

APP CRS

Rwy Idg

4100

150°

TDZE

1231

Apt Elev

1231

RNAV (GPS) RWY 15

HARLAN MUNI (HNR)

RNP APCH - GPS.

NA

Circling NA to Rwy 3 and 21. Procedure NA at night.

NA

Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.

AWOS-3 118.325	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 0
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The main approach chart illustrates the RNAV (GPS) RWY 15 approach. The flight path begins at MADUP, proceeding south-southwest to (IAF) CHUUI at 3000 feet, then to (IF) IJENE at 3000 feet, and finally to (IAF) DULAH at 3000 feet. From DULAH, the path continues to (FAF) KALWE at 1720 feet, then to RW15 at 1345 feet, and finally to GLENE at 1992 feet. The chart includes various altitudes (1720, 1599, 1630, 1390, 1345, 1992, 3500) and distances (1.44, 1.5, 1.54, 4 NM). A missed approach procedure is shown: climb to 2000 feet, then climbing right turn to 3600 feet direct GLENE and hold. A circular MSA (Minimum Safe Altitude) for RW15 25 NM is shown with a 3900 feet ceiling. A detailed view of the GLENE intersection is provided, showing a 150-degree turn and a 3.27-degree turn to RW15.

VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 40).				2000	3600	GLENE
IJENE				KALWE		
3000				3000		
150°				3.27°		
5 NM				5 NM		
CATEGORY	A	B	C	D		
LNAV MDA	1860-1	629 (700-1)	NA			
CIRCLING	1860-1	629 (700-1)	NA			

This figure provides a detailed view of the GLENE intersection. It shows the 150-degree turn from the approach path to the runway. The missed approach procedure is clearly depicted: climb to 2000 feet, then climbing right turn to 3600 feet direct GLENE and hold. The chart also shows the runway layout, including RW15 and RW33, and the MSA for RW15 25 NM.

HARLAN, IOWA

Amdt 1 23FEB23

41°35'N-95°20'W

RNAV (GPS) RWY 15

HARLAN MUNI (HNR)

23054