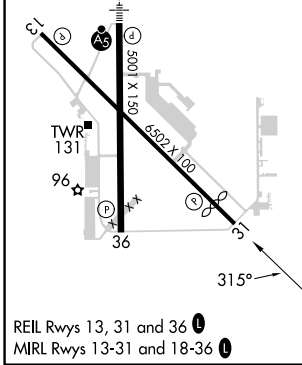
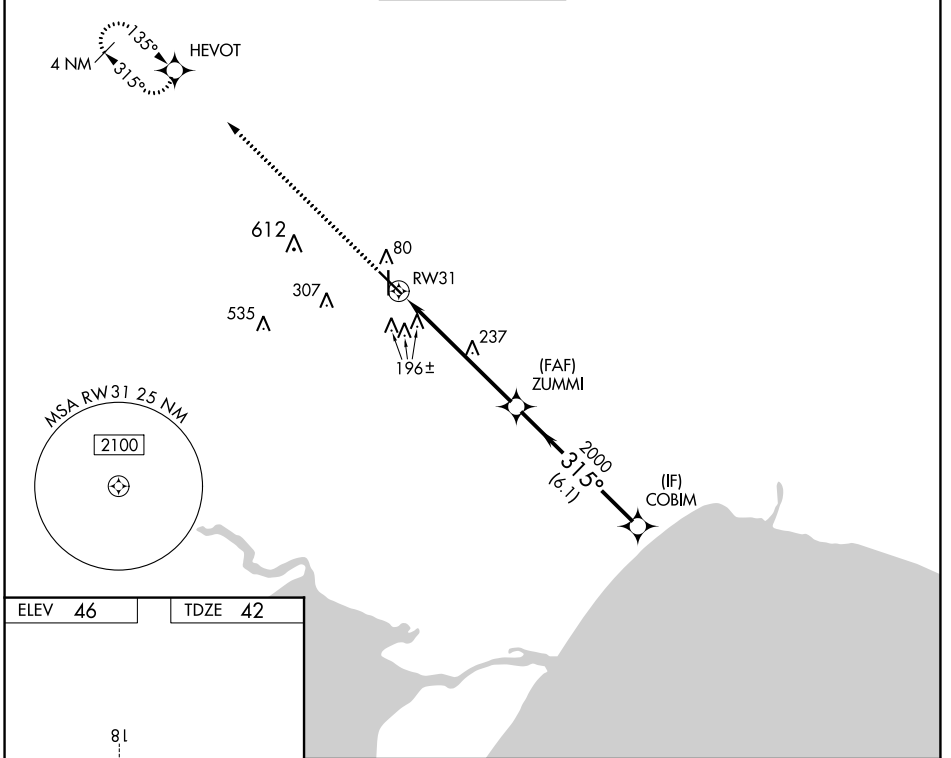


APP CRS	Rwy Idg	5812
315°	TDZE	42
	Apt Elev	46

RNAV (GPS) RWY 31

HAMMOND NORTHSORE RGNL (HDC)

RNP APCH - GPS.		<p>▼ Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat C/D $\frac{1}{4}$ SM, and Circling visibility Cat C/D $\frac{1}{2}$ SM.</p>		<p>MISSED APPROACH: Climb to 2000 direct HEVOT and hold.</p>	
ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER ★ 120.575 (CTAF) 0	GND CON 119.85	CLNC DEL 119.3 (When twr closed)	



ELEV 46	TDZE 42	<p>2000 HEVOT</p> <p>ZUMMI COBIM</p> <p>1.2 NM to RWY 31</p> <p>315°</p> <p>2000</p> <p>3.05° TCH 50</p> <p>VGSI and descent angles not coincident (VGSI Angle 3.30/TCH 56).</p> <p>1.2 NM 4.8 NM 6.1 NM</p>															
<p>REIL Rwy 13, 31 and 36</p> <p>MIRL Rwy 13-31 and 18-36</p>		<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> <tr> <td>LNAV MDA</td> <td>500-1</td> <td>458 (500-1)</td> <td>500-1$\frac{3}{8}$</td> <td>458 (500-1$\frac{3}{8}$)</td> </tr> <tr> <td>C CIRCLING</td> <td>500-1</td> <td>454 (500-1)</td> <td>620-1$\frac{1}{2}$ 574 (600-1$\frac{1}{2}$)</td> <td>920-2$\frac{3}{4}$ 874 (900-2$\frac{3}{4}$)</td> </tr> </table>	CATEGORY	A	B	C	D	LNAV MDA	500-1	458 (500-1)	500-1 $\frac{3}{8}$	458 (500-1 $\frac{3}{8}$)	C CIRCLING	500-1	454 (500-1)	620-1 $\frac{1}{2}$ 574 (600-1 $\frac{1}{2}$)	920-2 $\frac{3}{4}$ 874 (900-2 $\frac{3}{4}$)
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SC-4, 26 DEC 2024 to 23 JAN 2025

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