


WAAS CH <b>56239</b> <b>W34B</b>	APP CRS <b>326°</b>	Rwy Ldg <b>3715</b> TDZE <b>182</b> Apt Elev <b>192</b>
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## RNAV (GPS) RWY 34L

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

	DME/DME RNP-0.3 NA. When local alimeter setting not received, use Washington Dulles Intl alimeter setting and increase all MDA 60 feet; increase LNAV Cat C/D and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.			MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold.	
	ATIS <b>125.175</b>	POTOMAC APP CON <b>128.525 306.925</b>	MANASSAS TOWER ★ <b>133.1 (CTAF) 0 360.75</b>	GND CON <b>121.8</b>	CLNC DEL <b>120.2</b>

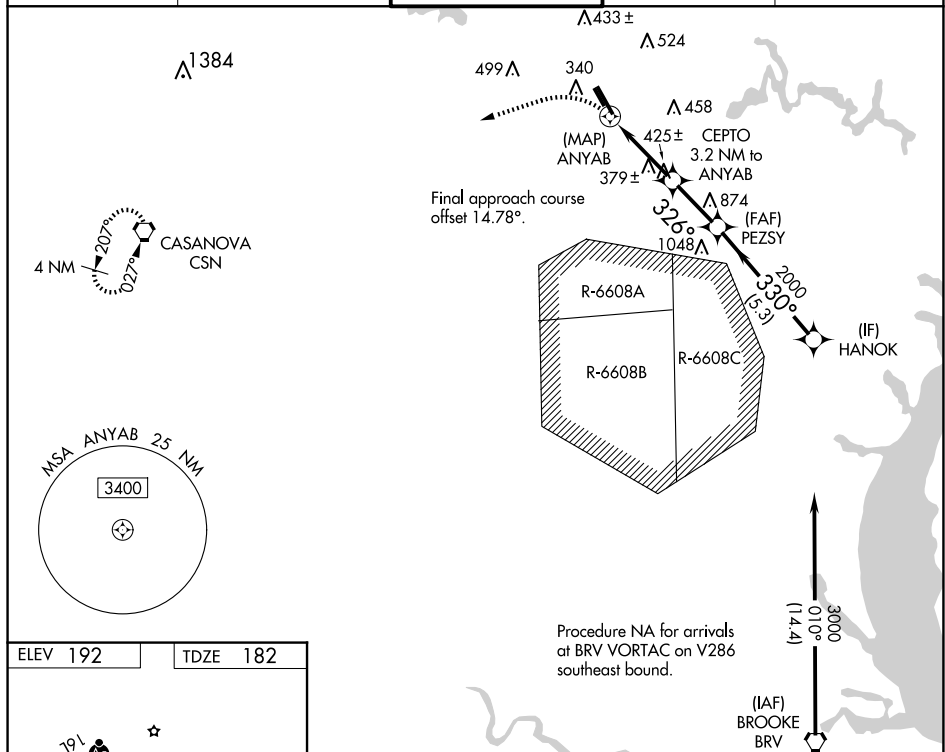


Diagram illustrating the HIRL and MRL Rwy 16R and 34L. The diagram shows a 3260 x 100 ft runway with a 326° heading. It includes a TWR (Tower) and a 34R (Right of Way) point. The diagram also shows the HANOK VORTAC station with a 3000 ft MSL elevation and a 326° heading. The diagram includes a table of MDA and LNAV MDA values for various categories (A, B, C, D) and a table of circling MDA values for various categories (A, B, C, D).

CATEGORY	A	B	C	D
LP MDA	640-1	458 (500-1)	640-1 $\frac{3}{8}$	458 (500-1 $\frac{3}{8}$ )
LNAV MDA	680-1	498 (500-1)	680-1 $\frac{3}{8}$	498 (500-1 $\frac{3}{8}$ )
CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1 $\frac{3}{4}$ 648 (700-1 $\frac{3}{4}$ )	880-2 $\frac{1}{4}$ 688 (700-2 $\frac{1}{4}$ )