# U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
## RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- FAR PART 97.31

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH. and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

**RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES** *(Sectors and distances measured from radar antenna)*

| FROM | TO | DISTANCE |
|---|---|---|
| AS ESTABLISHED BY THE CURRENT LAKE CHARLES ASR MINIMUM VECTORING ALTITUDE CHART. | | |

**MISSED APPROACH**

MAP: **RWYS 15/33: THLD**

**SEE PAGE 2 FOR MISSED APPROACH INSTRUCTIONS.**

**MINIMUMS**

TAKEOFF: | | STANDARD | x | SEE FAA FORM 8260-15A FOR THIS AIRPORT | ALTERNATE: N A | x |

| CATEGORY =====> | A | | | B | | | C | | | D | | | E | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DH/ MDA | V I S | HAT/HAA | DH/ MDA | V I S | HAT/HAA | DH/ MDA | V I S | HAT/HAA | DH/ MDA | V I S | HAT/HAA | DH/ MDA | V I S | HAT/HAA |
| ASR 15 | 620 | 3/4 | 606 | 620 | 3/4 | 606 | 620 | 1 3/8 | 606 | 620 | 1 3/8 | 606 | 620 | 1 3/8 | 606 |
| ASR 33 | 580 | 1 | 564 | 580 | 1 | 564 | 580 | 1 5/8 | 564 | 580 | 1 5/8 | 564 | 580 | 1 5/8 | 564 |
| CIRCLING | 640 | 1 | 623 | 640 | 1 | 623 | 640 | 1 3/4 | 623 | 640 | 2 | 623 | 880 | 3 | 863 |

NOTES:

**CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LAKE CHARLES RGNL ALTIMETER SETTING AND INCREASE ALL MDA 20 FEET.**
**CHART NOTE: FOR INOPERATIVE MALSR, INCREASE ASR 15 CATS A/B VISIBILITY TO 1 AND CATS C/D/E TO 1 3/4.**
**CHART NOTE: RWY 15: VISIBILITY REDUCTION BY HELICOPTERS NA.**
**CHART NOTE: PROCEDURE NOT AVAILABLE WHEN LAKE CHARLES APPROACH CONTROL CLOSED.**

**RWY 15: FAF 5.00 NM FROM THRESHOLD, MINIMUM ALTITUDE 1600; FINAL APPROACH COURSE 151.40.**
**RECOMMENDED ALTITUDE: 4 MILES 1300, 3 MILES 980, 2 MILES 680.**

**RWY 33: FAF 5.00 NM FROM THRESHOLD, MINIMUM ALTITUDE 1600; FINAL APPROACH COURSE 331.45.**
**RECOMMENDED ALTITUDE: 4 MILES 1300, 3 MILES 980, 2 MILES 680.**

LOST COMMUNICATIONS (ALL RWYS): **AS DIRECTED BY ATC ON INITIAL CONTACT.**

ADDITIONAL FLIGHT DATA

THRE: 14 RWY: 15 THRE: 16 RWY: 33

**FAS OBST:**
**RWY 15: 305 TOWER 301509.00N/0931208.00W.**
**RWY 33: 274 TOWER 301155.00N/0930712.00W.**

MAG VAR: 3E EPOCH YEAR: 05

| CITY AND STATE | ELEVATION: 17 AIRPORT NAME: | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP |
|---|---|---|---|---|
| LAKE CHARLES, LA | CHENNAULT INTL | LCH ASR | RADAR 1, AMDT 1B | AMDT: 1A |
| | | | | DATED: 11/24/1999 |

| | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| [ ] YES [X] NO | | ROUTINE |

COORDINATED WITH:

| ATA | | ALPA | APA | AOPA | NBAA | OTHER (specify) |
|---|---|---|---|---|---|---|
| [ ] | [ ] | [ ] | [ ] | [X] | [X] | [X] CWF ATCT, LCH APCH, ZHU, ST AV DIR, AMGR |

| FLIGHT CHECKED BY | FIFO | DATE: |
|---|---|---|
| | | |

| DEVELOPED BY | | |
|---|---|---|
| NAME: JOSE ALFONSO (COLTON CROWDER) | FIFO AJV-353 | DATE: 12/03/2011 |

| APPROVED BY | | |
|---|---|---|
| NAME: LARRY STROUT | AJV-353 | |

CHANGES:

1. ASR 15/33 FAF ALTITUDE CHANGED FROM 1500 TO 1600.
2. ASR 33 MDA CHANGED FROM 540 TO 580.
3. CAT A-D CIRCLING MDA CHANGED FROM 580 TO 640.
4. RWY 33 ALTERNATE MISSED APPROACH HOLDING INBOUND COURSE CHANGED FROM 147.55 TO 150.40.
5. ASR-15 FINAL APPROACH COURSE CHANGED FROM 150.43 TO 151.40.
6. ASR-33 FINAL APPROACH COURSE CHANGED FROM 330.46 TO 331.45.
7. UPDATED ASR RECOMMENDED ALTITUDES.
8. INCREASED ASR 15 CAT A/B VISIBILITY FROM 1/2 TO 3/4.
9. CHANGED ASR 15 CAT C/D/E VISIBILITY FROM 1, 1 1/4, 1 1/2 TO 1 3/8.
10. CHANGED ASR 15 MDA FROM 560 TO 620, AND HAT FROM 544 TO 606.
11. CHANGED CIRCLING CAT C VISIBILITY FROM 1 1/2 TO 1 3/4.
12. DELETED BACKUP ALTIMETER SOURCE MINIMA SET.
13. UPDATED INOP TABLE NOTE.
14. UPDATED MISSED APPROACH INSTRUCTIONS.

REASONS

1. MVA ALTITUDE IS 1600 PER FPT.
2. FINAL OBS AC CHANGED FROM 2B TO 4D.
3. CIRCLING OBS AC CHANGED FROM 2B TO 4D.
4. TO MATCH CORRECT HOLDING PATTERN.
5, 6. ASR MAGVAR CHANGED FROM 4E TO 3E IN 2005.
7. COMPUTED USING UPDATED FAF ALTITUDES.
8. 34:1 PENETRATION.
9. NEW VISIBILITY TABLE.
10. REVISED OBSTACLE DATA (ACCURACY CODE). HAT UPDATED USING THRESHOLD ELEVATION.
11. UPDATED OBSTACLE AND AC CODE APPLICATION.
12. PUBLISHED BY NOTE.
13. TO REFLECT PUBLICATION OF BACKUP ALTIMETER SOURCE BY NOTE.
14. DOCUMENTED IAW NEW ALTERNATE MISSED APPROACH FORMAT, AND INCREASED ALTITUDE TO MATCH LCH MVA.

QUALITY CHECKED

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

MISSED APPROACH INSTRUCTIONS:

RWY 15: CLIMB TO 2000 DIRECT LCH VORTAC AND HOLD SE, RT, 328.00 INBOUND, OR AS DIRECTED BY ATC.
ALTERNATE MA: CLIMB TO 1600 THEN AS DIRECTED BY ATC.

RWY 33: CLIMB TO 1600, THEN CLIMBING LEFT TURN TO 2000 DIRECT LCH VORTAC AND HOLD SE, RT, 328.00 INBOUND, OR AS DIRECTED BY ATC.
ALTERNATE MA: CLIMB TO 2000 DIRECT MOSSY LOM AND HOLD NW, RT, 150.40 INBOUND.

CHECKED

| CITY AND STATE | ELEVATION: 17 TDZE: AIRPORT NAME: | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| LAKE CHARLES, LA | CHENNAULT INTL | LCH ASR | RADAR 1, AMDT 1B | AMDT: 1A |
| | | | | DATED: 11/24/1999 |

# STANDARD INSTRUMENT APPROACH PROCEDURE RECORD

PART - A OBSTRUCTION DATA

| 1. APP SEGMENT | FROM | TO | OBSTRUCTION | COORDINATES | ELEV. MSL | ROC | ALT. ADJUSTMENTS | MIN. ALT. |
|---|---|---|---|---|---|---|---|---|
| ASR RWY 15 | 5.00NM FROM THLD | THLD | 1. TOWER (22-000247) | 301509.00N/0931208.00W | 305 (4D) | 250 | AC50 | 620 |
| ASR RWY 33 | 5.00NM FROM THLD | THLD | 2. TOWER (22-000649) | 301155.00N/0930712.00W | 274 (4D) | 250 | AC50 | 580 |
| MISSED APPROACH | ASR RWY 15: THLD | LCH VORTAC | | | | ASC | | 2000 |
| | | | 2. TOWER (22-000649) | 301155.00N/0930712.00W | 274 (4D) | 1000 | | 1300 |
| | | | 3. TERRAIN | 301054.00N/0930442.00W | 27 (0) | | AS1000 | 1000 |
| MISSED APPROACH | ASR RWY 33: THLD | LCH VORTAC | | | | ASC | | 2000 |
| | | | 4. TOWER (22-003262) | 301325.00N/0931837.00W | 595 (4D) | 1000 | | 1600 |
| | | | 5. TERRAIN | 301857.00N/0931242.00W | 33 (0) | | AS1500 | 1500 |
| 2. PROCEDURE TURN | NA | | | | | | | |
| 3. MISSED APPROACH MAP: | RW15/RW33 | | | | | | | |
| 3. MISSED APPROACH ELEV: | 370/330 | | | | | | | |

| 4. CIRCLING | DISTANCE | H.T. ABV. ARPT. Required | H.T. ABV. ARPT. Actual | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY A | 1.3 NM | 350 | 623 | 2. TOWER (22-000649) | 301155.00N/0930712.00W | 274 (4D) | 300 | AC50 | 640 |
| CATEGORY B | 1.5 NM | 450 | 623 | 2. TOWER (22-000649) | 301155.00N/0930712.00W | 274 (4D) | 300 | AC50 | 640 |
| CATEGORY C | 1.7 NM | 450 | 623 | 2. TOWER (22-000649) | 301155.00N/0930712.00W | 274 (4D) | 300 | AC50 | 640 |
| CATEGORY D | 2.3 NM | 550 | 623 | 2. TOWER (22-000649) | 301155.00N/0930712.00W | 274 (4D) | 300 | AC50 | 640 |
| CATEGORY E | 4.5 NM | 550 | 863 | 8. TOWER (22-000732) | 301423.00N/0930446.00W | 524 (5D) | 300 | AC50 | 880 |

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID:

| SECTOR | OBSTRUCTION | BRG / DIST | ELEVATION (MSL) | MSA | SECTOR | OBSTRUCTION | BRG / DIST | ELEVATION (MSL) | MSA |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

CHECKED

| CITY AND STATE | AIRPORT & ELEVATION | FACILITY | PROCEDURE AND AMENDMENT NO: | REGION |
|---|---|---|---|---|
| LAKE CHARLES, LA | CHENNAULT INTL 17 | LCH ASR | RADAR 1, AMDT 1B | ASW |

FAA FORM 8260 - 9 / December 2002 (Computer Generated )

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** MOSSY LOM **STATE:** LA **COUNTRY:** US

**LATITUDE/LONGITUDE:** 301824.03N/0931146.26W **TYPE:** DME

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**FIX MAKE-UP FACILITIES:**

| FAC | NAME | IDENT | TYPE | CLASS | MAG BRG | TRUE BRG | DME | DIST FROM FAC NM | DIST FROM FAC FEET | MRA | MAA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | MOSSY | CW | LOM | | | | | | | | 17500 |
| 2 | LAKE CHARLES | I-CWF | LOC | | 330.43 | 334.43 | | 7.49 | | 1800 | 4500 |
| 3 | LAKE CHARLES | LCH | VORTAC | H | | | 10.95 | 10.95 | | 1800 | 4500 |

**HOLDING:** **HOLDING TYPE OF ACTION:** MODIFY

**PATTERNS:**

| PAT | DIR | IDENT | TYPE | RAD/CRS/BRG | CRS INBOUND | TURN (L OR R) | LEG LENGTH TIME | LEG LENGTH DME | HOLDING ALTITUDES MIN | HOLDING ALTITUDES MAX | TEMPLATES MIN | TEMPLATES MAX |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | NW | CW | LOM | 330.40 | 150.40 | R | 1 | | 2000 | 6000 | 4 | 5 |
| 2 | NW | I-CWF | LOC | 330.43 | 150.43 | R | 1 | | 2000 | 4500 | 4 | 5 |

**CONTROLLING OBSTRUCTIONS:**

| PAT | AIRSPEED | OBSTRUCTION | COORDINATES | ELEVATION | ACCURACY CODE |
|---|---|---|---|---|---|
| 1 | 200 | TOWER (22-001274) | 302105.40N/0931402.70W | 516 | 1B |
| 2 | 200 | TOWER (22-001274) | 302105.40N/0931402.70W | 516 | 1B |

**HOLDING RESTRICTIONS:**
HOLDING LIMITED TO ESTABLISHED PATTERNS.

**REMARKS:**
COORDINATES REFLECT LOCATION ON LOC/AZ CENTERLINE ABEAM THE MOSSY LOM.
ACTUAL FACILITY LOCATION IS 301823.89N/0931146.31W.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | ILS OR LOC RWY 15 | | 2 | KCWF | LAKE CHARLES | LA (US) |
| IAP | RADAR-1 | | 1 | KCWF | LAKE CHARLES | LA (US) |

**REQUIRED CHARTING:** IAP, CONTROLLER, EN ROUTE LOW

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 6 **DATE OF REVISION:** 05/31/2012

**REASON FOR REVISION:**
FIX USE UPDATED.
ADDED FAC 2.
ADDED DIST FROM FAC TO FAC 3 IN NM AND FEET; DELETED MAG/TRUE COURSE.
CHANGED PAT 1 MAX ALT/MIN/MAX TEMPLATES FROM 14000/5/10 TO 6000/4/5.
UPDATED PAT 2 REPLACING VORTAC WITH LOCALIZER. UPDATED HOLDING PATTERN DATA TO MATCH LOCALIZER.
UPDATED PAT 2 CONTROLLING OBSTACLE DATA.
ADDED PRECIPITOUS TERRAIN EVALUATION TO REMARKS SECTION.
MOVED HOLDING COMMENTS TO HOLDING RESTRICTIONS SECTION.

**DEVELOPED BY:** **DATE:** 12/08/2011 **OFFICE:** AJV-353 **NAME:** JOSE ALFONSO (COLTON CROWDER)

**APPROVED BY:** **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

**SIGNATURE:**

**DISTRIBUTION:** **NFDC**
**FPO:** CEN
**ARTCC:** ZHU
**ATC FACILITY:** LCH APP CON
**OTHER:**

QUALITY CHECKED

"INFO ONLY"

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** LAKE CHARLES VORTAC **STATE:** LA **COUNTRY:** US

**LATITUDE/LONGITUDE:** 300829.45N/0930620.05W **TYPE:**

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**FIX MAKE-UP FACILITIES:**

| FAC | NAME | IDENT | TYPE | CLASS | MAG BRG | TRUE BRG | DME | DIST FROM FAC NM | DIST FROM FAC FEET | MRA | MAA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | LAKE CHARLES | LCH | VORTAC | H | | | | | | | 45000 |

**FIX RESTRICTIONS:**
SPECIAL COPTER VOR/DME 190, K24LA, CAMERON, LA
SPECIAL COPTER VOR/DME 010, K24LA, CAMERON, LA
SPECIAL COPTER RNAV (GPS) 177, K24LA, CAMERON, LA

**HOLDING:** **HOLDING TYPE OF ACTION:** MODIFY

**PATTERNS:**

| PAT | DIR | IDENT | TYPE | RAD/CRS/BRG | CRS INBOUND | TURN (L OR R) | LEG LENGTH TIME | LEG LENGTH DME | HOLDING ALTITUDES MIN | HOLDING ALTITUDES MAX | TEMPLATES MIN | TEMPLATES MAX |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | E | LCH | VORTAC | 080.61 | 260.61 | R | 1 | | 1700 | 6000 | 4 | 5 |
| 2 | W | LCH | VORTAC | 249.00 | 069.00 | R | 1 | | 2000 | 6000 | 4 | 5 |
| 3 | SE | LCH | VORTAC | 148.00 | 328.00 | R | 1 | | 2000 | 6000 | 4 | 5 |

**CONTROLLING OBSTRUCTIONS:**

| PAT | AIRSPEED | OBSTRUCTION | COORDINATES | ELEVATION | ACCURACY CODE |
|---|---|---|---|---|---|
| 1 | 200 | TOWER (22-003177) | 301049.00N/0930153.00W | 673 | 5D |
| 2 | 200 | TOWER (22-003052) | 300401.00N/0931458.00W | 365 | 2A |
| 3 | 200 | TOWER (22-003177) | 301049.00N/0930153.00W | 673 | 5D |

**HOLDING RESTRICTIONS:**
HOLDING LIMITED TO ESTABLISHED PATTERNS.

**REMARKS:**
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| DP | SABINE PASS (RNAV) | | | KLBX | ANGLETON/LAKE JACKSON | TX (US) |
| DP | SABINE PASS (RNAV) | | | KGLS | GALVESTON | TX (US) |
| DP | SABINE PASS (RNAV) | | | KAXH | HOUSTON | TX (US) |
| DP | GUSTI (RNAV) | | | KCXO | HOUSTON | TX (US) |
| DP | LAKE CHARLES | | | KCXO | HOUSTON | TX (US) |
| DP | SABINE PASS (RNAV) | | | KCXO | HOUSTON | TX (US) |
| DP | GUSTI (RNAV) | | | KDWH | HOUSTON | TX (US) |
| DP | LAKE CHARLES | | | KDWH | HOUSTON | TX (US) |
| DP | SABINE PASS (RNAV) | | | KDWH | HOUSTON | TX (US) |
| DP | SABINE PASS (RNAV) | | | KEFD | HOUSTON | TX (US) |
| DP | SABINE PASS (RNAV) | | | KEYQ | HOUSTON | TX (US) |
| DP | SABINE PASS (RNAV) | | | KHOU | HOUSTON | TX (US) |
| DP | GUSTI (RNAV) | | | KIAH | HOUSTON | TX (US) |
| DP | LAKE CHARLES | | | KIAH | HOUSTON | TX (US) |
| DP | SABINE PASS (RNAV) | | | KIAH | HOUSTON | TX (US) |
| DP | SABINE PASS (RNAV) | | | KIWS | HOUSTON | TX (US) |
| DP | SABINE PASS (RNAV) | | | KSGR | HOUSTON | TX (US) |
| DP | SABINE PASS (RNAV) | | | KTME | HOUSTON | TX (US) |
| DP | SABINE PASS (RNAV) | | | KT41 | LA PORTE | TX (US) |
| EN ROUTE | J138 | | | | | (US) |
| EN ROUTE | J2 | | | | | (US) |
| EN ROUTE | J22 | | | | | (US) |
| EN ROUTE | J590 | | | | | (US) |
| EN ROUTE | T254 | | | | | (US) |
| EN ROUTE | V20 | | | | | (US) |
| EN ROUTE | V222 | | | | | (US) |
| EN ROUTE | V306 | | | | | (US) |
| EN ROUTE | V552 | | | | | (US) |
| EN ROUTE | V574 | | | | | (US) |
| EN ROUTE | V70 | | | | | (US) |
| EN ROUTE | Q24 | | | | | LA (US) |
| IAP | COPTER RNAV (GPS) 177 | | | K24LA | CAMERON | LA (US) |
| IAP | COPTER VOR/DME 010 | | | K24LA | CAMERON | LA (US) |
| IAP | COPTER VOR/DME 190 | | | K24LA | CAMERON | LA (US) |
| IAP | NDB RWY 15 | | | K5R8 | DE QUINCY | LA (US) |
| IAP | RNAV (GPS) RWY 15 | | | K5R8 | DE QUINCY | LA (US) |
| IAP | RNAV (GPS) RWY 33 | | | K5R8 | DE QUINCY | LA (US) |
| IAP | VOR/DME RWY 33 | | 1 | K5R8 | DE QUINCY | LA (US) |
| IAP | LOC RWY 36 | | | KDRI | DE RIDDER | LA (US) |
| IAP | NDB RWY 36 | | | KDRI | DE RIDDER | LA (US) |
| IAP | RNAV (GPS) RWY 36 | | | KDRI | DE RIDDER | LA (US) |
| IAP | NDB RWY 16 | | | KPOE | FORT POLK | LA (US) |

INFO ONLY

QUALITY CHECKED

**REQUIRED CHARTING:** DP, STAR, MILITARY IAP, IAP, CONTROLLER, EN ROUTE LOW, EN ROUTE HIGH

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 18 **DATE OF REVISION:** 05/03/2012

**REASON FOR REVISION:**
ADDED SPECIAL FIX RESTRICTIONS.
PER ATC STANDARD HOLDING IS BETWEEN 3000 AND 4000, LOWERED PAT 1/2/3 ALTITUDE MAX 14000/18000 TO 6000, TEMPLATES MAX 10/16 TO 5 AND PAT 3 LEG LENGTH TIME 1 1 1/2 TO 1.
MOVED HOLDING LIMITED TO ESTABLISHED PATTERNS FROM REMARKS TO HOLDING RESTRICTIONS.
ADDED PRECIPITOUS TERRAIN EVALUATION COMPLETED TO REMARKS.
UPDATED FIX USE.

**DEVELOPED BY:** **DATE:** 11/16/2011 **OFFICE:** AJV-353 **NAME:** PABLO ORTIZ

**APPROVED BY:** **DATE:** 07/06/2010 **OFFICE:** AJV-353 **NAME:** LARRY STROUT

**SIGNATURE:**

**DISTRIBUTION:** **NFDC**
**FPO:** CEN
**ARTCC:** ZHU
**ATC FACILITY:** LCH APP CON
**OTHER:**

INFO ONLY

## LAKE CHARLES, LA Amdt. 1A, NOV 25, 1999 (FAA) ELEV 17
### CHENNAULT INTL (CWF)
**RADAR** - 119.8 282.3 ⚠ NA

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 33 | AB | **540**-1 | 523 | (600-1) | C | **540**-1½ | 523 | (600-1½) |
| | | DE | **540**-1¾ | 523 | (600-1¾) | | | | |
| | 15 | AB | **560**-½ | 544 | (600-½) | C | **560**-1 | 544 | (600-1) |
| | | D | **560**-1¼ | 544 | (600-1¼) | E | **560**-1½ | 544 | (600-1½) |
| CIRCLING | | AB | **580**-1 | 563 | (600-1) | C | **580**-1½ | 563 | (600-1½) |
| | | D | **580**-2 | 563 | (600-2) | E | **880**-3 | 863 | (900-3) |
| LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS | | | | | | | | | |
| ASR | 33 | AB | **540**-1 | 523 | (600-1) | C | **540**-1½ | 523 | (600-1½) |
| | | DE | **540**-1¾ | 523 | (600-1¾) | | | | |
| | 15 | AB | **580**-½ | 564 | (600-½) | C | **580**-1 | 564 | (600-1½) |
| | | D | **580**-1¼ | 564 | (600-1¼) | E | **580**-1½ | 564 | (600-1½) |
| CIRCLING | | AB | **600**-1 | 583 | (600-1) | C | **600**-1½ | 583 | (600-1½) |
| | | D | **600**-2 | 583 | (600-2) | E | **900**-3 | 883 | (900-3) |

When local altimeter setting not received, use Lake Charles Regional altimeter setting.
Procedure not available when Lake Charles Approach Control closed.
For inoperative MALSR, increase Category E visibilities ½ mile

17 NOV 2011 to 15 DEC 2011

17 NOV 2011 to 15 DEC 2011

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## LAKE CHARLES, LA Amdt. 5C, APR 7, 2011 (FAA) ELEV 15
### LAKE CHARLES RGNL (LCH)
**RADAR** - 119.35 353.75 ⚠

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 5 | ABC | **380**-1 | 366 | (400-1) | D | **380**-1¼ | 366 | (400-1¼) |
| | 33 | ABC | **380**-¾ | 369 | (400-¾) | D | **380**-1¼ | 369 | (400-1¼) |
| | 23 | AB | **440**-1 | 425 | (500-1) | CD | **440**-1¼ | 425 | (500-1¼) |
| | 15 | AB | **440**/24 | 428 | (500-½) | C | **440**/40 | 428 | (500-¾) |
| | | D | **440**/50 | 428 | (500-1) | | | | |
| CIRCLING | | A | **440**-1 | 425 | (500-1) | B | **480**-1 | 465 | (500-1) |
| | | C | **480**-1½ | 465 | (500-1½) | D | **580**-2 | 565 | (600-2) |

When control tower closed, procedure NA.

INFO ONLY