

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 11/03/2022	APWS Task ID: 3CF9860D0C834849B1E0A611CC42EC94	APWS Project ID: DE0BDE604F5E4323AB4D9387A73C4C30
Procedure: RNAV (GPS) RWY 23 AMDT 2		Enroute: NO	Specialist: Lindsey, John		Agreement Number:
Airport ID: KGLD			Airport City: GOODLAND		State: KS
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

HARD DATE

Lengthened runway (existing runway was extended by 498 feet) Pending AIRNAV data used.

Contact Jason Kretschmer (405) 954-4019

09/12/22: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/16/22.
1. CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO 11/03/22.

Digitally signed by
JASON KRETSCHMER
Sep 12, 2022

7/22/22 J. DuBois

GOODLAND, KANSAS

AL-684 (FAA)

21112

APP CRS	Rwy Idg	3502
234°	TDZE	3655
	Apt Elev	3657

OLD
RNAV (GPS) RWY 23
 RENNER FLD/GOODLAND MUNI (GLD)

RNP APCH.

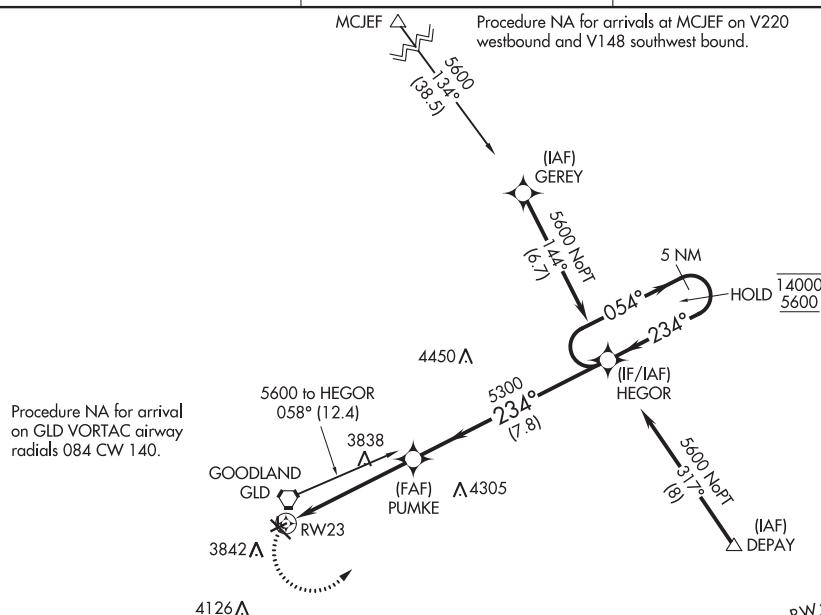


Circling NA to Rwy 17 and 35. Circling NA south of Rwy 5 and 30.

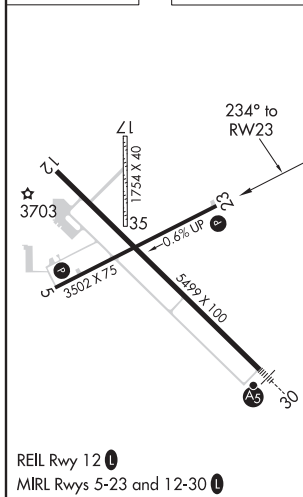
MISSED APPROACH: Climbing left turn to 5600 direct HEGOR and hold.

 ASOS
121.025

 DENVER CENTER
132.7 226.675

 UNICOM
122.8 (CTAF)


ELEV 3657 TDZE 3655



5600 HEGOR 5 NM Holding Pattern 054° 234° 14000 5600				
1.3 NM to RW23 3.00° TCH 39 5300 PUMKE 7.8 NM				
CATEGORY	A	B	C	D
RNAV MDA	4080-1	425 (500-1)	4080-1 1/4 425 (500-1 1/4)	NA
CIRCLING	4080-1 423 (500-1)	4120-1 463 (500-1)	4120-1 1/2 463 (500-1 1/2)	NA

GOODLAND, KANSAS

Amdt 1D 25FEB21

RENNER FLD/GOODLAND MUNI (GLD)

39°22'N-101°42'W

RNAV (GPS) RWY 23

NC-2, 24 FEB 2022 to 24 MAR 2022

NC-2, 24 FEB 2022 to 24 MAR 2022

GOODLAND, KANSAS

AL-684 (FAA)

FIG

WAAS CH 70644 W23A	APP CRS 234°	Rwy Idg TDZE Apt Elev	4001 3652 3658
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RNAV (GPS) RWY 23

RENNER FLD/GOODLAND MUNI (GLD)

RNP APCH - GPS.

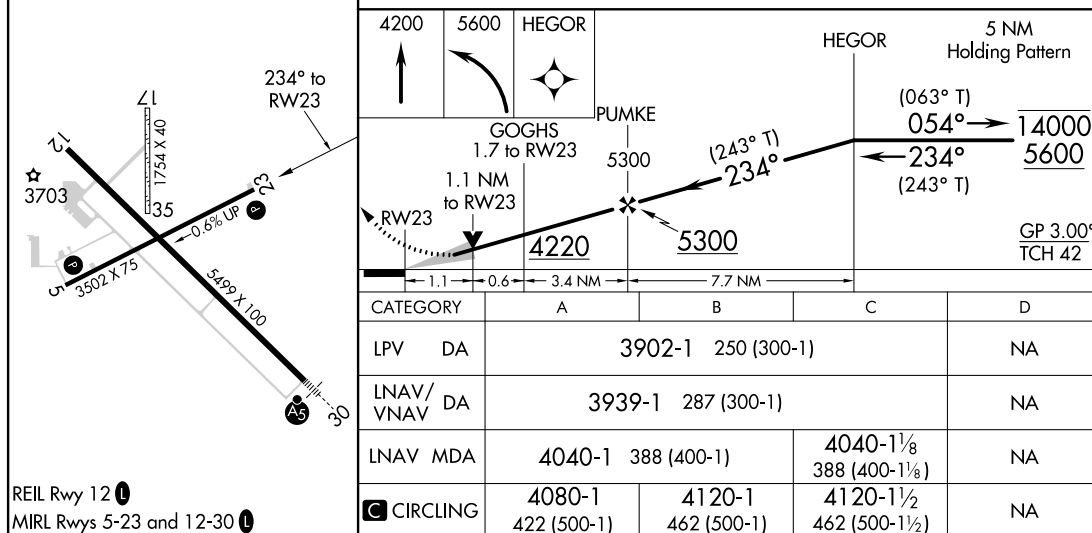
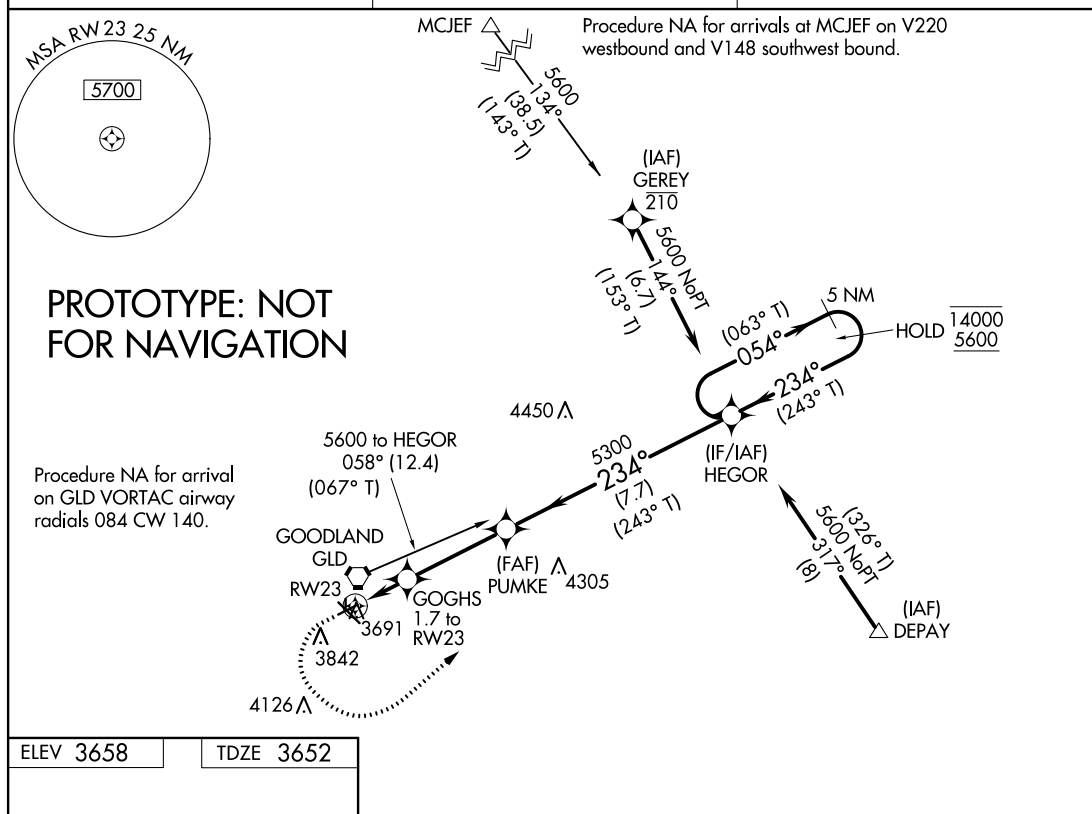
⚠ Circling NA to Rwy 17 and 35. Circling NA south of Rwy 5 and 30. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Circling Rwy 5 NA at night.

MISSED APPROACH: Climb to 4200 then climbing left turn to 5600 direct HEGOR and hold.

ASOS
121.025

DENVER CENTER
132.7 226.675

UNICOM
122.8 (CTAF) 0



AUTOMATED AL-684 RNAV (GPS) RWY 23

NC-2

18 JUN 2022

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF DATE: FIG

GOODLAND, KANSAS

Amdt 2 FIG

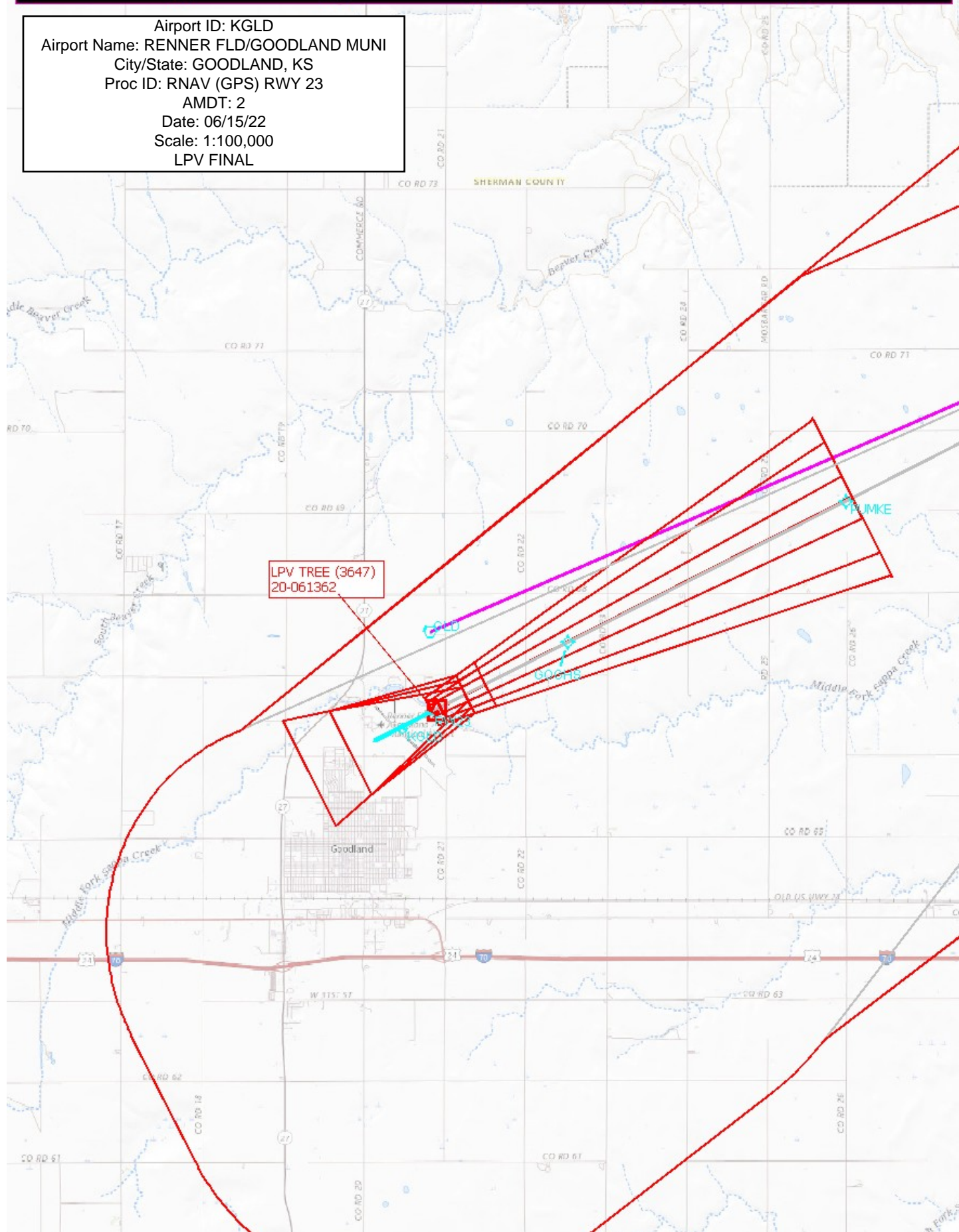
39°22'N-101°42'W

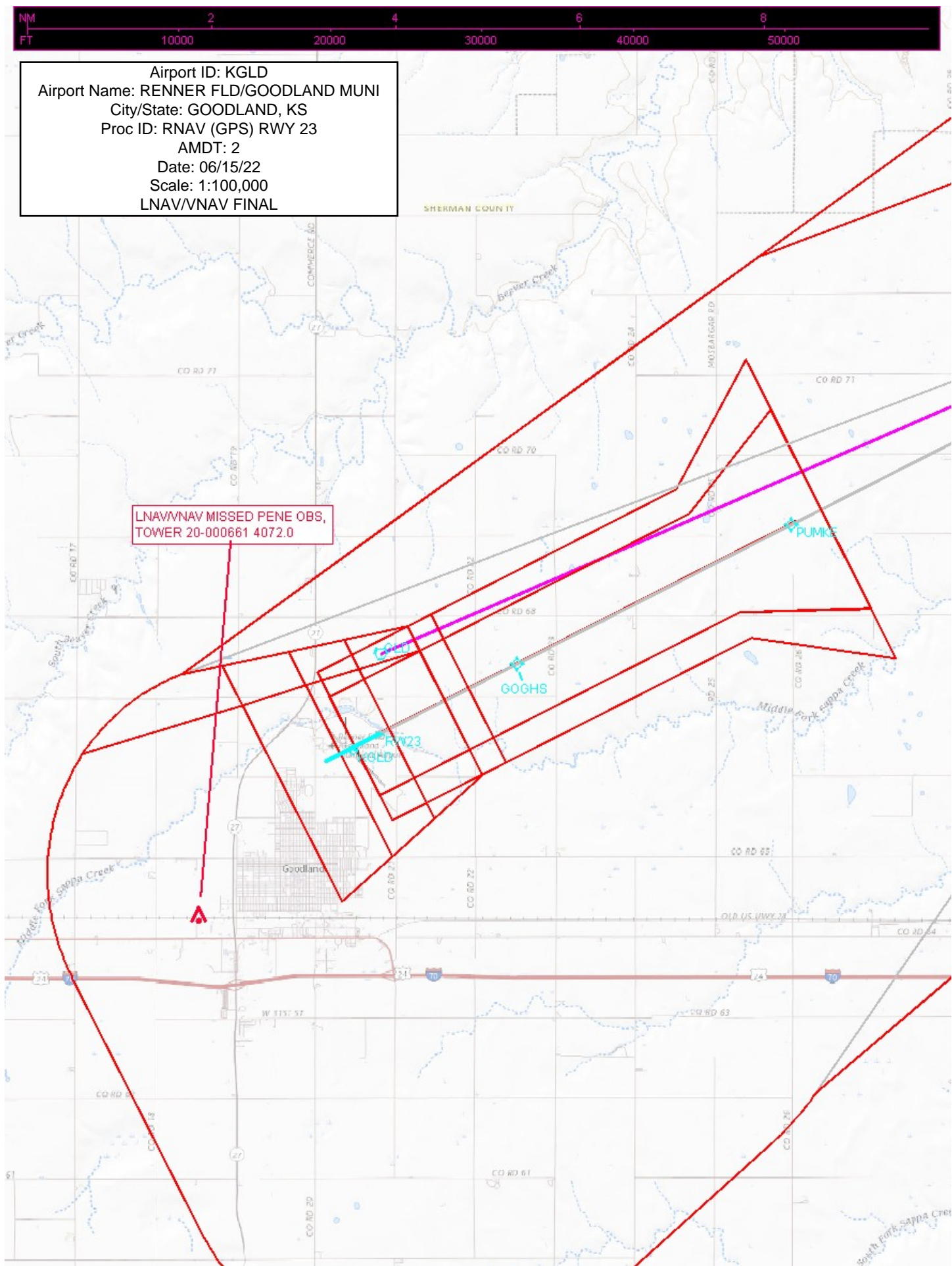
RENNER FLD/GOODLAND MUNI (GLD)

RNAV (GPS) RWY 23



Airport ID: KGLD
Airport Name: RENNER FLD/GOODLAND MUNI
City/State: GOODLAND, KS
Proc ID: RNAV (GPS) RWY 23
AMDT: 2
Date: 06/15/22
Scale: 1:100,000
LPV FINAL







Airport ID: KGLD
Airport Name: RENNER FLD/GOODLAND MUNI
City/State: GOODLAND, KS
Proc ID: RNAV (GPS) RWY 23
AMDT: 2
Date: 06/15/22
Scale: 1:100,000
LNAV FINAL

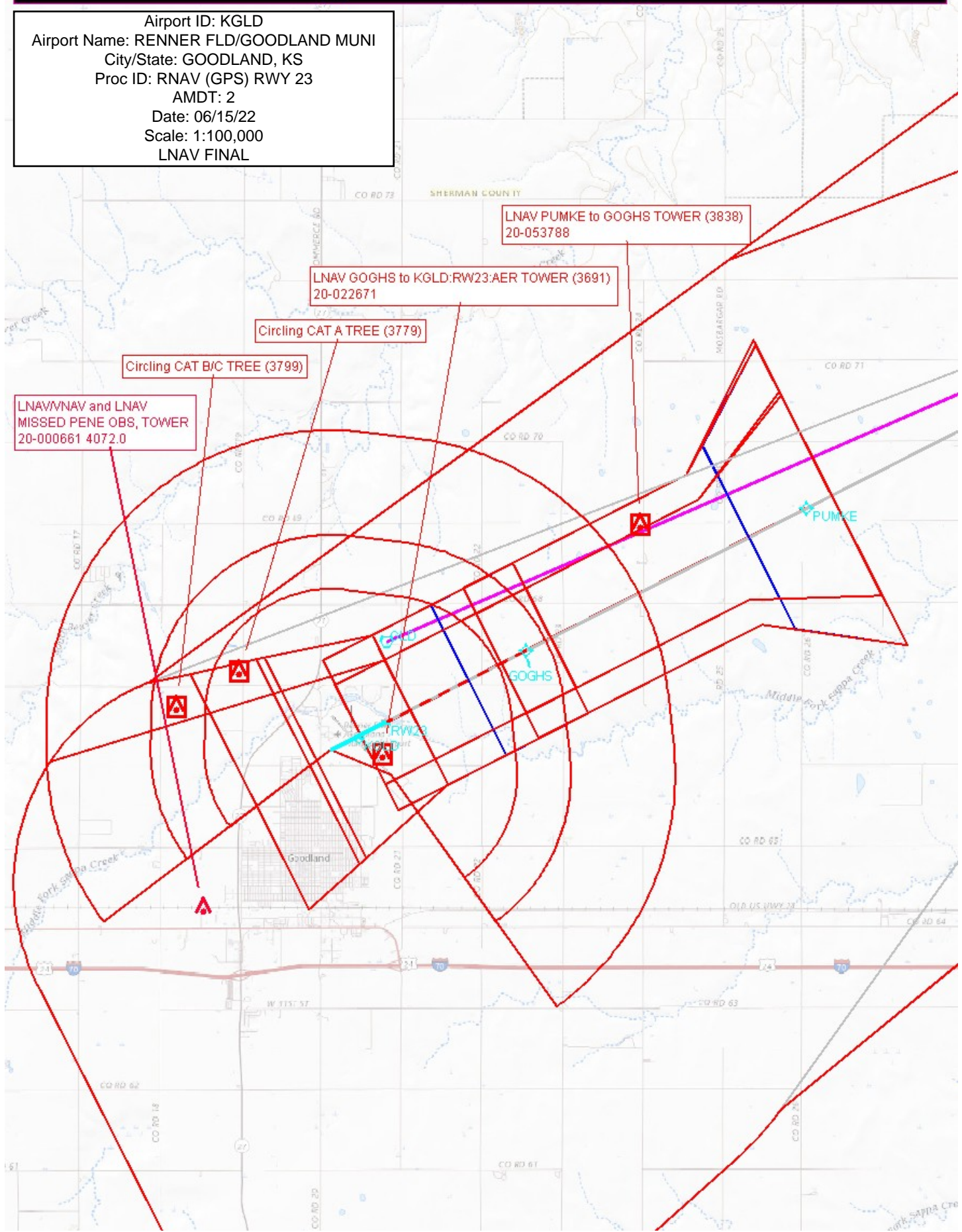
LNAV PUMKE to GOGHS TOWER (3838)
20-053788

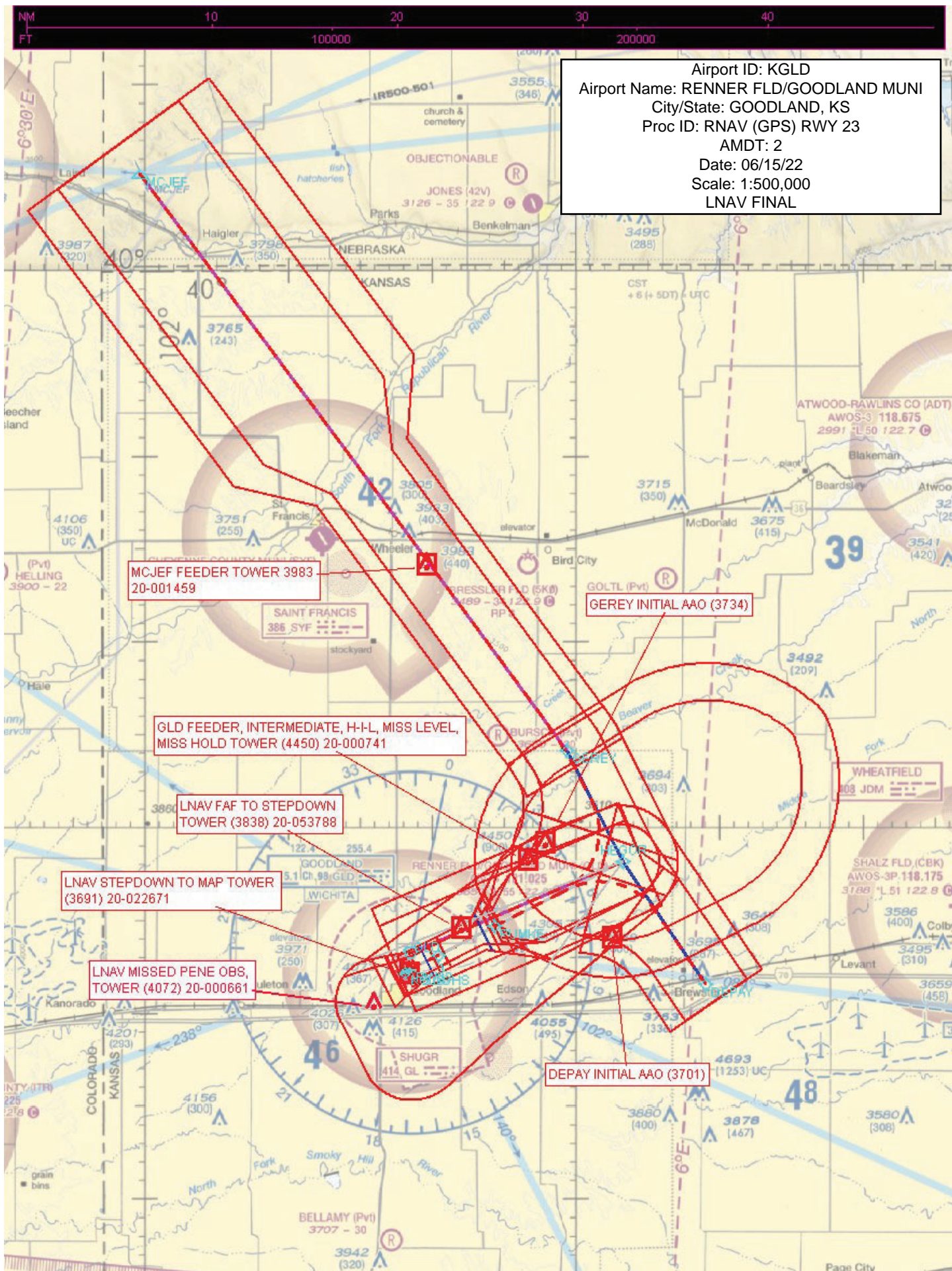
LNAV GOGHS to KGLD:RW23:AER TOWER (3691)
20-022671

Circling CAT A TREE (3779)

Circling CAT B/C TREE (3799)

LNAV/VNAV and LNAV
MISSED PENE OBS, TOWER
20-000661 4072.0





Federal Aviation Administration Categorical Exclusion Declaration

Date: 11/17/21

IFP: Erolin, Ferdinand (Ferdinand.a.erolin@faa.gov); Stocking, Christopher M (Christopher.M.Stocking@faa.gov)

Airport Contact: -

Request ID: KGLD_211117

Single or Multiple Procedure: Multiple

Procedure Name(s): RNAV (GPS) RWY 23 AMDT 2 - TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE AMDT 6

Procedure Request Description: The Federal Aviation Administration (FAA) is proposing to amend the Area Navigation (RNAV) (global positioning system [GPS]) Runway (RWY) 23 approach and the TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE procedures for use at Renner Field (Goodland Municipal Airport) (KGLD), Goodland, Kansas. The purpose of the Proposed Action would be to enhance operational safety for aircraft operating at KGLD. The need for the Proposed Action would be to meet flight procedure design criteria due to a 500-foot extension to RWY 23 end.

The proposed amendments for the RNAV (GPS) RWY 23 are as follows:

- There would be no change in the existing flight tracks of aircraft.
- Remove the feeder segment from the Goodland (GLD) very high frequency omni-directional range/tactical air navigation (VORTAC) to the HEGOR intermediate fix/initial approach fix (IF/IAF).
- Add to the lines of minima notes: Localizer Performance with Vertical Guidance (LPV) and Lateral Navigation/Vertical Navigation (LNAV/VNAV) decision altitude (DA) 3,901 feet mean sea level (MSL) for Category (CAT) A-C aircraft.
- Add to circling notes: CAT B-C altitude would increase from 4,120 feet MSL to 4,180 feet MSL.
- The altitude at HEGOR IF would increase from 5,600 feet MSL to 6,400 feet MSL.
- The altitude at HEGOR IAF hold-in-lieu (HIL) would increase from 5,600 feet MSL to 6,400 feet MSL.
- The altitude at the DEPAY IAF would increase from 5,600 feet MSL to 6,400 feet MSL.
- The altitude at the GEREY IAF would increase from 5,600 feet MSL to 6,400 feet MSL.
- The altitude at the MCJEF feeder would increase from 5,600 feet MSL to 7,000 feet MSL.
- The PUMKE final approach fix (FAF) would move 0.06 nautical miles (NM) northeast and 2/100s of a degree from its current location, but would remain as charted at 234°.

The proposed amendment for the TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE is:

- Note change: RWY 23-climb runway heading at 272 feet per NM to 4,300 feet MSL before turning left.

Declaration of Exclusion:

The FAA has reviewed the above referenced Proposed Action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.i: Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: **SARA L MASSEY** Digitally signed by SARA L MASSEY
Date: 2022.02.01 15:24:17 -08'00' Date: _____

Title: Environmental Protection Specialist, AJV-W25

Approved By: **BYRON G Y CHEW** Digitally signed by BYRON G Y CHEW
Date: 2022.02.02 12:34:36 -08'00' Date: _____

Title: Acting Group Manager, Operations Support Group, Western Service Center, AJV-W2