

LOC/DME I-HYA 109.15	APP CRS 246°	Rwy Ldg TDZE	5425 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 ¼ 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 1¼ SM. For inop ALS, when using Chatham altimeter setting, increase S-LOC 24 Cats C/D visibility to 1½ SM. Straight-in/Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

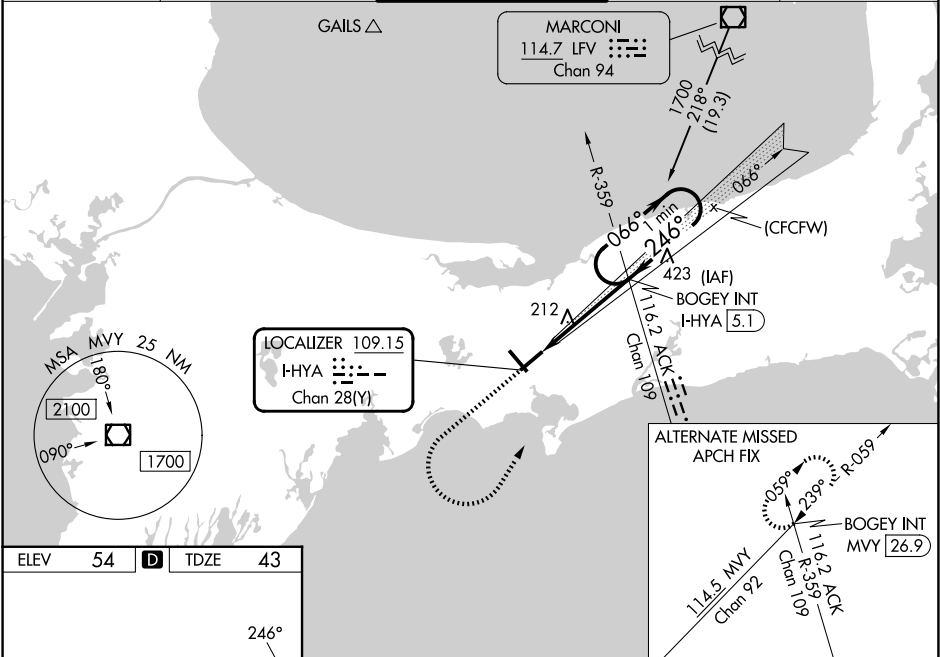
Rwy 24 helicopter visibility reduction below RVR 5000 NA.

MALSF

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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) 0 257.8	GND CON 118.45	UNICOM 122.95
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ELEV **54** **D** TDZE **43**

700 1700

ACK R-359 BOGEY INT

BOGEY INT I-HYA 5.1

One Minute Holding Pattern

1400

066° 1700

246°

1400

GS 3.00° TCH 50

1.2 NM 3 NM

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)	860-2¼ 806 (900-2¼)	860-2½ 806 (900-2½)

REIL Rwy 6

HIRL Rlys 6-24 and 15-33 0

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22