

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</u> MONROE RGNL	<u>AIRPORT ID</u> KMLU	<u>PROCEDURE NAME</u> ILS OR LOC RWY 22	<u>ORIGINAL/AMENDMENT</u> 4C	<u>CITY</u> MONROE	<u>STATE</u> LA	
<u>AIRPORT ELEVATION</u> 79	<u>TDZE</u> 78	<u>SUPERSEDED</u> ILS OR LOC RWY 22	<u>ORIGINAL/AMENDMENT</u> 4B	<u>DATED</u> 09/12/2019	<u>MAG VAR</u> 3E	<u>EPOCH YEAR</u> 1995
<u>FACILITY</u> I-MZR	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 12 AUGUST 2021	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<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>
MLU VORTAC		BAIYU OM/MLU 5.13 DME					044.34	5.13	2100
GALIO/MLU 15.64 DME	IAF	BAIYU OM/MLU 5.13 DME	NOPT				177.00 & 222.04	1.81 (HDG) & 9.20 (I-MZR)	1700

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 4.79 NM AFTER BAIYU OM/MLU 5.13 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT MLU VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**

CLIMB TO 3100 DIRECT SABAR LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3100. (ADF REQUIRED)

**PROFILE:**

1. PT L SIDE OF COURSE 042.04 OUTBOUND 2100 FT WITHIN 10 MILES OF BAIYU OM (IAF)
- 2.
3. FAC: 222.04 FAF: BAIYU OM/MLU 5.13 DME DIST FAF TO MAP: 4.79 DIST FAF TO THLD: 4.79
4. MIN ALT: BAIYU OM/MLU 5.13 DME 1700, UTPEF/MLU 1.75 DME 560\*
5. DIST TO THLD FROM OM: 4.79 MM: IM: 150 HAT: GS ANT: 1017
6. MIN GS INCPT: 1700 GS ALT AT FAF : OM: 1675 MM: IM:
7. GP ANGLE: 3.00 34:1 20:1 TCH: 54.1
8. MSA FROM: MLU VORTAC 140-230 3100, 230-140 2200

**EQUIPMENT REQUIREMENTS NOTES:**

DME OR RADAR REQUIRED FOR PROCEDURE ENTRY



NOTES:

CHART NOTE: CIRCLING RWY 14 NA AT NIGHT.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
\*LOC ONLY  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 22 CAT C/D VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

CHART: ASR.  
CHART CIRCLING ICON.  
#DME FROM MLU VORTAC.  
CHART IN PLANVIEW: SABAR LOM  
CHART FAS OBST: 199 TOWER 323146N/0920042W.  
CHART: 217 TOWER 323146N/0920020W.  
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW SABAR LOM, RT, 042.04 INBOUND.  
HOLD SW, RT, 033.61 INBOUND

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT D 1100-3, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

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 22	278	1/2	200	278	1/2	200	278	1/2	200	278	1/2	200			
S-LOC 22	560	1/2	482	560	1/2	482	560	1	482	560	1	482			
CIRCLING	580	1	501	580	1	501	740	1 3/4	661	1160	3	1081			
UTPEF FIX MINIMUMS#															
S-LOC 22	500	1/2	422	500	1/2	422	500	3/4	422	500	3/4	422			
CIRCLING	580	1	501	580	1	501	740	1 3/4	661	1160	3	1081			



**CHANGES - REASONS**

1. CHANGES FROM P-NOTAMS FOR 4A, 4B INCORPORATED INTO FORM - REQUIRED IAW 8260.19H PARA 8-3-4C(3).
2. ADDED "CHART CIRCLING ICON" TO ADDITIONAL FLIGHT DATA - 8260.19H, 8-6-10, T.
3. AMENDED ADDITIONAL FLIGHT DATA NOTE FROM "CHART FAS OBST: 166 TREE 323137N/0920117W" TO "CHART FAS OBSTACLE 199 TOWER 323146N/0920042W" - NEW OBSTACLE EVALUATION.
4. ADDED 217 TOWER IN ADDITIONAL FLIGHT DATA - 7:1 OBSTACLES.
5. INCREASED CIRCLING HAA CAT C FROM 541 TO 661 AND CAT D FROM 561 TO 1081 CAT C VISIBILITY FROM 1 ½ TO 1 ¾ SM AND CAT D FROM 2 TO 3 SM. - NEW OBSTACLES, VISCHECK EVALUATION AND NEW CIRCLING CRITERIA
6. UTPEF FIX MINIMUMS S-LOC 22 HAT ALL CATS FROM 342 TO 422 CATS C/D VISIBILITY FROM 5/8 TO ¾ SM. - NEW OBSTACLES, VISCHECK EVALUATION AND CANCELS T-NOTAM 9/9165.
7. UTPEF FIX MINIMUMS CIRCLING HAA CAT C FROM 541 TO 661 AND CAT D FROM 561 TO 1081 CAT C VISIBILITY FROM 1 ½ TO 1 ¾ SM AND CAT D FROM 2 TO 3 SM. - NEW OBSTACLES, VISCHECK EVALUATION AND NEW CIRCLING CRITERIA.
8. ADDED CHART NOTE "FOR INOPERATIVE ALS, INCREASE S-LOC 22 CAT C/D VISIBILITY TO 1 3/8 SM. - NEW VISCHECK EVALUATION.
9. ADDED PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). - PER FPT AND NEW SURVEY.
10. AMENDED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT MLU VORTAC AND HOLD, OR AS DIRECTED BY ATC." TO READ "CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT MLU VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000." - 8260.19H, 8-6-6, G(1).
11. AMENDED ALTERNATE MINIMUMS FROM "ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD, NA WHEN CONTROL TOWER CLOSED." TO "ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT D 1100-3, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED." - 8260.19H, 8-6-11, B(4).
12. REMOVED CHART (CFBHL) AT INTERSECTION OF GALIO DR LEG AND INTERMEDIATE COURSE - NO LONGER REQUIRED IAW 8260.19H.

**COORDINATED WITH:**

**A4A** ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZFW, MLU APP CON, AMGR

**FLIGHT CHECKED BY**

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT:  
FLIGHT INSPECTION REVIEW NOT REQUIRED

**OFFICE****DATE**

*Digitally signed by*

**ALLAN WILL**

Apr 27, 2020

**DEVELOPED BY**

ALLAN WILL (CURTIS MALONE)

**OFFICE**

AJV-A423

**DATE**

03/13/2020

*Digitally signed by*

**ALLAN WILL**

Apr 27, 2020

**APPROVED BY**

MARLON ROBINSON

**OFFICE**

AJV-A420

**DATE**

*Digitally signed by*

**ALLAN WILL**

Apr 27, 2020

**TITLE**  
MANAGER

QUALITY  
20  
CHECKED