

LOC/DME I-GLD 108.9 Chan 26	APP CRS 305°	Rwy Ldg 5499 TDZE 3653 Apt Elev 3658	ILS or LOC RWY 30 RENNER FLD/GOODLAND MUNI (GLD)
---	------------------------	---	---

DME required.

▼

⚠

VDP NA when using ITR altimeter setting. Circling Rwy 5 NA at night. Circling NA south of Rwys 5 and 30. Circling NA to Rwys 17 and 35. Rwy 30 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use ITR altimeter setting: increase S-ILS 30 to DA 4043 feet; increase all MDAs 140 feet and S-LOC 30 Cat C and D visibility ¾ SM, and Circling Cat C and D visibility ¼ SM. For inop ALS, increase S-LOC 30 Cat C and D visibility to 1½ SM. For inop ALS when using ITR altimeter setting, increase S-ILS 30 all Cats visibility to 1½ SM, and S-LOC 30 Cat C and D visibility to 1¼ SM. Inop table does not apply to S-ILS 30 all Cats and S-LOC 30 Cats A and B.

MALSR

MISSED APPROACH: Climb to 6000 then right turn on heading 070° and GLD VORTAC R-322 to GLD VORTAC and hold.

ASOS 121.025	DENVER CENTER 132.7 226.675	UNICOM 122.8 (CTAF) 1
------------------------	---------------------------------------	---------------------------------

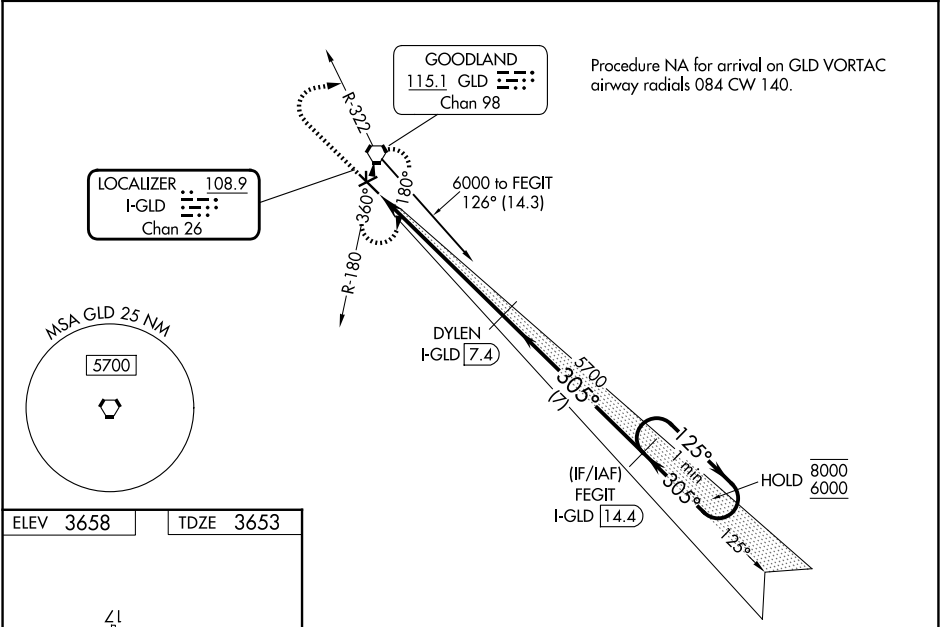


Diagram showing runway intersection and approach paths. Runway 12-30 is oriented 0.8° UP. Runway 5-23 is oriented 305°. Dimensions include 1754 X 40, 4001 X 75, and 5599 X 100. A 305° heading is indicated for the approach to Runway 30.

REIL Rwy 12 1
MIRL Rwys 5-23 and 12-30 1

6000		GLD R-322	GLD 		
		DYLEN I-GLD 7.4	FEGIT I-GLD 14.4	One Minute Holding Pattern	
		I-GLD 2.4	5700	305°	125° → 8000 ← 305° 6000
		I-GLD 1.2	5700	GS 3.00° TCH 55	
		1.3 NM	5 NM	7 NM	
CATEGORY	A	B	C	D	
S-ILS 30	3903-1 250 (300-1)				
S-LOC 30	4120-1 467 (500-1)				
CIRCLING	4120-1	462 (500-1)	4120-1½ 462 (500-1½)	4240-2 582 (600-2)	

NC-2, 27 NOV 2025 to 25 DEC 2025

NC-2, 27 NOV 2025 to 25 DEC 2025