

APP CRS	Rwy Idg	5004
012°	TDZE	278
	Apt Elev	278

RNAV (GPS) RWY 1
MINDEN (MNE)

T When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Barksdale AFB altimeter setting and increase all MDA 80 feet: visibility LNAV Cat C and D and Circling Cat C to 1³/₄.

MISSED APPROACH:
Climb to 2500 direct
OMAJI and hold.

AWOS-3PT
119.325

SHREVEPORT APP CON
123.75 360.725

GCO
135.075

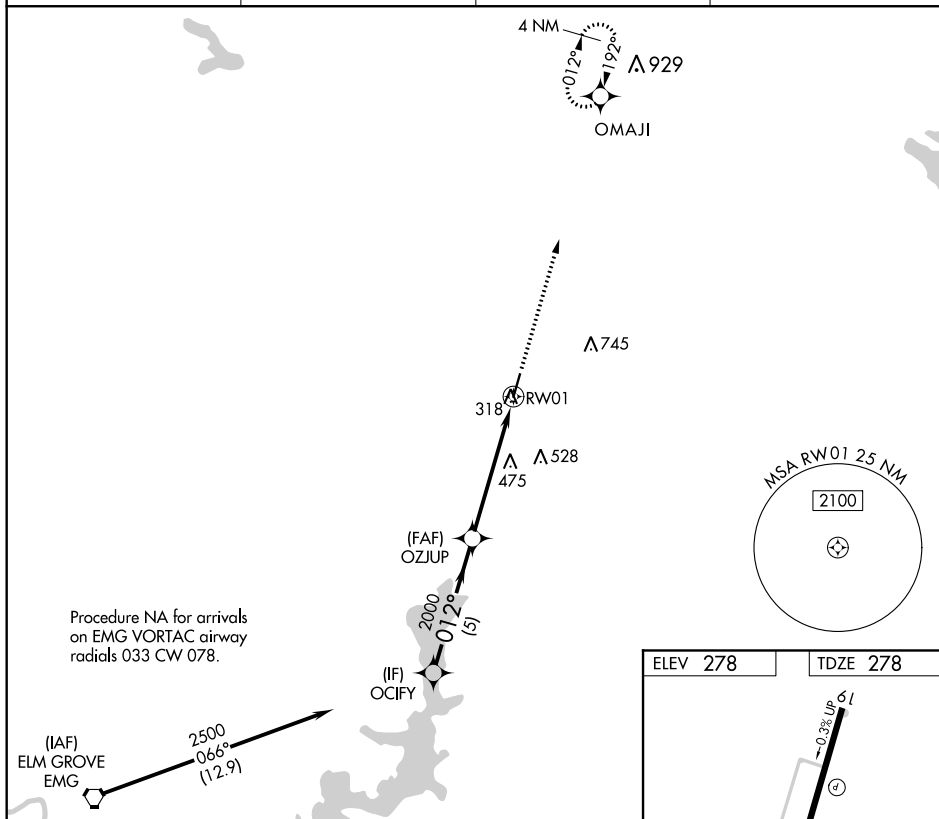
UNICOM
122.8 (CTAF) **L**

Figure 10 illustrates a scenario where the VGSJ (Visual Glide Slope Indicator) and the descent angle are not coincident. The diagram shows a flight path starting at 2500 feet, turning 012 degrees, and then descending at a 3.00% TCH 40 gradient to 2000 feet. The VGSJ (VGSJ Angle 3.15/TCH 53) and descent angle are not coincident. The diagram also shows the OZJUP and RW01 points, and the OMAJI symbol.

CATEGORY	A	B	C	D
LNAV MDA	780-1	502 (600-1)	780-1 $\frac{3}{8}$	502 (600-1 $\frac{3}{8}$)
CIRCLING	780-1 502 (600-1)	820-1 542 (600-1)	820-1 $\frac{1}{2}$ 542 (600-1 $\frac{1}{2}$)	840-2 562 (600-2)

MINDEN, LOUISIANA
Orig-A 26JUN14

32°39'N-93°18'W

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