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|--|----------|------------------------|--|--|-------|---------|----------|---|----------------|---|------------|---------|----------|---|----------|---|--|--|--|--|--|--|----------------|--|------------|--|--|--|--------------|----------|--|--|----------|--|--|----------|--|--|----------|--|--|----------|--|--|--|-----|-----|---------|-----|-----|---------|-----|-----|---------|-----|-----|---------|-----|-----|---------|----------|------|---|-----|------|-------|-----|------|-------|-----|--|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| <b>U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION</b><br><b>VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE</b><br><b>FLIGHT STANDARDS SERVICE - FAR PART 97.23</b>  |          |                        |  |  |       |         |          | Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.<br>Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR. |                |   |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>TERMINAL ROUTES</b>   |          |                        |  |  |       |         |          |   |                | <b>MISSED APPROACH</b>  |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| FROM   |          | TO                     |  | COURSE AND DISTANCE                                    |       |         |          | ALTITUDE  |                | MAP: YUGUG/21.86 DME  |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| HYS VORTAC (IAF)   |          | ZUMDI/12.00 DME (NOPT) |  | 076.00 / 12.00   |       |         |          | 3800  |                | CLIMB TO 3500 THEN CLIMBING LEFT TURN TO 3700 VIA HYS VORTAC R-076 TO CUTTE/18.06 DME AND HOLD.   |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ZUMDI/12.00 DME (IF)   |          | CUTTE/18.06 DME        |  | 076.00 / 6.06 (HYS R-076)                              |       |         |          | 3500  |                |   |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |          |                        |  |  |       |         |          |   |                | ADDITIONAL FLIGHT DATA:<br>HOLD W, LT, 076.00 INBOUND.<br>CHART FAS OBST: 1919 TREE 385033N/0985014W<br>CHART 2178 TOWER 385258N/0985239W.<br>CHART BISON MOA.<br>CHART 2251 TOWER 385423N/0985140W<br>CHART AIRPORT ELEVATION 1864<br>FAC CROSSES RWY 17 1978 FROM THLD. |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1. PT <u>R</u> SIDE OF COURSE <u>256.00</u> OUTBOUND <u>3700</u> FT WITHIN <u>10</u> MILES OF <u>CUTTE/18.06 DME</u> (IAF)   |          |                        |  |  |       |         |          |   |                |   |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2. _____   |          |                        |  |  |       |         |          |   |                |   |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3. FAC <u>076.00</u> FAF <u>CUTTE/18.06 DME</u> DIST FAF TO MAP _____ THLD _____   |          |                        |  |  |       |         |          |   |                |   |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4. MIN. ALT <u>CUTTE 3500, ASOBE/20.16 DME 2840</u>  |          |                        |  |  |       |         |          |   |                |   |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8. MSA FROM: HYS VORTAC 4400   |          |                        |  |  |       |         |          |   |                | MAG VAR: 10E  |            |         |          | EPOCH YEAR: 1965                        |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>TAKEOFF:</td> <td>STANDARD</td> <td>X</td> <td colspan="6">SEE FAA FORM 8260-15A FOR THIS AIRPORT</td> <td colspan="2">ALTERNATE: N A</td> <td colspan="4">STANDARD @</td> </tr> <tr> <td>CATEGORY ==&gt;</td> <td colspan="3"><b>A</b></td> <td colspan="3"><b>B</b></td> <td colspan="3"><b>C</b></td> <td colspan="3"><b>D</b></td> <td colspan="3"><b>E</b></td> </tr> <tr> <td></td> <td>MDA</td> <td>VIS</td> <td>HAT/HAA</td> <td>MDA</td> <td>VIS</td> <td>HAT/HAA</td> <td>MDA</td> <td>VIS</td> <td>HAT/HAA</td> <td>MDA</td> <td>VIS</td> <td>HAT/HAA</td> <td>MDA</td> <td>VIS</td> <td>HAT/HAA</td> </tr> <tr> <td>CIRCLING</td> <td>2240</td> <td>1</td> <td>376</td> <td>2320</td> <td>1 1/4</td> <td>456</td> <td>2320</td> <td>1 1/2</td> <td>456</td> <td></td> <td>NA</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr><td> </td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td> </td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td> </td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table> |          |                        |  |  |       |         |          |   |                |   |            |         |          | TAKEOFF:                                | STANDARD | X | SEE FAA FORM 8260-15A FOR THIS AIRPORT |  |  |  |  |  | ALTERNATE: N A |  | STANDARD @ |  |  |  | CATEGORY ==> | <b>A</b> |  |  | <b>B</b> |  |  | <b>C</b> |  |  | <b>D</b> |  |  | <b>E</b> |  |  |  | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | CIRCLING | 2240 | 1 | 376 | 2320 | 1 1/4 | 456 | 2320 | 1 1/2 | 456 |  | NA |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| TAKEOFF:   | STANDARD | X                      | SEE FAA FORM 8260-15A FOR THIS AIRPORT |  |       |         |          |   | ALTERNATE: N A |   | STANDARD @ |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| CATEGORY ==>   | <b>A</b> |                        |  | <b>B</b>   |       |         | <b>C</b> |   |                | <b>D</b>  |            |         | <b>E</b> |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | MDA      | VIS                    | HAT/HAA                                | MDA  | VIS   | HAT/HAA | MDA      | VIS   | HAT/HAA        | MDA   | VIS        | HAT/HAA | MDA      | VIS                                     | HAT/HAA  |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| CIRCLING   | 2240     | 1                      | 376                                    | 2320   | 1 1/4 | 456     | 2320     | 1 1/2   | 456            |   | NA         |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |          |                        |  |  |       |         |          |   |                |   |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |          |                        |  |  |       |         |          |   |                |   |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |          |                        |  |  |       |         |          |   |                |   |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NOTES:<br>CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE HAYS ALTIMETER SETTING AND INCREASE ALL MDAS 80 FT.   |          |                        |  |  |       |         |          |   |                |   |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON HYS VORTAC AIRWAY RADIALS 029 CW 076.  |          |                        |  |  |       |         |          |   |                |   |            |         |          |   |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| CITY AND STATE<br>RUSSELL, KS  |          |                        |  | ELEVATION: 1864 TDZE:<br>AIRPORT NAME:<br>RUSSELL MUNI |       |         |          | FACILITY IDENTIFIER:<br>HYS   |                | PROCEDURE NO./AMDT NO.:<br>VOR/DME-A, AMDT 5<br><b>OCT 25 2007</b>  |            |         |          | SUP VOR/DME OR GPS-A<br>AMDT 4A<br>DATE |          |   |  |  |  |  |  |  |                |  |            |  |  |  |              |          |  |  |          |  |  |          |  |  |          |  |  |          |  |  |  |     |     |         |     |     |         |     |     |         |     |     |         |     |     |         |          |      |   |     |      |       |     |      |       |     |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |