

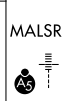
WAAS CH <b>72906</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev	<b>9801</b> <b>609</b> <b>629</b>
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# RNAV (GPS) RWY 18L

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

RNP APCH - GPS

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.  
 ▲ Circling NA for Cats C/D/E east of Rwy 18L-36R. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ SM, and LNAV Cat E visibility to 1¼ SM. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.  
 \* RVR 1800 authorized with use of FD or AP or HUD to DA.

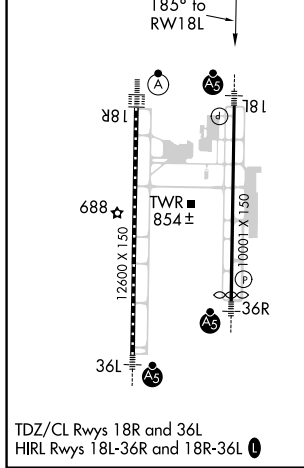
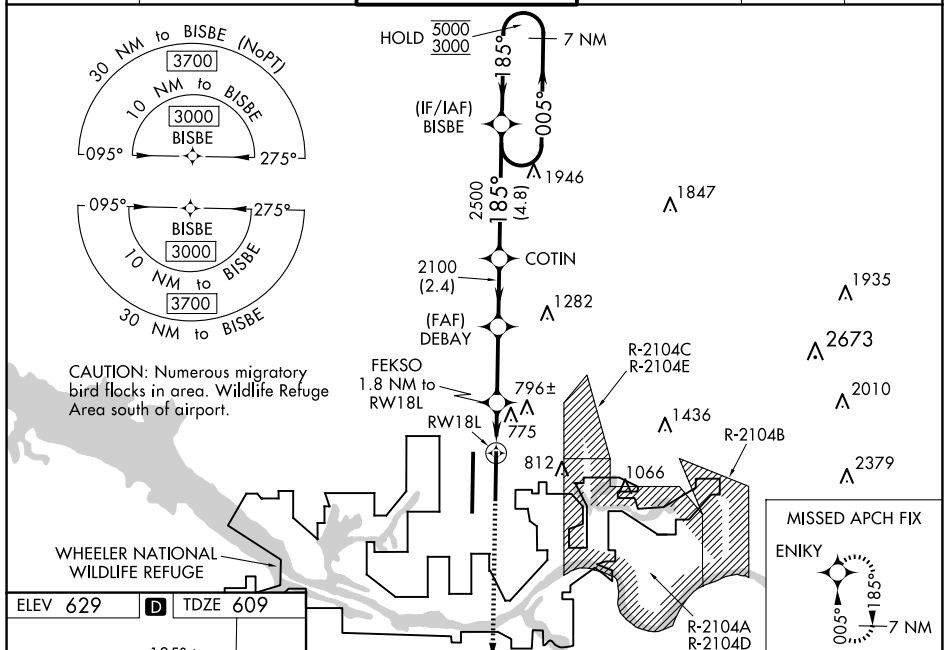


MISSED APPROACH:  
Climb to 3000 direct ENIKY and hold.

ATIS <b>121.25</b>	HUNTSVILLE APP CON * <b>125.6 354.1</b>	HUNTSVILLE TOWER * <b>127.6 (CTAF) 350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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SE-4, 20 MAR 2025 to 17 APR 2025

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ELEV 629	<b>D</b>	TDZE 609			
3000	ENIKY	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 73).	7 NM Holding Pattern		
↑	▲	FEKSO 1.8 NM to RWY 18L	BISBE		
↑	▲	DEBAY 2100	COTIN		
↑	▲	1.1 NM to RWY 18L	BISBE		
↑	▲	1240	2500		
↑	▲	2100	005° → 5000		
↑	▲	185°	← 185° 3000		
↑	▲	GP 3.00° TCH 55			
↑	▲	1.1	0.7		
↑	▲	2.7 NM	2.4 NM		
↑	▲	4.8 NM			
CATEGORY	A	B	C	D	E
LPV DA*	809/24		200 (200-½)		
LNAV/VNAV DA	1057/45		448 (500-¾)		
LNAV MDA	1040/24	431 (500-½)	1040/40		431 (500-¾)
<b>C</b> CIRCLING	1160-1	531 (600-1)	1160-1½	1240-2	1260-2¼
			531 (600-1½)	611 (700-2)	631 (700-2¼)