

WAAS CH 50140 W28A	APP CRS 284°	Rwy Idg TDZE Apt Elev	4898 1603 1603
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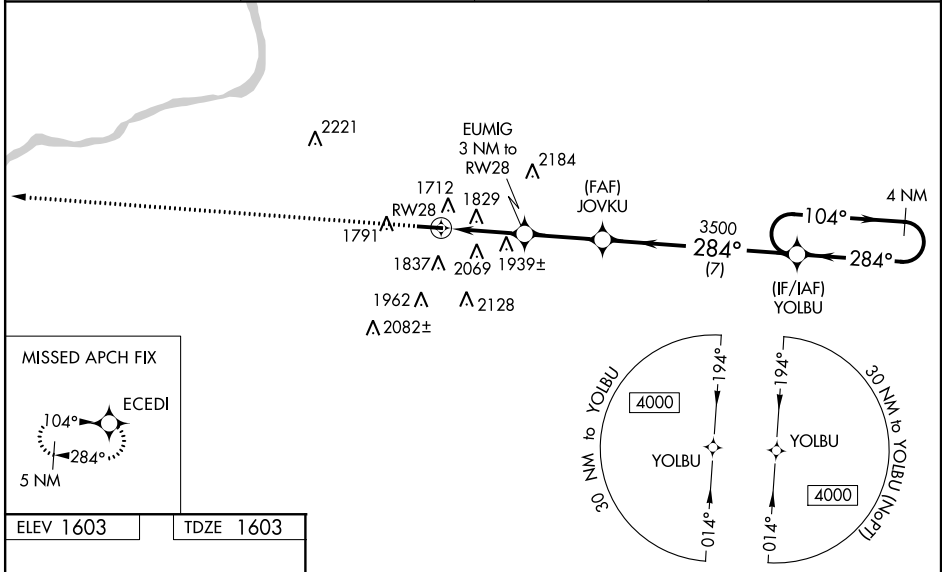
RNAV (GPS) RWY 28

HAZLETON RGNL (HZL)

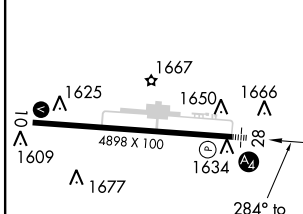
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wilkes-Barre/Scranton Intl altimeter setting and all DA 146 feet and all MDA 160 feet; increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ⅔ mile, increase LNAV Cats C/D visibility ½ mile, and increase Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. For inop MALS, increase LPV all Cats visibility to 1¼ mile, increase LNAV/VNAV all Cats visibility to 1⅞ and LNAV Cats C/D visibility to 1¾ mile. Inop table does not apply to LNAV Cats A/B. For inop MALS when using Wilkes-Barre/Scranton Intl altimeter setting, increase LPV all Cats visibility to 1¾ mile, and LNAV Cat B to 1¼ mile and Cats C/D visibility to 2 miles. Inop table does not apply to LNAV/VNAV or LNAV Cat A. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

MISSED APPROACH:
Climb to 4100 direct ECEDI and hold.

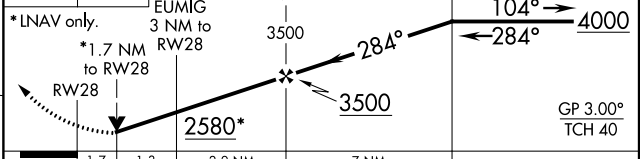
AWOS-3 119.975	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 121.7	UNICOM 123.0 (CTAF) ①
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ELEV 1603	TDZE 1603
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4100 ECEDI VGSI and RNAV glidepath not coincident (VGSI Angle 3.17/TCH 40). YOLBU 4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1965-1 362 (400-1)			
LNAV/VNAV DA	2141-1½ 538 (600-1½)			
LNAV MDA	2200-1 597 (600-1)	2200-1¾ 597 (600-1¾)		
C CIRCLING	2200-1 597 (600-1)	2380-1 777 (800-1)	2480-2½ 877 (900-2½)	2520-3 917 (1000-3)

REIL Rwy 10
MIRL Rwy 10-28 ①

NE-4, 28 MAR 2019 to 25 APR 2019

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