

WAAS  
CH **86942**  
**W18A**

APP CRS  
**184°**

Rwy Idg  
TDZE  
Apt Elev  
**39**  
**39**

**RNAV (GPS) RWY 18**

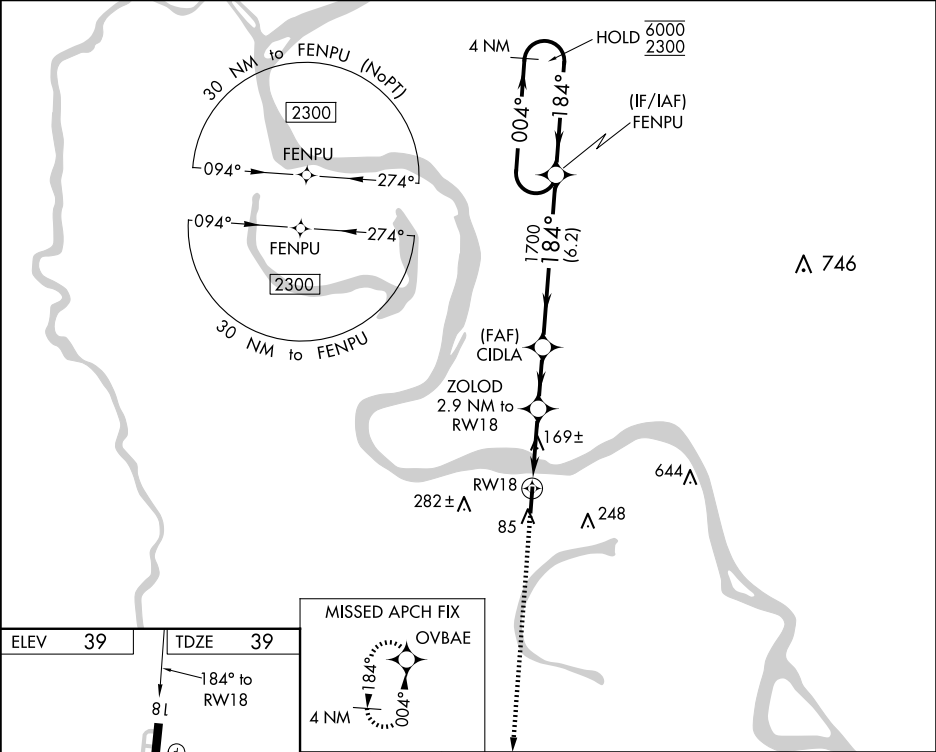
FALSE RIVER RGNL (HZR)

RNP APCH.

▼ Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baton Rouge altimeter setting and increase all DA 51 feet and all visibility ⅛ SM; increase all MDA 60 feet, and LNAV Cat C/D and Circling Cat C visibility ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Baton Rouge altimeter setting.

MISSED APPROACH: Climb to 2100 direct OVBAE and hold.

|                            |                                            |                                 |
|----------------------------|--------------------------------------------|---------------------------------|
| AWOS-3PT<br><b>121.250</b> | BATON ROUGE APP CON★<br><b>120.3 278.3</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--------------------------------------------|---------------------------------|



ELEV 39

TDZE 39

184° to RW18

81

5003 x 75

36

MIRL Rwy 18-36

REIL Rwy 18

2100

OVBAE

\*LNAV only.

\*1 NM to RW18

ZOLOD 2.9 NM to RW18

CIDLA 1700

FENPU 4 NM Holding Pattern

004° → 6000

← 184° 2300

GP 3.00° TCH 50

|              |                                                                          |                   |                                                                            |                   |
|--------------|--------------------------------------------------------------------------|-------------------|----------------------------------------------------------------------------|-------------------|
| CATEGORY     | A                                                                        | B                 | C                                                                          | D                 |
| LPV DA       | 347- <sup>7</sup> / <sub>8</sub> 308 (400- <sup>7</sup> / <sub>8</sub> ) |                   |                                                                            |                   |
| LNAV/VNAV DA | 317- <sup>7</sup> / <sub>8</sub> 278 (300- <sup>7</sup> / <sub>8</sub> ) |                   |                                                                            |                   |
| LNAV MDA     | 420-1 381 (400-1)                                                        |                   | 420-1 <sup>1</sup> / <sub>8</sub> 381 (400-1 <sup>1</sup> / <sub>8</sub> ) |                   |
| CIRCLING     | 480-1 441 (500-1)                                                        | 520-1 481 (500-1) | 600-1 <sup>1</sup> / <sub>2</sub> 561 (600-1 <sup>1</sup> / <sub>2</sub> ) | 600-2 561 (600-2) |