

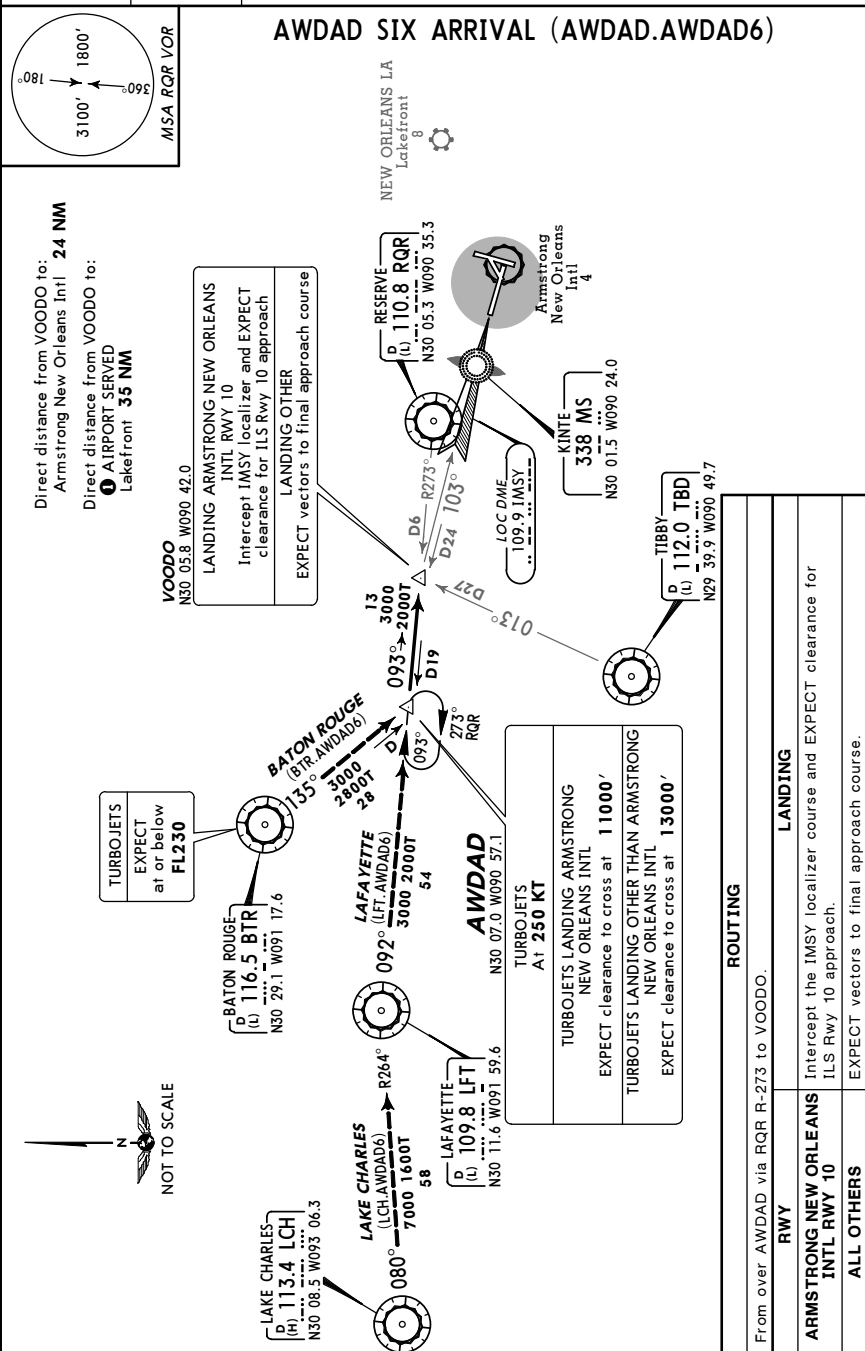
1 VFR CORRIDOR-Aircraft transiting the flyway overlying New Orleans Intl between 1000' and 2000' MSL must obtain approval from Moisant Tower or New Orleans Approach Control. Excludes GND-600' MSL north of the south shore of Lake Pontchartrain.

FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
 SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

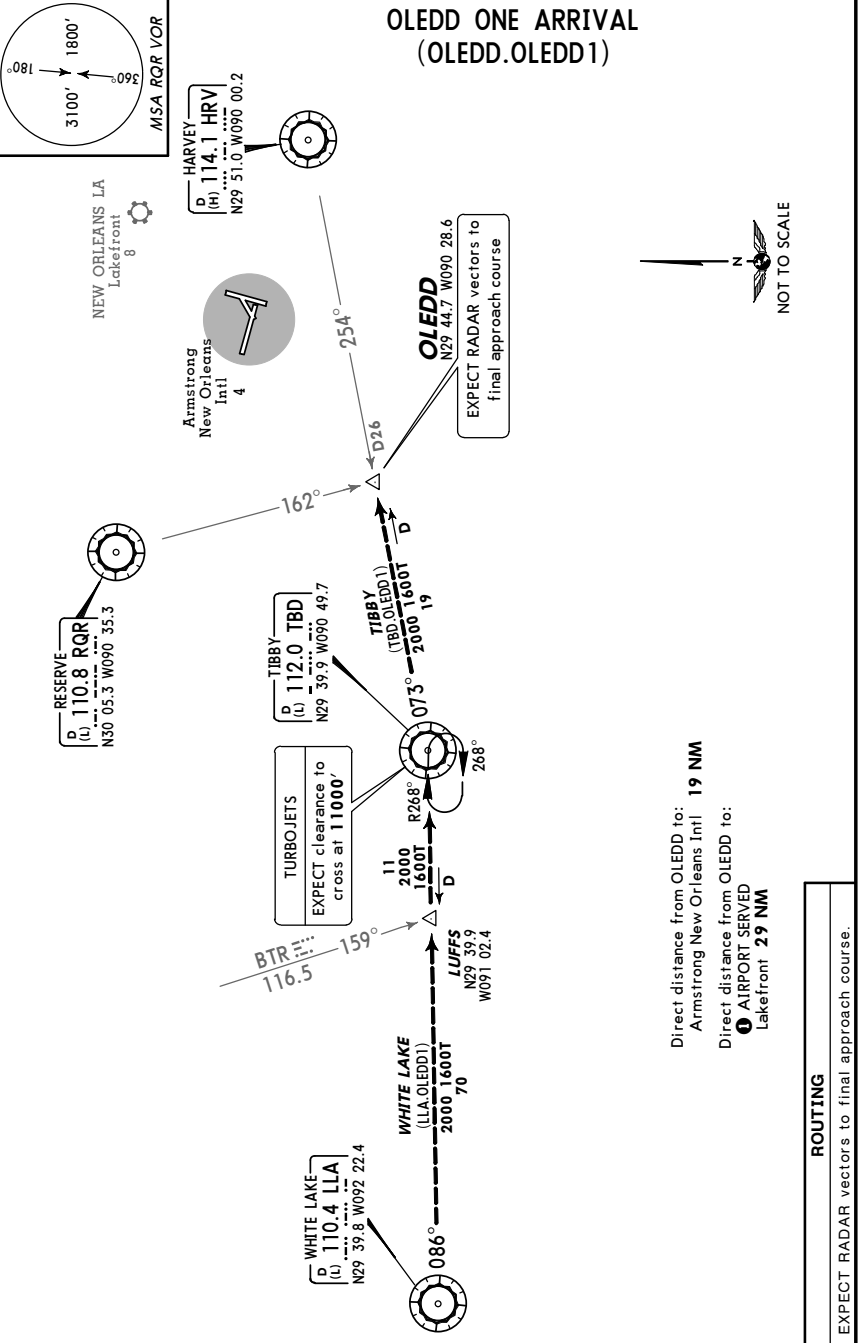
- IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with current IFR procedures.
- VFR Flights-
- Arriving aircraft, or aircraft desiring to transit the Class B airspace should contact Approach Control on the frequency depicted for the sector of flight with reference to the geographical center of airport. Pilots should state, on initial 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.
 - 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.
 - 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.

ARMSTRONG NEW ORLEANS INTL D-ATIS
127.55
 Apt Elev See graphic
 Alt Set: INCHES
 Trans level: FL180
 Trans alt: 18000'
 Also Serves 1



KMSY/MSY JEPPESEN NEW ORLEANS, LA
 ARMSTRONG NEW ORLEANS INTL (10-2A) 23 JAN 09 STAR

ARMSTRONG NEW ORLEANS INTL D-ATIS **127.55**
 Apt Elev See graphic
 Alt Set: INCHES Also Serves 1
 Trans level: FL180 Trans alt: 18000'

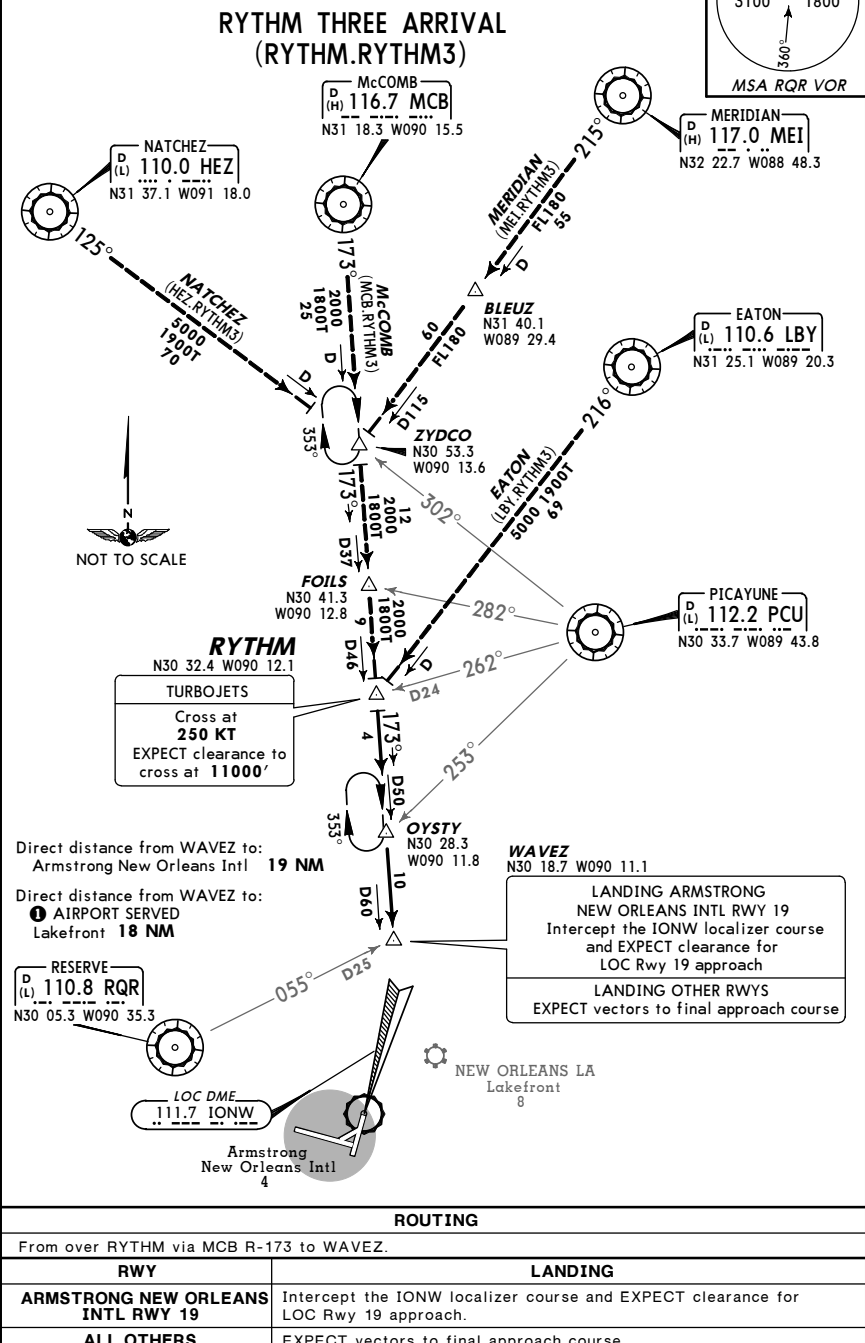


CHANGES: Procedure text.

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KMSY/MSY JEPPESEN NEW ORLEANS, LA
 ARMSTRONG NEW ORLEANS INTL (10-2B) 23 JAN 09 STAR

ARMSTRONG NEW ORLEANS INTL D-ATIS **127.55**
 Apt Elev See graphic
 Alt Set: INCHES Also Serves 1
 Trans level: FL180 Trans alt: 18000'



CHANGES: Airport name, new format.

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KMSY/MSY

JEPPesen
 8 AUG 08 (10-9A)

NEW ORLEANS, LA
 ARMSTRONG NEW ORLEANS INTL

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	LANDING BEYOND				TAKE-OFF	WIDTH
	Threshold	Glide Slope	USABLE LENGTHS			
1	HIRL CL LDIN ① PAPI-L	grooved	RVR			150' 46m
	19 HIRL CL MALS ② PAPI-L	grooved	RVR			

- ① Angle 3.3°
- ② Angle 3.0°

6	HIRL				150' 46m
	24 HIRL				

10	HIRL CL ALSF-II TDZ ③ PAPI-R	grooved	RVR		8855' 2699m	150' 46m
	28 HIRL CL MALS ④ PAPI-R	grooved	RVR	9800' 2987m	8796' 2681m	

- ③ Angle 2.8°
- ④ 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 1/4	RVR 24 or 1/2	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 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	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) Rwy 10	RNAV (GPS) Rwy 19 RNAV (GPS) Rwy 28 VOR DME Rwy 10 RADAR-1	LOC Rwy 19	Other
A	600-2	800-2	800-2	NA
B				
C				
D				

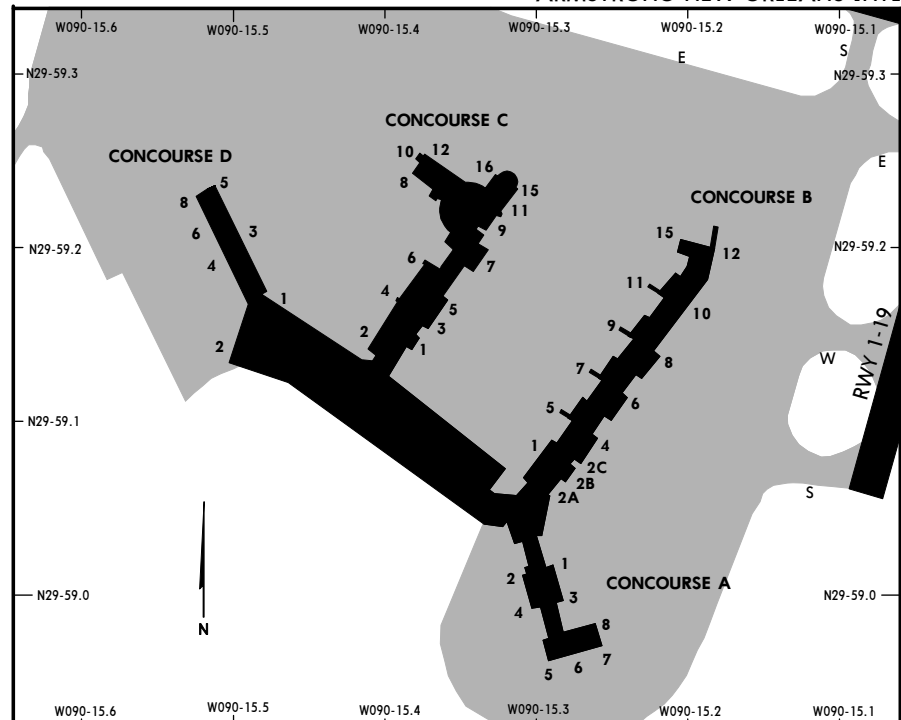
CHANGES: Rwys 10 & 24 lighting.

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KMSY/MSY

JEPPesen
 21 MAY 04 (10-9B)

NEW ORLEANS, LA
 ARMSTRONG NEW ORLEANS INTL



PARKING GATE COORDINATES

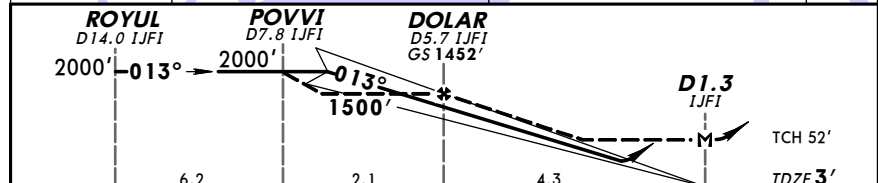
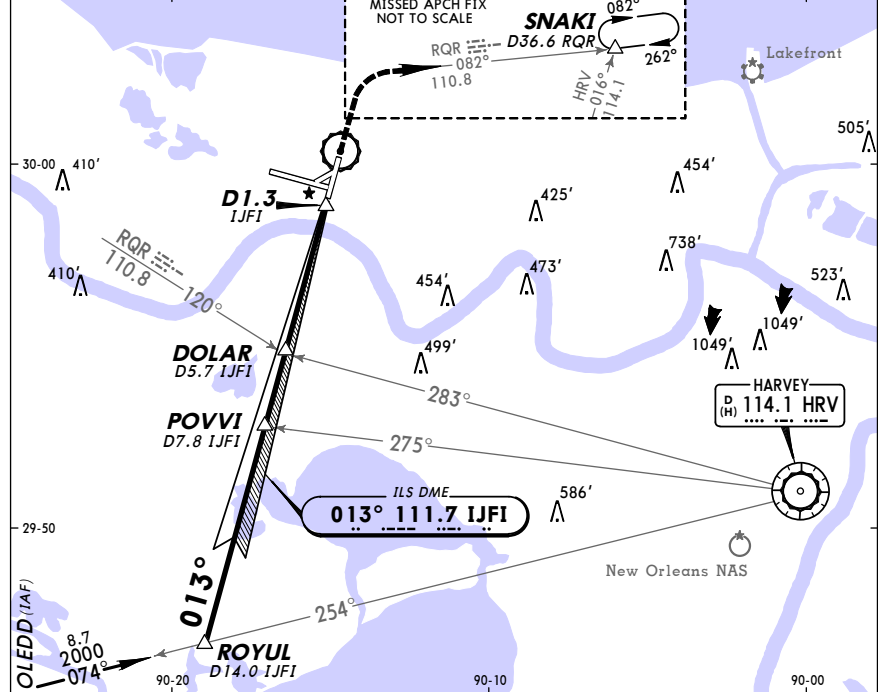
GATE No.	COORDINATES	GATE No.	COORDINATES
CONCOURSE A		CONCOURSE C (cont'd)	
1 thru 8	N29 59.0 W090 15.3	12	N29 59.3 W090 15.4
CONCOURSE B		15, 16	N29 59.2 W090 15.3
1, 2A, 2B, 2C	N29 59.1 W090 15.3	CONCOURSE D	
4, 5	N29 59.1 W090 15.3	1	N29 59.2 W090 15.5
6	N29 59.1 W090 15.2	2	N29 59.1 W090 15.5
7	N29 59.1 W090 15.3	3 thru 6, 8	N29 59.2 W090 15.5
8	N29 59.1 W090 15.2	CONCOURSE C	
9 thru 12	N29 59.2 W090 15.2	10	N29 59.3 W090 15.4
15	N29 59.2 W090 15.2	11	N29 59.2 W090 15.3
CONCOURSE C		2 thru 6	N29 59.2 W090 15.4
1	N29 59.1 W090 15.4	7	N29 59.2 W090 15.3
8	N29 59.2 W090 15.4	8	N29 59.2 W090 15.4
9	N29 59.2 W090 15.3	9	N29 59.2 W090 15.3

CHANGES: Concourse B, C, D gates.

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KMSY/MSY
ARMSTRONG NEW ORLEANS INTL 6 FEB 09 (11-1)
NEW ORLEANS, LA
ILS or LOC Rwy 1

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 IJFI	Final Apch Crs	GS DOLAR	ILS DA(H)	Apt Elev 4'	2100'
111.7	013°	1452' (1449')	381' (378')	TDZE 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'					MSA HRV VOR



Gnd speed-Kts	70	90	100	120	140	160	1500'	3000'	RQR via 110.8 SNAKI
GS	3.00°	377	484	538	645	861			
MAP at D1.3 IJFI or DOLAR to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37		

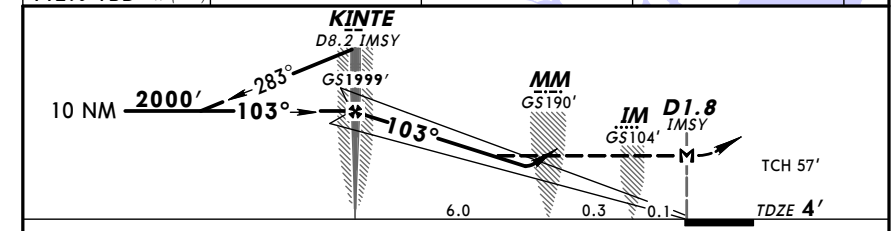
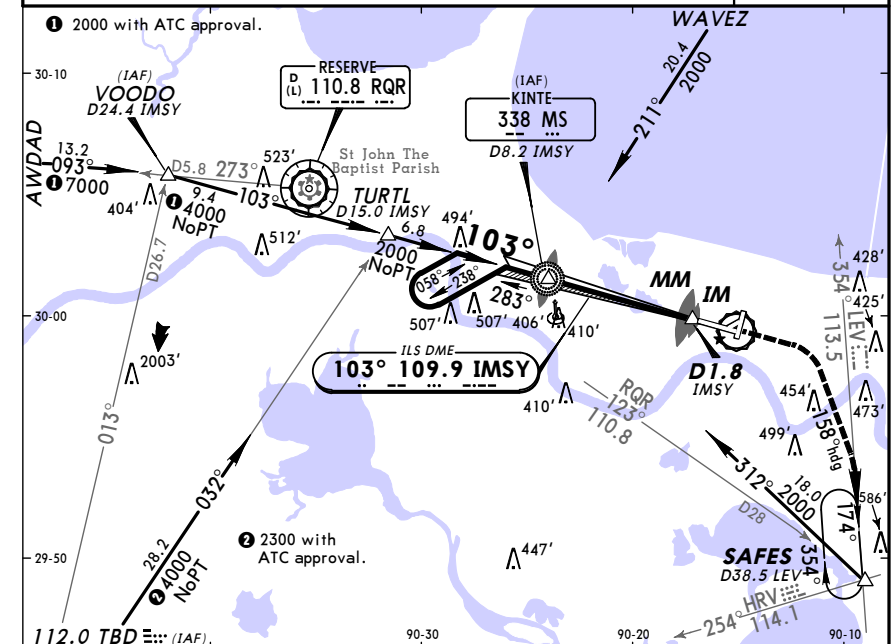
STRAIGHT-IN LANDING RWY 1			CIRCLE-TO-LAND		
ILS DA(H) 381' (378')		LOC (GS out) MDA(H) 420' (417')		Max Kts	
FULL	LDIN out	LDIN out	LDIN out	90	520' (516') - 1 1/4
RVR 60 or 1/4				120	520' (516') - 1 1/2
RVR 60 or 1/4				140	520' (516') - 1 1/2
				165	580' (576') - 2

CHANGES: Outer marker beacon decommissioned.

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KMSY/MSY
ARMSTRONG NEW ORLEANS INTL 11 JUL 08 (11-2)
NEW ORLEANS, LA
ILS or LOC Rwy 10

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 IMSY	Final Apch Crs	GS KINTE	ILS DA(H)	Apt Elev 4'	2100'
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



Gnd speed-Kts	70	90	100	120	140	160	800'	2000'	via 158° and 113.5 LEV
GS	2.80°	352	452	503	603	704			
MAP at D1.8 IMSY or KINTE to MAP	6.4	5:29	4:16	3:50	3:12	2:45	2:24		

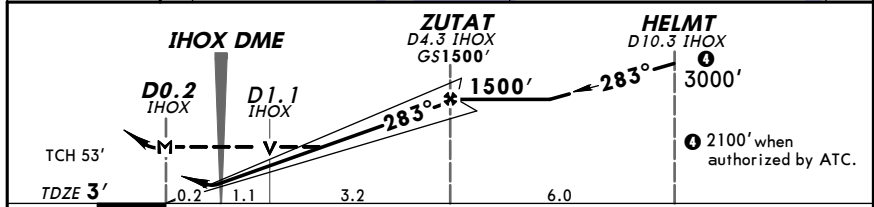
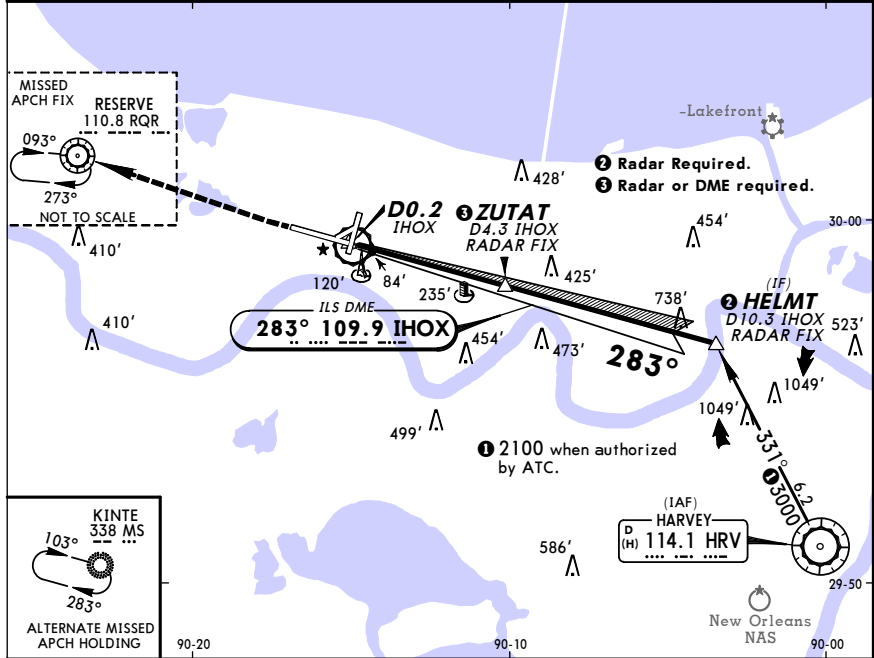
STRAIGHT-IN LANDING RWY 10			CIRCLE-TO-LAND		
ILS DA(H) 204' (200')		LOC (GS out) MDA(H) 360' (356')		Max Kts	
FULL	TDZ or CL out	ALS out	ALS out	90	520' (516') - 1
RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	120	520' (516') - 1 1/2
RVR 60 or 1/4		RVR 60 or 1/4		140	520' (516') - 1 1/2
				165	580' (576') - 2

CHANGES: Procedure title, cat D circling minimums.

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KMSY/MSY
 ARMSTRONG NEW ORLEANS INTL 30 MAY 08 (11-4) ILS or LOC Rwy 28

D-ATIS 127.55		NEW ORLEANS Approach (R) North & East 133.15 SE & South 123.85 West 125.5			NEW ORLEANS Tower 119.5		Ground 121.9	
LOC IHOX 109.9	Final Aptch Crs 283°	GS ZUTAT 1500' (1497')	ILS DA(H) 203' (200')	Apt Elev 4'	TDZE 3'	2100'		
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'			MSA HRV VOR	

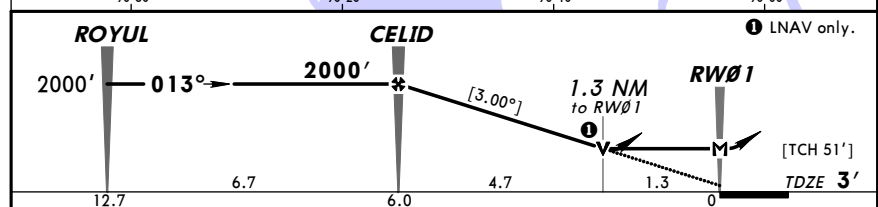
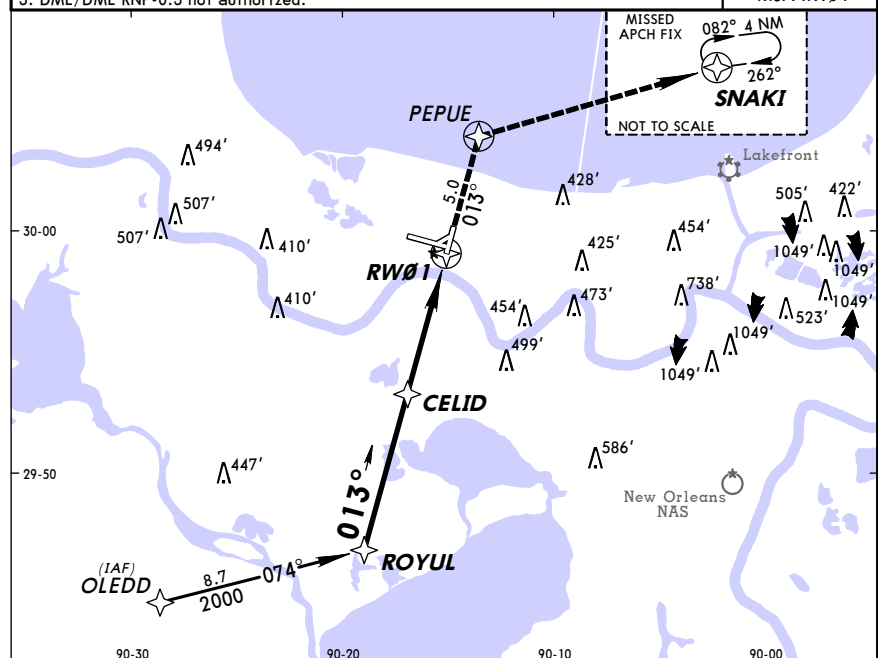


Gnd speed-Kts	70	90	100	120	140	160	MALS R	600'	3000'	D	RQR
GS	3.00°	377	484	538	646	753	PAPI				110.8
MAP at D0.2 IHOX or ZUTAT to MAP	4.5	3:51	3:00	2:42	2:15	1:56					

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND	
ILS DA(H) 203' (200')		LOC (GS out) MDA(H) 440' (437')		Max Kts	
FULL	RAIL or ALS out	RAIL out	ALS out	90	520' (516')-1
A				120	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	140	520' (516')-1 1/2
C				165	580' (576')-2
D					

KMSY/MSY
 ARMSTRONG NEW ORLEANS INTL 11 JUL 08 (12-1) RNAV (GPS) Rwy 1

D-ATIS 127.55		NEW ORLEANS Approach (R) North & East 133.15 SE & South 123.85 West 125.5			NEW ORLEANS Tower 119.5		Ground 121.9	
RNAV	Final Aptch Crs 013°	Minimum Alt CELID 2000' (1997')	LNAV/VNAV DA(H) 480' (477')	Apt Elev 4'	TDZE 3'	3100'		
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'			MSA RW01	

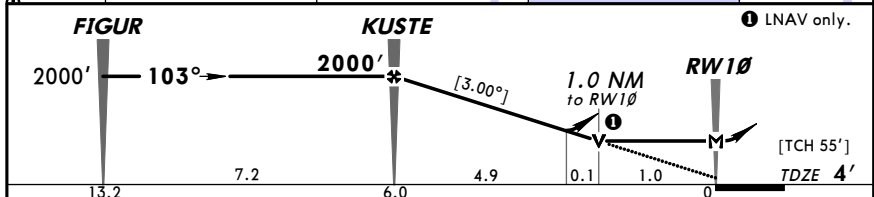
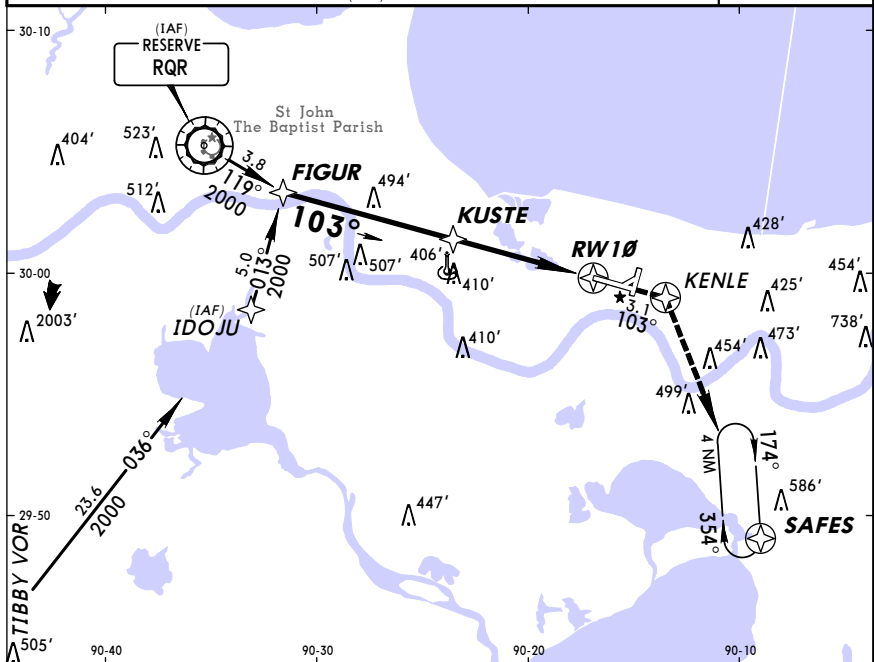


Gnd speed-Kts	70	90	100	120	140	160	MALS R	3000'	013°	PEPUE
Descent angle [3.00°]	372	478	531	637	743	849	PAPI-L			
MAP at RW01										

STRAIGHT-IN LANDING RWY 1				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 480' (477')		LNAV MDA(H) 480' (477')		Max Kts	
LDIN out	LDIN out	90	520' (516')-1 3/4		
A					
B		RVR 50 or 1			
C	1 3/4	RVR 60 or 1/4			
D		1 1/2			

KMSY/MSY **JEPPESEN** **NEW ORLEANS, LA**
ARMSTRONG NEW ORLEANS INTL 11 JUL 08 (12-2) **RNAV (GPS) Rwy 10**

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
RNAV	Final Apc Crs 103°	Minimum Alt KUSTE 2000' (1996')	LNNAV MDA(H) 380' (376')	Apt Elev 4' TDZE 4'	3100'
MISSED APCH: Climb to 2000' via 103° course to KENLE then RIGHT turn direct SAFES and hold.					
Alt Set: INCHES					MSA RW10
Trans level: FL 180 1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.3 not authorized.					

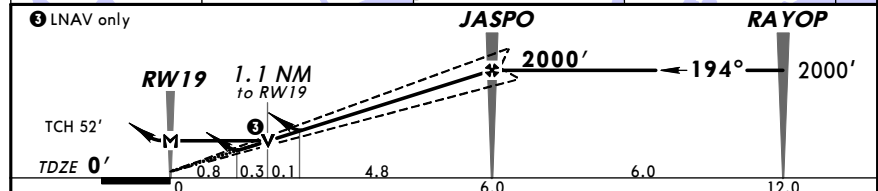
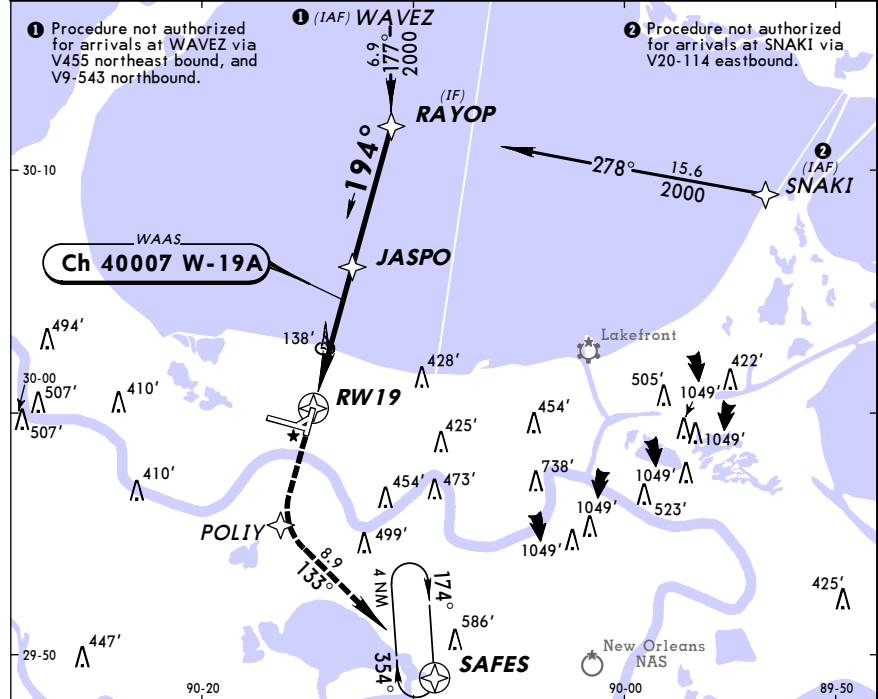


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	2000'	via 103°	KENLE
Descent angle [3.00°]	372	478	531	637	743	849				

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND	
LNNAV/VNAV		LNNAV		Max Kts	
DA(H) 402' (398')		MDA(H) 380' (376')		MDA(H)	
ALS out		ALS out		90	
A				520' (516')-1	
B				120	
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 24 or 1/2	RVR 50 or 1	520' (516')-1 1/2
D			RVR 50 or 1	RVR 60 or 1/4	165
					580' (576')-2

KMSY/MSY **JEPPESEN** **NEW ORLEANS, LA**
ARMSTRONG NEW ORLEANS INTL 30 MAY 08 (12-3) **RNAV (GPS) Rwy 19**

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
WAAS Ch 40007 W-19A	Final Apc Crs 194°	Minimum Alt JASPO 2000' (2000')	LPV DA(H) 310' (310')	Apt Elev 4' TDZE 0'	3100'
MISSED APCH: Climb to 2000' direct POLIY and LEFT turn via 133° track to SAFES and hold.					
Alt Set: INCHES					MSA RW19
Trans level: FL 180 1. DME/DME RNP-0.3 not authorized. 2. Baro-VNAV not authorized below -15°C (5°F).					

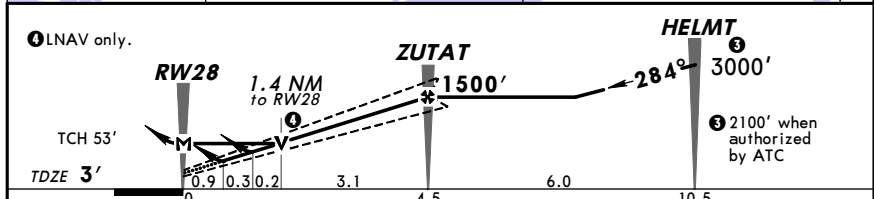
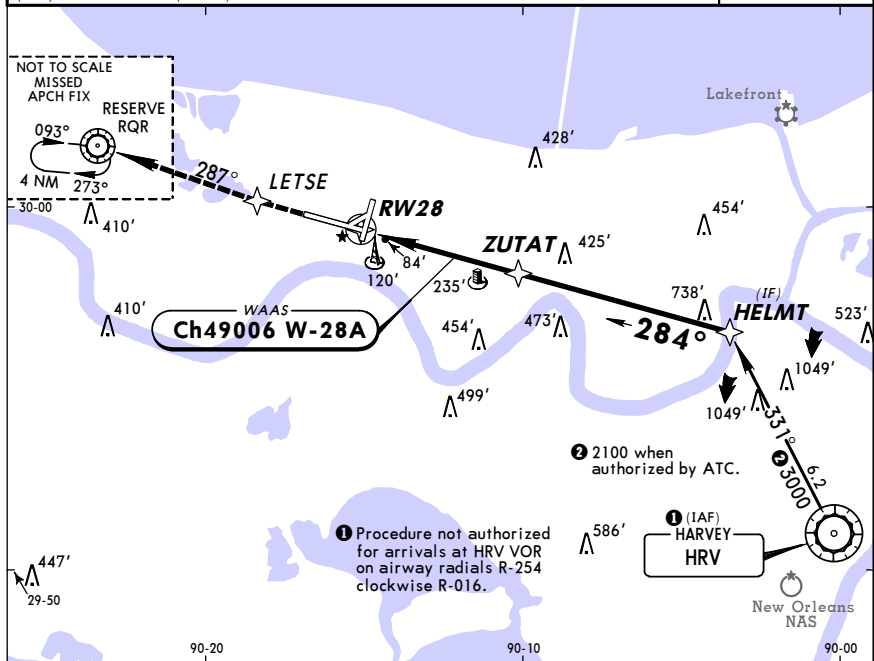


Gnd speed-Kts	70	90	100	120	140	160	MALS PAPI	2000'	POLIY
Glide Path Angle 3.00°	372	478	531	637	743	849			

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND	
LPV		LNNAV/VNAV		LNNAV	
DA(H) 310' (310')		DA(H) 420' (420')		MDA(H) 400' (400')	
ALS out		ALS out		ALS out	
A				Max Kts	
B				90	
C	RVR 40 or 3/4		RVR 40 or 3/4	RVR 50 or 1	520' (516')-1 1/2
D			1 1/2	RVR 60 or 1/4	165
					580' (576')-2

KMSY/MSY
ARMSTRONG NEW ORLEANS INTL 30 MAY 08 (12-4) **RNAV (GPS) Rwy 28**

D-ATIS 127.55	NEW ORLEANS Approach (R) North & East 133.15 SE & South 123.85 West 125.5			NEW ORLEANS Tower 119.5	Ground 121.9
WAAS Ch 49006 W-28A	Final Apt Crs 284°	Minimum Alt ZUTAT 1500' (1497')	LPV DA(H) 329' (326')	Apt Elev 4'	3100'
MISSED APCH: Climb to 3000' direct LETSE and via 287° track to RQR VOR and hold.					
Alt Set: INCHES 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-0.3 not authorized.					MSA RW28

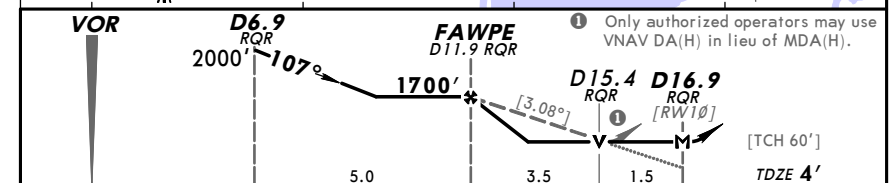
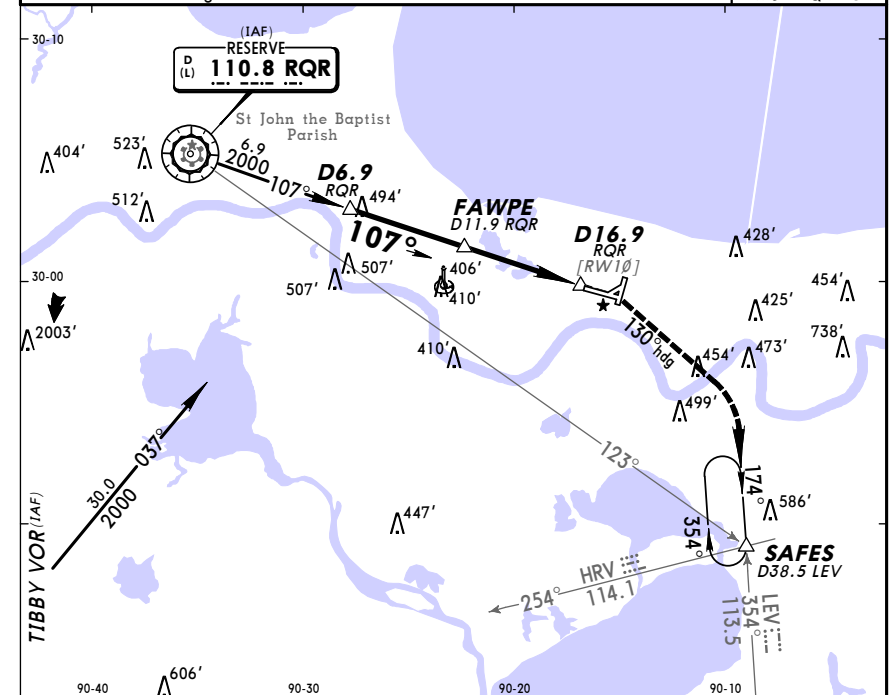


Gnd speed-Kts	70	90	100	120	140	160	MALS	3000'	LETSE
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND	
LPV DA(H) 329' (326')		LNAV/VNAV DA(H) 438' (435')		LNAV MDA(H) 500' (497')	
RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	MDA(H)
A			RVR 24 or 1/2	RVR 40 or 3/4	520' (516')-1
B	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	
C			RVR 40 or 3/4	RVR 60 or 1/4	520' (516')-1 1/2
D			RVR 50 or 1	1 1/2	580' (576')-2

KMSY/MSY
ARMSTRONG NEW ORLEANS INTL 11 JUL 08 (13-1) **VOR DME Rwy 10**

D-ATIS 127.55	NEW ORLEANS Approach (R) North & East 133.15 SE & South 123.85 West 125.5			NEW ORLEANS Tower 119.5	Ground 121.9
VOR RQR 110.8	Final Apt Crs 107°	Minimum Alt FAWPE 1700' (1696')	MDA(H) 520' (516')	Apt Elev 4'	3100' / 1800'
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 1. VGSI and descent angles not coincident.					MSA RQR VOR

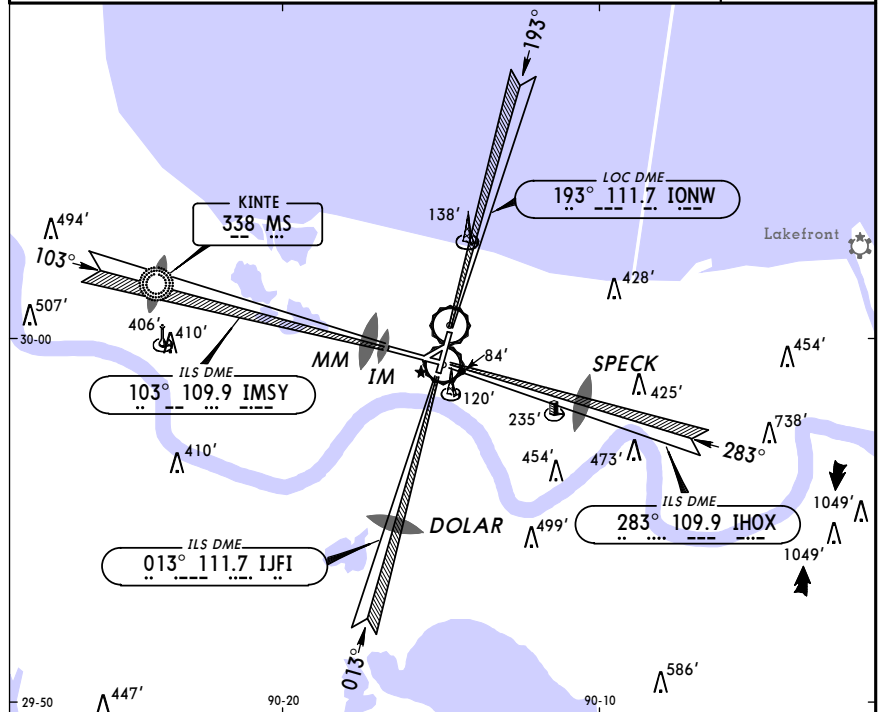


Gnd speed-Kts	70	90	100	120	140	160	ALS-II	800'	2000'	130°	LEV
Descent angle	[3.08°]	381	490	545	654	763	PAPI				and 113.5

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND	
MDA(H) 520' (516')				MDA(H)	
ALS out		ALS out		MDA(H)	
A			RVR 24 or 1/2	RVR 50 or 1	520' (516')-1
B	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	
C			RVR 50 or 1	1 1/2	520' (516')-1 1/2
D			RVR 60 or 1/4	1 3/4	580' (576')-2

KMSY/MSY 11 JUL 08 **JEPPESEN** **NEW ORLEANS, LA**
ARMSTRONG NEW ORLEANS INTL (18-1) **RADAR-1 ASR Rwys 10,19,28**

D-ATIS	NEW ORLEANS Approach (R)			NEW ORLEANS Radar	NEW ORLEANS Tower	Ground
127.55	North & East	SE & South	West	126.2	119.5	121.9
133.15	123.85	125.5				
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 4'		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'
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ASR Rwy 10: MAP 1/2 NM from Rwy threshold.					Lighting - Refer to Airport Chart	2000'
ASR Rwy 19: MAP 1 NM from Rwy threshold.						↑
ASR Rwy 28: MAP 1 NM from Rwy threshold.						

STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
ASR 10 MDA(H) 340' (336')		ASR 19 MDA(H) 420' (420')		ASR 28 MDA(H) 400' (397')		Max Kts MDA(H)
ALS out		ALS out		RAIL out	ALS out	
A						90
B	RVR 24 or 1/2	RVR 50 or 1		RVR 40 or 3/4	RVR 50 or 1	120
C			RVR 60 or 1/4			140
D	RVR 50 or 1			RVR 50 or 1	RVR 60 or 1/4	165
						520' (516')-1 1/4
						520' (516')-1 1/2
						580' (576')-2