

LAUREL, MISSISSIPPI

AL-5185 (FAA)

24305

WAAS CH 86404 W31A	APP CRS 315°	Rwy Idg 5513 TDZE 238 Apt Elev 238
--	------------------------	---

RNAV (GPS) RWY 31
HESLER/NOBLE FLD (LUL)

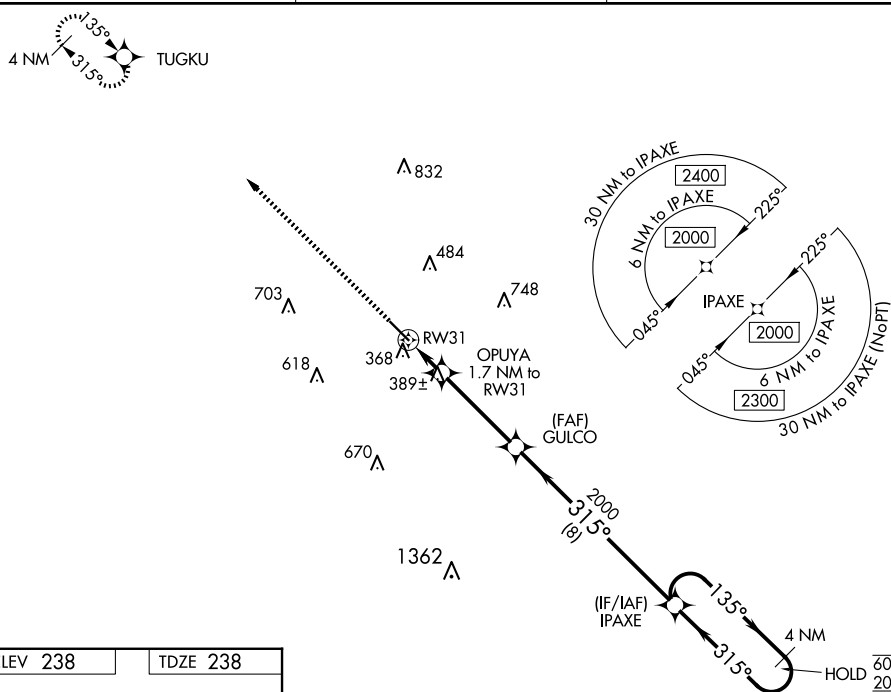
RNP APCH.

T Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct TUGKU and hold.

AWOS-3PT
119.275

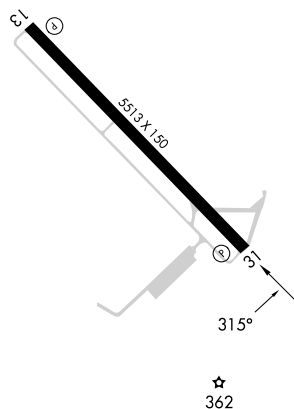
HOUSTON CENTER
126.8 327.8

UNICOM
123.05 (CTAF) **L**

SC-4, 04 SEP 2025 to 02 OCT 2025

ELEV 238

TDZE 238



REIL Rwy 13 **L**
HIRL Rwy 13-31 **L**

The diagram illustrates the TUGKU VOR/DME station and its associated flight paths. Key features include:

- TUGKU Station:** Located at the top left, with a heading of 2000.
- VGSJ and RNAV glidepath:** Not coincident, with a VGSJ angle of 3.00/TCH 40.
- OPUYA:** A point located 1.7 NM from RW31.
- GULCO:** A point located 2000 units away from OPUYA.
- IPAXE:** A point located 8 NM from GULCO.
- Holding Pattern:** A 4 NM holding pattern centered on IPAXE.
- Flight Paths:**
 - A path from TUGKU to RW31 via OPUYA, with segments of 1.1 NM and 0.6 NM.
 - A path from RW31 to GULCO, labeled 800*.
 - A path from GULCO to IPAXE, labeled 2000.
 - A path from IPAXE to the 6000/2000 intersection, labeled 315° and 135°.
- GP 3.00° TCH 40:** Indicated near the bottom right.

CATEGORY	A	B	C	D
LPV DA		524-1	286 (300-1)	
LNAP/VNAV DA		554-1	316 (400-1)	
LNAP MDA	640-1	402 (500-1)	640-1½	402 (500-1½)
CIRCLING	700-1 462 (500-1)	800-1 562 (600-1)	1040-2¼ 802 (900-2¼)	1060-2¾ 822 (900-2¾)

LAUREL, MISSISSIPPI
Amdt 1C 08OCT20

31°40'N-89°10' W

HESLER/NOBLE FLD (LUL)
RNAV (GPS) RWY 31