

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 01/22/2026	APWS Task ID: C513833250F04F2997A66D85E0129AAA	APWS Project ID: 8154610241134D19A5E95B68B8FB818D
Procedure: STAR SARGO FIVE (RNAV) COVINGTON KY KCVG		Enroute: YES	Specialist: Copeland, Guy		Agreement Number:
Airport ID: KCVG		Airport City: COVINGTON		State: KY	
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
CONTACT: ROBERT HAMILTON, AJV-A433, 405-954-4608

09/23/2025

QUALITY
14
CHECKED

QUALITY
41
CHECKED

FIPC DME/DME FORM

PROCEDURE: SARGO (RNAV) FIVE ARRIVAL		AIRPORT NAME: CINCINNATI/NORTHERN KENTUCKY	AIRPORT ID: KCVG	SPECIAL CONTROL NO: AG-09-316-25
FAC ID: SARGO5	CITY: COVINGTON		ST: KY	ORIG CHART DATE: 01/22/2026
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: C513833250F04F2997A66D85E0129AAA

PREFLIGHT NOTES

REVIEWER: jeffrey eckman	DATE: 10/10/2025
COMMENTS:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input checked="" type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	YES NO
	CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/>

PROCEDURE RESULTS

INSPECTION DATE: 10/10/2025	CREW #: VN327	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: jeffrey eckman @ 10/10/2025 07:26		PRINTED NAME: ECKMAN, JEFFREY ALAN		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:

DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE: lisa a-ctr thrysoe @ 10/20/2025 10:28	PRINTED NAME: Lisa Thrysoe
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SPECIALIST REMARKS:
No Post Flight DME DME analysis required.

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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FIPC DME/DME FORM

PROCEDURE: SARGO (RNAV) FIVE ARRIVAL		AIRPORT NAME: CINCINNATI/NORTHERN KENTUCKY		AIRPORT ID: KCVG	SPECIAL CONTROL NO: AG-09-316-25
FAC ID: SARGO5		CITY: COVINGTON		ST: KY	ORIG CHART DATE: 01/22/2026
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: C513833250F04F2997A66D85E0129AAA	

PREFLIGHT NOTES

REVIEWER: jeffrey eckman			DATE: 10/10/2025				
COMMENTS:			CHECK ONE:				
			<input type="checkbox"/> FLT CK REQ <input checked="" type="checkbox"/> NFCR <input type="checkbox"/> REJECT			YES	NO
			CPV COMPLETE?			X	

PROCEDURE RESULTS

INSPECTION DATE: 10/10/2025	CREW #: VN327	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: jeffrey eckman @ 10/10/2025 07:26			PRINTED NAME: ECKMAN, JEFFREY ALAN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:

DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:	PRINTED NAME:
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SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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(SARGO.SARGO4) 24081

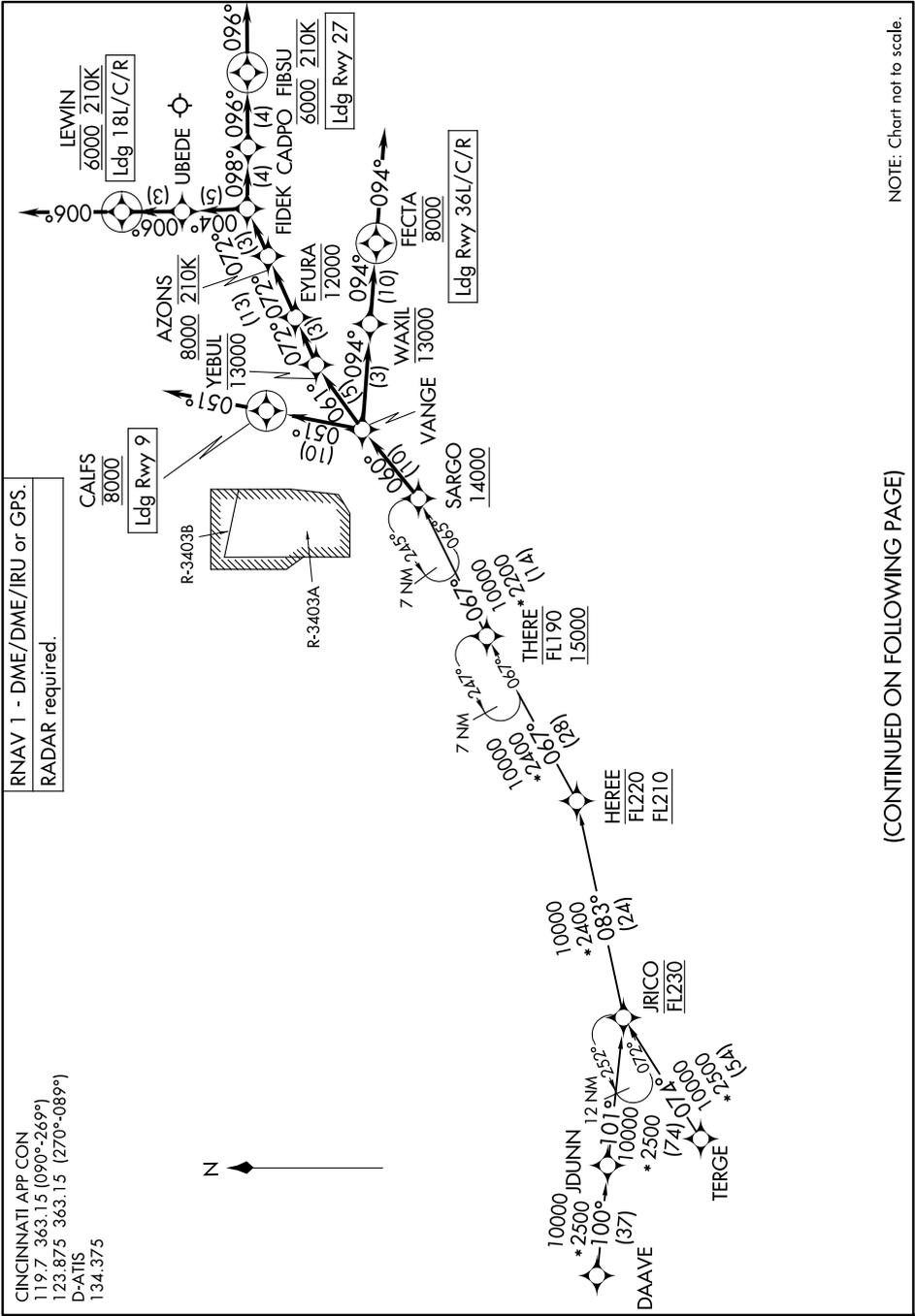
OLD

-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY

SARGO FOUR ARRIVAL (RNAV)

SE-1, 12 JUN 2025 to 10 JUL 2025



SARGO FOUR ARRIVAL (RNAV)
(SARGO.SARGO4) 21MAR24

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY

(CONTINUED ON FOLLOWING PAGE)

SE-1, 12 JUN 2025 to 10 JUL 2025

SARGO FOUR ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

DAAVE TRANSITION (DAAVE.SARGO4):

TERGE TRANSITION (TERGE.SARGO4):

From SARGO on track 060° to VANGE.

LANDING RUNWAY 9: From VANGE on track 051° to cross CALFS at 8000, then on track 051°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 18L/C/R: From VANGE on track 061° to cross YEBUL at or below 13000, then on track 072° to cross EYURA at or below 12000, then on track 072° to cross AZONS at or above 8000 and at 210K, then on track 072° to FIDEK, then on track 004° to UBEDE, then on track 006° to cross LEWIN at 6000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From VANGE on track 061° to cross YEBUL at or below 13000, then on track 072° to cross EYURA at or below 12000, then on track 072° to cross AZONS at or above 8000 and at 210K, then on track 072° to FIDEK, then on track 098° to CADPO, then on track 096° to cross FIBSU at 6000 and at 210K, then on track 096°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 36L/C/R: From VANGE on track 094° to cross WAXIL at or below 13000, then on track 094° to cross FEFTA at 8000, then on track 094°. Expect RADAR vectors to final approach course.

SE-1, 12 JUN 2025 to 10 JUL 2025

SE-1, 12 JUN 2025 to 10 JUL 2025



Federal Aviation Administration

Memorandum

INFO ONLY

Date: September 6, 2023
To: Tom Lattimer, Airspace Manager CSA PBN Team
From: Jeff Chester, TCID Airspace & Procedures Support Manager
Prepared by: Robert Ellis, Senior ATC Specialist, NAVTAC Support
Subject: Letter of Approval Request SARGO STAR, KCVG

KCVG SARGO Standard Terminal Arrival Route (STAR): WAXIL to FECTA Deceleration Distance.

Currently, FAAO 8260.3E, PARA 2-2-10 prescribes allowable deceleration distances for STAR development. The length of the leg from WAXIL to FECTA is 9.63 NM. This leg must be at least 21.15 NM long due to deceleration from 310.0 KIAS to 250.0 KIAS due to crossing below 10,000 feet MSL. Flight Standards approval is required.

The SARGO STAR serves Cincinnati/Northern Kentucky International Airport. The altitude and speeds on the SARGO STAR are designed to separate aircraft on the procedure from either adjacent airspace or other traffic.

Industry flight data shows aircraft will begin the deceleration phase prior to WAXIL to cross FECTA at 250 KIAS. The deceleration of aircraft is not dependent upon the distance between two waypoints, but rather the distance between two speed restrictions. Industry has verified the leg lengths designed for the SARGO STAR are sufficient to meet both the altitude and speed restrictions.

Therefore, ZID is requesting a Letter of Approval to utilize the leg length of 9.63NM at WAXIL to FECTA segment as designed with mandatory altitudes, and speed restrictions for publication.

Sincerely,

JEFFREY W
CHESTER

Digitally signed by
JEFFREY W CHESTER
Date: 2023.09.06
16:56:32 -04'00'



Federal Aviation Administration

Memorandum

INFO ONLY

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From: Jeff Chester, TCID Airspace & Procedures Support Manager
Prepared by: Robert Ellis, Senior ATC Specialist, NAVTAC Support
Subject: Letter of Approval Request WAXIL STAR, KCVG

KCVG WAXIL Standard Terminal Arrival Route (STAR): WAXIL to FECTA

Currently, FAAO 8260.3E, para 2-2-8a (1), the maximum permissible descent gradient above 10,000ft MSL and above is 330 ft/nm (approximately 3.11 degrees). WAXIL altitude restriction of at or above 14,000ft MSL and FECTA altitude restriction of at or above 10,000ft MSL. The descent gradient (484.84/NM) from WAXIL to FECTA is greater than the permissible allowed. Flight Standards approval is required.

The WAXIL STAR serves Cincinnati/Northern Kentucky International Airport. The descent gradient of 519.15 ft/NM is calculated from an altitude of 14,000ft MSL to 10,000ft MSL, over 8.25NM.

However, the altitude restriction at FECTA is an at or above restriction and the altitude restriction at WAXIL is an at or above restriction. The descent gradient over multiple fixes is calculated on the following route section:

SARGO (10.45NM) VANGE (2.82NM) WAXIL (9.63NM) FECTA = 22.90NM

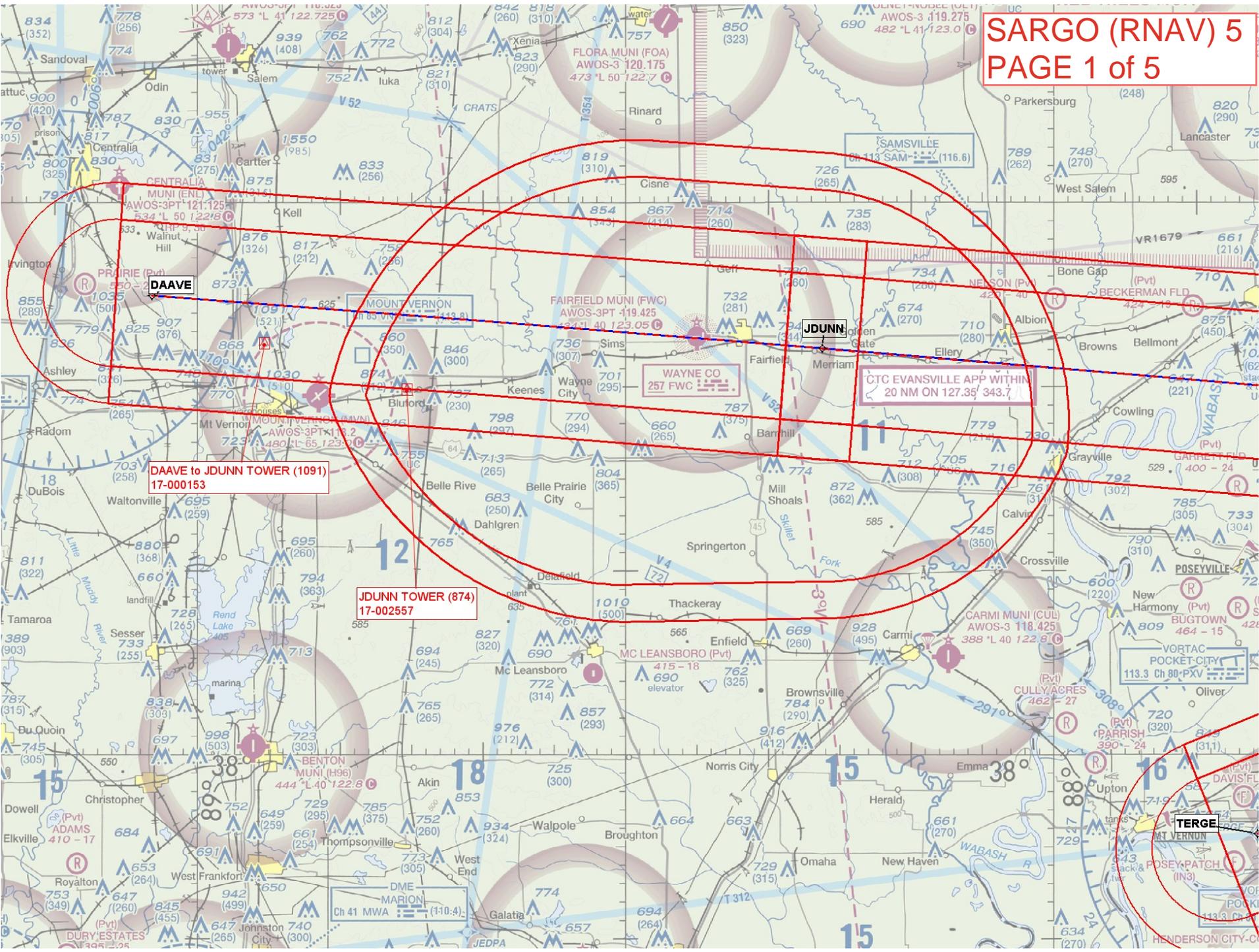
SARGO has an altitude restriction of at or above 14,000ft MSL. FECTA has an altitude restriction of at 8,000ft MSL. A descent of 6,000ft. This results in a 262.01ft/NM descent gradient.

The at or above and at or below restrictions are for ATC operational requirements. Industry simulation data indicates the procedure can be easily managed without increased energy management actions by the flight crew.

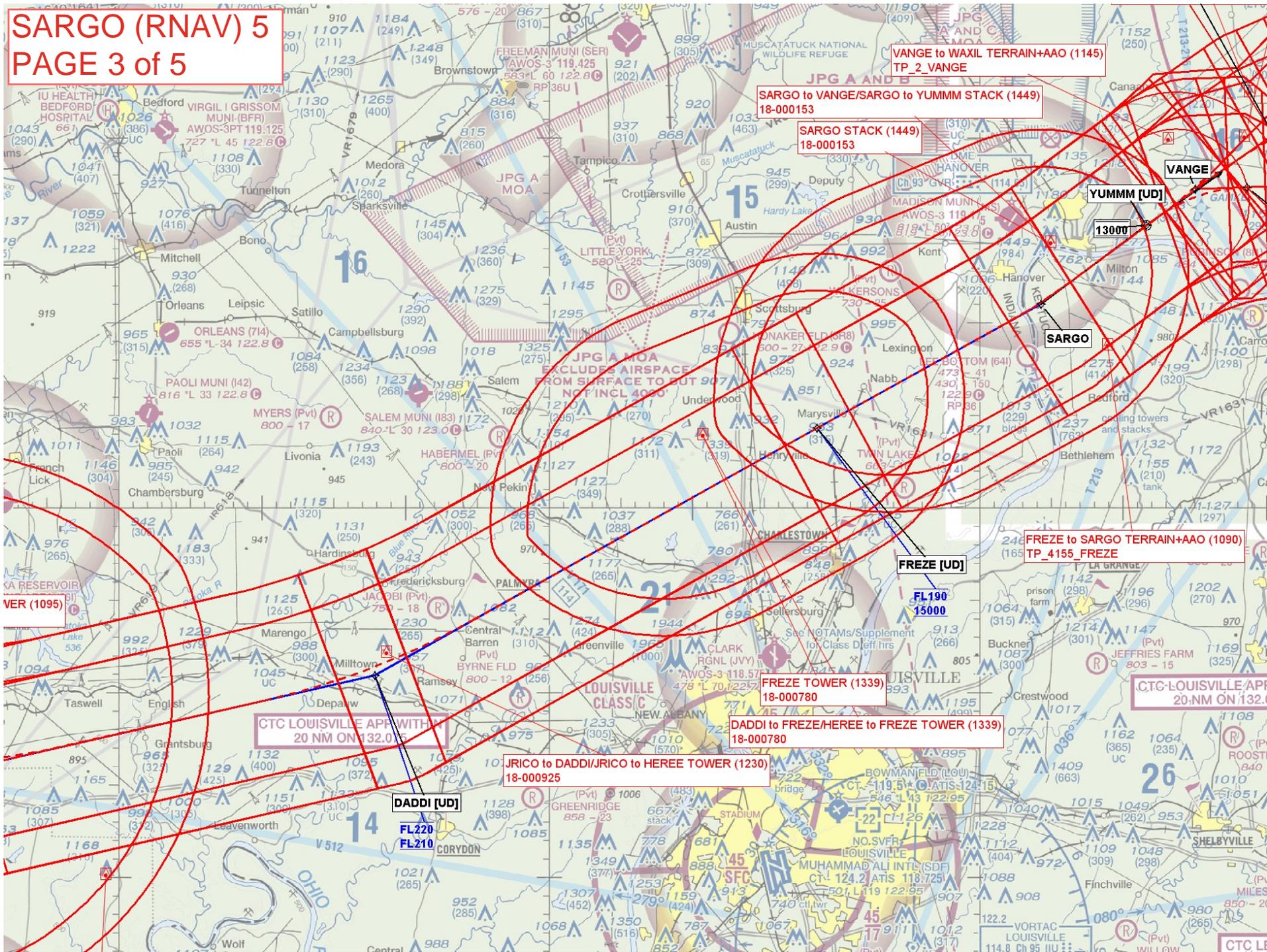
Therefore, ZID is requesting a Letter of Approval to utilize the at or below 13,000ft MSL restriction at WAXIL and the at 8,000ft MSL restriction at FECTA resulting in a descent gradient of 519.15 ft/NM.

Sincerely,

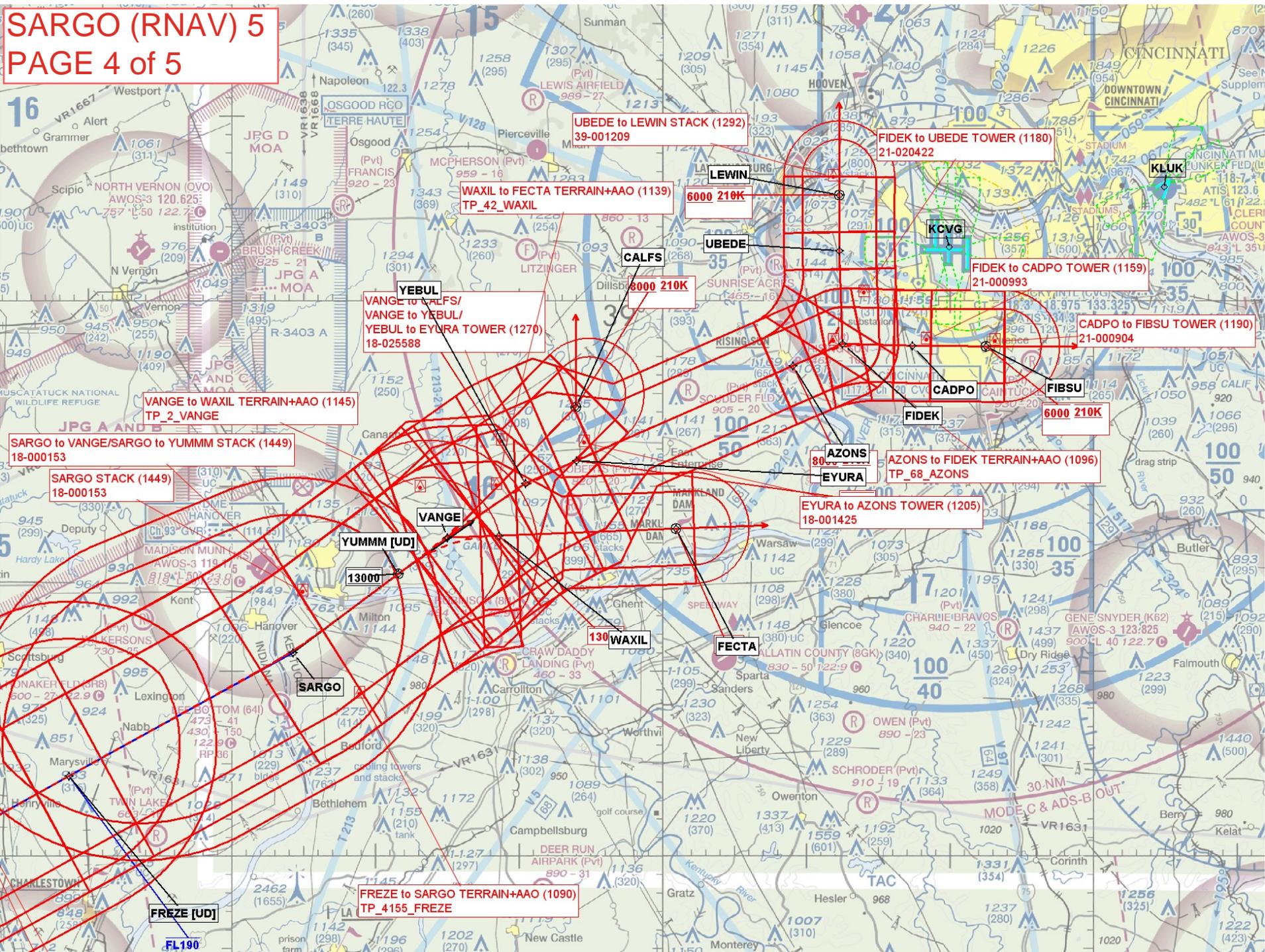
SARGO (RNAV) 5
PAGE 1 of 5



SARGO (RNAV) 5
PAGE 3 of 5



SARGO (RNAV) 5
PAGE 4 of 5



OSGOOD RCO
TERRE HAUTE
OSGOOD
FRANCIS
920 - 23

BRUSH CREEK
JPG A
MOA
R-3403 A

VANGE to WAXIL TERRAIN+AAO (1145)
TP_2_VANGE

SARGO to VANGE/SARGO to YUMMM STACK (1449)
18-000153

SARGO STACK (1449)
18-000153

YUMMM [UD]
13000

SARGO

FREZE [UD]

FREZE to SARGO TERRAIN+AAO (1090)
TP_4155_FREZE

UBEDE to LEWIN STACK (1292)
39-001209

WAXIL to FECTA TERRAIN+AAO (1139)
TP_42_WAXIL

VANGE to CALFS/
VANGE to YEBUL/
YEBUL to EYURA TOWER (1270)
18-025588

YEBUL

VANGE

YUMMM [UD]

SARGO

FREZE [UD]

FREZE to SARGO TERRAIN+AAO (1090)
TP_4155_FREZE

LEWIN
6000 210K

UBEDE

CALFS
6000 210K

VANGE

YUMMM [UD]

SARGO

FREZE [UD]

FREZE to SARGO TERRAIN+AAO (1090)
TP_4155_FREZE

FIDEK to UBEDE TOWER (1180)
21-020422

KCVG

FIDEK to CADPO TOWER (1159)
21-000993

CADPO to FIBSU TOWER (1190)
21-000904

CADPO

FIBSU

FIDEK

AZONS
EYURA

AZONS to FIDEK TERRAIN+AAO (1096)
TP_68_AZONS

EYURA to AZONS TOWER (1205)
18-001425

FECTA

KLUK

CADPO

FIBSU

FIDEK

AZONS
EYURA

AZONS to FIDEK TERRAIN+AAO (1096)
TP_68_AZONS

EYURA to AZONS TOWER (1205)
18-001425

FECTA

FREZE to SARGO TERRAIN+AAO (1090)
TP_4155_FREZE

FREZE to SARGO TERRAIN+AAO (1090)
TP_4155_FREZE

FREZE to SARGO TERRAIN+AAO (1090)
TP_4155_FREZE

SARGO (RNAV) 5

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