

WAAS CH <b>97342</b> <b>W18A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>4986</b> <b>916</b> <b>925</b>
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RNAV (GPS) RWY 18

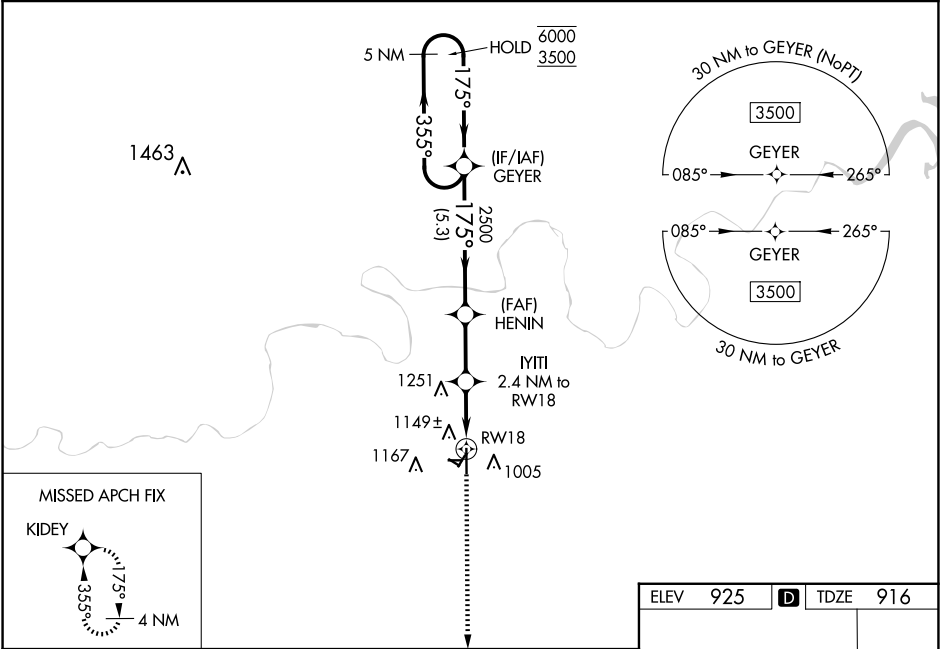
CUSHING MUNI (CUH)

RNP APCH-GPS.

Rwy 18 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using CQB altimeter setting. When local altimeter setting not received, use CQB altimeter setting and increase LPV DA to 1207 feet and all visibilities  $\frac{1}{8}$  SM. Increase LNAV/VNAV DA to 1398 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D  $\frac{1}{4}$  SM. Circling NA to Rwy 2, 8, 11, 20, 26, 29.

MISSED APPROACH:  
Climb to 3500 direct  
KIDEY and hold.

AWOS-3PT <b>118.25</b>	KANSAS CITY CENTER <b>127.8 319.1</b>	UNICOM <b>122.8 (CTAF)</b>
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5 NM Holding Pattern					VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 26).		3500	KIDEY
GP 3.00° TCH 50					HENIN 2500		IYITI 2.4 NM to RW18	RW18
5.3 NM					2.4 NM		2.4 NM	
CATEGORY	A	B	C	D				
LPV DA	1166- $\frac{3}{4}$				250 (300- $\frac{3}{4}$ )			
LNAV/VNAV DA	1357-1 $\frac{1}{2}$				441 (500-1 $\frac{1}{2}$ )			
LNAV MDA	1400-1		484 (500-1)		1400-1 $\frac{3}{8}$		484 (500-1 $\frac{3}{8}$ )	
CIRCLING	1600-1		675 (700-1)		1600-2		675 (700-2)	
					1600-2 $\frac{1}{4}$		675 (700-2 $\frac{1}{4}$ )	

