

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE

TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT</u> CLARK RGNL	<u>AIRPORT ID</u> KJVY	<u>PROCEDURE NAME</u> ILS OR LOC RWY 18	<u>ORIGINAL/AMENDMENT</u> 4	<u>CITY</u> JEFFERSONVILLE	<u>STATE</u> IN
<u>AIRPORT ELEVATION</u> 476	<u>TDZE</u> 476	<u>SUPERSEDED</u> ILS OR LOC RWY 18	<u>ORIGINAL/AMENDMENT</u> 3	<u>DATED</u> 07/24/2014	<u>MAG VAR</u> 2W
<u>FACILITY</u> I-JVY	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 13 SEPTEMBER 2018	<u>REQUIRED EFFECTIVE DATE</u> 09/13/2018	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 1990

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>

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.86 NM AFTER CATCH LOM

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2500 DIRECT CATCH LOM AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 2400 ON HEADING 181.97 FOR RADAR VECTORS.

PROFILE:

1. PT L **SIDE OF COURSE** 001.97 **OUTBOUND** 2600 **FT WITHIN** 10 **MILES OF** CATCH LOM (IAF)

2.

3. **FAC:** 181.97 **FAF:** CATCH LOM **DIST FAF TO MAP:** 5.86 **DIST FAF TO THLD:** 5.86

4. **MIN ALT:** CATCH LOM 2500

5. **DIST TO THLD FROM OM:** 5.86 **MM:** **IM:** **150 HAT:** **GS ANT:** 1000

6. **MIN GS INCPT:** 2500 **GS ALT AT FAF :** **OM:** 2425 **MM:** **IM:**

7. **GP ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 51.0

8. **MSA FROM:** CATCH LOM 360-180 3600, 180-360 3000

EQUIPMENT REQUIREMENTS NOTES:

ADF REQUIRED.
RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART NOTE: CIRCLING NA FOR CAT D SW OF RWYS 14 AND 36.
CHART NOTE: CIRCLING RWY 14, 32 NA AT NIGHT.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).



CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 18 CATS C AND D VISIBILITY TO 1 3/8 SM.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOUISVILLE INTL-STANDIFORD FIELD ALTIMETER SETTING: INCREASE DA TO 706; INCREASE ALL MDAS 40 FEET, S-LOC 18 CATS C AND D VISIBILITY 1/8 SM AND CIRCLING CAT C VISIBILITY 1/4 SM.

ADDITIONAL FLIGHT DATA:

CHART (CFBXQ) AT 383426.64N/0854416.87W.
760 AAO 382821N/0854447W.
CHART CIRCLING ICON.
FAS OBST: 730 AAO 382609N/0854409W.
HOLD N, LT, 181.97 INBOUND

MINIMUMS:

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

ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 18	676	1/2	200	676	1/2	200	676	1/2	200	676	1/2	200			
S-LOC 18	980	1/2	504	980	1/2	504	980	1	504	980	1	504			
CIRCLING	1000	1	524	1040	1	564	1060	1 1/2	584	1100	2	624			

CHANGES - REASONS

1. AIRPORT ELEVATION AND TDZE CHANGED FROM 474 TO 476 - RUNWAY CONSTRUCTION AND NEW SURVEY.
2. LOC MAP CHANGED FROM 6.11 MILES AFTER THE LOM TO 5.86 MILES AFTER - RUNWAY EXTENSION.
3. ALTERNATE MISSED APPROACH HEADING CHANGED FROM 181.98 TO 181.97 - RUNWAY EXTENSION AND RECALCULATED FINAL COURSE.
4. ALTERNATE MISSED APPROACH ALTITUDE CHANGED FROM 2300 TO 2400 - SDF APP CON MVA IN THIS AREA.
5. PROFILE SECTION, LINE 1, PT OUTBOUND COURSE CHANGED FROM 001.98 TO 001.97 - RECALCULATED FINAL COURSE.
6. PROFILE SECTION, LINE 3, FAC CHANGED FROM 181.98 TO 181.97, DISTANCES CHANGED FROM 6.11 TO 5.86 - RUNWAY EXTENSION AND RECALCULATED FINAL COURSE.
7. PROFILE SECTION, LINE 5, DIST TO THLD FROM OM CHANGED FROM 6.11 TO 5.86 - RUNWAY EXTENSION.
8. PROFILE SECTION, LINE 6, GS ALT AT OM CHANGED FROM 2499 TO 2425 - RELOCATED GS ANTENNA.
9. PROFILE SECTION, LINE 7, TCH CHANGED FROM 45.4 TO 51.0 - RELOCATED GS ANTENNA.
10. REMOVED CHART NOTE: ADF REQUIRED AND CHART NOTE: RADAR REQUIRED - CHANGED INTO EQUIPMENT REQUIREMENTS NOTES.
11. REMOVED CHART NOTE REGARDING AUTOPILOT COUPLING - RELOCATED GS ANTENNA WILL REQUIRE FLIGHT INSPECTION TO DETERMINE IF NOTE IS STILL REQUIRED.
12. REWORDED NIGHT CIRCLING RESTRICTION NOTE - CURRENT DOCUMENTATION POLICY.
13. UPDATED INOPERATIVE ALS AND BACKUP ALTIMETER NOTES - NEW MINIMUMS AND VISIBILITIES.
14. UPDATED COORDINATES FOR CNF (CFBXQ) - RECALCULATION WITH RUNWAY EXTENSION.
15. CHANGED MISSED APPROACH HOLDING PATTERN INBOUND COURSE FROM 182.29 TO 181.97 - TO MATCH FINAL COURSE.
16. INCREASED S-ILS 18 DA FROM 674 TO 676 ALL CATS - TDZE INCREASE.
17. DECREASED S-LOC 18 MDA FROM 1000 TO 980 ALL CATS AND UPDATED HATS - UPDATED CONTROLLING OBSTACLE.
18. DECREASED CIRCLING CAT A MDA FROM 1040 TO 1000, CAT C MDA FROM 1100 TO 1060, CAT D MDA FROM 1120 TO 1100 AND UPDATED HAAS FOR ALL CATEGORIES - UPDATED OBSTACLE SURVEY.
19. REMOVED MAXIMUM PROCEDURE TURN ENTRY ALTITUDE AT CATCH LOM - NOT REQUIRED.



COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZID, SDF APP CON, AIRPORT MANAGER

FLIGHT CHECKED BY

PENDING

Digitally signed by

ROBERT G HAMILTON

Jun 22, 2018

OFFICE

DATE

DEVELOPED BY

RUSS ROSLEWSKI

Digitally signed by

RUSSELL ROSLEWSKI

Jun 15, 2018

OFFICE

DATE

AJV-542105/21/2018

APPROVED BY

JULIE MORGAN

Digitally signed by

ROBERT G HAMILTON

Jun 22, 2018

OFFICE

DATE

TITLE

MANAGER

