

WAAS CH 97609 W36B	APP CRS 006°	Rwy Ldg 11000 TDZE 850 Apt Elev 896
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RNAV (GPS) Y RWY 36C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV/VNAV visibility all Cats and LNAV Cat C and D visibility to RVR 6000.

ALSF-2



MISSED APPROACH: Climb to 3000 direct LOGOZ and on track 007° to NEATS and hold.

D-ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
ARR	DEP	119.7 363.15 (090°-269°)	118.975 360.85 (Rwy 18L/36R)			
134.375	135.3	123.875 363.15 (270°-089°)	118.3 (Rwys 18C/36C, 9/27)	121.7	127.175	

MSA RW50C 25 NM

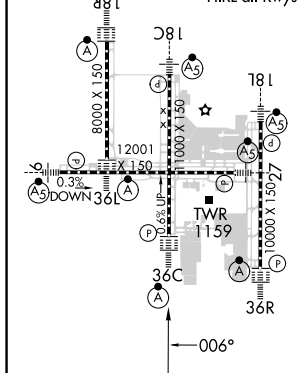
3000

$$\frac{(IAF) FECTA}{8000}$$

ELEV 896

TDZE 850

TDZ/CL all Rwy's except 27
HIRL all Rwy's



COVINGTON, KENTUCKY

Amdt 2 12JUN25

ROUTING TO UMPTA
(not to scale)

SEE INSET
FOR ROUTING
TO LUMPTA

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 77).

Diagram illustrating a VOR/DME station (GP 3.00° TCH 52) with a glidepath not coincident with the VGS angle (3.00°/TCH 77°). The diagram shows a 3000m altitude, a 006° glidepath, and a 2500m DME distance. The diagram is divided into four categories: A, B, C, and D, with corresponding altitudes and distances.

CATEGORY	A	B	C	D
LPV DA		1050/18	200 (200-½)	
LNAV/ VNAV DA		1260/40	410 (400-¾)	
LNAV MDA	1260/24	410 (400-½)	1260/40	410 (400-¾)
C CIRCLING	1460-1	564 (600-1)	1560-1 ³ / ₄ 664 (700-1 ³ / ₄)	1560-2 664 (700-2)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 36C