

WAAS CH 86803 W18B	APP CRS 186°	Rwy Ldg 11000 TDZE 875 Apt Elev 896
--	------------------------	--

RNAV (GPS) Y RWY 18C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Simultaneous approach authorized with RWY 18L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For Inop ALS, increase LNAV Cat C/D visibility to 1% SM.

MALSR



MISSED APPROACH: Climb to 1300, then climb to 3000 direct ZIRKE and hold.

D-ATIS		CININNATI APP CON		CININNATI TOWER		GND CON	CLNC DEL	CPDLC
ARR	DEP	119.7	363.15 (090°-269°)	118.975	360.85 (Rwy 18L/36R)			
134.375	135.3	123.875	363.15 (270°-089°)	118.3	(Rwys 18C/36C, 09/27)	121.7	127.175	

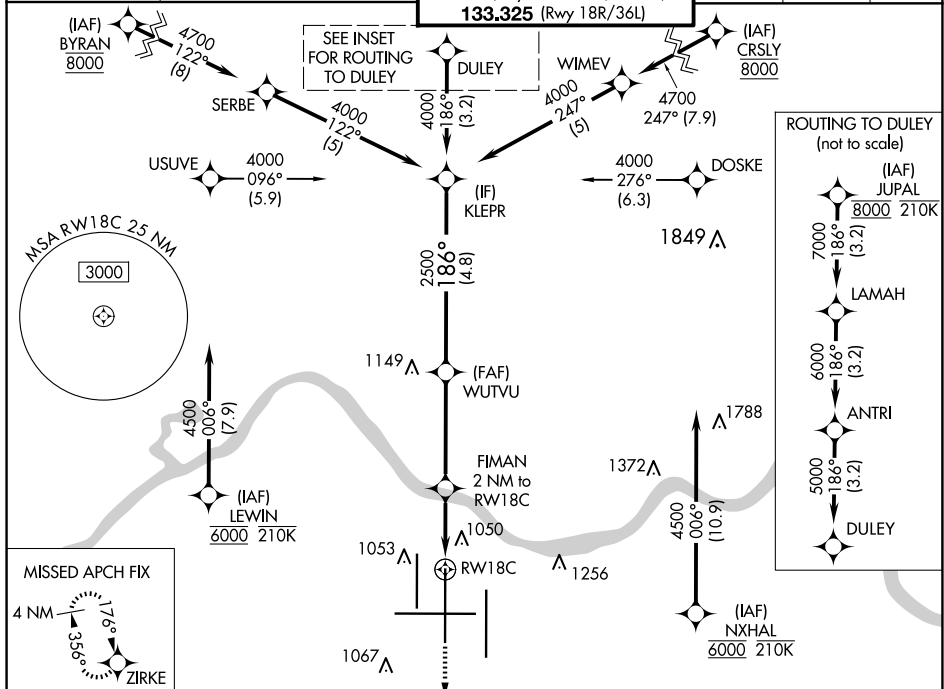


Figure 1: Example of a 4th Class Instrument Approach Chart

Plan View: Shows the runway layout (RW18C, RW18R, RW18L) and surrounding terrain. The chart includes a 3D perspective view of the runway and the approach path. The bottom right shows a table of approach data.

CATEGORY	A	B	C	D
LPV DA	1075/18	200 (200-1/2)		
LNNAV/VNAV DA	1398/55	523 (600-1)		
LNNAV MDA	1360/24	485 (500-1/2)	1360/50	485 (500-1)
C CIRCLING	1460-1	564 (600-1)	1560-13/4 664 (700-13/4)	1560-2 664 (700-2)

RNAV (GPS) Y RWY 18C