

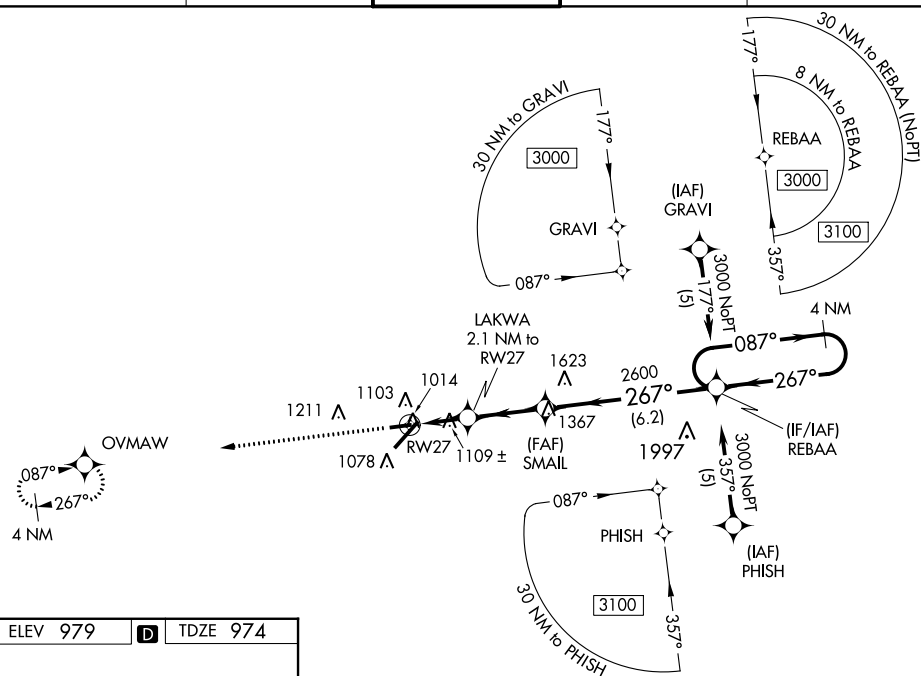
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>78218</b><br><b>W27A</b> | APP CRS<br><b>267°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4000</b><br><b>974</b><br><b>979</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 27  
BLUE GRASS (LEX)

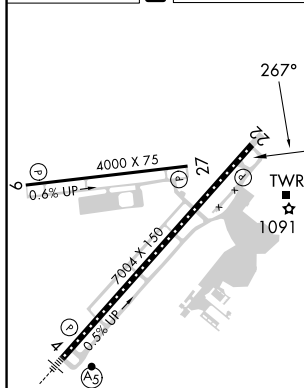
**A** Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1421 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1450 feet and all visibilities ¼ SM; increase all MDAs 80 feet/visibility Cats C and D ¼ SM.

**MISSED APPROACH:** Climb to 3000 direct OVMW and hold.

|               |                                   |                                |                  |                    |
|---------------|-----------------------------------|--------------------------------|------------------|--------------------|
| ATIS<br>126.3 | LEXINGTON APP CON<br>120.15 259.3 | LEXINGTON TOWER<br>119.1 257.8 | GND CON<br>121.9 | CLNC DEL<br>132.35 |
|---------------|-----------------------------------|--------------------------------|------------------|--------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 979 | <b>D</b> | TDZE 974 |
|----------|----------|----------|



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

Diagram illustrating the REBAA holding pattern. The pattern is defined by a 4 NM Holding Pattern. Key points include LAKWA (2.1 NM to RW27), SMAL (2600), and REBAA. The diagram shows a 2.1 NM segment, a 2.8 NM segment, and a 6.2 NM segment. The diagram is labeled with \*LNAV only, GP 3.00°, and TCH 43.

RNAV (GPS) RWY 27