

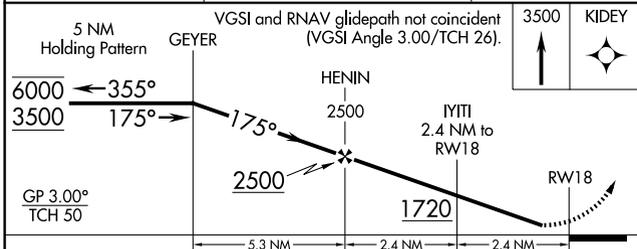
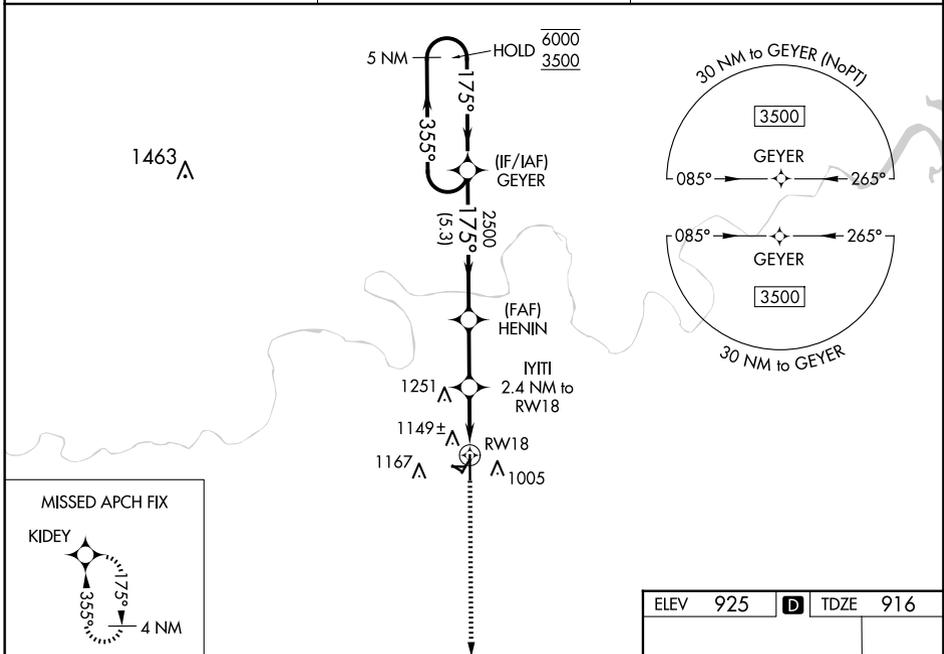
WAAS CH 97342 W18A	APP CRS 175°	Rwy Idg TDZE Apt Elev	4986 916 925
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

CUSHING MUNI (CUH)

RNP APCH-GPS.	<p>⚠ 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.</p>	MISSED APPROACH: Climb to 3500 direct KIDEY and hold.
---------------	--	--

AWOS-3PT 118.25	KANSAS CITY CENTER 127.8 319.1	UNICOM 122.8 (CTAF) ①
---------------------------	--	--



ELEV 925	D TDZE 916
----------	-------------------

The diagram shows the final approach path to RWY 18. It includes vertical curves with the following data: 0.9% UP (2700 X 40), 0.3% UP (2900 X 30), 0.7% UP (5201 X 100), and 1.4% UP. Altitudes shown are 81, 36, and 5201 ft. A 175° heading is indicated for the final approach.

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 $\frac{3}{8}$)
C CIRCLING	1600-1	675 (700-1)	1600-2	1600-2 $\frac{1}{4}$ 675 (700-2 $\frac{1}{4}$)

MIRL Rwy 18-36 **①**
REIL Rwy 18 and 36 **①**

SC-1, 19 FEB 2026 to 19 MAR 2026

SC-1, 19 FEB 2026 to 19 MAR 2026