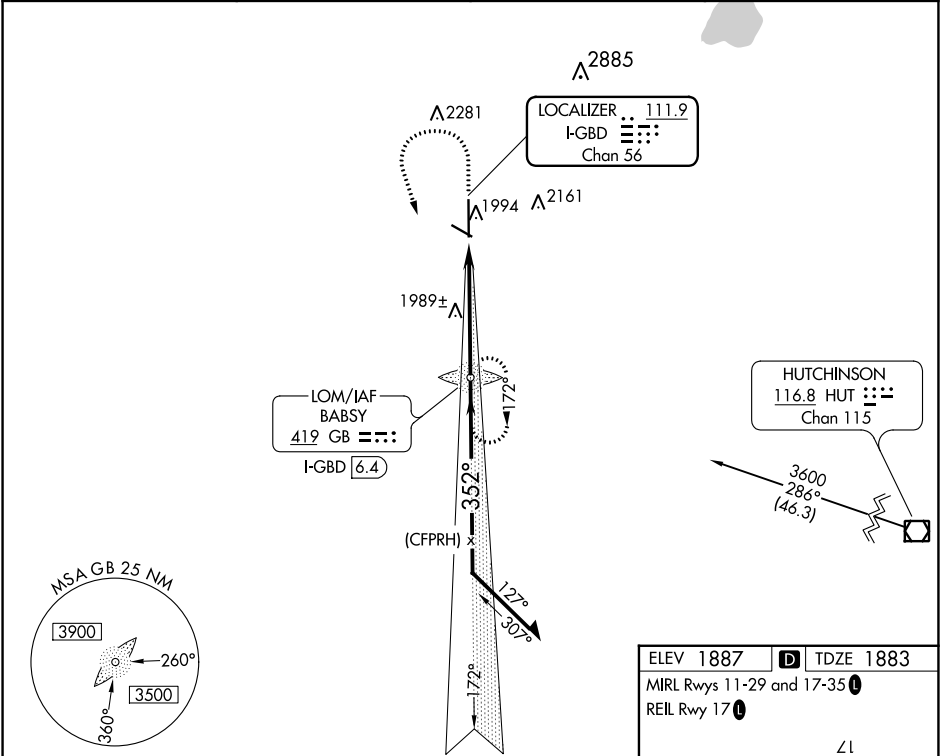
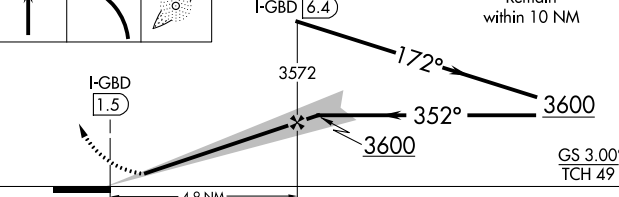


LOC/DME I-GBD	APP CRS	Rwy Idg	7852
111.9	352°	TDZE	1883
Chan 56		Apt Elev	1887

ILS or LOC RWY 35
GREAT BEND MUNI (GBD)

ADF required.	MALSR	MISSED APPROACH: Climb to 2300 then climbing left turn to 3600 direct BABSY LOM and hold.
NA	AS	
AWOS-3PT 119.275	KANSAS CITY CENTER 118.8 322.425	UNICOM 122.8 (CTAF) 0



2300	3600	GB		
				
				
CATEGORY	A	B	C	D
S-ILS 35	2083-½ 200 (200-½)			
S-LOC 35	2260-½ 377 (400-½)		2260-⅝ 377 (400-⅝)	
CIRCLING	2320-1 433 (500-1)	2340-1 453 (500-1)	2520-1¾ 633 (700-1¾)	2640-2½ 753 (800-2½)

ELEV 1887	TDZE 1883
MIRL Rwy 11-29 and 17-35	REIL Rwy 17
FAF to MAP 4.9 NM	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

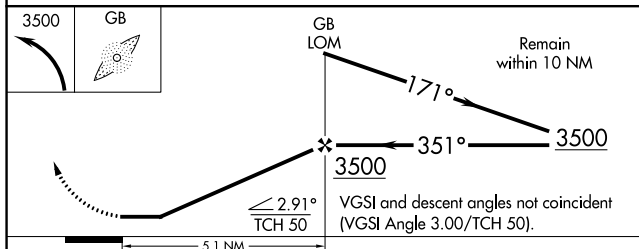
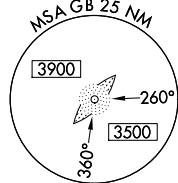
NDB RWY 35
GREAT BEND MUNI (GBD)



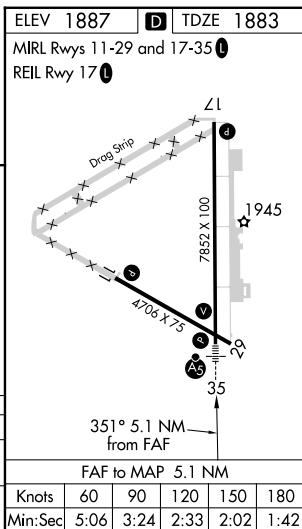
MISSED APPROACH: Climbing left turn to 3500 direct BABS LOM and hold.

The diagram illustrates the MSA GB 25 NM area, featuring several key elements:

- HAYS**: Located at the top left, associated with frequency 110.4 HYS and Chan 41. It includes a bearing of 360° and a distance of 14.9 .
- LORAN C**: A central vertical line representing the LORAN C system, with a bearing of 351° and a distance of $2024 \pm$.
- LOM/IAF BABS Y**: A box containing the text "LOM/IAF BABS Y" and "419 GB", pointing to a specific location on the LORAN C line.
- HUTCHINSON**: Located at the bottom right, associated with frequency 116.8 HUT and Chan 115. It includes a bearing of 286° and a distance of (46.2) .
- Other Frequencies and Bearings**: Various other frequencies and bearings are indicated, such as Λ^{2281} , Λ^{2161} , Λ^{2885} , and Λ^{286} .



CATEGORY	A	B	C	D
S-35	2340- $\frac{3}{4}$ 457 (500- $\frac{3}{4}$)			2340-1 $\frac{1}{4}$ 457 (500-1 $\frac{1}{4}$)
CIRCLING	2340-1 453 (500-1)		2520-1 $\frac{3}{4}$ 633 (700-1 $\frac{3}{4}$)	2640-2 $\frac{1}{2}$ 753 (800-2 $\frac{1}{2}$)



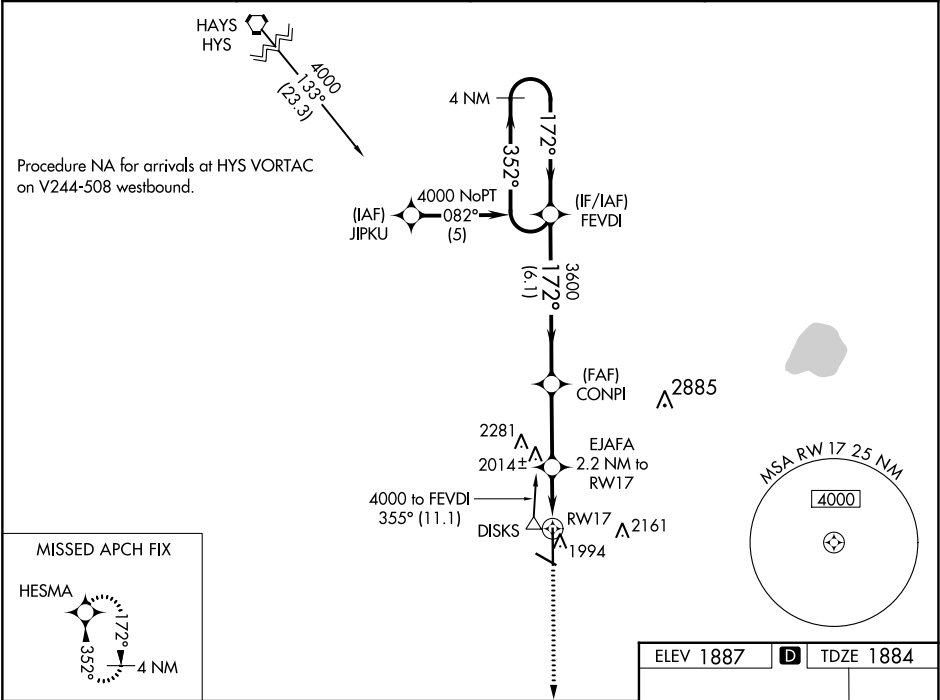
NC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH 70617 W17A	APP CRS 172°	Rwy Idg TDZE 1884 Apt Elev 1887
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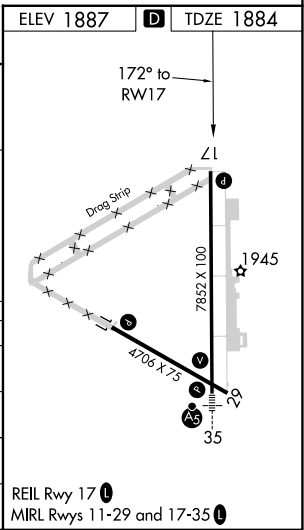
RNAV (GPS) RWY 17

GREAT BEND MUNI (GBD)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).		MISSED APPROACH: Climb to 3600 direct HESMA and hold.
AWOS-3PT 119.275	KANSAS CITY CENTER 118.8 322.425	UNICOM 122.8 (CTAF) 1



		VGSi and RNAV glidepath angles not coincident (VGSI Angle 3.50/TCH 38)		3600 HESMA	
4 NM Holding Pattern		FEVDI	CONPI	EJAFA 2.2 NM to RW17	*LNNAV only
4000 ← 352°		172° →	3600	*1 NM to RW17	RW17
GP 3.00° TCH 45		3600	*2620		
		← 6.1 NM	3 NM	1.2 NM	1 NM
CATEGORY	A	B	C	D	
LPV DA	2084-3/4 200 (200-3/4)				
LNAV/VNAV DA	2282-1 1/2 398 (400-1 1/2)				
LNAV MDA	2280-1 396 (400-1)			2280-1 1/4 396 (400-1 1/4)	
CIRCLING	2320-1 433 (500-1)	2340-1 453 (500-1)	2520-1 3/4 633 (700-1 3/4)	2640-2 1/2 753 (800-2 1/2)	



NC-2, 22 FEB 2024 to 21 MAR 2024

NC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH 65710 W35A	APP CRS 352°	Rwy Idg 7852 TDZE 1883 Apt Elev 1887
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RNAV (GPS) RWY 35

GREAT BEND MUNI (GBD)

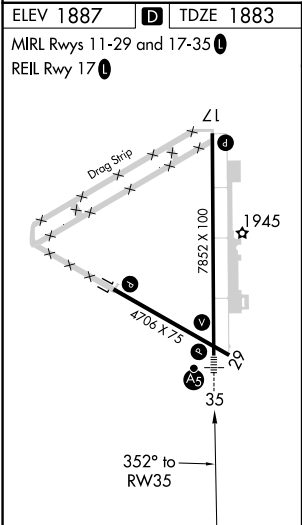
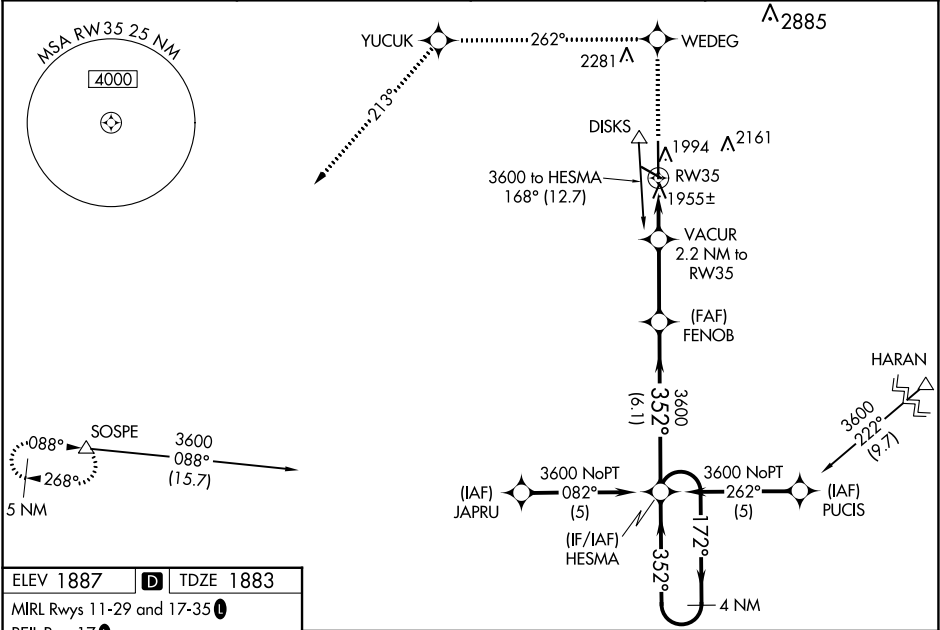
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Russell Muni altimeter setting: increase LPV DA to 2248 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 2299 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. For inop MALSR increase LPV all Cats visibility to 1 mile. For inop MALSR when using Russell Muni altimeter setting increase LPV all Cats and LNAV Cat D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Russell Muni altimeter setting. Inop table does not apply to LNAV Cat D.

MALSR



MISSED APPROACH: Climb to 4500 direct WEDEG and via 262° track to YUCUK then via 213° track to SOSPE and hold.

AWOS-3PT 119.275	KANSAS CITY CENTER 118.8 322.425	UNICOM 122.8 (CTAF) 1
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4500	WEDEG	262° tr	YUCUK	213° tr	SOSPE
*LNAV only					
VACUR 2.2 NM to RW35					
*0.9 NM to RW35					
FENOB					
HESMA					
4 NM Holding Pattern					
172° 3600 GP 3.00° TCH 49					
0.9 1.3 NM 3 NM 6.1 NM					
CATEGORY	A	B	C	D	
LPV DA	2171-½	288	300-½		
LNAV/VNAV DA	2222-¾	339	400-¾		
LNAV MDA	2220-½	337	400-½	2220-1	337 (400-1)
CIRCLING	2320-1	2340-1	2520-1¾	2640-2½	
	433 (500-1)	453 (500-1)	633 (700-1¾)	753 (800-2½)	