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Notebook

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General Information

Location: Alexandria LA USA
IATA Code: AEX
Lat/Long: N31° 19.6' W092° 32.9'
Elevation: 89 ft

Airport Use: Public
Magnetic Variation: 1.3°E
Sectional Chart: Houston

Fuel Types: 100 Octane (LL), Mogas, Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1511 ft AGL

Sunrise: 1240 Z
Sunset: 0006 Z,

Runway Information

Runway: 14
Length x Width: 9352 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 85 ft
Lighting: Edge, ALS, REIL
Stopway: 1003 ft

Runway: 18
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 84 ft
Lighting: Edge, REIL
Stopway: 1010 ft

Runway: 32
Length x Width: 9352 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 89 ft
Lighting: Edge, REIL
Stopway: 990 ft

Runway: 36
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 87 ft

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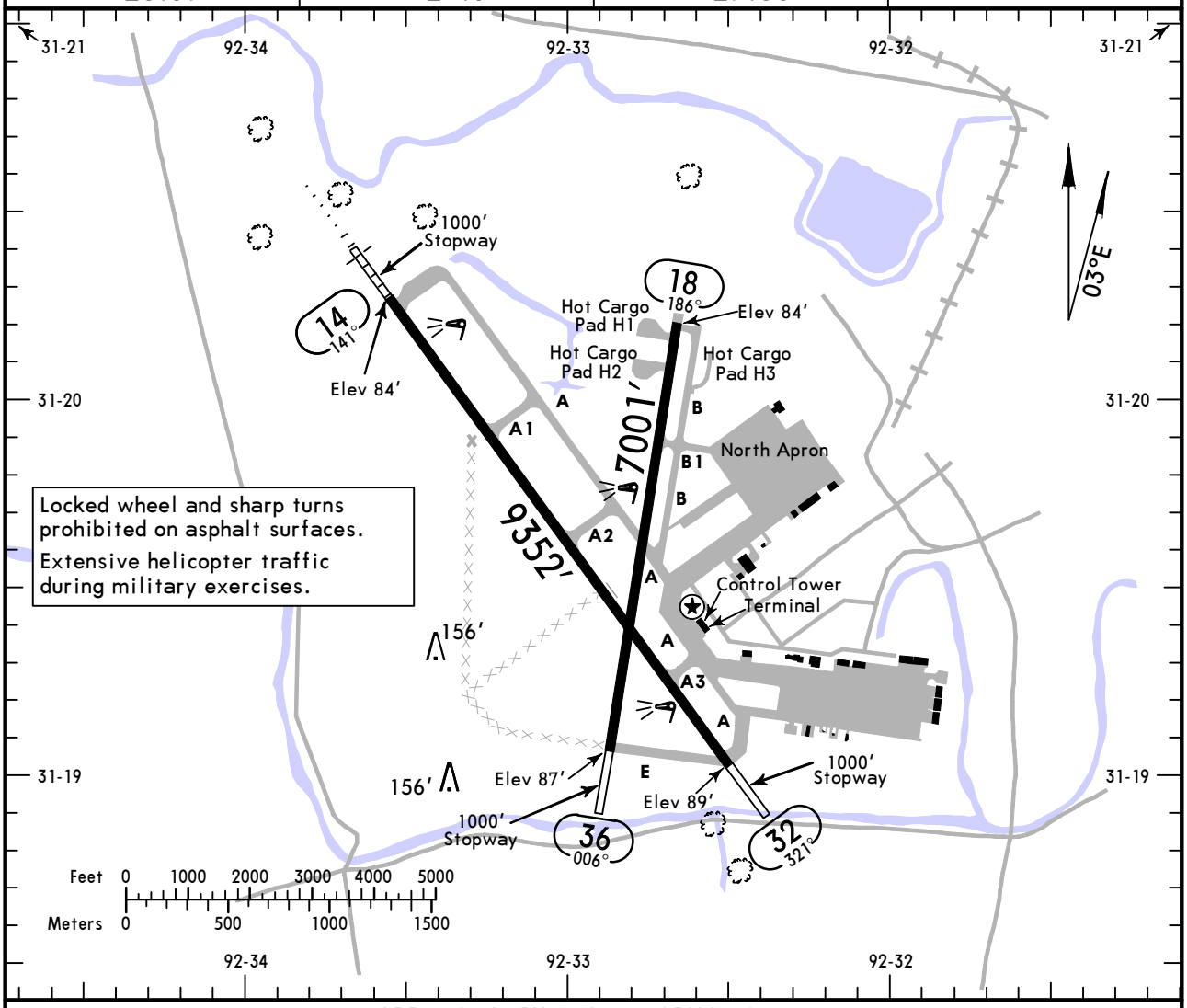
Lighting: Edge, REIL
Stopway: 995 ft

Communication Information

ASOS 123.975
Alexandria Tower 127.35 CTAF
Alexandria Ground Control 121.9
Alexandria Clearance Delivery 121.9
Polk Approach Control 125.4
Polk Departure Control 125.4

ASOS	ALEXANDRIA Ground	Tower	POLK Departure (R)
123.97	121.9	127.35	125.4



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14	HIRL SSALR PAPI-L (angle 3.00°) grooved RVR			8312′		150′
32	HIRL REIL PAPI-L (angle 3.00°) grooved RVR					
18 / 36	HIRL REIL PAPI-L (angle 3.00°) grooved					150′

TAKE-OFF			FOR FILING AS ALTERNATE	
	All Rwys		ILS Rwy 14	LOC Rwy 14 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 36 RNAV (GPS) Rwy 18 VOR DME Rwy 14 RNAV (GPS) Rwy 32 VOR DME Rwy 32
	Adequate Vis Ref	STD		
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A, B: 600-2	800-2
3 & 4 Eng		RVR 24 or 1/2	C, D: 600-2	800-2

AMEND 0

CHANGES: Reissue.

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KAEX/AEX
ALEXANDRIA INTL

JEPPESEN

25 NOV 11 (21-1)

ALEXANDRIA, LA
ILS or LOC DME Rwy 14

ASOS	POLK Approach (R)	ALEXANDRIA Tower	Ground
123.97	125.4	127.35	121.9

BRIEFING STRIP ™

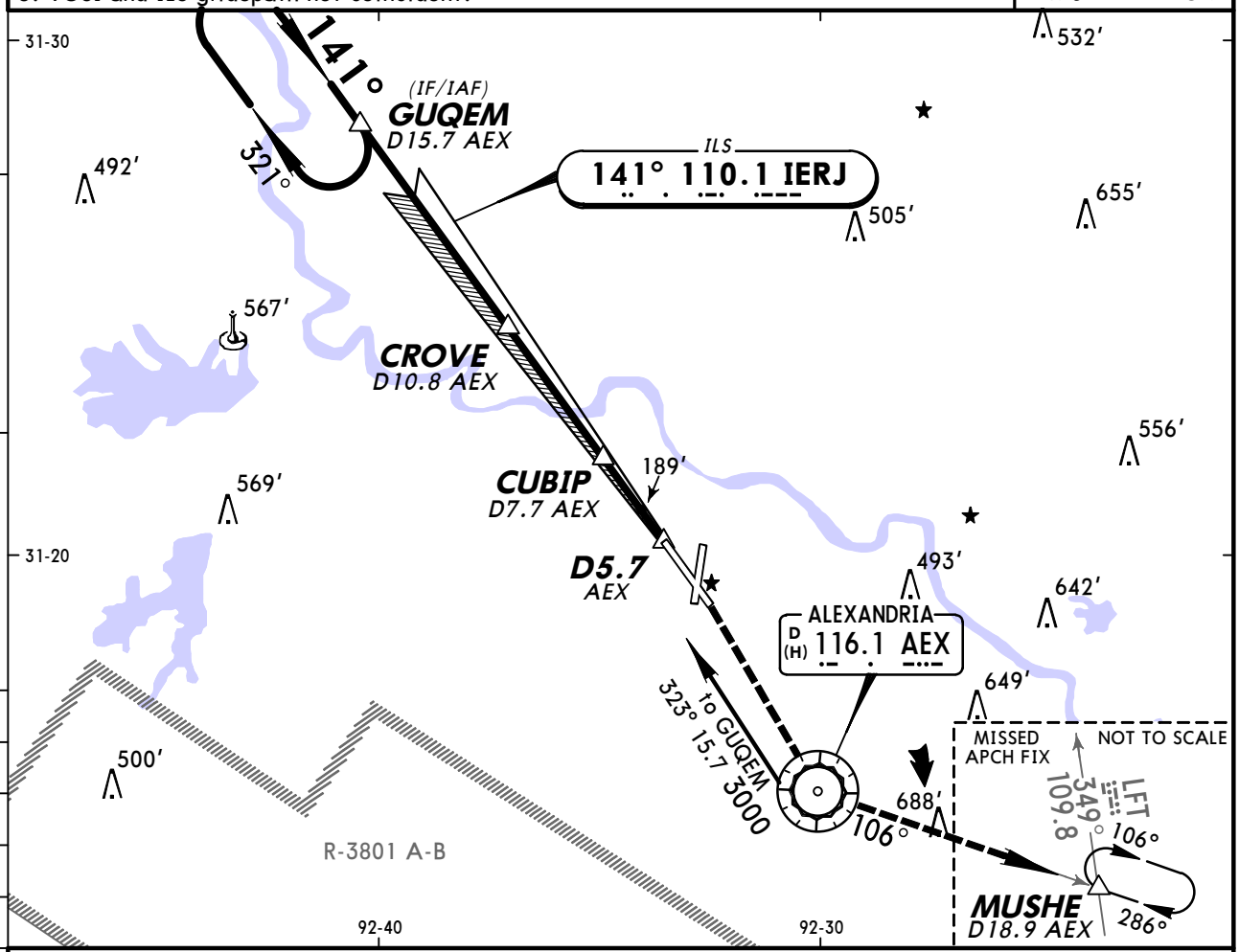
LOC IERJ	Final Apch Crs	GS CROVE	ILS DA(H)	Apt Elev 89′
110.1	141°	1800′(1715′)	285′(200′)	TDZE 85′

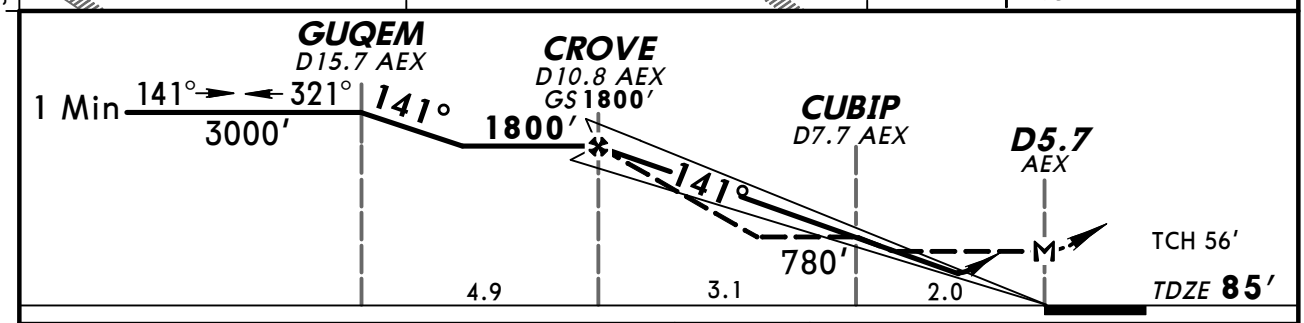
MISSED APCH: Climb to 4000′ direct AEX VOR and via AEX VOR R-106 to MUSHE INT/D18.9 AEX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Simultaneous reception of IERJ and AEX DME required.
3. When R-3801 B active, Radar and DME required. 4. DME from AEX VOR.
5. VGSI and ILS glidepath not coincident.

2800′
MSA AEX VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D5.7 AEX						

SSALR
PAPI
4000′
D
AEX 116.1

TERPS AMEND 1 8 APR 2010

STRAIGHT-IN LANDING RWY14

	ILS DA(H) 285′(200′) FULL	ILS DA(H) 285′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 460′(375′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C					
D			RVR 40 or 3/4	RVR 60 or 1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	540′(451′)-1
120	560′(471′)-1
140	560′(471′)-1 1/2
165	640′(551′)-2

CHANGES: Glide slope.

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KAEX/AEX
ALEXANDRIA INTL

JEPPESEN

2 APR 10 (22-1) Eff 8 Apr

ALEXANDRIA, LA
RNAV (GPS) Rwy 14

BRIEFING STRIP ™

ASOS	POLK Approach (R)	ALEXANDRIA Tower	Ground
123.97	125.4	127.35	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 89'
Ch 56417 W-14A	141°	CROVE 1800' (1715')	285' (200')	TDZE 85'

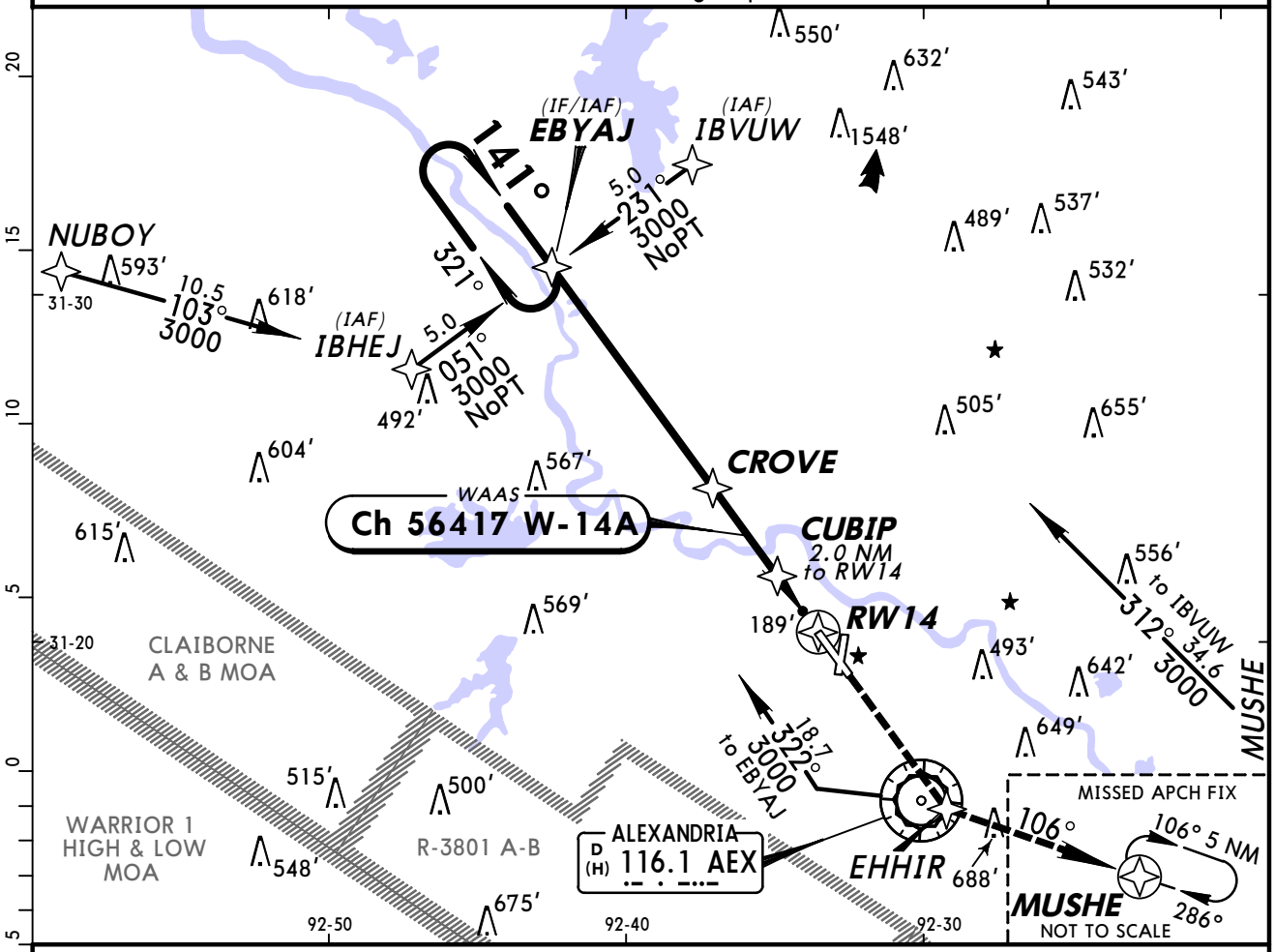
MISSED APCH: Climb to 4000' direct to EHHIR and via track 106° to MUSHE and hold.

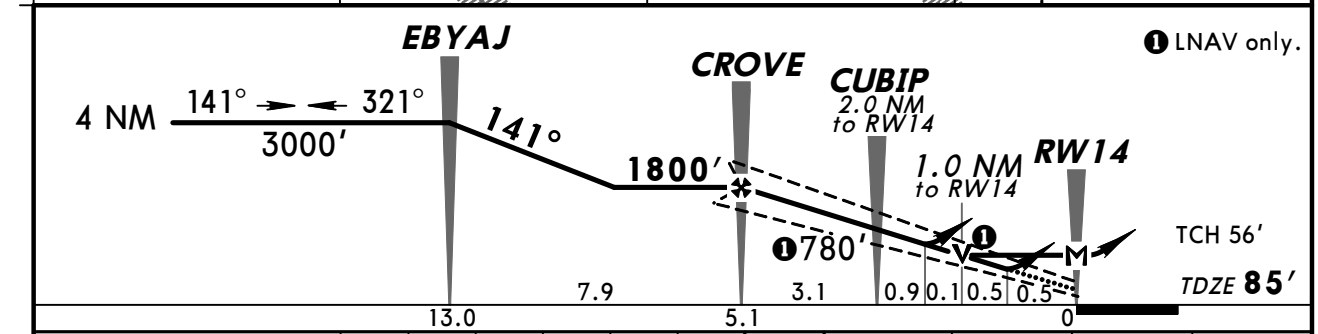
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. When R-3801 A-B active, Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.

2800'

MSA RW14





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW14							

SSALR PAPI 4000' EHHIR

STRAIGHT-IN LANDING RWY 14

	LPV DA(H) 285' (200') RAIL or ALS out		LNAV/VNAV DA(H) 488' (403') RAIL or ALS out		LNAV MDA(H) 480' (395') RAIL out	LNAV MDA(H) 480' (395') ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾
B						RVR 50 or 1
C						
D					RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	540' (451')-1
120	560' (471')-1
140	560' (471')-1½
165	640' (551')-2

TERPS AMEND 1 8 APR 2010

CHANGES: Procedure.

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KAEX/AEX
ALEXANDRIA INTL

JEPPESEN

2 APR 10 (22-2) Eff 8 Apr

ALEXANDRIA, LA
RNAV (GPS) Rwy 18

ASOS	POLK Approach (R)	ALEXANDRIA Tower	Ground
123.97	125.4	127.35	121.9

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 89′
Ch 61200 W-18A	186°	AQEKO 1700′ (1616′)	395′ (311′)	TDZE 84′

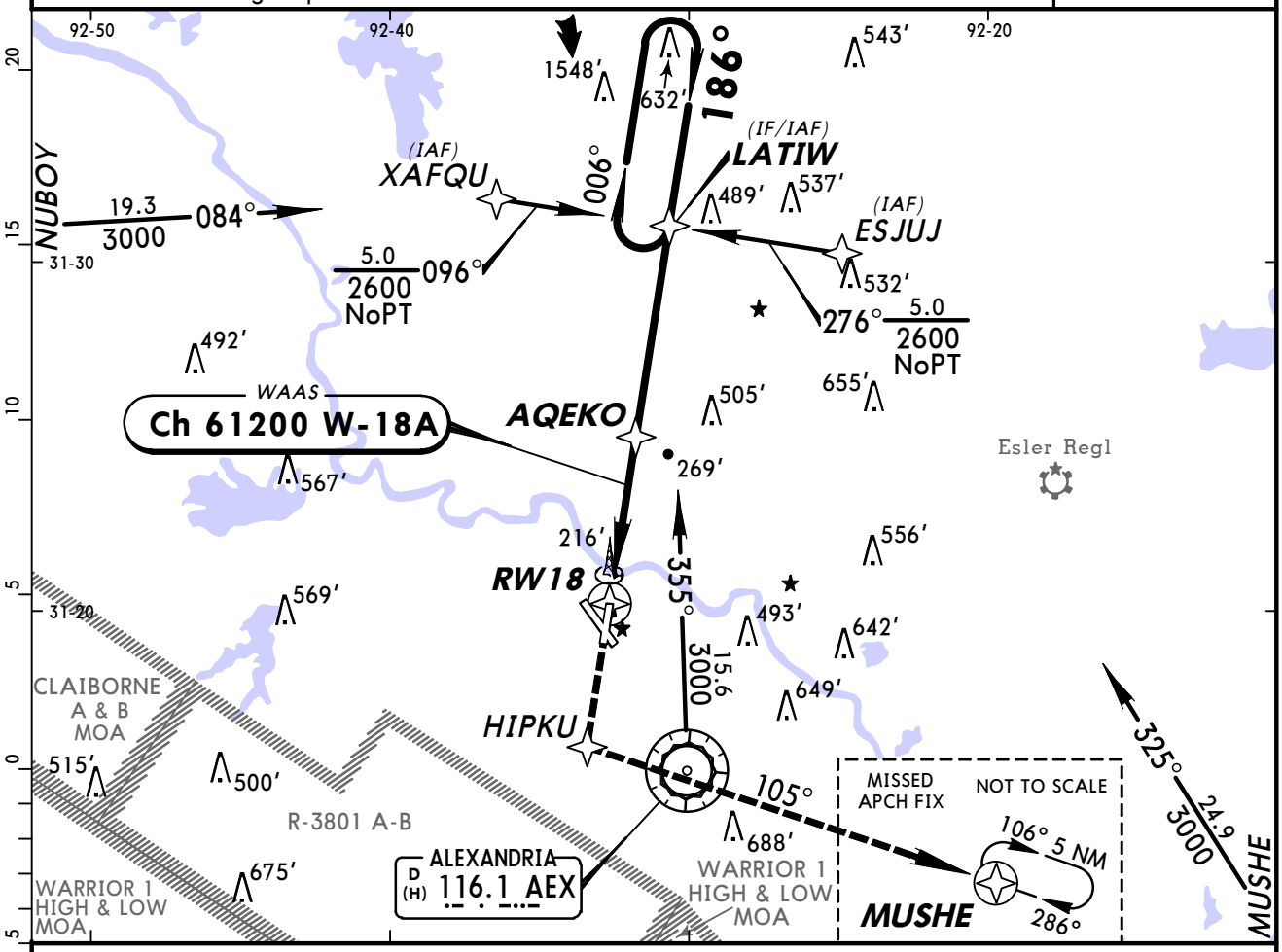
MISSED APCH: Climb to 4000′ direct HIPKU and via 105° track to MUSHE and hold.

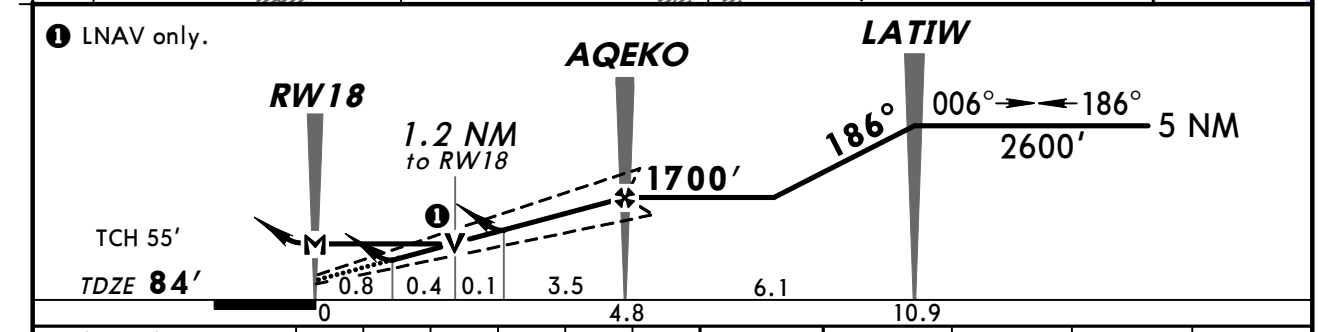
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required when R-3801 A-B in use. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (119°F). 4. Visibility reduction by helicopters not authorized. 5. VGSI and RNAV glidepath not coincident.

2800′

MSA RW18





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

REIL
PAPI-L

4000′

HIPKU

TERPS AMEND 1A

STRAIGHT-IN LANDING RWY 18

	LPV DA(H) 395′ (311′)	LNAV/VNAV DA(H) 539′ (455′)	LNAV MDA(H) 520′ (436′)
A	1	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	540′ (451′)-1½
120	560′ (471′)-1½
140	
165	640′ (551′)-2

CHANGES: None.

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BRIEFING STRIP™

ASOS	POLK Approach (R)	ALEXANDRIA Tower	Ground
123.97	125.4	127.35	121.9

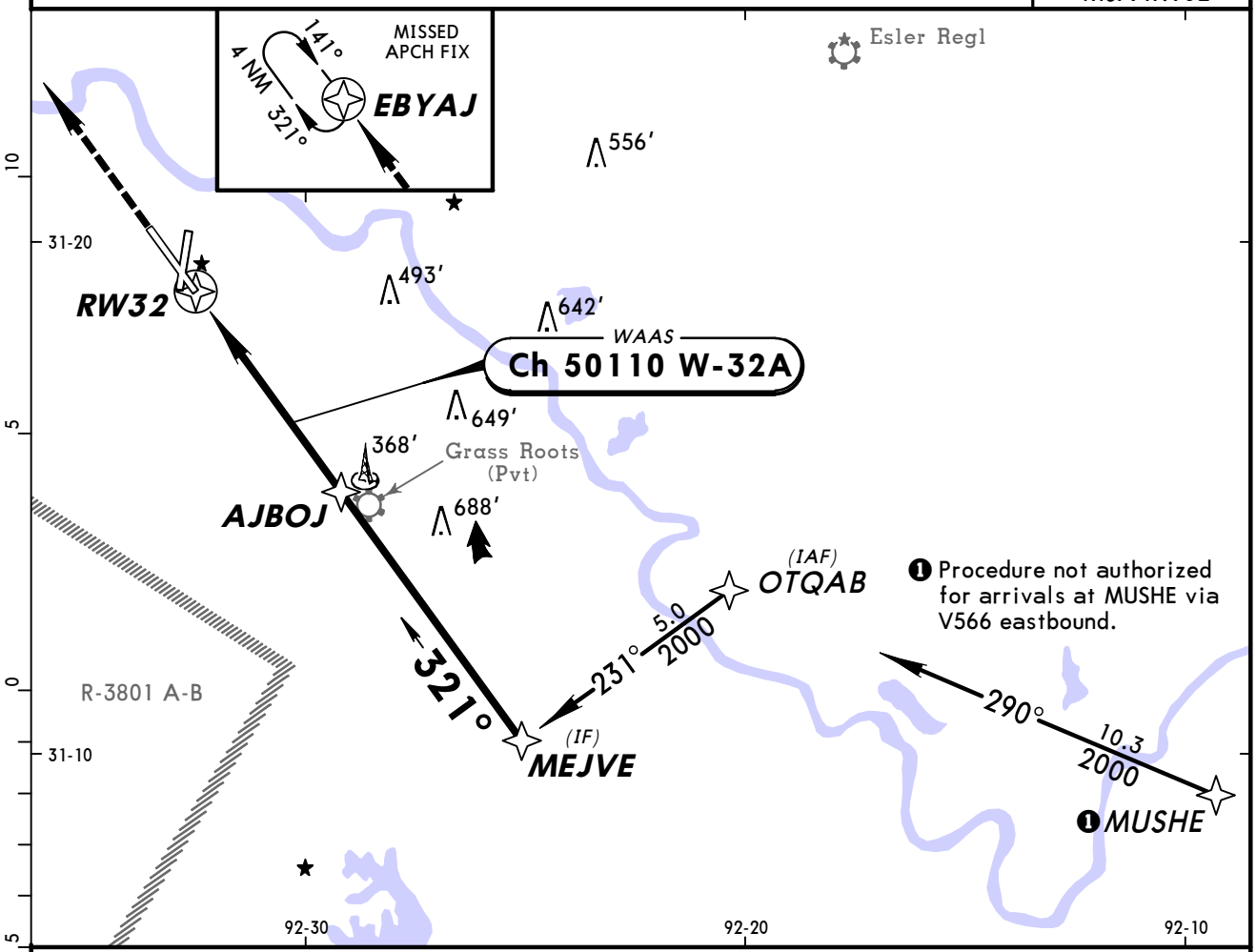
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 89′
Ch 50110 W-32A	321°	AJBOJ 1700′ (1611′)	340′ (251′)	TDZE 89′

MISSED APCH: Climb to 3000′ direct EBYAJ and hold.

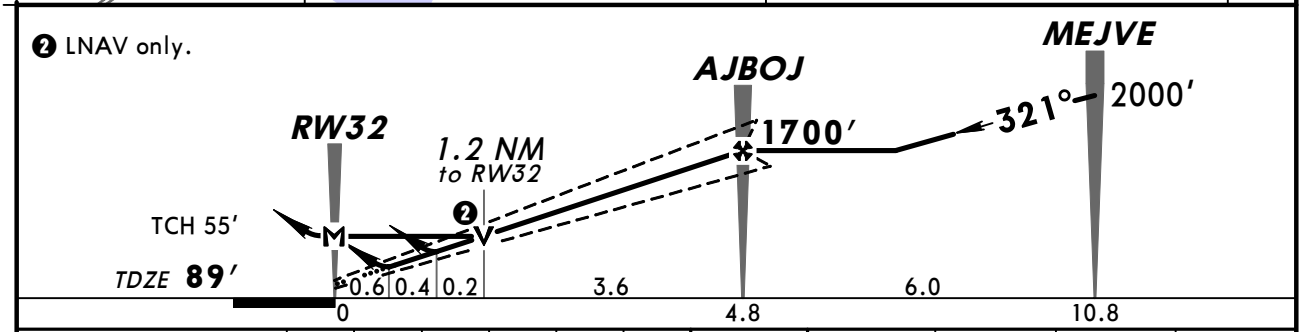
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When R-3801 A-B active, RADAR required. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized below -15°C (5°F). 4. VGSI and RNAV glidepath not coincident.

2800′
MSA RW32



❶ Procedure not authorized for arrivals at MUSHE via V566 eastbound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

REIL
PAPI-L
3000′
EBYAJ

STRAIGHT-IN LANDING RWY 32

	LPV DA(H) 340′ (251′)	LNAV/VNAV DA(H) 460′ (371′)	LNAV MDA(H) 520′ (431′)
A	RVR 50 or 1	RVR 60 or 1¼	RVR 50 or 1
B			
C			RVR 60 or 1¼
D			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	540′ (451′)-1¼
120	560′ (471′)-1¼
140	560′ (471′)-1½
165	640′ (551′)-2

TERPS AMEND 1A

CHANGES: None.

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KAEX/AEX
ALEXANDRIA INTL

JEPPESEN

16 APR 10 (22-4)

ALEXANDRIA, LA
RNAV (GPS) Rwy 36

BRIEFING STRIP ™

ASOS	POLK Approach (R)	ALEXANDRIA Tower	Ground
123.97	125.4	127.35	121.9

WAAS	Final Apch Crs	Minimum Alt JEVRU	LPV DA(H)	Apt Elev 89′
Ch 58100 W-36A	006°	1700′ (1613′)	391′ (304′)	TDZE 87′

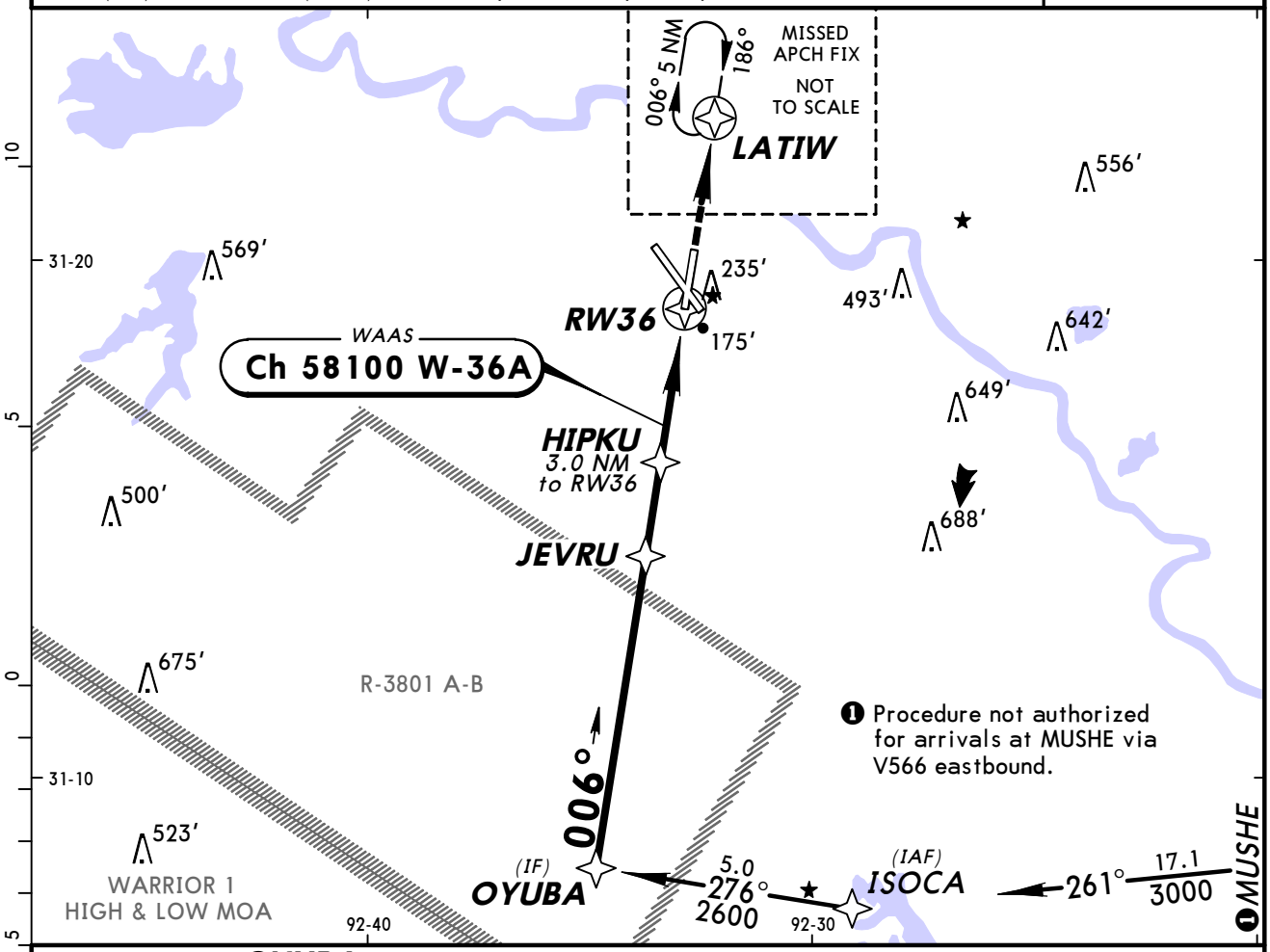
MISSED APCH: Climb to 2600′ direct LATIW and hold.

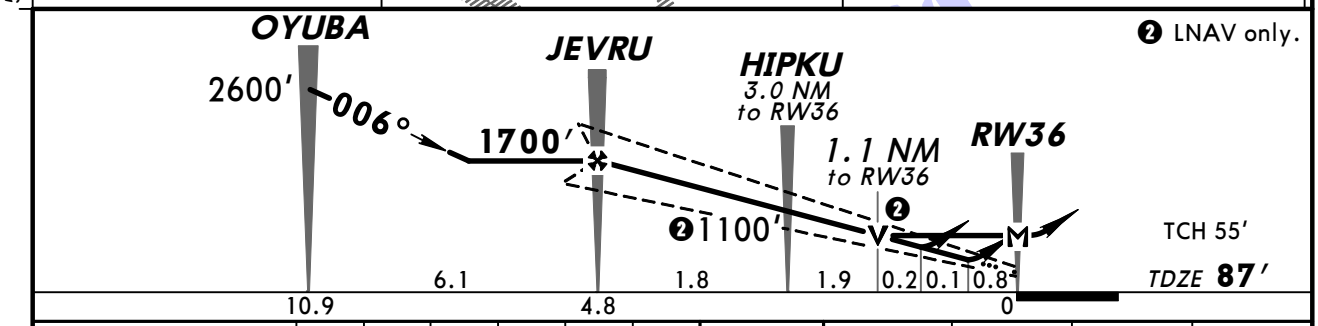
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When R-3801 A-B in use, procedure not authorized. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (119°F). 4. Visibility reduction by helicopters not authorized.

2800′

MSA RW36





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

REIL
PAPI-L

2600′

LATIW

STRAIGHT-IN LANDING RWY 36

	LPV DA(H) 391′ (304′)	LNAV/VNAV DA(H) 425′ (338′)	LNAV MDA(H) 500′ (413′)
A	1	1¼	1
B			
C			1¼
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	540′ (451′)-1¼
120	560′ (471′)-1¼
140	560′ (471′)-1½
165	640′ (551′)-2

TERPS AMEND 0A 8 APR 2010

CHANGES: Notes.

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KAEX/AEX
ALEXANDRIA INTL

JEPPESEN

27 JUN 08 (23-1)

ALEXANDRIA, LA
VOR DME Rwy 14

ASOS	POLK Approach (R)	ALEXANDRIA Tower	Ground
123.97	125.4	127.35	121.9

BRIEFING STRIP ™

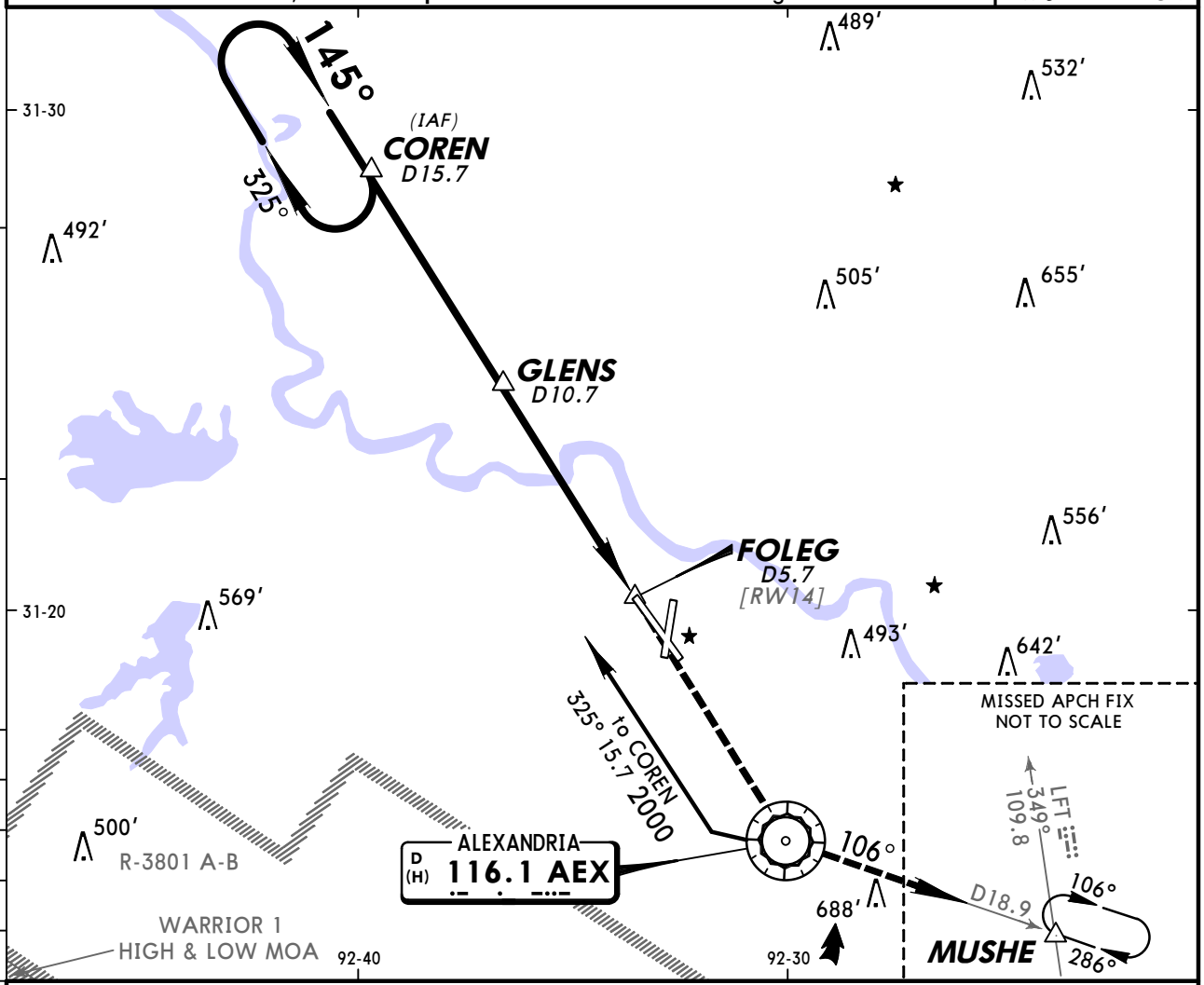
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
AEX 116.1	145°	GLENS 1700′ (1615′)	460′ (375′)	Apt Elev 89′ / TDZE 85′

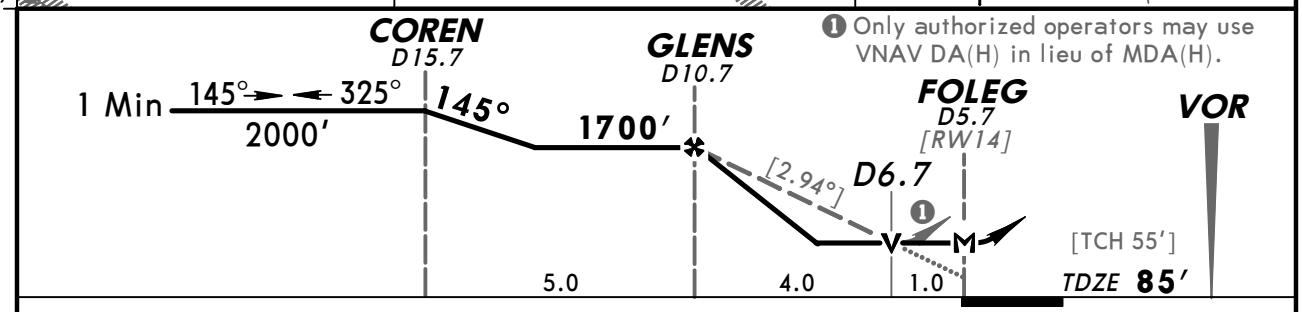
MISSED APCH: Climb to 4000′ direct AEX VOR, then outbound via AEX VOR R-106 to MUSHE INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When R-3801 B active, RADAR required. 2. VGSI and descent angles not coincident.

2800′ MSA AEX VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.94°]	364	468	520	624	728	832
MAP at FOLEG						

SSALR PAPI 4000′ D AEX 116.1

TERPS AMENDED

STRAIGHT-IN LANDING RWY14

MDA(H) 460′ (375′)

	RAIL out	ALS out
A, B, C	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
D	RVR 50 or 1	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	540′(451′)-1
120	560′(471′)-1
140	560′(471′)-1½
165	640′(551′)-2

CHANGES: Notes.

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KAEX/AEX
ALEXANDRIA INTL

JEPPESEN
27 JUN 08 (23-2)

ALEXANDRIA, LA
VOR DME Rwy 32

BRIEFING STRIP™

ASOS	POLK Approach (R)	ALEXANDRIA Tower	Ground
123.97	125.4	127.35	121.9

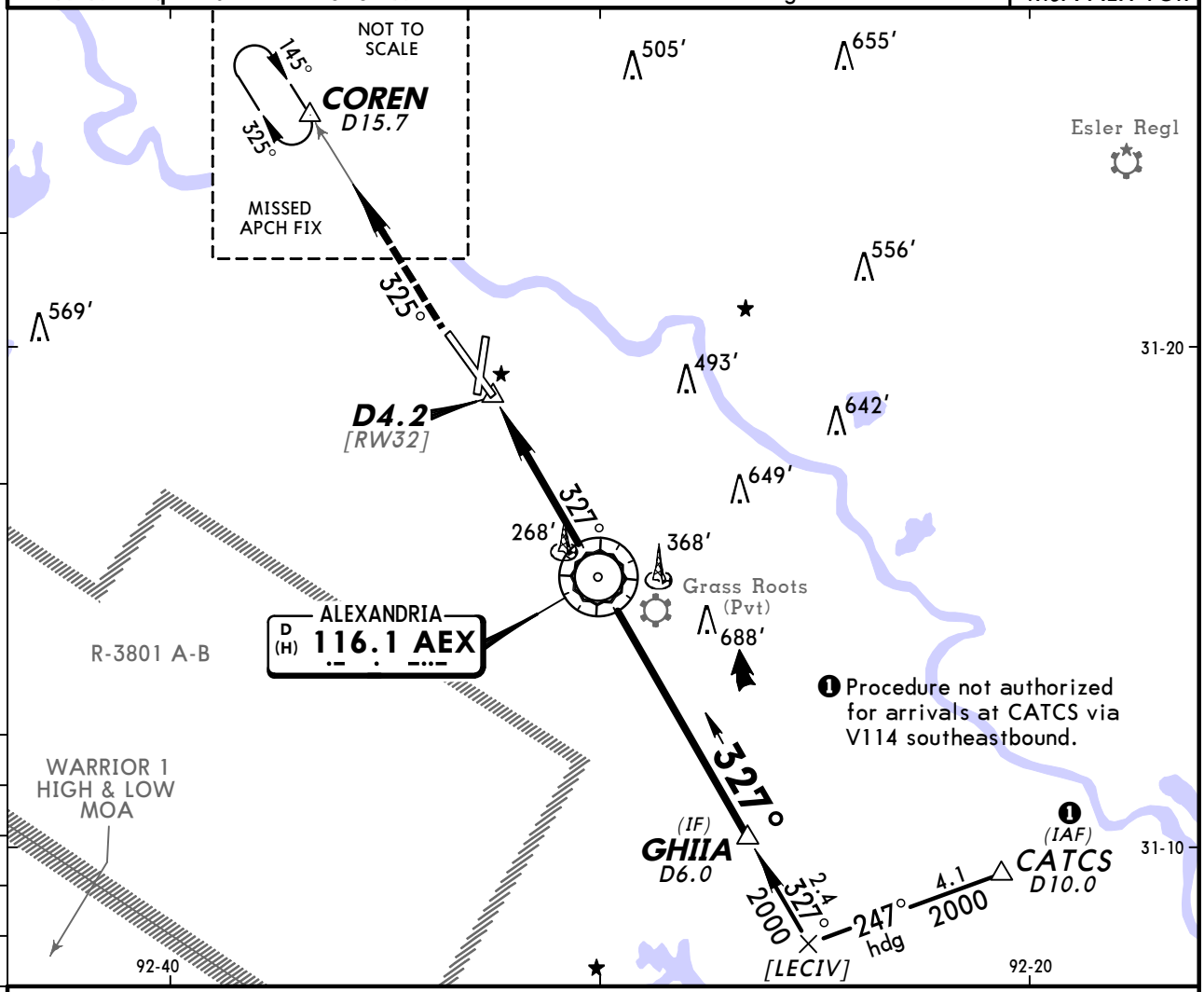
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev / TDZE
AEX 116.1	327°	1500′ (1411′)	520′ (431′)	Apt Elev 89′ / TDZE 89′

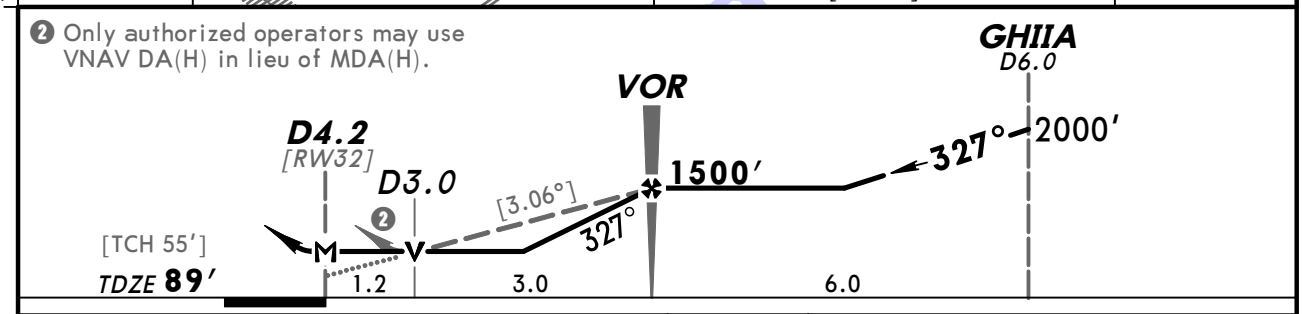
MISSED APCH: Climb to 3000′ outbound via AEX VOR R-325 to COREN/D 15.7 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required when R-3801 A-B in use. 2. VGSI and descent angles not coincident.

2800′
MSA AEX VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at D4.2						

REIL
PAPI-L

3000′ ↑ via AEX 116.1 R-325

COREN

TERPS AMEND 1A

STRAIGHT-IN LANDING RWY32		CIRCLE-TO-LAND	
MDA(H) 520′ (431′)		Max Kts	MDA(H)
A	RVR 50 or 1	90	540′ (451′)-1
B		120	560′ (471′)-1
C	RVR 60 or 1¼	140	560′ (471′)-1½
D	1½	165	640′ (551′)-2

CHANGES: Notes.

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General Information

Location: New Iberia LA USA
IATA Code: ARA
Lat/Long: N30° 02.3' W091° 53.0'
Elevation: 24 ft

Airport Use: Public
Magnetic Variation: 0.9°E
Sectional Chart: Houston

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: LP Bottle
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1236 Z
Sunset: 0005 Z,

Runway Information

Runway: 16
Length x Width: 8002 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 24 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 34
Length x Width: 8002 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ASOS 133.325
Acadiana Tower 125.0 CTAF PCL
Acadiana Ground Control 121.7
Lafayette Clearance Delivery 118.05
Acadiana Clearance Delivery 121.7
Lafayette Approach Control 121.1
Lafayette Departure Control 121.1
Acadiana Regl Unicom 122.95
Houston Center 126.35 Remote Communications Air-Ground

KARA/ARA

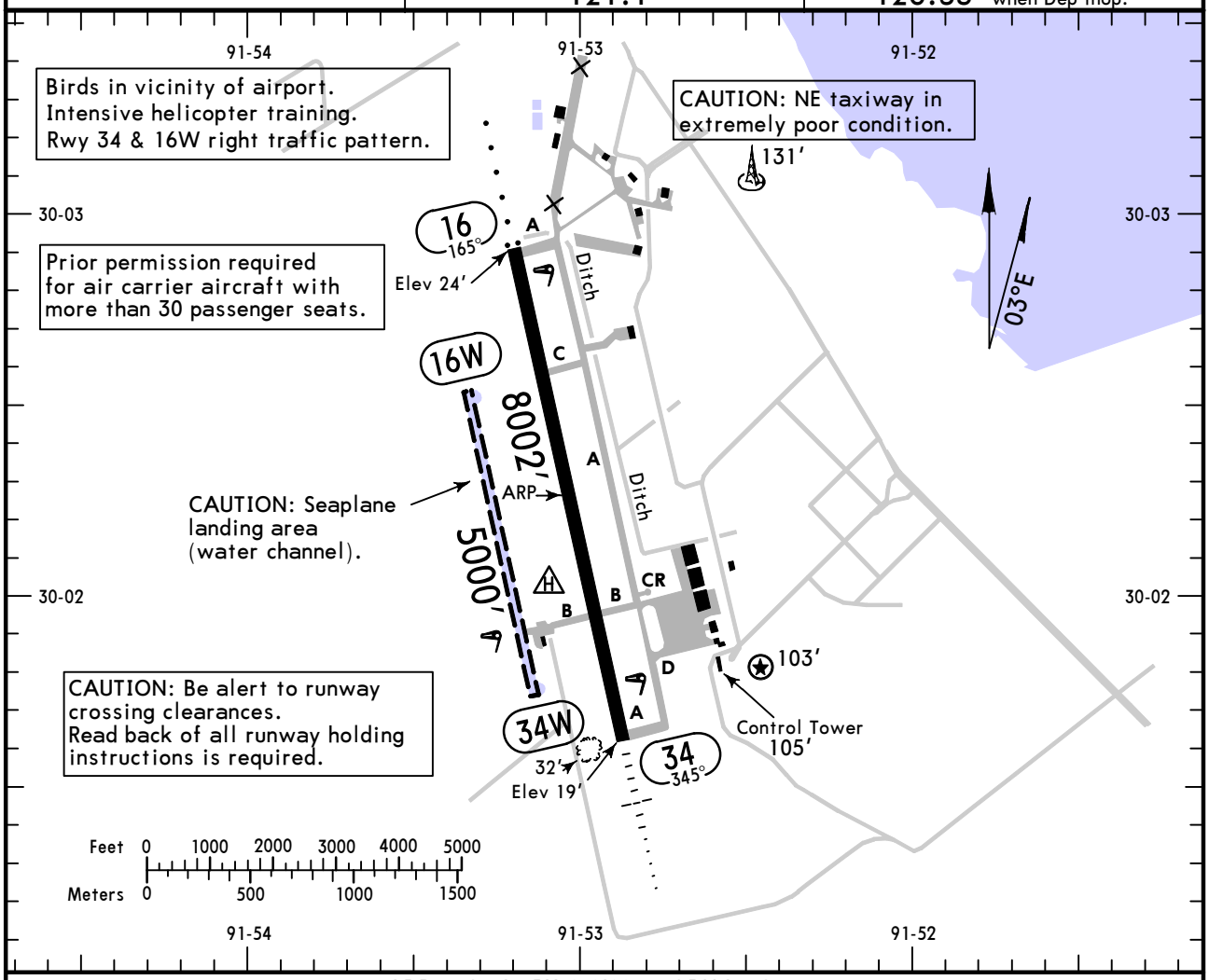
Apt Elev **24′**
N30 02.3 W091 53.0

JEPPESEN
18 SEP 09 (11-1)

NEW IBERIA, LA
ACADIANA REGL

ASOS	*ACADIANA Clearance	LAFAYETTE Clearance	*Ground	*Tower
133.32	121.7	118.05 when Twr inop.	121.7	CTAF 125.0

UNICOM 122.95	*LAFAYETTE Departure (R)	HOUSTON Center
	121.1	126.35 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
16	❶ HIRL ODALS PAPI-L (angle 3.0°)				200′
34	❶ HIRL ❷ MALSR PAPI-L (angle 3.0°)		7027′		
16W 34W	❸ MIRL				150′

❶ Increase intensity on 125.0 when Twr inop.
❷ Activate on 125.0 when Twr inop.
❸ Activate on 122.7.

1 TAKE-OFF

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	1/4	1
3 & 4 Eng	1/4	1/2

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy34	Authorized Only When Twr Operating: LOC Rwy 34, VOR DME Rwy34	Authorized Only When Local Weather Available: VOR Rwy 16, RNAV (GPS) Rwy 16, RNAV (GPS) Rwy 34
A, B, C, D	600-2	800-2	800-2

1 CAUTION: Unmarked balloon and cable up to 15000′ in R-3807. Rwy16- 138°/17.2 NM Rwy34- 136°/17.2 NM.

AMEND 0

CHANGES: Rwy bearings, notes, magnetic variation.

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KARA/ARA
ACADIANA REGL

JEPPESEN

18 SEP 09 (11-1)

NEW IBERIA, LA
ILS Rwy 34

BRIEFING STRIP™

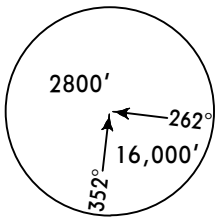
ASOS	*LAFAYETTE Approach (R)	HOUSTON Center	*ACADIANA Tower	*Ground
133.32	121.1	126.35 when App inop.	CTAF 125.0	121.7

LOC IARA	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 24′ TDZE 21′
108.9	345°	1468′ (1447′)	221′ (200′)	

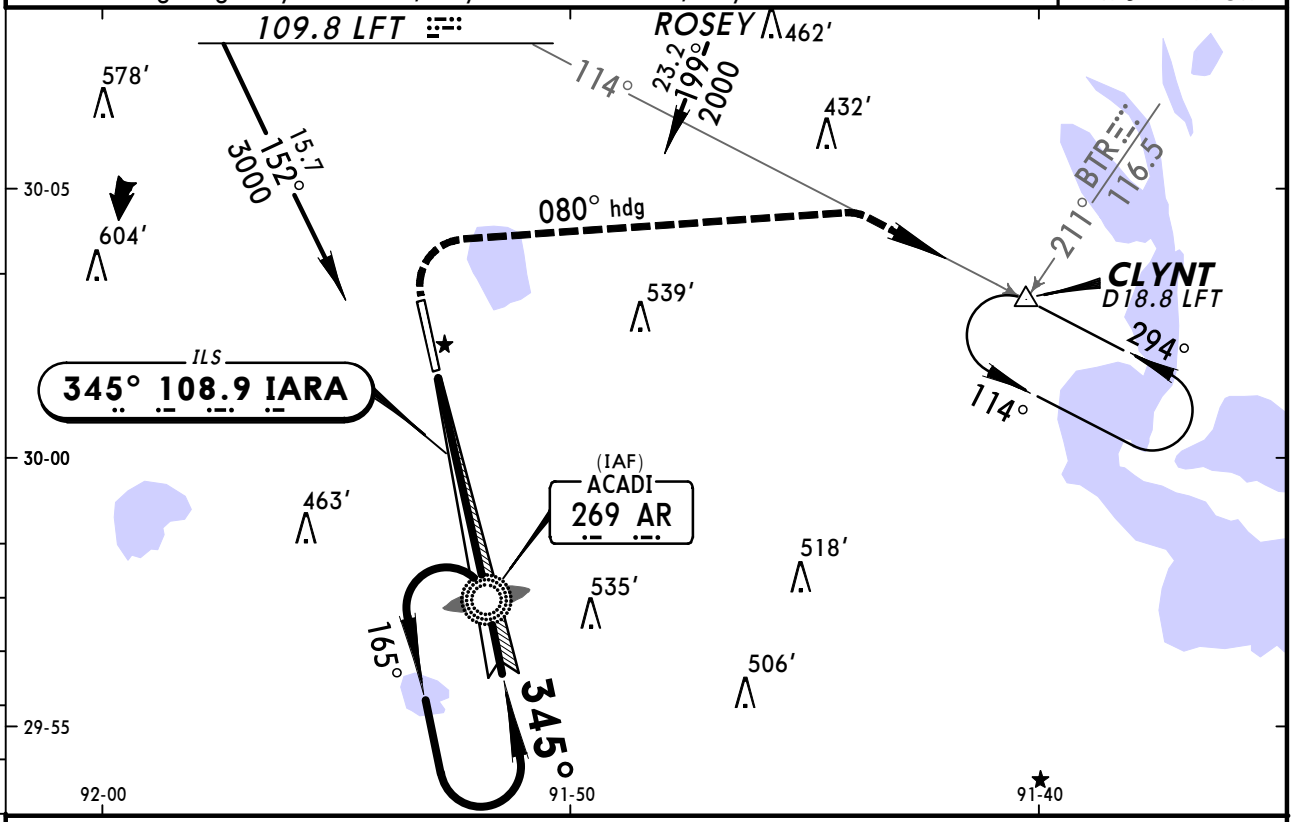
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 2000′ via 080° heading and outbound on LFT VOR R-114 to CLYNT INT/D18.8 LFT and hold.

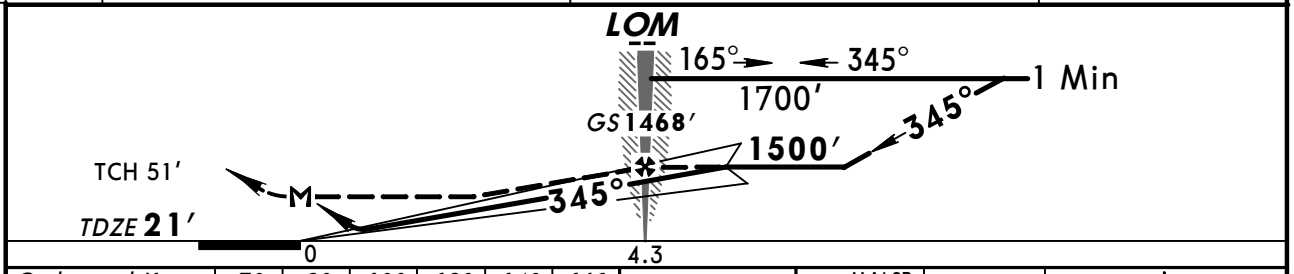
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. When Twr inop, use Lafayette Regl altimeter setting. 3. Pilot controlled lighting: Rwy 34 MALSR, Rwy 16-34 HIRL 125.0, Rwy 16W-34W MIRL 122.7.



MSA AR LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
LOM to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

MALSR PAPI | 800′ | 2000′ RT via 080° hdg

STRAIGHT-IN LANDING RWY 34
When Twr Operating

	ILS DA(H) 221′ (200′) FULL	ILS DA(H) 221′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 380′ (359′)	LOC (GS out) MDA(H) 380′ (359′) RAIL out	LOC (GS out) MDA(H) 380′ (359′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND
When Twr Operating

Max Kts	MDA(H)
90	460′ (436′)-1
120	480′ (456′)-1
140	480′ (456′)-1 1/2
165	580′ (556′)-2

With Lafayette Regl Altimeter Setting

	ILS DA(H) 250′ (229′) FULL	ILS DA(H) 250′ (229′) RAIL or ALS out	LOC (GS out) MDA(H) 400′ (379′)	LOC (GS out) MDA(H) 400′ (379′) RAIL out	LOC (GS out) MDA(H) 400′ (379′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

With Lafayette Regl Altimeter Setting

Max Kts	MDA(H)
90	460′ (436′)-1
120	520′ (496′)-1
140	520′ (496′)-1 1/2
165	620′ (596′)-2

AMEND 0A TERPS

CHANGES: None.

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KARA/ARA
ACADIANA REGL

JEPPESEN

26 DEC 08 (12-1)

NEW IBERIA, LA
RNAV (GPS) Rwy 16

ASOS	*LAFAYETTE Approach (R)	HOUSTON Center	*ACADIANA Tower	*Ground
133.32	121.1	126.35 when App inop.	CTAF 125.0	121.7

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H) (CONDITIONAL)	Apt Elev 24'
Ch 82501 W-16A	165°	GUSRE 1500' (1476')	355' (331')	TDZE 24'

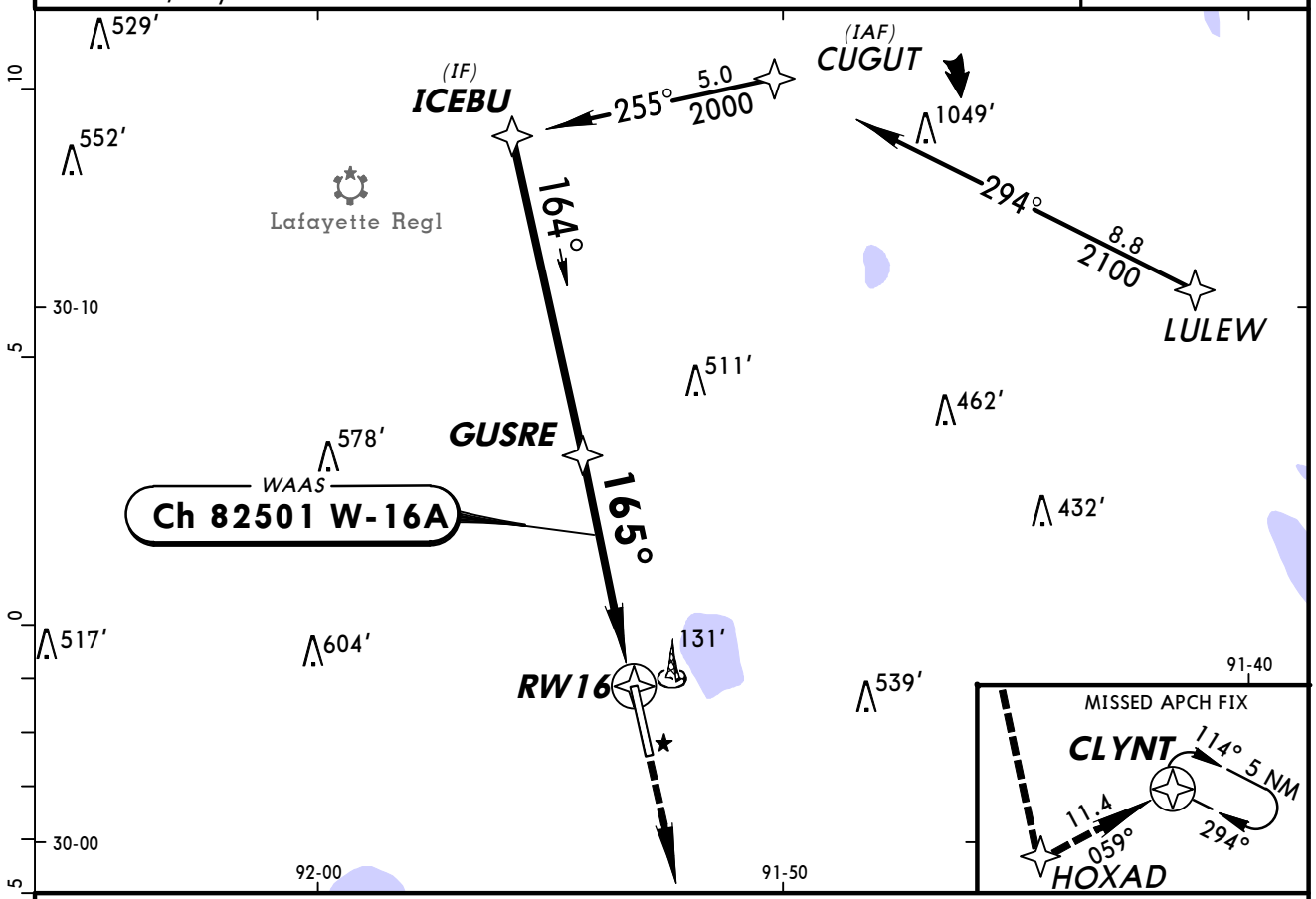
MISSED APCH: Climb to 2000' direct HOXAD and LEFT turn via 059° track to CLYNT and hold.

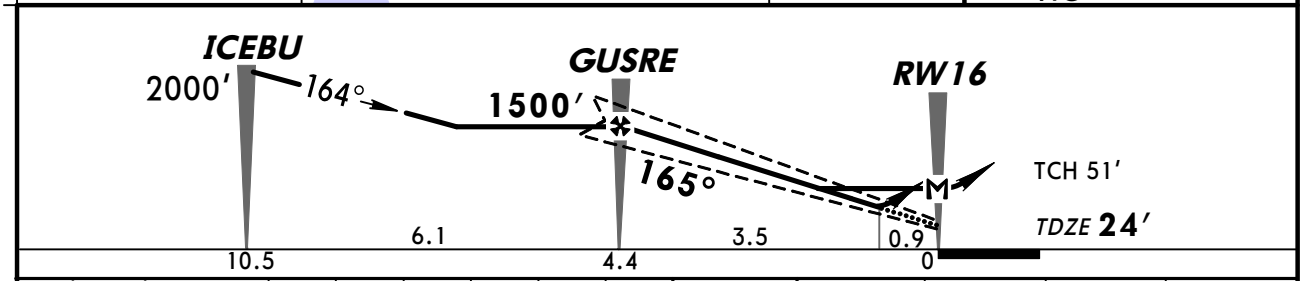
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Lafayette Regl altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (119°F). 4. Baro-VNAV not authorized when using Lafayette Regl altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting: Rwy 34 MALSR, Rwy 16-34 HIRL 125.0, Rwy 16W-34W MIRL 122.7.

16,000'

MSA RW16





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16						

ODALS PAPI 2000' HOXAD

STRAIGHT-IN LANDING RWY 16

	1 LPV	2 LNAV/VNAV	3 LNAV
	DA(H) 358' (334')	DA(H) 355' (331')	MDA(H) 440' (416')
	ODALS out	ODALS out	ODALS out
A	1¼	1¼	1
B			
C			1¼
D			

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Lafayette Regl Altimeter Setting MDA(H)
90	440' (416')-1	480' (456')-1
120	480' (456')-1	520' (496')-1
140	480' (456')-1½	520' (496')-1½
165	580' (556')-2	620' (596')-2

TERPS

1 DA(H) 398' (374') with Lafayette Regl altimeter setting.
2 DA(H) 395' (371') with Lafayette Regl altimeter setting.
3 MDA(H) 480' (456'), Vis CAT D 1 ½ with Lafayette Regl altimeter setting.

CHANGES: Minimums.

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KARA/ARA
ACADIANA REGL

JEPPESEN

26 DEC 08 (12-2)

NEW IBERIA, LA
RNAV (GPS) Rwy 34

ASOS	*LAFAYETTE Approach (R)	HOUSTON Center	*ACADIANA Tower	*Ground
133.32	121.1	126.35 when App inop.	CTAF 125.0	121.7

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 24′
Ch 40301 W-34A	345°	ISUCE 1700′ (1679′)	271′ (250′)	TDZE 21′

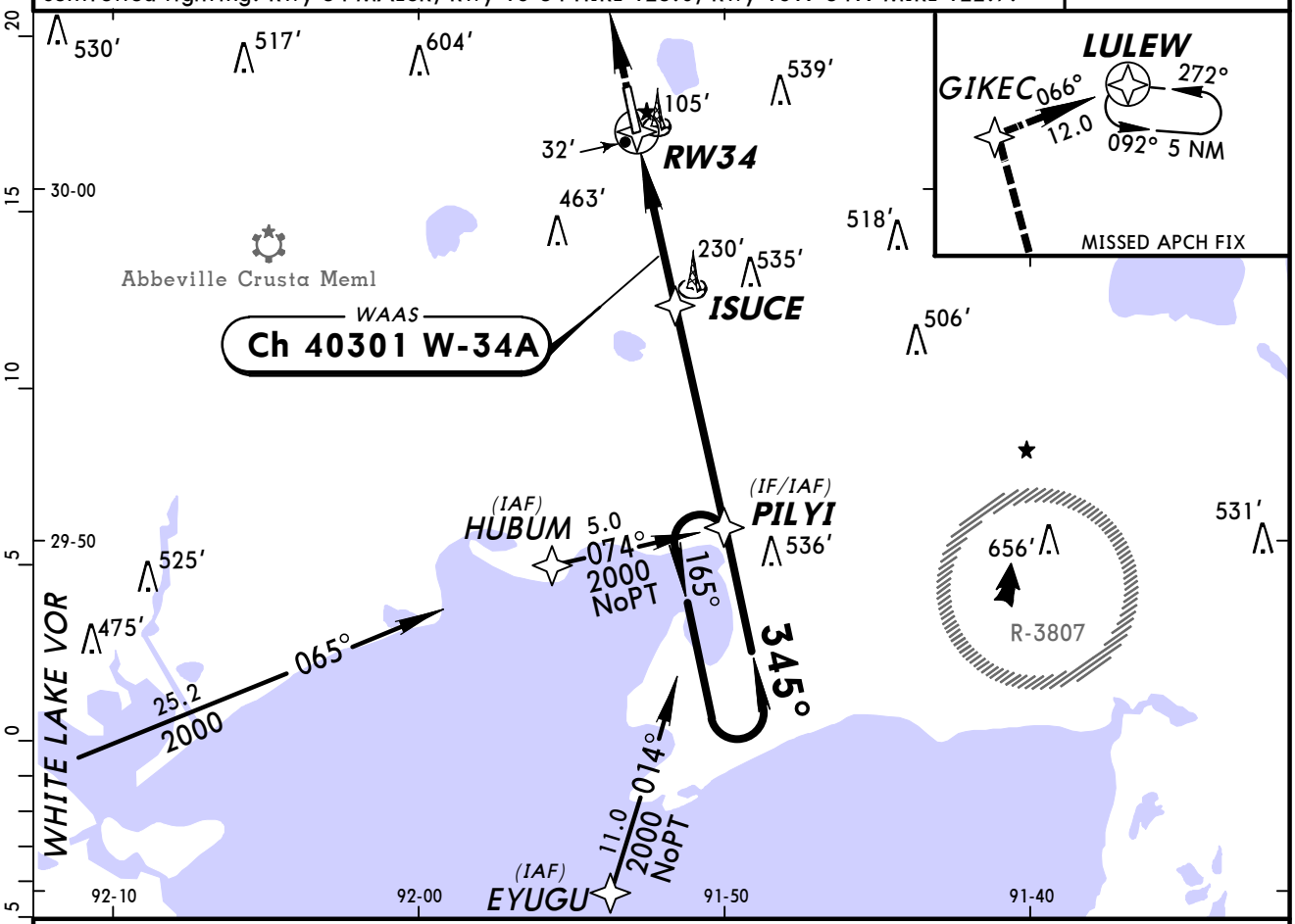
MISSED APCH: Climb to 2000′ direct GIKEC and via 066° track to LULEW and hold.

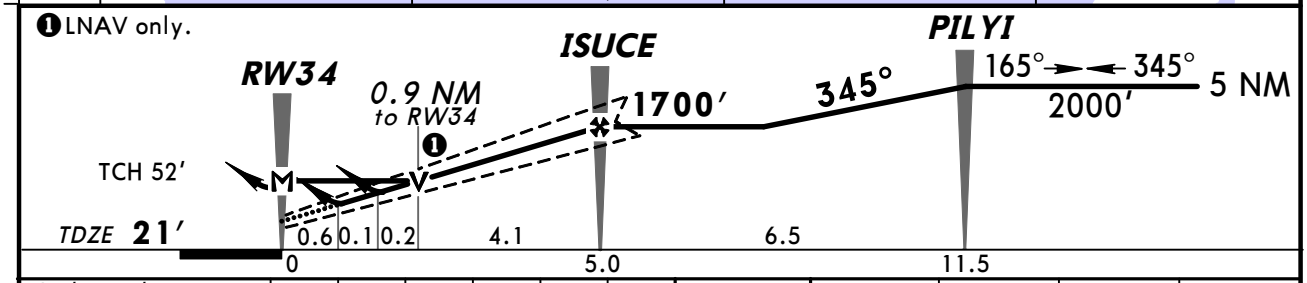
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lafayette Regl altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (120°F). 4. VDP and Baro-VNAV not authorized when using Lafayette Regl altimeter setting. 5. Pilot controlled lighting: Rwy 34 MALSR, Rwy 16-34 HIRL 125.0, Rwy 16W-34W MIRL 122.7.

16,000′

MSA RW34





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34						

MALSR PAPI 2000′ GIKEC

STRAIGHT-IN LANDING RWY 34

	1 LPV DA(H) 271′ (250′)		2 LNAV/VNAV DA(H) 310′ (289′)			3 LNAV MDA(H) 360′ (339′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C								
D			3/4	1		1		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Lafayette Regl Altimeter Setting MDA(H)
90	440′(416′)-1	480′(456′)-1
120	480′(456′)-1	520′(496′)-1
140	480′(456′)-1½	520′(496′)-1½
165	580′(556′)-2	620′(596′)-2

TERPS AMEND 0

1 DA(H) 311′ (290′) with Lafayette Regl altimeter setting.
2 DA(H) 350′ (329′) with Lafayette Regl altimeter setting.
3 MDA(H) 400′ (379′) with Lafayette Regl altimeter setting.

CHANGES: Charted Obstructions.

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BRIEFING STRIP ™

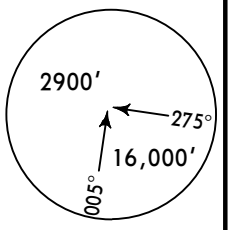
ASOS	*LAFAYETTE Approach (R)	HOUSTON Center	*ACADIANA Tower	*Ground
133.32	121.1	126.35 when App inop.	CTAF 125.0	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 24′
LFT 109.8	145°	CUKTA 1500′ (1476′)	(CONDITIONAL) 440′ (416′)	TDZE 24′

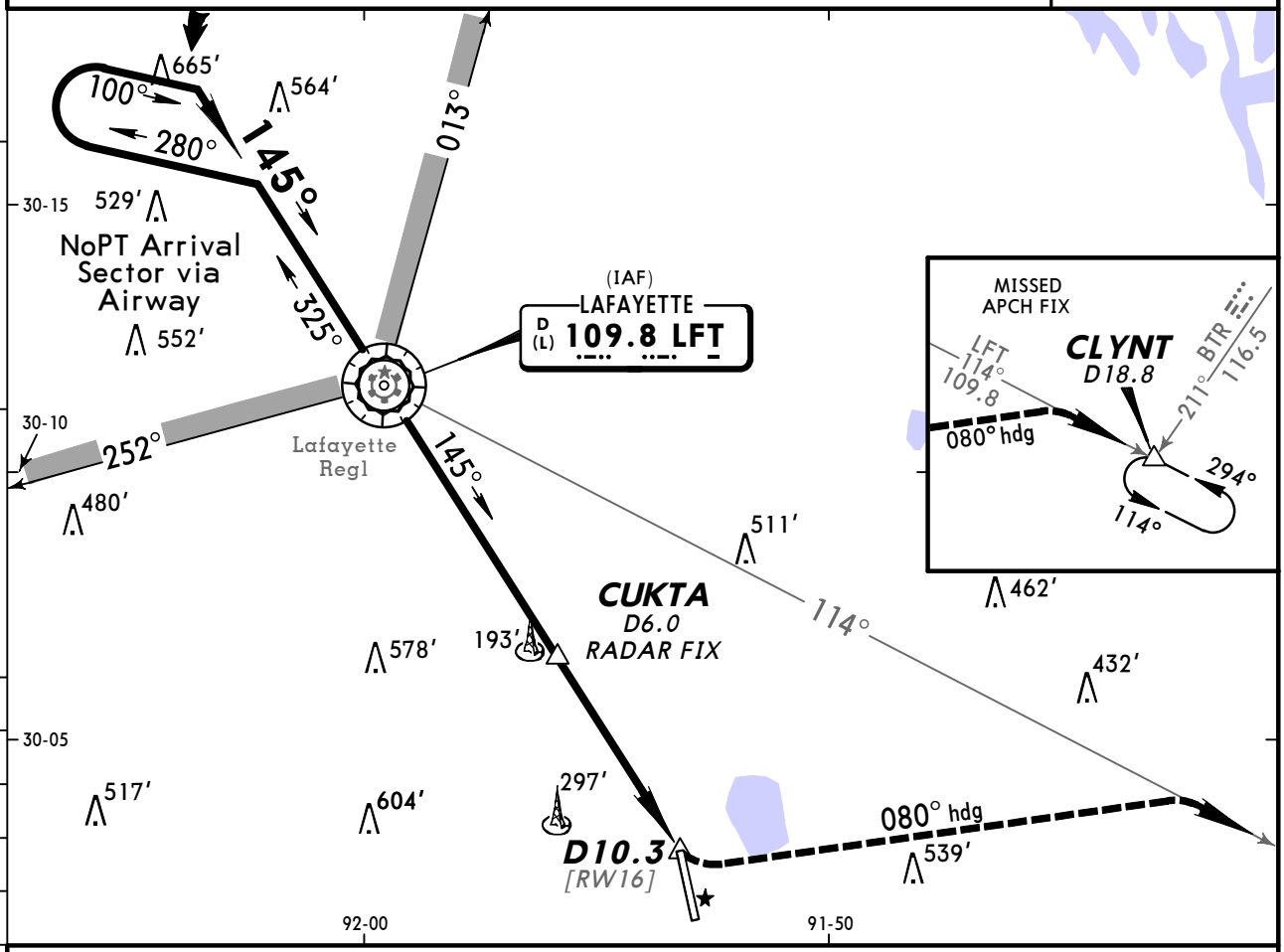
MISSED APCH: Climbing LEFT turn to 2000′ via 080° heading and outbound via LFT VOR R-114 to CLYNT INT/D18.8 and hold.

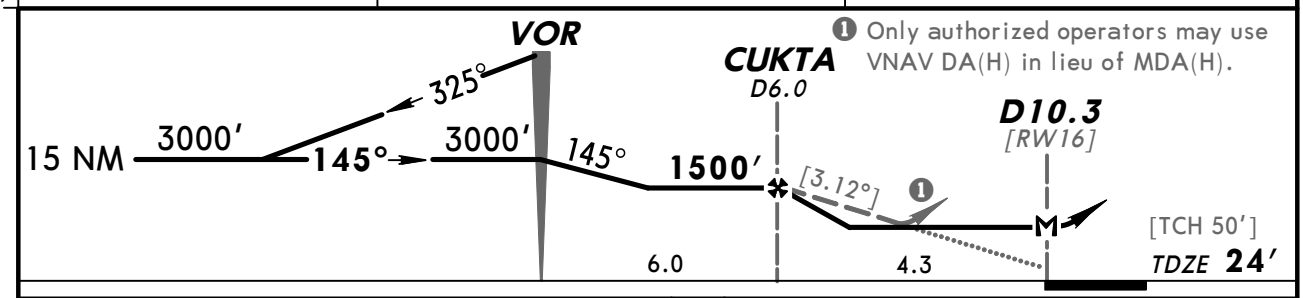
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Use local altimeter setting; if not received use Lafayette Regl altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting: Rwy 34 MALSR, Rwy 16-34 HIRL 125.0, Rwy 16W-34W MIRL 122.7.



MSA LFT VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.12°]	386	497	552	662	773	883
MAP at D10.3 or FAF to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

ODALS PAPI

2000′ LT via 080° hdg and LFT 109.8 R-114 CLYNT

STRAIGHT-IN LANDING RWY 16			CIRCLE-TO-LAND		
	MDA(H) 440′ (416′) With Local Altimeter Setting	MDA(H) 480′ (456′) With Lafayette Regl Altimeter Setting		With Local Altimeter Setting	With Lafayette Regl Altimeter Setting
	ODALS out	ODALS out	Max Kts	MDA(H)	MDA(H)
A	1	1	90	440′ (416′)-1	480′ (456′)-1
B			120	480′ (456′)-1	520′ (496′)-1
C	1¼	1¼	140	480′ (456′)-1½	520′ (496′)-1½
D		1½	165	580′ (556′)-2	620′ (596′)-2

AMEND 1A TERPS

CHANGES: Minimums.

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KARA/ARA
ACADIANA REGL

JEPPESEN

26 DEC 08 (13-2)

NEW IBERIA, LA
VOR DME Rwy 34

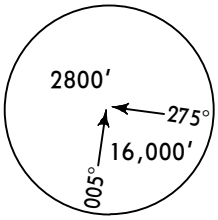
ASOS	*LAFAYETTE Approach (R)	HOUSTON Center	*ACADIANA Tower	*Ground
133.32	121.1	126.35 when App inop.	CTAF 125.0	121.7

VOR	Final Apch Crs	Minimum Alt MACAN	MDA(H) (CONDITIONAL)	Apt Elev 24′
LFT 109.8	328°	1800′ (1779′)	500′ (479′)	TDZE 21′

MISSED APCH: Climbing RIGHT turn to 2000′ via 080° heading and outbound via LFT VOR R-114 to CLYNT INT/D18.8 and hold.

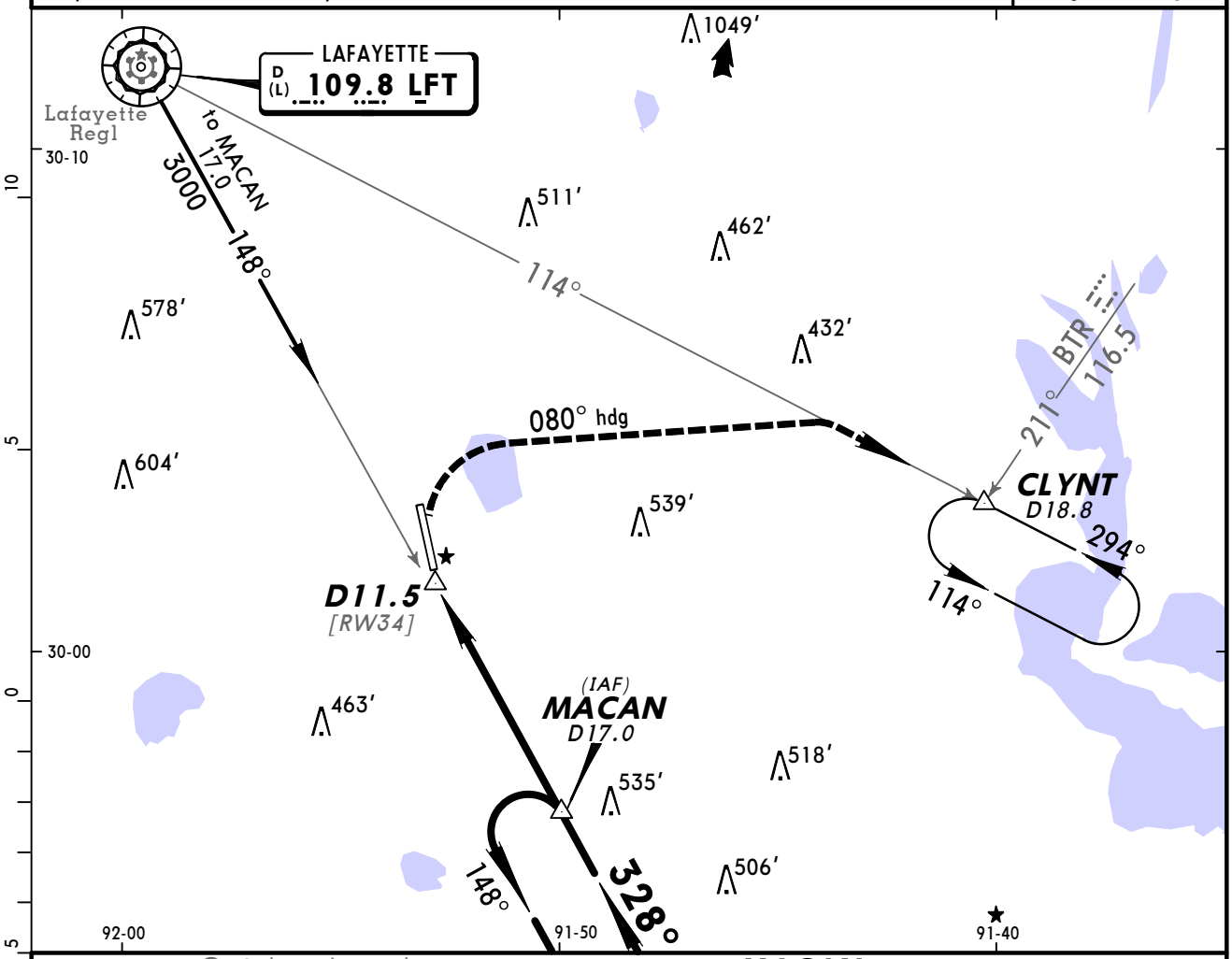
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

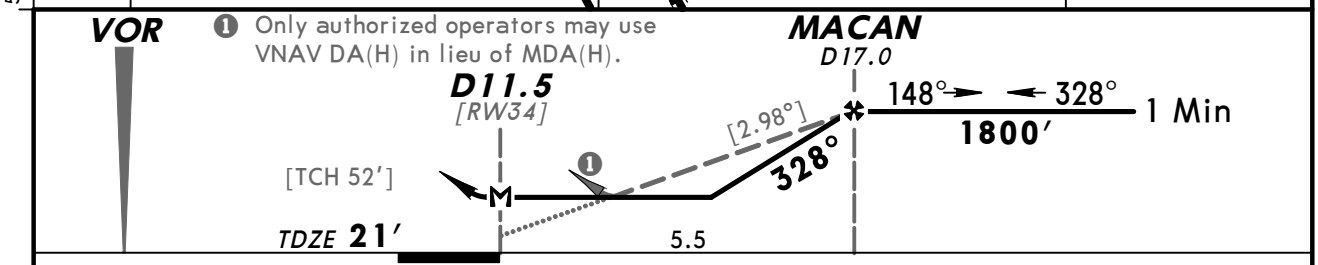
1. When Twr inop, use Lafayette Regl altimeter setting. 2. VNAV not applicable when using Lafayette Regl altimeter setting. 3. Pilot controlled lighting: Rwy 34 MALSR, Rwy 16-34 HIRL 125.0, Rwy 16W-34W MIRL 122.7.



MSA LFT VOR

BRIEFING STRIP ™





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [2.98°]	369	474	527	633	738	843
MAP at D11.5						

MALSR PAPI

2000′ RT via 080° hdg and LFT 109.8 R-114 CLYNT

STRAIGHT-IN LANDING RWY 34						CIRCLE-TO-LAND		
	MDA(H) 500′(479′) When Twr Operating			MDA(H) 520′(499′) With Lafayette Regl Altimeter Setting			When Twr Operating	With Lafayette Regl Altimeter Setting
		RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	1/2	3/4	1	3/4	1	90	500′(476′)-1	520′(496′)-1
B						120		
C	3/4	1 1/4		3/4	1 1/4	140	500′(476′)-1 1/2	520′(496′)-1 1/2
D	1 1/2			1 1/2		165	580′(556′)-2	620′(596′)-2

TERPS AMEND 1C

CHANGES: Charted obstructions.

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General Information

Location: Bossier City LA USA
IATA Code: BAD
Lat/Long: N32° 30.1' W093° 39.8'
Elevation: 166 ft

Airport Use: Military
Magnetic Variation: 1.9°E
Sectional Chart: Memphis

Fuel Types: Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 834 ft AGL

Sunrise: 1245 Z
Sunset: 0010 Z,

Runway Information

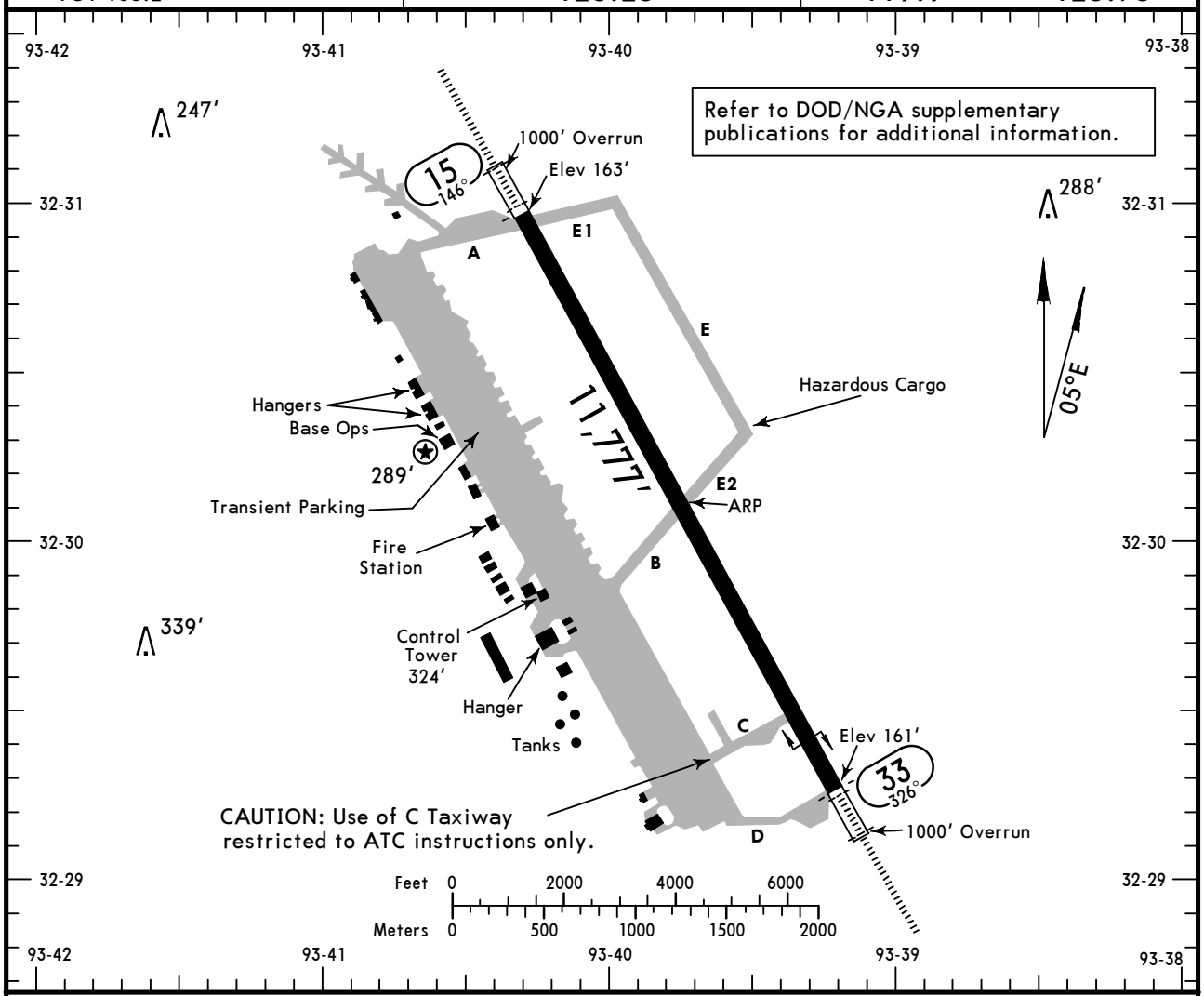
Runway: 15
Length x Width: 11777 ft x 300 ft
Surface Type: asphalt
TDZ-Elev: 166 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

Runway: 33
Length x Width: 11777 ft x 300 ft
Surface Type: asphalt
TDZ-Elev: 163 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

Communication Information

Barksdale Tower Tower 128.25
Barksdale Ground Control 121.8
Shreveport Approach Control 123.75 (320°-152°)
Shreveport Approach Control 119.9 (153°-319°) Initial Contact
Shreveport App ARSA 119.9 (153°-319°)
Shreveport App ARSA 118.6 (320°-152°)
Shreveport Departure Control 119.9 (153°-319°)
Shreveport Departure Control 123.75 (320°-152°)

BARKSDALE Ground	Tower	SHREVEPORT Departure (R)	
121.8	128.25	153°-319° 119.9	320°-152° 123.75
VOT 108.2			



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
15	HIRL ❶ ALSF-I (non-std) PAPI-L RVR		10,554′		300′
33	HIRL ❶ ALSF-I PAPI-L RVR		10,625′		

❶ Sequence flashing lights offset 2.5′ from centerline.

TAKE-OFF

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

CHANGES: Rwy usable lengths, end elevations, notes, ARP.

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KBAD/BAD
BOSSIER CITY, LA

JEPPESEN
9 DEC 11
Eff 15 Dec
31-1

BARKSDALE AFB
ILS or LOC DME Y Rwy 15

BRIEFING STRIP ™

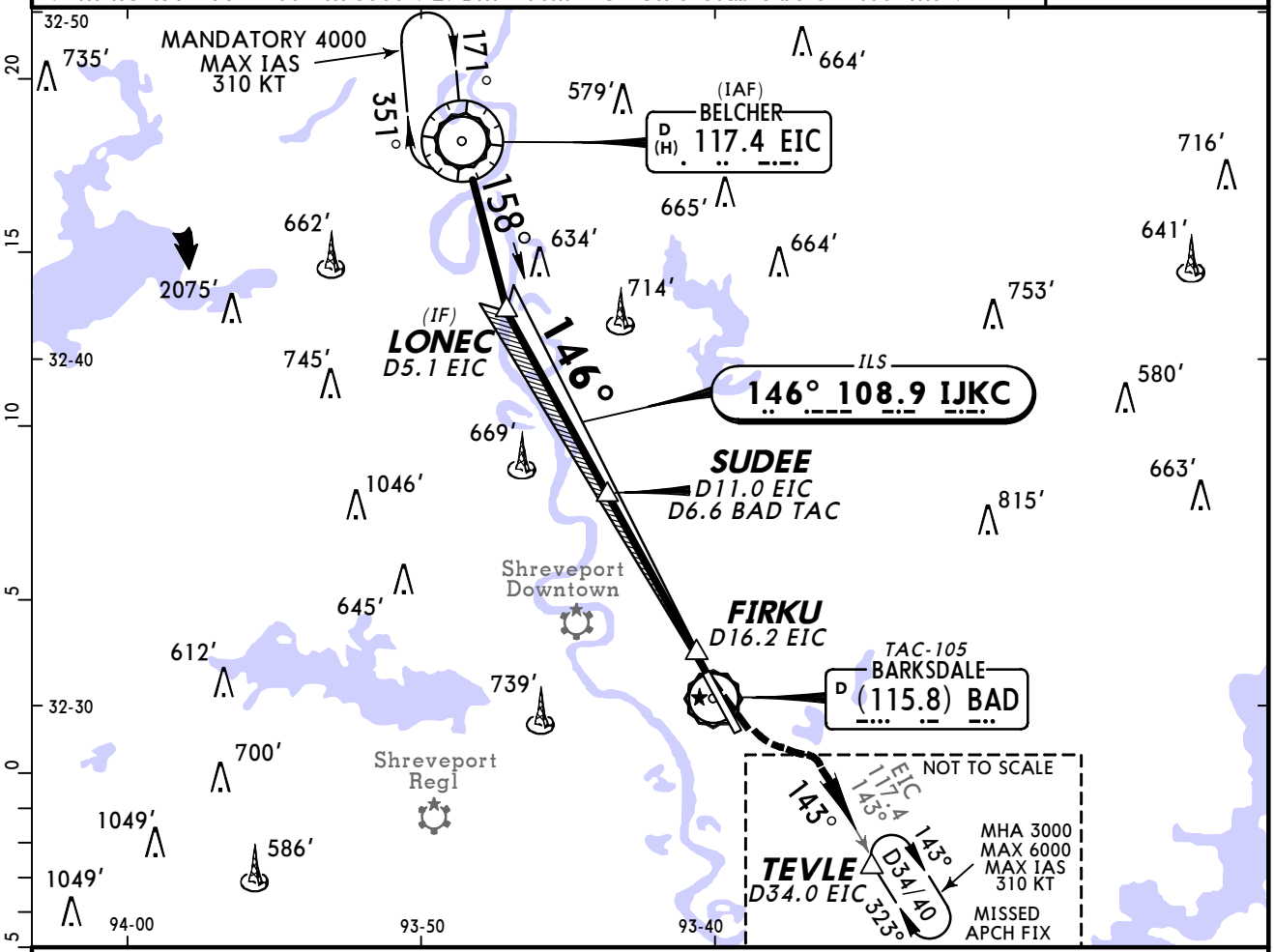
SHREVEPORT Approach (R) 153°-319°	320°-152°	BARKSDALE Tower	Ground
119.9	123.75	128.25	121.8

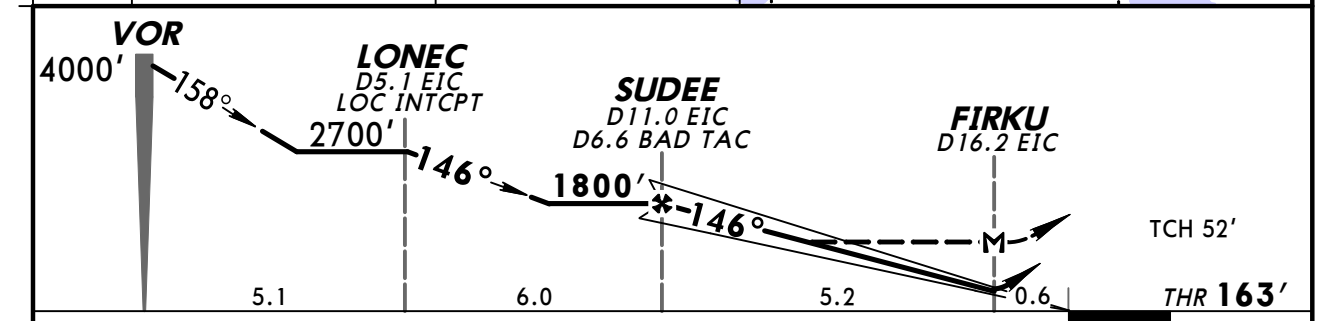
LOC IJKC	Final Apch Crs	Minimum Alt SUDEE	ILS DA(H)	Apt Elev 166′
108.9	146°	1800′ (1637′)	363′ (200′)	THR 163′

MISSED APCH: Climb to 2000′ then climbing LEFT turn to join EIC VOR R-143 outbound direct TEVLE/D34.0 EIC and hold, maintain 3000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. EMERG SAFE ALT 100 NM 3300′. 2. DME from EIC VOR unusable below 400′ MSL.

170° 3100′ 080° 2100′
MSA BAD TAC





Gnd speed-Kts	70	90	100	120	140	160
GS 2.50°	310	398	442	531	619	707
MAP at FIRKU or SUDEE to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

ALSF-I PAPI 2000′ LT EIC 117.4 R-143 TEVLE

Military STRAIGHT-IN LANDING RWY 15

	ILS DA(H) 363′ (200′) FULL	ILS DA(H) 363′ (200′) ALS out	LOC (GS out) MDA(H) 640′ (477′)	LOC (GS out) MDA(H) 640′ (477′) ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1	A	NOT AUTHORIZED
B					B	
C			RVR 50 or 1	1⅜	C	
D					165	720′ (554′)-2

CIRCLE-TO-LAND
Not Authorized
West of Runway.
Not Authorized
over Munitions Storage
Area East of Airport.

TERPS AMEND 4

CHANGES: Procedure title, notes, THR elev.

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KBAD/BAD
BOSSIER CITY, LA

JEPPESEN 9 DEC 11 Eff 15 Dec (31-2)

TACAN Azimuth Required

BARKSDALE AFB
ILS or LOC DME Z Rwy 15

SHREVEPORT Approach (R) 153°-319°	320°-152°	BARKSDALE Tower	Ground
119.9	123.75	128.25	121.8

BRIEFING STRIP ™

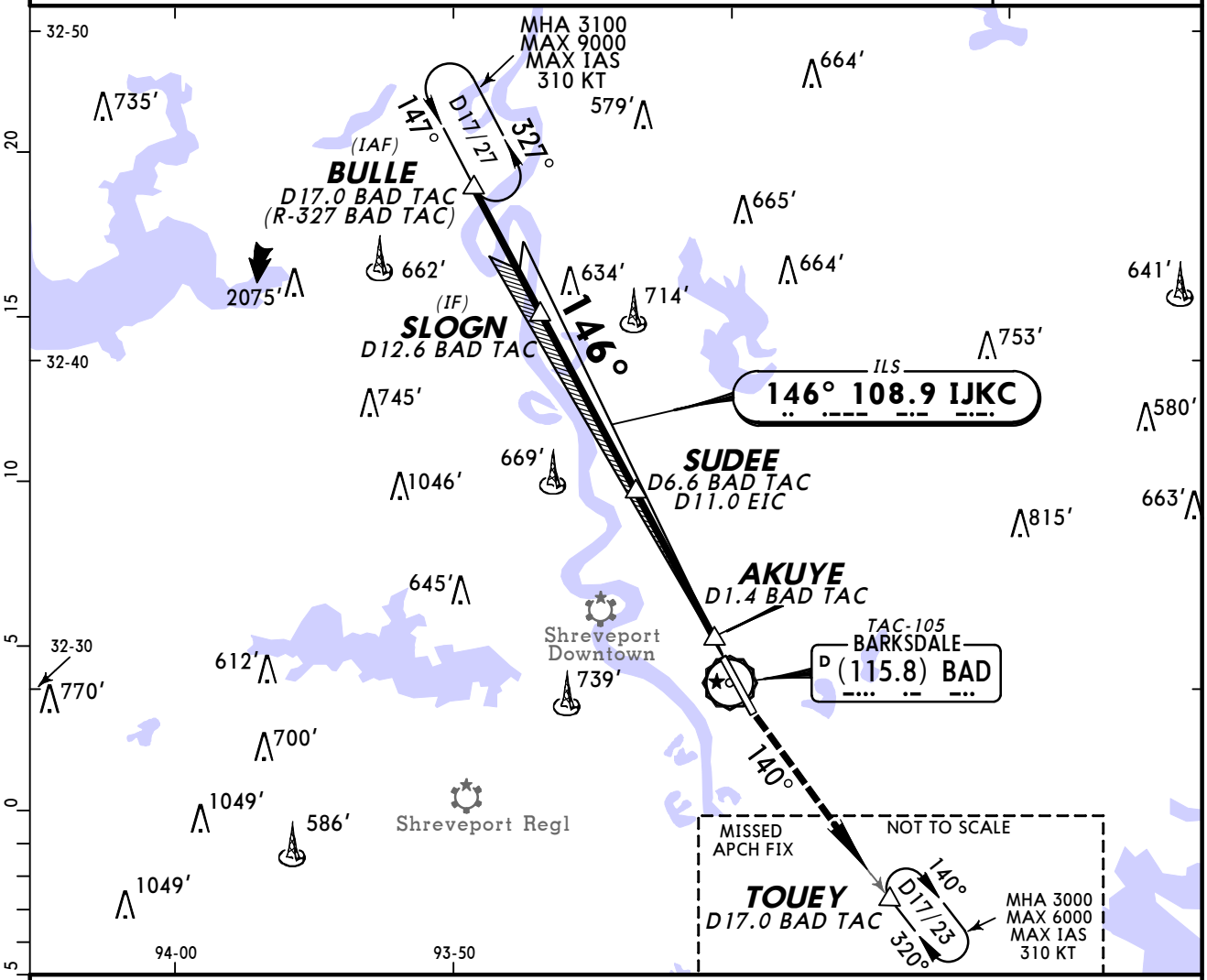
LOC IJKC	Final Apch Crs	Minimum Alt SUDEE	ILS DA(H)	Apt Elev 166′
108.9	146°	1800′ (1637′)	363′ (200′)	THR 163′

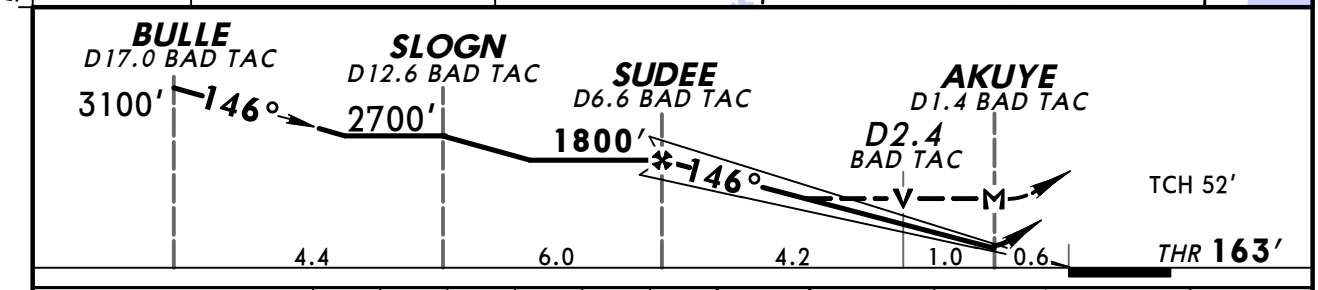
MISSED APCH: Climb to 3000′ via BAD TAC R-140 direct TOUEY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 3300′.

170° 3100′ 080° 2100′
MSA BAD TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	2.50°	310	398	442	531	619	707
MAP at AKUYE or SUDEE to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

ALSF-I PAPI | 3000′ | BAD TAC-105 (115.8) via R-140 | TOUEY

Military STRAIGHT-IN LANDING RWY 15

	ILS DA(H) 363′ (200′) FULL	ILS DA(H) 363′ (200′) ALS out	LOC (GS out) MDA(H) 640′ (477′)	LOC (GS out) MDA(H) 640′ (477′) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1	A	NOT AUTHORIZED
B					B	
C			RVR 50 or 1	1⅜	C	
D					165	720′ (554′)-2

Not Authorized West of Rwy. Not Authorized over Munitions Storage Area East of Airport.

AMEND 3 TERPS

CHANGES: Procedure.

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KBAD/BAD
BOSSIER CITY, LA

JEPPESEN
9 DEC 11
Eff 15 Dec
31-3

BARKSDALE AFB
ILS or LOC DME Rwy 33

BRIEFING STRIP™

SHREVEPORT Approach (R) 153°-319°	320°-152°	BARKSDALE Tower	Ground
119.9	123.75	128.25	121.8

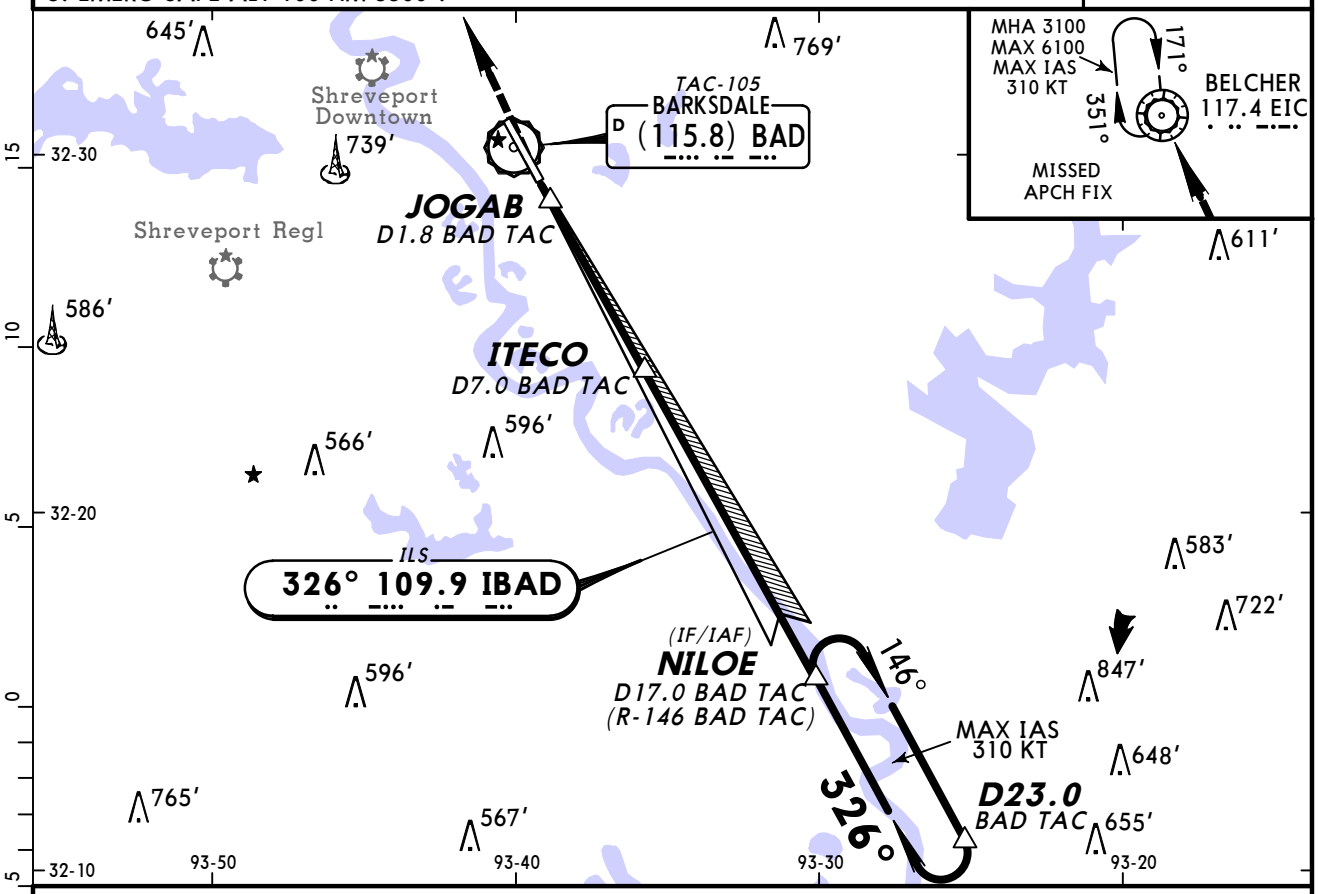
LOC IBAD	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 166′
109.9	326°	ITECO 1800′ (1639′)	361′ (200′)	THR 161′

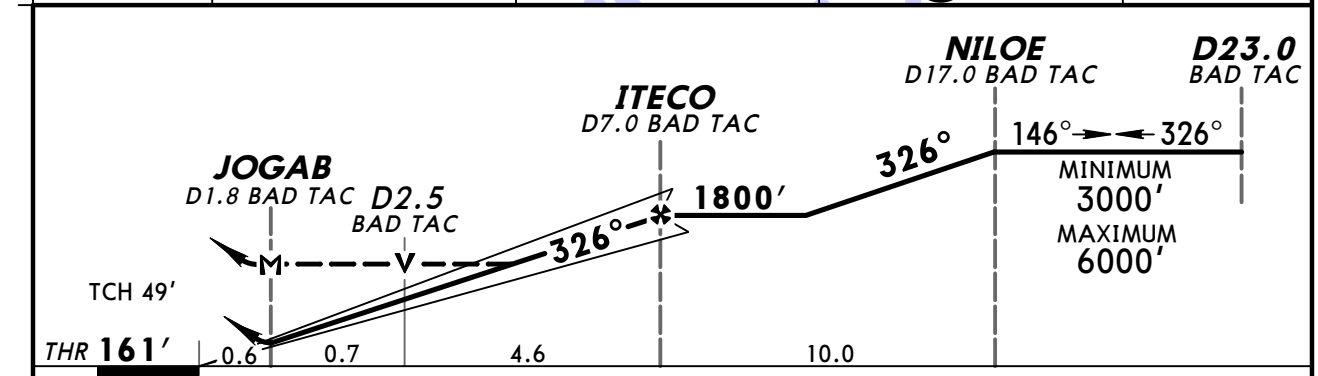
MISSED APCH: Climb to 3100′ direct EIC VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Glideslope unreliable inside DA(H).
2. CAUTION: Localizer unusable for coupled approaches below 394′.
3. EMERG SAFE ALT 100 NM 3300′.

MSA BAD TAC
170°
3100′
080°
2100′





Gnd speed-Kts		70	90	100	120	140	160
GS	2.50°	310	398	442	531	619	707
MAP at JOGAB or ITECO to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-I PAPI 3100′ D EIC 117.4

Military STRAIGHT-IN LANDING RWY33

	ILS DA(H) 361′(200′) FULL	ILS DA(H) 361′(200′) ALS out	LOC (GS out) MDA(H) 560′(399′)	LOC (GS out) MDA(H) 560′(399′) ALS out	CIRCLE-TO-LAND Not Authorized West of Rwy. Not Authorized over Munitions Storage Area East of Airport. Max Kts. MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1	NOT AUTHORIZED
B					
C			RVR 35 or ⅝	RVR 60 or 1⅛	
D					165 720′(554′)-2

AMEND 3 TERPS

CHANGES: Procedure.

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KBAD/BAD
BOSSIER CITY, LA

JEPPESEN

9 DEC 11 (33-1) Eff 15 Dec

BARKSDALE AFB
VOR DME Rwy 33

BRIEFING STRIP ™

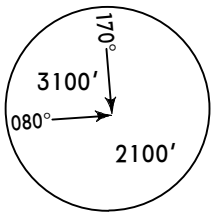
SHREVEPORT Approach (R) 153°-319° 119.9	320°-152° 123.75	BARKSDALE Tower 128.25	Ground 121.8

VOR EMG 111.2	Final Apch Crs 323°	Minimum Alt VOR 2000′ (1839′)	MDA(H) 640′ (479′)	Apt Elev 166′ THR 161′

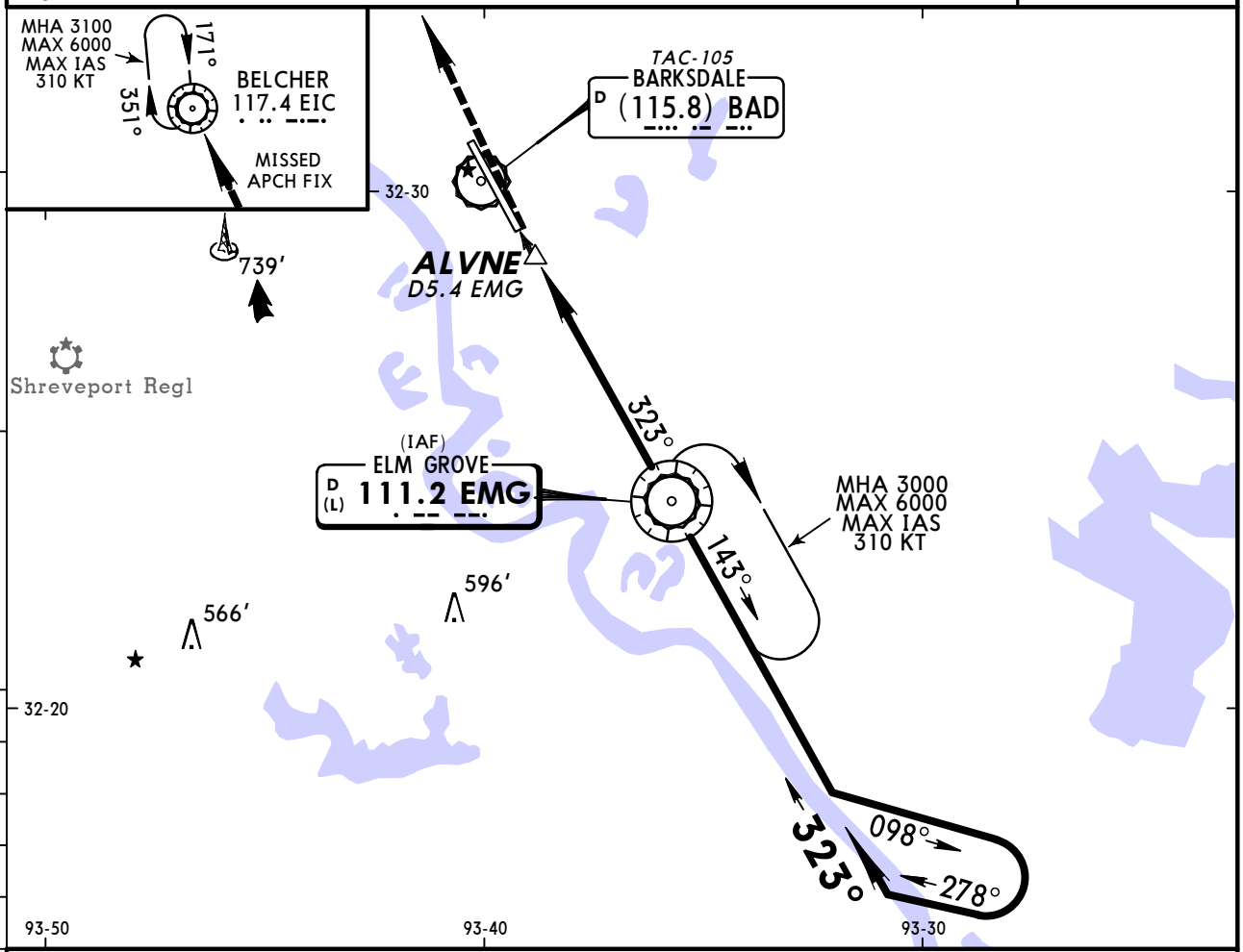
MISSED APCH: Climb to 3100′ direct EIC VOR and hold.

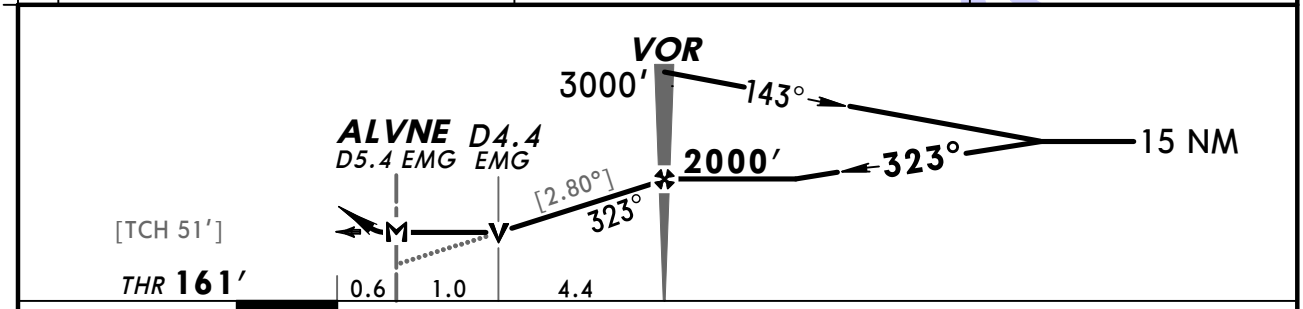
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR or DME required. 2. EMERG SAFE ALT 100 NM 3300′. 3. VGSI and descent angles not coincident.



MSA BAD TAC





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[2.80°]	347	446	495	594	693	792
MAP at ALVNE or VOR to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-I PAPI 3100′ D EIC 117.4

Military STRAIGHT-IN LANDING RWY 33

MDA(H) 640′ (479′)

TERPS	ALS out	
A	RVR 24 or ½	RVR 55 or 1
B		
C	RVR 50 or 1	1⅜
D		

CIRCLE-TO-LAND
Not Authorized West of Rwy.
Not Authorized over Munitions Storage Area East of Airport.

Max Kts	MDA(H)
A	NOT AUTHORIZED
B	
C	
165	720′ (554′)-2

AMEND 3

CHANGES: THR elev, profile.

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BRIEFING STRIP™

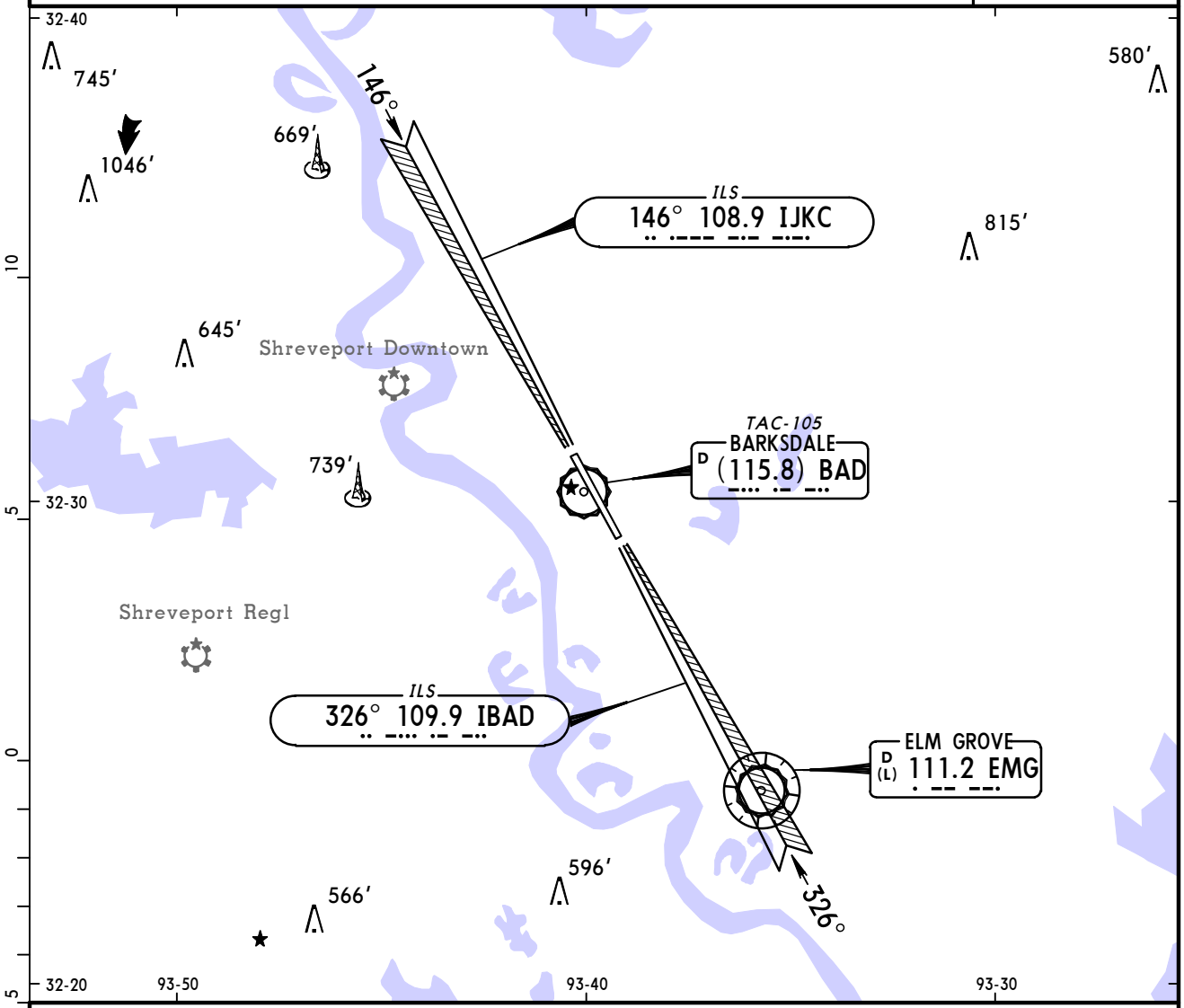
SHREVEPORT Approach (R) 153°-319° 119.9	320°-152° 123.75	BARKSDALE Tower 128.25	Ground 121.8

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 166′ THR-See below

No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′



RWY 15 THR 163′ | RWY 33 THR 161′

Lighting - Refer to Airport Chart

Military STRAIGHT-IN LANDING

	ASR 15 MDA(H) 640′ (477′)		ASR 33 MDA(H) 640′ (479′)	
		ALS out		ALS out
A	RVR 24 or ½	RVR 55 or 1	RVR 24 or ½	RVR 55 or 1
B				
C	RVR 50 or 1	1⅜	RVR 50 or 1	1⅜
D				

CIRCLE-TO-LAND
Not Authorized West of Rwy.
Not Authorized Over Munitions Storage Area East of Airport.

Max Kts.	MDA(H)
A	NOT AUTHORIZED
B	
C	
165	720′ (554′)-2

AMEND 3 TERPS

CHANGES: THR elev, minimums.

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General Information

Location: Baton Rouge LA USA
IATA Code: BTR
Lat/Long: N30° 32.0' W091° 09.0'
Elevation: 70 ft

Airport Use: Public
Magnetic Variation: 0.4°E
Sectional Chart: Houston

Fuel Types: 100 Octane (LL), Jet A, Jet A+
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1233 Z
Sunset: 0002 Z,

Runway Information

Runway: 04L
Length x Width: 7500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 69 ft
Lighting: Edge, Centerline, Pilot controlled
Displaced Threshold: 600 ft

Runway: 04R
Length x Width: 3799 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 69 ft
Lighting: Edge

Runway: 13
Length x Width: 7004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 67 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 597 ft

Runway: 22L
Length x Width: 3799 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 69 ft
Lighting: Edge

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Runway: 22R
Length x Width: 7500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 70 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled
Displaced Threshold: 424 ft

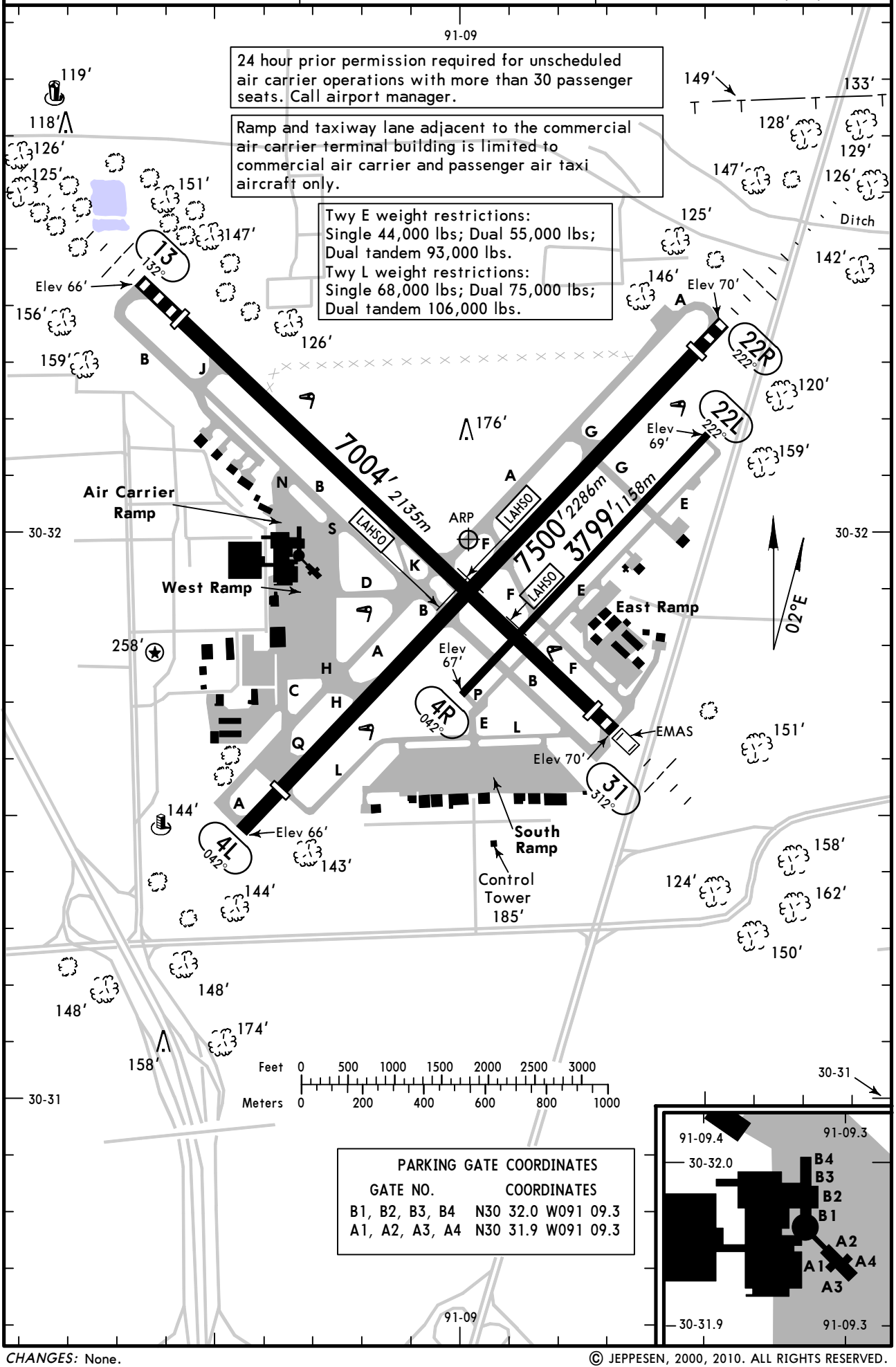
Runway: 31
Length x Width: 7004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 70 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 315 ft

Communication Information

ATIS 125.2
ASOS 125.2
Baton Rouge Metro-Ryan Tower 118.45 CTAF PCL
Baton Rouge Metro-Ryan Ground Control 121.9
Baton Rouge Metro-Ryan Clearance Delivery 119.4
Baton Rouge Approach Control 126.5
Baton Rouge Approach Control 120.3 Initial Contact
Baton Rouge App ARSA 120.3 (181°-360°)
Baton Rouge App ARSA 126.5 (1°-180°)
Baton Rouge Departure Control 126.5
Baton Rouge Departure Control 120.3
Baton Rouge Metro-Ryan Unicom 122.95
De Ridder Flight Service Station 122.2 RCO
Houston Center 126.35 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*RYAN Clearance	*Ground	*Tower
125.2	119.4	121.9	CTAF 118.45

UNICOM 122.95	*BATON ROUGE Departure (R) West	East	HOUSTON Center (R)
	120.3	126.5	126.35 when Dep inop.



PARKING GATE COORDINATES

GATE NO.	COORDINATES
B1, B2, B3, B4	N30 32.0 W091 09.3
A1, A2, A3, A4	N30 31.9 W091 09.3

CHANGES: None.

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GENERAL
Birds in vicinity of airport.
Low-level wind shear alert system.
Rwys 4R & 22R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO	WIDTH
4L	❶ HIRL CL VASI-L grooved	6900′ *2103m*			150′ *46m*
22R	❶ HIRL CL ❶ MALSR TDZ VASI-L grooved RVR	7076′ *2157m*	6044′ *1842m*	13/31 3450′ *1052m*	
❶ Activate on 118.45 when Twr inop.					
4R ❷ 22L	❸ MIRL PAPI-L			13/31 2900′ *884m*	75′ *23m*
❷ Not available for air carrier operations with more than 30 passenger seats.					
❸ Not available when Twr inop.					
13	❹ HIRL ❺ MALSR grooved	6407′ *1953m*	5282′ *1610m*	4L/22R 4140′ *1262m*	150′ *46m*
31	❹ HIRL ❺ MALS VASI-L grooved	6691′ *2039m*			
❹ Increase intensity on 118.45 when Twr inop.					
❺ Activate on 118.45 when Twr inop.					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 04L, 04R, 13, 22L, 31		Rwy 22R		
			With Mim climb of 229′/NM to 500′		
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	RVR 16 or 1/4	RVR 50 or 1	300-2¼
3 & 4 Eng		1/2		RVR 24 or 1/2	

OBSTACLE DP
Rwys 22L/R, climb heading 220° to 2000′ before proceeding on course

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating & Local Weather Available		Authorized Only When Twr Operating			Authorized Only When Local Weather Available.		
	ILS Rwy 22R	LOC Rwy 22R	ILS Rwy 13	RADAR-1 LOC Rwy 13	NDB Rwy 31	RNAV (GPS) Rwy 4L RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 22R RNAV (GPS) Rwy 31	VOR DME Rwy 22R	VOR Rwy 4L
A	600-2	800-2	600-2	800-2	900-2	800-2	800-2	900-2
B								
C					900-2½			900-2½
D	700-2		700-2		900-2¾			900-2¾

AMEND 1

CHANGES: Minimums, obstacle DP, Rwy 4L lighting.

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KBTR/BTR
BATON ROUGE METRO-RYAN

JEPPESEN

1 APR 11 (11-1)

BATON ROUGE, LA
ILS or LOC Rwy 13

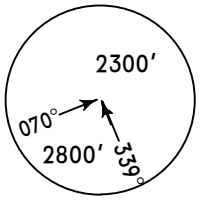
ATIS (ASOS when Twr inop)	*BATON ROUGE Approach (R)	HOUSTON Center (R)	*RYAN Tower	*Ground
125.2	120.3	126.35 when App inop.	CTAF 118.45	121.9

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 70'
IBTR 110.3	130°	RUNDI 1384' (1317')	267' (200')	TDZE 67'

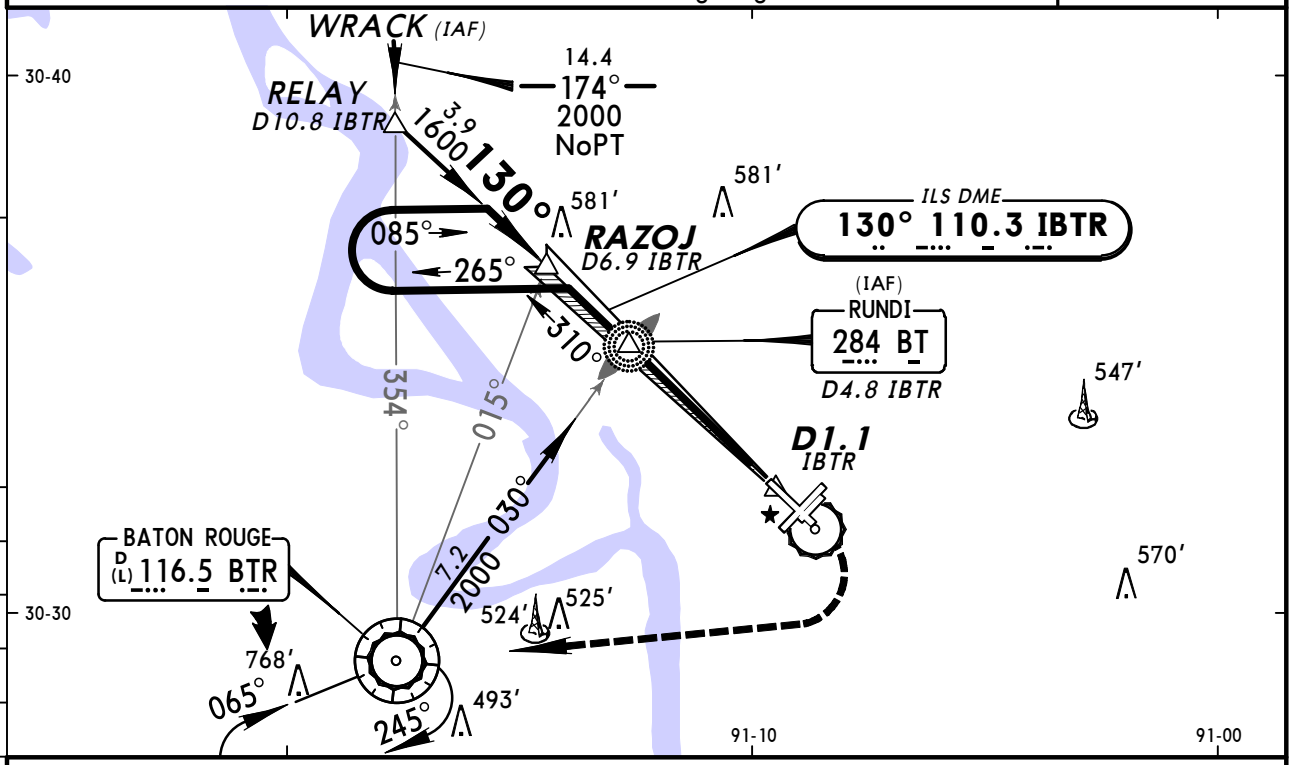
MISSED APCH: Climb to 500' then climbing RIGHT turn to 2000' direct BTR VOR and hold.

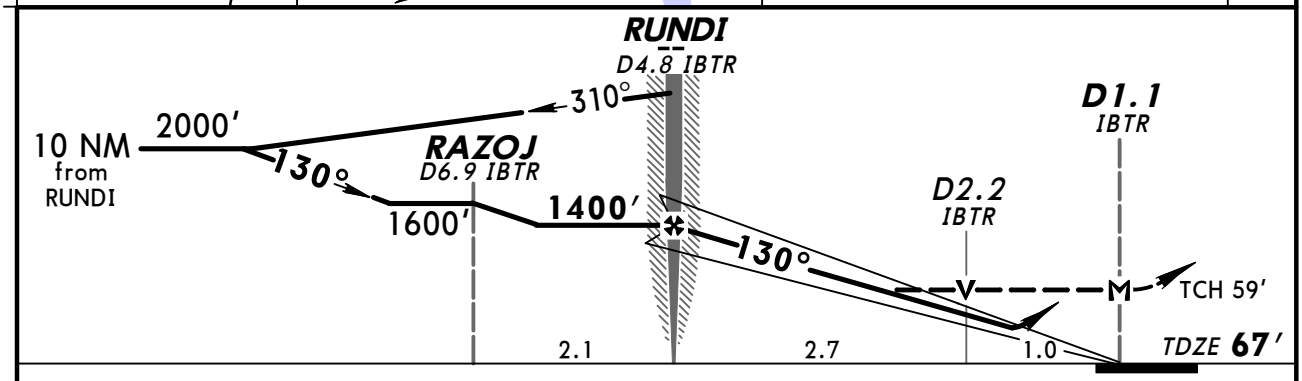
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Hammond Northshore Regl altimeter setting. 2. VDP not authorized with Hammond Northshore Regl altimeter setting. 3. Use IBTR DME when on LOC course. 4. Pilot controlled lighting 118.45.



MSA BT LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.1 IBTR or RUNDI to MAP 3.7	3:10	2:28	2:13	1:51	1:35	1:23

MALSR | 500' | 2000' RT | D | BTR 116.5

STRAIGHT-IN LANDING RWY13

With Local Altimeter Setting

	ILS DA(H) 267' (200') FULL	ILS DA(H) 267' (200') RAIL or ALS out	LOC (GS out) MDA(H) 480' (413')	LOC (GS out) MDA(H) 480' (413') RAIL out	LOC (GS out) MDA(H) 480' (413') ALS out
A	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 40 or 3/4	RVR 60 or 1 1/4	
D					

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90 / 120	560' (490') -1
140	660' (590') -1 1/2
165	680' (610') -2

With Hammond Northshore Regl Altimeter Setting

	ILS DA(H) 358' (291') FULL	ILS DA(H) 358' (291') RAIL or ALS out	LOC (GS out) MDA(H) 580' (513')	LOC (GS out) MDA(H) 580' (513') RAIL out	LOC (GS out) MDA(H) 580' (513') ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B					
C			RVR 50 or 1	1 1/2	
D			RVR 60 or 1 1/4	1 3/4	

With Hammond Northshore Regl Altimeter Setting

Max Kts	MDA(H)
90 / 120	660' (590') -1
140	760' (690') -2
165	780' (710') -2 1/4

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

BRIEFING STRIP ™

TERPS AMEND 27D 07 APR 2011

CHANGES: Procedure.

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BRIEFING STRIP™

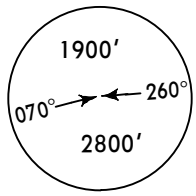
ATIS (ASOS when Twr inop)	*BATON ROUGE Approach (R)	HOUSTON Center (R)	*RYAN Tower	*Ground
125.2	120.3	126.35 when App inop.	CTAF 118.45	121.9

LOC ICLZ	Final Apch Crs	GS COMIT	ILS DA(H) (CONDITIONAL)	Apt Elev 70′
108.7	220°	1709′ (1639′)	270′ (200′)	TDZE 70′

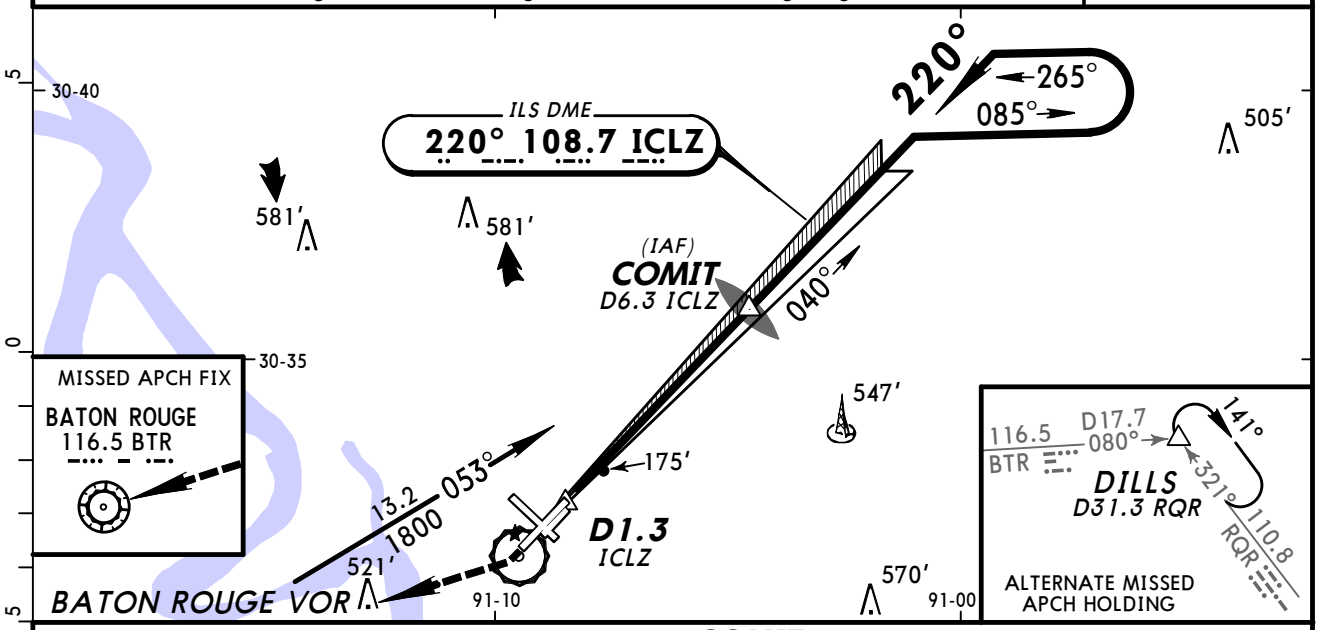
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 2200′ direct BTR VOR.

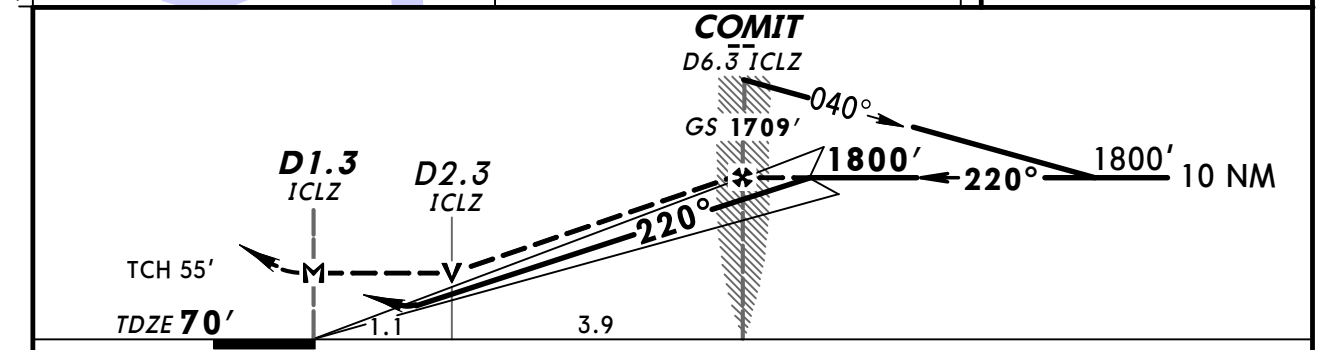
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Use local altimeter setting; if not received, use Hammond Northshore Regl altimeter setting. 3. Pilot controlled lighting 118.45.



MSA BTR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.3 ICLZ or COMIT to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR VASI | 500′ | 2200′ RT | D | BTR 116.5

STRAIGHT-IN LANDING RWY 22R
With Local Altimeter Setting

	ILS DA(H) 270′ (200′) FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 440′ (370′)	RAIL out	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B						
C						
D				RVR 40 or ¾	RVR 60 or 1¼	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	560′ (490′)-1
120	
140	660′ (590′)-1½
165	680′ (610′)-2

With Hammond Northshore Regl Altimeter Setting

	ILS DA(H) 361′ (291′) FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 540′ (470′)	RAIL out	ALS out
A	RVR 24 or ½		RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B						
C				RVR 40 or ¾	RVR 60 or 1¼	
D				RVR 50 or 1	1½	

With Hammond Northshore Regl Altimeter Setting

Max Kts	MDA(H)
90	660′ (590′)-1
120	
140	760′ (690′)-2
165	780′ (710′)-2½

TERPS AMEND 10B 07 APR 2011

CHANGES: Notes, minimums.

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KBTR/BTR
BATON ROUGE METRO-RYAN

JEPPESEN 1 APR 11 (12-1)

BATON ROUGE, LA
RNAV (GPS) Rwy 4L

BRIEFING STRIP ™

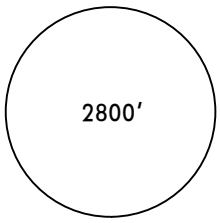
ATIS (ASOS when Twr inop)	*BATON ROUGE Approach (R)	HOUSTON Center (R)	*RYAN Tower	*Ground
125.2	120.3	126.35 when App inop.	CTAF 118.45	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 70′
Ch 81825 W-04A	040°	GOCET 1900′ (1831′)	382′ (313′)	TDZE 69′

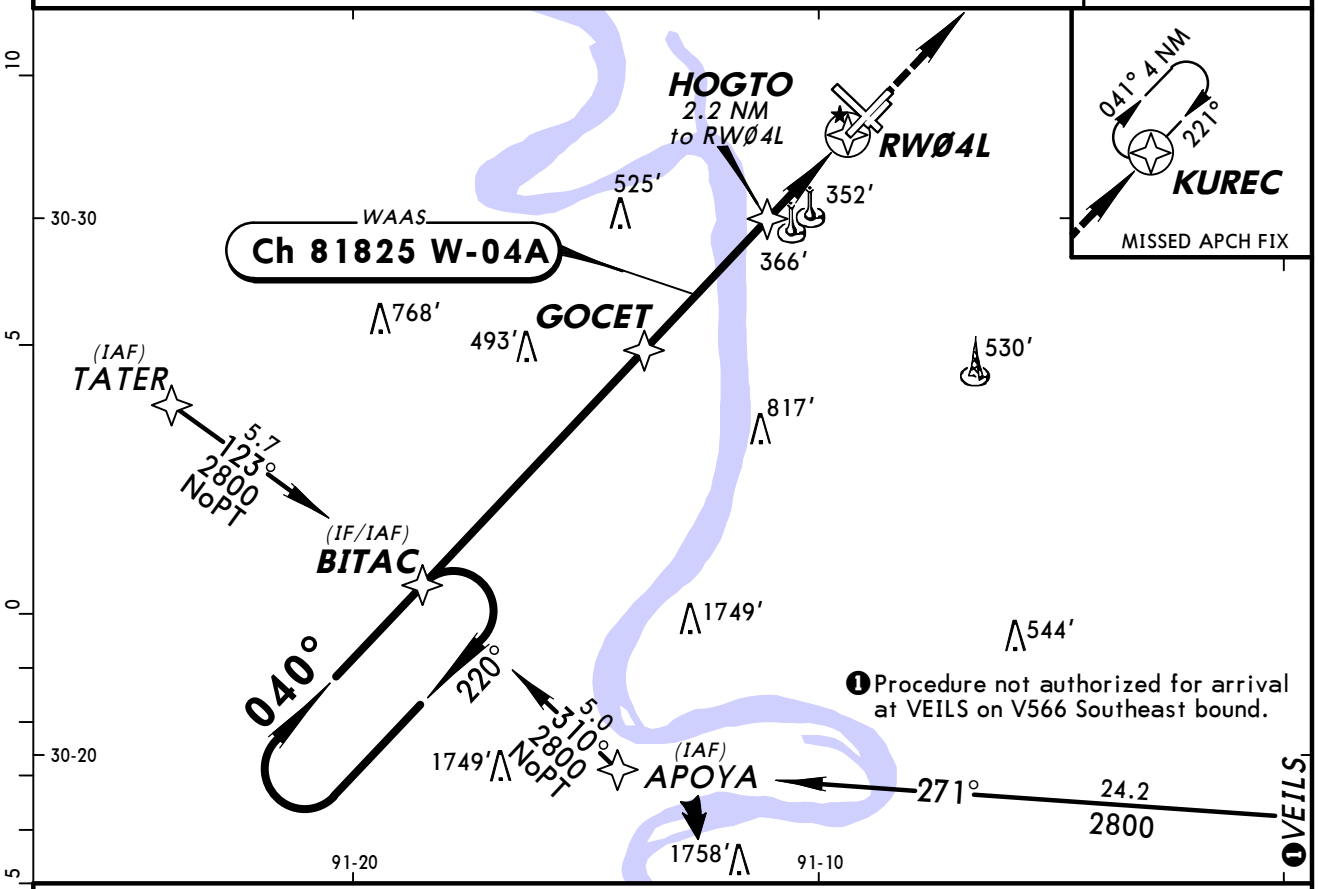
MISSED APCH: Climb to 2000′ direct KUREC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

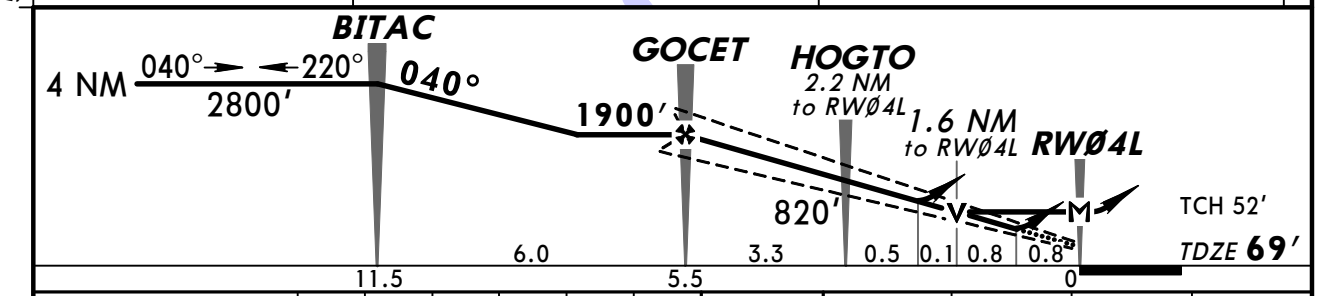
1. Use local altimeter setting; if not received, use Hammond Northshore Regl altimeter setting. 2. Baro-VNAV not authorized below -15°C (5°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Hammond Northshore Regl altimeter setting. 5. Pilot controlled lighting 118.45.



MSA RWØ4L



❶ Procedure not authorized for arrival at VEILS on V566 Southeast bound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4L						

VASI-L 2000′ KUREC

TERPS AMEND 1B 07 APR 2011

	STRAIGHT-IN LANDING RWY 4L			CIRCLE-TO-LAND		
	❶ LPV DA(H) 382′(313′)	❷ LNAV/VNAV DA(H) 667′(598′)	❸ LNAV MDA(H) 620′(551′)	Max Kts	With Local Altimeter Setting MDA(H)	With Hammond Northshore Regl Altimeter Setting MDA(H)
A	1	2	1	90	620′(550′)-1	720′(650′)-1
B				120		
C			1½	140	660′(590′)-1½	760′(690′)-2
D			1¾	165	680′(610′)-2	780′(710′)-2¼

❶ DA(H) 473′(404′) VIS 1 1/2 with Hammond Northshore Regl altimeter setting.
❷ DA(H) 758′(689′) VIS 2 1/2 with Hammond Northshore Regl altimeter setting.
❸ MDA(H) 720′(651′) VIS Cat C: 1 3/4, D: 2 with Hammond Northshore Regl altimeter setting.

CHANGES: Procedure.

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KBTR/BTR
BATON ROUGE METRO-RYAN

JEPPESEN 1 APR 11 (12-2)

BATON ROUGE, LA
RNAV (GPS) Rwy 13

ATIS (ASOS when Twr inop)	*BATON ROUGE Approach (R)	HOUSTON Center (R)	*RYAN Tower	*Ground
125.2	120.3	126.35 when App inop.	CTAF 118.45	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 70′
Ch 72817 W-13A	130°	DUNAY 1400′ (1333′)	267′ (200′)	TDZE 67′

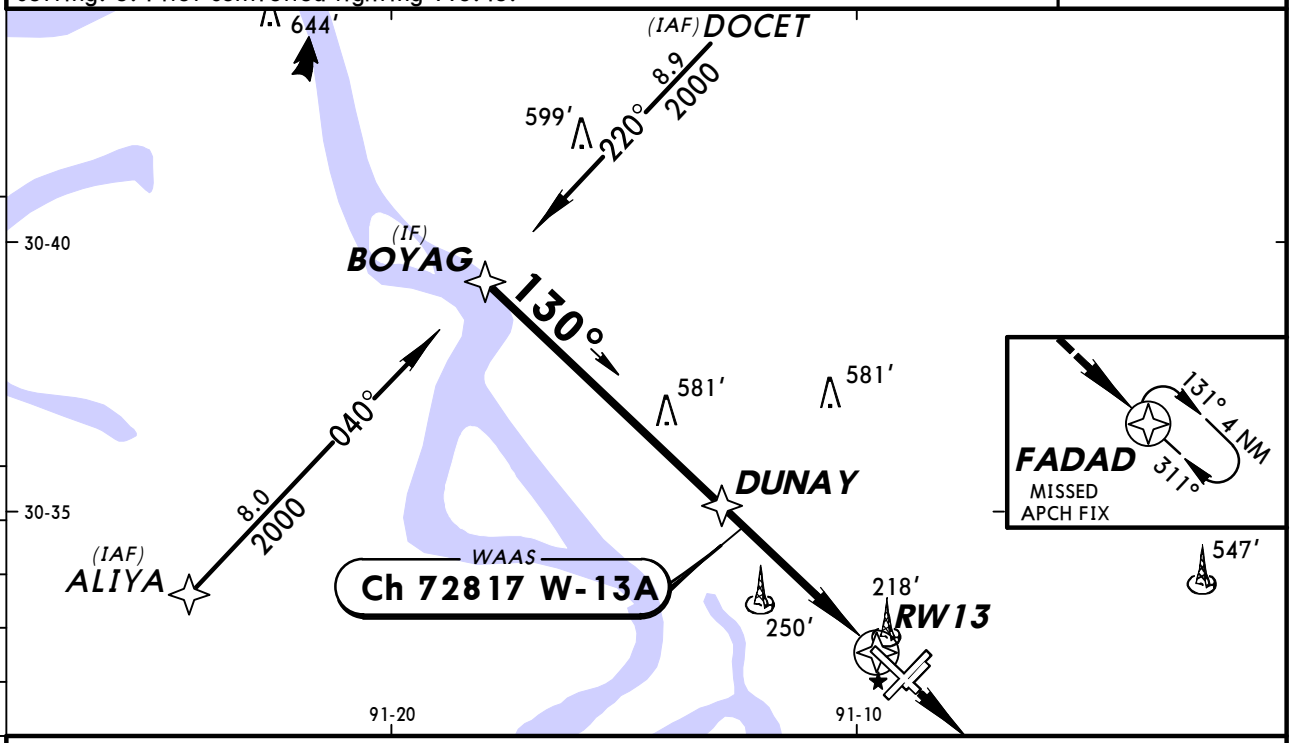
MISSED APCH: Climb to 2300′ direct FADAD and hold.

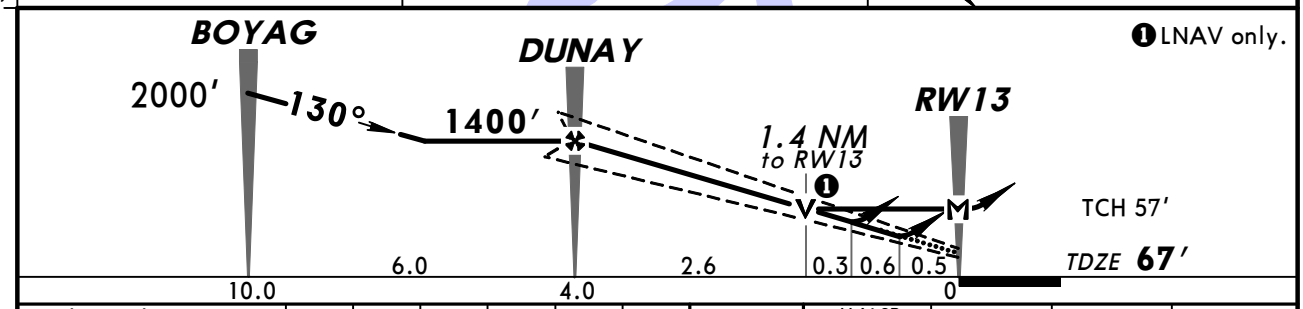
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Hammond Northshore Regl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Hammond Northshore Regl altimeter setting. 5. Pilot controlled lighting 118.45.

2800′
MSA RW13

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

MALSR 2300′ FADAD

STRAIGHT-IN LANDING RWY 13
With Local Altimeter Setting

	LPV DA(H) 267′ (200′)		LNAV/VNAV DA(H) 468′ (401′)		LNAV MDA(H) 560′ (493′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	3/4	1 1/4	1/2	3/4	1
B							
C					3/4	1 1/4	
D					1	1 1/2	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	560′ (490′)-1
120	
140	660′ (590′)-1 1/2
165	680′ (610′)-2

With Hammond Northshore Regl Altimeter Setting

	LPV DA(H) 358′ (291′)		LNAV/VNAV DA(H) 559′ (492′)		LNAV MDA(H) 660′ (593′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1	1 1/4	1 3/4	1/2	3/4	1
B							
C					1	1 1/2	
D					1 1/4	1 3/4	

With Hammond Northshore Regl Altimeter Setting

Max Kts	MDA(H)
90	660′ (590′)-1
120	
140	760′ (690′)-2
165	780′ (710′)-2 1/4

TERPS AMEND 1A 07 APR 2011

CHANGES: Note removed.

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KBTR/BTR
BATON ROUGE METRO-RYAN

JEPPESEN

1 APR 11 (12-3)

BATON ROUGE, LA
RNAV (GPS) Rwy 22R

ATIS (ASOS when Twr inop)	*BATON ROUGE Approach (R)	HOUSTON Center (R)	*RYAN Tower	*Ground
125.2	120.3	126.35 when App inop.	CTAF 118.45	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 70′
Ch 86225 W-22A	221°	FIRNO 1800′ (1730′)	384′ (314′)	TDZE 70′

MISSED APCH: Climb to 2800′ direct BITAC and hold.

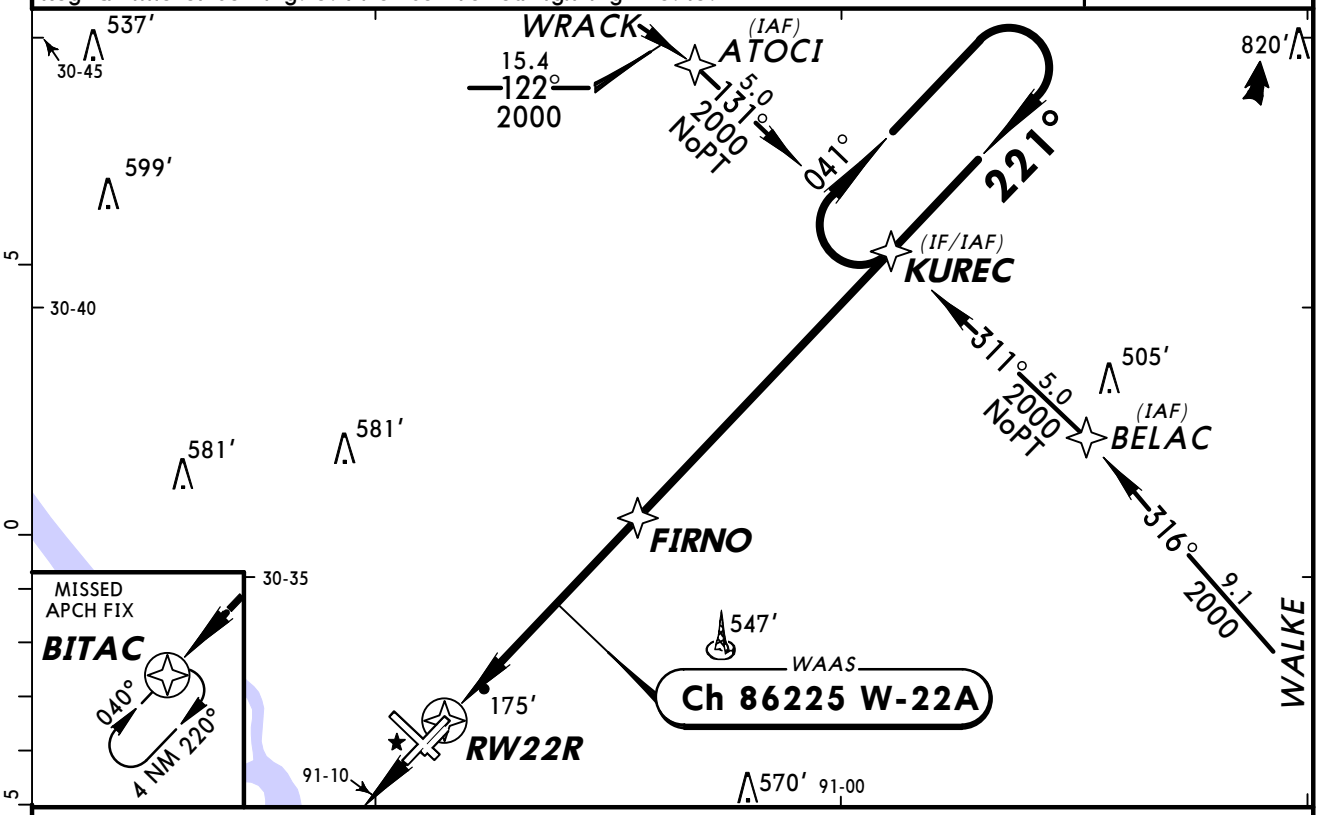
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

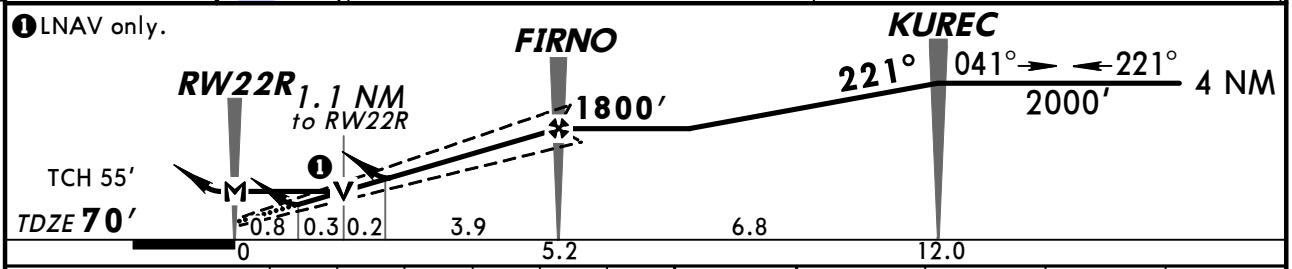
1. Use local altimeter setting; if not received, use Hammond Northshore Regl altimeter setting. 2. Baro-VNAV not authorized below -15°C (5°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Hammond Northshore Regl altimeter setting. 5. Pilot controlled lighting 118.45.

2800′

MSA RW22R

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22R						

MALSR
VASI
2800′
BITAC

STRAIGHT-IN LANDING RWY 22R
With Local Altimeter Setting

	LPV DA(H) 384′(314′)		LNAV/VNAV DA(H) 529′(459′)		LNAV MDA(H) 480′(410′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1		

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	560′(490′)-1½
120	
140	660′(590′)-1½
165	680′(610′)-2

With Hammond Northshore Regl Altimeter Setting

	LPV DA(H) 475′(405′)		LNAV/VNAV DA(H) 620′(550′)		LNAV MDA(H) 580′(510′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 50 or 1	1½	1½	2	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	RVR 60 or 1¼	
D						1½	

With Hammond Northshore Regl Altimeter Setting

Max Kts	MDA(H)
90	660′(590′)-1½
120	
140	760′(690′)-2
165	780′(710′)-2¼

TERPS AMEND 1B 07 APR 2011

CHANGES: Notes, minimums.

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KBTR/BTR
BATON ROUGE METRO-RYAN

JEPPESEN

1 APR 11 (12-4)

BATON ROUGE, LA
RNAV (GPS) Rwy 31

BRIEFING STRIP ™

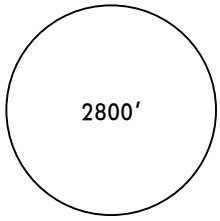
ATIS (ASOS when Twr inop)	*BATON ROUGE Approach (R)	HOUSTON Center (R)	*RYAN Tower	*Ground
125.2	120.3	126.35 when App inop.	CTAF 118.45	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 70′
Ch 90125 W-31A	311°	NUHDA 1700′ (1630′)	394′ (324′)	TDZE 70′

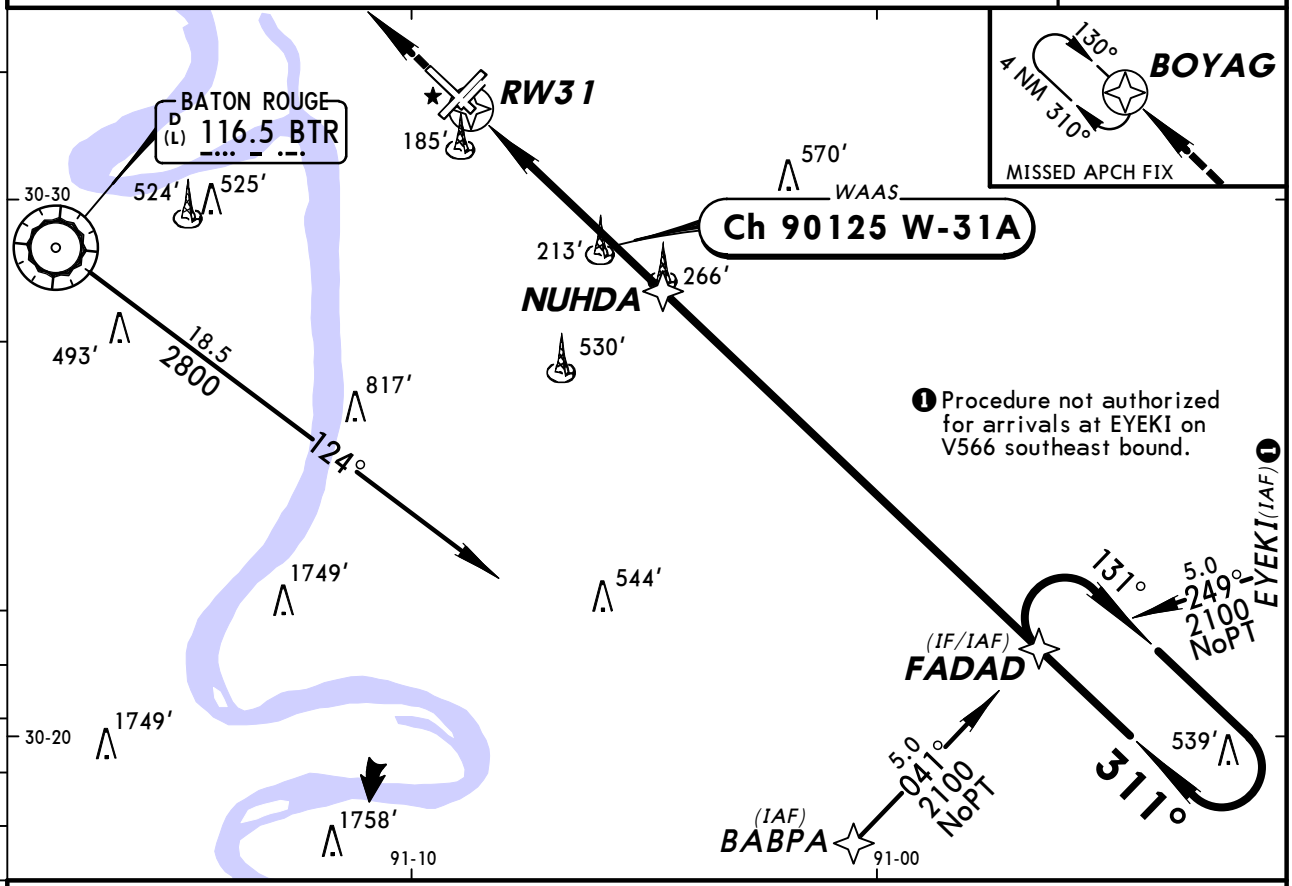
MISSED APCH: Climb to 2000′ direct BOYAG and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

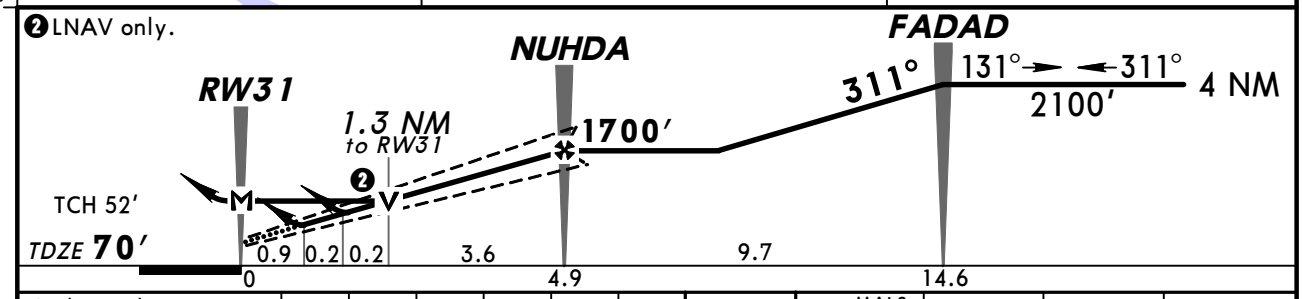
1. Use local altimeter setting; if not received, use Hammond Northshore Regl altimeter setting. 2. Baro-VNAV not authorized below -15°C (5°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Hammond Northshore Regl altimeter setting. 5. Pilot controlled lighting 118.45.



MSA RW31



❶ Procedure not authorized for arrivals at EYEKI on V566 southeast bound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

MALS VASI 2000′ D BOYAG

STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND		
	1 LPV DA(H) 394′(324′)		2 LNAV/VNAV DA(H) 462′(392′)		3 LNAV MDA(H) 520′(450′)		With Local Altimeter Setting	With Hammond Northshore Regl Altimeter Setting
		ALS out		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	1		1¼		¾	1	90	560′-1 (490′)	660′-1¼ (590′)
B							120		
C					1¼		140	660′-1½ (590′)	760′-2 (690′)
D					1½		165	680′-2 (610′)	780′-2¼ (710′)

❶ DA(H) 485′(415′) VIS 1 1/2 with Hammond Northshore Regl altimeter setting.
❷ DA(H) 553′(483′) VIS 1 3/4 with Hammond Northshore Regl altimeter setting.
❸ MDA(H) 620′(550′) VIS Cat C: 1 1/2, D: 1 3/4 with Hammond Northshore Regl altimeter setting.

TERPS AMEND 1C 07 APR 2011

CHANGES: Notes, minimums.

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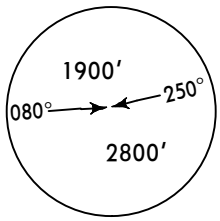
ATIS (ASOS when Twr inop)	*BATON ROUGE Approach (R)	HOUSTON Center (R)	*RYAN Tower	*Ground
125.2	120.3	126.35 when App inop.	CTAF 118.45	121.9

VOR	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 70′
BTR 116.5	065°	2500′ (2431′)	620′ (551′)	TDZE 69′

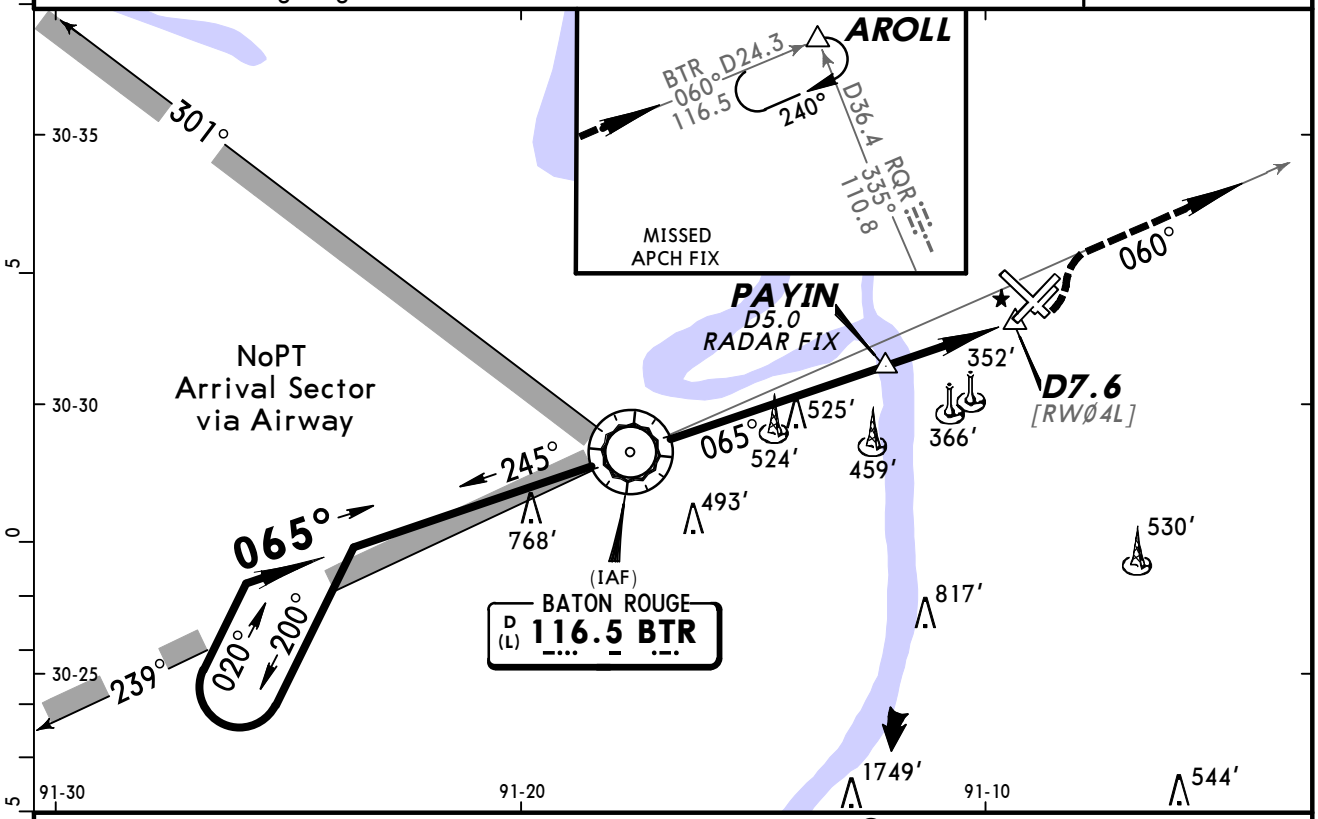
MISSED APCH: Climb to 2500′ outbound via BTR VOR R-060 to AROLL INT and hold.

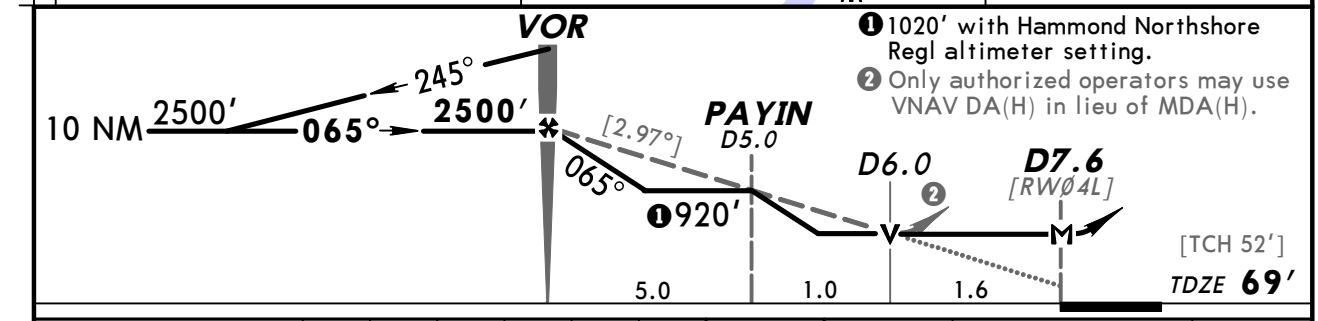
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Hammond Northshore Regl altimeter setting. 2. VDP not authorized when using Hammond Northshore Regl altimeter setting. 3. Pilot controlled lighting 118.45.



MSA BTR VOR





❶ 1020′ with Hammond Northshore Regl altimeter setting.
❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at D7.6 or VOR to MAP 7.6	6:31	5:04	4:34	3:48	3:15	2:51

REIL VASI-L	2500′ ↑	via BTR 116.5 R-060	AROLL

STRAIGHT-IN LANDING RWY 4L	With PAYIN or RADAR FIX	Without PAYIN & RADAR FIX	CIRCLE-TO-LAND Max Kts	With PAYIN or RADAR FIX	Without PAYIN & RADAR FIX
With Local Altimeter Setting	MDA(H) 620′ (551′)	MDA(H) 920′ (851′)		MDA(H)	MDA(H)
A	1	1	90	620′ (550′) - 1	920′ (850′) - 1
B		1¼	120		920′ (850′) - 1¼
C	1½	2½	140	660′ (590′) - 1½	920′ (850′) - 2½
D	1¾	2¾	165	680′ (610′) - 2	920′ (850′) - 2¾
With Hammond Northshore Regl Altimeter Setting	MDA(H) 720′ (651′)	MDA(H) 1020′ (951′)		MDA(H)	MDA(H)
A	1	1¼	90	720′ (650′) - 1	1020′ (950′) - 1¼
B		1½	120		1020′ (950′) - 1½
C	1¾	3	140	760′ (690′) - 2	1020′ (950′) - 3
D	2		165	780′ (710′) - 2¼	1020′ (950′) - 3

BRIEFING STRIP ™ 10 5 0 5

TERPS AMEND 17B 07 APR 2011

CHANGES: Procedure.

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KBTR/BTR
BATON ROUGE METRO-RYAN

JEPPESEN
1 APR 11 (13-2)

BATON ROUGE, LA
VOR DME Rwy 22R

BRIEFING STRIP ™

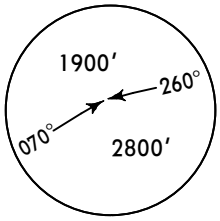
ATIS (ASOS when Twr inop)	*BATON ROUGE Approach (R)	HOUSTON Center (R)	*RYAN Tower	*Ground
125.2	120.3	126.35 when App inop.	CTAF 118.45	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 70′
BTR 116.5	240°	D14.0 1900′ (1830′)	(CONDITIONAL) 480′ (410′)	TDZE 70′

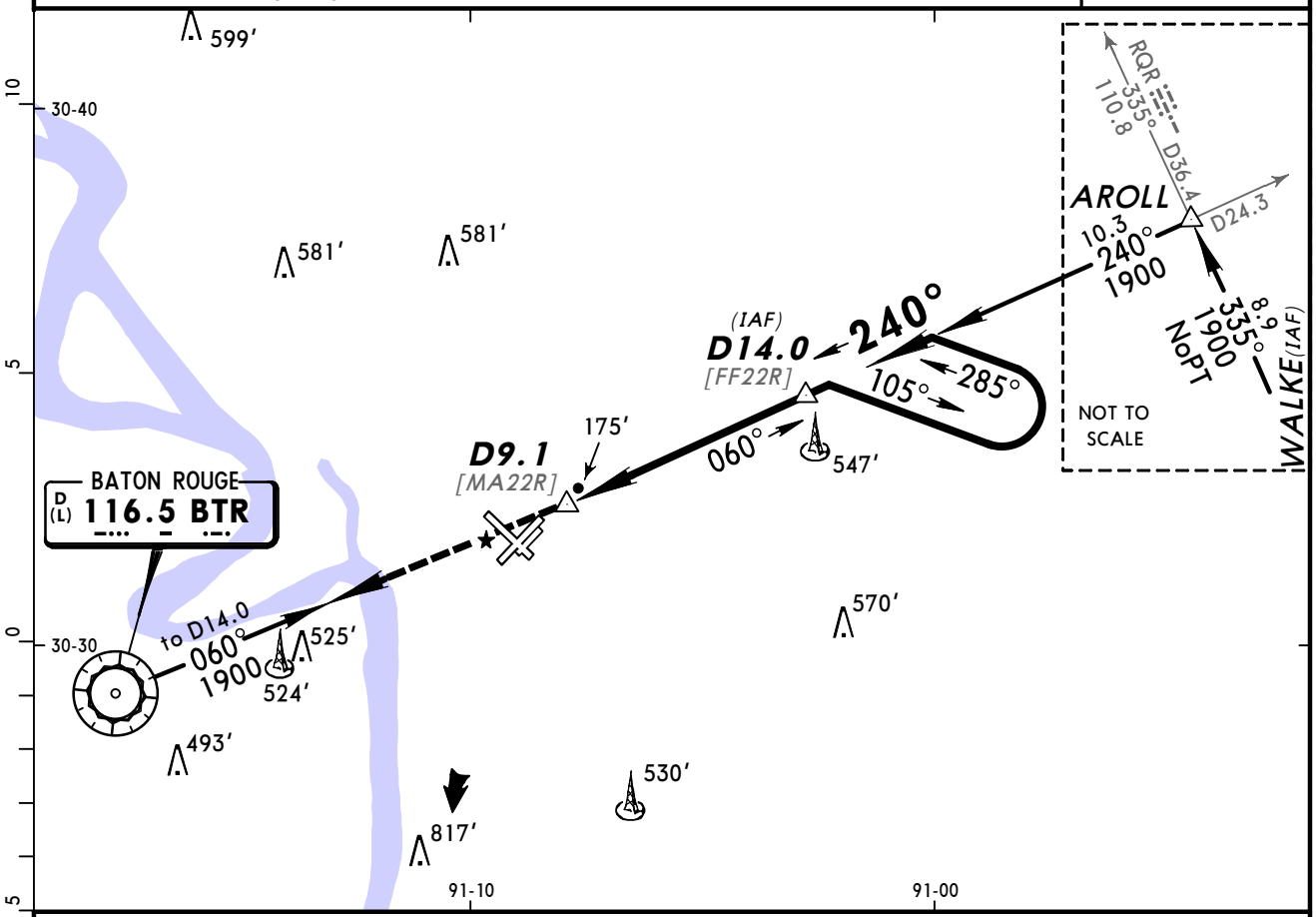
MISSED APCH: Climb to 2200′ inbound via BTR VOR R-060 to BTR VOR.

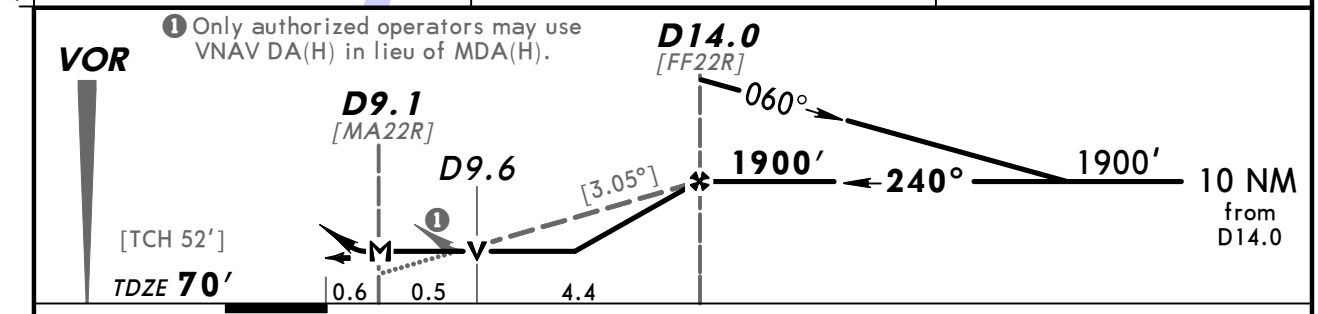
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Hammond Northshore Regl altimeter setting. 2. VDP not authorized with Hammond Northshore Regl altimeter setting.
3. Pilot controlled lighting 118.45.



MSA BTR VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at D9.1						

MALSR
VASI

2200′ via BTR 116.5 R-060

BTR 116.5

TERPS AMEND 8G 07 APR 2011

STRAIGHT-IN LANDING RWY 22R	With Local Altimeter Setting MDA(H) 480′ (410′)		With Hammond Northshore Regl Altimeter Setting MDA(H) 580′ (510′)	
	RAIL out	ALS out	RAIL out	ALS out
A	RVR 50 or 1		RVR 50 or 1	
B				
C	RVR 60 or 1¼		1½	
D				

CIRCLE-TO-LAND	With Local Altimeter Setting	With Hammond Northshore Regl Altimeter Setting
Max Kts	MDA(H)	MDA(H)
90	560′ (490′) -1	660′ (590′) -1
120		
140	660′ (590′) -1½	760′ (690′) -2
165	680′ (610′) -2	780′ (710′) -2¼

CHANGES: Notes, minimums.

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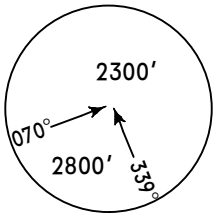
BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*BATON ROUGE Approach (R)	HOUSTON Center (R)	*RYAN Tower	*Ground
125.2	120.3	126.35 when App inop.	CTAF 118.45	121.9

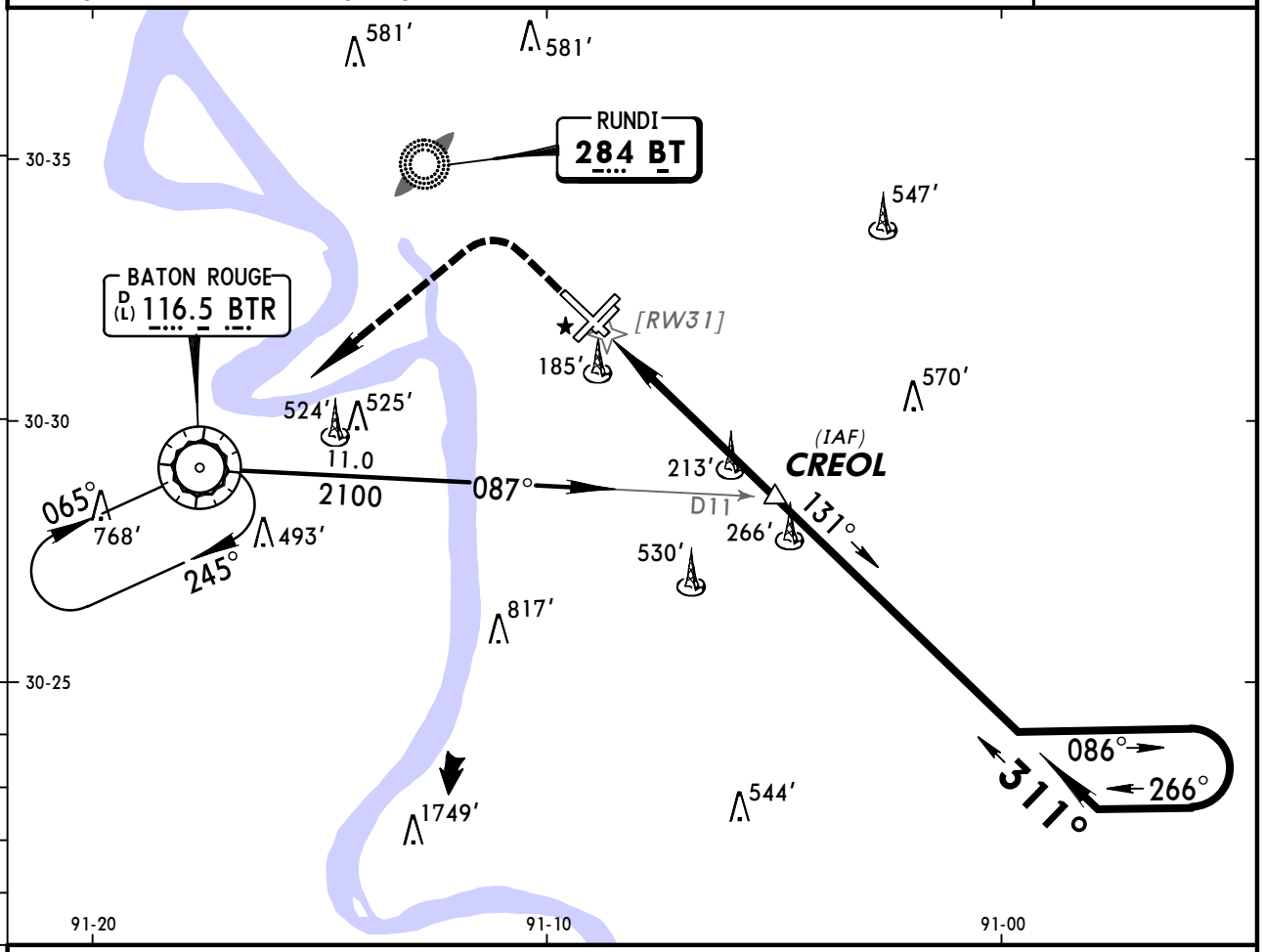
LOM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 70′
BT 284	311°	CREOL 1600′ (1530′)	(CONDITIONAL) 880′ (810′)	TDZE 70′

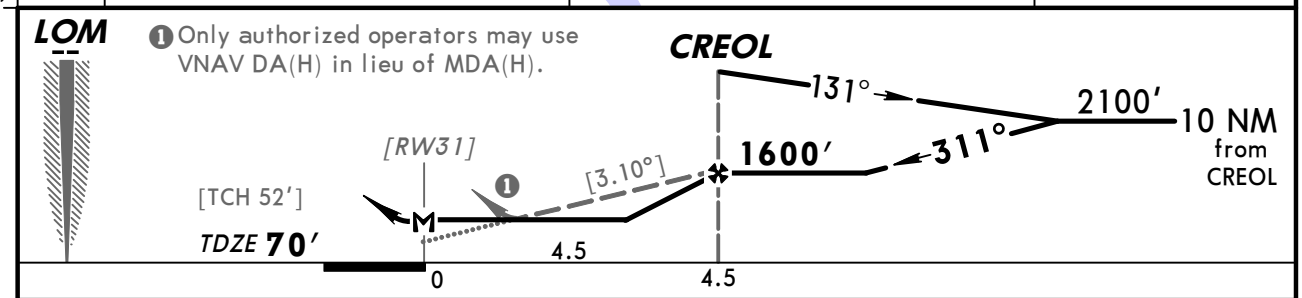
MISSED APCH: Climb to 1000′ then climbing LEFT turn to 2100′ direct BTR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Hammond Northshore Regl altimeter setting. 2. Pilot controlled lighting 118.45.



MSA BT LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.10°]	384	494	548	658	768	878
CREOL to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

VASI MALS 1000′ 2100′ LT D BTR 116.5

STRAIGHT-IN LANDING RWY 31	With Local Altimeter Setting MDA(H) 880′(810′)		With Hammond Northshore Regl Altimeter Setting MDA(H) 980′(910′)		CIRCLE-TO-LAND	With Local Altimeter Setting	With Hammond Northshore Regl Altimeter Setting
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	880′(810′)-1	980′(910′)-1
B	1 1/4		1 1/4		120	880′(810′)-1 1/4	980′(910′)-1 1/4
C	2 1/4		2 3/4		140	880′(810′)-2 1/4	980′(910′)-2 3/4
D	2 1/2		3		165	880′(810′)-2 1/2	980′(910′)-3

TERPS AMEND 2C 07 APR 2011

CHANGES: Notes, minimums.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*BATON ROUGE Approach (R)	HOUSTON Center (R)
125.2	120.3	126.35 when App inop.
*BATON ROUGE METRO/RYAN Radar	*RYAN Tower	*Ground
120.3 126.5	CTAF 118.45	121.9

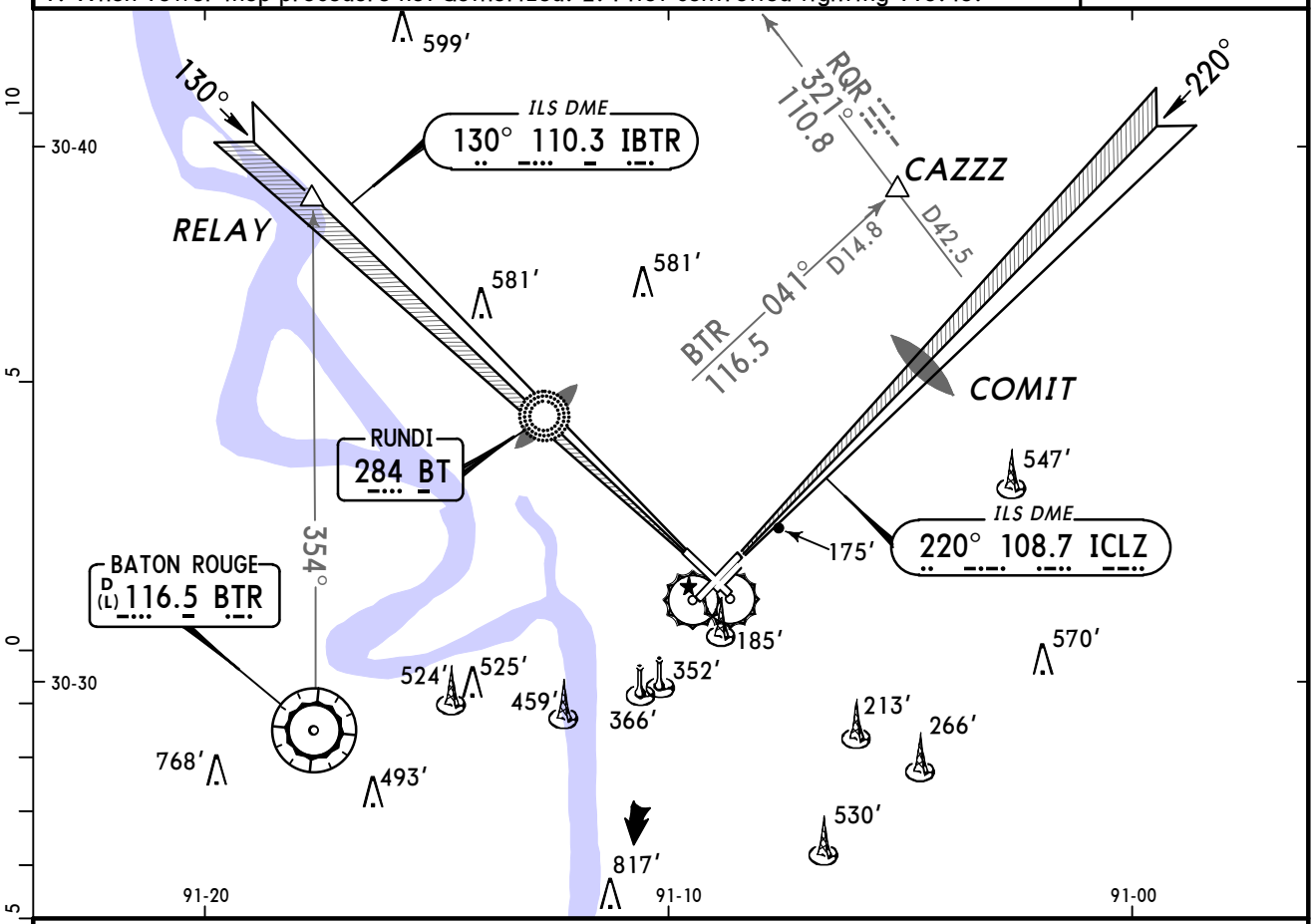
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 70′ TDZE-See Below

No MSA published

Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When Tower inop procedure not authorized. 2. Pilot controlled lighting 118.45.



MISSED APCH:

Runway 4L: Climb to 2200′ via 012° heading and BTR VOR R-041 to CAZZZ INT.

Runway 13: Climb to 2000′ then climbing RIGHT turn to 2800′ direct BTR VOR.

Runway 22R: Climb to 2000′ direct BTR VOR.

Runway 31: Climb to 2200′ via IBTR ILS Front course to RELAY INT.

RWY 4L	RWY 13	RWY 22R	RWY 31
TDZE 69′	TDZE 67′	TDZE 70′	TDZE 70′

ASR Rwys 4L, 13, 22R, 31: MAP 1 NM from Rwy Thr

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING								CIRCLE-TO-LAND	
	ASR 4L MDA(H) 620′(551′)	ASR 13 MDA(H) 560′(493′)			ASR 22R MDA(H) 620′(550′)			ASR 31 MDA(H) 440′(370′)		
			RAIL out	ALS out		RAIL out	ALS out	ALS out	Max Kts	MDA(H)
A	1¼	RVR 40 or ¾		RVR 50 or 1	RVR 50 or 1	RVR 60 or 1¼		1¼	90	620′(550′)-1¼
B									120	
C	1½	RVR 40 or ¾	RVR 60 or 1¼			1½			140	660′(590′)-1½
D	1¾	RVR 50 or 1	1½		RVR 60 or 1¼	1¾			165	680′(610′)-2

TERPS AMEND 10D 07 APR 2011

CHANGES: Note removed.

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General Information

Location: Lake Charles LA USA
IATA Code:
Lat/Long: N30° 12.6' W093° 08.6'
Elevation: 17 ft

Airport Use: Public
Magnetic Variation: 1.7°E
Sectional Chart: Houston

Fuel Types: 100 Octane (LL), Jet
Oxygen Types: LP Bottle
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1241 Z
Sunset: 0010 Z,

Runway Information

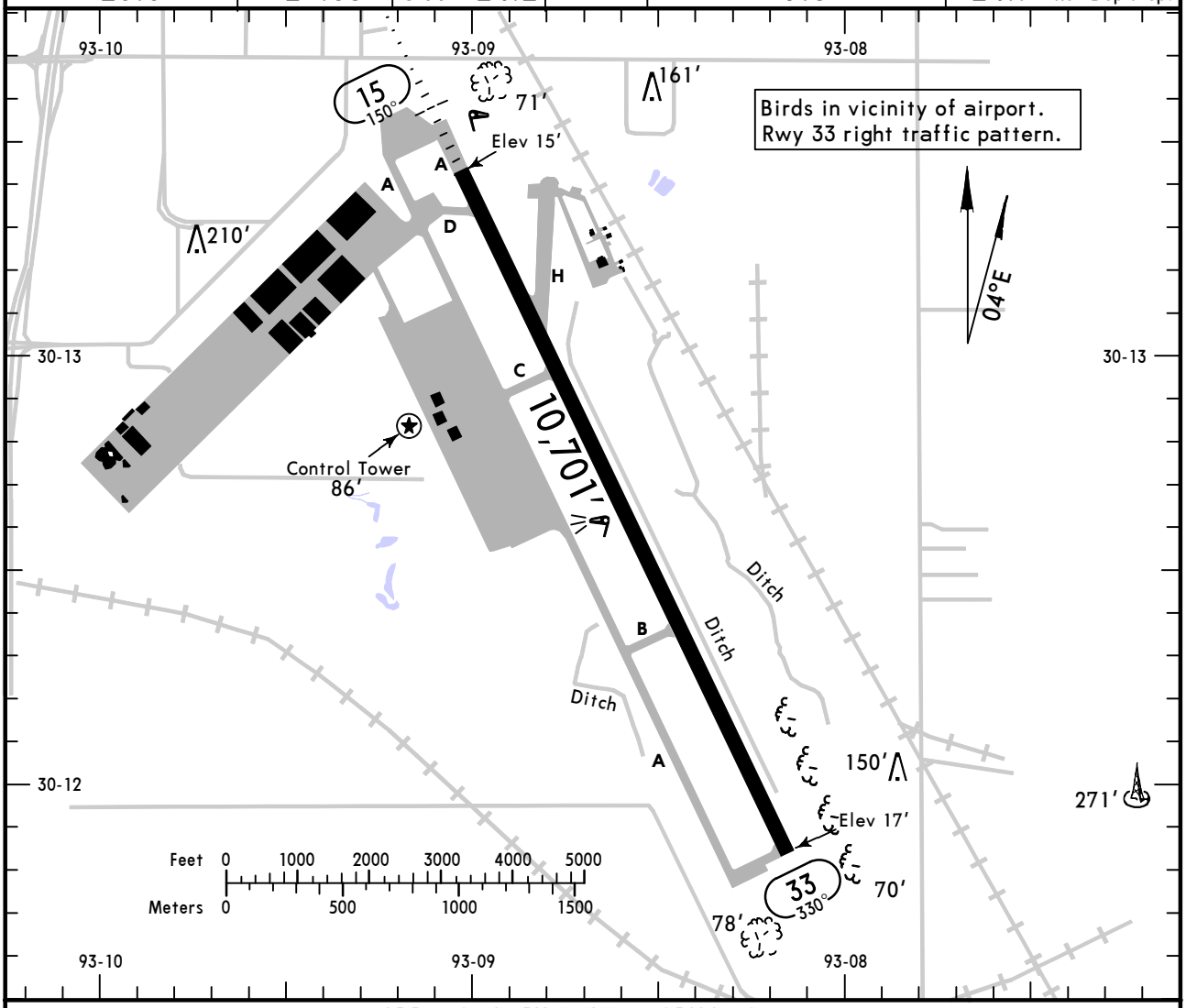
Runway: 15
Length x Width: 10702 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 16 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 33
Length x Width: 10702 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 17 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 120.0
AWOS 120.0
Chennault Tower 124.2 CTAF PCL
Chennault Ground Control 121.65
Lake Charles Approach Control 119.8
Lake Charles Departure Control 119.8
Chennault Unicom 122.95
Lake Charles Radar 119.8
Houston Center 124.7 Remote Communications Air-Ground

ATIS (AWOS when Twr inop)	*CHENNAULT Ground	*Tower	UNICOM	*LAKE CHARLES Departure (R)	HOUSTON Center (R)
120.0	121.65	CTAF 124.2	122.95	119.8	124.7 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
15	❶ HIRL ❶ MALSR PAPI-L (angle 3.0°)		9646′		200′
33	❶ HIRL ❶ REIL PAPI-L (angle 3.0°)				

❶ Activate on 124.2 when Twr inop.

TAKE-OFF

	Rwys 15		❶ Rwy 33		
	Adequate Vis Ref	STD	With Mim climb of 205′/NM to 300′ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	1/4	1	300-1¼
3 & 4 Eng		1/2		1/2	

❶ Alternatively, with standard take-off minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1200′ prior to departure end of runway.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating ILS Rwy 15	LOC Rwy 15 VOR Rwy 33	RNAV (GPS) Rwy 15	Authorized Only When Local Weather Available RNAV (GPS) Rwy 33	RADAR-1
A B C D	600-2	800-2	800-2	800-2	NA

AMEND 0

CHANGES: None.

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KCWF
CHENNAULT INTL

JEPPESEN

4 FEB 11 (21-1)

LAKE CHARLES, LA
ILS or LOC Rwy 15

ATIS (AWOS when Twr inop)	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*CHENNAULT Tower	*Ground
120.0	119.8	124.7 when App inop.	CTAF 124.2	121.65

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 17′
ICWF 110.7	150°	MOSSY 1849′ (1833′)	216′ (200′)	TDZE 16′

MISSED APCH: Climb to 2000′ direct LCH VOR and hold.

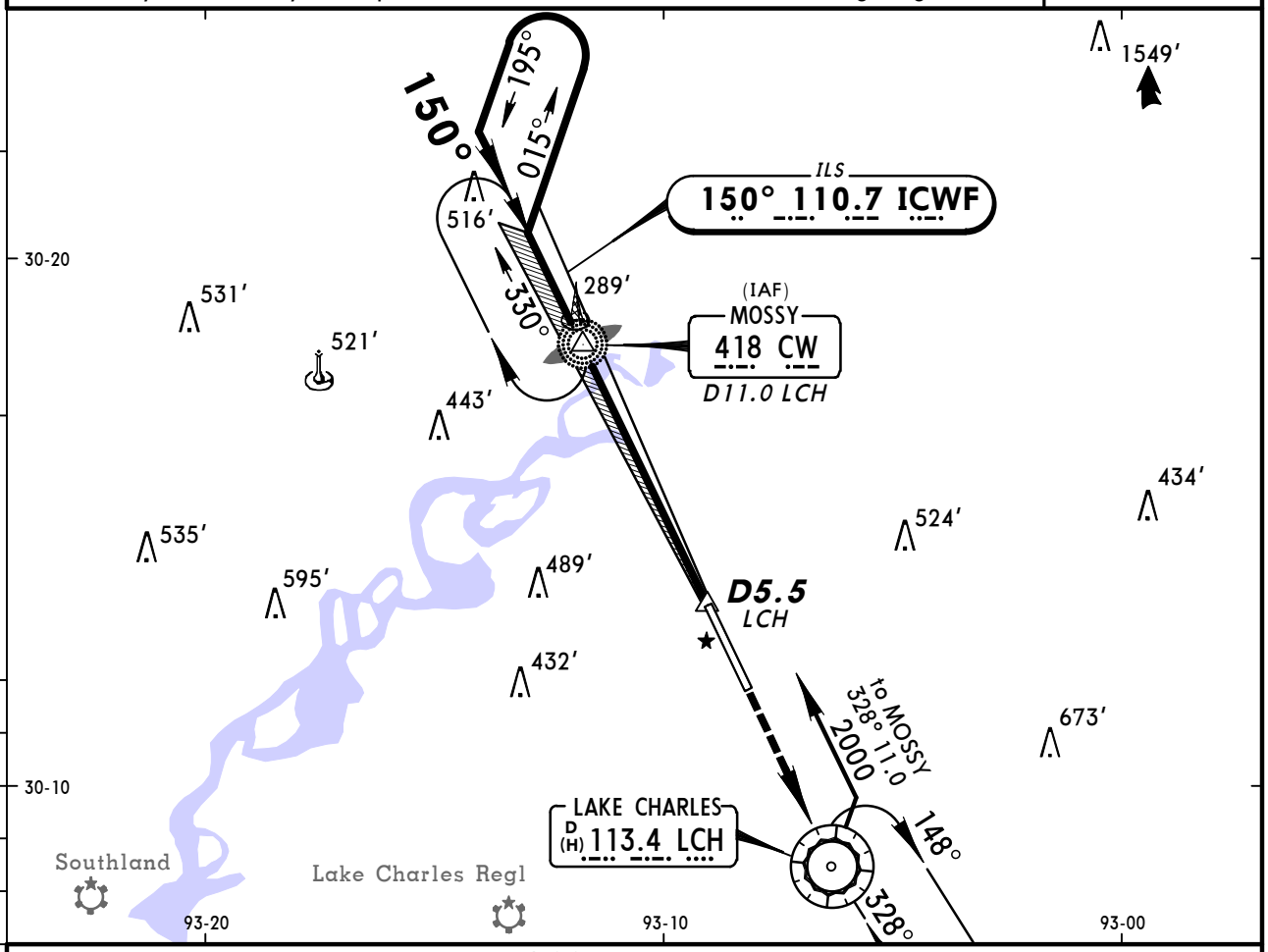
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

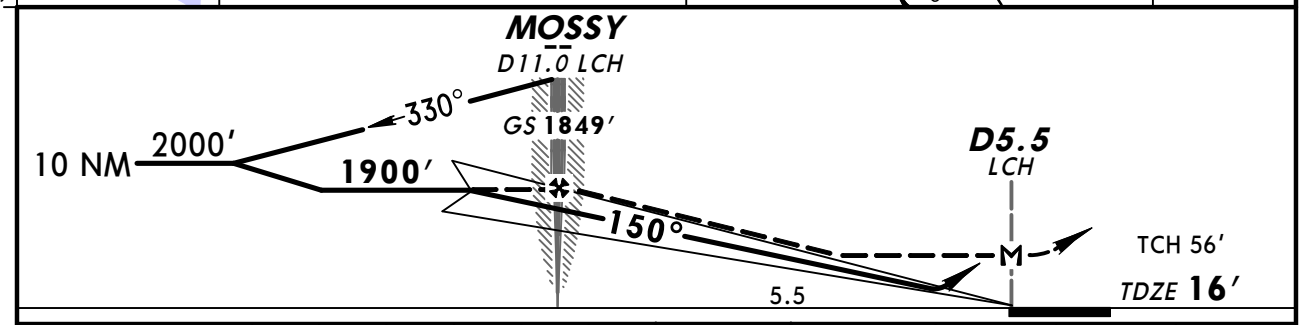
1. Use local altimeter setting; if not received, use Lake Charles Regl altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 124.2.

2600′

MSA CW LOM

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D5.5 LCH or MOSSY to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR PAPI 2000′ D LCH 113.4

STRAIGHT-IN LANDING RWY15

	ILS		LOC (GS out)					
	1 DA(H) 216′ (200′)		MDA(H) 400′ (384′) With Local Altimeter Setting			MDA(H) 440′ (424′) With Lake Charles Regl Altimeter Setting		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	3/4		3/4	3/4	1	1/2	3/4	1
B								
C						3/4	1 1/4	
D				1 1/4				

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Lake Charles Regl Altimeter Setting MDA(H)
90	580′ (563′)-1	620′ (603′)-1
120		
140	580′ (563′)-1 1/2	620′ (603′)-1 1/2
165	580′ (563′)-2	620′ (603′)-2

1 DA(H) 253′ (237′) with Lake Charles Regl altimeter setting.

TERPS AMEND 5A 10 FEB 2011

CHANGES: Note, minimums.

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KCWF
CHENNAULT INTL

JEPPESEN

4 FEB 11 (22-1)

LAKE CHARLES, LA
RNAV (GPS) Rwy 15

ATIS (AWOS when Twr inop)	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*CHENNAULT Tower	*Ground
120.0	119.8	124.7 when App inop.	CTAF 124.2	121.65

BRIEFING STRIP™

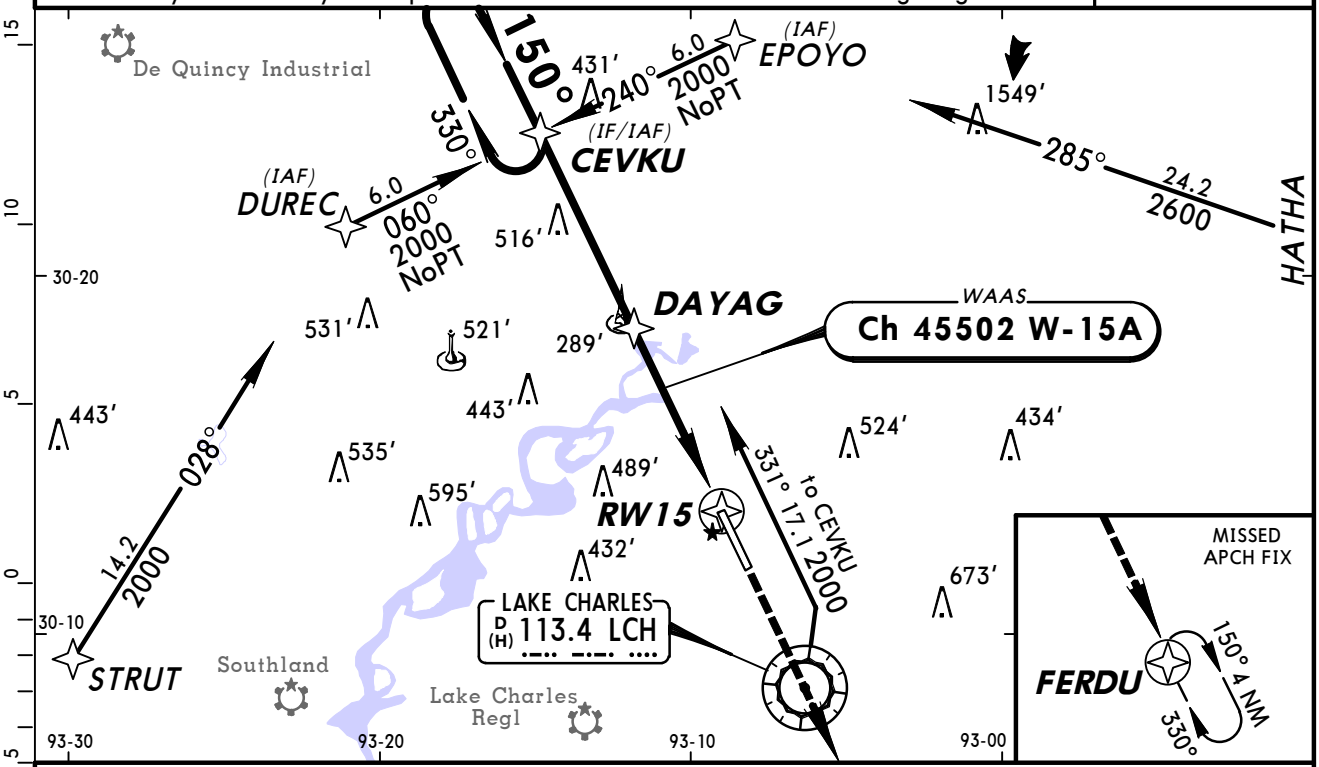
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 17′
Ch 45502 W-15A	150°	DAYAG 1900′ (1884′)	290′ (274′)	TDZE 16′

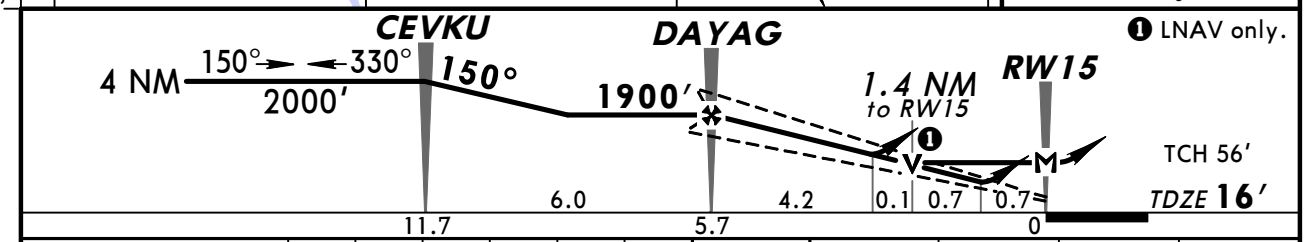
MISSED APCH: Climb to 2000′ direct FERDU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lake Charles Regl altimeter setting.
2. BARO-VNAV not authorized below -15°C(5°F). 3. DME/DME RNP-0.30 not authorized.
4. BARO-VNAV and VDP not authorized when using Lake Charles Regl altimeter setting.
5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 124.2.

2600′
MSA RW15





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW15						

MALSR
PAPI
2000′
FERDU

STRAIGHT-IN LANDING RWY 15
With Local Altimeter Setting

	LPV DA(H) 290′(274′) RAIL or ALS out	LNAV/VNAV DA(H) 540′(524′) RAIL out	LNAV/VNAV DA(H) 540′(524′) ALS out	LNAV MDA(H) 500′(484′) RAIL out	LNAV MDA(H) 500′(484′) ALS out
A	3/4	1 1/4	1 3/4	3/4	1 1/4
B					
C				1 1/4	
D				1	1 1/2

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	580′(563′)-1 3/4
120	
140	
165	580′(563′)-2

With Lake Charles Regl Altimeter Setting

	LPV DA(H) 310′(294′) RAIL or ALS out	LNAV/VNAV DA(H) 560′(544′) RAIL out	LNAV/VNAV DA(H) 560′(544′) ALS out	LNAV MDA(H) 520′(504′) RAIL out	LNAV MDA(H) 520′(504′) ALS out
A	3/4	1 1/2	1 3/4	3/4	1 1/4
B					
C				1	1 1/2
D					

With Lake Charles Regl Altimeter Setting

Max Kts	MDA(H)
90	600′(583′)-1 3/4
120	
140	
165	600′(583′)-2

TERPS AMEND 0A 10 FEB 2011

CHANGES: Note, minimums.

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KCWF
CHENNAULT INTL

JEPPESEN
4 FEB 11 (22-2)

LAKE CHARLES, LA
RNAV (GPS) Rwy 33

ATIS (AWOS when Twr inop)	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*CHENNAULT Tower	*Ground
120.0	119.8	124.7 when App inop.	CTAF 124.2	121.65

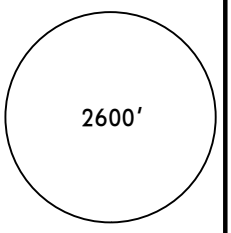
BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 17′
Ch 65817 W-33A	330°	GOGNE 1700′ (1683′)	217′ (200′)	TDZE 17′

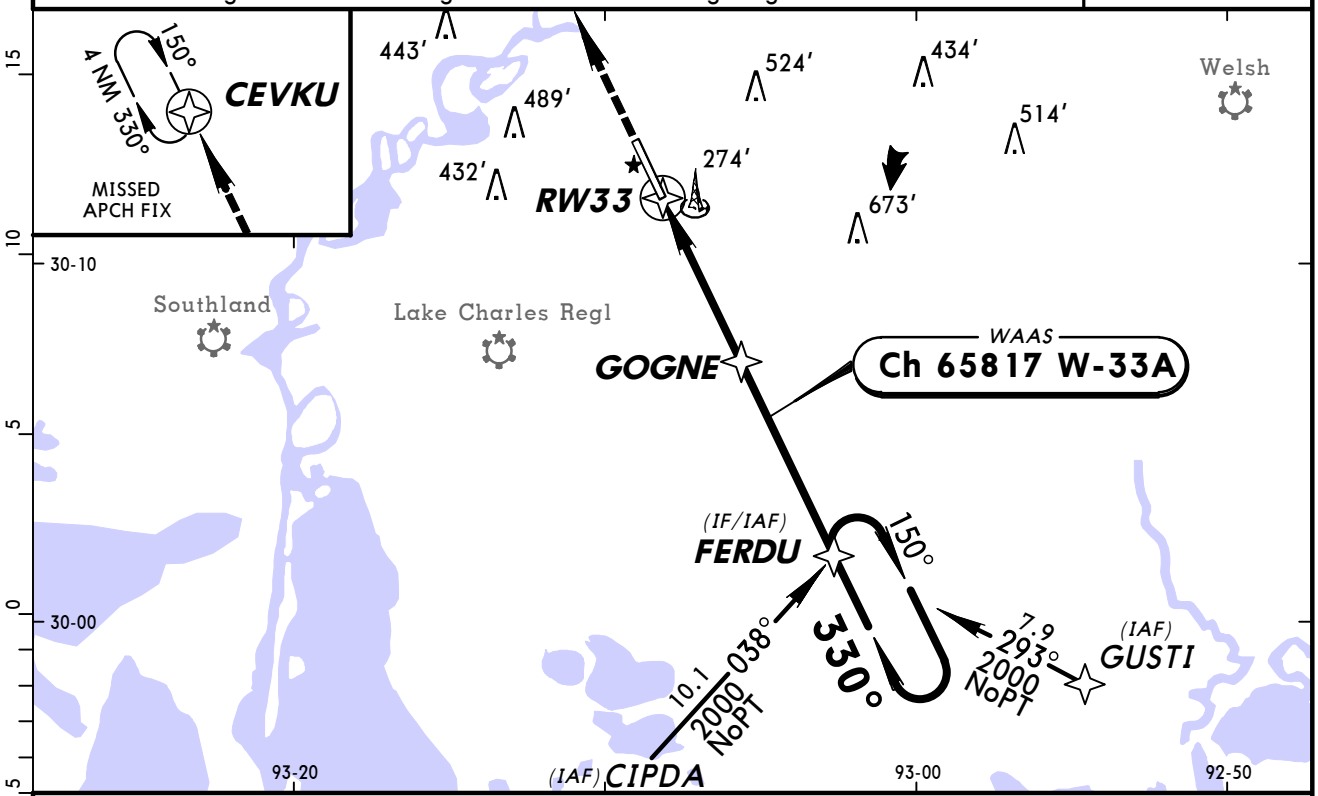
MISSED APCH: Climb to 2000′ direct CEVKU and hold.

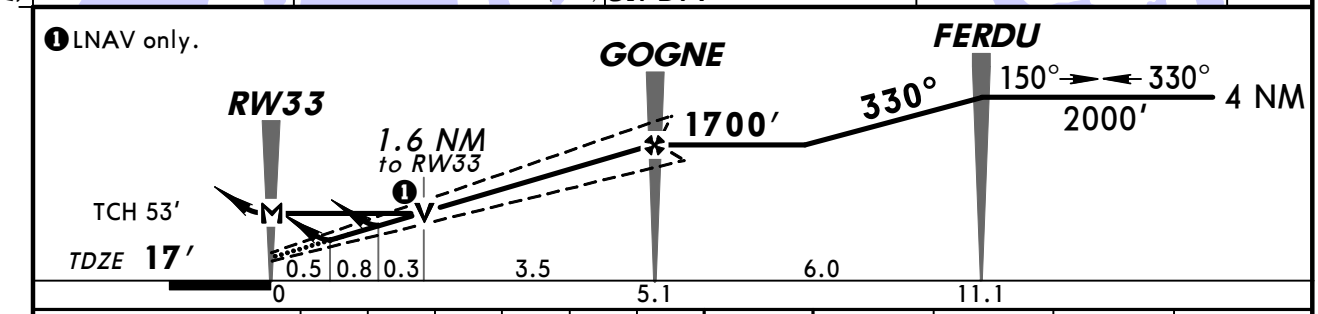
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lake Charles Regl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV not authorized when using Lake Charles Regl altimeter setting. 5. VDP not authorized with Lake Charles Regl altimeter setting. 6. Pilot controlled lighting 124.2.



MSA RW33





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW33						

REIL
PAPI-L
2000′
D
CEVKU

STRAIGHT-IN LANDING RWY 33 With Local Altimeter Setting	LPV DA(H) 217′ (200′)	LNAV/VNAV DA(H) 494′ (477′)	LNAV MDA(H) 580′ (563′)	CIRCLE-TO-LAND With Local Altimeter Setting Max Kts	MDA(H)
A	3/4	1 3/4	1	90	640′ (623′)-1
B				120	
C			1 1/2	140	640′ (623′)-1 3/4
D			1 3/4	165	640′ (623′)-2

With Lake Charles Regl Altimeter Setting	LPV DA(H) 233′ (216′)	LNAV/VNAV DA(H) 510′ (493′)	LNAV MDA(H) 600′ (583′)	With Lake Charles Regl Altimeter Setting Max Kts	MDA(H)
A	3/4	1 3/4	1	90	660′ (643′)-1
B				120	
C			1 1/2	140	660′ (643′)-1 3/4
D			1 3/4	165	660′ (643′)-2

TERPS AMEND 1 3 JUN 2010

CHANGES: None.

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BRIEFING STRIP™

ATIS (AWOS when Twr inop)	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*CHENNAULT Tower	*Ground
120.0	119.8	124.7 when App inop.	CTAF 124.2	121.65

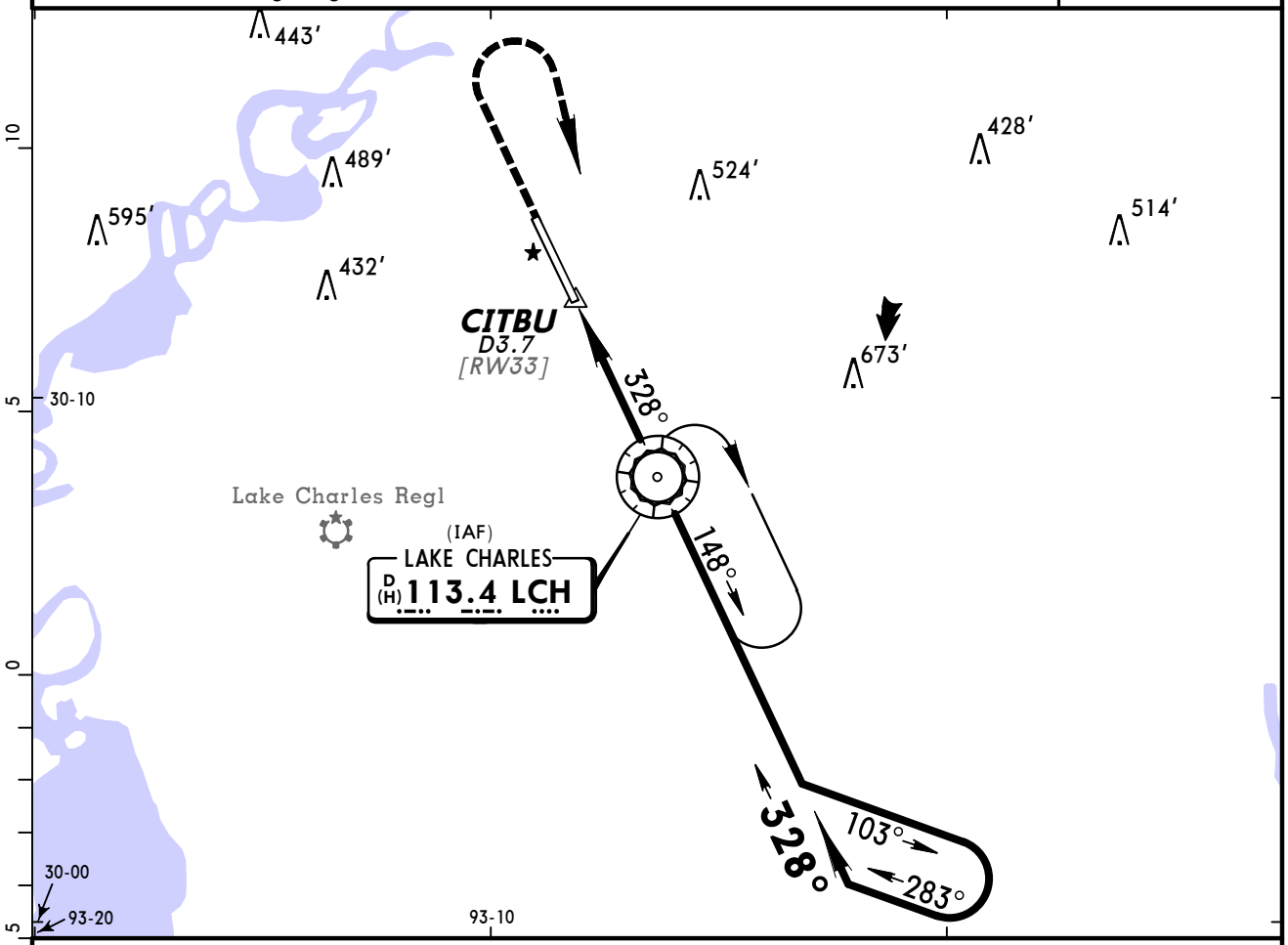
VOR LCH	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 17′
113.4	328°	1200′ (1183′)	540′ (523′)	TDZE 17′

MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 2000′ direct LCH VOR and hold.

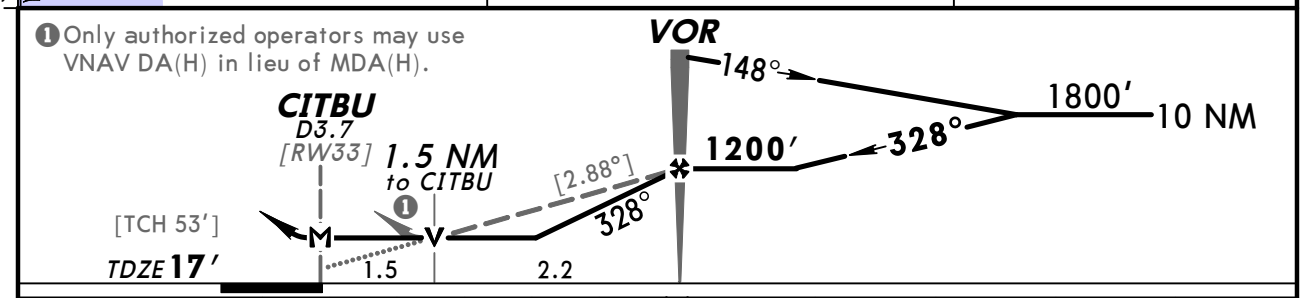
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lake Charles Regl altimeter setting.
2. VDP not authorized when using Lake Charles Regl altimeter setting.
3. Pilot controlled lighting 124.2.

2600′
MSA LCH VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.88°]	357	459	509	611	713	815
MAP at CITBU or VOR to MAP 3.7	3:10	2:28	2:13	1:51	1:35	1:23

REIL PAPI-L	1700′	2000′ RT	D	LCH 113.4

	STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND		
	MDA(H) 540′ (523′) With Local Altimeter Setting	MDA(H) 560′ (543′) With Lake Charles Regl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Lake Charles Regl Altimeter Setting MDA(H)
A	1	1	90	580′ (563′)-1	600′ (583′) -1
B			120		
C	1½	1½	140	580′ (563′)-1½	600′ (583′) -1½
D	1¾	1¾	165	580′ (563′)-2	600′ (583′) -2

AMEND 4 TERPS

CHANGES: ATIS added.

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BRIEFING STRIP™

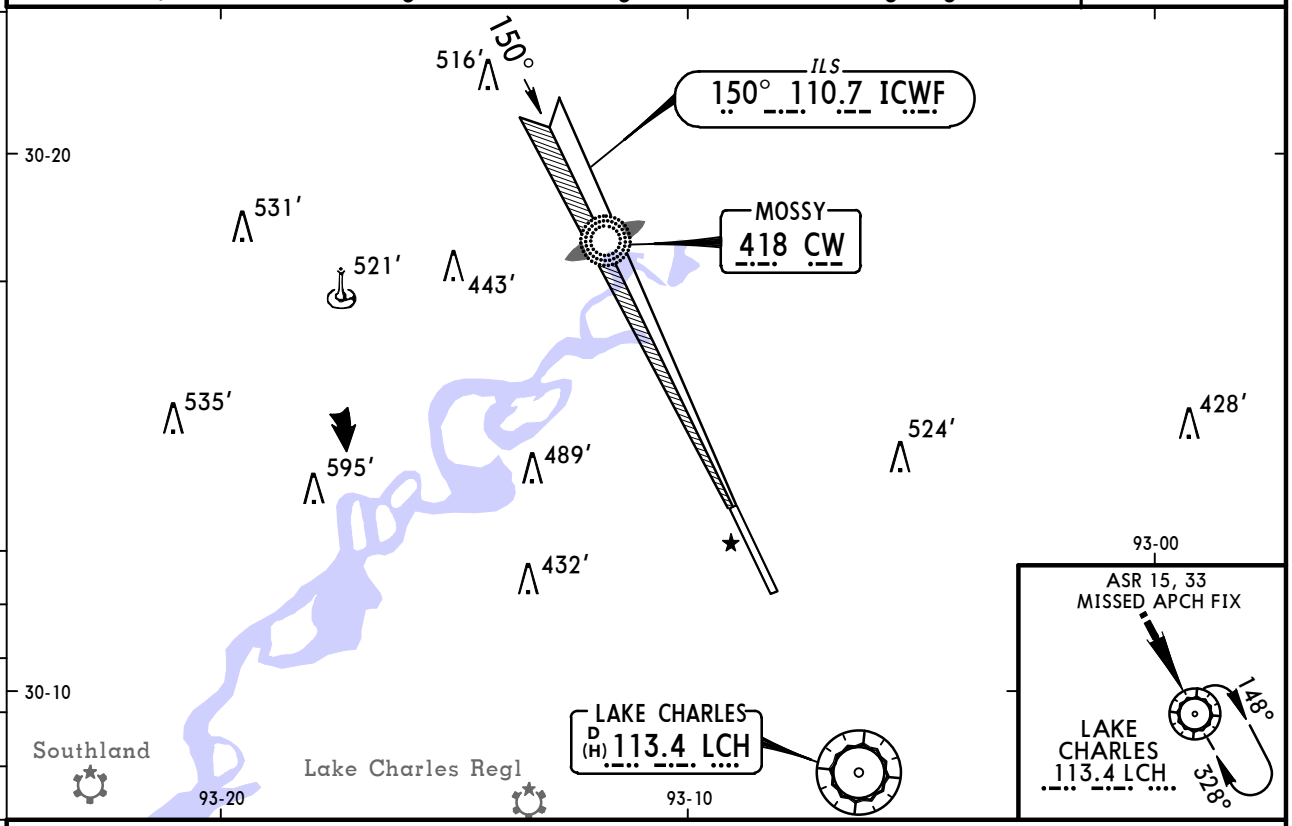
ATIS (AWOS when Twr inop)	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*CHENNAULT Tower	*Ground
120.0	119.8	124.7 when App inop.	CTAF 124.2	121.65

RADAR	*Final Apch Crs* By ATC	No FAF	*MDA(H)* Refer to Minimums	*Apt Elev* 17′ *TDZE - See Below*

MISSED APCH: Runway 15: Climb to 2000′ direct LCH VOR and hold.
Runway 33: Climb to 1600′, then climbing LEFT turn to 2000′ direct LCH VOR and hold.

No MSA published

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Procedure not available when Lake Charles App inop. 2. Use local altimeter setting; if not received, use Lake Charles Regl altimeter setting. 3. Pilot controlled lighting 124.2.



RWY 15 *TDZE* 16′ RWY 33 *TDZE* 17′

ASR Rwys 15, 33: MAP at Rwy Thr

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	With Local Altimeter Setting				With Lake Charles Regl Altimeter Setting			
	ASR 15			ASR 33	ASR 15			ASR 33
	MDA(H) **560′** *(544′)*			*MDA(H)* **540′** *(523′)*	*MDA(H)* **580′** *(564′)*			*MDA(H)* **540′** *(523′)*
		RAIL out	ALS out			RAIL out	ALS out	
A, B	1/2	3/4	1	1	1/2	3/4	1	1
C	1	1 1/2		1 1/2	1	1 1/2		1 1/2
D	1 1/4	1 3/4		1 3/4	1 1/4	1 3/4		1 3/4

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting *MDA(H)*	With Lake Charles Regl Altimeter Setting *MDA(H)*
90	580′ *(563′)*-1	600′ *(583′)*-1
120		
140	580′ *(563′)*-1 1/2	600′ *(583′)*-1 1/2
165	580′ *(563′)*-2	600′ *(583′)*-2

AMEND 1A TERPS

CHANGES: ATIS added.

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General Information

Location: Galliano LA USA
IATA Code:
Lat/Long: N29° 26.5' W090° 15.7'
Elevation: 1 ft

Airport Use: Public
Magnetic Variation: 0.1°W
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL)
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1229 Z
Sunset: 2359 Z,

Runway Information

Runway: 18
Length x Width: 6502 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 36
Length x Width: 6502 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: -1 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

AWOS 118.175
South Lafourche Leonard M Unicom 123.0 CTAF PCL
New Orleans Approach Control 123.85
New Orleans Departure Control 123.85
De Ridder FSS GCO 135.075

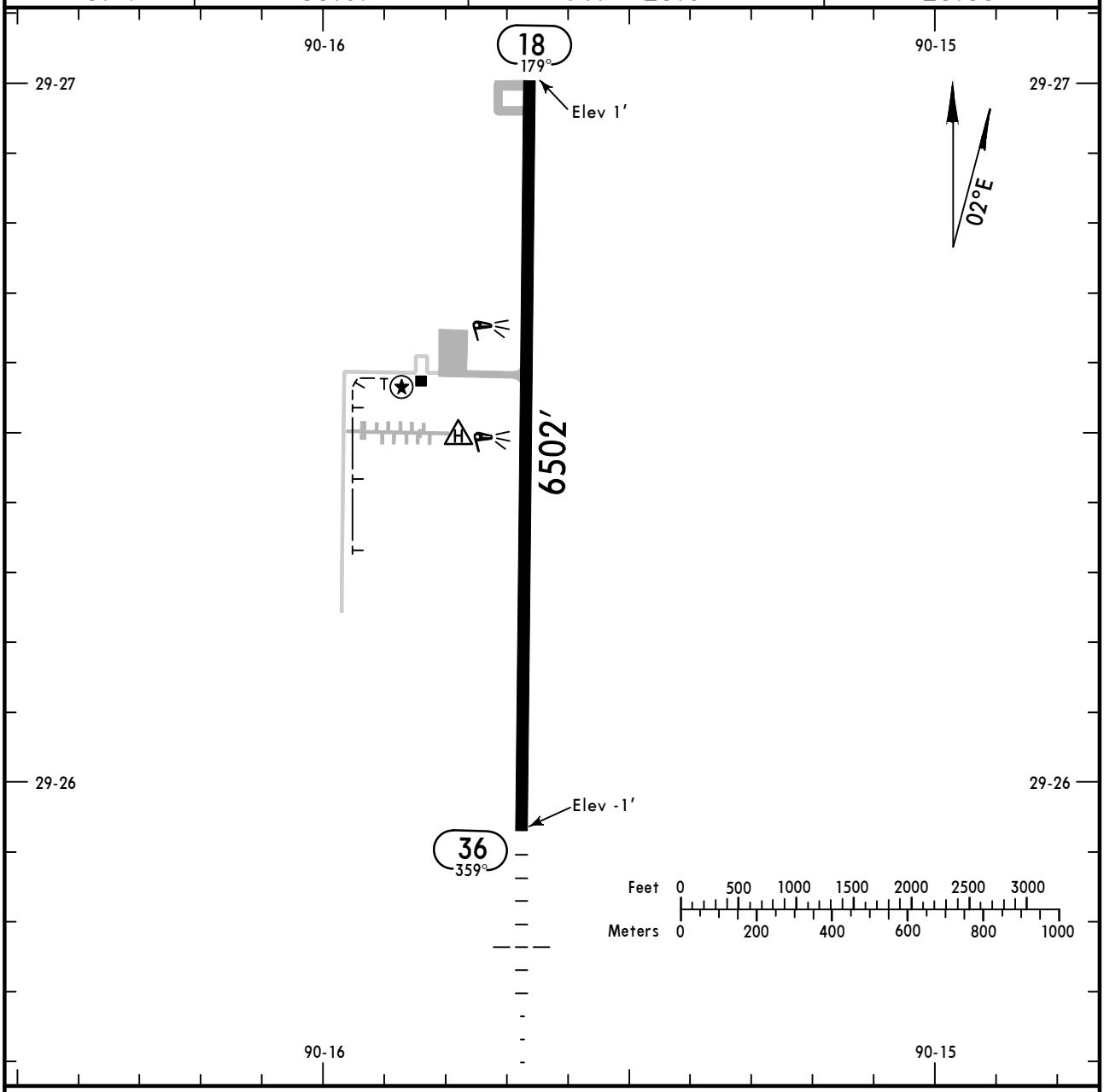
KGAO

Apt Elev **1′**
N29 26.5 W090 15.7

JEPPESEN
18 MAR 11 (11-1)

GALLIANO, LA
SOUTH LAFOURCHE MILLER

AWOS-3	DE RIDDER Radio (GCO)	SOUTH LAFOURCHE MILLER UNICOM	NEW ORLEANS Departure (R)
118.17	135.07	CTAF 123.0	123.85



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
18	❶ MIRL ❶ REIL PAPI-L (angle 3.0°)				100′
36	❶ MIRL ❷ SSALR PAPI-L (angle 3.0°)				

❶ Increase intensity on 123.0.
❷ Preset low intensity dusk-dawn. Increase intensity 123.0.

TAKE-OFF	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE
Authorized Only When Local Weather Available
LOC DME Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

A B C D

800-2

AMEND 0

CHANGES: Lighting.

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BRIEFING STRIP ™

AWOS-3	NEW ORLEANS Approach (R)	SOUTH LAFOURCHE MILLER UNICOM
118.17	123.85	CTAF 123.0

LOC IGAO	Final Apch Crs	Minimum Alt JOXAG	MDA(H) (CONDITIONAL)	Apt Elev 1′
109.1	359°	1700′ (1701′)	320′ (321′)	TDZE -1′

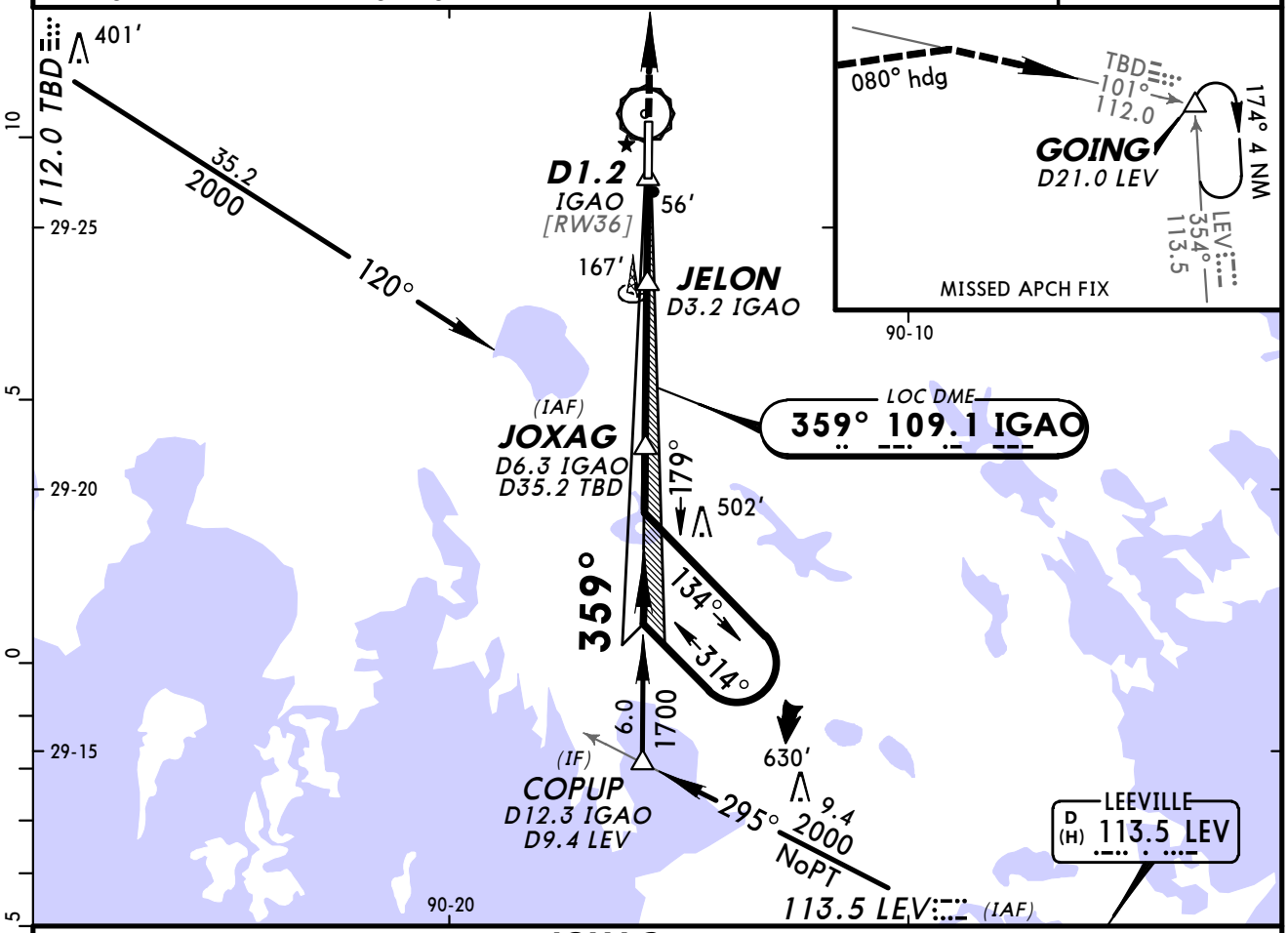
MISSED APCH: Climb to 1200′ then climbing RIGHT turn to 2000′ heading 080° and outbound via TBD VOR R-101 to GOING INT/D21.0 LEV and hold.

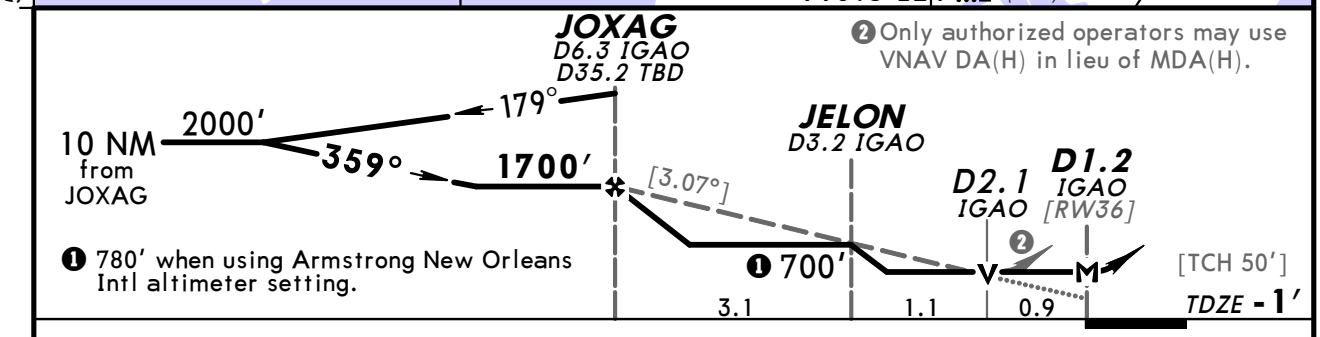
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. VDP not authorized with Armstrong New Orleans Intl altimeter setting. 3. Pilot controlled lighting 123.0.

2100′

MSA LEV VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.07°]	380	489	543	652	760	869
MAP at D1.2 IGAO						

SSALR
PAPI

1200′ ↑ | 2000′ ↱ RT | 080° hdg | and TBD 112.0 R-101

TERPS AMEND 0 3 JUN 2010

STRAIGHT-IN LANDING RWY 36	MDA(H) 320′ (321′) With Local Altimeter Setting	MDA(H) 400′ (401′) With Armstrong New Orleans Intl Altimeter Setting
	RAIL or ALS out	RAIL or ALS out
A	1	1
B		
C		1¼
D		

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Armstrong New Orleans Intl Altimeter Setting MDA(H)
90	500′ (499′)-1	580′ (579′)-1
120	560′ (559′)-1	640′ (639′)-1
140	560′ (559′)-1½	640′ (639′)-1¾
165	560′ (559′)-2	640′ (639′)-2

CHANGES: Approach lighting

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BRIEFING STRIP ™

AWOS-3	NEW ORLEANS Approach (R)	SOUTH LAFOURCHE MILLER UNICOM
118.17	123.85	CTAF 123.0

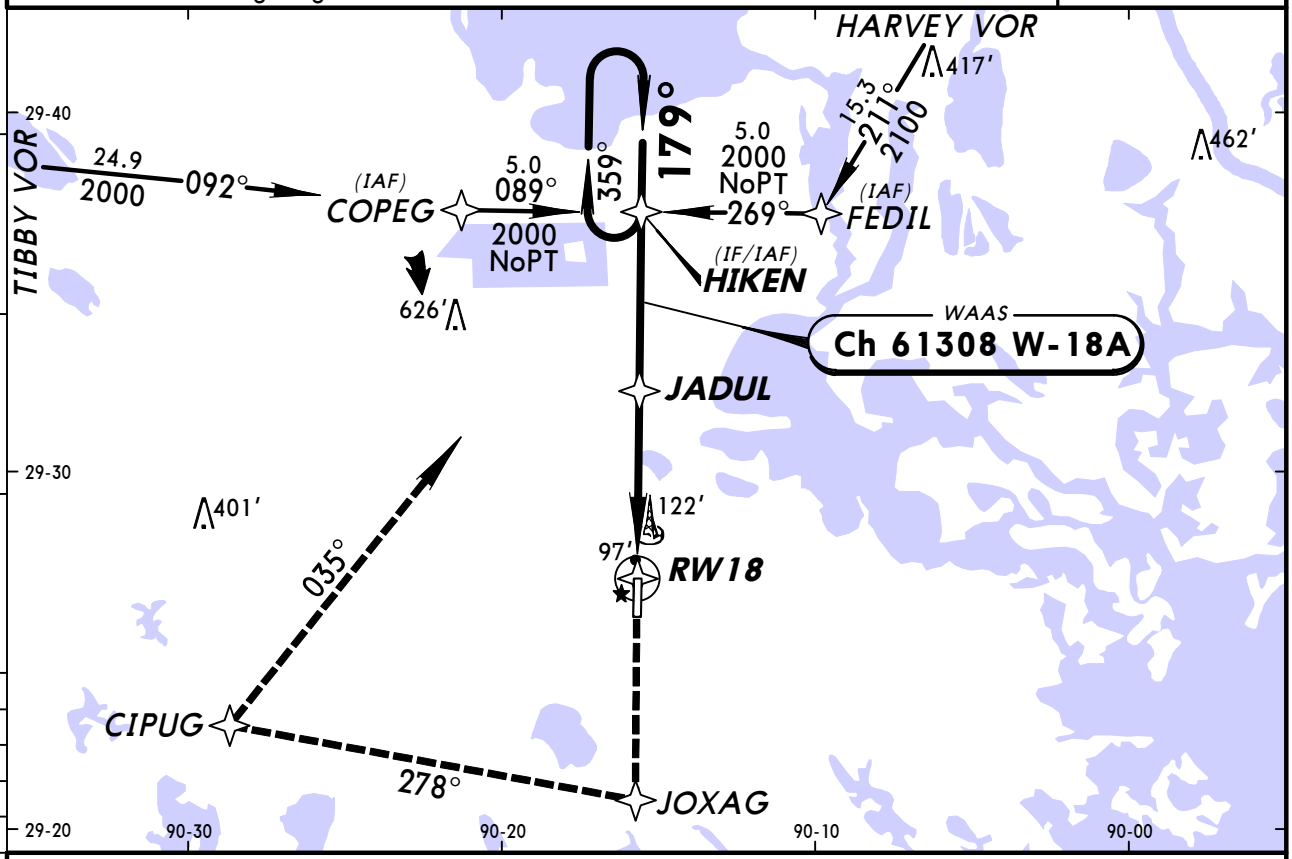
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1′
Ch 61308 W-18A	179°	JADUL 1700′ (1699′)	351′ (350′)	TDZE 1′

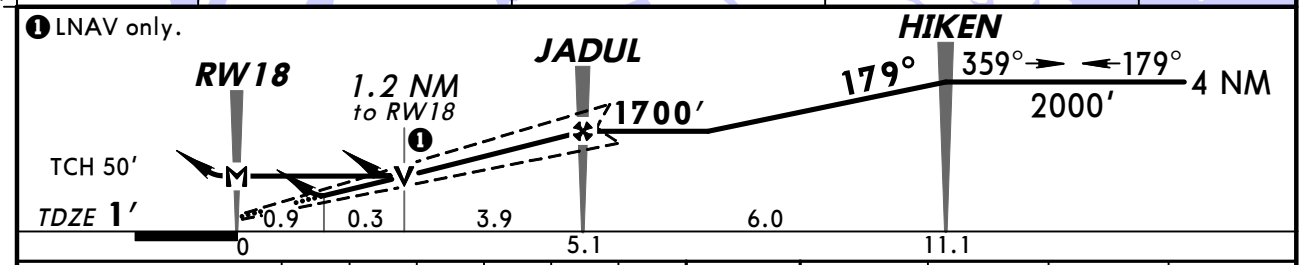
MISSED APCH: Climb to 2000′ direct JOXAG and RIGHT turn via 278° track to CIPUG and RIGHT turn via 035° track to HIKEN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP and Baro-VNAV not authorized when using Armstrong New Orleans Intl altimeter setting. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 49°C (120°F). 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.0.

2100′
MSA RW18





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

REIL
PAPI-L
2000′
JOXAG

STRAIGHT-IN LANDING RWY 18

	1 LPV DA(H) 351′ (350′)	2 LNAV/VNAV DA(H) 382′ (381′)	3 LNAV MDA(H) 440′ (439′)
A	1¼	1¼	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Armstrong New Orleans Intl Altimeter Setting MDA(H)
90	500′ (499′)-1	580′ (579′)-1
120	560′ (559′)-1	640′ (639′)-1
140	560′ (559′)-1½	640′ (639′)-1¾
165	560′ (559′)-2	640′ (639′)-2

1 DA(H) 431′ (430′) VIS 1 1/2, with Armstrong New Orleans Intl altimeter setting.
2 DA(H) 462′ (461′) VIS 1 1/2, with Armstrong New Orleans Intl altimeter setting.
3 MDA(H) 460′ (459′) Cat C & D VIS 1 1/4, with Armstrong New Orleans Intl altimeter setting.

TERPS AMEND 1A 08 APR 2010

CHANGES: None.

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KGAO
SOUTH LAFOURCHE MILLER

JEPPESEN 18 MAR 11 (12-2)

GALLIANO, LA
RNAV (GPS) Rwy 36

BRIEFING STRIP ™

AWOS-3	NEW ORLEANS Approach (R)	SOUTH LAFOURCHE MILLER UNICOM
118.17	123.85	CTAF 123.0

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1′
Ch 69608 W-36A	359°	JOXAG 1700′ (1701′)	289′ (290′)	TDZE -1′

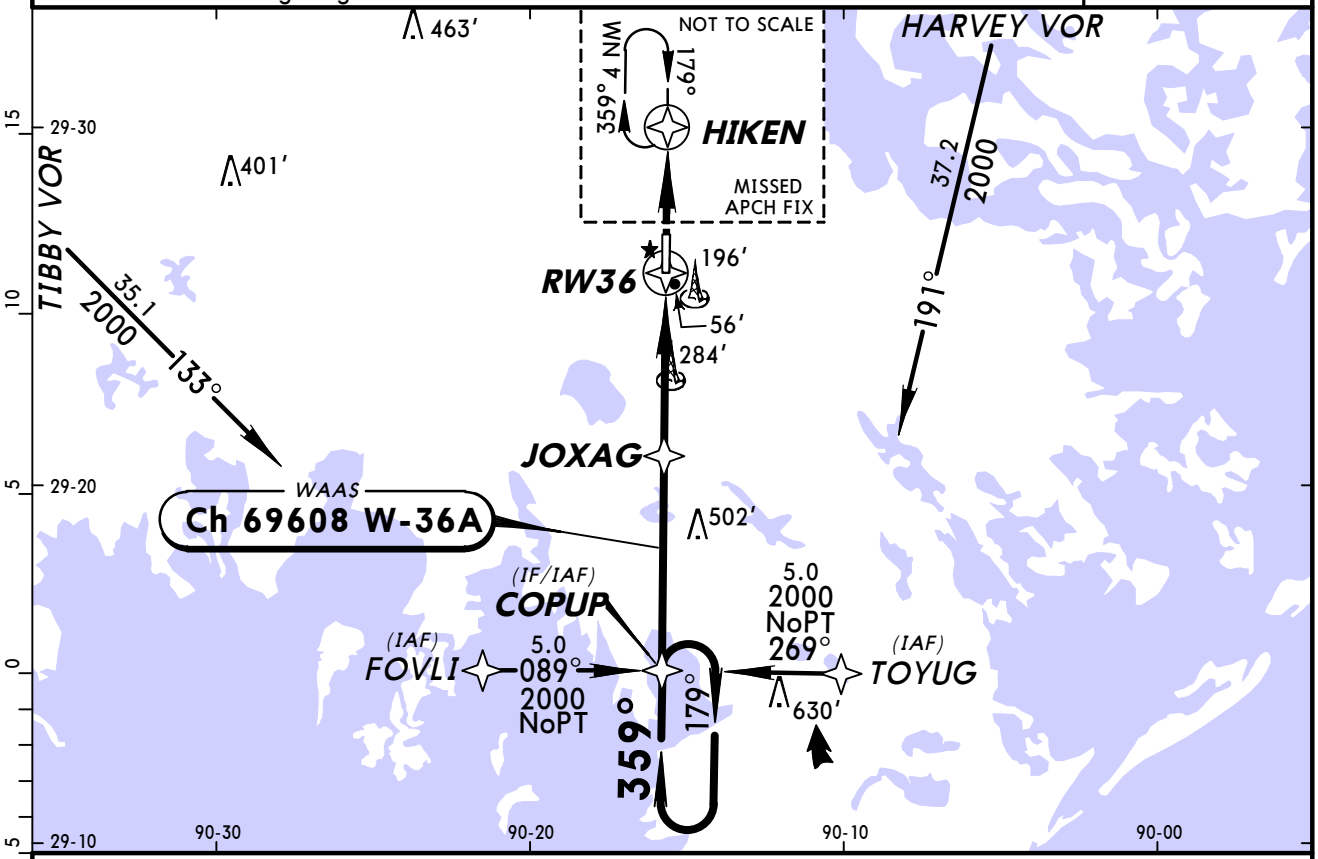
MISSED APCH: Climb to 2000′ direct HIKEN and hold.

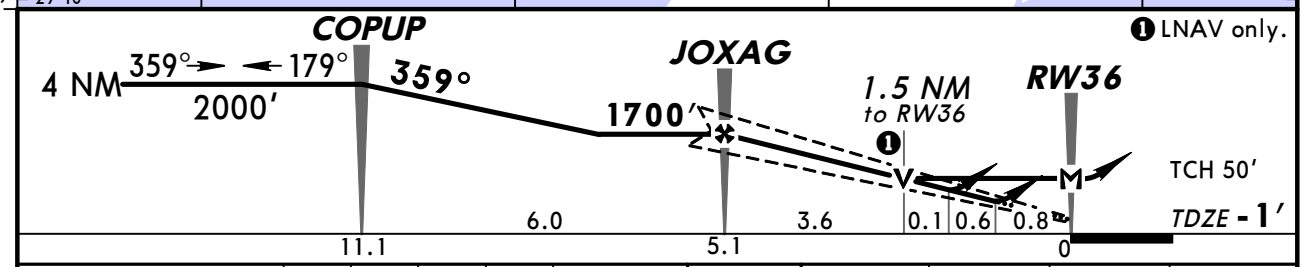
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP and Baro-VNAV not authorized when using Armstrong New Orleans Intl altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.0.

2100′

MSA RW36





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

SSALR PAPI 2000′ D HIKEN

STRAIGHT-IN LANDING RWY 36

	1 LPV DA(H) 289′ (290′)	2 LNAV/VNAV DA(H) 497′ (498′)	3 LNAV MDA(H) 540′ (541′)
	RAIL or ALS out	RAIL or ALS out	RAIL or ALS out
A	1	1¾	1
B			
C			1½
D			1¾

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Armstrong New Orleans Intl Altimeter Setting MDA(H)
90	540′ (539′)-1	620′ (619′)-1
120	560′ (559′)-1	640′ (639′)-1
140	560′ (559′)-1½	640′ (639′)-1¾
165	560′ (559′)-2	640′ (639′)-2

AMEND 0

TERPS

1 DA(H) 369′ (370′) VIS 1 1/4, with Armstrong New Orleans Intl altimeter setting.
2 DA(H) 577′ (578′) VIS 2, with Armstrong New Orleans Intl altimeter setting.
3 MDA(H) 620′ (621′) VIS Cat C 1 3/4, Cat D 2 with Armstrong New Orleans Intl altimeter setting.

CHANGES: Approach lighting.

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General Information

Location: Hammond LA USA
IATA Code:
Lat/Long: N30° 31.3' W090° 25.1'
Elevation: 47 ft

Airport Use: Public
Magnetic Variation: 0.1°W
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 956 ft AGL

Sunrise: 1230 Z
Sunset: 2359 Z,

Runway Information

Runway: 13
Length x Width: 6502 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 46 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 18
Length x Width: 5001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 44 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 31
Length x Width: 6502 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 43 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 690 ft

Runway: 36
Length x Width: 5001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 43 ft
Lighting: Edge, REIL, Pilot controlled

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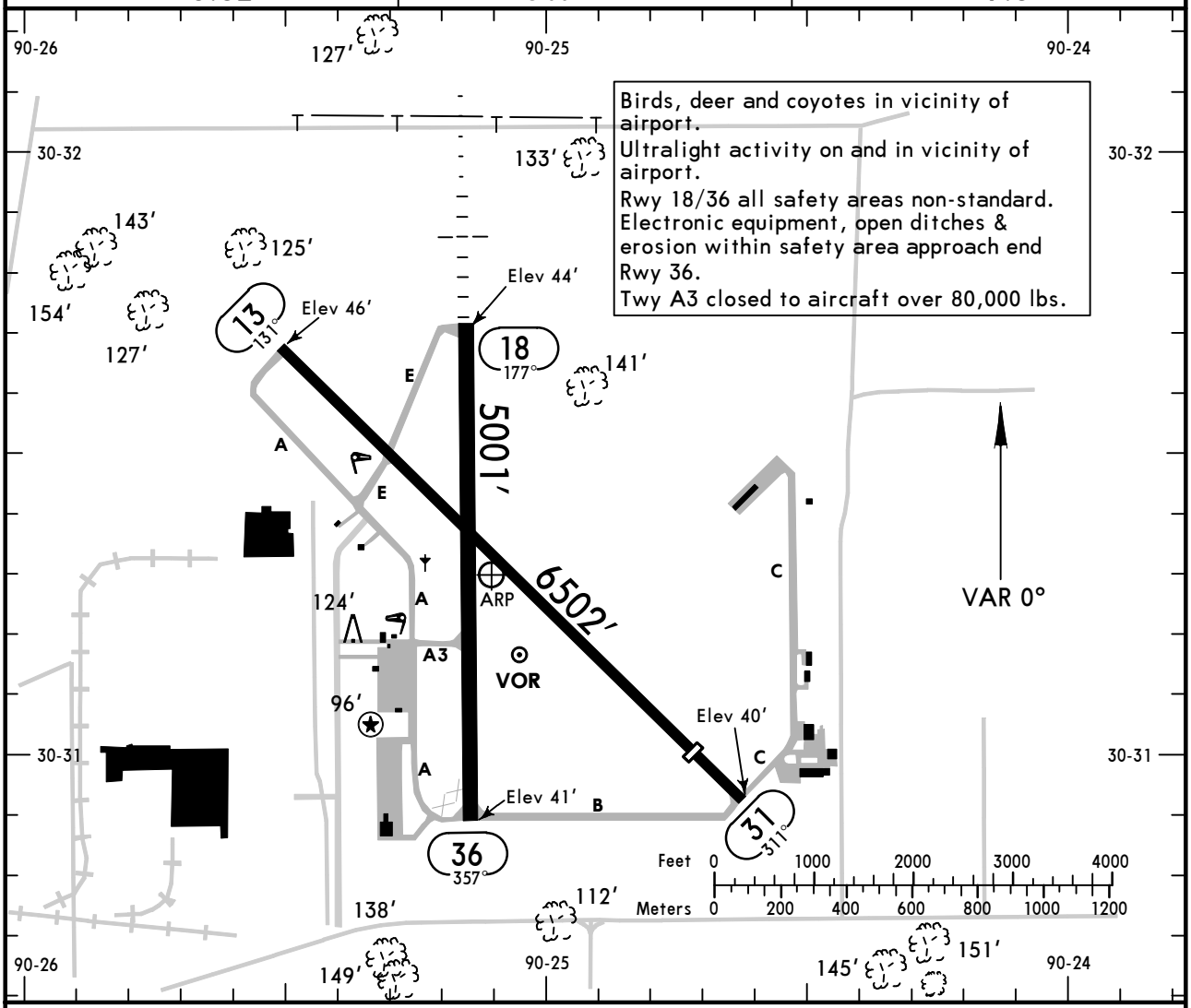
Communication Information

AWOS 118.325
Hammond Northshore Region Unicom 122.7 CTAF PCL
New Orleans Approach Control 125.5 Secondary
New Orleans Approach Control 119.3
New Orleans Departure Control 125.5
New Orleans Departure Control 119.3
Hammond Radar 133.3 Military

AWOS-3	HAMMOND NORTHSHORE REGL UNICOM	NEW ORLEANS Departure (R)
118.32	CTAF 122.7	119.3



Birds, deer and coyotes in vicinity of airport.
Ultralight activity on and in vicinity of airport.
Rwy 18/36 all safety areas non-standard. Electronic equipment, open ditches & erosion within safety area approach end Rwy 36.
Twy A3 closed to aircraft over 80,000 lbs.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13 31	❶ MIRL ❶ REIL PAPI-L (angle 3.00°)	5812′			100′
18	❶ MIRL ❷ MALSR REIL PAPI-L (angle 3.00°)		4001′		150′
36	❶ MIRL ❶ REIL PAPI-L (angle 3.00°)				

❶ Increase intensity on 122.7.
❷ Activate on 122.7.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 36	Other
A B C D	800-2	NA

OBSTACLE DP: Rwy 31 climb heading to 312° to 700′ before turning left.

AMEND 1

CHANGES: Chart revised.

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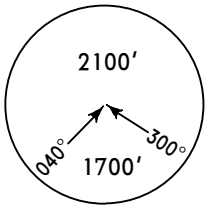
AWOS-3	NEW ORLEANS Approach (R)	HAMMOND NORTHSHORE REGL UNICOM
118.32	119.3	CTAF 122.7

LOC IHPF	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 47′ TDZE 44′
111.5	180°	1598′ (1554′)	244′ (200′)	

MISSED APCH: Climb to 1800′ then LEFT turn via 345° bearing to HP LOM and hold.

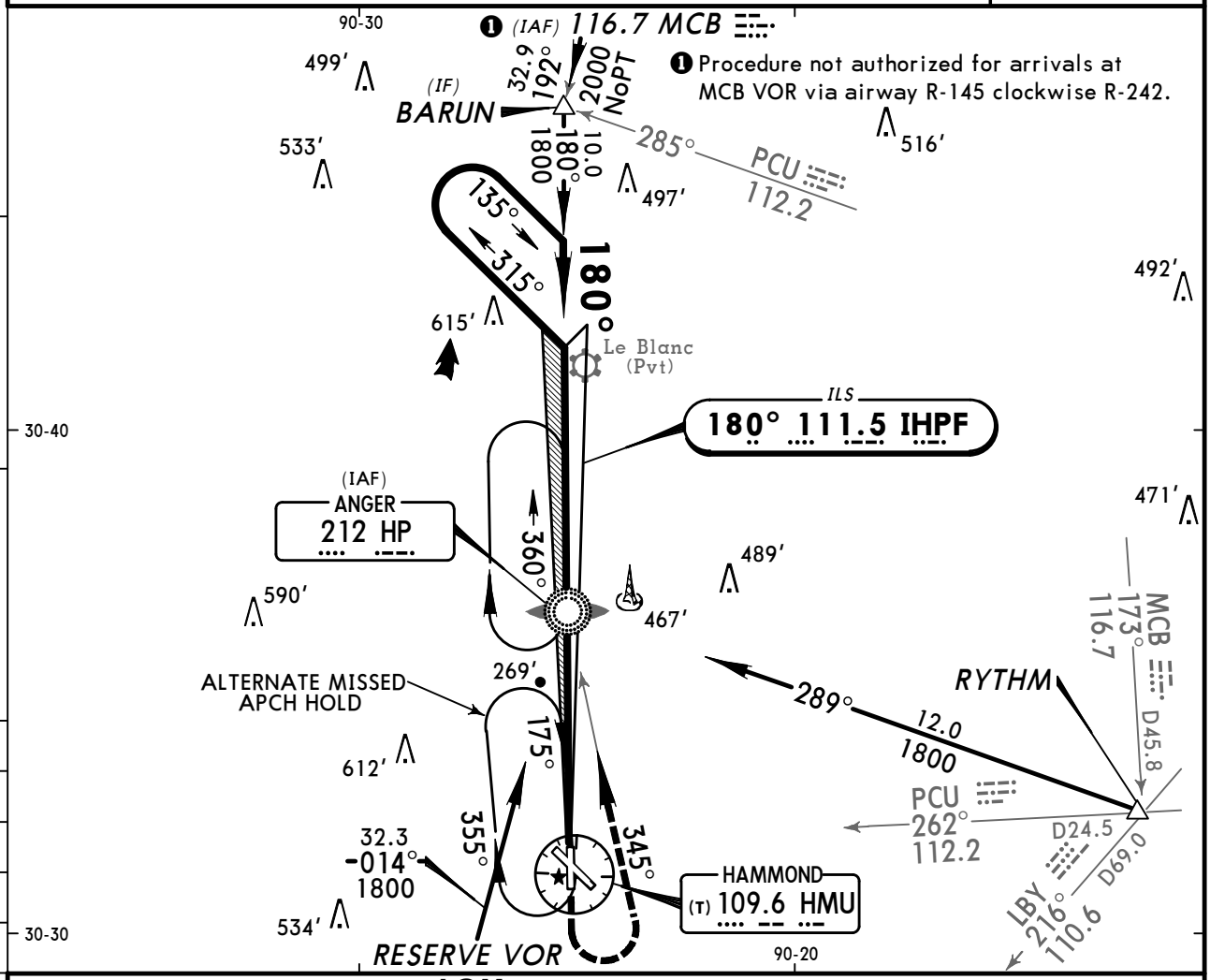
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

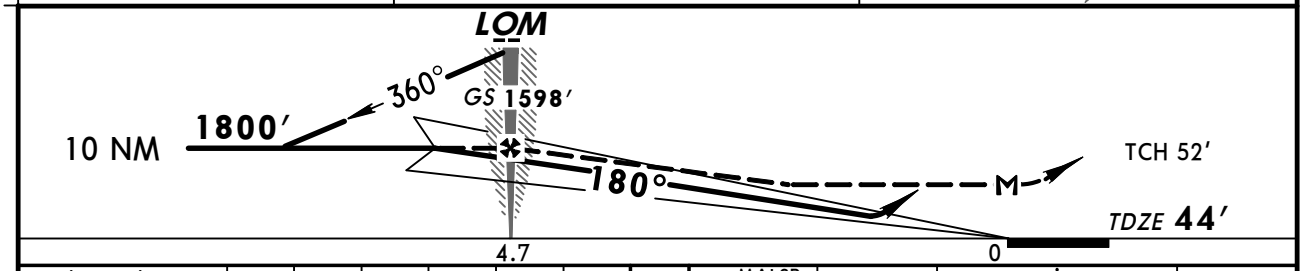
1. ADF required. 2. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 3. Pilot controlled lighting 122.7.



MSA HP LOM

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
LOM to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR
REIL
PAPI

1800′

LT via HP 212 345°

HP 212

STRAIGHT-IN LANDING RWY 18

	With Local Altimeter Setting: ILS DA(H) 244′ (200′) FULL	RAIL or ALS out	LOC (GS out) MDA(H) 440′ (396′)	RAIL out	ALS out	With Armstrong New Orleans Intl Altimeter Setting: ILS DA(H) 333′ (289′) FULL	RAIL or ALS out	LOC (GS out) MDA(H) 540′ (496′)	RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	1	1/2	3/4	1
B										
C								3/4	1 1/4	
D			3/4	1 1/4				1	1 1/2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Armstrong New Orleans Intl Altimeter Setting MDA(H)
90	500′ (453′) - 1	600′ (553′) - 1
120		
140	500′ (453′) - 1 1/2	600′ (553′) - 1 1/2
165	620′ (573′) - 2	720′ (673′) - 2 1/4

TERPS AMEND 4 29 JUL 2010

CHANGES: Procedure.

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KHDC
HAMMOND NORTHSHORE REGL

JEPPESEN

23 JUL 10
Eff 29 Jul

(12-1)

HAMMOND, LA
RNAV (GPS) Rwy 18

AWOS-3	NEW ORLEANS Approach (R)	HAMMOND NORTHSHORE REGL UNICOM
118.32	119.3	CTAF 122.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 47′
Ch 45818 W-18A	180°	SUGVE 1800′ (1756′)	244′ (200′)	TDZE 44′

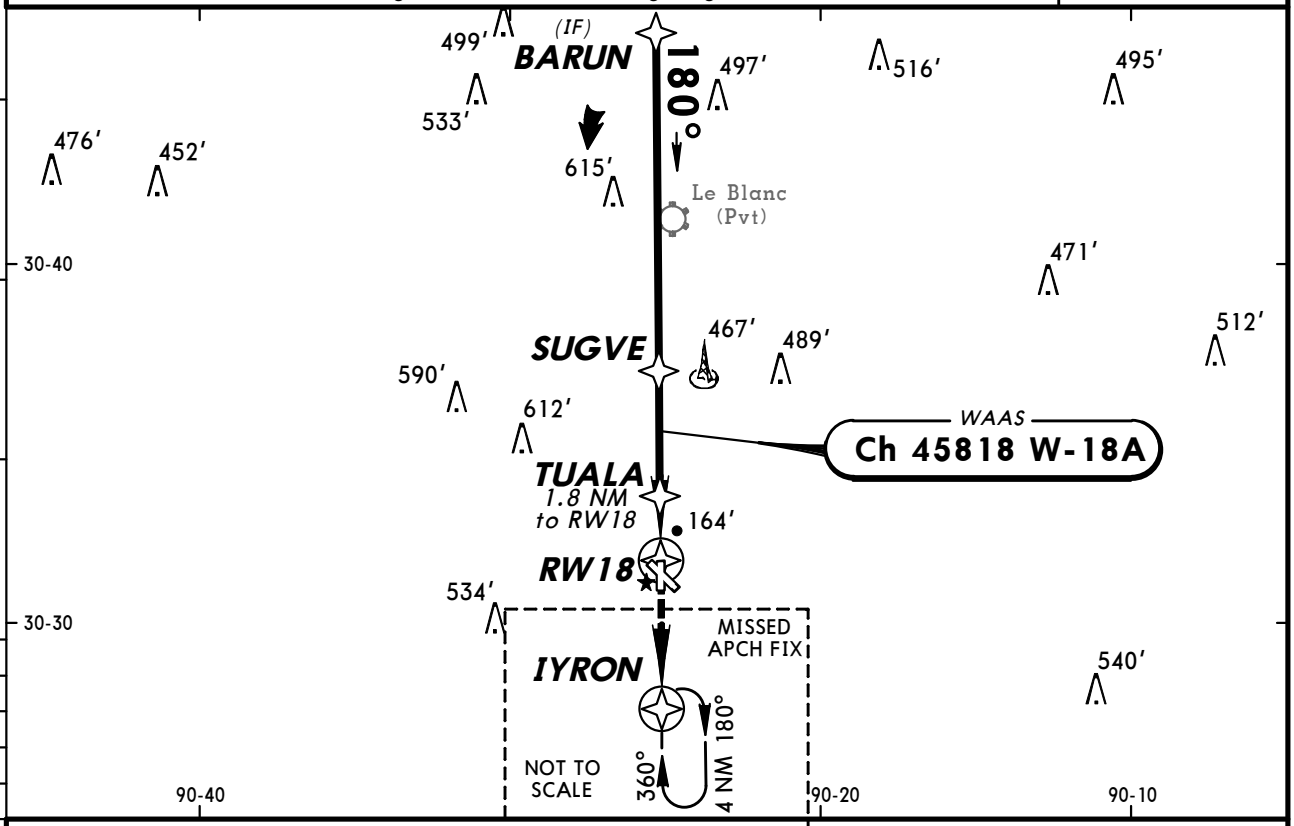
MISSED APCH: Climb to 2200′ direct IYRON and hold.

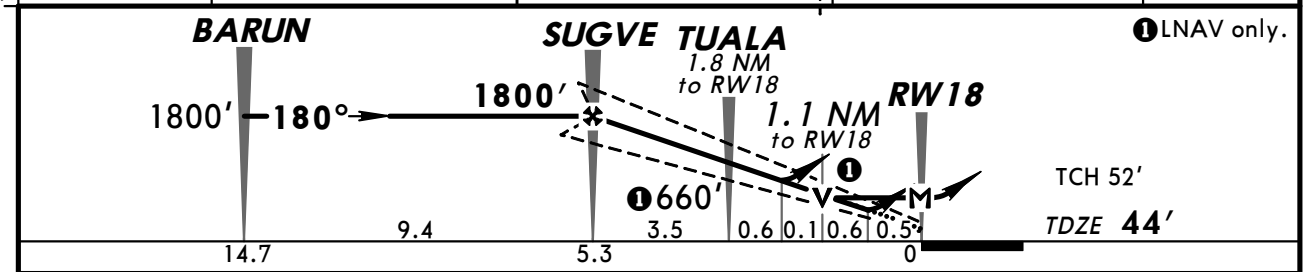
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 4. DME/DME RNP-0.30 not authorized. 5. Baro-VNAV and VDP not authorized when using Armstrong New Orleans Intl altimeter setting. 6. Pilot controlled lighting 122.7.

2100′
MSA RW18

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle [3.00°]	372	478	531	637	743	849
MAP at RW18						

MALSR
REIL
PAPI

2200′

IYRON

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	LPV DA(H) 244′ (200′) RAIL or ALS out	LNAV/VNAV DA(H) 466′ (422′) RAIL or ALS out	LNAV MDA(H) 460′ (416′) RAIL out	LNAV MDA(H) 460′ (416′) ALS out
A	1/2	3/4	1/2	3/4	1
B	1/2	3/4	1	1 1/2	1
C	1/2	3/4	1	1 1/2	1 1/4
D	1/2	3/4	1	1 1/2	1 1/4

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	500′ (453′) -1
120	500′ (453′) -1
140	500′ (453′) -1 1/2
165	620′ (573′) -2

With Armstrong New Orleasn Intl Altimeter Setting

	LPV DA(H) 333′ (289′) RAIL or ALS out	LNAV/VNAV DA(H) 555′ (511′) RAIL or ALS out	LNAV MDA(H) 560′ (516′) RAIL out	LNAV MDA(H) 560′ (516′) ALS out
A	1/2	1	1 1/4	1 3/4	1/2	3/4	1
B	1/2	1	1 1/4	1 3/4	1/2	3/4	1
C	1/2	1	1 1/4	1 3/4	1	1 1/2	1 1/4
D	1/2	1	1 1/4	1 3/4	1 1/4	1 3/4	1 1/4

CIRCLE-TO-LAND
With Armstrong New Orleans Intl Altimeter Setting

Max Kts	MDA(H)
90	600′ (553′) -1
120	600′ (553′) -1
140	600′ (553′) -1 1/2
165	720′ (673′) -2 1/4

TERPS AMEND 1 29 JUL 2010

CHANGES: Procedure.

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AWOS-3	NEW ORLEANS Approach (R)	HAMMOND NORTHSHORE REGL UNICOM
118.32	119.3	CTAF 122.7

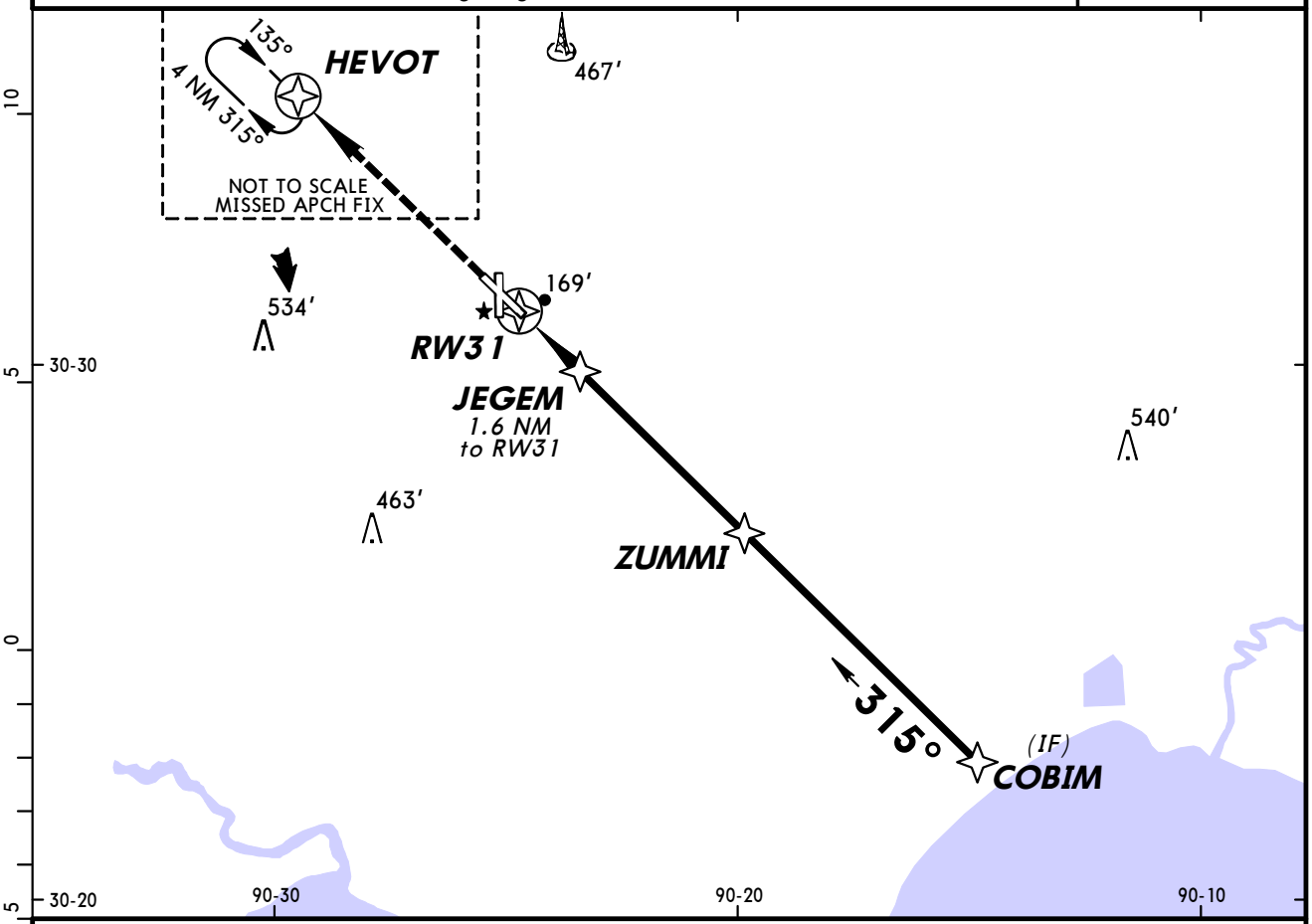
RNAV	Final Apch Crs	Minimum Alt ZUMMI	LNAV MDA(H) (CONDITIONAL)	Apt Elev 47′ TDZE 43′
	315°	2000′ (1957′)	460′ (417′)	

MISSED APCH: Climb to 2000′ direct HEVOT and hold.

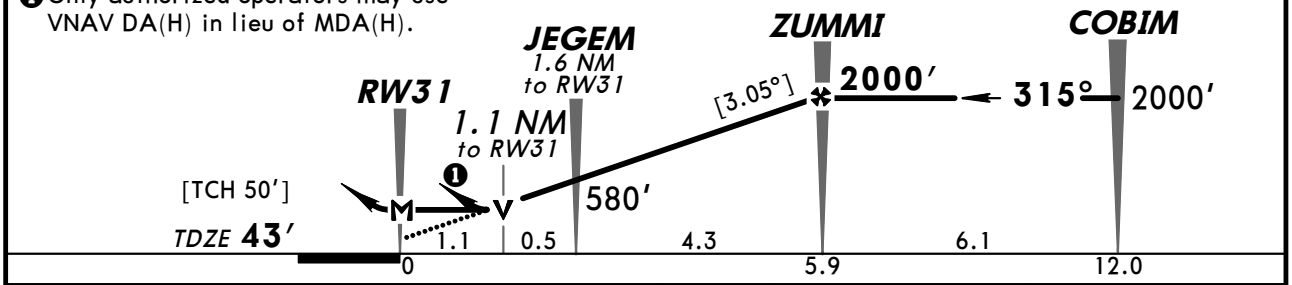
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. VDP not authorized when using Armstrong New Orleans Intl altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. VGSI and descent angles not coincident. 7. Pilot controlled lighting 122.7.

2100′
MSA RW31



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW31						

REIL
PAPI-L
2000′
HEVOT

STRAIGHT-IN LANDING RWY 31 LNAV			CIRCLE-TO-LAND		
	MDA(H) 460′ (417′) With Local Altimeter Setting	MDA(H) 560′ (517′) With Armstrong New Orleans Intl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Armstrong New Orleans Intl Altimeter Setting MDA(H)
A	1	1	90	500′ (453′) -1	600′ (553′) -1
B			120		
C	1¼	1½	140	500′ (453′) -1½	600′ (553′) -1½
D		1¾	165	620′ (573′) -2	720′ (673′) -2¼

TERPS AMEND 1 29 JUL 2010

CHANGES: Procedure.

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AWOS-3	NEW ORLEANS Approach (R)	HAMMOND NORTHSHORE REGL UNICOM
118.32	119.3	CTAF 122.7

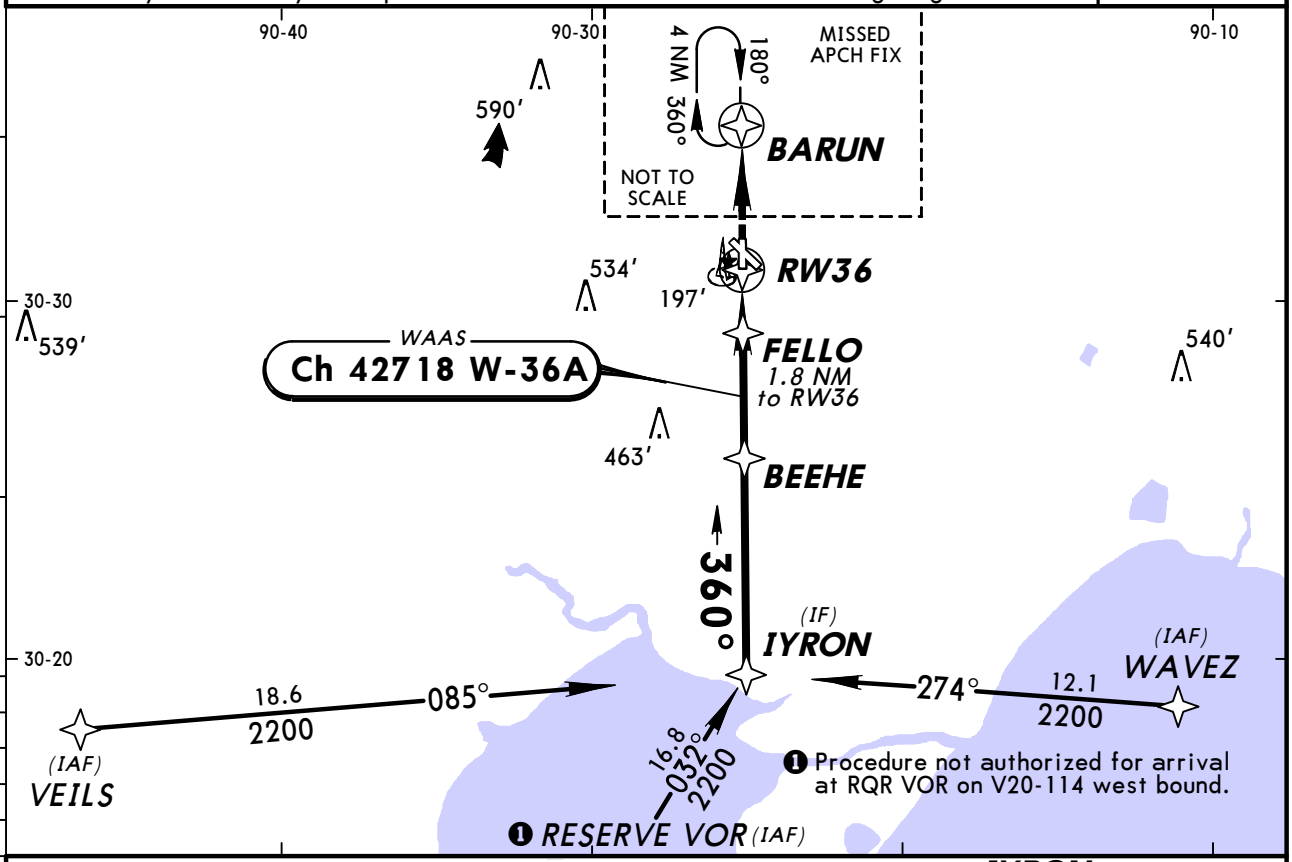
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 47′
Ch 42718 W-36A	360°	BEEHE 1800′ (1757′)	293′ (250′)	TDZE 43′

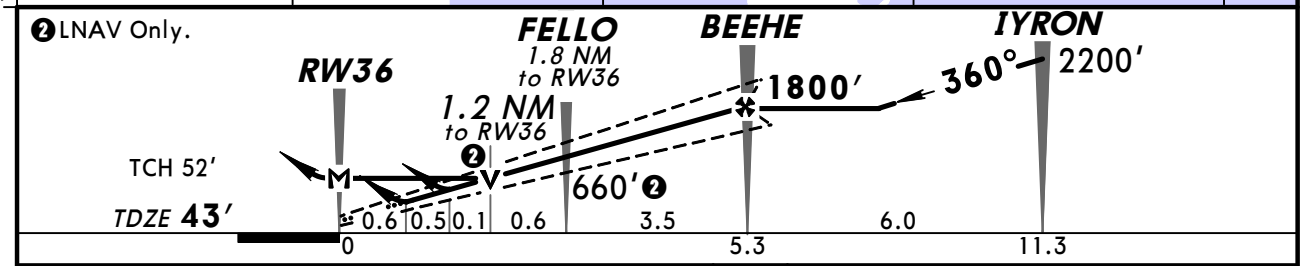
MISSED APCH: Climb to 1800′ direct BARUN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV and VDP not authorized when using Armstrong New Orleans Intl altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 122.7.

2100′
MSA RW36





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

REIL
PAPI-L
1800′
BARUN

STRAIGHT-IN LANDING RWY 36
With Local Altimeter Setting

	LPV DA(H) 293′ (250′)	LNAV/VNAV DA(H) 447′ (404′)	LNAV MDA(H) 460′ (417′)
A	3/4	1½	1
B			
C			1¼
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	500′ (453′)-1
120	
140	500′ (453′)-1½
165	620′ (573′)-2

With Armstrong New Orleans Intl Altimeter Setting

	DA(H) 382′ (339′)	DA(H) 536′ (493′)	MDA(H) 560′ (517′)
A	1¼	1¾	1
B			
C			1½
D			1¾

With Armstrong New Orleans Intl Altimeter Setting

Max Kts	MDA(H)
90	600′ (553′)-1
120	
140	600′ (553′)-1½
165	720′ (673′)-2¼

BRIEFING STRIP™

TERPS AMEND 0 29 JUL 2010

CHANGES: New procedure.

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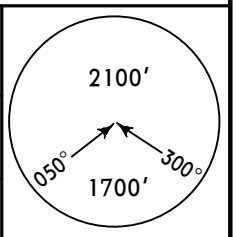
BRIEFING STRIP™

AWOS-3	NEW ORLEANS Approach (R)	HAMMOND NORTHSHORE REGL UNICOM
118.32	119.3	CTAF 122.7

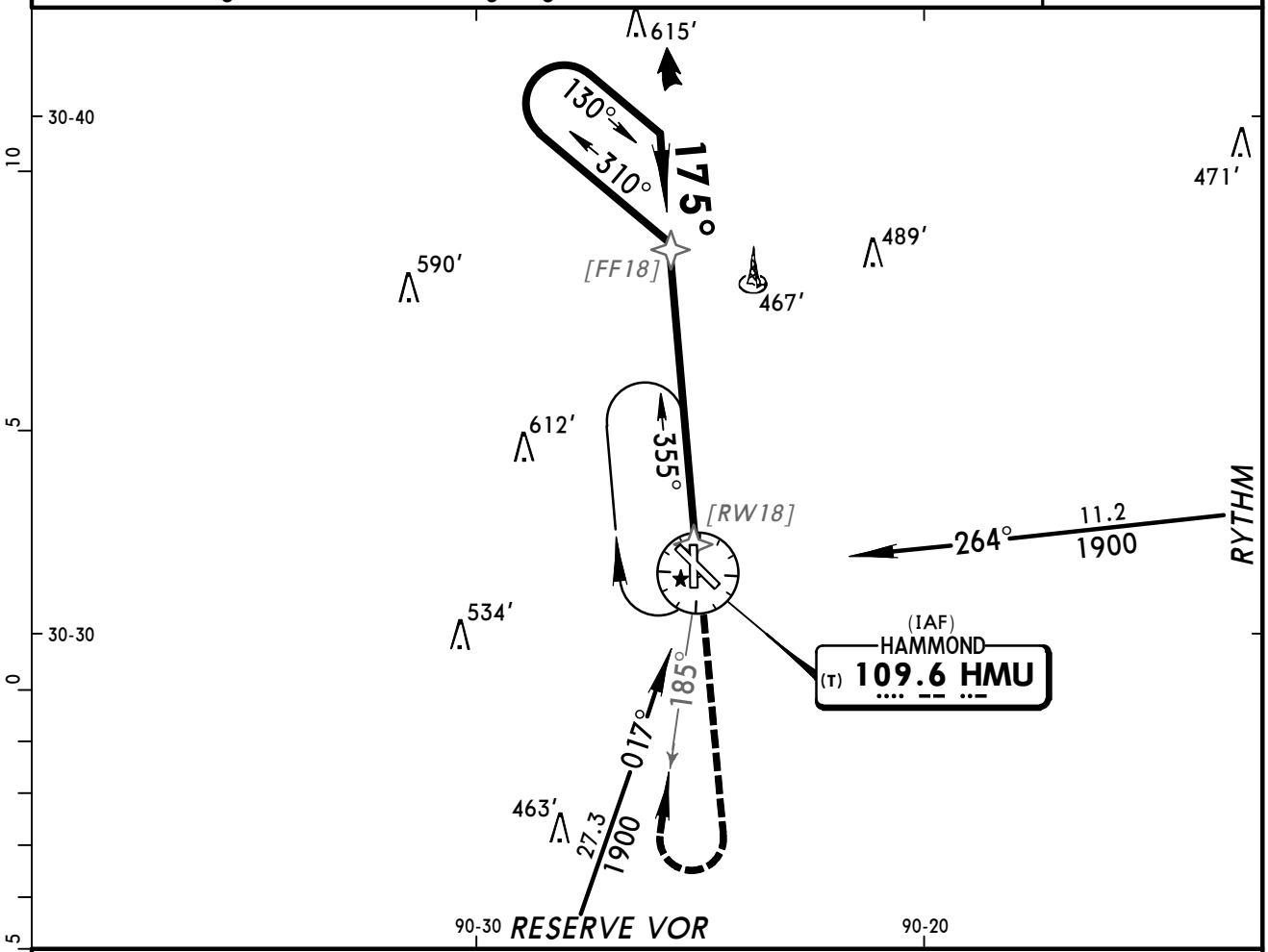
VOR HMU 109.6	Final Apch Crs 175°	No FAF	MDA(H) (CONDITIONAL) 820′ (776′)	Apt Elev 47′ TDZE 44′

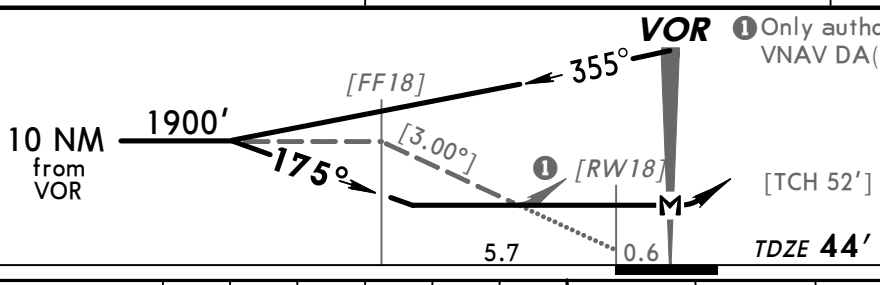
MISSED APCH: Climb to 1900′ then RIGHT turn inbound via HMU VOR R-185 to HMU VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. Pilot controlled lighting 122.7.



MSA HMU VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

MALSR
REIL
PAPI

1900′

RT via HMU 109.6 R-185

HMU 109.6

STRAIGHT-IN LANDING RWY 18

	MDA(H) 820′ (776′) With Local Altimeter Setting			MDA(H) 920′ (876′) With Armstrong New Orleans Intl Altimeter Setting		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	3/4	3/4	1
B	3/4	1 1/4			1 1/4	
C	1 3/4	2 1/4		2	2 1/2	
D	2	2 1/2		2 1/4	2 3/4	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Armstrong New Orleans Intl Altimeter Setting MDA(H)
90	820′ (773′) - 1	920′ (873′) - 1
120	820′ (773′) - 1 1/4	920′ (873′) - 1 1/4
140	820′ (773′) - 2 1/4	920′ (873′) - 2 1/2
165	820′ (773′) - 2 1/2	920′ (873′) - 2 3/4

TERPS AMEND 4 29 JUL 2010

CHANGES: Procedure.

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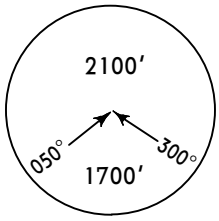
AWOS-3	NEW ORLEANS Approach (R)	HAMMOND NORTHSHORE REGL UNICOM
118.32	119.3	CTAF 122.7

VOR HMU 109.6	Final Apch Crs 308°	No FAF	MDA(H) 1000′ (957′)	Apt Elev 47′ TDZE 43′

MISSED APCH: Climb to 1900′ then RIGHT turn inbound via HMU VOR R-355 to HMU VOR and hold.

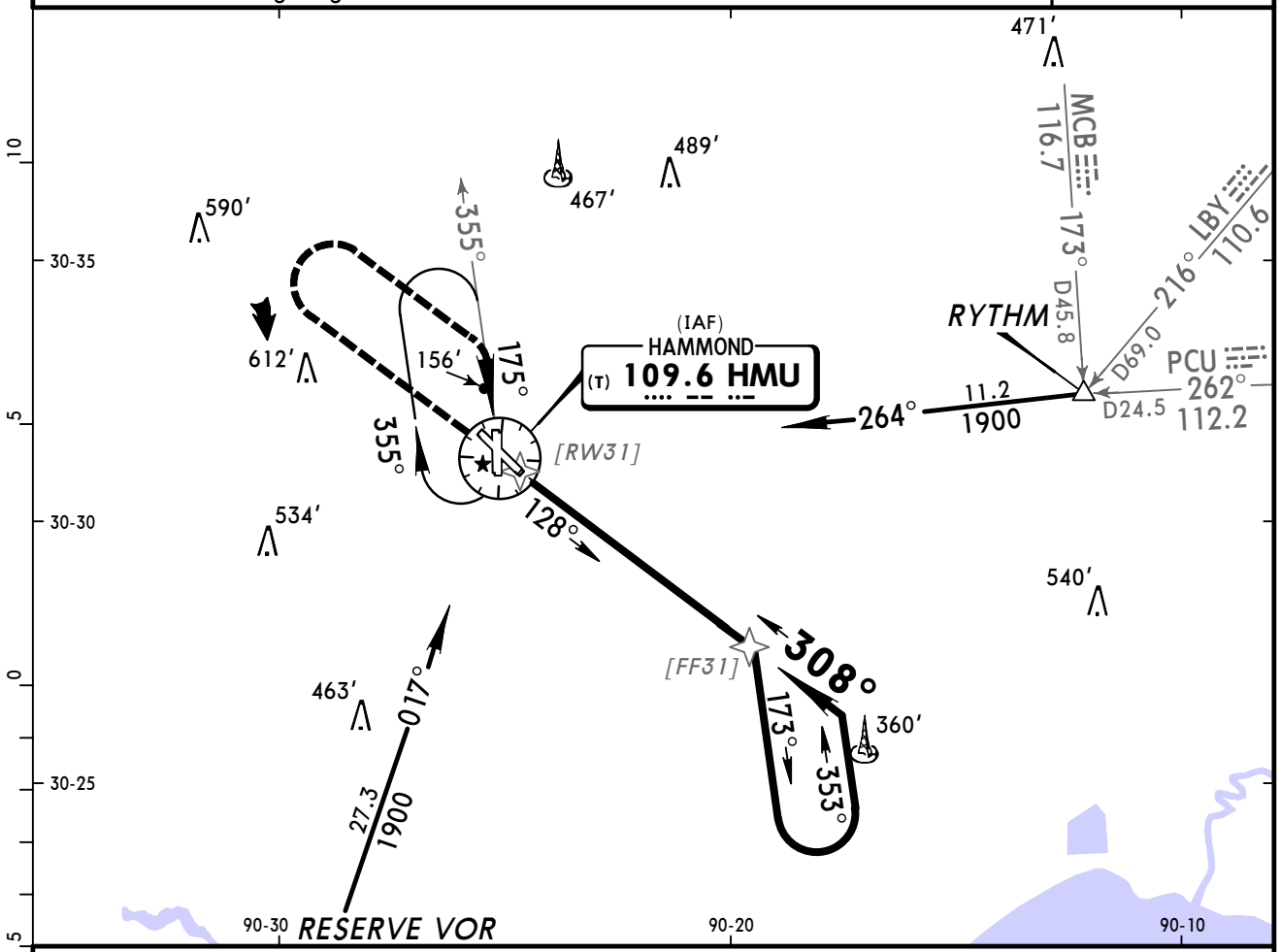
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. Visibility reduction by helicopters not authorized.
3. Pilot controlled lighting 122.7.

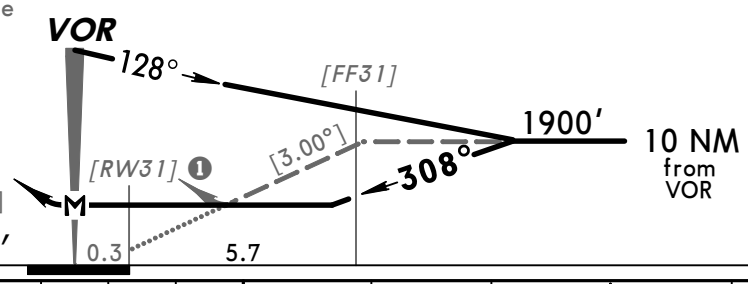


MSA HMU VOR

BRIEFING STRIP ™



Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

REIL
PAPI-L

1900′

RT via HMU 109.6 R-355

HMU 109.6

STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
MDA(H) 1000′ (957′)		Max Kts	MDA(H)
A	1¼	90	1000′ (953′) - 1¼
B	1½	120	1000′ (953′) - 1½
C	3	140	1000′ (953′) - 3
D		165	

TERPS AMEND 5 29 JUL 2010

CHANGES: Procedure.

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AWOS-3	NEW ORLEANS Approach (R)	HAMMOND NORTHSHORE REGL UNICOM
118.32	119.3	CTAF 122.7

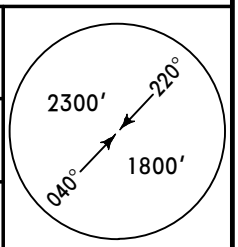
BRIEFING STRIP™

LOM HP	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 46′ TDZE 44′
212	177°	1800′ (1756′)	480′ (436′)	

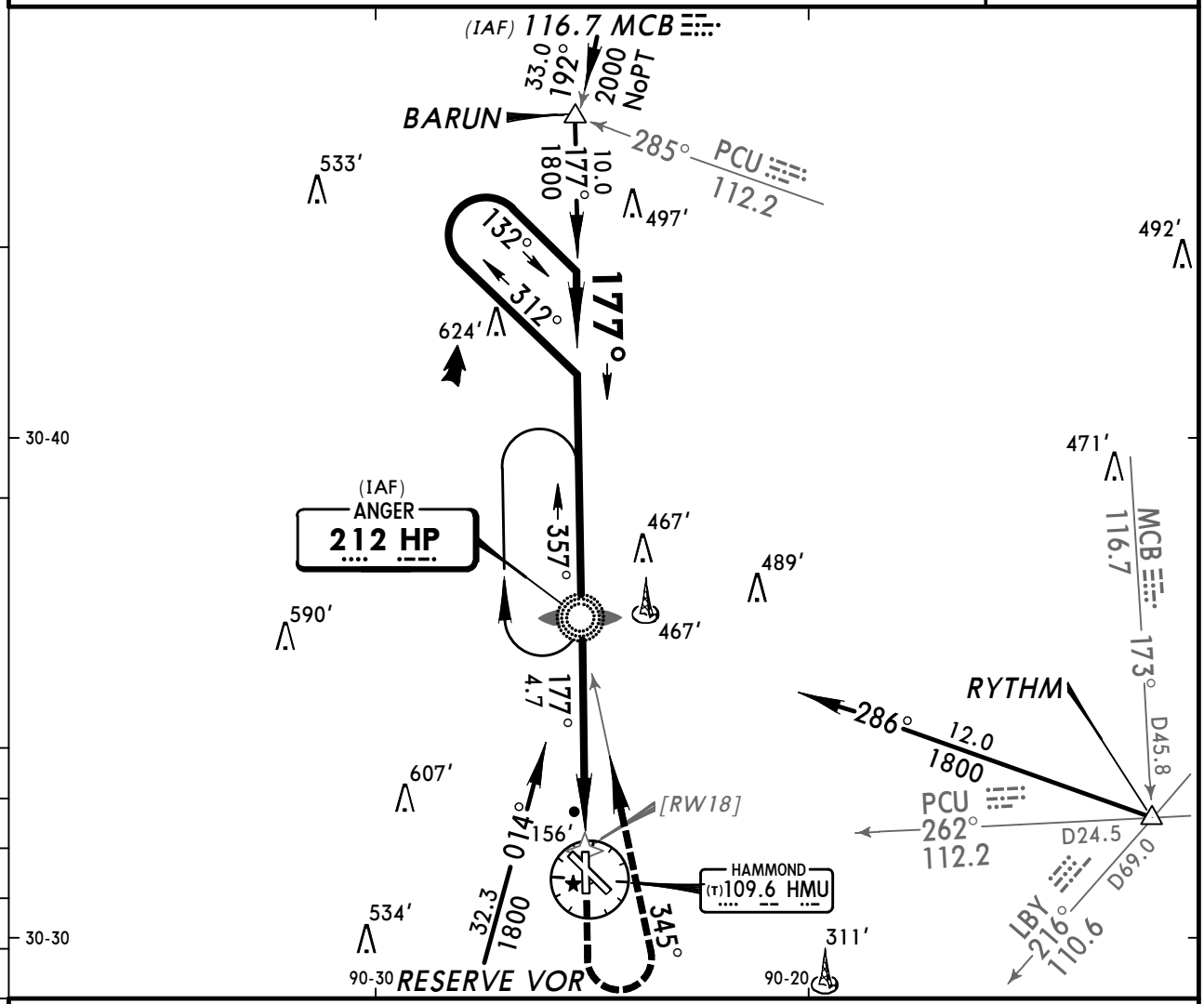
MISSED APCH: Climb to 1800′ then LEFT turn via 345° bearing to HP LOM and hold.

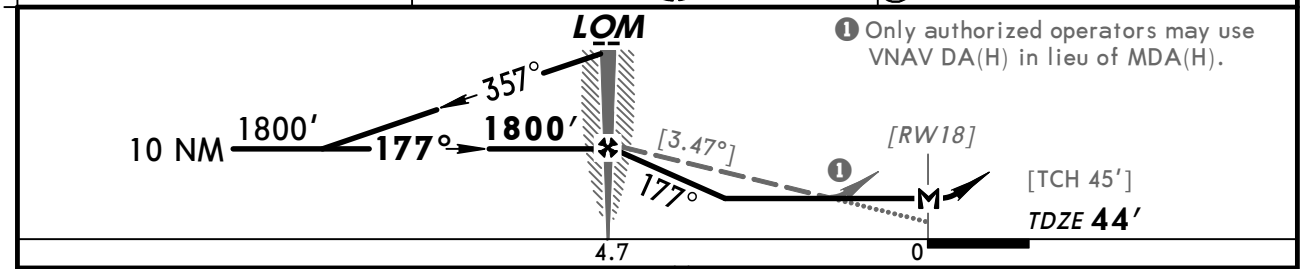
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. Pilot controlled lighting 122.7.



MSA HP LOM





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.47°]	430	553	614	737	860	983
LOM to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR REIL PAPI	1800′	LT	via	HP 212 345°	HP 212

TERPS

	STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND		
	MDA(H) 480′ (436′) With Local Altimeter Setting		MDA(H) 620′ (576′) With Armstrong New Orleans Intl Altimeter Setting			With Local Altimeter Setting	With Armstrong New Orleans Intl Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
AMEND A	3/4	1	3/4	1	90	500′ (454′) -1	640′ (594′) -1
AMEND B					120		
2B C	3/4	1 1/4	3/4	1 1/4	140	500′ (454′) -1 1/2	640′ (594′) -1 1/2
D	1 1/4	1 1/2	1 1/4	1 1/2	165	620′ (574′) -2	760′ (714′) -2

CHANGES: Procedure title.

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General Information

Location: Houma LA USA
IATA Code: HUM
Lat/Long: N29° 34.0' W090° 39.6'
Elevation: 10 ft

Airport Use: Public
Magnetic Variation: 0.2°E
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1231 Z
Sunset: 0000 Z,

Runway Information

Runway: 12
Length x Width: 4999 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 9 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 18
Length x Width: 6508 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 9 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 30
Length x Width: 4999 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 9 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 36
Length x Width: 6508 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 9 ft
Lighting: Edge, REIL, Pilot controlled

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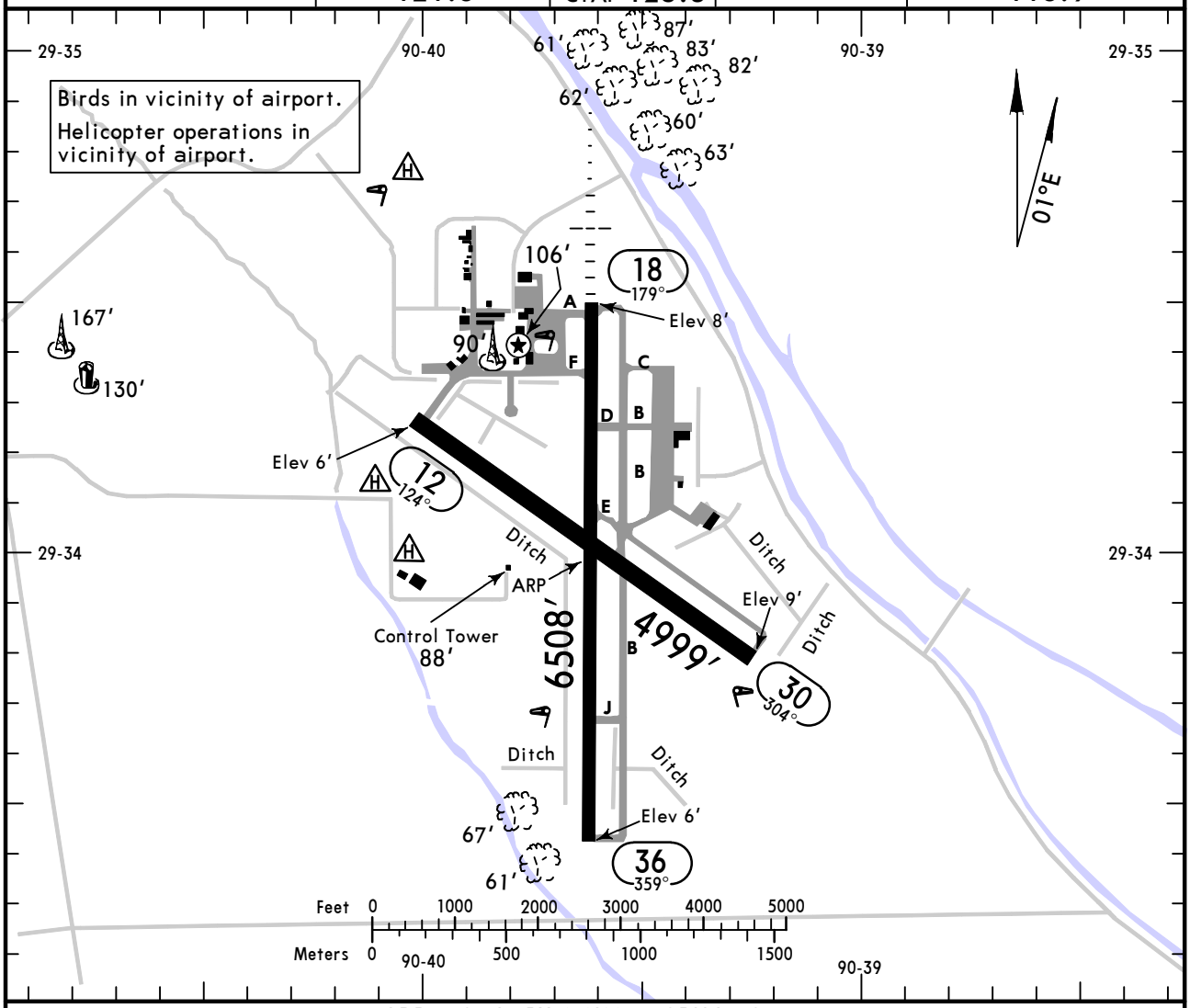
Communication Information

ATIS 120.25
AWOS 120.25
Houma-Terrebonne Tower 125.3 CTAF PCL
Houma-Terrebonne Ground Control 121.8
New Orleans Approach Control 118.9 Initial Contact
New Orleans Departure Control 118.9
Houma-Terrebonne Unicom 122.95

ATIS (AWOS-3 when Twr Inop)	*HOUMA Ground	*Tower	UNICOM 122.95	NEW ORLEANS Departure (R)
120.25	121.8	CTAF 125.3		118.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
12 30	❶ HIRL ❶ REIL PAPI-L				200′
18	❶ HIRL ❶ MALSR PAPI-L grooved		5509′		150′
36	❶ HIRL ❶ REIL PAPI-L grooved				

❶ Activate on 125.3 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

OBSTACLE DP

Rwy 30 - Climb heading 304° to 600′ before proceeding on course.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating and Local Weather Available		Authorized Only When Local Weather Available	
	ILS Rwy 18	LOC Rwy 18	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 36 Copter VOR DME Rwy 12 VOR DME Rwy 30	RNAV (GPS) Rwy 12 VOR Rwy 12
A	600-2	800-2	800-2	800-2
B				
C				
D	700-2			800-2¼

AMEND 5

CHANGES: Mag var, take-off & obstacle DP, alternate minimums.

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BRIEFING STRIP™

ATIS (AWOS-3 when Twr Inop)	NEW ORLEANS Approach (R)	*HOUMA Tower	*Ground
120.25	118.9	CTAF 125.3	121.8

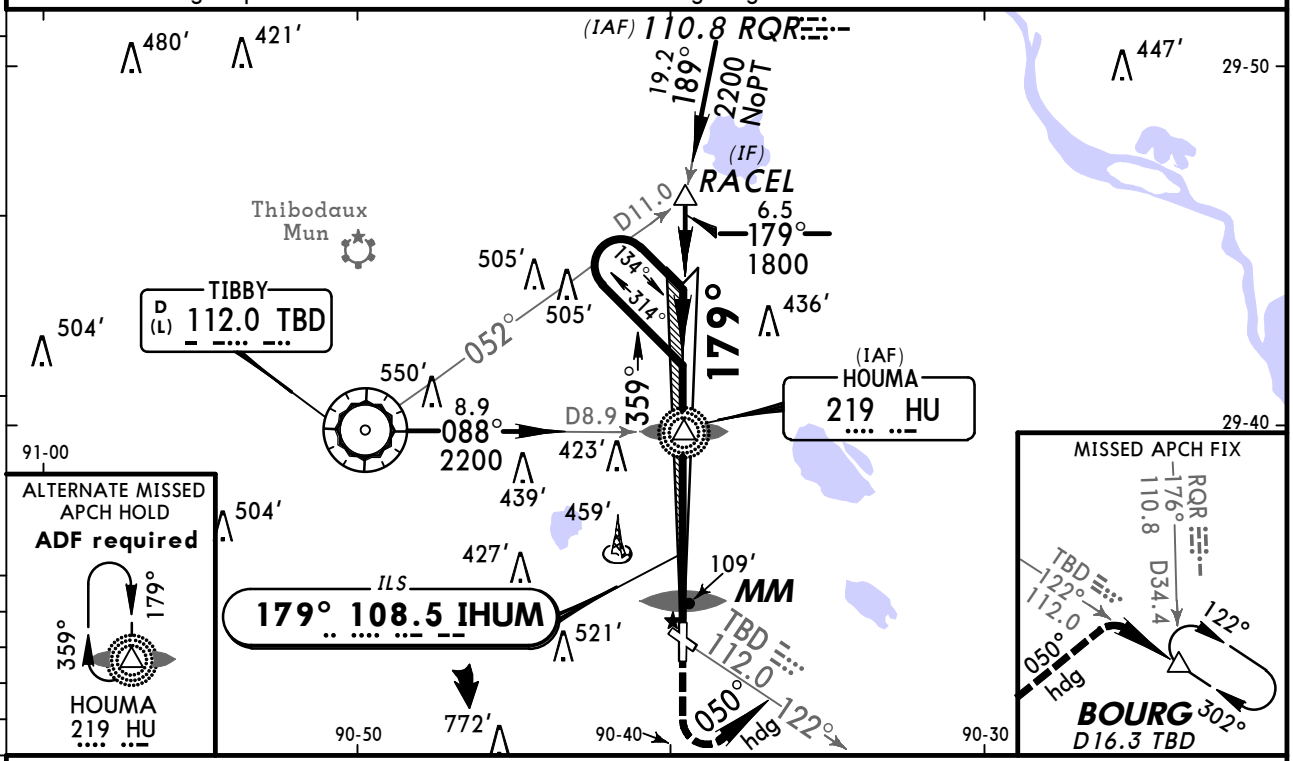
LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 10′
IHUM 108.5	179°	HOUMA 1769′ (1760′)	209′ (200′)	TDZE 9′

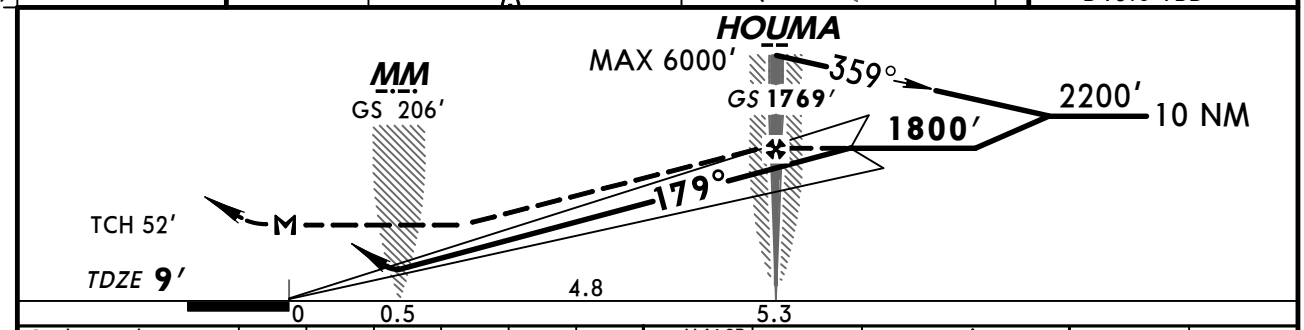
MISSED APCH: Climb to 1100′ then climbing LEFT turn to 1800′ via heading 050° and TBD VOR R-122 outbound to BOURG INT/ D16.3 TBD and hold.

3100′
MSA HU LOM

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting.
2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 125.3.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
HOUMA to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR
PAPI

1100′

1800′ LT via 050° hdg and TBD 112.0 R-122 BOURG

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	ILS DA(H) 209′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 360′ (351′)	LOC RAIL out	LOC ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	480′ (470′) -1
120	
140	480′ (470′) -1 1/2
165	620′ (610′) -2

With Armstrong New Orleans Intl Altimeter Setting

	ILS DA(H) 286′ (277′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 440′ (431′)	LOC RAIL out	LOC ALS out
A	1/2	1	1/2	3/4	1
B					
C			3/4	1 1/4	
D			1	1 1/2	

With Armstrong New Orleans Intl Altimeter Setting

Max Kts	MDA(H)
90	560′ (550′) -1
120	
140	560′ (550′) -1 1/2
165	700′ (690′) -2 1/4

AMEND 4 TERPS

CHANGES: Procedure.

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BRIEFING STRIP™

ATIS (AWOS-3 when Twr Inop)	NEW ORLEANS Approach (R)	*HOUMA Tower	*Ground
120.25	118.9	CTAF 125.3	121.8

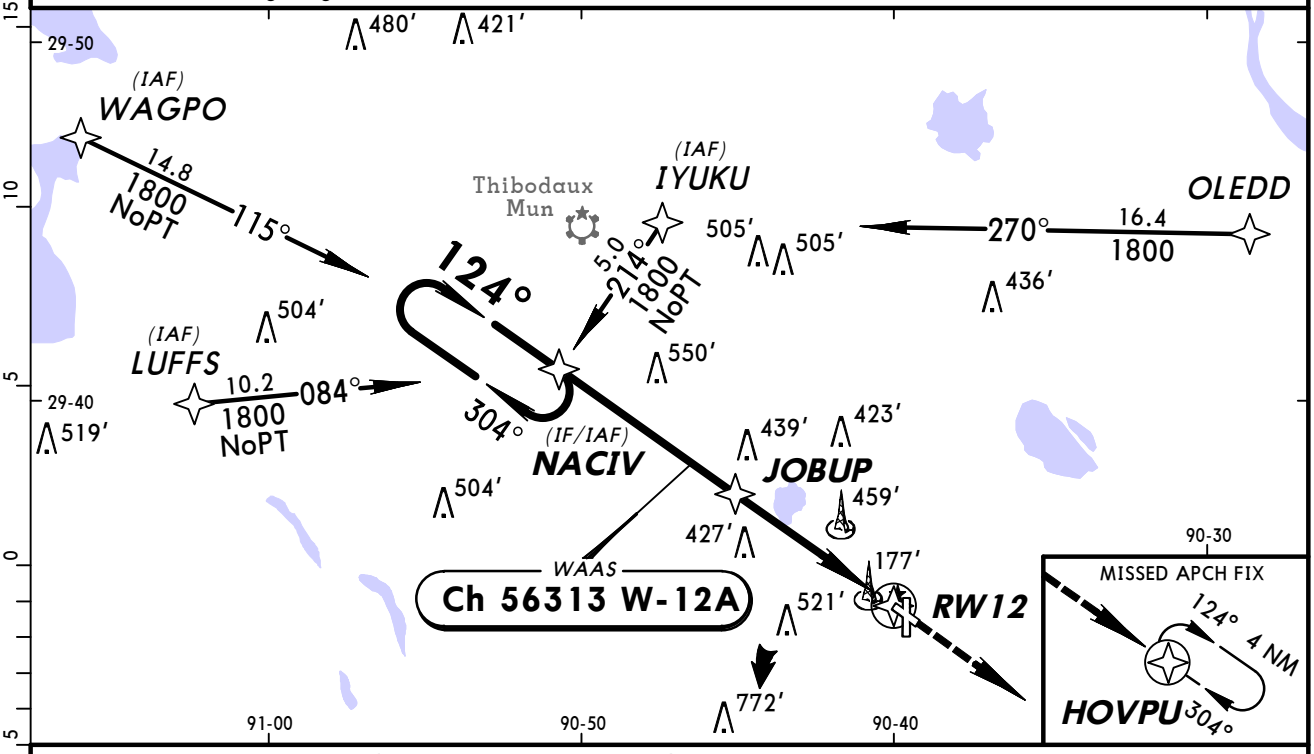
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 10′
Ch 56313 W-12A	124°	JOBUP 1800′ (1791′)	294′ (285′)	TDZE 9′

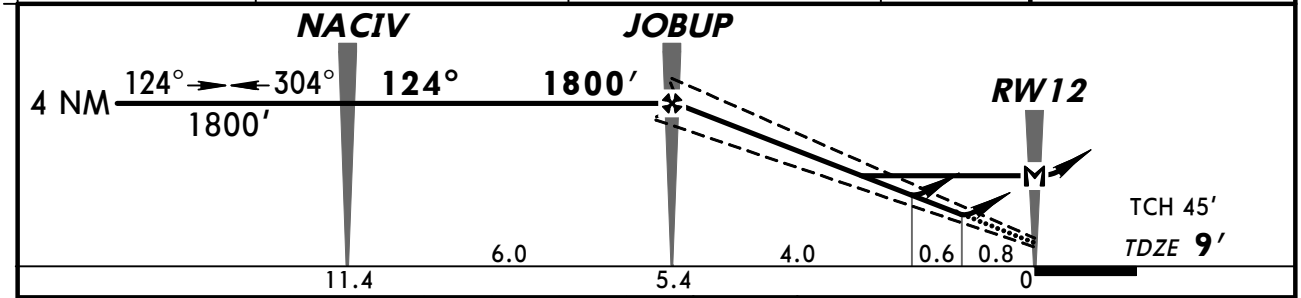
MISSED APCH: Climb to 1800′ direct HOVPU and hold.

3100′ MSA RW12

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. Baro-VNAV not authorized if using Armstrong New Orleans Intl altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 125.3.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

REIL
PAPI-L

1800′

HOVPU

STRAIGHT-IN LANDING RWY 12
With Local Altimeter Setting

	LPV DA(H) 294′ (285′)	LNAV/VNAV DA(H) 491′ (482′)	LNAV MDA(H) 680′ (671′)
A	1	1¾	1
B			
C			2
D			2¼

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	680′ (670′)-1
120	
140	680′ (670′)-2
165	680′ (670′)-2¼

With Armstrong New Orleans Intl Altimeter Setting

	DA(H) 371′ (362′)	DA(H) 568′ (559′)	MDA(H) 760′ (751′)
A	1¼	2	1
B			1¼
C			2¼
D			2½

With Armstrong New Orleans Intl Altimeter Setting

Max Kts	MDA(H)
90	760′ (750′)-1
120	760′ (750′)-1¼
140	760′ (750′)-2¼
165	760′ (750′)-2½

AMEND 0 TERPS

CHANGES: New procedure.

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ATIS (AWOS-3 when Twr Inop)	NEW ORLEANS Approach (R)	*HOUMA Tower	*Ground
120.25	118.9	CTAF 125.3	121.8

BRIEFING STRIP™

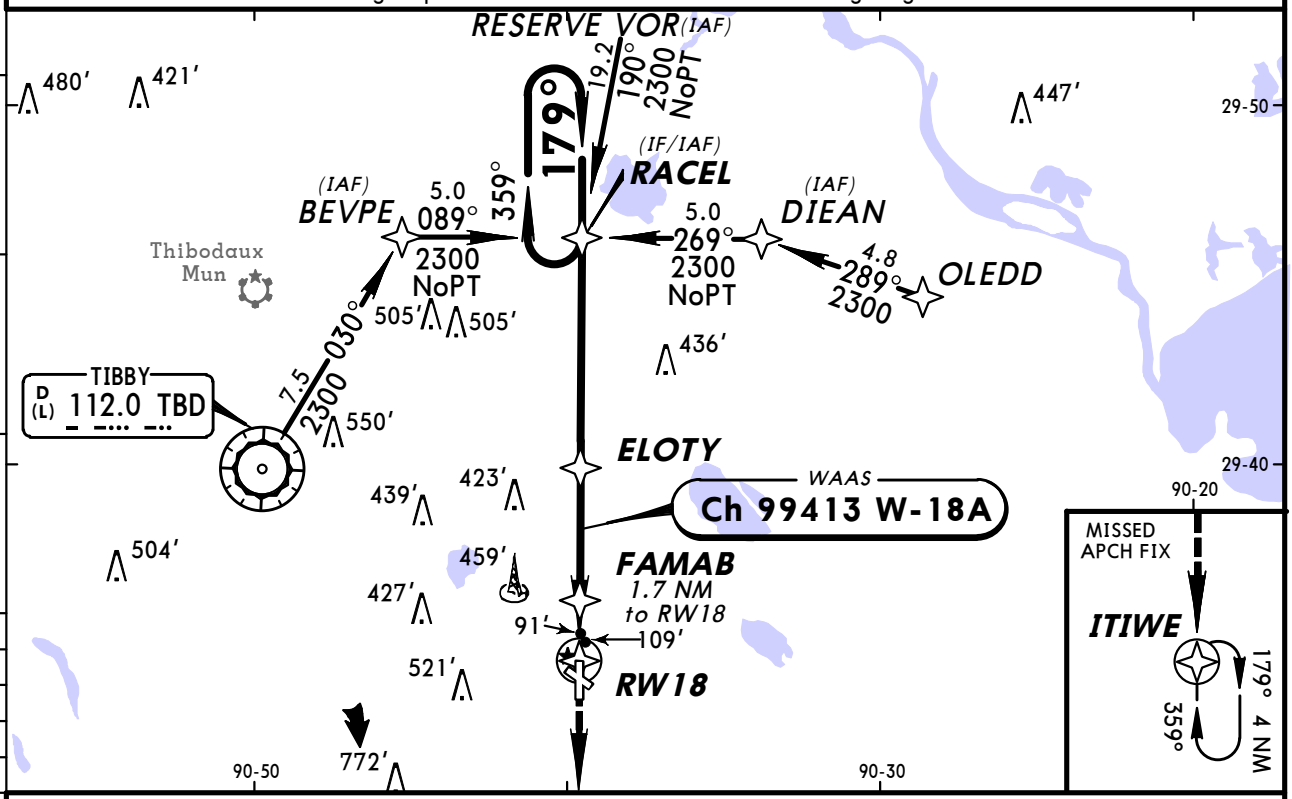
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 10′
Ch 99413 W-18A	179°	ELOTY 1800′ (1791′)	209′ (200′)	TDZE 9′

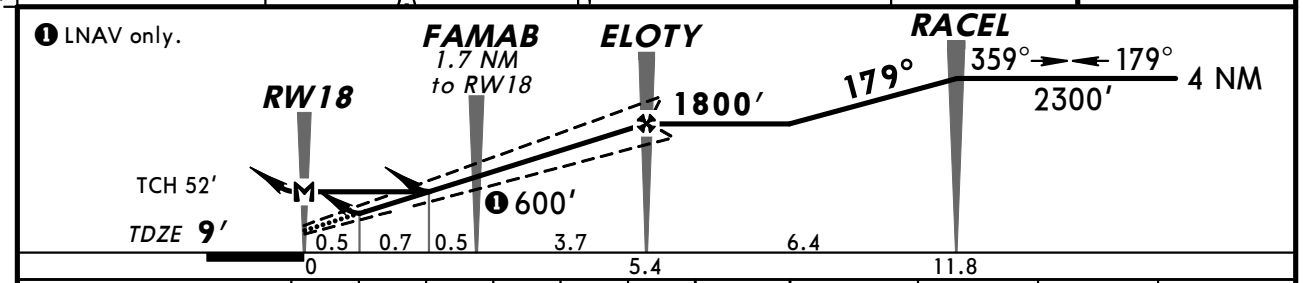
3100′ MSA RW18

MISSED APCH: Climb to 1900′ direct ITIWE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. Baro-VNAV not authorized if using Armstrong New Orleans Intl altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 125.3.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

MALSR / PAPI — 1900′ — D — ITIWE

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	LPV DA(H) 209′ (200′) RAIL or ALS out		LNAV/VNAV DA(H) 450′ (441′) RAIL or ALS out		LNAV MDA(H) 440′ (431′) RAIL out	ALS out
A	1/2	3/4	1		1/2	3/4	1
B						
C			1	1 1/4	3/4	1 1/4
D				1 1/2	1	1 1/2

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	480′ (470′) -1
120	
140	480′ (470′) -1 1/2
165	620′ (610′) -2

With Armstrong New Orleans Intl Altimeter Setting

	DA(H) 286′ (277′) RAIL or ALS out		DA(H) 527′ (518′) RAIL or ALS out		MDA(H) 520′ (511′) RAIL out	ALS out
A	1/2	1	1 1/4		1/2	3/4	1
B						
C			1 1/4	1 1/2	1	1 1/2
D				1 3/4		

With Armstrong New Orleans Intl Altimeter Setting

Max Kts	MDA(H)
90	560′ (550′) -1
120	
140	560′ (550′) -1 1/2
165	700′ (690′) -2 1/4

AMEND 0 TERPS

CHANGES: New procedure.

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HOUMA, LA
RNAV (GPS) Rwy 30

BRIEFING STRIP™

ATIS (AWOS-3 when Twr Inop)	NEW ORLEANS Approach (R)	*HOUMA Tower	*Ground
120.25	118.9	CTAF 125.3	121.8

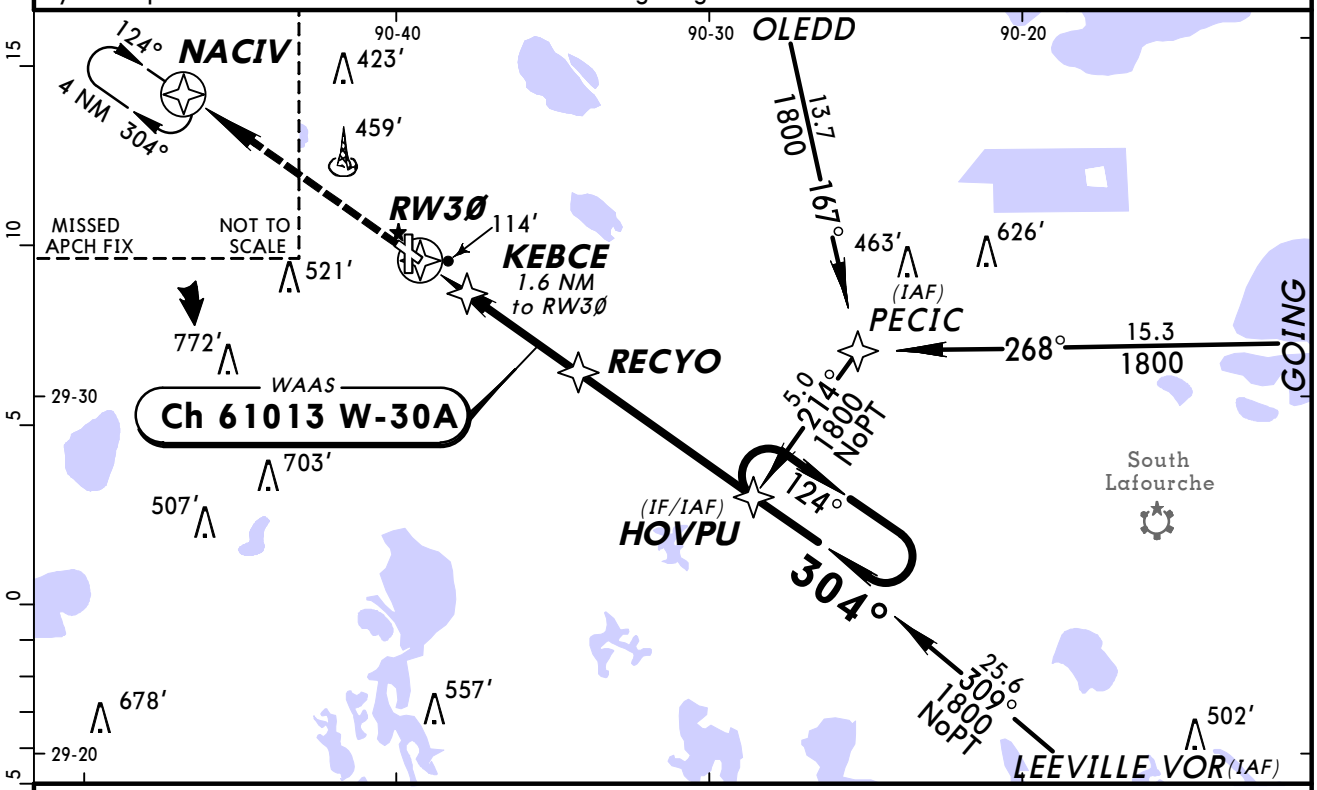
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 10′
Ch 61013 W-30A	304°	RECYO 1800′ (1790′)	260′ (250′)	TDZE 10′

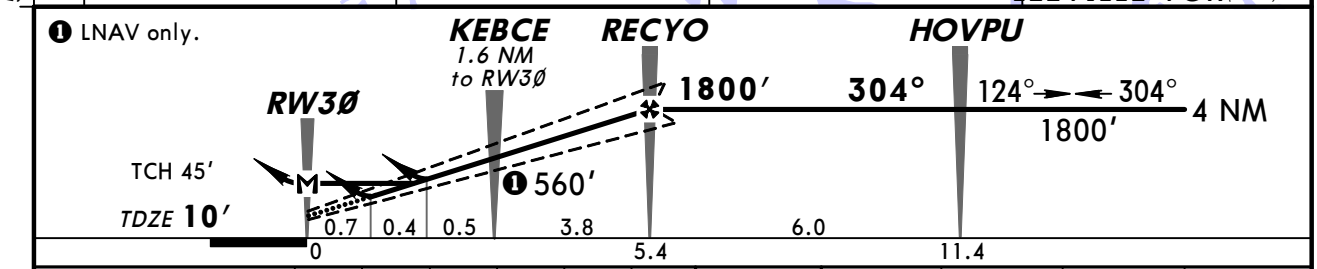
3100′ MSA RW3Ø

MISSED APCH: Climb to 1800′ direct NACIV and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. Baro-VNAV not authorized if using Armstrong New Orleans Intl altimeter setting.
4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 125.3.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

REIL
PAPI-L

1800′

D

NACIV

STRAIGHT-IN LANDING RWY 30
With Local Altimeter Setting

	LPV DA(H) 260′ (250′)	LNAV/VNAV DA(H) 413′ (403′)	LNAV MDA(H) 380′ (370′)
A	1	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	480′ (470′) - 1
120	
140	480′ (470′) - 1½
165	620′ (610′) - 2

With Armstrong New Orleans Intl Altimeter Setting

	DA(H) 337′ (327′)	DA(H) 490′ (480′)	MDA(H) 460′ (450′)
A	1¼	1¾	1
B			
C			1¼
D			1½

With Armstrong New Orleans Intl Altimeter Setting

Max Kts	MDA(H)
90	560′ (550′) - 1
120	
140	560′ (550′) - 1½
165	700′ (690′) - 2¼

AMEND 0 TERPS

CHANGES: New procedure.

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ATIS (AWOS-3 when Twr Inop)	NEW ORLEANS Approach (R)	*HOUMA Tower	*Ground
120.25	118.9	CTAF 125.3	121.8

BRIEFING STRIP™

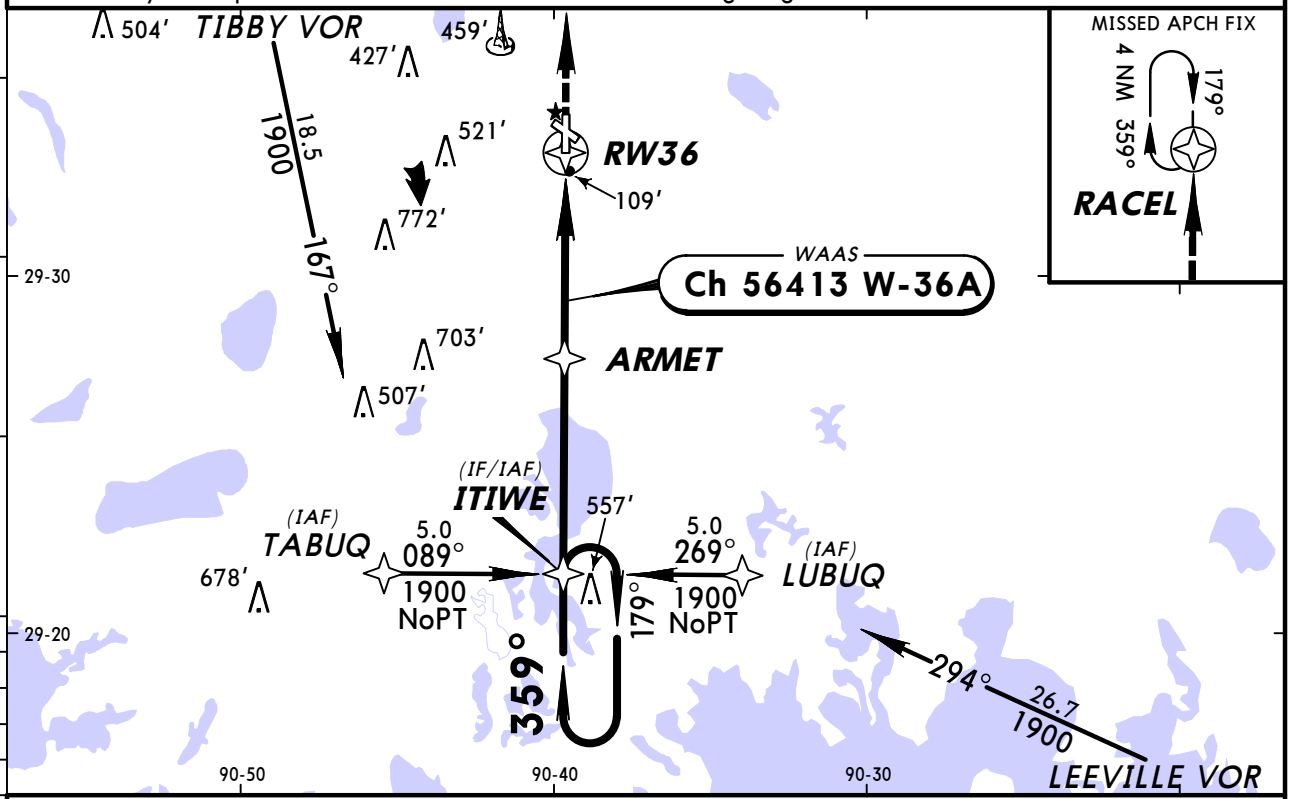
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 10′
Ch 56413 W-36A	359°	ARMET 1900′ (1891′)	332′ (323′)	TDZE 9′

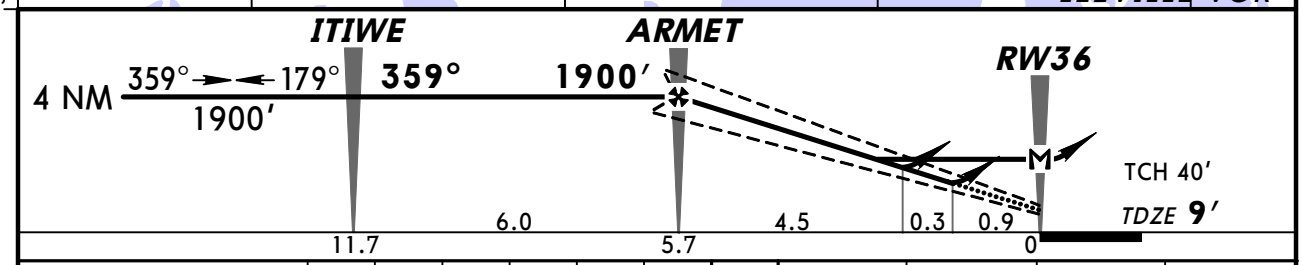
MISSED APCH: Climb to 2300′ direct RACEL and hold.

3100′ MSA RW36

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. Baro-VNAV not authorized if using Armstrong New Orleans Intl altimeter setting.
4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 125.3.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

REIL
PAPI-L

2300′

RACEL

TERPS AMEND 0

STRAIGHT-IN LANDING RWY 36
With Local Altimeter Setting

	LPV DA(H) 332′ (323′)	LNAV/VNAV DA(H) 442′ (433′)	LNAV MDA(H) 460′ (451′)
A	1¼	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	480′ (470′) - 1
120	
140	480′ (470′) - 1½
165	620′ (610′) - 2

With Armstrong New Orleans Intl Altimeter Setting

	DA(H) 409′ (400′)	DA(H) 519′ (510′)	MDA(H) 540′ (531′)
A	1½	1¾	1
B			
C			1½
D			1¾

With Armstrong New Orleans Intl Altimeter Setting

Max Kts	MDA(H)
90	560′ (550′) - 1
120	
140	560′ (550′) - 1½
165	700′ (690′) - 2¼

CHANGES: New procedure.

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BRIEFING STRIP ™

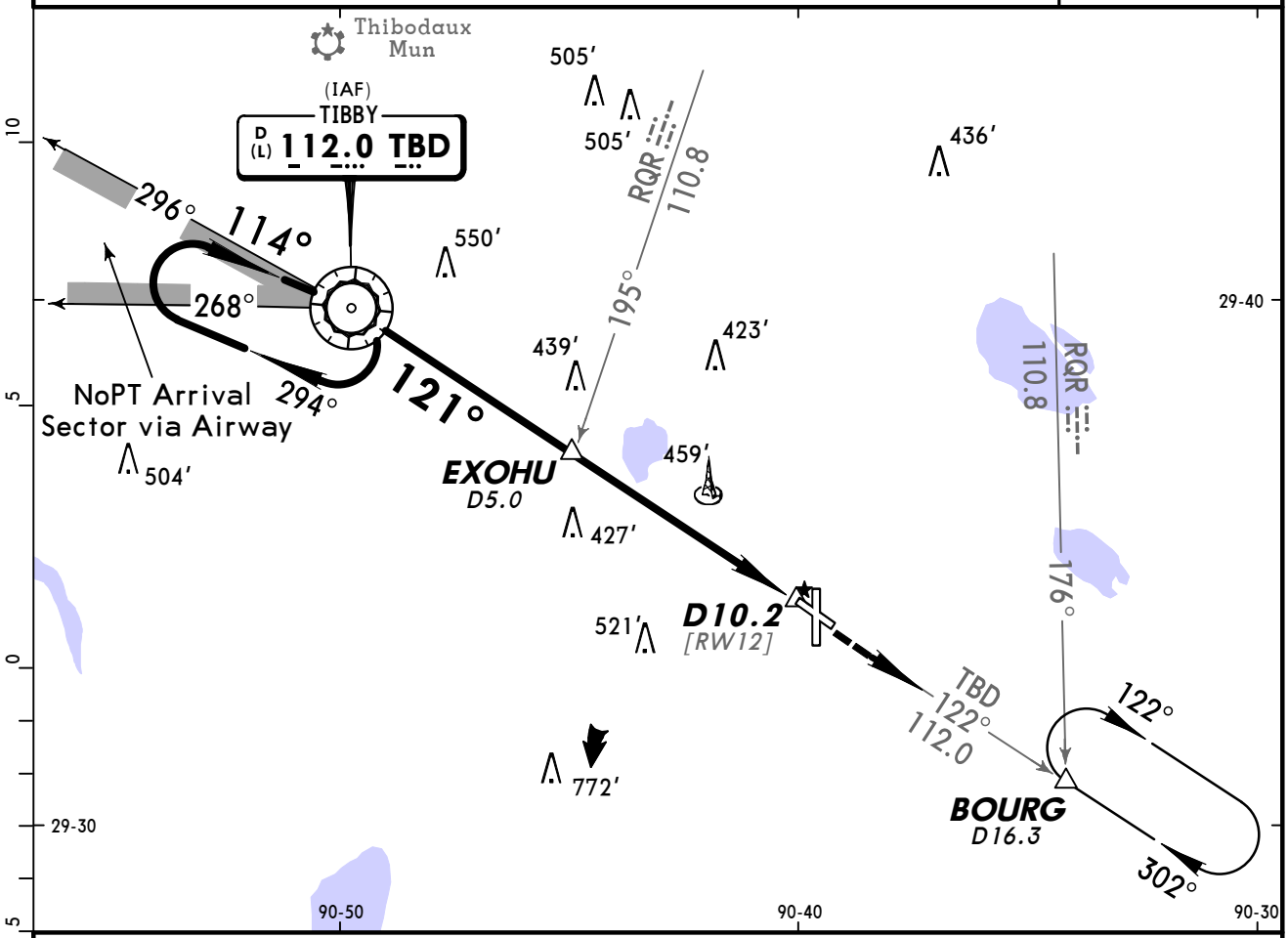
ATIS (AWOS-3 when Twr Inop)	NEW ORLEANS Approach (R)	*HOUMA Tower	*Ground
120.25	118.9	CTAF 125.3	121.8

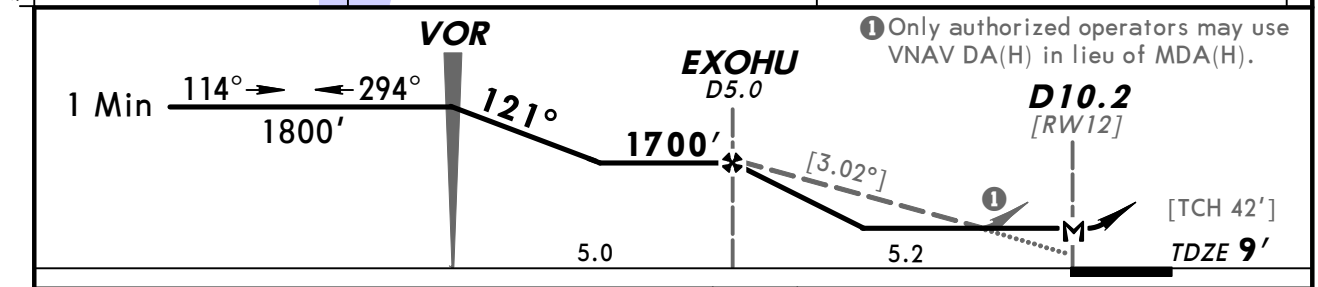
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 10′
TBD 112.0	121°	EXOHU 1700′ (1691′)	(CONDITIONAL) 720′ (711′)	TDZE 9′

MISSED APCH: Climb to 1800′ outbound via TBD VOR R-122 to BOURG INT/D16.3 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. VGSI and descent angles not coincident.
3. Pilot controlled lighting 125.3.

3100′
MSA TBD VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at D10.2 or EXOHU to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

REIL PAPI-L	1800′ ↑	TBD via 112.0 R-122	BOURG

STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND		
	MDA(H) 720′(711′) With Local Altimeter Setting	MDA(H) 800′ (791′) With Armstrong New Orleans Intl Altimeter Setting	Max Kts	MDA(H) With Local Altimeter Setting	MDA(H) With Armstrong New Orleans Intl Altimeter Setting
A	1	1	90	720′(710′)-1	800′(790′)-1
B		1¼	120		800′(790′)-1¼
C	2	2¼	140	720′(710′)-2	800′(790′)-2¼
D	2¼	2½	165	720′(710′)-2¼	800′(790′)-2½

TERPS AMEND 5C

CHANGES: None.

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BRIEFING STRIP™

ATIS (AWOS-3 when Twr Inop)	NEW ORLEANS Approach (R)	*HOUMA Tower	*Ground
120.25	118.9	CTAF 125.3	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 10′
TBD 112.0	302°	BOURG 1800′ (1790′)	(CONDITIONAL) 400′ (390′)	TDZE 10′

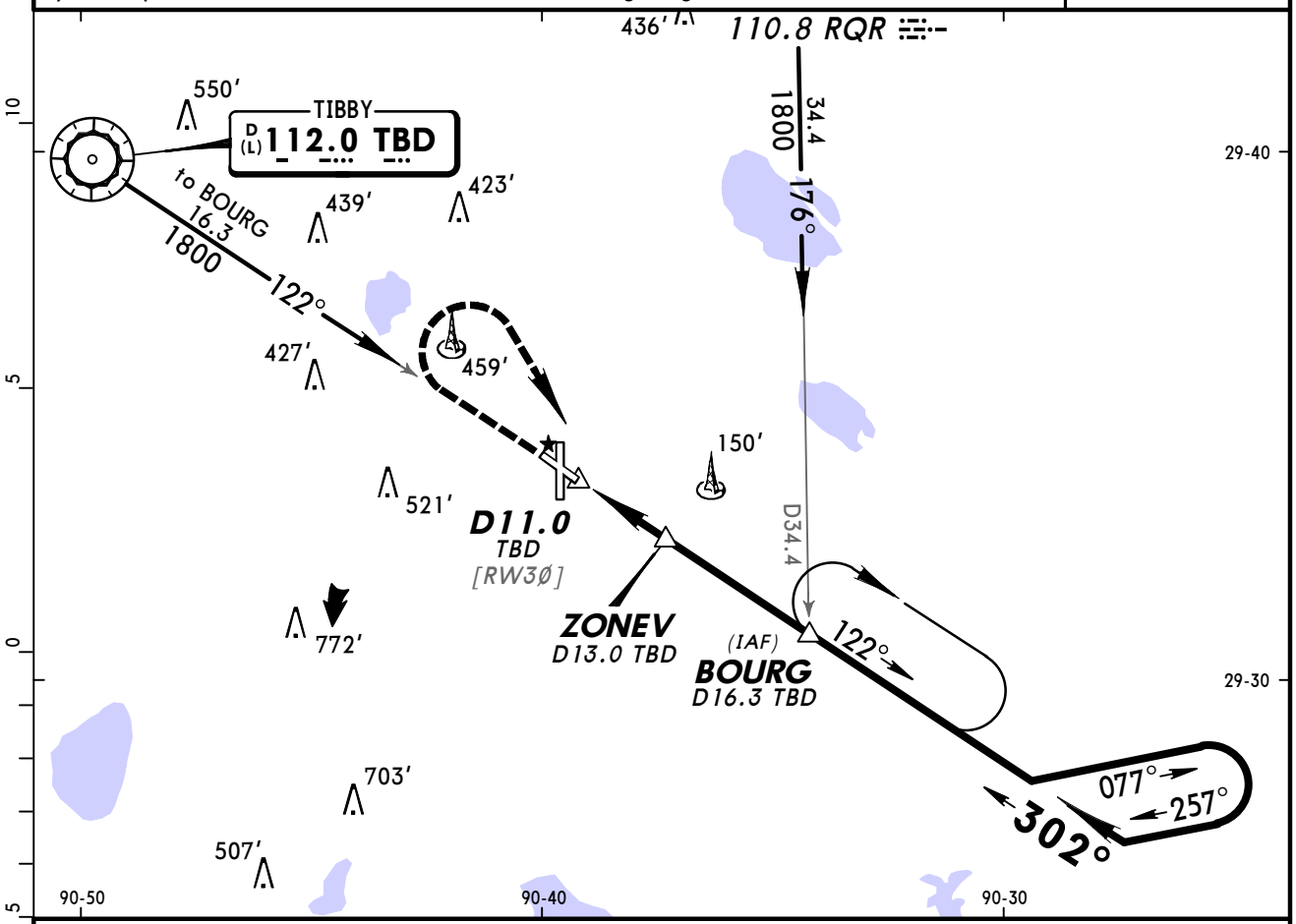
MISSED APCH: Climb to 1100′ then climbing RIGHT turn to 1800′ outbound via TBD VOR R-122 to BOURG INT/D16.3 TBD and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

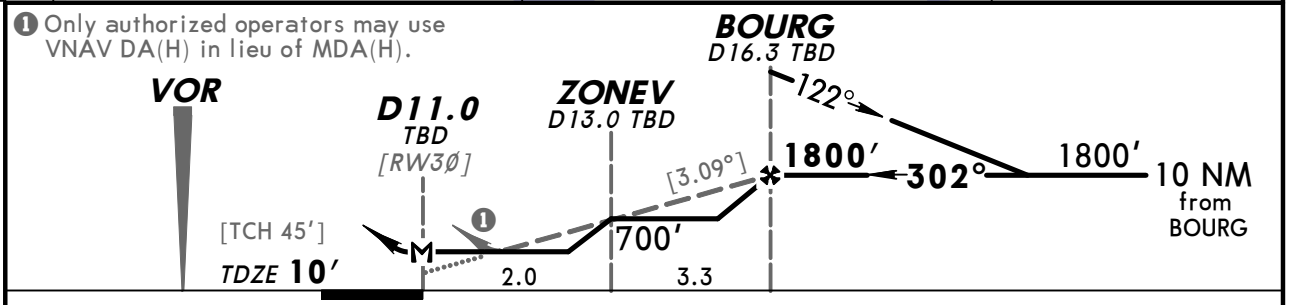
1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 125.3.

3100′

MSA TBD VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.09°]	383	492	547	656	765	875
MAP at D11.0 TBD						

REIL PAPI-L	1100′ ↑	1800′ RT	via TBD 112.0 R-122	BOURG

STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND		
	MDA(H) 400′(390′) With Local Altimeter Setting	MDA(H) 480′(470′) With Armstrong New Orleans Intl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Armstrong New Orleans Intl Altimeter Setting MDA(H)
A	1	1	90	480′(470′)-1	560′(550′)-1
B			120		
C		1¼	140	480′(470′)-1½	560′(550′)-1½
D	1¼	1½	165	620′(610′)-2	700′(690′)-2¼

AMEND 12 TERPS

CHANGES: Procedure.

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HOUMA, LA
COPTER VOR DME Rwy 12

BRIEFING STRIP™

ATIS (AWOS-3 when Twr Inop)	NEW ORLEANS Approach (R)	*HOUMA Tower	*Ground
120.25	118.9	CTAF 125.3	121.8

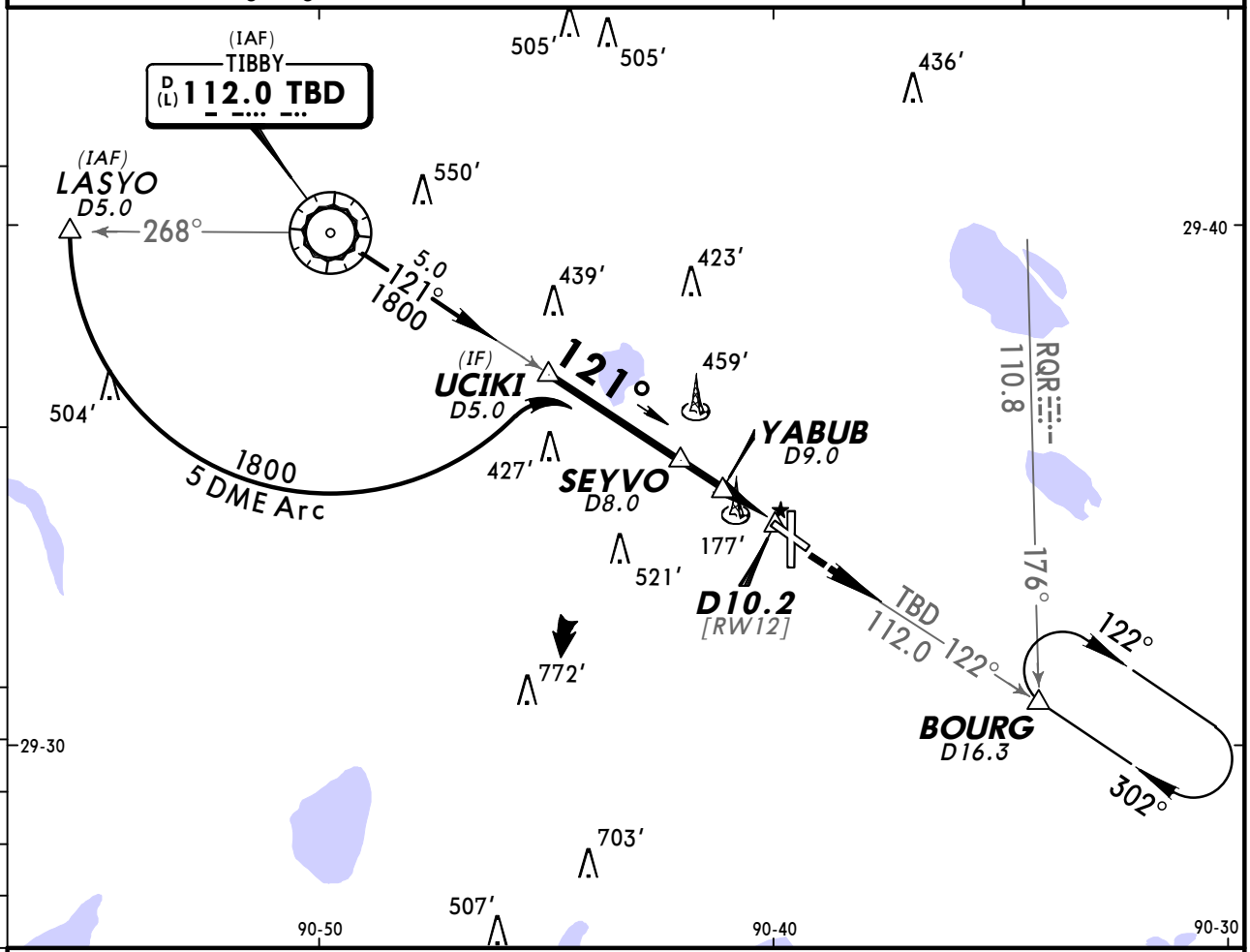
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 10′
TBD 112.0	121°	SEYVO 1200′ (1191′)	(CONDITIONAL) 440′ (431′)	TDZE 9′

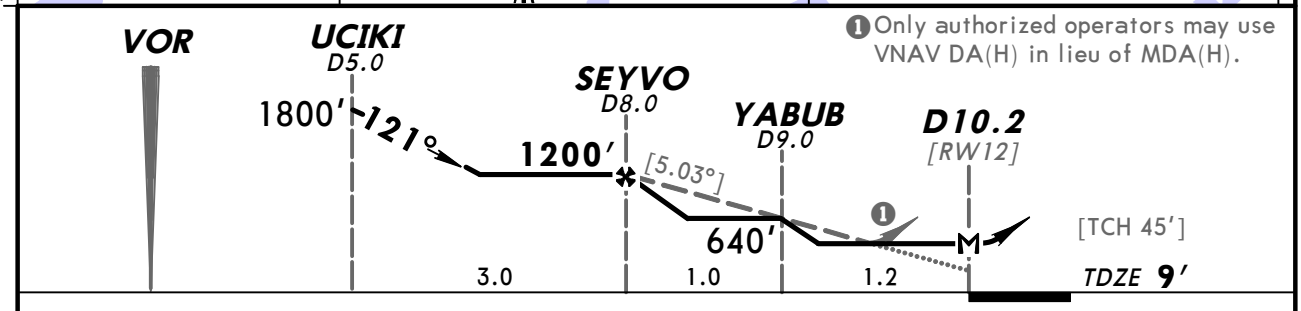
MISSED APCH: Climb to 1800′ outbound via TBD VOR R-122 to BOURG INT/D16.3 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. VGSI and descent angles not coincident.
3. Pilot controlled lighting 125.3.

3100′
MSA TBD VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [5.03°]	624	802	891	1070	1248	1426
MAP at D10.2						

REIL
PAPI-L

1800′ via TBD 112.0 R-122

BOURG

STRAIGHT-IN LANDING RWY 12

MDA(H) 440′ (431′)	MDA(H) 520′ (511′)
With Local Altimeter Setting	With Armstrong New Orleans Intl Altimeter Setting
3/4	3/4

TERPS AMEND 4 — COPTER

CHANGES: Procedure.

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General Information

Location: Lake Charles LA USA
IATA Code: LCH
Lat/Long: N30° 07.6' W093° 13.4'
Elevation: 15 ft

Airport Use: Public
Magnetic Variation: 1.8°E
Sectional Chart: Houston

Fuel Types: 100 Octane (LL)
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1241 Z
Sunset: 0010 Z,

Runway Information

Runway: 05
Length x Width: 5200 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Runway: 15
Length x Width: 6500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 23
Length x Width: 5200 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 15 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Runway: 33
Length x Width: 6500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Pilot controlled

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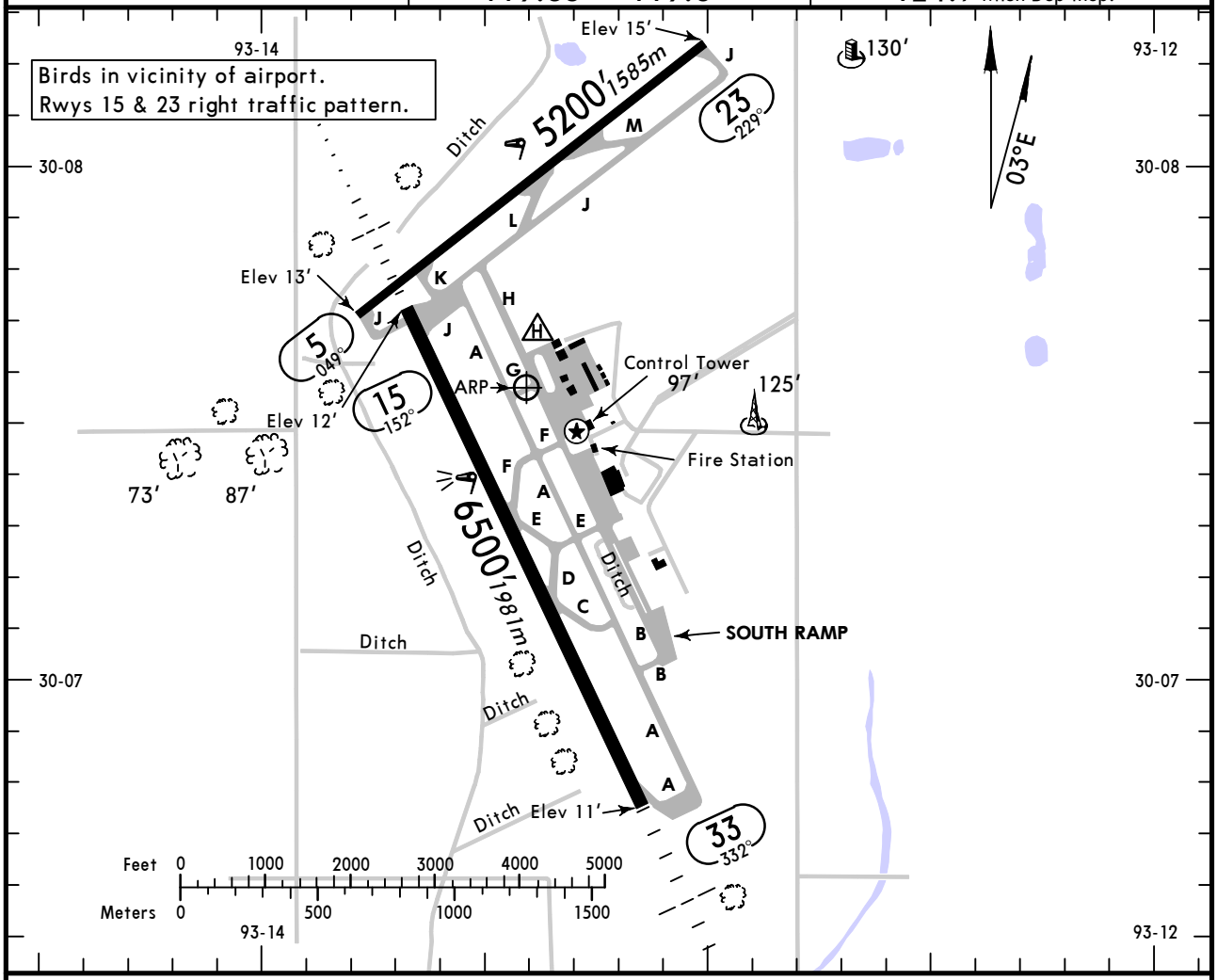
Communication Information

ATIS 118.75
Lake Charles Tower 120.7 CTAF PCL
Lake Charles Ground Control 121.8
Lake Charles Clearance Delivery 126.25
Lake Charles Approach Control 119.35 Initial Contact
Lake Charles Approach Control 119.75
Lake Charles Approach Control 119.8
Lake Charles Approach TRSA 119.35
Lake Charles Approach TRSA 119.8
Lake Charles Departure Control 119.35
Lake Charles Departure Control 119.75
Lake Charles Departure Control 119.8
Lake Charles Regl Unicom 122.95
Lake Charles Radar 119.35
Helicopter Operations 119.75 Military
De Ridder Flight Service Station 122.3 RCO
Houston Center 124.7 Remote Communications Air-Ground

ATIS	*LAKE CHARLES Clearance	*Ground	*Tower
118.75	126.25	121.8	CTAF 120.7

UNICOM 122.95	*LAKE CHARLES Departure(R) West	East	HOUSTON Center (R)
	119.35	119.8	124.7 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶MIRL	REIL	❷PAPI-L						100′ *30m*
23	❶MIRL	REIL	❶VASI-L						
15	❸HIRL	❸MALSR	❷PAPI-L	grooved	RVR		5469′*1667m*		150′ *46m*
33	❸HIRL	❸MALSF	❸VASI-L	grooved					

❶ Inop when Twr closed.
❷ Angle 3.0°.
❸ Activate on 120.7 when Twr inop.

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD
1 & 2 Eng	RVR 16 or ¼	RVR 50 or 1
3 & 4 Eng	RVR 16 or ¼	RVR 24 or ½

	FOR FILING AS ALTERNATE: ILS Rwy 15	LOC Rwy 15 LOC BC Rwy 33 RADAR-1 (Authorized Only When Tower Operating)	RNAV(GPS) Rwy 23 RNAV(GPS) Rwy 33	Other
A	600-2	800-2	800-2	NA
B				
C				
D				

CHANGES: Lighting, ramp revised.

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ATIS	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*LAKE CHARLES Tower	*Ground
118.75	119.35	124.7 when App inop.	CTAF 120.7	121.8

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 15′
ILCH 109.1	152°	KEYLI 1442′ (1430′)	212′ (200′)	TDZE 12′

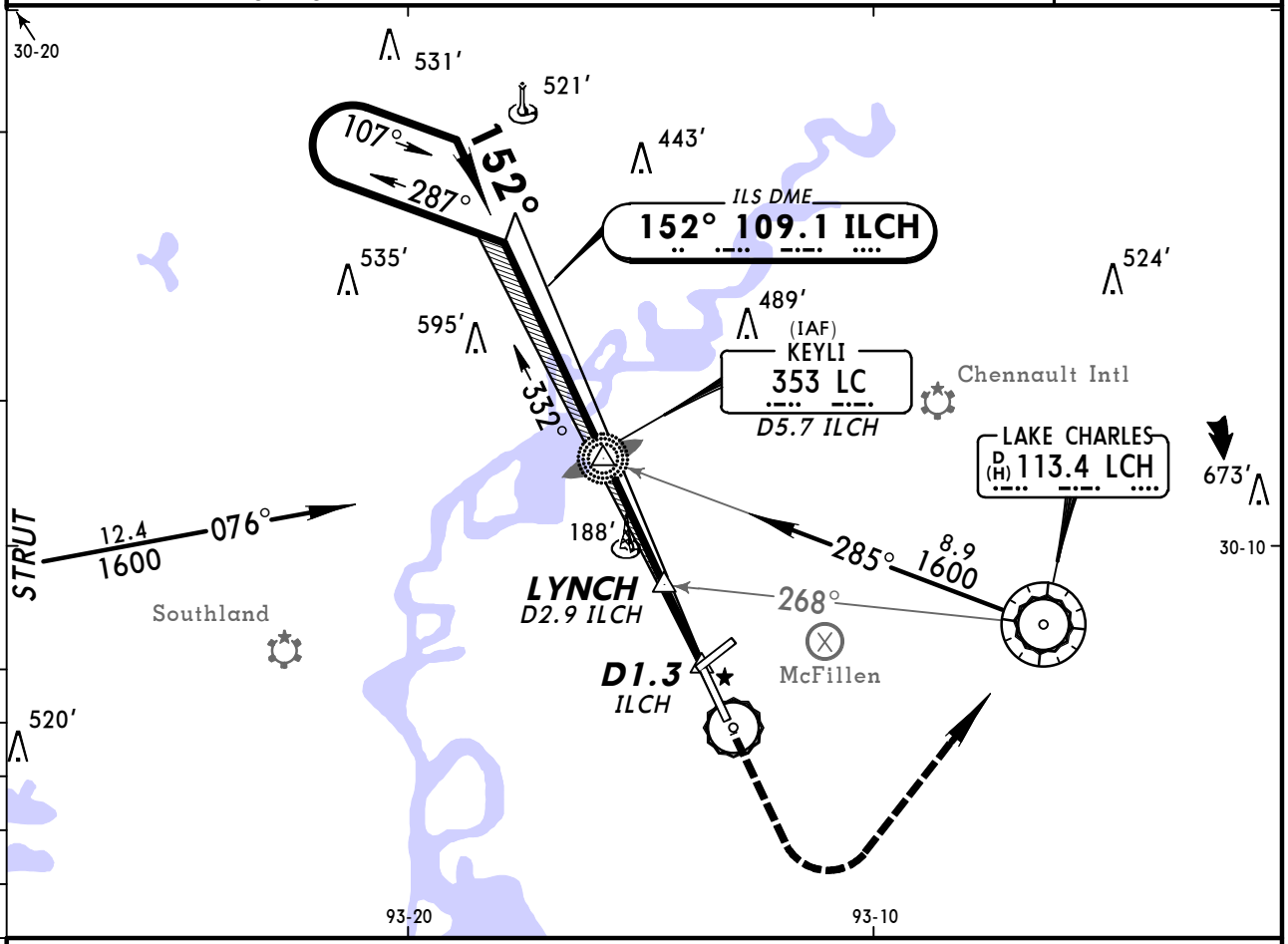
MISSED APCH: Climb to 1000′ then climbing LEFT turn to 2000′ direct LCH VOR.

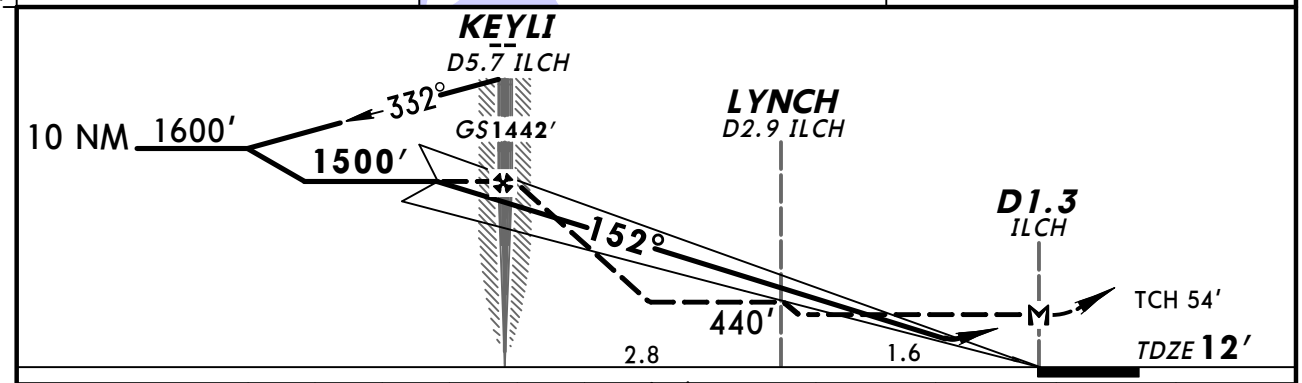
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 120.7.

2600′
MSA LC LOM

BRIEFING STRIP™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.3 ILCH or KEYLI to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

MALSR PAPI | 1000′ | 2000′ LT | D | LCH 113.4

STRAIGHT-IN LANDING RWY15

	ILS DA(H) 212′(200′) FULL	ILS DA(H) 212′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 380′(368′) With LYNCH			LOC (GS out) MDA(H) 440′(428′) Without LYNCH			CIRCLE-TO-LAND Max Kts	MDA(H)
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	440′(425′)-1
B									120	480′(465′)-1
C						RVR 40 or ¾	RVR 60 or 1¼		140	480′(465′)-1½
D			RVR 40 or ¾	RVR 60 or 1¼		RVR 50 or 1	1½		165	580′(565′)-2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

AMEND 20A TERPS

CHANGES: MM removed.

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BRIEFING STRIP ™

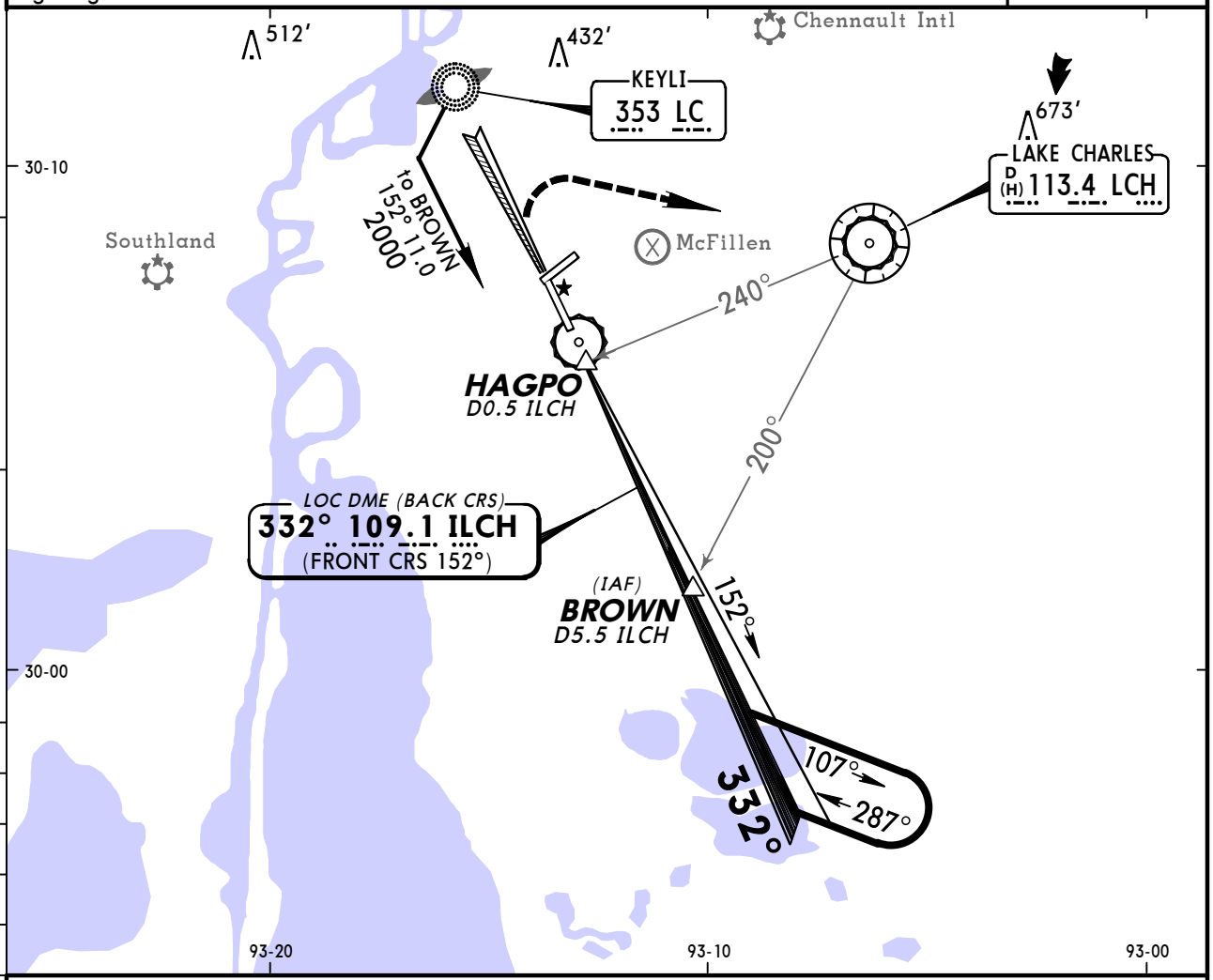
ATIS	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*LAKE CHARLES Tower	*Ground
118.75	119.35	124.7 when App inop.	CTAF 120.7	121.8

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 15′
ILCH 109.1	332° (Front Crs 152°)	BROWN 1900′ (1889′)	380′ (369′)	TDZE 11′

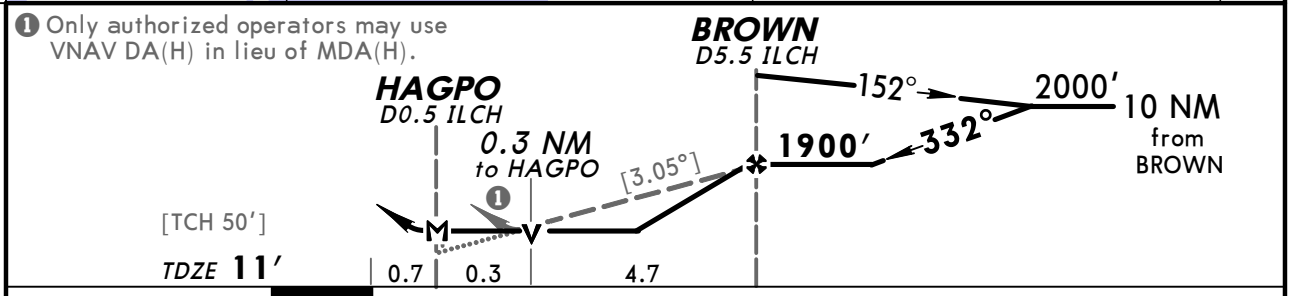
2600′
MSA LC LOM

MISSED APCH: Climb to 1000′ then climbing RIGHT turn to 2000′ direct LCH VOR.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF or RADAR required. 2. Disregard glide slope indications. 3. Pilot controlled lighting 120.7.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at HAGPO or BROWN to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSF
VASI

1000′ | 2000′ RT | D | LCH 113.4

STRAIGHT-IN LANDING RWY 33
MDA(H) 380′(369′)

	ALS out	
A	3/4	1
B		
C		
D	1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	440′(425′)-1
120	480′(465′)-1
140	480′(465′)-1 1/2
165	580′(565′)-2

TERPS AMEND 19B 10 FEB 2011

CHANGES: Lighting, TDZE, minimums.

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BRIEFING STRIP™

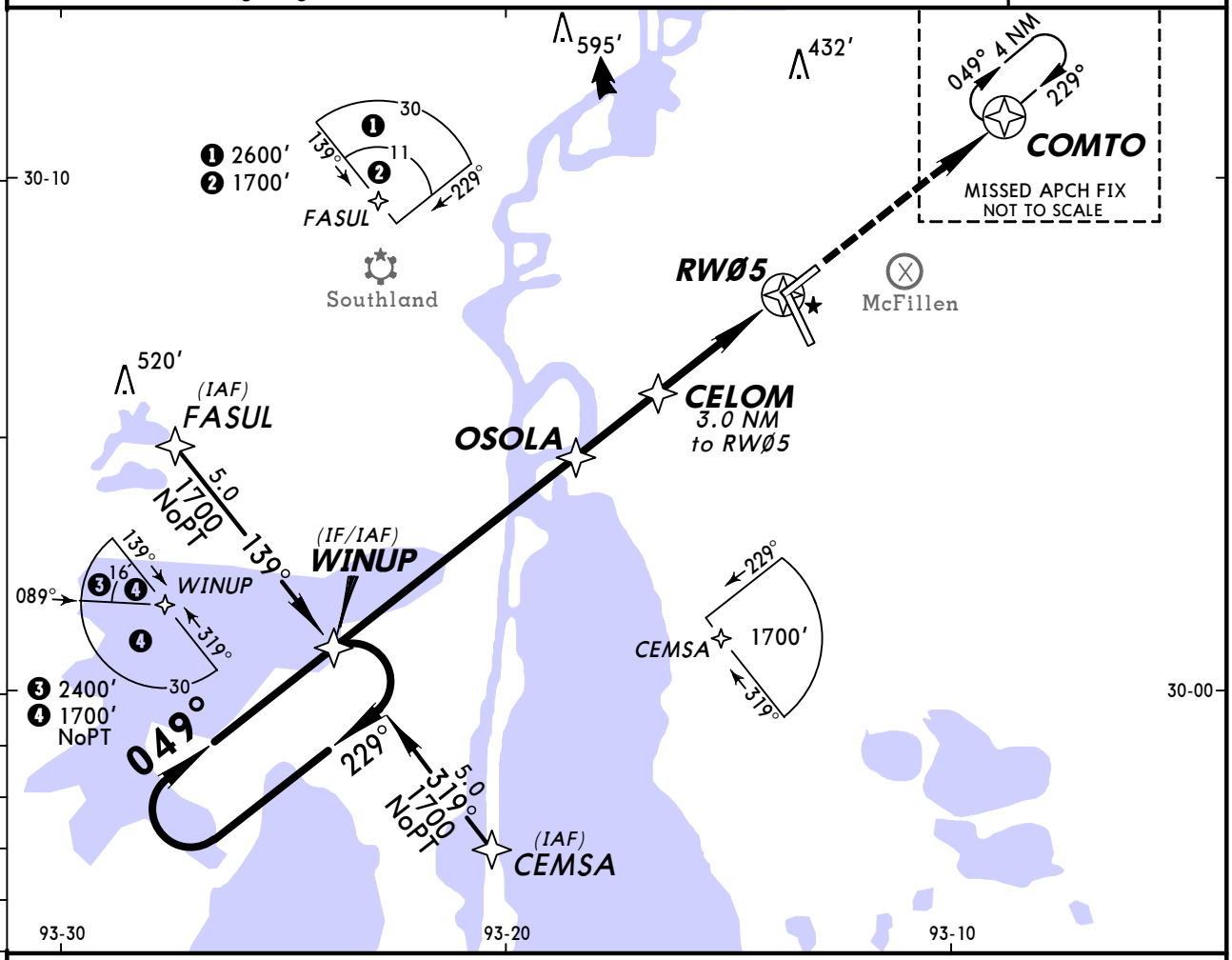
ATIS	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*LAKE CHARLES Tower	*Ground
118.75	119.35	124.7 when App inop.	CTAF 120.7	121.8

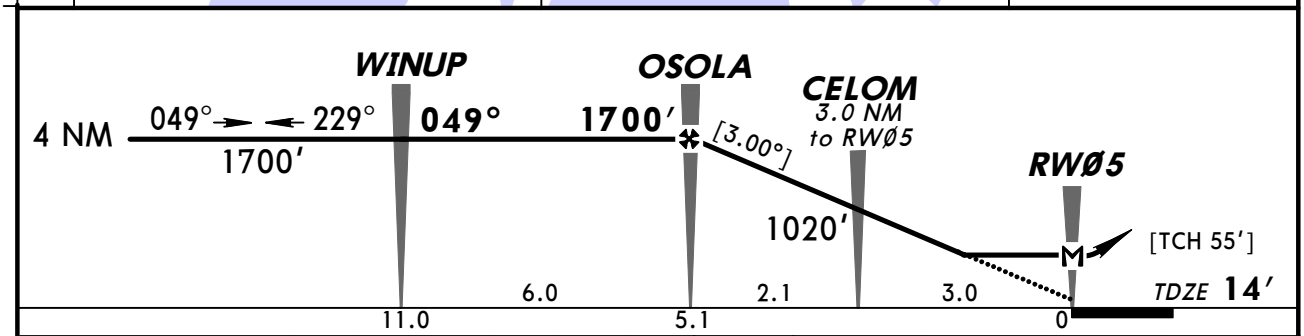
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 15′	TAA 30 NM IAF
	049°	OSOLA 1700′ (1686′)	380′ (366′)	TDZE 14′	

MISSED APCH: Climb to 1900′ direct COMTO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 120.7.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ5						

REIL
PAPI-L

1900′

COMTO

STRAIGHT-IN LANDING RWY 5 LNAV MDA(H) 380′(366′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	440′(425′)-1
B		120	480′(465′)-1
C		140	480′(465′)-1½
D	1¼	165	580′(565′)-2

TERPS AMENDO

CHANGES: None.

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BRIEFING STRIP™

ATIS	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*LAKE CHARLES Tower	*Ground
118.75	119.35	124.7 when App inop.	CTAF 120.7	121.8

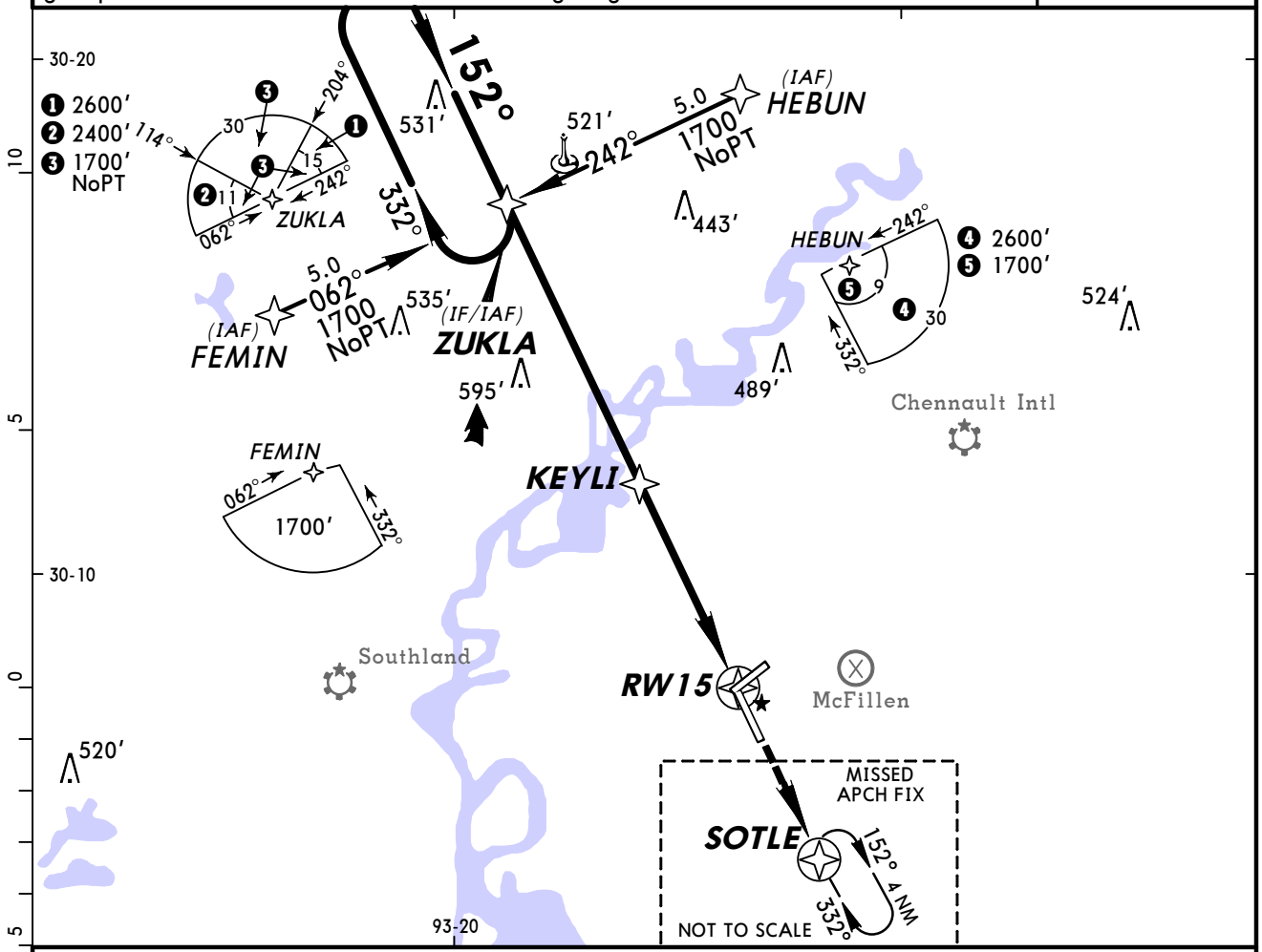
RNAV	Final Apch Crs	Minimum Alt KEYLI	LNAV/VNAV DA(H)	Apt Elev 15′ TDZE 12′
	152°	1500′ (1488′)	419′ (407′)	

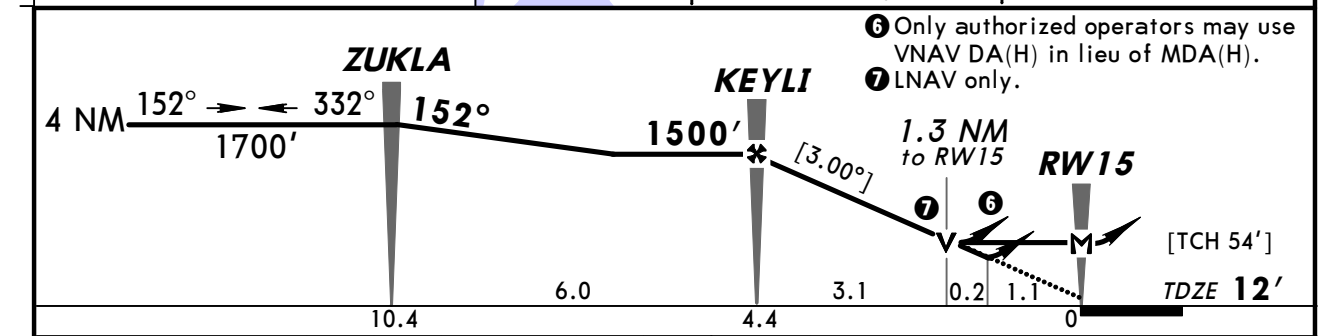
MISSED APCH: Climb to 1900′ direct SOTLE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 120.7.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW15						

MALSR PAPI 1900′ SOTLE

STRAIGHT-IN LANDING RWY 15

	LNAV/VNAV DA(H) 419′ (407′)		LNAV MDA(H) 500′ (488′)		
		RAIL or ALS out		RAIL out	ALS out
A	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D			RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	500′ (485′) - 1
120	
140	500′ (485′) - 1½
165	580′ (565′) - 2

TERPS AMEND 0A 2 JUN 2011

CHANGES: Notes, profile, minimums.

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BRIEFING STRIP™

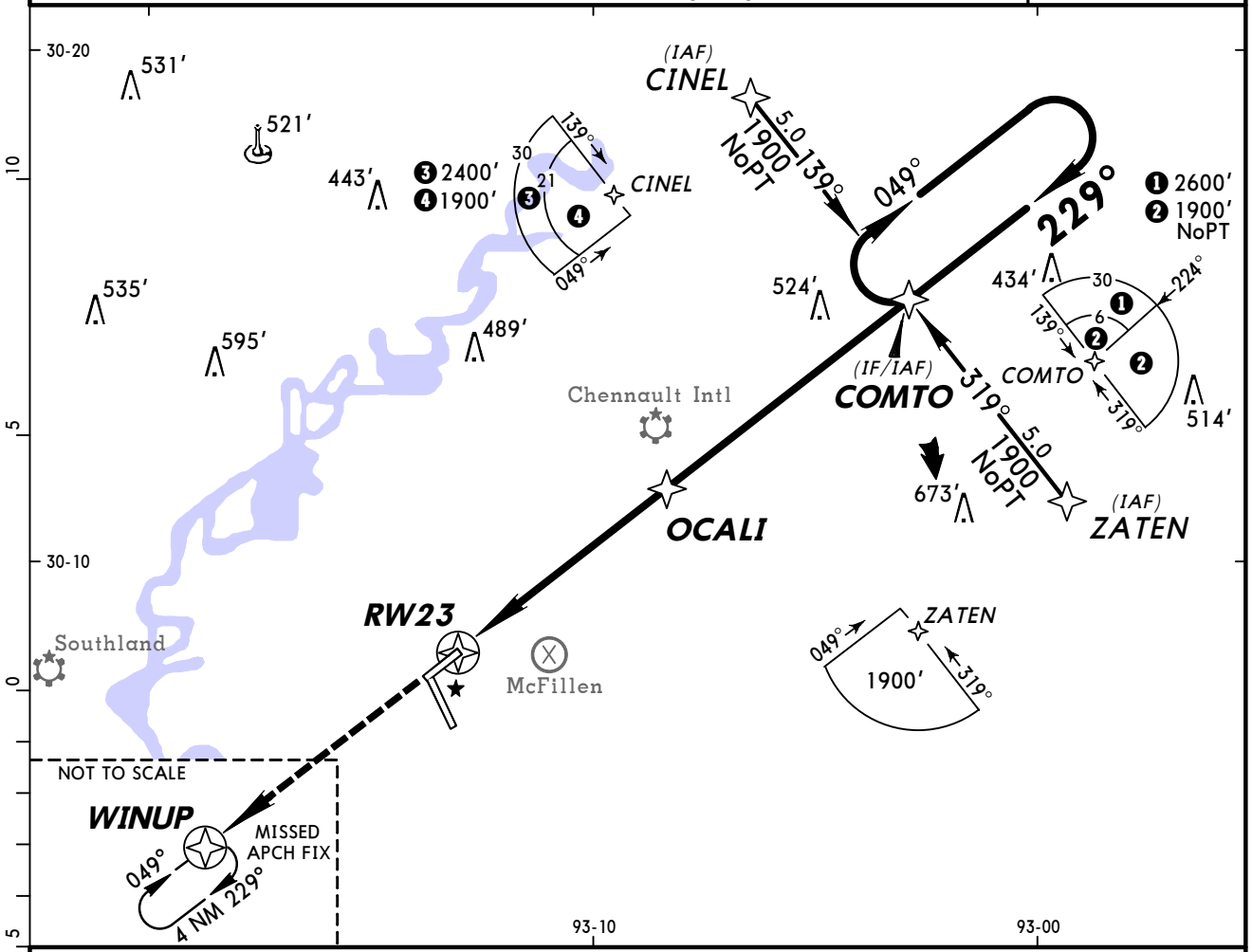
ATIS	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*LAKE CHARLES Tower	*Ground
118.75	119.35	124.7 when App inop.	CTAF 120.7	121.8

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 15′	TAA
	229°	OCALI 1700′ (1685′)	400′ (385′)	TDZE 15′	30 NM IAF

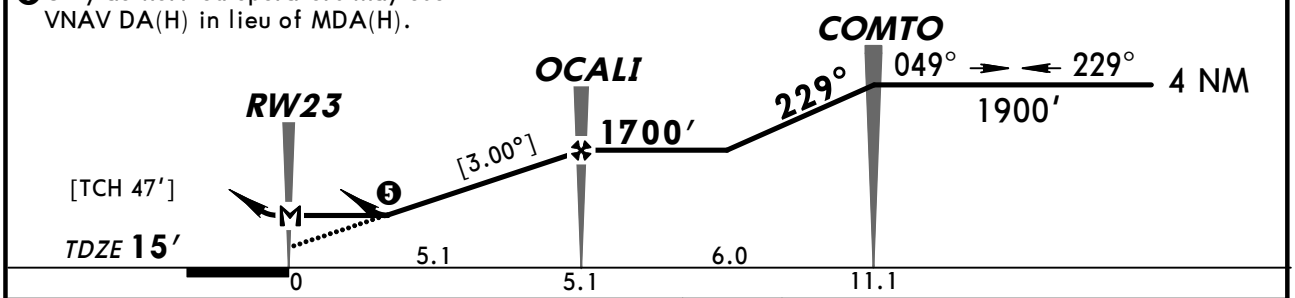
MISSED APCH: Climb to 1700′ direct WINUP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 120.7.



❺ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW23						

REIL
VASI-L
1700′
WINUP

STRAIGHT-IN LANDING RWY 23 LNAV MDA(H) 400′(385′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	440′(425′)-1
B		120	480′(465′)-1
C		140	480′(465′)-1½
D	1¼	165	580′(565′)-2

AMENDOA TERPS

CHANGES: None.

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BRIEFING STRIP™

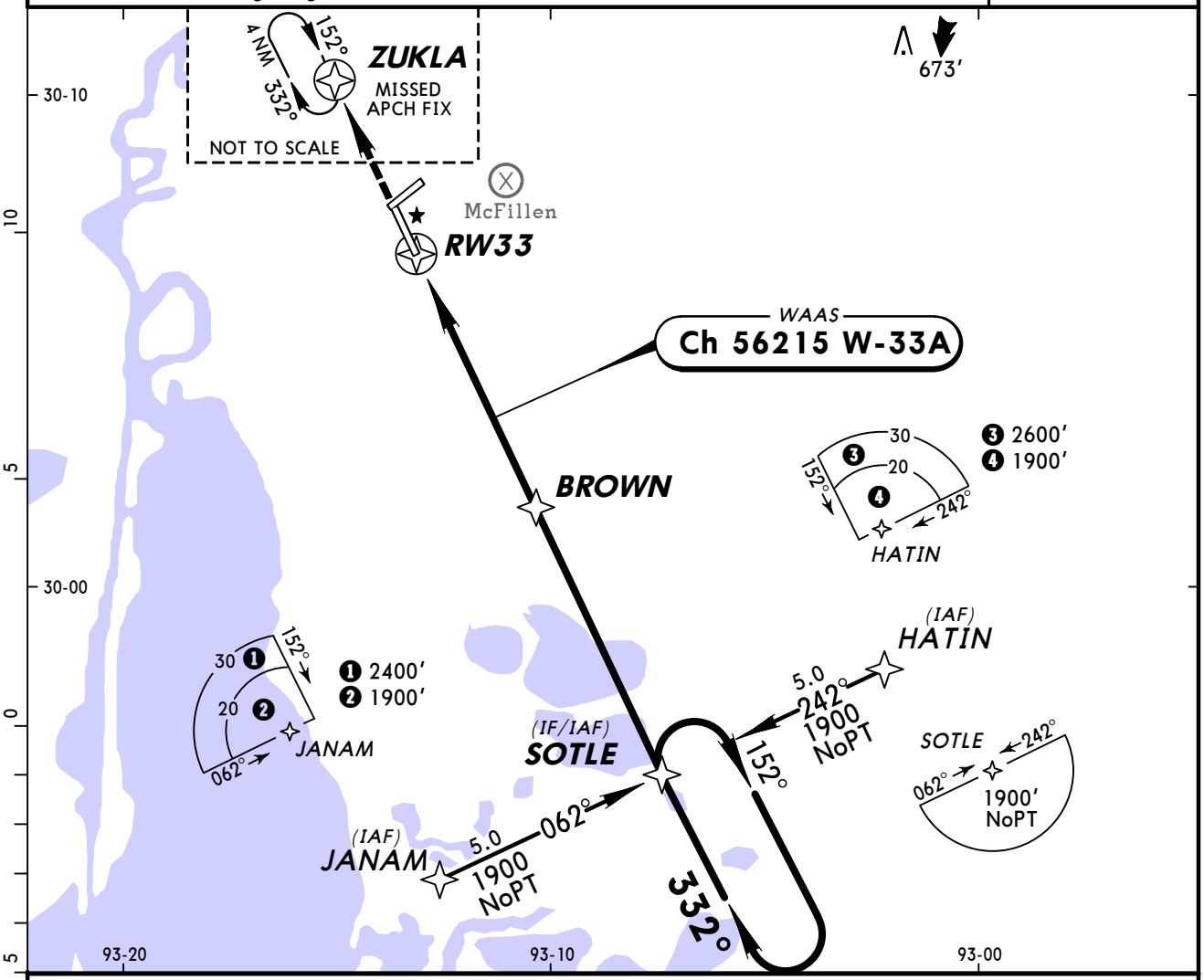
ATIS	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*LAKE CHARLES Tower	*Ground
118.75	119.35	124.7 when App inop.	CTAF 120.7	121.8

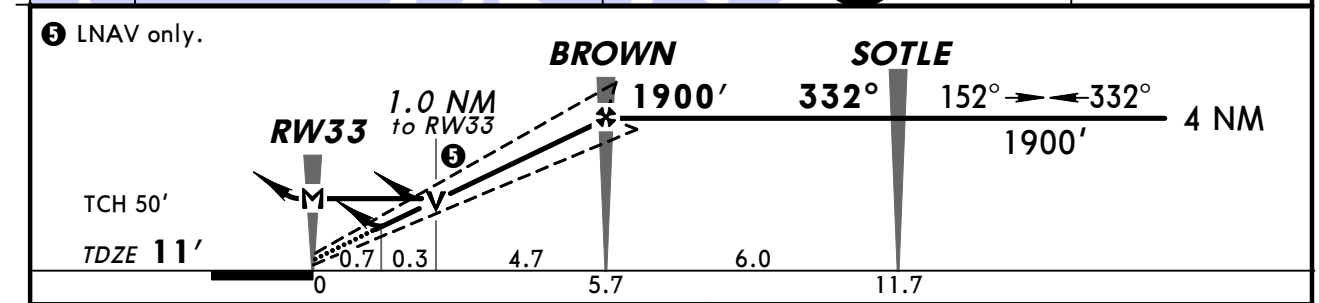
WAAS	Final Apch Crs	Minimum Alt BROWN	LPV DA(H)	Apt Elev 15′	TAA 30 NM IAF
Ch 56215 W-33A	332°	1900′ (1889′)	270′ (259′)	TDZE 11′	

MISSED APCH: Climb to 1700′ direct ZUKLA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 120.7.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW33						

MALSF
VASI

1700′

ZUKLA

STRAIGHT-IN LANDING RWY 33

	LPV DA(H) 270′ (259′)		LNAV/VNAV DA(H) 380′ (369′)		LNAV MDA(H) 380′ (369′)	
		ALS out		ALS out		ALS out
A	1		1¼		¾	1
B						
C						
D					1¼	

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	440′ (425′) -1
120	480′ (465′) -1
140	480′ (465′) -1½
165	580′ (565′) -2

TERPS AMEND 1C 10 FEB 2011

CHANGES: Lighting, TDZE, minimums.

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ATIS	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*LAKE CHARLES Tower	*Ground
118.75	119.35	124.7 when App inop.	CTAF 120.7	121.8

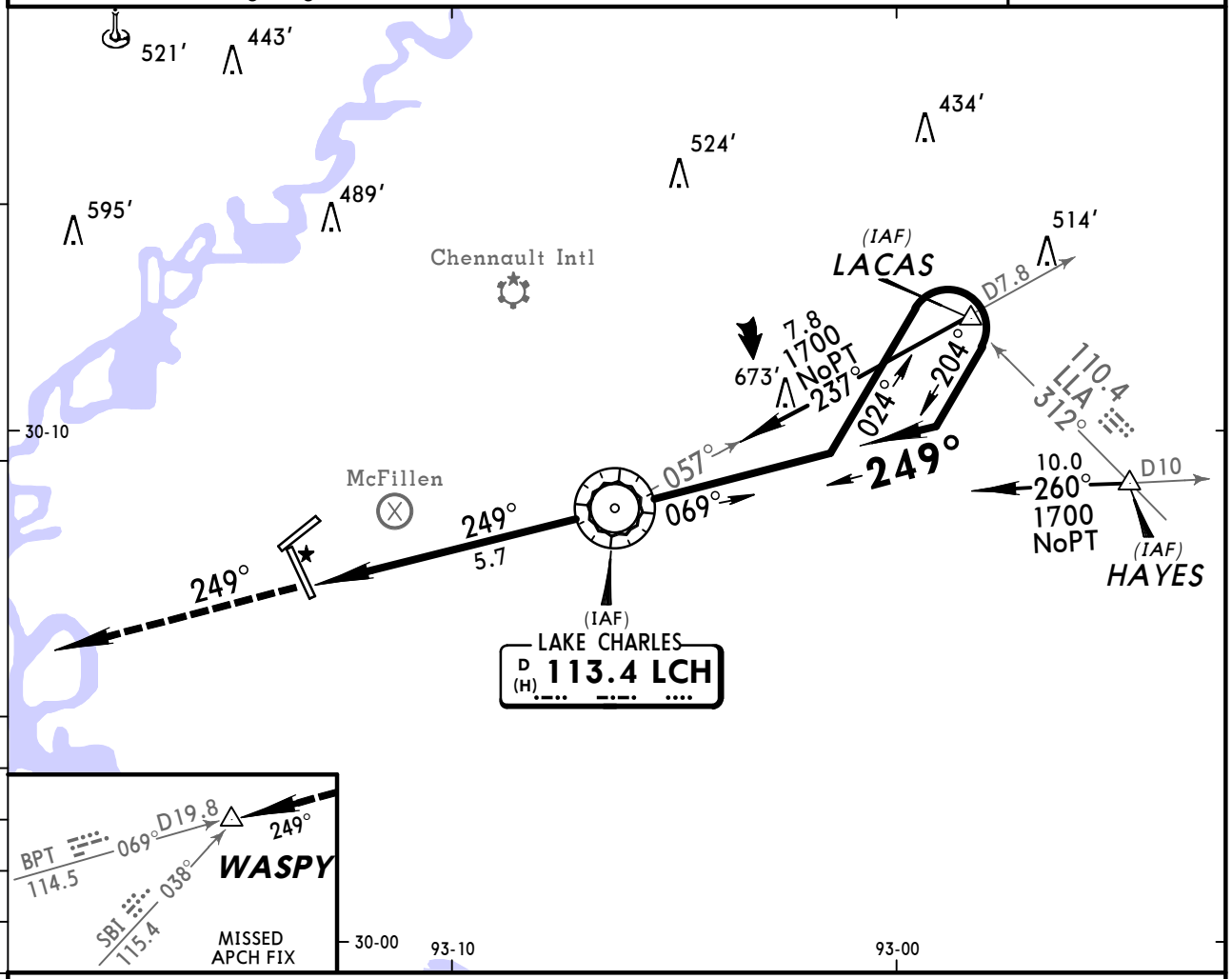
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 15′
LCH 113.4	249°	VOR 1700′ (1685′)	Refer to Minimums	

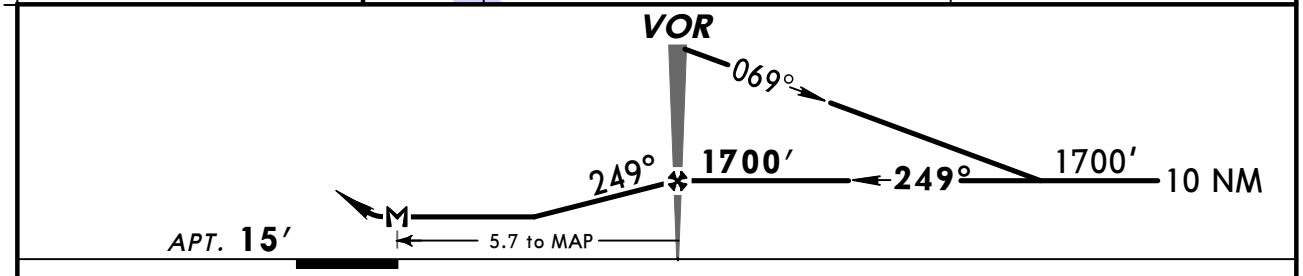
MISSED APCH: Climb to 2000′ outbound via LCH VOR R-249 to WASPY INT.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 120.7.

2600′
MSA LCH VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
VOR to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

Lighting - Refer to Airport Chart | 2000′ ↑ | via LCH 113.4 R-249 | WASPY

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	440′ (425′) - 1
B	120	480′ (465′) - 1
C	140	480′ (465′) - 1½
D	165	580′ (565′) - 2

TERPS AMEND 14

CHANGES: None.

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KLCH/LCH
LAKE CHARLES REGL

JEPPESEN
1 APR 11 (13-2)

LAKE CHARLES, LA
VOR DME-B

ATIS	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*LAKE CHARLES Tower	*Ground
118.75	119.35	124.7 when App inop.	CTAF 120.7	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
LCH 113.4	069°	HANAK 1600′ (1585′)	Refer to Minimums	15′

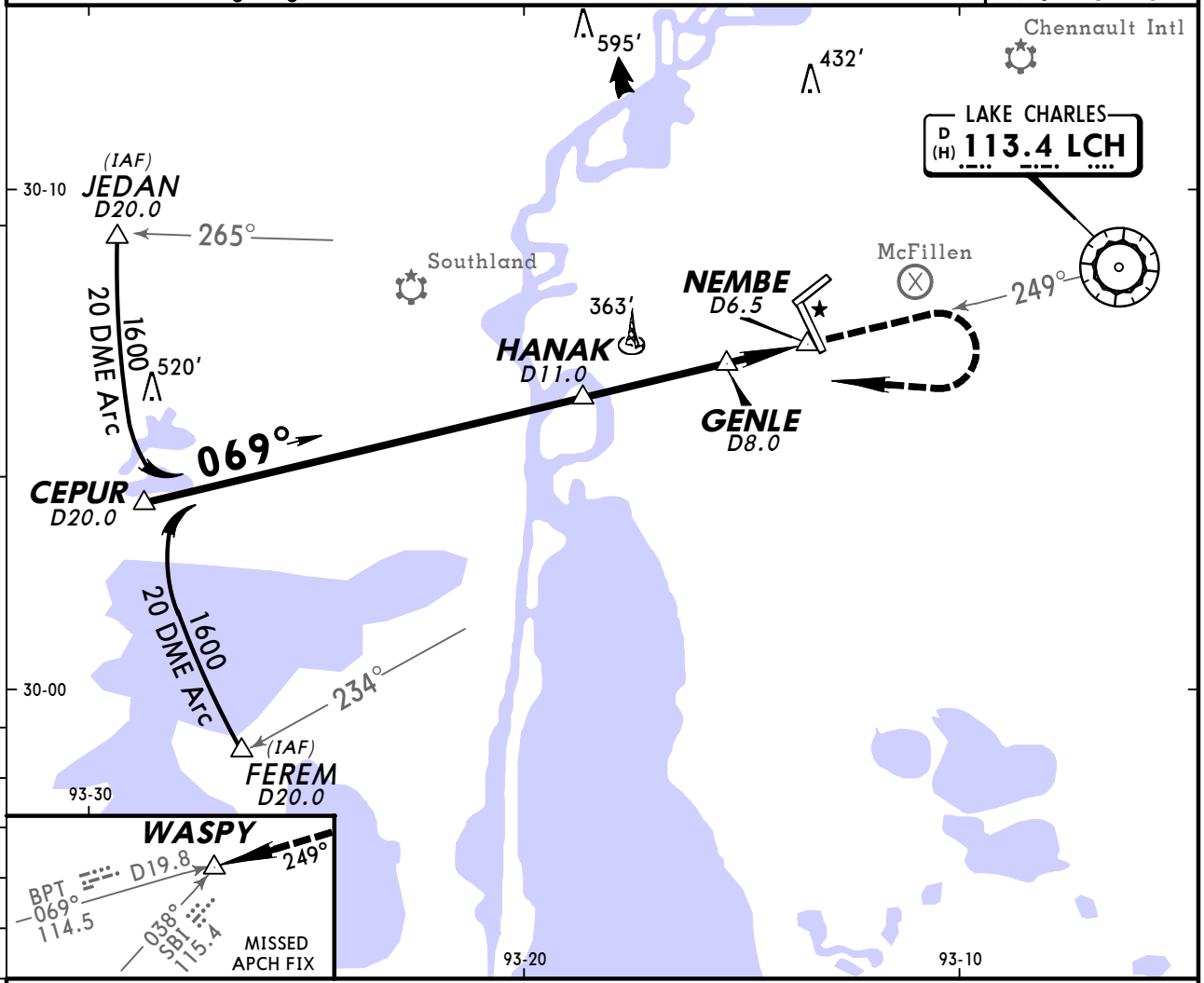
MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 2000′ outbound via LCH VOR R-249 to WASPY INT.

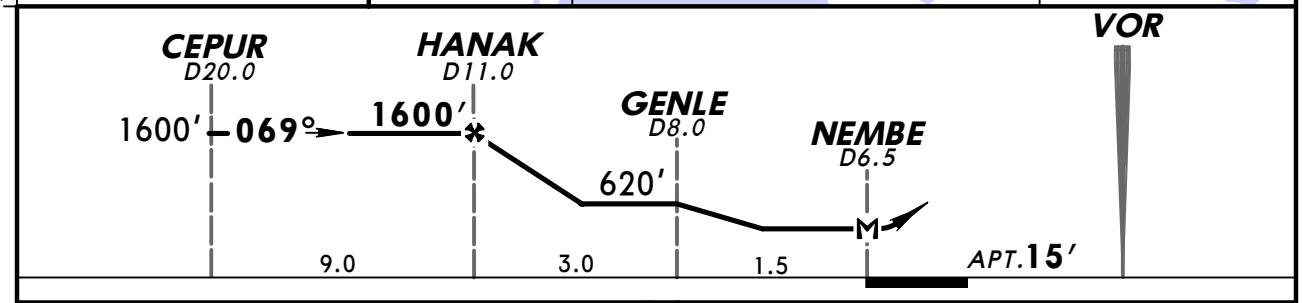
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 120.7.

2600′
MSA LCH VOR

BRIEFING STRIP™





MAP at NEMBE							Lighting - Refer to Airport Chart	1700′	2000′ RT	LCH via 113.4 R-249	WASPY

TERPS AMEND 8

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	500′ (485′) - 1
B	120	500′ (485′) - 1½
C	140	500′ (485′) - 1½
D	165	580′ (565′) - 2

CHANGES: None.

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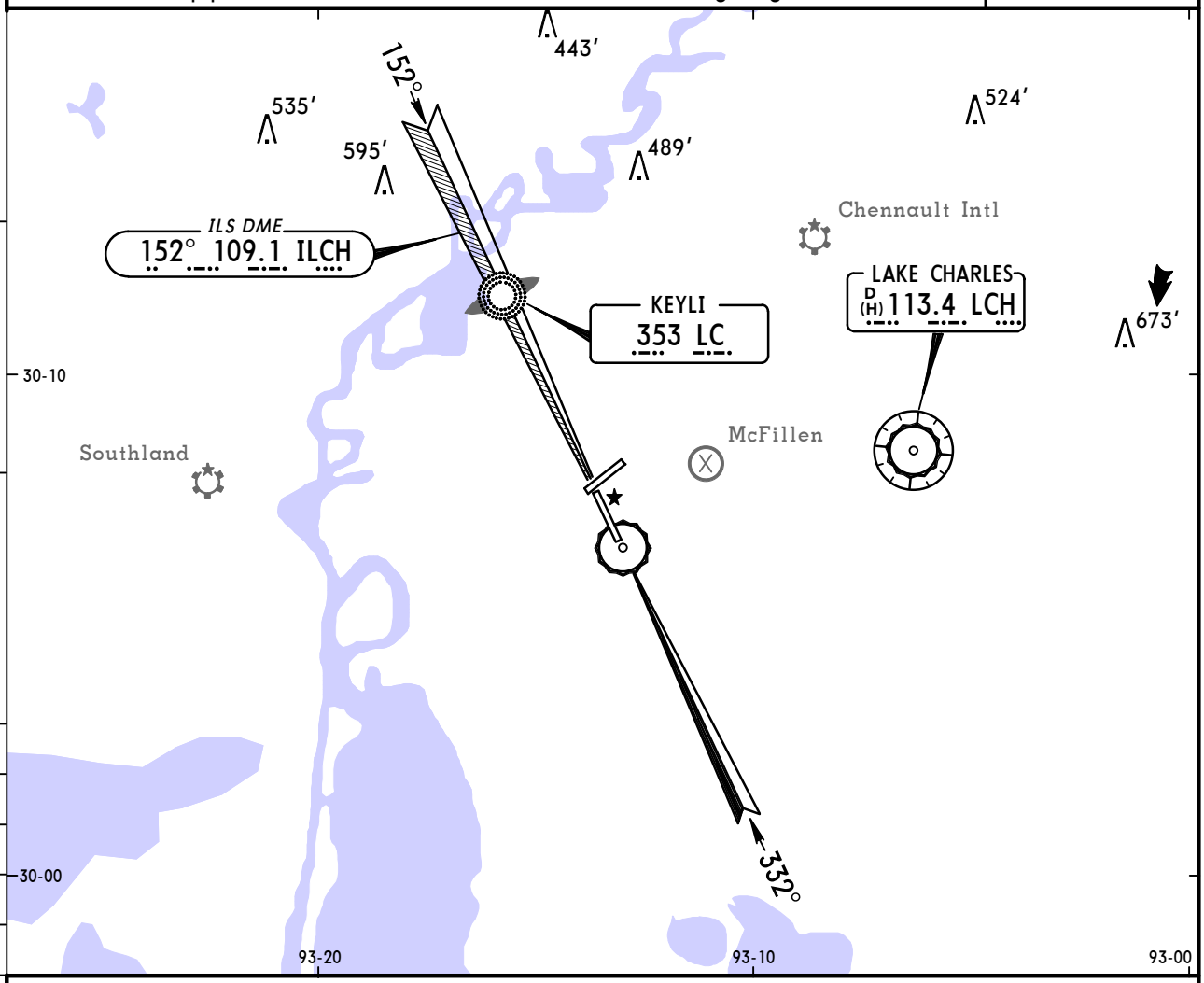
BRIEFING STRIP ™

ATIS	*LAKE CHARLES Approach (R)	HOUSTON Center (R)	*LAKE CHARLES Tower	*Ground
118.75	119.35	124.7 when App inop.	CTAF 120.7	121.8

RADAR	Final Apch Crs By ATC	No FAF	MDA(H) Refer to Minimums	Apt Elev 15' TDZE- See below	No MSA published

Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. When Twr inop procedure not authorized. 2. Pilot controlled lighting 120.7.



MISSED APPROACH:

Runways 5 & 33: Climbing RIGHT turn to 1700' direct LCH VOR.

Runways 15 & 23: Climbing LEFT turn to 1700' direct LCH VOR.

RWY 5 TDZE 14'	RWY 15 TDZE 12'	RWY 23 TDZE 15'	RWY 33 TDZE 11'

ASR Rwys 5, 15, 23, 33: MAP at Rwy Thr		Lighting - Refer to Airport Chart	Refer to Missed Apch above

STRAIGHT-IN LANDING

	ASR 5 MDA(H) 380'(366')	ASR 15 MDA(H) 440'(428')			ASR 23 MDA(H) 440'(425')	ASR 33 MDA(H) 380'(369')	
			RAIL out	ALS out			ALS out
A	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1	3/4	1
B							
C		RVR 40 or 3/4	RVR 60 or 1 1/4		1 1/4		
D	1 1/4	RVR 50 or 1	1 1/2			1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	440'(425')-1
120	480'(465')-1
140	480'(465')-1 1/2
165	580'(565')-2

TERPS AMEND 5C 7 APR 2011

CHANGES: Reissue.

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General Information

Location: Lafayette LA USA
IATA Code: LFT
Lat/Long: N30° 12.3' W091° 59.3'
Elevation: 43 ft

Airport Use: Public
Magnetic Variation: 1.0°E
Sectional Chart: Houston

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1236 Z
Sunset: 0005 Z,

Runway Information

Runway: 04L
Length x Width: 4099 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 42 ft
Lighting: Edge, REIL

Runway: 04R
Length x Width: 7651 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 40 ft
Lighting: Edge, REIL

Runway: 11
Length x Width: 5399 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 41 ft
Lighting: Edge, REIL

Runway: 22L
Length x Width: 7651 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 38 ft
Lighting: Edge, ALS

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Runway: 22R
Length x Width: 4099 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 42 ft
Lighting: Edge, REIL

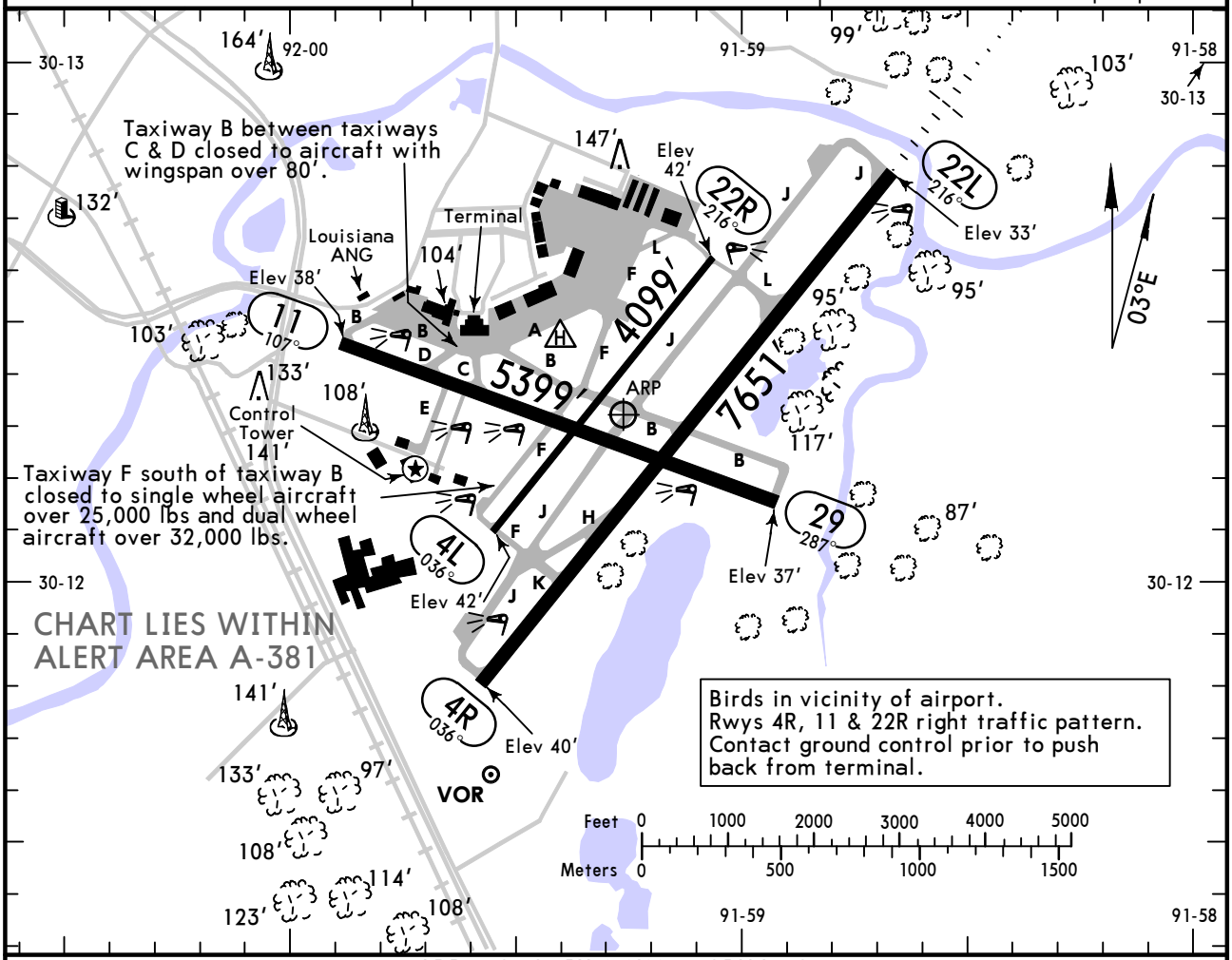
Runway: 29
Length x Width: 5399 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 42 ft
Lighting: Edge, REIL

Communication Information

ATIS 134.05
ASOS 134.05
Lafayette Tower 118.5 CTAF
Lafayette Ground Control 121.8
Lafayette Clearance Delivery 125.55
Lafayette Approach Control 128.7 (211°-19°) Arrival Service
Lafayette Approach Control 121.1 (20°-210°) Initial Contact
Lafayette App ARSA 128.7 (211°-19°)
Lafayette App ARSA 121.1 (20°-210°)
Lafayette Departure Control 128.7 (211°-19°) Departure Service
Lafayette Departure Control 121.1 (20°-210°) Departure Service
Lafayette Regl Unicom 122.95
De Ridder Flight Service Station 122.35 RCO
Houston Center 126.35 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*LAFAYETTE Clearance	*Ground	*Tower
134.05	125.55	121.8	CTAF 118.5

UNICOM	*LAFAYETTE Departure (R) 211°-019°	020°-210°	HOUSTON Center
122.95	128.7	121.1	126.35 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4R	HIRL REIL PAPI-L (angle 3.0°) grooved		6551′		150′
22L	HIRL ❶MALSR PAPI-L (angle 3.0°) grooved RVR		6633′		
4L 22R	❷ MIRL REIL PAPI-L (angle 3.0°)				75′
11 29	MIRL REIL PAPI-L (angle 3.0°) grooved				148′

❶ Activate on 118.5 when Twr inop.
❷ Not available when Twr inop.

TAKE-OFF			FOR FILING AS ALTERNATE				
	❶ All Rwys		Authorized Only When Twr Operating			Authorized Only When Local Weather Available	
	Adequate Vis Ref	STD	ILS Rwy 22L	LOC Rwy 22L RADAR-1	VOR DME Rwy 11	ILS DME Rwy 4R	LOC DME Rwy 4R RNAV (GPS) Rwy 4R RNAV (GPS) Rwy 22L RNAV (GPS) Rwy 29
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A				
			B 600-2	800-2	800-2	600-2	800-2
3 & 4 Eng		RVR 24 or 1/2	C				
			D 700-2			700-2	

❶ CAUTION: Unmarked balloon and cable to 15,000′ MSL in R-3807. Rwy 4L-141°/29.0 NM, Rwy 4R-140°/28.8 NM, Rwy 11-141°/29.5 NM, Rwy 22L-143°/29.2 NM, Rwy 22R-142°/29.2 NM, Rwy 29-142°/28.8 NM.

AMEND 2

CHANGES: Taxiway K added.

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ATIS (ASOS when Twr inop)	*LAFAYETTE Approach (R) 211°-019° 020°-210°		HOUSTON Center	*LAFAYETTE Tower	*Ground
134.05	128.7	121.1	126.35 when App inop.	CTAF 118.5	121.8

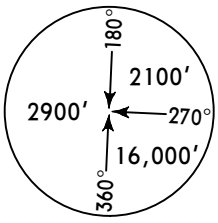
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 43'
ITYN 110.9	036°	NALIC 1700' (1660')	240' (200')	TDZE 40'

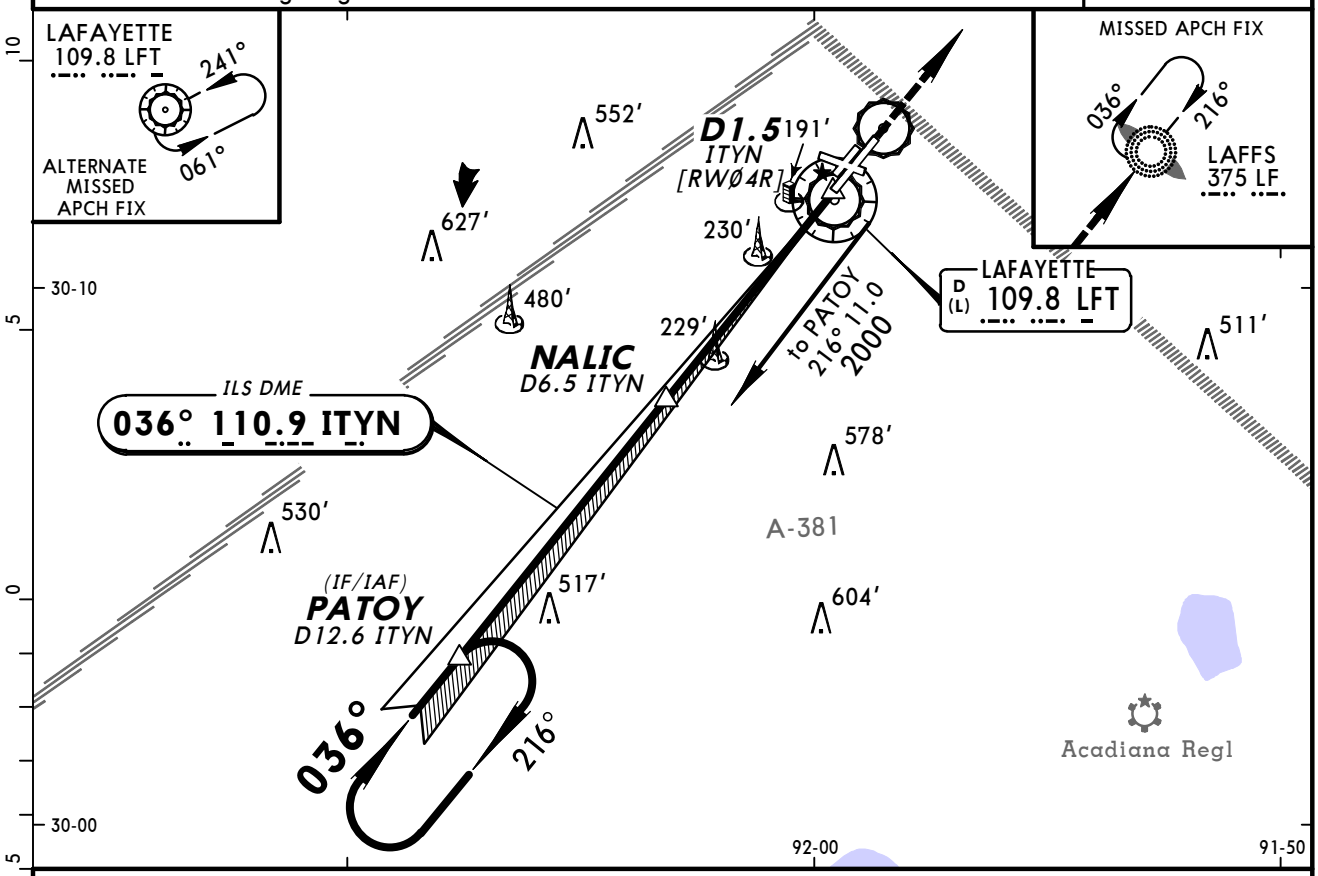
MISSED APCH: Climb to 2100' direct LF LOM and hold.

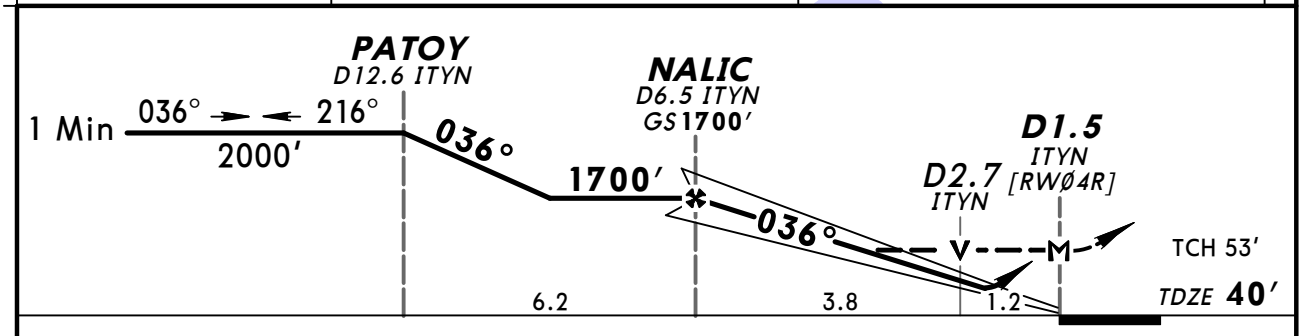
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. ADF required. 2. DME required. 3. Use local alitmeter setting; if not received, use Acadiana Regl altimeter setting. 4. VDP not authorized when using Acadiana Regl altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.5.



MSA LFT VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.5 ITYN						

REIL
PAPI-L

2100'

LF 375

STRAIGHT-IN LANDING RWY4R			CIRCLE-TO-LAND		
	1 ILS DA(H) 240' (200')	2 LOC (GS out) MDA(H) 480' (440')	Max Kts.	With Local Altimeter Setting MDA(H)	With Acadiana Regl Altimeter Setting MDA(H)
A	3/4	1	90	540' (497') - 1	580' (537') - 1
B			120	580' (537') - 1	620' (577') - 1
C		1¼	140	580' (537') - 1½	620' (577') - 1½
D		1½	165	660' (617') - 2	700' (657') - 2

AMEND 1A

TERPS
1 DA(H) 269' (229') with Acadiana Regl altimeter setting.
2 MDA(H) 520' (480') with Acadiana Regl altimeter setting.

CHANGES: Minimums.

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BRIEFING STRIP ™

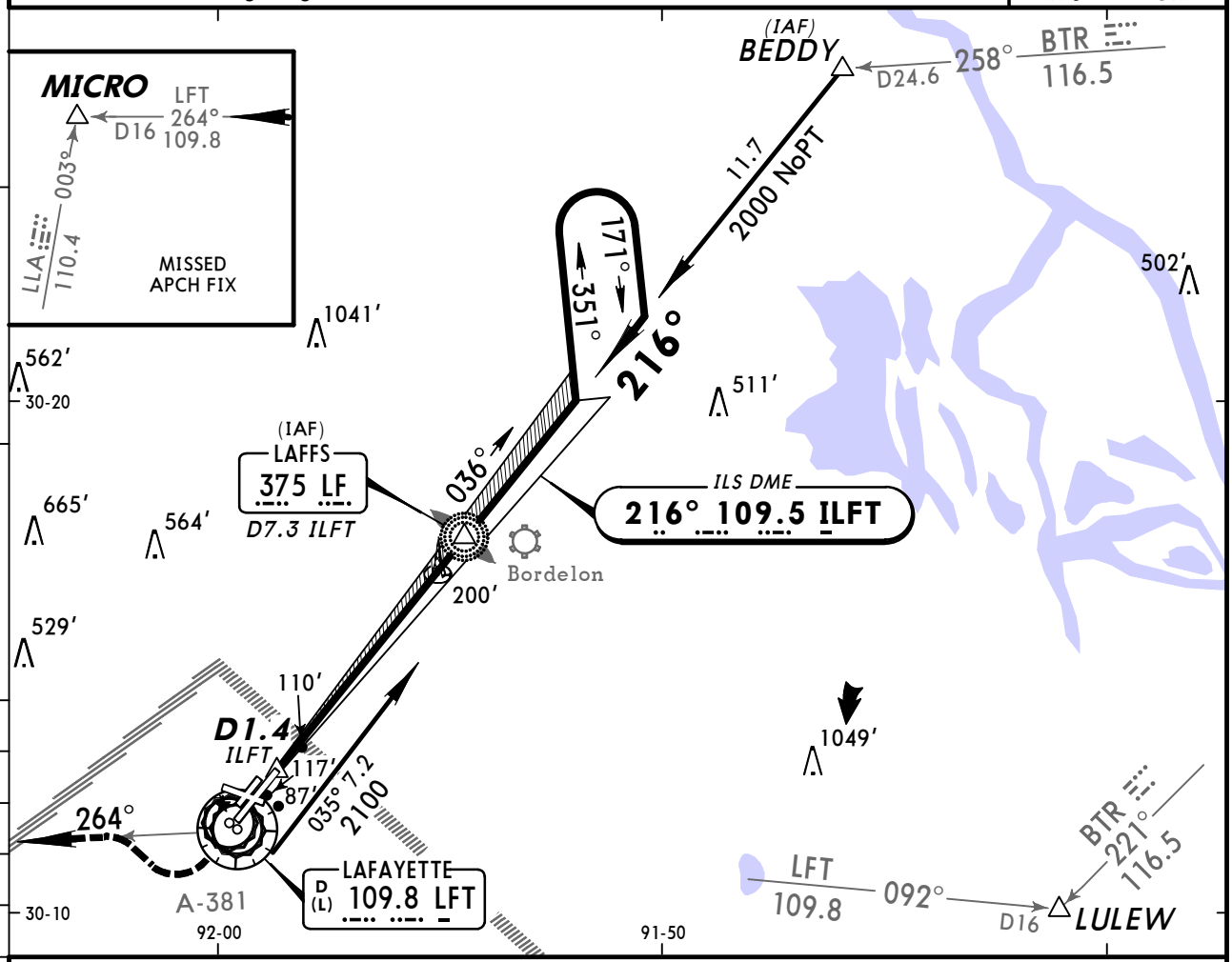
ATIS (ASOS when Twr inop)	*LAFAYETTE Approach (R) 211°-019° 020°-210°	HOUSTON Center	*LAFAYETTE Tower	*Ground
134.05	128.7 121.1	126.35 when App inop.	CTAF 118.5	121.8

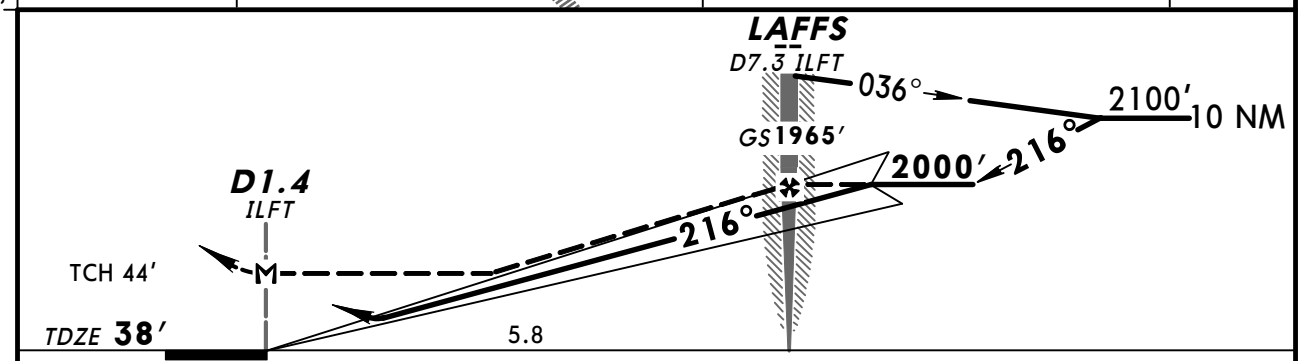
LOC ILFT	Final Apch Crs	GS LAFFS	ILS DA(H)	Apt Elev 43′
109.5	216°	1965′ (1927′)	238′ (200′)	TDZE 38′

MISSED APCH: Climb to 800′, then climbing RIGHT turn to 2100′ outbound via LFT VOR R-264 to MICRO INT.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and ILS glidepath not coincident.
2. Pilot controlled lighting 118.5.

180° 2900′ 2100′ 360°
MSA LF LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.4 ILFT or LAFFS to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR PAPI | 800′ | 2100′ RT | LFT via 109.8 R-264 | MICRO

STRAIGHT-IN LANDING RWY 22L

TERPS	ILS 1 DA(H) 238′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 460′ (422′)	LOC RAIL out	LOC ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4
D	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	540′ (497′) -1
120	580′ (537′) -1
140	580′ (537′) -1 1/2
165	660′ (617′) -2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

AMEND 4G

CHANGES: Minimums.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*LAFAYETTE Approach (R) 211°-019°	020°-210°	HOUSTON Center	*LAFAYETTE Tower	*Ground
134.05	128.7	121.1	126.35 when App inop.	CTAF 118.5	121.8

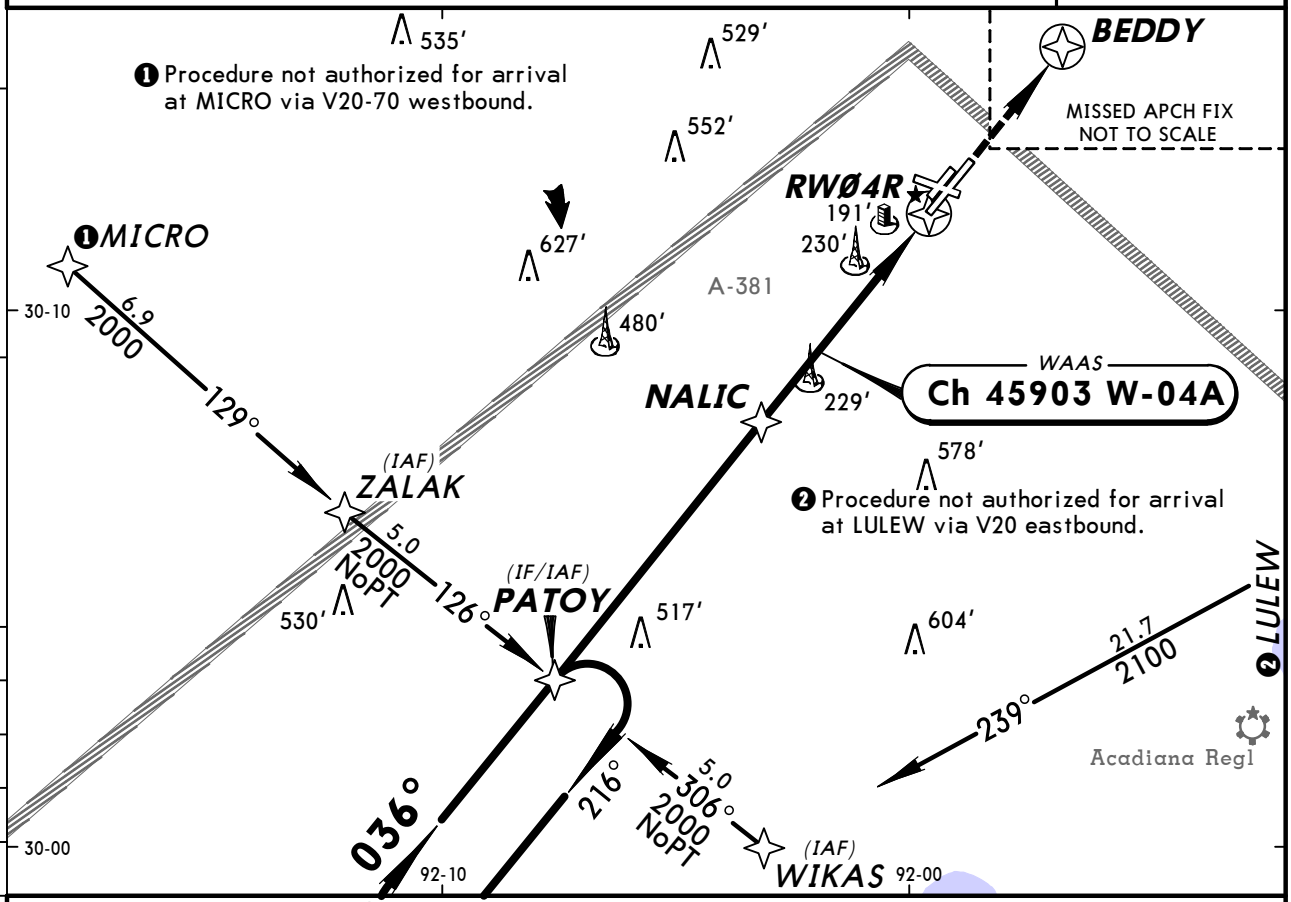
WAAS	Final Apch Crs	Minimum Alt NALIC	LPV DA(H) (CONDITIONAL)	Apt Elev 43′
Ch 45903 W-04A	036°	1700′ (1660′)	344′ (304′)	TDZE 40′

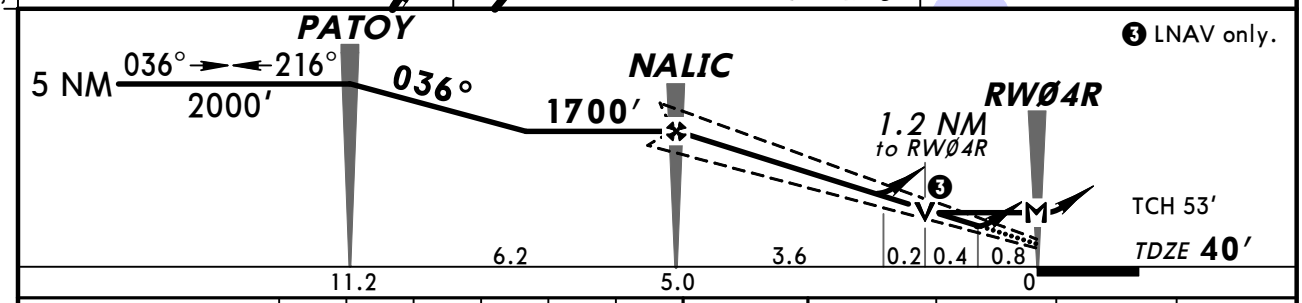
MISSED APCH: Climb to 2000′ direct BEDDY.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Acadiana Regl altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VDP and Baro-VNAV not authorized when using Acadiana Regl altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F).
5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.5.

16,000′
MSA RWØ4R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4R						

REIL
PAPI-L
2000′
BEDDY

STRAIGHT-IN LANDING RWY 4R

	1 LPV DA(H) 344′ (304′)	2 LNAV/VNAV DA(H) 537′ (497′)	3 LNAV MDA(H) 480′ (440′)
A	1	1¾	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Acadiana Regl Altimeter Setting MDA(H)
90	540′ (497′) -1	580′ (537′) -1
120	580′ (537′) -1	620′ (577′) -1
140	580′ (537′) -1½	620′ (577′) -1½
165	660′ (617′) -2	700′ (657′) -2

AMEND 0A

TERPS

1 DA(H) 373′ (333′) with Acadiana Regl altimeter setting. 2 DA(H) 566′ (526′) with Acadiana Regl altimeter setting. 3 MDA(H) 520′ (480′) with Acadiana Regl altimeter setting.

CHANGES: Minimums.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*LAFAYETTE Approach (R) 211°-019° 020°-210°	HOUSTON Center	*LAFAYETTE Tower	*Ground
134.05	128.7 121.1	126.35 when App inop.	CTAF 118.5	121.8

WAAS	Final Apch Crs	Minimum Alt JILEV	LPV DA(H) (CONDITIONAL)	Apt Elev 43′
Ch 50503 W-22A	216°	2000′ (1962′)	313′ (275′)	TDZE 38′

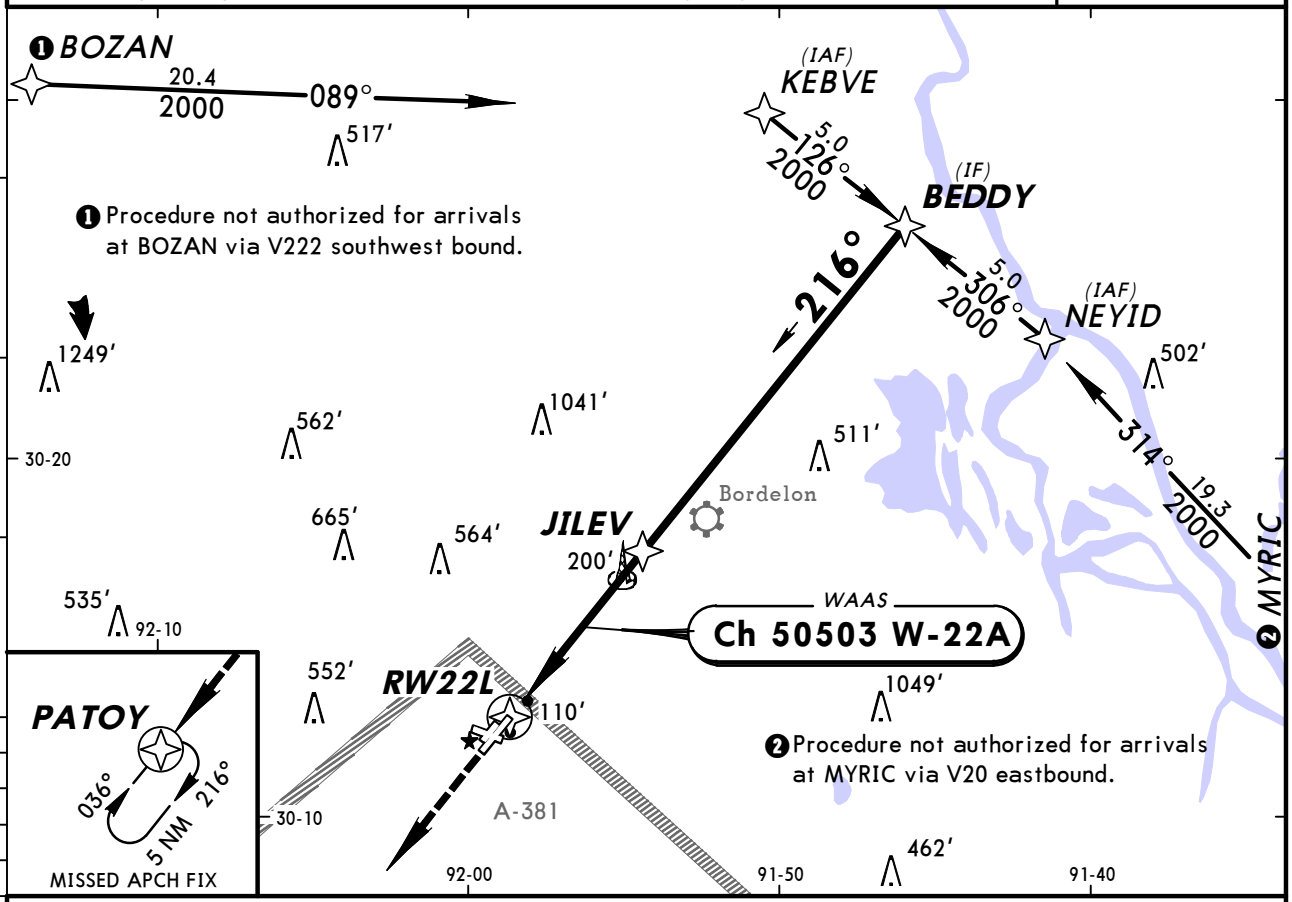
MISSED APCH: Climb to 2000′ direct PATOY and hold.

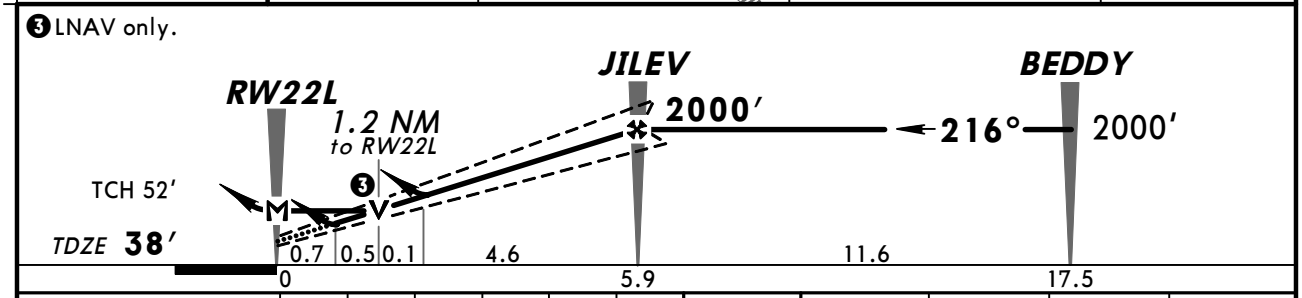
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Acadiana Regl altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VDP and Baro-VNAV not authorized when using Acadiana Regl altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.5.

2900′

MSA RW22L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22L						

MALSR
PAPI
2000′
PATOY

STRAIGHT-IN LANDING RWY 22L

	1 LPV DA(H) 313′ (275′)		2 LNAV/VNAV DA(H) 511′ (473′)		3 LNAV MDA(H) 480′ (442′)		CIRCLE-TO-LAND		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts	With Local Altimeter Setting MDA(H)	With Acadiana Regl Altimeter Setting MDA(H)
A	RVR 40 or ¾		RVR 60 or 1¼	1¾	RVR 40 or ¾		RVR 50 or 1	90	540′ (497′) -1	580′ (537′) -1
B								120	580′ (537′) -1	620′ (577′) -1
C					RVR 40 or ¾	RVR 60 or 1¼		140	580′ (537′) -1½	620′ (577′) -1½
D					RVR 50 or 1	1½		165	660′ (617′) -2	700′ (657′) -2

AMEND OA

TERPS

1 DA(H) 342′ (304′) with Acadiana Regl altimeter setting. 2 DA(H) 540′ (502′) with Acadiana Regl altimeter setting. 3 MDA(H) 520′ (482′) with Acadiana Regl altimeter setting.

CHANGES: Minimums.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*LAFAYETTE Approach (R) 211°-019° 020°-210°	HOUSTON Center	*LAFAYETTE Tower	*Ground
134.05	128.7 121.1	126.35 when App inop.	CTAF 118.5	121.8

WAAS	Final Apch Crs	Minimum Alt ATCHA	LPV DA(H) (CONDITIONAL)	Apt Elev 43'
Ch 45703 W-29A	287°	1700' (1658')	294' (252')	TDZE 42'

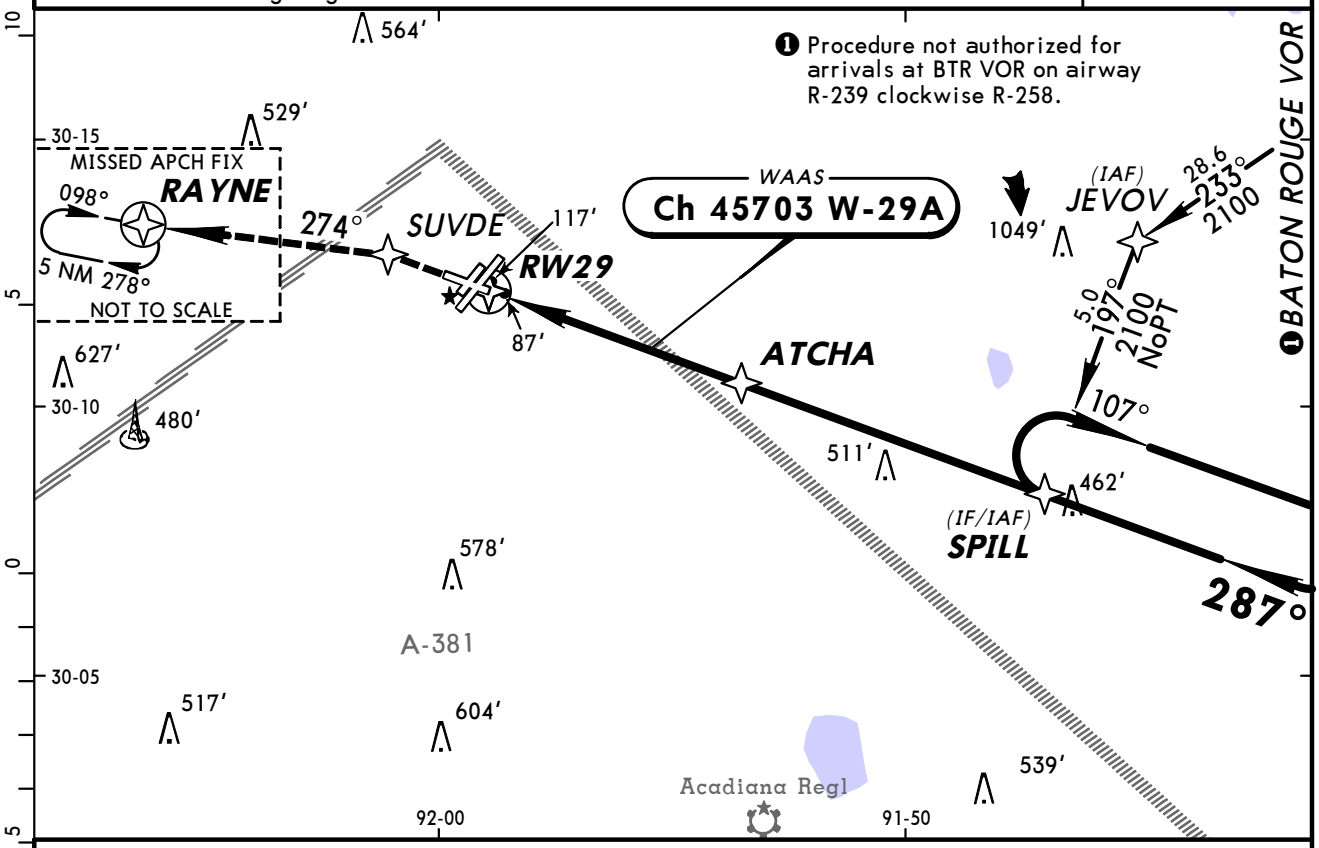
MISSED APCH: Climb to 2800' direct SUVDE and via 274° track to RAYNE and hold.

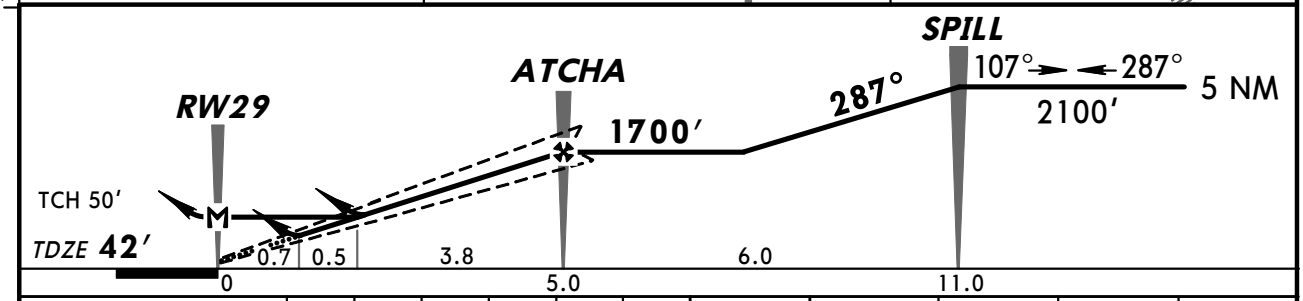
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Acadiana Regl altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. Baro-VNAV not authorized when using Acadiana Regl altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized.
7. Pilot controlled lighting 118.5.

16,000'

MSA RW29





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW29						

REIL
PAPI-L
2800'
SUVDE

STRAIGHT-IN LANDING RWY 29

	1 LPV DA(H) 294' (252')	2 LNAV/VNAV DA(H) 462' (420')	3 LNAV MDA(H) 400' (358')
A	1	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Acadiana Regl Altimeter Setting MDA(H)
90	540' (497') -1	580' (537') -1
120	580' (537') -1	620' (577') -1
140	580' (537') -1½	620' (577') -1½
165	660' (617') -2	700' (657') -2

TERPS AMEND 0

1 DA(H) 323' (281') with Acadiana Regl altimeter setting.
2 DA(H) 491' (449') with Acadiana Regl altimeter setting.
3 MDA(H) 440' (398') with Acadiana Regl altimeter setting.

CHANGES: Approach frequency added.

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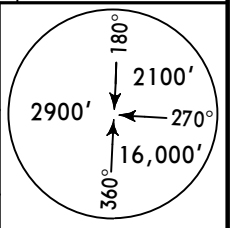
ATIS (ASOS when Twr inop)	*LAFAYETTE Approach (R) 211°-019° 020°-210°		HOUSTON Center	*LAFAYETTE Tower	*Ground
134.05	128.7	121.1	126.35 when App inop.	CTAF 118.5	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 43′
LFT 109.8	137°	D6.0 1800′ (1758′)	660′ (618′)	TDZE 42′

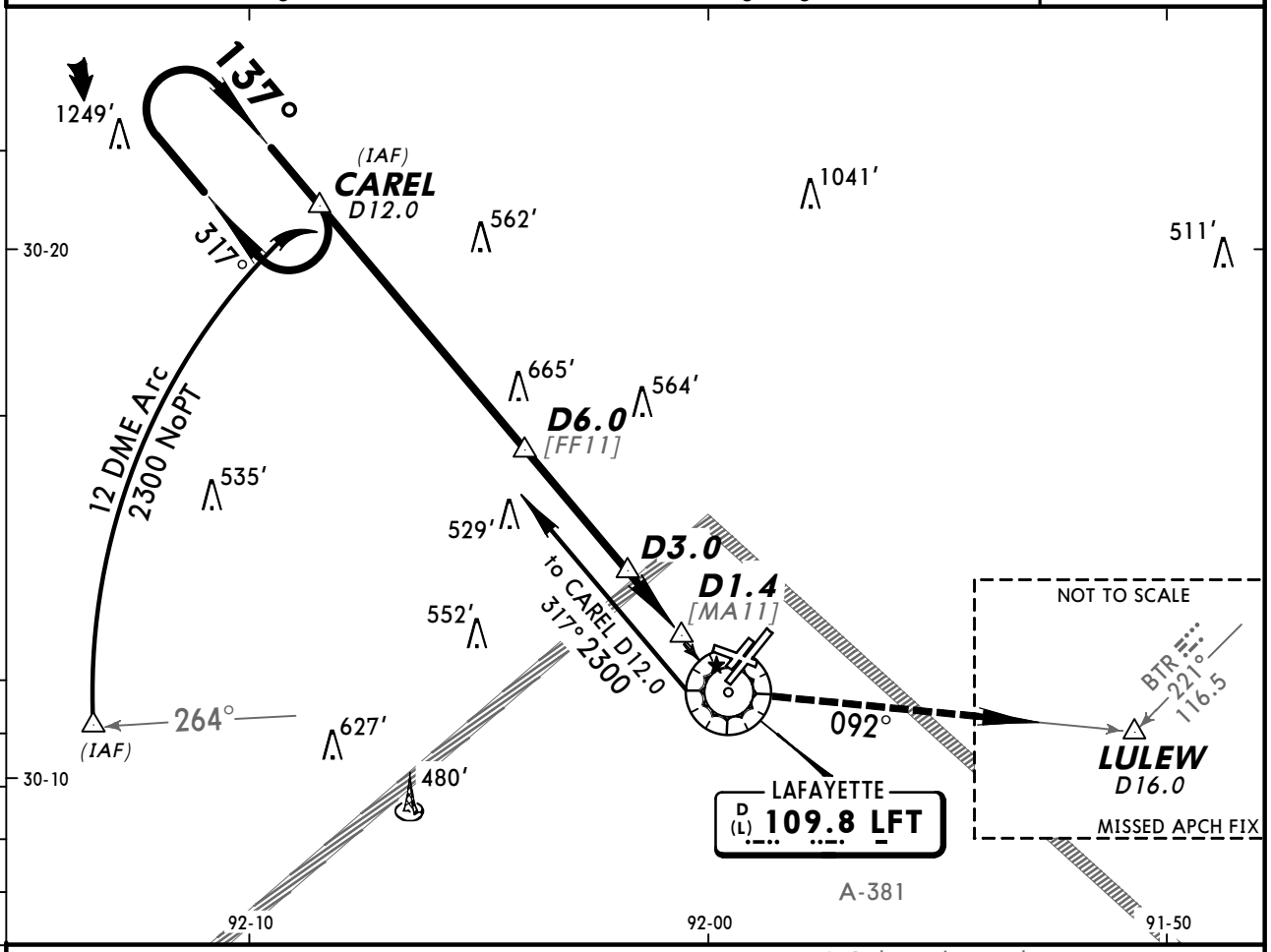
MISSED APCH: Climb to 2000′ via LFT VOR and outbound on LFT VOR R-092 to LULEW INT/D16.0.

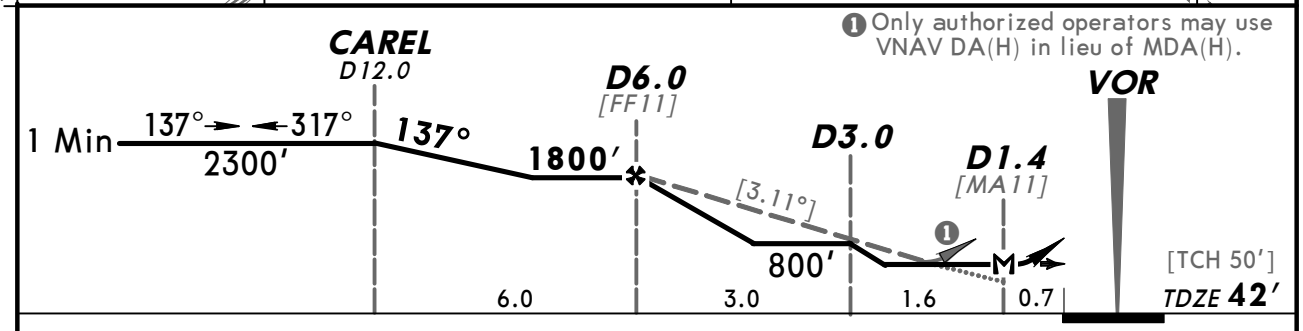
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 118.5.



MSA LFT VOR





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.11°]	385	495	550	660	770	880
MAP at D1.4						

REIL	2000′	LFT	LFT	LULEW
PAPI-L	↑ via	109.8	and 109.8 R-092	

STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND	
MDA(H) 660′ (618′)		Max Kts	MDA(H)
A	1	90	660′ (617′)-1
B		120	
C	1¾	140	660′ (617′)-1¾
D	2	165	660′ (617′)-2

AMEND 1D TERPS

CHANGES: Approach frequency added.

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RADAR-1 ASR Rwys 4R, 11, 29

ATIS (ASOS when Twr inop)	*LAFAYETTE Approach (R) 211°-019°	020°-210°	HOUSTON Center	*LAFAYETTE Tower	*Ground
134.05	128.7	121.1	126.35 when App inop.	CTAF 118.5	121.8

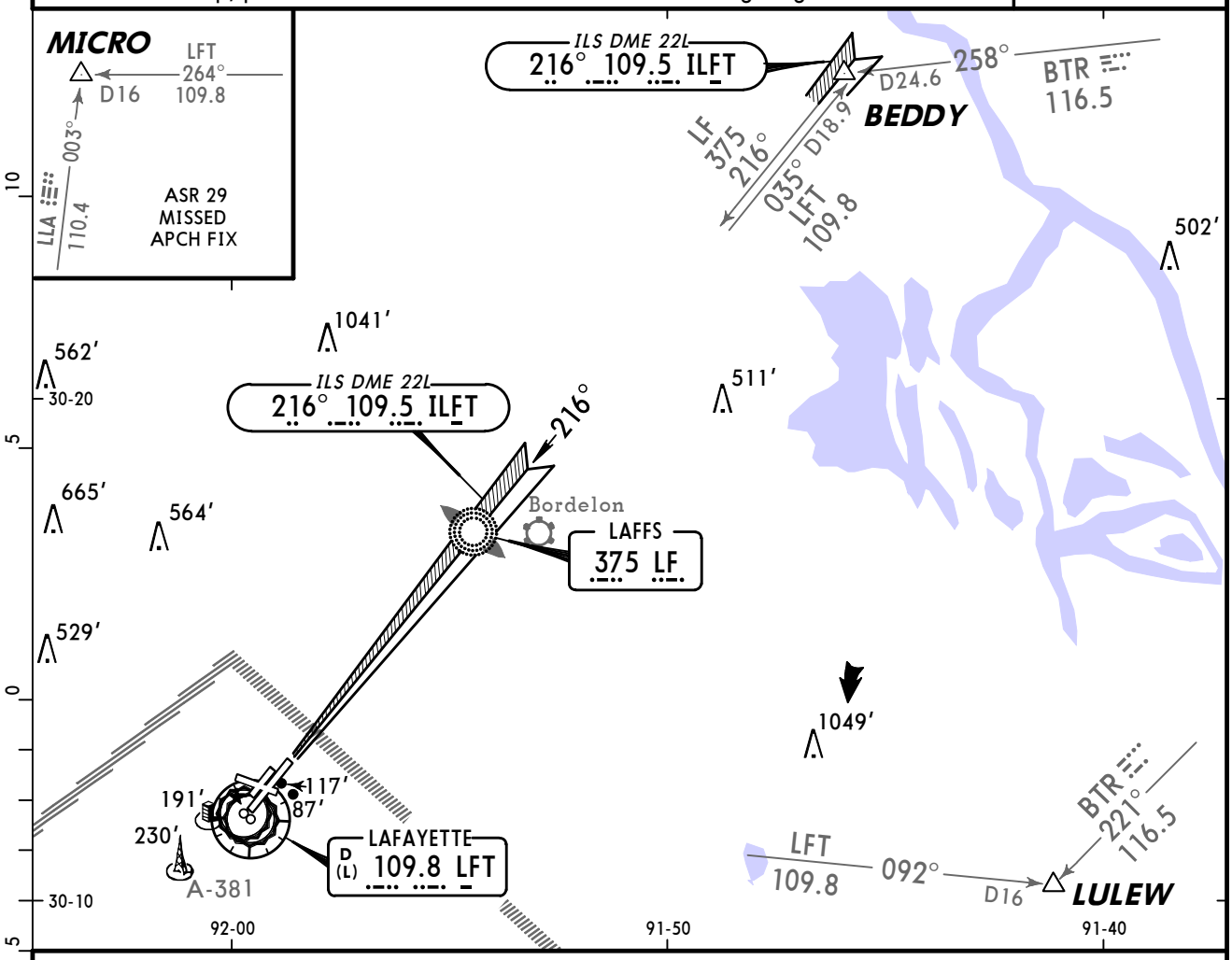
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 43′ TDZE-See below

Missed Approach-See below

No MSA Published

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When Twr inop, procedure not authorized. 2. Pilot controlled lighting 118.5.



MISSED APCH:

Runway 4R: Climb to 2000′ outbound via LFT VOR R-035 to BEDDY INT.

Runway 11: Climbing RIGHT turn to 2100′ outbound via LFT VOR R-092 to LULEW INT.

Runway 29: Climbing LEFT turn to 2000′ outbound via LFT VOR R-264 to MICRO INT.

RWY 4R	RWY 11	RWY 29
TDZE 40′	TDZE 42′	TDZE 42′

ASR Rwys 4R, 11, 29: MAP 0.8 miles from threshold.

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING ASR 4R MDA(H) 480′(440′)	ASR 11 MDA(H) 560′(518′)	ASR 29 MDA(H) 400′(358′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	1	1	90	560′(517′)-1
B				120	580′(537′)-1
C	1¼	1½		140	580′(537′)-1½
D	1½	1¾	1¼	165	660′(617′)-2

AMEND 9 TERPS

CHANGES: Approach frequency added.

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General Information

Location: Monroe LA USA
IATA Code: MLU
Lat/Long: N32° 30.7' W092° 02.3'
Elevation: 79 ft

Airport Use: Public
Magnetic Variation: 0.9°E
Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1238 Z
Sunset: 0004 Z,

Runway Information

Runway: 04
Length x Width: 7505 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 78 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 14
Length x Width: 4999 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 79 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 300 ft

Runway: 18
Length x Width: 5001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 79 ft

Runway: 22
Length x Width: 7505 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 78 ft
Lighting: Edge, ALS, Pilot controlled

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Runway: 32
Length x Width: 4999 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 78 ft
Lighting: Edge, REIL, Pilot controlled

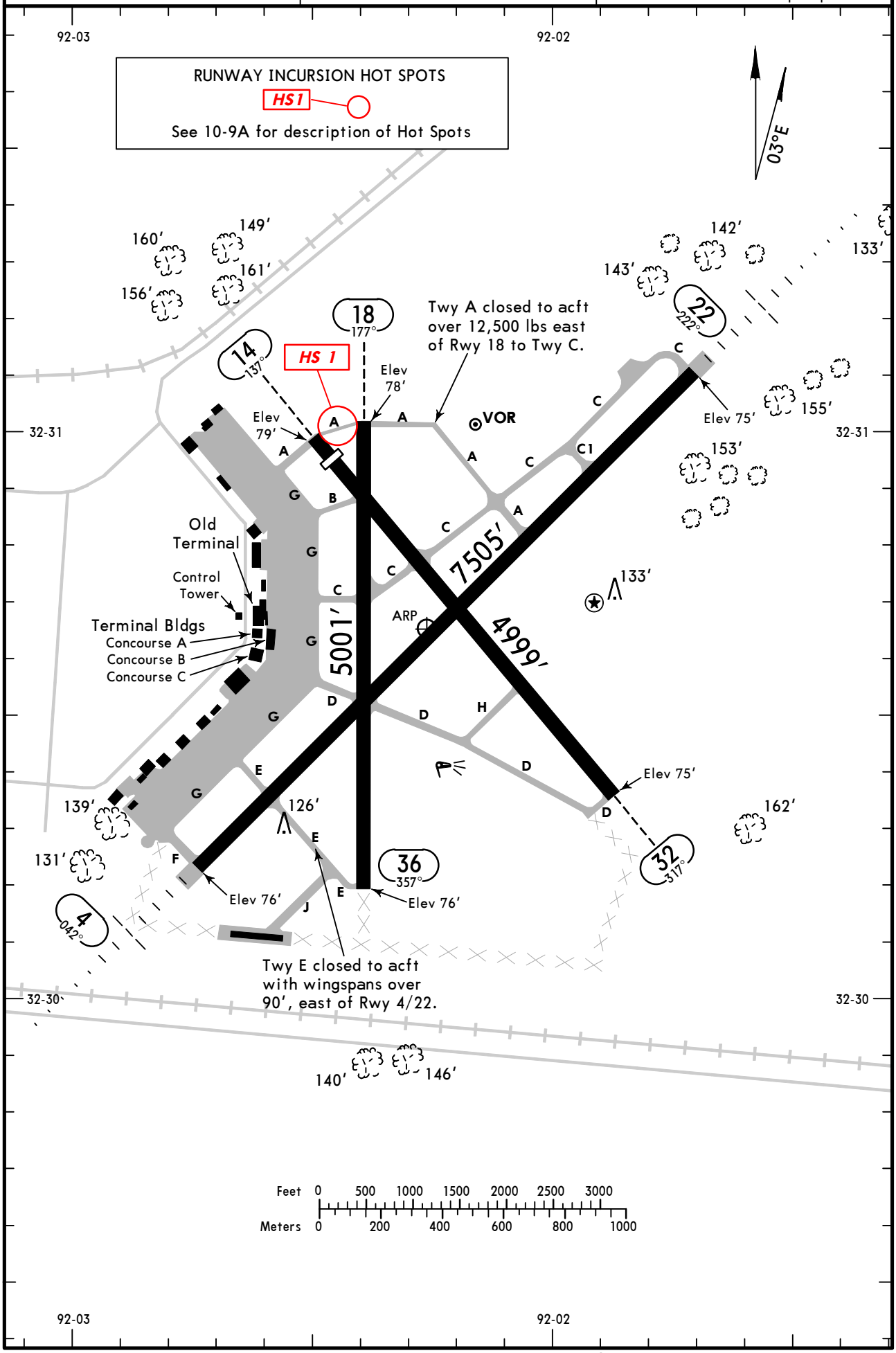
Runway: 36
Length x Width: 5001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 78 ft

Communication Information

ATIS 125.05
ASOS 125.05
Monroe Tower 118.9 CTAF PCL
Monroe Ground Control 121.9
Monroe Clearance Delivery 121.65
Monroe Approach Control 126.9 (180°-359°) Initial Contact
Monroe Approach Control 118.15 (360°-179°)
Monroe TRSA 126.9 (180°-359°)
Monroe TRSA 118.15 (360°-179°)
Monroe Departure Control 126.9 (180°-359°)
Monroe Departure Control 118.15 (360°-179°)
Monroe Regl Unicom 122.95
Monroe Radar 126.9 (180°-359°)
Monroe Radar 118.15 (360°-179°)
De Ridder Flight Service Station 122.25 RCO
FT Worth Center 126.325 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*MONROE Clearance	*Ground	*Tower
125.05	121.65	121.9	CTAF 118.9

UNICOM 122.95	*MONROE Departure (R) 360°-179° 118.15	180°-359° 126.9	FT WORTH Center (R) 126.32 when Dep inop.



CHANGES: Chart revised and rescaled, Hot Spot added.

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GENERAL

Rwy 18/36, Twys J and E between Rwys 18/36 and 4/22, and Twy A from Rwy 14 to Twy C not available for air carrier operations with over 9 passenger seats.

Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶ HIRL ❶ MALSR ❷ PAPI-L grooved RVR		6563′		150′
22	❶ HIRL ❶ MALSR ❷ PAPI-L grooved		6491′		
14 ❸ 32	❶ MIRL REIL PAPI-L (angle 3.00°)	4699′			150′
18 36					150′

❶ Activate on 118.9 when Twr inop.
❷ Angle 3.00°.
❸ Block cracking with grass over 90 percent of runway surface.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Aircraft taxiing on Twy A between Rwys 14 and 18 note the runway hold lines in close proximity.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

OBSTACLE DP

Rwy 22, climb via heading 222° to 900′ before turning west.
Rwy 32, climb via heading 317° to 900′ before turning west.
Rwy 36, climb via heading 357° to 900′ before turning west.

FOR FILING AS ALTERNATE

	Authorized Only when Twr Operating: ILS Rwy 4, ILS Rwy 22	Authorized Only when Twr Operating: LOC Rwy 4, LOC Rwy 22	RNAV (GPS) Rwy 4, RNAV (GPS) Rwy 22, VOR Rwy 4, VOR Rwy 22, VOR DME Rwy 4, VOR DME Rwy 22, VOR DME Rwy 32	ASR Rwy 4, ASR Rwy 22
A	600-2	800-2	800-2	NA
B				
C				
D				

AMEND 5

CHANGES: New chart.

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BRIEFING STRIP TM

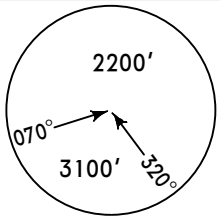
ATIS (ASOS when Twr inop)	*MONROE Approach (R)	FT WORTH Center (R)	*MONROE Tower	*Ground
125.05	126.9	126.32 when App inop.	CTAF 118.9	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 79′
IMLU 109.5	042°	SABAR 1483′ (1405′)	278′ (200′)	TDZE 78′

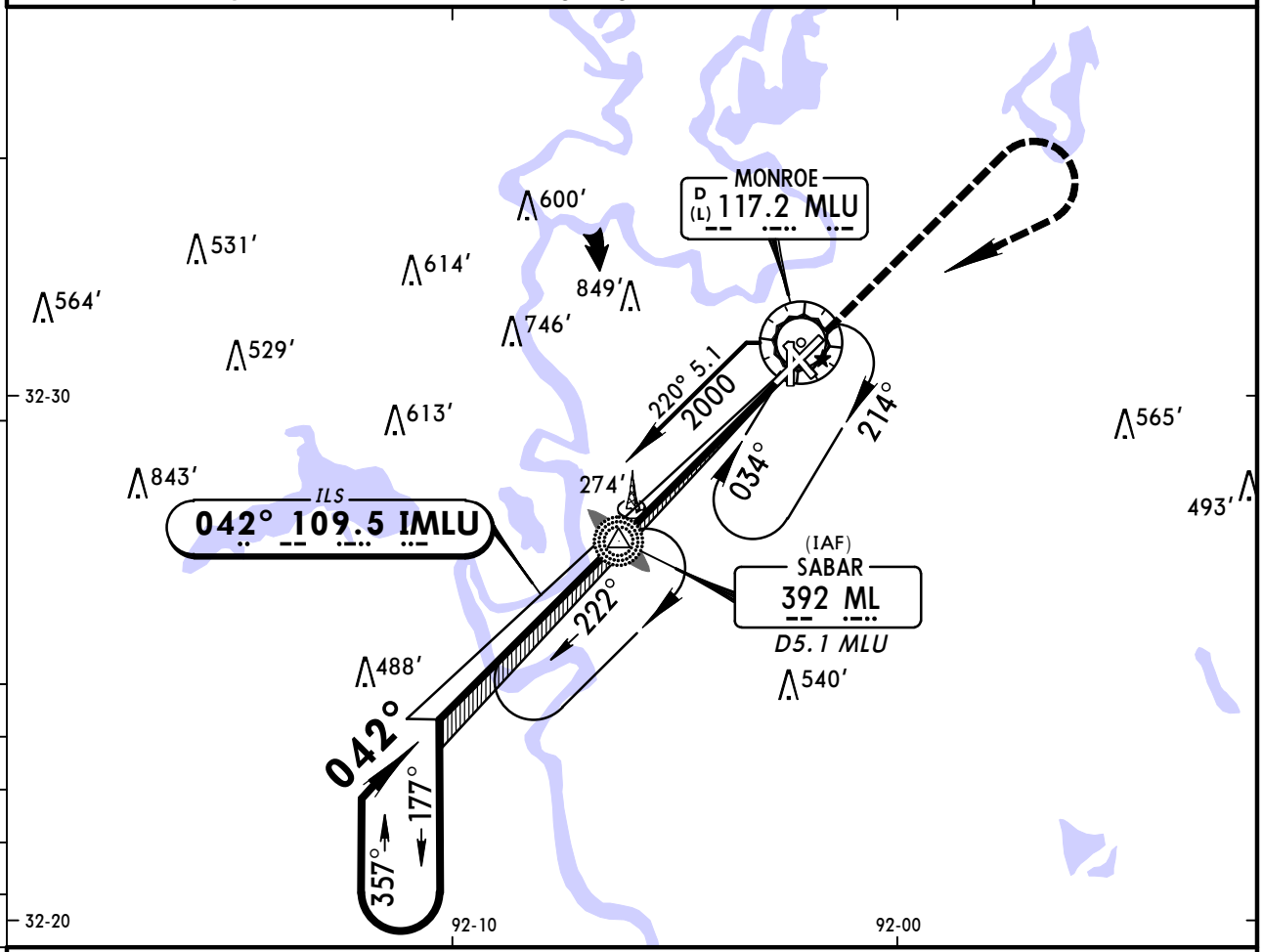
MISSED APCH: Climb to 2000′, then climbing RIGHT turn to 3000′ direct MLU VOR and hold.

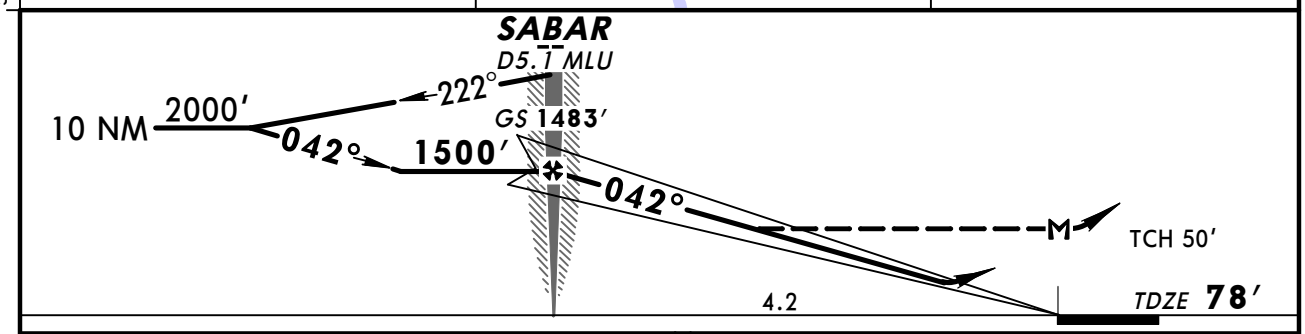
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Pilot controlled lighting 118.9.



MSA ML LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
SABAR to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

MALSR PAPI | 2000′ | 3000′ RT | D | MLU 117.2

STRAIGHT-IN LANDING RWY 4

	ILS		LOC (GS out)		
	1 DA(H) 278′ (200′)		MDA(H) 480′ (402′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D					

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	580′ (501′) - 1
120	
140	620′ (541′) - 1½
165	640′ (561′) - 2

1 RVR 1800 with the use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 22A

CHANGES: None.

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ATIS (ASOS when Twr inop)	*MONROE Approach (R)	FT WORTH Center (R)	*MONROE Tower	*Ground
125.05	126.9	126.32 when App inop.	CTAF 118.9	121.9

LOC IMZR	Final Apch Crs	GS BAIYU	ILS DA(H)	Apt Elev 79′
109.5	222°	1669′ (1591′)	278′ (200′)	TDZE 78′

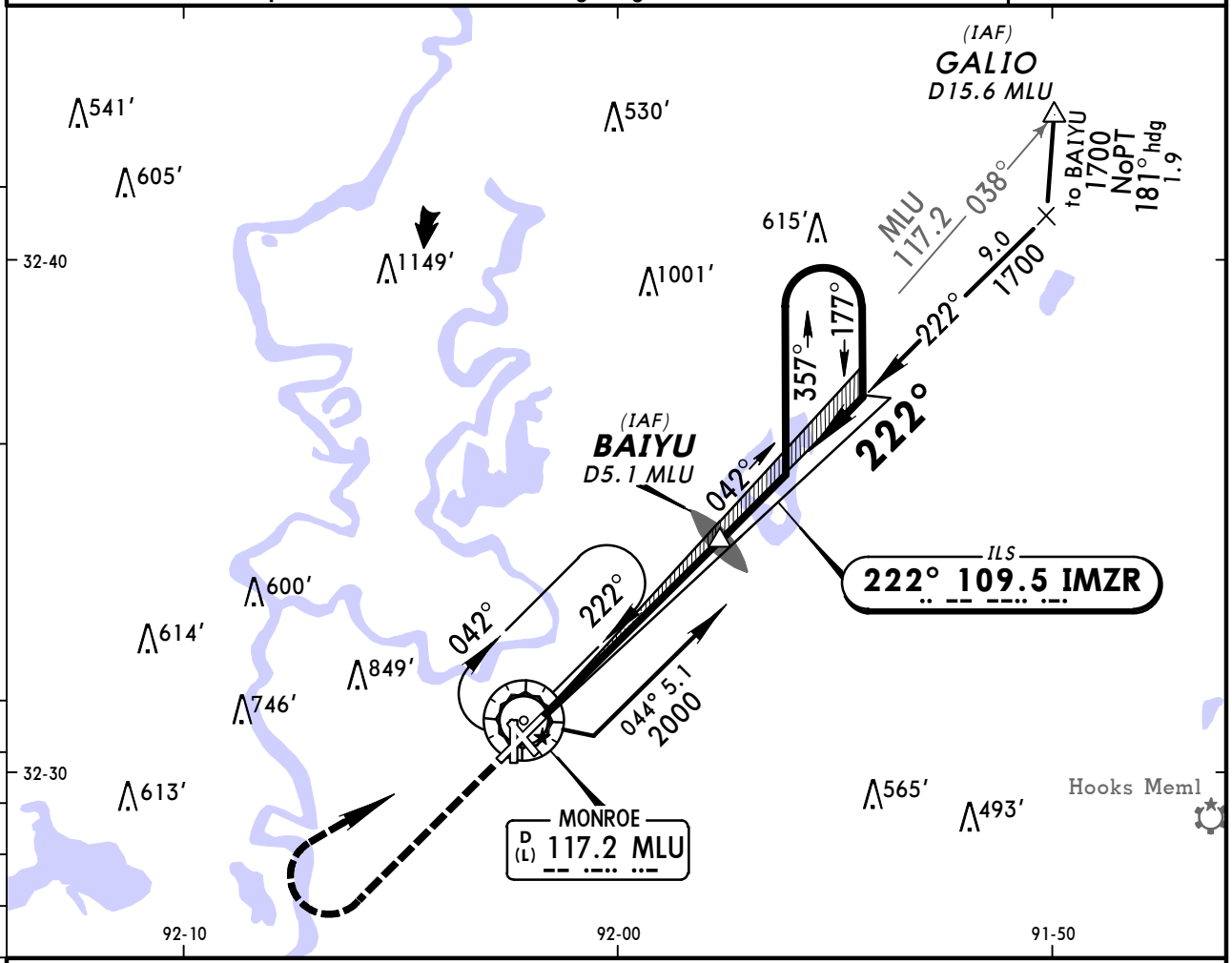
MISSED APCH: Climb to 3000′, then RIGHT turn direct MLU VOR and hold.

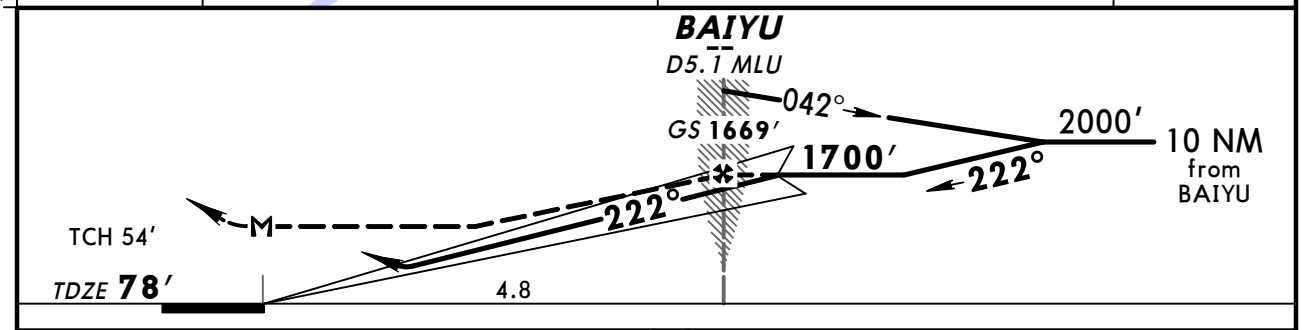
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. Pilot controlled lighting 118.9.

MSA MLU VOR: 140° 2200′, 230°, 3100′

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
BAIYU to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR PAPI 3000′ RT MLU 117.2

STRAIGHT-IN LANDING RWY 22

	ILS DA(H) 278′ (200′) FULL	ILS DA(H) 278′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 420′ (342′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (501′) - 1
120	
140	620′ (541′) - 1 1/2
165	640′ (561′) - 2

TERPS AMEND 3C 3 JUN 2010

CHANGES: Procedure title, notes.

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ATIS (ASOS when Twr Inop)	*MONROE Approach (R)	FT WORTH Center (R)	*MONROE Tower	*Ground
125.05	126.9	126.32 when App inop.	CTAF 118.9	121.9

BRIEFING STRIP ™

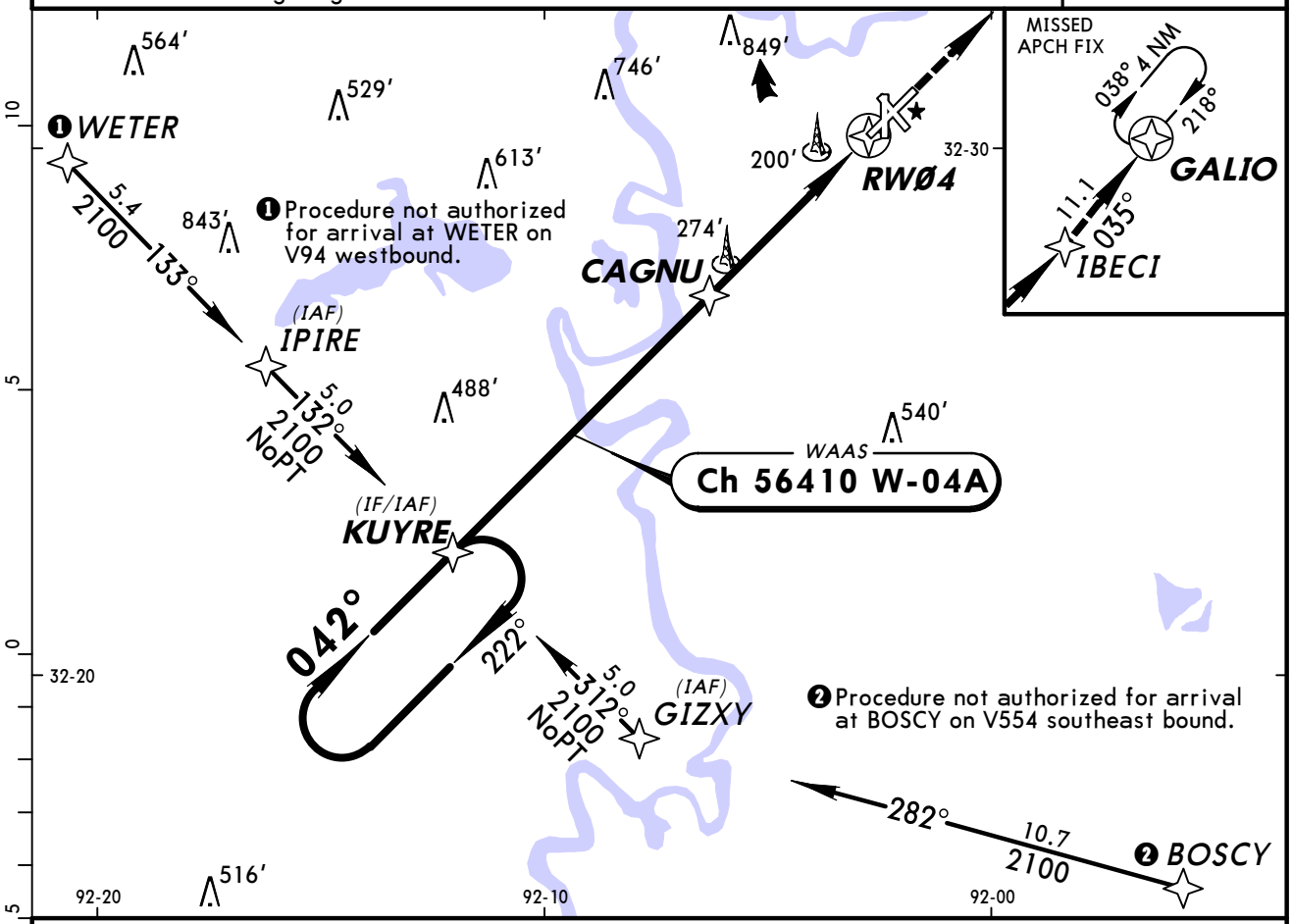
WAAS	Final Apch Crs	Minimum Alt CAGNU	LPV DA(H)	Apt Elev 79′
Ch 56410 W-04A	042°	1500′ (1422′)	278′ (200′)	TDZE 78′

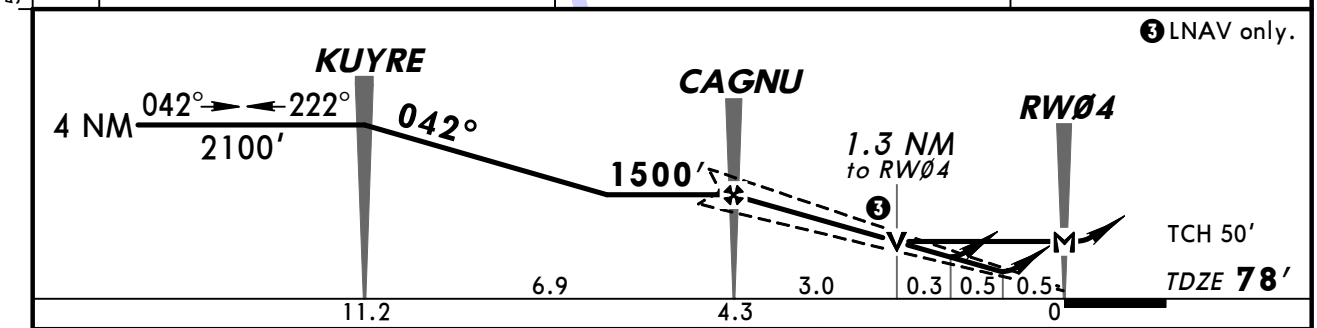
MISSED APCH: Climb to 3000′ direct IBECI and on track 035° to GALIO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F).
3. Pilot controlled lighting 118.9.

3100′
MSA RWØ4





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

MALSR
PAPI
3000′
IBECI

TERPS AMENDMENT

STRAIGHT-IN LANDING RWY 4

	LPV DA(H) 278′(200′)		LNAV/VNAV DA(H) 503′(425′)		LNAV MDA(H) 540′(462′)	
		RAIL or ALS out		RAIL or ALS out	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4	RVR 24 or 1/2	
B						
C					RVR 40 or 3/4	
D					RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′(501′)-1
120	
140	620′(541′)-1 1/2
165	640′(561′)-2

CHANGES: Missed approach, minimums.

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ATIS (ASOS when Twr Inop)	*MONROE Approach (R)	FT WORTH Center (R)	*MONROE Tower	*Ground
125.05	126.9	126.32 when App inop.	CTAF 118.9	121.9

BRIEFING STRIP ™

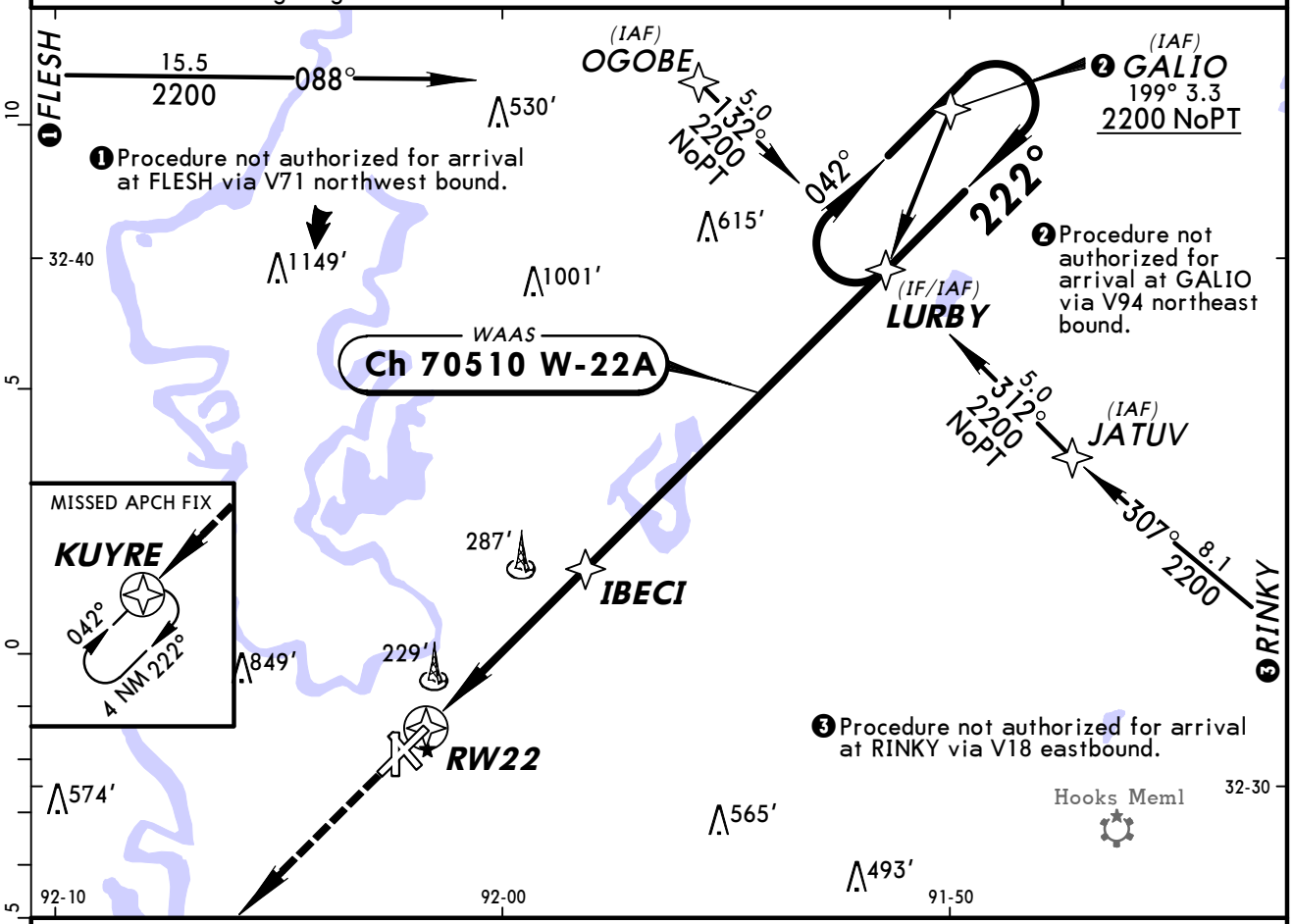
WAAS	Final Apch Crs	Minimum Alt IBECI	LPV DA(H)	Apt Elev 79′
Ch 70510 W-22A	222°	1500′ (1422′)	372′ (294′)	TDZE 78′

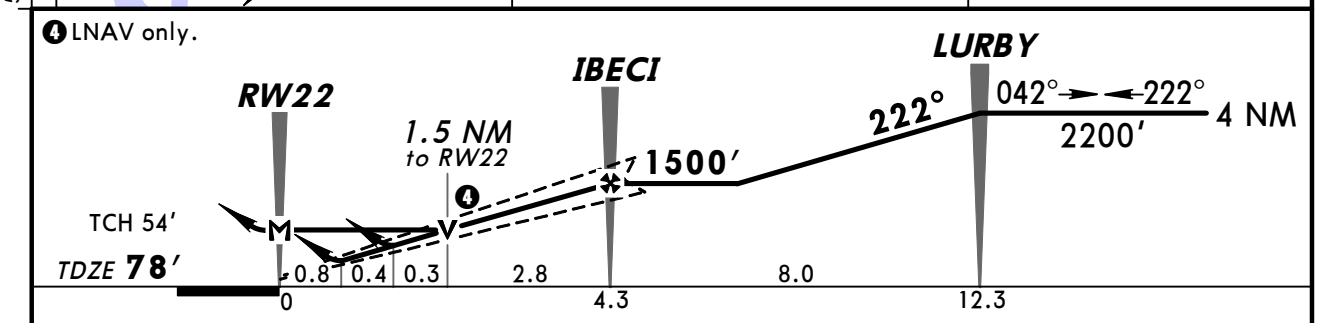
MISSED APCH: Climb to 2100′ direct KUYRE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F).
3. Pilot controlled lighting 118.9.

3100′
MSA RW22





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

MALSR
PAPI
2100′
KUYRE

STRAIGHT-IN LANDING RWY 22

	LPV DA(H) 372′(294′)		LNAV/VNAV DA(H) 541′(463′)		LNAV MDA(H) 600′(522′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A							
B					1/2	3/4	1
C	1/2	1	1	1 1/2	1	1 1/2	
D					1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	600′(521′)-1
120	
140	620′(541′)-1 1/2
165	640′(561′)-2

TERPS AMEND 0A 3 JUN 2010

CHANGES: None.

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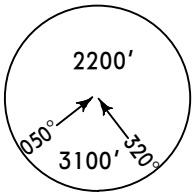
BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*MONROE Approach (R)	FT WORTH Center (R)	*MONROE Tower	*Ground
125.05	126.9	126.32 when App inop.	CTAF 118.9	121.9

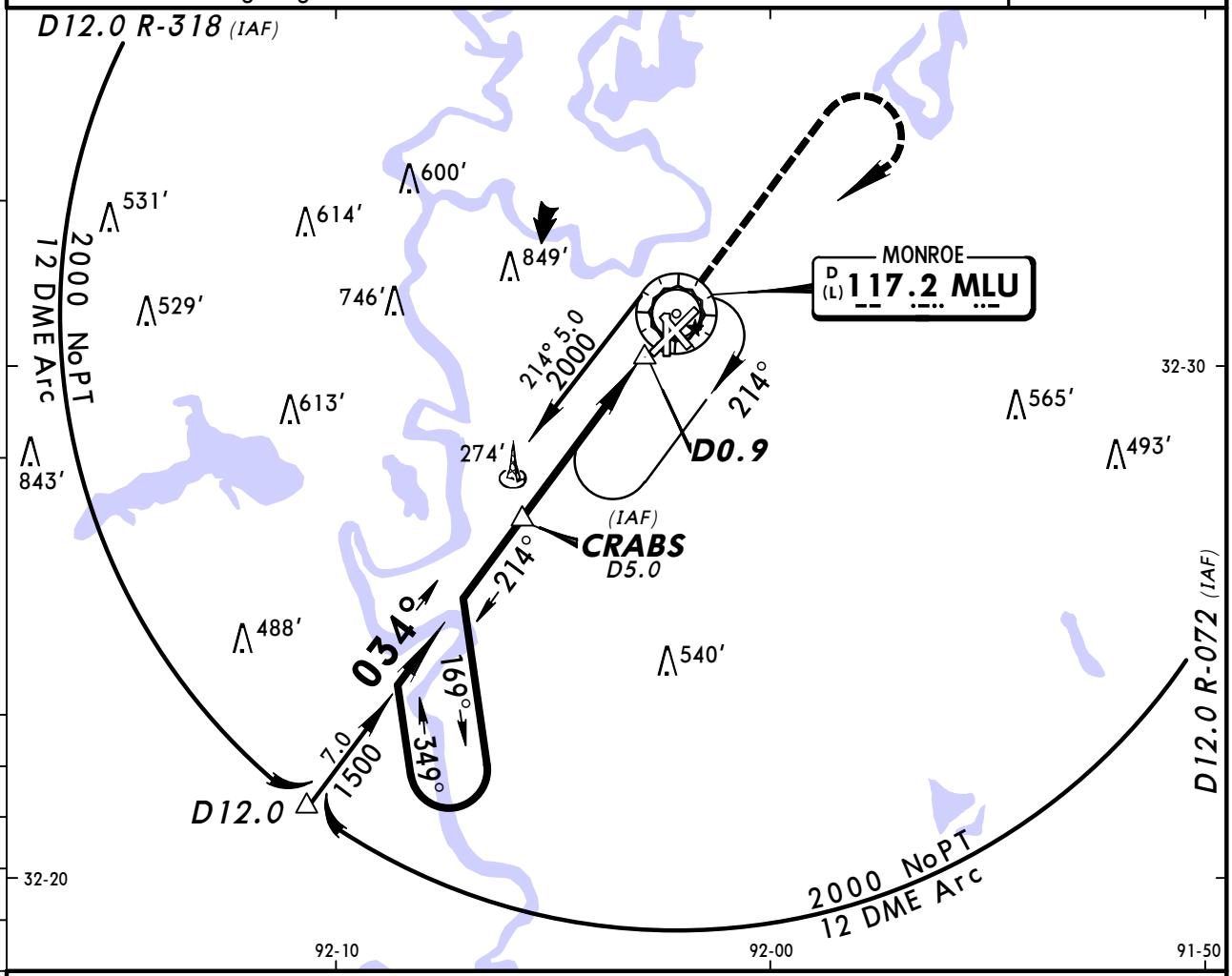
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
MLU 117.2	034°	CRABS 1500′ (1422′)	520′ (442′)	Apt Elev 79′ / TDZE 78′

MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 3000′ direct MLU VOR and hold.

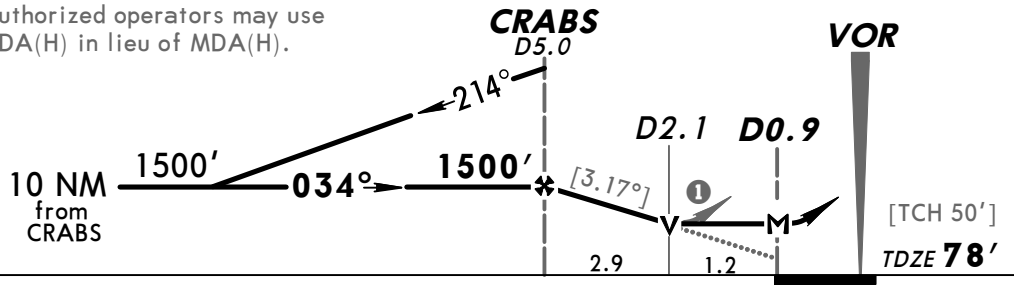
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.9.



MSA MLU VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.17°]	393	505	561	673	785	897
MAP at D0.9						

MALSR PAPI | 1500′ | 3000′ RT | D | MLU 117.2

TERPS AMEND 1B 3 JUN 2010

STRAIGHT-IN LANDING RWY 4

MDA(H) 520′(442′)

		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C	RVR 40 or ¾	RVR 60 or 1¼	
D	RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′(501′)-1
120	
140	620′(541′)-1½
165	640′(561′)-2

CHANGES: MSA.

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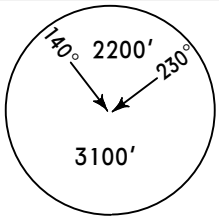
ATIS (ASOS when Twr inop)	*MONROE Approach (R)	FT WORTH Center (R)	*MONROE Tower	*Ground
125.05	126.9	126.32 when App inop.	CTAF 118.9	121.9

VOR MLU 117.2	Final Apch Crs 034°	No FAF	MDA(H) 600′ (522′)	Apt Elev 79′ TDZE 78′

MISSED APCH: Climb to 1500′, then RIGHT climbing turn to 3000′ direct MLU VOR and hold.

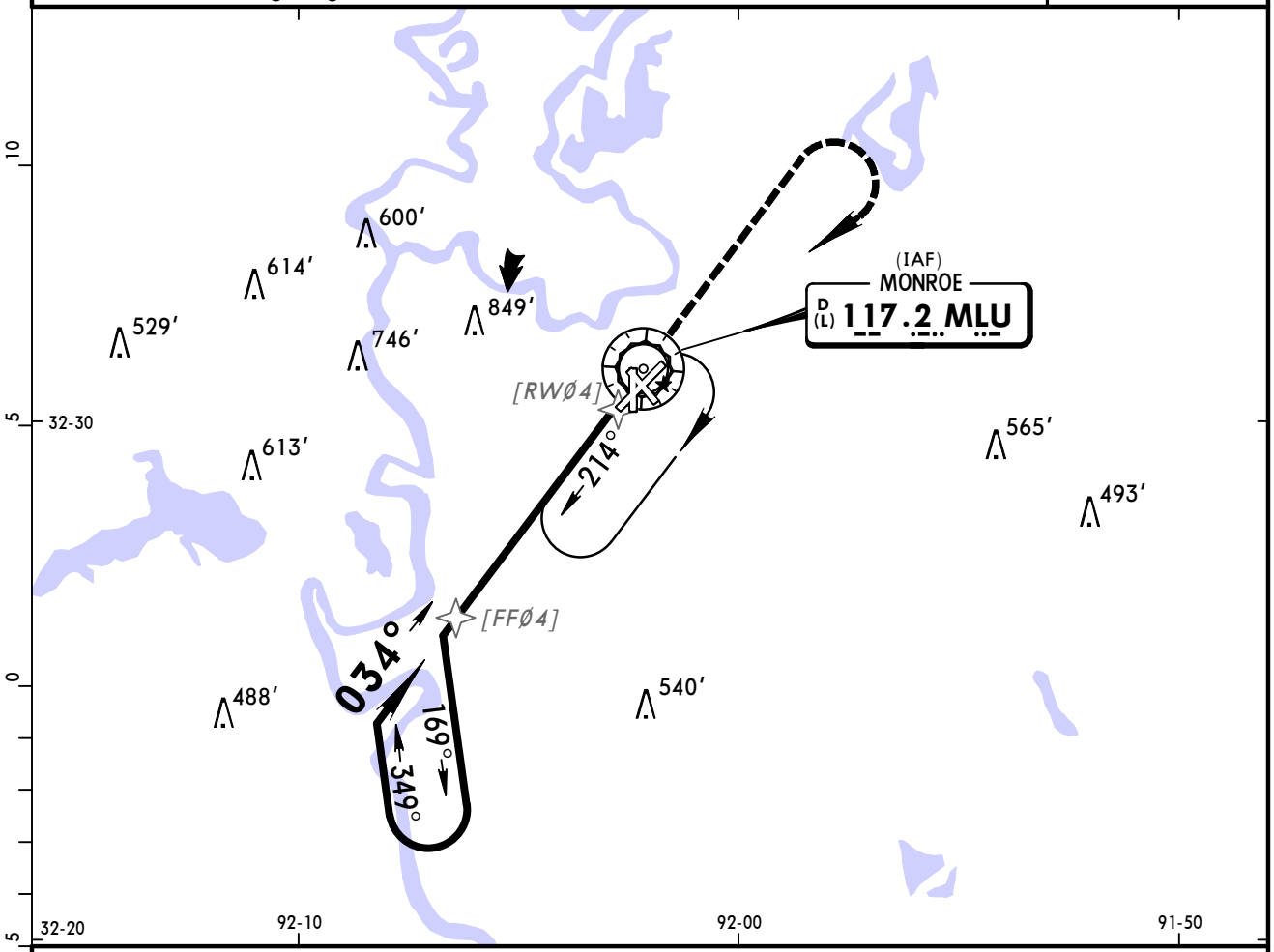
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.9.

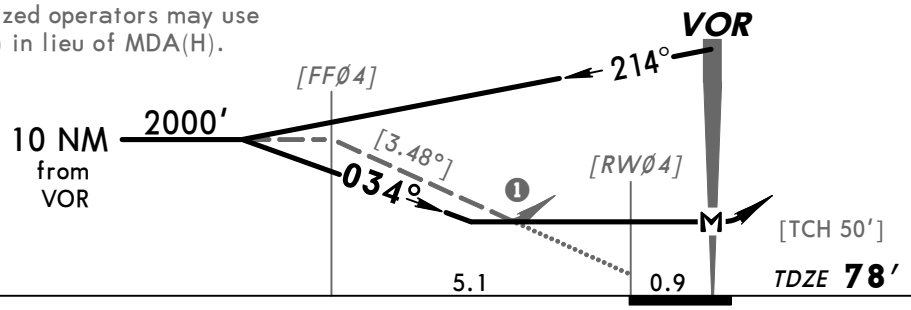


MSA MLU VOR

BRIEFING STRIP ™



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.48°]	431	554	616	739	862	985
MAP at VOR						

MALSR PAPI | 1500′ | 3000′ RT | D | MLU 117.2

STRAIGHT-IN LANDING RWY 4				CIRCLE-TO-LAND	
MDA(H) 600′(522′)					
		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	600′(521′)-1
B				120	
C	RVR 50 or 1	1½		140	620′(541′)-1½
D	RVR 60 or 1¼	1¾		165	640′(561′)-2

TERPS AMEND 17B

CHANGES: None.

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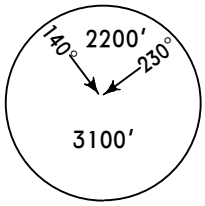
ATIS (ASOS when Twr inop)	*MONROE Approach (R)	FT WORTH Center (R)	*MONROE Tower	*Ground
125.05	126.9	126.32 when App inop.	CTAF 118.9	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 79′
MLU 117.2	240°	WHAMM 1700′ (1622′)	500′ (422′)	TDZE 78′

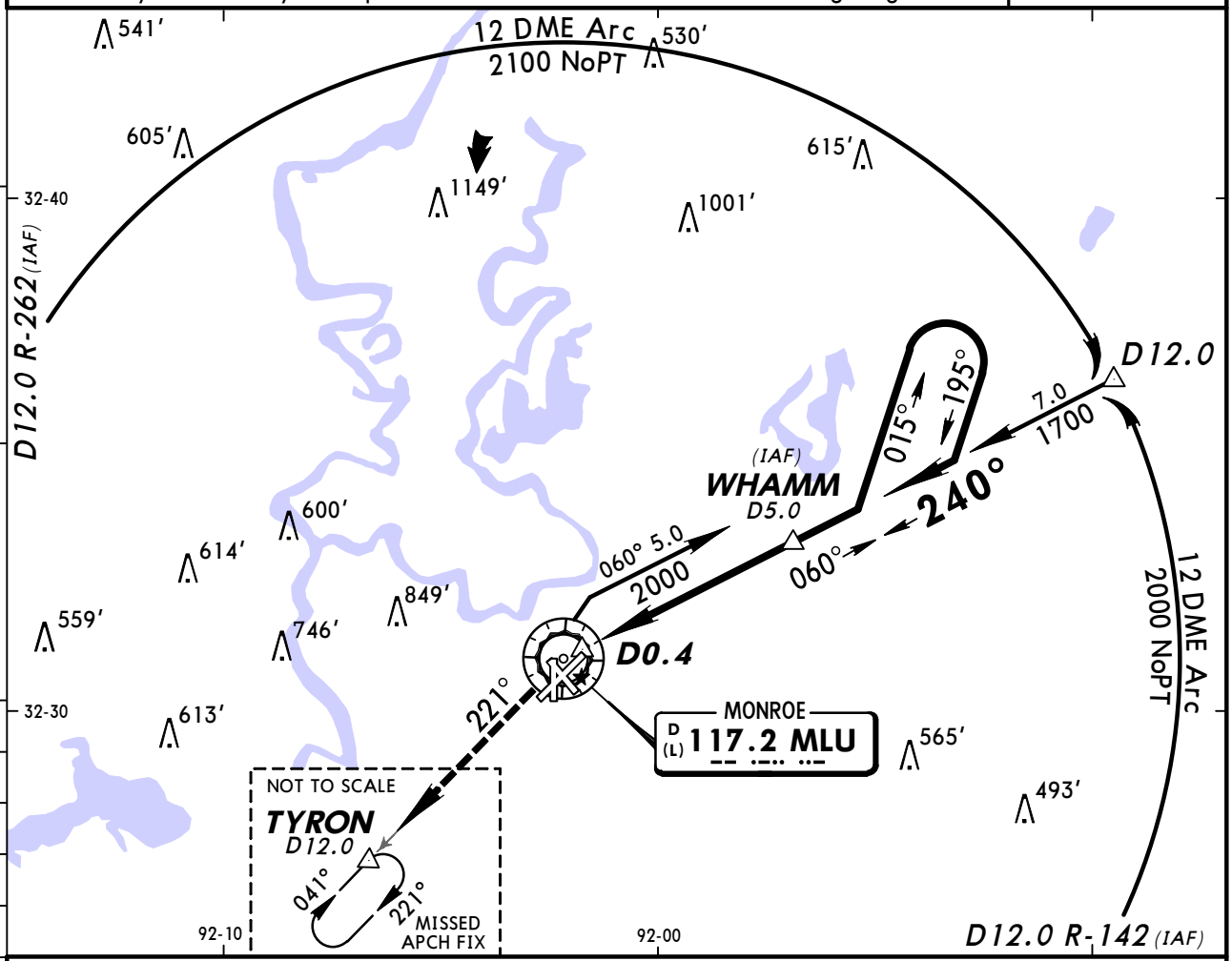
MISSED APCH: Climb to 2000′ outbound via MLU VOR R-221 to TYRON D12.0 and hold.

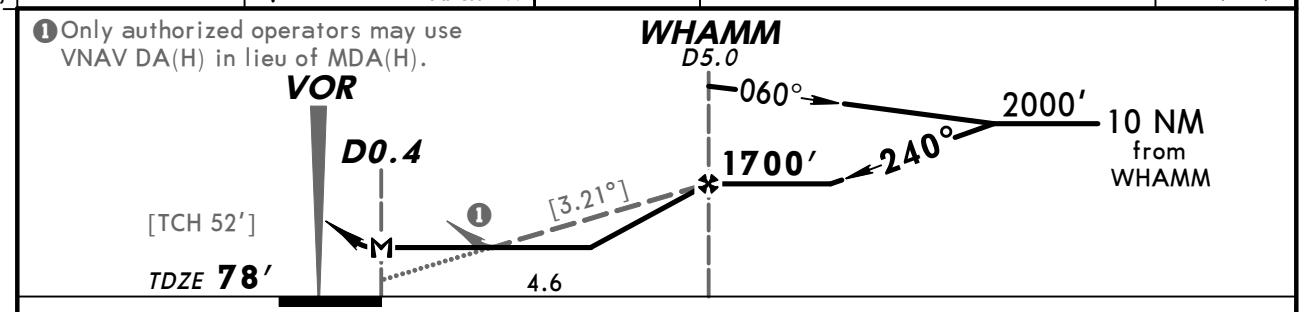
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 118.9.



MSA MLU VOR

BRIEFING STRIP ™





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.21°]	398	511	568	682	795	909
MAP at D0.4						

MALSR
PAPI

2000′ ↑ MLU via 117.2 R-221 TYRON

STRAIGHT-IN LANDING RWY 22			CIRCLE-TO-LAND	
MDA(H) 500′(422′)				
	RAIL out	ALS out	Max Kts	MDA(H)
A	1		90	580′(501′)-1
B			120	
C	1¼		140	620′(541′)-1½
D			165	640′(561′)-2

TERPS AMEND 8B 3 JUN 2010

CHANGES: Notes, minimums.

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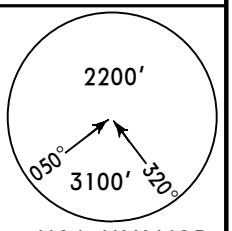
ATIS (ASOS when Twr inop)	*MONROE Approach (R)	FT WORTH Center (R)	*MONROE Tower	*Ground
125.05	126.9	126.32 when App inop.	CTAF 118.9	121.9

VOR MLU	Final Apch Crs	No FAF	MDA(H)	Apt Elev / TDZE
117.2	237°		640′ (562′)	79′ / 78′

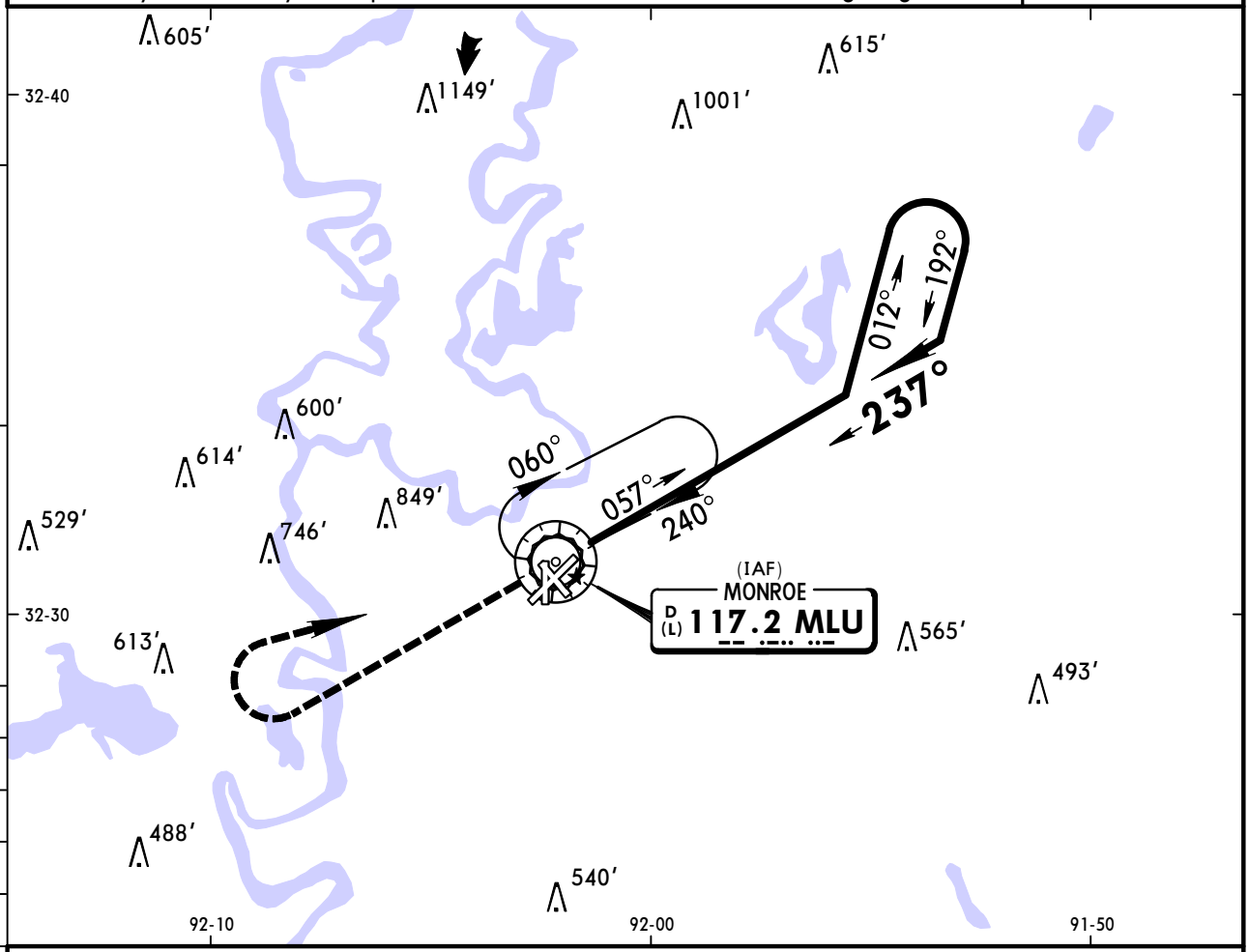
MISSED APCH: Climb to 2000′, then climbing RIGHT turn to 3000′ direct MLU VOR and hold.

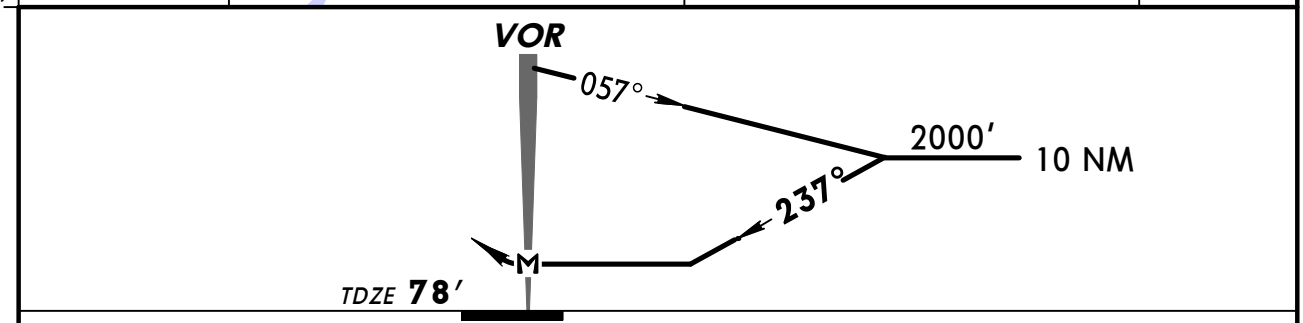
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 118.9.



MSA MLU VOR





MAP at VOR								MALSR / PAPI	2000′	3000′ RT	D	MLU 117.2

STRAIGHT-IN LANDING RWY22

MDA(H) 640′(562′)

	RAIL out	ALS out
A, B	3/4	1
C	1	1½
D	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(561′)-1
120	
140	640′(561′)-1½
165	640′(561′)-2

TERPS AMEND 4A 3 JUN 2010

CHANGES: Notes, MSA.

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BRIEFING STRIP ™

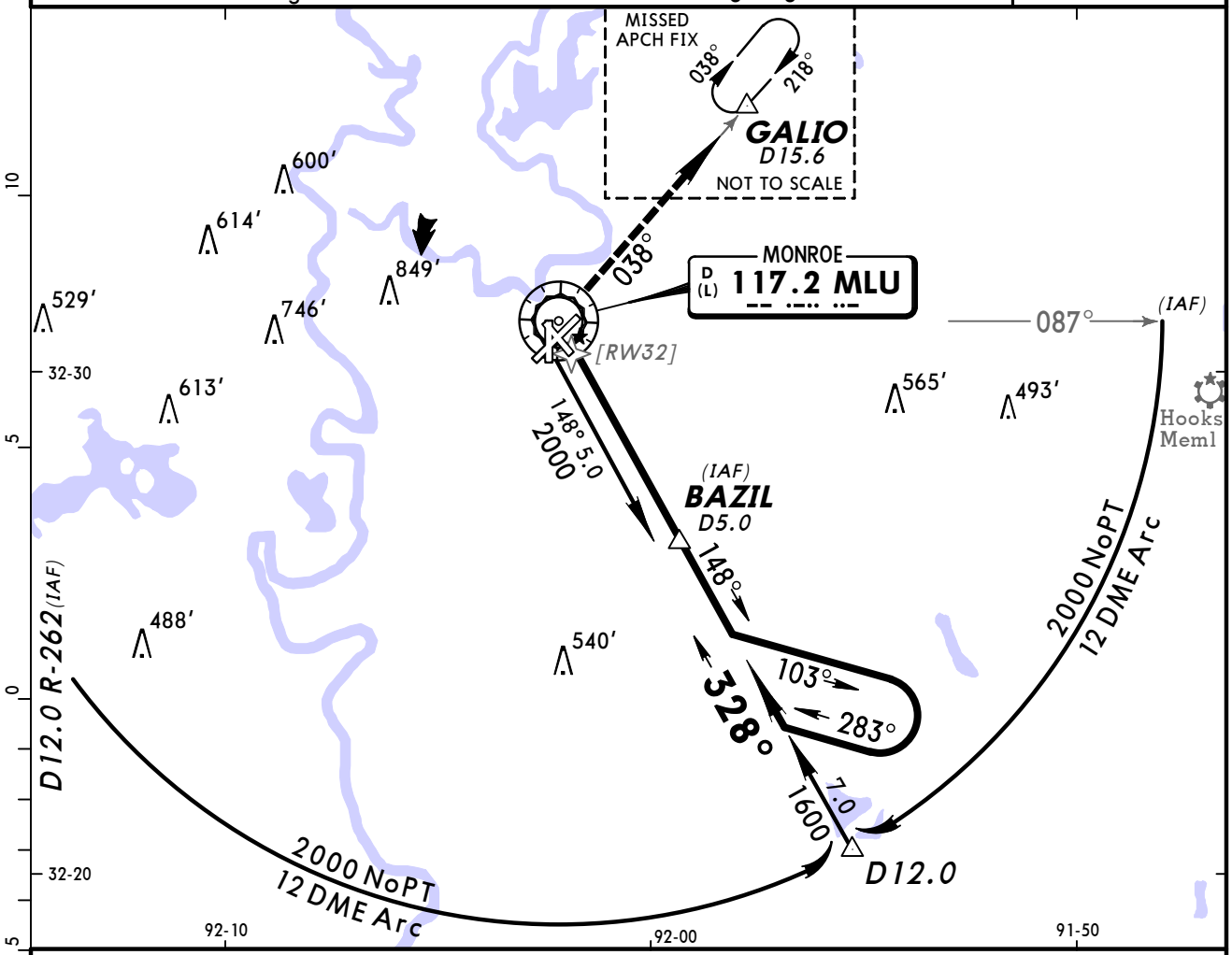
ATIS (ASOS when Twr inop)	*MONROE Approach (R)	FT WORTH Center (R)	*MONROE Tower	*Ground
125.05	126.9	126.32 when App inop.	CTAF 118.9	121.9

VOR MLU	Final Apch Crs	Minimum Alt BAZIL	MDA(H)	Apt Elev 79′ TDZE 78′
117.2	328°	1600′ (1522′)	460′ (382′)	

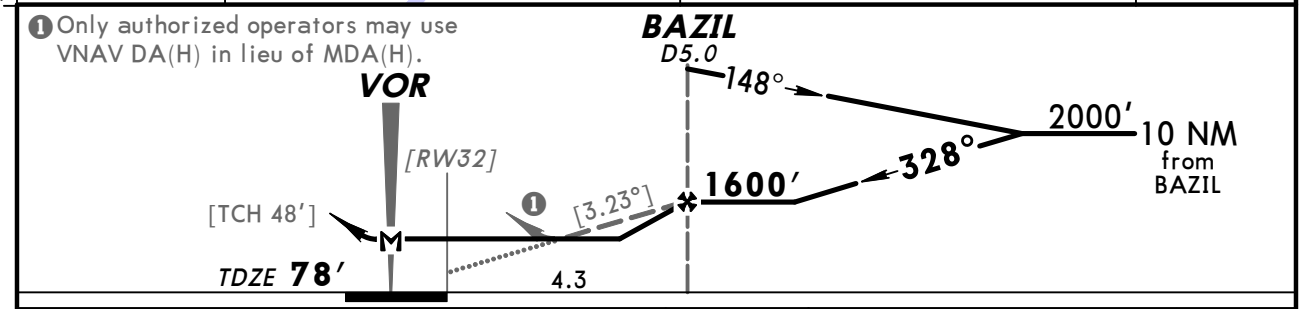
MISSED APCH: Climb to 3000′ outbound via MLU VOR R-038 to GALIO D15.6 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and descent angle not coincident. 2. Pilot controlled lighting 118.9.

140° 2200′ 230°
3100′
MSA MLU VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.23°]	400	514	571	686	800	914
MAP at VOR						

REIL
PAPI-L

3000′ ↑ via MLU 117.2 R-038 GALIO

STRAIGHT-IN LANDING RWY 32

MDA(H) 460′ (382′)

A	1	
B		
C		
D	1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (501′)-1
120	
140	620′ (541′)-1½
165	640′ (561′)-2

TERPS AMEND 2A

CHANGES: None.

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BRIEFING STRIP ™

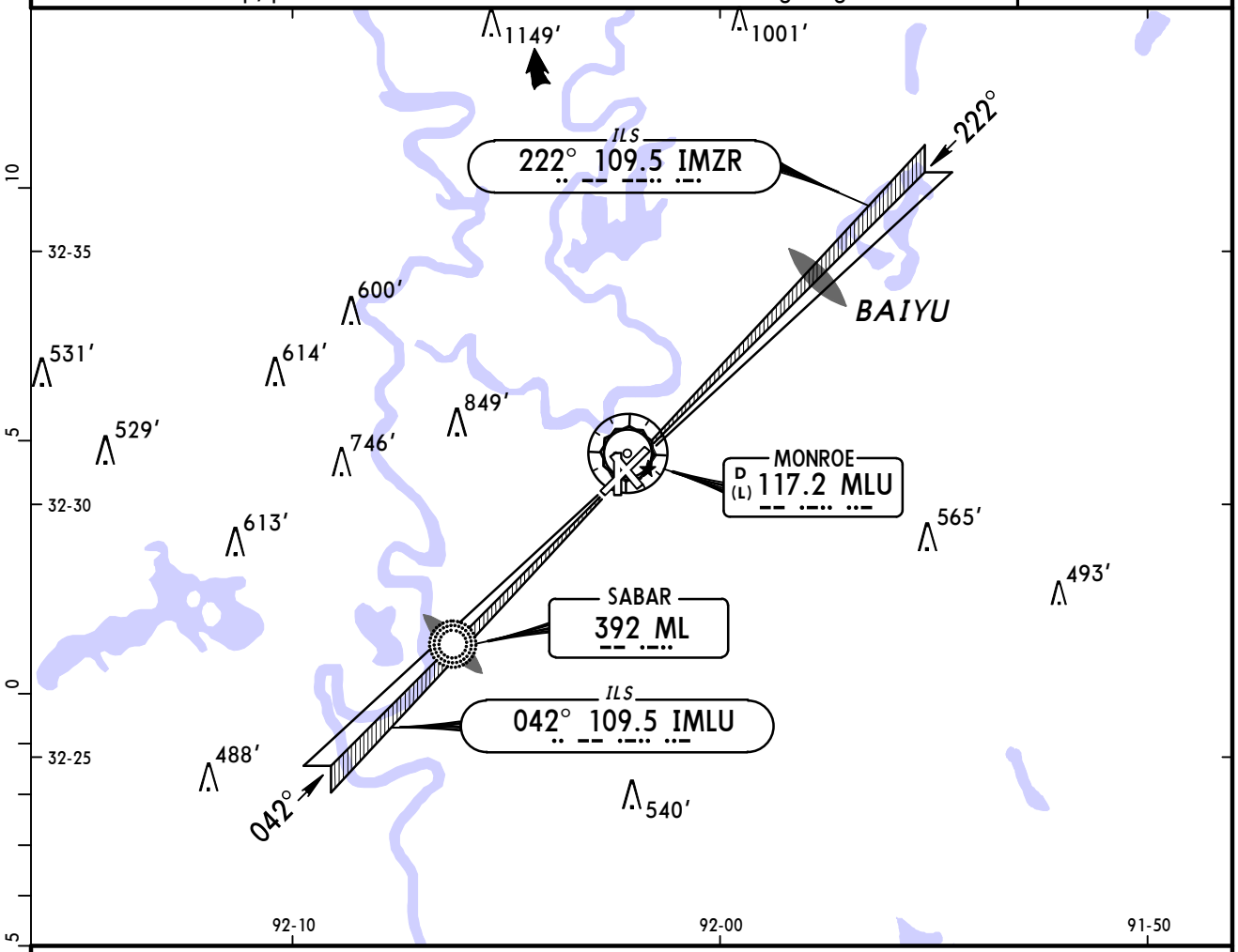
ATIS (ASOS when Twr inop)	*MONROE Approach (R)	FT WORTH Center (R)	*MONROE Tower	*Ground
125.05	126.9	126.32 when App inop.	CTAF 118.9	121.9

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 79′ TDZE - See below	No MSA published

Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When Tower inop, procedure not authorized. 2. Pilot controlled lighting 118.9.



MISSED APPROACH:

Runway 4: Climb to 2000′ then LEFT turn direct MLU VOR and hold.

Runway 22: Climb to 2000′ then RIGHT turn direct MLU VOR and hold.

RWYS 4, 22
TDZE 78′

ASR Rwys 4, 22: MAP 1 mile from Rwy Thr		Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
	ASR 4 MDA(H) 560′ (482′)			ASR 22 MDA(H) 560′ (482′)			
	RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾		RVR 50 or 1	1		90	580′ (501′) - 1¼
B						120	
C	RVR 40 or ¾	RVR 60 or 1¼			1¼	140	620′ (541′) - 1½
D	RVR 50 or 1	1½			1½	165	640′ (561′) - 2

TERPS AMEND 6B 7 APR 2011

CHANGES: Minimums.

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General Information

Location: New Orleans LA USA
IATA Code: MSY
Lat/Long: N29° 59.6' W090° 15.5'
Elevation: 4 ft

Airport Use: Public
Magnetic Variation: 0.1°W
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1229 Z
Sunset: 2358 Z,

Runway Information

Runway: 01
Length x Width: 7001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 3 ft
Lighting: Edge, ALS, Centerline

Runway: 06
Length x Width: 3570 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1 ft
Lighting: Edge

Runway: 10
Length x Width: 10104 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 4 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19
Length x Width: 7001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 0 ft
Lighting: Edge, ALS, Centerline

Runway: 24
Length x Width: 3570 ft x 150 ft

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Surface Type: asphalt
TDZ-Elev: -1 ft
Lighting: Edge

Runway: 28
Length x Width: 10104 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 3 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 304 ft
Stopway: 400 ft

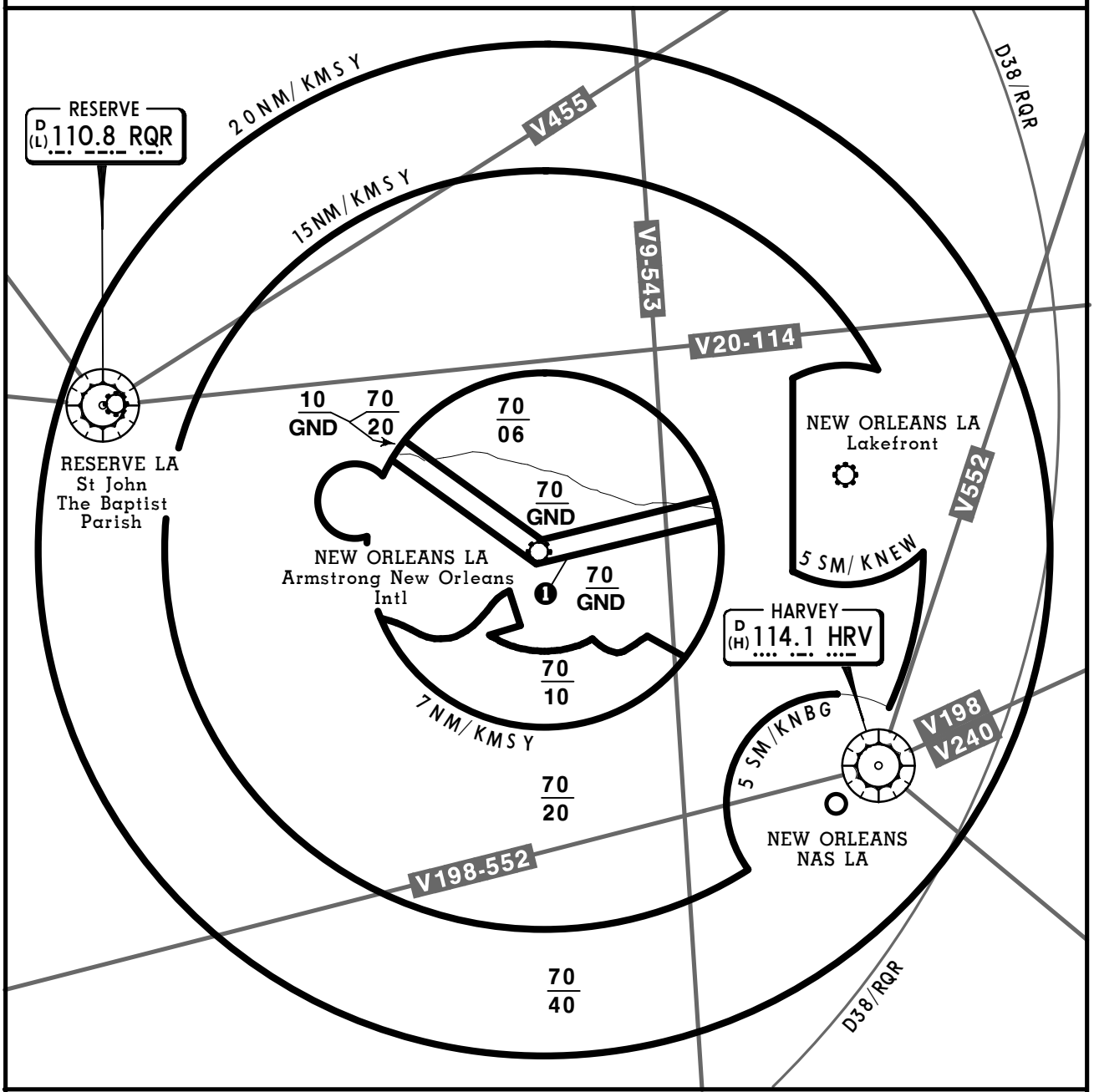
Communication Information

ATIS 127.55
New Orleans Intl Tower 119.5
New Orleans Intl Ground Control 121.9
New Orleans Intl Clearance Delivery 127.2
New Orleans Intl Pre-Taxi Clearance 127.2
New Orleans Approach Control 133.15
New Orleans Approach Control 125.5
New Orleans Approach Control 123.85
New Orleans App TCA 125.5 (226°-315°)
New Orleans App TCA 123.85 (91°-225°)
New Orleans App TCA 133.15 (316°-90°)
New Orleans Departure Control 133.15
New Orleans Departure Control 125.5
New Orleans Departure Control 123.85
New Orleans Intl Unicom 122.95
New Orleans Intl Radar 125.5

NEW ORLEANS CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

N & E **New Orleans App** 133.15
SE & S **New Orleans App** 123.85
W **New Orleans App** 125.5



❶ VFR CORRIDOR-Aircraft transiting the flyway overlying New Orleans Intl between 1000′ and 2000′ MSL must obtain approval from Moisant Tower or New Orleans Approach Control. Excludes GND-600′ MSL north of the south shore of Lake Pontchartrain.

FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft, or aircraft desiring to transit the Class B airspace should contact Approach Control on the frequency depicted for the sector of flight with reference to the geographical center of airport. Pilots should state, on intial contact, their position, direction of flight and destination. If holding a VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radial/s.

b. Aircraft departing the primary airport are requested to advise the New Orleans clearance delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airport should give this information on appropriate ATC frequencies if route penetrates the Class B airspace.

c. Aircraft desiring to transit the Class B airspace will obtain clearance on an equitable "first-come, first-served" basis, providing the requirements of FAR 91 are met.

CHANGES: Reissue.

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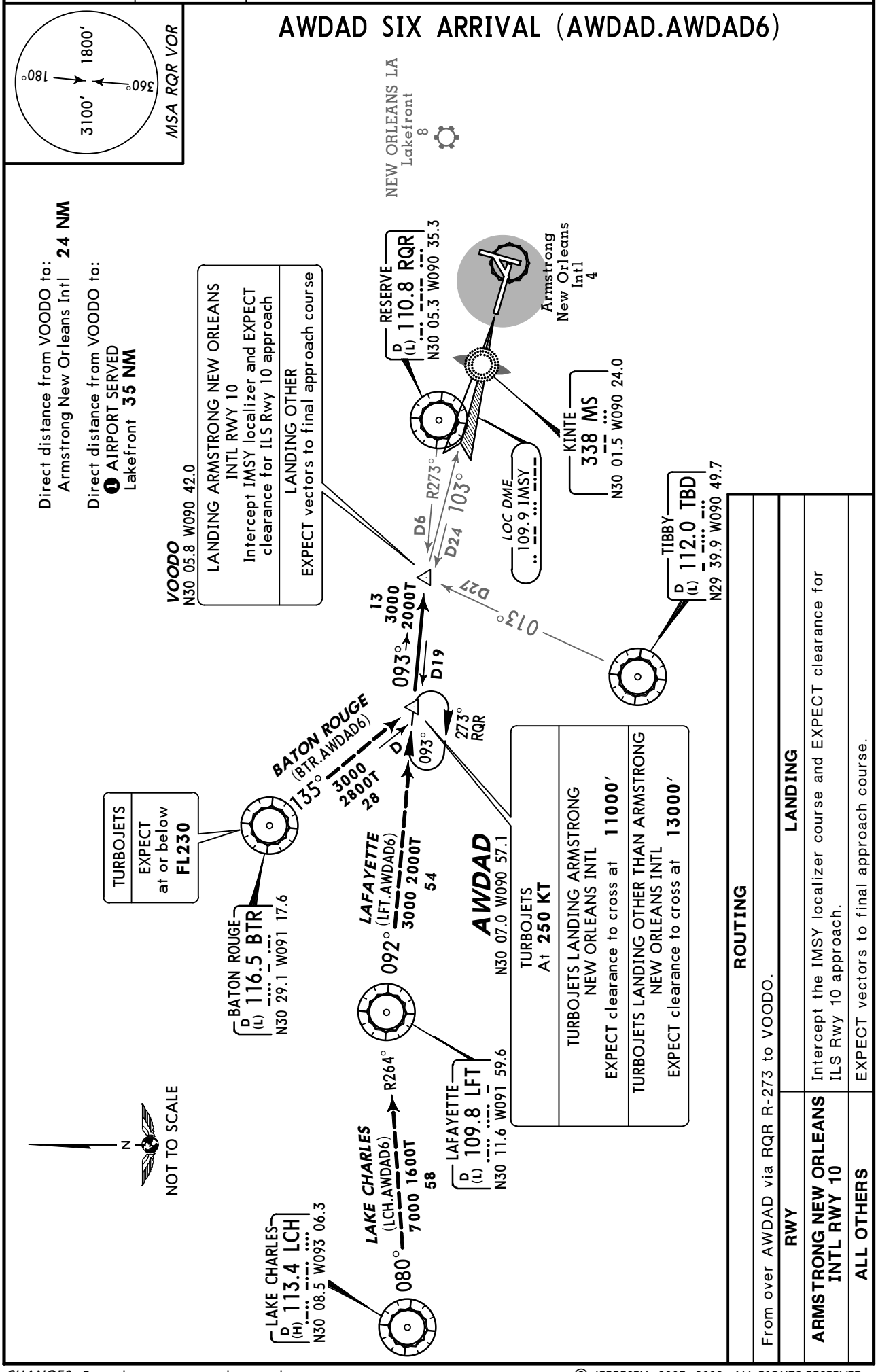
ARMSTRONG NEW ORLEANS INTL D-ATIS 127.55	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also Serves ❶

AWDAD SIX ARRIVAL (AWDAD.AWDAD6)



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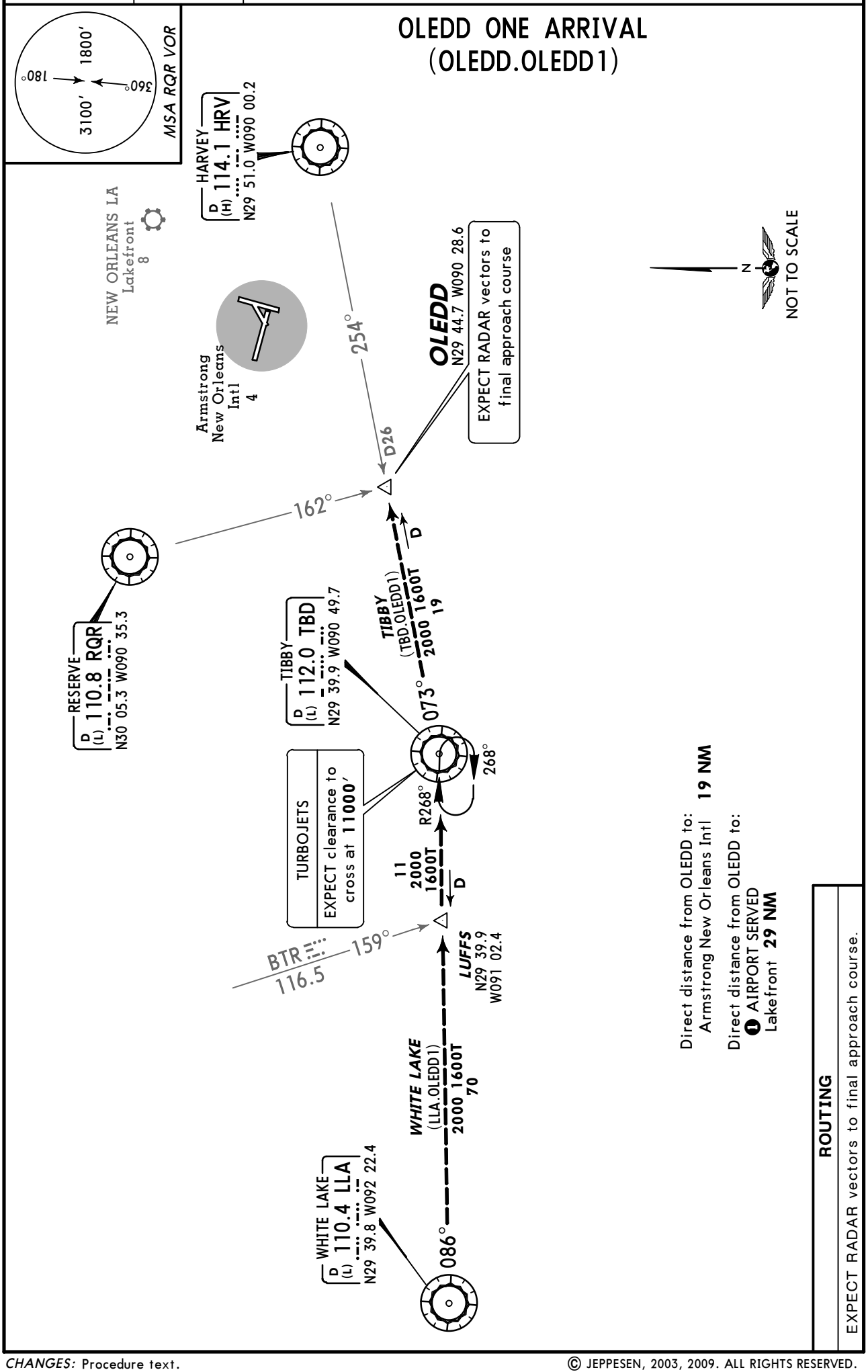
ARMSTRONG NEW ORLEANS INTL D-ATIS 127.55	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also Serves ❶

OLEDD ONE ARRIVAL (OLEDD.OLEDD1)



CHANGES: Procedure text.

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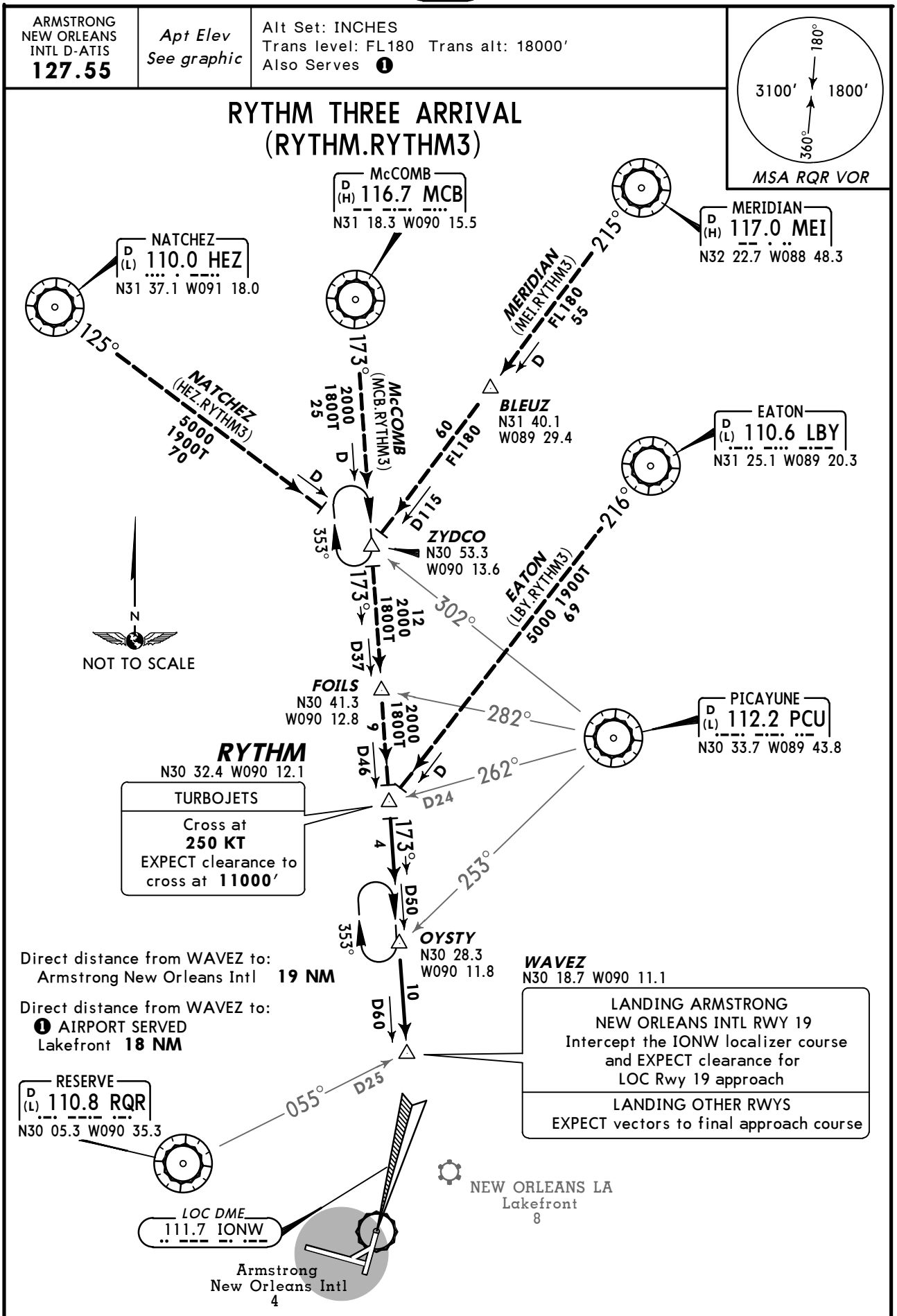
ARMSTRONG NEW ORLEANS INTL D-ATIS 127.55	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also Serves ❶



ROUTING

From over RYTHM via MCB R-173 to WAVEZ.

RWY	LANDING
ARMSTRONG NEW ORLEANS INTL RWY 19	Intercept the IONW localizer course and EXPECT clearance for LOC Rwy 19 approach.
ALL OTHERS	EXPECT vectors to final approach course.

CHANGES: Airport name, new format.

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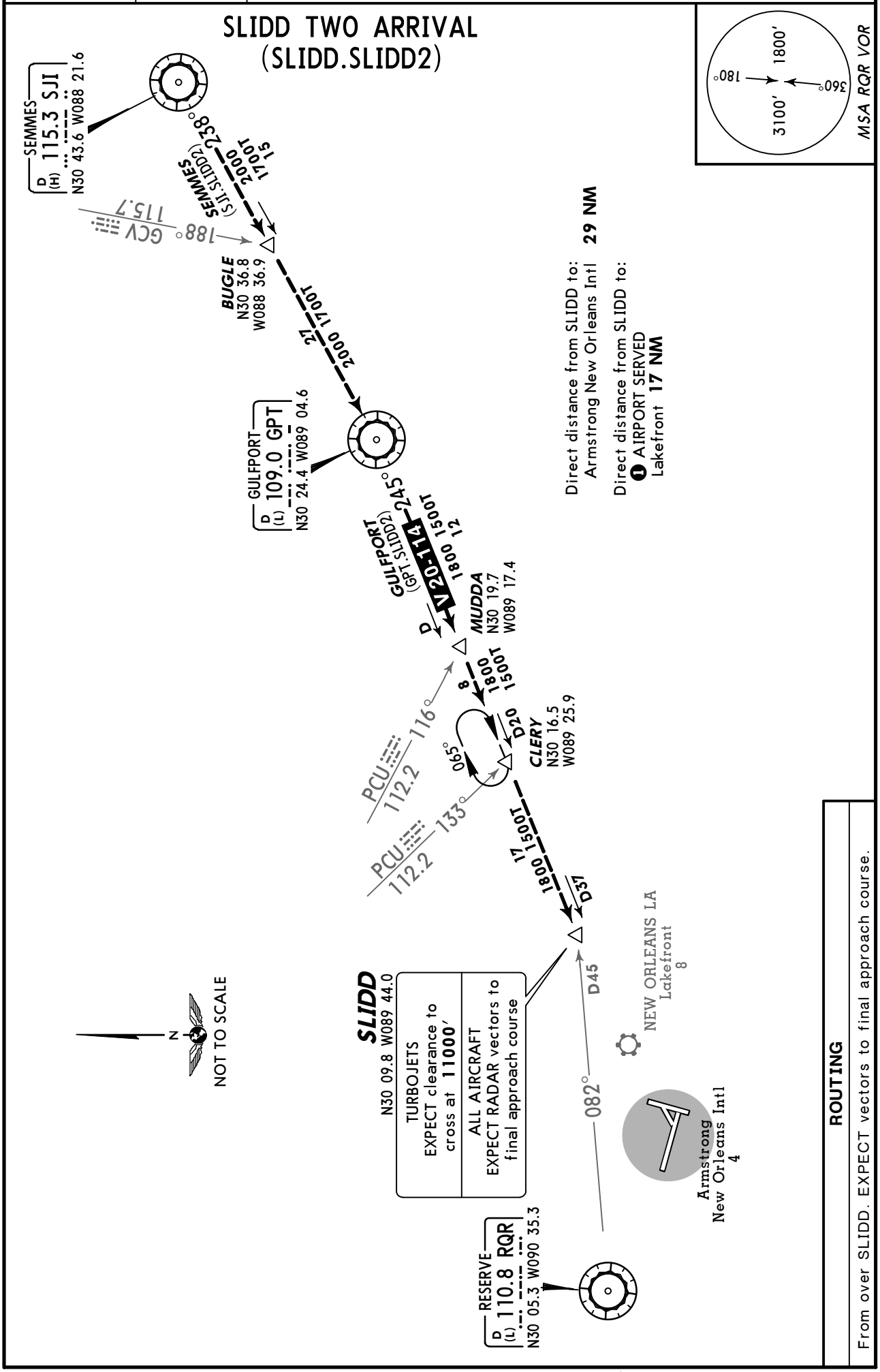
ARMSTRONG NEW ORLEANS INTL D-ATIS 127.55	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also Serves ❶

SLIDD TWO ARRIVAL
(SLIDD.SLIDD2)



ROUTING

From over SLIDD. EXPECT vectors to final approach course.

CHANGES: Airport name, new format.

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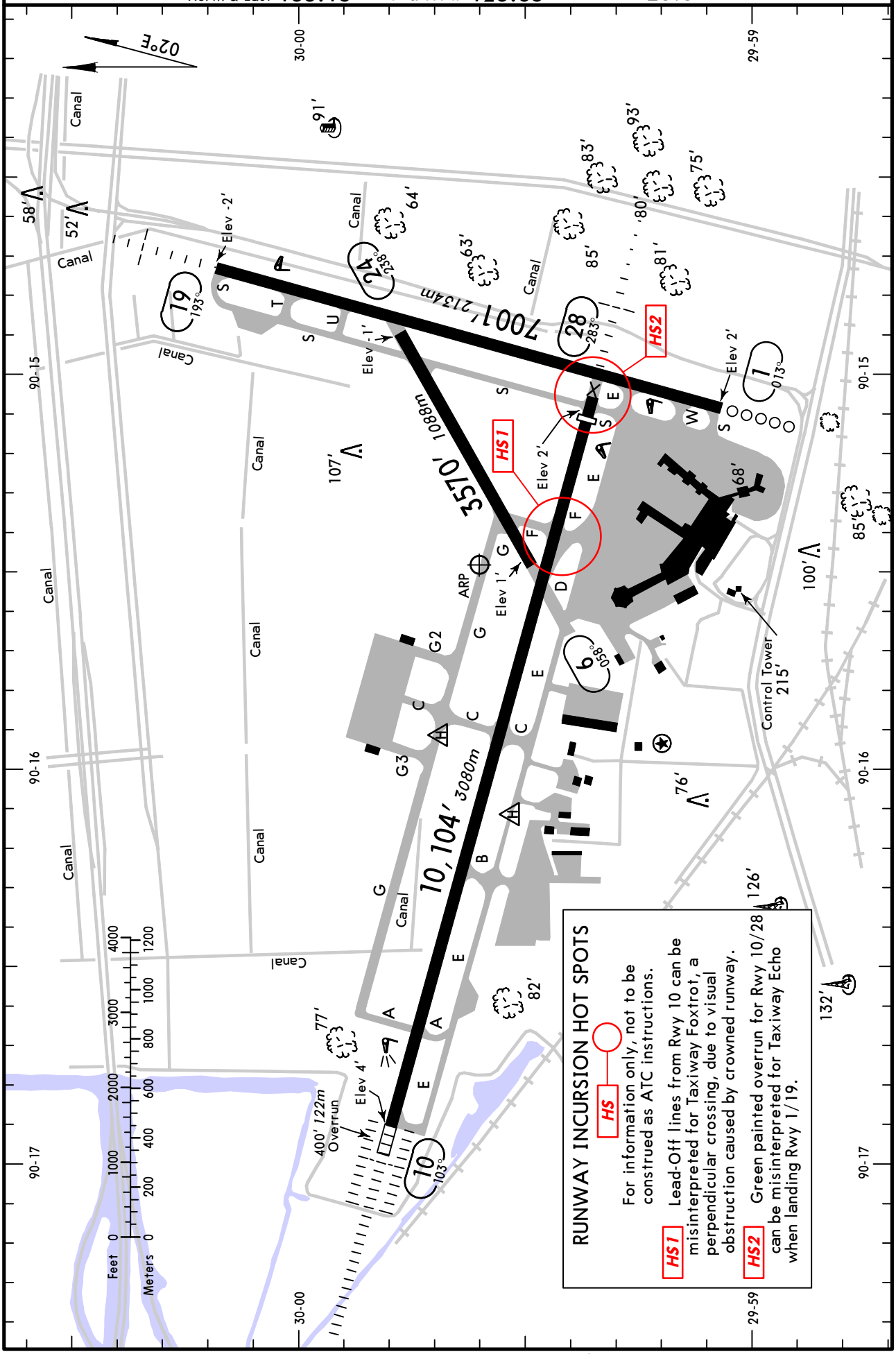
D-ATIS ACARS: D-ATIS PDC TWIP	NEW ORLEANS Clearance (Cpt)	Ground	Tower
127.55	127.2	121.9	119.5

NEW ORLEANS Departure (R)

North & East 133.15 SE & South 123.85 West 125.5



CHANGES: Hot spots added, buildings revised.

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GENERAL

CAUTION: Unmarked balloon and cable to 15000′ in R-3807 260°/74.1 NM.
Terminal Doppler Weather Radar.
Low-level wind shear alert system.
180° turns and locked wheel turns by aircraft over 12,500 lbs prohibited on asphalt surfaces.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1	HIRL CL LDIN ❶ PAPI-L grooved RVR		5932′ *1808m*		150′ *46m*
19	HIRL CL MALS ❷ PAPI-L grooved RVR				

❶ Angle 3.3°
❷ Angle 3.0°

6	HIRL				150′ *46m*
24	HIRL				
10	HIRL CL ALSF-II TDZ ❸ PAPI-R grooved RVR		8855′ *2699m*		150′ *46m*
28	HIRL CL MALSR ❹ PAPI-R grooved RVR	9800′ *2987m*	8794′ *2680m*		

❸ Angle 2.8°
❹ Angle 3.0°

TAKE-OFF

Rwys 10, 28

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or ¼	RVR 24 or ½	RVR 50 or 1

Rwys 1, 19					**Rwys 6, 24**		
Both RVRs are required & controlling		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or ¼	RVR 24 or ½	RVR 50 or 1	¼	½	1

FOR FILING AS ALTERNATE

	ILS Rwy 1 ILS Rwy 10 ILS Rwy 28	LOC Rwy 1 LOC Rwy 10 LOC Rwy 28 RNAV (GPS) Y Rwy 10 RNAV (GPS) Y Rwy 19 RNAV (GPS) Y Rwy 28	RNAV (RNP) Z Rwy 10 RNAV (RNP) Z Rwy 19 RNAV (RNP) Z Rwy 28 VOR DME Rwy 10 RADAR-1	LOC Rwy 19	Other
A	600-2	800-2		800-2	NA
B					
C					
D				800-2¼	

AMEND 1

CHANGES: None.

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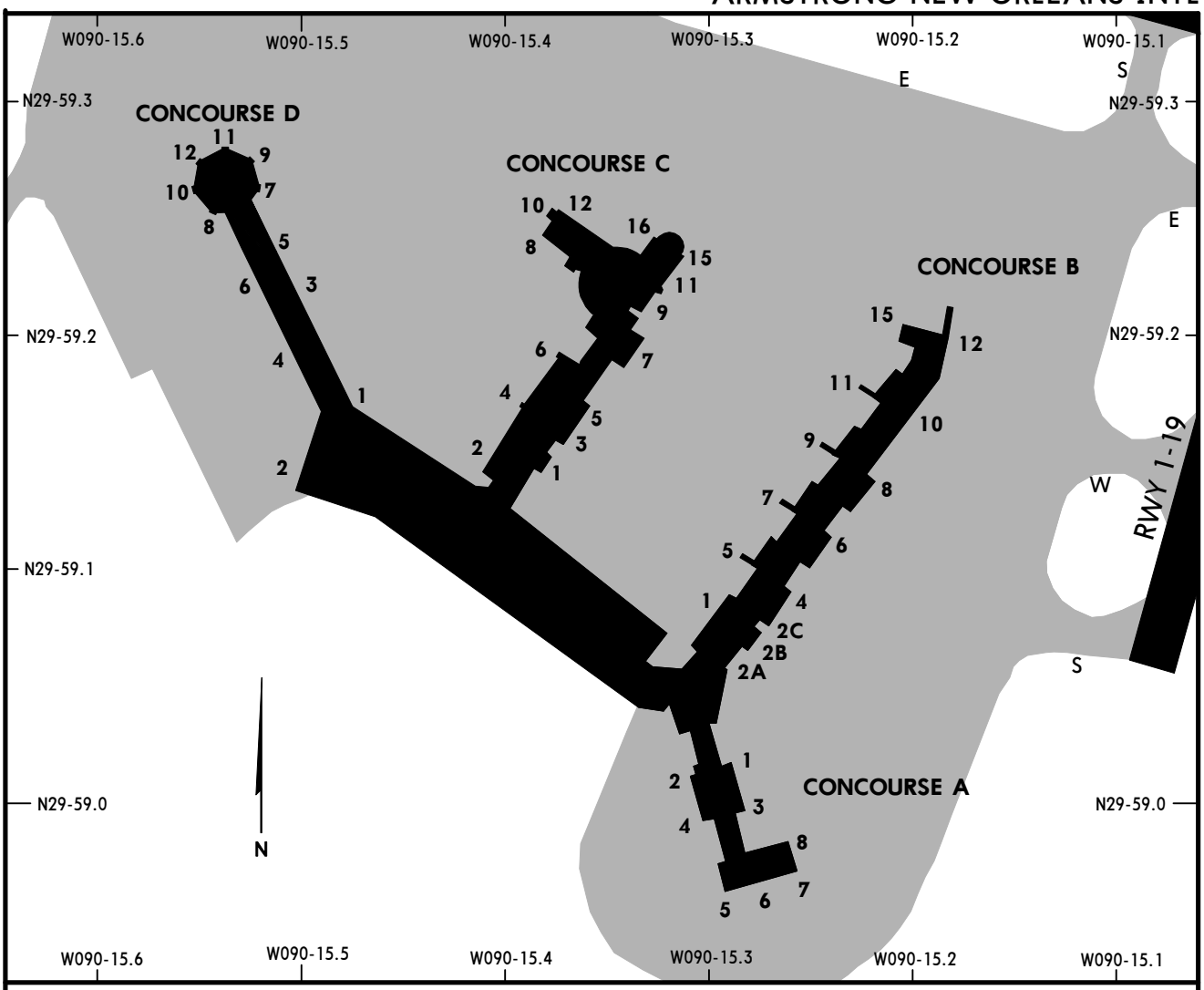

PARKING GATE COORDINATES

GATE No.	COORDINATES
CONCOURSE A	
1 thru 8	N29 59.0 W090 15.3
CONCOURSE B	
1, 2A, 2B, 2C	N29 59.1 W090 15.3
4, 5	N29 59.1 W090 15.3
6	N29 59.1 W090 15.2
7	N29 59.1 W090 15.3
8	N29 59.1 W090 15.2
9 thru 12	N29 59.2 W090 15.2
15	N29 59.2 W090 15.2
CONCOURSE C	
1	N29 59.1 W090 15.4
2 thru 6	N29 59.2 W090 15.4
7	N29 59.2 W090 15.3
8	N29 59.2 W090 15.4
9	N29 59.2 W090 15.3
10	N29 59.3 W090 15.4
11	N29 59.2 W090 15.3

GATE No.	COORDINATES
CONCOURSE C (cont'd)	
12	N29 59.3 W090 15.4
15, 16	N29 59.2 W090 15.3
CONCOURSE D	
1	N29 59.2 W090 15.5
2	N29 59.1 W090 15.5
3 thru 6	N29 59.2 W090 15.5
7	N29 59.3 W090 15.5
8	N29 59.3 W090 15.4
9 thru 11	N29 59.3 W090 15.5
12	N29 59.3 W090 15.6

CHANGES: Concourse D gates added.

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KMSY/MSY
ARMSTRONG
NEW ORLEANS INTL

LESS THAN RVR 1200 TO 600

JEPPESEN

23 DEC 11 (10-9C)

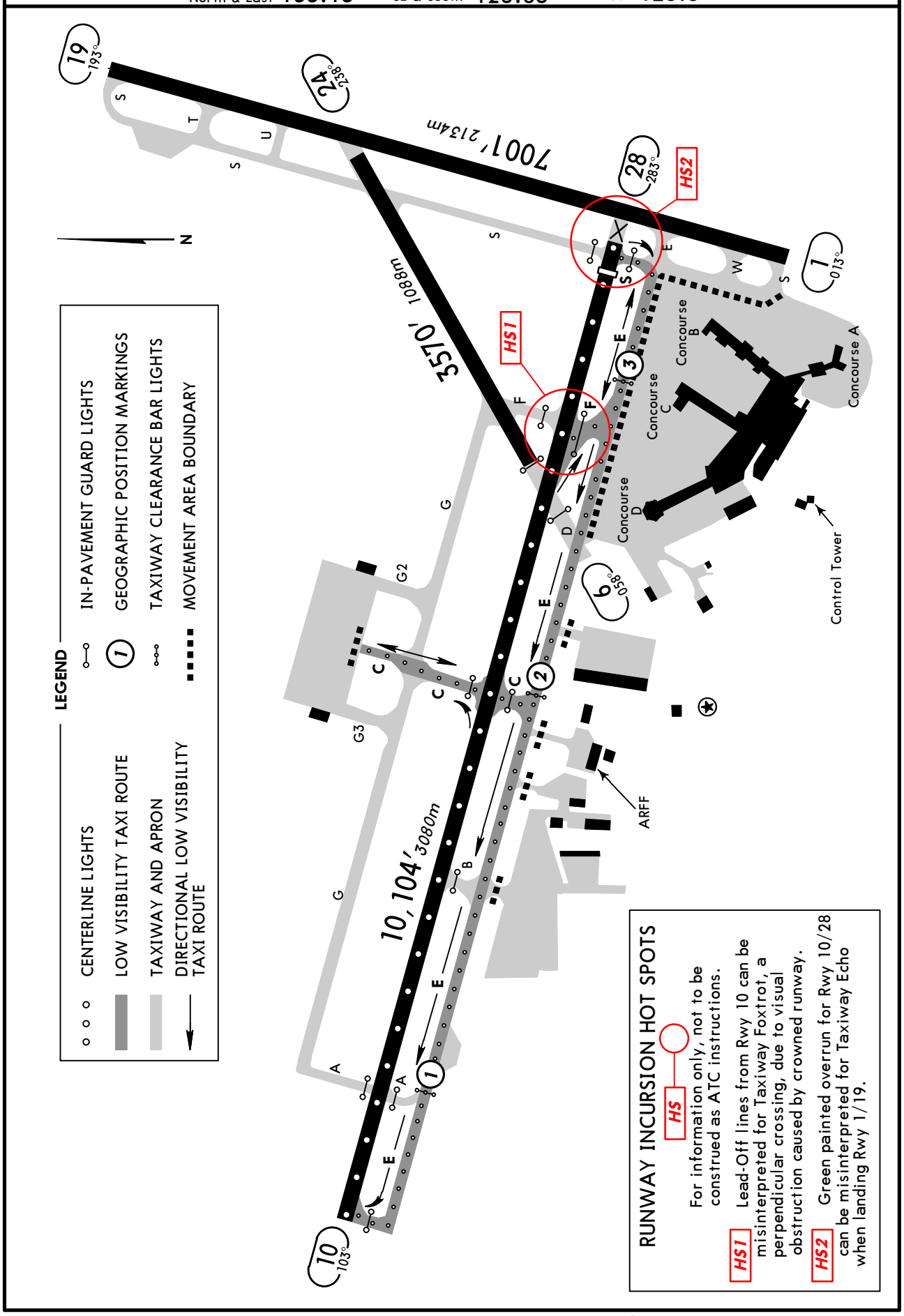
SMGCS

NEW ORLEANS, LA
LOW VISIBILITY TAXI ROUTES
ARRIVAL/DEPARTURE Rwy 10

D-ATIS ACARS: D-ATIS PDC TWIP	NEW ORLEANS Clearance (Cpt)	Ground	Tower
127.55	127.2	121.9	119.5

NEW ORLEANS Departure (R)

North & East 133.15 SE & South 123.85 West 125.5



CHANGES: Hot spots added, Concourse D revised.

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ARMSTRONG NEW ORLEANS INTL

JEPPESEN 6 FEB 09 (11-1)

NEW ORLEANS, LA
ILS or LOC Rwy 1

BRIEFING STRIP™

D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

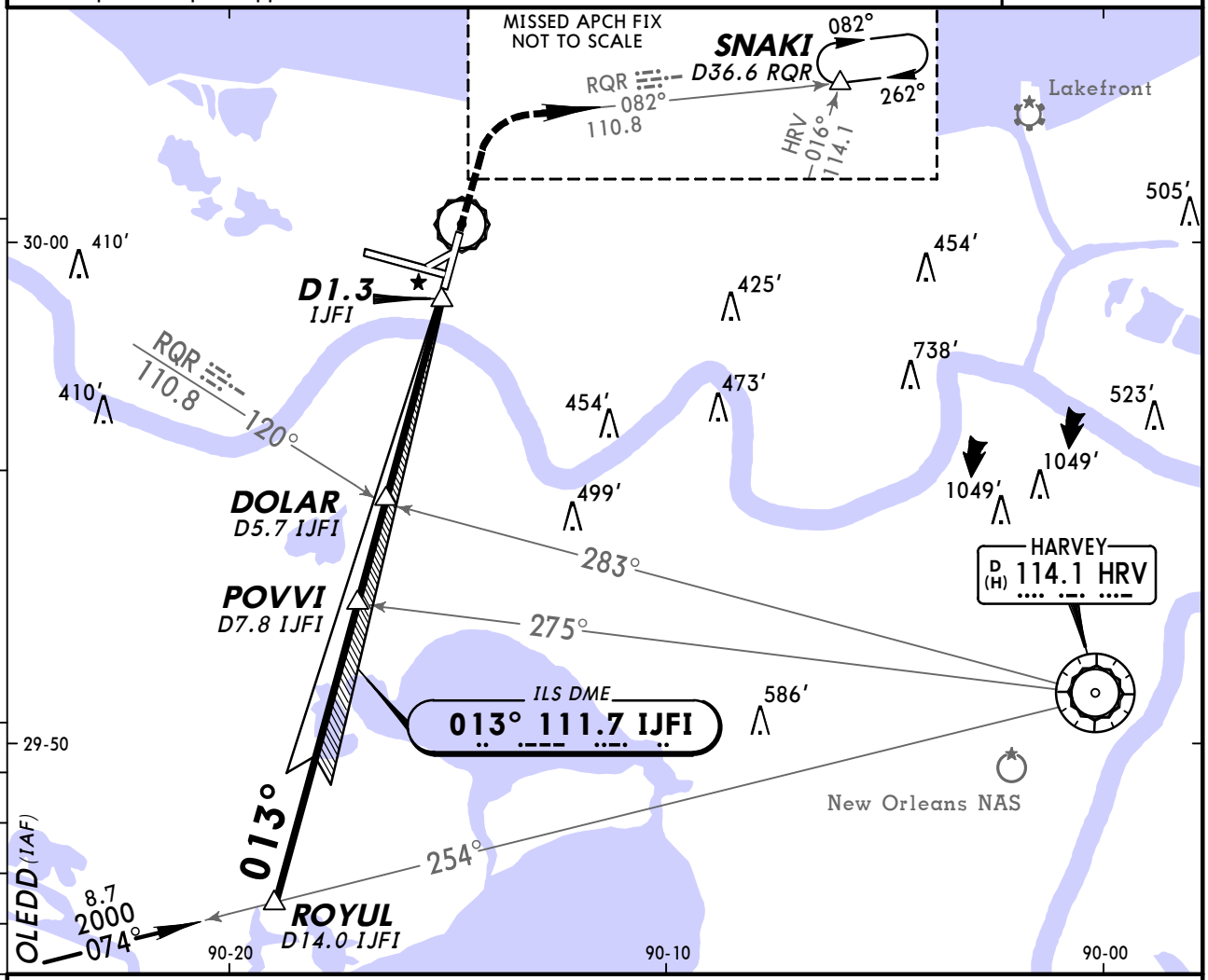
LOC IJFI	Final Apch Crs	GS DOLAR	ILS DA(H)	Apt Elev / TDZE
111.7	013°	1452′ (1449′)	381′ (378′)	4′ / 3′

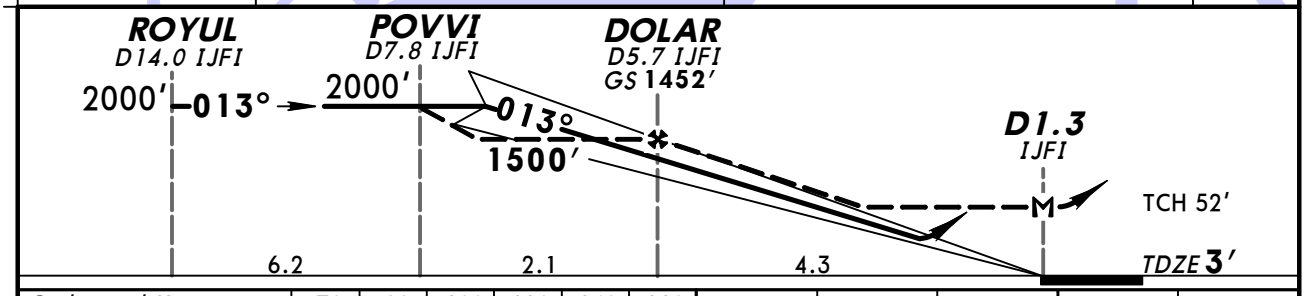
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ outbound via RQR VOR R-082 to SNAKI INT/D36.6 RQR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Autopilot coupled approach not authorized below 636′.

2100′ MSA HRV VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	645	753	861
MAP at D1.3 IJFI or DOLAR to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

LDIN PAPI-L | 1500′ ↑ | 3000′ RT via RQR 110.8 R-082 | SNAKI

STRAIGHT-IN LANDING RWY 1

	ILS DA(H) 381′ (378′) FULL	ILS DA(H) 381′ (378′) LDIN out	LOC (GS out) MDA(H) 420′ (417′)	LOC (GS out) MDA(H) 420′ (417′) LDIN out
A	RVR 60 or 1¼		RVR 50 or 1	
B				
C			RVR 60 or 1¼	
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520′ (516′)-1¼
120	
140	520′ (516′)-1½
165	580′ (576′)-2

TERPS AMEND 16D

CHANGES: Outer marker beacon decommissioned.

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JEPPESEN 11 JUL 08 (11-2)

NEW ORLEANS, LA
ILS or LOC Rwy 10

BRIEFING STRIP ™

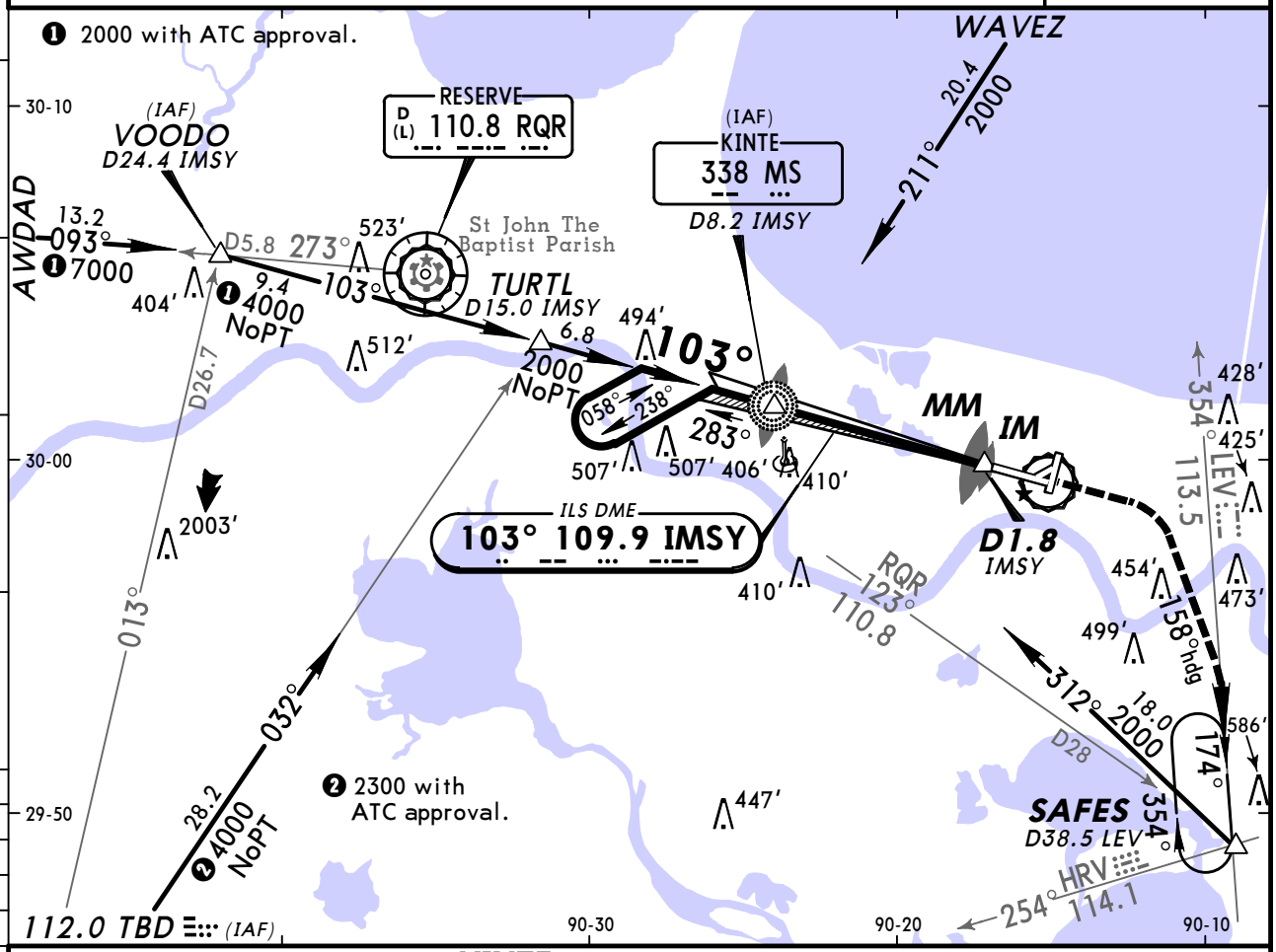
D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

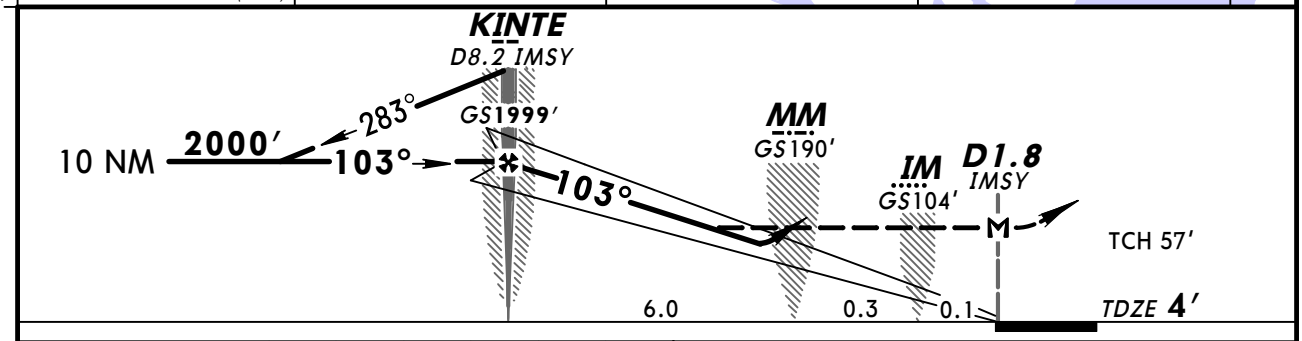
LOC IMSY	Final Apch Crs	GS KINTE	ILS DA(H)	Apt Elev 4′
109.9	103°	1999′ (1995′)	204′ (200′)	TDZE 4′

MISSED APCH: Climb to 800′ then climbing RIGHT turn to 2000′ via 158° heading and inbound on LEV VOR R-354 to SAFES INT/ D38.5 LEV and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA MS LOM: 120° 3100′, 030° 2100′





Gnd speed-Kts		70	90	100	120	140	160
GS	2.80°	352	452	503	603	704	804
MAP at D1.8 IMSY or KINTE to MAP	6.4	5:29	4:16	3:50	3:12	2:45	2:24

ALSF-II PAPI | 800′ | 2000′ RT via 158° hdg and LEV 113.5 R-354

TERPS AMEND 2 B

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 204′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 360′ (356′)	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C					
D				RVR 40 or 3/4	RVR 60 or 1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520′ (516′) -1
120	
140	520′ (516′) -1 1/2
165	580′ (576′) -2

CHANGES: Procedure title, cat D circling minimums.

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ILS Rwy 10 CAT II & III

ARMSTRONG NEW ORLEANS INTL

D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

BRIEFING STRIP™

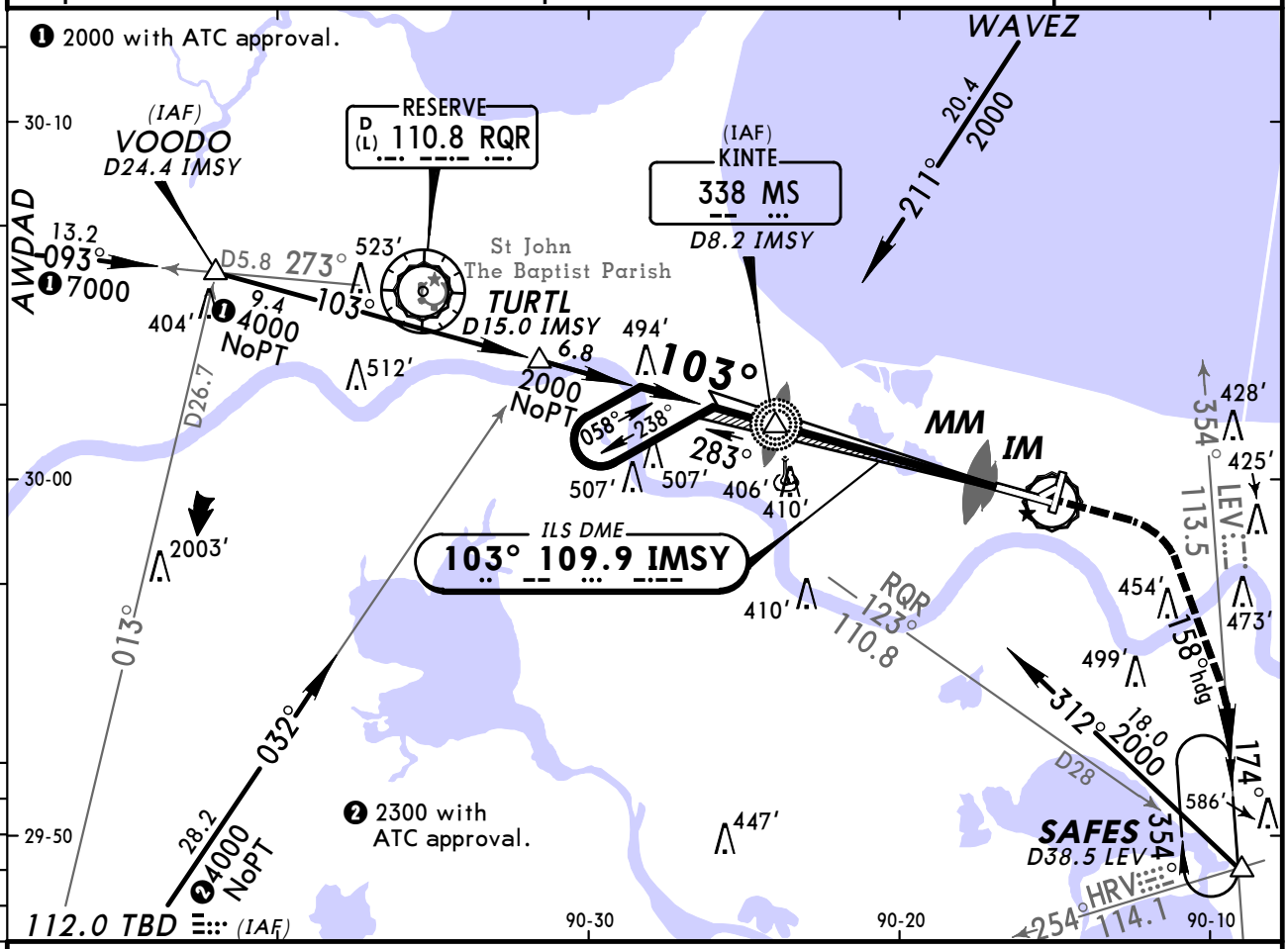
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IMSY 109.9	103°	KINTE 1999′ (1995′)	NA	Refer to Minimums		RA 100′ DA(H) 104′ (100′)	4′ TDZE 4′

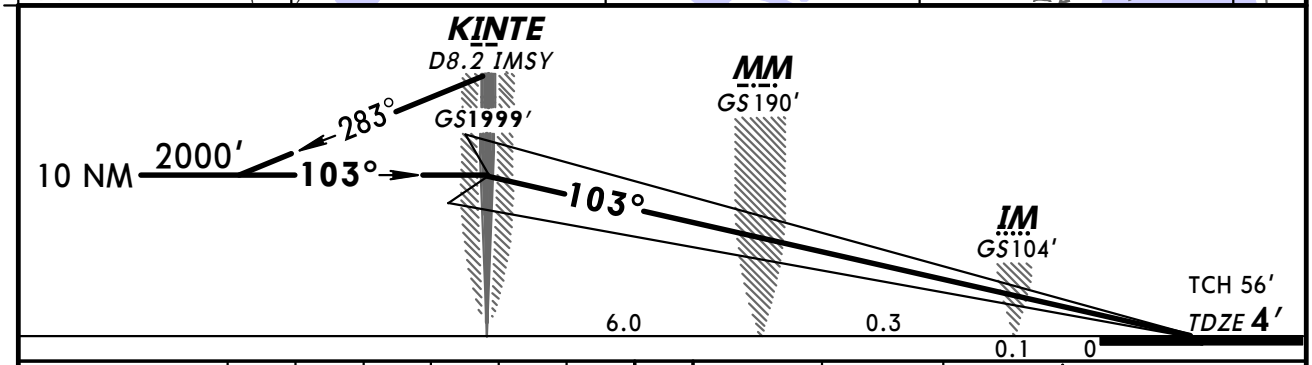
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 2000′ via 158° heading and inbound on LEV VOR R-354 to SAFES INT/D38.5 LEV and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required.

MSA MS LOM (120° 3100′, 030° 2100′)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.80°	352	452	503	603	704	804

ALSF-II PAPI | 800′ | 2000′ RT via 158° hdg and LEV 113.5 R-354

STRAIGHT-IN LANDING RWY 10

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100′ DA(H) 104′ (100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 2B

CHANGES: Cat II minimums.

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JEPPESEN

17 SEP 10 **Eff 23 Sep** (11-3)

NEW ORLEANS, LA
LOC Rwy 19

BRIEFING STRIP™

D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

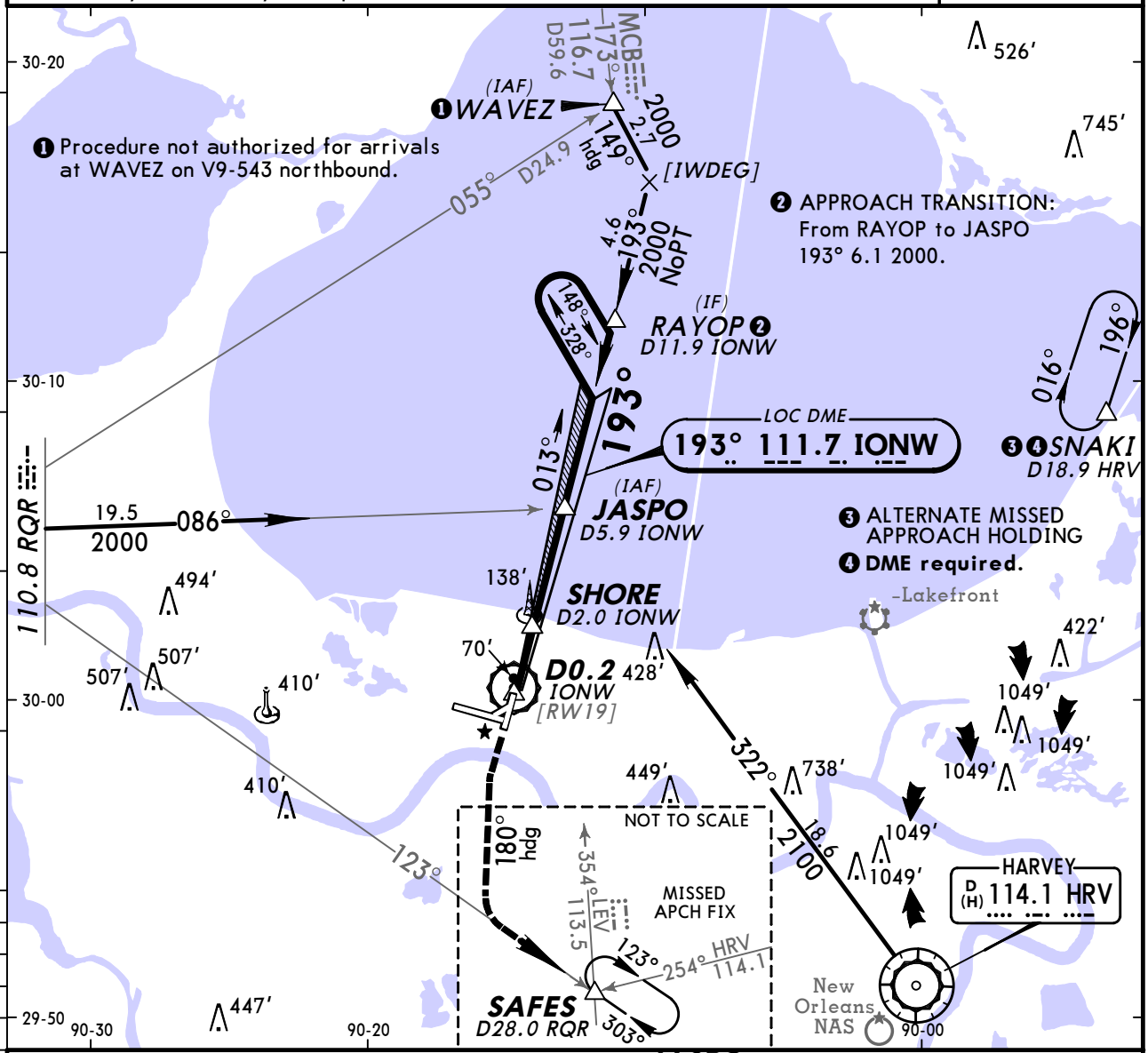
LOC	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 4′
IONW 111.7	193°	JASPO 2000′ (2000′)	340′ (340′)	TDZE 0′

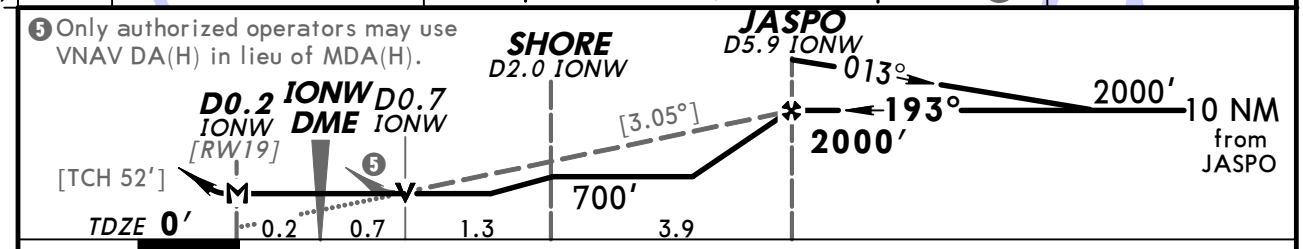
MISSED APCH: Climb to 1300′ then climbing LEFT turn to 2000′ outbound via heading 180° and RQR VOR R-123 to SAFES INT/RQR D28.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized.

2100′ — MSA HRV VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at D0.2 IONW or JASPO to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

PAPI MALS 1300′ 2000′ via LT 180° hdg and RQR 110.8 R-123

TERPS AMEND 2 23 SEP 2010

STRAIGHT-IN LANDING RWY 19	MDA(H) 340′ (340′) With SHORE		MDA(H) 700′ (700′) Without SHORE	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1
B				
C			2	
D	RVR 50 or 1		2¼	

CIRCLE-TO-LAND Max Kts	With SHORE MDA(H)	Without SHORE MDA(H)
90	520′ (516′) -1	700′ (696′) -1
120		
140	520′ (516′) -1½	700′ (696′) -2
165	580′ (576′) -2	700′ (696′) -2¼

CHANGES: Procedure.

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ARMSTRONG NEW ORLEANS INTL

JEPPESEN 17 SEP 10 Eff 23 Sep (11-4)

NEW ORLEANS, LA
ILS or LOC Rwy 28

BRIEFING STRIP ™

D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

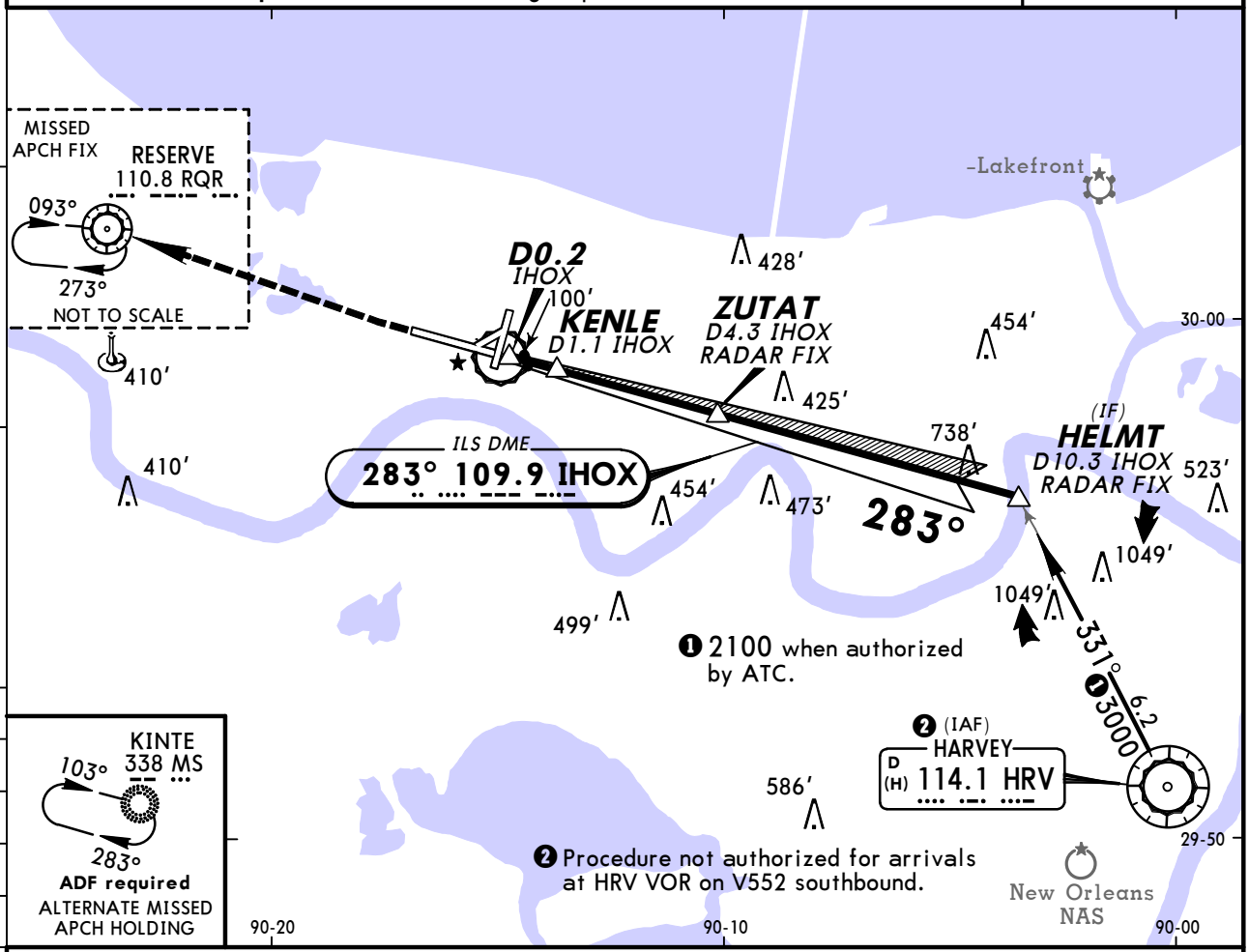
LOC IHOX	Final Apch Crs	GS ZUTAT	ILS DA(H)	Apt Elev / TDZE
109.9	283°	1500′ (1497′)	203′ (200′)	4′ / 3′

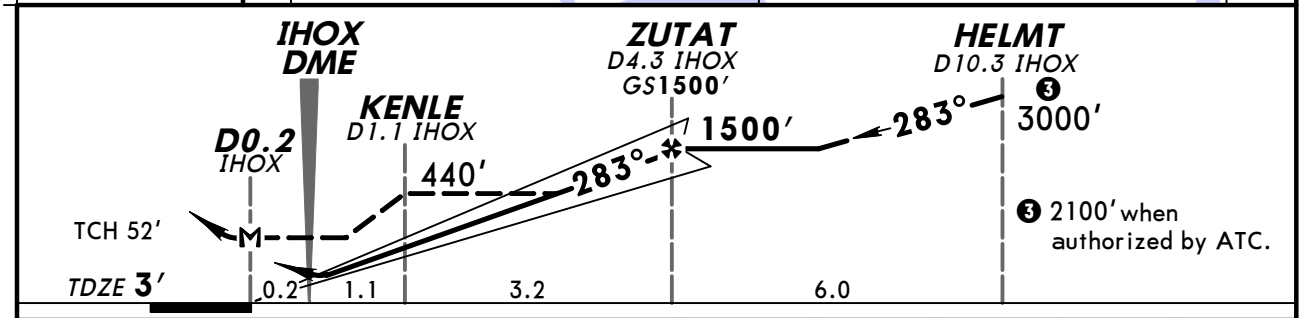
MISSED APCH: Climb to 600′, then climbing RIGHT turn to 3000′ direct RQR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.

2100′ MSA HRV VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D0.2 IHOX or ZUTAT to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

MALSR PAPI | 600′ | 3000′ RT | D | RQR 110.8

STRAIGHT-IN LANDING RWY 28

	ILS DA(H) 203′(200′) FULL	ILS DA(H) 203′(200′) RAIL or ALS out	LOC (GS out) MDA(H) 360′(357′) With KENLE RAIL out	LOC (GS out) MDA(H) 360′(357′) With KENLE ALS out	LOC (GS out) MDA(H) 440′(437′) Without KENLE RAIL out	LOC (GS out) MDA(H) 440′(437′) Without KENLE ALS out	CIRCLE-TO-LAND Max Kts.	CIRCLE-TO-LAND MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	90	520′(516′)-1
B						RVR 50 or 1	120	
C					RVR 40 or ¾	RVR 60 or 1¼	140	520′(516′)-1½
D			RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½	165	580′(576′)-2

TERPS AMEND 8 23 SEP 2010

CHANGES: Procedure.

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KMSY/MSY
ARMSTRONG NEW ORLEANS INTL

17 SEP 10 **Eff 23 Sep**

JEPPESEN (12-1)

NEW ORLEANS, LA
RNAV (GPS) Rwy 1

BRIEFING STRIP™

D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

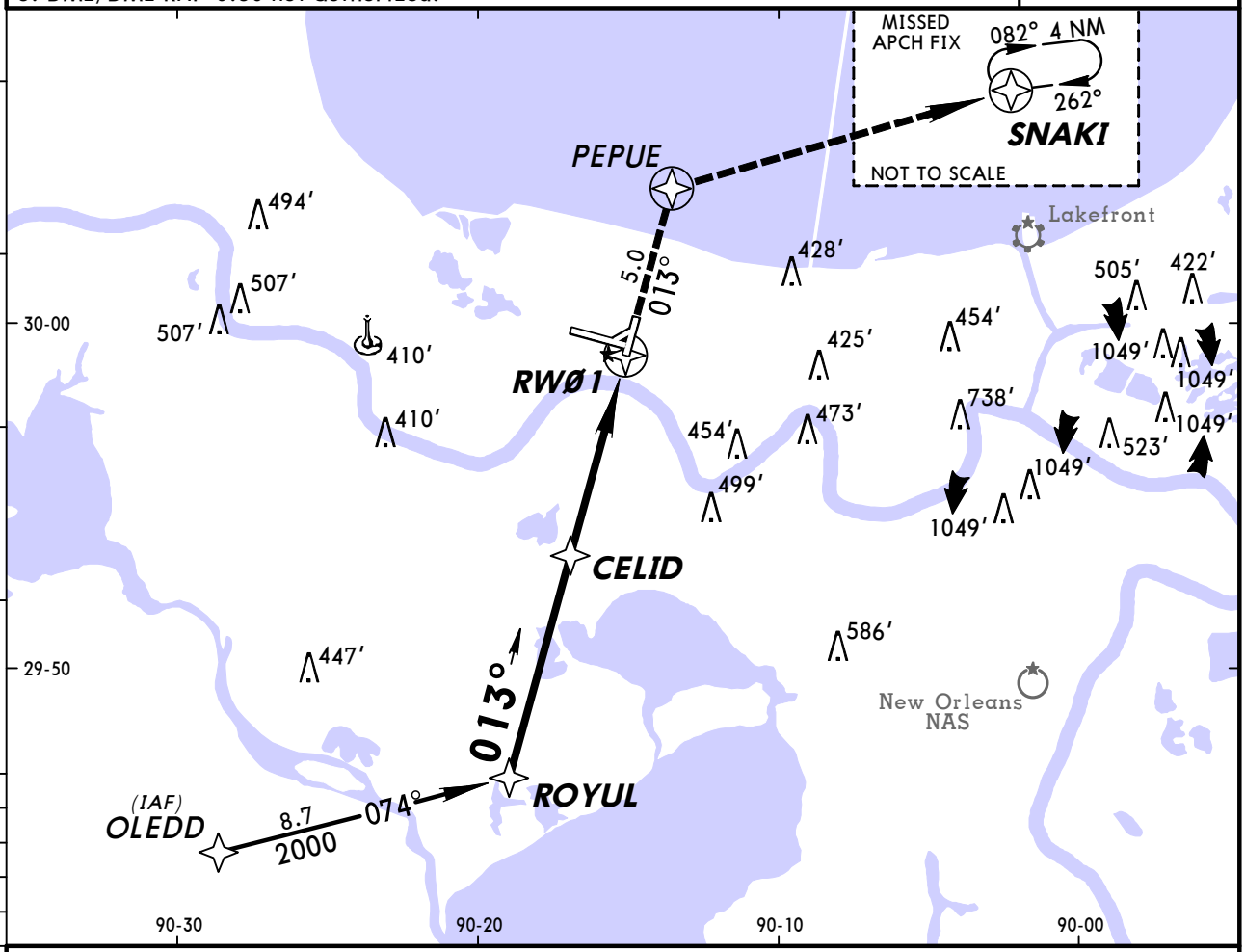
RNAV	Final Apch Crs	Minimum Alt CELID	LNAV/VNAV DA(H)	Apt Elev / TDZE
	013°	2000′ (1997′)	480′ (477′)	4′ / 3′

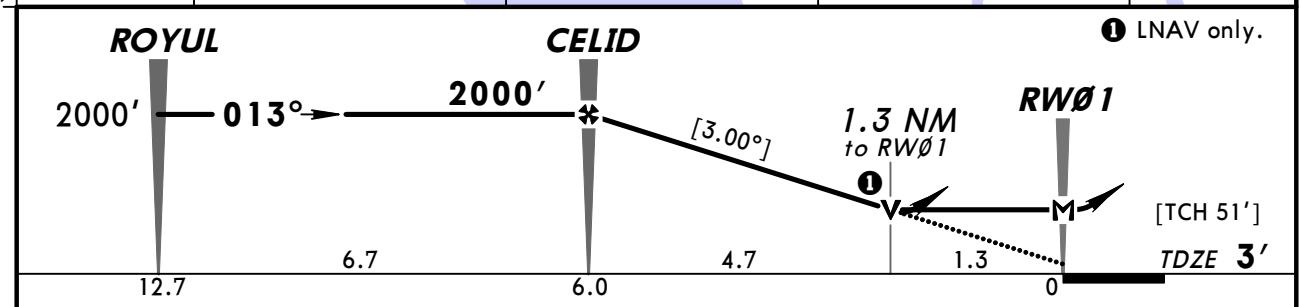
MISSED APCH: Climb to 3000′ via 013° course to PEPUE then RIGHT turn direct SNAKI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. Baro-VNAV not authorized below -15°C (5°F).
3. DME/DME RNP-0.30 not authorized.

3100′
MSA RWØ1





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ1						

LDIN PAPI-L 3000′ via 013° PEPUE

TERPS AMEND 0

	STRAIGHT-IN LANDING RWY 1 LNAV/VNAV DA(H) 480′ (477′) LDIN out	LNAV MDA(H) 480′ (477′) LDIN out	CIRCLE-TO-LAND Max Kts.	MDA(H)
A	1¾	RVR 50 or 1	90	520′ (516′)-1¾
B			120	
C		RVR 60 or 1¼	140	
D		1½	165	580′ (576′)-2

CHANGES: None.

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KMSY/MSY
ARMSTRONG NEW ORLEANS INTL

17 SEP 10 **Eff 23 Sep**

JEPPESEN

NEW ORLEANS, LA
(12-2) RNAV (GPS) Y Rwy 10

BRIEFING STRIP ™

D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

WAAS	Final Apch Crs	Minimum Alt KUSTE	LPV DA(H)	Apt Elev 4′
Ch 61319 W-10A	103°	2000′ (1996′)	204′ (200′)	TDZE 4′

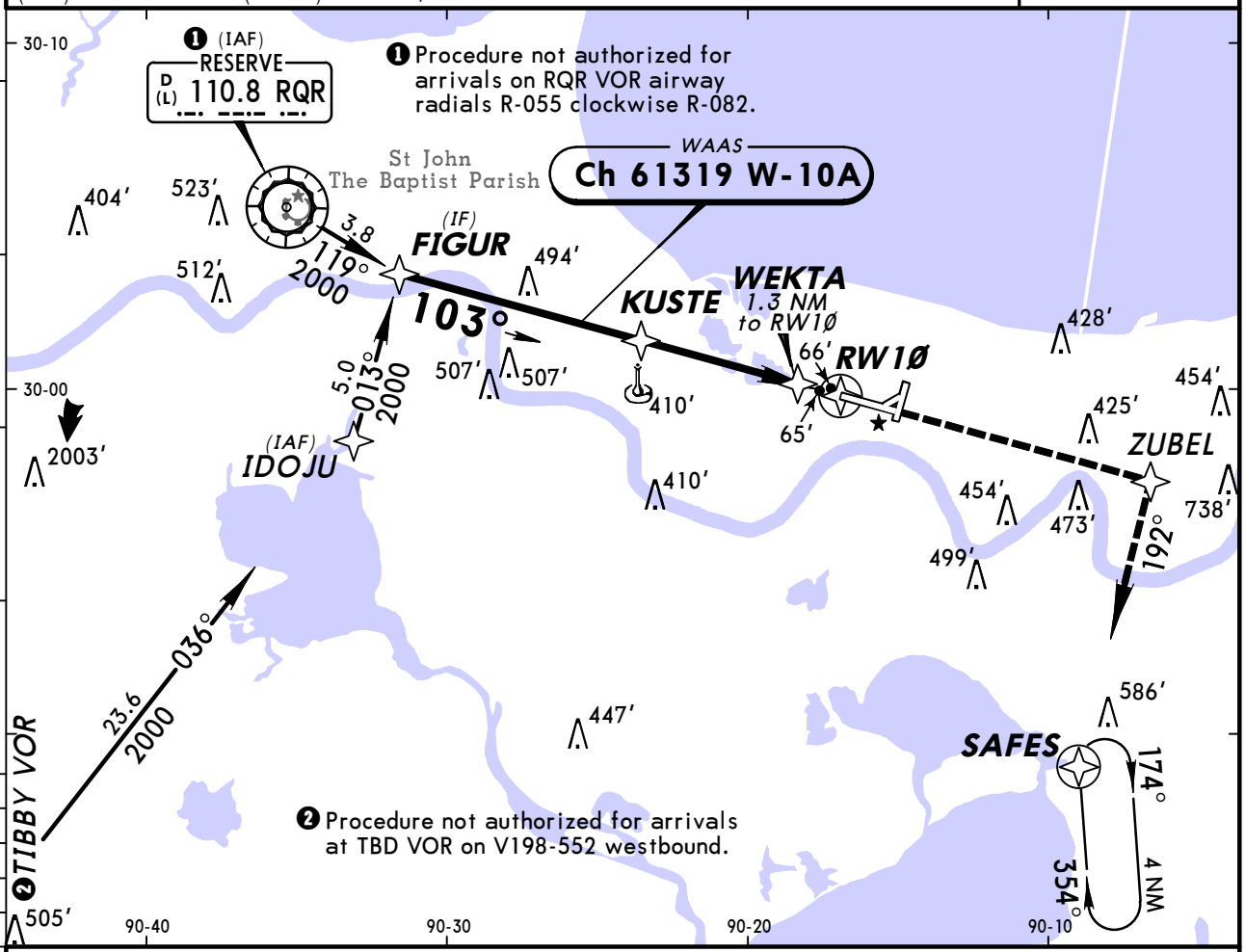
MISSED APCH: Climb to 2000′ direct ZUBEL and on track 192° to SAFES and hold.

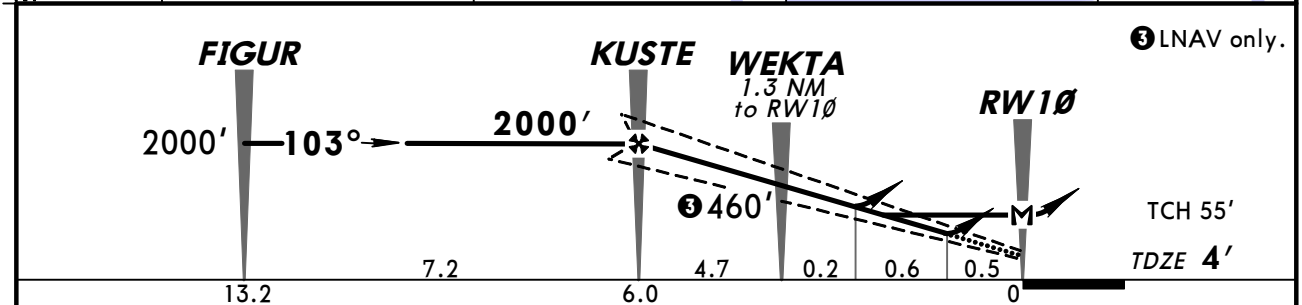
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized.

3100′

MSA RW1Ø





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW1Ø						

ALSF-II PAPI 2000′ ZUBEL

STRAIGHT-IN LANDING RWY 10

	LPV DA(H) 204′ (200′)		LNAV/VNAV DA(H) 402′ (398′)		LNAV MDA(H) 380′ (376′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C						
D					RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	520′ (516′)-1
120	
140	520′ (516′)-1½
165	580′ (576′)-2

TERPS AMEND 1 23 SEP 2010

CHANGES: Procedure.

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KMSY/MSY
ARMSTRONG NEW ORLEANS INTL

JEPPESEN 17 SEP 10 Eff 23 Sep (12-3)

NEW ORLEANS, LA
RNAV (GPS) Y Rwy 19

BRIEFING STRIP™

D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 4′
Ch 40007 W-19A	194°	JASPO 2000′ (2000′)	250′ (250′)	TDZE 0′

MISSED APCH: Climb to 2000′ direct POLIY and on track 106° to SAFES and hold.

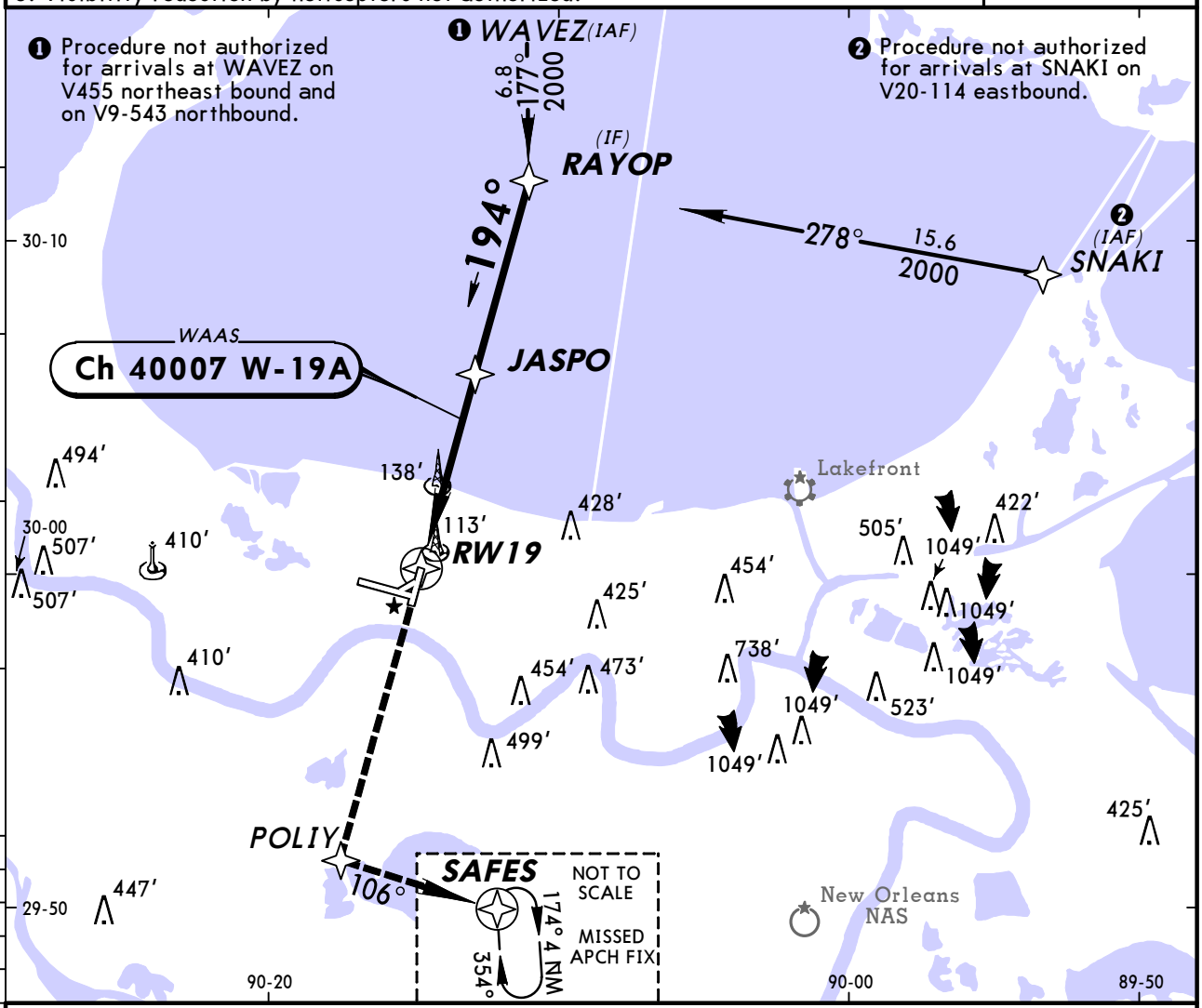
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

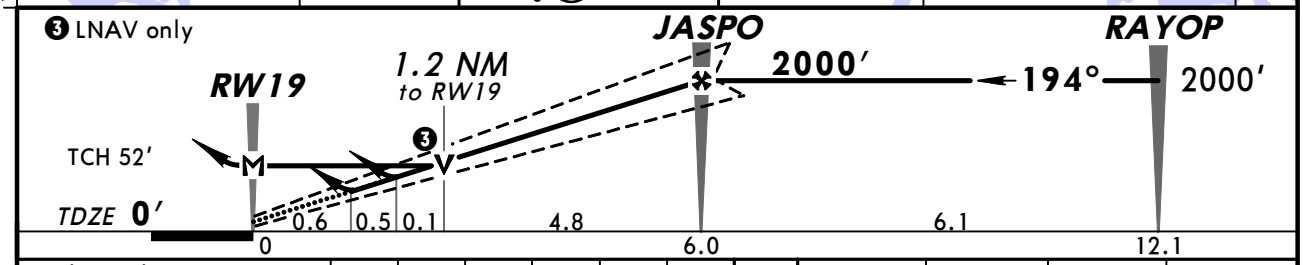
1. For uncompensated Baro-VNAVsystems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized.
3. Visibility reduction by helicopters not authorized.

3100′ MSA RW19

❶ Procedure not authorized for arrivals at WAVEZ on V455 northeast bound and on V9-543 northbound.

❷ Procedure not authorized for arrivals at SNAKI on V20-114 eastbound.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW19							

MALS PAPI 2000′ POLIY

STRAIGHT-IN LANDING RWY 19	LPV DA(H) 250′ (250′) ALS out	LNAV/VNAV DA(H) 413′ (413′) ALS out	LNAV MDA(H) 440′ (440′) ALS out		CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 40 or ¾	1½	RVR 40 or ¾	RVR 50 or 1	90	520′ (516′)-1
B					120	
C			RVR 60 or 1¼		140	520′ (516′)-1½
D			1½		165	580′ (576′)-2

TERPS AMEND 2 23 SEP 2010

CHANGES: Procedure.

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KMSY/MSY
ARMSTRONG NEW ORLEANS INTL

17 SEP 10
Eff 23 Sep

JEPPESEN

NEW ORLEANS, LA
(12-4) RNAV (GPS) Y Rwy 28

BRIEFING STRIP™

D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

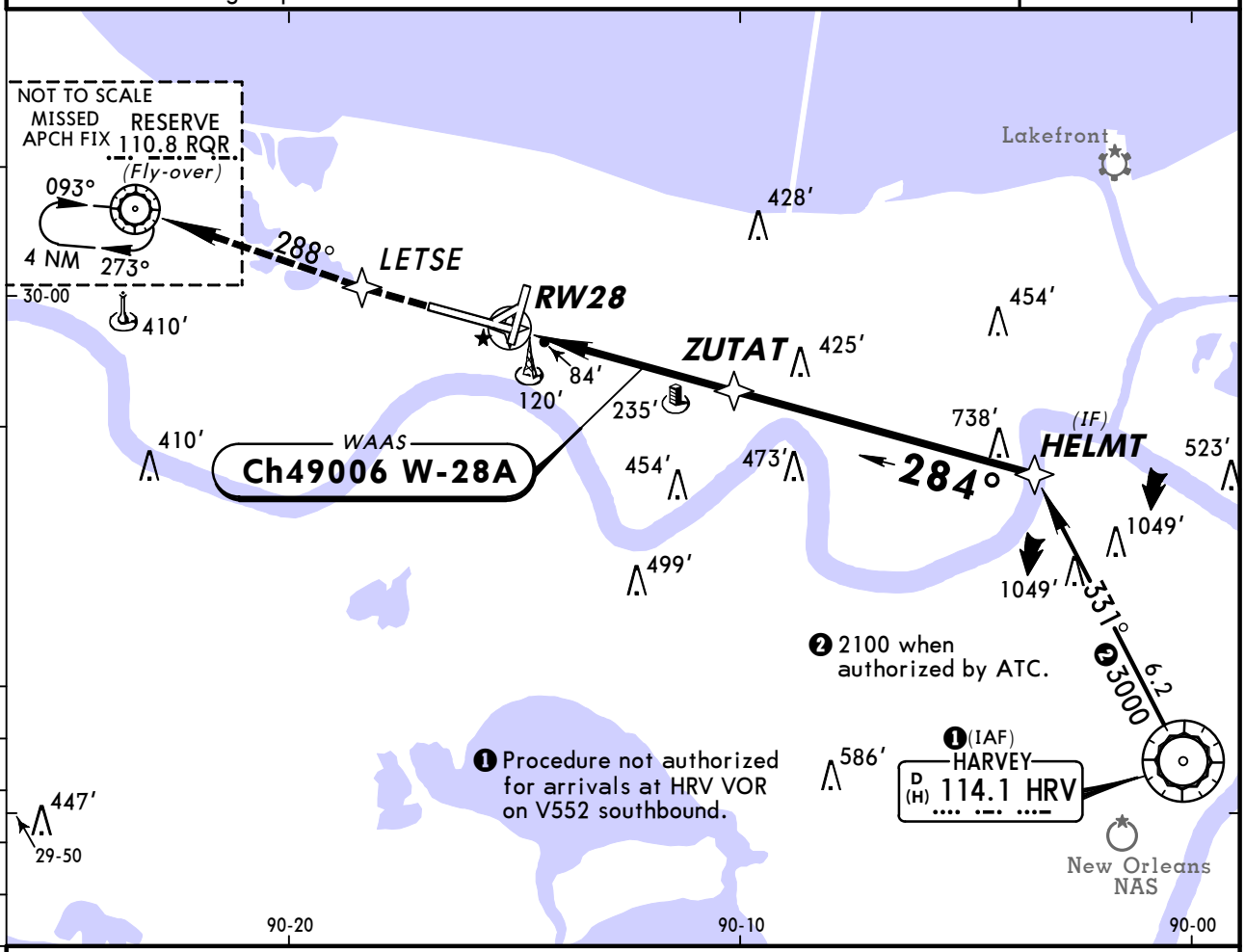
WAAS	Final Apch Crs	Minimum Alt ZUTAT	LPV DA(H)	Apt Elev / TDZE
Ch 49006 W-28A	284°	1500′ (1497′)	203′ (200′)	Apt Elev 4′ / TDZE 3′

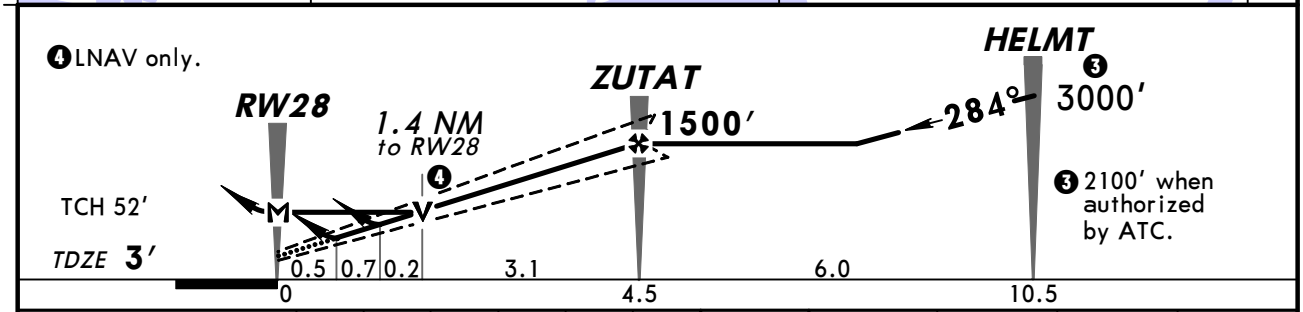
MISSED APCH: Climb to 3000′ direct LETSE and on track 288° to RQR VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.
3. VGSI and RNAV glidepath not coincident.

3100′
MSA RW28





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28						

MALSR
PAPI
3000′
LETSE

STRAIGHT-IN LANDING RWY 28

	LPV DA(H) 203′ (200′)		LNAV/VNAV DA(H) 438′ (435′)		LNAV MDA(H) 500′ (497′)			CIRCLE-TO-LAND Max Kts	MDA(H)
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out		
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	520′ (516′)-1
B								120	
C					RVR 40 or ¾	RVR 60 or 1¼		140	520′ (516′)-1½
D					RVR 50 or 1	1½		165	580′ (576′)-2

TERPS AMEND 2 23 SEP 2010

CHANGES: Notes, missed approach, profile, minimums.

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KMSY/MSY
ARMSTRONG NEW ORLEANS INTL

24 JUN 11

JEPPESEN

NEW ORLEANS, LA
(12-20) RNAV (RNP) Z Rwy 10

BRIEFING STRIP ™

D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

RNAV	Final Apch Crs	Minimum Alt KUSTE	RNP 0.14 DA(H)	Apt Elev 4′ TDZE 4′
	103°	2000′ (1996′)	291′ (287′)	

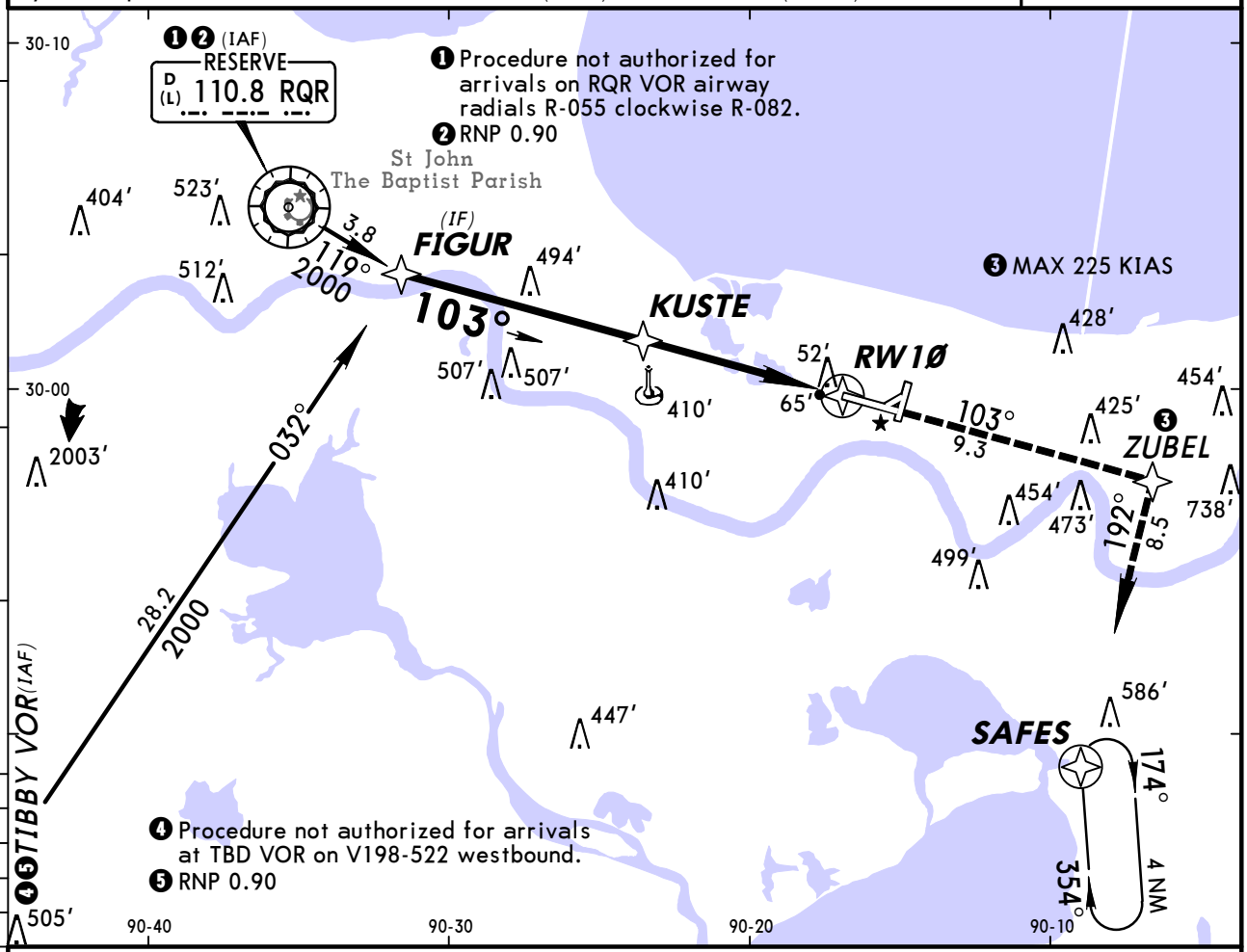
MISSED APCH: Climb to 2000′ on track 103° to ZUBEL and track 192° to SAFES and hold (Maintain 225 Kts to ZUBEL).

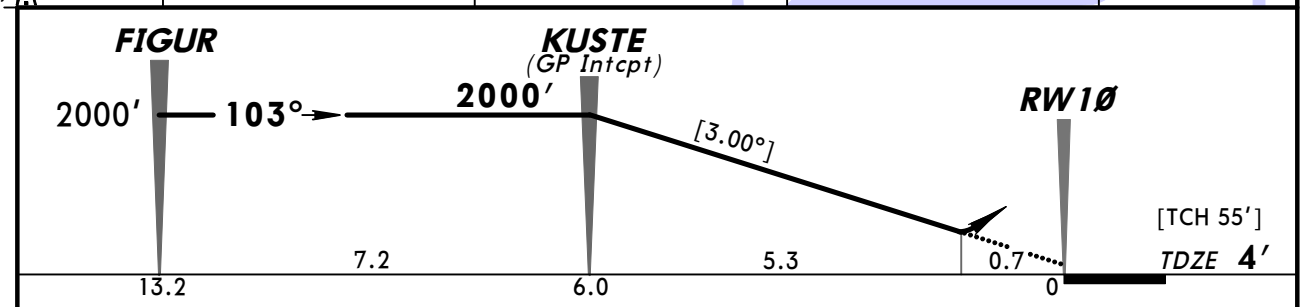
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -1°C (30°F) or above 49°C (120°F).

3100′

MSA RW1Ø





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI

2000′ on 103° ZUBEL

STRAIGHT-IN LANDING RWY 10

	RNP 0.14 DA(H) 291′ (287′)		RNP 0.30 DA(H) 344′ (340′)	
		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼
B				
C				
D				

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KMSY/MSY
ARMSTRONG NEW ORLEANS INTL

24 JUN 11

JEPPESEN

NEW ORLEANS, LA
(12-21) RNAV (RNP) Z Rwy 19

BRIEFING STRIP™

D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

RNAV	Final Apch Crs	Minimum Alt JASPO	RNP 0.26 DA(H)	Apt Elev / TDZE
	194°	2000′ (2000′)	397′ (397′)	4′ / 0′

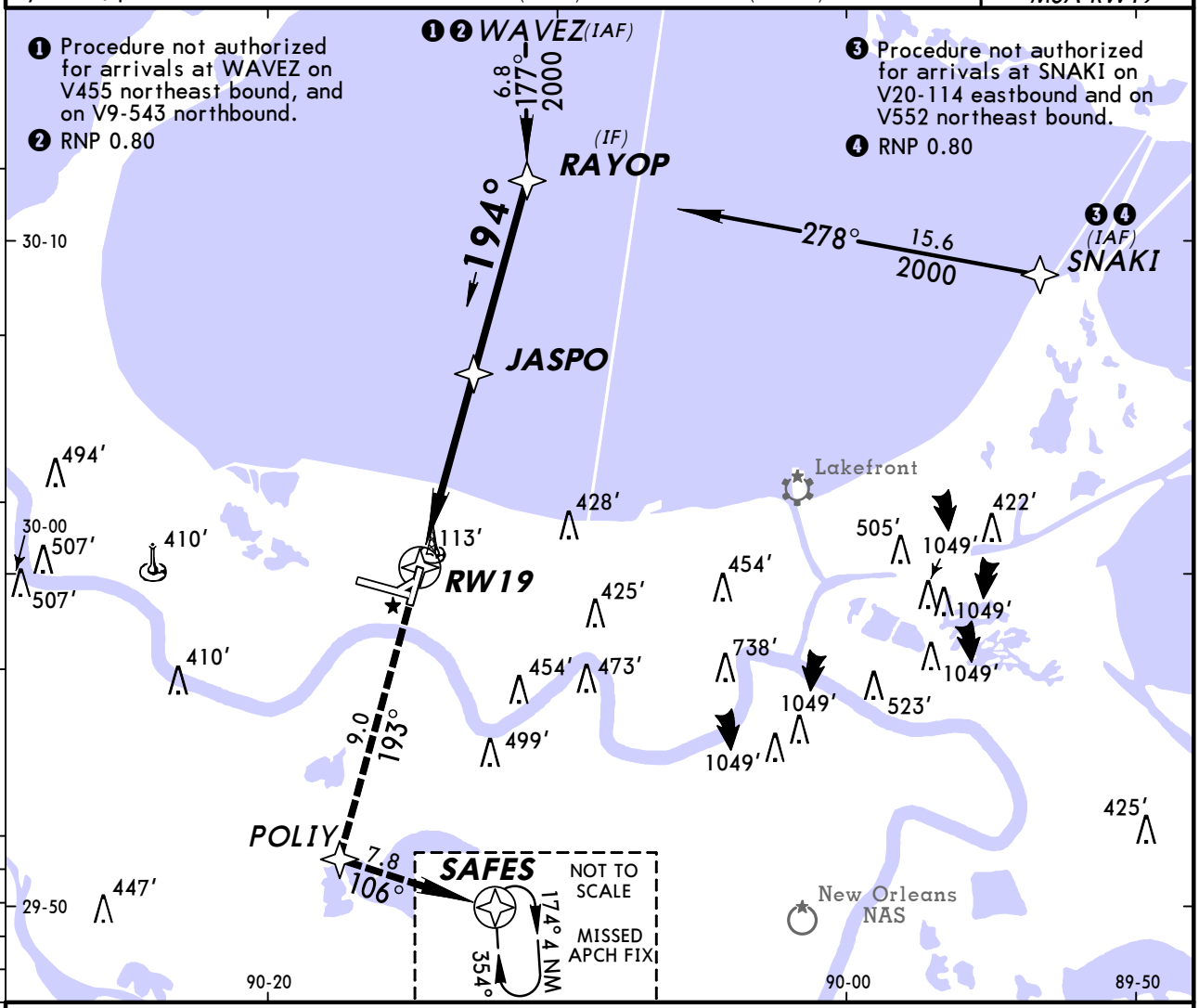
MISSED APCH: Climb to 2000′ on track 193° to POLIY and track 106° to SAFES and hold.

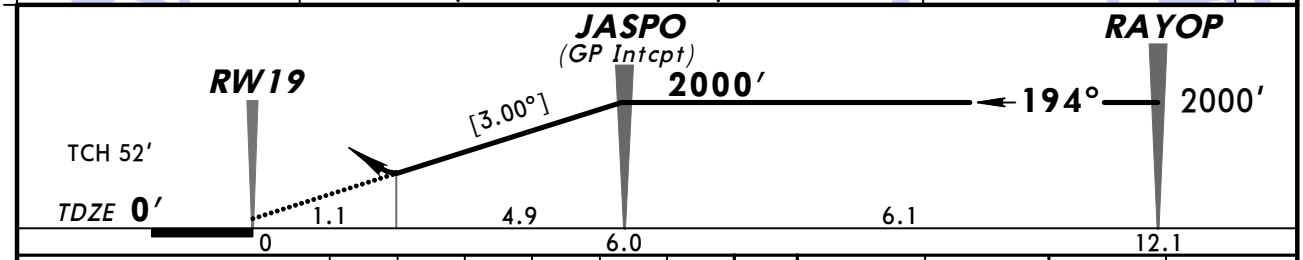
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -1°C (30°F) or above 49°C (120°F).

3100′
MSA RW19

❶ Procedure not authorized for arrivals at WAVEZ on V455 northeast bound, and on V9-543 northbound.
❷ RNP 0.80
❸ Procedure not authorized for arrivals at SNAKI on V20-114 eastbound and on V552 northeast bound.
❹ RNP 0.80





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALS / PAPI — 2000′ on 193° — POLIY

STRAIGHT-IN LANDING RWY 19

	RNP 0.26 DA(H) 397′ (397′)		RNP 0.30 DA(H) 413′ (413′)	
		ALS out		ALS out
A	RVR 50 or 1	1½	RVR 60 or 1¼	1½
B				
C				
D				

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KMSY/MSY
ARMSTRONG NEW ORLEANS INTL

24 JUN 11

JEPPESEN

NEW ORLEANS, LA
(12-22) RNAV (RNP) Z Rwy 28

BRIEFING STRIP™

D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

RNAV	Final Apch Crs	Minimum Alt ZUTAT	RNP 0.30 DA(H)	Apt Elev / TDZE
	284°	1500′ (1497′)	368′ (365′)	4′ / 3′

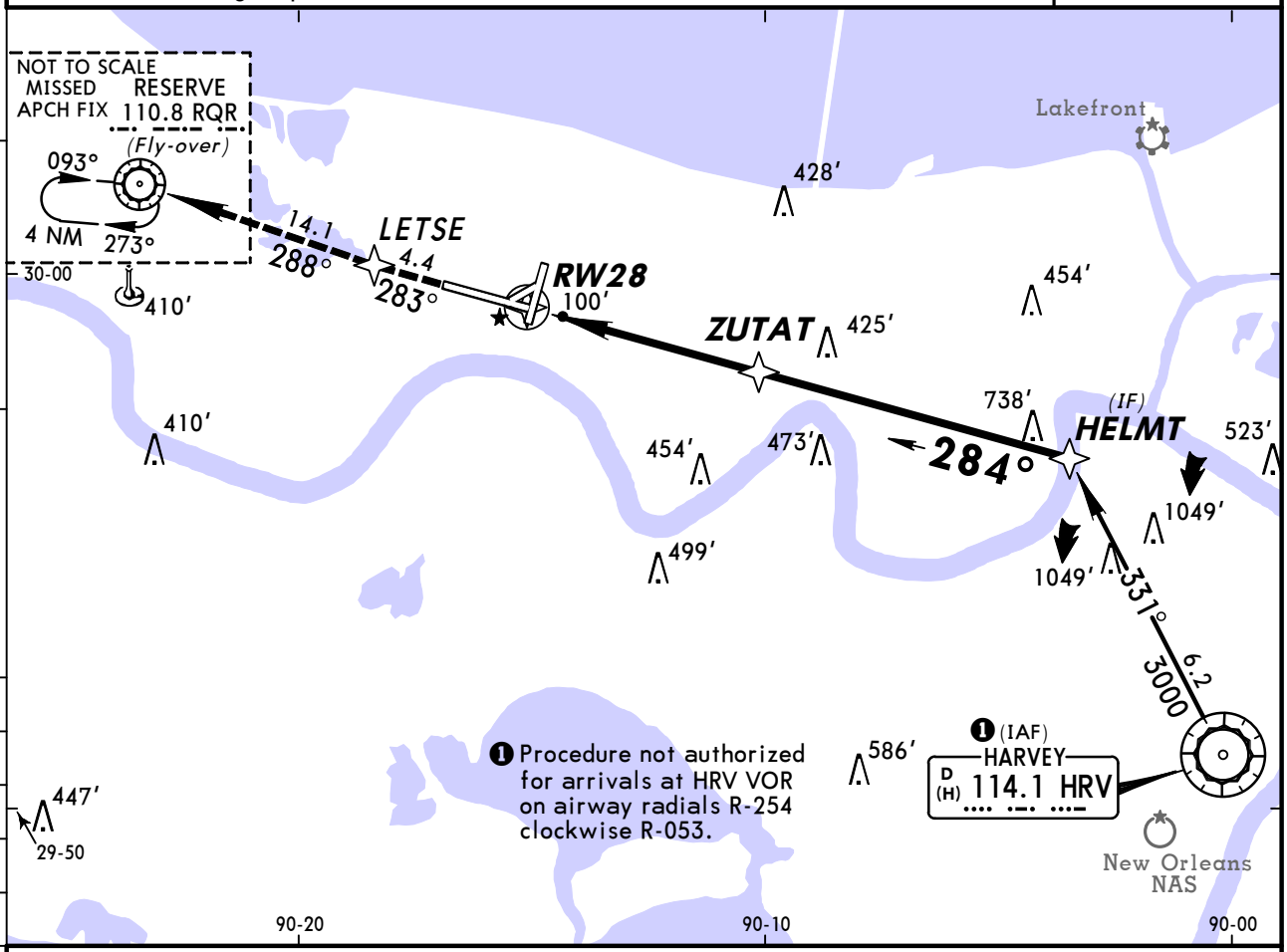
MISSED APCH: Climb to 3000′ on track 283° to LETSE and on track 288° to RQR VOR and hold.

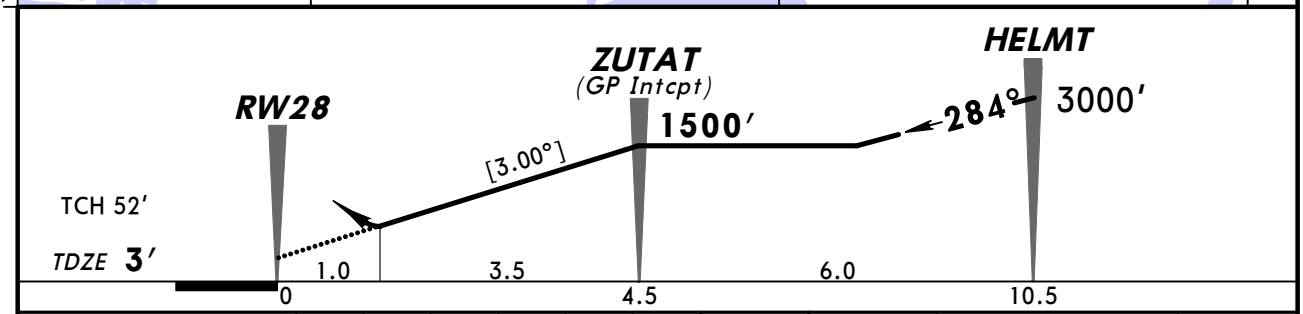
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (30°F) or above 48°C (119°F).
4. VGSI and RNAV glidepath not coincident.

3100′

MSA RW28





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 3000′ on 283° LETSE

STRAIGHT-IN LANDING RWY 28
RNP 0.30
DA(H) **368′** (365′)

		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼
B		
C		
D		

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KMSY/MSY
ARMSTRONG NEW ORLEANS INTL

JEPPESEN 11 JUL 08 (13-1)

NEW ORLEANS, LA
VOR DME Rwy 10

BRIEFING STRIP ™

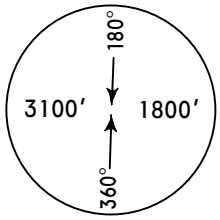
D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	119.5	121.9

VOR	Final Apch Crs	Minimum Alt FAWPE	MDA(H)	Apt Elev 4′
RQR 110.8	107°	1700′ (1696′)	520′ (516′)	TDZE 4′

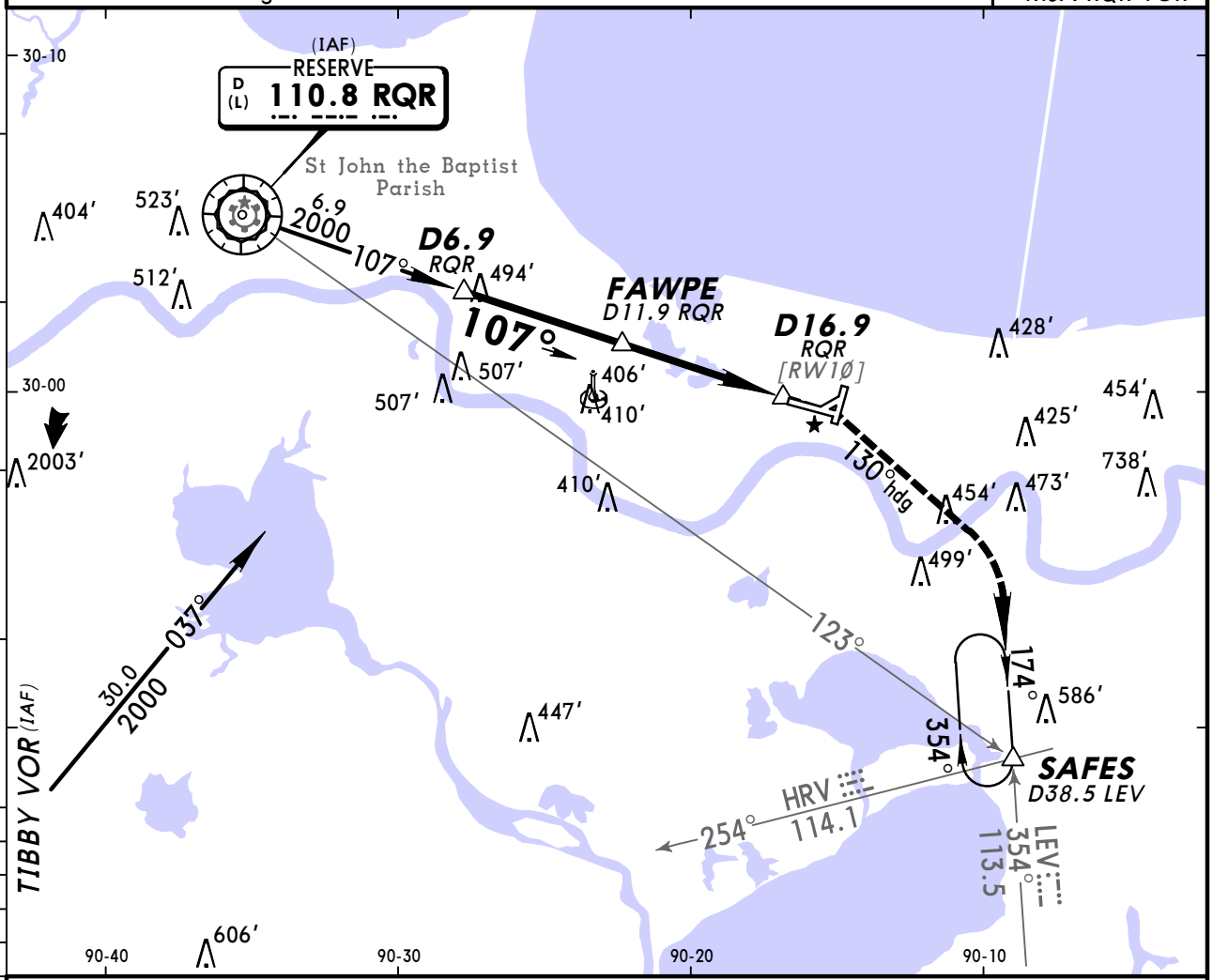
MISSED APCH: Climb to 800′, then climbing RIGHT turn to 2000′ via 130° heading and inbound on LEV VOR R-354 to SAFES INT/D38.5 LEV and hold.

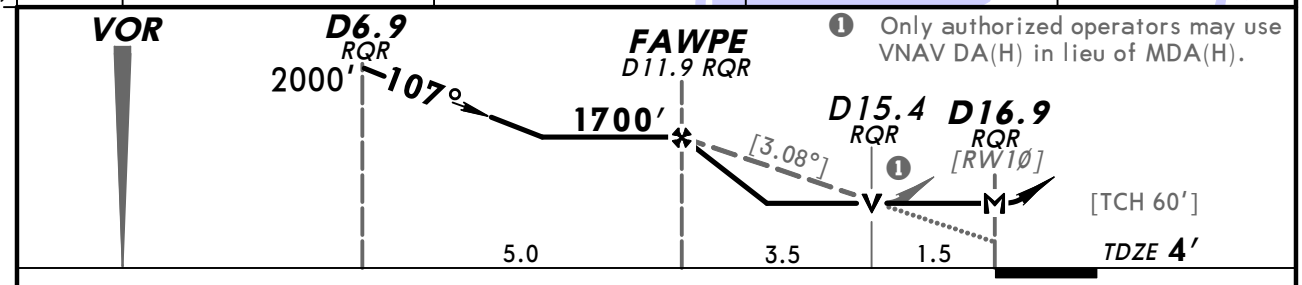
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident.



MSA RQR VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.08°]	381	490	545	654	763	872
MAP at D16.9 RQR						

ALSF-II PAPI | 800′ | 2000′ RT via 130° hdg and LEV 113.5 R-354

TERPS AMEND OB

STRAIGHT-IN LANDING RWY 10 MDA(H) 520′ (516′)		ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 24 or ½	RVR 50 or 1	90	520′ (516′) - 1
B			120	
C	RVR 50 or 1	1½	140	520′ (516′) - 1½
D	RVR 60 or 1¼	1¾	165	580′ (576′) - 2

CHANGES: Notes, minimums.

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KMSY/MSY — NEW ORLEANS, LA

11 JUL 08 — JEPPESEN — (18-1)

ARMSTRONG NEW ORLEANS INTL — RADAR-1 ASR Rwys 10,19,28

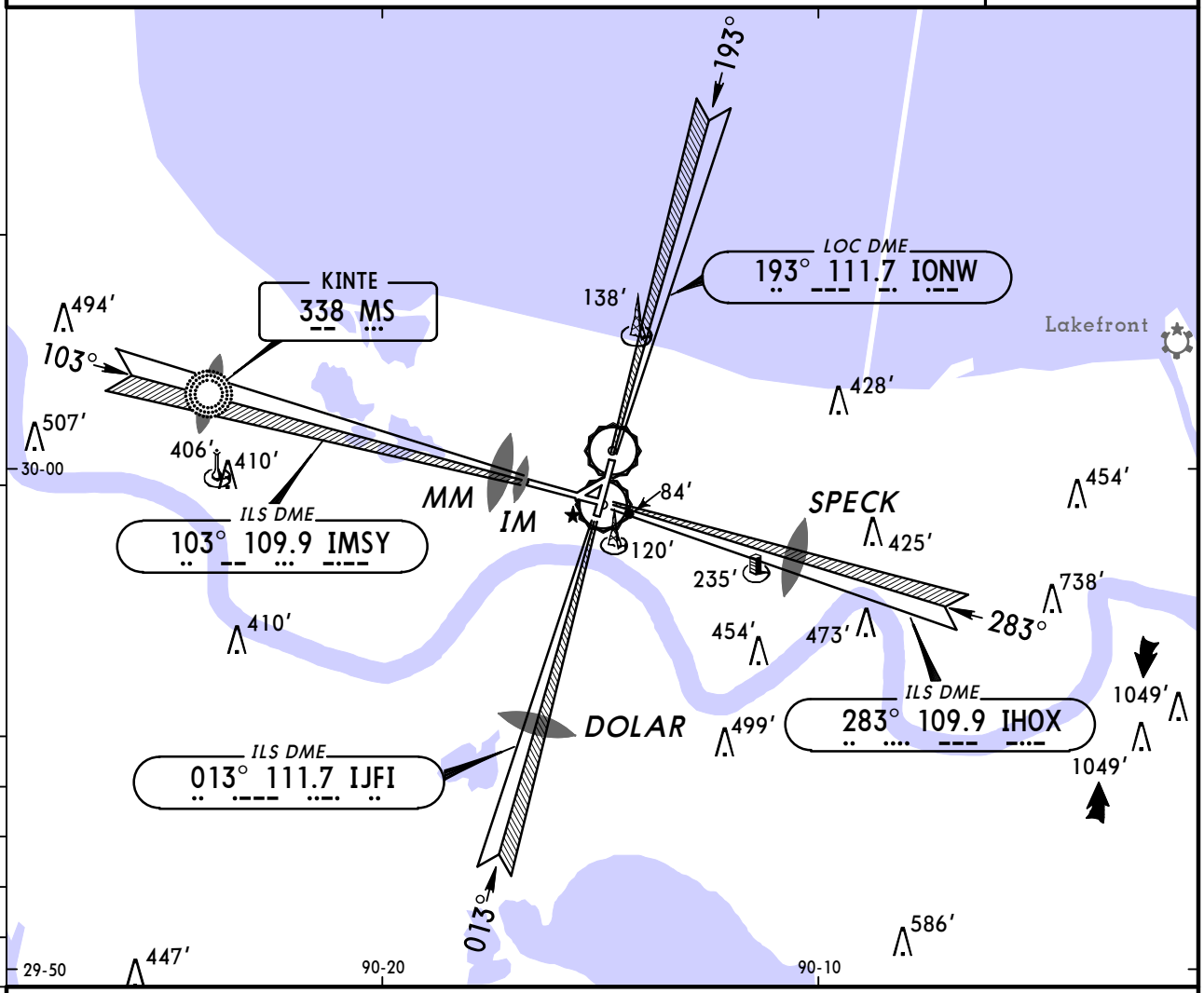
BRIEFING STRIP™

D-ATIS	NEW ORLEANS Approach (R) North & East	SE & South	West	NEW ORLEANS Radar	NEW ORLEANS Tower	Ground
127.55	133.15	123.85	125.5	126.2	119.5	121.9

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 4′ TDZE -See below	No MSA published

MISSED APCH: Climb to 2000′.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′



RWY 10 TDZE 4′ — RWY 19 TDZE 0′ — RWY 28 TDZE 3′

ASR Rwy 10: MAP 1/2 NM from Rwy threshold.
ASR Rwy 19: MAP 1 NM from Rwy threshold.
ASR Rwy 28: MAP 1 NM from Rwy threshold.

Lighting - Refer to Airport Chart — 2000′

TERPS AMEND 17A

	STRAIGHT-IN LANDING ASR 10 MDA(H) 340′ (336′)		ASR 19 MDA(H) 420′ (420′)		ASR 28 MDA(H) 400′ (397′)		CIRCLE-TO-LAND Max Kts	MDA(H)
		ALS out		ALS out	RAIL out	ALS out		
A	RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1¼		RVR 40 or ¾	RVR 50 or 1	90	520′ (516′)-1¼
B							120	
C							140	520′ (516′)-1½
D	RVR 50 or 1				RVR 50 or 1	RVR 60 or 1¼	165	580′ (576′)-2

CHANGES: Minimums.

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General Information

Location: New Orleans LA USA
IATA Code: NBG
Lat/Long: N29° 49.6' W090° 01.6'
Elevation: 2 ft

Airport Use: Military
Magnetic Variation: 0.2°W
Sectional Chart: New Orleans

Fuel Types: Jet 5
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1228 Z
Sunset: 2358 Z,

Runway Information

Runway: 04
Length x Width: 10000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: -1 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 14
Length x Width: 6000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2 ft
Lighting: Edge
Stopway: 200 ft

Runway: 22
Length x Width: 10000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: -1 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 32
Length x Width: 6000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2 ft
Lighting: Edge

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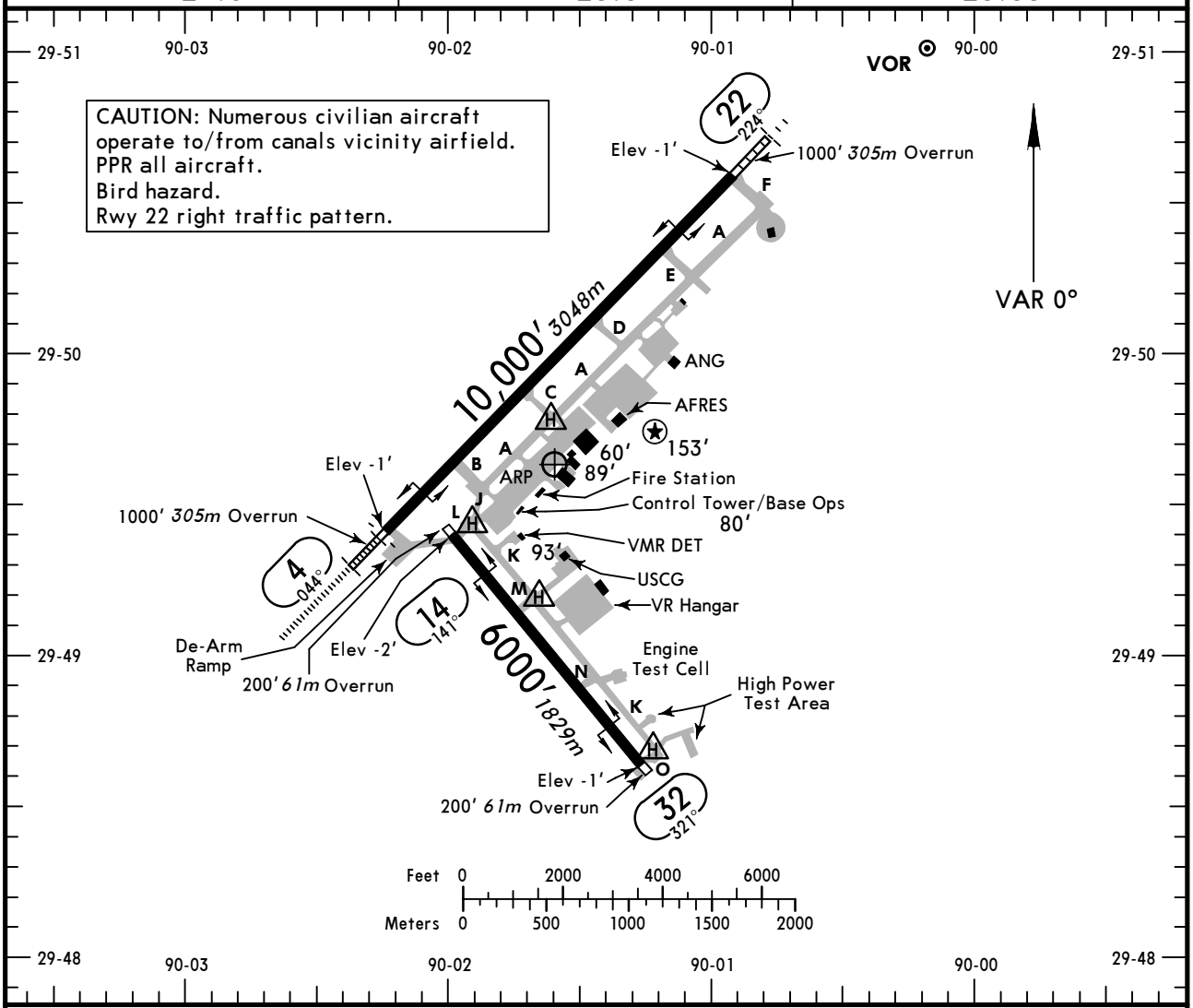
Stopway: 200 ft

Communication Information

New Orleans Tower 123.8
New Orleans Ground Control 121.6
New Orleans Approach Control 123.85
New Orleans Departure Control 123.85
New Orleans Radar 126.55
New Orleans Radar 125.95
New Orleans AIR Radio 898.4 Secondary Military
New Orleans AIR Radio 569.6 Military

*NEW ORLEANS Ground	*Tower	NEW ORLEANS Departure (R)
121.6	123.8	123.85



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
4	HIRL ALSF-I PAPI-L		9020′ *2749m*		200′ *61m*
22	HIRL SALS PAPI-L				
14	MIRL				200′ *61m*
32					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

All Rwys

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A, B, C, D	600-2	800-2

OBSTACLE DP:

Rwy 4: Diverse departures authorized 044° clockwise to 224°. Right turn to departure heading only.

Rwy 22: Diverse departures authorized 044° clockwise to 314°.

Rwy 32: Diverse departures authorized 140° clockwise to 320°. Left turn to departure heading only.

TAKE-OFF OBSTACLES:

Rwy 4: Building 304′ from DER, 568′ right of centerline, 39′ AGL/38′ MSL. Rwy 14: Trees 729′ from DER, 246′ right of centerline, 33′ AGL/32′ MSL. Crane 3808′ from DER, 1061′ right of centerline, 181′ AGL/180′ MSL. Mississippi River shipping channel, starting 6042′ from DER, vessels up to 180′ MSL. Rwy 32: Intercoastal waterway shipping channel, starting 5859′ from DER, vessels up to 160′ MSL. Crane 6091′ from DER, 1317′ right of centerline, 172′ MSL.

CHANGES: Alternate minimums, take-off obstacles, ARP added.

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NEW ORLEANS Approach (R)	*NEW ORLEANS Tower	*Ground
123.85	123.8	121.6

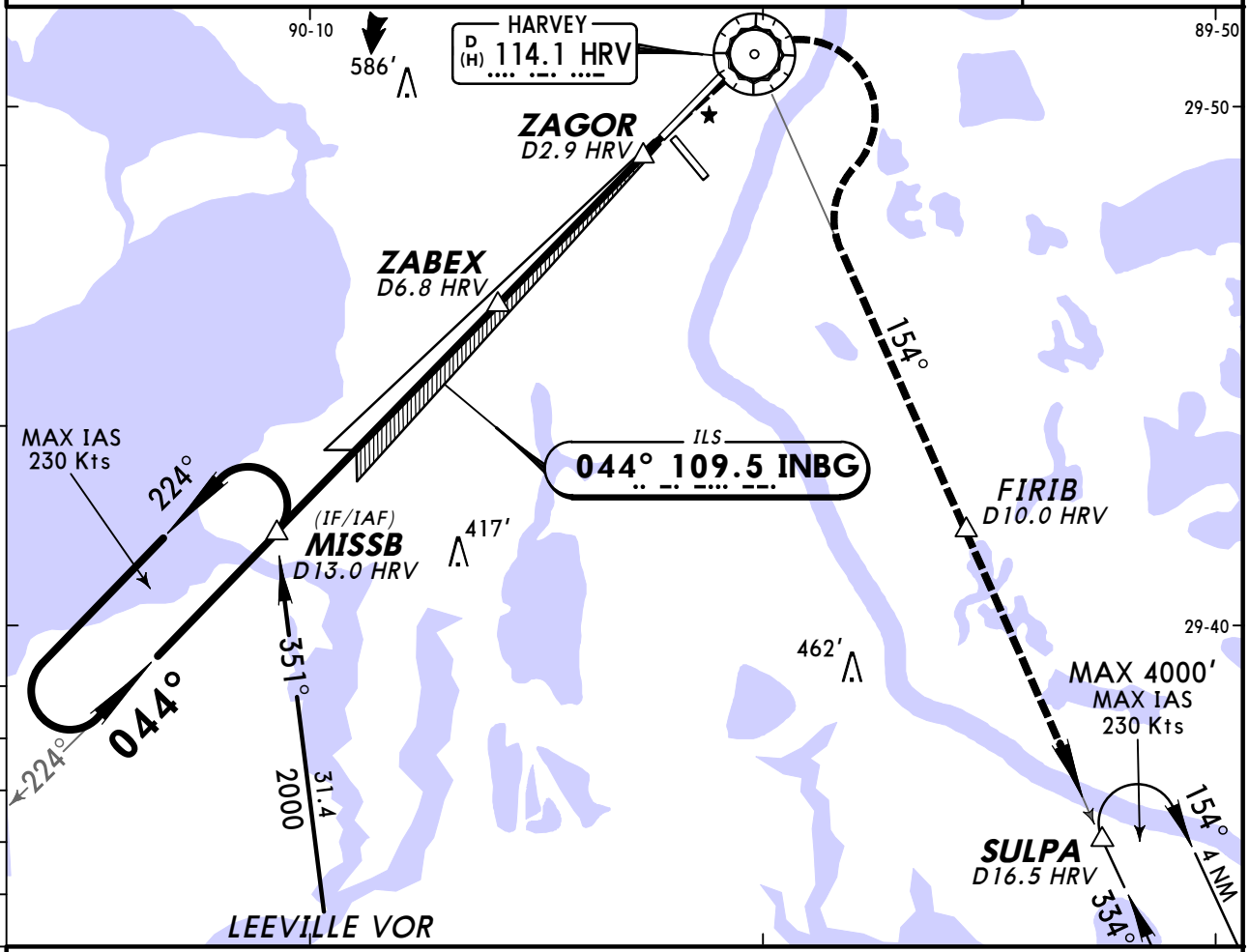
BRIEFING STRIP™

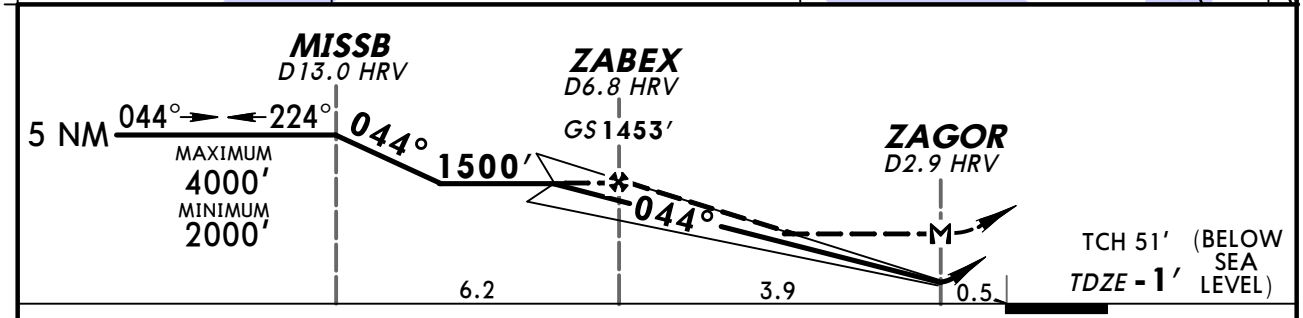
LOC INBG	Final Apch Crs	GS ZABEX	ILS DA(H)	Apt Elev 2′ TDZE -1′
109.5	044°	1453′ (1454′)	199′ (200′)	(BELOW SEA LEVEL)

MISSED APCH: Climb direct HRV VOR, then climbing RIGHT turn to 2000′, intercept HRV VOR R-154 outbound to FIRIB, then climb to 2100′ to SULPA and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

2100′
MSA HRV VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at ZAGOR							

ALSF-I
PAPI

HRV 114.1

STRAIGHT-IN LANDING RWY 4

	ILS DA(H) 199′ (200′) FULL	ILS DA(H) 199′ (200′) ALS out	LOC (GS out) MDA(H) 340′ (341′)	LOC (GS out) MDA(H) 340′ (341′) ALS out
A	1/2	3/4	1/2	1
B				
C				
D			3/4	

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 32

Max Kts	MDA(H)
90	480′ (478′) -1
120	
140	520′ (518′) -1½
165	560′ (558′) -2

AMEND 1
TERPS

CHANGES: Circling minimums.

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NEW ORLEANS Approach (R)	*NEW ORLEANS Tower	*Ground
123.85	123.8	121.6

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 2′
	044°	ZABEX 1500′ (1501′)	340′ (341′)	TDZE -1′ (BELOW SEA LEVEL)

MISSED APCH: Climb to 500′, then climbing RIGHT turn to 2000′ direct FIRIB, then climb to 2100′ via track 156° to SULPA and hold.

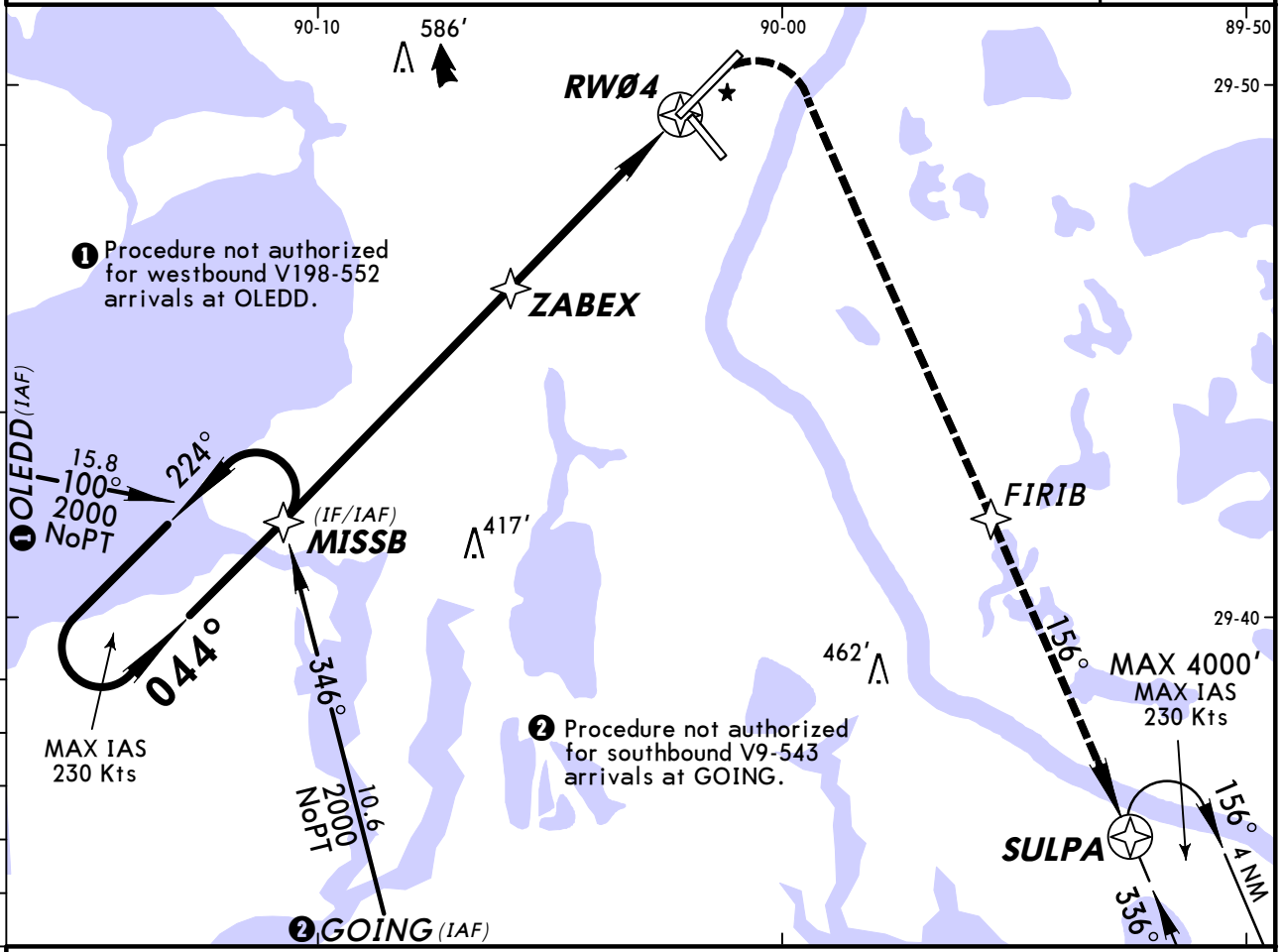
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

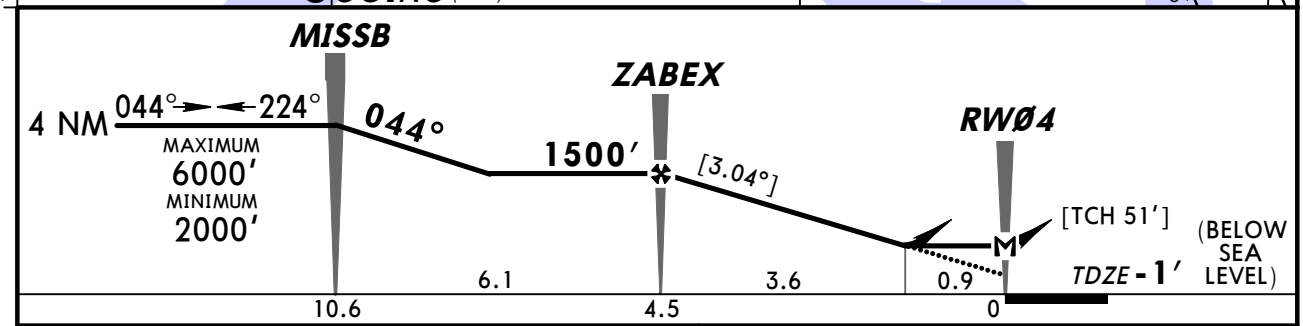
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (108°F). 2. DME/DME RNP-0.30 not authorized.

2100′

MSA RWØ4

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160	ALSF-I / PAPI	500′	2000′ RT		FIRIB
Descent angle [3.04°]	376	484	538	645	753	861					
MAP at RWØ4											

STRAIGHT-IN LANDING RWY 4

	LNAV/VNAV DA(H) 340′ (341′)		LNAV MDA(H) 340′ (341′)	
		ALS out		ALS out
A	3/4	1 1/4	1/2	1
B				
C				
D			1	

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 32

Max Kts	MDA(H)
90	480′ (478′)-1 1/4
120	
140	520′ (518′)-1 1/2
165	560′ (558′)-2

AMEND 1

TERPS

CHANGES: Circling minimums, profile distances.

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BRIEFING STRIP™

NEW ORLEANS Approach (R)	*NEW ORLEANS Tower	*Ground
123.85	123.8	121.6

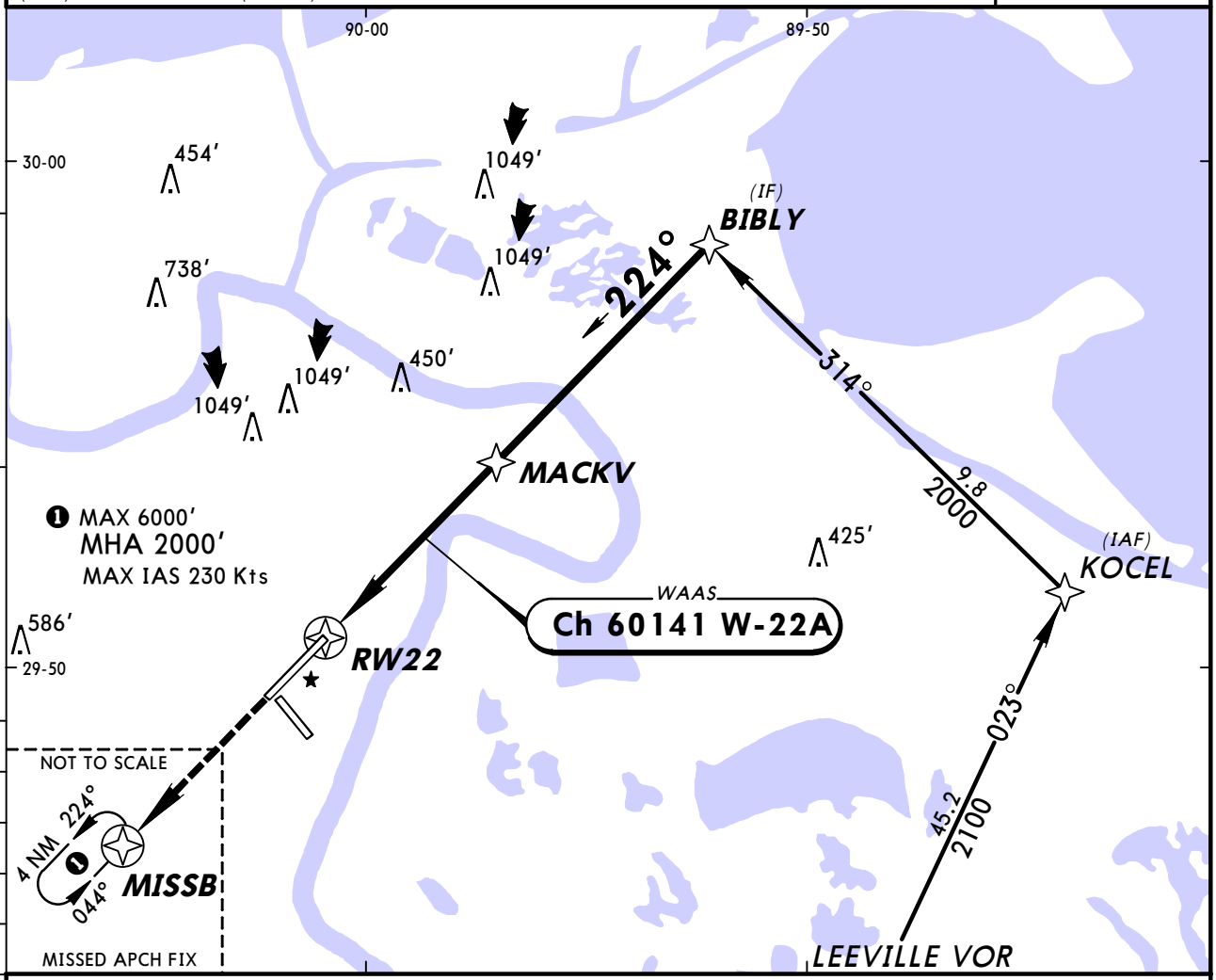
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 2′
Ch 60141 W-22A	224°	MACKV 1600′ (1601′)	199′ (200′)	TDZE -1′ (BELOW SEA LEVEL)

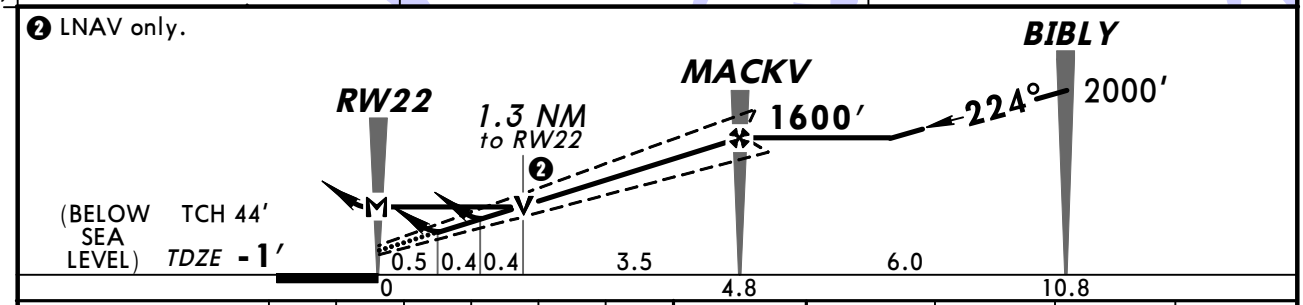
MISSED APCH: Climb to 2000′ direct MISSB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (108°F). 2. DME/DME RNP-0.30 not authorized.

2100′
MSA RW22





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

SALS
PAPI
2000′
D
MISSB

STRAIGHT-IN LANDING RWY22

	LPV DA(H) 199′ (200′)		LNAV/VNAV DA(H) 340′ (341′)		LNAV MDA(H) 440′ (441′)	
		ALS out		ALS out		ALS out
A	1/2	3/4	1	1 1/4	3/4	1
B						
C	3/4				1	1 1/4
D					1 1/4	1 1/2

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 32

Max Kts	MDA(H)
90	480′ (478′)-1 1/4
120	
140	520′ (518′)-1 1/2
165	560′ (558′)-2

AMEND 0 TERPS

CHANGES: Circling minimums.

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BRIEFING STRIP ™

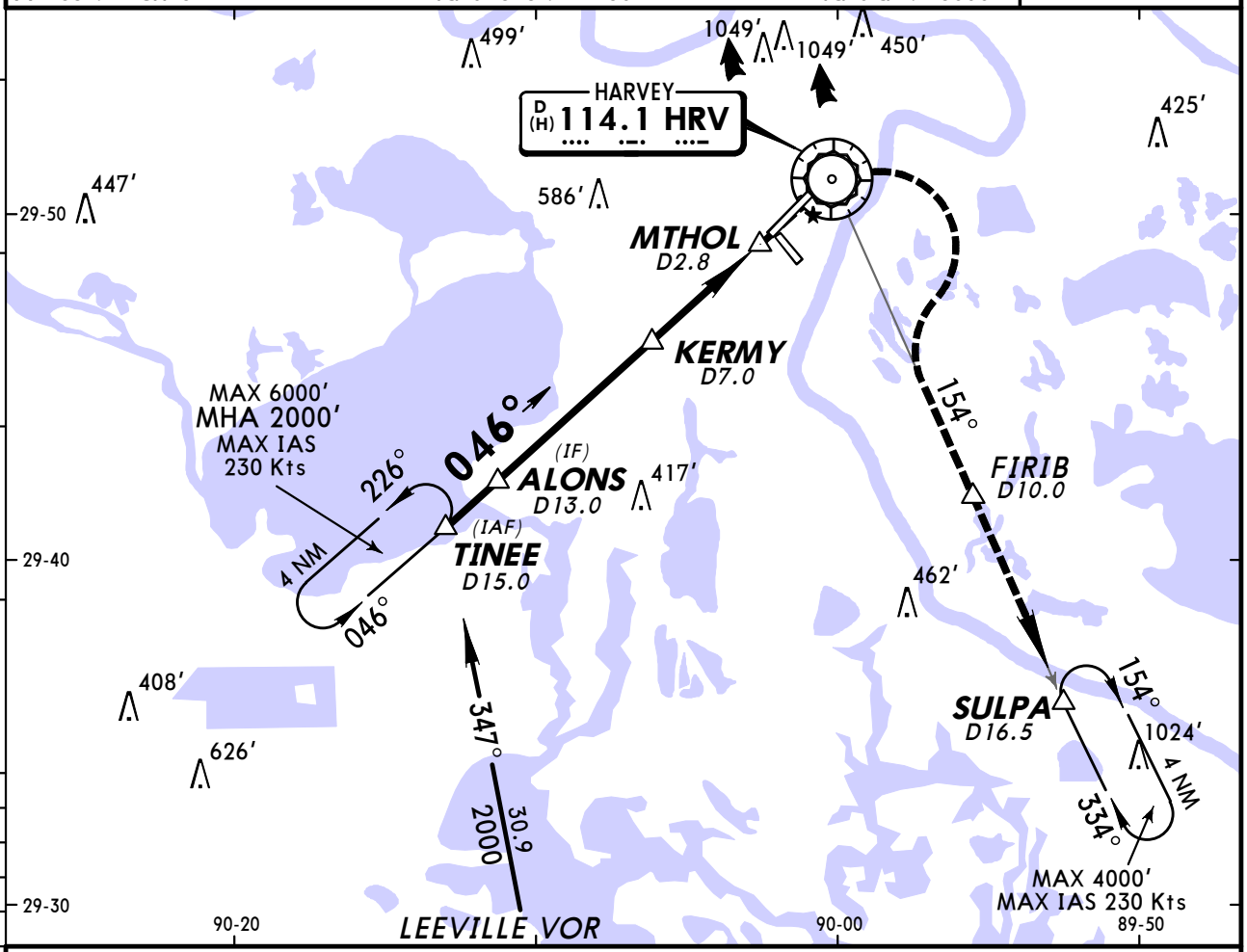
NEW ORLEANS Approach (R)	*NEW ORLEANS Tower	*Ground
123.85	123.8	121.6

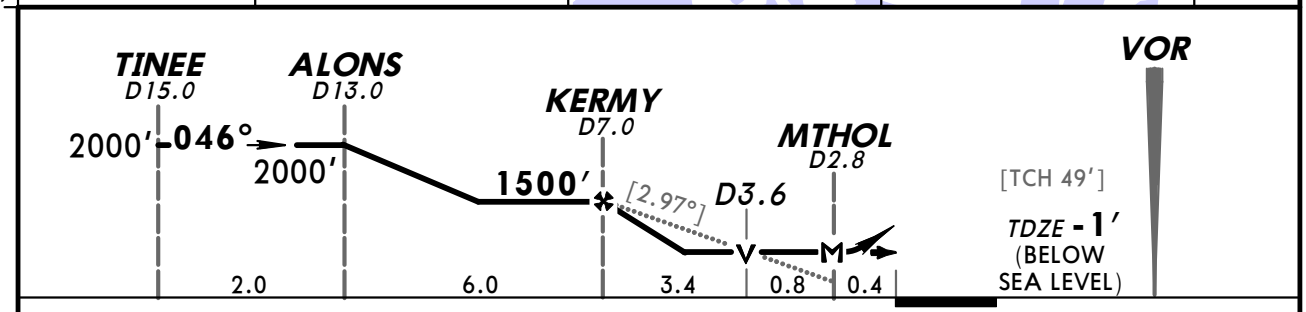
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2′
HRV 114.1	046°	KERMY 1500′ (1501′)	420′ (421′)	TDZE -1′ (BELOW SEA LEVEL)

MISSED APCH: Climb direct HRV VOR, then climbing RIGHT turn to 2000′, intercept outbound HRV VOR R-154 to FIRIB, then climb to 2100′ to SULPA and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

2100′
MSA HRV VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at MTHOL						

ALSF-I
PAPI

HRV
114.1

TERPS AMEND 0

STRAIGHT-IN LANDING RWY 4

MDA(H) 420′ (421′)

		ALS out
A	1/2	1
B		
C	3/4	1 1/4
D	1	

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 32

Max Kts.	MDA(H)
90	480′ (478′) -1
120	
140	520′ (518′) -1 1/2
165	560′ (558′) -2

CHANGES: Circling minimums.

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NEW ORLEANS Approach (R)	*NEW ORLEANS Tower	*Ground
123.85	123.8	121.6

BRIEFING STRIP™

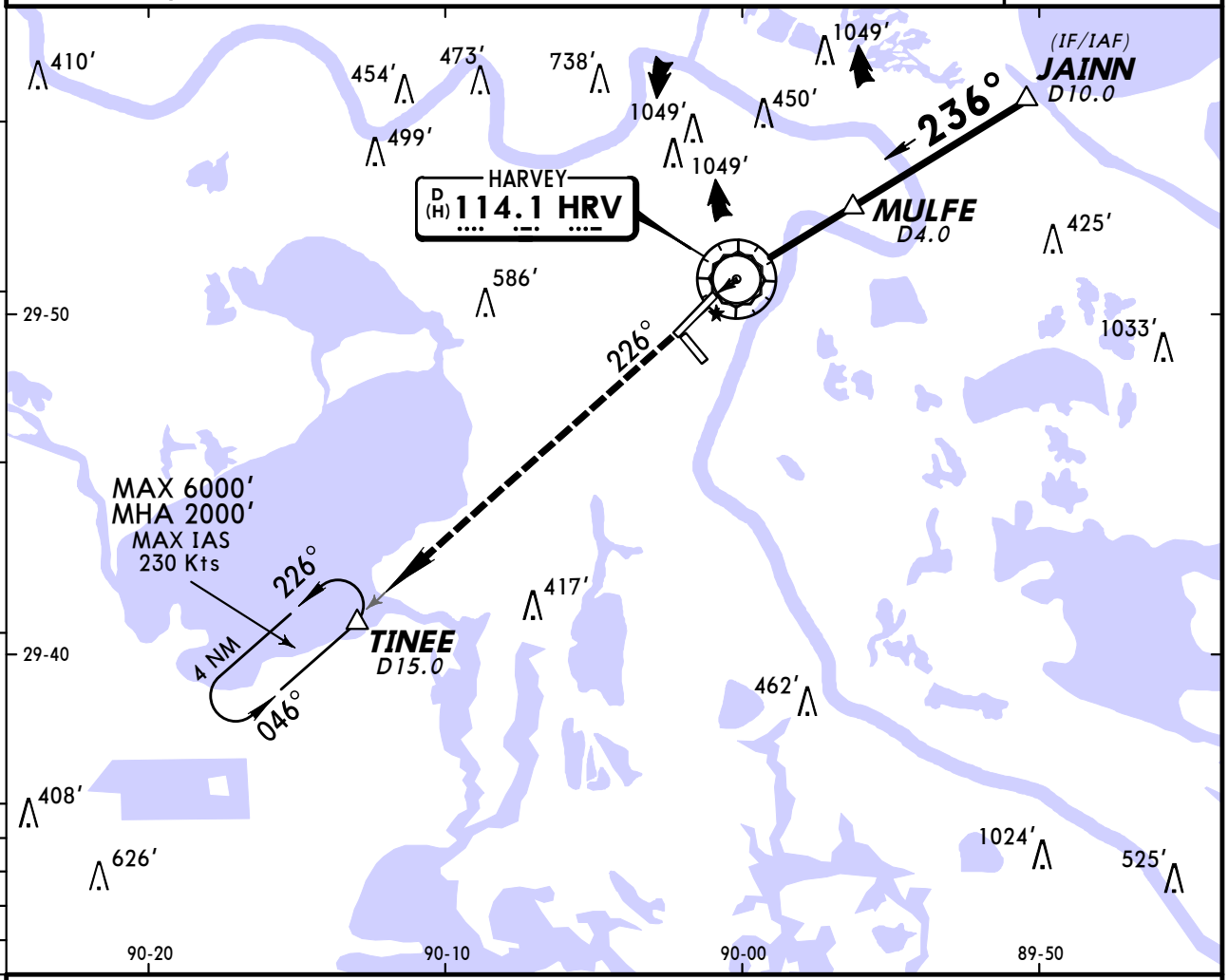
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2′
HRV 114.1	236°	MULFE 1500′ (1501′)	460′ (461′)	TDZE -1′ (BELOW SEA LEVEL)

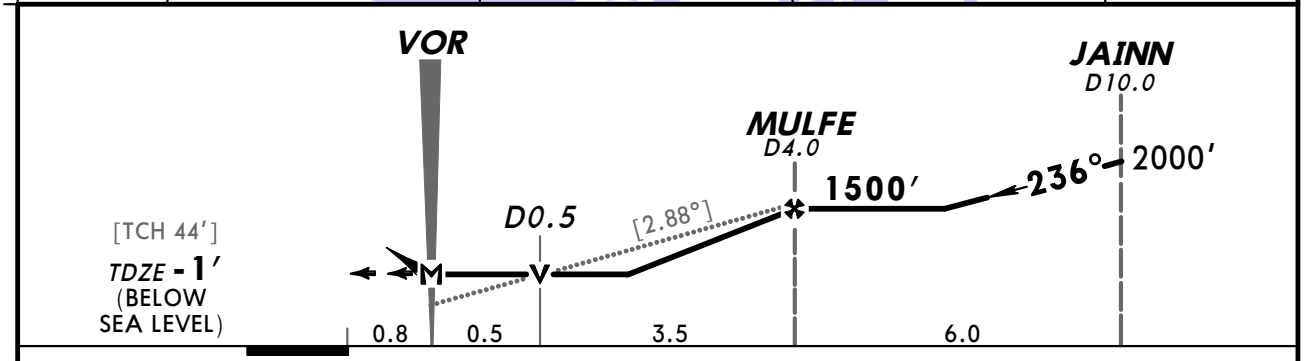
MISSED APCH: Climb to 2000′, outbound via HRV VOR R-226 to TINEE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required.

2100′
MSA HRV VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.88°]	357	459	509	611	713	815
MAP at VOR						

SALS
PAPI

2000′ HRV via 114.1 R-226

TINEE

STRAIGHT-IN LANDING RWY 22 MDA(H) 460′ (461′)		ALS out	Max Kts.	CIRCLE-TO-LAND Not Authorized at Night to Rwy 32 MDA(H)
A	¾	1	90	480′ (478′) -1
B			120	
C	1	1¼	140	520′ (518′) -1½
D	1¼	1½	165	560′ (558′) -2

AMEND 1
TERPS

CHANGES: Circling minimums.

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NEW ORLEANS NAS JRB RADAR
PAR Rwys 4, 22 ASR All Rwys

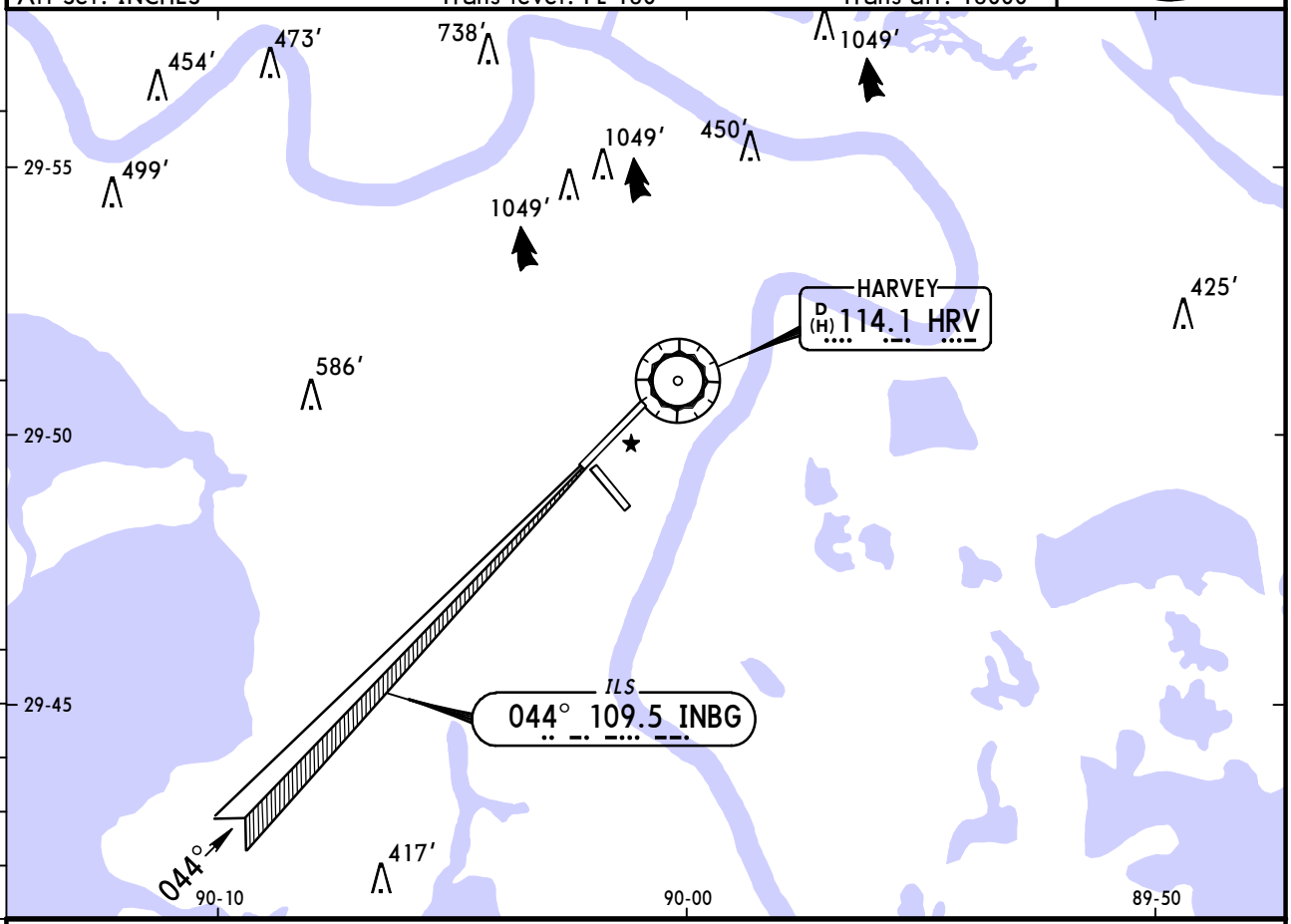
BRIEFING STRIP™

NEW ORLEANS Approach (R)	NEW ORLEANS Radar	*NEW ORLEANS Tower	*Ground
123.85	125.95 126.55	123.8	121.6

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H)/MDA(H) Refer to Minimums	Apt Elev 2′ TDZE -See Below	No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′



RWY 4	RWY 22	RWY 14	RWY 32
PAR TCH 45′	PAR TCH 43′		
TDZE -1′	TDZE -1′	TDZE 2′	TDZE 2′

Gnd speed-Kts	70	90	100	120	140	160
Rwys 4,22 PAR GS 3.00°	377	484	538	646	753	861

Lighting - Refer to Airport Chart

TERPS

STRAIGHT-IN LANDING

	PAR 4 DA(H) 199′ (200′)		PAR 4 GS out MDA(H) 380′ (381′)		PAR 22 DA(H) 249′ (250′)		PAR 22 GS out MDA(H) 300′ (301′)		ASR 4 MDA(H) 420′ (421′)	
		ALS out		ALS out		ALS out		ALS out		ALS out
A	1/2	3/4	1/2	1	3/4		1	1¼	1/2	1
B										
C					3/4	1			3/4	1¼
D			3/4	1¼						

STRAIGHT-IN LANDING

	ASR 14 MDA(H) 440′ (438′)	ASR 22 MDA(H) 460′ (461′)		ASR 32 MDA(H) 440′ (438′)	
			ALS out	DAY	NIGHT
A	1	3/4	1	1	NA
B					
C	1¼	1	1¼	1¼	
D	1½	1¼	1½	1½	

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 32

Max Kts	MDA(H)
90	[1] 480′ (478′) - 1
120	
140	520′ (518′) - 1½
165	560′ (558′) - 2

[1] CAT A and B Vis 1¼ when circling from PAR w/o GS Rwy 22.

CHANGES: Circling minimums.

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General Information

Location: New Orleans LA USA
IATA Code: NEW
Lat/Long: N30° 02.5' W090° 01.7'
Elevation: 7 ft

Airport Use: Public
Magnetic Variation: 0.3°W
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1229 Z
Sunset: 2357 Z,

Runway Information

Runway: 09
Length x Width: 3114 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, REIL, Part time

Runway: 18L
Length x Width: 3697 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, REIL

Runway: 18R
Length x Width: 6879 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, ALS
Displaced Threshold: 239 ft

Runway: 27
Length x Width: 3114 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, Part time

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Runway: 36L
Length x Width: 6879 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, REIL
Displaced Threshold: 820 ft

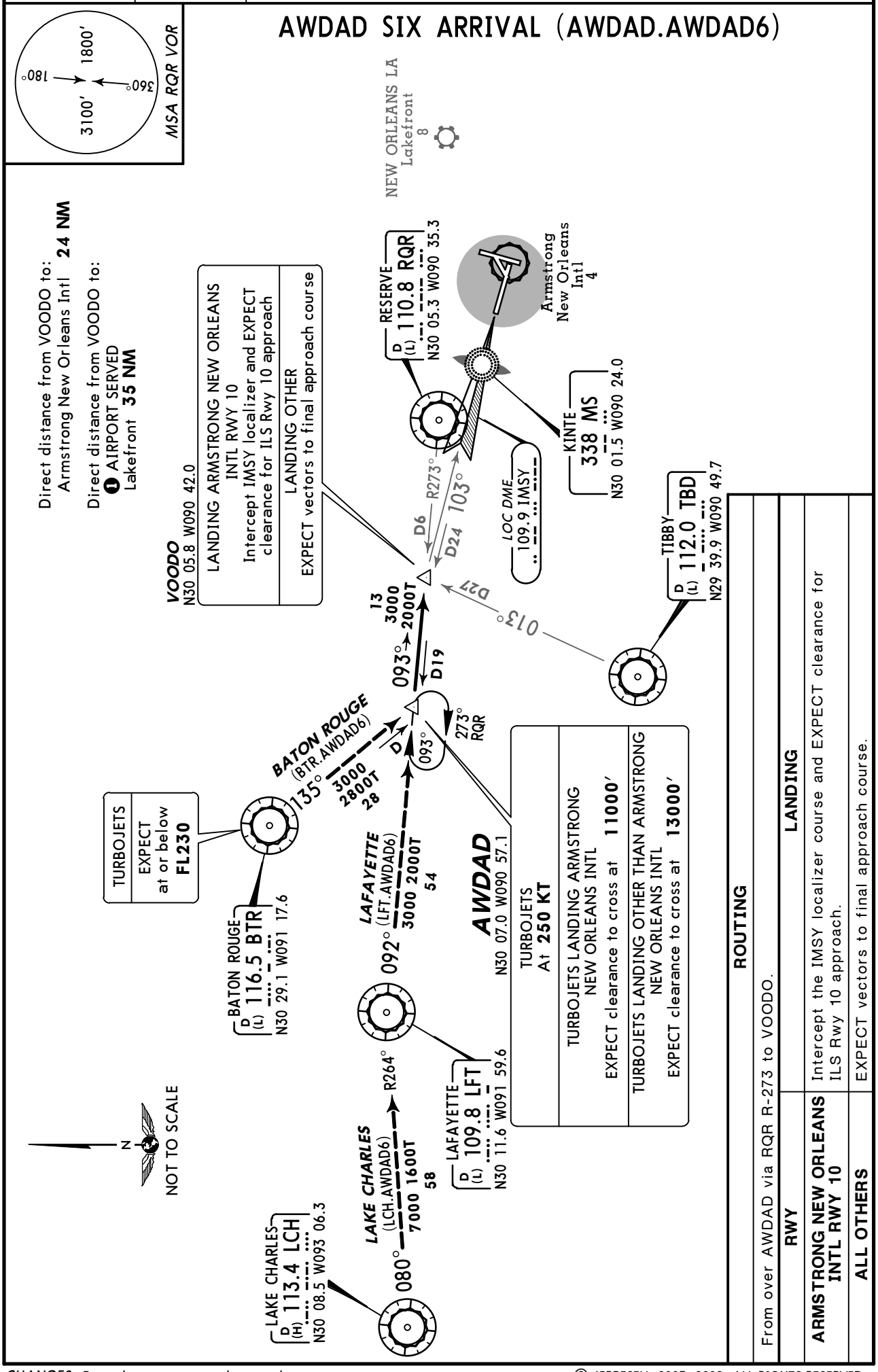
Runway: 36R
Length x Width: 3697 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, REIL

Communication Information

ATIS 124.9
ASOS 128.25
Lakefront Tower 119.9 CTAF
Lakefront Ground Control 121.7
Lakefront Clearance Delivery 127.4
New Orleans Approach Control 133.15 (316°-90°)
New Orleans Approach Control 123.85
New Orleans Departure Control 133.15 (316°-90°)
New Orleans Departure Control 123.85
De Ridder Flight Service Station 122.6 RCO

ARMSTRONG NEW ORLEANS INTL D-ATIS 127.55	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also Serves ❶

AWDAD SIX ARRIVAL (AWDAD.AWDAD6)



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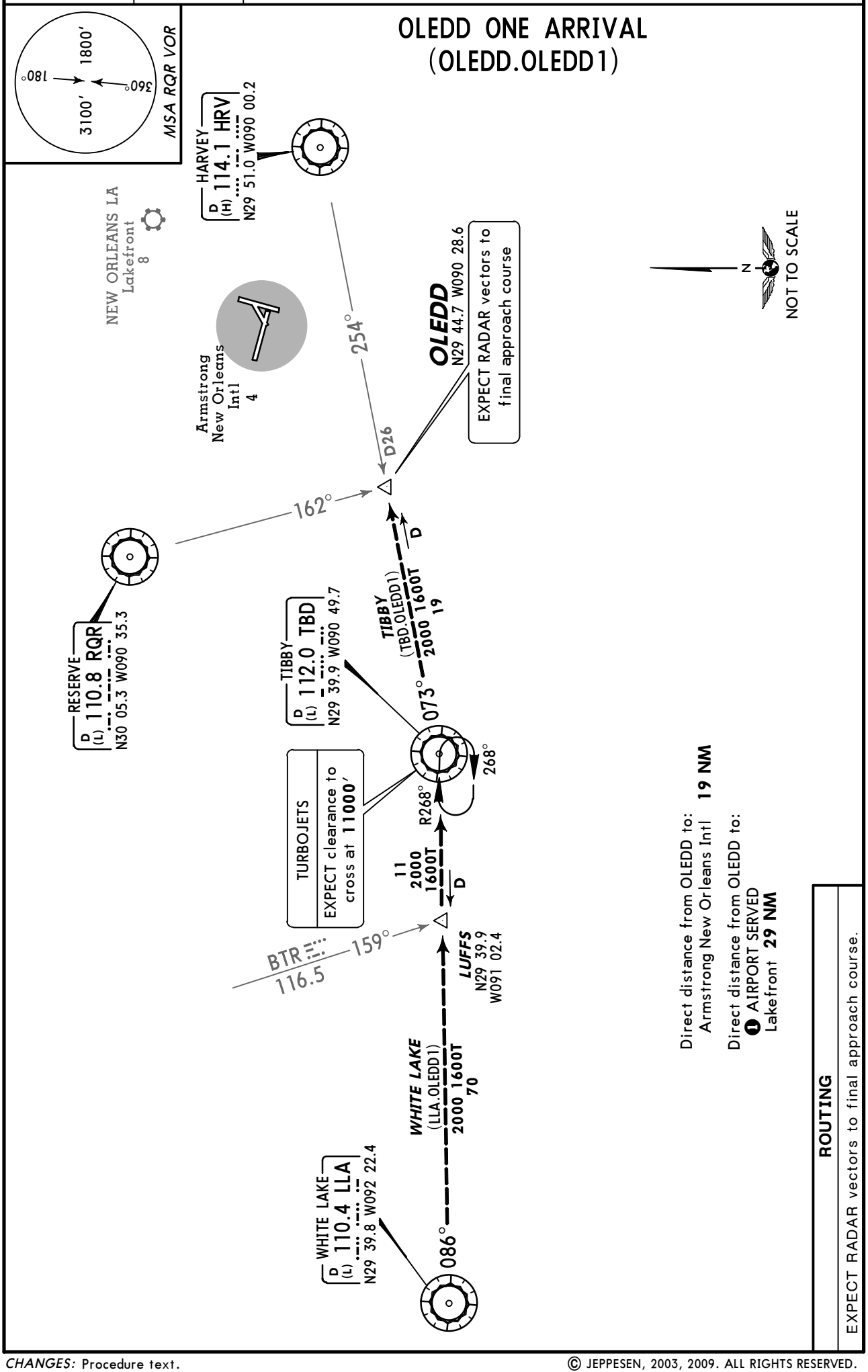
ARMSTRONG NEW ORLEANS INTL D-ATIS 127.55	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also Serves ❶

OLEDD ONE ARRIVAL (OLEDD.OLEDD1)



CHANGES: Procedure text.

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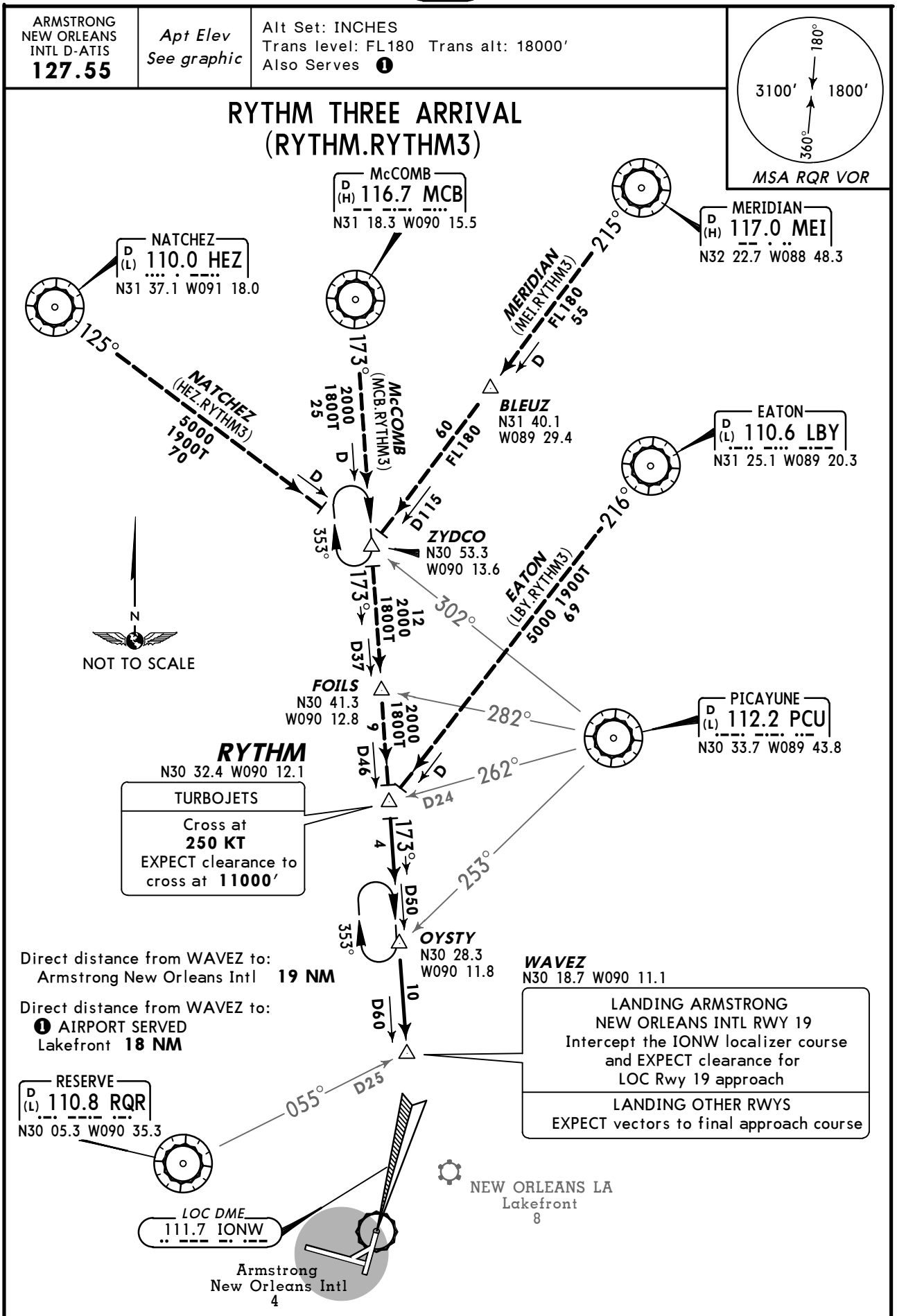
ARMSTRONG NEW ORLEANS INTL D-ATIS 127.55	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also Serves ❶



ROUTING

From over RYTHM via MCB R-173 to WAVEZ.

RWY	LANDING
ARMSTRONG NEW ORLEANS INTL RWY 19	Intercept the IONW localizer course and EXPECT clearance for LOC Rwy 19 approach.
ALL OTHERS	EXPECT vectors to final approach course.

CHANGES: Airport name, new format.

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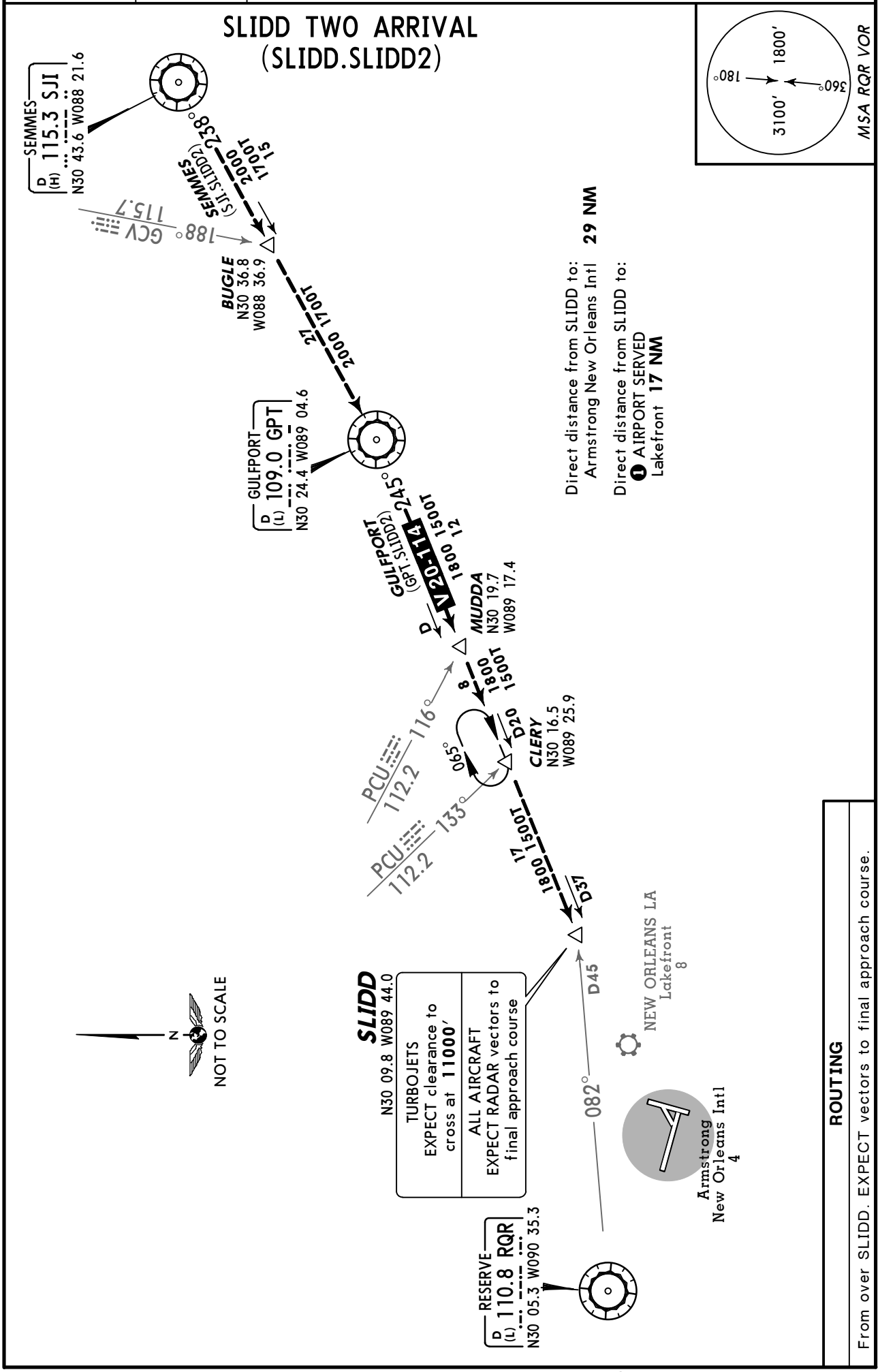
ARMSTRONG NEW ORLEANS INTL D-ATIS 127.55	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also Serves ❶

SLIDD TWO ARRIVAL
(SLIDD.SLIDD2)



ROUTING

From over SLIDD. EXPECT vectors to final approach course.

CHANGES: Airport name, new format.

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KNEW/NEW

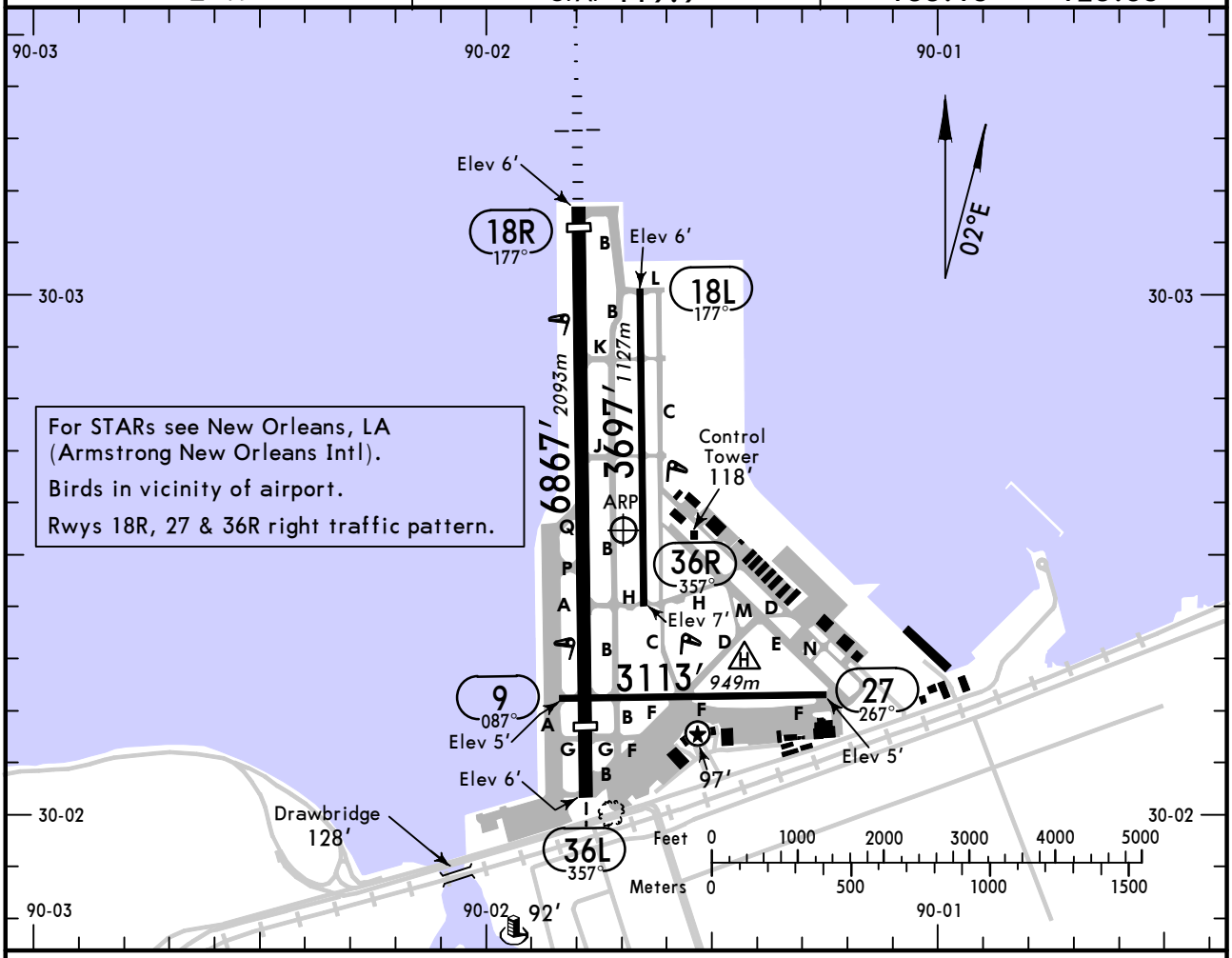
Apt Elev **8′**
N30 02.5 W090 01.7

JEPPESEN
4 FEB 11 (21-1)

NEW ORLEANS, LA
LAKEFRONT

*ATIS	ASOS	*LAKEFRONT Clearance	NEW ORLEANS Clearance
VOT 111.0 124.9	128.25 when Twr inop.	127.4	127.4 when Twr inop.

*Ground	*Tower	NEW ORLEANS Departure (R) North	South
121.7	CTAF 119.9	133.15	123.85



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
9 ❶ 27	MIRL REIL PAPI-L (angle 3.0°)					75′ 23m
	MIRL PAPI-R (angle 3.0°)					
18R ❷ 36L	MIRL MALSR PAPI-L (angle 3.0°)	grooved	❸ 5510′ 1679m	4539′ 1383m		150′ 46m
	MIRL REIL PAPI-L (angle 3.0°)	grooved	❹ 5135′ 1565m			
18L ❶ 36R	MIRL REIL					75′ 23m
	MIRL REIL PAPI-L (angle 3.0°)					

❶ Not available for air carrier operations.
❷ Surface: Few low spots near intersection of Rwy 9/27 holding water.
❸ Last 1129′ (344m) is unavailable for landing distance computations.
❹ Last 912′ (278m) is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 9, 18L, 27, 36L/R		Rwy 18R	
	Adequate Vis Ref	STD	❶ With Mim climb of 204′/NM to 1400′ Adequate Vis Ref	STD
1 & 2 Eng	1/4	1	1/4	1
3 & 4 Eng		1/2		1/2

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	Authorized Only When Twr Operating ILS Rwy 18R	LOC Rwy 18R	RNAV (GPS) Rwy 18R RNAV (GPS) Rwy 36L VOR DME Rwy 36L
A	600-2	800-2	800-2
B			
C			
D	700-2		

❶ Or alternatively, with standard take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1700′ prior to departure end of runway.

OBSTACLE DP: Rwy 9, climb heading 087° to 1400′ before turning right.

Rwys 18L & 18R, climb heading 177° to 1400′ before turning left.

AMEND 1

CHANGES: UNICOM frequency removed, note removed.

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BRIEFING STRIP ™

*ATIS	ASOS	NEW ORLEANS Approach (R) North	South	*LAKEFRONT Tower	*Ground
124.9	128.25 when Twr inop.	133.15	123.85	CTAF 119.9	121.7

LOC INEW	Final Apch Crs	GS BOGLY	ILS DA(H) (CONDITIONAL)	Apt Elev 8′
111.3	177°	1700′ (1692′)	258′ (250′)	TDZE 8′

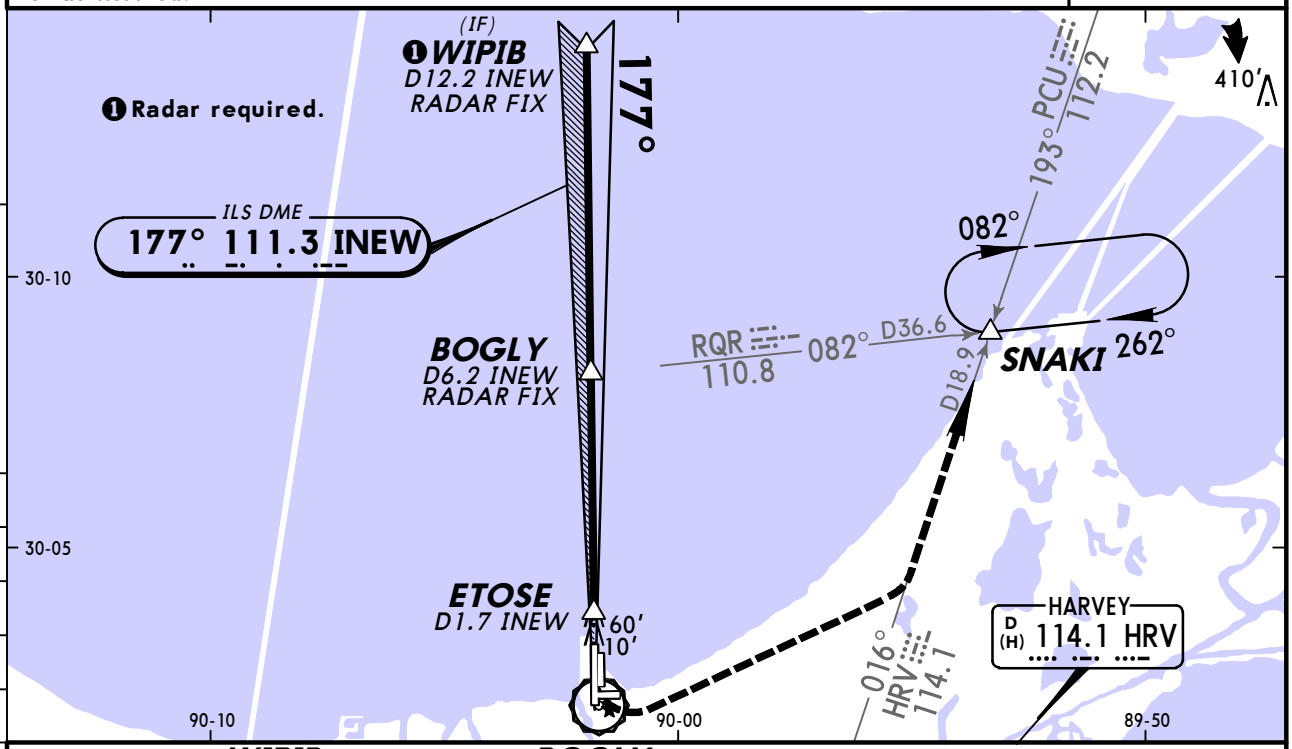
MISSED APCH: Climb to 500′ then climbing LEFT turn to 2100′ outbound on HRV VOR R-016 to SNAKI INT and hold.

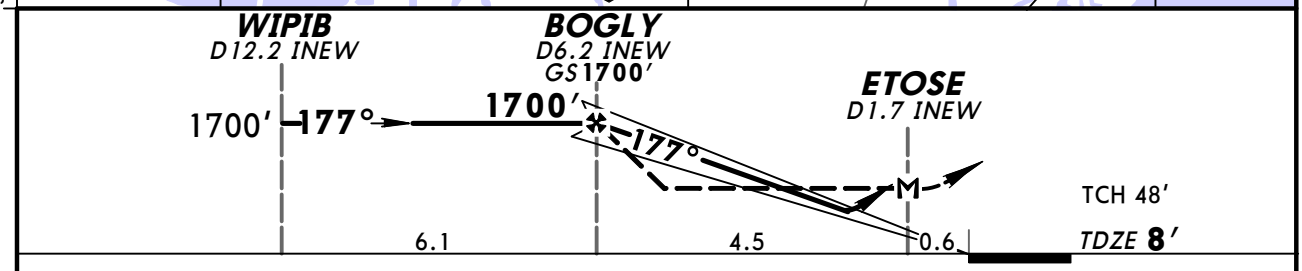
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 3. Visibility reduction by helicopters not authorized.

2100′

MSA HRV VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at ETOSE or BOGLY to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

MALSR
PAPI-L

500′

2100′ LT

HRV on 114.1 R-016

SNAKI

STRAIGHT-IN LANDING RWY 18R
With Local Altimeter Setting

	ILS DA(H) 258′ (250′) FULL	ILS DA(H) 258′ (250′) RAIL or ALS out	LOC (GS out) MDA(H) 320′ (312′)	LOC (GS out) MDA(H) 320′ (312′) RAIL out	LOC (GS out) MDA(H) 320′ (312′) ALS out
A	¾		¾	¾	1
B					
C					
D				1	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	460′ (452′)-1
120	
140	520′ (512′)-1½
165	660′ (652′)-2

With Armstrong New Orleans Intl Altimeter Setting

	ILS DA(H) 287′ (279′) FULL	ILS DA(H) 287′ (279′) RAIL or ALS out	LOC (GS out) MDA(H) 360′ (352′)	LOC (GS out) MDA(H) 360′ (352′) RAIL out	LOC (GS out) MDA(H) 360′ (352′) ALS out
A	¾		¾	¾	1
B					
C					
D				1¼	

With Armstrong New Orleans Intl Altimeter Setting

Max Kts	MDA(H)
90	500′ (492′)-1
120	
140	560′ (552′)-1½
165	700′ (692′)-2¼

TERPS AMEND 1 18 NOV 2010

CHANGES: None.

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KNEW/NEW LAKEFRONT

JEPPESEN

12 NOV 10 (22-1) **Eff 18 Nov**

NEW ORLEANS, LA RNAV (GPS) Rwy 18R

BRIEFING STRIP ™

*ATIS	ASOS	NEW ORLEANS Approach (R) North	South	*LAKEFRONT Tower	*Ground
124.9	128.25 when Twr inop.	133.15	123.85	CTAF 119.9	121.7

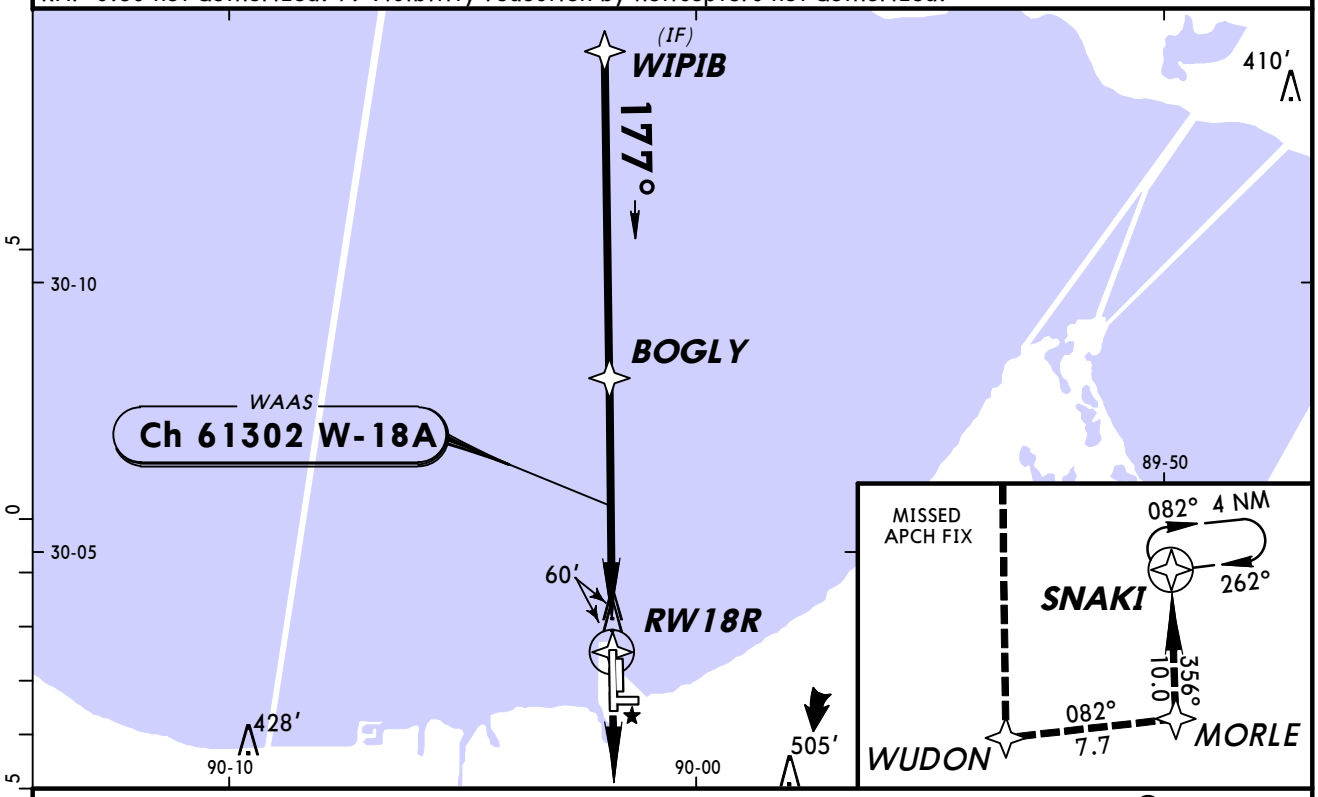
WAAS	Final Apch Crs	Minimum Alt BOGLY	LPV DA(H) (CONDITIONAL)	Apt Elev 8′
Ch 61302 W-18A	177°	1700′ (1692′)	258′ (250′)	TDZE 8′

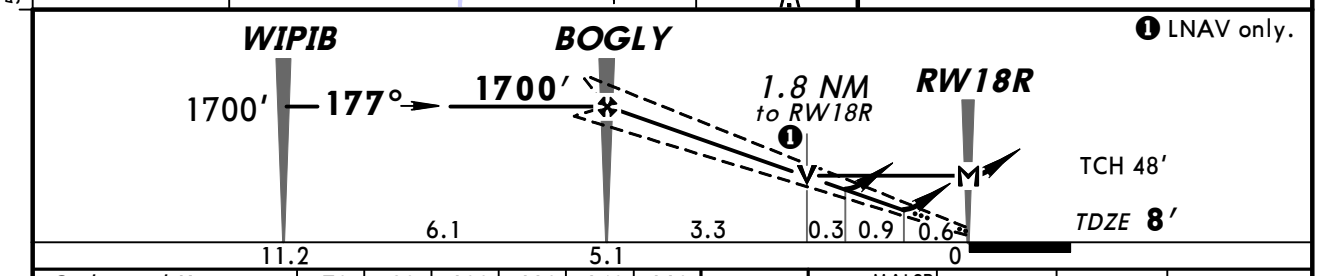
MISSED APCH: Climb to 2100′ direct WUDON and LEFT turn on track 082° to MORLE and on track 356° to SNAKI and hold.

2100′ MSA RW18R

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 3. Baro-VNAV not authorized when using Armstrong New Orleans Intl altimeter setting. 4. VDP not authorized with Armstrong New Orleans Intl altimeter setting. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 6. DME/DME RNP-0.30 not authorized. 7. Visibility reduction by helicopters not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18R						

MALSR PAPI-L 2100′ D→ WUDON

STRAIGHT-IN LANDING RWY 18R

With Local Altimeter Setting

	LPV DA(H) 258′ (250′) RAIL or ALS out	LNAV/VNAV DA(H) 521′ (513′) RAIL or ALS out	LNAV MDA(H) 640′ (632′) RAIL out	LNAV MDA(H) 640′ (632′) ALS out
A	3/4	1¼	3/4	1
B				
C			1¼	1¾
D			1½	2

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	640′ (632′)-1
120	
140	640′ (632′)-1¾
165	660′ (652′)-2

With Armstrong New Orleans Intl Altimeter Setting

	LPV DA(H) 287′ (279′) RAIL or ALS out	LNAV/VNAV DA(H) 550′ (542′) RAIL or ALS out	LNAV MDA(H) 680′ (672′) RAIL out	LNAV MDA(H) 680′ (672′) ALS out
A	3/4	1½	3/4	1
B				
C			1½	2
D			1¾	2¼

With Armstrong New Orleans Intl Altimeter Setting

Max Kts	MDA(H)
90	680′ (672′)-1
120	
140	680′ (672′)-2
165	700′ (692′)-2¼

TERPS AMEND 2 18 NOV 2010

CHANGES: Lighting, profile distances, minimums.

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BRIEFING STRIP™

*ATIS	ASOS	NEW ORLEANS Approach (R) North	South	*LAKEFRONT Tower	*Ground
124.9	128.25 when Twr inop.	133.15	123.85	CTAF 119.9	121.7

WAAS	Final Apch Crs	Minimum Alt HEBOT	LPV DA(H) (CONDITIONAL)	Apt Elev 8′
Ch 86913 W-36A	357°	1700′ (1692′)	340′ (332′)	TDZE 8′

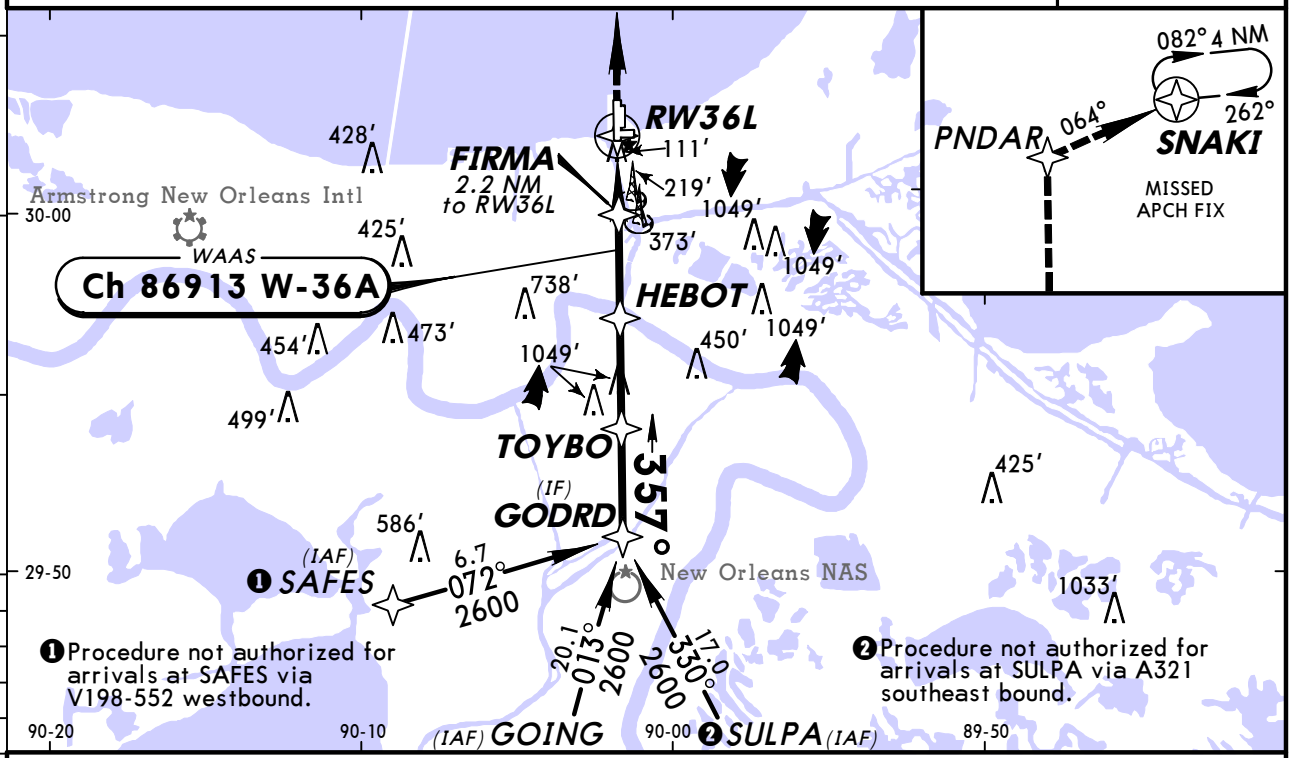
MISSED APCH: Climb to 2100′ direct PNDAR and via track 064° to SNAKI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. VDP and Baro-VNAV not authorized when using Armstrong New Orleans Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized.

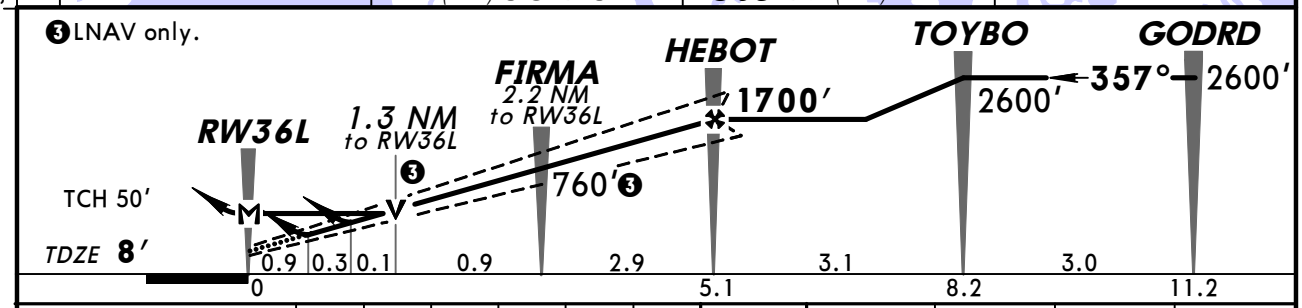
2100′

MSA RW36L



❶ Procedure not authorized for arrivals at SAFES via V198-552 westbound.

❷ Procedure not authorized for arrivals at SULPA via A321 southeast bound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36L						

REIL
PAPI-L

2100′

PNDAR

STRAIGHT-IN LANDING RWY 36L With Local Altimeter Setting	LPV DA(H) 340′ (332′)	LNAV/VNAV DA(H) 431′ (423′)	LNAV MDA(H) 480′ (472′)
A	1¼	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND With Local Altimeter Setting	Max Kts	MDA(H)
	90	520′ (512′)-1
	120	
	140	520′ (512′)-1½
	165	660′ (652′)-2

With Armstrong New Orleans Intl Altimeter Setting	LPV DA(H) 369′ (361′)	LNAV/VNAV DA(H) 460′ (452′)	LNAV MDA(H) 520′ (512′)
A	1¼	1½	1
B			
C			1½
D			1¾

With Armstrong New Orleans Intl Altimeter Setting	Max Kts	MDA(H)
	90	560′ (552′)-1
	120	
	140	560′ (552′)-1½
	165	700′ (692′)-2

AMEND 0 TERPS

CHANGES: Format.

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*ATIS	ASOS	NEW ORLEANS Approach (R) North	South	*LAKEFRONT Tower	*Ground
124.9	128.25 when Twr inop.	133.15	123.85	CTAF 119.9	121.7

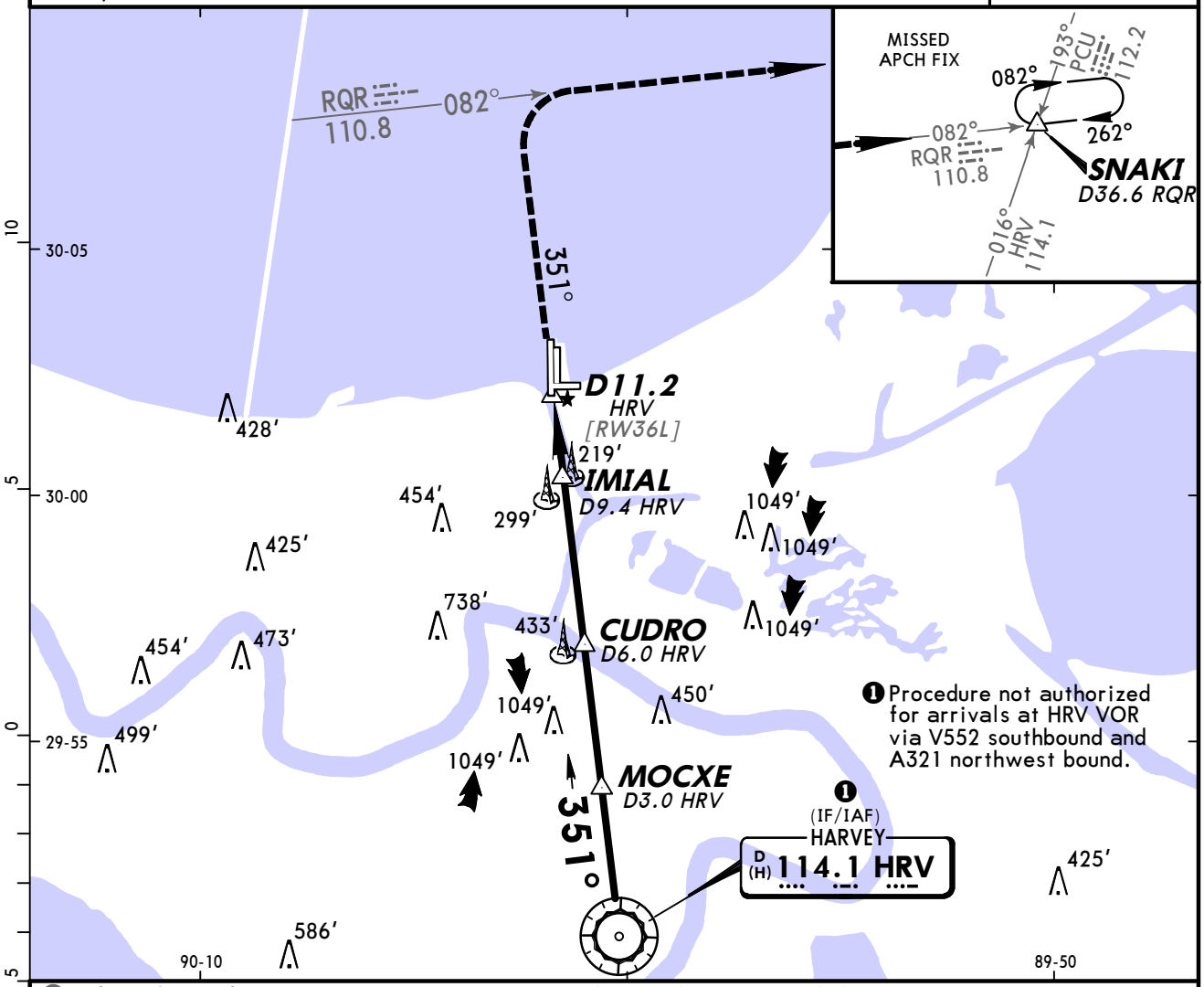
BRIEFING STRIP™

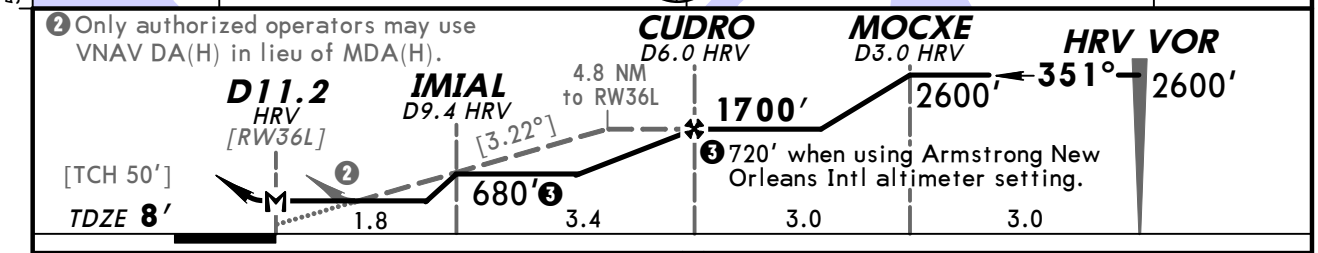
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 8′
HRV 114.1	351°	CUDRO 1700′ (1692′)	(CONDITIONAL) 480′ (472′)	TDZE 8′

MISSED APCH: Climb to 2000′ outbound via HRV VOR R-351 and outbound via RQR VOR R-082 to SNAKI INT/D36.6 RQR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Armstrong New Orleans Intl altimeter setting. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized.

2100′
MSA HRV VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.22°]	399	513	570	684	798	912
MAP at D11.2 HRV						

REIL
PAPI-L

2000′ ↑ HRV via 114.1 R-351 and RQR 110.8 R-082 SNAKI

	STRAIGHT-IN LANDING RWY36L With Local Altimeter Setting MDA(H) 480′ (472′)	With Armstrong New Orleans Intl Altimeter Setting MDA(H) 520′ (512′)	Max Kts	CIRCLE-TO-LAND With Local Altimeter Setting MDA(H)	With Armstrong New Orleans Intl Altimeter Setting MDA(H)
A	1	1	90	520′ (512′) - 1	560′ (552′) - 1
B			120		
C	1¼	1½	140	520′ (512′) - 1½	560′ (552′) - 1½
D	1½	1¾	165	660′ (652′) - 2	700′ (692′) - 2¼

AMEND 9 TERPS

CHANGES: Procedure.

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General Information

Location: Shreveport LA USA
IATA Code: SHV
Lat/Long: N32° 26.8' W093° 49.5'
Elevation: 258 ft

Airport Use: Public
Magnetic Variation: 2.0°E
Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1246 Z
Sunset: 0011 Z,

Runway Information

Runway: 05
Length x Width: 6202 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 237 ft
Lighting: Edge, REIL

Runway: 14
Length x Width: 8351 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 258 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 23
Length x Width: 6202 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 237 ft
Lighting: Edge, REIL

Runway: 32
Length x Width: 8351 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 222 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 375 ft

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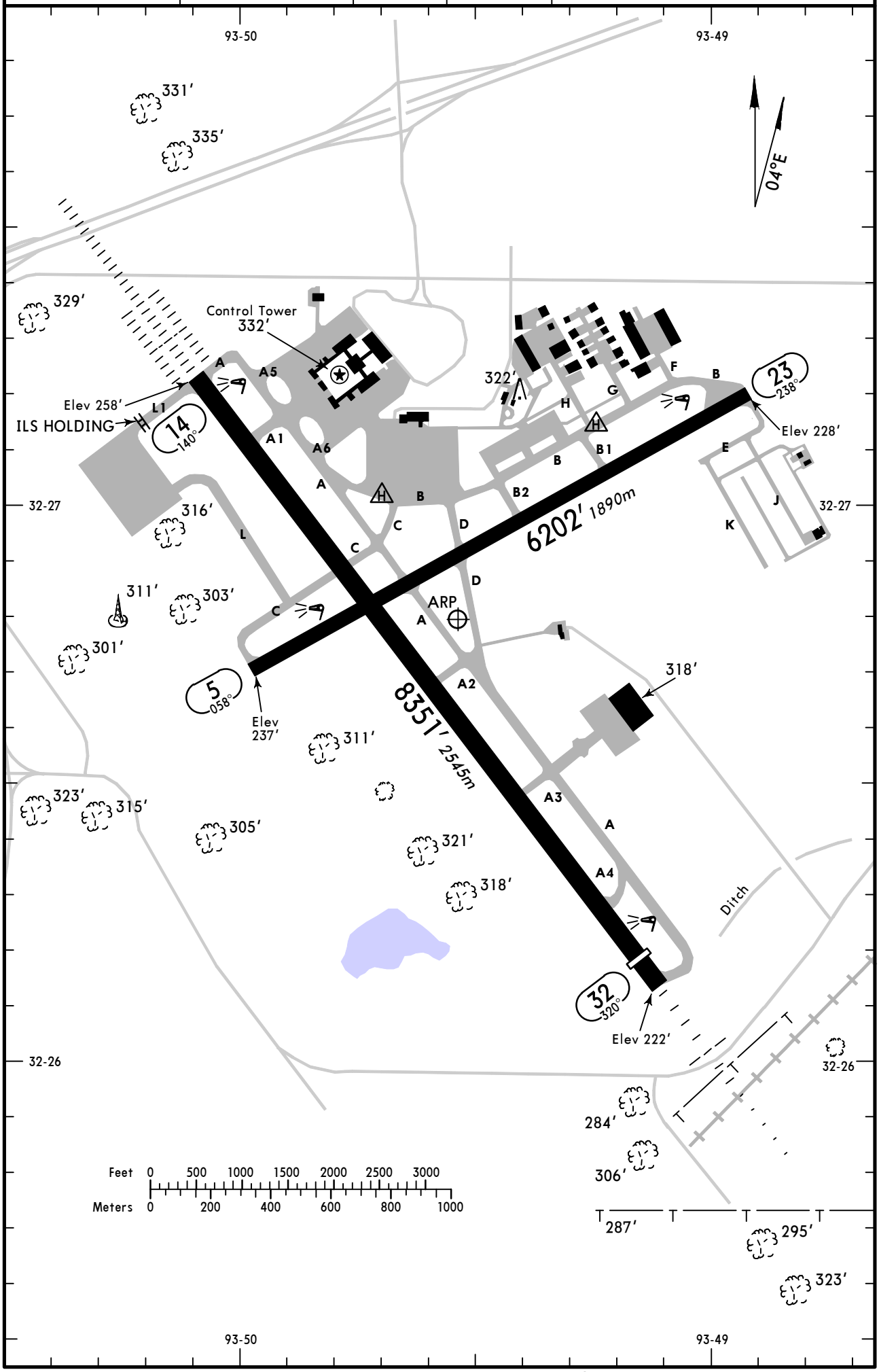
Communication Information

ATIS 128.45
Shreveport Tower 121.4
Shreveport Ground Control 121.9
Shreveport Clearance Delivery 124.65
Shreveport Approach Control 123.75 (320°-152°)
Shreveport Approach Control 121.4
Shreveport Approach Control 119.9 (153°-319°)
Shreveport App ARSA 119.9 (153°-319°)
Shreveport App ARSA 118.6 (320°-152°)
Shreveport Departure Control 123.75 (320°-152°)
Shreveport Departure Control 121.4
Shreveport Departure Control 119.9 (153°-319°)
Shreveport Regl Unicom 122.95
Shreveport Radar 125.1

ATIS	SHREVEPORT Clearance	Ground	Tower	SHREVEPORT Departure (R) (0600-0000) 320°-152°	153°-319°	(ALL OTHER TIMES)
128.45 VOT 108.2	124.65	121.9	121.4	123.75	119.9	121.4



CHANGES: None.

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GENERAL
Birds in vicinity of airport.
Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5	MIRL REIL PAPI-L (angle 3.0°) grooved				150' 46m
23	MIRL REIL VASI-L grooved				
14	HIRL CL ALSF-II TDZ grooved RVR		7151' 2180m		200' 61m
32	HIRL CL MALSR grooved RVR	7976' 2431m	6945' 2117m		

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 14, 32

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 23			Rwy 5			
Adequate Vis Ref	STD		With Mim climb of 233'/NM to 900'			For climb in visual conditions
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	
1/4	1/2	1	1/4	1/2	1	900-2 1/2

OBSTACLE DP: Rwy 5, For climb in visual conditions, cross Shreveport Regional Airport at or above 1000' before proceeding on course.

FOR FILING AS ALTERNATE

	ILS Rwy 14 ILS Rwy 32	LOC Rwy 5 LOC Rwy 14 LOC Rwy 32 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 RADAR-1	RNAV (GPS) Rwy 23
A	600-2	800-2	800-2
B			
C			
D			800-2 1/4

AMEND 0

CHANGES: Take-off minimums.

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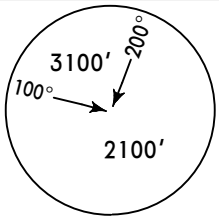
ATIS	SHREVEPORT Approach (R) (0600-0000)	(ALL OTHER TIMES)	SHREVEPORT Tower	Ground
128.45	119.9	121.4	121.4	121.9

BRIEFING STRIP ™

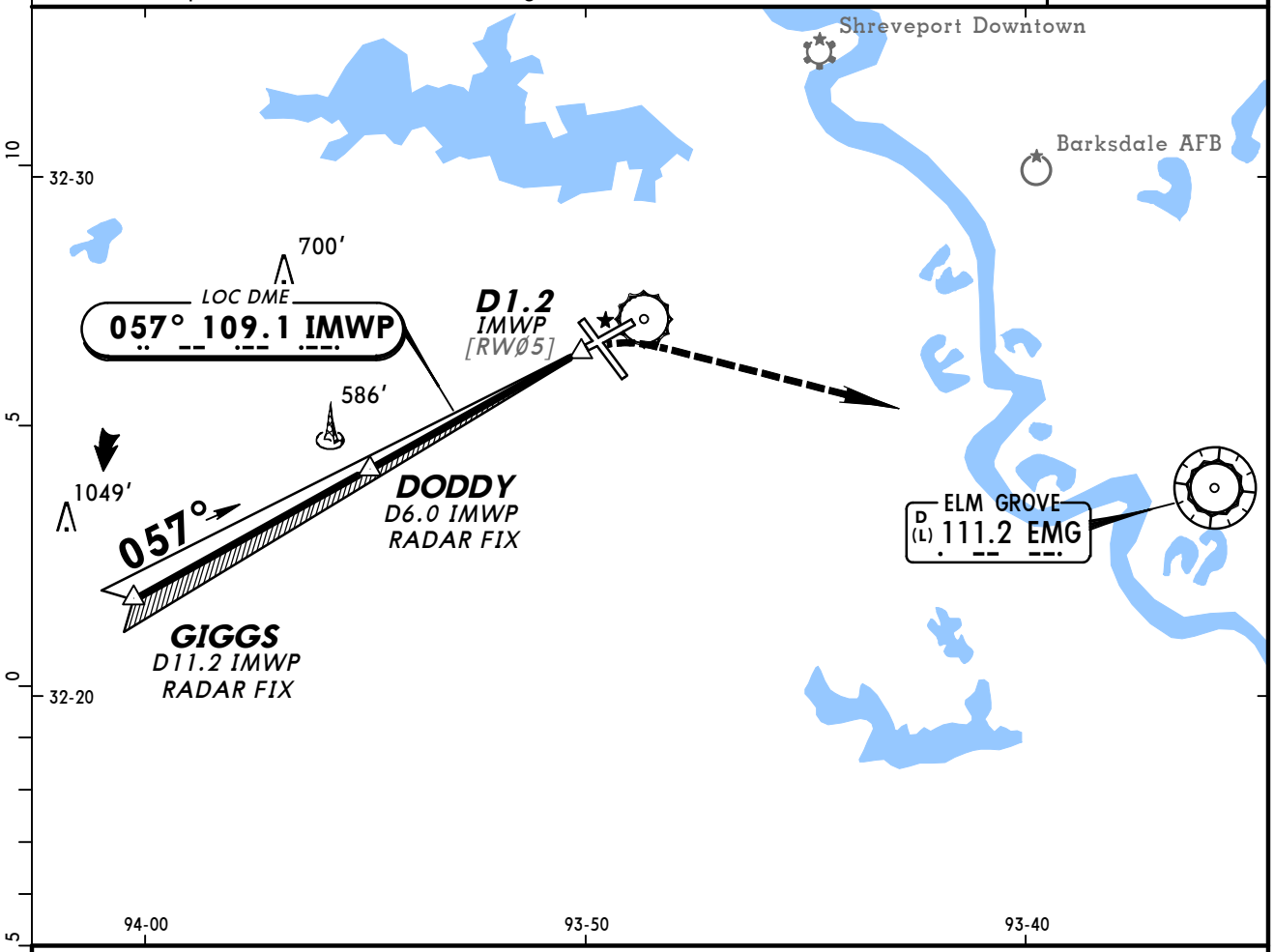
LOC IMWP	Final Apch Crs	Minimum Alt DODDY	MDA(H)	Apt Elev 258′
109.1	057°	2000′ (1763′)	600′ (363′)	TDZE 237′

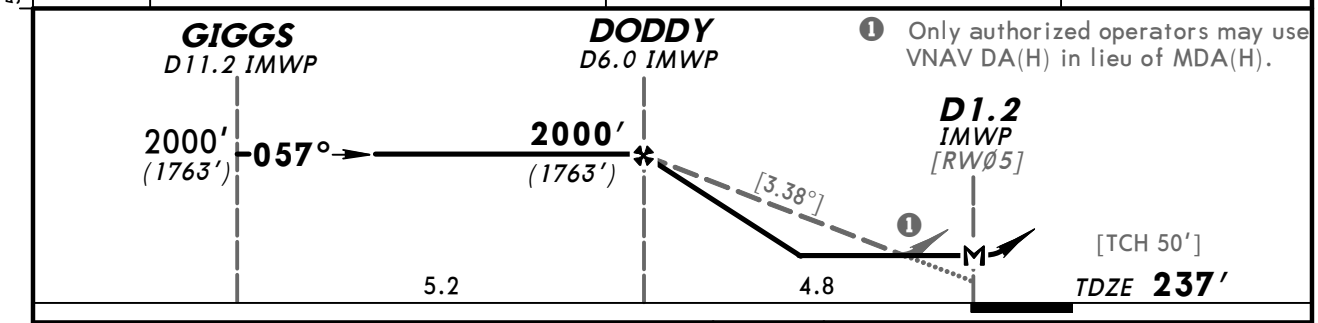
MISSED APCH: Climbing RIGHT turn to 2000′ direct EMG VOR .

1. RADAR required. 2. VGSI and descent angles not coincident.



MSA EMG VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.38°]	419	538	598	718	837	957
MAP at D1.2 IMWP or DODDY to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

REIL
PAPI-L

2000′ RT

D

EMG 111.2

STRAIGHT-IN LANDING RWY 5		CIRCLE-TO-LAND	
MDA(H) 600′(363′)		Max Kts	MDA(H)
A	1	90	800′(542′)-1
B		120	
C		140	800′(542′)-1½
D	1¼	165	820′(562′)-2

AMEND 1A

CHANGES: VNAV added, VGSI note.

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ATIS	SHREVEPORT Approach (R) (0600-0000)	(ALL OTHER TIMES)	SHREVEPORT Tower	Ground
128.45	119.9	121.4	121.4	121.9

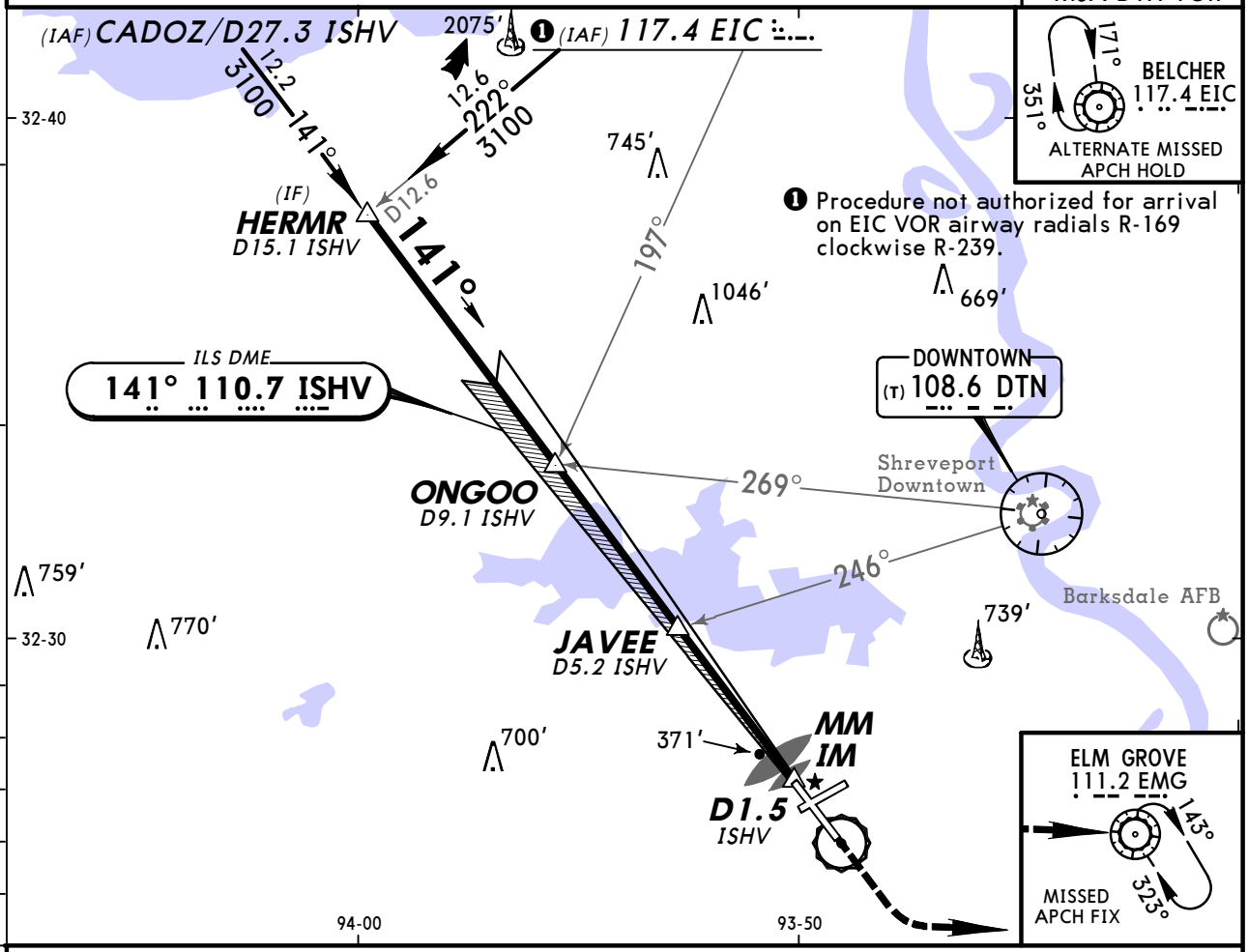
BRIEFING STRIP™

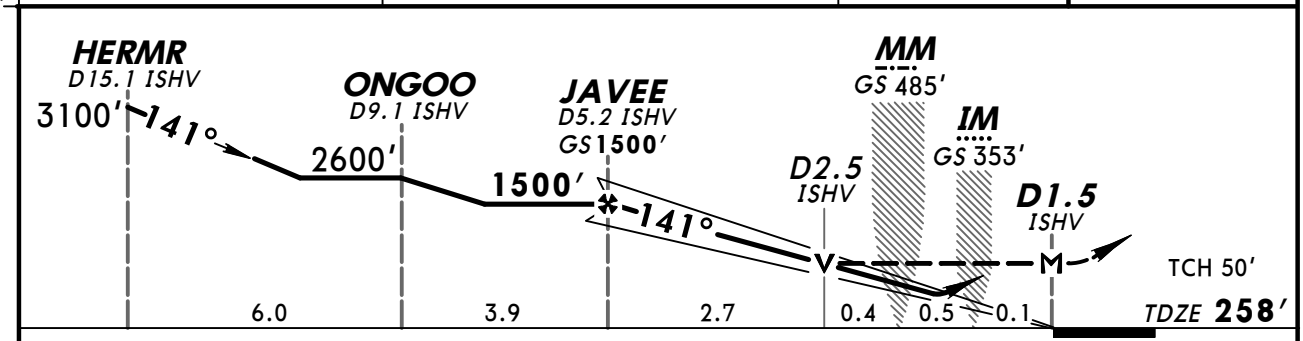
LOC ISHV	Final Apch Crs	GS JAVEE	ILS DA(H)	Apt Elev 258′
110.7	141°	1500′ (1242′)	458′ (200′)	TDZE 258′

MISSED APCH: Climb to 2000′ then LEFT turn direct EMG VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA DTN VOR: 3100′ (200°, 100°), 2100′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.5 ISHV or JAVEE to MAP 3.7	3:10	2:28	2:13	1:51	1:35	1:23

ALSF-II | 2000′ | LT | D | EMG 111.2

STRAIGHT-IN LANDING RWY14

	ILS DA(H) 458′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 620′ (362′)	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C					
D				RVR 40 or ¾	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	800′ (542′) - 1
120	
140	800′ (542′) - 1½
165	820′ (562′) - 2

AMEND 25 TERPS

CHANGES: Procedure.

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ATIS	SHREVEPORT Approach (R) (0600-0000)	(ALL OTHER TIMES)	SHREVEPORT Tower	Ground
128.45	119.9	121.4	121.4	121.9

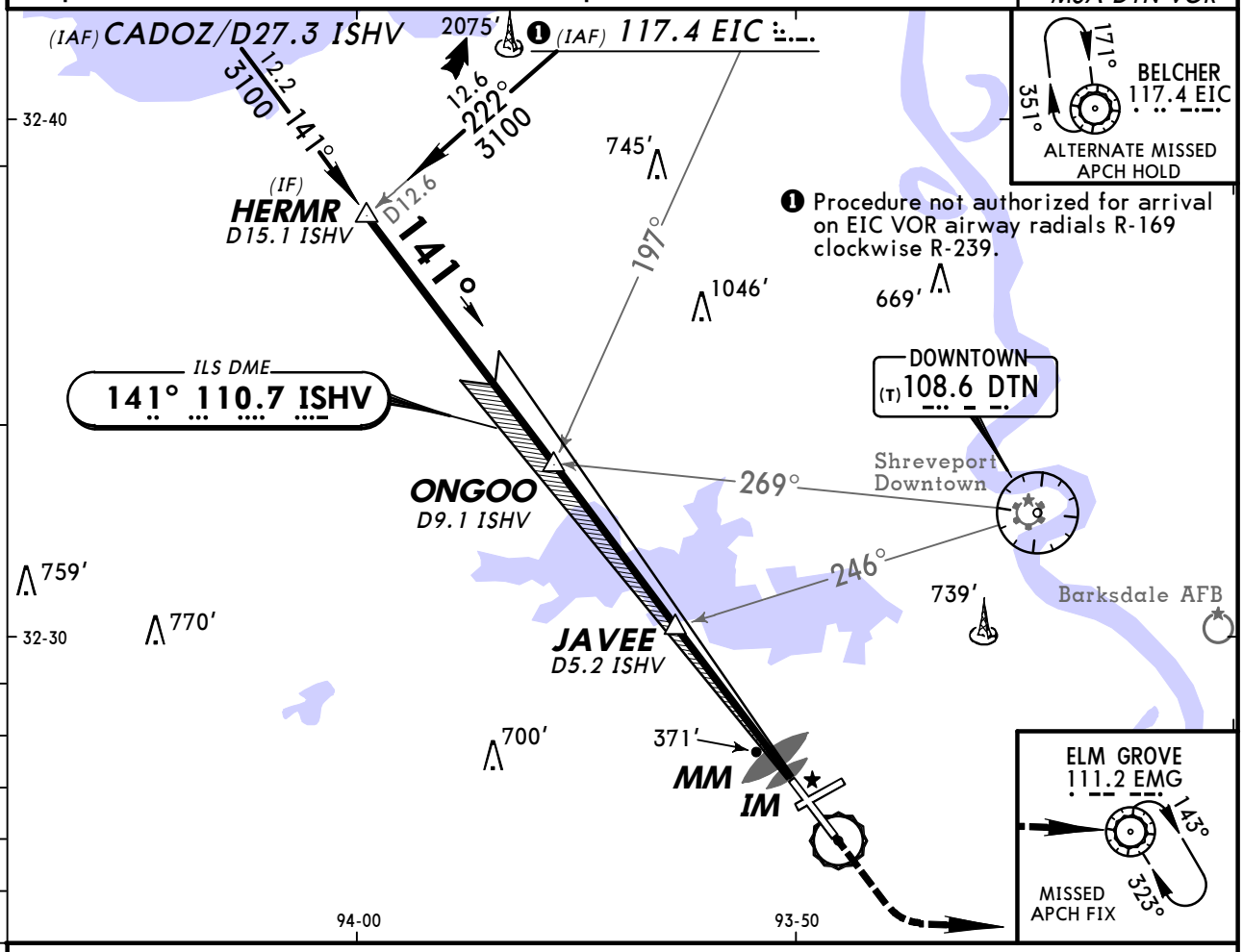
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 258′
ISHV 110.7	141°	JAVEE 1500′ (1242′)	RA 93′ DA(H) 358′ (100′)	TDZE 258′

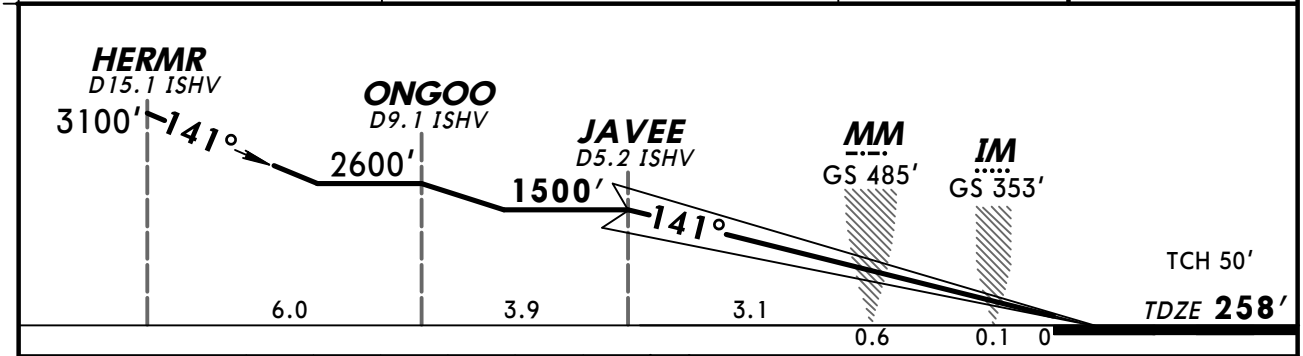
MISSED APCH: Climb to 2000′ then LEFT turn direct EMG VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required.

MSA DTN VOR: 3100′ 200° 100° 2100′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II | 2000′ | LT | D | EMG 111.2

STRAIGHT-IN LANDING RWY14
CAT II ILS
RA 93′
DA(H) **358′** (100′)

RVR 12

BRIEFING STRIP ™ | AMEND 25 | TERPS

CHANGES: Procedure.

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ATIS	SHREVEPORT Approach (R) (0600-0000)	(ALL OTHER TIMES)	SHREVEPORT Tower	Ground
128.45	119.9	121.4	121.4	121.9

BRIEFING STRIP™

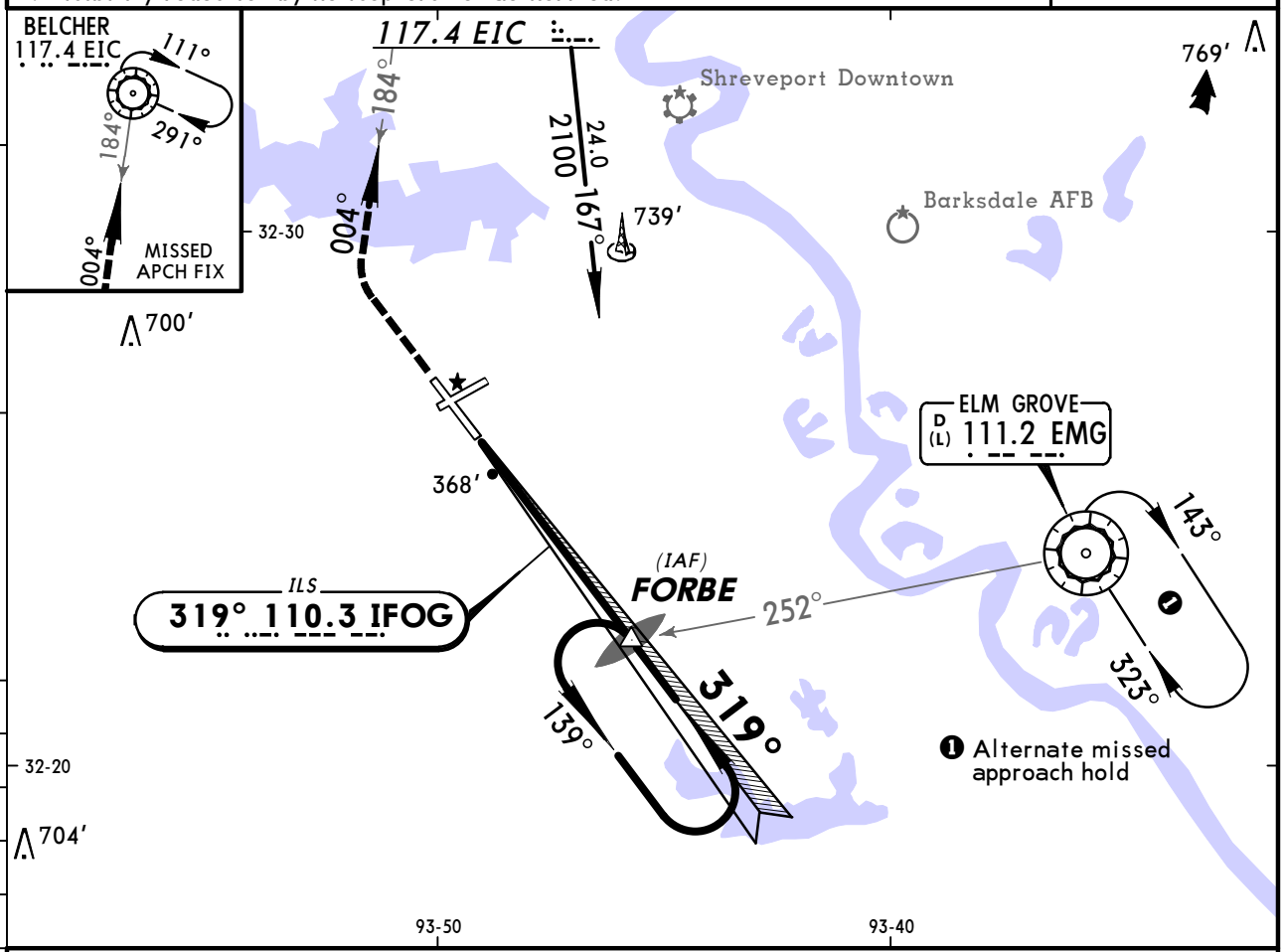
LOC IFOG	Final Apch Crs	GS FORBE	ILS DA(H)	Apt Elev 258'
110.3	319°	1837' (1615')	422' (200')	TDZE 222'

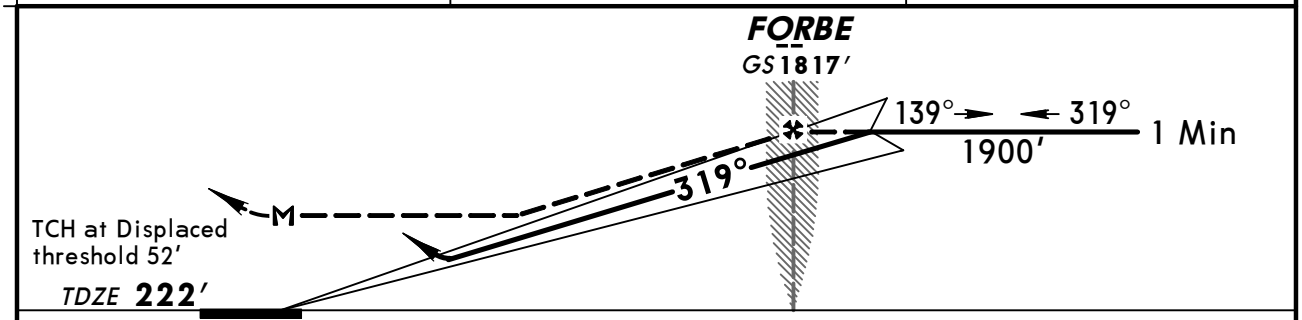
MISSED APCH: Climb to 800' then climbing RIGHT turn to 3100' inbound via EIC VOR R-184 to EIC VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Visibility reduction by helicopters not authorized.

3100'
MSA EMG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
FORBE to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR | 800' | 3100' RT via EIC 117.4 R-184 | EIC 117.4

STRAIGHT-IN LANDING RWY 32

	ILS DA(H) 422'(200') FULL	ILS DA(H) 422'(200') RAIL or ALS out	LOC (GS out) MDA(H) 720'(498') RAIL out	LOC (GS out) MDA(H) 720'(498') ALS out	Max Kts.	CIRCLE-TO-LAND MDA(H)
A	RVR 40 or ¾		RVR 40 or ¾	RVR 50 or 1	90	800' (542')-1
B					120	
C			RVR 40 or ¾	RVR 60 or 1¼	140	800' (542')-1½
D			RVR 50 or 1	1½	165	820' (562')-2

AMEND 5 TERPS

CHANGES: Procedure.

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BRIEFING STRIP ™

ATIS	SHREVEPORT Approach (R) (0600-0000)	(ALL OTHER TIMES)	SHREVEPORT Tower	Ground
128.45	119.9	121.4	121.4	121.9

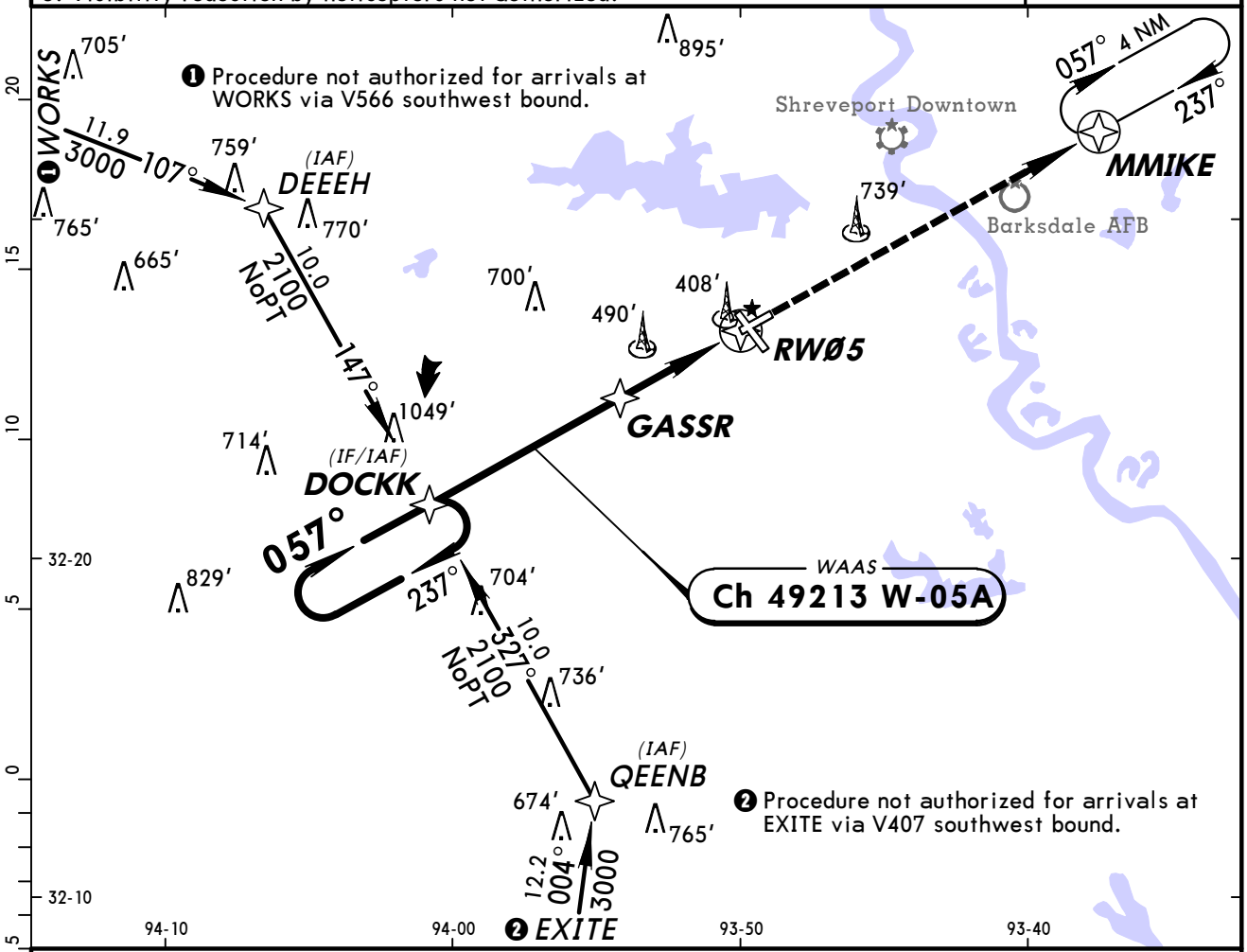
WAAS	Final Apch Crs	Minimum Alt GASSR	LPV DA(H)	Apt Elev 258'
Ch 49213 W-05A	057°	1600' (1363')	594' (357')	TDZE 237'

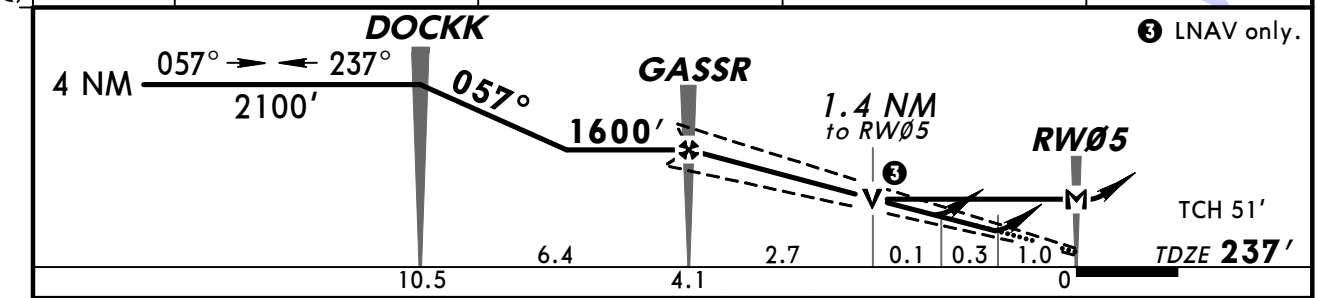
MISSED APCH: Climb to 3000' direct MMIKE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.
3. Visibility reduction by helicopters not authorized.

3100'
MSA RWØ5





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

REIL
PAPI-L
3000'
D
MMIKE

STRAIGHT-IN LANDING RWY 5				CIRCLE-TO-LAND	
	LPV DA(H) 594' (357')	LNAV/VNAV DA(H) 708' (471')	LNAV MDA(H) 720' (483')	Max Kts	MDA(H)
A	1¼	1¾	1	90	800' (542') - 1
B				120	
C			1¼	140	800' (542') - 1½
D			1½	165	820' (562') - 2

AMEND 1
TERPS

CHANGES: Procedure.

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ATIS	SHREVEPORT Approach (R) (0600-0000)	(ALL OTHER TIMES)	SHREVEPORT Tower	Ground
128.45	119.9	121.4	121.4	121.9

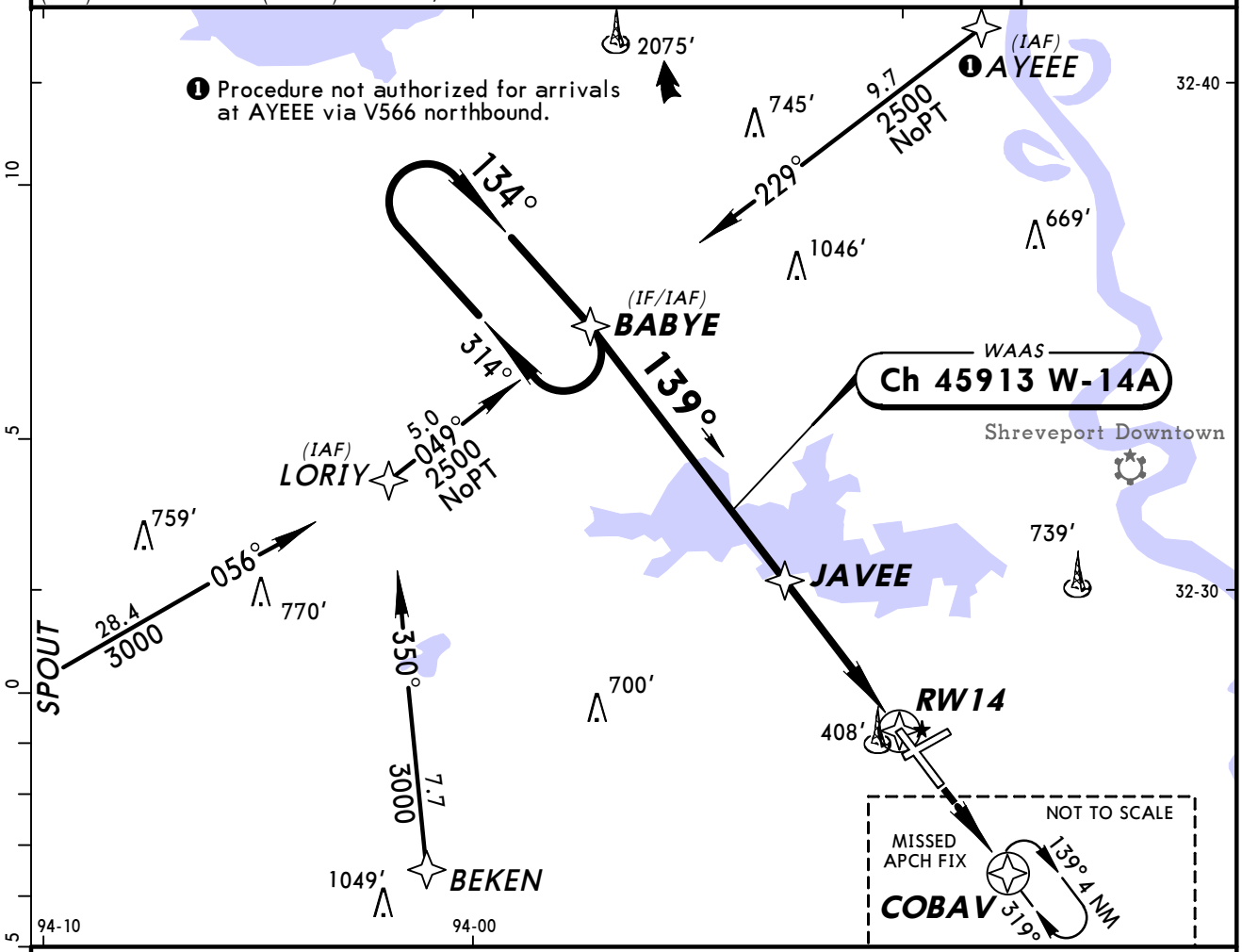
BRIEFING STRIP ™

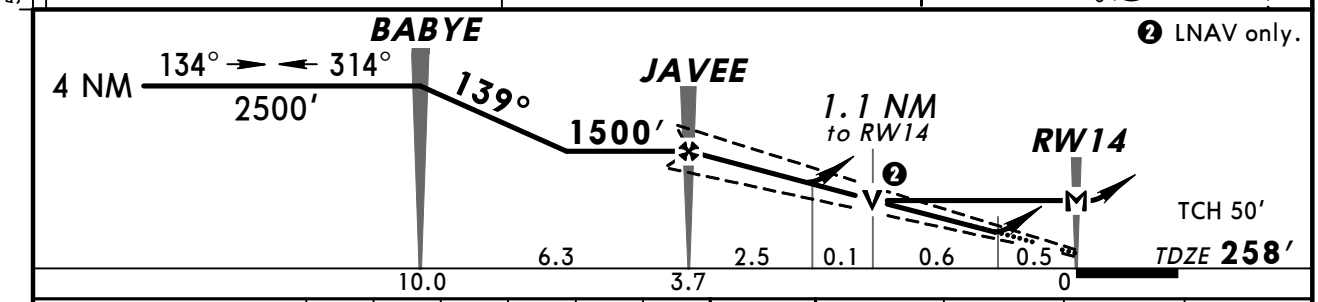
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 258′
Ch 45913 W-14A	139°	JAVEE 1500′ (1242′)	458′ (200′)	TDZE 258′

MISSED APCH: Climb to 3000′ direct COBAV and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized.

3100′
MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

ALSF-II 3000′ D COBAV

STRAIGHT-IN LANDING RWY 14

	LPV DA(H) 458′ (200′)		LNAV/VNAV DA(H) 684′ (426′)		LNAV MDA(H) 660′ (402′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	800′ (542′) -1
120	
140	800′ (542′) -1½
165	820′ (562′) -2

AMEND 1
TERPS

CHANGES: Procedure.

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ATIS	SHREVEPORT Approach (R) (0600-0000)	(ALL OTHER TIMES)	SHREVEPORT Tower	Ground
128.45	119.9	121.4	121.4	121.9

BRIEFING STRIP™

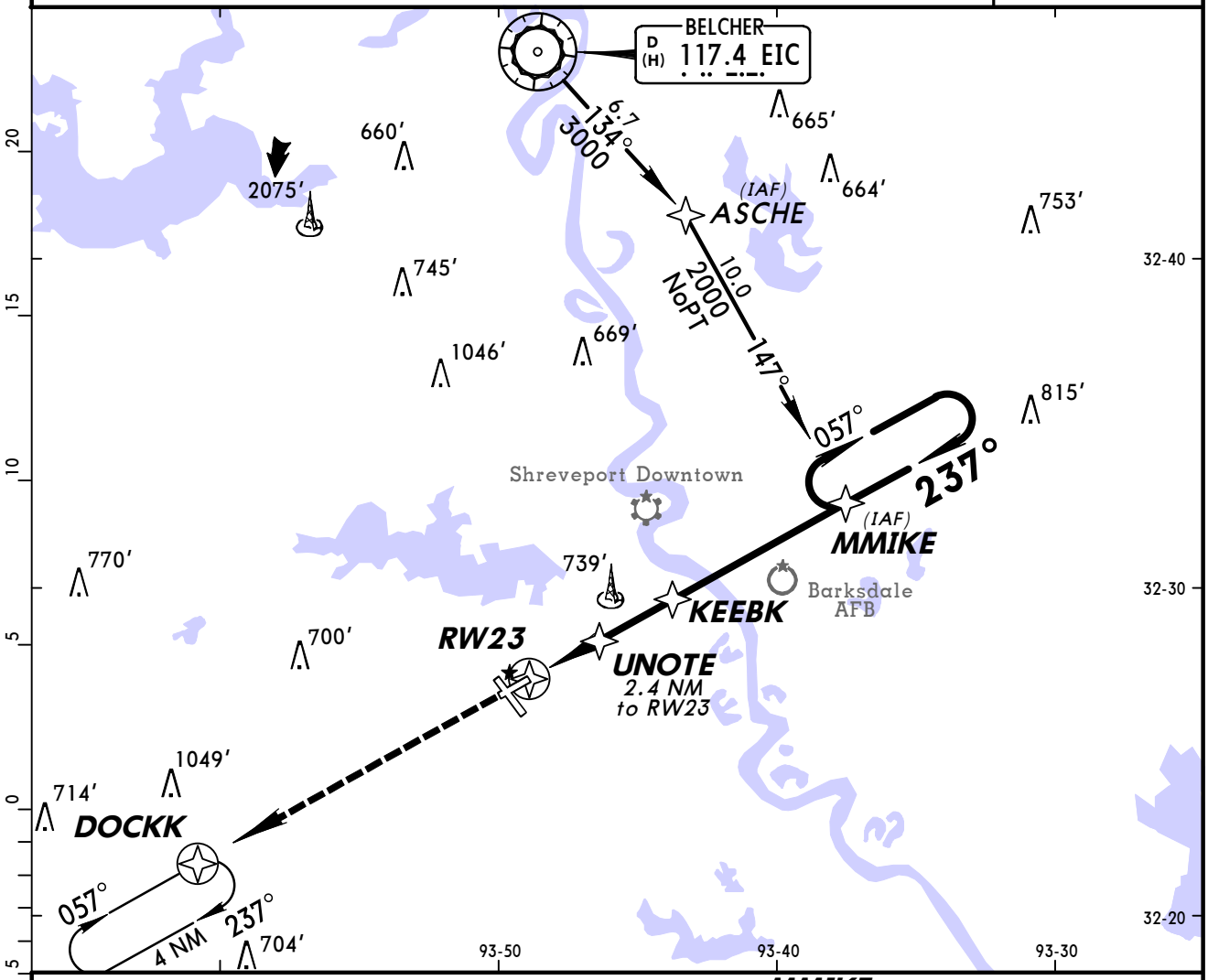
RNAV	Final Apch Crs	Minimum Alt KEEBK	LNAV MDA(H)	Apt Elev 258′
	237°	1900′ (1663′)	940′ (703′)	TDZE 237′

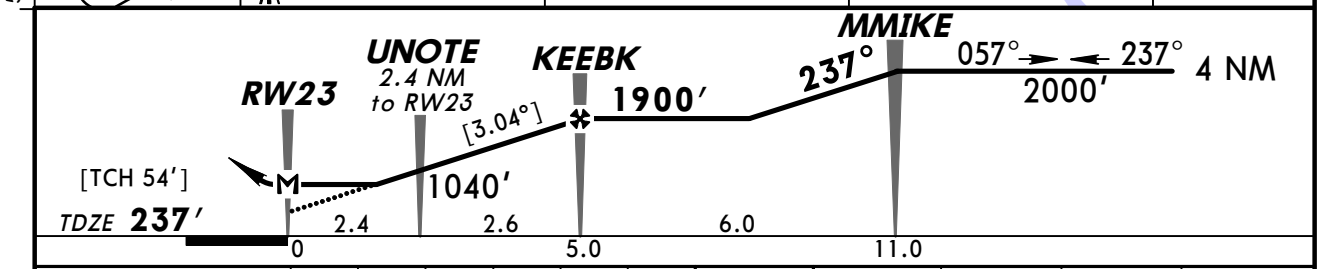
MISSED APCH: Climb to 3000′ direct DOCKK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized.

3100′ MSA RW23





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW23						

REIL
VASI-L
3000′
DOCKK

TERPS

AMEND OB	STRAIGHT-IN LANDING RWY23 LNAV MDA(H) 940′ (703′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	940′(682′)-1
B		120	
C	2	140	940′(682′)-2
D	2¼	165	940′(682′)-2¼

CHANGES: Procedure.

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BRIEFING STRIP™

ATIS	SHREVEPORT Approach (R) (0600-0000)	(ALL OTHER TIMES)	SHREVEPORT Tower	Ground
128.45	119.9	121.4	121.4	121.9

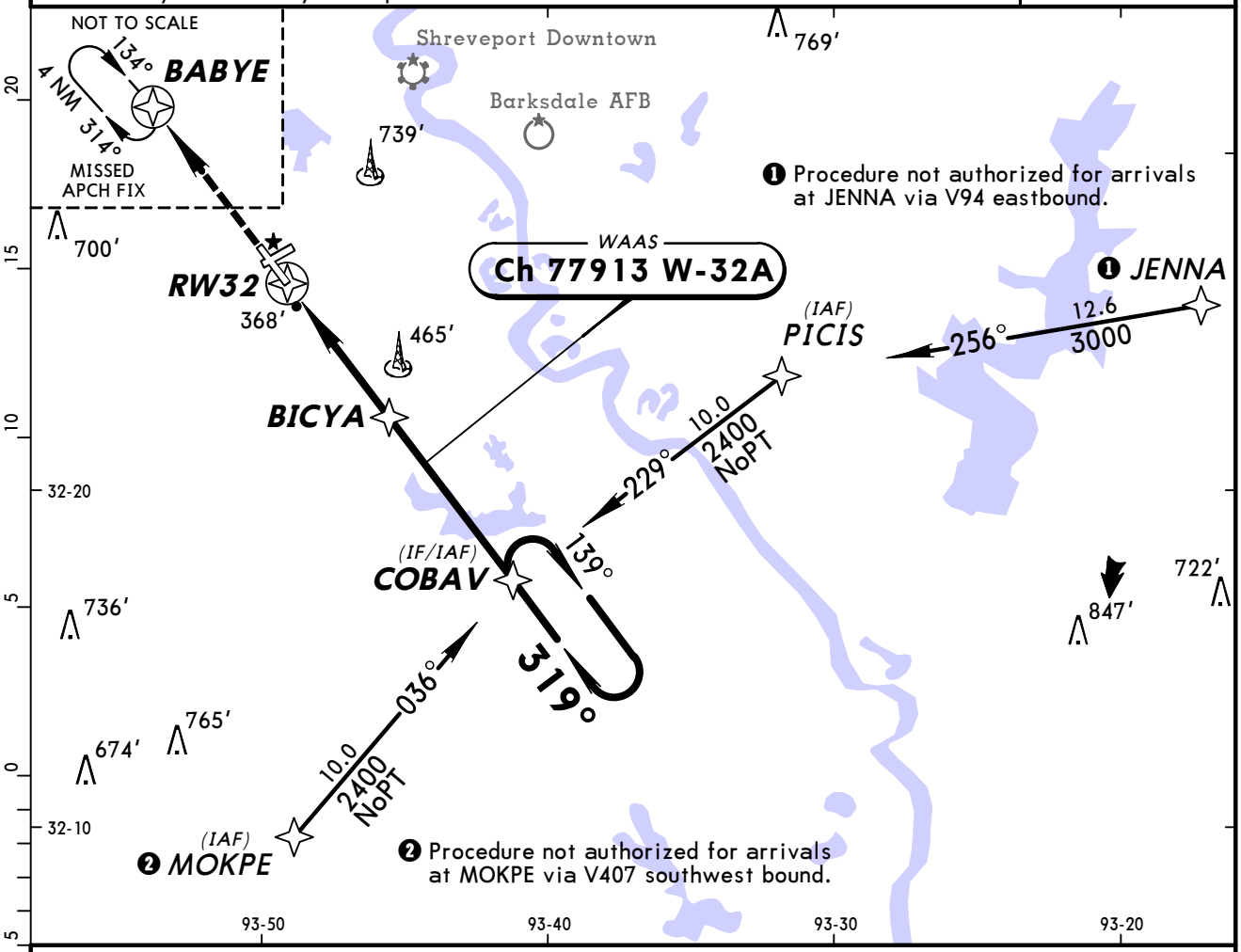
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 258′
Ch 77913 W-32A	319°	BICYA 1900′ (1678′)	422′ (200′)	TDZE 222′

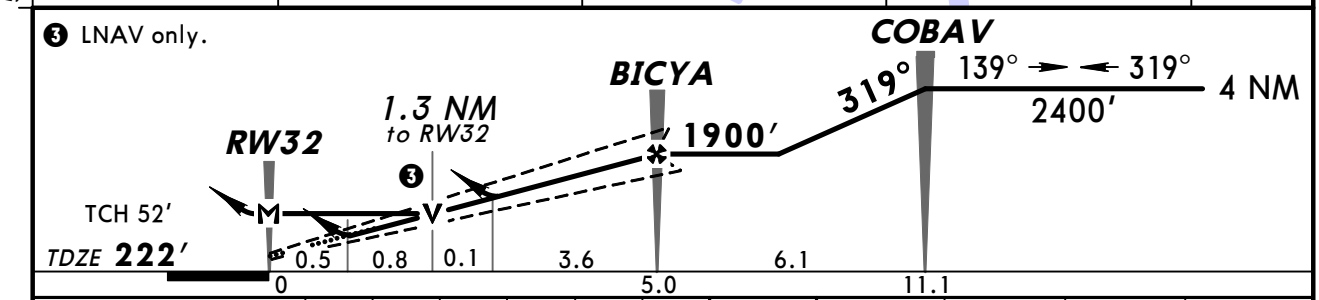
MISSED APCH: Climb to 2500′ direct BABYE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.
3. Visibility reduction by helicopters not authorized.

3100′
MSA RW32





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

MALSR 2500′ D BABYE

STRAIGHT-IN LANDING RWY 32

	LPV DA(H) 422′ (200′)		LNAV/VNAV DA(H) 706′ (484′)		LNAV MDA(H) 680′ (458′)		
		ALS out		ALS out		RAIL out	ALS out
A	RVR 40 or ¾		RVR 60 or 1¼	1¾	RVR 40 or ¾		RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	800′ (542′) - 1
120	
140	800′ (542′) - 1½
165	820′ (562′) - 2

AMEND 1
TERPS

CHANGES: Procedure.

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ATIS	SHREVEPORT Approach (R) (0600-0000)	(ALL OTHER TIMES)	SHREVEPORT Tower	Ground
128.45	119.9	121.4	121.4	121.9

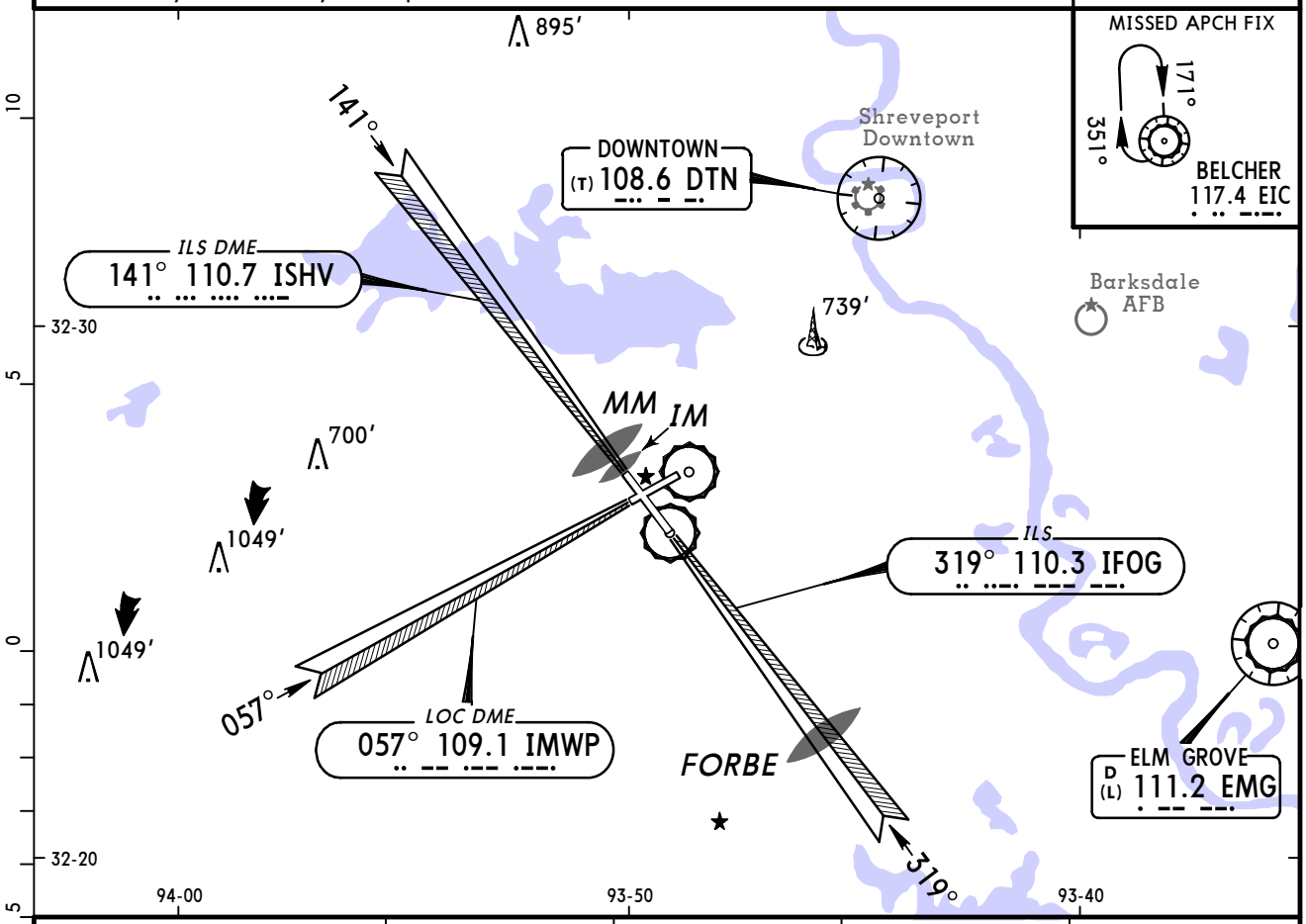
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 258′

MISSED APCH: See below.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized.

No MSA published



Rwy 5-NM to Thr	5.0	4.0	3.0	2.0
ALTITUDE	2000′	1660′	1320′	980′
Rwy 14-NM to Thr	5.0	4.0	3.0	2.0
ALTITUDE	2000′	1660′	1320′	980′
Rwy 32-NM to Thr	5.0	4.0	3.0	2.0
ALTITUDE	2000′	1660′	1300′	960′

MISSED APCH:

Rwys 5, 14: Climbing LEFT turn to 4000′ direct EIC VOR and hold.

Rwy 32: Climbing RIGHT turn to 4000′ direct EIC VOR and hold.

RWY 5	RWY 14	RWY 32
TDZE 237′	TDZE 258′	TDZE 222′

ASR Rwys 5, 14, 32: MAP 1.0 NM from Rwy Thr

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
	ASR 5 MDA(H) 840′(603′)	ASR 14 MDA(H) 800′(542′)		ASR 32 MDA(H) 720′(498′)		Max Kts	MDA(H)
			ALS out	RAIL out	ALS out		
A	1¼	RVR 40 or ¾	RVR 50 or 1	¾	1	90	840′(582′)-1¼
B						120	
C	1¾	RVR 60 or 1¼	1½	1	1⅜	140	840′(582′)-1¾
D			1¾		1½	165	840′(582′)-2

TERPS AMEND 4 10 MAR 2011

CHANGES: Procedure.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ALEXANDRIA, LA (ALEXANDRIA INTL - KAEX)

NEW IBERIA, LA (ACADIANA REGL - KARA)

BOSSIER CITY, LA (BARKSDALE AFB - KBAD)

BATON ROUGE, LA (BATON ROUGE METRO-RYAN - KBTR)

LAKE CHARLES, LA (CHENNAULT INTL - KCWF)

GALLIANO, LA (SOUTH LAFOURCHE LEONARD MILLER - KGAO)

HAMMOND, LA (HAMMOND NORTHSHORE REGIONAL - KHDC)

HOUMA, LA (HOUMA-TERREBONNE - KHUM)

LAKE CHARLES, LA (LAKE CHARLES REGL - KLCH)

LAFAYETTE, LA (LAFAYETTE REGL - KLFT)

MONROE, LA (MONROE REGL - KMLU)

NEW ORLEANS, LA (ARMSTRONG NEW ORLEANS INTL - KMSY)

NEW ORLEANS, LA (NEW ORLEANS NAS - KNBG)

NEW ORLEANS, LA (LAKEFRONT - KNEW)

SHREVEPORT, LA (SHREVEPORT REGL - KSHV)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAEX

No Chart Change Notices for Airport KARA

Chart Change Notices for Airport KBAD

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Procedure name changes: ILS or LOC/DME Z RWY 15 reverted to ILS Z RWY 15 ILS or LOC/DME RWY 33 reverted to ILS RWY 33

Chart Change Notices for Airport KBTR

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(12-1) RNAV (GPS) Rwy 4L Amend 1B chgd to 1C, Reference Date 07 APR 2011 chgd to 02 JUN 2011.

No Chart Change Notices for Airport KCWF

No Chart Change Notices for Airport KGAO

No Chart Change Notices for Airport KHDC

No Chart Change Notices for Airport KHUM

Chart Change Notices for Airport KLCH

Type: Terminal
Effectivity: Temporary
Begin Date: 20110505
End Date: Until Further Notice

TAKE-OFF MNMS AMENDMENT NUMBER O.

No Chart Change Notices for Airport KLFT

No Chart Change Notices for Airport KMLU

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Chart Change Notices for Airport KMSY

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-2) ILS or LOC Rwy 10, (11-2A) ILS Rwy 10 CAT II & III MM decmsnd.

No Chart Change Notices for Airport KNBG

No Chart Change Notices for Airport KNEW

No Chart Change Notices for Airport KSHV