ILS or LOC RWY 3

MANHATTAN RGNL (MHK)

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

DME required.

T A Circling NA northwest of 3-21. Autopilot coupled approach NA below 1350. Inop table does not apply. DME from MHK VOR/DME.

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.

ASOS	MARSHALL AAF GCA★	MANHATTAN TOWER★	GND CON
119.075	121.25 269.05	118.55 (CTAF) L	121.85

ALTERNATE MISSED APCH FIX

110.2 MHK R-203 Chan 39

117.1 SLN R-080 Chan 118

080° 260°

JUXON SLN 38.6

MANHATTAN 110.2 MHK Chan 39

LOCALIZER 111.3 I-MHK

MSA MHK 25 NM 3100

3800 to BELVE 215° (13) 1189

PIDME MHK 2.4

ADEKE MHK 6.9

Marshall AAF 1341

(IAF) WEVAL MHK 13

R-143 R-111

117.8 TOP Chan 125

IAF SALINA 117.1 SLN Chan 118

(IF/IAF) BELVE MHK 13

3000 036° (6.1) R-203 LR-206

R-258 ALMAS MHK 7.7 143° 323°

3800 NoPT 078° (36.5)

216° 1 min 036°

3800 NoPT to BELVE MHK 13 Arc

HOLD 5500 3800

216°

3800 NoPT MHK 13 Arc

(IAF) JUXON MHK 13

ELEV 1066 D TDZE 1057

HIRL Rwy 3-21 L

MIRL Rwy 13-31 L

REIL Rwys 21 and 31 L

5001 X 75 — 0.3% UP

7400 X 150

TWR

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).

2200 3000 MHK R-143 ALMAS

One Minute Holding Pattern

BELVE MHK 13

5500 3800 216° 036°

ADEKE MHK 6.9

036° 3000

PIDME MHK 2.4

MHK 1

3000

GS 3.00° TCH 46

1540

6.1 NM 4.6 NM 1.4 NM

CATEGORY	A	B	C	D
S-ILS 3	1257-½ 200 (200-½)			
S-LOC 3	1440-½ 383 (400-½)		1440-⅝ 383 (400-⅝)	
CIRCLING	1540-1 474 (500-1)	1620-1 554 (600-1)	1920-2½ 854 (900-2½)	1920-2¾ 854 (900-2¾)

NC-2, 06 AUG 2026 to 03 SEP 2026

NC-2, 06 AUG 2026 to 03 SEP 2026