

WAAS CH 78319 W34A	APP CRS 339°	Rwy Idg TDZE Apt Elev	6501 1994 1999
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RNAV (GPS) RWY 34
HAYS RGNL (HYS)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Russell altimeter setting: increase LPV DA to 2263 feet; increase LNAV/VNAV DA to 2565 feet and visibility all Cats $\frac{1}{4}$ SM; increase all MDA 80 feet and visibility LNAV Cat C and Circling Cat C and D $\frac{1}{4}$ SM. Circling NA for Cat D northwest of Rwy 4 and west of Rwy 16. For inoperative MALSR when using Russell altimeter setting, increase LPV all Cats visibility to 1 mile. VDP and Baro-VNAV NA when using Russell altimeter setting.

MALSR

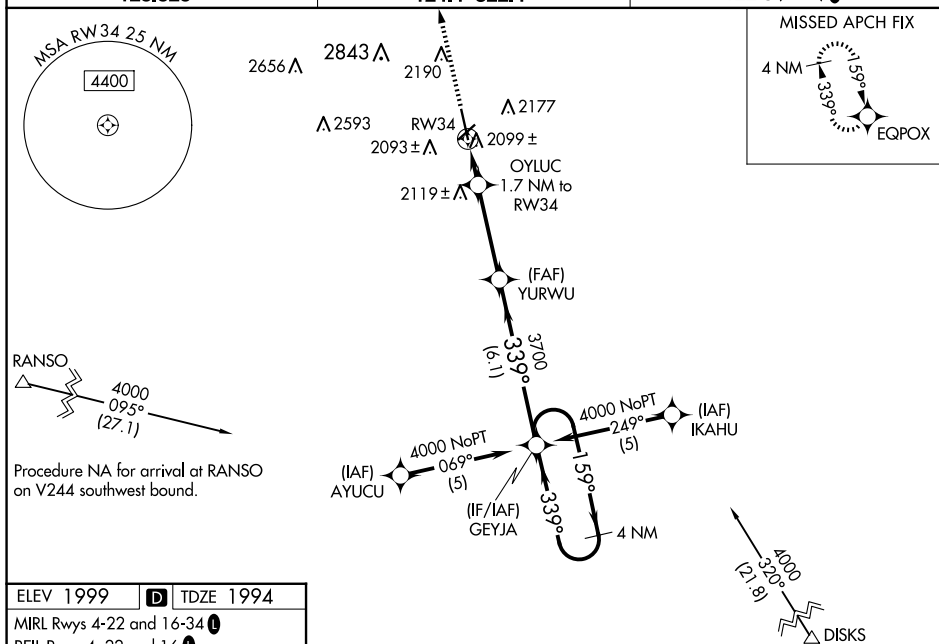


MISSED APPROACH:
Climb to 4000 direct
EQPOX and hold.

AWOS-3PT
125.525

KANSAS CITY CENTER
124.4 322.4

UNICOM
122.8 (CTAF) **L**



ELEV 1999

D

TDZE 1994

MRL Rwy 4-22 and 16-34

REIL Rwy 4, 22 and 16

91

2056

1069

4501

34

339° to RW34

Diagram illustrating a 4 NM Holding Pattern for RW34. The pattern is defined by a 159° heading and a 339° heading. The distance from the holding pattern to the runway is 1.1 NM. The distance from the holding pattern to the runway is 0.6 NM. The distance from the holding pattern to the runway is 3.5 NM. The distance from the holding pattern to the runway is 6.1 NM. The diagram also shows the runway (RW34) and the holding pattern (4 NM Holding Pattern).

NC-2, 12 JUN 2025 to 10 JUL 2025

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