

LOC/DME I-HYA 109.15	APP CRS 246°	Rwy Idg 5425	TDZE 43
Chan 28 (Y)		Apt Elev 54	

ILS or LOC RWY 24

CAPE COD GATEWAY (HYA)

RADAR required.

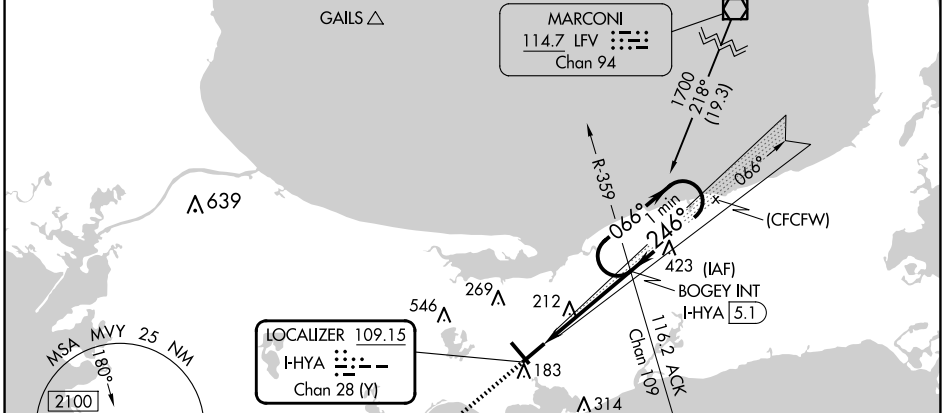
⚠ When local altimeter setting not received, use Chatham altimeter setting and increase all DA to 325 feet and increase all MDA 40 feet, increase S-LOC 24 Cats C/D visibility to RVR 6000 and increase Circling Cats C/D visibility 1/4 SM. Inop table does not apply to S-ILS 24 all Cats and S-LOC 24 Cats A/B. For inop ALS, increase S-LOC 24 Cats C/D visibility to 1 1/4 SM. For inop ALS, when using Chatham altimeter setting, increase S-LOC 24 Cats C/D visibility to 1 1/2 SM. Straight-in/Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

🚁 Rwy 24 helicopter visibility reduction below RVR 5000 NA.

MALSIF

MISSED APPROACH:
Climb to 700 then climbing left turn to 1700 on heading 045° and on ACK VOR/DME R-359 to BOGEY INT/I-HYA 5.1 DME and hold.

ATIS 123.8	BOSTON APP CON 118.2 284.6	HYANNIS TOWER * 119.5 (CTAF) 257.8	GND CON 118.45	CLNC DEL 125.15	CLNC DEL 120.125 (When twr closed)	UNICOM 122.95
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ELEV 54	D	TDZE 43
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CATEGORY	A	B	C	D
S-ILS 24		293/50	250 (300-1)	
S-LOC 24		480/50	437 (500-1)	
CIRCLING	560-1 506 (600-1)	580-1 526 (600-1)	860-2 1/4 806 (900-2 1/4)	860-2 1/2 806 (900-2 1/2)

REIL Rwy 6					
HIRL Rlys 6-24 and 15-33					
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-1, 20 FEB 2025 to 20 MAR 2025

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