

VOR/DME TBD 117.15 Chan 118 (Y)	APP CRS 302°	Rwy Ldg 4999 TDZE 9 Apt Elev 9
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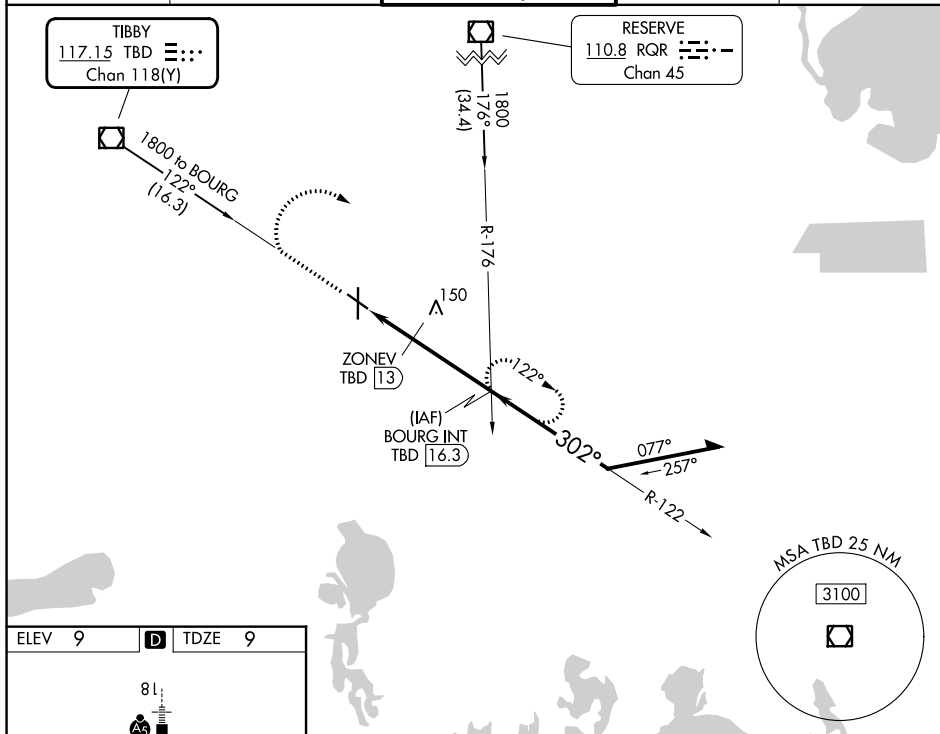
VOR RWY 30
HOUMA-TERREBONNE (HUM)

DME required.

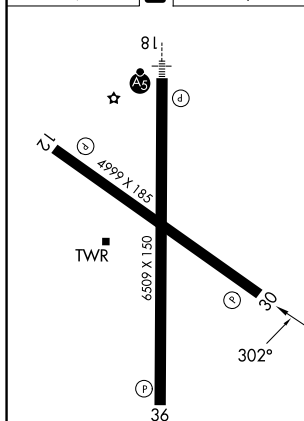
T Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when
A using MSY altimeter setting. When local altimeter setting not received,
 use MSY altimeter setting and increase all MDAs 80 feet, and S-30
 and Circling visibility Cats C/D $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 on TBD VOR/DME R-122 to BOURG INT/TBD 16.3 DME and hold, continue climb-in-hold to 1800.

ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER ★ 125.3 (CTAF) 0 346.3	GND CON 123.875	UNICOM 122.95
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ELEV 9	D	TDZE 9
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REIL Rwy 12, 30 and 36 **L**
MIRL Rwy 12-30 and 18-36 **L**

Diagram illustrating a VGS (Vertical Guidance System) profile. The profile shows a climb from 700 feet to 1800 feet, followed by a level segment at 1800 feet, and then a descent. The climb segment has a 3.09° angle and a 45° TCH (Target Climb Height). The level segment is at 1800 feet. The descent segment has a 122° angle. The diagram also shows the VGS and descent angles not coinciding (VGS Angle 3.00/TCH 39).

CATEGORY	A	B	C	D
S-30	400-1	391 (400-1)	400-1½	391 (400-1½)
CIRCLING	480-1	471 (500-1)	760-2¼ 751 (800-2¼)	760-2½ 751 (800-2½)