

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> MPR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> MC PHERSON	<u>STATE</u> KS		
<u>AIRPORT ELEVATION</u> 1498	<u>TDZE</u> 1497	<u>SUPERSEDED</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 11/12/2015	<u>MAG VAR</u> 6E	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 090/30 CW 270/30	NOPT	INMOM	IF/IAF	4000
2. 270/30 CW 360/30		NOLLA	IAF	4000
3. 360/30 CW 090/30		STABB	IAF	4000

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
STABB	IAF	INMOM	NOPT	TF	FB	1.00	089.51	7.00	4000
NOLLA	IAF	INMOM	NOPT	TF	FB	1.00	269.69	7.00	4000
INMOM	IF/IAF	SSEAN		TF	FB	1.00	179.60	6.04	3000
SSEAN	FAF	TOOMS/2.09 NM TO RW18		TF	FB	0.30	179.60	2.51	
TOOMS/2.09 NM TO RW18		RW18	MAP	TF	FO	0.30	179.60	2.09	
RW18	MAP	1697 MSL		CA			179.60		
1697 MSL		ZOPMO		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4000 DIRECT ZOPMO AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD N INMOM, LT, 179.60 INBOUND, 4000 IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	179.60	FAF:	SSEAN	DIST FAF TO MAP:	4.60	DIST FAF TO THLD:	4.60							
4.	MIN ALT:	INMOM 4000, SSEAN 3000, TOOMS/2.09 NM TO RW18 2200													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		200 HAT:	0.51	GS ANT:				
6.	MIN GP INCPT:	3000	GP ALT AT PFAF:	SSEAN 3000					OM:		MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	41.1							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING SLN ALTIMETER SETTING.
CHART NOTE: CIRCLING NA TO RWYS 8 AND 26.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SLN ALTIMETER SETTING AND INCREASE LPV DA TO 1788 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE LNAV/VNAV DA TO 1944 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 100 FEET AND LNAV AND CIRCLING VISIBILITY CAT C 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 359.57 INBOUND.
CHART FAS OBST: 1653 BUILDING (20-079555) 382222N/0974037W.
CHART R-3601B.
CHART SMOKY HIGH MOA.
CHART SMOKY MOA.
CHART VDP AT 1.33 NM TO RW18.
WAAS CHANNEL # 99505
REFERENCE PATH ID: W18A
LTP HAE: 427.3 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	1697	3/4	200	1697	3/4	200	1697	3/4	200		NA				
LNAV/VNAV DA	1853	1	356	1853	1	356	1853	1	356		NA				
LNAV MDA	1960	1	463	1960	1	463	1960	1 3/8	463		NA				
CIRCLING	2120	1	622	2120	1	622	2120	1 3/4	622		NA				



CHANGES - REASONS

1. CHANGED STRAIGHT-IN TAA ALTITUDE FROM 3400 TO 4000 AND LEFT/RIGHT BASE ALTITUDES FROM 4100 TO 4000 - REQUESTED BY FPT/ATC FOR UNIFORMITY.
2. RENAMED IAF FROM ZUTAL TO NOLLA AND MOVED FIX 2 NM EAST IN TAA AND TERMINAL ROUTES - TO ACCOMMODATE A 90 DEGREE TURN AT THE INTERMEDIATE FIX. FIX NAME REQUESTED BY FPT/ATC.
3. RENAMED IAF FROM COTAR TO STABB AND MOVED FIX 2 NM WEST IN TAA AND TERMINAL ROUTES - TO ACCOMMODATE A 90 DEGREE TURN AT THE INTERMEDIATE FIX. FIX NAME REQUESTED BY FPT/ATC.
4. CHANGED INITIAL SEGMENT STABB TO INMOM FROM COURSE 089.53 TO 089.51, DISTANCE FROM 5.00 NM TO 7.00 NM AND LOWERED ALTITUDE FROM 4100 TO 4000 - RESULT OF MOVING IAF. ALTITUDE LOWERED FOR UNIFORMITY.
5. CHANGED INITIAL SEGMENT NOLLA TO INMOM FROM COURSE 269.67 TO 269.69, DISTANCE FROM 5.00 NM TO 7.00 NM AND LOWERED ALTITUDE FROM 4100 TO 4000 - RESULT OF MOVING IAF. ALTITUDE LOWERED FOR UNIFORMITY.
6. RAISED IF ALTITUDE FROM 3400 TO 4000, CHANGED INTERMEDIATE SEGMENT RNP FROM 0.50 TO 1.00, AND DISTANCE FROM 6.10 NM TO 6.04 NM - ALTITUDE RAISED FOR UNIFORMITY. RNP PER 8260.58D TABLE 1-2-1. DISTANCE DUE TO PFAF RELOCATION.
7. MOVED PFAF 341 FT / 0.06 NM NORTH, CHANGED NAME FROM HAWWE TO SSEAN, CHANGED FINAL SEGMENT DISTANCE FROM 4.54 TO 4.60, AND ADDED TF LEG, FO, AND RNP 0.30 TO TERMINAL ROUTES - PER UPDATED PFAF LOCATION CRITERIA AND 8260.19K PARA. 8-6-4A(6).
8. ADDED FINAL STEPDOWN FIX TOOMS/2.09 NM TO RW18 AT ALTITUDE 2200 - TO ACHIEVE A LOWER MDA.
9. ADDED MISSED CA LEG RW18 TO 1697 MSL AND COURSE 179.60 TO TERMINAL ROUTES - FOR PROPER ARINC CODING OF MISSED APPROACH AND PER 8260.58D PARA. 3-5-2.
10. CHANGED DF LEG FROM RW18 TO ZOPMO TO 1697 MSL TO ZOPMO AND ALTITUDE FROM 4100 TO 4000 - CA LEG ADDED AND CLEARANCE LIMIT ALTITUDE LOWERED FOR UNIFORMITY.
11. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 4100 DIRECT ZOPMO AND HOLD" TO "CLIMB TO 4000 DIRECT ZOPMO AND HOLD" - CLEARANCE LIMIT ALTITUDE LOWERED.
12. PROFILE LINE 1: CHANGED HOLD-IN-LIEU MIN ALTITUDE FROM 3400 TO 4000 AND LOWERED MAX ALTITUDE FROM 10000 TO 6000 - TO MATCH CHANGED IF ALTITUDE FOR UNIFORMITY AND NEW MAX ALTITUDE REQUESTED BY FPT/ATC.
13. PROFILE LINE 3: CHANGED FAF NAME FROM HAWWE TO SSEAN, DIST FAF TO MAP/THLD FROM 4.54 NM TO 4.60 NM - REQUESTED BY FPT/ATC AND RESULT OF PFAF RELOCATION.
14. PROFILE LINE 4: CHANGED MINIMUM ALTITUDES FROM "INMOM 3400, HAWWE 3000" TO "INMOM 4000, SSEAN 3000, TOOMS/2.09 NM TO RW18 2200" - RESULT OF ALTITUDE AND NAME CHANGES REQUESTED BY FPT/ATC.
15. PROFILE LINE 5: CHANGED DIST TO THLD FROM 329 HAT 0.92 TO 200 HAT 0.51 - RESULT OF LOWERING LPV MINIMUMS.
16. PROFILE LINE 6: CHANGED GP ALT AT PFAF FROM HAWWE 3000 TO SSEAN 3000 - RESULT OF PFAF NAME CHANGE.
17. PROFILE LINE 7: ADDED 20:1 IS CLEAR AND CHANGED TCH FROM 40.0 TO 41.1 - PER 8260.19K PARA. 8-6-7G(3) AND TCH CHANGED TO MATCH VGSI TCH.
18. ADDED PBN REQUIREMENTS NOTE "RNP APCH - GPS." - PER 8260.19K PARA. 8-6-8D(5)(A).
19. REMOVED NOTE "DME/DME RNP-0.3 NA" - REPLACED BY PBN REQUIREMENTS NOTE.
20. CHANGED NOTE FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C (2°F) OR ABOVE 54°C (130°F)" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C" - PER 8260.19K PARA. 8-6-10R.
21. CHANGED NOTE FROM "BARO-VNAV AND VDP NA WHEN USING SALINA ALTIMETER SETTING" TO "BARO-VNAV AND VDP NA WHEN USING SLN ALTIMETER SETTING" - FORMAT PER 8260.19K PARA. 8-6-10E(8)(9).
22. CHANGED BACKUP ALTIMETER NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SALINA ALTIMETER SETTING AND INCREASE LPV DA TO 1917 FEET, LNAV/VNAV DA TO 2120 FEET AND ALL VISIBILITIES 5/8 MILE; INCREASE ALL MDA 100 FEET AND VISIBILITY CAT C 3/8 MILE" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SLN ALTIMETER SETTING AND INCREASE LPV DA TO 1788 FEET AND ALL VISIBILITIES 1/8 SM; LNAV/VNAV DA TO 1944 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 100 FEET AND LNAV AND CIRCLING VISIBILITY CAT C 1/4 SM" - FORMAT PER 8260.19K PARA. 8-6-10F(6) AND RESULT OF LOWERED MINIMUMS.
23. REMOVED PROFILE NOTE "LNAV ONLY" AND ASSOCIATED ASTERISK FROM VDP AT 1.40 NM TO RW18* FROM PROFILE VIEW - NO LONGER REQUIRED BY CRITERIA.
24. CHANGED FAS OBST FROM 1676 ELEVATOR (17-1755) 382215N/0974021W TO 1653 BUILDING (20-079555) 382222N/0974037W IN ADDITIONAL FLIGHT DATA - PREVIOUS CONTROLLING OBSTACLE NO LONGER LOCATED IN THE FINAL PRIMARY AREA.
25. CHANGED VDP LOCATION FROM 1.40 NM TO RW18 TO 1.33 NM TO RW18 - RESULT IN LOWERED LNAV MINIMUMS.
26. LOWERED LPV DA/HAT FROM 1826/329 TO 1697/200, LNAV/VNAV DA/HAT FROM 2029/532 TO 1853/356 AND LNAV MDA/HAT FROM 1980/483 TO 1960/463 - REQUESTED BY FPT, NEW CONTROLLING OBSTACLES, AND INCLUSION OF A STEPDOWN FIX. OE-AAA OBSTACLE ASSESSMENT PERFORMED IN TARGETS PER THE LOWERING PROCEDURE MINIMUMS SOP DATED 1/22/2026.
27. REDUCED LPV VISIBILITY FROM 1 1/8 SM TO 3/4 SM AND LNAV/VNAV VISIBILITY FROM 1 7/8 SM TO 1 SM - RESULT OF LOWERED MINIMUMS AND PER 8260.3G TABLE 3-3-1.
28. FAS DATA: LTP/FTP LAT/LONG CHANGED FROM 382131.6320N/0974120.2905W TO 382131.6335N/0974120.2920W - UPDATED SURVEY DATA.
29. FAS DATA: FPAP LAT/LONG CHANGED FROM 382002.8600N/0974131.3200W TO 382002.8645N/0974131.3325W - RESULT OF CHANGE IN LTP/FTP COORDINATES.
30. FAS DATA: TCH CHANGED FROM 40.0 TO 41.1 - REQUESTED BY FPT TO MATCH VGSI TCH.
31. FAS DATA: CHANGED VERTICAL ALERT LIMIT FROM 50 TO 35 - LPV HAT LOWERED TO 200 FT.
32. FAS DATA: FAS DATA: CRC REMAINDER CHANGED FROM 2D84E236 TO 2F8D3EA8 - RESULT OF CHANGES LISTED ABOVE.
33. ADDITIONAL PATH POINT RECORD INFORMATION: LTP AND FPAP ORTHOMETRIC HEIGHT CHANGED FROM +04552 TO +04553 - LTP ELEVATION HEIGHT CHANGED SINCE LAST AMENDMENT.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZKC, ARPT MGR, ICT ATCT, KS STATE AERO

FLIGHT CHECKED BY

TERRY HESTER

Digitally signed by

ALLAN WILL

Aug 03, 2026

OFFICE

AJF

DATE

07/30/2026

DEVELOPED BY

RALPH DUMAR

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DATE

04/14/2026

APPROVED BY

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ALLAN WILL

Aug 03, 2026

OFFICE

AJV-A4

DATE

TITLE
MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA

0
0
KMPR
RW18
0
0
W18A
382131.6335N
0974120.2920W
+04273
382002.8645N
0974131.3325W
00041.1
F
03.00
106.75
1072
40.0
35.0

CRC REMAINDER

2F8D3EA8

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K3
+04553
+04553



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
MPR	RNAV (GPS) RWY 18	1	MC PHERSON	KS	1498	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 090/30 CW 270/30 **TO** INMOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (20-001654)	382833.00N/0971718.00W	2304	50	20	2C	1000				AT696	4000
TERRAIN	383618.00N/0981751.00W	1843 (1800)								AS1500	3300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LEFT BASE AREA

FROM 270/30 CW 360/30 **TO** NOLLA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (20-000032)	380337.64N/0974549.66W	3000	50	20	2C	1000					4000
TERRAIN	382506.00N/0972021.00W	1601 (1600)								AS1500	3100

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



RIGHT BASE AREA

FROM

360/30 CW 090/30

TO

STABB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (20-000032)	380337.64N/0974549.66W	3000	50	20	2C	1000					4000
TERRAIN	383503.00N/0982700.00W	1876 (1900)								AS1500	3400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

STABB

TO

INMOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	7.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	383433.00N/0974557.00W	1808	215	8	4B	1000				AT1192	4000
TERRAIN	383433.00N/0974557.00W	1607 (1600)								AS1500	3100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

NOLLA

TO

INMOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	7.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (20-002306)	382849.60N/0973644.64W	1853	50	20	2C	1000				AT1147	4000
TERRAIN	383057.00N/0973430.00W	1548 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

INMOM (IF/IAF)

TO

SSEAN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.04										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (20-001747)	382752.92N/0973728.26W	1869	50	20	2C	500					2400
TERRAIN	382848.00N/0973900.00W	1545 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

SSEAN

TO

RW18

<u>RNP</u> 0.30	<u>DISTANCE</u> 4.60	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<u>HMAS</u>						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				1697

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

SSEAN

TO

RW18

<u>RNP</u> 0.30	<u>DISTANCE</u> 4.60	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 356	<u>HMAS</u>						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
BUILDING (20-079555)	382221.81N/0974036.87W	1653	250	50	4D	150				AC50	1853

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

SSEAN

TO

TOOMS/2.09 NM TO RW18

<u>RNP</u> 0.30	<u>DISTANCE</u> 2.51	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	382521.00N/0974024.00W	1716	215	8	4B	250				RA100 DG134	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

TOOMS/2.09 NM TO RW18

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.09		RW18		463						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
BUILDING (20-079555)	382221.81N/0974036.87W	1653	250	50	4D	250				AC50	1960

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

INMOM

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
		P-5									
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (20-001915)	383958.00N/0974130.00W	2131	50	20	2C	1000				AT869	4000
TERRAIN	383530.00N/0974418.00W	1624 (1600)								AS1500	3100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LPV

FROM

DA

TO

ZOPMO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30-1.00											1530
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
RIG (20-029988)	382035.50N/0974037.30W	1813	50	20	2C	1000					2900
TERRAIN	381939.00N/0974154.00W	1522 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

ZOPMO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										1703	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
RIG (20-029988)	382035.50N/0974037.30W	1813	50	20	2C	1000					2900
TERRAIN	381939.00N/0974154.00W	1522 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW18

TO

ZOPMO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30										1860	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
RIG (20-029988)	382035.50N/0974037.30W	1813	50	20	2C	1000					2900
TERRAIN	381939.00N/0974154.00W	1522 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
RIG (20-029988)	382035.50N/0974037.30W	1.31	622	1813	50	20	2C	300			2120
CATEGORY B											
RIG (20-029988)	382035.50N/0974037.30W	1.86	622	1813	50	20	2C	300			2120
CATEGORY C											
RIG (20-029988)	382035.50N/0974037.30W	2.93	622	1813	50	20	2C	300			2120

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ICT APP CON, ICT FSS, ZKC ARTCC

WX SERVICE

AWOS-3P

LOCATION

MPR

HRS OPERATION

24

ALTIMETER SOURCE

MPR

DISTANCE

WMSCR

Y

ADJUSTMENTS

0



<u>AIRPORT ID</u> MPR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> 1	<u>CITY</u> MC PHERSON	<u>STATE</u> KS	<u>AIRPORT ELEVATION</u> 1498	<u>FACILITY</u> RNAV
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> SLN	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> SLN	<u>DISTANCE</u> 26.39	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 91

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KMPR 1498, KSLN 1288
RA = 90.1.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW26			
RW08			
RW36 - MIRL (PCL), REIL, PAPI-4L (PCL)	NPI-F		
RW18 - REIL, MIRL (PCL), PAPI-4L (PCL)	NPI-G		

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 1493.8	<u>TCH</u> 41.1	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 41.1
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -17C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -17C	<u>APT ISA</u> +12.03C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 835 HIGH TEMP 1187.

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>



PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

MAX VEGETATION HEIGHT 100 FEET PER FPT.

CIRCLING RWY 8/26 NA: TURF RUNWAY.

TAA OVER SPECIAL USE AIRSPACE VERIFIED WITH FPT.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1723 AAO 382618.00N/0973939.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.03
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	185.60
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1500
DISTANCE FROM	THLD	TO 1500FT POINT	4.60
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.14
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	185.60
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1500

THRESHOLD COORDINATES (IF STR-IN)	382131.63N/0974120.29W
ARP COORDINATES	382108.62N/0974128.67W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 36 DISTANCE 0.52 NM
FAF COORDINATES	382606.63N/0974046.04W
FIX NAME COORDINATES	

REMARKS

IAF NOLLA 383126.53N 0973108.38W 30 NM RADIUS

IAF STABB 383248.58N 0974853.81W 30 NM RADIUS

IF/IAF INMOM 383207.89N 0974001.01W 30 NM RADIUS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RALPH DUMAR	AJV-A422	04/14/2026	AERONAUTICAL INFORMATION SPECIALIST

