

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

GODMAN AAF (KFKT)

✶ * Visibility reduction by helicopters NA.	SSALR A3	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 109.6	LOUISVILLE APP CON 132.075 327.0	TOWER ✶ 133.35 (CTAF) 0	GND CON 121.9 239.3
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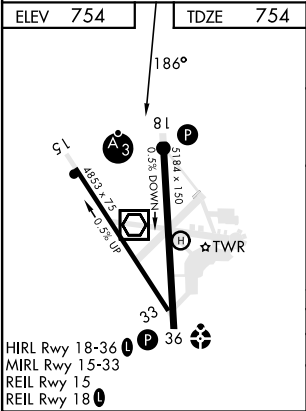
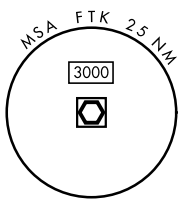
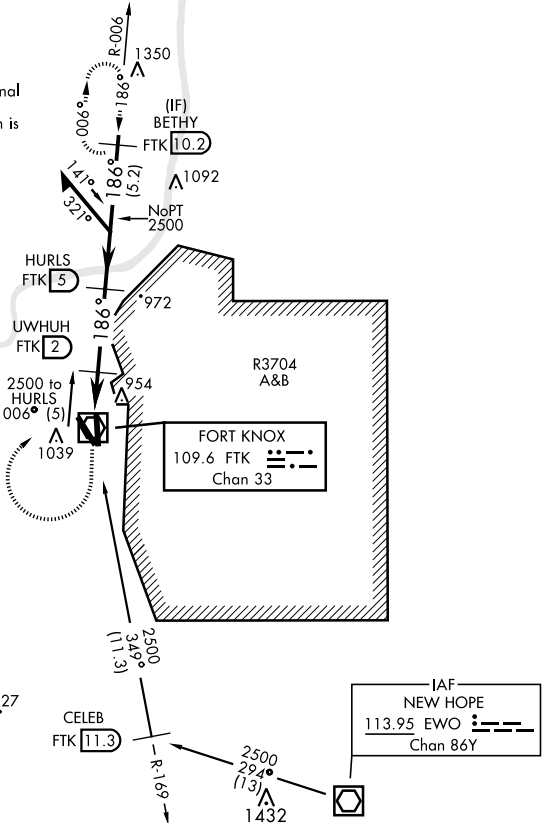
**Circling NA E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSIL required, remain on or above VGSIL glidepath until threshold. Circling to Rwy 15 NA at night.

Straight-in operations to Rwy 18 at night: Operational VGSIL 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 VGSIL 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	VGSIL and descent angles not coincident. (VGSIL angle 3.00/TCH 51)	HURLS	Remain within 10 NM
1300	2600	006°	006°	2500
1300	2600	186°	186°	2500
1300	2600	3.49° TCH 56	3.49° TCH 56	3.49° TCH 56
1300	2600	1.6 NM	3 NM	1.6 NM
CATEGORY	A	B	C	D
S-18 *	1240-1	486 (500-1)	1240-1 3/4	486 (500-1 3/4)
CIRCLING **	1340-1	586 (600-1)	1340-1 1/2	586 (600-1 1/2)
			586 (600-1 1/2)	586 (600-2)

SE-1, 06 AUG 2026 to 03 SEP 2026

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