

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
 Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KLEX	<u>PROCEDURE NAME</u> ILS OR LOC RWY 22	<u>ORIGINAL/AMENDMENT</u> 21	<u>CITY</u> LEXINGTON	<u>STATE</u> KY		
<u>AIRPORT ELEVATION</u> 979	<u>TDZE</u> 979	<u>SUPERSEDED</u> ILS OR LOC RWY 22	<u>ORIGINAL/AMENDMENT</u> 20D	<u>DATED</u> 10/08/2020	<u>MAG VAR</u> 4W	<u>EPOCH YEAR</u> 1995
<u>FACILITY</u> I-GNJ	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SADDL INT	IF/IAF	BRIDL INT					225.57	8.07 (I-GNJ)	2600

MISSED APPROACH

MAP:

ILS: DA
 LOC: 4.93 NM AFTER BRIDL INT

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 3100 DIRECT HYK VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3100.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT SADDL
- FAC: 225.57 FAF: BRIDL INT DIST FAF TO MAP: 4.93 DIST FAF TO THLD: 4.93
- MIN ALT: SADDL INT 3000, BRIDL INT 2600, MABBU INT 1540
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1051
- MIN GS INCPT: 2600 GS ALT AT PFAF: BRIDL INT 2600 OM: MM: IM:
- GS ANGLE: 3.00 34:1: 20:1: TCH: 55.9
- MSA FROM: HYK VOR/DME 3100



NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SADDL ON V57 NORTHBOUND.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FRANKFORT ALTIMETER SETTING: INCREASE S-ILS 22 DA TO 1241 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 80 FEET AND VISIBILITY CATS C AND D 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 304.00 INBOUND.

CHART FAS OBST: 1042 TREE (21-038117) 380253N/0843525W.

CHART CIRCLING ICON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 22	1179	3/4	200	1179	3/4	200	1179	3/4	200	1179	3/4	200			
S-LOC 22	1360	1	381	1360	1	381	1360	1 1/8	381	1360	1 1/8	381			
CIRCLING	1420	1	441	1440	1	461	1520	1 1/2	541	1600	2	621			

CHANGES - REASONS

1. REMOVED FEEDER HYK VOR/DME TO BRIDL - PER ATC REQUEST
2. REMOVED FEEDER GENUS TO BRIDL - PER ATC REQUEST
3. REPLACED BRIDL LOM WITH BRIDL INT AND CROSSING ALTITUDE DECREASED FROM 3200 TO 2600 - BRIDL LOM DECOMMISSIONED, BRIDL INT SITED PER ATC REQUEST
4. INTERMEDIATE LEG SADDLT TO BRIDL DISTANCE INCREASED FROM 6.32 NM TO 8.7 NM - BRIDL FIX RELOCATION
5. LOC MAP CHANGED FROM 6.59 NM AFTER BRIDL LOM TO 4.93 NM AFTER BRIDL INT - FAF RELOCATION
6. UPDATED MISSED APPROACH INSTRUCTIONS WITH NEW CLIMB-TO ALTITUDE (DECREASED FROM 2000 TO 1400) AND ADDED CLIMB-IN-HOLD VERBIAGE - NEW EVALUATION RESULTS
7. REMOVED ALTERNATE MISSED APPROACH INSTRUCTIONS - BRIDL LOM DECOMMISSIONED
8. PROFILE LINE 1 REMOVED PT INSTRUCTIONS - COURSE REVERSAL REMOVED PER ATC REQUEST
9. PROFILE LINE 2 ADDED PROFILE STARTS AT SADDL - 8260.19I 8-6-7B.(3)
10. PROFILE LINE 3 FAF CHANGED FROM BRIDL LOM TO BRIDL INT AND DISTANCES CHANGED FROM 6.59 NM TO 4.93 NM - BRIDL LOM DECOMMISSIONED
11. PROFILE LINE 4 CHANGED FROM BRIDL LOM/RADAR 3200 TO SADDLE INT 3200, BRIDL INT 2600, MABBU INT 1540 - GLIDEPATH ALT AT NEW FAF AND ADDITION OF STEPDOWN FIX
12. PROFILE LINE 6 MIN GS INCPT DECREASED FROM 3200 TO 2600 - GLIDEPATH ALTITUDE AT NEW BRIDL INT LOCATION
13. PROFILE LINE 6 ADDED BRIDL INT 2600 TO GS ALT AT PFAF - GLIDEPATH ALTITUDE AT NEW BRIDL INT LOCATION
14. PROFILE LINE 6 OM ALTITUDE REMOVED - BRIDL LOM DECOMMISSIONED
15. PROFILE LINE 8 MSA REFERENCE POINT CHANGED FROM BRIDL LOM TO HYK VOR/DME - BRIDL LOM DECOMMISSIONED
16. REMOVED CHART NOTE RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA - 34:1 VISUAL AREA CLEAR
17. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SADDL ON V57 NORTHBOUND - 8260.19I 8-2-5G.(2)
18. CHANGED BACKUP ALTIMETER CHART NOTE FROM "INCREASE ALL DAS TO 1291 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 80 FEET AND VISIBILITY CATS C AND D 1/4 SM" TO "INCREASE S-ILS 22 DA TO 1241 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 80 FEET AND VISIBILITY CATS C AND D 1/4 SM" - NEW ILS AND LOC MINIMUMS
19. CHART FAS OBST NOTE CHANGED FROM 1225 TOWER 380657N/0843119W TO 1042 TREE (21-038117) 380253N/0843525W - NEW LOC CONTROLLING OBSTACLE
20. REMOVED ALTERNATE MISSED APPROACH HOLDING INSTRUCTIONS FROM ADDITIONAL FLIGHT DATA - BRIDL LOM DECOMMISSIONED
21. S-ILS MINIMUMS DA/HAT ALL CATS DECREASED FROM 1229/250 TO 1179/200 - PREVIOUS CONTROLLING OBSTACLE NO LONGER A PENETRATION, LOWER ALTITUDE APPROVED BY FPT/OIT
22. S-LOC MINIMUMS MDA/HAT ALL CATS DECREASED FROM 1520/541 TO 1360/381 - LOC STEPDOWN FIX, LOWER ALTITUDE APPROVED BY FPT/OIT
23. S-LOC MINIMUMS VISIBILITY CAT C DECREASED FROM 1 1/2 TO 1 1/8 AND CAT D DECREASED FROM 1 3/4 TO 1 1/8 - 8260.3E TABLE 3-3-1
24. CIRCLING MINIMUMS CAT A DECREASED FROM 1520 TO 1420, CAT B DECREASED FROM 1520 TO 1440 - NEW S-LOC MINIMUMS, LOWER ALTITUDE APPROVED BY FPT/OIT

QUALITY
35
CHECKED

AIRPORT ID
KLEX

PROCEDURE NAME
ILS OR LOC RWY 22

ORIGINAL/AMENDMENT
21

CITY
LEXINGTON

STATE
KY

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZID, LEX APP CON, LEX ATCT, AMGR

FLIGHT CHECKED BY
ROBERT E WILLIAMS

Digitally signed by
JOHN BORDY
Nov 16, 2023

OFFICE
FPO

DATE
11/14/2023

DEVELOPED BY
CASIMIR L. TABAKA (JON NEIDIGH)

Digitally signed by
JOHN BORDY
Nov 16, 2023

OFFICE
AJV-A432

DATE
11/30/2023

APPROVED BY
JOHN BORDY

Digitally signed by
JOHN BORDY
Nov 16, 2023

OFFICE
AJV-A33

DATE
11/16/2023

TITLE
MANAGER

QUALITY
35
CHECKED

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KLEX	<u>PROCEDURE NAME</u> ILS OR LOC RWY 22	<u>AMDT NO.</u> 21	<u>CITY</u> LEXINGTON	<u>STATE</u> KY	<u>AIRPORT ELEVATION</u> 979	<u>FACILITY</u> I-GNJ
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
SADDL INT (IF/IAF)

TO
BRIDL INT

<u>RNP</u>	<u>DISTANCE</u> 8.07	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
												TOWER (21-000127)	380724.00N/0842637.00W	1617	250	50	4D	500				AT483	2600
												TERRAIN	380842.00N/0842230.00W	994 (1000)								AS1500	2500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM
BRIDL INT

TO
DA

<u>RNP</u>	<u>DISTANCE</u> 4.93	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<u>HMAS</u>							<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
																			ASC				1179

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM
BRIDL INT

TO
MABBU INT

RNP	DISTANCE 3.33	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (21-000895)	380447.74N/0843247.48W		1207	20	3	1A	250				RA80	1540

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM
MABBU INT

TO
4.93 NM AFTER BRIDL INT

<u>RNP</u>	<u>DISTANCE</u> 1.61	<u>PAT</u>	<u>MAP</u> 4.93 NM AFTER BRIDL INT	<u>HAT</u> 381			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (21-038117)	380253.17N/0843525.40W		1042	20	3	1A	250				MA60	1360

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : ILS

FROM
DA

TO
HYK VOR/DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1008					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3100
TOWER (21-000128)	380207.00N/0842702.00W		1585	250	50	4D	1000					2600
TERRAIN	375618.00N/0843412.00W		1092 (1100)								AS1500	2600

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : LOC

FROM
4.93 NM AFTER BRIDL INT

TO
HYK VOR/DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1110					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
LIGHTING (21-033336)	380213.99N/0843548.32W		1104	20	3	1A		ASC				3100
TOWER (21-000128)	380207.00N/0842702.00W		1585	250	50	4D	1000					2600
TERRAIN	375618.00N/0843412.00W		1092 (1100)								AS1500	2600

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
WATER_TOWER (21-034121)	380310.07N/0843626.80W	1.30	441	1112	20	10	1B	300			1420
CATEGORY B											
WATER_TOWER (21-034121)	380310.07N/0843626.80W	1.84	461	1112	20	10	1B	300		HAA	1440
CATEGORY C											
ANTENNA (21-052343)	380243.12N/0843930.05W	2.89	541	1215	20	3	1A	300			1520
CATEGORY D											
TOWER (21-000894)	380339.00N/0843128.00W	3.78	621	1249	500	50	5D	300		AC50	1600

CIRCLING REMARKS:

MSA

CENTER
HYK VOR/DME

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (21-002125)	375250.86N/0841915.94W	125	08.8	2049	500	50	5D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100 FT VEGETATION HEIGHT PER FPT



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZID ARTCC, LEX APP CON, LEX TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KLEX	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KLEX	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KFFT	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KFFT	<u>DISTANCE</u> 16.56	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 62

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KLEX 979, KFFT 812
RA = 61.6

<u>PRIMARY NAVAID</u> I-GNJ	<u>MONITOR POINT</u> AOCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW09 - MIRL, REIL, PAPI-4L		NPI-G	
RW27 - MIRL, REIL, PAPI-4L		NPI-G	
RW04 - TDZ, MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH
RW22 - HIRL, REIL, C/LINE (PCL), PAPI-4L		PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 972.7	<u>TCH</u> 55.9	<u>ELEV GS ANTENNA</u> 973.5	<u>DISTANCE FROM RWY</u> 1051	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 59.6
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RWY 27
20:1	
1014 (21-021530) TOWER 380225.37N/0843607.39W (16.2)	

PENETRATIONS REMARKS:

RWY 27 CIRCLING 20:1 OBSTACLE IS LIT. NO NIGHT RESTRICTION REQUIRED.

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

NO ALTERNATE MISSED APPROACH DEVELOPED DUE TO LACK OF SUITABLE NAVAIDS.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID KLEX</div>	<div>PROCEDURE NAME ILS OR LOC RWY 22</div>	<div>AMDT NO. 21</div>	<div>CITY LEXINGTON</div>	<div>STATE KY</div>	<div>AIRPORT ELEVATION 979</div>	<div>FACILITY I-GNJ</div>
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.05
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.88
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	221.57
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000
DISTANCE FROM	THLD	TO 1500FT POINT	4.73
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.24
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	221.57
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1000

THRESHOLD
COORDINATES
(IF STR-IN)

380231.49N/0843556.31W

ARP COORDINATES

380212.30N/0843631.10W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 4 DISTANCE 0.62 NM

FAF
COORDINATES

380613.15N/0843147.43W

FIX NAME
COORDINATES

REMARKS

QUALITY
35
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Electronic Version

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<u>AIRPORT ID</u> KLEX	<u>PROCEDURE NAME</u> ILS OR LOC RWY 22	<u>AMDT NO.</u> 21	<u>CITY</u> LEXINGTON	<u>STATE</u> KY	<u>AIRPORT ELEVATION</u> 979	<u>FACILITY</u> I-GNJ
PART E: PREPARED BY						
<u>NAME</u> CASIMIR L. TABAKA (JON NEIDIGH)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 11/30/2023	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST			

QUALITY
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