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Notebook

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General Information

Location: Wichita KS USA
IATA Code: BEC
Lat/Long: N37° 41.7' W097° 12.9'
Elevation: 1408 ft

Airport Use: Public
Magnetic Variation: 4.1°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1303 Z
Sunset: 0020 Z,

Runway Information

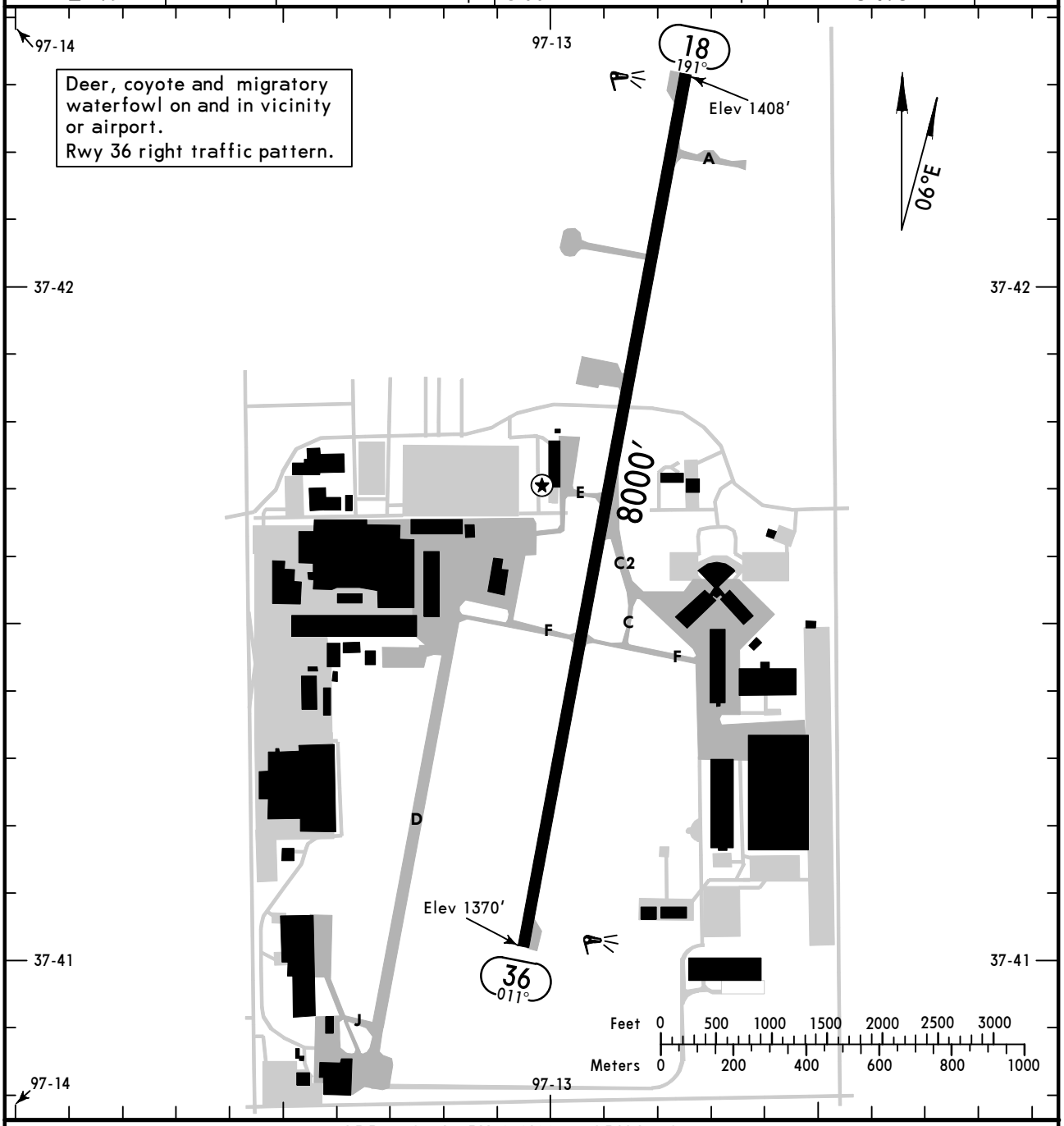
Runway: 18
Length x Width: 8000 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1408 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Runway: 36
Length x Width: 8000 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1386 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Communication Information

Beech Factory Tower 126.8
Beech Ground Control 121.7
Wichita Clearance Delivery 125.0
Wichita Approach Control 134.8
Wichita Departure Control 134.8
Beech Factory Unicom 122.95
Beech Factory Multicom 122.7 CTAF PCL

*BEECH Ground	*Tower	WICHITA Clearance	BEECH FACTORY Traffic	WICHITA Departure (R)	UNICOM
121.7	126.8	125.0 when Twr inop.	CTAF 122.7 when Twr inop.	134.8	122.95



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
18 36	❶ MIRL ❶ REIL PAPI-L (angle 3.0°)				100′

❶ Activate on 122.7 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 18		Rwy 36		
	Adequate Vis Ref	STD	With Mim climb of 240′/NM to 2000′		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	500-1
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

A B C D	NA

OBSTACLE DP: Rwy 36 climb rwy heading to 2000′ before proceeding on course.

AMEND 0

CHANGES: Airport diagram, Rwy bearings, Rwy elevation, mag var.

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KBEC/BEC
BEECH FACTORY

JEPPESEN
3 NOV 06 (22-1)

WICHITA, KAN
RNAV (GPS) Rwy 18

BRIEFING STRIP ™

WICHITA Approach (R)	*BEECH Tower	BEECH FACTORY Traffic	*Ground
134.8	126.8	CTAF 122.7 when Twr inop.	121.7

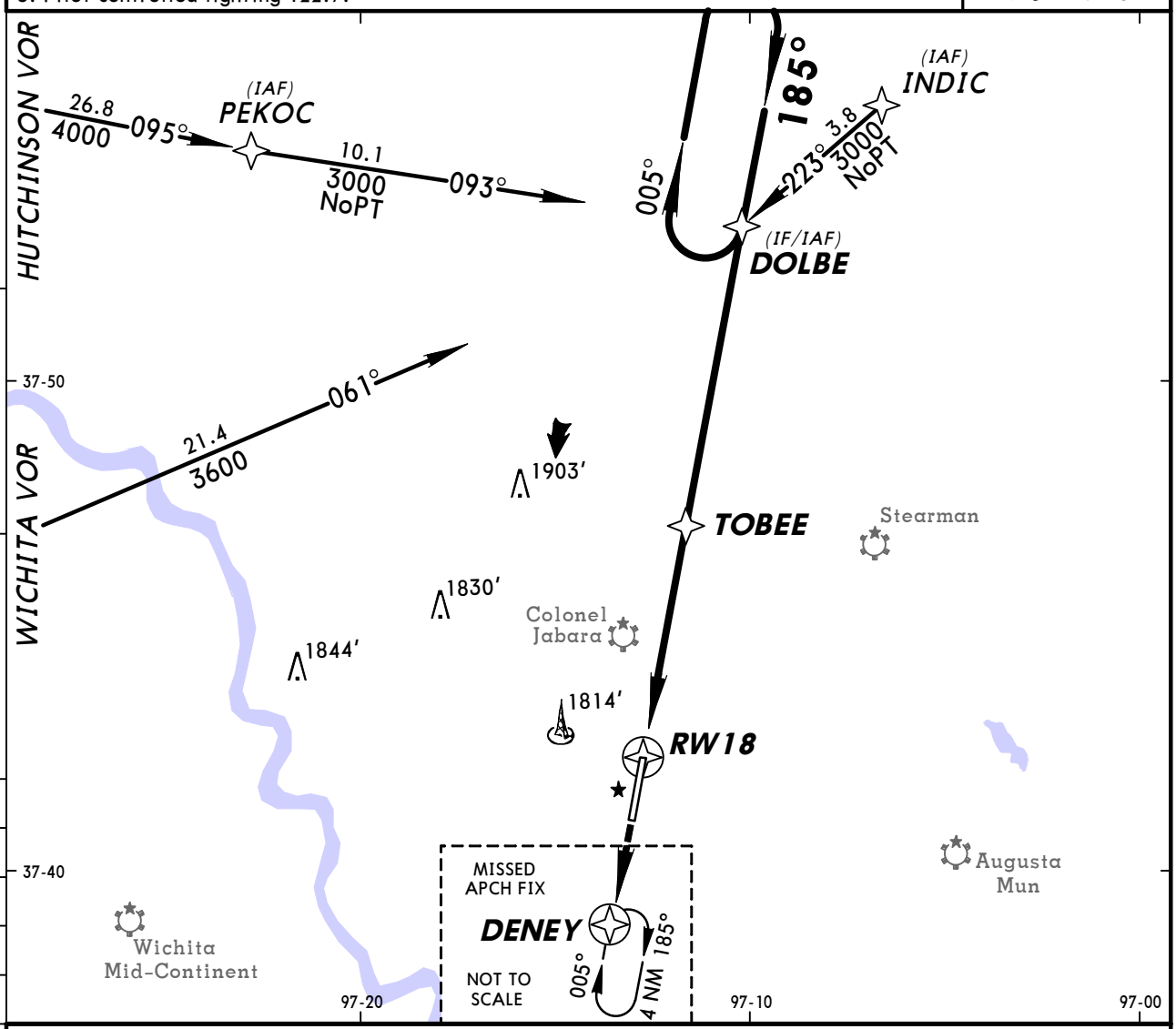
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1408′
	185°	TOBEE 3000′ (1592′)	1760′ (352′)	TDZE 1408′

MISSED APCH: Climb to 3000′ direct DENEY and hold.

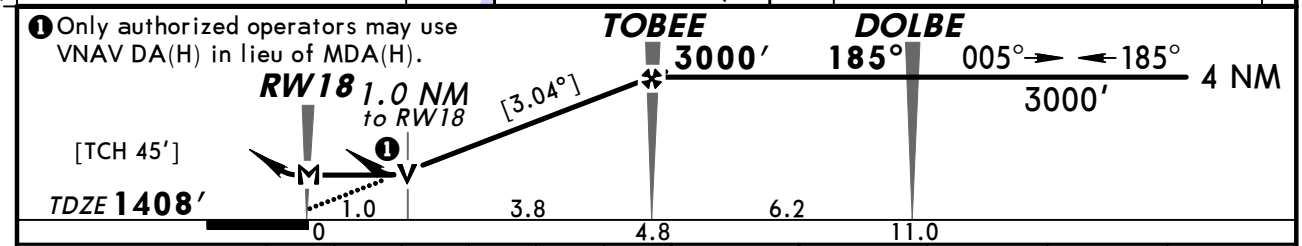
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, use Wichita Mid-Continent altimeter setting. 2. GPS or RNP-0.3 required. 3. DME/DME RNP-0.3 not authorized.
4. VDP not authorized with Wichita Mid-Continent altimeter setting.
5. Pilot controlled lighting 122.7.

3600′
MSA RW18



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW18						

REIL
PAPI-L
3000′
DENEY

TERPS AMEND OA

	STRAIGHT-IN LANDING RWY 18 LNAV: MDA(H) 1760′ (352′) With Local Altimeter Setting	MDA(H) 1800′ (392′) With Wichita Mid-Continent Altimeter Setting
A	1	1
B		
C		
D	1¼	1¼

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Wichita Mid-Continent Altimeter Setting MDA(H)
90	1800′ (392′)-1	1840′ (432′)-1
120	1860′ (452′)-1	1860′ (452′)-1
140	1980′ (572′)-1½	2020′ (612′)-1¾
165	2120′ (712′)-2¼	2160′ (752′)-2½

CHANGES: Circling minimums.

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WICHITA Approach (R)	*BEECH Tower	BEECH FACTORY Traffic	*Ground
134.8	126.8	CTAF 122.7 when Twr inop.	121.7

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1408′
	005°	RAYON 3000′ (1614′)	1840′ (454′)	TDZE 1386′

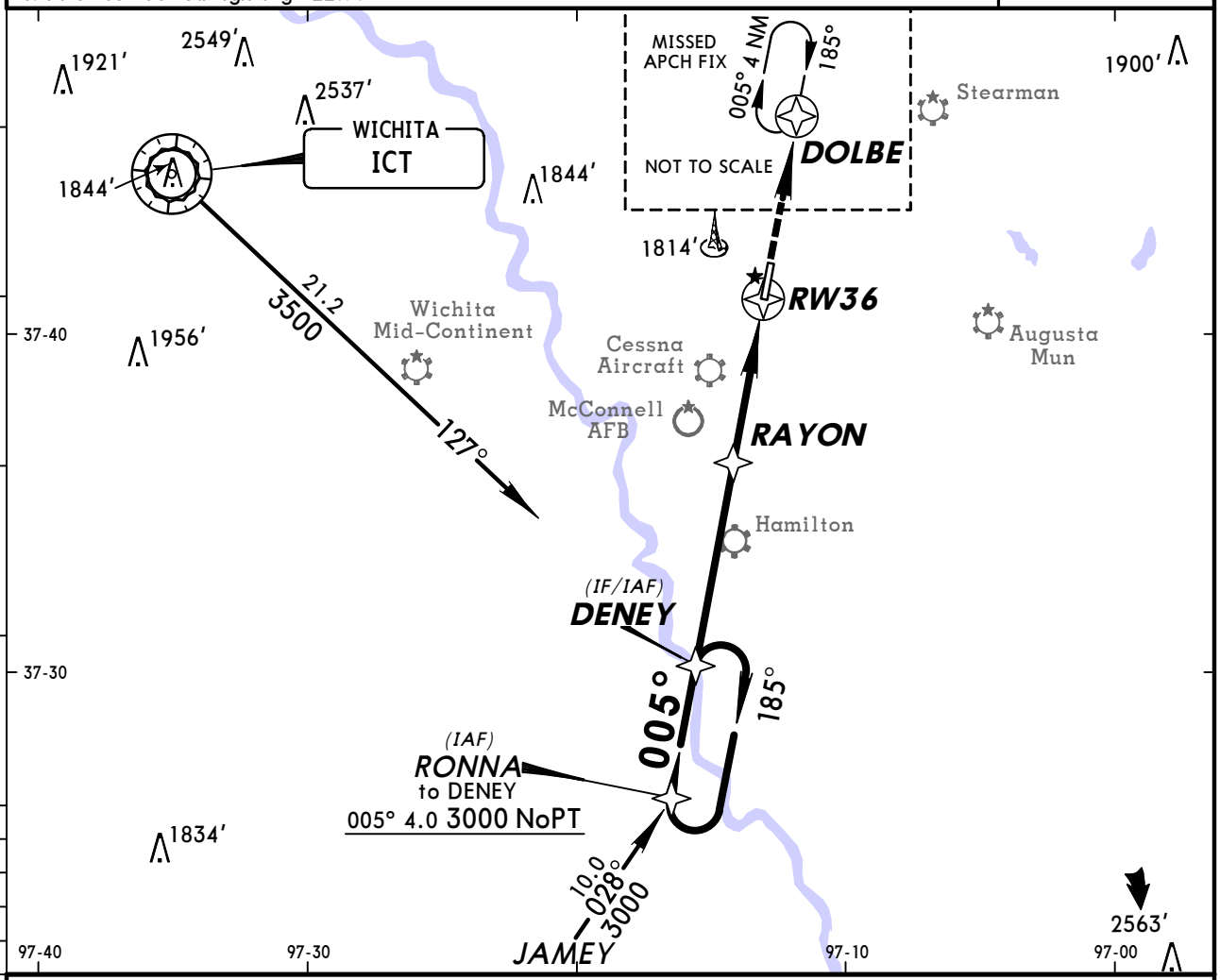
MISSED APCH: Climb to 3000′ direct DOLBE and hold.

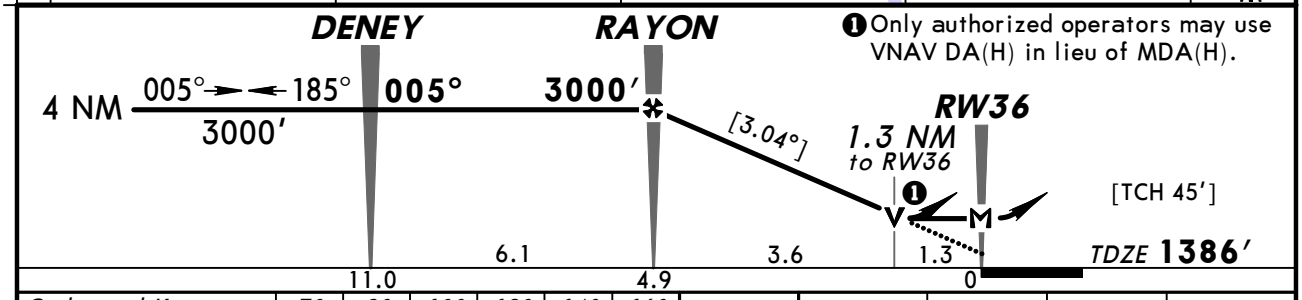
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, use Wichita Mid-Continent altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized with Wichita Mid-Continent altimeter setting.
4. Pilot controlled lighting 122.7.

3600′
MSA RW36

BRIEFING STRIP™





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW36						

REIL
PAPI-L
3000′
DOLBE

TERPS AMEND OB	STRAIGHT-IN LANDING RWY 36 LNAV: MDA(H) 1840′ (454′) With Local Altimeter Setting	MDA(H) 1880′ (494′) With Wichita Mid-Continent Altimeter Setting	CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Wichita Mid-Continent Altimeter Setting MDA(H)
A	1	1	90	1840′ (432′)-1	1880′ (472′)-1
B			120	1860′ (452′)-1	
C	1¼	1¼	140	1980′ (572′)-1½	2020′ (612′)-1¾
D	1½	1½	165	2120′ (712′)-2¼	2160′ (752′)-2½

CHANGES: Minimums.

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WICHITA Approach (R)	*BEECH Tower	*Ground	BEECH FACTORY Traffic
134.8	126.8	121.7	CTAF 122.7 when Twr inop.

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
ICT 113.8	273°	SEZER 2900′ (1492′)	Refer to Minimums	1408′

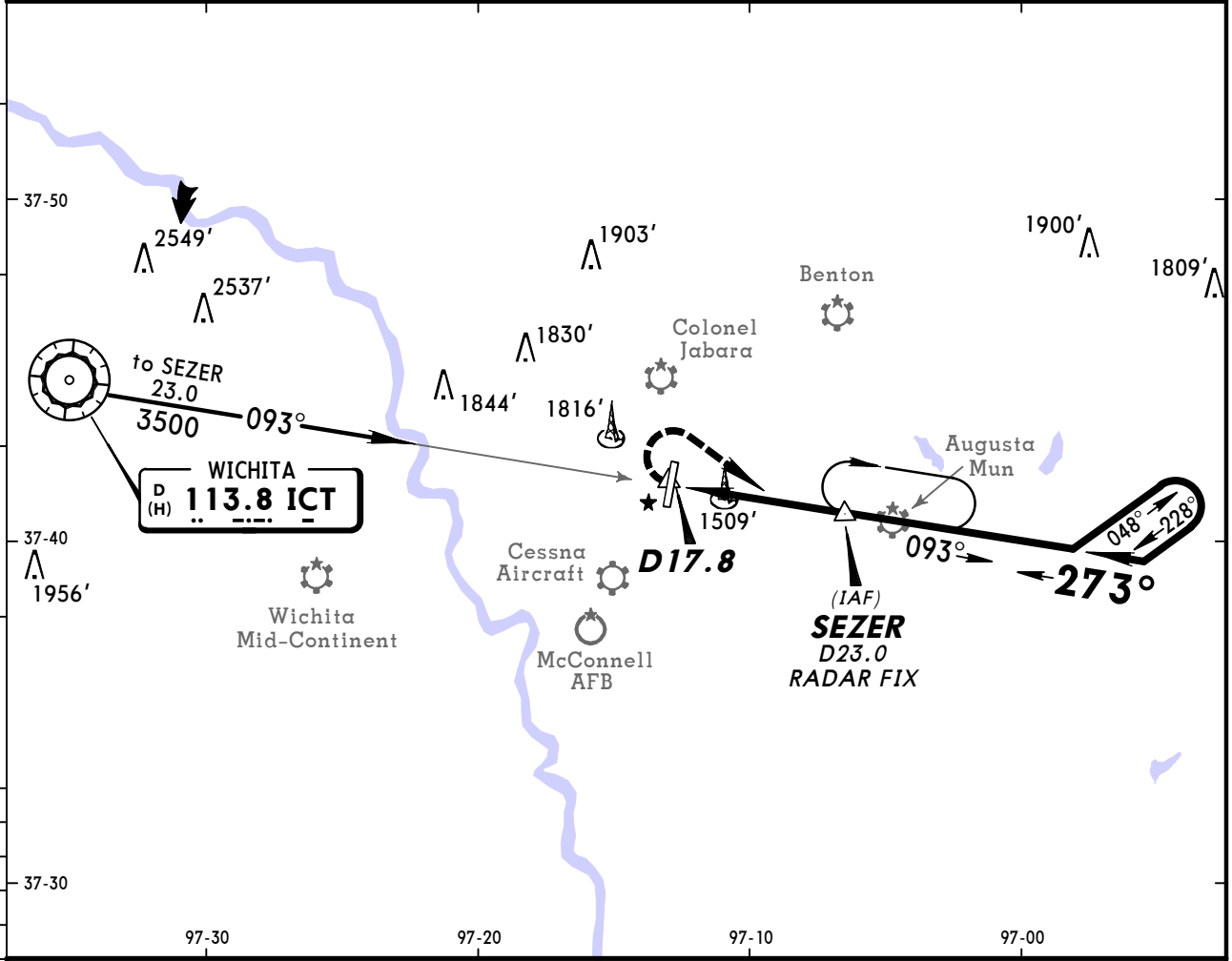
MISSED APCH: Climbing RIGHT turn to 3000′ outbound via ICT VOR R-093 to SEZER D23.0/RADAR FIX and hold.

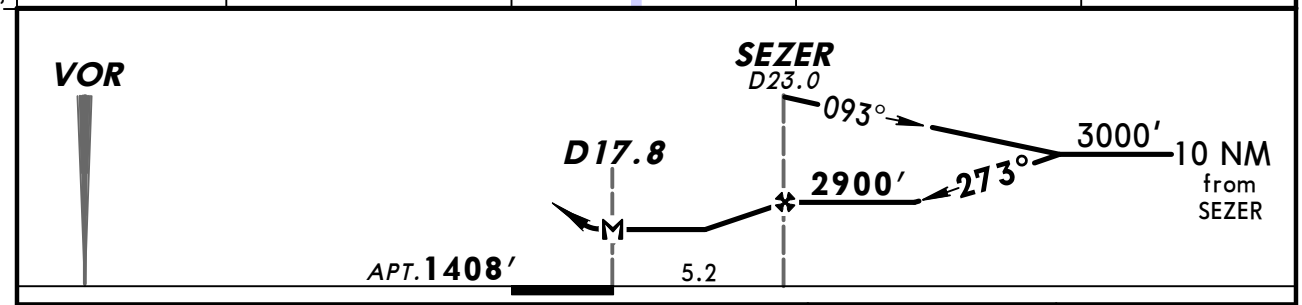
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR or DME required. 2. Obtain local altimeter setting on CTAF; if not received, use Wichita Mid-Continent altimeter setting. 3. Pilot controlled lighting 122.7.

4100′
MSA ICT VOR

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
MAP at D17.8 or SEZER to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

Lighting-Refer to Airport Chart

3000′ RT via ICT 113.8 R-093 SEZER

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Wichita Mid-Continent Altimeter Setting MDA(H)
A	90	1820′ (412′)-1	1860′ (452′)-1
B	120	1860′ (452′)-1	
C	140	1980′ (572′)-1½	2020′ (612′)-1¾
D	165	2120′ (712′)-2¼	2160′ (752′)-2½

TERPS AMEND 3

CHANGES: Procedure.

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KBEC
BEECH FACTORY

JEPPESEN
16 OCT 98 (29-1)

WICHITA, KAN
VOR DME RNAV Rwy 18

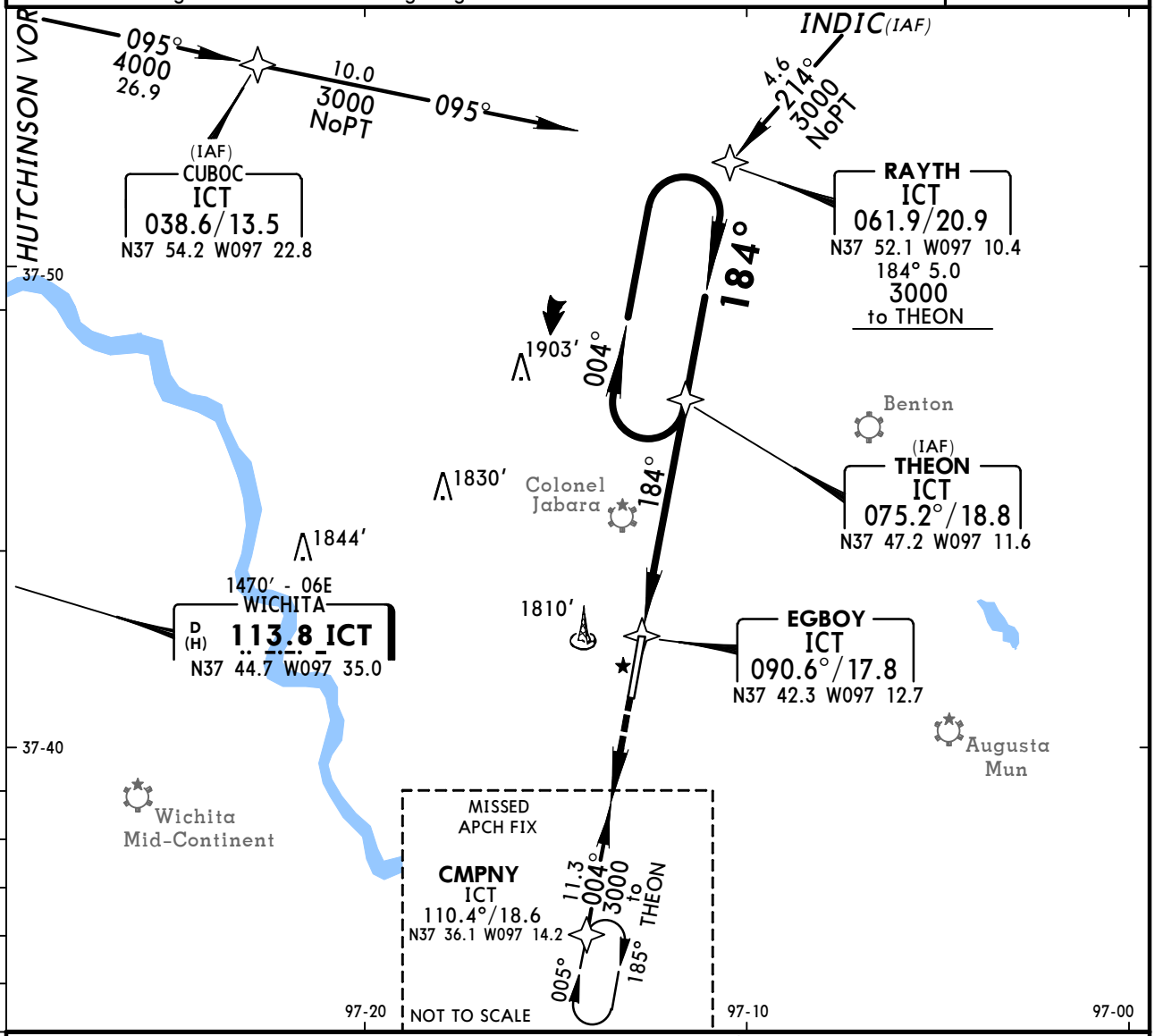
WICHITA Approach (R)	*BEECH Tower	*Ground	BEECH FACTORY Traffic CTAF
134.8	126.8	121.7	122.7 when Twr inop.

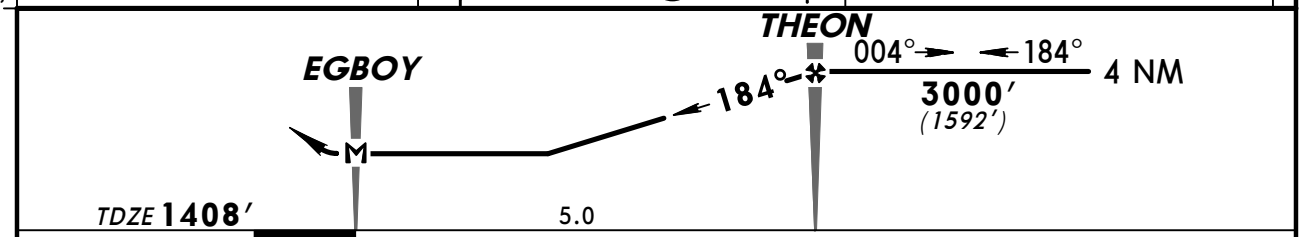
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1408′
ICT 113.8	184°	THEON 3000′ (1592′)	(CONDITIONAL) 1940′ (532′)	TDZE 1408′

MISSED APCH: Climb to 3000′ direct CMPNY and hold.

1. Obtain local altimeter setting on CTAF, if not received, use Wichita Mid-Continent altimeter setting. 2. Pilot controlled lighting 122.7.

3600′
MSA EGBOY





MAP at EGBOY								REIL PAPI-L	3000′ ↑	D→ CMPNY

	STRAIGHT-IN LANDING RWY 18 MDA(H) 1940′ (532′) With Local Altimeter Setting	MDA(H) 1960′ (552′) With Wichita Mid-Continent Altimeter Setting	Max Kts	CIRCLE-TO-LAND With Local Altimeter Setting MDA(H)	With Wichita Mid-Continent Altimeter Setting MDA(H)
A	1	1	90	1940′ (532′)-1	1960′ (552′)-1
B			120		
C	1½	1½	140	1940′ (532′)-1½	1960′ (552′)-1½
D	1¾	1¾	165	2120′ (712′)-2¼	2160′ (752′)-2½

AMEND 0

CHANGES: Pilot controlled lighting frequency.

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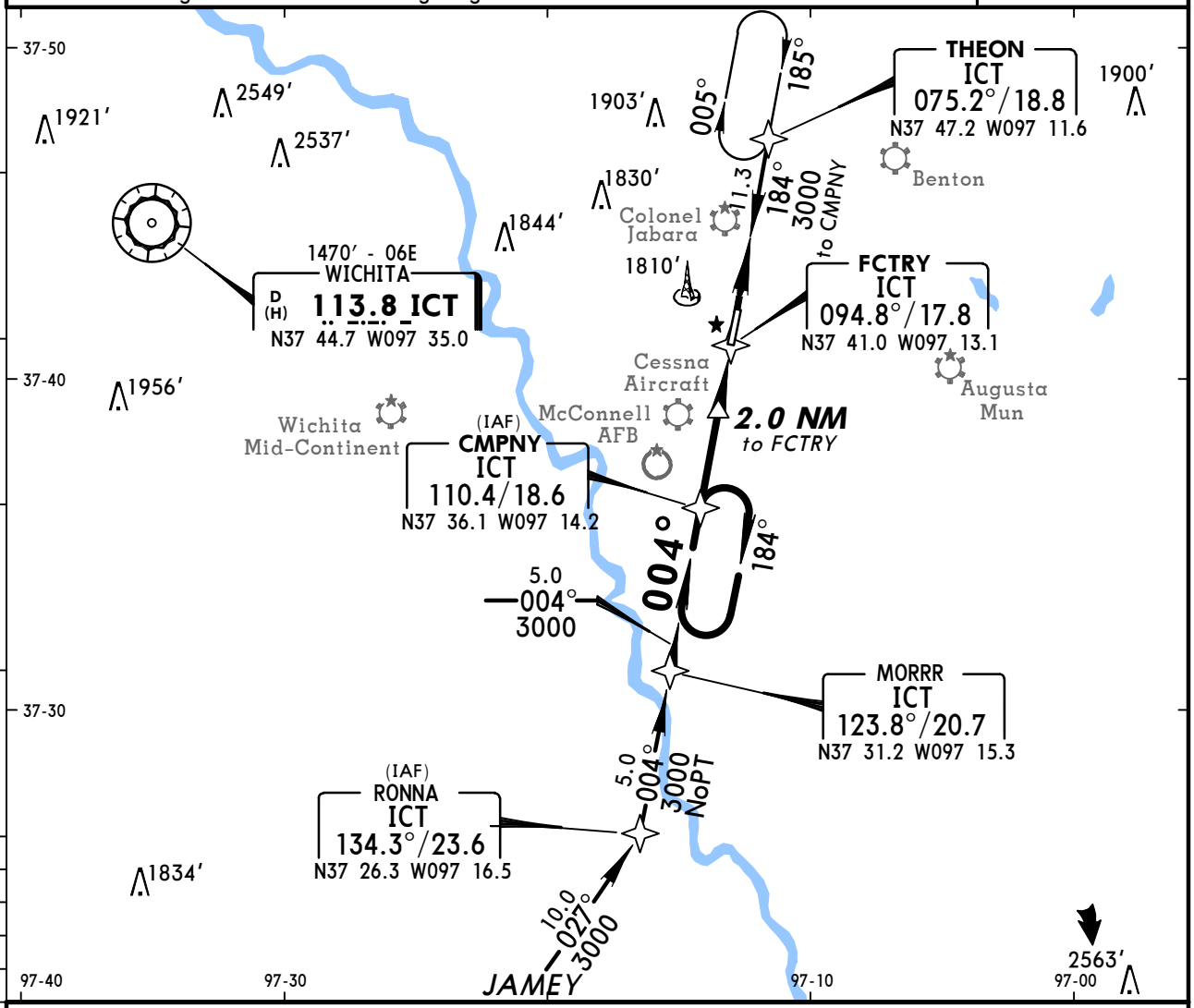
WICHITA Approach (R)	*BEECH Tower	*Ground	BEECH FACTORY Traffic CTAF
134.8	126.8	121.7	122.7 when Twr inop.

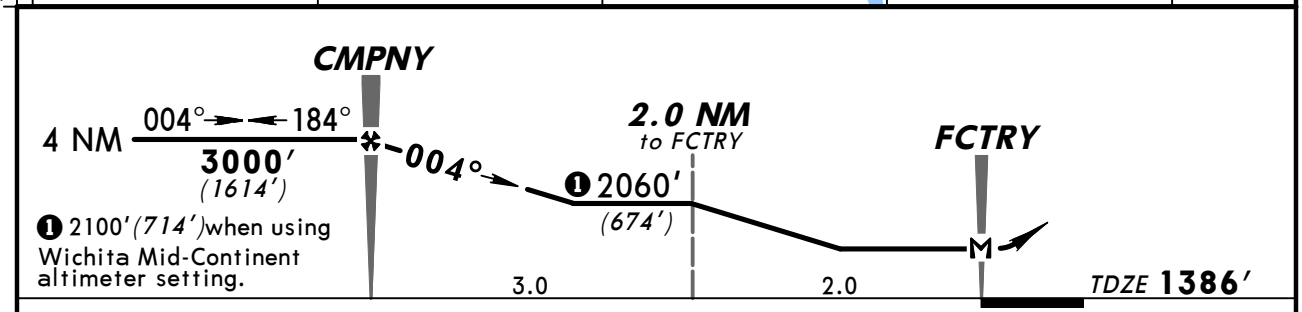
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1408′
ICT 113.8	004°	CMPNY 3000′ (1614′)	1880′ (494′)	TDZE 1386′

3600′
MSA FCTRY

MISSED APCH: Climb to 3000′ direct THEON and hold.

1. Obtain local altimeter setting on CTAF, if not received, use Wichita Mid-Continent altimeter setting. 2. Pilot controlled lighting 122.7.





MAP at FCTRY	REIL PAPI-L	3000′	D	THEON

	STRAIGHT-IN LANDING RWY 36 MDA(H) 1880′ (494′) With Local Altimeter Setting	MDA(H) 1920′ (534′) With Wichita Mid-Continent Altimeter Setting	CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Wichita Mid-Continent Altimeter Setting MDA(H)
A	1	1	90	1880′ (472′)-1	1920′ (512′)-1
B			120		
C	1¼	1½	140	1880′ (472′)-1½	1920′ (512′)-1½
D	1½	1¾	165	2120′ (712′)-2¼	2160′ (752′)-2½

AMEND 0

CHANGES: Pilot controlled lighting frequency.

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General Information

Location: Dodge City KS USA
IATA Code: DDC
Lat/Long: N37° 45.8' W099° 57.9'
Elevation: 2594 ft

Airport Use: Public
Magnetic Variation: 5.9°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1315 Z
Sunset: 0031 Z,

Runway Information

Runway: 02
Length x Width: 4649 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2594 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 14
Length x Width: 6899 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2583 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 20
Length x Width: 4649 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2562 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32
Length x Width: 6899 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2591 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 570 ft

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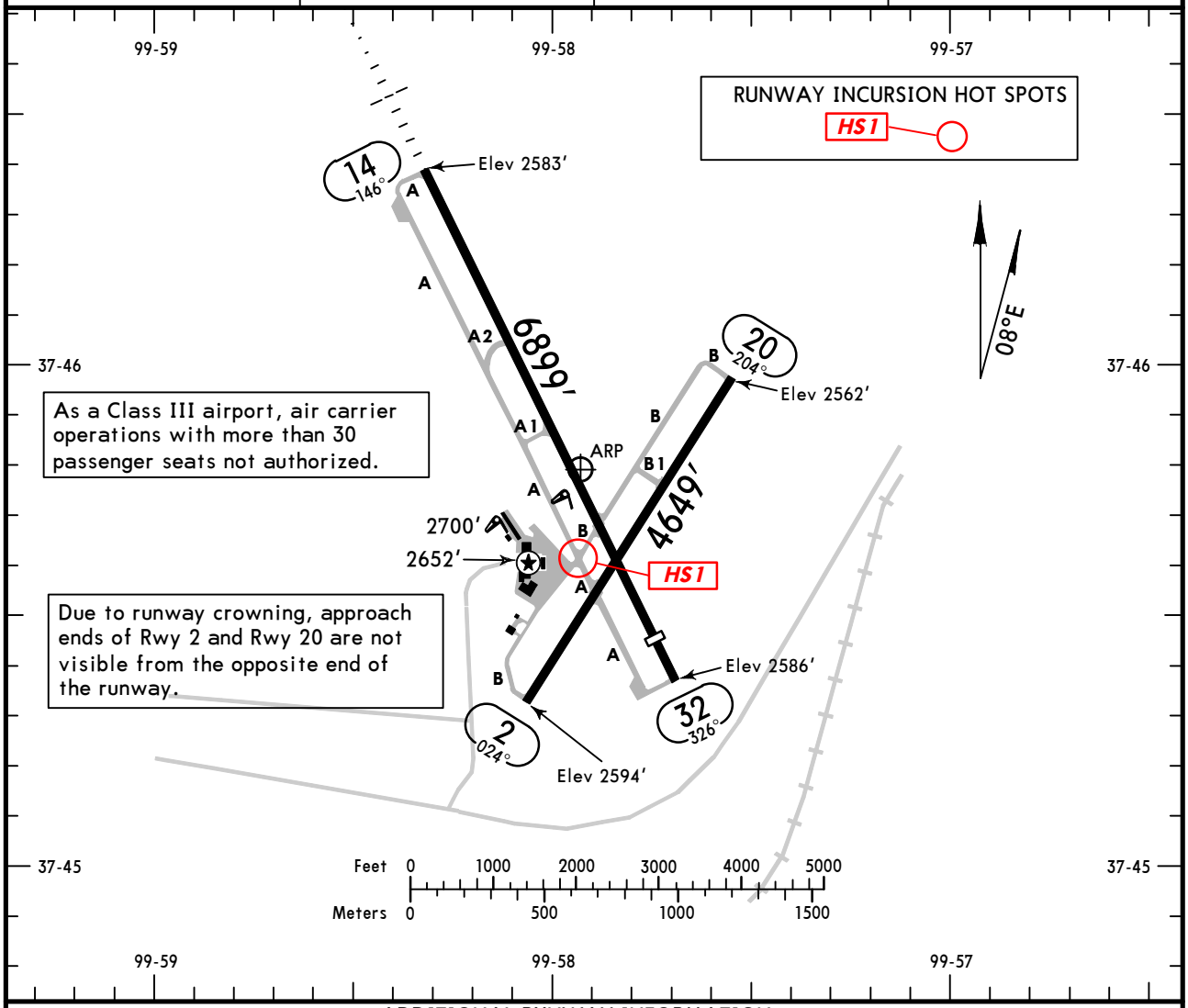
Communication Information

ASOS 118.525
Dodge City Regl Unicom 122.7 CTAF PCL
Wichita Flight Service Station 122.35 RCO
Kansas City Center 125.2 Remote Communications Air-Ground

ASOS	WICHITA Radio	DODGE CITY REGL UNICOM	KANSAS CITY Center (R)
118.52	122.35	CTAF 122.7	125.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
2 20	❶ MIRL ❶ REIL				100′
14	❶ MIRL ❶ MALSR ❶ VASI-L	❷ 6329′	❷ 5329′		100′
32	❶ MIRL ❶ REIL ❶ VASI-L	6329′			

❶ Activate on 122.7.
❷ Last 570′ is unusable for landing distance computations.

RUNWAY INCURSION HOT SPOTS HS1
For information only, not to be construed as ATC instructions.
HS1 Ramp is in close proximity to runways.

TAKE-OFF	All Rwys		FOR FILING AS ALTERNATE		
	Adequate Vis Ref	STD	ILS Rwy 14	LOC Rwy 14 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32	Other
1 & 2 Eng	¼	1	600-2	800-2	800-2
3 & 4 Eng		½			

CHANGES: Hot Spot added.

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BRIEFING STRIP™

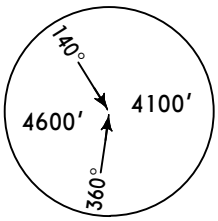
ASOS	KANSAS CITY Center (R)	WICHITA Radio	DODGE CITY REGL UNICOM
118.52	125.2	122.35	CTAF 122.7

LOC IDDC	Final Apch Crs	GS RAVEN	ILS DA(H) (CONDITIONAL)	Apt Elev 2594′
111.7	146°	4400′ (1817′)	2783′ (200′)	TDZE 2583′

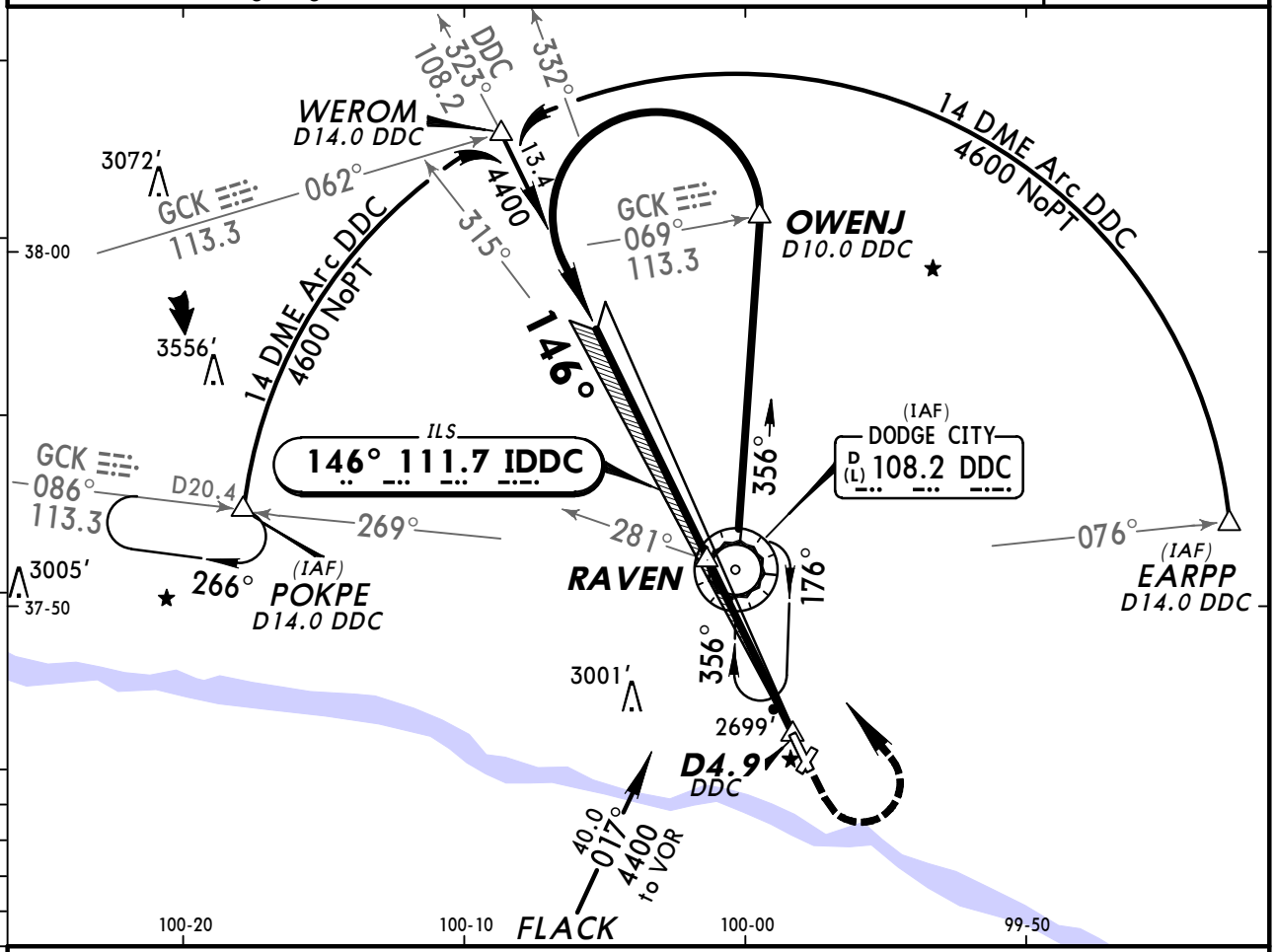
MISSED APCH: Climb to 3200′ then climbing LEFT turn to 4400′ direct DDC VOR and hold.

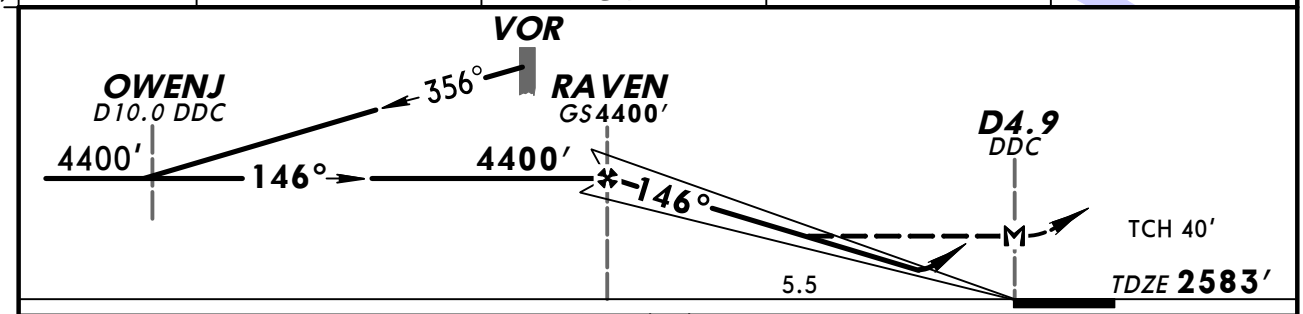
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Garden City altimeter setting.
2. Pilot controlled lighting 122.7.



MSA DDC VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D4.9 DDC or RAVEN to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR
VASI
3200′
4400′ LT
D
DDC 108.2

STRAIGHT-IN LANDING RWY14

	1 ILS DA(H) 2783′ (200′) FULL	1 ILS DA(H) 2783′ (200′) RAIL or ALS out	2 LOC (GS out) MDA(H) 2960′ (377′)	2 LOC (GS out) MDA(H) 2960′ (377′) RAIL out	2 LOC (GS out) MDA(H) 2960′ (377′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Garden City Altimeter Setting MDA(H)
90	3040′ (446′) -1	3180′ (586′) -1
120	3060′ (466′) -1	3200′ (606′) -1
140	3060′ (466′) -1 1/2	3200′ (606′) -1 1/2
165	3160′ (566′) -2	3300′ (706′) -2

AMEND 3

TERPS
1 DA(H) 2911′ (328′) with Garden City altimeter setting.
2 MDA(H) 3100′ (517′) with Garden City altimeter setting.

CHANGES: None.

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BRIEFING STRIP TM

ASOS	KANSAS CITY Center (R)	WICHITA Radio	DODGE CITY REGL UNICOM
118.52	125.2	122.35	CTAF 122.7

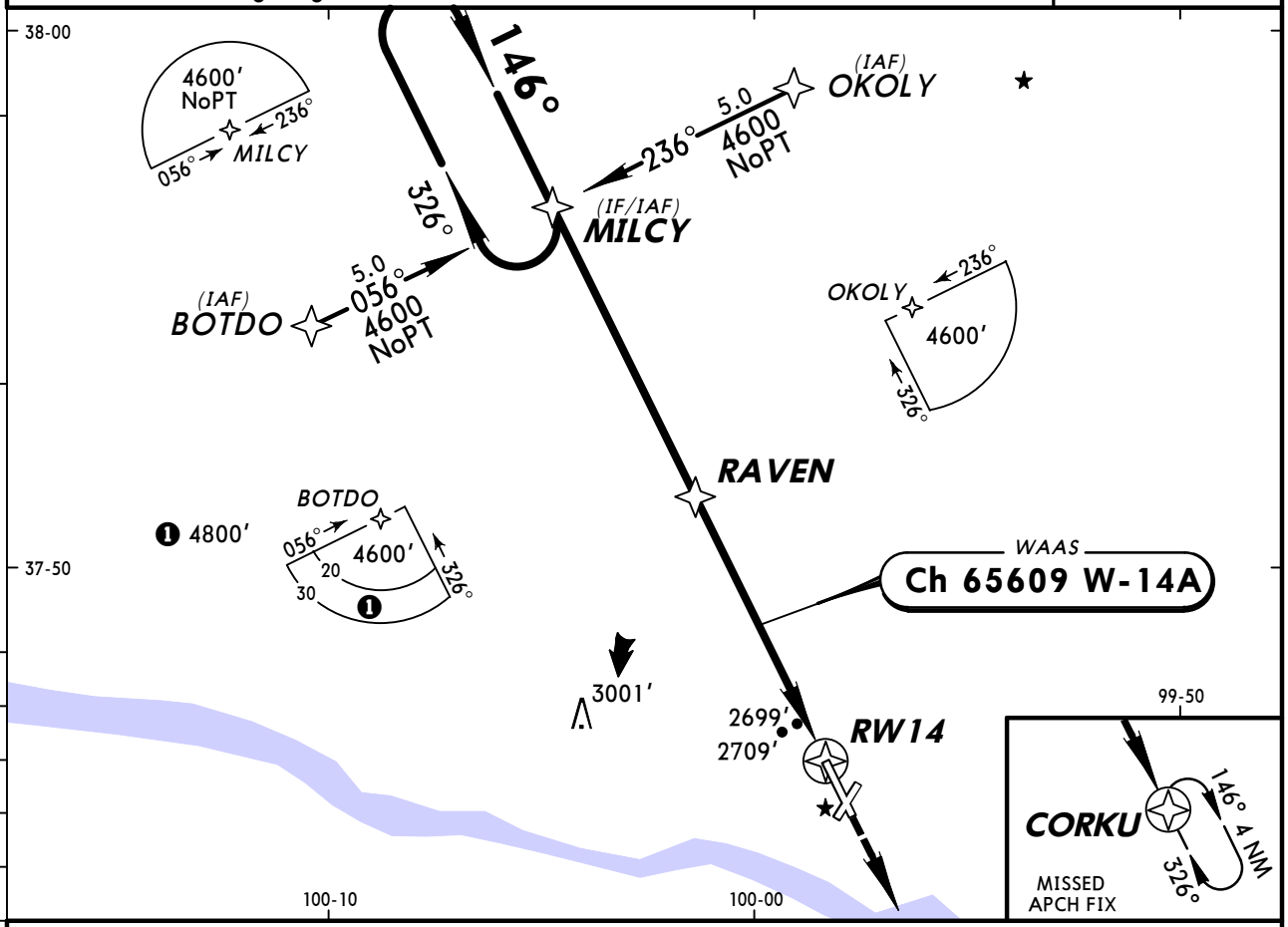
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 2594′
Ch 65609 W-14A	146°	RAVEN 4400′ (1817′)	2833′ (250′)	TDZE 2583′

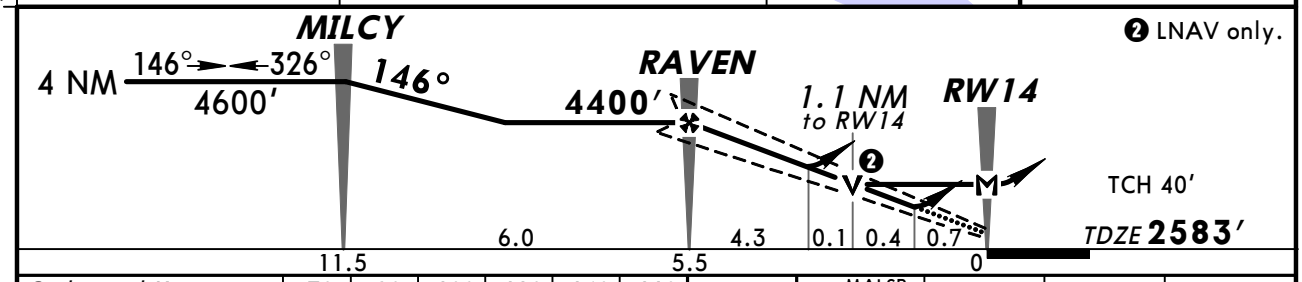
MISSED APCH: Climb to 4600′ direct CORKU and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Garden City altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. Baro-VNAV not authorized below -20°C (-4°F).
4. VDP and Baro-VNAV not authorized with Garden City altimeter setting.
5. Pilot controlled lighting 122.7.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

MALSR VASI 4600′ D CORKU

STRAIGHT-IN LANDING RWY 14

	1 LPV DA(H) 2833′(250′)		2 LNAV/VNAV DA(H) 2988′(405′)		3 LNAV MDA(H) 2960′(377′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1	1	1 1/2	1/2	3/4	1
B							
C							
D					1	1 1/4	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Garden City Altimeter Setting MDA(H)
90	3040′(446′)-1 1/2	3180′(586′)-1 1/2
120	3060′(466′)-1 1/2	3200′(606′)-1 1/2
140		
165	3160′(566′)-2	3300′(706′)-2

TERPS AMEND 1

1. DA(H) 2973′ (390′) with Garden City altimeter setting.
2. DA(H) 3128′ (545′) with Garden City altimeter setting.
3. MDA(H) 3100′ (517′) with Garden City altimeter setting.

CHANGES: None.

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BRIEFING STRIP™

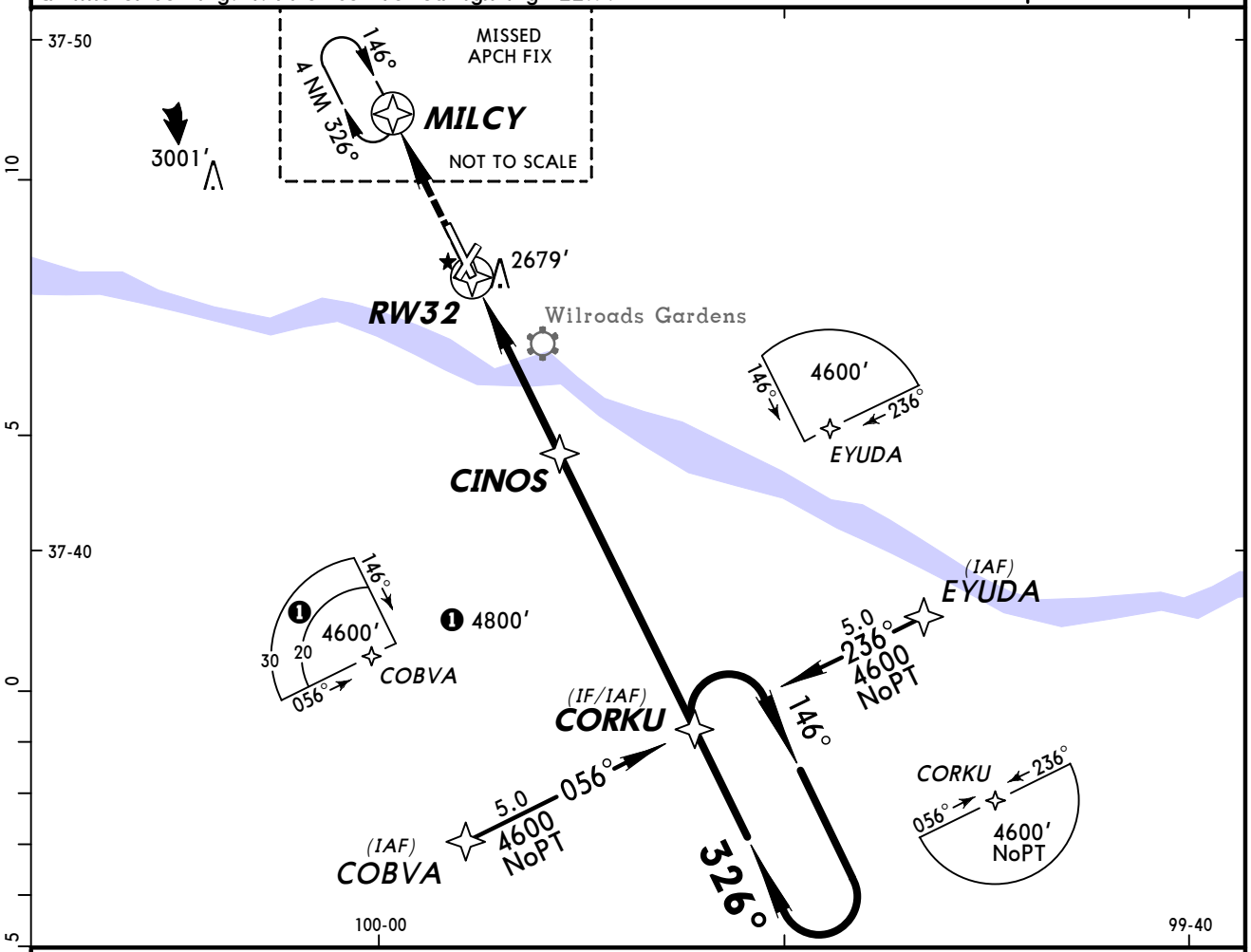
ASOS	KANSAS CITY Center (R)	WICHITA Radio	DODGE CITY REGL UNICOM
118.52	125.2	122.35	CTAF 122.7

RNAV	Final Apch Crs	Minimum Alt CINOS	LNAV MDA(H) (CONDITIONAL)	Apt Elev 2594′ TDZE 2591′
	326°	3900′ (1309′)	2980′ (389′)	

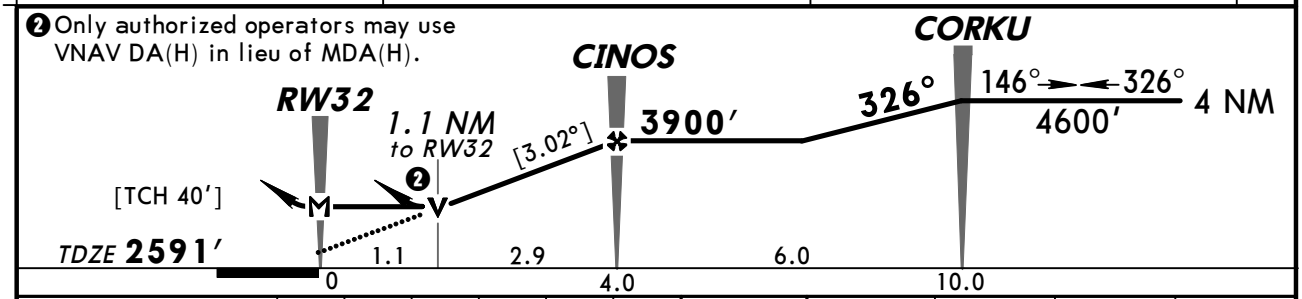
MISSED APCH: Climb to 4600′ direct MILCY and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Garden City altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized with Garden City altimeter setting. 4. Pilot controlled lighting 122.7.



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at RW32						

REIL
VASI-L
4600′
MILCY

STRAIGHT-IN LANDING RWY 32 LNAV	MDA(H) 2980′ (389′) With Local Altimeter Setting	MDA(H) 3120′ (529′) With Garden City Altimeter Setting
A	1	1
B		
C		
D	1¼	1¼

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Garden City Altimeter Setting MDA(H)
90	3040′ (446′)-1	3180′ (586′)-1
120	3060′ (466′)-1	3200′ (606′)-1
140	3060′ (466′)-1½	3200′ (606′)-1½
165	3160′ (566′)-2	3300′ (706′)-2

AMEND 1 TERPS

CHANGES: Descent angle added, procedure distances.

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BRIEFING STRIP™

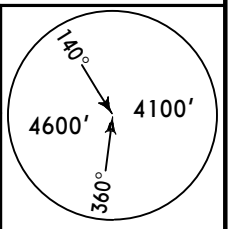
ASOS	KANSAS CITY Center (R)	WICHITA Radio	DODGE CITY REGL UNICOM
118.52	125.2	122.35	CTAF 122.7

VOR DDC	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 2594′
108.2	153°	4100′ (1517′)	3000′ (417′)	TDZE 2583′

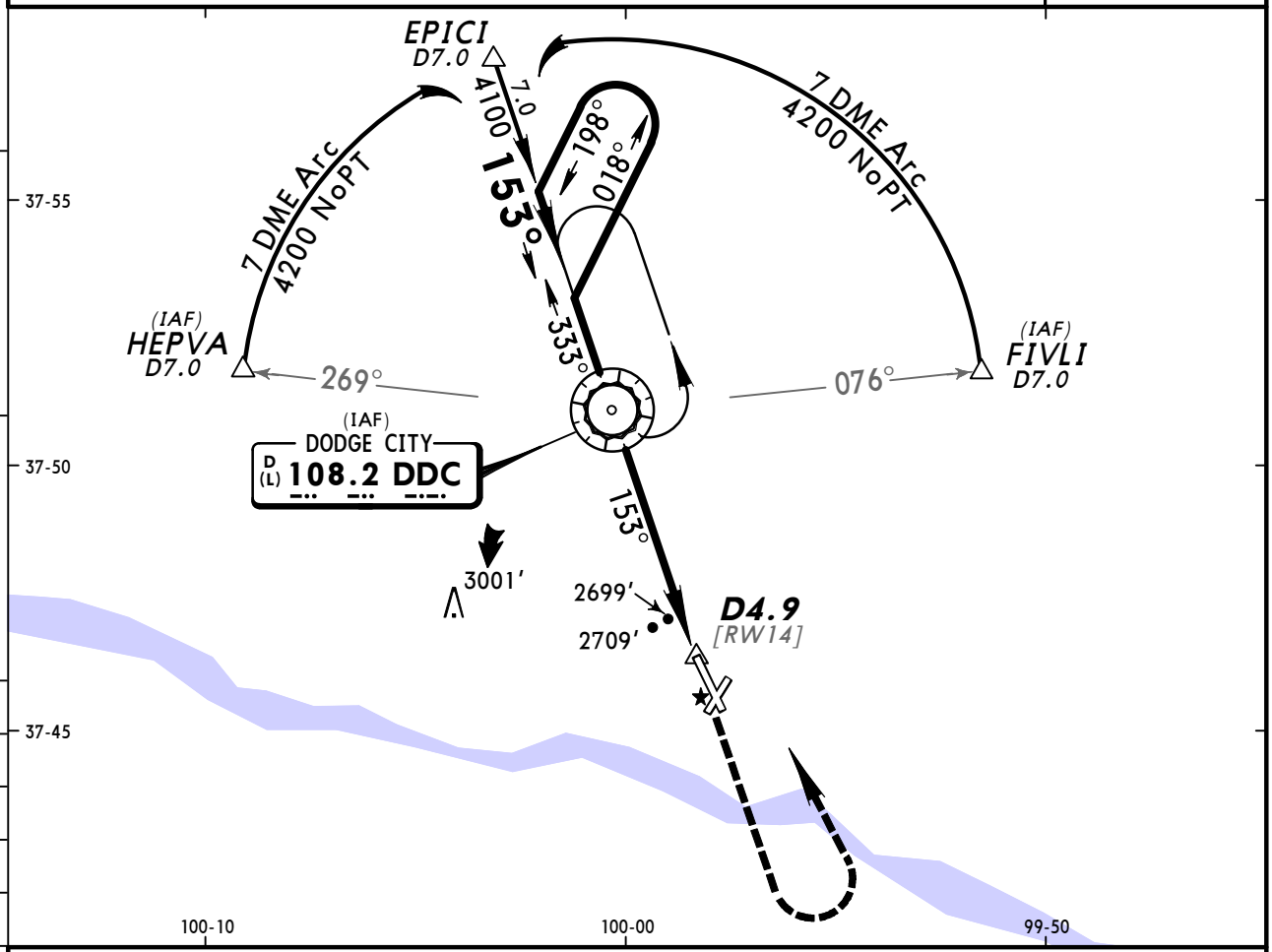
MISSED APCH: Climb to 4200′ then LEFT turn direct DDC VOR and hold.

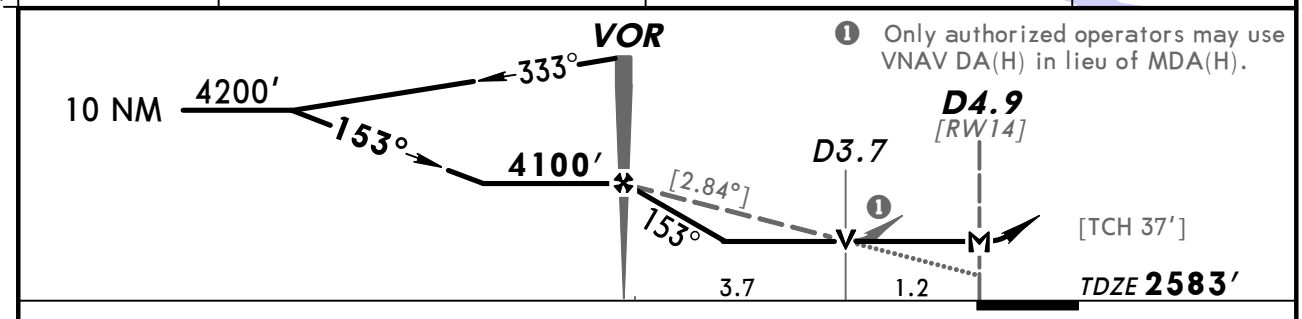
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Garden City altimeter setting.
2. VDP not authorized with Garden City altimeter setting. 3. Pilot controlled lighting 122.7.



MSA DDC VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.84°]	352	452	502	603	703	804
MAP at D4.9 or VOR to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR VASI | 4200′ | LT | D | DDC 108.2

STRAIGHT-IN LANDING RWY 14

	MDA(H) 3000′ (417′) With Local Altimeter Setting			MDA(H) 3140′ (557′) With Garden City Altimeter Setting		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C	3/4	1 1/4		3/4	1 1/4	
D	1			1		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Garden City Altimeter Setting MDA(H)
90	3040′ (446′)-1	3180′ (586′)-1
120	3060′ (466′)-1	3200′ (606′)-1
140	3060′ (466′)-1 1/2	3200′ (606′)-1 1/2
165	3160′ (566′)-2	3300′ (706′)-2

AMEND 19 TERPS

CHANGES: None.

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BRIEFING STRIP TM

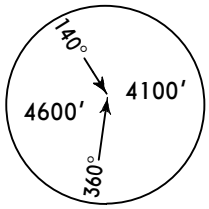
ASOS	KANSAS CITY Center (R)	WICHITA Radio	DODGE CITY REGL UNICOM
118.52	125.2	122.35	CTAF 122.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2594′
DDC 108.2	332°	MODGE 3900′ (1309′)	(CONDITIONAL) 2980′ (389′)	TDZE 2591′

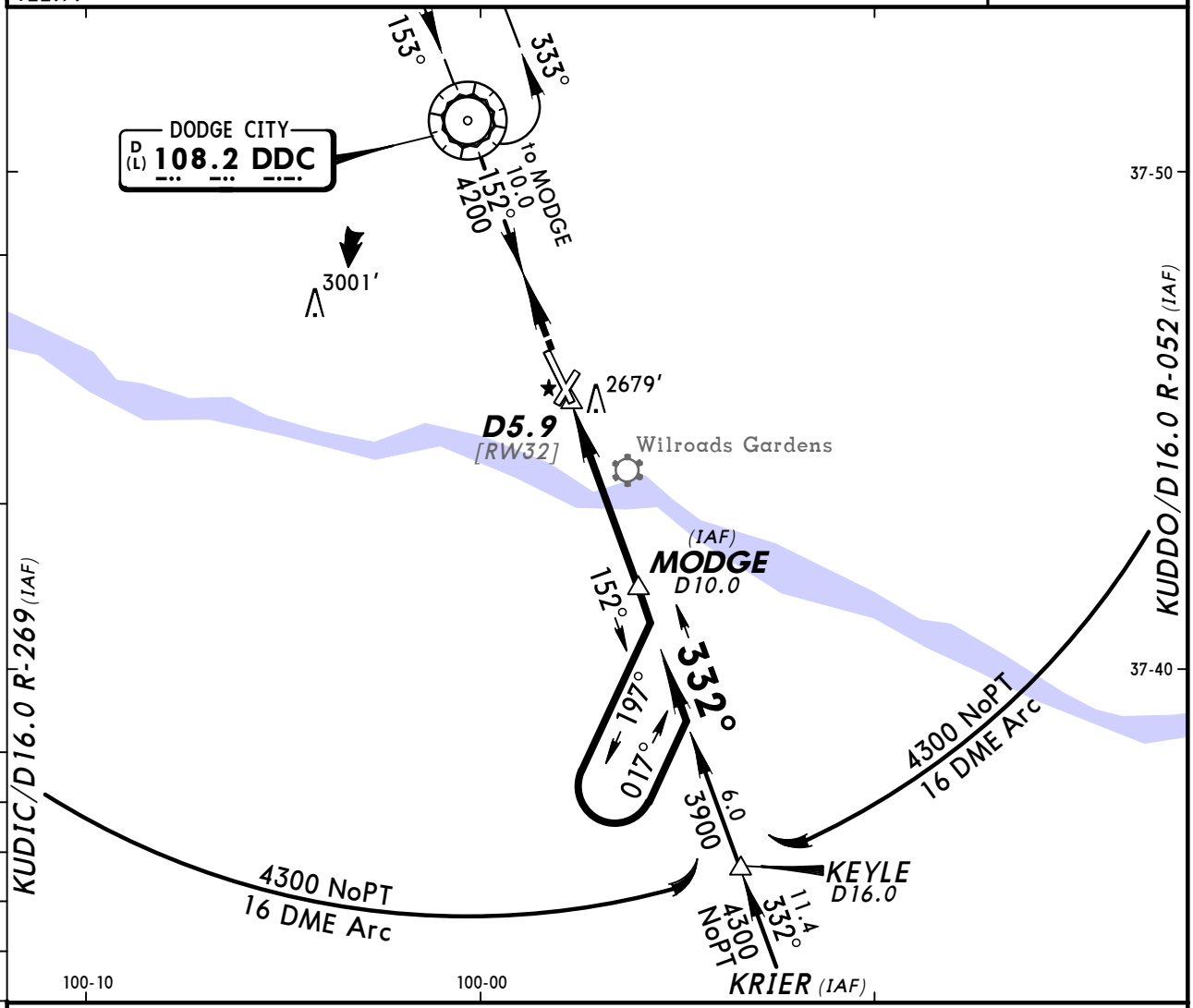
MISSED APCH: Climb to 4200′ direct DDC VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

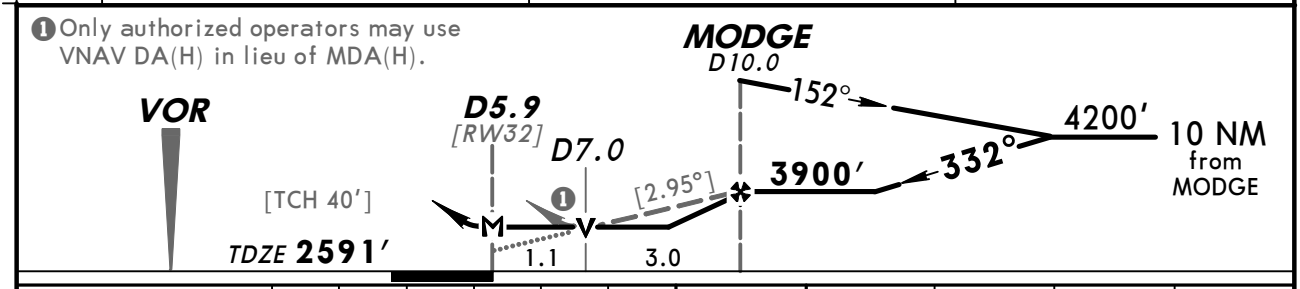
1. Use local altimeter setting; if not received, use Garden City altimeter setting.
2. VDP not authorized with Garden City altimeter setting. 3. Pilot controlled lighting 122.7.



MSA DDC VOR



Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.95°]	365	470	522	626	731	835
MAP at D5.9						

REIL
VASI-L
4200′
DDC
108.2

STRAIGHT-IN LANDING RWY 32			CIRCLE-TO-LAND		
	MDA(H) 2980′ (389′) With Local Altimeter Setting	MDA(H) 3120′ (529′) With Garden City Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Garden City Altimeter Setting MDA(H)
A	1	1	90	3040′ (446′)-1	3180′ (586′)-1
B			120	3060′ (466′)-1	3200′ (606′)-1
C			140	3060′ (466′)-1½	3200′ (606′)-1½
D	1¼	1¼	165	3160′ (566′)-2	3300′ (706′)-2

AMEND 5 TERPS

CHANGES: MAP, descent angle added.

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General Information

Location: Newton KS USA
IATA Code: EWK
Lat/Long: N38° 03.4' W097° 16.5'
Elevation: 1533 ft

Airport Use: Public
Magnetic Variation: 4.1°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Mogas, Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1304 Z
Sunset: 0020 Z,

Runway Information

Runway: 08
Length x Width: 3501 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 1532 ft
Lighting: Edge, REIL

Runway: 17
Length x Width: 7003 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1530 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 26
Length x Width: 3501 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 1533 ft
Lighting: Edge, REIL

Runway: 35
Length x Width: 7003 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1528 ft
Lighting: Edge, REIL, Pilot controlled

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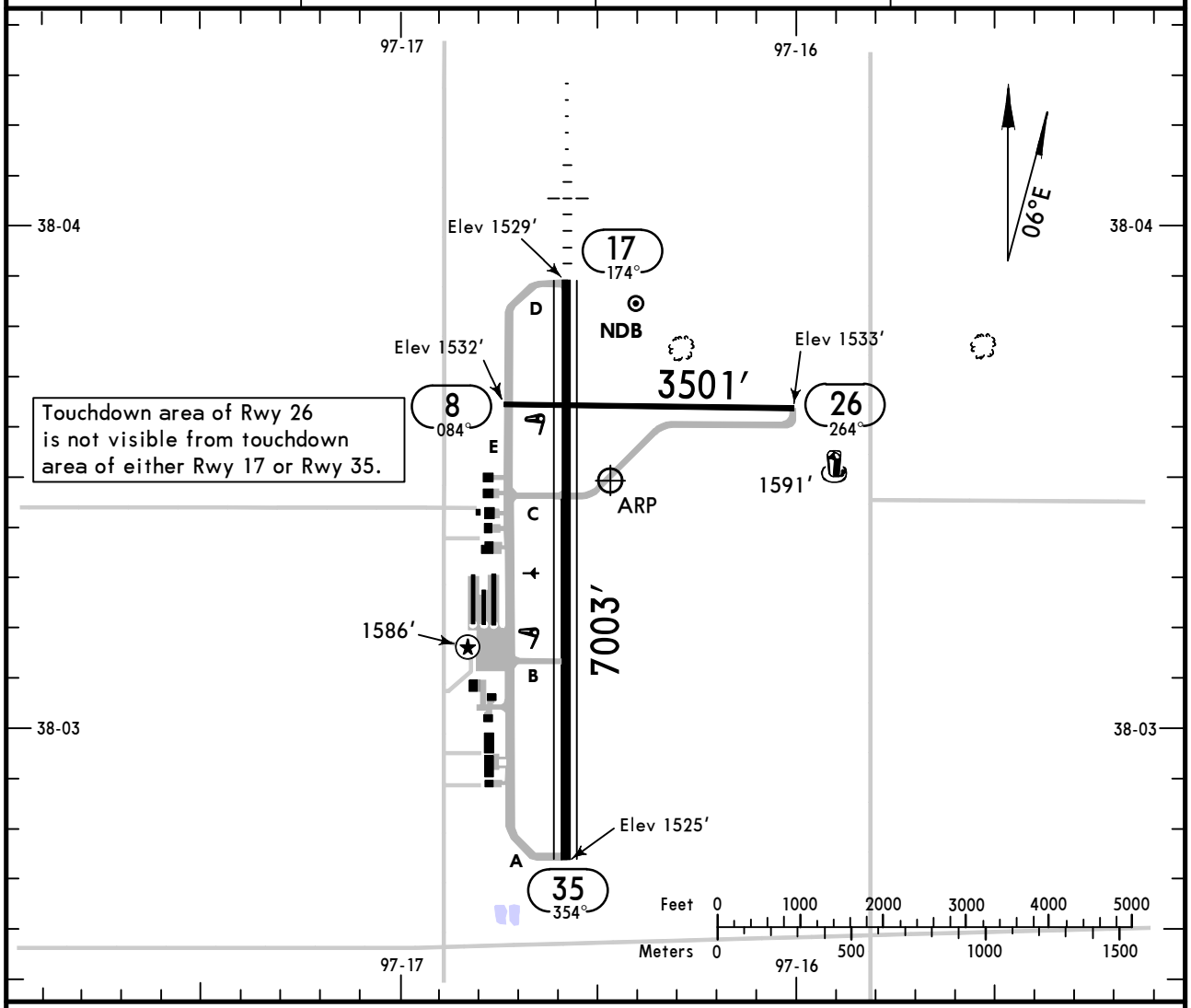
Communication Information

AWOS 123.875
Newton City Co Unicom 123.0 CTAF PCL
Wichita Clearance Delivery 126.55
Wichita Approach Control 125.5
Wichita Departure Control 125.5

AWOS-3	WICHITA Clearance	NEWTON CITY CO UNICOM	WICHITA Departure (R)
123.87	126.55	CTAF 123.0	125.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
8 ❶ 26	MIRL ❸REIL ❸PAPI-L (angle 3.0°)				60′
17 ❷ 35	❸HIRL ❸MALSR ❸VASI-L	6705′	5705′		100′
	❸HIRL ❸REIL ❸VASI-L				

❶ 60′ wide asphalt overlay on concrete.
❷ 100′ wide asphalt on 300′ wide concrete.
❸ Activate on 123.0.

TAKE-OFF	All Rwys Adequate Vis Ref	All Rwys STD	FOR FILING AS ALTERNATE Authorized When Local Weather Available	ILS Rwy 17	LOC Rwy 17 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR DME-A	Other
1 & 2 Eng	1/4	1	A	600-2	800-2	NA
3 & 4 Eng		1/2	B			
			C			
			D			

CHANGES: Usable lengths.

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BRIEFING STRIP™

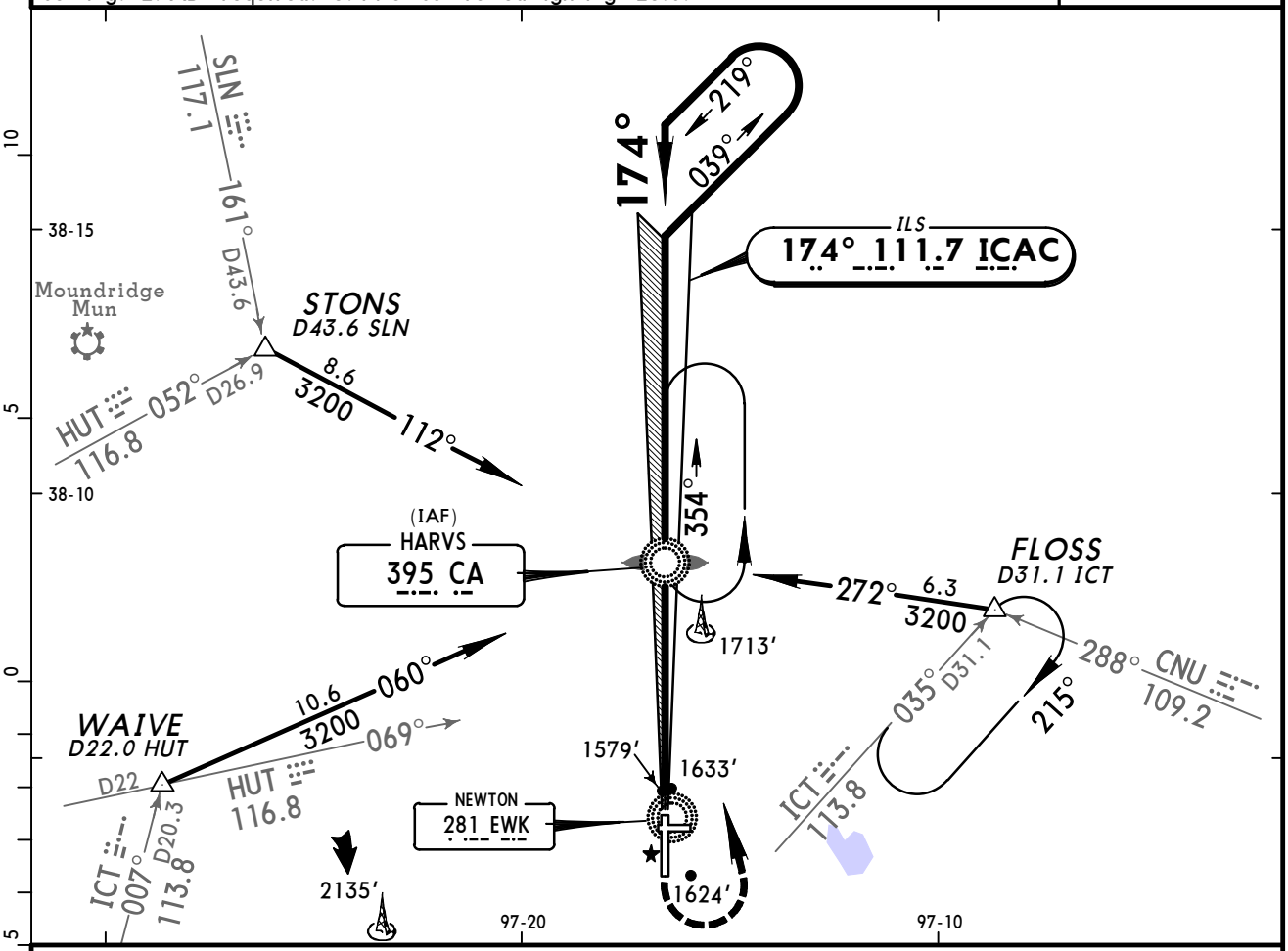
AWOS-3	WICHITA Approach (R)	NEWTON CITY CO UNICOM
123.87	125.5	CTAF 123.0

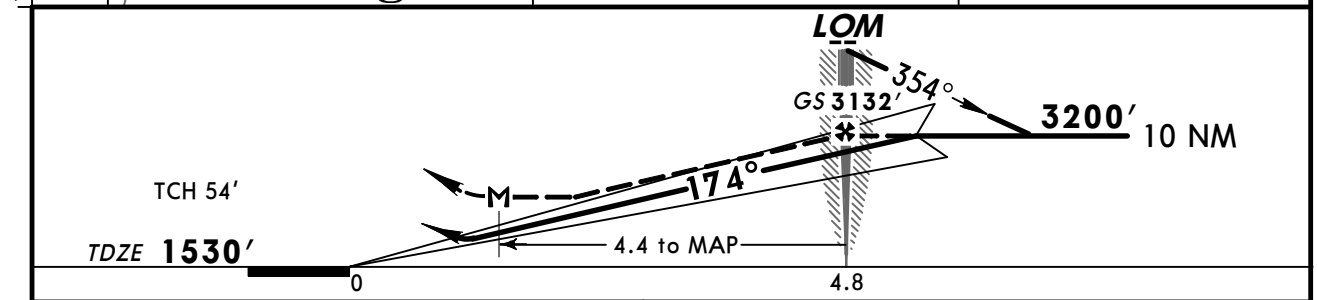
LOC ICAC	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev / TDZE
111.7	174°	3132′ (1602′)	1730′ (200′)	1533′ / 1530′

MISSED APCH: Climb to 2500′ then climbing LEFT turn to 3200′ direct CA LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Wichita Mid-Continent altimeter setting. 2. ADF required. 3. Pilot controlled lighting 123.0.

4100′
MSA CA LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
LOM to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

MALSR / VASI | 2500′ | 3200′ LT | D | CA 395

AMEND 4A

STRAIGHT-IN LANDING RWY17 With Local Altimeter Setting	1 ILS DA(H) 1730′ (200′)		2 LOC (GS out) MDA(H) 1900′ (370′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND	With Local Altimeter Setting	With Wichita Mid-Continent Altimeter Setting
Max Kts.	MDA(H)	MDA(H)
90	2000′ (467′) -1	2100′ (567′) -1
120		
140	2000′ (467′) -1 1/2	2100′ (567′) -1 1/2
165	2100′ (567′) -2	2200′ (667′) -2

TERPS
1 DA(H) 1817′ (287′) with Wichita Mid-Continent altimeter setting.
2 MDA(H) 2000′ (470′) with Wichita Mid-Continent altimeter setting.

CHANGES: None.

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KEWK/EWK
NEWTON CITY CO

JEPPESEN
21 OCT 05 (12-1) Eff 27 Oct

NEWTON, KAN
RNAV (GPS) Rwy 17

AWOS-3	WICHITA Approach (R)	NEWTON CITY CO UNICOM
123.87	125.5	CTAF 123.0

BRIEFING STRIP™

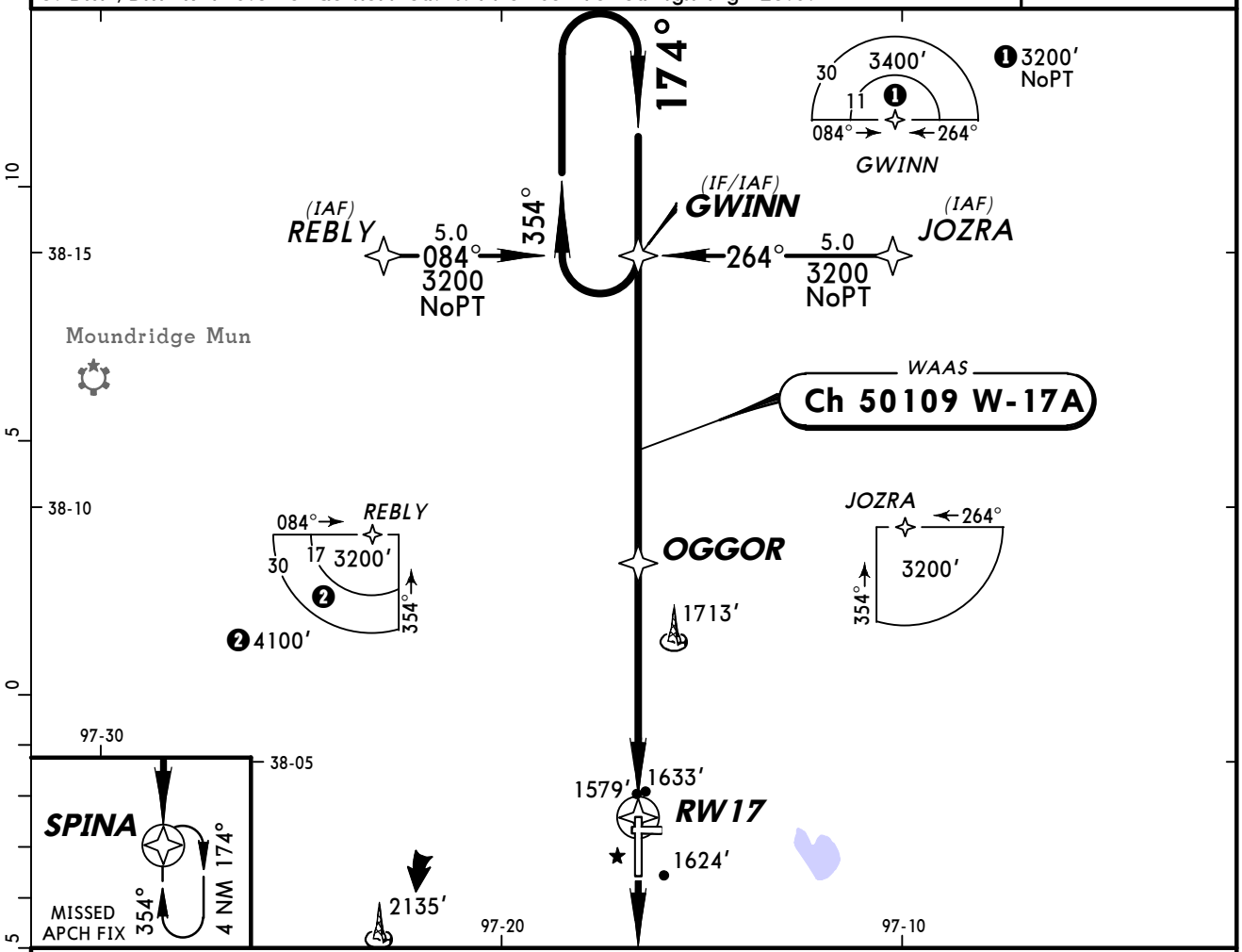
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 1533′
Ch 50109 W-17A	174°	OGGOR 3200′ (1670′)	1791′ (261′)	TDZE 1530′

MISSED APCH: Climb to 3600′ direct SPINA and hold.

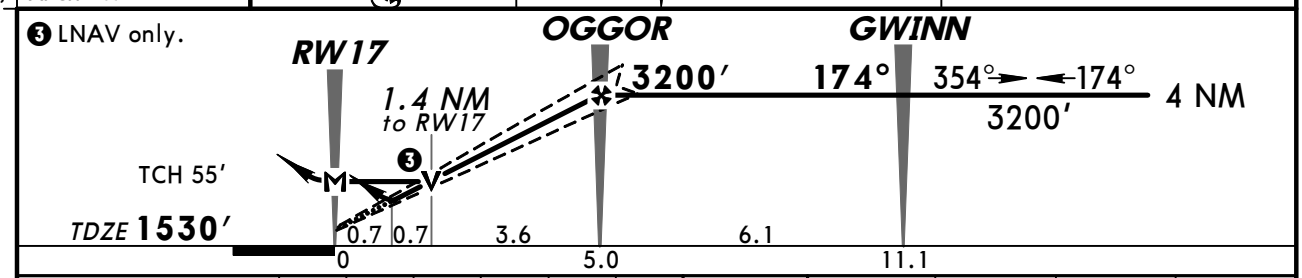
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Wichita Mid-Continent altimeter setting. 2. VDP not authorized when using Wichita-Mid Continent altimeter setting. 3. DME/DME RNP-0.3 not authorized. 4. Pilot controlled lighting 123.0.

TAA 30 NM IAF



❸ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17						

MALSR VASI 3600′ D SPINA

STRAIGHT-IN LANDING RWY 17
With Local Altimeter Setting

	❶ LPV DA(H) 1791′ (261′)		❷ LNAV MDA(H) 2020′ (490′)		
		RAIL or ALS out		RAIL out	ALS out
A	½	1	½	¾	1
B					
C			¾	1¼	
D			1	1½	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Wichita Mid-Continent Altimeter Setting MDA(H)
90	2020′ (487′)-1	2120′ (587′)-1
120		
140	2020′ (487′)-1½	2120′ (587′)-1½
165	2100′ (567′)-2	2200′ (667′)-2

AMEND 0

TERPS

❶ DA(H) 1891′ (361′) with Wichita Mid-Continent altimeter setting.
❷ MDA(H) 2120′ (590′) with Wichita Mid-Continent altimeter setting.

CHANGES: New procedure.

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AWOS-3	WICHITA Approach (R)	NEWTON CITY CO UNICOM
123.87	125.5	CTAF 123.0

BRIEFING STRIP™

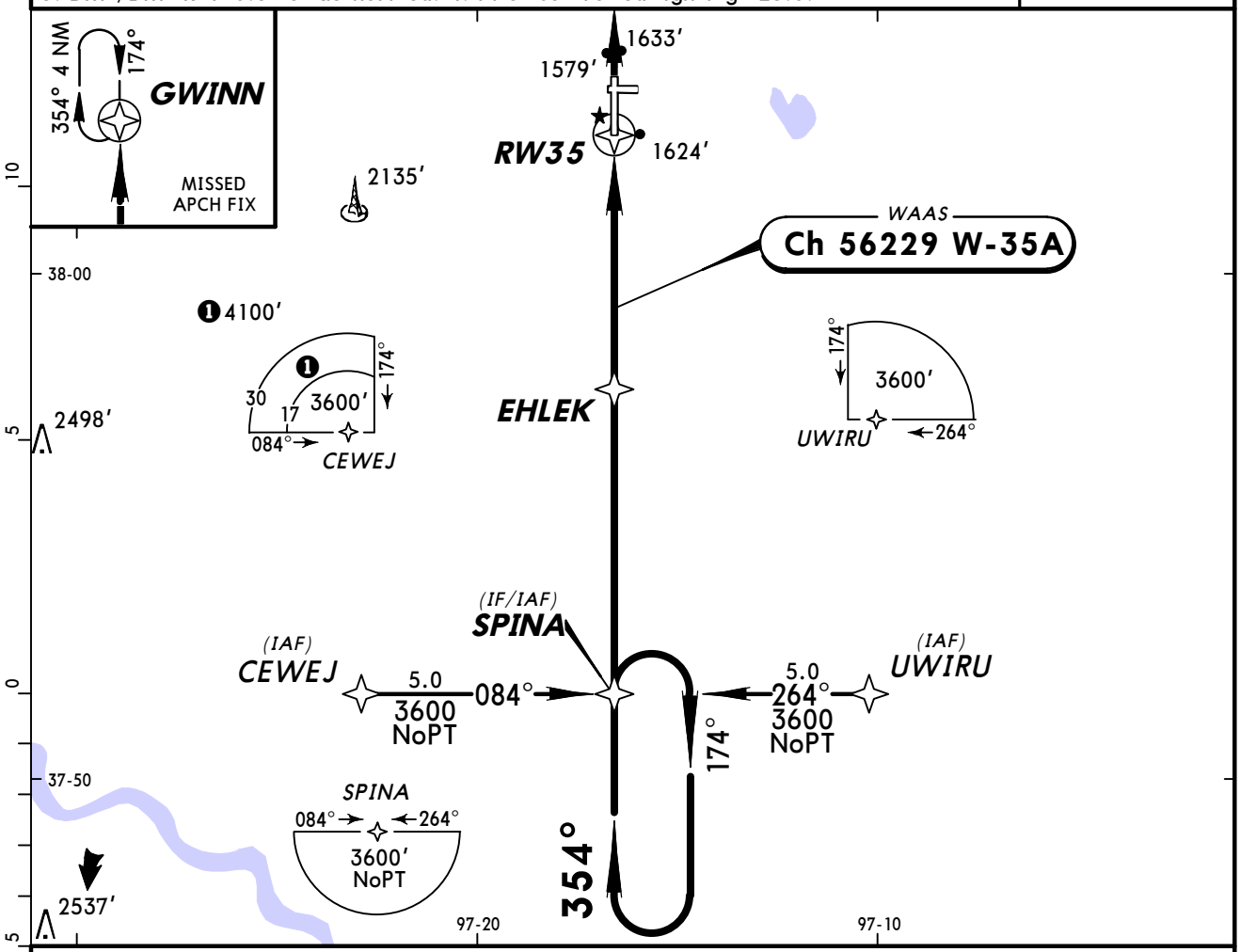
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 1533′
Ch 56229 W-35A	354°	EHLEK 3200′ (1672′)	1778′ (250′)	TDZE 1528′

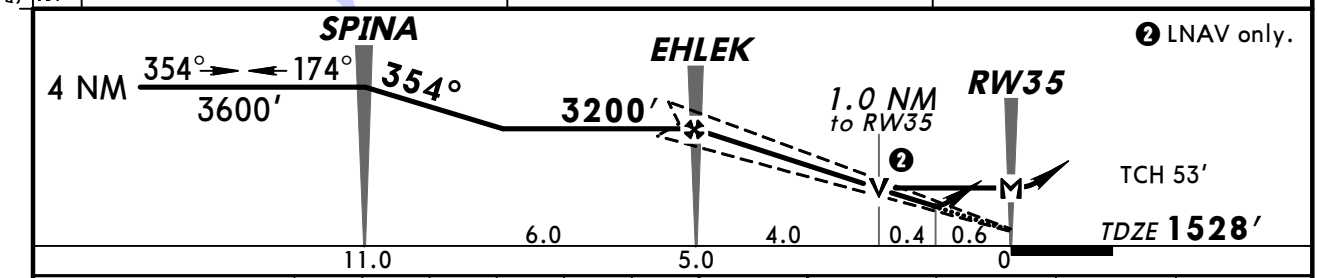
MISSED APCH: Climb to 3200′ direct GWINN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Wichita Mid-Continent altimeter setting. 2. VDP not authorized when using Wichita Mid-Continent altimeter setting. 3. DME/DME RNP-0.3 not authorized. 4. Pilot controlled lighting 123.0.

TAA
30 NM
IAF





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

REIL
VASI-L
3200′
D
GWINN

STRAIGHT-IN LANDING RWY 35
With Local Altimeter Setting

	1 LPV DA(H) 1778′(250′)	2 LNAV MDA(H) 1880′(352′)
A	3/4	1
B		
C		
D		1 1/4

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Wichita Mid-Continent Altimeter Setting MDA(H)
90	2000′(467′)-1	2100′(567′)-1
120		
140	2000′(467′)-1 1/2	2100′(567′)-1 1/2
165	2100′(567′)-2	2200′(667′)-2

AMEND 0

TERPS
1 DA(H) 1878′ (350′) with Wichita Mid-Continent altimeter setting.
2 MDA(H) 1980′ (452′) with Wichita Mid-Continent altimeter setting.

CHANGES: New procedure.

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AWOS-3	WICHITA Approach (R)	NEWTON CITY CO UNICOM
123.87	125.5	CTAF 123.0

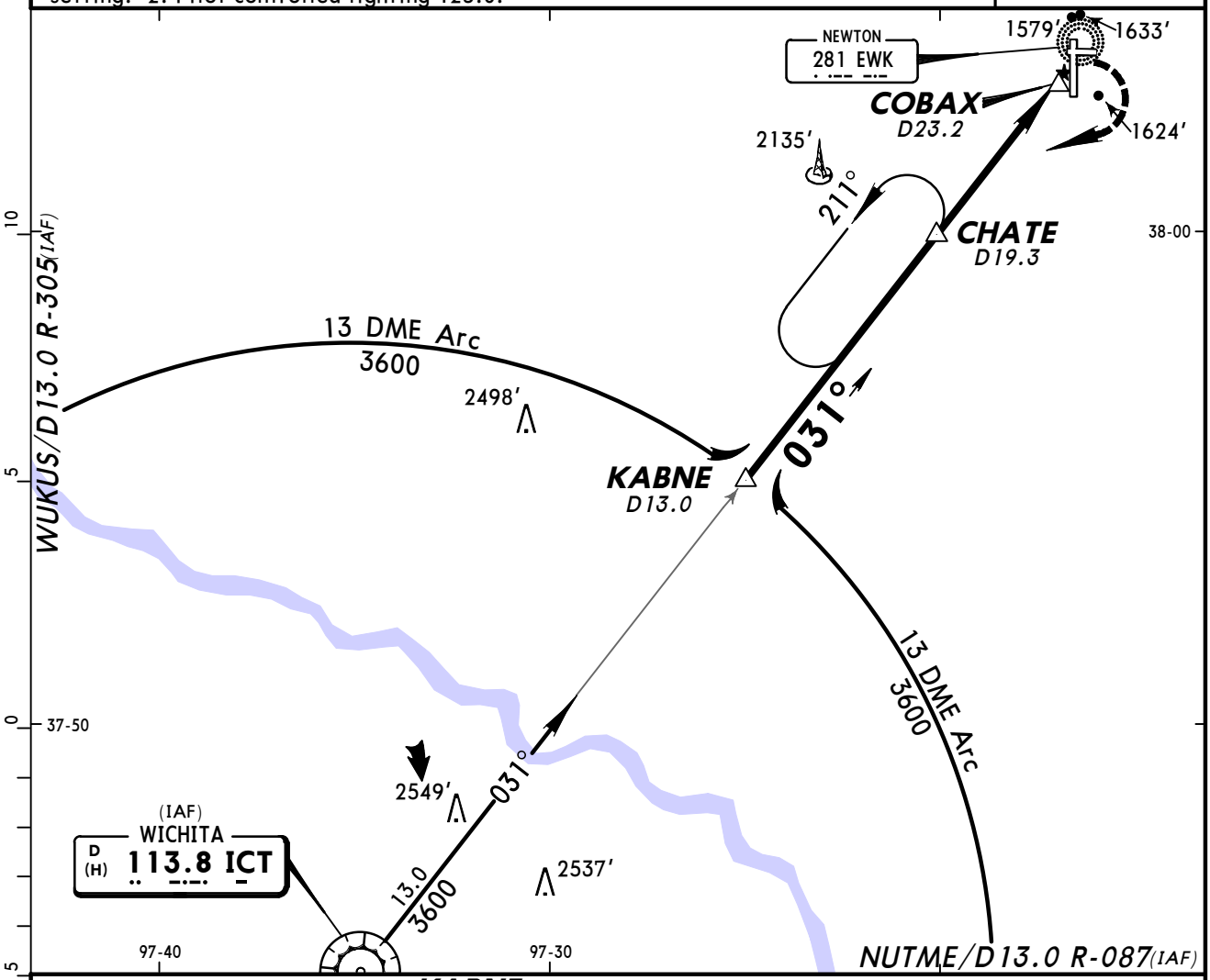
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
ICT 113.8	031°	CHATE 3200′ (1667′)	Refer to Minimums	1533′

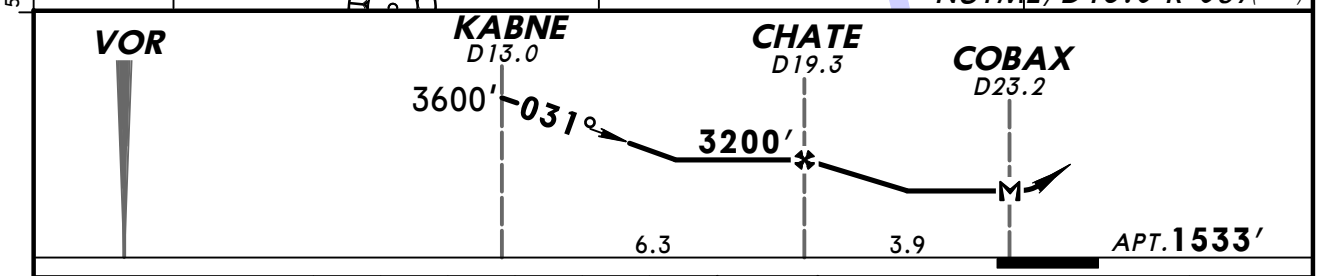
MISSED APCH: Climbing RIGHT turn to 3500′ inbound via ICT VOR R-031 to CHATE/D19.3 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Wichita Mid-Continent altimeter setting. 2. Pilot controlled lighting 123.0.

4100′
MSA ICT VOR





MAP at COBAX	Lighting - Refer to Airport Chart	3500′ RT	via ICT 113.8 R-031	CHATE

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Wichita Mid-Continent Altimeter Setting MDA(H)
A	90	2000′ (467′) -1	2100′ (567′) -1
B	120	2000′ (467′) -1¼	2100′ (567′) -1¼
C	140	2000′ (467′) -1½	2100′ (567′) -1½
D	165	2100′ (567′) -2	2200′ (667′) -2

BRIEFING STRIP™

AMEND 3 TERPS

CHANGES: Minimums.

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BRIEFING STRIP™

AWOS-3	WICHITA Approach (R)	NEWTON CITY CO UNICOM
123.87	125.5	CTAF 123.0

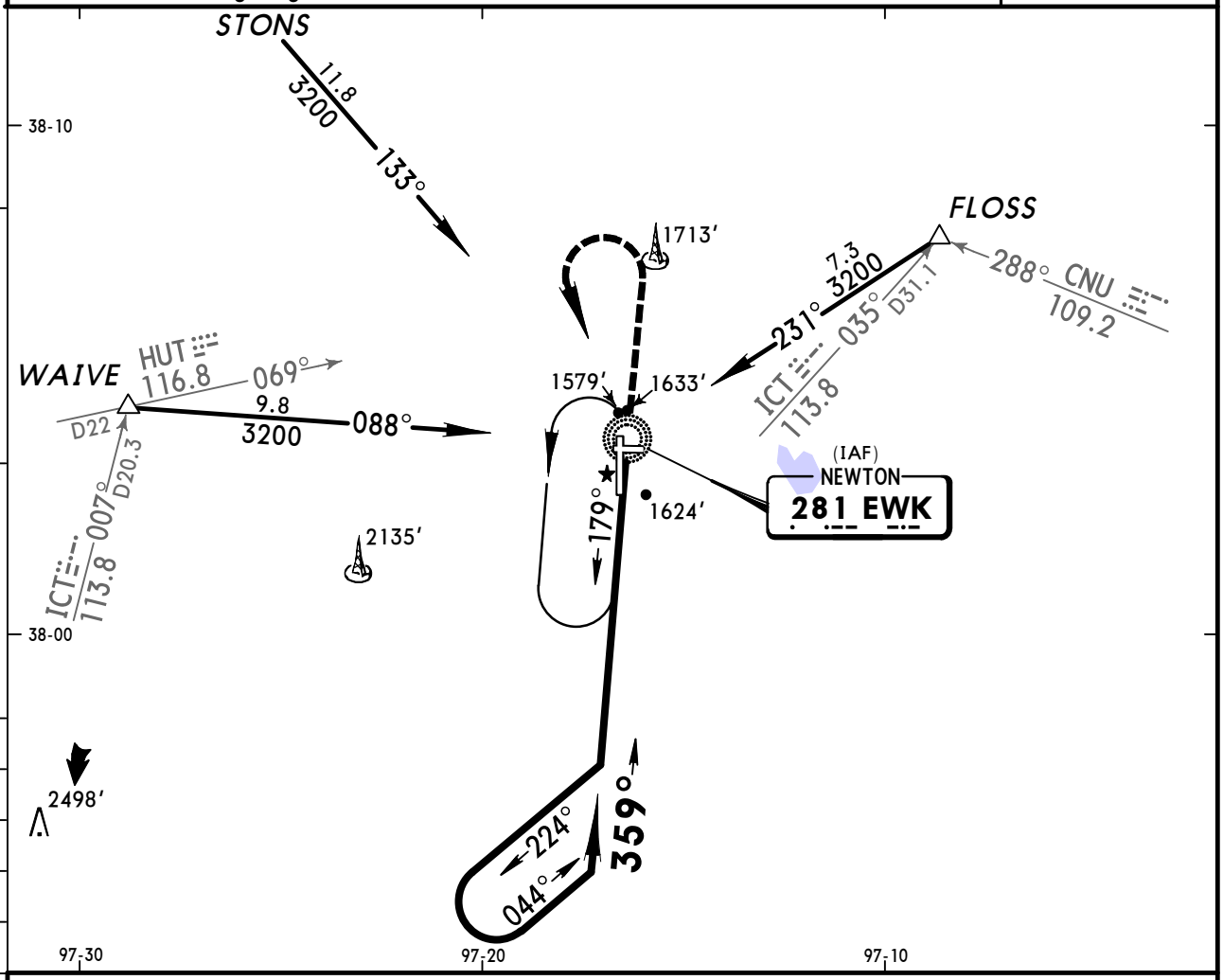
NDB EWK	Final Apch Crs	No FAF	MDA(H)	Apt Elev 1533′
281	359°		1960′ (432′)	TDZE 1528′

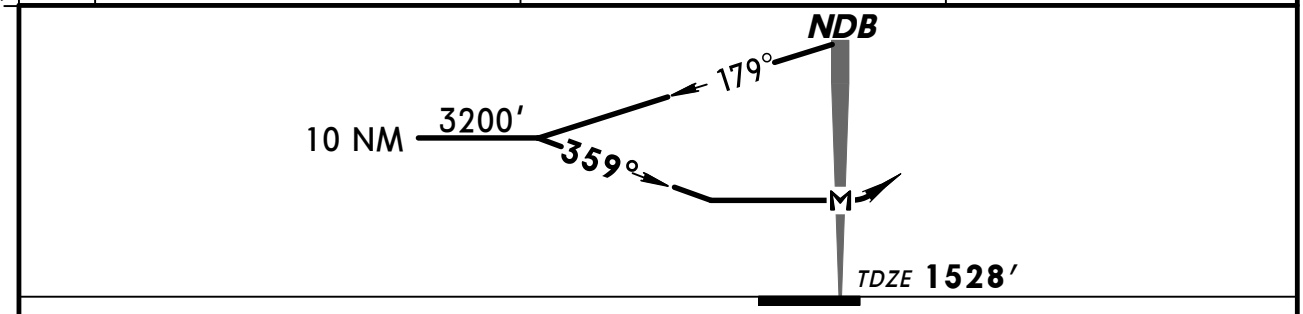
MISSED APCH: Climb to 2500′, then climbing LEFT turn to 3200′ direct EWK NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 123.0.

4100′
MSA EWK NDB





MAP at NDB								REIL VASI-L	2500′ ↑	3200′ ← LT	D →	EWK 281

TERPS AMEND 3

STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
MDA(H) 1960′ (432′)		Max Kts	MDA(H)
A	1	90	2000′ (467′) -1
B		120	
C	1¼	140	2000′ (467′) -1½
D	1½	165	2100′ (567′) -2

CHANGES: None.

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General Information

Location: Topeka KS USA
IATA Code: FOE
Lat/Long: N38° 57.1' W095° 39.8'
Elevation: 1078 ft

Airport Use: Public
Magnetic Variation: 3.0°E
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A, Jet A+
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1258 Z
Sunset: 0013 Z,

Runway Information

Runway: 03
Length x Width: 7001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1078 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 13
Length x Width: 12803 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 1065 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 21
Length x Width: 7001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1047 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 1024 ft

Runway: 31
Length x Width: 12803 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 1037 ft
Lighting: Edge, ALS, Pilot controlled

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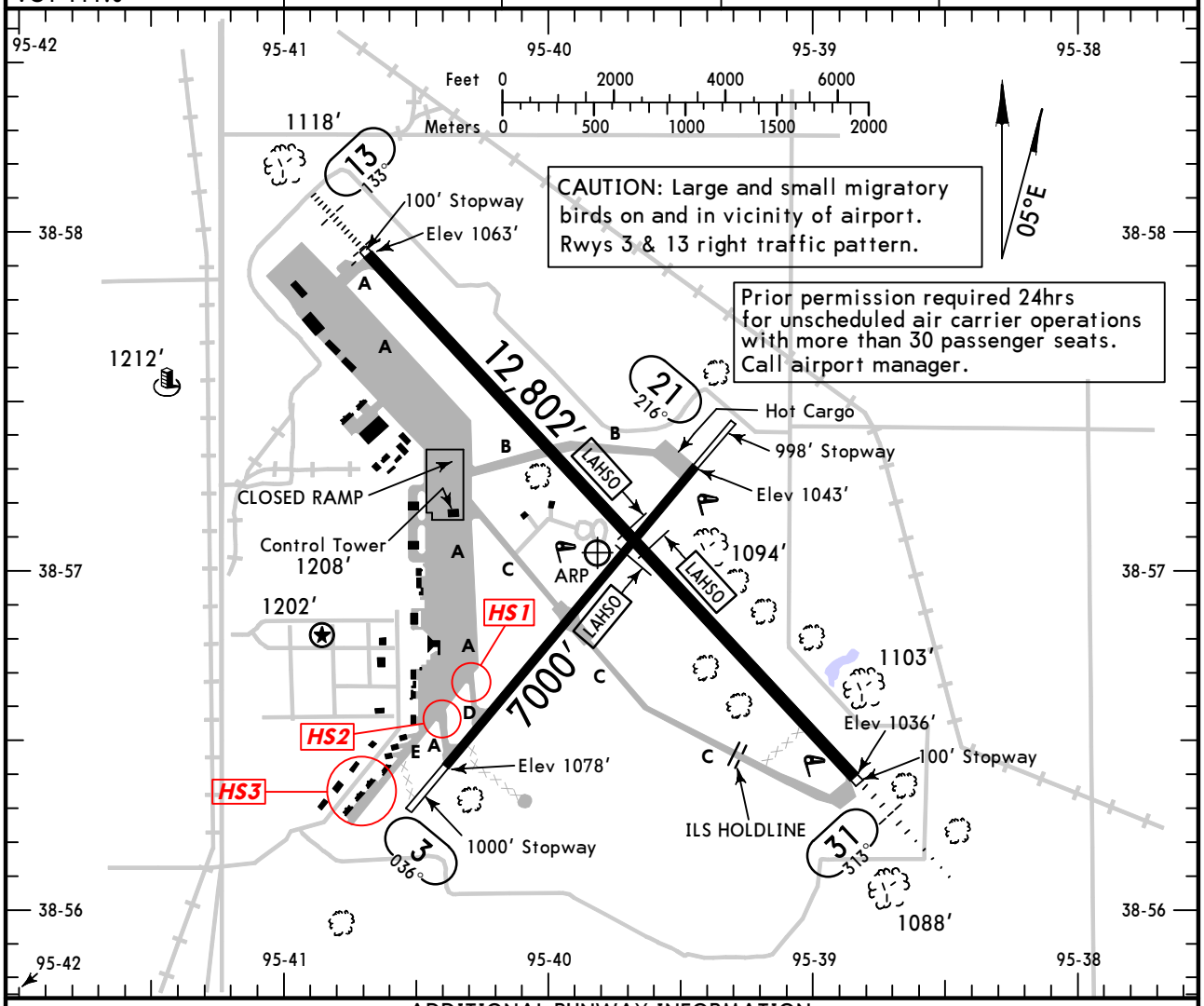
Communication Information

ATIS 128.25
ASOS 128.25
Forbes Tower 120.8 CTAF PCL
Forbes Ground Control 121.7
Forbes Unicom 122.95
Wichita Flight Service Station 122.45 RCO
Kansas City Center 123.8 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*FORBES Ground	*Tower	UNICOM 122.95	KANSAS CITY Center (R)
128.25 VOT 111.0	121.7	CTAF 120.8		123.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	Threshold to Intersecting Runway	TAKE-OFF	WIDTH
3 21	❶MIRL REIL ❶VASI-L grooved			13/31 4950′		150′
13 ❷ 31	❶HIRL SALS REIL VASI-L grooved			3/21 6700′		200′
	❶HIRL ❶MALSR VASI-L grooved RVR		11,692′	3/21 5500′		

❶ Activate on 120.8 when Twr inop.
❷ Center 150′ of rwy is concrete and grooved.

RUNWAY INCURSION "HOT SPOTS"
(For information only, not to be construed as ATC instructions.)

HS1 Be aware that Twy A turns right at the intersection of Twy A & D. Twy D continues straight ahead.
HS2 Use caution approaching the intersection of Twy A & E. Twy A turns left and Twy E continues Southwest bound into the Military ANG ramp. There is no direct access to the rwy from Twy E.
HS3 Area not visible from the tower.

TAKE-OFF

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating		Authorized Only When Local Weather Available	
	ILS Rwy 31	LOC Rwy 31	NDB Rwy 13 RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31	VOR DME Rwy 3 VOR DME Rwy 21
A B C D	600-2	800-2	800-2	800-2

AMEND 0

CHANGES: Alternate minimums.

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BRIEFING STRIP ™

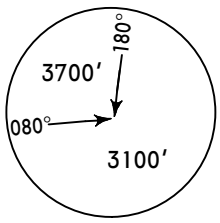
ATIS (ASOS when Twr inop)	KANSAS CITY Center (R)	*FORBES Tower	*Ground
128.25	123.8	CTAF 120.8	121.7

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 1078′
IFOE 110.1	312°	RIPLY 2551′ (1514′)	1237′ (200′)	TDZE 1037′

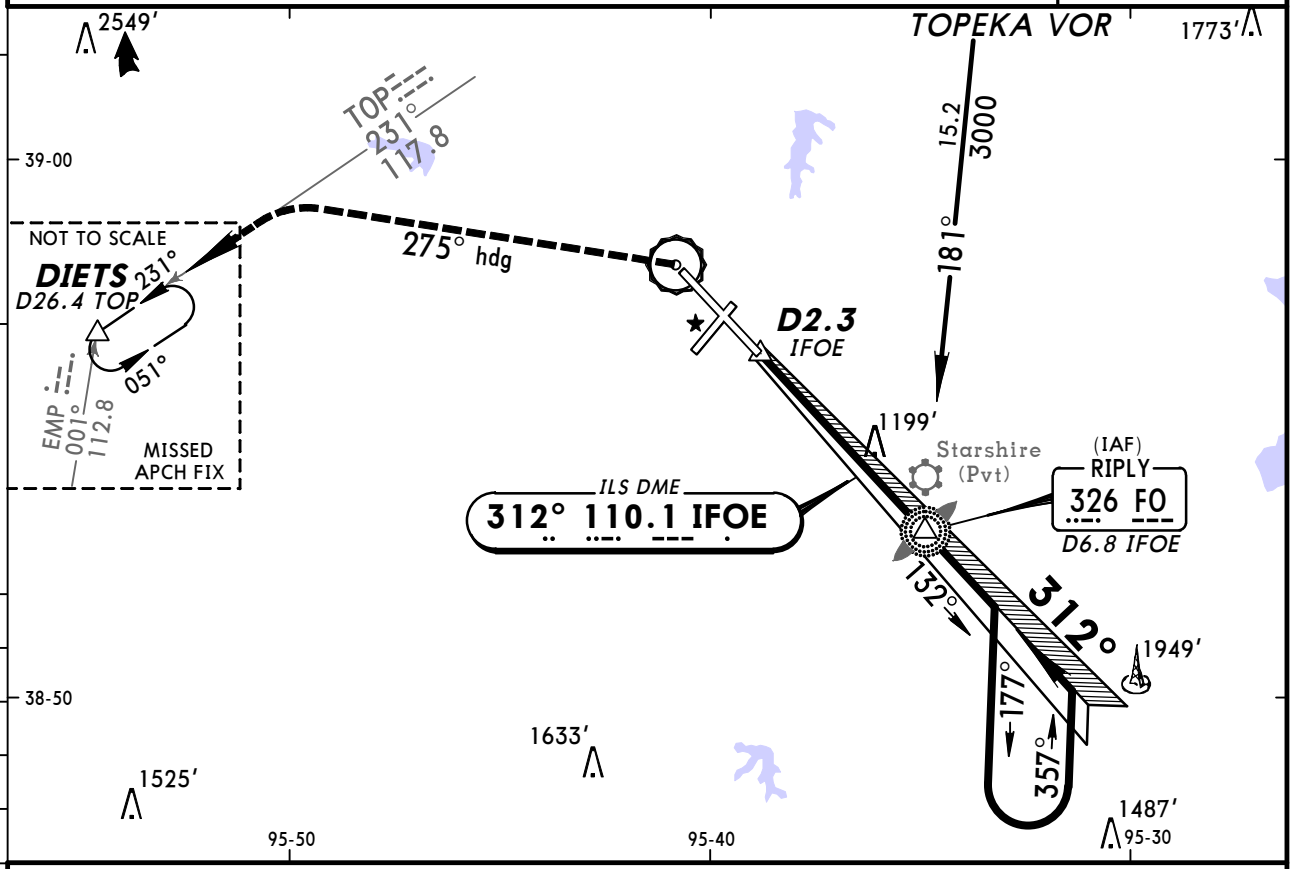
MISSED APCH: Climb to 1900′ then climbing LEFT turn to 3700′ heading 275° and outbound on TOP VOR R-231 to DIETS INT/D26.4 TOP and hold.

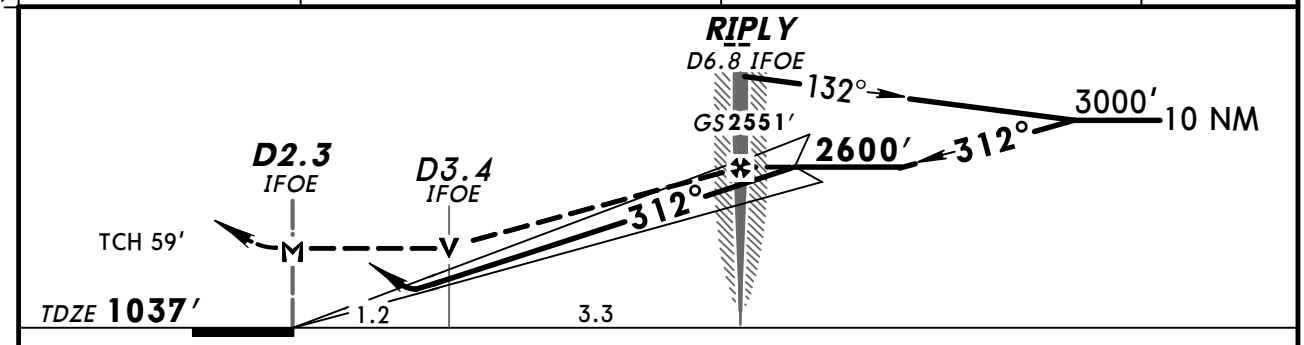
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Do not mistake Billard Mun, located 7 NM north, hdg 010°, for Forbes.
2. Use local altimeter setting; if not received, use Billard Mun altimeter setting.
3. VDP not authorized with Billard Mun altimeter setting. 4. Pilot controlled lighting 120.8.



MSA FO LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.3 IFOE or RIPLY to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

MALSR / VASI	1900′	3700′ LT	275° hdg	TOP 117.8 and R-231	DIETS

STRAIGHT-IN LANDING RWY 31

	ILS 1 2 DA(H) 1237′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) 3 MDA(H) 1460′ (423′)	LOC RAIL out	LOC ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 40 or 3/4	RVR 60 or 1 1/4	
D			RVR 50 or 1		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Billard Mun Altimeter Setting MDA(H)
90	1520′ (442′) -1	1580′ (502′) -1
120	1580′ (502′) -1	1640′ (562′) -1
140	1580′ (502′) -1 1/2	1640′ (562′) -1 1/2
165	1640′ (562′) -2	1700′ (622′) -2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 DA(H) 1282′ (245′) with Billard Mun altimeter setting.
3 MDA(H) 1520′ (483′) with Billard Mun altimeter setting.

TERPS AMEND 9E 7 APR 2011

CHANGES: Charted obstructions.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	KANSAS CITY Center (R)	*FORBES Tower	*Ground
128.25	123.8	CTAF 120.8	121.7

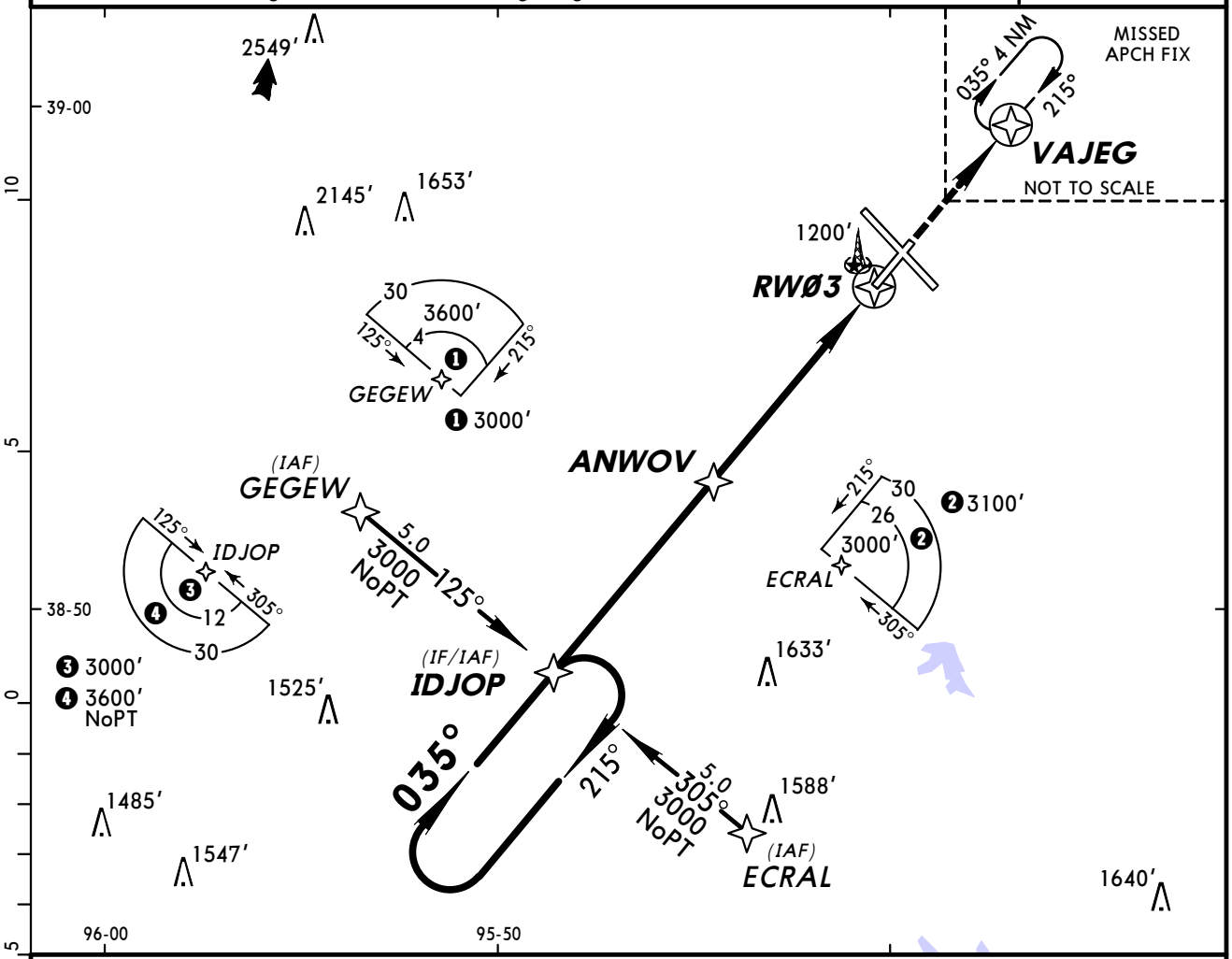
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1078′
	035°	ANWOV 2700′ (1622′)	1460′ (382′)	TDZE 1078′

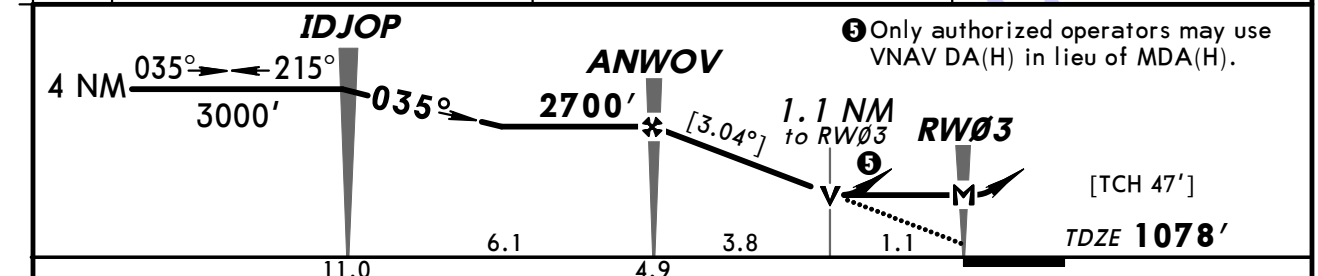
TAA 30 NM IAF

MISSED APCH: Climb to 3000′ direct VAJEG and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Philip Billard Mun altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized when using Philip Billard Mun altimeter setting. 4. Pilot controlled lighting 120.8.





❺ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RWØ3						

REIL
VASI-L

3000′

VAJEG

	STRAIGHT-IN LANDING RWY 3 LNAV		CIRCLE-TO-LAND		
	MDA(H) 1460′ (382′) With Local Altimeter Setting	MDA(H) 1520′ (442′) With Philip Billard Mun Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Philip Billard Mun Altimeter Setting MDA(H)
A	1	1	90	1520′ (442′)-1	1580′ (502′)-1
B			120	1580′ (502′)-1	1640′ (562′)-1
C		1¼	140	1580′ (502′)-1½	1640′ (562′)-1½
D	1¼	1½	165	1640′ (562′)-2	1700′ (622′)-2

AMENDO TERPS

CHANGES: Procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	KANSAS CITY Center (R)	*FORBES Tower	*Ground
128.25	123.8	CTAF 120.8	121.7

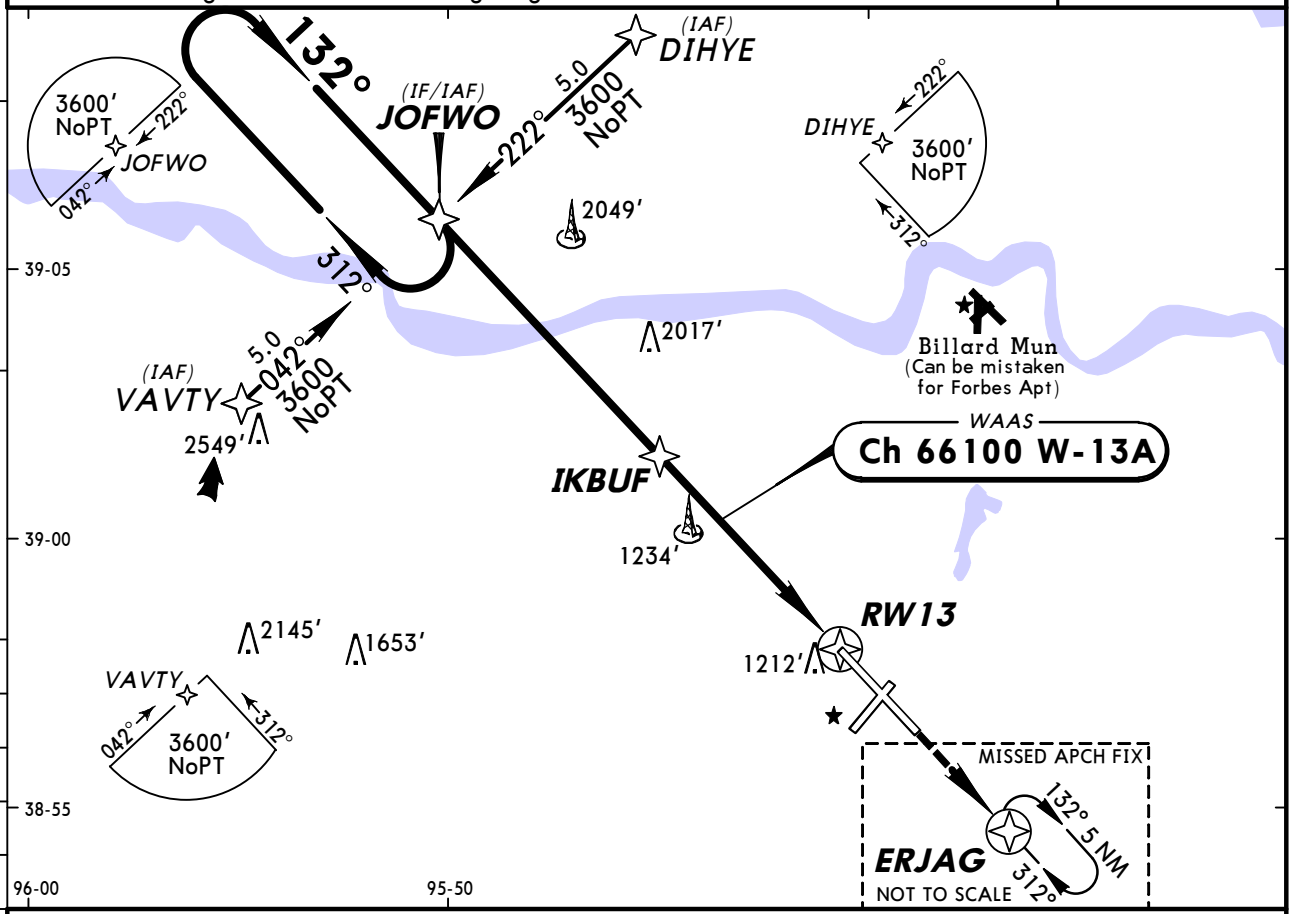
WAAS	Final Apch Crs	Minimum Alt IKBUF	LPV DA(H) (CONDITIONAL)	Apt Elev 1078′
Ch 66100 W-13A	132°	2700′ (1635′)	1315′ (250′)	TDZE 1065′

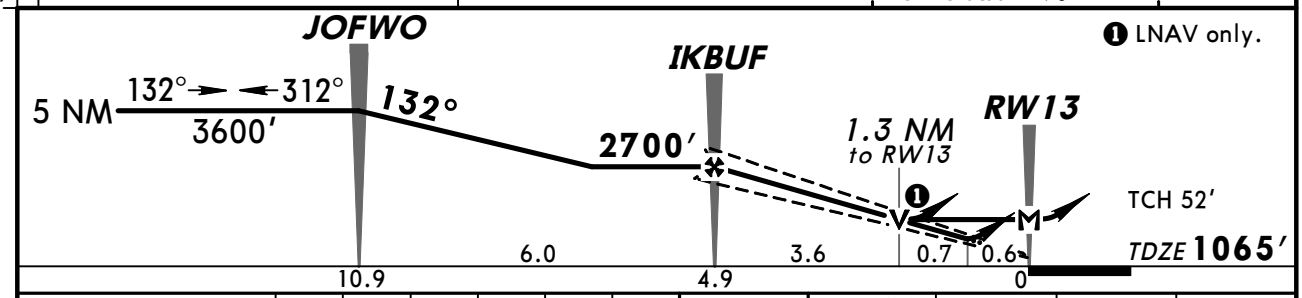
MISSED APCH: Climb to 3000′ direct ERJAG and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Philip Billard Mun altimeter setting. 2. Baro-VNAV not authorized below -17°C (2°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Philip Billard Mun altimeter setting. 5. Pilot controlled lighting 120.8.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

SALS
REIL
VASI

3000′

D

ERJAG

STRAIGHT-IN LANDING RWY 13

	1 LPV DA(H) 1315′(250′) ALS out	2 LNAV/VNAV DA(H) 1505′(440′) ALS out	3 LNAV MDA(H) 1540′(475′)	ALS out
A	3/4	1½	3/4	1
B			1¼	
C				
D			1½	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Philip Billard Mun Altimeter Setting MDA(H)
90	1540′(462′)-1½	1600′(522′)-1½
120	1580′(502′)-1½	1640′(562′)-1½
140		
165	1640′(562′)-2	1700′(622′)-2

AMEND 0

TERPS

1 DA(H) 1375′ (310′) with Philip Billard Mun altimeter setting.
2 DA(H) 1565′ (500′) with Philip Billard Mun altimeter setting.
3 MDA(H) 1600′ (535′) with Philip Billard Mun altimeter setting.

CHANGES: Chart reindexed.

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KFOE/FOE
FORBES

JEPPESEN
26 JUN 09 (22-3) Eff 2 Jul

TOPEKA, KAN
RNAV (GPS) Rwy 21

ATIS (ASOS when Twr inop)	KANSAS CITY Center (R)	*FORBES Tower	*Ground
128.25	123.8	CTAF 120.8	121.7

BRIEFING STRIP™

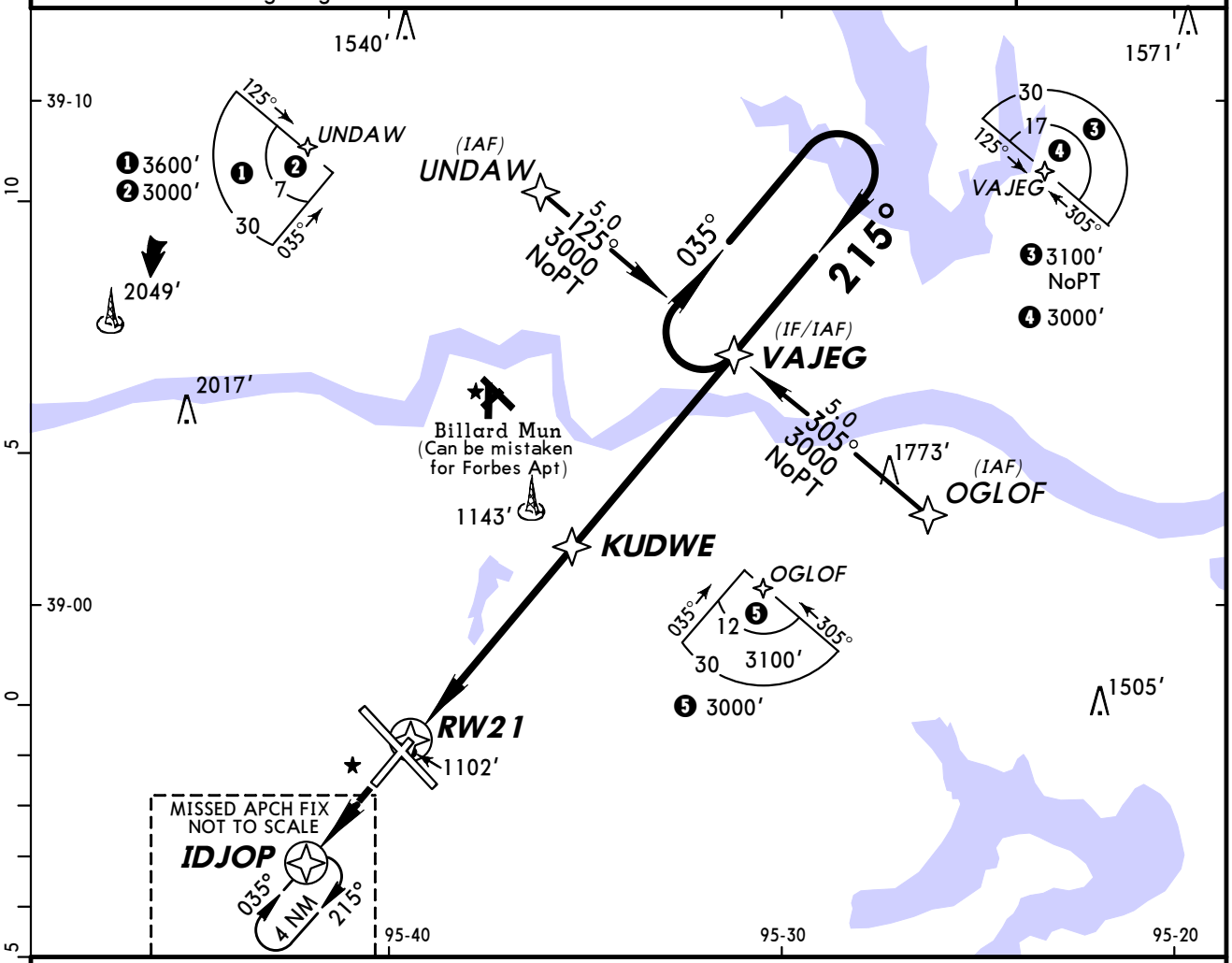
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1078′
	215°	KUDWE 2700′ (1653′)	1440′ (393′)	TDZE 1047′

MISSED APCH: Climb to 3000′ direct IDJOP and hold.

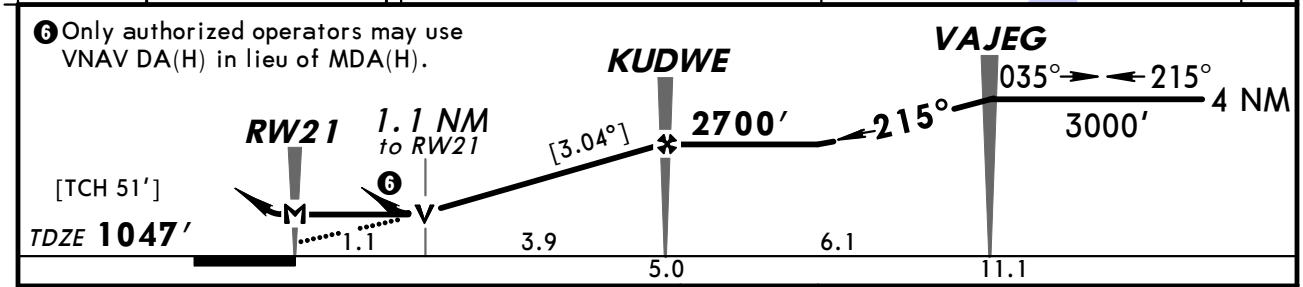
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Philip Billard Mun altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized when using Philip Billard Mun altimeter setting. 4. Visiblility reduction by helicopters not authorzied.
5. Pilot controlled lighting 120.8.



❻Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW21						

REIL
VASI-L
3000′
IDJOP

TERPS AMENDO

	STRAIGHT-IN LANDING RWY 21 LNAV: MDA(H) 1440′ (393′) With Local Altimeter Setting	MDA(H) 1500′ (453′) With Philip Billard Mun Altimeter Setting	CIRCLE-TO-LAND: Max Kts	With Local Altimeter Setting MDA(H)	With Philip Billard Mun Altimeter Setting MDA(H)
A	1	1	90	1520′(442′)-1	1580′(502′)-1
B			120	1580′(502′)-1	1640′(562′)-1
C		1¼	140	1580′(502′)-1½	1640′(562′)-1½
D	1¼	1½	165	1640′(562′)-2	1700′(622′)-2

CHANGES: Procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	KANSAS CITY Center (R)	*FORBES Tower	*Ground
128.25	123.8	CTAF 120.8	121.7

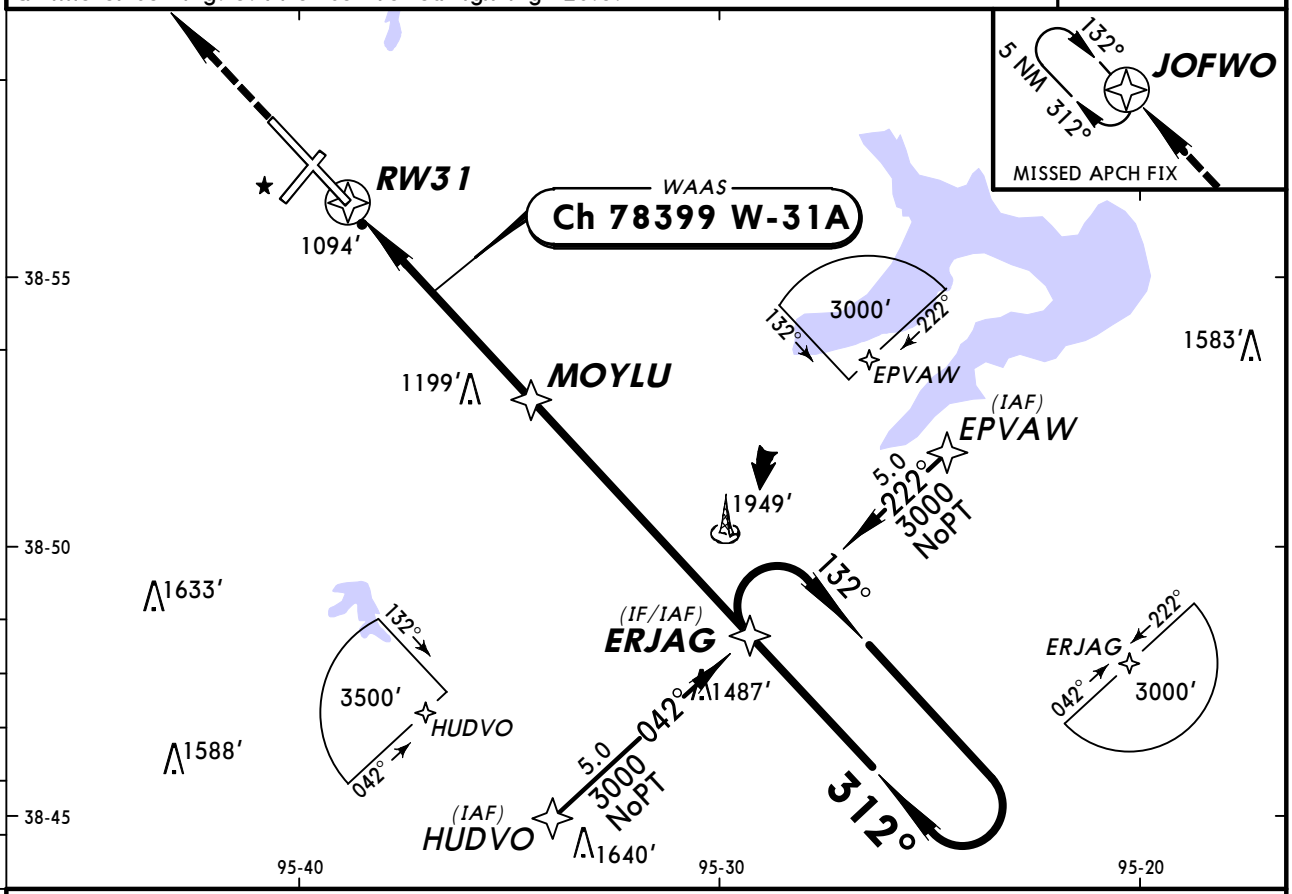
WAAS	Final Apch Crs	Minimum Alt MOYLU	LPV DA(H) (CONDITIONAL)	Apt Elev 1078′
Ch 78399 W-31A	312°	2700′ (1663′)	1298′ (261′)	TDZE 1037′

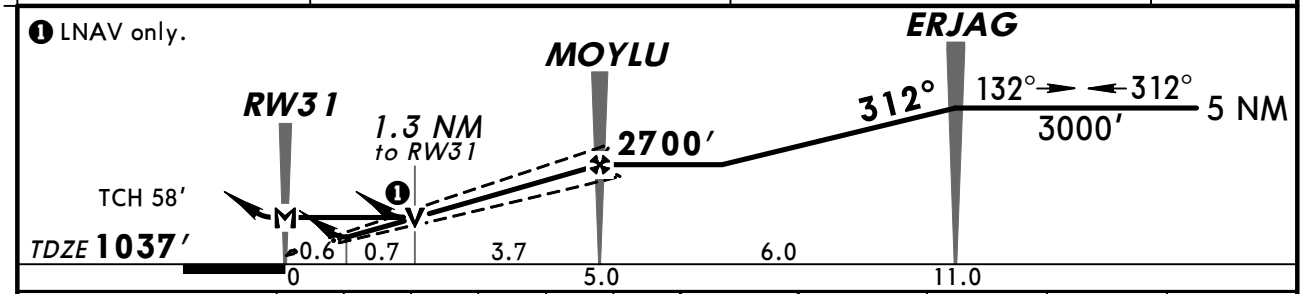
MISSED APCH: Climb to 3600′ direct JOFWO and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Philip Billard Mun altimeter setting. 2. Baro-VNAV not authorized below -17°C (2°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Philip Billard Mun altimeter setting. 5. Pilot controlled lighting 120.8.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

MALSR
VASI
3600′
JOFWO

STRAIGHT-IN LANDING RWY 31

	1 LPV DA(H) 1298′ (261′)		2 LNAV/VNAV DA(H) 1357′ (320′)			3 LNAV MDA(H) 1500′ (463′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B								
C						RVR 40 or 3/4	RVR 60 or 1¼	
D			RVR 40 or 3/4	RVR 50 or 1		RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Philip Billard Mun Altimeter Setting MDA(H)
90	1520′ (442′)-1	1580′ (502′)-1
120	1580′ (502′)-1	1640′ (562′)-1
140	1580′ (502′)-1½	1640′ (562′)-1½
165	1640′ (562′)-2	1700′ (622′)-2

TERPS AMEND 0

1 DA(H) 1358′ (321′) with Philip Billard Mun altimeter setting.
2 DA(H) 1417′ (380′) with Philip Billard Mun altimeter setting.
3 MDA(H) 1560′ (523′) with Philip Billard Mun altimeter setting.

CHANGES: Chart reindexed.

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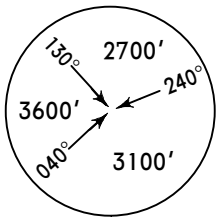
ATIS (ASOS when Twr inop)	KANSAS CITY Center (R)	*FORBES Tower	*Ground
128.25	123.8	CTAF 120.8	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1079′
TOP 117.8	021°	ARNOD 2700′ (1623′)	1500′ (423′)	TDZE 1077′

MISSED APCH: Climbing LEFT turn to 3000′ outbound via TOP VOR R-201 to OKETE D24.0 and hold.

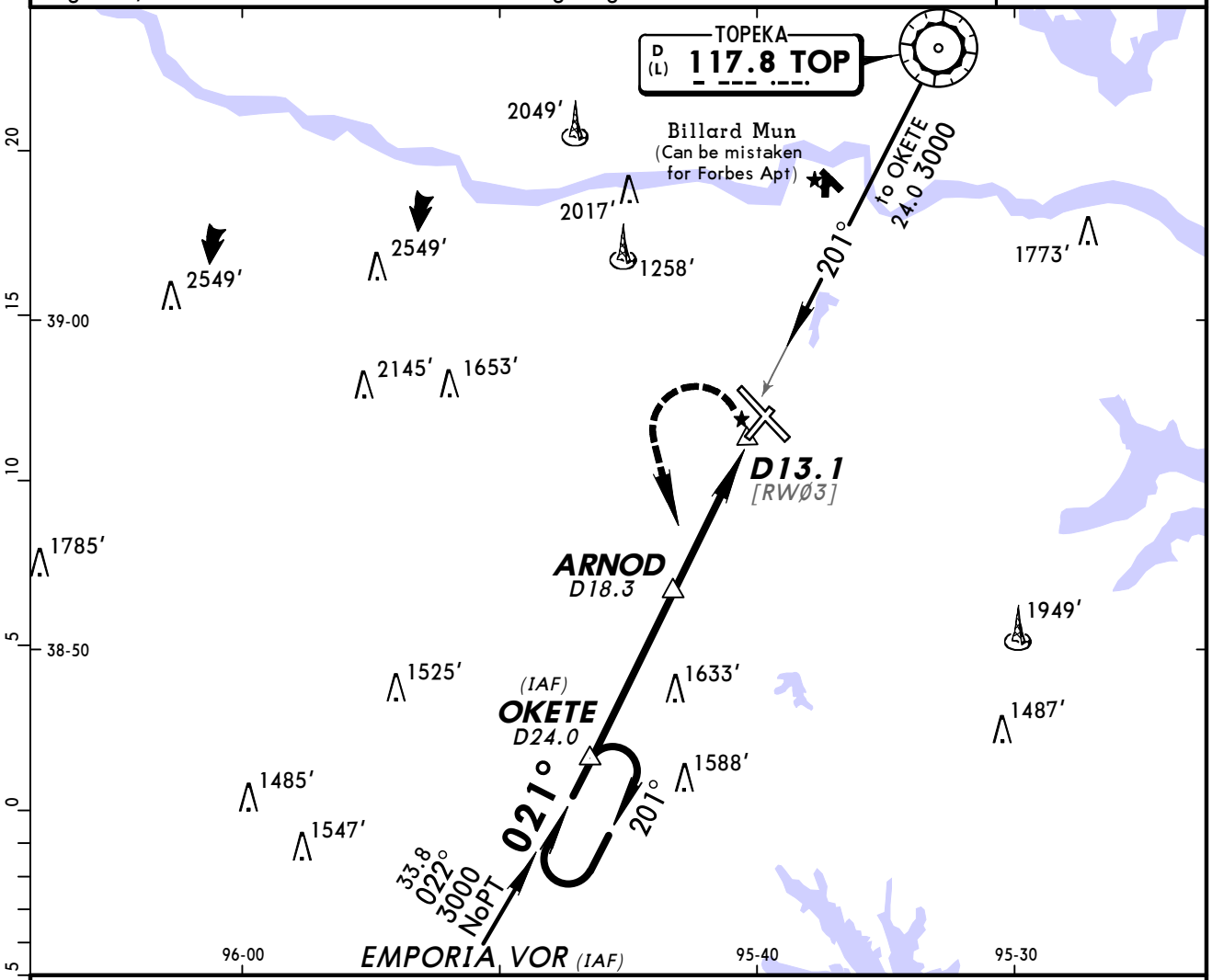
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

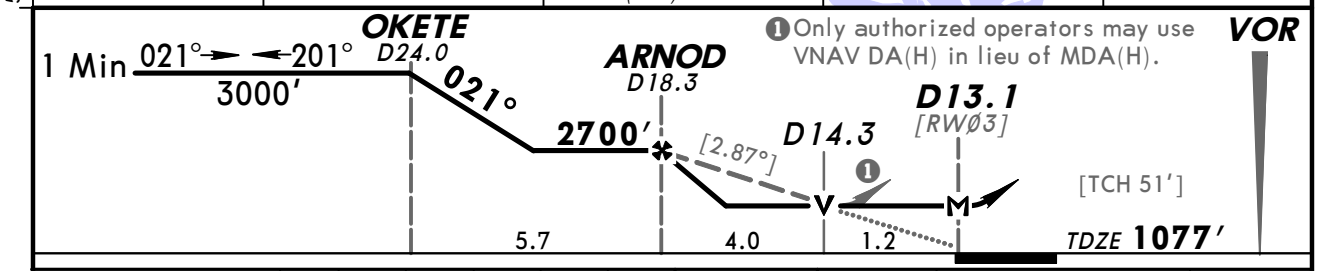
1. CAUTION: Do not mistake Philip Billard Municipal Airport, located 7 NM north, hdg 010°, for Forbes Field. 2. Pilot controlled lighting 120.8.



MSA TOP VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.87°]	355	457	508	609	711	812
MAP at D13.1						

REIL
VASI-L

3000′ LT via TOP 117.8 R-201

OKETE

TERPS AMEND 6

STRAIGHT-IN LANDING RWY 3		CIRCLE-TO-LAND	
MDA(H) 1500′ (423′)		Max Kts	MDA(H)
A	1	90	1520′ (441′) -1
B		120	1580′ (501′) -1
C	1¼	140	1580′ (501′) -1½
D		165	1640′ (561′) -2

CHANGES: Charted obstructions.

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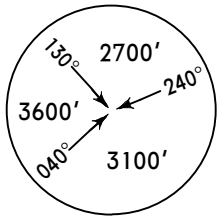
ATIS (ASOS when Twr inop)	KANSAS CITY Center (R)	*FORBES Tower	*Ground
128.25	123.8	CTAF 120.8	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1079′
TOP 117.8	200°	D7.0 2700′ (1653′)	1440′ (393′)	TDZE 1047′

MISSED APCH: Climb to 3000′ direct OKETE D24.0 and hold.

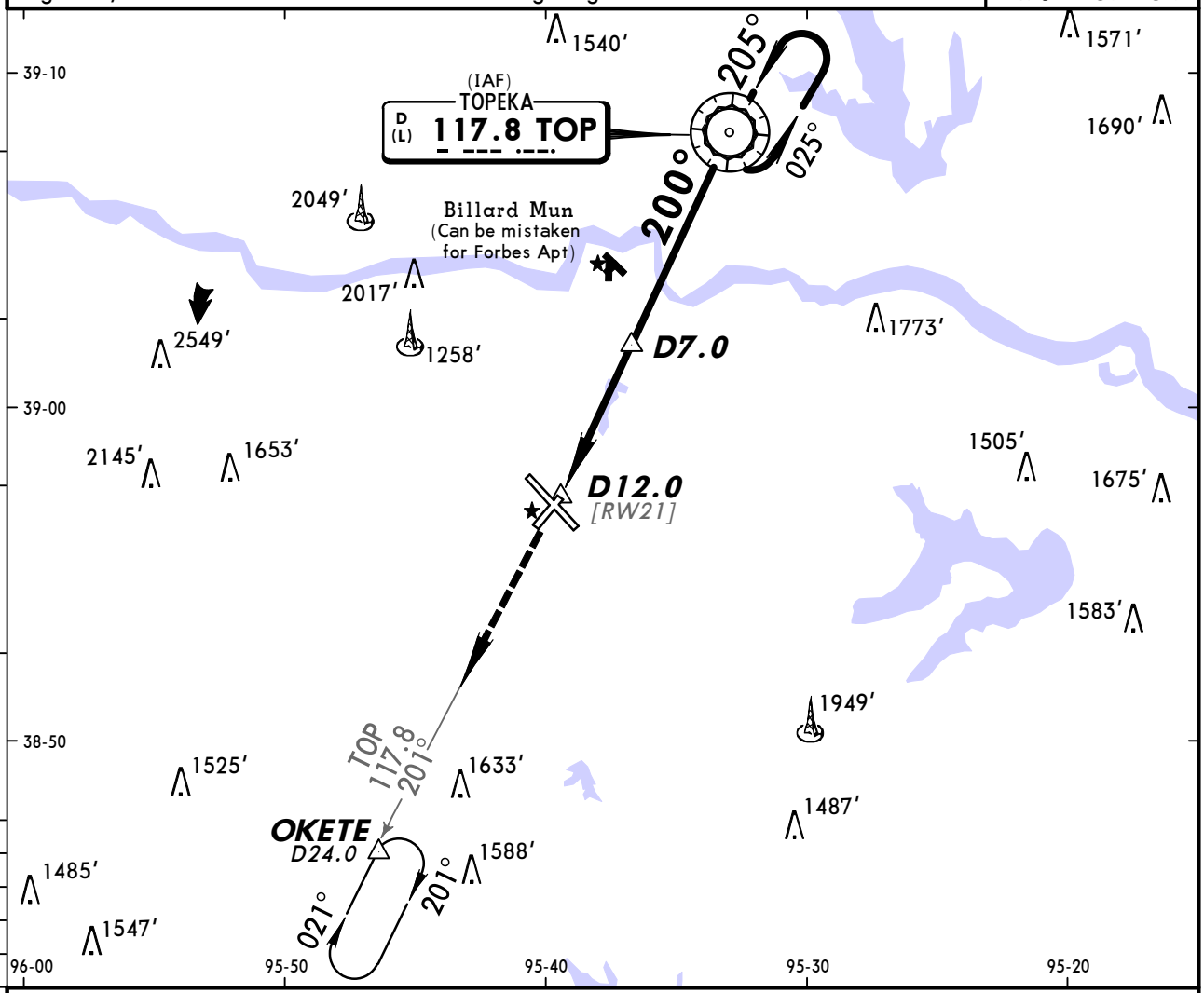
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Do not mistake Philip Billard Municipal Airport, located 7 NM north, hdg 010°, for Forbes Field. 2. Pilot controlled lighting 120.8.

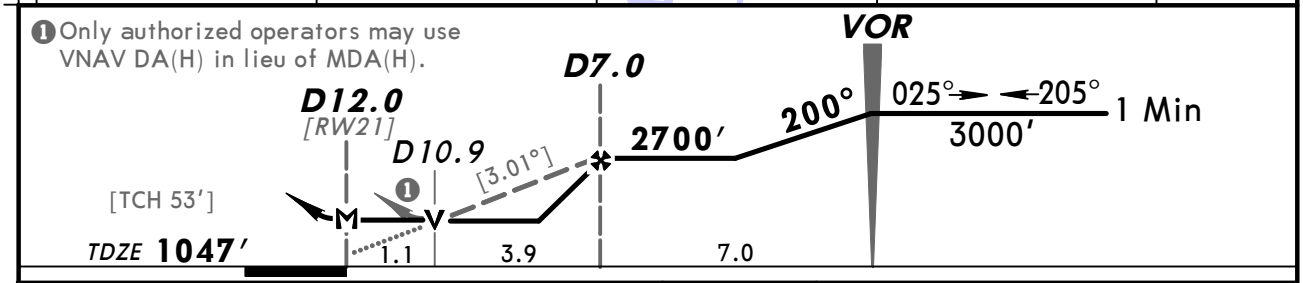


MSA TOP VOR

BRIEFING STRIP ™



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.01°]	373	479	532	639	745	852
MAP at D12.0						

REIL
VASI-L

3000′

OKETE

STRAIGHT-IN LANDING RWY 21		CIRCLE-TO-LAND	
MDA(H) 1440′ (393′)		Max Kts	MDA(H)
A	1	90	1520′ (441′) -1
B		120	1580′ (501′) -1
C		140	1580′ (501′) -1½
D	1¼	165	1640′ (561′) -2

AMEND 7 TERPS

CHANGES: Charted obstructions.

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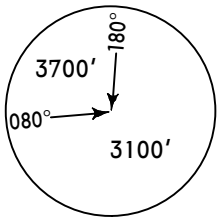
ATIS (ASOS when Twr inop)	KANSAS CITY Center (R)	*FORBES Tower	*Ground
128.25	123.8	CTAF 120.8	121.7

NDB	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	
FO 326	132°	SELMO 2700′ (1637′)	1580′ (517′)	Apt Elev 1078′ / Rwy 13 1063′

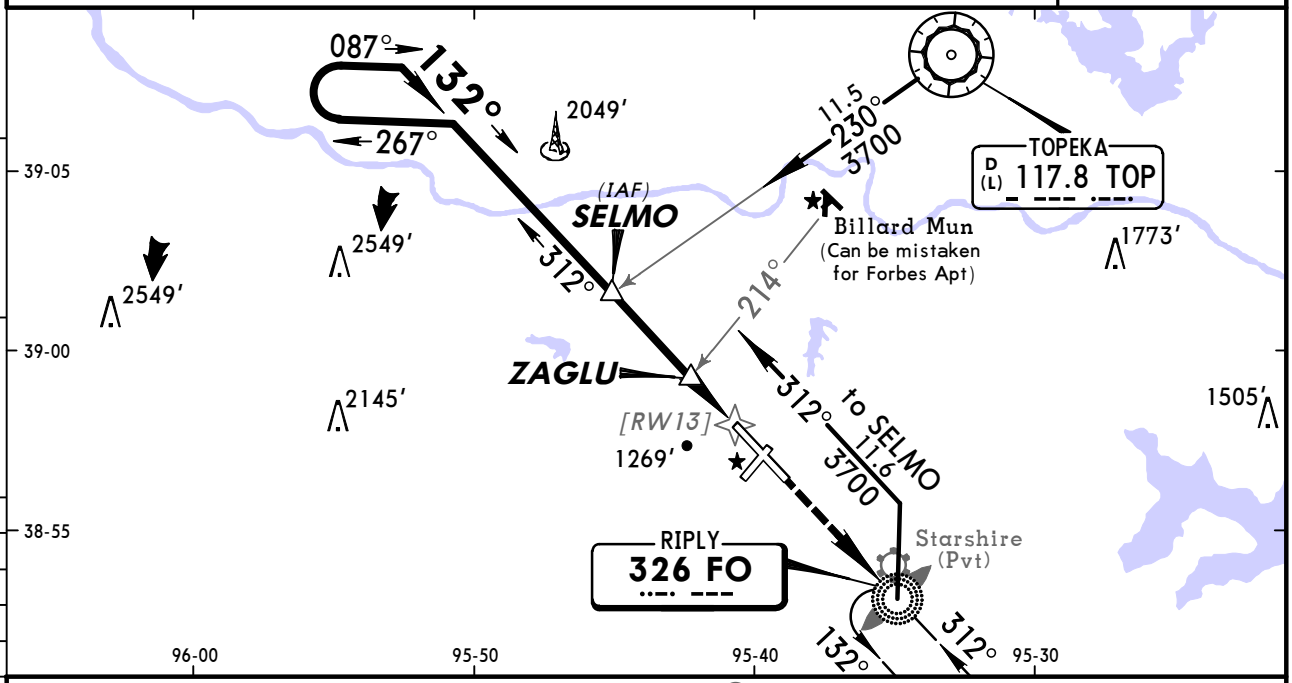
MISSED APCH: Climb to 3700′ direct RIPLY LOM and hold, continue climb-in-hold to 3700′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Do not mistake Billard Mun airport, located 7 NM north, hdg 010°, for Forbes. 2. Use local altimeter setting, if not received, use Billard Mun altimeter setting. 3. Pilot controlled lighting 120.8.

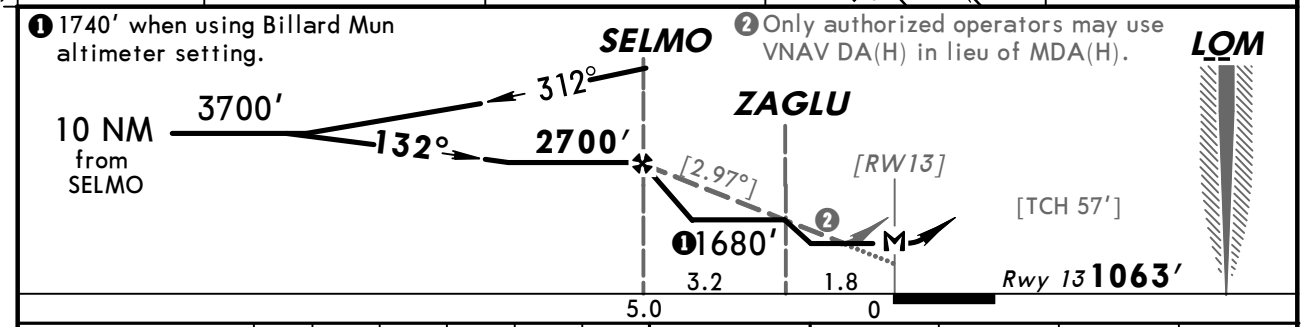


MSA FO LOM



❶ 1740′ when using Billard Mun altimeter setting.

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.97°]	368	473	525	630	736	841
SELMO to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

SALS / REIL / VASI — 3700′ — D — FO 326

	STRAIGHT-IN LANDING RWY 13 With ZAGLU		Without ZAGLU		CIRCLE-TO-LAND	With ZAGLU	Without ZAGLU
	With Local Altimeter Setting						
	MDA(H) 1580′ (517′)		MDA(H) 1680′ (617′)				
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	1580′ (502′)-1	1680′ (602′)-1
B					120		
C	1 1/4	1 3/8	1 1/2	1 3/4	140	1580′ (502′)-1 1/2	1680′ (602′)-1 3/4
D					165	1640′ (562′)-2	1680′ (602′)-2

	With Billard Mun Altimeter Setting						
	MDA(H) 1640′ (577′)		MDA(H) 1740′ (677′)				
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	1640′ (562′)-1	1740′ (662′)-1
B					120		
C	1 1/2	2 1/8	1 3/4	2 1/8	140	1640′ (562′)-1 3/4	1740′ (662′)-2
D					165	1700′ (622′)-2 1/4	1740′ (662′)-2 1/4

BRIEFING STRIP™

TERPS AMEND 7 20 OCT 2011

CHANGES: Procedure.

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General Information

Location: Great Bend KS USA
IATA Code: GBD
Lat/Long: N38° 20.7' W098° 51.6'
Elevation: 1887 ft

Airport Use: Public
Magnetic Variation: 5.2°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1311 Z
Sunset: 0026 Z,

Runway Information

Runway: 11
Length x Width: 4706 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1887 ft
Lighting: Edge, Pilot controlled

Runway: 17
Length x Width: 7851 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1884 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 29
Length x Width: 4706 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1884 ft
Lighting: Edge, Pilot controlled

Runway: 35
Length x Width: 7851 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1883 ft
Lighting: Edge, ALS, Pilot controlled

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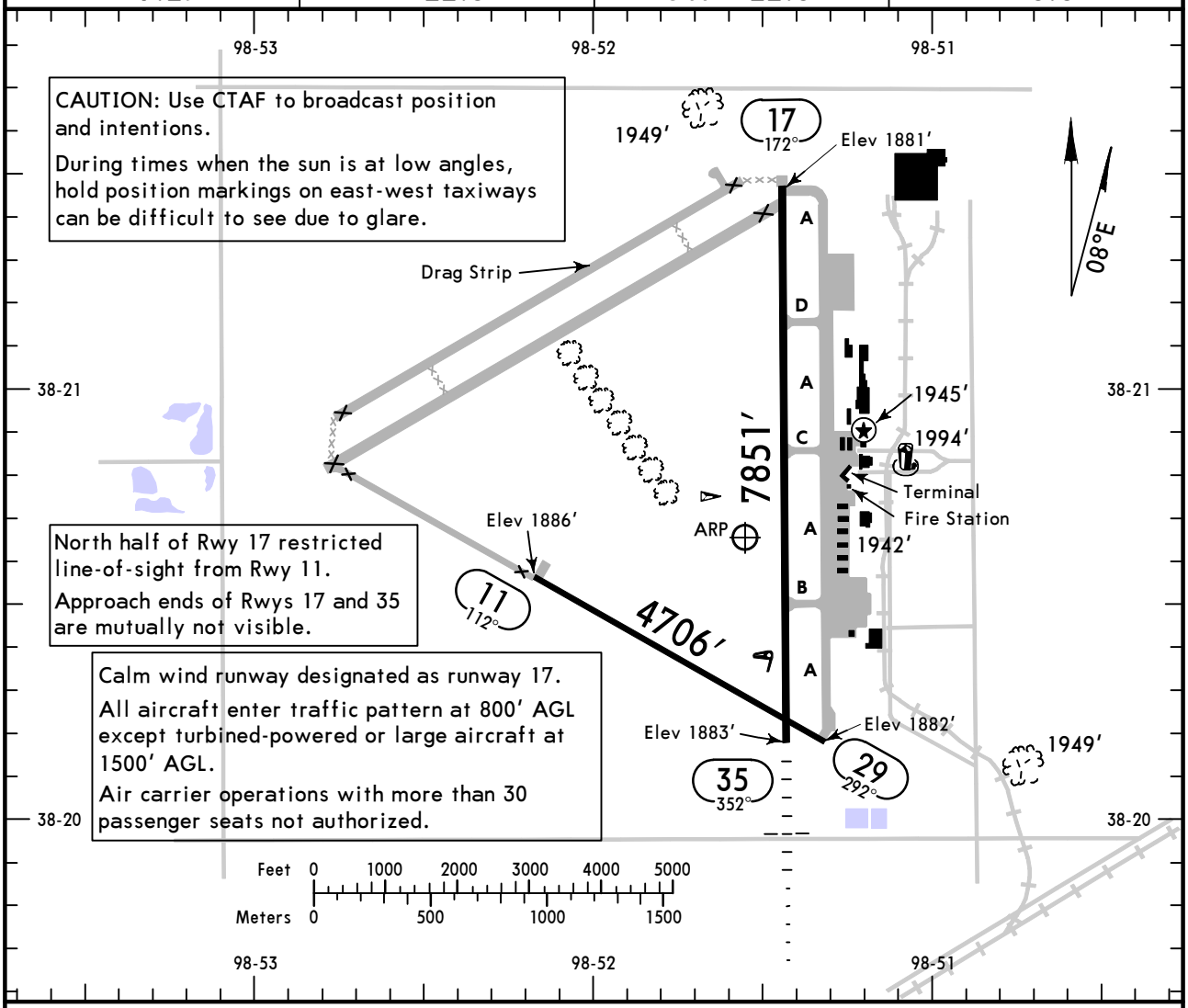
Communication Information

AWOS 119.275
Great Bend Mun Unicom 122.8 CTAF PCL
Wichita Flight Service Station 122.5 RCO
Kansas City Center 118.8 Remote Communications Air-Ground

AWOS-3	WICHITA Radio	GREAT BEND MUN UNICOM	KANSAS CITY Center
119.27	122.5	CTAF 122.8	118.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11 29	❶ MIRL ❶ PAPI-L (angle 3.0°)				75′
17	❶ HIRL REIL ❶ PAPI-L (angle 3.5°)				100′
35	❶ HIRL ❶ MALSR ❶ VASI-L		6891′		

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	NDB-A	Authorized Only When Local Weather Available RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 NDB Rwy 35	Other
A B C D	800-2	800-2	NA

OBSTACLE DP: Rwy 35, climb heading 352° to 3200′ before turning eastbound.

AMEND 0

CHANGES: Runway width, lighting, alternate minimums.

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BRIEFING STRIP ™

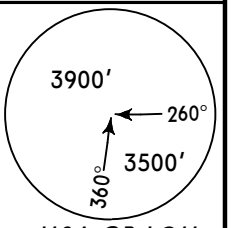
AWOS-3	KANSAS CITY Center	WICHITA Radio	GREAT BEND MUN UNICOM
119.27	118.8	122.5	CTAF 122.8

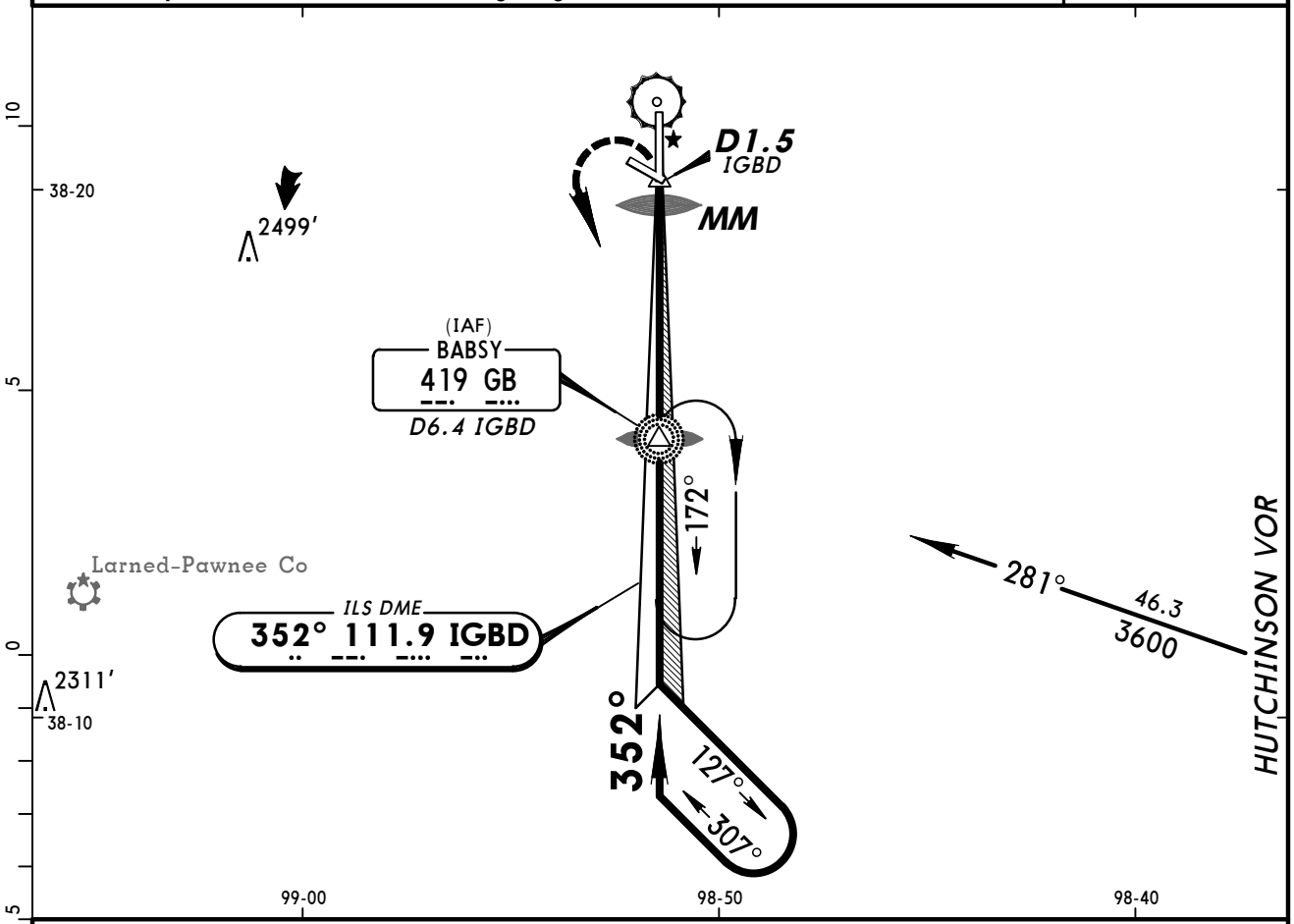
LOC IGBD	Final Apch Crs	GS BABSY	ILS DA(H)	Apt Elev 1887′
111.9	352°	3572′ (1689′)	2083′ (200′)	TDZE 1883′

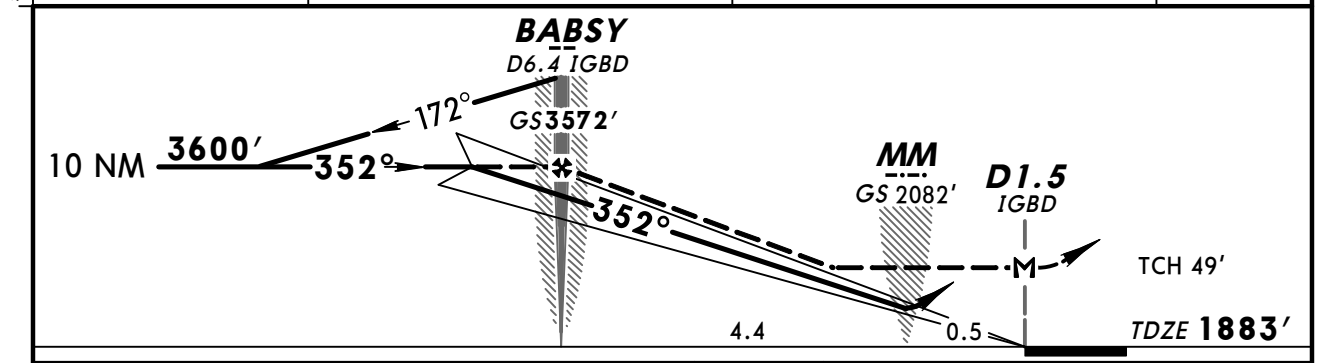
MISSED APCH: Climbing LEFT turn to 3600′ direct BABSY LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Pilot controlled lighting 122.8.







Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.5 IGBD or BABSY to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR
VASI
3600′ LT
D
GB 419

STRAIGHT-IN LANDING RWY 35

	ILS DA(H) 2083′ (200′) FULL	ILS DA(H) 2083′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 2240′ (357′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	2300′ (413′)-1
120	2340′ (453′)-1
140	2340′ (453′)-1 1/2
165	2460′ (573′)-2

TERPS AMEND 0B 14 JAN 2010

CHANGES: None.

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AWOS-3	KANSAS CITY Center	WICHITA Radio	GREAT BEND MUN UNICOM
119.27	118.8	122.5	CTAF 122.8

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1887′
Ch 70617 W-17A	172°	CONPI 3600′ (1716′)	2084′ (200′)	TDZE 1884′

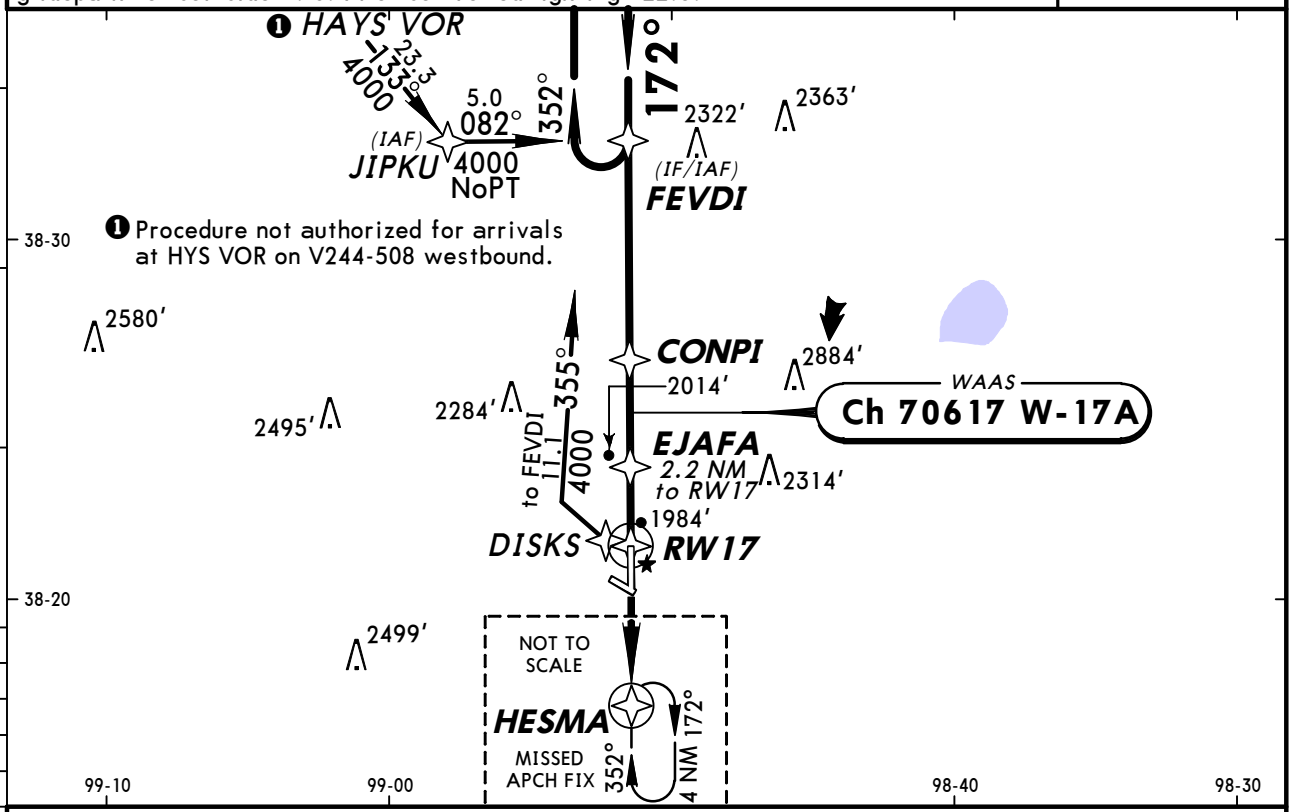
MISSED APCH: Climb to 3600′ direct HESMA and hold.

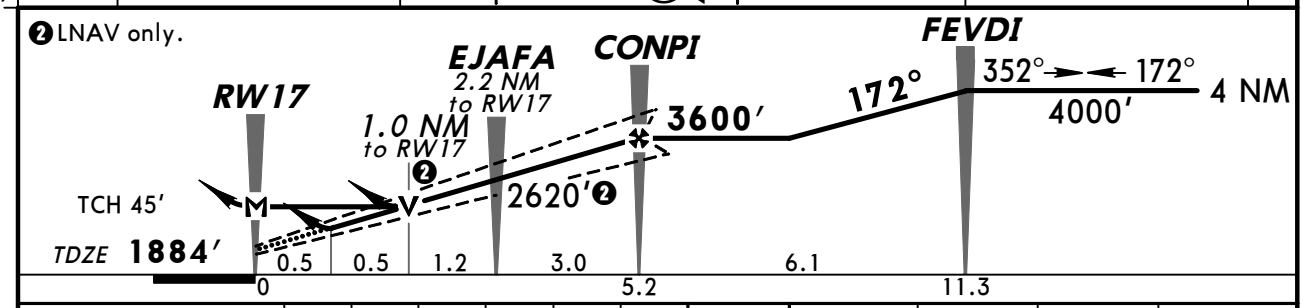
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Russell Mun altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 4. Baro-VNAV and VDP not authorized when using Russell Mun altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 122.8.

4000′

MSA RW17





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17						

REIL
PAPI-L
3600′
HESMA

STRAIGHT-IN LANDING RWY 17

With Local Altimeter Setting

	LPV DA(H) 2084′ (200′)	LNAV/VNAV DA(H) 2282′ (398′)	LNAV MDA(H) 2280′ (396′)
A	¾	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	2300′ (413′)-1
120	2340′ (453′)-1
140	2340′ (453′)-1½
165	2440′ (553′)-2

With Russell Mun Altimeter Setting

	LPV DA(H) 2161′ (277′)	LNAV/VNAV DA(H) 2359′ (475′)	LNAV MDA(H) 2360′ (476′)
A	1	1¾	1
B			
C			1¼
D			1½

With Russell Mun Altimeter Setting

Max Kts	MDA(H)
90	2380′ (493′)-1
120	2420′ (533′)-1
140	2420′ (533′)-1½
165	2520′ (633′)-2

TERPS AMEND 0 3 JUN 2010

CHANGES: New procedure.

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KGBD/GBD
GREAT BEND MUN

JEPPESEN

28 MAY 10 (12-2) Eff 3 Jun

GREAT BEND, KAN
RNAV (GPS) Rwy 35

AWOS-3	KANSAS CITY Center	WICHITA Radio	GREAT BEND MUN UNICOM
119.27	118.8	122.5	CTAF 122.8

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1887′
Ch 65710 W-35A	352°	FENOB 3600′ (1717′)	2171′ (288′)	TDZE 1883′

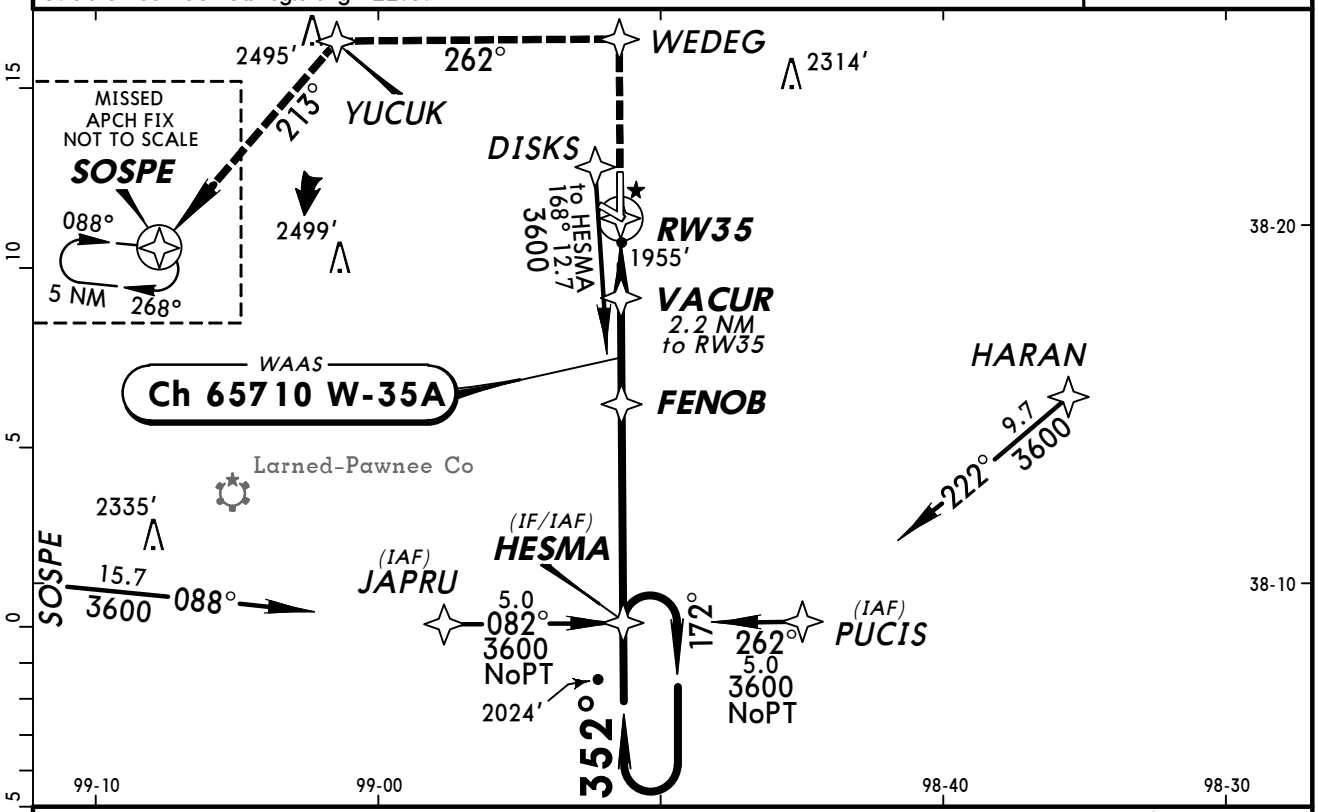
MISSED APCH: Climb to 4500′ direct WEDEG and via 262° track to YUCUK then via 213° track to SOSPE and hold.

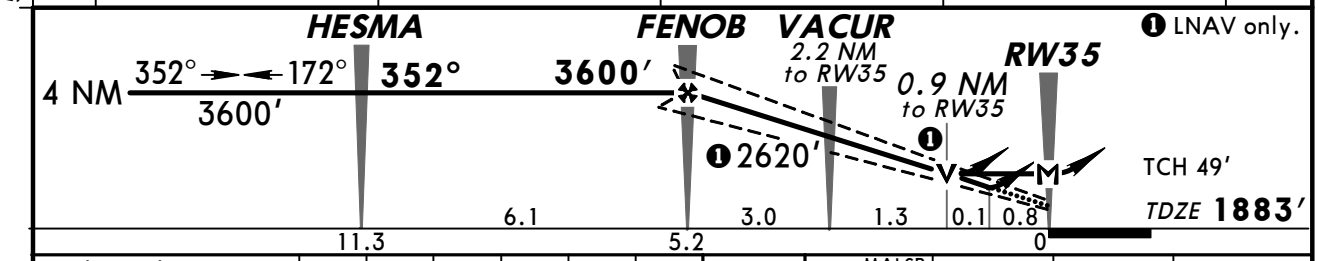
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Russell Mun altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 4. Baro-VNAV and VDP not authorized when using Russell Mun altimeter setting.
5. Pilot controlled lighting 122.8.

4000′

MSA RW35





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

MALSR VASI 4500′ WEDEG

STRAIGHT-IN LANDING RWY 35
With Local Altimeter Setting

	LPV DA(H) 2171′ (288′)		LNAV/VNAV DA(H) 2222′ (339′)		LNAV MDA(H) 2220′ (337′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1	3/4	1 1/4	1/2	3/4	1
B							
C							
D					1		

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts.	MDA(H)
90	2300′ (413′)-1
120	2340′ (453′)-1
140	2340′ (453′)-1 1/2
165	2500′ (613′)-2

With Russell Mun Altimeter Setting

	LPV DA(H) 2248′ (365′)		LNAV/VNAV DA(H) 2299′ (416′)		LNAV MDA(H) 2300′ (417′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	3/4	1 1/4	1	1 1/2	1/2	3/4	1
B							
C					3/4	1 1/4	
D					1		

With Russell Mun Altimeter Setting

Max Kts.	MDA(H)
90	2380′ (493′)-1
120	2420′ (533′)-1
140	2420′ (533′)-1 1/2
165	2580′ (693′)-2 1/4

TERPS AMENDO

CHANGES: Procedure re-indexed.

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AWOS-3	KANSAS CITY Center	WICHITA Radio	GREAT BEND MUN UNICOM
119.27	118.8	122.5	CTAF 122.8

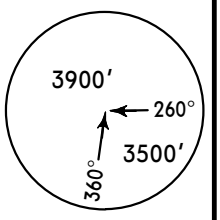
BRIEFING STRIP™

LOM GB 419	Final Apch Crs 351°	Minimum Alt LOM 3500′ (1617′)	MDA(H) (CONDITIONAL) 2340′ (457′)	Apt Elev 1887′ TDZE 1883′

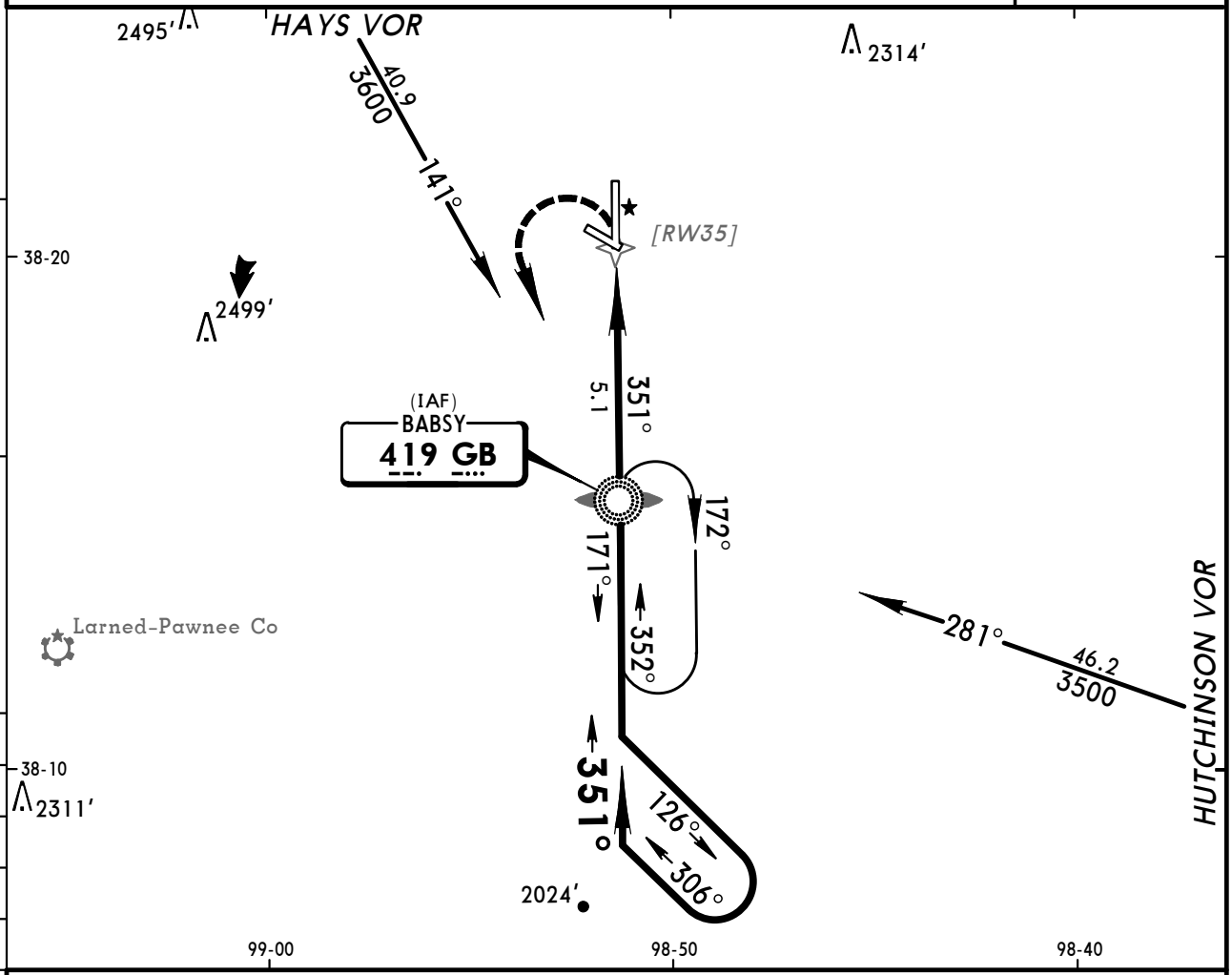
MISSED APCH: Climbing LEFT turn to 3500′ direct GB LOM and hold.

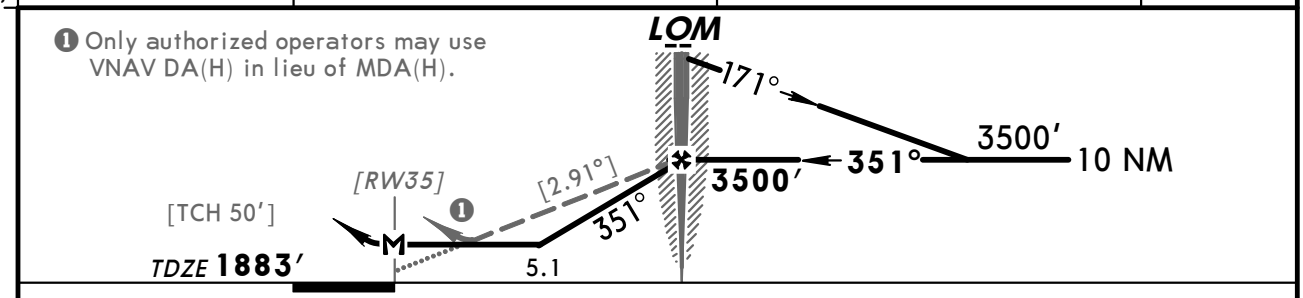
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received use Russell Mun altimeter setting.
2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 122.8.



MSA GB LOM





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[2.91°]	360	463	515	618	721	824
LOM to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR
VASI
3500′ LT
D
GB 419

	STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND		
	MDA(H) 2340′ (457′) With Local Altimeter Setting		MDA(H) 2420′ (537′) With Russell Mun Altimeter Setting			With Local Altimeter Setting	With Russell Mun Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	2340′ (453′) -1	2420′ (533′) -1
B					120		
C	3/4	1 1/4	1	1 1/2	140	2340′ (453′) -1 1/2	2420′ (533′) -1 1/2
D	1 1/4	1 1/2	1 1/2	1 3/4	165	2500′ (613′) -2	2580′ (693′) -2 1/4

AMEND 3 TERPS

CHANGES: None.

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BRIEFING STRIP™

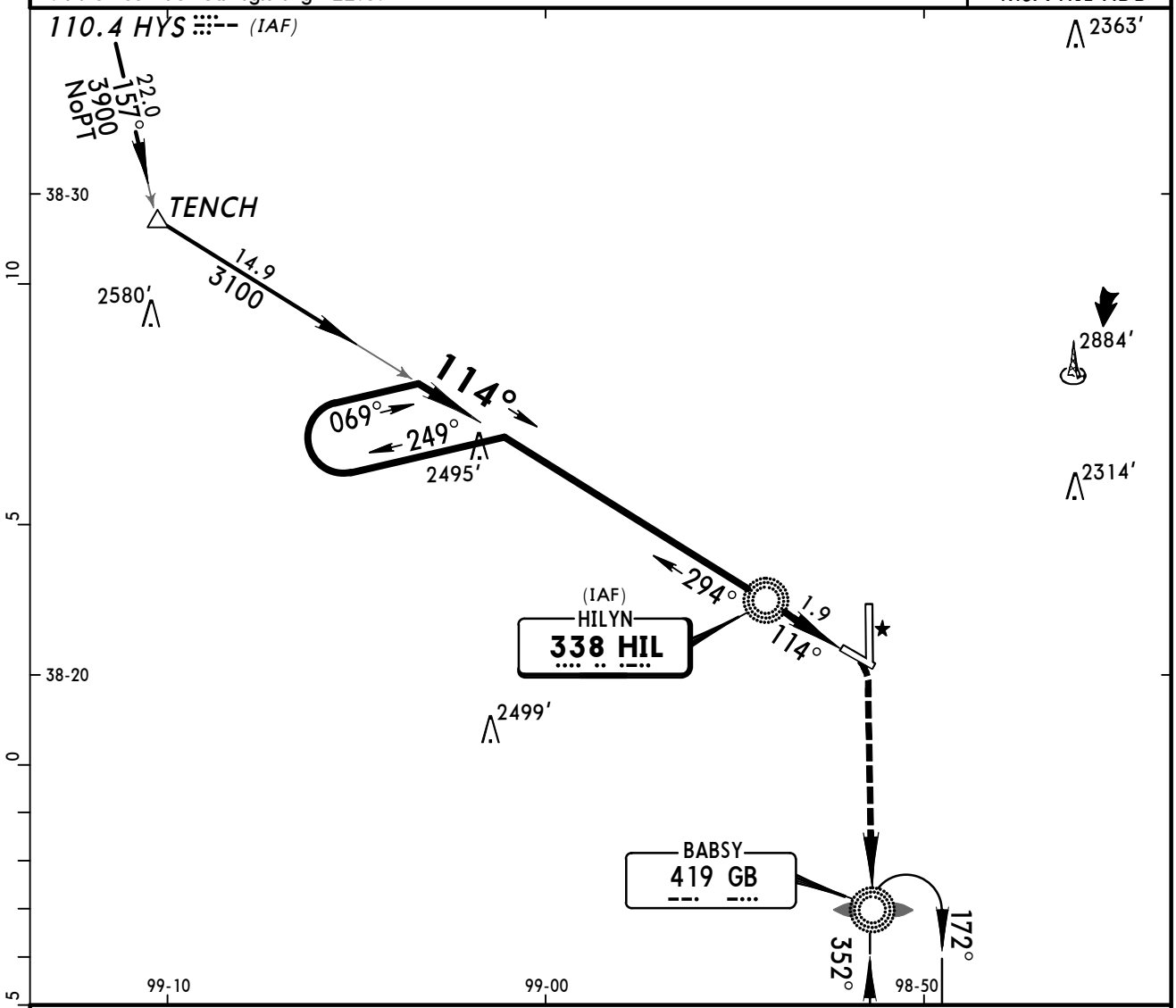
AWOS-3	KANSAS CITY Center	WICHITA Radio	GREAT BEND MUN UNICOM
119.27	118.8	122.5	CTAF 122.8

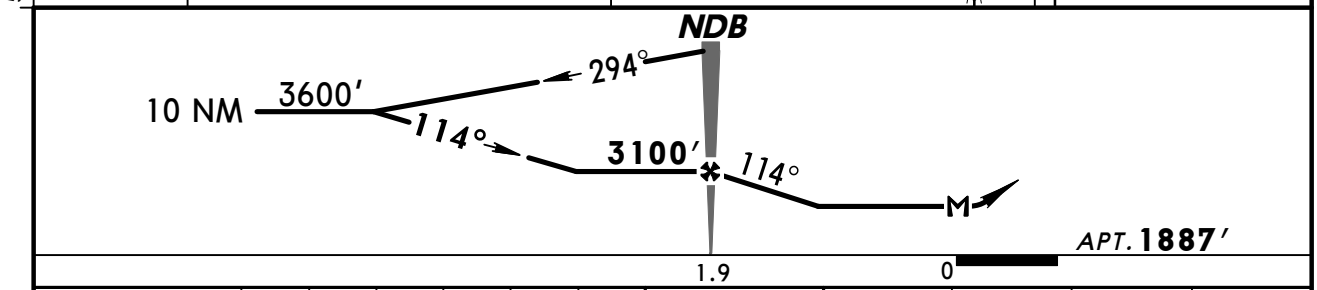
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1887′
HIL 338	114°	NDB 3100′ (1213′)	Refer to Minimums	

MISSED APCH: Climbing RIGHT turn to 3500′ direct GB LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 122.8.

MSA HIL NDB: 4000′ 260° 3400′ 360°





Gnd speed-Kts	70	90	100	120	140	160
NDB to MAP 1.9	1:38	1:16	1:08	0:57	0:49	0:43

Lighting - Refer to Airport Chart | 3500′ RT | D | GB 419

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	2360′(473′)-1
B	120	
C	140	2360′(473′)-1½
D	165	2500′(613′)-2

TERPS AMEND 5A 8 APR 2010

CHANGES: Procedure title, procedure altitudes, minimums.

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General Information

Location: Garden City KS USA
IATA Code: GCK
Lat/Long: N37° 55.7' W100° 43.5'
Elevation: 2891 ft

Airport Use: Public
Magnetic Variation: 6.3°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1318 Z
Sunset: 0034 Z,

Runway Information

Runway: 12
Length x Width: 5700 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 2891 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 7300 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 2889 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30
Length x Width: 5700 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 2885 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 7300 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 2885 ft
Lighting: Edge, ALS, Pilot controlled

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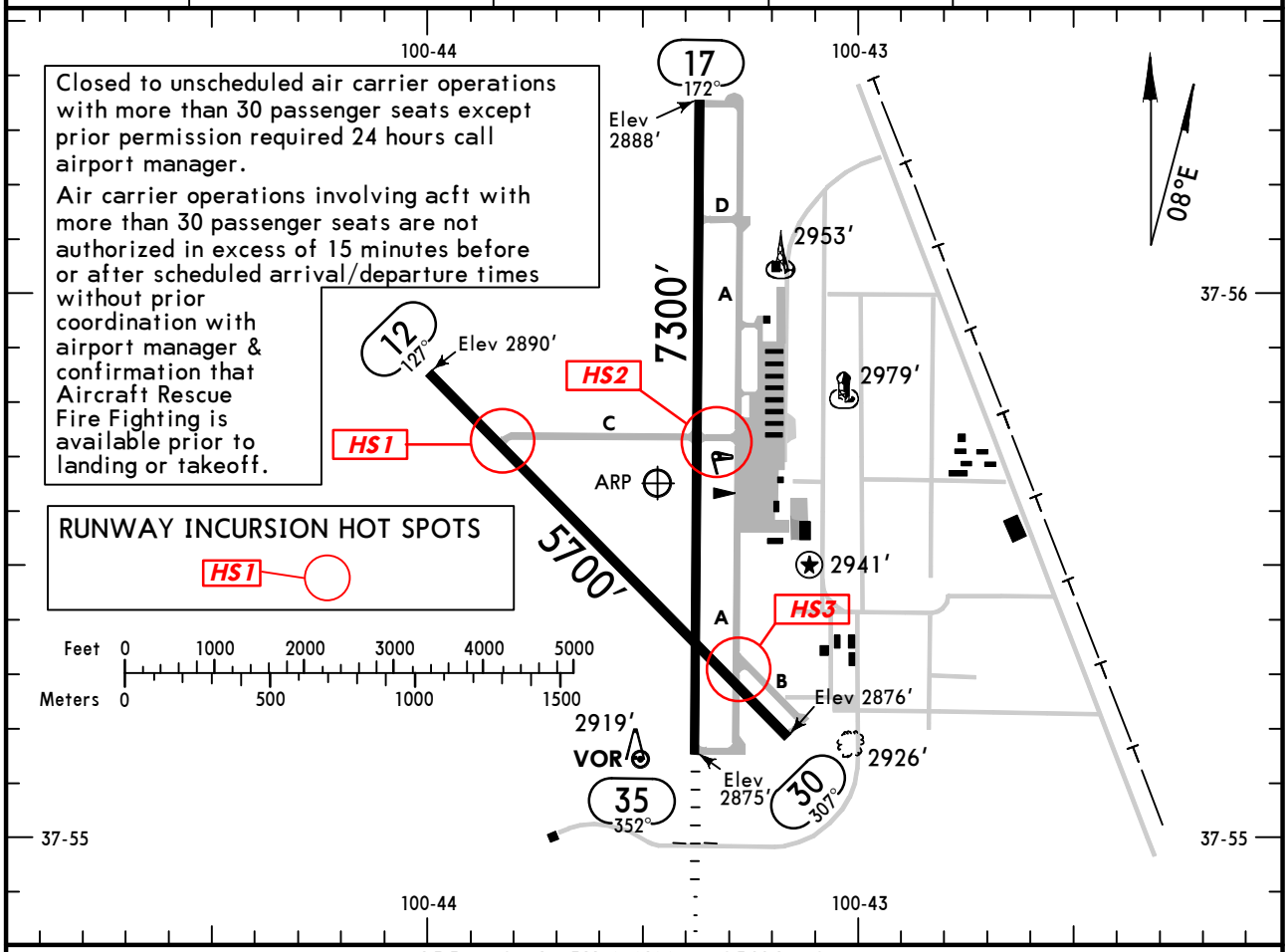
Communication Information

ASOS 121.325
Garden City Tower 118.15 CTAF PCL
Garden City Ground Control 119.0
Garden City Regl Unicom 122.95
Wichita Flight Service Station 122.45 RCO
Kansas City Center 125.2 Remote Communications Air-Ground

ASOS	*GARDEN CITY Ground	*Tower	UNICOM	KANSAS CITY Center (R)
121.32	119.0	CTAF 118.15	122.95	125.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12 30	❶ MIRL ❶ REIL PAPI-L (angle 3.0°)				100′
17	❶ HIRL ❶ REIL VASI-L				100′
35	❶ HIRL ❶ MALSR VASI-L		6310′		

❶ Activate on 118.15 when Twr inop.

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions

HS1 Taxiway C intersects Runway 12/30 1300′ from approach end. Back taxi clearance required for full length departure on Runway 12.

HS2 Use caution exiting the ramp area on Taxiway C. Taxiway C crosses Runway 17/35 immediately after leaving ramp area. Pilots must use caution when exiting the runway on Taxiway C, as the Non-movement Area boundary is on the taxiway prior to the ramp.

HS3 While taxiing southbound on Taxiway A to Runway 30, left turn on Taxiway B required to reach approach end of Runway 30. If pilot is not being extra vigilant, it is easy for an aircraft to miss the turn on B and cross the active runway.

TAKE-OFF	All Rwys		FOR FILING AS ALTERNATE		Authorized Only When Local Weather Available	
	Adequate Vis Ref	STD		ILS Rwy 35	LOC Rwy 35 VOR DME Rwy 12 VOR Rwy 35 NDB Rwy 35	RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 35 VOR Rwy 17 VOR DME Rwy 17 VOR DME Rwy 30 VOR DME Rwy 35
1 & 2 Eng	1/4	1	A B	600-2	800-2	800-2
3 & 4 Eng		1/2	C D			

AMEND 0

CHANGES: Notes, hot spots revised.

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BRIEFING STRIP™

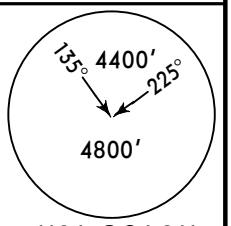
ASOS	KANSAS CITY Center (R)	*GARDEN CITY Tower	*Ground
121.32	125.2	CTAF 118.15	119.0

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 2891′
IGCK 109.9	352°	PIEVE 4685′ (1800′)	3085′ (200′)	TDZE 2885′

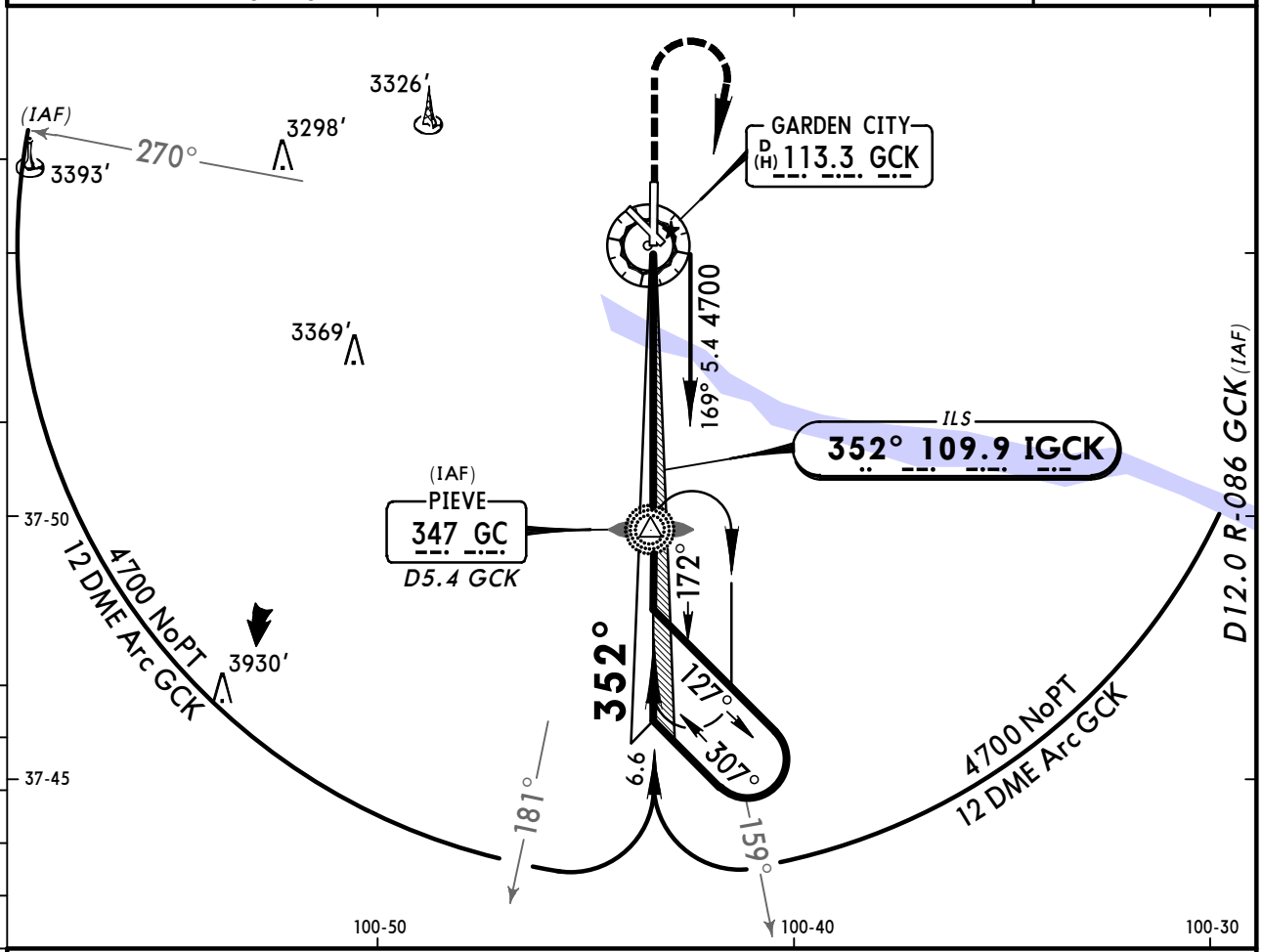
MISSED APCH: Climb to 4000′, then climbing RIGHT turn to 4700′ direct GC LOM and hold.

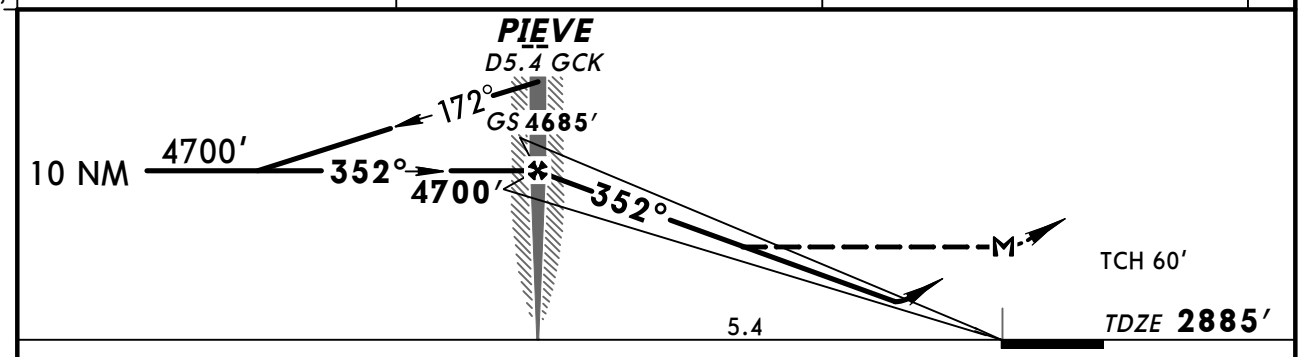
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.15.



MSA GC LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
PIEVE to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR VASI | 4000′ | 4700′ RT | D | GC 347

STRAIGHT-IN LANDING RWY 35

	ILS DA(H) 3085′ (200′) FULL	ILS DA(H) 3085′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 3200′ (315′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3280′ (389′)-1
120	3360′ (469′)-1
140	3360′ (469′)-1 1/2
165	3460′ (569′)-2

AMEND 1 TERPS

CHANGES: Middle marker removed.

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BRIEFING STRIP™

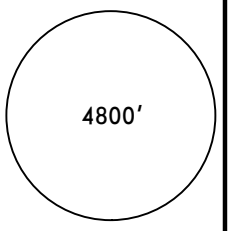
ASOS	KANSAS CITY Center (R)	*GARDEN CITY Tower	*Ground
121.32	125.2	CTAF 118.15	119.0

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2891′
Ch 77803 W-12A	126°	NOPYI 4500′ (1609′)	3141′ (250′)	TDZE 2891′

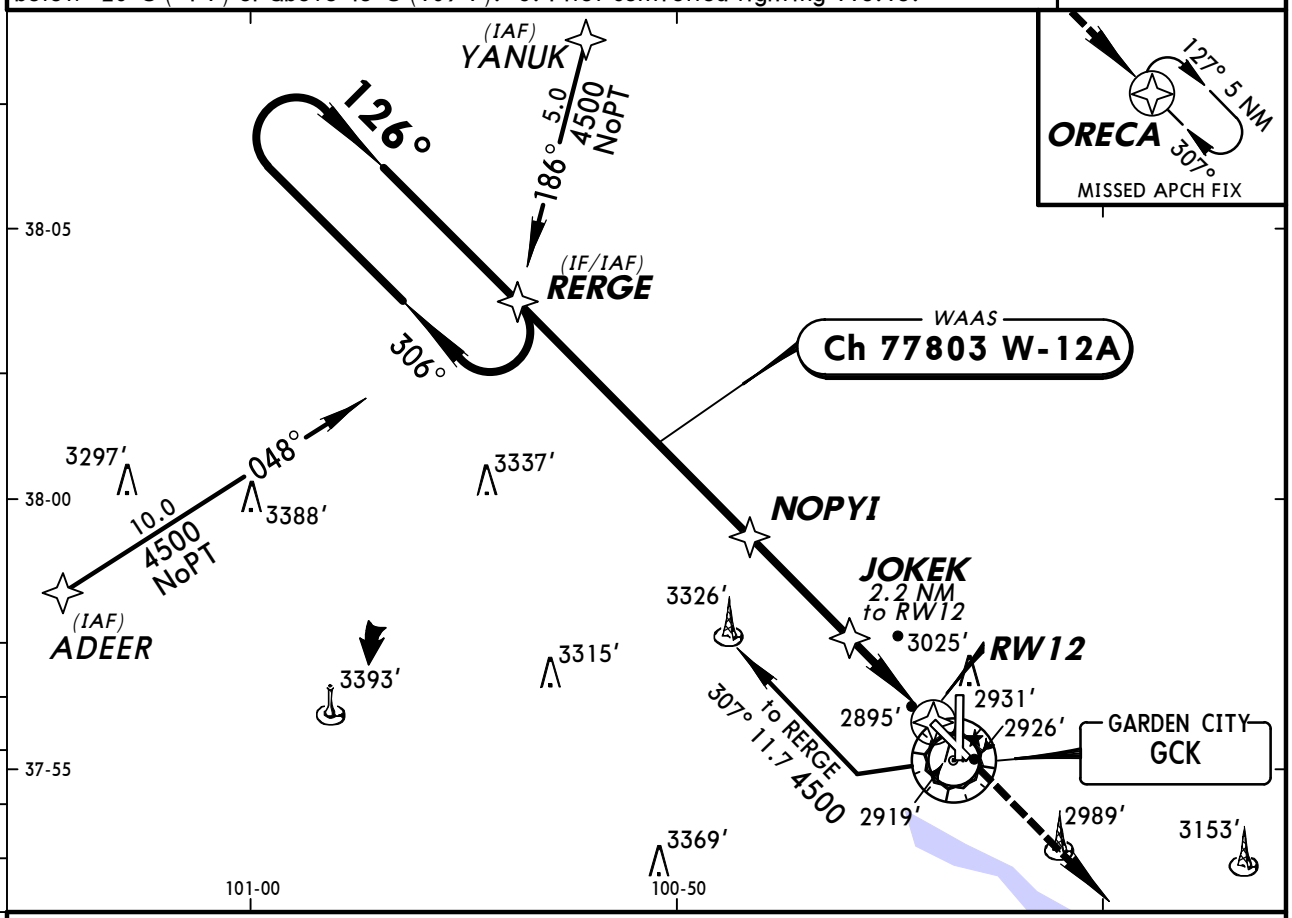
MISSED APCH: Climb to 4600′ direct ORECA and hold.

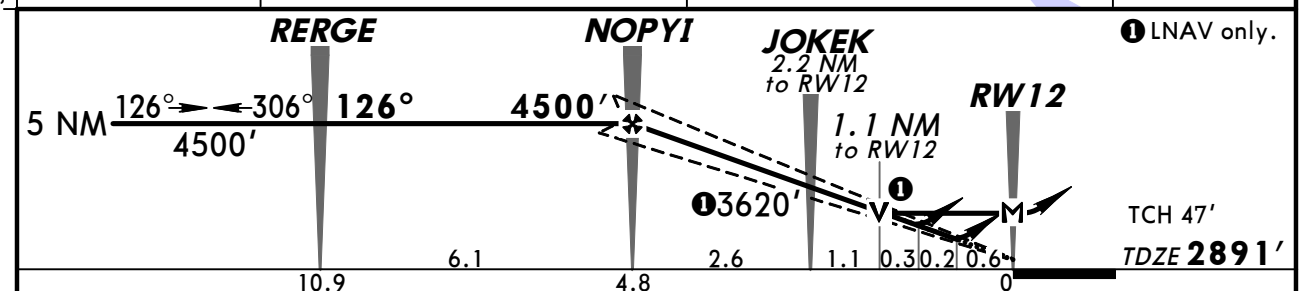
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Dodge City Regl altimeter setting. 2. Baro-VNAV not authorized when using Dodge City Regl altimeter setting. 3. VDP not authorized when using Dodge City Regl altimeter setting. 4. DME/DME RNP-0.3 not authorized. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 6. Pilot controlled lighting 118.15.



MSA RW12





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

REIL
PAPI-L
4600′
ORECA

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND		
	1 LPV DA(H) 3141′ (250′)	2 LNAV/VNAV DA(H) 3184′ (293′)	3 LNAV MDA(H) 3280′ (389′)	Max Kts	With Local Altimeter Setting MDA(H)	With Dodge City Regl Altimeter Setting MDA(H)
A	1	1	1	90	3280′ (389′)-1	3420′ (529′)-1
B				120	3360′ (469′)-1	3500′ (609′)-1
C				140	3360′ (469′)-1½	3500′ (609′)-1½
D			1¼	165	3460′ (569′)-2	3600′ (709′)-2

AMEND 0 TERPS

1 DA(H) 3269′ (378′) with Dodge City Regl altimeter setting.
2 DA(H) 3312′ (421′) with Dodge City Regl altimeter setting.
3 MDA(H) 3420′ (529′) with Dodge City Regl altimeter setting.

CHANGES: New procedure.

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ASOS	KANSAS CITY Center (R)	*GARDEN CITY Tower	*Ground
121.32	125.2	CTAF 118.15	119.0

BRIEFING STRIP™

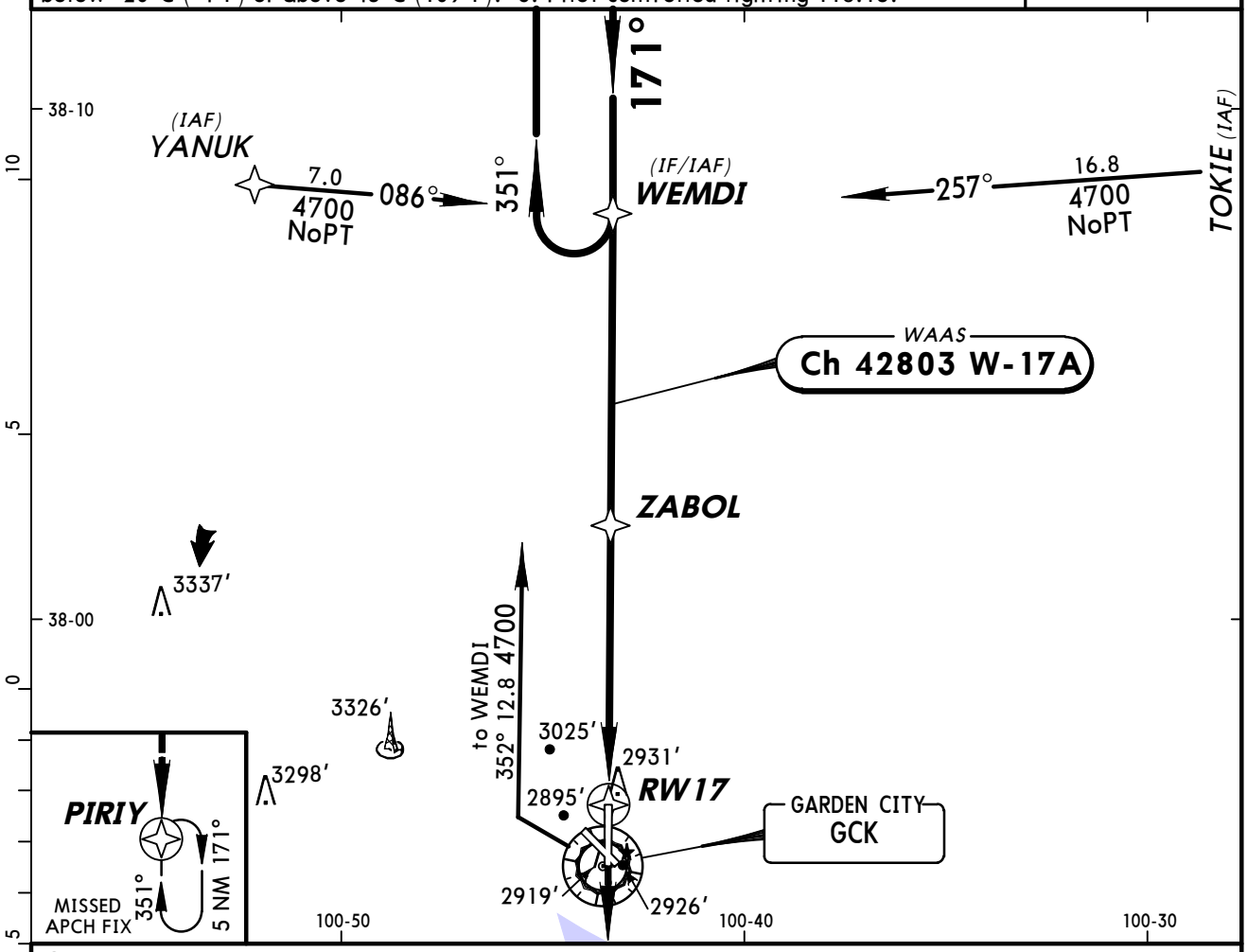
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2891′
Ch 42803 W-17A	171°	ZABOL 4700′ (1811′)	3139′ (250′)	TDZE 2889′

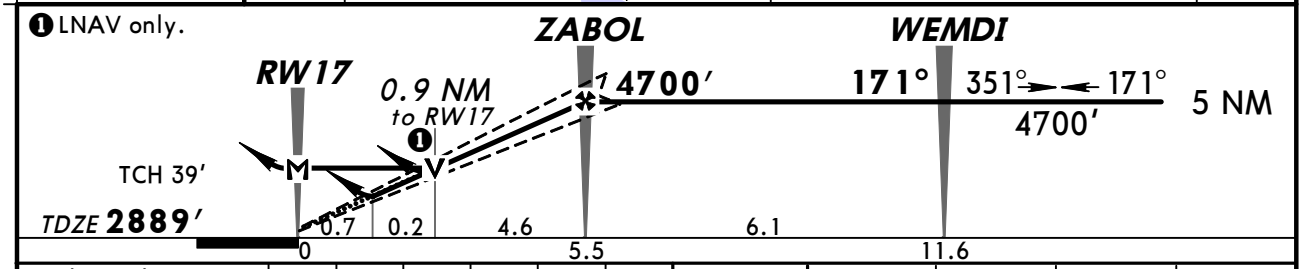
MISSED APCH: Climb to 4800′ direct PIRIY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Dodge City Regl altimeter setting. 2. Baro-VNAV not authorized when using Dodge City Regl altimeter setting. 3. VDP not authorized when using Dodge City Regl altimeter setting. 4. DME/DME RNP-0.3 not authorized. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 6. Pilot controlled lighting 118.15.

4800′
MSA RW17





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17						

REIL
VASI-L
4800′
PIRIY

STRAIGHT-IN LANDING RWY 17

	1 LPV DA(H) 3139′(250′)	2 LNAV/VNAV DA(H) 3217′(328′)	3 LNAV MDA(H) 3220′(331′)
A	1	1¼	1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Dodge City Regl Altimeter Setting MDA(H)
90	3280′(389′)-1	3420′(529′)-1
120	3360′(469′)-1	3500′(609′)-1
140	3360′(469′)-1½	3500′(609′)-1½
165	3460′(569′)-2	3600′(709′)-2

TERPS AMEND 0

1 DA(H) 3267′ (378′) with Dodge City Regl altimeter setting.
2 DA(H) 3345′ (456′) with Dodge City Regl altimeter setting.
3 MDA(H) 3360′ (471′) with Dodge City Regl altimeter setting.

CHANGES: New procedure.

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BRIEFING STRIP ™

ASOS	KANSAS CITY Center (R)	*GARDEN CITY Tower	*Ground
121.32	125.2	CTAF 118.15	119.0

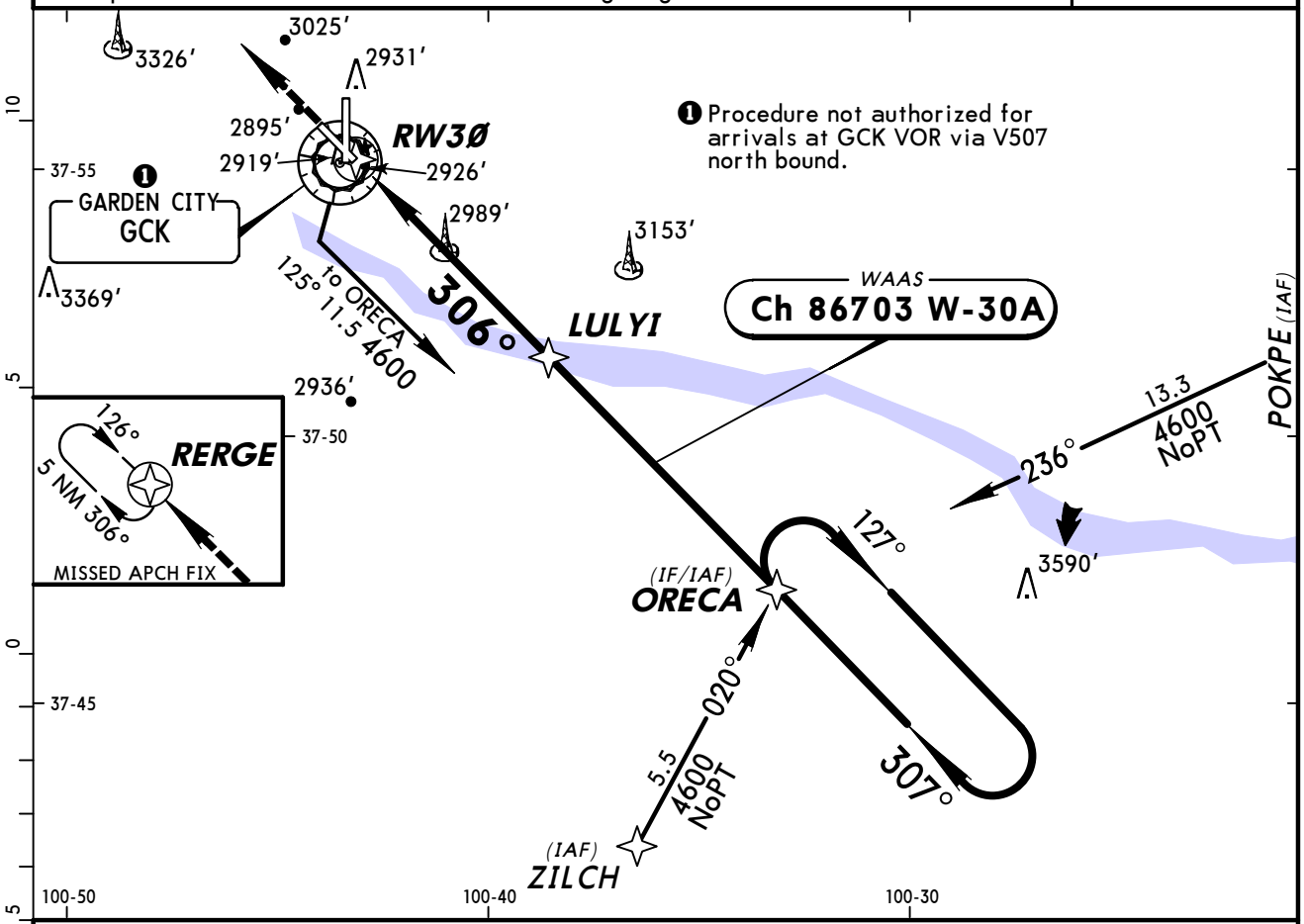
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2891′
Ch 86703 W-30A	306°	LULYI 4600′ (1715′)	3135′ (250′)	TDZE 2885′

MISSED APCH: Climb to 4500′ direct RERGE and hold.

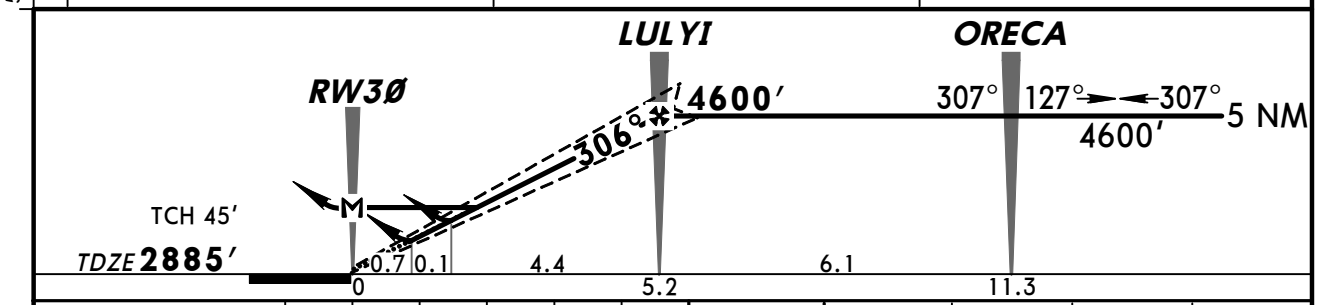
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Dodge City Regl altimeter setting. 2. Baro-VNAV not authorized when using Dodge City Regl altimeter setting. 3. DME/DME RNP-0.3 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.15.

4800′
MSA RW3Ø



❶ Procedure not authorized for arrivals at GCK VOR via V507 north bound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

REIL
PAPI-L
4500′
RERGE

STRAIGHT-IN LANDING RWY 30

	1 LPV DA(H) 3135′(250′)	2 LNAV/VNAV DA(H) 3186′(301′)	3 LNAV MDA(H) 3300′(415′)
A	1	1	1
B			
C			1¼
D			

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Dodge City Regl Altimeter Setting MDA(H)
90	3300′(409′)-1	3440′(549′)-1
120	3360′(469′)-1	3500′(609′)-1
140	3360′(469′)-1½	3500′(609′)-1½
165	3460′(569′)-2	3600′(709′)-2

AMEND 0

TERPS

1 DA(H) 3263′ (378′) with Dodge City Regl altimeter setting.
2 DA(H) 3314′ (429′) with Dodge City Regl altimeter setting.
3 MDA(H) 3440′ (555′) with Dodge City Regl altimeter setting.

CHANGES: New procedure.

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KGCK/GCK
GARDEN CITY REGL

JEPPESEN

29 JUN 07 (12-4) Eff 5 Jul

GARDEN CITY, KAN
RNAV (GPS) Rwy 35

ASOS	KANSAS CITY Center (R)	*GARDEN CITY Tower	*Ground
121.32	125.2	CTAF 118.15	119.0

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2891′
Ch 63103 W-35A	351°	TEYOT 4700′ (1815′)	3135′ (250′)	TDZE 2885′

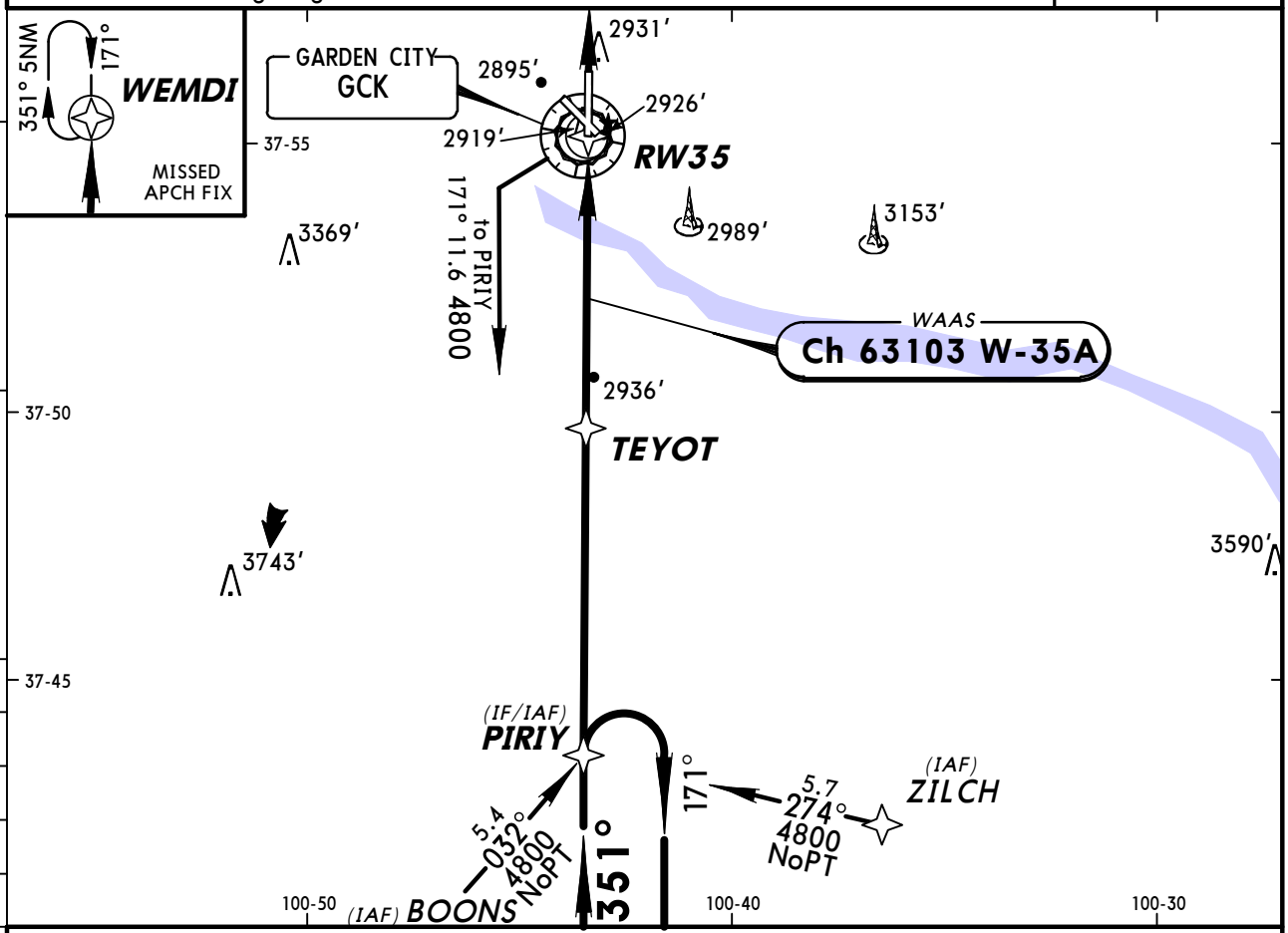
MISSED APCH: Climb to 4700′ direct WEMDI and hold.

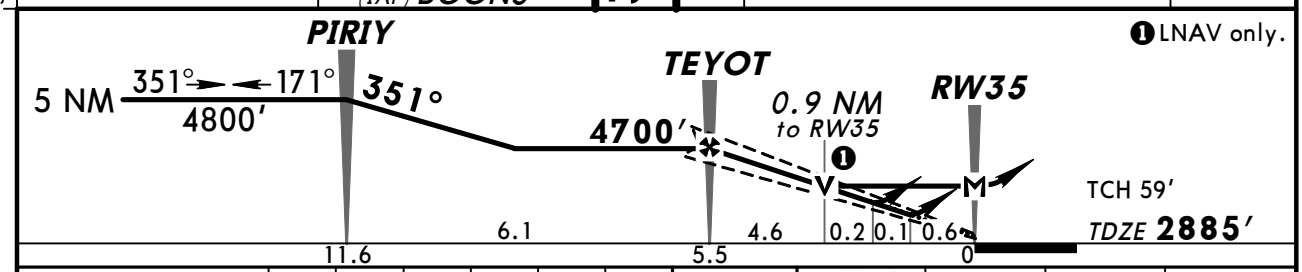
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Dodge City Regl altimeter setting. 2. Baro-VNAV not authorized when using Dodge City Regl altimeter setting. 3. VDP not authorized when using Dodge City Regl altimeter setting. 4. DME/DME/RNP-0.3 not authorized. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 118.15.

4800′

MSA RW35





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

MALSR VASI 4700′ D WEMDI

STRAIGHT-IN LANDING RWY 35

	1 LPV DA(H) 3135′ (250′)		2 LNAV/VNAV DA(H) 3169′ (284′)			3 LNAV MDA(H) 3200′ (315′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C								
D			3/4	1		1		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Dodge City Regl Altimeter Setting MDA(H)
90	3280′ (389′)-1	3420′ (529′)-1
120	3360′ (469′)-1	3500′ (609′)-1
140	3360′ (469′)-1½	3500′ (609′)-1½
165	3460′ (569′)-2	3600′ (709′)-2

AMEND 0 TERPS

1 DA(H) 3263′ (378′) with Dodge City Regl altimeter setting.
2 DA(H) 3297′ (412′) with Dodge City Regl altimeter setting.
3 MDA(H) 3340 (455′) with Dodge City Regl altimeter setting.

CHANGES: New procedure.

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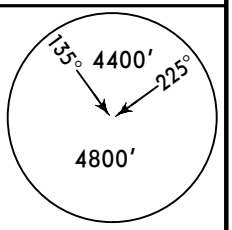
BRIEFING STRIP™

ASOS	KANSAS CITY Center (R)	*GARDEN CITY Tower	*Ground
121.32	125.2	CTAF 118.15	119.0

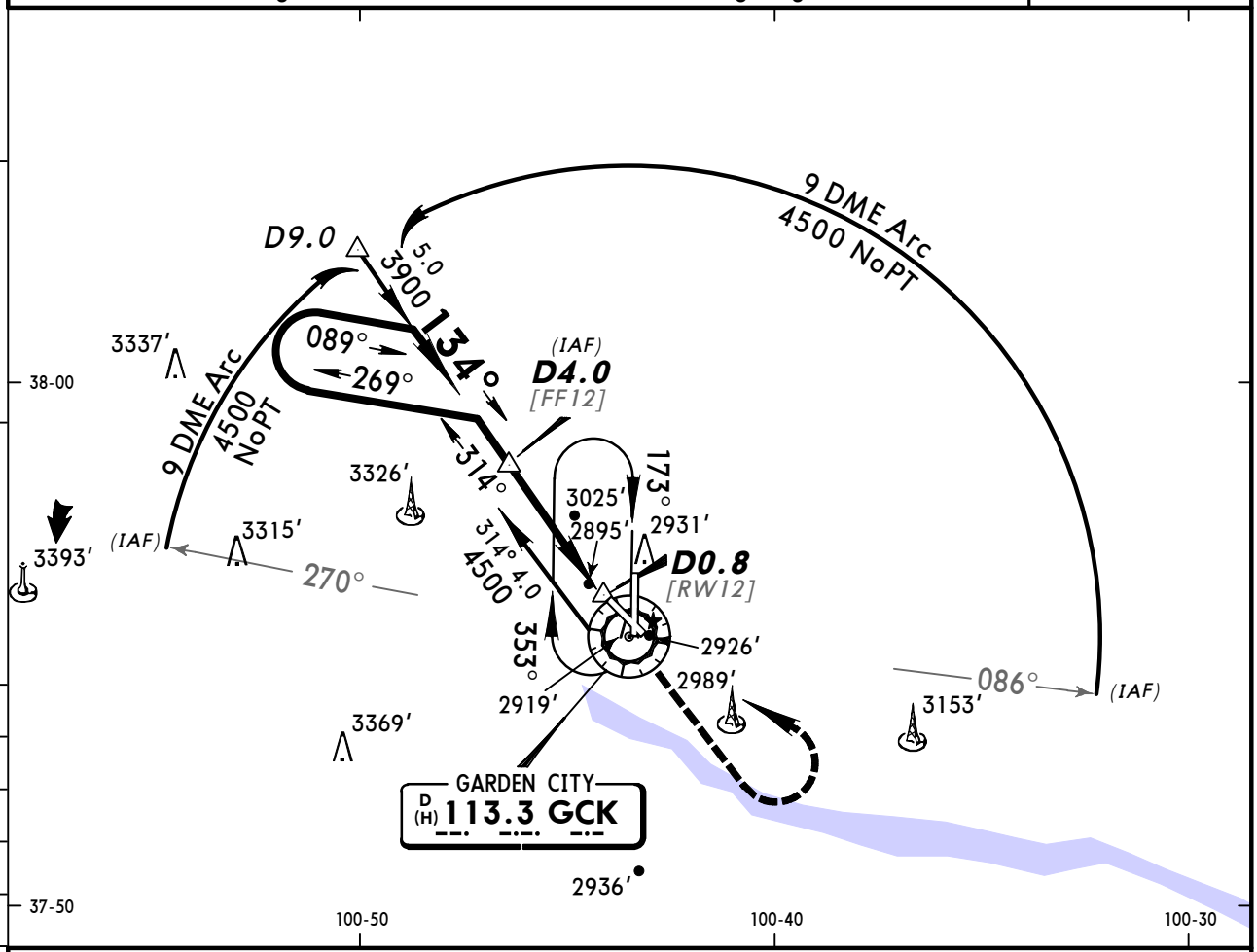
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2891′
GCK 113.3	134°	D4.0 3900′ (1009′)	3240′ (349′)	TDZE 2891′

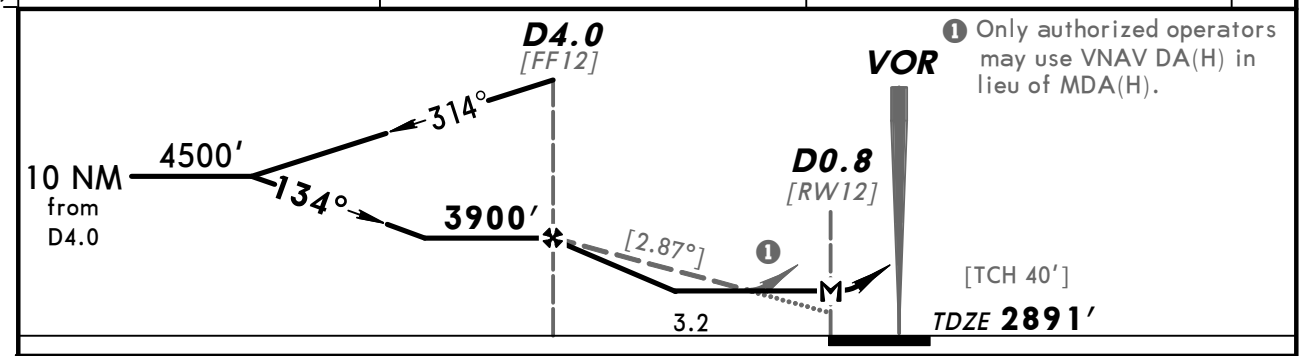
MISSED APCH: Climb to 4000′ then climbing LEFT turn to 4500′ direct GCK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 118.15.



MSA GCK VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.87°]	355	457	508	609	711	812
MAP at D0.8						

REIL	4000′	4500′	D	GCK
PAPI-L	↑	↰ LT		113.3

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
MDA(H) 3240′ (349′)		Max Kts	MDA(H)
A	1	90	3280′ (389′)-1
B		120	3360′ (469′)-1
C		140	3360′ (469′)-1½
D	1¼	165	3460′ (569′)-2

AMEND OA TERPS

CHANGES: MSA, circling minimums.

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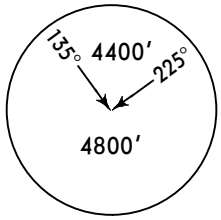
BRIEFING STRIP ™

ASOS	KANSAS CITY Center (R)	*GARDEN CITY Tower	*Ground
121.32	125.2	CTAF 118.15	119.0

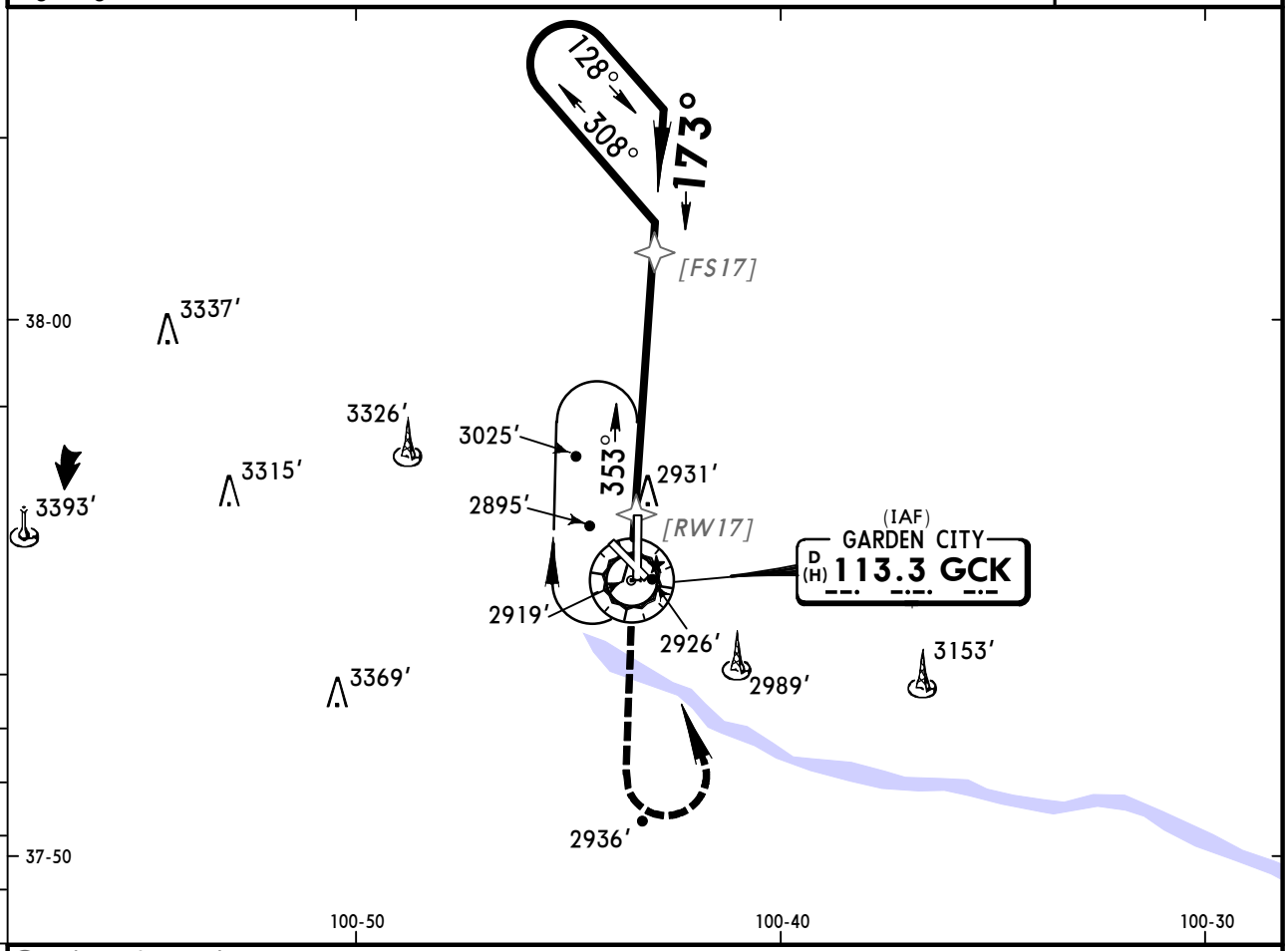
VOR	Final Apch Crs		MDA(H)	Apt Elev 2891′
GCK 113.3	173°	No FAF	(CONDITIONAL) 3340′ (451′)	TDZE 2889′

MISSED APCH: Climb to 4000′ then climbing LEFT turn to 4500′ direct GCK VOR and hold.

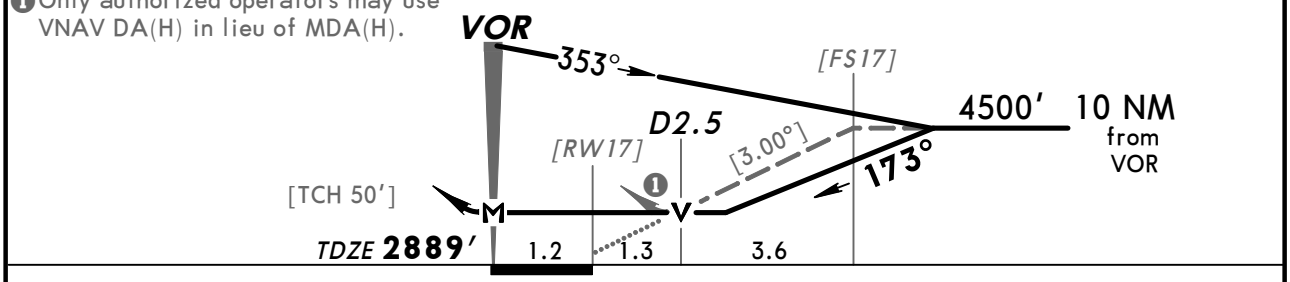
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Dodge City Regl altimeter setting.
2. VDP not authorized when using Dodge City Regl altimeter setting. 3. VNAV not applicable when using Dodge City Regl altimeter setting. 4. Pilot controlled lighting 118.15.



MSA GCK VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

REIL VASI-L	4000′	4500′ LT	D	GCK 113.3

	STRAIGHT-IN LANDING RWY17		CIRCLE-TO-LAND		
	MDA(H) 3340′ (451′) With Local Altimeter Setting	MDA(H) 3480′ (591′) With Dodge City Regl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Dodge City Regl Altimeter Setting MDA(H)
A	1	1	90	3340′ (449′)-1	3480′ (589′)-1
B			120	3360′ (469′)-1	3500′ (609′)-1
C	1¼	1¼	140	3360′ (469′)-1½	3500′ (609′)-1½
D	1½	1½	165	3460′ (569′)-2	3600′ (709′)-2

AMEND 11
TERPS

CHANGES: Procedure.

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ASOS	KANSAS CITY Center (R)	*GARDEN CITY Tower	*Ground
121.32	125.2	CTAF 118.15	119.0

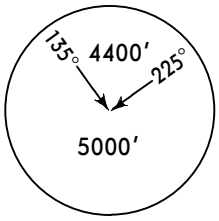
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2891′
GCK 113.3	173°	PADIC 4000′ (1111′)	(CONDITIONAL) 3280′ (391′)	TDZE 2889′

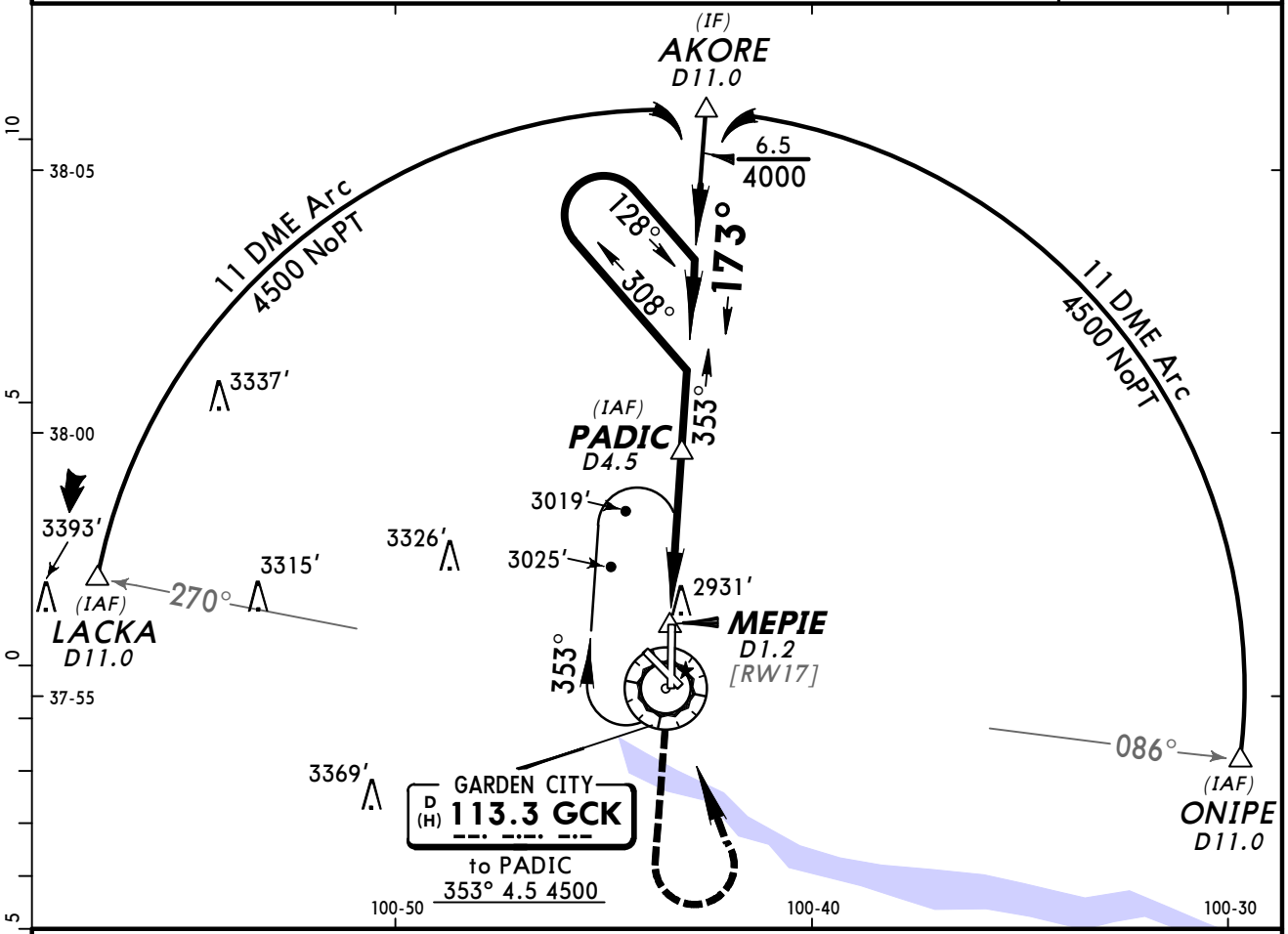
MISSED APCH: Climb to 4500′ then turn LEFT direct GCK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

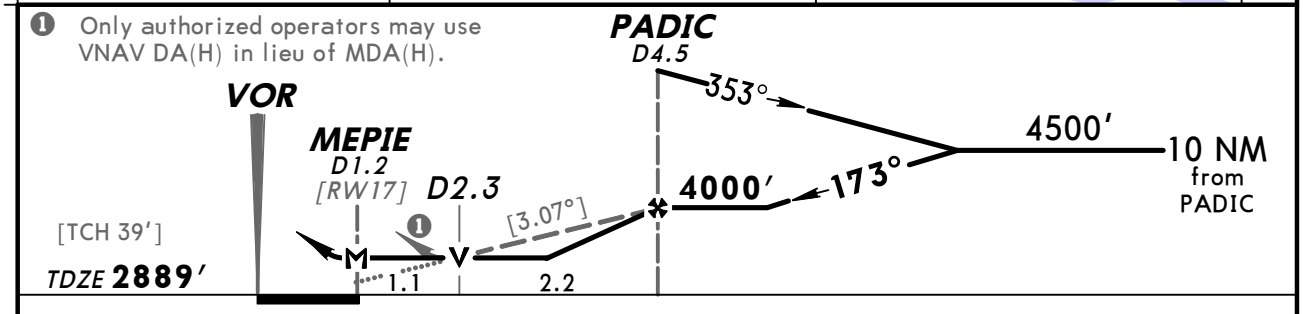
1. Use local altimeter setting; if not received, use Dodge City Regl altimeter setting.
2. VDP not authorized when using Dodge City Regl altimeter setting.
3. Pilot controlled lighting 118.15.



MSA GCK VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.07°]	380	489	543	652	760	869
MAP at MEPIE						

REIL
VASI-L

4500′ ↑ LT ↰ D→ GCK 113.3

STRAIGHT-IN LANDING RWY17			CIRCLE-TO-LAND		
	MDA(H) 3280′ (391′) With Local Altimeter Setting	MDA(H) 3420′ (531′) With Dodge City Regl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Dodge City Regl Altimeter Setting MDA(H)
A	1	1	90	3280′ (389′)-1	3420′ (529′)-1
B			120	3360′ (469′)-1	3500′ (609′)-1
C			140	3360′ (469′)-1½	3500′ (609′)-1½
D	1¼	1¼	165	3460′ (569′)-2	3600′ (709′)-2

AMEND 2 TERPS

CHANGES: Procedure.

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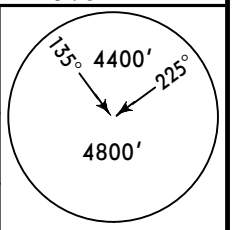
BRIEFING STRIP™

ASOS	KANSAS CITY Center (R)	*GARDEN CITY Tower	*Ground
121.32	125.2	CTAF 118.15	119.0

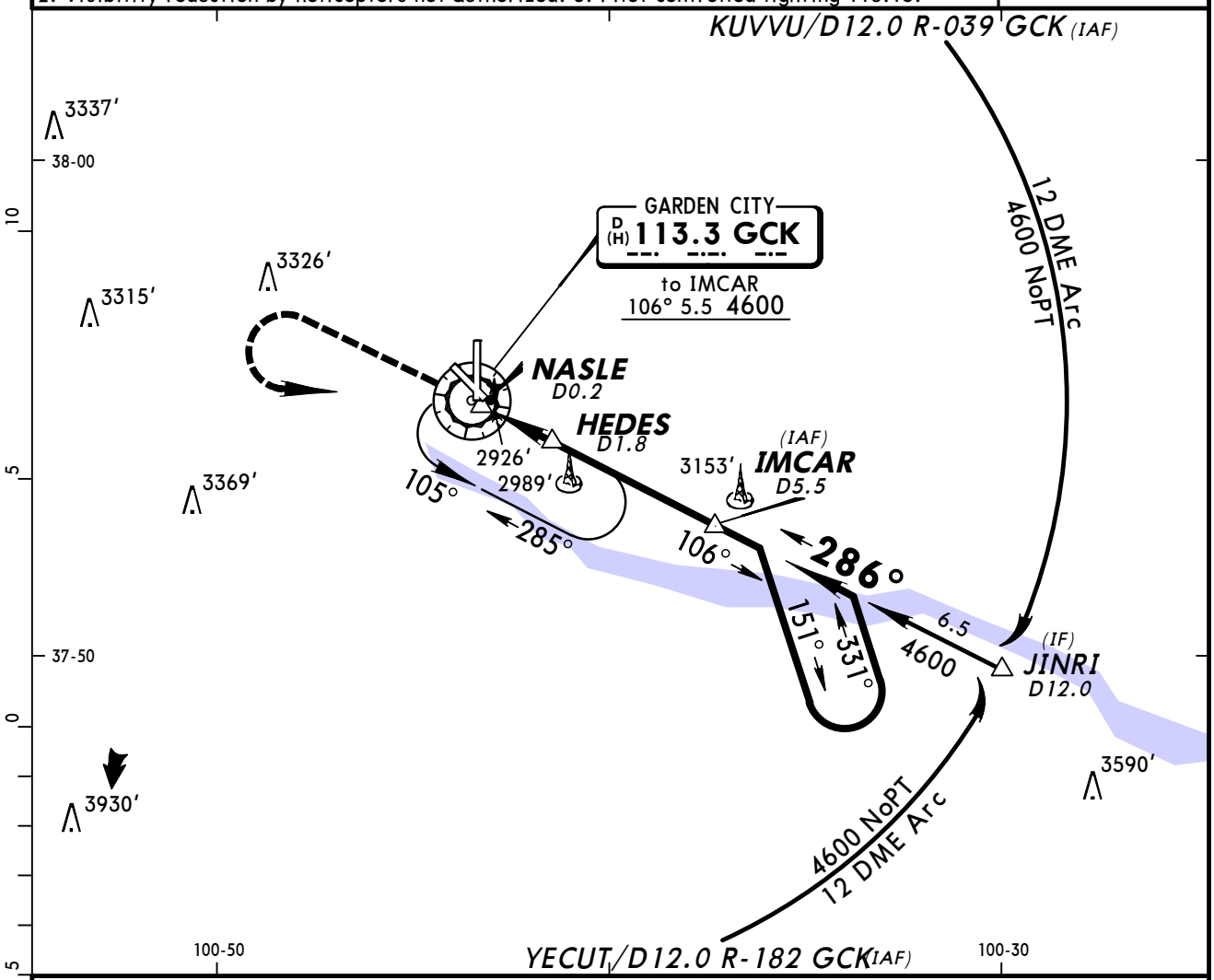
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2891′
GCK 113.3	286°	IMCAR 4600′ (1715′)	(CONDITIONAL) 3240′ (355′)	TDZE 2885′

MISSED APCH: Climb to 4000′ then climbing LEFT turn to 4600′ direct GCK VOR and hold.

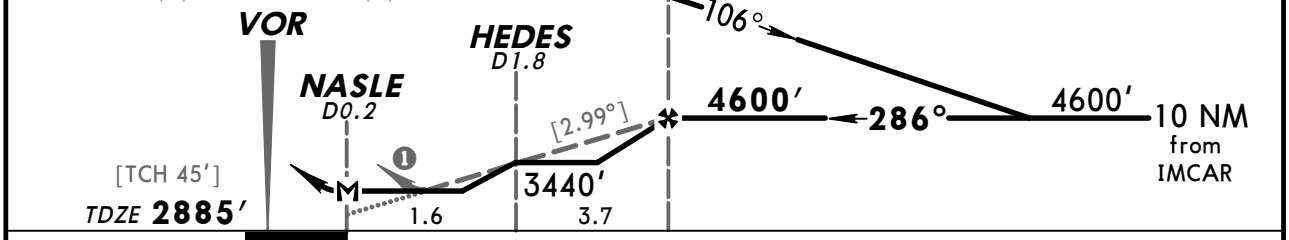
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Dodge City Regl altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 118.15.



MSA GCK VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at NASLE						

REIL	4000′	4600′	D	GCK
PAPI-L	↑	← LT		113.3

TERPS AMEND 1

STRAIGHT-IN LANDING RWY 30	MDA(H) 3240′ (355′) With Local Altimeter Setting	MDA(H) 3380′ (495′) With Dodge City Regl Altimeter Setting
A	1	1
B		
C		
D	1¼	1¼

CIRCLE-TO-LAND	With Local Altimeter Setting MDA(H)	With Dodge City Regl Altimeter Setting MDA(H)
Max Kts		
90	3280′ (389′) -1	3420′ (529′) -1
120	3360′ (469′) -1	3500′ (609′) -1
140	3360′ (469′) -1½	3500′ (609′) -1½
165	3460′ (569′) -2	3600′ (709′) -2

CHANGES: None.

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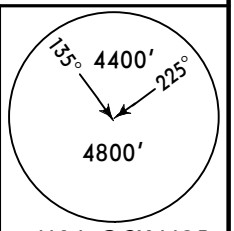
BRIEFING STRIP™

ASOS	KANSAS CITY Center (R)	*GARDEN CITY Tower	*Ground
121.32	125.2	CTAF 118.15	119.0

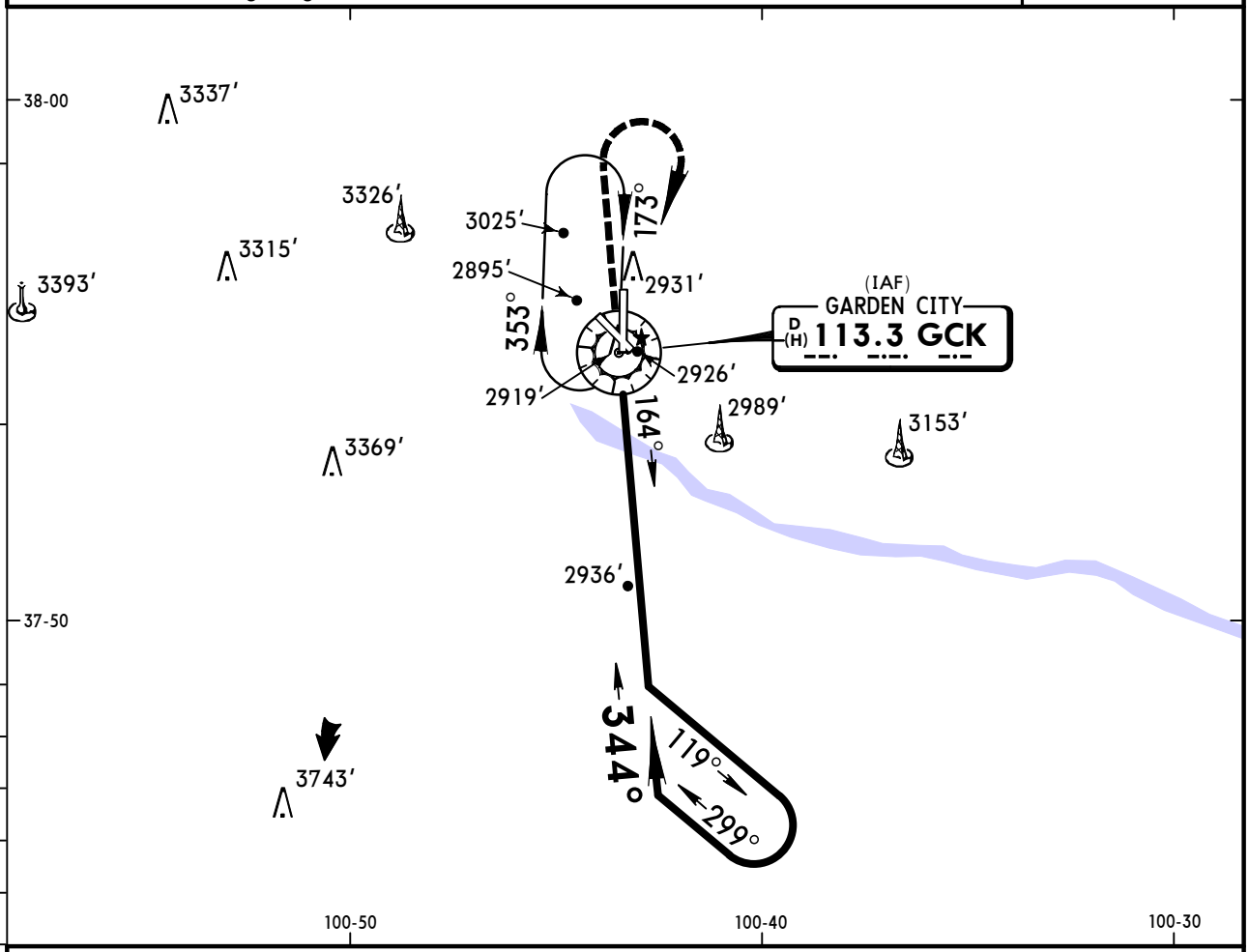
VOR GCK	Final Apch Crs	No FAF	MDA(H)	Apt Elev 2891′
113.3	344°		3280′ (395′)	TDZE 2885′

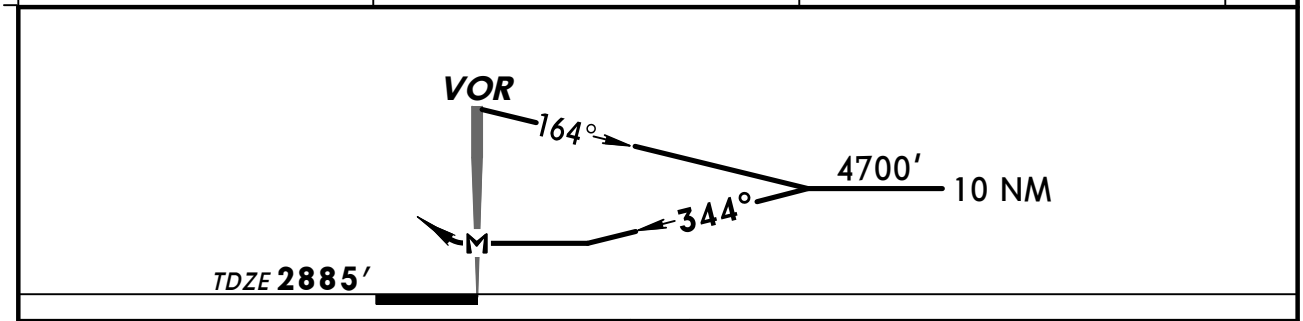
MISSED APCH: Climb to 4000′, then climbing RIGHT turn to 4700′ direct GCK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.15.



MSA GCK VOR





MAP at VOR								MALSR VASI	4000′	4700′ RT	D	GCK 113.3

STRAIGHT-IN LANDING RWY35

MDA(H) 3280′(395′)

	RAIL out	ALS out
A	1/2	3/4	1
B			
C			
D	1	1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3280′(389′)-1
120	3360′(469′)-1
140	3360′(469′)-1 1/2
165	3460′(569′)-2

AMEND 7A
TERPS

CHANGES: MSA, circling minimums.

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KGCK/GCK
GARDEN CITY REGL

JEPPESEN

29 JUN 07 (13-6) Eff 5 Jul

GARDEN CITY, KAN
VOR DME Rwy 35

BRIEFING STRIP™

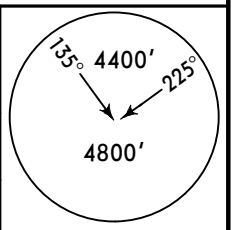
ASOS	KANSAS CITY Center (R)	*GARDEN CITY Tower	*Ground
121.32	125.2	CTAF 118.15	119.0

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2891′
GCK 113.3	344°	IMGIZ 4200′ (1315′)	(CONDITIONAL) 3180′ (295′)	TDZE 2885′

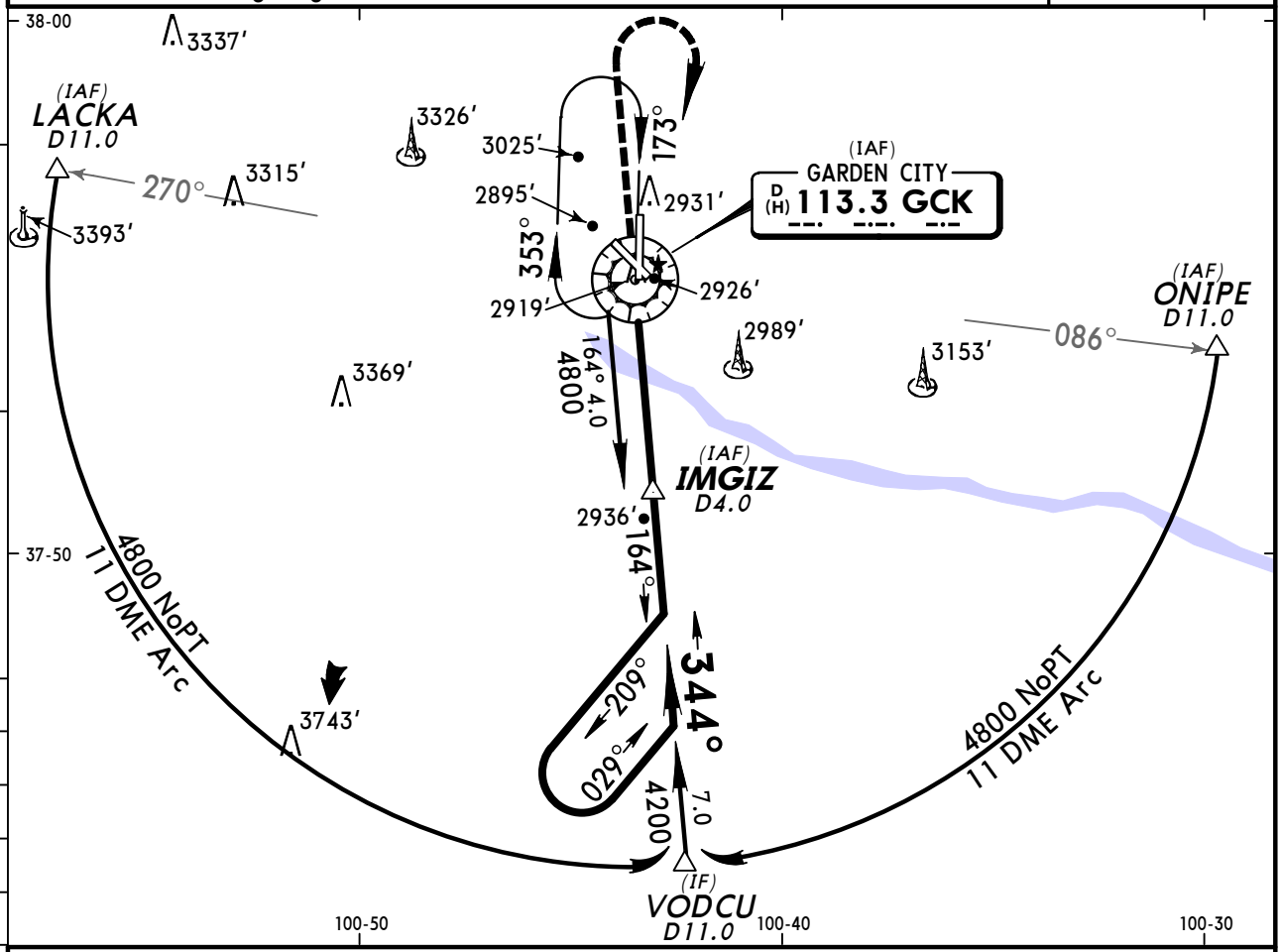
MISSED APCH: Climb to 4000′, then climbing RIGHT turn to 4800′ direct GCK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

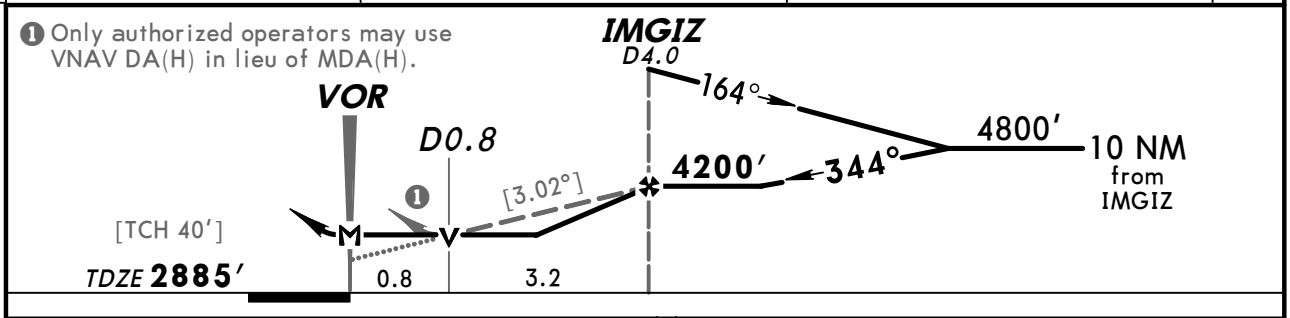
1. Use local altimeter setting; if not received, use Dodge City Regl altimeter setting.
2. VDP not authorized when using Dodge City Regl altimeter setting.
3. Pilot controlled lighting 118.15.



MSA GCK VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at VOR						

MALSR VASI | 4000′ | 4800′ RT | D | GCK 113.3

	STRAIGHT-IN LANDING RWY35 MDA(H) 3180′ (295′) With Local Altimeter Setting			MDA(H) 3320′ (435′) With Dodge City Regl Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting		With Dodge City Regl Altimeter Setting
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	1/2	3/4	1	1/2	3/4	1	90	3280′ (389′)-1	3420′ (529′)-1
B							120	3360′ (469′)-1	3500′ (609′)-1
C							140	3360′ (469′)-1 1/2	3500′ (609′)-1 1/2
D	1			1			165	3460′ (569′)-2	3600′ (709′)-2

AMEND 2 TERPS

CHANGES: Procedure.

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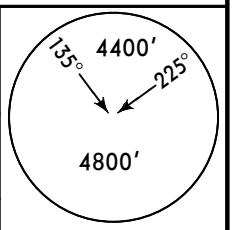
BRIEFING STRIP™

ASOS	KANSAS CITY Center (R)	*GARDEN CITY Tower	*Ground
121.32	125.2	CTAF 118.15	119.0

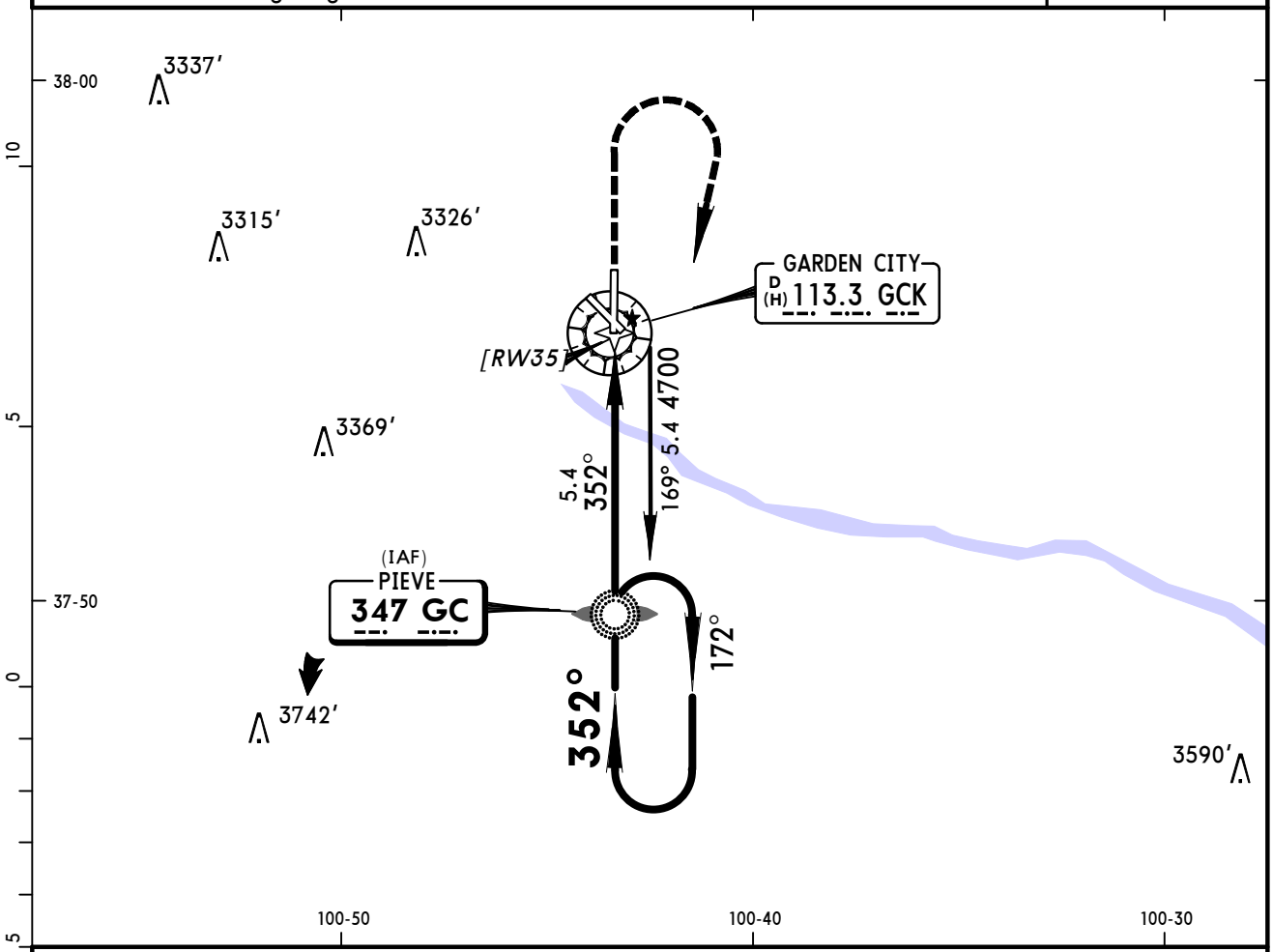
LOM GC	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 2890′
347	352°	4700′ (1816′)	3240′ (356′)	TDZE 2884′

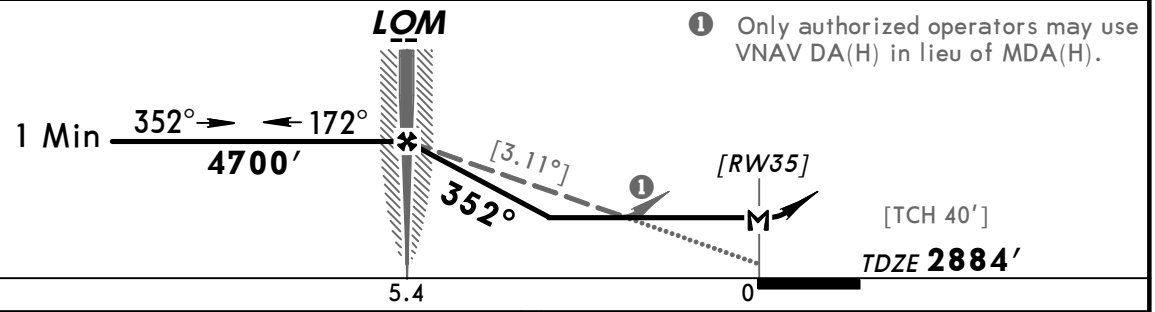
MISSED APCH: Climb to 4000′ then climbing RIGHT turn to 4700′ direct GC LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.15.



MSA GC LOM





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.11°]	385	495	550	660	770	880
LOM to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR
VASI

4000′ ↑

4700′ ↱ RT

D→

GC 347

STRAIGHT-IN LANDING RWY35

MDA(H) 3240′ (356′)

	RAIL out	ALS out
A, B, C	¾	1
D	1	1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3280′ (390′)-1
120	3340′ (450′)-1
140	3340′ (450′)-1½
165	3440′ (550′)-2

AMEND 0A

CHANGES: Airport identifier.

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General Information

Location: Hutchinson KS USA
IATA Code: HUT
Lat/Long: N38° 03.9' W097° 51.6'
Elevation: 1543 ft

Airport Use: Public
Magnetic Variation: 4.5°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1306 Z
Sunset: 0022 Z,

Runway Information

Runway: 04
Length x Width: 6000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1519 ft
Lighting: Edge, REIL, Part time, Pilot controlled
Displaced Threshold: 400 ft

Runway: 13
Length x Width: 7004 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1525 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 17
Length x Width: 4252 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1524 ft
Lighting: Edge, Part time, Pilot controlled

Runway: 22
Length x Width: 6000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1543 ft
Lighting: Edge, REIL, Part time, Pilot controlled

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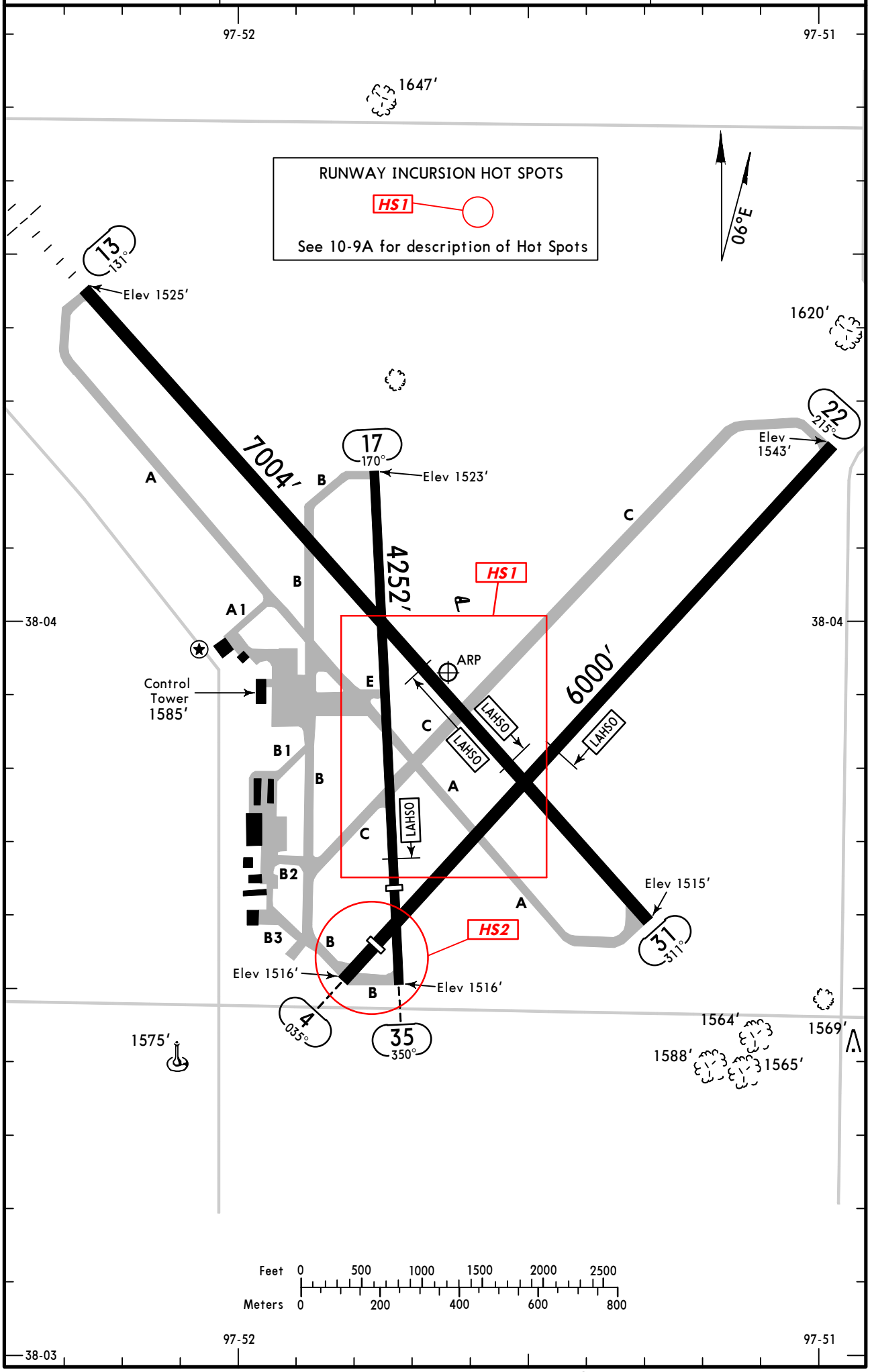
Runway: 31
Length x Width: 7004 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1520 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 4252 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1522 ft
Lighting: Edge, Part time, Pilot controlled
Displaced Threshold: 800 ft

Communication Information

ATIS 124.25
ASOS 124.25
Hutchinson Tower 118.5 CTAF PCL
Hutchinson Ground Control 121.9
Wichita Approach Control 125.5
Wichita Departure Control 125.5
Hutchinson Mun Unicom 122.95
FT Worth Flight Service Station 122.05 RCO

ATIS (ASOS when Twr Inop)	*HUTCHINSON Ground	*Tower	WICHITA Departure (R)
124.25	121.9	CTAF 118.5	125.5



CHANGES: Magnetic variation.

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GENERAL

Airport closed to air carrier operations with over 30 passenger seats except 24 hour PPR.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
4	❶ MIRL REIL ❶ VASI-L	5600′				100′
22	❶ MIRL REIL ❶ VASI-L (angle 3.4°)			13/31 3400′		
❶ Activate on 118.5 when Twr inop.						
13	❷ HIRL ❷ MALSR RVR		6102′	4/22 5250′		100′
31	❷ HIRL REIL VASI-L			17/35 2800′		
❷ Activate on 118.5 when Twr inop.						
17	❸ MIRL ❸ PAPI-L (angle 3.0°)			4/22 3200′		75′
35		3452′				
❸ Activate on 118.5 when Twr inop.						

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 Taxiways A and C intersect with multiple runways.

HS2 Taxiway B hold markings for Runways 4 and 35 are very close. Use caution to hold short at proper hold marking.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

OBSTACLE DP

Rwy 4: Climb heading 036° to 3100′ before proceeding east.
Rwy 13: Climb heading 132° to 3100′ before proceeding east.
Rwy 17: Climb heading 171° to 2700′ before proceeding east.
Rwy 22: Climb heading 216° to 2400′ before proceeding east.
Rwy 31: Climb heading 312° to 2400′ before proceeding east.
Rwy 35: Climb heading 351° to 2400′ before proceeding east.

FOR FILING AS ALTERNATE

	Authorized Only When Tower Operating: ILS Rwy 13	LOC Rwy 13 LOC (BC) Rwy 31 NDB Rwy 13	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 31	VOR Rwy 4 VOR DME Rwy 22
A, B, C	600-2	800-2	800-2	800-2
D	NA	NA	NA	NA

AMEND 5

CHANGES: Take-off and obstacle departure, alternate minimums.

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KHUT/HUT
HUTCHINSON MUN

JEPPESEN

8 JAN 10 (11-1) CAT A, B & C

HUTCHINSON, KAN
ILS or LOC Rwy 13

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	WICHITA Approach (R)	*HUTCHINSON Tower	*Ground
124.25	125.5	CTAF 118.5	121.9

LOC IHUT	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1543′
110.1	132°	2849′ (1324′)	1725′ (200′)	TDZE 1525′

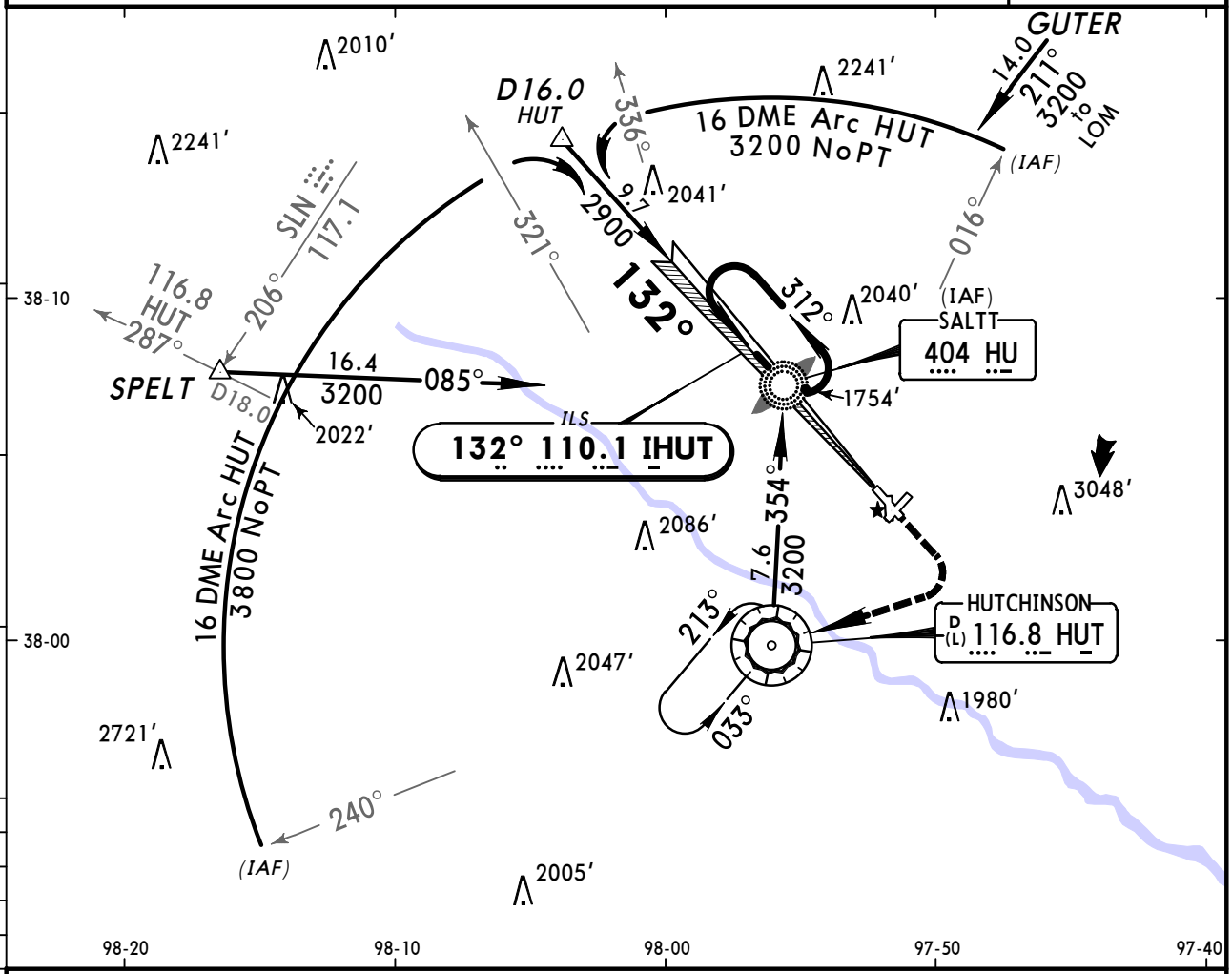
MISSED APCH: Climb to 2400′, then climbing RIGHT turn to 3000′ direct HUT VOR and hold.

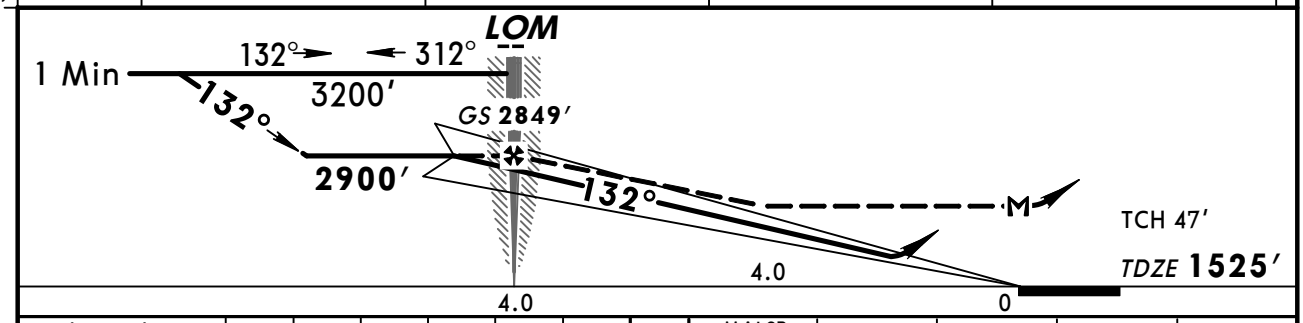
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Pilot controlled lighting 118.5.

4100′

MSA HU LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
LOM to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

MALSR | 2400′ | 3000′ RT | D | HUT 116.8

STRAIGHT-IN LANDING RWY 13	ILS DA(H) 1725′ (200′)		LOC (GS out) MDA(H) 2000′ (475′)			CIRCLE-TO-LAND	
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	2080′ (537′) - 1
B						120	
C			RVR 40 or ¾	RVR 60 or 1¼		140	2080′ (537′) - 1½
D	NA		NA			D	NA

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 16A 14 JAN 2010

CHANGES: Procedure title, MM decommissioned, RVR 18 note added.

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KHUT/HUT
HUTCHINSON MUN

JEPPESEN

8 JAN 10 (11-2) CAT A, B & C

HUTCHINSON, KAN
LOC (BACK CRS) Rwy 31

ATIS (ASOS when Twr inop)	WICHITA Approach (R)	*HUTCHINSON Tower	*Ground
124.25	125.5	CTAF 118.5	121.9

BRIEFING STRIP ™

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1543′
IHUT 110.1	312° (Front Crs 132°)	STORG 3000′ (1480′)	1880′ (360′)	TDZE 1520′

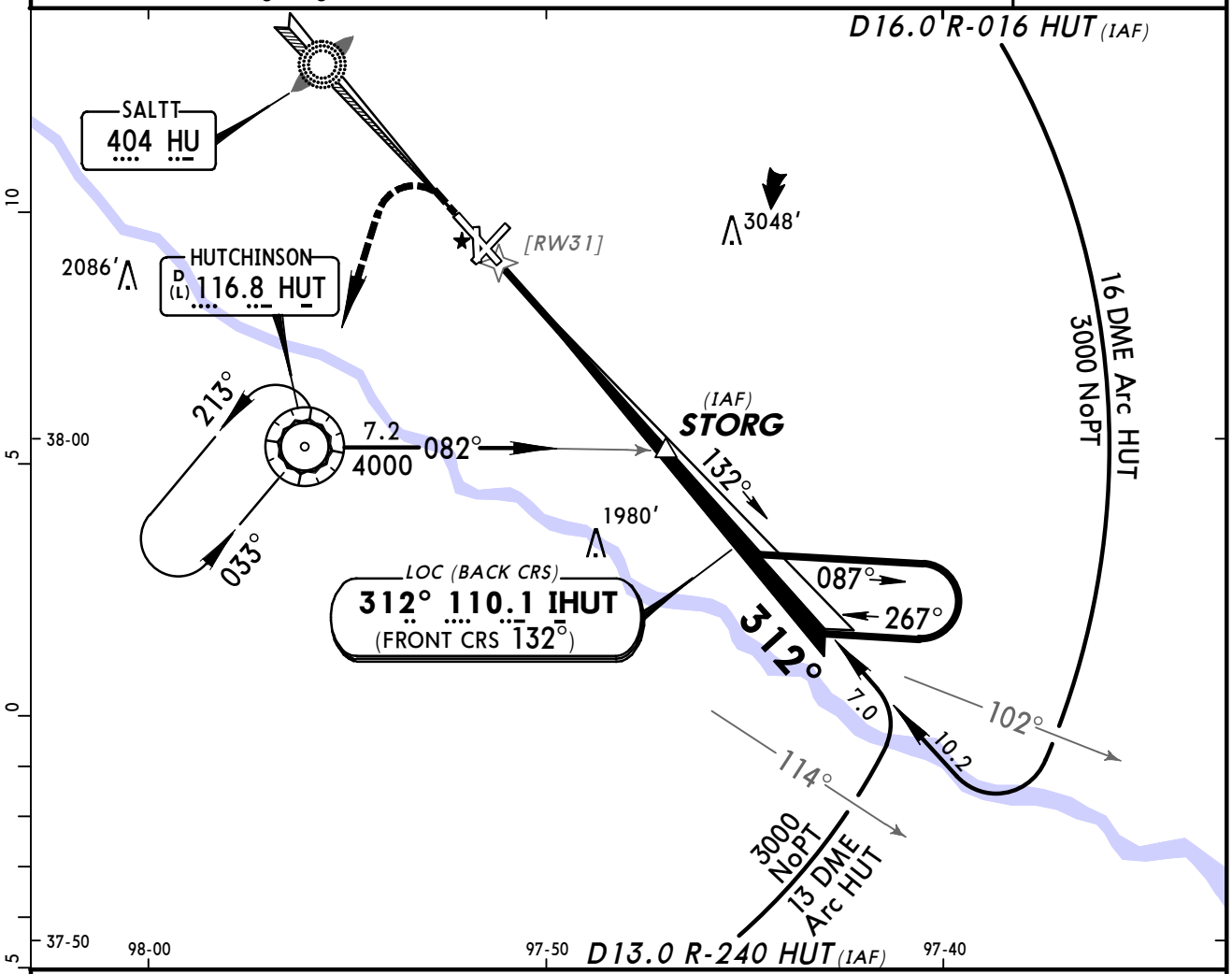
MISSED APCH: Climb to 2200′, then climbing LEFT turn to 3000′ direct HUT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

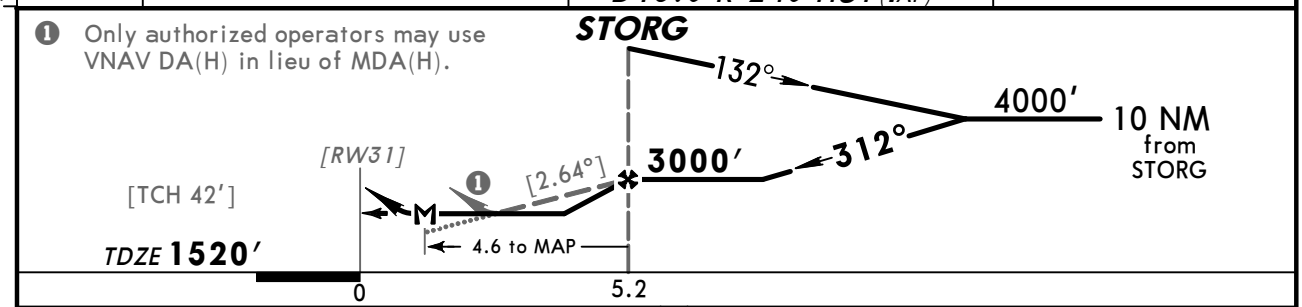
1. Pilot controlled lighting 118.5.

4100′

MSA HUT VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.64°]	327	420	467	560	654	747
STORG to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43

REIL	2200′	3000′	D	HUT
VASI-L	↑	← LT		116.8

STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
MDA(H) 1880′ (360′)		Max Kts	MDA(H)
A	1	90	2080′ (537′)-1
B		120	
C		140	2080′ (537′)-1½
D	NA	D	NA

AMEND 14 B TERPS

CHANGES: Front course MM removed.

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KHUT/HUT
HUTCHINSON MUN

JEPPESEN

1 APR 11 (12-1) CAT A, B & C

HUTCHINSON, KAN
RNAV (GPS) Rwy 4

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	WICHITA Approach (R)	*HUTCHINSON Tower	*Ground
124.25	125.5	CTAF 118.5	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1543′
Ch 56420 W-04A	036°	ETISE 3200′ (1684′)	1766′ (250′)	Rwy 4 1516′

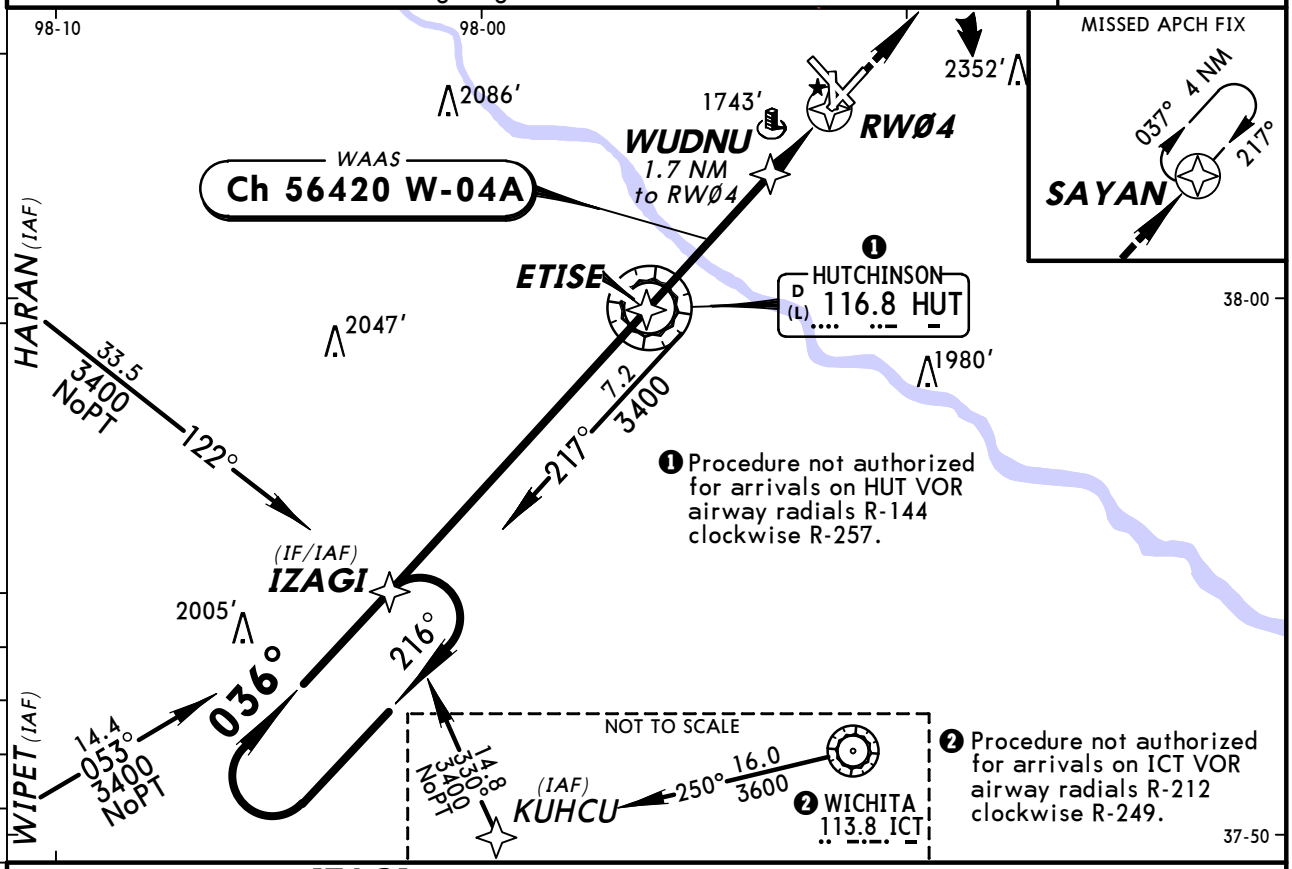
MISSED APCH: Climb to 3200′ direct SAYAN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Newton altimeter setting. 2. Baro-VNAV not authorized when using Newton altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.5.

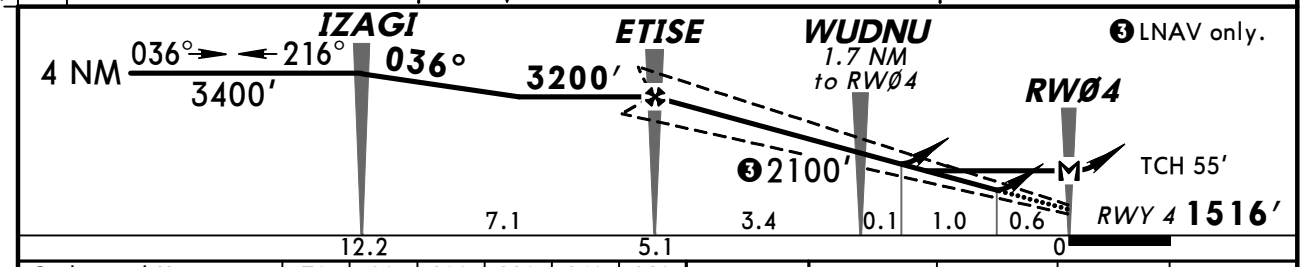
4100′

MSA RWØ4



❶ Procedure not authorized for arrivals on HUT VOR airway radials R-144 clockwise R-257.

❷ Procedure not authorized for arrivals on ICT VOR airway radials R-212 clockwise R-249.



❸ LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

REIL VASI-L 3200′ SAYAN

TERPS AMEND 0 13 JAN 2011

STRAIGHT-IN LANDING RWY 4 With Local Altimeter Setting	LPV DA(H) 1766′(250′)	LNAV/VNAV DA(H) 2070′(554′)	LNAV MDA(H) 2000′(484′)	CIRCLE-TO-LAND With Local Altimeter Setting Max Kts	MDA(H)
A	1	1⅞	1	90	2080′(537′) -1
B				120	
C			1⅜	140	2080′(537′) -1½
D	NA	NA	NA	D	NA

With Newton Altimeter Setting	LPV DA(H) 1832′(316′)	LNAV/VNAV DA(H) 2136′(620′)	LNAV MDA(H) 2080′(564′)	With Newton Altimeter Setting Max Kts	MDA(H)
A	1	2¼	1	90	2160′(617′) -1
B				120	
C			1⅝	140	2160′(617′) -1¾
D	NA	NA	NA	D	NA

CHANGES: None.

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KHUT/HUT
HUTCHINSON MUN

JEPPESEN

1 APR 11 (12-2) CAT A, B & C

HUTCHINSON, KAN
RNAV (GPS) Rwy 13

ATIS (ASOS when Twr inop)	WICHITA Approach (R)	*HUTCHINSON Tower	*Ground
124.25	125.5	CTAF 118.5	121.9

WAAS	Final Apch Crs	Minimum Alt HOWIS	LPV DA(H) (CONDITIONAL)	Apt Elev 1543'
Ch 50210 W-13A	132°	3200' (1675')	1856' (331')	TDZE 1525'

MISSED APCH: Climb to 3500' direct JAYUK and hold.

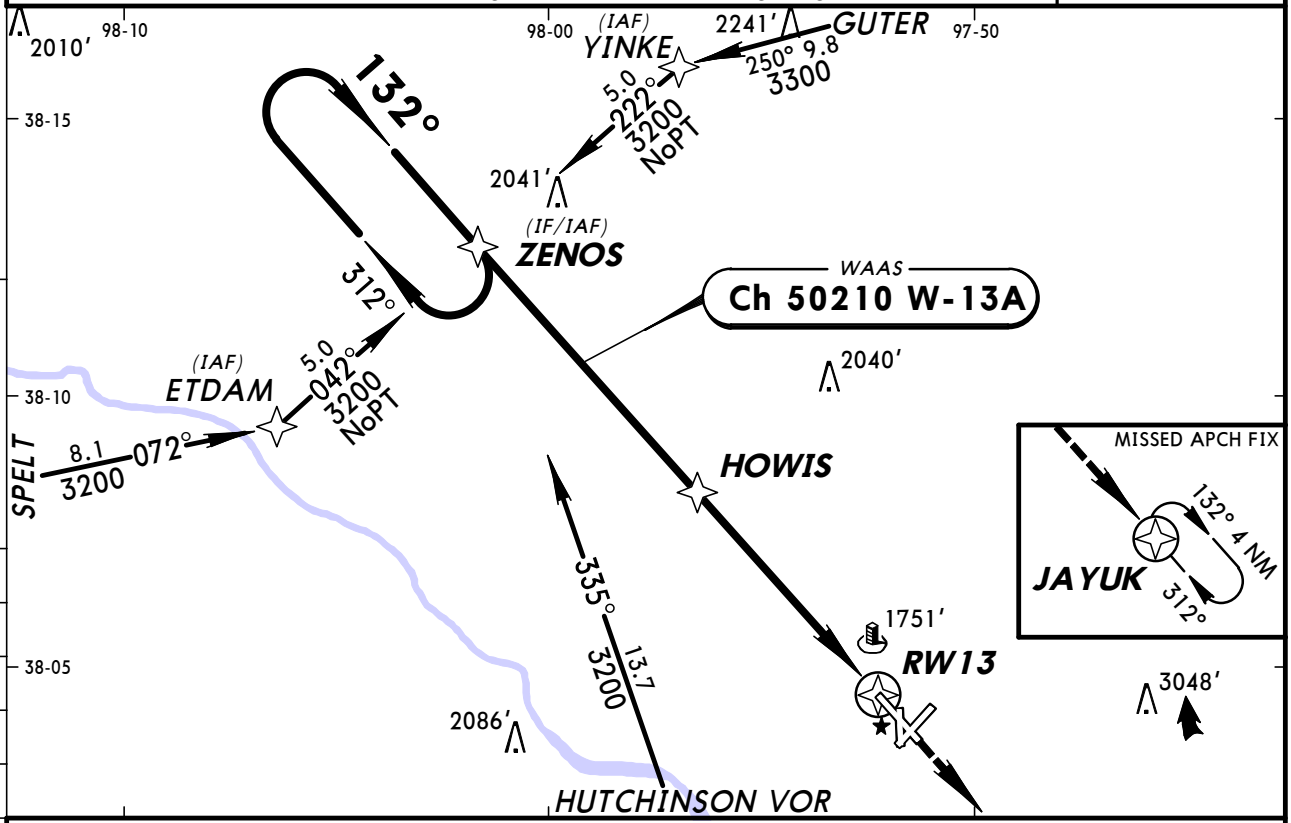
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

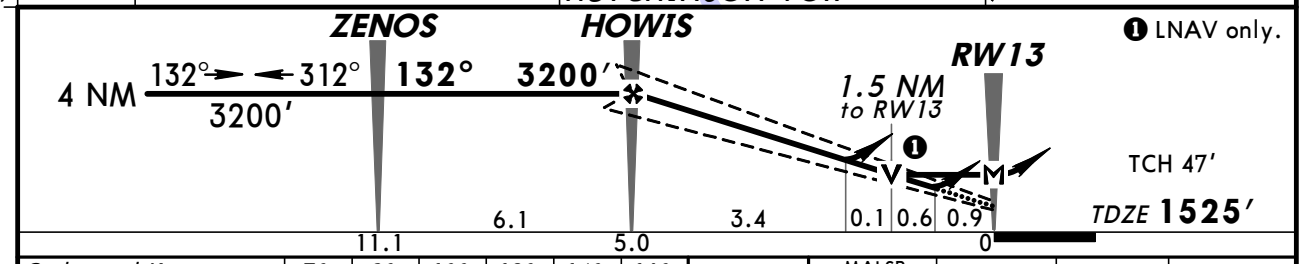
1. Use local altimeter setting; if not received, use Newton altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (130°F). 4. VDP and Baro-VNAV not authorized with Newton altimeter setting. 5. Pilot controlled lighting 118.5.

4100'

MSA RW13

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

MALSR 3500' JAYUK

STRAIGHT-IN LANDING RWY 13 With Local Altimeter Setting	LPV DA(H) 1856' (331')		LNAV/VNAV DA(H) 2077' (552')		LNAV MDA(H) 2040' (515')			CIRCLE-TO-LAND With Local Altimeter Setting	
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 60 or 1¼	1½	2	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	2080' (537') - 1
B								120	
C					RVR 50 or 1	1½		140	2080' (537') - 1½
D	NA		NA		NA			D	NA

With Newton Altimeter Setting	LPV DA(H) 1922' (397')		LNAV/VNAV DA(H) 2143' (618')		LNAV MDA(H) 2120' (595')			With Newton Altimeter Setting	
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 50 or 1	1½	2	2¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	2160' (617') - 1
B								120	
C					RVR 50 or 1	1½		140	2160' (617') - 1¾
D	NA		NA		NA			D	NA

TERPS AMEND 0A 7 APR 2011

CHANGES: Minimums.

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KHUT/HUT
HUTCHINSON MUN

JEPPESEN

7 JAN 11
Eff 13 Jan

(12-3)

CAT A, B & C

HUTCHINSON, KAN
RNAV (GPS) Rwy 22

ATIS (ASOS when Twr inop)	WICHITA Approach (R)	*HUTCHINSON Tower	*Ground
124.25	125.5	CTAF 118.5	121.9

RNAV	Final Apch Crs	Minimum Alt PAFNA	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1543′ / Rwy 22 1543′
	216°	3200′ (1657′)	2000′ (457′)	

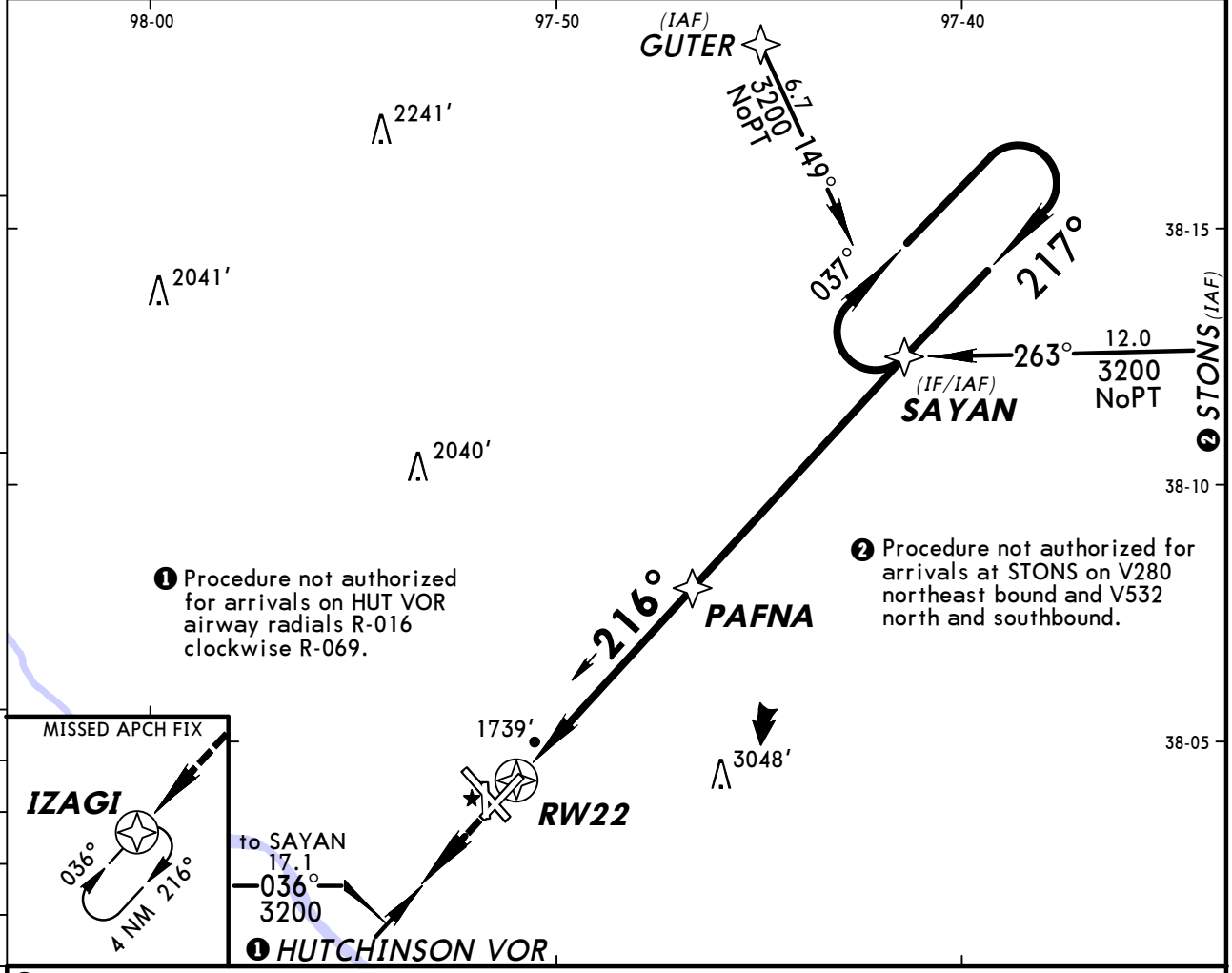
MISSED APCH: Climb to 3400′ direct IZAGI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

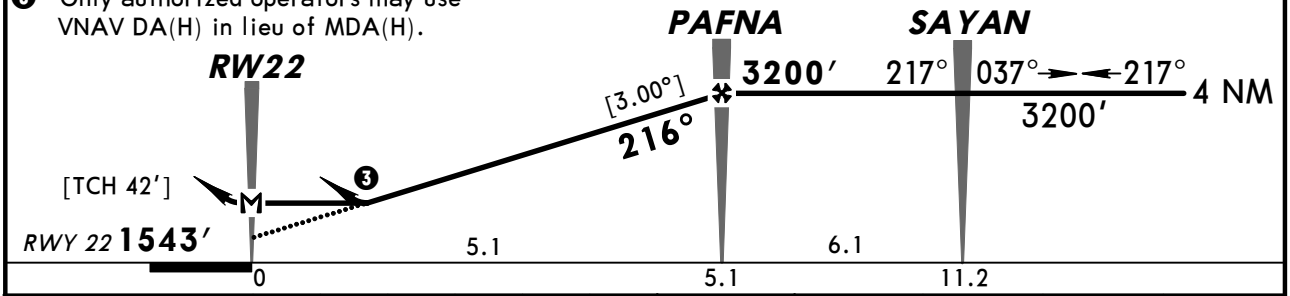
1. Use local altimeter setting; if not received, use Newton altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.
4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 118.5.

4100′
MSA RW22

BRIEFING STRIP ™



❸ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW22						

REIL
VASI-L

3400′

IZAGI

STRAIGHT-IN LANDING RWY 22 LNAV			CIRCLE-TO-LAND		
	MDA(H) 2000′ (457′) With Local Altimeter Setting	MDA(H) 2080′ (537′) With Newton Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Newton Altimeter Setting MDA(H)
A	1	1	90	2080′ (537′)-1	2160′ (617′)-1
B			120		
C	1⅜	1½	140	2080′ (537′)-1½	2160′ (617′)-1¾
D	NA	NA	D	NA	NA

TERPS AMEND 0 13 JAN 2011

CHANGES: New procedure.

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KHUT/HUT
HUTCHINSON MUN

JEPPESEN

7 JAN 11
Eff 13 Jan

(12-4)

CAT A, B & C

HUTCHINSON, KAN
RNAV (GPS) Rwy 31

ATIS (ASOS when Twr inop)	WICHITA Approach (R)	*HUTCHINSON Tower	*Ground
124.25	125.5	CTAF 118.5	121.9

BRIEFING STRIP™

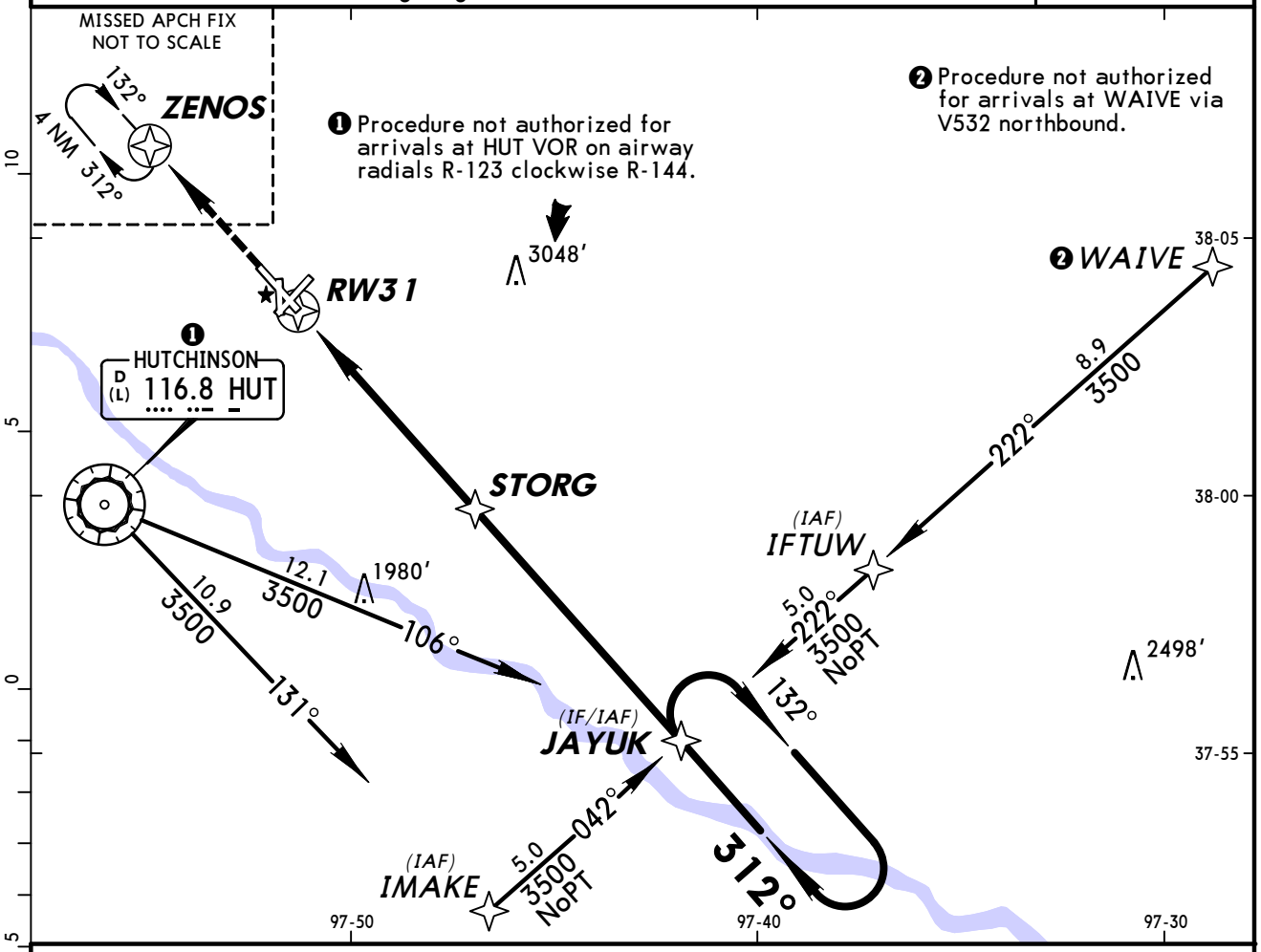
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1543′
	312°	STORG 3200′ (1680′)	1960′ (440′)	TDZE 1520′

MISSED APCH: Climb to 3200′ direct ZENOS and hold.

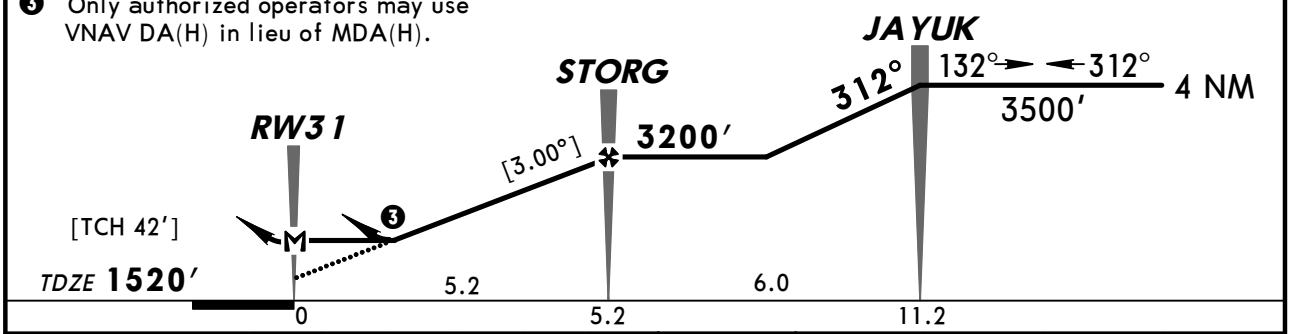
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Newton altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.5.

4100′
MSA RW31



❸ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW31						

REIL
VASI-L

3200′

ZENOS

	STRAIGHT-IN LANDING RWY 31 LNAV		CIRCLE-TO-LAND		
	MDA(H) 1960′ (440′) With Local Altimeter Setting	MDA(H) 2040′ (520′) With Newton Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Newton Altimeter Setting MDA(H)
A	1	1	90	2080′(537′)-1	2160′(617′)-1
B			120		
C	1¼	1½	140	2080′(537′)-1½	2160′(617′)-1¾
D	NA	NA	D	NA	NA

AMENDO TERPS

CHANGES: Printing sequence.

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BRIEFING STRIP™

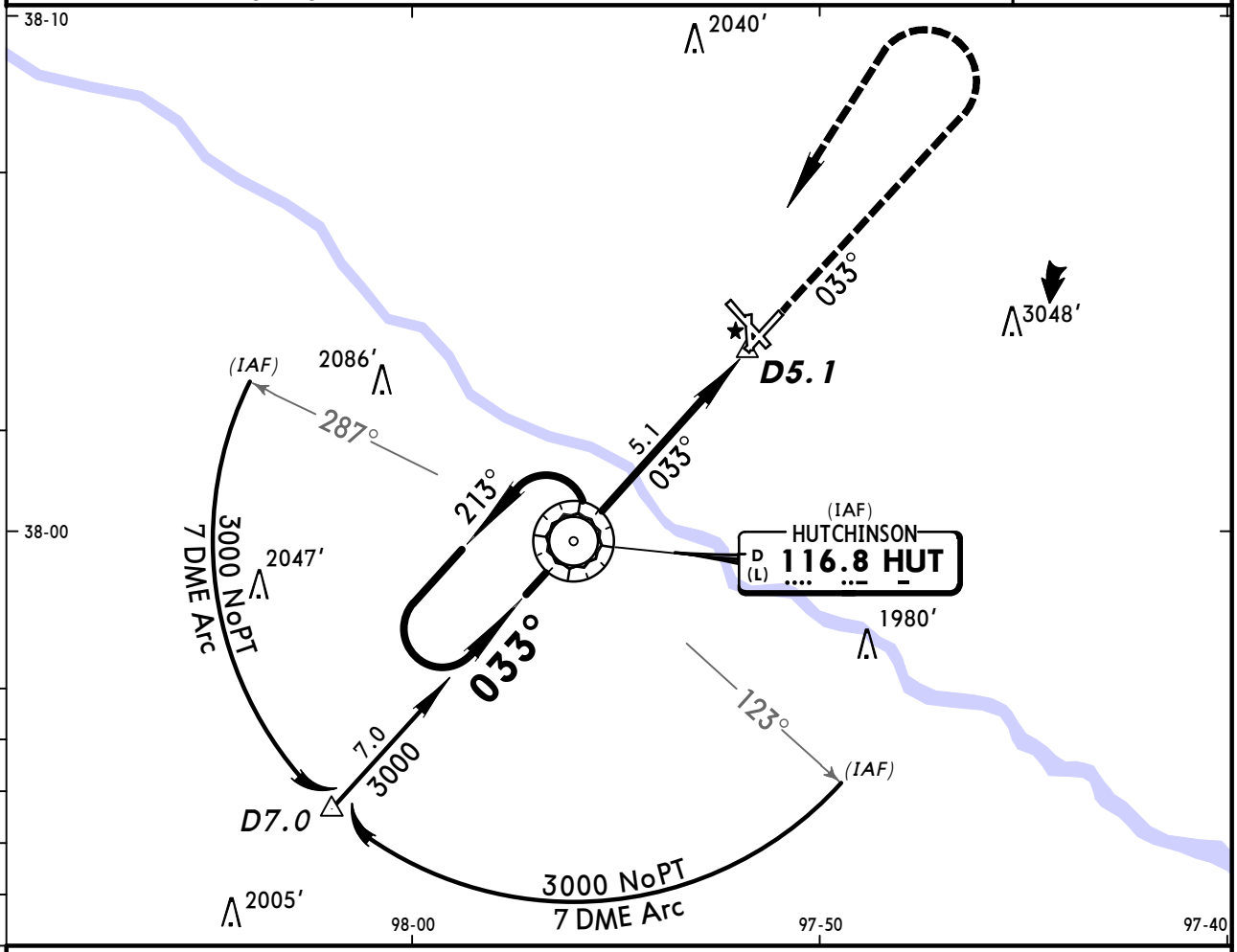
ATIS (ASOS when Twr inop)	WICHITA Approach (R)	*HUTCHINSON Tower	*Ground
124.25	125.5	CTAF 118.5	121.9

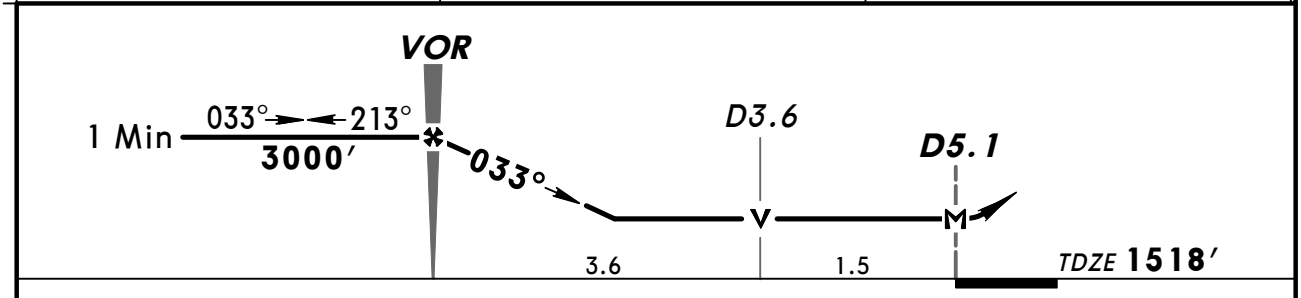
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1543′
HUT 116.8	033°	VOR 3000′ (1482′)	2040′ (522′)	TDZE 1518′

MISSED APCH: Climb to 4000′ via HUT VOR R-033 then LEFT turn direct HUT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.5.

4100′
MSA HUT VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at D5.1 or VOR to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

REIL
VASI-L

4000′ ↑ HUT via 116.8 R-033 | LT | D | HUT 116.8

STRAIGHT-IN LANDING RWY 4		CIRCLE-TO-LAND	
MDA(H) 2040′ (522′)		Max Kts	MDA(H)
A	1	90	2080′ (537′)-1
B		120	
C	1½	140	2080′ (537′)-1½
D	NA	D	NA

AMEND 19B TERPS

CHANGES: Airport elevation.

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KHUT/HUT
HUTCHINSON MUN

JEPPESEN

14 NOV 08
Eff 20 Nov

(13-2)

CAT A, B & C

HUTCHINSON, KAN
VOR DME Rwy 22

ATIS (ASOS when Twr inop)	WICHITA Approach (R)	*HUTCHINSON Tower	*Ground
124.25	125.5	CTAF 118.5	121.9

BRIEFING STRIP ™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1543′
HUT 116.8	213°	TURKY 2500′ (958′)	2000′ (458′)	TDZE 1542′

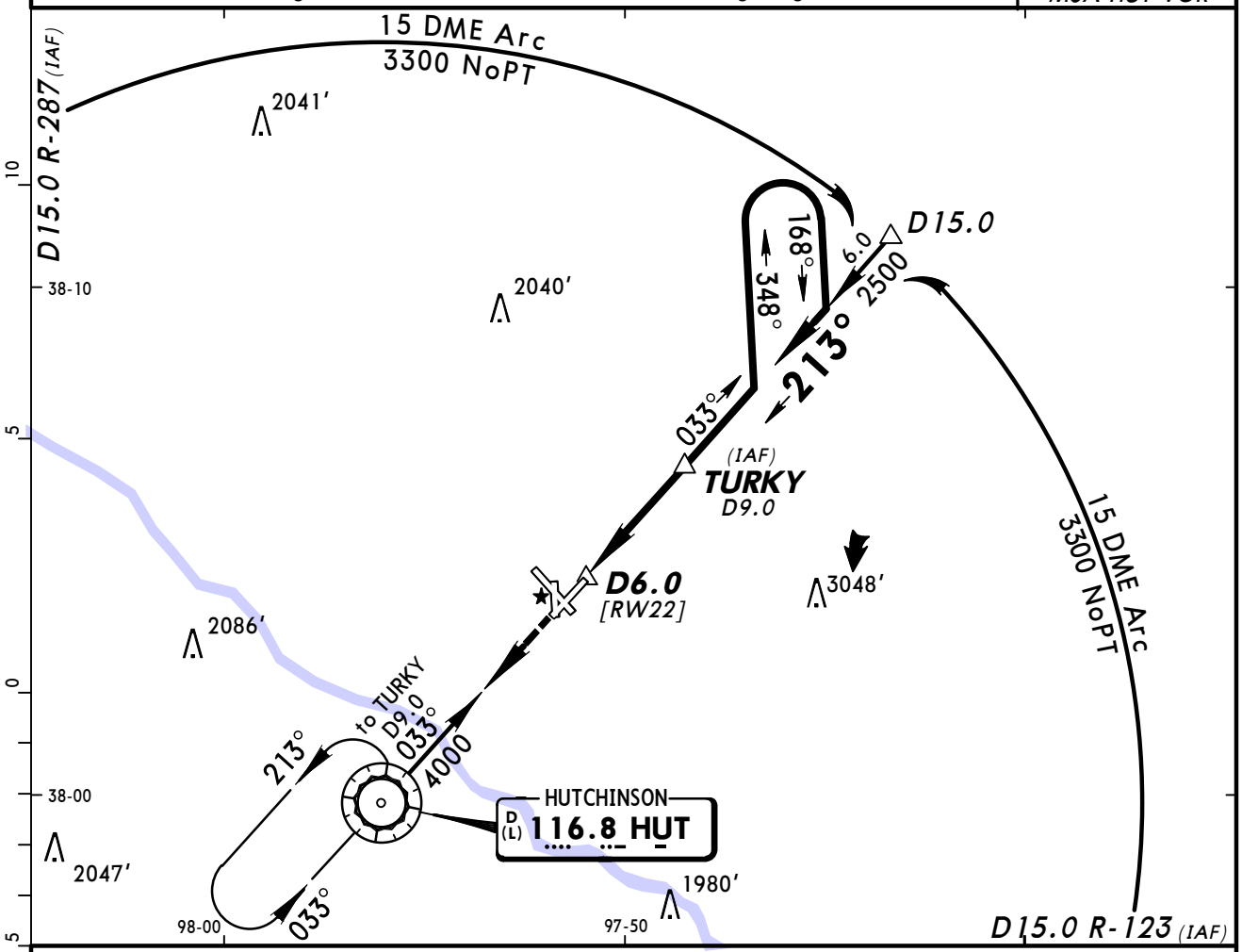
MISSED APCH: Climb to 3000′ direct HUT VOR and hold.

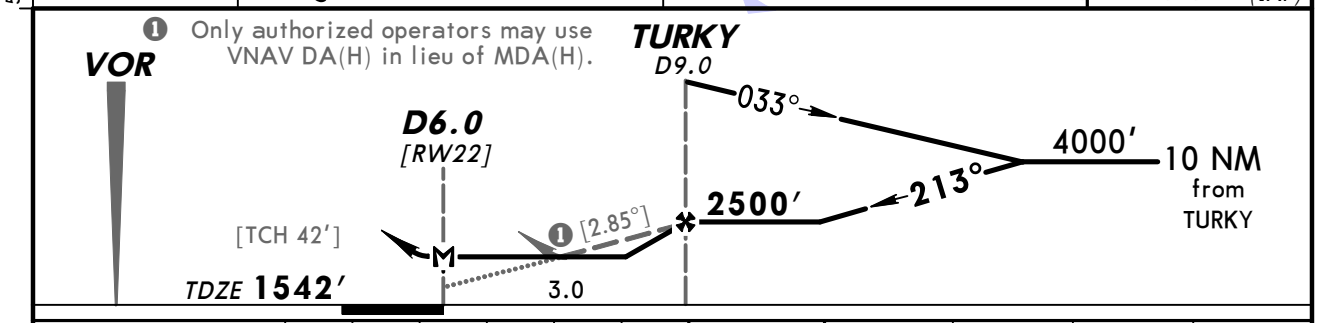
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 118.5.

4100′

MSA HUT VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.85°]	353	454	504	605	706	807
MAP at D6.0						

REIL	3000′	D	HUT
VASI-L	↑		116.8

STRAIGHT-IN LANDING RWY 22		CIRCLE-TO-LAND	
MDA(H) 2000′ (458′)		Max Kts	MDA(H)
A	1	90	2080′(537′)-1
B		120	
C	1¼	140	2080′(537′)-1½
D	NA	D	NA

TERPS AMEND 6A

CHANGES: None.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	WICHITA Approach (R)	*HUTCHINSON Tower	*Ground
124.25	125.5	CTAF 118.5	121.9

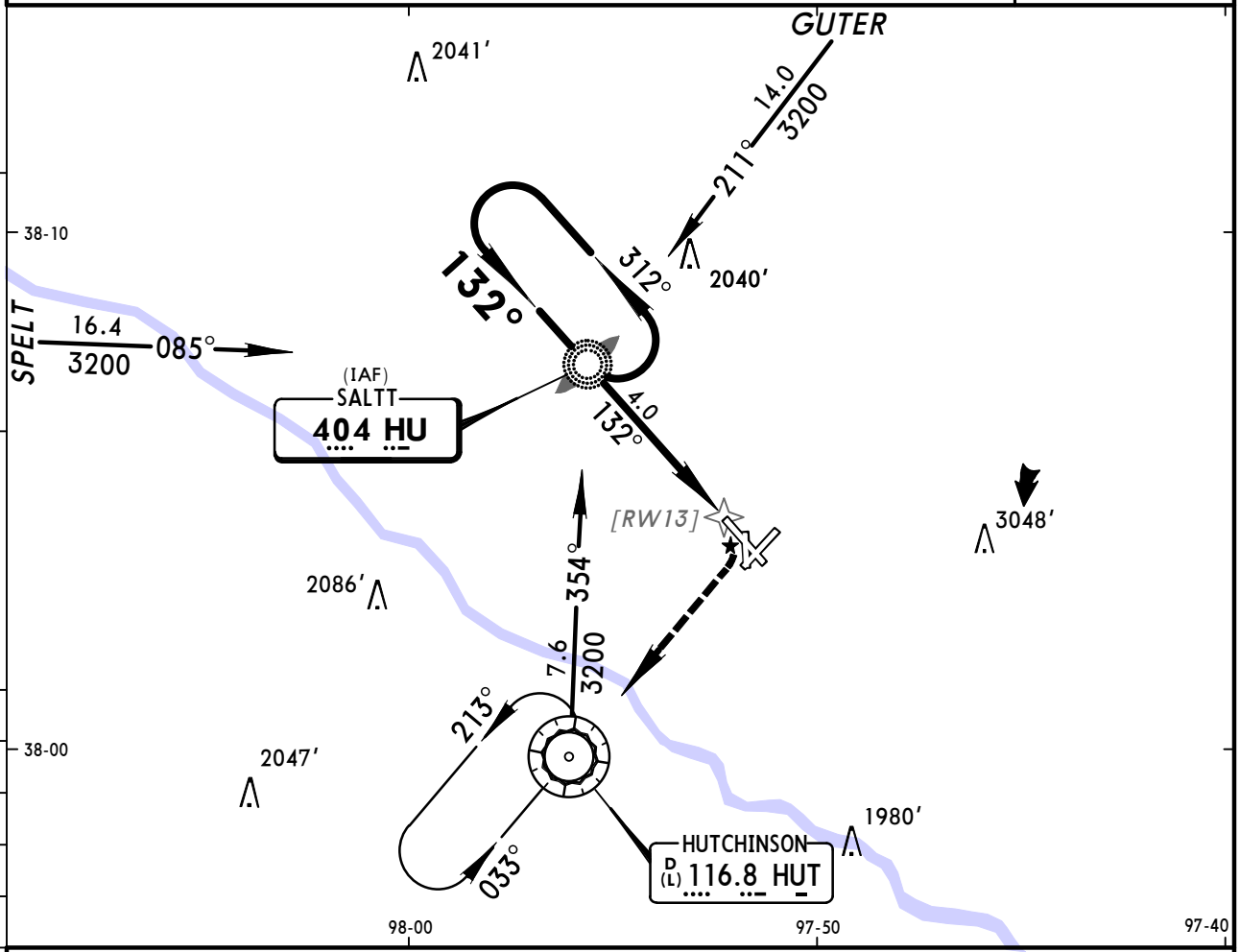
LOM	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 1543′
HU 404	132°	2900′ (1375′)	2200′ (675′)	TDZE 1525′

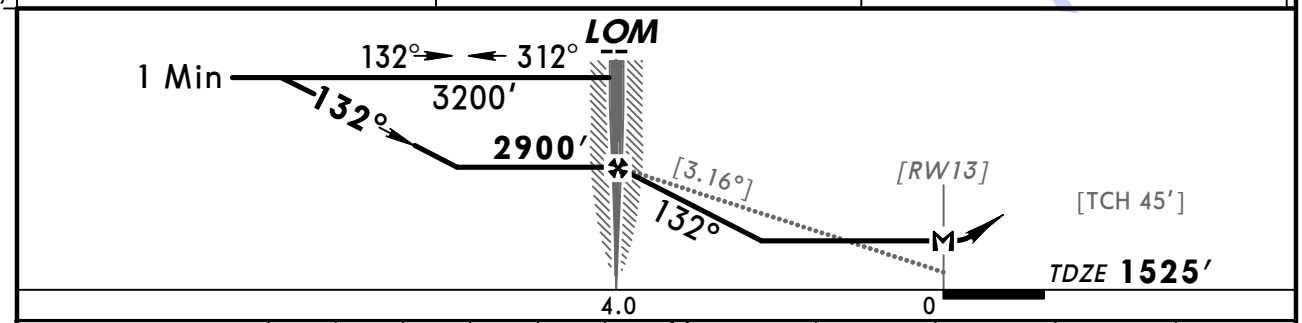
MISSED APCH: Climb to 2400′, then climbing RIGHT turn to 3100′ direct HUT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting118.5.

4100′
MSA HU LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.16°]	391	503	559	671	783	895
LOM to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

MALSR | 2400′ | 3100′ RT | D | HUT 116.8

STRAIGHT-IN LANDING RWY 13

MDA(H) 2200′(675′)

	RAIL out	ALS out
A	RVR 40 or ¾	RVR 50 or 1
B		
C	1½	2
D	NA	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2200′(657′)-1
120	
140	2200′(657′)-2
D	NA

TERPS AMEND 15A 21 OCT 2010

CHANGES: Missed approach.

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General Information

Location: Hays KS USA
IATA Code: HYS
Lat/Long: N38° 50.5' W099° 16.4'
Elevation: 1999 ft

Airport Use: Public
Magnetic Variation: 5.4°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1313 Z
Sunset: 0027 Z,

Runway Information

Runway: 04
Length x Width: 4501 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1990 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 16
Length x Width: 6501 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1999 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 4501 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1990 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 34
Length x Width: 6501 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1994 ft
Lighting: Edge, ALS, Pilot controlled

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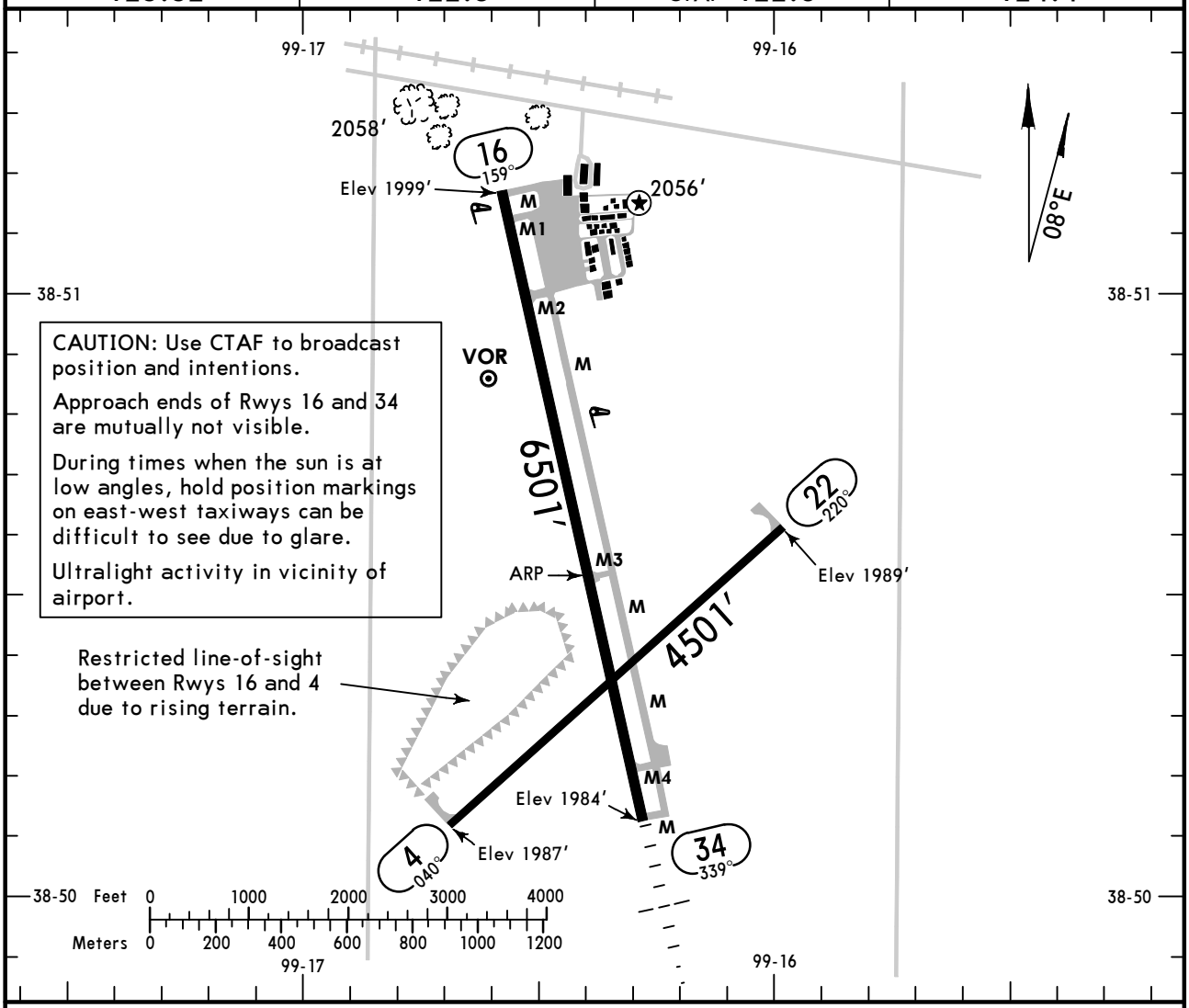
Communication Information

AWOS 125.525
Hays Rgnl Unicom 122.8 CTAF PCL
Wichita Flight Service Station 122.3 RCO
Kansas City Center 124.4 Remote Communications Air-Ground

AWOS-3	WICHITA Radio	HAYS REGL UNICOM	KANSAS CITY Center
125.52	122.3	CTAF 122.8	124.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4 22	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°)				75′
16	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°)				100′
34	❶ MIRL ❶ MALSR ❶ PAPI-L (angle 3.0°)		5709′		

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 16, 34 Adequate Vis Ref	Rwys 16, 34 STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	VOR Rwy 34 VOR DME Rwy 16 VOR DME Rwy 34	Authorized Only When Local Weather Available RNAV Rwy (GPS) 4 RNAV Rwy (GPS) 16 RNAV Rwy (GPS) 22 RNAV Rwy (GPS) 34	VOR Rwy 16	Other
A	800-2	800-2	800-2	NA
B				
C				
D			800-2¼	

OBSTACLE DP: Rwy 34, westbound departures (160° clockwise 340°) climb rwy heading to 3100′ before proceeding on course.

AMEND 2

CHANGES: Alternate minimums.

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AWOS-3	KANSAS CITY Center	WICHITA Radio	HAYS REGL UNICOM
125.52	124.4	122.3	CTAF 122.8

BRIEFING STRIP™

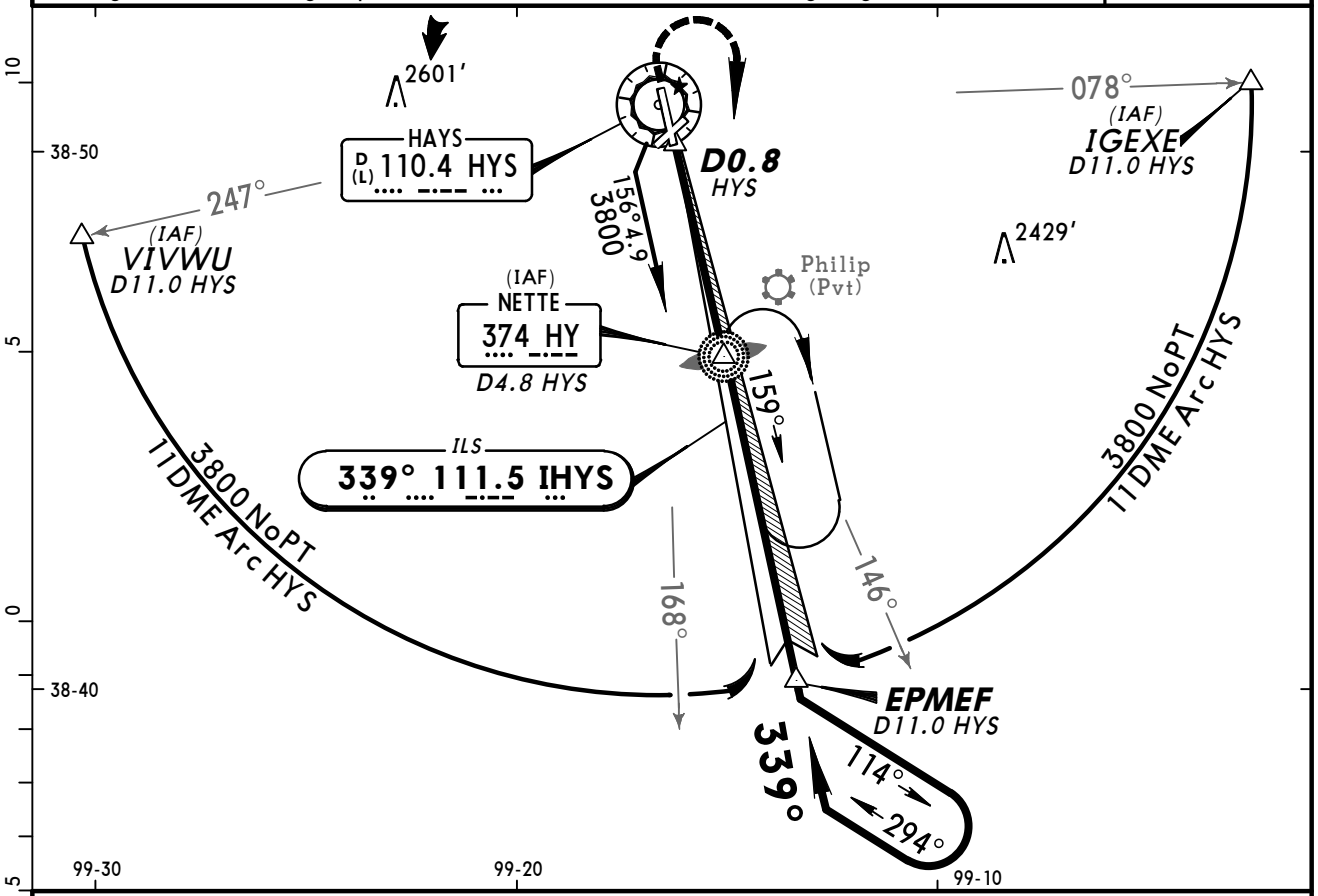
LOC IHYS	Final Apch Crs	GS NETTE	ILS DA(H) (CONDITIONAL)	Apt Elev 1999′
111.5	339°	3343′ (1349′)	2194′ (200′)	TDZE 1994′

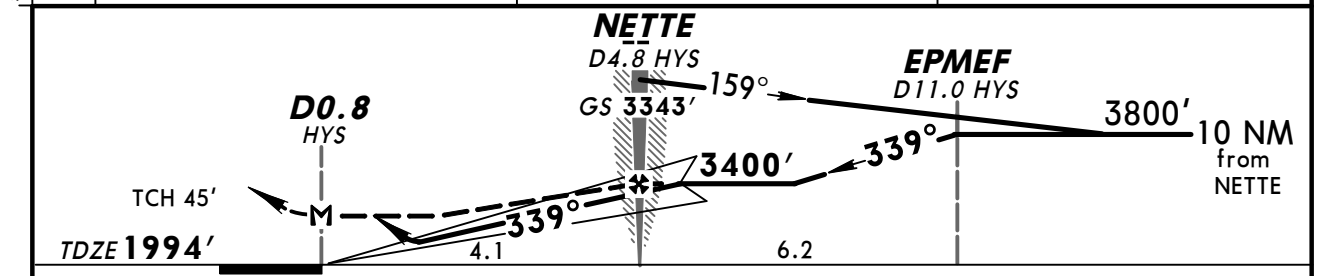
MISSED APCH: Climb to 2600′ then climbing RIGHT turn to 3800′ direct NETTE LOM/D4.8 HYS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Use local altimeter setting; if not received, use Russell Mun altimeter setting 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 122.8.

4400′
MSA HY LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D0.8 HYS or NETTE to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

MALSR
PAPI

2600′	3800′ RT	D	NETTE

STRAIGHT-IN LANDING RWY 34
With Local Altimeter Setting

	ILS DA(H) 2194′ (200′) FULL	ILS DA(H) 2194′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 2340′ (346′)	LOC (GS out) MDA(H) 2340′ (346′) RAIL out	LOC (GS out) MDA(H) 2340′ (346′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	2440′ (441′)-1
120	2480′ (481′)-1
140	2480′ (481′)-1 1/2
165	2560′ (561′)-2

With Russell Mun Altimeter Setting

	ILS DA(H) 2263′ (269′) FULL	ILS DA(H) 2263′ (269′) RAIL or ALS out	LOC (GS out) MDA(H) 2420′ (426′)	LOC (GS out) MDA(H) 2420′ (426′) RAIL out	LOC (GS out) MDA(H) 2420′ (426′) ALS out
A	1/2	1	1/2	3/4	1
B					
C			3/4	1 1/4	
D					

With Russell Mun Altimeter Setting

Max Kts	MDA(H)
90	2520′ (521′)-1
120	2560′ (561′)-1
140	2560′ (561′)-1 1/2
165	2640′ (641′)-2

TERPS AMEND 0E 26 AUG 2010

CHANGES: None.

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AWOS-3	KANSAS CITY Center	WICHITA Radio	HAYS REGL UNICOM
125.52	124.4	122.3	CTAF 122.8

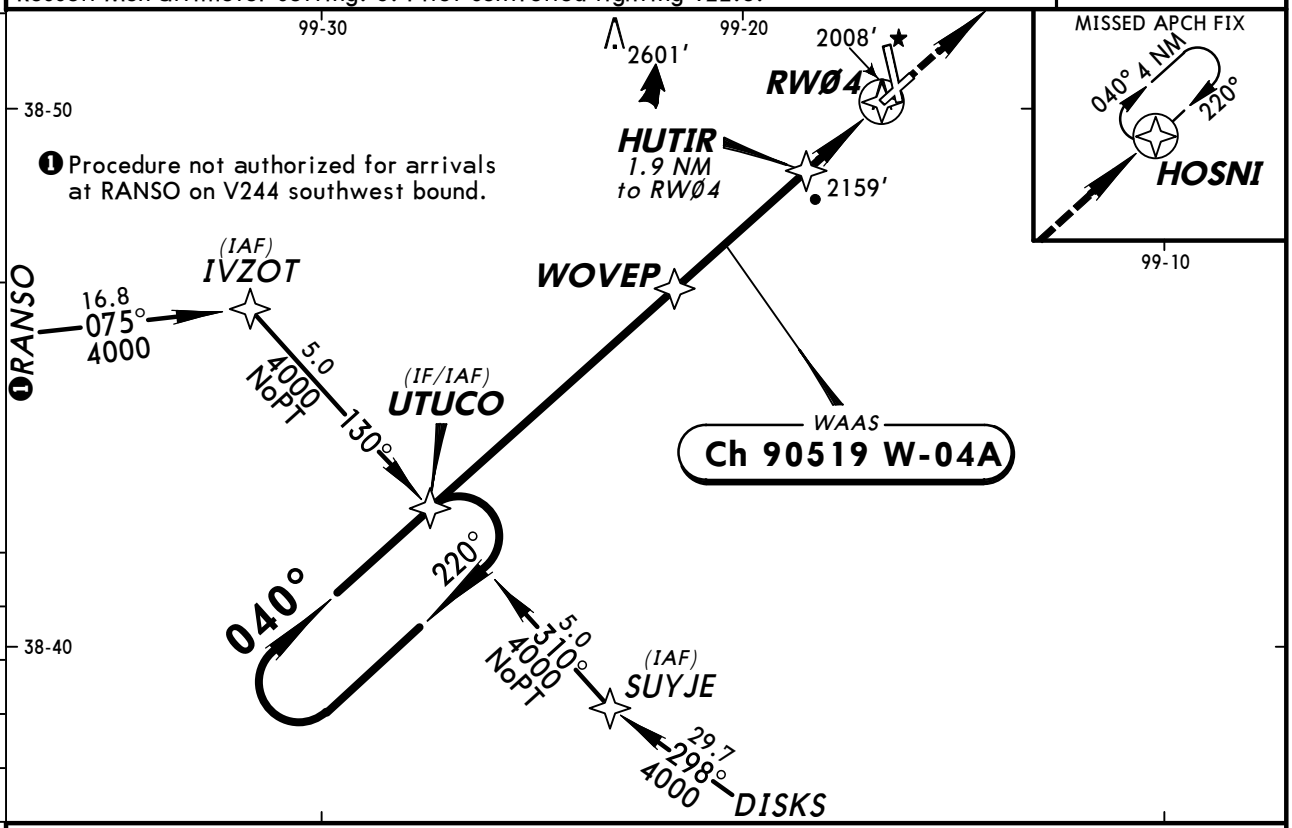
WAAS	Final Apch Crs	Minimum Alt WOVEP	LPV DA(H)	Apt Elev 1999′
Ch 90519 W-04A	040°	3700′ (1710′)	2240′ (250′)	TDZE 1990′

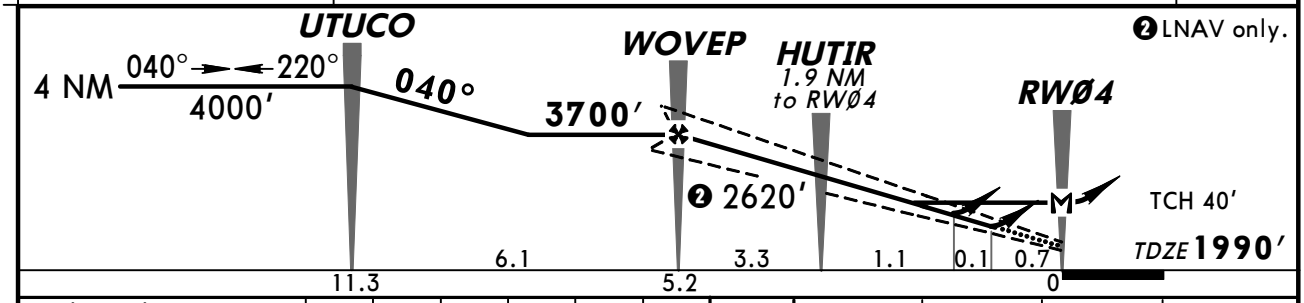
MISSED APCH: Climb to 4000′ direct HOSNI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Russell Mun altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Baro-VNAV not authorized when using Russell Mun altimeter setting. 6. Pilot controlled lighting 122.8.

4400′
MSA RWØ4





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

REIL
PAPI-L
4000′
HOSNI

STRAIGHT-IN LANDING RWY 4 With Local Altimeter Setting	LPV DA(H) 2240′ (250′)	LNAV/VNAV DA(H) 2278′ (288′)	LNAV MDA(H) 2420′ (430′)
A	1	1	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND With Local Altimeter Setting	Max Kts	MDA(H)
	90	2440′ (441′)-1
	120	2480′ (481′)-1
	140	2480′ (481′)-1½
	165	2560′ (561′)-2

With Russell Mun Altimeter Setting	LPV DA(H) 2309′ (319′)	LNAV/VNAV DA(H) 2347′ (357′)	LNAV MDA(H) 2500′ (510′)
A	1¼	1¼	1
B			
C			1½
D			

With Russell Mun Altimeter Setting	Max Kts	MDA(H)
	90	2520′ (521′)-1
	120	2560′ (561′)-1
	140	2560′ (561′)-1½
	165	2640′ (641′)-2

BRIEFING STRIP™

TERPS AMEND 0 23 SEP 2010

CHANGES: New procedure.

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AWOS-3	KANSAS CITY Center	WICHITA Radio	HAYS REGL UNICOM
125.52	124.4	122.3	CTAF 122.8

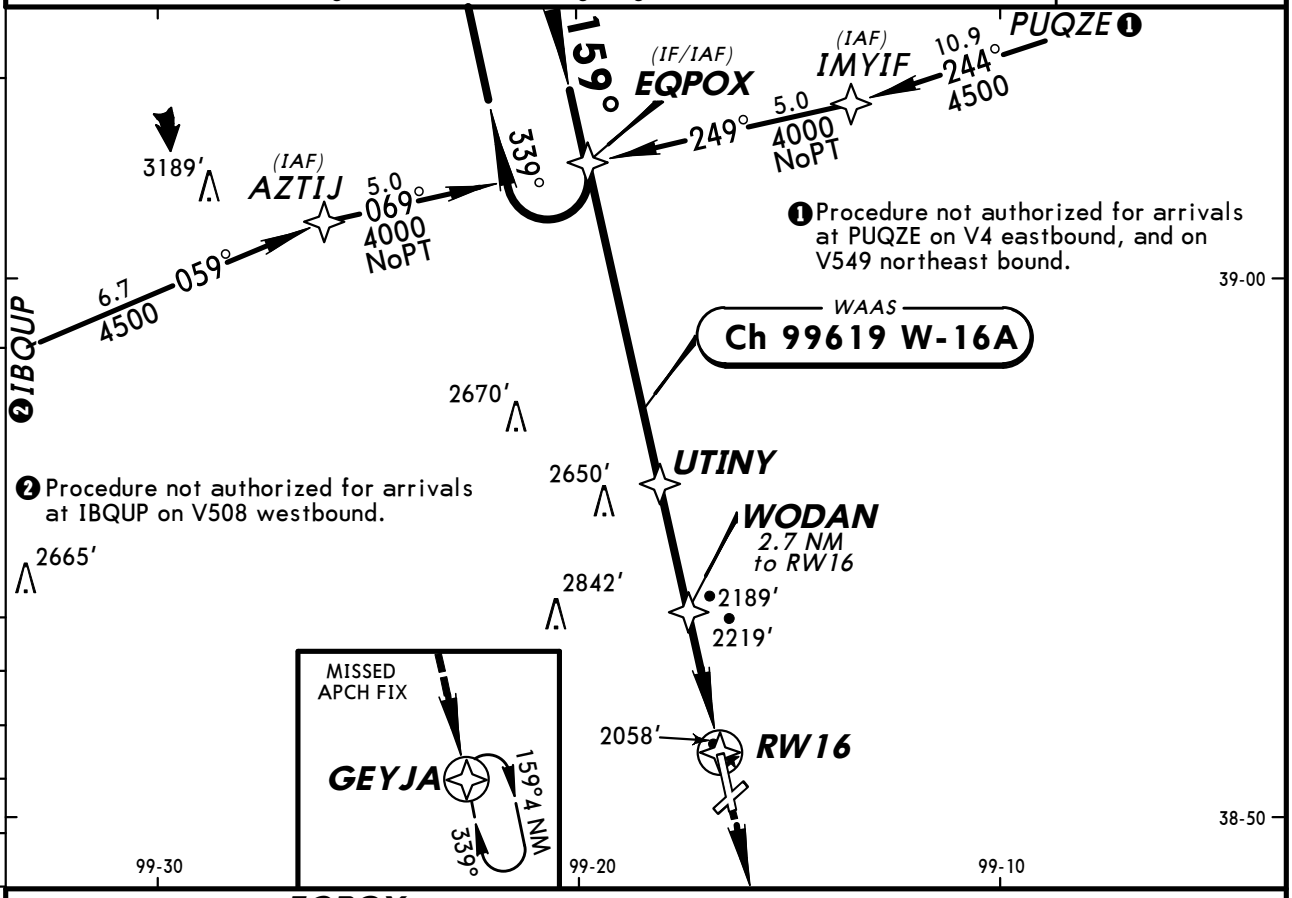
WAAS	Final Apch Crs	Minimum Alt UTINY	LPV DA(H) (CONDITIONAL)	Apt Elev 1999′
Ch 99619 W-16A	159°	3700′ (1701′)	2249′ (250′)	TDZE 1999′

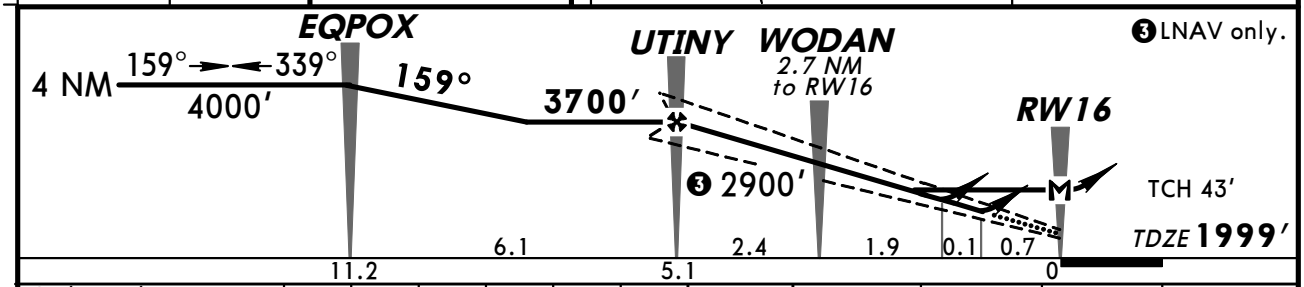
MISSED APCH: Climb to 4000′ direct GEYJA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Russell Mun altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Baro-VNAV not authorized when using Russell Mun altimeter setting 6. Pilot controlled lighting 122.8.

4400′
MSA RW16





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16						

REIL
PAPI-L
4000′
GEYJA

STRAIGHT-IN LANDING RWY 16

With Local Altimeter Setting

	LPV DA(H) 2249′ (250′)	LNAV/VNAV DA(H) 2308′ (309′)	LNAV MDA(H) 2440′ (441′)
A	1	1	1
B			
C			1¼
D			1½

With Russell Mun Altimeter Setting

	LPV DA(H) 2318′ (319′)	LNAV/VNAV DA(H) 2445′ (446′)	LNAV MDA(H) 2520′ (521′)
A	1	1½	1
B			
C			1½
D			1¾

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	2440′ (441′)-1
120	2480′ (481′)-1
140	2480′ (481′)-1½
165	2560′ (561′)-2

With Russell Mun Altimeter Setting

Max Kts	MDA(H)
90	2520′ (521′)-1
120	2560′ (561′)-1
140	2560′ (561′)-1½
165	2640′ (641′)-2

BRIEFING STRIP ™

TERPS AMEND 0 23 SEP 2010

CHANGES: New procedure.

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KHYS/HYS
HAYS REGL

JEPPESEN

17 SEP 10 (12-3) Eff 23 Sep

HAYS, KAN
RNAV (GPS) Rwy 22

AWOS-3	KANSAS CITY Center	WICHITA Radio	HAYS REGL UNICOM
125.52	124.4	122.3	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1999'
Ch 50519 W-22A	220°	JIKOT 3700' (1710')	2240' (250')	TDZE 1990'

MISSED APCH: Climb to 4000' direct UTUCO and hold.

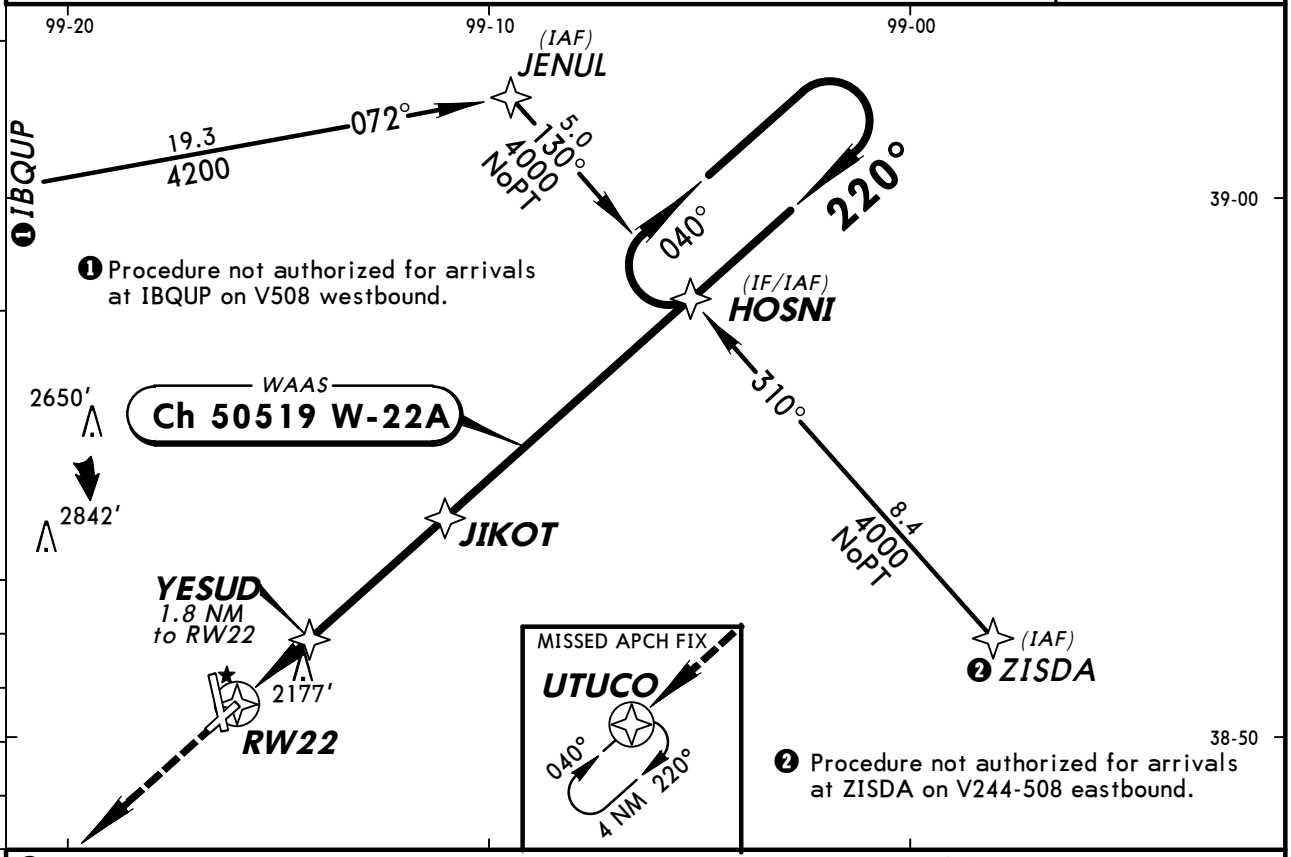
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

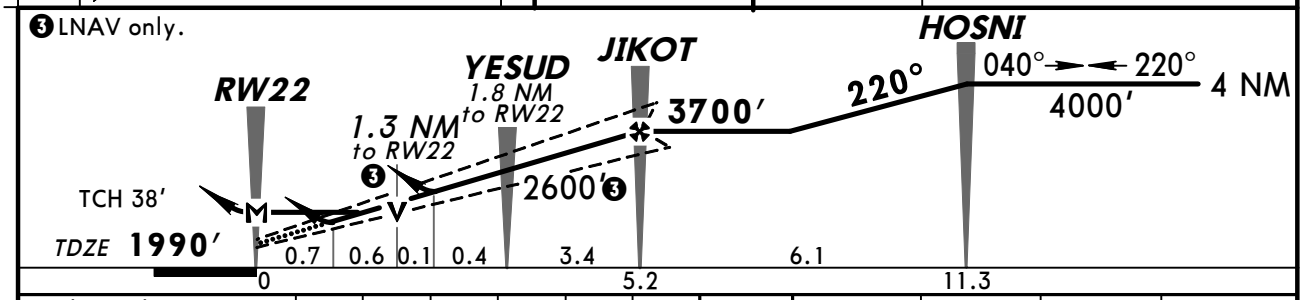
1. Use local altimeter setting; if not received, use Russell Mun altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. VDP and Baro-VNAV not authorized when using Russell Mun altimeter setting. 6. Pilot controlled lighting 122.8.

4400'

MSA RW22

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

REIL
PAPI-L

4000'

UTUCO

STRAIGHT-IN LANDING RWY 22

With Local Altimeter Setting

	LPV DA(H) 2240' (250')	LNAV/VNAV DA(H) 2476' (486')	LNAV MDA(H) 2440' (450')
A	1	1¾	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	2440' (441')-1
120	2480' (481')-1
140	2480' (481')-1½
165	2560' (561')-2

With Russell Mun Altimeter Setting

	LPV DA(H) 2309' (319')	LNAV/VNAV DA(H) 2545' (555')	LNAV MDA(H) 2520' (530')
A	1¼	2	1
B			
C			1½
D			1¾

With Russell Mun Altimeter Setting

Max Kts	MDA(H)
90	2520' (521')-1
120	2560' (561')-1
140	2560' (561')-1½
165	2640' (641')-2

TERPS AMEND 0 23 SEP 2010

CHANGES: New procedure.

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AWOS-3	KANSAS CITY Center	WICHITA Radio	HAYS REGL UNICOM
125.52	124.4	122.3	CTAF 122.8

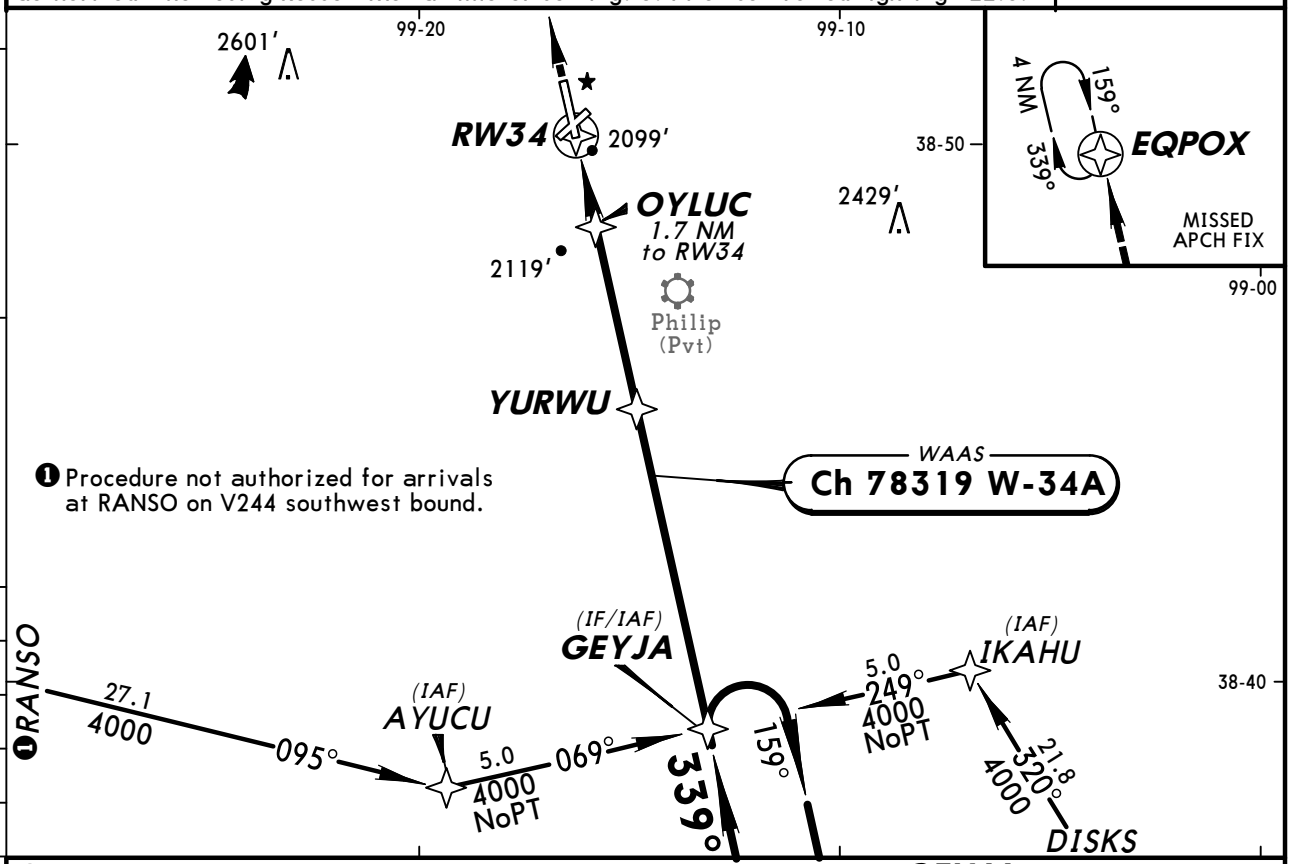
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1999′
Ch 78319 W-34A	339°	YURWU 3700′ (1706′)	2194′ (200′)	TDZE 1994′

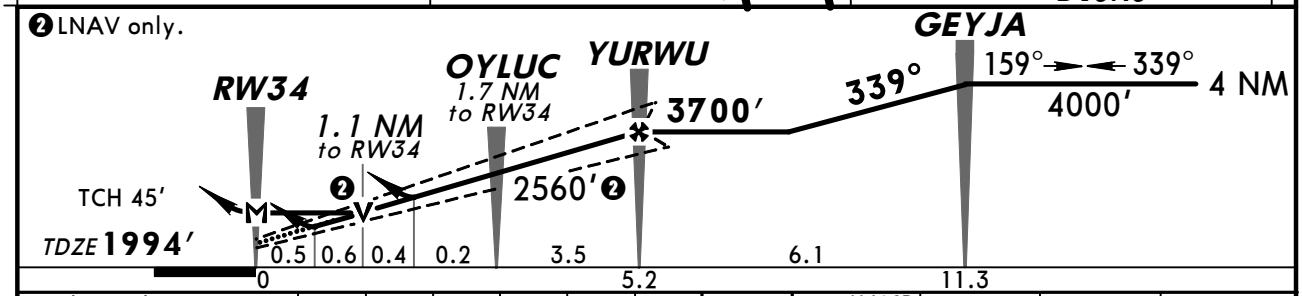
MISSED APCH: Climb to 4000′ direct EQPOX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Russell Mun altimter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized when using Russell Mun altimeter setting. 5. Pilot controlled lighting 122.8.

4400′
MSA RW34





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34						

MALSR
PAPI
4000′
EQPOX

STRAIGHT-IN LANDING RWY 34

With Local Altimeter Setting

	LPV DA(H) 2194′ (200′)		LNAV/VNAV DA(H) 2496′ (502′)		LNAV MDA(H) 2380′ (386′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	¾	1¼	1¾	½	¾	1
B							
C							
D					1	1¼	

With Russell Mun Altimeter Setting

	LPV DA(H) 2263′ (269′)		LNAV/VNAV DA(H) 2565′ (571′)		LNAV MDA(H) 2460′ (466′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	1	1½	2	½	¾	1
B							
C					¾	1¼	
D					1	1½	

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	2440′ (441′)-1
120	2480′ (481′)-1
140	2480′ (481′)-1½
165	2560′ (561′)-2

With Russell Mun Altimeter Setting

Max Kts	MDA(H)
90	2520′ (521′)-1
120	2560′ (561′)-1
140	2560′ (561′)-1½
165	2640′ (641′)-2

TERPS AMEND 2 23 SEP 2010

CHANGES: Procedure.

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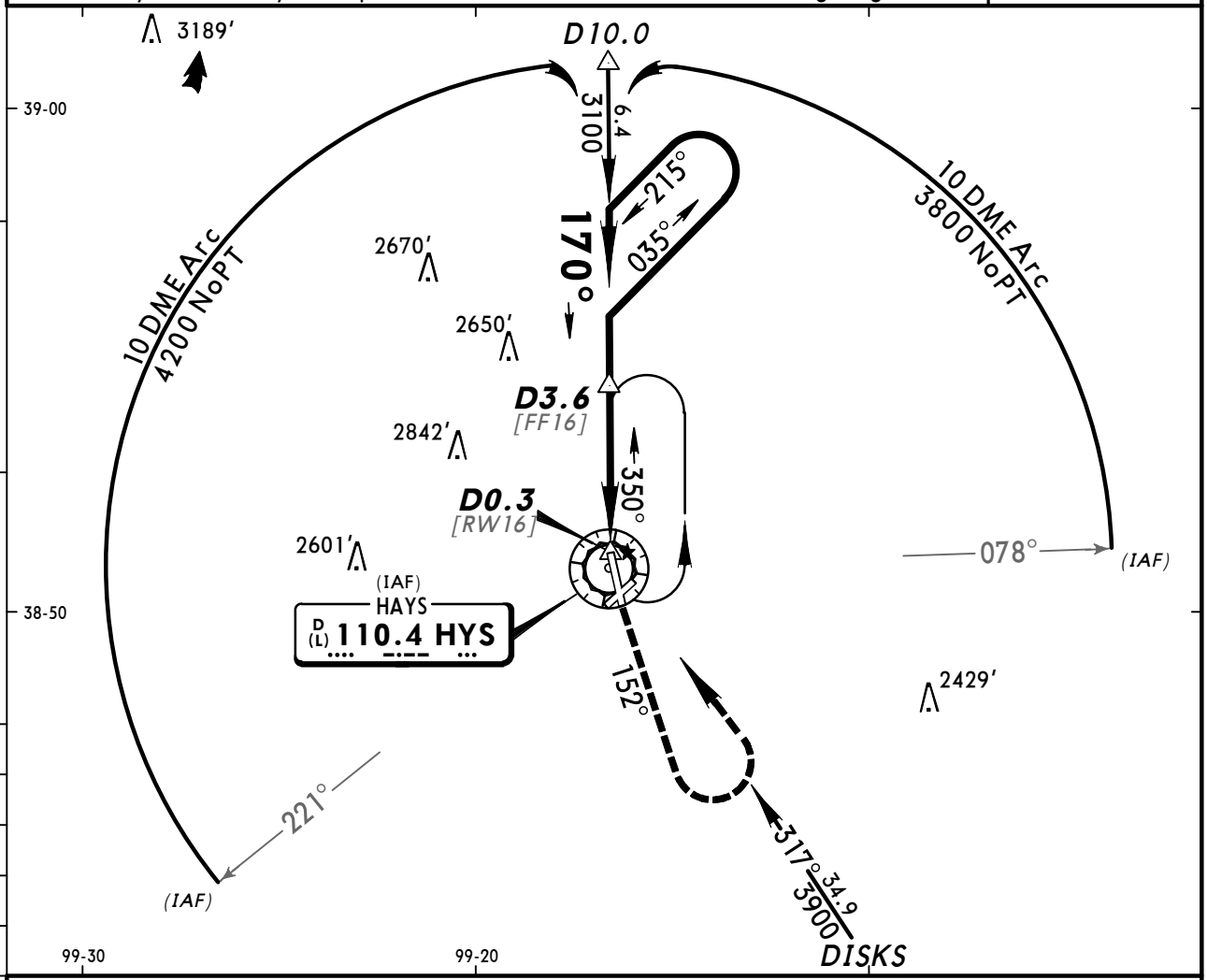
AWOS-3	KANSAS CITY Center	WICHITA Radio	HAYS REGL UNICOM
125.52	124.4	122.3	CTAF 122.8

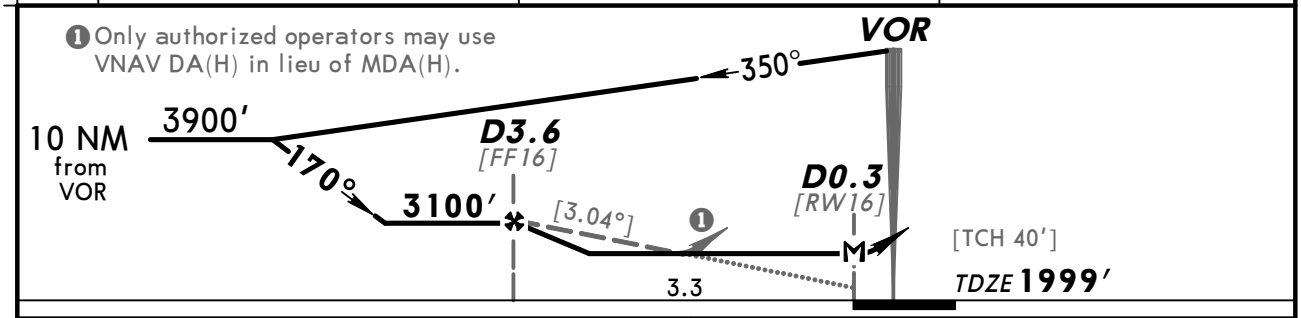
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
HYS 110.4	170°	D3.6 3100′ (1101′)	(CONDITIONAL) 2520′ (521′)	Apt Elev 1999′ TDZE 1999′

MISSED APCH: Climb to 3800′ outbound via HYS VOR R-152 then climbing LEFT turn to 3900′ direct HYS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Russell Mun altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 122.8.

4400′
MSA HYS VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at D0.3						

REIL
PAPI-L

3800′ HYS via 110.4 R-152

STRAIGHT-IN LANDING RWY 16			CIRCLE-TO-LAND		
	MDA(H) 2520′ (521′) With Local Altimeter Setting	MDA(H) 2600′ (601′) With Russell Mun Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Russell Mun Altimeter Setting MDA(H)
A	1	1	90	2520′ (521′) -1	2600′ (601′) -1
B			120		
C	1½	1½	140	2520′ (521′)- 1½	2600′ (601′)- 1¾
D	1¾	1¾	165	2560′ (561′) -2	2640′ (641′) -2

TERPS AMEND 3F 26 AUG 2010

CHANGES: Procedure.

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AWOS-3	KANSAS CITY Center	WICHITA Radio	HAYS REGL UNICOM
125.52	124.4	122.3	CTAF 122.8

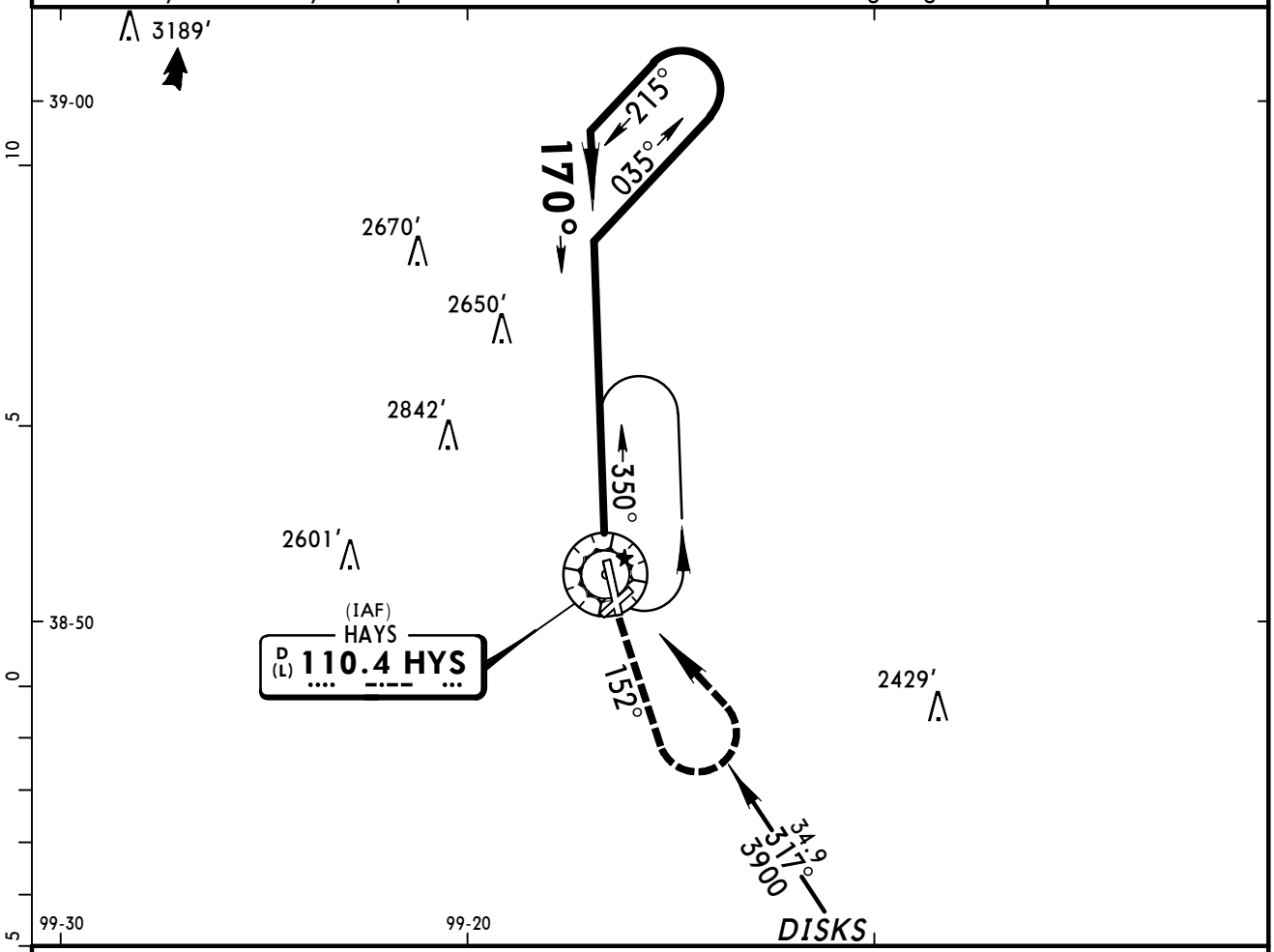
BRIEFING STRIP™

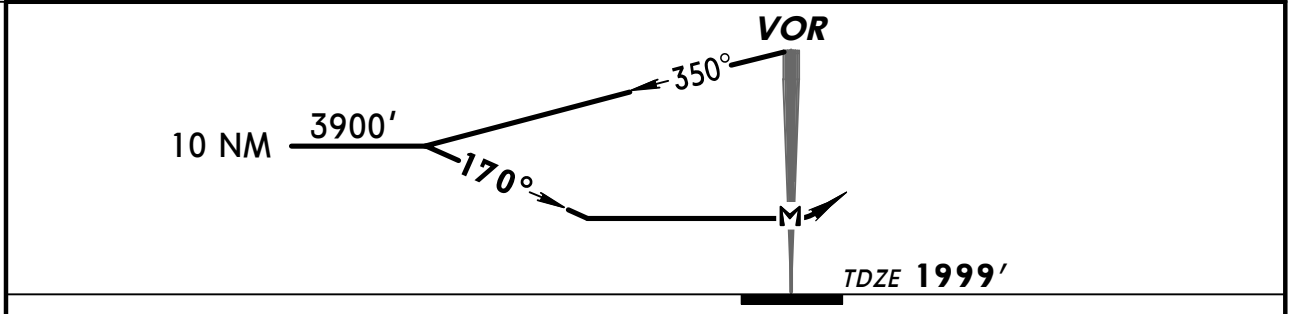
VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 1999′
HYS 110.4	170°		2700′ (701′)	TDZE 1999′

MISSED APCH: Climb to 3800′ outbound via HYS VOR R-152 then climbing LEFT turn to 3900′ direct HYS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Russell Mun altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 122.8.

4400′
MSA HYS VOR





MAP at VOR								REIL PAPI-L	3800′ ↑ via HYS 110.4 R-152

STRAIGHT-IN LANDING RWY 16			CIRCLE-TO-LAND		
	MDA(H) 2700′ (701′) With Local Altimeter Setting	MDA(H) 2780′ (781′) With Russell Mun Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Russell Mun Altimeter Setting MDA(H)
A	1	1	90	2700′ (701′)-1	2780′ (781′)-1
B		1¼	120		2780′ (781′)-1¼
C	2	2¼	140	2700′ (701′)-2	2780′ (781′)-2¼
D	2¼	2½	165	2700′ (701′)-2¼	2780′ (781′)-2½

TERPS AMEND 3D 26 AUG 2010

CHANGES: Procedure.

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AWOS-3	KANSAS CITY Center	WICHITA Radio	HAYS REGL UNICOM
125.52	124.4	122.3	CTAF 122.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
HYS 110.4	332°	D4.0 3100′ (1106′)	(CONDITIONAL) 2380′ (386′)	1999′ / TDZE 1994′

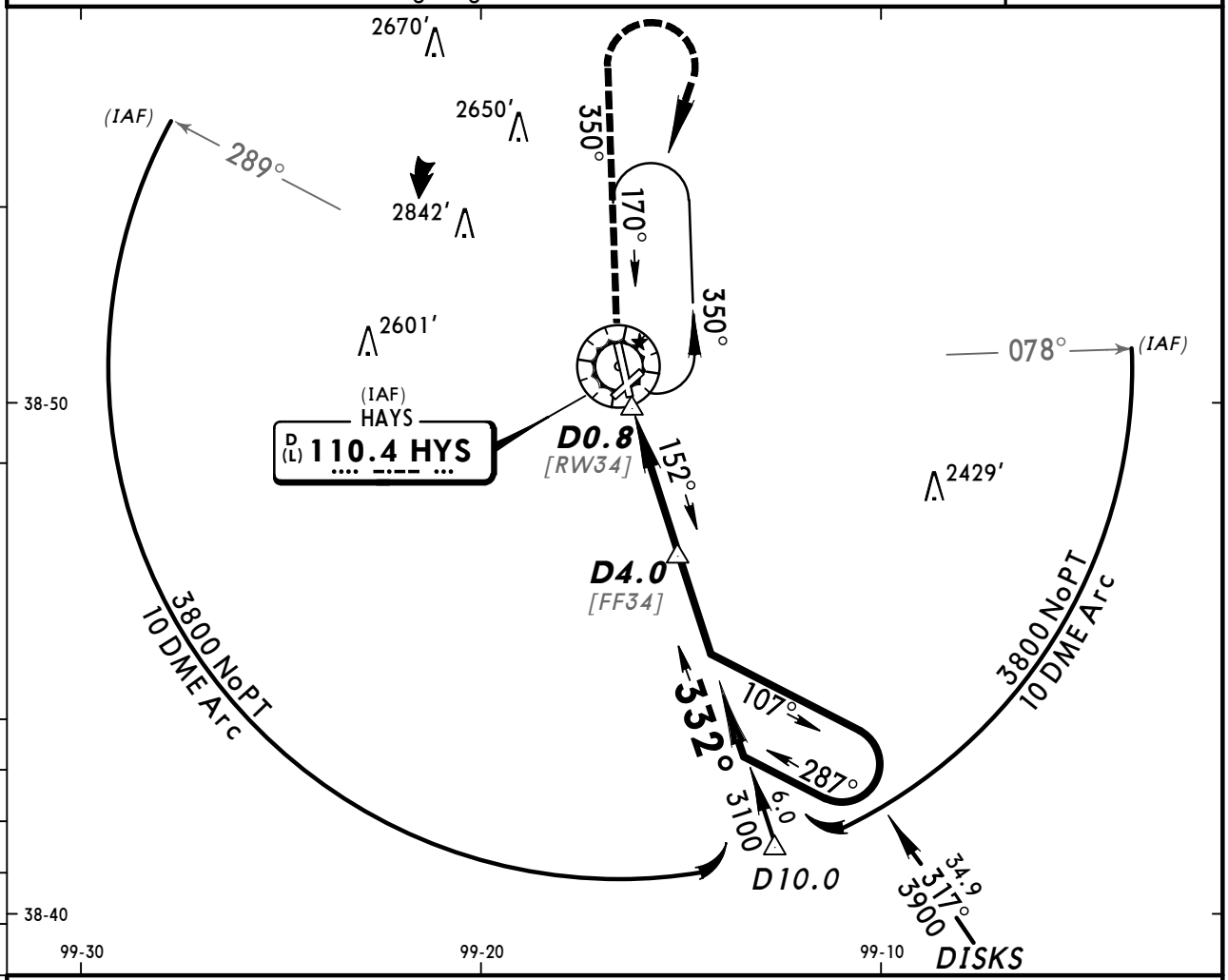
MISSED APCH: Climb to 3800′ outbound via HYS VOR R-350 then climbing RIGHT turn to 3900′ direct HYS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

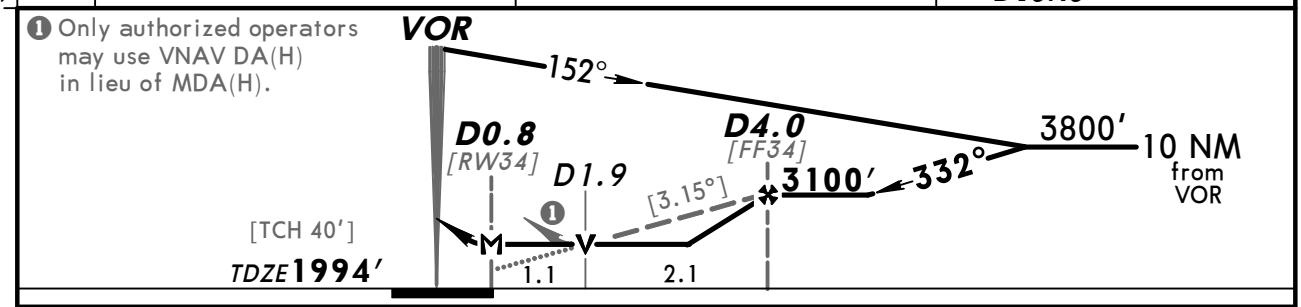
1. Use local altimeter setting; if not received, use Russell Mun altimeter setting.
2. VDP not authorized with Russell Mun altimeter setting. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 122.8.

4400′
MSA HYS VOR

BRIEFING STRIP ™



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.15°]	390	502	557	669	780	892
MAP at D0.8						

MALSR
PAPI

3800′ HYS via 110.4 R-350

TERPS AMEND 2F 26 AUG 2010

STRAIGHT-IN LANDING RWY 34

	MDA(H) 2380′ (386′) With Local Altimeter Setting			MDA(H) 2460′ (466′) With Russell Mun Altimeter Setting		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C				3/4	1 1/4	
D	1	1 1/4		1	1 1/2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Russell Mun Altimeter Setting MDA(H)
90	2440′ (441′)-1	2520′ (521′)-1
120	2480′ (481′)-1	2560′ (561′)-1
140	2480′ (481′)-1 1/2	2560′ (561′)-1 1/2
165	2560′ (561′)-2	2640′ (641′)-2

CHANGES: Procedure.

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AWOS-3	KANSAS CITY Center	WICHITA Radio	HAYS REGL UNICOM
125.52	124.4	122.3	CTAF 122.8

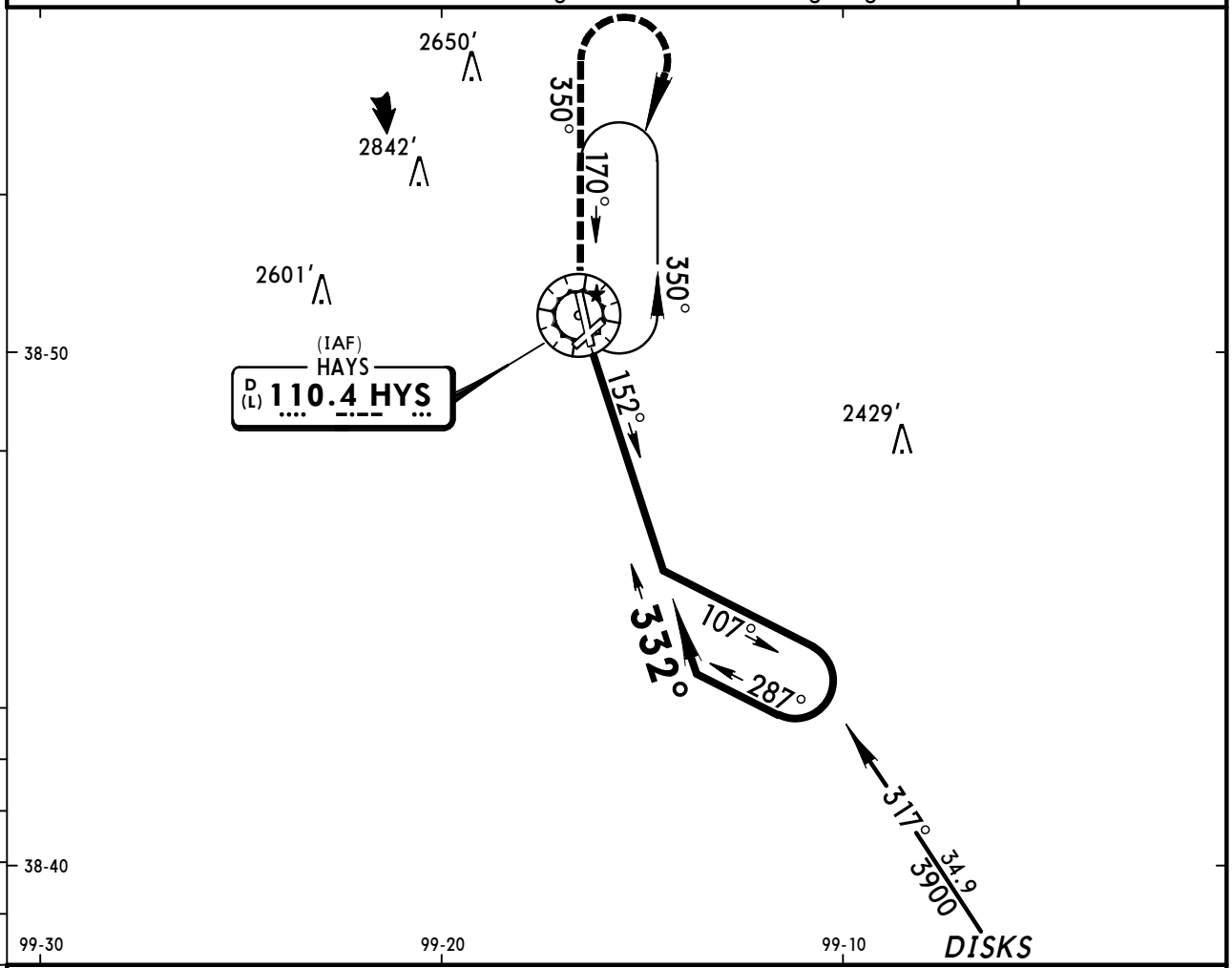
BRIEFING STRIP ™

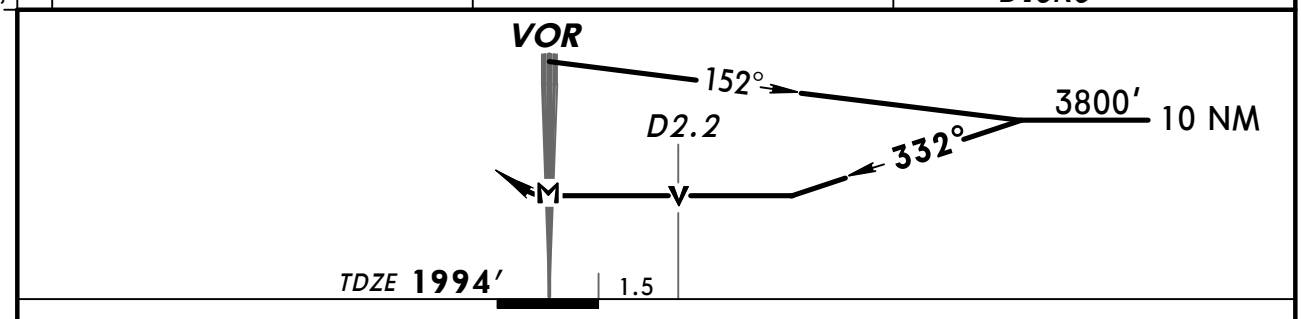
VOR HYS	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 1999′
110.4	332°		2480′ (486′)	TDZE 1994′

MISSED APCH: Climb to 3800′ outbound via HYS VOR R-350 then climbing RIGHT turn to 3900′ direct HYS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1.Use local altimeter setting; if not received, use Russell Mun altimeter setting. 2. VDP not authorized with Russell Mun altimeter setting. 3. Pilot controlled lighting 122.8.

4400′
MSA HYS VOR





MAP at VOR						

MALSR
PAPI
3800′ HYS via 110.4 R-350

TERPS AMEND 5D 26 AUG 2010

	STRAIGHT-IN LANDING RWY 34						CIRCLE-TO-LAND		
	MDA(H) 2480′ (486′) With Local Altimeter Setting			MDA(H) 2560′ (566′) With Russell Mun Altimeter Setting				With Local Altimeter Setting	With Russell Mun Altimeter Setting
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	1/2	3/4	1	1/2	3/4	1	90	2480′ (481′)-1	2560′ (561′)-1
B							120		
C	3/4	1 1/4		1	1 1/2		140	2480′ (481′)-1 1/2	2560′ (561′)-1 1/2
D	1	1 1/2		1 1/4	1 3/4		165	2560′ (561′)-2	2640′ (641′)-2

CHANGES: Procedure.

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General Information

Location: Wichita KS USA
IATA Code: IAB
Lat/Long: N37° 37.4' W097° 16.1'
Elevation: 1371 ft

Airport Use: Military
Magnetic Variation: 4.1°E
Sectional Chart: Wichita

Fuel Types: 115-145 Octane, Jet 4
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1304 Z
Sunset: 0020 Z,

Runway Information

Runway: 01L
Length x Width: 12000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 1346 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 01R
Length x Width: 12004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1347 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 19L
Length x Width: 12004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1364 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 19R
Length x Width: 12000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 1371 ft

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Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

ATIS 124.65
MC Connell AFB Tower 127.25
MC Connell AFB Ground Control 118.0
Wichita Approach Control 126.7
Wichita Approach Control 134.85
Wichita Approach Control 134.8
Wichita Approach Control 120.6 At or below 4999 ft
Wichita Departure Control 134.8 (10°-190°) At or below 4000 ft
Wichita Departure Control 134.85
Wichita Departure Control 120.6

KIAB/IAB

Apt Elev **1371′**

N37 37.4 W097 16.0

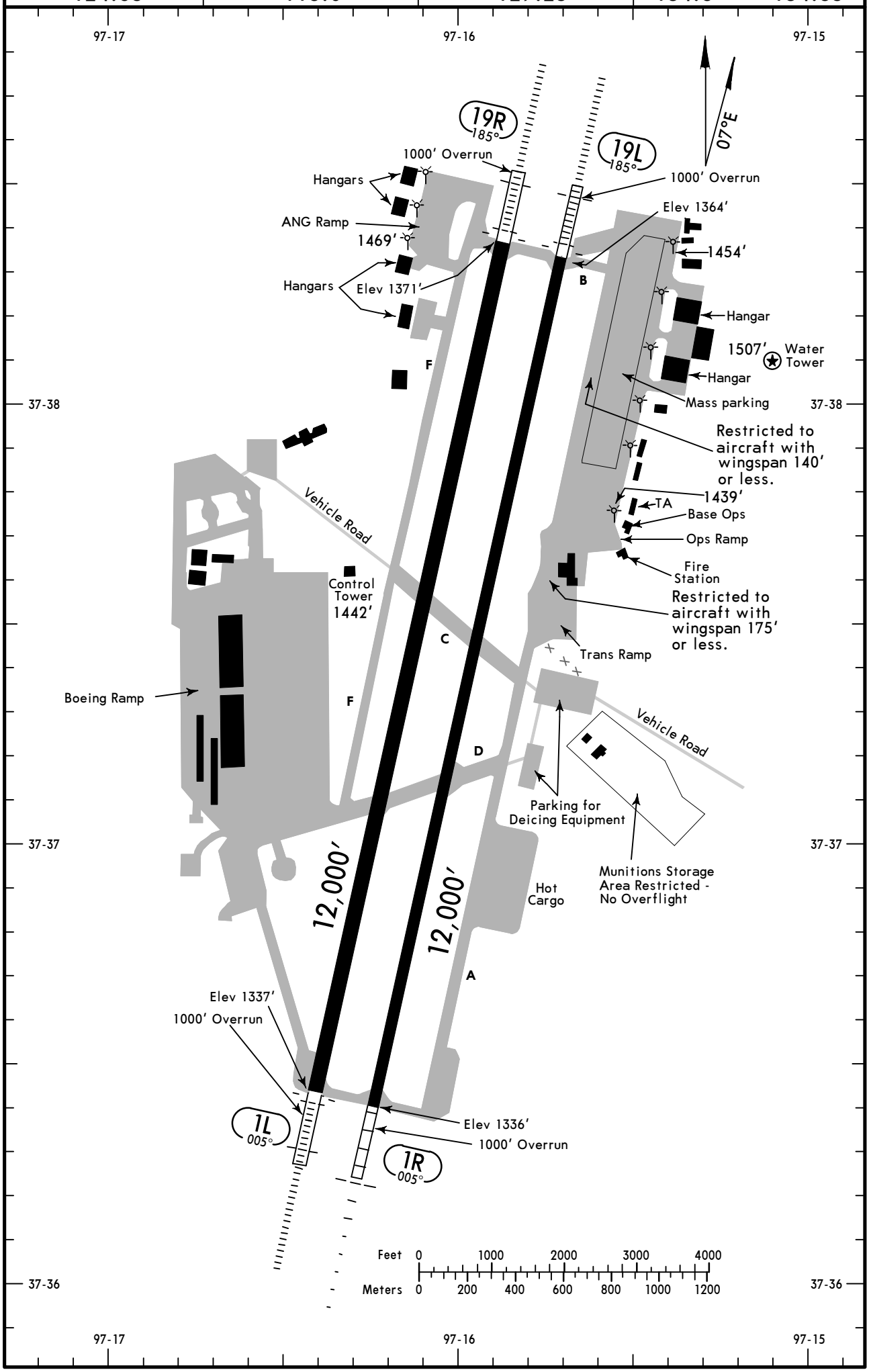
JEPPESEN

11 NOV 11 (30-9) **Eff 17 Nov**

McCONNELL AFB

WICHITA, KAN

D-ATIS	McCONNELL Ground	Tower	WICHITA Departure (R)	
			4000′ & Below	Above 4000′
124.65	118.0	127.25	134.8	134.85



CHANGES: None.

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GENERAL

Refer to DOD/NGA supplementary publications for additional information.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
1R ❶ 19L	HIRL SSALR PAPI-L (angle 3.0°) RVR HIRL ALSF-I PAPI-L (angle 3.0°) RVR				❷ 150′

❶ Middle 9500′ grooved, Severe ponding.
❷ Rwy 150′ wide but all signs and lights installed for 300′ wide Rwy.

1L 19R	HIRL ALSF-I PAPI-L (angle 3.0°) grooved RVR		10999′ 10790′		❸ 200′

❸ Rwy 200′ wide but marked as 150′ wide. All signs and lights installed for 200′ wide Rwy.

	TAKE-OFF			
	All Rwys			
	Adequate Vis Ref	STD		
1 & 2 Eng	RVR 16 or ¼	RVR 50 or 1		
3 & 4 Eng		RVR 24 or ½		

CHANGES: Notes.

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KIAB/IAB
WICHITA, KAN

JEPPESEN

25 JUN 10 (31-1) Eff 1 Jul

McCONNELL AFB
ILS or LOC Rwy 1L

BRIEFING STRIP™

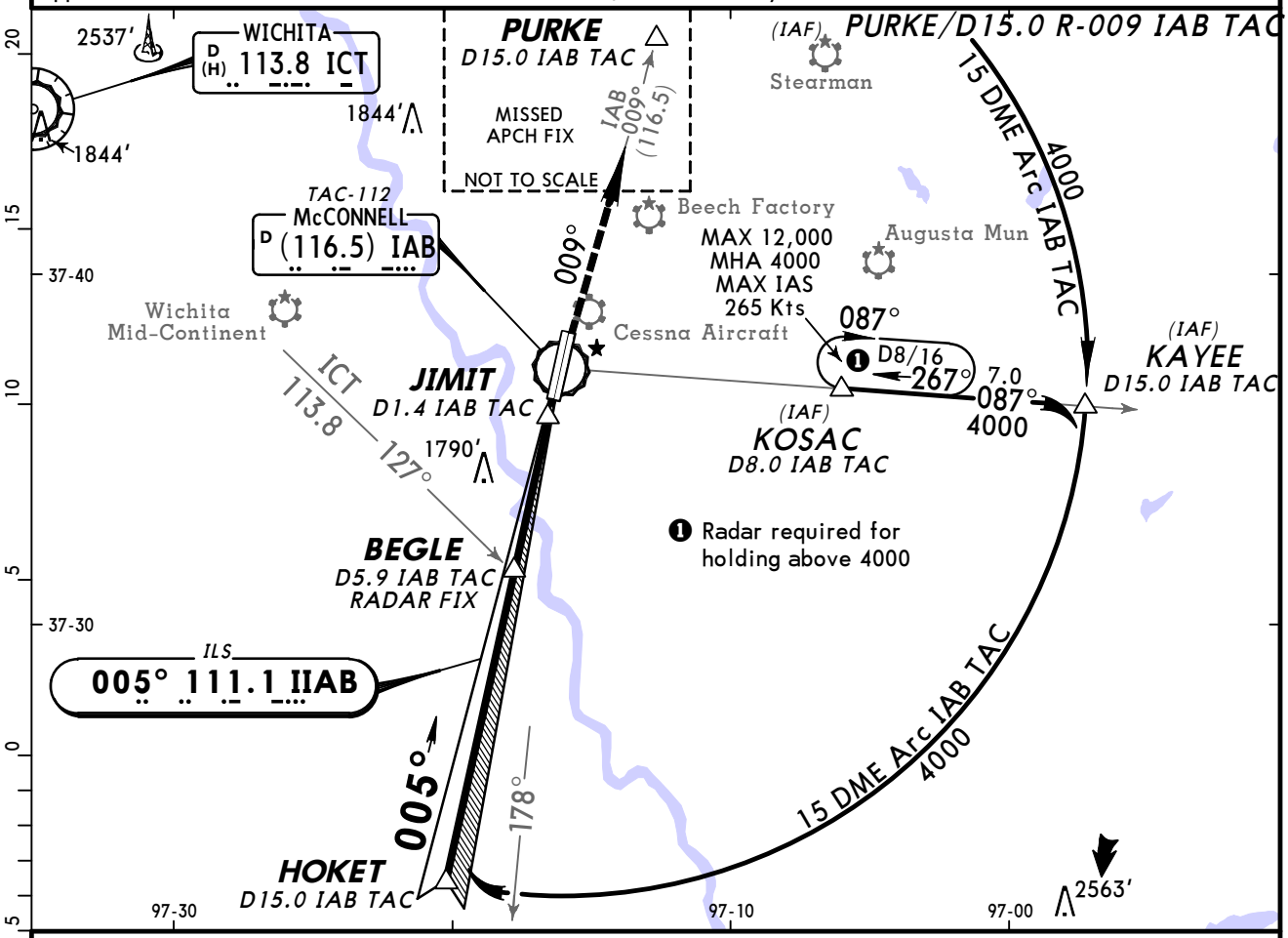
D-ATIS	WICHITA Approach (R) West of ICT VOR	East of IAB TAC above 4000'	East of IAB TAC at or below 4000'	McCONNELL Tower	Ground
124.65	126.7	134.85	134.8	127.25	118.0

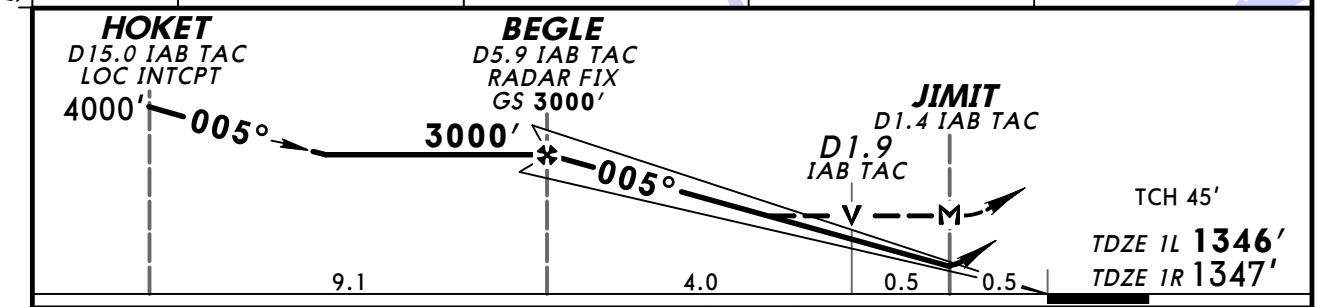
LOC IIAB	Final Apch Crs	GS BEGLE	ILS DA(H)	Apt Elev 1371' / TDZE 1L 1346'
111.1	005°	3000' (1654')	1546' (200')	

MISSED APCH: Climb to 4000' outbound via IAB TAC R-009 to PURKE/D15.0 IAB TAC. Expect further clearance from ATC.
ATC lost communication procedures on missed approach as follows:
At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE/D15.0 IAB TAC then KOSAC/D8.0 IAB TAC and hold.

170° 3200' 3700' 290°
MSA IAB TAC

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Radar or DME required. 2. CAUTION: VGSI and ILS TCH are not coincidental. 3. CAUTION: LOC front course unusable beyond 25 degrees left/right of course. 4. SAFE ALTITUDE within 100 NM 4200'. 5. Rwy 1L glideslope unusable for coupled approaches at or below 1533' MSL. 6. Practice circling approaches northeast of IAB not authorized. 7. SSALR, PAPI-L on Rwy 1R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at JIMIT or BEGLE to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-I
PAPI

4000' on IAB TAC-112 (116.5) R-009

PURKE

TERPS

	STRAIGHT-IN LANDING RWY 1L ILS DA(H) 1546' (200') FULL	ALS out	LOC (GS out) MDA(H) 1700' (354')	ALS out	SIDESTEP LANDING RWY 1R MDA(H) 1720' (373')	RAIL out	ALS out	CIRCLE-TO-LAND Not Authorized West of Rwy 1L-19R Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1			90	1880' (509') -1
B								120	1880' (509') -1 1/2
C			RVR 40 or 3/4					140	
D				RVR 60 or 1 1/4	RVR 60 or 1 1/4			165	1940' (569') -2

CHANGES: Minimums, notes.

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D-ATIS	WICHITA Approach (R) West of ICT VOR	East of IAB TAC above 4000'	East of IAB TAC at or below 4000'	McCONNELL Tower	Ground
124.65	126.7	134.85	134.8	127.25	118.0

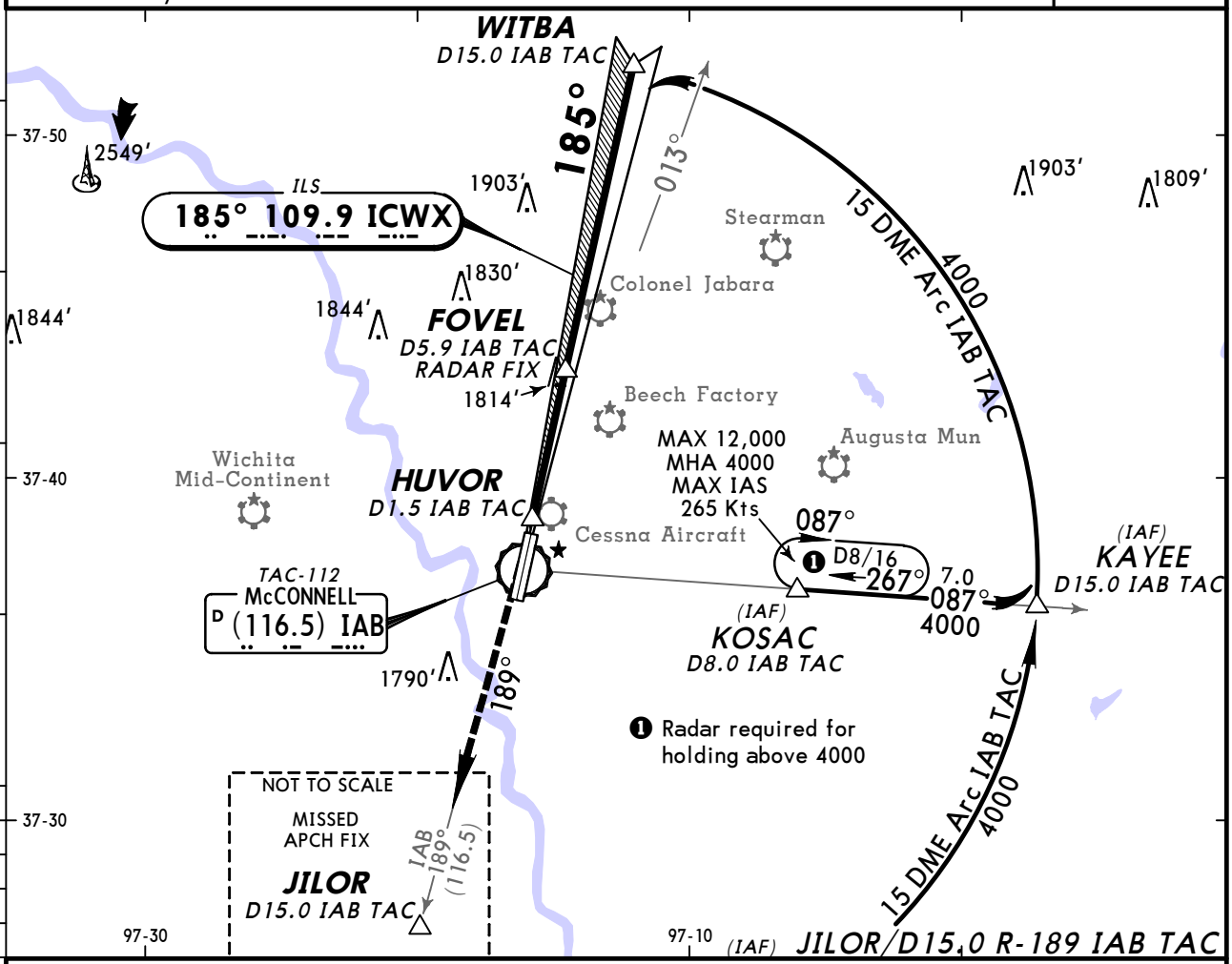
BRIEFING STRIP™

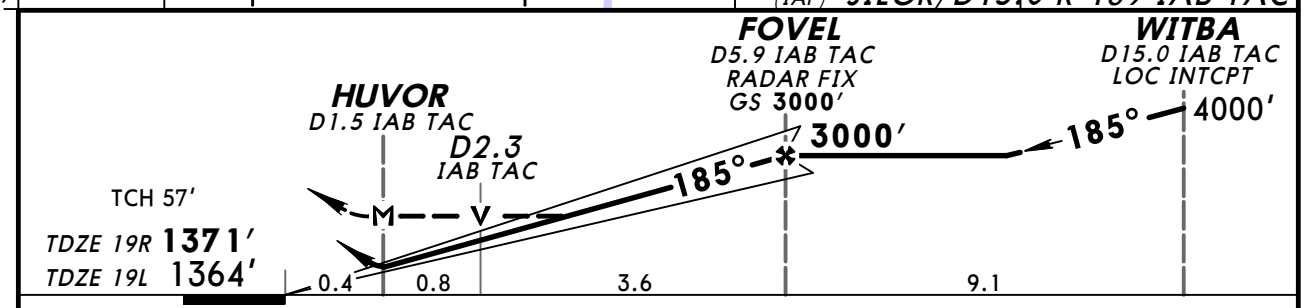
LOC ICWX	Final Apch Crs	GS FOVEL	ILS DA(H)	Apt Elev 1371'
109.9	185°	3000' (1629')	1571' (200')	TDZE 19R 1371'

MISSED APCH: Climb to 4000' outbound via IAB TAC R-189 to JILOR/D15.0 IAB TAC. Expect further clearance from ATC.
ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE/D15.0 IAB TAC then KOSAC/D8.0 IAB TAC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Radar or DME required. 2. SAFE ALTITUDE within 100 NM 4200'. 3. ALSF-1, PAPI-L on Rwy 19L.

MSA IAB TAC: 170° 3200', 290° 3700'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at HUVOR or FOVEL to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

ALSF-I PAPI | 4000' | IAB TAC-112 on (116.5) R-189 | JILOR

TERPS

	STRAIGHT-IN LANDING RWY 19R ILS DA(H) 1571' (200') FULL	ALS out	LOC (GS out) MDA(H) 1820' (449')	ALS out	SIDESTEP LANDING RWY 19L MDA(H) 1820' (456')	ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized West of Rwy 1L-19R MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1		90	1880' (509') -1
B							120	
C			RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼		140	1880' (509') -1½
D			RVR 50 or 1	1½	1½		165	1940' (569') -2

CHANGES: Minimums, notes.

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KIAB/IAB
WICHITA, KAN

JEPPESEN

1 APR 11 (32-1) Eff 7 Apr

McCONNELL AFB
RNAV (GPS) Rwy 1L

BRIEFING STRIP™

D-ATIS	WICHITA Approach (R)			McCONNELL Tower	Ground
	West of ICT VOR	East of IAB TAC above 4000′	East of IAB TAC at or below 4000′		
124.65	126.7	134.85	134.8	127.25	118.0

RNAV	Final Apch Crs	GS BEGLE	LNAV MDA(H)	Apt Elev 1371′ THR 1337′
	005°	3000′ (1663′)	1840′ (503′)	

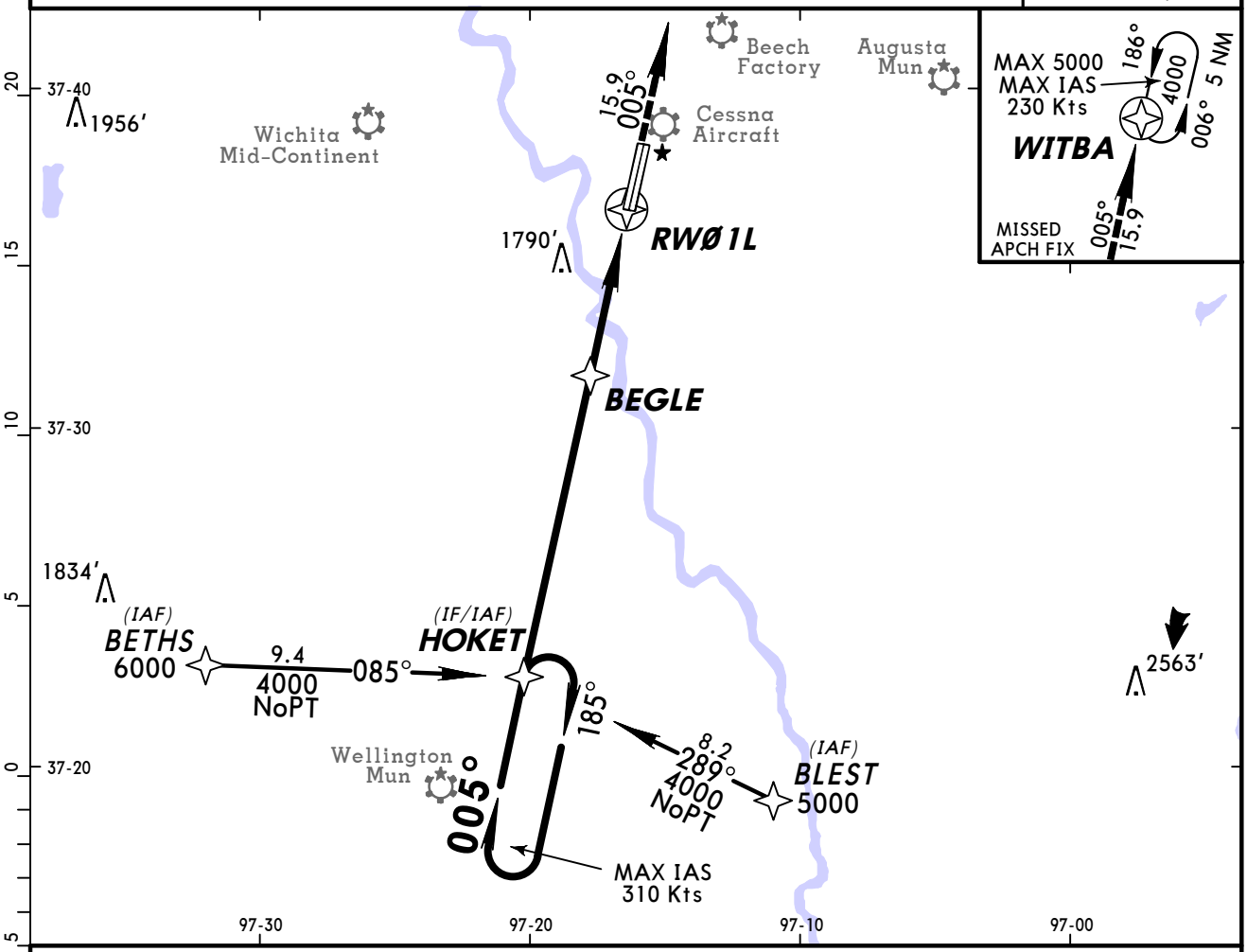
MISSED APCH: Climbing to 4000′ proceed direct WITBA and hold.

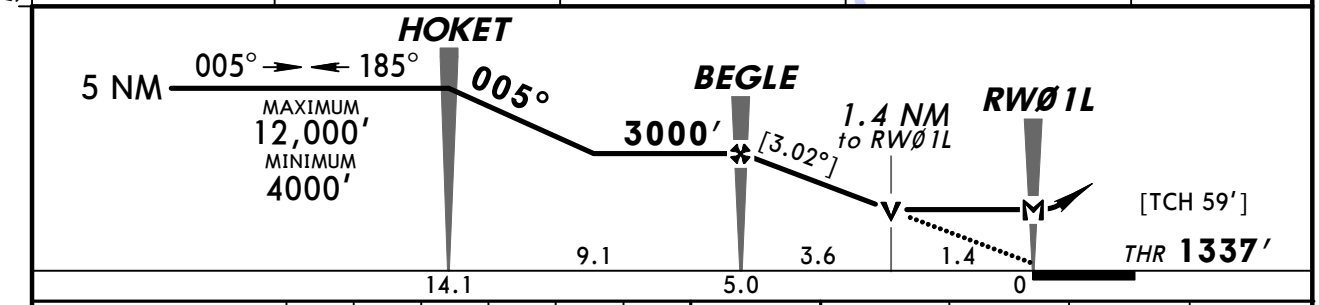
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4200′. 2. DME/DME RNP-0.30 not authorized.

3700′

MSA RW01L





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.02°]	374	481	534	641	748	855
MAP at RW01L						

ALSF-I PAPI 4000′ D WITBA

TERPS AMEND 0

STRAIGHT-IN LANDING RWY 1L LNAV MDA(H) 1840′ (503′)		ALS out
A	RVR 24 or ½	RVR 55 or 1
B		
C	RVR 55 or 1	1⅜
D		

CIRCLE-TO-LAND Not Authorized West of Rwy 1L-19R	Max Kts	MDA(H)
	90	1900′ (529′)-1
	120	
	140	1900′ (529′)-1½
	165	1940′ (569′)-2

CHANGES: NOTAM note removed.

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BRIEFING STRIP ™

D-ATIS	WICHITA Approach (R)			McCONNELL Tower	Ground
	West of ICT VOR	East of IAB TAC above 4000′	East of IAB TAC at or below 4000′		
124.65	126.7	134.85	134.8	127.25	118.0

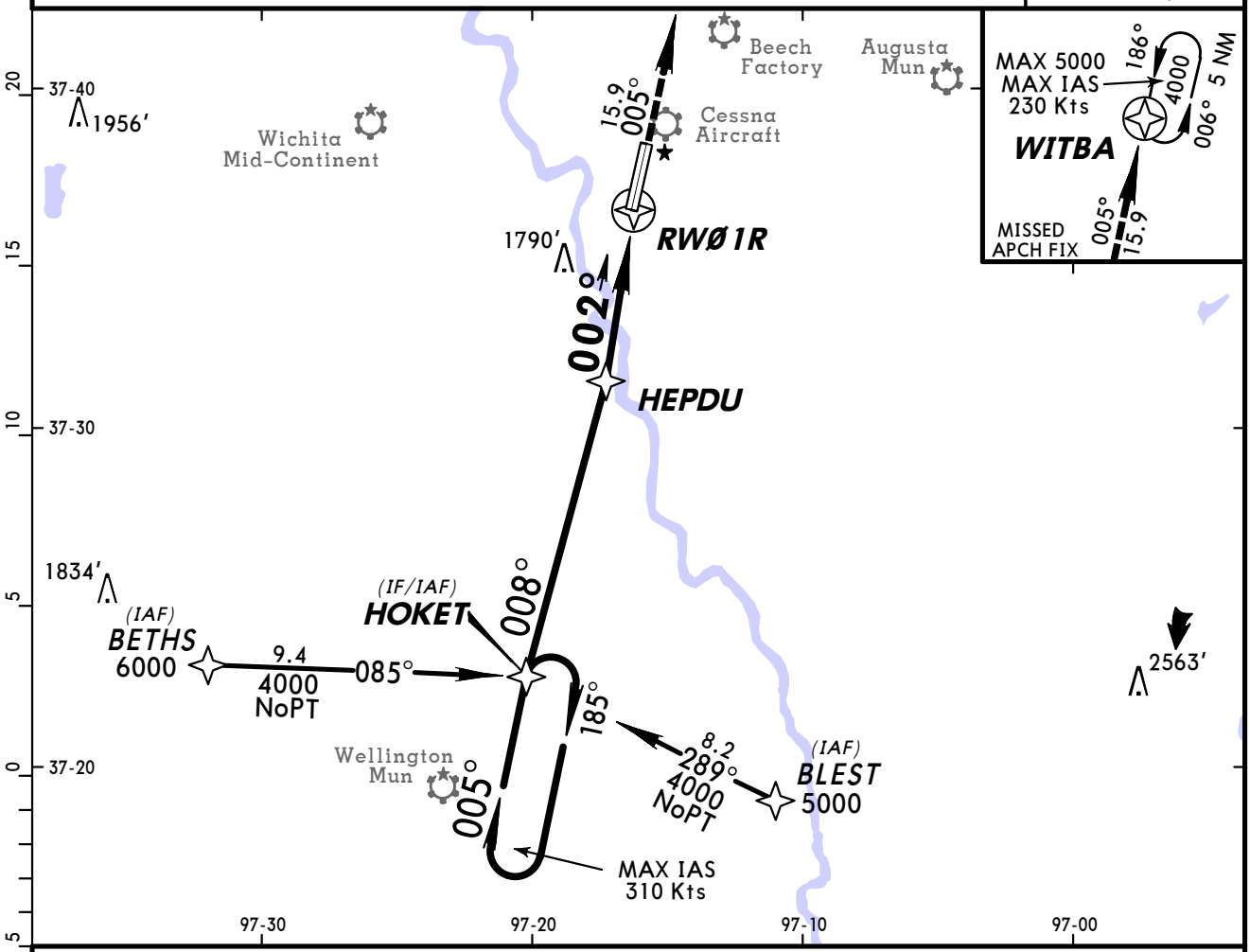
RNAV	Final Apch Crs	GS HEPDU	LNAV MDA(H)	Apt Elev 1371′ THR 1336′
	002°	3000′ (1664′)	1820′ (484′)	

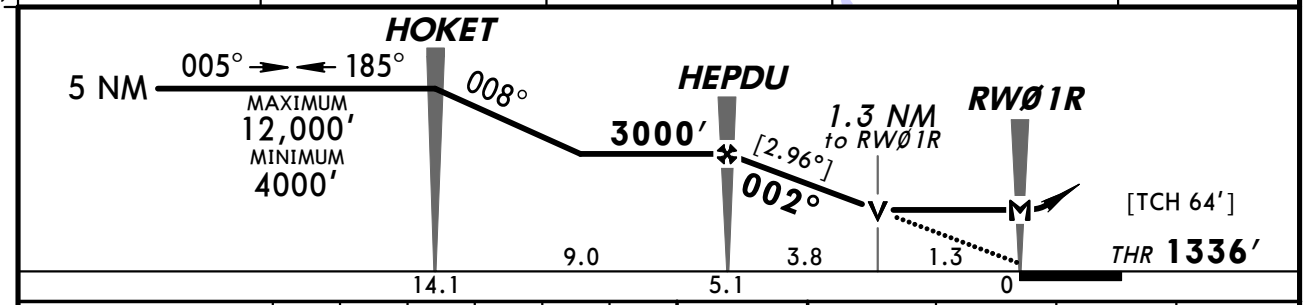
MISSED APCH: Climb to 4000′ direct WITBA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4200′. 2. DME/DME RNP-0.30 not authorized.

3700′
MSA RWØ1R





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.96°]	367	471	524	628	733	838
MAP at RWØ1R						

SSALR PAPI 4000′ D WITBA

STRAIGHT-IN LANDING RWY 1R LNAV MDA(H) 1820′ (484′)			CIRCLE-TO-LAND Not Authorized West of Rwy 1L-19R	
		RAIL or ALS out	Max Kts	MDA(H)
AMEND A	RVR 24 or ½	RVR 55 or 1	90	1900′ (529′)-1
AMEND B			120	
AMEND C	RVR 50 or 1	1⅜	140	1900′ (529′)-1½
AMEND D			165	1940′ (569′)-2

TERPS

CHANGES: NOTAM note removed.

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KIAB/IAB
WICHITA, KAN

JEPPESEN

1 APR 11 (32-3) Eff 7 Apr

McCONNELL AFB
RNAV (GPS) Rwy 19L

BRIEFING STRIP ™

D-ATIS	WICHITA Approach (R)			McCONNELL Tower	Ground
	West of ICT VOR	East of IAB TAC above 4000'	East of IAB TAC at or below 4000'		
124.65	126.7	134.85	134.8	127.25	118.0

RNAV	Final Apch Crs	GS WARUN	LNAV MDA(H)	Apt Elev 1371'
	189°	3000' (1636')	1860' (496')	THR 1364'

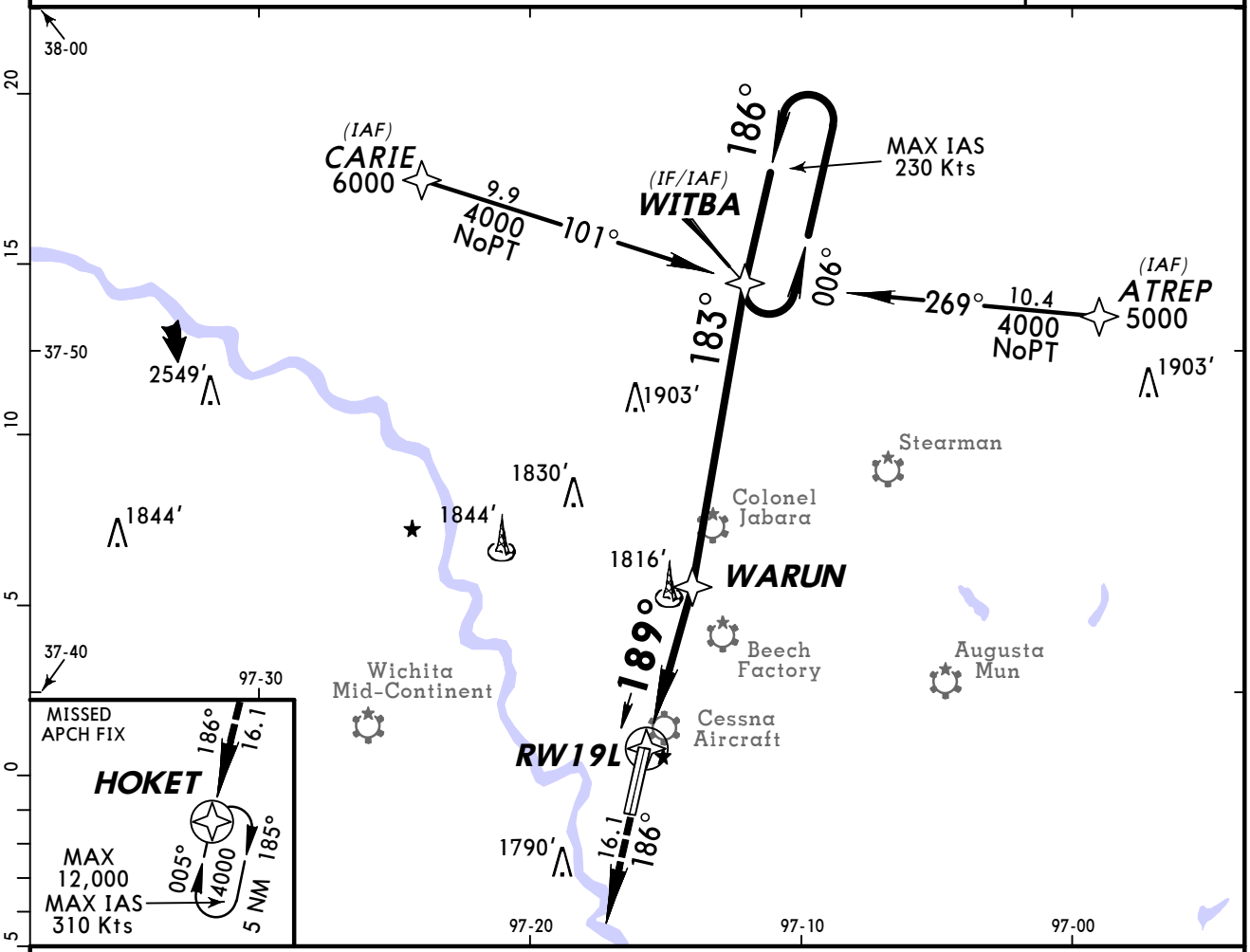
3700'

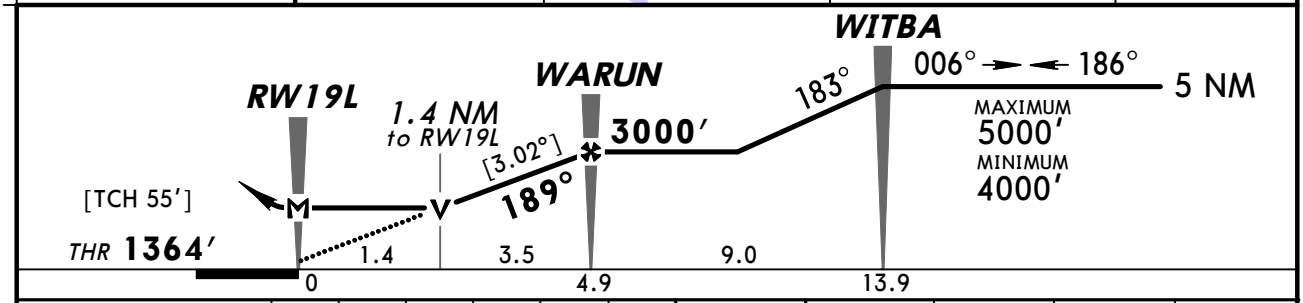
MSA RW19L

MISSED APCH: Climb to 4000' direct to HOKET and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. EMERG SAFE ALT 100 NM 4200'. 2. DME/DME RNP-0.30 not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.02°]	374	481	534	641	748	855
MAP at RW19L						

ALSF-I PAPI 4000' HOKET

TERPS	STRAIGHT-IN LANDING RWY 19L LNAV MDA(H) 1860' (496')		CIRCLE-TO-LAND Not Authorized West of Rwy 1L-19R	
		ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 55 or 1	90	1900' (529')-1
B			120	
C	RVR 50 or 1	1⅜	140	1900' (529')-1½
D			165	1940' (569')-2

AMEND 0

CHANGES: NOTAM note removed.

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BRIEFING STRIP™

D-ATIS	WICHITA Approach (R)			McCONNELL Tower	Ground
	West of ICT VOR	East of IAB TAC above 4000′	East of IAB TAC at or below 4000′		
124.65	126.7	134.85	134.8	127.25	118.0

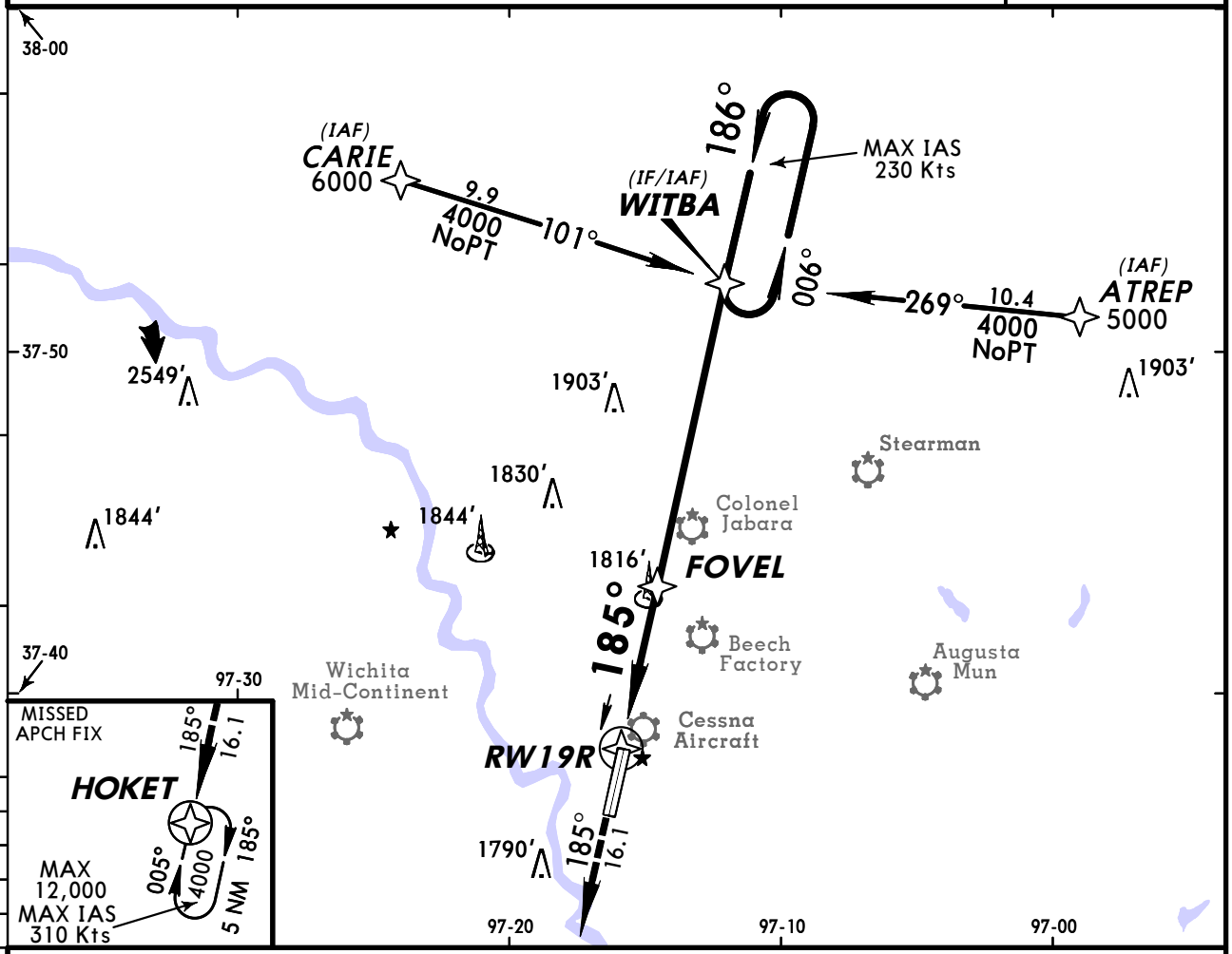
RNAV	Final Apch Crs	GS FOVEL	LNAV MDA(H)	Apt Elev 1371′ THR 1371′
	185°	3000′ (1629′)	1860′ (489′)	

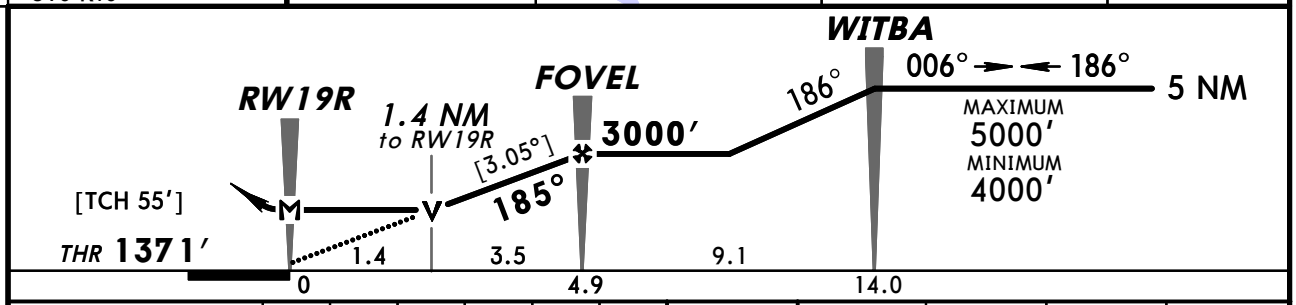
MISSED APCH: Climbing to 4000′ proceed direct HOKET and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4200′. 2. DME/DME RNP-0.30 not authorized.

3700′
MSA RW19R





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.05°]	378	486	540	648	755	863
MAP at RW19R						

ALSF-I PAPI 4000′ HOKET

STRAIGHT-IN LANDING RWY 19R LNAV MDA(H) 1860′ (489′)		CIRCLE-TO-LAND Not Authorized West of Rwy 1L-19R	
	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	90	1900′ (529′)-1
B		120	
C	RVR 50 or 1	140	1900′ (529′)-1½
D		165	1940′ (569′)-2

TERPS AMENDED

CHANGES: NOTAM note removed.

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General Information

Location: Wichita KS USA
IATA Code: ICT
Lat/Long: N37° 39.0' W097° 26.0'
Elevation: 1333 ft

Airport Use: Public
Magnetic Variation: 4.2°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1304 Z
Sunset: 0021 Z,

Runway Information

Runway: 01L
Length x Width: 10301 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1314 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 01R
Length x Width: 7301 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1321 ft
Lighting: Edge, ALS

Runway: 14
Length x Width: 6301 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1333 ft
Lighting: Edge, REIL

Runway: 19L
Length x Width: 7301 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1320 ft
Lighting: Edge

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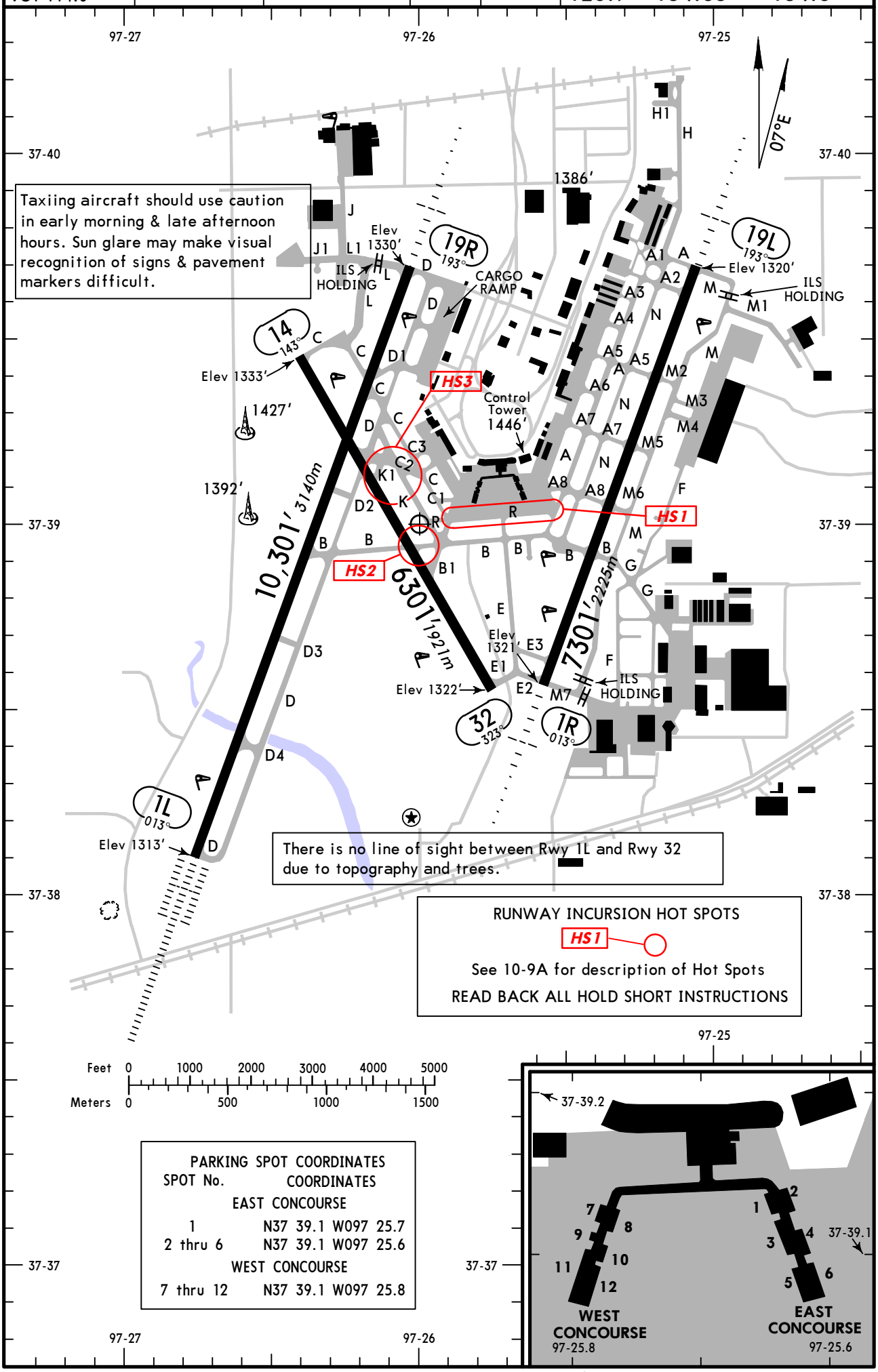
Runway: 19R
Length x Width: 10301 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1330 ft
Lighting: Edge, ALS, Centerline

Runway: 32
Length x Width: 6301 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1322 ft
Lighting: Edge, REIL

Communication Information

ATIS 125.15
Wichita Tower 118.2
Wichita Ground Control 121.9
Wichita Clearance Delivery 125.7
Wichita Approach Control 134.85 (10°-190°) At or above 4001 ft
Wichita Approach Control 126.7 (191°-9°) Initial Contact
Wichita Approach Control 125.5 (270°-9°) At or below 4999 ft Beyond 20 mi.
Wichita App ARSA 134.8 (10°-190°) At or below 4000 ft
Wichita App ARSA 134.85 (10°-190°) At or above 4001 ft
Wichita App ARSA 126.7 (191°-9°)
Wichita Departure Control 134.85 (10°-190°) At or above 4001 ft
Wichita Departure Control 126.7 (191°-9°)
Wichita Departure Control 120.6
Wichita Mid-Continent Unicom 122.95

ATIS	ACARS: TWIP	WICHITA Clearance	Ground	Tower	WICHITA Departure (R) 191°-009°	010°-190°	010°-190° at or below 4000′
125.15 VOT 114.0		125.7	121.9	118.2	126.7	134.85	134.8



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
EAST CONCOURSE	
1	N37 39.1 W097 25.7
2 thru 6	N37 39.1 W097 25.6
WEST CONCOURSE	
7 thru 12	N37 39.1 W097 25.8

CHANGES: ILS hold revisions.

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GENERAL
Terminal Doppler Weather Radar.
Low-level wind shear alert system.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1R	HIRL	MALSR		grooved	RVR		6202' *1890m*		150' *46m*
19L	HIRL	MALSR	PAPI-L	grooved			6266' *1910m*		
1L	HIRL	CL	ALSF-II TDZ	grooved	RVR		9301' *2835m*		150' *46m*
19R	HIRL	CL	MALSR	grooved	RVR				
14 32	HIRL	REIL	PAPI-L	grooved					150' *46m*

RUNWAY INCURSION HOT SPOTS HS1
For information only, not to be construed as ATC instructions.

HS1 Gates 5, 6, 11 and 12 are in close proximity to the movement area boundary. Pushback from these gates enters Taxiway R.

HS2 Taxiway B crosses or intersects all runways. Intersection with Runway 14/32 can be confusing.

HS3 Taxiway K and C complex on west side of the Air Carrier Ramp leads to Taxiway K1 intersection with Runway 14/32 which is a common intersection departure point.

TAKE-OFF

Rwys 1L, 19R

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 1R, 14, 19L, 32

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

FOR FILING AS ALTERNATE

	ILS Rwy 1L ILS Rwy 1R	ILS Rwy 19L ILS Rwy 19R	LOC Rwy 1L LOC Rwy 1R LOC Rwy 19L LOC Rwy 19R RNAV (GPS) Y Rwy 1L RNAV (RNP) Z Rwy 1L RNAV (GPS) Y Rwy 14	RNAV (RNP) Z Rwy 14 RNAV (GPS) Y Rwy 19L RNAV (RNP) Z Rwy 19L RNAV (GPS) Y Rwy 19R RNAV (RNP) Z Rwy 19R RNAV (GPS) Rwy 32 NDB Rwy 1R	VOR Rwy 14	Other
A	600-2		800-2		900-2	NA
B						
C					900-2¾	
D					900-3	

CHANGES: Hot Spot-1 description.

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KICT/ICT

WICHITA MID-CONTINENT

RVR 1200 to 600

JEPPESEN

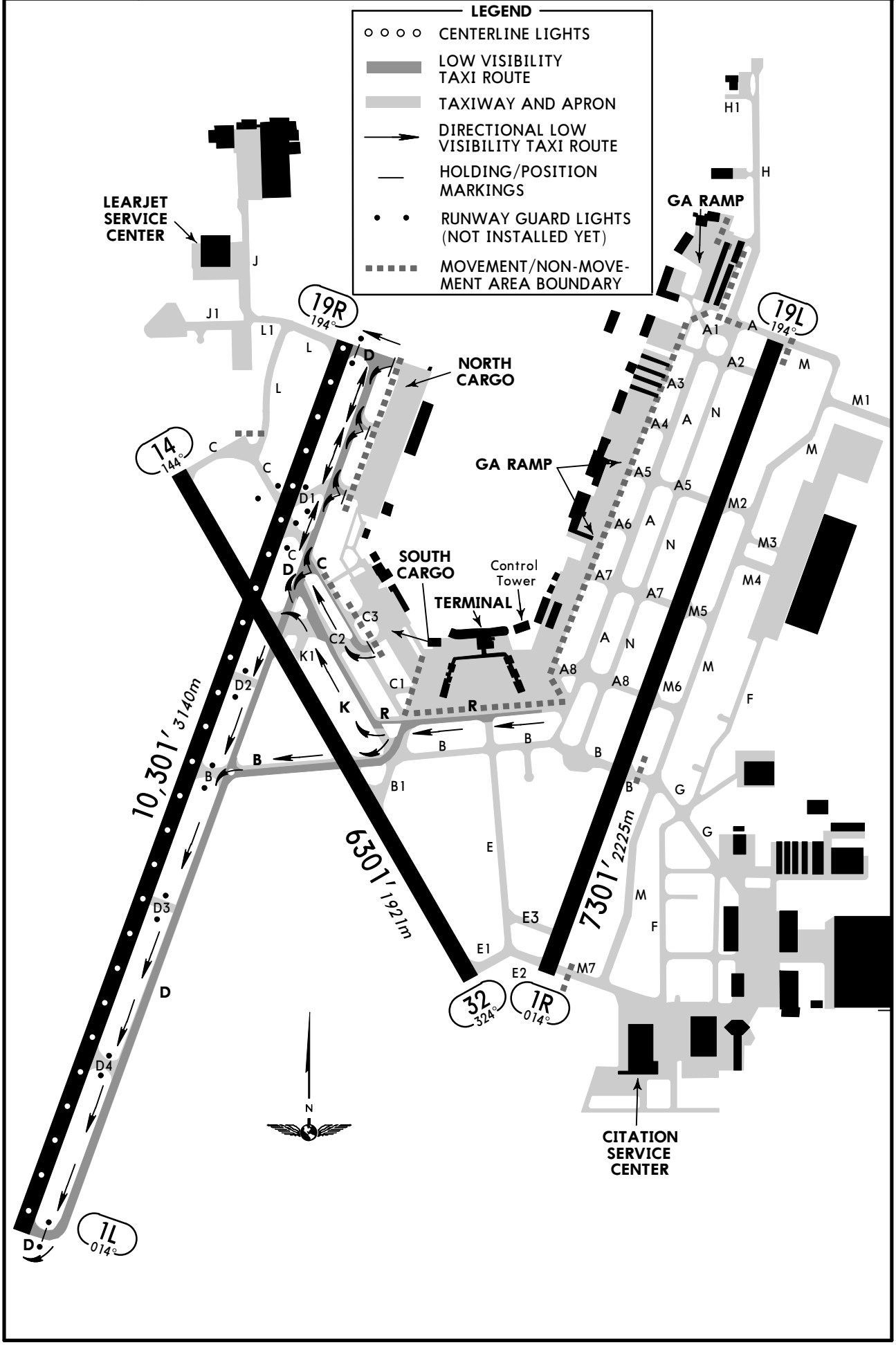
31 OCT 08

10-9B

SMGCS

WICHITA, KAN
LOW VISIBILITY TAXI ROUTES
DEPARTURE ONLY

ATIS	ACARS: TWIP	WICHITA Clearance	Ground	Tower	WICHITA Departure (R) 191°-009°	010°-190°	010°-190° at or below 4000'
125.15 VOT 114.0		125.7	121.9	118.2	126.7	134.85	134.8



CHANGES: Buildings, ramp, taxiway.

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KICT/ICT
WICHITA MID-CONTINENT

JEPPESEN

4 NOV 05 (11-1)

WICHITA, KAN
ILS or LOC Rwy 1L

BRIEFING STRIP TM

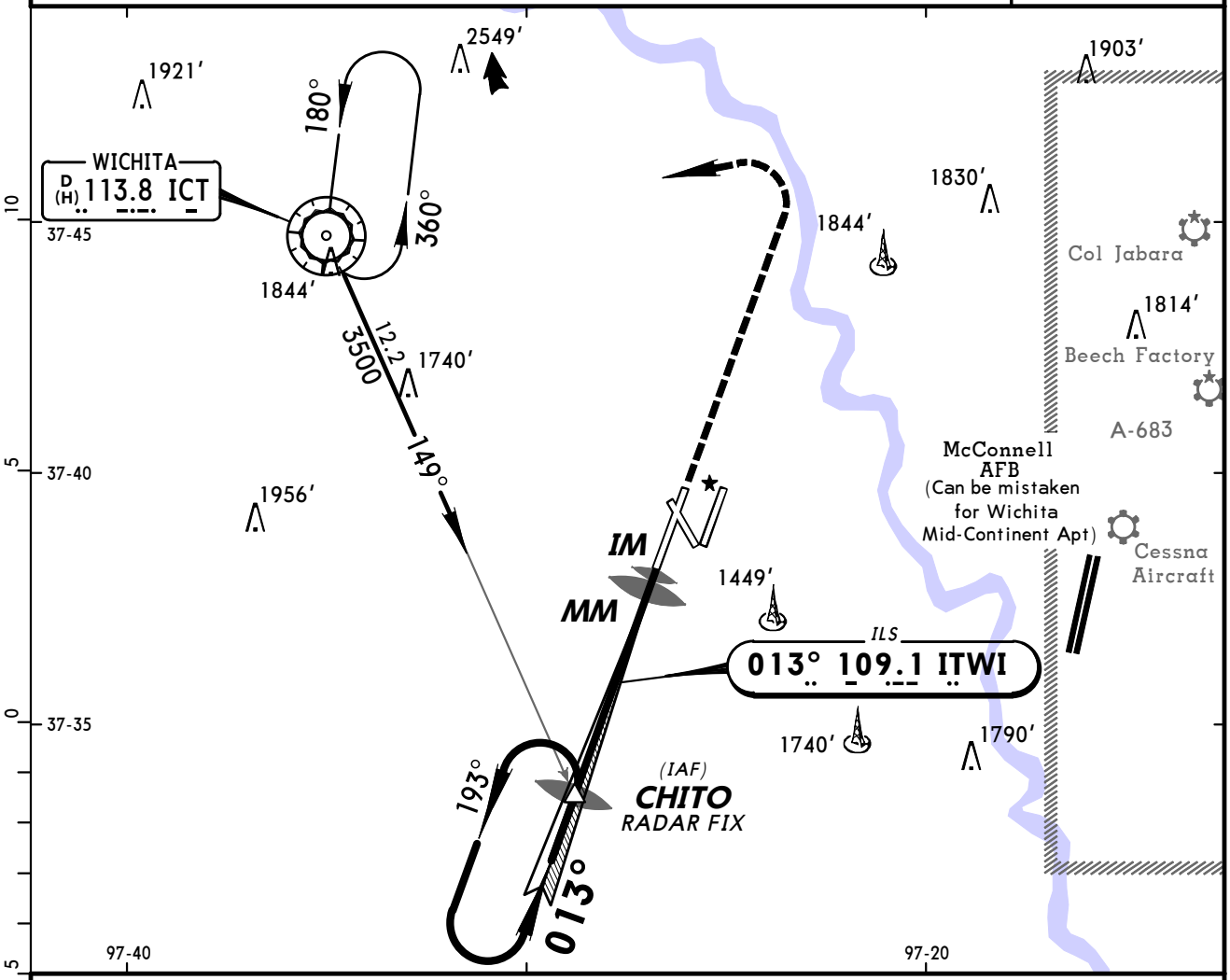
ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

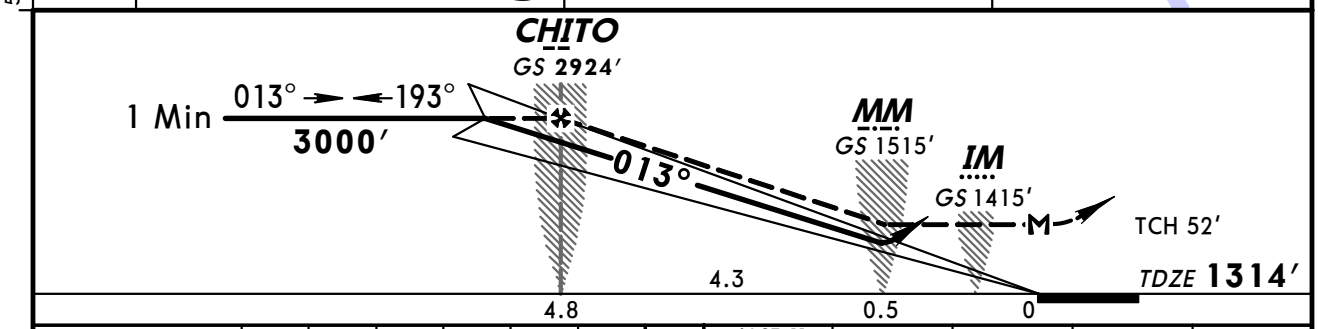
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1333′
ITWI 109.1	013°	CHITO 2924′ (1610′)	1514′ (200′)	TDZE 1314′

MISSED APCH: Climb to 3000′ then climbing LEFT turn to 3600′ direct ICT VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

4100′ MSA ICT VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
CHITO to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

ALSF-II | 3000′ | 3600′ LT | D | ICT 113.8

STRAIGHT-IN LANDING RWY 1L

	ILS DA(H) 1514′ (200′)			LOC (GS out) MDA(H) 1700′ (386′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C					
D				RVR 40 or ¾	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1800′ (467′) - 1
120	
140	1800′ (467′) - 1½
165	1900′ (567′) - 2

TERPS AMEND 3A

CHANGES: Procedure title, missed approach.

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KICT/ICT
WICHITA MID-CONTINENT

JEPPESEN

4 NOV 05 (11-1A)

WICHITA, KAN
ILS Rwy 1L CAT II

BRIEFING STRIP™

ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 1333′
ITWI 109.1	013°	CHITO 2924′(1610′)	RA 100′ DA(H) 1414′(100′)	TDZE 1314′

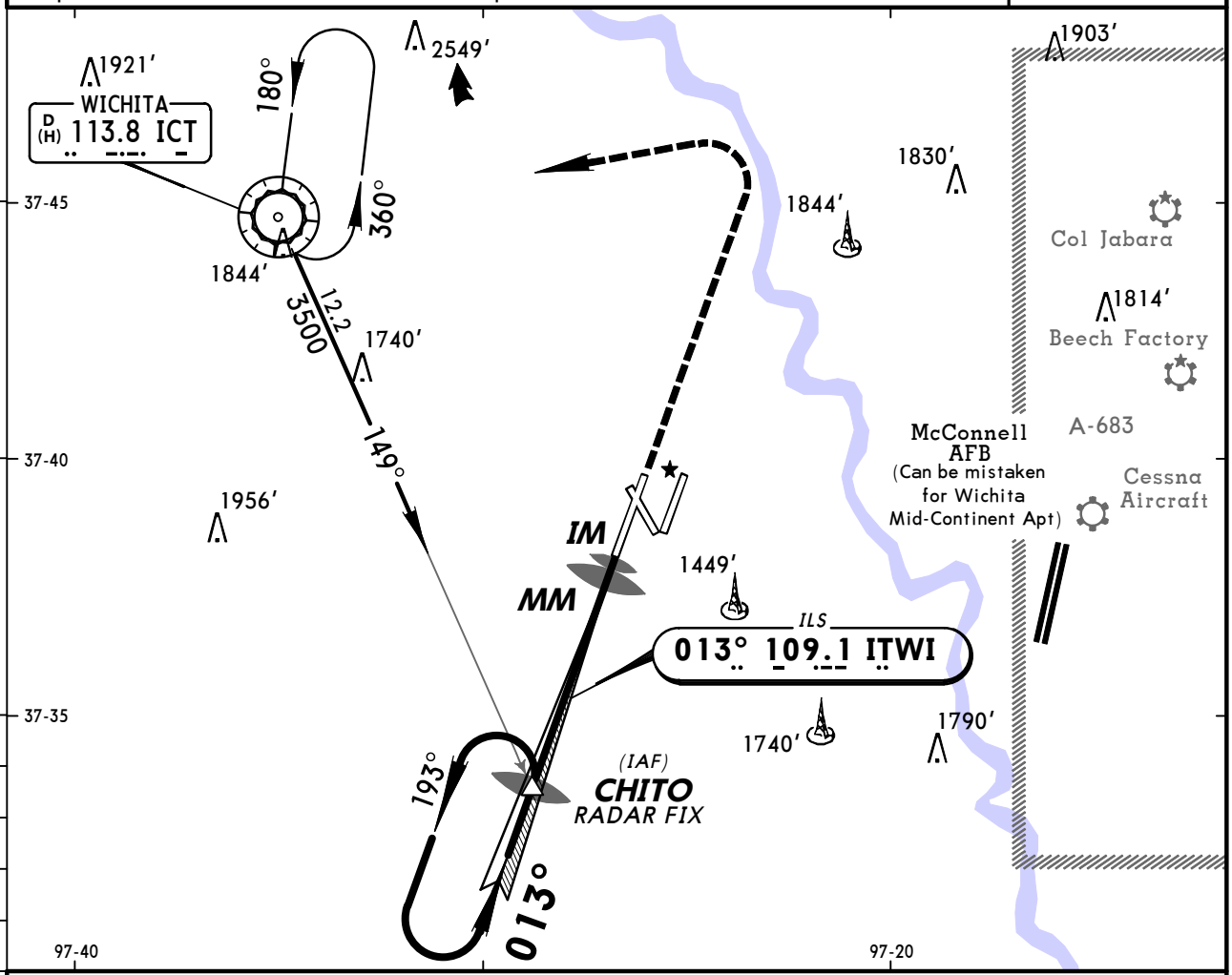
MISSED APCH: Climb to 3000′ then climbing LEFT turn to 3600′ direct ICT VOR and hold.

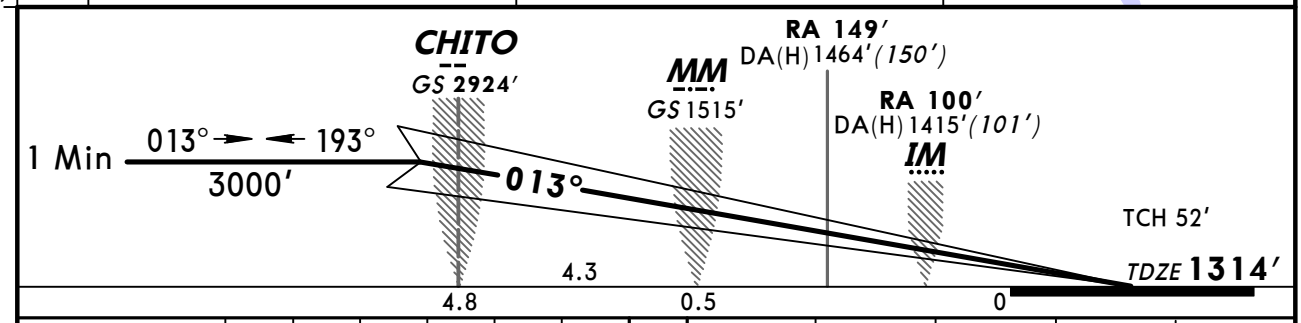
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required.

4100′

MSA ICT VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II | 3000′ | 3600′ LT | D | ICT 113.8

STRAIGHT-IN LANDING RWY 1L
CAT II ILS

RA 100′	RA 149′
DA(H) 1414′(100′)	DA(H) 1464′(150′)
RVR 12	RVR 16

TERPS AMEND 3A

CHANGES: Missed approach.

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ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

BRIEFING STRIP™

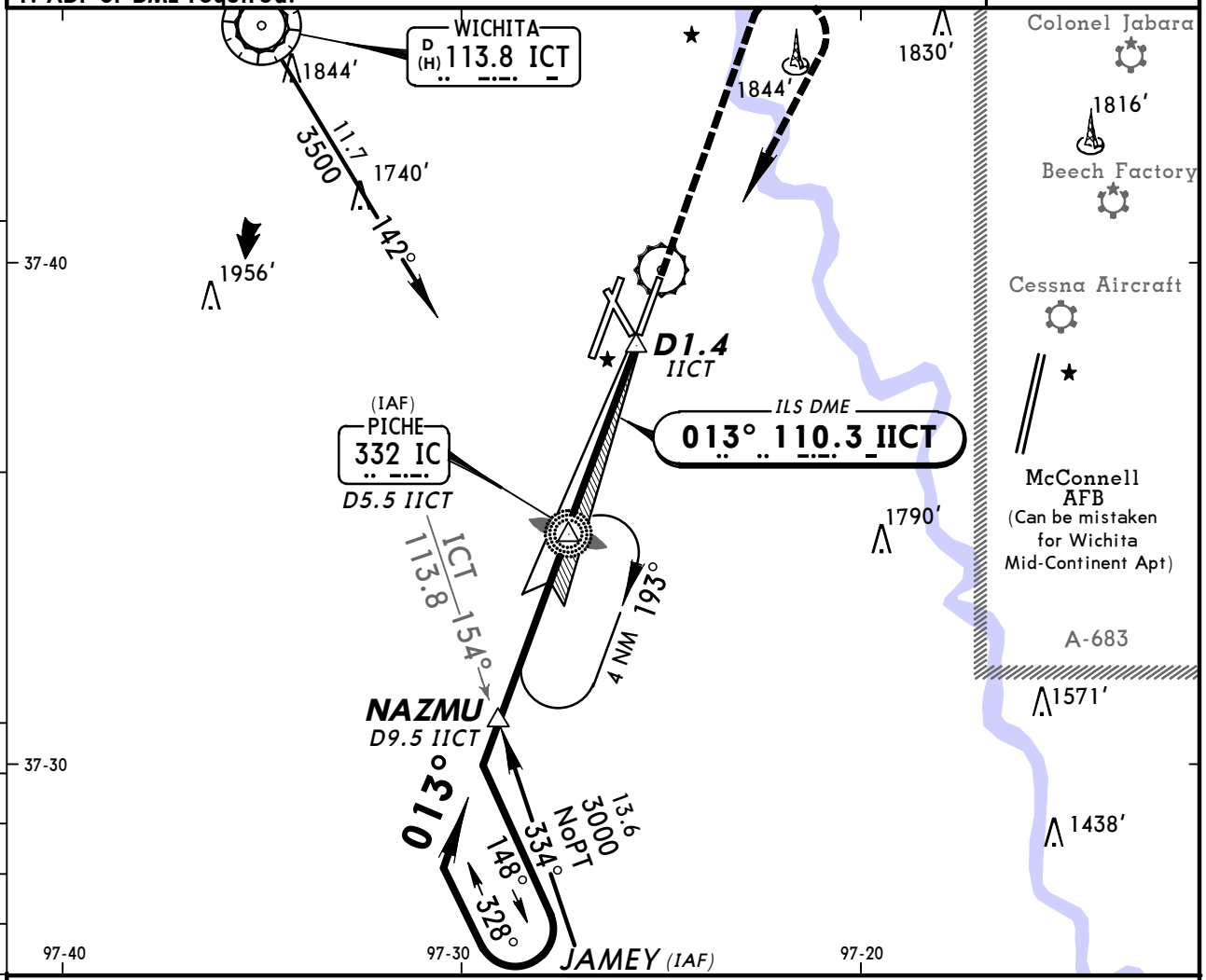
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1333′
IICT 110.3	013°	PICHE 2615′ (1294′)	1521′ (200′)	TDZE 1321′

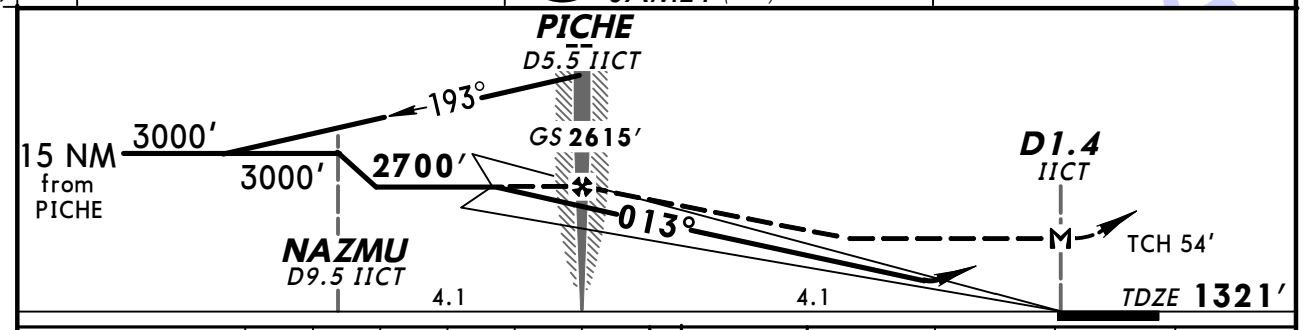
MISSED APCH: Climb to 3600′ then RIGHT turn direct IC LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required.

3600′
MSA IC LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 2.80°	352	452	503	603	704	804
MAP at D1.4 IICT or PICHE to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32

MALSR | 3600′ | RT | IC 332

STRAIGHT-IN LANDING RWY1R

	ILS 1 DA(H) 1521′ (200′)		LOC (GS out) MDA(H) 1680′ (359′)			CIRCLE-TO-LAND	
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1800′(467′)-1
B						120	
C						140	1800′(467′)-1½
D			RVR 40 or ¾	RVR 60 or 1¼		165	1900′(567′)-2

TERPS AMEND 17A

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure title, minimums note.

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BRIEFING STRIP™

ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

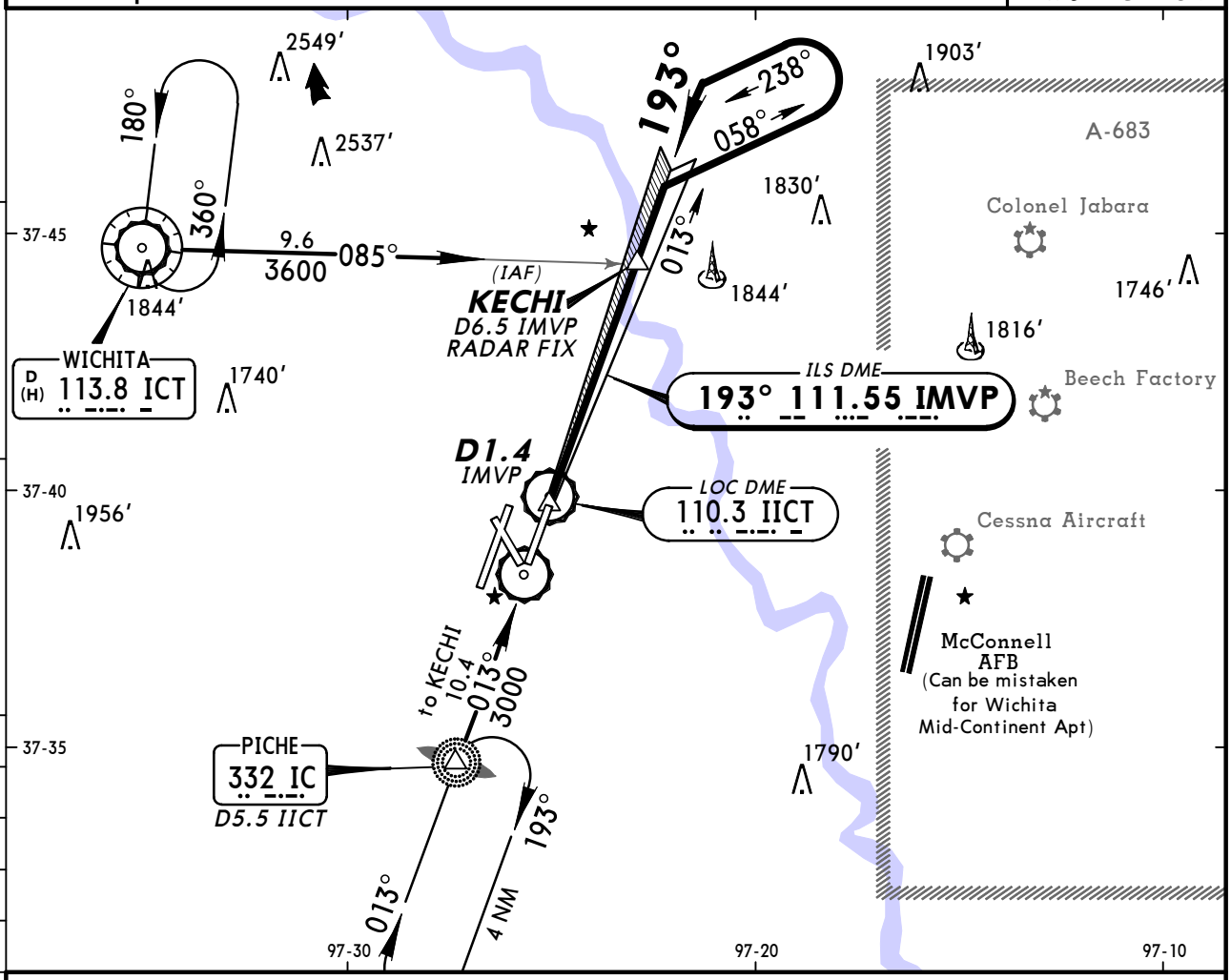
LOC IMVP	Final Apch Crs	GS KECHI	ILS DA(H)	Apt Elev 1333′
111.55	193°	3000′ (1680′)	1520′ (200′)	TDZE 1320′

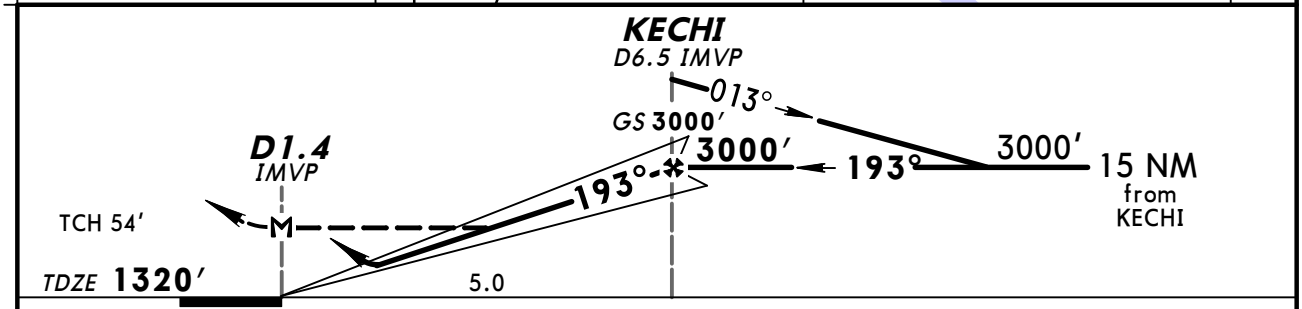
MISSED APCH: Climb to 3000′ direct IC LOM and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. ADF required.

4100′ MSA ICT VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.4 IMVP or KECHI to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR PAPI — 3000′ — D — IC 332

STRAIGHT-IN LANDING RWY 19L

	ILS DA(H) 1520′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1700′ (380′) RAIL out	LOC (GS out) MDA(H) 1700′ (380′) ALS out
A	3/4	1	1
B			
C			
D		1 1/4	1 1/4

CIRCLE-TO-LAND Max Kts	MDA(H)
90	1800′(467′)-1
120	1800′(467′)-1 1/2
140	1900′(567′)-2
165	

AMENDO A TERPS

CHANGES: None.

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BRIEFING STRIP™

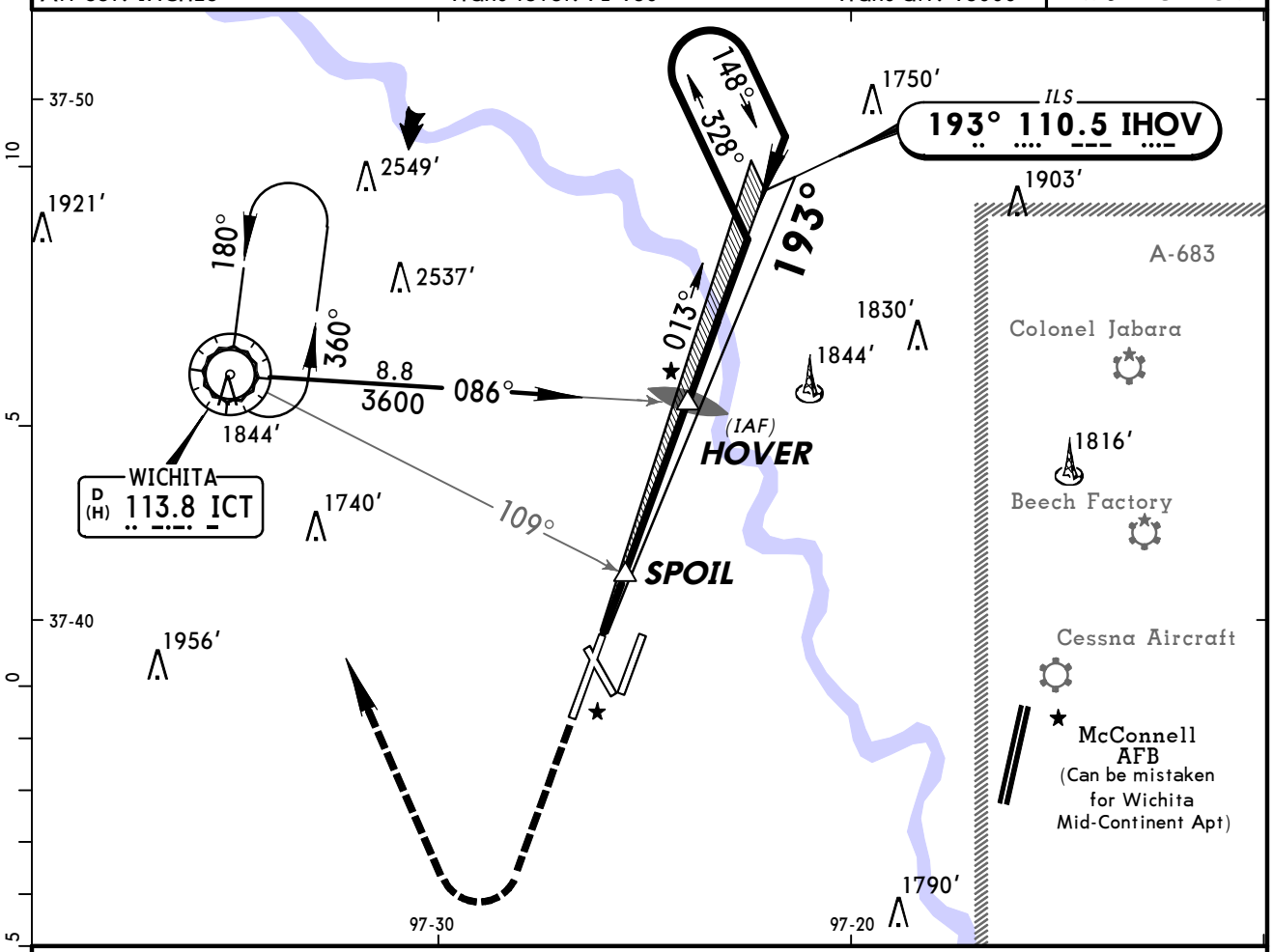
ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

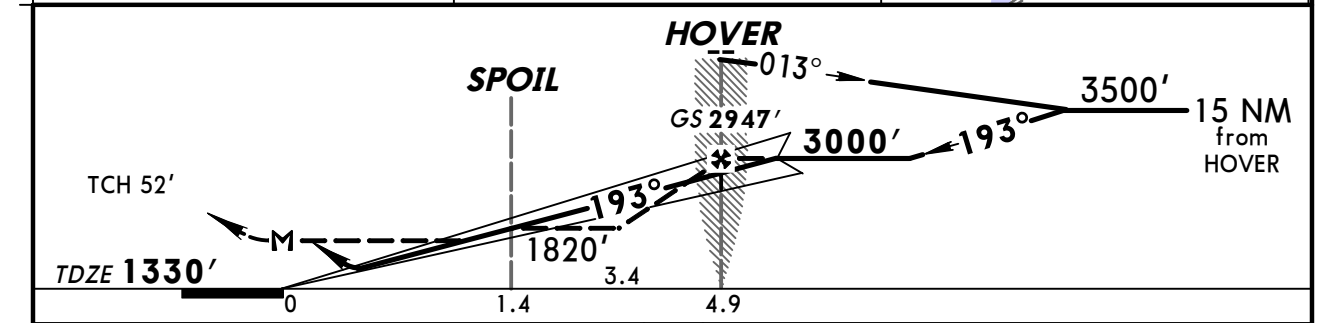
LOC IHOV	Final Apch Crs	GS HOVER	ILS DA(H)	Apt Elev 1333′
110.5	193°	2947′ (1617′)	1530′ (200′)	TDZE 1330′

MISSED APCH: Climb to 3500′ then RIGHT turn direct ICT VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

4100′
MSA ICT VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
HOVER to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR | 3500′ | RT | ICT 113.8

STRAIGHT-IN LANDING RWY 19R

	ILS DA(H) 1530′ (200′)		LOC (GS out) MDA(H) 1660′ (330′) With Spoil			LOC (GS out) MDA(H) 1820′ (490′) Without Spoil		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B								
C						RVR 40 or 3/4	RVR 60 or 1 1/4	
D			RVR 40 or 3/4	RVR 50 or 1		RVR 50 or 1	1 1/2	

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

CIRCLE-TO-LAND

Max Kts	With Spoil MDA(H)	Without Spoil MDA(H)
90	1800′ (467′)-1	1820′ (487′)-1
120		
140	1800′ (467′)-1 1/2	1820′ (487′)-1 1/2
165	1900′ (567′)-2	1900′ (567′)-2

TERPS AMEND 5C

CHANGES: Minimums note.

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ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

BRIEFING STRIP™

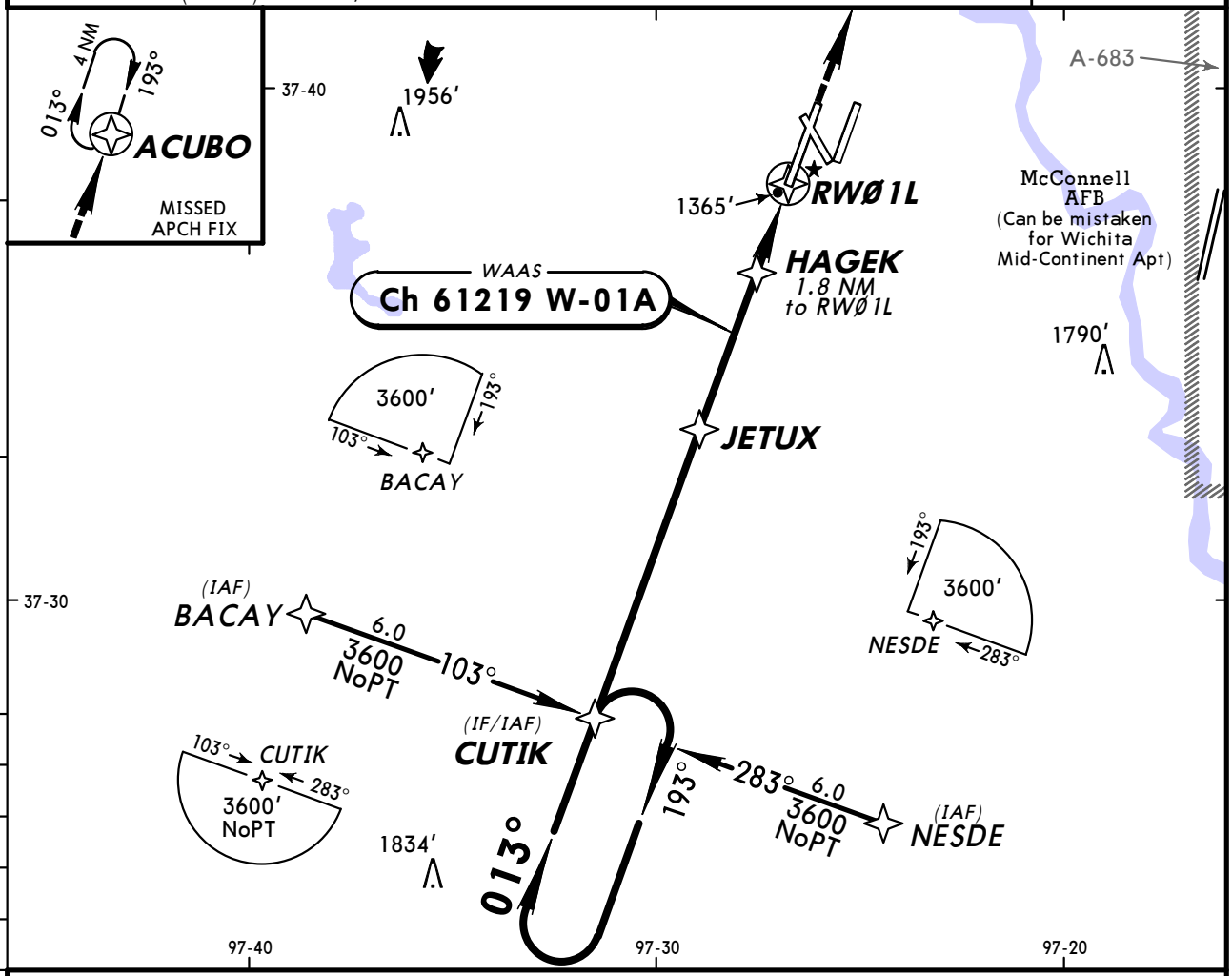
WAAS	Final Apch Crs	Minimum Alt JETUX	LPV DA(H)	Apt Elev 1333′ / TDZE 1314′
Ch 61219 W-01A	013°	3000′ (1686′)	1514′ (200′)	

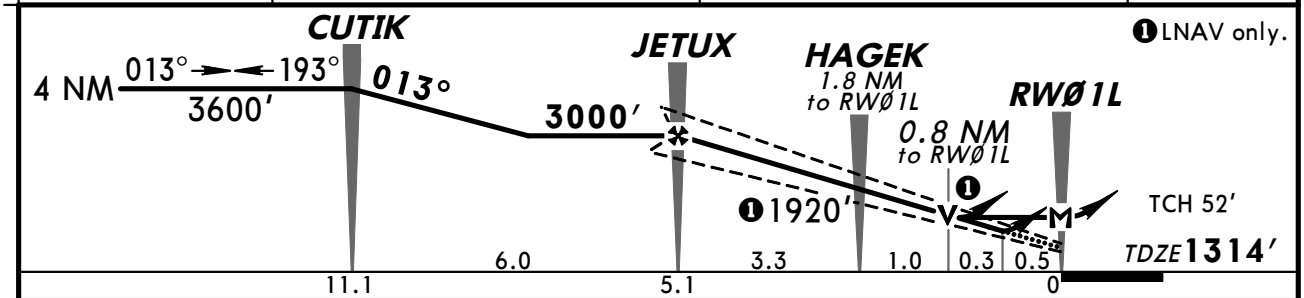
MISSED APCH: Climb to 3600′ direct ACUBO and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1L						

ALSF-II 3600′ ACUBO

STRAIGHT-IN LANDING RWY 1L

	LPV DA(H) 1514′ (200′)		LNAV/VNAV DA(H) 1615′ (301′)		LNAV MDA(H) 1620′ (306′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1
B						
C						
D			RVR 40 or 3/4		RVR 40 or 3/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1800′ (467′) -1
120	
140	1800′ (467′) -1½
165	1900′ (567′) -2

TERPS AMEND 1 23 SEP 2010

CHANGES: Procedure.

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KICT/ICT
WICHITA MID-CONTINENT

JEPPESEN 17 SEP 10 (12-2) Eff 23 Sep

WICHITA, KAN
RNAV (GPS) Rwy 1R

BRIEFING STRIP™

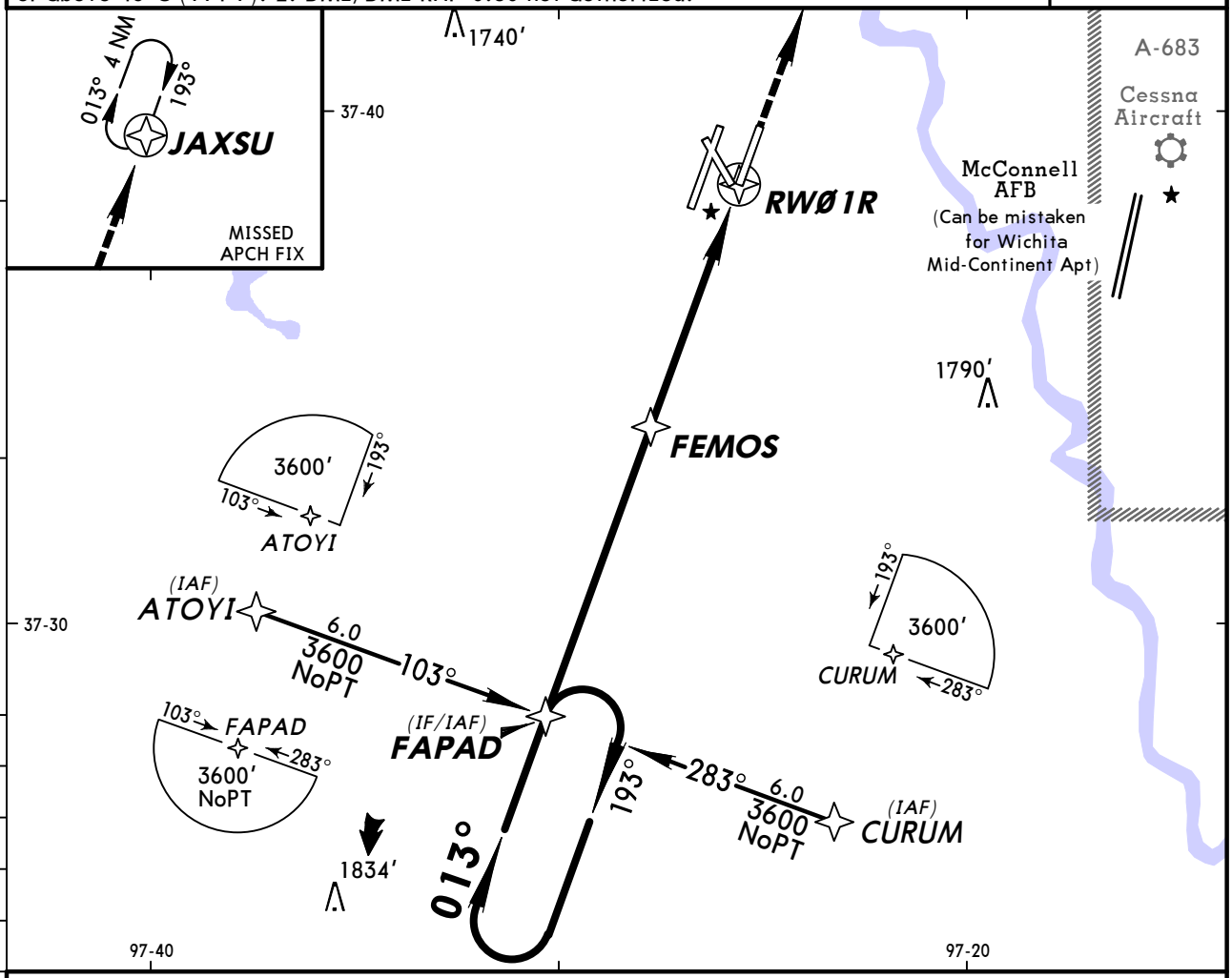
ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

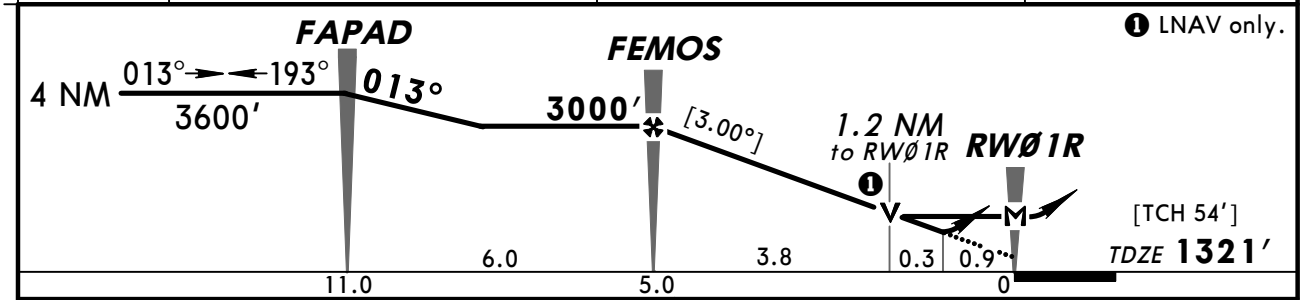
RNAV	Final Apch Crs	Minimum Alt FEMOS	LNAV/VNAV DA(H)	Apt Elev 1333′	TAA 30 NM IAF
	013°	3000′ (1679′)	1660′ (339′)	TDZE 1321′	

MISSED APCH: Climb to 3600′ direct JAXSU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ1R						

MALSR 3600′ JAXSU

TERPS AMENDO A

	STRAIGHT-IN LANDING RWY 1R					CIRCLE-TO-LAND	
	LNAV/VNAV DA(H) 1660′ (339′)		LNAV MDA(H) 1740′ (419′)				
		RAIL out / ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1800′ (467′) - 1¼
B						120	
C			RVR 40 or ¾	RVR 60 or 1¼		140	1800′ (467′) - 1½
D			RVR 50 or 1			165	1900′ (567′) - 2

CHANGES: Chart reindexed.

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KICT/ICT
WICHITA MID-CONTINENT

JEPPESEN 17 SEP 10 Eff 23 Sep (12-3)

WICHITA, KAN
RNAV (GPS) Y Rwy 14

BRIEFING STRIP™

ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

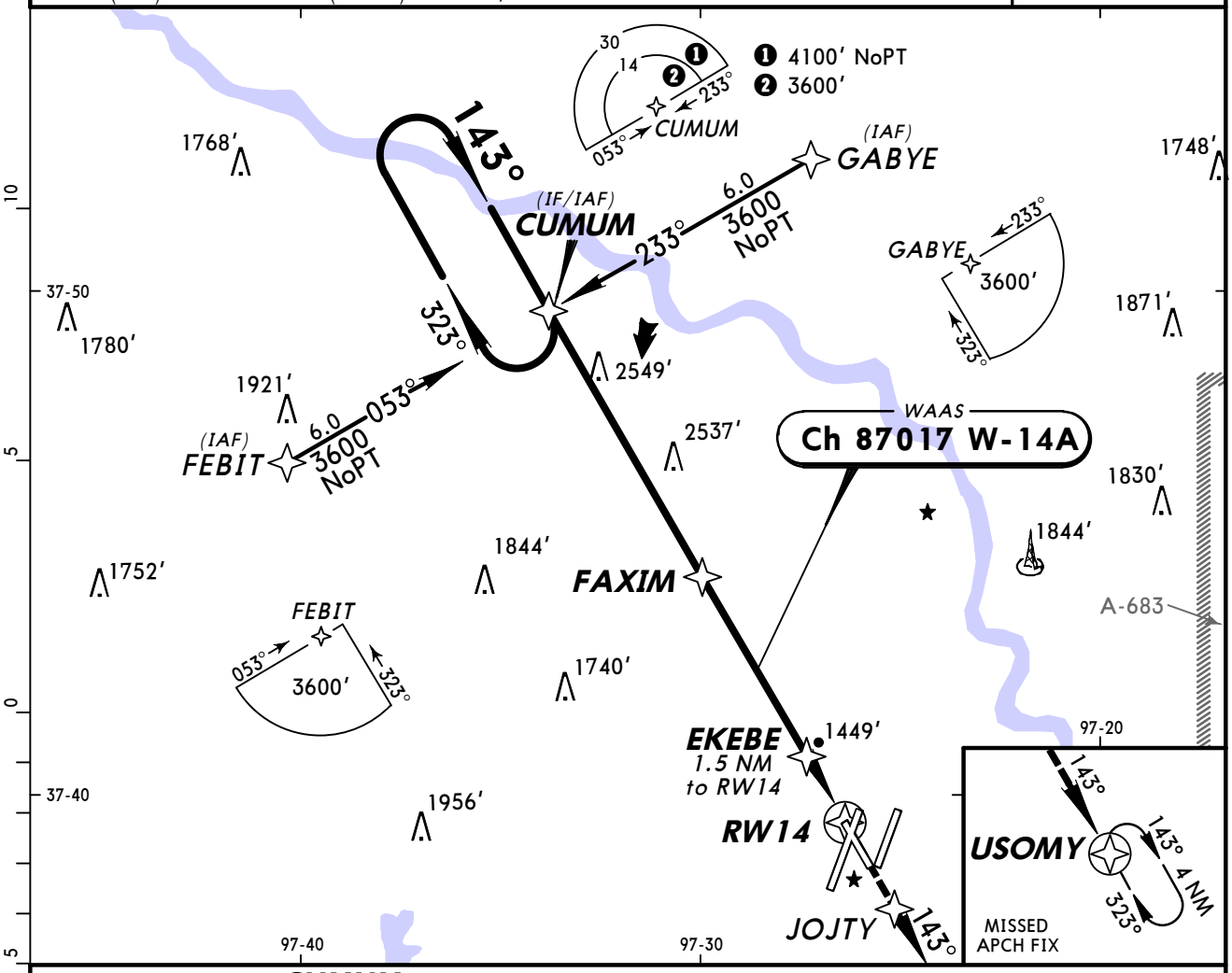
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1333′
Ch 87017 W-14A	143°	FAXIM 3200′ (1867′)	1583′ (250′)	TDZE 1333′

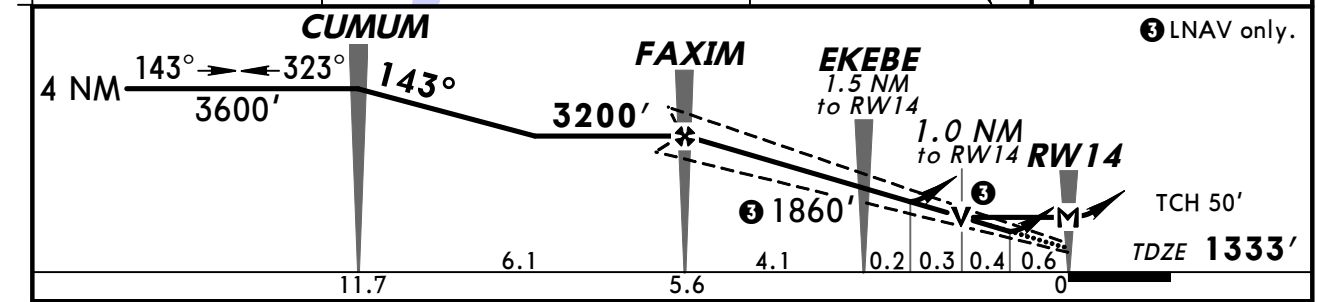
MISSED APCH: Climb to 3600′ direct JOJTY and on track 143° to USOMY and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME-RNP-0.30 not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

REIL PAPI-L 3600′ JOJTY

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND	
	LPV DA(H) 1583′ (250′)	LNAV/VNAV DA(H) 1799′ (466′)	LNAV MDA(H) 1700′ (367′)	Max Kts	MDA(H)
A	3/4	1 3/4	1	90	1800′ (467′)-1
B				120	
C				140	1800′ (467′)-1 1/2
D			1 1/4	165	1900′ (567′)-2

TERPS AMEND 2 23 SEP 2010

CHANGES: Procedure.

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KICT/ICT
WICHITA MID-CONTINENT

JEPPESEN
17 SEP 10
Eff 23 Sep
(12-4)

WICHITA, KAN
RNAV (GPS) Y Rwy 19L

BRIEFING STRIP ™

ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

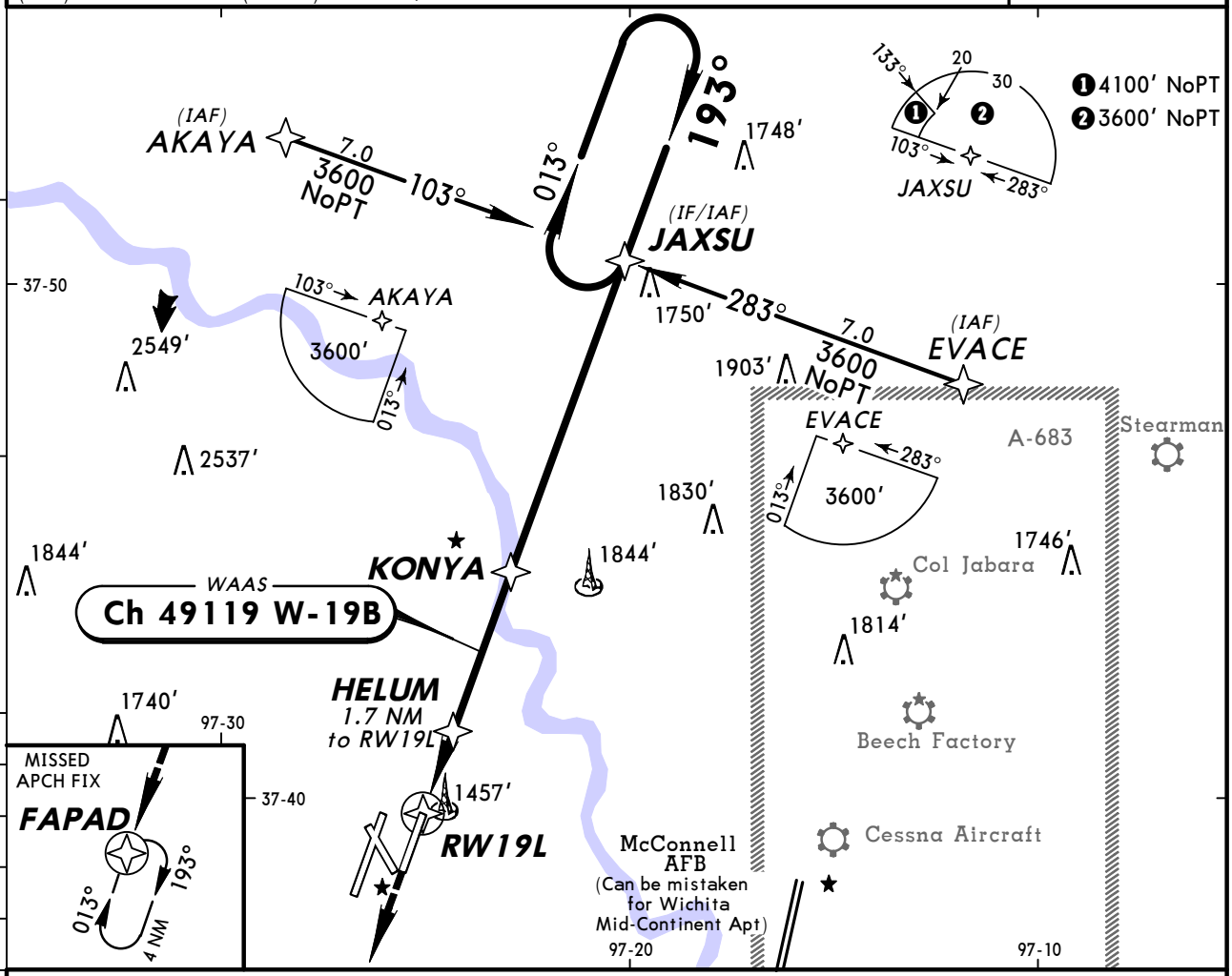
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1333′
Ch 49119 W-19B	193°	KONYA 3000′ (1680′)	1520′ (200′)	TDZE 1320′

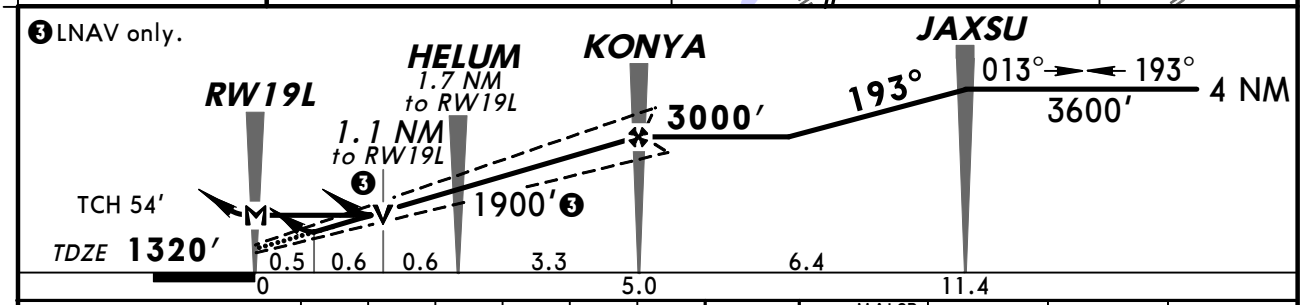
TAA 30 NM IAF

MISSED APCH: Climb to 3600′ direct FAPAD and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW19L							

MALSR PAPI 3600′ D FAPAD

STRAIGHT-IN LANDING RWY 19L

	LPV DA(H) 1520′ (200′)		LNAV/VNAV DA(H) 1717′ (397′)		LNAV MDA(H) 1720′ (400′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	3/4	1 1/4	1/2	3/4	1
B							
C							
D					1	1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1800′ (467′)-1
120	
140	1800′ (467′)-1 1/2
165	1900′ (567′)-2

TERPS AMEND 1 23 SEP 2010

CHANGES: Procedure.

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KICT/ICT
WICHITA MID-CONTINENT

JEPPESEN

17 SEP 10 **Eff 23 Sep** (12-5)

WICHITA, KAN
RNAV (GPS) Y Rwy 19R

BRIEFING STRIP™

ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

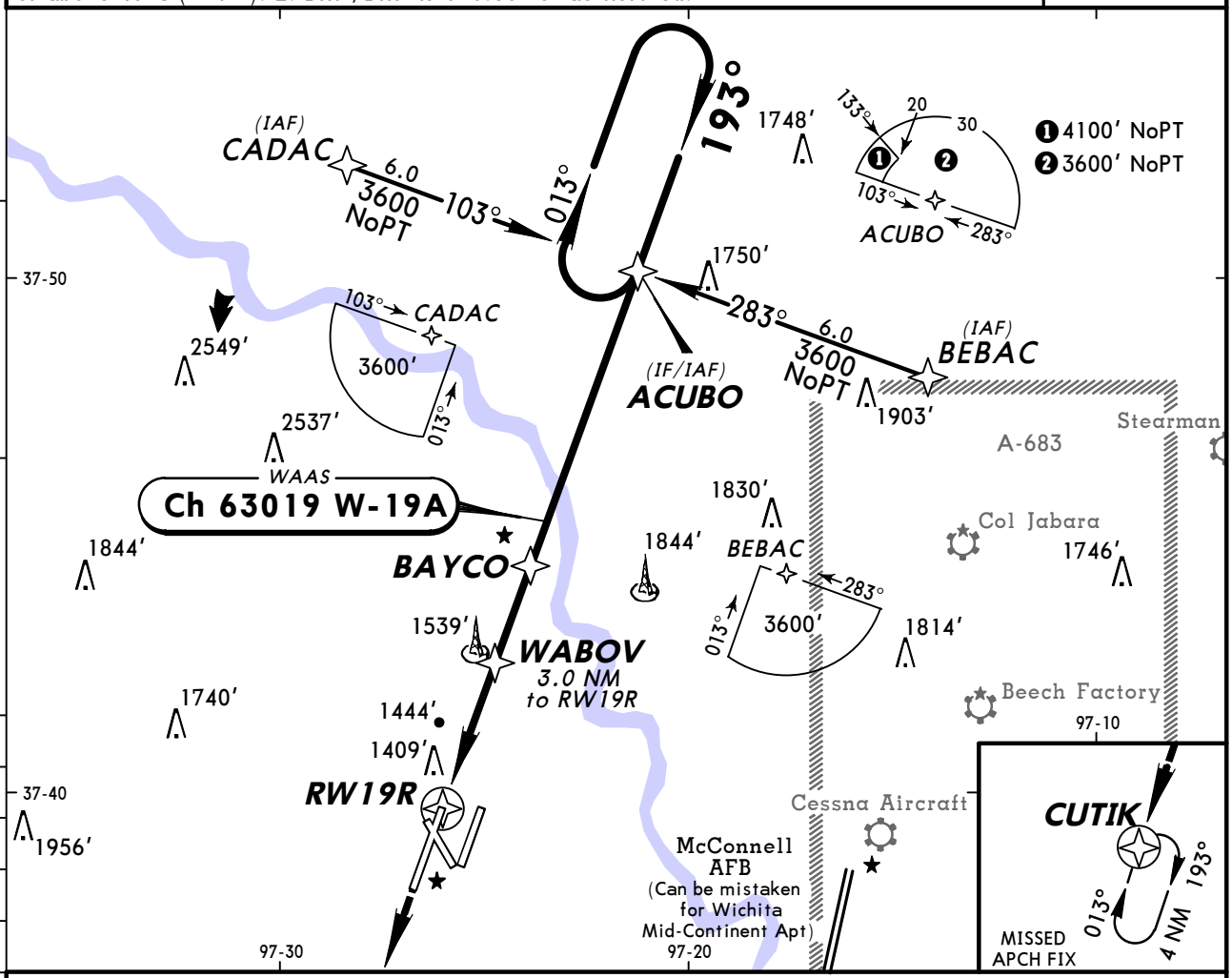
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1333′
Ch 63019 W-19A	193°	BAYCO 3000′ (1670′)	1530′ (200′)	TDZE 1330′

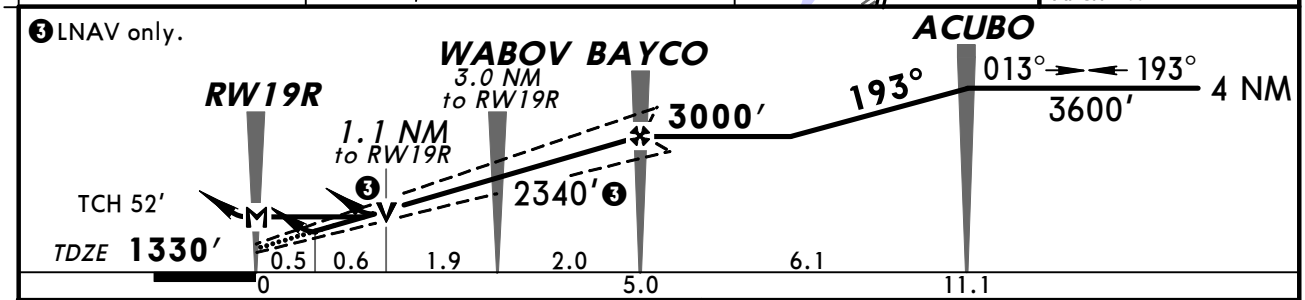
TAA 30 NM IAF

MISSED APCH: Climb to 3600′ direct CUTIK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19R						

MALSR 3600′ D CUTIK

STRAIGHT-IN LANDING RWY 19R

	LPV DA(H) 1530′ (200′)		LNAV/VNAV DA(H) 1742′ (412′)		LNAV MDA(H) 1740′ (410′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1800′ (467′)-1
120	
140	1800′ (467′)-1½
165	1900′ (567′)-2

TERPS AMEND 1 23 SEP 2010

CHANGES: Procedure.

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KICT/ICT
WICHITA MID-CONTINENT

JEPPESEN 17 SEP 10 (12-6) Eff 23 Sep

WICHITA, KAN
RNAV (GPS) Rwy 32

ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

BRIEFING STRIP ™

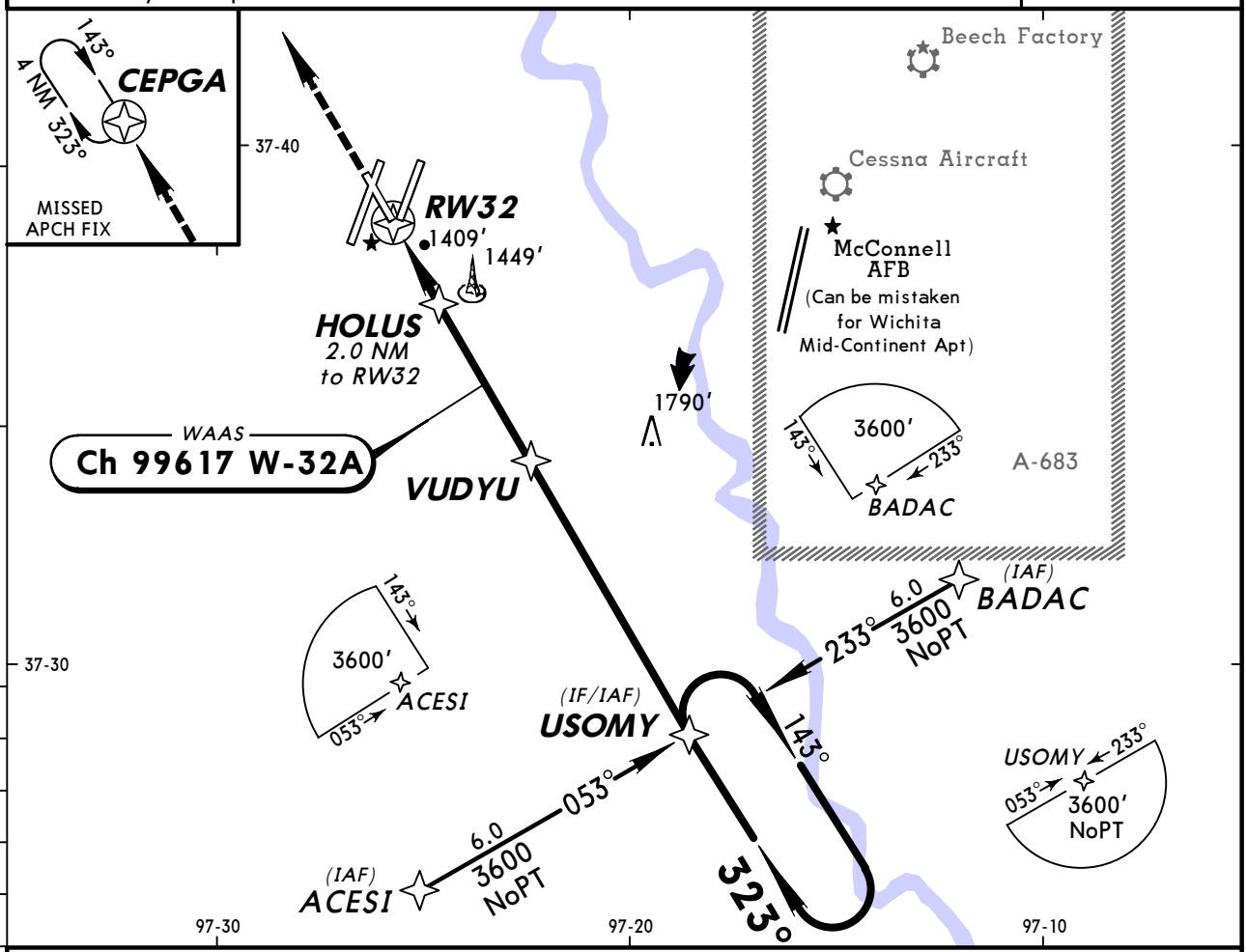
WAAS	Final Apch Crs	Minimum Alt VUDYU	LPV DA(H)	Apt Elev 1333′
Ch 99617 W-32A	323°	3100′ (1778′)	1572′ (250′)	TDZE 1322′

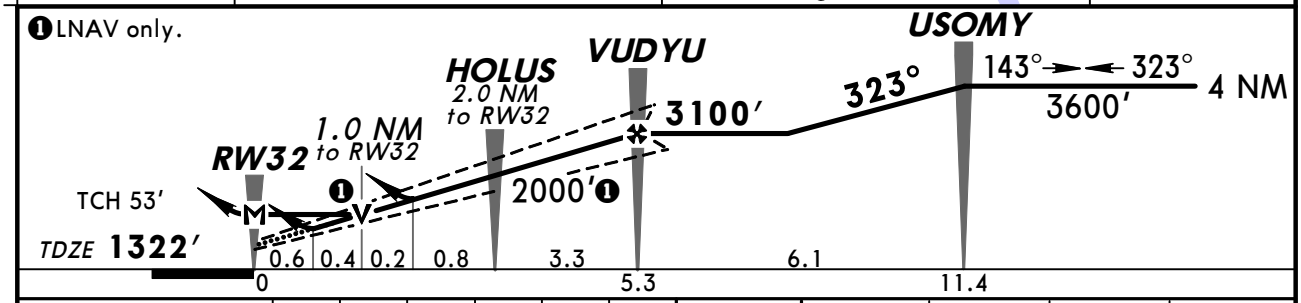
MISSED APCH: Climb to 3600′ direct CEPGA and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

REIL PAPI-L 3600′ CEPGA

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND	
	LPV DA(H) 1572′ (250′)	LNAV/VNAV DA(H) 1761′ (439′)	LNAV MDA(H) 1680′ (358′)	Max Kts	MDA(H)
A	1	1½	1	90	1800′ (467′)-1
B				120	
C				140	1800′ (467′)-1½
D			1¼	165	1900′ (567′)-2

TERPS AMEND 1 3 JUN 2010

CHANGES: Chart reindexed.

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KICT/ICT
WICHITA MID-CONTINENT

JEPPESEN

24 JUN 11 (12-20)

WICHITA, KAN
RNAV (RNP) Z Rwy 1L

BRIEFING STRIP ™

ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

RNAV	Final Apch Crs	Minimum Alt JETUX	RNP 0.15 DA(H)	Apt Elev 1333′
	013°	3000′ (1686′)	1601′ (287′)	TDZE 1314′

MISSED APCH: Climb to 4200′ on track 013° to ACUBO and hold.

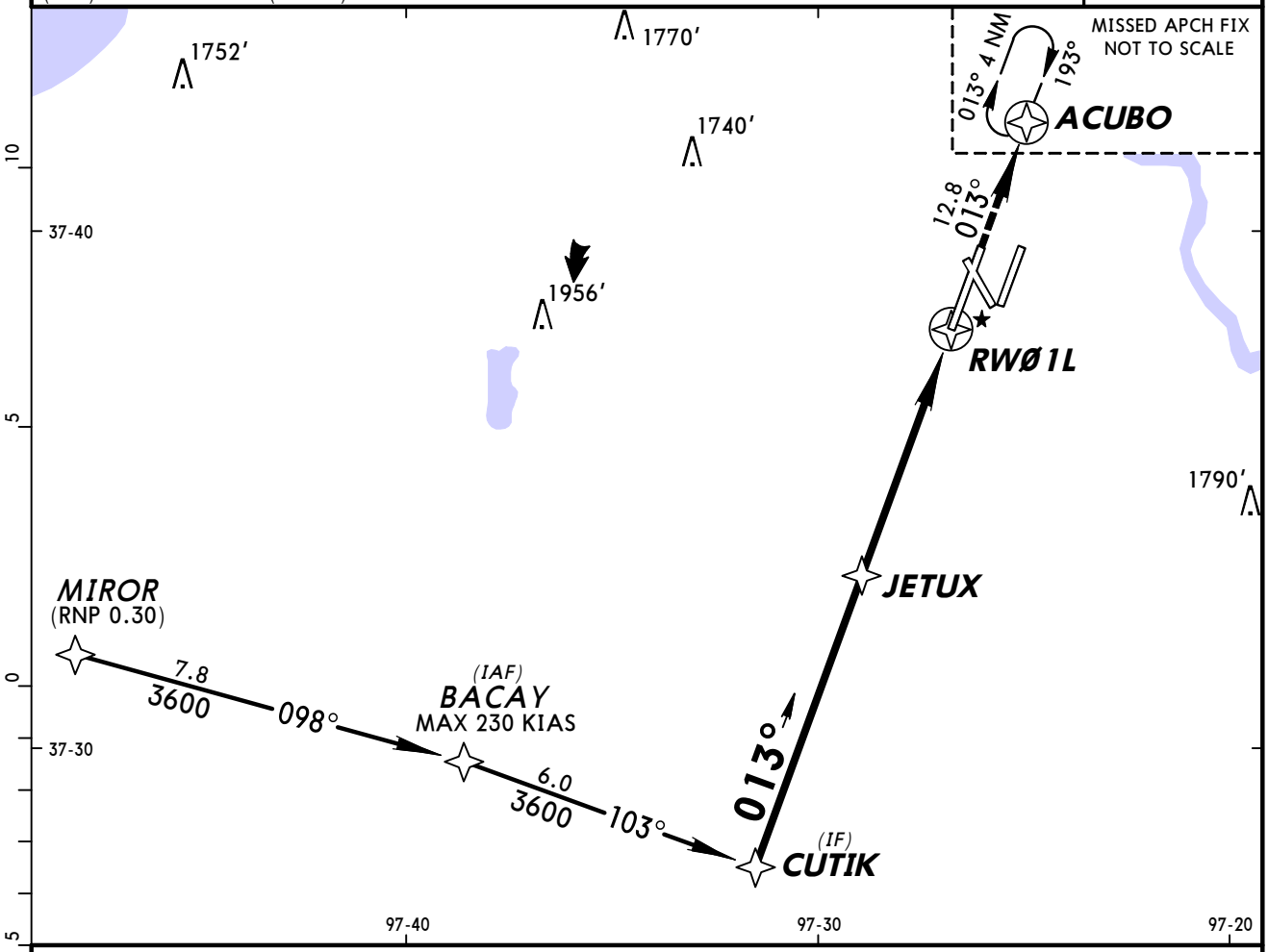
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

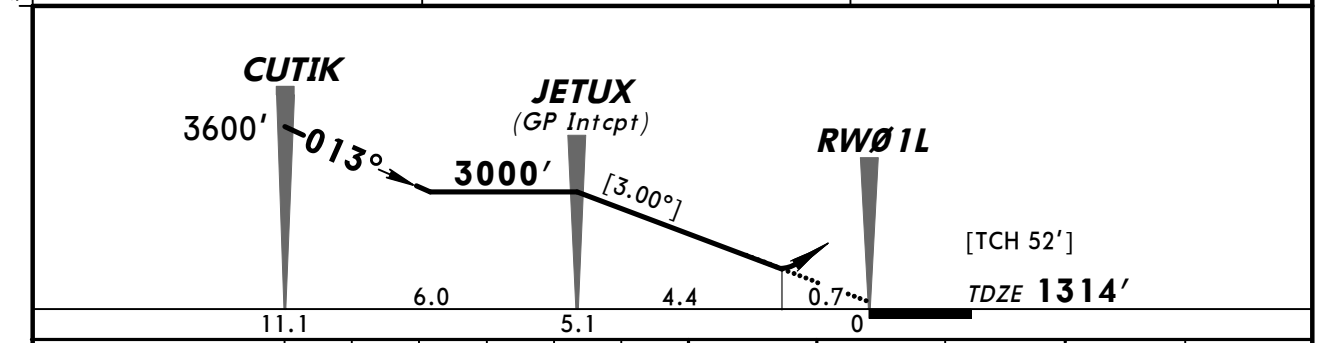
1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 46°C (114°F).

3900′

MSA RWØ1L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II

4200′ on 013° ACUBO

STRAIGHT-IN LANDING RWY 1L

RNP 0.15	RNP 0.30
DA(H) 1601′ (287′)	DA(H) 1635′ (321′)
ALS out	ALS out
A	
B	
C	RVR 24 or ½
D	
	RVR 40 or ¾

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP ™

ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

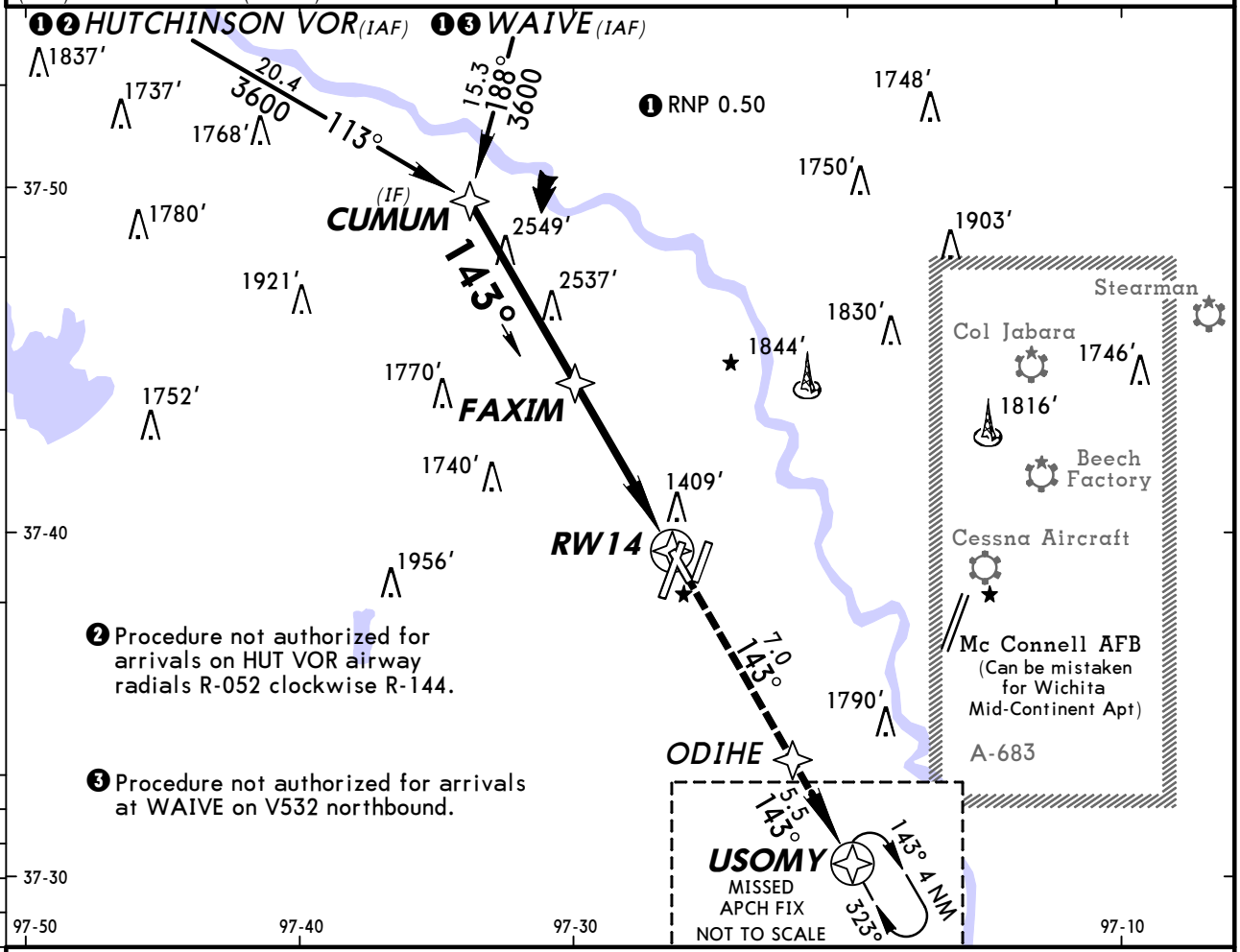
RNAV	Final Apch Crs	Minimum Alt FAXIM	RNP 0.11 DA(H)	Apt Elev 1333′
	143°	3200′ (1867′)	1623′ (290′)	TDZE 1333′

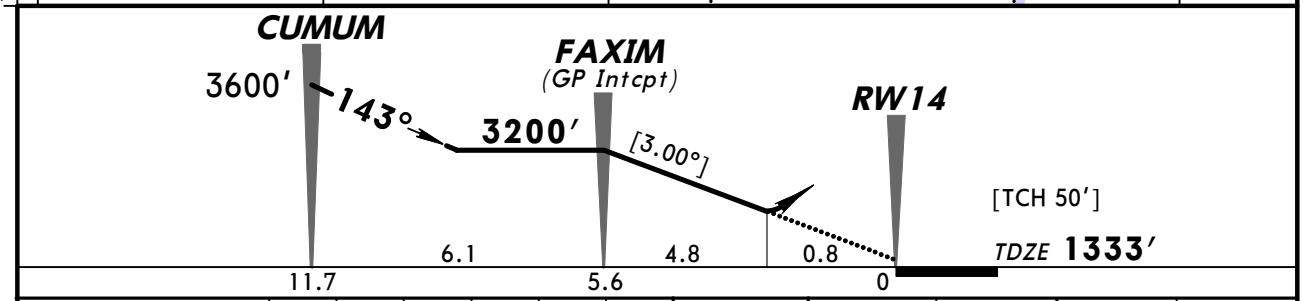
MISSED APCH: Climb to 3600′ on track 143° to ODIHE and on track 143° to USOMY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (2°F) or above 46°C (115°F).

4100′
MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

3600′ on 143° ODIHE

STRAIGHT-IN LANDING RWY 14

RNP 0.11	RNP 0.30
DA(H) 1623′ (290′)	DA(H) 1709′ (376′)
1	1¼

A
B
C
D

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KICT/ICT
WICHITA MID-CONTINENT

JEPPESEN

24 JUN 11 (12-22)

WICHITA, KAN
RNAV (RNP) Z Rwy 19L

BRIEFING STRIP ™

ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

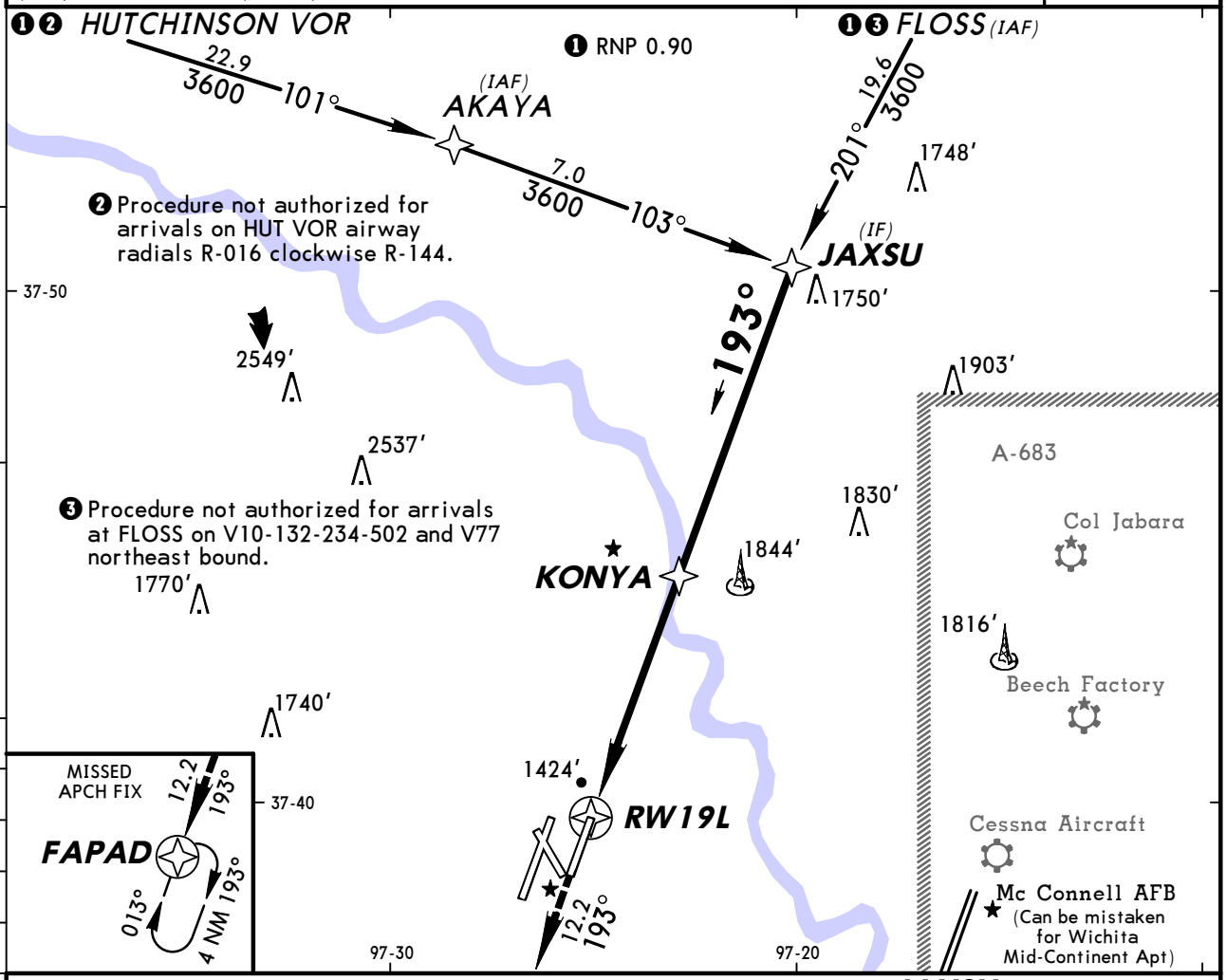
RNAV	Final Apch Crs	Minimum Alt KONYA	RNP 0.30 DA(H)	Apt Elev 1333′
	193°	3000′ (1680′)	1715′ (395′)	TDZE 1320′

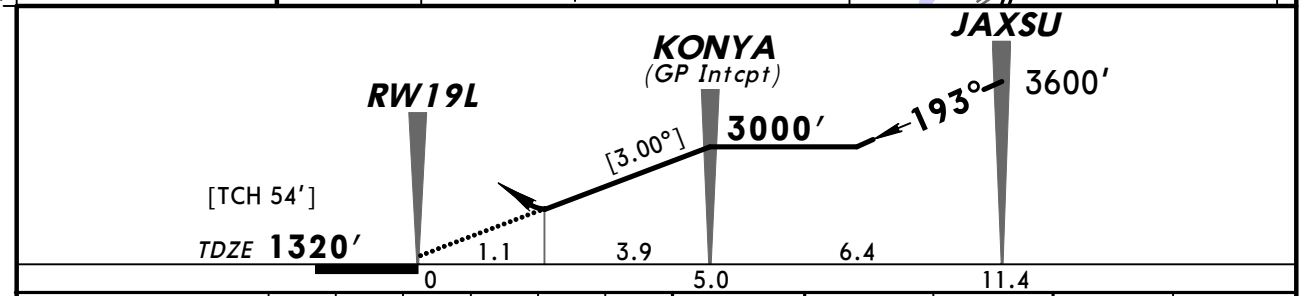
MISSED APCH: Climb to 3600′ on track 193° to FAPAD and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (2°F) or above 46°C (115°F).

4100′
MSA RW19L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
3600′ on 193°
FAPAD

STRAIGHT-IN LANDING RWY 19L
RNP 0.30
DA(H) **1715′** (395′)

	RAIL or ALS out
A	
B	
C	1	1¼
D	

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KICT/ICT
WICHITA MID-CONTINENT

JEPPESEN

24 JUN 11 (12-23)

WICHITA, KAN
RNAV (RNP) Z Rwy 19R

BRIEFING STRIP ™

ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

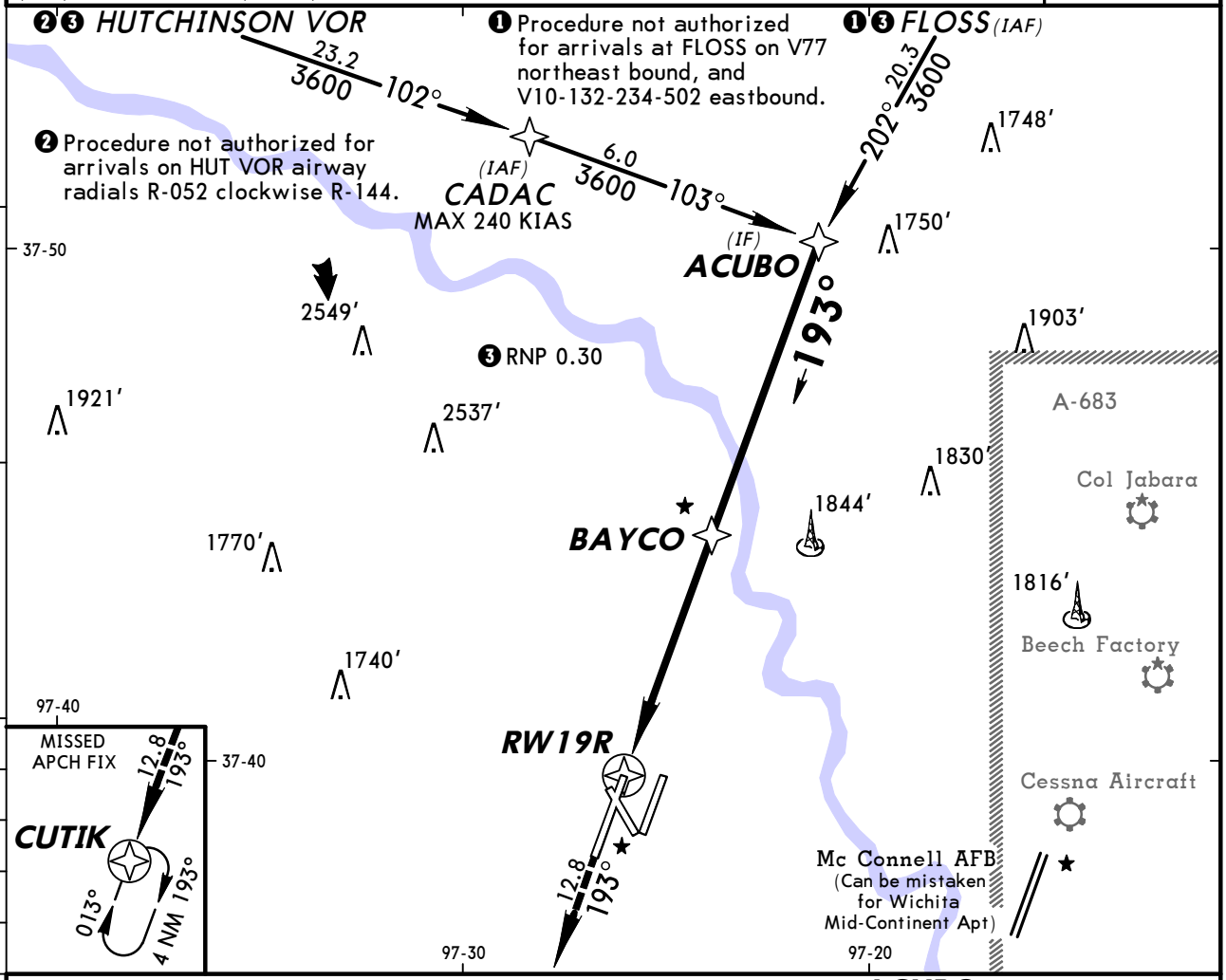
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 1333′
	193°	BAYCO 3000′ (1670′)	1727′ (397′)	TDZE 1330′

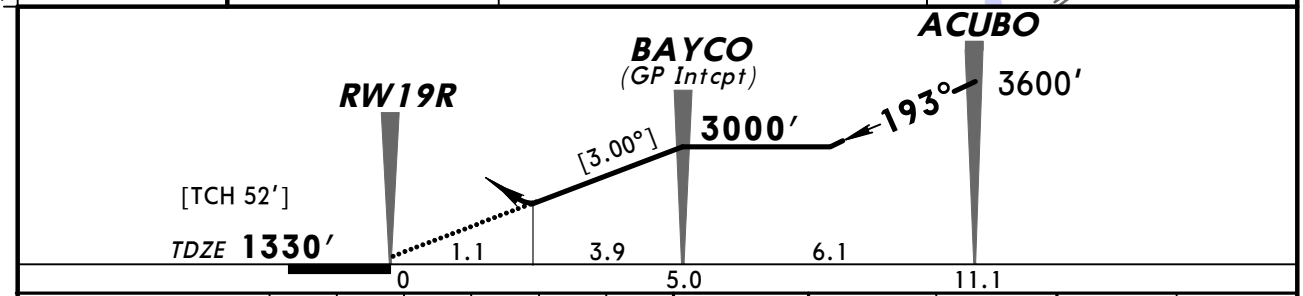
MISSED APCH: Climb to 4200′ on track 193° to CUTIK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (2°F) or above 46°C (115°F).

4100′
MSA RW19R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR

4200′ on 193° CUTIK

STRAIGHT-IN LANDING RWY 19R
RNP 0.30
DA(H) **1727′** (397′)

		RAIL or ALS out
A		
B		
C	RVR 50 or 1	RVR 60 or 1¼
D		

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KICT/ICT
WICHITA MID-CONTINENT

JEPPESEN
12 NOV 10 (13-1) Eff 18 Nov

WICHITA, KAN
VOR Rwy 14

BRIEFING STRIP TM

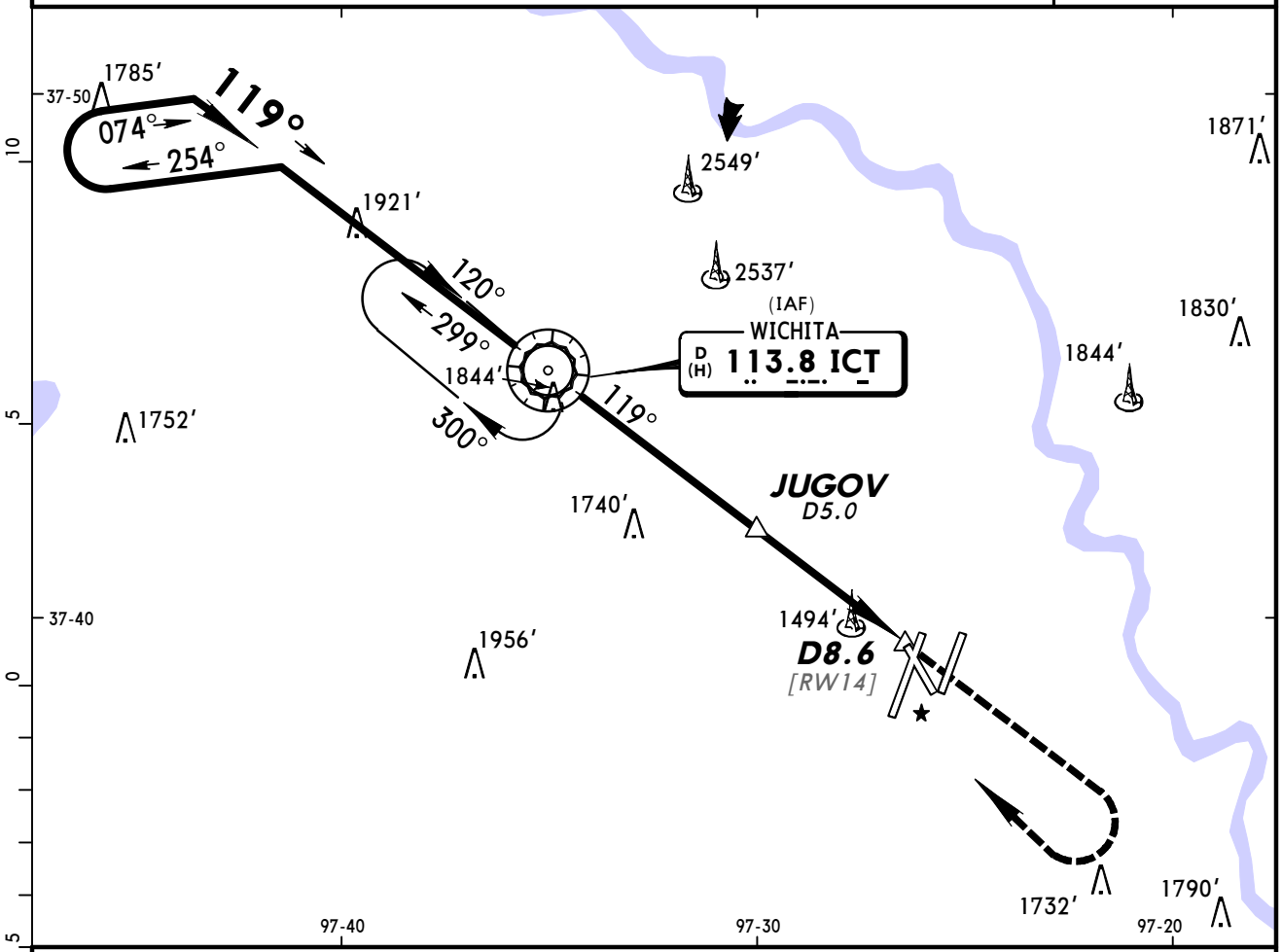
ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

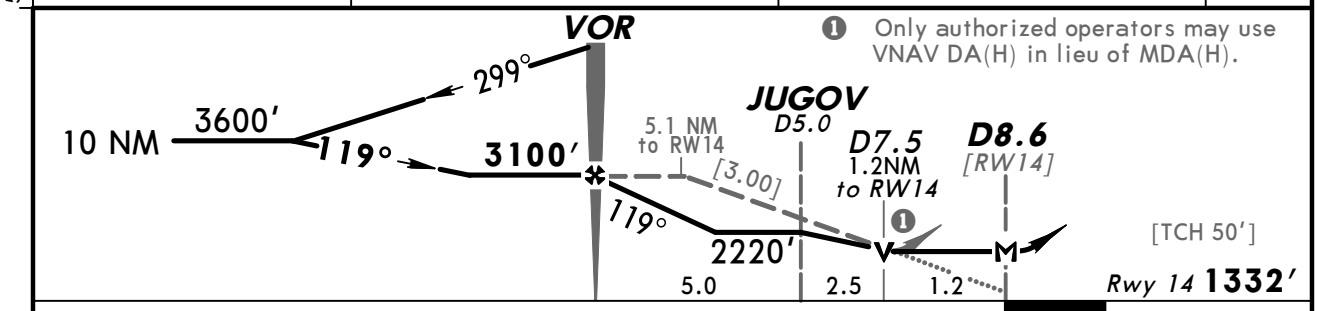
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 1333′ / Rwy 14 1332′
ICT 113.8	119°	3100′ (1768′)	1760′ (428′)	

MISSED APCH: Climb to 3000′ then climbing RIGHT turn to 3600′ direct ICT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

4100′
MSA ICT VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at D8.6 or VOR to MAP 8.6	7:22	5:44	5:10	4:18	3:41	3:14

REIL	3000′	3600′	D	ICT
PAPI-L	↑	↱ RT		113.8

STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND		
MDA(H) 1760′ (428′) With JUGOV	MDA(H) 2220′ (888′) Without JUGOV	Max Kts	With JUGOV MDA(H)	Without JUGOV MDA(H)
A	1	90	1800′(467′)-1	2220′(887′)-1¼
B		120		
C	1¼	140	1800′(467′)-1½	2220′(887′)-2¾
D		165	1900′(567′)-2	2220′(887′)-3

TERPS AMEND 1D 18 NOV 2010

CHANGES: Procedure.

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KICT/ICT
WICHITA MID-CONTINENT

JEPPESEN
12 NOV 10 (16-1) Eff 18 Nov

WICHITA, KAN
NDB Rwy 1R

BRIEFING STRIP™

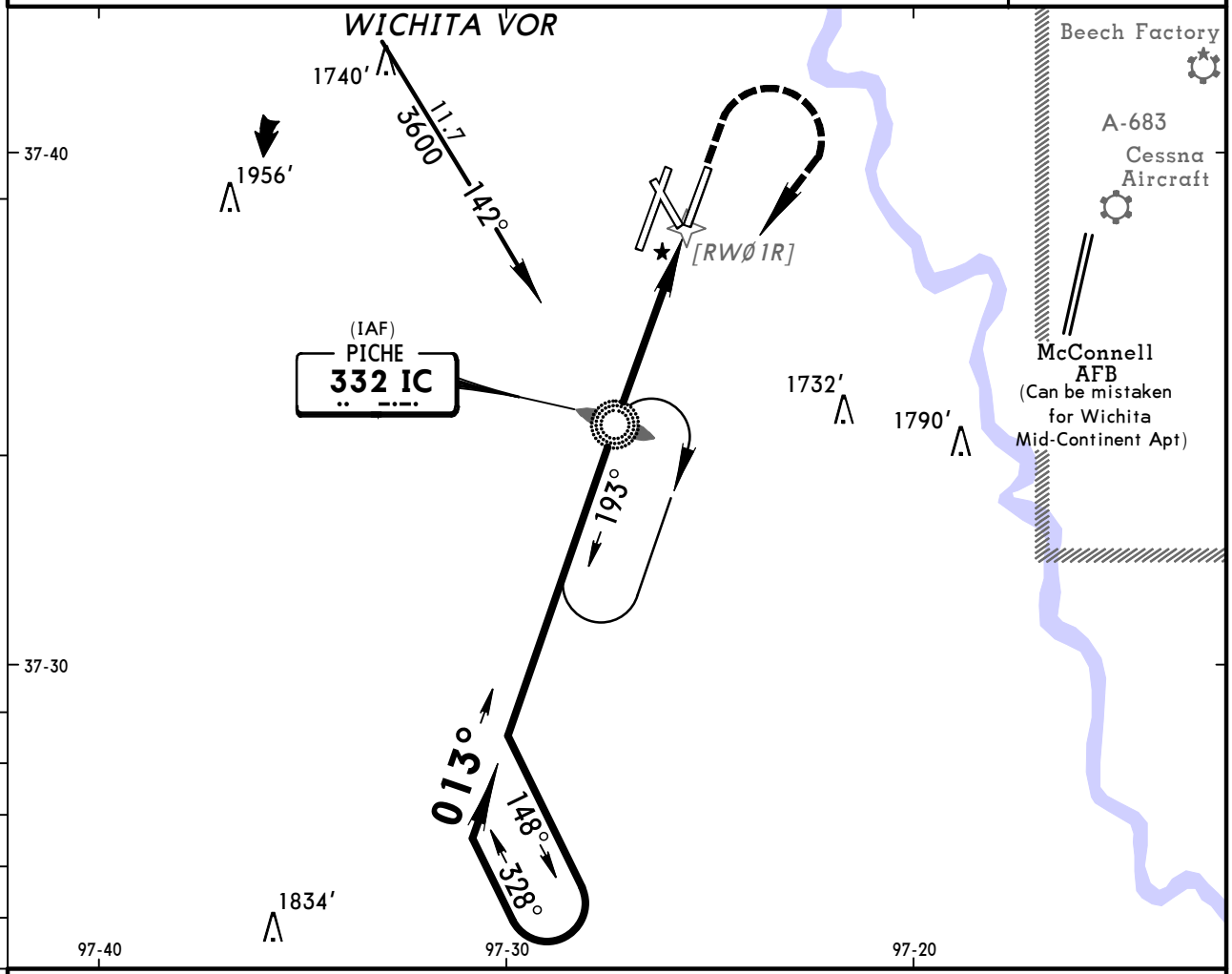
ATIS	WICHITA Approach (R)	WICHITA Tower	Ground
125.15	126.7	118.2	121.9

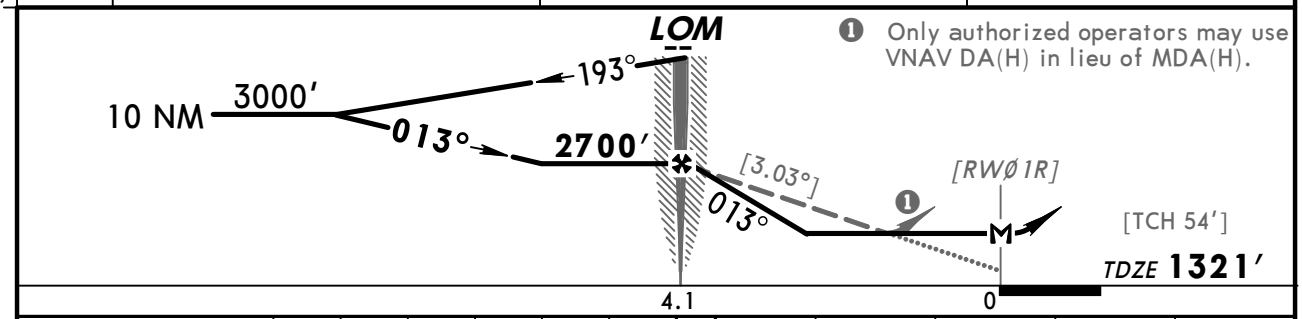
LOM IC	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 1333′
332	013°	2700′ (1379′)	1720′ (399′)	TDZE 1321′

MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ direct IC LOM and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

3600′
MSA IC LOM





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.03°]	375	482	536	643	750	858
LOM to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32

MALSR | 2000′ | 3000′ RT | IC 332

STRAIGHT-IN LANDING RWY 1R			CIRCLE-TO-LAND	
MDA(H) 1720′ (399′)				
	RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	90	1800′ (467′)-1
B			120	
C			140	1800′ (467′)-1½
D	RVR 50 or 1	RVR 60 or 1¼	165	1900′ (567′)-2

AMEND 15B TERPS

CHANGES: None.

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General Information

Location: Olathe KS USA
IATA Code:
Lat/Long: N38° 49.9' W094° 53.4'
Elevation: 1087 ft

Airport Use: Public
Magnetic Variation: 2.4°E
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1255 Z
Sunset: 0010 Z,

Runway Information

Runway: 04
Length x Width: 5132 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1080 ft
Lighting: Edge

Runway: 18
Length x Width: 7339 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1085 ft
Lighting: Edge, REIL

Runway: 22
Length x Width: 5132 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1087 ft
Lighting: Edge

Runway: 36
Length x Width: 7339 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1067 ft
Lighting: Edge, ALS

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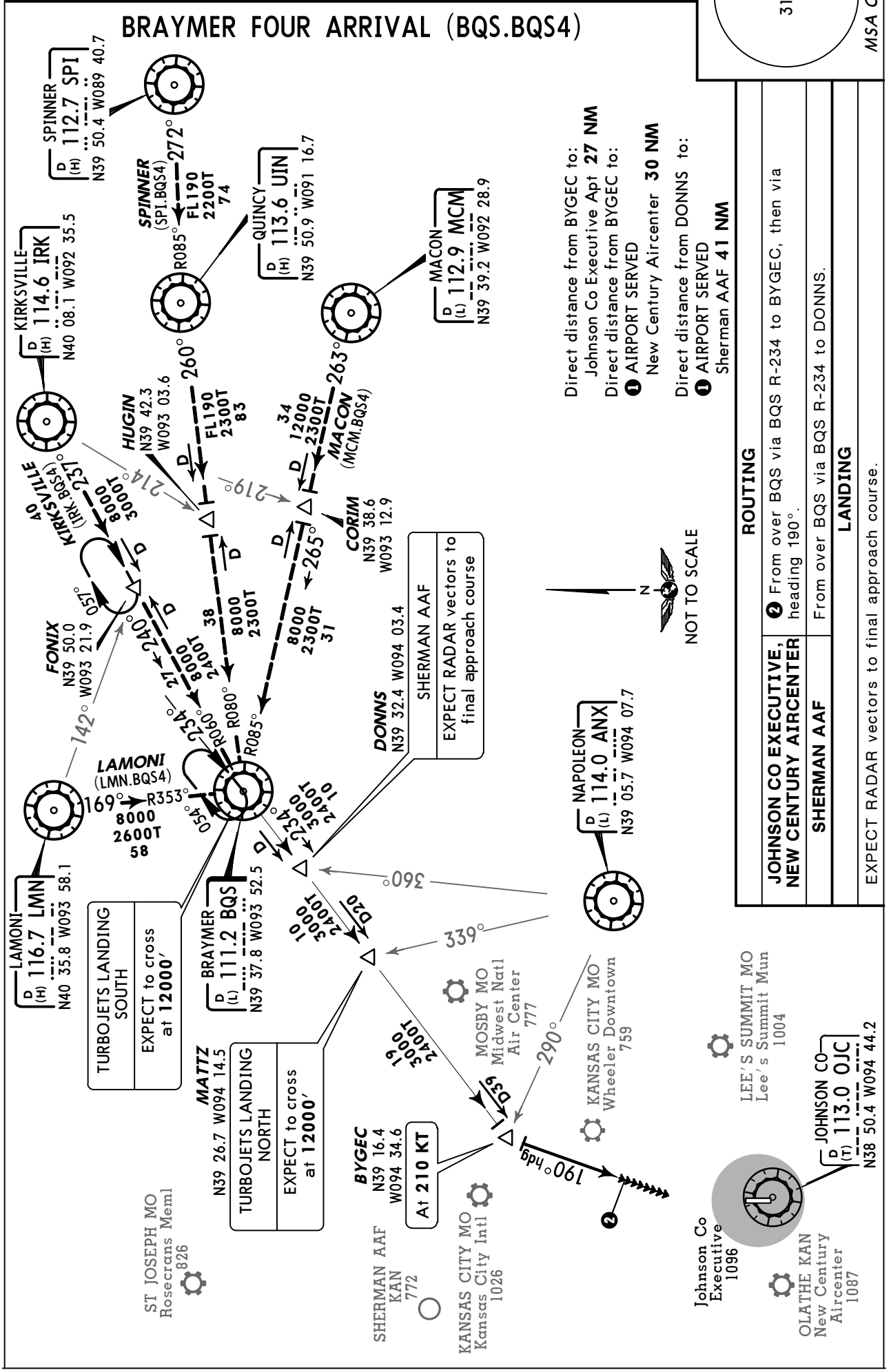
Communication Information

ASOS 135.325
New Century Aircenter Tower 133.0 CTAF
New Century Aircenter Ground Control 124.3
Kansas City Approach Control 118.9
Kansas City Departure Control 118.9
New Century Aircenter Unicom 122.95

JOHNSON CO EXECUTIVE ATIS (ASOS when Twr inop) 119.35	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

BRAYMER FOUR ARRIVAL (BQS.BQS4)



CHANGES: Procedure renumbered, airports served.

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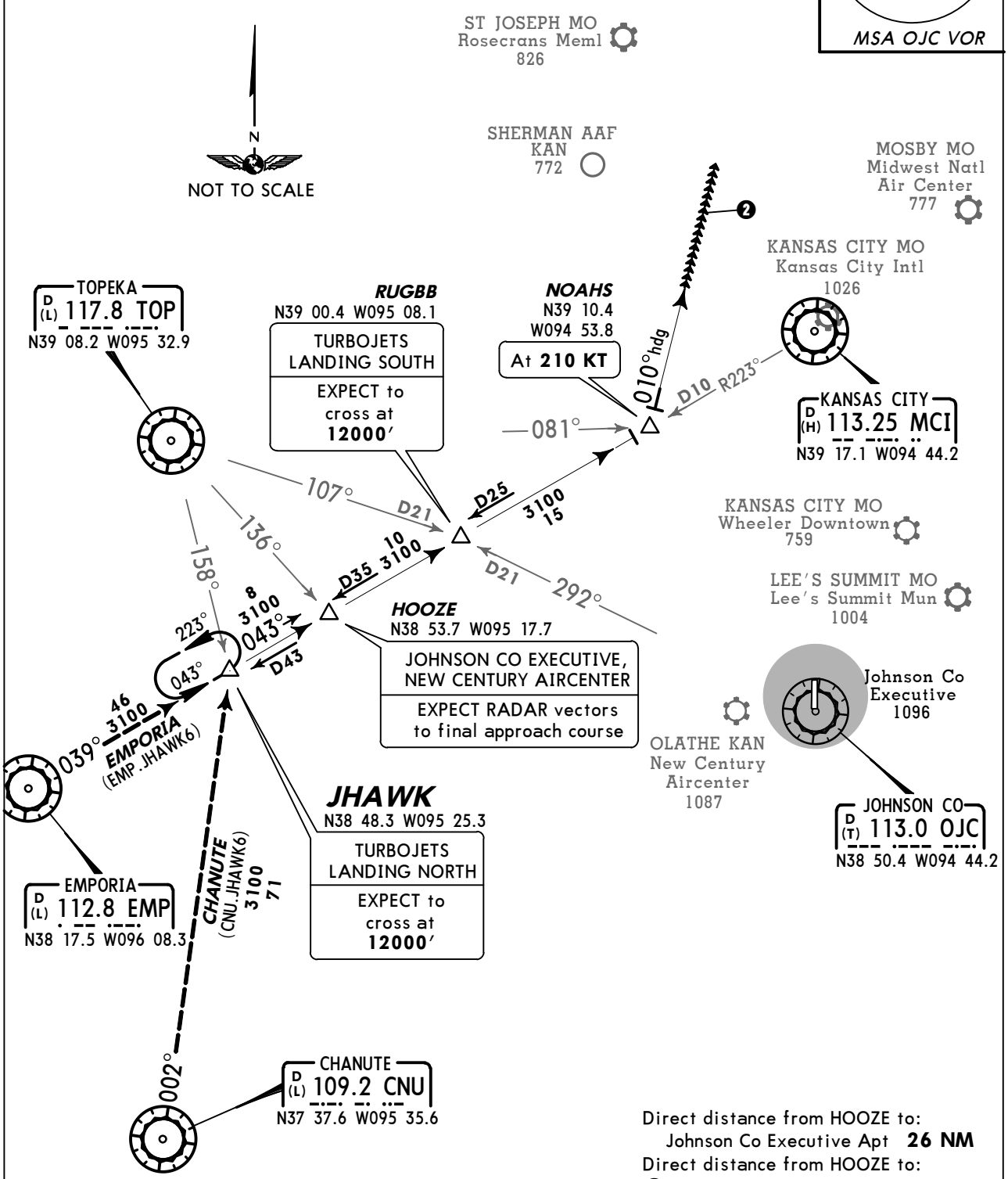
JOHNSON CO EXECUTIVE ATIS (ASOS when Twr inop) 119.35	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

3100′
MSA OJC VOR

JHAWK SIX ARRIVAL (JHAWK.JHAWK6)



Direct distance from HOOZE to:
Johnson Co Executive Apt **26 NM**
Direct distance from HOOZE to:
❶ AIRPORT SERVED
New Century Aircenter **19 NM**

Direct distance from NOAHS to:
❶ AIRPORT SERVED
Sherman AAF **12 NM**

ROUTING

JOHNSON CO EXECUTIVE, NEW CENTURY AIRCENTER	From over JHAWK via MCI R-223 to HOOZE.
SHERMAN AAF	❷ From over JHAWK via MCI R-223 to NOAHS, then via heading 010°.

LANDING

EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, airports served, formations.

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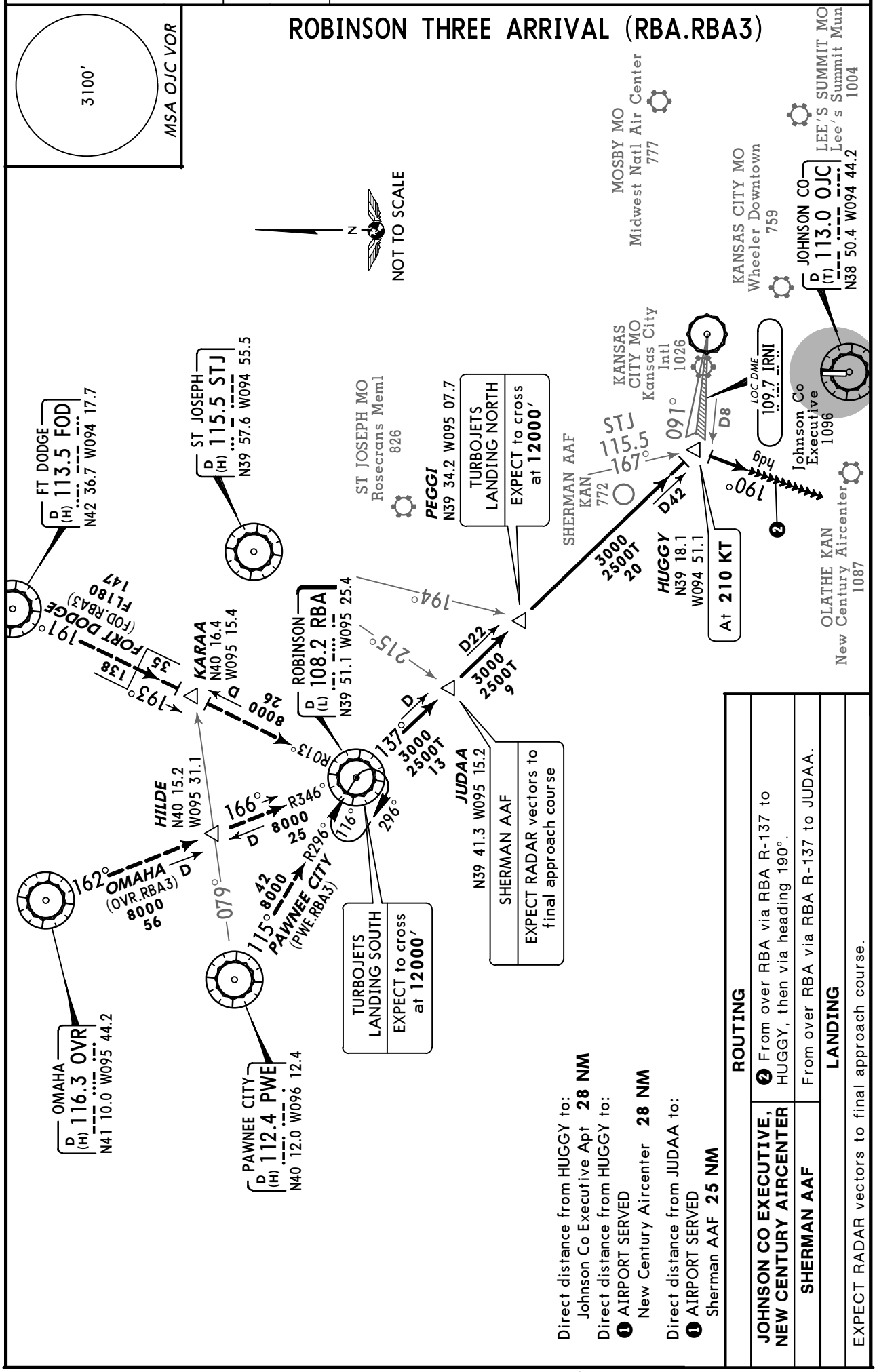
JOHNSON CO EXECUTIVE ATIS (ASOS when Twr inop) **119.35**	*Apt Elev* *See graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

ROBINSON THREE ARRIVAL (RBA.RBA3)



Direct distance from HUGGY to:
Johnson Co Executive Apt **28 NM**
Direct distance from HUGGY to:
❶ AIRPORT SERVED
New Century Aircenter **28 NM**
Direct distance from JUDAA to:
❶ AIRPORT SERVED
Sherman AAF **25 NM**

ROUTING	
JOHNSON CO EXECUTIVE, NEW CENTURY AIRCENTER	❷ From over RBA via RBA R-137 to HUGGY, then via heading 190°.
SHERMAN AAF	From over RBA via RBA R-137 to JUDAA.

LANDING

EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, airports served, FORT DODGE transition.

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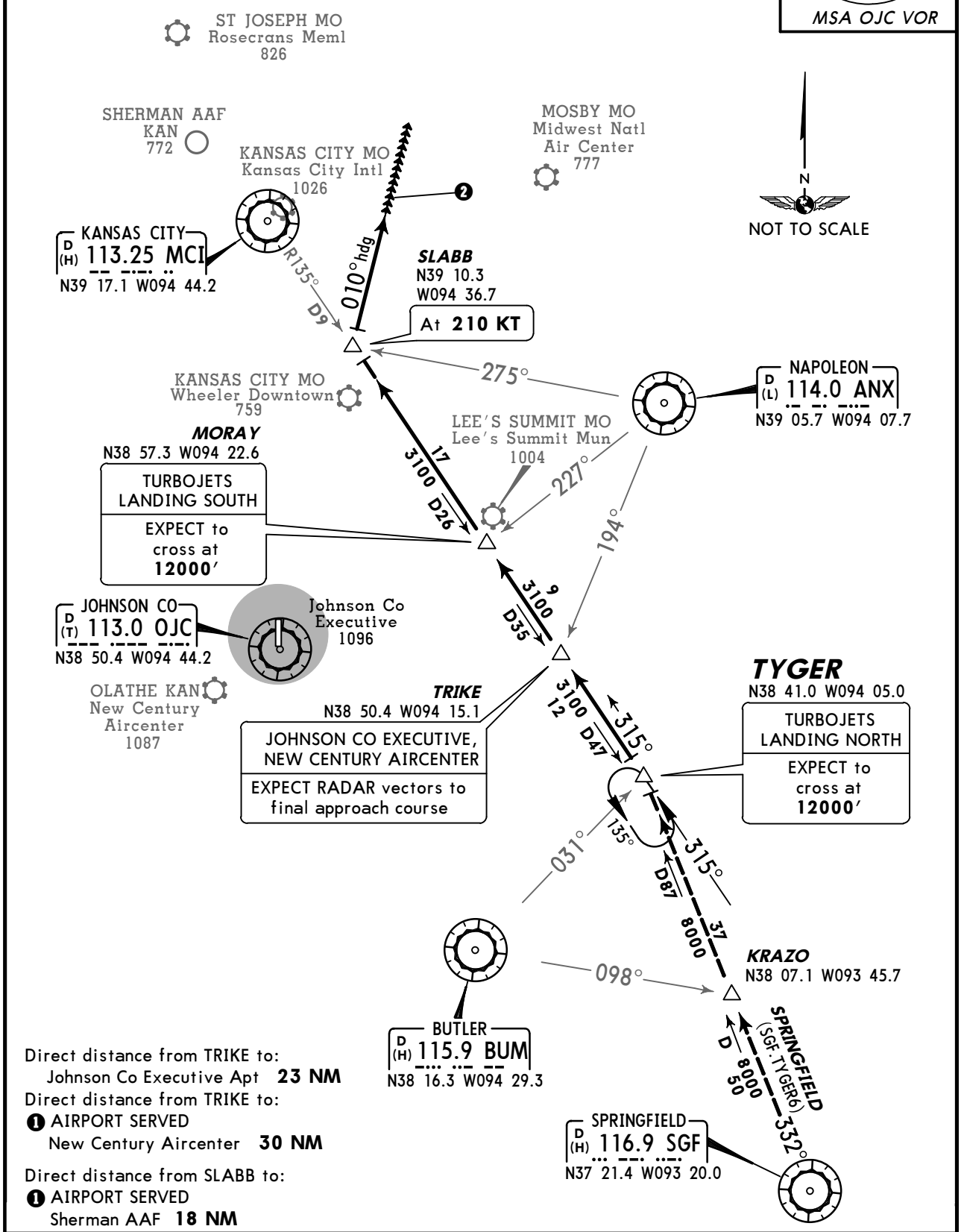
JOHNSON CO EXECUTIVE ATIS (ASOS when Twr inop) 119.35	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

TYGER SIX ARRIVAL (TYGER.TYGER6)



Direct distance from TRIKE to:
Johnson Co Executive Apt **23 NM**
Direct distance from TRIKE to:
❶ AIRPORT SERVED
New Century Aircenter **30 NM**
Direct distance from SLABB to:
❶ AIRPORT SERVED
Sherman AAF **18 NM**

ROUTING

JOHNSON CO EXECUTIVE, NEW CENTURY AIRCENTER	From over TYGER via MCI R-135 to TRIKE.
SHERMAN AAF	❷ From over TYGER via MCI R-135 to SLABB, then via heading 010°.

LANDING

EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, airports served.

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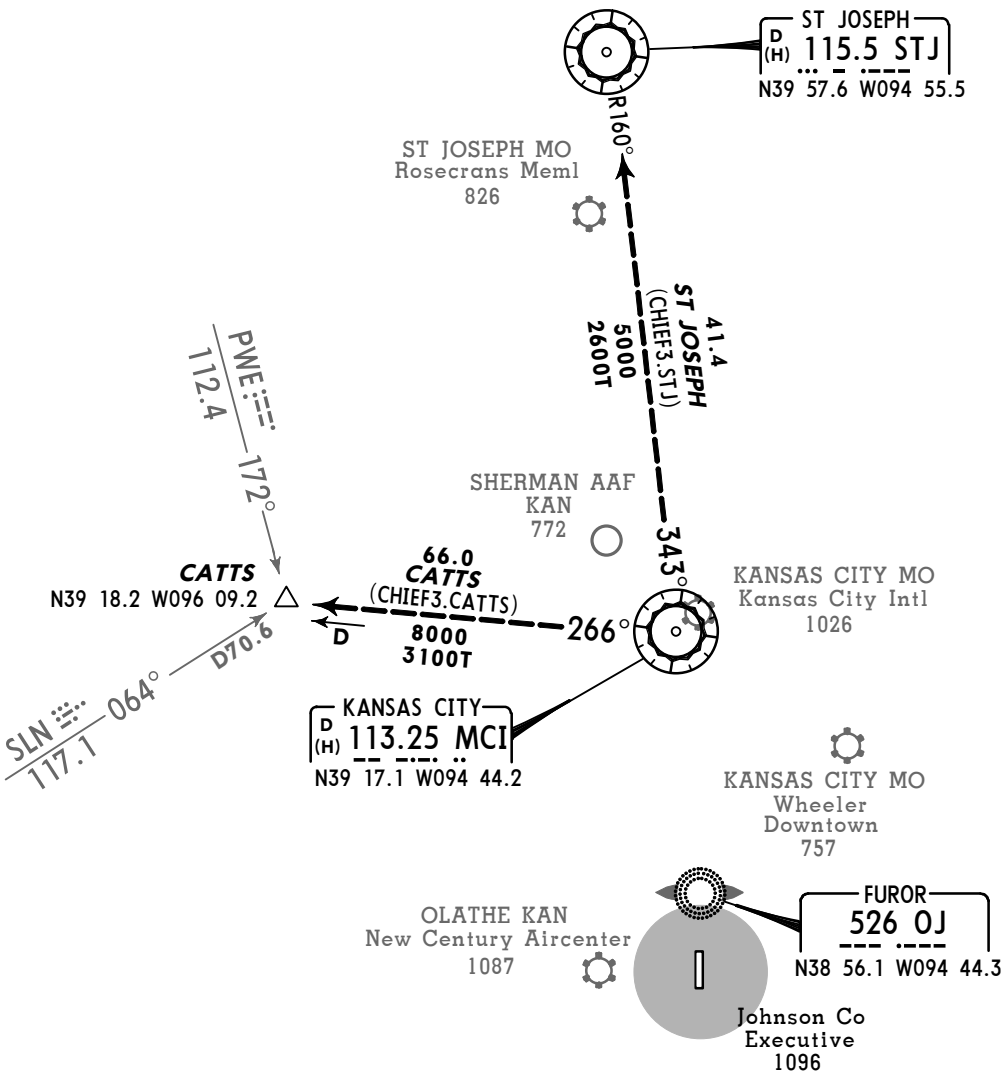
KANSAS CITY Departure (R) 118.9	Apt Elev See graphic	Trans level: FL180 Also Serves ❶	Trans alt: 18000′

CHIEF THREE DEPARTURE (CHIEF3.MCI)

3100′
MSA OJ LOM



Direct distance to MCI from:
Johnson Co Executive **26 NM**

Direct distance to MCI from:
❶ AIRPORTS SERVED
New Century Aircenter **28 NM**
Sherman AAF **10 NM**

This SID requires take-off minimums
(for standard minimums refer to airport chart):

JOHNSON CO EXECUTIVE:
Standard (or lower than standard, if authorized).

NEW CENTURY AIRCENTER:
Standard (or lower than standard, if authorized).

SHERMAN AAF:
Standard (or lower than standard, if authorized).

N
NOT TO SCALE

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Wheeler Downtown airport elevation, MSA.

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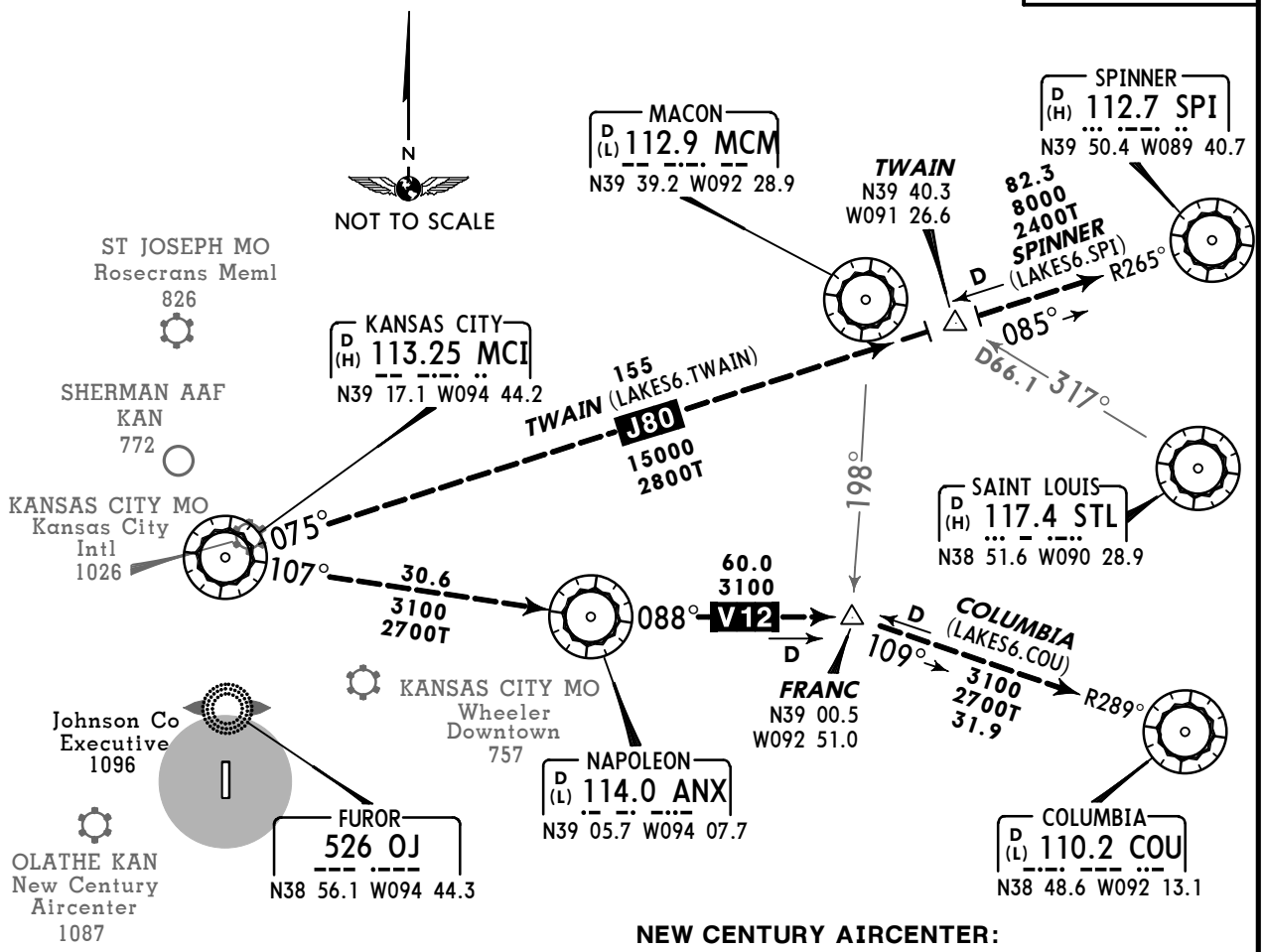
KANSAS CITY Departure (R) 118.9	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required for TWAIN and SPINNER Transitions.** 3. Also Serves ❶

3100′
MSA OJ LOM

LAKES SIX DEPARTURE (LAKES6.LAKES)



Direct distance to MCI from:
Johnson Co Executive **26 NM**

Direct distance to MCI from:
❶ AIRPORTS SERVED
New Century Aircenter **28 NM**
Sherman AAF **10 NM**

This SID requires take-off minimums (for standard minimums refer to airport chart):

JOHNSON CO EXECUTIVE:
Rwys 18, 36: Standard (or lower than standard, if authorized).

NEW CENTURY AIRCENTER:
Rwys 4, 17, 22, 35: Standard (or lower than standard, if authorized).

SHERMAN AAF:
Rwys 15, 33: Standard (or lower than standard, if authorized).

OBSTACLES

JOHNSON CO EXECUTIVE:
Rwy 18: Multiple trees 622′ from DER, 192′ RIGHT of centerline, up to 73′ AGL/1084′ MSL.
Rwy 36: Antenna 335′ from DER, 263′ LEFT of centerline, 20′ AGL/1110′ MSL. Tree 1008′ from DER, 612′ RIGHT of centerline, 57′ AGL/1130′ MSL. Tree 1544′ from DER, 810′ LEFT of centerline, 71′ AGL/1144′ MSL.

NEW CENTURY AIRCENTER:
Rwy 4: Fence 204′ from DER, 256′ RIGHT of centerline, 10′ AGL/1096′ MSL. Obstruction light 296′ from DER, 163′ RIGHT of centerline, 19′ AGL/1098′ MSL. Obstruction light 492′ from DER, 43′ LEFT of centerline, 16′ AGL/1095′ MSL. Tree 1529′ from DER, 125′ LEFT of centerline, 60′ AGL/1149′ MSL. Tree 1824′ from DER, 665′ RIGHT of centerline, 59′ AGL/1171′ MSL.
Rwy 17: Tree 1899′ from DER, 8′ LEFT of centerline, 64′ AGL/1103′ MSL. Tree 2051′ from DER, 662′ RIGHT of centerline, 50′ AGL/1108′ MSL.
Rwy 35: Ground beginning 16′ from DER, from 407′ RIGHT to 487′ LEFT of centerline, 1088′ MSL.

SHERMAN AAF:
Rwy 15: Road 79′ from DER, across departure course, up to 15′ AGL/779′ MSL. Building 400′ from DER, 580′ LEFT of centerline, 28′ AGL/788′ MSL. Pumphouse 444′ from DER, 564′ LEFT of centerline, 23′ AGL/783′ MSL. Boats 1063′ from DER, across departure course, up to 45′ AGL/800′ MSL. Trees 2165′ from DER, across departure course, up to 75′ AGL/838′ MSL.
Rwy 33: Multiple trees and poles beginning 117′ from DER, on centerline, up to 100′ AGL/879′ MSL. Levee 187′ from DER, on centerline, 35′ AGL/782′ MSL.

INITIAL CLIMB

EXPECT vectors to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised, computer code, MSA.

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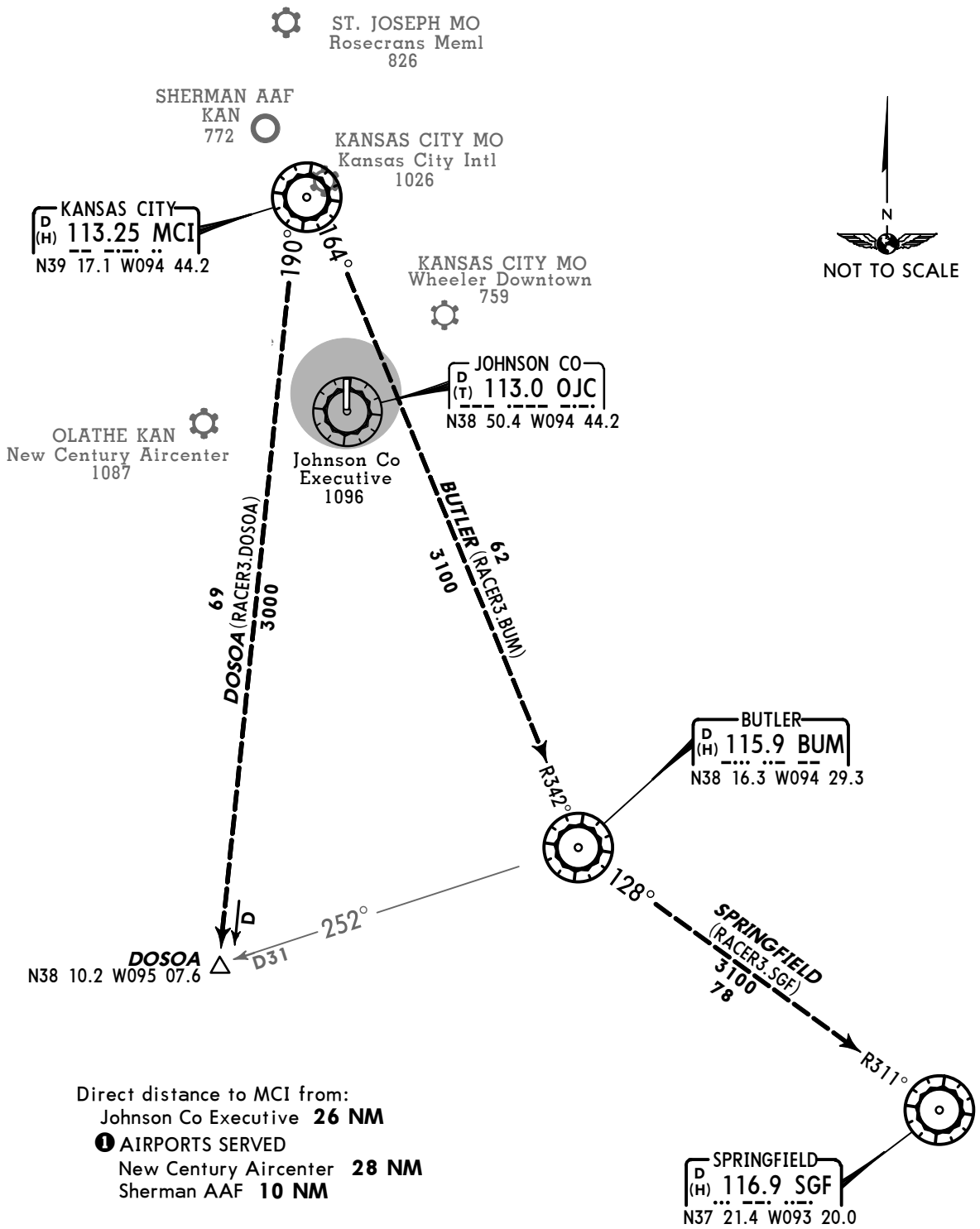
KANSAS CITY Departure (R) 118.9	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

RACER THREE DEPARTURE (RACER3.MCI)

3100′
MSA OJC VOR



Direct distance to MCI from:
Johnson Co Executive **26 NM**
❶ AIRPORTS SERVED
New Century Aircenter **28 NM**
Sherman AAF **10 NM**

This SID requires take-off minimums
(for standard minimums refer to airport chart):

JOHNSON CO EXECUTIVE:
Standard (or lower than standard, if authorized).

NEW CENTURY AIRCENTER:
Standard (or lower than standard, if authorized).

SHERMAN AAF:
Standard (or lower than standard, if authorized).

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Take-off minimums, new format.

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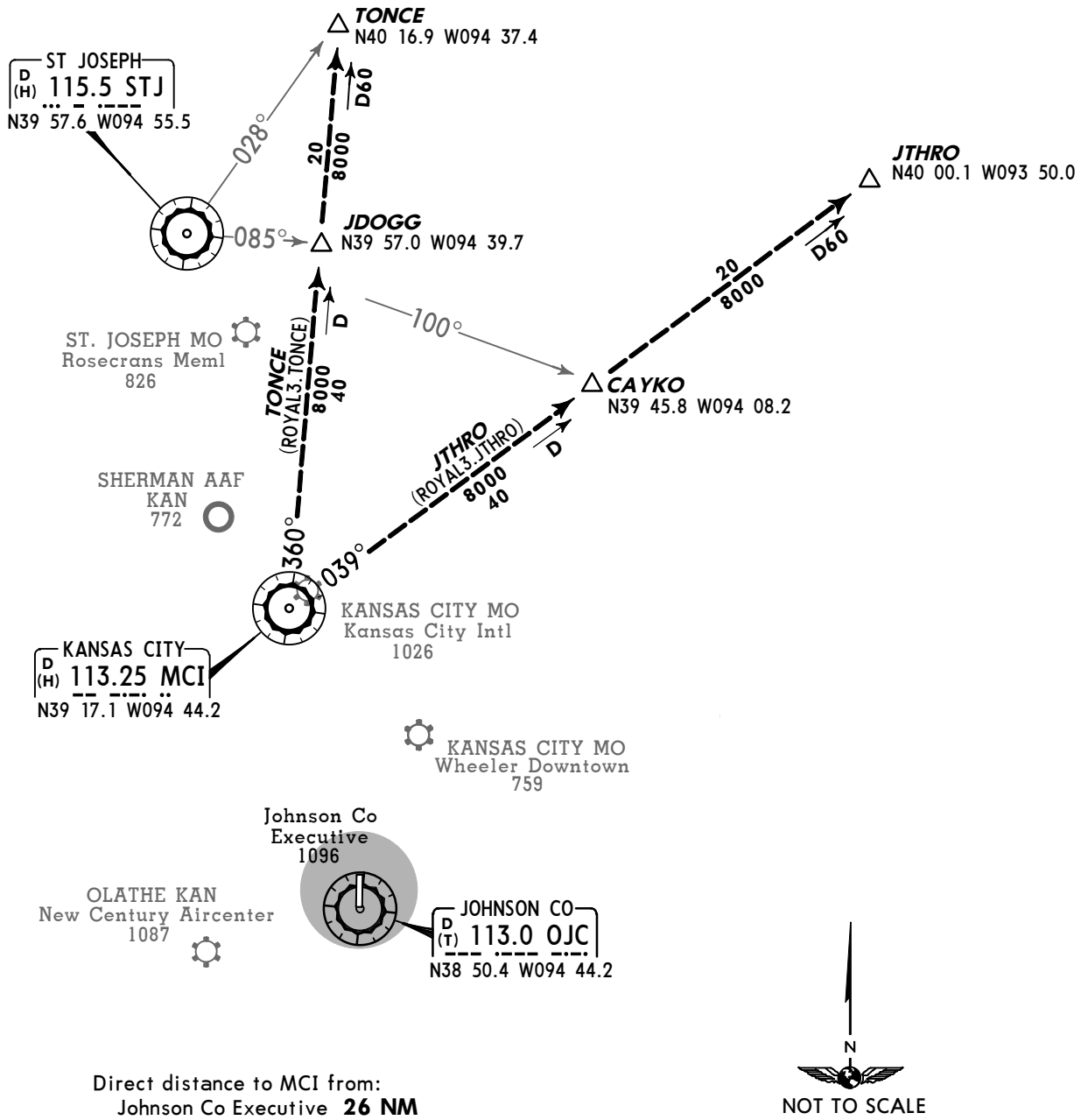
KANSAS CITY Departure (R) 118.9	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

ROYAL THREE DEPARTURE (ROYAL3.MCI)

3100′
MSA OJC VOR



Direct distance to MCI from:
Johnson Co Executive **26 NM**
❶ AIRPORTS SERVED
New Century Aircenter **28 NM**
Sherman AAF **10 NM**

This SID requires take-off minimums
(for standard minimums refer to airport chart):

JOHNSON CO EXECUTIVE:
Standard (or lower than standard, if authorized).

NEW CENTURY AIRCENTER:
Standard (or lower than standard, if authorized).

SHERMAN AAF:
Standard (or lower than standard, if authorized).

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Take-off minimums, new format.

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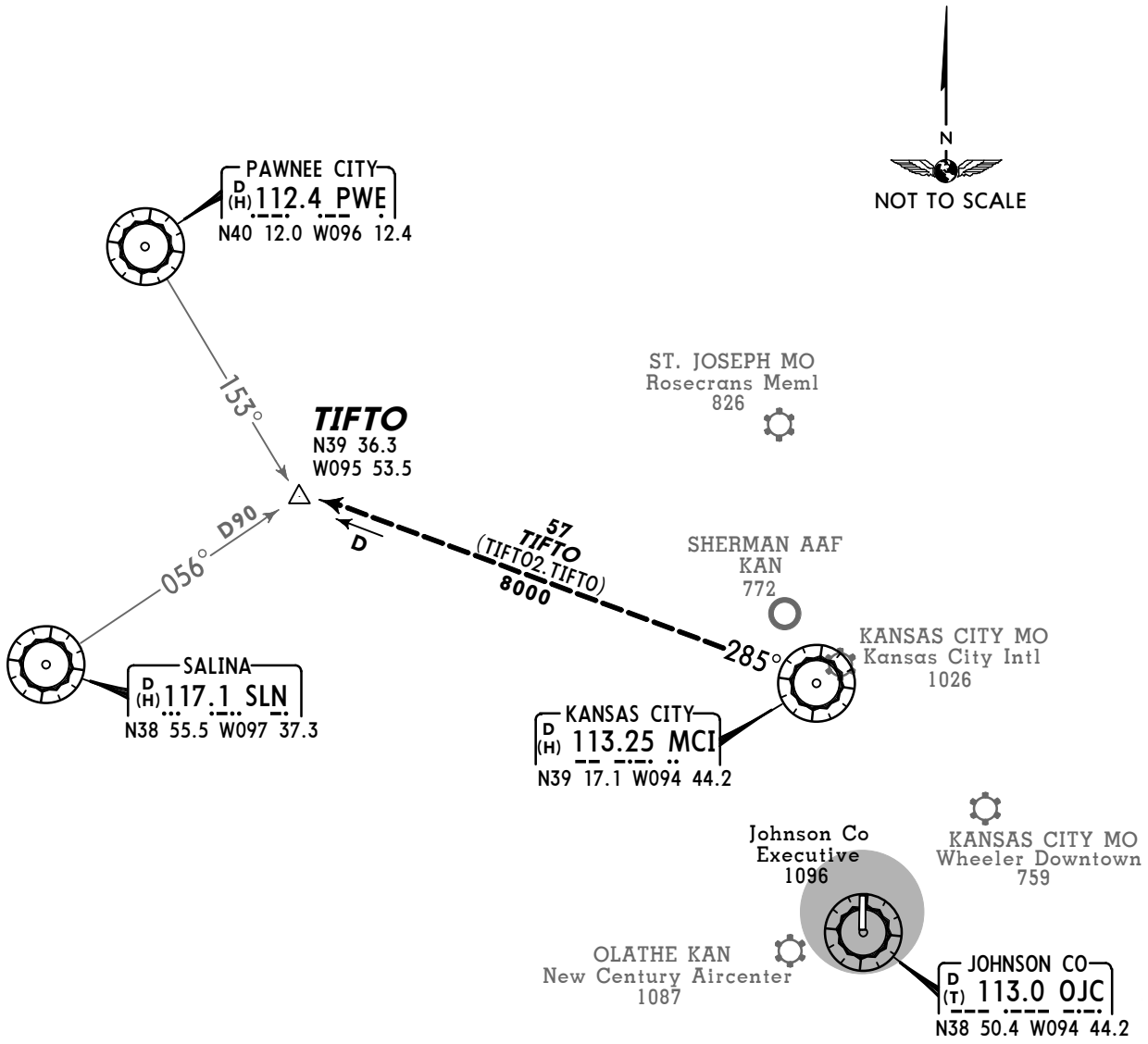
KANSAS CITY Departure (R) 118.9	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

TIFTO TWO DEPARTURE (TIFTO2.MCI)

3100′
MSA OJC VOR



Direct distance to MCI from:
Johnson Co Executive **26 NM**
❶ AIRPORTS SERVED
New Century Aircenter **28 NM**
Sherman AAF **10 NM**

This SID requires take-off minimums
(for standard minimums refer to airport chart):

JOHNSON CO EXECUTIVE:
Standard (or lower than standard, if authorized).

NEW CENTURY AIRCENTER:
Standard (or lower than standard, if authorized).

SHERMAN AAF:
Standard (or lower than standard, if authorized).

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Take-off minimums, new format.

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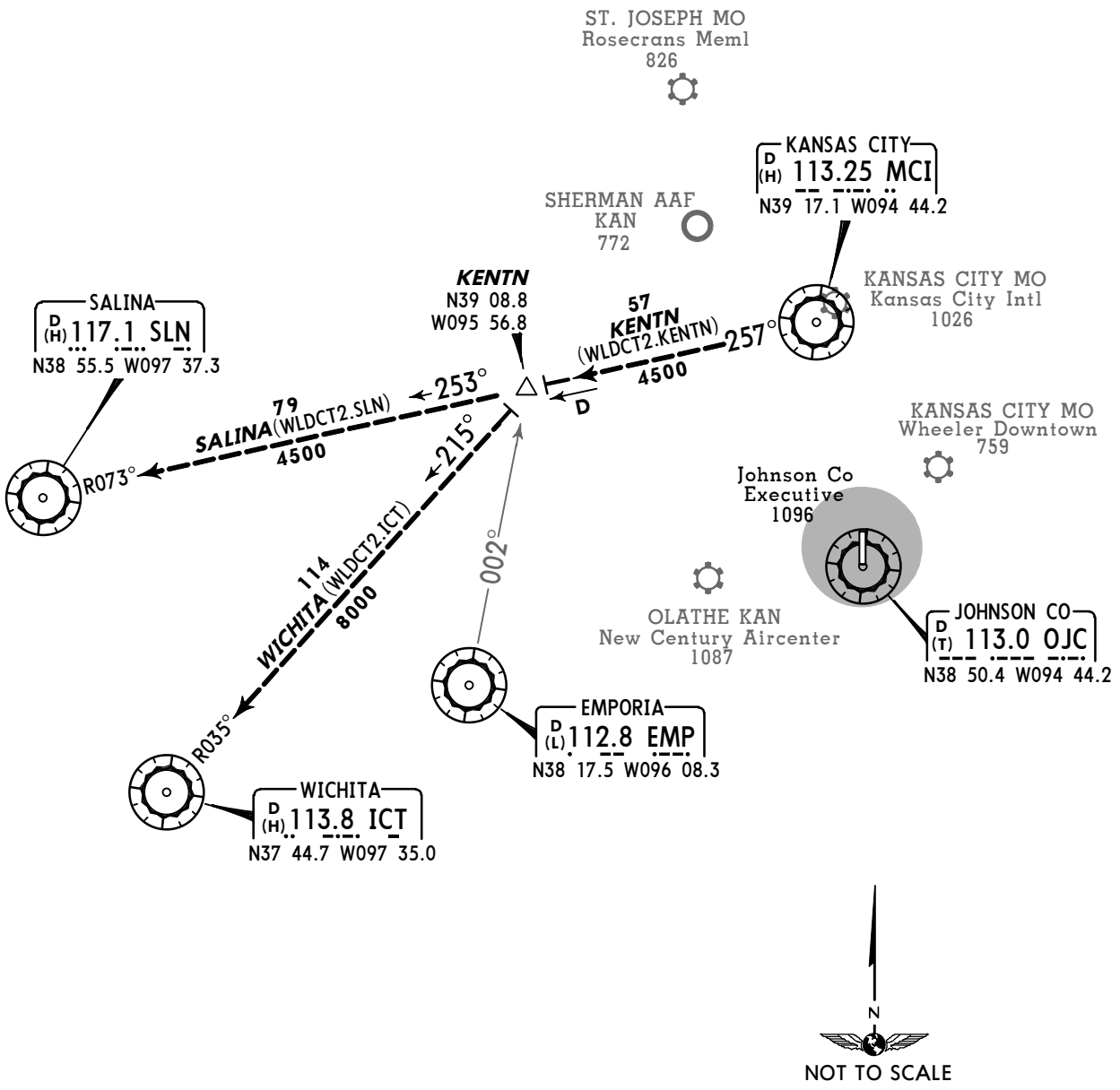
KANSAS CITY Departure (R) 118.9	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

WILDCAT TWO DEPARTURE (WLDCT2.MCI)

3100′
MSA OJC VOR



Direct distance to MCI from:
Johnson Co Executive **26 NM**
❶ AIRPORTS SERVED
New Century Aircenter **28 NM**
Sherman AAF **10 NM**

This SID requires take-off minimums
(for standard minimums refer to airport chart):

JOHNSON CO EXECUTIVE:
Standard (or lower than standard, if authorized).

NEW CENTURY AIRCENTER:
Standard (or lower than standard, if authorized).

SHERMAN AAF:
Standard (or lower than standard, if authorized).

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Take-off minimums, new format.

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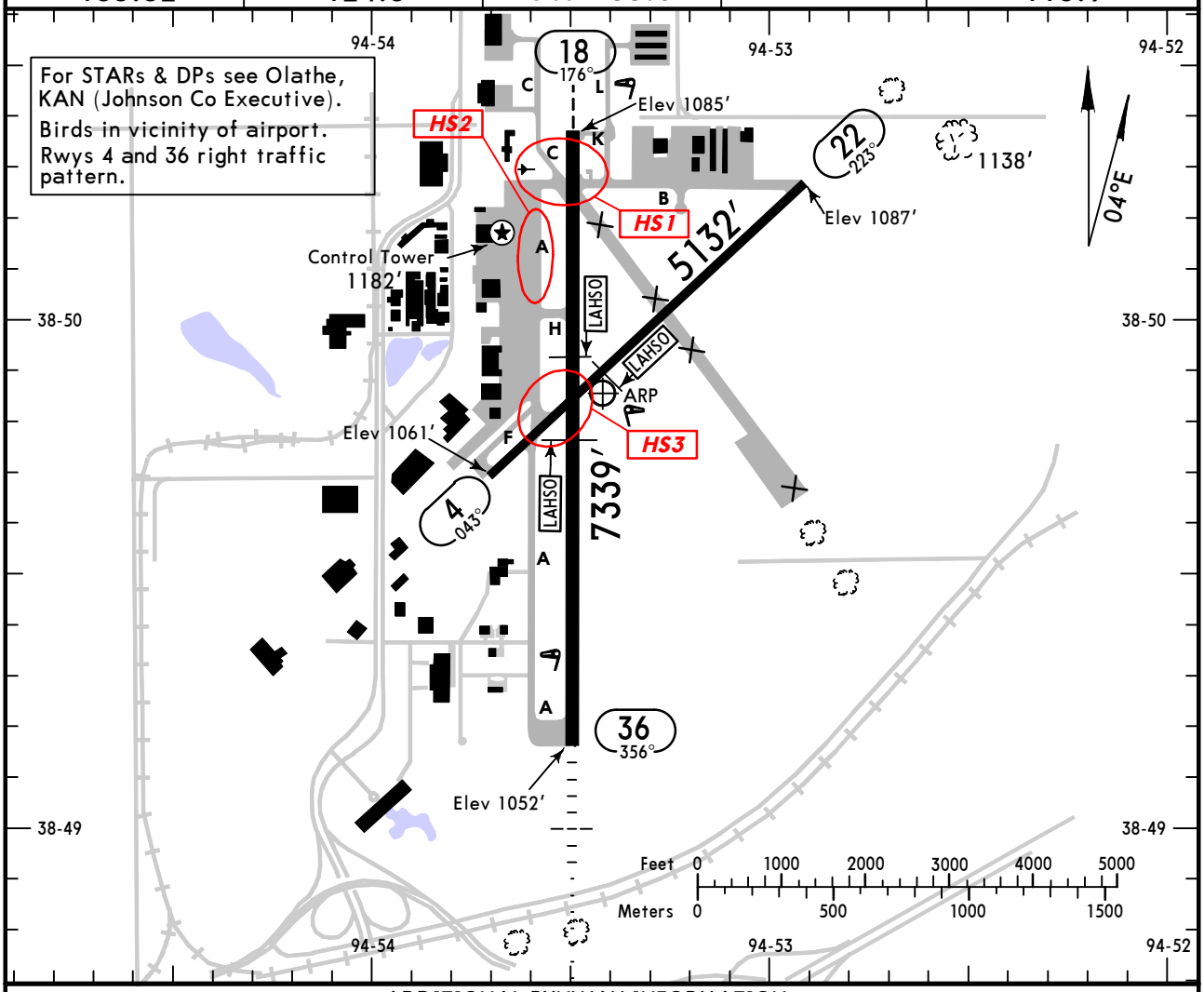
ASOS	*NEW CENTURY Ground	*Tower	UNICOM 122.95	KANSAS CITY Departure (R)
135.32	124.3	CTAF 133.0		118.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
4	MIRL ❶ PAPI-L (angle 3.0°)					100′
22	MIRL			18/36 3300′		
18	HIRL REIL VASI-L			4/22 2700′		150′
36	HIRL ❶ MALSR		6388′	4/22 3650′		

❶ Activate on 133.0 when Twr inop.

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions

HS1 Complex Taxiway configuration at and near the approach end of Runway 18. Intersection of Taxiway C and Taxiway B is in the runway safety area for Runway 18-36.

HS2 Taxiway A is in close proximity to U.S. Army Reserve ramp area.

HS3 Complex intersection of Taxiways A and F, along with Runways 4-22 and 18-36. Additionally, aircraft southwest of this area may not be visible from the Air Traffic Control Tower.

TAKE-OFF	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE (Authorized Only When Local Weather Available)	ILS Rwy 36	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36	Authorized Only When Twr Operating LOC Rwy 36
A, B, C, D	600-2	800-2	800-2

AMEND 0

CHANGES: Taxiways, ramp areas, buildings added, alternate minimums.

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ASOS	KANSAS CITY Approach (R)	*NEW CENTURY Tower	*Ground
135.32	118.9	CTAF 133.0	124.3

BRIEFING STRIP™

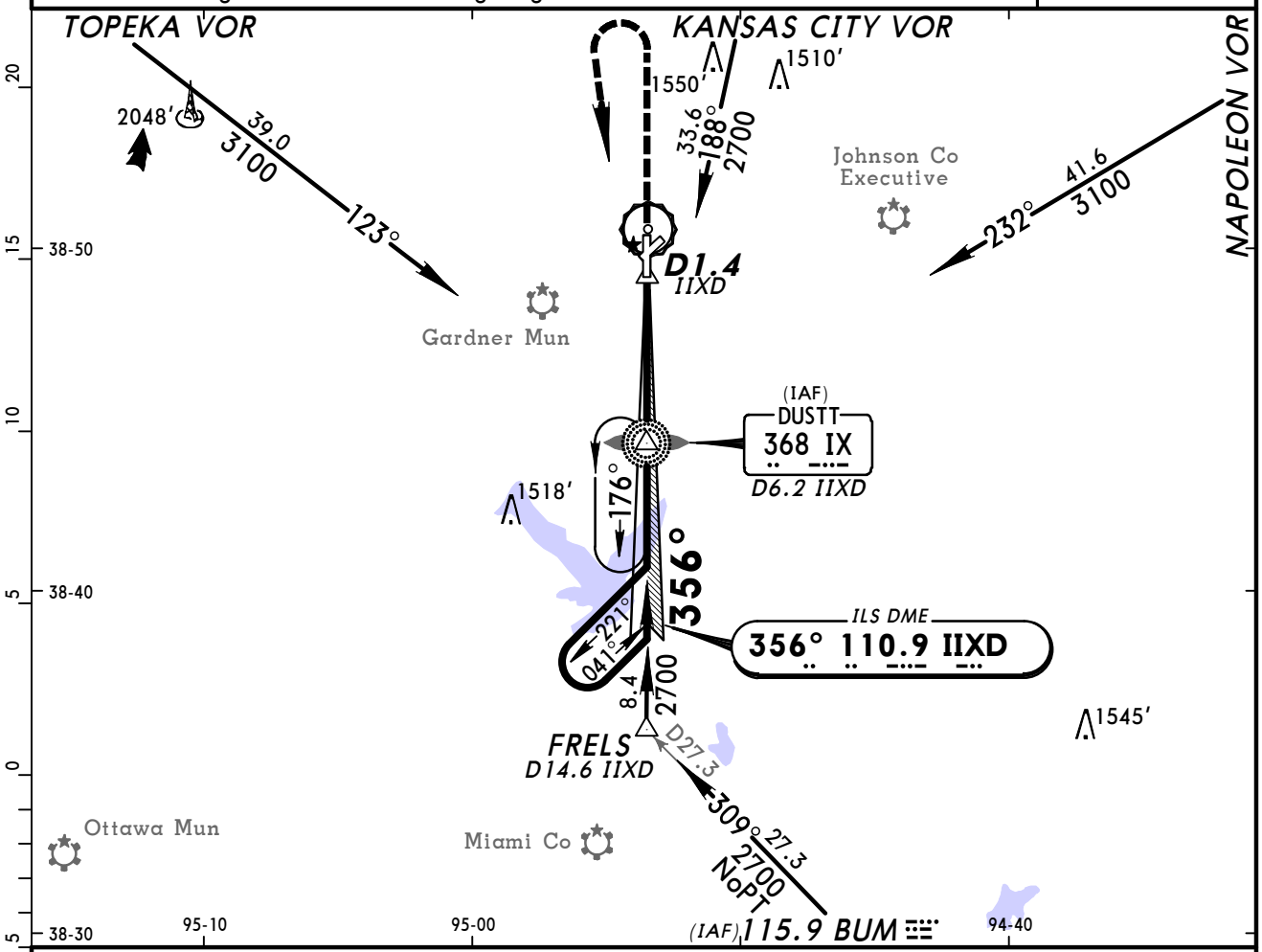
LOC IIXD	Final Apch Crs	GS DUSTT	ILS DA(H) (CONDITIONAL)	Apt Elev 1087′
110.9	356°	2668′ (1601′)	1267′ (200′)	TDZE 1067′

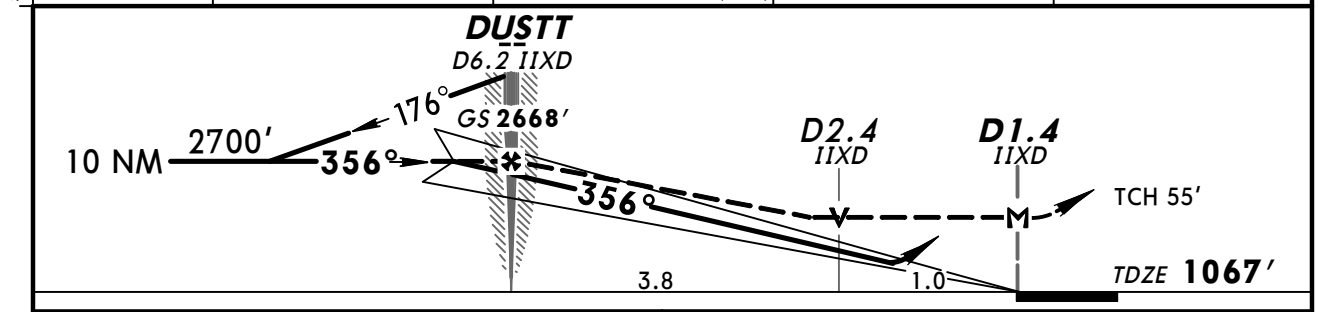
MISSED APCH: Climb to 3000′ then LEFT turn direct DUSTT LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Johnson Co Executive altimeter setting. 3. VDP not authorized with Johnson Co Executive altimeter setting. 4. Pilot controlled lighting 133.0.

3100′
MSA IX LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.4 IIXD or DUSTT to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR | 3000′ | LT | D | IX 368

STRAIGHT-IN LANDING RWY 36
With Local Altimeter Setting

	1 ILS DA(H) 1267′ (200′) FULL	1 ILS DA(H) 1267′ (200′) RAIL or ALS out	2 LOC (GS out) MDA(H) 1440′ (373′)	2 LOC (GS out) MDA(H) 1440′ (373′) RAIL out	2 LOC (GS out) MDA(H) 1440′ (373′) ALS out
A/B	1/2	3/4	1/2	3/4	1
C	1/2	3/4	1/2	3/4	1
D	1/2	3/4	3/4	1 1/4	1 1/4

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Johnson Co Executive Altimeter Setting MDA(H)
90/120	1560′ (473′)-1	1580′ (493′)-1
140	1560′ (473′)-1 1/2	1580′ (493′)-1 1/2
165	1640′ (553′)-2	1660′ (573′)-2

AMEND 6A

TERPS
1 DA(H) 1287′ (220′) with Johnson Co Executive altimeter setting.
2 MDA(H) 1460′ (393′) with Johnson Co Executive altimeter setting.

CHANGES: MM decommissioned, charted obstructions.

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KIXD
NEW CENTURY AIRCENTER

JEPPESEN
7 APR 06 (22-1) Eff 13 Apr

OLATHE, KAN
RNAV (GPS) Rwy 18

ASOS	KANSAS CITY Approach (R)	*NEW CENTURY Tower	*Ground
135.32	118.9	CTAF 133.0	124.3

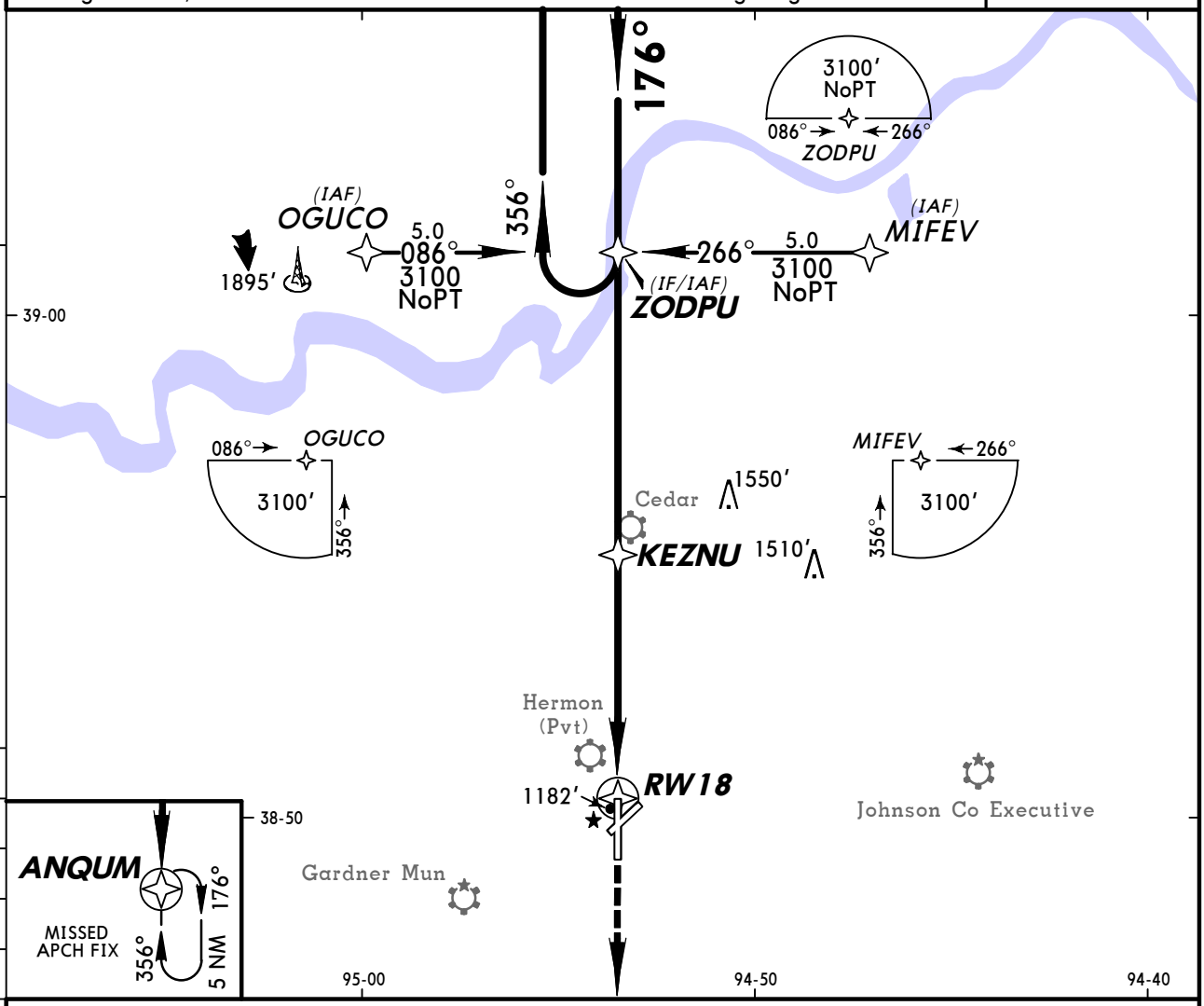
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1087′	TAA 30 NM IAF
	176°	KEZNU 2700′ (1615′)	1500′ (415′)	TDZE 1085′	

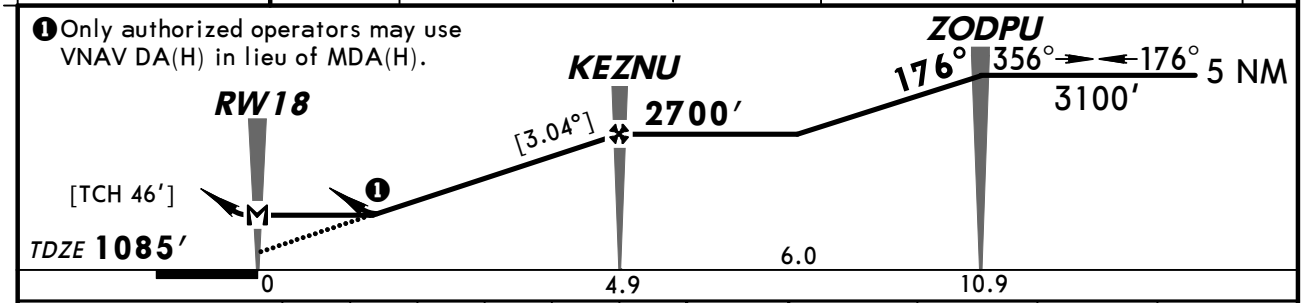
MISSED APCH: Climb to 3100′ direct ANQUM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Johnson Co Executive altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. Pilot controlled lighting 133.0.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW18						

REIL
VASI-L
3100′
ANQUM

STRAIGHT-IN LANDING RWY 18 LNAV			CIRCLE-TO-LAND		
	MDA(H) 1500′(415′) With Local Altimeter Setting	MDA(H) 1520′(435′) With Johnson Co Executive Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Johnson Co Executive Altimeter Setting MDA(H)
A	1	1	90	1560′(473′)-1	1580′(493′)-1
B			120		
C	1¼	1¼	140	1560′(473′)-1½	1580′(493′)-1½
D			165	1640′(553′)-2	1660′(573′)-2

TERPS AMEND 2

CHANGES: Hold limits.

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ASOS	KANSAS CITY Approach (R)	*NEW CENTURY Tower	*Ground
135.32	118.9	CTAF 133.0	124.3

BRIEFING STRIP™

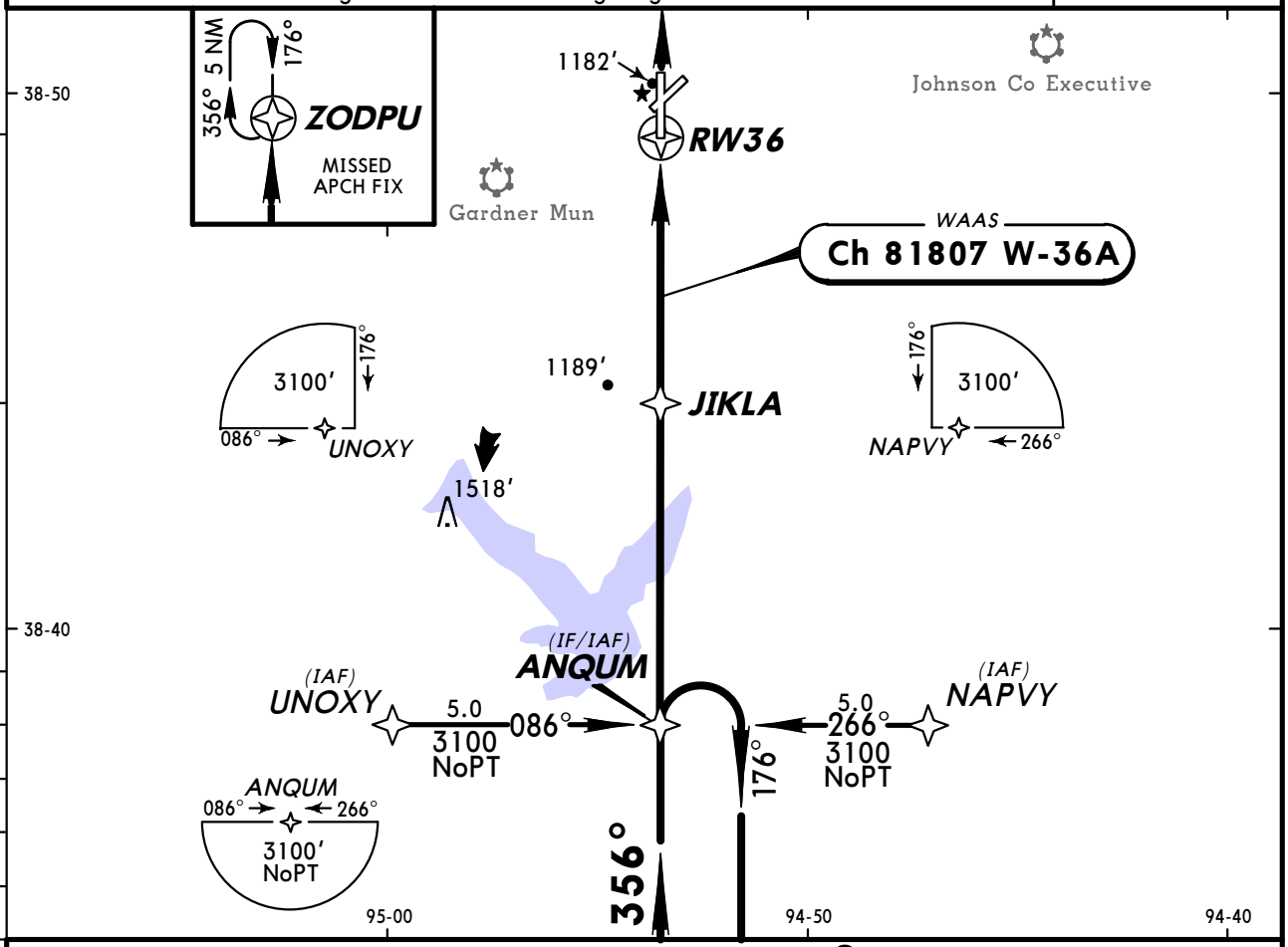
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 1087′
Ch 81807 W-36A	356°	JIKLA 2700′ (1634′)	1316′ (250′)	TDZE 1066′

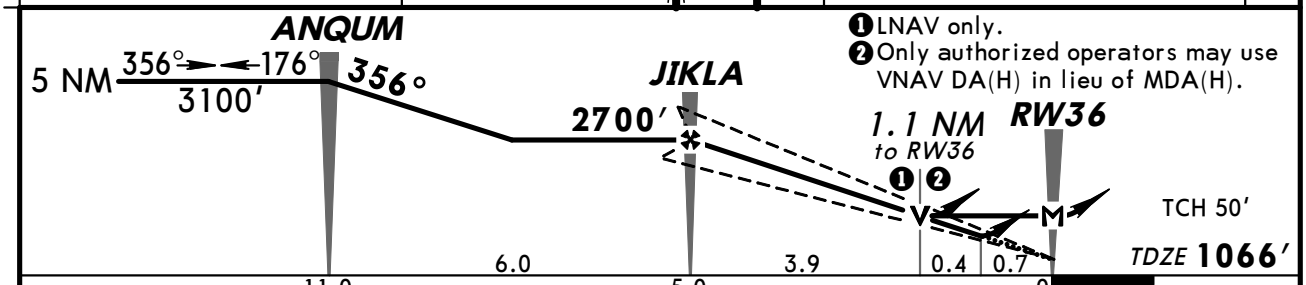
TAA 30 NM IAF

MISSED APCH: Climb to 3100′ direct ZODPU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Johnson Co Executive altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized with Johnson Co Executive altimeter setting. 4. Pilot controlled lighting 133.0.





❶ LNAV only.
❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

MALSR 3100′ ZODPU

STRAIGHT-IN LANDING RWY 36
With Local Altimeter Setting

	❶ LPV DA(H) 1316′(250′)		❷ LNAV MDA(H) 1440′(374′)		
		RAIL or ALS out		RAIL out	ALS out
A	½	1	½	¾	1
B					
C					
D			1	1¼	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Johnson Co Executive Altimeter Setting MDA(H)
90	1560′(473′)-1	1580′(493′)-1
120		
140	1560′(473′)-1½	1580′(493′)-1½
165	1640′(553′)-2	1660′(573′)-2

TERPS AMEND 2

❶ DA(H) 1336′ (270′) with Johnson Co Executive altimeter setting.
❷ MDA(H) 1460′ (394′) with Johnson Co Executive altimeter setting.

CHANGES: Procedure.

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General Information

Location: Liberal KS USA
IATA Code: LBL
Lat/Long: N37° 02.7' W100° 57.6'
Elevation: 2885 ft

Airport Use: Public
Magnetic Variation: 6.4°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1318 Z
Sunset: 0036 Z,

Runway Information

Runway: 04
Length x Width: 5721 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 2885 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 7105 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 2877 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 5721 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 2877 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 7105 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 2875 ft
Lighting: Edge, ALS, Pilot controlled

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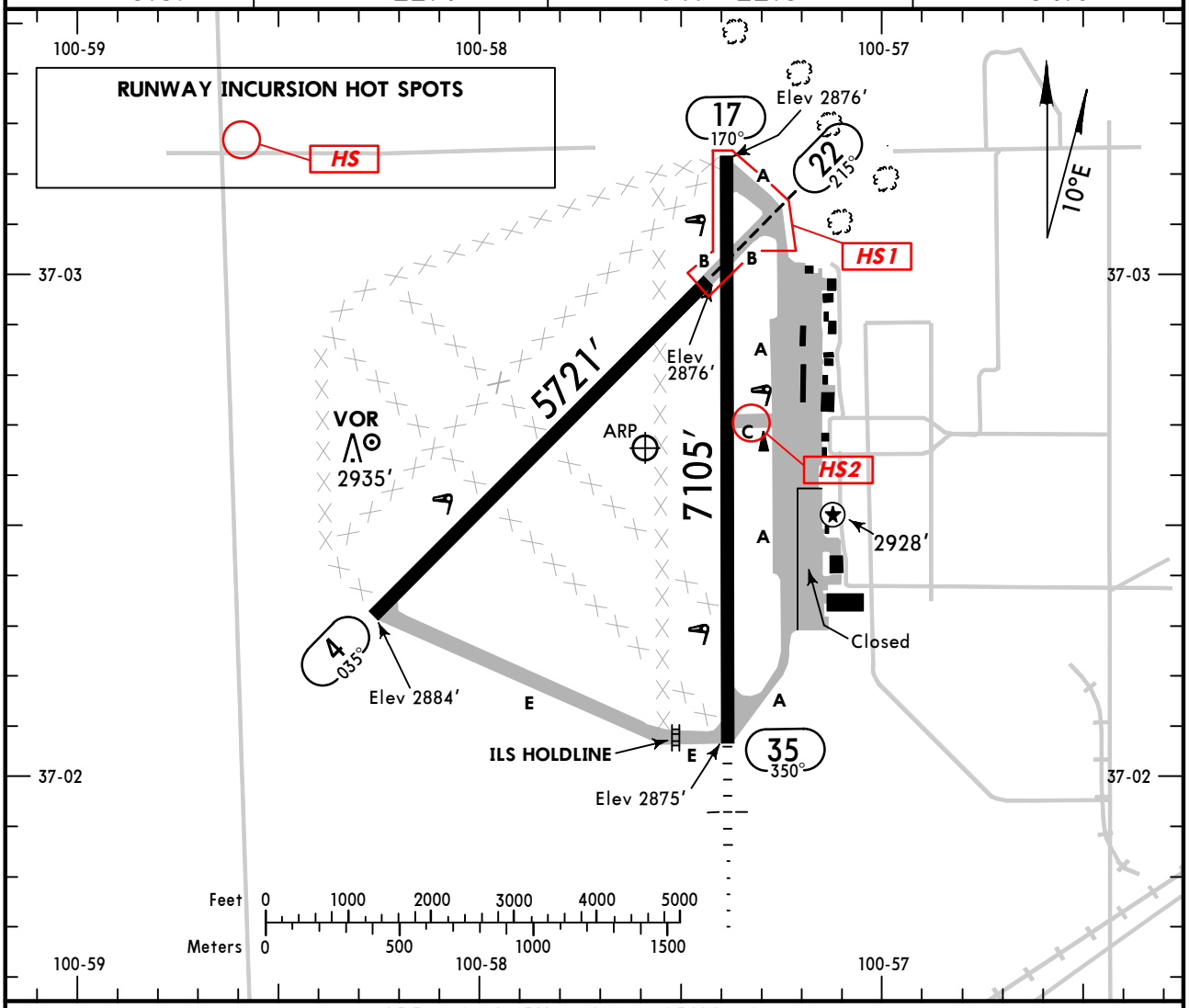
Communication Information

AWOS 118.375
Liberal Mid-America Rgnl Unicom 122.8 CTAF PCL
Wichita Flight Service Station 122.4 RCO
Kansas City Center 134.0 Remote Communications Air-Ground

AWOS-3	WICHITA Radio	LIBERAL MID-AMERICA REGL UNICOM	KANSAS CITY Center
118.37	122.4	CTAF 122.8	134.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4 22	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°)				150′
17	❶ HIRL ❶ REIL ❶ VASI-L grooved				100′
35	❶ HIRL ❶ MALSR ❶ VASI-L grooved		6005′		

❶ Activate on 122.8.

RUNWAY INCURSION HOT SPOTS

HS

For information only, not to be construed as ATC instructions.

HS1 After leaving main ramp on Twy A northbound, use caution for traffic landing Rwy 22. Rwy 22 Runway Boundary marking is on Twy A prior to the left turn on Twy B. Twy B is an extension of the Rwy 22 overrun. Rwy 17 Runway Boundary is on Twy A past Twy B. Use caution for close proximity approach ends of Rwy 17 and Rwy 22.

HS2 Use caution exiting the ramp area on Twy C. Twy C intersects Rwy 17/35 immediately after leaving ramp area. Pilots must use caution when exiting the ramp and the runway on Twy C, as Twy C is identified with blue reflectors.

TAKE-OFF			FOR FILING AS ALTERNATE (Authorized Only When Local Weather Available)		
	All Rwys			LOC Rwy 35 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 35 VOR DME Rwy 17	
	Adequate Vis Ref	STD	ILS Rwy 35	VOR Rwy 35	VOR Rwy 4
1 & 2 Eng	¼	1	600-2	800-2	800-2
3 & 4 Eng		½			800-2¼

A B C D

AMEND 5

CHANGES: Airport revised.

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KLBL/LBL
LIBERAL MID-AMERICA REGL

JEPPESEN

27 NOV 09 (11-1)

LIBERAL, KAN
ILS or LOC Rwy 35

AWOS-3	KANSAS CITY Center	WICHITA Radio	LIBERAL MID-AMERICA REGL UNICOM
118.37	134.0	122.4	CTAF 122.8

BRIEFING STRIP™

LOC ILBL	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 2885′
111.3	350°	4281′ (1406′)	3075′ (200′)	TDZE 2875′

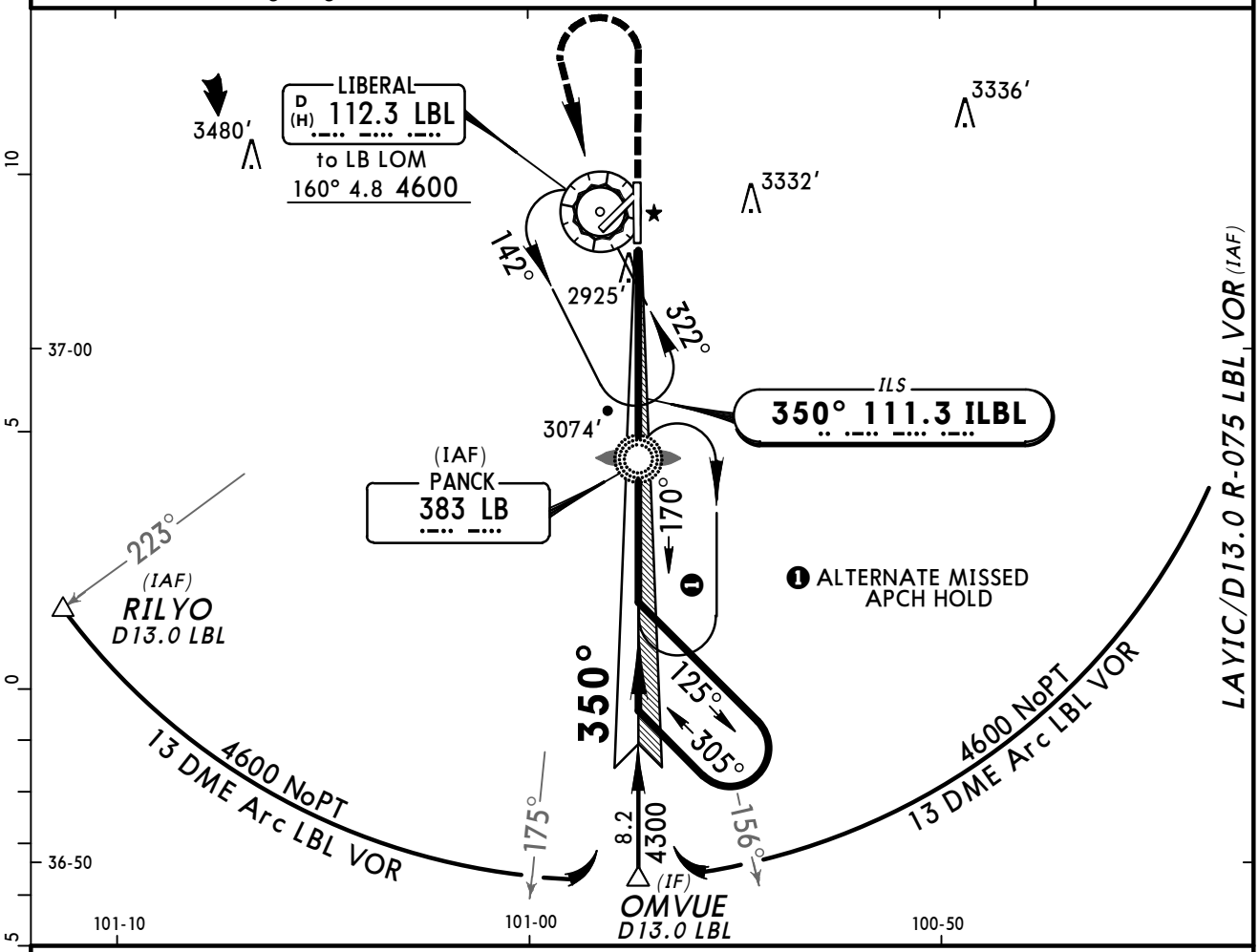
MISSED APCH: Climb to 4600′ then LEFT turn direct LBL VOR and hold.

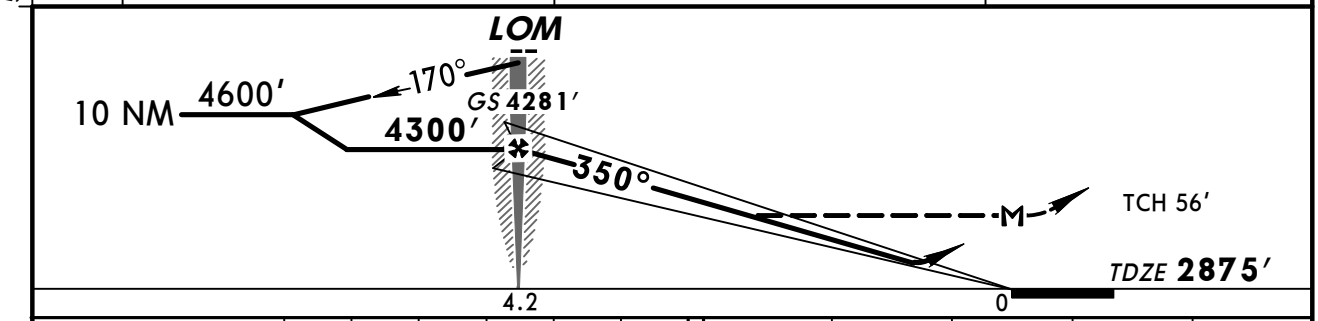
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Guymon Mun, Okla altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 122.8.

4700′

MSA LBL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
LOM to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

MALSR VASI | 4600′ | LT | LBL 112.3

TERPS AMEND 4

STRAIGHT-IN LANDING RWY 35

	1 ILS DA(H) 3075′ (200′) FULL	1 ILS RAIL or ALS out	2 LOC (GS out) MDA(H) 3260′ (385′)	2 LOC (GS out) RAIL out	2 LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND
Not Authorized East of Rwy 17-35

Max Kts	With Local Altimeter Setting MDA(H)	With Guymon Mun, Okla Altimeter Setting MDA(H)
90	3340′ (455′) - 1	3460′ (575′) - 1
120		
140	3340′ (455′) - 1 1/2	3460′ (575′) - 1 1/2
165	3440′ (555′) - 2	3560′ (675′) - 2

1 DA(H) 3187′ (312′) with Guymon Mun, Okla altimeter setting.
2 MDA(H) 3380′ (505′) with Guymon Mun, Okla altimeter setting.

CHANGES: None.

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KLBL/LBL
LIBERAL MID-AMERICA REGL

JEPPESEN

21 SEP 07 (12-1)

LIBERAL, KAN
RNAV (GPS) Rwy 4

AWOS-3	KANSAS CITY Center	WICHITA Radio	LIBERAL MID-AMERICA REGL UNICOM
118.37	134.0	122.4	CTAF 122.8

BRIEFING STRIP ™

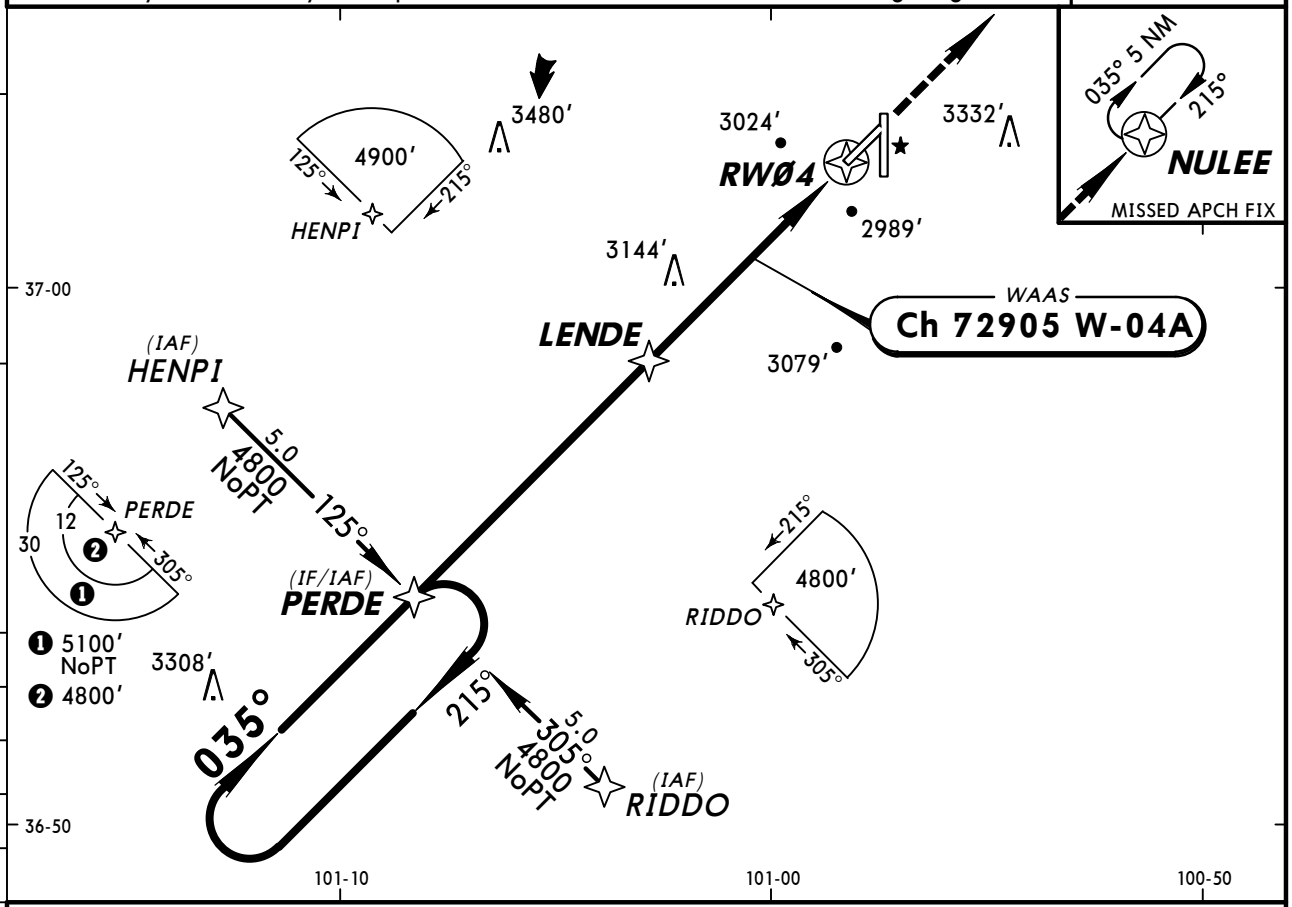
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2885′
Ch 72905 W-04A	035°	LENDE 4600′ (1715′)	3135′ (250′)	TDZE 2885′

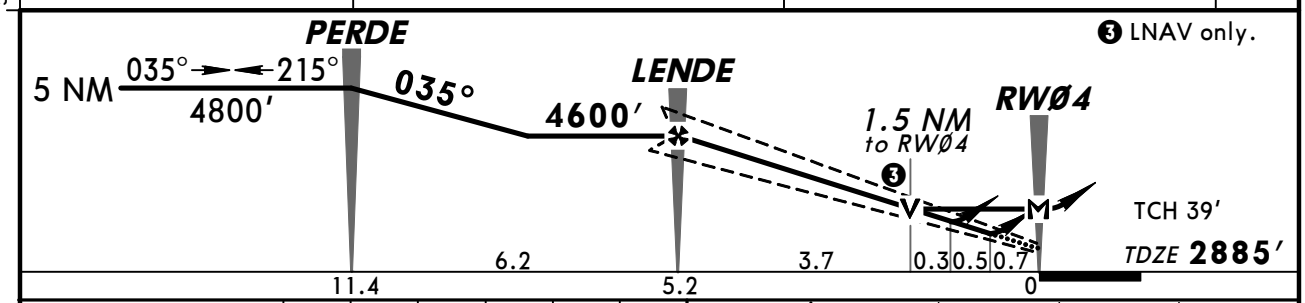
MISSED APCH: Climb to 4800′ direct NULEE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Guymon Mun, Okla altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. VDP and Baro-VNAV not authorized when using Guymon Mun, Okla altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 5. Visibility reductions by helicopters not authorized. 6. Pilot controlled lighting 122.8.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

REIL
PAPI-L
4800′
NULEE

STRAIGHT-IN LANDING RWY 4

	1 LPV DA(H) 3135′(250′)	2 LNAV/VNAV DA(H) 3300′(415′)	3 LNAV MDA(H) 3400′(515′)
A	1	1½	1
B			
C			1½
D			1¾

CIRCLE-TO-LAND
Not Authorized East of Rwy 17-35

Max Kts	With Local Altimeter Setting MDA(H)	With Guymon Mun, Okla Altimeter Setting MDA(H)
90	3400′(515′)-1	3520′(635′)-1
120		
140	3400′(515′)-1½	3520′(635′)-1½
165	3440′(555′)-2	3560′(675′)-2

AMEND 0 TERPS

1 DA(H) 3247′ (362′) with Guymon Mun, Okla altimeter setting.
2 DA(H) 3412′ (527′) with Guymon Mun, Okla altimeter setting.
3 MDA(H) 3520′ (635′) with Guymon Mun, Okla altimeter setting.

CHANGES: New procedure.

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KLBL/LBL
LIBERAL MID-AMERICA REGL

JEPPESEN

21 SEP 07 (12-2)

LIBERAL, KAN
RNAV (GPS) Rwy 17

AWOS-3	KANSAS CITY Center	WICHITA Radio	LIBERAL MID-AMERICA REGL UNICOM
118.37	134.0	122.4	CTAF 122.8

BRIEFING STRIP™

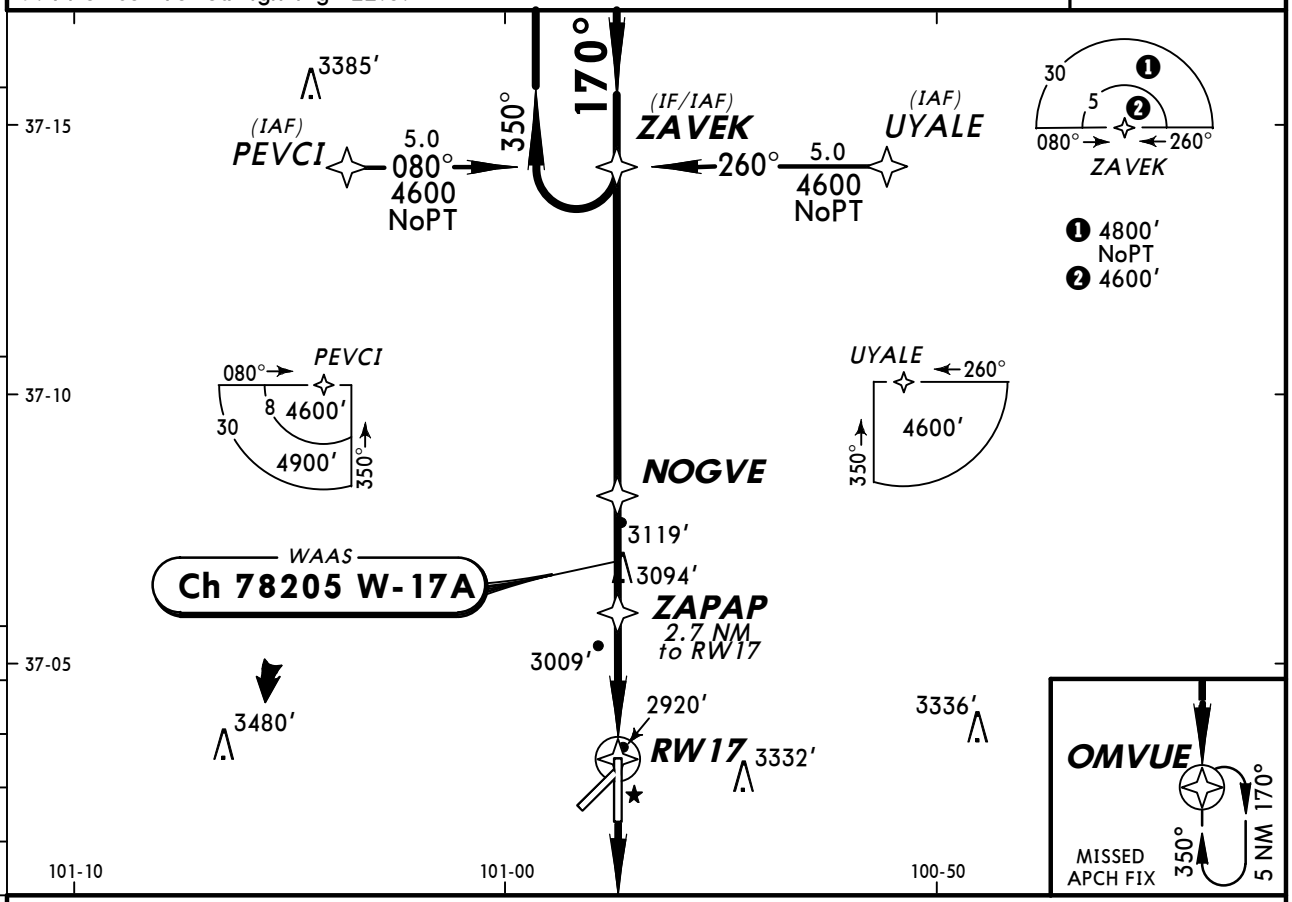
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 2885′
Ch 78205 W-17A	170°	NOGVE 4500′ (1623′)	3127′ (250′)	TDZE 2877′

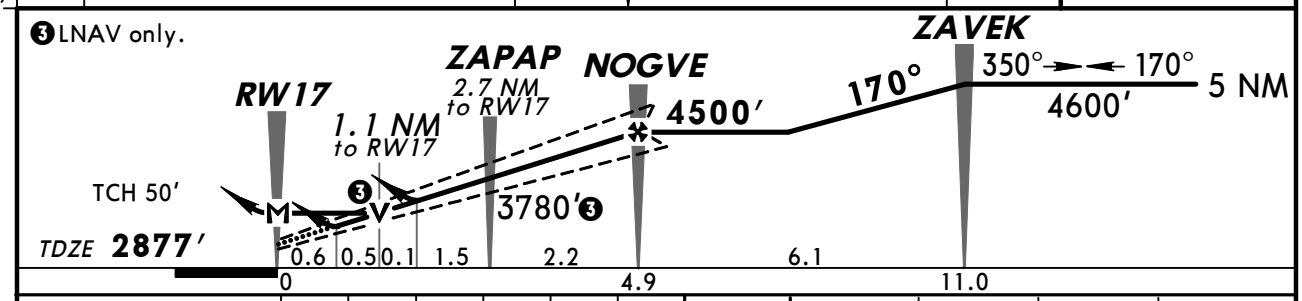
MISSED APCH: Climb to 4500′ direct OMVUE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Guymon Mun, Okla altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. VDP and Baro-VNAV not authorized with Guymon Mun, Okla altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 122.8.

TAA 30 NM IAF





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17						

REIL
VASI-L
4500′
OMVUE

STRAIGHT-IN LANDING RWY 17

	1 LPV DA(H) 3127′(250′)	2 LNAV/VNAV DA(H) 3320′(443′)	3 LNAV MDA(H) 3260′(383′)
A	3/4	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND
Not Authorized East of Rwy 17-35

Max Kts	With Local Altimeter Setting MDA(H)	With Guymon Mun, Okla Altimeter Setting MDA(H)
90	3340′(455′)-1	3460′(575′)-1
120		
140	3340′(455′)-1½	3460′(575′)-1½
165	3440′(555′)-2	3560′(675′)-2

AMEND 0

TERPS

1 DA(H) 3239′ (362′) with Guymon Regl, Okla altimeter setting.
2 DA(H) 3432′ (555′) with Guymon Regl, Okla altimeter setting.
3 MDA(H) 3380′ (503′) with Guymon Regl, Okla altimeter setting.

CHANGES: New procedure.

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AWOS-3	KANSAS CITY Center	WICHITA Radio	LIBERAL MID-AMERICA REGL UNICOM
118.37	134.0	122.4	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt JILEN	LPV DA(H) (CONDITIONAL)	Apt Elev 2885′
Ch 90405 W-22A	215°	4600′ (1723′)	3127′ (250′)	TDZE 2877′

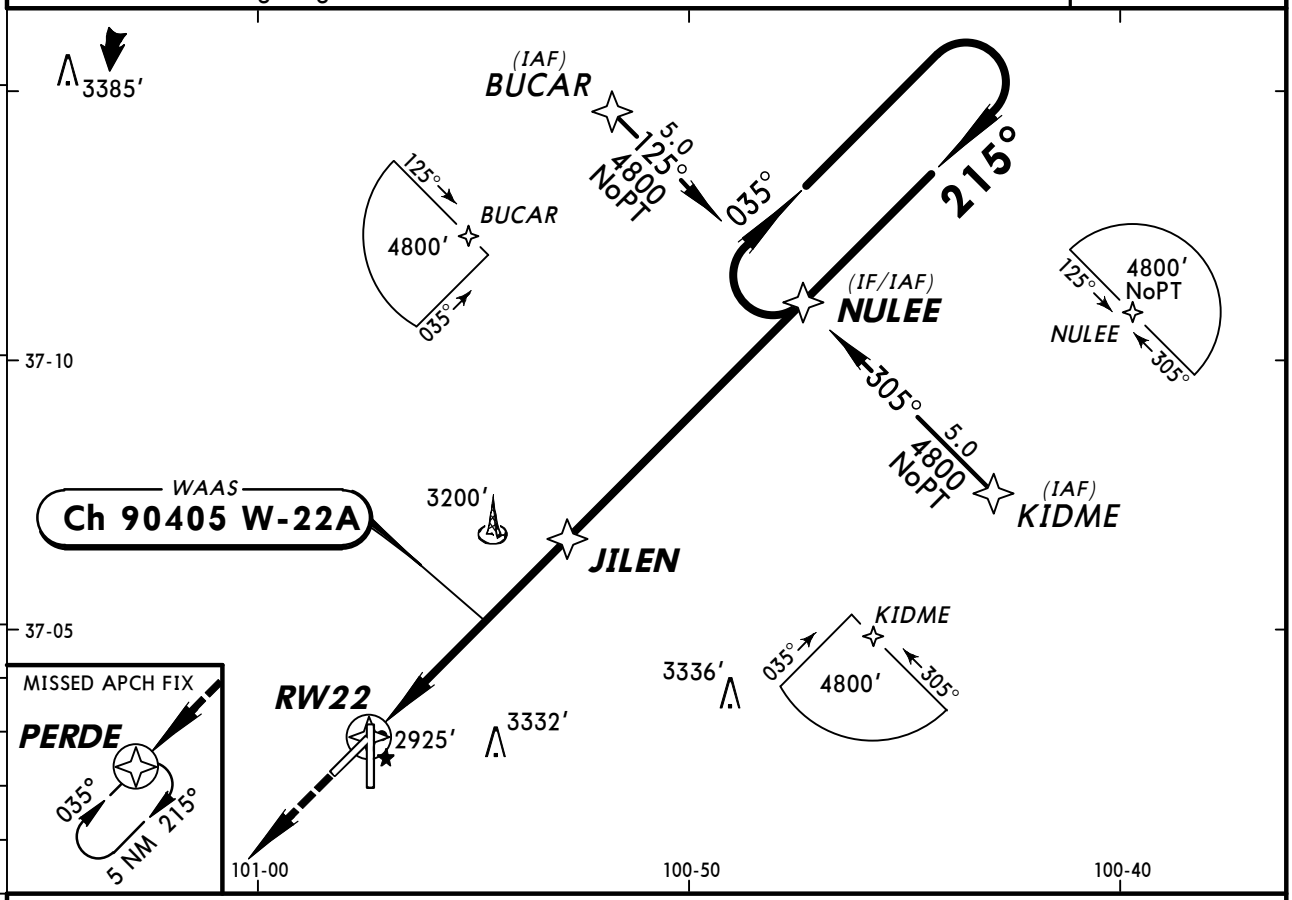
MISSED APCH: Climb to 4800′ direct PERDE and hold.

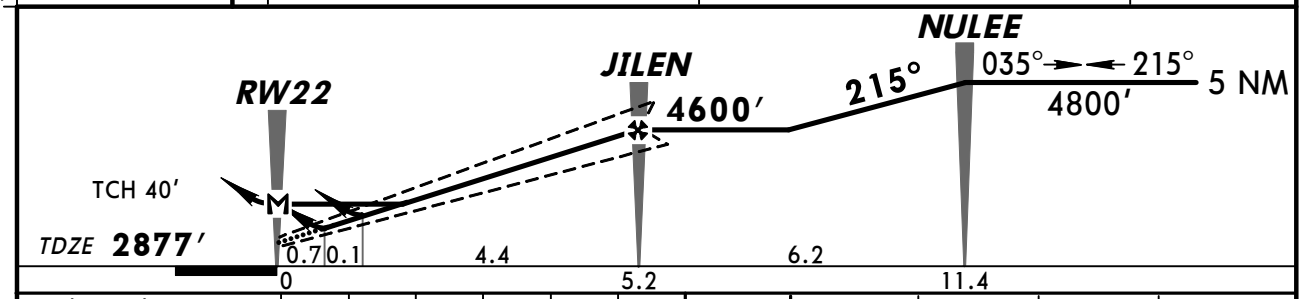
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Guymon Mun, Okla altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized when using Guymon Mun, Okla altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 43°C (109°F). 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 122.8.

TAA 30 NM IAF

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

REIL
PAPI-L
4800′
PERDE

STRAIGHT-IN LANDING RWY 22

	1 LPV DA(H) 3127′(250′)	2 LNAV/VNAV DA(H) 3185′(308′)	3 LNAV MDA(H) 3480′(603′)
A	1	1	1
B			
C			1¾
D			2

CIRCLE-TO-LAND
Not Authorized East of Rwy 17-35

Max Kts	With Local Altimeter Setting MDA(H)	With Guymon Mun, Okla Altimeter Setting MDA(H)
90	3480′(595′)-1	3600′(715′)-1
120		
140	3480′(595′)-1¾	3600′(715′)-1¾
165	3480′(595′)-2	3600′(715′)-2

1 DA(H) 3239′ (362′) with Guymon Mun, Okla altimeter setting.
2 DA(H) 3297′ (420′) with Guymon Mun, Okla altimeter setting.
3 MDA(H) 3600′ (723′) with Guymon Mun, Okla altimeter setting.

TERPS AMEND 0A 06 MAY 2010

CHANGES: Minimums.

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KLBL/LBL
LIBERAL MID-AMERICA REGL

JEPPESEN

30 APR 10 (12-4)

LIBERAL, KAN
RNAV (GPS) Rwy 35

AWOS-3	KANSAS CITY Center	WICHITA Radio	LIBERAL MID-AMERICA REGL UNICOM
118.37	134.0	122.4	CTAF 122.8

BRIEFING STRIP™

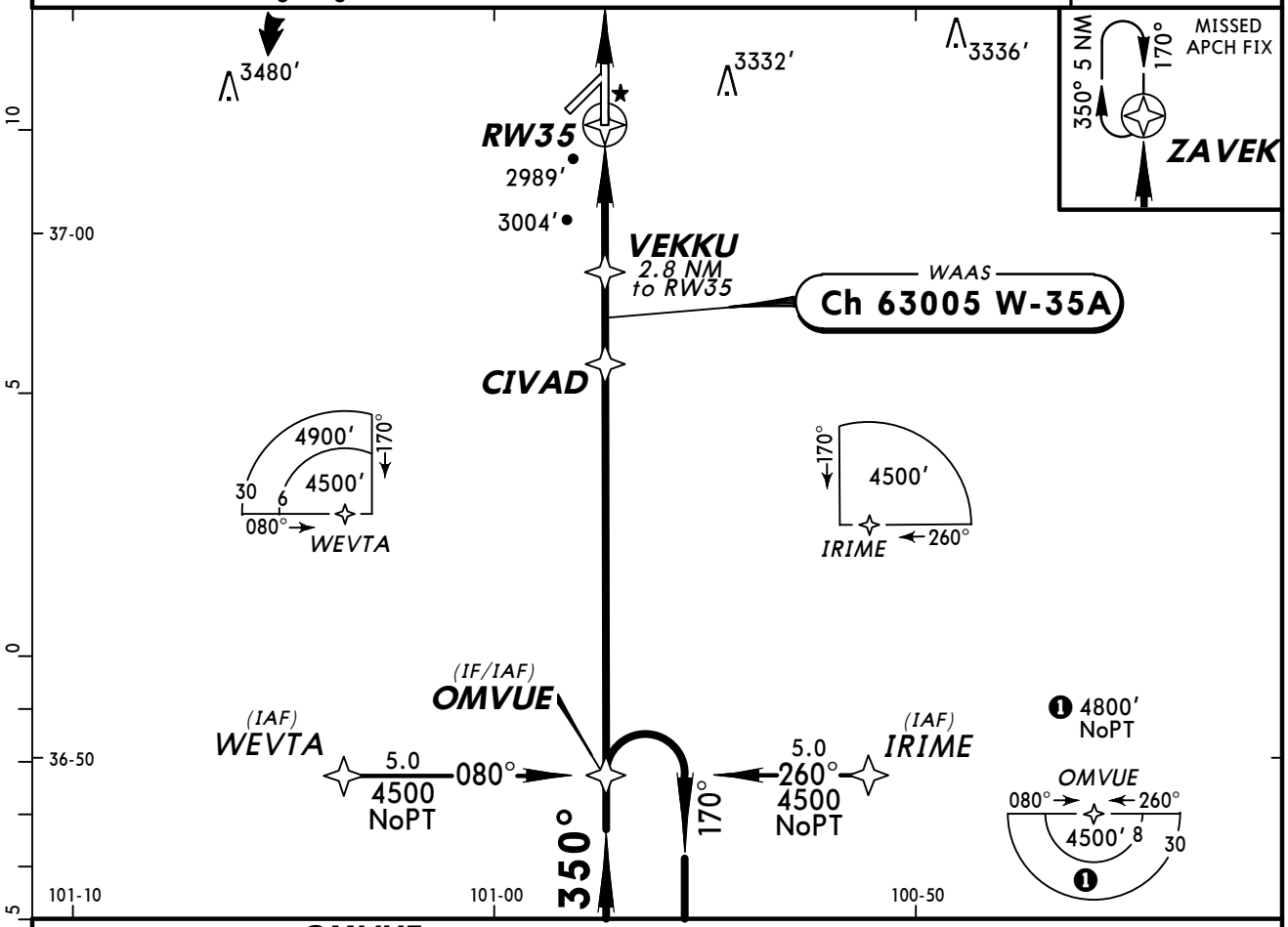
WAAS	Final Apch Crs	Minimum Alt CIVAD	LPV DA(H) (CONDITIONAL)	Apt Elev 2885'
Ch 63005 W-35A	350°	4400' (1525')	3137' (262')	TDZE 2875'

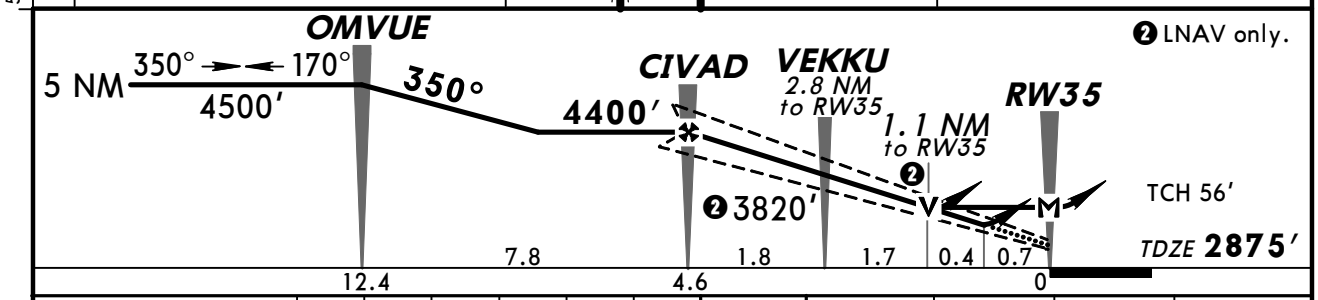
MISSED APCH: Climb to 4600' direct ZAVEK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Guymon Mun, Okla altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP and Baro-VNAV not authorized with Guymon Mun, Okla altimeter setting. 4. For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -20°C (-4°F) or above 42°C (107°F). 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 122.8.

TAA
30 NM
IAF





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

MALSR
VASI
4600'
D
ZAVEK

STRAIGHT-IN LANDING RWY 35

	1 LPV DA(H) 3137' (262')		2 LNAV/VNAV DA(H) 3290' (415')		3 LNAV MDA(H) 3260' (385')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	1	1 1/2	1/2	3/4	1
B							
C							
D					1	1 1/4	

CIRCLE-TO-LAND
Not Authorized East of Rwy 17-35

Max Kts	With Local Altimeter Setting MDA(H)	With Guymon Mun, Okla Altimeter Setting MDA(H)
90	3340' (455')-1	3460' (575')-1
120		
140	3340' (455')-1 1/2	3460' (575')-1 1/2
165	3440' (555')-2	3560' (675')-2

TERPS

1 DA(H) 3249' (374') with Guymon Mun, Okla altimeter setting. 2 DA(H) 3402' (527') with Guymon Mun, Okla altimeter setting. 3 MDA(H) 3380' (505') with Guymon Mun, Okla altimeter setting.

CHANGES: None.

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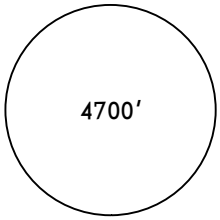
BRIEFING STRIP™

AWOS-3	KANSAS CITY Center	WICHITA Radio	LIBERAL MID-AMERICA REGL UNICOM
118.37	134.0	122.4	CTAF 122.8

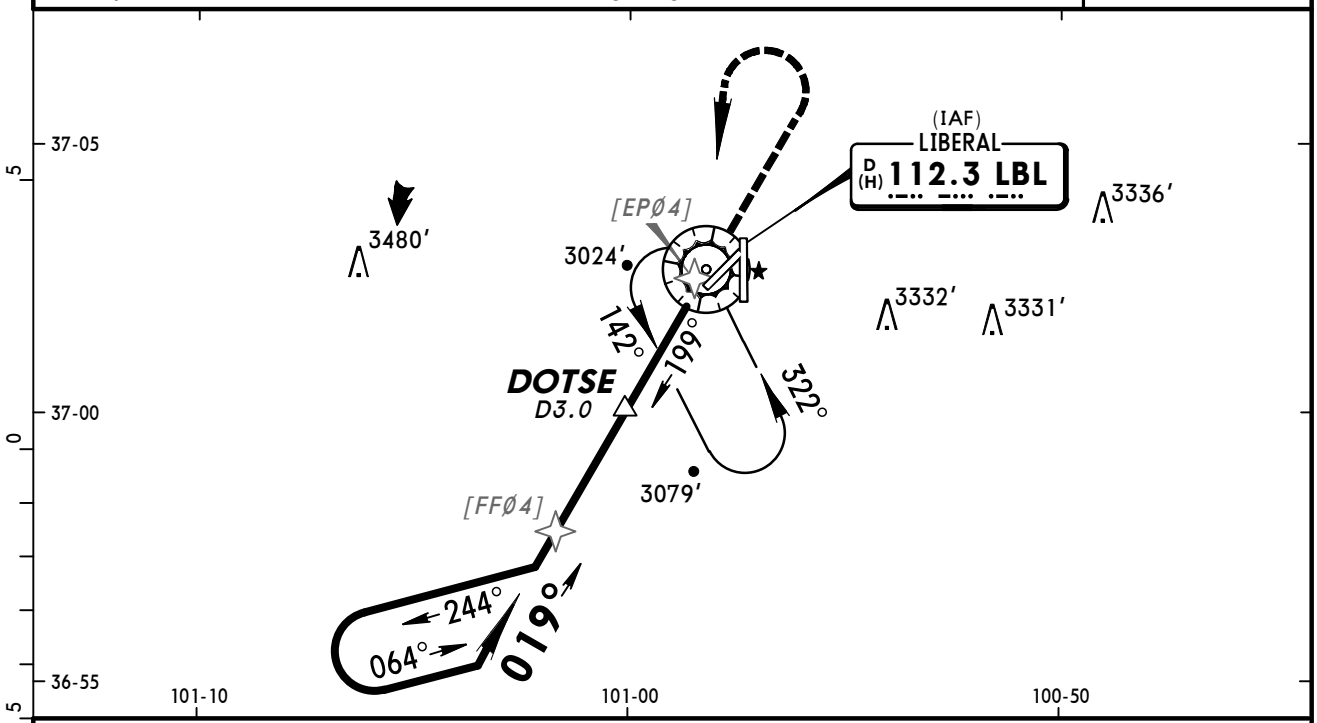
VOR LBL	Final Apch Crs	Minimum Alt DOTSE	MDA(H) (CONDITIONAL)	Apt Elev 2885′
112.3	019°	3580′(695′)	3280′(395′)	TDZE 2885′

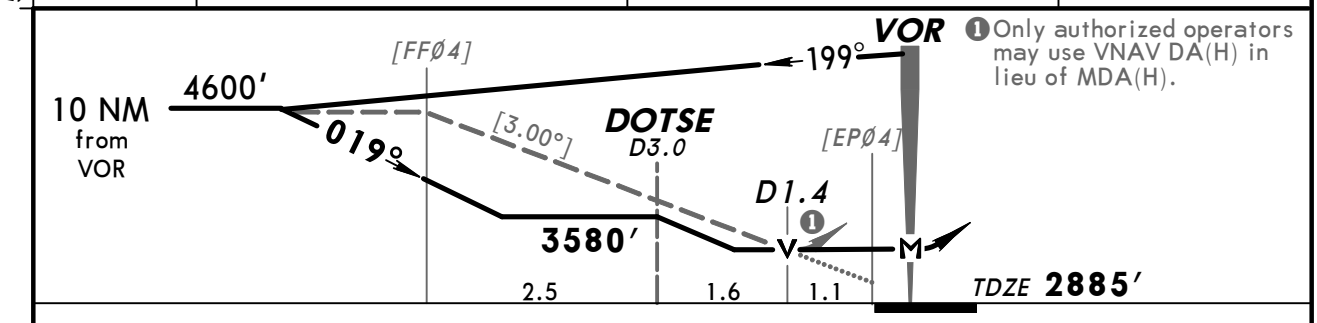
MISSED APCH: Climb to 4000′ then climbing LEFT turn to 4600′ direct LBL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Guymon Mun, Ok altimeter setting. 2. VDP not authorized when using Guymon Mun, Ok altimeter setting. 3. VNAV not applicable when using Guymon Mun, Ok altimeter setting. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 122.8.



MSA LBL VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

4000′ ↑

4600′ ← LT

LBL 112.3

STRAIGHT-IN LANDING RWY 4	With DOTSE	Without DOTSE
With Local Altimeter Setting	MDA(H) 3280′(395′)	MDA(H) 3580′(695′)
A	1	1
B		
C		2
D	1¼	2¼

CIRCLE-TO-LAND Not Authorized East of Rwy 17-35	With DOTSE	Without DOTSE
With Local Altimeter Setting	MDA(H)	MDA(H)
Max Kts 90	3340′(455′)-1	3580′(695′)-1
Max Kts 120		
Max Kts 140	3340′(455′)-1½	3580′(695′)-2
Max Kts 165	3440′(555′)-2	3580′(695′)-2¼

With Guymon Mun, Ok Altimeter Setting		
	MDA(H) 3400′(515′)	MDA(H) 3700′(815′)
A	1	1
B		
C		2
D	1¼	2¼

With Guymon Mun, Ok Altimeter Setting	MDA(H)	MDA(H)
Max Kts 90	3460′(575′)-1	3700′(815′)-1
Max Kts 120		
Max Kts 140	3460′(575′)-1½	3700′(815′)-2
Max Kts 165	3560′(675′)-2	3700′(815′)-2¼

TERPS AMEND 3

CHANGES: Procedure.

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AWOS-3	KANSAS CITY Center	WICHITA Radio	LIBERAL MID-AMERICA REGL UNICOM
118.37	134.0	122.4	CTAF 122.8

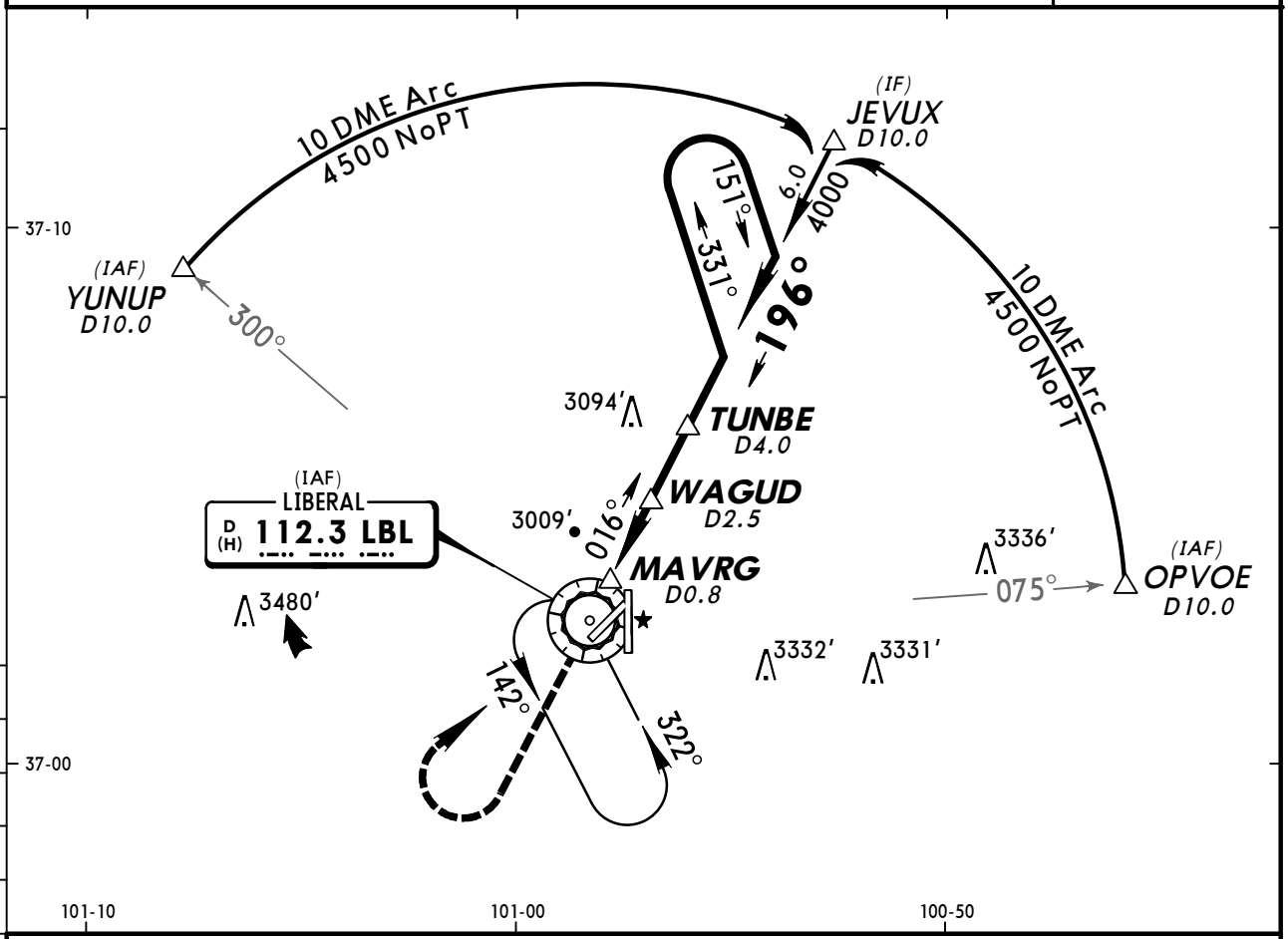
BRIEFING STRIP™

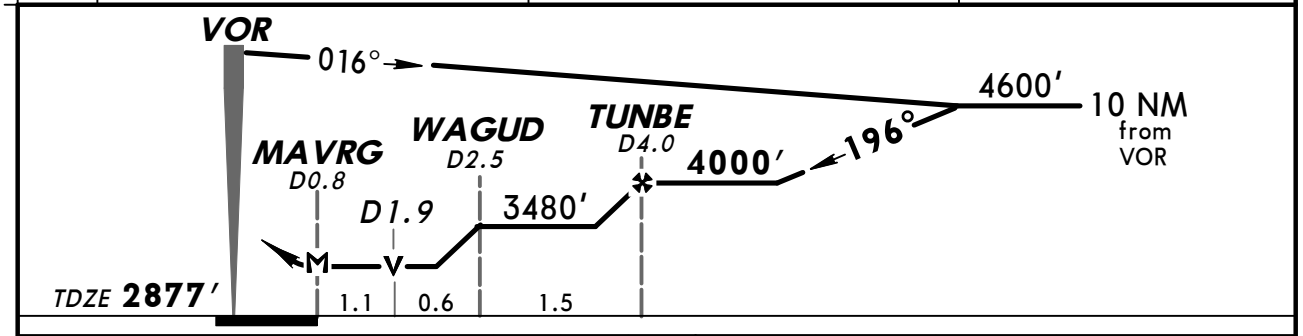
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2885′
LBL 112.3	196°	TUNBE 4000′ (1123′)	(CONDITIONAL) 3260′ (383′)	TDZE 2877′

MISSED APCH: Climb to 4000′ then climbing RIGHT turn to 4600′ direct LBL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Guymon Mun, Ok altimeter setting.
2. VDP not authorized when using Guymon Mun, Ok altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 122.8.

4700′
MSA LBL VOR





MAP at MAVRG							REIL VASI-L	4000′ ↑	4600′ RT	D	LBL 112.3

	STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND Not Authorized East of Rwy 17-35		
	MDA(H) 3260′ (383′) With Local Altimeter Setting	MDA(H) 3380′ (503′) With Guymon Mun, Ok Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Guymon Mun, Ok Altimeter Setting MDA(H)
A	1	1	90	3340′ (455′)-1	3460′ (575′)-1
B			120		
C			140	3340′ (455′)-1½	3460′ (575′)-1½
D	1¼	1¼	165	3440′ (555′)-2	3560′ (675′)-2

AMEND 4 TERPS

CHANGES: Procedure.

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BRIEFING STRIP ™

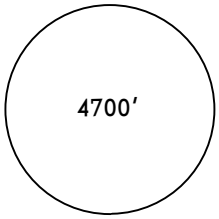
AWOS-3	KANSAS CITY Center	WICHITA Radio	LIBERAL MID-AMERICA REGL UNICOM
118.37	134.0	122.4	CTAF 122.8

VOR LBL 112.3	Final Apch Crs 322°	No FAF	MDA(H) (CONDITIONAL) 3380′ (505′)	Apt Elev 2885′ TDZE 2875′

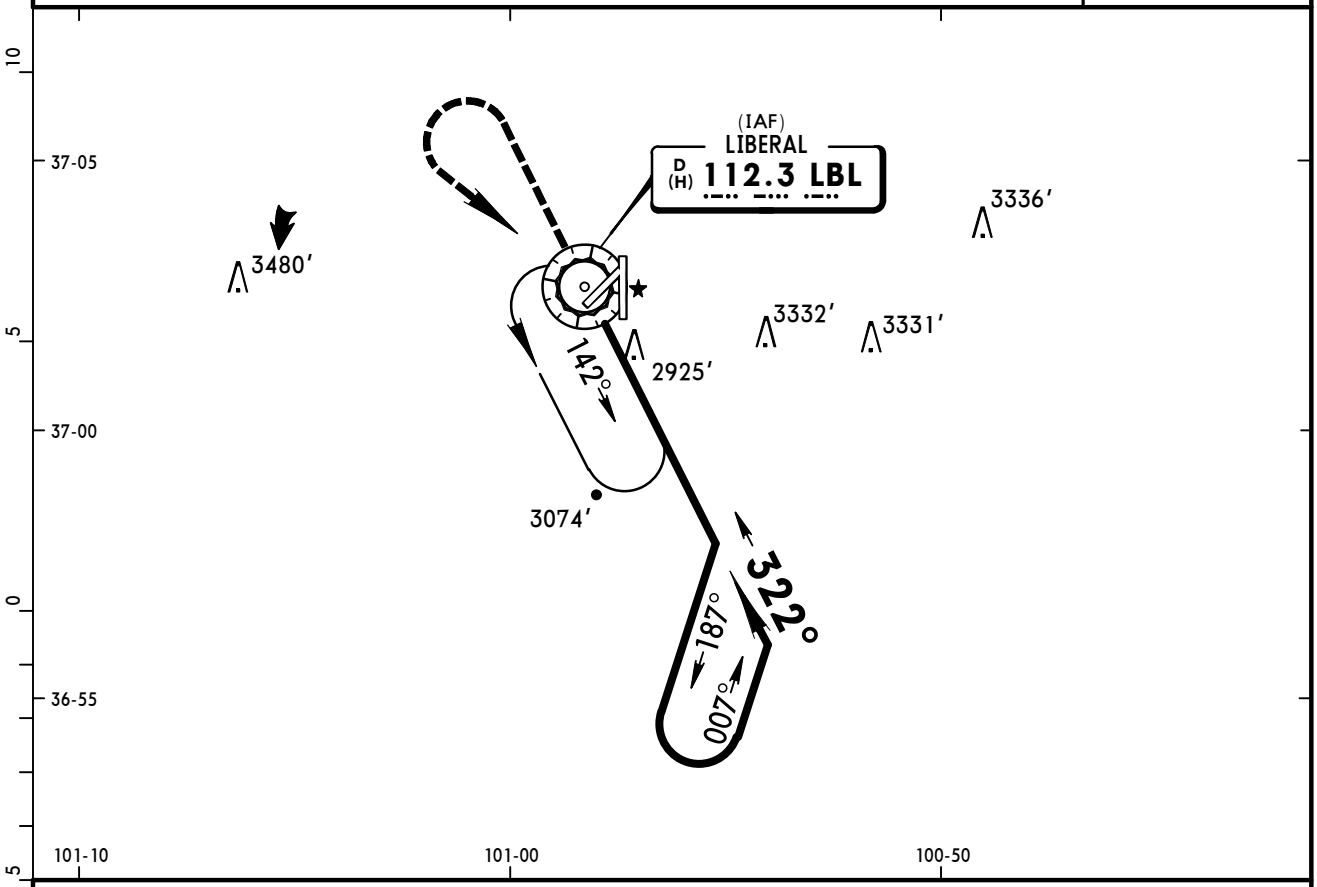
MISSED APCH: Climb to 4000′ then climbing LEFT turn to 4600′ direct LBL VOR and hold.

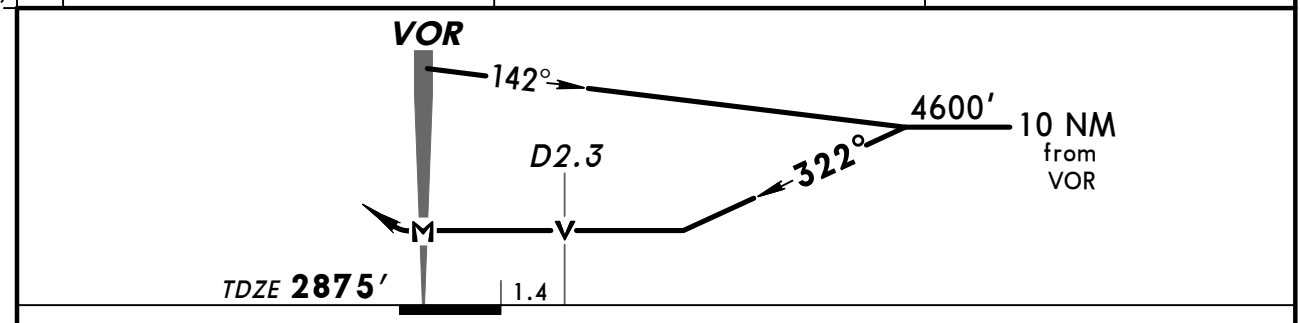
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Guymon Mun, Ok altimeter setting.
2. VDP not authorized when using Guymon Mun, Ok altimeter setting.
3. Pilot controlled lighting 122.8.



MSA LBL VOR





MAP at VOR								MALSR VASI	4000′	4600′ LT	D LBL 112.3

	STRAIGHT-IN LANDING RWY 35						CIRCLE-TO-LAND Not Authorized East of Rwy 17-35		
	MDA(H) 3380′ (505′) With Local Altimeter Setting			MDA(H) 3500′ (625′) With Guymon Mun, Ok Altimeter Setting				With Local Altimeter Setting	With Guymon Mun, Ok Altimeter Setting
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	1/2	3/4	1	1/2	3/4	1	90	3380′ (495′) -1	3500′ (615′) -1
B							120		
C	1 1/2			1 1/2			140	3380′ (495′) -1 1/2	3500′ (615′) -1 1/2
D							165	3440′ (555′) -2	3560′ (675′) -2

AMEND 12 TERPS

CHANGES: Procedure.

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General Information

Location: Manhattan KS USA
IATA Code: MHK
Lat/Long: N39° 08.5' W096° 40.3'
Elevation: 1066 ft

Airport Use: Public
Magnetic Variation: 3.7°E
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1303 Z
Sunset: 0016 Z,

Runway Information

Runway: 03
Length x Width: 7000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1056 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13
Length x Width: 5000 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1066 ft
Lighting: Edge, Pilot controlled

Runway: 21
Length x Width: 7000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1048 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 31
Length x Width: 5000 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1051 ft
Lighting: Edge, REIL, Pilot controlled

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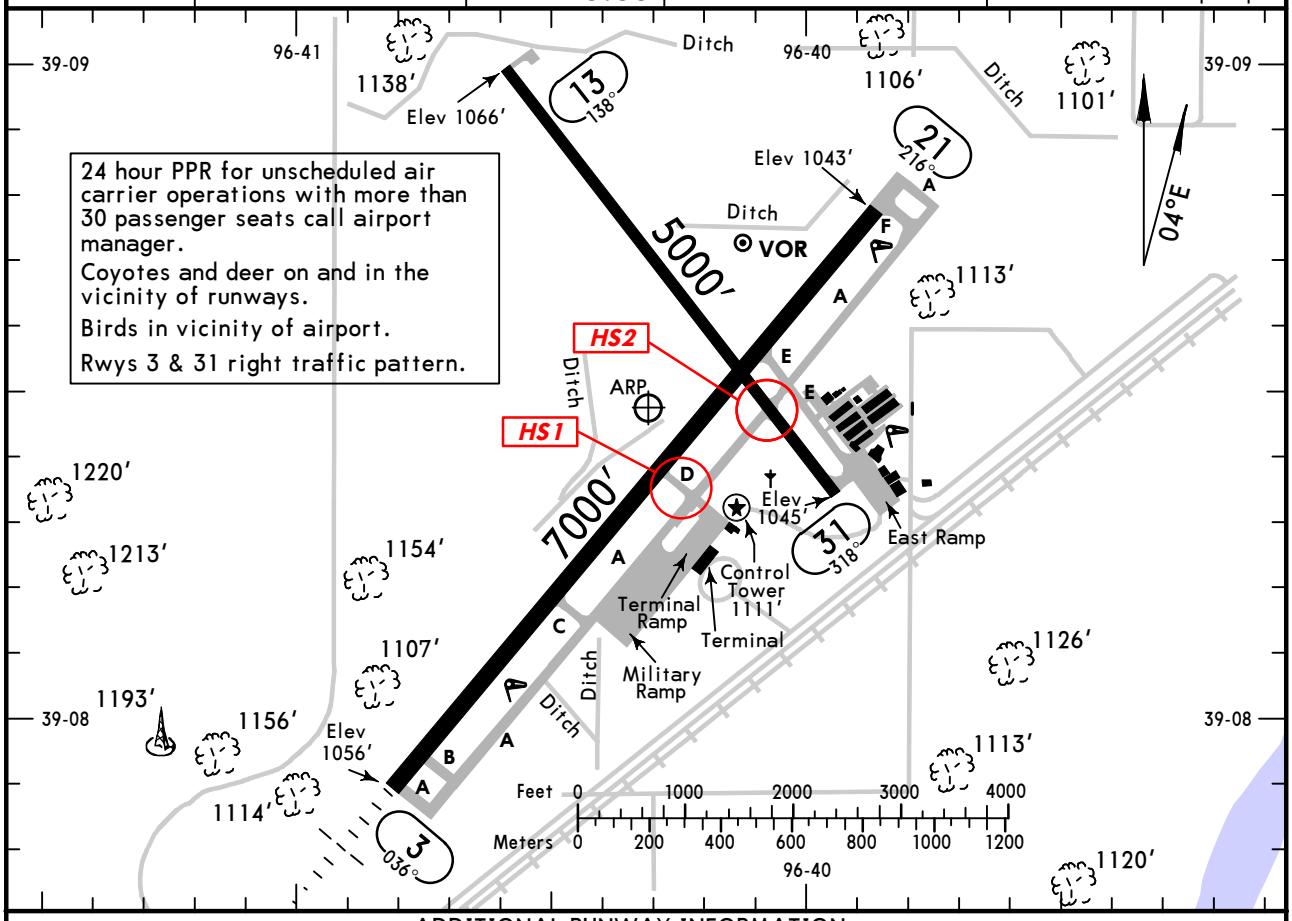
Communication Information

ASOS 119.075
Manhattan Tower 118.55 CTAF PCL
Manhattan Ground Control 121.85
Marshall AAF Gca Approach Control 121.25
Marshall AAF Gca Departure Control 121.25
Manhattan Regl Unicom 122.85
Wichita Flight Service Station 122.65 RCO
Kansas City Center 127.35 Remote Communications Air-Ground

ASOS	*MANHATTAN Ground	*Tower	*MARSHALL AAF Departure (R)	KANSAS CITY Center
119.07	121.85	CTAF 118.55	121.25	127.35 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶ HIRL ❷ MALSR PAPI-L (angle 3.0°) grooved		5961′		150′
21	❶ HIRL ❶ REIL PAPI-L (angle 3.0°) grooved				
13 ❸ 31	❶ MIRL VASI-L (angle 3.5°)				75′
	❶ MIRL ❶ REIL VASI-L				

❶ Activate on 118.55 when tower closed.
❷ Activate on 118.55.
❸ Closed to aircraft over 33,000 lbs.

RUNWAY INCURSION HOT SPOTS

HS

For information only, not to be construed as ATC instructions

HS1 Use caution when taxiing to or from the terminal area via Taxiway D. Taxiway D is the primary entrance and exit from the main ramp and is in close proximity to Runway 3/21.

HS2 Use caution when taxiing northeast on Taxiway A to the east ramp. Do not mistake Runway 13/31 for Taxiway E.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 21		Rwy 13			Rwy 31			Rwy 3		
	Adequate Vis Ref	STD	With Mim climb of 219′/NM to 1300′ Adequate Vis Ref	STD	Other	With Mim climb of 277′/NM to 1500′ Adequate Vis Ref	STD	Other	With Mim climb of 360′/NM to 1600′ Adequate Vis Ref	STD	Other
1&2 Eng	1/4	1	1/4	1	300 -1 1/2	1/4	1	400 -2 1/4	1/4	1	400 -2 1/2
3&4 Eng		1/2		1/2			1/2			1/2	

OBSTACLE DP: All runways: Westbound departures heading 210° through 360° not authorized. Rwy 3, Climb heading 034° to 1700′ before turning right. Rwy 31, Departures not authorized when R-3602B active. Note R-3602B restricted area immediately west of airport.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating and Local Weather Available: ILS Rwy 3	LOC Rwy 3	Authorized Only When Local Weather Available: VOR DME-F, RNAV (GPS) Rwy 3, RNAV (GPS) Rwy 21	VOR Rwy 3
A	700-2	800-2	800-2	800-2
B				
C				800-2 1/4
D	700-2 1/4	800-2 1/4	800-2 1/4	800-2 1/2

AMEND 7

CHANGES: Communications added, Runway 03-21 lighting, ramp notes.

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KMHK/MHK
MANHATTAN REGL

JEPPESEN

25 NOV 11 (11-1)

MANHATTAN, KAN
ILS or LOC DME Rwy 3

ASOS	*MARSHALL AAF Approach (R)	KANSAS CITY Center	*MANHATTAN Tower	*Ground
119.07	121.25	127.35 when App inop.	CTAF 118.55	121.85

LOC IMHK	Final Apch Crs	GS ADEKE	ILS DA(H) (CONDITIONAL)	Apt Elev 1066′
111.3	036°	3000′ (1944′)	1256′ (200′)	TDZE 1056′

MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ outbound via MHK VOR R-143 to ALMAS INT/D7.7 MHK and hold, or as directed by ATC.

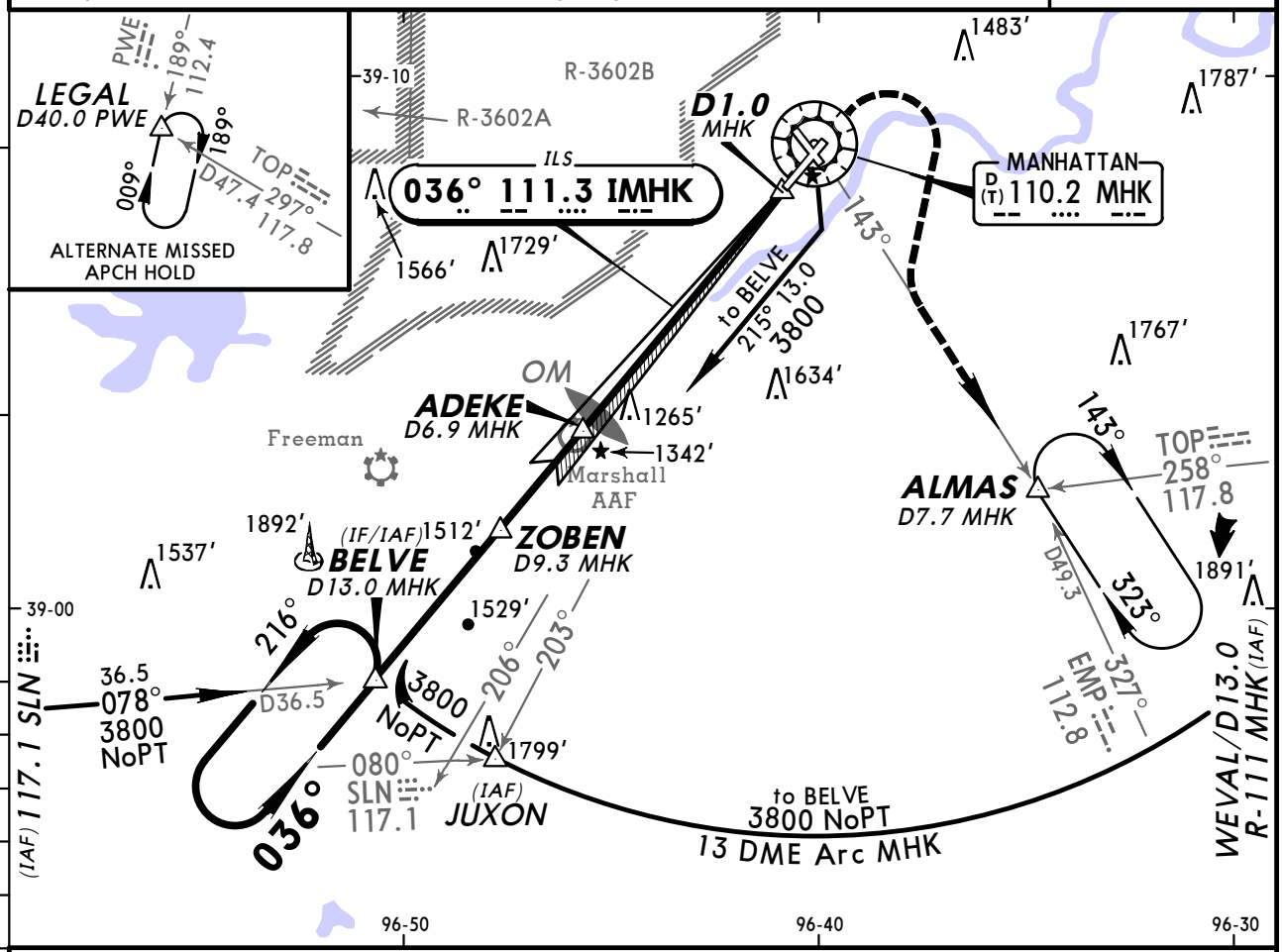
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

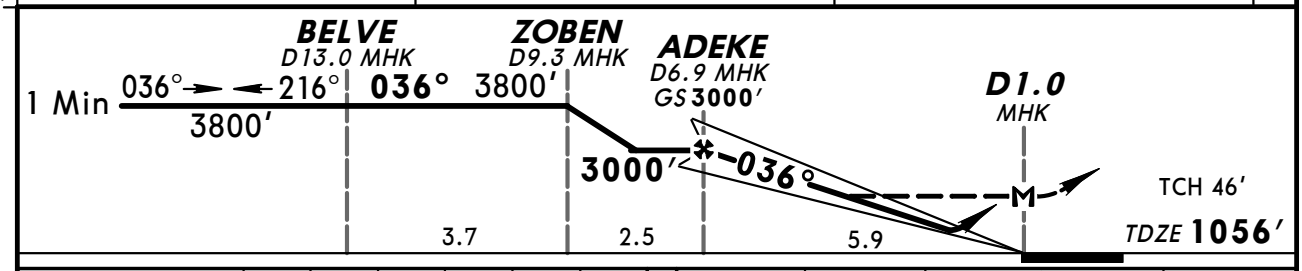
1. DME required. 2. Use local altimeter setting; if not received, use Marshall AAF altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 118.55.

3100′

MSA MHK VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.0 MHK or ADEKE to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR / PAPI | 2000′ | 3000′ RT | MHK via 110.2 R-143 | ALMAS

STRAIGHT-IN LANDING RWY 3

	1 ILS DA(H) 1256′ (200′) With Local Altimeter Setting		LOC (GS out) MDA(H) 1520′ (464′) With Local Altimeter Setting			LOC (GS out) MDA(H) 1540′ (484′) With Marshall AAF Altimeter Setting		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	3/4		3/4		1	3/4		1
B								
C			3/4	1 1/4		3/4	1 1/4	
D			1	1 1/2		1	1 1/2	

CIRCLE-TO-LAND

Not Authorized West of Rwy 3-21

Max Kts	With Local Altimeter Setting MDA(H)	With Marshall AAF Altimeter Setting MDA(H)
90	1600′ (534′)-1	1620′ (554′)-1
120	1700′ (634′)-1	1720′ (654′)-1
140	1700′ (634′)-1 3/4	1720′ (654′)-1 3/4
165	1760′ (694′)-2 1/4	1780′ (714′)-2 1/4

1 DA (H) 1272′ (216′) with Marshall AAF altimeter setting; MALSR inop Vis 1 1/4.

TERPS AMEND 7 23 SEP 2010

CHANGES: Communications added, lighting.

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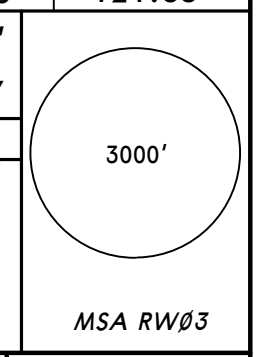
ASOS	*MARSHALL AAF Approach (R)	KANSAS CITY Center	*MANHATTAN Tower	*Ground
119.07	121.25	127.35 when App inop.	CTAF 118.55	121.85

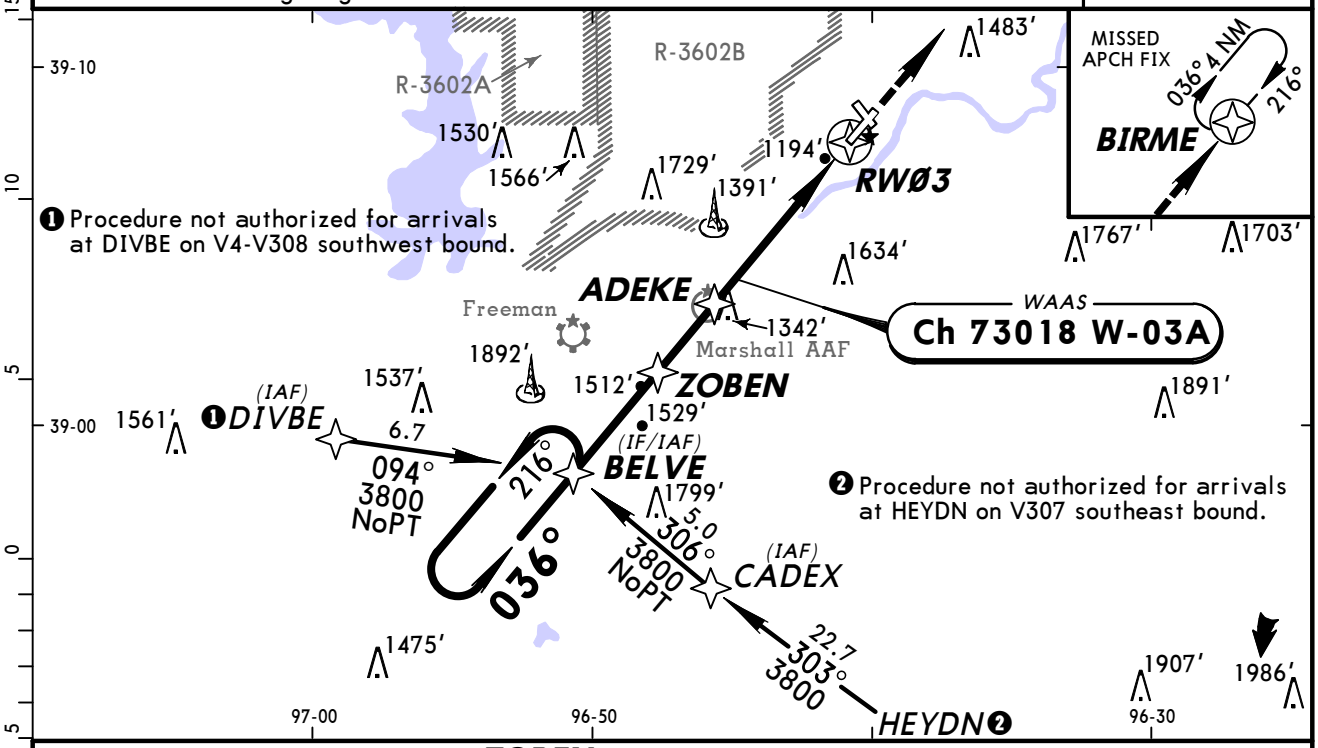
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1066′
Ch 73018 W-03A	036°	ADEKE 3000′(1944′)	1256′(200′)	TDZE 1056′

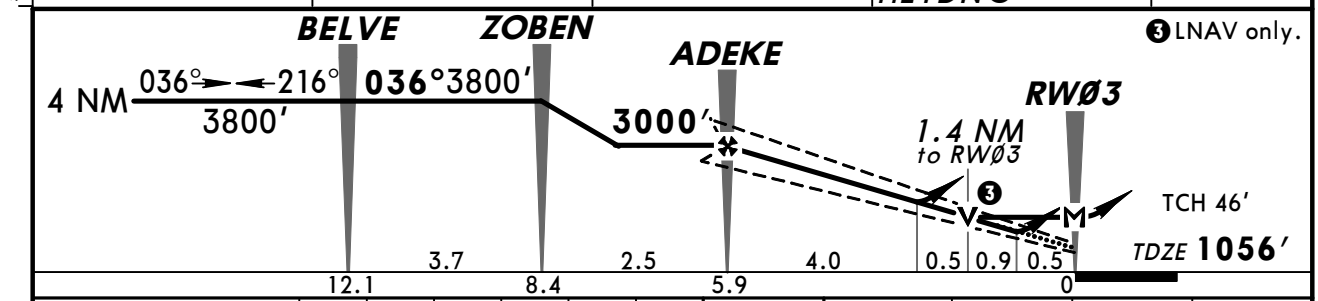
MISSED APCH: Climb to 3100′ direct BIRME and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Marshall AAF altimeter setting.
2. Baro-VNAV and VDP not authorized when using Marshall AAF altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 118.55.







Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ3						

MALSR
PAPI
3100′
BIRME

STRAIGHT-IN LANDING RWY 3
With Local Altimeter Setting

	LPV DA(H) 1256′(200′) RAIL or ALS out	LNAV/VNAV DA(H) 1695′(639′) RAIL or ALS out	LNAV MDA(H) 1540′(484′) RAIL out	LNAV MDA(H) 1540′(484′) ALS out
A	3/4	1 3/4	3/4	1
B				
C		2 1/4	3/4	1 1/4
D			1	1 1/2

CIRCLE-TO-LAND
Not authorized West of Rwy 3-21.

Max Kts	With Local Altimeter Setting MDA(H)
90	1600′(534′)-1
120	1700′(634′)-1
140	1700′(634′)-1 1/2
165	1760′(694′)-2 1/4

With Marshall AAF Altimeter Setting

	LPV DA(H) 1272′(216′) RAIL or ALS out	LNAV/VNAV DA(H) 1711′(655′) RAIL or ALS out	LNAV MDA(H) 1560′(504′) RAIL out	LNAV MDA(H) 1560′(504′) ALS out
A	3/4	1 3/4	3/4	1
B				
C		2 1/4	1	1 1/2
D				

With Marshall AAF Altimeter Setting

Max Kts	MDA(H)
90	1620′(554′)-1
120	1720′(654′)-1
140	1720′(654′)-1 1/2
165	1780′(714′)-2 1/4

CHANGES: Communications added, lighting.

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ASOS	*MARSHALL AAF Approach (R)	KANSAS CITY Center	*MANHATTAN Tower	*Ground
119.07	121.25	127.35 when App inop.	CTAF 118.55	121.85

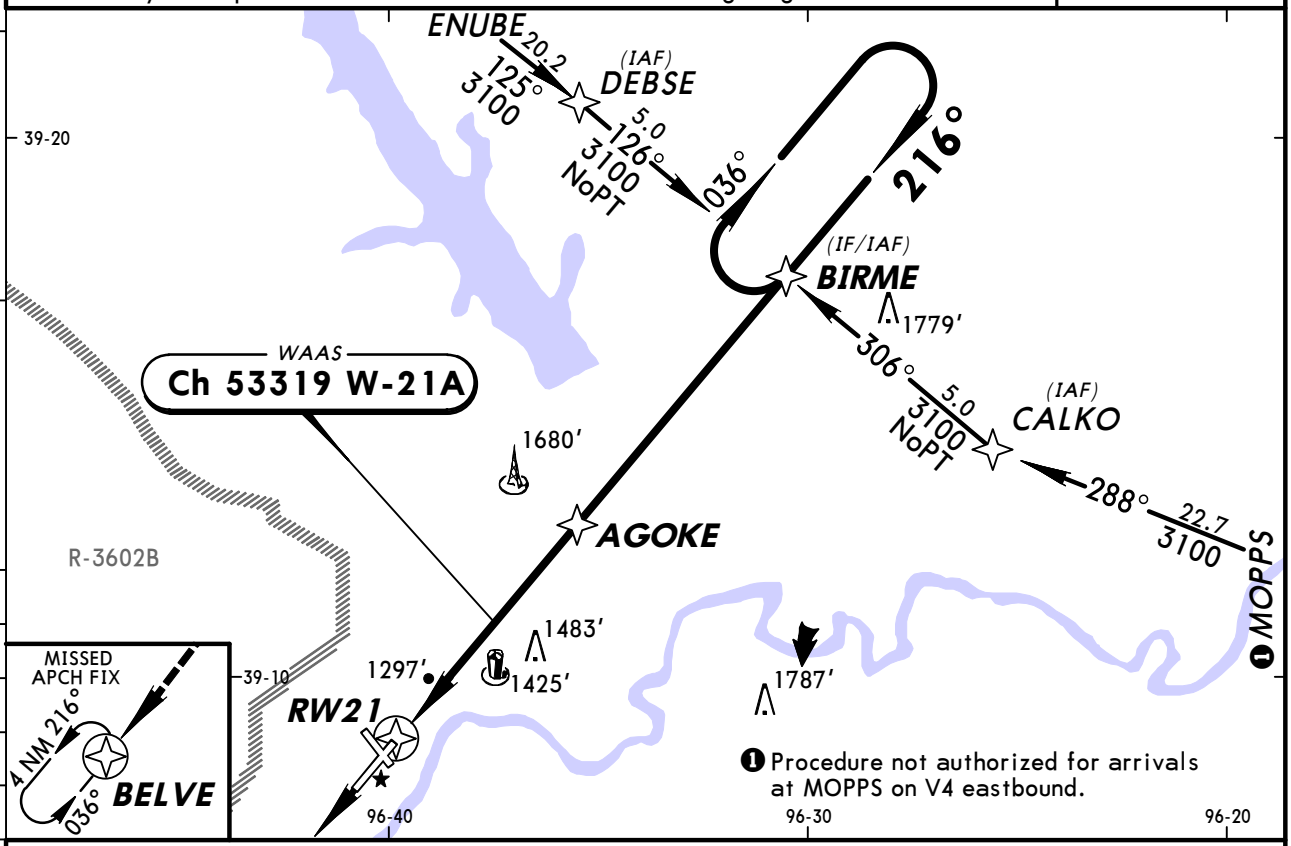
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1066′
Ch 53319 W-21A	216°	AGOKE 2800′ (1752′)	1248′ (200′)	TDZE 1048′

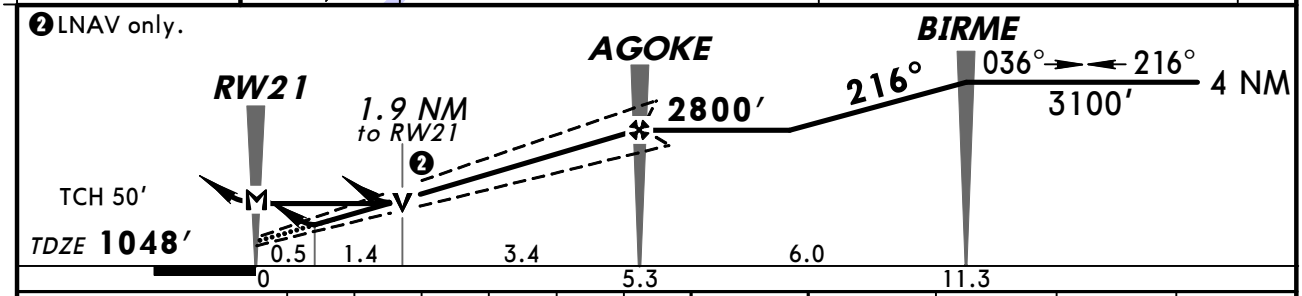
MISSED APCH: Climb to 3800′ direct BELVE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Marshall AAF altimeter setting.
2. Baro-VNAV and VDP not authorized when using Marshall AAF altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.55.

3100′
MSA RW21





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW21						

REIL PAPI-L 3800′ D BELVE

STRAIGHT-IN LANDING RWY 21
With Local Altimeter Setting

	LPV DA(H) 1248′ (200′)	LNAV/VNAV DA(H) 1702′ (654′)	LNAV MDA(H) 1680′ (632′)
A	¾	2¼	1
B			
C			1¾
D			2

CIRCLE-TO-LAND
Not authorized West of Rwy 3-21.
With Local Altimeter Setting

Max Kts	MDA(H)
90	1680′ (614′)-1
120	1700′ (634′)-1
140	1700′ (634′)-1¾
165	1760′ (694′)-2¼

With Marshall AAF Altimeter Setting

	LPV DA(H) 1264′ (216′)	LNAV/VNAV DA(H) 1718′ (670′)	LNAV MDA(H) 1700′ (652′)
A	¾	2½	1
B			
C			1¾
D			2

With Marshall AAF Altimeter Setting

Max Kts	MDA(H)
90	1700′ (634′)-1
120	1720′ (654′)-1
140	1720′ (654′)-1¾
165	1780′ (714′)-2¼

CHANGES: Communications added, lighting.

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ASOS	*MARSHALL AAF Approach (R)	KANSAS CITY Center	*MANHATTAN Tower	*Ground
119.07	121.25	127.35 when App inop.	CTAF 118.55	121.85

VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 1066′
MHK 110.2	031°		1820′ (764′)	TDZE 1056′

MISSED APCH: Climbing RIGHT turn to 3000′ outbound via MHK VOR R-143 to ALMAS INT/D7.7 MHK and hold.

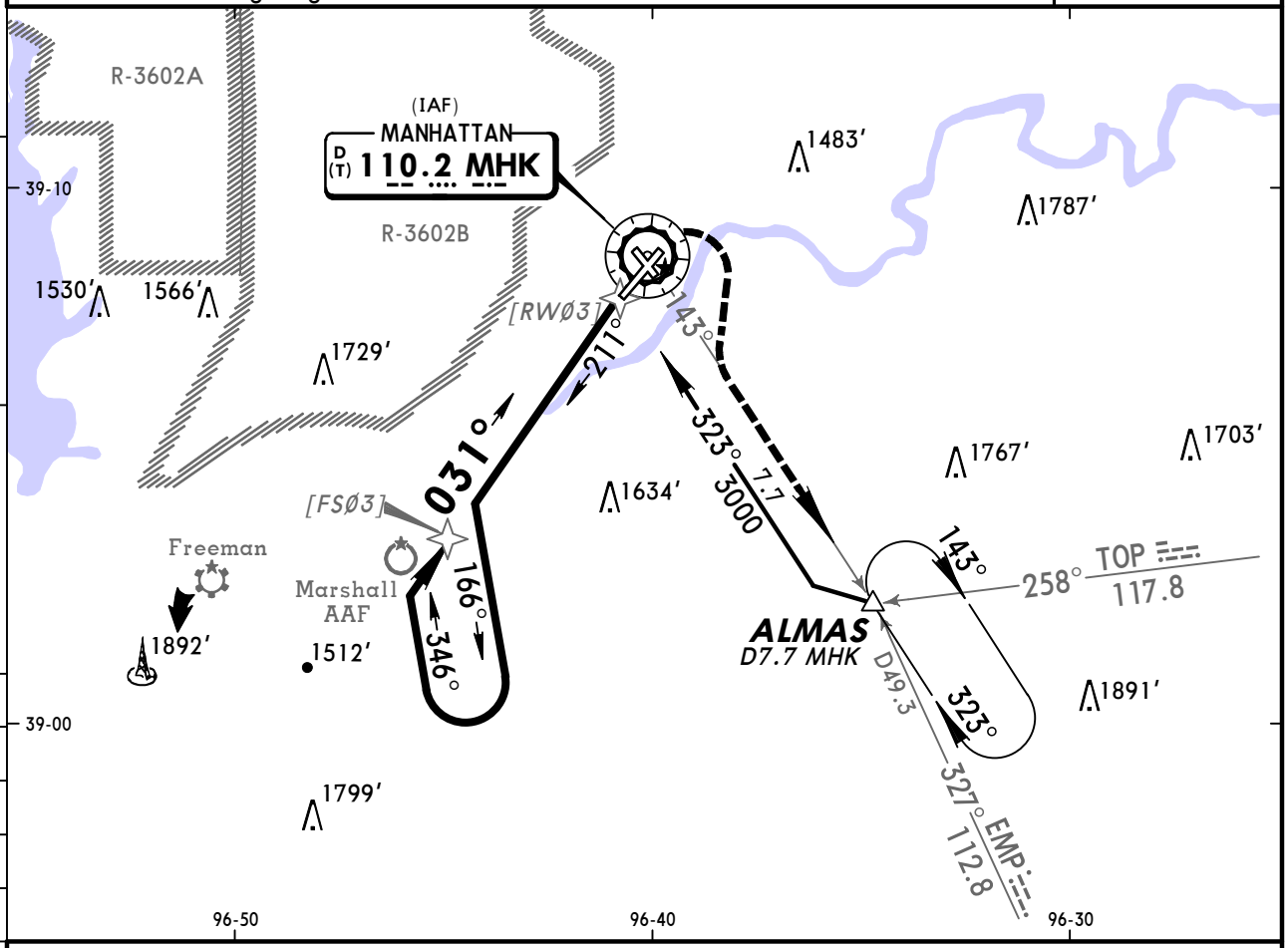
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Marshall AAF altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident. 4. VDP not authorized when using Marshall AAF altimeter setting.
5. Pilot controlled lighting 118.55.

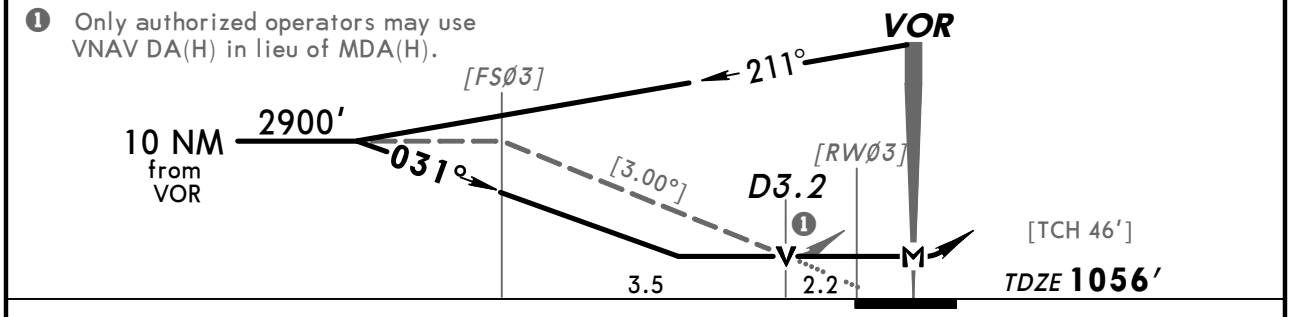
3100′

MSA MHK VOR

BRIEFING STRIP ™



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

MALSR
PAPI

3000′ RT via MHK 110.2 R-143

ALMAS

STRAIGHT-IN LANDING RWY 3					CIRCLE-TO-LAND Not Authorized West of Rwy 3-21		
	MDA(H) 1820′ (764′) With Local Altimeter Setting		MDA(H) 1840′ (784′) With Marshall AAF Altimeter Setting			With Local Altimeter Setting	With Marshall AAF Altimeter Setting
		RAIL out / ALS out		RAIL out / ALS out	Max Kts	MDA(H)	MDA(H)
A	1	1	1	1	90	1820′ (754′)-1	1840′ (774′)-1
B		1¼		1¼	120	1820′ (754′)-1¼	1840′ (774′)-1¼
C	1¾	2¼	1¾	2¼	140	1820′ (754′)-2¼	1840′ (774′)-2¼
D	2	2½	2	2½	165	1820′ (754′)-2½	1840′ (774′)-2½

TERPS AMEND 18 23 SEP 2010

CHANGES: Communications added, lighting.

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ASOS	*MARSHALL AAF Approach (R)	KANSAS CITY Center	*MANHATTAN Tower	*Ground
119.07	121.25	127.35 when App inop.	CTAF 118.55	121.85

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
MHK 110.2	222°	CAVWU 2500′ (1434′)	Refer to Minimums	1066′

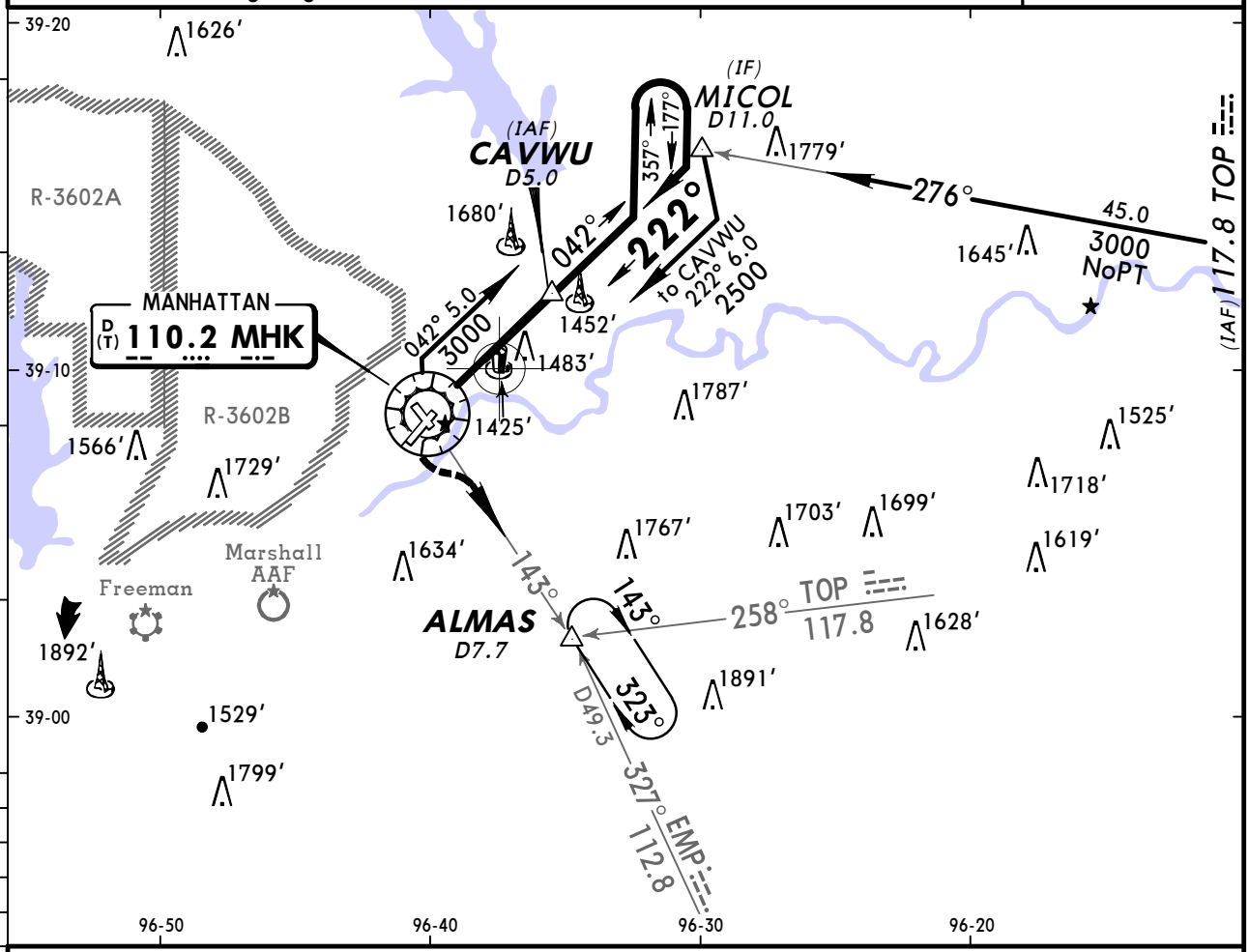
MISSED APCH: Climbing LEFT turn to 3000′ outbound via MHK VOR R-143 to ALMAS INT/D7.7 and hold.

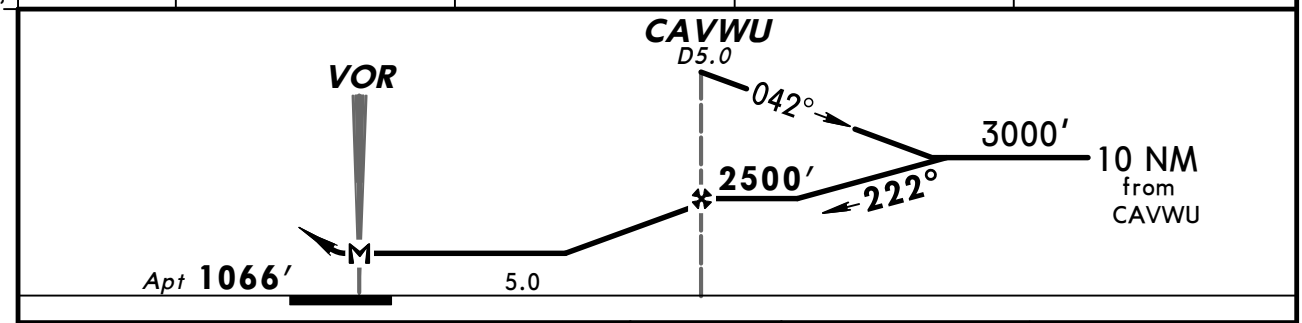
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Marshall AAF altimeter setting.
2. Pilot controlled lighting 118.55.

3100′
MSA MHK VOR

BRIEFING STRIP ™





MAP at VOR								Lighting - Refer to Airport Chart	3000′ LT	MHK via 110.2 R-143	ALMAS

CIRCLE-TO-LAND
Not Authorized West of Rwy 3-21

	Max Kts.	With Local Altimeter Setting MDA(H)	With Marshall AAF Altimeter Setting MDA(H)
A	90	1700′(634′)-1	1720′(654′)-1
B	120		
C	140	1700′(634′)-1¾	1720′(654′)-1¾
D	165	1760′(694′)-2¼	1780′(714′)-2¼

TERPS AMEND 1 23 SEP 2010

CHANGES: Communications added.

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General Information

Location: Salina KS USA
IATA Code: SLN
Lat/Long: N38° 47.4' W097° 39.1'
Elevation: 1288 ft

Airport Use: Public
Magnetic Variation: 4.4°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1306 Z
Sunset: 0021 Z,

Runway Information

Runway: 04
Length x Width: 3648 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1271 ft

Runway: 12
Length x Width: 6510 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1268 ft
Lighting: Edge, Pilot controlled

Runway: 17
Length x Width: 12300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1247 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 18
Length x Width: 4301 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1274 ft

Runway: 22
Length x Width: 3648 ft x 75 ft

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Surface Type: asphalt
TDZ-Elev: 1267 ft

Runway: 30
Length x Width: 6510 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1272 ft
Lighting: Edge, Pilot controlled

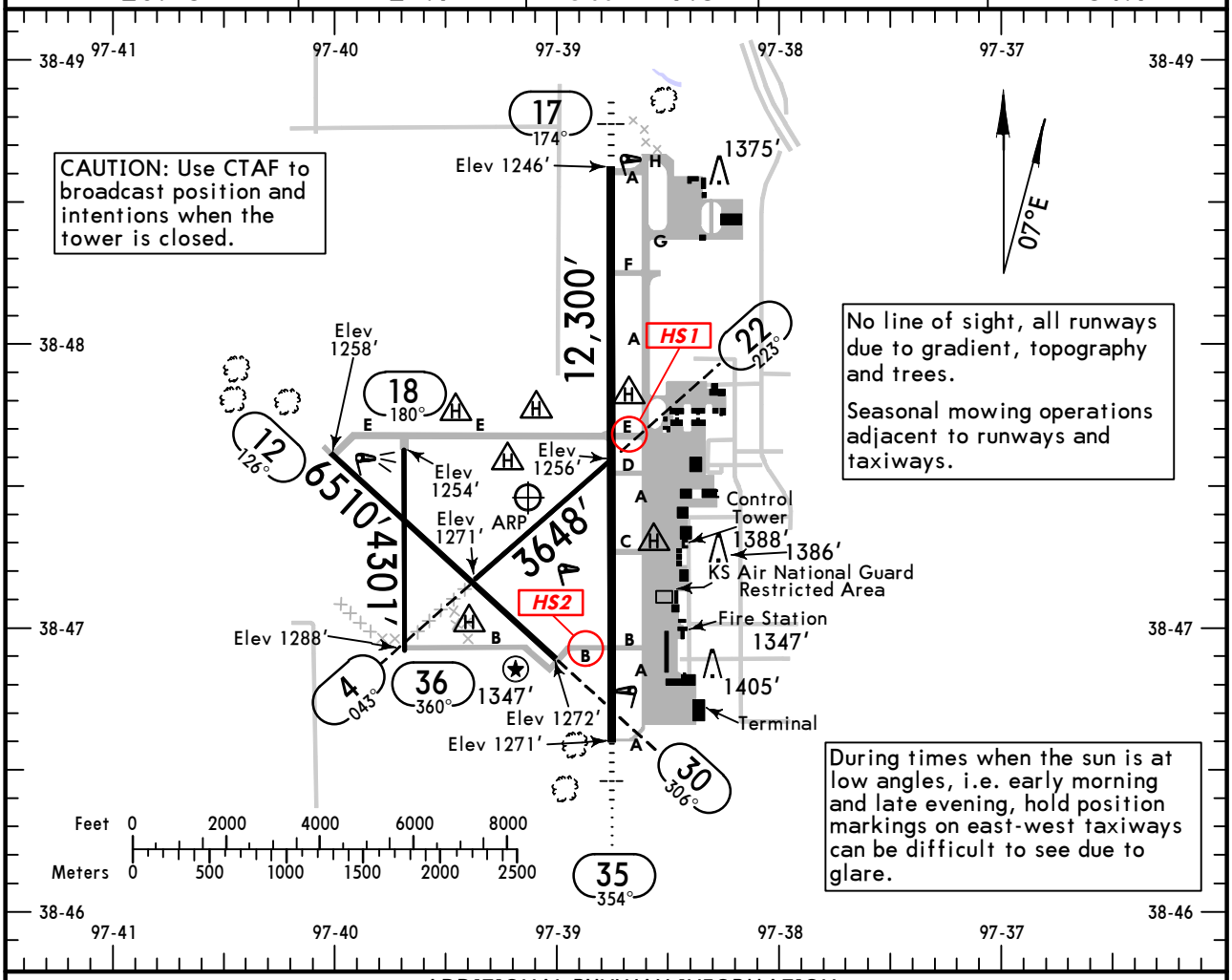
Runway: 35
Length x Width: 12300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1271 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 36
Length x Width: 4301 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1288 ft

Communication Information

ATIS 120.15
ASOS 120.15
Salina Tower 124.35 Secondary
Salina Tower 119.3 CTAF PCL
Salina Ground Control 121.9
Salina Mun Unicom 122.95
Wichita Flight Service Station 122.4 RCO
Kansas City Center 134.9 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*SALINA Ground	*Tower	UNICOM 122.95	KANSAS CITY Center
120.15	121.9	CTAF 119.3		134.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
4 22					75′
12 30	❷ MIRL ❷ PAPI-L (angle 3.0°)				100′
17 ❶ 35	❷ HIRL ❷ MALS ❷ HIRL ❷ MALSR		 11,146′		150′
18 36					75′

❶ Calm wind runway.
❷ Activate on 119.3 when Twr inop.

RUNWAY INCURSION HOT SPOTS HS

(For information only, not to be construed as ATC instructions)
Be alert to runway crossing clearances. Readback all runway holding instructions.

HS1 Taxiway E crossing Runway 17-35 is active with student pilot midfield departures. Note the elevated runway guard lights located on the east side of runway 17-35 at taxiway E.

HS2 Traffic landing Runway 12 use caution when exiting onto Taxiway B. Hold short line for runway 17-35 approaches quickly. Note the elevated runway guard lights located on the west side of runway 17-35 on taxiway B.

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD	FOR FILING AS ALTERNATE: ILS Rwy 35	RNAV(GPS) Rwy 17 RNAV(GPS) Rwy 35	Authorized Only When Twr Operating: LOC Rwy 35 NDB Rwy 35	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 VOR Rwy 17
1 & 2 Eng	1/4	1	600-2	800-2	800-2	800-2
3 & 4 Eng		1/2				

A B C D

AMEND 0

CHANGES: Helipads added, windsock lighting added.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	KANSAS CITY Center	*SALINA Tower	*Ground
120.15	134.9	CTAF 119.3	121.9

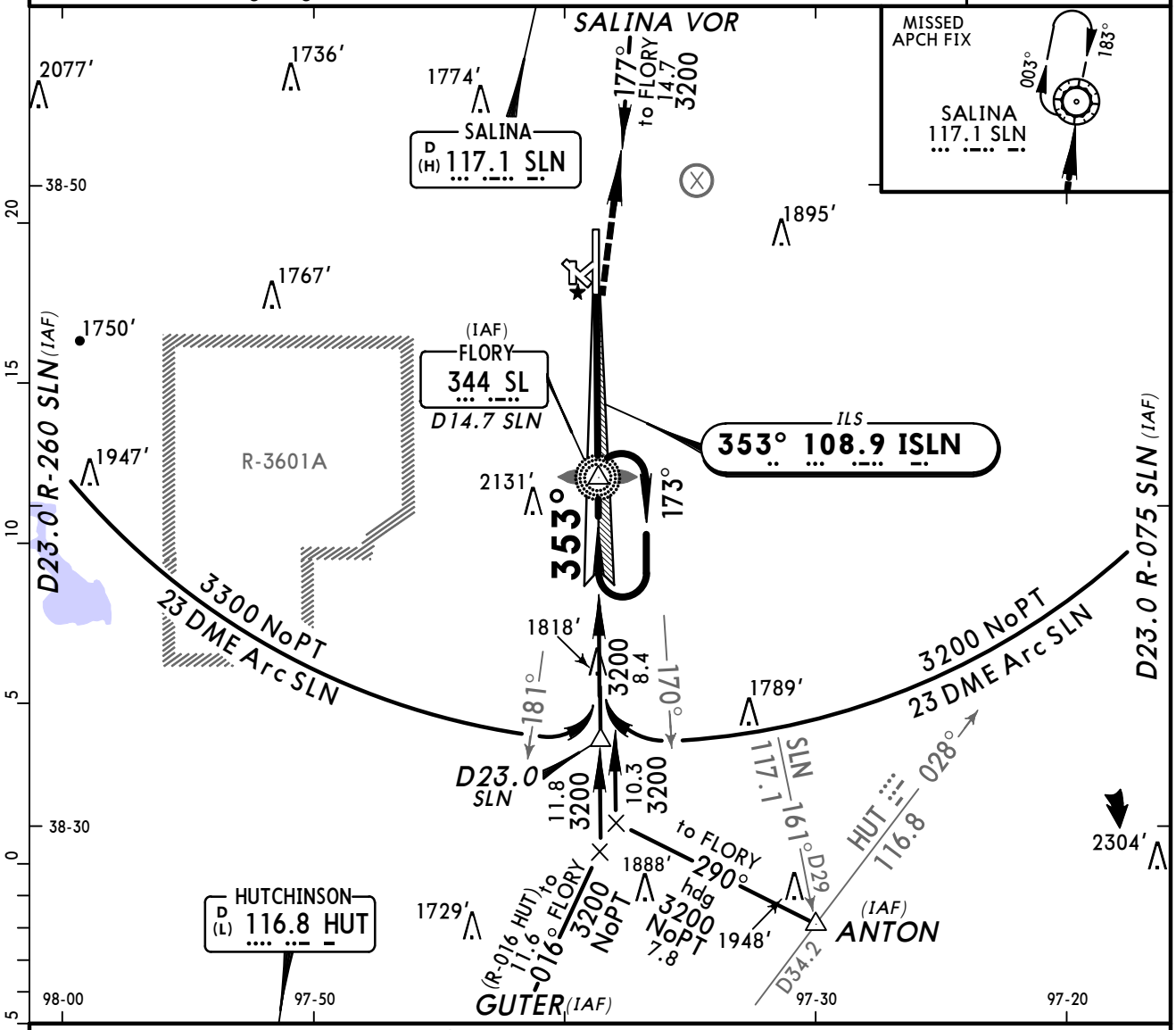
LOC	Final	GS	ILS	Apt Elev 1288′
ISLN	Apch Crs	FLORY	DA(H)	TDZE 1271′
108.9	353°	3166′ (1895′)	1471′ (200′)	

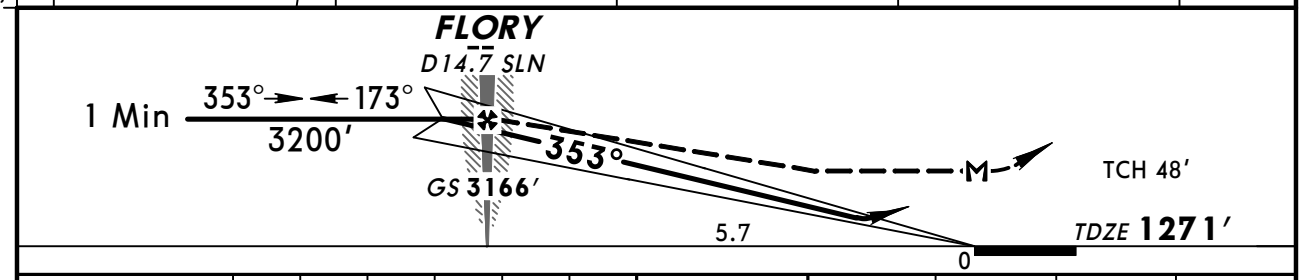
MISSED APCH: Climb to 3000′ direct SLN VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.3.

3400′
MSA SL LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
FLORY to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR | 3000′ | D | SLN 117.1

STRAIGHT-IN LANDING RWY 35

	ILS DA(H) 1471′ (200′) FULL	ILS DA(H) 1471′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1680′ (409′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1 1/4	
D			1		

CIRCLE-TO-LAND
1 Not Authorized Southwest of Rwy 12-30

Max Kts	MDA(H)
90	1820′ (532′)-1
120	
140	1840′ (552′)-1 1/2
165	1 1840′ (552′)-2

AMEND 19A TERPS

CHANGES: None.

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BRIEFING STRIP™

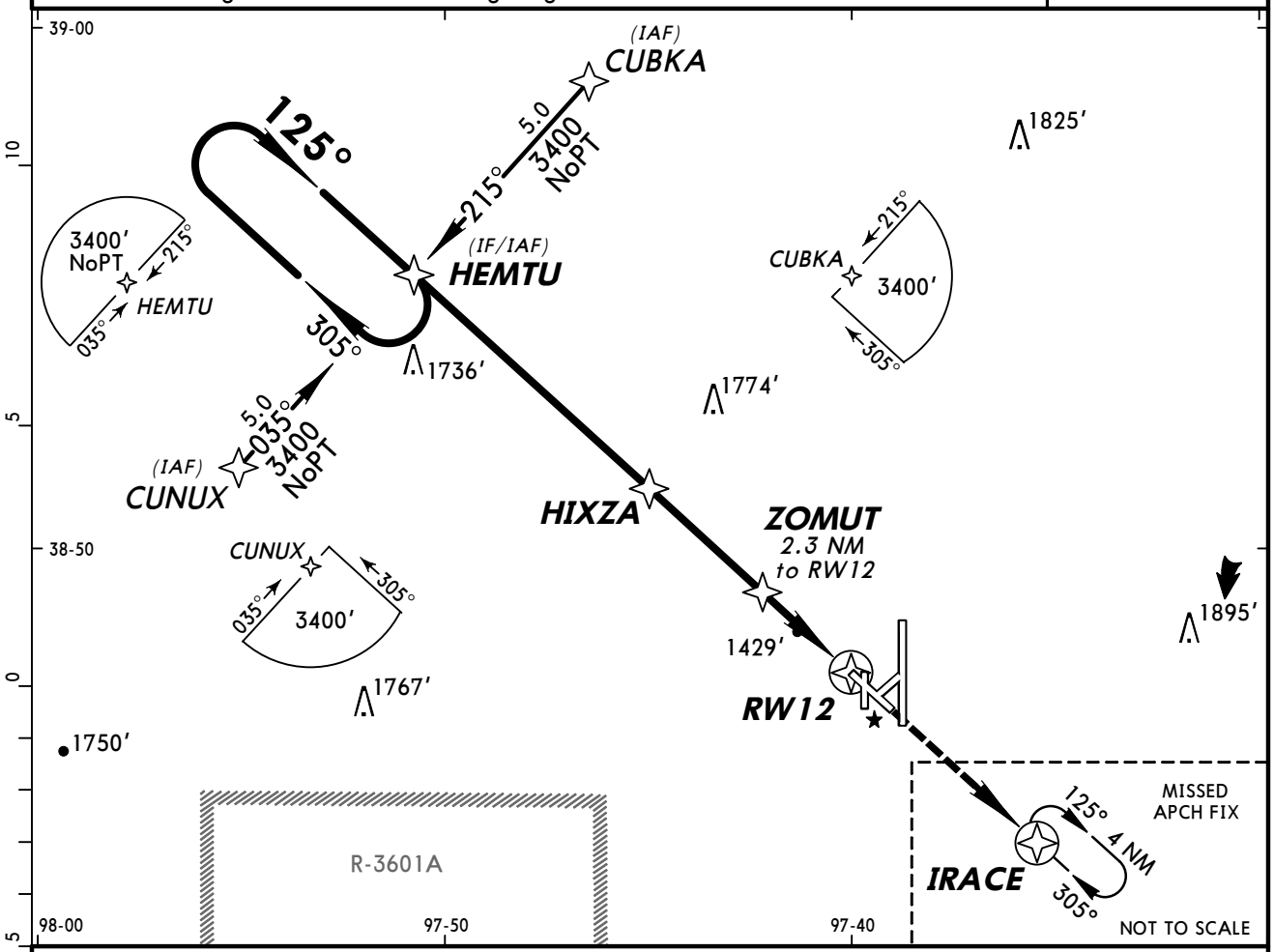
ATIS (ASOS when Twr Inop)	KANSAS CITY Center	*SALINA Tower	*Ground
120.15	134.9	CTAF 119.3	121.9

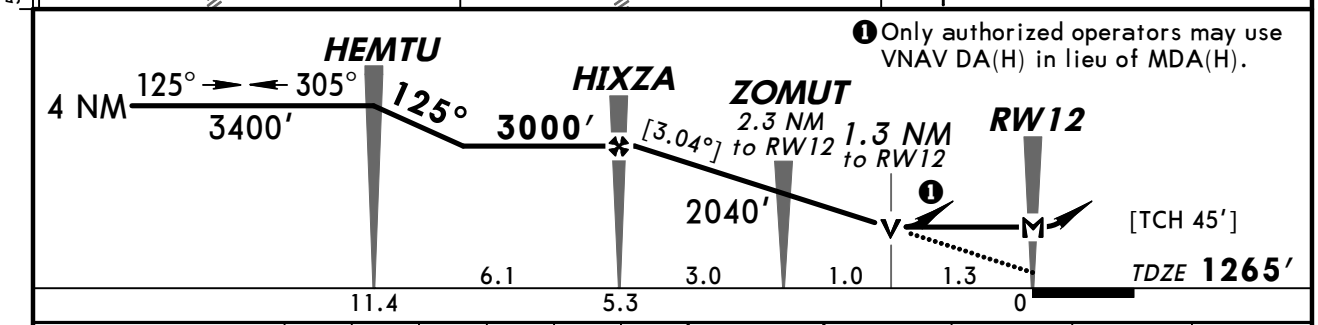
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1288′
	125°	HIXZA 3000′ (1735′)	1700′ (435′)	TDZE 1265′

MISSED APCH: Climb to 3400′ direct IRACE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use McPherson altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized when using McPherson altimeter setting. 4. Pilot controlled lighting 119.3.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW12						

PAPI-L | 3400′ | IRACE

STRAIGHT-IN LANDING RWY 12 LNAV	MDA(H) 1700′ (435′) With Local Altimter Setting	MDA(H) 1800′ (535′) With McPherson Altimeter Setting	CIRCLE-TO-LAND Max Kts	With Local Altimter Setting MDA(H)	With McPherson Altimeter Setting MDA(H)
A	1	1	90	1820′ (532′)-1	1920′ (632′)-1
B			120		
C	1¼	1½	140	1840′ (552′)-1½	1940′ (652′)-1¾
D	1½	1¾	165	❶1840′ (552′)-2	❶1940′ (652′)-2

❶ Not authorized Southwest of Rwy 12-30.

AMEND TERPS 0

CHANGES: New procedure.

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KSLN/SLN
SALINA MUN

JEPPESEN
14 NOV 08 (12-2) Eff 20 Nov

SALINA, KAN
RNAV (GPS) Rwy 17

ATIS (ASOS when Twr inop)	KANSAS CITY Center	*SALINA Tower	*Ground
120.15	134.9	CTAF 119.3	121.9

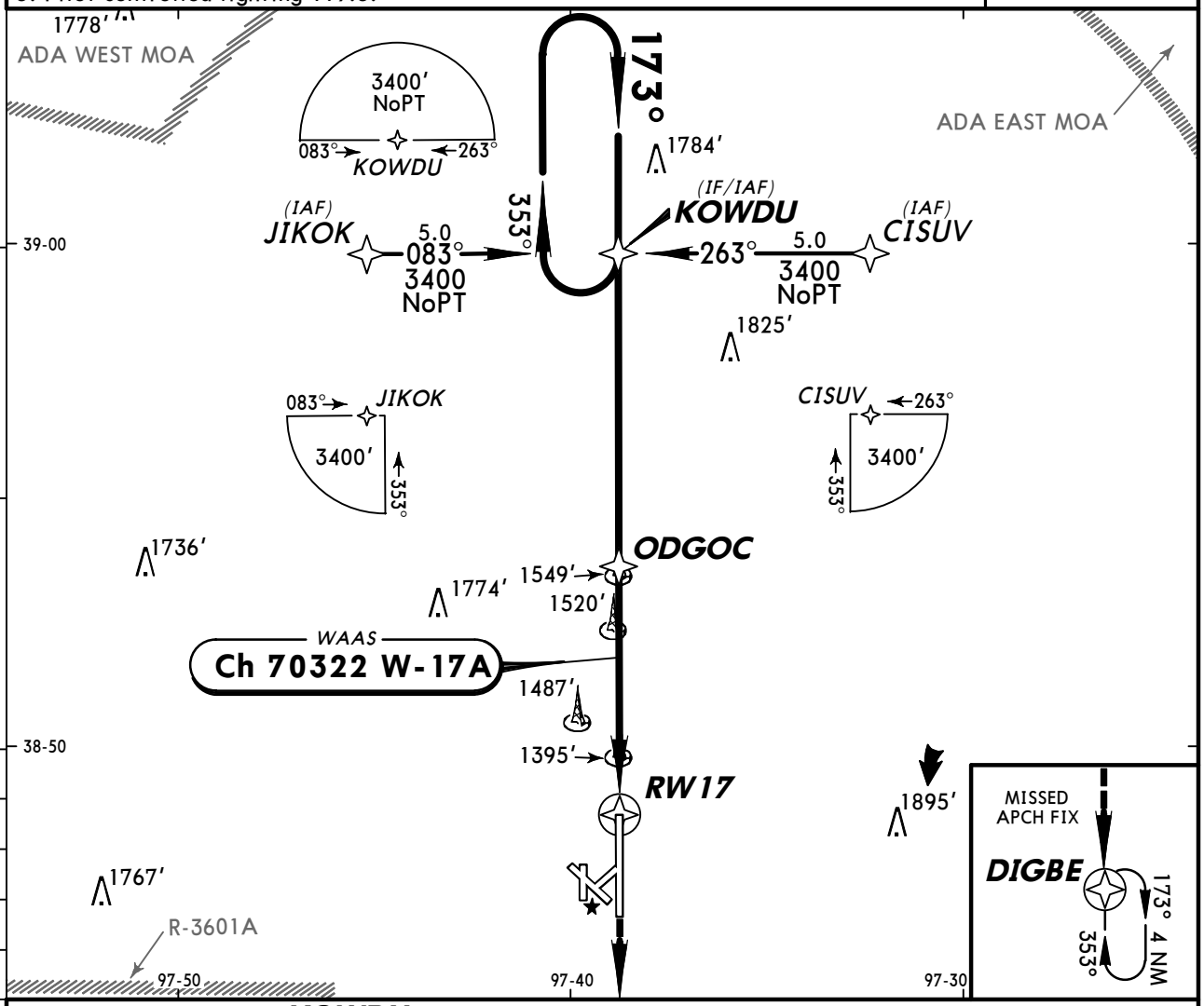
BRIEFING STRIP™

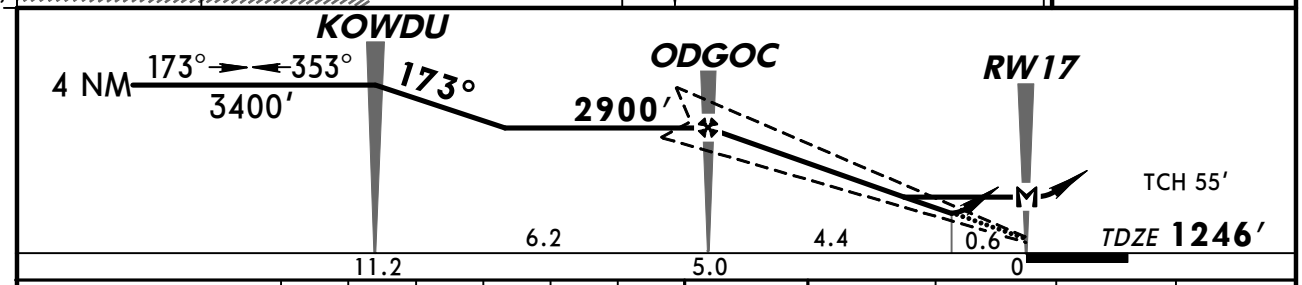
WAAS	Final Apch Crs	Minimum Alt	LPV	Apt Elev 1288′
Ch 70322 W-17A	173°	ODGOC 2900′ (1654′)	DA(H) 1496′ (250′)	TDZE 1246′

TAA 30 NM IAF

MISSED APCH: Climb to 3400′ direct DIGBE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Baro-VNAV not authorized below -17°C (2°F). 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 119.3.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17						

MALS | 3400′ | DIGBE

STRAIGHT-IN LANDING RWY 17

	LPV DA(H) 1496′ (250′) FULL	LPV DA(H) 1496′ (250′) ALS out	LNAV/VNAV DA(H) 1741′ (495′) FULL	LNAV/VNAV DA(H) 1741′ (495′) ALS out	LNAV MDA(H) 1780′ (534′) FULL	LNAV MDA(H) 1780′ (534′) ALS out
A	1		1¾		1	
B						
C					1½	
D					1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (532′)-1¾
120	
140	1840′ (552′)-1¾
165	[1] 1840′ (552′)-2

TERPS AMEND 0

[1] Not authorized Southwest of Rwy 12-30.

CHANGES: Chart reindexed.

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BRIEFING STRIP™

ATIS (ASOS when Twr Inop)	KANSAS CITY Center	*SALINA Tower	*Ground
120.15	134.9	CTAF 119.3	121.9

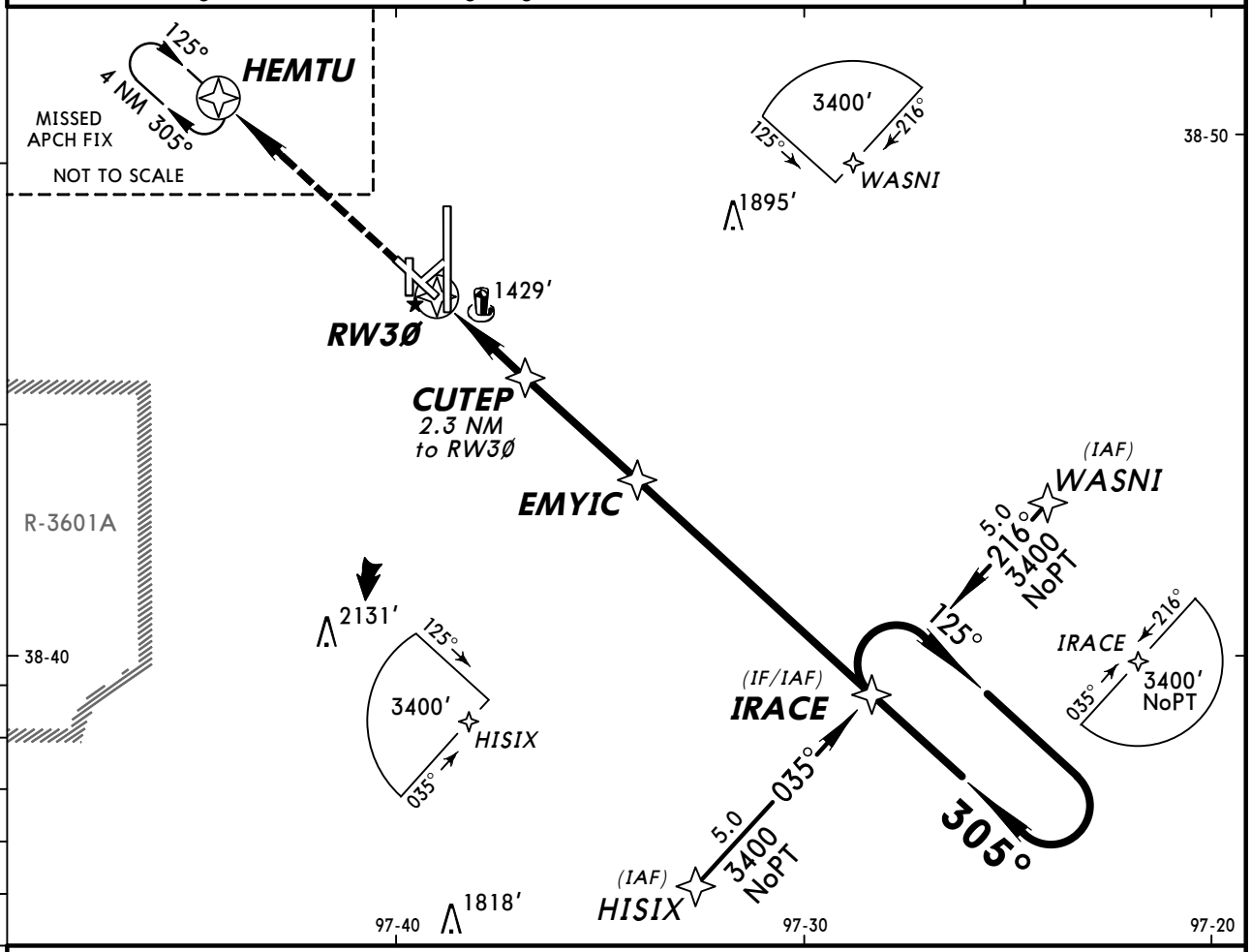
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1288′
	305°	EMYIC 3000′ (1727′)	1680′ (407′)	TDZE 1273′

TAA 30 NM IAF

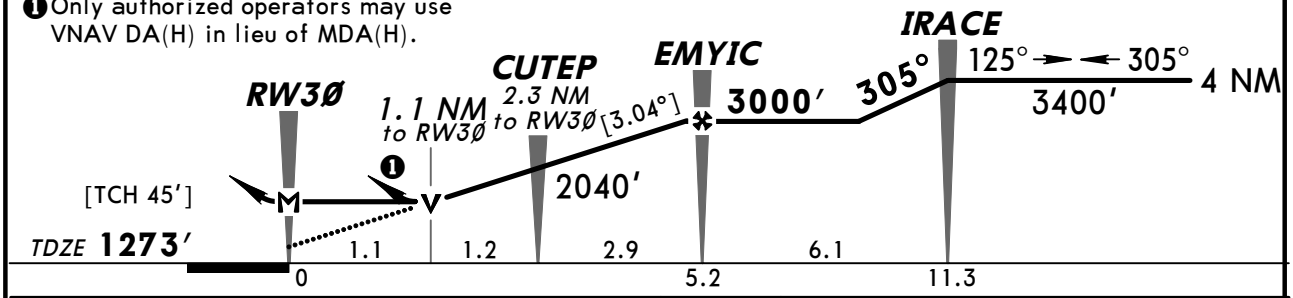
MISSED APCH: Climb to 3400′ direct HEMTU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use McPherson altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized when using McPherson altimeter setting. 4. Pilot controlled lighting 119.3.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW3Ø						

PAPI-L | 3400′ | D | HEMTU

STRAIGHT-IN LANDING RWY 30 LNAV	MDA(H) 1680′ (407′) With Local Altimter Setting	MDA(H) 1780′ (507′) With McPherson Altimeter Setting
A, B	1	1
C, D	1¼	1½

CIRCLE-TO-LAND	Max Kts	With Local Altimter Setting MDA(H)	With McPherson Altimeter Setting MDA(H)
A, B	90, 120	1820′ (532′)-1	1920′ (632′)-1
C	140	1840′ (552′)-1½	1940′ (652′)-1¾
D	165	❶1840′ (552′)-2	❶1940′ (652′)-2

❶ Not authorized Southwest of Rwy 12-30.

AMENDMENTS TERPS

CHANGES: New procedure.

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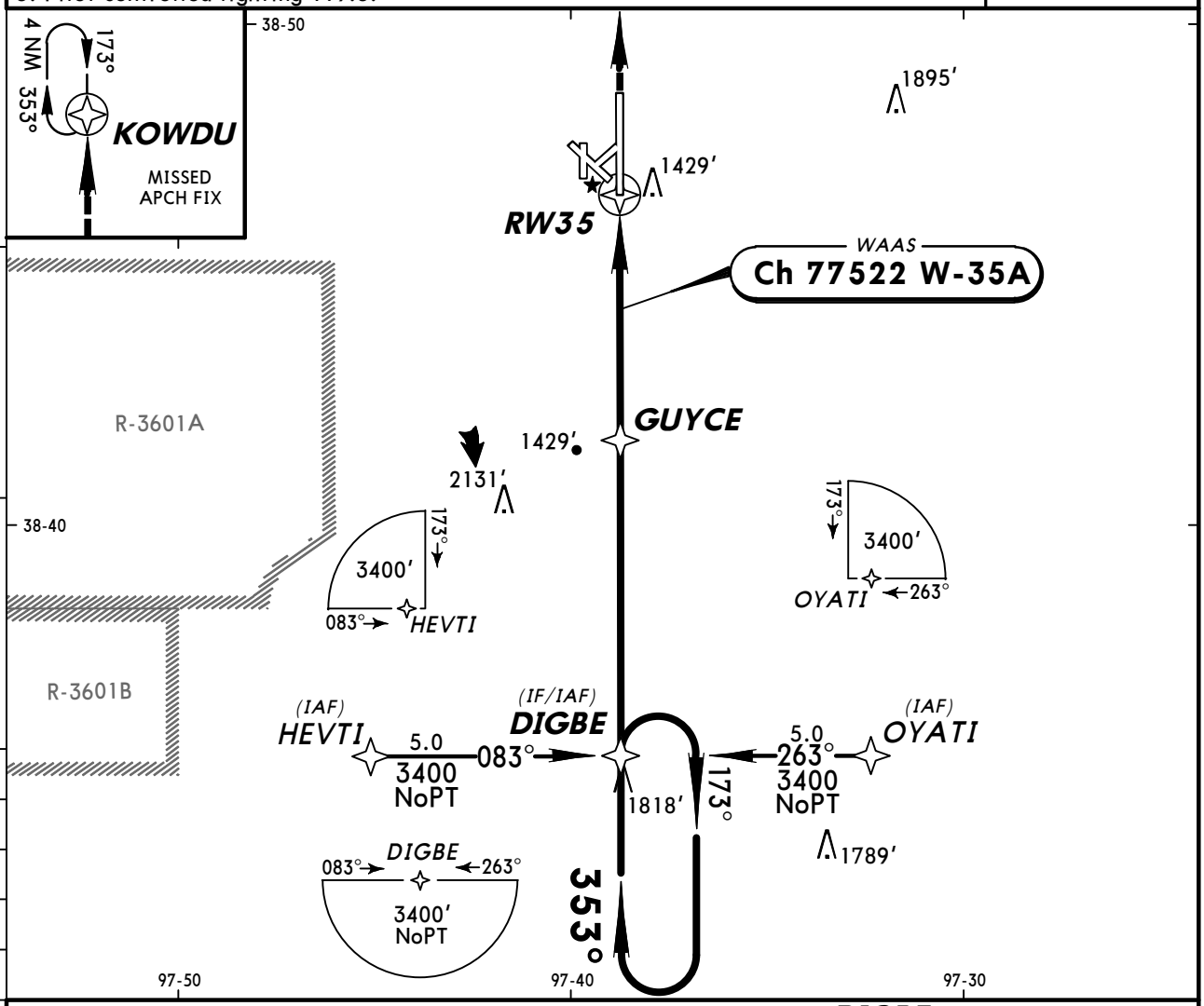
BRIEFING STRIP™

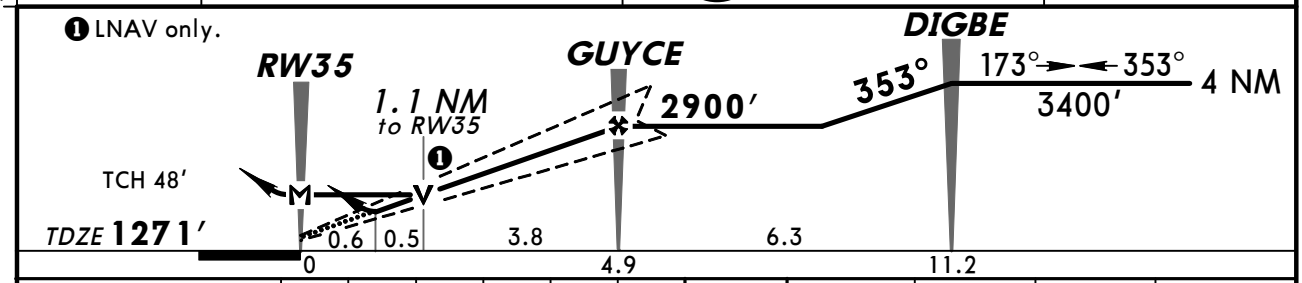
ATIS (ASOS when Twr inop)	KANSAS CITY Center	*SALINA Tower	*Ground
120.15	134.9	CTAF 119.3	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1288′	
Ch 77522 W-35A	353°	GUYCE 2900′ (1629′)	1521′ (250′)	TDZE 1271′	TAA 30 NM IAF

MISSED APCH: Climb to 3400′ direct KOWDU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Baro-VNAV not authorized below -17°C (2°F). 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 119.3.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

MALSR 3400′ KOWDU

STRAIGHT-IN LANDING RWY 35

	LPV DA(H) 1521′ (250′) FULL	LPV RAIL or ALS out	LNAV/VNAV DA(H) 1623′ (352′) RAIL out	LNAV/VNAV ALS out	LNAV MDA(H) 1680′ (409′) RAIL out	LNAV ALS out
A	1/2	3/4	3/4	1	1/2	3/4	1
B						
C					3/4	1 1/4
D				1 1/4	1	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (532′) - 1 1/4
120	
140	1840′ (552′) - 1 1/2
165	❶ 1840′ (552′) - 2

AMEND TERPS 0

❶ Not authorized Southwest of Rwy 12-30.

CHANGES: Chart reindexed.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	KANSAS CITY Center	*SALINA Tower	*Ground
120.15	134.9	CTAF 119.3	121.9

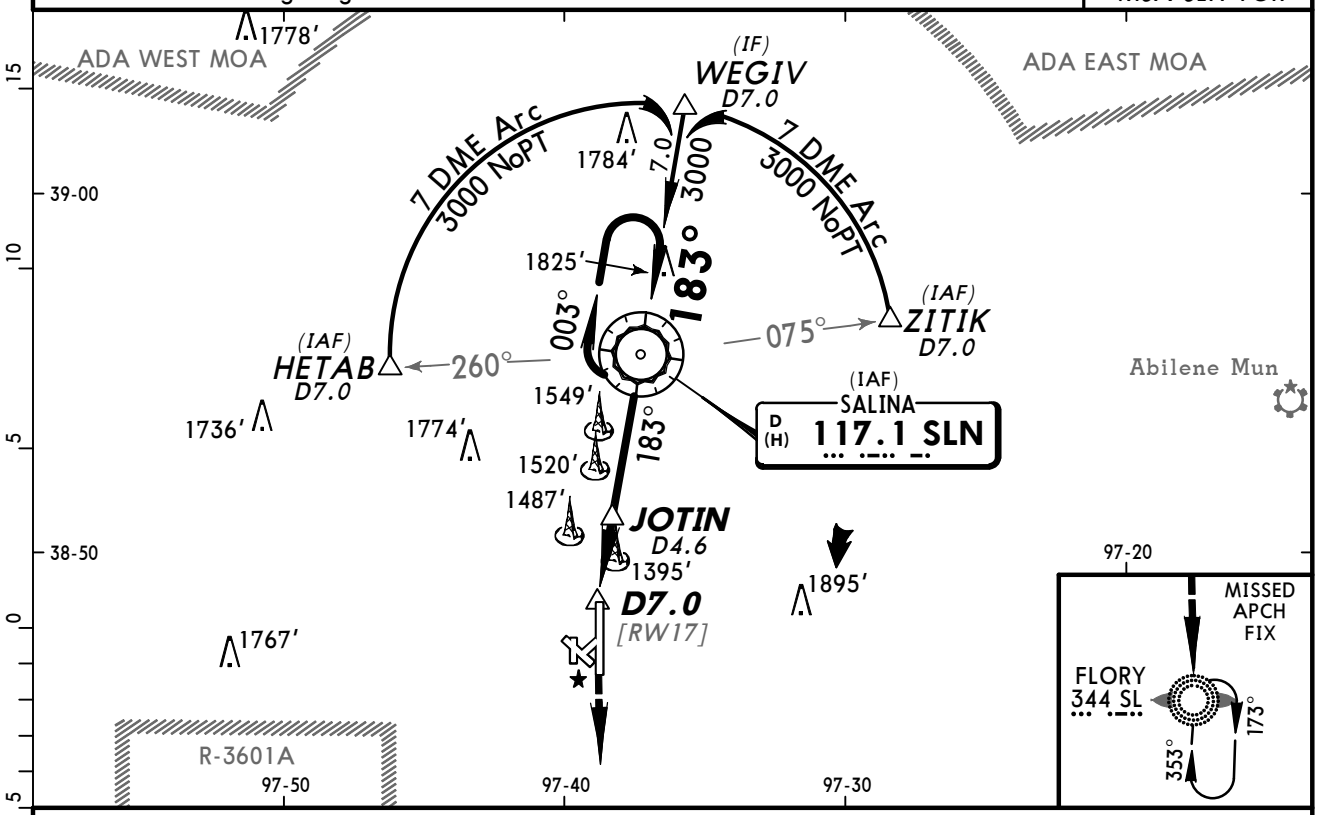
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 1288′
SLN 117.1	183°	3000′ (1754′)	1760′ (514′)	TDZE 1246′

MISSED APCH: Climb to 3400′ direct SL LOM and hold.

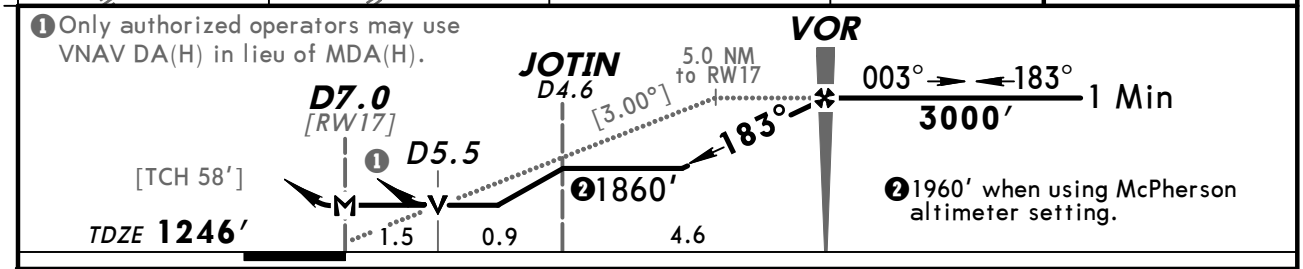
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Use local altimeter setting; if not received, use McPherson altimeter setting. 3. VDP not authorized when using McPherson altimeter setting. 4. Pilot controlled lighting 119.3.

3400′
MSA SLN VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



❷ 1960′ when using McPherson altimeter setting.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D7.0 or VOR to MAP 7.0	6:00	4:40	4:12	3:30	3:00	2:38

MALS 3400′ D SL 344

STRAIGHT-IN LANDING RWY 17
With Local Altimeter Setting

	MDA(H) 1760′ (514′) With JOTIN		MDA(H) 1860′ (614′) Without JOTIN	
		ALS out		ALS out
A	¾	1	¾	1
B				
C	1½		1¾	
D	1¾		2	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	With JOTIN MDA(H)	Without JOTIN MDA(H)
90	1820′ (532′)-1	1860′ (572′)-1
120		
140	1840′ (552′)-1½	1860′ (572′)-1¾
165	❶1840′ (552′)-2	❶1860′ (572′)-2

With McPherson Altimeter Setting

	MDA(H) 1860′ (614′) With JOTIN		MDA(H) 1960′ (714′) Without JOTIN	
		ALS out		ALS out
A	¾	1	¾	1
B				
C	1¾		2	
D	2		2¼	

With McPherson Altimeter Setting

Max Kts	With JOTIN MDA(H)	Without JOTIN MDA(H)
90	1920′ (632′)-1	1960′ (672′)-1
120		
140	1940′ (652′)-1¾	1960′ (672′)-2
165	❶1940′ (652′)-2	❶1960′ (672′)-2¼

❶ Not authorized Southwest of Rwy 12-30.

AMEND 2 TERPS

CHANGES: Procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	KANSAS CITY Center	*SALINA Tower	*Ground
120.15	134.9	CTAF 119.3	121.9

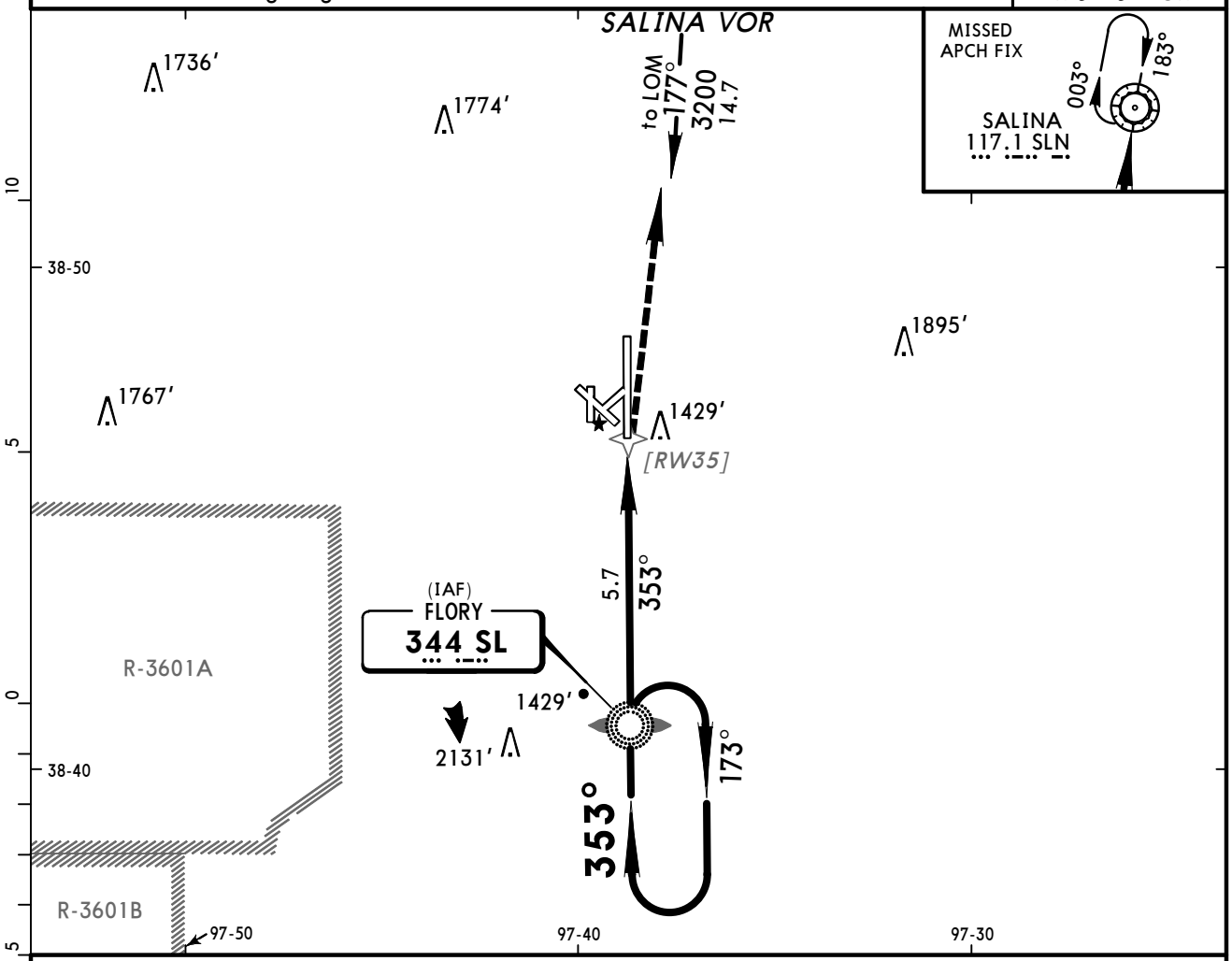
LOM SL	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev / TDZE
344	353°	3200′ (1929′)	1740′ (469′)	1288′ / 1271′

MISSED APCH: Climb to 3000′ direct SLN VOR and hold.

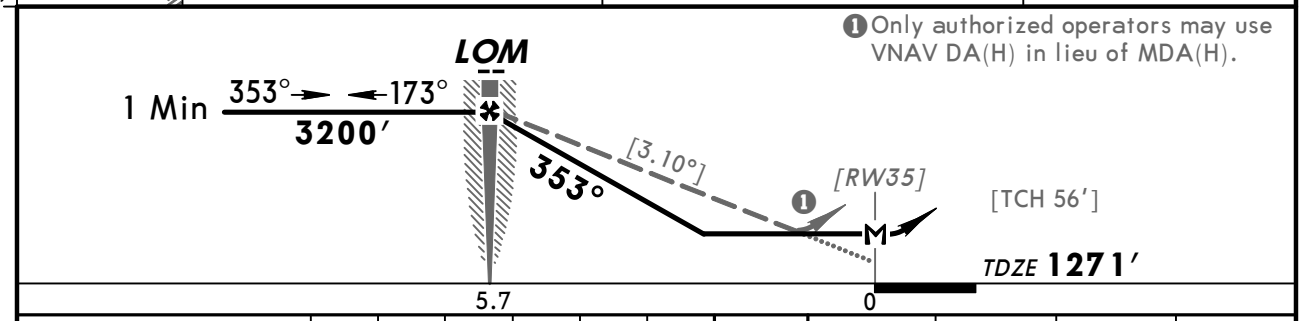
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.3.

3400′
MSA SL LOM



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.10°]	384	494	548	658	768	878
LOM to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR | 3000′ | D | SLN 117.1

TERPS AMEND 17A

STRAIGHT-IN LANDING RWY 35

MDA(H) 1740′ (469′)

	RAIL out	ALS out
A	3/4	1
B		
C	3/4	1¼
D	1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (532′)-1
120	
140	1840′ (552′)-1½
165	❶ 1840′ (552′)-2

❶ Not authorized Southwest of Rwy 12-30.

CHANGES: None.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

WICHITA, KS (BEECH FACTORY - KBEC)

DODGE CITY, KS (DODGE CITY REGL - KDDC)

NEWTON, KS (NEWTON CITY CO - KEWK)

TOPEKA, KS (FORBES - KFOE)

GREAT BEND, KS (GREAT BEND MUN - KGBD)

GARDEN CITY, KS (GARDEN CITY REGL - KGCK)

HUTCHINSON, KS (HUTCHINSON MUN - KHUT)

HAYS, KS (HAYS REGL - KHYS)

WICHITA, KS (MC CONNELL AFB - KIAB)

WICHITA, KS (WICHITA MID-CONTINENT - KICT)

OLATHE, KS (NEW CENTURY AIRCENTER - KIXD)

REV	ILS OR LOC RWY 36	21-1	17 Feb 2012	
DEL	VOR-A	23-1	17 Feb 2012	
REV	AIRPORT, AIRPORT INFO, TA...	APT	17 Feb 2012	

LIBERAL, KS (LIBERAL MID-AMERICA RGNL - KLBL)

MANHATTAN, KS (MANHATTAN REGL - KMHK)

SALINA, KS (SALINA MUN - KSLN)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBEC

Chart Change Notices for Airport KDDC

Type: Terminal
Effectivity: Temporary
Begin Date: 20111215
End Date: Until Further Notice

(11-1) Apt add AMDT 0

Chart Change Notices for Airport KEWK

Type: Terminal
Effectivity: Permanent
Begin Date: 20111117
End Date: No end date

(11-1) APT Add AMEND ORIG

No Chart Change Notices for Airport KFOE

No Chart Change Notices for Airport KGBD

Chart Change Notices for Airport KGCK

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Air Carrier operations note for 24 hours PPR changed to 48 hours PPR.

No Chart Change Notices for Airport KHUT

No Chart Change Notices for Airport KHYS

No Chart Change Notices for Airport KIAB

Chart Change Notices for Airport KICT

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

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(11-1) ILS or LOC Rwy 1L, (11-1A) ILS Rwy 1L CAT II MM decmsnd.

Chart Change Notices for Airport KIXD

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(21-1) ILS or LOC Rwy 36 MM decmsnd.

No Chart Change Notices for Airport KLBL

No Chart Change Notices for Airport KMHK

No Chart Change Notices for Airport KSLN