

WAAS CH 40007 W20A	APP CRS 197°	Rwy Ldg 6948 TDZE -1 Apt Elev 3
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RNAV (GPS) Y RWY 20
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RNP APCH - GPS.

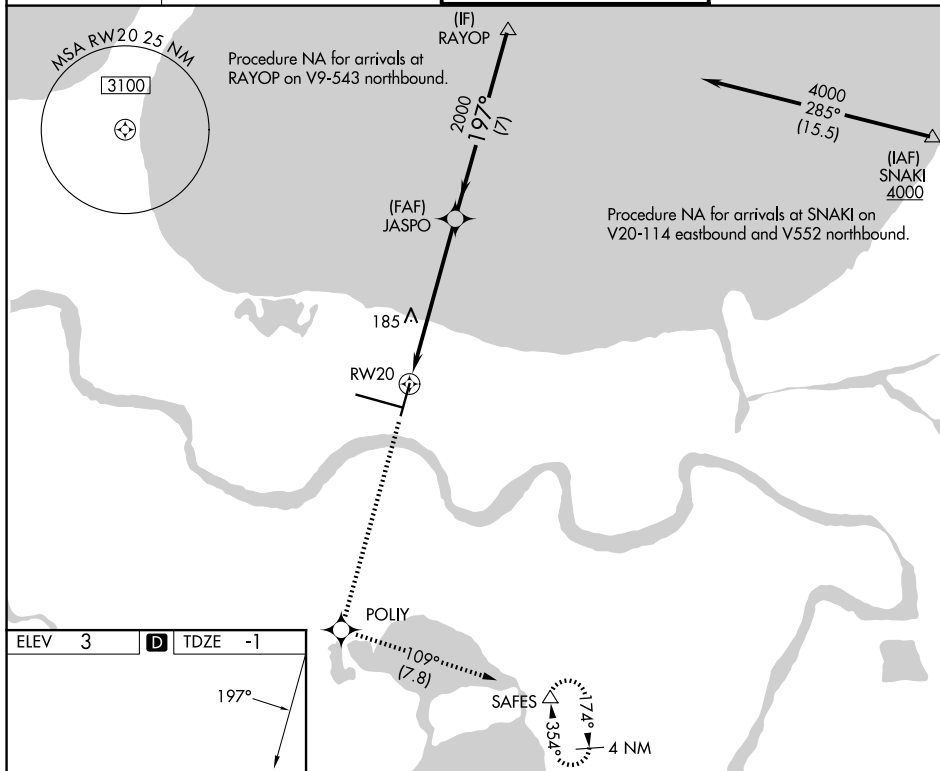
T Rwy 20 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1 $\frac{3}{8}$ SM.

MALS

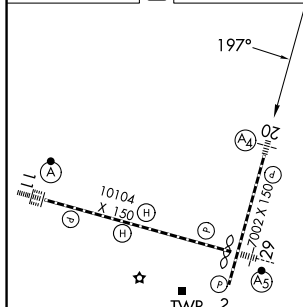


MISSED APPROACH:
Climb to 2000 direct
POLIY and on track 109°
to SAFES and hold.

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	-1
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RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

Figure 1-1 is a 400-foot obstacle clearance chart. It shows a flight path starting from RW20, passing through JASPO, and ending at RAYOP. The chart includes the following data points and distances:

- 2000** (MSL) at RW20
- 1.3 NM** to RW20
- 4.8 NM** to JASPO
- 7 NM** to RAYOP
- 197°** heading from RW20 to JASPO
- 4000** (MSL) at RAYOP
- 3.00° TCH** at JASPO

The chart also includes a table with the following data:

CATEGORY	A	B	C	D
LPV DA		249/40	250 (300-¾)	
RNAV/ VNAV DA		325/40	326 (400-¾)	
RNAV MDA	460/40	461 (500-¾)	460/55	461 (500-1)
CIRCLING	520-1 517 (600-1)	540-1 537 (600-1)	580-1½ 577 (600-1½)	580-2 577 (600-2)