

ILS or LOC/DME RWY 18

LOC/DME I-FTK 108.95 Chan 26 (Y)	APCH CRS 180°	Rwy Idg 5184 THRE 754 Arpt Elev 754	[USA]	GODMAN AAF (KFTK)
▼ *NA when train is on track north and east of Rwy 18, control twy will advise when train is on track. NA when control twy closed. ** When ALS inop.: increase CAT CD vis to 1½ miles.		SSALR	MISSED APPROACH: Climb to 1300, then climbing right turn to 2500 on heading 030° to intercept FTK VOR/DME R-358 to KUTGE INT/I-FTK 12.3 DME and hold.	

ATIS 109.6	LOUISVILLE APP CON 123.675 327.0	TOWER ★ 133.35 (CTAF) 0	GND CON 121.9 239.3
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*** 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 threshold. Circling to Rwy 15 not authorized at night.

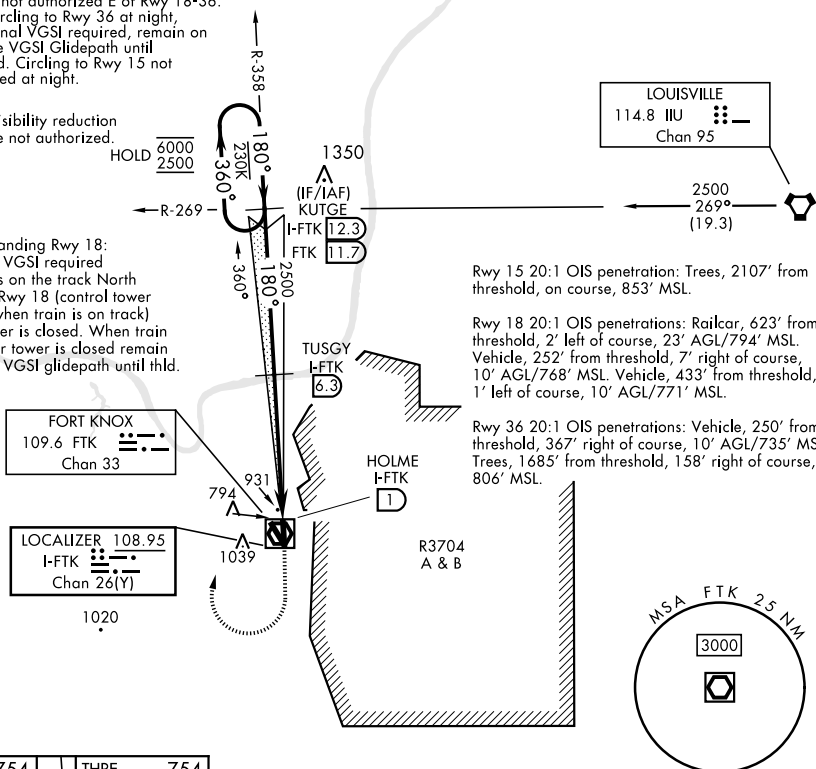
Helicopter visibility reduction
below 1 mile not authorized.

LOC Night landing Rwy 18:
Operational VGSI 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 VGSI glidepath until thd.

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.



ELEV	754			THRE	754
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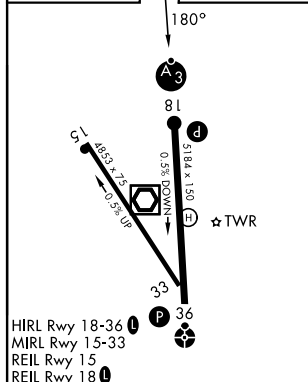


Diagram illustrating the ILS glidepath and holding pattern for the 1300 VGSB approach. The diagram shows a 360° holding pattern with a 180° turn. The glidepath is 3.00° TCH. The holding pattern is 5.3 NM wide. The diagram includes labels for the 1300 VGSB, 2500 FTK R-358, KUTGE I-FTK 12.3, TUSGY I-FTK 6.3, KUTGE FTK R-358, I-FTK 12.3, FTK 11.7, HOLME I-FTK 1, and GS 3.00° TCH 56.