

Attachment 13

To Operations/Human Performance Group Factual Report

DCA11IA040

Airport Diagram and Instrument Approaches

KMSY/MSY

Apt Elev 4'
N29 59.6 W090 15.5

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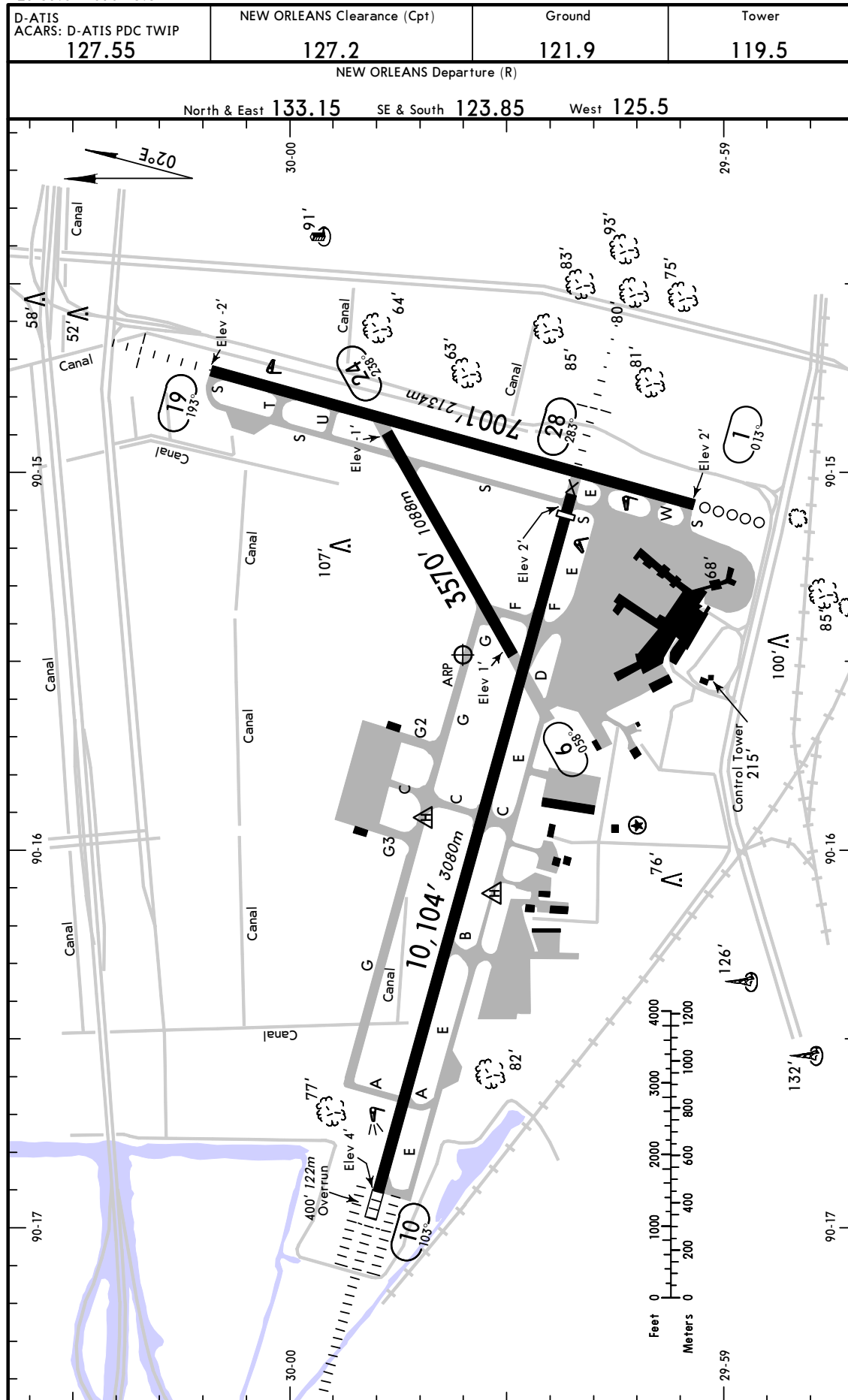
17 SEP 10

Eff 23 Sep

10-9

NEW ORLEANS, LA

ARMSTRONG NEW ORLEANS INTL



CHANGES: LDIN lights added.

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KMSY/MSY

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NEW ORLEANS, LA

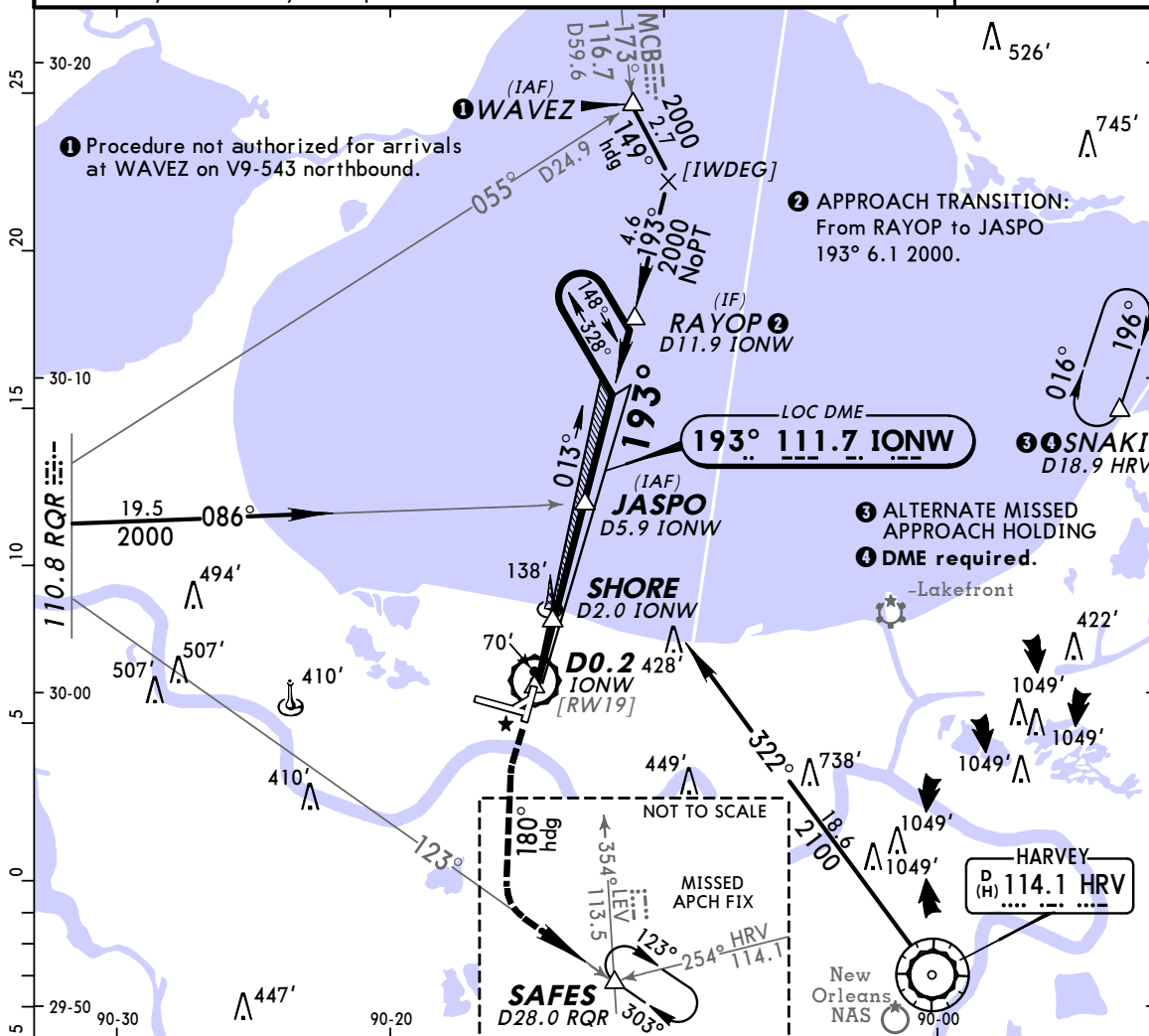
17 SEP 10
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11-3

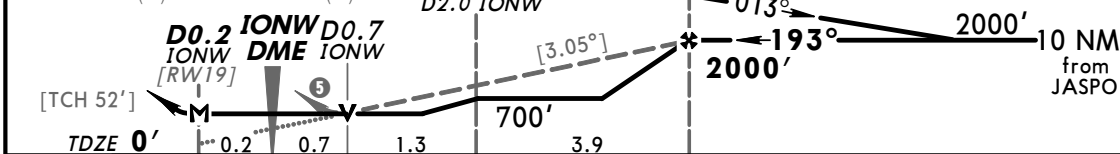
LOC Rwy 19

BRIEFING STRIP™

D-ATIS	NEW ORLEANS Approach (R)			NEW ORLEANS Tower		Ground
127.55	North & East 133.15	SE & South 123.85	West 125.5	119.5		121.9
LOC IONW 111.7	Final Apch Crs 193°	Minimum Alt JASPO 2000' (2000')	MDA(H) (CONDITIONAL) 340' (340')	Apt Elev 4' TDZE 0'		2100' MSA HRV VOR
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			
1. Visibility reduction by helicopters not authorized.			Trans alt: 18000'			



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



Gnd speed-Kts	70	90	100	120	140	160	MALS	1300'	2000'	180°	RQR
Descent angle [3.05°]	378	486	540	648	755	863	PAPI			via	
MAP at D0.2 IONW or JASPO to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15			hdg	110.8 R-123

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
MDA(H) 340' (340') With SHORE		MDA(H) 700' (700') Without SHORE		With SHORE		Without SHORE	
ALS out		ALS out		Max Kts	MDA(H)	MDA(H)	
A				90	520' (516') -1	700' (696') -1	
B	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	120	520' (516') -1	700' (696') -1	
C			2	140	520' (516') -1 1/2	700' (696') -2	
D	RVR 50 or 1		2 1/4	165	580' (576') -2	700' (696') -2 1/4	

CHANGES: Procedure.

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TERPS AMEND 2 23 SEP 2010

KMSY/MSY

11 JUL 08

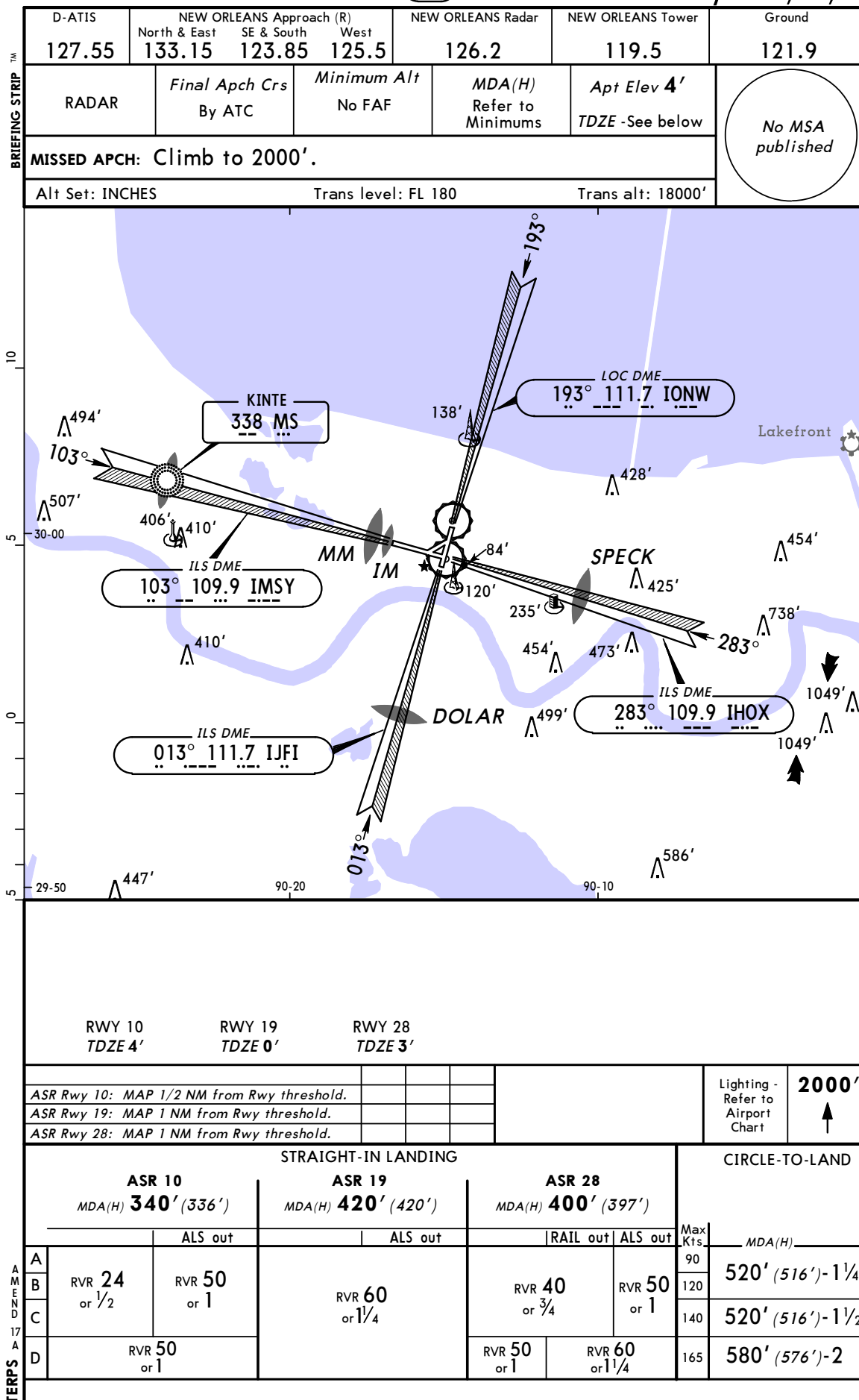
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(18-1)

RADAR-1 ASR Rwys 10,19,28



CHANGES: Minimums.

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