

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33	Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.
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TERMINAL ROUTES				MISSED APPROACH
FROM	TO	COURSE AND DISTANCE	ALTITUDE	
VIH VOR/DME	KOMGE (FB)	049.06 / 10.83	3000	LPV: DA LNAV/VNAV: DA LNAV: RW18 CLIMB TO 3000 DIRECT QUMXE AND HOLD.
STEER	IFOKY (FB)	229.21 / 8.99	3000	
KOMGE (IAF)	JAXIP (NOPT) (FB)	094.63 / 6.00	3000	ADDITIONAL FLIGHT DATA: HOLD S, RT, 004.67 INBOUND. CHART FAS OBST: 1139 TREE 380408N/0912507W CHART FAS OBST: 1139 TREE 380456N/0912554W 1239 AAO 380922N/0912412W DISTANCE TO THLD FROM 306 HAT: 0.83 NM. WAAS CHANNEL # 40220 REFERENCE PATH ID: W18A LTP HAE: 281.1 M
IFOKY (IAF)	JAXIP (NOPT) (FB)	274.79 / 6.00	3000	
JAXIP (IF/IAF)	NIVNE (FB)	184.71 / 6.10	2700	
NIVNE (FAF)	ZAKIP/1.70 NM TO RW18 (FB)	184.70 / 3.44		
(SEE FORM 8260-10)				

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD N JAXIP, RT, 184.71 INBOUND, 3000 FT. IN LIEU OF PT (IAF)
3. FAC: 184.70 FAF: NIVNE DIST FAF TO MAP: 5.14 THLD: 5.14
4. MIN. ALT: JAXIP 3000, NIVNE 2700, ZAKIP/1.70 NM TO RW18 1600'
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:
6. MIN GS INCPT: 2700 GS ALT AT: NIVNE 2700 OM: MM: IM:
7. GS ANGLE: 3.00 TCH: 40.0 34:1 IS NOT CLEAR
8. MSA FROM: RW18 3000

MAG VAR: 1E EPOCH YEAR: 2000

MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A X								
CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
LPV DA	1329	1	306	1329	1	306							NA		
LNAV/VNAV DA	1357	1 1/8	334	1357	1 1/8	334							NA		
LNAV MDA	1460	1	437	1460	1	437							NA		
CIRCLING	1580	1	557	1580	1	557							NA		

NOTES:
 CHART NOTE: WHEN VGSI INOP, CIRCLING RWY 36 NA AT NIGHT.
 CHART NOTE: BARO-VNAV NA.
 CHART NOTE: DME/DME RNP-0.3 NA.
 CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.
 (SEE FORM 8260-10)



CITY AND STATE CUBA, MO	ELEVATION: 1023 THRE: 1023 AIRPORT NAME: CUBA MUNI	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 18, ORIG 13 JAN 2011	SUP: AMDT: NONE DATED
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US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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TERMINAL ROUTES, (CONT.):

FROM	TO	COURSE AND DISTANCE	ALTITUDE
ZAKIP/1.70 NM TO RW18	RW18 (MAP) (FO)	184.69 / 1.70	
RW18 (MAP)	1329 MSL	184.69	
1329 MSL	QUMXE (FO)		3000

NOTES, (CONT.):

CHART NOTE: USE ROLLA NATIONAL ALTIMETER SETTING; WHEN NOT RECEIVED, USE FORT LEONARD WOOD ALTIMETER SETTING AND INCREASE ALL DA 54 FEET AND ALL MDA 60 FEET; INCREASE LPV CAT A/B AND LNAV/VNAV CAT A/B VISIBILITIES 1/4 MILE.

* LNAV ONLY.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT VIH VOR/DME AIRWAY RADIALS 315 CW 132.

QUALITY
6
CHECKED

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	AIRPORT NAME: CUBA MUNI				AMDT: NONE
					DATED:

**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR PART 97.33**

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FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KUBX
RUNWAY	RW18
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W18A
LTP/FTP LATITUDE	380424.4040N
LTP/FTP LONGITUDE	0912541.7730W
LTP/FTP ELLIPSOIDAL HEIGHT	+02811
FPAP LATTITUDE	380255.6400N
FPAP LONGITUDE	0912552.9500W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1704
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER 185C8644

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+03118
FPAP ORTHOMETRIC HEIGHT	+03118



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