

LOC/DME I-SIC <u>111.55</u> Chan 52 (Y)	APP CRS 186°	Rwy Ldg 11000 TDZE 875 Apt Elev 896
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ILS or LOC RWY 18C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS.

RADAR required.

T Simultaneous approach authorized.

MALSR



MISSED APPROACH: Climb to 1300, then climb to 3000 direct ZIRKE 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)	121.7	127.175	
134.375	135.3	123.875	363.15 (270°-089°)	118.3	139.25 (Rwy 18C/36C, 9/27)			
		006°		133.325 (Rwy 18R/36L)				

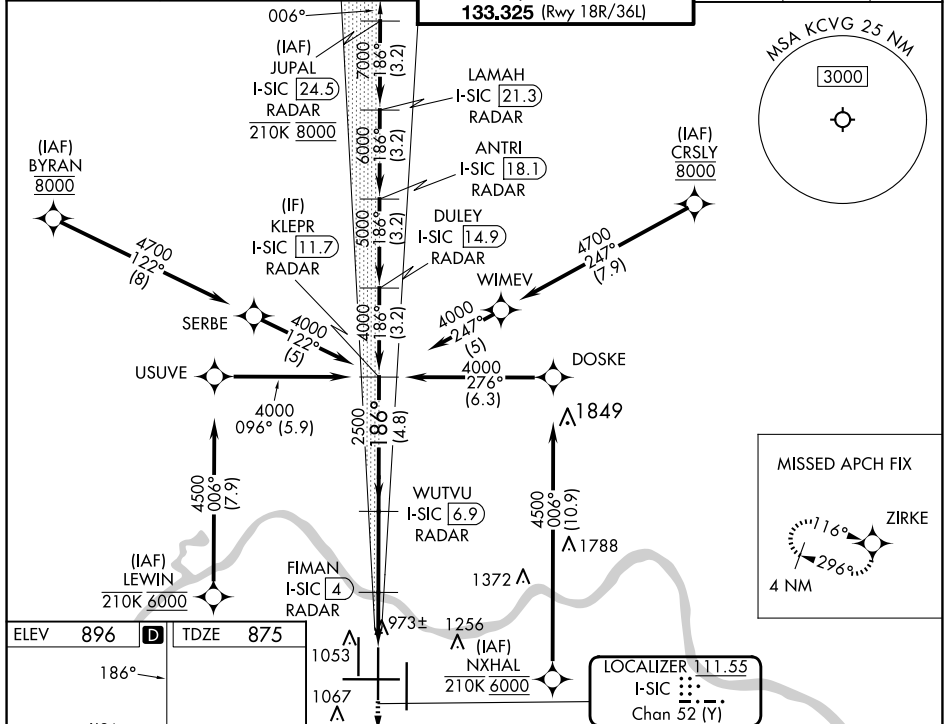


Figure 1 illustrates a 2D chart and a 3D perspective view of a runway layout. The 2D chart on the left shows a plan view of a runway layout with various navigation aids and distances. The 3D perspective view on the right shows the same area, highlighting the glidepath and the intersection of the glidepath with the runway. The 3D view includes labels for 'VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00°/TCH 71)', 'KLEPR I-SIC 11.7 RADAR', 'WUTVU I-SIC 6.9 RADAR', 'FIMAN I-SIC 4 RADAR', and 'I-SIC 2', 'I-SIC 3', 'I-SIC 4' radars. The 3D view also shows the 'GS 3.00° TCH 55' glidepath and the '186°' heading. The bottom of the figure shows a table with categories A, B, C, and D, and their corresponding S-ILS and S-LOC frequencies and altitudes.

CATEGORY	A	B	C	D
S-ILS 18C	1075/18	200 (200-½)		
S-LOC 18C	1260/24	385 (400-½)	1260/35	385 (400-½)
C CIRCLING	1460-1	564 (600-1)	1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)