

**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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
GBD	RNAV (GPS) RWY 36	1	GREAT BEND	KS	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
1887	1883	RNAV (GPS) RWY 35	12/02/2021	4E	2030
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
RNAV			ROUTINE		

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>
HARAN		LLJAY		TF	FB	1.00	216.96	8.28	4000
SOSPE		AMAZE		TF	FB	1.00	092.51	13.74	4000
DISKS		HESMA		TF	FO	1.00	172.48	12.74	4000
LLJAY	IAF	HESMA	NOPT	TF	FB	1.00	265.68	7.00	4000
AMAZE	IAF	HESMA	NOPT	TF	FB	1.00	085.50	7.00	4000
HESMA	IF/IAF	FENOB		TF	FB	1.00	355.59	6.03	3600
FENOB	FAF	VACUR/2.10 NM TO RW36		TF	FB	0.30	355.59	3.14	
VACUR/2.10 NM TO RW36		RW36	MAP	TF	FO	0.30	355.59	2.10	
RW36	MAP	2083 MSL		CA			355.59		
2083 MSL		SWISH		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW36

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4000 DIRECT SWISH AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD S HESMA, RT, 355.59 INBOUND, 4000 IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	355.59	FAF:	FENOB	DIST FAF TO MAP:	5.24	DIST FAF TO THLD:	5.24							
4.	MIN ALT:	HESMA 4000, FENOB 3600, VACUR/2.10 NM TO RW36 2600													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		200 HAT:	0.48	GS ANT:				
6.	MIN GP INCPT:	3600	GP ALT AT PFAF:	FENOB 3600					OM:		MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	49.0							
8.	MSA FROM:	RW36 4000													

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -19°C OR ABOVE 54°C.
CHART NOTE: FOR INOPERATIVE ALS INCREASE LNAV/VNAV CAT C/D VISIBILITY TO 1 SM AND LNAV CAT C/D VISIBILITY TO 1 SM.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LYO ALTIMETER SETTING AND INCREASE LPV DA TO 2179 FEET; INCREASE LNAV/VNAV DA TO 2336 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING LYO ALTIMETER SETTING.
CHART BISON MOA.
CHART HIGH PLAINS MOA.
CHART DRIFTER MOA.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 175.59 INBOUND.
FAS OBST: 1990 TREE 381924N/0985200W.
CHART VDP AT 0.96 NM TO RW36.
WAAS CHANNEL # 65710
REFERENCE PATH ID: W36A
LTP HAE: 547.7 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	2083	1/2	200	2083	1/2	200	2083	1/2	200	2083	1/2	200			
LNAV/VNAV DA	2240	5/8	357	2240	5/8	357	2240	5/8	357	2240	5/8	357			
LNAV MDA	2240	1/2	357	2240	1/2	357	2240	5/8	357	2240	5/8	357			
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. PROCEDURE NAME CHANGED FROM RNAV (GPS) RWY 35 TO RNAV (GPS) RWY 36 – MAGVAR AND RUNWAY NUMBER UPDATE.
3. INCORPORATED P-NOTAM 1/8613 INTO FORMS – IAW 8260.19K 8-3-4 C. (3)
4. TERMINAL ROUTES: CHANGED FROM “DISKS TO HESMA COURSE 168.48 DISTANCE 12.74 ALTITUDE 3600” TO “DISKS TO HESMA RNP 1 COURSE 172.48 DISTANCE 12.74 ALTITUDE 4000” – MAGVAR UPDATE/IAW 8260.19K/ATC REQUEST.
5. TERMINAL ROUTES: CHANGED FROM “PUCIS (IAF) TO HESMA COURSE 261.65 DISTANCE 5.00 ALTITUDE 3600” TO “LLJAY (IAF) TO HESMA RNP 1 COURSE 265.68 DISTANCE 7.00 ALTITUDE 4000” - MAGVAR UPDATE/NEW FIX NAME/IAW 8260.19K/ATC REQUEST.
6. TERMINAL ROUTES: CHANGED FROM “JAPRU (IAF) TO HESMA COURSE 081.52 DISTANCE 5.00 ALTITUDE 3600” TO “AMAZE (IAF) TO HESMA RNP 1 COURSE 085.50 DISTANCE 7.00 ALT 4000” - MAGVAR UPDATE/NEW FIX NAME/IAW 8260.19K/ATC REQUEST.
7. TERMINAL ROUTES: CHANGED FROM “HESMA (IF/IAF) TO FENOB COURSE 351.59 DISTANCE 6.10” TO “HESMA (IF/IAF) TO FENOB RNP 1 COURSE 355.59 DISTANCE 6.03” – MAGVAR UPDATE/IAW 8260.19K/NEW FIX LOCATION.
8. TERMINAL ROUTES: ADDED TERM ROUTE FROM FENOB FAF TO VACUR/2.10 NM TO RW36 TF FB RNP 0.30 COURSE 355.59 DISTANCE 3.14 – FPT REQUEST/IAW 8260.19K.
9. TERMINAL ROUTES: ADDED TERM ROUTE VACUR/2.10 NM TO RW36 RW36 MAP TF FO RNP 0.30 COURSE 355.59 DISTANCE 2.10 - FPT REQUEST/IAW 8260.19K.
10. TERMINAL ROUTES: ADDED TERM ROUTE RW36 MAP 2083 MSL CA COURSE 355.59 – IAW 8260.19K.
11. TERMINAL ROUTES: ADDED TERM ROUTE 2083 MSL SWISH DF FO 1.00 4000 – IAW 8260.19K.
12. MISSED APPROACH INSTRUCTIONS: CHANGED FROM “CLIMB TO 4500 DIRECT WEDEG AND VIA 261.59 TRACK TO YUCUK THEN VIA 212.78 TRACK TO SOSPE AND HOLD.” TO “CLIMB TO 4000 DIRECT SWISH AND HOLD.” – FPT REQUEST.
13. PROFILE LINE 2: CHANGED FROM “HOLD S HESMA, RT, 351.59 INBOUND, 3600 FT. IN LIEU OF PT (IAF)” TO “HOLD S HESMA, RT, 355.59 INBOUND, 4000 IN LIEU OF PT (IAF), MAX 6000.” – MAGVAR UPDATE/ATC REQUEST/ IAW 8260.19K.
14. PROFILE LINE 3: CHANGED FROM “FAC 351.59 DIST FAF TO MAP 5.16 THLD 5.16” TO ‘FAC 355.59 DIST FAF TO MAP 5.24 DIST FAF TO THLD 5.24.” – MAGVAR UPDATE/NEW FAF LOCATION.
15. PROFILE LINE 4: CHANGED FROM “MIN ALT HESMA 3600, FENOB 3600, VACUR/2.20 NM TO RW35 2620*” TO “MIN ALT HESMA 4000, FENOB 3600, VACUR/2.10 NM TO RW36 2600” – ATC REQUEST/NEW FIX LOCATION/IAW8260.19K.
16. PROFILE LINE 5: ADDED “200 HAT 0.48” – IAW 8260.19K
17. PROFILE LINE 7: CHANGED FROM “TCH 49.1” TO “TCH 49.0” ADDED “20:1 IS CLEAR” – DESIGN TCH/UPDATED OBSTACLE EVALUATION.
18. PROFILE LINE 8: CHANGED FROM “MSA RW 35” 4000 TO “RW36 4000” – NEW RUNWAY ID.
19. PBN REQUIREMENT NOTES: ADDED RNP APCH – GPS – IAW 8260.19K
20. NOTES: CHANGED FROM “FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -18C (0.0F) OR ABOVE 45C (113F)” TO “FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -19°C OR ABOVE 54°C.” – NEW TEMPERATURE STUDY/IAW 8260.19K.
21. NOTES: REMOVED “CHART NOTE: DME/DME RNP-0.3 NA.” AND “*LNAV ONLY” – IAW 82060.19K.
22. NOTES: CHANGED “FROM CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE RUSSELL MUNI ALTIMETER SETTING AND INCREASE ALL DA 77 FEET AND ALL MDA 80 FEET. INCREASE LPV AND LNAV/VNAV ALL CATS, LNAV CAT C AND CIRCLING CAT D VISIBILITY 1/4 MILE.” TO “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LYO ALTIMETER SETTING AND INCREASE LPV DA TO 2179 FEET; INCREASE LNAV/VNAV DA TO 2336 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.” – SECONDARY ALTIMETER SOURCE CHANGED/IAW 8260.19K.
23. NOTES: CHANGED FROM “CHART NOTE: BARO-VNAV AND VDP NA WHEN USING RUSSELL MUNI ALTIMETER SETTING.” TO “BARO-VNAV AND VDP NA WHEN USING LYO ALTIMETER SETTING.” - SECONDARY ALTIMETER SOURCE CHANGED/IAW 8260.19K
24. NOTES: ADDED CHART BISON MOA. CHART HIGH PLAINS MOA. CHART DRIFTER MOA. – FPT REQUEST
25. ADDITIONAL FLIGHT DATA: CHANGED FROM “HOLD W, RT, 087.60 INBOUND.” TO “HOLD N, RT, 175.59 INBOUND.” – NEW MISSED APPROACH HOLDING PATTERN.
26. ADDITIONAL FLIGHT DATA: CHANGED FROM “CHART FAS OBST: 1955 TREE 381931N/0985122W” TO “FAS OBST: 1990 TREE 381924N/0985200W.” – UPDATED OBSTACLE EVALUATION.
27. ADDITIONAL FLIGHT DATA: REMOVED DISTANCE TO THLD FROM 288 HAT: 0.75 NM. – IAW 8260.19K.
28. ADDITIONAL FLIGHT DATA: CHANGED FROM “CHART VDP AT 0.90 MILES TO RW35* *LNAV ONLY.” TO “CHART VDP AT 0.96 NM TO RW36.” – NEW CONTROLLING OBSTACLE/IAW 8260.19K.
29. ADDITIONAL FLIGHT DATA FROM REFERENCE PATH ID: W35A TO REFERENCE PATH ID: W36A – NEW RUNWAY ID.
30. ADDITIONAL FLIGHT DATA: ‘ADDED LTP HAE: 547.7 M” – IAW 8260.19K
31. MINIMUMS: LPV DA/HAT ALL CATS CHANGED FROM “2171/288” TO “2083/200” – NEW CONTROLLING OBSTACLE.
32. MINIMUMS: LNAV/VNAV DA/HAT/VIS ALL CATS CHANGED FROM “2222/339¾” TO “2240/357/ 5/8” – NEW CONTROLLING OBSTACLE.
33. MINIMUMS: LNAV DA/HAT ALL CATS CHANGED FROM “2220/337” TO “2240/357” - CAT C/D VIS FROM “½ /1” TO “5/8” - NEW CONTROLLING OBSATACLE.
34. FAS DATA: CHANGED FROM “RUNWAY RW35” TO “RW36” – NEW RUNWAY ID.
35. FAS DATA: CHANGED FROM “REFERENCE PATH IDENTIFIER (APPROACH ID) W35A” TO “REFERENCE PATH IDENTIFIER (APPROACH ID) W36A.” – NEW RUNWAY ID.
36. FAS DATA FROM CRC REMAINDER 4CEEAFBA TO CRC REMAINDER 6D5D2F69 - FAS DATA FROM LTP/FTP LATITUDE/LONGITUDE 382010. 7000N/0985125.8000W TO LTP/FTP LATITUDE/LONGITUDE 382010.6775N/0985125.7935W - FAS DATA FROM FPAP LATITUDE/LONGITUDE 382128.8200N/0985126.5100W TO 382139.8685N/0985126.6045W - FAS DATA FROM LTP/FTP ELLIPSOIDAL HEIGHT +05479 TO +05477 - FAS DATA FROM LENGTH OFFSET 0016 TO LENGTH OFFSET 0360 - FAS DATA FROM VERTICAL ALERT LIMIT (VAL) 50.0 TO VERTICAL ALERT LIMIT (VAL) 35.0 - FAS DATA FROM THRESHOLD CROSSING HEIGHT (TCH) 00049.1 TO THRESHOLD CROSSING HEIGHT (TCH) 00049.0.
37. NOTES: REMOVED INOPERATIVE MALSR WHEN USING RUSSEL MUNI ALTIMETER SETTING NOTE - NO LONGER REQUIRED.
38. NOTES: CHANGED NOTE FROM “FOR INOPERATIVE MALSR INCREASE LPV ALL CATS VISIBILITY TO 1 MILE” TO “FOR INOPERATIVE ALS INCREASE LNAV/VNAV CAT C/D VISIBILITY TO 1 SM AND LNAV CAT C/D VISIBILITY TO 1 SM” - NEW PROCEDURE MINIMUMS, 8260.3G TABLE 3-3-1, INOPERATIVE TABLE.

**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 36	1	GREAT BEND	KS	1887	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM HARAN **TO** LLJAY

RNP 1.00 DISTANCE 8.28 PAT MAP HAT HMAS

<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	380815.00N/0984309.00W	2110	215	8	4B	1000				AT890	4000
TERRAIN	380854.00N/0984157.00W	1902 (1900)								AS1500	3400

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM SOSPE **TO** AMAZE

RNP 1.00 DISTANCE 13.74 PAT MAP HAT HMAS

<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 (20-001637)	381051.00N/0990757.00W	2334	20	3	1A	1000				AT666	4000
TERRAIN	381206.00N/0991412.00W	2096 (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

HESMA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
1.00	12.74										
<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	380954.00N/0985336.00W	2172	215	8	4B	1000				AT828	4000
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:

INITIAL

FROM

LLJAY

TO

HESMA

<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	380724.00N/0985051.00W	2169	215	8	4B	1000				AT831	4000
TERRAIN	380724.00N/0985051.00W	1968 (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

AMAZE

TO

HESMA

<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	380954.00N/0990121.00W	2212	215	8	4B	1000				AT788	4000
TERRAIN	380700.00N/0990012.00W	2004 (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

HESMA (IF/IAF)

TO

FENOB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.03										
<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	380954.00N/0985336.00W	2172	215	8	4B	500				AT928	3600
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:



FINAL: LPV

FROM

FENOB

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.16		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				2083

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

FENOB

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.24		DA				357				
<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	381909.00N/0985203.00W	1990	215	8	4B		23.47:1			AC8	2240

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

FENOB

TO

VACUR/2.10 NM TO RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	3.14										
<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>
AAO	381454.00N/0985145.00W	2143	215	8	4B	250				RA100	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

VACUR/2.10 NM TO RW36

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.10		RW36		357						
<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	381924.00N/0985200.00W	1990	215	8	4B	250					2240

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

HESMA

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
		P-5									
<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 (20-000550)	380407.00N/0985036.30W	2276	20	3	1A	1000				AT724	4000
TERRAIN	380503.00N/0985606.00W	2007 (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

SWISH

RNP 0.30-1.00	DISTANCE	PAT	MAP		HAT		HMAS				
							1918				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
TOWER (20-001297)	382425.00N/0985252.00W	2281	500	50	5D	1000					3300
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:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

SWISH

RNP 0.30-1.00	DISTANCE	PAT	MAP		HAT		HMAS				
							2079				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
TOWER (20-001297)	382425.00N/0985252.00W	2281	500	50	5D	1000					3300
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:



MISSSED APPROACH: LNAV

FROM

RW36

TO

SWISH

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 2140			
<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
TOWER (20-001297)	382425.00N/0985252.00W	2281	500	50	5D	1000					3300
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:

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

RW36

RADIUS

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	008	26.7	2964	500	50	5D	1000			4000

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ICT FSS, ZKC ARTCC

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

WX REMARKS:

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<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> 1882.5	<u>TCH</u> 49.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 50.0
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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.

2024 AND 2025 TEMPERATURE SUMMARIES ARE MISSING DATA AND 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	3.04
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	359.59
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1900
DISTANCE FROM	THLD	TO 1500FT POINT	4.84
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	359.59
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1900

THRESHOLD COORDINATES (IF STR-IN)	382010.68N/0985125.79W
ARP COORDINATES	382039.31N/0985133.11W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 18 DISTANCE 0.82 NM
FAF COORDINATES	381456.01N/0985122.94W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

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