

WAAS CH 97342 W18A	APP CRS 175°	Rwy Idg TDZE Apt Elev	4986 916 925
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RNAV (GPS) RWY 18

CUSHING MUNI (CUH)

RNP APCH-GPS.

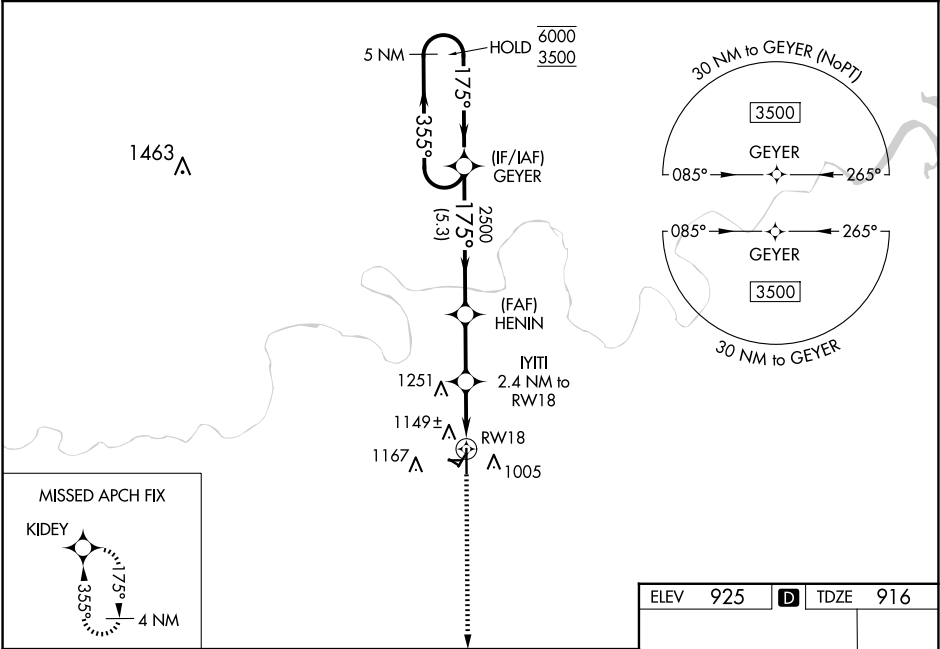
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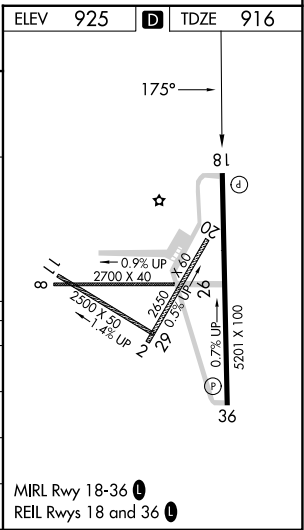
Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using CQB altimeter setting. When local altimeter setting not received, use CQB altimeter setting and increase LPV DA to 1207 feet and all visibilities $\frac{1}{8}$ SM. Increase LNAV/VNAV DA to 1398 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D $\frac{1}{4}$ SM. Circling NA to Rwy 2, 8, 11, 20, 26, 29.

MISSED APPROACH:
Climb to 3500 direct
KIDEY and hold.

AWOS-3PT 118.25	KANSAS CITY CENTER 127.8 319.1	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern					VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 26).		3500	KIDEY
6000 ← 355° 3500 ← 175°					HENIN 2500 IYITI 2.4 NM to RW18 1720		RW18	
GP 3.00° TCH 50					5.3 NM		2.4 NM	
							2.4 NM	
CATEGORY	A		B		C		D	
LPV DA	1166- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)					
LNAV/VNAV DA	1357-1 $\frac{1}{2}$		441 (500-1 $\frac{1}{2}$)					
LNAV MDA	1400-1 484 (500-1)		1400-1 $\frac{3}{8}$ 484 (500-1 $\frac{3}{8}$)					
CIRCLING	1600-1 675 (700-1)		1600-2 675 (700-2)		1600-2 $\frac{1}{4}$ 675 (700-2 $\frac{1}{4}$)			



SC-1, 02 OCT 2025 to 30 OCT 2025

SC-1, 02 OCT 2025 to 30 OCT 2025