

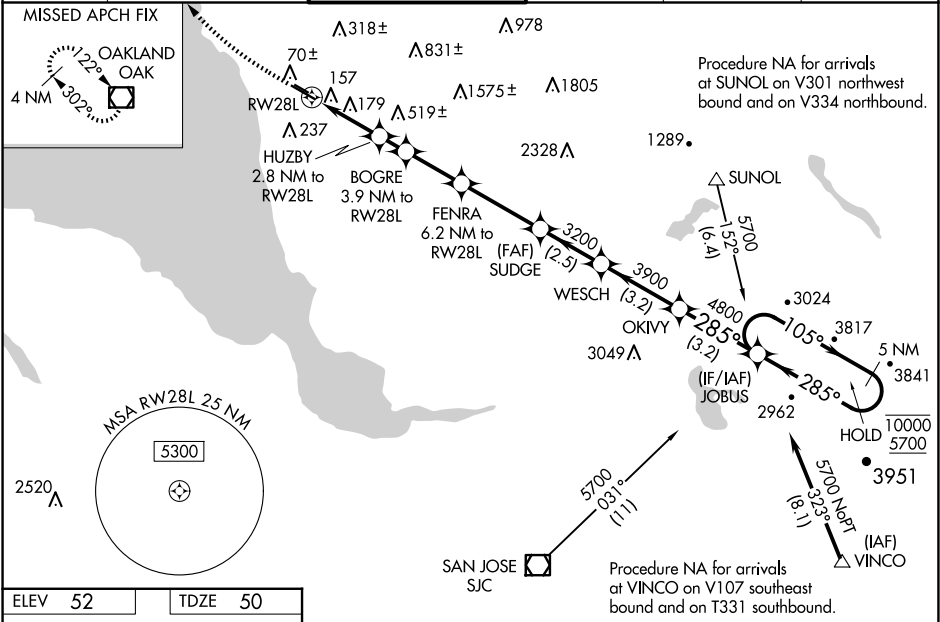
WAAS CH <b>40330</b> <b>W28A</b>	APP CRS <b>285°</b>	Rwy Idg TDZE <b>50</b> Apt Elev <b>52</b>
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RNAV (GPS) RWY 28L

HAYWARD EXEC (HWD)

RNP APCH - GPS.	MISSED APPROACH: Climb to 600 then climbing right turn to 2100 direct OAK VOR/DME and hold.
<div><div><div>Baro-VNAV NA. Circling Rwy 10L, 28R NA at night. Rwy 28L helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use OAK altimeter setting and increase LPV DA to 370 feet; increase LNAV/VNAV DA to 461 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat D ¼ SM. Circling NA north of Rwy 10L-28R.</div></div></div>	

ATIS <b>126.7</b>	NORCAL APP CON <b>124.4 351.8</b>	HAYWARD TOWER* <b>120.2 (CTAF) 257.8</b>	GND CON <b>121.4</b>	CLNC DEL <b>128.05</b>	UNICOM <b>122.95</b>
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ELEV 52	TDZE 50	600	2100	OAK	VGSi and RNAV glidepath not coincident (VGSi Angle 4.00/TCH 35).
<div><div>TWR 114</div><div>3108 X 75</div><div>0 0.3% UP</div><div>0.4% 569 X 150</div><div>28L</div><div>285°</div></div>		<div><div>5 NM Holding Pattern</div><div>105°</div><div>285°</div><div>10000</div><div>5700</div><div>GP 3.10°</div><div>TCH 35°</div></div>			
<div><div>0.9 NM to RW28L</div><div>1.9 NM to RW28L</div><div>1.1 NM to RW28L</div><div>2.3 NM to RW28L</div><div>3.3 NM to RW28L</div><div>2.5 NM to RW28L</div><div>3.2 NM to RW28L</div><div>3.2 NM to RW28L</div></div>		<div><div>1000</div><div>1360</div><div>2120</div><div>3200</div><div>3900</div><div>4800</div></div>			
CATEGORY		A B C D			
LPV DA		348-1 298 (300-1)			
LNAV/VNAV DA		439-1½ 389 (400-1½)			
LNAV MDA		460-1 410 (500-1) 460-1½ 410 (500-1½)			
CIRCLING		540-1 488 (500-1) 540-1½ 488 (500-1½) 920-2¾ 868 (900-2¾)			