

WAAS

CH **99738**

W19A

APP CRS

187°

Rwy Idg

4902

TDZE

1600

Apt Elev

1600

RNAV (GPS) RWY 19

TITUSVILLE (6G1)

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NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Franklin altimeter setting. When not received, use Port Meade altimeter setting and increase all MDA 40 feet; increase LP Cats C/D and Circling Cat C visibility ¼ mile. Night landing: Rwy 1 NA.

MISSED APPROACH:

Climb to 4500 direct ZATNO and hold.

FKL AWOS-3PT 118.175	YOUNGSTOWN APP CON ★ 133.95 322.3	CTAF 122.9
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The main chart displays the RNAV (GPS) RWY 19 approach. It includes holding patterns for (IAF) HOKSU, (IF/IAF) EVEPE, and (IAF) YOBUK. The approach path leads to (FAF) CEGIS, then to CADBI (2 NM to RWY 19), and finally to RWY 19. Key altitudes include 4500 for holding, 3200 for the final approach, and 1779±/1718± for the transition. A missed approach fix is shown with a 5 NM climb to 4500.

5 NM Holding Pattern				
EVEPE				
4500 ← 007° → 187° →				
CEGIS				
3200				
3.00° TCH 40 2260				
CADBI 2 NM to RWY 19				
RWY 19				
6 NM 2.9 NM 2 NM				
CATEGORY	A	B	C	D
LP MDA	2020-1	420 (500-1)	2020-1½	420 (500-1½)
LNAV MDA	2080-1	480 (500-1)	2080-1¾	480 (500-1¾)
CIRCLING	2100-1	500 (500-1)	2200-1½	2280-2¼
			600 (600-1½)	680 (700-2¼)

The profile view shows the vertical profile of the approach. It starts at an elevation of 1600, descends to a 1.4% gradient, and ends at RWY 19. Key altitudes include 4500, 3200, and 1600. The chart also shows the missed approach fix and the final approach fix.

TITUSVILLE, PENNSYLVANIA

Orig 21JUL16

41°37'N-79°44'W

TITUSVILLE (6G1)

RNAV (GPS) RWY 19