

VORTAC LSU <u>116.5</u> Chan 112	APP CRS 066°	Rwy Idg 7500 TDZE 69 Apt Elev 70
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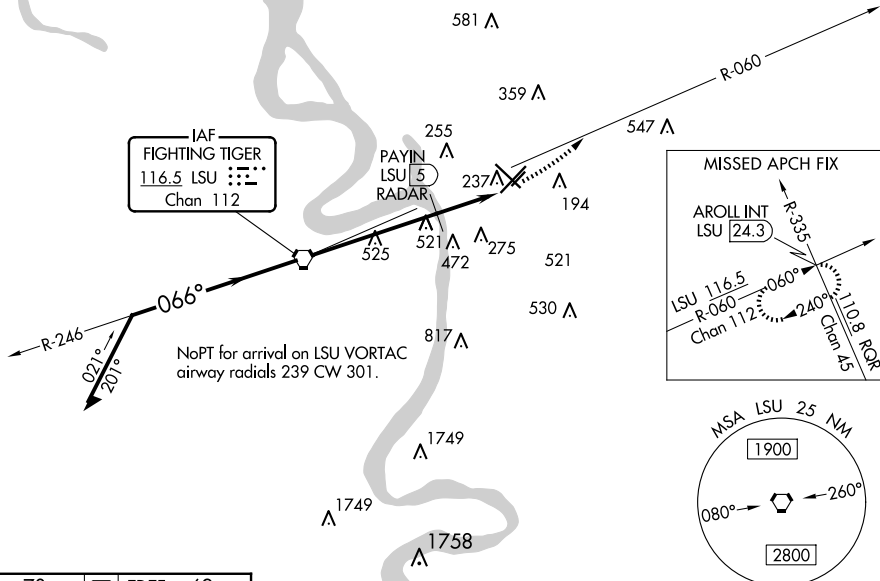
VOR RWY 4L

Baton Rouge Metro, Ryan FLD (BTR)

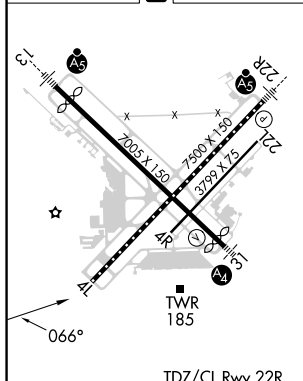
▼ Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Hammond altimeter setting and increase all MDA 100 feet, increase S-4L Cat A and Circling Cat A and Cat C visibility $\frac{1}{4}$ mile and Circling Cat D visibility $\frac{1}{2}$ mile, PAVN Fix Minimums: increase S-4L Cats C/D and Circling Cats C/D visibility $\frac{1}{4}$ mile. VDPN NA when using Hammond altimeter setting.

MISSED APPROACH: Climb to 2500 on LSU VORTAC R-060 to AROLL INT/LSU 24.3 DME and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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ELEV	70	D	TDZE	69
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HIRL Rwy 13-31 and 4L-22R **L**
MIRL Rwy 4R-22L

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

BATON ROUGE, LOUISIANA

Amdt 18A 15OCT15

30°32'N-91°09'W

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Diagram illustrating the Payin Fix Minimums procedure. The diagram shows a 246° bearing from a 2500 ft altitude to the VORTAC, and a 066° bearing from the VORTAC to the Payin Fix. The Payin Fix is 5.8 NM from the VORTAC and 7.5 NM from the Aroll Inlet. The diagram also shows the 3.00° TCH 55 and the 5 NM distance from the VORTAC to the Payin Fix. The Aroll Inlet is 2500 ft high. The diagram is labeled "Payin Fix Minimums" and "Aroll Inlet".