

VORTAC HRV <u>114.1</u> Chan 88	APP CRS <b>351°</b>	Rwy Idg <b>5135</b> TDZE <b>8</b> Apt Elev <b>8</b>
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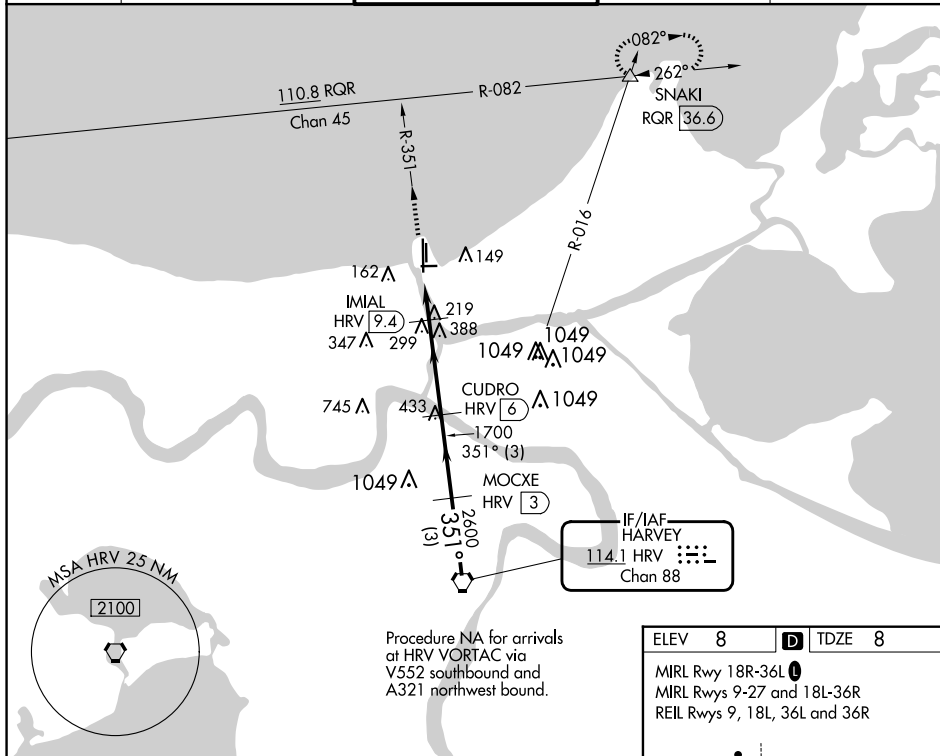
VOR/DME RWY 36L  
LAKEFRONT (NEW)

**T** Visibility reduction by helicopters NA.

**A** When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 40 feet and increase S-36L Cat C/D and Circling Cat D visibilities  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 2000  
via HRV R-351 and RQR R-082 to  
SNAKI INT/RQR 36.6 DME and hold.

ATIS <b>124.9</b>	NEW ORLEANS APP CON NORTH <b>133.15 290.3</b> SOUTH <b>123.85 256.9</b>	LAKEFRONT TOWER * <b>118.95(CTAF) 0</b>	GND CON <b>121.7 335.575</b>	CLNC DEL <b>127.4</b>
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The diagram illustrates a flight path starting from Category A and proceeding through Categories B, C, and finally D. Key features include:

- Category A:** Includes HRV R-351, RQR R-082, and SNAKI.
- Category B:** Features a turn point marked with a cross (X) at 1700 feet. The path includes a segment labeled "IMIAL HRV 9.4" and another labeled "HRV 11.2". A climb gradient of 3.22% and a threshold crossing height (TCH) of 50 are indicated.
- Category C:** Shows a turn point at 2600 feet, followed by a segment labeled "MOCXE HRV 3".
- Category D:** Ends at a final turn point at 2600 feet, labeled "CUDRO HRV 6".
- Other Information:** The path is associated with "VGSJ and descent angles not coincident (VGSJ Angle 3.00/TCH 50)", "Procedure Turn NA", and a distance of "1.8 NM" between A and B, "3.4 NM" between B and C, and "3 NM" between C and D.

