

WAAS CH 61308 W18A	APP CRS 179°	Rwy Idg 6500 TDZE 0 Apt Elev 0
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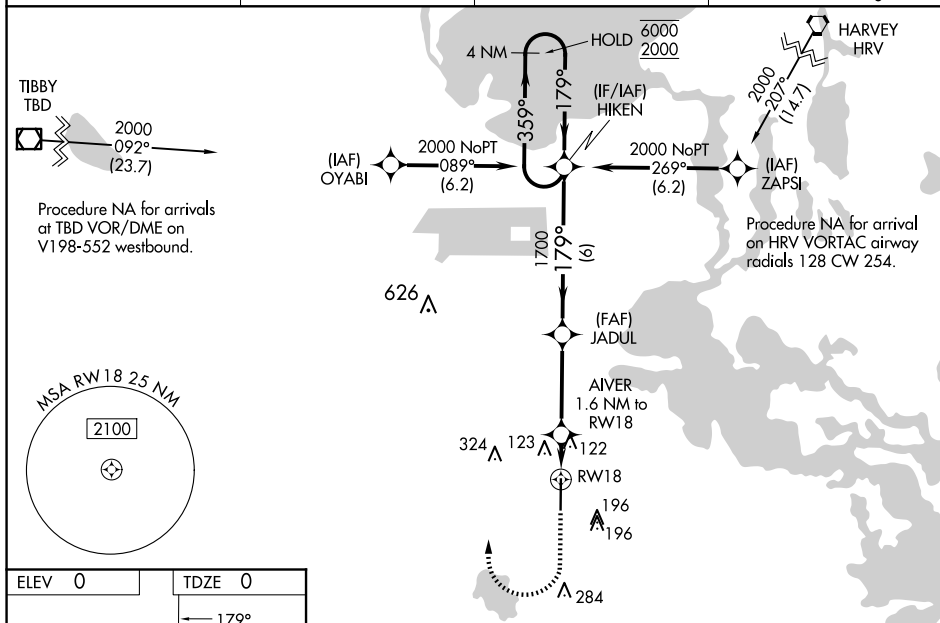
RNAV (GPS) RWY 18

RNP APCH - GPS.

T Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 396 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 361 feet, visibility Cats A and B $\frac{1}{4}$ SM and Cats C and D $\frac{1}{2}$ SM; increase all MDAs 80 feet and LNAV visibility Cats C and D $\frac{3}{4}$ SM and Circling visibility Cats C and D $\frac{1}{4}$ SM. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH:
Climb to 520 then
climbing right turn to
2000 direct HIKEN
and hold.

AWOS-3PT 118,175	NEW ORLEANS APP CON 120.85 256.9	CLNC DEL 120.85	UNICOM 123.0 (CTAF) 0
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MIRA 179°

REIL Rwy 18

ELEV 0

TDZE 0

179°

81

6500 X 100

36

H

P

A3

Diagram illustrating the 4 NM Holding Pattern for RW18. The pattern is defined by a 179° turn. The holding pattern is 1.1 NM to RW18. The fix JADUL 1700 is 1.6 NM to RW18. The diagram also shows the 520, 1000, and 2000 frequency bands.