

LOC/DME I-BCU
108.95
Chan **26 (Y)**

APP CRS
156°

Rwy Ldg **5255**
TDZE **54**
Apt Elev **54**

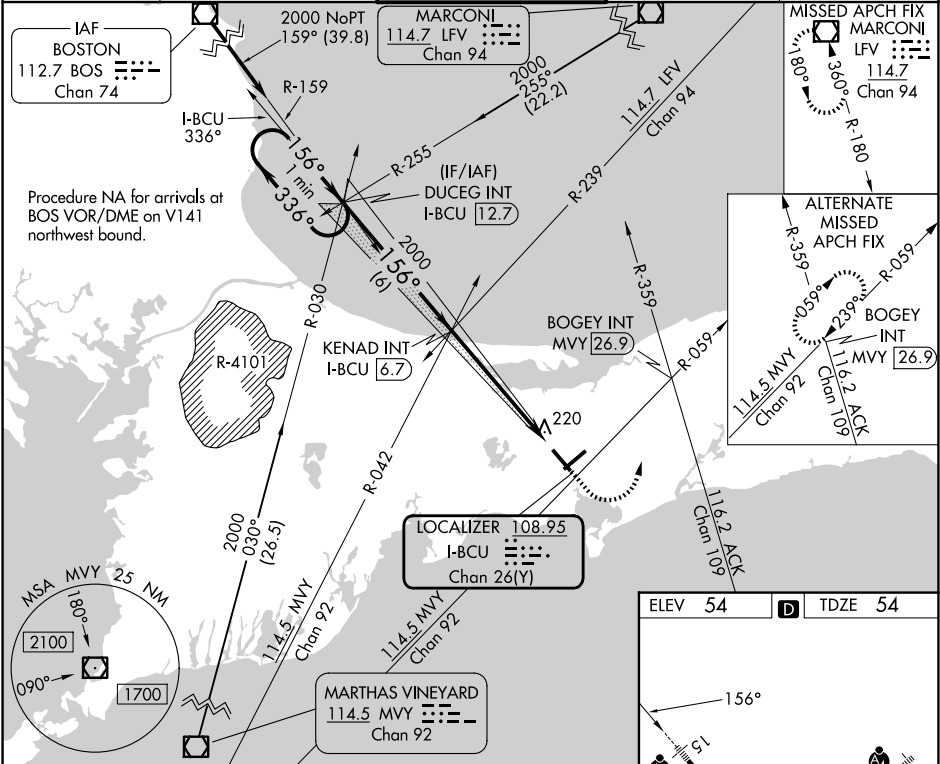
ILS or LOC RWY 15
CAPE COD GATEWAY (HYA)

⚠ 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 ¼ 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 ½ SM. For Inop ALS, increase S-LOC 15 Cats A and B visibility to RVR 5500. Circling Rwy 24 at night, operational VGSIs required, remain on or above VGSIs 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 123.8	BOSTON APP CON 118.2 284.6	HYANNIS TOWER ★ 119.5 (CTAF) 0 257.8	GND CON 118.45	UNICOM 122.95
----------------------	--------------------------------------	--	--------------------------	-------------------------



One Minute Holding Pattern

DUCEG INT I-BCU 12.7

KENAD INT I-BCU 6.7

1000

2000

LFV

336°

156°

2000

GS 3.10° TCH 55

6 NM

4.5 NM

1.1 NM

I-BCU 2.2

I-BCU 1

CATEGORY	A	B	C	D
S-ILS 15		**254/24	200 (200-½)	
S-LOC 15		480/40	426 (500-¾)	
CIRCLING	560-1 506 (600-1)	580-1 526 (600-1)	860-2¼ 806 (900-2¼)	860-2½ 806 (900-2½)

REIL Rwy 6
HIRL Rws 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