

LOC/DME I-BCU <b>108.95</b> Chan 26 (Y)	APP CRS <b>156°</b>	Rwy Ldg <b>5255</b> TDZE <b>54</b> Apt Elev <b>54</b>
---	------------------------	---

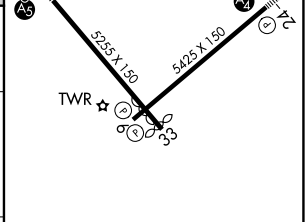
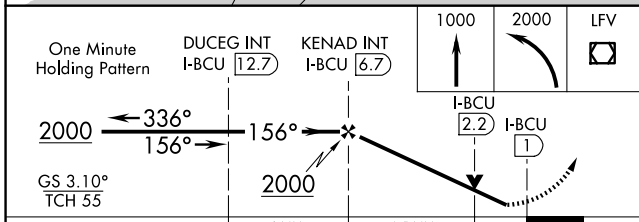
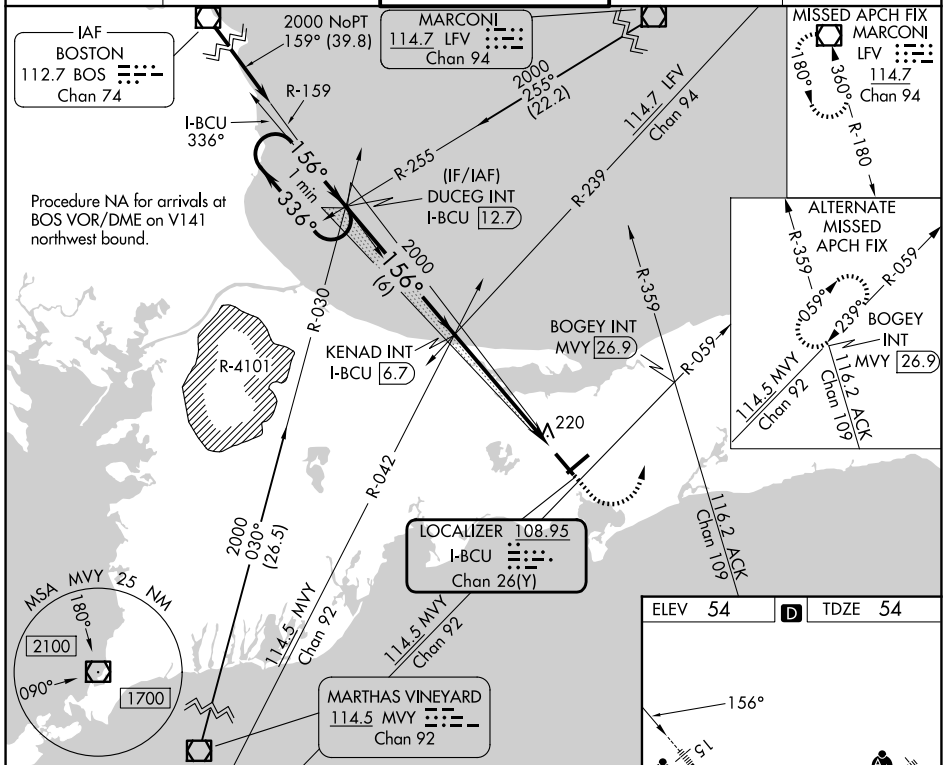
# ILS or LOC RWY 15

CAPE COD GATEWAY (HYA)

**VDP NA** when using Chatham altimeter setting. When local altimeter setting not received, use Chatham altimeter setting and increase all DA to 286 feet and all MDA 40 feet, increase S-LOC 15 Cat C and D visibility to RVR 5000 and Circling Cat C and D visibility 1/4 mile. For inop ALS when using Chatham altimeter setting, increase S-LOC 15 Cats A and B visibility to RVR 5500 and Cats C and D to 1 3/8 SM. For inop ALS, increase S-LOC 15 Cats A and B visibility to RVR 5500. Circling Rwy 24 at night, operational VGSJ required, remain on or above VGSJ glidepath until threshold. Rwy 15 helicopter visibility reduction below RVR 4000 NA. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Chatham altimeter setting).

**MALSR**  
MISSED APPROACH:  
Climb to 1000 then climbing left turn to 2000 direct LRV VOR/DME and hold.

ATIS <b>123.8</b>	BOSTON APP CON <b>118.2 284.6</b>	HYANNIS TOWER ★ <b>119.5 (CTAF) 257.8</b>	GND CON <b>118.45</b>	UNICOM <b>122.95</b>
----------------------	--------------------------------------	--	--------------------------	-------------------------



ELEV 54	D	TDZE 54		
One Minute Holding Pattern	DUCEG INT I-BCU 12.7	KENAD INT I-BCU 6.7		
2000 ← 336°	156° →	2000		
GS 3.10°	TCH 55			
CATEGORY	A	B	C	D
S-ILS 15		**254/24	200 (200-1/2)	
S-LOC 15		480/40	426 (500-3/4)	
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 5.7 NM				
Knots	60	90	120	150 180
Min:Sec	5:42	3:48	2:51	2:17 1:54

NE-1, 16 APR 2026 to 14 MAY 2026

NE-1, 16 APR 2026 to 14 MAY 2026