

LOC/DME I-MSY

109.9

Chan 36

APP CRS

106°

Rwy Ldg

9800

TDZE

4

Apt Elev

4

ILS or LOC RWY 11

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RADAR or DME required.

For inop ALS, increase S-LOC 11 Cat C/D visibility to 1½ SM and increase WENUP fix minimums S-LOC 11 Cat C/D visibility to RVR 4500.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

D-ATIS

127.55

NEW ORLEANS APP CON

WEST 125.5 350.35

EAST 133.15 290.3

NEW ORLEANS TOWER

119.5 254.3

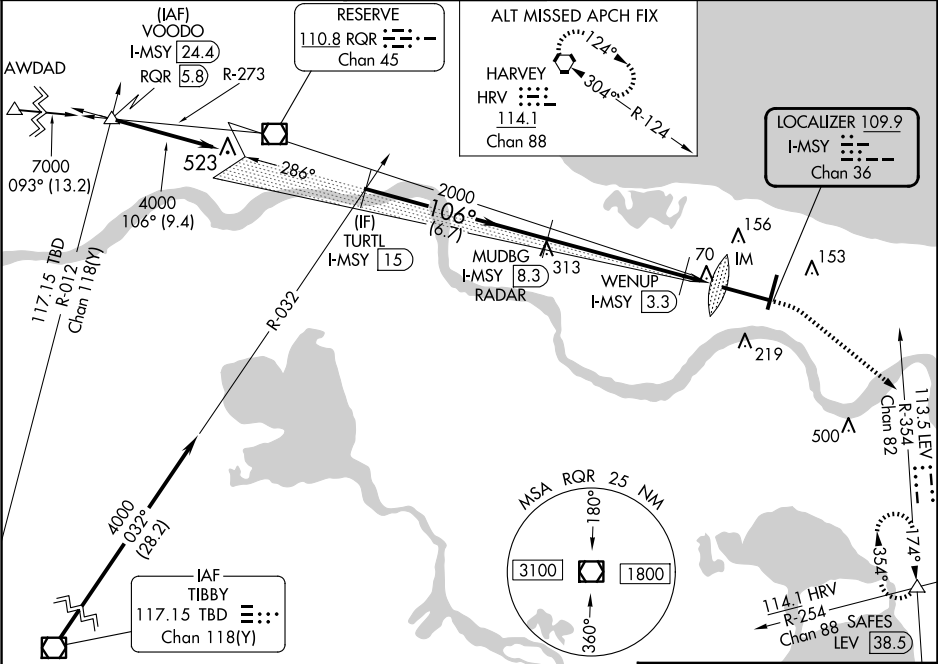
GND CON

121.9 273.525

CLNC DEL

120.925

CPDLC



|                    |  |  |  |                                                                    |  |  |  |                        |  |  |  |                      |  |  |  |               |  |  |  |
|--------------------|--|--|--|--------------------------------------------------------------------|--|--|--|------------------------|--|--|--|----------------------|--|--|--|---------------|--|--|--|
| TURTL<br>I-MSY 15  |  |  |  | VGSi and ILS glidepath not coincident<br>(VGSi Angle 2.80/TCH 73). |  |  |  | 800 2000               |  |  |  | SAFES                |  |  |  | ELEV 4 TDZE 4 |  |  |  |
| MUDBG<br>I-MSY 8.3 |  |  |  | RADAR 2000                                                         |  |  |  | WENUP<br>I-MSY 3.3     |  |  |  | LEV R-354            |  |  |  | △             |  |  |  |
| 4000               |  |  |  | 106°                                                               |  |  |  | 2000                   |  |  |  | 500                  |  |  |  | IM            |  |  |  |
| GS 2.80°<br>TCH 56 |  |  |  | 6.7 NM                                                             |  |  |  | 5 NM                   |  |  |  | 0.6 0.8 0.1          |  |  |  | hdg 130°      |  |  |  |
| CATEGORY           |  |  |  | A                                                                  |  |  |  | B                      |  |  |  | C                    |  |  |  | D             |  |  |  |
| S-ILS 11           |  |  |  | 204/18                                                             |  |  |  | 200 (200-½)            |  |  |  |                      |  |  |  |               |  |  |  |
| S-LOC 11           |  |  |  | 500/24 496 (500-½)                                                 |  |  |  | 500/50 496 (500-1)     |  |  |  |                      |  |  |  |               |  |  |  |
| CIRCLING           |  |  |  | 520-1 516 (600-1)                                                  |  |  |  | 580-1½<br>576 (600-1½) |  |  |  | 600-2<br>596 (600-2) |  |  |  |               |  |  |  |
| WENUP FIX MINIMUMS |  |  |  |                                                                    |  |  |  |                        |  |  |  |                      |  |  |  |               |  |  |  |
| S-LOC 11           |  |  |  | 320/24 316 (400-½)                                                 |  |  |  | 580-1½<br>576 (600-1½) |  |  |  | 600-2<br>596 (600-2) |  |  |  |               |  |  |  |
| CIRCLING           |  |  |  | 520-1 516 (600-1)                                                  |  |  |  | 580-1½<br>576 (600-1½) |  |  |  | 600-2<br>596 (600-2) |  |  |  |               |  |  |  |

|                                                |      |      |      |      |      |
|------------------------------------------------|------|------|------|------|------|
| RLS Rwy 2<br>TDZ/CL Rwy 11<br>HIRL All Runways |      |      |      |      |      |
| FAF to MAP 6.5 NM                              |      |      |      |      |      |
| Knots                                          | 60   | 90   | 120  | 150  | 180  |
| Min:Sec                                        | 6:30 | 4:20 | 3:15 | 2:36 | 2:10 |