

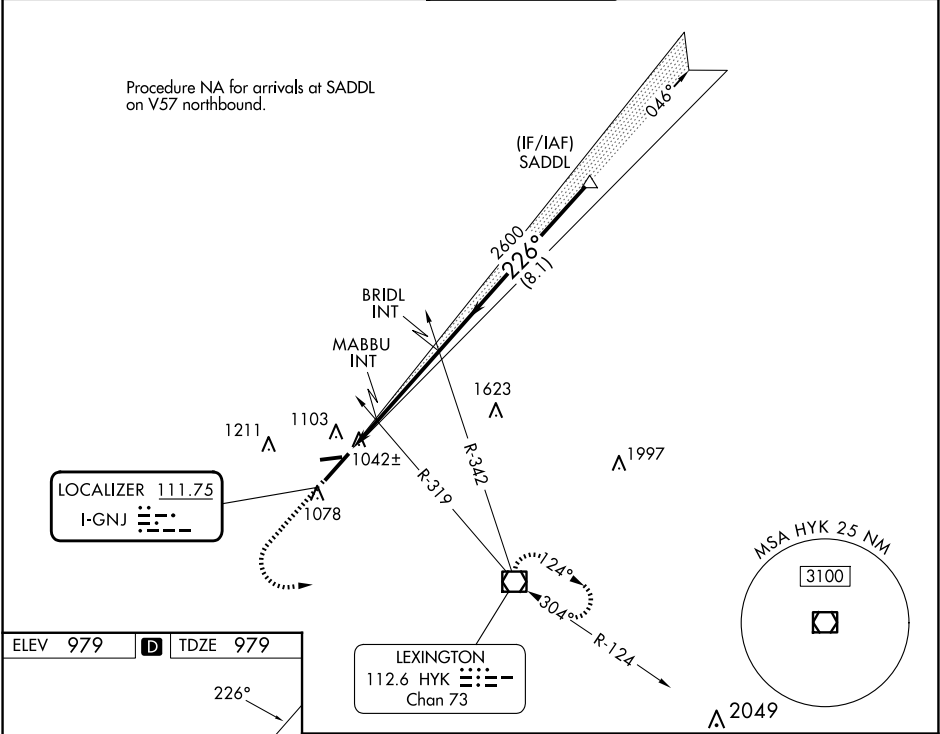
|                            |                        |                             |                                         |
|----------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC I-GNJ<br><b>111.75</b> | APP CRS<br><b>226°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>7004</b><br><b>979</b><br><b>979</b> |
|----------------------------|------------------------|-----------------------------|-----------------------------------------|

ILS or LOC RWY 22  
BLUE GRASS (LEX)

**⚠** When local altimeter setting not received, use Frankfort altimeter setting: increase S-ILS 22 DA to 1241 feet and all visibilities  $\frac{1}{8}$  SM; increase all MDAs 80 feet and visibility Cats C and D  $\frac{1}{4}$  SM.

**⚠** MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 direct HYK VOR/DME and hold, continue climb-in-hold to 3100.

|                      |                                                                                         |                                       |                         |                           |
|----------------------|-----------------------------------------------------------------------------------------|---------------------------------------|-------------------------|---------------------------|
| ATIS<br><b>126.3</b> | LEXINGTON APP CON<br><b>120.15 259.3</b> (040°-220°)<br><b>120.75 298.9</b> (221°-039°) | LEXINGTON TOWER<br><b>119.1 257.8</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>132.35</b> |
|----------------------|-----------------------------------------------------------------------------------------|---------------------------------------|-------------------------|---------------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 979 | <b>D</b> | TDZE 979 |
|----------|----------|----------|

226°

4000 X 75  
0.6% UP

7004 X 150  
0.5% UP

TDZ/CL Rwy 4  
REIL Rwy 9, 22 and 27  
HIRL Rwy 4-22  
MIRL Rwy 9-27

FAF to MAP 4.9 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

1400 3100 HYK

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).

SADDL

BRIDL INT 2600

MABBU INT 1540 2600

GS 3.00° TCH 56

|                   |                                               |                       |                                                    |                            |
|-------------------|-----------------------------------------------|-----------------------|----------------------------------------------------|----------------------------|
| CATEGORY          | A                                             | B                     | C                                                  | D                          |
| S-ILS 22          | 1179- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ ) |                       |                                                    |                            |
| S-LOC 22          | 1360-1                                        | 381 (400-1)           | 1360-1 $\frac{1}{8}$                               | 381 (400-1 $\frac{1}{8}$ ) |
| <b>C</b> CIRCLING | 1420-1<br>441 (500-1)                         | 1440-1<br>461 (500-1) | 1520-1 $\frac{1}{2}$<br>541 (600-1 $\frac{1}{2}$ ) | 1600-2<br>621 (700-2)      |

SE-1, 22 JAN 2026 to 19 FEB 2026

SE-1, 22 JAN 2026 to 19 FEB 2026