

**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</u> CLAY CENTER MUNI	<u>AIRPORT ID</u> KCYW	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> CLAY CENTER	<u>STATE</u> KS
<u>AIRPORT ELEVATION</u> 1209	<u>TDZE</u> 1209	<u>SUPERSEDED</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 06/26/2014	<u>MAG VAR</u> 4E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2010

**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>
WIDMA		ZOLAL		TF	FO	1.00	165.68	32.11	3100
URAVY	IAF	ZOLAL	NOPT	TF	FB	1.00	075.84	10.51	3100
DIVBE	IAF	ZOLAL	NOPT	TF	FB	1.00	318.41	13.55	3100
ZOLAL	IF/IAF	LAMOI		TF	FB	1.00	357.33	6.86	2900
LAMOI	FAF	ISEVE/2.31 NM TO RW35		TF	FB	0.30	357.33	3.36	
ISEVE/2.31 NM TO RW35		RW35	MAP	TF	FO	0.30	357.33	2.31	
RW35	MAP	1580 MSL		CA			357.33		
1580 MSL		FAUCE		DF	FO	1.00			3100

**MISSED APPROACH**

**MAP:**

LNAV: RW35

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3100 DIRECT FAUCE AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. HOLD S ZOLAL, LT, 357.33 INBOUND, 3100 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 357.33FAF: LAMOIDIST FAF TO MAP: 5.67DIST FAF TO THLD: 5.67

4. MIN ALT: ZOLAL 3100, LAMOI 2900, ISEVE/2.31 NM TO RW35 1920

5. DIST TO THLD FROM OM:MM:IM:150 HAT:GS ANT:MM:IM:

6. MIN GP INCPT:GP ALT AT FAF :OM:

7. GP ANGLE:34:1: IS NOT CLEAR20:1: IS CLEARTCH:

8. MSA FROM: RW35 3400

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: RWY 35 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.  
CHART NOTE: VDP NA WHEN USING SALINA ALTIMETER SETTING.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SALINA ALTIMETER SETTING AND INCREASE ALL MDA 120 FEET AND LNAV CAT C VISIBILITY 3/8 SM.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT WIDMA ON V532 NORTH BOUND.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DIVBE ON V4-508 EAST BOUND.

ADDITIONAL FLIGHT DATA:

CHART R-3602A AND R-3602B  
CHART VDP AT 1.28 NM TO RW35.  
LAMOI TO RW35: 2.75/39.1.  
CHART FAS OBST: 1319 ANTENNA 392023N/0970844W.  
HOLD N, RT, 177.34 INBOUND

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

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
LNAV MDA	1580	1	371	1580	1	371	1580	1	371		NA				



**CHANGES - REASONS**

- 1. AIRPORT ELEVATION CHANGED FROM '1208' TO '1209' - NEW SURVEY PER AIRNAV DATA.
- 2. TDZE CHANGED FROM '1208' TO '1209' - NEW SURVEY PER AIRNAV DATA.
- 3. UPDATED TERMINAL ROUTE: ZOLAL IF/IAF TO LAMOI DISTANCE FROM '7.30' TO '6.86' - FAF MOVED 0.44 NM TO MATCH VGSI DESCENT ANGLE 2.75, THRESHOLD DISPLACED 227 FEET.
- 4. UPDATED TERMINAL ROUTE: LAMOI FAF TO ISEVE/2.31 NM TO RW35 DISTANCE FROM '2.99' TO '3.36' AND ISEVE/2.31 NM TO RW35 TO RW35 DISTANCE FROM '2.20' TO '2.31' AND UPDATED SDF ALTITUDE FROM 1940 TO 1920 IN PROFILE LINE 4 - FAF AND SDF MOVED TO MAKE DESCENT ANGLE 2.75 DEGREES FROM FAF-STEPDOWN-MAP.
- 5. UPDATED CA LEG FROM '1608 MSL' TO '1580 MSL' - IAW 8260.58A 3-5-2B, CA ALTITUDE IS THE LOWEST OF DA, MDA OR 400 FEET ABOVE AIRPORT ELEVATION.
- 6. PROFILE LINE 2, ADDED MAX 6000. - IAW 8260.19H PARA 8-6-7.B (2).
- 7. PROFILE LINE 7: ADDED 20:1 IS CLEAR - IAW 8260.19H, PARA 8-6-7.G (3).
- 8. REMOVED CHART NOTE 'DME/DME RNP-0.3 NA' AND ADDED 'RNP APCH' IN PBN REQUIREMENTS NOTES - IAW 8260.19H, PARA 8-6-8.B (1).
- 9. REMOVED CHART NOTE 'VISIBILITY REDUCTION BY HELICOPTERS NA.' AND ADDED 'RWY 35 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED' - IAW 8260.19H, PARA 8-6-11.K (3), 34:1 PENETRATIONS EXIST.
- 10. ADDED 'CHART VDP AT 1.28 NM TO RW35' TO ADDITIONAL FLIGHT DATA - NO LONGER HAVE 20:1 PENETRATIONS.
- 11. ADDED 'CHART NOTE: VDP NA WHEN USING SALINA ALTIMETER SETTING' - IAW 8260.19H, PARA 8-6-9.E (9).
- 12. REMOVED CHART NOTE 'PROCEDURE NA AT NIGHT' - IAW 8260.19H, PARA 8-6-11.O (2), NO 20:1 PENETRATIONS EXIST.
- 13. UPDATED CHART NOTE: FROM 'OBTAIN LOCAL ALTIMETER SETTING ON CTAF: WHEN NOT RECEIVED, USE SALINA ALTIMETER SETTING AND INCREASE ALL MDA 120 FEET AND LNAV CAT C VISIBILITY 3/8 MILE' TO 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SALINA ALTIMETER SETTING AND INCREASE ALL MDA 120 FEET AND LNAV CAT C VISIBILITY 3/8 SM' - LOCAL SUPPORT AVAILABLE FROM MARSHALL AAF APP CON, IAW 8260.19H, PARA 8-6-9.E(2).
- 14. ADDED 'CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT WIDMA ON V532 NORTH BOUND.' - AIRWAY EXCEEDS 90 DEGREE TURN REQUIREMENT IAW 8260.19H, PARA 8-2-5.E.
- 15. ADDED 'CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DIVBE ON V4-508 EAST BOUND.' - AIRWAY EXCEEDS 90 DEGREE TURN REQUIREMENT IAW 8260.19H, PARA 8-2-5.E.
- 16. ADDITIONAL FLIGHT DATA: CHANGED FROM 'CHART FAS OBST: 1309 TOWER 392253N/0970849W' TO 'CHART FAS OBST: 1319 ANTENNA 392023N/0970844W' - IAW 8260.19H, 8-6-10C.
- 17. REMOVED CIRCLING MINIMUMS - NPA INITIATIVE, DOCKET NO.: FAA-2017-0879.
- 18. DECREASED LNAV MDA/HAT FOR ALL CATEGORIES FROM '1620/412' TO '1580/371' AND CAT C VISIBILITY DECREASED FROM '1 1/8 SM' TO '1 SM' - PER FPT CONCURRENCE, STEPDOWN FIX ISEVE MOVED TO MAINTAIN GPA/TCH IAW 8260.58A, NEW INOP VISIBILITY TABLE USED.

**COORDINATED WITH:**

**A4A** ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZKC, KS STATE AERO, AMGR, MARSHALL AAF APP CON

**FLIGHT CHECKED BY**

ALEX KRAUSE

*Digitally signed by*  
**DAVID TEFFETELLER**  
Mar 06, 2020

<b>OFFICE</b>	<b>DATE</b>
FICO	02/28/2020

**DEVELOPED BY**

DAVID TEFFETELLER (RAFAEL A MARTINEZ)

*Digitally signed by*  
**DAVID TEFFETELLER**  
Mar 06, 2020

<b>OFFICE</b>	<b>DATE</b>
AJV-A433	08/08/2019

**APPROVED BY**

GEORGE DAVIS

*Digitally signed by*  
**DAVID TEFFETELLER**  
Mar 06, 2020

<b>OFFICE</b>	<b>DATE</b>	<b>TITLE</b>
AJV-A430		MANAGER



FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
CLAY CENTER MUNI	KCYW	RNAV (GPS) RWY 35	1	CLAY CENTER	KS	1209	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM TO  
WIDMA ZOLAL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	32.11											
<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>
1.AAO	394251.00N/0971818.00W		1785	164	98	4E	1000				AT315	3100
2.TERRAIN	394133.00N/0971718.00W		1476 (1500)								AS1500	3000

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM TO  
URAVY ZOLAL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	10.51											
<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>
3.TOWER (20-001167)	390616.00N/0972316.00W		2398	500	50	5D	1000				SA-609 AT311	3100
4.TERRAIN	390906.00N/0972245.00W		1486 (1500)								AS1500	3000

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

DIVBE

TO

ZOLAL

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	13.55											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
5.AAO	391124.00N/0970700.00W	1559	164	98	4E	1000				AT541	3100	
6.TERRAIN	391100.00N/0970721.00W	1349 (1300)								AS1500	2800	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

ZOLAL (IF/IAF)

TO

LAMOI

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	6.86											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
7.AAO	391256.00N/0970936.30W	1579	50	20	2C	500				AT121	2200	
8.TERRAIN	391533.00N/0971212.00W	1358 (1400)								AS1500	2900	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

ZOLAL

TO

P-5

RNP	DISTANCE	PAT P-5	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.AAO	391256.00N/0970936.30W		1579	50	20	2C	1000				AT521	3100
11.TERRAIN	390648.00N/0971642.00W		1374 (1400)								AS1500	2900

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

MISSED APPROACH : LNAV

FROM

RW35

TO

FAUCE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1480					
<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				3100
12.AAO	393503.00N/0970633.00W		1628	164	98	4E	1000					2700
13.TERRAIN	393506.00N/0970633.00W		1428 (1400)								AS1500	2900

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

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED



<u>AIRPORT</u> CLAY CENTER MUNI	<u>AIRPORT ID</u> KCYW	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>AMDT NO.</u> 1	<u>CITY</u> CLAY CENTER	<u>STATE</u> KS	<u>AIRPORT ELEVATION</u> 1209	<u>FACILITY</u> RNAV
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MSA

CENTER  
RW35

RADIUS  
25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	TOWER (20-001167)	390616.00N/0972316.00W	209	19.8	2398	500	50	5D	1000			3400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:





PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
ZKC ARTCC, FRI GCA

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> KCYW	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCYW	<u>DISTANCE</u> 0	<u>SERVICE-A</u> N	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KSLN	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KSLN	<u>DISTANCE</u> 42.58	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 110

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KCYW 1209 MSL, KSLN 1288 MSL  
RA = 109.1.

<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>
RW17 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NRS-G	
RW35 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NRS-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 2.75	<u>TCH</u> 39.1
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	227
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	LNAV
34:1	
1222 TRAVERSE_WAY (20-044228) 392248.24N/0970928.96W (0.24)	1222 TRAVERSE_WAY (20-044230) 392248.25N/0970929.61W (0.24)
1222 TRAVERSE_WAY (20-044225) 392248.22N/0970928.32W (0.22)	1222 TRAVERSE_WAY (20-047694) 392248.20N/0970927.58W (0.2)
1222 TRAVERSE_WAY (20-044224) 392248.17N/0970926.17W (0.18)	1222 TRAVERSE_WAY (20-044223) 392248.18N/0970926.86W (0.18)
1222 TRAVERSE_WAY (20-044226) 392248.15N/0970925.50W (0.16)	1222 TRAVERSE_WAY (20-044229) 392248.12N/0970924.85W (0.11)
1222 TRAVERSE_WAY (20-044232) 392248.09N/0970924.13W (0.06)	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or  
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:  
PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
TAA NOT DEVELOPED PER FPT.  
LPV, AND LNAV/VNAV NOT DEVELOPED DUE TO LACK OF FPT CONCURRENCE.  
CAT D MINIMA NOT DEVELOPED PER PREVIOUS AMENDMENT.  
CIRCLING MINIMUMS REMOVED PER NPA INITIATIVE.  
VEGETATION HEIGHT 25 FEET PER FPT.



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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	3.67
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	001.33
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1300
DISTANCE FROM	THLD	TO 1500FT POINT	5.47
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	001.33
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1300

THRESHOLD  
COORDINATES  
(IF STR-IN)

392255.20N/0970926.52W

ARP COORDINATES

392313.70N/0970926.00W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 35 DISTANCE 0.35 NM

FAF  
COORDINATES

391714.97N/0970936.67W

FIX NAME  
COORDINATES

REMARKS

THLD DISPLACED 227FT, ACTUAL COORDINATES: 392252.96N/0970926.59W.

QUALITY  
24  
CHECKED

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Electronic Version

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PART E: PREPARED BY							
<u>NAME</u> DAVID TEFFETELLER (RAFAEL A MARTINEZ)			<u>OFFICE</u> AJV-A433		<u>DATE</u> 08/08/2019	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST	

QUALITY  
24  
CHECKED

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