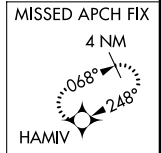


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/19/2022	APWS Task ID: 60EA5A58ECFD4003A47130AEC02D1661	APWS Project ID: 17DFDB4486834DACADFD54241D9232F6
Procedure: RNAV (GPS) RWY 7 AMDT 3		Enroute: NO	Specialist: Martinez, Rafael		Agreement Number:
Airport ID: GDA			Airport City: MARION		State: KY
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: FULL AMENDMENT. HARD DATE: RUNWAY EXTENSION. CRC REMAINDER CODE CHANGED FROM 8B501974 TO 621F6F28. AIRPORT IDENTIFIER CHANGED FROM K5M9 TO KGDA. PENDING DATA USED FOR KGDA (05-19-2022) AIRPORT AND RUNWAY. CONTACT: LONNIE EVERHART 405-954-4576/DAVID TEFFETELLER 202-267-5177.</div> <div>QUALITY 2 CHECKED</div>					

RNAV (GPS) RWY 7
MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (5M9)

MISSED APPROACH:
Climb to 3500 direct
HAMIV and hold.

CTAF
122.9 **L**



The diagram shows a runway layout with the following details:

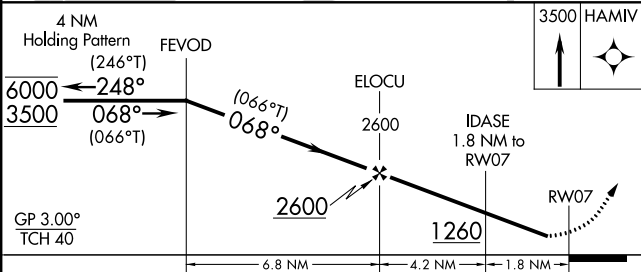
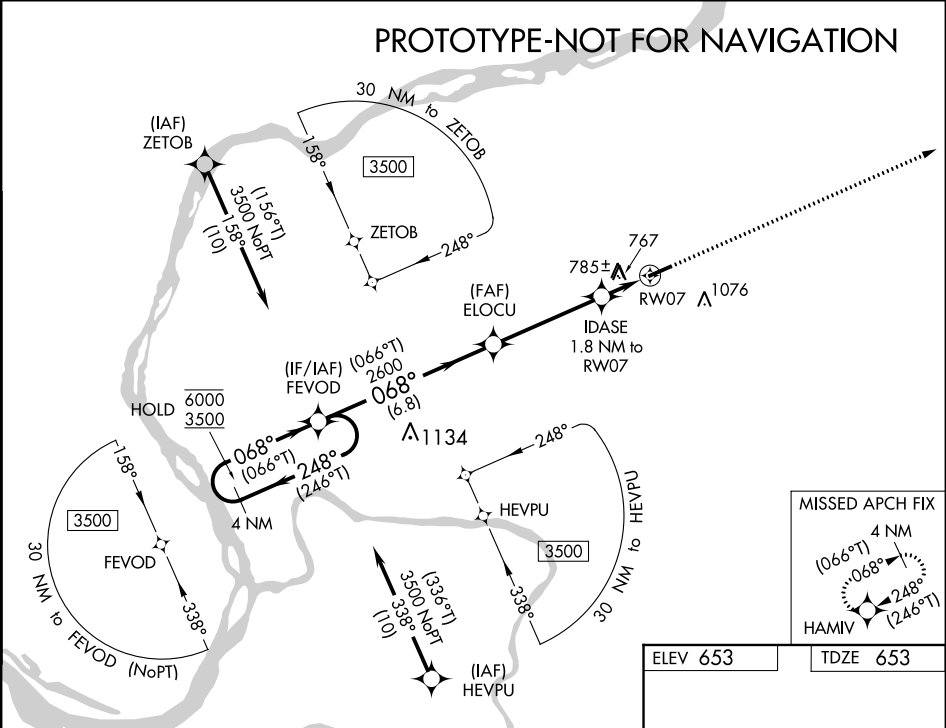
- ELEV 650**: Elevation at the start of the runway.
- TDZE 650**: Threshold Crossing Height (TDZE) at the start of the runway.
- Runway Dimensions**: The runway is labeled **4400 X 75**.
- Grade**: The runway has a **0.5% UP** slope.
- Runway Status**: The runway is marked as **CLOSED** with a red 'X' and a star symbol.
- Direction**: The runway is oriented **068° to RW07**.
- Runway Numbers**: The runway is labeled **7** at the start and **25** at the end.
- Runway Type**: The runway is labeled **MIRL Rwy 7-25** and **REIL Rwy 7 and 25**.

WAAS CH 90531 W07A	APP CRS 068°	Rwy Idg 4400 TDZE 653 Apt Elev 653
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RNAV (GPS) RWY 7
MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)

RNP APCH - GPS. ▼ Rwy 7 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 7 NA at night, Circling Rwy 7 NA at night. ▲		MISSED APPROACH: Climb to 3500 direct HAMIV and hold.
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AWOS-3P 118.15	MEMPHIS CENTER 133.65 292.15	CTAF 122.9 0
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CATEGORY	A	B	C	D
LPV DA		903-1	250 (300-1)	
LNAV/VNAV DA		1132-1 $\frac{3}{8}$	479 (500-1 $\frac{1}{2}$)	
LNAV MDA	1080-1	427 (500-1)	1080-1 $\frac{1}{4}$	427 (500-1 $\frac{1}{4}$)
C CIRCLING	1180-1 527 (600-1)	1360-1 707 (800-1)	1380-2 727 (800-2)	1380-2 $\frac{1}{4}$ 727 (800-2 $\frac{1}{4}$)

