

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT ID</u> MSY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 2	<u>ORIGINAL/AMENDMENT</u> 3A	<u>CITY</u> NEW ORLEANS	<u>STATE</u> LA		
<u>AIRPORT ELEVATION</u> 3	<u>TDZE</u> 2	<u>SUPERSEDED</u> RNAV (GPS) RWY 2	<u>ORIGINAL/AMENDMENT</u> 3	<u>DATED</u> 10/07/2021	<u>MAG VAR</u> 1W	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
OLEDD	IAF	ROYUL		TF	FB	1.00	076.51	8.68	2000
ROYUL	IF	POVVI		TF	FB	1.00	016.44	6.58	2000
POVVI	FAF	RW02	MAP	TF	FO	0.30	016.46	6.10	
RW02	MAP	379 MSL		CA			016.46		
379 MSL		PEPUE		DF	FB	1.00			
PEPUE		SNAKI		TF	FO	1.00	077.25	17.80	3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW02

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT PEPUE AND ON TRACK 077.25 TO SNAKI AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT ROYUL
- FAC: 016.46 FAF: POVVI DIST FAF TO MAP: 6.10 DIST FAF TO THLD: 6.10
- MIN ALT: ROYUL 2000, POVVI 2000
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 377 HAT: 1.01 GS ANT: MM: IM:
- MIN GP INCPT: 2000 GP ALT AT PFAF: POVVI 2000
- GP ANGLE: 3.00 34:1: IS NOT CLEAR 20:1: IS CLEAR TCH: 56.3
- MSA FROM: RW02 3100



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 2 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW 0°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT OLEDD ON V198-552 WESTBOUND.

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 262.35 INBOUND.
CHART FAS OBST: 222 STACK (22-068030) 295742N/0901606W.
CHART VDP AT 1.34 NM TO RW02.
WAAS CHANNEL # 49220
REFERENCE PATH ID: W02A
CHART CIRCLING ICON.
LTP HAE: -25.7 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	398	6000	396	398	6000	396	398	6000	396	398	6000	396			
LNAV/VNAV DA	379	5500	377	379	5500	377	379	5500	377	379	5500	377			
LNAV MDA	480	5500	478	480	5500	478	480	1 3/8	478	480	1 3/8	478			
CIRCLING	520	1	517	540	1	537	580	1 1/2	577	580	2	577			

CHANGES - REASONS

- AIRPORT ELEVATION CHANGED FROM "4" TO "3" - UPDATED AIRNAV DATA.
- MINIMUMS: CIRCLING CAT B MDA/HAA CHANGED FROM "520/516" TO "540/537" - NEW CONTROLLING OBSTACLE; AIRPORT ELEVATION CHANGED FROM 4 TO 3; CLEARS T-NOTAM 4/0767.
- MINIMUMS: CIRCLING CAT A HAA CHANGED FROM "516" TO "517", CAT C/D FROM "576" TO "577" - AIRPORT ELEVATION CHANGED FROM 4 TO 3.
- ADDITIONAL FLIGHT DATA: CHART FAS OBST CHANGED FROM "220 TANK (22-022452) 295745N/0901604W" TO "222 STACK (22-068030) 295742N/0901606W" - UPDATED TARGETS EVAL.
- ADDITIONAL FLIGHT DATA: LTP HAE CHANGED FROM "-25.6 M" TO "-25.7 M" - REVISED AIRPORT ELEVATION.
- ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART VDP AT 1.33 NM TO RW02" TO "CHART VDP AT 1.34 NM TO RW02" - UPDATED TARGETS EVAL.
- CRC REMAINDER CHANGED FROM "90485C69" TO "5C601491" - LTP LAT/LONG CHANGED FROM "295904.2055N/0901505.0940W" TO "295904.2045N/0901505.0945W", LTP ELLIPSOIDAL HEIGHT CHANGED FROM "-00256" TO "-00257", FPAP LAT/LONG CHANGED FROM "300030.2775N/0901437.6960W" TO "300030.2765N/0901437.6975W", LTP ORTHOMETRIC HEIGHT CHANGED FROM "+00005" TO "+00004", FPAP ORTHOMETRIC HEIGHT CHANGED FROM "+00005" TO "+00004".



COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER:

MSY ATCT, AMGR, ZHU

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

TIMOTHY JOHNSON

Digitally signed by

Timothy Johnson

Feb 19, 2025

OFFICE

AJV-A421

DATE

11/13/2024

APPROVED BY

DAVID DANNER

OFFICE

AJV-A421

DATE

06/12/2025

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA

0
0
KMSY
RW02
0
0
W02A
295904.2045N
0901505.0945W
-00257
300030.2765N
0901437.6975W
00056.3
F
03.00
106.75
0616
40.0
50.0

CRC REMAINDER

5C601491

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K4
+00004
+00004



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> MSY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 2	<u>AMDT NO.</u> 3A	<u>CITY</u> NEW ORLEANS	<u>STATE</u> LA	<u>AIRPORT ELEVATION</u> 3	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

<u>FROM</u> OLEDD	<u>TO</u> ROYUL
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<u>RNP</u> 1.00	<u>DISTANCE</u> 8.68	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	294639.00N/0901945.00W	207	164	98	4E	1000				AT793	2000
TERRAIN	294627.00N/0902909.00W	6 (0)								AS1500	1500

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INTERMEDIATE

<u>FROM</u> ROYUL	<u>TO</u> POVVI
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<u>RNP</u> 1.00	<u>DISTANCE</u> 6.58	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	295211.27N/0901745.10W	210	50	20	2C	500				AT1290	2000
TERRAIN	295224.00N/0901818.00W	9 (0)								AS1500	1500

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



FINAL: LPV

FROM

POVVI

TO

RW02

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	6.10		DA				396				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
SHIP	295819.00N/0901519.34W	151	50	20	2C		34.00:1			AC20 MA44	398

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

POVVI

TO

RW02

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	6.10		DA				377				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CONTROL_TOWER (22-002221)	295902.14N/0901532.48W	218	20	3	1A	161					379

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

POVVI

TO

RW02

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	6.10		RW02				478				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
STACK (22-068030)	295742.31N/0901605.76W	222	20	3	1A	250				XL5	480

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LPV

FROM

DA

TO

SNAKI

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u> 143		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
SHIP	295819.00N/0901519.34W	151	50	20	2C		ASC			AC20	3000
TOWER (22-001332)	300732.48N/0895202.53W	407	250	50	4D	1000					1500
TERRAIN	295830.00N/0901600.00W	26 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

SNAKI

<div>RNP</div> <div>0.30-1.00</div>	DISTANCE	PAT	MAP		HAT		HMAS		218		
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (22-001332)	300732.48N/0895202.53W	407	250	50	4D	1000					1500
TERRAIN	295830.00N/0901600.00W	26 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW02

TO

SNAKI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										375	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
TOWER (22-001332)	300732.48N/0895202.53W	407	250	50	4D	1000					1500
TERRAIN	295830.00N/0901600.00W	26 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
CONTROL_TOWER (22-002221)	295902.14N/0901532.48W	1.30	517	218	20	3	1A	300			520
CATEGORY B											
STACK (22-068030)	295742.31N/0901605.76W	1.80	537	222	20	3	1A	300			540
CATEGORY C											
CRANE (22-027930)	295649.01N/0901338.99W	2.83	577	272	20	3	1A	300			580
CATEGORY D											
CRANE (22-027930)	295649.01N/0901338.99W	3.70	577	272	20	3	1A	300			580

CIRCLING REMARKS:

MSA

CENTER

RW02

RADIUS

25



SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (22-001839)	295710.00N/0904327.00W	267	24.7	2003	500	50	5D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

MSY TOWER, ZHU ARTCC, MSY APP CON

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	MSY	24	MSY	1.00	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

BACK-UP ALTIMETER NOT ESTABLISHED DUE TO REDUNDANT WEATHER SOURCES AT AIRPORT.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
01H	H-F	
02H	H-F	
RW02 - LDIN, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW11 - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW20 - MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW29 - MALSR, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	1.3	56.3			3.00	52.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<div>X</div>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<div>X</div>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
+0C	+54C	+0C	+14.99C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2016-2020).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 955 HIGH TEMP 1260.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV, LNAV/VNAV, LNAV
34:1	



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
MSY	RNAV (GPS) RWY 2	3A	NEW ORLEANS	LA	3	RNAV
151 AAO (SHIP) 295819.00N/0901519.34W (15.8)			24 BUILDING (22-021402) 295857.22N/0901504.38W (8.57)			
86 TREE (22-022335) 295837.00N/0901521.08W (1.14)						
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
TAA NOT DEVELOPED PER ATC REQUEST.
VEGETATION HEIGHT: 100
SHIP HEIGHT/LOCATION OBTAINED FROM 8260-9 OF EXISTING PROCEDURES.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.96
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	015.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	5.10
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	015.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD COORDINATES (IF STR-IN)	295904.20N/0901505.09W
ARP COORDINATES	295935.78N/0901532.50W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	
FAF COORDINATES	295310.73N/0901657.43W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
MSY	RNAV (GPS) RWY 2	3A	NEW ORLEANS	LA	3	RNAV
PART E: PREPARED BY						
<u>NAME</u>			<u>OFFICE</u>	<u>DATE</u>		<u>TITLE</u>
TIMOTHY JOHNSON			AJV-A421	11/13/2024		AERONAUTICAL INFORMATION SPECIALIST

