

**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> KMHK	<u>PROCEDURE NAME</u> ILS OR LOC RWY 3	<u>ORIGINAL/AMENDMENT</u> 8	<u>CITY</u> MANHATTAN	<u>STATE</u> KS		
<u>AIRPORT ELEVATION</u> 1066	<u>TDZE</u> 1057	<u>SUPERSEDED</u> ILS OR LOC RWY 3	<u>ORIGINAL/AMENDMENT</u> 7D	<u>DATED</u> 11/03/2022	<u>MAG VAR</u> 4E	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> I-MHK	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 08/10/2023	<u>CANCEL/SUSPEND</u>		

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>
MHK VOR/DME		BELVE/MHK 13.00 DME					215.36	13.00	3800
SLN VORTAC	IAF	BELVE/MHK 13.00 DME	NOPT				077.81	36.48	3800
WEVAL/MHK 13.00 DME CW	IAF	BELVE/MHK 13.00 DME	NOPT				13.00 DME ARC (MHK LR-206)		3800
JUXON INT/MHK 13.00 DME CW	IAF	BELVE/MHK 13.00 DME	NOPT				13.00 DME ARC (MHK LR-206)		3800
BELVE/MHK 13.00 DME	IF/IAF	ADEKE/MHK 6.94 DME					035.90	6.06 (I-MHK)	3000

MISSED APPROACH

MAP:

ILS: DA

LOC: 5.96 NM AFTER ADEKE/MHK 6.94 DME OR AT MHK 0.99 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2200 THEN CLIMBING RIGHT TURN TO 3000 ON MHK VOR/DME R-143 TO ALMAS INT/MHK 7.74 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 2200 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 220 TO INTERCEPT SLN R-080 TO JUXON INT/38.63 SLN DME AND HOLD.



PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)

2. HOLD SW BELVE, LT, 035.90 INBOUND, 3800 FT. IN LIEU OF PT (IAF), MAX 5500.

3.FAC: 035.90 FAF: ADEKE/MHK 6.94 DME DIST FAF TO MAP: 5.96 DIST FAF TO THLD: 5.96

4. MIN ALT: BELVE/MHK 13.00 DME 3800, ADEKE/MHK 6.94 DME 3000, PIDME/MHK 2.36 DME 1540

5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1039

6. MIN GS INCPT: 3000 GS ALT AT PFAF : ADEKE/MHK 6.94 DME 3000 OM: MM: IM:

7. GS ANGLE: 3.00 34:1: 20:1: TCH: 46.4

8. MSA FROM: MHK VOR/DME 3100

EQUIPMENT REQUIREMENTS NOTE:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA NORTHWEST OF RWY 3-21.
CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1350.
CHART PROFILE NOTE: VGSi AND ILS GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY.

ADDITIONAL FLIGHT DATA:

CHART MARSHALL AAF.
CHART NOTE: DME FROM MHK VOR/DME.
HOLD SE, RT, 323.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE JUXON INT/SLN 38.63 DME, RT, 230.00 INBOUND.
CHART FAS OBST: 1189 POLE (20-023160) 390723N/0964139W.
CHART 1341 TOWER 390259N/0964514W.
CHART IN PLANVIEW: JUXON INT/SLN 38.63 DME.
CHART MHK R-111 AT WEVAL.
CHART MHK R-203 AT JUXON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT C 900-2 1/2, CAT D 900-2 3/4, 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-ILS 03	1257	1/2	200	1257	1/2	200	1257	1/2	200	1257	1/2	200			
S-LOC 03	1440	1/2	383	1440	1/2	383	1440	5/8	383	1440	5/8	383			
CIRCLING	1540	1	474	1620	1	554	1920	2 1/2	854	1920	2 3/4	854			



CHANGES - REASONS

1. TERMINAL ROUTE UPDATE: INTERMEDIATE ROUTE CHANGED FROM "BELVE/MHK 13.00 DME TO ADEKE/MHK 6.85 DME" TO "BELVE/MHK 13.00 DME TO ADEKE/I-MHK 6.94 DME". DISTANCE CHANGED FROM 6.15(I-MHK) TO 6.06(I-MHK) - ADEKE MOVED FROM "39-03-23.37N/096-45-38.51W TO 39-03-19.11N, 096-45-42.97W", 0.09 NM SOUTHWEST.
2. MISSED APPROACH UPDATE: LOC CHANGED FROM "0.99 DME" TO "5.96 NM AFTER ADEKE/I-MHK 6.94 DME OR AT I-MHK 0.99 DME" - IAW 8260,19I, PARA 8-6-6.C.(1).
3. ADDED ALTERNATE MISSED APPROACH INSTRUCTIONS: CLIMB TO 2200 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 220 TO INTERCEPT SLN R-080 TO JUXON INT/38.63 SLN DME AND HOLD - PER FPT CHECKLIST.
4. PROFILE LINE 3 UPDATE: ADDED 5.96 TO DIST FAF TO MAP. CHANGE FAF TO THLD FROM 5.86 TO 5.96. CHANGED FAF FROM "ADEKE/MHK 6.85 DME" TO "ADEKE/I-MHK 6.94 DME" - ADEKE MOVED FROM "39-03-23.37N/096-45-38.51W TO 39-03-19.11N, 096-45-42.97W", 0.09 NM SOUTHWEST. FINAL NAVAID IS "ILS-MHK".
5. PROFILE LINE 4 UPDATE: MIN ALT CHANGED FROM "BELVE/MHK 13.00 DME 3800, ADEKE/MHK 6.85 DME 3000" TO "BELVE/MHK 13.00 DME 3800, ADEKE/I-MHK 6.94 DME 3000, PIDME/I-MHK 2.36 DME 1540" - ADEKE MOVED FROM "39-03-23.37N/096-45-38.51W TO 39-03-19.11N, 096-45-42.97W", 0.09 NM SOUTHWEST. ADDED STEPDOWN FIX PIDME AT 1540. FINAL NAVAID IS ILS-MHK.
6. PROFILE LINE 6 UPDATE: CHANGED GS ALT AT PFAF FROM "ADEKE/MHK 6.85 DME 3000" TO "ADEKE/I-MHK 6.94 DME 3000" - ADEKE MOVED FROM "39-03-23.37N/096-45-38.51W TO 39-03-19.11N, 096-45-42.97W", 0.09 NM SOUTHWEST. FINAL NAVAID IS ILS-MHK.
7. REMOVED BACKUP ALTIMETER SETTING AND ASSOCIATED NOTES - MOVED TO -9 AS A CONTINGENCY, IAW 8260.19I, PARA 8-6-9F(3).
8. CHANGED CHART NOTE FROM "CIRCLING NA W OF 3-21" TO "CIRCLING NA NORTHWEST OF RWY 3-21" - PER FPT CHECKLIST.
9. REMOVED CHART NOTE: RWY 3 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED - 34:1 IS CLEAR/20:1 IS CLEAR.
10. ADDITIONAL FLIGHT DATA UPDATE: ADDED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE JUXON INT/SLN 38.63 DME, RT, 230 INBOUND" - ALTERNATE INSTRUCTION MA ADDED PER FPT CHECKLIST.
11. ADDITIONAL FLIGHT DATA UPDATE: CHANGED CHART FROM "1460 AAO 390302N/0964504W" TO "1341 TOWER 390259N/0964514W" - NEW 7:1 OBSTACLE EVALUATION.
12. ADDITIONAL FLIGHT DATA UPDATE: ADDED CHART IN PLANVIEW: JUXON INT/SLN 38.63 DME - ALTERNATE MA ADDED.
13. S-ILS 03 ALL CATS DA CHANGED FROM 1256 TO 1257. VIS CHANGED FROM 1 TO 1/2 - ILS MINS RECALCULATION UPDATE.
14. S-LOC 03 ALL CATS MDA/HAT CHANGED FROM 1520/464 TO 1440/383, VIS ALL CATS CHANGED FROM 1 TO 1/2 - NEW LOC FINAL CONTROLLING OBSTACLE UPDATE.
15. CIRCLING MINS UPDATE: CIRCLING CAT A MDA/HAA CHANGED FROM 1600/534 TO 1540/474, CAT B MDA/HAA CHANGED FROM 1700/634 TO 1620/554 - NEW CATS A/B CONTROLLING OBSTACLE UPDATE.
16. ADDITIONAL FLIGHT DATA UPDATE: CHANGED "CHART 1342 ROTATING BEACON 390259N/0964514W" TO "CHART 1341 TOWER 390259N/0964514W" - PER FPT.
17. REMOVED "FOR INOP ALS, INCREASE S-LOC 3 VISIBILITY CAT C AND D TO 1 3/8 SM - TARGETS EVALUATION INOP ALS VISIBILITY UPDATE.
18. CHANGED CHART NOTES FROM "INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 3" TO "INOPERATIVE TABLE DOES NOT APPLY" - NEW TARGETS INOPERATIVE TABLE NOTES EVALUATION UPDATE.
19. ADDITIONAL FLIGHT DATA UPDATE: REMOVED "CHART VDP AT 2.28 DME" AND "DISTANCE VDP TO THLD 1.30 NM" - VDP NOT ESTABLISHED: VDP IS LOCATED WITHIN 0.5 NM FROM FINAL FIX.

06/30/2023 THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 06/28/2023
CHANGED ALL REFERNCE ADEKE/I-MHK 6.94 DME TO READ ADEKE/MHK 6.94 DME, AND PIDME/I-MHK 2.36 DME TO PIDME/MHK 2.36 DME
MISSED APPROACH MAP CHANGED LOC: 5.96 NM AFTER ADEKE/I-MHK 6.94 DME OR AT I-MHK 0.99 DME TO READ LOC: 5.96 NM AFTER ADEKE/MHK 6.94 DME OR AT MHK 0.99 DME.

COORDINATED WITH:

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

FLIGHT CHECKED BY

PENDING

Digitally signed by
DAVID TEFFETELLER
Jun 30, 2023

OFFICE

DATE

DEVELOPED BY

KWEKU DONKOR

Digitally signed by
DAVID TEFFETELLER
Jun 30, 2023

OFFICE

AJV-A433

DATE

03/13/2023

APPROVED BY

JOHNNIE BAKER

Digitally signed by
DAVID TEFFETELLER
Jun 30, 2023

OFFICE

AJV-A430

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u> KMHK	<u>PROCEDURE NAME</u> ILS OR LOC RWY 3	<u>AMDT NO.</u> 8	<u>CITY</u> MANHATTAN	<u>STATE</u> KS	<u>AIRPORT ELEVATION</u> 1066	<u>FACILITY</u> I-MHK
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
MHK VOR/DME

TO
BELVE/MHK 13.00 DME

<u>RNP</u>	<u>DISTANCE</u> 13.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					<u>MIN ALT</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 (20-000574)	390053.13N/0965213.07W		1926	20	3	1A	1000				AT874	3800
TERRAIN	390239.00N/0964027.00W		1377 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
SLN VORTAC

TO
BELVE/MHK 13.00 DME

<u>RNP</u>	<u>DISTANCE</u> 36.48	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					<u>MIN ALT</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 (20-000574)	390053.13N/0965213.07W		1926	20	3	1A	1000				AT874	3800
TERRAIN	385854.00N/0973621.00W		1447 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL: ARC

FROM
WEVAL/MHK 13.00 DME CW

TO
BELVE/MHK 13.00 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (20-020356)	390005.16N/0962927.08W		1890	20	3	1A	1000				AT910	3800
TERRAIN	385309.00N/0963206.00W		1522 (1500)								AS1500	3000

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

INITIAL: ARC

FROM
JUXON INT/MHK 13.00 DME CW

TO
BELVE/MHK 13.00 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (20-001357)	385705.00N/0964746.00W		1799	500	50	5D	1000				AT1001	3800
TERRAIN	385627.00N/0964824.00W		1328 (1300)								AS1500	2800

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



INTERMEDIATE

FROM

BELVE/MHK 13.00 DME (IF/IAF)

TO

ADEKE/MHK 6.94 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	6.06											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (20-000574)	390053.13N/0965213.07W		1926	20	3	1A	500				AT574	3000
TERRAIN	385715.00N/0964809.00W		1328 (1300)								AS1500	2800

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

FINAL: ILS

FROM

ADEKE/MHK 6.94 DME

TO

RW03

<u>RNP</u>	<u>DISTANCE</u> 5.96	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200			<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				1257

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



FINAL: LOC

FROM
ADEKE/MHK 6.94 DME

TO
PIDME/MHK 2.36 DME

RNP	DISTANCE 4.58	PAT	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
POLE (20-002068)	390335.00N/0964433.00W		1265	50	20	2C	250				RA20	1540

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM
PIDME/MHK 2.36 DME

TO
5.96 NM AFTER ADEKE/MHK 6.94 DME OR AT MHK 0.99 DME

RNP	DISTANCE 1.37	PAT	MAP 5.96 NM AFTER ADEKE/ MHK 6.94 DME OR AT MHK 0.99 DME	HAT 383	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
POLE (20-023160)	390722.60N/0964138.66W		1189	20	3	1A	250					1440

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
BELVE

TO
P-4

RNP	DISTANCE	PAT P-4	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (20-000574)	390053.13N/0965213.07W		1926	20	3	1A	1000				AT874	3800
TERRAIN	385215.00N/0965200.00W		1354 (1400)								AS1500	2900

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
ALMAS INT/MHK 7.74 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1092					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
TOWER (20-001364)	390840.00N/0963102.00W		1787	50	20	2C	1000					2800
TERRAIN	390315.00N/0963203.00W		1489 (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 : LOC

FROM
5.96 NM AFTER ADEKE/MHK 6.94 DME OR AT MHK 0.99 DME

TO
ALMAS INT/MHK 7.74 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1190					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
TOWER (20-001364)	390840.00N/0963102.00W		1787	50	20	2C	1000					2800
TERRAIN	390315.00N/0963203.00W		1489 (1500)								AS1500	3000

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

MISSED APPROACH ALTERNATE : ILS

FROM
DA

TO
JUXON INT/38.63 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1092					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
TOWER (20-001364)	390840.00N/0963102.00W		1787	50	20	2C	1000					2800
TERRAIN	390424.00N/0963251.00W		1456 (1500)								AS1500	3000

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



MISSED APPROACH ALTERNATE : LOC

FROM

5.96 NM AFTER ADEKE/MHK 6.94 DME OR AT MHK 0.99 DME

TO

JUXON INT/38.63 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
							1190					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
TOWER (20-001364)	390840.00N/0963102.00W		1787	50	20	2C	1000					2800
TERRAIN	390424.00N/0963251.00W		1456 (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											
TREE (20-047114)	390732.06N/0963856.87W	1.30	474	1229	50	20	2C	300			1540
CATEGORY B											
TERRAIN (20-031722)	390606.61N/0964033.41W	1.84	554	1319	20	10	1B	300			1620
CATEGORY C											
TOWER (20-001109)	390921.00N/0963645.00W	2.90	854	1483	500	125	5E	300		AC125	1920
CATEGORY D											
AAO	390416.11N/0964124.64W	3.79	854	1540	50	20	2C	300		XP80	1920

CIRCLING REMARKS:

XP80: TO MEET CAT C MINIMUMS.



MSA

CENTER
MHK VOR/DME

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (20-001711)	393115.00N/0961828.00W	033	28.1	2012	50	20	2C	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZKC ARTCC, MHK TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KMHK	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMHK	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KFRI	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KFRI	<u>DISTANCE</u> 6.85	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 16

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KMHK 1066, KFRI 1065
RA = 15.9.

<u>PRIMARY NAVAID</u> I-MHK	<u>MONITOR POINT</u> MOCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW13 - MIRL (PCL), VASI-2L		BSC-G	
RW31 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		BSC-G	
RW03 - MALSR (PCL), HIRL (PCL), PAPI-4L		PIR-G	
RW21 - HIRL (PCL), REIL (PCL), PAPI-4L		PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 1057.1	<u>TCH</u> 46.4	<u>ELEV GS ANTENNA</u> 1048.0	<u>DISTANCE FROM RWY</u> 1039	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 50.0
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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:

VDP NOT ESTABLISHED - VDP IS LOCATED WITHIN 0.5 NM FROM FINAL FIX..

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ALL ASSUMED TREE HEIGHT 60' PER FPT.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1341 TOWER 390259N/0964514W.

BACK-UP ALTIMETER NOTE FOR CONTINGENCY USE:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FORT RILEY (JUNCTION CITY) ALTIMETER SETTING AND INCREASE S-ILS 03 DA TO 1273 FEET; INCREASE ALL MDAS 20 FEET AND S-LOC 03 CATS C/D VISIBILITY 1/8 SM.
NOTE: FOR INOPERATIVE ALS WHEN USING MARSHALL AAF ALTIMETER SETTING, INCREASE S-LOC 03 CATS A/B VISIBILITY TO 1 SM AND CATS C/D VISIBILITY TO 1 1/8 SM.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> KMHK	<u>PROCEDURE NAME</u> ILS OR LOC RWY 3	<u>AMDT NO.</u> 8	<u>CITY</u> MANHATTAN	<u>STATE</u> KS	<u>AIRPORT ELEVATION</u> 1066	<u>FACILITY</u> I-MHK
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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	3.44
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.96
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	039.90
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1200
DISTANCE FROM	THLD	TO 1500FT POINT	5.36
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.38
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	039.90
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD
COORDINATES
(IF STR-IN)

390753.58N/0964048.74W

ARP COORDINATES

390829.10N/0964017.60W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 3 DISTANCE 0.72 NM

FAF
COORDINATES

390319.11N/0964542.97W

FIX NAME
COORDINATES

REMARKS

QUALITY
26
CHECKED

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Electronic Version

Page 11 of 12

PART E: PREPARED BY

<u>NAME</u> KWEKU DONKOR	<u>OFFICE</u> AJV-A433	<u>DATE</u> 03/13/2023	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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