

WAAS CH 56416 W34A	APP CRS 339°	Rwy Ldg 5387 TDZE 322 Apt Elev 341
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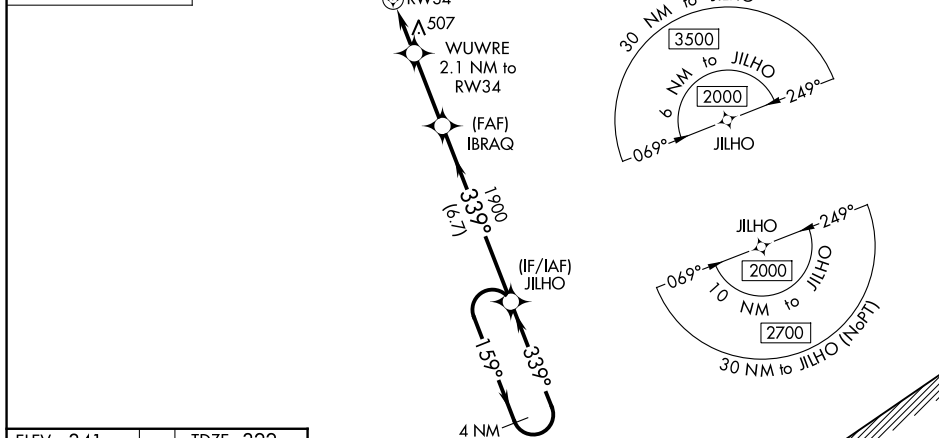
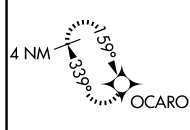
RNAV (GPS) RWY 34
HAWKINS FLD (HKS)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Jackson-Medgar Wiley Evers Intl altimeter setting. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 19 feet and all MDA 20 feet. Increase LPV and LNAV/VNAV all Cats visibility $\frac{1}{8}$ mile and Circling Cat C visibility $\frac{1}{4}$ mile. Rwy 34 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH.
Climb to 2000 direct
OCARO and hold.

ASOS 120.625	JACKSON APP CON ★ 123.9 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 (When twr closed)	UNICOM 122.95
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MISSED APCH FIX



ELEV 341		TDZE 322
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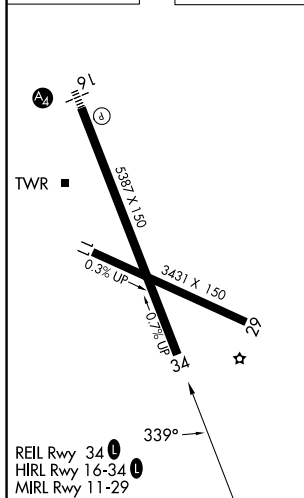


Figure 1: Example of a 4 NM Holding Pattern. The diagram illustrates a holding pattern for RW34. The pattern starts at RW34, proceeds 1.3 NM to a point, then 0.8 NM to the 1000* MSL altitude. From there, it proceeds 2.8 NM to the 1900 MSL altitude, then 6.7 NM to the 1900 MSL altitude. The pattern then turns 159° and proceeds 159° to the 2000 MSL altitude. The pattern is a 4 NM Holding Pattern. The diagram also shows the 1000* MSL altitude, the 1900 MSL altitude, and the 2000 MSL altitude. The diagram includes a scale bar for 1.3 NM, 0.8 NM, 2.8 NM, and 6.7 NM. The diagram also includes a scale bar for 1.3 NM, 0.8 NM, 2.8 NM, and 6.7 NM. The diagram includes a scale bar for 1.3 NM, 0.8 NM, 2.8 NM, and 6.7 NM.

RNAV (GPS) RWY 34