

WAAS CH 61013 W30A	APP CRS 304°	Rwy Idg 4999 TDZE 9 Apt Elev 9
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RNAV (GPS) RWY 30

HOUMA-TERREBONNE (HUM)

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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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 336, LNAV/VNAV DA to 489, and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ⅓ SM. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct NACIV and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER★ 125.3 (CTAF) 0 346.3	GND CON 123.875	CLNC DEL 118.9 (When twr closed)	UNICOM 122.95
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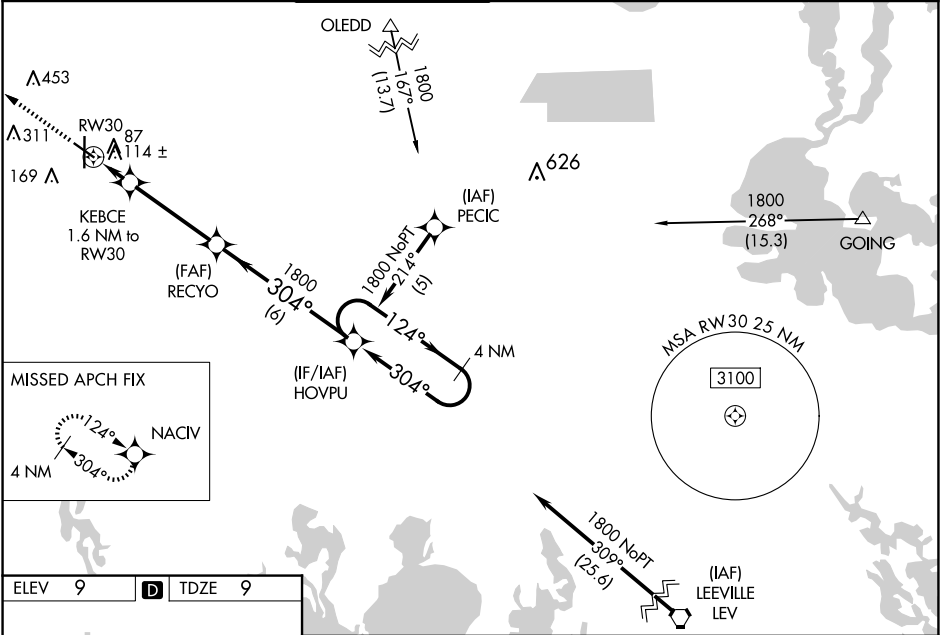


Diagram showing Runway 30 and Runway 36. Runway 30 is 4990 x 185 feet. Runway 36 is 6509 x 150 feet. The diagram includes a tower (TWR 88), a VOR station (AS), and a DME station (81.1). The diagram also shows the intersection of Runway 30 and Runway 36, with a 304° heading indicated. The diagram includes a 120° heading and a 30° heading. The diagram also shows a 100° heading and a 180° heading.

REIL Rwy 12, 30 and 36
MIRL Rwy 12-30 and 18-36

1800

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NACIV

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00°/TCH 39°).

4 NM
Holding Pattern

RECVO

HOVPU

KEBCE
1.6 NM to
RW30

304°

1800

1800

124°

1800

560*

1.6 NM

3.8 NM

6 NM

GP 3.00°

TCH 45

* LNAV only

RW30

1800

124°

1800

CATEGORY	A	B	C	D
LPV DA	259-3/4 250 (300-3/4)			
LNAV/VNAV DA	412-1 1/8 403 (500-1 1/8)			
LNAV MDA	380-1 371 (400-1)			
C CIRCLING	480-1 471 (500-1)		760-2 1/4 751 (800-2 1/4)	760-2 1/2 751 (800-2 1/2)