

VOR/DME HUT <b>116.8</b> Chan <b>115</b>	APP CRS <b>025°</b>	Rwy Idg <b>5503</b> TDZE <b>1497</b> Apt Elev <b>1498</b>
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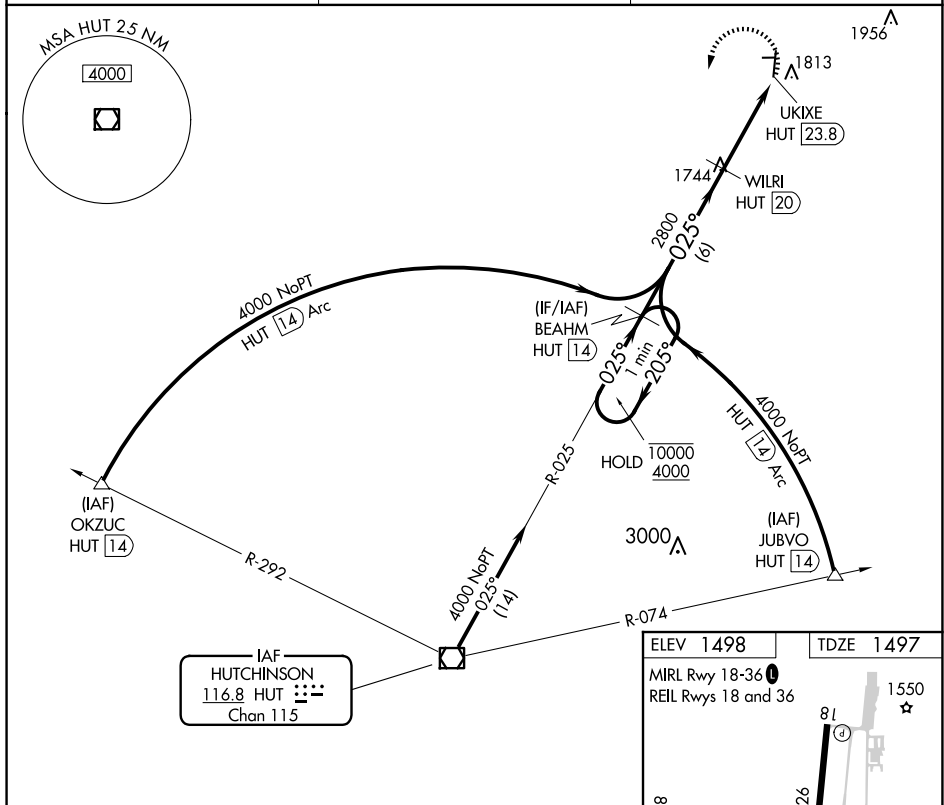
VOR RWY 36  
MC PHERSON (MPR)

DME required.

**T** Circling NA to Rwy 8 and 26. When local altimeter setting not received  
**A** NA use Salina altimeter setting and increase all MDAs 100 feet; increase S-36  
 and Circling visibility Cat B  $\frac{1}{4}$  SM and Cat C  $\frac{5}{8}$  SM.

**MISSED APPROACH:** Climbing left turn to 4000 on HUT VOR/DME R-025 to BEAHM/14 DME and hold.

AWOS-3P <b>119.025</b>	WICHITA APP CON <b>125.5 306.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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The diagram illustrates a One Minute Holding Pattern. It shows a flight path starting from a 10000/4000 altitude, turning 205° left, then 025° right, then 025° left, and finally 3.17° right to a 2800 altitude. Key locations include BEAHM HUT (14), WILRI HUT (20), and UKIXE HUT (23.8). Distances of 6 NM and 3.8 NM are marked. A table below provides details for the pattern.

CATEGORY	A	B	C	D
S-36	2160-1	663 (700-1)	2160-1½ 663 (700-1½)	NA
CIRCLING	2160-1	662 (700-1)	2160-1½ 662 (700-1½)	NA

