

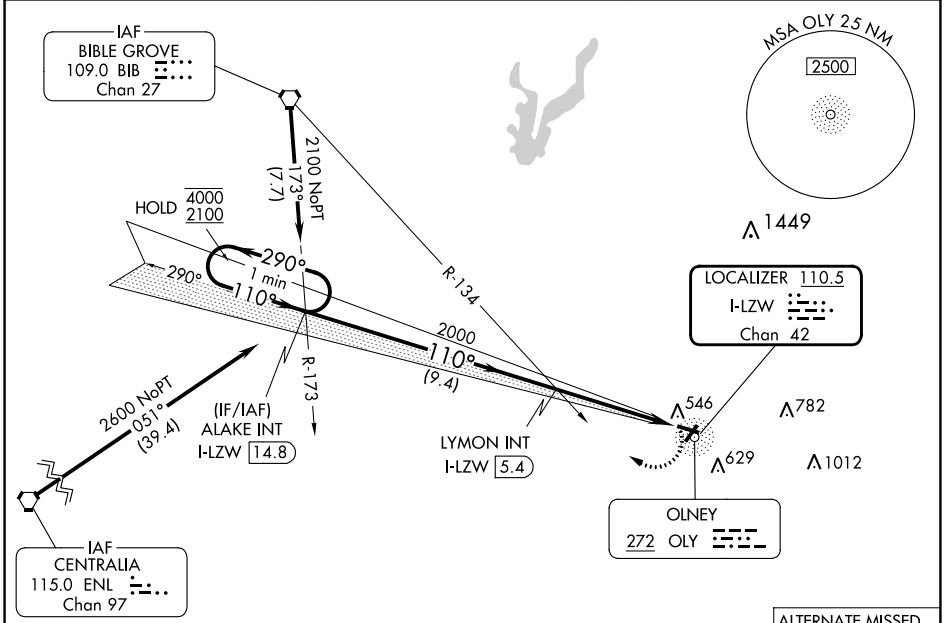
LOC/DME I-LZW 110.5 Chan 42	APP CRS 110°	Rwy Idg 4099 TDZE 482 Apt Elev 482
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LOC RWY 11

OLNEY-NOBLE (OLY)

<p>AWOS-3 119.275</p>	<p>KANSAS CITY CENTER 124.3 269.15</p>	<p>UNICOM 123.0 (CTAF)</p>
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MISSED APPROACH: Climbing right turn to 2400 on heading 290° and BIB VORTAC R-173 to ALAKE INT/I-LZW LOC/DME 14.8 DME and hold.



EC-3, 22 FEB 2024 to 21 MAR 2024

EC-3, 22 FEB 2024 to 21 MAR 2024

ELEV 482	TDZE 482
<p>REIL Rwys 4 and 11 MRL Rwys 4-22 and 11-29</p> <p>FAF to MAP 4.6 NM</p>	
Knots	60 90 120 150 180
Min:Sec	4:36 3:04 2:18 1:50 1:32

<p>One Minute Holding Pattern</p> <p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 22).</p> <p>ALAKE INT I-LZW 14.8</p> <p>LYMON INT I-LZW 5.4</p> <p>OLNEY I-LZW 2.1</p> <p>ALAKE INT I-LZW 0.8</p> <p>2400 hdg 290°</p> <p>3.03° TCH 45</p> <p>9.4 NM 3.3 NM 1.3 NM</p>	<p>ALTERNATE MISSED APCH FIX</p> <p>BIBBLE GROVE BIB 109.0 Chan 27</p> <p>161° 341° R-161</p>															
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-11</td> <td>920-1 438 (500-1)</td> <td>920-1 438 (500-1)</td> <td>920-1 438 (500-1)</td> <td>920-1 438 (500-1)</td> </tr> <tr> <td>CIRCLING</td> <td>920-1 438 (500-1)</td> <td>940-1 458 (500-1)</td> <td>960-1 478 (500-1 1/2)</td> <td>1180-2 698 (700-2 1/4)</td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	S-11	920-1 438 (500-1)	920-1 438 (500-1)	920-1 438 (500-1)	920-1 438 (500-1)	CIRCLING	920-1 438 (500-1)	940-1 458 (500-1)	960-1 478 (500-1 1/2)	1180-2 698 (700-2 1/4)	<p>ALAKE INT</p>
CATEGORY	A	B	C	D												
S-11	920-1 438 (500-1)	920-1 438 (500-1)	920-1 438 (500-1)	920-1 438 (500-1)												
CIRCLING	920-1 438 (500-1)	940-1 458 (500-1)	960-1 478 (500-1 1/2)	1180-2 698 (700-2 1/4)												

NDB OLY 272	APP CRS 048°	Rwy Idg TDZE Apt Elev	3598 472 482
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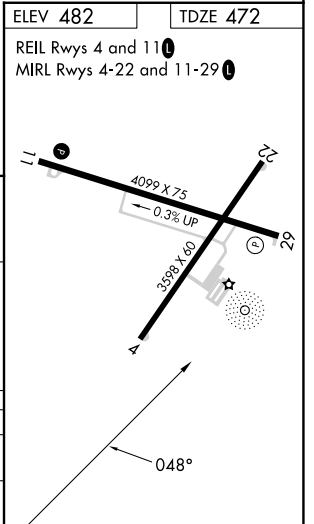
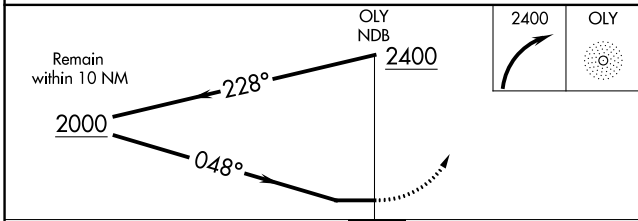
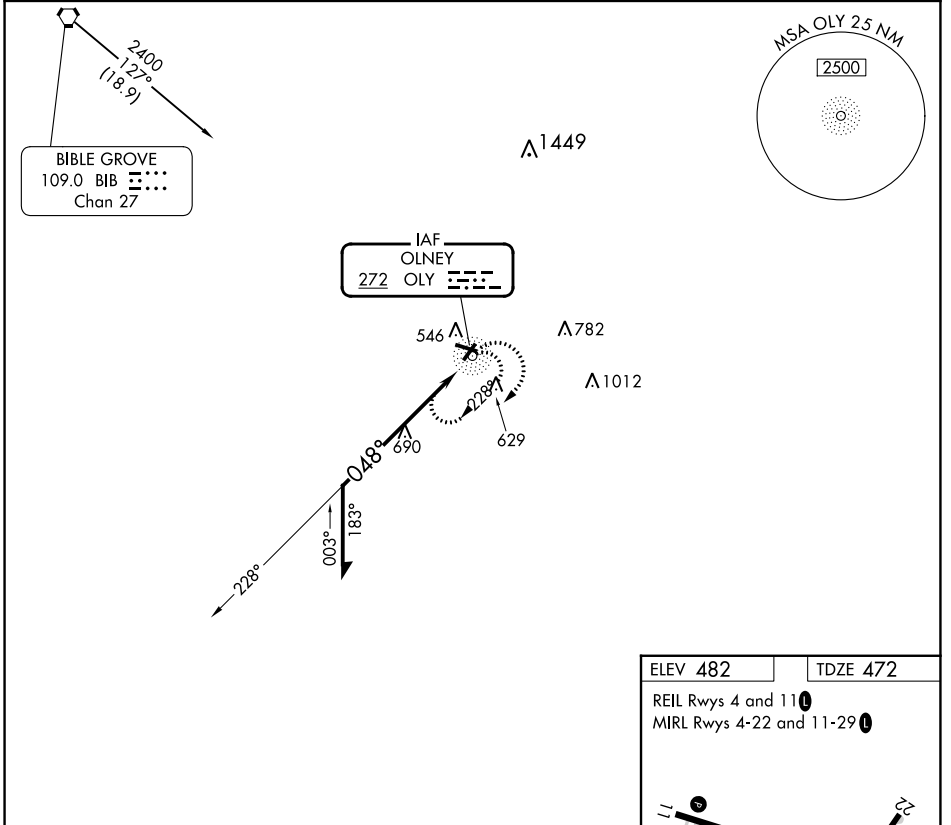
NDB RWY 4

OLNEY-NOBLE (OLY)

⚠ Rwy 4 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and increase S-4 Cat C and D and Circling Cat C visibility 3/8 mile and Circling Cat D visibility 1/2 mile.

MISSED APPROACH:
Climbing right turn to 2400 in OLY NDB holding pattern.

AWOS-3 119.275	KANSAS CITY CENTER 124.3 269.15	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-4	1040-1	568 (600-1)	1040-1 5/8	568 (600-1 1/8)
C CIRCLING	1040-1	558 (600-1)	1040-1 5/8 558 (600-1 1/8)	1180-2 1/4 698 (700-2 1/4)

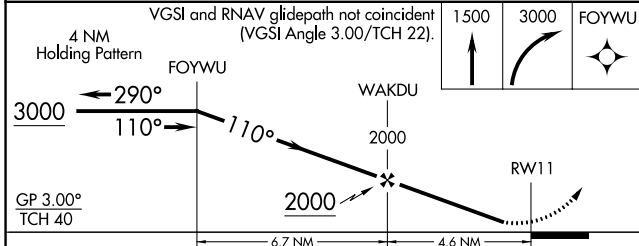
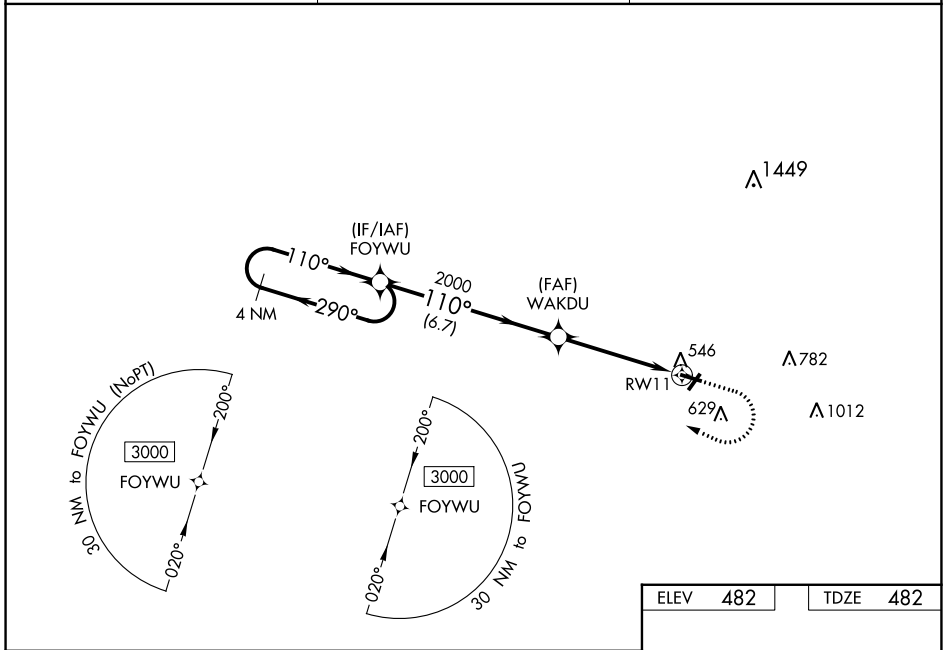
WAAS CH 82231 W11A	APP CRS 110°	Rwy Idg TDZE 482 Apt Elev 482
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RNAV (GPS) RWY 11

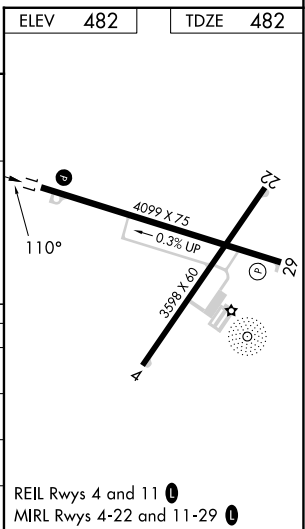
OLNEY-NOBLE (OLY)

RNP APCH.	<p>▽ Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use △ Evansville altimeter setting and increase all DAs 126 feet, MDAs 140 feet; increase LNAV/VNAV all Cats visibility 1/8 SM, LNAV Cat C/D 3/8 SM and Circling Cat C 1/4 SM and Cat D 1/2 SM.</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct FOYWU and hold.</p>
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AWOS-3 119.275	KANSAS CITY CENTER 124.3 269.15	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	732-1		250 (300-1)	
LNAV/VNAV DA	962-1 5/8		480 (500-1 5/8)	
LNAV MDA	920-1	438 (500-1)	920-1 1/4	438 (500-1 1/4)
C CIRCLING	960-1	478 (500-1)	960-1 1/2 478 (500-1 1/2)	1180-2 1/4 698 (700-2 1/4)



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APP CRS	Rwy Idg	3598
039°	TDZE	472
	Apf Elev	482

RNAV (GPS) RWY 4

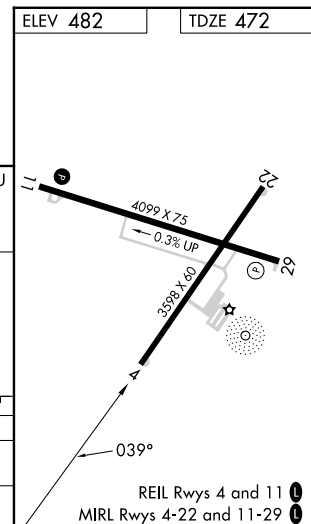
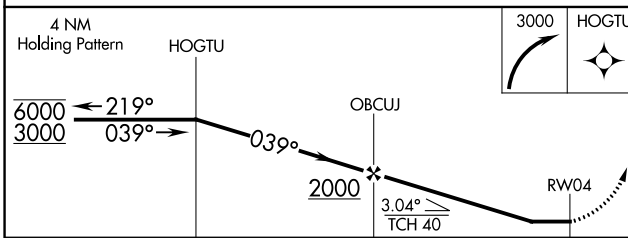
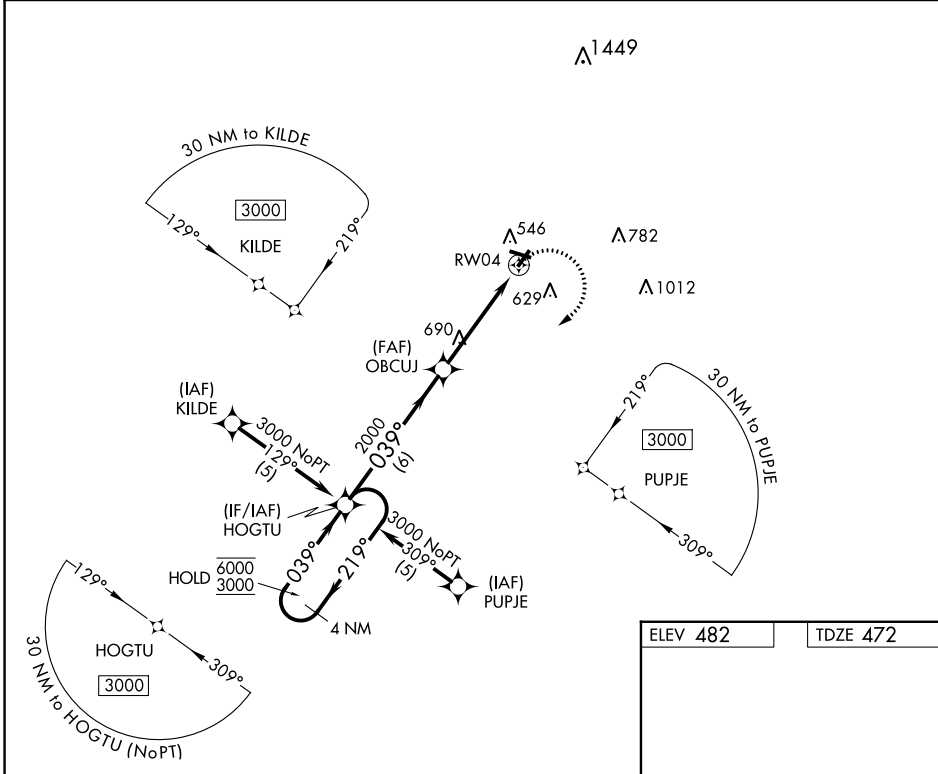
OLNEY-NOBLE (OLY)

RNP APCH.

▼ Rwy 4 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and increase LNAV Cat C/D and Circling Cat C/D visibility 1/2 mile.

MISSED APPROACH:
Climbing right turn to 3000 direct HOGTU and hold.

AWOS-3 119.275	KANSAS CITY CENTER 124.3 269.15	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	940-1	468 (500-1)	940-1 3/8	468 (500-1 3/8)
C CIRCLING	960-1	478 (500-1)	960-1 1/2 478 (500-1 1/2)	1180-2 1/4 698 (700-2 1/4)

REIL Rwy 4 and 11 0
MIRL Rwy 4-22 and 11-29 0

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