

WAAS

CH **99738**

W19A

APP CRS

187°

Rwy Ldg

4902

TDZE

1600

Apt Elev

1600

RNAV (GPS) RWY 19

TITUSVILLE (6G1)

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NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ 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 ¼ 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 RNP chart illustrates the flight paths for RNP (RNAV) RWY 19. It includes the following elements:

- Top Section:** A curved path leading to the **EVEPE** fix, with a 30 NM distance to **EVEPE (NoPT)** and a 4500 ft altitude. The heading is 117° to EVEPE and 257° from EVEPE.
- Central Section:** A complex path involving the **HOKSU** and **YOBUK** fixes. It shows a 5 NM distance to **EVEPE** with a 187° heading. The path also includes a 4500 NoPT (7) segment and a 30 NM distance to **HOKSU** and **YOBUK**.
- Bottom Section:** The final approach segment starting from **EVEPE** (IF/IAF) and descending to **CEGIS** (FAF). The altitude decreases from 3200 ft to 1779± ft, then to 1718± ft, and finally to the runway elevation of 1600 ft. The heading is 187°.
- MISSED APCH FIX:** A separate diagram showing the missed approach path from the runway, climbing to 4500 ft and holding at **ZATNO** with a 187° heading and 5 NM distance.

5 NM Holding Pattern		EVEPE		4500	ZATNO
4500		187°		187°	
		CEGIS		3200	
		3.00° TCH 40		2260	
		CADBI 2 NM to RW19			
		RW19			
		6 NM		2.9 NM	2 NM
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	2280-2¼	
			600 (600-1½)	680 (700-2¼)	

MRL Rwy 1-19

TITUSVILLE, PENNSYLVANIA

Orig 21JUL16

41°37'N-79°44'W

TITUSVILLE (6G1)

RNAV (GPS) RWY 19