

WAAS CH 65825 W25A	APP CRS 253°	Rwy Idg 4194 TDZE 63 Apt Elev 66
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RNAV (GPS) RWY 25

JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

RNP APCH - GPS.



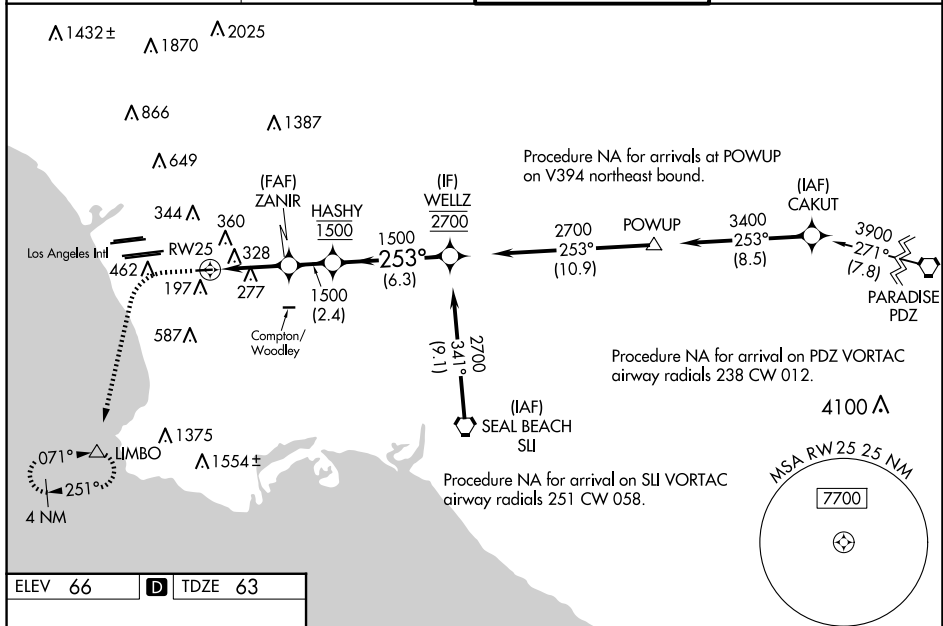
Circling NA north of Rwy 7-25. Rwy 25 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Inop table does not apply. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Circling Rwy 7 NA at night.

ODALS



MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct LIMBO and hold, continue climb-in-hold to 3000.

ATIS 118.4	SOCAL APP CON 124.9 269.0	HAWTHORNE TOWER ★ 121.1(CTAF) 0 257.8	GND CON 125.1
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ELEV 66	D	TDZE 63
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Diagram illustrating the VGSI and RNAV glidepath for runway 25. The diagram shows a 3.50° TCH glidepath starting from a 1500m elevation at ZANIR, passing through a 1500m elevation at HASHY, and ending at a 2700m elevation at WELLZ. The distance between ZANIR and HASHY is 4.2 NM, and between HASHY and WELLZ is 6.3 NM. The total distance is 10.5 NM. The diagram also shows a 1500m elevation at the start of the glidepath, which is 2.4 NM from ZANIR. The glidepath angle is 253°. The diagram includes a legend for symbols: 800 (up arrow), 3000 (curved arrow), LIMBO (triangle), and GP 3.07° TCH 59. The diagram is titled 'VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 26)'.