

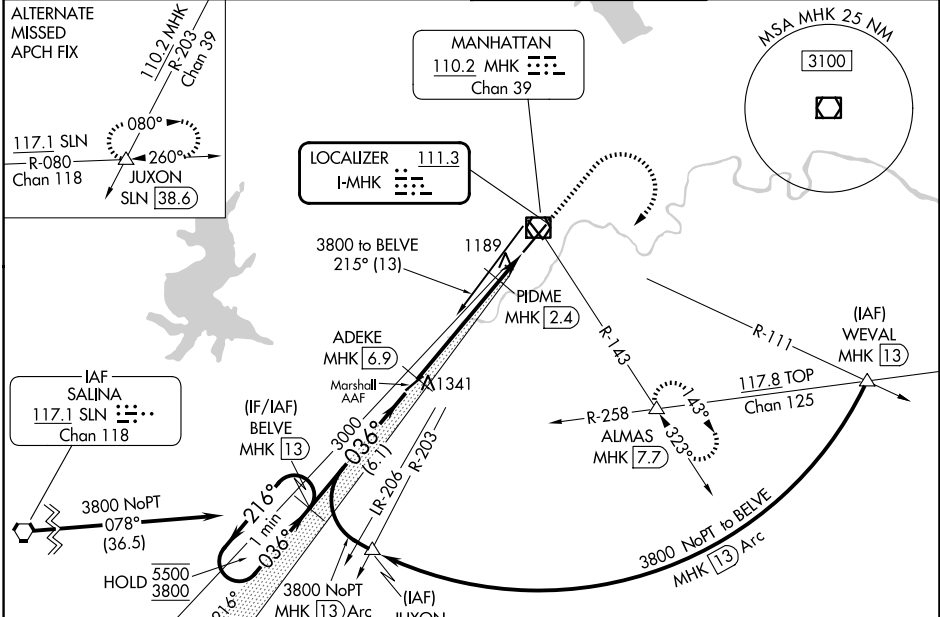
| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-MHK 111.3 | APP CRS 036° | Rwy Ldg TDZE Apt Elev | 7030 1057 1066 |
|---------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 3

MANHATTAN RGNL (MHK)

| | | |
|---|-------|---|
| DME required. | MALSR | MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 on MHK VOR/DME R-143 to ALMAS INT/MHK 7.7 DME and hold. |
| <p>⚠ Circling NA northwest of 3-21. Autopilot coupled approach NA below 1350. Inop table does not apply. DME from MHK VOR/DME.</p> | | |

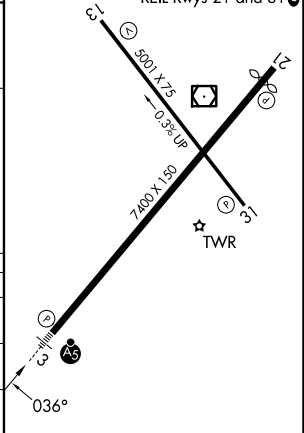
| | | | |
|------------------------|---|--|--------------------------|
| ASOS 119.075 | MARSHALL AAF GCA* 121.25 269.05 | MANHATTAN TOWER* 118.55 (CTAF) 0 | GND CON 121.85 |
|------------------------|---|--|--------------------------|



| | | | | |
|----------------------------|--------------|--------|-----------|-------|
| One Minute Holding Pattern | BELVE MHK 13 | 2200 | 3000 | ALMAS |
| 5500 ← 216° | 3800 → 036° | ↑ | MHK R-143 | △ |
| GS 3.00° TCH 46 | 036° | 3000 | MHK 1 | |
| | 6.1 NM | 4.6 NM | 1.4 NM | |

| | |
|--------------------|----------------|
| ELEV 1066 | TDZE 1057 |
| HIRL Rwy 3-21 | MIRL Rwy 13-31 |
| REIL Rws 21 and 31 | |

| | | | | |
|----------|---|-----------------------|---------------------------|---------------------------|
| | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50). | | | |
| CATEGORY | A | B | C | D |
| S-ILS 3 | 1257-½ | | 200 (200-½) | |
| S-LOC 3 | 1440-½ | 383 (400-½) | 1440-5/8 | 383 (400-5/8) |
| CIRCLING | 1540-1 474 (500-1) | 1620-1 554 (600-1) | 1920-2 ½ 854 (900-2 ½) | 1920-2 ¾ 854 (900-2 ¾) |



NC-2, 16 APR 2026 to 14 MAY 2026

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