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| WAAS CH 45818 W18A | APP CRS 180° | Rwy Idg 5001 TDZE 44 Apt Elev 47 |
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RNAV (GPS) RWY 18

HAMMOND NORTHSORE RGNL (HDC)

V Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility 1¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MALSR



MISSED APPROACH:
Climb to 2200 direct
LYRON and hold.

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|------------------------|--|---|--------------------------|---|
| ATIS 118.325 | NEW ORLEANS APP CON 119.3 350.35 | HAMMOND TOWER ★ 120.575 (CTAF) 0 | GND CON 119.85 | CLNC DEL 119.3 (When twr closed) |
|------------------------|--|---|--------------------------|---|

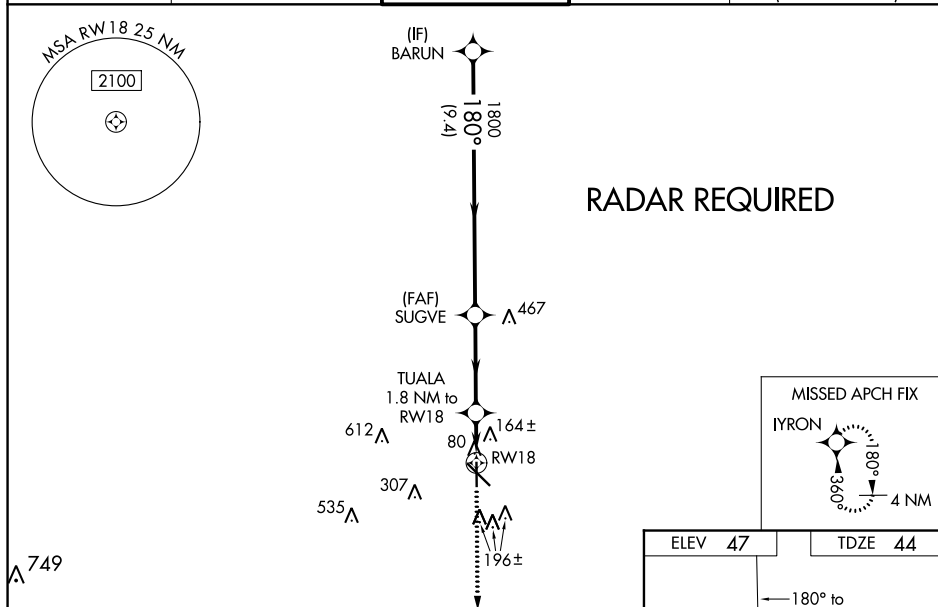


Figure 1-1: Example of a 4-Segment RNAV (L) Approach. The diagram shows a four-segment RNAV (L) approach for a runway (RW18). The segments are labeled A, B, C, and D. Segment A is a 9.4 NM straight-in approach from BARUN. Segment B is a 3.5 NM straight-in approach from SUGVE. Segment C is a 0.7 NM straight-in approach from TUALA. Segment D is a 1.1 NM final approach segment to RW18. The approach is a 180-degree turn from the previous segment. The approach is labeled 'GP 3.00° TCH 52'. The approach is labeled 'LNNAV only.' with a heading indicator showing 2200 and 1800. The approach is labeled 'RW18'.

| CATEGORY | A | B | C | D |
|-------------------|--------------------|---------------------------|---|----------------------|
| LPV DA | | 244- $\frac{1}{2}$ | 200 (200- $\frac{1}{2}$) | |
| LNNAV/ VNAV DA | | 466-1 | 422 (500-1) | |
| LNNAV MDA | 460- $\frac{1}{2}$ | 416 (500- $\frac{1}{2}$) | 460- $\frac{3}{4}$ 416 (500- $\frac{3}{4}$) | 460-1 416 (500-1) |
| CIRCLING | 500-1 | 453 (500-1) | 500-1 $\frac{1}{2}$ 453 (500-1 $\frac{1}{2}$) | 620-2 573 (600-2) |

