

|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>65631</b><br><b>W13A</b> | APP CRS<br><b>136°</b> | Rwy Ldg <b>4498</b><br>TDZE <b>2130</b><br>Apt Elev <b>2131</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

RNAV (GPS) RWY 13  
KEARNEY RGNL (EAR)

RNP 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  $\frac{1}{8}$  SM; increase LNAV/VNAV DA to 2457 feet and all Cats visibility  $\frac{3}{8}$  SM and all MDAs 80 feet; increase visibility LNAV and Circling Cat C  $\frac{1}{8}$  SM.**

**MISSED APPROACH:** Climb to 4300 direct VIGXI and on track 070° to LENIY and hold.

|                            |                                          |                                 |
|----------------------------|------------------------------------------|---------------------------------|
| AWOS-3PT<br><b>123.875</b> | MINNEAPOLIS CENTER<br><b>119.4 278.8</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|----------------------------|------------------------------------------|---------------------------------|

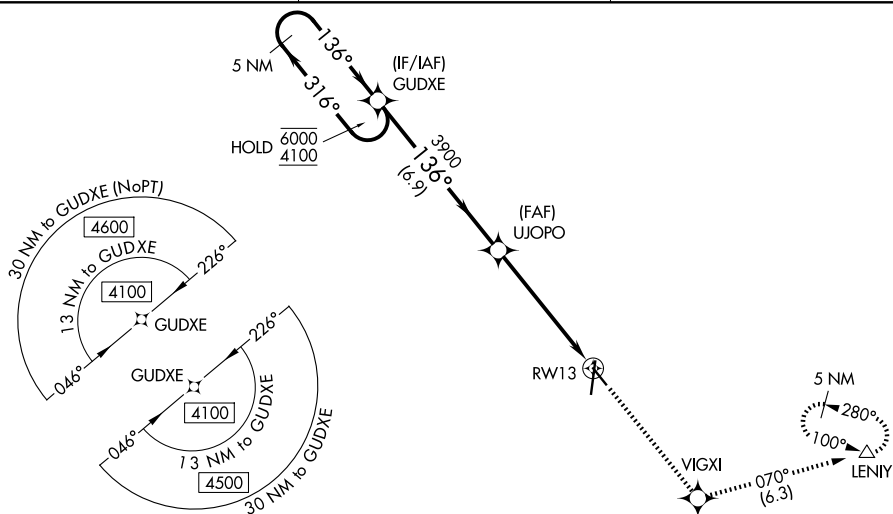


Figure 1: Example of a non-parallel glidepath. The diagram illustrates a flight path with a non-parallel glidepath. The path starts at 6000 ft, descends to 4100 ft, then to 3900 ft, and finally to RW13. The glidepath is non-parallel, with angles of 316° and 136° indicated. The distance from the start to the 3900 ft point is 6.9 NM, and from there to RW13 is 3.9 NM. The final 1.5 NM segment is marked as \*1.5 NM to RW13. The diagram also shows the VGS and RNAV glidepaths, which are not coincident, with a VGS angle of 3.00°/TCH 43. The RNAV glidepath is marked as \*1.5 NM to RW13. The diagram includes a legend for symbols: 5 NM Holding Pattern, GUDXE, UJOPO, 4300, VIGXI, tr 070°, and LENY.

ELEV 2131

TDZE 2130

136°

81

3

7094 X 100

4498 X 75

3

36

AS

HIRL Rwy 18-36

MIRL Rwy 13-31

REIL Rwy 18