


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 08/03/2017	<b>Task #:</b> 2017050307260201001	<b>Request #:</b> 20170503072602
<b>Procedure:</b> ILS OR LOC RWY 18C AMDT 23			<b>Airport ID:</b> KCVG	<b>Airport:</b> CINCINNATI/NORTHERN KENTUCKY INTL		<b>Reimbursable #:</b> NO
<b>City:</b> COVINGTON	<b>ST:</b> KY	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 07/19/2018		<b>FICO #:</b>	
<b>Fac ID:</b> SIC		<b>Fac. Type:</b> ILS			<b>Specialist:</b> GEORGETTE BARNETT	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	11/30/2017	02/12/2018	ROBERT HAMILTON			
<b>QA:</b>	02/12/2018					
<b>Liaison:</b>						
<b>Procedure Comments:</b> ENROUTE-NON <b>Remark Type:</b> INFORMATION						
<p>ACTIVE DATE USED FOR KCVG  PENDING DATA USED FOR I-SIC.  ASSIGNED MAG VAR: I-SIC: OLD 04W - NEW 06W.  ESV (2): I-SIC (2)  WAIVER CANCELLATION.</p> <p>CONTACT ROBERT HAMILTON, MANAGER SUB-TEAM B 405 954-4608.</p>						

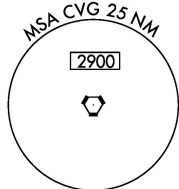
ILS or LOC RWY 18C  
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

MALSR

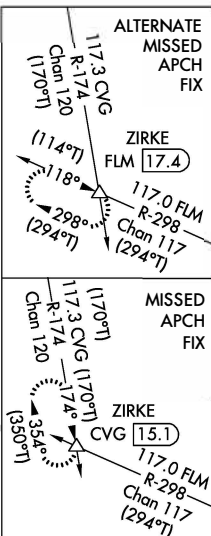
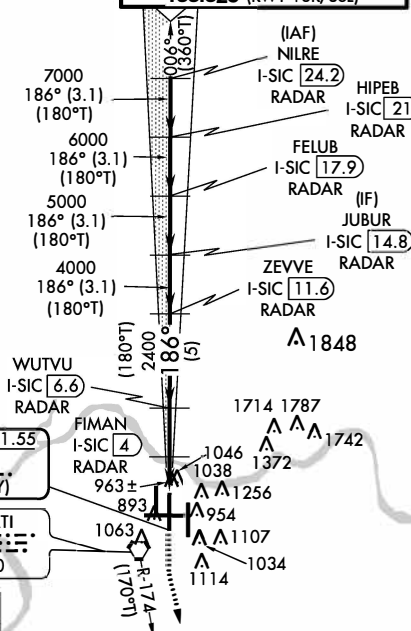
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 on CVG R-174 to ZIRKE INT/CVG 15.1 DME and hold.

**T** Simultaneous approach authorized.

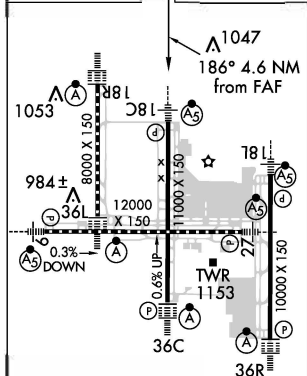
D-ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	<b>119.7 254.25</b> (090°-269°)	<b>118.975 360.85</b> (RWY 18L/36R)		
<b>134.375</b>	<b>135.3</b>	<b>123.875 363.15</b> (270°-089°)	<b>118.3</b> (RWYS 18C/36C, 09/27)	<b>121.7</b>	<b>127.175</b>



PROTOTYPE-  
NOT  
FOR NAVIGATION



ELEV 896	<b>D</b>	TDZE 875
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HIRL all Rwy's  $999 \pm \Delta$   
TDZ/CL all Rwy's except 27

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS or LOC RWY 18C

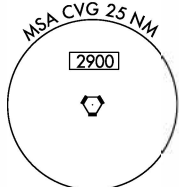
FIG

**ILS RWY 18C (SA CAT I & II)**  
**CINCINNATI/NORTHERN KENTUCKY INTL (CVG)**

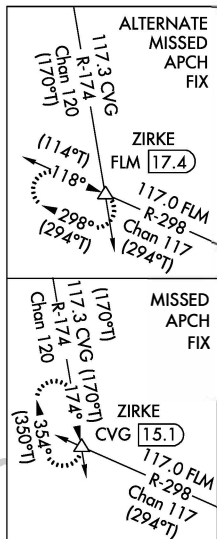
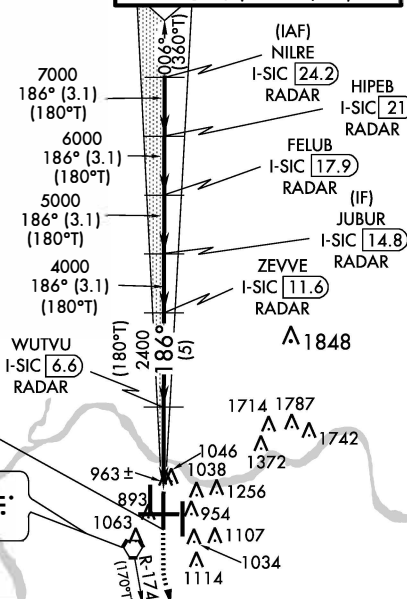
MALSR

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 on CVG R-174 to ZIRKE INT/CVG 15.1 DME and hold.

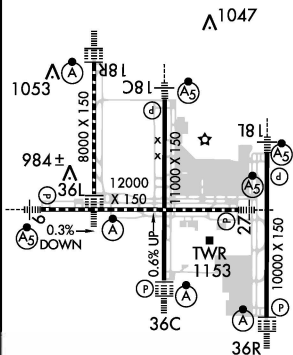
D-ATIS		CINCINNATI APP CON		CINCINNATI TOWER		GND CON	CLNC DEL
ARR	DEP	119.7	254.25 (090°-269°)	118.975	360.85 (RWY 18L/36R)	121.7	127.175
134.375	135.3	123.875	363.15 (270°-089°)	118.3 (RWYS 18C/36C, 09/27)	133.325 (RWY 18R/36L)		



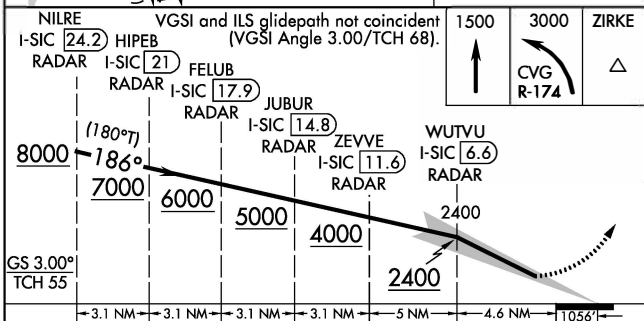
PROTOTYPE-  
NOT  
FOR NAVIGATION



ELEV 896	<b>D</b>	TDZE 875
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HIRL all Rwy's  $\Delta$   
TDZ/CL all Rwy's except 27

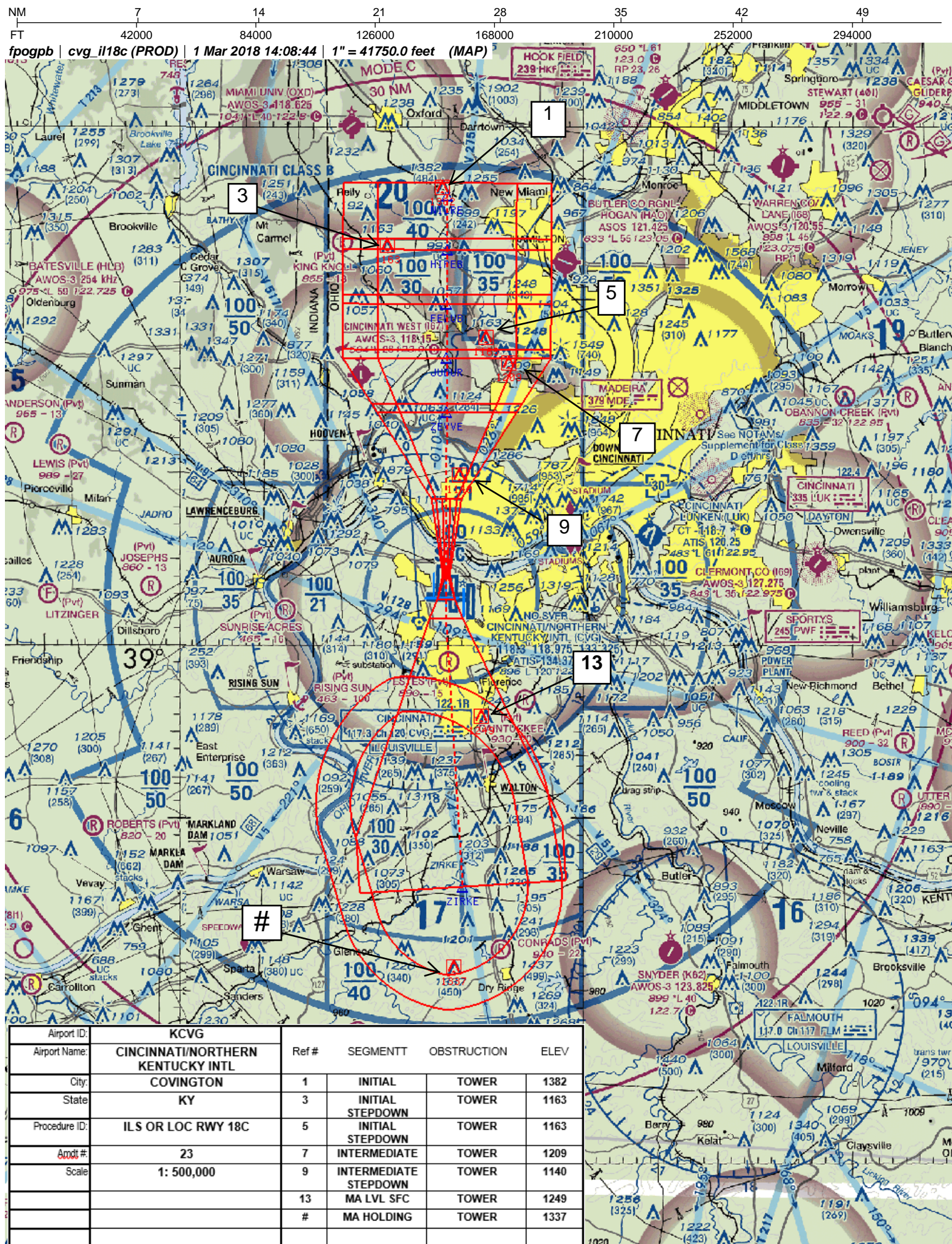


CATEGORY	A	B	C	D
S-ILS 18C	SA CAT I	RA 191/16	150 DA 1025	
S-ILS 18C	SA CAT II	RA 100/12	100 DA 695	

**SA CATEGORY I & II ILS-SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)  
39°03'N-84°40'W ILS RWY 18C (SA CAT I & II)



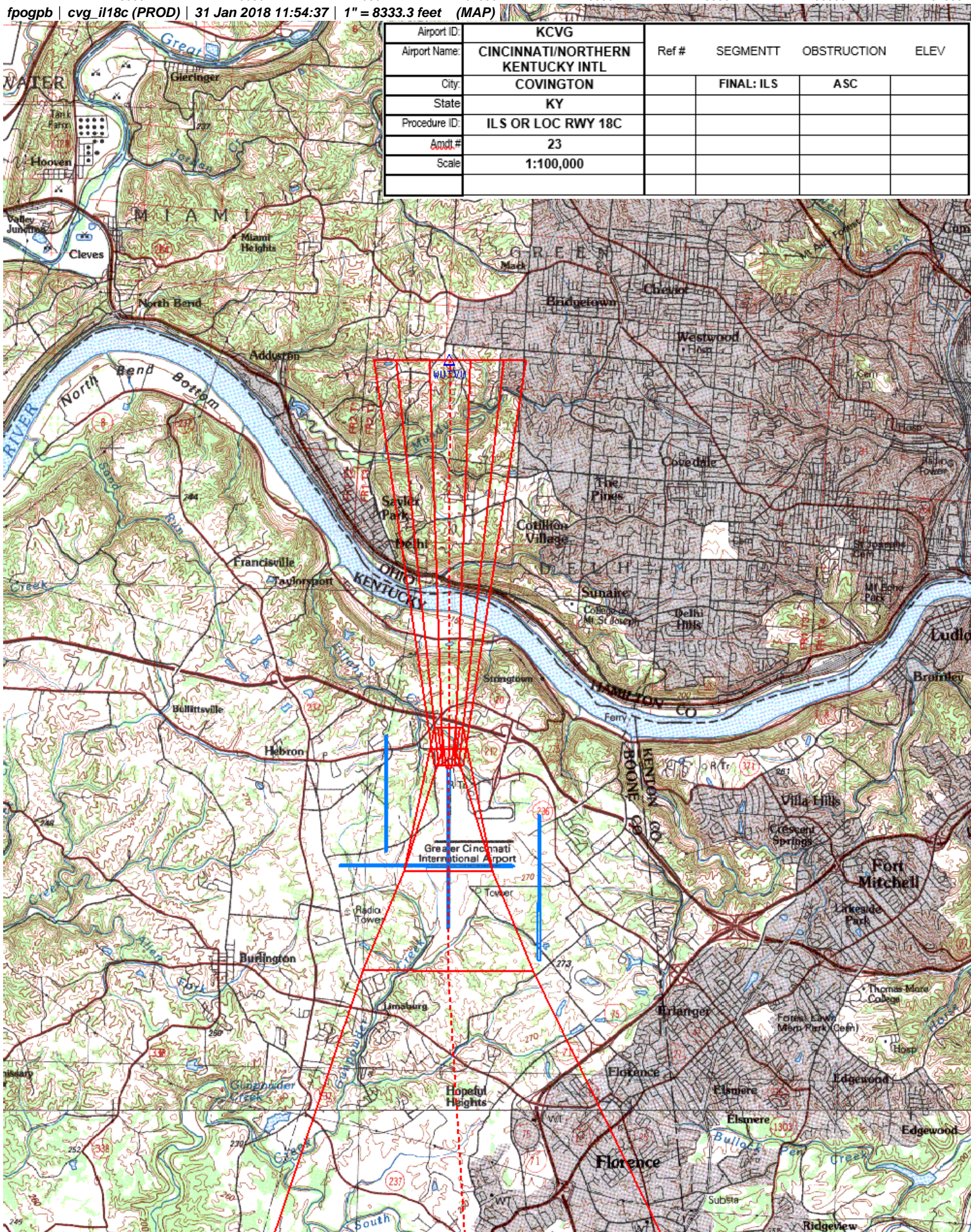




NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

fpogpb | cvg\_i118c (PROD) | 31 Jan 2018 11:54:37 | 1" = 8333.3 feet (MAP)

Airport ID:	KCVG	Ref #	SEGMENTT	OBSTRUCTION	ELEV
Airport Name:	CINCINNATI/NORTHERN KENTUCKY INTL		FINAL: ILS	ASC	
City:	COVINGTON				
State:	KY				
Procedure ID:	ILS OR LOC RWY 18C				
Amtdt #:	23				
Scale:	1:100,000				





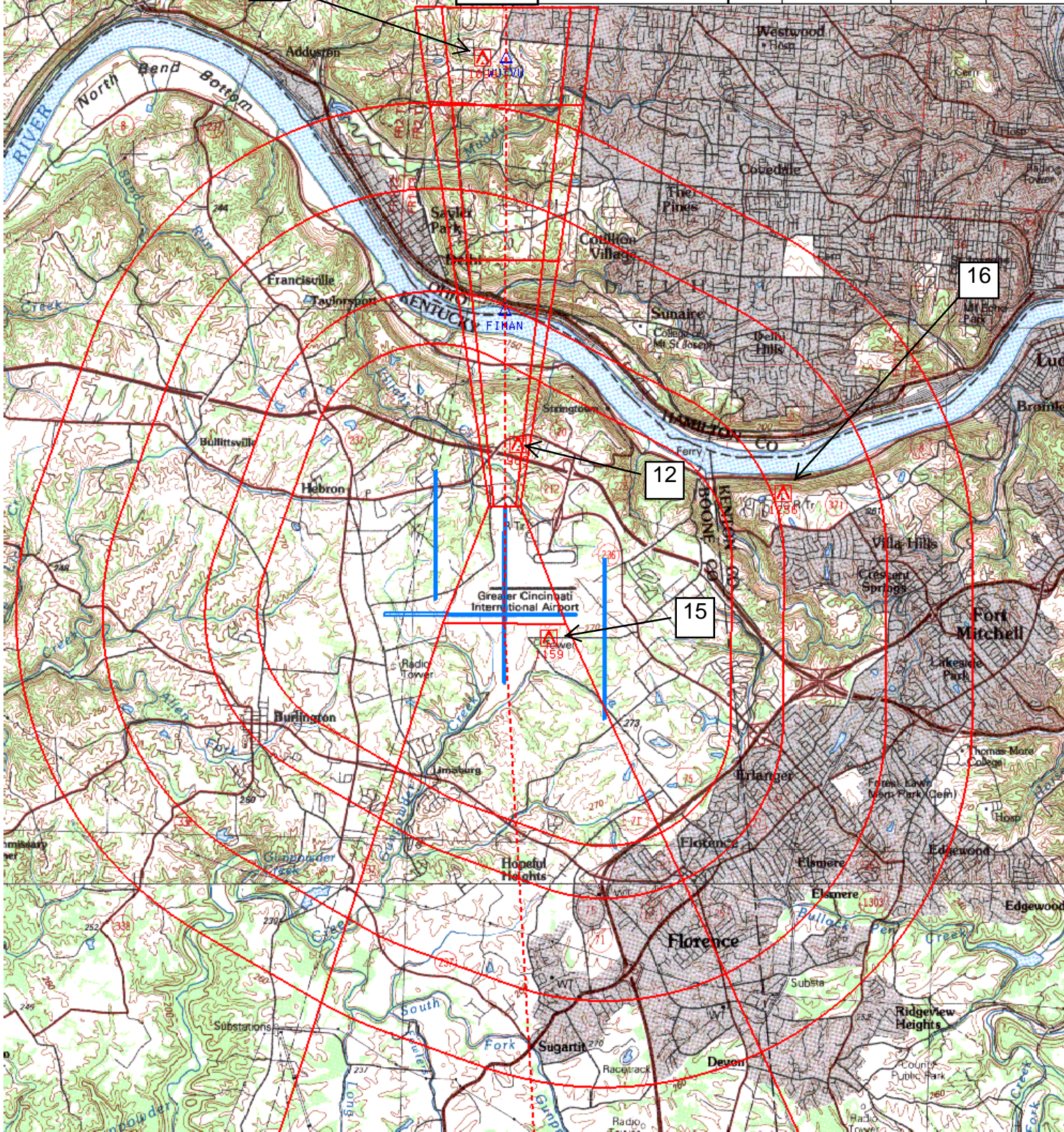
NM

1 2 3 4 5 6 7 8 9 10

FT 8000 16000 24000 32000 40000 48000 56000 64000

*fpogpb* | *cvq\_il18c (PROD)* | 1 Feb 2018 08:36:40 | 1" = 8333.3 feet (MAP)

Airport ID:	KCVG	Ref #	SEGMENTT	OBSTRUCTION	ELEV
Airport Name:	CINCINNATI/NORTHERN KENTUCKY INTL				
City:	COVINGTON	11	FINAL: LOC	AAO	1099
State:	KY	12	FINAL STEPDOWN	TREE	963
Procedure ID:	ILS OR LOC RWY 18C	15	CIRCLING CAT A/B	ATCT	1159
Amdt #	23	16	CIRCLING CAT C/D	TOWER	1256
Scale:	1:100,000				





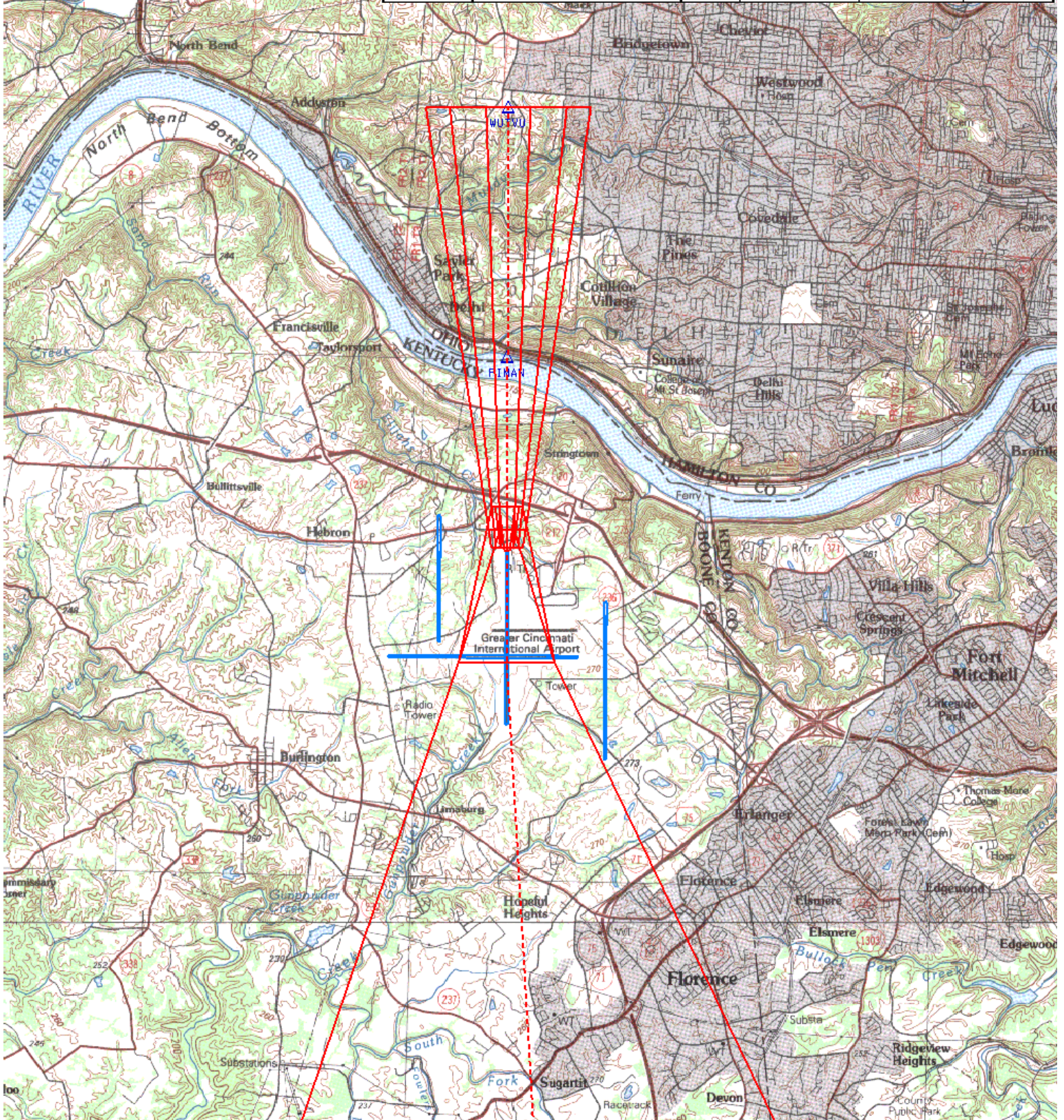




NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

fpogpb | cvg\_i118c (PROD) | 31 Jan 2018 12:52:11 | 1" = 8333.3 feet (MAP)

Airport ID:	KCVG	Ref #	SEGMENTT	OBSTRUCTION	ELEV
Airport Name:	CINCINNATI/NORTHERN KENTUCKY INTL				
City:	COVINGTON		FINAL: ILS	ASC	
State:	KY				
Procedure ID:	ILS OR LOC RWY 18C				
Amdt #	23				
Scale	1:100,000				
	ALTERNATE MA				

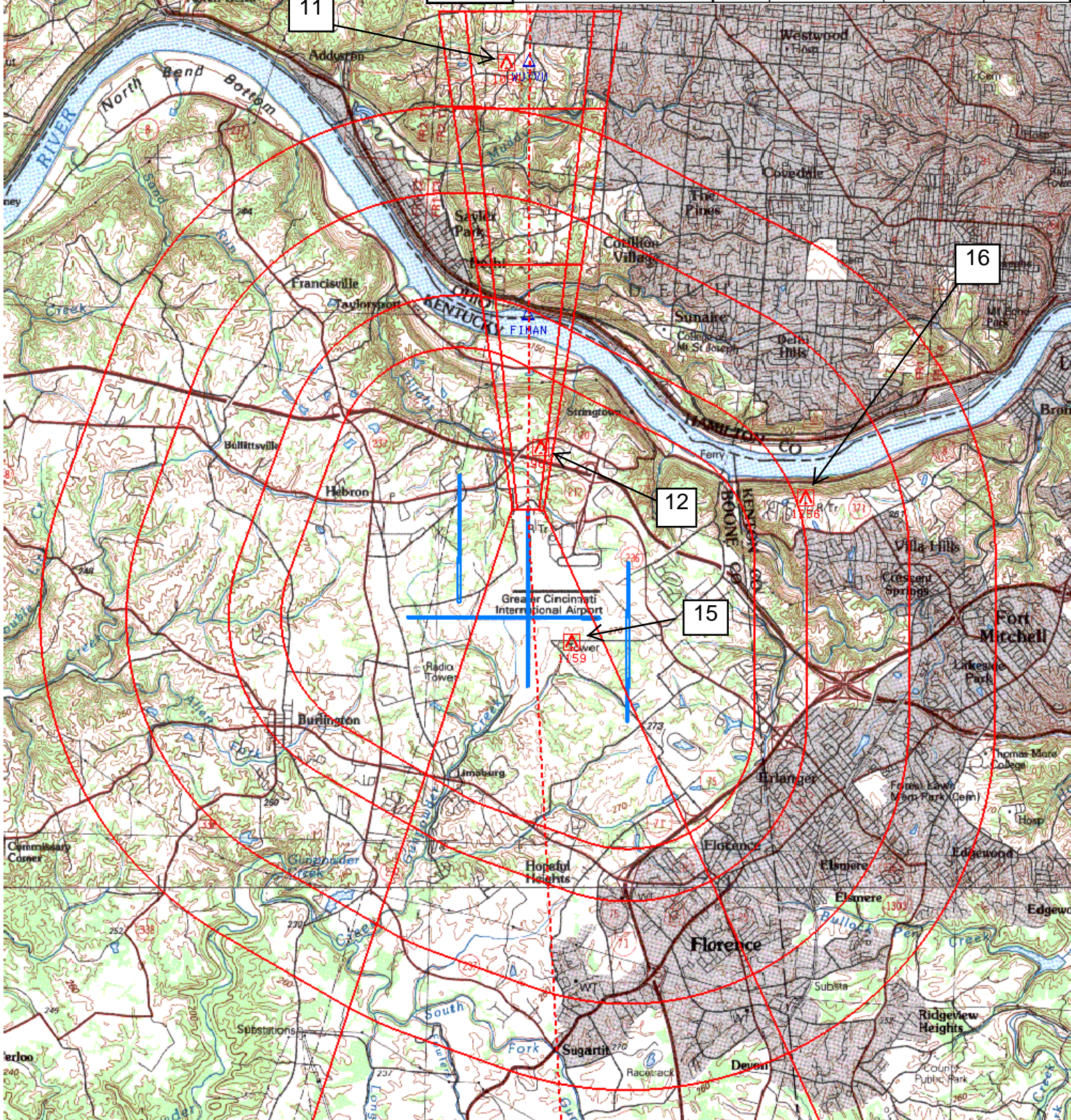




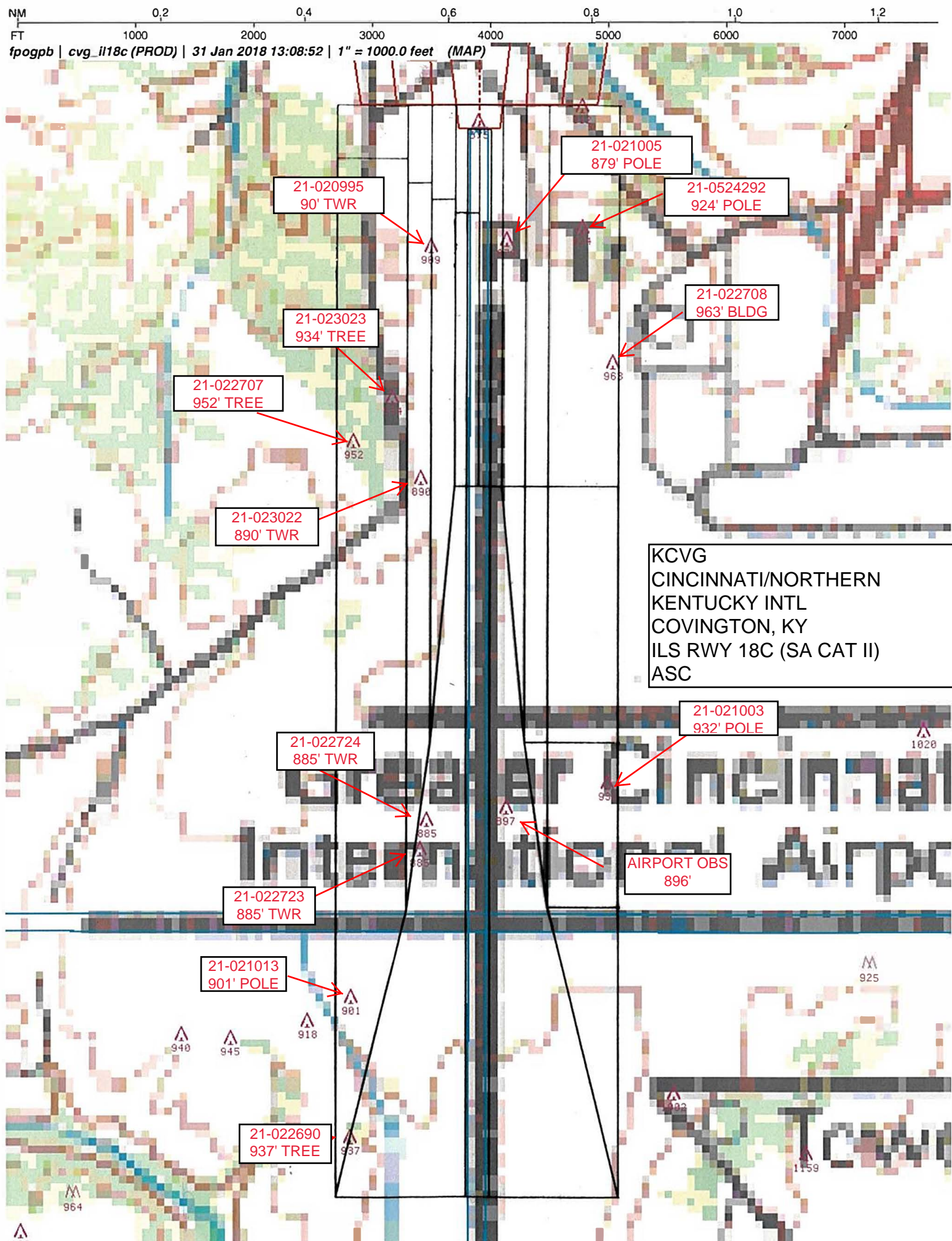
NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

fpogpb | cvg\_i118c (PROD) | 1 Feb 2018 08:10:48 | 1" = 8333.3 feet (MAP)

Airport ID:	KCVG	Ref #	SEGMENTT	OBSTRUCTION	ELEV
Airport Name:	CINCINNATI/NORTHERN KENTUCKY INTL	11	FINAL: LOC	AAO	1099
City:	COVINGTON	12	FINAL STEPDOWN	TREE	963
State:	KY	15	CIRCLING CAT A/B	ATCT	1159
Procedure ID:	ILS OR LOC RWY 18C	16	CIRCLING CAT C/D	TOWER	1256
Amdt #	23				
Scale	1:100,000				
	ALTERNATE MA				









## ESV Details

Originating Office :		Airspace Docket Number :		Request Type : Establish	
<b>Facility Data</b>					
Chart Name : KCVG		City : COVINGTON		Ident : SIC	
				State : KY	
Type/Class : DME		Frequency : M1139		Reference No.: 18019351	
<b>Expanded Service Volume Data: (Requesting Officer)</b>					
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude
FAA 961044-012	4	0	22	70	70
Requirement: GLIDESLOPE INTERCEPT AT HIPEB (KCVG RWY 18C).					
Signature: BARNETT GEORGETTE		Routing Symbol: AJV-5422			Date: 01/30/2018
<b>Expanded Service Volume Data: (FIFO)</b>					
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude
FAA 961044-012	4	0			
Requirement/Remarks:					
Signature:		Routing Symbol:			Date:






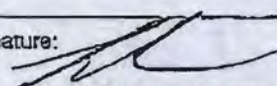
## ESV Details

Originating Office :		Airspace Docket Number :		Request Type : Establish	
<b>Facility Data</b>					
Chart Name : KCVG		City : COVINGTON		Ident : SIC	
				State : KY	
Type/Class : LOC		Frequency : M111.55		Reference No.: 18019352	
<b>Expanded Service Volume Data: (Requesting Officer)</b>					
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude
FAA 961215-013	4	0	22	70	70
Requirement: GLIDESLOPE INTERCEPT AT HIPEB (KCVG RWY 18C).					
Signature: BARNETT GEORGETTE		Routing Symbol: AJV-5422			Date: 01/30/2018
<b>Expanded Service Volume Data: (FIFO)</b>					
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude
FAA 961215-013	4	0			
Requirement/Remarks:					
Signature:		Routing Symbol:			Date:



Ident - SIC	City - COVINGTON, KY		Frequency - 332.75-MHz		Facility - GS	
ESV ID	Radial 1	Radial 2	Distance	Alt Min	Alt Max	Fight Check Date
FAA 961216-001	4	0	25	30	100	
Requirement : 030528ECVG ASO 030701A 031211AAVN-160						
FAA 961216-005	4	0	13	50	50	
Requirement : 080519E GRANDFATHERED: GLIDESLOPE INTERCEPT AT DULEY (5000) 080519 Approved. 080729 AVN-150						
FAA 961216-006	4	0	17	60	60	
Requirement : 080519E GRANDFATHERED: GLIDESLOPE INTERCEPT AT ANTRI (6000) 080519 Approved. 080729 AVN-150						
FAA 961216-007	4	0	20	70	70	
Requirement : 080519E GRANDFATHERED: GLIDESLOPE INTERCEPT AT LAMAH (7000) 080519 Approved. 080729 AVN-150						
FAA 961216-008	4	0	23	80	80	
Requirement : 080519E GRANDFATHERED: GLIDESLOPE INTERCEPT AT JUPAL (8000) 080519 Approved. 080729 AVN-150						
Get (750 Records)			Next >>	GS ESV MEETS THE REQUIRED DISTANCE FOR THE NEW FIX HIPEB.		



US Department of Transportation Federal Aviation Administration		FLIGHT PROCEDURES STANDARDS WAIVER		FLIGHT STANDARDS USE ONLY	
				CONTROL NO:	
<p>1. Flight Procedure Identification: COVINGTON/CINCINNATI, OH, KY, CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL Simultaneous triple approaches runways 17 - 35 (to be renamed 18R - 36L upon commissioning), 18R - 36L (to be renamed 18C - 36C upon commissioning of runway 17 - 35) and 18L - 36R / (Category I and II landing South, Category I, II and III landing North).</p>					
<p>2. Waiver Required and Applicable Standard: "TRIPLE APPROACHES." "THE MINIMUM distance between parallel FAC's is 5,000 feet." FAA Order 8260.3B, Volume 3, Appendix 2, paragraph 7.2.</p>					
<p>3. Reason for Waiver (Justification for nonstandard treatment): Simultaneous triple approaches are required to increase the airport capacity and to fully utilize the 3rd parallel runway. The minimum separation between runways is: 17 - 35 (future designation 18R - 36L) and 18R - 36L (future designation 18C - 36C) 4313.19 feet 18R - 36L (future designation 18C - 36C) and 18L - 36R 6242.61 feet 17 - 35 (future designation 18R - 36L) and 18L - 36R 10557.83 feet Airport Elevation is 896.2 feet MSL</p> <p style="text-align: center; font-size: 2em; font-weight: bold;">INFO ONLY</p>					
<p>4. Equivalent Level of Safety Provided: Development of FMA capability specific to this airport by ATB-103 to meet requirements of Order 7110.85N, paragraph 5-9-7a.4. "A high-resolution color monitor with alert algorithms, such as the final monitor aid...shall be used to monitor approaches where: (a) Triple parallel runway centerlines are at least 4,300 but less than 5,000 feet apart and the airport field elevation is less than 1,000 feet MSL". The FMA capability would also meet the requirements of AC 150/5300-13 CHG 5, paragraph 208.a.(2). "Triple simultaneous precision instrument approaches for airports below 1000 feet elevation...the FAA, on a case-by-case basis, will consider proposals utilizing separations down to a minimum of 4300 feet (1310 m) where a 5,000 foot (1525 m) separation is impractical or the airport elevation is at or above 1000 feet (305 m). Reduction of separation may require special radar, monitoring equipment, etc..."</p>					
<p>5. How Relocation or Additional Facilities Will Affect Waiver Requirement: Relocating the runway is economically unfeasible and increased lateral runway separation would expand existing boundaries of noise-sensitive land use areas not currently in the arrival flight path.</p>					
<p>6. Coordination With User Organizations (Specify): AVN-110  AVN-160  AVN-101 </p>					
7. SUBMITTED BY					
DATE: AUG 19 2005	Office Identification: AVN-100	Title: MANAGER	Signature:  Chas. Frederic Anderson		



## 8. CONTINUATION

## Comments:

This waiver is canceled concurrent with publication of ILS OR LOC RWY 18C, AMDT 23. Waiver is no longer required to run triple simultaneous approaches IAW FAAO 8260.3C, CHAPTER 16.

## 9. AFS ACTION

XX	Approved
	Disapproved
	Not Required

## Comments:

Approved Based on the Equivalent Level of Safety Provided in Block 4.

Date:

9/24/04

Routing Symbol:

AFS-400

Signature:

for John W. McGraw  
Manager, Flight Technologies & Procedures



LOC/DME I-SIC <b>111.55</b> Chan <b>52</b> (Y)	APP CRS <b>184°</b>	Rwy Idg TDZE <b>875</b> Apt Elev <b>896</b>	<div>OLD</div> <div>ILS or LOC RWY 18C</div> <div>CINCINNATI/NORTHERN KENTUCKY INTL (CVG)</div>
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Simultaneous approach authorized with Rwy 18L/R.  
DME or radar required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-174 to ZIRKE INT/CVG 15.1 DME and hold.

D-ATIS ARR <b>134.375</b> DEP <b>135.3</b>	CINCINNATI APP CON <b>119.7 254.25</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>
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