

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
MSY	ILS OR LOC RWY 2	20B	NEW ORLEANS	LA		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
3	2	ILS OR LOC RWY 2	20A	07/14/2022	1W	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-JFI			ROUTINE			

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
OLEDD INT/HRV 25.55 DME	IAF	ROYUL INT/I-JFI 14.00 DME					073.75 (HRV R-254)	8.68	2000
ROYUL INT/I-JFI 14.00 DME	IF	POVVI INT/I-JFI 7.42 DME					016.48 (I-JFI)	6.58	2000

MISSED APPROACH

MAP:

ILS: DA
LOC: 6.10 NM AFTER POVVI INT/I-JFI 7.42 DME OR AT I-JFI 1.33 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 ON RQR VOR/DME R-082 TO SNAKI INT/RQR 36.61 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 030 AND ON HRV VORTAC R-339 TO WAVEZ/HRV VORTAC 29.19 DME AND HOLD. (DME REQUIRED).

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)		
2.	PROFILE STARTS AT ROYUL INT/I-JFI 14.00 DME							
3.	FAC:	016.48	FAF:	POVVI INT/I-JFI 7.42 DME	DIST FAF TO MAP:	6.10	DIST FAF TO THLD:	6.10
4.	MIN ALT: ROYUL INT/I-JFI 14.00 DME 2000, POVVI INT/I-JFI 7.42 DME 2000, YERUB/I-JFI 2.73 DME 480							
5.	DIST TO THLD FROM OM:		MM:	IM:	150 HAT:	GS ANT:	1068	
6.	MIN GS INCPT: 2000		GS ALT AT PFAF: POVVI INT/I-JFI 7.42 DME 2000			OM:	MM:	IM:
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	56.3		
8.	MSA FROM: HRV VORTAC 2100							



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 880.
CHART NOTE: RWY 2 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT OLEDD ON V198-552 WESTBOUND.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW ONLY: HRV 16.87 DME AT ROYUL.
HOLD E, RT, 262.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD N WAVEZ/HRV VORTAC 29.19 DME, RT, 159.06 INBOUND.
CHART FAS OBST: 137 TRAVERSE_WAY (22-068210) 295807N/0901509W.
CHART IN PLANVIEW: WAVEZ/HRV VORTAC 29.19 DME.
CHART CIRCLING ICON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 02	415	6000	413	415	6000	413	415	6000	413	415	6000	413			
S-LOC 02	480	5500	478	480	5500	478	480	1 3/8	478	480	1 3/8	478			
CIRCLING	520	1	517	540	1	537	580	1 1/2	577	580	2	577			
YERUB FIX MINIMUMS															
S-LOC 02	440	5500	438	440	5500	438	440	1 1/4	438	440	1 1/4	438			
CIRCLING	520	1	517	540	1	537	580	1 1/2	577	580	2	577			

CHANGES - REASONS

- AIRPORT ELEVATION CHANGED FROM "4" TO "3" - UPDATED AIRNAV DATA.
- MINIMUMS: YERUB FIX MINIMUMS: S-LOC 02 MDA/HAT ALL CATS CHANGED FROM "420/418" TO "440/438" - NEW CONTROLLING OBSTACLE; CLEARS T-NOTAM 4/4114.
- MINIMUMS: YERUB FIX MINIMUMS: S-LOC 02 CAT C/D VISIBILITY CHANGED FROM "6000" TO "1 1/4" - 8260.3F TABLE 3-3-1.
- MINIMUMS: CIRCLING CAT A HAA CHANGED FROM "516" TO "517", CAT C/D FROM "576" TO "577" - AIRPORT ELEVATION CHANGED FROM 4 TO 3.
- MINIMUMS: CIRCLING CAT B MDA/HAA CHANGED FROM "520/516" TO "540/537" - NEW CONTROLLING OBSTACLE; AIRPORT ELEVATION CHANGED FROM 4 TO 3; CLEARS T-NOTAM 4/4114.
- LINE 5: GS ANT CHANGED FROM "1069" TO "1068" - UPDATED TARGETS EVAL.
- ADDITIONAL FLIGHT DATA: CHART FAS OBSTACLE CHANGED FROM "151 SHIP 295819N/0901519W" TO "137 TRAVERSE_WAY (22-068210) 295807N/0901509W" - UPDATED TARGETS EVAL.



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: MSY ATCT, AMGR, ZHU

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY
TIMOTHY JOHNSON

Digitally signed by
Timothy Johnson
Apr 03, 2025

OFFICE

DATE

AJV-A421

11/21/2024

APPROVED BY
DAVID DANNER

OFFICE

DATE

AJV-A421

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
MSY	ILS OR LOC RWY 2	20B	NEW ORLEANS	LA	3	I-JFI

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM OLEDD INT/HRV 25.55 DME **TO** ROYUL INT/I-JFI 14.00 DME

<u>RNP</u>	<u>DISTANCE</u> 8.68	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (22-000584)	294834.53N/0902517.27W	277	20	3	1A	1000				AT723	2000
TERRAIN	294827.00N/0902945.00W	6 (0)								AS1500	1500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM ROYUL INT/I-JFI 14.00 DME **TO** POVVI INT/I-JFI 7.42 DME

<u>RNP</u>	<u>DISTANCE</u> 6.58	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	295211.27N/0901745.10W	210	50	20	2C	500				AT1290	2000
TERRAIN	295224.00N/0901818.00W	9 (0)								AS1500	1500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

POVVI INT/I-JFI 7.42 DME

TO

RW02

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.10		DA				413				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
SHIP	295819.00N/0901519.34W	151	50	20	2C		34:1			AC20 MA45	415

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

POVVI INT/I-JFI 7.42 DME

TO

YERUB/I-JFI 2.73 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.70						478				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	295500.00N/0901615.00W	210	50	20	2C	250				XL5	480

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

YERUB/I-JFI 2.73 DME

TO

6.10 NM AFTER POVVI INT/I-JFI 7.42 DME OR AT I-JFI 1.33 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	1.40		6.10 NM AFTER POVVI INT/I-JFI 7.42 DME OR AT I-JFI 1.33 DME	438	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TRAVERSE_WAY (22-068210)	295807.27N/0901509.33W	137	250	50	4D	250				AC50	440

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

SNAKI INT/RQR 36.61 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
					153

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
SHIP	295819.00N/0901519.34W	151	50	20	2C		ASC				3000
TOWER (22-002502)	300106.00N/0900920.00W	428	500	50	5D	1000					1500
TERRAIN	295827.00N/0901530.00W	26 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

6.10 NM AFTER POVVI INT/I-JFI 7.42 DME OR AT I-JFI 1.33 DME

TO

SNAKI INT/RQR 36.61 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u> 190					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
TOWER (22-002502)	300106.00N/0900920.00W	428	500	50	5D	1000					1500
TERRAIN	295827.00N/0901530.00W	26 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH ALTERNATE: ILS

FROM

DA

TO

WAVEZ/HRV VORTAC 29.19 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u> 153					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
SHIP	295819.00N/0901519.34W	151	50	20	2C		ASC				3000
AAO	300436.00N/0901606.00W	200	50	20	2C	1000					1200
TERRAIN	295824.00N/0901503.00W	26 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH ALTERNATE: LOC

FROM

6.10 NM AFTER POVVI INT/I-JFI 7.42 DME OR AT I-JFI 1.33 DME

TO

WAVEZ/HRV VORTAC 29.19 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
							190				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
AAO	300436.00N/0901606.00W	200	50	20	2C	1000					1200
TERRAIN	295824.00N/0901503.00W	26 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
CONTROL_TOWER (22-002221)	295902.14N/0901532.48W	1.30	517/517	218	20	3	1A	300			520/520
CATEGORY B											
STACK (22-068030)	295742.31N/0901605.76W	1.80	537/537	222	20	3	1A	300			540/540
CATEGORY C											
CRANE (22-027930)	295649.01N/0901338.99W	2.83	577/577	272	20	3	1A	300			580/580
CATEGORY D											
CRANE (22-027930)	295649.01N/0901338.99W	3.70	577/577	272	20	3	1A	300			580/580

CIRCLING REMARKS:

MSA

CENTER

HRV VORTAC

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	TWR (22-000341)	295714.00N/0895658.00W	022	6.8	1049	500	50	5D	1000			2100

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

MSY TOWER, MSY APP CON, ZHU ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	MSY	24	MSY	1.00	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

BACKUP ALTIMETER NOT ESTABLISHED DUE TO REDUNDANT WEATHER SOURCES AT AIRPORT.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-JFI	MSY ATCT	24	1
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
01H		H-F	
02H		H-F	
RW02 - LDIN, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW11 - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW20 - MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW29 - MALSR, C/LINE, HIRL, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	1.3	56.3	-2.0	1068	3.00	52.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	S-ILS RWY 02, S-LOC RWY 02		
34:1			
151 AAO (SHIP) 295819.00N/0901519.34W (15.8)	24 BUILDING (22-021402) 295857.22N/0901504.38W (8.57)		
86 TREE (22-022335) 295837.00N/0901521.08W (1.14)			



PENETRATIONS REMARKS:

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - LOCATED WITHIN 0.5 NM FROM FINAL FIX.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
SHIP HEIGHT/LOCATION OBTAINED FROM 8260-9 OF EXISTING PROCEDURES.
CLIMB TO 1500 BEFORE TURN TO ALLOW FOR TALL SHIPS IN WATERWAYS AND AT REQUEST OF ATC.
DME REQUIRED TO IDENTIFY LEAD TURN TO THE INTERMEDIATE SEGMENT AT ROYUL (IF) AND ALSO REQUIRED FOR THE ALTERNATE MISSED APPROACH.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #NOT REQUIRED

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.96
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.86
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	015.48
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	5.10
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.32
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	015.48
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD COORDINATES (IF STR-IN)	295904.20N/0901505.09W
ARP COORDINATES	295935.78N/0901532.50W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 11 DISTANCE 1.20 NM
FAF COORDINATES	295310.73N/0901657.43W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TIMOTHY JOHNSON	AJV-A421	11/21/2024	AERONAUTICAL INFORMATION SPECIALIST

