

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23**

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>		<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>
ST LANDRY PARISH-AHART FIELD		KOPL	VOR RWY 36	1B	OPELOUSAS	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SUPERSEDED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>
75	74	VOR/DME RWY 36	1A	01/31/2019	3E	1990
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>		<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
LFT				ROUTINE		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
LFT VORTAC	IAF	POYIS/10.00 DME	NOPT				342.67	10.00	2100
POYIS/10.00 DME	IF	HAUWK/17.00 DME					342.67	7.00 (LFT R-343)	1800

MISSED APPROACH

MAP:

22.26 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2100 ON HEADING 120 AND LFT R-343 TO HAUWK/17.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT R SIDE OF COURSE 162.67 OUTBOUND 2100 FT WITHIN 10 MILES OF HAUWK/17.00 DME (IAF)

2.

3. FAC: 342.67 FAF: HAUWK/17.00 DME DIST FAF TO MAP: DIST FAF TO THLD: 5.26

4. MIN ALT: HAUWK/17.00 DME 1800

8. MSA FROM: LFT VORTAC 360-180 2100, 180-360 2900

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING RWY 6, 24 NA AT NIGHT.
CHART NOTE: RWY 36 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT LFT VORTAC ON V559 SOUTHBOUND.



ADDITIONAL FLIGHT DATA:

CHART AT/BELOW 6000 PRIOR TO HAUWK/LFT 17.00 DME IN PROFILE.
HOLD S, RT, 342.67 INBOUND.
CHART FAS OBST: 405 TOWER 303207N/0920505W.
CHART 485 TOWER 302800N/0920431W.
HAUWK TO RW36: 3.01/50.

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

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

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-36	720	1	646	720	1 1/4	646	720	1 7/8	646	720	2	646			
CIRCLING	780	1	705	780	1 1/4	705	780	2	705	780	2 1/4	705			

CHANGES - REASONS

1. CHANGED CHART NOTE: VISIBILITY REDUCTION BY HELICOPTER NA TO RWY 36 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED - INCORPORATED P-NOTAM 8/6016.
2. REMOVED CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE LAFAYETTE REGIONAL ALTIMETER SETTING AND INCREASE ALL MDA'S 60 FEET -LOCAL AND SECONDARY ON WMSCR.
3. ADDED CHART NOTE: CIRCLING RWY 6, 24 NA AT NIGHT - INCORPORATED P-NOTAM 8/6016.
4. CHANGED PROFILE LINE 8: MSA FROM LFT VORTAC 360-090 2100, 090-180 16000 ,180-360 2900 TO LFT VORTAC 360-180 2100, 180-360 2900 - PREVIOUS OBSTACLE DISMANTLED/CANCELS T-NOTAM 9/6735.
5. ADDED CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). - 8260.19H, 8-6-9 (M)(2).
6. CHANGED PROCEDURE NAME FROM VOR/DME TO VOR RWY 36 - 8260.3D, 1-6-2 A(1).
7. ADDED DME REQUIRED TO EQUIPMENT REQUIREMENT NOTES - PROCEDURE REQUIRES DME.
8. REMOVED FROM ADDITIONAL FLIGHT DATA: CHART TDZ ELEVATION: 74 - TDZE MSL ALREADY CHARTED.
9. ADDED NOTE: NA WHEN LOCAL WEATHER NOT AVAILABLE: CAT D 800- 2 1/4 SM. TO ALTERNATE MINIMAS - PRIMARY ALTIMETER ON SVC A.
10. CHANGED ADDITIONAL FLIGHT DATA NOTE FROM CHART MAXIMUM PROCEDURE TURN ENTRY ALTITUDE 6,000 AT HAUWK TO CHART AT/BELOW 6000 PRIOR TO HAUWK/LFT 17.00 DME IN PROFILE. - 8260.19H, 8-6-7A(2).
11. INCREASED S-36 CAT C VISIBILITY MINIMA FROM 1 3/4 SM TO 1 7/8 SM - UPDATED VISCHECK IAW .3D TABLE 3-3-1.
12. CHANGED MISSED APPROACH INTRUCTIONS FROM CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2100 VIA HEADING 120 AND VIA LFT R-343 TO HAUWK/17.00 DME AND HOLD TO CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2100 ON HEADING 120 AND LFT R-343 TO HAUWK/17.00 DME AND HOLD - 8260.19H, 8-6-6, D.
13. CHANGED ADDITIONAL FLIGHT DATA: 7:1 OBSTACLE FROM CHART 517 TOWER 302800N/0920431W TO CHART 485 TOWER (22-001977) 302760N/0920431W - NEW OBSTACLE EVALUATION.
14. CHANGED ADDITIONAL FLIGHT DATA FROM CHART FAS OBST: 420 TOWER 303208N/0920504W TO 405 TOWER 303206.61N/0920504.59W -NEW OBSTACLE EVALUATION.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZHU, LFT APP CON, AMGR

FLIGHT CHECKED BY
PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJF-1000) MEMO, DATED JUNE 4, 2020,
SUBJECT: FLIGHT INSPECTION OF NEW CONTROLLING OBSTACLES.

OFFICE
DATE

DEVELOPED BY
WARDELL HENNING (KATHERINE EUBANKS)
Digitally signed by
DONALD H LANIER
Aug 06, 2020

DONALD H LANIER
Aug 06, 2020

OFFICE
AJV-A432
DATE
04/13/2020

APPROVED BY
LONNIE EVERHART
Digitally signed by
DONALD H LANIER
Aug 06, 2020

OFFICE
AJV-A430

TITLE
MANAGER
QUALITY
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FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
ST LANDRY PARISH-AHART FIELD	KOPL	VOR RWY 36	1B	OPELOUSAS	LA	75	LFT

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM LFT VORTAC TO POYIS/10.00 DME

<u>RNP</u>	<u>DISTANCE</u> 10.00	<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>
1.TOWER (19-3346)	302032.60N/0915746.60W	1041	20	3	1A	1000					2100
2.TERRAIN	311512.00N/0920148.00W	63 (100)								AS1500	1600

COMPUTATIONS

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

INTERMEDIATE

FROM POYIS/10.00 DME TO HAUWK/17.00 DME

<u>RNP</u>	<u>DISTANCE</u> 7.00	<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>
3.TOWER (19-1180)	302158.00N/0915839.00W	655	20	10	1B	500				AT645	1800
4.TERRAIN	302500.00N/0920315.00W	63 (100)								AS1500	1600

COMPUTATIONS

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



INTERMEDIATE: PT

FROM

10 NM

TO

HAUWK/17.00 DME

RNP	DISTANCE 10.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.TOWER (19-3346)	302032.60N/0915746.60W		1041	20	3	1A	500				AT259	1800
4.TERRAIN	302500.00N/0920315.00W		63 (100)								AS1500	1600

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

FINAL

FROM

HAUWK/17.00 DME

TO

22.26 DME

RNP	DISTANCE 5.26	PAT	MAP 22.26 DME	HAT 646			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.TOWER (22-000300)	303206.61N/0920504.59W		405	20	3	1A	250				XP65	720

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

XP65: MAINTAIN CURRENT PUBLISHED MINIMA.



PROCEDURE TURN

FROM
HAUWK

TO
10 NM

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.TOWER (19-3346)	302032.60N/0915746.60W		1041	20	3	1A	1000					2100
4.TERRAIN	302500.00N/0920315.00W		63 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH

FROM
22.26 DME

TO
HAUWK/17.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 470					
<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				2100
6.TOWER (19-1769)	303642.00N/0920824.00W		564	500	125	5E	1000					1600
7.TERRAIN	303151.00N/0920357.00W		83 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT

ST LANDRY PARISH-AHART
FIELD

AIRPORT ID

KOPL

PROCEDURE NAME

VOR RWY 36

AMDT NO.

1B

CITY

OPELOUSAS

STATE

LA

AIRPORT ELEVATION

75

FACILITY

LFT

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
8.TOWER (19-0300)	303208.00N/0920504.00W	1.3	705	420	250	50	4D	300		AC50	780
CATEGORY B											
8.TOWER (19-0300)	303208.00N/0920504.00W	1.5	705	420	250	50	4D	300		AC50	780
CATEGORY C											
8.TOWER (19-0300)	303208.00N/0920504.00W	1.7	705	420	250	50	4D	300		AC50	780
CATEGORY D											
8.TOWER (19-0300)	303208.00N/0920504.00W	2.3	705	420	250	50	4D	300		AC50	780

CIRCLING REMARKS:

MSA

CENTER

LFT VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-180	TOWER (22-001599)	301207.00N/0914637.00W	084	11.2	1049	500	50	5D	1000			2100
180-360	TOWER (22-041001)	301925.70N/0921724.50W	294	17.3	1827	250	50	4D	1000			2900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VEGETATION AVERAGE HEIGHT OF 100' UTILIZED.

QUALITY

24

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Page 4 of 8

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZHU ARTCC, LFT APP CON, DRI FSS

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> KOPL	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KOPL	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KLFT	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KLFT	<u>DISTANCE</u> 21.931	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 56

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KOPL 75, KLFT 42
RA = 55.1

<u>PRIMARY NAVAID</u> LFT VORTAC	<u>MONITOR POINT</u> MOCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW06		BSC-G	
RW24		BSC-G	
RW18 - MIRL (PCL), REIL (PCL), PAPI-2L		NPI-G	
RW36 - MIRL (PCL), REIL (PCL), PAPI-2L		NPI-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.50	<u>TCH</u> 59.3
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<u>FINAL APPROACH COURSE AIMING</u>			
RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE 789
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

<u>CRITICAL TEMPERATURES</u>			
<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>

CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	VOR RWY 36		
34:1			
158 TREE (22-023693) 303249.01N/0920550.65W (15.12)		156 TREE (22-023692) 303249.43N/0920550.47W (14.37)	
149 TREE (22-023694) 303247.53N/0920550.09W (1.73)		269 TOWER (22-003263) 303206.91N/0920546.08W (1.05)	
119 TREE (22-036640) 303257.07N/0920552.06W (0.06)			

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 - FIX ERROR GREATER THAN .5NM.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

RWY 6/24 HAVE NO SURVEY, 20:1 ARE ASSUMED.

CONTINGENCY NOTES FOR B/U ALTIMETER SETTING:
WHEN LOCAL ALTIMETER NOT RECEIVED, USE LAFAYETTE REGIONAL ALTIMETER SETTING: AND INCREASE ALL MDAS 60 FT, INCREASE S-36 CAT C VISIBILITY 1/8 SM, AND INCREASE CIRCLING CAT C/D 1/4 SM.

7:1 OBSTACLE CHANGED FROM (19-1977) 517 TOWER 302800.00N/0920431.00W TO (22-001977) 485 TOWER 302760N/0920431W, AMSL CHANGED FROM 517 TO 485, RESURVEYED ON JANUARY 7, 2020.

ORDER 8260.3 CHAPTER 2 APPLIED TO 485 TOWER (22-001977) 302759.50N/0920430.70W.



<u>AIRPORT</u> ST LANDRY PARISH-AHART FIELD	<u>AIRPORT ID</u> KOPL	<u>PROCEDURE NAME</u> VOR RWY 36	<u>AMDT NO.</u> 1B	<u>CITY</u> OPELOUSAS	<u>STATE</u> LA	<u>AIRPORT ELEVATION</u> 75	<u>FACILITY</u> LFT
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PART D: AIRSPACE

DOCKET #

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	2.93
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	3.93
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	345.67
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	4.86
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	3.74
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	345.67
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD
COORDINATES
(IF STR-IN)

303314.58N/0920556.11W

ARP COORDINATES

303330.20N/0920557.80W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 18 DISTANCE 0.60 NM

FAF
COORDINATES

302808.23N/0920425.38W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED
THLD DISPLACED 789FT, ACTUAL COORDINATES: 303306.78N/0920556.13W.

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Page 7 of 8

<u>AIRPORT</u> ST LANDRY PARISH-AHART FIELD	<u>AIRPORT ID</u> KOPL	<u>PROCEDURE NAME</u> VOR RWY 36	<u>AMDT NO.</u> 1B	<u>CITY</u> OPELOUSAS	<u>STATE</u> LA	<u>AIRPORT ELEVATION</u> 75	<u>FACILITY</u> LFT
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PART E: PREPARED BY

<u>NAME</u> WARDELL HENNING (KATHERINE EUBANKS)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 04/13/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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Page 8 of 8