

WAAS CH 49128 W18A	APP CRS 177°	Rwy Idg 4100 TDZE 1246 Apt Elev 1250
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RNAV (GPS) RWY 18
SAC CITY MUNI (SKI)

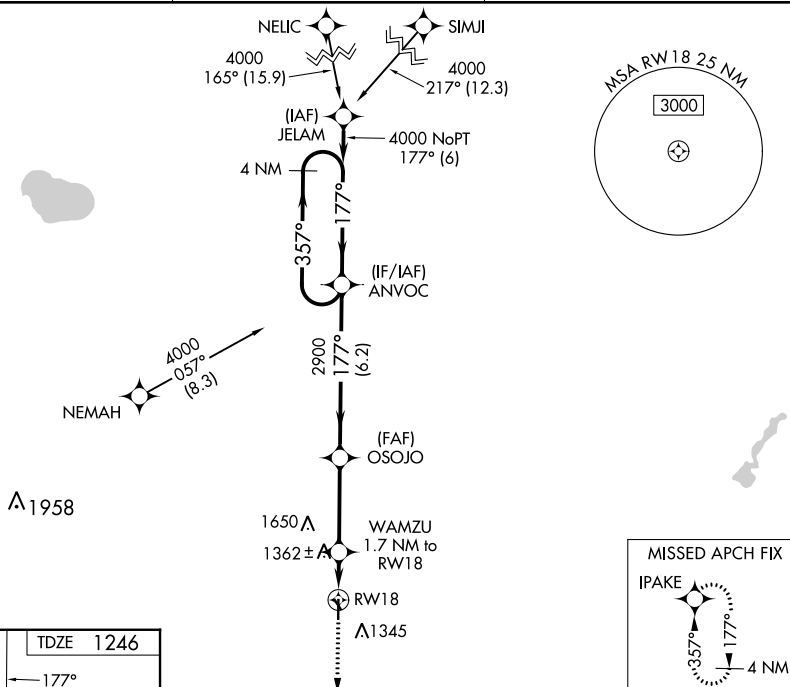
T
A NA

Night landing: Rwy 14 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all DA 15 feet and all MDA 20 feet. Increase LPV and LNAV/VNAV visibility $\frac{1}{2}$ mile all Cats.

MISSED APPROACH: Climb to 4000 direct IPAKE and hold.

CIN AWOS-3
118.025

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **L**

ELEV 1250

TDZE 1246

177°

A

B

23.59 X 60

0.3% up

0.5% up

REIL Rwy 36

MIRL Rwy 14-32 and 18-36

WAAS CH 58228 W36A	APP CRS 357°	Rwy Idg TDZE 1242 Apt Elev 1250
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RNAV (GPS) RWY 36

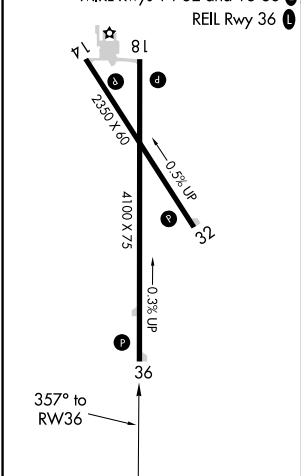
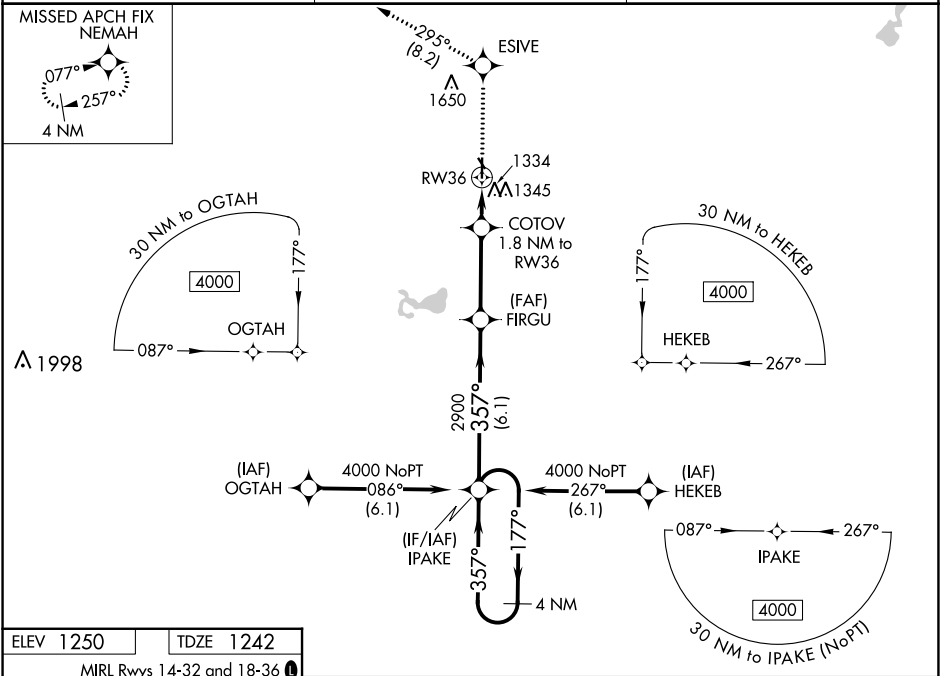
SAC CITY MUNI (SKI)

NA

Night landing: Rwy 14 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all DA 15 feet and all MDA 20 feet, increase LNAV/VNAV visibility 1/8 mile all Cats.

MISSED APPROACH: Climb to 4000 direct ESIVE and on track 295° to NEMAH and hold.

CIN AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 28).				4000 ↑	ESIVE ✦	tr 295°	NEMAH △
4 NM Holding Pattern				IPAKE			
4000 ← 177° 357° →				FIRGU 2900	COTOV 1.8 NM to RW36	*LNAV only	
GP 3.00° TCH 40				2900	*1820	RW36	
				6.1 NM	3.3 NM	1.8 NM	
CATEGORY	A	B	C	D			
LPV DA	1499-1	257 (300-1)	NA				
LNAV/ VNAV DA	1549-1	307 (300-1)	NA				
LNAV MDA	1660-1	418 (500-1)	NA				
CIRCLING	1740-1	490 (500-1)	NA				