

WAAS CH <b>50519</b> <b>W22A</b>	APP CRS <b>220°</b>	Rwy Idg TDZE Apt Elev	<b>4500</b> <b>1990</b> <b>1999</b>
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RNAV (GPS) RWY 22

HAYS RGNL (HYS)

RNP APCH-GPS.

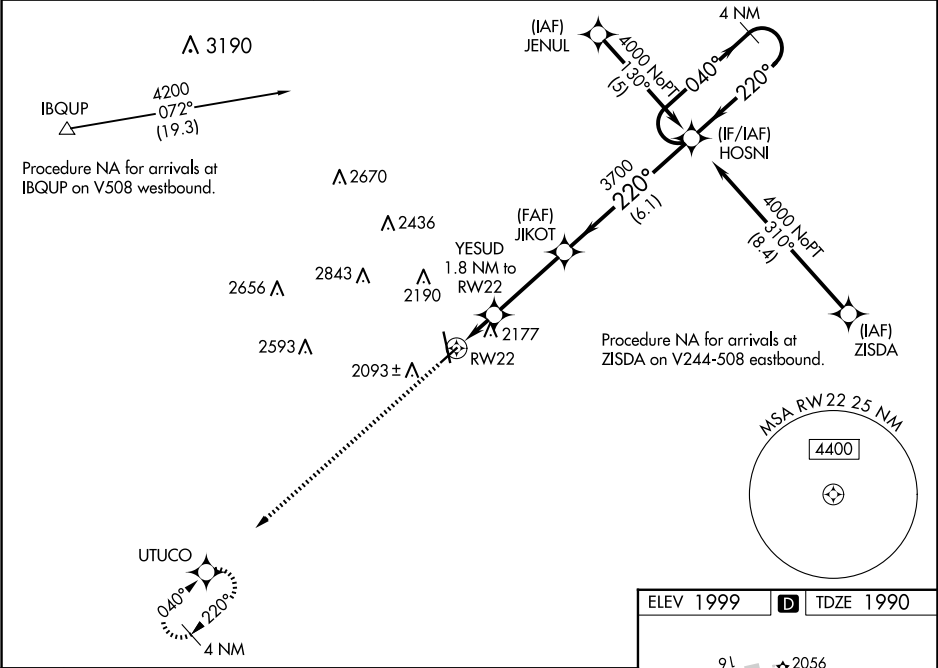
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 45°C.  
Rwy 22 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Russell altimeter setting: increase LPV DA to 2309 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 2545 feet and visibility all Cats ¼ SM; increase all MDA 80 feet and visibility LNAV and Circling Cat C and D ¼ SM. Circling NA for Cat D northwest of Rwy 4 and west of Rwy 16. VDP and Baro-VNAV NA when using Russell altimeter setting.

MISSED APPROACH:  
Climb to 4000 direct  
UTUCO and hold.

AWOS-3PT <b>125,525</b>	KANSAS CITY CENTER <b>124.4 322.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1999    **D**    TDZE 1990

REIL Rwy 4, 22 and 16 0  
MIRL Rwy 4-22 and 16-34 0

4000	UTUCO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).			
↑	✧	YESUD 1.8 NM to RW22	JIKOT 3700	HOSNI 4000	4 NM Holding Pattern
↙	↘	1.3 NM to RW22	2600	3700	GP 3.00° TCH 38
1.3 NM	0.5	3.4 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV DA	2240-1 250 (300-1)				
LNAV/VNAV DA	2476-1¾ 486 (500-1¾)				
LNAV MDA	2440-1 450 (500-1)	2440-1¼ 450 (500-1¼)	2440-1½ 450 (500-1½)		
CIRCLING	2480-1 481 (500-1)	2560-1½ 561 (600-1½)	2680-2¼ 681 (700-2¼)		