  - Chan 32

**APP CRS**

- 181°

**Rwy Idg**

- TDZE
  - 1414

**Apt Elev**

- 1421

**LOC/DME I-1AAO**

- 109.55
  - Chan 32

**APP CRS**

- 181°

**Rwy Idg**

- TDZE
  - 1414

**Apt Elev**

- 1421

---

**WICHITA, KANSAS**

**Clonel James Jabara (AAO)**

**ILS or LOC RWY 18**

---

**Category**

- A
- B
- C
- D

**ILS**

- 1614-1/2 200 (200-1/2)

**LOC**

- 1800-1/2 386 (400-1/2)

**Circling**

- 1880-1 459 (500-1)

---

**LOC/DME I-1AAO**

- 109.55
  - Chan 32

**APP CRS**

- 181°

**Rwy Idg**

- TDZE
  - 1414

**Apt Elev**

- 1421

---

**WICHITA, KANSAS**

**Clonel James Jabara (AAO)**

**ILS or LOC RWY 18**

---

**Category**

- A
- B
- C
- D

**ILS**

- 1614-1/2 200 (200-1/2)

**LOC**

- 1800-1/2 386 (400-1/2)

**Circling**

- 1880-1 459 (500-1)
RNAV (GPS) RWY 18

COLONEL JAMES JABARA (AAO)

For inoperative MALS, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1 1/4. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wichita Dwight D Eisenhower Natl altimeter setting; increase LPV DA to 1720; increase all MDAs 40 feet and Circling Cat D visibility 1/4 SM.

MISSED APPROACH: Climb to 3600 direct JUNLI and hold.

+++

ELEV 1421

TDZE 1414

37°45' N - 97°13' W

LNAV only.

LPV

DA

1680-1/2

266 (300-1/2)

LNAV MDA

1820-1/2

406 (400-1/2)

1820-1/4

406 (400-3/4)

1820-1

406 (400-1)

CIRCLING

1880-1

459 (500-1)

1940-1

519 (600-1)

2120-2

699 (700-2)

2220-2 1/2

799 (800-2 1/2)

WICHITA, KANSAS

Orig-D 30DEC21
RNAV (GPS) RWY 36
COLONEL JAMES JABARA (AAO)

**DME/DME RNP-0.3 NA.** Visibility reduction by helicopters NA. When local altimeter setting not received, use Wichita Dwight D Eisenhower Intl altimeter setting: increase LPV DA to 1780 and all LPV visibilities 1/2 SM; increase all MDAs 40 feet; increase LNAV Cats C and D visibilities 1/2 SM; increase Circling Cat D visibility 1/2 SM. VDP NA with Wichita Dwight D Eisenhower Intl altimeter setting.

**MISSED APPROACH:** Climb to 3600 direct HUKAM and hold.

**ASOS**
- **WICHITA APP CON:** 134.025
- **CLINCE DEL:** 125.0
- **UNICOM:** 122.7 (CTAF)

**MISSING APCH FIX**

**4 NM Holding Pattern**

**ELEV 1421**
- **TDZE 1421**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**LPV DA**
- 1740-1 319 (400-1)

**LNAV MDA**
- 1960-1 539 (600-1) 1960-1 1/2 539 (600-1 1/2) 1960-1 3/4 539 (600-1 3/4)

**CIRCLING**
- 1960-1 539 (600-1) 2120-2 599 (700-2) 2220-2 5/2 799 (800-2 1/2)

**WASHINGTON, D.C.**
**RNAV (GPS)-E**

**Colonel James Jabara (AAO)**

**Wichita, Kansas**

**App Crs** 263°

**Rwy Idg** N/A

**Apt Elev** 1421

**Asos** 134.025

**Wichita App Con** 134.8 269.1

**CLNC Del** 125.0

**Unicom** 122.7 (CTAF)

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**DME/DME RNP-0.3 NA.** When local altimeter setting not received, use Wichita Dwight D Eisenhower Ntl altimeter setting and increase all MDAs 40 feet and visibility Cat D ¼ SM.

**Missed Approach:** Climbing right turn to 3000 direct JOLEL and hold.

**ASOS**

**WICHITA APP CON**

**CLNC DEL**

**UNICOM**

---

**CATEGORY**

**A**

**B**

**C**

**D**

**Circling**

1880-1 1940-1 2120-2 2220-2 2 1/2

459 (500-1) 519 (600-1) 699 (700-2) 799 (800-2 1/2)

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37°45′N-97°13′W

555
Simultaneous approach authorized with Rwy 1R.

For inoperative ALSF-2, increase S-ILS 1L Cat E visibility to RVR 4000 and S-LOC 1L Cat E visibility to RVR 6000.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

ATIS  
WICHITA APP CON  
WICHITA TOWER  
GND CON  
CLNC DEL  
125.15  
126.7 353.5  
118.2 257.8  
121.9 348.6  
125.7  

WICHITA 113.8 ICT Chan 85

ILS or LOC RWY 1L

WICHITA Dwight D Eisenhower NTL (ICT)

ATIS  
WICHITA APP CON  
WICHITA TOWER  
GND CON  
CLNC DEL  
125.15  
126.7 353.5  
118.2 257.8  
121.9 348.6  
125.7  

WICHITA 113.8 ICT Chan 85

ILS or LOC RWY 1L

WICHITA Dwight D Eisenhower NTL (ICT)

ATIS  
WICHITA APP CON  
WICHITA TOWER  
GND CON  
CLNC DEL  
125.15  
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125.7  

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ILS or LOC RWY 1L

WICHITA Dwight D Eisenhower NTL (ICT)

ATIS  
WICHITA APP CON  
WICHITA TOWER  
GND CON  
CLNC DEL  
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WICHITA APP CON  
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GND CON  
CLNC DEL  
125.15  
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125.7  

WICHITA 113.8 ICT Chan 85

ILS or LOC RWY 1L

WICHITA Dwight D Eisenhower NTL (ICT)

ATIS  
WICHITA APP CON  
WICHITA TOWER  
GND CON  
CLNC DEL  
125.15  
126.7 353.5  
118.2 257.8  
121.9 348.6  
125.7  

WICHITA 113.8 ICT Chan 85

ILS or LOC RWY 1L

WICHITA Dwight D Eisenhower NTL (ICT)
Simultaneous approach authorized with Rwy 19L. For inoperative MALS, increase S-ILS 19R# Cat E visibility to RVR 4000, S-LOC 19R Cat E visibility to 1½ mile, SPOIL FIX minimums: S-LOC 19R Cat D and E visibility to RVR 5000.
# RVR 1800 authorized with the use of FD or AP or HUD to DA.

**MISSED APPROACH:** Climb to 3500 then climbing right turn to 3600 direct ICT VORTAC and hold.

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**ATIS**
- **WICHITA APP CON:** 125.15
- **WICHITA TOWER:** 118.2 257.8
- **GND CON:** 121.9 348.6
- **CLNC DEL:** 125.7
Simultaneous approach authorized with Rwy 1R. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

ATIS 125.15
WICHITA APP CON 126.7 353.5
WICHITA TOWER 118.2 257.8
GND CON 121.9 348.6
CLNC DEL 125.7

LOC I-TWI 109.1
APP CRS 016°
Rwy Idg 10302
TDZE 1314
Apt Elev 1333

WICHITA, KANSAS
AL-987 (FAA)
Simultaneous approach authorized with Rwy 1R.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

ATIS
125.15

WICHITA APP CRS
126.7 353.5

WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7

LOC I-TWI
109.1

APP CRS
016°

Rwy Idg
10302

TDZE
1314

Apt Elev
1333

WICHITA
113.8 ICT
Chan 85

LOCALIZER
109.1

I-TWI

One Minute Holding Pattern

CHITO OM/INT RADAR

3000

2549

2549

1508 ± A

1500 A

1457

IM

1438

(IM)

CHITO OM/INT

(IAF)

HIRL all Rwys
REIL Rwys 14 and 32
TDZ/CL Rwy 1L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WICHITA, KANSAS
Amdt 3D 30DEC21

WICHITA, KANSAS
AL-987 (FAA)
RNAV (RNP) Z RWY 1L
WICHITA DWIGHT D EISENHOWER NTL (ICT)

Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -1.5°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5500.

Missed Approach: Climb to 4200 on track 016° to ACUBO and hold.

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>RNP 0.15 DA</td>
<td>1626/28</td>
<td>312</td>
<td>(300-350)</td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA</td>
<td>1676/35</td>
<td>362</td>
<td>(400-450)</td>
<td></td>
</tr>
</tbody>
</table>

Authorization Required
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3600 on track 146° to ODIHE and on track 146° to USOMY and hold.

Procedure NA for arrivals at WAIVE on V532 northbound.

RNP 0.50

For arrivals on HUT VOR/DME, airway radials 052 CW 144.

Procedure NA for arrivals on V532 northbound.

MISSED APPROACH: Climb to 3600 on track 146° to ODIHE and on track 146° to USOMY and hold.

Procedure NA for arrivals at WAIVE on V532 northbound.

RNP 0.50

For arrivals on HUT VOR/DME, airway radials 052 CW 144.

Procedure NA for arrivals on V532 northbound.

MISSED APPROACH: Climb to 3600 on track 146° to ODIHE and on track 146° to USOMY and hold.

Procedure NA for arrivals at WAIVE on V532 northbound.

RNP 0.50

For arrivals on HUT VOR/DME, airway radials 052 CW 144.

Procedure NA for arrivals on V532 northbound.

MISSED APPROACH: Climb to 3600 on track 146° to ODIHE and on track 146° to USOMY and hold.

Procedure NA for arrivals at WAIVE on V532 northbound.

RNP 0.50

For arrivals on HUT VOR/DME, airway radials 052 CW 144.

Procedure NA for arrivals on V532 northbound.

MISSED APPROACH: Climb to 3600 on track 146° to ODIHE and on track 146° to USOMY and hold.

Procedure NA for arrivals at WAIVE on V532 northbound.

RNP 0.50

For arrivals on HUT VOR/DME, airway radials 052 CW 144.

Procedure NA for arrivals on V532 northbound.

MISSED APPROACH: Climb to 3600 on track 146° to ODIHE and on track 146° to USOMY and hold.

Procedure NA for arrivals at WAIVE on V532 northbound.

RNP 0.50

For arrivals on HUT VOR/DME, airway radials 052 CW 144.

Procedure NA for arrivals on V532 northbound.

MISSED APPROACH: Climb to 3600 on track 146° to ODIHE and on track 146° to USOMY and hold.

Procedure NA for arrivals at WAIVE on V532 northbound.

RNP 0.50

For arrivals on HUT VOR/DME, airway radials 052 CW 144.
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to ¾ mile and RNP 0.30 all Cats visibility to 1½ mile. GPS required. Simultaneous approach authorized with ILS or LOC RWY 19R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**ATIS**
- WICHITA APP CON 126.7 353.5
- WICHITA TOWER 118.2 257.8
- GND CON 121.9 348.6
- CLNC DEL 125.7

**HUTCHINSON**
- HUT 3600
- 099° (23.1)

**HUTCHINSON**
- Procedure NA for arrivals at
- FOSS on V77 northeast bound.

**MISSED APCH FIX**
- YELOO 016°
- 4 NM

**ELEV**
- 1333

**TDZE**
- 1320

**ACCOUNTS REQUIRED**

**RNP AR APCH.**

**MALSR**
- For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to ¾ mile and RNP 0.30 all Cats visibility to 1½ mile. GPS required. Simultaneous approach authorized with ILS or LOC RWY 19R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**AUTHORIZATION REQUIRED**

**RNP 0.11 DA**
- 1570-½
- 250 (300-½)

**RNP 0.30 DA**
- 1800-1½
- 480 (500-1½)
RNAV (RNP) Z RWY 19R
WICHITA DWIGHT D EISENHOWER NTL (ICT)

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALS, increase all Cat's visibility to 1/4 mile. GPS required.

ATIS
125.15

WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7

Procedure NA for arrivals at FLOSS on V77 northeast bound and V10-132-234-502 eastbound.

AUTHORIZATION REQUIRED

WICHITA, KANSAS
Orig-B 13NOV14
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). For inoperative MALSR, increase LPV Cat E visibility to ¾, LNAV/VNAV Cat E visibility to 1¾ and LNAV Cat C, D and E visibility to 1¼. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with ILS or LOC RWY 1L and ILS RWY 1L (CAT II). Use of FD or AP providing RNAV track guidance required during simultaneous operations. # RVR 1800 authorized with use of FD or AP or HUD to DA.

**ATIS**
- 125.15
- 126.7 353.5
- 118.2 257.8
- 121.9 348.6
- 125.7

**WICHITA APP CON**
- 126.7 353.5

**WICHITA TOWER**
- 118.2 257.8

**GND CON**
- 121.9 348.6

**CLNC DEL**
- 125.7

**ELEV 1333**

**TDZE 1321**

**MISSED APCH FIX**
- 4 NM
- JAXSU

**3600**

**YEOO**

**RROAD**

**JAXSU**

**WICHITA DWIGHT D EISENHOWER NTL (ICT)**

**RNW  (GPS) RWY 1R**

**WICHITA, KANSAS**

**Amndt 2A  17AUG17**

**37°39'N-97°26'W**
RNAV (GPS) Y RWY 1L

WICHITA DWIGHT D EISENHOWER NTL (ICT)

Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C [5°F] or above 54°C [130°F]. For inoperative ALSF-2, increase LNAV Cat C/D visibility to RVR 4500. DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC RWY 1R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**ATIS**
125.15
**WICHITA APP CON**
126.7 353.5
**WICHITA TOWER**
118.2 257.8
**GND CON**
121.9 348.6
**CLNC DEL**
125.7

**4 NM Holding Pattern**

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1514/18 200 [200-½]</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1615/24 301 [300-½]</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1620/24 306 [300-½]</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1800-1 467 [500-1]</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**RNAV (GPS) Y RWY 1L**

WICHITA, KANSAS

37°39'N-97°26'W

**WICHITA DWIGHT D EISENHOWER NTL (ICT)**

RNAV (GPS) Y RWY 1L

WICHITA, KANSAS

Amdt 1D  05NOV20
RNAV (GPS) Y RWY 14
WICHITA DWIGHT D EISENHOWER NTL (ICT)

WAAS CH 87017 W14A
APP CRS 146° Rwy Idg 6301 TDZE 1333
Apt Elev 1333

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

ATIS 125.15 WICHITA APP CON 126.7 353.5 WICHITA TOWER 118.2 257.8 GND CON 121.9 348.6 CLNC DEL 125.7

Vorzahme: Climb to 3600 direct JOJTY and on track 146° to USOMY and hold.

MISSED APPROACH: Climb to 3600 direct JOJTY and on track 146° to USOMY and hold.

ELEV 1333 TDZE 1333
HIRL all Rwy
REIL Rwy 14 and 32
TDZ/CL Rwy 1 L

Amdt 2B 05NOV20
WICHITA, KANSAS
WICHITA DWIGHT D EISENHOWER NTL (ICT)
NC-2, 11 JUL 2024 to 05 SEP 2024
37°39’N-97°26’W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.
RNAV (GPS) Y RWY 19R
WICHITA DWIGHT D EISENHOWER NTL (ICT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative MALSRS, increase LNAV Cat C/D visibility to RVR 6000. RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 3600 direct CUTIK and hold.

ATIS 125.15

WICHITA APP CON 126.7 353.5

WICHITA TOWER 118.2 257.8

GND CON 121.9 348.6

CLNC DEL 125.7

RNAV (GPS) Y RWY 19R

LPV DA # 1530/24 200 (200-0.5)

LNAV/ VNAV DA 1742/45 412 (500-0.5)

LNAV MDA 1740/24 410 (500-0.5) 1740/40 410 (500-0.5)

CIRCLING 1800-1 467 (500-1) 1980-1/4 647 (700-1/4) 1980-2 647 (700-2)
VOR RWY 14
WICHITA DWIGHT D EISENHOWER NTL (ICT)

ATIS 125.15
WICHITA APP CON 126.7 353.5
WICHITA TOWER 118.2 257.8
GND CON 121.9 348.6
CLNC DEL 125.7

MISSED APPROACH: Climb to 3000 then climbing right turn to 3600 direct ICT VORTAC and hold.

JUGOV ICT 5
ICT VORTAC

Remain within 10 NM

CATEGORY A B C D
S-14 2220-1½ 887 (900-1½) 2220-2½ 887 (900-2½)
C CIRCLING 2220-1½ 887 (900-1½) 2220-2½ 887 (900-2½)

JUGOV FIX MINIMUMS

CATEGORY A B C D
S-14 1760-1 427 (500-1) 1760-1½ 427 (500-1½)
C CIRCLING 1800-1 467 (500-1) 1980-1½ 647 (700-1½)

KNOTS
Min:Sec 8:36 5:44 4:18 3:26 2:52
For inoperative MALSR, increase S-1R Cat C visibility to RVR 5000.

MISSED APPROACH: Climb to 2000 then climbing right
turn to 3000 direct PICHE LOM and hold.

ATIS
125.15

WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Baro-VNAV and VDP NA when using Wichita Dwight D Eisenhower Ntl altimeter setting. When local altimeter setting not received, use Wichita Dwight D Eisenhower Ntl altimeter setting: increase LPV DA to 1509 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1557 feet and all visibilities ¼ SM; increase all MDA 120 feet, LNAV Cat C visibility ¼ SM and Circling Cat C visibility ¼ SM.
RNAV (GPS) RWY 17
YORK MUNI (JYR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV and LNAV/VNAV visibility ½ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

Procedure NA for arrivals at OLU VOR/DME via V172 eastbound.

Procedure NA for arrivals at GRASI via V6-8 westbound.

Procedure NA for arrivals at LNK VORTAC via airway radials 248 CW 258.

MISSED APPROACH: Climb to 4000 direct WIVFO and hold.
RNAV (GPS) RWY 35
YORK MUNI (JYR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
When local altimeter setting not received, use Aurora altimeter setting and increase all
DA/MDA 60 feet and all LPV, all LNAV/VNAV, and Cat C LNAV visibility ½ mile.
VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH:
Climb to 4000 direct
EHJAM and hold.

MISSED APCH FIX
4 NM
EHJAM

1727+ RW35
1806
1992
(GP) OZYAK

4000 NoPT
079°
(5)

(IAF) WEDPI

4000
076°
(23.6)

MSA RW35 25 NM

4100

1.2 NM to
RW35

2.1 NM to
RW35

2004-1/4 334 (400-1/4)
LNAV/ VNAV DA

2060-1 390 (400-1)
LNAV MDA

2060-1 390 (400-1)
LNAV MDA

2060-1 390 (400-1)
LNAV MDA

2060-1 390 (400-1)
LNAV MDA

2060-1 390 (400-1)
LNAV MDA

3000

2380°

WIVFO

EHJAM

VNAV LNAV/ DA

LPV DA

1920-3/4 250 (300-3/4)
1.2 NM to
RW35

(YGS) 3.00/TCH 40.

VGSI and RNAV glidepath not coincident

GUBEZ
2.1 NM to
RW35

0.9
2.8 NM
6.1 NM

1.2 NM

CIRCLING

NA

YORK, NEBRASKA
AL-6836 (FAA)
21140

RNAV (GPS) RWY 35
YORK MUNI (JYR)

40°54'N-97°37'W

YORK NEBRASKA
Amdt 1B 20MAY21

NC-2, 11 JUL 2024 to 05 SEP 2024

NC-2, 11 JUL 2024 to 05 SEP 2024

NC-2, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet, increase Straight-in and Circling visibilities Cat C ¼ mile. Visibility reduction by helicopters NA.

**AWOS-3**
- 124.175

**MINNEAPOLIS CENTER**
- 119.4 278.8

**UNICOM**
- 122.8 (CTAF)

**GRAND ISLAND**
- 112.0 GRI
- Chan 57

**YORK, NEBRASKA**
- 4100

**MSA JYR 25 NM**
- 40°54’N-97°37’W

**YORK MUNI (JYR)**
- 153° to NDB

**NDB RWY 17**
- YORK MUNI (JYR)

**YORK MUNI (JYR)**
- 153° to NDB

**REIL Rwys 17 and 35**
- 35

**ELEV 1670**
- TDZE 1665

**MIRL Rwy 17-35**
- 35

**CIRCLING**
- 2300-1 630 (700-1)

**S-17**
- 2300-1 635 (700-1)

**NA**

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 3300 direct JYR NDB and hold.

Visibility reduction by helicopters NA.
**GRAND ISLAND**
112° GRI
Chan 57

**MSA JYR 25 NM**

**Remain within 10 NM**

**CATEGORY**
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<th>A</th>
<th>B</th>
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<tr>
<td>S-35</td>
<td>2420-1</td>
<td>2420-1¼</td>
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<td>750 (800-1)</td>
<td>750 (800-1¼)</td>
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**CIRCLING**
| 2420-1 | 2420-1¼ | 2420-2¼ | NA |
| 750 (800-1) | 750 (800-1¼) | 750 (800-2¼) |   |

**AWOS-3**
124.175

**MINNEAPOLIS CENTER**
119.4 278.8

**UNICOM**
122.8 (CTAF)

**NDB RWY 35**
YORK MUNI (JYR)

**When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet.**

**MISSING APPROACH:** Climb to 3000 then climbing left turn to 3300 direct JYR NDB and hold.
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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<th>GROUND SPEED (knots)</th>
<th>ANGLE</th>
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