

WAAS CH <b>86501</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg TDZE <b>740</b> Apt Elev <b>763</b>	<b>6500</b>
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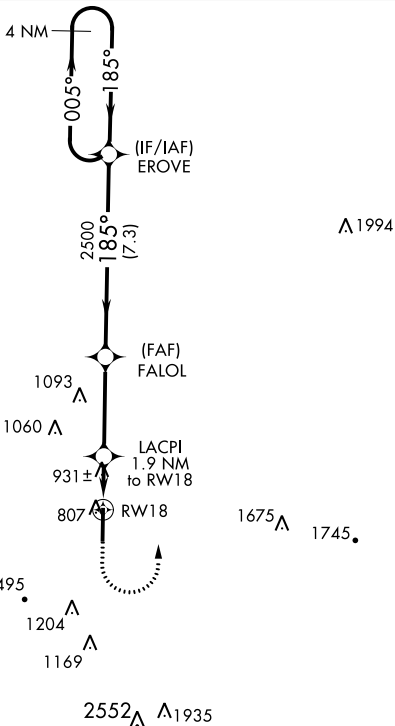
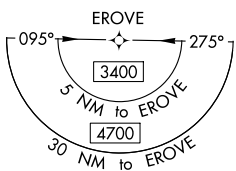
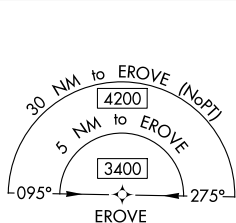
# RNAV (GPS) RWY 18

HUNTSVILLE EXECUTIVE AIRPORT/TOM SHARP JR FIELD (MDQ)

**▼** Baro-VNAV NA. DME/DME RNP-0.3 NA. VDP NA with Huntsville Intl altimeter setting.  
**▲** When local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DA 59 feet and all MDA 60 feet. Increase LPV all Cats visibility  $\frac{1}{8}$  mile and increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility  $\frac{1}{4}$  mile. Helicopter visibility reduction below  $\frac{3}{8}$  SM NA.

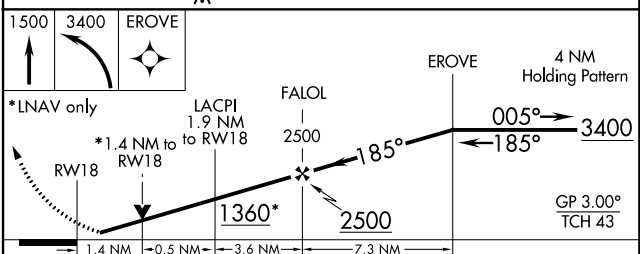
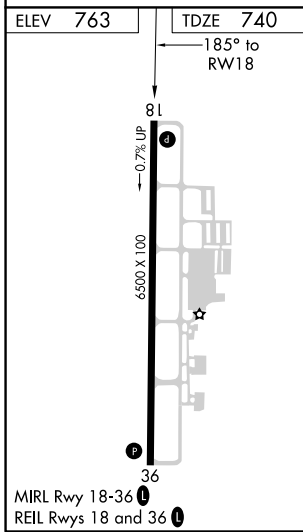
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3400 direct EROVE and hold.

AWOS-3 <b>120.0</b>	HUNTSVILLE APP CON * <b>125.6 354.1</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF) 0</b>
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SE-4, 22 JUN 2017 to 20 JUL 2017

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CATEGORY	A	B	C	D
LPV DA		940- $\frac{3}{4}$	200 (200- $\frac{3}{4}$ )	
LNAV/VNAV DA		1250-1 $\frac{3}{4}$	510 (500-1 $\frac{3}{4}$ )	
LNAV MDA	1200-1	460 (500-1)	1200-1 $\frac{3}{8}$	460 (500-1 $\frac{3}{8}$ )
<b>C</b> CIRCLING	1260-1	497 (500-1)	1560-2 $\frac{1}{4}$ 797 (800-2 $\frac{1}{4}$ )	2000-3 1237 (1300-3)