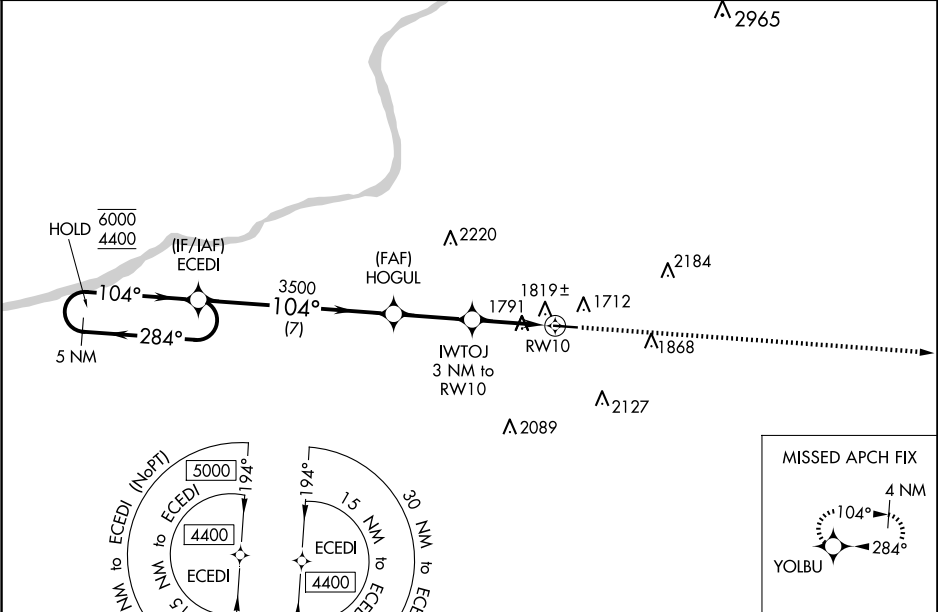


| | | |
|--|------------------------|--|
| WAAS CH 86240 W10A | APP CRS 104° | Rwy Ldg TDZE Apt Elev 4801 1603 1603 |
|--|------------------------|--|

RNAV (GPS) RWY 10

HAZLETON RGNL (HZL)

| | | | |
|---|-------------------------------------|-------------------|---|
| RNP APCH. | | | MISSED APPROACH: Climb to 4600 direct YOLBU and hold. |
| <div><div><div>▼</div><div>▲</div></div><div>Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.</div></div> | | | |
| AWOS-3 119.975 | WILKES-BARRE APP CON 126.3 256.7 | CLNC DEL 121.7 | UNICOM 123.0 (CTAF) 0 |



| | | | | | |
|---|------------------------------------|-------------|--|--|--|
| ELEV 1603 | | D | | TDZE 1603 | |
| <p>5 NM Holding Pattern</p> <p>ECEDI</p> <p>6000 ← 284°</p> <p>4400 → 104°</p> <p>GP 3.00° TCH 56</p> <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 46).</p> <p>HOGUL</p> <p>3500</p> <p>IWTOJ 3 NM to RW10</p> <p>*1.4 NM to RW10</p> <p>*LNAV only.</p> <p>104°</p> <p>104°</p> <p>3500</p> <p>2600*</p> <p>7 NM</p> <p>2.8 NM</p> <p>1.6</p> <p>1.4</p> | | | | | |
| CATEGORY | A | B | C | D | |
| LPV DA | 2059-1 ³ / ₈ | | 456 (500-1 ³ / ₈) | | |
| LNAV/VNAV DA | 2104-1 ³ / ₈ | | 501 (600-1 ³ / ₈) | | |
| LNAV MDA | 2080-1 | 477 (500-1) | 2080-1 ³ / ₈ | 477 (500-1 ³ / ₈) | |
| CIRCLING | 2140-1 | 2400-1 | 2480-2 ¹ / ₂ | 2520-3 | |
| | 537 (600-1) | 797 (800-1) | 877 (900-2 ¹ / ₂) | 917 (1000-3) | |
| REIL Rwy 10 0 | | | | | |
| MIRL Rwy 10-28 0 | | | | | |