

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> OV3	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 34	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> MINDEN	<u>STATE</u> NE
<u>AIRPORT ELEVATION</u> 2160	<u>TDZE</u> 2160	<u>SUPERSEDED</u> RNAV (GPS) RWY 34	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>DATED</u> 10/07/2021
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 5 SEPTEMBER 2024	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 7E
				<u>EPOCH YEAR</u> 2000
				<u>CANCEL/SUSPEND</u>

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>
SPRIT		ONLEY		TF	FB	1.00	102.68	26.10	4000
SMOLA	IAF	MEDOC	NOPT	TF	FB	1.00	249.55	5.00	3700
ONLEY	IAF	MEDOC	NOPT	TF	FB	1.00	069.41	5.00	3700
MEDOC	IF/IAF	LUDMA		TF	FB	1.00	339.48	6.71	3700
LUDMA	FAF	RW34	MAP	TF	FO	0.30	339.45	4.06	
RW34	MAP	2560 MSL		CA			339.45		
2560 MSL		CIBSA		DF	FO	1.00			4300

MISSED APPROACH

MAP:

LNAV: RW34

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4300 DIRECT CIBSA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD S MEDOC, RT, 339.48 INBOUND, 3700 FT. IN LIEU OF PT (IAF), MAX 6000.
3. FAC: 339.45 FAF: LUDMA DIST FAF TO MAP: 4.06 DIST FAF TO THLD: 4.06
4. MIN ALT: MEDOC 3700, LUDMA 3700
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: OM: MM: IM:
6. MIN GP INCPT: GP ALT AT FAF:
7. GP ANGLE: 34:1: IS NOT CLEAR 20:1: IS NOT CLEAR TCH:
8. MSA FROM: RW34 4500



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 34 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: USE EAR ALTIMETER SETTING; WHEN NOT RECEIVED, USE HDE ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SPRIT ON V220 SOUTHWEST BOUND.
CHART NOTE: PROCEDURE NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

CHART EAR AWOS-3PT.
HOLD N, RT, 159.41 INBOUND.
FAS OBST: 2415 AAO 402715N/0985615W.
LUDMA TO RW34: 3.50/40.

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
LNAV MDA	2700	1	540	2700	1	540		NA			NA				

CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED FEEDER FROM HSI VOR/DME TO SMOLA – FEEDER SEGMENT REMOVED DUE TO HSI VOR MON.
2. TERMINAL ROUTES: CHANGED SPRIT TO ONLY FEEDER SEGMENT ALTITUDE FROM “4500” TO “4000” – NEW CONTROLLING OBSTACLE.
3. TERMINAL ROUTES: CHANGED MEDOC TO LUDMA IF/IAF DISTANCE FROM “6.10” TO “6.71” – FAF MOVED 0.62 NM TO ALIGN THE VDA WITH THE VGSI IAW 8260.3E PARA 2-6-2.B.
4. TERMINAL ROUTES: ADDED CA AND DF LEGS – IAW 8260.58C PARA 3-5-2.
5. PROFILE LINE 2: ADDED “MAX 6000” – IAW 8260.19J PARA 8-6-7.B.2.
6. PROFILE LINE 3: CHANGED FAC FROM “339.46” TO “339.45” AND DISTANCE FAF TO MAP/FAF TO THLD FROM “4.67/4.67” TO “4.06/4.06” – FAF MOVED 0.62 NM TO ALIGN THE VGSI WITH THE VDA IAW 8260.3E PARA 2-6-2.B.
7. PROFILE LINE 7: ADDED “20:1 IS NOT CLEAR” – 20:1 ASSUMED PENETRATIONS DUE TO SURVEY TYPE “D” AND IAW 8260.19J PARA 8-6-7.G.3.
8. PBN REQUIREMENTS NOTE: UPDATED FROM “RNP APCH” TO “RNP APCH – GPS” – IAW 8260.19J PARA 8-6-8.B.2.
9. UPDATED CHART NOTE FROM “RWY 34 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA” TO “RWY 34 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED” - 20:1 ASSUMED PENETRATIONS DUE TO SURVEY TYPE “D” AND IAW 8260.19J PARA 8-6-12.K.2.
10. UPDATED CHART NOTE FROM “USE KEARNEY ALTIMETER SETTING; WHEN NOT RECEIVED, USE HOLDREGE ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET” TO “USE EAR ALTIMETER SETTING; WHEN NOT RECEIVED, USE HDE ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET” – VERBIAGE CORRECTED IAW 8260.19J PARA 8-6-9.F.4.
11. ADDED CHART NOTE “PROCEDURE NA AT NIGHT” - 20:1 ASSUMED PENETRATIONS DUE TO SURVEY TYPE “D” AND IAW 8260.19J PARA 8-6-12.O.15.
12. UPDATED CHART PLANVIEW NOTE FROM “PROCEDURE NA FOR ARRIVALS AT SPRIT VIA V220 SOUTHWEST BOUND” TO “PROCEDURE NA FOR ARRIVALS AT SPRIT ON V220 SOUTHWEST BOUND” - VERBIAGE CORRECTED IAW 8260.19J PARA 8-2-5.E.2.
13. REMOVED CHART PLANVIEW NOTE “PROCEDURE NA FOR ARRIVALS AT HSI VOR/DME ON AIRWAY RADIALS 164 CW 279” – FEEDER SEGMENT REMOVED DUE TO HSI VOR MON; NOTE NO LONGER APPLICABLE.
14. REMOVED CHART PROFILE NOTE “VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE 3.50/TCH 40.0)” – PROCEDURE REDESIGNED TO ALIGN THE VDA WITH THE VGSI IAW 8260.3E PARA 2-6-2.B; NOTE NO LONGER APPLICABLE.
15. ADDITIONAL FLIGHT DATA: UPDATED CHART NOTE FROM “CHART: KEARNEY AWOS-3” TO “CHART EAR AWOS-3PT” – IAW 8260.19J PARA 8-2-4.B.3 AND 8-6-10.F.2.D.
16. ADDITIONAL FLIGHT DATA: UPDATED FAS OBSTACLE NOTE FROM “CHART FAS OBST: 2410 TOWER 402855N/0985700W” TO “FAS OBST: 2415 AAO 402715N/0985615W” – NEW CONTROLLING OBSTACLE.
17. ADDITIONAL FLIGHT DATA: UPDATED VERTICAL DESCENT NOTE FROM “LUDMA TO RW34: 3.04/40” TO “LUDMA TO RW34: 3.50/40” – VDA UPDATED TO ALIGN WITH THE VGSI IAW 8260.3E PARA 2-6-2.B.



COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

ZMP, AMGR

FLIGHT CHECKED BY

SCOTT WIEBE

Digitally signed by

ROBERT G HAMILTON

Jul 15, 2024

OFFICE

FPO

DATE

07/11/2024

DEVELOPED BY

ROBERT G HAMILTON (JILL M. SUPPES)

Digitally signed by

ROBERT G HAMILTON

Jul 15, 2024

OFFICE

AJV-A433

DATE

02/20/2024

APPROVED BY

ROBERT G HAMILTON

Digitally signed by

ROBERT G HAMILTON

Jul 15, 2024

OFFICE

AJV-A433

DATE

TITLE

MANAGER

