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|---|--------|--|---------|--------|--------------------------------------|---------|--|----------|----------------------|---|-------|-------------------------|--------|-----|---------|--|
| ILS - STANDARD US DEPARTMENT OF TRANSPORTATION INSTRUMENT APPROACH PROCEDURE FEDERAL AVIATION ADMINISTRATION TITLE 14 CFR PART 97.29 | | | | | | | Bearings, headings, courses, 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 in feet RVR. | | | | | | | | | |
| TERMINAL ROUTES | | | | | | | | | | MISSED APPROACH | | | | | | |
| FROM | | TO | | | COURSE AND DISTANCE | | | ALTITUDE | | ILS: DA LOC: 6.11 NM AFTER SLGRR/I-PKI 7.55 DME/RADAR OR AT I-PKI 1.44 DME CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 030 AND BQM VOR/DME R-071 TO TORAC/BQM 14.81 DME AND HOLD. ALTERNATE MA (DO NOT CHART): CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 4000 ON IIU VORTAC R-279 TO IIU (SEE FORM 8260-10) ADDITIONAL FLIGHT DATA: HOLD W, LT, 071.00 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE LAZYT INT/IIU 10.00 DME, RT, 292.99 INBOUND. CHART FAS OBST: 683 TOWER 381325N/0854458W CHART VDP AT 2.66 DME* DISTANCE VDP TO THLD 1.22 NM. *LOC ONLY. CHART IN PLANVIEW: LAZYT INT/IIU 10.00 DME. CHART CIRCLING ICON. CHART PLANVIEW NOTE: RADAR REQUIRED. | | | | | | |
| THUND/I-PKI 16.85 DME/RADAR (IF) | | RACRR/I-PKI 13.31 DME/RADAR | | | 169.91 / 3.53 (I-PKI) | | | 4000 | | | | | | | | |
| RACRR/I-PKI 13.31 DME/RADAR | | SLGRR/I-PKI 7.55 DME/RADAR | | | 169.91 / 5.77 (I-PKI) | | | 2500 | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT THUND 3. FAC: <u>169.91</u> FAF: <u>SLGRR/I-PKI 7.55 DME/RADAR</u> DIST FAF TO MAP: <u>6.11</u> THLD: <u>6.11</u> 4. MIN. ALT: THUND 5000, RACRR 4000, SLGRR 2500, KELEI/I-PKI 3.94 DME/RADAR 1320* 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 1142 6. MIN GS INCPT: <u>2500</u> GS ALT AT: <u>SLGRR 2500</u> OM: _____ MM: _____ IM: _____ 7. GS ANGLE: <u>3.00</u> TCH: <u>55.2</u> 8. MSA FROM: IIU VORTAC 3600 | | | | | | | | | | MAG VAR: 5W | | EPOCH YEAR: 2020 | | | | |
| MINIMUMS | | | | | | | | | | | | | | | | |
| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | ALTERNATE: N A | | ILS: STANDARD | | | LOC: @ | | | | |
| CATEGORY =====> | | A | | | B | | | C | | | D | | | E | | |
| | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | |
| S-ILS 17L | 699 | 1800 | 200 | 699 | 1800 | 200 | 699 | 1800 | 200 | 699 | 1800 | 200 | | | | |
| S-LOC 17L | 1320 | 2400 | 821 | 1320 | 4000 | 821 | 1320 | 1 7/8 | 821 | 1320 | 1 7/8 | 821 | | | | |
| CIRCLING | 1320 | 1 1/4 | 819 | 1320 | 1 1/4 | 819 | 1320 | 2 1/2 | 819 | 1400 | 3 | 899 | | | | |
| KELEI FIX MINIMUMS (DME OR RADAR REQUIRED) | | | | | | | | | | | | | | | | |
| S-LOC 17L | 1000 | 2400 | 501 | 1000 | 2400 | 501 | 1000 | 5500 | 501 | 1000 | 5500 | 501 | | | | |
| CIRCLING | 1040 | 1 | 539 | 1140 | 1 | 639 | 1160 | 1 3/4 | 659 | 1400 | 3 | 899 | | | | |
| NOTES: CHART NOTE: CIRCLING RWY 11 NA AT NIGHT. CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED. CHART NOTE: DME OR RADAR REQUIRED. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). | | | | | | | | | | | | | | | | |
| CITY AND STATE LOUISVILLE, KY | | ELEVATION: 501 TDZE: 499 AIRPORT NAME: LOUISVILLE INTL-STANDIFORD FIELD | | | FACILITY IDENTIFIER: I-PKI | | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 17L, AMDT 4G | | | | | SUP: | | | | |
| | | | | | | | | | | | | AMDT: 4F | | | | |
| | | | | | | | | | | | | DATED 04/28/2016 | | | | |



| | | | | | |
|--|--|--|--|--|--------------------------------|
| ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div> | | COORDINATES OF FACILITIES | | REQUIRED EFFECTIVE DATE | |
| ROUTINE | | | | | |
| COORDINATED WITH: | | | | | |
| ATA <div><input checked="" type="checkbox"/></div> | | AAT <div><input type="checkbox"/></div> | | ALPA <div><input checked="" type="checkbox"/></div> | |
| APA <div><input checked="" type="checkbox"/></div> | | AOPA <div><input checked="" type="checkbox"/></div> | | NBAA <div><input checked="" type="checkbox"/></div> | |
| OTHER (specify) | | <div><input checked="" type="checkbox"/> ZID, SDF APP CON, SDF ATCT, AMGR</div> | | | |
| FLIGHT CHECKED BY | | | | | |
| NAME: | | FLIGHT INSPECTION REVIEW NOT REQUIRED - PROCESSED IAW FLIGHT TEAM (AJW-333) MEMO, MAY 30, 2017 | | | DATE: |
| | | Digitally signed by ROBERT G HAMILTON | | | FIFO FIOG 01/04/2012 |
| DEVELOPED BY | | | | | |
| NAME: | | PETER R. GUIMOND | | | DATE: |
| | | Digitally signed by PETER R GUIMOND Aug 10, 2017 | | | FIFO AJV-5422 08/10/2017 |
| APPROVED BY | | | | | |
| NAME: | | ROBERT G HAMILTON JULIE A. MORGAN | | | DATE: |
| | | Digitally signed by MANAGER | | | FIFO AJV-5420 |
| CHANGES: Jan 22, 2018 | | | | | |
| <div>1. AMENDED PROCEDURE MAGVAR FROM 3W 1995 TO 5W 2020.</div> <div>2. AMENDED THUND TO RACRR SEGMENT COURSE FROM 167.91 TO 169.91.</div> <div>3. AMENDED RACRR TO SLGRR SEGMENT COURSE FROM 167.91 TO 169.91.</div> <div>4. AMENDED FINAL APPROACH COURSE FROM 167.91 TO 169.91.</div> <div>5. DELETED NOTE: NIGHT LANDING: RWY 11 NA.</div> <div>6. ADDED NOTE: CIRCLING RWY 11 NA AT NIGHT.</div> <div>7. DELETED NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 17R.</div> <div>8. ADDED NOTE: SIMULTANEOUS APPROACH AUTHORIZED.</div> <div>9. DELETED CHART R-3704A AND B FROM ADDITIONAL FLIGHT DATA.</div> <div>10. AMENDED S-ILS 17L ALTERNATE MINIMUMS FROM CAT A,B 900-2, CAT C 900-2 1/2, CAT D 900-3 TO ALL CATS STANDARD.</div> <div>11. INCORPORATED CHANGES FROM AMDT 4A (ABBREVIATED AMDT), 4B (P-NOTAM 4/4118), 4C (P-NOTAM 5/9505), 4D (P-NOTAM 5/6023), 4E (P-NOTAM 5/7088), AND 4F (P-NOTAM 6/9089).</div> | | | | | |
| REASONS: | | | | | |
| <div>1. MATCH PENDING MAGVAR ASSIGNMENT FOR KSDF IN AIRNAV.</div> <div>2. COMPUTED USING AMENDED MAGVAR VALUE.</div> <div>3. COMPUTED USING AMENDED MAGVAR VALUE.</div> <div>4. COMPUTED USING AMENDED MAGVAR VALUE.</div> <div>5. REPLACED BY UPDATED NOTE.</div> <div>6. FORMATTED IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-110(2)(G).</div> <div>7. REPLACED BY UPDATED NOTE.</div> <div>8. FORMATTED IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-110(7)(A).</div> <div>9. RESTRICTED AREAS NO FACTOR TO FLIGHT TRACKS ON THIS PROCEDURE.</div> <div>10. COMPUTED IN ACCORDANCE WITH FAAO 8260-3, PARA 3-4-1A(2).</div> <div>11. IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-3-4C(2).</div> | | | | | |



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

Bearings, headings, courses, 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 in feet RVR.

MISSED APPROACH INSTRUCTIONS, (CONT.):
VORTAC THEN RIGHT TURN ON IIU VORTAC R-113 TO LAZYT INT/IIU 10.00 DME AND HOLD.

QUALITY
25
CHECKED

CITY AND STATE
LOUISVILLE, KY

ELEVATION: 501 TDZE: 499
AIRPORT NAME:
LOUISVILLE INTL-STANDIFORD FIELD

FACILITY
IDENTIFIER:
I-PKI

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
ILS OR LOC RWY 17L, AMDT 4G

SUP:
AMDT: 4F
DATED: 04/28/2016

| | | | | | |
|--|--------------------------|---------------------------|--------------------------|--------------------------|--------------------------------|
| ALL AFFECTED PROCEDURES REVIEWED? | | COORDINATES OF FACILITIES | | REQUIRED EFFECTIVE DATE | |
| <input type="checkbox"/> YES <input type="checkbox"/> NO | | | | | |
| COORDINATED WITH: | | | | | |
| ATA | AAT | ALPA | APA | AOPA | NBAA OTHER (specify) |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> _____ |
| FLIGHT CHECKED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| DEVELOPED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| APPROVED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| CHANGES: | | | | | |
| REASONS: | | | | | |

| | | |
|--|--|--|
| STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD | | |
|--|--|--|

| | |
|--|---------------------------|
| | PART - A OBSTRUCTION DATA |
|--|---------------------------|

[illegible]

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|--|--|--|-------------------------------------|--|----------------------|--|--|--|--|--|--|--|--|--|--|--|-------------------------|--|--|--|--|--|--|--|--|--|---------------|--|--|--|--|--|--|--|--|--|
| PART B - SUPPLEMENTAL DATA | | | | | | | | | | <div>PART C - REMARKS:</div> <div>THRESHOLD DISPLACED 328 FEET.</div> <div>PRECIPITOUS TERRAIN EVALUATION COMPLETED.</div> <div>2. KSDF ASOS ON WMSCR.</div> <div>3. 24 HOUR ATC TOWER HAS REDUNDANT WEATHER SOURCES, BACK-UP ALTIMETER NOT REQUIRED.</div> <div>5. VGSI DATA: 3.32/70.5.</div> <div>ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.</div> <div>CAT A: 1.30NM</div> <div>CAT B: 1.82NM</div> <div>CAT C: 2.86NM</div> <div>CAT D: 3.74NM</div> <div>NO ADDITIONAL AIRSPACE REQUIRED.</div> <div>ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLES.</div> <div>VISUAL PORTION OF FINAL PENETRATIONS</div> <div>CIRCLING RWY 11, 20:1</div> <div>531 TREE (21-054293) 381054.58N/0854501.97W (11.11)</div> <div>543 TREE (21-054298) 381053.63N/0854506.31W (8.68)</div> <div>531 TREE (21-022938) 381054.99N/0854502.75W (7.46)</div> <div>521 TREE (21-054295) 381053.17N/0854502.20W (2.83)</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. COMMUNICATIONS WITH: | | | | 2. WEATHER SERVICE | | | | 3. ALTIMETER SETTING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SDF TOWER ZID ARTCC SDF APP CON | | | | | | N W S | | OTHER: ASOS | | | | | | | | | | | | SOURCE:KSDF | | | | | | | | | | | | | | | | | | | |
| | | | | | | F A A | | | | | | | | | | | | | | DISTANCE: | | | | | | | | | | | | | | | | | | | |
| | | | | | | A / C | | | | | | | | | | | | | | HOURS REMOTE OPERATION: | | | | | | | | | | | | | | | | | | | |
| SATISFACTORY ON: | | | | | | | | | | | | | | | | | | | | LOCATION: KSDF | | | | | | | | | | ADJUSTMENT: 0 | | | | | | | | | |
| 4. MONITOR STATUS | | PRIMARY NAVAID: I-PKI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MONITOR POINT: KSDF ATCT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | HRS OPTN: | | CAT 1 | | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | CAT 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. APPROACH & RUNWAY LIGHTING | | X | | ALSF-2 35L, 35R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | (S) SALS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | X | | MALSR 17L, 17R, 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | X | | HIRL 11, 17L, 17R, 29, 35L, 35R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | MIRL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | REIL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | X | | TDZ 17L, 17R, 35L, 35R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | X | | C/L 17L, 17R, 35L, 35R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | X | | OTHER (SPECIFY) PAPI-4R 35R PAPI-4L 11, 17L, 17R, 29, 35L | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. RUNWAY MARKINGS | | BASIC BSC-G 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ALL WEATHER PIR-G 17L, 17R, 29, 35L, 35R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INSTRUMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. RUNWAY VISUAL RANGE | | APPROACH 17L, 17R, 29, 35L, 35R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MIDFIELD 17L, 17R, 35L, 35R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ROLL OUT 17L, 17R, 35L, 35R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8. GLIDE PATH | | GP ANGLE: 3.00 | | | | | | | | ELEV RWY THRESHOLD:499.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | DISTANCE FROM RWY: 1142 | | | | | | | | ELEV GP ANTENNA: 490.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | THRESHOLD CROSSING HEIGHT:55.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9. FINAL APPROACH COURSE AIMING | | | | X | | RUNWAY THRESHOLD FT. FROM THRESHOLD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | X | | ON CENTERLINE FT. FROM CENTERLINE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10. WAIVERS: NONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PART D - PREPARED BY: PETER R. GUIMOND | | | | | | | | | | DATE: 08/10/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TITLE: AERONAUTICAL INFORMATION SPECIALIST | | | | | | | | | | OFFICE: AJV-5422 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

