

**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><br>KLEX       | <u>PROCEDURE NAME</u><br>ILS OR LOC RWY 4 | <u>ORIGINAL/AMENDMENT</u><br>18       | <u>CITY</u><br>LEXINGTON                  | <u>STATE</u><br>KY         |                      |                           |
| <u>AIRPORT ELEVATION</u><br>979 | <u>TDZE</u><br>969                        | <u>SUPERSEDED</u><br>ILS OR LOC RWY 4 | <u>ORIGINAL/AMENDMENT</u><br>17D          | <u>DATED</u><br>10/08/2020 | <u>MAG VAR</u><br>4W | <u>EPOCH YEAR</u><br>1995 |
| <u>FACILITY</u><br>I-LEX        | <u>COORDINATES OF FACILITIES</u>          | <u>ACTUAL EFFECTIVE DATE</u>          | <u>REQUIRED EFFECTIVE DATE</u><br>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> |
|---------------------|-----------------|-----------|-----------------|-----------------|--------------|------------|---------------|------------------|-----------------|
| MCFEE/HYK 20.43 DME | IAF             | SAAPP INT |                 |                 |              |            | 071.06        | 5.17 (HYK R-251) | 2500            |
| SAAPP INT           | IF              | BLAYD INT |                 |                 |              |            | 045.56        | 6.84 (I-LEX)     | 2500            |

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 4.71 NM AFTER BLAYD INT

**MISSED APPROACH INSTRUCTIONS:**

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

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT      SIDE OF COURSE      OUTBOUND      FT WITHIN      MILES OF      (IAF)
2. PROFILE STARTS AT SAAPP
3. FAC: 045.56      FAF: BLAYD INT      DIST FAF TO MAP: 4.71      DIST FAF TO THLD: 4.71
4. MIN ALT:    SAAPP INT 2500, BLAYD INT 2500, JELID INT 1480
5. DIST TO THLD FROM OM:      MM:      IM:      150 HAT:      GS ANT: 908
6. MIN GS INCPT: 2500      GS ALT AT PFAF: BLAYD INT 2500      OM:      MM:      IM:
7. GS ANGLE: 3.00      34:1:      20:1:      TCH: 59.7
8. MSA FROM:    HYK VOR/DME 3100

**EQUIPMENT REQUIREMENTS NOTE:**

DME REQUIRED FOR PROCEDURE ENTRY.

QUALITY  
35  
CHECKED

**NOTES:**

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 4 CATS C AND D VISIBILITY TO RVR 5500.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SAAPP ON V171-178 SOUTHWEST BOUND.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FRANKFORT ALTIMETER SETTING: INCREASE S-ILS 4 DA TO 1231 FEET AND ALL VISIBILITIES TO RVR 2000; INCREASE ALL MDAS 80 FEET AND S-LOC 4 VISIBILITY CATS C AND D TO RVR 4500 AND CIRCLING VISIBILITY CATS C AND D 1/4 SM.

**ADDITIONAL FLIGHT DATA:**

HOLD SE, RT, 304.00 INBOUND.

CHART FAS OBST: 1078 POLE (21-001682) 380058N/0843718W.

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.

| <b>CATEGORY:</b>  | <b>A</b>      |            |                | <b>B</b>      |            |                | <b>C</b>      |            |                | <b>D</b>      |            |                | <b>E</b>      |            |                |
|-------------------|---------------|------------|----------------|---------------|------------|----------------|---------------|------------|----------------|---------------|------------|----------------|---------------|------------|----------------|
| <b>FINAL TYPE</b> | <b>DA/MDA</b> | <b>VIS</b> | <b>HAT/HAA</b> | <b>DA/MDA</b> | <b>VIS</b> | <b>HAT/HAA</b> | <b>DA/MDA</b> | <b>VIS</b> | <b>HAT/HAA</b> | <b>DA/MDA</b> | <b>VIS</b> | <b>HAT/HAA</b> | <b>DA/MDA</b> | <b>VIS</b> | <b>HAT/HAA</b> |
| S-ILS 04          | 1169          | 1800       | 200            | 1169          | 1800       | 200            | 1169          | 1800       | 200            | 1169          | 1800       | 200            |               |            |                |
| S-LOC 04          | 1340          | 2400       | 371            | 1340          | 2400       | 371            | 1340          | 3500       | 371            | 1340          | 3500       | 371            |               |            |                |
| CIRCLING          | 1420          | 1          | 441            | 1440          | 1          | 461            | 1520          | 1 1/2      | 541            | 1600          | 2          | 621            |               |            |                |

**CHANGES - REASONS**

1. REMOVED FEEDER HYK VOR/DME TO BLAYD - PROCEDURE TURN REMOVED DUE TO LOM DECOMMISSION
2. CHANGED MCFEE FROM INTERSECTION TO DME FIX - FIX DISPLACEMENT REQUIREMENTS FOR MCFEE TO SAAPP LEG
3. MCFEE TO SAAPP COURSE CHANGED FROM 071.08 TO 071.06 IN TERMINAL ROUTES - TARGETS EVALUATION RESULTS
4. SAAPP TO BLAYD DISTANCE CHANGED FROM 8.30 TO 6.84 IN TERMINAL ROUTES - BLAYD FIX RELOCATION
5. REPLACED BLAYD LOM WITH BLAYD INT AND CROSSING ALTITUDE INCREASED FROM 2200 TO 2500 - BLAYD LOM DECOMMISSIONED, BLAYD INT SITED PER ATC REQUEST
6. LOC MAP CHANGED FROM 3.25 NM AFTER BLAYD LOM/INT/RADAR TO 4.71 NM AFTER BLAYD INT - BLAYD FIX RELOCATION
7. UPDATED MISSED APPROACH INSTRUCTIONS WITH NEW CLIMB-TO ALTITUDE (DECREASED FROM 2200 TO 1400) AND ADDED CLIMB-IN-HOLD VERBIAGE - NEW EVALUATION RESULTS
8. REMOVED ALTERNATE MISSED APPROACH INSTRUCTIONS - BLAYD LOM DECOMMISSIONED
9. PROFILE LINE 1 REMOVED PT INSTRUCTIONS - COURSE REVERSAL REMOVED PER ATC REQUEST
10. PROFILE LINE 2 ADDED "PROFILE STARTS AT SAAPP" - 8260.19I 8-6-7B.(3)
11. PROFILE LINE 3 FAF CHANGED FROM BLAYD LOM TO BLAYD INT AND DISTANCES INCREASED FROM 3.25 NM TO 4.71 NM - BLAYD FIX RELOCATED FROM LOM TO INT
12. PROFILE LINE 4 CHANGED FROM "BLAYD LOM/INT/RADAR 2200" TO "SAAPP INT 2500, BLAYD INT 2500, JELID INT 1480" - GLIDEPATH ALTITUDE AT NEW BLAYD INT LOCATION AND NEW STEPDOWN FIX REQUIRED TO RETAIN PREVIOUS MINIMUMS
13. PROFILE LINE 6 MIN GS INCPT INCREASED FROM 2200 TO 2500 - GLIDEPATH ALTITUDE AT NEW BLAYD INT LOCATION
14. PROFILE LINE 6 OM ALTITUDE REMOVED - BLAYD LOM DECOMMISSIONED
15. PROFILE LINE 8 MSA REFERENCE POINT CHANGED FROM LE OM TO HYK VOR/DME - BLAYD LOM DECOMMISSIONED
16. ADDED EQUIPMENT REQUIREMENT NOTE "DME REQUIRED FOR PROCEDURE ENTRY" - DME REQUIRED DUE TO FIX DISPLACEMENT REQUIREMENTS FOR MCFEE TO SAAPP LEG
17. ADDED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SAAPP ON V171-178 SOUTHWEST BOUND" - 8260.19I 8-2-5E.
18. CHANGED CHART NOTE FROM "FOR INOPERATIVE ALS WHEN USING FRANKFORT ALTIMETER SETTING, INCREASE S-ILS 4 ALL CATS VISIBILITY TO RVR 4500" TO "FOR INOPERATIVE ALS, INCREASE S-LOC 4 CATS C AND D VISIBILITY TO RVR 5500" - 8260.3E TABLE 3-3-1
19. CHANGED BACKUP ALTIMETER CHART NOTE FROM "INCREASE ALL DAS TO 1231 FEET; INCREASE ALL MDAS 80 FEET AND VISIBILITY CATS C AND D 1/4 SM" TO "INCREASE S-ILS 4 DA TO 1231 FEET AND ALL VISIBILITIES TO RVR 2000; INCREASE ALL MDAS 80 FEET AND S-LOC 4 VISIBILITY CATS C AND D TO RVR 4500 AND CIRCLING VISIBILITY CATS C AND D 1/4 SM" - 8260.3E TABLE 3-3-1
20. REMOVED ALTERNATE MISSED APPROACH HOLDING FROM ADDITIONAL FLIGHT DATA - BLAYD LOM DECOMMISSIONED
21. REMOVED 1149 AAO 375901N/0843926W FROM ADDITIONAL FLIGHT DATA - STEPDOWN FIX ADDITION FINAL SEGMENT CONTROLLING OBSTACLES
22. FAS OBSTACLE CHANGED FROM 1081 TRMSN TWR TO 1078 POLE - STEPDOWN FIX ADDITION CHANGED FINAL SEGMENT CONTROLLING OBSTACLES

QUALITY  
35  
CHECKED

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

*Digitally signed by*

**JOHN BORDY**

Nov 16, 2023

OFFICE

FPO

DATE

11/14/2023

DEVELOPED BY

CASIMIR L. TABAKA (JON NEIDIGH)

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



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

|                           |                                           |                       |                          |                    |                                 |                          |
|---------------------------|-------------------------------------------|-----------------------|--------------------------|--------------------|---------------------------------|--------------------------|
| <u>AIRPORT ID</u><br>KLEX | <u>PROCEDURE NAME</u><br>ILS OR LOC RWY 4 | <u>AMDT NO.</u><br>18 | <u>CITY</u><br>LEXINGTON | <u>STATE</u><br>KY | <u>AIRPORT ELEVATION</u><br>979 | <u>FACILITY</u><br>I-LEX |
|---------------------------|-------------------------------------------|-----------------------|--------------------------|--------------------|---------------------------------|--------------------------|

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM  
MCFEE/HYK 20.43 DME

TO  
SAAPP INT

| <u>RNP</u>         | <u>DISTANCE</u><br>5.17 | <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> |
| AAO                | 375051.00N/0844830.00W  |            | 1181            | 164         | 98          | 4E        | 1000       |            |           |             |                    | 2200           |
| TERRAIN            | 375051.00N/0844830.00W  |            | 980 (1000)      |             |             |           |            |            |           |             | AS1500             | 2500           |

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM  
SAAPP INT

TO  
BLAYD INT

| <u>RNP</u>         | <u>DISTANCE</u><br>6.84 | <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> |
| AAO                | 375424.00N/0844415.00W  |            | 1178            | 164         | 98          | 4E        | 500        |            |           |             | AC98               | 1800           |
| TERRAIN            | 375424.00N/0844415.00W  |            | 977 (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  
BLAYD INT

TO  
RW04

| RNP         | DISTANCE<br>3.77 | PAT | MAP<br>DA | HAT<br>200 | HMAS |    |     |     |    |      |             |         |
|-------------|------------------|-----|-----------|------------|------|----|-----|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES      |     | ELEV MSL  | HORZ       | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|             |                  |     |           |            |      |    |     | ASC |    |      |             | 1169    |

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

SEGMENT REMARKS:  
947 FT MSL POLE (21-052138) IS A PENETRATION, BUT MEETS THE "ACCEPTABLE OBSTACLE" OBSTACLE DEFINITION OF 8260.3E 10-6-1

FINAL: LOC

FROM  
BLAYD INT

TO  
JELID INT

| RNP         | DISTANCE<br>3.20       | PAT | MAP      | HAT  | HMAS |    |     |     |    |      |             |         |
|-------------|------------------------|-----|----------|------|------|----|-----|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES            |     | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO         | 375858.42N/0843931.75W |     | 1140     | 50   | 20   | 2C | 250 |     |    |      | RA80        | 1480    |

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

SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM

JELID INT

TO

4.71 NM AFTER BLAYD INT

| <u>RNP</u>         | <u>DISTANCE</u><br>1.51 | <u>PAT</u> | <u>MAP</u><br>4.71 NM AFTER BLAYD INT | <u>HAT</u><br>371 | <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> |
| POLE (21-001682)   | 380058.13N/0843717.76W  |            | 1078                                  | 20                | 3           | 1A        | 250        |            |           |             | SA-34 MA40         | 1340           |

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<br>986 |    |      |             |         |
|-------------------|------------------------|-------------|------|------|----|------|-------------|----|------|-------------|---------|
| OBSTRUCTION       | COORDINATES            | ELEV MSL    | HORZ | VERT | AC | ROC  | OCS         | CG | CGTA | ADJUSTMENTS | MIN ALT |
|                   |                        |             |      |      |    |      | ASC         |    |      |             | 3100    |
| TOWER (21-001125) | 380054.28N/0842617.77W | 1574        | 250  | 50   | 4D | 1000 |             |    |      |             | 2600    |
| TERRAIN           | 375512.00N/0843336.00W | 1105 (1100) |      |      |    |      |             |    |      | AS1500      | 2600    |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LOC

FROM  
4.71 NM AFTER BLAYD INT

TO  
HYK VOR/DME

| RNP               | DISTANCE               | PAT | MAP         | HAT  |      |    | HMAS<br>1090 |     |    |      |             |         |
|-------------------|------------------------|-----|-------------|------|------|----|--------------|-----|----|------|-------------|---------|
| OBSTRUCTION       | COORDINATES            |     | ELEV MSL    | HORZ | VERT | AC | ROC          | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| POLE (21-001682)  | 380058.13N/0843717.76W |     | 1078        | 20   | 3    | 1A |              | ASC |    |      |             | 3100    |
| TOWER (21-001125) | 380054.28N/0842617.77W |     | 1574        | 250  | 50   | 4D | 1000         |     |    |      |             | 2600    |
| TERRAIN           | 375512.00N/0843336.00W |     | 1105 (1100) |      |      |    |              |     |    |      | AS1500      | 2600    |

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

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  
LEX APP CON, LEX TOWER, ZID ARTCC

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

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

|                                            |                              |                            |                            |
|--------------------------------------------|------------------------------|----------------------------|----------------------------|
| <u>PRIMARY NAVAID</u><br>I-LEX             | <u>MONITOR POINT</u><br>AOCC | <u>HRS OPERATION</u><br>24 | <u>CAT</u><br>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><br>3.00 | <u>ELEV RWY THRESHOLD</u><br>940 | <u>TCH</u><br>59.7 | <u>ELEV GS ANTENNA</u><br>948.7 | <u>DISTANCE FROM RWY</u><br>908 | <u>VGSI ANGLE</u><br>3.00 | <u>TCH</u><br>60.0 |
|---------------------------------|----------------------------------|--------------------|---------------------------------|---------------------------------|---------------------------|--------------------|

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> |
|---------------------|----------------------|------------|----------------|

CRITICAL TEMPERATURE REMARKS:



**"VISUAL PORTION OF FINAL" PENETRATIONS**

|                                                       |                 |
|-------------------------------------------------------|-----------------|
| Final Type                                            | CIRCLING RWY 27 |
| 20:1                                                  |                 |
| 1014 (21-021530) TOWER 380225.36N/0843607.39W (16.21) |                 |
| Final Type                                            | ILS AND LOC     |
| 34:1                                                  |                 |
| 947 POLE (21-052138) 380136.73N/0843657.71W (1.13)    |                 |

**PENETRATIONS REMARKS:**

RWY 27 CIRCLING 20:1 OBSTACLE IS LIT. NO NIGHT RESTRICTION REQUIRED.  
RWY 4 34:1 PENETRATION IS APPROACH LIGHT, DISREGARD IAW 8260.3E PARA 10-6-1.

**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 FACILTY 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.



|                           |                                           |                       |                          |                    |                                 |                          |
|---------------------------|-------------------------------------------|-----------------------|--------------------------|--------------------|---------------------------------|--------------------------|
| <u>AIRPORT ID</u><br>KLEX | <u>PROCEDURE NAME</u><br>ILS OR LOC RWY 4 | <u>AMDT NO.</u><br>18 | <u>CITY</u><br>LEXINGTON | <u>STATE</u><br>KY | <u>AIRPORT ELEVATION</u><br>979 | <u>FACILITY</u><br>I-LEX |
|---------------------------|-------------------------------------------|-----------------------|--------------------------|--------------------|---------------------------------|--------------------------|

---

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                 | 3.14   |
| WIDTH OF        | FINAL | SEGMENT AT 1000FT POINT         | 0.90   |
| TRUE COURSE OF  | FINAL | SEGMENT CONTAINING 1000FT POINT | 041.56 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 1000   |
| DISTANCE FROM   | THLD  | TO 1500FT POINT                 | 4.71   |
| WIDTH OF        | FINAL | SEGMENT AT 1500FT POINT         | 1.24   |
| TRUE COURSE OF  | FINAL | SEGMENT CONTAINING 1500FT POINT | 041.56 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 1000   |

THRESHOLD  
COORDINATES  
(IF STR-IN)

380139.69N/0843654.39W

ARP COORDINATES

380212.30N/0843631.10W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 4 DISTANCE 0.62 NM

FAF  
COORDINATES

375807.88N/0844051.53W

FIX NAME  
COORDINATES

REMARKS

QUALITY  
35  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

Page 8 of 9



PART E: PREPARED BY

|                                                |                           |                           |                                                     |
|------------------------------------------------|---------------------------|---------------------------|-----------------------------------------------------|
| <u>NAME</u><br>CASIMIR L. TABAKA (JON NEIDIGH) | <u>OFFICE</u><br>AJV-A432 | <u>DATE</u><br>11/30/2023 | <u>TITLE</u><br>AERONAUTICAL INFORMATION SPECIALIST |
|------------------------------------------------|---------------------------|---------------------------|-----------------------------------------------------|

