

**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 36	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> MC PHERSON	<u>STATE</u> KS
<u>AIRPORT ELEVATION</u> 1498	<u>TDZE</u> 1498	<u>SUPERSEDED</u> RNAV (GPS) RWY 36	<u>DATED</u> 11/12/2015	<u>MAG VAR</u> 6E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2000
		<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>CANCEL/SUSPEND</u>	

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 270/30 CW 089/30	NOPT	ZOPMO	IF/IAF	4000
2. 089/30 CW 180/30		NNECK	IAF	4000
3. 180/30 CW 270/30		HUCKS	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>
NNECK	IAF	ZOPMO	NOPT	TF	FB	1.00	089.48	7.00	4000
HUCKS	IAF	ZOPMO	NOPT	TF	FB	1.00	269.66	7.00	4000
ZOPMO	IF/IAF	IMMAK		TF	FB	1.00	359.57	7.40	3000
IMMAK	FAF	RW36	MAP	TF	FO	0.30	359.59	4.60	
RW36	MAP	1698 MSL		CA			359.59		
1698 MSL		INMOM		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW36

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4000 DIRECT INMOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
47
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD S ZOPMO, RT, 359.57 INBOUND, 4000 IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	359.59	FAF:	IMMAK	DIST FAF TO MAP:	4.60	DIST FAF TO THLD:	4.60							
4.	MIN ALT:	ZOPMO 4000, IMMAK 3000													
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:	IMMAK 3000					OM:		MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	40.0							
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 1789 FEET AND ALL VISIBILITIES 1/8 SM; LNAV/VNAV DA TO 2036 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 N, LT, 179.60 INBOUND.
CHART FAS OBST: 1813 RIG (20-029988) 382036N/0974037W.
CHART BISON MOA, SMOKEY MOA, SMOKEY HIGH MOA.
CHART VDP AT 1.52 NM TO RW36.
WAAS CHANNEL # 61205
REFERENCE PATH ID: W36A
LTP HAE: 427.5 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	1698	3/4	200	1698	3/4	200	1698	3/4	200		NA				
LNAV/VNAV DA	1945	1 3/8	447	1945	1 3/8	447	1945	1 3/8	447		NA				
LNAV MDA	2020	1	522	2020	1	522	2020	1 1/2	522		NA				
CIRCLING	2120	1	622	2120	1	622	2120	1 3/4	622		NA				



CHANGES - REASONS

1. CHANGED ALL TAA ALTITUDES FROM 4100 TO 4000 - REQUESTED BY FPT/ATC FOR UNIFORMITY.
2. RENAMED IAF FROM AYOTA TO NNECK 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.
3. RENAMED IAF FROM IKBAH TO HUCKS 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.
4. CHANGED INITIAL SEGMENT NNECK TO ZOPMO FROM COURSE 089.50 TO 089.48, 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 HUCKS TO ZOPMO FROM COURSE 269.64 TO 269.66, 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. LOWERED IF ALTITUDE FROM 4100 TO 4000, CHANGED INTERMEDIATE SEGMENT RNP FROM 0.05 TO 1.00, AND DISTANCE FROM 7.47 NM TO 7.40 NM - ALTITUDE LOWERED FOR UNIFORMITY. RNP PER 8260.58D TABLE 1-2-1. DISTANCE DUE TO PFAF RELOCATION.
7. MOVED PFAF IMMAK 459 FT / 0.08 NM SOUTH, CHANGED FINAL SEGMENT COURSE/DISTANCE FROM 359.58/4.53 TO 359.59/4.60, 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 MISSED CA LEG RW36 TO 1698 MSL AND COURSE 359.59 TO TERMINAL ROUTES - FOR PROPER ARINC CODING OF MISSED APPROACH AND PER 8260.58D PARA. 3-5-2.
9. CHANGED DF LEG FROM RW18 TO INMOM TO 1698 MSL TO INMOM AND ALTITUDE FROM 3400 TO 4000 - CA LEG ADDED AND CLEARANCE LIMIT ALTITUDE RAISED FOR UNIFORMITY.
10. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 3400 DIRECT INMOM AND HOLD" TO "CLIMB TO 4000 DIRECT INMOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000." - CLEARANCE LIMIT ALTITUDE RAISED.
11. PROFILE LINE 2: CHANGED HOLD-IN-LIEU MIN ALTITUDE FROM 4100 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.
12. PROFILE LINE 3: CHANGED FAC FROM 359.58 TO 359.59, DIST FAF TO MAP/THLD FROM 4.53 NM TO 4.60 NM - RESULT OF PFAF RELOCATION.
13. PROFILE LINE 4: CHANGED MINIMUM ALTITUDES FROM "ZOPMO 4100, IMMAK 3000" TO "ZOPMO 4000, IMMAK 3000" - RESULT OF ALTITUDE CHANGE AT IF.
14. PROFILE LINE 5: CHANGED DIST TO THLD FROM 250 HAT 0.65 TO 200 HAT 0.51 - RESULT OF LOWERING LPV MINIMUMS.
15. PROFILE LINE 6: ADDED ALTITUDE 3000 TO GP ALT AT PFAF IMMAK - MISSING ON FORM FROM PREVIOUS AMENDMENT.
16. PROFILE LINE 7: ADDED 20:1 IS CLEAR AND CHANGED TCH FROM 45.0 TO 40 - PER 8260.19K PARA. 8-6-7G(3) AND TCH CHANGED TO MORE CLOSELY MATCH VGSI TCH TO REMOVE NON-COINCIDENT NOTE.
17. ADDED PBN REQUIREMENTS NOTE "RNP APCH - GPS." - PER 8260.19K PARA. 8-6-8D(5)(A).
18. REMOVED NOTE "DME/DME RNP-0.3 NA" - REPLACED BY PBN REQUIREMENTS NOTE.
19. 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.
20. 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).
21. CHANGED BACKUP ALTIMETER NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SALINA ALTIMETER SETTING AND INCREASE LPV DA TO 1838 FEET, LNAV/VNAV DA TO 2074 FEET AND ALL VISIBILITIES 3/8 MILE; INCREASE ALL MDA 100 FEET AND VISIBILITY CAT C 1/4 MILE" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SLN ALTIMETER SETTING AND INCREASE LPV DA TO 1789 FEET AND ALL VISIBILITIES 1/8 SM; LNAV/VNAV DA TO 2036 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.
22. REMOVED PROFILE NOTE "LNAV ONLY" AND ASSOCIATED ASTERISK FROM VDP AT 1.50 NM TO RW18* FROM PROFILE VIEW - NO LONGER REQUIRED BY CRITERIA.
23. REMOVED PROFILE NOTE "VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE 3.00/TCH 39)" - TCH VALUE NOW WITHIN 3 FEET OF VGSI TCH PER PER 8260.19K PARA. 8-6-10M(1).
24. CHANGED FAS OBST FROM 1747 STACK (17-2366) 382032N/0974022W, 1736 REFINERY4 (17-0840) 382046N/0974030W TO 1813 RIG (20-029988) 382036N/0974037W IN ADDITIONAL FLIGHT DATA - UPDATED TARGETS SOFTWARE ASSESSMENT OF LNAV FINAL SEGMENT.
25. LTP HEIGHT ABOVE ELLIPSOID CHANGED FROM 427.6 TO 427.5 - IN ADDITIONAL FLIGHT DATA - RESULT OF NEW RUNWAY SURVEY AND DATA PULL FROM AIRNAV.
26. LOWERED LPV DA/HAT FROM 1747/250 TO 1698/200, LNAV/VNAV DA/HAT FROM 1983/486 TO 1945/447 AND LNAV HAT FROM 523 TO 522 - REQUESTED BY FPT, NEW CONTROLLING OBSTACLES, AND TDZE ELEVATION CHANGED 1 FOOT. OE-AAA OBSTACLE ASSESSMENT PERFORMED IN TARGETS PER THE LOWERING PROCEDURE MINIMUMS SOP DATED 1/22/2026.
27. REDUCED LNAV/VNAV VISIBILITY FROM 1 5/8 SM TO 1 3/8 SM - RESULT OF LOWERED MINIMUMS AND PER 8260.3G TABLE 3-3-1.
28. FAS DATA: LTP/FTP LAT/LONG CHANGED FROM 382037.5065N/0974127.0245W TO 382037.5030N/0974127.0255W - UPDATED SURVEY DATA.
29. FAS DATA: FPAP LAT/LONG CHANGED FROM 382206.2800N/0974115.9800W TO 382206.2715N/0974115.9820W - RESULT OF CHANGE IN LTP/FTP COORDINATES.
30. FAS DATA: TCH CHANGED FROM 45.0 TO 40.0 - REQUESTED BY FPT.
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 0D8EB536 TO E81FEE1 - RESULT OF CHANGES LISTED ABOVE.

07/29/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/15/26.

1. TAA: CHANGED INITIAL APPROACH FIX NAMES FROM AYOTA TO NNECK AND FROM IKBAH TO HUCKS - REQUESTED BY FPT/ATC.

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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RALPH DUMAR

Jul 29, 2026

OFFICE

AJV-A422

DATE

04/15/2026

APPROVED BY

BEV L BORDY

Digitally signed by

ALLAN WILL

Aug 03, 2026

OFFICE

AJV-A4

DATE

11/19/2026

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
RW36
0
0
W36A
382037.5030N
0974127.0255W
+04275
382206.2715N
0974115.9820W
00040.0
F
03.00
106.75
1072
40.0
35.0

CRC REMAINDER

E81FEEE1

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K3
+04556
+04556



**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 36	1	MC PHERSON	KS	1498	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 270/30 CW 089/30 **TO** ZOPMO

<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	381021.00N/0982015.00W	1765 (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 089/30 CW 180/30 **TO** NNECK

<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 (20-001234)	381547.00N/0975409.00W	2242	500	50	5D	1000				AT758	4000
TERRAIN	381757.00N/0982427.00W	1853 (1900)								AS1500	3400

COMPUTATIONS

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

SEGMENT REMARKS:



RIGHT BASE AREA

FROM

180/30 CW 270/30

TO

HUCKS

<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	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:

INITIAL

FROM

NNECK

TO

ZOPMO

<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 (20-000907)	380918.30N/0975248.03W	2052	50	20	2C	1000				AT948	4000
TERRAIN	380724.00N/0975200.00W	1581 (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

HUCKS

TO

ZOPMO

<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 (20-001059)	380839.36N/0973502.10W	1743	50	20	2C	1000				AT1257	4000
TERRAIN	380933.00N/0973406.00W	1486 (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

ZOPMO (IF/IAF)

TO

IMMAK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	7.40										
<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	381215.00N/0974636.00W	1683	215	8	4B	500					2200
TERRAIN	381215.00N/0974636.00W	1492 (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

FROMIMMAK

TO
RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.60		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				1698

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROMIMMAK

TO
RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.60		DA				447				
<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>
RIG (20-029988)	382035.50N/0974037.30W	1813	50	20	2C	150				AC20 SA-38	1945

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROMIMMAK

TO
RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.60		RW36				522				
<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>
RIG (20-029988)	382035.50N/0974037.30W	1813	50	20	2C	250				SA-43	2020

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

ZOPMO

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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	380415.00N/0974809.00W	1607 (1600)								AS1500	3100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

INMOM

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 1531				
<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	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:



MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

INMOM

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 1795				
<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	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:

MISSED APPROACH: LNAV

FROM

RW36

TO

INMOM

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 1920				
<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	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:



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	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3P	MPR	24	MPR		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	SLN	24	SLN	26.39	Y	91

WX REMARKS:

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

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

<u>AIRPORT ID</u> MPR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>AMDT NO.</u> 1	<u>CITY</u> MC PHERSON	<u>STATE</u> KS	<u>AIRPORT ELEVATION</u> 1498	<u>FACILITY</u> RNAV
<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 1494.8	<u>TCH</u> 40.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 39.0

FINAL APPROACH COURSE AIMING

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

PENETRATIONS REMARKS:

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, 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	005.59
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1500
DISTANCE FROM	THLD	TO 1500FT POINT	4.60
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	005.59
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1500

THRESHOLD COORDINATES (IF STR-IN)	382037.50N/0974127.03W
ARP COORDINATES	382108.62N/0974128.67W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 36 DISTANCE 0.52 NM
FAF COORDINATES	381602.48N/0974201.19W
FIX NAME COORDINATES	

REMARKS

IAF NNECK 380920.65N 0975145.89W 30 NM RADIUS
IAF HUCKS 380759.01N 0973406.11W 30 NM RADIUS
IF/IAF ZOPMO 380840.16N 0974255.92W 30 NM RADIUS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RALPH DUMAR	AJV-A422	04/15/2026	AERONAUTICAL INFORMATION SPECIALIST

