

WAAS CH 99704 W35A	APP CRS 347°	Rwy Ldg TDZE Apt Elev	5000 1864 1864
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RNAV (GPS) RWY 35
RUSSELL MUNI (RSL)

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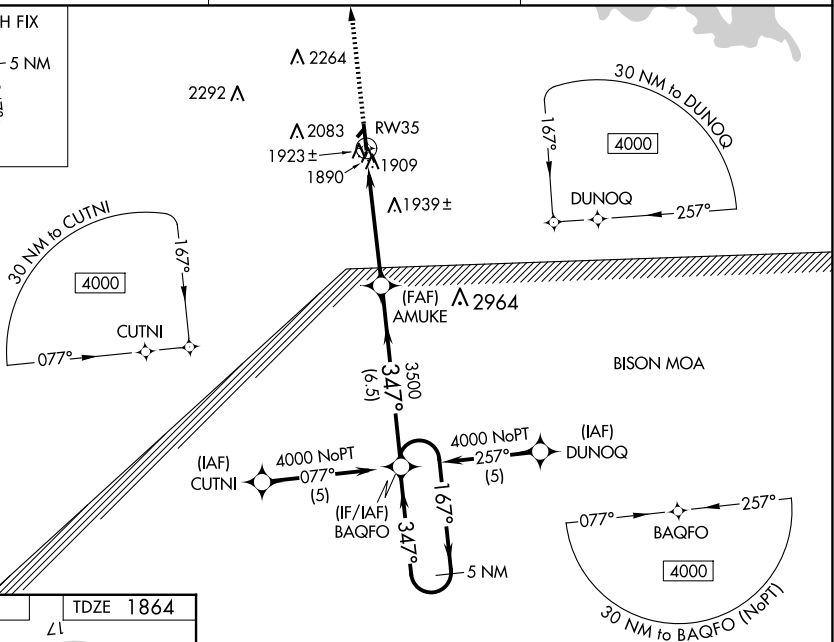
V Baro-VNAV NA when using Hays altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

A VDP NA when using Hays altimeter setting. When local altimeter setting not received, use Hays altimeter setting: increase LPV all Cats DA to 2187 feet, LNAV/VNAV all Cats DA to 2267 feet and all visibilities $\frac{1}{4}$ SM; increase all MDA 80 feet, LNAV Cat C visibility $\frac{1}{8}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM. Circling NA to Rwy's 3 and 21.

MISSED APPROACH:
Climb to 4000 direct
EDITE and hold.

ASOS 128,325	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.7 (CTAF) 0
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MISSED APCH FIX



ELEV 1864		TDZE 1864
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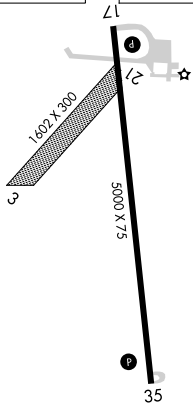
REIL Rwy 17 and 35 **L**MIRL Rwy 17-35 **L**

Diagram illustrating a VOR/DME station (RW35) and a VOR/DME station (RW35) with a holding pattern. The diagram shows a VOR/DME station (RW35) with a 5 NM Holding Pattern. The holding pattern is a racetrack pattern with a 167° inbound leg and a 347° outbound leg. The station is located 0.9 NM from the start of the holding pattern. The holding pattern is centered on the 3500 frequency. The diagram also shows a VOR/DME station (RW35) with a 5 NM Holding Pattern. The holding pattern is a racetrack pattern with a 167° inbound leg and a 347° outbound leg. The station is located 0.9 NM from the start of the holding pattern. The holding pattern is centered on the 3500 frequency. The diagram also shows a VOR/DME station (RW35) with a 5 NM Holding Pattern. The holding pattern is a racetrack pattern with a 167° inbound leg and a 347° outbound leg. The station is located 0.9 NM from the start of the holding pattern. The holding pattern is centered on the 3500 frequency.

RNAV (GPS) RWY 35