

|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>69244</b><br><b>W18A</b> | APP CRS<br><b>174°</b> | Rwy Idg <b>4000</b><br>TDZE <b>1476</b><br>Apt Elev <b>1488</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

# RNAV (GPS) RWY 18

RNP APCH-GPS.

**T** Rwy 18 helicopter visibility reduction below 1 SM NA. For uncompensated  
**A** Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.  
 Baro-VNAV and VDP NA when using Hebron Muni altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct OBITE and hold.

|                        |                                          |                                 |
|------------------------|------------------------------------------|---------------------------------|
| ASOS<br><b>123.825</b> | KANSAS CITY CENTER<br><b>134.9 363.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|------------------------------------------|---------------------------------|

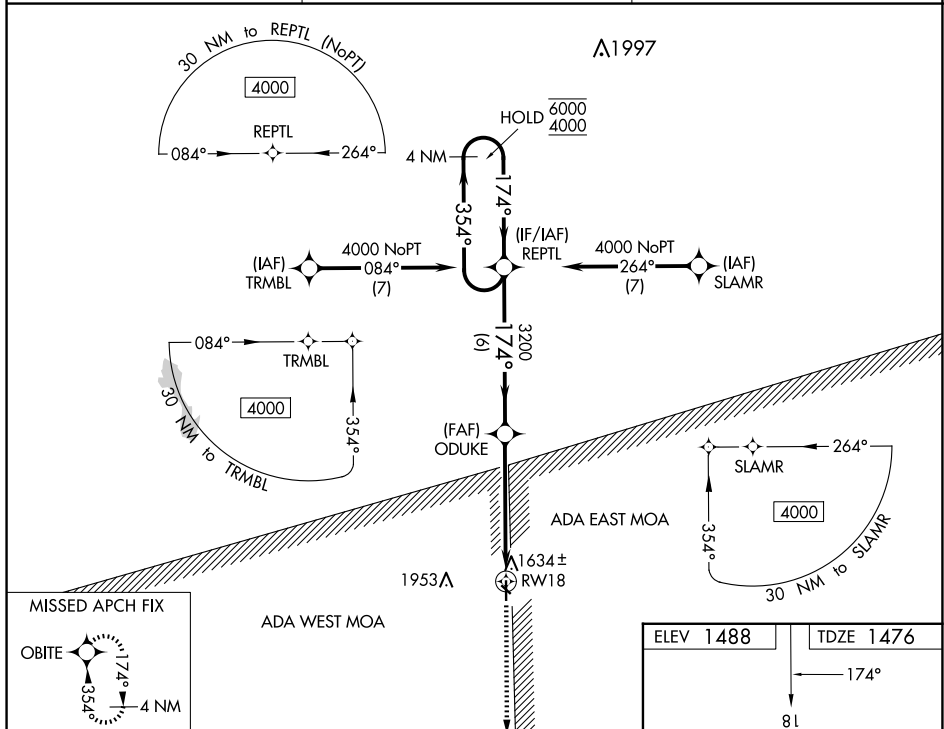
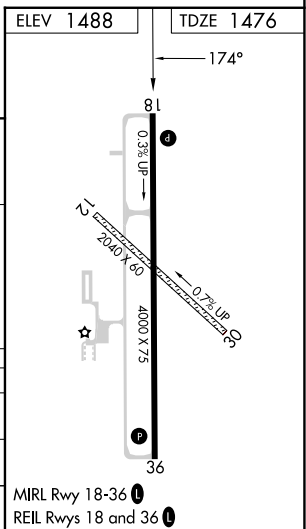


Figure 1-1 illustrates a non-coincident VGS and RNAV glidepath. The diagram shows a 4 NM Holding Pattern at 6000 and 4000 feet. The VGS glidepath (GP 3.00°, TCH 40') is shown as a solid line, and the RNAV glidepath is shown as a dashed line. The VGS glidepath has a 354° heading and a 174° heading. The RNAV glidepath has a 174° heading. The VGS glidepath is 6 NM long, and the RNAV glidepath is 4 NM long. The VGS glidepath is 1.3 NM to RW18. The RNAV glidepath is 1.3 NM to RW18. The diagram also shows the VGS and RNAV glidepaths are not coincident (VGS Angle 3.00/TCH 35).



NC-2, 12 JUN 2025 to 10 JUL 2025

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