

**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> ACADIANA RGNL	<u>AIRPORT ID</u> KARA	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> NEW IBERIA	<u>STATE</u> LA
<u>AIRPORT ELEVATION</u> 24	<u>TDZE</u> 21	<u>SUPERSEDED</u> ILS OR LOC RWY 35	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 04/27/2017	<u>MAG VAR</u> 0E
<u>FACILITY</u> I-ARA	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 10 OCTOBER 2019	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2020

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>
LFT VORTAC		PILYI/I-ARA 14.70 DME					156.21	24.37	3000
PILYI/I-ARA 14.70 DME	IF/IAF	ISUCE/I-ARA 6.70 DME					347.51	8.00	1700

MISSED APPROACH

MAP:

ILS: DA
LOC: I-ARA 1.58 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 ON HEADING 080 AND LFT R-114 TO CLYNT INT/LFT 18.83 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2100 ON HEADING 100 AND ON LSU VORTAC R-221 TO LULEW/LSU 27.67 DME AND HOLD.

PROFILE:

1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF (IAF)**
2. HOLD S PILYI, LT, 347.51 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 4500.
3. **FAC:** 347.51 **FAF:** ISUCE/I-ARA 6.70 DME **DIST FAF TO MAP:** **DIST FAF TO THLD:** 5.12
4. **MIN ALT:** ISUCE/I-ARA 6.70 DME 1700, UXYAP/I-ARA 4.00 DME 480*
5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 954
6. **MIN GS INCPT:** 1700 **GS ALT AT FAF** ISUCE/I-ARA 6.70 DME 1700 **OM:** **MM:** **IM:**
7. **GP ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 50.7
8. **MSA FROM:** LFT VORTAC 360-180 2100, 180-360 2900

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED FOR PROCEDURE ENTRY.
DME REQUIRED FOR LOC ONLY.



NOTES:
CHART NOTE: CIRCLING NA TO RWYS 17W AND 35W.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON LFT VORTAC AIRWAY RADIALS 092 CW 114.
CHART NOTE: FOR INOPERATIVE ALS INCREASE S-ILS 35 CAT E VISIBILITY TO 3/4 SM AND S-LOC 35 CATS C/D/E VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:
CHART LFT 24.37 DME AT PILYI IN PLANVIEW
CHART CIRCLING ICON.
CHART IN PLANVIEW: LULEW/LSU 27.67 DME
CHART VDP AT 2.55 DME*
DISTANCE VDP TO THLD 0.97 NM
* LOC ONLY
CHART FAS OBST: 119 TREE 295958N/0915227W.
CHART: 324 TOWER 295604N/0915222W.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE LULEW/LSU 27.67 DME, LT, 221.43 INBOUND.
HOLD SE, LT, 294.30 INBOUND

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LFT APP CON CLOSED.; LOC: STANDARD - CAT E 900-3, NA WHEN LFT APP CON 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 35	221	1/2	200	221	1/2	200	221	1/2	200	221	1/2	200	221	1/2	200
S-LOC 35	380	1/2	359	380	1/2	359	380	5/8	359	380	5/8	359	380	5/8	359
CIRCLING	440	1	416	480	1	456	600	1 1/2	576	680	2	656	900	3	876



CHANGES - REASONS

1. CHANGED MSA NAVAID FROM ACADI (AR) NDB TO LFT VORTAC - ACADI NDB DECOMMISSIONING.
2. CHANGED FAF ALTITUDE FROM 1500 TO 1700; FAF LOCATION MOVED FROM ACADI (AR) NDB TO ISUCE - ACADI NDB DECOMMISSIONING; MATCH ILS FAF TO RNAV (GPS) RWY 35 FAF LOCATION/ALTITUDE.
3. REMOVED FEEDER SEGMENT FROM ROSEY TO ACADI NDB - AIR TRAFFIC REQUEST.
4. REMOVED PLANVIEW NOTE: ADF OR DME REQUIRED - NO LONGER REQUIRED.
5. ADDED "EQUIPMENT REQUIREMENTS NOTE: DME REQUIRED FOR LOC ONLY" AND "EQUIPMENT REQUIREMENTS NOTE: DME REQUIRED FOR PROCEDURE ENTRY"; REMOVED "CHART NOTE: ADF OR DME REQUIRED" - ACADI NDB DECOMMISSIONING; EQUIPMENT REQUIREMENTS NOTE IAW 8260.19H PARA 8-6-8 CRITERIA.
6. RELOCATED HOLD-IN-LIEU FROM ACADI NDB TO PILYI AND CHANGED ALTITUDE FROM 1700 TO 2000 - MATCH RNAV (GPS) RWY 35 PROCEDURE; ACADI NDB DECOMMISSIONING.
7. CHANGED INOPERATIVE NOTE FROM: "CHART NOTE: FOR INOPERATIVE ALS INCREASE S-ILS 35 CAT E VISIBILITY TO 3/4 SM, S-LOC 35 CAT E VISIBILITY TO 1 3/8 SM, AND UXYAP FIX MINIMUMS S-LOC 35 CATS C/D/E VISIBILITY TO 1 SM" TO: "CHART NOTE: FOR INOPERATIVE ALS INCREASE S-ILS 35 CAT E VISIBILITY TO 3/4 SM AND S-LOC 35 CATS C/D/E VISIBILITY TO 1 SM".
8. CHANGED ALTERNATE MISSED APPROACH INSTRUCTIONS FROM: "CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 ON HEADING 200 AND LSU R-217 TO AR NDB AND HOLD S, LT, 347.51 INBOUND" TO: "CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2100 ON HEADING 100 AND ON LSU VORTAC R-221 TO LULEW/LSU 27.67 DME AND HOLD NE, LT, 221.43 INBOUND." - ACADI NDB DECOMMISSIONING.
9. ADDED CHART 324 TOWER 295604N/0915222W TO ADDITIONAL FLIGHT DATA - IAW 8260.19H PARA 8-6-10F(2).
10. REMOVED UXYAP LINE OF MINIMUMS - DME IS NOW REQUIRED FOR THE LOC PROCEDURE, STEPDOWN FIX WILL ALWAYS BE RECEIVED.

05/06/19: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/03/19.
1. CHANGED ALTERNATE MISSED APPROACH ASC MINIMUM ALTITUDE FROM 2900 TO 2100 IN THE ILS AND LOC MISSED APPROACH ON THE 8260-9.

06/26/19: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/03/19.
1. CHANGED FROM "MAX 6000" TO "MAX 4500" ON LINE 2 OF THE 8260-3.
2. ADDED "CHART LFT 24.37 DME AT PILYI IN PLANVIEW".

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

ZHU, ARA ATCT, LFT APP CON, AMGR, ST AV DIR

FLIGHT CHECKED BY

GARY BELL

DEVELOPED BY

MIKE MELSEN

APPROVED BY

LONNIE EVERHART

Digitally signed by

MIKE MELSEN

Jul 01, 2019

Digitally signed by

WARDELL HENNING

Aug 09, 2019

Digitally signed by

WARDELL HENNING

Aug 09, 2019

OFFICE

FICO

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AJV-A432

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AJV-A430

DATE

06/12/2019

DATE

01/23/2019

DATE

TITLE

MANAGER

FAA Form 8260-3 (11/16) Supersedes Previous Edition

Electronic Version

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