

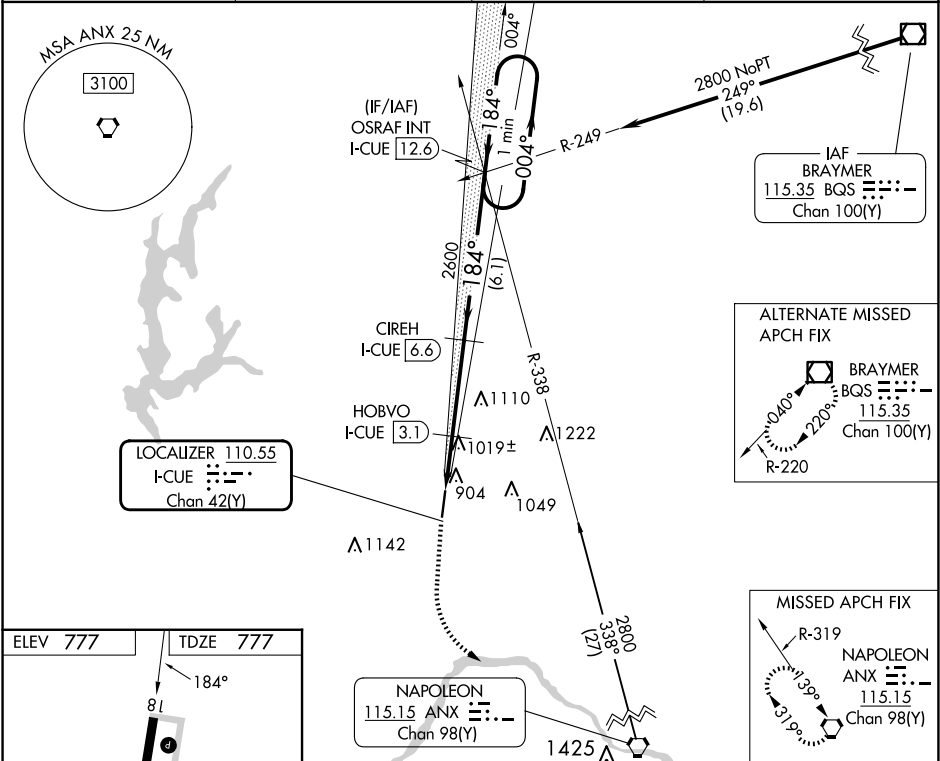
LOC/DME I-CUE 110.55 Chan 42 (Y)	APP CRS 184°	Rwy Idg TDZE Apt Elev	5502 777 777
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ILS or LOC/DME RWY 18
MIDWEST NTL AIR CENTER (GPH)

Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities ¼ mile; increase all MDAs 80 feet, and Circling visibility Cat C ¼ mile. Autopilot coupled approach NA below 960.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

AWOS-3T 120.275	KANSAS CITY APP CON 118.4 307.35	CLNC DEL 118.2	UNICOM 122.7 (CTAF) 0
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5502 X 100

36

18

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HIRL Rwy 18-36

REIL Rwy 18 and 36

1400 ↑	2900 ↖	ANX ⬡	VGSI and ILS glidepath not coincident (VGSI Angle 3.50/TCH 59).				OSRAF INT I-CUE 12.6	One Minute Holding Pattern
			HOBVO I-CUE 6.6 CIREH I-CUE 12.6 I-CUE 1.1 I-CUE 2.3 I-CUE 3.1 I-CUE 6.6 2600 1460 2600 184° 004° 2800 GS 3.00° TCH 51					
CATEGORY		A		B		C		D
S-ILS 18		977-¾ 200 (200-¾)						NA
S-LOC 18		1280-1 503 (600-1)				1280-1½ 503 (600-1½)		NA
CIRCLING		1300-1 523 (600-1)		1320-1 543 (600-1)		1360-1½ 583 (600-1½)		NA