

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 (RGA)

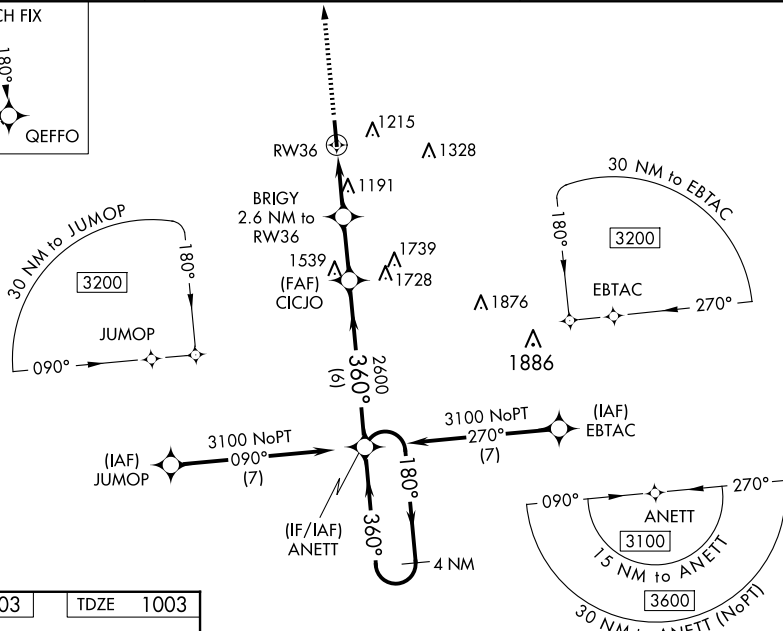
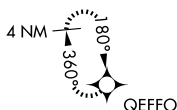
**T
A**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°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.

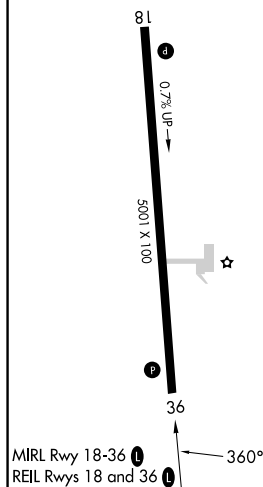
MISSED APPROACH: Climb to 3100 direct QEFFO and hold.

AWOS-3 119.625	LEXINGTON APP CON 120.15 259.3	UNICOM 122.725 (CTAF) 0
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MISSED APCH FIX



ELEV	1003		TDZE	1003
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3100 VORTAC

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00/TCH 26).

4 NM Holding Pattern

* LNAV only.

RW36

BRIGY

CICJO

ANETT

3100

180°

360°

1.4 NM

1.2 NM

2.3 NM

6 NM

GP 3.00°
TCH 40°

CATEGORY	A	B	C	D
LPV DA	1264- $\frac{7}{8}$	261 (300- $\frac{7}{8}$)		
LNAV/VNAV DA	1278- $\frac{7}{8}$	275 (300- $\frac{7}{8}$)		
LNAV MDA	1460-1	457 (500-1)	1460-1 $\frac{3}{8}$	457 (500-1 $\frac{3}{8}$)
C CIRCLING	1460-1 457 (500-1)	1520-1 517 (600-1)	1520-1 $\frac{1}{2}$ 517 (600-1 $\frac{1}{2}$)	1780-2 $\frac{1}{2}$ 777 (800-2 $\frac{1}{2}$)