

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)

NA ADF required. Circling NA for Cat D northwest of Rwy 4 and west of Rwy 16. When local altimeter setting not received, use Russell altimeter setting: increase DA to 2263 feet; increase all 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 all Cats visibility to 1.

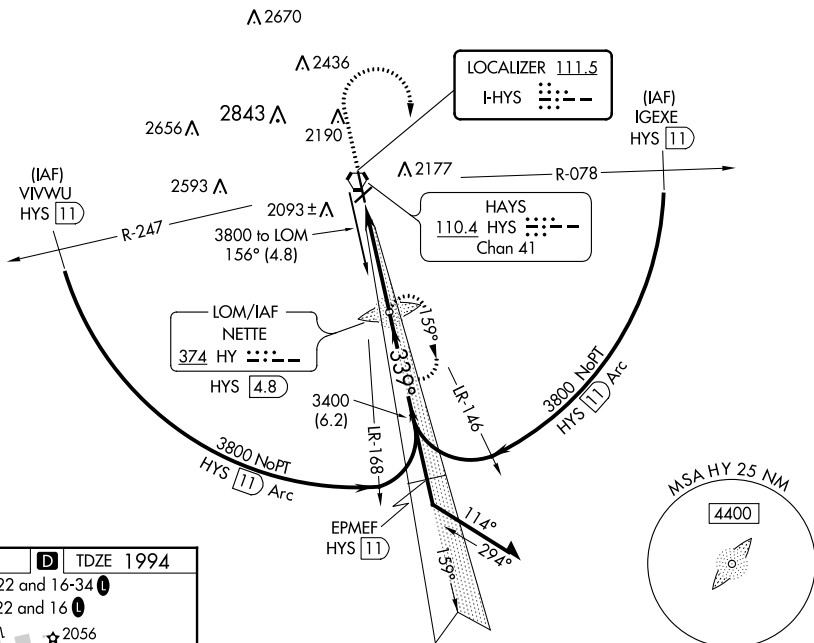
MAISR



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

The diagram shows a runway layout with two intersecting runways. Runway 4-22 is oriented vertically, and Runway 16-34 is oriented diagonally. Key features include:

- ELEV 1999** and **TDZE 1994** at the top.
- MIRL Rwy 4-22 and 16-34** and **REIL Rwy 4, 22 and 16** with associated lights.
- A **339° 4.1 NM from FAF** marker for Runway 16-34.
- A **FAF to MAP 4.1 NM** distance for Runway 16-34.
- Navigation aids: **91**, **2056**, **6501 X 100**, **4501 X 75**, **A5**, and **34**.

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 			HY NETTE LOM HYS 	Remain within 10 NM		
HYS 			3343 	159° 	3800 	GS 3.00° TCH 45
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)	