

WAAS CH 53634 W18A	APP CRS 177°	Rwy Ldg 4331 TDZE 881 Apt Elev 881
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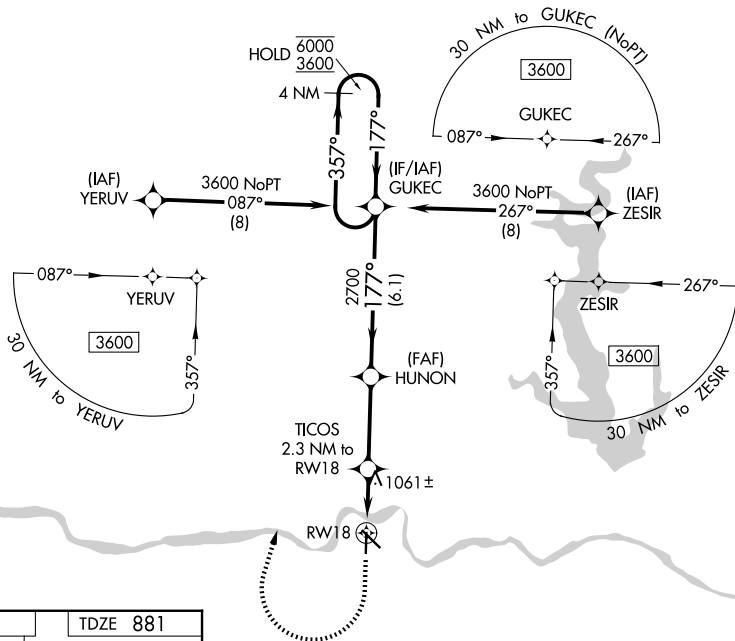
RNAV (GPS) RWY 18
PHILIP BILLARD MUNI (TOP)

RNP APCH.

T Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 1 500 then climbing right turn to 3600 direct GUKEC and hold.

ASOS 121.275	KANSAS CITY CENTER 123.8 343.7	TOPEKA TOWER ★ 118.7 0 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 881

TDZE 881

177°

8I

A

5099 X 100

4331 X 75

☆

TWR

V

36

S

HIRL Rwy 13-31 L

REIL Rwys 18 and 31 L

MIRL Rwys 18-36 L

Figure 1-1: Example of a 4 NM Holding Pattern. The diagram illustrates a holding pattern with a 4 NM holding pattern. The pattern is defined by a series of turns: a 180-degree turn (1500), a 90-degree turn (3600), and a 180-degree turn (GUKEC). The pattern is centered on a 2700 heading. The distance between turns is 1.3 NM. The pattern is labeled with 'HUNON' and 'GUKEC'. The distance from the start of the pattern to the 2700 heading is 2.3 NM. The distance from the 2700 heading to the end of the pattern is 6.1 NM. The pattern is labeled with 'TICOS' and 'RW18'. The distance from the start of the pattern to the RW18 is 1.3 NM. The pattern is labeled with '1640*' and '2700'. The pattern is labeled with '357°' and '177°'. The pattern is labeled with 'GP 3.00°' and 'TCH 35°'.