

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)

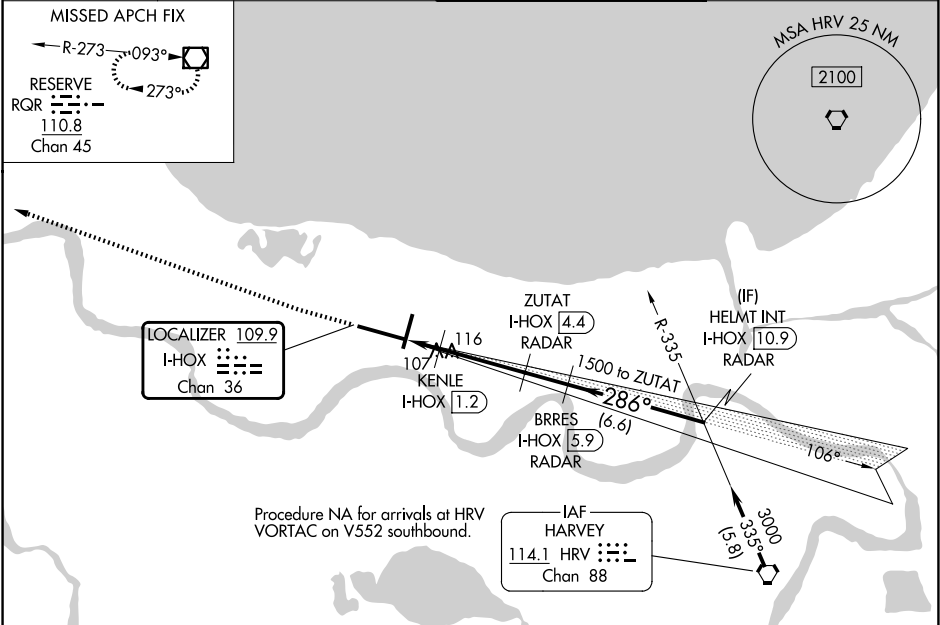
DME or RADAR required.

▼ For inop ALS, increase S-LOC 29 Cat C/D visibility to 1½ 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.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct RQR VOR/DME and hold.

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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ELEV 3

D

TDZE 2

RLS Rwy 2

TDZ/CL Rwy 11

HIRL All Runways

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

600

3000

RQR

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 68).

BRRES

I-HOX 5.9

RADAR

HELMT INT

I-HOX 10.9

RADAR

I-HOX 4.4

ZUTAT

RADAR

I-HOX 1.2

KENLE

I-HOX

I-HOX DME

ANTENNA

I-HOX 0.2

286°

3000

2000

1500

480

1.4 NM

3.1 NM

1.6 NM

5 NM

GS 3.00°

TCH 53

CATEGORY	A				B		C		D	
S-ILS 29 *	202/24				200 (200-½)					
S-LOC 29	480/24		478 (500-½)		480/50		478 (500-1)			
CIRCLING	520-1		540-1		580-1½		580-2			
	517 (600-1)		537 (600-1)		577 (600-½)		577 (600-2)			
KENLE FIX MINIMUMS										
S-LOC 29	360/24		358 (400-½)		360/30		358 (400-¾)			
CIRCLING	520-1		540-1		580-1½		580-2			
	517 (600-1)		537 (600-1)		577 (600-½)		577 (600-2)			