

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
ILS STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> CVG	<u>PROCEDURE NAME</u> ILS OR LOC RWY 18L	<u>ORIGINAL/AMENDMENT</u> 8	<u>CITY</u> COVINGTON	<u>STATE</u> KY
<u>AIRPORT ELEVATION</u> 896	<u>TDZE</u> 889	<u>SUPERSEDED</u> ILS OR LOC RWY 18L	<u>ORIGINAL/AMENDMENT</u> 7D	<u>DATED</u> 03/24/2022
<u>FACILITY</u> I-CIZ	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 12 JUNE 2025	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 6W
				<u>EPOCH YEAR</u> 2025
				<u>CANCEL/SUSPEND</u>

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SPUDR/21.53 DME/RADAR	IAF	PHILO/17.90 DME/RADAR					186.20 (I-CIZ)	3.63	6000
PHILO/17.90 DME/RADAR		CRISM/14.71 DME/RADAR					186.20 (I-CIZ)	3.19	5000
CRISM/14.71 DME/RADAR		BAIRE/I-CIZ 11.50 DME/RADAR					186.20 (I-CIZ)	3.21	4000
BYRAN	IAF	PIRSE		TF	FB	1.00	122.25	9.21	4700
PIRSE		BAIRE/I-CIZ 11.50 DME/RADAR		TF	FB	1.00	122.27	5.00	4000
CRSLY	IAF	NODGE		TF	FB	1.00	242.63	7.37	4700
NODGE		BAIRE/I-CIZ 11.50 DME/RADAR		TF	FB	1.00	242.55	5.00	4000
LEWIN	IAF	PEPCO		TF	FB	1.00	006.12	7.32	4500
PEPCO		BAIRE/I-CIZ 11.50 DME/RADAR		TF	FB	1.00	096.12	6.95	4000
NXHAL	IAF	NEDDS		TF	FB	1.00	006.23	10.24	4500
NEDDS		BAIRE/I-CIZ 11.50 DME/RADAR		TF	FB	1.00	276.28	5.24	4000
BAIRE/I-CIZ 11.50 DME/RADAR	IF	FRAZE/I-CIZ 6.72 DME/RADAR					186.20 (I-CIZ)	4.78	2500

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 4.89 NM AFTER FRAZE/I-CIZ 6.72 DME/RADAR OR AT I-CIZ 1.82 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 120 AND FLM VOR/DME R-339 TO FLM VOR/DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

QUALITY  
20  
CHECKED

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	PROFILE STARTS AT BAIRE/I-CIZ 11.50 DME/RADAR					
3.	FAC:	186.20	FAF:	FRAZE/I-CIZ 6.72 DME/RADAR	DIST FAF TO MAP:	4.89
4.	MIN ALT:	BAIRE/I-CIZ 11.50 DME/RADAR 4000, FRAZE/I-CIZ 6.72 DME/RADAR 2500				
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	1030
6.	MIN GS INCPT:	2500	GS ALT AT PFAF:	FRAZE/I-CIZ 6.72 DME/RADAR 2500		OM:
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	55.1
8.	MSA FROM:	ARP KCVG 3000				

RNP APCH - GPS. FROM BYRAN, CRSLY, LEWIN, OR NXHAL.

DME OR RADAR REQUIRED.  
RADAR REQUIRED FOR PROCEDURE ENTRY AT SPUDR.

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
 CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.  
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 18L CAT C AND D VISIBILITY TO 1 3/8 SM.  
 CHART SPEED ICON IN PLANVIEW AT LEWIN: MAX 210 KIAS.  
 CHART SPEED ICON IN PLANVIEW AT NXHAL: MAX 210 KIAS.  
 CHART SPEED ICON IN PLANVIEW AT BAIRE: MAX 210 KIAS.

HOLD SE, LT, 315.00 INBOUND.  
FAS OBST: 1096 AAO 390724N/0843815W.  
CHART VDP AT 3.08 DME.  
DISTANCE VDP TO THLD 1.26 NM.  
CHART AT OR ABOVE 7000 AT SPUDR.  
CHART MANDATORY 8000 AT BYRAN.  
CHART AT OR ABOVE 4700 AT PIRSE.  
CHART MANDATORY 8000 AT CRSLY.  
CHART AT OR ABOVE 4700 AT NODGE.  
CHART MANDATORY 6000 AT LEWIN.  
CHART AT OR ABOVE 4500 AT PEPCO.  
CHART MANDATORY 6000 AT NXHAL.  
CHART AT OR ABOVE 4500 AT NEDDS.  
CHART CIRCLING ICON.

**MINIMUMS:****TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 18L	1089	1800	200	1089	1800	200	1089	1800	200	1089	1800	200			
S-LOC 18L	1360	2400	471	1360	2400	471	1360	5000	471	1360	5000	471			
CIRCLING	1460	1	564	1460	1	564	1560	1 3/4	664	1560	2	664			

**CHANGES - REASONS**

1. ADDED PBN SEGMENTS FROM CRSLY, BYRAN, LEWIN AND NXHAL. – PER AIR TRAFFIC/IFP CHECKLIST REQUEST.
2. UPDATED INTERMEDIATE FIX (IF) FROM CRISM TO BAIRE. – PER AIR TRAFFIC/IFP CHECKLIST REQUEST.
3. UPDATED INITIAL FROM “SPUDR/I-CIZ 20.79 DME/RADAR TO PHILO/I-CIZ 17.65 DME/RADAR” TO “SPUDR/21.53 DME/RADAR TO PHILO/17.90 DME/RADAR”; DISTANCE FROM 3.14 TO 3.63. – PER AIR TRAFFIC/IFP CHECKLIST REQUEST.
4. UPDATED INITIAL STEPDOWN FROM “PHILO/I-CIZ 17.65 DME/RADAR TO CRISM/I-CIZ 14.51 DME/RADAR” TO “PHILO/17.90 DME/RADAR TO CRISM/14.71 DME/RADAR”; DISTANCE FROM 3.14 TO 3.19. - PER AIR TRAFFIC/IFP CHECKLIST REQUEST.
5. UPDATED SEGMENT “CRISM/I-CIZ 14.51 DME/RADAR TO BAIRE/I-CIZ 11.37 DME/RADAR” TO “CRISM/14.71 DME/RADAR TO BAIRE/11.50 DME/RADAR”; DISTANCE FROM 3.14 TO 3.21. – PER AIR TRAFFIC/IFP CHECKLIST REQUEST.
6. UPDATED MISSED APPROACH INSTRUCTIONS FROM “CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 ON CVG R-109 TO CALIF INT/CVG 19.02 DME AND HOLD” TO “CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 120 AND FLM R-339 TO FLM VOR/DME AND HOLD.” – CVG VORTAC DUE TO DECOMMISSION FY24.
7. REMOVED ALTERNATE MISSED APPROACH. – CHANGED TO PRIMARY MISSED APPROACH; ATC REQUEST.
8. LINE 2: UPDATED FROM PROFILE STARTS AT SPUDR TO BAIRE/I-CIZ 11.50 DME/RADAR. - IAW 8260.19J 8-6-7 B.
9. LINE 3: DISTANCE FAF TO MAP/THLD UPDATED FROM 4.52 NM TO 4.89 NM. - NEW FAF LOCATION.
10. LINE 4: MIN ALT: REMOVED “SPUDR/I-CIZ 20.79 DME/RADAR 7000, PHILO/I-CIZ 17.65 DME/RADAR 6000, CRISM/I-CIZ 14.51 DME/RADAR 5000.” UPDATED “BAIRE/I-CIZ 11.37 DME/RADAR 4000, FRAZE/I-CIZ 6.35 DME/RADAR 2400” TO “BAIRE/I-CIZ 11.50 DME/RADAR 4000, FRAZE/I-CIZ 6.72 DME/RADAR 2500.” – IAW 8260.19J 8-6-7 D/ALTITUDE INCREASED PER AIR TRAFFIC/IFP CHECKLIST REQUEST.
11. LINE 5: REMOVED DIST TO THLD FROM MM: 0.44. – NO MIDDLE MARKER DOCUMENTED ON I-CIZ.
12. LINE 6: UPDATED MIN GS INCPT FROM 2400 TO 2500; REMOVED MIN GS INCPT AT MM: 1082. - NO MIDDLE MARKER DOCUMENTED ON I-CIZ.
13. LINE 8: UPDATED MSA FROM CVG VORTAC 2900 TO KCVG 3000. - CVG VORTAC DECOMMISSIONING.
14. ADDED PBN REQUIREMENTS NOTE: “RNP APCH - GPS. FROM BYRAN, CRSLY, LEWIN, OR NXHAL.” – PBN TRANSITIONS ADDED TO PROCEDURE TO CONNECT FROM PBN STARS PER ATC.
15. UPDATED EQUIPMENT REQUIREMENT NOTES: FROM “RADAR REQUIRED FOR PROCEDURE ENTRY” TO “RADAR REQUIRED FOR PROCEDURE ENTRY AT SPUDR.” - HYBRID PROCEDURE; RADAR ONLY REQUIRED AT CONVENTIONAL IAF.
16. ADDED CHART SPEED ICON IN PLANVIEW AT LEWIN: MAX 210K, AT NXHAL: MAX 210 KIAS, AND AT BAIRE: MAX 210 KIAS. – PER FPT/ATC REQUEST.
17. UPDATED ADDITIONAL FLIGHT DATA: MISSED APPROACH HOLD FROM “HOLD E, RT, 288.87 INBOUND” TO “HOLD SE, LT, 315.00 INBOUND.” – MISSED APPROACH INSTRUCTIONS UPDATED PER FPT; CVG VORTAC DECOMMISSIONING.
18. REMOVED CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE FLM VOR/DME, LT, 315.00 INBOUND. – ALTERNATE MISSED APPROACH REMOVED.
19. UPDATED NOTE FROM “CHART VDP AT 3.00 DME; DISTANCE VDP TO THLD 1.08 NM” TO “CHART VDP AT 3.08 DME. DISTANCE VDP TO THLD 1.26 NM.” – FAF MOVED.
20. REMOVED CHART IN PLANVIEW: FLM VOR/DME. – NO LONGER REQUIRED, PART OF PRIMARY MISSED APPROACH.
21. UPDATED MAP FROM “LOC: 4.52 NM AFTER FRAZE/I-CIZ 6.72 DME/RADAR OR AT I-CIZ 1.82 DME” TO “LOC: 4.89 NM AFTER FRAZE/6.72 DME/RADAR OR AT I-CIZ 1.82 DME.” - PFAF MOVED.
22. ADDED ADDITIONAL FLIGHT DATA: CHART MANDATORY 8000 AT BYRAN; CHART MANDATORY 8000 AT CRSLY; CHART MANDATORY 6000 AT LEWIN; CHART MANDATORY 6000 AT NXHAL. - IAW 8260.3F 2-2-7(F).
23. ADDED ADDITIONAL FLIGHT DATA: CHART AT OR ABOVE 7000 AT SPUDR; AT OR ABOVE 4700 AT PIRSE; AT OR ABOVE 4700 AT NODGE; AT OR ABOVE 4500 AT PEPKO; AND AT OR ABOVE 4500 AT NEDDS. - PER FPT CHECKLIST; IAW 8260.19J 8-6-11 N.
24. UPDATED ALTERNATE MINIMUMS FROM STANDARD TO NA. - I-CIZ HAS CAT 3 MONITORING; IAW 8260.19J 2-4-6C(1).
25. UPDATED CHART NOTE: FROM “SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 18C/R” TO “SIMULTANEOUS APPROACH AUTHORIZED.” - CVG NOT APPROVED FOR 7110.308.
26. REMOVED ADDITIONAL FLIGHT DATA: CHART LOC RWY 18C/18R. - NO LONGER A REQUIREMENT FROM 8260.19 IMPLEMENTATION E.
27. UPDATED FAS OBST FROM 1032 TOWER (39-020692) 390604N/0843909W TO 1096 AAO 390724.00N/0843815.00W. - NEW EVALUATION COMPLETED.
28. INCREASED S-LOC 18L MDA/HAT FROM 1300/411 TO 1360/471; VISIBILITY CATS C/D FROM 4000 TO 5000. - NEW LOCALIZER CONTROLLING OBSTACLE.
29. UPDATED CHART NOTE: FOR INOPERATIVE ALS, FROM “INCREASE S-LOC 18L CAT C AND D VISIBILITY TO RVR 6000” TO “INCREASE S-LOC 18L CAT C AND D VISIBILITY TO 1 3/8 SM.” - NEW EVALUATION COMPLETED.

COORDINATED WITH:

A4A

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ALPA

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AOPA

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APA

☒

HAI

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NBAA

☒

OTHER: ZID, CVG APP CON, CVG ATCT, AMGR.

FLIGHT CHECKED BY

ERIC L GEYER

*Digitally signed by*  
**CASIMIR L TABAKA**  
Feb 25, 2025

OFFICE

AJF

DATE

02/24/2025

DEVELOPED BY

CASIMIR L. TABAKA (BARBARA GORMAN)

*Digitally signed by*  
**CASIMIR L TABAKA**  
Feb 25, 2025

OFFICE

AJV-A432

DATE

09/15/2023

APPROVED BY

JOSEPH L. ZEDER

*Digitally signed by*  
**CASIMIR L TABAKA**  
Feb 25, 2025

OFFICE

AJV-A430

DATE

05/08/2025

TITLE

MANAGER

