

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

CUSHING MUNI (CUH)

RNP APCH-GPS.

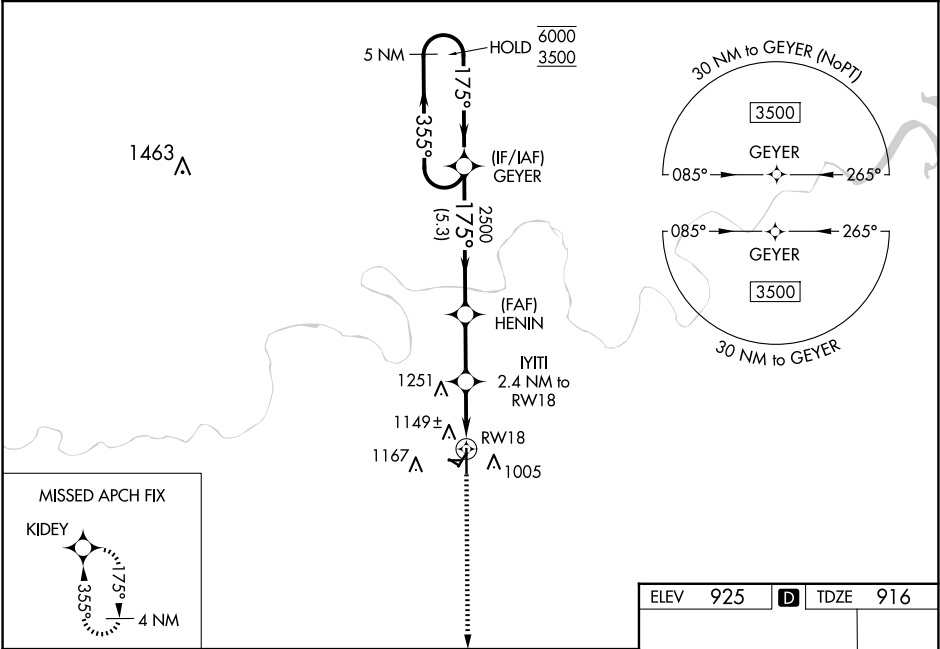
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Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using CQB altimeter setting. When local altimeter setting not received, use CQB 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 118.25	KANSAS CITY CENTER 127.8 319.1	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).		3500	KIDEY
6000 3500		HENIN 2500		IYITI 2.4 NM to RWY 18	RWY 18
GP 3.00° TCH 50		1720		5.3 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 $\frac{1}{4}$)

