

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

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 IIU VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.

|                          |                                            |                                        |                               |                                |       |
|--------------------------|--------------------------------------------|----------------------------------------|-------------------------------|--------------------------------|-------|
| D-ATIS<br><b>118.725</b> | LOUISVILLE APP CON<br><b>132.075 327.0</b> | LOUISVILLE TOWER<br><b>124.2 257.8</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>126.1 275.8</b> | CPDLC |
|--------------------------|--------------------------------------------|----------------------------------------|-------------------------------|--------------------------------|-------|

The diagram illustrates the ILS RWY 35R approach. The glide path starts at 2500 feet and descends to 4000 feet at 350° heading. Key altitudes along the path include 3000, 3500, 4000, and 5000 feet. The localizer is on frequency 110.55 MHz, Channel 42 (Y). Various radar stations are shown, including HEALS IIU (28.3), PARCL I-JJM (7.3), UPSCO INT I-JJM (9.9), PGSUS I-JJM (13.4), OHNNA I-JJM (17.1), and MEEKO I-JJM (21.6). The diagram also shows the Louisville MSA IIU 25 NM with a 3600-foot ceiling. The runway is 35R, and the tower is at 740 feet. The diagram includes a missed approach procedure: climb to 2500 feet, then a climbing left turn to 4000 feet on heading 350° and on IIU VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.

|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>501</b> | <b>D</b> | TDZE <b>479</b> |
|-----------------|----------|-----------------|

This inset diagram shows the airport layout, including the runway (35R), taxiway (35L), and surrounding terrain. The diagram includes the tower (TWR 740) and the runway (35R). The diagram also shows the surrounding terrain, including the Mississippi River and the Louisville International Airport.

HIRL all Rwys  
TDZ/CL Rwys 17L, 17R, 35L, and 35R

|      |          |           |                                                                 |                              |
|------|----------|-----------|-----------------------------------------------------------------|------------------------------|
| 2500 | 4000     | HEALS     | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71). | PGSUS                        |
| ↑    | hdg 350° | IIU R-332 |                                                                 | PARCL I-JJM (7.3) RADAR      |
|      |          |           |                                                                 | UPSICO INT I-JJM (9.9) RADAR |
|      |          |           |                                                                 | PGSUS I-JJM (13.4) RADAR     |
|      |          |           |                                                                 | OHNNA I-JJM (17.1) RADAR     |
|      |          |           |                                                                 | MEEKO I-JJM (21.6) RADAR     |
|      |          |           |                                                                 | 6000                         |
|      |          |           |                                                                 | GS 3.00° TCH 60              |
|      |          |           |                                                                 | 5.9 NM                       |
|      |          |           |                                                                 | 2.6 NM                       |
|      |          |           |                                                                 | 3.5 NM                       |
|      |          |           |                                                                 | D                            |
|      |          |           |                                                                 | C                            |
|      |          |           |                                                                 | B                            |
|      |          |           |                                                                 | A                            |
|      |          |           |                                                                 | RA 100/12 100 DA 579         |
|      |          |           |                                                                 | CAT II                       |
|      |          |           |                                                                 | CAT III                      |
|      |          |           |                                                                 | RVR 06                       |

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

LOUISVILLE, KENTUCKY  
Amdt 6 11JUL24

38°10'N-85°44'W

LOUISVILLE MUHAMMAD ALI INTL (SDF')  
**ILS RWY 35R (CAT II & III)**