

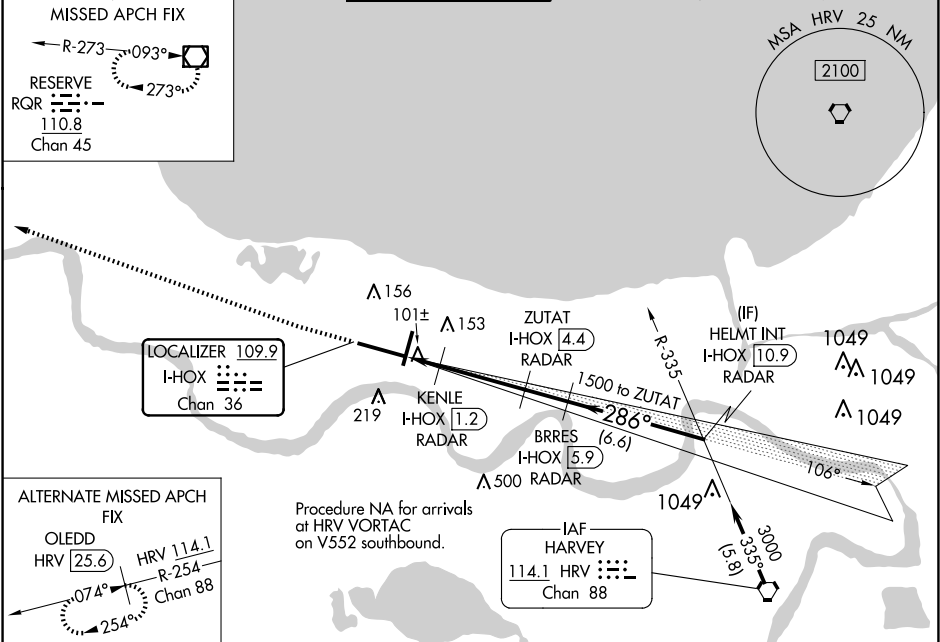
LOC/DME I-HOX <b>109.9</b> Chan <b>36</b>	APP CRS <b>286°</b>	Rwy Ldg <b>9800</b> TDZE <b>2</b> Apt Elev <b>4</b>	ILS or LOC RWY 29 LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
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▼ DME or RADAR required. For inop MALSR, increase S-LOC 29 Cat C/D visibility to 1½ mile and increase KENLE Fix Minimums S-LOC 29 Cat C/D visibility to RVR 5500.  
\*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

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

D-ATIS <b>127.55</b>	NEW ORLEANS APP CON WEST <b>125.5 350.35</b> EAST <b>133.15 290.3</b>	NEW ORLEANS TOWER <b>119.5 254.3</b>	GND CON <b>121.9 273.525</b>	CLNC DEL <b>120.925</b>	CPDLC
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ELEV 4	D	TDZE 2	600	3000	RQR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).
			*LOC only.			HELMT INT I-HOX 10.9 RADAR
			*480			BRRES I-HOX 5.9 RADAR
			1.4 NM			3.1 NM
			1.6 NM			5 NM
			A			B
			S-ILS 29**			202/24 200 (200-½)
			S-LOC 29			480/24 478 (500-½) 480/50 478 (500-1)
			C CIRCLING			520-1 516 (600-1) 580-1½ 576 (600-½) 600-2 596 (600-2)
			KENLE FIX MINIMUMS			
			S-LOC 29			360/24 358 (400-½) 360/30 358 (400-¾)
			C CIRCLING			520-1 516 (600-1) 580-1½ 576 (600-½) 600-2 596 (600-2)