

LOC/DME I-CVG <b>109.9</b> Chan 36	APP CRS <b>006°</b>	Rwy Idg <b>11000</b> TDZE <b>851</b> Apt Elev <b>896</b>
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# ILS or LOC RWY 36C

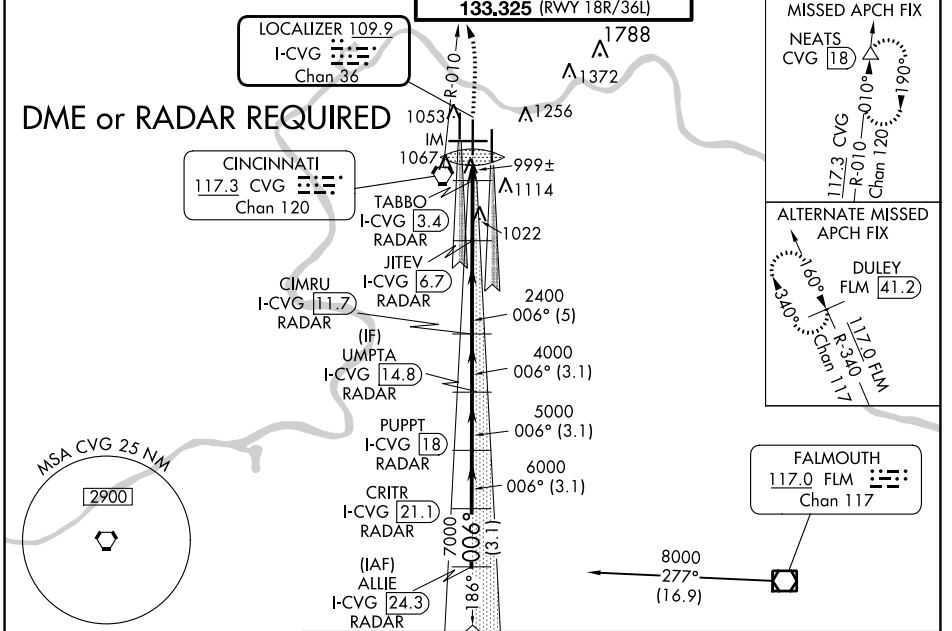
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

**Simultaneous approach authorized with Rwy 36L/R.**  
DME required.

ALSf-2

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

D-ATIS ARR <b>134.375</b> DEP <b>135.3</b>	CINCINNATI APP CON <b>119.7 363.15</b> (090°-269°) <b>123.875 363.15</b> (270°-089°)	CINCINNATI TOWER <b>118.975 360.85</b> (RWY 18L/36R) <b>118.3</b> (RWYS 18C/36C, 09/27) <b>133.325</b> (RWY 18R/36L)	GND CON <b>121.7</b>	CLNC DEL <b>127.175</b>	CPDLC
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SE-1, 05 SEP 2024 to 03 OCT 2024

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ELEV 896	TDZE 851	<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).</p> <p>CIMRU I-CVG 11.7 UMPA I-CVG 14.8 PUPPT I-CVG 18 CRITR I-CVG 21.1</p>																																				
<p>TDZ/CL all Rwy's except 27</p> <p>HIRL all Rwy's</p>	<p># LOC only.</p> <p>JITEV I-CVG 6.7</p> <p>TABBO I-CVG 3.4</p> <p>I-CVG 2</p>	<p>8000</p> <p>7000</p> <p>6000</p> <p>4000</p> <p>5000</p> <p>2400</p> <p>1340# 2400</p>	<p>ALLIE I-CVG 24.3</p> <p>Procedure Turn NA</p> <p>GS 3.00° TCH 52</p>																																			
<p>FAF to MAP 4.7 NM</p> <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>4:42</td> <td>3:08</td> <td>2:21</td> <td>1:53</td> <td>1:34</td> </tr> </table>				Knots	60	90	120	150	180	Min:Sec	4:42	3:08	2:21	1:53	1:34																							
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