

**FLIGHT STANDARDS SERVICE
NDB STANDARD INSTRUMENT APPROACH PROCEDURE**

TITLE 14 CFR PART 97.27

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.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

| | | | | | |
|---------------------------------|----------------------------------|---|--|-------------------------------|---------------------------|
| <u>AIRPORT</u> CLARK RGNL | <u>AIRPORT ID</u> KJVV | <u>PROCEDURE NAME</u> NDB RWY 18 | <u>ORIGINAL/AMENDMENT</u> 3 | <u>CITY</u> JEFFERSONVILLE | <u>STATE</u> IN |
| <u>AIRPORT ELEVATION</u> 476 | <u>TDZE</u> 476 | <u>SUPERSEDED</u> NDB RWY 18 | <u>ORIGINAL/AMENDMENT</u> 2 | <u>DATED</u> 07/24/2014 | <u>MAG VAR</u> 2W |
| <u>FACILITY</u> JV | <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:

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:

PROFILE:

1. PT L **SIDE OF COURSE** 002.30 **OUTBOUND** 2600 **FT WITHIN** 10 **MILES OF** CATCH LOM (IAF)
- 2.
3. **FAC:** 182.30 **FAF:** CATCH LOM **DIST FAF TO MAP:** 5.86 **DIST FAF TO THLD:** 5.86
4. **MIN ALT:** CATCH LOM 2500
8. **MSA FROM:** CATCH LOM 360-180 3600, 180-360 3000

EQUIPMENT REQUIREMENTS NOTES:

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 DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-18 CATS A AND B VISIBILITY TO 1 SM AND CATS C AND D TO 1 3/4 SM.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOUISVILLE INTL-STANDIFORD FIELD ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET AND CIRCLING VISIBILITY CAT C 1/8 SM.

CHART NOTE: FOR INOPERATIVE ALS WHEN USING LOUISVILLE INTL-STANDIFORD FIELD ALTIMETER SETTING, INCREASE S-18 CATS A AND B VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

QUALITY
22
CHECKED

CHART CIRCLING ICON.
CATCH LOM TO RW18: 3.18/45.
CHART FAS OBST: 780 TOWER 382624N/0854559W.
HOLD N, LT, 182.30 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-18 | 1080 | 3/4 | 604 | 1080 | 3/4 | 604 | 1080 | 1 3/8 | 604 | 1080 | 1 3/8 | 604 | | | |
| CIRCLING | 1080 | 1 | 604 | 1080 | 1 | 604 | 1080 | 1 3/4 | 604 | 1100 | 2 | 624 | | | |

CHANGES - REASONS

1. LINE 1, PT OUTBOUND COURSE CHANGED FROM 002.29 TO 002.30 - RECALCULATION WITH RELOCATED RUNWAY THRESHOLD.
2. LINE 3, FAC CHANGED FROM 182.29 TO 182.30 AND DISTANCES CHANGED FROM 6.11 TO 5.86 - RECALCULATION, RUNWAY EXTENDED 1500 FT NORTH.
3. MAP CHANGED FROM 6.11 NM AFTER JV OM TO 5.86 NM AFTER JV NDB - RECALCULATION WITH RELOCATED RUNWAY THRESHOLD.
4. MISSED APPROACH HOLDING INBOUND COURSE CHANGED FROM 182.29 TO 182.30 - RECALCULATION WITH RELOCATED RUNWAY THRESHOLD.
5. FAS OBST CHANGED FROM 789 AAO TO 780 TOWER - REEVALUATION OF OBSTACLE ENVIRONMENT.
6. REPLACED PLANVIEW NOTE: RADAR REQUIRED WITH EQUIPMENT REQUIREMENTS NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY - CURRENT DOCUMENTATION POLICY.
7. ALL MDAS LOWERED BY 20 FEET - REEVALUATION OF OBSTACLE ENVIRONMENT.
8. ALL HAT/HAA ADJUSTED FOR LOWERED MDA AND UPDATED APT ELEV/TDZE - RECALCULATION.
9. NIGHT LANDING NOTE REWORDED - CURRENT DOCUMENTATION POLICY.
10. INOPERATIVE ALS NOTE, BACKUP ALTIMETER NOTE AND INOP/BACKUP ALTIMETER NOTES UPDATED - RECALCULATION.
11. 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

AJV-5421

DATE

05/24/2018

APPROVED BY

JULIE MORGAN

Digitally signed by
ROBERT G HAMILTON
Jun 22, 2018

OFFICE

AJV-5420

DATE

TITLE
MANAGER

