

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29		Bearings, headings, courses, 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 in feet RVR.												
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		ILS: DA LOC: 4.94 NM AFTER BABSY LOM/I-GBD 6.43 DME OR AT I-GBD 1.49 DME CLIMB TO 2300 THEN CLIMBING LEFT TURN TO 3600 DIRECT BABSY LOM AND HOLD. ADDITIONAL FLIGHT DATA: HOLD S, RT, 352.00 INBOUND. CHART FAS OBST: 1989 TREES 381719N/0985202W. CHART IN PLANVIEW: (CFPRH) (380913.60N/0985119.84W).						
HUT VOR/DME		BABSY LOM/I-GBD 6.43 DME		285.56 / 46.26				3600								
1. PT <u>L</u> SIDE OF COURSE <u>172.00</u> OUTBOUND <u>3600</u> FT WITHIN <u>10</u> MILES OF <u>BABSY LOM</u> (IAF)																
2.																
3. FAC: <u>351.59</u> FAF: <u>BABSY LOM/I-GBD 6.43 DME</u> DIST FAF TO MAP: <u>4.94</u> THLD: <u>4.94</u>																
4. MIN. ALT: <u>BABSY LOM/I-GBD 6.43 DME 3600</u>																
5. DIST TO THLD FROM OM: <u>4.94</u> MM: <u>-</u> IM: <u>-</u> 150 HAT: <u>-</u> 100 HAT: <u>-</u> GS ANT: <u>959</u>																
6. MIN GS INCPT: <u>3600</u> GS ALT AT: <u>-</u> OM: <u>3572</u> MM: <u>-</u> IM: <u>-</u>																
7. GS ANGLE: <u>3.00</u> TCH: <u>49.0</u>																
8. MSA FROM: <u>GB LOM 080-180 3500, 180-080 3900</u>										MAG VAR: 8E EPOCH YEAR: 1990						
MINIMUMS																
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A <input checked="" type="checkbox"/> X								
CATEGORY ==>>>		A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	
S-ILS 35	2083	1/2	200	2083	1/2	200	2083	1/2	200	2083	1/2	200				
S-LOC 35	2240	1/2	357	2240	1/2	357	2240	1/2	357	2240	3/4	357				
CIRCLING	2300	1	413	2340	1	453	2340	1 1/2	453	2500	2 1/2	613				
NOTES: CHART NOTE: ADF REQUIRED.																
CITY AND STATE GREAT BEND, KS		ELEVATION: 1887 TDZE: 1883 AIRPORT NAME: GREAT BEND MUNI				FACILITY IDENTIFIER: I-GBD		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 35, ORIG-C, 12/07/2017				SUP: AMDT: ORIG-B DATED 01/14/2010				



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE <div>12/07/2017</div>	
COORDINATED WITH:					
ATA <div></div>		AAT <div></div>		ALPA <div></div>	
APA <div></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify) <div>ZKC, KS STATE AERO, AMGR</div>					
FLIGHT CHECKED BY					
NAME: <div>PENDING</div>				FIFO <div></div>	
DATE: <div></div>					
DEVELOPED BY					
NAME: <div>ROSE BOONE</div>				FIFO <div>AJV-5412</div>	
DATE: <div>07/18/2017</div>					
APPROVED BY					
NAME: <div>JULIE A. MORGAN</div>				FIFO <div>AJV-5420</div>	
DATE: <div></div>					
CHANGES:					
<div>1. ADDED CFPRH FIX TO PROCEDURE TURN AND ADDITIONAL FLIGHT DATA. 2. RAISED CAT D CIRCLING MDA/HAA FROM 2440/553 TO 2500/613 AND VISIBILITY FROM 2 TO 2 1/2. 3. UPDATED HUT FEEDER COURSE FROM 280.56 TO 285.56. 4. RETURNED THE CLIMB TO ALTITUDE TO 2300 BEFORE TURNING LEFT IN MISSED APPROACH. 5. UPDATED MAP FROM 4.90 NM AFTER BABSY LOM/I-GBD 6.43 DME TO 4.94 MILES AFTER BABSY LOM/I-GBD 6.43 DME OR AT I-GBD 1.49 DME.</div>					
REASONS:					
<div>1. IAW ARINC 424-18 REGULATION. 2. CAT D OBSTACLE ACCURACY CODE CHANGED FROM 2C TO 1D. 3. HUT VOR/DME MAGNETIC VARIATION CHANGED FROM 9E TO 4E. 4. PREVIOUS EVALUATION VALIDATED WITH CLIMB TO ALTITUDE. 5. PER NOTAM 9/1653</div> <div>08/23/17: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/18/17. 1. CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO HARD DATE OF 12/07/2017.</div> <div>10/12/17: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 08/23/17. 1. CHANGED DIST TO THLD FROM OM FROM 5.07 TO 4.94.</div>					

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD	
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PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL		ROC		ALT. ADJUSTMENTS		MIN. ALT.	
FEEDER		HUT VOR/DME		BABSY LOM/I-GBD		TOWER 17-0920		381731.00N/0984504.00W		2208 (5D)		1000		XP392		3600	
				6.43 DME													
INTERMEDIATE: PT		GS INTCP		BABSY LOM/I-GBD		TOWER 17-0550		380409.00N/0985045.00W		2275 (2C)		500		XP1325		3600	
				6.43 DME													
FINAL: ILS		BABSY LOM/I-GBD		RW35								ASC				2083/200	
		6.43 DME															
FINAL: LOC		BABSY LOM/I-GBD		4.94 NM AFTER		TREES		381719.00N/0985202.00W		1989 (2C)		250		XP1		2240	
		6.43 DME		BABSY LOM/I-GBD													
				6.43 DME OR AT													
				I-GBD 1.49 DME													

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED. KGBD AWOS-3 IS ON WMSCR KRSL ASOS IS ON WMSCR NO ADDITIONAL AIRSPACE REQUIRED. RASS PRESSURE PATTERNS SAME KGBD 1886, KRSL 1864 RA = 76.1. FINAL SEGMENT: 60' ADDED FOR TREES NO ALTERNATE MISSED APPROACH PER REQUEST DUE TO TRAFFIC AND MILITARY OPERATIONS AREA (BISON) TO THE NORTH OF THE AIRPORT. AIRPORT MAGVAR NOT UPDATED PER FPT/ATC ILS AND LOC HAVE THE SAME CONTROLLING OBSTACLE XP = UNKNOWN ADJUSTMENT I-GBD INTERNALLY MONITORED FOR CAT 3													
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING															
ZKC ARTCC				N W S		OTHER: AWOS-3PT		SOURCE:KGBD / KRSL															
								DISTANCE: 0 / 31.73															
								HOURS REMOTE OPERATION: 24/YES / 24/YES															
SATISFACTORY ON:																							
X	V H F	X	U H F		H F	LOCATION: KGBD														ADJUSTMENT: 0 / 77			
4. MONITOR STATUS		PRIMARY NAVAID: I-GBD																					
		MONITOR POINT:																					
		HRS OPTN:		CAT 1																			
				CAT 3		24																	
5. APPROACH & RUNWAY LIGHTING				ALS																			
				(S) SALS																			
		X		MALSR 35 (PCL)																			
		X		HIRL 17 (PCL), 35 (PCL)																			
		X		MIRL 11 (PCL), 29 (PCL)																			
				REIL																			
				TDZ																			
				C/LINE																			
		X		OTHER (SPECIFY) VASI-4L 35 (PCL) PAPI-4L 11 (PCL), 17 (PCL), 29 (PCL)																			
6. RUNWAY MARKINGS		BASIC BSC-G 11, 29																					
		ALL WEATHER PIR-G 35																					
		INSTRUMENT NPI-P 17																					
7. RUNWAY VISUAL RANGE		APPROACH																					
		MIDFIELD																					
		ROLL OUT																					
8. GLIDE PATH		GP ANGLE: 3.00				ELEV RWY THRESHOLD:1882.4																	
		DISTANCE FROM RWY: 959				ELEV GP ANTENNA: 1882.7																	
						THRESHOLD CROSSING HEIGHT:49.0																	
9. FINAL APPROACH COURSE AIMING			X		RUNWAY THRESHOLD				FT. FROM THRESHOLD														
			X		ON CENTERLINE				FT. FROM CENTERLINE														
10. WAIVERS: NONE																							
PART D - PREPARED BY: ROSE BOONE										DATE: 07/18/2017													
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5412													

