

WAAS CH 40330 W28A	APP CRS 285°	Rwy Idg 5018 TDZE 50 Apr Elev 52
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RNAV (GPS) RWY 28L

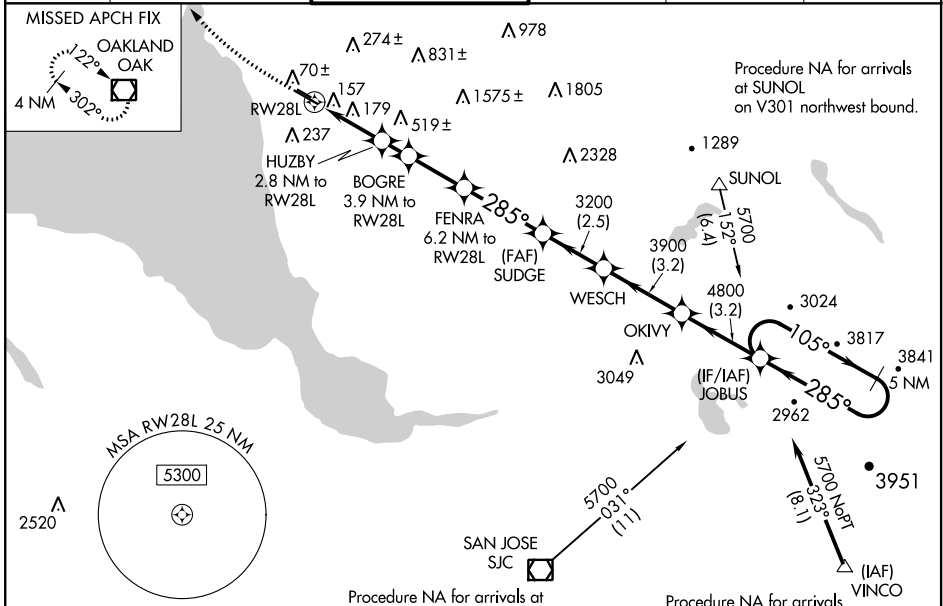
HAYWARD EXEC(HWD)

RNP APCH.

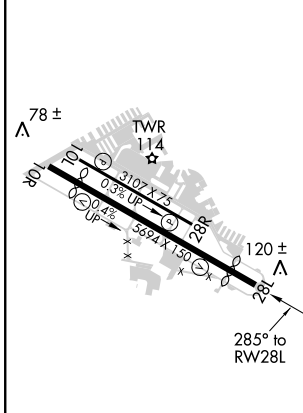
Baro-VNAV NA. When local altimeter setting not received, use Oakland altimeter setting; increase all DA/MDA 20 feet, and LNAV/VNAV all Cats and LNAV Cat C/D visibility 1/8 SM and Circling Cat D visibility 1/4 SM. Circling NA north of Rwy 10L-28R. Rwy 28L: Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 2100 direct OAK VOR/DME and hold.

ATIS 126.7	NORCAL APP CON 124.4 351.8	HAYWARD TOWER ★ 120.2 (CTAF) 257.8	GND CON 121.4	CLNC DEL 128.05	UNICOM 122.95
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ELEV 52	TDZE 50
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600	2100	OAK	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 35).	OKIVY	JOBUS	5 NM Holding Pattern
*LNAV only.		HUZBY 2.8 NM to RWY 28L BOGRE 3.9 NM to RWY 28L FENRA 6.2 NM to RWY 28L SUDGE (FAF)	WESCH 3200 OKIVY 3900 JOBUS 4800	105° → 5700 ← 285°		
2.8	1.1 NM	2.3 NM	3.3 NM	2.5 NM	3.2 NM	3.2 NM
1000*	1360*	2120*	3200	3900	4800	5700
GP 3.10° TCH 35						

CATEGORY	A	B	C	D
LPV DA	348-1		298 (300-1)	
LNAV/VNAV DA	400-1 1/8		350 (400-1 1/8)	
LNAV MDA	460-1	410 (500-1)	460-1 1/8	410 (500-1 1/8)
CIRCLING	540-1	488 (500-1)	540-1 1/2	920-2 3/4 868 (900-2 3/4)

MIRL Rwy 10R-28L
 MIRL Rwy 10L-28R
 REIL Rwy 10R and 28L

SW-2, 16 JUN 2022 to 14 JUL 2022

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