

|                    |             |          |            |
|--------------------|-------------|----------|------------|
| LOC/DME I-CIZ      | APP CRS     | Rwy Idg  | 10000      |
| <b>110.15</b>      | <b>186°</b> | TDZE     | <b>889</b> |
| Chan <b>38</b> (Y) |             | Apt Elev | <b>896</b> |

ILS or LOC RWY 18L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

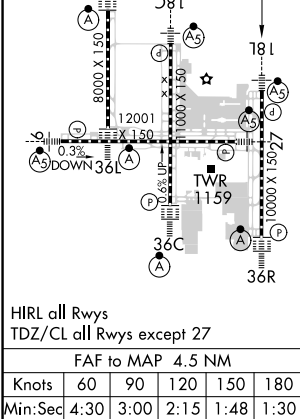
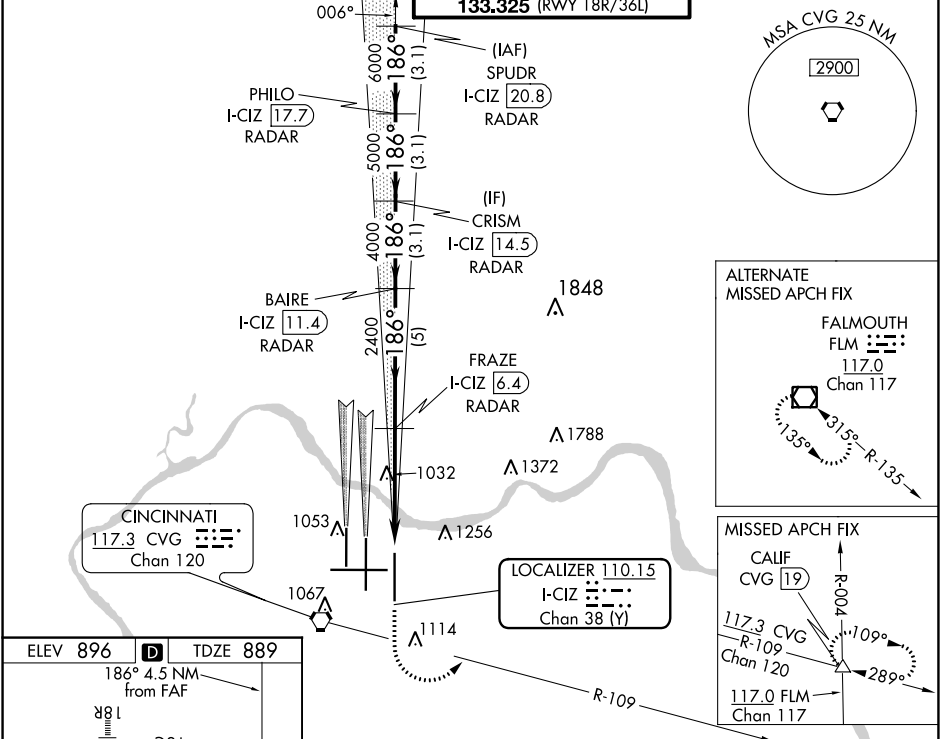
RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized with Rwy 18C and 18R. For inop ALS, increase S-LOC 18L Cat C and D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on CVG R-109 to CALIF INT/CVG 19 DME and hold.

|                                     |                                                                      |                                                                                                           |              |                |       |
|-------------------------------------|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------|----------------|-------|
| D-ATIS                              | CINCINNATI APP CON                                                   | CINCINNATI TOWER                                                                                          | GND CON      | CLNC DEL       | CPDLC |
| ARR <b>134.375</b> DEP <b>135.3</b> | <b>119.7 363.15</b> (090°-269°)<br><b>123.875 363.15</b> (270°-089°) | <b>118.975 360.85</b> (RWY 18L/36R)<br><b>118.3</b> (RWYS 18C/36C, 09/27)<br><b>133.325</b> (RWY 18R/36L) | <b>121.7</b> | <b>127.175</b> |       |



|                                                                 |                     |                  |                         |                       |
|-----------------------------------------------------------------|---------------------|------------------|-------------------------|-----------------------|
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71). |                     |                  |                         |                       |
| SPUDR I-CIZ 20.8                                                | PHILO I-CIZ 17.7    | CRISM I-CIZ 14.5 | BAIRE I-CIZ 11.4        | FRAZE I-CIZ 6.4       |
| 7000                                                            | 6000                | 5000             | 4000                    | 2400                  |
| GS 3.00° TCH 55                                                 |                     |                  |                         |                       |
| 3.1 NM 3.1 NM 3.1 NM 5 NM 3.4 NM 1.1 NM                         |                     |                  |                         |                       |
| CATEGORY                                                        | A                   | B                | C                       | D                     |
| S-ILS 18L                                                       | 1089/18 200 (200-½) |                  |                         |                       |
| S-LOC 18L                                                       | 1300/24             | 411 (500-½)      | 1300/40                 | 411 (500-¾)           |
| CIRCLING                                                        | 1460-1              | 564 (600-1)      | 1560-1¾<br>664 (700-1¾) | 1560-2<br>664 (700-2) |