

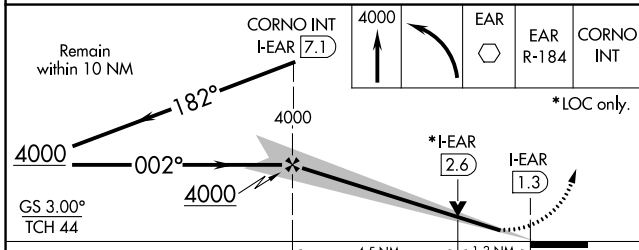
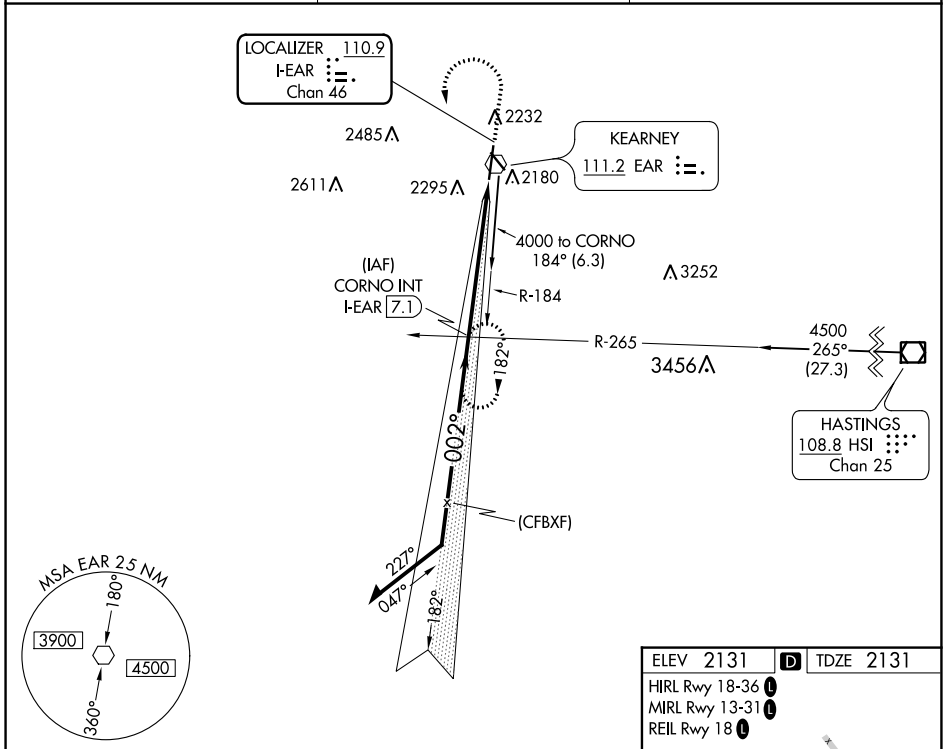
LOC/DME I- EAR 110.9 Chan 46	APP CRS 002°	Rwy Idg 7094 TDZE 2131 Apt Elev 2131
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ILS or LOC RWY 36

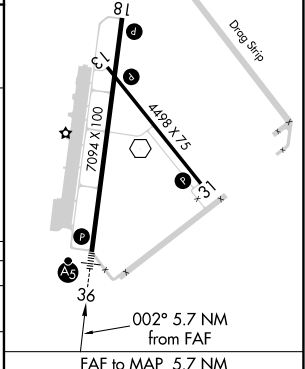
KEARNEY RGNL (EAR)

	MALSR 	MISSED APPROACH: Climb to 4000 then left turn direct EAR VOR then on EAR R-184 to CORNO INT/ I-EAR 7.1 DME and hold.
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AWOS-3PT 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF)
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ELEV 2131		TDZE 2131
HIRL Rwy 18-36		
MIRL Rwy 13-31		
REIL Rwy 18		



CATEGORY	A	B	C	D
S-ILS 36	2331-½ 200 (200-½)			
S-LOC 36	2580-½ 449 (500-½)	2580-¾ 449 (500-¾)		
CIRCLING	2600-1 469 (500-1)	2640-1½ 509 (600-1½)	2840-2¼ 709 (800-2¼)	

FAF to MAP 5.7 NM	Knots	60	90	120	150	180
	Min:Sec	5:42	3:48	2:51	2:17	1:54

NC-2, 22 FEB 2024 to 21 MAR 2024

NC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH 65631 W13A	APP CRS 136°	Rwy Idg 4498 TDZE 2130 Apt Elev 2131
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RNAV (GPS) RWY 13

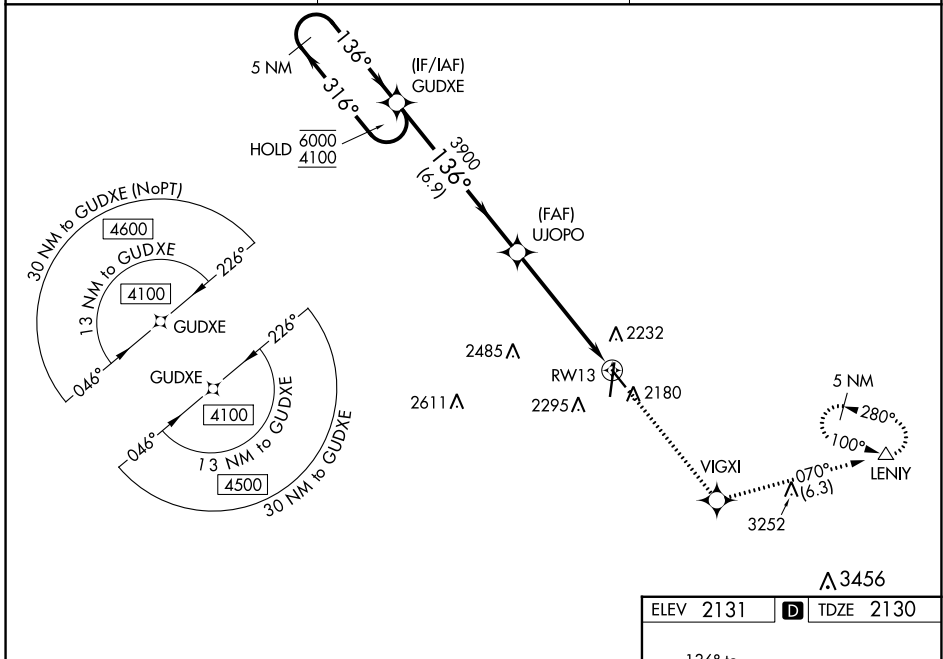
KEARNEY RGNL (E.A.R.)

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.

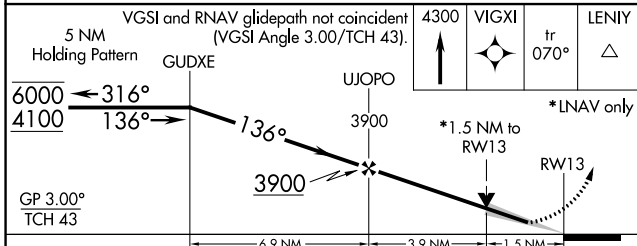
MISSED APPROACH: Climb to 4300 direct VIGXI and on track 070° to LENIY and hold.

AWOS-3PT 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF) 1
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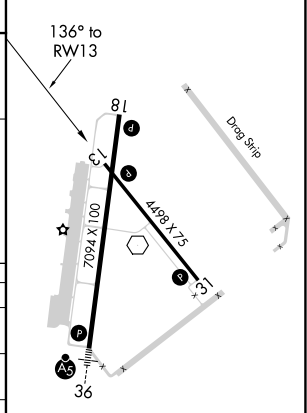


NC-2, 22 FEB 2024 to 21 MAR 2024

NC-2, 22 FEB 2024 to 21 MAR 2024



ELEV 2131	D TDZE 2130
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CATEGORY	A	B	C	D
LPV DA	2330- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)		NA
LNAV/VNAV DA	2380- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		NA
LNAV MDA	2720-1	590 (600-1)	2720-1 $\frac{3}{4}$ 590 (600-1 $\frac{3}{4}$)	NA
C CIRCLING	2720-1	589 (600-1)	2720-1 $\frac{3}{4}$ 589 (600-1 $\frac{3}{4}$)	NA

HIRL Rwy 18-36 **1**
MIRL Rwy 13-31 **1**
REIL Rwy 18 **1**

WAAS CH 86213 W18A	APP CRS 182°	Rwy Idg 7094 TDZE 2130 Apt Elev 2131
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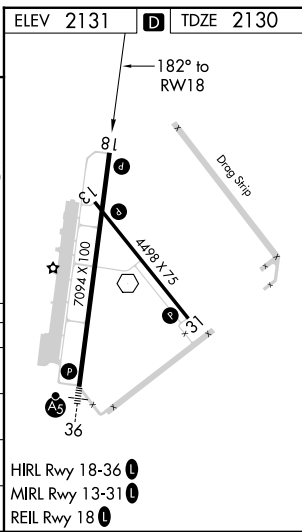
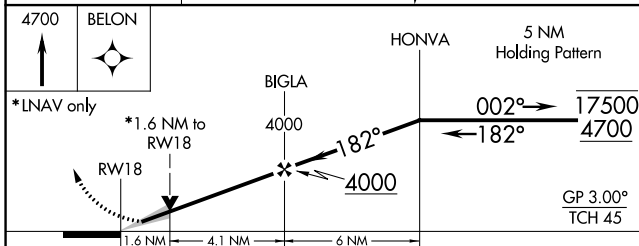
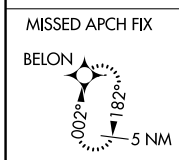
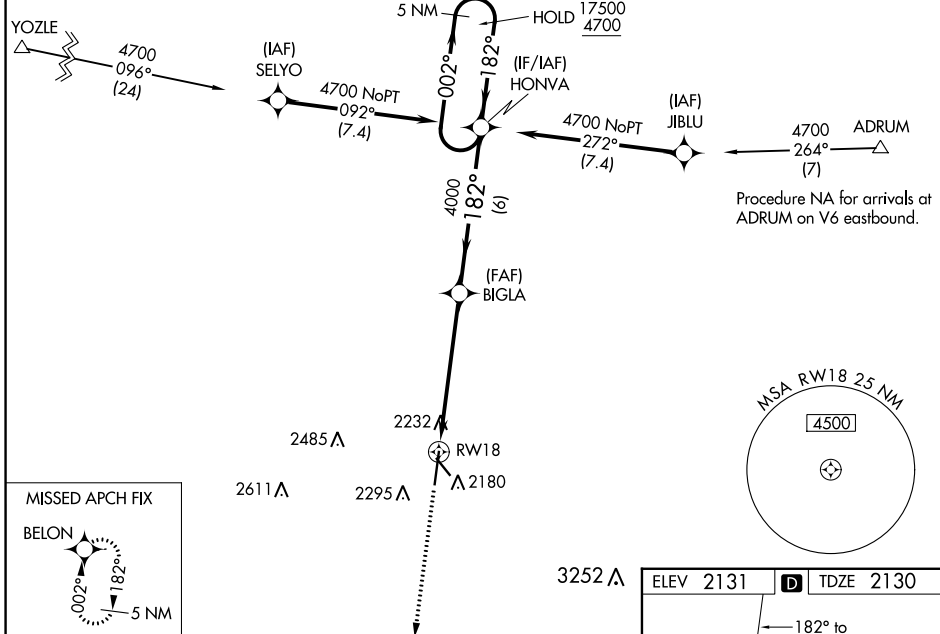
RNAV (GPS) RWY 18

KEARNEY RGNL (E.A.R.)

RNP APCH.	MISSED APPROACH: Climb to 4700 direct BELON and hold.
<p>For un-compensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.</p>	

AWOS-3PT 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrivals at YOZLE on V219 southwest bound.



CATEGORY	A	B	C	D
LPV DA		2330-3/4	200 (200-3/4)	
LNAV/VNAV DA		2393-7/8	263 (300-7/8)	
LNAV MDA	2680-1	550 (600-1)	2680-1 5/8	550 (600-1 5/8)
CIRCLING	2680-1	549 (600-1)	2680-1 5/8	2840-2 1/4
			549 (600-1 5/8)	709 (800-2 1/4)

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NC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH 90113 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	7094 2131 2131
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RNAV (GPS) RWY 36

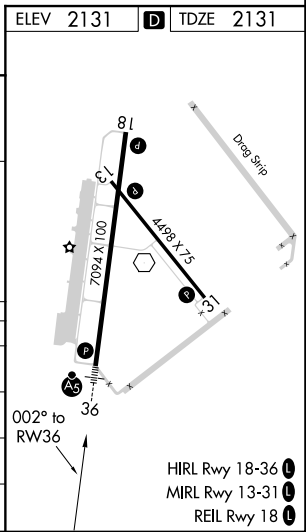
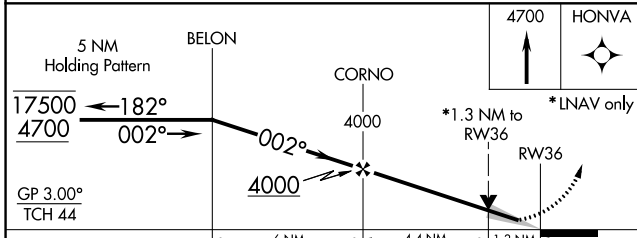
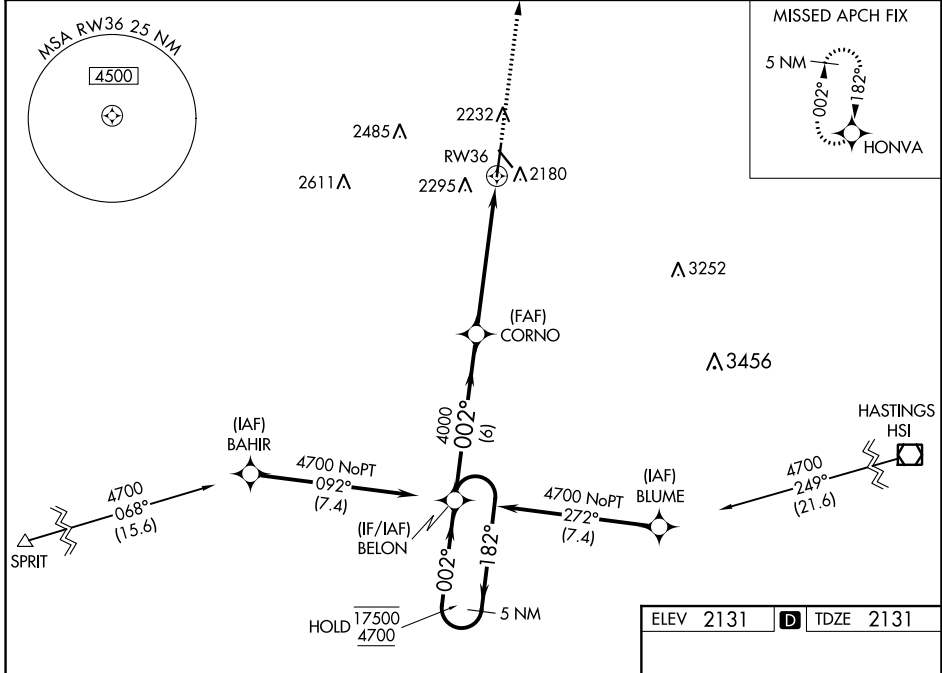
KEARNEY RGNL (E.A.R.)

RNP APCH.

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 7/8 SM.

MALSR MISSED APPROACH: Climb to 4700 direct HONVA and hold.

AWOS-3PT 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	2331-1/2		200 (200-1/2)	
LNAV/VNAV DA	2419-1/2		288 (300-1/2)	
LNAV MDA	2580-1/2 449 (500-1/2)		2580-7/8 449 (500-7/8)	
CIRCLING	2600-1	469 (500-1)	2640-1 1/2 509 (600-1 1/2)	2840-2 1/4 709 (800-2 1/4)

NC-2, 22 FEB 2024 to 21 MAR 2024

NC-2, 22 FEB 2024 to 21 MAR 2024

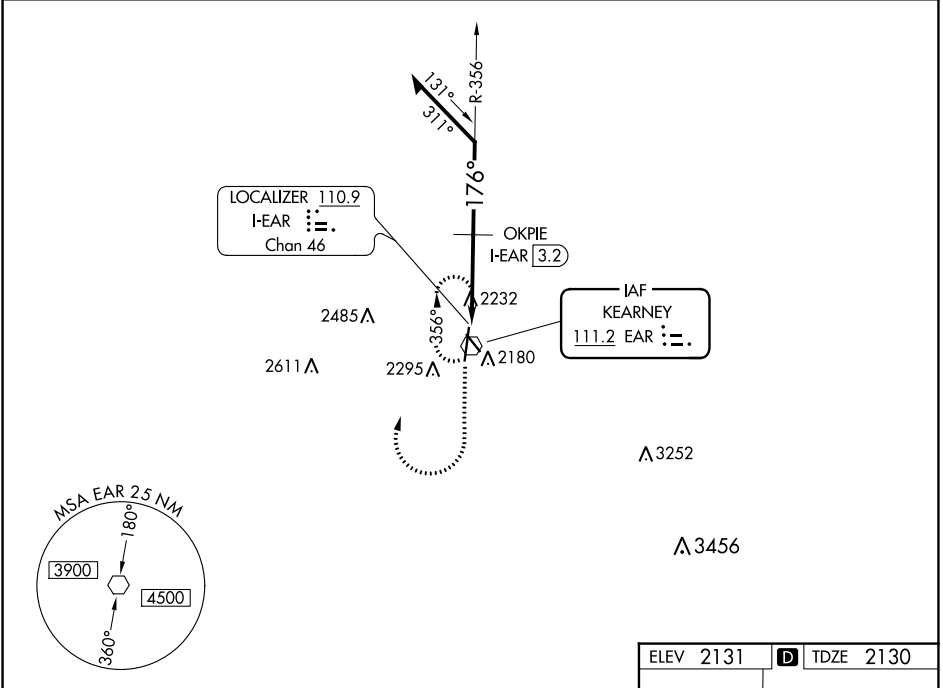
VOR EAR 111.2	APP CRS 176°	Rwy Idg TDZE Apt Elev	7094 2130 2131
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VOR RWY 18

KEARNEY RGNL (E.A.R.)

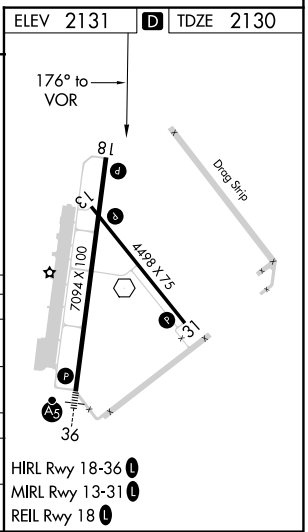
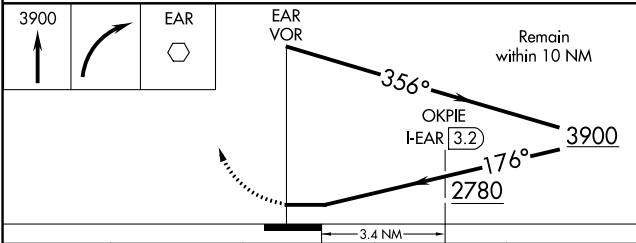
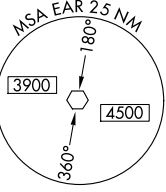
⚠ MISSED APPROACH: Climb to 3900 then right turn direct EAR VOR and hold.

AWOS-3PT 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF)
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NC-2, 22 FEB 2024 to 21 MAR 2024

NC-2, 22 FEB 2024 to 21 MAR 2024



CATEGORY	A	B	C	D
S-18	2780-1	650 (700-1)	2780-1¾ 650 (700-1¾)	2780-1½ 650 (700-1½)
C CIRCLING	2780-1	649 (700-1)	2780-1¾ 649 (700-1¾)	2840-2¼ 709 (800-2¼)
OKPIE FIX MINIMUMS				
S-18	2660-1	530 (600-1)	2660-1½	530 (600-1½)
C CIRCLING	2660-1	529 (600-1)	2660-1½ 529 (600-1½)	2840-2¼ 709 (800-2¼)