Standard Operating Procedures

Louisville International / Standiford Field (KSDF)

Frequencies – The following frequencies and text callsigns are assigned to KSDF:

-KSDF_ATIS – 118.720
-SDF_DEL – 126.100
-SDF_GND – 121.750
-SDF_TWR – 124.200
-SDF_APP (combined) – 123.670
-SDF_E_APP – 132.070
-SDF_W_APP – 123.670

Clearance Delivery -

1. When Noise Abatement Procedures are in effect, the following line shall be added into the NOTAM section located immediately after the departure and arrival runway listing in the ATIS: *"ALL OTHER RUNWAYS ARE NOISE SENSATIVE AND ARE AVAILABLE FOR OPERATIONAL NESSESCITY"*
2. When gate hold procedures are in effect, ensure that this is relayed in the NOTAM section of the ATIS.
3. Turbojet aircraft shall be assigned an initial altitude of 5000 and Turboprops shall be assigned an initial of 3000. All aircraft with a filed altitude that is above 3000 for Turboprops and 5000 for Turbojets shall be told to *"Expect <requested altitude> 10 minutes after departure."*
4. All clearances shall be issued using the C.R.A.F.T acronym and be at the correct altitude for direction of flight. If a VFR/SVFR aircraft has NOT filed a flight plan, Clearance Delivery shall create a flight plan for the aircraft.

Ground -

1. Ground owns all non-movement areas and movement areas with the exception of active runways.
2. Approval shall be obtained from Tower before clearing an aircraft to cross an active runway.
3. Ground shall broadcast on frequency anytime gate hold procedures are in effect or terminated.

Tower -

Taxi Into Position and Hold (TIPH) -

1. Tower shall not clear more then one aircraft to TIPH at any time.
2. Tower shall inform an aircraft next on final sequence to the same runway that an aircraft has been cleared to TIPH on same runway.
3. Landing Clearance shall be held until TIPH aircraft has begun takeoff roll.
4. TIPH operations are not authorized from an intersection between sunset and sunrise.

Runway Selection – Tower shall use the defined runways listed in the Appendix section of this document. An exception is if the wind causes a tailwind component greater then ten (10) knots or a crosswind component greater then fifteen (15) knots. A tailwind is a defined as wind which exceeds a 90 angle to runway alignment

Airspace – Tower owns the airspace within 5 miles of the field at an altitude up to 2500ft MSL

Noise Abatement – Contraflow (Noise Abatement) Procedures begin at 2200 - 0700 local time.

- During this time runway 17R shall be used for all departures. (unless pilot requests another runway for operational necessity)
- During this time runway 35R shall be used for all arriving aircraft. (unless pilot requests another runway for operational necessity)
- Anytime an aircraft is departing/arriving when another aircraft is departing/arriving opposite on parallel runway the following cautionary advisory must be issued: *"TRAFFIC (description) ARRIVING/DEPARTING/LOW APPROACH, OPPOSITE DIRECTION ON PARALLEL RUNWAY".*

Departure Headings – Aircraft shall be assigned the following headings for departures:

A. Runway 17L Departure Operations - All turbojet departures shall be assigned runway heading until reaching 5.0 NM as depicted on the radar map before turning.

B. Runway 17R Departure Operations - All westbound turbojet departures shall be assigned a heading at the departure end of the runway that diverges fifteen degrees from runway heading and eastbound turbojet departures runway heading until reaching 5.0 NM as depicted on the radar map before turning.

C. Runway 35R Departure Operations - All turbojet departures shall be assigned runway heading until reaching 4.00 NM as depicted on the radar map before turning.

D. Runway 35L Departure Operations - All turbojet departures shall be assigned a heading at the departure end of the runway that diverges fifteen degrees from runway heading until reaching 5.5 NM as depicted on the video map before turning.

E. Runway 29 Departure Operations - All turbojet departures shall be assigned runway heading until reaching 4 NM as depicted on the radar map before turning.

Radar Approach/Departure Operations

1. All aircraft shall be handed off to tower before the aircraft reaches inner ring of the Class Charlie airspace (5 miles) or after clearing an aircraft for the visual approach or after given a pattern entry instruction for VFR/SVFR arrival
2. Approach shall be responsible for providing services at Fort Knox (KFTK) and Bowman Field (KLOU). When either these Towers are online and an arrival is inbound, the aircraft shall be informed: *"RADAR SERVICES TERMINATED, CONTACT <FACILITY> ON <FREQUENCY>"*
3. Communication shall be established with the departure controller (if online) to establish the departure and arrival lanes.
4. Approach/Departure owns airspace up to and including one zero thousand (10,000).
5. Ensure all aircraft on frequency have current KSDF altimeter

Appendix:

Runway Selection – These are the proffered standard use runways unless winds dictate otherwise (See Tower section above) or noise abatement procedures are in effect.

Operations are selected in the following preference order during times when noise abatement is NOT in effect (0700 – 2200 Local)

- Land Runway 17L/Depart Runway 17R/L
- Land/Depart Runway 17R/L
- Land Runway 35R/L/Depart Runway 35R.
- Land/Depart Runway 35R/L
- Land/Depart Runway 29