

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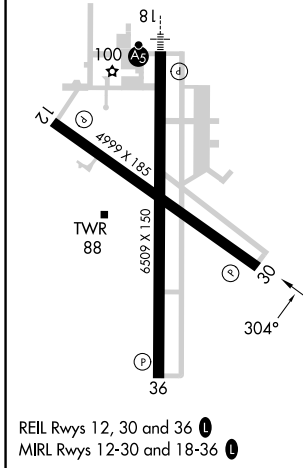
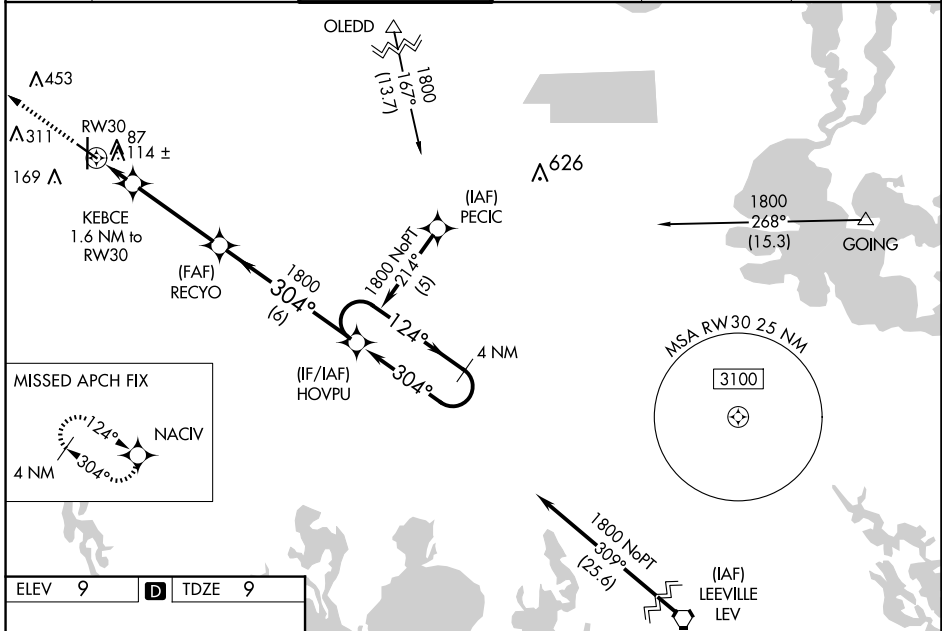
# RNAV (GPS) RWY 30

HOUMA-TERREBONNE (HUM)

**⚠** 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 ¾ SM. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct NACIV and hold.

ATIS <b>120.25</b>	NEW ORLEANS APP CON <b>118.9 350.35</b>	HOUMA TOWER ★ <b>125.3 (CTAF) 0 346.3</b>	GND CON <b>123.875</b>	CLNC DEL <b>118.9</b> (When twr closed)	UNICOM <b>122.95</b>
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ELEV 9	<b>D</b>	TDZE 9		
1800	NACIV	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 39).	4 NM Holding Pattern	
* LNAV only	KEBCE 1.6 NM to RWY 30	RECYO	HOVPU	
RWY 30	560*	304°	124°	
1.6 NM	3.8 NM	6 NM	1800	
			GP 3.00° TCH 45	
CATEGORY	A	B	C	D
LPV DA		259-¾	250 (300-¾)	
LNAV/VNAV DA		412-1⅛	403 (500-1⅛)	
LNAV MDA		380-1	371 (400-1)	
<b>C</b> CIRCLING	480-1	471 (500-1)	760-2¼ 751 (800-2¼)	760-2½ 751 (800-2½)