

LOC I-JDP <u>108.7</u>	APP CRS 276°	Rwy Ldg 12000 TDZE 875 Apt Elev 896
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ILS or LOC RWY 27

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. From FISBU, BREWZ, ZALD or YEYUP.

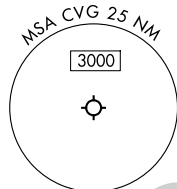
RADAR required for procedure entry at KAYDE.

T For inop ALS, increase S-LOC 27 Cat C/D visibility to 1 $\frac{3}{8}$ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

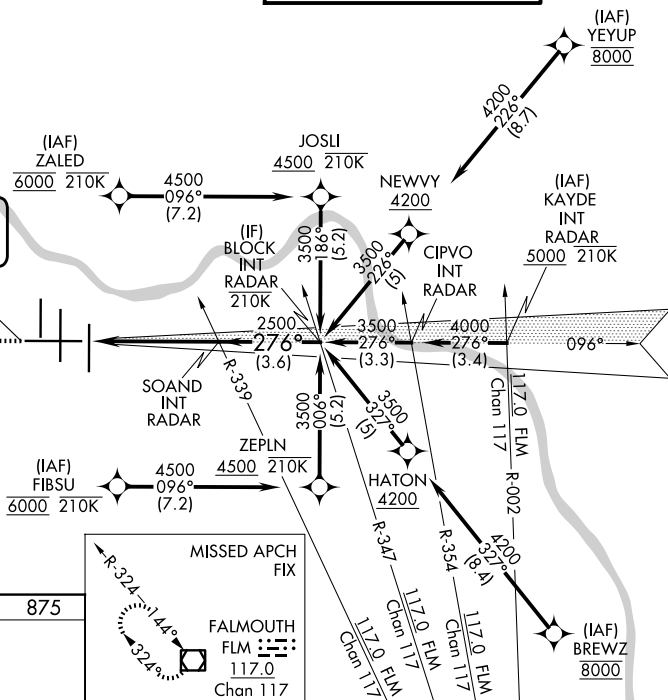
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FLM VOR/DME and hold.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C)	GND CON 121.7
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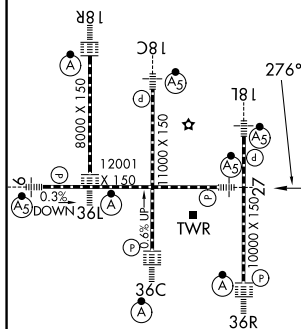


LOCALIZER 108.7

~~I-IDP~~ ~~---~~



ELEV	896	D	TDZE	875
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HIRL all Rwy's
TDZ/CL all Rwy's except 27

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

Diagram illustrating the geometry of the VGSI and ILS glidepaths. The diagram shows a horizontal line representing the ground. A dashed line represents the VGSI glidepath, starting from a point on the ground and extending upwards at an angle of 3.00 degrees. A solid line represents the ILS glidepath, starting from a point further along the ground and extending upwards at an angle of 27.6 degrees. The intersection of these two glidepaths is marked with a cross. The distance from the start of the VGSI glidepath to the intersection point is 4.9 NM. The distance from the intersection point to the start of the ILS glidepath is 3.6 NM. The diagram also shows a 'BLOCK INT RADAR' area and a 'SOAND INT RADAR' area. The diagram is labeled with '2000' and '3000' at the top, and 'FLM' with a square symbol. The diagram is also labeled with 'VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67)' and 'GS 3.00° TCH 55'.

ILS or LOC RWY 27