

WAAS CH 56540 W28A	APP CRS 283°	Rwy Ldg 6000 TDZE 4230 Apt Elev 4230
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RNAV (GPS) RWY 28

HAWTHORNE INDUSTRIAL (HTH)

T Circling NA to Rwy 15 and 33. When local altimeter setting not received, procedure NA. Circling NA south of Rwy 10-28.

A DME/DME RNP-0.3 NA. Rwy 28 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 4750 then climbing right turn to 10000 direct ZICYO and on track 288° to YERIN and hold.

AWOS-3 120.225	OAKLAND CENTER 125.75 284.65	UNICOM 122.8 (CTAF) 0
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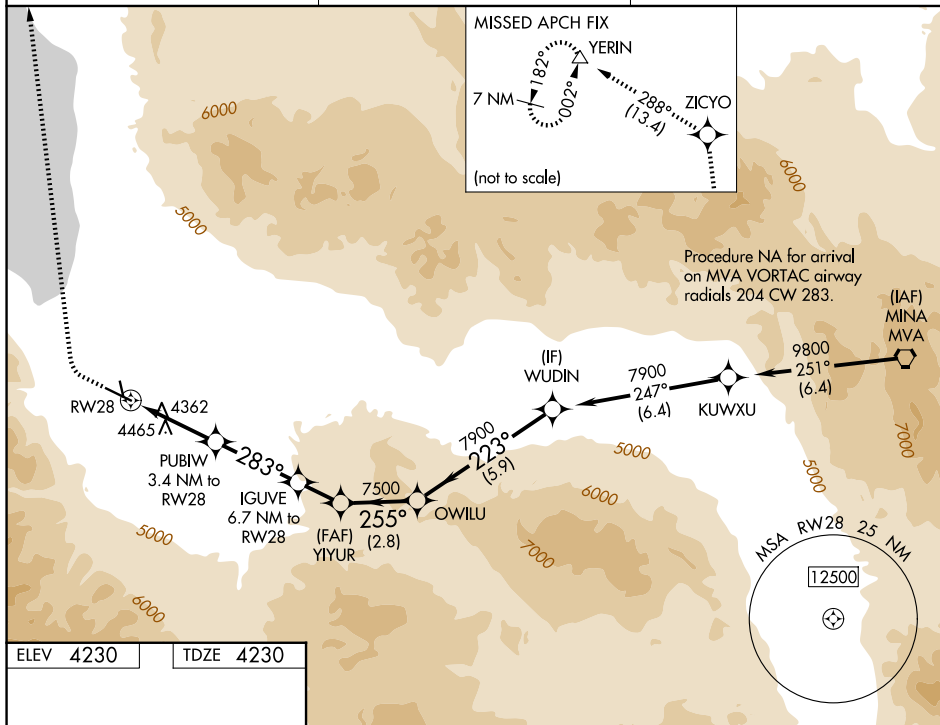


Diagram illustrating a non-coincident VGSI and descent angle. The diagram shows a runway layout with a 6000 x 100 ft runway, a 3250 x 100 ft taxiway, and a 100 x 33 ft apron. The runway is oriented 283 degrees. The VGSI angle is 3.00 degrees, and the TCH is 42 feet. The diagram also shows the descent angle of 283 degrees and the distance of 1.1 NM to the RW28. The diagram includes a table with the following data:

CATEGORY	A	B	C	D
LP MDA	4620-1	390 (400-1)	4620-1 $\frac{1}{8}$ 390 (400-1 $\frac{1}{8}$)	NA
LNAV MDA	4720-1	490 (500-1)	4720-1 $\frac{3}{8}$ 490 (500-1 $\frac{3}{8}$)	NA
CIRCLING	4720-1	490 (500-1)	5680-3 1450 (1500-3)	NA