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|--|------------------------------|---|-------------------------------------|---|--|
| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: STAR | Estimated Chart Date: 05/14/2026 | APWS Task ID: 623F31986BFA488393AC268E3D65C6E0 | APWS Project ID: DA7D67F9511F4536A6EBF7AC57027A26 |
| Procedure: STAR MNSTR TWO (RNAV) NEW ORLEANS, LA KMSY | | Enroute: YES | Specialist: Kuklish, Thomas | | Agreement Number: |
| Airport ID: KMSY | | | Airport City: NEW ORLEANS | | State: LA |
| Facility ID: | Facility Type: | Flight Inspection Remark Type: New FC Slot | | | |

Procedure Comments:

UPDATED MNSTR STAR AND ASSOCIATED RUNWAY TRANSITIONS.

LOA (1): DG.

CONTACT: KYLE THOMPSON 405-954-2135

12/05/2025



FIPC DME/DME FORM

| | | | | | |
|---|---|---|-----------------------|---|--|
| PROCEDURE: MNSTR (RNAV) TWO ARRIVAL | | AIRPORT NAME: LOUIS ARMSTRONG NEW ORLEANS | | AIRPORT ID: KMSY | SPECIAL CONTROL NO: OG-01-166-26 |
| FAC ID: MNSTR2 | | CITY: NEW ORLEANS | | ST: LA | ORIG CHART DATE: 05/14/2026 |
| DFL TYPE: PROC/D | THIRD PARTY: <input type="checkbox"/> YES | EST. TIME ON SITE: 1.0 | REIMB. NUMBER: | PTS TASK ID: 623F31986BFA488393AC268E3D65C6E0 | |

PREFLIGHT NOTES

| | |
|------------------|--|
| REVIEWER: | DATE: |
| COMMENTS: | CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT |
| | YES NO |
| | CPV COMPLETE? <input checked="" type="checkbox"/> X |

PROCEDURE RESULTS

| | | | | |
|---|-------------------------|--|--|--|
| INSPECTION DATE: 03/10/2026 | CREW #: VN085 | N #: N91 | INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT | ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT |
| FLIGHT INSPECTOR SIGNATURE: kenneth e jack @ 03/10/2026 21:03 | | PRINTED NAME: JACK, KENNETH EARL | | NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |

FLIGHT INSPECTOR REMARKS:
Special Number OG-01-166-26: NEW ORLEANS, LOUISIANA, MNSTR TWO ARRIVAL (RNAV). Completed Sat.

| | | |
|--|---|--------------------------------------|
| DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT | SPECIALIST SIGNATURE: lisa a-ctr thrysoe @ 03/16/2026 11:26 | PRINTED NAME: Lisa Thrysoe |
|--|---|--------------------------------------|

SPECIALIST REMARKS:
No Post Flight DME/DME Analysis is required on the KMSY MNSTR2 STAR. No electronic data recorded during the inspection.

IN-FLIGHT OBSTACLE REPORT

| | | | | |
|--------------------------|---------------------------------|-----------------------------|-----------------------------------|-----------------------------------|
| OBSTRUCTION ID #: | COORDINATES OR LOCATION: | GNSS ALTITUDE (MSL): | BAROMETRIC ALTITUDE (MSL): | HEIGHT ABOVE GROUND LEVEL: |
|--------------------------|---------------------------------|-----------------------------|-----------------------------------|-----------------------------------|

FIPC DME/DME FORM

| | | | | | |
|---|---|---|-----------------------|---|--|
| PROCEDURE: MNSTR (RNAV) TWO ARRIVAL | | AIRPORT NAME: LOUIS ARMSTRONG NEW ORLEANS | | AIRPORT ID: KMSY | SPECIAL CONTROL NO: OG-01-166-26 |
| FAC ID: MNSTR2 | | CITY: NEW ORLEANS | | ST: LA | ORIG CHART DATE: 05/14/2026 |
| DFL TYPE: PROC/D | THIRD PARTY: <input type="checkbox"/> YES | EST. TIME ON SITE: 1.0 | REIMB. NUMBER: | PTS TASK ID: 623F31986BFA488393AC268E3D65C6E0 | |

PREFLIGHT NOTES

| | |
|------------------|--|
| REVIEWER: | DATE: |
| COMMENTS: | CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT |
| | YES NO |
| | CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/> |

PROCEDURE RESULTS

| | | | | |
|---|-------------------------|--|--|--|
| INSPECTION DATE: 03/10/2026 | CREW #: VN085 | N #: N91 | INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT | ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT |
| FLIGHT INSPECTOR SIGNATURE: kenneth e jack @ 03/10/2026 21:03 | | PRINTED NAME: JACK, KENNETH EARL | | NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |

FLIGHT INSPECTOR REMARKS:
Special Number OG-01-166-26: NEW ORLEANS, LOUISIANA, MNSTR TWO ARRIVAL (RNAV). Completed Sat.

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|---|------------------------------|----------------------|
| DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT | SPECIALIST SIGNATURE: | PRINTED NAME: |
|---|------------------------------|----------------------|

SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

| | | | | |
|--------------------------|---------------------------------|-----------------------------|-----------------------------------|-----------------------------------|
| OBSTRUCTION ID #: | COORDINATES OR LOCATION: | GNSS ALTITUDE (MSL): | BAROMETRIC ALTITUDE (MSL): | HEIGHT ABOVE GROUND LEVEL: |
|--------------------------|---------------------------------|-----------------------------|-----------------------------------|-----------------------------------|

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

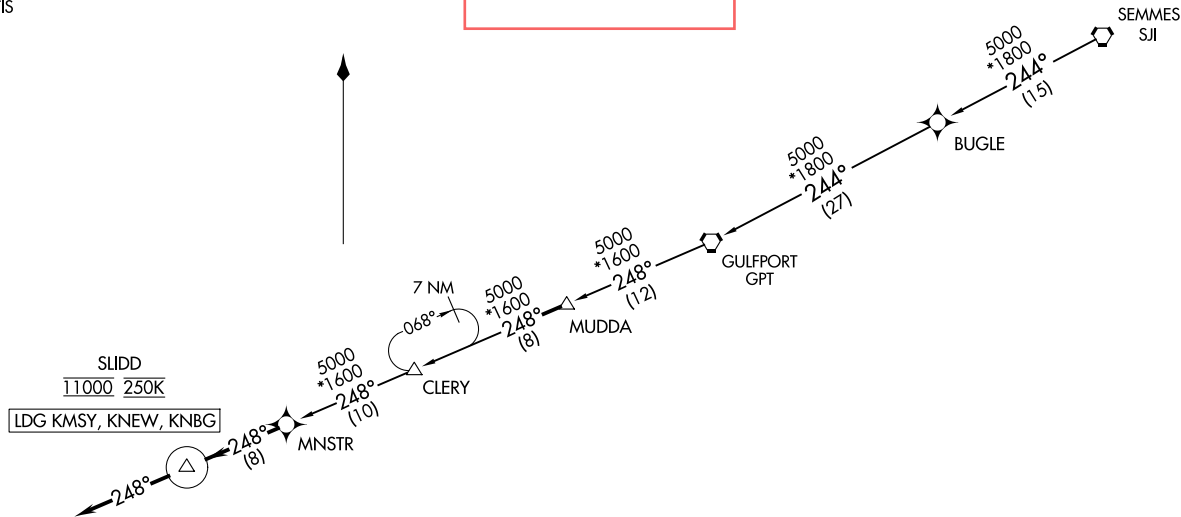
OLD

NEW ORLEANS APP CON
125.5 350.35 (WEST)
133.15 290.3 (EAST)
KNBG ATIS
279.55
MSY D-ATIS
127.55
NEW ATIS
124.9

MNSTR ONE ARRIVAL (RNAV)
(MNSTR,MNSTR1) 23FEB23

(MNSTR,MNSTR1) 23054
MNSTR ONE ARRIVAL (RNAV)

AL-609 (FAA)



SLIDD
11000 250K
LDG KMSY, KNEW, KNBG

LAKEFRONT
LOUIS ARMSTRONG
NEW ORLEANS INTL
NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD)

ARRIVAL ROUTE DESCRIPTION

GULFPORT TRANSITION (GPT.MNSTR1)
SEMMES TRANSITION (SJI.MNSTR1)

LANDING ALL AIRPORTS: From MNSTR on track 248° to cross SLIDD at 11000 and at 250K, then on track 248°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

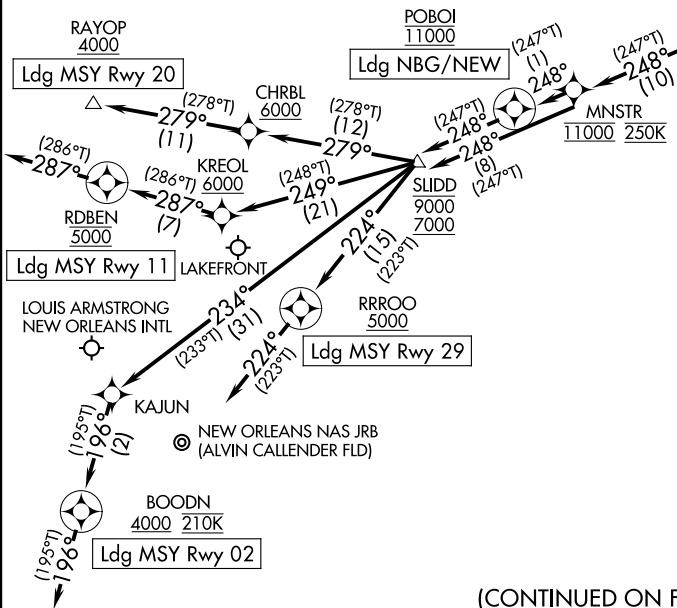
NEW ORLEANS, LOUISIANA

NEW ORLEANS, LOUISIANA

MNSTR TWO ARRIVAL (RNAV)
(CLERY, MNSTR2) FIG

NEW ORLEANS APP CON
125.5 350.35 (WEST)
133.15 290.3 (EAST)
KNBG ATIS
279.55
MSY D-ATIS
127.55
NEW ATIS
124.9

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



PROTOTYPE-NOT FOR NAVIGATION



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NEW ORLEANS, LOUISIANA

NEW ORLEANS, LOUISIANA

AL-609 (FAA)

(CLERY, MNSTR2) FIG
MNSTR TWO ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

GULFPORT TRANSITION (GPT.MNSTR2)

SEMMES TRANSITION (SJI.MNSTR2)

MSY: From CLERY on track 248° to cross MNSTR at 11000 and at 250K, then on track 248° to cross SLIDD between 7000 and 9000.

LANDING MSY RWY 2: From SLIDD on track 234° to KAJUN, then on track 196° to cross BOODN at or above 4000 and at 210K, then on track 196°.

Expect RADAR vectors to final approach course.

LANDING MSY RWY 11: From SLIDD on track 249° to cross KREOL at or above 6000, then on track 287° to cross RDBEN at 5000, then on track 287°.

Expect RADAR vectors to final approach course.

LANDING MSY RWY 20: From SLIDD on track 279° to cross CHRBL at or above 6000, then on track 279° to cross RAYOP at or above 4000.

Expect LOC or RNAV RWY 20 approach.

LANDING MSY RWY 29: From SLIDD on track 224° to cross RRROO at or above 5000, then on track 224°.

Expect RADAR vectors to final approach course.

LANDING NEW/NBG: From CLERY on track 248° to cross MNSTR at 11000 and at 250K, then on track 248° to cross POBOI at 11000, then on track 248°.

Expect RADAR vectors to final approach course.

PROTOTYPE-NOT FOR NAVIGATION



Federal Aviation Administration

Memorandum

Date: October 7, 2025

To: Manager, Flight Technologies and Procedures Division, AFS-400
THRU: Manager, Flight Procedures and Airspace Group, AFS-420

From: Bev Bordy, Manager, Instrument Flight Procedures (IFP)
Development Team, AJV-A4

Subject: Letter of Approval Request MNSTR STAR, KMSY

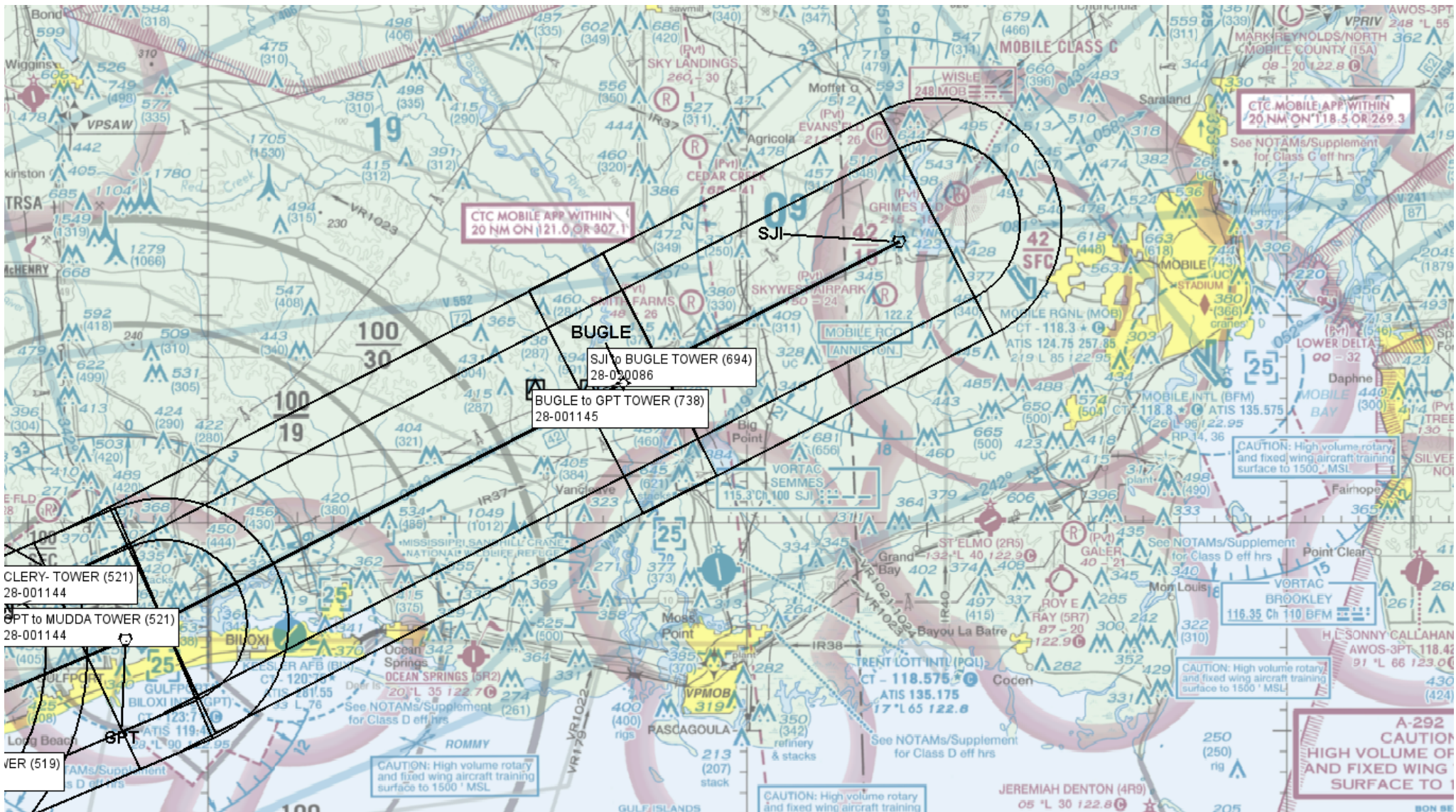
KMSY MNSTR Standard Terminal Arrival Route (STAR):

MNSTR TO SLIDD Descent Gradient

Currently, FAAO 8260.3G, PARA 2-2-8a (1), The STAR's maximum permissible descent gradient is 321 ft/nm (approximately 3.11 degrees). MNSTR has a restriction of AT 11000 MSL and SLIDD has a restriction of BETWEEN 9000 MSL AND 7000 MSL. The descent gradient (533.11 ft/nm) from MSNTR to SLIDD is greater than the maximum permissible gradient allowed. Flight Standards approval is required.

The MNSTR STAR serves Louis Armstrong New Orleans International Airport. The altitude restrictions on the MNSTR STAR are designed to separate aircraft on the procedure from either adjacent airspace or other traffic.

Industry coordination and review indicates that aircraft descending to make the crossing restriction at RRROO (Runway 29 which is the shortest distance) of At or Above 5000 will descend at a rate of 266.66 ft/nm (to make the crossing restriction at SLIDD of At or Below 9000 MSL and at a rate of 200.90 ft/nm to make the crossing restriction at RRROO of At or Above 5000 MSL. Industry feedback is that the procedure can be easily managed without increased energy management actions by the flight crew.



MNSTR (RNAV)

