

RNAV (GPS) RWY 34

WAAS CH 88848 W34A	APCH CRS 338°	Rwy Idg 4107 TDZE 321 Arpt Elev 330
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[USA]

MAKS AAF (KPOE)

RNP APCH - GPS

RADAR required for arrivals at CATVO.

T * When ALS inop, increase vis to 1 mile.

▼ ** When ALS inop, increase vis to $\frac{7}{8}$ mile.

*** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/4 miles

When control tower is closed, increase vis to 1 mile.

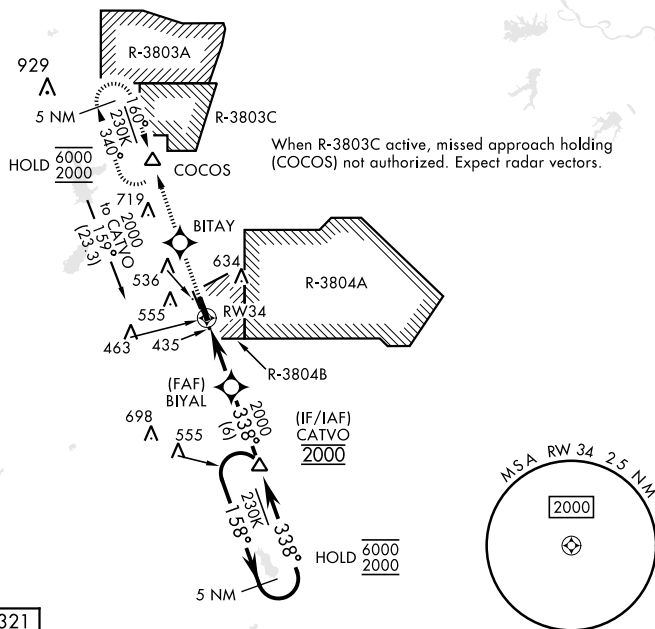


MISSED APPROACH: Climb to 2000 direct BITAY and on track 340° to COCOS and hold.

ATIS 134.85 282.2	APP CON 123.7 261.3	TOWER ★ 119.0 (CTAF) 257.75	GND CON 121.8 239.25	ASR/PAR
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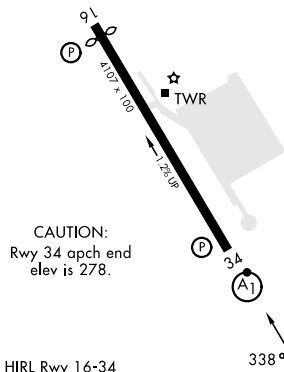
Rwy 34 helicopter visibility reduction below 3/4 mile not authorized.

For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 54°C .



ELEV	330		TDZE	321
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Rwy 16 Idg 3913'



HIRL Rwy 16-34
REIL Rwy 16 and 34

The diagram illustrates the CATVO approach procedure. It shows a 5 NM Holding Pattern at the CATVO fix. A 1.4 NM distance leads from the holding pattern to RW34. A 5.3 NM distance is shown from the start of the approach to the CATVO fix. The diagram also indicates the runway alignment and the holding pattern entry point.

FORT JOHNSON, LOUISIANA

31° 03' N-93° 11' W

MAKS AAF (KPOE)

Amdt 3 15MAY25

RNAV (GPS) RWY 34

SC-4, 02 OCT 2025 to 30 OCT 2025

SC-4, 02 OCT 2025 to 30 OCT 2025