

RNAV (GPS) RWY 35
CENTRAL NEBRASKA RGNL (GRI)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV NA when using Aurora altimeter setting. Circling Rwy 13 and 17 NA at night.

A For inop ALS, increase LNAV Cats C/D visibility to RVR 6000. When local altimeter setting not received, use Aurora altimeter setting and increase LPV DA to 2088 feet; increase LNAV/VNAV DA to 2328 feet and all visibilities to RVR 5000; increase all MDAs 60 feet and LNAV visibility Cats C/D to RVR 5000 and Circling visibility Cats C/D ¼ SM. For inop ALS when using Aurora altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ SM, increase LNAV Cats C/D visibility to 1¾ SM.

MALSR

MISSED APPROACH:
Climb to 3500 direct
AZAWU and hold.

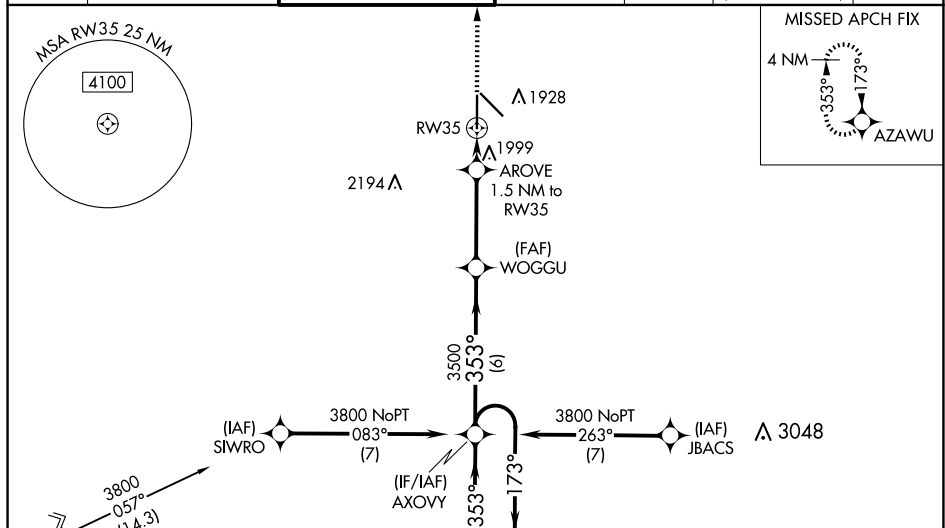


Figure 1: Example of a non-precision approach chart for a runway with a 3500 ft MDA. The chart shows a holding pattern at 4 NM, a 173° turn to 353°, a 353° turn to 3500 ft, a 3500 ft turn to 2380 ft, and a 2380 ft turn to the runway. The chart also shows the VGS and RNAV glidepaths, the AROVE point, and the RW35 point. The chart includes a table with approach data for LPV, LNAV/VNAV, and CIRCLING.

CATEGORY	A	B	C	D
LPV DA	2047/24	200 (200-½)		
LNAV/VNAV DA	2287/40	440 (500-¾)		
LNAV MDA	2260/24	413 (500-½)	2260/40	413 (500-¾)
CIRCLING	2300-1	453 (500-1)	2400-1½ 553 (600-1½)	2560-2¼ 713 (800-2¼)