

MA HYA RNAV (GPS) RWY 24 AMDT 1C

11-21-22 PRB RESULTS: Returned Pre-PRB

V1 IS BEING RETURNED PRE-PRB FOR THE FOLLOWING:

ADDITIONAL INFORMATION IS BEING REQUESTED AS WELL AS A STRONGER EQUIVALENT LEVEL OF SAFETY (ELS).

- HOW LONG ARE THE TRAINS?
- HOW OFTEN DO THE TRAINS GO THROUGH?
- DO THE TRAINS EVER SIT IN A SPOT NEAR THE AIRPORT?
- THE AIRPORT REPORTS A 160 OPERATIONS A DAY. HOW MANY OF THESE OPERATIONS WILL THE WAIVER SUPPORT?
- DO THEY HAVE A FORMER FLIGHT CHECK REPORT TO ADD TO THE WAIVER?
- IN THE FUTURE CAN A LIGHTED POST BE INSTALLED IN THE AREA TO DEFINE THE 20:1?
- IN THE FUTURE IS IT POSSIBLE TO DISPLACE THE RUNWAY?

PLEASE REACH OUT TO AFS IF YOU WOULD LIKE HELP ON IMPROVING THE ELS.

[WAIVER, 20:1 VGSI OBSTACLE MITIGATION CHECKLIST, CATEX, PREVIOUS FIPC \(SAT\), AND CORRESPONDENCE ADDED TO AFS FILE TO ALLOW FULL UTILIZATION OF AIRPORT RESOURCES.](#)

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 06/15/2023	APWS Task ID: C02449F185154D4DA2AF3E0A06D6775D	APWS Project ID: 7A97FF5A617745BFA2CF2D5F12376D5C
Procedure: RNAV (GPS) RWY 24 AMDT 1C		Enroute: NO	Specialist: Sickels, Dale		Agreement Number:
Airport ID: KHYA			Airport City: HYANNIS		State: MA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>Purpose for amendment: Request AFS approval to add Rwy 24 Night Ops using VGSI exception for all IAPs at KHYA.</div> <div>Contact Jason Kretschmer, AJV-A421, 405-954-4019</div> <div><div>Digitally signed by JASON KRETSCHMER Oct 31, 2022</div><div>QUALITY 9 CHECKED</div><div>QUALITY 10 CHECKED</div></div>					

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 24 AMDT 1C			AIRPORT NAME: CAPE COD GATEWAY		AIRPORT ID: KHYA	SPECIAL CONTROL NO: YG-03-190-23
FAC ID: KHYA24.01		CITY: HYANNIS			ST: MA	ORIG CHART DATE: 06/15/2023
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: C02449F185154D4DA2AF3E0A06D6775D		
PREFLIGHT NOTES						
REVIEWER: bob s pressler					DATE: 04/05/2023	
COMMENTS:					CHECK ONE:	
					<input type="checkbox"/> FLT CK REQ <input checked="" type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					<div style="display: flex; justify-content: space-between;"> YES NO </div>	
					CPV COMPLETE?	
					X	
PROCEDURE RESULTS						
INSPECTION DATE: 04/05/2023	CREW #: VN137	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: bob s pressler @ 04/05/2023 07:45			PRINTED NAME: PRESSLER, ROBERT STEPHEN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Table Top. Amend to add verbiage that a working VGSI is required to circle at night to RWY 24. NFCR.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

WAAS CH 77812 W24A	APP CRS 246°	Rwy Idg 5425 TDZE 43 Apt Elev 54
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RNAV (GPS) RWY 24

CAPE COD GATEWAY (HYA)

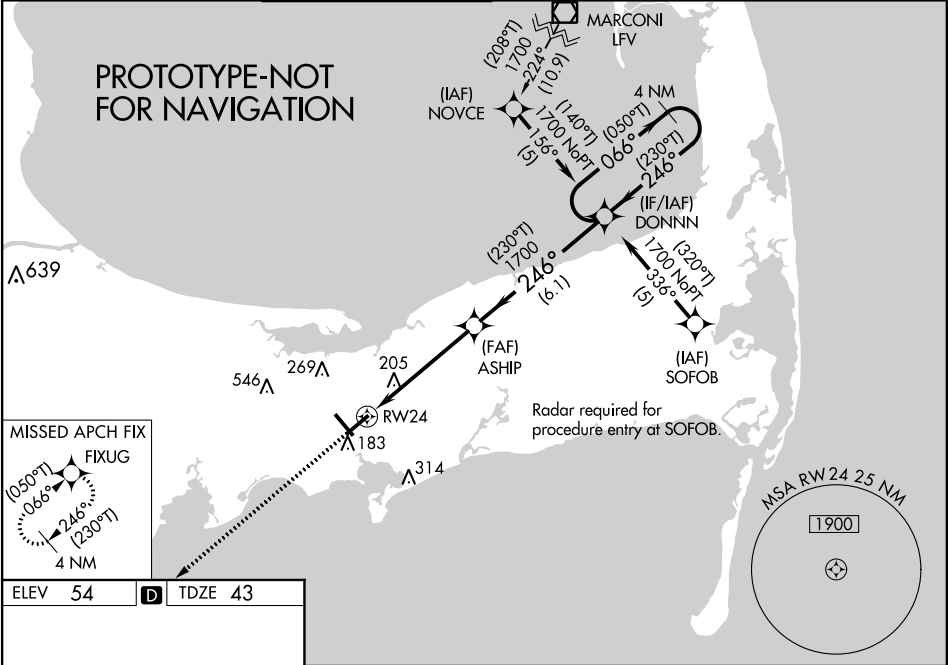
RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 24 helicopter visibility reduction below RVR 5000 NA. When local altimeter setting not received, use Chatham altimeter setting; increase LPV DA to 350 feet; increase LNAV/VNAV DA to 473 feet; increase all MDAs 40 feet. LNAV visibility Cats C and D to RVR 6000, and Circling visibility Cats C/D ¼ SM. Baro-VNAV NA when using Chatham Muni altimeter setting. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 8000. LNAV Cat C/D visibility to 1¾ SM. Inoperative table does not apply to LPV all Cats, and LNAV Cats A and B. Straight-in/Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS when using Chatham altimeter setting, increase LNAV/VNAV visibility all Cats to 1¾ SM.

MALSF

MISSED APPROACH:
Climb to 2000 direct
FIXUG and hold.

ATIS 123.8	BOSTON APP CON ★ 118.2 284.6	HYANNIS TOWER ★ 119.5 (CTAF) 0 257.8	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

246° to RWY24

2000

FIXUG

4 NM Holding Pattern

ASHIP

DONNN

RWY24

5 NM

6.1 NM

1700

246°

066°

050°T

230°T

GP 3.00°

TCH 50

CATEGORY	A	B	C	D
LPV DA		318/50	275 (300-1)	
LNAV/VNAV DA		441/50	398 (400-1)	
LNAV MDA		500/50	457 (500-1)	
C CIRCLING	560-1 506 (600-1)	580-1 526 (600-1)	860-2 ¼ 806 (900-2¼)	860-2 ½ 806 (900-2½)

REIL Rwy 6

HIRL Rwy 6-24 and 15-33

RNAV (GPS) RWY 24
CAPE COD GATEWAY (HYA)

⚠ For uncompensated baro-VNAV systems, UNAV/VNAV NA below -15°C or above 48°C. Rwy 2, helicopter visibility reduction below RVR 5000 NA. When local altimeter setting not received, use Chatham altimeter setting; increase LPV DA to 350 feet; increase UNAV/VNAV DA to 473 feet; increase all MDAs 40 feet. UNAV visibility Cats C and D to RVR 6000, and Circling visibility Cats C/D 1/4 SM. Baro-VNAV NA when using Chatham Muni altimeter setting. For Inop ALS, increase UNAV/VNAV alt Cats visibility to RVR 6000 NA. Cat C/D visibility to 1% SM. Inoperative ALS does not lead to Inop LPV Cats A and B. Set RVR 6000 NA. Set Circling RVR 24 NA at night. For Inop ALS when using Chatham altimeter setting, increase UNAV/VNAV visibility alt Cats to 1/4 SM.



MISSED APPROACH:
Climb to 2000 direct
FIXUG and hold.

current

