

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

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 ID</u> KLBL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35	<u>ORIGINAL/AMENDMENT</u> 5	<u>CITY</u> LIBERAL	<u>STATE</u> KS		
<u>AIRPORT ELEVATION</u> 2886	<u>TDZE</u> 2875	<u>SUPERSEDED</u> ILS OR LOC RWY 35	<u>ORIGINAL/AMENDMENT</u> 4A	<u>DATED</u> 01/08/2015	<u>MAG VAR</u> 6E	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-LBL	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

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>
OMVUE/LBL 13.00 DME/RADAR	IF	PANCK LOM					353.90	8.20 (I-LBL)	4300

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.19 NM AFTER PANCK LOM

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4000 THEN CLIMBING LEFT TURN TO 4600 DIRECT PANCK LOM AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L SIDE OF COURSE 173.89 OUTBOUND 4600 FT WITHIN 10 MILES OF PANCK LOM (IAF)
2.
3. FAC: 353.90 FAF: PANCK LOM DIST FAF TO MAP: 4.19 DIST FAF TO THLD: 4.19
4. MIN ALT: PANCK LOM 4300
5. DIST TO THLD FROM OM: 4.19 MM: IM: 150 HAT: GS ANT: 1101
6. MIN GS INCPT: 4300 GS ALT AT PFAF : OM: 4281 MM: IM:
7. GP ANGLE: 3.00 34:1 20:1 TCH: 55.6
8. MSA FROM: LB NDB 4700

EQUIPMENT REQUIREMENTS NOTES:

ADF OR RADAR REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA EAST OF RWY 17-35.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 35 CATS C/D VISIBILITY TO 7/8 SM.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
HOLD S, RT, 353.89 INBOUND.
CHART FAS OBST: 2927 POLE (20-043435) 370113N/1005725W.
3060 AAO 365847N/1005750W.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

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
S-ILS 35	3075	1/2	200	3075	1/2	200	3075	1/2	200	3075	1/2	200			
S-LOC 35	3180	1/2	305	3180	1/2	305	3180	1/2	305	3180	1/2	305			
CIRCLING	3280	1	394	3400	1	514	3400	1 1/2	514	3460	2	574			

CHANGES - REASONS

1. TERMINAL ROUTE: DELETED FEEDER ROUTE LBL VORTAC TO PANCK LOM - LBL VORTAC VORMON.
2. TERMINAL ROUTE: DELETED DME ARC LAYIC/LBL 13.00 DME CW TO OMVUE/13.00 DME - LBL VORTAC VORMON.
3. TERMINAL ROUTE: DELETED DME ARC RILYO/LBL 13.00 DME CCW TO OMVUE/13.00 DME - LBL VORTAC VORMON.
4. CHANGED TERMINAL ROUTE FROM: OMVUE/13.00 TO PANCK LOM TO: OMVUE/LBL 13.00 DME/RADAR TO PANCK LOM; CHANGED COURSE FROM: 353.89 TO 353.90 - UPDATED EVALUATION.
5. CHANGED PRIMARY MISSED APPROACH INSTRUCTIONS FROM: CLIMB TO 4600 THEN LEFT TURN DIRECT LBL VORTAC AND HOLD TO: CLIMB TO 4000 THEN CLIMBING LEFT TURN TO 4600 DIRECT PANCK LOM AND HOLD - LBL VORTAC VORMON; ALTERNATE MISSED APPROACH IS NOW THE PRIMARY.
6. CHANGED PROFILE LINE 3 FAC FROM: 353.89 TO: 353.90 - NEW EVALUATION.
7. PROFILE LINE 5 ADDED DIST TO THLD FROM OM: 4.19; CHANGED GS ANT FROM: 1100 TO: 1101 - INCORPORATED PENDING NAVAID DATA.
8. CHANGED PROFILE LINE 8 MSA FROM: LBL VORTAC 4700 TO: LB NDB 4700 - LBL VORTAC VORMON.
9. ADDED CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CATS C/D VISIBILITY TO 7/8 SM - 8260.19 I 8-6-11; 8260.3E TABLE 3-3-1.
10. DELETED ADDITIONAL FLIGHT DATA NOTE: HOLD SE, LT, 322.00 INBOUND - LBL VORTAC VORMON.
11. CHANGED ADDITIONAL FLIGHT DATA NOTE FROM: CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S LBL ILS, RT, 353.89 INBOUND TO: HOLD S, RT, 353.89 INBOUND - LBL VORTAC VORMON; ALTERNATE MA IS NOW THE PRIMARY MA.
12. CHANGED ADDITIONAL FLIGHT DATA NOTE CHART FAS OBSTACLE FROM: 2925 POLE 370130N/1005724W TO: CHART FAS OBST: 2927 POLE 370113N/1005725W - NEW EVALUATION.
13. ADDITIONAL FLIGHT DATA: ADDED OBSTACLE 3060 AAO 365847N/1005750W - NEW EVALUATION; 7:1 OBSTACLE.
14. ADDITIONAL FLIGHT DATA: DELETED CHART IN PLANVIEW: PANCK LOM, LBL R-075 AT LAYIC, LBL R-223 AT RILYO - LBL VORTAC VORMON.
15. ADDITIONAL FLIGHT DATA: CHANGED CHART PLANVIEW NOTE FROM: ADF OR DME REQUIRED TO: ADF OR RADAR REQUIRED - 8260.19I 8-6-8 A(3)A.
16. CHANGED S-LOC 35 ALL CATS HAT/MDA FROM: 385/3260 TO: 305/3180; VISIBILITY CATS C/D FROM: 5/8 SM TO: 1/2 SM - NEW CONTROLLING OBSTACLE; NEW EVALUATION.
17. CHANGED CIRCLING HAA/MDA CAT A FROM: 374/3260 TO: 394/3280, CATS B/C FROM: 454/3340 TO: 514/3400, CAT D FROM: 554/3440 TO: 574/3460 - NEW CONTROLLING OBSTACLES; NEW EVALUATION.
18. REMOVED CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GUYMON MUNI ALTIMETER SETTING: INCREASE ALL DA 112 FEET AND ALL MDA 120 FEET. INCREASE S-LOC CATS C AND D VISIBILITY 3/8 MILE CIRCLING CAT D VISIBILITY 1/4 MILE - MOVED TO BACK OF -9 AS A CONTINGENCY NOTE.



COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: AMGR, ZKC, KS STATE AERO, ATA

FLIGHT CHECKED BY

ANTHONY D VALLERA

Digitally signed by
DONALD H LANIER
May 05, 2022

OFFICE

FPO

DATE

05/03/2022

DEVELOPED BY

DONALD H. LANIER (MICAH HILLEY)

Digitally signed by
DONALD H LANIER

OFFICE

AJV-A431

DATE

03/02/2022

APPROVED BY

LONNIE EVERHART

May 05, 2022
Digitally signed by
DONALD H LANIER
May 05, 2022

OFFICE

AJV-A430

DATE

TITLE
MANAGER

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

<u>AIRPORT ID</u> KLBL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35	<u>AMDT NO.</u> 5	<u>CITY</u> LIBERAL	<u>STATE</u> KS	<u>AIRPORT ELEVATION</u> 2886	<u>FACILITY</u> I-LBL
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
OMVUE/LBL 13.00 DME/RADAR

TO
PANCK LOM

<u>RNP</u>	<u>DISTANCE</u> 8.20	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					<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>
												AAO	365018.00N/1010157.00W	3097	164	98	4E	500				AC98 AT605	4300
												TERRAIN	365018.00N/1010157.00W	2896 (2900)								AS1000	3900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: PT

FROM
10 NM

TO
PANCK LOM

<u>RNP</u>	<u>DISTANCE</u> 10.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					<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>
												AAO	365245.00N/1010015.00W	3084	164	98	4E	500				AC98 AT618	4300
												TERRAIN	365245.00N/1010015.00W	2883 (2900)								AS1000	3900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

GP INTCP

TO

RW35

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	4.19		DA	200								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3075

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

FINAL: LOC

FROM

PANCK LOM

TO

4.19 NM AFTER PANCK LOM

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	4.19		4.19 NM AFTER PANCK LOM	305								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
POLE (20-043435)	370112.99N/1005724.77W		2927	20	3	1A	250					3180

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



PROCEDURE TURN

FROM
PANCK LOM

TO
10 NM

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (20-000166)	370213.00N/1005435.00W		3333	20	3	1A	1000				AT267	4600
TERRAIN	365857.00N/1010112.00W		2972 (3000)								AS1500	4500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : ILS

FROM
DA

TO
PANCK LOM

RNP	DISTANCE	PAT	MAP	HAT			HMAS 2907					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4600
TOWER (20-000166)	370213.00N/1005435.00W		3333	20	3	1A	1000					4400
TERRAIN	365815.00N/1010439.00W		3070 (3100)								AS1500	4600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LOC

FROM

4.19 NM AFTER PANCK LOM

TO

PANCK LOM

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
							3030				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4600
TOWER (20-000166)	370213.00N/1005435.00W	3333	20	3	1A	1000					4400
TERRAIN	365815.00N/1010439.00W	3070 (3100)								AS1500	4600

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

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE	370324.43N/1005733.13W	1.34	394	2975	50	20	2C	300			3280
CATEGORY B											
TREE	370219.83N/1010012.74W	1.91	514	3100	50	20	2C	300			3400
CATEGORY C											
TREE	370219.83N/1010012.74W	3.01	514	3100	50	20	2C	300			3400
CATEGORY D											
AAO	370005.79N/1010218.90W	3.95	574	3150	50	20	2C	300			3460

CIRCLING REMARKS:



MSA

CENTER

LB NDB

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (20-000650)	371135.00N/1011951.00W	301	22.6	3617	500	50	5D	1000			4700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZKC ARTCC, ICT FSS

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KLBL	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KLBL	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KGUY	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KGUY	<u>DISTANCE</u> 34.03	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 112

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KLBL 2886, KGUY 3125
RA = 111.9.

<u>PRIMARY NAVAID</u> I-LBL	<u>MONITOR POINT</u> ZKC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW4 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)	NPI-G	
RW17 - HIRL (PCL), REIL (PCL), VASI-4L (PCL)	NPI-G	
RW22 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)	NPI-G	
RW35 - MALSR (PCL), HIRL (PCL), VASI-4L (PCL)	PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 2874.8	<u>TCH</u> 55.6	<u>ELEV GS ANTENNA</u> 2870.6	<u>DISTANCE FROM RWY</u> 1101	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 56.6
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FINAL APPROACH COURSE AIMING

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



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:
VDP NOT ESTABLISHED - DME SOURCE NOT AVAILABLE.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GUYMON ALTIMETER SETTING AND INCREASE S-ILS 35 DA TO 3187 FEET; INCREASE ALL MDAS 120 FEET AND S-LOC 35 VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM. FOR INOPERATIVE ALS, INCREASE S-ILS 35 ALL CATS VISIBILITY TO 7/8 SM.

ORDER 8260.3 CHAPTER 2 APPLIED TO 3060 AAO 365847.23N/1005749.54W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID</div> <div>KLBL</div>	<div>PROCEDURE NAME</div> <div>ILS OR LOC RWY 35</div>	<div>AMDT NO.</div> <div>5</div>	<div>CITY</div> <div>LIBERAL</div>	<div>STATE</div> <div>KS</div>	<div>AIRPORT ELEVATION</div> <div>2886</div>	<div>FACILITY</div> <div>I-LBL</div>
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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	3.04
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.88
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	359.90
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2900
DISTANCE FROM	THLD	TO 1500FT POINT	11.19
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	7.71
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	359.90
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2900

THRESHOLD COORDINATES (IF STR-IN)

370203.96N/1005723.01W

ARP COORDINATES

370238.10N/1005735.90W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 17 DISTANCE 0.62 NM

FAF COORDINATES

365752.40N/1005722.41W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY

22

CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

NAME DONALD H. LANIER (MICAH HILLEY)	OFFICE AJV-A431	DATE 03/02/2022	TITLE AERONAUTICAL INFORMATION SPECIALIST
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