

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- FAR PART 97.31**

Bearings, headings, courses, 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 in feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES <i>(Sectors and distances measured from radar antenna)</i>												MISSED APPROACH			
FROM	T O	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MAP:			
												RWY 4L, 13, 22R, 31: ONE MILE FROM THLD.			
AS ESTABLISHED BY THE CURRENT (EL PASO) ASR MINIMUM VECTORING ALTITUDE CHART.												RWY 4L: CLIMB TO 2200 ON HEADING 012 AND LSU R-041 TO CAZZZ INT. ALTERNATE MA (DO NOT CHART): CLIMB TO 1600 THEN AS DIRECTED BY ATC. RWY 13: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 2800 DIRECT LSU VORTAC. ALTERNATE MA (DO NOT CHART): CLIMB TO 1600 THEN AS DIRECTED BY ATC. (SEE FORM 8260-10)			

MINIMUMS

TAKEOFF: ☒ STANDARD	SEE FAA FORM 8260-15A FOR THIS AIRPORT			ALTERNATE: N A	STANDARD @										
CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-4L	620	1 1/4	551	620	1 1/4	551	620	1 5/8	551	620	1 5/8	551			
S-13	560	3/4	493	560	3/4	493	560	1	493	560	1	493			
S-22R	620	4000	550	620	4000	550	620	6000	550	620	6000	550			
S-31	520	1	450	520	1	450	520	1	450	520	1	450			
CIRCLING	620	1 1/4	550	660	1 1/4	590	780	2	710	840	2 1/2	770			

NOTES:

RWY 4L: FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 1800; MINIMUM ALTITUDE 3 MILE FIX 1160; FINAL APPROACH COURSE 043. RECOMMENDED ALTITUDE: 4 MILES 1480, 3 MILES 1160, 2 MILES 820.
RWY 13: FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 1600, FINAL APPROACH COURSE 133. RECOMMENDED ALTITUDE: 4 MILES 1300, 3 MILES 1020, 2 MILES 720.
RWY 22R: FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 1600, FINAL APPROACH COURSE 224. RECOMMENDED ALTITUDE: 4 MILES 1300, 3 MILES 1020, 2 MILES 720.
RWY 31: FAF 4 MILES FROM THRESHOLD, MINIMUM ALTITUDE 1600, MINIMUM ALTITUDE 2 MILE FIX 860; FINAL APPROACH COURSE 314. RECOMMENDED ALTITUDE: 3 MILES 1240, 2 MILES 860.
(SEE FORM 8260-10)

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.

ADDITIONAL FLIGHT DATA

TDZE: 68.8	RWY: 4L	TDZE: 69.6	RWY: 22R
TDZE: 67.4	RWY: 13	TDZE: 69.5	RWY: 31

FAS OBST:
RWY 4L: 366 STACK 302950.00N-0911035.00W
RWY 13: 286 TOWER 303555.60N-0911204.00W
RWY 22R: 358 TOWER 303447.00N-0910747.00W
RWY 31: 260 AAO 302842.00N-0910536.00W.

CHART CIRCLING ICON.

MAG VAR: 0 EPOCH YEAR: 2020



CITY AND STATE	ELEVATION: 70 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP
BATON ROUGE, LA	BATON ROUGE METROPOLITAN, RYAN FIELD	BTR ASR	RADAR-1, AMDT 11, 8/20/2015	AMDT: 10D
				DATED: 04/07/11

RADAR-1

INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES

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MISSED APPROACH CONT:

RWY 22R: CLIMB TO 2000 DIRECT LSU VORTAC.

ALTERNATE MA (DO NOT CHART): CLIMB TO 2700 THEN AS DIRECTED BY ATC.

RWY 31: CLIMB TO 2000 ON I-BTR FRONT COURSE TO RELAY INT.

ALTERNATE MA (DO NOT CHART): CLIMB TO 1600 THEN AS DIRECTED BY ATC.

NOTES:

@ WHEN CONTROL TOWER CLOSED, ALTERNATE MINIMUMS NA.

CHART NOTE: WHEN CONTROL TOWER CLOSED, ASR NA.

CHART NOTE: FOR INOPERATIVE MALS, INCREASE S-31 CATS C/D VISIBILITY TO 1 3/8 MILE.

CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-13 CATS A/B VISIBILITY TO 1 MILE, CAT C/D VISIBILITY TO 1 3/8 MILE.

@ CAT D, 800 - 2 1/2

QUALITY
24
CHECKED

CITY AND STATE

ELEVATION:	70
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TDZE:

AIRPORT NAME:

Baton Rouge Metropolitan, Ryan Field

FACILITY
IDENTIFIER:

BTR ASR

PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:

RADAR-1, AMDT 11, 8/20/2015

SUP:

AMDT: 10D

DATED: 04/07/11