



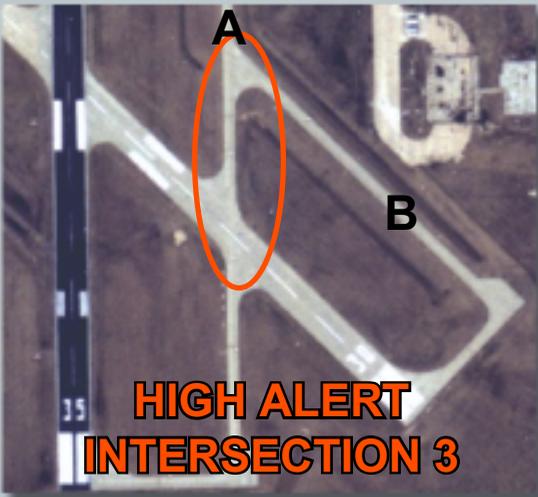
HIGH ALERT INTERSECTION 1

Looking North. Intersection of Taxiway C and Runway 12.



HIGH ALERT INTERSECTION 2

Looking North. Intersection of Taxiway Charlie, Runway 17/35 and Parking Ramp.



HIGH ALERT INTERSECTION 3

Looking North. Intersection of Taxiway A, Taxiway B and Runway 30.

Airport Operations: (620) 276-1190
 Air Traffic Control: (620) 276-8994
 Hours of Operation: Continuous
 Tower 7am – 9pm (CDT)
 Latitude: N37° 55.65'
 Longitude: W100° 43.47'
 Elevation: 2890 ft.
 Variation: 9E
 From City: 8 miles SE
 Sectional Chart: Wichita
 Control Tower: Yes
 ARTCC: Kansas City Center 125.2
 FSS: Wichita Flight Service
 NOTAMs Facility: FSS Wichita
 Wind Indicator: Yes
 Beacon: Yes
 Fire and Rescue: Yes
 Airline Operations: Yes
 Customs: No
 UNICOM: 123.00
 CTAF: 118.15
 ATIS: N/A
 Ground: 119.00
 Tower: 118.15
 Clearance Delivery: ---
 Approach Control: ---
 ASOS: 121.325
 VOR: 113.3
 RCO: 122.45
 Emergency: 121.5
 UHF: 254.400



AIRPORT RUNWAY SAFETY INFORMATION

Garden City
Regional Airport
(GCK)

October 2002

RUNWAY SAFETY
Everyone's Responsibility
STAY ALERT!

FEDERAL AVIATION ADMINISTRATION
Central Region Runway Safety Program
<http://www.faa.gov/runwaysafety>

HIGH ALERT INTERSECTIONS

1. TAXIWAY CHARLIE/RUNWAY 12:

Taxiway Charlie intersects Runway 12 approximately 1300 ft from the approach end of Runway 12. Currently there is no taxiway that serves the approach end of Runway 12. If a back taxi is required for departure, a pilot must hold short of the runway and request the back taxi with ATC.

2. TAXIWAY CHARLIE/RUNWAY 17-35/ PARKING RAMP:

The parking ramp, which is a non-movement area, is in close proximity to Runway 17/35 at Taxiway Charlie. Pilots must use caution when exiting the runway on Taxiway Charlie, as there may be uncontrolled aircraft or vehicles operating near Taxiway Charlie. In addition, pilots should be alert while taxiing on the parking ramp, to aircraft exiting the runway at Taxiway Charlie. Listen closely to ATC instructions, as an aircraft requesting an intersection departure from Taxiway Charlie may prevent runway exiting at Taxiway Charlie.

3. TAXIWAY ALPHA/TAXIWAY BRAVO/ RUNWAY 30:

When a pilot is instructed to taxi to Runway 30, the pilot must ensure that he makes the left turn onto Taxiway Bravo, to reach the approach end of Runway 30. If a pilot is not being extra vigilant, it is easy for an aircraft to taxi straight ahead on Taxiway Alpha and cross an active runway.

