

LOC/DME I-JJM <b><u>110.55</u></b> Chan <b>42</b> (Y)	APP CRS <b>350°</b>	Rwy Idg <b>7800</b> TDZE <b>479</b> Apt Elev <b>501</b>
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**ILS RWY 35R (CAT II & III)**  
LOUISVILLE MUHAMMAD ALI INTL (SDF)

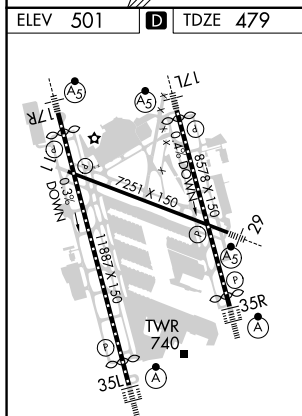
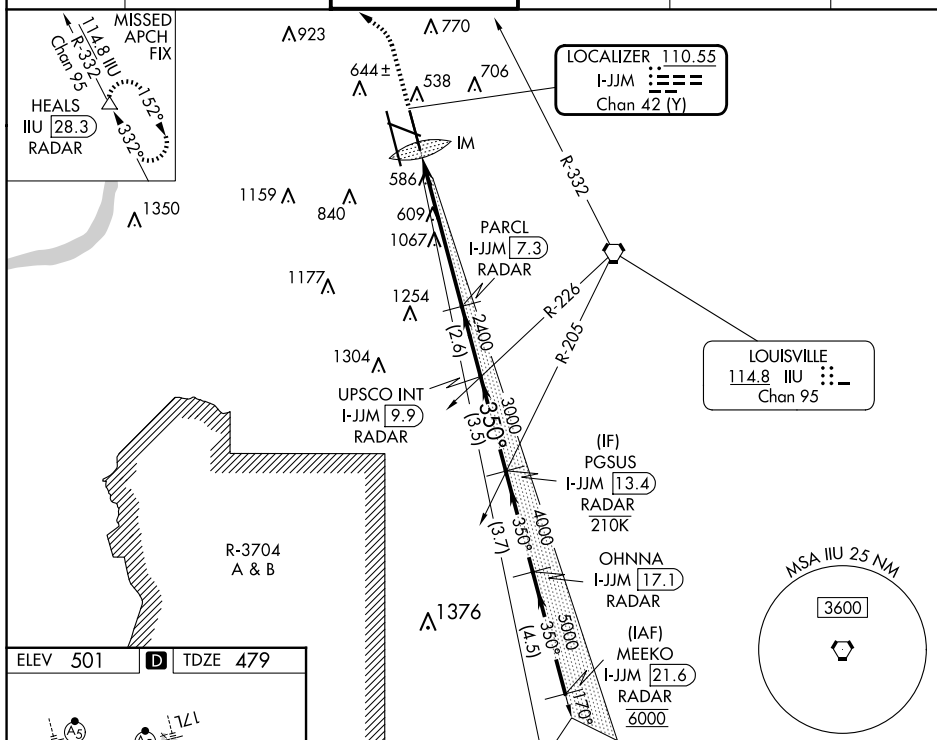
**T** Simultaneous approach authorized. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2



**MISSED APPROACH:** Climb to 2500 then climbing left turn to 4000 on heading 350° and on IIIU VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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HIRL all Rwy's  
TDZ/CL Rwy's 17L, 17R, 35L, and 35R

The diagram illustrates the geometry of a glidepath (GS) and its relationship to the Visual Glide Slope Indicator (VGSI) and Instrument Landing System (ILS). The diagram shows a runway with a 3000m length and a 609m IM (Instrument Meteorological) distance. A dashed line indicates the GS at 3.00° TCH 60. A solid line indicates the VGSI at 3.00° TCH 71. The diagram also shows the ILS glidepath (ILSGP) and the VGSI angle (7.1°). Key distances are marked: 1101m from the runway start to the IM, 5.9 NM from the IM to the VGSI, 2.6 NM from the VGSI to the ILSGP, and 3.5 NM from the ILSGP to the end of the runway. Radar stations are indicated by PARC, UPSCO INT, and I-JJM. Altitudes are shown as 2500, 4000, and 3500 feet.

CATEGORY II & III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED