

WAAS CH <b>97342</b> <b>W18A</b>	APP CRS <b>175°</b>	Rwy Ldg TDZE Apt Elev	<b>4986</b> <b>916</b> <b>925</b>
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# RNAV (GPS) RWY 18

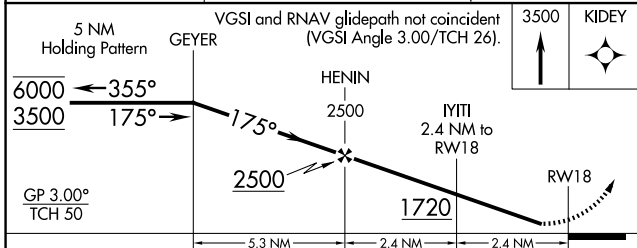
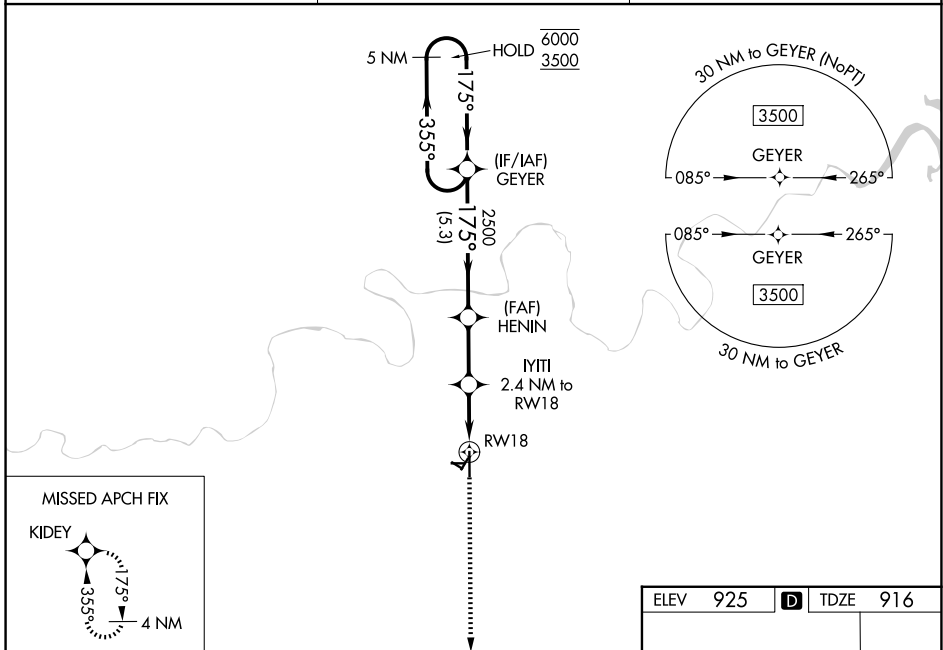
CUSHING MUNI (CUH)

RNP APCH-GPS.

**⚠** 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 <b>118.25</b>	KANSAS CITY CENTER <b>127.8 319.1</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 925	<b>D</b>	TDZE 916
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The vertical profile diagram shows the glidepath segments with the following characteristics:  
 - 0.9% UP: 2700 X 40  
 - 0.7% UP: 5201 X 100  
 - Altitudes: 81, 29, 29, 29, 36  
 - Slopes: 1.74% UP, 0.3% UP

MIRL Rwy 18-36  
REIL Rwy 18 and 36

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	1600-2 $\frac{1}{4}$ 675 (700-2 $\frac{1}{4}$ )

SC-1, 16 APR 2026 to 14 MAY 2026

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