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Airport Information For KSDF

Terminal Charts For KSDF

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: FT Campbell/Hopkinsville KY USA

IATA Code: HOP

Lat/Long: N36° 40.1' W087° 29.8'

Elevation: 572 ft

Airport Use: Military

Magnetic Variation: 2.9°W

Sectional Chart: St Louis

Fuel Types: Jet 4

Repair Types: Minor Airframe, Minor Engine

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1224 Z

Sunset: 2342 Z,

Runway Information

Runway: 05

Length x Width: 11822 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 556 ft

Lighting: Edge

Displaced Threshold: 896 ft

Runway: 18

Length x Width: 4500 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 562 ft

Runway: 23

Length x Width: 11822 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 572 ft

Lighting: Edge, ALS

Stopway: 1000 ft

Runway: 36

Length x Width: 4500 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 557 ft

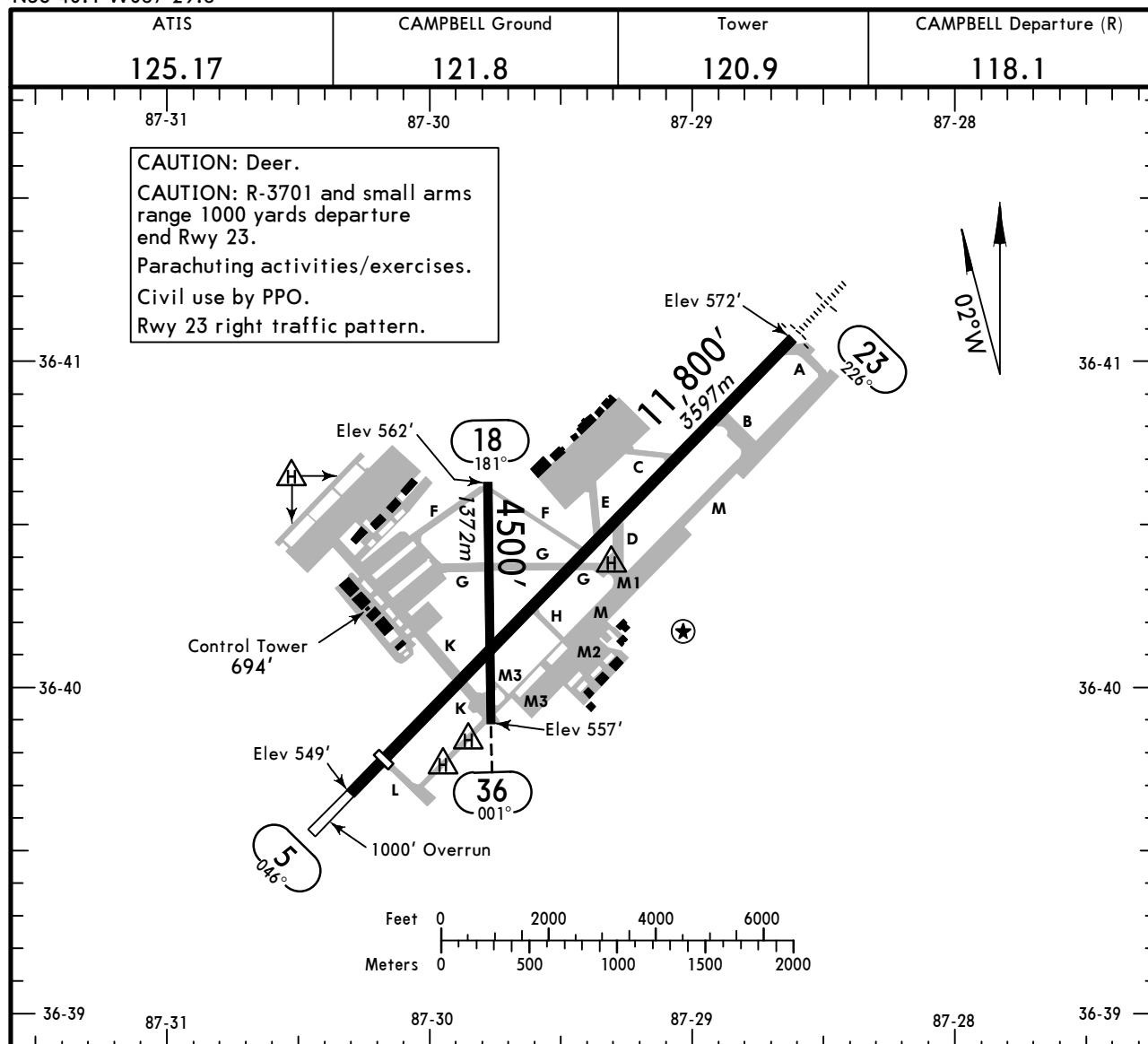
Communication Information

ATIS 125.175
Campbell AAF Tower 120.9
Campbell Ground Control 121.8
Campbell Clearance Delivery 138.8 Military
Campbell Approach Control 118.1
Cambbell Approach Control 130.65
Campbell Departure Control 118.1
Eagle Control 139.9

KHOP/HOP
 Apt Elev **572'**
 N36 40.1 W087 29.8

JEPPesen
 12 DEC 08 **(31-1)**

FT CAMPBELL, KY
CAMPBELL AAF

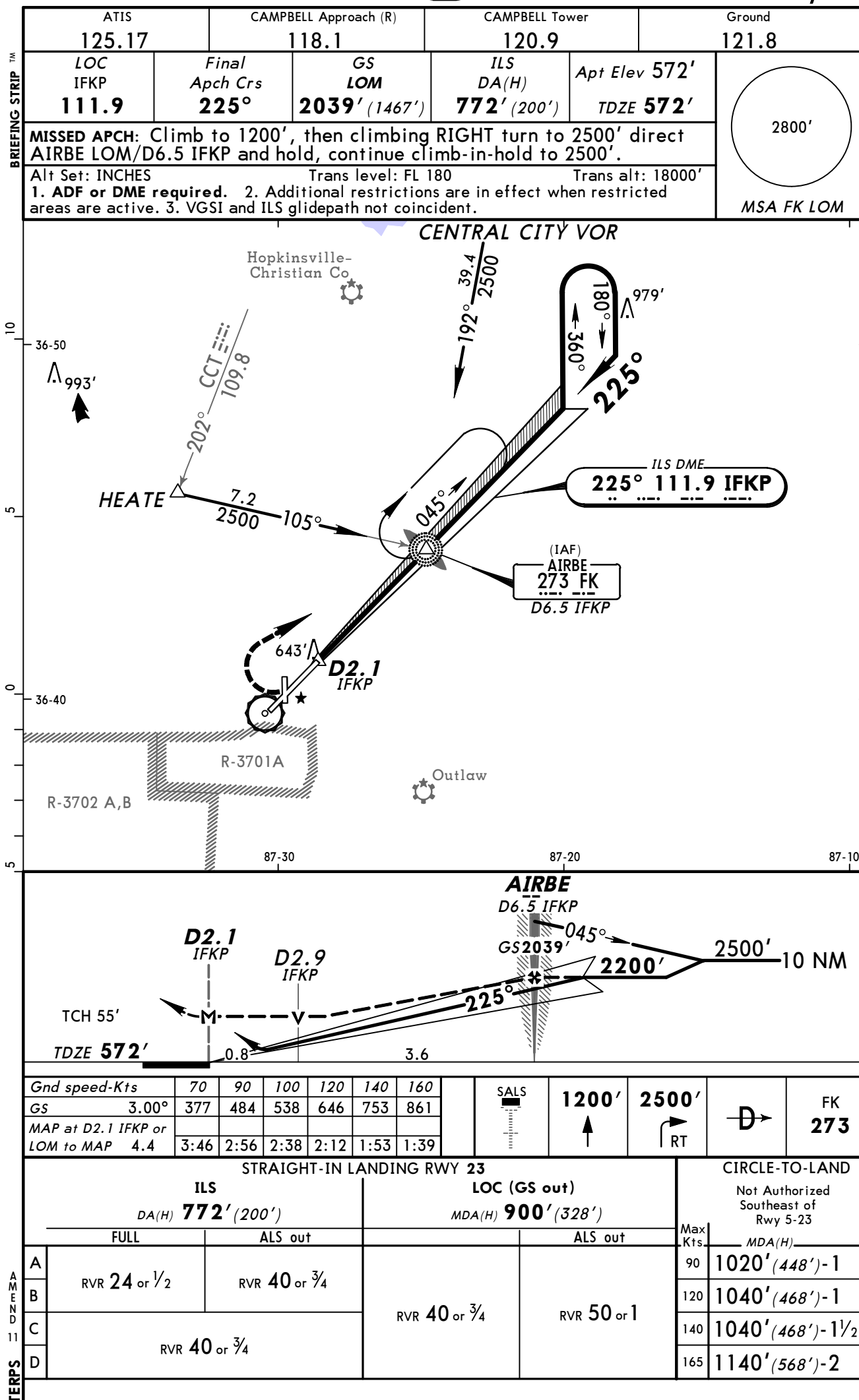


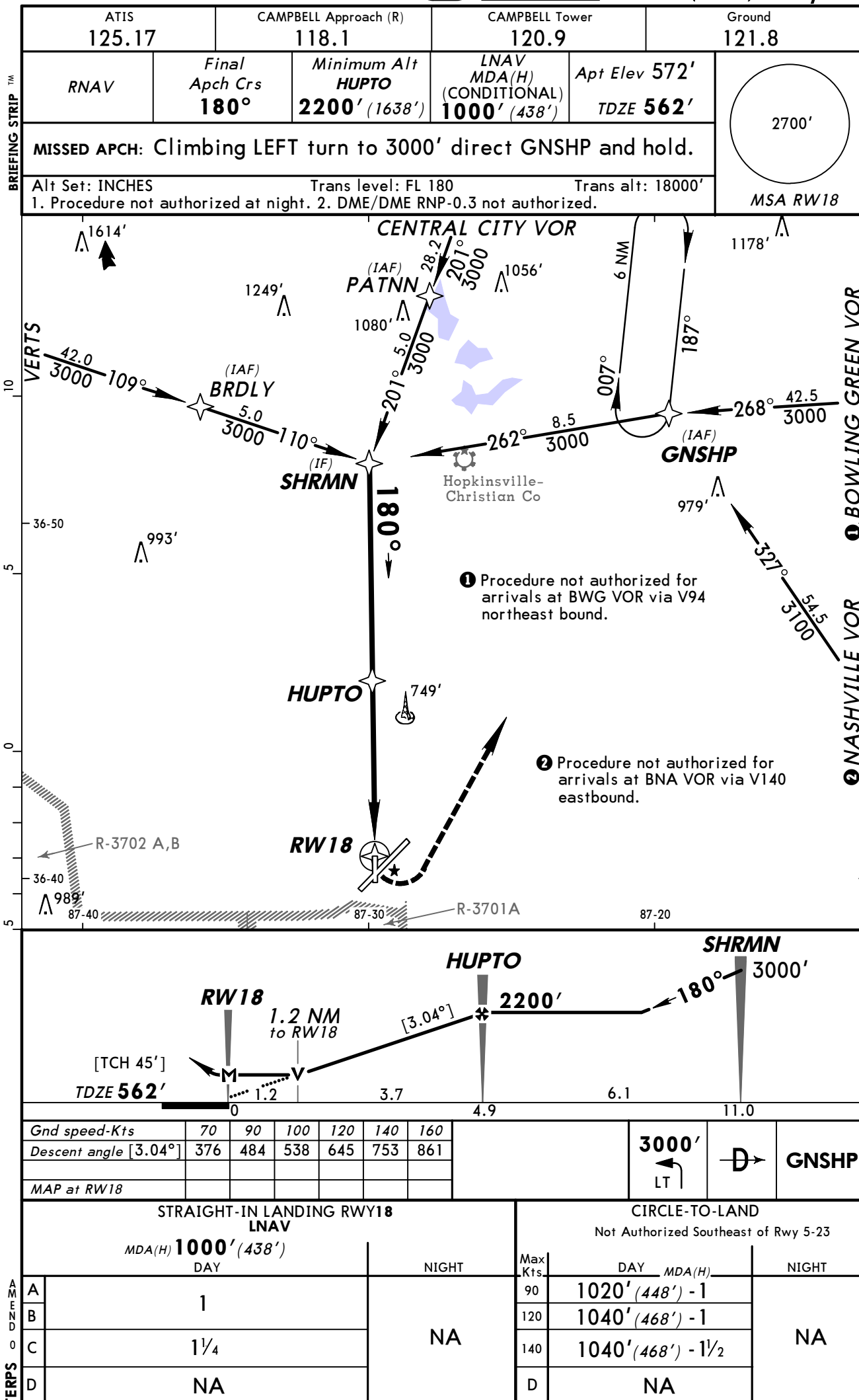
ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
			Threshold	Glide Slope	
5	HIRL		10,905' 3324m		200' 61m
23	HIRL SALS	RVR		10505' 3202m	
18					150' 46m
36					

TAKE-OFF			FOR FILING AS ALTERNATE	
	All Rwys			
	Adequate Vis Ref	STD	NDB Rwy 23	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	800-2	NA
3 & 4 Eng		RVR 24 or 1/2		

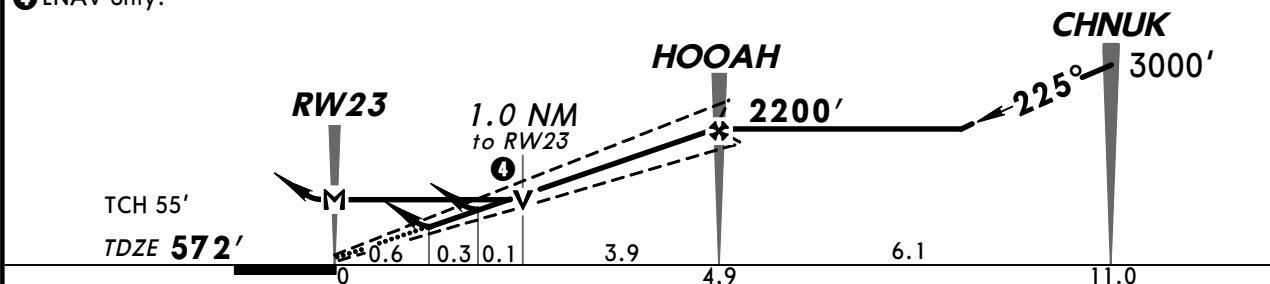
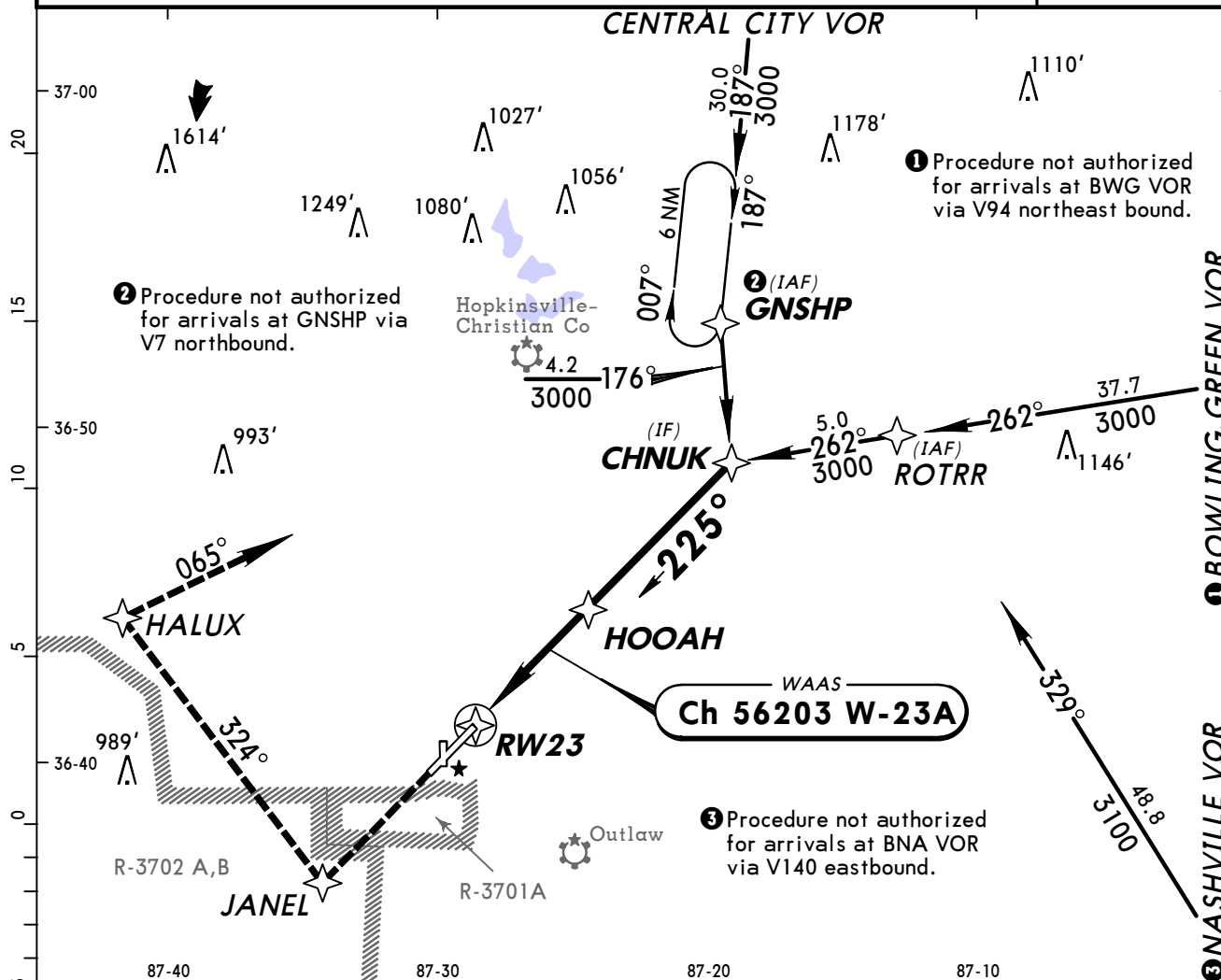
CHANGES: Taxiway identifiers, runway heading, magnetic variation.

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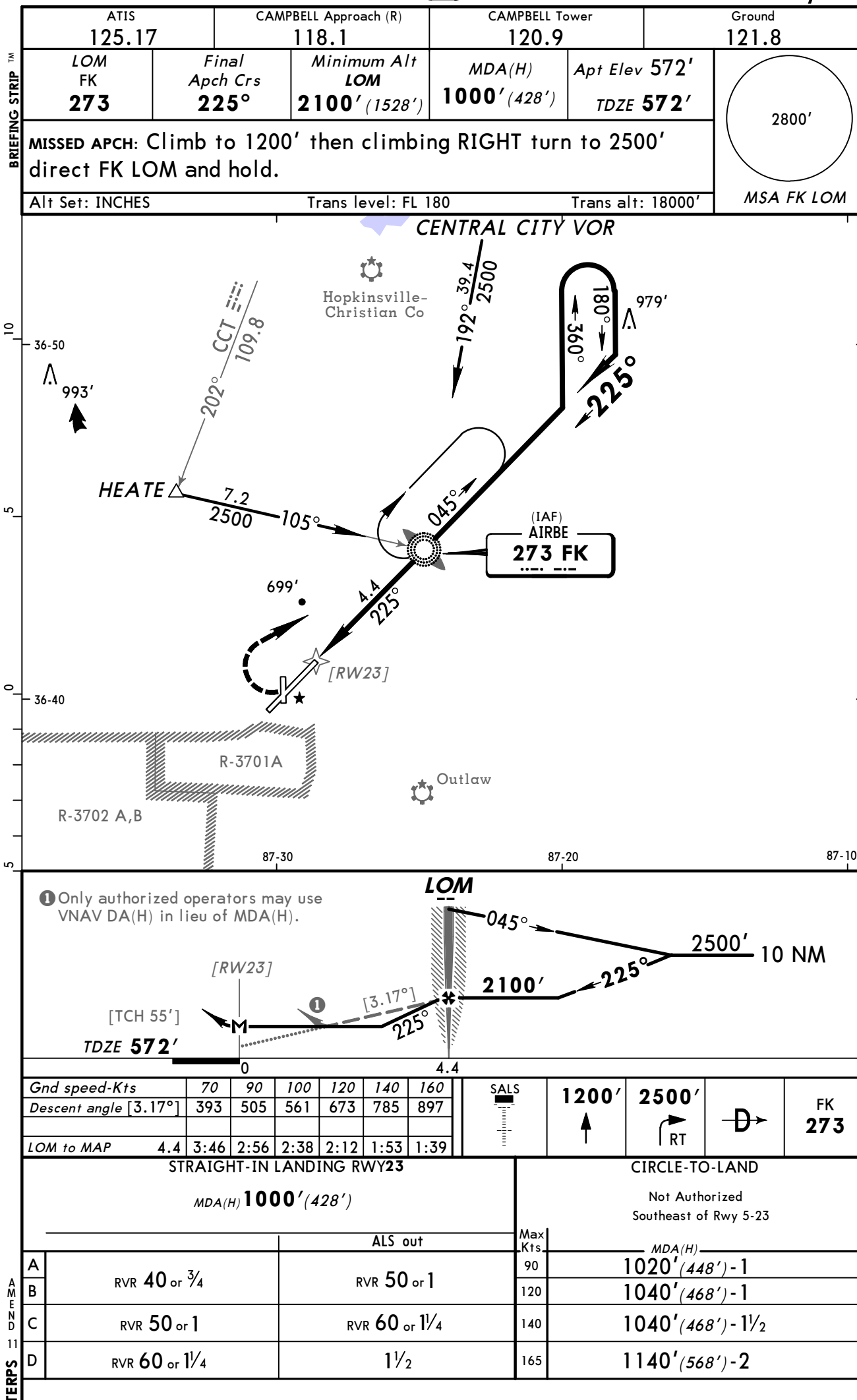


BRIEFING STRIP TM	ATIS 125.17		CAMPBELL Approach (R) 118.1		CAMPBELL Tower 120.9		Ground 121.8			
	WAAS Ch 56203 W-23A		Final Apch Crs 225°		Minimum Alt HOOAH 2200' (1628')		LPV DA(H) 822' (250')		Apt Elev 572' TDZE 572'	
	MISSED APCH: Climb to 3000' direct JANEL and RIGHT turn via 324° track to HALUX and RIGHT turn via 065° track to GNSHP and hold.								2700' MSA RW23	
	Alt Set: INCHES									



Gnd speed-Kts	70	90	100	120	140	160	SALS	3000'	D	JANEL
Glide Path angle 3.00°	372	478	531	637	743	849				
MAP at RW23										

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND Not Authorized Southeast of Rwy 5-23			
LPV DA(H) 822' (250')		LNAV/VNAV DA(H) 922' (350')		LNAV MDA(H) 940' (368')		Max Kts	
ALS out		ALS out		ALS out		90	1020' (448') -1
RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4	120	1040' (468') -1
						140	1040' (468') -1 1/2
						165	1140' (568') -2



KHOP/HOP

JEPPESSEN

FT CAMPBELL, KY

CAMPBELL AAF

12 DEC 08

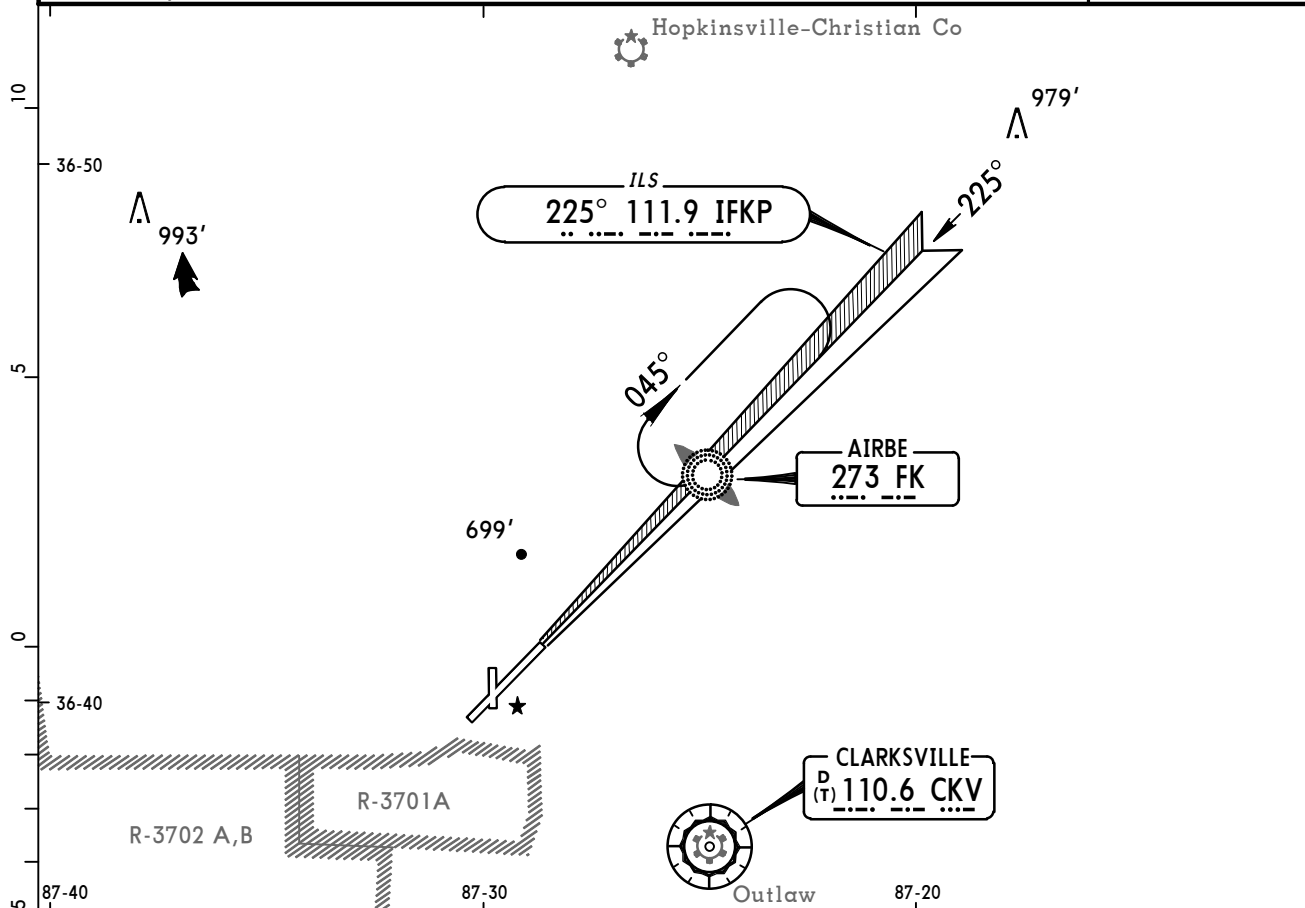
(38-1)

RADAR-1

ASR Rwy 5, 23

BRIEFING STRIP™

ATIS 125.17		CAMPBELL Approach (R) 118.1		CAMPBELL Radar 134.1X		CAMPBELL Tower 120.9		Ground 121.8	
RADAR		Final Apch Crs By ATC		Minimum Alt No FAF		MDA(H) Refer to Minimums		Apt Elev 572' TDZE-See below	
Missed Approach-See below									No MSA Published
Alt Set: INCHES									

**MISSED APPROACH:****Runway 5:** Climb to 2500' direct FK LOM and hold.

RADAR Missed Approach: Climb to 2200' for RADAR vectors.

Runway 23: Climb to 1200', then climbing RIGHT turn to 2500' direct FK LOM and hold.

RADAR Missed Approach: Climb to 2200' for RADAR vectors.

RWY 5
TDZE 556'RWY 23
TDZE 572'

ASR Rwy 5, 23: MAP at Rwy Thr

Lighting -
Refer to
Airport
Chart

TERPS	STRAIGHT-IN LANDING			Max Kts	CIRCLE-TO-LAND Not Authorized Southeast of Rwy 5-23
	ASR 5	ASR 23			
	MDA(H) 940' (384')	MDA(H) 980' (408')	ALS out		
	A	RVR 40 or 3/4	RVR 50 or 1		
	B				
	1			90	1020' (448')-1
				120	1040' (468')-1
				140	1040' (468')-1 1/2
				165	1140' (568')-2
	C	RVR 50 or 1	RVR 60 or 1 1/4		
	D	1 1/4			

CHANGES: Note.

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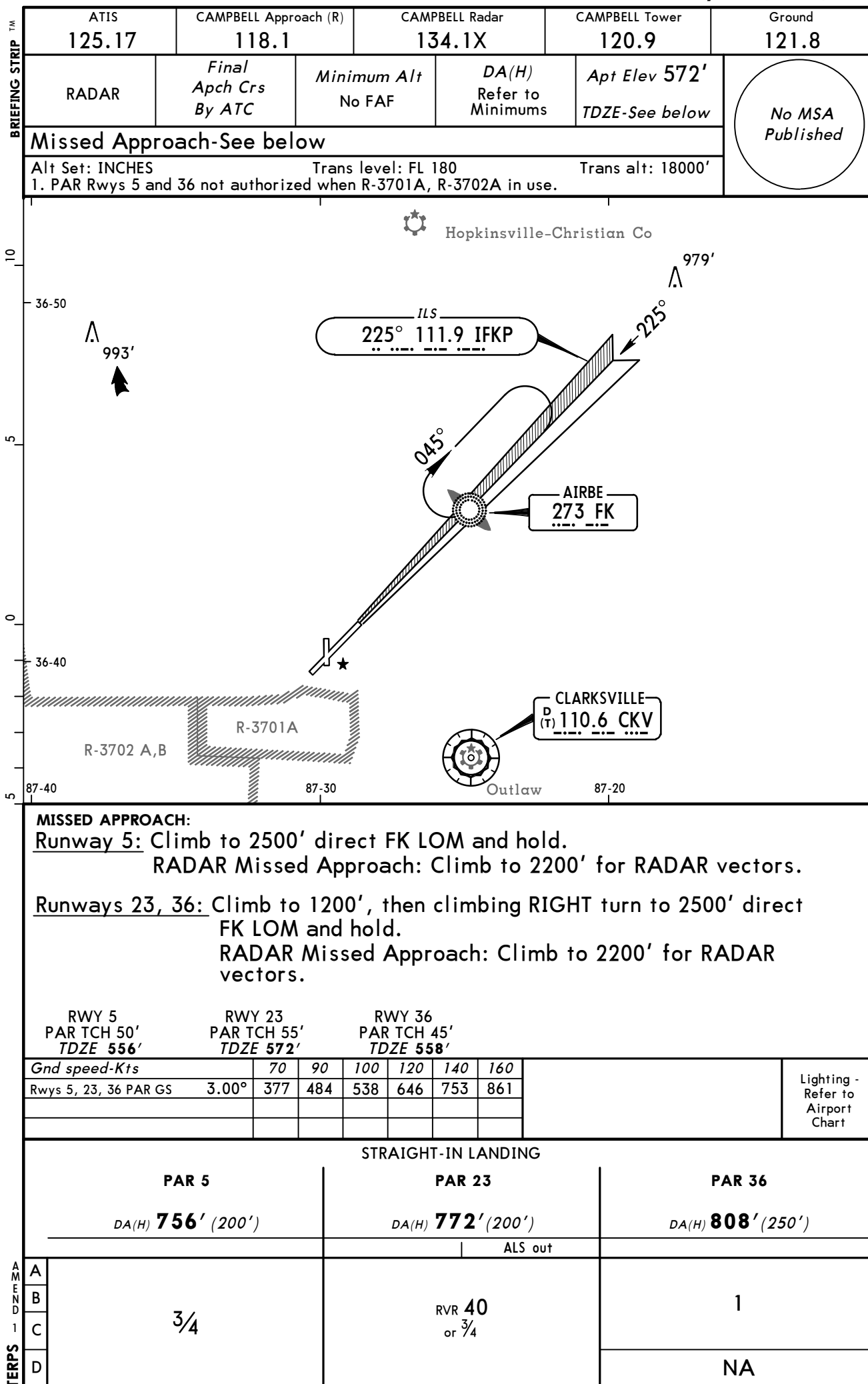
KHOP/HOP

CAMPBELL AAF

12 DEC 08

JEPPesen

(38-2)

 FT CAMPBELL, KY
 RADAR-2
 PAR RwyS 5, 23, 36


General Information

Location: Lexington KY USA
IATA Code: LEX
Lat/Long: N38° 02.2' W084° 36.5'
Elevation: 980 ft

Airport Use: Public
Magnetic Variation: 5.3°W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1213 Z
Sunset: 2329 Z,

Runway Information

Runway: 04
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 974 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 09
Length x Width: 4000 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 967 ft
Lighting: Edge, REIL

Runway: 22
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 980 ft
Lighting: Edge, Centerline, REIL, Pilot controlled

Runway: 27
Length x Width: 4000 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 974 ft
Lighting: Edge, REIL

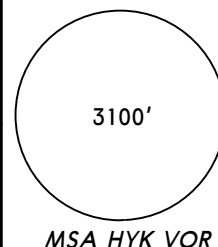
Communication Information

ATIS 126.3
Lexington Tower 119.1 PCL
Lexington Ground Control 121.9
Lexington Clearance Delivery 132.35
Lexington Clearance Delivery 127.425
Lexington Approach Control 133.4 (40°-220°) Secondary
Lexington Approach Control 120.75 (221°-39°)
Lexington Approach Control 120.15 (40°-220°) Initial Contact
Lexington ARSA 120.75 (221°-39°)
Lexington ARSA 120.15 (40°-220°)
Lexington Departure Control 133.4 (40°-220°) Secondary
Lexington Departure Control 120.75 (221°-39°)
Lexington Departure Control 120.15 (40°-220°)
Blue Grass Unicom 122.95

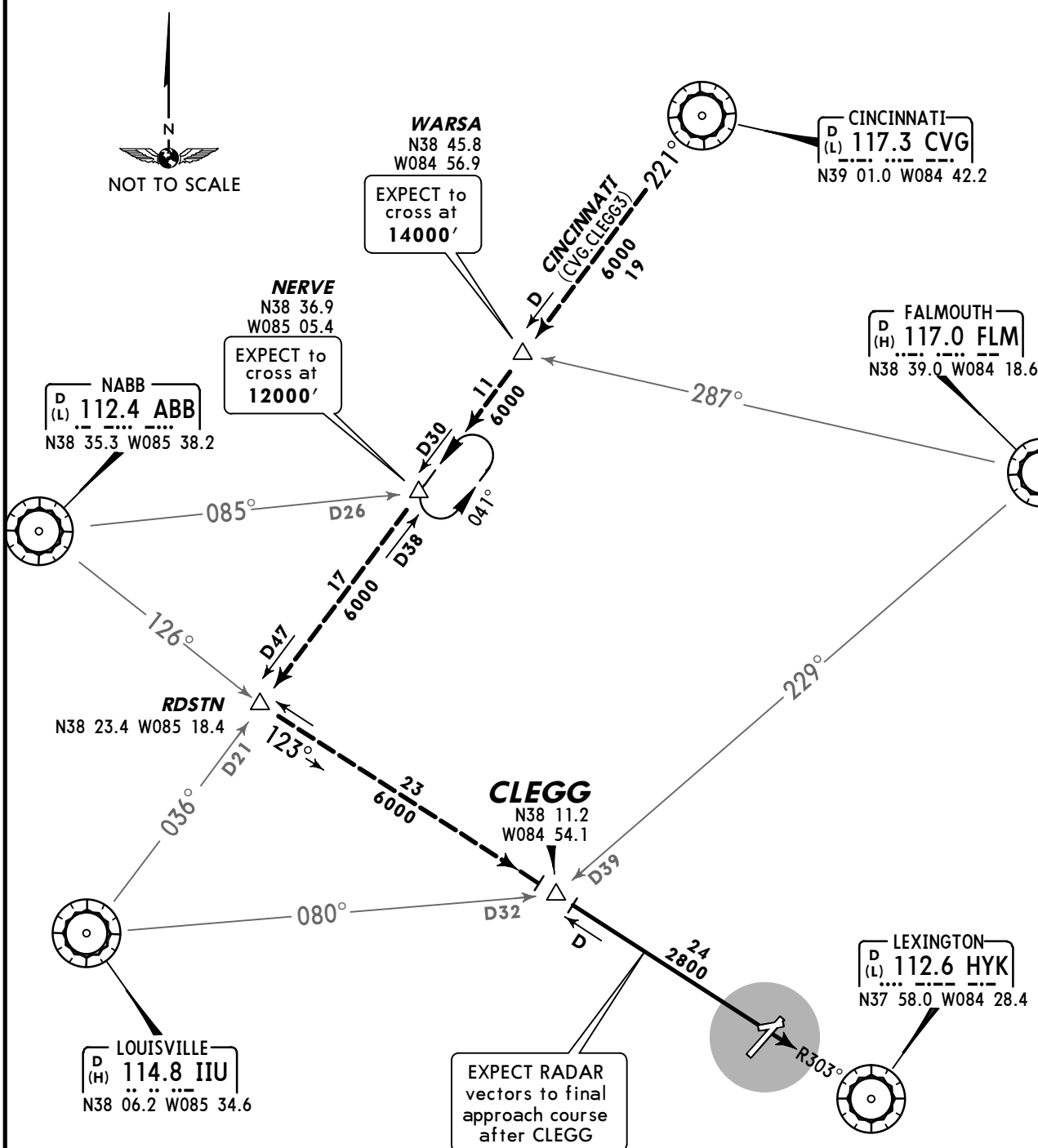
ATIS
126.3

Apt Elev
979'

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
RADAR required.



CLEGG THREE ARRIVAL (CLEGG.CLEGG3)



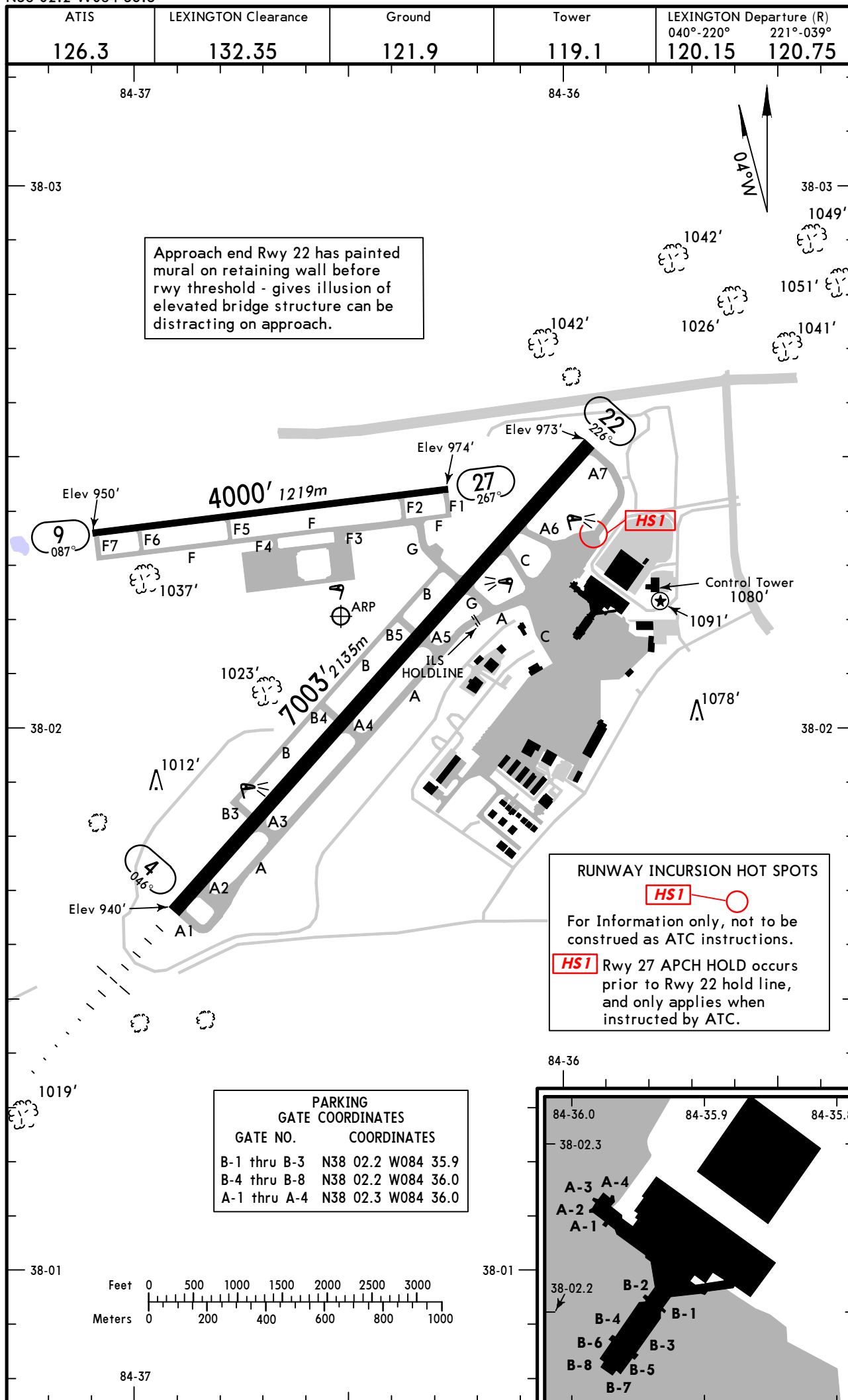
ROUTING

From over CLEGG via HYK R-303 to HYK. EXPECT RADAR vectors to final approach course after CLEGG.

KLEX/LEX
Apt Elev 980'
N38 02.2 W084 36.5

JEPPesen
11 NOV 11 (10-9)

LEXINGTON, KY
BLUE GRASS



CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
4 22	HIRL CL TDZ MALSR PAPI-L (angle 3.0°) grooved RVR	① 6603' 2013m	5695' 1736m		150' 46m
	HIRL CL REIL PAPI-L (angle 3.0°) grooved		5553' 1693m		
① Last 400' 122m is unavailable for landing distance computations.					
9 27	MIRL REIL PAPI-L (angle 3.0°)				75' 23m
TAKE-OFF					
	All Rwys				
	Adequate Vis Ref		STD		
1 & 2 Eng	RVR 16 or 1/4		RVR 50 or 1		
3 & 4 Eng			RVR 24 or 1/2		
FOR FILING AS ALTERNATE					
		Authorized Only When Local Weather Available			
ILS Rwy 4 ILS Rwy 22		LOC Rwy 4 LOC Rwy 22 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 9		RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 27 VOR-A	
A	600-2		800-2		
B					
C					
D					

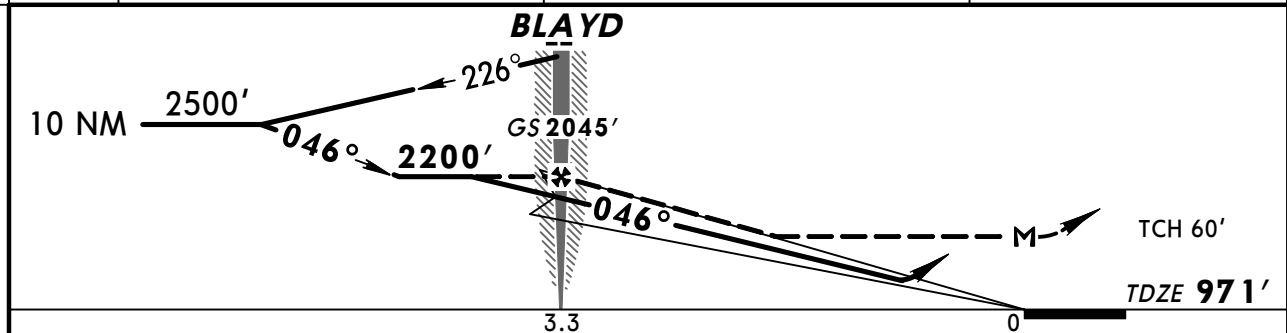
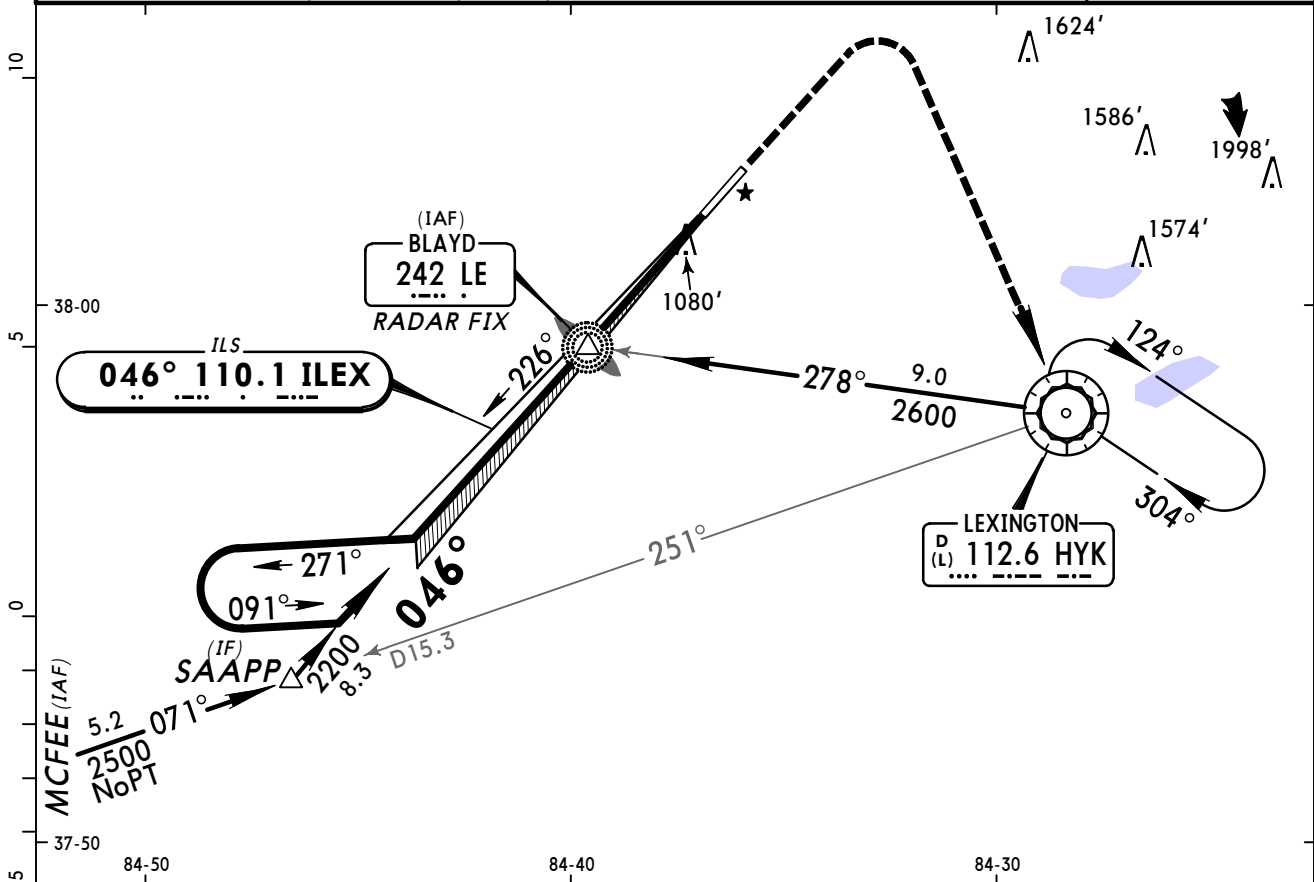
KLEX/LEX
BLUE GRASS

JEPPesen
29 APR 11 **(11-1)**

LEXINGTON, KY
ILS or LOC Rwy 4

BRIEFING STRIP™

ATIS 126.3		LEXINGTON Approach (R) 120.15		LEXINGTON Tower 119.1		Ground 121.9	
LOC ILEX 110.1	Final Apch Crs 046°	GS BLAYD 2045' (1074')	ILS DA(H) (CONDITIONAL) 1171' (200')	Apt Elev 980' TDZE 971'		3100' MSA LE LOM	
MISSED APCH: Climb to 2000', then climbing RIGHT turn to 3100' direct HYK VOR and hold, continue climb-in-hold to 3100'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Capital City altimeter setting. 2. VGSI and ILS glidepath not coincident. 3. Glideslope unusable 0.3 NM to the threshold. 4. Visibility reduction by helicopters not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	MALS PAPI	2000' ↑	3100' ↻ RT	HYK 112.6
GS	3.00°	372	478	531	637	743				
BLAYD to MAP	3.3	2:50	2:12	1:59	1:39	1:25				

STRAIGHT-IN LANDING RWY 4						CIRCLE-TO-LAND			
1 ILS			2 LOC (GS out)						
DA(H) 1171' (200')			MDA(H) 1300' (329')						
FULL		TDZ or CL out	RAIL or ALS out		RAIL out	ALS out	Max Kts	With Local Altimeter Setting	With Capital City Altimeter Setting
A	RVR 40 or 3/4			RVR 40 or 3/4		RVR 50 or 1	90	MDA(H) 1420' (440')-1	MDA(H) 1500' (520')-1
B							120	1440' (460')-1	1520' (540')-1
C							140	1440' (460')-1 1/2	1520' (540')-1 1/2
D							165	1540' (560')-2	1620' (640')-2

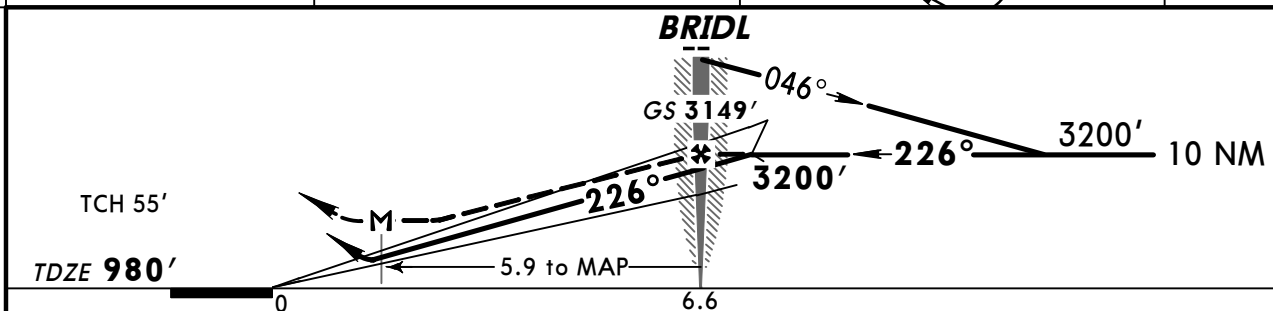
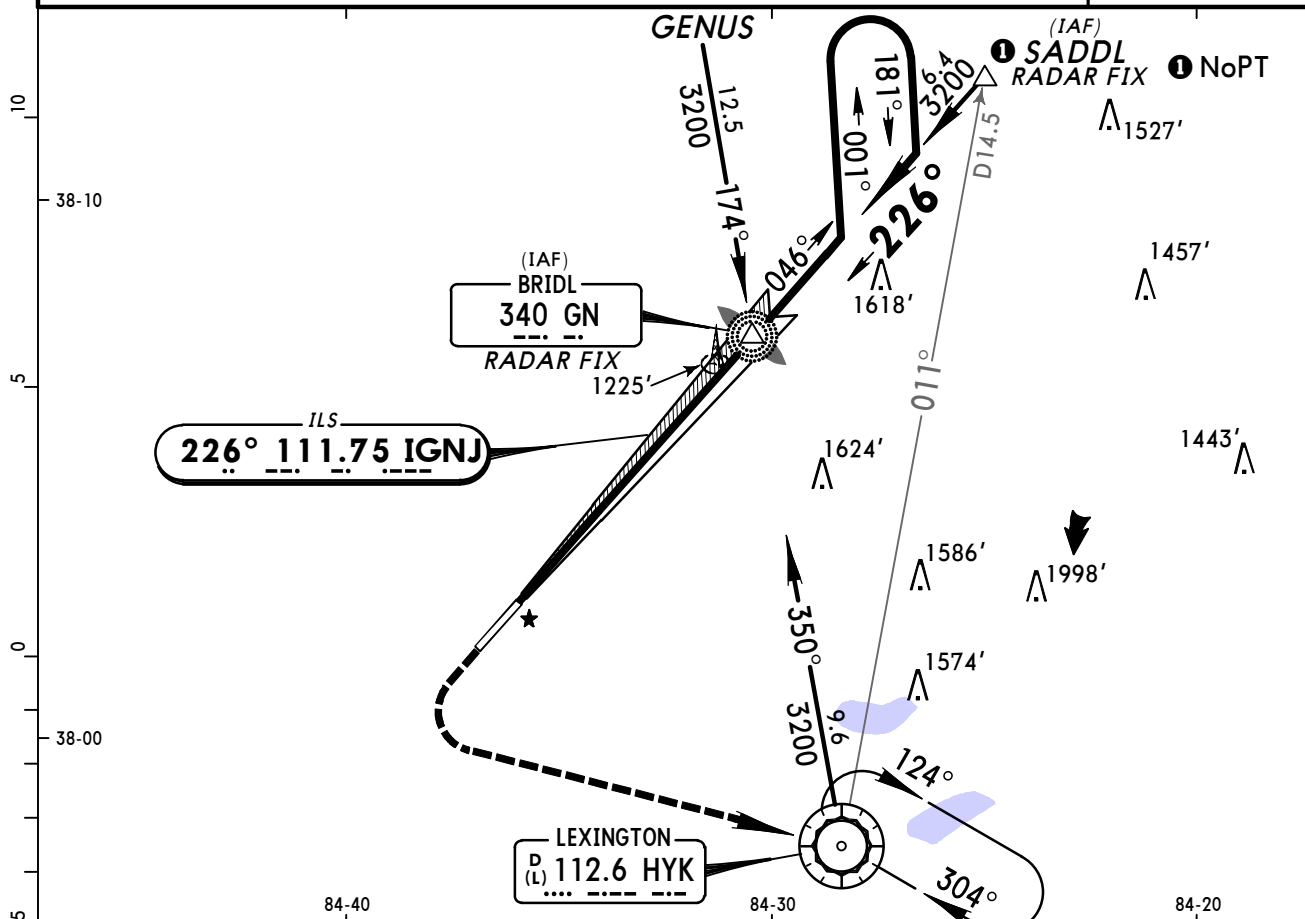
1 DA(H) 1234' (263') with Capital City altimeter setting.
2 MDA(H) 1380' (409') with Capital City altimeter setting.

CHANGES: Airport elevation.

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BRIEFING STRIP™

ATIS 126.3		LEXINGTON Approach (R) 120.15		LEXINGTON Tower 119.1		Ground 121.9
LOC IGNJ 111.75	Final Apch Crs 226°	GS BRIDL 3149' (2169')	ILS DA(H) (CONDITIONAL) 1252' (272')	Apt Elev 980' TDZE 980'		3100' MSA GN LOM
MISSED APCH: Climb to 2000', then climbing LEFT turn to 3100' direct HYK VOR and hold, continue climb-in-hold to 3100'.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Capital City altimeter setting. 2. VGSI and ILS glidepath not coincident. 3. Visibility reduction by helicopters not authorized.						

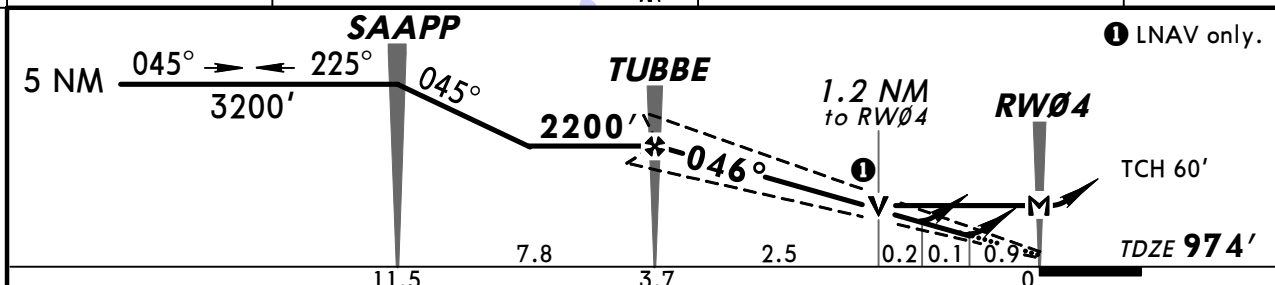
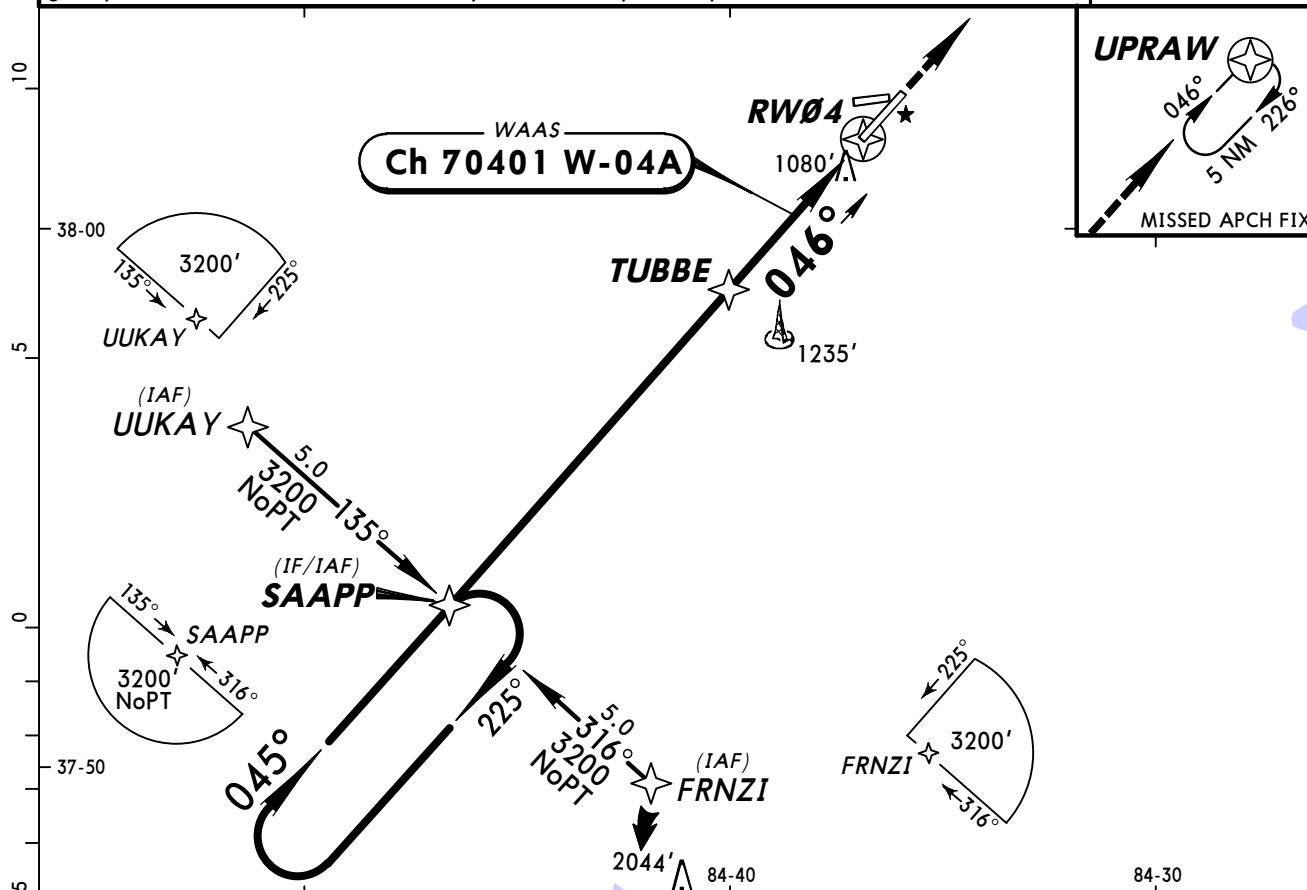


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-L 2000' ↑ 3100' LT →	HYK 112.6
GS	3.00°	372	478	531	637	743		
BRIDL to MAP	5.9	5:39	4:24	3:58	3:18	2:50		

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
ILS		LOC (GS out)		With Local Altimeter Setting		With Capital City Altimeter Setting	
DA(H) 1252' (272') With Local Altimeter Setting	DA(H) 1315' (335') With Capital City Altimeter Setting	MDA(H) 1520' (540') With Local Altimeter Setting	MDA(H) 1600' (620') With Capital City Altimeter Setting	Max Kts	MDA(H)	MDA(H)	
1	1 1/4	1	1	90	1520' (540') - 1	1600' (620') - 1	
		1 1/2	1 3/4	120	1520' (540') - 1 1/2	1600' (620') - 1 1/2	
		1 3/4	2	140	1520' (540') - 1 1/2	1600' (620') - 1 1/2	
				165	1540' (560') - 2	1620' (640') - 2	

BRIEFING STRIP™

ATIS		LEXINGTON Approach (R)		LEXINGTON Tower		Ground	
126.3		120.15		119.1		121.9	
WAAS Ch 70401 W-04A	Final Apch Crs 046°	Minimum Alt TUBBE 2200' (1226')	LPV DA(H) (CONDITIONAL) 1277' (303')	Apt Elev 980' TDZE 974'		TAA 30 NM IAF	
MISSED APCH: Climb to 3200' direct UPRAW and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3200' ↑ D→ UPRAW
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW04							

STRAIGHT-IN LANDING RWY 4						CIRCLE-TO-LAND			
1 LPV DA(H) 1277' (303')		2 LNAV/VNAV DA(H) 1365' (391')		3 LNAV MDA(H) 1340' (366')		With Local Altimeter Setting		With Capital City Altimeter Setting	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		Max Kts	MDA(H)	MDA(H)	
A						90	1420' (440')-1½	1500' (520')-1½	
B	RVR 40 or ¾	RVR 50 or 1	RVR 50 or 1	1½	RVR 40 or ¾	120	1440' (460')-1½	1520' (540')-1½	
C						140			
D					RVR 50 or 1	165	1540' (560')-2	1620' (640')-2	

1 DA(H) 1340' (366') with Capital City altimeter setting. **2** DA(H) 1428' (454') with Capital City altimeter setting. **3** MDA(H) 1420' (446') with Capital City altimeter setting.

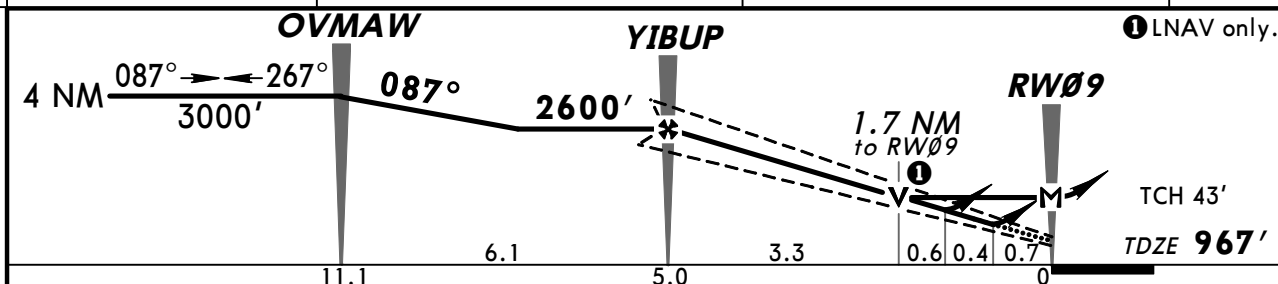
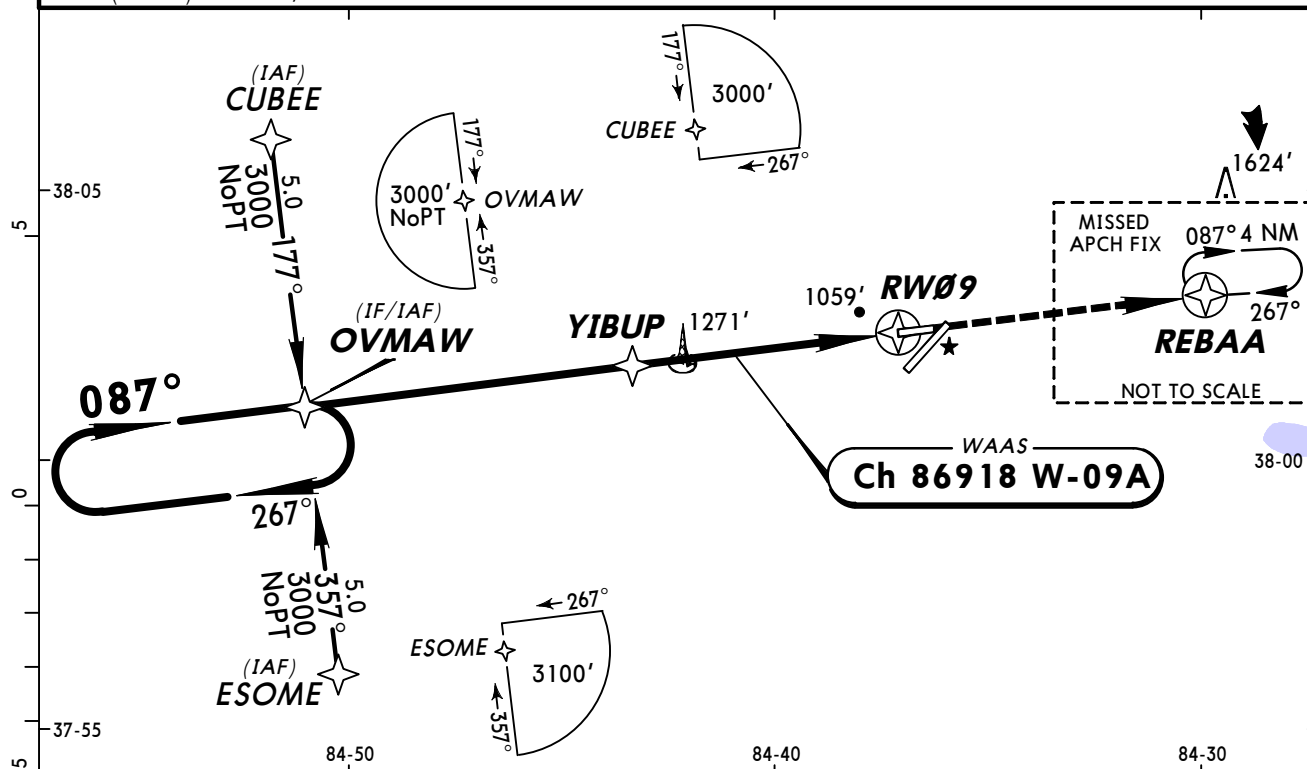
CHANGES: None.

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BRIEFING STRIP™

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Frankfort altimeter setting. 2. VDP not authorized with Frankfort altimeter setting. 3. Baro-VNAV not authorized when using Frankfort altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 5. DME/DME RNP-0.30 not authorized.



MAP at RW09

1 STRAIGHT-IN LANDING RWY 9 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 1217' (250')		LNNAV/VNAV DA(H) 1359' (392')	LNNAV MDA(H) 1540' (573')	Max Kts	MDA(H)
A	1	1½	1	90	1540' (560')-1
B				120	
C				140	1540' (560')-1½
D				165	1540' (560')-2
With Frankfort Altimeter Setting				With Frankfort Altimeter Setting	
LPV DA(H) 1280' (313')		LNNAV/VNAV DA(H) 1422' (455')	LNNAV MDA(H) 1620' (653')	Max Kts	MDA(H)
A	1¼	1¾	1	90	1620' (640')-1
B				120	
C			1¼	140	1620' (640')-1¾
D				165	1620' (640')-2

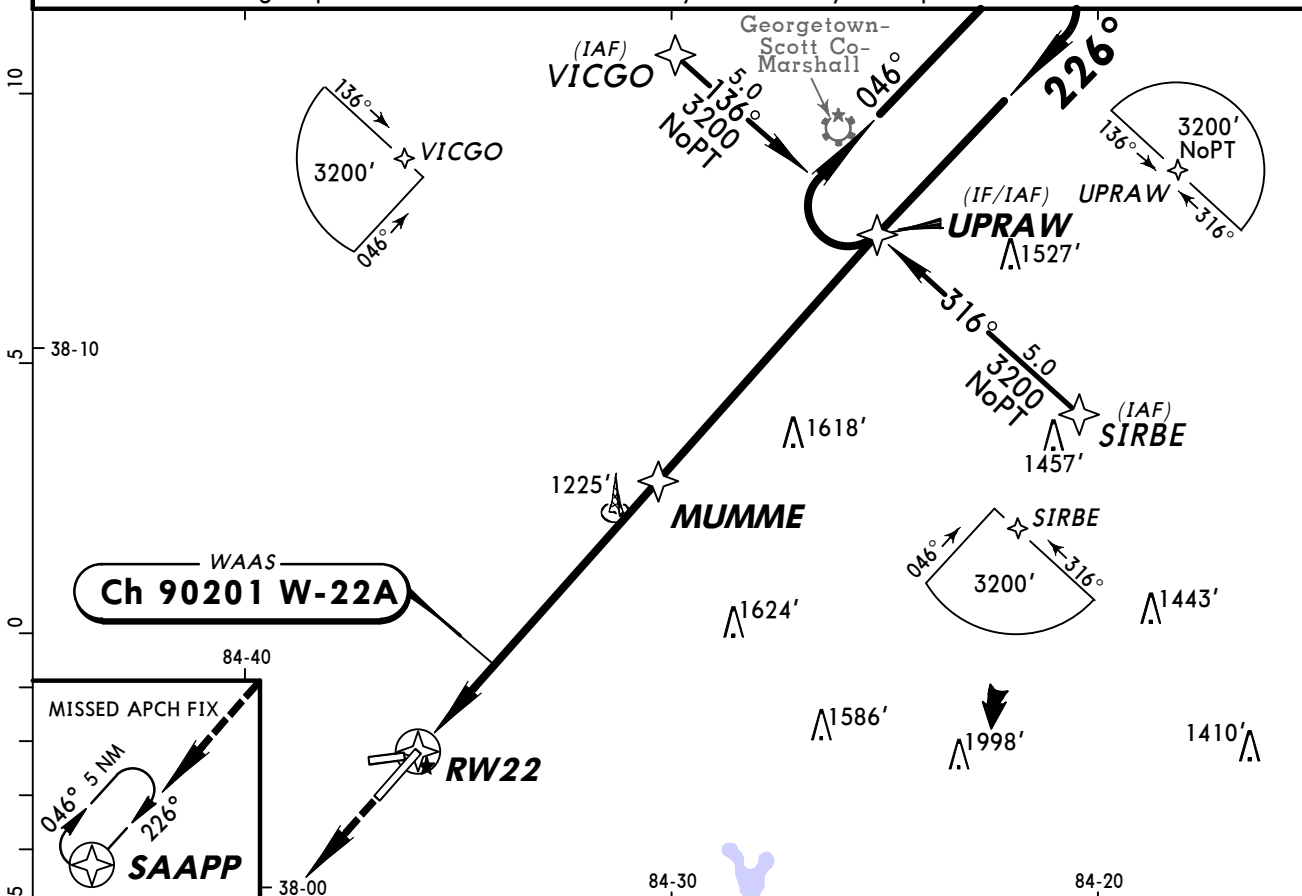
1 Straight-in minimums not authorized at night.

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BRIEFING STRIP™

Trans alt: 18000'

5,10

[illegible]

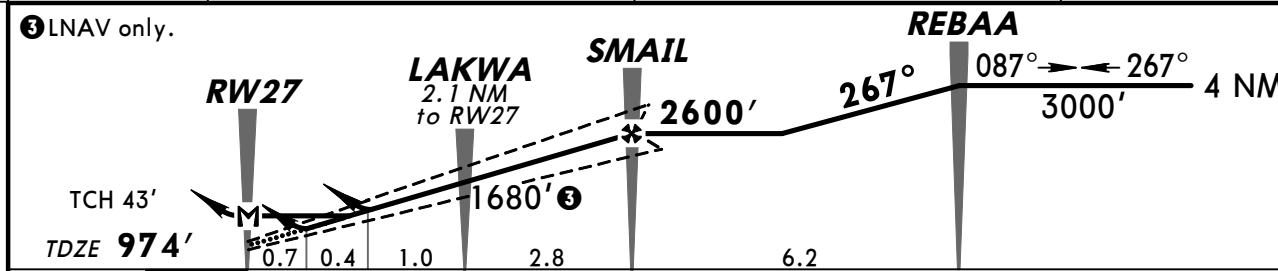
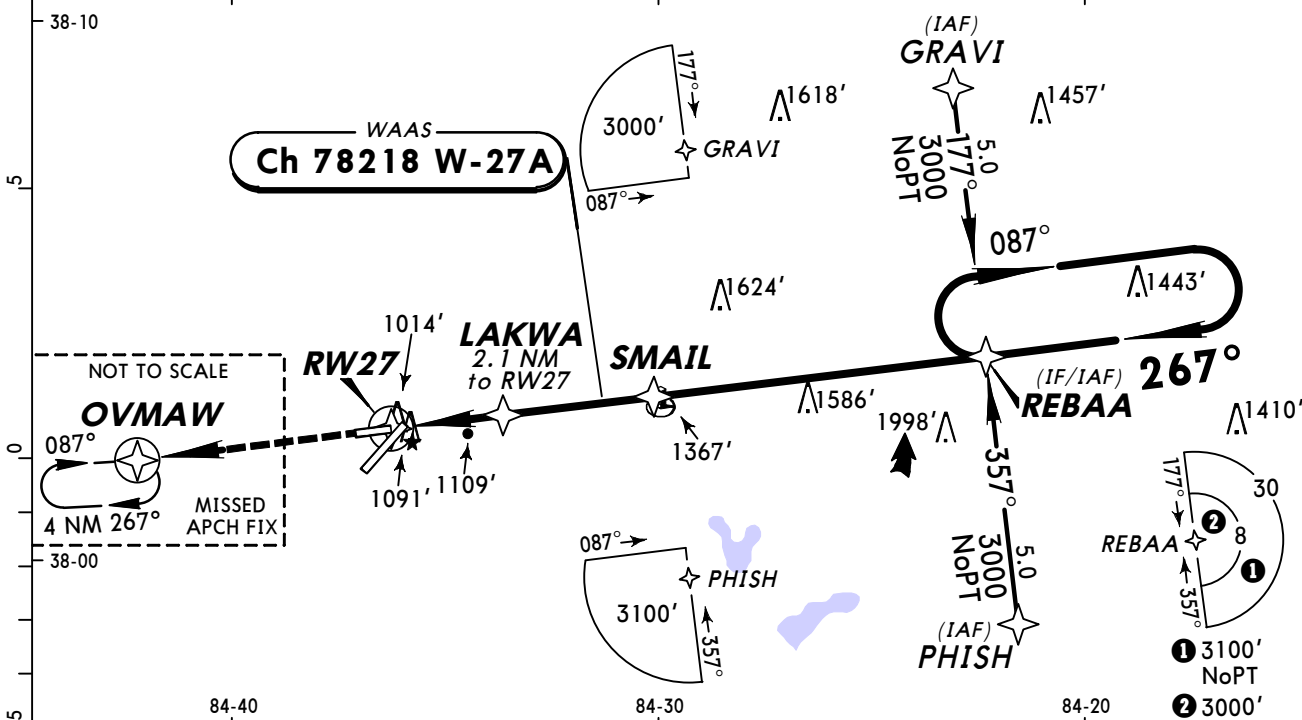
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-L	3200' ↑	→ D →	SAAPP
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849				
<i>MAP at RW22</i>										

STRAIGHT-IN LANDING RWY 22					CIRCLE-TO-LAND	
With Local Altimeter Setting					With Local Altimeter Setting	
	LPV DA(H) 1268' (288')	LNAV/VNAV DA(H) 1373' (393')	LNAV MDA(H) 1520' (540')	Max Kts	MDA(H)	
A	1	1½	1	90	1520' (540')-1	
B				120		
C				140		
D			165	1540' (560')-2		
With Capital City Altimeter Setting					With Capital City Altimeter Setting	
	LPV DA(H) 1331' (351')	LNAV/VNAV DA(H) 1436' (456')	LNAV MDA(H) 1600' (620')	Max Kts	MDA(H)	
A	1¼	1¾	1	90	1600' (620')-1	
B				120		
C				140		
D			165	1620' (640')-2		

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BRIEFING STRIP™

ATIS 126.3		LEXINGTON Approach (R) 120.15		LEXINGTON Tower 119.1		Ground 121.9	
WAAS Ch 78218 W-27A	Final Aptch Crs 267°	Minimum Alt SMAIL 2600' (1626')	LPV DA(H) (CONDITIONAL) 1224' (250')		Apt Elev 980' TDZE 974'		TAA 30 NM IAF
MISSED APCH: Climb to 3000' direct OVMAW and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000'	D→	OVMAN
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW27										

1 STRAIGHT-IN LANDING RWY 27 With Local Altimeter Setting							CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 1224' (250')		LNAV/VNAV DA(H) 1372' (398')		LNAV MDA(H) 1360' (386')		Max Kts	MDA(H)	
A	1	1½	1	90	1420' (440')-1			
B				120	1440' (460')-1			
C				140	1440' (460')-1½			
D				165	1540' (560')-2			
With Frankfort Altimeter Setting							With Frankfort Altimeter Setting	
LPV DA(H) 1287' (313')		LNAV/VNAV DA(H) 1435' (461')		LNAV MDA(H) 1440' (466')		Max Kts	MDA(H)	
A	1	1¾	1	90	1500' (520')-1			
B				120	1520' (540')-1			
C				140	1520' (540')-1½			
D				165	1620' (640')-2			

1 Straight-in minimums not authorized at night.

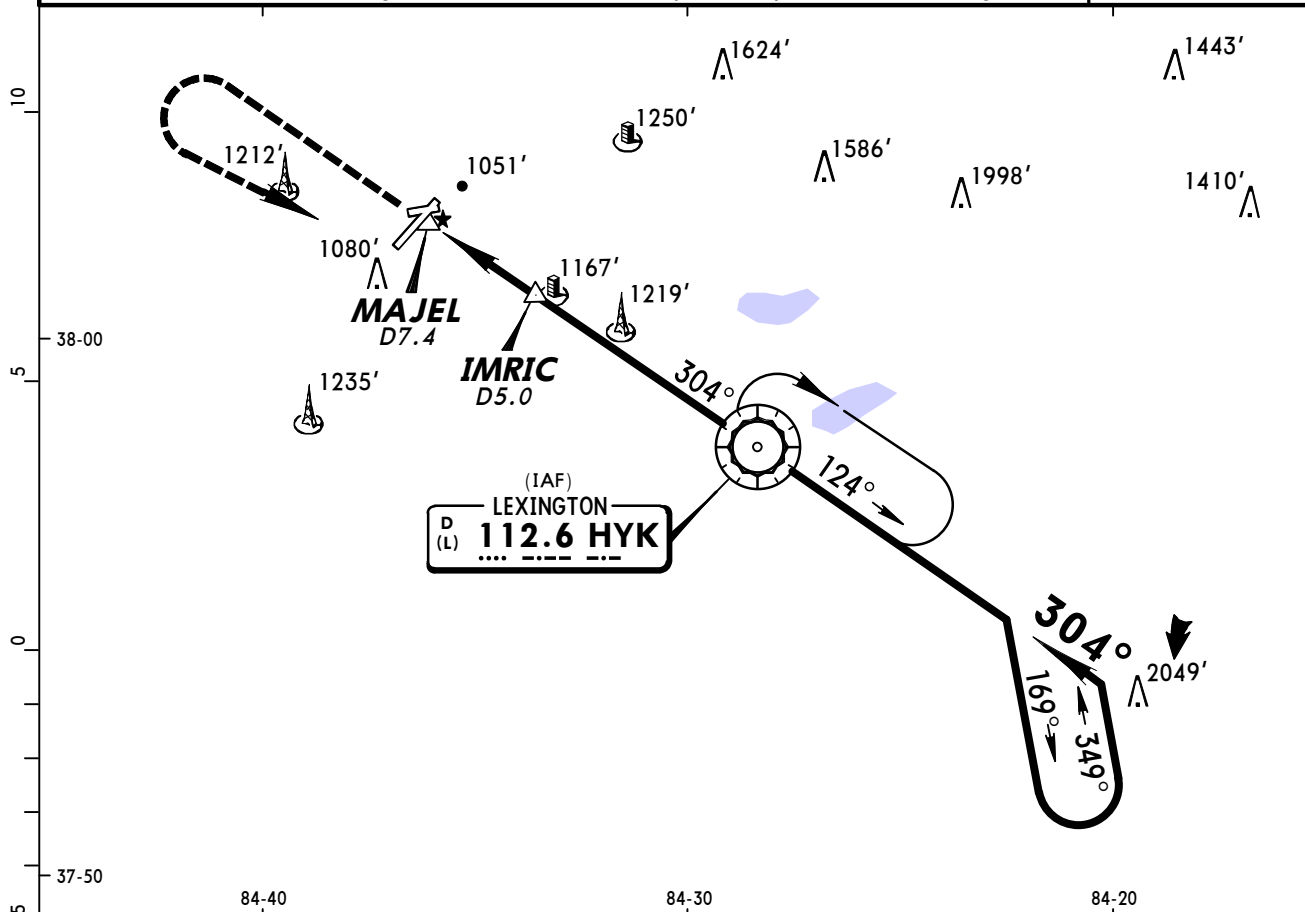
CHANGES: REIL added.

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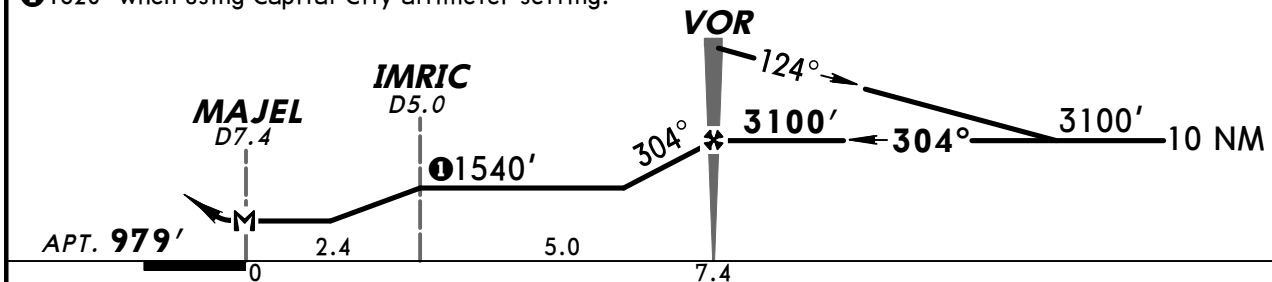
TERPS AMEND 0 23 SEP 2010

BRIEFING STRIP TM

ATIS 126.3		LEXINGTON Approach (R) 120.15		LEXINGTON Tower 119.1		Ground 121.9	
VOR HYK 112.6	Final Apch Crs 304°	Minimum Alt VOR 3100' (2121')		MDA(H) Refer to Minimums	Apt Elev 979'		3100' MSA HYK VOR
MISSED APCH: Climb to 3100' then turn LEFT direct HYK VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Capital City altimeter setting.							



① 1620' when using Capital City altimeter setting.



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	3100'	LT	D	HYK 112.6
MAP at MAJEL or VOR to MAP 7.4	6:21	4:56	4:26	3:42	3:10	2:46					

CIRCLE-TO-LAND

		① With IMRIC	② Without IMRIC
	Max Kts	MDA(H)	MDA(H)
A	90	1460' (481')-1	1540' (561')-1
B	120	1460' (481')-1½	1540' (561')-1½
C	140	1460' (481')-1½	1540' (561')-1½
D	165	1540' (561')-2	1540' (561')-2

① CAT A, B, & C MDA(H) 1540' (561'); CAT D 1620' (641') with Capital City altimeter setting.

② MDA(H) 1620' (641') with Capital City altimeter setting.

General Information

Location: Owensboro KY USA
IATA Code: OWB
Lat/Long: N37° 44.3' W087° 10.0'
Elevation: 407 ft

Airport Use: Public
Magnetic Variation: 3.3°W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A, Jet 4
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1223 Z
Sunset: 2340 Z,

Runway Information

Runway: 05
Length x Width: 5000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 405 ft
Lighting: Edge, REIL, Pilot controlled

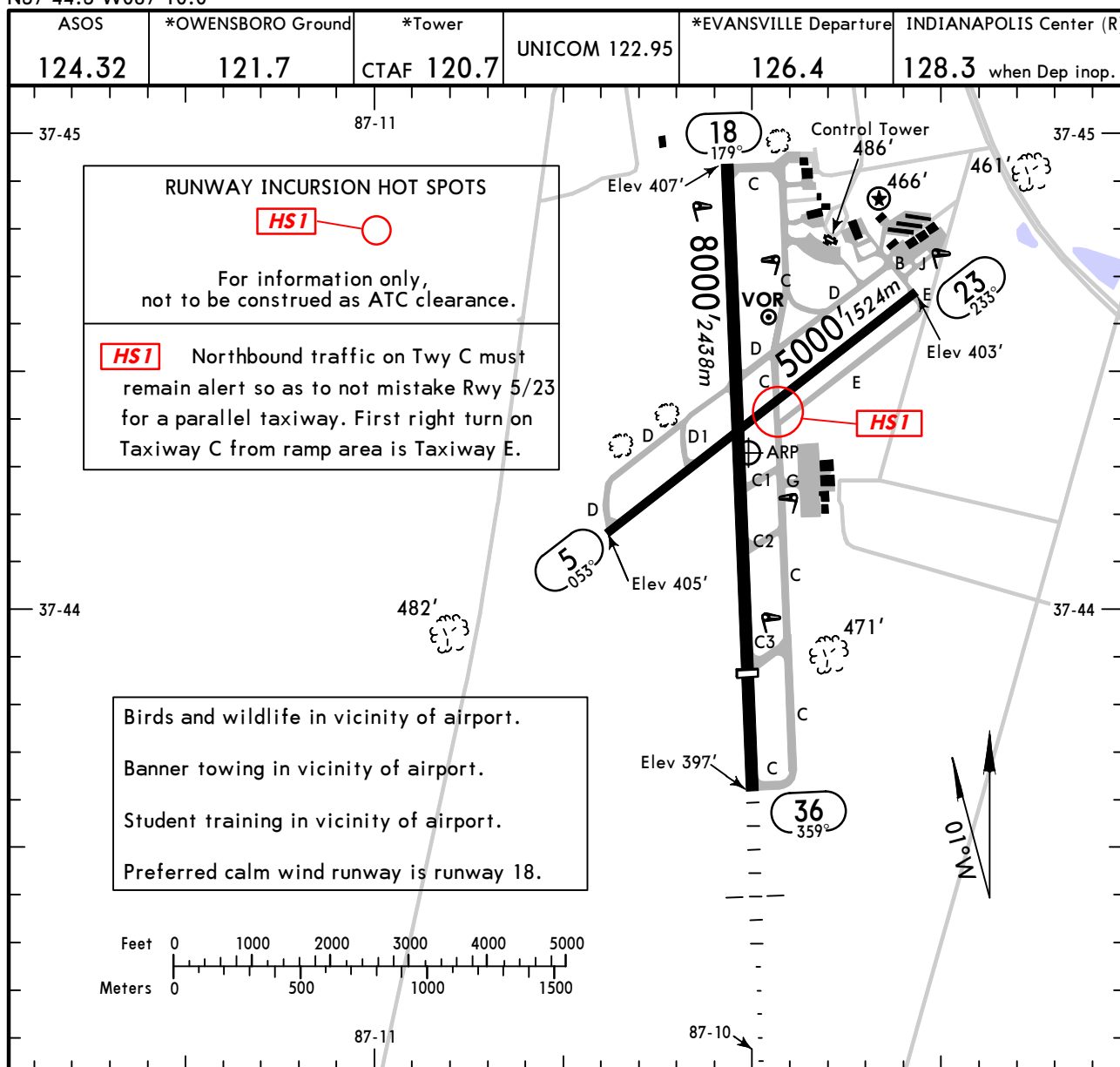
Runway: 18
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 407 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 23
Length x Width: 5000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 403 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 36
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 401 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 1500 ft

Communication Information

ASOS 124.325
Owensboro Tower 120.7 CTAF PCL
Owensboro Ground Control 121.7
Evansville Approach Approach Control 126.4
Evansville Departure Departure Control 126.4
Owensboro-Daviess Co Unicom 122.95
Indianapolis Center 128.3 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
5	23	① MIRL ① REIL ① PAPI-L (angle 3.0°)			100' 30m
18	36	① HIRL ① REIL VASI-L	grooved		150' 46m
		① HIRL ① MALSR ① VASI-L		6500' 1981m 5426' 1654m	

① Activate on 120.7 when Twr inop.

TAKE OFF & OBSTACLE DEPARTURE PROCEDURE

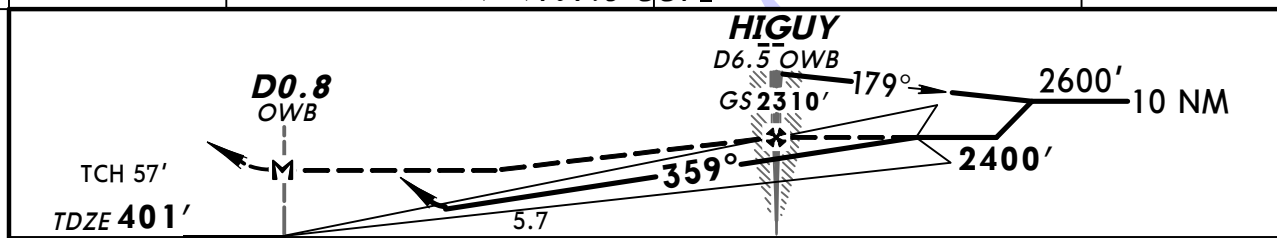
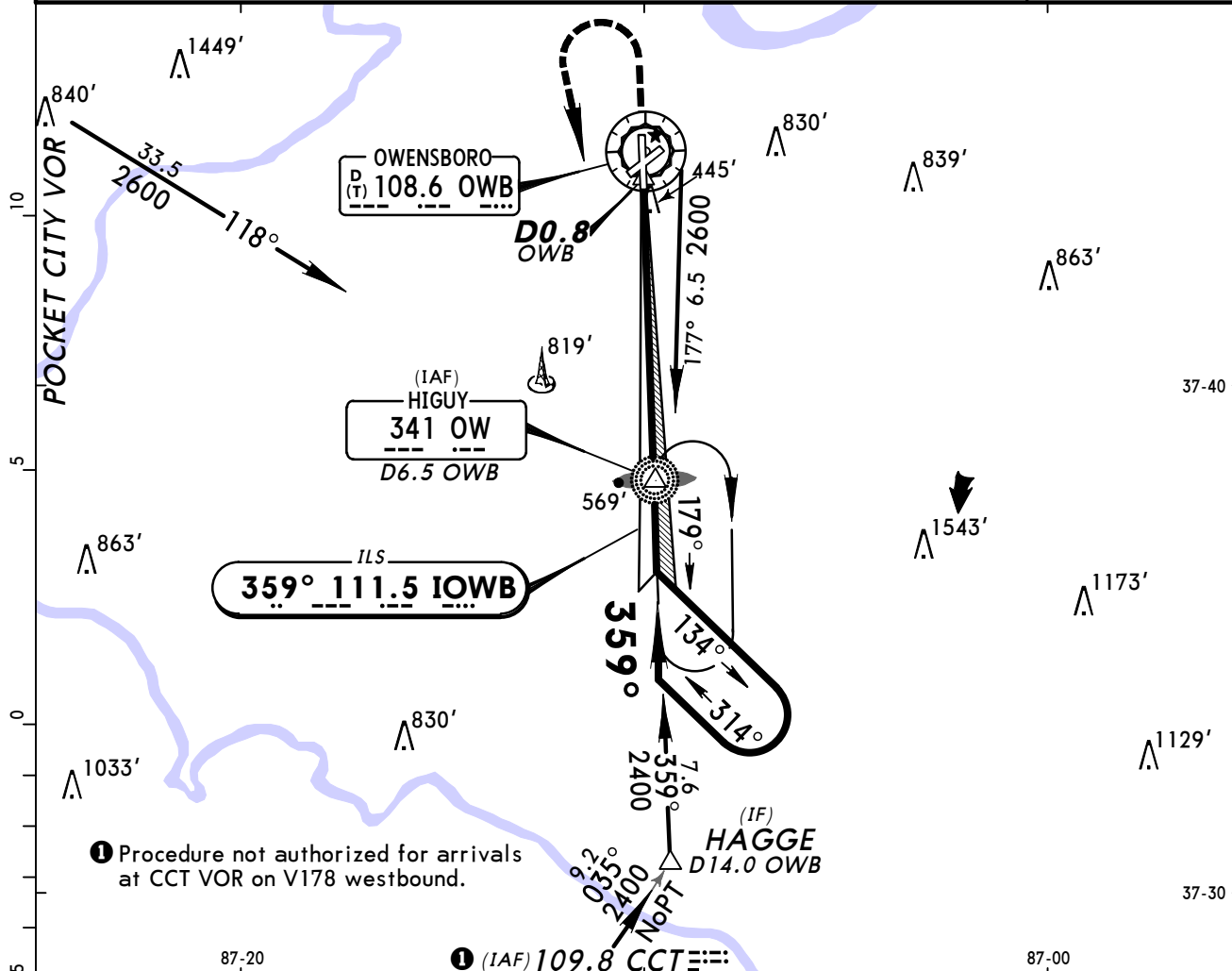
	Rwys 5, 18, 23		Rwy 36		
	Adequate Vis Ref	STD	With Min climb of 340'/NM to 1000'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	400-2
3 & 4 Eng		1/2		1/2	

OBSTACLE DP: Rwy 36, climb heading 359° to 1000' before turning west.

FOR FILING AS ALTERNATE

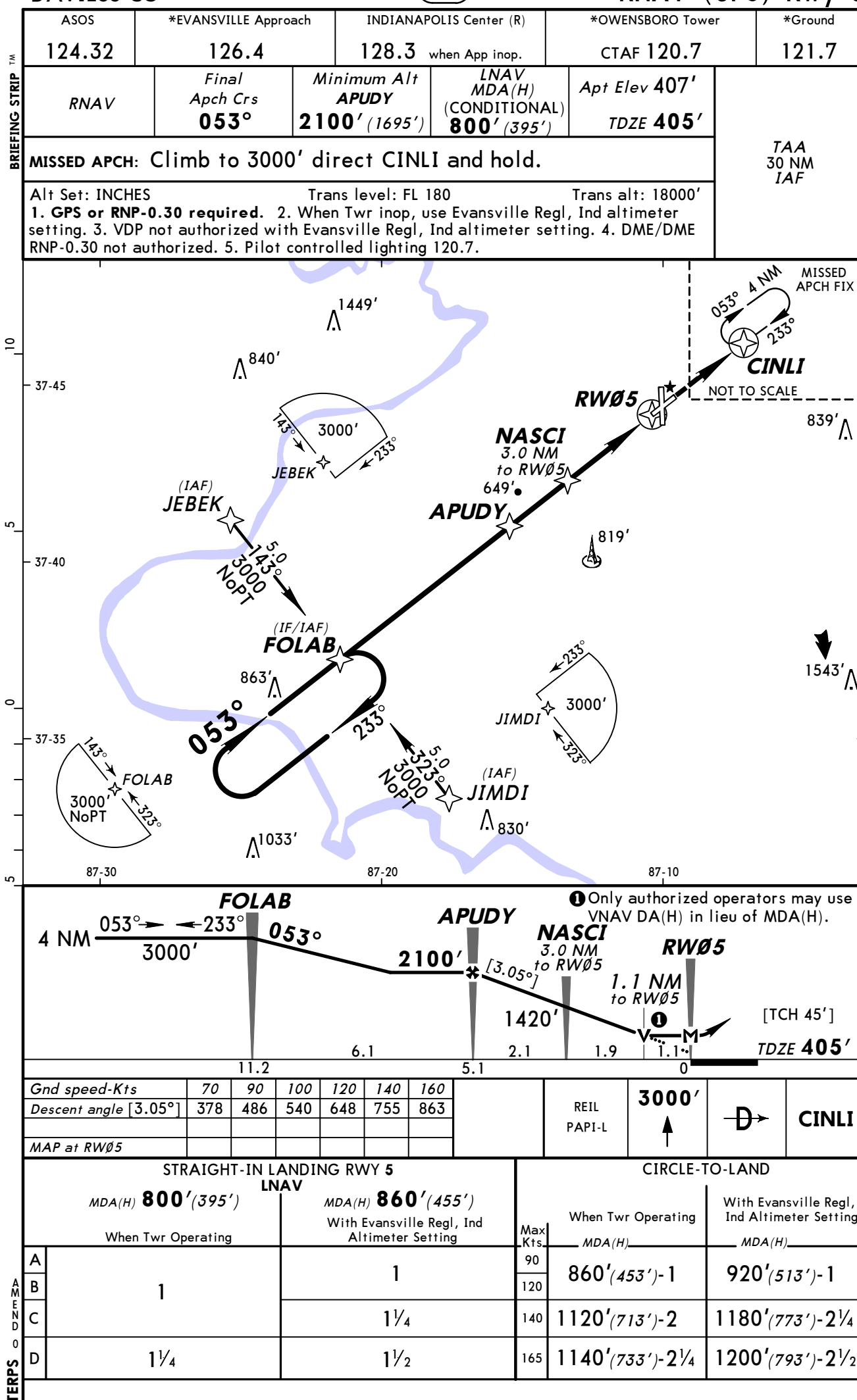
Authorized Only When Tower Operating				Authorized Only When Local Weather Available	
Authorized Only When Local Weather Available				Authorized Only When Local Weather Available	
ILS Rwy 36	LOC Rwy 36	VOR Rwy 18	VOR Rwy 5	VOR Rwy 36 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 36	Other
A	600-2	800-2	800-2	800-2	NA
B					
C	800-2		800-2 1/4		
D	800-2 1/4	800-2 1/4	800-2 1/2	800-2 1/4	

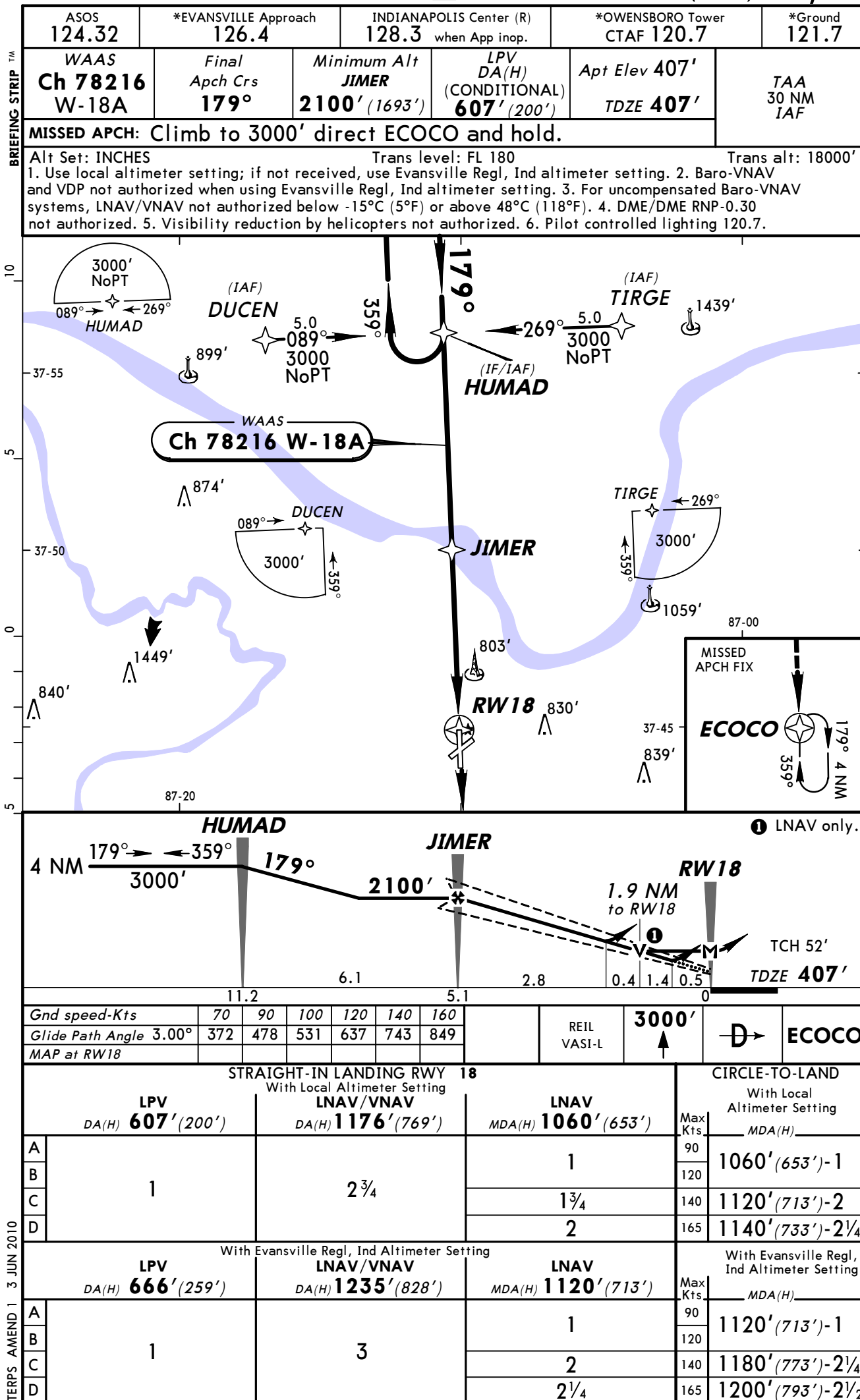
ASOS 124.32	*EVANSVILLE Approach 126.4	INDIANAPOLIS Center (R) 128.3 when App inop.	*OWENSBORO Tower CTAF 120.7	*Ground 121.7
LOC IOWB 111.5	Final Apch Crs 359°	GS HIGUY 2310' (1909')	ILS DA(H) (CONDITIONAL) 601' (200')	Apt Elev 407' TDZE 401'
MISSED APCH: Climb to 1500' then climbing LEFT turn to 2600' direct HIGUY LOM/D6.5 OWB and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. Use local altimeter setting; if not received, use Evansville Regl, Ind altimeter setting. 3. Pilot controlled lighting 120.7.				
				2600'
				MSA OW LOM



Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI 1500' 2600' LT OW 341
GS	3.00°	372	478	531	637	743	
MAP at D0.8 OWB or							
HIGUY to MAP	5.7	4:53	3:48	3:25	2:51	2:27	

STRAIGHT-IN LANDING RWY 36										CIRCLE-TO-LAND						
ILS 1 DA(H) 601' (200') With Local Altimeter Setting					LOC (GS out) MDA(H) 720' (319') With Local Altimeter Setting			MDA(H) 780' (379') With Evansville Regl, Ind Altimeter Setting			With Local Altimeter Setting		With Evansville Regl, Ind Altimeter Setting			
FULL		RAIL or ALS out			RAIL out		ALS out			RAIL out	ALS out	Max Kts	MDA(H)		MDA(H)	
A	3/4				1			1			90		920' (513') - 1		980' (573') - 1	
B											120	1120' (713') - 2		1180' (773') - 2 1/4		
C											140	1140' (733') - 2 1/4		1200' (793') - 2 1/2		
D								165								





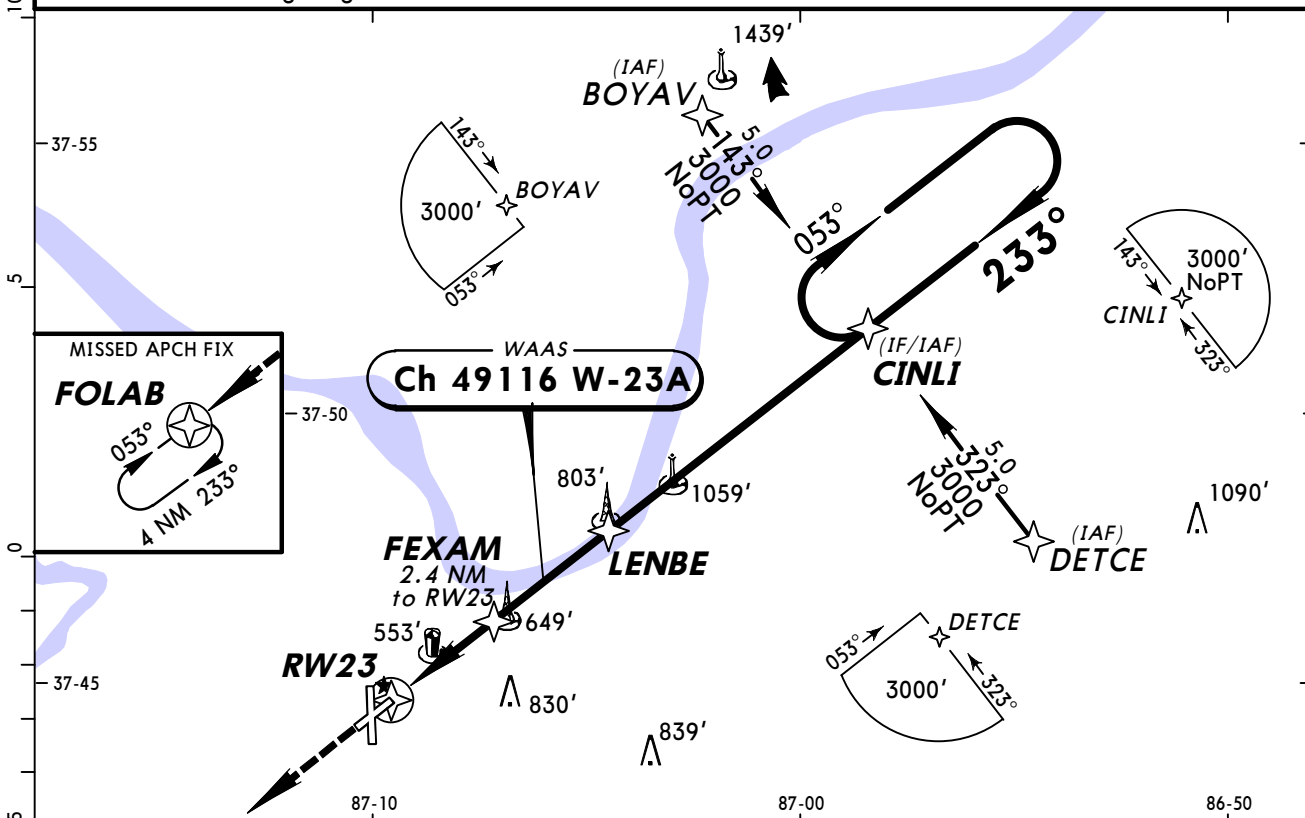
ASOS 124.32	*EVANSVILLE Approach 126.4	INDIANAPOLIS Center (R) 128.3 when App inop.	*OWENSBORO Tower CTAF 120.7	*Ground 121.7
WAAS Ch 49116 W-23A	Final Apch Crs 233°	Minimum Alt LENBE 2100' (1697')	LPV DA(H) (CONDITIONAL) 672' (269')	Apt Elev 407' TDZE 403'
MISSED APCH: Climb to 3000' direct FOLAB and hold.				

Alt Set: INCHES

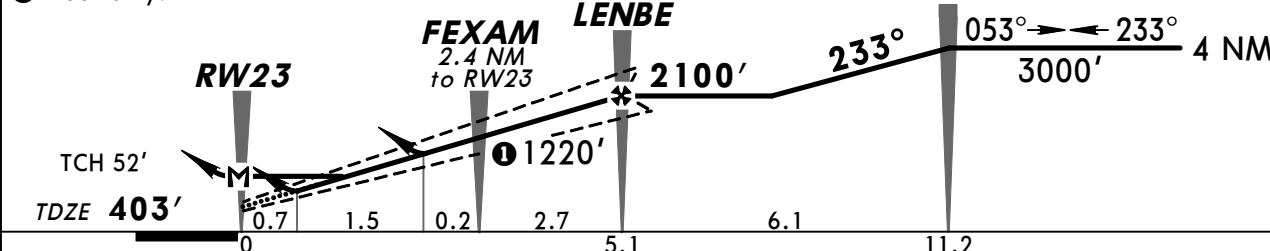
Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Evansville Regl, Ind altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F).
3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized.
5. Pilot controlled lighting 120.7.

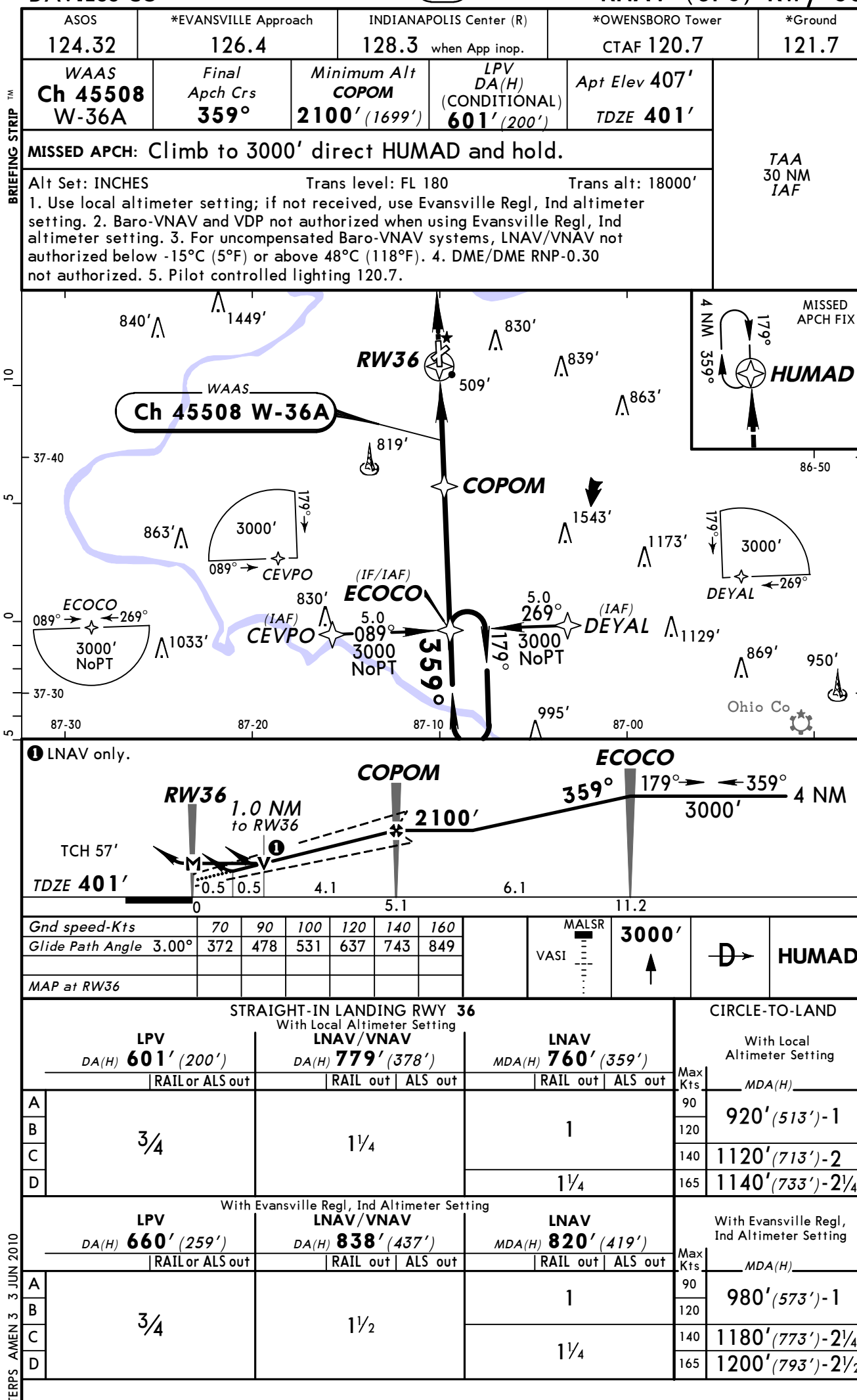


① LNAV only.

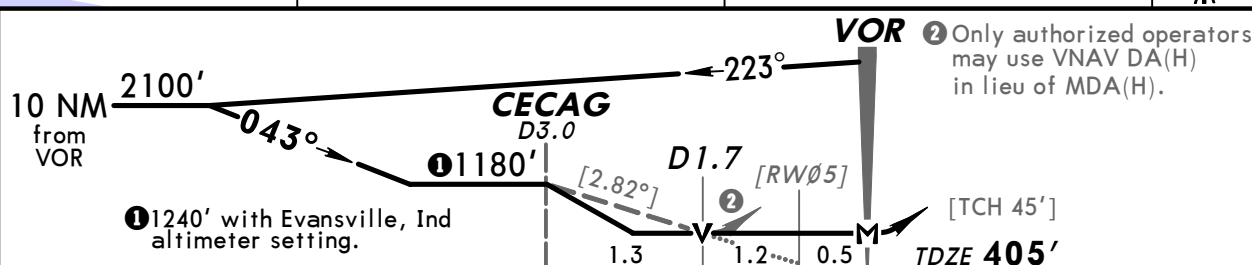
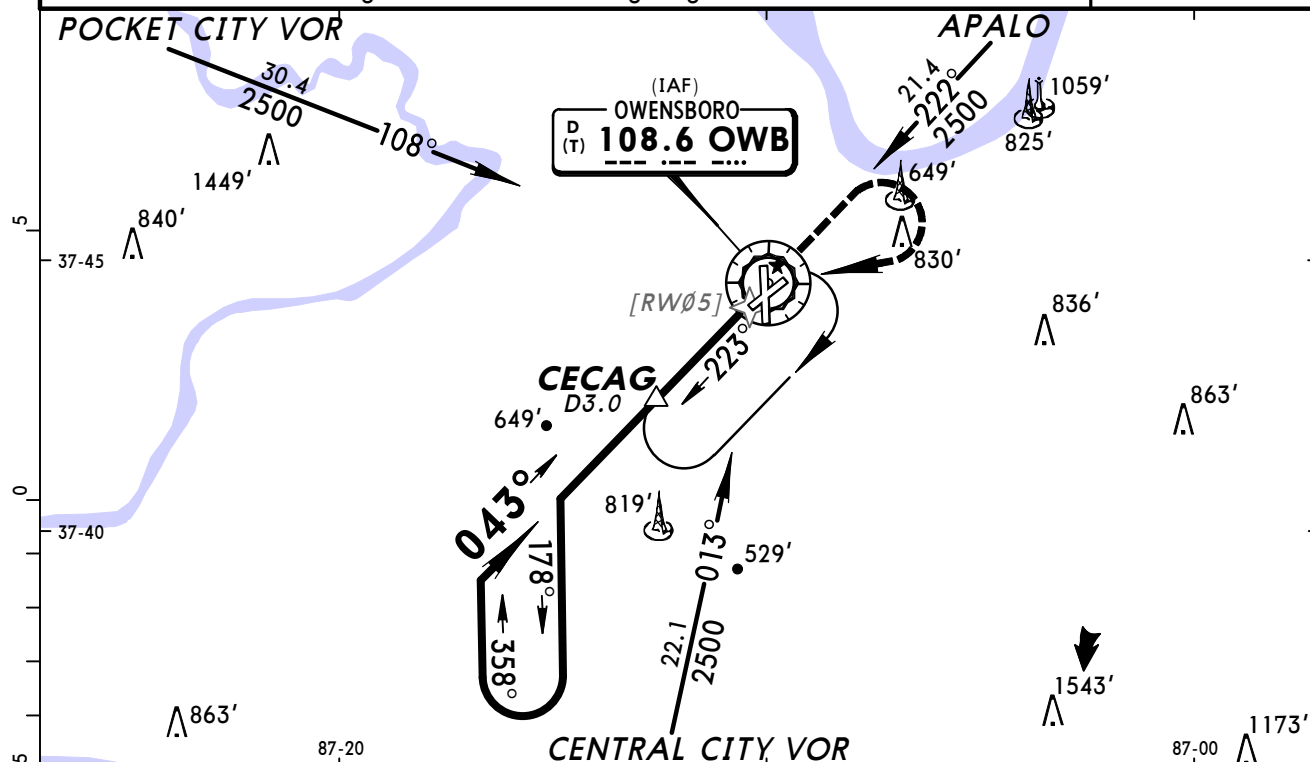


Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW23											

STRAIGHT-IN LANDING RWY 23 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 672' (269')		LNAV/VNAV DA(H) 1160' (757')		LNAV MDA(H) 820' (417')		Max Kts	MDA(H)
A	1	2¾	1	1¼	90	920' (513')-1	
B					120		
C			140		1120' (713')-2		
D			165		1140' (733')-2¼		
With Evansville Regl, Ind Altimeter Setting						With Evansville Regl, Ind Altimeter Setting	
LPV DA(H) 731' (328')		LNAV/VNAV DA(H) 1219' (816')		LNAV MDA(H) 880' (477')		Max Kts	MDA(H)
A	1	3	1	1¼	90	980' (573')-1	
B					120		
C			140		1180' (773')-2¼		
D			165		1200' (793')-2½		



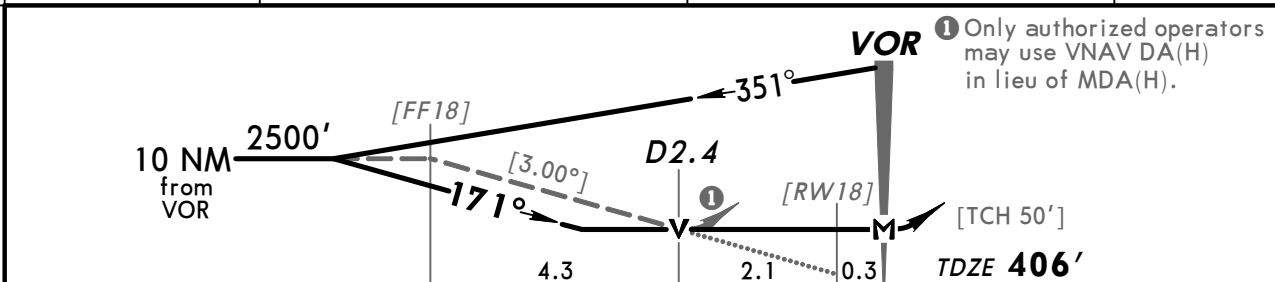
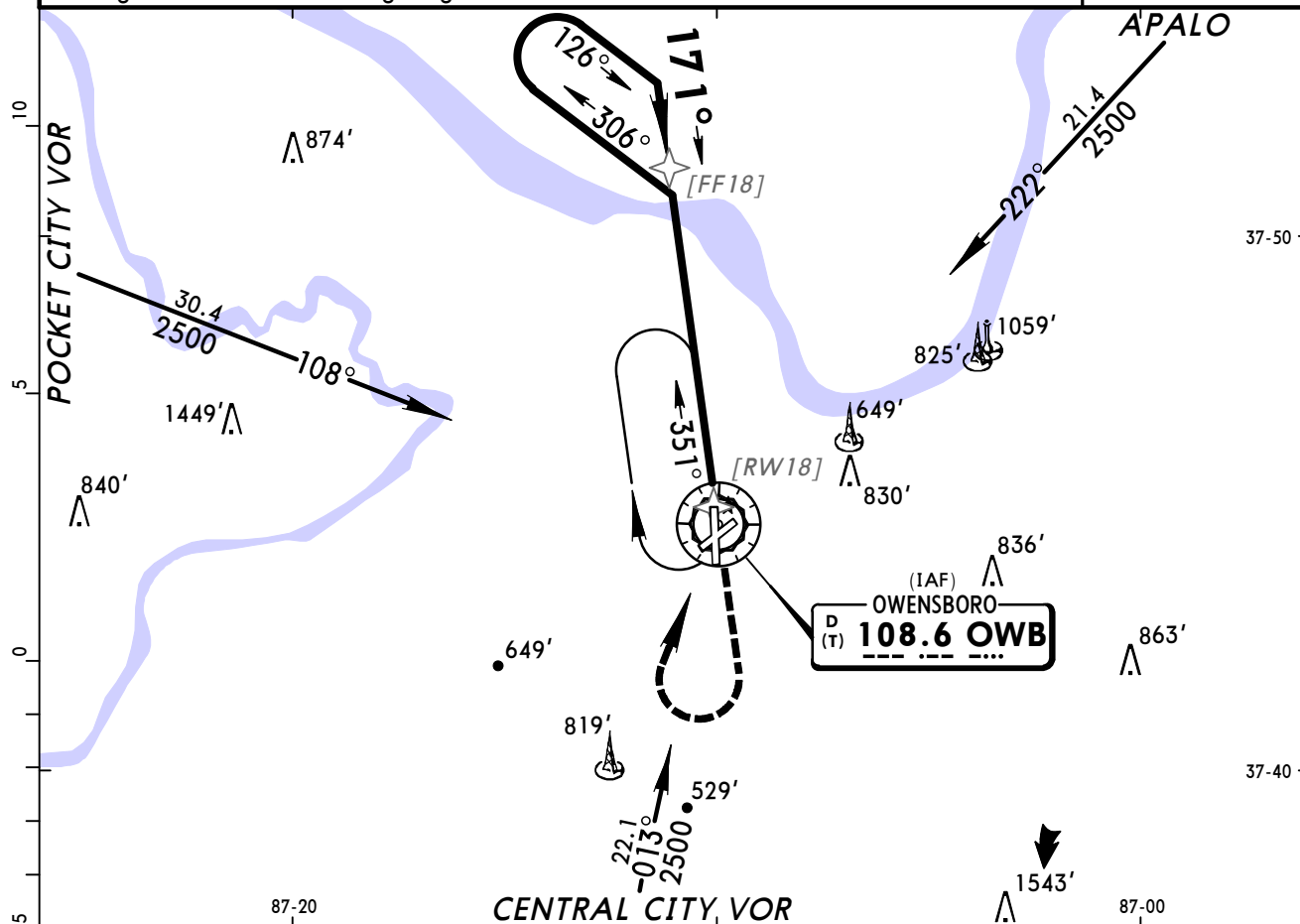
ASOS 124.32	*EVANSVILLE Approach 126.4	INDIANAPOLIS Center (R) 128.3 when App inop.	*OWENSBORO Tower CTAF 120.7	*Ground 121.7
VOR OWB 108.6	Final Apch Crs 043°	No FAF	MDA(H) (CONDITIONAL) 820' (415')	Apt Elev 406' TDZE 405'
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 2500' direct OWB VOR and hold.				2600'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. When Twr inop, use Evansville, Ind altimeter setting. 2. VDP not authorized with Evansville altimeter setting. 3. Pilot controlled lighting 120.7.				MSA OWB VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL	1500'	2500'	OWB
Descent angle [2.82°]	349	449	499	599	698	798	PAPI-L	↑	RT	108.6
MAP at VOR										

STRAIGHT-IN LANDING RWY 5				CIRCLE-TO-LAND			
With CECAG		Without CECAG		With CECAG		Without CECAG	
When Twr Operating		When Twr Operating		When Twr Operating		When Twr Operating	
MDA(H) 820' (415')		MDA(H) 1180' (775')		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	860' (454') - 1	1180' (774') - 1	
B		1 1/4		120		1180' (774') - 1 1/4	
C		2 1/4		140	1120' (714') - 2	1180' (774') - 2 1/4	
D	1 1/4	2 1/2		165	1140' (734') - 2 1/4	1180' (774') - 2 1/2	
With Evansville, Ind Altimeter Setting				With Evansville, Ind Altimeter Setting			
MDA(H) 880' (475')		MDA(H) 1240' (835')		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	920' (514') - 1	1240' (834') - 1	
B		1 1/4		120		1240' (834') - 1 1/4	
C		2 1/2		140	1180' (774') - 2 1/4	1240' (834') - 2 1/2	
D	1 1/2	2 3/4		165	1200' (794') - 2 1/2	1240' (834') - 2 3/4	

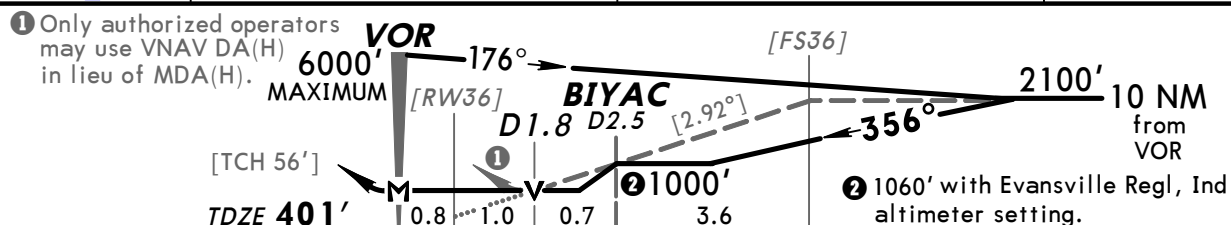
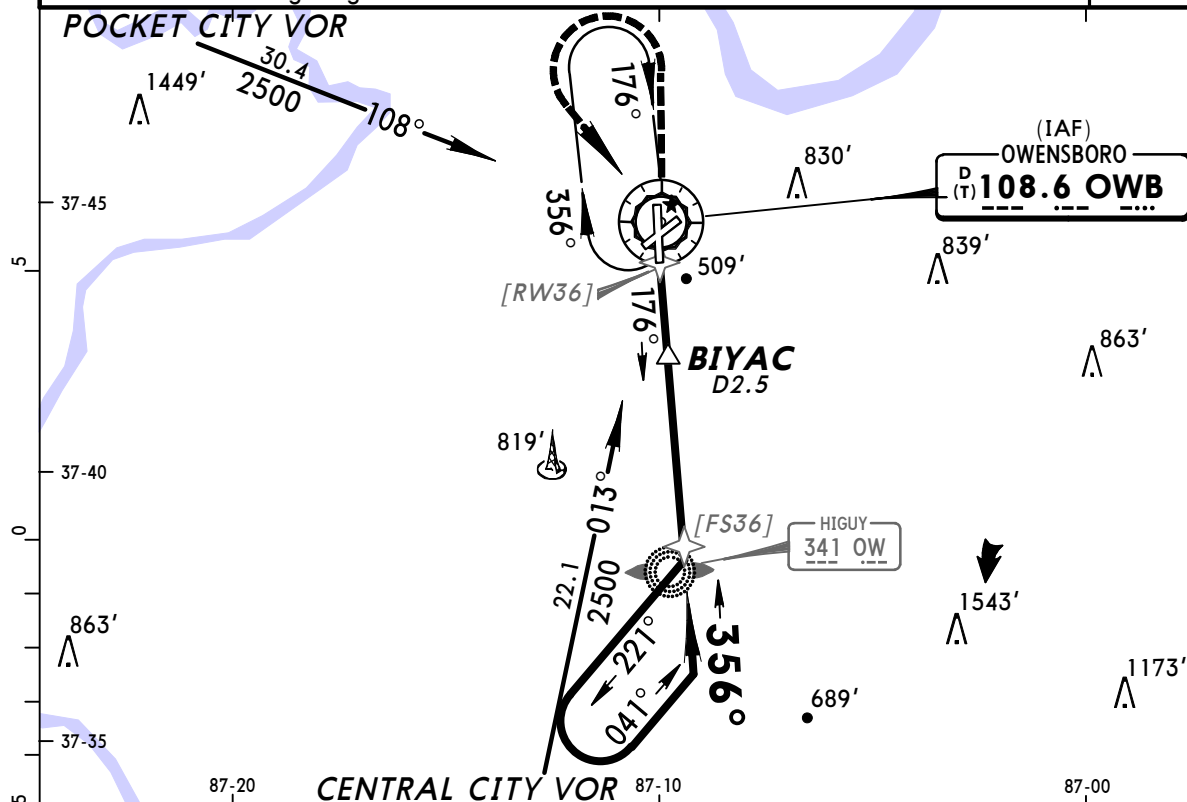
ASOS 124.32	*EVANSVILLE Approach 126.4	INDIANAPOLIS Center (R) 128.3 when App inop.	*OWENSBORO Tower CTAF 120.7	*Ground 121.7
VOR OWB 108.6	Final Apch Crs 171°	No FAF	MDA(H) (CONDITIONAL) 1120' (714')	Apt Elev 406' TDZE 406'
MISSED APCH: Climb to 2500' then RIGHT turn direct OWB VOR and hold.				2600'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. When Twr inop, use Evansville, Ind altimeter setting. 2. VNAV not applicable when using Evansville altimeter setting. 3. VDP not authorized with Evansville altimeter setting. 4. Pilot controlled lighting 120.7.				MSA OWB VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L 2500' RT D OWB 108.6
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at VOR							

STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND			
MDA(H) 1120' (714')		MDA(H) 1180' (774')		When Twr Operating		With Evansville, Ind Altimeter Setting	
When Twr Operating		With Evansville, Ind Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	1120' (714')-1	1180' (774')-1	
B	1	1 1/4		120	1120' (714')-1	1180' (774')-1 1/4	
C	2	2 1/4		140	1120' (714')-2	1180' (774')-2 1/4	
D	2 1/4	2 1/2		165	1140' (734')-2 1/4	1200' (794')-2 1/2	

ASOS 124.32	*EVANSVILLE Approach 126.4	INDIANAPOLIS Center (R) 128.3 when App inop.	*OWENSBORO Tower CTAF 120.7	*Ground 121.7
VOR OWB 108.6	Final Apch Crs 356°	No FAF	MDA(H) (CONDITIONAL) 780' (379')	Apt Elev 407' TDZE 401'
MISSED APCH: Climb to 2500' then LEFT turn direct OWB VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Evansville Regl, Ind altimeter setting. 2. VDP not authorized when using Evansville Regl, Ind altimeter setting. 3. Pilot controlled lighting 120.7.				
2600'				
MSA OWB VOR				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2500'	LT	OWB 108.6
Descent angle [2.92°]	362	465	517	620	723	826	VASI	↑		
MAP at VOR										

STRAIGHT-IN LANDING RWY 36						CIRCLE-TO-LAND					
With Local Altimeter Setting						With Local Altimeter Setting					
With BIYAC			Without BIYAC			With BIYAC		Without BIYAC			
MDA(H) 780'(379')			MDA(H) 1000'(599')			Max Kts	MDA(H)		MDA(H)		
RAIL out		ALS out	RAIL out		ALS out		MDA(H)		MDA(H)		
A	1		1			90	920'(513')-1		1000'(593')-1		
B											
C			1½			140	1120'(713')-2		1120'(713')-2		
D	1¼		1¾			165	1140'(733')-2¼		1140'(733')-2¼		
With Evansville Regl, Ind Altimeter Setting						With Evansville Regl, Ind Altimeter Setting					
MDA(H) 840'(439')			MDA(H) 1060'(659')			Max Kts	MDA(H)		MDA(H)		
RAIL out		ALS out	RAIL out		ALS out		MDA(H)		MDA(H)		
A	1		1			90	980'(573')-1		1060'(653')-1		
B											
C			1¼		1¾			140	1180'(773')-2¼		1180'(773')-2¼
D	1½		2			165	1200'(793')-2½		1200'(793')-2½		

General Information

Location: Louisville KY USA
IATA Code: SDF
Lat/Long: N38° 10.4' W085° 44.2'
Elevation: 501 ft

Airport Use: Public
Magnetic Variation: 4.4 °W
Sectional Chart: St Louis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1218 Z
Sunset: 2334 Z,

Runway Information

Runway: 11
Length x Width: 7250 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 478 ft
Lighting: Edge

Runway: 17L
Length x Width: 8579 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 499 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 329 ft

Runway: 17R
Length x Width: 11890 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 490 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 850 ft

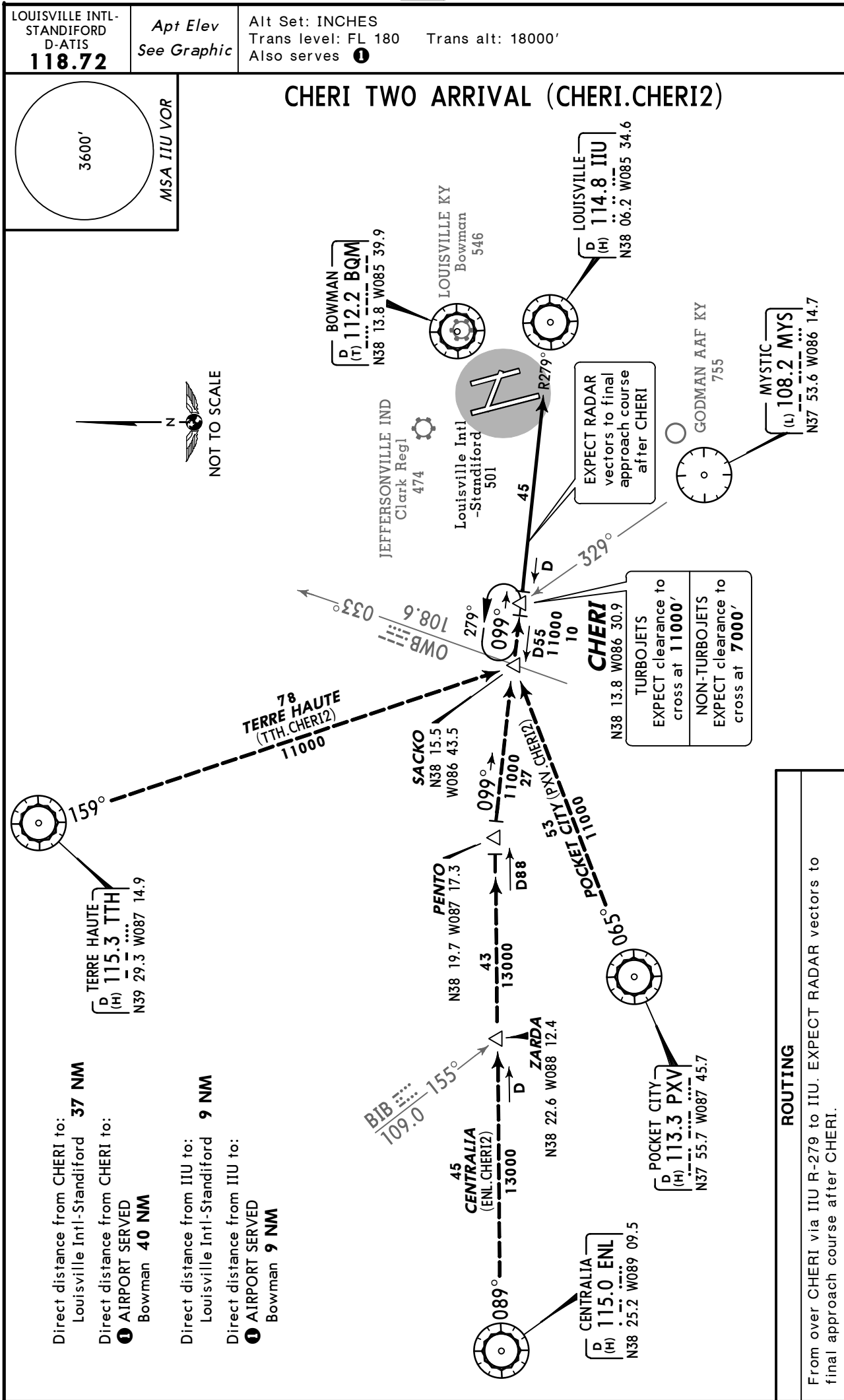
Runway: 29
Length x Width: 7250 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 480 ft
Lighting: Edge, ALS

Runway: 35L
Length x Width: 11890 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 464 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1040 ft

Runway: 35R
Length x Width: 8579 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 480 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 450 ft

Communication Information

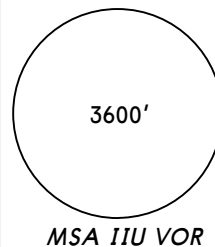
ATIS 118.725
Louisville Tower 124.2
Standiford Clearance Delivery 126.1
Standiford Pre-Taxi Clearance 126.1
Louisville Approach Control 123.675 (181°-360°) Initial Contact
Louisville Approach Control 132.075 (1°-180°) Initial Contact
Louisville Approach Control 134.15
Louisville App ARSA 123.675 (181°-360°)
Louisville App ARSA 132.075 (1°-180°)
Louisville Departure Control 123.675 (181°-360°)
Louisville Departure Control 132.075 (1°-180°)
Standiford Unicom 122.95



LOUISVILLE INTL-
STANDIFORD
D-ATIS
118.72

Apt Elev
See Graphic

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
1. RADAR required.
2. Also serves **1**



DARBY FOUR ARRIVAL (DARBY.DARBY4)

JEFFERSONVILLE IND
Clark Regl
474



LOUISVILLE KY
Bowman
546



Louisville Intl-
Standiford
501

LOUISVILLE
D (H) **114.8 IIU**
N38 06.2 W085 34.6

EXPECT RADAR
vectors to
final course

Direct distance from IIU to:
Louisville Intl-Standiford **9 NM**

Direct distance from IIU to:
1 AIRPORT SERVED
Bowman **9 NM**

DARBY

N37 39.3 W084 57.2

TURBOJET
EXPECT clearance to
cross at **250 KT**
and **11000'**

NON-TURBOJET
EXPECT clearance
to cross at **8000'**



BOWLING GREEN
D (H) **117.9 BWG**
N36 55.7 W086 26.6

LIVINGSTON
D (L) **108.4 LVT**
N36 35.1 W085 10.0

HINCH MTN
D (L) **117.6 HCH**
N35 46.9 W084 58.7



HINCH MOUNTAIN
(HCH.DARBY4)
8000
49
351°

VOLUNTEER
D (H) **116.4 VXV**
N35 54.3 W083 53.7



LONDON
D (L) **116.1 LOZ**
N37 02.0 W084 06.6



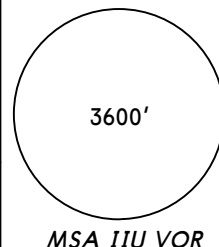
ROUTING

From over DARBY via IIU R-131 to IIU. EXPECT RADAR vectors to final course.

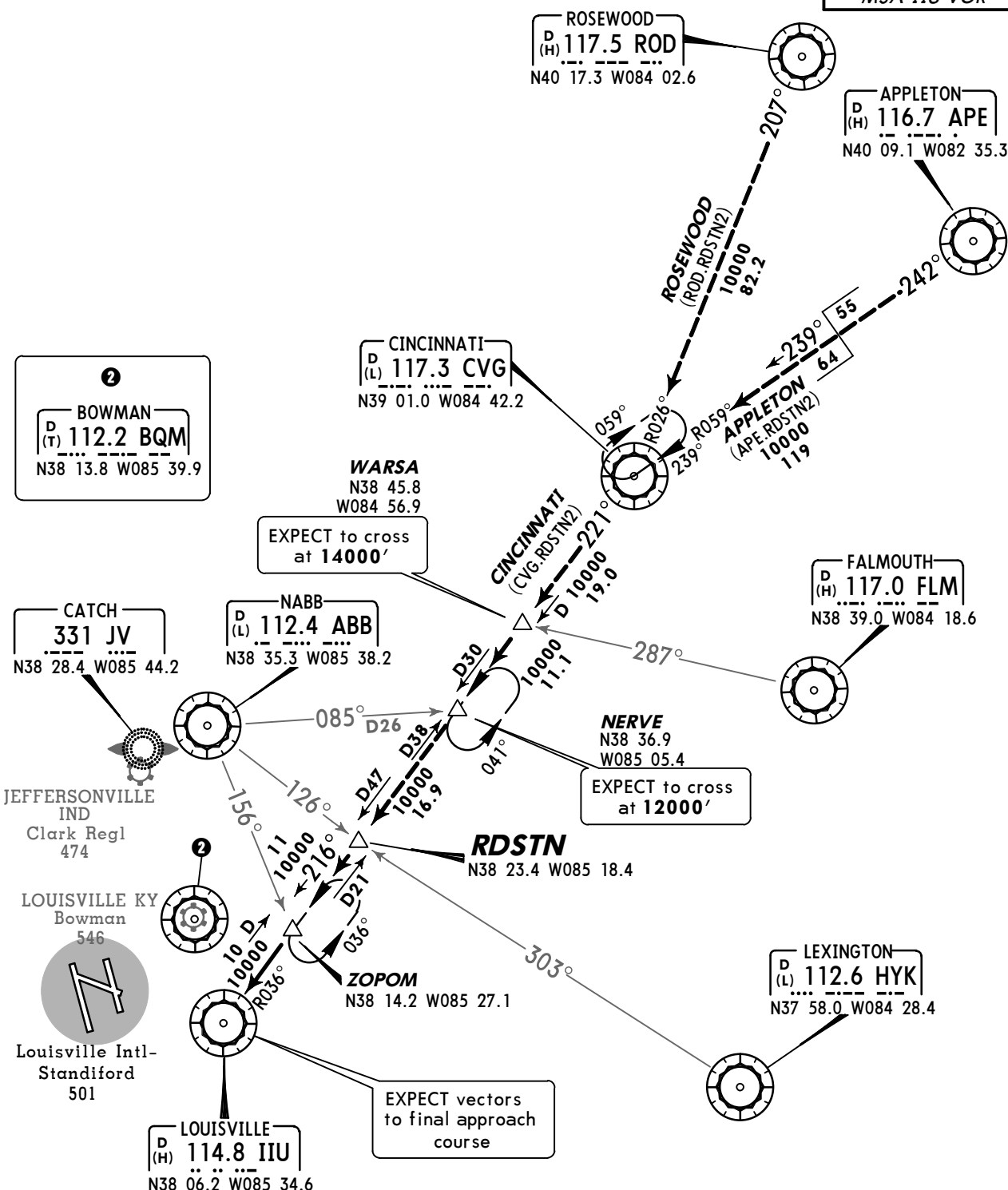
LOUISVILLE INTL-
STANDIFORD
D-ATIS
118.72

Apt Elev
See Graphic

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. FMS or ADF required.
3. Also serves **1**

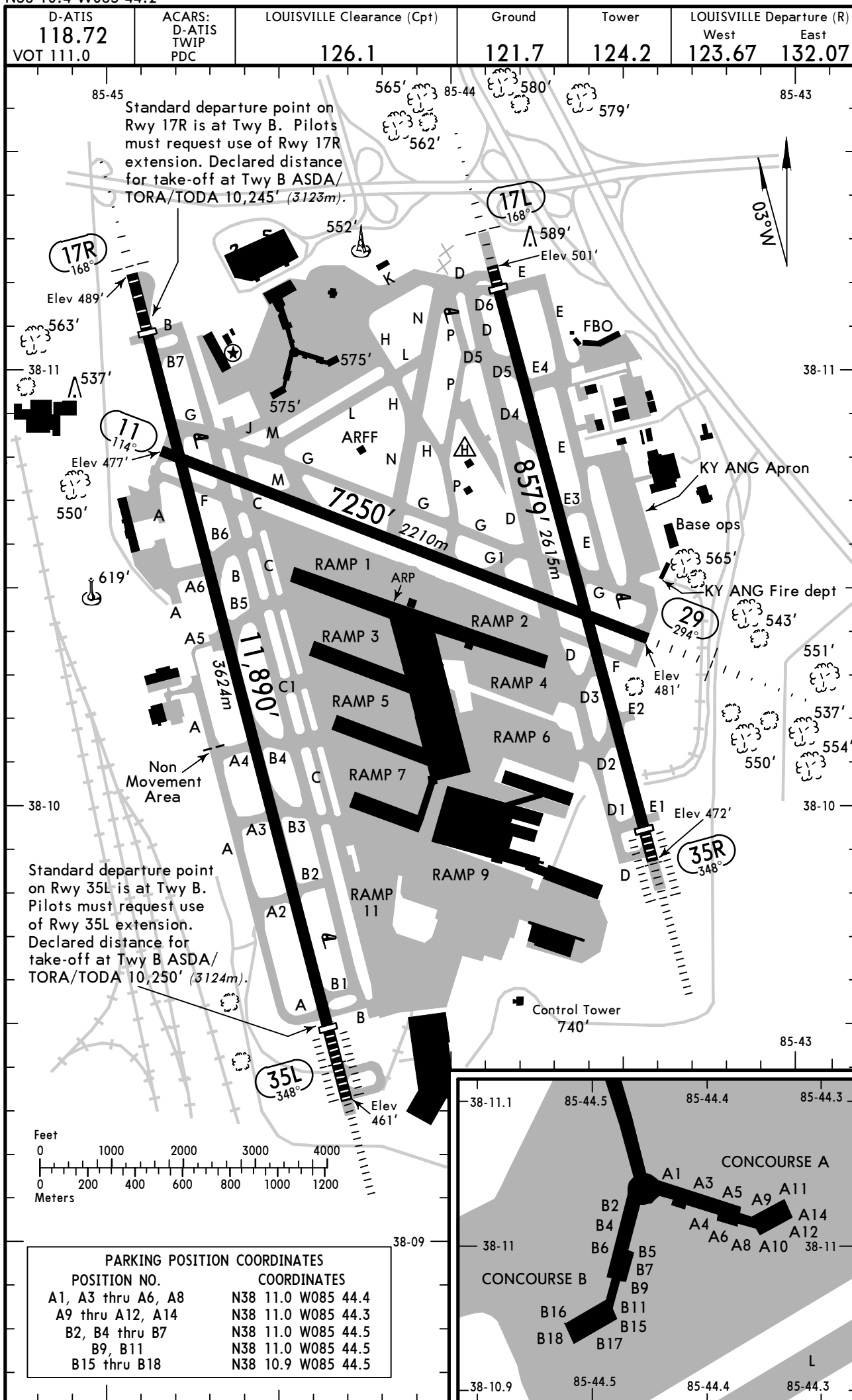


REDSTONE TWO ARRIVAL (RDSTN.RDSTN2)



ROUTING

From over RDSTN via IIU R-036 to ZOPOM, then via IIU R-036 to IIU. EXPECT vectors to final approach course.



GENERAL

Birds in vicinity of airport. Low-level wind shear alert system. Terminal Doppler Weather Radar.
ASDE-X surveillance system in use. Pilots should operate transponders with mode C on all taxiways and runways.

ADDITIONAL RUNWAY INFORMATION

RWY		Threshold	USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND Glide Slope	LAHSO Distance		
11	HIRL					150' 46m
29	HIRL MALSR RVR					
17L	HIRL CL MALSR TDZ ① PAPI-L grooved RVR	③ 7800' 2377m	6658' 2029m			150' 46m
35R	HIRL CL ALSF-II TDZ ② PAPI-L grooved RVR	④ 7800' 2377m	6700' 2042m			
17R	HIRL CL MALSR TDZ ② PAPI-L grooved RVR	⑤ 10,000' 3048m	8960' 2731m		11,095' 3382m	150' 46m
35L	HIRL CL ALSF-II TDZ ② PAPI-L grooved RVR	⑥ 10,000' 3048m	8880' 2707m		11,290' 3441m	

- ① Angle 3.32°
 ② Angle 3.00°
 ③ Last 450' (137m) is unavailable for landing distance computations.
 ④ Last 329' (100m) is unavailable for landing distance computations.
 ⑤ Last 1040' (317m) is unavailable for landing distance computations.
 ⑥ Last 850' (259m) is unavailable for landing distance computations.

TAKE-OFF

Rwy 35R

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 35L

① With Min climb of 222'/NM to 900'

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-2

- ① Alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

Rwy 17L

Rwy 17R

With Min climb of 234'/NM to 1300'

With Min climb of 249'/NM to 1300'

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD		2 operating RVRs are required. All operating RVRs are controlling.	Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	CL & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 11, 29

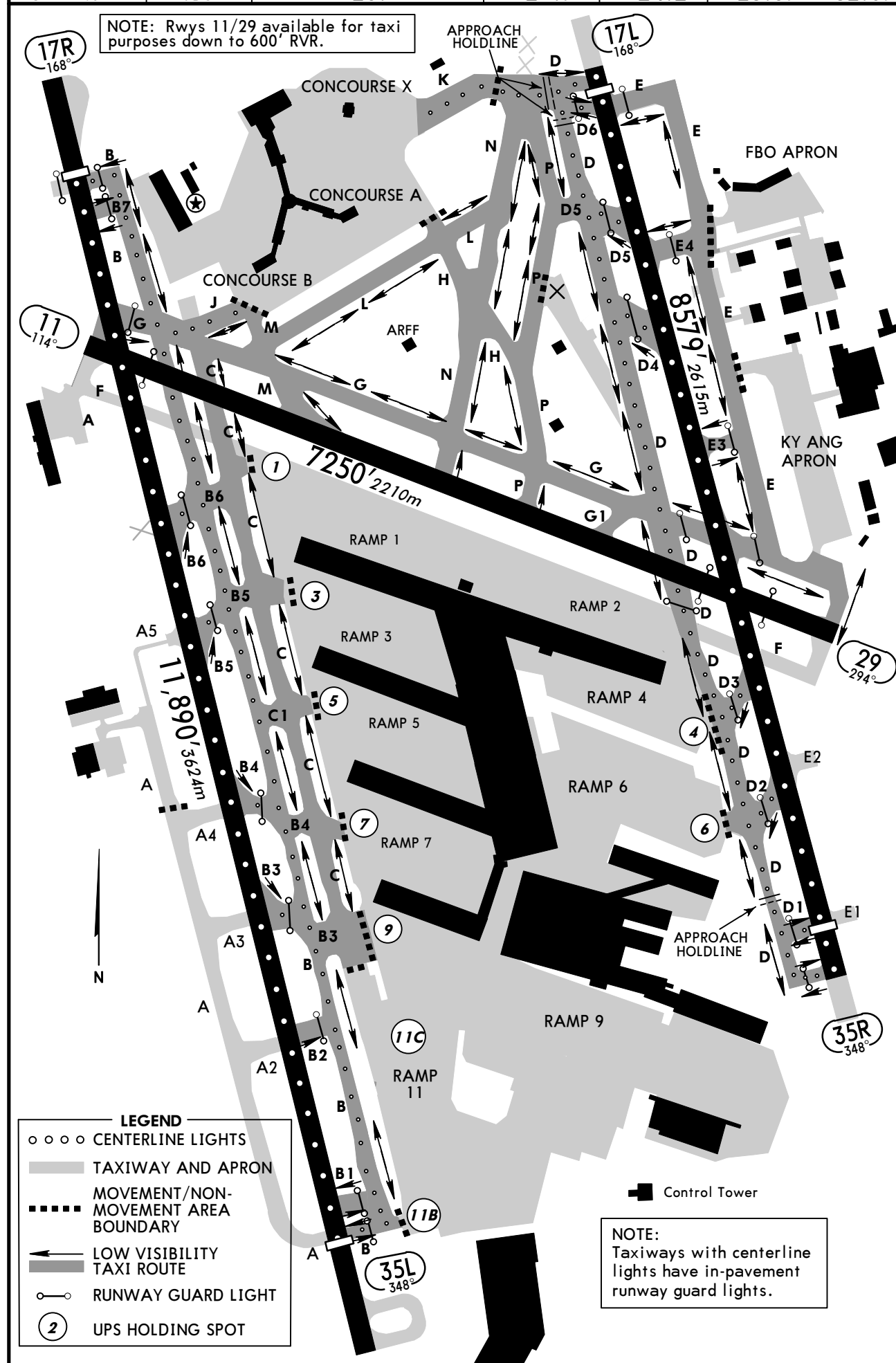
Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

FOR FILING AS ALTERNATE

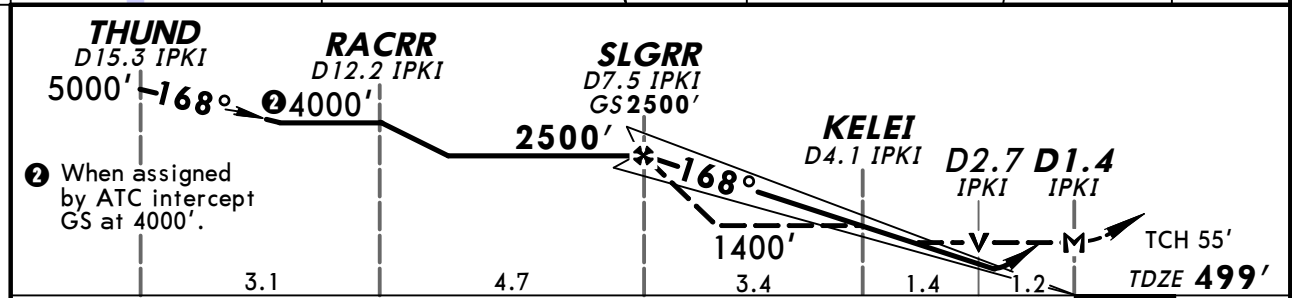
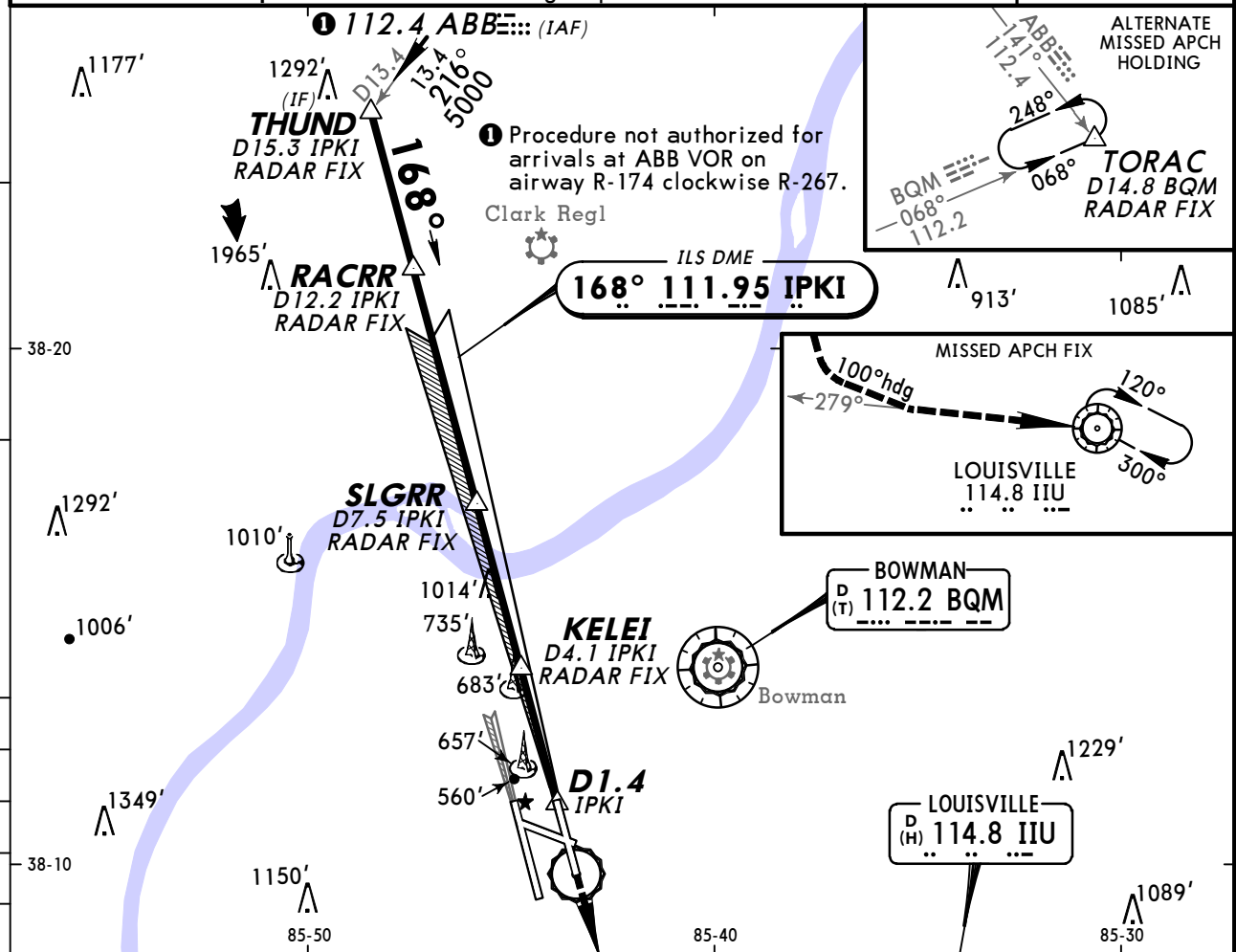
LOC Rwy 29 RNAV (GPS) Rwy 17L/R RNAV (GPS) Rwy 35R RNAV (GPS) Y Rwy 35L		RNAV (GPS) Rwy 29	ILS Rwy 35L/R LOC Rwy 35L/R	ILS Rwy 17L/R LOC Rwy 17L/R	Other
A B C D	800-2	800-2	900-2	900-2	NA
			900-2 1/2	900-2 3/4	
			900-2 3/4	900-3	
			900-2 1/4	900-3	

D-ATIS	ACARS:	LOUISVILLE Clearance (Cpt)	Ground	Tower	LOUISVILLE Departure (R)	
118.72	D-ATIS TWIP PDC	126.1	121.7	124.2	West	East
VOT 111.0					123.67	132.07

NOTE: Rwy 11/29 available for taxi purposes down to 600' RVR.



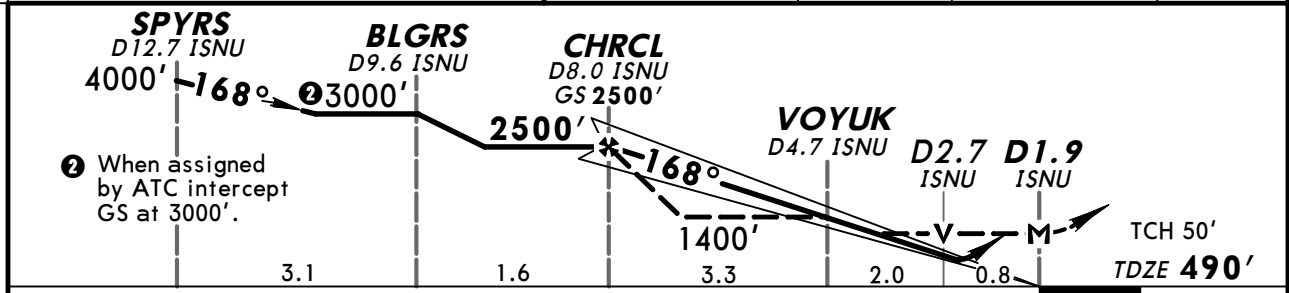
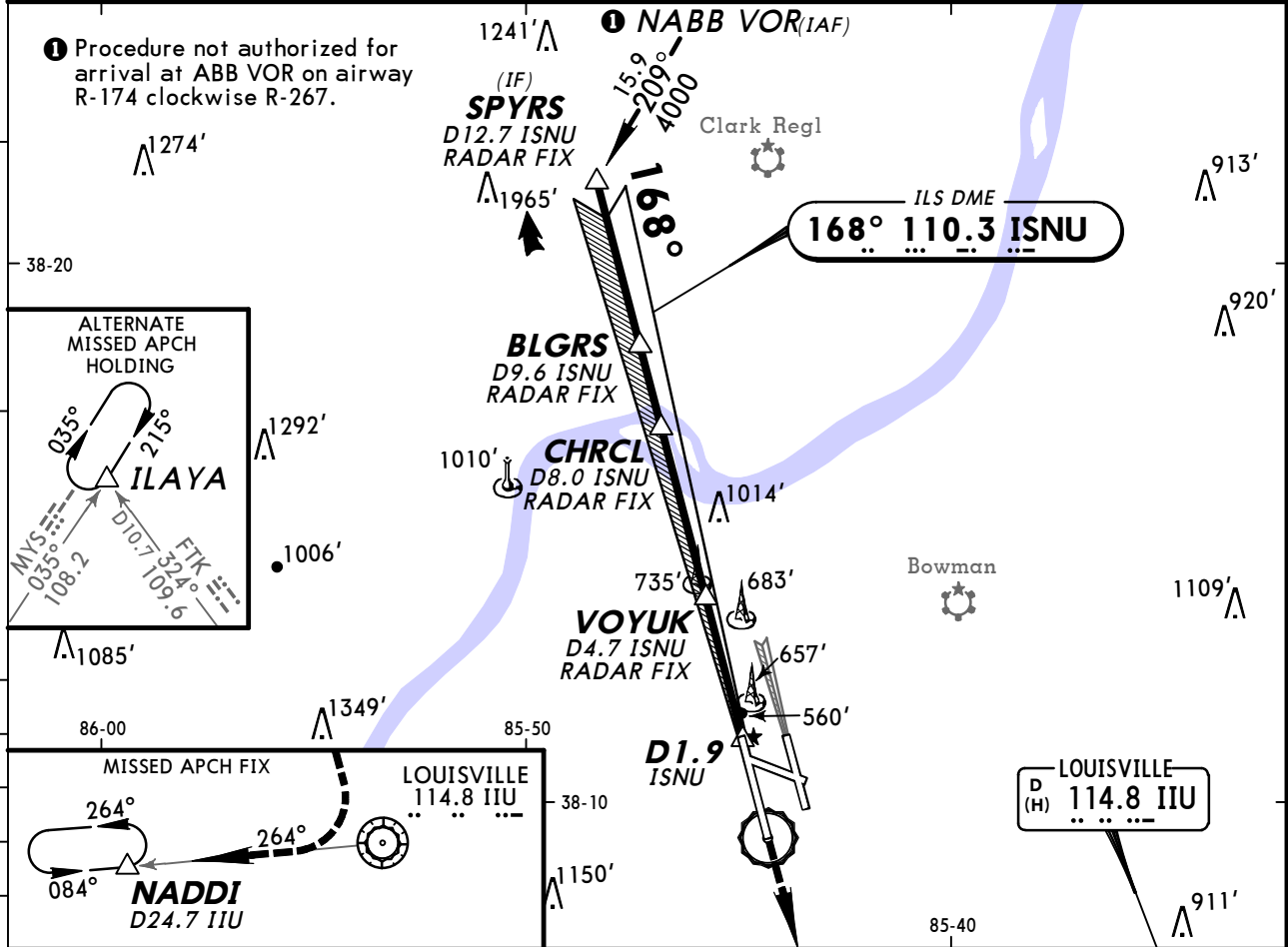
D-ATIS 118.72		LOUISVILLE Approach (R) West 123.67 East 132.07		LOUISVILLE Tower 124.2		Ground 121.7	
LOC IPKI 111.95	Final Apch Crs 168°	GS SLGRR 2500' (2001')	ILS DA(H) 699' (200')	Apt Elev 501' TDZE 499'	3600' MSA IIU VOR		
MISSED APCH: Climb to 1600', then climbing LEFT turn to 3000' via 100° heading and inbound on IIU VOR R-279 to IIU VOR and hold. Continue climb-in-hold to 3000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or RADAR required. 2. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1600'	3000'	100°	IIU
GS	3.00°	377	484	538	646	753	PAPI	↑	LT	via	114.8
MAP at D1.4 IPKI or SLGRR to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15			hdg	R-279

STRAIGHT-IN LANDING RWY 17L								CIRCLE-TO-LAND			
ILS DA(H) 699' (200')				LOC (GS out) MDA(H) 1000' (501') With KELEI				With KELEI		Without KELEI	
FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out			Max Kts	MDA(H)		MDA(H)
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	90	1040' (539')-1		1400' (899')-1 1/4
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4					120	1140' (639')-1		
C				RVR 50 or 1	1 1/2	2 1/4	2 3/4	140	1140' (639')-1 3/4		1400' (899')-2 3/4
D						2 1/2	3	165	1140' (639')-2		1400' (899')-3

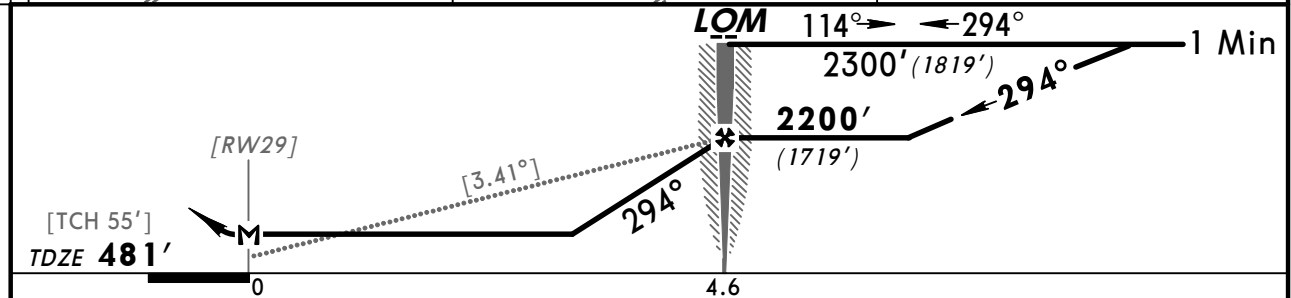
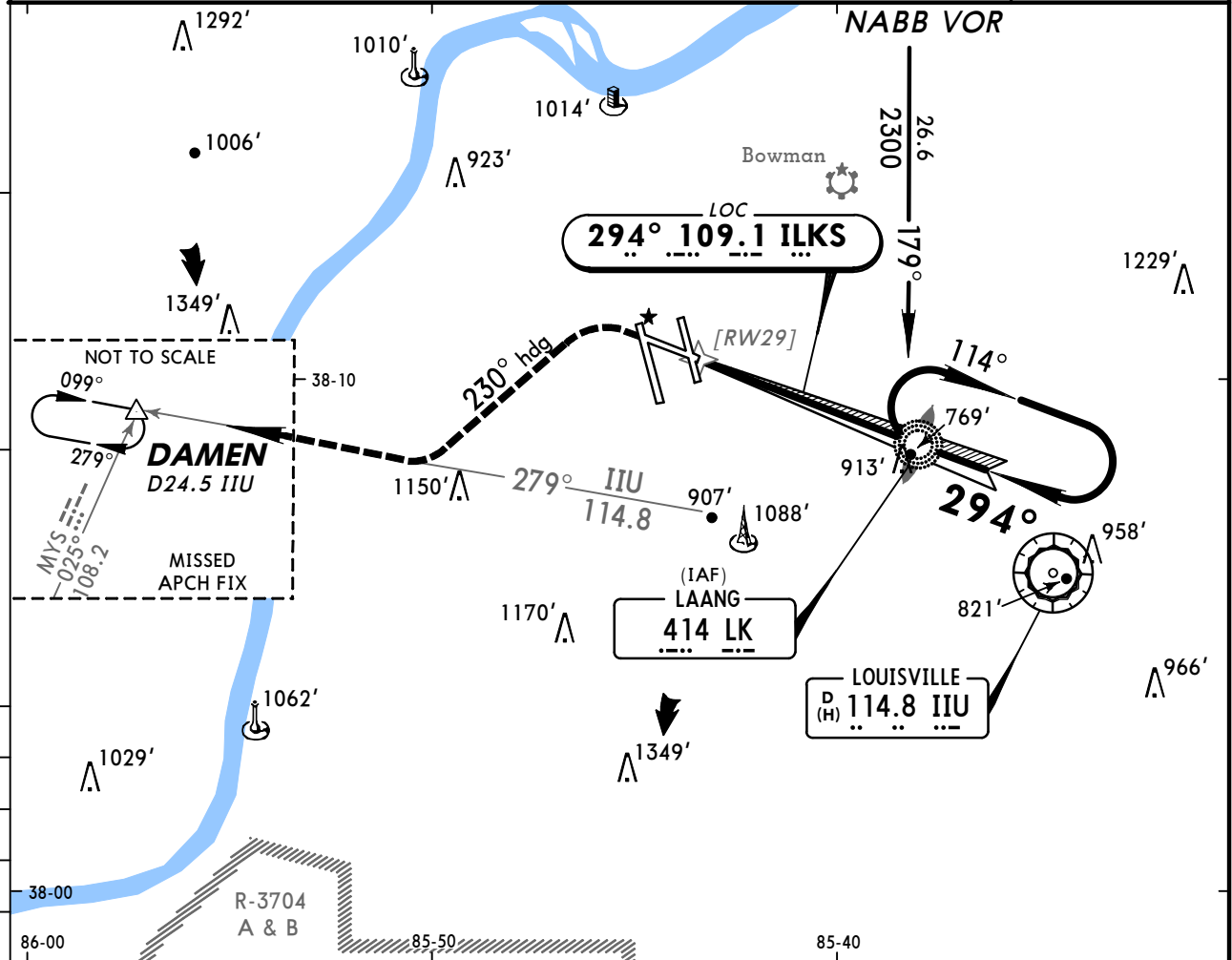
D-ATIS		LOUISVILLE Approach (R)		LOUISVILLE Tower		Ground	
118.72		123.67 132.07		124.2		121.7	
LOC ISNU	Final Apch Crs	GS CHRW	ILS DA(H)	Apt Elev 501'		3600' MSA IIU VOR	
110.3	168°	2500' (2010')	690' (200')	TDZE 490'			
MISSED APCH: Climb to 1600', then climbing RIGHT turn to 3000' outbound via IIU VOR R-264 to NADDI INT/D24.7 IIU and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME or RADAR required. 2. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1600'	3000'	IIU	NADDI
GS	3.00°	377	484	538	646	753	PAPI		↑	RT	via 114.8 R-264	
MAP at D1.9 ISNU or CHRCL to MAP	6.1	5:14	4:04	3:40	3:03	2:37						

STRAIGHT-IN LANDING RWY 17R										CIRCLE-TO-LAND						
ILS					LOC (GS out)											
1 DA(H) 690' (200')					MDA(H) 820' (330')			MDA(H) 1400' (910')								
					With VOYUK			Without VOYUK								
FULL		TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	With VOYUK		Without VOYUK			
											MDA(H) _____		MDA(H) _____			
A	RVR 24 or 1/2			RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4		RVR 60 or 1 1/4	90	1040' (539') - 1		1400' (899') - 1 1/4		
B											120	1140' (639') - 1				
C							2 1/4		2 3/4		140	1140' (639') - 1 3/4			1400' (899') - 2 3/4	
D							RVR 40 or 3/4		RVR 50 or 1		2 1/2		3		165	1140' (639') - 2
1 RVR 18 authorized with the use of Flight Director or Autopilot or HUD to DA.																

D-ATIS		LOUISVILLE Approach (R)		LOUISVILLE Tower		Ground
118.72		West	East	124.2		121.7
LOC ILKS	Final Apch Crs	Minimum Alt LOM		MDA(H)	Apt Elev 501'	3600' MSA LK LOM
109.1	294°	2200' (1719')		980' (499')	TDZE 481'	
MISSED APCH: Climb to 1600' then climbing LEFT turn to 3000' via 230° heading and outbound on IIU VOR R-279 to DAMEN INT/ D24.5 IIU and hold.						
ADF required.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1600'	3000'	230°	IIU
Descent angle [3.41°]	422	543	603	724	845	965					
LOM to MAP	4.6	3:57	3:04	2:46	2:18	1:58					

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND	
MDA(H) 980' (499')					
		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1040' (539') - 1
B				120	1140' (639') - 1
C	RVR 40 or 3/4	RVR 60 or 1 1/4		140	1140' (639') - 1 3/4
D	RVR 50 or 1	1 1/2		165	1140' (639') - 2

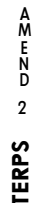
Eff 25 Sep

11-4

ILS or LOC Rwy 35L

LOUISVILLE, KY

BRIEFING STRIP™

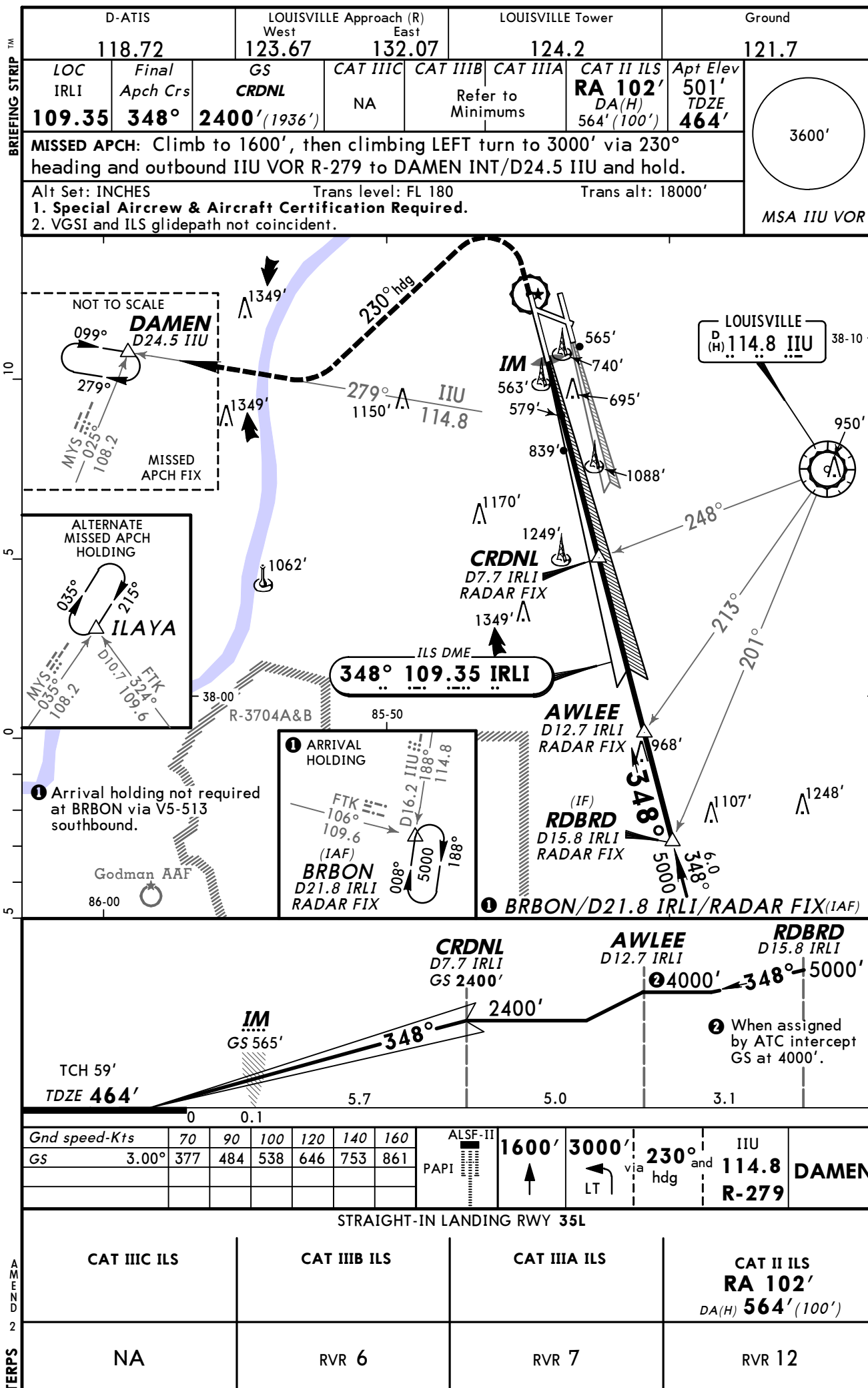


TERPS
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2

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AMEND
2

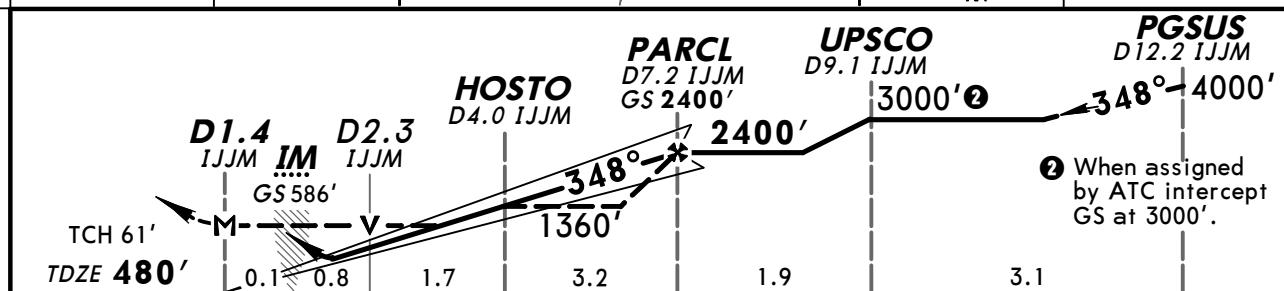
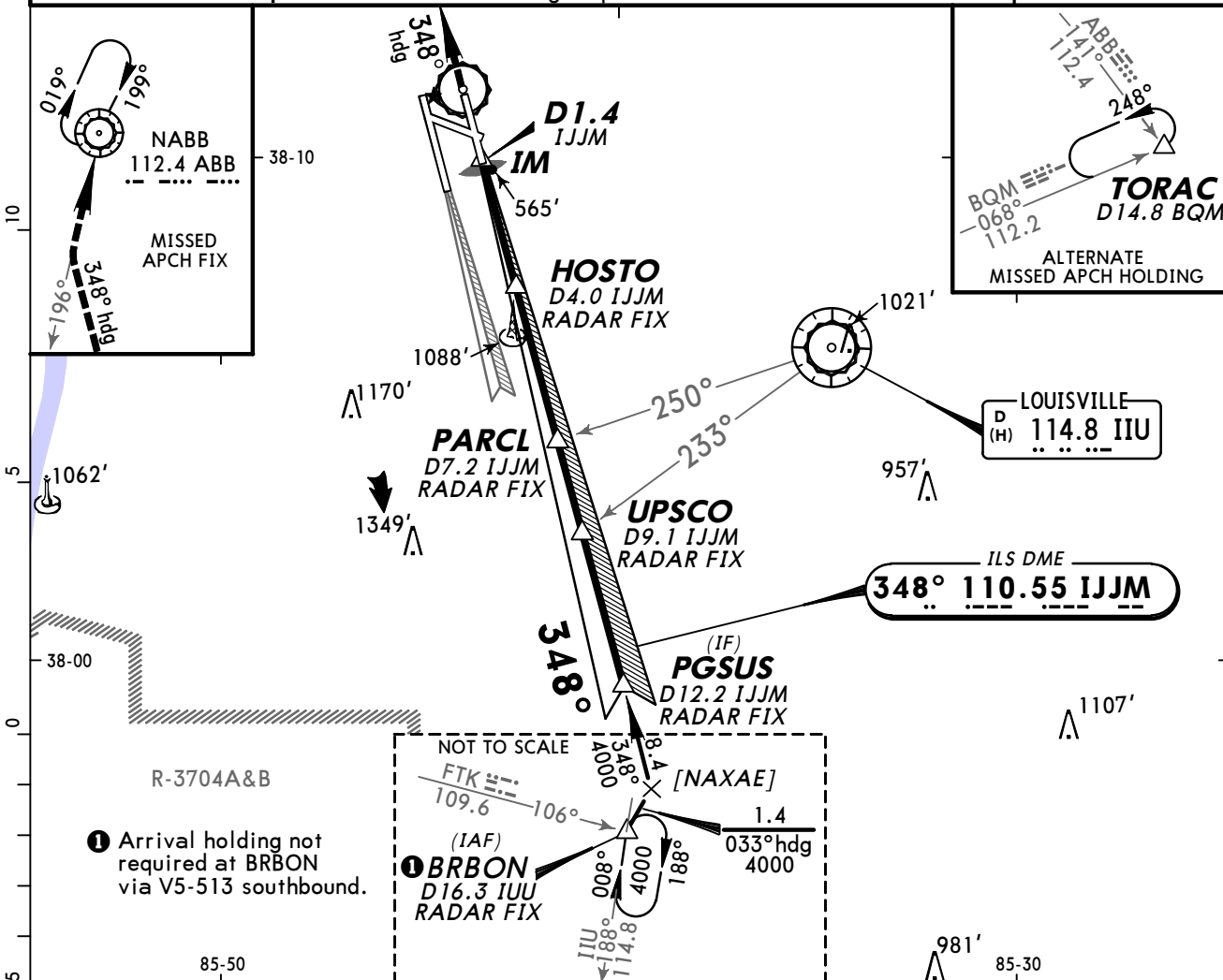
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LOUISVILLE INTL-STANDIFORD



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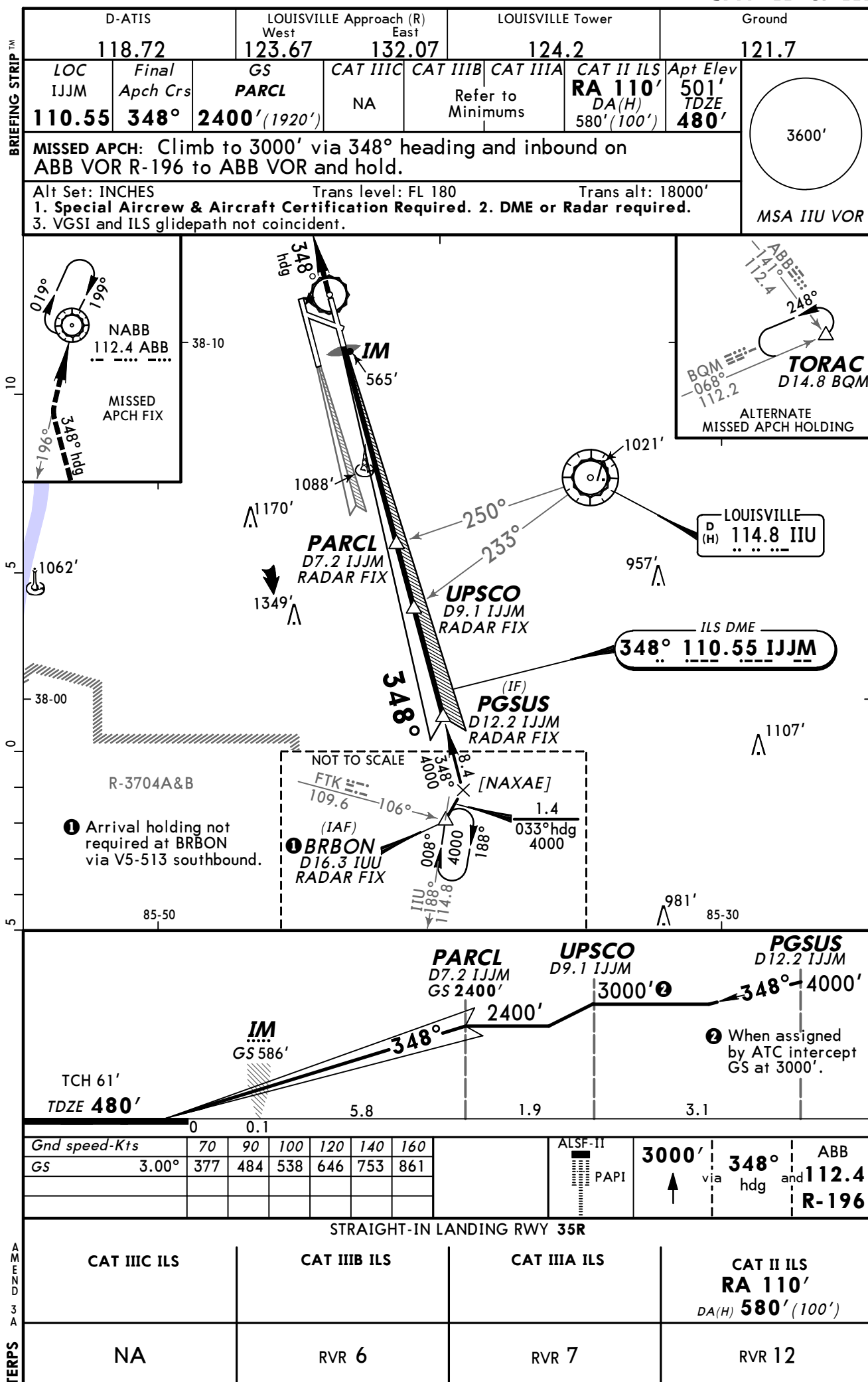
D-ATIS 118.72		LOUISVILLE Approach (R) West 123.67 East 132.07		LOUISVILLE Tower 124.2		Ground 121.7	
LOC IJJM 110.55	Final Apch Crs 348°	GS PARCL 2400' (1920')	ILS DA(H) 680' (200')	Apt Elev 501' TDZE 480'	3600' MSA III VOR		
MISSED APCH: Climb to 3000' via 348° heading and inbound on ABB VOR R-196 to ABB VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.							

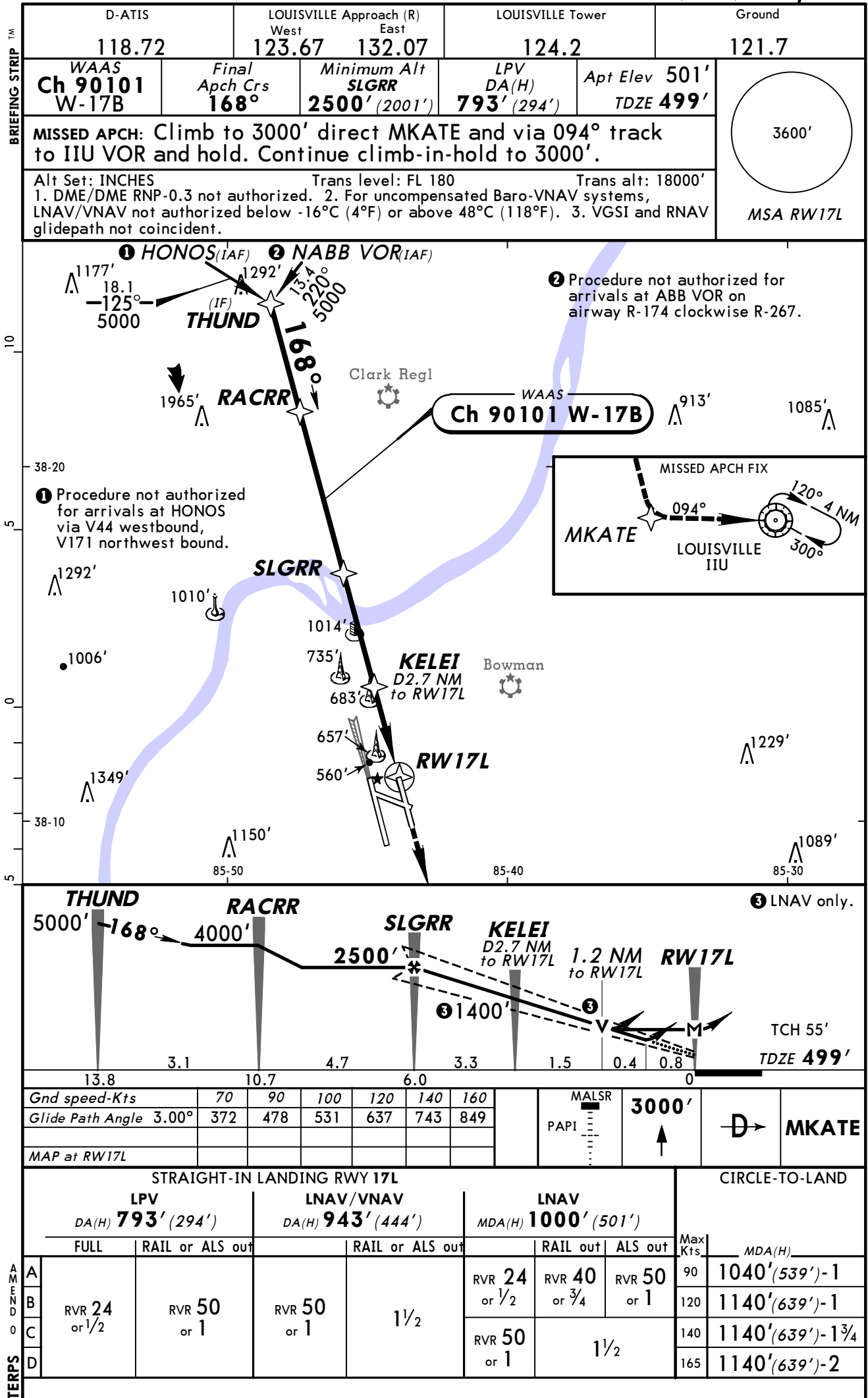


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 3000' via 348° hdg and 112.4 ABB R-196
GS	3.00°	377	484	538	646	753	
MAP at D1.4 IJJM or PARCL to MAP	5.8	4:58	3:52	3:29	2:54	2:29	

STRAIGHT-IN LANDING RWY 35R						CIRCLE-TO-LAND	
ILS			LOC (GS out)			With D4.0 IJJM	Without D4.0 IJJM
DA(H) 680' (200')			MDA(H) 820' (340')			MDA(H)	MDA(H)
			With Hosto				
			Without Hosto				
FULL	TDZ or CL out	ALS out	ALS out			Max Kts	
A						90	1040' (539')-1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	120	1140' (639')-1
C						140	1140' (639')-1 3/4
D						165	1140' (639')-2

LOUISVILLE INTL-STANDIFORD





BRIEFING STRIP™

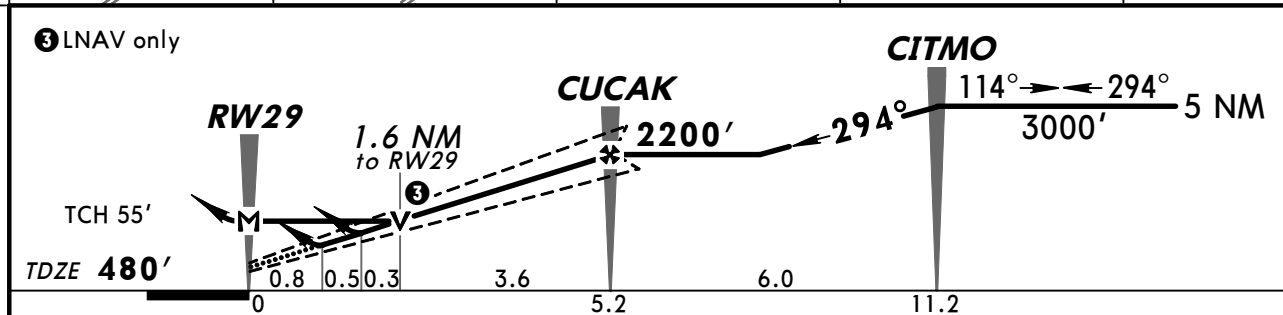
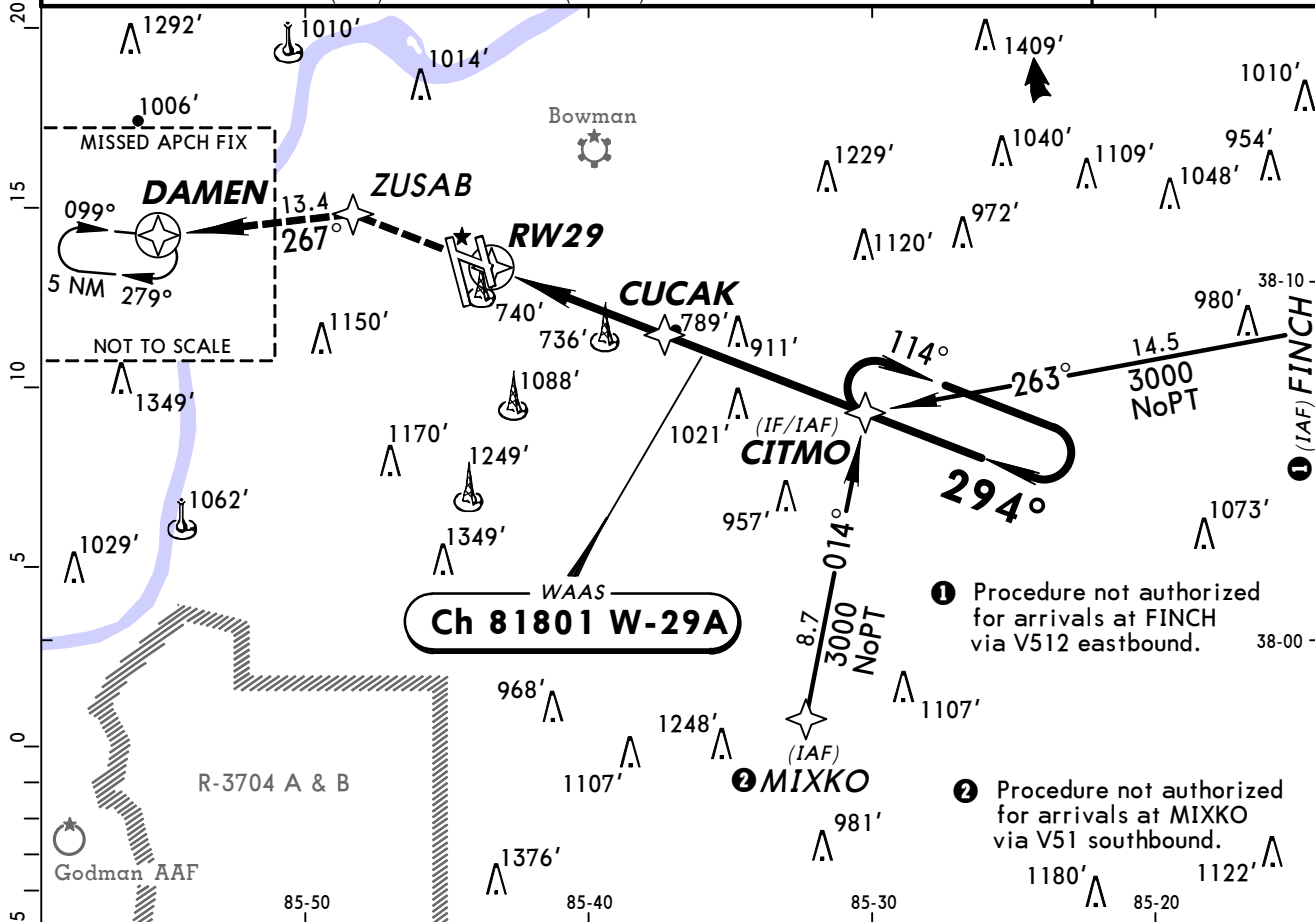
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849
<i>MAP at RW17R</i>						

		3000' 		TEYUD
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TERPS
AMEND 0

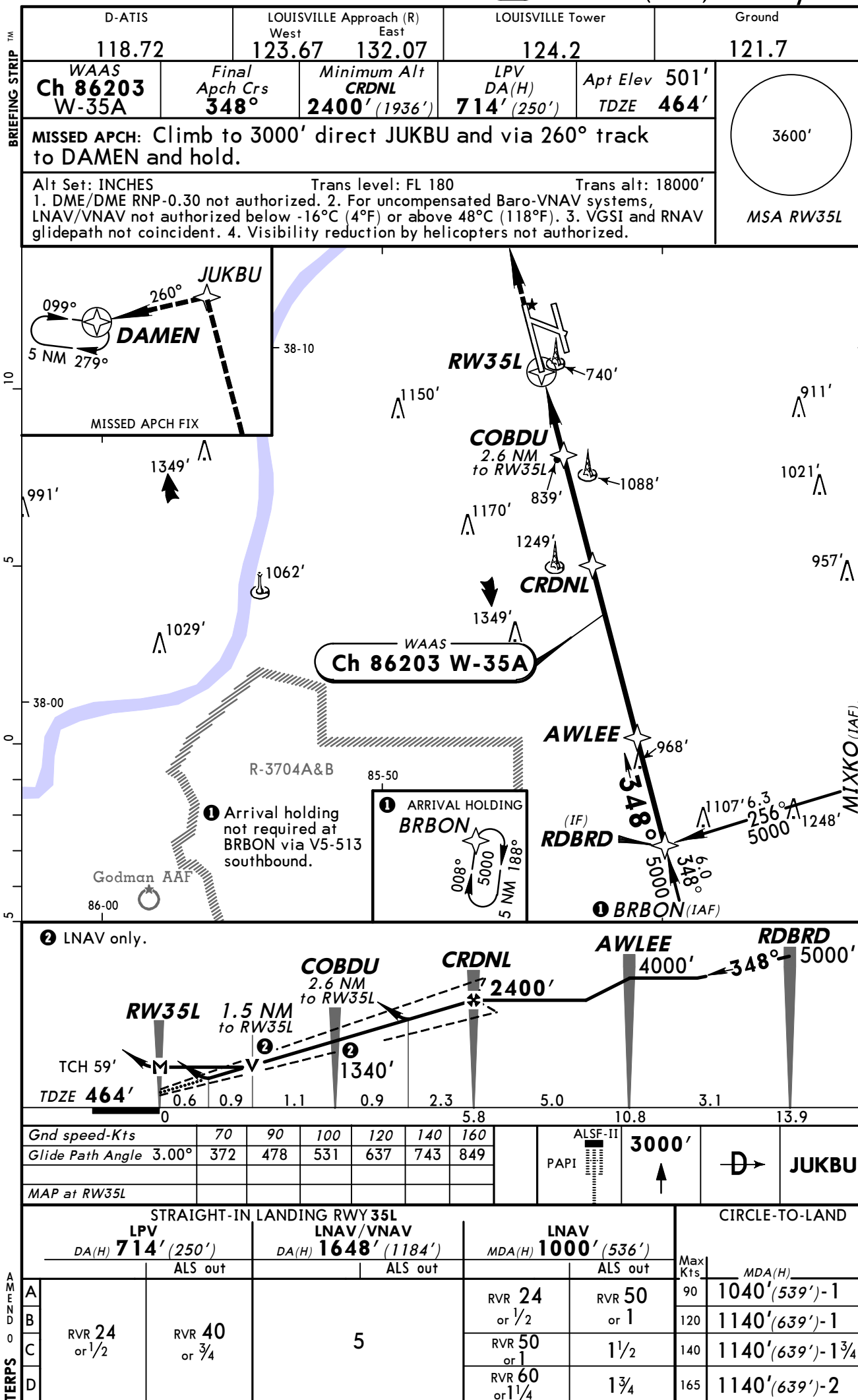
BRIEFING STRIP™

D-ATIS 118.72		LOUISVILLE Approach (R) West 123.67 East 132.07		LOUISVILLE Tower 124.2		Ground 121.7			
WAAS Ch 81801 W-29A		Final Apch Crs 294°		Minimum Alt CUCAK 2200' (1720')		LPV DA(H) 773' (293')		Apt Elev 501' TDZE 480'	
MISSED APCH: Climb to 3000' direct ZUSAB and via 267° track to DAMEN and hold.								3600' MSA RW29	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. If local altimeter setting not received, use Bowman altimeter setting. 2. Baro-VNAV not authorized when using Bowman altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F).									



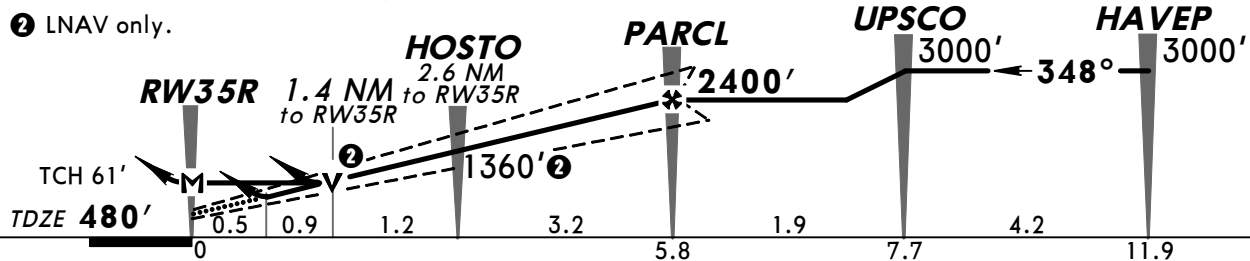
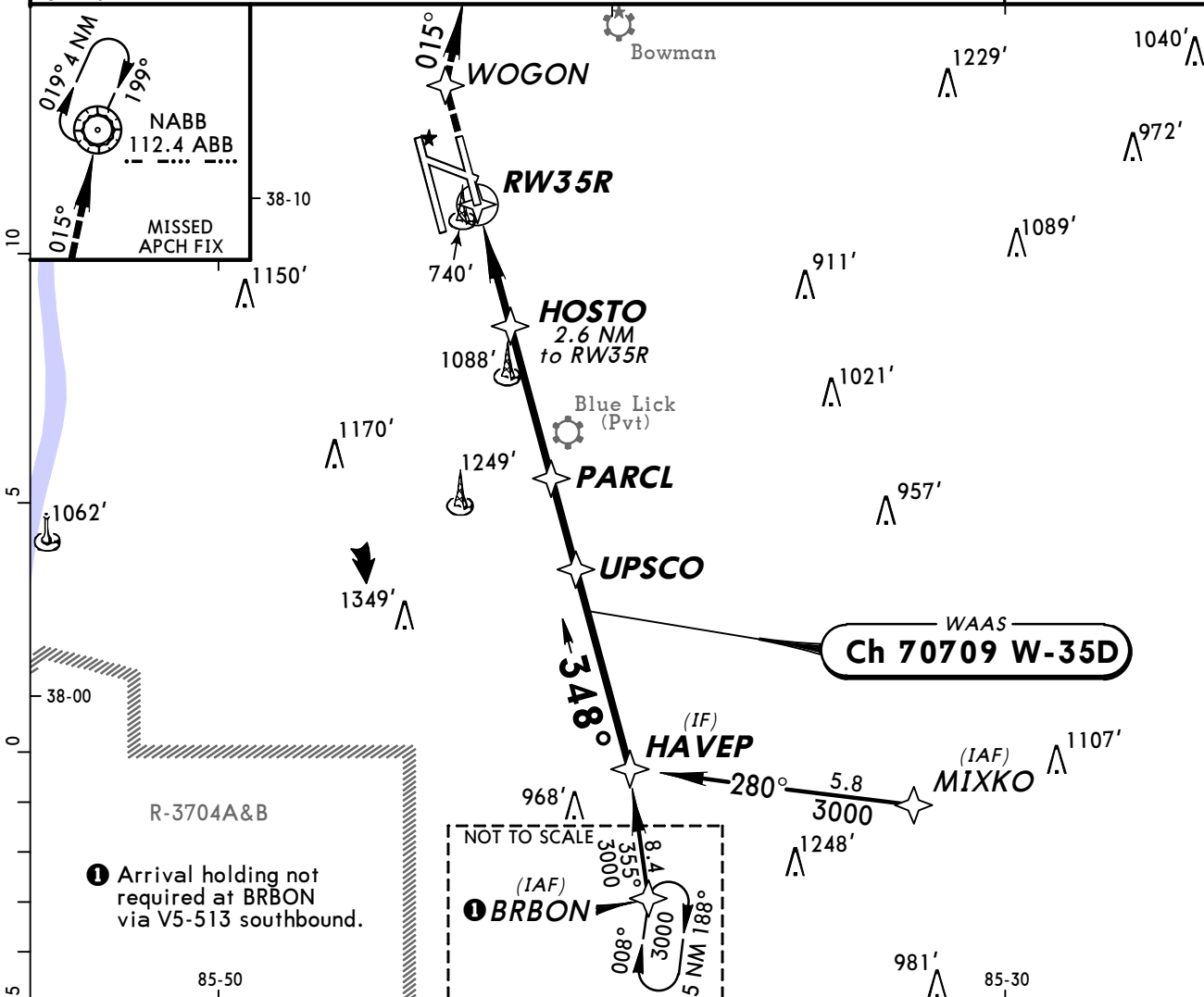
Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000' ↑	D → ZUSAB
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW29								

STRAIGHT-IN LANDING RWY 29								CIRCLE-TO-LAND	
LPV DA(H) 773' (293')		LNAV/VNAV DA(H) 943' (463')		LNAV MDA(H) 1040' (560')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out					
A	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1040' (539')-1
B								120	1160' (659')-1
C					RVR 50 or 1		1 1/2	140	1160' (659')-1 3/4
D					RVR 60 or 1 1/4		1 3/4	165	1180' (679')-2 1/4



BRIEFING STRIP™

D-ATIS 118.72	LOUISVILLE Approach (R) West 123.67 East 132.07		LOUISVILLE Tower 124.2		Ground 121.7
WAAS Ch 70709 W-35D	Final Apch Crs 348°	Minimum Alt PARCL 2400' (1920')	LPV DA(H) 680' (200')	Apt Elev 501' TDZE 480'	3600' MSA RW35R
MISSED APCH: Climb to 3000' direct WOGON and via 015° track to ABB VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident.					

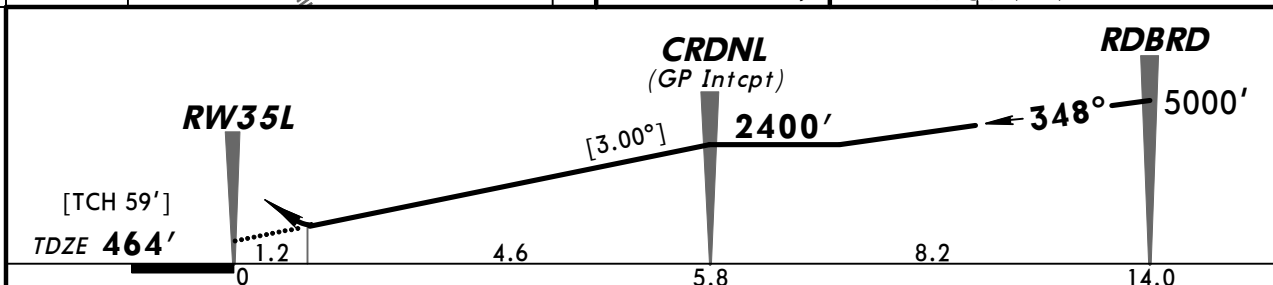
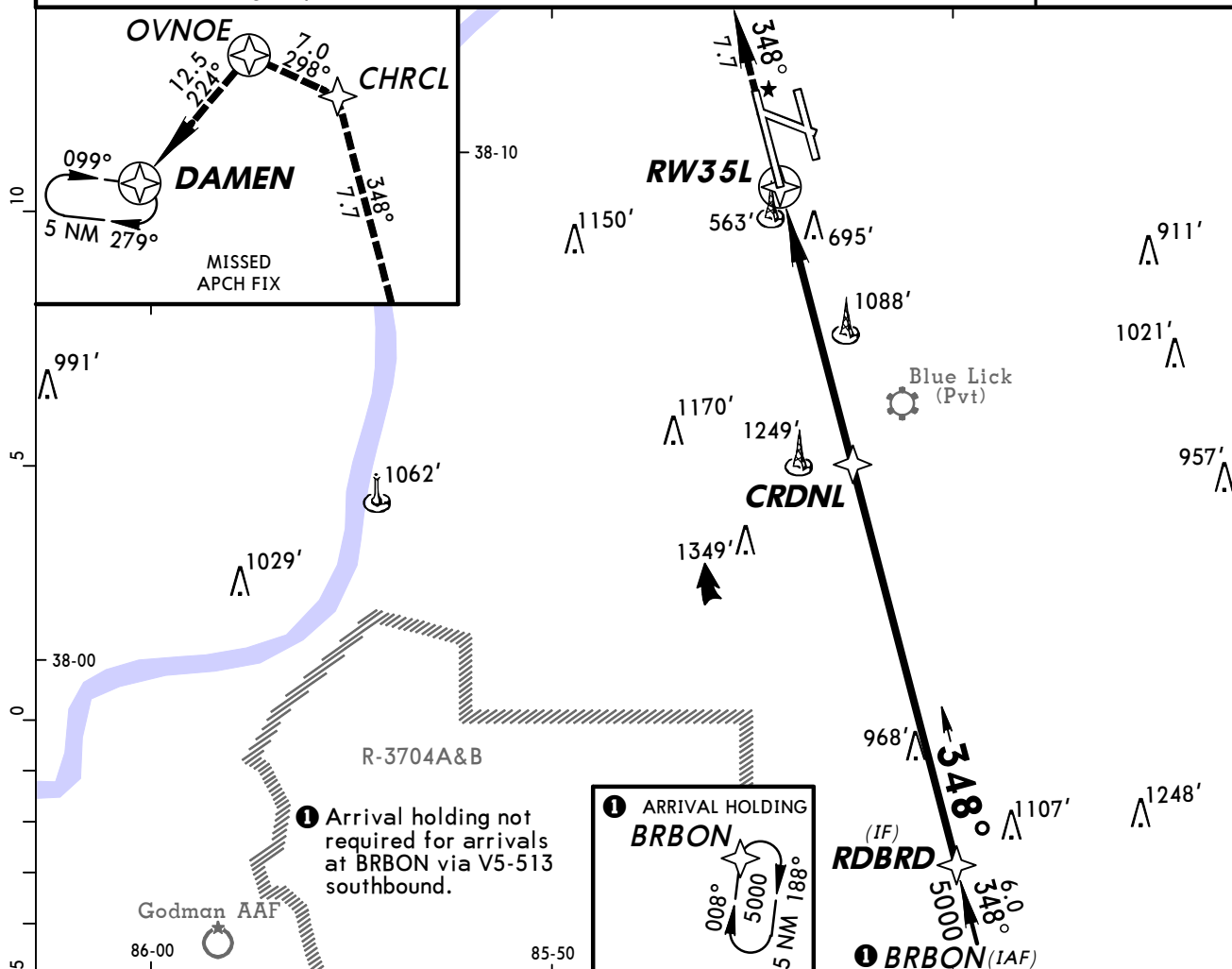


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	WOGON
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	
MAP at RW35R									

STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND	
LPV DA(H) 680' (200')		LNAV/VNAV DA(H) 990' (510')		LNAV MDA(H) 1000' (520')	
ALS out		ALS out		ALS out	Max Kts
A					90
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	120
C				RVR 50 or 1	140
D				RVR 60 or 1 1/4	165
					MDA(H)
					1040' (539') - 1
					1140' (639') - 1
					1140' (639') - 1 3/4
					1140' (639') - 2

BRIEFING STRIP™

D-ATIS 118.72	LOUISVILLE Approach (R) West East 123.67 132.07		LOUISVILLE Tower 124.2		Ground 121.7
RNAV	Final Apch Crs 348°	Minimum Alt CRDNL 2400' (1936')	RNP 0.16 DA(H) 905' (441')	Apt Elev 501' TDZE 464'	3600' MSA RW35L
MISSED APCH: Climb to 3000' direct CHRCL and via 298° track to OVNOE and via 224° track to DAMEN and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 48°C (118°F). 4. VGSI and RNAV glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 3000' ↑ D→ CHRCL
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at DA							

STRAIGHT-IN LANDING RWY 35L			
RNP 0.16 DA(H) 905' (441')		RNP 0.30 DA(H) 1057' (593')	
ALS out		ALS out	
A			
B			
C	RVR 50 or 1	1½	1½
D			2

Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.				
ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
FT CAMPBELL/HOPKINSVILLE, KY (CAMPBELL AAF - KHOP)				
LEXINGTON, KY (BLUE GRASS - KLEX)				
OWENSBORO, KY (OWENSBORO-DAVIESS CO - KOWB)				
LOUISVILLE, KY (LOUISVILLE INTL-STANDIFORD - KSDF)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KHOP

No Chart Change Notices for Airport KLEX

No Chart Change Notices for Airport KOWB

No Chart Change Notices for Airport KSDF