

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (RNP) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

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 ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
SDF	RNAV (RNP) Z RWY 35L	2	LOUISVILLE	KY		
<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SUPERSEDED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>
501	464	RNAV (RNP) Z RWY 35L	1E	08/15/2019	5W	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
RNAV			ROUTINE			

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>
BRBON	IAF	RDBRD		TF	FB	1.00	350.45	4.41	5000
RDBRD		AWLEE		TF	FB	1.00	350.44	3.53	4000
AWLEE	IF	KNNOX		TF	FB	1.00	350.40	3.12	3000
KNNOX		CRDNL	PFAF	TF	FB	1.00	350.43	2.98	2400
AABEY	IF	MUGNZ		TF	FB	1.00	210.96	4.79	5300
MUGNZ		CRDNL	PFAF	RF	FB	1.00	(3.80 NM RADIUS CW (CFVWP))	9.26	2400
DPAUW	IF	BEEPO		TF	FB	1.00	135.12	6.02	4000
BEEPO		CRDNL	PFAF	RF	FB	1.00	(2.14 NM RADIUS CCW (CFVVS))	5.40	2400
CRDNL	PFAF	RW35L	MAP	TF	FO	0.30	350.42	5.90	
RW35L	MAP	1000 MSL		CA			350.42		1000
1000 MSL		DAMEN		DF	FO	1.00			4000

MISSED APPROACH

MAP:

RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 4000 DIRECT DAMEN AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	PROFILE STARTS AT CRDNL														
3.	FAC:	350.42	PFAF:	CRDNL	DIST PFAF TO MAP:	DIST PFAF TO THLD:									
4.	MIN ALT:	CRDNL 2400													
5.	DIST TO THLD FROM OM:		MM:	IM:	150 HAT:	305 HAT:	0.78	GS ANT:							
6.	MIN GP INCPT:	2400	GP ALT AT PFAF:	CRDNL 2400		OM:		MM:					IM:		
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	59.1							
8.	MSA FROM:	RW35L 3600													

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -10°C OR ABOVE 54°C.
CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT BRBON ON V5-513 SOUTHBOUND.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.11 ALL CATS VISIBILITY TO RVR 4500.
CHART SPEED ICON IN PLANVIEW AT RDBRD: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT AWLEE: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT AABEY: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT DPAUW: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT BEEPO: MAX 190 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD W, LT, 099.01 INBOUND.
CHART R3704 A.
CHART R3704 B.
CHART MANDATORY 6000 AT BRBON.
CHART MANDATORY 6000 AT AABEY.
CHART MANDATORY 6000 AT DPAUW.

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD

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
AUTHORIZATION REQUIRED															
RNP 0.11 DA	769	2400	305	769	2400	305	769	2400	305	769	2400	305			
RNP 0.30 DA	897	4000	433	897	4000	433	897	4000	433	897	4000	433			



CHANGES - REASONS

1. ADDED FIX KNNOX - ADDITIONAL INTERMEDIATE STEPDOWN FIX REQUESTED BY FPT/PBN OFFICE.
2. REMOVED INTERMEDIATE SEGMENTS STUGZ-BNETT-CATEK-DICAP-CRDNL, DIGRR-CATEK-DICAP-CRDNL, AND TUPAY-GETTA-HALVO-IFTAG-CRDNL - REPLACED BY TWO ADDITIONAL SIMPLIFIED INTERMEDIATE SEGMENTS.
3. ADDED INTERMEDIATE SEGMENTS AABEY-MUGNZ-CRDNL (EAST OF FINAL) AND DPAUW-BEEPO-CRDNL (WEST OF FINAL) - REPLACES THREE INTERMEDIATE SEGMENTS AND USED AS A MODEL TO ESTABLISH SIMILAR ROUTING FOR THE ILS OR LOC RWY 35L AND RNAV (GPS) Y RWY 35L.
4. MOVED PFAF CRDNL 6.5 FT SOUTHWEST - TARGETS CALCULATED PFAF LOCATION.
5. CHANGED MISSED APPROACH INSTRUCTIONS FROM 'CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 DIRECT DAMEN AND HOLD' TO 'CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 4000 DIRECT DAMEN AND HOLD' - TO MATCH ILS OR LOC RWY 35L MISSED HOLDING ALTITUDE WHICH WAS ALTERED BY NAVAID RADIAL/DISTANCE/ALTITUDE LIMITATIONS.
6. PROFILE LINE 3: FINAL APPROACH COURSE CHANGED FROM 350.41 TO 350.42 - RESULT OF PFAF CRDNL RELOCATION.
7. PROFILE LINE 5: CHANGED FROM 410 HAT: 1.11 TO 305 HAT: 0.78 - RESULT OF REPLACING RNP 0.12 TO RNP 0.11 MINIMUMS.
8. UPDATED PBN REQUIREMENTS NOTE FROM 'RNP AR APCH' TO 'RNP AR APCH - GPS' - PER 8260.19I PARA. 8-6-8B(1).
9. CHANGED NOTE 'FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -14°C OR ABOVE 54°C' TO 'FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -10°C OR ABOVE 54°C' - UP-TO-DATE 5-YEAR WEATHER HISTORY.
10. ADDED NOTE 'FOR INOPERATIVE ALS, INCREASE RNP 0.11 ALL CATS VISIBILITY TO RVR 4500' - PER 8260.3E VISIBILITY TABLE 3-3-1 AND THE INOPERATIVE COMPONENTS VISIBILITY TABLE.
11. MAX 210 KIAS SPEED RESTRICTIONS CHARTED AT AABEY, DPAUW, AND BRBON, MAX 190 KIAS SPEED RESTRICTION CHARTED AT BEEPO - REQUESTED BY ATC.
12. CHANGED MISSED HOLD PATTERN COURSE INBOUND FROM 099.00 TO 099.01 - FPT REQUESTED TO MATCH ILS OR LOC RWY 35L HOLDING COURSE.
13. ADDED MANDATORY ALTITUDE 6000 AT BRBON, AABEY, AND DPAUW - TRANSITION ALTITUDE FROM CONNECTING STARS.
14. REPLACED RNP 0.12 DA LINE OF MINIMUMS WITH RNP 0.11 DA LINE OF MINIMUMS - RNP 0.12 DID NOT MEET 8260.58C PARA. 4-1-1C(2)(A). FPT/OIT APPROVED.
15. LOWERED RNP 0.30 DA/HAT FROM 914/450 TO 897/433 AND VISIBILITY FROM RVR 5000 TO RVR 4000 - NEW CONTROLLING OBSTACLES IN FINAL AND MISSED APPROACH.
16. CONVERTED IF RDBRD TO AN INITIAL SEGMENT STEPDOWN FIX AND DESIGNATED AWLEE AS THE NEW IF - REQUESTED BY ATC/FPT/PBN OFFICE.

04/04/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/23/24:
1. ADDED MAX 210 KNOTS AIRSPEED AT AWLEE - PREVIOUSLY OMITTED.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZID, SDF APP CON, SDF ATCT, AMGR.

FLIGHT CHECKED BY

JEFFREY ECKMAN

Digitally signed by

RAKE MCGRAW

Apr 26, 2024

OFFICE

FPO

DATE

04/24/2024

DEVELOPED BY

RALPH DUMAR

Digitally signed by

RALPH DUMAR

Apr 04, 2024

OFFICE

AJV-A422

DATE

01/23/2024

APPROVED BY

DAVID DANNER

Digitally signed by

RAKE MCGRAW

Apr 26, 2024

OFFICE

AJV-A420

DATE

TITLE

MANAGER

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
SDF	RNAV (RNP) Z RWY 35L	2	LOUISVILLE	KY	501	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM BRBON **TO** RDBRD

RNP 1.00 **DISTANCE** 4.41 **PAT** **MAP** **HAT** **HMAS**

<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>
AAO	375139.00N/0854033.00W	1165	215	8	4B	1000				AT2827 AC8	5000
TERRAIN	375139.00N/0854033.00W	964 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM RDBRD **TO** AWLEE

RNP 1.00 **DISTANCE** 3.53 **PAT** **MAP** **HAT** **HMAS**

<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>
TOWER (21-001296)	375637.23N/0853837.85W	1107	250	50	4D	1000				AT1843 AC50	4000
TERRAIN	375451.00N/0853833.00W	885 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
20
CHECKED

INTERMEDIATE

FROM

AWLEE

TO

KNNOX

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	3.12										
<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>
AAO	375718.00N/0853827.00W	1034	215	8	4B	500				AT1458 AC8	3000
TERRAIN	380045.00N/0854209.00W	715 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

KNNOX

TO

CRDNL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	2.98										
<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>
TOWER (21-000420)	380349.32N/0854351.61W	1254	20	10	1B	500				AC10	1800
TERRAIN	380321.00N/0854427.00W	879 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

AABEY

TO

MUGNZ

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	4.79										
<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>
TOWER (21-020059)	380615.81N/0853401.36W	1012	20	10	1B	500				AT3778 AC10	5300
TERRAIN	380424.00N/0852951.00W	741 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

MUGNZ

TO

CRDNL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	9.26										
<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>
TOWER (21-000420)	380349.32N/0854351.61W	1254	20	10	1B	500				AC10	1800
TERRAIN	380321.00N/0854427.00W	879 (900)								AS1500	2400

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

MUGNZ-CRDNL

5300

210

233.32

4799.2

28.26

3.80

14.7

0

0

(CFVWP)/9.26 NM

SEGMENT REMARKS:



INTERMEDIATE

FROM

DPAUW

TO

BEEPO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	6.02										
<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>
TOWER (21-000870)	380158.03N/0854516.83W	1304	20	10	1B	500				AT2186 AC10	4000
TERRAIN	380448.00N/0854800.00W	895 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

BEEPO

TO

CRDNL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	5.40										
<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>
TOWER (21-000870)	380158.03N/0854516.83W	1304	20	10	1B	500				AC10	1900
TERRAIN	380121.00N/0854630.00W	882 (900)								AS1500	2400

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

BEEPO-CRDNL

4000

190

206.94

3499.2

46.53

2.14

23.67

0

0

(CFVVS)/5.4 NM

SEGMENT REMARKS:



FINAL

FROM

CRDNL

TO

RW35L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.11	5.90		DA				305				
<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>
TREE	380857.00N/0854430.00W	557	215	8	4B		21.12:1			AC8 MA204	769

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

CRDNL

TO

RW35L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.90		DA				433				
<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>
RIG (21-062665)	380825.20N/0854330.20W	580	250	50	4D		21.09:1			AC50 MA267	897

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

DAMEN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.11-1.00											608
<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>
ANTENNA (21-036988)	380927.09N/0854353.40W	609	20	10	1B		ASC				4000
ANTENNA (21-028060)	381025.03N/0855448.19W	1359	100	50	3D	1000					2400
TERRAIN	381236.00N/0855539.00W	980 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

DAMEN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											736
<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>
CONTROL_TOWER (21-001527)	380932.61N/0854348.30W	740	20	3	1A		ASC				4000
ANTENNA (21-028060)	381025.03N/0855448.19W	1359	100	50	3D	1000					2400
TERRAIN	381236.00N/0855539.00W	980 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MSA

CENTER

RW35L

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (21-001039)	382723.00N/0852528.00W	045	23.2	2548	500	50	5D	1000			3600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100 FOOT ASSUMED TREE HEIGHT PER FPT.

99% HISTORICAL WIND DATA APPLIED TO ALL SEGMENTS, EXCEPT WHERE NOTED.

THE APPROACH WAS DEVELOPED WITH INPUT FROM ZID, SDF, SOUTHWEST AIRLINES, UNITED AIRLINES, AMERICAN AIRLINES, UNITED PARCEL SERVICE (UPS), AND THE NATIONAL BUSINESS AVIATION ASSOCIATION (NBAA).

SDF IS THE CONTROLLING AGENCY FOR R3704A/B AND WILL NOT USE APPROACHES FROM THE WEST WHEN ACTIVE.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZID ARTCC, SDF APP CON, SDF TOWER

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	SDF	24	SDF	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS

WX REMARKS:

24 HOUR ATC TOWER HAS REDUNDANT WEATHER SOURCES, BACK-UP ALTIMETER NOT REQUIRED.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW11 - HIRL, PAPI-4L		BSC-G	ROLL OUT
RW17L - MALSR, C/LINE, TDZ, HIRL, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17R - MALSR, HIRL, TDZ, C/LINE, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW29 - MALSR, HIRL, PAPI-4L		PIR-G	APPROACH
RW35L - ALSF-2, C/LINE, HIRL, TDZ, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35R - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	461.4	59.1			3.00	74.8

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<div>X</div>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	1040
ON CENTERLINE	<div>X</div>	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-10C	+54C	-10C	+14.01C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2018-2023).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 961 HIGH TEMP 1268.

"VISUAL PORTION OF FINAL" PENETRATIONS



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 - RNP PROCEDURE.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
APPROVAL LETTER: MANDATORY ALTITUDES AT INTERMEDIATE FIXES AABEY AND DPAUW

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	4.33
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	345.42
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	5.90
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	345.42
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN) 380929.40N/0854421.37W
ARP COORDINATES
RUNWAY APCH END AND DIST FURTHEST FROM ARP
FAF COORDINATES 380346.33N/0854228.35W
FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.
THLD DISPLACED 1040FT, ACTUAL COORDINATES: 380919.45N/0854418.09W

PART E: PREPARED BY

NAME

RALPH DUMAR

OFFICE

AJV-A422

DATE

01/23/2024

TITLE

AERONAUTICAL INFORMATION SPECIALIST

