


# NDB RWY 21L

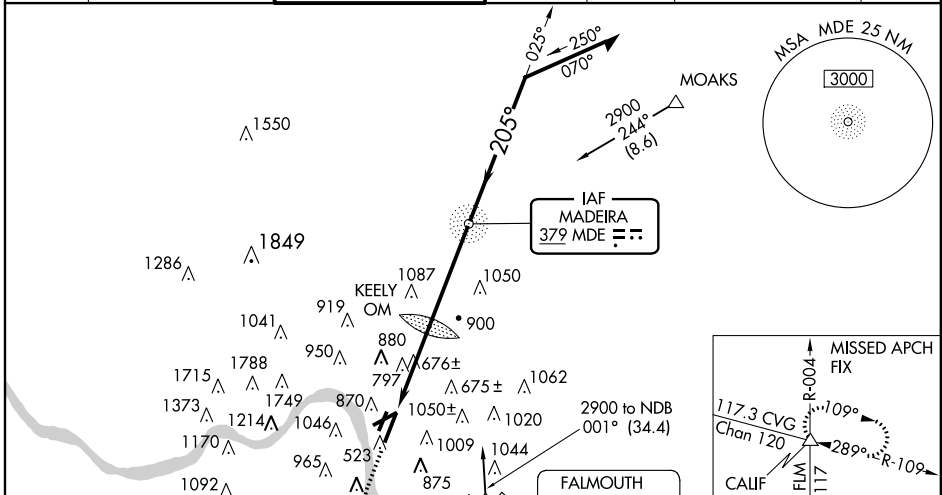
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

|                       |                        |  |
|-----------------------|------------------------|--|
| NDB MDE<br><b>379</b> | APP CRS<br><b>205°</b> | Rwy ldg<br><b>6101</b><br>THRE<br><b>475</b><br>Apt Elev<br><b>483</b> |
|-----------------------|------------------------|--|

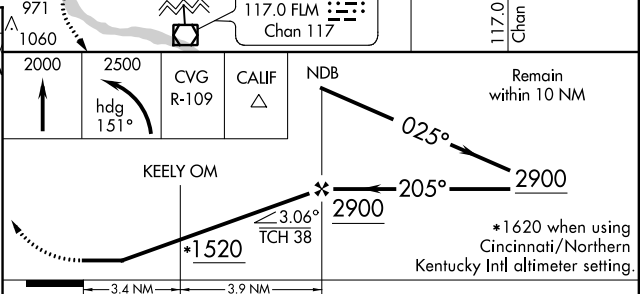
⚠ Circling to Rwy 3L and 7 NA at night. Visibility reduction by helicopters NA. For inoperative MALSRR, increase S-21L Cat A visibility to 1¼, Cat B to 1½. KEELY OM Minimums: For inoperative MALSRR, increase Cat A/B visibility to 1¼ mile. Inoperative table does not apply to S-21L Cats C and D when using Cincinnati/Northern Kentucky Intl altimeter setting. For inoperative MALSRR, when using Cincinnati/Northern Kentucky Intl altimeter setting increase S-21L Cat A visibility to 1¼, Cat B to 1½ mile. KEELY OM Minimums: Increase S-21L Cat A visibility to 1¼, Cat B to 1½ mile. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 100 feet, increase S-21L Cats C/D visibility ½ mile, KEELY OM Minimums S-21L Cat B visibility ¼ mile and Cats C/D visibility ½ mile, Circling Cats B/C visibility ¼ mile. When VGSI inop, Circling Rwy 25 NA at night.

MALSRR  
  
 MISSED APPROACH:  
 Climb to 2000 then  
 climbing left turn to 2500  
 on heading 151° and on  
 CVG VORTAC R-109 to  
 CALIF INT and hold,  
 continue climb-in-hold  
 to 2600.

|                       |  |   |                         |                          |  |                         |
|-----------------------|--|---|-------------------------|--------------------------|--|-------------------------|
| ATIS<br><b>120.25</b> | CINCINNATI APP CON<br><b>121.0 257.725</b> | LUNKEN TOWER ★<br><b>118.7 (CTAF) 0 257.8</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>121.9</b> | CINCINNATI CLNC DEL<br><b>124.9</b><br>(when tower closed) | UNICOM<br><b>122.95</b> |
|-----------------------|--|---|-------------------------|--------------------------|--|-------------------------|



|                          |                          |
|--------------------------|--------------------------|
| ELEV 483                 | THRE 475                 |
| 205° 7.3 NM from FAF     | 555                      |
| 870                      | 522                      |
| 621±                     | TWR 553                  |
| 551                      | 5128 X 100               |
| 576                      | 3802 X 100               |
| 559                      | 6101 X 150               |
| 559                      | 3R                       |
| REIL Rwy 3R              | HIRL Rwy 3R-21L          |
| MIRL Rwy 3L-21R and 7-25 | FAF to MAP 7.3 NM        |
| Knots                    | 60 90 120 150 180        |
| Min: Sec                 | 7:18 4:52 3:39 2:55 2:26 |



| CATEGORY          | A                         | B                         | C                        | D                      |
|-------------------|---------------------------|---------------------------|--------------------------|------------------------|
| S-21L             | 1520/55<br>1045 (1100-1¼) | 1520/60<br>1045 (1100-1¼) | 1520-2½                  | 1045 (1100-2½)         |
| CIRCLING          | 1520-1¼<br>1037 (1100-1¼) | 1520-1½<br>1037 (1100-1½) | 1520-3                   | 1037 (1100-3)          |
| KEELY OM MINIMUMS |                           |                           |                          |                        |
| S-21L             | 1420/55                   | 945 (1000-1¼)             | 1420-2                   | 945 (1000-2)           |
| CIRCLING          | 1420-1¼                   | 937 (1000-1¼)             | 1420-2¾<br>937 (1000-2¾) | 1420-3<br>937 (1000-3) |