

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/11/2024	APWS Task ID: DCC7673BDCA24031961A26235F8D5F17	APWS Project ID: CB608286F1A24EDAA494952352BD26CB
Procedure: ILS OR LOC RWY 35L AMDT 5		Enroute: NO	Specialist: Dumar, Ralph		Agreement Number:
Airport ID: KSDF			Airport City: LOUISVILLE		State: KY
Facility ID: RLI	Facility Type: ILS	Flight Inspection Remark Type: Hold FC Slot			
Procedure Comments: KSDF AND NAVAID ACTIVE DATA USED. CONTACT RAKE MCGRAW (405) 954-8711 04/04/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/24/24. 1. REMOVED RNAV TRANSITIONS AABEY-EBOCO-FANIE-GIGUE-LISSN AND DPAUW-HONUS-IVALE-JOPRA-LISSN AND ALL ASSOCIATED FIXES, MANDATORY ALTITUDES AND SPEED RESTRICTIONS - PER FLIGHT INSPECTION RECOMMENDATION TO REDUCE CLUTTER AND COMPLEXITY OF THE CHART. 2. COMBINED KNOX-LISSN DISTANCE 1.88 AND LISSN-CRDNL DISTANCE 1.10 TO KNOX-CRDNL DISTANCE 1.98 - CAPTURE FIX LISSN REMOVED FROM APPROACH. 3. PROFILE LINE 4: REMOVED 'LISSN INT/I-RLI 8.84 DME/RADAR 2500' AND ADDED 'AWLEE INT/I-RLI 13.84 DME/RADAR 4000, KNOX INT/I-RLI 10.72 DME/RADAR 3000' - CAPTURE FIX LISSN REMOVED FROM APPROACH AND INTERMEDIATE FIXES ADDED PER 8260-19I PARA. 8-6-7D. 4. REMOVED PBN REQUIREMENTS NOTE 'RNP APCH-GPS. FROM AABEY, OR DPAUW. - NOT REQUIRED. ALL PBN TRANSITIONS REMOVED. 5. CHANGED AWLEE SPEED RESTRICTION FROM MAX 180 KNOTS TO MAX 210 KNOTS - PER PBN/FPT TO ALLOW RADAR VECTORING TO AWLEE. 6/5/24: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 4/26/24. 1. REMOVED OLD ENTRY 'CHART ARRIVAL HOLDING AT BRBON: HOLD S, RT, 008.43 INBOUND, 5000' FROM ADDITIONAL FLIGHT DATA.					



FIPC BASIC FORM								
PROCEDURE: ILS OR LOC RWY 35L AMDT 5			AIRPORT NAME: LOUISVILLE MUHAMMAD ALI INTL		AIRPORT ID: KSDF	SPECIAL CONTROL NO: AP-03-264-24		
FAC ID: RLI		CITY: LOUISVILLE			ST: KY	ORIG CHART DATE: 07/11/2024		
DFL TYPE: PROC/AR	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID: DCC7673BDCA24031961A26235F8D5F17			
PREFLIGHT NOTES								
REVIEWER: eric l geyer					DATE: 04/01/2024			
COMMENTS: The multiple intermediate fixes with associated altitude transitions are excessively complex. There is additional risk of accidentally joining a localizer back-course while navigating the transition segments outside the localizer service volume in sector 3. Also, the expected automatic NAV to NAV transfer between GPS and localizer course guidance was found to be					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☒ REJECT			
							YES	NO
					CPV COMPLETE?			X
PROCEDURE RESULTS								
INSPECTION DATE: 03/28/2024		CREW #: VN526	N #:	INSTRUMENT PROCEDURE STATUS: ☐ SAT ☐ SAT W/CHANGES ☒ UNSAT		ARINC CODING: ☐ SAT ☐ SAT/GOLD ☐ UNSAT		
FLIGHT INSPECTOR SIGNATURE: eric l geyer @ 04/01/2024 11:37			PRINTED NAME: GEYER, ERIC LEE			NOTAM INITIATED?		
						☐ YES ☒ NO		
FLIGHT INSPECTOR REMARKS:								
IN-FLIGHT OBSTACLE REPORT								
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:			

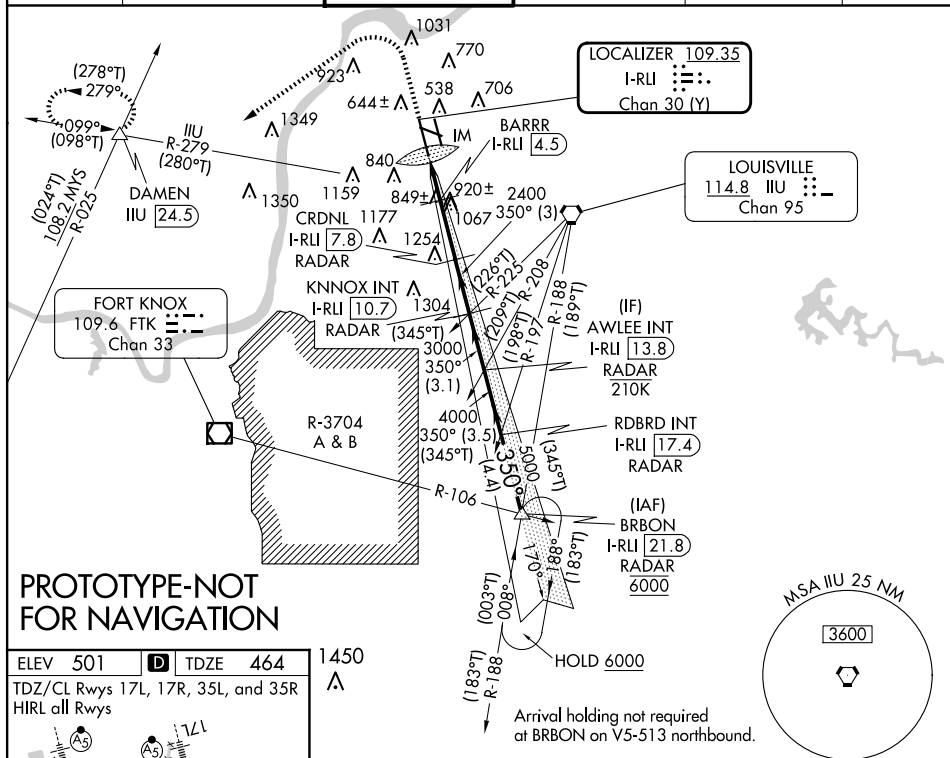
FIG

ILS or LOC RWY 35L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

ALSF-2

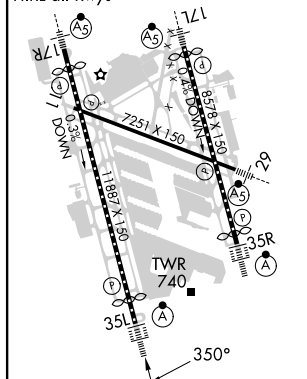
MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on heading 240° and IJL VORTAC R-279 to DAMEN INT/IJL 24.5° DME and hold.

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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PROTOTYPE-NOT
FOR NAVIGATION

ELEV 501	D	TDZE 464
TDZ/CL Rwy's 17L, 17R, 35L, and 35R HIRL all Rwy's		



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

LOUISVILLE, KENTUCKY
Amdt 5 FIG

LOUISVILLE MUHAMMAD ALI INTL (SDF)
ILS or LOC RWY 35L

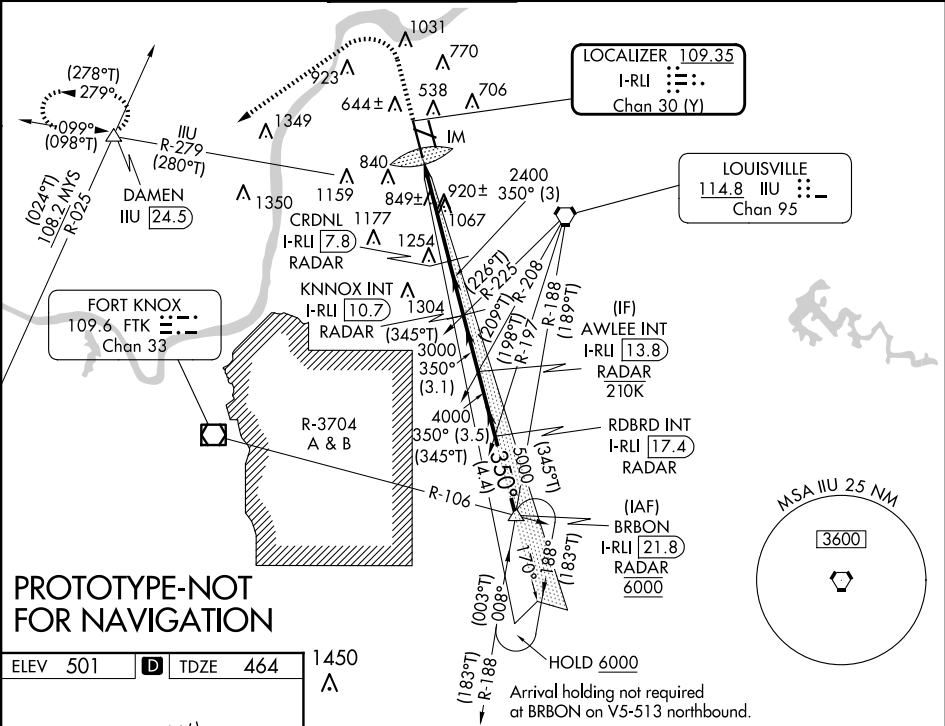
38°10'N-85°44'W

LOC/DME I-RLI	APP CRS	Rwy Idg	10000
109.35	350°	TDZE	464
Chan 30 (Y)		Apt Elev	501

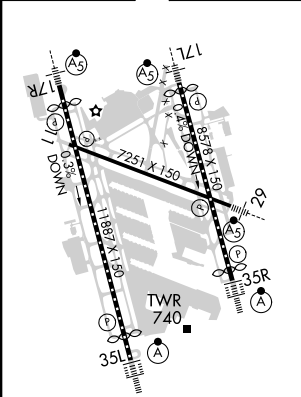
ILS RWY 35L (SA CAT I)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

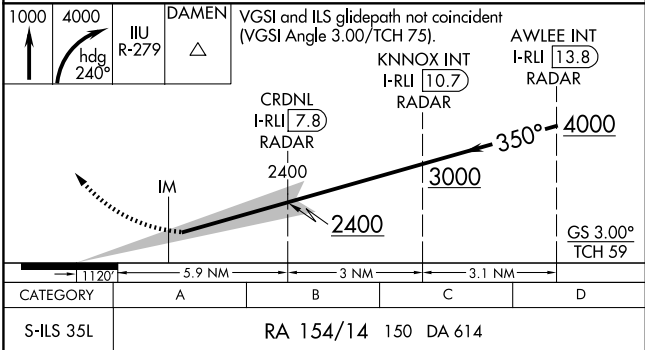
RADAR required.			ALS-F-2	MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on heading 240° and ILL VORTAC R-279 to DAMEN INT/ ILL 24.5° DME and hold.	
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.					
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



ELEV 501	TDZE 464
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HIRL all Rwy
TDZ/CL Rwy 17L, 17R, 35L, and 35R



CATEGORY	A	B	C	D
S-ILS 35L	RA 154/14 150 DA 614			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

FIG

ILS RWY 35L (CAT II & III)
LOUISVILLE MUHAMMAD ALI INTL (SDF)

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on heading 240° and III VORTAC R-279 to DAMEN INT/ III 24.5° DME and hold.

PROTOTYPE-NOT
FOR NAVIGATION

ELEV 501	D	TDZE 464
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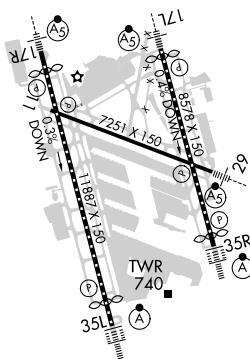


Diagram illustrating the ILS approach for Category II and III operations, showing the glide path, ILS frequencies, and distances.

Key Data:

- Heading:** 350°
- Altitude:** 4000
- ILS Frequencies:**
 - CRDNL I-RLI 7.8 RADAR 2400
 - KNNOX INT I-RLI 10.7 RADAR
 - AWLEE INT I-RLI 13.8 RADAR
- Distances:**
 - 5.9 NM (from start to AWLEE INT)
 - 3 NM (from CRDNL to KNNOX)
 - 3.1 NM (from KNNOX to AWLEE)

CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 99/12 100 DA 564			
S-ILS 35L	CAT III RVR 600			

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

LOUISVILLE MUHAMMAD ALI INTL (SDF)
38°10'N-85°44'W **ILS RWY 35L** (CAT II & III)

OLD

ILS or LOC RWY 35L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

ALSF-2

MISSED APPROACH: Climb to 4000 on heading 350°, expect RADAR vectors.

LOCALIZER 109.35
I-RLI $\vdots\vdots\vdots$
Chan 30 (Y)

LOUISVILLE
114.8 IIU $\vdots\vdots\vdots$
Chan 95

FORT KNOX
109.6 FTK $\vdots\vdots\vdots$
Chan 33

CRDNL
I-RLI 7.8
RADAR

AWLEE INT
I-RLI 13.8
RADAR
(IF)

RDBRD INT
I-RLI 17.4
RADAR

(IAF) BRBON
I-RLI 21.8
RADAR

MSA IIU 25 NM
3600

Arrival holding not required
at BRBON on V5-513 northbound.

HOLD 5000

ELEV 501	D	TDZE 464
TDZ/CL Rwy's 17L, 17R, 35L, and 35R		
HIRL all Rwy's		

1450
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Diagram illustrating the ILS glidepath for the 664/18 frequency. The glidepath is shown at a 350° heading and a 3.00° angle. Key navigation aids and distances are marked:

- IM (Initial Mode):** 0.1 NM, 1.8 I-RLI.
- I-RLI (Intermediate Range Localizer Indicator):** 1.7 NM, 3.6 I-RLI.
- BARRR (Barometric Altimeter Reference):** 0.9 NM, 4.5 I-RLI.
- CRDNL (Course Deviation):** 3.2 NM, 2400 ft.
- AWLEE INT (Awalee Intersection):** 6.1 NM, 4000 ft.
- RDBRD INT (Radar Deviation):** 3.5 NM, 5000 ft.
- GS 3.00° TCH 59:** Ground Slope 3.00°, Threshold 59 ft.

CATEGORY	A	B	C	D
S-ILS 35L	664/18 200 (200-½)			
S-LOC 35L	1100/24	636 (700-½)	1100-1½	636 (700-1½)
C CIRCLING	1100-1 599 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

38°10'N-85°44'W

LOUISVILLE MUHAMMAD ALI INTL (SDF)
ILS or LOC RWY 35L

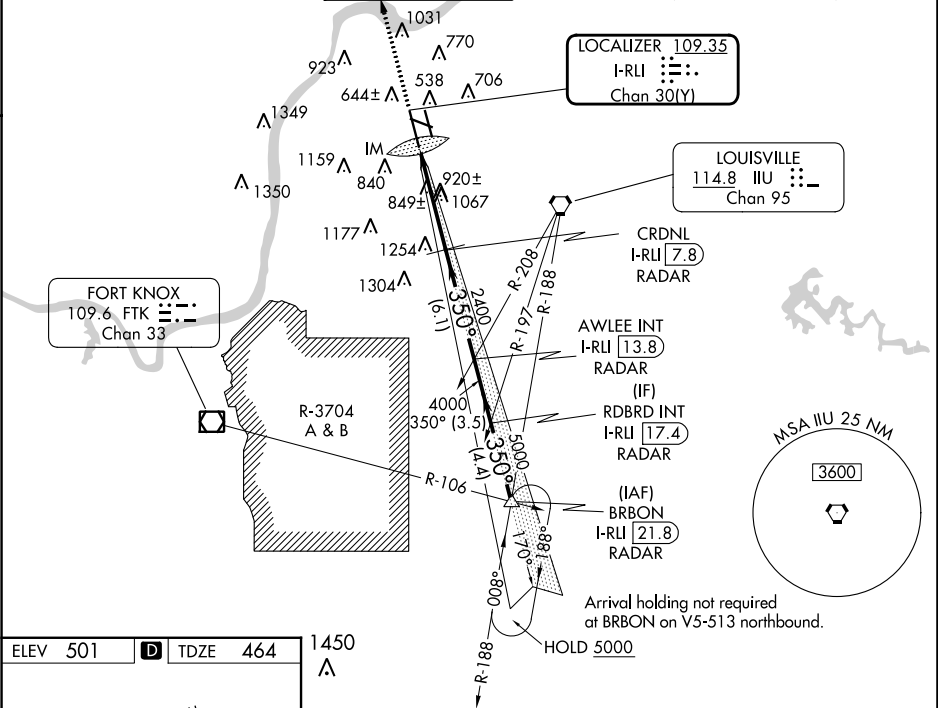
RADAR required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

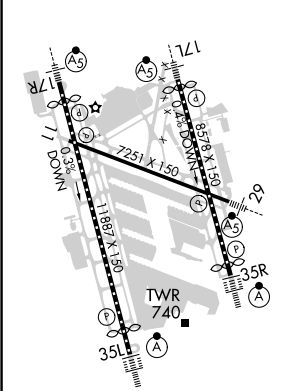
ALSF-2

MISSED APPROACH: Climb to 4000 on heading 350°, expect RADAR vectors.

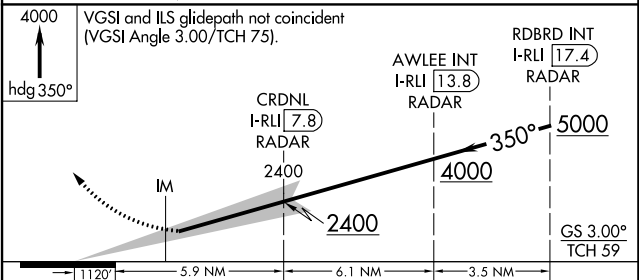
D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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ELEV 501	D	TDZE 464
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HIRL all Rwy
TDZ/CL Rwy 17L, 17R, 35L, and 35R



CATEGORY	A	B	C	D
S-ILS 35L	RA 154/14	150	DA 614	

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-RLI 109.35 Chan 30 (Y)	APP CRS 350°	Rwy Idg 10000 TDZE 464 Apt Elev 501
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OLD

ILS RWY 35L (CAT II & III)
LOUISVILLE MUHAMMAD ALI INTL (SDF)

RADAR required.

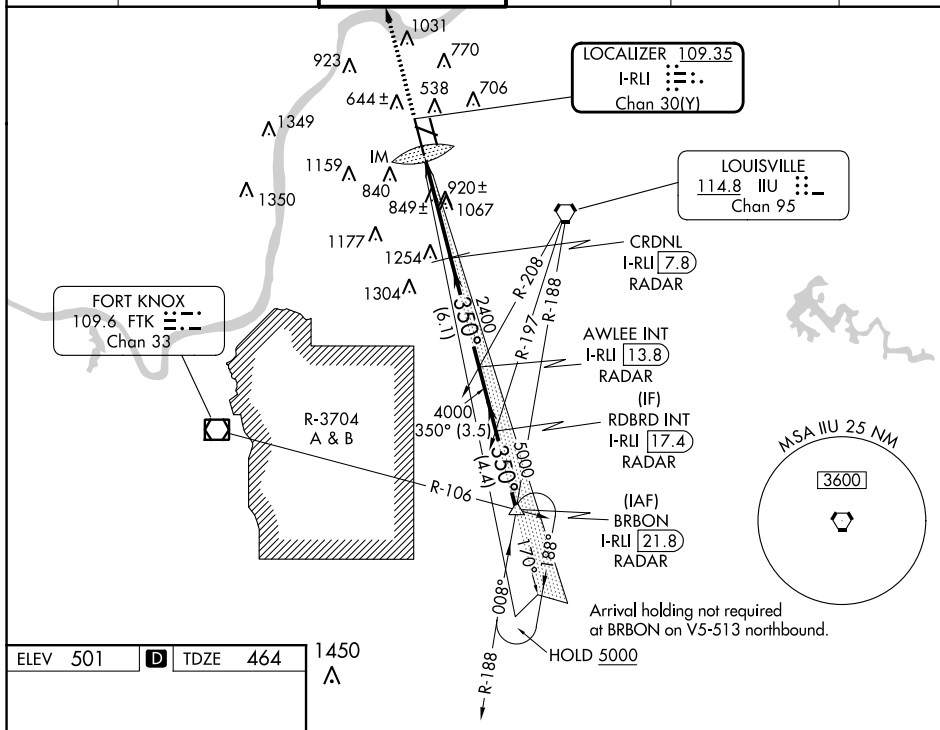
T Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

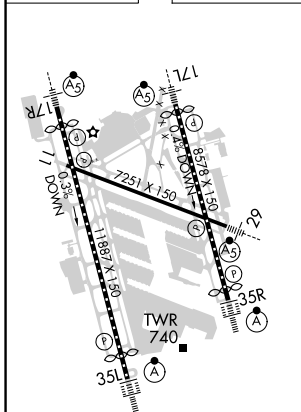


MISSED APPROACH: Climb to 4000 on heading 350°, expect RADAR vectors.

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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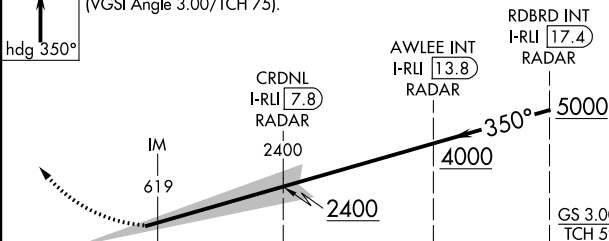
ELEV 501	D	TDZE 464
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HIRL all Rwy's
TDZ/CL Rwy's 17L, 17R, 35L, and 35R

1450
A

4000 ↑	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).
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	1120T	5.9 NM	6.1 NM	3.5 NM	
CATEGORY	A	B	C	D	
S-ILS 35L	CAT II RA 99/12 100 DA 564				
S-ILS 35L	CAT III RVR 600				

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

