

LOC/DME I-CVG <b>109.9</b> Chan <b>36</b>	APP CRS <b>004°</b>	Rwy Idg <b>11000</b> TDZE <b>851</b> Apt Elev <b>896</b>
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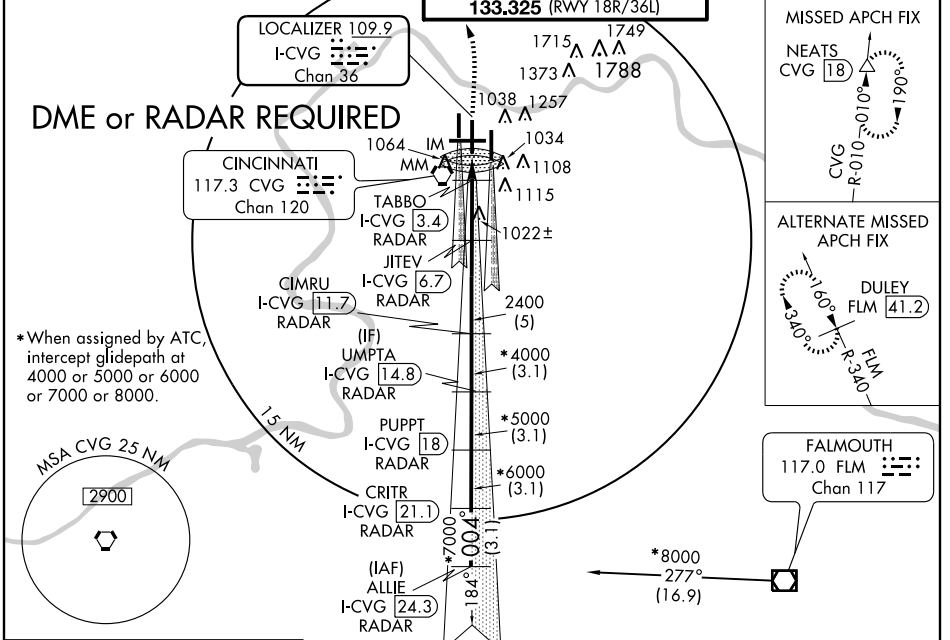
COVINGTON/**ILS or LOC RWY 36C**  
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized with Rwy 36L and 36R.  
LOC procedure NA during simultaneous operations.  
DME REQUIRED.



MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

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> (WEST) <b>121.3</b> (EAST)	CLNC DEL <b>127.175</b>
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SE-1, 19 NOV 2009 to 17 DEC 2009

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ELEV 896	<b>D</b>
TDZ/CL all Rwys 36C except 9-27 HIRL all Rwys 36C FAF to MAP 4.7 NM 999± 004° 4.7 NM from FAF	
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

1500	3000	NEATS	VGSI and ILS glidepath not coincident.	ALLIE
↑	CVG R-010	△		
# LOC only.		JITEV I-CVG 6.7 RADAR	I-CVG 14.8 RADAR	*8000
TABBO I-CVG 3.4 RADAR I-CVG 2.0 RADAR		2400	*4000 *5000	*7000 Procedure Turn NA
#1340 2400				GS 3.00° TCH 52
*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.				
CATEGORY	A	B	C	D
S-ILS 36C	1051/18 200 (200-½)			
S-LOC 36C	1340/24	489 (500-½)	1340/40 489 (500-¾)	1340/50 489 (500-1)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)
TABBO FIX MINIMUMS				
S-LOC 36C	1260/24	409 (400-½)	1260/40	409 (400-¾)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)