

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> KLAL	<u>PROCEDURE NAME</u> ILS OR LOC RWY 10 ILS RWY 10 (SA CAT I), ILS RWY 10 (CAT II), ILS RWY 10 (CAT III)	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> LAKELAND	<u>STATE</u> FL		
<u>AIRPORT ELEVATION</u> 142	<u>TDZE</u> 132	<u>SUPERSEDED</u> ILS OR LOC RWY 9 ILS RWY 9 (SA CAT I), ILS RWY 9 (SA CAT II)	<u>ORIGINAL/AMENDMENT</u> 1A	<u>DATED</u> 06/17/2021	<u>MAG VAR</u> 6W	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> I-LAL	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 7 OCTOBER 2021	<u>REQUIRED EFFECTIVE DATE</u> 10/07/2021	<u>CANCEL/SUSPEND</u>		

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>
LAL VORTAC		ARSHW/I-LAL 12.32 DME					269.75	11.82	2700
ARSHW/I-LAL 12.32 DME	IF/IAF	FLYEN/I-LAL 6.31 DME					095.85	6.01 (I-LAL)	1700

MISSED APPROACH

MAP:

ILS: DA
LOC: I-LAL 1.56 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 ON HEADING 292 AND ON LAL VORTAC R-330 TO PLUMY INT/PIE 33.35 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 257 AND ON SRQ VOR/DME R-045 TO PACIB INT/SRQ 27.21 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000.

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD W ARSHW, RT, 095.85 INBOUND, 2700 FT. IN LIEU OF PT (IAF), MAX 4500.
- FAC: 095.85 FAF: FLYEN/I-LAL 6.31 DME DIST FAF TO MAP: DIST FAF TO THLD: 4.76
- MIN ALT: ARSHW/I-LAL 12.32 DME 2700, FLYEN/I-LAL 6.31 DME 1700, SUNFN/I-LAL 3.23 DME 720
- DIST TO THLD FROM OM: MM: IM: 100 HAT: 864 150 HAT: 1818 GS ANT: 1063
- MIN GS INCPT: 1700 GS ALT AT FAF: FLYEN/I-LAL 6.31 DME 1700 OM: MM: IM:
- GP ANGLE: 3.00 34:1: 20:1: TCH: 55.0
- MSA FROM: LAL VORTAC 080-310 2700, 310-080 2200

QUALITY
25
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 10: CAT A, B, C, D, RA 152, RVR 1400, HAT 150, DA 282 MSL.
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 10: CAT A, B, C, D, RA 101, RVR 1200, HAT 100, DA 232 MSL.
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 10: CAT A, B, C, D, RVR 600
CHART NOTE: CIRCLING NA TO RWYS 08 AND 26.
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.
CHART PROFILE NOTE: USE I-LAL DME WHEN ON THE LOCALIZER COURSE.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART LAKE PLACID MOA.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: LAL VORTAC 11.82 DME AT ARSHW
HOLD NE, RT, 246.70 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE PACIB INT/SRQ 27.21 DME, RT, 225.07 INBOUND.
CHART FAS OBST: 209 TREE (12-162585) 275915N/0820232W.
CHART VDP AT 2.36 DME
DISTANCE VDP TO THLD 0.81 NM.
CHART IN PLANVIEW: PACIB INT/SRQ 27.21 DME.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 10	332	1800	200	332	1800	200	332	1800	200	332	1800	200			
S-LOC 10	460	2400	328	460	2400	328	460	2400	328	460	2400	328			
CIRCLING	600	1	458	660	1	518	720	1 1/2	578	840	2 1/4	698			



AIRPORT ID

KLAL

PROCEDURE NAMEILS OR LOC RWY 10
ILS RWY 10 (SA CAT I),
ILS RWY 10 (CAT II),
ILS RWY 10 (CAT III)**ORIGINAL/AMENDMENT**

2

CITY

LAKELAND

STATE

FL

CHANGES - REASONS

1. ARSHW HOLD-IN-LIEU INBOUND HEADING, FINAL APPROACH COURSE, INTERMEDIATE COURSE UPDATED FROM 095.86 TO 095.85 - PER AIRNAV DATA FOR PENDING ILS BRG.
2. CHANGED FLYNN FROM 6.32 DME TO 6.31 DME AND SUNFN FROM 3.46 TO 3.23 DME - ANTENNA RELOCATED.
3. CHANGED INTERMEDIATE LENGTH FROM 6.01 NM TO 6.00 NM - NEW VALUES FROM RELOCATED PFAF.
4. CHANGED DISTANCE FAF TO THLD FROM 4.76 NM TO 4.75 NM - NEW VALUES FROM RELOCATED PFAF.
5. PROCEDURE DESIGN TCH CHANGED FROM 50.8 FT TO 55.0 FT - NEW AIRNAV ILS DME DATA.
6. VDP MOVED FROM 2.43 DME/0.87 NM TO 2.36 DME/0.81 NM - CHANGE IN TCH ELEVATION.
7. REMOVED SA CAT II LINE OF MINIMA AND REPLACED WITH CAT II AND ADDED CAT III LINE OF MINIMA - PROCEDURE UPGRADED TO CAT II/III.
8. FAF TO SUNFN DISTANCE CHANGED FROM 2.86 NM TO 3.08, AND SUNFN TO MAP FROM 1.9 NM TO 1.67 NM - FIXES RELOCATED.
9. CHANGED CAT A CIRCLING CONTROLLER FROM TANK (12-023267) 288 (1A) TO TOWER (12-162907) 291 (1A) - NEW CONTROLLING OBSTRUCTION.
10. CHANGED S-ILS 10 VISIBILITY FROM 2400 TO 1800 AND DELETED CHART NOTE: RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. - EQUIPMENT UPGRADED TO NO LONGER REQUIRE THE CHART NOTE AND TO ALLOW LOWERING OF RVR TO 1800.
11. DELETED CHART NOTE: REDUCED LIGHTING: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO TOUCHDOWN. - NO LONGER NEEDED DUE TO EQUIPMENT UPGRADES.
12. DELETED SA CAT I, CAT II CHART NOTE: PROCEDURE NA WHEN TOWER CLOSED - TOWER IS NOW 24 HOURS.
13. CHANGED "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH" TO READ "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL." - FORMAT CHANGE IAW 8260.3.
14. ADDED CHARTING OF LAKE PLACID MOA - IAW 8260.19I.
15. ADDED CHART PROFILE NOTE: VGSi AND ILS GLIDEPATH NOT COINCIDENT ((VGSi ANGLE {ANGLE}/TCH {FEET}))- IAW 8260.19I PARA 8-6-9M(1).
16. REMOVED SA CAT II CHART NOTE - AUTOPILOT COUPLED APPROACH NA - SA CAT II REMOVED FROM PROCEDURE.
17. CHANGED ALTIMETER SETTING NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PLANT CITY ALTIMETER SETTING: INCREASE DA TO 350 FEET; INCREASE ALL MDAS 20 FEET. INCREASE S-LOC CAT C/D VISIBILITY 1/8 SM" TO READ "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PLANT CITY ALTIMETER SETTING AND INCREASE S-ILS 10 DA TO 350 FEET; INCREASE ALL MDAS 20 FEET AND S-LOC 10 VISIBILITY CAT C/D TO RVR 3000" - UPDATE VALUES.
18. DELETED GENERAL REMARK **RVR 1800 NA WHEN USING PLANT CITY ALTIMETER SETTING. - NO LONGER NEEDED.
19. CHANGED LOC STEPDOWN CONTROLLING OBSTRUCTION FROM TREE (12-031006) 196 (2C) TO TREE (12-162585) 209 (1A) ND UPDATED CHART FAS OBSTACLE NOTE - NEW TARGETS EVALUATED CONTROLLING OBSTRUCTION.
20. CHANGED LINE 5 DIST TO 100 HAT FROM 939 TO 864 AND FROM 150 HAT FROM 1893 TO 1818 - NEW CALCULATIONS DUE TO FINAL CHANGE.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBA** ☒ **OTHER:** TAMPA APP CON, LAL ATCT, ZMA, AMGR

*Digitally signed by***FLIGHT CHECKED BY**

PENDING

JOHN BORDY**OFFICE****DATE**

Jul 14, 2021

DEVELOPED BY

JOHN LINDSEY

*Digitally signed by***JOHN LINDSEY**

Jul 13, 2021

OFFICE

AJV-A423

DATE

07/02/2021

APPROVED BY

MARLON ROBINSON

*Digitally signed by***JOHN BORDY**

Jul 14, 2021

OFFICE

AJV-A420

DATE**TITLE**

MANAGER

