

WAAS CH 99426 W18A	APP CRS 176°	Rwy Idg 6109 TDZE 356 Apt Elev 365
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RNAV (GPS) RWY 18

RNP APCH - GPS.

▲ Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 41°C. Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

▲ When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet and all MDA 60 feet; increase LPV and LNAV/VNAV visibility all Cats $\frac{1}{8}$ SM and LNAV and Circling visibility Cats C/D $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 2400 direct
AMUTE and on track
192° to PIPES and hold.

ATIS 119.65	LONGVIEW APP CON* 124.675 257.975	EASTEX TOWER* 119.2 (CTAF) 0377.05	GND CON 121.6	UNICOM 122.95
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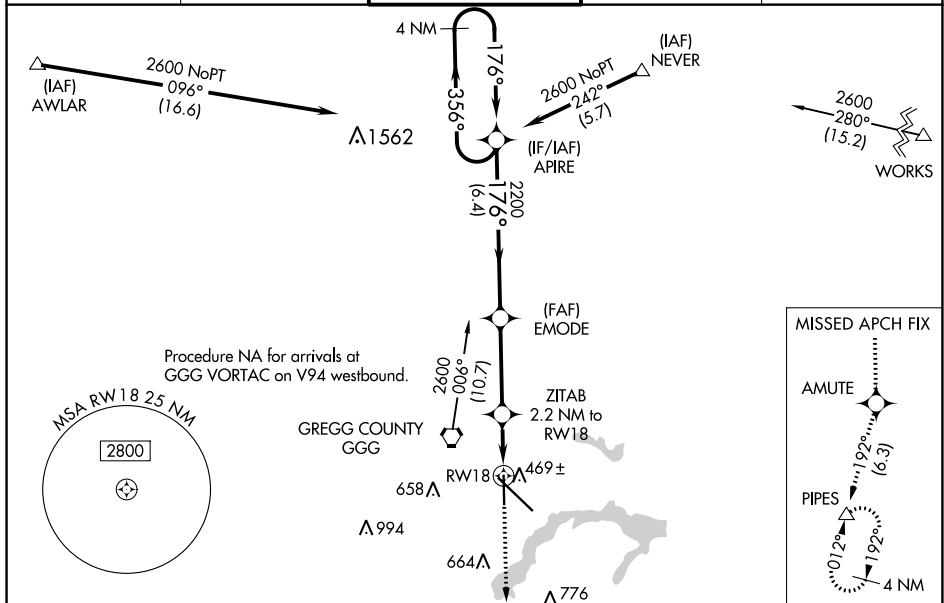


Figure 1 illustrates a 4 NM Holding Pattern. The diagram shows a holding pattern with a 4 NM radius. The aircraft is shown in the pattern, with a heading of 176°. The pattern is labeled "4 NM Holding Pattern". The aircraft is shown in the pattern, with a heading of 176°. The pattern is labeled "4 NM Holding Pattern". The aircraft is shown in the pattern, with a heading of 176°. The pattern is labeled "4 NM Holding Pattern".

SC-2, 22 FEB 2024 to 21 MAR 2024