

WAAS

CH **99738**

W19A

APP CRS

187°

Rwy Idg

4902

TDZE

1600

Apt Elev

1600

RNAV (GPS) RWY 19

TITUSVILLE (6G1)

▼

NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Franklin altimeter setting. When not received, use Port Meade altimeter setting and increase all MDA 40 feet; increase LP Cats C/D and Circling Cat C visibility $\frac{1}{4}$ mile. Night landing: Rwy 1 NA.

MISSED APPROACH:
Climb to 4500 direct ZATNO and hold.

FKL AWOS-3PT 118.175	YOUNGSTOWN APP CON ★ 133.95 322.3	CTAF 122.9
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The main chart displays the RNAV (GPS) RWY 19 approach. It includes holding patterns for (IAF) HOKSU, (IF/IAF) EVEPE, and (IAF) YOBUK, all with a 5 NM radius and 4500 ft MSL. The approach to RWY 19 is a 187° descent from 3200 ft MSL, passing (FAF) CEGIS, with a 3.00° TCH 40 ft. The chart also shows a missed approach fix at ZATNO and a 5 NM holding pattern.

MISSED APCH FIX
ZATNO
5 NM
187°
007°

5 NM Holding Pattern
EVEPE
4500
007°
187°
CEGIS
3200
3.00°
TCH 40
2260
RWY 19
6 NM
2.9 NM
2 NM

ELEV 1600
TDZE 1600
187°
61
4902 X 75
1.4% UP
1

CATEGORY	A	B	C	D
LP MDA	2020-1 420 (500-1)		2020-1½ 420 (500-1½)	
LNAV MDA	2080-1 480 (500-1)		2080-1¾ 480 (500-1¾)	
CIRCLING	2100-1 500 (500-1)		2200-1½ 600 (600-1½)	2280-2¼ 680 (700-2¼)

MRL Rwy 1-19

TITUSVILLE, PENNSYLVANIA

Orig 21JUL16

41°37'N-79°44'W

TITUSVILLE (6G1)

RNAV (GPS) RWY 19