

**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.

AIRPORT ID GBD	PROCEDURE NAME RNAV (GPS) RWY 18	ORIGINAL/AMENDMENT 1	CITY GREAT BEND	STATE KS
AIRPORT ELEVATION 1887	TDZE 1885	SUPERSEDED RNAV (GPS) RWY 17	DATED 12/02/2021	EPOCH YEAR 2030
FACILITY RNAV	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE ROUTINE	CANCEL/SUSPEND
		ORIG-C	MAG VAR 4E	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
HYS VORTAC		MILKS		TF	FB	1.00	141.05	22.10	4000
DISKS		SWISH		TF	FO	1.00	359.13	11.14	4000
MILKS	IAF	SWISH	NOPT	TF	FB	1.00	085.50	7.00	4000
BOUNC	IAF	SWISH	NOPT	TF	FB	1.00	265.68	7.00	4000
SWISH	IF/IAF	CONPI		TF	FB	1.00	175.59	6.01	3600
CONPI	FAF	EJAFA/2.19 NM TO RW18		TF	FB	0.30	175.59	3.08	
EJAFA/2.19 NM TO RW18		RW18	MAP	TF	FO	0.30	175.59	2.19	
RW18	MAP	2085 MSL		CA			175.59		
2085 MSL		HESMA		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4000 DIRECT HESMA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--|----------------------------|----------------|-----------------------|------------------------|---------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD N SWISH, RT, 175.59 INBOUND, 4000 IN LIEU OF PT (IAF), MAX 6000. | | | | | |
| 3. FAC: 175.59 | FAF: CONPI | | DIST FAF TO MAP: 5.27 | DIST FAF TO THLD: 5.27 | |
| 4. MIN ALT: SWISH 4000, CONPI 3600, EJAFA/2.19 NM TO RW18 2620 | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | 200 HAT: 0.51 | GS ANT: |
| 6. MIN GP INCPT: 3600 | GP ALT AT PFAF: CONPI 3600 | | | OM: | MM: |
| 7. GP ANGLE: 3.00 | 34:1: IS CLEAR | 20:1: IS CLEAR | TCH: 40.0 | | IM: |
| 8. MSA FROM: RW18 4000 | | | | | |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -19°C OR ABOVE 54°C.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LYO ALTIMETER SETTING AND INCREASE LPV DA TO 2181 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE LNAV/VNAV DA TO 2356 FEET AND ALL VISIBILITIES 3/8 SM. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 3/8 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING LYO ALTIMETER SETTING.
CHART DRIFTER MOA.
CHART HIGH PLAINS MOA.
CHART BISON MOA.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT HYS VORTAC ON V244-508 WESTBOUND.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 355.59 INBOUND.
FAS OBST: 1994 TREE 382221N/0985203W.
CHART VDP AT 0.91 NM TO RW18.
WAAS CHANNEL # 70617
REFERENCE PATH ID: W18A
LTP HAE: 547.3 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/2, 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	2085	3/4	200	2085	3/4	200	2085	3/4	200	2085	3/4	200			
LNAV/VNAV DA	2260	1	375	2260	1	375	2260	1	375	2260	1	375			
LNAV MDA	2260	1	375	2260	1	375	2260	1	375	2260	1	375			
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. INCORPORATED P NOTAM 1/8612 INTO FORMS - IAW 8260.19K 8-3-4 C. (3)
3. PROCEDURE NAME CHANGED FROM RNAV (GPS) RWY 17 TO RNAV (GPS) RWY 18 – MAGVAR AND RUNWAY NUMBER UPDATE.
4. TDZE CHANGED FROM “1884 TO 1885” – UPDATED SURVEY AND AIRNAV DATA.
5. TERMINAL ROUTES: CHANGED FROM “DISKS TO FEVDI RNP 2 COURSE 355.13 DISTANCE 11.4” TO “DISKS/SWISH RNP 1 COURSE 359.13 DISTANCE 11.4” – MAGVAR UPDATE/NEW FIX NAME/IAW8260.19K.
6. TERMINAL ROUTES: CHANGED FROM “HYS VORTAC TO JIPKU RNP 2 COURSE 132.98 DISTANCE 23.29” TO “HYS VORTAC TO MILKS RNP 1 COURSE 141.05 DISTANCE 22.10” – MAGVAR UPDATE/NEW FIX LOCATION/ IAW8260.19K.
7. TERMINAL ROUTES: CHANGED FROM “JIPKU (IAF) TO FEVDI COURSE 081.52 DISTANCE 5.00” TO “MILKS (IAF) TO SWISH COURSE 085.50 DISTANCE 7.00” – MAGVAR UPDATE/NEW FIX NAMES/NEW FIX LOCATION/IAW 8260.19K.
8. TERMINAL ROUTES: ADDED “BOUNC (IAF) TO SWISH NOPT TF FB RNP 1 COURSE 265.68 DISTANCE 7 ALTITUDE 4000” – FPT REQUEST/IAW 8260.19K.
9. TERMINAL ROUTES: CHANGED FROM “FEVDI(IF/IAF) TO CONPI COURSE 171.59 DISTANCE 6.10” TO “SWISH(IF/IAF) TO CONPI COURSE 175.59 DISTANCE 6.01” – MAGVAR UPDATE/NEW FIX LOCATION.
10. TERMINAL ROUTES: CHANGED FROM “CONPI(FAF) TO EJAJA/2.20 NM TO RW17 COURSE 171.59 DISTANCE 2.98” TO “CONPI (FAF) TO EJAJA/2.19 NM TO RW18 COURSE 175.59 DISTANCE 3.08” – MAGVAR UPDATE/NEW FIX LOCATION.
11. TERMINAL ROUTES: CHANGED FROM “EJAJA/2.20 NM TO RW17 TO RW17 (MAP) COURSE 171.59 DISATNCE 2.20” TO “EJAJA/2.19 NM TO RW18 TO RW18(MAP) COURSE 175.59 DISTANCE 2.19” – MAGVAR UPDATE/NEW FIX LOCATION.
12. TERMINAL ROUTES: CHANGED FROM “RW17(MAP) TO 2084 MSL (CA) COURSE 171.59” TO “RW18(MAP)/2085 MSL (CA) COURSE 175.59” – MAGVAR UPDATE/NEW TDZE.
13. TERMINAL ROUTES: CHANGED FROM “2084 MSL TO HESMA ALTITUDE 3600” TO “2085 MSL TO HESMA ALTITUDE 4000” – NEW TDZE/ATC REQUEST.
14. MISSED APPROACH INSTRUCTIONS: CHANGED FROM “CLIMB TO 3600 DIRECT HESMA AND HOLD” TO “CLIMB TO 4000 DIRECT HESMA AND HOLD.” – ATC REQUEST.
15. PROFILE LINE 2: CHANGED FROM “HOLD N FEVDI, RT, 171.59 INBOUND, 4000 FT. IN LIEU OF PT (IAF)” TO “HOLD N SWISH, RT, 175.59 INBOUND, 4000 IN LIEU OF PT (IAF), MAX 6000.” – MAGVAR UPDATE/NEW FIX NAME/IAW 8260.19K.
16. PROFILE LINE 3: CHANGED FROM “FAC 171.59 DIST FAF TO MAP 5.18 THLD 5.18” TO “FAC 175.59 DIST FAF TO MAP 5.27 DIST FAF TO THLD 5.27” – MAGVAR UPDATE/NEW FIX LOACATION.
17. PROFILE LINE 4: CHANGED FROM “MIN ALT FEVDI 4000, CONPI 3600, EJAJA/2.20 NM TO RW17 2620” TO “SWISH 4000, CONPI 3600, EJAJA/2.19 NM TO RW18 2620” – NEW FIX NAME/NEW FIX LOCATION/NEW CONTROLLING OBSTACLE.
18. PROFILE LINE 5: ADDED 200 HAT 0.51 – IAW 8260.19K
19. PROFILE LINE 7: CHANGED FROM “TCH 45” TO “TCH 40” ADDED “20:1 IS CLEAR” – UPDATED OBSTACLE EVALUATION.
20. PROFILE LINE 8: CHANGED FROM “MSA RW17 4000” TO “MSA RW18 4000” – NEW RUNWAY ID.
21. PBN REQUIREMENT NOTES: ADDED RNP APCH – GPS – IAW 8260.19K
22. NOTES: REMOVED CHART NOTE: DME/DME RNP-0.3 NA. – NO LONGER REQUIRED.
23. NOTES: CHANGED FROM “CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -18C (0F) OR ABOVE 54C (130F)” TO “CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -19°C OR ABOVE 54°C.” – NEW TEMPERATURE STUDY DATA/IAW 8260.19K.
24. NOTES: ADDED CHART DRIFTER MOA. CHART HIGH PLAINS MOA. CHART BISON MOA. – FPT REQUEST.
25. NOTES: ADDED BACKUP ALTIMETER NOTE: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LYO ALTIMETER SETTING AND INCREASE LPV DA TO 2181 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE LNAV/VNAV DA TO 2356 FEET AND ALL VISIBILITIES 3/8 SM. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 3/8 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM. BARO-VNAV AND VDP NA WHEN USING LYO ALTIMETER SETTING. – FPT REQUEST
26. ADDITIONAL FLIGHT DATA: CHANGED FROM “HOLD S, RT, 351.59 INBOUND.” TO HOLD S, RT, 355.59 INBOUND.” MAGVAR UPDATE.
27. ADDITIONAL FLIGHT DATA: CHANGED FROM “CHART FAS OBST: 2014 TREE 382358N/0985213W” TO “FAS OBST: 1994 TREE 382221N/0985203W” – NEW OBSTACLE EVALUATION.
28. ADDITONAL FLIGHT DATA; REMOVED DISTANCE TO THLD FROM 200 HAT: 0.50 NM. – IAW 8260.19K.
29. ADDITIONAL FLIGHT DATA: CHANGED FROM “CHART VDP AT 0.97 NM TO RW17* *LNAV ONLY.” TO “CHART VDP AT 0.91 NM TO RW18.” – NEW CONTROLLING OBSTACLE/IAW 8260.19K.
30. ADDITIONAL FLIGHT DATA; CHANGED FROM “REFERENCE PATH ID: W17A” TO “REFERENCE PATH ID: W18A” – NEW RUNWAY ID.
31. MINIMUMS: LPV DA ALL CATS CHANGED FROM “2084” TO “2085” – NEW TDZE
32. MINIMUMS: LNAV/VNAV DA/HAT/VIS ALL CATS CHANGED FROM “2282/398/1 ½” TO “2260/375/1” – NEW CONTROLLING OBSTACLE.
33. MINIMUMS: LNAV DA/HAT ALL CATS CHANGED FROM “2280/396” TO “2260/375” CAT D VIS CHANGED FROM “1 ¼” TO “1” – NEW CONTROLLING OBSTACLE.
34. COORDINATED WITH: ADDED ALPA – IAW 8260.19K
35. FAS DATA: CHANGED FROM “RUNWAY RW17” TO “RUNWAY RW18” – NEW RUNWAY ID
36. FAS DATA CHANGED FROM “REFERENCE PATH IDENTIFIER (APPROACH ID) W17A” TO “REFERENCE PATH IDENTIFIER (APPROACH ID) W18A” – NEW RUNWAY ID
37. FAS DATA: CHANGED FROM “CRC REMAINDER 0A8ED589” TO “CRC REMAINDER 279B10EB” - LTP/FTP LATITUDE 382128.2865N LTP/FTP LONGITUDE 0985126.5040W TO LTP/FTP LATITUDE 382128.2885N LTP/FTP LONGITUDE 0985126.4990W - LTP/FPAP ORTHOMETRIC HEIGHT +05733 TO LTP/FPAP ORTHOMETRIC HEIGHT +05734 - FPAP LATITUDE 381959.1000N FPAP LONGITUDE 0985125.6900W TO FPAP LATITUDE 381959.0975N FPAP LONGITUDE 0985125.6880W - THRESHOLD CROSSING HEIGHT (TCH) 00045.0 TO THRESHOLD CROSSING HEIGHT (TCH) 00040.0

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

03/30/2026

APPROVED BY

KYLE THOMPSON

Digitally signed by

CASEY D HILL

Jul 13, 2026

OFFICE

AJV-A33

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
KGBD
RW18
0
0
W18A
382128.2885N
0985126.4990W
+05473
381959.0975N
0985125.6880W
00040.0
F
03.00
106.75
0360
40.0
35.0

CRC REMAINDER

279B10EB

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K3
+05734
+05734



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	RNAV (GPS) RWY 18	1	GREAT BEND	KS	1887	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM HYS VORTAC **TO** MILKS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	22.10				

<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 (20-001271)	384751.00N/0990826.00W	2429	50	20	2C	1000				AT571	4000
TERRAIN	384833.00N/0992045.00W	2089 (2100)								AS1500	3600

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM DISKS **TO** SWISH

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	11.14				

<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 (20-001297)	382425.00N/0985252.00W	2281	500	50	5D	1000				AT719	4000
TERRAIN	383036.00N/0985409.00W	2017 (2000)								AS1500	3500

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

MILKS

TO

SWISH

<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	383309.00N/0985933.00W	2251	215	8	4B	1000				AT749	4000
TERRAIN	383315.00N/0985954.00W	2050 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

BOUNC

TO

SWISH

<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 (20-000724)	383249.00N/0984600.00W	2364	500	50	5D	1000				AT636	4000
TERRAIN	383442.00N/0984924.00W	1994 (2000)								AS1500	3500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

SWISH (IF/IAF)

TO

CONPI

RNP

1.00

DISTANCE

6.01

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	383036.00N/0985400.00W	2218	215	8	4B	500				AT878	3600
TERRAIN	383036.00N/0985403.00W	2017 (2000)								AS1500	3500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

CONPI

TO

RW18

RNP

0.30

DISTANCE

5.27

PAT

MAP

DA

HAT

200

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2085

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

CONPI

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.27		DA				375				
<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>
TREE	382230.00N/0985203.00W	1990	215	8	4B		23.47:1			AC8	2260

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

CONPI

TO

EJAF/2.19 NM TO RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	3.08										
<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	382445.00N/0985051.00W	2130	215	8	4B	250				RA100 DG140	2620

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

EJAF/2.19 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	2.19		RW18				375				
<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>
TREE	382221.00N/0985203.00W	1994	215	8	4B	250					2260

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

SWISH

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 (20-001354)	383702.45N/0985634.90W	2798	20	3	1A	1000				AT202	4000
TERRAIN	383224.00N/0985739.00W	2030 (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: LPV

FROM

DA

TO

HESMA

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1918			
<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
AAO	380954.00N/0985336.00W	2172	215	8	4B	1000					3200
TERRAIN	380951.00N/0985336.00W	1971 (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: LNAV/VNAV

FROM

DA

TO

HESMA

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 2099				
<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
AAO	380954.00N/0985336.00W	2172	215	8	4B	1000					3200
TERRAIN	380951.00N/0985336.00W	1971 (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: LNAV

FROM

RW18

TO

HESMA

<u>RNP</u> 0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 2160				
<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
AAO	380954.00N/0985336.00W	2172	215	8	4B	1000					3200
TERRAIN	380951.00N/0985336.00W	1971 (2000)								AS1500	3500

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

CIRCLING REMARKS:

MSA

CENTER	RADIUS
RW18	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (20-000933)	384616.00N/0984417.00W	009	25.4	2964	500	50	5D	1000			4000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZKC ARTCC

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

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KGBD 1887, KLYO 1692
RA = 96.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT

QUALITY
20
CHECKED

<u>AIRPORT ID</u> GBD	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> 1	<u>CITY</u> GREAT BEND	<u>STATE</u> KS	<u>AIRPORT ELEVATION</u> 1887	<u>FACILITY</u> RNAV
<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> 3.00	<u>ELEV RWY THRESHOLD</u> 1881.3	<u>TCH</u> 40.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.50	<u>TCH</u> 38.0
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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> -19C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -19C	<u>APT ISA</u> +11.26C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2019-2023).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 980 HIGH TEMP 1293.

"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 FEET AVERAGE VEGETATION HEIGHT USED PER FPT
TAA NOT DEVELOPED PER FPT
2024 AND 2025 TEMPERATURE SUMMARIES ARE MISSING DATA AND WERE NOT USED FOR TEMPERATURE CALCULATIONS.
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	3.07
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	179.59
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1900
DISTANCE FROM	THLD	TO 1500FT POINT	4.87
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	179.59
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1900

THRESHOLD COORDINATES (IF STR-IN)	382128.29N/0985126.50W
ARP COORDINATES	382039.31N/0985133.11W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 18 DISTANCE 0.82 NM
FAF COORDINATES	382644.87N/0985129.38W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
ALLAN WILL (RODNEY SMITH)	AJV-A33	03/30/2026	AERONAUTICAL INFORMATION SPECIALIST

