

VOR/DME FTK <b>109.6</b> Chan <b>33</b>	APCH CRS <b>186°</b>	Rwy ldg TDZE <b>5184</b> Arpt Elev <b>754</b>
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AL-151 [USA]

GODMAN AAF (KFKT)

<b>V</b> * Visibility reduction by helicopters NA.	SSALR <b>A3</b>	MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 036° and FTK VOR/DME R-006 to BETHY INT/FTK 10.2 DME and hold.
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ATIS <b>109.6</b>	LOUISVILLE APP CON <b>132.075 327.0</b>	TOWER★ <b>133.35 (CTAF) 0</b>	GND CON <b>121.9 239.3</b>
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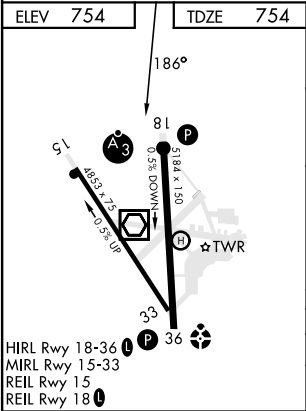
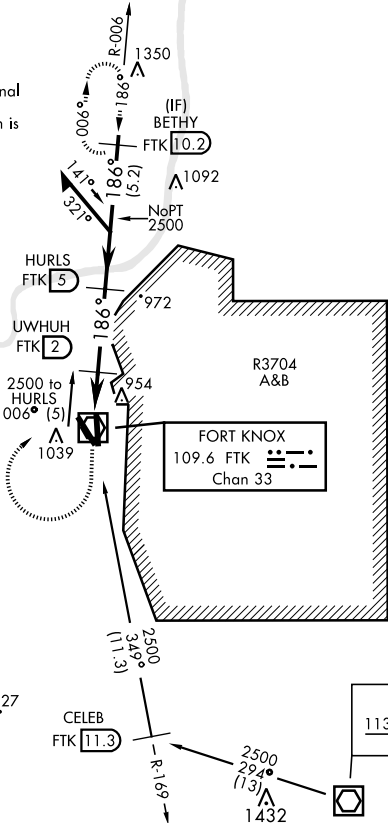
\*\*Circling NA E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling to Rwy 15 NA at night.

Straight-in operations to Rwy 18 at night: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed, remain on or above VGSI glidepath until thld.

Rwy 15 20:1 OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18 20:1 OIS penetrations: Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL. Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.



1300	2600	VGSI and descent angles not coincident. (VGSI angle 3.00/TCH 51)	HURLS 5	Remain within 10 NM
hdg 036°			006°	2500
			186°	2500
			1400	3.49° TCH 56
			1.6 NM	3 NM
CATEGORY	A	B	C	D
S-18 *	1240-1	486 (500-1)	1240-1½	486 (500-1½)
CIRCLING **	1340-1	586 (600-1)	1340-1½	586 (600-1½)
			586 (600-1½)	586 (600-2)

SE-1, 10 JUL 2025 to 07 AUG 2025

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