

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> K01	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 16	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> AUBURN	<u>STATE</u> NE
<u>AIRPORT ELEVATION</u> 924	<u>TDZE</u> 924	<u>SUPERSEDED</u> RNAV (GPS) RWY 16	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 10/07/2021
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 2E
				<u>EPOCH YEAR</u> 2020
				<u>CANCEL/SUSPEND</u>

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 068/30 CW 248/30	NOPT	OLMEE	IF/IAF	3600
2. 248/30 CW 338/30		OBAKE	IAF	3600
3. 338/30 CW 068/30		SWART	IAF	3600

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SWART	IAF	OLMEE	NOPT	TF	FB	1.00	068.22	6.50	3600
OBAKE	IAF	OLMEE	NOPT	TF	FB	1.00	248.40	6.50	3600
OLMEE	IF/IAF	ZUSUP		TF	FB	1.00	158.31	7.44	3000
ZUSUP	FAF	STOTS/2.28 NM TO RW16		TF	FB	0.30	158.35	3.17	
STOTS/2.28 NM TO RW16		RW16	MAP	TF	FO	0.30	158.35	2.28	
RW16	MAP	1180 MSL		CA			158.35		
1180 MSL		ORAKE		DF	FO	1.00			3600

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW16

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3600 DIRECT ORAKE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD N OLMEE, RT, 158.31 INBOUND, 3600 IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	158.35	FAF:	ZUSUP	DIST FAF TO MAP:	5.46	DIST FAF TO THLD:	5.46							
4.	MIN ALT: OLMEE 3600, ZUSUP 3000, STOTS/2.28 NM TO RW16 1820														
5.	DIST TO THLD FROM OM:		MM:	IM:	150 HAT:	256 HAT:	0.56	GS ANT:							
6.	MIN GP INCPT: 3000		GP ALT AT PFAF: ZUSUP 3000			OM:		MM:						IM:	
7.	GP ANGLE:	3.50	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	47.8							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA FOR CAT C W OF RWY 16-34.
CHART NOTE: BARO-VNAV NA.
CHART NOTE: USE FNB ALTIMETER SETTING.

ADDITIONAL FLIGHT DATA:

CHART FNB ASOS
HOLD S, RT, 338.44 INBOUND.
CHART FAS OBST: 1146 TREE 402451N/0954715W.
WAAS CHANNEL # 49142
REFERENCE PATH ID: W16A
LTP HAE: 252 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	1180	1	256	1180	1	256	1250	1	326		NA				
LNAV/VNAV DA	1480	1 5/8	556	1480	1 5/8	556	1480	1 5/8	556		NA				
LNAV MDA	1480	1	556	1480	1	556	1480	1 5/8	556		NA				
CIRCLING	1500	1	576	1540	1	616	1580	1 3/4	656		NA				



CHANGES - REASONS

1. INCORPORATED CHANGES FROM ORIG-A P-NOTAM INTO THESE FORMS.
2. TERMINAL ROUTES: OLMEE TO ZUSUP DISTANCE CHANGED FROM 6.5 TO 7.44 – ZUSUP MOVED SOUTHEAST .94 NM DUE TO FINAL REDESIGN TO MATCH VGSI ANGLE/TCH OF 3.5/47.8.
3. TERMINAL ROUTES: ZUSUP TO STOTS AND STOTS TO RWY16 DISTANCES CHANGED FROM 4.08/2.31 TO 3.17/2.28 AND COURSES CHANGED FROM 158.34/158.35– FINAL REDESIGN TO MATCH VGSI ANGLE, ZUSUP MOVED SOUTHEAST 0.94 NM AND STOTS MOVED SOUTHEAST 175 FT TO ALIGN WITH VDA.
4. MISSED APPROACH INSTRUCTIONS: CHANGED FROM “CLIMB TO 3600 DIRECT ORAKE AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3600.” TO “CLIMB TO 3600 DIRECT ORAKE AND HOLD.” – NEW EVALUATION, CLIMB-IN-HOLD NO LONGER REQUIRED.
5. PROFILE: LINE 2 CHANGED FROM “HOLD N OLMEE, RT, 158.31 INBOUND, 3600 FT. IN LIEU OF PT (IF/IAF), MAX 6000.” TO “HOLD N OLMEE, RT, 158.31 INBOUND, 3600 IN LIEU OF PT (IAF), MAX 6000.” IAW 8260.19J, 8-6-7.B.(2).
6. PROFILE: LINE 3 FAC CHANGED FROM 158.34 TO 158.35, AND DIST FAF TO MAP AND DIST FAF TO THLD CHANGED FROM 6.39 TO 5.46 – FINAL REDESIGNED, FAF (ZUSUP) MOVED 0.94 NM TO MATCH VGSI.
7. PROFILE: LINE 4 DELETED “*” AT “STOTS/2.31 NM TO RW16 1720*” AND CHART NOTE “*LNAV ONLY” – NOT REQUIRED IN CURRENT CRITERIA.
8. PROFILE: LINE 4 CHANGED FROM “STOTS/2.31 NM TO RW16 1720” TO “STOTS/2.28 NM TO RW16 1820” – SLOTS MOVED 381 FT NORTHWEST, ALIGNED WITH NEW VDA TO MATCH VGSI ANGLE OF 3.5.
9. PROFILE: LINE 5 ADDED “256 HAT: 0.56” – IAW 8260.19J, 8-6-7.E.(3).
10. PROFILE: LINE 7 GP ANGLE AND TCH CHANGED FROM 3.00/40.0 TO 3.50/47.8 – FINAL REDESIGNED TO MATCH VGSI.
11. PBN REQUIREMENTS NOTE: CHANGED FROM “RNP APCH.” TO “RNP APCH – GPS.” – IAW 8260.19J, 8-6-8.B.
12. NOTES: CHART NOTE CHANGED FROM “USE BRENNER FIELD ALTIMETER SETTING.” TO “USE FNB ALTIMETER SETTING.” – IAW 8260.19J, 8-6-10.F.(6).
13. NOTES: DELETED CHART PROFILE NOTE “VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).” – FINAL REDESIGNED TO MATCH VGSI.
14. ADDITIONAL FLIGHT DATA: CHANGED FROM CHART BRENNER FIELD ASOS” TO “CHART FNB ASOS” – IAW 8260.19J, 8-2-4.B(3).
15. ADDITIONAL FLIGHT DATA: CHART FAS OBST CHANGED FROM “1169 TREE 402539N/0954738W.” TO “1146 TREE 402451N/0954715W.” – NEW OBSTACLE EVALUATION.
16. ADDITIONAL FLIGHT DATA: DELETED “CHART CIRCLING ICON” – NO LONGER REQUIRED AND IAW FAA MEMO “REVISED CIRCLING MANEUVERING AREA CRITERIA IMPLEMENTATION PLAN” DATED 09/30/2021.
17. MINIMUMS: LPV DA/HAT CAT C INCREASED FROM “1180/256” TO 1250/326” – NEW TARGETS EVALUATION AND IAW 8260.3G, TABLE 3-2-2.
18. MINIMUMS: LNAV/VNAV DA/HAT ALL CATS INCREASED FROM 1230/306 TO “1480/556”, AND VISIBILITIES FROM 1 SM TO 1 5/8 SM – NEW OBSTACLE EVALUATION.
19. MINIMUMS: ALL CIRCLING MDA/HAA INCREASED, CAT A FROM “1480/556” TO “1500/576”, CAT B FROM “1480/556” TO “1540/616”, AND CAT C FROM “1540/616” TO “1580/656” – NEW OBSTACLE EVALUATION AND CLEARS NOTAM FDC 5/0827.
20. FAS DATA: CRC REMAINDER CHANGED FROM “D1BA8BC7” TO “415B013B” – GPA/TCH CHANGED FROM 03.00/00040.0 TO 03.500/00047.8 AND FPAF LATITUDE/LONGITUDE CHANGED FROM “402203.0925N/0954643.3245W” TO “402203.0925N/0954643.3240W”

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZMP, AMGR, OMA APP CON.

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

CASIMIR L. TABAKA (CHRISTOPHER D. WILKINSON)

OFFICE

DATE

AJV-A432

05/07/2025

APPROVED BY

CASIMIR L. TABAKA

OFFICE

DATE

TITLE

AJV-A432

MANAGER



AIRPORT ID
K01

PROCEDURE NAME
RNAV (GPS) RWY 16

ORIGINAL/AMENDMENT
1

CITY
AUBURN

STATE
NE

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	K01
RUNWAY	RW16
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W16A
LTP/FTP LATITUDE	402327.0765N
LTP/FTP LONGITUDE	0954722.4795W
LTP/FTP ELLIPSOIDAL HEIGHT	+02520
FPAP LATITUDE	402203.0925N
FPAP LONGITUDE	0954643.3240W
THRESHOLD CROSSING HEIGHT (TCH)	00047.8
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.50
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1608
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER	415B013B
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+02818
FPAP ORTHOMETRIC HEIGHT	+02818



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
K01	RNAV (GPS) RWY 16	1	AUBURN	NE	924	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM
068/30 CW 248/30

TO
OLMEE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (31-000703)	404710.00N/0962311.00W	2438	500	50	5D	1000				AT162	3600
TERRAIN	403654.00N/0963000.45W	1453 (1500)								AS1500	3000

COMPUTATIONS

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

SEGMENT REMARKS:

LEFT BASE AREA

FROM
248/30 CW 338/30

TO
OBAKE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
WINDMILL (29-077048)	403114.29N/0952833.66W	1738	250	50	4D	1000				AT862	3600
TERRAIN	401442.00N/0953133.00W	1246 (1200)								AS1500	2700

COMPUTATIONS

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

SEGMENT REMARKS:



RIGHT BASE AREA

FROM

338/30 CW 068/30

TO

SWART

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (31-000465)	401101.00N/0962105.00W	1948	500	50	5D	1000				AT652	3600
TERRAIN	401403.00N/0963003.00W	1541 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

SWART

TO

OLMEE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
1.00	6.50										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (31-000315)	403453.00N/0955638.00W	1597	500	50	5D	1000				AT1003	3600
TERRAIN	403639.00N/0955657.00W	1253 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

OBAKE

TO

OLMEE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	6.50										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
STACK (31-000421)	403716.00N/0954625.00W	1625	500	50	5D	1000				AT975	3600
TERRAIN	403654.00N/0955503.00W	1220 (1200)								AS1500	2700

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

OLMEE (IF/IAF)

TO

ZUSUP

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	7.44										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (31-044325)	403302.75N/0955509.47W	1430	20	3	1A	500				AT1070	3000
TERRAIN	403609.00N/0955533.00W	1223 (1200)								AS1500	2700

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

ZUSUP

TO

RW16

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
0.30	5.45		DA	256(AB), 326(C)							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CAT C:							ASC			RA56 GS70	1250
CAT A-B:							ASC			RA56	1180

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CAT C 326 HAT IS REQUIRED DUE TO 3.5 DEGREE GPA.

FINAL: LNAV/VNAV

FROM

ZUSUP

TO

RW16

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.45		DA				556				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	402439.00N/0954715.00W	1140	215	8	4B		20.01:1			RA56 AC8	1480

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LNAV/VNAV HAT/DA ARE MATCHED TO THE LNAV MINS PER CRITERIA.



FINAL: LNAV

FROM

ZUSUP

TO

STOTS/2.28 NM TO RW16

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	3.17										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	402739.00N/0954839.00W	1365	215	8	4B	250				RA76 DG129	1820

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

STOTS/2.28 NM TO RW16

TO

RW16

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.28		RW16		556						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	402451.00N/0954715.00W	1146	215	8	4B	250				RA56 XP28	1480

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP TO MAINTAIN CURRENT MINS.



HOLD-IN-LIEU OF PT

FROM

OLMEE

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (31-000315)	403453.00N/0955638.00W	1597	500	50	5D	1000				AT1003	3600
TERRAIN	403712.00N/0955627.00W	1256 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

ORAKE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										946	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3600
TOWER (31-000426)	401311.00N/0953956.00W	1643	50	20	2C	1000					2700
TERRAIN	401403.00N/0954245.00W	1167 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

ORAKE

RNP 0.30-1.00	DISTANCE	PAT	MAP		HAT		HMAS				
							1274				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3600
TOWER (31-000426)	401311.00N/0953956.00W	1643	50	20	2C	1000					2700
TERRAIN	401403.00N/0954245.00W	1167 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW16

TO

ORAKE

RNP 0.30-1.00	DISTANCE	PAT	MAP		HAT		HMAS				
							1324				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3600
TOWER (31-000426)	401311.00N/0953956.00W	1643	50	20	2C	1000					2700
TERRAIN	401403.00N/0954245.00W	1167 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE	402418.00N/0954609.00W	1.30	576	1143	215	8	4B	300		RA56	1500
CATEGORY B											
TREE	402433.00N/0954527.00W	1.84	616	1173	215	8	4B	300		RA56	1540
CATEGORY C											
TREE	402527.00N/0954545.00W	2.89	656	1209	215	8	4B	300		RA56	1580

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

OLU FSS, ZKC ARTCC, ZMP ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	FNB	24	FNB	20.54	Y	56
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	AFK	24	AFK	13.63	Y	69

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
K01 924
FNB 984, AFK 1189
RA = 55.6/68.4

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW16 - MIRL (PCL), PAPI-2L (PCL)		NPI-G	
RW34 - MIRL (PCL), PAPI-2L (PCL)		NPI-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.50	924.4	47.8			3.50	47.8

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-16C	+54C	-16C	+13.17C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 828 HIGH TEMP 1178.

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

60 FT VEGETATION USED PER FPT.

CAT A/B/C ONLY DEVELOPED PER FPT.

VDP NOT ESTABLISHED - PRIMARY ALTIMETER SOURCE IS REMOTE.

BARO-VNAV NA - REMOTE ALTIMETER SETTING IN USE.

CONTINGENCY NOTE: USE FNB ALTIMETER SETTING; WHEN NOT RECEIVED, USE AFK ALTIMETER SETTING AND INCREASE LPV DA TO 1263, INCREASE LNAV/VNAV DA TO 1493; INCREASE ALL MDAS 20 FEET, AND CIRCLING CAT C VISIBILITY 1/4 SM.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.30
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	160.35
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1200
DISTANCE FROM	THLD	TO 1500FT POINT	4.86
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.57
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	160.35
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD COORDINATES (IF STR-IN) 402327.08N/0954722.48W

ARP COORDINATES 402312.00N/0954716.80W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 34 DISTANCE 0.36 NM

FAF COORDINATES 402835.60N/0954946.57W

FIX NAME COORDINATES

REMARKS

TAA:

STRAIGHT-IN AREA: 068/30 CW 248/30 TO OLMEE: 403536.01N/0955303.54W.

LEFT BASE AREA: 248/30 CW 338/30 TO OBAKE: 403747.21N/0954501.26W.

RIGHT BASE AREA: 338/30 CW 068/30 TO SWART: 403324.25N/0960105.30W.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (CHRISTOPHER D. WILKINSON)	AJV-A432	05/07/2025	AERONAUTICAL INFORMATION SPECIALIST



AIRPORT ID
K01

PROCEDURE NAME
RNAV (GPS) RWY 16

AMDT NO.
1

CITY
AUBURN

STATE
NE

AIRPORT ELEVATION
924

FACILITY
RNAV

