

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
GBD	ILS OR LOC RWY 36	1	GREAT BEND	KS		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
1887	1883	ILS OR LOC RWY 35	ORIG-E	06/15/2023	4E	2030
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-GBD			ROUTINE			

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
HUT VOR/DME		BABSY LOM/I-GBD 6.56 DME	FAF/IAF				285.57	46.23	4000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.07 NM AFTER BABSY LOM/I-GBD 6.56 DME OR AT I-GBD 1.49 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2900 THEN CLIMBING LEFT TURN TO 3600 DIRECT BABSY LOM AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	L	SIDE OF COURSE	175.59	OUTBOUND	3600	FT WITHIN	10	MILES OF	BABSY LOM/I-GBD 6.56 DME (IAF)		
2.											
3. FAC:	355.59	FAF:	BABSY LOM/I-GBD 6.56 DME	PFAF:	GP INTCP			DIST FAF TO MAP:	5.07	DIST FAF TO THLD:	5.07
4. MIN ALT:	BABSY LOM/I-GBD 6.56 DME 3600, BROTO/I-GBD 2.83 DME 2360*										
5. DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		GS ANT:	960		
6. MIN GS INCPT:	3600	GS ALT AT PFAF:						OM:	3546	MM:	IM:
7. GS ANGLE:	3.00	34:1:		20:1:		TCH:	49.0				
8. MSA FROM:	BABSY LOM 080-180 3500, 180-080 3900										



EQUIPMENT REQUIREMENTS NOTES:

ADF REQUIRED.

NOTES:

*2460 WHEN USING LYO ALTIMETER SETTING.
CHART BISON MOA.
CHART HIGH PLAINS MOA.
CHART DRIFTER MOA.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LYO ALTIMETER SETTING AND INCREASE S-ILS 36 DA TO 2179 FEET AND INCREASE ALL MDAS 100 FEET; INCREASE S-LOC 36 VISIBILITY CAT C/D 1/4 SM AND CIRCLING VISIBILITY CAT C/D 1/4 SM; BROTO FIX MINIMUMS: INCREASE S-LOC 36 VISIBILITY CAT C/D 1/4 SM AND CIRCLING VISIBILITY CAT C/D 1/4 SM.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CATS C/D VISIBILITY TO 1 3/8 SM.
ADDITIONAL FLIGHT DATA:

HOLD S, RT, 355.59 INBOUND.
CHART FAS OBST: 1968 TREE (20-067746) 381830N/0985146W.
CHART AT OR ABOVE 3600 AT BABSY LOM.
CHART IN PLANVIEW: (CFPRH) (380913.60N/0985119.84W).

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

ALTERNATE: NA ☒

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
S-ILS 36	2083	1/2	200	2083	1/2	200	2083	1/2	200	2083	1/2	200			
S-LOC 36	2360	1/2	477	2360	1/2	477	2360	1	477	2360	1	477			
CIRCLING	2360	1	473	2360	1	473	2520	1 3/4	633	2640	2 1/2	753			
BROTO FIX MINIMUMS (DME REQUIRED)															
S-LOC 36	2220	1/2	337	2220	1/2	337	2220	1/2	337	2220	1/2	337			
CIRCLING	2300	1	413	2340	1	453	2520	1 3/4	633	2640	2 1/2	753			

CHANGES - REASONS

1. MAG VAR CHANGED FROM 8E TO 4E – MAG VAR EXCEEDED 3 DEGREE LIMIT.
2. PROCEDURE NAME CHANGED FROM ILS OR LOC RWY 35 TO ILS OR LOC RWY 36 – MAGVAR AND RUNWAY NUMBER UPDATE.
3. INCORPORATED PNOTAMS 3/0838 AND 1/8610 INTO FORMS.
4. TERMINAL ROUTES: CHANGED FROM "HUT VOR/DME TO BABSY LOM/I-GBD 6.43 DME COURSE 285.56 DISTANCE 46.26 ALTITUDE 3600" TO "HUT VOR/DME TO BABSY LOM/I-GBD 6.56 DME FAF/IAF COURSE 285.57 DISTANCE 46.23 ALTITUDE 4000 – MAGVAR UPDATE/FPT REQUEST
5. MISSED APPROACH: LOC MAP CHANGE FROM "4.94 NM AFTER BABSY LOM/I-GBD 6.43 DME OR AT I-GBD 1.49 DME" TO "LOC: I-GBD 1.49 DME OR AT 5.07 NM AFTER BABSY LOM/I-GBD 6.56 DME" - NEW PROCEDURE MINIMUMS.
6. MISSED APPROACH: CHANGED FROM "CLIMB TO 2300 THEN CLIMBING LEFT TURN TO 3600 DIRECT BABSY LOM AND HOLD" TO "CLIMB TO 2900 THEN CLIMBING LEFT TURN TO 3600 DIRECT BABSY LOM AND HOLD." - UPDATED CONTROLLING OBSTACLE.
7. PROFILE LINE 1: SIDE OF COURSE CHANGED FROM "172.00" TO "175.59"/ MILES OF CHANGED FROM "BABSY LOM" TO "BABSY LOM/I-GBD 6.56 DME" – MAGVAR UPDATE/IAW 8260.19 K.
8. PROFILE LINE 3: FAC CHANGED FROM "351.59" TO "355.59"/FAF CHANGED FROM BABSY LOM/I-GBD 6.43 DME TO BABSY LOM/I-GBD 6.56 DME/DIST FAF TO MAP AND DIST FAF TO THLD CHANGED FROM "4.94" TO "5.07" – MAGVAR UPDATE/NEW FAF COORDINATES.
9. PROFILE LINE 4: MIN ALT CHANGED FROM BABSY LOM/I-GBD 6.43 DME 3600 TO BABSY LOM/I-GBD 6.43 DME 3600, BROTO/I-GBD 2.83 DME 2360* - NEW FAF COORDINATES/NEW STEPDOWN SEGMENT.
9. PROFILE LINE 5: REMOVED DIST TO THLD FROM OM 4.94, GS ANT CHANGED FROM "959" TO "960" – 8260.19K 8-6-7.E, UPDATED AIRPORT SURVEY.
- 10.PROFILE LINE 6: OM CHANGED FROM "3572" TO "3546" – UPDATED AIRPORT SURVEY.
11. NOTES: ADDED "CHART BISON MOA", CHART HIGH PLAINS MOA, CHART DRIFTER MOA". "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LYO ALTIMETER SETTING AND INCREASE S-ILS 36 DA TO 2179 FEET AND INCREASE ALL MDAS 100 FEET; INCREASE S-LOC 36 VISIBILITY CAT C/D 1/4 SM AND CIRCLING VISIBILITY CAT C/D 1/4 SM; BROTO FIX MINIMUMS: INCREASE S-LOC 36 VISIBILITY CAT C/D 1/4 SM AND CIRCLING VISIBILITY CAT C/D 1/4 SM" - FPT REQUEST.
12. MINIMUMS: LOC HAT/MDA CHANGED FROM "357/2240" TO "477/2360"/ CAT C/D VIS FROM "1/2" TO "1" – NEW CONTROLLING OBSTACLE.
13. MINIMUMS: CIRCLING CAT A HAA/CMDA CHANGED FROM "433/2320" TO "473/2360" – CAT B HAA/CMDA CHANGED FROM "453/2340" TO "473/2360" – NEW CONTROLLING OBSTACLE.
14. MINIMUMS: ADDED LOC AND CIRCLING STEPDOWN MINIMUMS – FPT REQUEST.
15. CHART NOTE: ADDED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CATS C/D VISIBILITY TO 1 3/8 SM." - IAW 8260.19K

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZKC, AMGR

FLIGHT CHECKED BY

MATTHEW C KEITH

*Digitally signed by***CASEY D HILL**

Jul 13, 2026

OFFICE

AJF

DATE

07/07/2026

DEVELOPED BY

ALLAN WILL (RODNEY SMITH)

*Digitally signed by***CASEY D HILL**

Jul 13, 2026

OFFICE

AJV-A33

DATE

04/06/2026

APPROVED BY

KYLE THOMPSON

*Digitally signed by***CASEY D HILL**

Jul 13, 2026

OFFICE

AJV-A33

DATE**TITLE**
MANAGER

**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>
GBD	ILS OR LOC RWY 36	1	GREAT BEND	KS	1887	I-GBD

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM HUT VOR/DME **TO** BABSY LOM/I-GBD 6.56 DME

<u>RNP</u>	<u>DISTANCE</u> 46.23	<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 (20-030051)	380908.43N/0983812.43W	2231	20	3	1A	1000				AT729	4000
TERRAIN	381118.00N/0985124.00W	1952 (2000)								AS1500	3500

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE: PT

FROM 10 NM **TO** BABSY LOM/I-GBD 6.56 DME

<u>RNP</u>	<u>DISTANCE</u> 355.59	<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 (20-001907)	375903.00N/0984233.00W	2318	500	50	5D	1000				AT282	3600
TERRAIN	380251.00N/0985754.00W	2040 (2000)								AS1500	3500

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: ILS

FROM

GP INTCP

TO

RW36

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.07		DA			200				
<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				2083

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

BABSY LOM/I-GBD 6.56 DME

TO

BROTO/I-GBD 2.83 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.73						477				
<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	381606.00N/0985124.00W	2110	215	8	4B	250					2360

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM

BROTO/I-GBD 2.83 DME

TO

5.07 NM AFTER BABSY LOM/I-GBD 6.56 DME OR AT I-GBD 1.49 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	1.35		5.07 NM AFTER BABSY LOM/I-GBD 6.56 DME OR AT I-GBD 1.49 DME	337	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (20-067746)	381830.22N/0985145.79W	1968	20	3	1A	250					2220

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PROCEDURE TURN

FROM

BABSY LOM/I-GBD 6.56 DME

TO

10 NM

<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 (20-001907)	375903.00N/0984233.00W	2318	500	50	5D	1000				AT212	3600
TERRAIN	380251.00N/0985754.00W	2040 (2000)								AS1500	3500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS

FROM

DA

TO

BABSY LOM/I-GBD 6.43 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 1917				
<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				2900
AAO	381803.00N/0990042.00W	2297	215	8	4B	1000					3300
TERRAIN	381803.00N/0990042.00W	2096 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

TO

BABSY LOM/I-GBD 6.43 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 2110				
<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				2900
AAO	381803.00N/0990042.00W	2297	215	8	4B	1000					3300
TERRAIN	381803.00N/0990042.00W	2096 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

5.07 NM AFTER BABSY LOM/I-GBD 6.56 DME OR AT I-GBD 1.49 DME

TO

BABSY LOM/I-GBD 6.43 DME

<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>
							ASC				2900
AAO	381803.00N/0990042.00W	2297	215	8	4B	1000					3300
TERRAIN	381803.00N/0990042.00W	2096 (2100)								AS1500	3600

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											
TREE	382036.00N/0985327.00W	1.32	473/413	2000	215	8	4B	300		SI	2360/2300
CATEGORY B											
TREE	381851.00N/0985236.00W	1.87	473/453	2013	215	8	4B	300		SI/HAA	2360/2340
CATEGORY C											
TOWER (20-001896)	382113.00N/0984815.00W	2.95	633/633	2161	500	50	5D	300		AC50	2520/2520
CATEGORY D											
TOWER (20-001297)	382425.00N/0985252.00W	3.86	753/753	2281	500	50	5D	300		AC50	2640/2640

CIRCLING REMARKS:

MSA

CENTER

BABSY LOM

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
080-180	TOWER (20-001305)	374643.30N/0984808.60W	171	28.5	2406	50	20	2C	1000			3500
180-080	TOWER (20-000043)	382554.00N/0984619.00W	016	11.5	2885	250	50	4D	1000			3900

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZKC ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	GBD	24	GBD		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3P	LYO	24	LYO	29.86	Y	96

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KGBD 1887, KLYO 1692
RA = 96.0.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-GBD	INTERNAL ONLY	PART TIME	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW11 - MIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW18 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW29 - MIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW36 - MALSR (PCL), MIRL (PCL), VASI-4L (PCL)	PIR-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	1882.5	49.0	1882.5	960	3.00	50.0

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100' VEGETATION USED PER FPT.
TAA NOT DEVELOPED PER FPT REQUEST.
NO ALTERNATE MISSED APPROACH PER REQUEST DUE TO TRAFFIC AND MILITARY OPERATIONS AREA (BISON) TO THE NORTH OF THE AIRPORT.
VDP NOT PUBLISHED BECAUSE VDP IS LOCATED WITHIN 0.5 NM FROM FINAL FIX.
ORDER 8260.3 CHAPTER 2 APPLIED TO 2139 AAO 381509.00N/0985118.00W.

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	3.04
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.27
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	359.59
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1900
DISTANCE FROM	THLD	TO 1500FT POINT	3.97
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	359.99
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1900

THRESHOLD COORDINATES (IF STR-IN)	382010.68N/0985125.79W
ARP COORDINATES	382039.31N/0985133.11W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 18 DISTANCE 0.82 NM
FAF COORDINATES	381505.92N/0985123.03W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ALLAN WILL (RODNEY SMITH)	AJV-A33	04/06/2026	AERONAUTICAL INFORMATION SPECIALIST

