

WAAS CH 40218 W36A	APP CRS 360°	Rwy Idg 5001 TDZE 1003 Apt Elev 1003
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RNAV (GPS) RWY 36

CENTRAL KENTUCKY RGNL (R.G.A.)

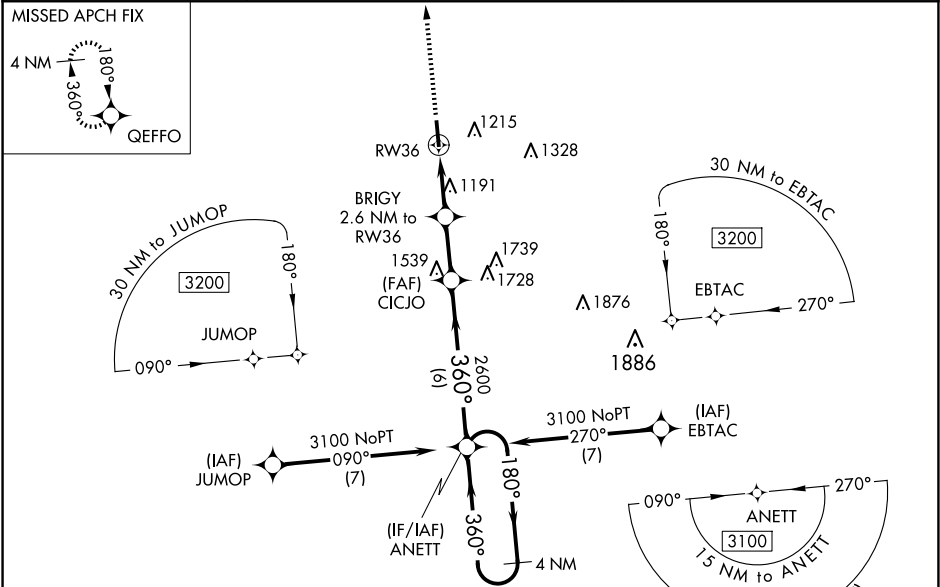
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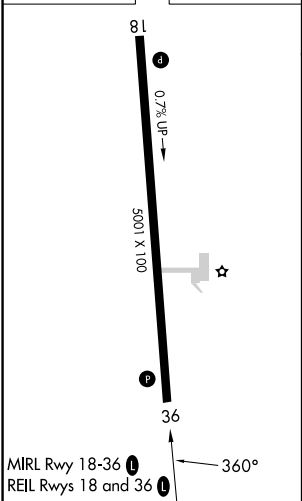
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1331 feet, LNAV/VNAV DA to 1345 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile; increase LNAV Cats C and D ½ mile and Circling visibility Cat D ¼ mile. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3100 direct QEFFO and hold.

AWOS-3 119.625	LEXINGTON APP CON 120.15 259.3	UNICOM 122.725 (CTAF) 0
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ELEV 1003	TDZE 1003
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3100	QEFFO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).		4 NM Holding Pattern
<div><div>* LNAV only.</div><div><p>The diagram illustrates a holding pattern and an approach path. The holding pattern is a racetrack shape with a 4 NM width. The approach path starts from the left, passes through waypoints RW36, BRIGY, and CICJO, and then turns right to approach the runway. The distance from RW36 to BRIGY is 1.4 NM, and from BRIGY to CICJO is 2.6 NM. The distance from CICJO to the runway is 6 NM. The holding pattern is located 4 NM from the runway. The approach path is labeled with a 360° turn and a 180° turn. The distance from the runway to the holding pattern is 4 NM. The diagram also shows a 3100 frequency and a 360° turn. The distance from the runway to the holding pattern is 4 NM. The diagram also shows a 3100 frequency and a 360° turn. The distance from the runway to the holding pattern is 4 NM. The diagram also shows a 3100 frequency and a 360° turn. The distance from the runway to the holding pattern is 4 NM. 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