

**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.

<u>AIRPORT ID</u> MPR	<u>PROCEDURE NAME</u> VOR RWY 36	<u>ORIGINAL/AMENDMENT</u> 7	<u>CITY</u> MC PHERSON	<u>STATE</u> KS		
<u>AIRPORT ELEVATION</u> 1498	<u>TDZE</u> 1498	<u>SUPERSEDED</u> VOR RWY 36	<u>ORIGINAL/AMENDMENT</u> 6C	<u>DATED</u> 10/07/2021	<u>MAG VAR</u> 4E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> HUT	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
DOOMM/14.00 DME CW	IAF	BEAHM/14.00 DME	NOPT				14.00 DME ARC		4000
JUBVO/14.00 DME CCW	IAF	BEAHM/14.00 DME	NOPT				14.00 DME ARC		4000
HUT VOR/DME	IAF	BEAHM/14.00 DME	NOPT				024.90	14.00	4000
BEAHM/14.00 DME	IF/IAF	WILRI/20.00 DME					024.90 (HUT R-025)	6.00	2800

MISSED APPROACH

MAP:

HUT 23.76 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2300 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 160.00 AND HUT VOR/DME R-025 TO BEAHM/HUT 14.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--------------|--|----------|-----------------|------------------|------------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. | HOLD SW BEAHM/HUT 14.00 DME, RT, 024.90 INBOUND, 4000 IN LIEU OF PT (IAF), MAX 6000. | | | | |
| 3. FAC: | 024.90 | FAF: | WILRI/20.00 DME | DIST FAF TO MAP: | DIST FAF TO THLD: 3.76 |
| 4. MIN ALT: | BEAHM/14.00 DME 4000, WILRI/20.00 DME 2800 | | | | |
| 8. MSA FROM: | HUT VOR/DME 4000 | | | | |



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 8 AND 26.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SLN ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET; INCREASE S-36 AND CIRCLING VISIBILITY CAT C 1/4 SM.

ADDITIONAL FLIGHT DATA:

FAS OBST: 1703 AAO 381739N/0974333W.
CHART 1744 TOWER (20-061293) 381717N/0974352W.
CHART HUT R-292 AT DOOMM.
CHART HUT R-074 AT JUBVO.
WILRI TO RW36: 3.17/40.

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
S-36	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

- RENAMED IAF FROM OKZUC TO DOOMM IN TERMINAL ROUTES - REQUESTED BY FPT/ATC.
- CHANGED FINAL APPROACH COURSE FROM 025.01 TO 024.90 IN TERMINAL ROUTES AND PROFILE LINE 3 - MISSED APPROACH POINT RELOCATED.
- MOVED MISSED APPROACH POINT WEST FROM FIX UKIXE/HUT 23.76 DME TO RWY 36 AND CHANGED DESCRIPTION TO 3.76 NM AFTER WILRI/HUT 20.00 DME OR AT HUT 23.76 DME - REQUESTED BY FPT.
- MOVED FAF WILRI 227 FT WEST AND IF BEAHM 153 WEST - RESULT OF MAP RELOCATION TO RW36 THRESHOLD.
- CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMBING LEFT TURN TO 4000 ON HUT VOR/DME R-025 TO BEAHM/14.00 DME AND HOLD" TO "CLIMB TO 2300 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 160.00 AND HUT VOR/DME R-025 TO BEAHM/HUT 14.00 DME AND HOLD" - TO AVOID A CLIMB-IN-HOLD AT THE CLEARANCE LIMIT.
- PROFILE LINE 1: CHANGED HOLD-IN-LIEU INBOUND COURSE FROM 025.01 TO 024.90 AND LOWERED MAX ALTITUDE FROM 10000 TO 6000 - NEW COURSE ALIGNED TO RW36 THRESHOLD AND LOWERED ALTITUDE REQUESTED BY FPT/ATC.
- CHANGED BACKUP ALTIMETER NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SALINA ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET; INCREASE S-36 AND CIRCLING VISIBILITY CAT B 1/4 SM AND CAT C 5/8 SM" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SLN ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET; INCREASE S-36 AND CIRCLING VISIBILITY CAT C 1/4 SM" - REFLECTS CHANGES TO MINIMUMS AND FORMAT PER 8260.19K PARA. 8-6-10F(6).
- CHANGED FAS OBST FROM 1744 TOWER (20-061293) 381717N/0974352W TO 1703 AAO 381739N/0974333W IN ADDITIONAL FLIGHT DATA - PREVIOUS CONTROLLING OBSTACLE MITIGATED AS NEW 7:1 OBSTACLE.
- ADDED 7:1 OBSTACLE 1744 TOWER (20-061293) 381717N/0974352W TO ADDITIONAL FLIGHT DATA - UPDATED TARGETS SOFTWARE EVALUATION.
- REMOVED NOTE "FAC CROSSES RWY C/L EXTENDED 672 FT FROM THLD" FROM ADDITIONAL FLIGHT DATA - FINAL APPROACH COURSE CROSSES RWY THRESHOLD ON CENTERLINE.
- CHANGED ALTERNATE MINIMUMS FROM "NA" TO "STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE" - PREVIOUSLY NA DUE TO NO LOCAL AIRPORT ALTIMETER SETTING.
- LOWERED S-36 MDA/HAT FROM 2160/663 TO 2020/522 AND CHANGED CAT C VISIBILITY FROM 1 7/8 SM TO 1 1/2 SM - REQUESTED BY FPT AND NEW CONTROLLING OBSTACLE. OE-AAA OBSTACLE ASSESSMENT PERFORMED IN TARGETS PER THE LOWERING PROCEDURE MINIMUMS SOP DATED 1/22/2026.
- LOWERED CIRCLING MDA/HAA FROM 2160/662 TO 2120/622 AND CHANGED CAT C VISIBILITY FROM 1 7/8 SM TO 1 3/4 SM - NO LONGER RESTRICTED BY MINIMUM STRAIGHT-IN MDA/HAT AND VISIBILITY PER 8260.3G TABLE 3-3-7.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

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

FLIGHT CHECKED BY

TERRY HESTER

DEVELOPED BY

RALPH DUMAR

APPROVED BY

BEV L BORDY

Digitally signed by

ALLAN WILL

Aug 03, 2026

OFFICE

AJF

DATE

07/30/2026

Digitally signed by

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Aug 03, 2026

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AJV-A422

DATE

04/13/2026

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DATE

11/19/2026

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>
MPR	VOR RWY 36	7	MC PHERSON	KS	1498	HUT

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL: ARC

FROM DOOMM/14.00 DME CW **TO** BEAHM/14.00 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>
TOWER (20-001234)	381547.00N/0975409.00W	2242	500	50	5D	1000				AT758	4000
TERRAIN	381003.00N/0975715.00W	1738 (1700)								AS1500	3200

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: ARC

FROM JUBVO/14.00 DME CCW **TO** BEAHM/14.00 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>
TOWER (20-020026)	380322.00N/0974444.00W	2845	500	50	5D	1000				SA-595 AT750	4000
TERRAIN	381121.00N/0974930.00W	1558 (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

HUT VOR/DME

TO

BEAHM/14.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	14.00										
<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 (20-000032)	380337.64N/0974549.66W	3000	50	20	2C	1000				SA-805 AT805	4000
TERRAIN	380821.00N/0975536.00W	1683 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

BEAHM/14.00 DME (IF/IAF)

TO

WILRI/20.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	6.00										
<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	381600.00N/0974918.00W	1769	215	8	4B	500				AT531	2800
TERRAIN	381600.00N/0974918.00W	1568 (1600)								AS1000	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL

FROM

WILRI/HUT 20.00 DME

TO

HUT 23.76 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.76		HUT 23.76 DME				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>
AAO	381739.00N/0974333.00W	1703	215	8	4B	250				MA67	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

BEAHM/HUT 14.00 DME

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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	380751.00N/0975354.00W	1669 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH

FROM

HUT 23.76 DME

TO

BEAHM/HUT 14.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							1770				
<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		ASC				4000
RIG (20-029988)	382035.50N/0974037.30W	1813	50	20	2C	1000					2900
TERRAIN	381715.00N/0974936.00W	1581 (1600)								AS1500	3100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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

CENTER

HUT VOR/DME

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	TWR (20-000032)	380337.64N/0974549.66W	061	8.9	3000	50	20	2C	1000			4000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA



COMMUNICATIONS WITH

ZKC ARTCC, ICT TOWER

<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-3P	MPR	24	MPR		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>
ASOS	SLN	24	SLN	26.39	Y	90

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>
HUT VOR/DME	MOCC	24	1

<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>	<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	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>	<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:

VDP NOT ESTABLISHED - FIX ERROR EXCEEDS .5NM.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
MAX VEGETATION HEIGHT 100 FEET PER FPT.
CIRCLING RWY 8/26 NA: TURF RUNWAY.
ORDER 8260.3 CHAPTER 2 APPLIED TO 1744 TOWER (20-061293) 381717.00N/0974351.96W.
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	2.76
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	4.10
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	028.90
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1500
DISTANCE FROM	THLD	TO 1500FT POINT	7.96
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	7.05
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	028.90
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1600

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 381720.10N/0974346.15W
FIX NAME COORDINATES IF/IAF BEAHM 381204.93N/0974727.77W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RALPH DUMAR	AJV-A422	04/13/2026	AERONAUTICAL INFORMATION SPECIALIST

