# FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE VOR STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.23

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.

AIRPORT ID K78	PROC	EDURE NAME VOR-A	ORIGINAL/AMEND 4	<u>MENT</u>	<u>CITY</u> ABILENE	<u>STATE</u> KS		
<b>AIRPORT ELEVATION</b>	TDZE	SUPERSEDED	ORIGIN	AL/AMENDMENT	DATED	DATED MAG VAR		
1153		VOR-A		3A	08/17/2017	7E	1990	
FACILITY SLN	<u>COORDINA</u>	TES OF FACILITIES	ACTUAL EFFECTIVE DATE	<u>REQUIRED EFFE</u> ROUTI		CANCEL/S	USPEND	
GEN				Roon				

#### **TERMINAL ROUTES**

FROM	FIX TYPE	<u>T0</u>	FIX TYPE	LEG TYPE	FO/FB	<u>RNP</u>	COURSE	DISTANCE	ALTITUDE
SLN VORTAC	IF	CHALK/13.12 DME/RADAR	NOPT				086.66	13.12	3000

#### MISSED APPROACH

MAP:

KELEC/18.07 DME

#### **MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2600 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 320 AND SLN VORTAC R-087 TO CHALK/13.12 DME/RADAR AND HOLD.

### ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE					
1. PT	SIDE OF COURSE W CHALK/13.12 DME/RADAR, RT, 0		FT WITHIN	MILES OF	(IAF)
3. FAC:	086.66 <b>FAF</b>	CHALK/13.12 DME/RADAR	DIST FAF TO MAP:		DIST FAF TO THLD:
	LT: CHALK/13.12 DME/RADAR 300 FROM: SLN VORTAC 3400	00			

AIRPORT ID K78	PROCEDURE NAME VOR-A	ORIGINAL/AMENDMENT 4	<u>CITY</u> ABILENE	<u>STATE</u> KS
EQUIPMENT REQUIREMENTS	NOTES:			
DME REQUIRED. RADAR REQUIRED FOR PROC	EDURE ENTRY AT CHALK.			
NOTES:				
CHART NOTE: WHEN LOCAL A	LTIMETER SETTING NOT RECEIVED, USE SLN	ALTIMETER SETTING AND INCREASE ALL MDAS 80 FEE	AND VISIBILITY CAT C 1/4 SM.	
ADDITIONAL FLIGHT DATA:				
CHART ADA EAST AND WEST CHART RILEY MOA. CHART R-3602 A/B.	MOA.			

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

CHART CIRCLING ICON.

FAS OBST: 1483 AAO 385615N/0971748W. FAC CROSSES MIDPOINT OF RWY 18-36.

CHART R-3601A. CHART SMOKY MOA. CHART TWISTER MOA.

MINIMUMS:

ALTERNATE: NA X

CATEGORY:	Α				В		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
CIRCLING	1740	1	587	1740	1	587	1900	2 1/4	747		NA				

#### **CHANGES - REASONS**

1. TERMINAL ROUTES: CHANGED CHALK FROM "CHALK/13.12 DME" TO "CHALK/13.12 DME/RADAR" AND CHANGED COURSE FROM "086.67" TO "086.66" - RADAR REQUIRED AT CHALK FOR PROCEDURE ENTRY; UPDATED TARGETS EVAL.

2. MISSED APPROACH MAP: CHANGED FROM "KELEC/18.08 DME FIX" TO "KELEC/18.07 DME" - UPDATED TARGETS EVAL; 8260.19J 8-6-6.C.

3. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CHALK/13.12 DME" TO "CHALK/13.12 DME/RADAR" - FIX TYPE NOW INCLUDES RADAR.

4. LINE 2: CHANGED "CHALK" TO "CHALK/13.12 DME/RADAR", CHANGED INBOUND COURSE FROM "086.67" TO 086.66" AND ADDED "MAX 6000" - FIX TYPE NOW INCLUDES RADAR, UPDATED TARGETS EVAL; 8260.19J 8-6-7.B.

5. LINE 3: CHANGED FAC FROM "086.67" TO "086.66" AND CHANGED FAF FROM "CHALK/13.12 DME" TO "CHALK/13.12 DME/RADAR" - UPDATED TARGETS EVAL; FIX TYPE NOW INCLUDES RADAR.

6. LINE 4: CHANGED FROM "CHALK 3000" TO "CHALK/13.12 DME/RADAR 3000" - 8260.19J 8-6-7.D; FIX TYPE NOW INCLUDES RADAR.

7. MINIMUMS: CHANGED CIRCLING CAT A/B CMDA/HAA FROM "1760/607" TO "1740/587" AND CAT C FROM "1980/827" TO "1900/747" - NEW OBSTACLE SURVEY; UPDATED TARGETS EVAL.

8. ALTERNATE MINIMUMS: CHANGED FROM "STANDARD - CAT C 900-2 1/2" TO "NA" - PRIMARY ALTIMETER SOURCE ON THE AIRFIELD IS AN AWOS-2 AND IS NOT ON WMSCR.

9. MOVED CHART NOTE "DME REQUIRED" FROM CHART NOTES AND MOVED "CHART PLANVIEW NOTE: DME REQUIRED" FROM ADDITIONAL FLIGHT DATA TO EQUIPMENT REQUIREMENTS NOTES - 8260.19J 8-6-9.

10. ADDED "RADAR REQUIRED FOR PROCEDURE ENTRY AT CHALK" TO EQUIPMENT REQUIREMENTS NOTES - 8260.19J 8-6-10.G.

11. CHANGED CHART NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SALINA ALTIMETER SETTING" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SALINA ALTIMETER SETTING AND INCREASE ALL MDAS 80 FEET AND VISIBILITY CAT C 1/4 SM" - 8260.19J 8-6-10.

12. REMOVED CHART NOTE: "RWY 17 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" - NEW OBSTACLE SURVEY; 20:1 PENETRATIONS REMOVED PER UPDATED TGTS EVALUATION.

13. REMOVED CHART NOTE: "CIRCLING RWY 17 NA AT NIGHT" - NEW OBSTACLE SURVEY; UPDATED TARGETS EVAL.

14. ADDITIONAL FLIGHT DATA: CHANGED "CHART FAS OBST: 1424 TOWER 385556N/0971700W" TO "FAS OBST: 1483 AAO 385615N/0971748W" - NEW OBSTACLE SURVEY; UPDATED TARGETS EVAL; 8260.19J 8-6-11.C.

15. ADDITIONAL FLIGHT DATA: CHANGED "FAC CROSSES MIDPOINT OF RWY 17-35" TO "FAC CROSSES MIDPOINT OF RWY 18-36" - UPDATED MAG VAR.

16. ADDITIONAL FLIGHT DATA: ADDED SPECIAL USE AIRSPACE: "ADA EAST AND WEST MOA, RILEY MOA, R-3602 A/B, R-3601A, SMOKY MOA, TWISTER MOA" - ATC REQUEST; PILONAL///

17. CHANGED ALTERNATE MINIMUMS FROM "STANDARD - CAT C 900-2 ½" TO "NA" - AIRPORT HAS AWOS-2 AND NOT ON WMSCR.

AIRPORT ID K78	PROCEDURE NAME VOR-A	ORIGINAL/AMENDMENT 4	<u>CITY</u> ABILENE	<u>STATE</u> KS
COORDINATED WITH:		OTHER: ZKC, AMGR, ST AV DIR		
FLIGHT CHECKED BY TERRY HESTER	Digitally signed by <b>DAVID DANNER</b> Jan 17, 2025	OFFICE AJF	<b>DATE</b> 01/14/2025	
DEVELOPED BY TIMOTHY JOHNSON	Digitally signed by <b>Timothy Johnson</b> Dec 12, 2024	OFFICE AJV-A421	<b>DATE</b> 09/19/2024	
APPROVED BY DAVID DANNER	<i>Digitally signed by</i> <b>DAVID DANNER</b> Jan 17, 2025	OFFICE AJV-A421		<u>TITLE</u> ANAGER



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

AIRPORT ID K78	PROCEDURE NAME VOR-A	<u>AMDT NO.</u> 4		<u>CI</u> ABIL			2	STATEAIRPORT ELEVATIONKS1153		FACILITY SLN	
PART A: OBSTRUCTION DATA SEGI	MENTS										
NTERMEDIATE											
F <u>ROM</u> SLN VORTAC			<u>TO</u> CHALł	K/13.12	DME/RA	ADAR					
RNP	DISTANCE    P/      13.12    P/	<u>AT</u>	MAR	<u>P</u>			<u>HAT</u>			<u>HMAS</u>	
DBSTRUCTION	COORDINATES	ELEV MSL	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	ROC	<u>ocs</u>	<u>CG</u>	<u>CGTA</u>	ADJUSTMENTS	MIN ALT
TOWER (20-000587)	385713.00N/0973632.00W	1825	500	50	5D	500					2400
TERRAIN	385712.00N/0973633.00W	1463 (1500)								AS1500	3000
<u>ALT KI</u>	<u>as ktas haa vki</u>	<u>W TR</u>	<u>BA</u>	<u>DTA</u>	<u>C0</u>	DURSE (	CHANGE	DV	<u>EB V</u>	EB OCS RF CENTE	R FIX/DISTA
<u>ALT KI</u> SEGMENT REMARKS:	<u>as ktas haa vki</u>	<u>W TR</u>	<u>BA</u>	<u>DTA</u>	<u>C(</u>	DURSE (	CHANGE	DV	<u>EB V</u>	<u>EB OCS</u> <u>RF CENTE</u>	R FIX/DISTAN
<u>ALT KI</u> SEGMENT REMARKS: FINAL	<u>as ktas haa vki</u>	<u>W TR</u>	<u>T0</u>	<b>DTA</b> C/18.07 [		DURSE (	CHANGE	DV	<u>EB V</u>	<u>EB OCS</u> <u>RF CENTE</u>	R FIX/DISTAN
<u>ALT KI</u> SEGMENT REMARKS: FINAL	DISTANCE P	<u>AT</u>	<u>TO</u> KELEC MAI	C/18.07 I <u>P</u>	DME	OURSE (	<u>HANGE</u>	DV	<u>EB V</u>	<u>EB OCS</u> <u>RF CENTE</u> <u>HMAS</u>	R FIX/DISTAN
ALT KI BEGMENT REMARKS: FINAL ROM CHALK/13.12 DME/RADAR		<u>AT</u>	<u>TO</u> KELEC	C/18.07 I <u>P</u> .07 DME	DME	DURSE (		DV	<u>EB V</u>	HMAS	R FIX/DISTAN
ALT KI SEGMENT REMARKS: FINAL ROM CHALK/13.12 DME/RADAR RNP	DISTANCE P	<u>AT</u>	<u>TO</u> KELEC MAI	C/18.07 I <u>P</u>	DME	DURSE (		<u>DV</u>	<u>EB V</u>		ER FIX/DISTAN
SEGMENT REMARKS: FINAL FROM CHALK/13.12 DME/RADAR	DISTANCE P. 4.95	<u>AT</u>	<u>TO</u> KELEC <u>MAI</u> KELEC/18.	C/18.07 I <u>P</u> .07 DME	DME		HAT			HMAS	ER FIX/DISTAN
ALT KI SEGMENT REMARKS: FINAL FROM CHALK/13.12 DME/RADAR RNP OBSTRUCTION	DISTANCE 4.95 COORDINATES	AT ELEV MSL	TO KELEC MAH KELEC/18.	C/18.07 I <u>P</u> .07 DME <u>VERT</u>	DME <u>AC</u>	ROC	HAT			HMAS	MIN ALT
ALT KI SEGMENT REMARKS: FINAL FROM CHALK/13.12 DME/RADAR RNP OBSTRUCTION AAO	DISTANCE 4.95 COORDINATES	AT <u>ELEV MSL</u> 1483	TO KELEC MAH KELEC/18.	C/18.07 I <u>P</u> .07 DME <u>VERT</u>	DME <u>AC</u> 4B	<b>ROC</b> 250	HAT		CGTA	HMAS ADJUSTMENTS	MIN ALT

OUALITL 19 CHECKED

TO      EROM CHALK/RADAR    TO      RNP    DISTANCE    PAT    MAP    HAT    HI      COMPUTATIONS    ALT    KIAS    KTAS    HAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF      SEGMENT REMARKS:    OGMPUTATIONS      MISSED APPROACH    TO    CHALK/13.12 DME/RADAR    TO      RNP    DISTANCE    PAT    MAP    HAT    HI      OBSTRUCTION    COORDINATES    ELEV MSL    HORZ    VER    AC    CC    CS    CG    CGT    ADJUSTIME      TOWER    (20-001564)    385746.00N0971237.00W    1789    500    50    1000    ASIC    ASISTOC      COMPUTATIONS    COMPUTATIONS      COMPUTATIONS    ALT    KIAS    MAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RE      COMPUTATIONS    COORDINATES    HORZ    VER    AC    DOC    ASI	AMDT NO.CITYSTATEAIRPORT ELEVATIONFACILITY4ABILENEKS1153SLN					K78 VOR-A			<u>AIRPORT ID</u> K78							
$\begin{array}{c c c c c c c c c c c c c c c c c c c $						-										
COMPUTATIONS  ALT  KIAS  KAS  HAA  VKTW  TR  BA  DTA  COURSE CHANGE  DVEB  VEB OS  RE    SEGMENT REMARKS:    TO COURSE APPROACH    RNP  DISTANCE  PAT  TO CHALKVI3.12 DME/RADAR    OBSTRUCTION  COORDINATES  PAT  MAP  HAT  AGC  GGTA  ADJUST ME    TOWER (20-001554)  385746.00N/0971237.00W  1789  500  50  50  100  ASC  ASC  ASIS  A	<u>TO</u> P-4		<u>T0</u> P-4													
ALT  KIAS  KTAS  HAA  VKTW  TR  BA  DTA  COURSE CHANGE  DUED  VED OS REF    SEGMENT REMARKS:    MISSED APPROACH    COURDINATES  COURDINATES <td colsp<="" td=""><td></td><td><u>AP</u></td><td>MA</td><td></td><td></td><td></td><td>DISTANCE</td><td>D</td><td></td><td>RNP</td></td>	<td></td> <td><u>AP</u></td> <td>MA</td> <td></td> <td></td> <td></td> <td>DISTANCE</td> <td>D</td> <td></td> <td>RNP</td>		<u>AP</u>	MA				DISTANCE	D		RNP					
SEGMENT REMARKS:    TO    CHALK/13.12 DME/RADAR    CHALK/13.12 DME/RADAR    CORDINATES  CELEV MSL  MAP  HAT  MI    OSTRUCTION  CORDINATES  ELEV MSL  MAP  HAT  MI    OSTRUCTION  CORDINATES  ELEV MSL  MAP  MAT  MARC  CG  CG <th c<="" colspan="6" td=""><td></td><td>DTA</td><td>DA</td><td>TD 0</td><td></td><td></td><td>WTAC</td><td>KIAG</td><td>A1 T</td><td>OMPUTATIONS</td></th>	<td></td> <td>DTA</td> <td>DA</td> <td>TD 0</td> <td></td> <td></td> <td>WTAC</td> <td>KIAG</td> <td>A1 T</td> <td>OMPUTATIONS</td>							DTA	DA	TD 0			WTAC	KIAG	A1 T	OMPUTATIONS
EROM ELECC/18.07 DME  DISTANCE  PAT  MAP  HAT  MAP  HAT  MAP	KTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF CENTER FIX/DISTANCE	DIA	<u>BA</u>		VKIW	<u>5 HAA</u>	<u>KIAS</u>	<u>KIAS</u>		EGMENT REMARKS						
RLEC /18.07 DME  DISTANCE  PAT  MAP  HAT  KAT  ADJUSTME    OBSTRUCTION  COORDINATES  ELEV MSL  HORZ  VERT  AC  ROC  OCS  CG  CGTA  ADJUSTME    TOWER (20-001554)  385746.00N/0971237.00W  1789  500  50  50  1000  ASC  AS1500    COMPUTATIONS  384821.00N/0970709.00W  1361 (1400)  I  I  I  I  I  I  AS1500    COMPUTATIONS  ALT  KAS  KAS  HAA  VKTW  TR  BA  DTA  COURSE CHANGE  DVEB  VEB OCS  RE    CIRCLING  ALL CATS  KIAS  HAA  VKTW  TR  BA  DTA  COURSE CHANGE  DVEB  VEB OCS  RE    OBSTRUCTION  COCORDINATES  KAGAT B  KAGAT C  CAT C  CAT C  CAT E  INOT AUTHORIZE    OBSTRUCTION  COORDINATES  RADUS  HAA  ELEV MSL  HORZ  VERT  AC  ROC  OCS  ADJUST    CATEGORY A  Inclintics  Inclintics  Inclintics										SSED APPROACH						
OBSTRUCTION    COORDINATES    ELEV MSL    HORZ    VERT    AC    ROC    OCS    CG    CGTA    ADJUSTME      TOWER    (20-001554)    385746.00N/0971237.00W    1789    500    50    5D    1000    -    I		LK/13.12 DI														
Image: Note of the i	PAT    MAP    HAT    HMAS      1490    1    1    1	<u>AP</u>	<u>MA</u>		<u>PAT</u>		DISTANCE	D		RNP						
TOWER (20-001554)  385746.00N/0971237.00W  1789  500  50  <	ELEV MSL HORZ VERT AC ROC OCS CG CGTA ADJUSTMENTS MIN ALT	VERT	HORZ	ELEV MSL	<u>S</u>	OORDINATES	<u>coc</u>			<b>BSTRUCTION</b>						
TERRAIN  384821.00N/0970709.00W  1361 (1400)  Image: Computation of the state of the sta	ASC 3000															
COMPUTATIONS  ALT  KIAS  KTAS  HAA  VKTW  TR  BA  DTA  COURSE CHANGE  DVEB  VEB OCS  RE    SEGMENT REMARKS:  CIRCLING  ALL CATS  X CAT A  X CAT B  X CAT C  CAT D  CAT E  NOT AUTHORIZE    OBSTRUCTION  COORDINATES  RADIUS  HAA  ELEV MSL  HORZ  VERT  AC  ROC  OCS  ADJUSTIN    CATEGORY A  Image: Colored in the image: Colored	1789 500 50 5D 1000 2800	50	500	1789	7.00W	6.00N/0971237.	385746.0			OWER (20-001554						
ALT  KIAS  KTAS  HAA  VKTW  TR  BA  DTA  COURSE CHANGE  DVEB  VEB OS  RE    SEGMENT REMARKS:	1361 (1400) AS1500 2900			1361 (1400)	9.00W	1.00N/0970709.	384821.0			ERRAIN						
CATEGORY A    Image: Constraint of the system    Image: Constand of the system								_	<u>:</u>	EGMENT REMARKS						
BUILDING (20-080166) 385500.34N/0971238.82W 1.30 587 1379 20 10 1B 300 XP6	RADIUS    HAA    ELEV MSL    HORZ    VERT    AC    ROC    OCS    ADJUSTMENTS    MIN ALT	ELEV MSL	<u>A</u>	US HAA	RADI	NATES	COORDINA									
	1.30    587    1379    20    10    1B    300    XP61    1740	1379	7	0 587	1.30	971238.82W	5500.34N/0971	38	)							
CATEGORY B																
	1.85    587    1379    20    10    1B    300    XP61    1740	1379	(	5 587	1.8	971238.82W	5500.34N/0971	38	)	•						
CATEGORY C    285622.04N/0074128.42N/    2.00    7.47    1.505    2.0    1.0    1.0    2.00    7.47    1.505    2.0    1.0    1.0    2.00    7.47    1.505    2.0    1.0    1.0    2.00    7.47    1.505    2.0    1.0    1.0    2.00    7.47    1.505    2.0    1.0 <th1.0< th="">    1.0</th1.0<>	2 00 747 1505 20 10 10 200 1000	1605	7	0 747	2.04	071120 4214/	5622 04N/0074	201	<u>،</u>							
ANTENNA (20-079903) 385632.94N/0971138.43W 2.90 747 1595 20 10 1B 300	2.90 747 1595 20 10 1B 300 1900	1595	1	0 747	2.90	971138.4377	0032.94N/09/1	38	)	NTENINA (20-07990)						

### **CIRCLING REMARKS:**

20:1 ELECTRICAL SYSTEM (20-029388) WAS EXCLUDED FROM THE EVALUATION BECAUSE IT IS A REIL. 8260.3F 3-3-2.C (5). XP: CMDA ADJUSTED FOR CAT A DUE TO MINIMUM FINAL SEGMENT ALTITUDE OF 1740 DUE TO OBSTACLES. XP: CMDA ADJUSTED FOR CAT B DUE TO MINIMUM FINAL SEGMENT ALTITUDE OF 1740 DUE TO OBSTACLES.

	AIRPORT ID K78		PROCEDURE VOR-A			<mark>9T NO.</mark> 4	<u>CI</u> ABIL			STA KS			ELEVATION 153	FACILITY SLN
MSA <u>CENTER</u> SLN VORTAC				<u>RADIUS</u> 25										
SECTOR	OBST	RUCTION	COORE	DINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	<u>AC</u>	ROC	<u>ocs</u>	ADJUSTMENTS	MIN ALT
360-360	TOWER	(20-001167)	390616.00N/	0972316.00W			2398	500	50	5D	1000			3400
MSA REMARK	<u>(S:</u>													
NOTES/EXPLA PART B: SUPF		ROM PROCEDU DATA	RE SEGMENT	S:										
COMMUNICAT														
<u>wx sef</u> Awo		LOCAT K78		HRS OPERA 24	TION	ALTIMETER S K78	BOURCE	<u>DIS</u>	Г <b>АНСЕ</b> 0		<u>WM</u> : 1		ADJUSTM 0	ENTS
BACK-UP W ASC		LOCAT SLN		HRS OPERA 24	TION	ALTIMETER S	BOURCE		T <b>ANCE</b> 0.67		<u>WM</u>		ADJUSTM 67	<u>ENTS</u>
WX REMARKS RASS PRESSL KK78 1153, KS RA = 66.5	 JRE PATTER	INS THE SAME												
	MARY NAVA LN VORTAC	ID		T <mark>OR POINT</mark> 10CC		HRS OPE 24			<u>САТ</u> 1					
	APPROACH	AND RUNWAY	LIGHTING SY	STEM		RUNWAY M	IARKINGS				RUNW	AY VISUAL	RANGE	
	RW18 - RE	IL (PCL), MIRL (I	PCL), PAPI-2L	(PCL)		NPI	-G							
	RW36 - MIF	RL (PCL), REIL (I	PCL), PAPI-2L	(PCL)		NPI	-G							
GLIDESLOF	PE ANGLE	ELEV RWY TH	RESHOLD	<u>тсн</u>		ELEV GS AN	TENNA	DISTANCE	FROM RV	<u>NY</u>	<u>VGSI /</u>	NGLE	<u>тсн</u>	
FINAL APPRO RUNWAY THR ON CENTERLI	ESHOLD			FT FROM TH FT FROM CE		DISPLACE	D THRESHOL	.D DISTAN	CE					
CRITICAL TEN	<b>IPERATURE</b>	<u>s</u>												
CRITICAL LOV	N	CRITICAL HIG	<u>SH</u>	ACT			<u>APT</u>	ISA						
<u>CRITICAL TEM</u>	<u>IPERATURE</u>	<u>REMARKS:</u>												O <sup>NALIT</sup> L 19 CHECKE

AIRPORT ID K78	PROCEDURE NAME VOR-A	<u>AMDT NO.</u> 4	<u>CITY</u> ABILENE	<u>STATE</u> KS	AIRPORT ELEVATION 1153	FACILITY SLN				
"VISUAL PORTION OF FINAL" P	ENETRATIONS									
PENETRATIONS REMARKS:										
20:1 Electrical system (20-029388) was excluded from the evaluation because it is a REIL. 8260.3F 3-3-2.C (5).										
HELICOPTER 'VISUAL PORTION	I OF FINAL' PENETRATIONS									
and/or										
5280-FT "PROCEED VFR" SEGN	IENT LEVEL SURFACE AREA PENETRA	TIONS								
PENETRATIONS REMARKS:										
PART C: GENERAL REMARKS:										
PRECIPITOUS TERRAIN EVALU	ATION COMPLETED.									
VDP NOT ESTABLISHED - CIRCL	ING ONLY.									
CAT D MINIMUMS NA DUE TO A	IRPORT INFRASTRUCTURE.									
FAC CROSSES MID POINT OF R	WY 18-36.									

BACK UP ALTIMETER NOTE PUBLISHED AT FPT REQUEST.

VEGETATION HEIGHT: 100 FT, PER FPT.

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	MAP	TO 1000FT POINT	2.63
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	3.55
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	93.66
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1300
DISTANCE FROM	MAP	TO 1500FT POINT	4.56
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	3.35
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	93.66
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1300

385414.60N/0971409.10W

385438.95N/0972030.65W

RUNWAY 36 DISTANCE 0.34 NM

THRESHOLD COORDINATES (IF STR-IN) ARP COORDINATES RUNWAY APCH END AND DIST FURTHEST FROM ARP FAF COORDINATES FIX NAME COORDINATES

## REMARKS

CIRCLING ONLY PROCEDURE. FACILITY OFF AIRPORT. MAP AT KELEC 385418.82N/0971410.45W NO ADDITIONAL AIRSPACE REQUIRED.

AIRPORT ID K78	PROCEDURE NAME VOR-A	<u>AMDT NO.</u> 4	<u>CITY</u> ABILENE	:	<u>STATE</u> KS	AIRPORT ELEVATION 1153	FACILITY SLN
PART E: PREPARED BY							
<u>NAME</u> TIMOTHY JOHNSON			OFFICE AJV-A421	<b>DATE</b> 09/19/2024	AER	TITLE CONAUTICAL INFORMATION	SPECIALIST



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