

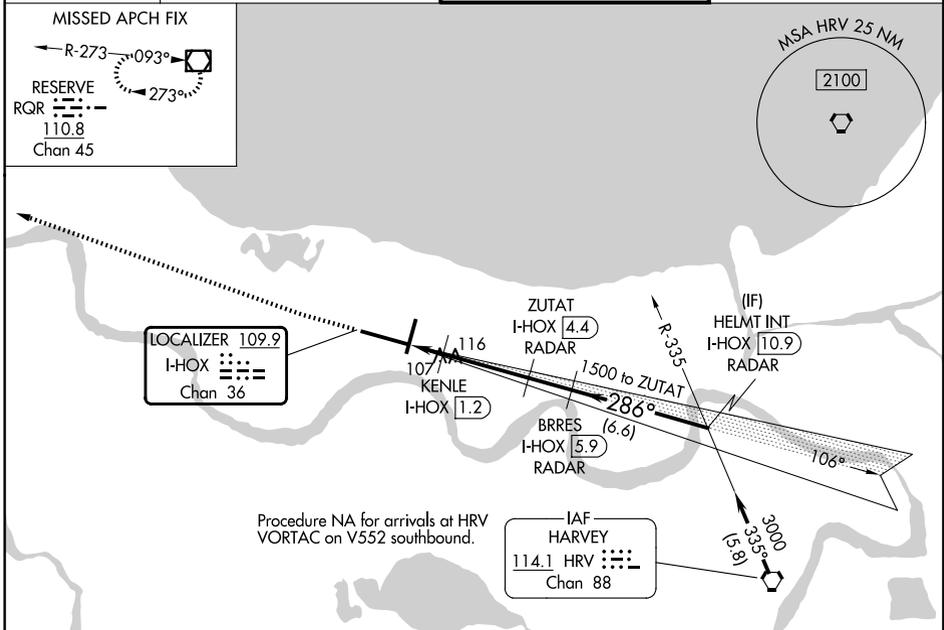
LOC/DME I-HOX 109.9 Chan 36	APP CRS 286°	Rwy Ldg 9800 TDZE 2 Apt Elev 3
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ILS or LOC RWY 29

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

DME or RADAR required.	MALSR 	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct RQR VOR/DME and hold.
▼ For inop ALS, increase S-LOC 29 Cat C/D visibility to 1 3/8 SM and increase KENLE Fix Minimums S-LOC 29 Cat C/D visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA.		

D-ATIS 127.55	NEW ORLEANS APP CON 125.5 350.35 (W) 133.15 290.3 (E)	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525
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SC-4, 19 FEB 2026 to 19 MAR 2026

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ELEV 3	D	TDZE 2	600	3000	RQR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).	HELMT INT I-HOX [10.9] RADAR
		BRRES I-HOX [5.9] RADAR ZUTAT I-HOX [4.4] RADAR KENLE I-HOX [1.2] I-HOX DME ANTENNA I-HOX [0.2]		2000 1500 480 3000 GS 3.00° TCH 53			
RLLS Rwy 2 TDZ/CL Rwy 11 HIRL All Runways FAF to MAP 4.5 NM		CATEGORY A B C D S-ILS 29* 202/24 200 (200-1/2)		S-LOC 29 480/24 478 (500-1/2) 480/50 478 (500-1)			
Knots 60 90 120 150 180 Min:Sec 4:30 3:00 2:15 1:48 1:30		CIRCLING 520-1 517 (600-1) 540-1 537 (600-1) 580-1 1/2 577 (600-1 1/2) 580-2 577 (600-2)		KENLE FIX MINIMUMS S-LOC 29 360/24 358 (400-1/2) 360/30 358 (400-3/8)			
		CIRCLING 520-1 517 (600-1) 540-1 537 (600-1) 580-1 1/2 577 (600-1 1/2) 580-2 577 (600-2)					