

LOC I-HYS <u>111.5</u>	APP CRS 339°	Rwy Idg 6501 TDZE 1994 Apt Elev 1999
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ILS or LOC RWY 34
HAYS RGNL (HYS)

T ADF required. Circling NA for Cat D northwest of Rwy 4 and west of Rwy 16.
A NA When local altimeter setting not received, use Russell altimeter setting: increase DA to 2263 feet; increase ell MDA 80 feet and visibility S-LOC 34 Cat C and Circling Cat C and D $\frac{1}{4}$ SM. For inoperative MALSR when using Russell altimeter setting, increase S-ILS ell Cats visibility to 1.

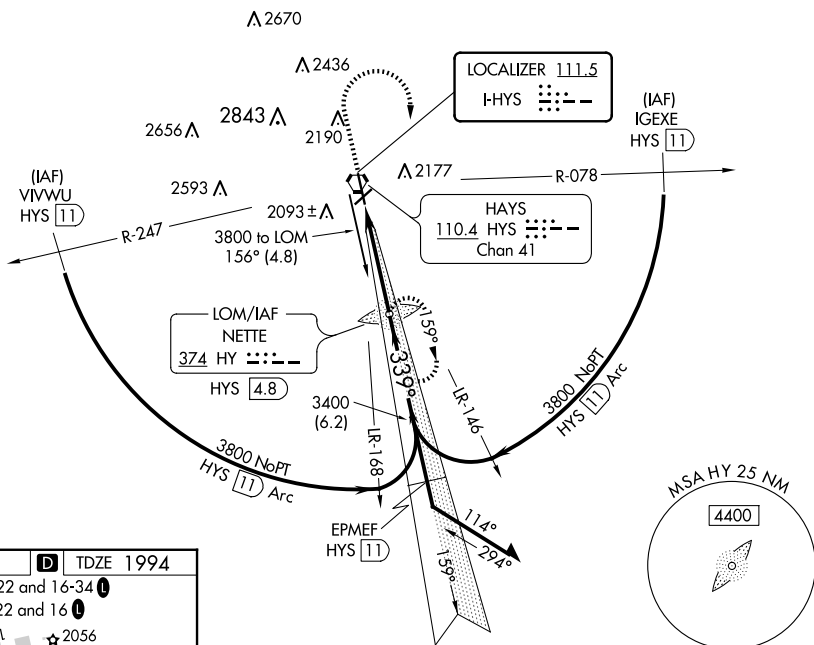
MAISR



MISSED APPROACH: Climb to 2600 then climbing right turn to 3800 direct NETTE LOM/HYS 4.8 DME and hold.

AWOS-3PT 125.525	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.8 (CTAF) 0
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ADF or DME REQUIRED



ELEV 1999 D TDZE 1994

MIRL Rwy 4-22 and 16-34 L

REIL Rwy 4, 22 and 16 L

Diagram illustrating the runway layout and navigation aids for Runway 4-22 and 16-34. The diagram shows the runway alignment, the location of the Final Approach Fix (FAF) and the Map (MAP), and the distance of 4.1 NM from the FAF to the MAP. The diagram also shows the location of the Runway End Identifier Lights (REIL) and the Runway Lights (MIRL). The diagram includes the following information:

- ELEV 1999 D TDZE 1994
- MIRL Rwy 4-22 and 16-34 L
- REIL Rwy 4, 22 and 16 L
- 91
- 2056
- 6501 X 100
- 4501 X 75
- 34
- 339° 4.1 NM from FAF to MAP

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

2600 ↑	3800 ↗	HY 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 43).			
HYS VORTAC HYS 0.8			HY NETTE LOM HYS 4.8	Remain within 10 NM		
			3343	159°	3800	GS 3.00° TCH 45
339°			3400	3400		
CATEGORY	A	B	C	D		
S-ILS 34	2194-½ 200 (200-½)					
S-LOC 34	2340-½ 346 (400-½)				2340-¾ 346 (400-¾)	
CIRCLING	2480-1 481 (500-1)		2560-1½ 561 (600-1½)		2680-2¼ 681 (700-2¼)	