

LOC I-MHK 111.3	APP CRS 036°	Rwy Idg TDZE Apt Elev	7030 1057 1066
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ILS or LOC RWY 3

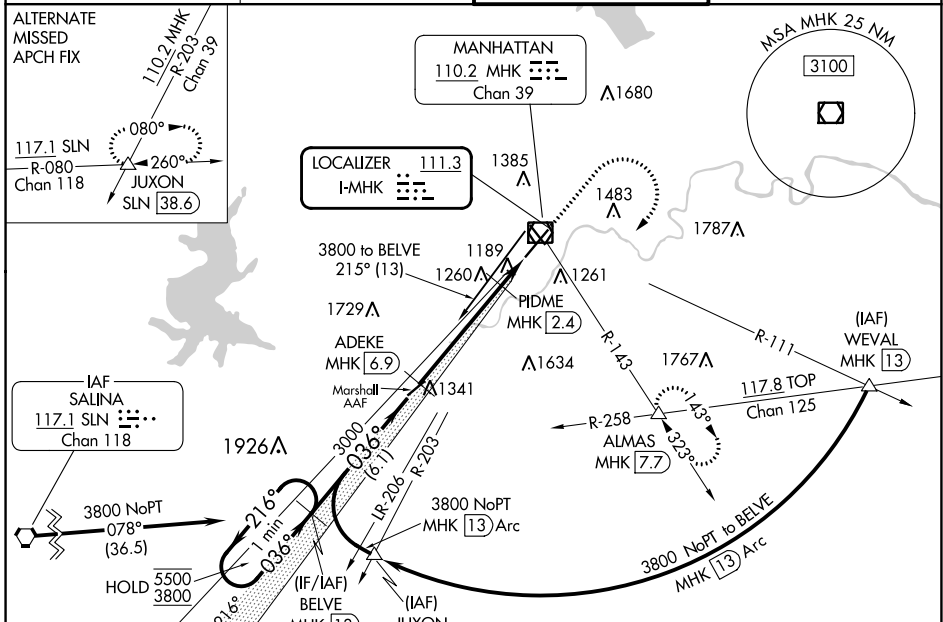
MANHATTAN RGNL (MHK)

DME required.

MALS MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 on MHK VOR/DME R-143 to ALMAS INT/MHK 7.7 DME and hold.

MA Circling NA northwest of 3-21. Autopilot coupled approach NA below 1350. Inop table does not apply. DME from MHK VOR/DME.

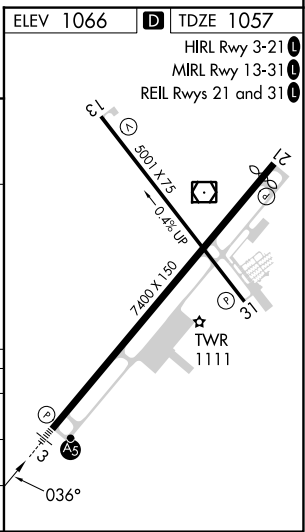
ASOS 119.075	MARSHALL AAF GCA* 121.25 254.35	MANHATTAN TOWER* 118.55 (CTAF)	GND CON 121.85
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One Minute Holding Pattern	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).				2200	3000	ALMAS
					\uparrow	MHK R-143	Δ
5500 \leftarrow 216°	BELVE MHK 13				3000	MHK 1	
3800 \rightarrow 036°					3000	PIDME MHK 2.4	
GS 3.00° TCH 46					1540	MHK 1	
	6.1 NM				4.6 NM		1.4 NM
CATEGORY	A	B	C	D			
S-ILS 3	1257-1/2			200 (200-1/2)			
S-LOC 3	1440-1/2	383 (400-1/2)	1440-5/8		383 (400-5/8)		
CIRCLING	1540-1 474 (500-1)	1620-1 554 (600-1)	1920-2 1/2 854 (900-2 1/2)	1920-2 3/4 854 (900-2 3/4)			

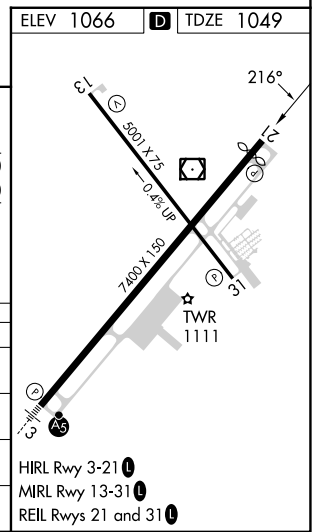
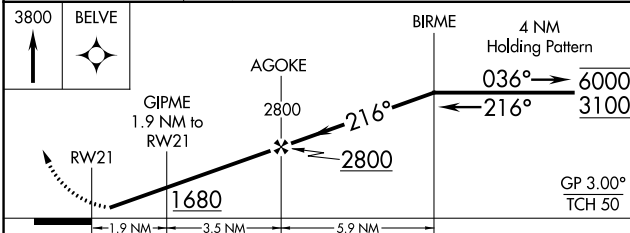
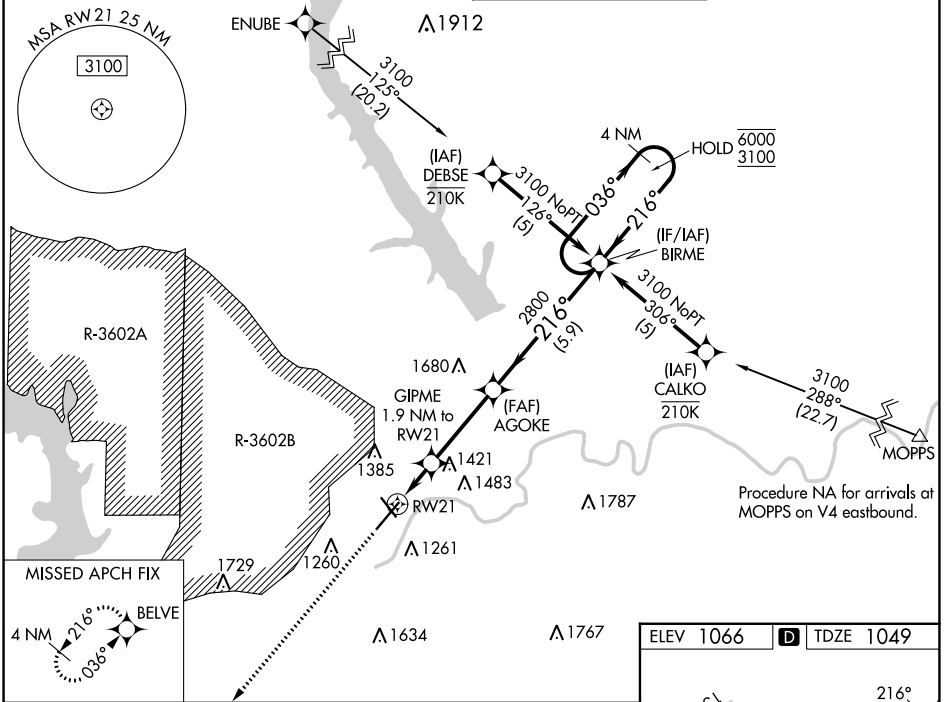


WAAS CH 53319 W21A	APP CRS 216°	Rwy Idg TDZE Apt Elev	7030 1049 1066
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RNAV (GPS) RWY 21

MANHATTAN RGNL (MHK)

RNP APCH - GPS.		MANHATTAN TOWER * 118.55 (CTAF) 0	
<p>V Circling NA northwest of Rwy 3-21. Rwy 21 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.</p>		<p>MISSED APPROACH: Climb to 3800 direct BELVE and hold.</p>	
ASOS 119.075	MARSHALL AAF GCA * 121.25 254.35	GND CON 121.85	



CATEGORY	A	B	C	D
LPV DA	1249- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
LNAV/VNAV DA	1634-1 $\frac{3}{4}$ 585 (600-1 $\frac{3}{4}$)			
LNAV MDA	1660-1 611 (600-1)	1660-1 $\frac{3}{4}$ 611 (600-1 $\frac{3}{4}$)		
CIRCLING	1660-1 594 (600-1)	1920-2 $\frac{1}{2}$ 854 (900-2 $\frac{1}{2}$)	1920-2 $\frac{3}{4}$ 854 (900-2 $\frac{3}{4}$)	

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NC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH 73018 W03A	APP CRS 036°	Rwy Idg TDZE Apt Elev	7030 1057 1066
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RNAV (GPS) RWY 3

MANHATTAN RGNL (MHK)

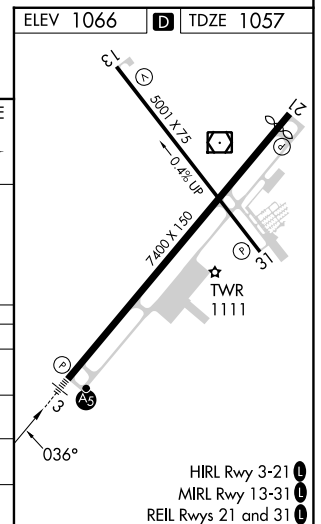
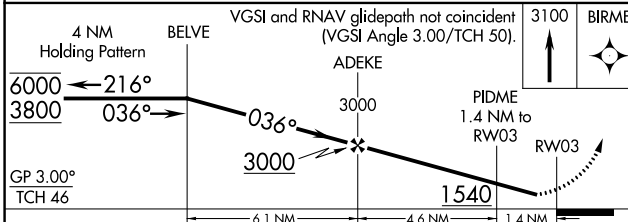
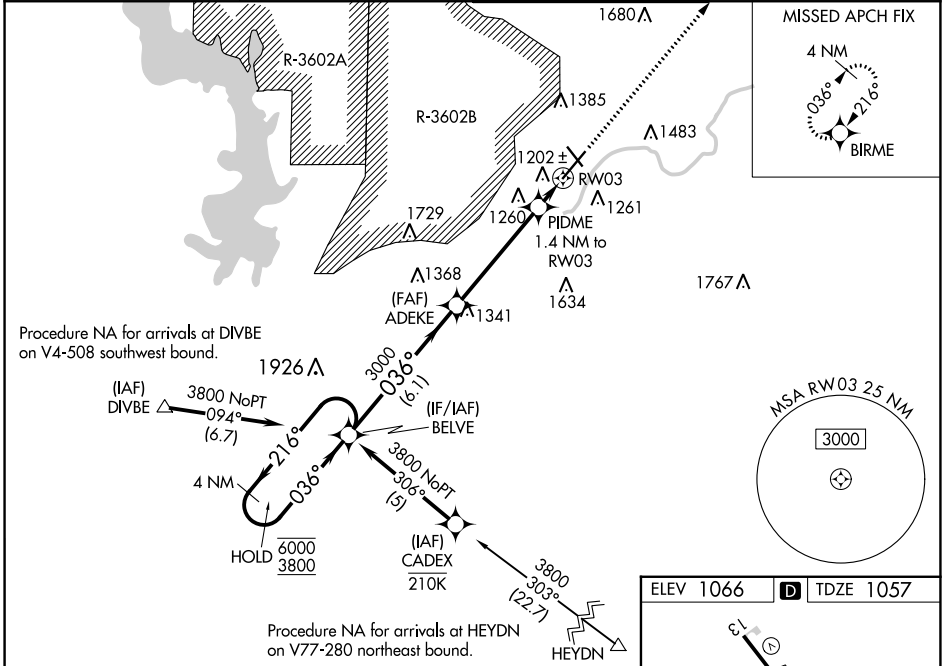
RNP APCH - GPS.

⚠ Circling NA northwest of Rwy 3-21. Rwy 3 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 ½ SM, increase LNAV Cats A/B visibility to 1 SM and LNAV Cats C/D visibility to 1 ½ SM.

MALSR

MISSED APPROACH: Climb to 3100 direct BIRME and hold.

ASOS 119.075	MARSHALL AAF GCA* 121.25 254.35	MANHATTAN TOWER* 118.55 (CTAF) 0	GND CON 121.85
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CATEGORY	A	B	C	D
LPV DA		1257-½	200 (200-½)	
LNAV/VNAV DA		1441-¾	384 (400-¾)	
LNAV MDA		1460-¾	403 (400-¾)	
CIRCLING	1540-1 474 (500-1)	1620-1 554 (600-1)	1920-2½ 854 (900-2½)	1920-2¾ 854 (900-2¾)

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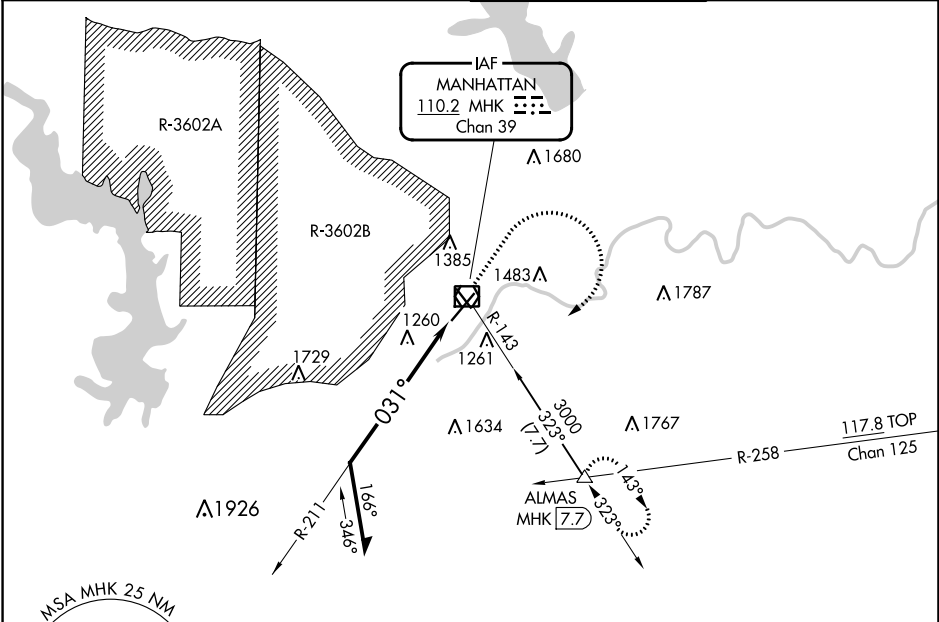
VOR/DME MHK 110.2 Chan 39	APP CRS 031°	Rwy Idg TDZE Apt Elev	7030 1057 1066
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VOR RWY 3

MANHATTAN RGNL (MHK)

DME required.	MALSRL 	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on MHK VOR/DME R-143 to ALMAS INT/MHK 7.7 DME and hold.
Circling NA northwest of Rwy 3-21. For inop ALS, increase S-3 Cats C/D visibility to 2 1/2 SM.		

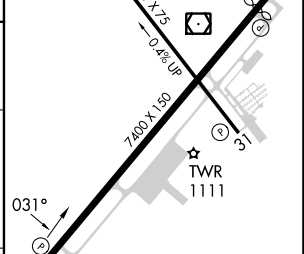
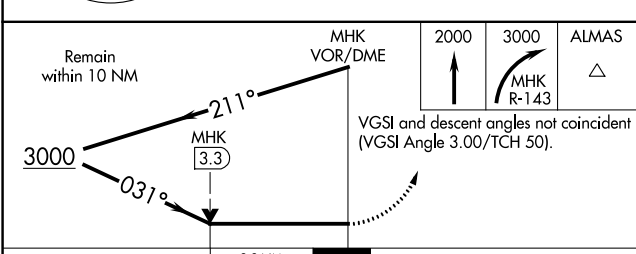
ASOS 119.075	MARSHALL AAF GCA* 121.25 254.35	MANHATTAN TOWER* 118.55 (CTAF) 0	GND CON 121.85
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NC-2, 22 FEB 2024 to 21 MAR 2024

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ELEV 1066	TDZE 1057
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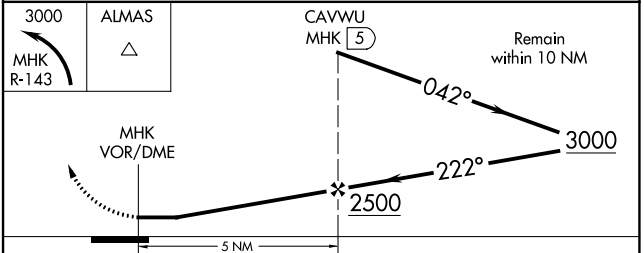
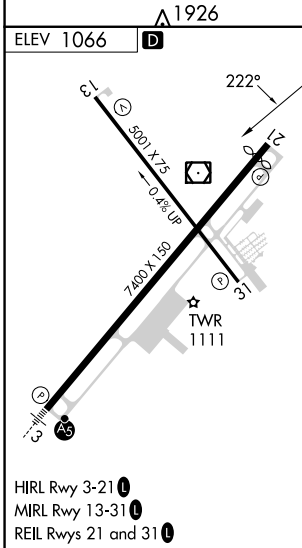
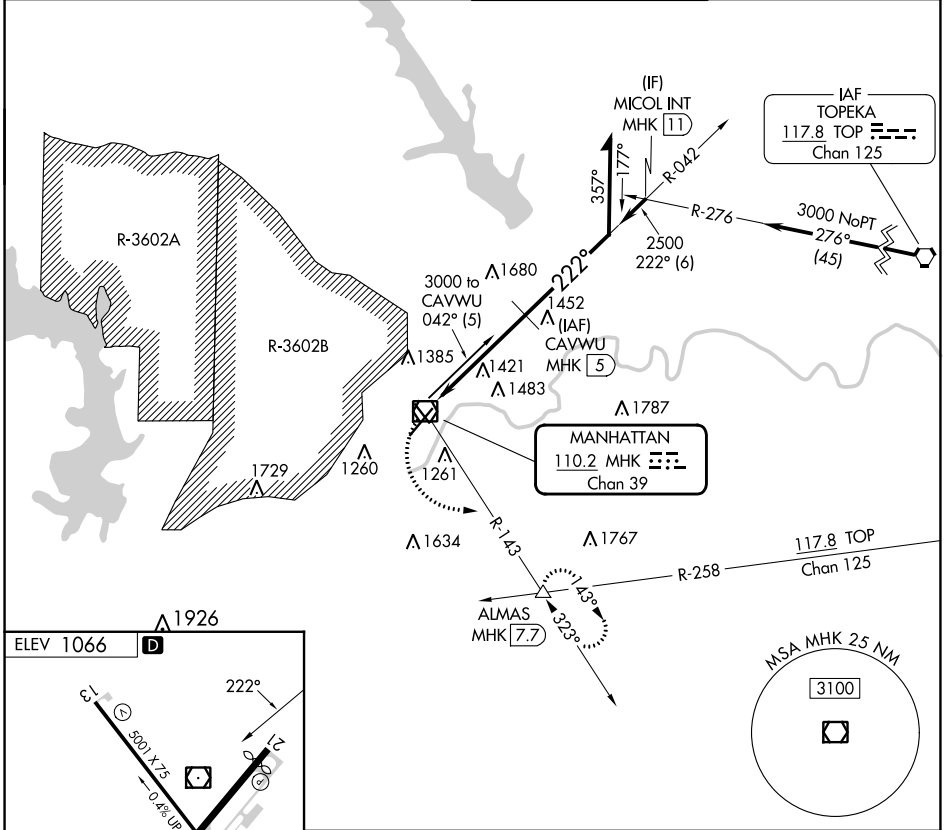


CATEGORY	A	B	C	D
S-3	1840-1/2 783 (800-1/2)	1840-3/4 783 (800-3/4)	1840-1 3/4	783 (800-1 3/4)
CIRCLING	1840-1 774 (800-1)	1840-1 1/4 774 (800-1 1/4)	1920-2 1/2 854 (900-2 1/2)	1920-2 3/4 854 (900-2 3/4)

VOR/DME MHK 110.2 Chan 39	APP CRS 222°	Rwy Idg TDZE Apt Elev N/A N/A 1066
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VOR-F
MANHATTAN RGNL (MHK)

DME required.		MISSED APPROACH: Climbing left turn to 3000 on MHK VOR/DME R-143 to ALMAS INT/MHK 7.7 DME and hold.	
Circling NA northwest of Rwy 3-21.		MANHATTAN TOWER * 118.55 (CTAF) 0	GND CON 121.85
ASOS 119.075	MARSHALL AAF GCA * 121.25 254.35		



CATEGORY	A	B	C	D
CIRCLING	1680-1	614 (700-1)	1920-2½ 854 (900-2½)	1920-2¾ 854 (900-2¾)

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NC-2, 22 FEB 2024 to 21 MAR 2024