

WAAS CH <b>58003</b> <b>W14A</b>	APP CRS <b>136°</b>	Rwy Idg <b>5502</b> TDZE <b>583</b> Apt Elev <b>583</b>
----------------------------------------	------------------------	---------------------------------------------------------------

# RNAV (GPS) RWY 14

FREEMAN MUNI (SE.R)

RNP APCH - GPS.

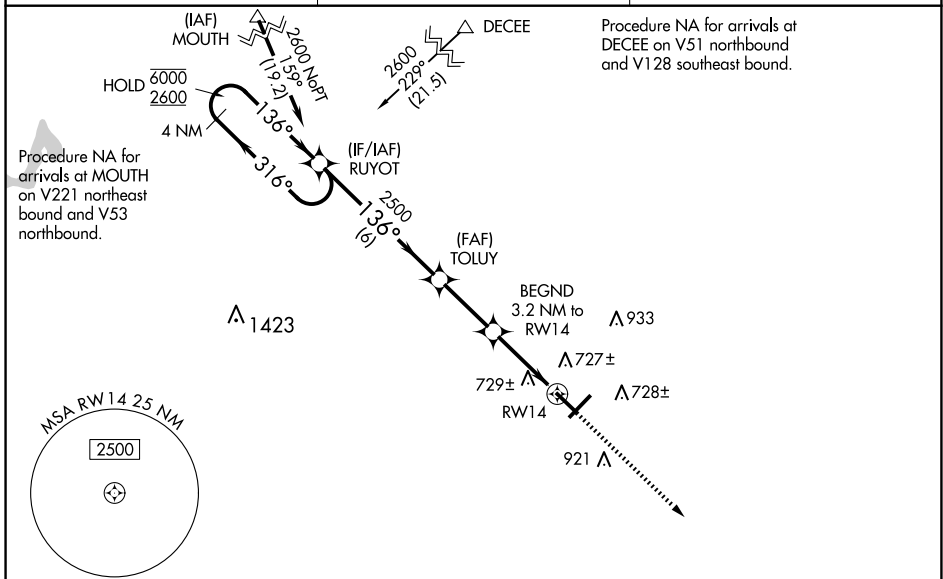
**NA** Baro-VNAV and VDP NA when using Louisville Muhammad Ali Intl altimeter setting. Rwy 14 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cats C/D visibility  $\frac{1}{4}$  SM.

**MISSED APPROACH:**  
Climb to 2400 direct ZEKAM and hold.

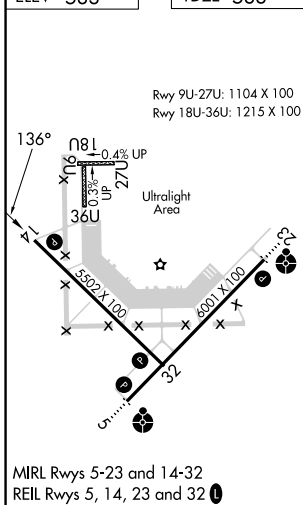
AWOS-3  
**119.425**

LOUISVILLE APP CON  
**132.075 327.0**

UNICOM  
**122.8 (CTAF) 0**



ELEV <b>583</b>	TDZE <b>583</b>
-----------------	-----------------



4 NM Holding Pattern RUYOT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).	2400 ZEKAM		
6000 ← 316°	2600 → 136°	2500 TOLUY		
GP 3.00° TCH 40	2500	1640 BEGND 3.2 NM to RWY 14		
	6 NM	2.7 NM		
		2 NM		
		1.2 NM		
		1.2 NM to RWY 14		
		RWY 14		
CATEGORY	A	B	C	D
LPV DA		860- $\frac{7}{8}$	277 (300- $\frac{7}{8}$ )	
LNAV/VNAV DA		1037-1 $\frac{3}{8}$	454 (500-1 $\frac{3}{8}$ )	
LNAV MDA	980-1	397 (400-1)	980-1 $\frac{1}{8}$	397 (400-1 $\frac{1}{8}$ )
<b>C</b> CIRCLING	1040-1 457 (500-1)	1100-1 517 (600-1)	1300-2 717 (800-2)	1300-2 $\frac{1}{4}$ 717 (800-2 $\frac{1}{4}$ )

EC-2, 10 JUL 2025 to 07 AUG 2025

EC-2, 10 JUL 2025 to 07 AUG 2025