

APCH CRS 180°	Rwy Idg 5184 TDZE 754 Arpt Elev 754
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[USA]

GODMAN AAF (KFTK)

RNP APCH - GPS

T*Circling not authorized E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until thld. Circling to Rwy 15 not authorized at night.

SSALR



MISSED APPROACH: Climbing right to 2600, direct to NADDI and hold.

ATIS 109.6	LOUISVILLE APP CON 132.075 327.0	TOWER ★ 133.35 (CTAF) 0	GND CON 121.9 239.3
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Helicopter visibility reduction
below 1 SM NA

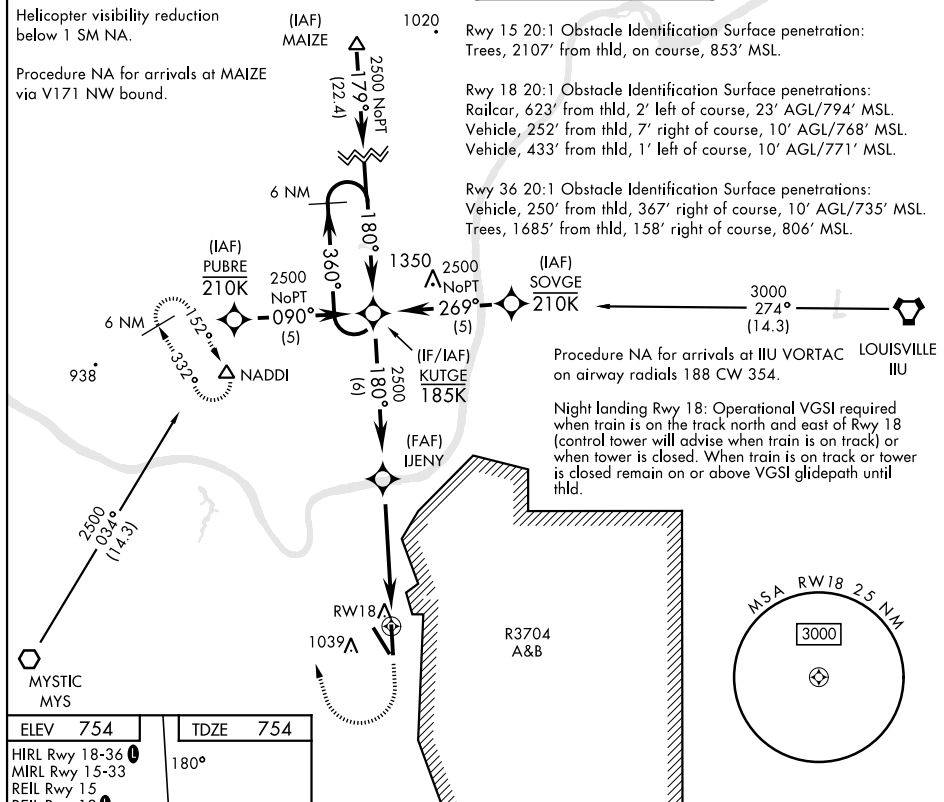
Procedure NA for arrivals at MAIZE
via V171 NW bound.

(IAF) 1020
MAIZE ^

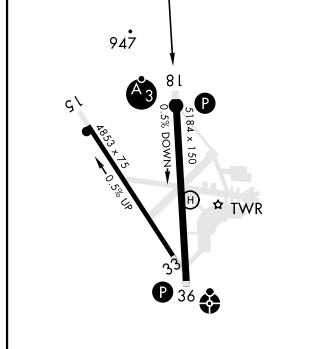
Rwy 15 20:1 Obstacle Identification Surface penetration:
Trees, 2107' from thld, on course, 853' MSL.

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

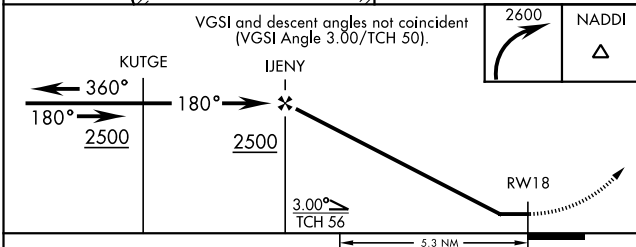
Rwy 36 20:1 Obstacle Identification Surface penetrations:
Vehicle, 250' from thld, 367' right of course, 10' AGL/735' MSL.
Trees, 1685' from thld, 158' right of course, 806' MSL.



ELEV 754	TDZE 754
HIRL Rwy 18-36 	180°
MIRL Rwy 15-33	
REIL Rwy 15	
REIL Rwy 18 	



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).



CATEGORY	A	B	C	D
LNAB MDA	1260-1	506 (600-1)	1260-1 $\frac{3}{8}$ 506 (600-1 $\frac{3}{8}$)	1260-1 $\frac{1}{2}$ 506 (600-1 $\frac{1}{2}$)
C CIRCLING*	1340-1	586 (600-1)	1340-1 $\frac{1}{2}$ 586 (600-1 $\frac{1}{2}$)	1340-2 586 (600-2)