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General Information

Location: Waterloo IA USA
IATA Code: ALO
Lat/Long: N42° 33.4' W092° 24.0'
Elevation: 873 ft

Airport Use: Public
Magnetic Variation: 0.2°E
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1249 Z
Sunset: 2356 Z,

Runway Information

Runway: 06
Length x Width: 5400 ft x 129 ft
Surface Type: asphalt
TDZ-Elev: 868 ft
Lighting: Edge, REIL, Part time

Runway: 12
Length x Width: 8399 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 873 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 18
Length x Width: 6003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 871 ft
Lighting: Edge, REIL, Part time

Runway: 24
Length x Width: 5400 ft x 129 ft
Surface Type: asphalt
TDZ-Elev: 867 ft
Lighting: Edge, REIL, Part time

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Runway: 30
Length x Width: 8399 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 868 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 36
Length x Width: 6003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 869 ft
Lighting: Edge, REIL, Part time

Communication Information

ATIS 120.65
Waterloo Tower 125.075 CTAF PCL
Waterloo Ground Control 121.9
Waterloo Approach Control 126.75 Arrival Service Secondary
Waterloo Approach Control 118.9 Arrival Service
Waterloo Departure Control 126.75 Departure Service Secondary
Waterloo Departure Control 118.9 Departure Service
Waterloo Regl Unicom 122.95 Air-Ground
Army Guard Operations 142.6 Military
FT Dodge Flight Service Station 122.05 RCO
Chicago Center 118.9

KALO/ALO

Apt Elev **873′**

N42 33.4 W092 24.0

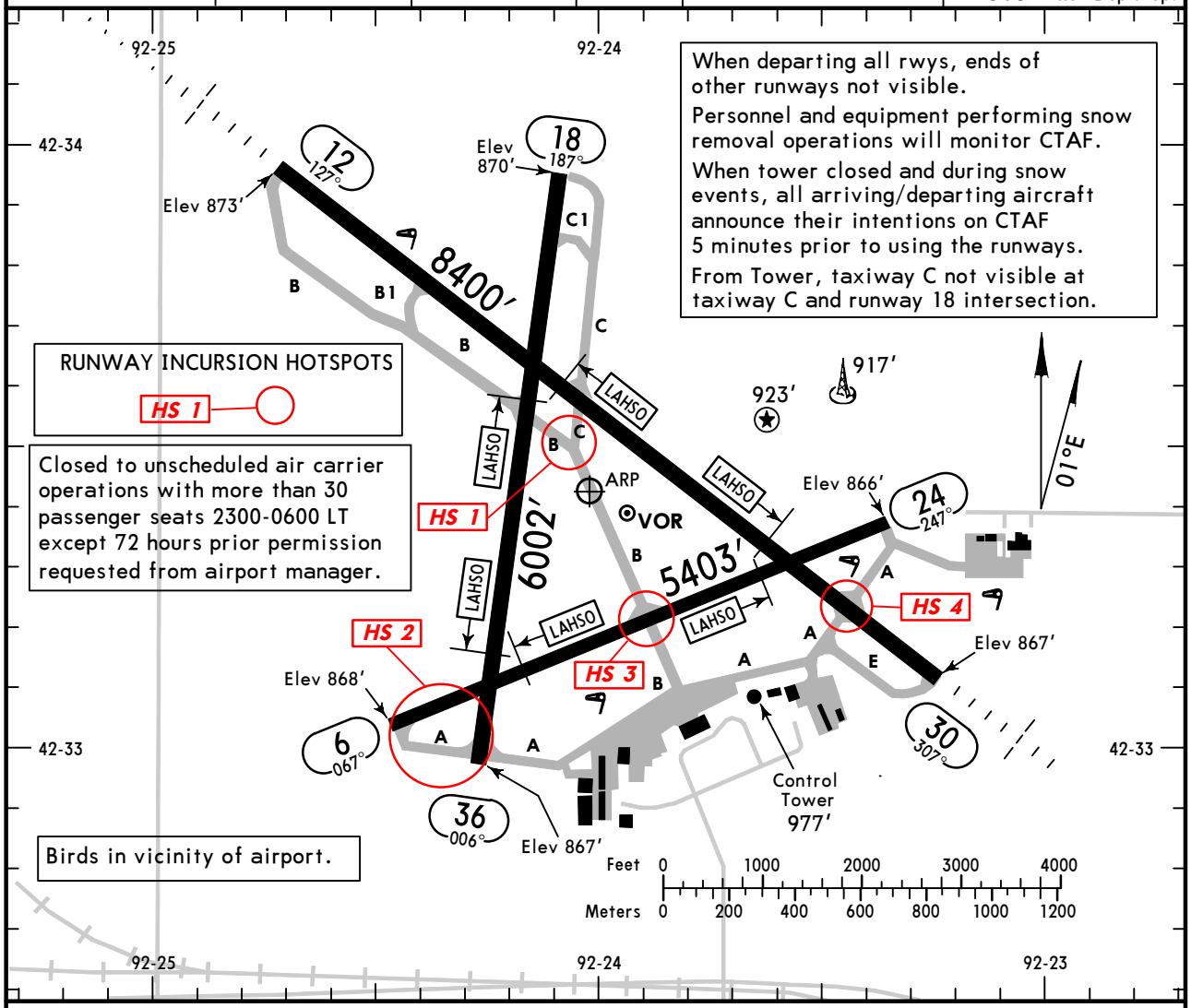
JEPPESEN

30 OCT 09 (11-1)

WATERLOO, IOWA

WATERLOO REGL

ATIS (ASOS when Twr inop)	*WATERLOO Ground	*Tower	UNICOM	*WATERLOO Departure (R)	CHICAGO Center
120.65	121.9	CTAF 125.07	122.95	118.9	118.9 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance		TAKE-OFF	WIDTH
6 / 24	❶ MIRL	REIL	❸ VASI-L	grooved			12/30	3900′		129′
							18/36	3950′		
12 / ❷30	❸ HIRL	❸ MALSR	❹ PAPI-L	grooved RVR		7340′	6/24	6100′		150′
	❸ HIRL	❸ MALS	VASI-L	grooved			18/36	4800′		
18 / 36	❸ MIRL	REIL	❸ VASI-L	grooved			6/24	4850′		150′
							12/30	3650′		

❶ Unavailable when Twr inop.
❷ Calm wind runway.
❸ Activate on 125.07 when Twr inop.
❹ Angle 3.0°.

RUNWAY INCURSION "HOTSPOTS"

(For information only, not to be construed as ATC instructions.)

HS 1 The intersection of taxiway B and C outbound holding position markings for runways 12/30 and 18/36 are immediately after the split of taxiways B and C.

HS 2 Taxiway A crosses the approach end of runway 36 prior to runway 6. When departing northbound, cross check compass on runway to verify the use of correct runway for departure.

HS 3 Use caution when exiting the ramp area on taxiway B. Taxiway B intersects runway 6/24 immediately after leaving ramp area.

HS 4 Use caution when crossing runway 12/30 on taxiway A inbound and outbound. Taxiway A is used as a pass through taxiway to the ANG hangar and runway 6/24.

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD	FOR FILING AS ALTERNATE (Authorized Only When Local Weather Available): ILS Rwy 12	LOC Rwy 12; LOC (BACK CRS) Rwy 30; RNAV (GPS) Rwy 12; RNAV (GPS) Rwy 30; VOR Rwy 12; VOR DME Rwy 30	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A, B: 600-2	800-2	NA
3 & 4 Eng		RVR 24 or 1/2	C, D: 700-2		

AMEND 0

CHANGES: Magnetic variation, runway bearings, hot spots.

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KALO/ALO
WATERLOO REGL

JEPPESEN

30 OCT 09 (11-1)

WATERLOO, IOWA
ILS or LOC Rwy 12

ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

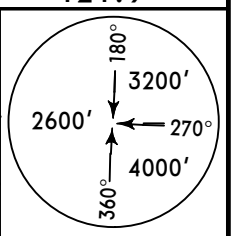
BRIEFING STRIP™

LOC IALO	Final Apch Crs	GS CULCA	ILS DA(H) (CONDITIONAL)	Apt Elev 873'
111.7	125°	2800' (1927')	1073' (200')	TDZE 873'

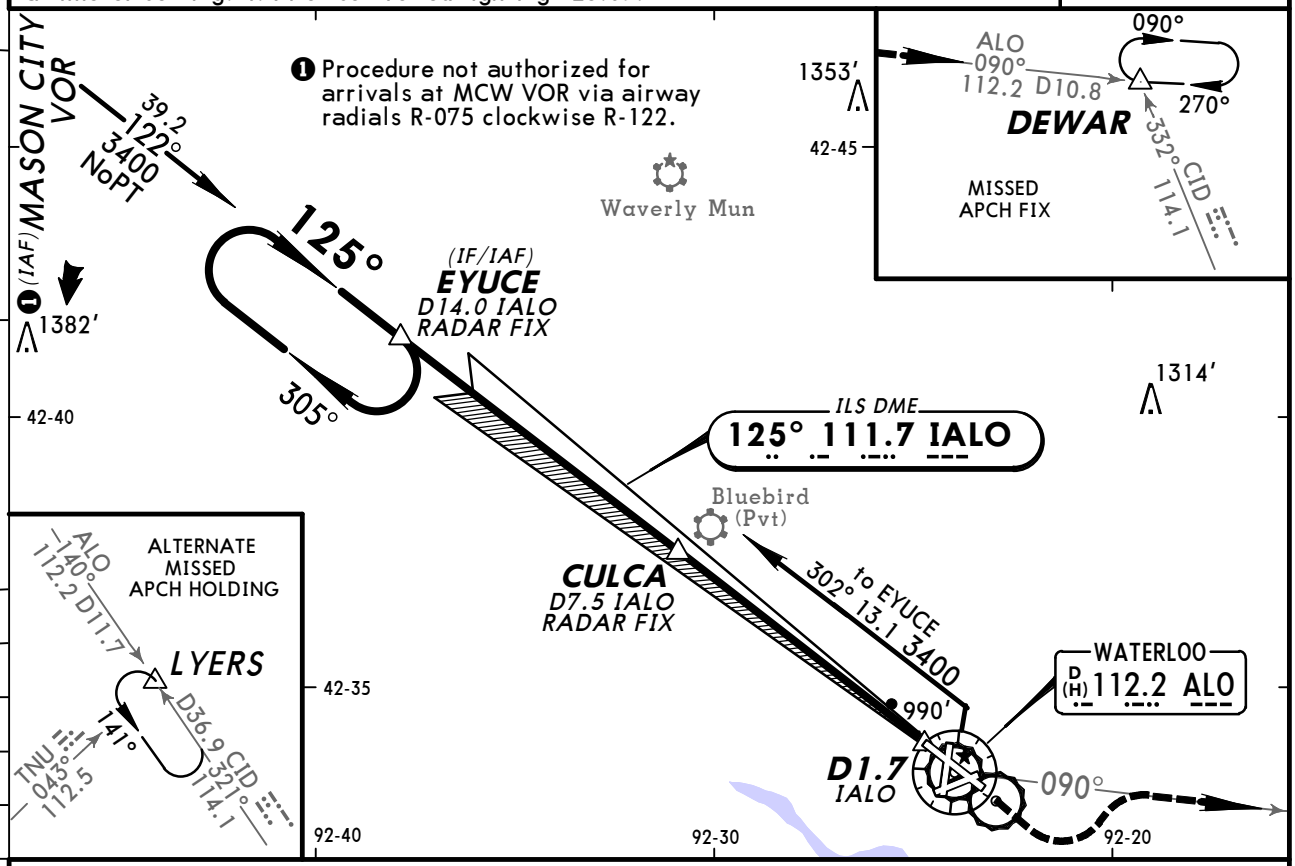
MISSED APCH: Climb to 1400' then climbing LEFT turn to 3300' outbound via ALO VOR R-090 to DEWAR INT and hold.

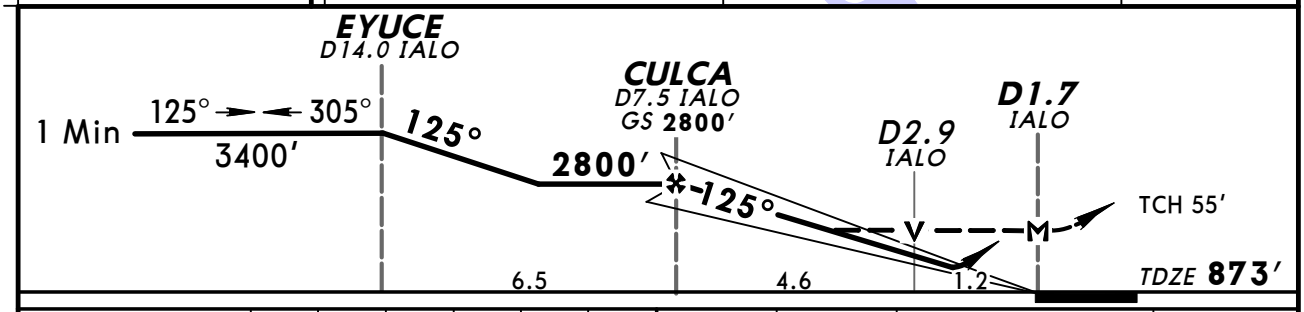
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Use local altimeter setting; if not received, use Oelwein Mun altimeter setting. 3. VDP not authorized when using Oelwein Mun altimeter setting. 4. Pilot controlled lighting 125.07.



MSA ALO VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.7 IALO or CUCLA to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR PAPI 1400' 3300' LT via ALO 112.2 R-090 DEWAR

STRAIGHT-IN LANDING RWY 12

With Local Altimeter Setting

	ILS DA(H) 1073' (200') FULL	ILS DA(H) 1073' (200') RAIL or ALS out	LOC (GS out) MDA(H) 1300' (427') RAIL out	LOC (GS out) MDA(H) 1300' (427') ALS out
A, B	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
C	1 RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼
D	1 RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½

CIRCLE-TO-LAND With Local Altimeter Setting

Max Kts	MDA(H)
90 / 120	1420' (547') - 1
140	1420' (547') - 1½
165	1480' (607') - 2

With Oelwein Mun Altimeter Setting

	ILS DA(H) 1149' (276') FULL	ILS DA(H) 1149' (276') RAIL or ALS out	LOC (GS out) MDA(H) 1380' (507') RAIL out	LOC (GS out) MDA(H) 1380' (507') ALS out
A, B	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
C	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½
D	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½

With Oelwein Mun Altimeter Setting

Max Kts	MDA(H)
90 / 120	1500' (627') - 1
140	1500' (627') - 1¾
165	1560' (687') - 2¼

1 RVR 1800 with Flight Director or Autopilot or HUD to DA.

AMEND 9 TERPS

CHANGES: None.

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ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

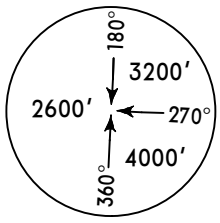
BRIEFING STRIP™

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 873′
IALO 111.7	305° (Front Crs 125°)	IVOCE 2500′ (1633′)	(CONDITIONAL) 1300′ (433′)	TDZE 867′

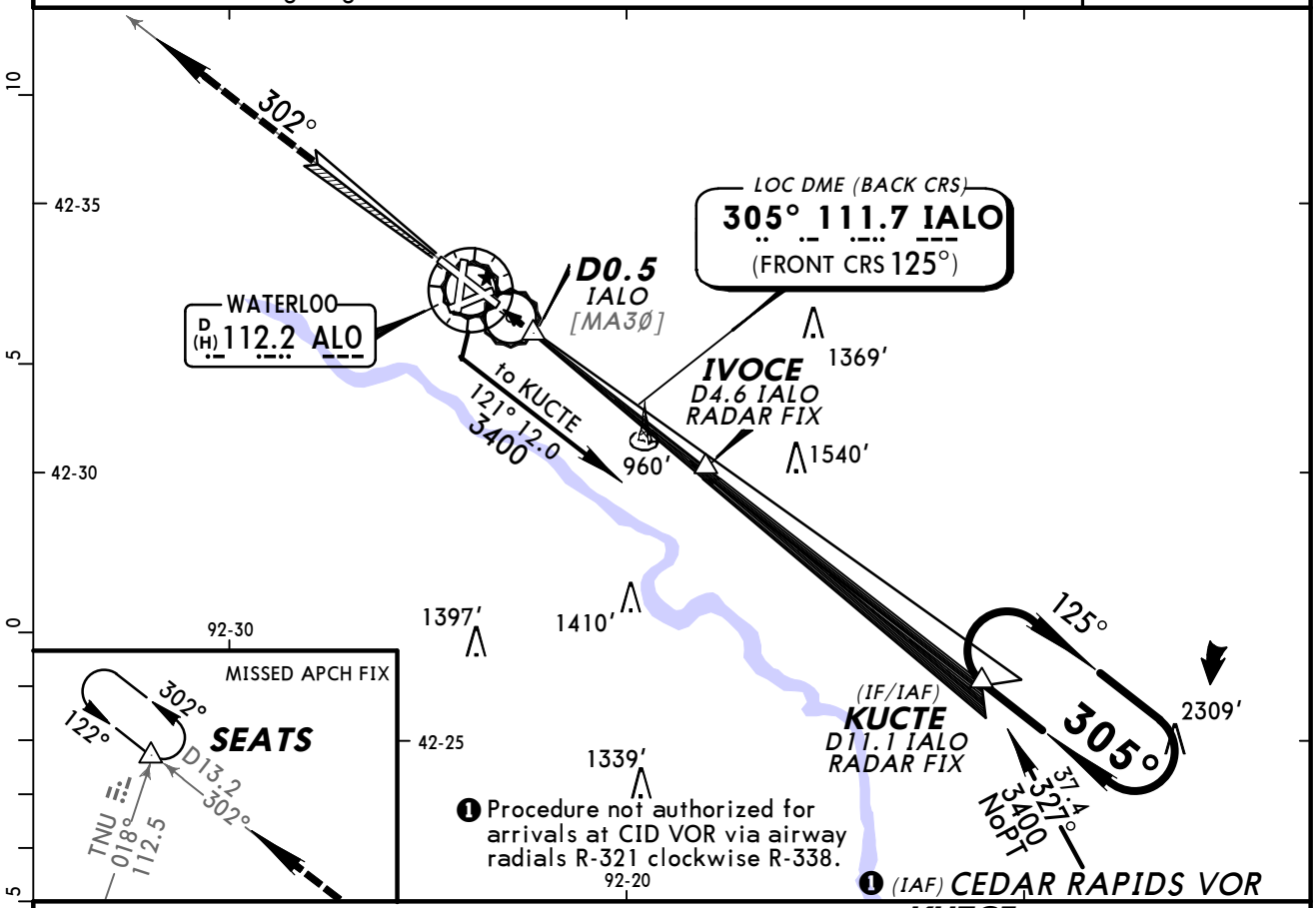
MISSED APCH: Climb to 3500′ via ALO VOR R-302 to SEATS INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

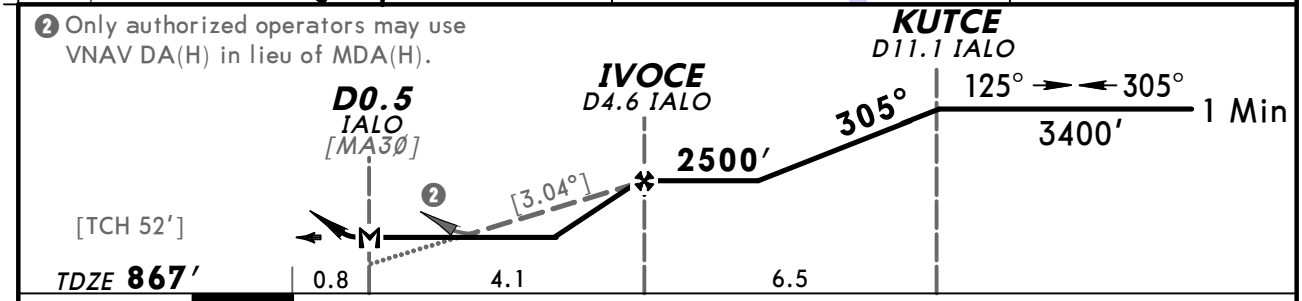
1. DME or Radar required. 2. Use local altimeter setting; if not received, use Oelwein Mun altimeter setting. 3. Use IALO DME when on the localizer course. 4. Disregard glide slope indications. 5. When Twr inop, radar not available. 6. Pilot controlled lighting 125.07.



MSA ALO VOR



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at D0.5 IALO or IVOCE to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32

MALS
VASI

3500′ ALO via 112.2 R-302 SEATS

TERPS AMEND 11

	STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND		
	MDA(H) 1300′ (433′) With Local Altimeter Setting		MDA(H) 1380′ (513′) With Oelwein Mun Altimeter Setting			With Local Altimeter Setting	With Oelwein Mun Altimeter Setting
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	¾	1	¾	1	90	1420′ (547′) - 1	1500′ (627′) - 1
B					120		
C	1¼		1½		140	1420′ (547′) - 1½	1500′ (627′) - 1¾
D	1½		1¾		165	1480′ (607′) - 2	1560′ (687′) - 2¼

CHANGES: Procedure.

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KALO/ALO
WATERLOO REGL

JEPPESEN

9 JAN 09 (12-1) Eff 15 Jan

WATERLOO, IOWA
RNAV (GPS) Rwy 6

BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

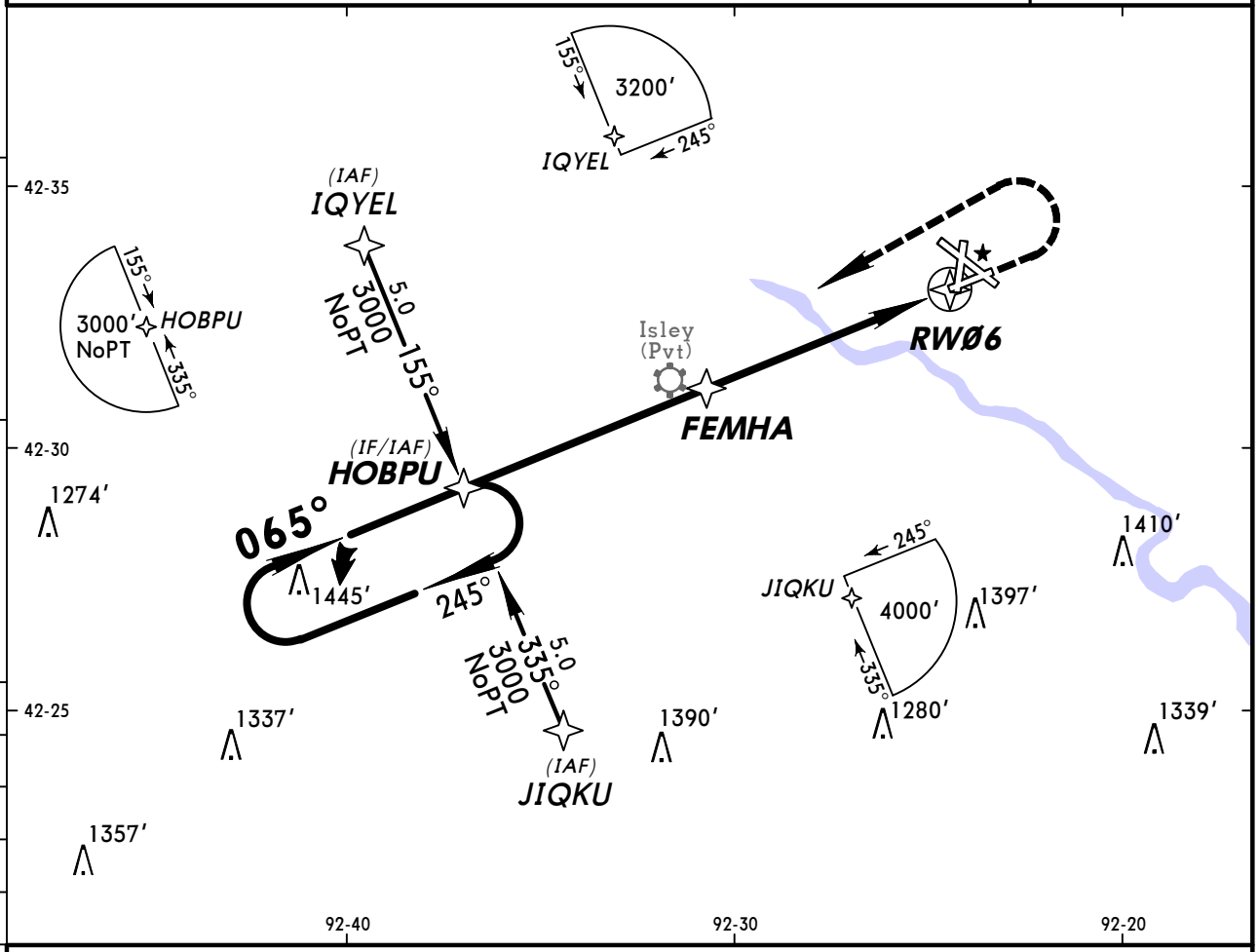
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 873'
	065°	FEMHA 2500' (1632')	1440' (572')	TDZE 868'

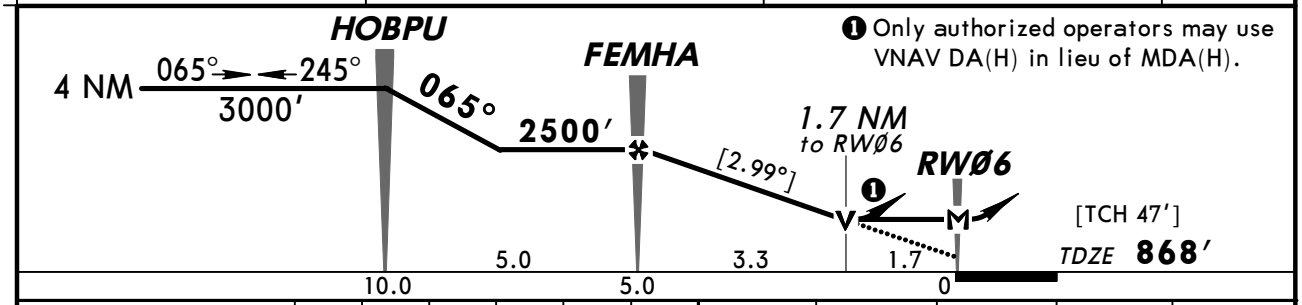
MISSED APCH: Climb to 2000', then climbing LEFT turn to 3000' direct HOBPU and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **GPS or RNP-0.3 required.** 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 125.07.





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at RWØ6						

REIL
VASI-L

2000' ↑ 3000' ↰ LT HOBPU

❶ STRAIGHT-IN LANDING RWY 6 LNAV MDA(H) 1440' (572')		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	1440'(567')-1
B		120	
C	1½	140	1440'(567')-1½
D	1¾	165	1480'(607')-2

❶ Not Authorized at Night when Twr inop.

AMENDO TERPS

CHANGES: None.

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KALO/ALO
WATERLOO REGL

JEPPESEN

9 MAR 07 (12-2) Eff 15 Mar

WATERLOO, IOWA
RNAV (GPS) Rwy 12

BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

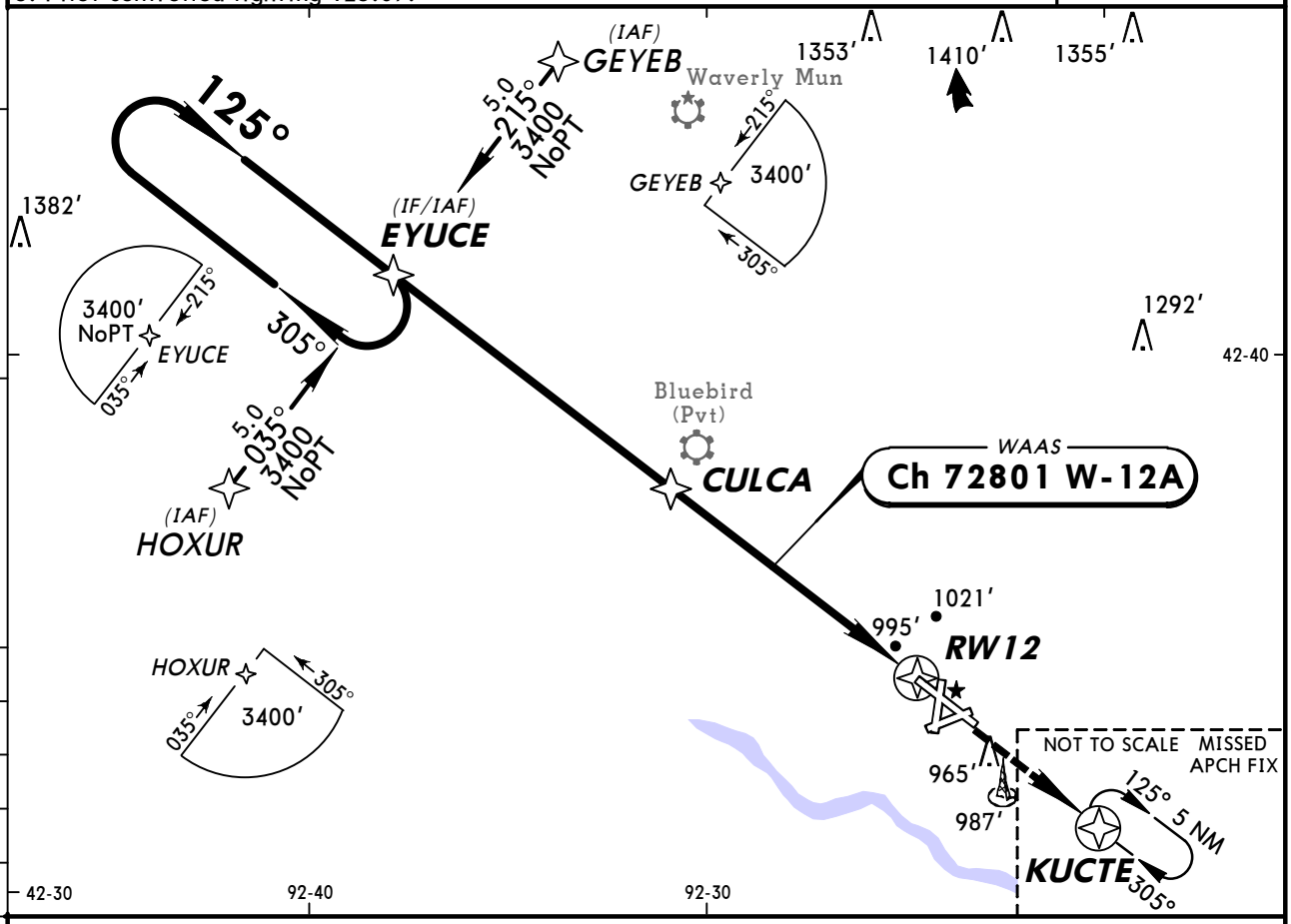
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 873′
Ch 72801 W-12A	125°	CULCA 2800′ (1927′)	1123′ (250′)	TDZE 873′

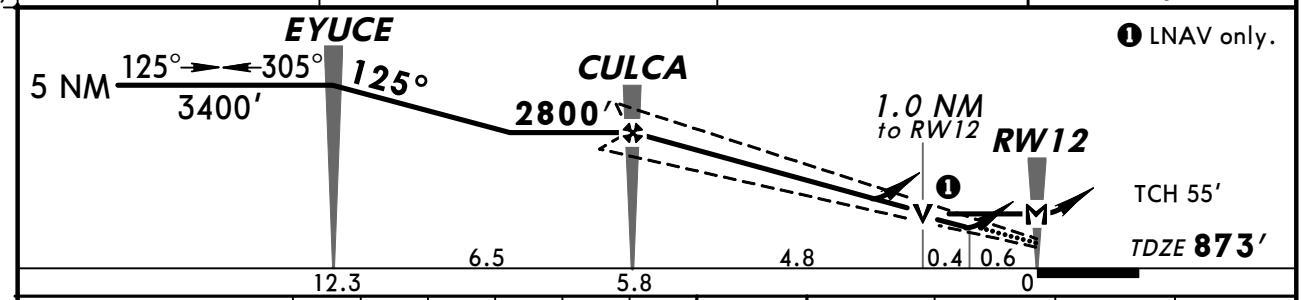
MISSED APCH: Climb to 3400′ direct KUCTE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Independence altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (117°F). 4. Baro-VNAV and VDP not authorized when using Independence altimeter setting.
5. Pilot controlled lighting 125.07.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

MALSR PAPI 3400′ KUCTE

STRAIGHT-IN LANDING RWY 12

	1 LPV DA(H) 1123′(250′)		2 LNAV/VNAV DA(H) 1273′(400′)		3 LNAV MDA(H) 1260′(387′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D					RVR 50 or 1	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Independence Altimeter Setting MDA(H)
90	1380′ (507′)-1¼	1460′ (587′)-1¼
120		
140	1380′ (507′)-1½	1460′ (587′)-1½
165	1480′ (607′)-2	1560′ (687′)-2

AMEND 0

TERPS

1 DA(H) 1203′(330′) with Independence altimeter setting.
2 DA(H) 1353′(480′) with Independence altimeter setting.
3 MDA(H) 1340′(467′) with Independence altimeter setting.

CHANGES: CTAF.

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KALO/ALO
WATERLOO REGL

JEPPESEN

9 MAR 07 (12-3) Eff 15 Mar

WATERLOO, IOWA
RNAV (GPS) Rwy 18

ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

BRIEFING STRIP ™

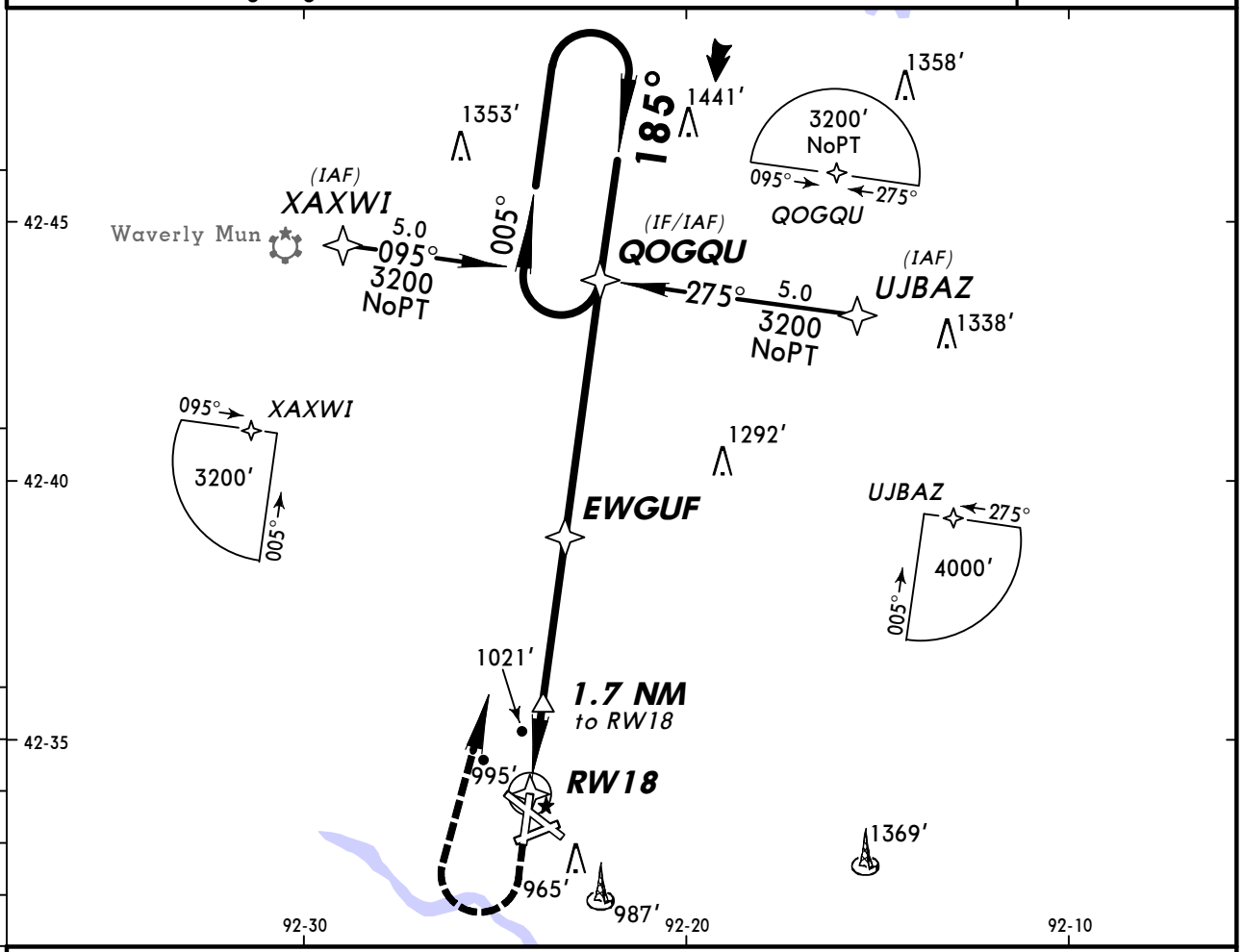
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 873′
	185°	EWGUF 2500′ (1630′)	1320′ (450′)	TDZE 870′

MISSED APCH: Climb to 2000′, then climbing RIGHT turn to 3200′ direct QOGQU and hold.

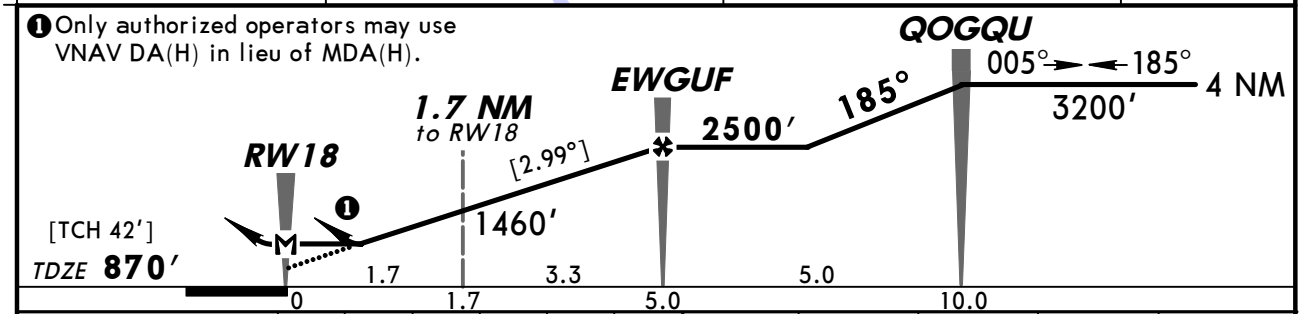
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 125.07.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at RW18						

REIL
VASI-L

2000′ ↑

3200′ ↱ RT

QOGQU

STRAIGHT-IN LANDING RWY 18

LNAV

MDA(H) 1320′ (450′)

A	1
B	
C	1¼
D	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1380′(507′)-1
120	
140	1380′(507′)-1½
165	1480′(607′)-2

AMEND OA TERPS

CHANGES: CTAF.

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KALO/ALO
WATERLOO REGL

JEPPESEN

9 MAR 07 (12-4) Eff 15 Mar

WATERLOO, IOWA
RNAV (GPS) Rwy 24

ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

BRIEFING STRIP™

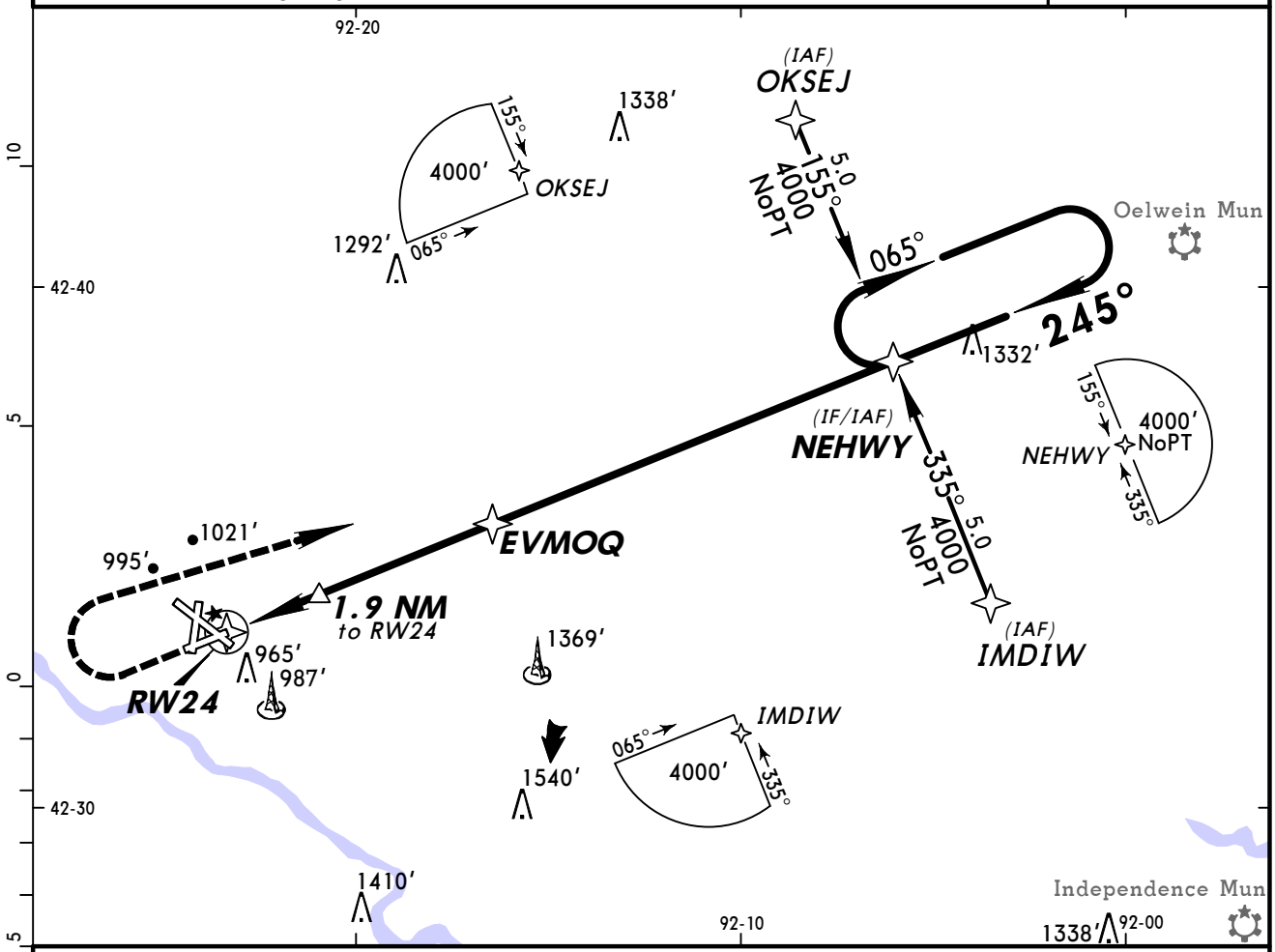
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 873′
	245°	EVMOQ 2700′ (1833′)	1240′ (373′)	TDZE 867′

MISSED APCH: Climb to 2000′, then climbing RIGHT turn to 4000′ direct NEHWY and hold.

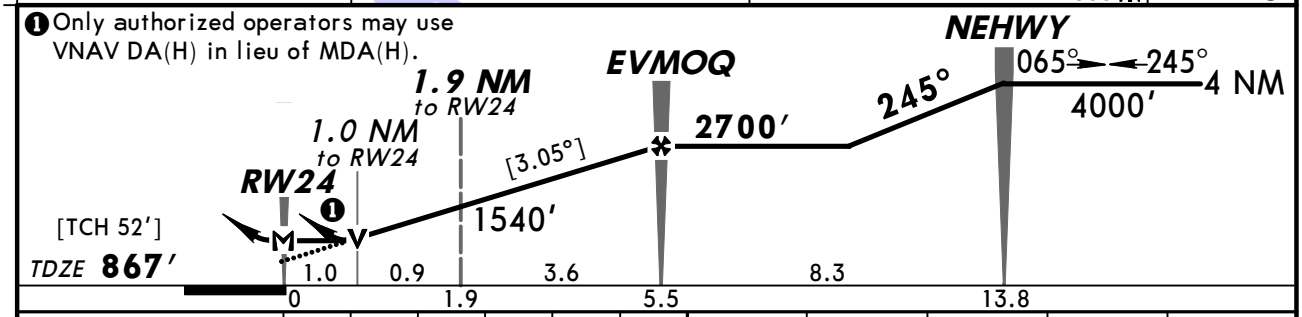
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **GPS or RNP-0.3 required.** 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 125.07.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW24						

REIL
VASI-L

2000′ ↑

4000′ ↱ RT

D

NEHWY

1 STRAIGHT-IN LANDING RWY 24
LNAV
MDA(H) **1240′** (373′)

		Max Kts	MDA(H)
A	1	90	1380′(507′)-1
B		120	
C		140	1380′(507′)-1½
D	1¼	165	1480′(607′)-2

AMEND 0 TERPS

1 Not Authorized at Night when Twr inop.

CHANGES: CTAF.

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KALO/ALO
WATERLOO REGL

JEPPESEN

9 MAR 07 (12-5) Eff 15 Mar

WATERLOO, IOWA
RNAV (GPS) Rwy 30

ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

BRIEFING STRIP ™

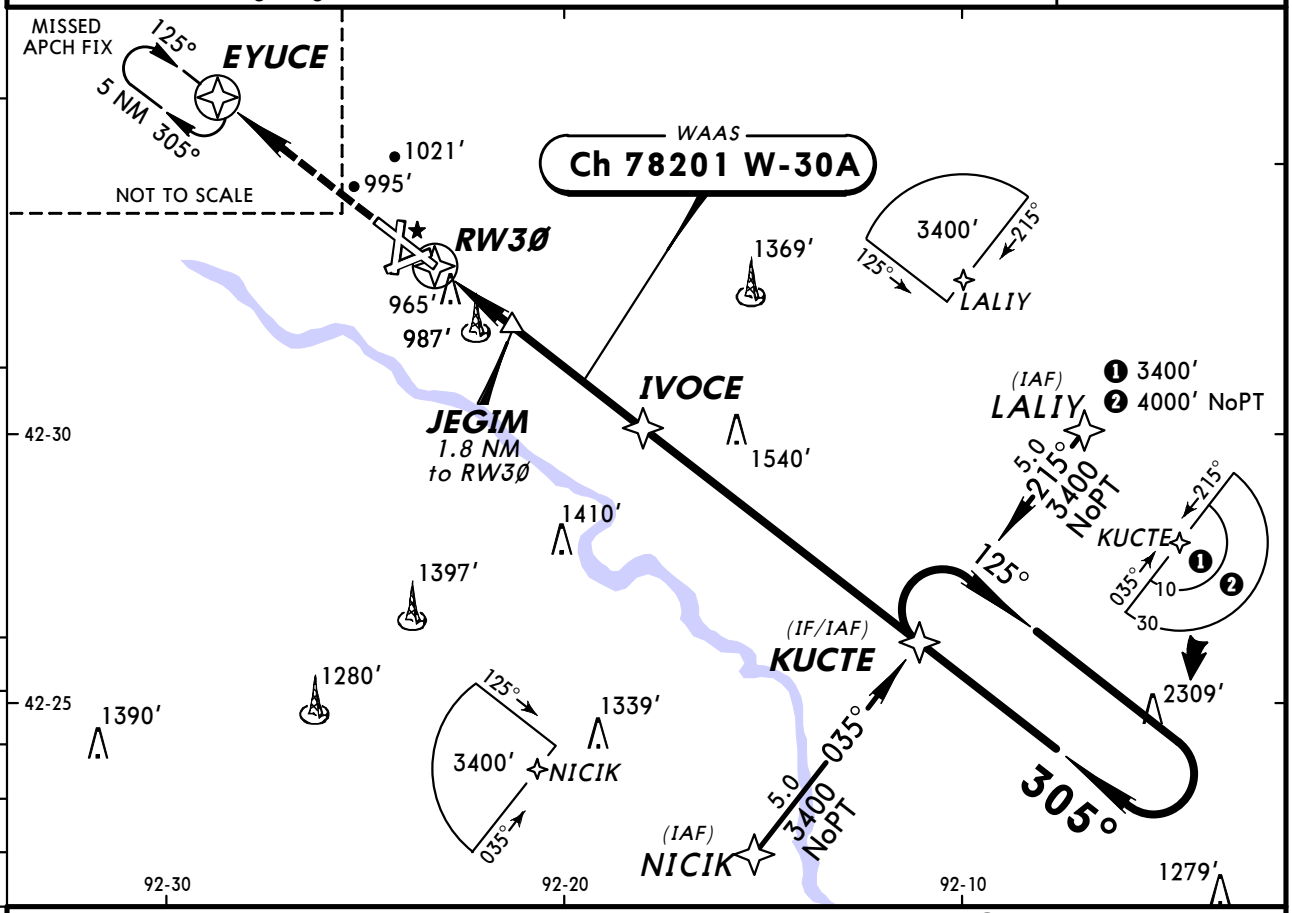
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 873'
Ch 78201 W-30A	305°	IVOCE 2500' (1633')	1117' (250')	TDZE 867'

MISSED APCH: Climb to 3400' direct EYUCE and hold.

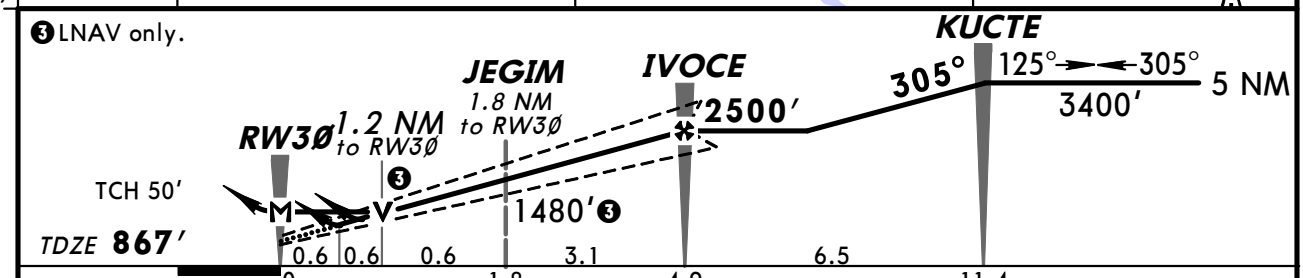
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Independence altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. Baro-VNAV and VDP not authorized when using Independence altimeter setting.
5. Pilot controlled lighting 125.07.



❸ LNAV only.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW3Ø							

MALS VASI 3400' EYUCE

STRAIGHT-IN LANDING RWY 30

	❶ LPV DA(H)1117'(250') ALS out	❷ LNAV/VNAV DA(H)1299'(432') ALS out	❸ LNAV MDA(H)1300'(433') ALS out
A	3/4	1½	3/4 / 1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Independence Altimeter Setting MDA(H)
90	1380'(507')-1½	1460'(587')-1½
120		
140		
165	1480'(607')-2	1560'(687')-2

❶ DA(H) 1197' (330') with Independence altimeter setting.
❷ DA(H) 1379' (512') with Independence altimeter setting.
❸ MDA(H) 1380' (513') with Independence altimeter setting.

AMEND 0 TERPS

CHANGES: CTAF.

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KALO/ALO
WATERLOO REGL

JEPPESEN

9 MAR 07 (12-6) Eff 15 Mar

WATERLOO, IOWA
RNAV (GPS) Rwy 36

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

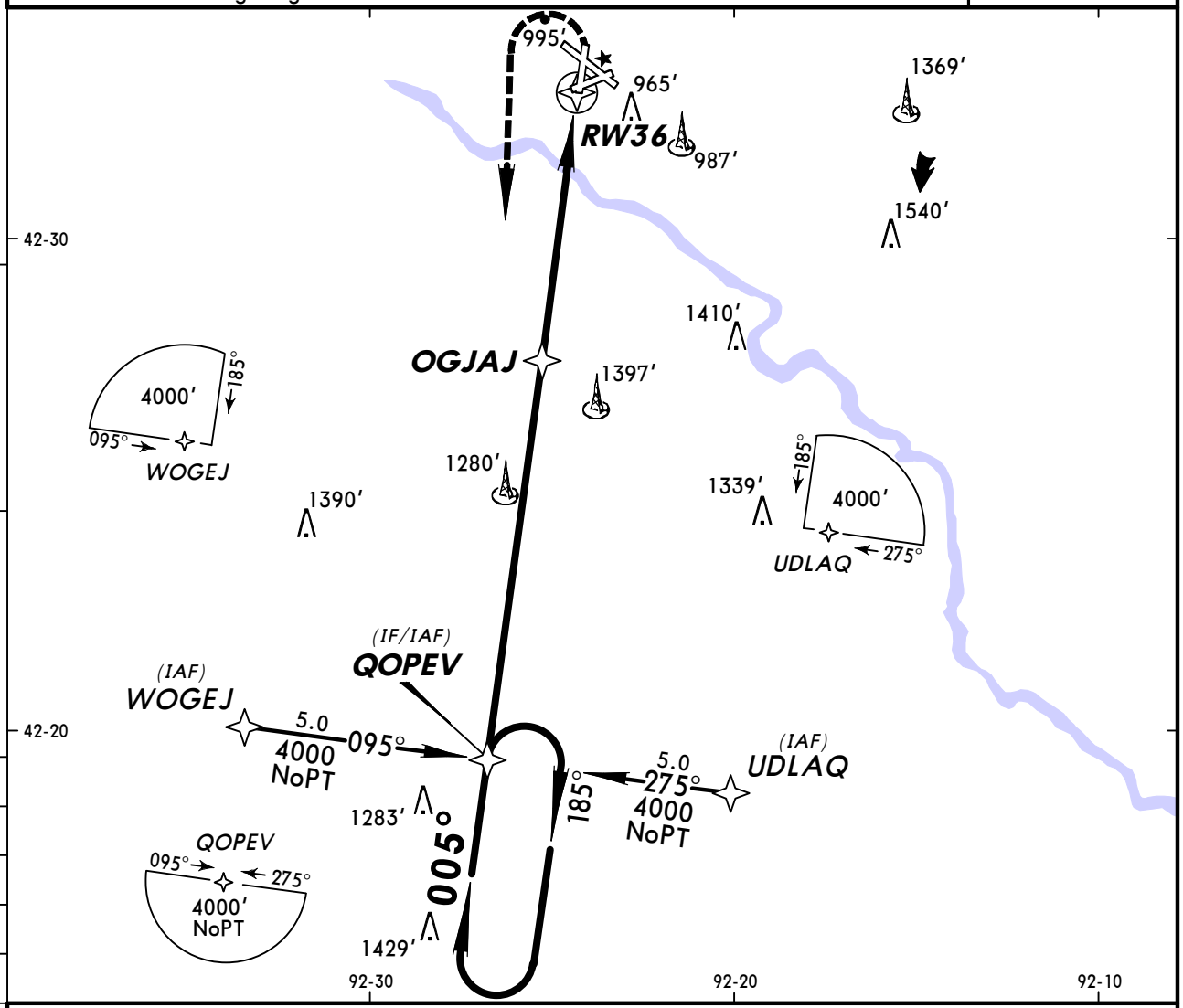
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 873′
	005°	OGJAJ 2700′ (1831′)	1420′ (551′)	TDZE 869′

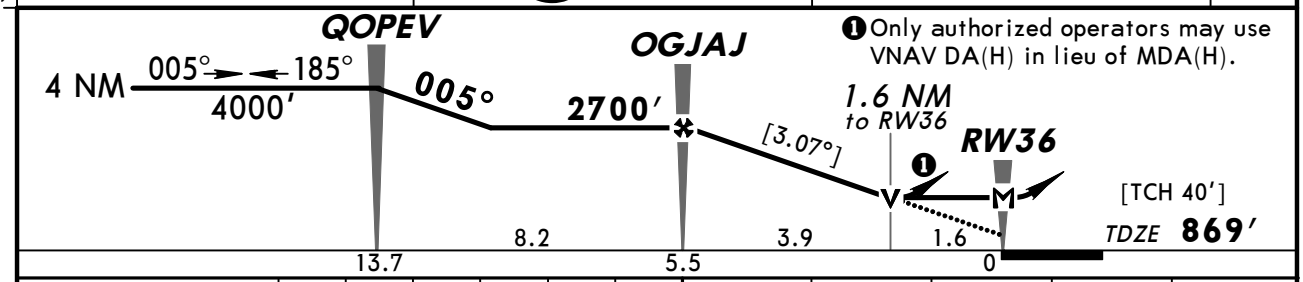
MISSED APCH: Climb to 2000′, then climbing LEFT turn to 4000′ direct QOPEV and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **GPS or RNP-0.3 required.** 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 125.07.





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.07°]	380	489	543	652	760	869
MAP at RW36						

REIL
VASI-L

2000′ ↑ | 4000′ ← LT | D→ | QOPEV

STRAIGHT-IN LANDING RWY 36 LNAV	MDA(H) 1420′ (551′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1420′(547′)-1
B		120	
C	1½	140	1420′(547′)-1½
D	1¾	165	1480′(607′)-2

AMEND OA TERPS

CHANGES: CTAF.

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BRIEFING STRIP

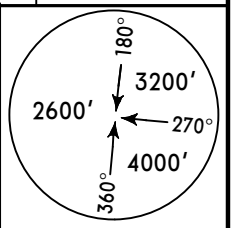
ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 873′
ALO 112.2	052°		1440′ (572′)	TDZE 868′

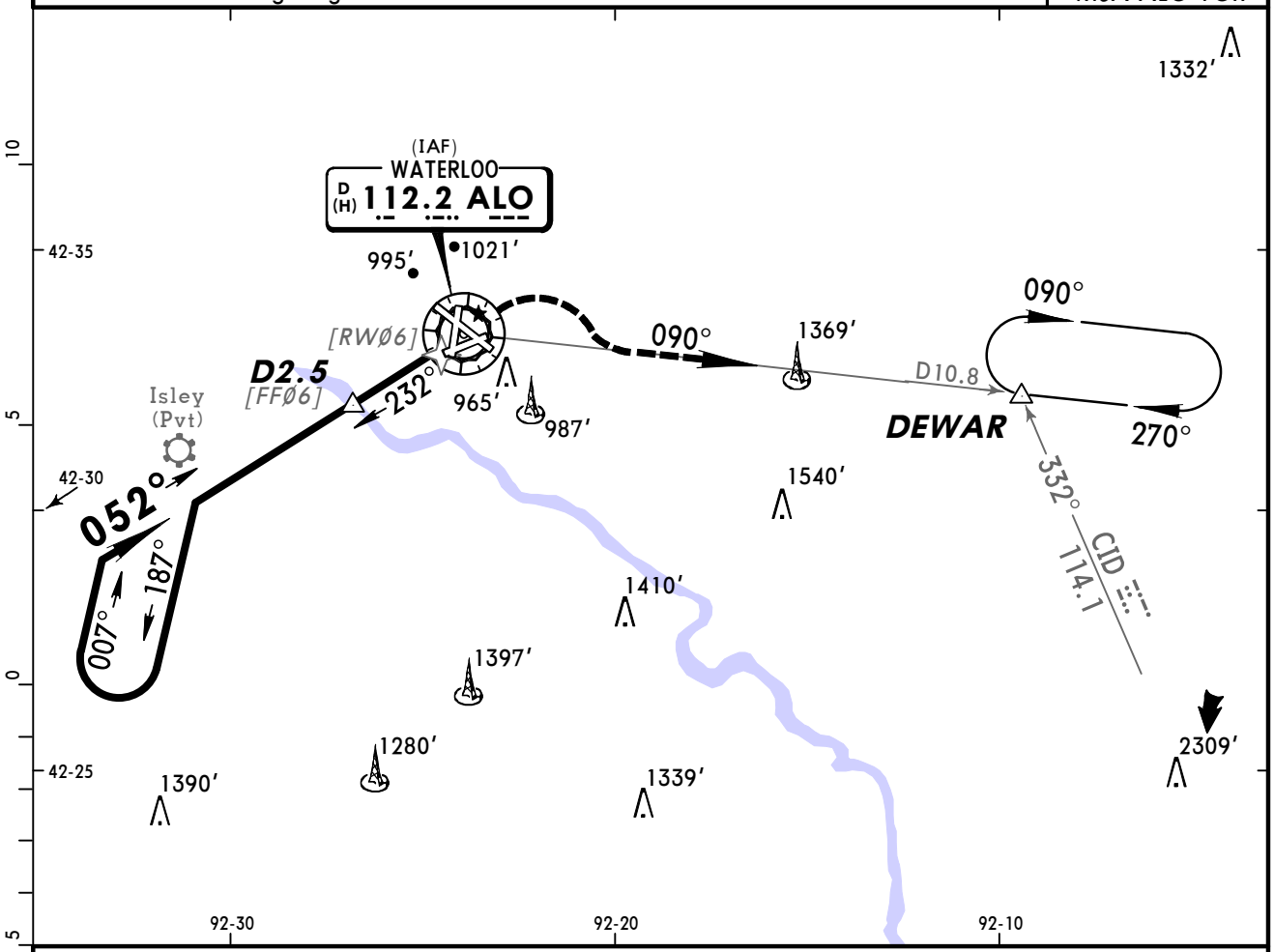
MISSED APCH: Climbing RIGHT turn to 3300′ outbound via ALO VOR R-090 to DEWAR INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

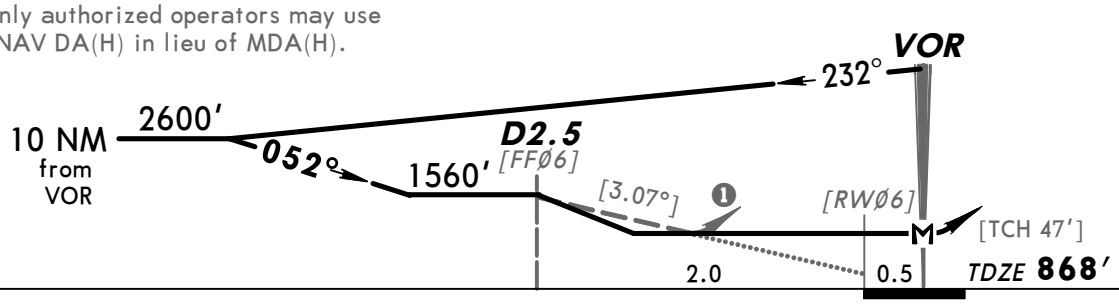
1. Pilot controlled lighting 125.07.



MSA ALO VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.07°]	380	489	543	652	760	869
MAP at VOR						

REIL
VASI-L

3300′ RT via ALO 112.2 R-090

DEWAR

❶ STRAIGHT-IN LANDING RWY 6

	MDA(H) 1440′ (572′) With D2.5	MDA(H) 1560′ (692′) Without D2.5
A	1	1
B		
C	1½	2
D	1¾	2¼

CIRCLE-TO-LAND

Max Kts	With D2.5 MDA(H)	Without D2.5 MDA(H)
90	1440′ (567′)-1	1560′ (687′)-1
120		
140	1440′ (567′)-1½	1560′ (687′)-2
165	1480′ (607′)-2	1560′ (687′)-2¼

❶ Not Authorized at Night when Twr inop.

AMEND 3 TERPS

CHANGES: CTAF.

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KALO/ALO
WATERLOO REGL

JEPPESEN
9 MAR 07 (13-2) Eff 15 Mar

WATERLOO, IOWA
VOR Rwy 12

BRIEFING STRIP ™

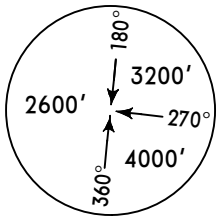
ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

VOR ALO 112.2	Final Apch Crs 127°	No FAF	MDA(H) (CONDITIONAL) 1340′ (467′)	Apt Elev 873′ TDZE 873′

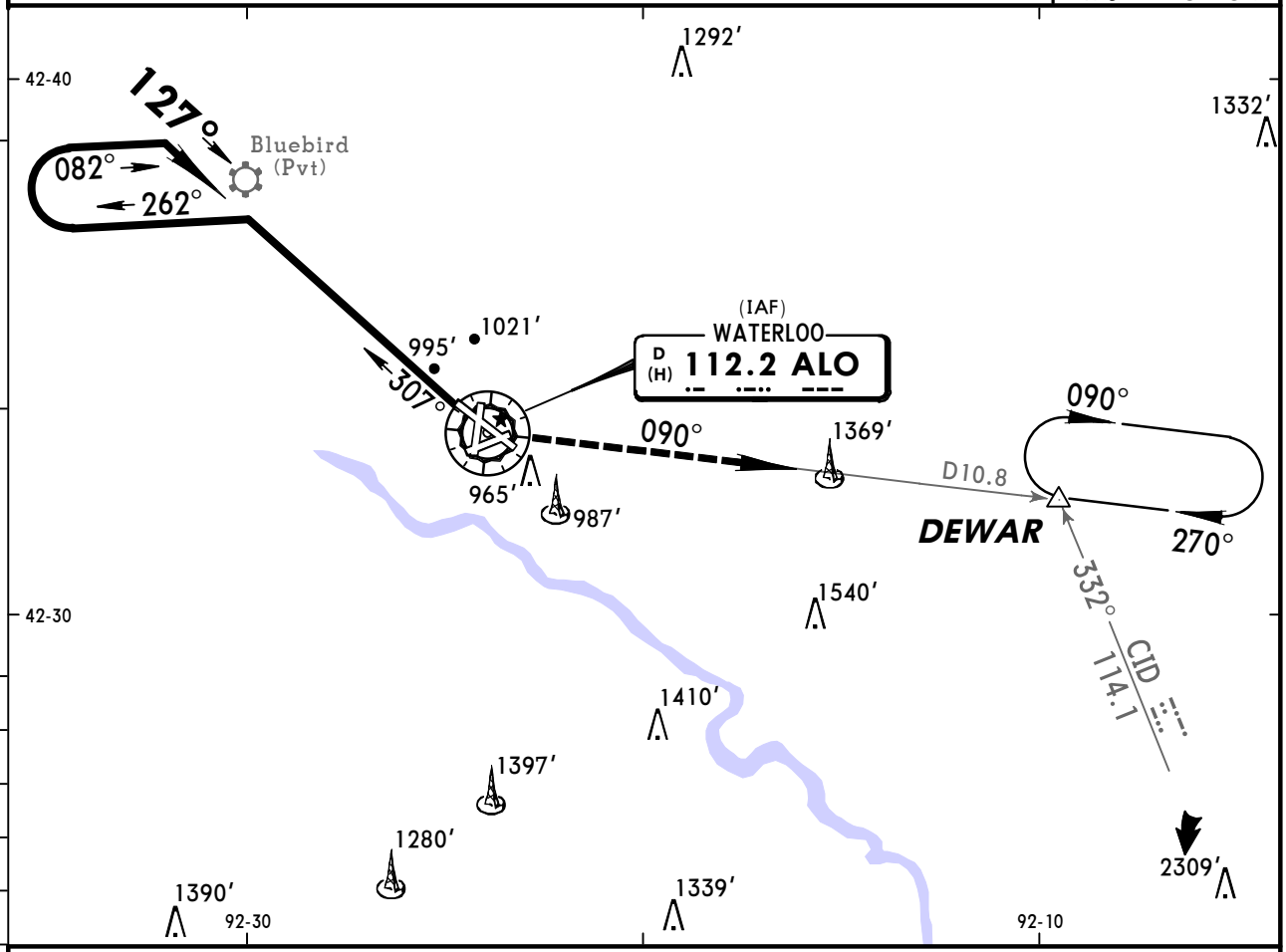
MISSED APCH: Climbing LEFT turn to 3300′ outbound via ALO VOR R-090 to DEWAR INT and hold.

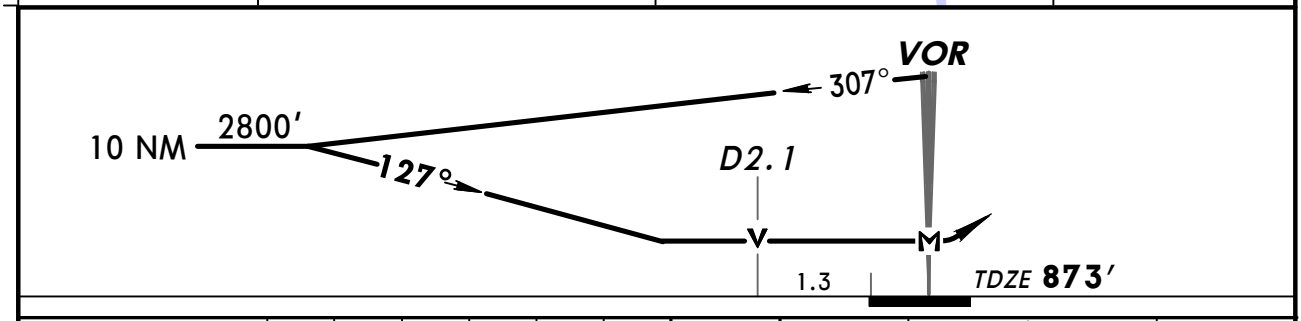
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Independence altimeter setting.
2. Pilot controlled lighting 125.07.



MSA ALO VOR





MAP at VOR							MALSR PAPI	3300′ LT via ALO 112.2 R-090	DEWAR

	STRAIGHT-IN LANDING RWY 12						CIRCLE-TO-LAND		
	MDA(H) 1340′ (467′) With Local Altimeter Setting			MDA(H) 1420′ (547′) With Independence Altimeter Setting				With Local Altimeter Setting	With Independence Altimeter Setting
		RAIL out	ALS out		RAIL out	ALS out	Max Kts.	MDA(H)	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1380′ (507′)-1	1460′ (587′)-1
B							120		
C	RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 40 or 3/4	RVR 60 or 1 1/4		140	1380′ (507′)-1 1/2	1460′ (587′)-1 1/2
D	RVR 50 or 1	1 1/2		RVR 50 or 1	1 1/2		165	1480′ (607′)-2	1560′ (687′)-2

AMEND TERPS 10

CHANGES: CTAF.

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BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

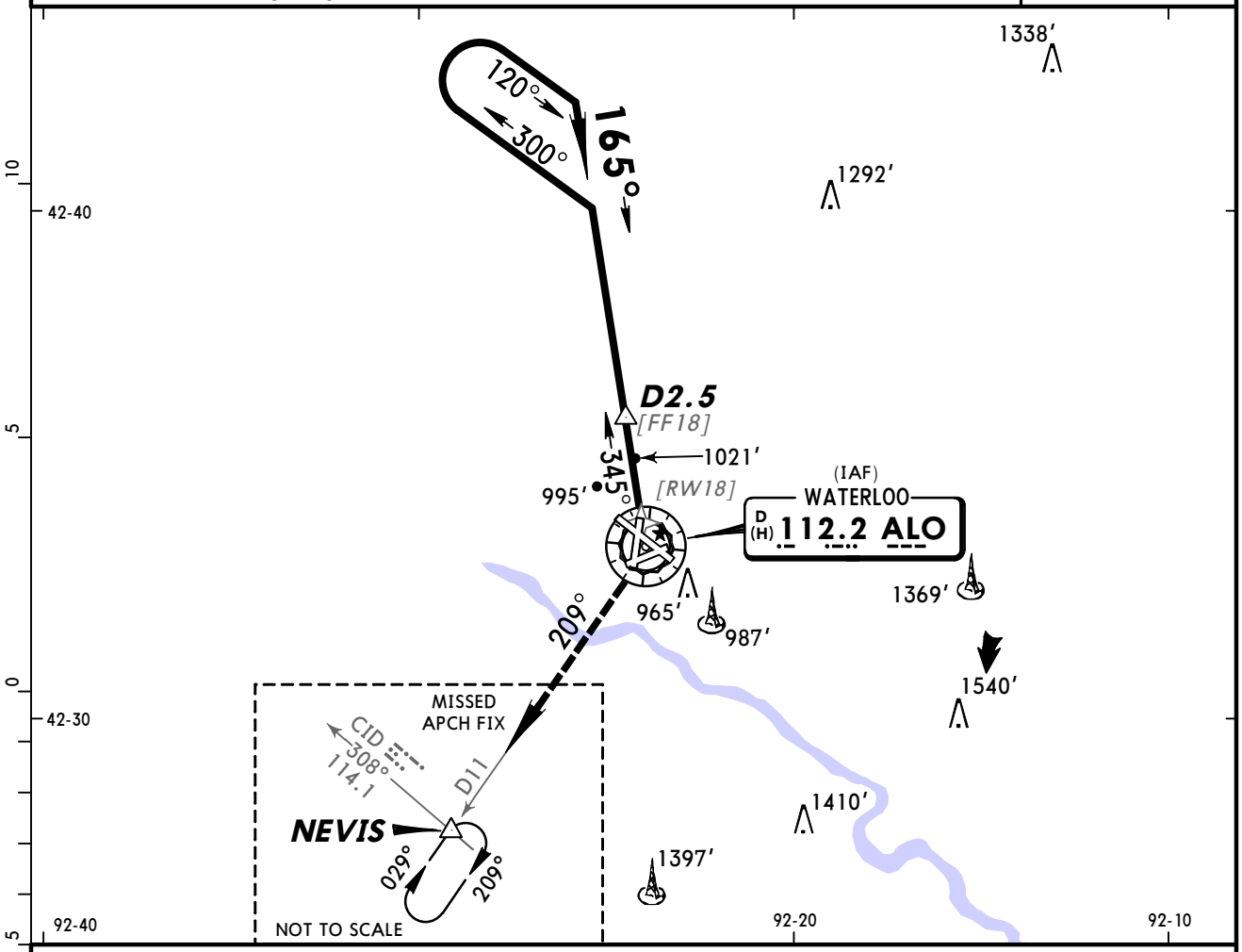
VOR ALO	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 873′
112.2	165°		1320′ (450′)	TDZE 870′

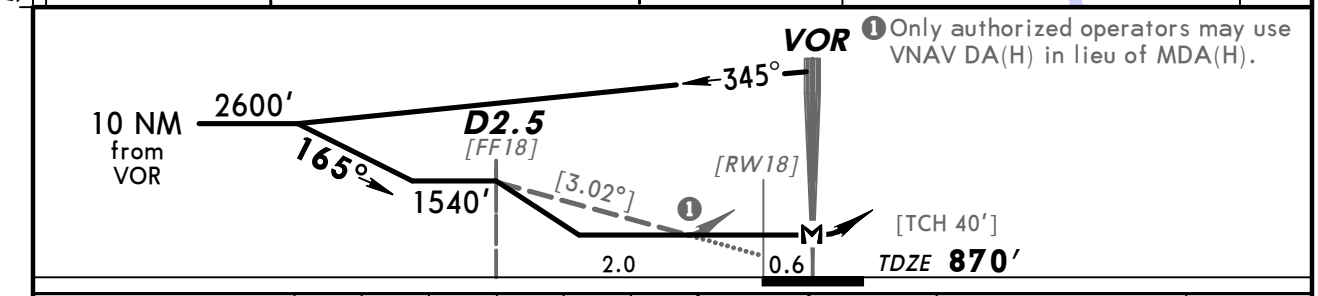
MISSED APCH: Climbing RIGHT turn to 2800′ outbound via ALO VOR R-209 to NEVIS INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 125.07.

MSA ALO VOR: 180° 3200′; 270° 4000′; 360° 2600′





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at VOR						

REIL
VASI-L

2800′ RT via ALO 112.2 R-209

NEVIS

TERPS AMEND 8A

	STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND		
	MDA(H) 1320′ (450′) With D2.5	MDA(H) 1540′ (670′) Without D2.5	Max Kts	With D2.5 MDA(H)	Without D2.5 MDA(H)
A	1	1	90	1380′(507′)-1	1540′(667′)-1
B			120		
C	1¼	1¾	140	1380′(507′)-1½	1540′(667′)-1¾
D	1½	2	165	1480′(607′)-2	1540′(667′)-2

CHANGES: CTAF.

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BRIEFING STRIP TM

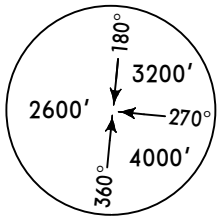
ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 873′
ALO 112.2	253°		1240′ (373′)	TDZE 867′

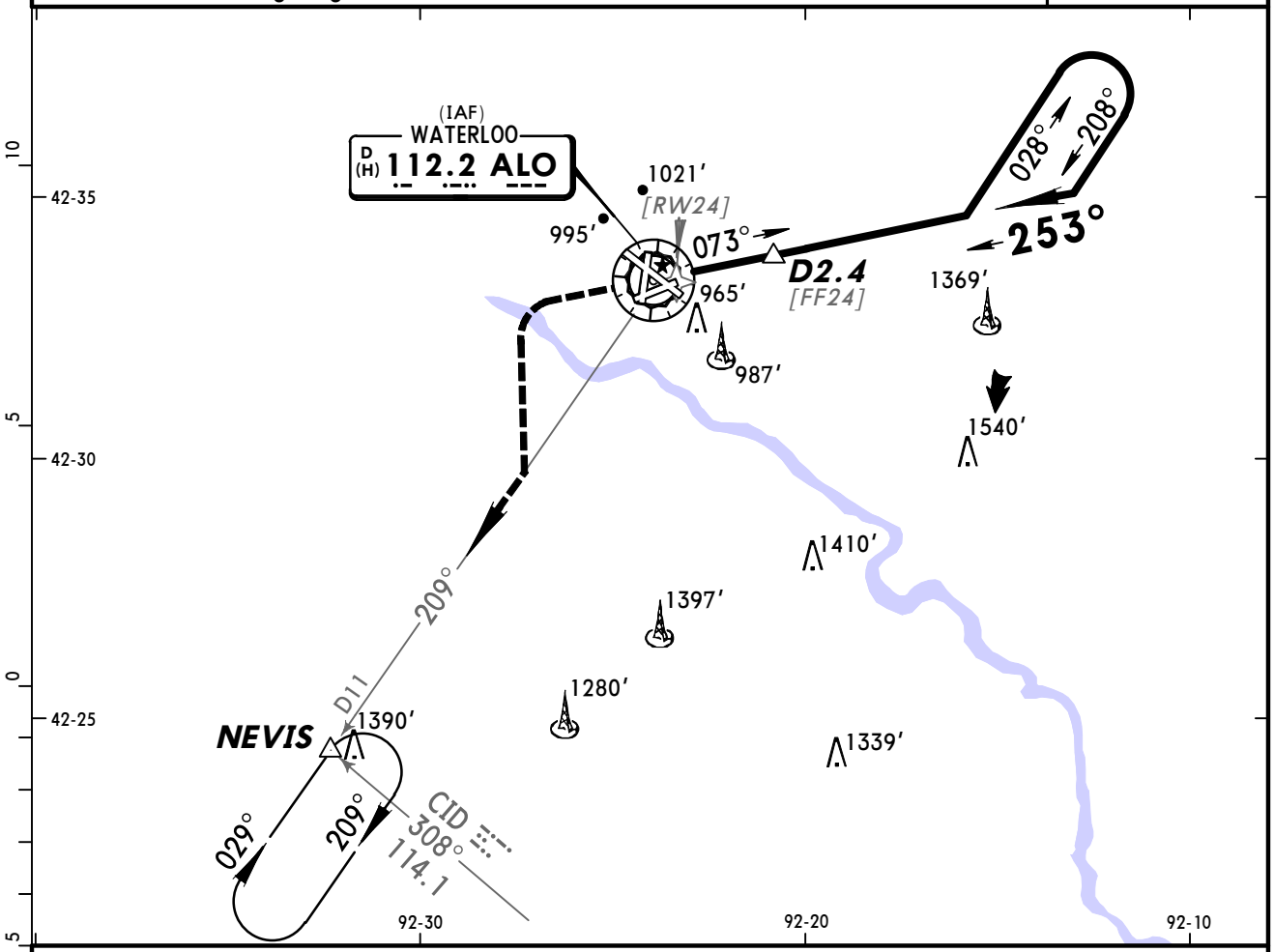
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 2800′ outbound via ALO VOR R-209 to NEVIS INT and hold.

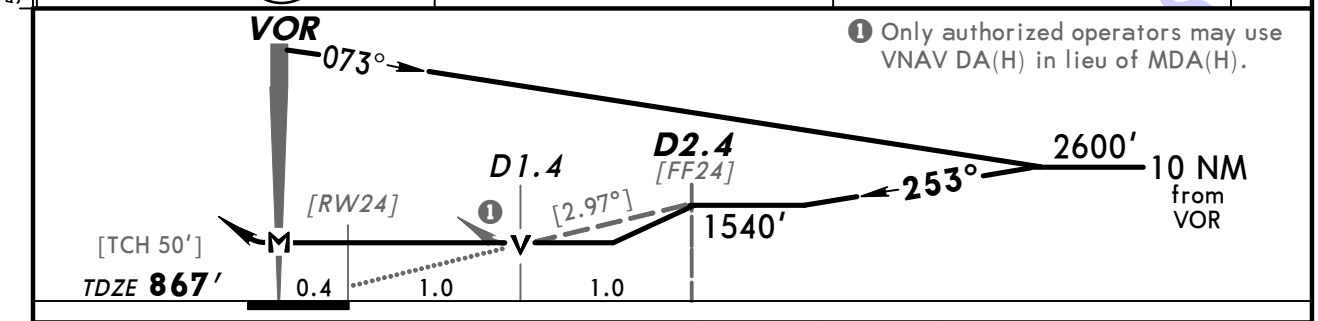
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 125.07.



MSA ALO VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at VOR						

REIL	1500′	2800′	ALO	NEVIS
VASI-L	↑	LT	via 112.2 R-209	

	❶ STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND		
	MDA(H) 1240′ (373′) With D2.4	MDA(H) 1540′ (673′) Without D2.4	Max Kts	With D2.4 MDA(H)	Without D2.4 MDA(H)
A	1	1	90	1380′ (507′)-1	1540′ (667′)-1
B			120		
C		2	140	1380′ (507′)-1½	1540′ (667′)-2
D	1¼	2¼	165	1480′ (607′)-2	1540′ (667′)-2¼

❶ Not Authorized at Night when Twr inop.

AMEND 16 TERPS

CHANGES: CTAF.

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KALO/ALO
WATERLOO REGL

JEPPESEN

9 MAR 07 (13-5) Eff 15 Mar

WATERLOO, IOWA
VOR DME Rwy 30

BRIEFING STRIP ™

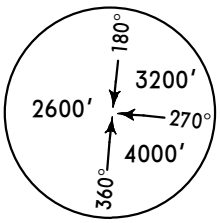
ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 873′
ALO 112.2	294°	GYTES 2100′ (1233′)	1320′ (453′)	TDZE 867′

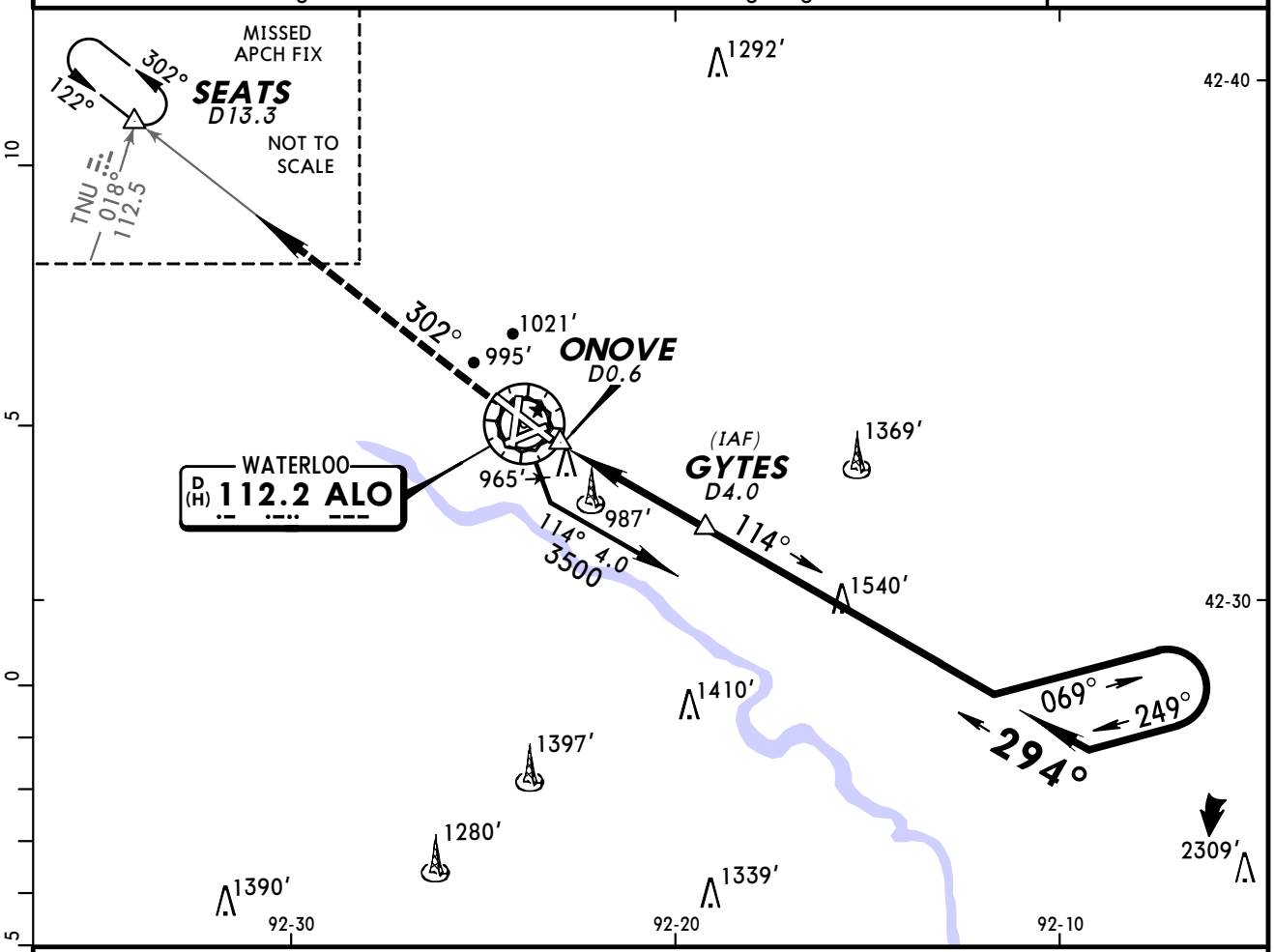
MISSED APCH: Climb to 3500′ outbound via ALO VOR R-302 to SEATS INT/D13.3 and hold.

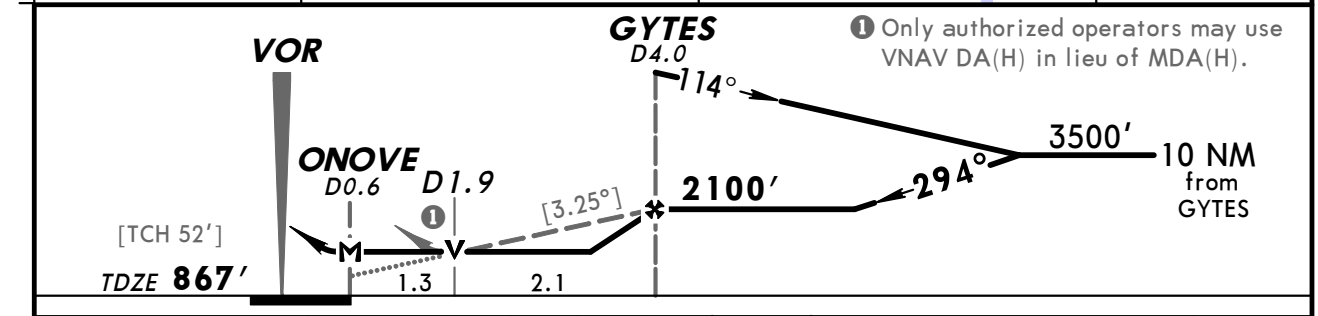
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Independence altimeter setting.
2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 125.07.



MSA ALO VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.25°]	403	518	575	690	805	920
MAP at ONOVE						

MALS / VASI — 3500′ — ALO via 112.2 R-302 — SEATS

STRAIGHT-IN LANDING RWY 30	MDA(H) 1320′ (453′) With Local Altimeter Setting		MDA(H) 1400′ (533′) With Independence Altimeter Setting		CIRCLE-TO-LAND	With Local Altimeter Setting	With Independence Altimeter Setting
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	1380′ (507′) -1	1460′ (587′) -1
B					120		
C	1 1/4		1 1/4		140	1380′ (507′) -1 1/2	1460′ (587′) -1 1/2
D	1 1/2		1 1/2		165	1480′ (607′) -2	1560′ (687′) -2

AMEND 15 TERPS

CHANGES: CTAF.

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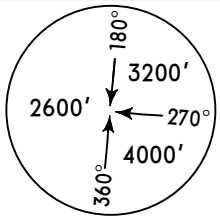
BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	*WATERLOO Approach (R)	CHICAGO Center	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.07	121.9

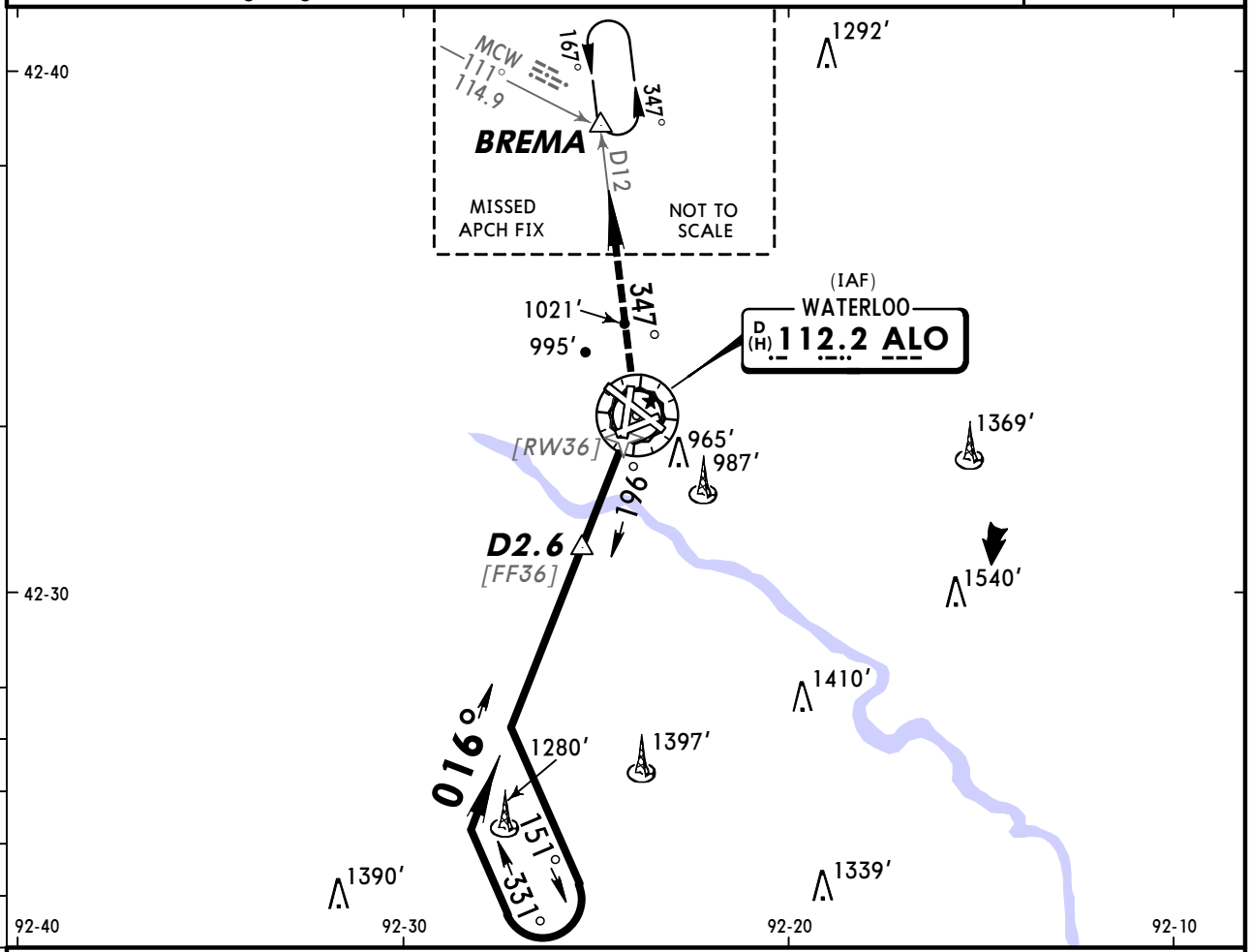
VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 873′
ALO 112.2	016°		1440′ (571′)	TDZE 869′

MISSED APCH: Climbing LEFT turn to 2800′ outbound via ALO VOR R-347 to BREMA INT and hold.

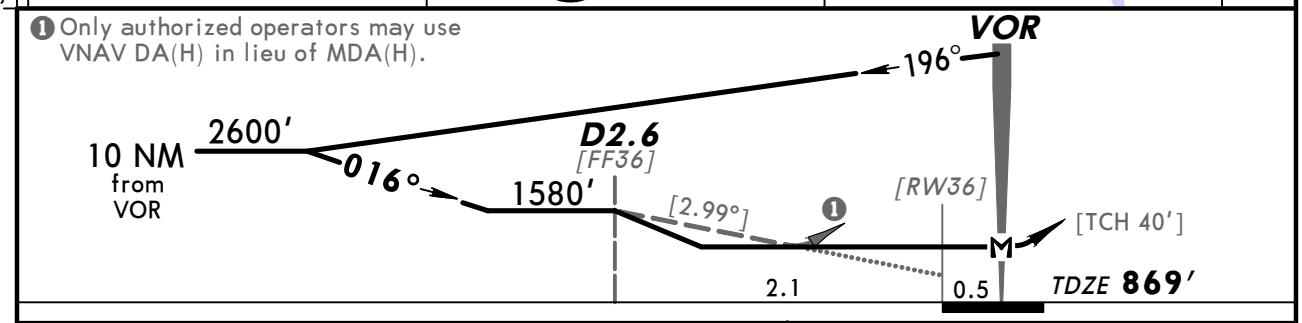
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 125.07.



MSA ALO VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at VOR						

REIL
VASI-L

2800′ LT via ALO 112.2 R-347

BREMA

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND		
	MDA(H) 1440′ (571′) With D2.6	MDA(H) 1580′ (711′) Without D2.6	Max Kts.	With D2.6 MDA(H)	Without D2.6 MDA(H)
A	1	1	90	1440′ (567′)-1	1580′ (707′)-1
B			120		
C	1½	2	140	1440′ (567′)-1½	1580′ (707′)-2
D	1¾	2¼	165	1480′ (607′)-2	1580′ (707′)-2¼

AMEND 17A TERPS

CHANGES: CTAF.

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General Information

Location: Burlington IA USA
IATA Code: BRL
Lat/Long: N40° 47.0' W091° 07.5'
Elevation: 698 ft

Airport Use: Public
Magnetic Variation: 0.6°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1242 Z
Sunset: 2353 Z,

Runway Information

Runway: 12
Length x Width: 5351 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 693 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 18
Length x Width: 6701 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 696 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 601 ft

Runway: 30
Length x Width: 5351 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 697 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 500 ft

Runway: 36
Length x Width: 6701 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 694 ft
Lighting: Edge, ALS, Pilot controlled

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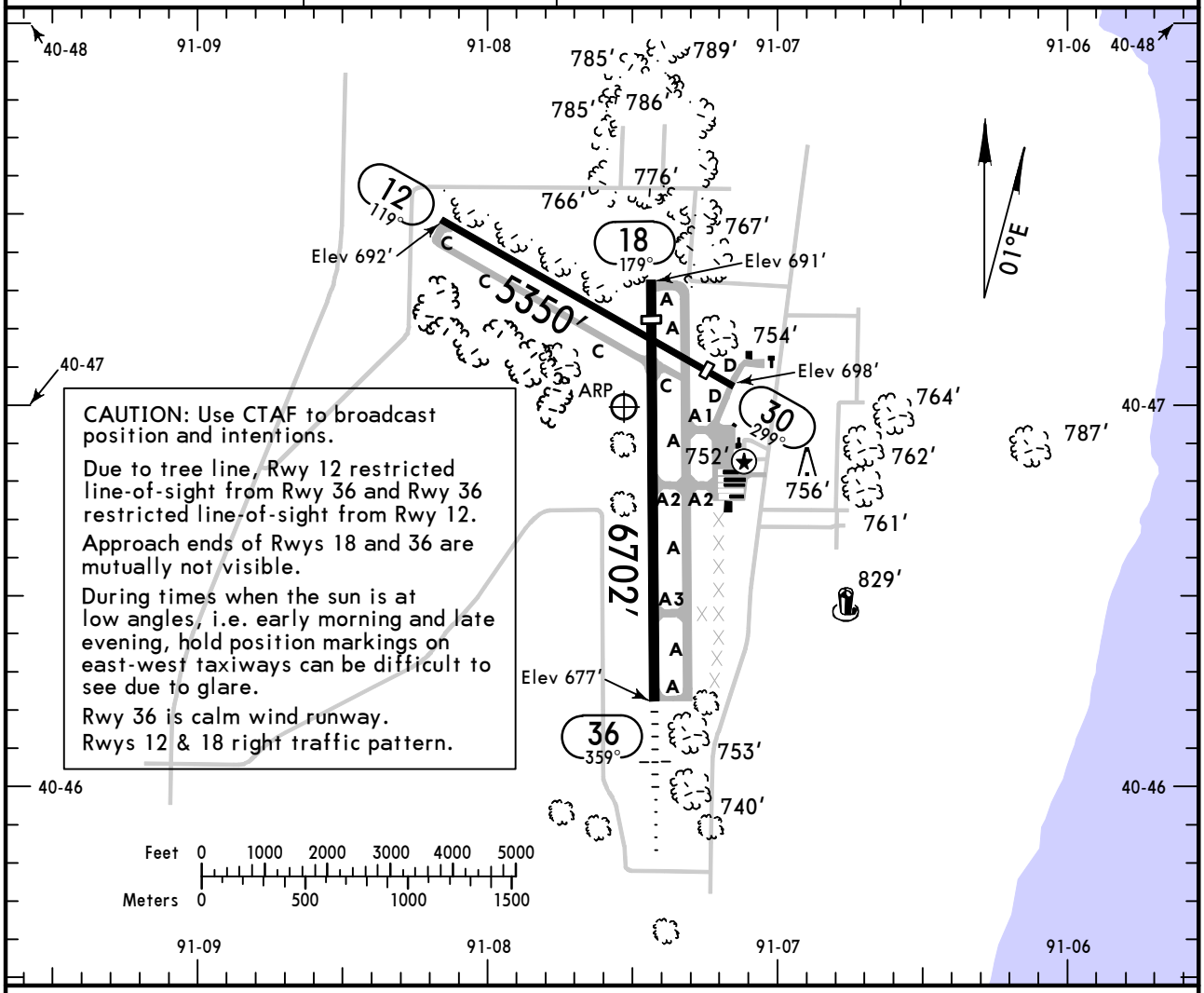
Communication Information

ASOS 118.025
Southeast Iowa Regl Unicom 123.0 CTAF PCL
FT Dodge Flight Service Station 122.65 RCO
Chicago Center 135.6 Remote Communications Air-Ground

ASOS	FT DODGE Radio	SOUTHEAST IOWA REGL UNICOM	CHICAGO Center (R)
118.02	122.65	CTAF 123.0	135.6



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12	❶ MIRL ❶ REIL ❶ VASI-L	grooved				100′
30	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°)	grooved	4850′			
18	❶ HIRL	grooved	6102′			150′
36	❶ HIRL ❶ MALSR	grooved	❷ 6102′	5242′		

❶ Activate on 123.0.
❷ Last 600′ is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 12, 18, 30 Adequate Vis Ref	Rwys 12, 18, 30 STD	Rwy 36
1 & 2 Eng	1/4	1	300-1
3 & 4 Eng		1/2	

FOR FILING AS ALTERNATE
Authorized Only When Local Weather Available

	ILS Rwy 36	LOC Rwy 36	RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 36 / VOR DME Rwy 12 VOR Rwy 30
A, B, C	600-2	800-2	800-2
D	800-2 1/4	800-2 1/4	NA

OBSTACLE DP: Rwys 30 & 36 climb runway heading to 1500′ before turning.

AMEND 1

CHANGES: None.

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ASOS	CHICAGO Center (R)	FT DODGE Radio	SOUTHEAST IOWA REGL UNICOM
118.02	135.6	122.65	CTAF 123.0

BRIEFING STRIP™

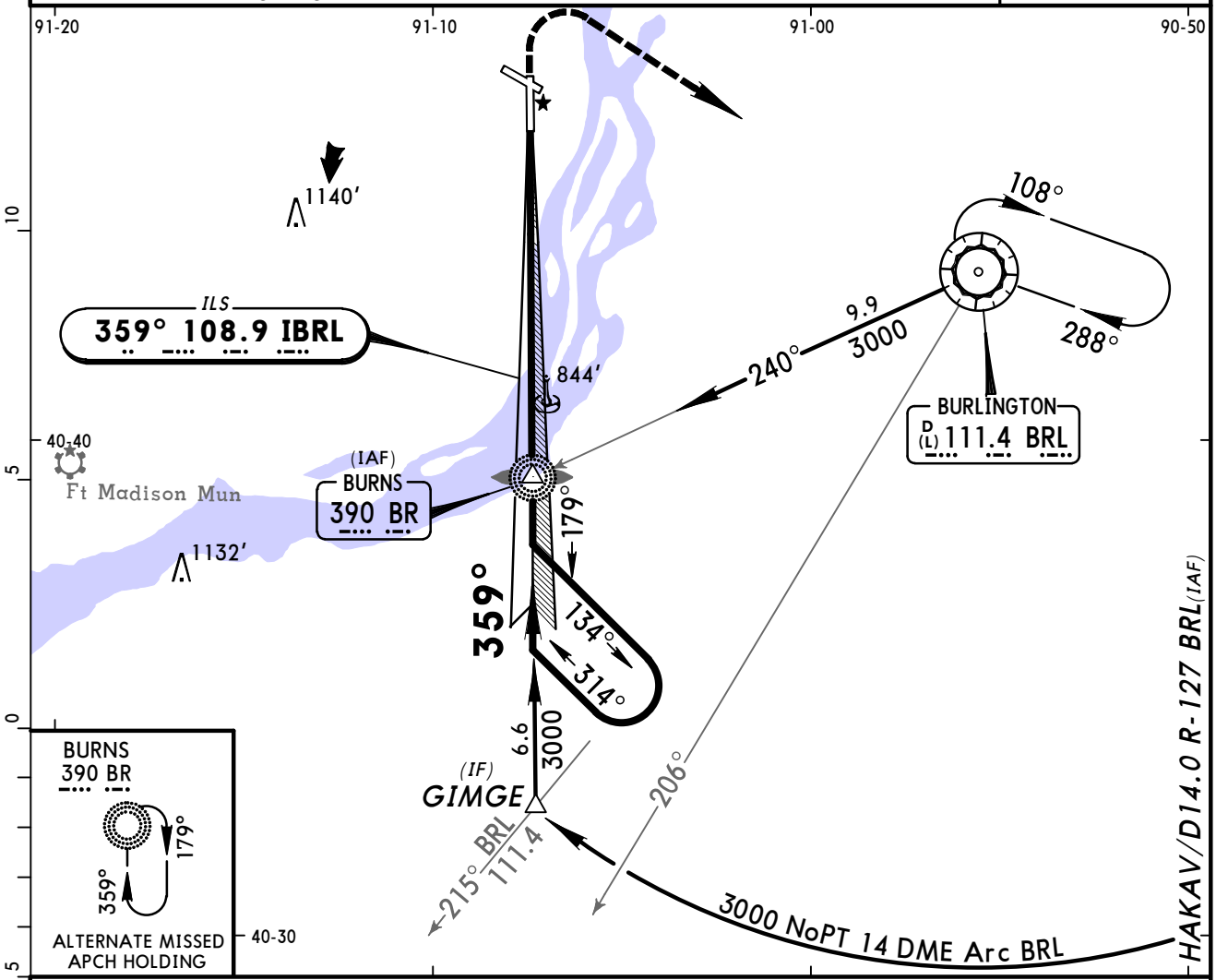
LOC IBRL	Final Apch Crs	GS BURNS	ILS DA(H) (CONDITIONAL)	Apt Elev 698′
108.9	359°	2992′ (2298′)	894′ (200′)	TDZE 694′

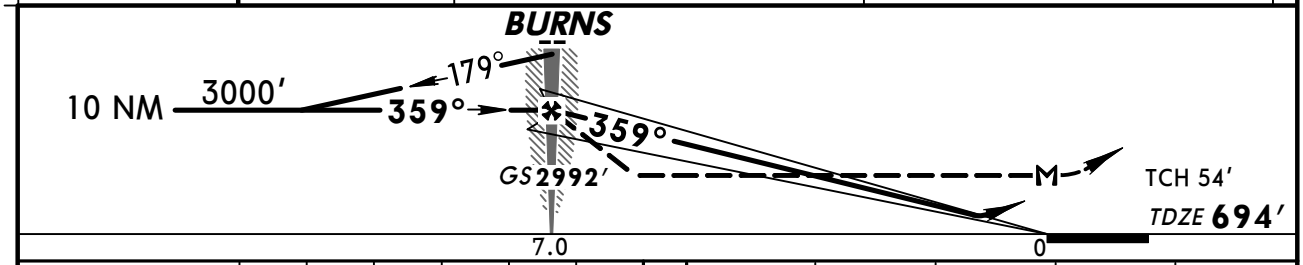
MISSED APCH: Climb to 2800′ then climbing RIGHT turn to 3000′ direct BRL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ft Madison altimeter setting.
2. Pilot controlled lighting 123.0.

3100′
MSA BRL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
BURNS to MAP 7.0	6:00	4:40	4:12	3:30	3:00	2:38

MALSR | 2800′ | 3000′ RT | D | BRL 111.4

TERPS AMEND 10A 8 APR 2010

STRAIGHT-IN LANDING RWY36						CIRCLE-TO-LAND		
1 ILS DA(H) 894′ (200′)			2 LOC (GS out) MDA(H) 1140′ (446′)				With Local Altimeter Setting	With Ft Madison Altimeter Setting
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	1/2	3/4	1/2	3/4	1	90	1160′(462′)-1	1200′(502′)-1
B						120		
C			3/4	1 1/4		140	1160′(462′)-1 1/2	1200′(502′)-1 1/2
D			1	1 1/2		165	1400′(702′)-2 1/4	1440′(742′)-2 1/2

1 DA(H) 925′ (231′) with Ft Madison altimeter setting.
2 MDA(H) 1180′ (486′) with Ft Madison altimeter setting.

CHANGES: MSA.

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KBRL/BRL
SOUTHEAST IOWA REGL

JEPPESEN

1 MAY 09
Eff 7 May

(12-1)

CAT A, B & C

BURLINGTON, IOWA
RNAV (GPS) Rwy 12

BRIEFING STRIP TM

ASOS	CHICAGO Center (R)	FT DODGE Radio	SOUTHEAST IOWA REGL UNICOM
118.02	135.6	122.65	CTAF 123.0

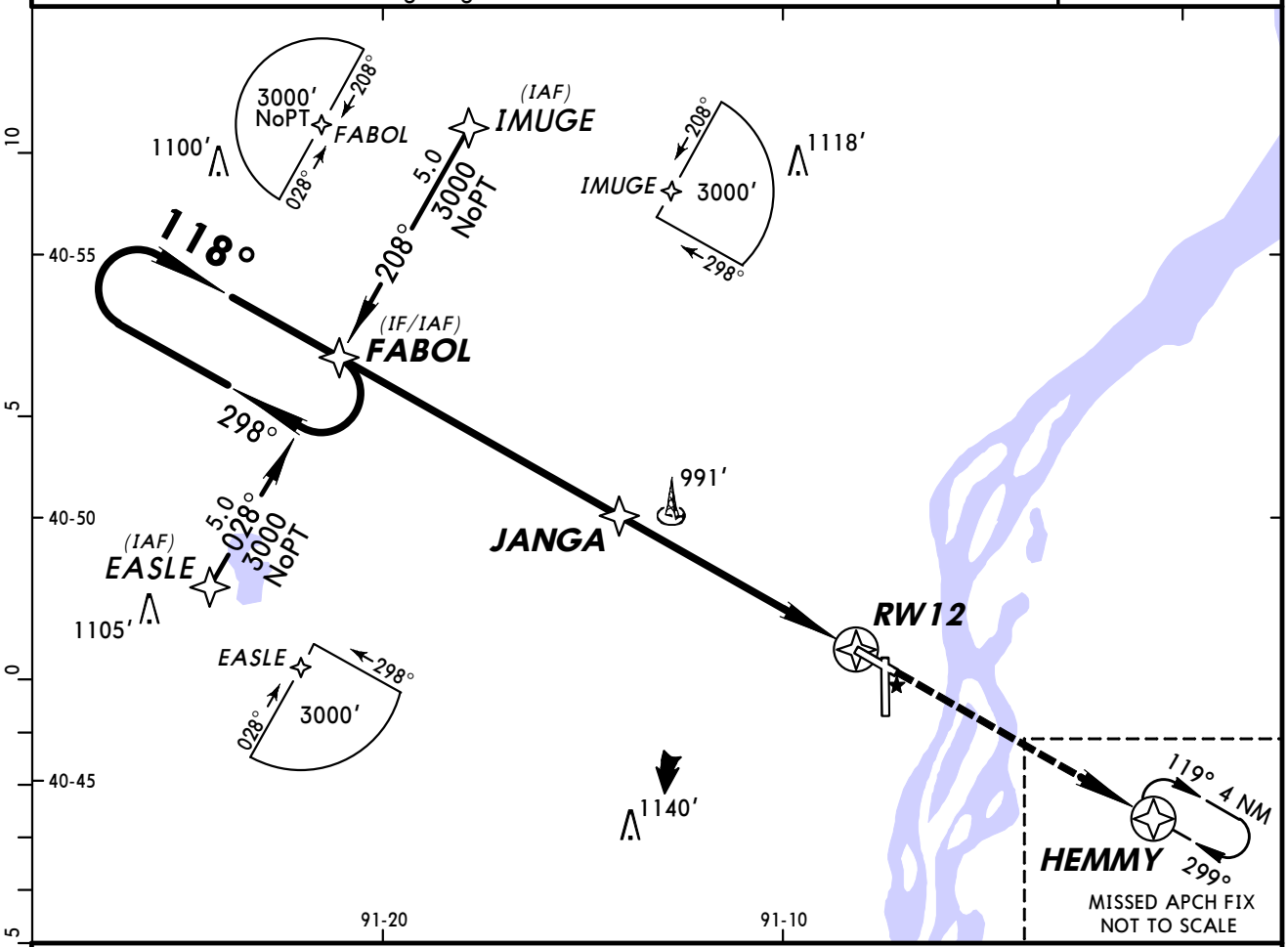
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 698′
	118°	JANGA 2400′ (1708′)	1300′ (608′)	TDZE 692′

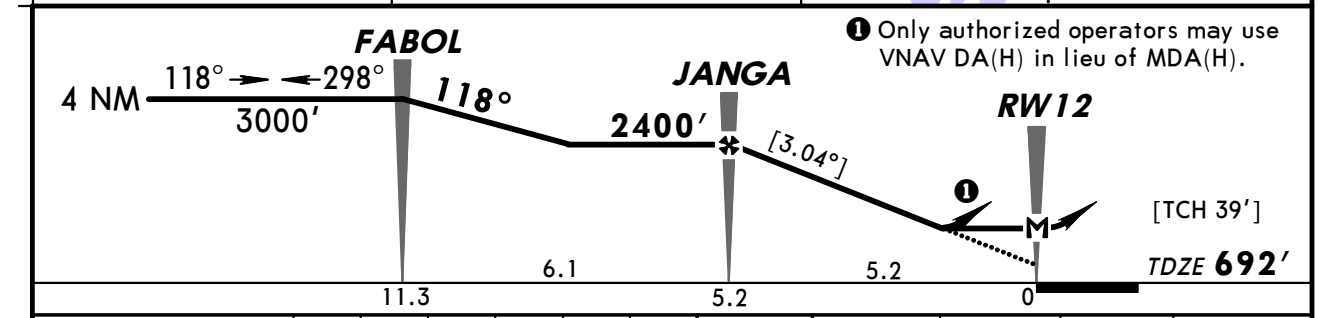
TAA 30 NM IAF

MISSED APCH: Climb to 3000′ direct HEMMY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ft Madison altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.0.





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW12						

REIL
VASI-L

3000′

HEMMY

	STRAIGHT-IN LANDING RWY 12 LNAV		CIRCLE-TO-LAND		
	MDA(H) 1300′ (608′) With Local Altimeter Setting	MDA(H) 1340′ (648′) With Ft Madison Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Ft Madison Altimeter Setting MDA(H)
A	1	1	90	1300′ (602′)-1	1340′ (642′)-1
B			120		
C	1¾	1¾	140	1300′ (602′)-1¾	1340′ (642′)-1¾
D	NA	NA	D	NA	NA

AMEND 0

TERPS

CHANGES: New procedure.

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KBRL/BRL
SOUTHEAST IOWA REGL

JEPPESEN

1 MAY 09 Eff 7 May (12-2) CAT A, B & C

BURLINGTON, IOWA
RNAV (GPS) Rwy 30

BRIEFING STRIP TM

ASOS	CHICAGO Center (R)	FT DODGE Radio	SOUTHEAST IOWA REGL UNICOM
118.02	135.6	122.65	CTAF 123.0

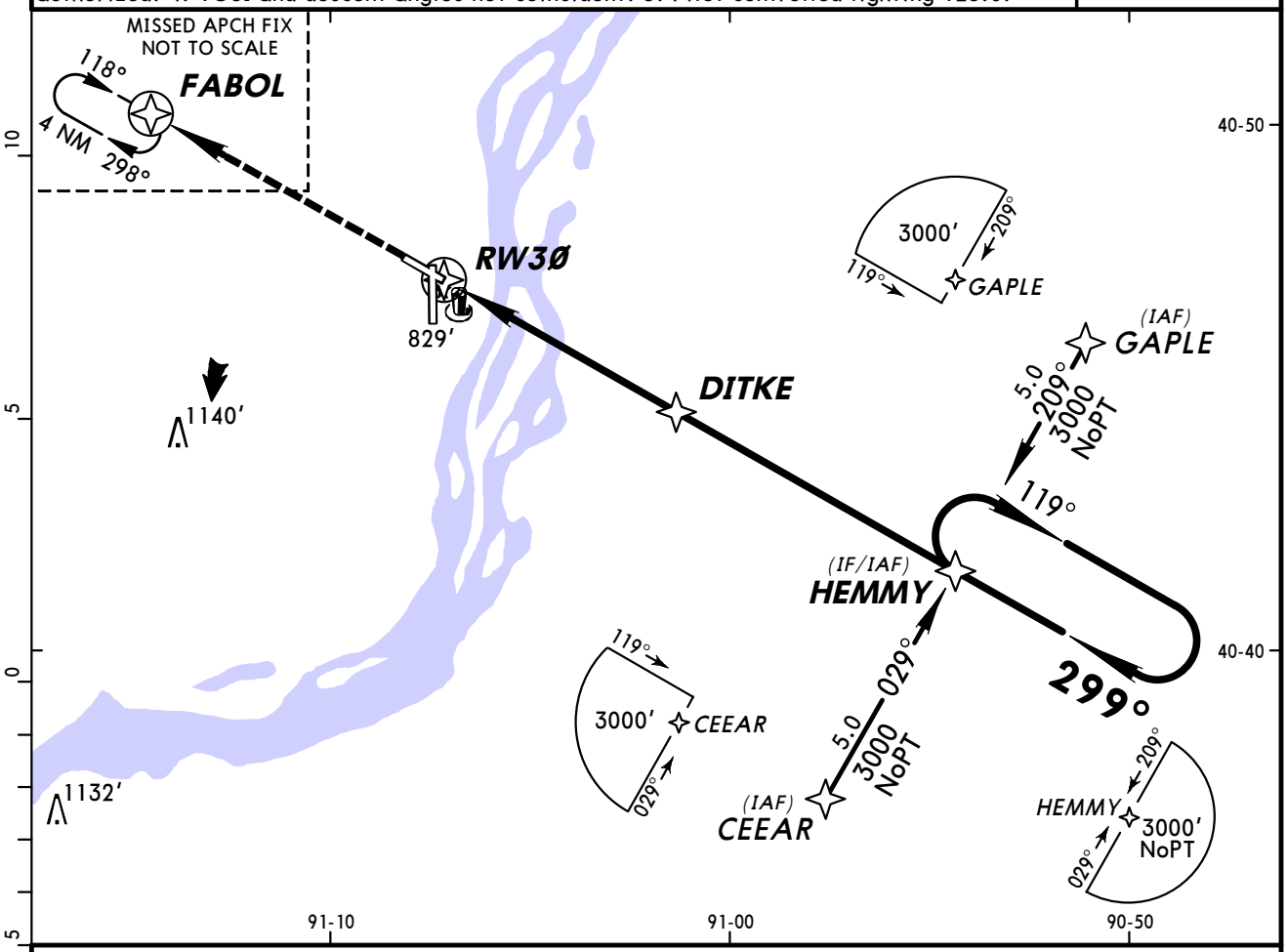
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 698′
	299°	DITKE 2400′ (1707′)	1080′ (387′)	TDZE 693′

TAA 30 NM IAF

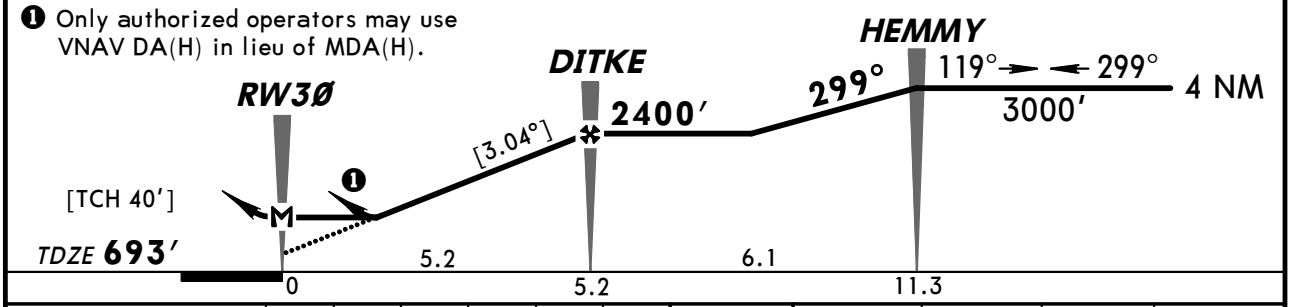
MISSED APCH: Climb to 3000′ direct FABOL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ft Madison altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 123.0.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW3Ø						

REIL PAPI-L 3000′ D FABOL

TERPS AMEND 0	STRAIGHT-IN LANDING RWY 30 LNAV: MDA(H) 1080′ (387′) With Local Altimeter Setting	MDA(H) 1120′ (427′) With Ft Madison Altimeter Setting	Max Kts	CIRCLE-TO-LAND: With Local Altimeter Setting MDA(H)	With Ft Madison Altimeter Setting MDA(H)
A	1	1	90	1160′ (462′)-1	1200′ (502′)-1
B			120		
C		1¼	140	1160′ (462′)-1½	1200′ (502′)-1½
D	NA	NA	D	NA	NA

CHANGES: New procedure.

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KBRL/BRL
SOUTHEAST IOWA REGL

1 MAY 09 **Eff 7 May** (12-3) CAT A, B & C

JEPPESEN

BURLINGTON, IOWA
RNAV (GPS) Rwy 36

ASOS	CHICAGO Center (R)	FT DODGE Radio	SOUTHEAST IOWA REGL UNICOM
118.02	135.6	122.65	CTAF 123.0

BRIEFING STRIP™

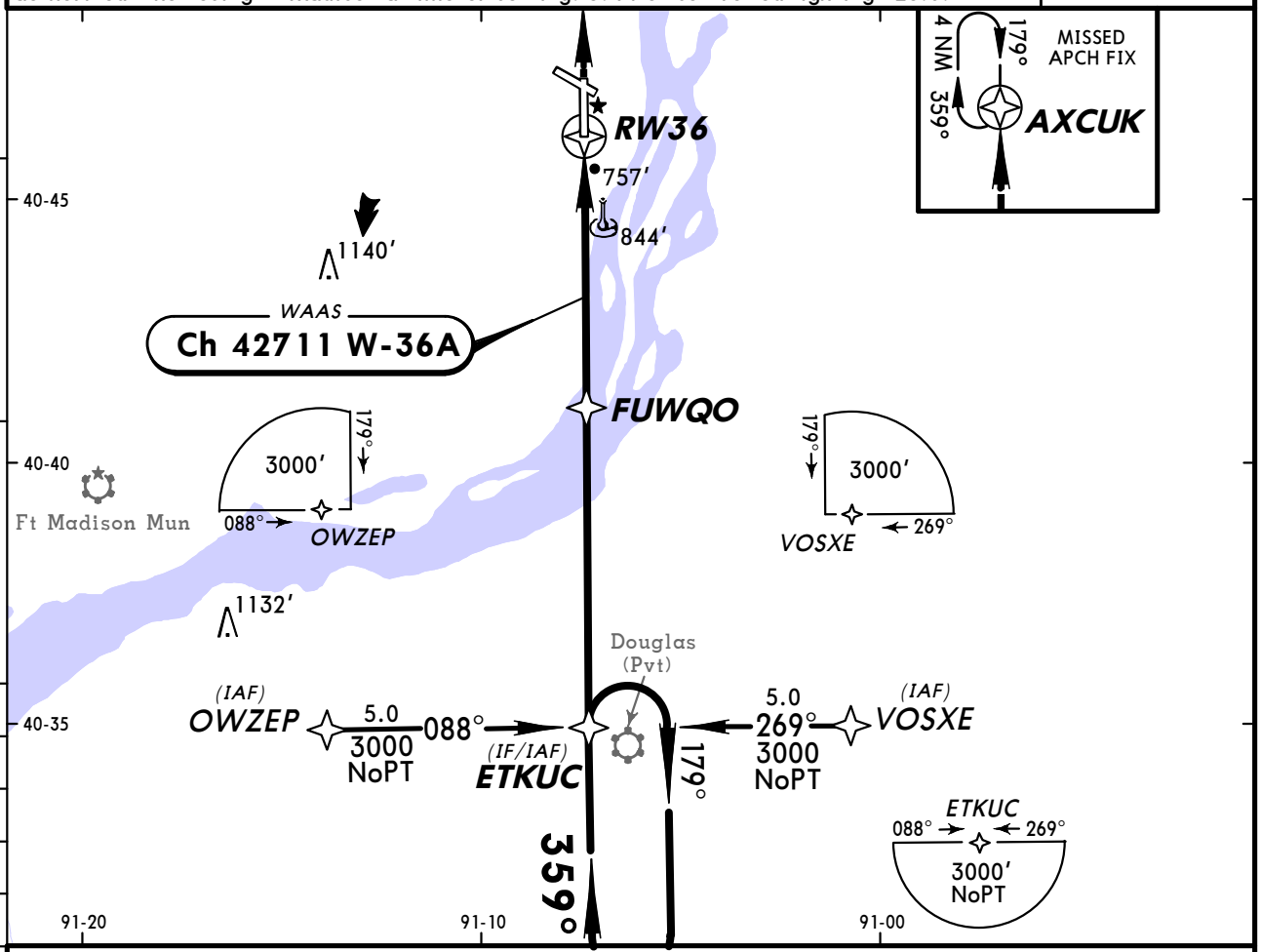
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 698′
Ch 42711 W-36A	359°	FUWQO 2400′ (1706′)	894′ (200′)	TDZE 694′

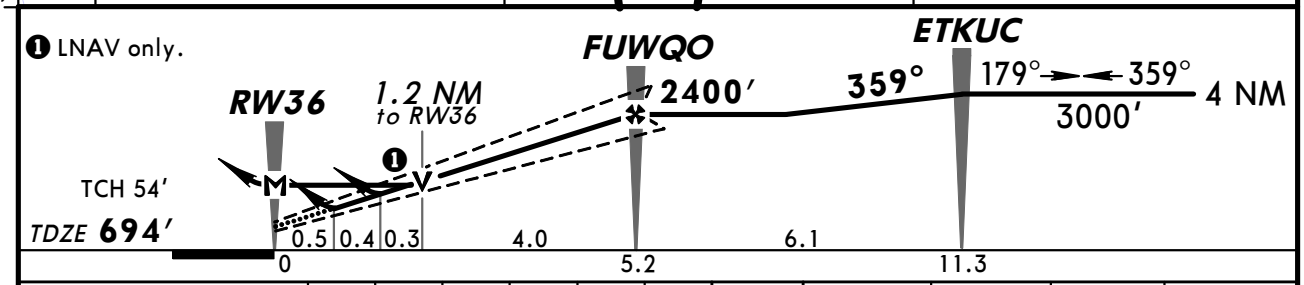
MISSED APCH: Climb to 3000′ direct AXCUK and hold, continue climb-in-hold to 3000′.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ft Madison altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized when using Ft Madison altimeter setting. 5. Pilot controlled lighting 123.0.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW36							

MALSR 3000′ D AXCUK

STRAIGHT-IN LANDING RWY 36

	1 LPV DA(H) 894′ (200′)		2 LNAV/VNAV DA(H) 1026′ (332′)		3 LNAV MDA(H) 1100′ (406′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	1/2	3/4	3/4	1 1/4	1/2	3/4	1
B							
C					3/4	1 1/4	
D	NA		NA		NA		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Ft Madison Altimeter Setting MDA(H)
90	1160′ (462′)-1	1200′ (502′)-1
120		
140	1160′ (462′)-1 1/2	1200′ (502′)-1 1/2
D	NA	NA

AMEND 1

TERPS

1 DA(H) 925′ (231′) with Ft Madison altimeter setting.
2 DA(H) 1057′ (363′) with Ft Madison altimeter setting.
3 MDA(H) 1140′ (446′) with Ft Madison altimeter setting.

CHANGES: Chart reindexed, procedure.

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KBRL/BRL
SOUTHEAST IOWA REGL

JEPPESEN

2 APR 10 (13-1)

CAT A, B & C

BURLINGTON, IOWA
VOR DME Rwy 12

ASOS	CHICAGO Center (R)	FT DODGE Radio	SOUTHEAST IOWA REGL UNICOM
118.02	135.6	122.65	CTAF 123.0

BRIEFING STRIP ™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 698′
BRL 111.4	108°	RENIE 2500′ (1808′)	(CONDITIONAL) 1280′ (588′)	TDZE 692′

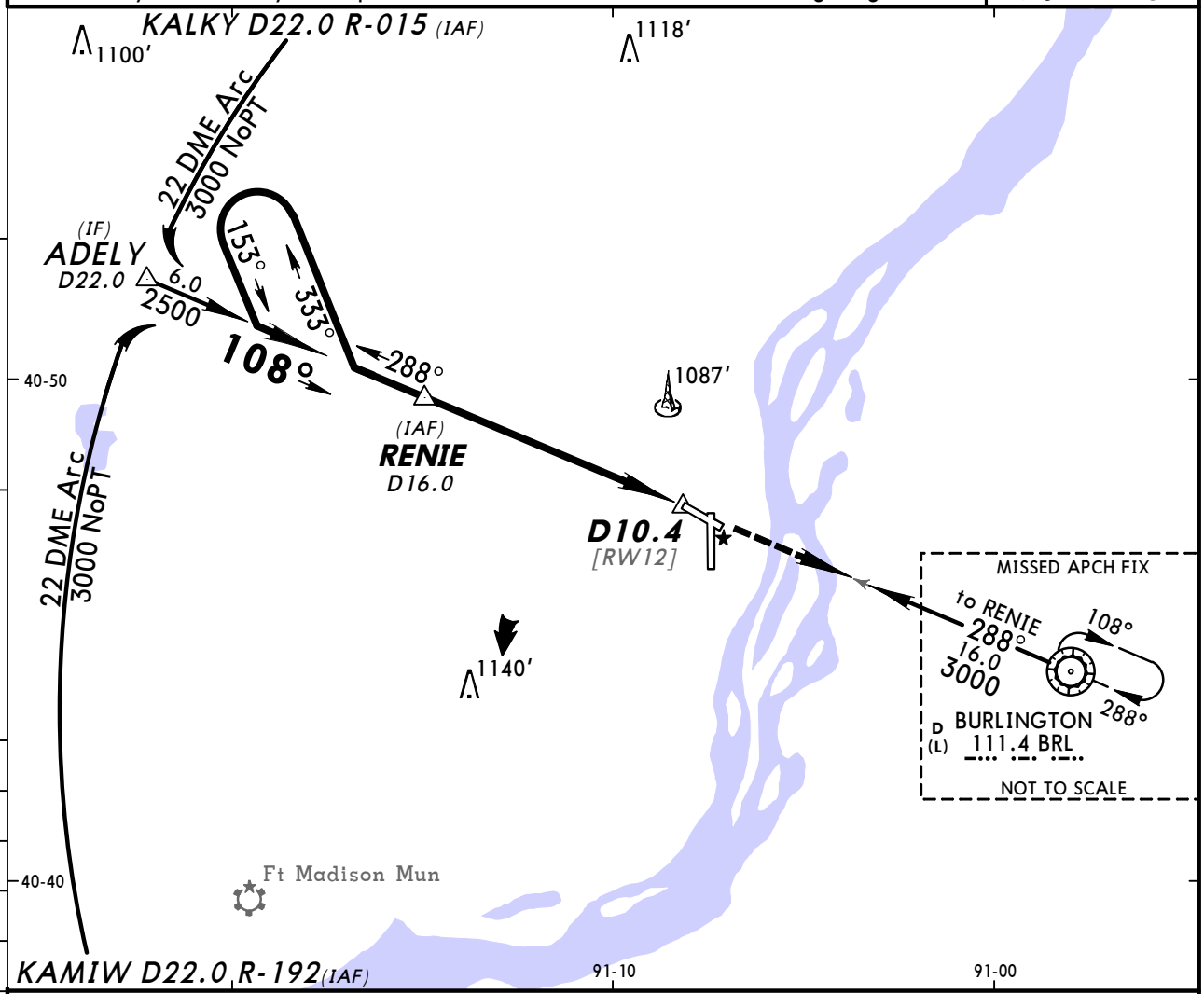
MISSED APCH: Climb to 3000′ direct BRL VOR and hold.

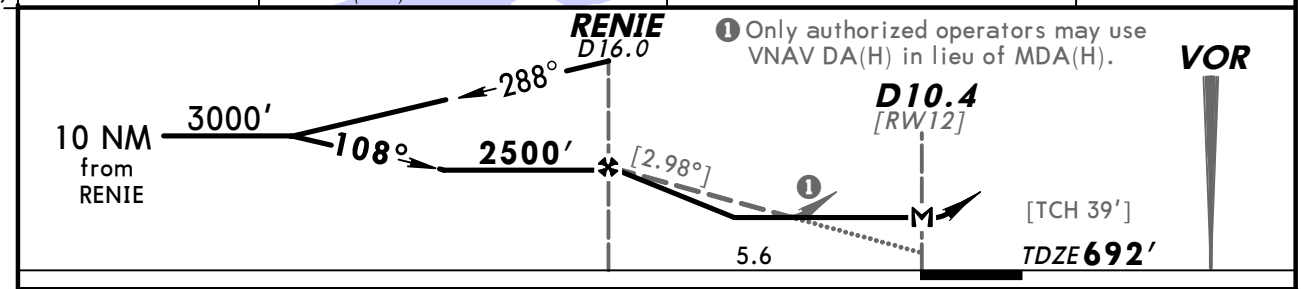
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ft Madison altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.0.

3100′

MSA BRL VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.98°]	369	474	527	633	738	843
MAP at D10.4						

REIL
VASI-L

3000′

D

BRL
111.4

	STRAIGHT-IN LANDING RWY 12 With Local Altimeter Setting MDA(H) 1280′ (588′)	STRAIGHT-IN LANDING RWY 12 With Ft Madison Altimeter Setting MDA(H) 1320′ (628′)	CIRCLE-TO-LAND Max Kts	CIRCLE-TO-LAND With Local Altimeter Setting MDA(H)	CIRCLE-TO-LAND With Ft Madison Altimeter Setting MDA(H)
A	1	1	90	1280′ (582′) - 1	1320′ (622′) - 1
B			120		
C	1 ½	1¾	140	1280′ (582′) - 1½	1320′ (622′) - 1¾
D	NA	NA	D	NA	NA

TERPS AMEND 6A 8 APR 2010

CHANGES: MSA.

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KBRL/BRL
SOUTHEAST IOWA REGL

JEPPESEN

2 APR 10 (13-2)

BURLINGTON, IOWA
CAT A, B & C

VOR Rwy 30

BRIEFING STRIP ™

ASOS	CHICAGO Center (R)	FT DODGE Radio	SOUTHEAST IOWA REGL UNICOM
118.02	135.6	122.65	CTAF 123.0

VOR BRL	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 698′ TDZE 693′
111.4	288°	3000′ (2307′)	1080′ (387′)	

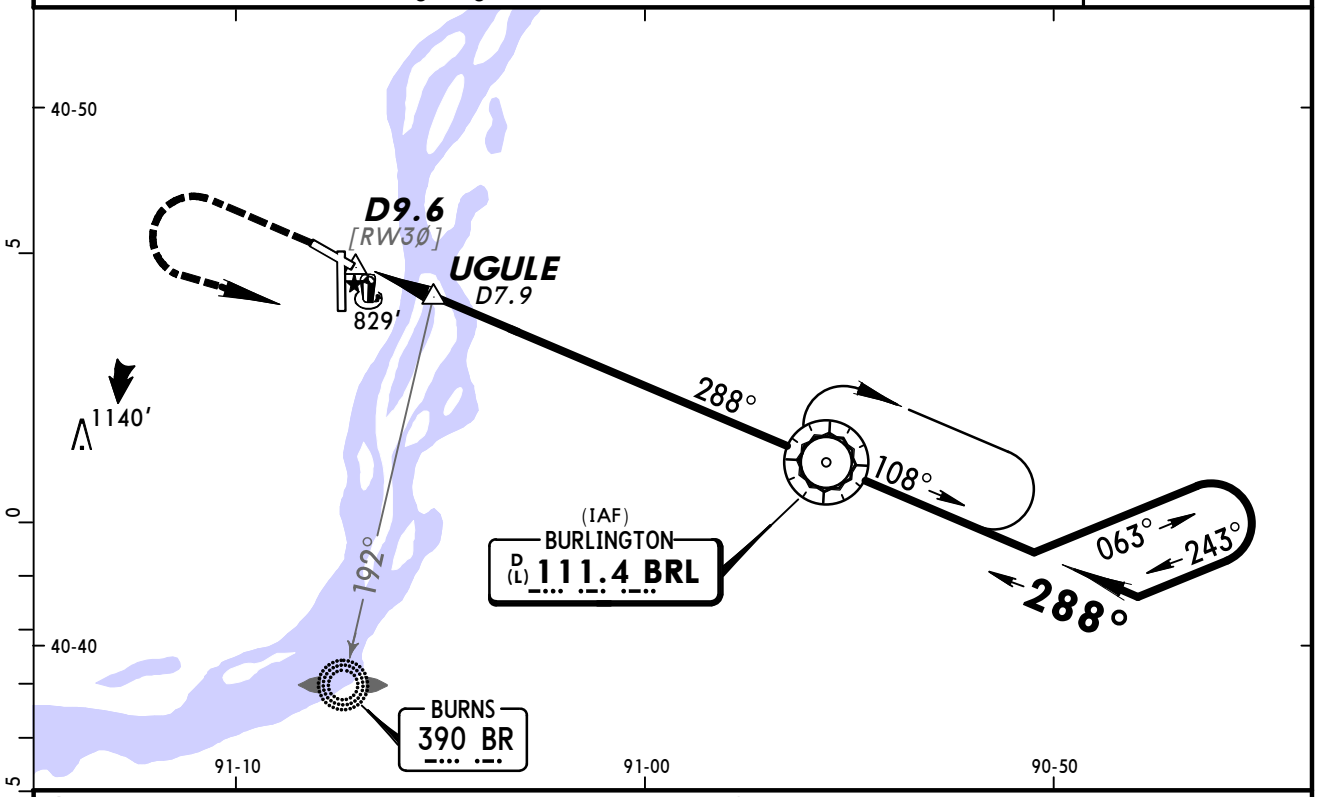
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ direct BRL VOR and hold.

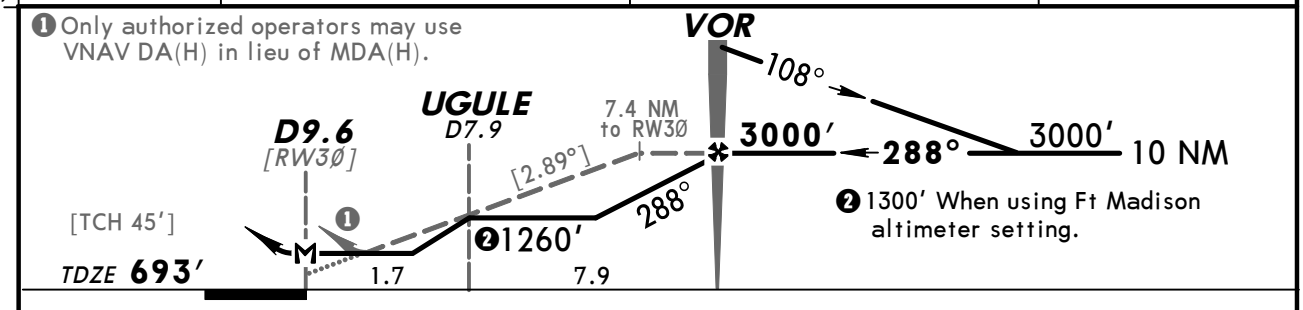
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ft Madison altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 123.0.

3100′

MSA BRL VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.89°]	358	460	511	613	716	818
MAP at D9.6 or VOR to MAP 9.6	8:14	6:24	5:46	4:48	4:07	3:36

REIL PAPI-L	2000′	3000′ LT	D	BRL 111.4

STRAIGHT-IN LANDING RWY 30	With Ugule	Without Ugule
With Local Altimeter Setting	MDA(H) 1080′ (387′)	MDA(H) 1260′ (567′)
A	1	1
B		
C		1½
D	NA	NA
With Ft Madison Altimeter Setting	MDA(H) 1120′ (427′)	MDA(H) 1300′ (607′)
A	1	1
B		
C	1¼	1¾
D	NA	NA

CIRCLE-TO-LAND	Max Kts	With Ugule MDA(H)	Without Ugule MDA(H)
With Local Altimeter Setting			
A	90	1160′ (462′) - 1	1260′ (562′) - 1
B	120		
C	140	1160′ (462′) - 1½	1260′ (562′) - 1½
D	D	NA	NA
With Ft Madison Altimeter Setting			
A	90	1200′ (502′) - 1	1300′ (602′) - 1
B	120		
C	140	1200′ (502′) - 1¾	1300′ (602′) - 1¾
D	D	NA	NA

TERPS AMEND 13A 8 APR 2010

CHANGES: MSA.

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General Information

Location: Cedar Rapids IA USA
IATA Code: CID
Lat/Long: N41° 53.1' W091° 42.6'
Elevation: 869 ft

Airport Use: Public
Magnetic Variation: 0.3°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1245 Z
Sunset: 2354 Z,

Runway Information

Runway: 09
Length x Width: 8600 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 857 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13
Length x Width: 6199 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 869 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 27
Length x Width: 8600 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 862 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 425 ft

Runway: 31
Length x Width: 6199 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 861 ft
Lighting: Edge, ALS, Pilot controlled

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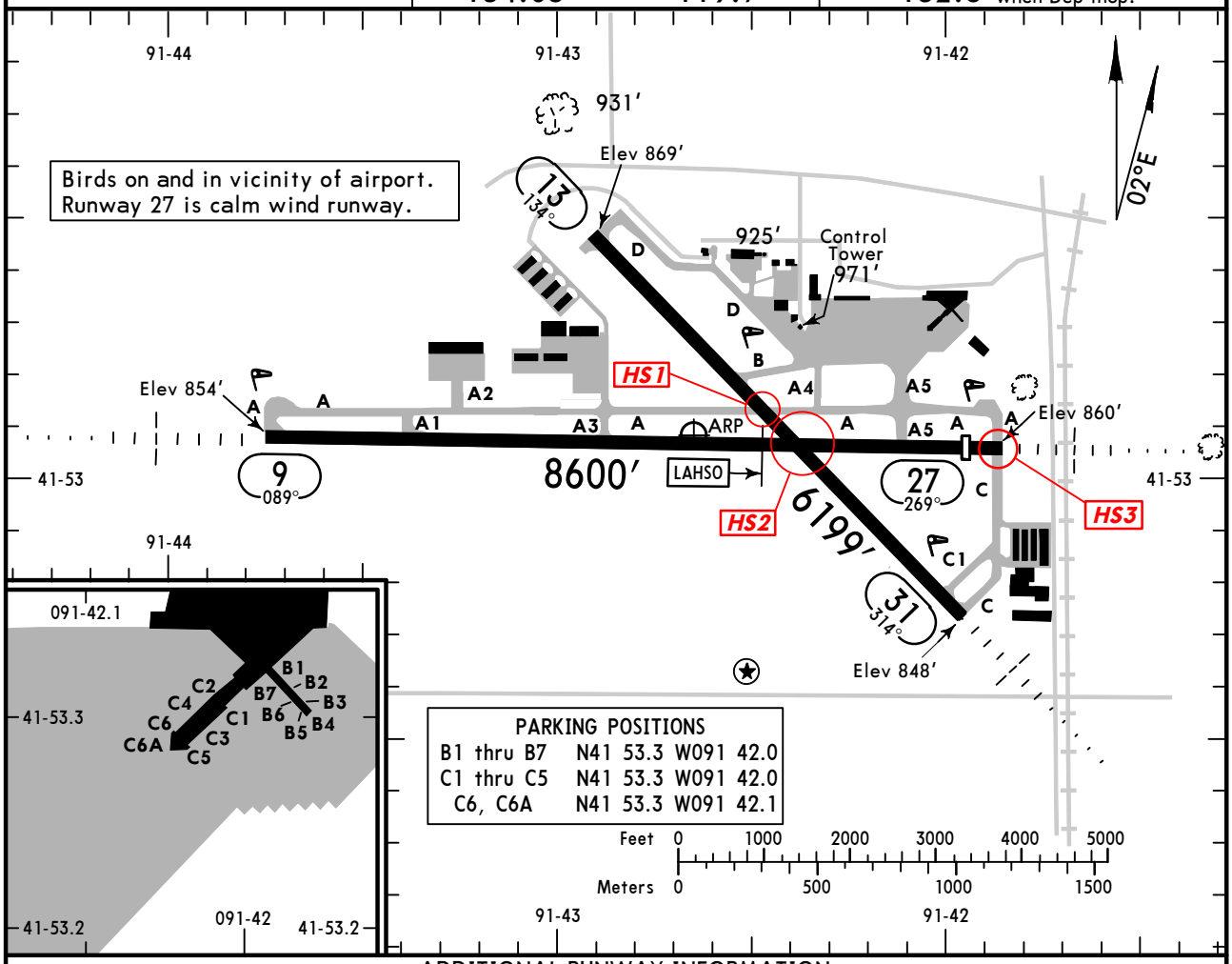
Communication Information

ATIS 124.15
Cedar Rapids Tower 118.7 CTAF PCL
Cedar Rapids Ground Control 121.6
Cedar Rapids Approach Control 134.05 (270°-90°)
Cedar Rapids Approach Control 119.7 (91°-269°) Initial Contact
Cedar Rapids Approach Control 119.05 Secondary
Cedar Rapids App ARSA 134.05 (270°-90°)
Cedar Rapids App ARSA 119.7 (91°-269°)
Cedar Rapids Departure Control 134.05 (270°-90°)
Cedar Rapids Departure Control 119.7 (91°-269°)
Cedar Rapids Departure Control 119.05 Secondary
The Eastern Iowa Airport Unicom 122.95
FT Dodge Flight Service Station 122.55 RCO
Chicago Center 132.8 Remote Communications Air-Ground

ATIS	*THE EASTERN IOWA Clearance	*Ground	*Tower
124.15	125.45	121.6	CTAF 118.7

UNICOM	*CEDAR RAPIDS Departure (R)		CHICAGO Center (R)
	270°-090°	091°-269°	
122.95	134.05	119.7	132.8 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS: LANDING Threshold	LANDING BEYOND Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
9	❶ HIRL	❶ MALSR	❶❷ PAPI-R	grooved RVR	❹ 8175′	7039′	13/31 5800′		150′
27	❶ HIRL	❶ MALSR	❶❷ PAPI-L	grooved RVR	8175′	7286′			
13	❶ MIRL	❸ REIL	❶ PAPI-L (angle 3.0°)	grooved					150′
31	❶ MIRL	❶ MALSR	❶ VASI-L	grooved					

❶ Activate on 118.7 when Twr inop.
❷ Angle 3.0°.
❸ Not available when Twr inop.
❹ Last 425′ not usable for landing distance calculations.

RUNWAY INCURSION "HOT SPOTS"

HS1

For information only, not to be construed as ATC instructions.

HS1 Taxiway A crosses Runway 13/31. Taxiway A is used frequently by vehicles and aircraft to transition to and from the west hangar/FBO area.

HS2 Intersection of Runway 13/31 and Runway 9/27.

HS3 Taxiway C becomes Taxiway A on the north side of the approach end of Runway 27. Aircraft taxiing from the east hangars to Runways 9 and 13 are required to cross Runway 9/27.

TAKE-OFF			FOR FILING AS ALTERNATE			
	All Rwys		Authorized Only When Local Weather Available			
			Authorized Only When Twr Operating		VOR DME Rwy 9 VOR Rwy 27 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27	RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31
	Adequate Vis Ref	STD	ILS Rwy 9 ILS Rwy 27	LOC Rwy 9 LOC Rwy 27		
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A, B: 600-2	800-2	800-2	800-2
3 & 4 Eng		RVR 24 or 1/2	C, D: 600-2	800-2	800-2	800-2

AMEND 4

CHANGES: Taxiway and ramp depiction, ARP location, notes.

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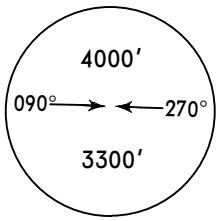
ATIS	*CEDAR RAPIDS Approach (R)	CHICAGO Center (R)	*THE EASTERN IOWA Tower	*Ground
124.15	119.7	132.8 when App inop.	CTAF 118.7	121.6

BRIEFING STRIP ™

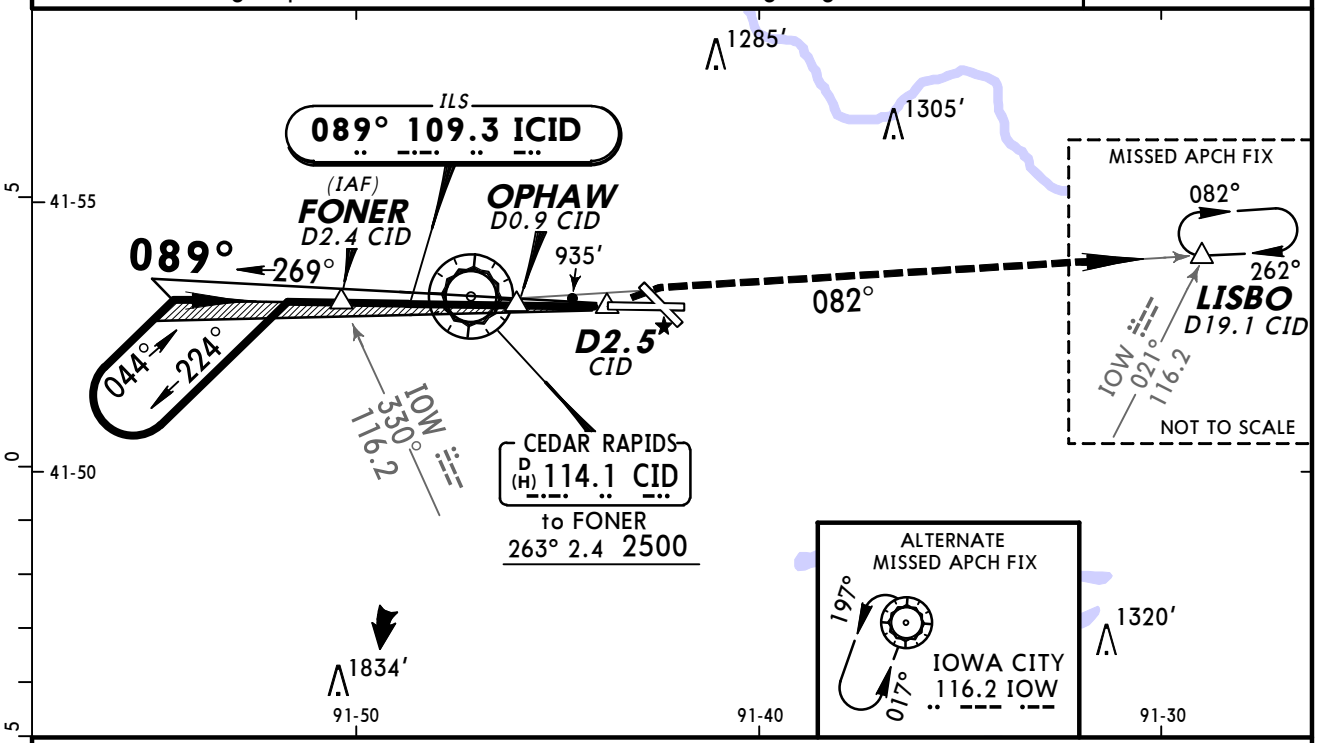
LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 869'
ICID 109.3	089°	FONER 2500' (1643')	1057' (200')	TDZE 857'

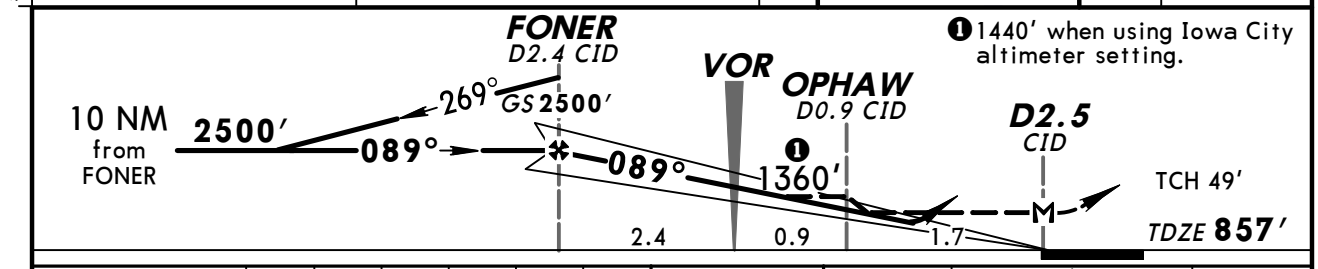
MISSED APCH: Climb to 1400' then climb to 2700' outbound via CID VOR R-082 to LISBO/D19.1 CID and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Iowa City altimeter setting.
2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 118.7.



MSA CID VOR





❶ 1440' when using Iowa City altimeter setting.

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.5 CID or FONER to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

2700' via CID 114.1 R-082 LISBO

STRAIGHT-IN LANDING RWY 9

	ILS DA(H) 1057' (200') FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1220' (363') With OPHAW RAIL out	LOC MDA(H) 1220' With OPHAW ALS out	LOC MDA(H) 1360' (503') Without OPHAW RAIL out	LOC MDA(H) 1360' Without OPHAW ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B				RVR 50 or 1		
C			RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½
D						

CIRCLE-TO-LAND

Max Kts	With OPHAW MDA(H)	Without OPHAW MDA(H)
90	1280' (411')-1	1360' (491')-1
120	1320' (451')-1	
140	1320' (451')-1½	1360' (491')-1½
165	1420' (551')-2	1420' (551')-2

With Iowa City Altimeter Setting

	ILS DA(H) 1121' (264') FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1300' (443') With OPHAW RAIL out	LOC MDA(H) 1300' With OPHAW ALS out	LOC MDA(H) 1440' (583') Without OPHAW RAIL out	LOC MDA(H) 1440' Without OPHAW ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B				RVR 50 or 1		
C			RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½
D			RVR 60 or 1¼	1½	RVR 60 or 1¼	1¾

With Iowa City Altimeter Setting

Max Kts	With OPHAW MDA(H)	Without OPHAW MDA(H)
90	1360' (491')-1	1440' (571')-1
120	1400' (531')-1	
140	1400' (531')-1½	1440' (571')-1½
165	1500' (631')-2	1500' (631')-2

❶ With Local Altimeter Setting: RVR 18 with the use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 18A 13 JAN 2011

CHANGES: Rate of descent table.

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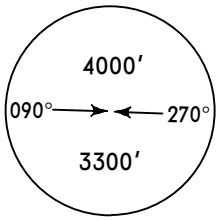
BRIEFING STRIP ™

ATIS	*CEDAR RAPIDS Approach (R)	CHICAGO Center (R)	*THE EASTERN IOWA Tower	*Ground
124.15	119.7	132.8 when App inop.	CTAF 118.7	121.6

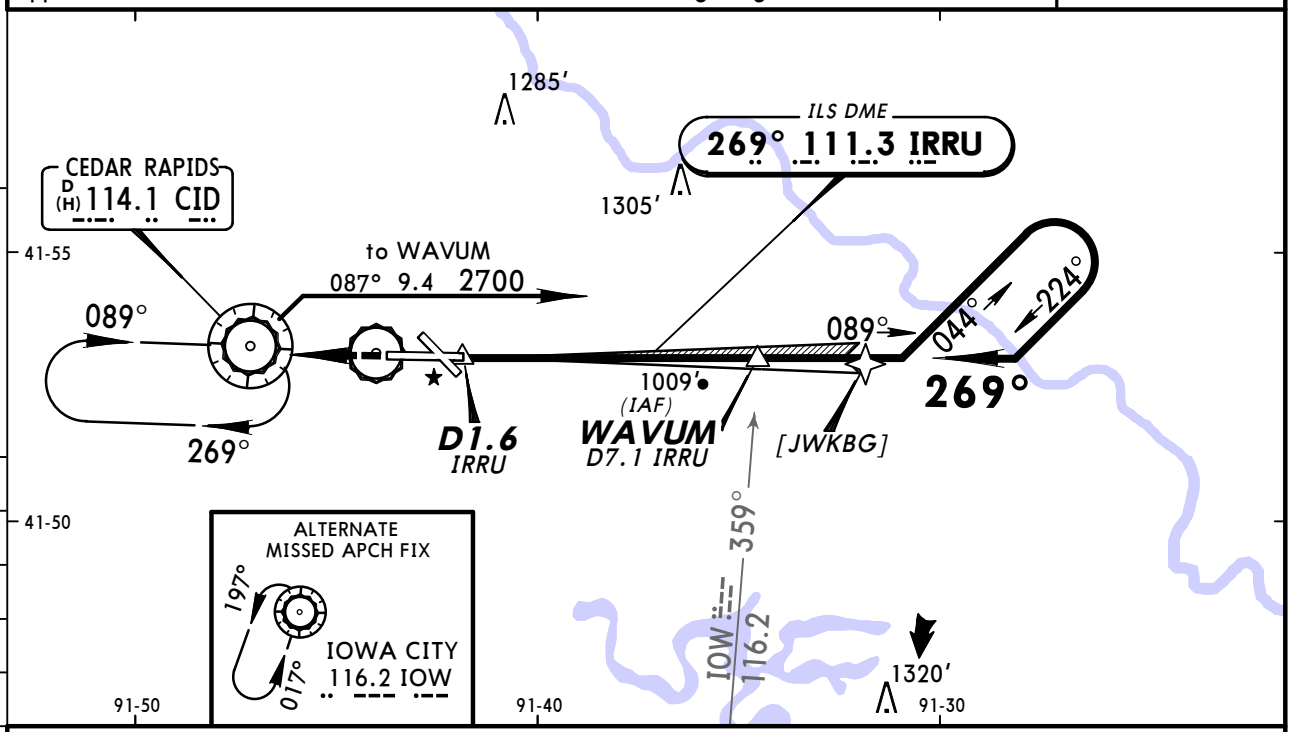
LOC IRRU	Final Apch Crs	GS WAVUM	ILS DA(H) (CONDITIONAL)	Apt Elev 869'
111.3	269°	2700' (1838')	1062' (200')	TDZE 862'

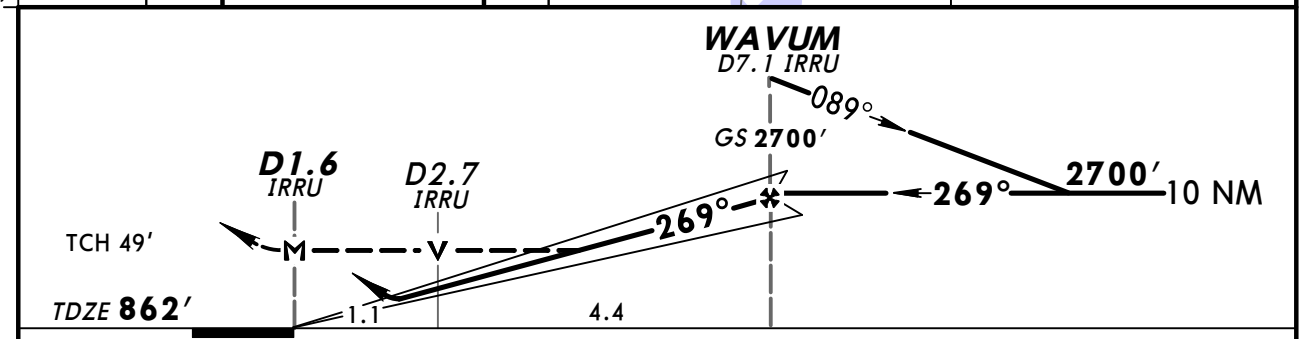
MISSED APCH: Climb to 2900' direct CID VOR and hold, continue climb-in-hold to 2900', or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Iowa City altimeter setting.
2. VDP not authorized with Iowa City altimeter setting. 3. Auto coupled approach not authorized below 1910'. 4. Pilot controlled lighting 118.7.



MSA CID VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.6 IRRU or WAVUM to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR
PAPI

2900'

CID 114.1

TERPS

STRAIGHT-IN LANDING RWY 27
With Local Altimeter Setting

	ILS DA(H) 1062' (200') FULL	ILS DA(H) 1062' (200') RAIL or ALS out	LOC (GS out) MDA(H) 1260' (398')	LOC (GS out) MDA(H) 1260' (398') RAIL out	LOC (GS out) MDA(H) 1260' (398') ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B					
C			RVR 35 or ⅝	RVR 45 or ⅞	RVR 60 or 1⅛
D					

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1280' (411')-1
120	1320' (451')-1
140	1320' (451')-1½
165	1420' (551')-2

With Iowa City Altimeter Setting

	ILS DA(H) 1126' (264') FULL	ILS DA(H) 1126' (264') RAIL or ALS out	LOC (GS out) MDA(H) 1340' (478')	LOC (GS out) MDA(H) 1340' (478') RAIL out	LOC (GS out) MDA(H) 1340' (478') ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B					
C			RVR 50 or 1	RVR 60 or 1⅛	1⅜
D					

With Iowa City Altimeter Setting

Max Kts	MDA(H)
90	1360' (491')-1
120	1400' (531')-1
140	1400' (531')-1½
165	1500' (631')-2

TERPS AMEND 6B 15 DEC 2011

CHANGES: Missed approach, note added, JUTUS added, minimums.

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CEDAR RAPIDS, IOWA
RNAV (GPS) Rwy 9

BRIEFING STRIP ™

ATIS	*CEDAR RAPIDS Approach (R)	CHICAGO Center (R)	*THE EASTERN IOWA Tower	*Ground
124.15	119.7	132.8 when App inop.	CTAF 118.7	121.6

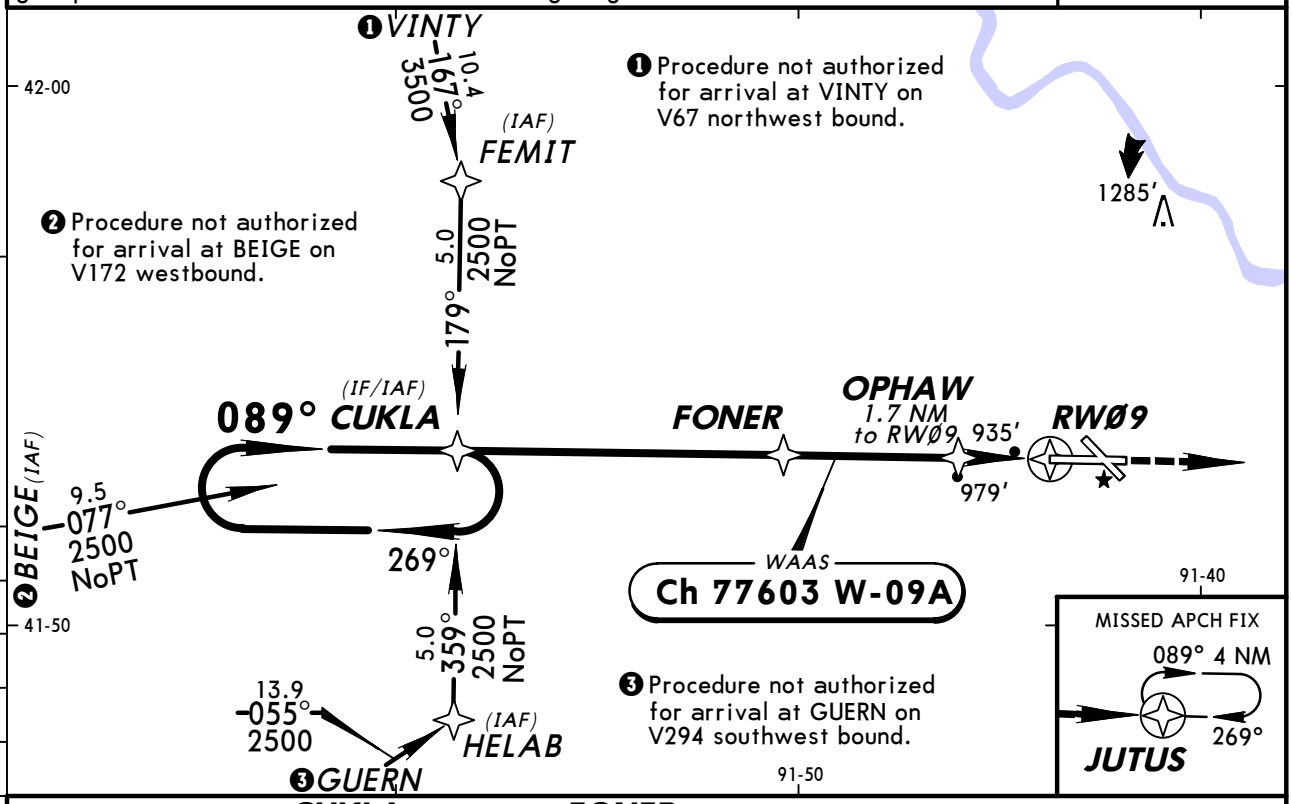
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 869'
Ch 77603 W-09A	089°	FONER 2500' (1643')	1057' (200')	TDZE 857'

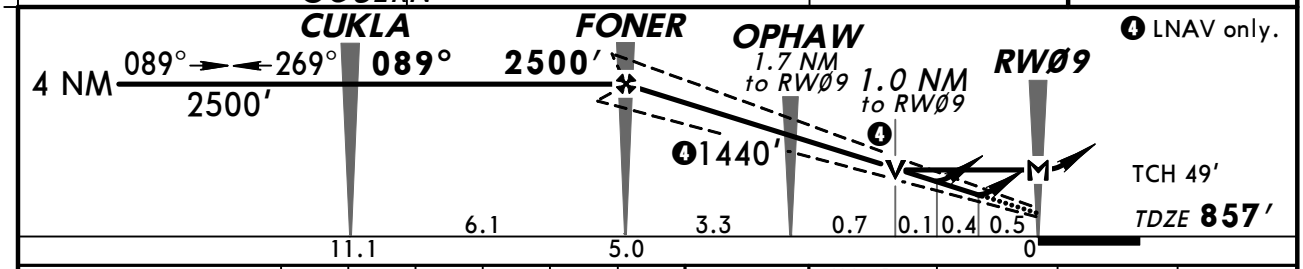
MISSED APCH: Climb to 2700' direct JUTUS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Iowa City altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV and VDP not authorized when using Iowa City altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.7.

4000'
MSA RWØ9





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9						

MALSR
PAPI
2700'
JUTUS

STRAIGHT-IN LANDING RWY 9
With Local Altimeter Setting

	LPV DA(H) 1057' (200')		LNAV/VNAV DA(H) 1204' (347')		LNAV MDA(H) 1240' (383')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D					RVR 50 or 1	RVR 60 or 1¼	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1280' (411')-1
120	1320' (451')-1
140	1320' (451')-1½
165	1420' (551')-2

With Iowa City Altimeter Setting

	LPV DA(H) 1121' (264')		LNAV/VNAV DA(H) 1268' (411')		LNAV MDA(H) 1320' (463')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

With Iowa City Altimeter Setting

Max Kts	MDA(H)
90	1360' (491')-1
120	1400' (531')-1
140	1400' (531')-1½
165	1500' (631')-2

TERPS AMEND 2A 13 JAN 2011

CHANGES: Airport elevation.

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CEDAR RAPIDS, IOWA
RNAV (GPS) Rwy 13

ATIS	*CEDAR RAPIDS Approach (R)	CHICAGO Center (R)	*THE EASTERN IOWA Tower	*Ground
124.15	119.7	132.8 when App inop.	CTAF 118.7	121.6

BRIEFING STRIP™

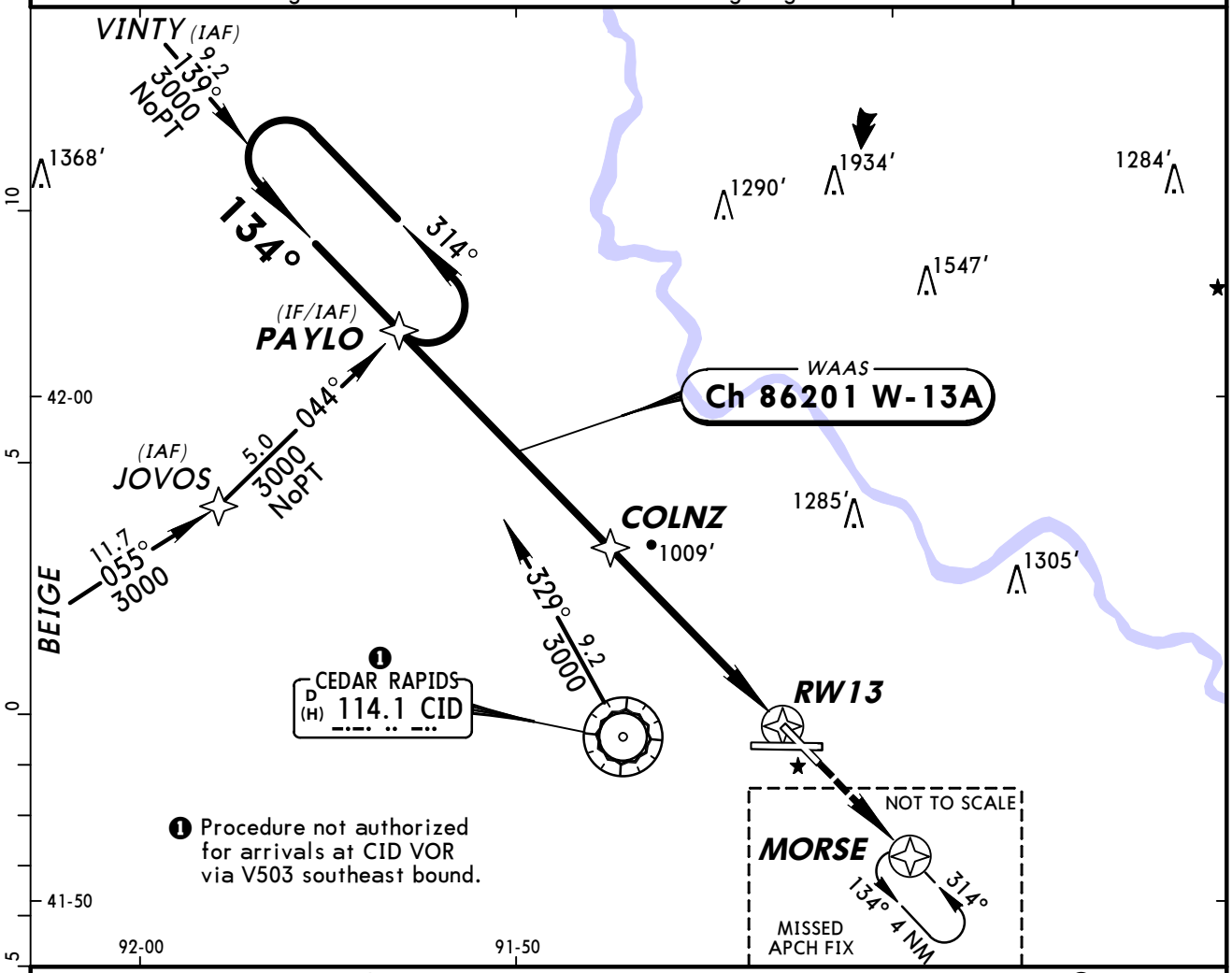
WAAS	Final Apch Crs	Minimum Alt COLNZ	LPV DA(H)	Apt Elev 869′
Ch 86201 W-13A	134°	2500′ (1631′)	1120′ (251′)	TDZE 869′

MISSED APCH: Climb to 3000′ direct MORSE and hold.

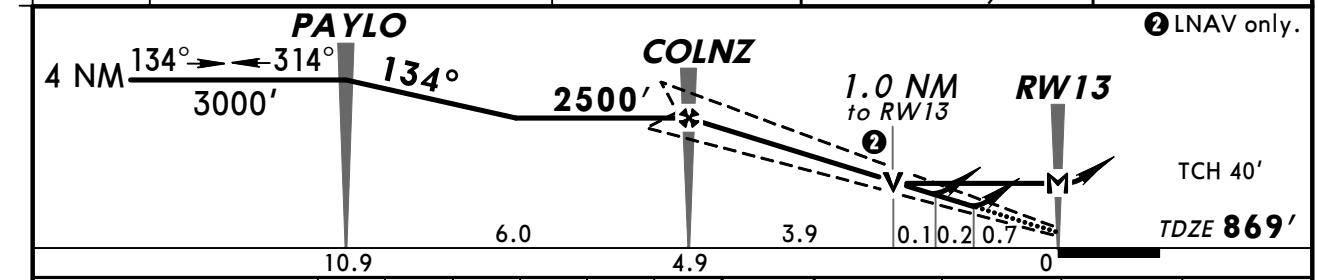
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.30 not authorized.
3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 118.7.

4000′
MSA RW13



❶ Procedure not authorized for arrivals at CID VOR via V503 southeast bound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

REIL
PAPI-L
3000′
D
MORSE

STRAIGHT-IN LANDING RWY 13

	LPV DA(H) 1120′ (251′)	LNAV/VNAV DA(H) 1200′ (331′)	LNAV MDA(H) 1260′ (391′)
A	1	1¼	1
B			
C			
D			1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1280′ (411′)-1
120	1320′ (451′)-1
140	1320′ (451′)-1½
165	1420′ (551′)-2

TERPS AMEND 1C 13 JAN 2011

CHANGES: Airport elevation, note.

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KCID/CID
THE EASTERN IOWA

JEPPESEN
21 JAN 11 (12-3)

CEDAR RAPIDS, IOWA
RNAV (GPS) Rwy 27

ATIS	*CEDAR RAPIDS Approach (R)	CHICAGO Center (R)	*THE EASTERN IOWA Tower	*Ground
124.15	119.7	132.8 when App inop.	CTAF 118.7	121.6

BRIEFING STRIP™

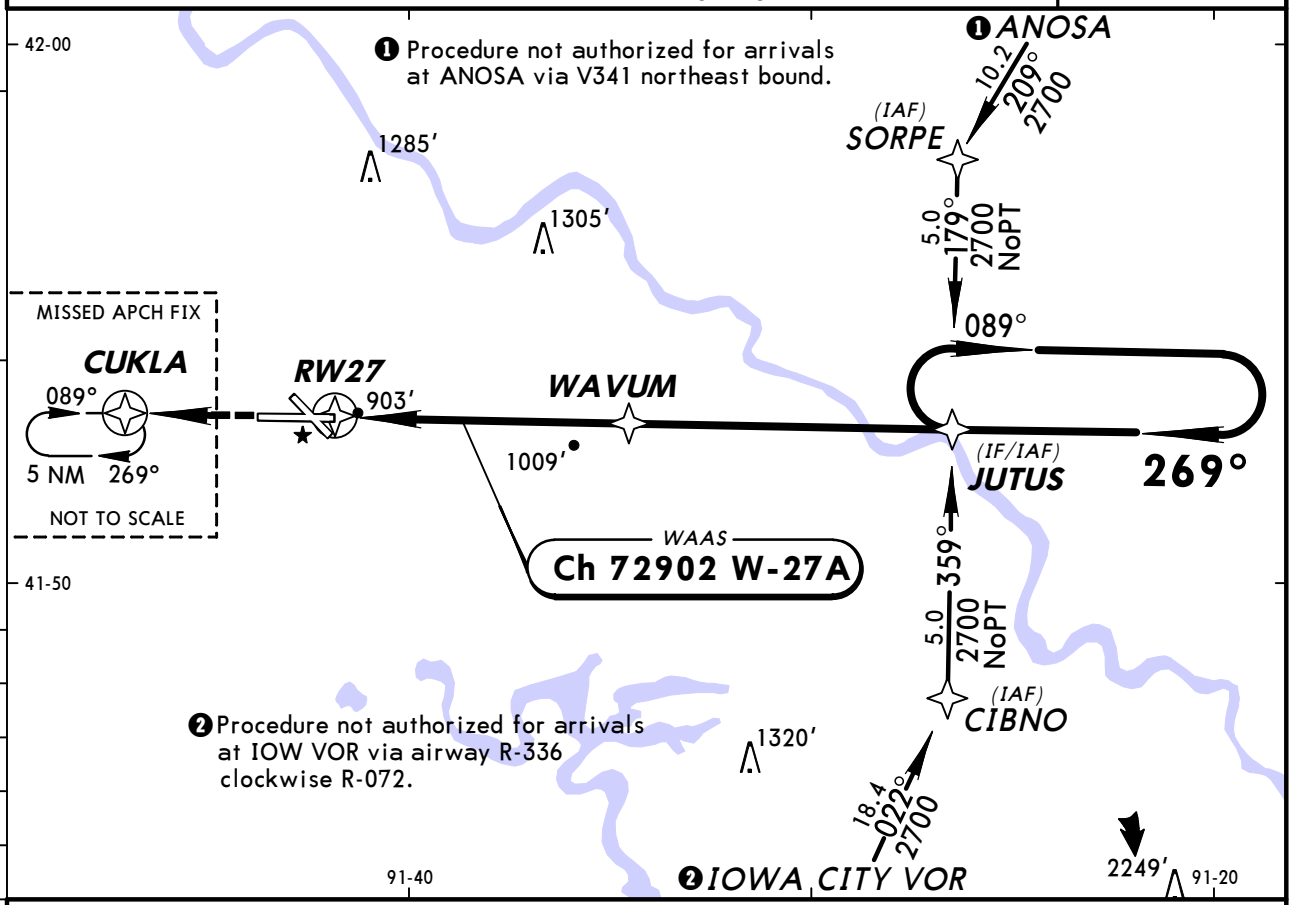
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 869′
Ch 72902 W-27A	269°	WAVUM 2700′ (1838′)	1112′ (250′)	TDZE 862′

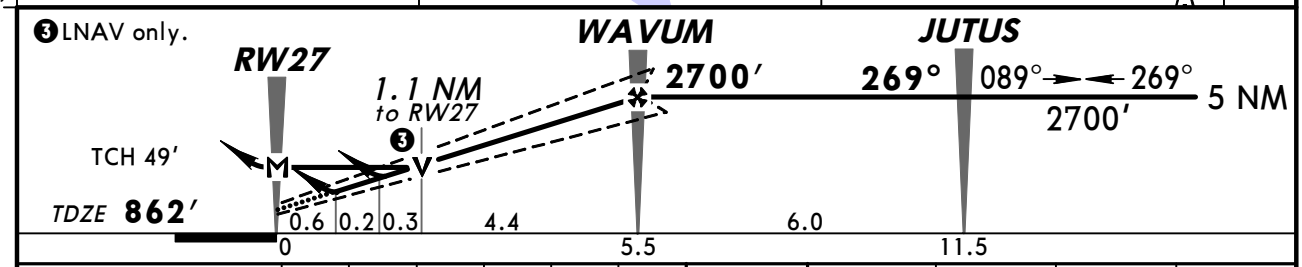
MISSED APCH: Climb to 2500′ direct CUKLA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Iowa City altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV not authorized when using Iowa City altimeter setting. 4. VDP not authorized when using Iowa City Altimeter setting.
5. DME/DME RNP-0.3 not authorized. 6. Pilot controlled lighting 118.7.

4000′
MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW27						

MALSR
PAPI
2500′
CUKLA

STRAIGHT-IN LANDING RWY 27

	1 LPV DA(H) 1112′(250′)		2 LNAV/VNAV DA(H) 1163′(301′)			3 LNAV MDA(H) 1260′(398′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B								
C								
D			RVR 40 or 3/4	RVR 50 or 1		RVR 50 or 1	RVR 60 or 1 1/4	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Iowa City Altimeter Setting MDA(H)
90	1280′(411′)-1	1360′(491′)-1
120	1320′(451′)-1	1400′(531′)-1
140	1320′(451′)-1 1/2	1400′(531′)-1 1/2
165	1420′(551′)-2	1500′(631′)-2

TERPS AMEND 1

1 DA(H) 1192′(330′) with Iowa City altimeter setting.
2 DA(H) 1243′(381′) with Iowa City altimeter setting.
3 MDA(H) 1340′(478′) with Iowa City altimeter setting.

CHANGES: None.

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KCID/CID
THE EASTERN IOWA

JEPPESEN

21 JAN 11 (12-4)

CEDAR RAPIDS, IOWA
RNAV (GPS) Rwy 31

ATIS	*CEDAR RAPIDS Approach (R)	CHICAGO Center (R)	*THE EASTERN IOWA Tower	*Ground
124.15	119.7	132.8 when App inop.	CTAF 118.7	121.6

WAAS	Final Apch Crs	Minimum Alt SHEWY	LPV DA(H)	Apt Elev 869′
Ch 77503 W-31A	314°	2500′ (1639′)	1120′ (259′)	TDZE 861′

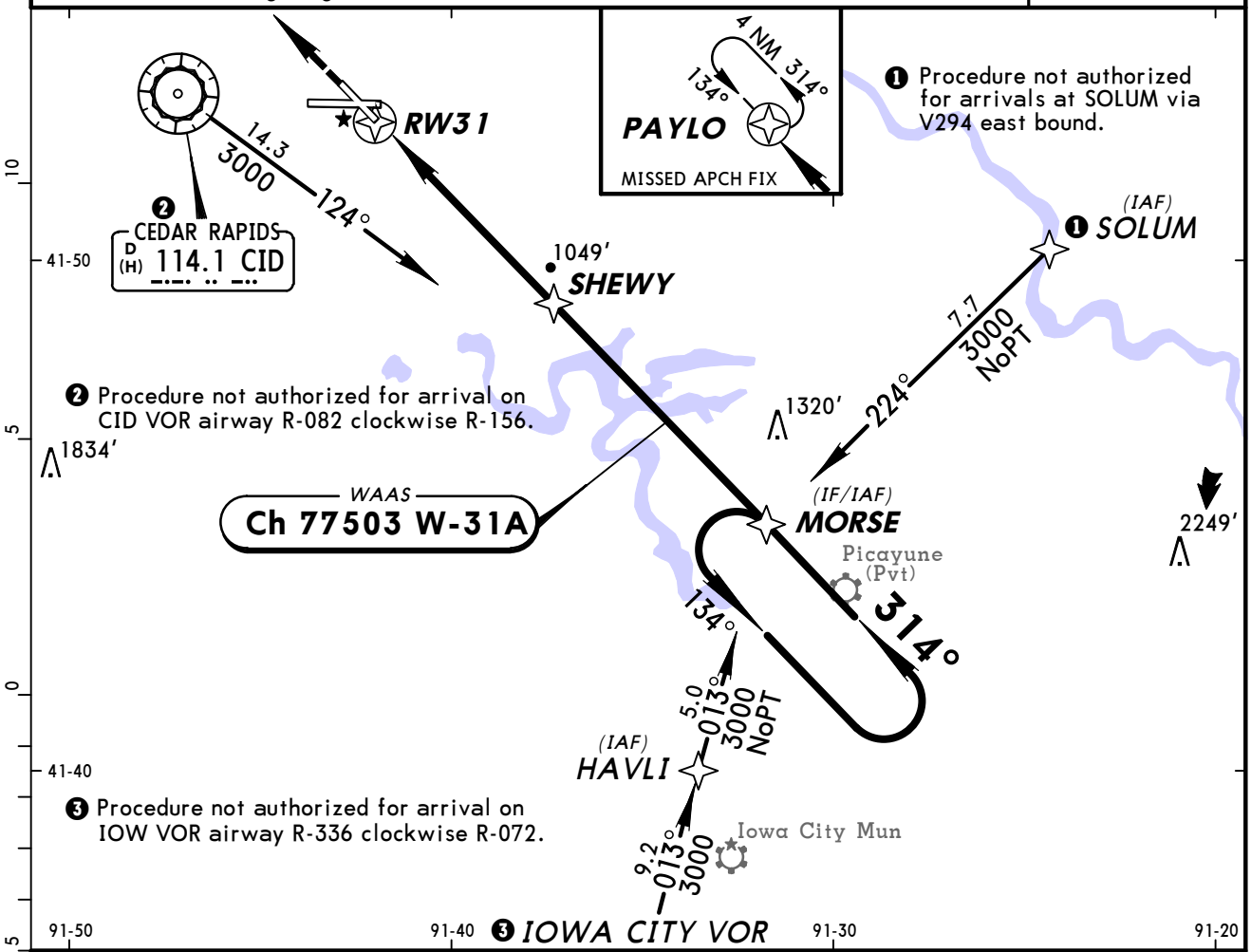
MISSED APCH: Climb to 3000′ direct PAYLO and hold.

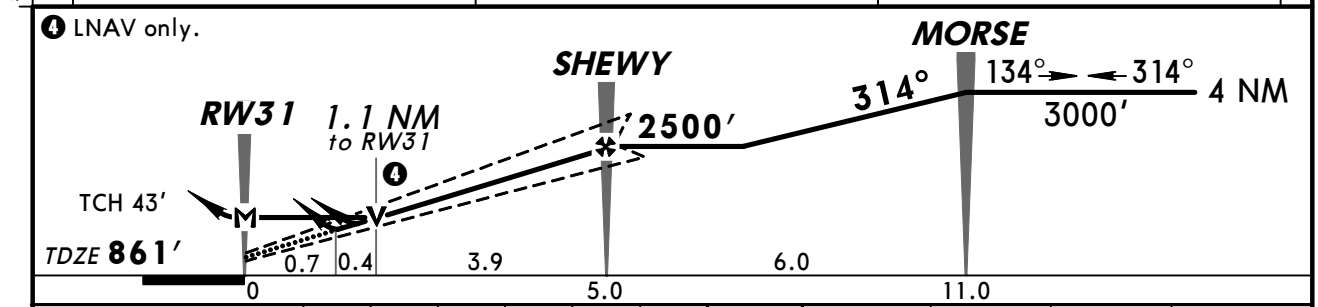
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 118.7.

4000′
MSA RW31

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

MALSR
VASI
3000′
PAYLO

STRAIGHT-IN LANDING RWY 31

	LPV DA(H) 1120′(259′)		LNAV/VNAV DA(H) 1140′(279′)			LNAV MDA(H) 1240′(379′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C								
D			3/4	1		1	1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1280′(411′)-1
120	1320′(451′)-1
140	1320′(451′)-1 1/2
165	1420′(551′)-2

TERPS AMEND 1A 13 JAN 2011

CHANGES: Note.

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CEDAR RAPIDS, IOWA
VOR DME Rwy 9

BRIEFING STRIP ™

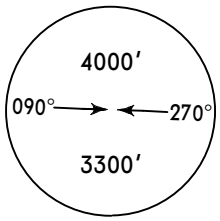
ATIS	*CEDAR RAPIDS Approach (R)	CHICAGO Center (R)	*THE EASTERN IOWA Tower	*Ground
124.15	119.7	132.8 when App inop.	CTAF 118.7	121.6

VOR CID	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 869′
114.1	089°	1700′ (843′)	1240′ (383′)	TDZE 857′

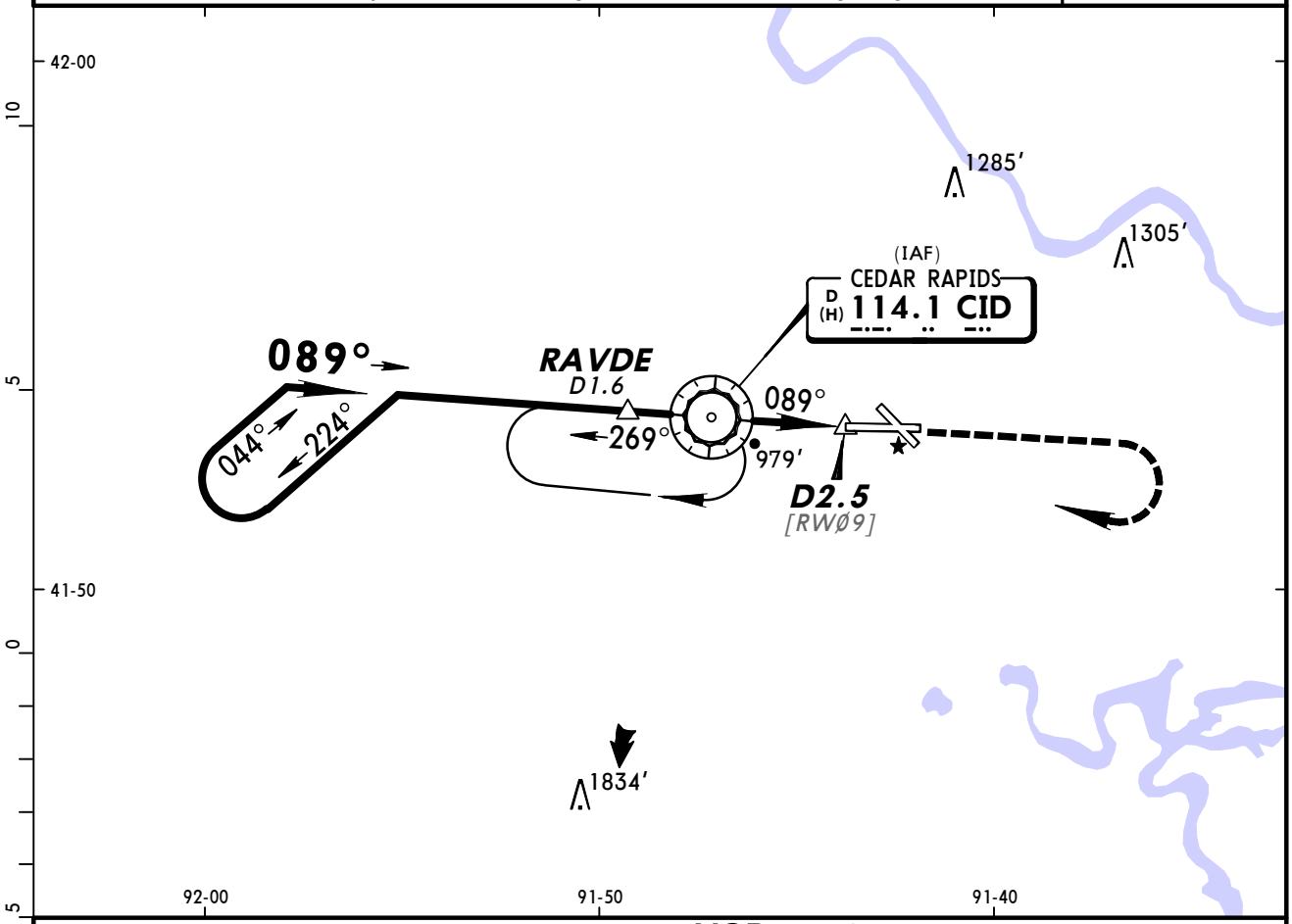
MISSED APCH: Climb to 3000′ then RIGHT turn direct CID VOR and hold.

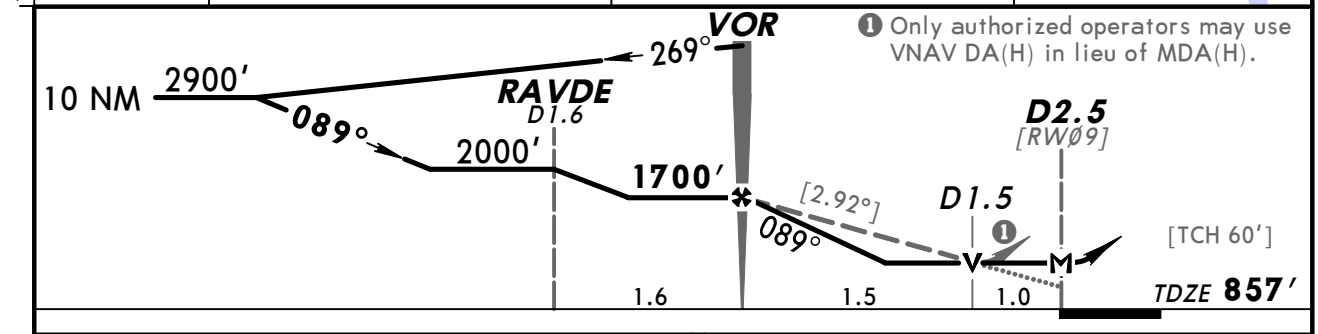
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Iowa City altimeter setting. 2. VDP not authorized with Iowa City altimeter setting. 3. Pilot controlled lighting 118.7.



MSA CID VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.92°]	362	465	517	620	723	826
MAP at D2.5						

MALSR
PAPI

3000′ | RT | CID 114.1

TERPS AMEND 17A 13 JAN 2011

	STRAIGHT-IN LANDING RWY 9						CIRCLE-TO-LAND		
	MDA(H) 1240′ (383′) With Local Altimeter Setting			MDA(H) 1320′ (463′) With Iowa City Altimeter Setting				With Local Altimeter Setting	With Iowa City Altimeter Setting
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1280′(411′) -1	1360′(491′)-1
B							120	1320′(451′)-1	1400′(531′)-1
C				RVR 40 or ¾	RVR 60 or 1¼		140	1320′(451′)-1½	1400′(531′)-1½
D	RVR 50 or 1	RVR 60 or 1¼		RVR 50 or 1	1½		165	1420′(551′)-2	1500′(631′)-2

CHANGES: Airport elevation.

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BRIEFING STRIP™

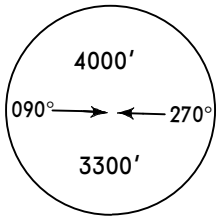
ATIS	*CEDAR RAPIDS Approach (R)	CHICAGO Center (R)	*THE EASTERN IOWA Tower	*Ground
124.15	119.7	132.8 when App inop.	CTAF 118.7	121.6

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 869′
CID 114.1	268°	ZIGEN 2700′ (1838′)	1260′ (398′)	TDZE 862′

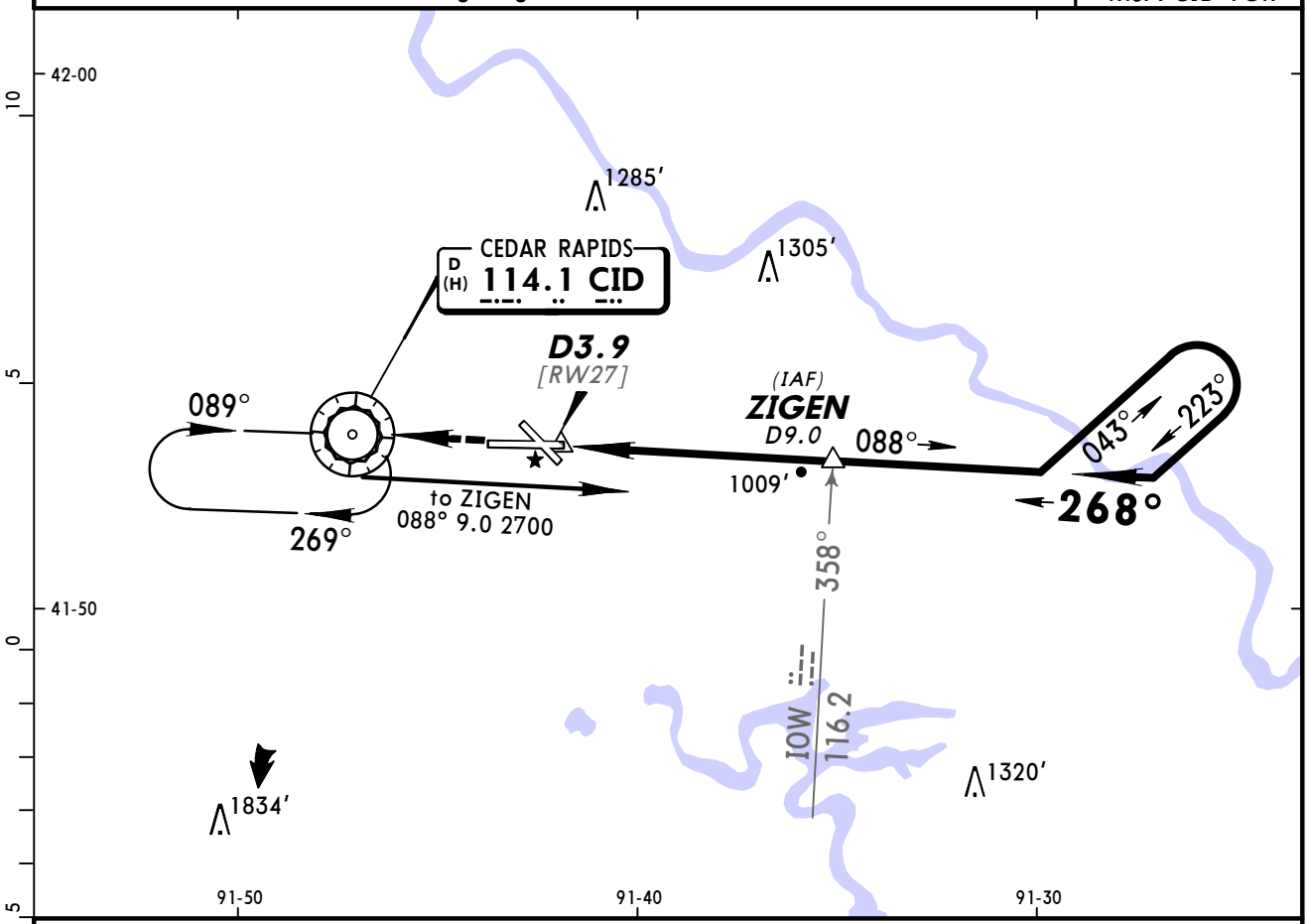
MISSED APCH: Climb to 2900′ direct CID VOR and hold, continue climb-in-hold to 2900′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

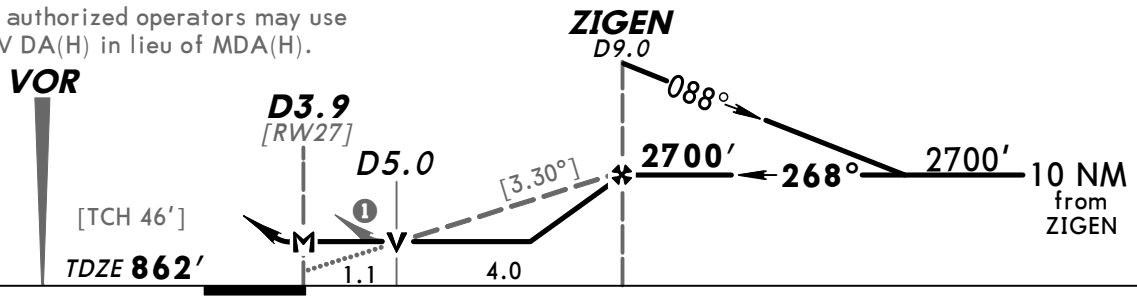
1. Use local altimeter setting; if not received, use Iowa City altimeter setting.
2. VDP not authorized with Iowa City altimeter setting. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 118.7.



MSA CID VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.30°]	409	526	584	701	817	934
MAP at D3.9 or ZIGEN to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR
PAPI
2900′
D
CID 114.1

	STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND		
	MDA(H) 1260′(398′) With Local Altimeter Setting			MDA(H) 1340′(478′) With Iowa City Altimeter Setting				With Local Altimeter Setting	With Iowa City Altimeter Setting
		RAIL out	ALS out		RAIL out	ALS out	Max Kts.	MDA(H)	MDA(H)
A							90	1280′(411′)-1	1360′(491′)-1
B	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	120	1320′(451′)-1	1400′(531′)-1
C							140	1320′(451′)-1½	1400′(531′)-1½
D	RVR 50 or 1	RVR 60 or 1¼		RVR 50 or 1	RVR 60 or 1¼		165	1420′(551′)-2	1500′(631′)-2

AMEND 13 TERPS

CHANGES: Airport elevation.

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General Information

Location: Dubuque IA USA
IATA Code: DBQ
Lat/Long: N42° 24.1' W090° 42.6'
Elevation: 1077 ft

Airport Use: Public
Magnetic Variation: 1.2°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL)
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1242 Z
Sunset: 2349 Z,

Runway Information

Runway: 13
Length x Width: 6502 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1077 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 18
Length x Width: 6327 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1073 ft
Lighting: Edge, Pilot controlled

Runway: 31
Length x Width: 6502 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1062 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 36
Length x Width: 6327 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1048 ft
Lighting: Edge, ALS, Pilot controlled

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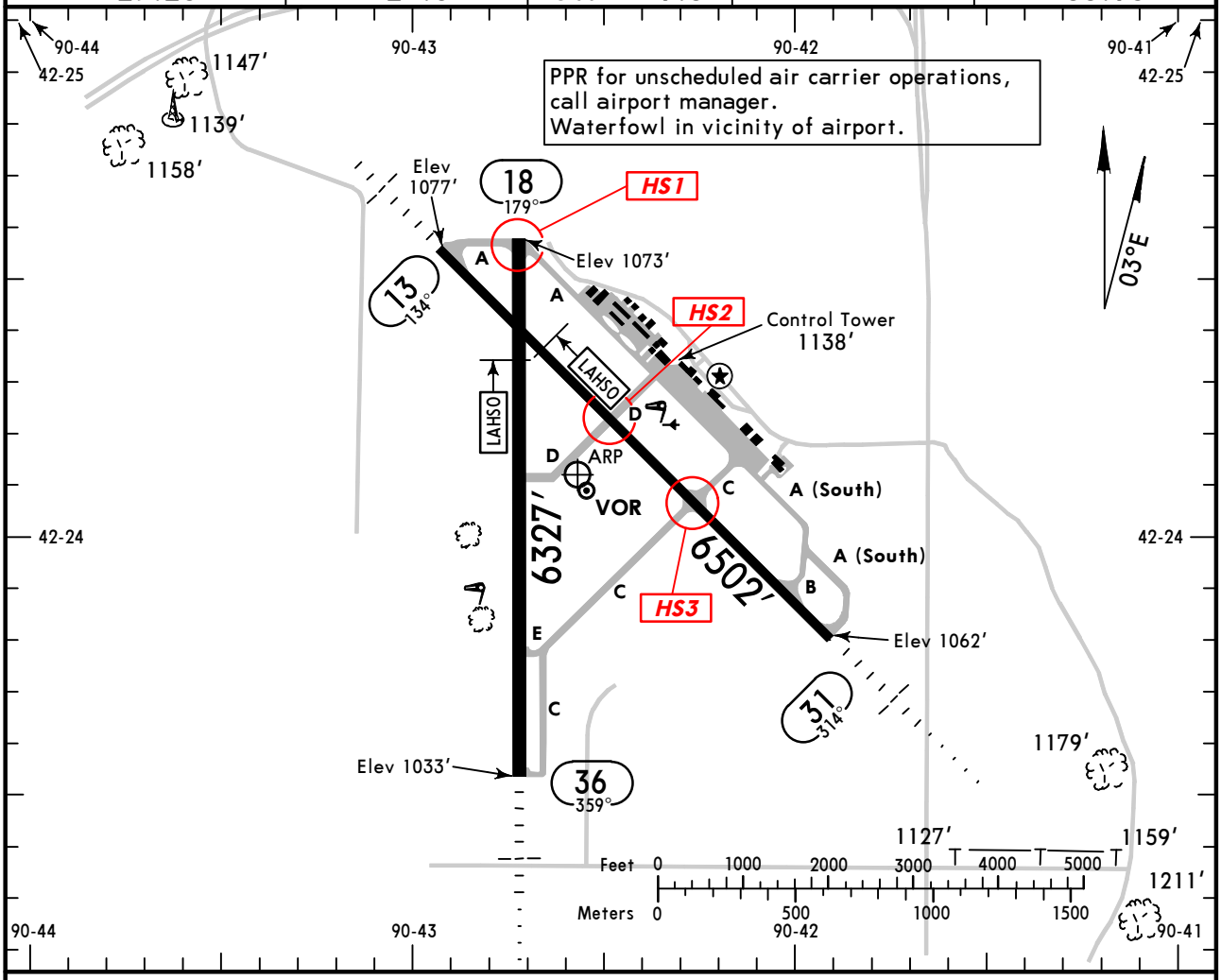
Communication Information

ATIS 127.25
ASOS 127.25
Dubuque Tower 119.5 CTAF PCL
Dubuque Ground Control 121.8
Dubuque Regl Unicom 122.95
FT Dodge Flight Service Station 122.05 RCO
Chicago Center 133.95 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*DUBUQUE Ground	*Tower	UNICOM 122.95	CHICAGO Center (R)
127.25	121.8	CTAF 119.5		133.95



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
13	❶ HIRL ❶ MALS ❶ VASI-R	grooved					100′
31	❶ HIRL ❶ MALSR ❶ PAPI-L (angle 3.0°)	grooved	❷ 6302′		18/36 4800′		
18	❶ HIRL ❶ PAPI-L (angle 3.0°)	grooved					150′
36	❶ HIRL ❶ MALSR ❶ PAPI-L (angle 3.3°)	grooved RVR		5361′	13/31 4900′		

❶ Activate on 119.5 when Twr inop. ❷ Last 200′ is unavailable for landing distance computations.

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions

HS1 Use caution when taxiing to Runways 18 or 13 via Taxiway A. Comply with runway hold signs, surface painted signs and elevated runway guard lights at the intersection of Taxiway A and Runway 18-36.

HS2 Use caution exiting the ramp area on Taxiway D. Taxiway D crosses Runway 13/31 immediately after leaving ramp area.

HS3 Use caution exiting the ramp area on Taxiway C. Taxiway C crosses Runway 13/31 immediately after leaving ramp area.

TAKE-OFF

	Rwys 18, 31, 36		❶ Rwy 13		
	Adequate Vis Ref	STD	With Mim climb of 226′/NM to 1300′ Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	200-1¼
3 & 4 Eng		RVR 24 or 1/2		1/2	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 36	LOC Rwy 36	Authorized Only When Local Weather Available: VOR Rwy 36 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 36	VOR Rwy 13 VOR Rwy 31	Other
A	600-2	800-2	800-2	800-2	NA
B					
C				800-2¼	
D					

❶ With standard take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1700′ prior to departure end of runway.

AMEND 0

CHANGES: Hot spots.

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LOC DME (BACK CRS) Rwy 13

BRIEFING STRIP™

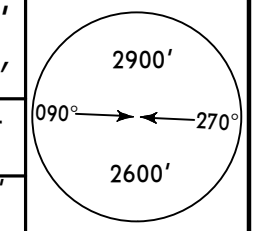
ATIS (ASOS when Twr inop)	CHICAGO Center (R)	*DUBUQUE Tower	*Ground
127.25	133.95	CTAF 119.5	121.8

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1077′
IDBQ 108.7	132° (Front Crs 312°)	JURIS 2900′ (1823′)	1480′ (403′)	TDZE 1077′

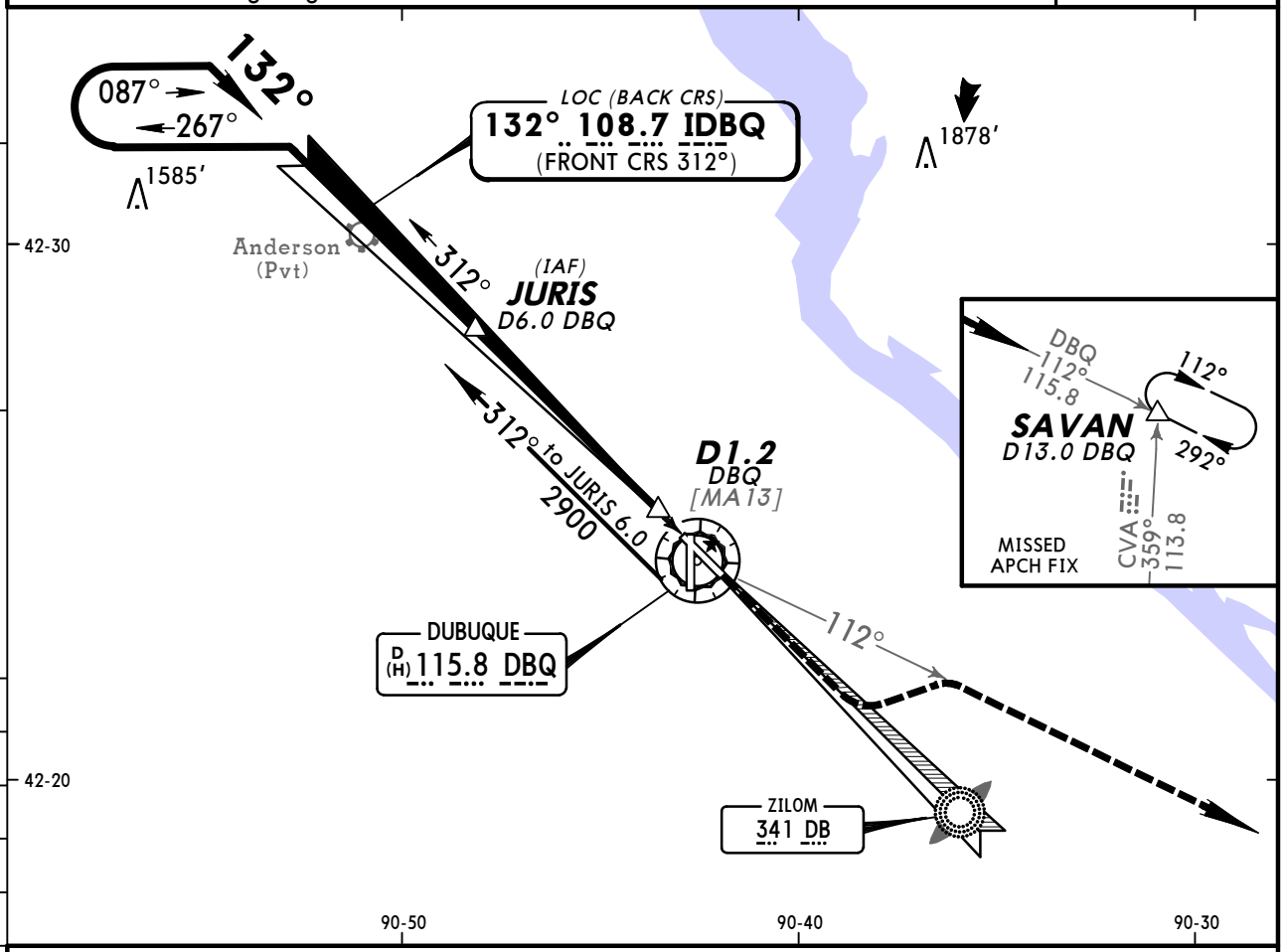
MISSED APCH: Climb to 2500′, then climbing LEFT turn to 3300′ outbound via DBQ VOR R-112 to SAVAN INT/D13.0 DBQ and hold.

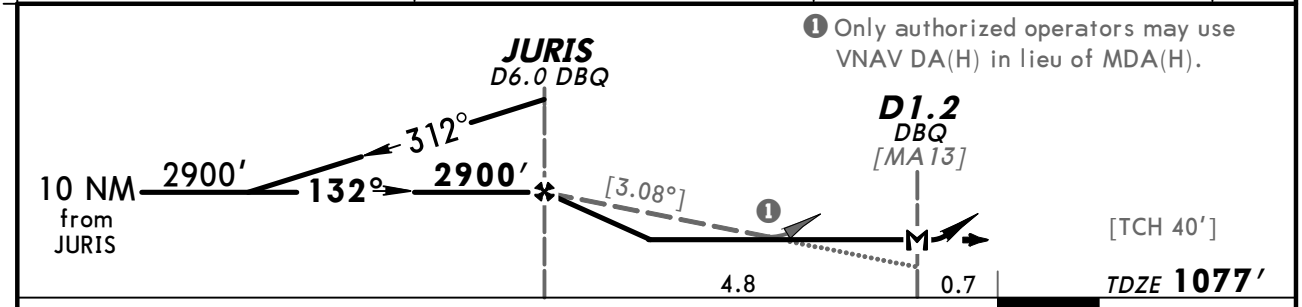
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous reception of IDBQ LOC and DBQ DME required. 2. DME from DBQ VOR. 3. Disregard glide slope indications. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 119.5.



MSA DBQ VOR





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.08°]	381	490	545	654	763	872
MAP at D1.2 DBQ						

MALS / VASI | 2500′ | 3300′ LT via DBQ 115.8 R-112 | SAVAN

STRAIGHT-IN LANDING RWY 13

MDA(H) 1480′ (403′)

	ALS out
A, B	3/4
	1
C, D	1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1580′(503′)-1
120	
140	1580′(503′)-1½
165	1640′(563′)-2

AMEND 5C TERPS

CHANGES: None.

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BRIEFING STRIP™

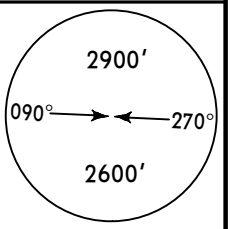
ATIS (ASOS when Twr inop)	CHICAGO Center (R)	*DUBUQUE Tower	*Ground
127.25	133.95	CTAF 119.5	121.8

LOC IDBQ	Final Apch Crs	Minimum Alt ZILOM	MDA(H)	Apt Elev 1077′
108.7	312°	3100′ (2038′)	1540′ (478′)	TDZE 1062′

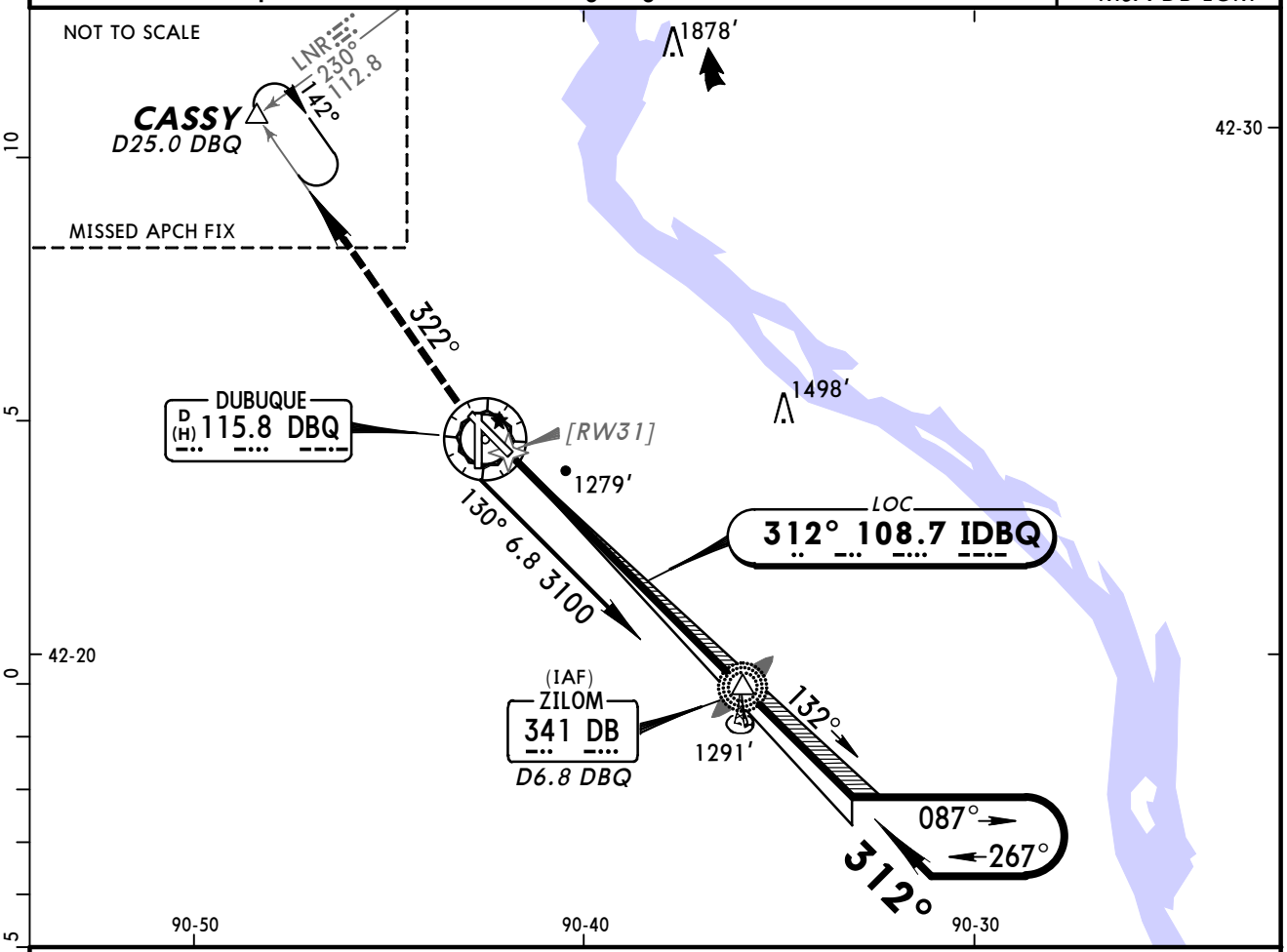
MISSED APCH: Climb to 3300′ outbound via DBQ VOR R-322 to CASSY INT/D25.0 DBQ and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

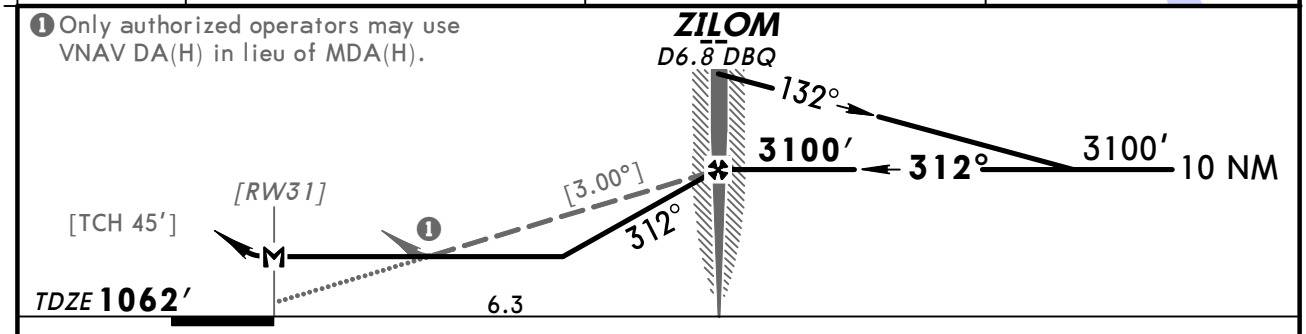
1. ADF or DME required. 2. Pilot controlled lighting 119.5.



MSA DB LOM



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743	849
ZILOM to MAP	6.3	5:24	4:12	3:47	3:09	2:42	2:22

MALSR
PAPI

3300′ ↑ DBQ via 115.8 R-322

CASSY

STRAIGHT-IN LANDING RWY 31

MDA(H) 1540′ (478′)

		RAIL out	ALS out
A	1/2	3/4	1
B			
C	3/4	1 1/4	
D	1	1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1580′ (503′)-1
120	
140	1580′ (503′)-1 1/2
165	1640′ (563′)-2

TERPS AMEND OC

CHANGES: None.

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ATIS (ASOS when Twr inop)	CHICAGO Center (R)	*DUBUQUE Tower	*Ground
127.25	133.95	CTAF 119.5	121.8

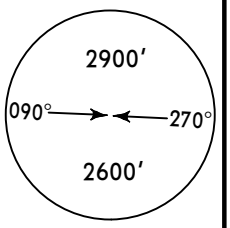
BRIEFING STRIP™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1077′
IFUQ 110.9	357°	GOLDN 2700′ (1652′)	1248′ (200′)	TDZE 1048′

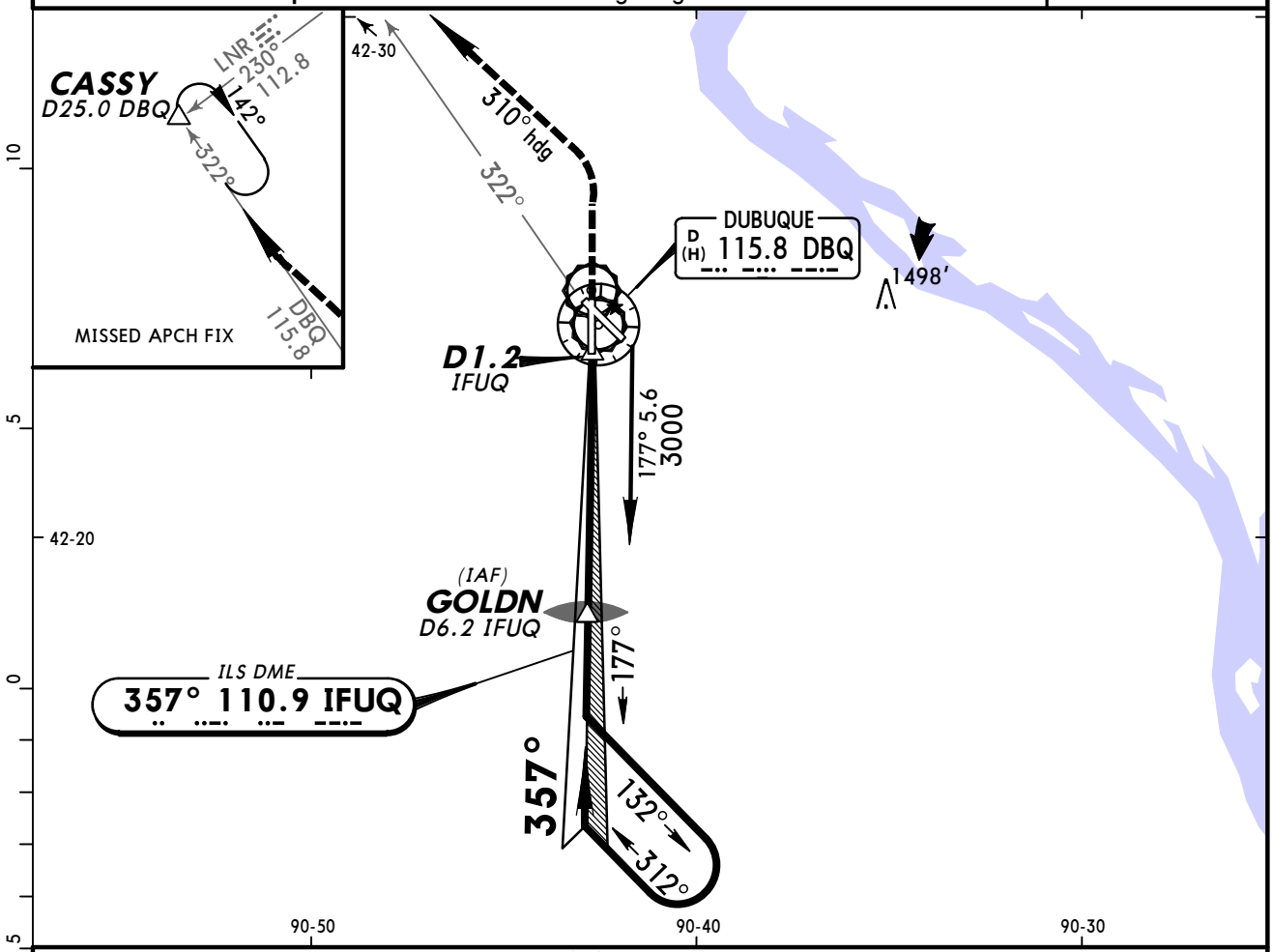
MISSED APCH: Climb to 2000′, then climbing LEFT turn to 3300′ via 310° heading and outbound on DBQ VOR R-322 to CASSY INT/ D25.0 DBQ and hold.

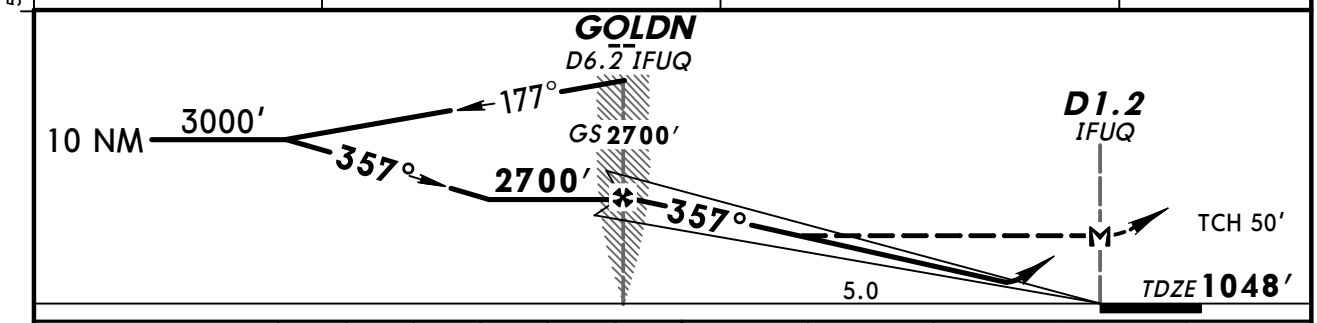
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Pilot controlled lighting 119.5.



MSA DBQ VOR





Gnd Speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.2 IFUQ or GOLDN to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

2000′

3300′ LT via 310° hdg and DBQ 115.8 R-322

STRAIGHT-IN LANDING RWY 36

	ILS		LOC (GS out)		
	1 DA(H) 1248′ (200′)		MDA(H) 1460′ (412′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1580′ (503′)-1
120	
140	1580′ (503′)-1½
165	1640′ (563′)-2

TERPS AMEND OD

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Straight-in ILS minimums.

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BRIEFING STRIP™

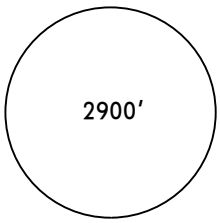
ATIS (ASOS when Twr inop)	CHICAGO Center (R)	*DUBUQUE Tower	*Ground
127.25	133.95	CTAF 119.5	121.8

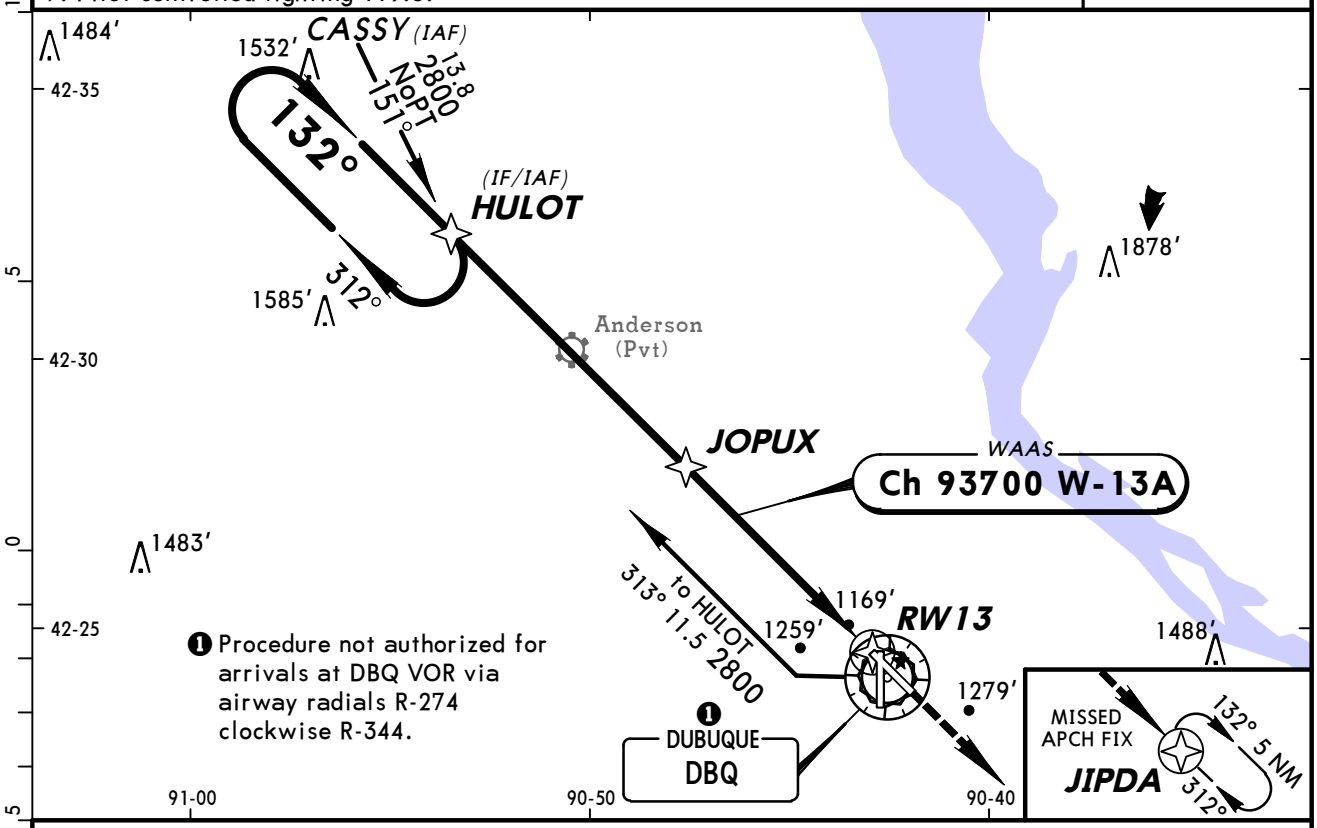
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1077′
Ch 93700 W-13A	132°	JOPUX 2700′ (1623′)	1393′ (316′)	TDZE 1077′

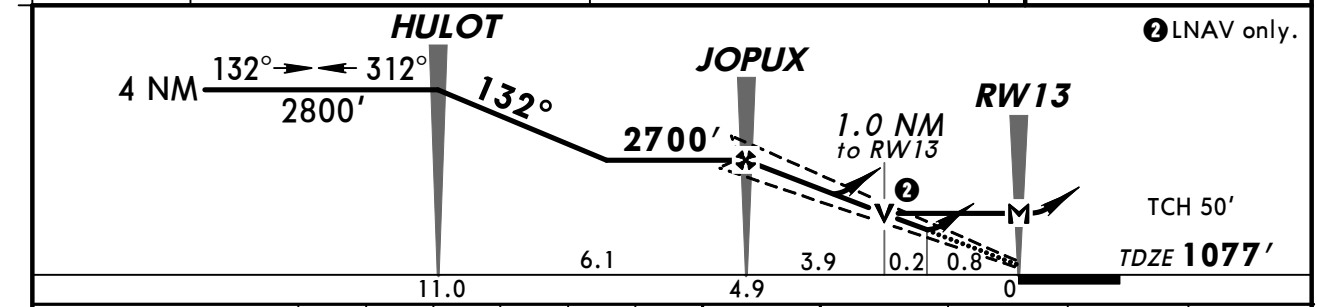
MISSED APCH: Climb to 3100′ direct JIPDA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Monticello altimeter setting.
2. VDP not authorized when using Monticello altimeter setting. 3. Baro-VNAV not authorized when using Monticello altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (116°F).
5. DME/DME RNP-0.3 not authorized. 6. VGSI and RNAV glidepath not coincident.
7. Pilot controlled lighting 119.5.







Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

MALS VASI | 3100′ | JIPDA

STRAIGHT-IN LANDING RWY 13

	1 LPV DA(H) 1393′ (316′) ALS out	2 LNAV/VNAV DA(H) 1574′ (497′) ALS out	3 LNAV MDA(H) 1420′ (343′)	ALS out
A	1	1¾	¾	1
B				
C				
D			1¼	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Monticello Altimeter Setting MDA(H)
90	1580′ (503′)-1¾	1680′ (603′)-1¾
120		
140		
165	1640′ (563′)-2	1740′ (663′)-2

TERPS

1 DA(H) 1493′ (416′) with Monticello altimeter setting.
2 DA(H) 1674′ (597′) with Monticello altimeter setting.
3 MDA(H) 1520′ (443′) with Monticello altimeter setting.

AMEND

CHANGES: New procedure.

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BRIEFING STRIP™

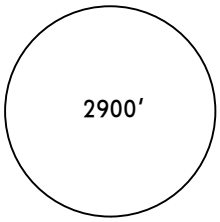
ATIS (ASOS when Twr inop)	CHICAGO Center (R)	*DUBUQUE Tower	*Ground
127.25	133.95	CTAF 119.5	121.8

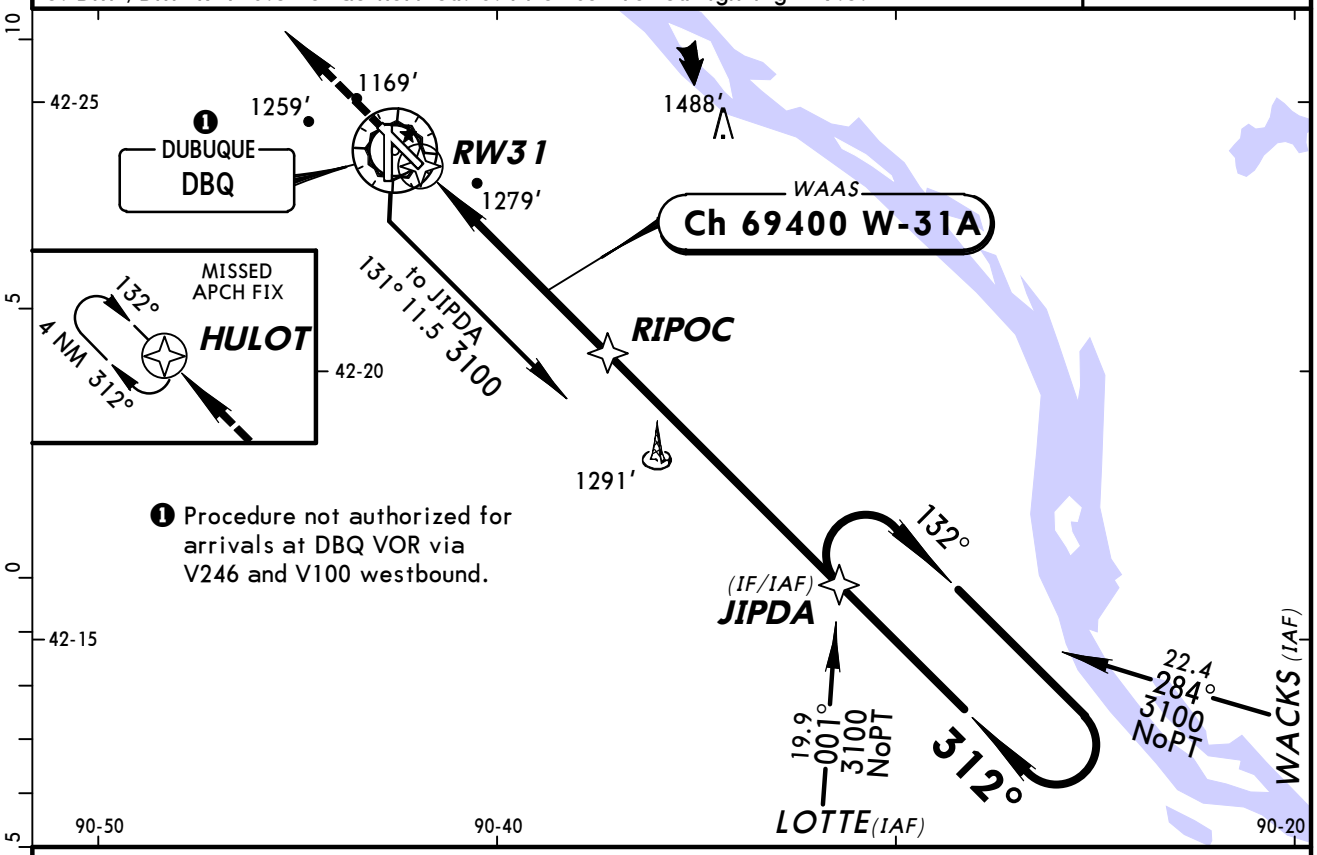
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1077′
Ch 69400 W-31A	312°	RIPOC 2700′ (1638′)	1481′ (419′)	TDZE 1062′

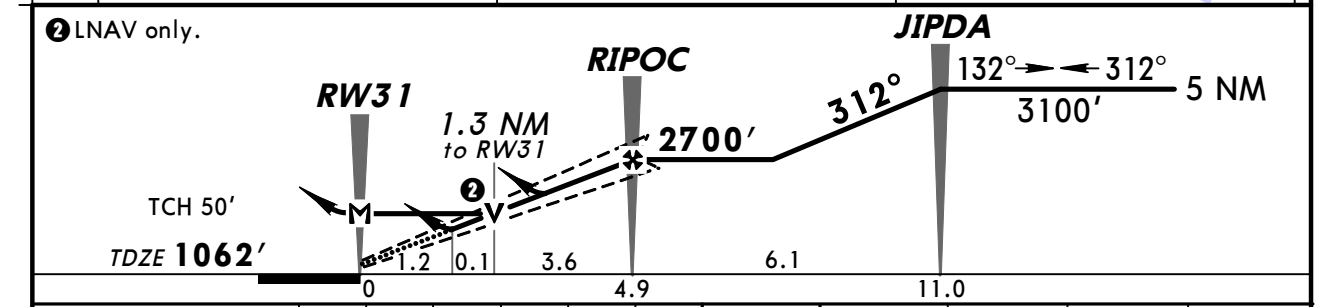
MISSED APCH: Climb to 2800′ direct HULOT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Monticello altimeter setting. 2. VDP not authorized when using Monticello altimeter setting. 3. Baro-VNAV not authorized when using Monticello altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (116°F). 5. DME/DME RNP-0.3 not authorized. 6. Pilot controlled lighting 119.5.







Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

MALSR
PAPI
2800′
HULOT

STRAIGHT-IN LANDING RWY 31

	1 LPV DA(H) 1481′ (419′)		2 LNAV/VNAV DA(H) 1603′ (541′)		3 LNAV MDA(H) 1540′ (478′)	
		RAIL out / ALS out		RAIL out / ALS out		RAIL out / ALS out
A	1	1½	1½	2	¾	1
B						
C					¾	1¼
D					1	1½

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Monticello Altimeter Setting MDA(H)
90	1620′ (543′)-2	1720′ (643′)-2
120		
140		
165	1640′ (563′)-2	1740′ (663′)-2

TERPS AMEND 0

1 DA(H) 1581′ (519′) with Monticello altimeter setting.
2 DA(H) 1703′ (641′) with Monticello altimeter setting.
3 MDA(H) 1640′ (578′) with Monticello altimeter setting.

CHANGES: New procedure.

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ATIS (ASOS when Twr inop)	CHICAGO Center (R)	*DUBUQUE Tower	*Ground
127.25	133.95	CTAF 119.5	121.8

BRIEFING STRIP™

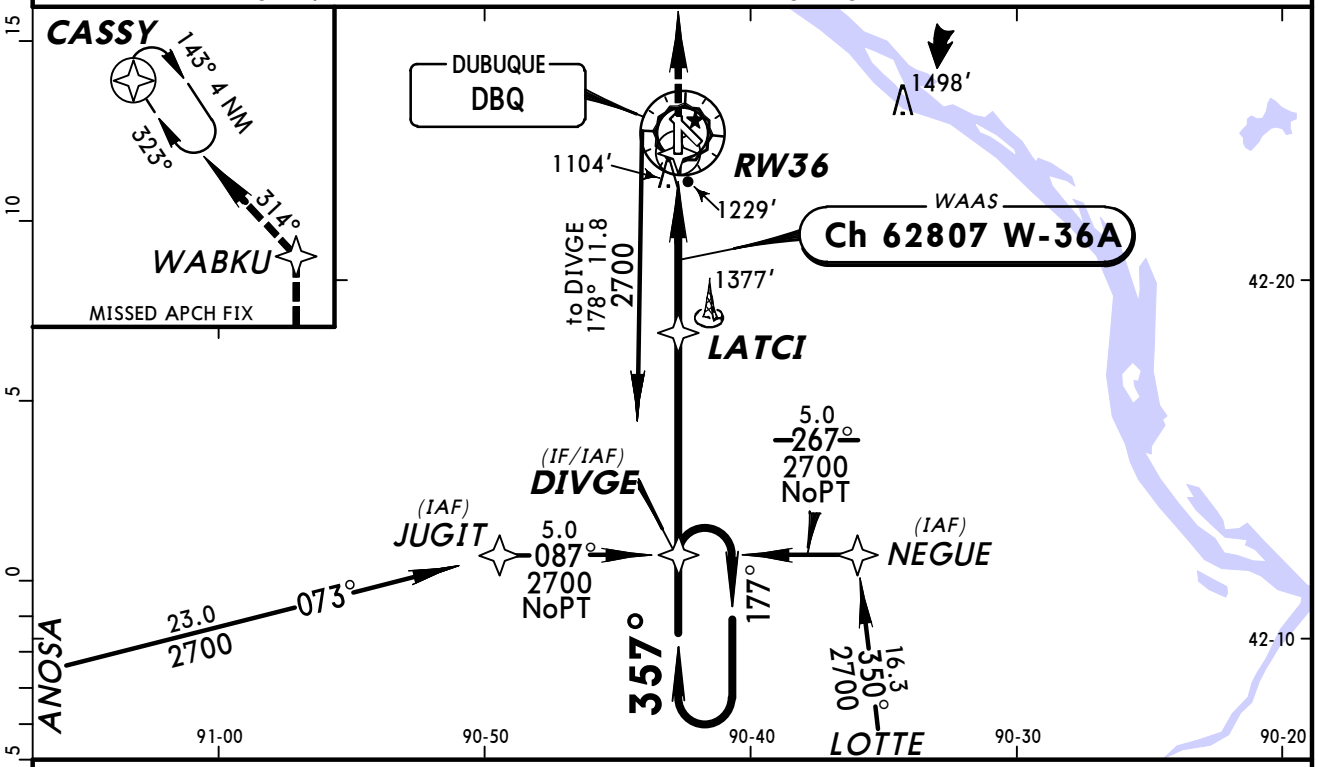
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1077′
Ch 62807 W-36A	357°	LATCI 2700′ (1652′)	1248′ (200′)	TDZE 1048′

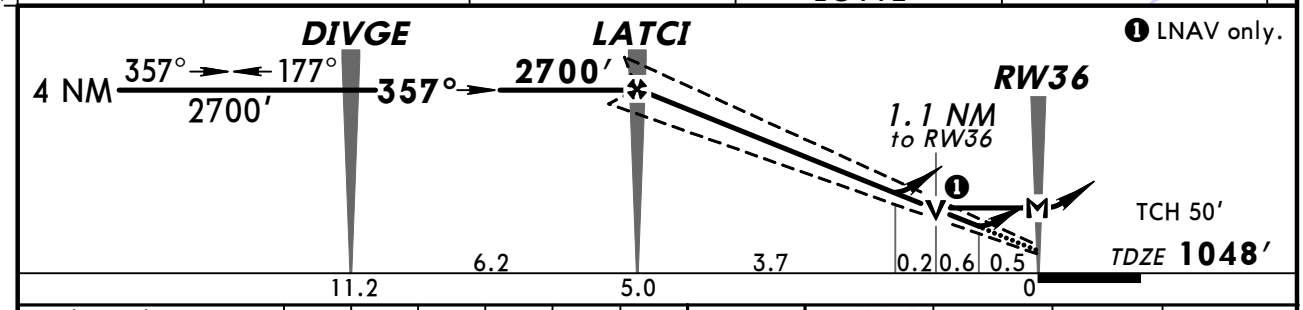
MISSED APCH: Climb to 3000′ direct WABKU and via 314° track to CASSY and hold.

MSA RW36: 2900′

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Monticello altimeter setting. 2. Baro-VNAV and VDP not authorized when using Monticello altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 4. DME/DME RNP-0.3 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 119.5.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

MALSR PAPI 3000′ D WABKU

STRAIGHT-IN LANDING RWY 36

With Local Altimeter Setting

	LPV DA(H) 1248′(200′)		LNAV/VNAV DA(H) 1525′(477′)		LNAV MDA(H) 1480′(432′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1580′(503′)-1
120	
140	1580′(503′)-1½
165	1640′(563′)-2

With Monticello Altimeter Setting

	DA(H) 1336′(288′)		DA(H) 1613′(565′)		MDA(H) 1580′(532′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	1½	2	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

With Monticello Altimeter Setting

Max Kts	MDA(H)
90	1680′(603′)-1
120	
140	1680′(603′)-1¾
165	1740′(663′)-2

AMEND 0 TERPS

CHANGES: New procedure.

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ATIS (ASOS when Twr inop)	CHICAGO Center (R)	*DUBUQUE Tower	*Ground
127.25	133.95	CTAF 119.5	121.8

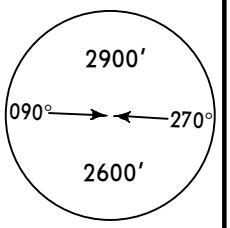
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H) (CONDITIONAL)	Apt Elev 1077′
DBQ 115.8	138°	TAYOD 1780′ (703′)	1520′ (443′)	TDZE 1077′

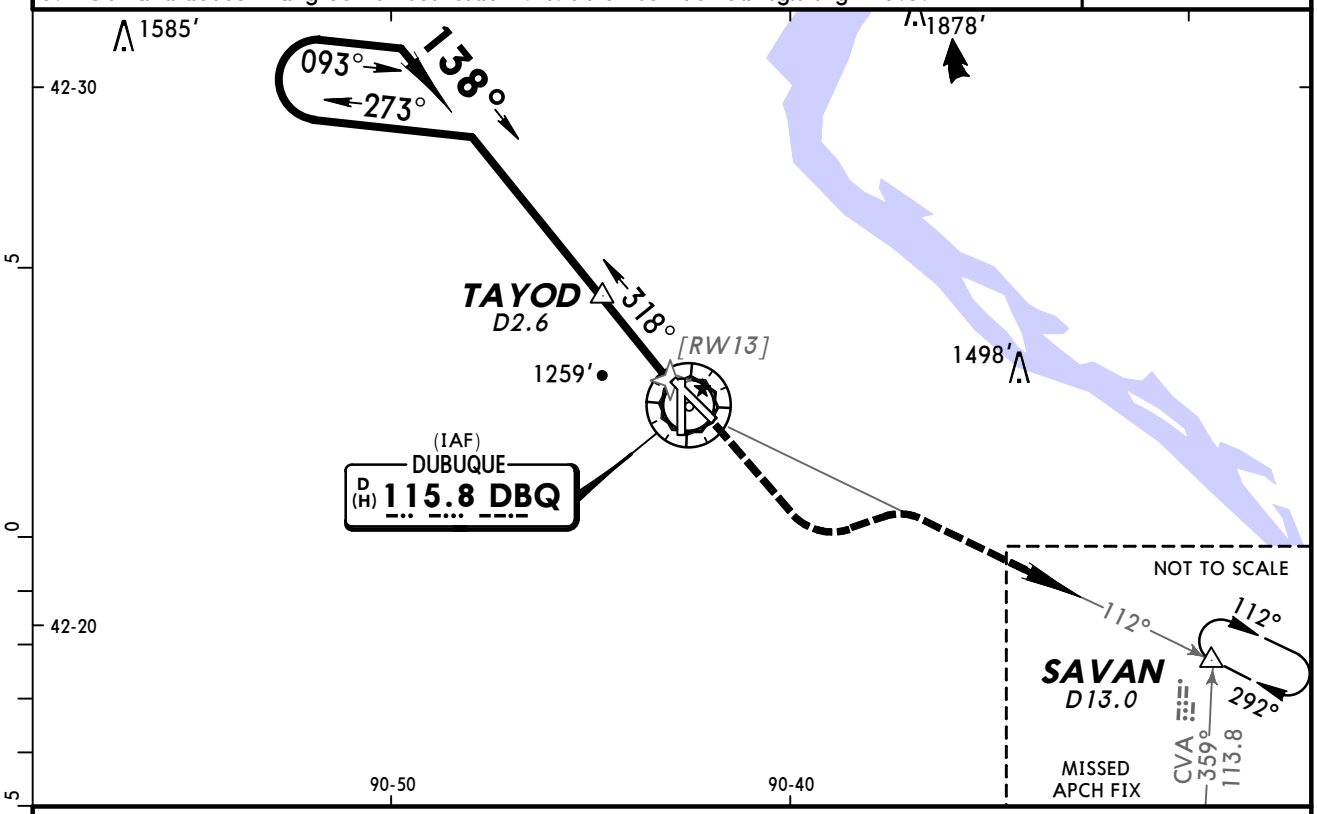
MISSED APCH: Climb to 2500′ then climbing LEFT turn to 3300′ outbound via DBQ VOR R-112 to SAVAN INT/D13.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

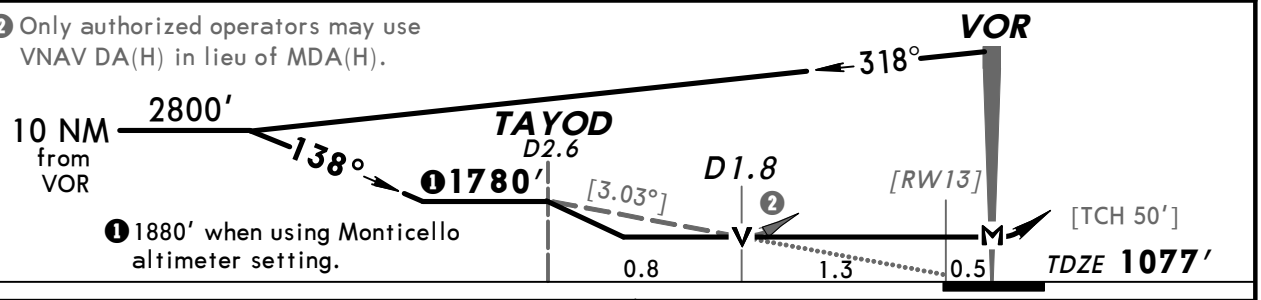
1. Use local altimeter setting; if not received, use Monticello altimeter setting.
2. VDP not authorized when using Monticello altimeter setting.
3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 119.5.



MSA DBQ VOR



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



❶ 1880′ when using Monticello altimeter setting.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at VOR						

MALS VASI | 2500′ | 3300′ LT via DBQ 115.8 R-112 | SAVAN

STRAIGHT-IN LANDING RWY 13

With TAYOD	Without TAYOD
With Local Altimeter Setting	
MDA(H) **1520′**(443′)	MDA(H) **1780′**(703′)
With Monticello Altimeter Setting	
MDA(H) **1620′**(543′)	MDA(H) **1880′**(803′)

		ALS out		ALS out
A	3/4	1	3/4	1
B				
C	1¼		2	
D	1½		2¼	

CIRCLE-TO-LAND

Max Kts	With TAYOD MDA(H)	Without TAYOD MDA(H)
With Local Altimeter Setting		
90	1580′(503′)-1	1780′(703′)-1
120		
140	1580′(503′)-1½	1780′(703′)-2
165	1640′(563′)-2	1780′(703′)-2¼
With Monticello Altimeter Setting		
90	1680′(603′)-1	1880′(803′)-1
120		
140	1680′(603′)-1½	1880′(803′)-2
165	1740′(663′)-2	1880′(803′)-2¼

AMEND 10 TERPS

CHANGES: Charted obstructions, printing sequence.

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BRIEFING STRIP™

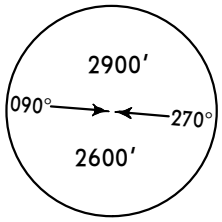
ATIS (ASOS when Twr inop)	CHICAGO Center (R)	*DUBUQUE Tower	*Ground
127.25	133.95	CTAF 119.5	121.8

VOR	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H) (CONDITIONAL)	Apt Elev 1077′
DBQ 115.8	304°	ZUKOB 1800′ (738′)	1540′ (478′)	TDZE 1062′

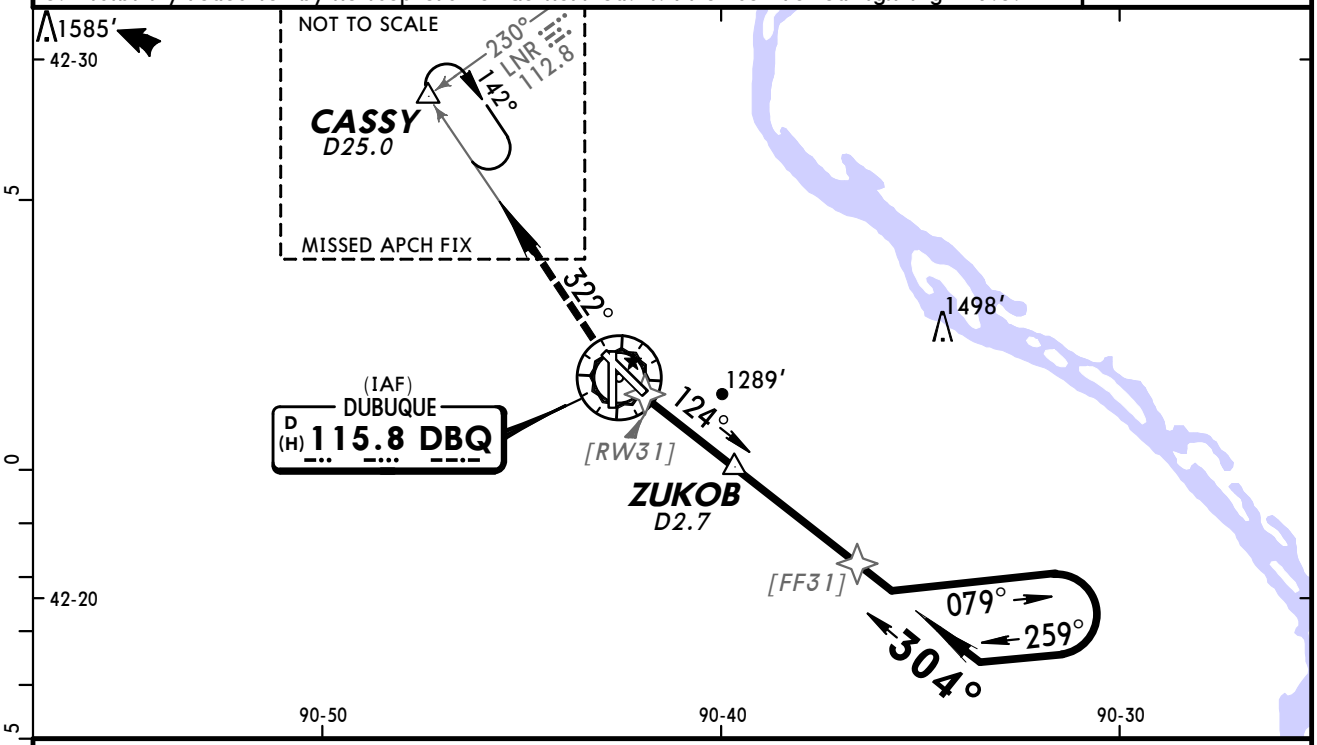
MISSED APCH: Climbing RIGHT turn to 3000′ outbound via DBQ VOR R-322 to CASSY INT/D25.0 and hold.

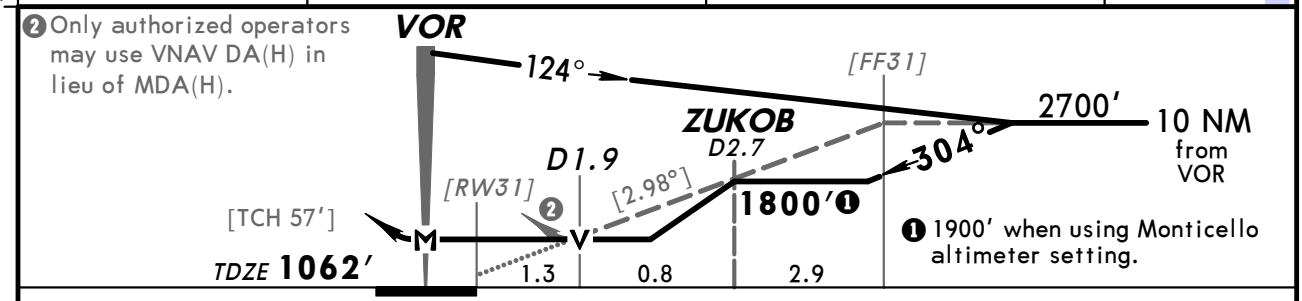
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Monticello altimeter setting.
2. VDP not authorized when using Monticello altimeter setting.
3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 119.5.



MSA DBQ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.98°]	369	474	527	633	738	843
MAP at VOR						

MALSR
PAPI

3000′ RT

DBQ via 115.8 R-322

CASSY

STRAIGHT-IN LANDING RWY 31

With Local Altimeter Setting

	With ZUKOB MDA(H) 1540′ (478′) RAIL out	With ZUKOB MDA(H) 1540′ (478′) ALS out	Without ZUKOB MDA(H) 1800′ (738′) RAIL out	Without ZUKOB MDA(H) 1800′ (738′) ALS out
A	3/4	1	3/4	1
B				
C	3/4	1 1/4	1 1/2	2
D	1	1 1/2	1 3/4	2 1/4

With Monticello Altimeter Setting

	With ZUKOB MDA(H) 1640′ (578′) RAIL out	With ZUKOB MDA(H) 1640′ (578′) ALS out	Without ZUKOB MDA(H) 1900′ (838′) RAIL out	Without ZUKOB MDA(H) 1900′ (838′) ALS out
A	1/2	3/4	3/4	1
B				
C	1	1 1/2	2	2 1/2
D	1 1/4	1 3/4	2 1/4	2 3/4

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	With ZUKOB MDA(H)	Without ZUKOB MDA(H)
90	1580′ (503′)-1	1800′ (723′)-1
120	1600′ (523′)-1	
140	1600′ (523′)-1 1/2	1800′ (723′)-2
165	1640′ (563′)-2	1800′ (723′)-2 1/4

With Monticello Altimeter Setting

Max Kts	With ZUKOB MDA(H)	Without ZUKOB MDA(H)
90	1680′ (603′)-1	1900′ (823′)-1
120	1700′ (623′)-1	1900′ (823′)-1 1/4
140	1700′ (623′)-1 3/4	1900′ (823′)-2 1/2
165	1740′ (663′)-2	1900′ (823′)-2 3/4

AMEND 12 TERPS

CHANGES: None.

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ATIS (ASOS when Twr inop)	CHICAGO Center (R)	*DUBUQUE Tower	*Ground
127.25	133.95	CTAF 119.5	121.8

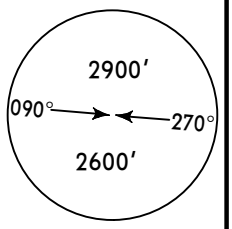
BRIEFING STRIP ™

VOR	Final Apch Crs		MDA(H) (CONDITIONAL)	Apt Elev 1077′
DBQ 115.8	003°	No FAF	1680′ (632′)	TDZE 1048′

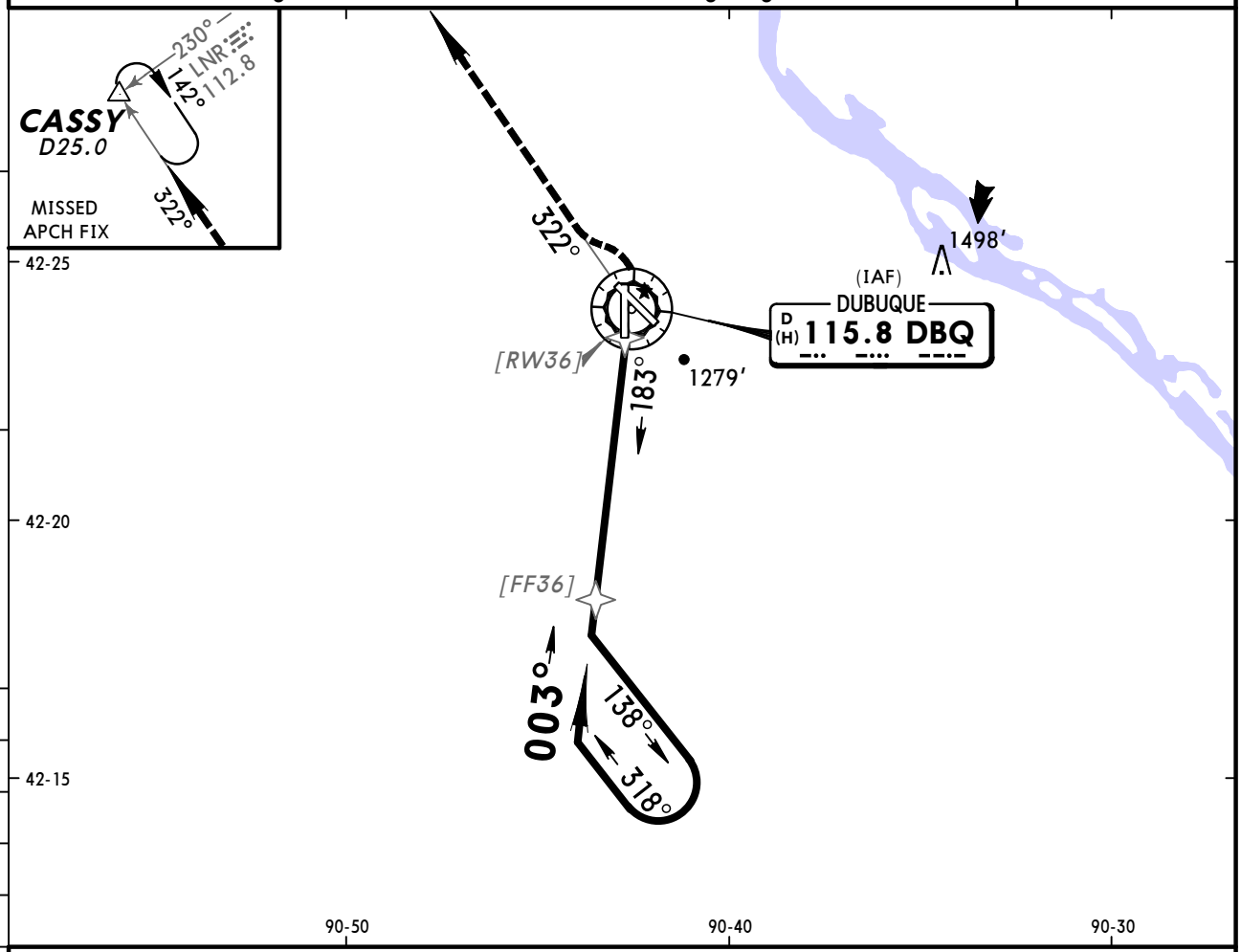
MISSED APCH: Climbing LEFT turn to 3000′ outbound via DBQ VOR R-322 to CASSY INT/D25.0 and hold.

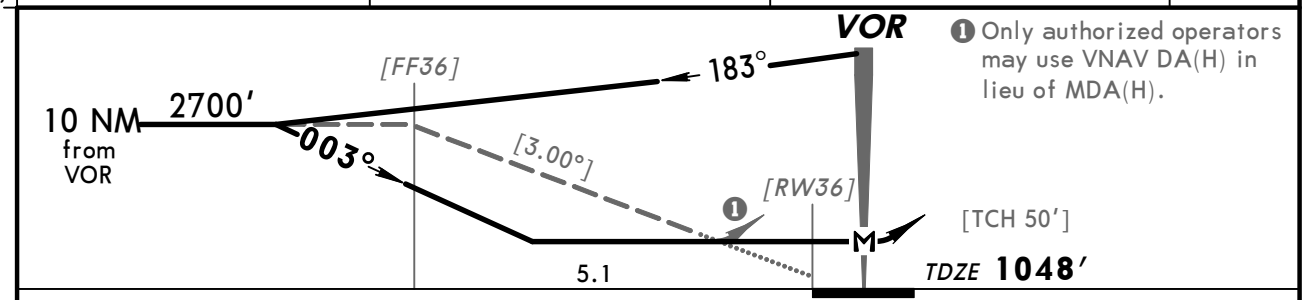
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Monticello altimeter setting.
2. VGSI and descent angle not coincident. 3.Pilot controlled lighting 119.5.



MSA DBQ VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

MALSR
PAPI

3000′ LT via DBQ 115.8 R-322

CASSY

	STRAIGHT-IN LANDING RWY 36 With Local Altimeter Setting MDA(H) 1680′(632′)			STRAIGHT-IN LANDING RWY 36 With Monticello Altimeter Setting MDA(H) 1780′(732′)			CIRCLE-TO-LAND With Local Altimeter Setting	CIRCLE-TO-LAND With Monticello Altimeter Setting
		RAIL out	ALS out		RAIL out	ALS out	Max Kts / MDA(H)	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90 / 1680′(603′)-1	1780′(703′)-1
B							120	
C	RVR 60 or 1 1/4	1 3/4		1 1/2	2		140 / 1680′(603′)-1 3/4	1780′(703′)-2
D	1 1/2	2		1 3/4	2 1/4		165 / 1680′(603′)-2	1780′(703′)-2 1/4

TERPS AMEND 6A 25 AUG 2011

CHANGES: Notes, GAPGE removed, VNAV angle, minimums.

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General Information

Location: Des Moines IA USA
IATA Code: DSM
Lat/Long: N41° 32.0' W093° 39.8'
Elevation: 958 ft

Airport Use: Public
Magnetic Variation: 1.3°E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A, Jet 4
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1253 Z
Sunset: 0002 Z,

Runway Information

Runway: 05
Length x Width: 9003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 931 ft
Lighting: Edge

Runway: 13
Length x Width: 9002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 922 ft
Lighting: Edge, ALS, Centerline

Runway: 23
Length x Width: 9003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 939 ft
Lighting: Edge, REIL

Runway: 31
Length x Width: 9002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 958 ft
Lighting: Edge, ALS, Centerline, TDZ

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Communication Information

ATIS 119.55
Des Moines Tower 118.3
Des Moines Ground Control 121.9
Des Moines Clearance Delivery 134.15
Des Moines Approach Control 135.2 Initial Contact
Des Moines Approach Control 118.6 Secondary
Des Moines App ARSA 135.2 Initial Contact
Des Moines App ARSA 123.9
Des Moines App ARSA 118.6
Des Moines Departure Control 123.9
Des Moines Departure Control 118.6 Secondary
Des Moines Intl Unicom 122.95
AIR Guard Maint Operations 138.15 Military
FT Dodge Flight Service Station 122.65 RCO

JEPPESEN 14 APR 00 10-3

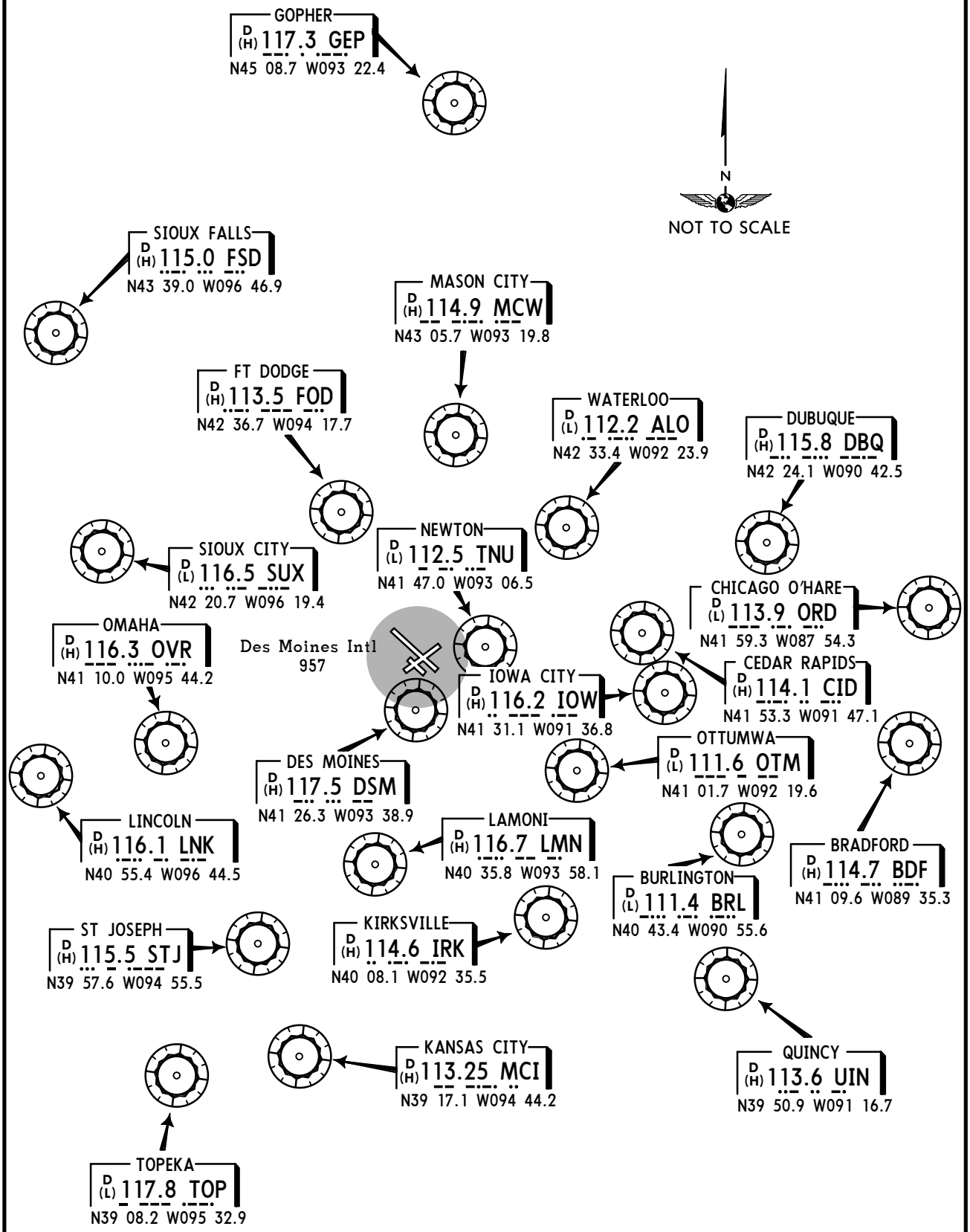
DES MOINES, IOWA

DES MOINES INTL

DES MOINES Departure (R)	Rwy 13-31	306°-127°	123.9
		127°-306°	135.2
	Rwy 5-23	231°-049°	135.2
		049°-231°	123.9

DES MOINES FIVE DEPARTURE (VECTOR)

MAINTAIN runway heading. Expect vector to assigned route/fix.
MAINTAIN 5000′ or assigned LOWER altitude. Expect clearance to filed altitude 10 minutes after departure.



CHANGES: MCI VOR.

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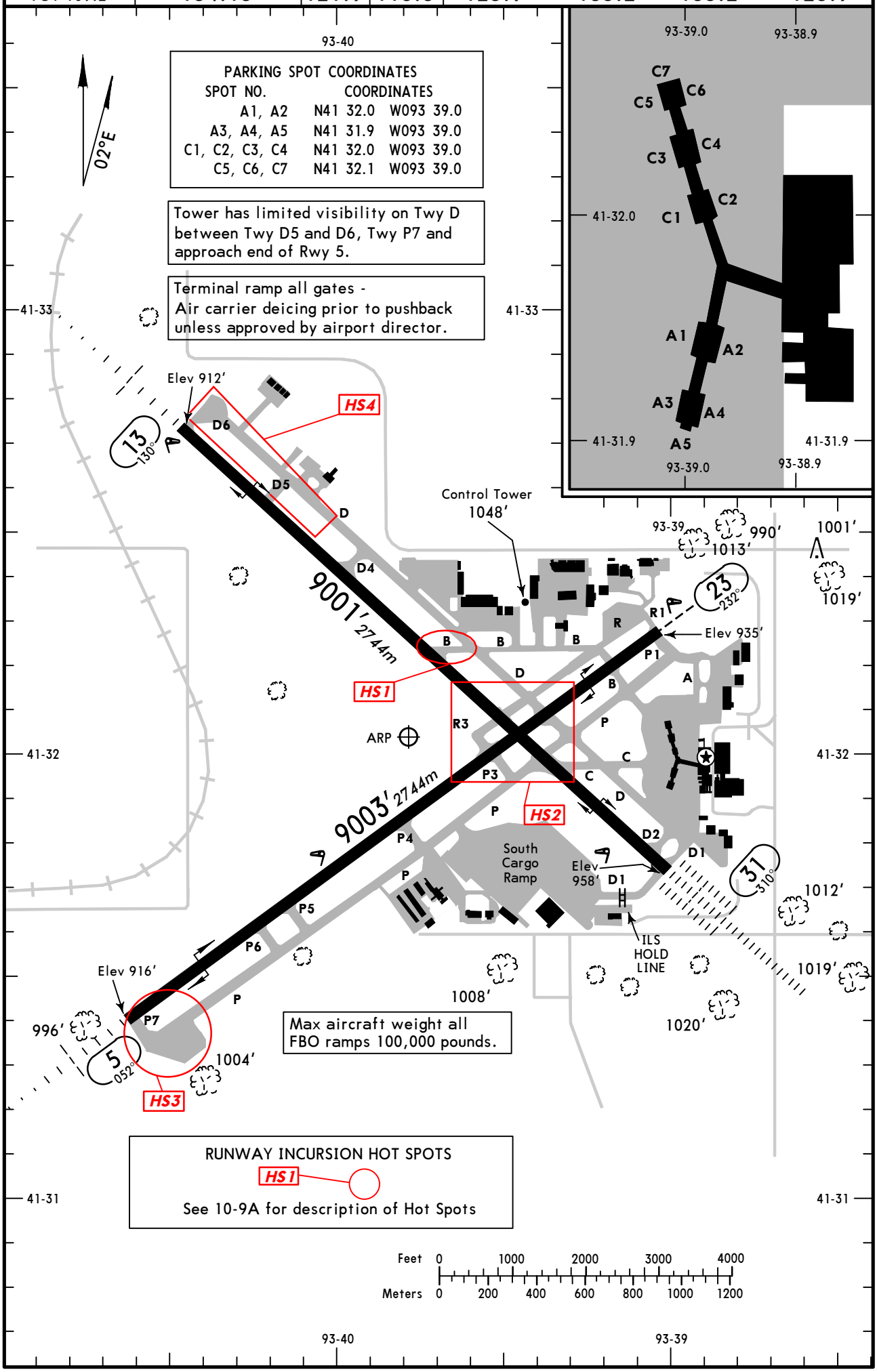
ATIS	DES MOINES Clearance	Ground	Tower	DES MOINES Departure (R) Rwy 13-31 306°-127°	Rwy 13-31 127°-306°	Rwy 5-23 231°-049°	Rwy 5-23 049°-231°
119.55 VOT 109.2	134.15	121.9	118.3	123.9	135.2	135.2	123.9



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GENERAL

Contact ground control on 121.9 prior to pushback on the terminal apron.

During times when the sun is at low angles, i.e. early morning and late evening, hold position markings on east-west taxiways can be difficult to see due to glare.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5	HIRL MALSR PAPI- L (angle 3.00°)	grooved	RVR		8049' *2453m*		150' *46m*
23	HIRL REIL PAPI-L	grooved					
13	HIRL CL MALSR VASI-L	grooved	RVR		8020' *2444m*		150' *46m*
31	HIRL CL ALSF-II TDZ PAPI-L	grooved	RVR		7898' *2407m*		

RUNWAY INCURSION HOT SPOTS

HS1

(For information only, not to be construed as ATC instructions.)

HS1 Westbound traffic on Twy B must remain alert so as to not miss the right turn onto Twy D when taxiing to Rwy 13. Comply with runway HOLD SIGNS, surface painted signs and elevated runway guard lights at the intersection of Twy B and Rwy 13-31.

HS2 Use caution and comply with the signs and markings when taxiing near this complex intersection.

HS3 The approach end of Rwy 5 at Twy P has limited visibility from the tower.

HS4 Iowa Air National Guard complex is located north of Twy D on the northwest part of the airport. Vehicle movement in this area is obstructed from the tower's view. Be vigilant for vehicles while taxiing in this area.

TAKE-OFF

Rwys 13,31

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 5, 23

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

FOR FILING AS ALTERNATE

	ILS Rwy 5 ILS Rwy 13 ILS Rwy 31	LOC Rwy 5 LOC Rwy 13 LOC Rwy 31	Authorized Only When Local Weather Available RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31	VOR DME Rwy 23	Other
A	600-2	800-2	800-2	800-2	NA
B					
C				800-2 1/4	
D				800-2 1/2	

AMEND 10

CHANGES: None.

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KDSM/DSM
DES MOINES INTL

RVR 1200 to 600

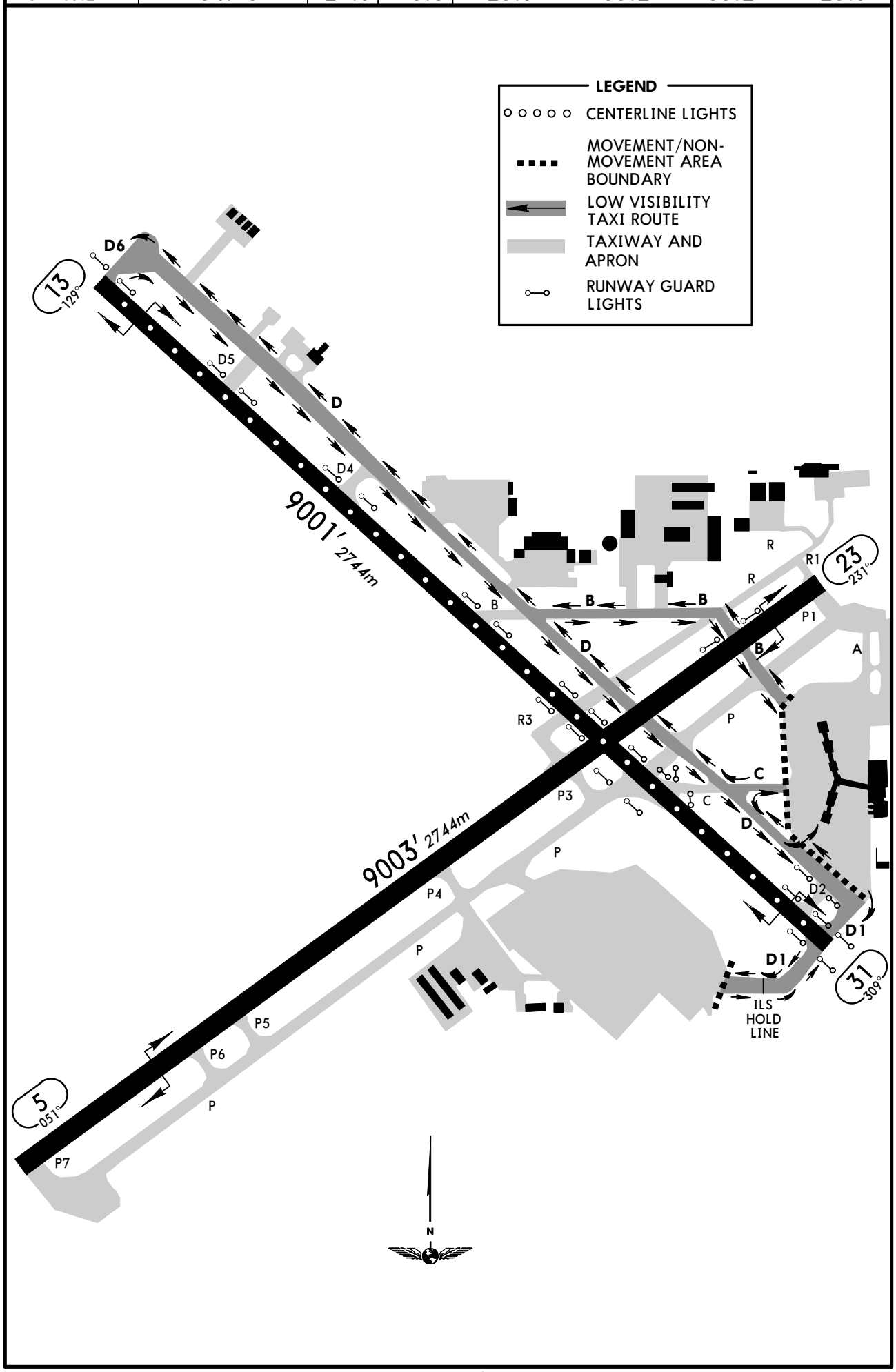
JEPPESEN

31 DEC 04 (10-9B)

SMGCS

DES MOINES, IOWA
LOW VISIBILITY TAXI ROUTES

ATIS	DES MOINES Clearance	Ground	Tower	DES MOINES Departure (R) Rwy 13-31 306°-127°	Rwy 13-31 127°-306°	Rwy 5-23 231°-049°	Rwy 5-23 049°-231°
119.55 VOT 109.2	134.15	121.9	118.3	123.9	135.2	135.2	123.9



CHANGES: Guard lights added, ramp revised.

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BRIEFING STRIP ™

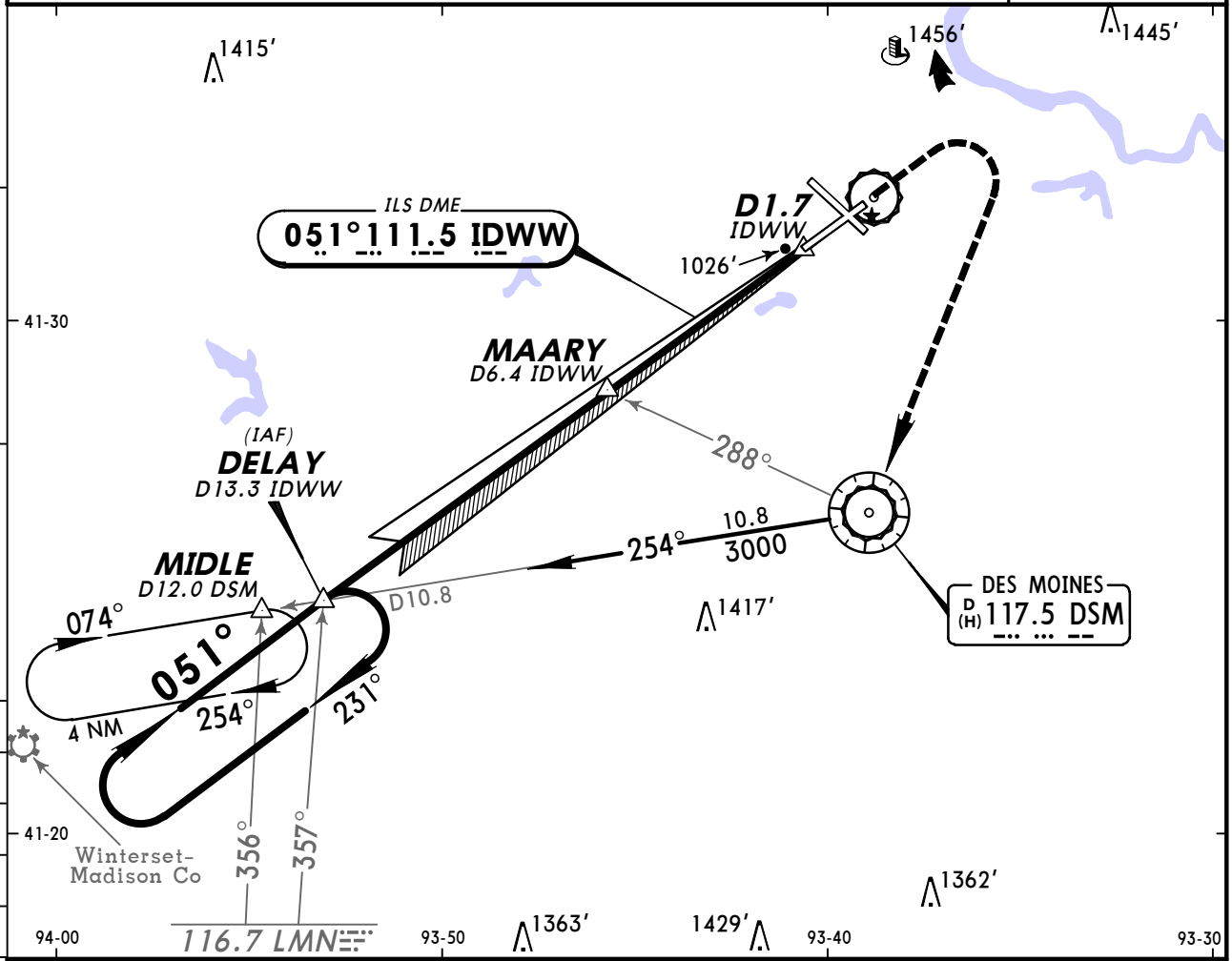
ATIS	DES MOINES Approach (R)	DES MOINES Tower	Ground
119.55	135.2	118.3	121.9

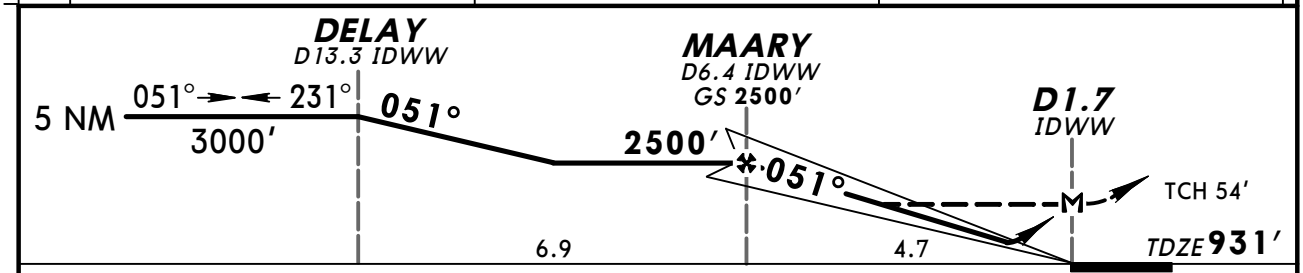
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 958′
IDWW 111.5	051°	MAARY 2500′ (1569′)	1131′ (200′)	TDZE 931′

MISSED APCH: Climb to 1600′, then climbing RIGHT turn to 3000′ direct DSM VOR, then outbound via DSM VOR R-254 to MIDLE INT/D12.0 DSM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

150° 4000′ 240° 2800′
MSA DSM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.7 IDWW or MAARY to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR
PAPI

1600′

3000′ RT

DSM 117.5

STRAIGHT-IN LANDING RWY5

	ILS		LOC (GS out)			CIRCLE-TO-LAND	
	[1] DA(H) 1131′ (200′)		MDA(H) 1360′ (429′)				
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1380′ (422′)-1
B						120	1420′ (462′)-1
C			RVR 40 or ¾	RVR 60 or 1¼		140	1420′ (462′)-1½
D			RVR 50 or 1	1½		165	1520′ (562′)-2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

AMEND OA TERPS

CHANGES: Procedure ident, ILS minimums.

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ATIS	DES MOINES Approach (R)	DES MOINES Tower	Ground
119.55	135.2	118.3	121.9

BRIEFING STRIP™

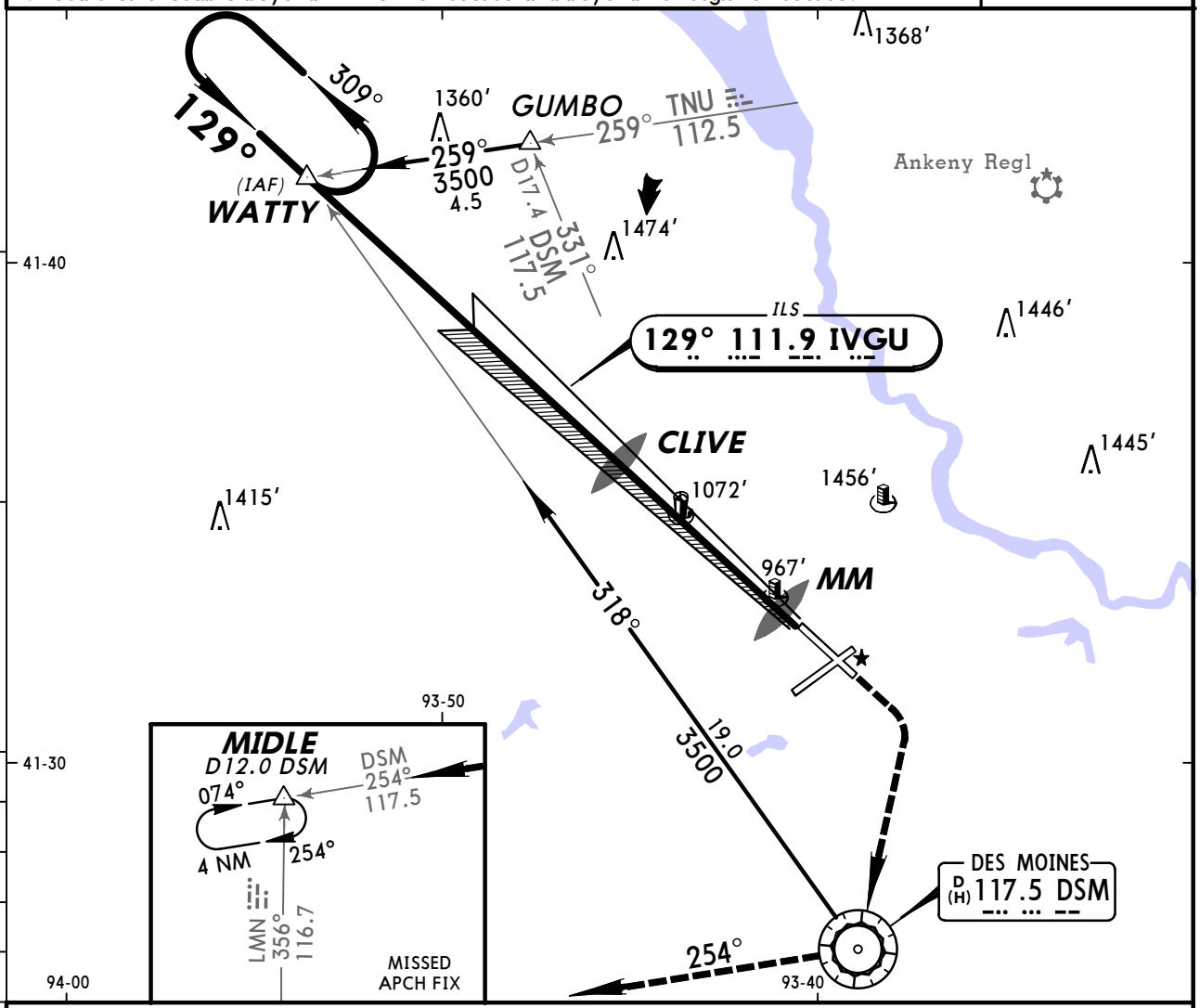
LOC IVGU	Final Apch Crs	GS CLIVE	ILS DA(H)	Apt Elev 958′
111.9	129°	2548′ (1627′)	1121′ (200′)	TDZE 921′

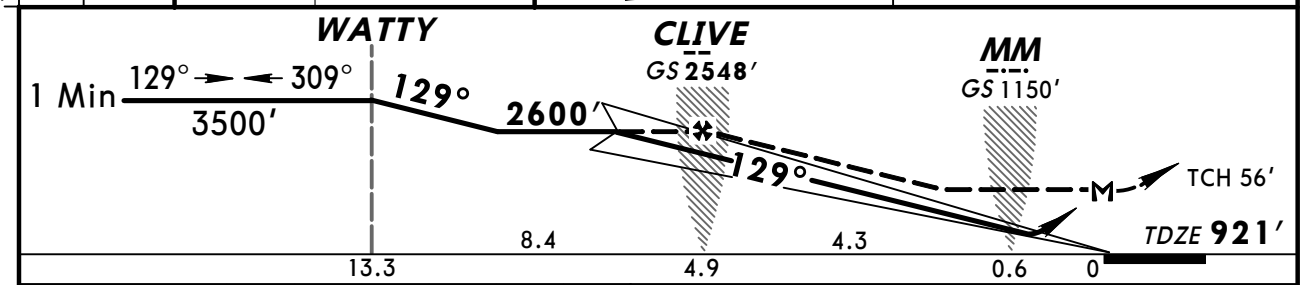
MISSED APCH: Climb to 1600′ then climbing RIGHT turn to 3000′ direct DSM VOR then outbound via DSM VOR R-254 to MIDLE INT/D12.0 DSM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Localizer unusable beyond 11° left of course and beyond 10° right of course.

MSA DSM VOR: 150° 4000′, 240° 2800′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
CLIVE to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR
VASI

1600′ ↑ | 3000′ ↱ RT | D→ | DSM 117.5

STRAIGHT-IN LANDING RWY 13

	ILS DA(H) 1121′ (200′) FULL	ILS DA(H) 1121′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1380′ (459′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D			RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1380′ (422′)-1
120	1420′ (462′)-1
140	1420′ (462′)-1½
165	1520′ (562′)-2

AMEND 9 TERPS

CHANGES: Note added.

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BRIEFING STRIP TM

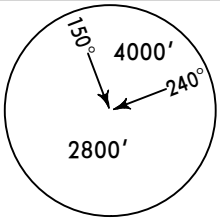
ATIS	DES MOINES Approach (R)	DES MOINES Tower	Ground
119.55	135.2	118.3	121.9

LOC IDSM	Final Apch Crs	GS FOREM	ILS DA(H)	Apt Elev 958′
110.3	310°	2365′ (1407′)	1158′ (200′)	Rwy 31 958′

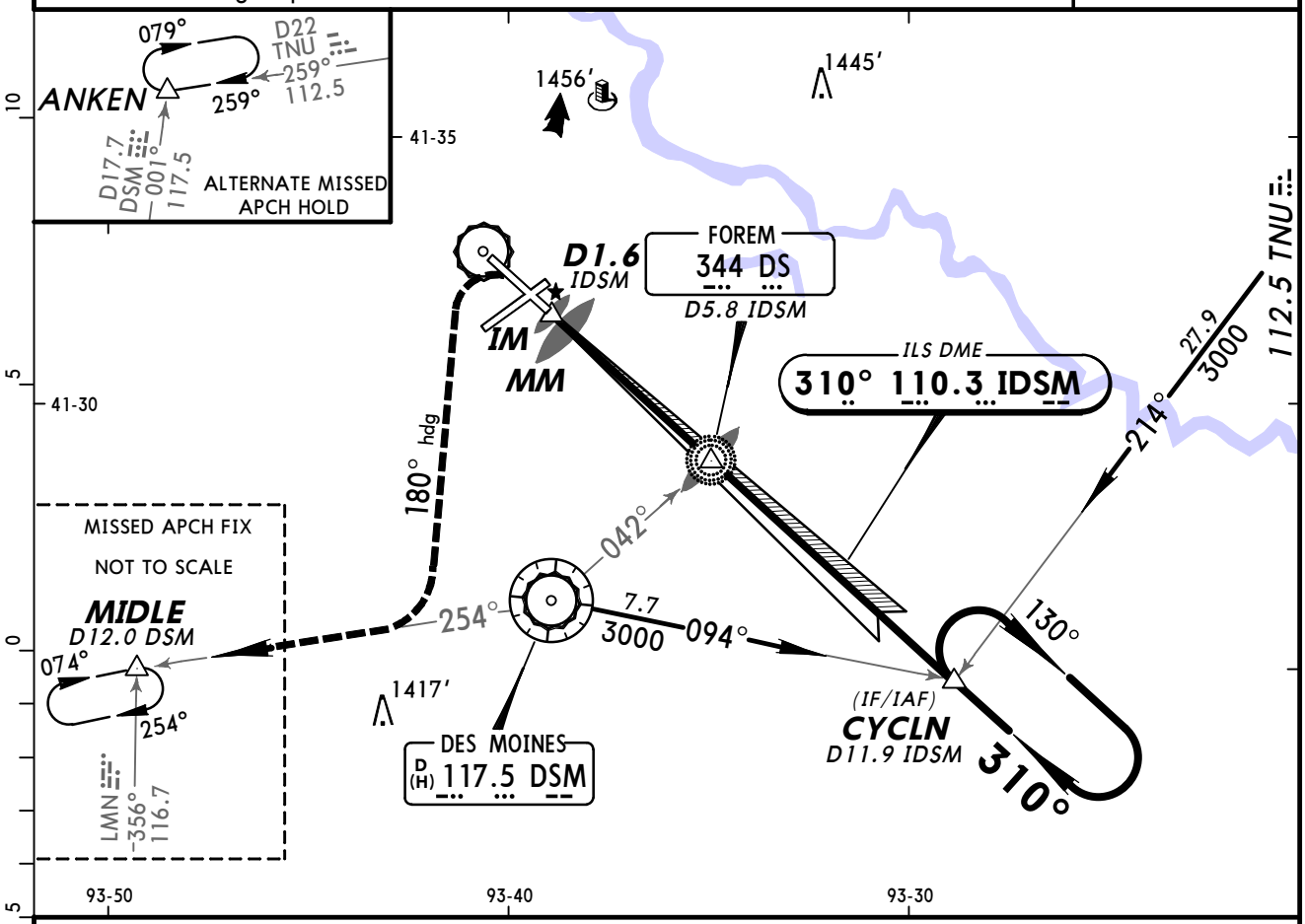
MISSED APCH: Climb to 1600′, then climbing LEFT turn to 3000′ on 180° heading and outbound on DSM VOR R-254 to MIDLE INT/D12.0 DSM and hold.

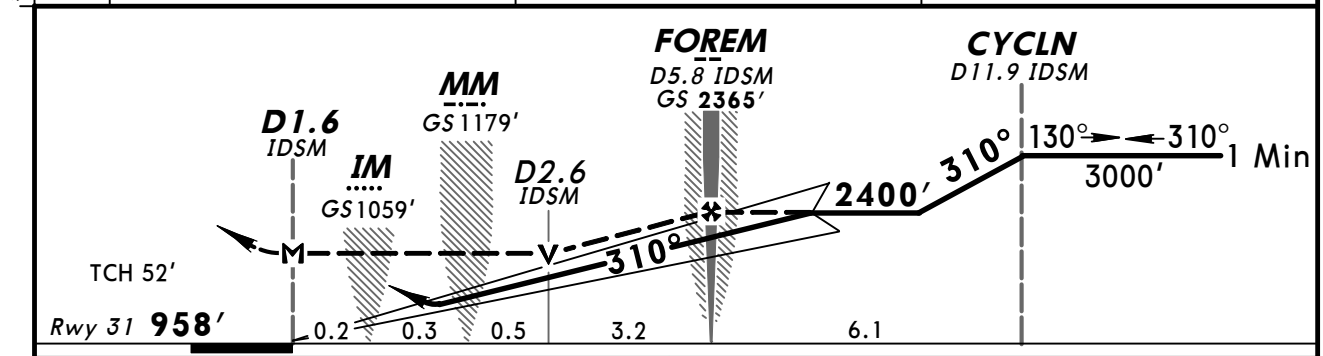
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and ILS glidepath not coincident.



MSA DSM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.6 IDSM or FOREM to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

ALSF-II PAPI 1600′ ↑ 3000′ LT on 180° hdg and DSM 117.5 R-254 MIDLE

STRAIGHT-IN LANDING RWY 31

	ILS DA(H) 1158′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1320′ (362′)	ALS out
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 35 or 5/8	
D					

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1380′ (422′) -1
120	1420′ (462′) -1
140	1420′ (462′) -1 1/2
165	1520′ (562′) -2

TERPS AMEND 23 25 AUG 2011

CHANGES: Apt and threshold elev, notes, altn missed apch hold, VDP, mims.

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BRIEFING STRIP ™

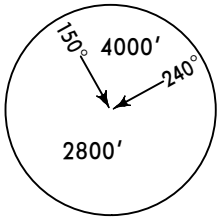
ATIS	DES MOINES Approach (R)	DES MOINES Tower	Ground
119.55	135.2	118.3	121.9

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IDSM 110.3	310°	FOREM 2365′ (1407′)	NA	Refer to Minimums		RA 101′ DA(H) 1058′(100′)	958′ Rwy 31 958′

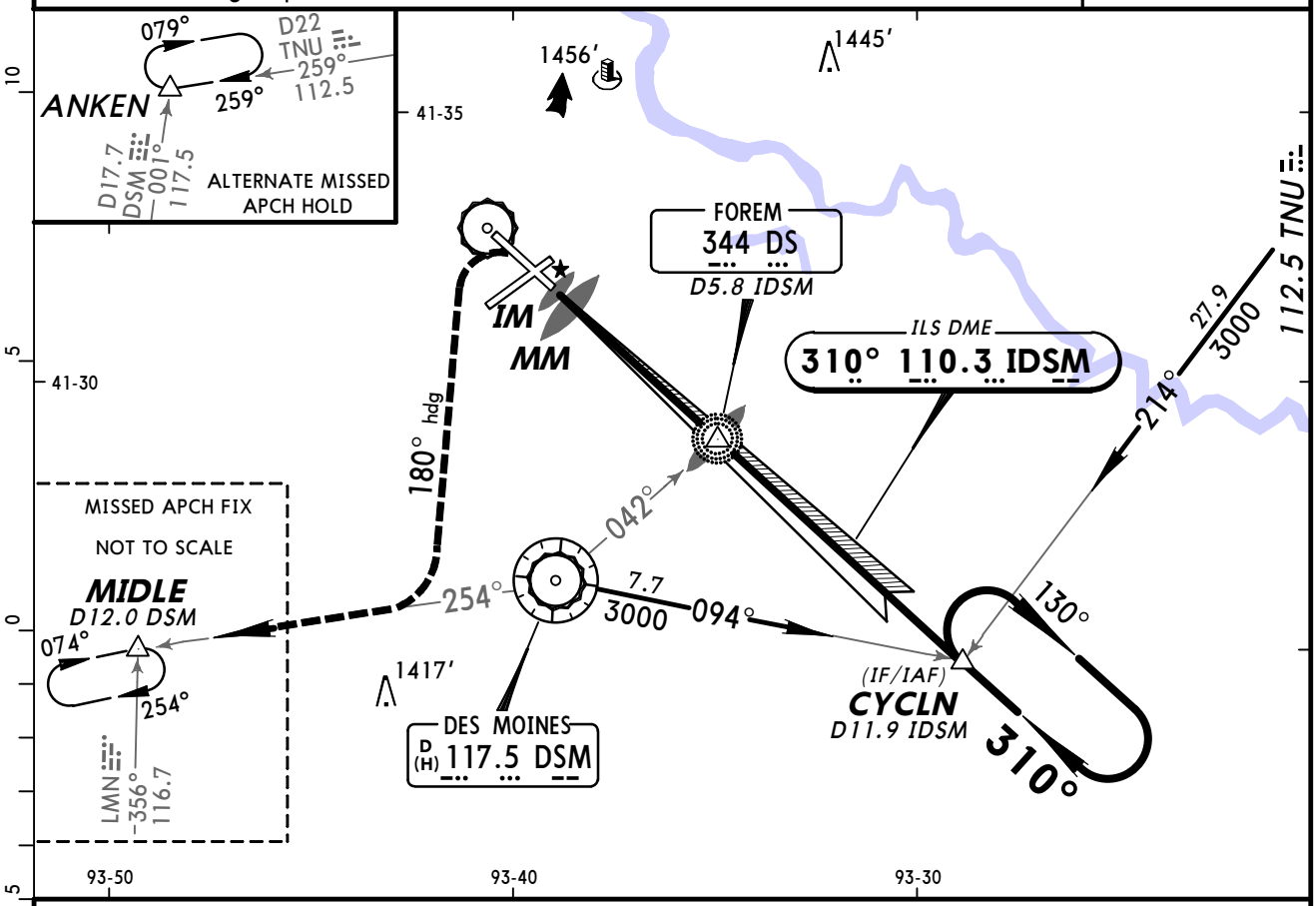
MISSED APCH: Climb to 1600′, then climbing LEFT turn to 3000′ on 180° heading and outbound on DSM VOR R-254 to MIDLE INT/ D12.0 DSM and hold.

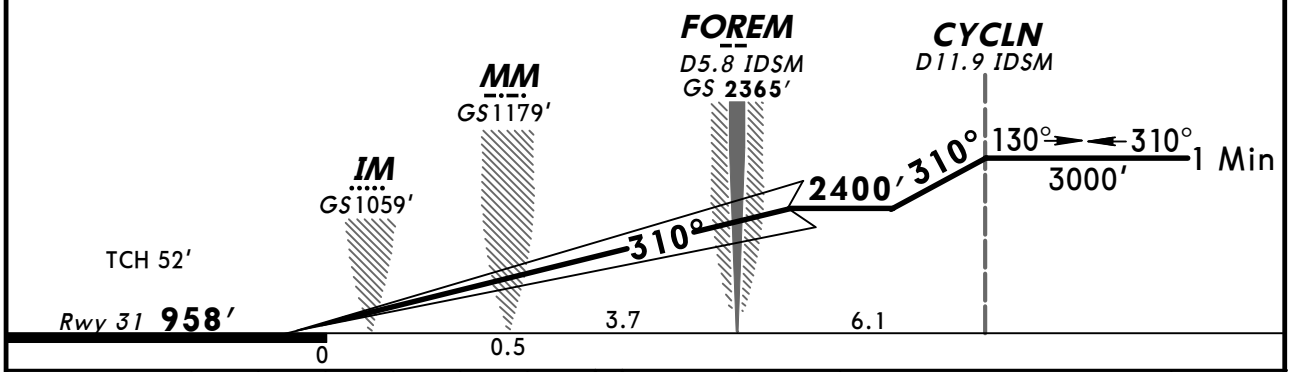
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Special Aircrew & Aircraft Certification Required.**
2. VGSI and ILS glidepath not coincident.



MSA DSM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI 1600′ 3000′ LT on 180° hdg and DSM 117.5 R-254 MIDLE

STRAIGHT-IN LANDING RWY 31

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101′ DA(H) 1058′(100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 23 25 AUG 2011

CHANGES: Apt and threshold elev, notes, alternate missed approach hold added.

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KDSM/DSM
DES MOINES INTL

JEPPESEN

6 MAR 09 (12-1) **Eff 12 Mar**

DES MOINES, IOWA
RNAV (GPS) Rwy 5

ATIS	DES MOINES Approach (R)	DES MOINES Tower	Ground
119.55	135.2	118.3	121.9

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 958′
Ch 69202 W-05A	**051°**	MAARY **2500′**(1569′)	**1188′**(257′)	TDZE **931′**

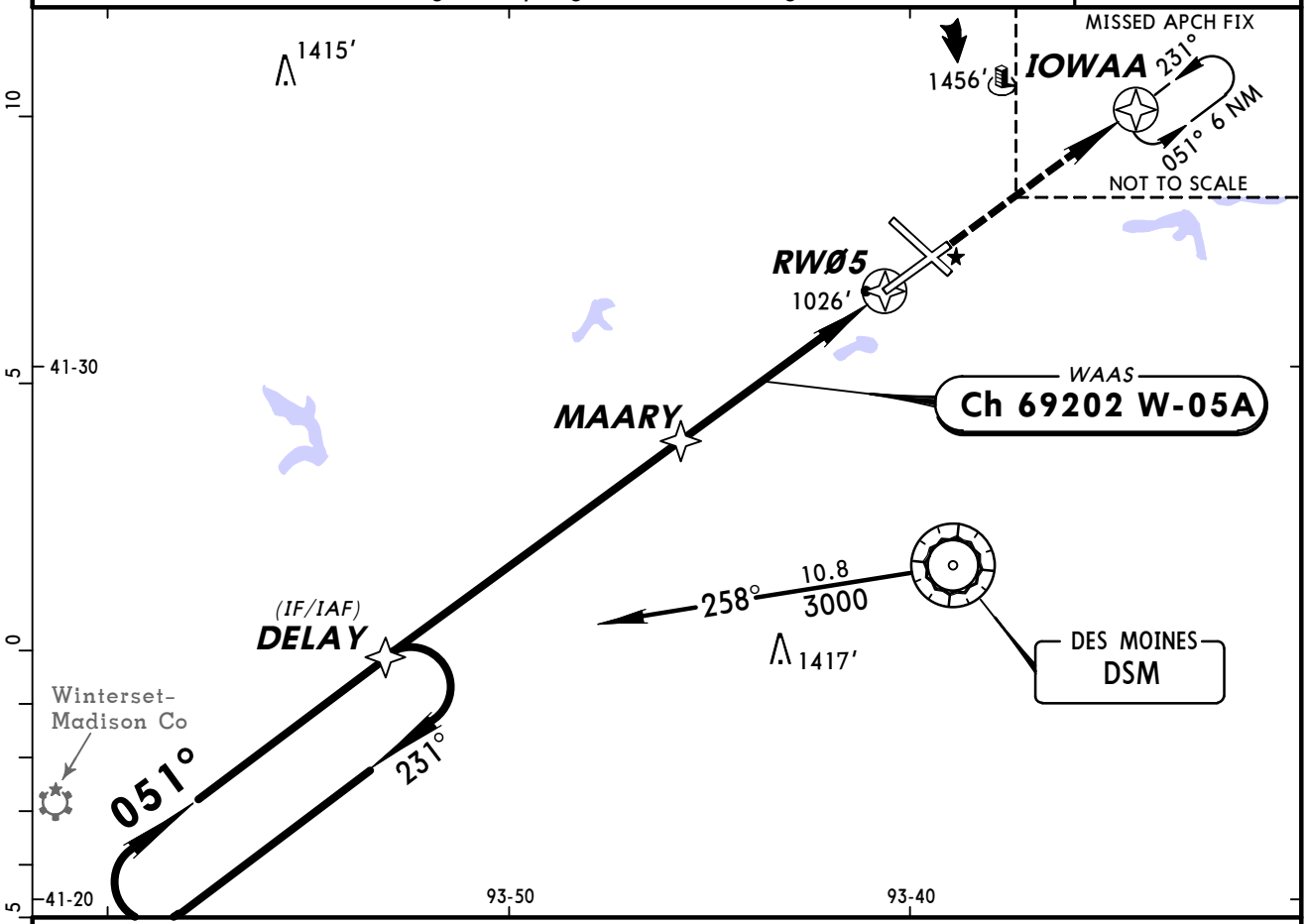
MISSED APCH: Climb to 3100′ direct IOWAA and hold.

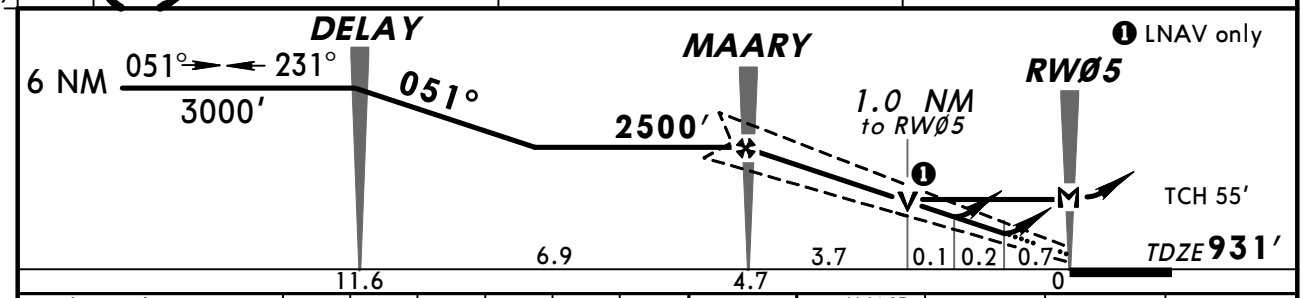
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ankeny Regl altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (116°F). 4. Baro-VNAV and VDP not authorized when using Ankeny Regl altimeter setting.

4000′

MSA RWØ5





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

MALSR PAPI 3100′ IOWAA

STRAIGHT-IN LANDING RWY5

	1 LPV DA(H) 1188′(257′)		2 LNAV/VNAV DA(H) 1276′(345′)		3 LNAV MDA(H) 1280′(349′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D			RVR 40 or ¾		RVR 50 or 1	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Ankeny Regl Altimeter Setting MDA(H)
90	1380′(422′)-1	1420′(462′)-1
120	1420′(462′)-1	1460′(502′)-1
140	1420′(462′)-1½	1460′(502′)-1½
165	1520′(562′)-2	1560′(602′)-2

TERPS AMEND 1

1 DA(H) 1228′(297′) with Ankeny Regl altimeter setting.
2 DA(H) 1316′(385′) with Ankeny Regl altimeter setting.
3 MDA(H) 1320′(389′) with Ankeny Regl altimeter setting.

CHANGES: Secondary airport, charted obstructions.

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ATIS	DES MOINES Approach (R)	DES MOINES Tower	Ground
119.55	135.2	118.3	121.9

BRIEFING STRIP™

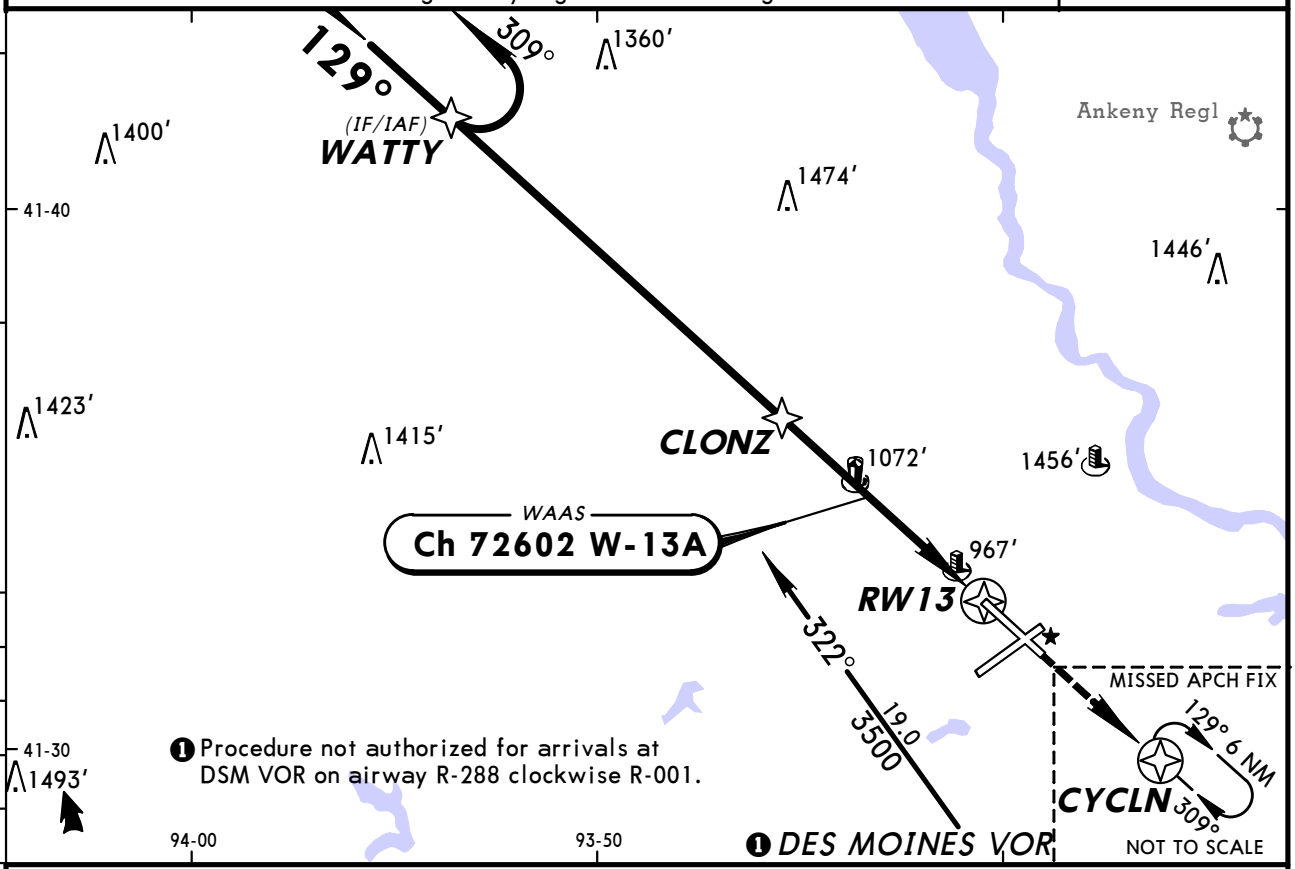
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 958′
Ch 72602 W-13A	129°	CLONZ 2600′(1679′)	1171′(250′)	TDZE 921′

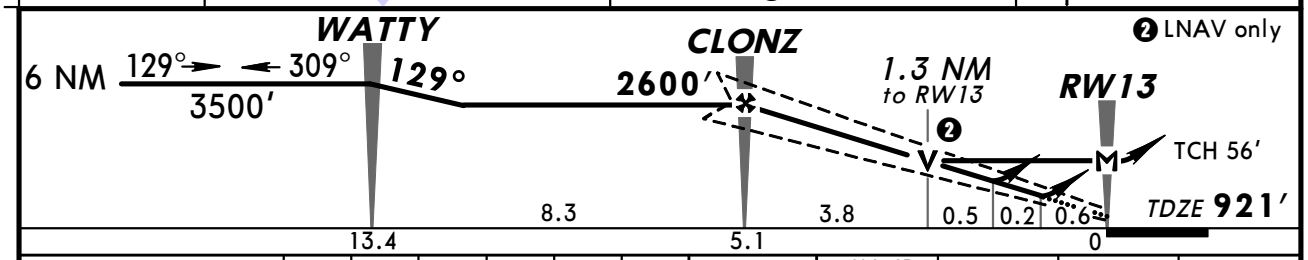
MISSED APCH: Climb to 3000′direct CYCLN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ankeny Regl altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (116°F). 4. VDP and Baro-VNAV not authorized when using Ankeny Regl altimeter setting.

4000′
MSA RW13





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

MALSR
VASI
3000′
CYCLN

STRAIGHT-IN LANDING RWY 13
With Local Altimeter Setting

	LPV DA(H)1171′(250′)		LNAV/VNAV DA(H)1242′(321′)			LNAV MDA(H)1380′(459′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B								
C						RVR 40 or ¾	RVR 60 or 1¼	
D			RVR 40 or ¾	RVR 50 or 1		RVR 50 or 1	1½	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1380′(422′)-1
120	1420′(462′)-1
140	1420′(462′)-1½
165	1520′(562′)-2

With Ankeny Regl Altimeter Setting

	DA(H)1211′(290′)		DA(H)1282′(361′)		MDA(H)1420′(499′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

With Ankeny Regl Altimeter Setting

Max Kts	MDA(H)
90	1420′(462′)-1
120	1460′(502′)-1
140	1460′(502′)-1½
165	1560′(602′)-2

AMEND 1A
TERPS

CHANGES: Minimums, charted obstructions.

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BRIEFING STRIP™

ATIS	DES MOINES Approach (R)	DES MOINES Tower	Ground
119.55	135.2	118.3	121.9

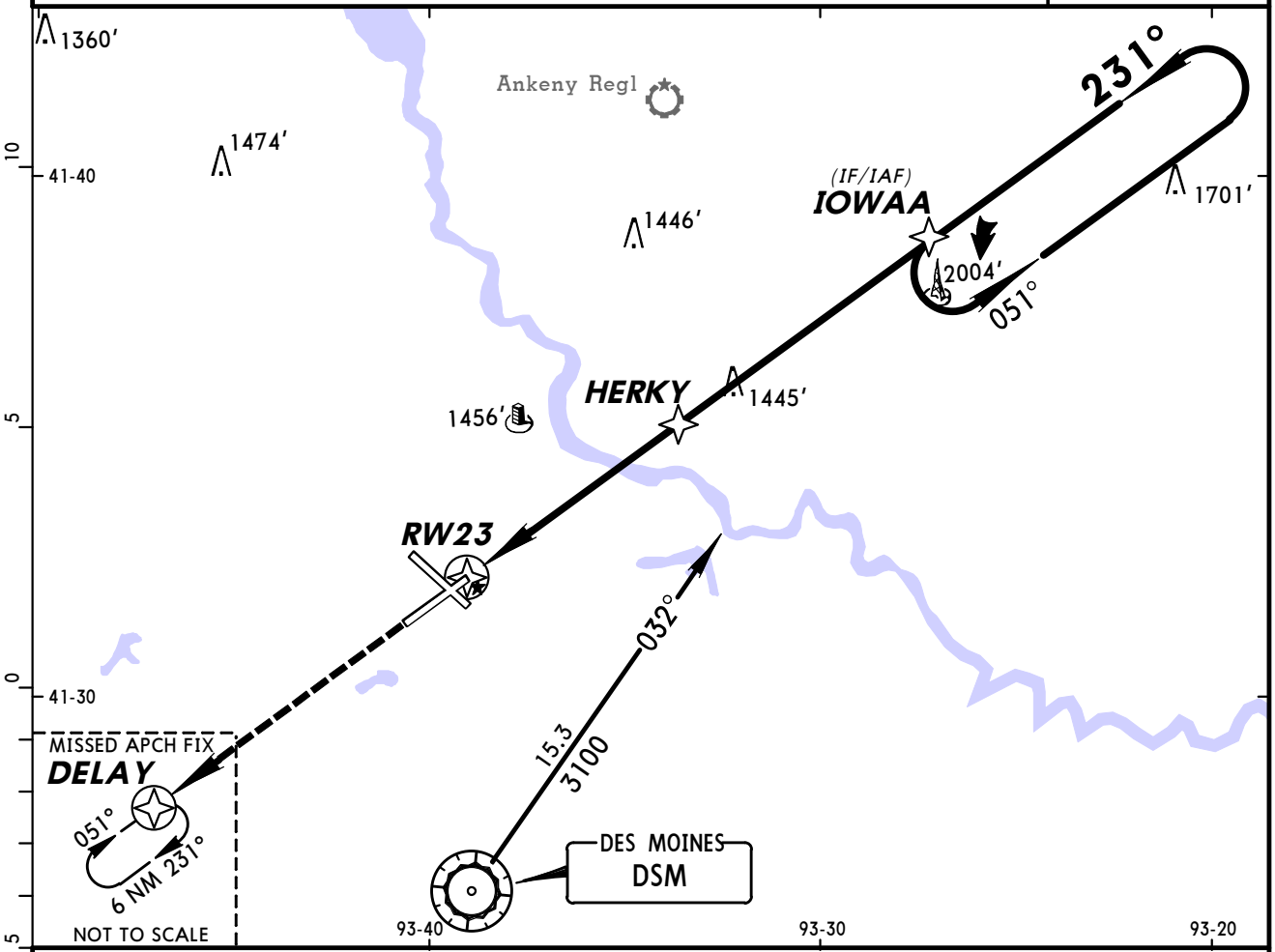
RNAV	Final Apch Crs	Minimum Alt HERKY	LNAV MDA(H)	Apt Elev 958′
	231°	2600′ (1661′)	1540′ (601′)	TDZE 939′

MISSED APCH: Climb to 3000′ direct DELAY and hold.

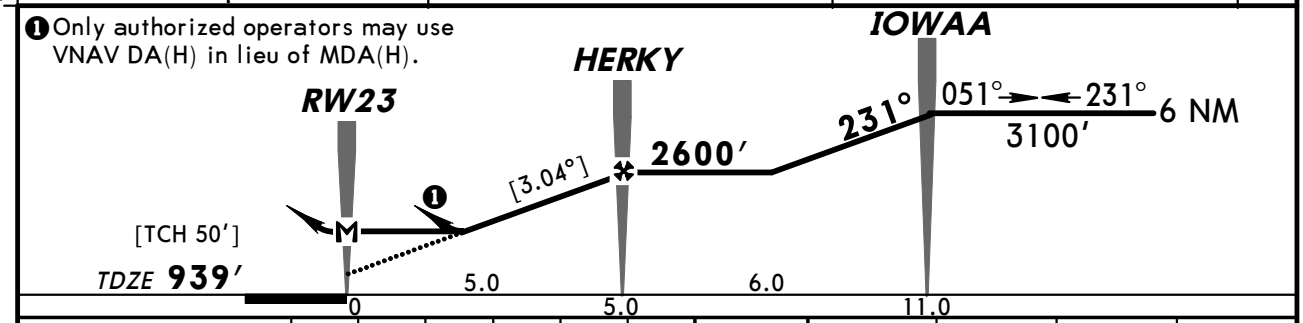
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. When VGSI inop procedure not authorized at night. 4. VGSI and descent angle not coincident.

4000′
MSA RW23



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW23						

REIL
PAPI-L
3000′
D
DELAY

STRAIGHT-IN LANDING RWY 23 LNAV MDA(H) 1540′ (601′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1	90	1540′ (582′)-1
B		120	
C	1¾	140	1540′ (582′)- 1¾
D	2	165	1540′ (582′)- 2

TERPS AMEND OA

CHANGES: Charted obstructions.

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ATIS	DES MOINES Approach (R)	DES MOINES Tower	Ground
119.55	135.2	118.3	121.9

BRIEFING STRIP™

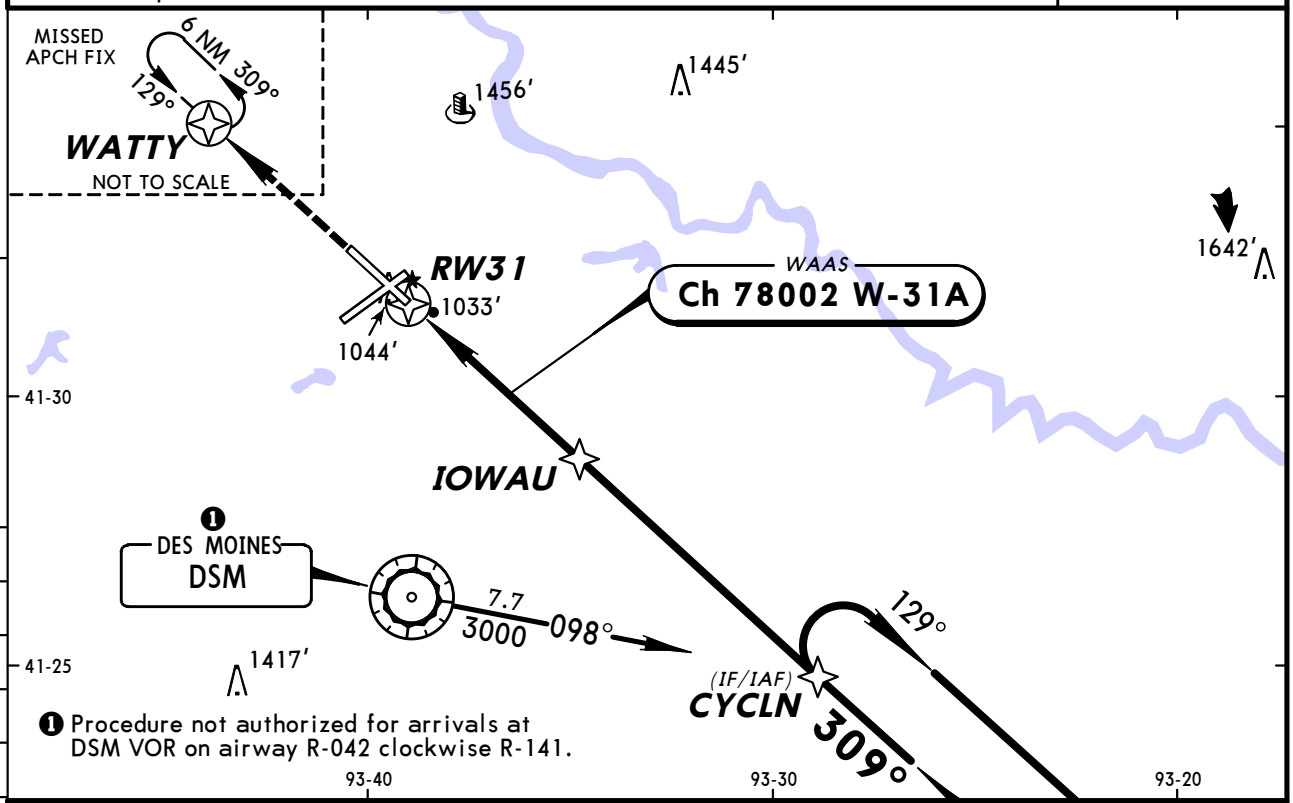
WAAS	Final Apch Crs	Minimum Alt IOWAU	LPV DA(H) (CONDITIONAL)	Apt Elev 958′
Ch 78002 W-31A	309°	2400′ (1442′)	1208′(250′)	TDZE 958′

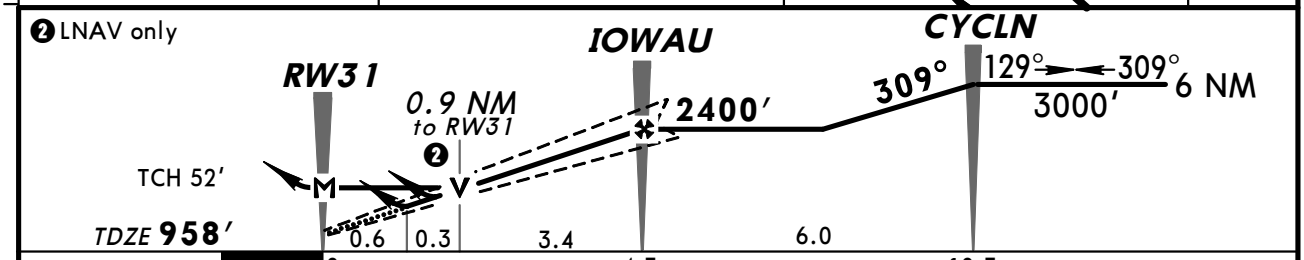
MISSED APCH: Climb to 3500′ direct WATTY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ankeny Regl altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 46°C (114°F). 4. VDP and Baro-VNAV not authorized when using Ankeny Regl altimeter setting. 5. VGSI and RNAV Glidepath not coincident.

4000′
MSA RW31





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

ALSF-II
PAPI
3500′
WATTY

STRAIGHT-IN LANDING RWY 31
With Local Altimeter Setting

	LPV DA(H) 1208′(250′) ALS out		LNAV/VNAV DA(H) 1299′(341′) ALS out		LNAV MDA(H) 1300′(342′) ALS out	
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C						
D					RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1380′(422′)-1
120	1420′(462′)-1
140	1420′(462′)-1½
165	1520′(562′)-2

With Ankeny Regl Altimeter Setting

	DA(H) 1248′(290′) ALS out		DA(H) 1339′(381′) ALS out		MDA(H) 1340′(382′) ALS out	
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C						
D					RVR 50 or 1	RVR 60 or 1¼

With Ankeny Regl Altimeter Setting

Max Kts	MDA(H)
90	1420′(462′)-1
120	1460′(502′)-1
140	1460′(502′)-1½
165	1560′(602′)-2

AMEND 1A TERPS

CHANGES: Minimums, note, charted obstructions.

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BRIEFING STRIP™

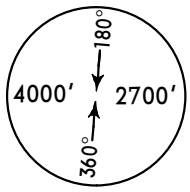
ATIS	DES MOINES Approach (R)	DES MOINES Tower	Ground
119.55	135.2	118.3	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 958′
TNU 112.5	236°	DIPPO 2700′ (1761′)	1720′ (781′)	TDZE 939′

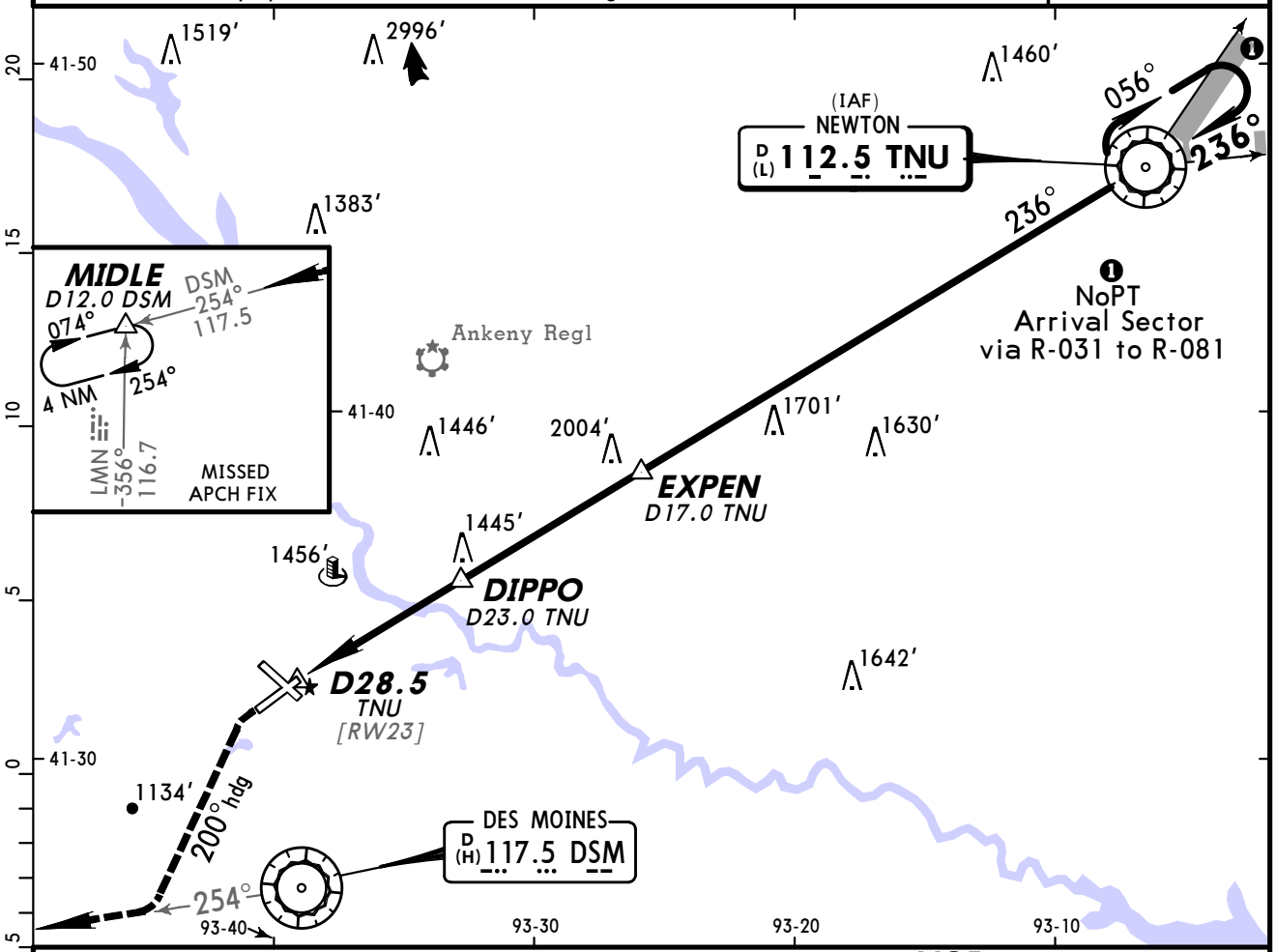
MISSED APCH: Climb to 2000′, then climbing LEFT turn to 3000′ via 200° heading and outbound on DSM VOR R-254 to MIDLE INT/D12.0 DSM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

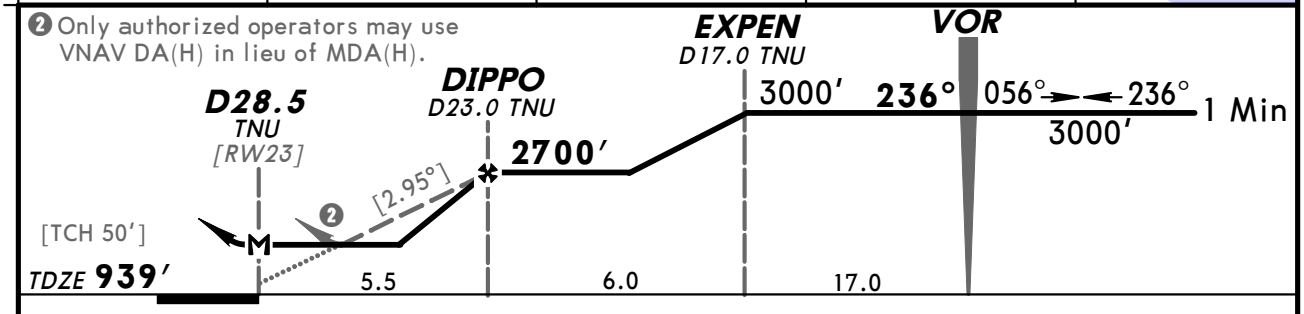
1. When VGSI inop, procedure not authorized at night.



MSA TNU VOR within 30 NM



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.95°]	365	470	522	626	731	835
MAP at D28.5 TNU						

REIL
PAPI-L

2000′

3000′ LT via 200° hdg and DSM 117.5 R-254

STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND	
MDA(H) 1720′ (781′)		Max Kts	MDA(H)
A	1	90	1720′ (762′)-1
B	1¼	120	1720′ (762′)-1¼
C	2¼	140	1720′ (762′)-2¼
D	2½	165	1720′ (762′)-2½

AMENDO TERPS

CHANGES: Apt elevation, reverse side NDB Rwy 31 cancelled.

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General Information

Location: FT Dodge IA USA
IATA Code: FOD
Lat/Long: N42° 33.1' W094° 11.5'
Elevation: 1157 ft

Airport Use: Public
Magnetic Variation: 1.6°E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 843 ft AGL

Sunrise: 1256 Z
Sunset: 0003 Z,

Runway Information

Runway: 06
Length x Width: 6547 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1107 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1131 ft

Runway: 12
Length x Width: 5301 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1128 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 24
Length x Width: 6547 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1156 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30
Length x Width: 5301 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1142 ft
Lighting: Edge, REIL, Pilot controlled

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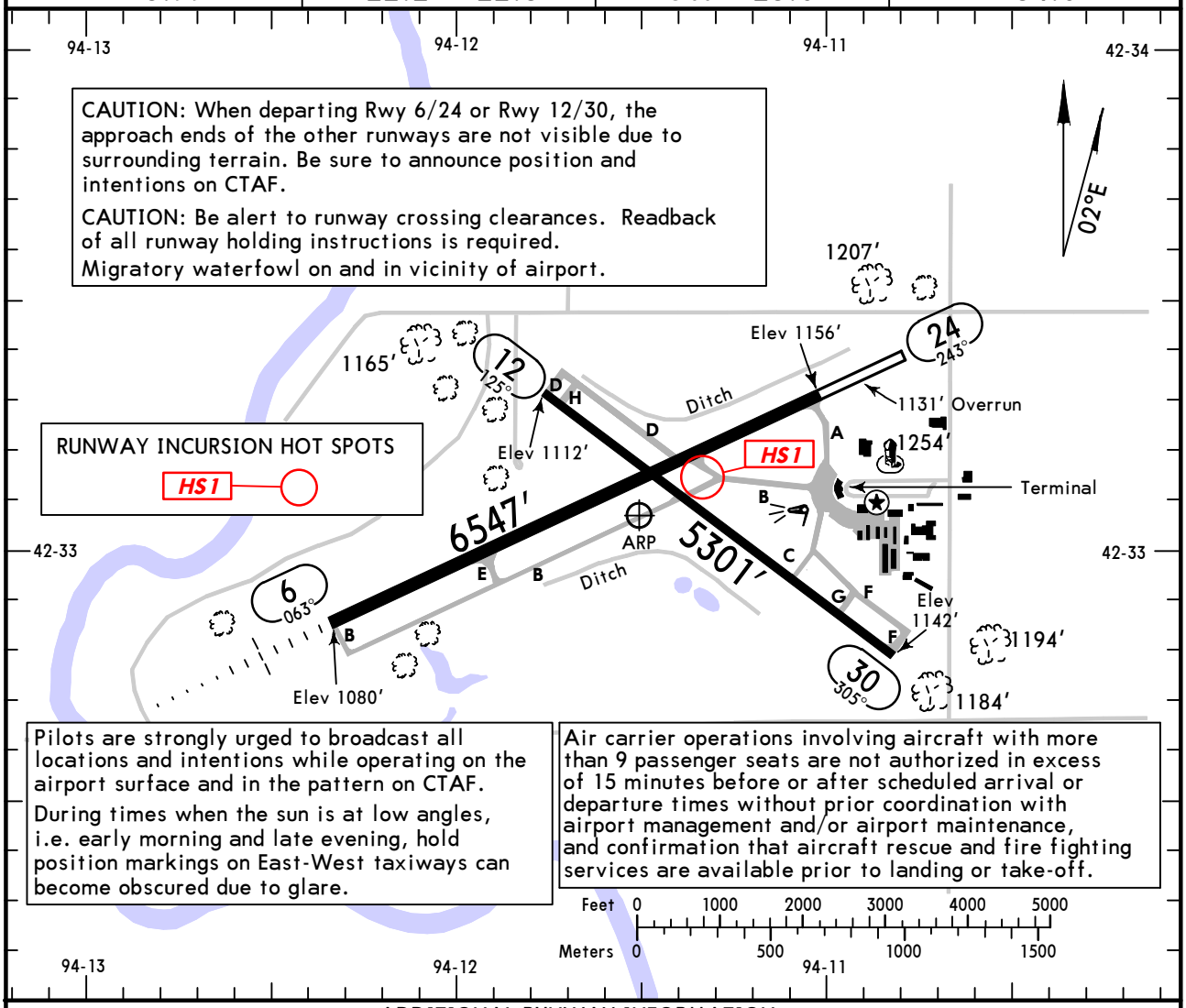
Communication Information

AWOS 118.775
FT Dodge Regl Unicom 123.0 CTAF PCL
FT Dodge Flight Service Station 122.3
FT Dodge Flight Service Station 122.2
Minneapolis Center 134.0 Remote Communications Air-Ground

AWOS-3	FT DODGE Radio	FT DODGE REGL UNICOM	MINNEAPOLIS Center
118.77	122.2 122.3	CTAF 123.0	134.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
6 ❶ 24	❷ HIRL ❷ MALSR ❷ PAPI-L (angle 3.0°)		5648′		150′
	❷ HIRL ❷ REIL ❷ VASI-L (angle 3.0°)				
12 30	❷ MIRL ❷ REIL ❷ VASI-L (angle 3.0°)				100′
	❷ MIRL ❷ REIL ❷ PAPI-L (angle 3.0°)				

❶ Calm wind runway.
❷ Activate on 123.0.

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 Westbound traffic on Taxiway Bravo must remain alert at the intersection where Taxiway Bravo splits with Taxiway Delta. Holding position markings for Runways 6/24 and 12/30 are immediately after the taxiway split.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	VOR Rwy 12 VOR DME Rwy 30 RNAV (GPS) Rwy 6	RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 24 RNAV (GPS) Rwy 30	Other
A B C D	800-2		NA

OBSTACLE DP: Rwy 24, climb heading 243° to 1700′ before turning south.

AMEND 1

CHANGES: Airport revised.

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KFOD/FOD
FT DODGE REGL

JEPPESEN

28 MAY 10 (11-1) Eff 3 Jun

FT DODGE, IOWA
ILS or LOC Rwy 6

BRIEFING STRIP ™

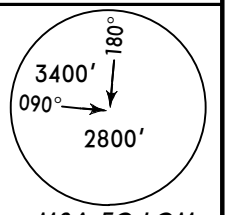
AWOS-3	MINNEAPOLIS Center	FT DODGE Radio	FT DODGE REGL UNICOM
118.77	134.0	122.2 122.3	CTAF 123.0

LOC IFOD	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 1156′
109.1	063°	2702′ (1595′)	1307′ (200′)	TDZE 1107′

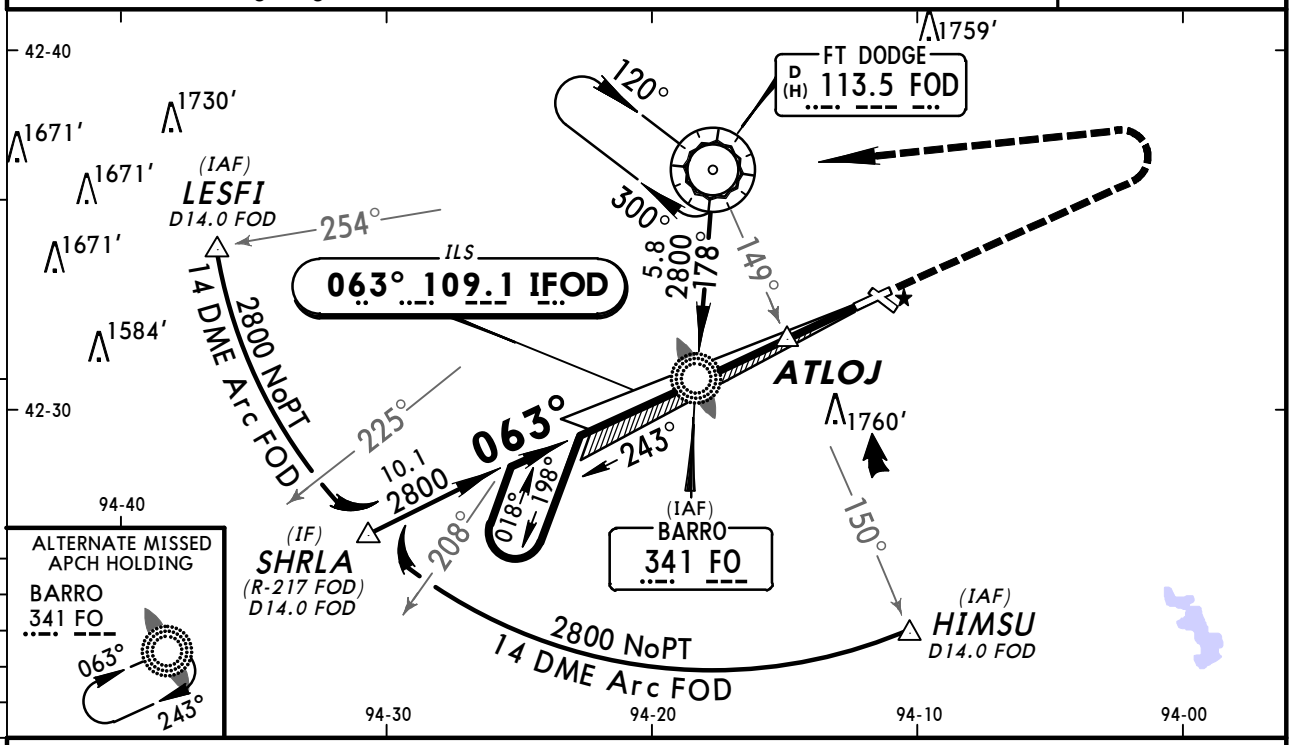
MISSED APCH: Climb to 2800′ then LEFT turn direct FOD VOR and hold.

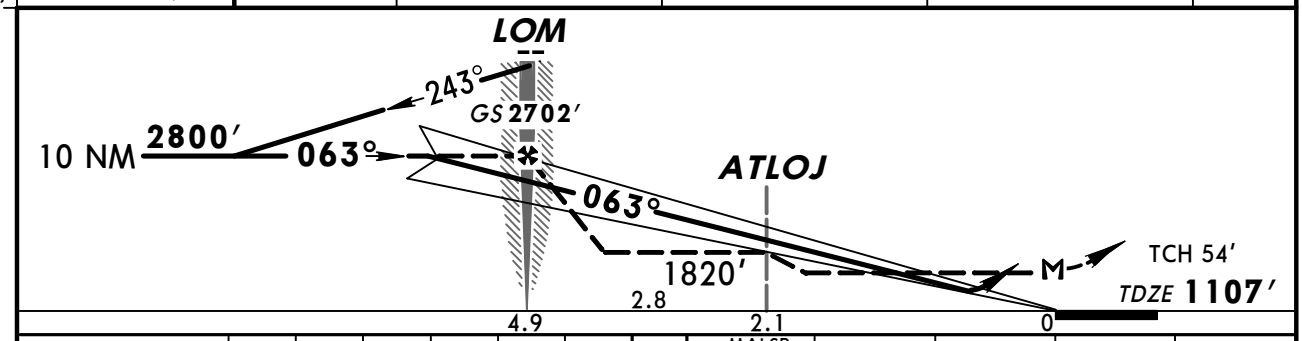
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Webster City altimeter setting.
2. Pilot controlled lighting 123.0.



MSA FO LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
LOM to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR PAPI 2800′ LT FOD 113.5

STRAIGHT-IN LANDING RWY 6

ILS

	FULL	RAIL or ALS out
DA(H) 1307′(200′)		
A	1/2	3/4
B		
C		
D		

LOC (GS out)

	1 With ATLOJ			Without ATLOJ		
		RAIL out	ALS out		RAIL out	ALS out
With Local Altimeter Setting						
MDA(H) 1400′(293′) / MDA(H) 1820′(713′)	1/2	3/4	1	1/2	3/4	1
C				1 1/2	2	
D	3/4	1		1 3/4	2 1/4	
With Webster City Altimeter Setting						
MDA(H) 1460′(353′) / MDA(H) 1880′(773′)	1/2	3/4	1	1/2	3/4	1
B				3/4	1 1/4	
C				1 3/4	2 1/4	
D	3/4	1 1/4		2	2 1/2	

2 CIRCLE-TO-LAND

Max Kts	1 With ATLOJ MDA(H)	Without ATLOJ MDA(H)
With Local Altimeter Setting		
90	1560′(404′)-1	1820′(664′)-1
120	1620′(464′)-1	
140	1620′(464′)-1 1/2	1820′(664′)-2
165	1720′(564′)-2	1820′(664′)-2 1/4
With Webster City Altimeter Setting		
90	1620′(464′)-1	1880′(724′)-1
120	1680′(524′)-1	1880′(724′)-1 1/4
140	1680′(524′)-1 1/2	1880′(724′)-2 1/4
165	1780′(624′)-2	1880′(724′)-2 1/2

1 Dual VOR receivers required. **2** When VGSI inop, circling Rwy 24 not authorized at night.

TERPS AMEND 7A 3 JUN 2010

CHANGES: Middle marker removed, minimums.

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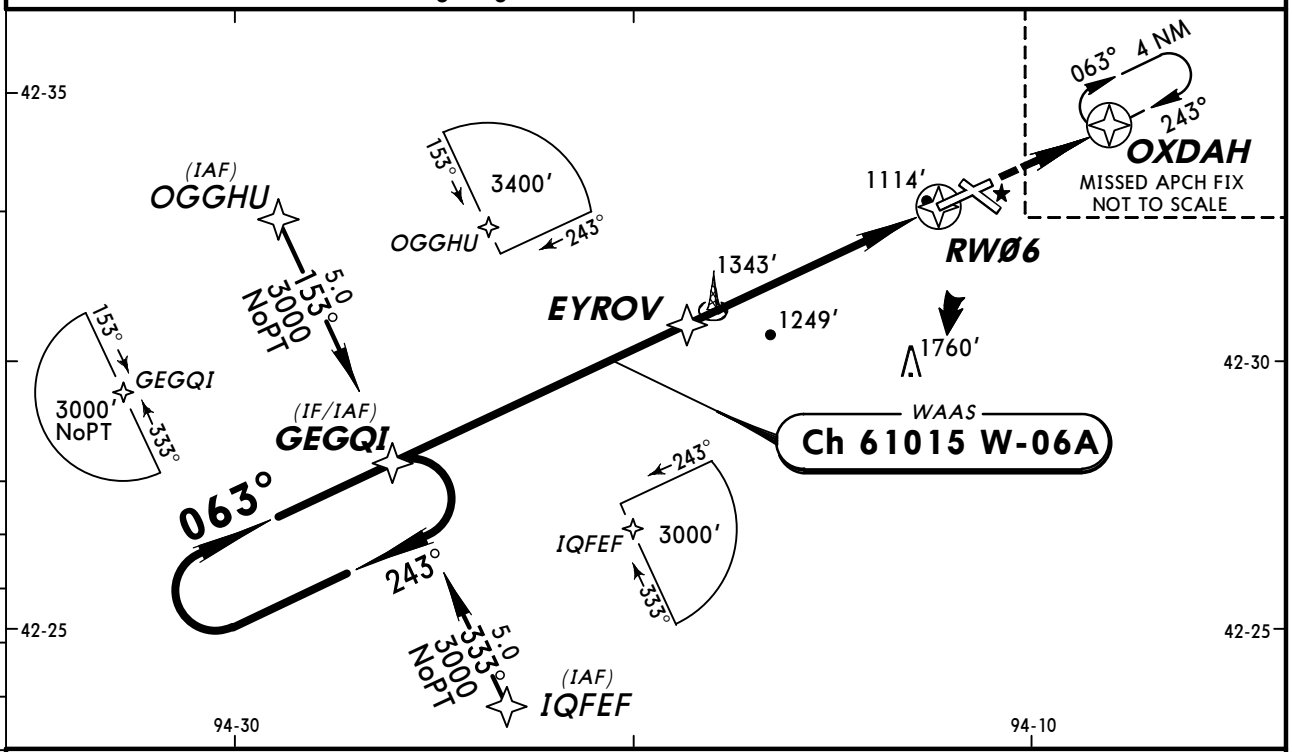
AWOS-3	MINNEAPOLIS Center	FT DODGE Radio		FT DODGE REGL UNICOM
118.77	134.0	122.2	122.3	CTAF 123.0

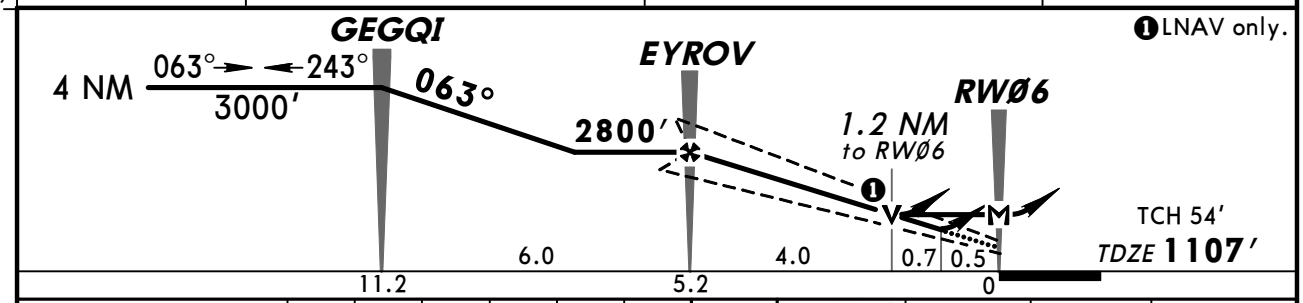
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1156′	TAA 30 NM IAF
Ch 61015 W-06A	063°	EYROV 2800′ (1693′)	1307′ (200′)	TDZE 1107′	

MISSED APCH: Climb to 3000′ direct OXDAH and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Webster City altimeter setting. 2. Baro-VNAV and VDP not authorized when using Webster City altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 123.0.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6						

MALSR PAPI 3000′ OXDAH

STRAIGHT-IN LANDING RWY 6
With Local Altimeter Setting

	LPV DA(H) 1307′ (200′)		LNAV/VNAV DA(H) 1525′ (418′)		LNAV MDA(H) 1500′ (393′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	3/4	1	1 1/2	1/2	3/4	1
B							
C							
D					1	1 1/4	

1 CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1560′ (404′)-1
120	1620′ (464′)-1
140	1620′ (464′)-1 1/2
165	1720′ (564′)-2

With Webster City Altimeter Setting

	LPV DA(H) 1349′ (242′)		LNAV/VNAV DA(H) 1567′ (460′)		LNAV MDA(H) 1560′ (453′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1	1 1/4	1 3/4	1/2	3/4	1
B							
C					3/4	1 1/4	
D					1 1/4	1 1/2	

With Webster City Altimeter Setting

Max Kts	MDA(H)
90	1620′ (464′)-1
120	1680′ (524′)-1
140	1680′ (524′)-1 1/2
165	1780′ (624′)-2

1 When VGSI inop, circling Rwy 24 not authorized at night.

BRIEFING STRIP ™

TERPS AMEND 1 17 DEC 2009

CHANGES: UNICOM frequency.

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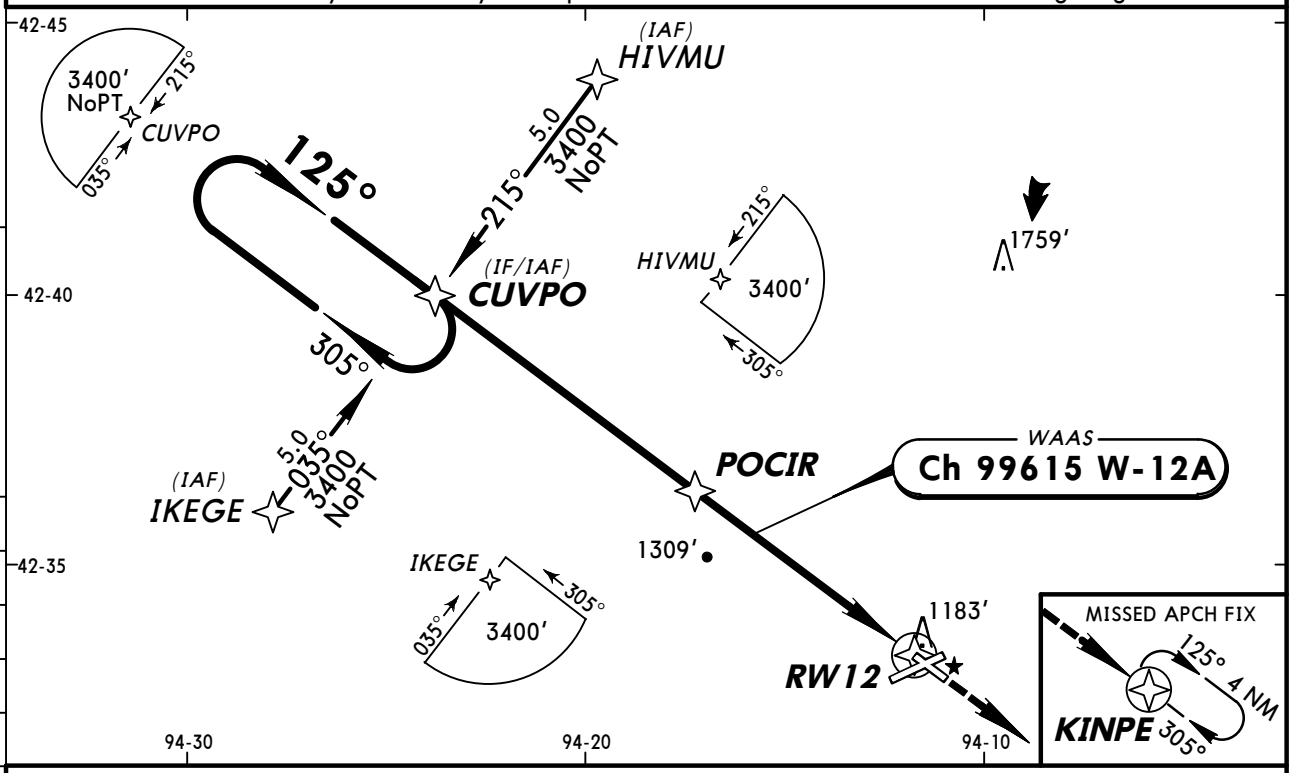
AWOS-3	MINNEAPOLIS Center	FT DODGE Radio	FT DODGE REGL UNICOM
118.77	134.0	122.2 122.3	CTAF 123.0

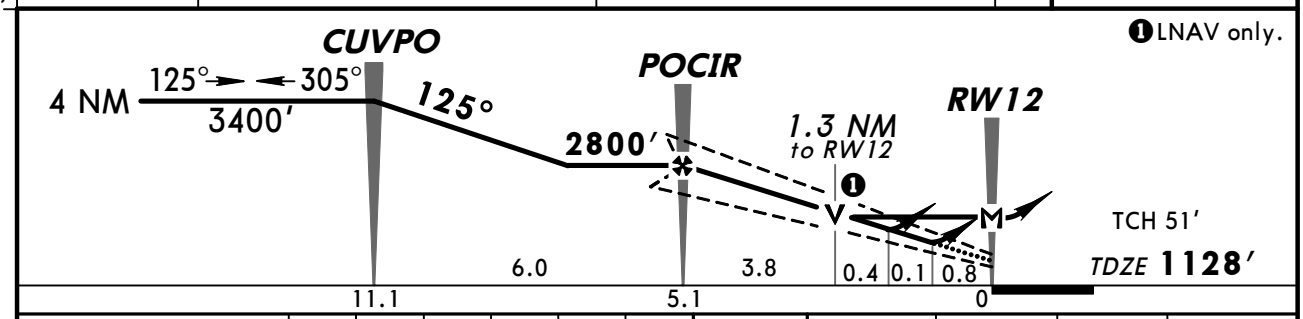
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1156′	TAA 30 NM IAF
Ch 99615 W-12A	125°	POCIR 2800′ (1672′)	1405′ (277′)	TDZE 1128′	

MISSED APCH: Climb to 3400′ direct KINPE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Webster City altimeter setting. 2. VDP and Baro-VNAV not authorized when using Webster City altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.0.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

REIL
VASI-L

3400′

KINPE

STRAIGHT-IN LANDING RWY 12

With Local Altimeter Setting

	LPV DA(H) 1405′(277′)	LNAV/VNAV DA(H) 1453′(325′)	LNAV MDA(H) 1560′(432′)
A	1	1¼	1
B			
C			1¼
D			1½

❶ CIRCLE-TO-LAND With Local Altimeter Setting

Max Kts	MDA(H)
90	1560′(404′)-1
120	1620′(464′)-1
140	1620′(464′)-1½
165	1720′(564′)-2

With Webster City Altimeter Setting

	LPV DA(H) 1447′(319′)	LNAV/VNAV DA(H) 1495′(367′)	LNAV MDA(H) 1620′(492′)
A	1¼	1¼	1
B			
C			1¼
D			1½

With Webster City Altimeter Setting

Max Kts	MDA(H)
90	1620′(464′)-1
120	1680′(524′)-1
140	1680′(524′)-1½
165	1780′(624′)-2

❶ When VGSI inop, circling Rwy 24 not authorized at night.

BRIEFING STRIP™

TERPS AMEND 1 17 DEC 2009

CHANGES: UNICOM frequency.

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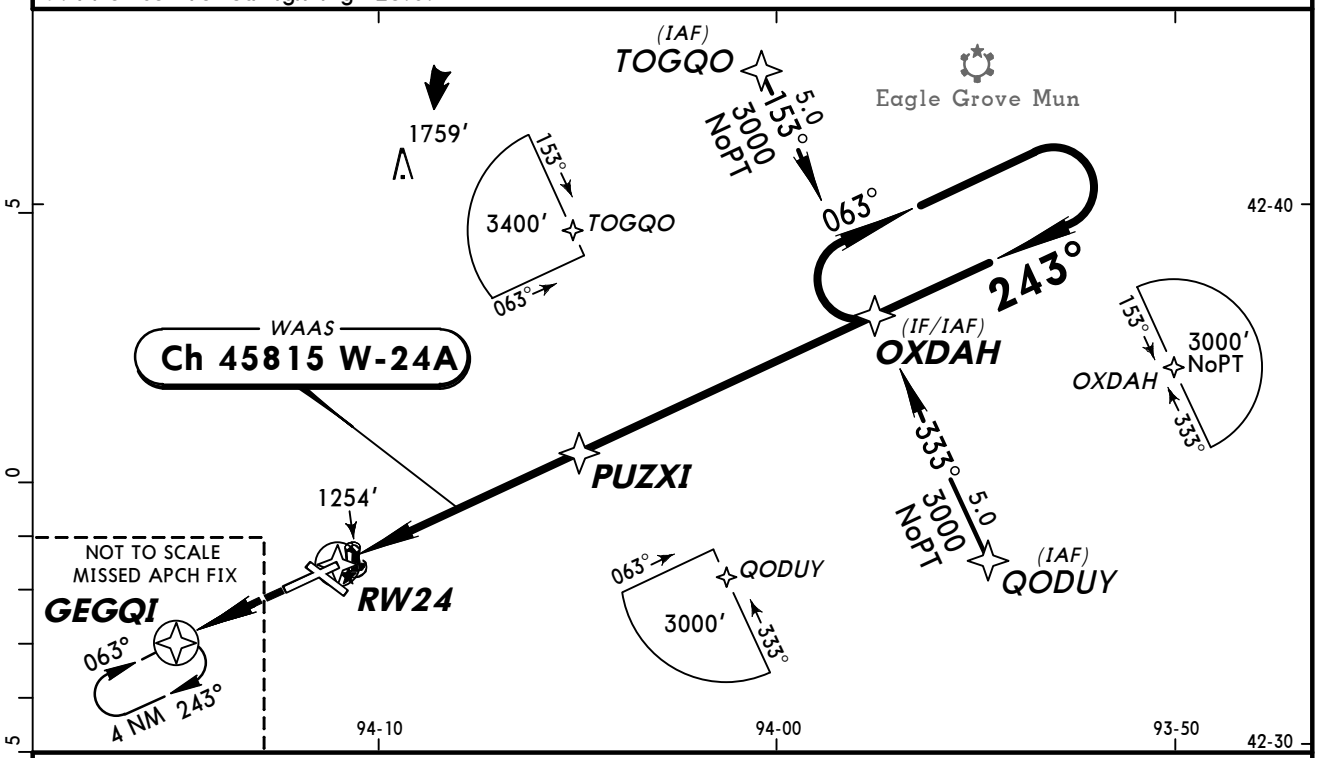
AWOS-3	MINNEAPOLIS Center	FT DODGE Radio		FT DODGE REGL UNICOM
118.77	134.0	122.2	122.3	CTAF 123.0

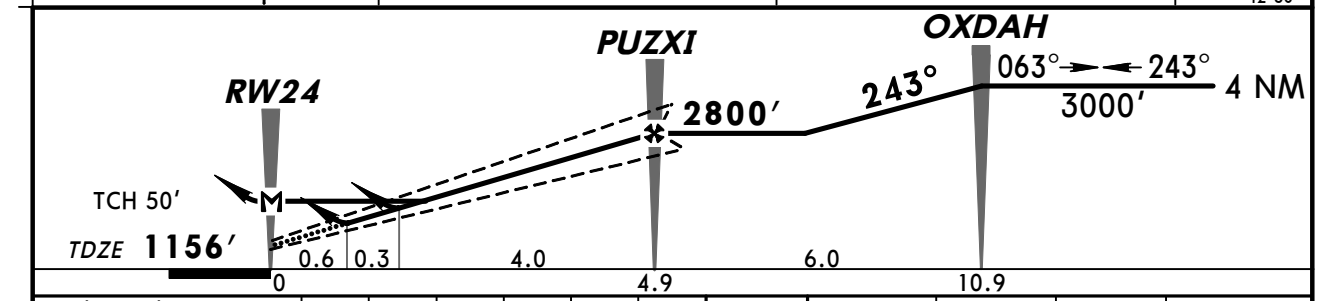
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1156′	TAA
Ch 45815 W-24A	243°	PUZXI 2800′ (1644′)	1406′ (250′)	TDZE 1156′	30 NM IAF

MISSED APCH: Climb to 3000′ direct GEGQI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Webster City altimeter setting. 2. Baro-VNAV not authorized when using Webster City altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 123.0.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24						

REIL
VASI-L

3000′

GEGQI

1 STRAIGHT-IN LANDING RWY 24

With Local Altimeter Setting

	LPV DA(H) 1406′ (250′)	LNAV/VNAV DA(H) 1504′ (348′)	LNAV MDA(H) 1520′ (364′)
A	1	1¼	1
B			
C			
D			1¼

With Webster City Altimeter Setting

	LPV DA(H) 1448′ (292′)	LNAV/VNAV DA(H) 1546′ (390′)	LNAV MDA(H) 1580′ (424′)
A	1	1¼	1
B			
C			1¼
D			1½

1 CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1560′ (404′)-1
120	1620′ (464′)-1
140	1620′ (464′)-1½
165	1720′ (564′)-2

With Webster City Altimeter Setting

Max Kts	MDA(H)
90	1620′ (464′)-1
120	1680′ (524′)-1
140	1680′ (524′)-1½
165	1780′ (624′)-2

1 When VGSI inop, straight-in/circling procedure not authorized at night.

BRIEFING STRIP ™

TERPS AMEND 1 17 DEC 2009

CHANGES: UNICOM frequency.

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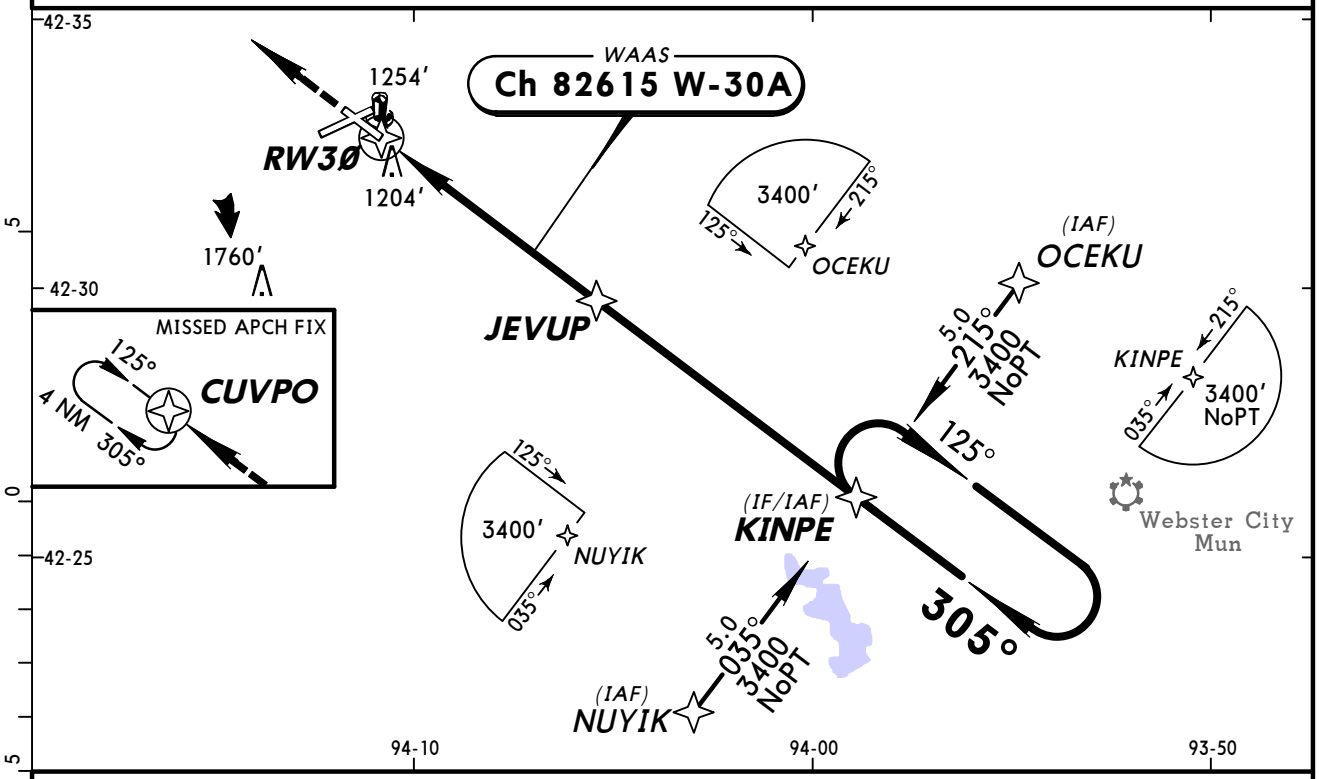
AWOS-3	MINNEAPOLIS Center	FT DODGE Radio	FT DODGE REGL UNICOM
118.77	134.0	122.2 122.3	CTAF 123.0

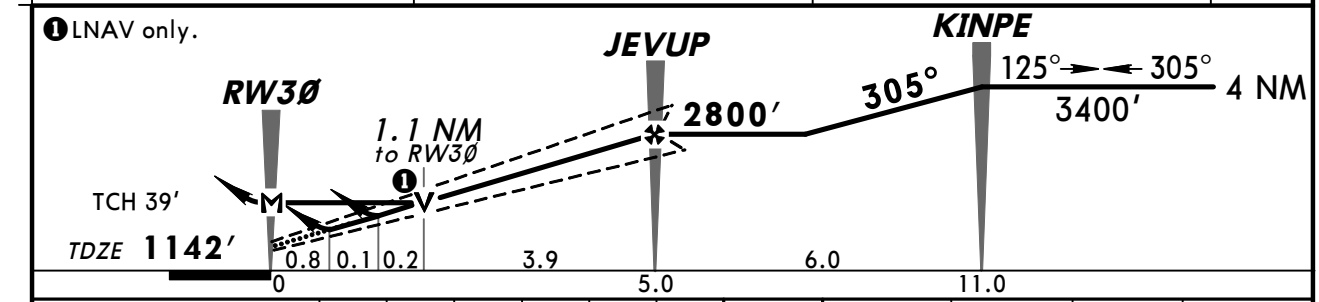
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1156′	TAA
Ch 82615 W-30A	305°	JEVUP 2800′ (1658′)	1424′ (282′)	TDZE 1142′	30 NM IAF

MISSED APCH: Climb to 3400′ direct CUVPO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Webster City altimeter setting. 2. VDP and Baro-VNAV not authorized when using Webster City altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.0.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

REIL
PAPI-L

3400′

CUVPO

STRAIGHT-IN LANDING RWY 30
With Local Altimeter Setting

	LPV DA(H) 1424′ (282′)	LNAV/VNAV DA(H) 1474′ (332′)	LNAV MDA(H) 1520′ (378′)
A	1	1¼	1
B			
C			
D			1¼

❶ CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1560′ (404′)-1
120	1620′ (464′)-1
140	1620′ (464′)-1½
165	1720′ (564′)-2

With Webster City Altimeter Setting

	LPV DA(H) 1466′ (324′)	LNAV/VNAV DA(H) 1516′ (374′)	LNAV MDA(H) 1580′ (438′)
A	1¼	1¼	1
B			
C			1¼
D			1½

With Webster City Altimeter Setting

Max Kts	MDA(H)
90	1620′ (464′)-1
120	1680′ (524′)-1
140	1680′ (524′)-1½
165	1780′ (624′)-2

❶ When VGSI inop, circling Rwy 24 not authorized at night.

BRIEFING STRIP™

TERPS AMEND 1 17 DEC 2009

CHANGES: UNICOM frequency.

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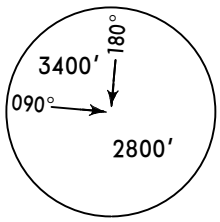
AWOS-3	MINNEAPOLIS Center	FT DODGE Radio	FT DODGE REGL UNICOM
118.77	134.0	122.2 122.3	CTAF 123.0

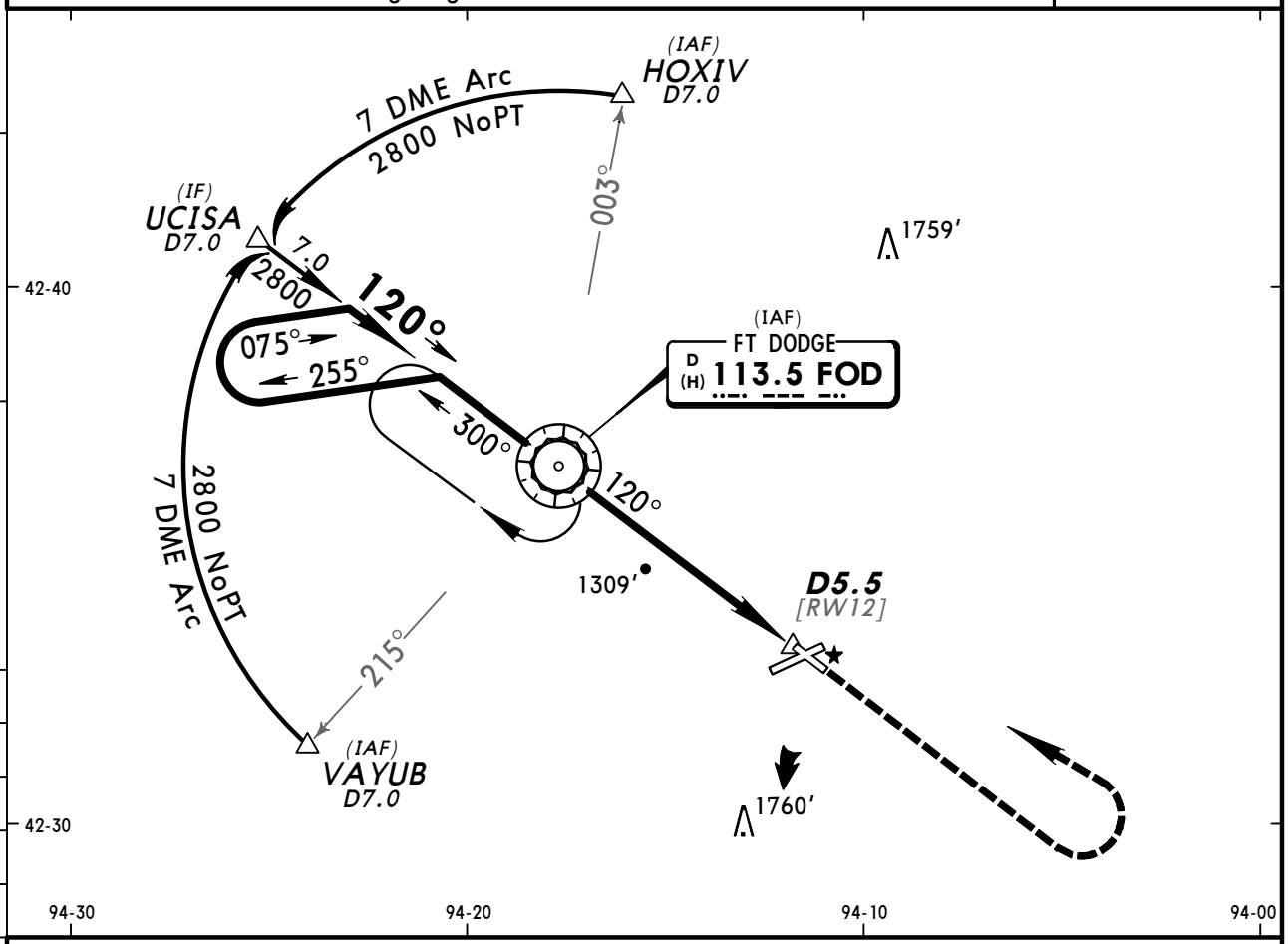
VOR FOD 113.5	Final Apch Crs 120°	Minimum Alt VOR 2800′ (1672′)	MDA(H) (CONDITIONAL) 1560′ (432′)	Apt Elev 1156′ TDZE 1128′

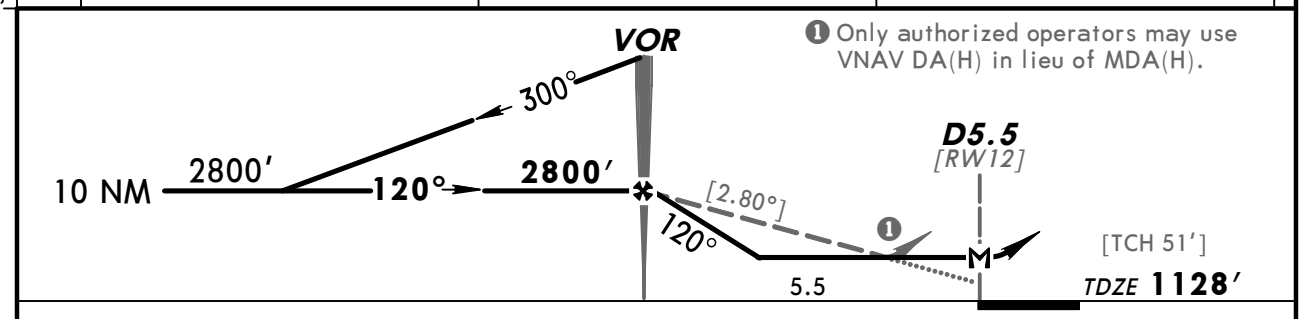
MISSED APCH: Climb to 2800′ then LEFT turn direct FOD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Webster City altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 123.0.



MSA FOD VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.80°]	347	446	495	594	693	792
MAP at D5.5 or VOR to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

REIL VASI-L	2800′	LT	D	FOD 113.5

STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND		
	MDA(H) 1560′(432′) With Local Altimeter Setting	MDA(H) 1620′(492′) With Webster City Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Webster City Altimeter Setting MDA(H)
A	1	1	90	1560′(404′)-1	1620′(464′)-1
B			120	1620′(464′)-1	1680′(524′)-1
C	1¼	1¼	140	1620′(464′)-1½	1680′(524′)-1½
D	1½	1½	165	1720′(564′)-2	1780′(624′)-2

AMEND 15 TERPS

CHANGES: UNICOM frequency, airport elevation.

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KFOD/FOD
FT DODGE REGL

JEPPESEN

14 MAY 10 (13-2)

FT DODGE, IOWA
VOR DME Rwy 30

AWOS-3	MINNEAPOLIS Center	FT DODGE Radio	FT DODGE REGL UNICOM
118.77	134.0	122.2 122.3	CTAF 123.0

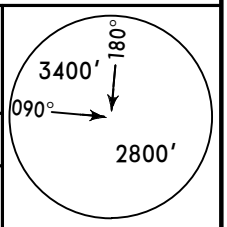
BRIEFING STRIP™

VOR FOD	Final Apch Crs	Minimum Alt YETER	MDA(H) (CONDITIONAL)	Apt Elev 1156′
113.5	300°	2700′ (1558′)	1520′ (378′)	TDZE 1142′

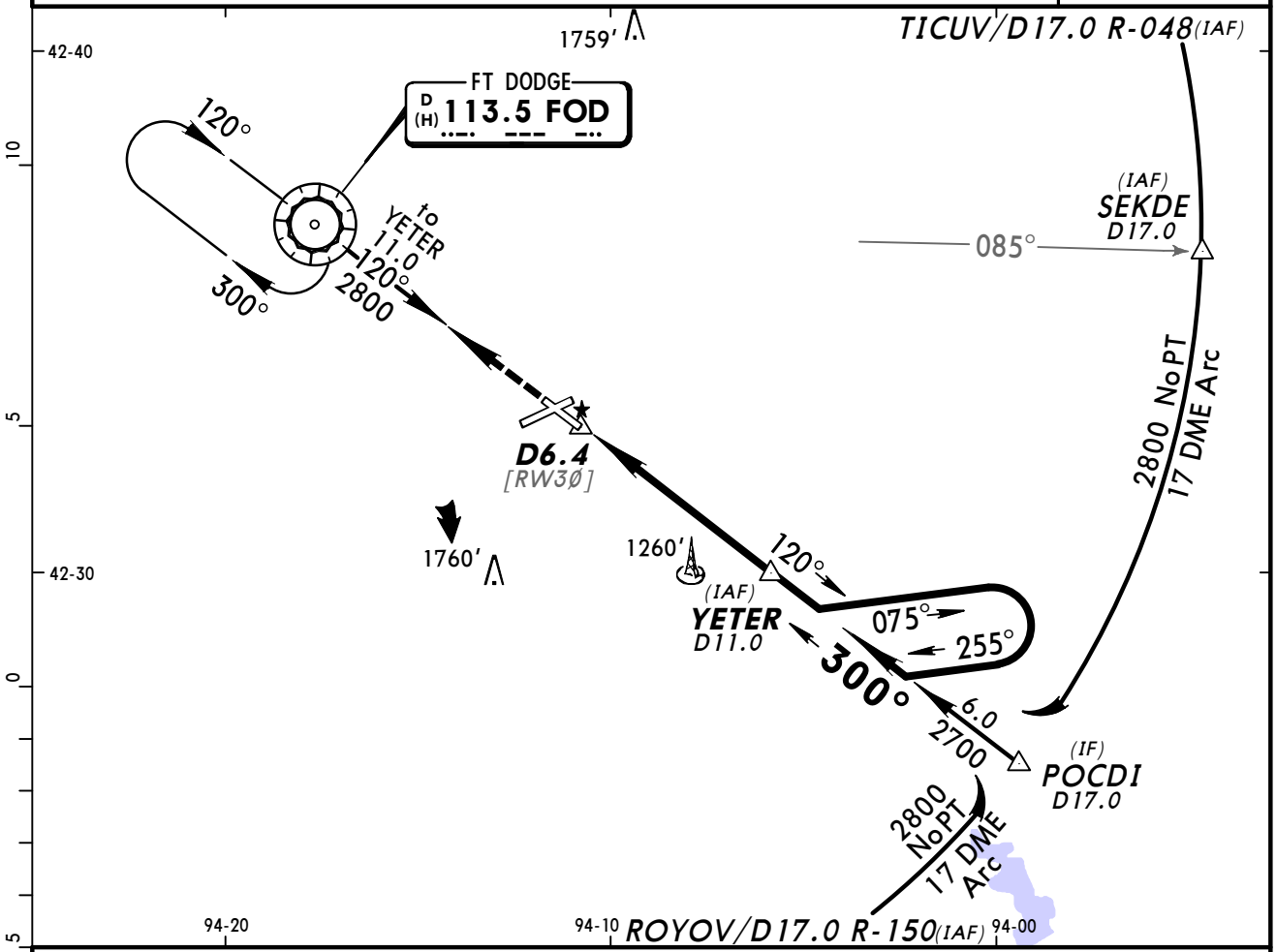
MISSED APCH: Climb to 2800′ direct FOD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

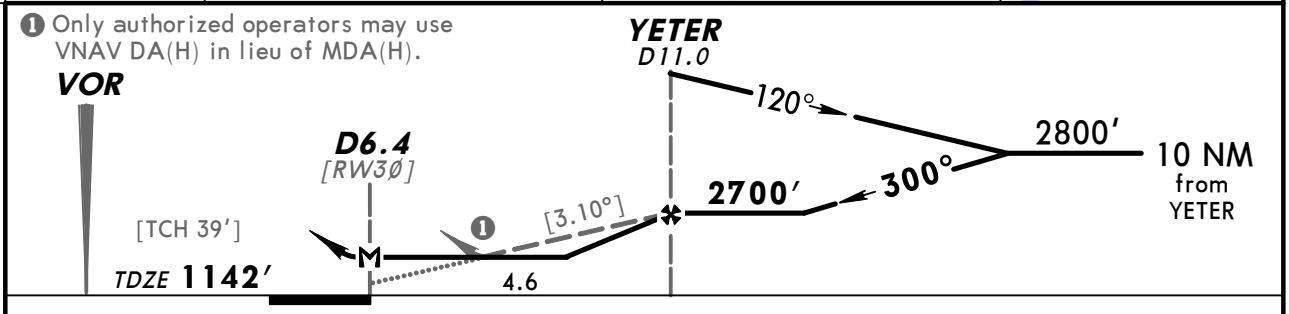
1. Use local altimeter setting; if not received, use Webster City altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.0.



MSA FOD VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.10°]	384	494	548	658	768	878
MAP at D6.4						

REIL
PAPI-L

2800′

FOD 113.5

STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND		
	MDA(H) 1520′(378′) With Local Altimeter Setting	MDA(H) 1580′(438′) With Webster City Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Webster City Altimeter Setting MDA(H)
A	1	1	90	1560′ (404′)-1	1620′ (464′)-1
B			120	1620′ (464′)-1	1680′ (524′)-1
C			140	1620′ (464′)-1½	1680′ (524′)-1½
D	1¼	1¼	165	1720′ (564′)-2	1780′ (624′)-2

AMEND 10 TERPS

CHANGES: UNICOM frequency, airport elevation.

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General Information

Location: Mason City IA USA
IATA Code: MCW
Lat/Long: N43° 09.5' W093° 19.9'
Elevation: 1214 ft

Airport Use: Public
Magnetic Variation: 0.9°E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1253 Z
Sunset: 2359 Z,

Runway Information

Runway: 12
Length x Width: 5502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1210 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 18
Length x Width: 6501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1214 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 30
Length x Width: 5502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1195 ft
Lighting: Edge, Pilot controlled

Runway: 36
Length x Width: 6501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1193 ft
Lighting: Edge, ALS, Pilot controlled

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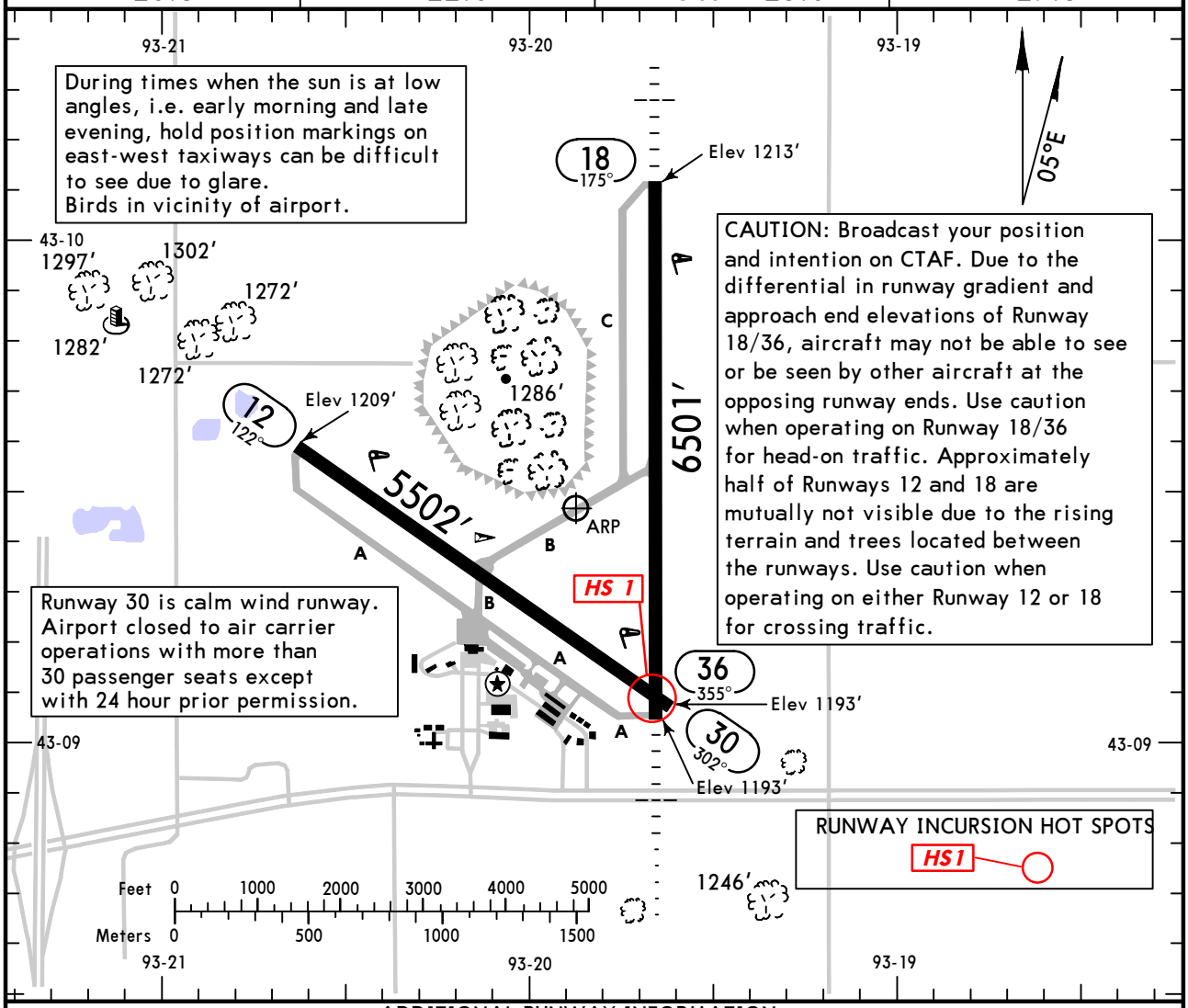
Communication Information

ASOS 120.3
Mason City Mun Unicom 123.0 CTAF PCL
FT Dodge Flight Service Station 122.6 RCO
Minneapolis Center 127.3 Remote Communications Air-Ground

ASOS	FT DODGE Radio	MASON CITY MUN UNICOM	MINNEAPOLIS Center (R)
120.3	122.6	CTAF 123.0	127.3



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12	❶ MIRL ❶ REIL ❶❷ PAPI-L	grooved				150′
30	❶ MIRL ❶❷ PAPI-L					
18	❶ HIRL ❶ MALS ❶ VASI-L	grooved				150′
36	❶ HIRL ❶ MALSR ❶❸ PAPI-L			5262′		

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS 1 Single taxiway leads to the approach end of Runways 30 and 36. When departing northbound, cross check compass on runway to verify use of correct runway for departure.

❶ Activate on 123.0.
❷ Angle 3.0°.
❸ Angle 2.9°.

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD	FOR FILING AS ALTERNATE: VOR Rwy 36, VOR DME Rwy 18, LOC (BC) Rwy 18	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 18, RNAV (GPS) Rwy 30, RNAV (GPS) Rwy 36	Other
1 & 2 Eng	1/4	1	A, B: 800-2	800-2	NA
3 & 4 Eng		1/2	C, D: 800-2		

AMEND 0

CHANGES: Mag var, Rwy 18/36 surface, alternate minimums.

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KMCW/MCW
MASON CITY MUN

JEPPESEN

27 JUN 08 (11-1)

MASON CITY, IOWA
LOC (BACK CRS) Rwy 18

ASOS	MINNEAPOLIS Center (R)	FT DODGE Radio	MASON CITY MUN UNICOM
120.3	127.3	122.6	CTAF 123.0

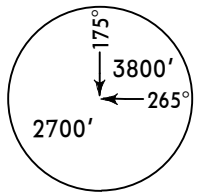
BRIEFING STRIP ™

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1213′
IMCW	175°	ANLEY	(CONDITIONAL)	TDZE 1213′
109.5	(Front Crs 355°)	2700′ (1487′)	1560′ (347′)	

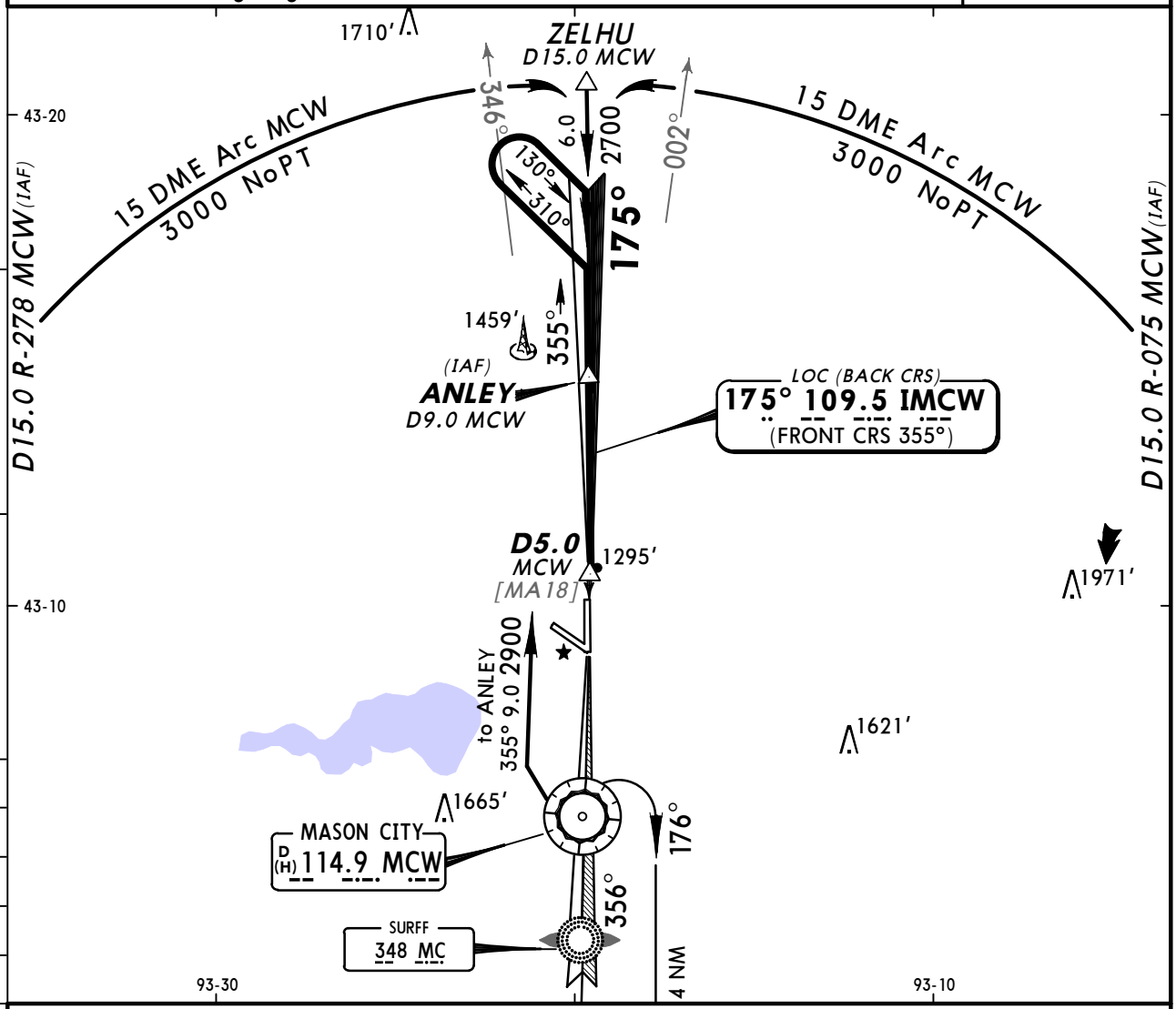
MISSED APCH: Climb to 3000′ direct MCW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

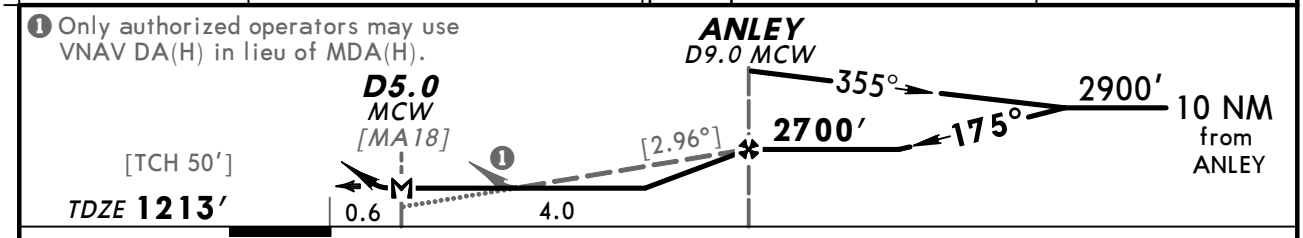
1. DME required. 2. Simultaneous reception of IMCW LOC and MCW DME required.
3. Use local altimeter setting; if not received, use Charles City altimeter setting.
4. DME from MCW VOR. 5. Disregard glide slope indications.
6. Pilot controlled lighting 123.0.



MSA MCW VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.96°]	367	471	524	628	733	838
MAP at D5.0 MCW						

VASI MALS 3000′ D MCW 114.9

TERPS AMEND 6B

	STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND		
	MDA(H) 1560′ (347′) With Local Altimeter Setting		MDA(H) 1660′ (447′) With Charles City Altimeter Setting			With Local Altimeter Setting	With Charles City Altimeter Setting
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	1660′ (447′) -1	1760′ (547′) -1
B					120	1680′ (467′) -1	1780′ (567′) -1
C					140	1760′ (547′) -1½	1860′ (647′) -1½
D	1¼		1¼		165	1840′ (627′) -2	1940′ (727′) -2

CHANGES: Notes, minimums, hold.

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ASOS	MINNEAPOLIS Center (R)	FT DODGE Radio	MASON CITY MUN UNICOM
120.3	127.3	122.6	CTAF 123.0

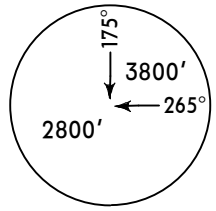
BRIEFING STRIP™

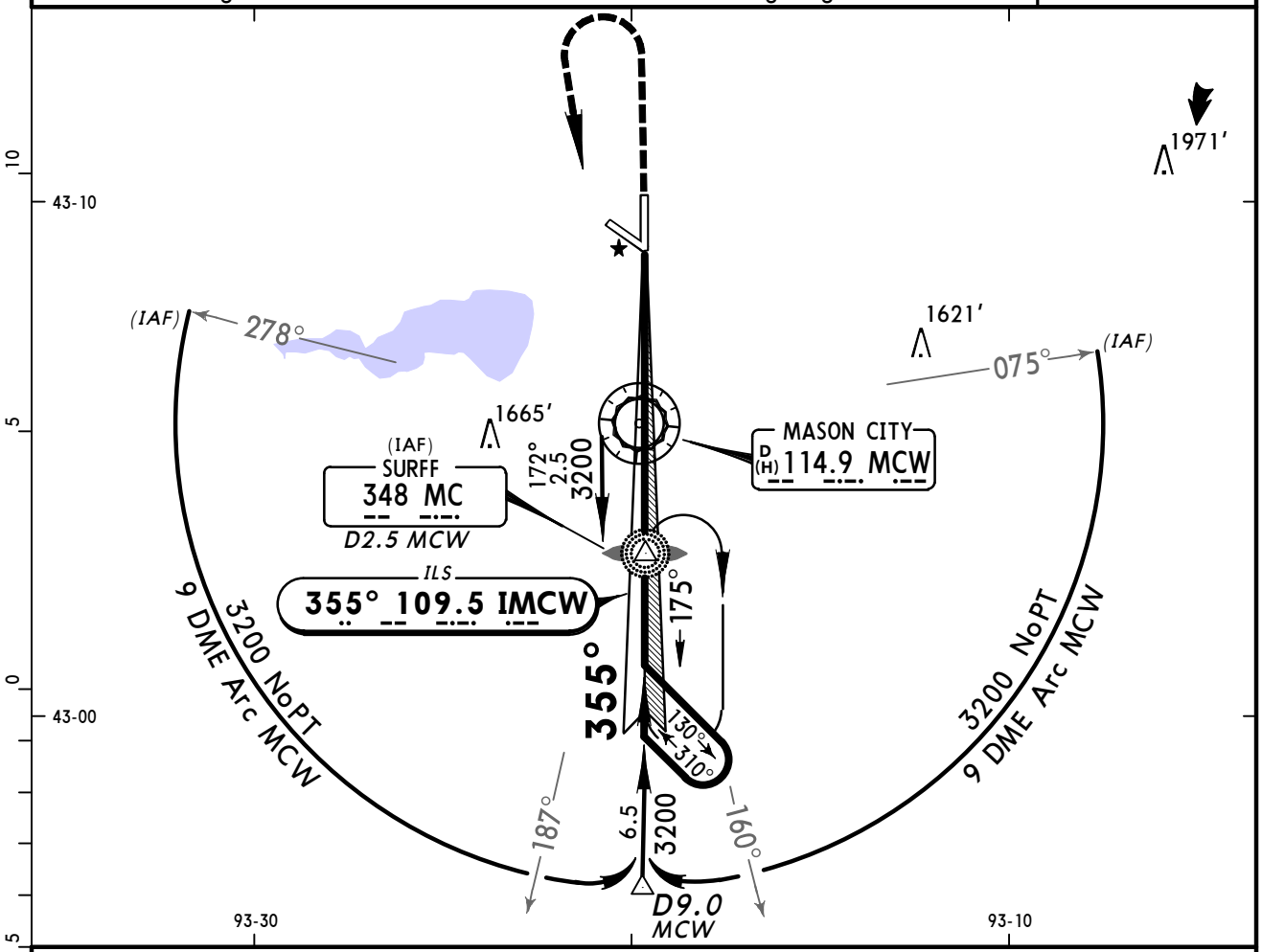
LOC IMCW	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 1213′
109.5	355°	SURFF 3103′ (1910′)	1393′ (200′)	TDZE 1193′

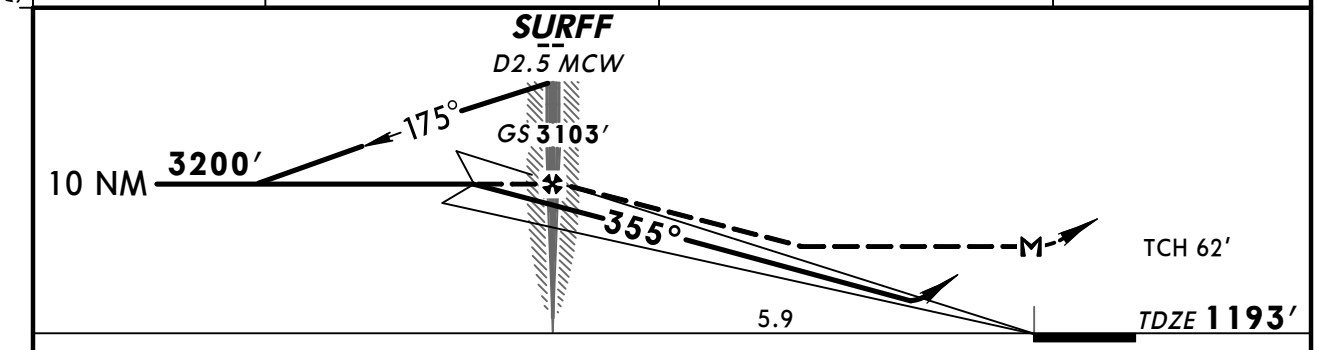
MISSED APCH: Climb to 2900′ then climbing LEFT turn to 3200′ direct MC LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. Use local altimeter setting; if not received, use Charles City altimeter setting. 3. DME from MCW VOR. 4. Pilot controlled lighting 123.0.







Gnd speed-Kts	70	90	100	120	140	160
GS 2.90°	364	468	520	624	729	833
SURFF to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR PAPI | 2900′ | 3200′ LT | D | MC 348

STRAIGHT-IN LANDING RWY36

	1 ILS DA(H) 1393′ (200′) FULL	1 ILS RAIL or ALS out	2 LOC (GS out) MDA(H) 1600′ (407′)	2 LOC (GS out) RAIL out	2 LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1 1/4	
D					

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Charles City Altimeter Setting MDA(H)
90	1720′ (507′)-1	1820′ (607′)-1
120		
140	1760′ (547′)-1 1/2	1860′ (647′)-1 1/2
165	1840′ (627′)-2	1940′ (727′)-2

TERPS

1 DA(H) 1493′ (300′) with Charles City Altimeter Setting.
2 MDA(H) 1700′ (507′) with Charles City Altimeter Setting.

CHANGES: Procedure title, notes, minimums.

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KMCW/MCW
MASON CITY MUN

JEPPESEN
24 JUN 11 (12-1) Eff 30 Jun

MASON CITY, IOWA
RNAV (GPS) Rwy 18

BRIEFING STRIP ™

ASOS	MINNEAPOLIS Center (R)	FT DODGE Radio	MASON CITY MUN UNICOM
120.3	127.3	122.6	CTAF 123.0

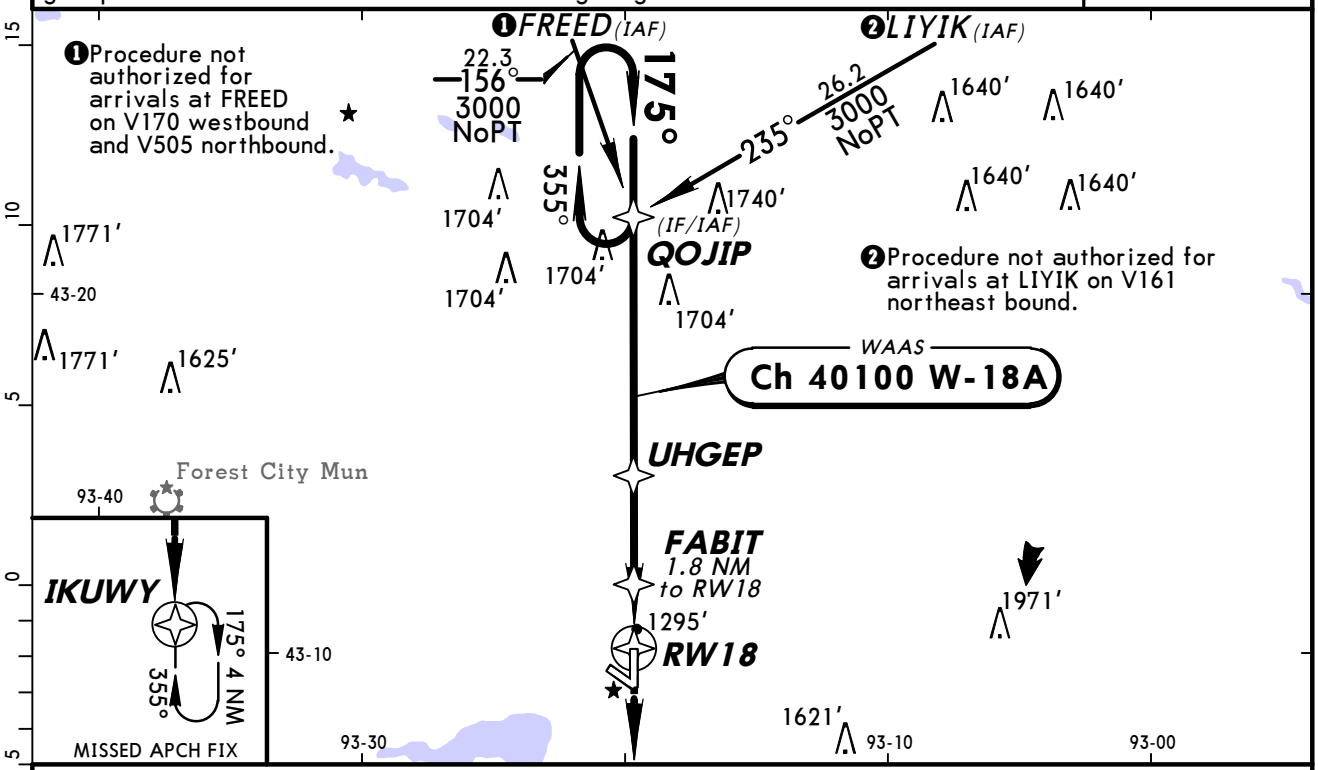
WAAS	Final Apch Crs	Minimum Alt UHGEP	LPV DA(H) (CONDITIONAL)	Apt Elev 1213′ / Rwy 18 1213′
Ch 40100 W-18A	175°	2800′ (1587′)	1413′ (200′)	

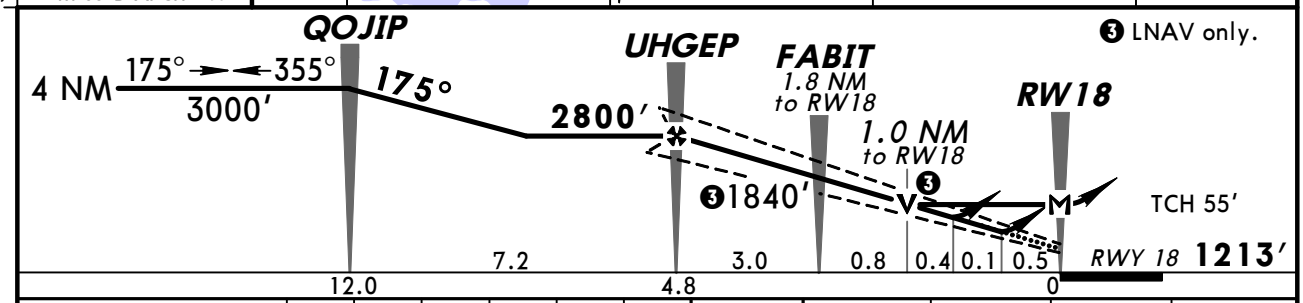
MISSED APCH: Climb to 3000′ direct IKUWY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Charles City altimeter setting.
2. Baro-VNAV and VDP not authorized when using Charles City altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 36°C (96°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 123.0.

3800′
MSA RW18





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

MALS
VASI
3000′
D
IKUWY

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	LPV DA(H) 1413′(200′)		LNAV/VNAV DA(H) 1463′(250′)		LNAV MDA(H) 1560′(347′)	
		ALS out		ALS out		ALS out
A	3/4		3/4		3/4	1
B						
C						
D						

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1660′(447′)-1
120	1680′(467′)-1
140	1760′(547′)-1½
165	1840′(627′)-2

With Charles City Altimeter Setting

	LPV DA(H) 1500′(287′)		LNAV/VNAV DA(H) 1550′(337′)		LNAV MDA(H) 1660′(447′)	
		ALS out		ALS out		ALS out
A	3/4	7/8	7/8	1⅛	3/4	1
B						
C					1	1⅜
D						

With Charles City Altimeter Setting

Max Kts	MDA(H)
90	1760′(547′)-1
120	1780′(567′)-1
140	1860′(647′)-1¾
165	1940′(727′)-2¼

TERPS AMEND 2 30 JUN 2011

CHANGES: Procedure.

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ASOS	MINNEAPOLIS Center (R)	FT DODGE Radio	MASON CITY MUN UNICOM
120.3	127.3	122.6	CTAF 123.0

WAAS	Final Apch Crs	Minimum Alt	LP MDA(H) (CONDITIONAL)	Apt Elev 1213′
Ch 40122 W-30A	300°	XENYO 2800′ (1607′)	1680′ (487′)	Rwy 30 1193′

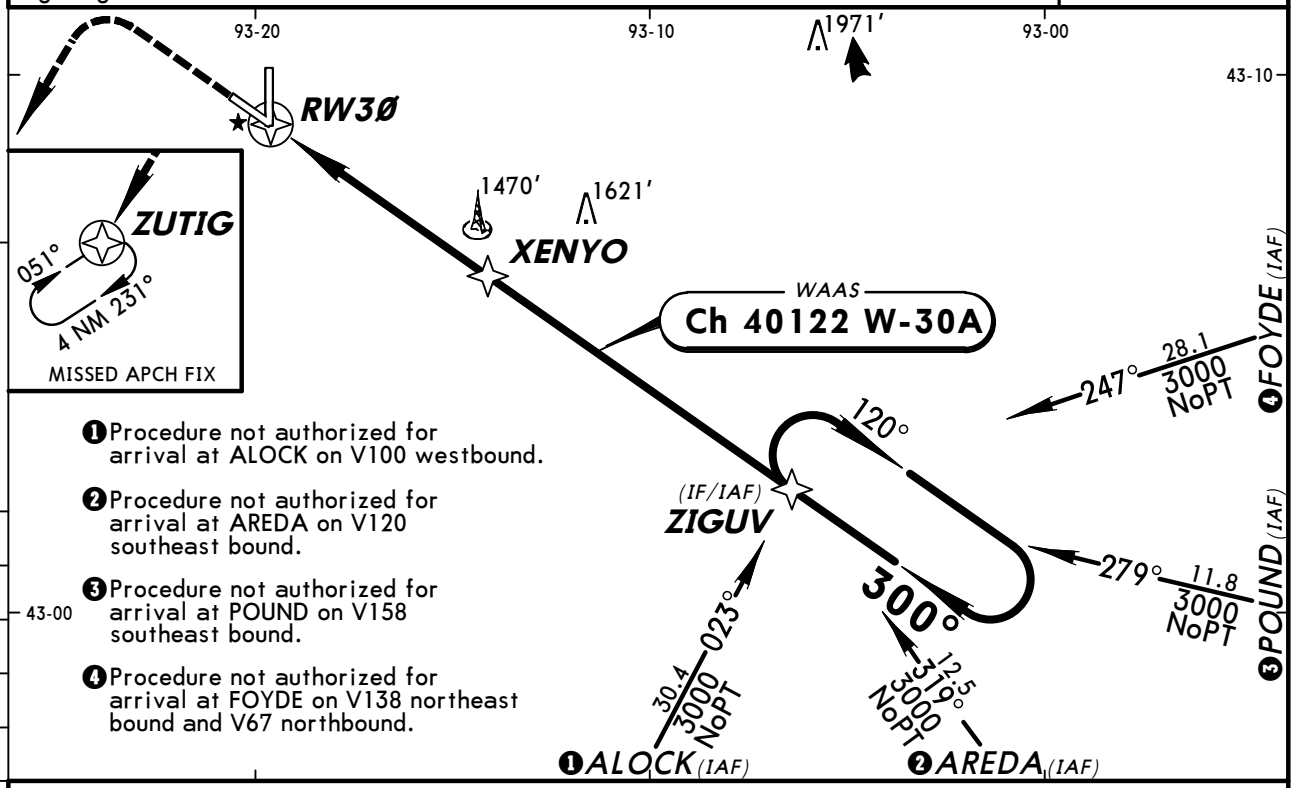
MISSED APCH: Climb to 2500′, then climbing LEFT turn to 3000′ direct ZUTIG and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Charles City altimeter setting.
2. VDP not authorized when using Charles City altimeter setting. 3. VGSI and descent angles not coincident. 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 123.0.

3800′

MSA RW3Ø



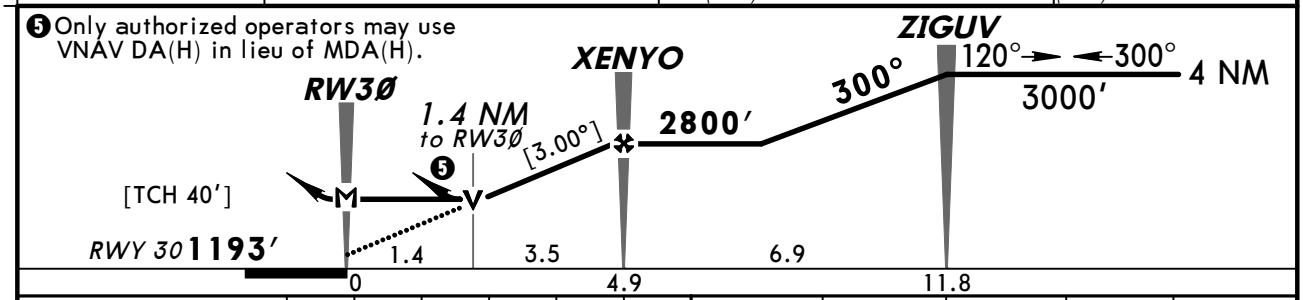
❶ Procedure not authorized for arrival at ALOCK on V100 westbound.

❷ Procedure not authorized for arrival at AREDA on V120 southeast bound.

❸ Procedure not authorized for arrival at POUND on V158 southeast bound.

❹ Procedure not authorized for arrival at FOYDE on V138 northeast bound and V67 northbound.

❺ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW3Ø						

PAPI-L | 2500′ | 3000′ LT | D | ZUTIG

STRAIGHT-IN LANDING RWY 30

With Local Altimeter Setting

	LP MDA(H) 1680′(487′)	LNAV MDA(H) 1680′(487′)
A, B	1	1
C, D	1⅜	1⅜

With Charles City Altimeter Setting

	LP MDA(H) 1780′(587′)	LNAV MDA(H) 1780′(587′)
A, B	1	1
C, D	1¾	1¾

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1680′(467′)-1
120	
140	1760′(547′)-1½
165	1840′(627′)-2

With Charles City Altimeter Setting

Max Kts	MDA(H)
90	1780′(567′)-1
120	
140	1860′(647′)-1¾
165	1940′(727′)-2¼

BRIEFING STRIP ™

TERPS AMEND 1 30 JUN 2011

CHANGES: Procedure.

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KMCW/MCW
MASON CITY MUN

JEPPESEN
24 JUN 11 (12-3) Eff 30 Jun

MASON CITY, IOWA
RNAV (GPS) Rwy 36

ASOS	MINNEAPOLIS Center (R)	FT DODGE Radio	MASON CITY MUN UNICOM
120.3	127.3	122.6	CTAF 123.0

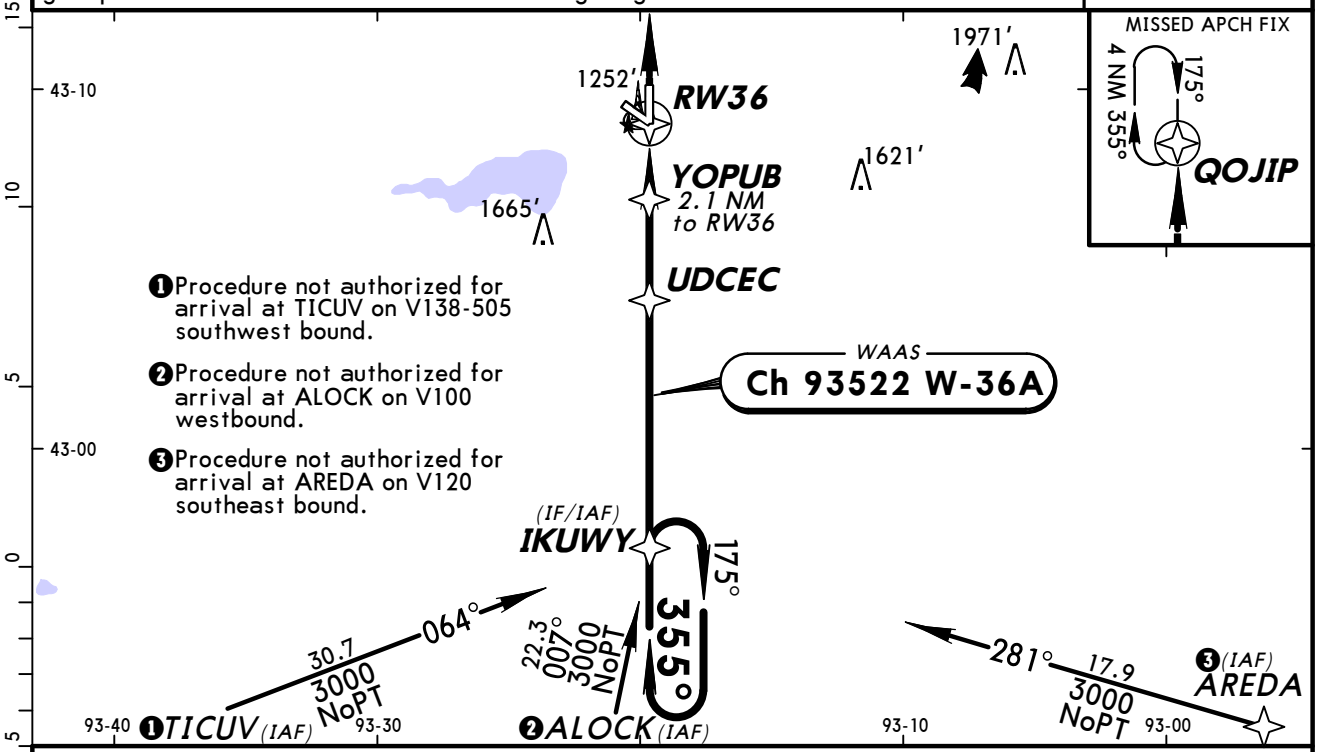
WAAS	Final Apch Crs	Minimum Alt UDCEC	LPV DA(H) (CONDITIONAL)	Apt Elev 1213′
Ch 93522 W-36A	355°	2800′ (1607′)	1393′ (200′)	Rwy 36 1193′

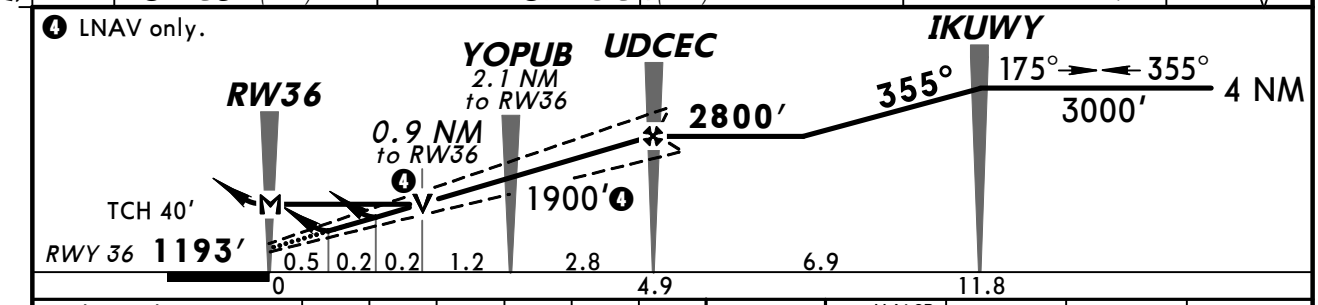
MISSED APCH: Climb to 3000′ direct QOJIP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Charles City altimeter setting.
2. Baro-VNAV and VDP not authorized when using Charles City altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 36°C (96°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 123.0.

3800′
MSA RW36





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

MALSR
PAPI
3000′
D
QOJIP

STRAIGHT-IN LANDING RWY 36
With Local Altimeter Setting

	LPV DA(H) 1393′(200′) RAIL out	LPV DA(H) 1393′(200′) ALS out	LNAV/VNAV DA(H) 1443′(250′) RAIL out	LNAV/VNAV DA(H) 1443′(250′) ALS out	LNAV MDA(H) 1520′(327′) RAIL out	LNAV MDA(H) 1520′(327′) ALS out
A	1/2	3/4	1/2	3/4	1/2	3/4
B						1
C						5/8
D						

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1660′(447′)-1
120	1680′(467′)-1
140	1760′(547′)-1 1/2
165	1840′(627′)-2

With Charles City Altimeter Setting

	LPV DA(H) 1480′(287′) RAIL out	LPV DA(H) 1480′(287′) ALS out	LNAV/VNAV DA(H) 1530′(337′) RAIL out	LNAV/VNAV DA(H) 1530′(337′) ALS out	LNAV MDA(H) 1620′(427′) RAIL out	LNAV MDA(H) 1620′(427′) ALS out
A	1/2	5/8	1	5/8	1 1/8	1/2	3/4	1
B								
C						3/4	1	1 1/4
D								

With Charles City Altimeter Setting

Max Kts	MDA(H)
90	1760′(547′)-1
120	1780′(567′)-1
140	1860′(647′)-1 3/4
165	1940′(727′)-2 1/4

BRIEFING STRIP ™

TERPS AMEND 1 30 JUN 2011

CHANGES: Procedure.

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ASOS	MINNEAPOLIS Center (R)	FT DODGE Radio	MASON CITY MUN UNICOM
120.3	127.3	122.6	CTAF 123.0

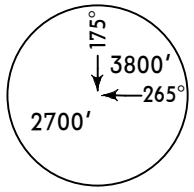
BRIEFING STRIP ™

VOR MCW	Final Apch Crs	Minimum Alt COMMY	MDA(H) (CONDITIONAL)	Apt Elev 1213′
114.9	175°	2700′ (1487′)	1660′ (447′)	TDZE 1213′

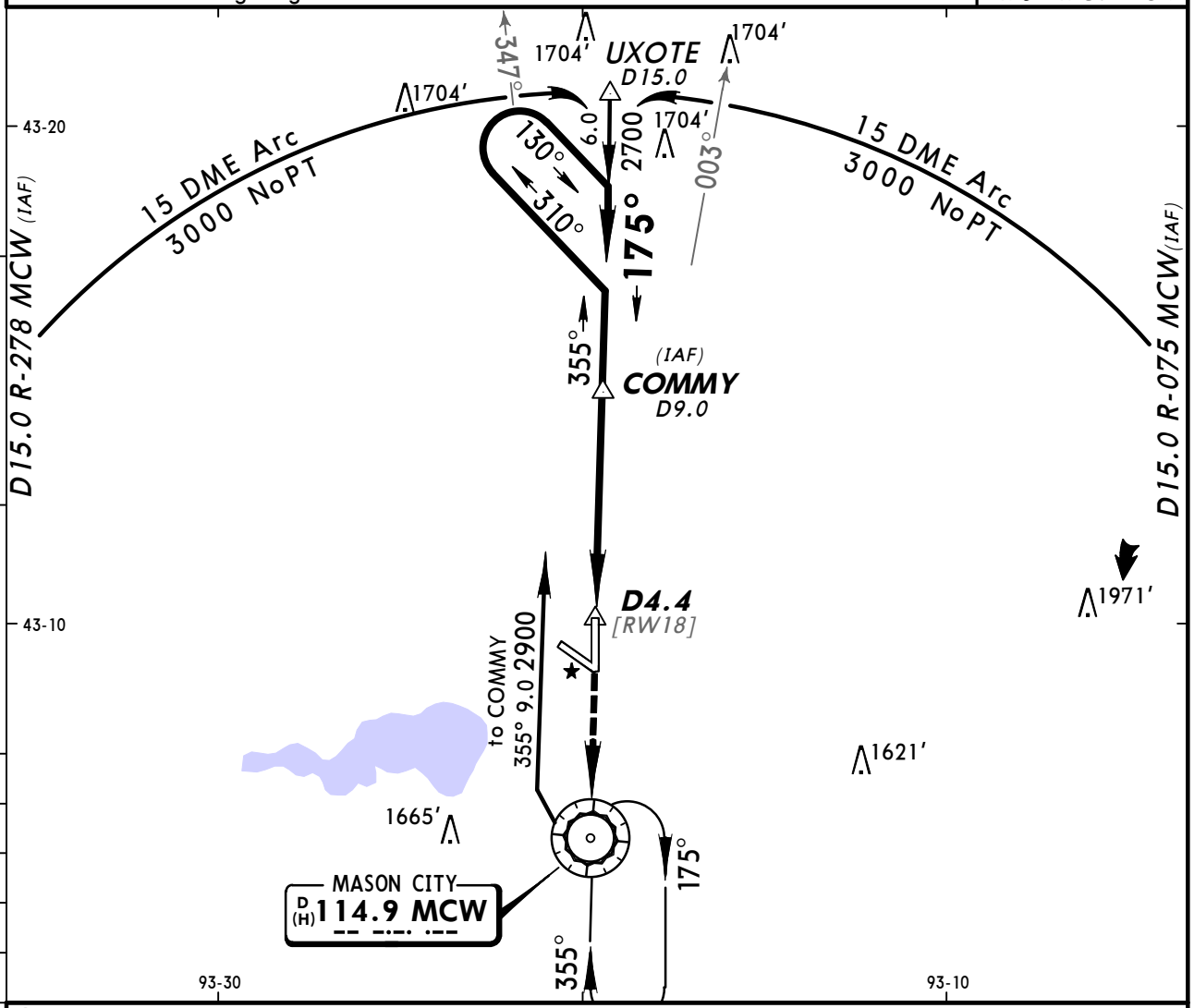
MISSED APCH: Climb to 3000′ direct MCW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

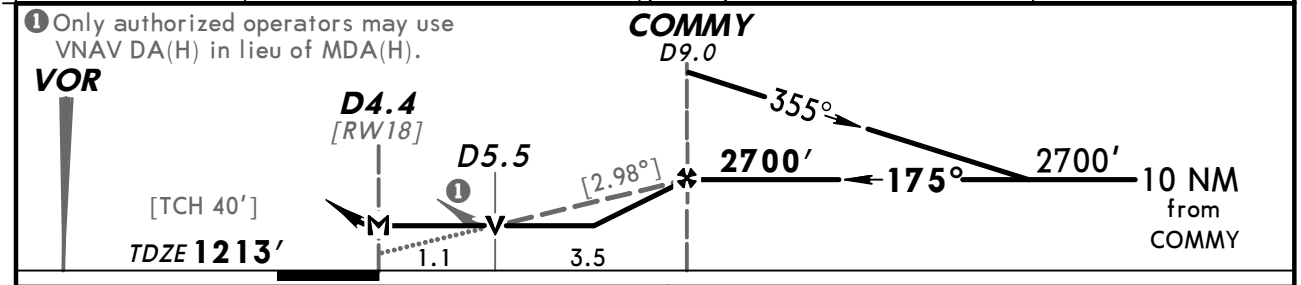
1. Use local altimeter setting; if not received, use Charles City altimeter setting.
2. Pilot controlled lighting 123.0.



MSA MCW VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.98°]	369	474	527	633	738	843
MAP at D4.4						

MALS
VASI

3000′

D

MCW
114.9

TERPS AMEND 4C 18 NOV 2010

STRAIGHT-IN LANDING RWY 18

	MDA(H) 1660′ (447′) With Local Altimeter Setting		MDA(H) 1760′ (547′) With Charles City Altimeter Setting	
		ALS out		ALS out
A	3/4	1	3/4	1
B				
C	1 1/4		1 1/4	
D	1 1/2		1 1/2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Charles City Altimeter Setting MDA(H)
90	1660′ (447′) - 1	1760′ (547′) - 1
120	1680′ (467′) - 1	1780′ (567′) - 1
140	1760′ (547′) - 1 1/2	1860′ (647′) - 1 1/2
165	1840′ (627′) - 2	1940′ (727′) - 2

CHANGES: Minimums.

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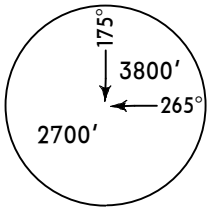
ASOS	MINNEAPOLIS Center (R)	FT DODGE Radio	MASON CITY MUN UNICOM
120.3	127.3	122.6	CTAF 123.0

BRIEFING STRIP™

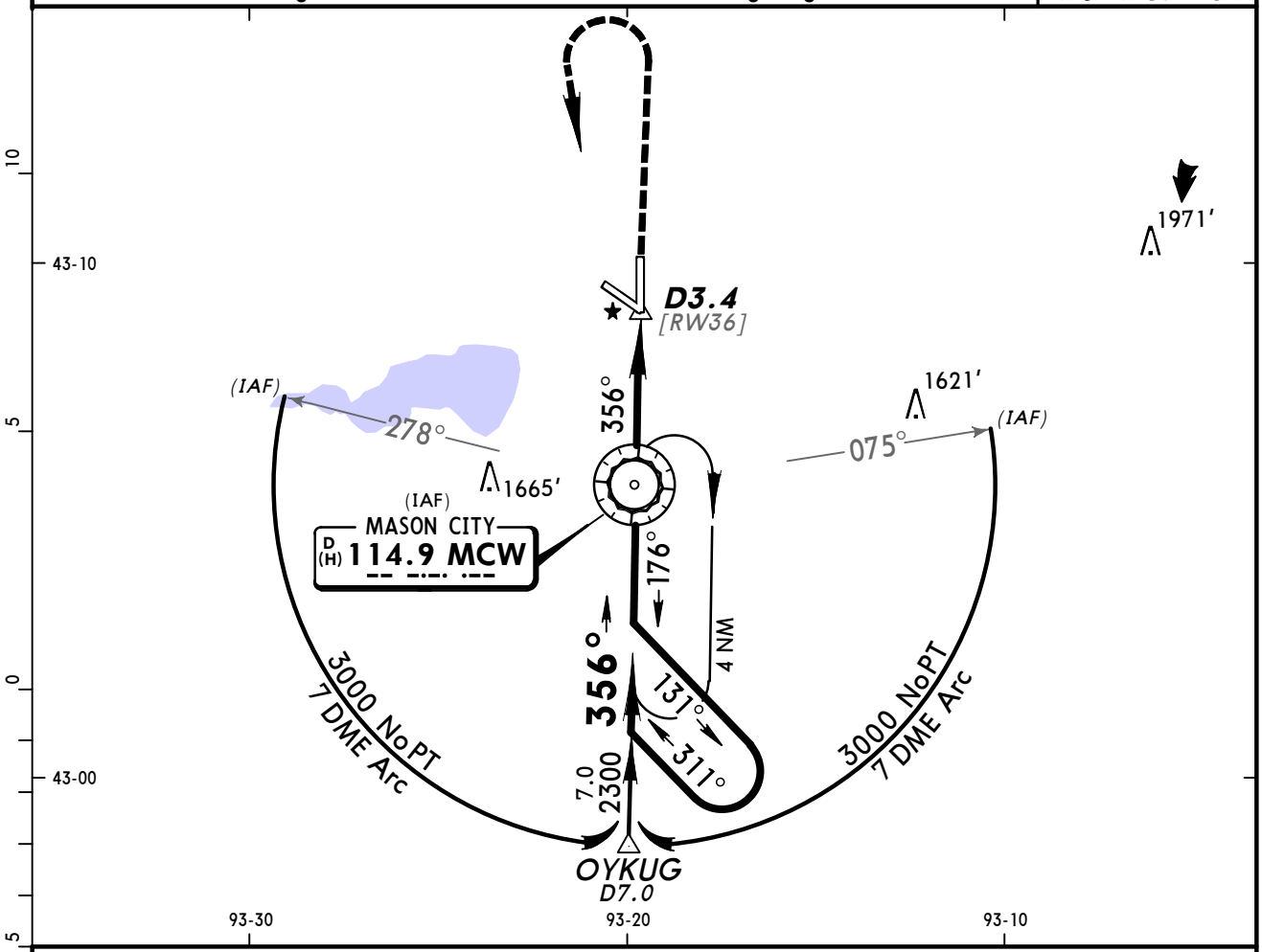
VOR MCW	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 1213′
114.9	356°	2300′ (1107′)	1640′ (447′)	TDZE 1193′

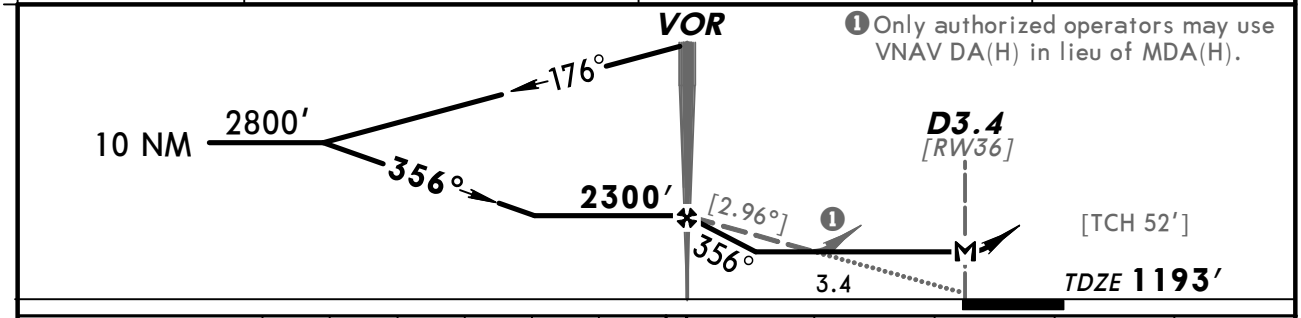
MISSED APCH: Climb to 2500′, then climbing LEFT turn to 3000′ direct MCW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Charles City altimeter setting.
2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 123.0.



MSA MCW VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [2.96°]	367	471	524	628	733	838
MAP at D3.4 or VOR to MAP 3.4	2:55	2:16	2:02	1:42	1:27	1:16

MALSR
PAPI

2500′	3000′ LT	D	MCW 114.9

TERPS AMEND 6B

STRAIGHT-IN LANDING RWY 36

	MDA(H) 1640′ (447′) With Local Altimeter Setting			MDA(H) 1740′ (547′) With Charles City Altimeter Setting		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C	3/4	1 1/4		3/4	1 1/4	
D	1	1 1/2		1	1 1/2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Charles City Altimeter Setting MDA(H)
90	1660′ (447′)-1	1760′ (547′)-1
120	1680′ (467′)-1	1780′ (567′)-1
140	1760′ (547′)-1 1/2	1860′ (647′)-1 1/2
165	1840′ (627′)-2	1940′ (727′)-2

CHANGES: None.

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General Information

Location: Sioux City IA USA
IATA Code: SUX
Lat/Long: N42° 24.2' W096° 23.1'
Elevation: 1098 ft

Airport Use: Public
Magnetic Variation: 3.4°E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1305 Z
Sunset: 0012 Z,

Runway Information

Runway: 13
Length x Width: 9002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1095 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 17
Length x Width: 6600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1098 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 31
Length x Width: 9002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1096 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 6600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1096 ft
Lighting: Edge, Pilot controlled

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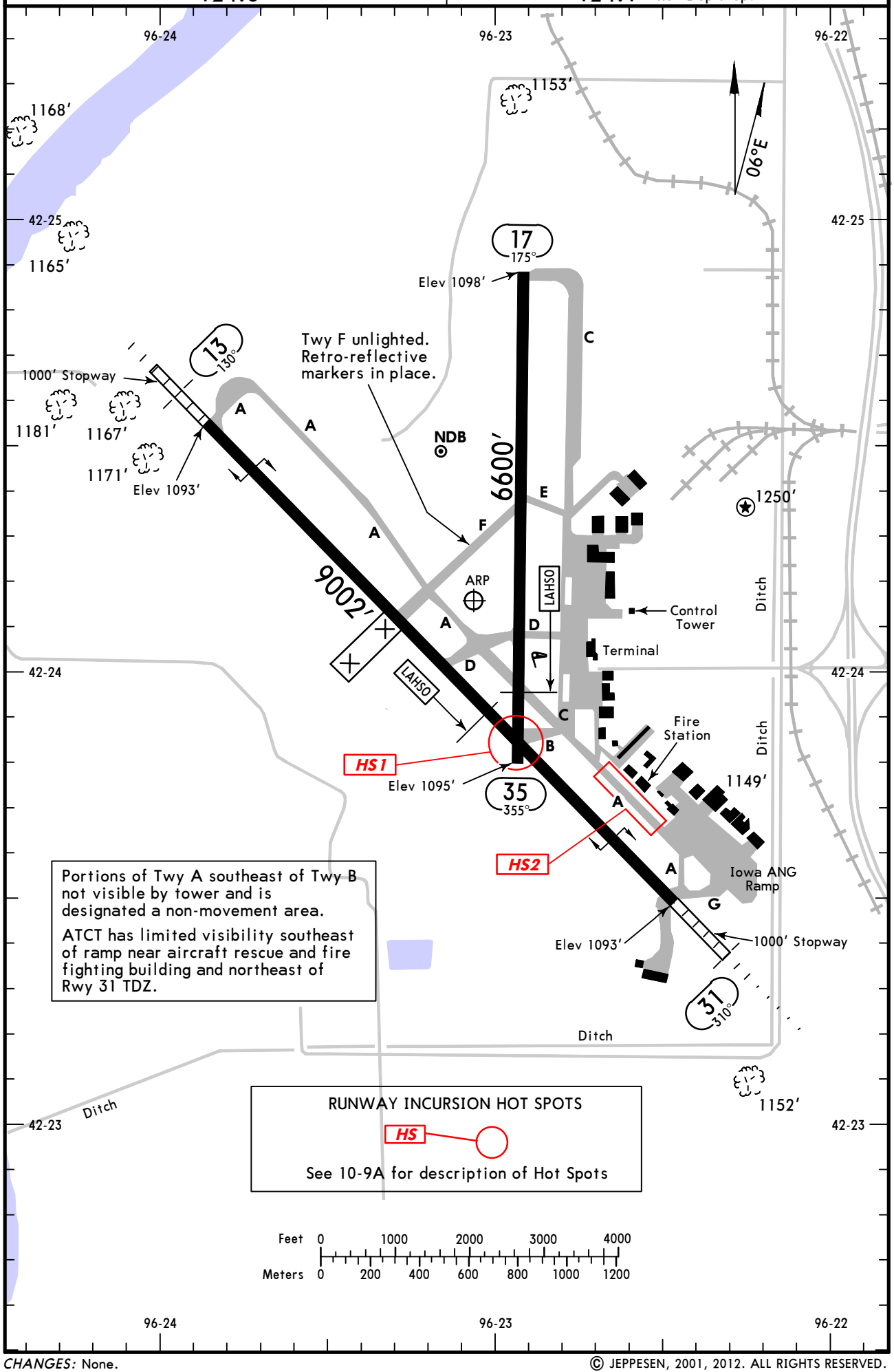
Communication Information

ATIS 119.45
ASOS 119.45
Sioux City Tower 118.7 CTAF PCL
Sioux City Ground Control 121.9
Sioux City Approach Control 124.6
Sioux City Departure Control 124.6
Sioux Gateway Unicom 122.95
FT Dodge Flight Service Station 122.45 RCO
FT Dodge Flight Service Station 122.1 RCO
FT Dodge Flight Service Station 116.5 RCO
Minneapolis Center 124.1 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*SIOUX CITY Ground	*Tower	UNICOM 122.95
119.45	121.9	CTAF 118.7	

*SIOUX CITY Departure (R)	MINNEAPOLIS Center (R)
124.6	124.1 when Dep inop.



CHANGES: None.

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GENERAL

CAUTION: Occasional bird watch conditions.

CAUTION: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.

Airfield surface conditions not monitored by airport management between 0000-0400 LT, daily.

Rwy 31 is calm wind runway.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
13 ❶	❷ HIRL ❷ MALS VASI-L	grooved RVR		7952′	17/35 5400′		150′
31	❷ HIRL ❷ MALSR VASI-L	grooved RVR		8028′			

❶ Center 7000′ has porous friction course overlay.
❷ Activate on 118.7 when Twr inop.

17	❸ MIRL ❸ REIL VASI-R	porous friction course overlay			13/31 5650′		150′
35	❸ MIRL PAPI-L (angle 3.0°)						

❸ Activate on 118.7 when Twr inop.

RUNWAY INCURSION HOT SPOTS HS

For information only, not to be construed as ATC instructions

HS1 Runway 17/35 and Runway 13/31 intersect at Taxiway B. When departing northbound, cross check compass on runway to verify use of correct runway for departure.

HS2 Area not visible from the tower.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 13, 17, 31		Rwy 35		
	Adequate Vis Ref	STD	With Mim climb of 250′/NM to 4200′ Adequate Vis Ref	STD	For Climb In Visual Conditions
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	1400-3
3 & 4 Eng		RVR 24 or 1/2		1/2	

OBSTACLE DP

Rwy 31, climb via heading 310° to 2000′ before turning east.
Rwy 35, for climb in visual conditions: cross Sioux Gateway/Col Day at or above 2300′ MSL before proceeding on course.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating / Authorized Only When Local Weather Available: ILS Rwy 31	ILS Rwy 13	LOC Rwy 13 LOC Rwy 31	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 31 VOR DME Rwy 13 VOR Rwy 31	NDB Rwy 35	Other
A	600-2	600-2	800-2	800-2	900-2	NA
B						
C					900-2¼	
D		700-2			900-2½	

AMEND 3

CHANGES: Alternate minimums.

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KSUX/SUX
SIOUX GATEWAY/COL DAY

JEPPESEN 3 FEB 12 (11-1) Eff 9 Feb

SIOUX CITY, IOWA
ILS or LOC Rwy 13

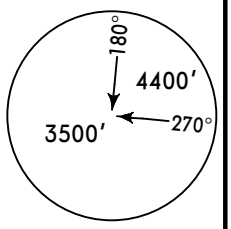
ATIS (ASOS when Twr inop)	*SIOUX CITY Approach (R)	MINNEAPOLIS Center (R)	*SIOUX CITY Tower	*Ground
119.45	124.6	124.1 when App inop.	CTAF 118.7	121.9

LOC IOIQ	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 1098′
111.3	130°	2498′ (1405′)	1293′ (200′)	Rwy 13 1093′

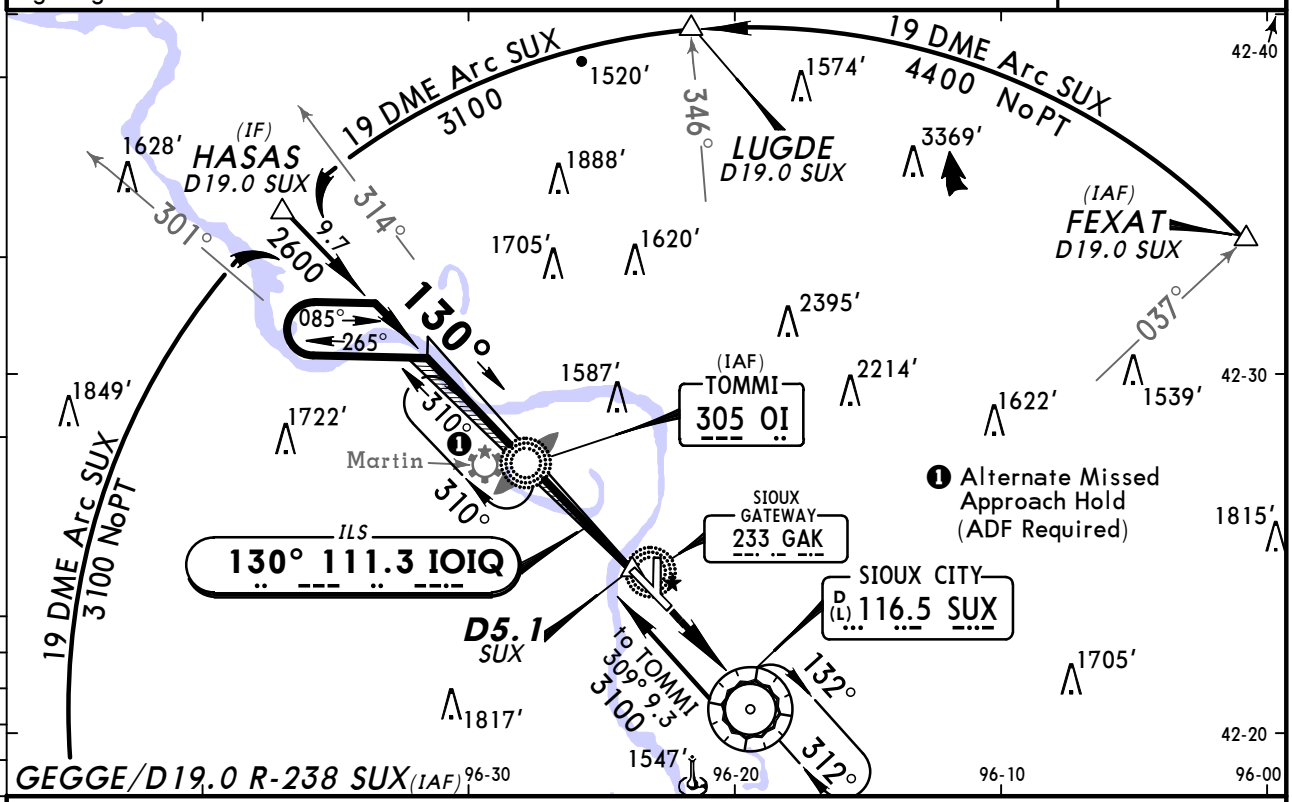
MISSED APCH: Climb to 3300′ direct SUX VOR and hold, continue climb-in-hold to 3300′, or as directed by ATC.

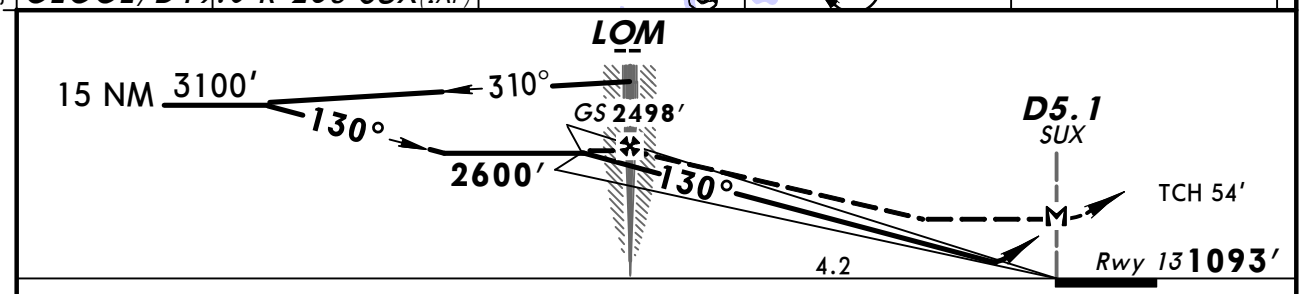
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Le Mars altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 118.7.



MSA OI LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D5.1 SUX or LOM to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

MALS / VASI — 3300′ — D — SUX 116.5

TERPS

STRAIGHT-IN LANDING RWY 13 — With Local Altimeter Setting

	ILS DA(H) 1293′ (200′) FULL	ILS DA(H) 1293′ (200′) ALS out	LOC (GS out) MDA(H) 1580′ (487′)	LOC (GS out) MDA(H) 1580′ (487′) ALS out
A	RVR 40 or ¾	RVR 45 or ⅞	RVR 40 or ¾	RVR 55 or 1
B				
C			RVR 60 or 1⅛	1⅜
D				

CIRCLE-TO-LAND — With Local Altimeter Setting

Max Kts	MDA(H)
90	1640′ (542′)-1
120	
140	1680′ (582′)-1½
165	1700′ (602′)-2

With Le Mars Altimeter Setting

	ILS DA(H) 1363′ (270′) FULL	ILS DA(H) 1363′ (270′) ALS out	LOC (GS out) MDA(H) 1660′ (567′)	LOC (GS out) MDA(H) 1660′ (567′) ALS out
A	RVR 40 or ¾	RVR 45 or ⅞	RVR 40 or ¾	RVR 55 or 1
B				
C			1⅜	1⅝
D				

With Le Mars Altimeter Setting

Max Kts	MDA(H)
90	1720′ (622′)-1
120	
140	1760′ (662′)-1¾
165	1780′ (682′)-2

BRIEFING STRIP ™

TERPS AMEND 2 9 FEB 2012

CHANGES: Procedure.

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KSUX/SUX
SIOUX GATEWAY/COL DAY

JEPPESEN 3 FEB 12 (11-2) Eff 9 Feb

SIOUX CITY, IOWA
ILS or LOC Rwy 31

ATIS (ASOS when Twr inop)	*SIOUX CITY Approach (R)	MINNEAPOLIS Center (R)	*SIOUX CITY Tower	*Ground
119.45	124.6	124.1 when App inop.	CTAF 118.7	121.9

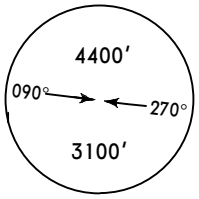
BRIEFING STRIP ™

LOC ISUX	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 1098′
109.3	310°	2868′ (1775′)	1293′ (200′)	Rwy 31 1093′

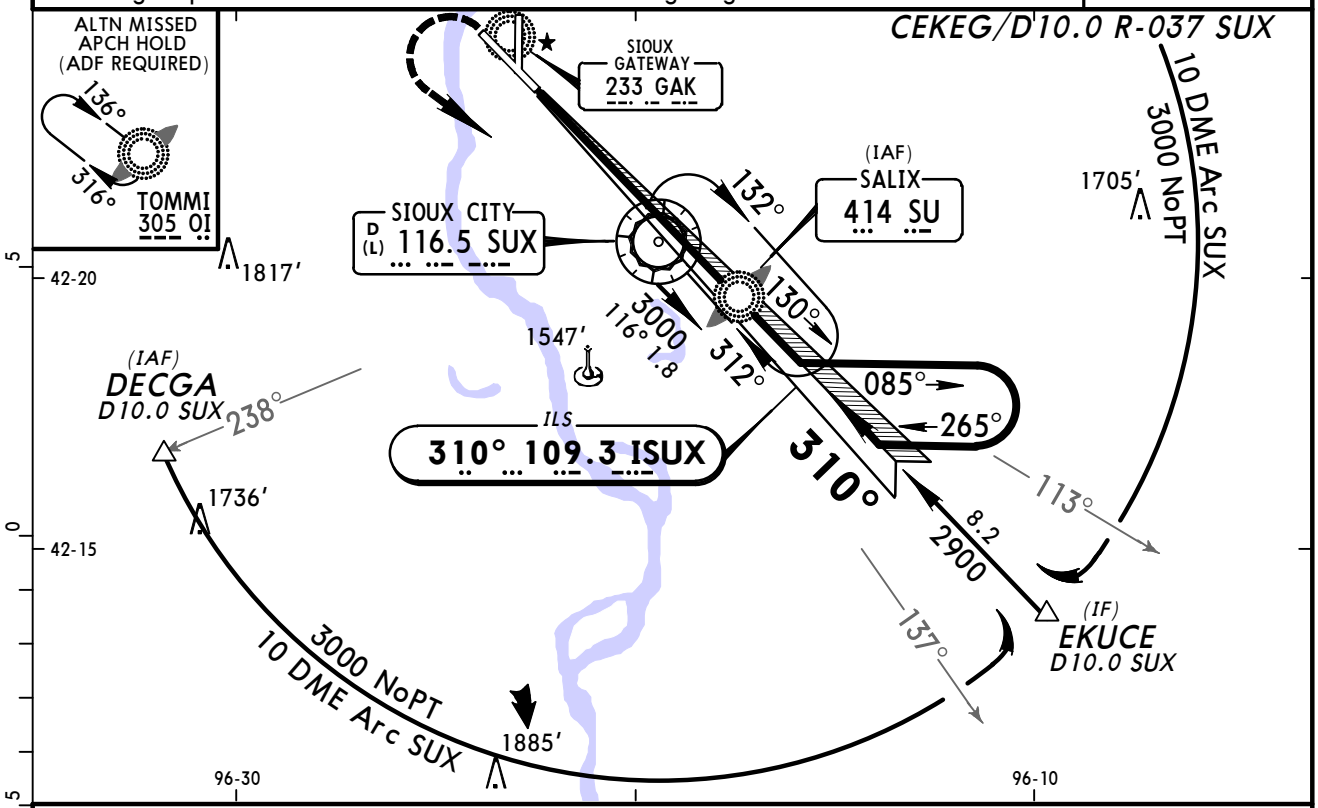
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 2900′ direct SUX VOR and hold, or as directed by ATC.

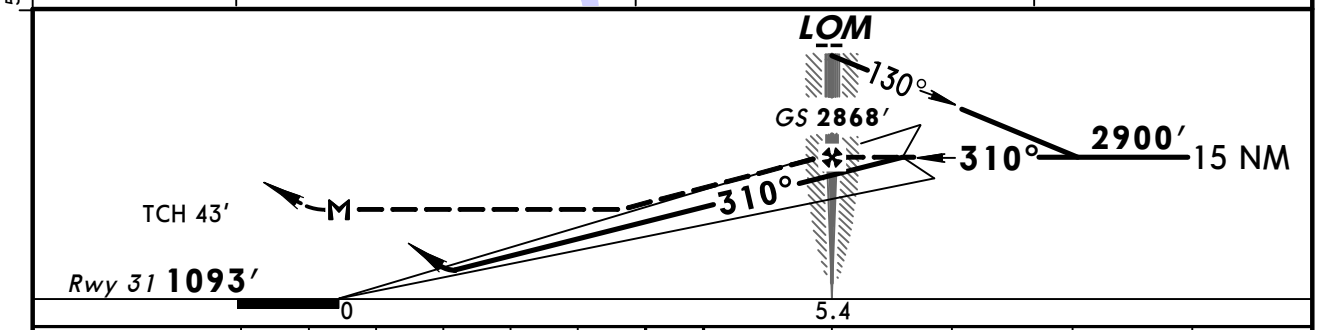
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Le Mars altimeter setting. 2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 118.7.



MSA SU LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
LOM to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR VASI 2000′ 2900′ LT D SUX 116.5

TERPS STRAIGHT-IN LANDING RWY 31

With Local ALtimeter Setting

	ILS DA(H) 1293′ (200′) FULL	RAIL out	ALS out	LOC (GS out) MDA(H) 1560′ (467′)	RAIL out	ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾		RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B						
C				RVR 50 or 1	RVR 60 or 1⅛	1⅜
D						

CIRCLE-TO-LAND With Local Altimeter Setting

Max Kts.	MDA(H)
90	1640′ (542′)-1
120	
140	1660′ (562′)-1½
165	1680′ (582′)-2

With Le Mars Altimeter Setting

	ILS DA(H) 1363′ (270′) FULL	RAIL out	ALS out	LOC (GS out) MDA(H) 1640′ (547′)	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 45 or ⅞	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B						
C				RVR 60 or 1⅛	1⅜	1⅝
D						

With Le Mars Altimeter Setting

Max Kts.	MDA(H)
90	1720′ (622′)-1
120	
140	1740′ (642′)-1¾
165	1760′ (662′)-2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 25 2 JUN 2011

CHANGES: Minimums.

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KSUX/SUX
SIOUX GATEWAY/COL DAY

JEPPESEN

6 MAR 09
Eff 12 Mar

(12-1)

SIOUX CITY, IOWA
RNAV (GPS) Rwy 13

ATIS (ASOS when Twr inop)	*SIOUX CITY Approach (R)	MINNEAPOLIS Center (R)	*SIOUX CITY Tower	*Ground
119.45	124.6	124.1 when App inop.	CTAF 118.7	121.9

BRIEFING STRIP™

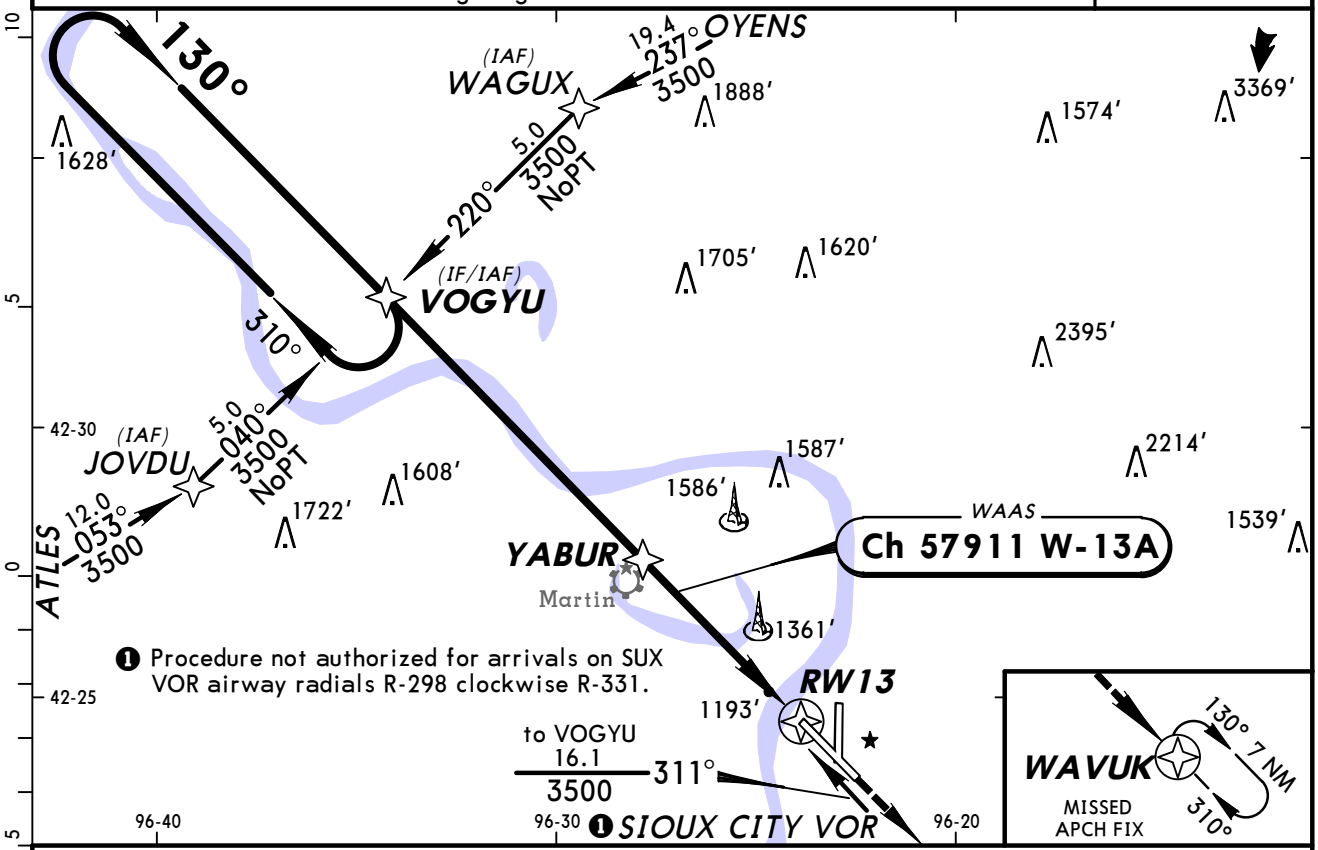
WAAS	Final Apch Crs	Minimum Alt YABUR	LPV DA(H) (CONDITIONAL)	Apt Elev 1098′
Ch 57911 W-13A	130°	2500′ (1405′)	1295′ (200′)	TDZE 1095′

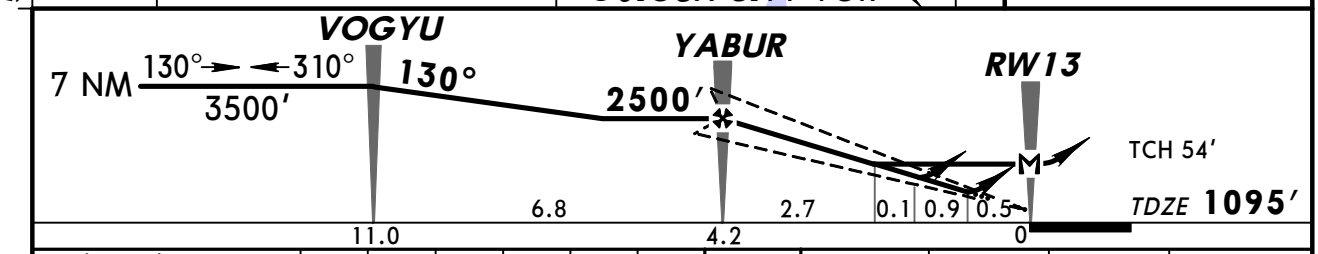
MISSED APCH: Climb to 3900′ direct WAVUK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Le Mars altimeter setting.
2. Baro-VNAV not authorized when using Le Mars altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114° F). 4. DME/DME RNP-0.3 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.7.

4400′
MSA RW13





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

MALS
VASI
3900′
WAVUK

STRAIGHT-IN LANDING RWY 13

	LPV	LNAV/VNAV (With Local Altimeter Setting)	LNAV	
	DA(H) 1295′(200′) ALS out	DA(H) 1582′(487′) ALS out	MDA(H) 1620′(525′)	ALS out
A	RVR 40 or ¾	1¾	RVR 40 or ¾	RVR 50 or 1
B				
C			1½	
D			1¾	

CIRCLE-TO-LAND (With Local Altimeter Setting)

Max Kts	MDA(H)
90	1640′(542′)-1
120	
140	1660′(562′)-1½
165	1680′(582′)-2

TERPS AMENDO

	With Le Mars Altimeter Setting			
	DA(H) 1365′(270′) ALS out	DA(H) 1652′(557′) ALS out	MDA(H) 1700′(605′)	ALS out
A	RVR 50 or 1	2	RVR 40 or ¾	RVR 50 or 1
B				
C			1¾	
D			2	

With Le Mars Altimeter Setting

Max Kts	MDA(H)
90	1720′(622′)-1
120	
140	1740′(642′)-1¾
165	1760′(662′)-2¼

CHANGES: New procedure.

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KSUX/SUX
SIOUX GATEWAY/COL DAY

JEPPESEN 6 MAR 09 (12-2) Eff 12 Mar

SIOUX CITY, IOWA
RNAV (GPS) Rwy 17

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*SIOUX CITY Approach (R)	MINNEAPOLIS Center (R)	*SIOUX CITY Tower	*Ground
119.45	124.6	124.1 when App inop.	CTAF 118.7	121.9

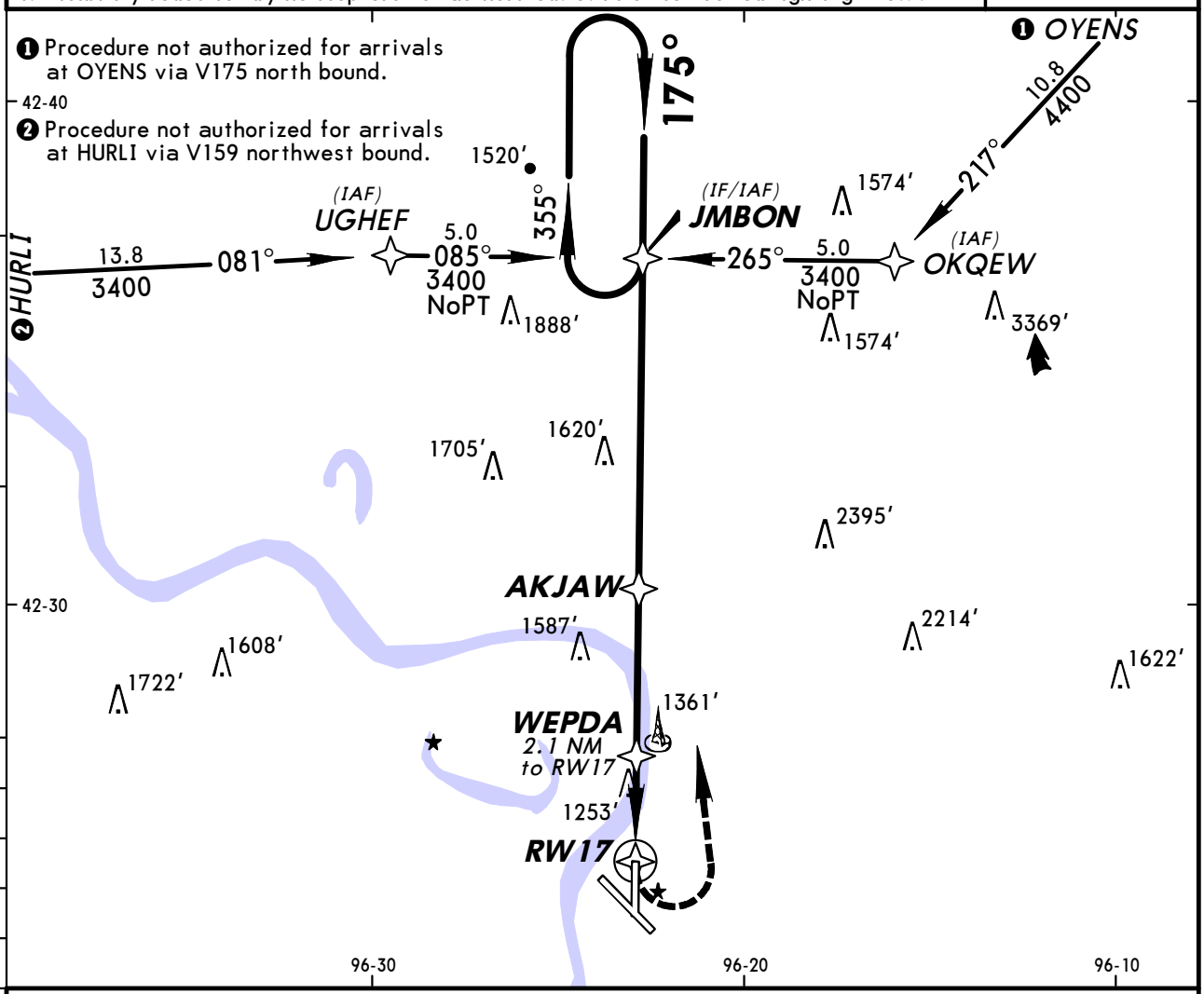
RNAV	Final Apch Crs	Minimum Alt AKJAW	LNAV MDA(H)	Apt Elev 1098′
	175°	2900′ (1802′)	1660′ (562′)	TDZE 1098′

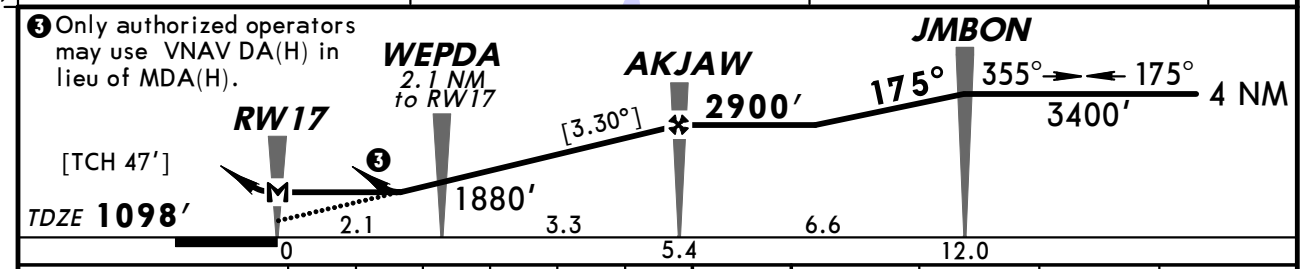
MISSED APCH: Climbing LEFT turn to 4400′ direct JMBON and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Le Mars altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angles not coincident.
4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 118.7.

4400′ MSA RW17





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.30°]	409	526	584	701	817	934
MAP at RW17						

REIL
VASI-R

4400′ LT

D

JMBON

TERPS	STRAIGHT-IN LANDING RWY 17 LNAV: MDA(H) 1660′ (562′) With Local Altimeter Setting	MDA(H) 1740′ (642′) With Le Mars Altimeter Setting	CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Le Mars Altimeter Setting MDA(H)
A	1	1	90	1660′ (562′) - 1	1740′ (642′) - 1
B			120		
C	1½	1¾	140	1660′ (562′) - 1½	1740′ (642′) - 1¾
D	1¾	2	165	1680′ (582′) - 2	1760′ (662′) - 2¼

AMEND 0

CHANGES: New procedure.

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KSUX/SUX
SIOUX GATEWAY/COL DAY

JEPPESEN 6 MAR 09 Eff 12 Mar (12-3)

SIOUX CITY, IOWA
RNAV (GPS) Rwy 31

ATIS (ASOS when Twr inop)	*SIOUX CITY Approach (R)	MINNEAPOLIS Center (R)	*SIOUX CITY Tower	*Ground
119.45	124.6	124.1 when App inop.	CTAF 118.7	121.9

BRIEFING STRIP™

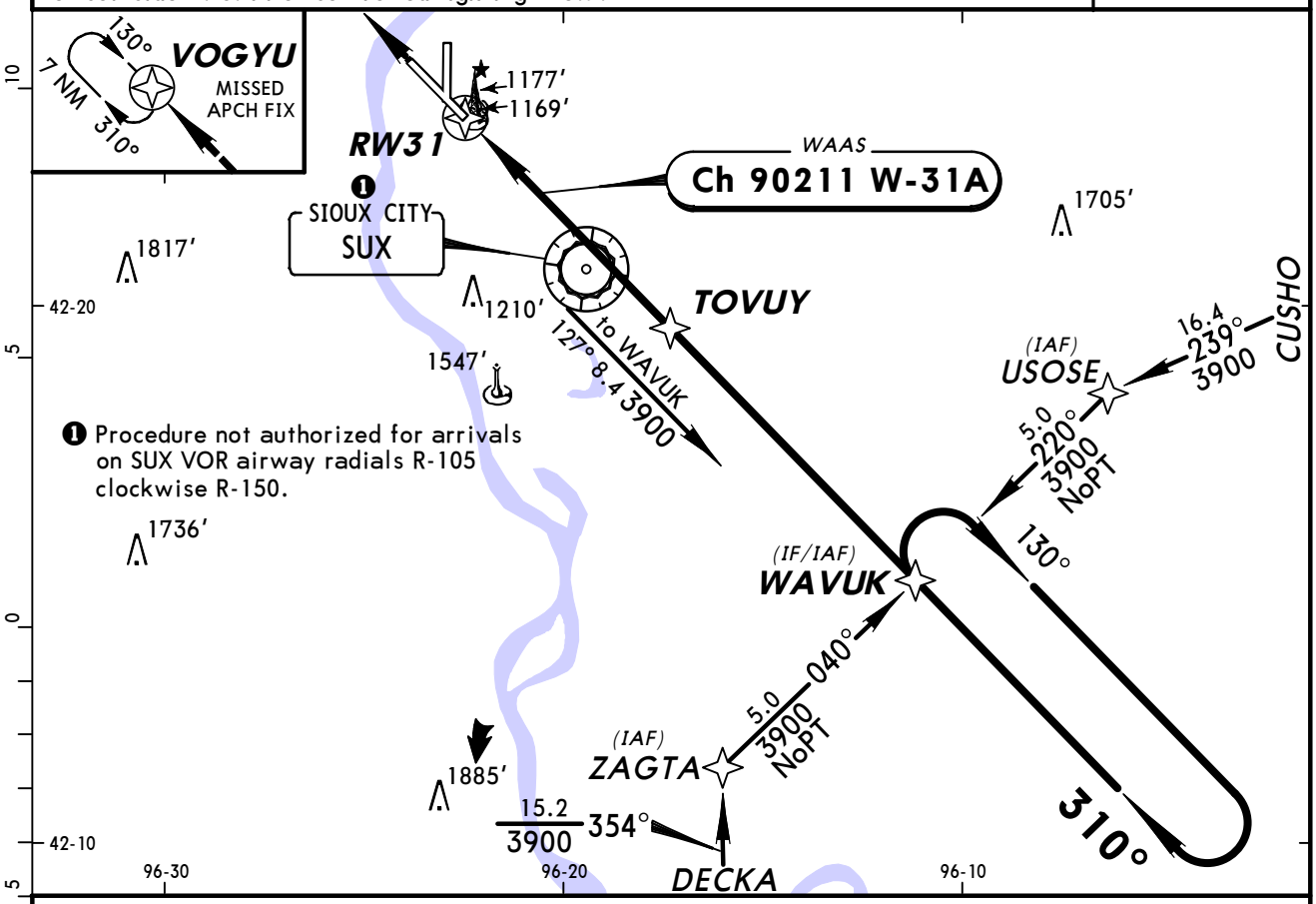
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1098′
Ch 90211 W-31A	310°	TOVUY 2900′ (1804′)	1296′ (200′)	TDZE 1096′

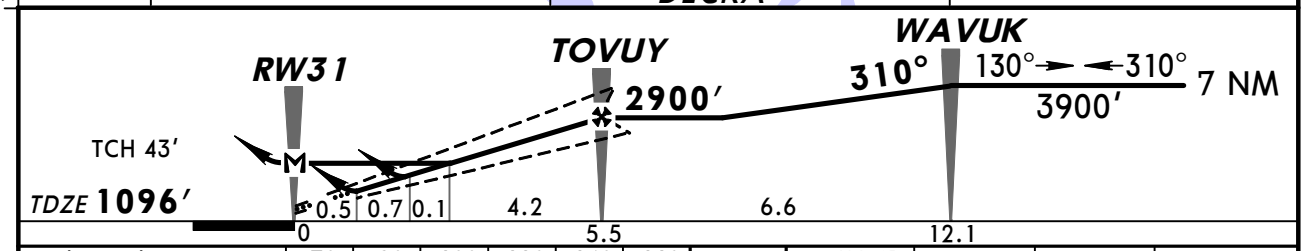
MISSED APCH: Climb to 3500′ direct VOGYU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Le Mars altimeter setting.
2. Baro-VNAV not authorized when using Le Mars altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114° F). 4. DME/DME RNP-0.3 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.7.

4400′
MSA RW31





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

MALSR
VASI
3500′
D
VOGYU

STRAIGHT-IN LANDING RWY 31

	LPV		LNAV/VNAV (With Local Altimeter Setting)		LNAV		
	DA(H) 1296′(200′)		DA(H) 1507′(411′)		MDA(H) 1560′(464′)		
		ALS or RAIL out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND (With Local Altimeter Setting)

Max Kts	MDA(H)
90	1640′(542′)-1
120	
140	1660′(562′)-1½
165	1680′(582′)-2

TERPS AMEND 0

	With Le Mars Altimeter Setting						
	DA(H) 1366′(270′)		DA(H) 1577′(481′)		MDA(H) 1640′(544′)		
		ALS or RAIL out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

With Le Mars Altimeter Setting

Max Kts	MDA(H)
90	1720′(622′)-1
120	
140	1740′(642′)-1¾
165	1760′(662′)-2¼

CHANGES: New procedure.

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KSUX/SUX
SIOUX GATEWAY/COL DAY

JEPPESEN
4 FEB 11 (13-1)

SIOUX CITY, IOWA
VOR DME Rwy 13

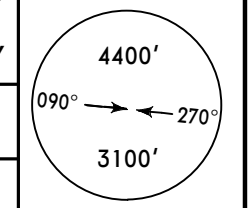
BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*SIOUX CITY Approach (R)	MINNEAPOLIS Center (R)	*SIOUX CITY Tower	*Ground
119.45	124.6	124.1 when App inop.	CTAF 118.7	121.9

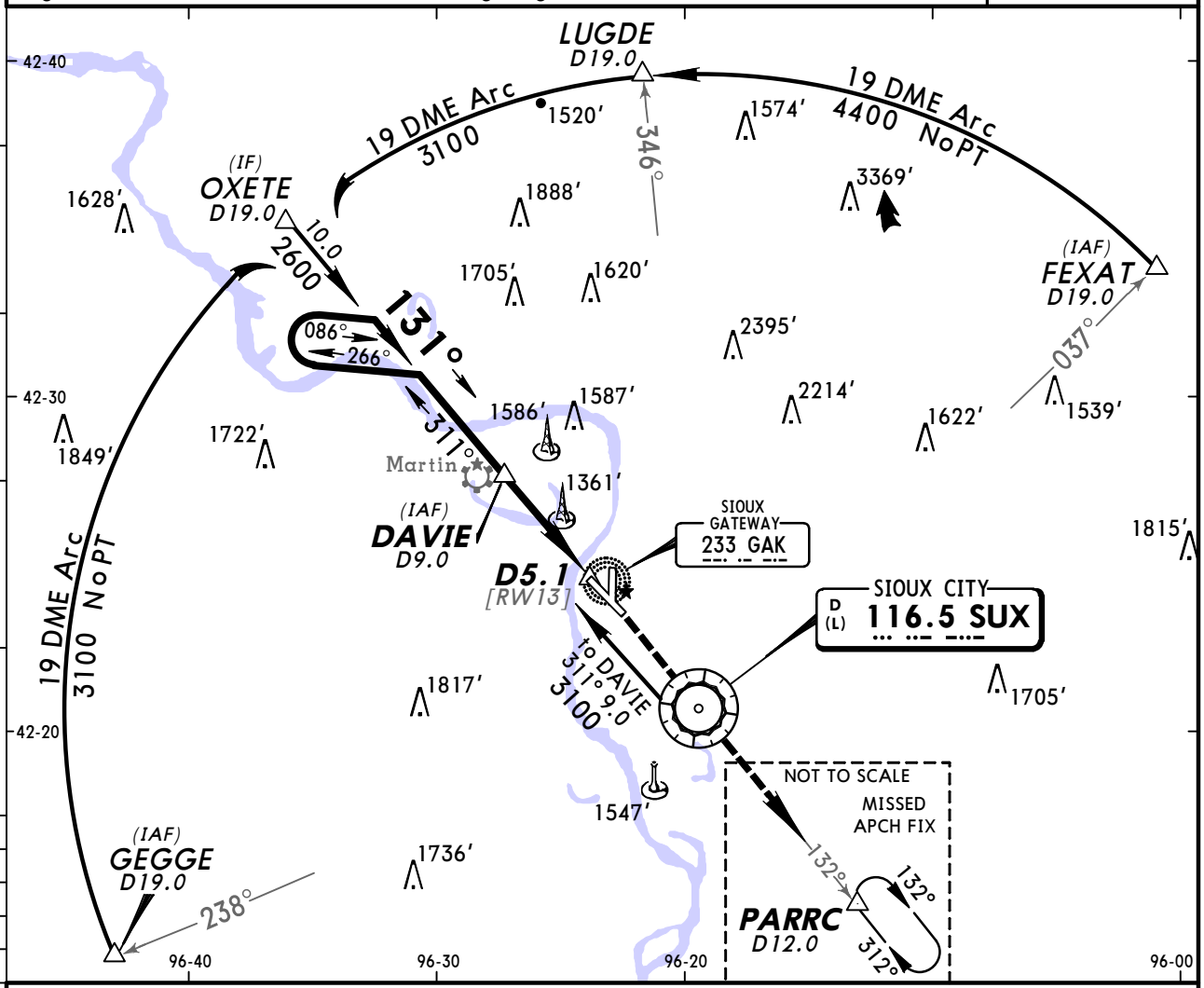
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1098′
SUX 116.5	131°	DAVIE 2600′ (1505′)	1620′ (525′)	TDZE 1095′

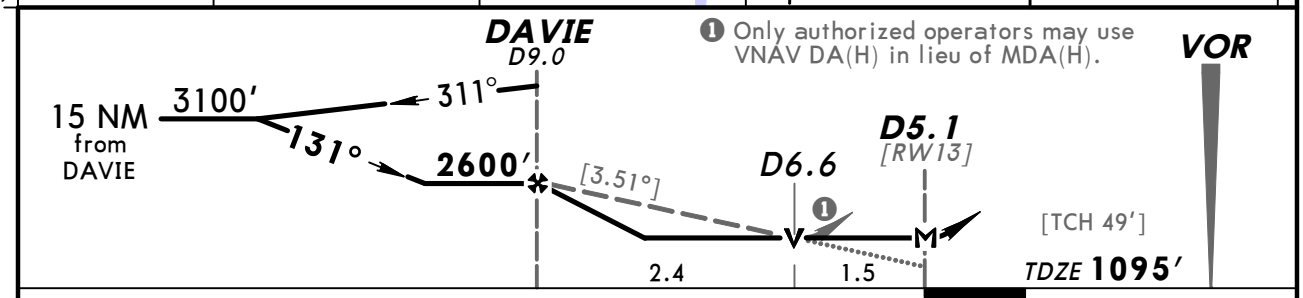
MISSED APCH: Climb to 3000′ direct SUX VOR then outbound via SUX VOR R-132 to PARRC/D12.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Le Mars altimeter setting.
2. VDP not authorized when using Le Mars altimeter setting. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 118.7.



MSA SUX VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.51°]	435	559	621	745	870	994
MAP at D5.1						

MALS
VASI

3000′

SUX 116.5

	STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND		
	MDA(H) 1620′ (525′) With Local Altimeter Setting		MDA(H) 1700′ (605′) With Le Mars Altimeter Setting			With Local Altimeter Setting	With Le Mars Altimeter Setting
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	90	1640′ (542′)-1	1720′ (622′)-1
B					120		
C	1½		1¾		140	1660′ (562′)-1½	1740′ (642′)-1¾
D	1¾		2		165	1680′ (582′)-2	1760′ (662′)-2¼

AMEND 18 TERPS

CHANGES: None.

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KSUX/SUX
SIOUX GATEWAY/COL DAY

JEPPESEN 4 FEB 11 (13-2)

SIOUX CITY, IOWA
VOR Rwy 31

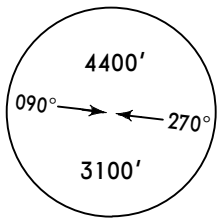
BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*SIOUX CITY Approach (R)	MINNEAPOLIS Center (R)	*SIOUX CITY Tower	*Ground
119.45	124.6	124.1 when App inop.	CTAF 118.7	121.9

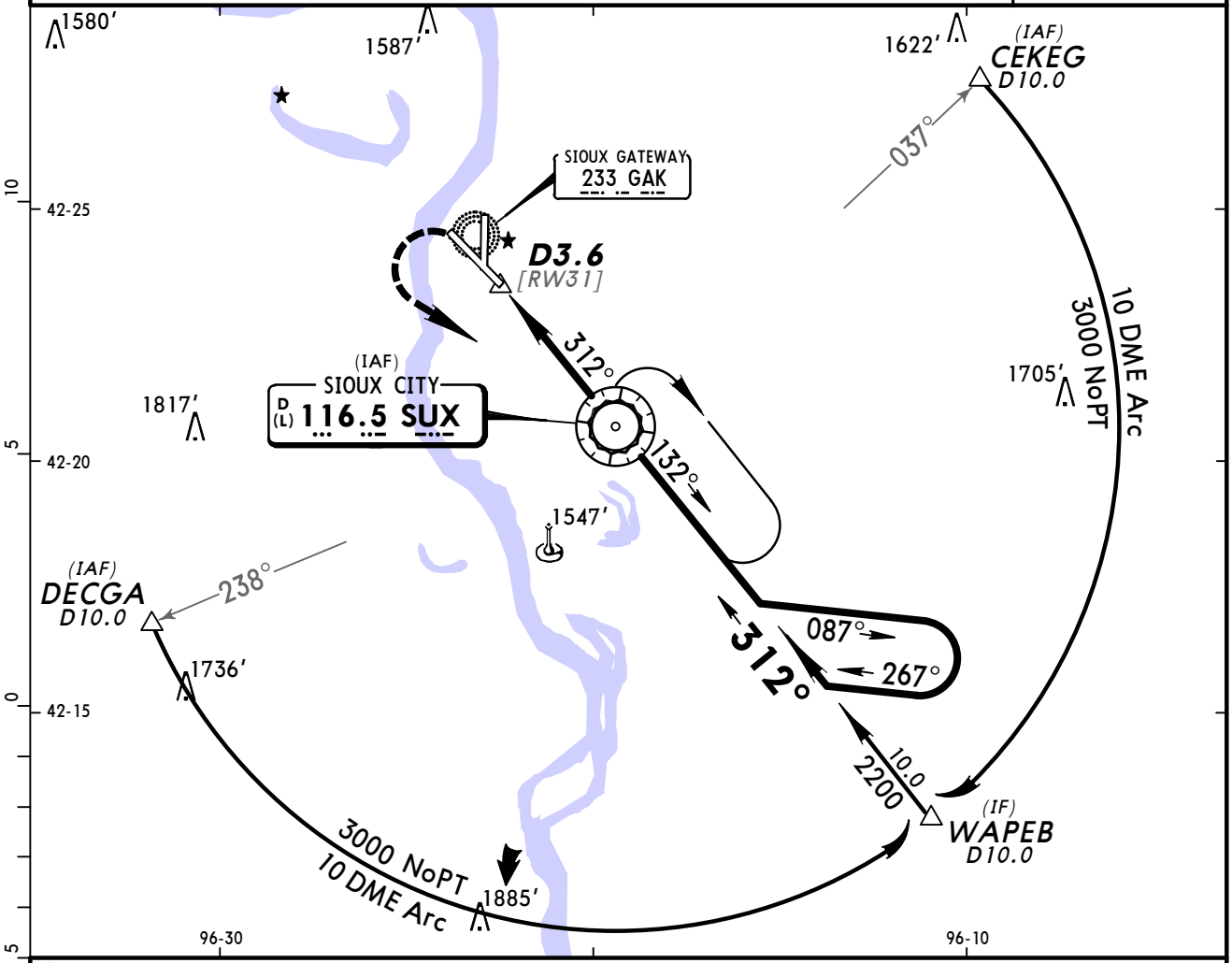
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H) (CONDITIONAL)	Apt Elev 1098′
SUX 116.5	312°	2200′ (1104′)	1560′ (464′)	TDZE 1096′

MISSED APCH: Climb to 1600′ then climbing LEFT turn to 2900′ direct SUX VOR and hold.

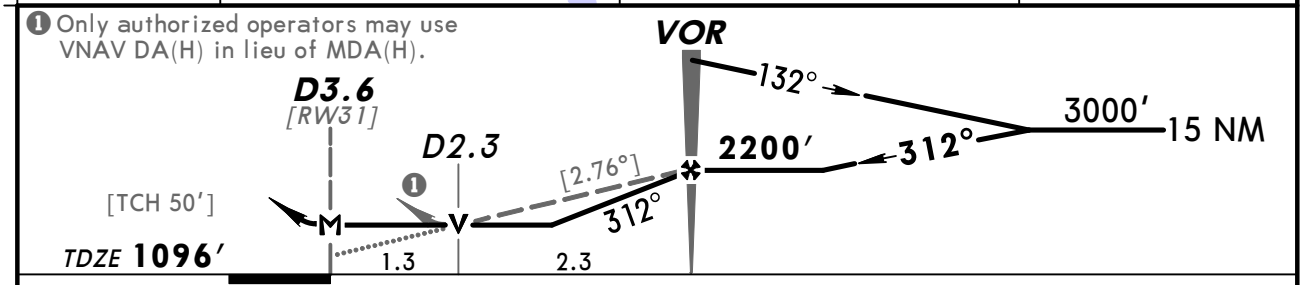
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Le Mars altimeter setting.
2. VDP not authorized when using Le Mars altimeter setting. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 118.7.



MSA SUX VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.76°]	342	439	488	586	683	781
MAP at D3.6 or VOR to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

MALSR VASI | 1600′ | 2900′ LT | D | SUX 116.5

STRAIGHT-IN LANDING RWY 31

	MDA(H) 1560′ (464′) With Local Altimeter Setting			MDA(H) 1640′ (544′) With Le Mars Altimeter Setting		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B						
C	RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 50 or 1	1 1/2	
D	RVR 50 or 1	1 1/2		RVR 60 or 1 1/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Le Mars Altimeter Setting MDA(H)
90	1640′ (542′) - 1	1720′ (622′) - 1
120		
140	1660′ (562′) - 1 1/2	1740′ (642′) - 1 3/4
165	1680′ (582′) - 2	1760′ (662′) - 2 1/4

TERPS AMEND 26A 10 FEB 2011

CHANGES: NoPT arrival note deleted.

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KSUX/SUX
SIOUX GATEWAY/COL DAY

JEPPESEN 6 MAR 09 (16-1) Eff 12 Mar

SIOUX CITY, IOWA
NDB Rwy 13

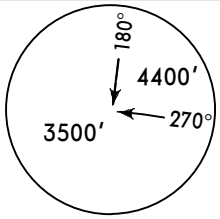
BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*SIOUX CITY Approach (R)	MINNEAPOLIS Center (R)	*SIOUX CITY Tower	*Ground
119.45	124.6	124.1 when App inop.	CTAF 118.7	121.9

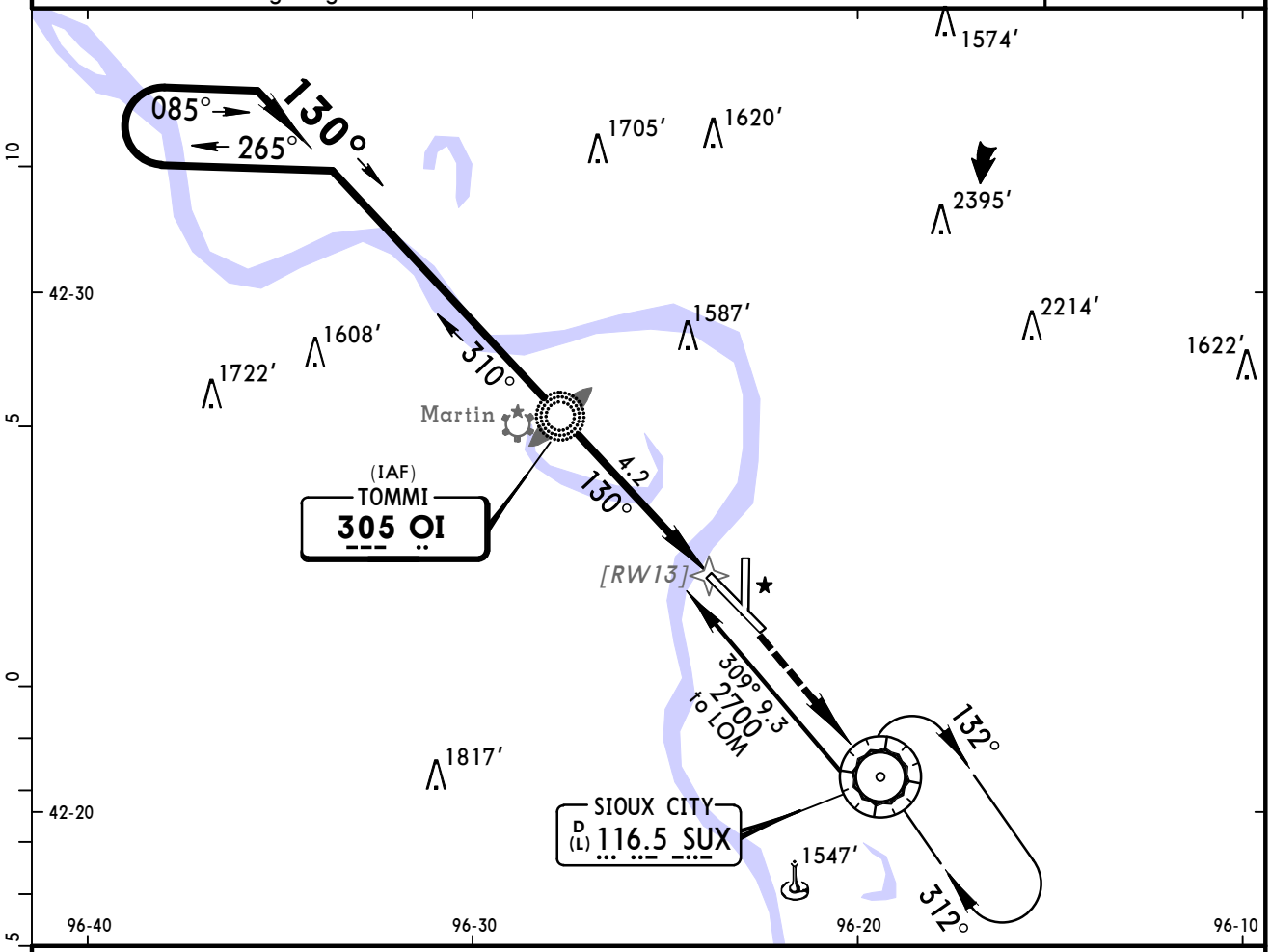
LOM OI	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 1098′
305	130°	2500′ (1405′)	1660′ (565′)	TDZE 1095′

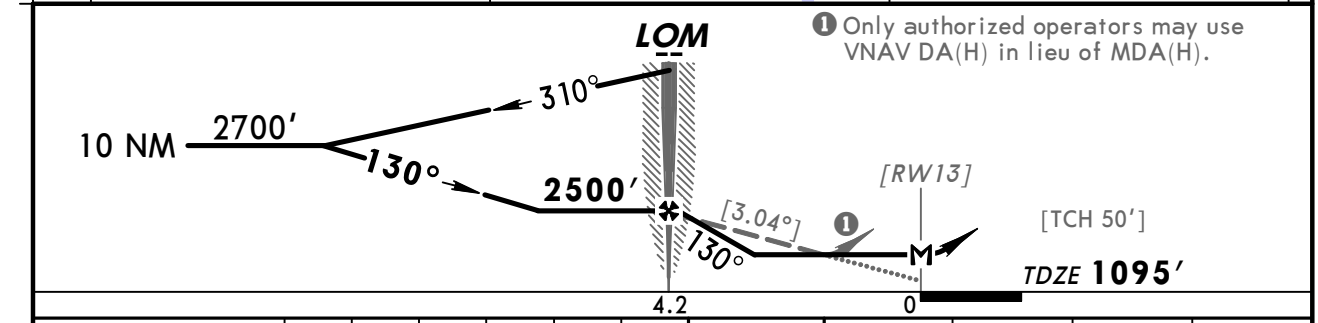
MISSED APCH: Climb to 2900′ direct SUX VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.7.



MSA OI LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
LOM to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

MALS VASI | 2900′ | D | SUX 116.5

STRAIGHT-IN LANDING RWY 13

MDA(H) 1660′ (565′)

		ALS out
A	3/4	1
B		
C	1 1/2	
D	1 3/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1660′ (562′) - 1
120	
140	1660′ (562′) - 1 1/2
165	1680′ (582′) - 2

TERPS AMEND 15C

CHANGES: Printing sequence, charted obstructions.

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BRIEFING STRIP ™

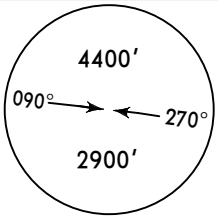
ATIS (ASOS when Twr inop)	*SIOUX CITY Approach (R)	MINNEAPOLIS Center (R)	*SIOUX CITY Tower	*Ground
119.45	124.6	124.1 when App inop.	CTAF 118.7	121.9

NDB GAK 233	Final Apch Crs 180°	Minimum Alt AFAVO 2400′ (1302′)	MDA(H) 1760′ (662′)	Apt Elev 1098′ TDZE 1098′

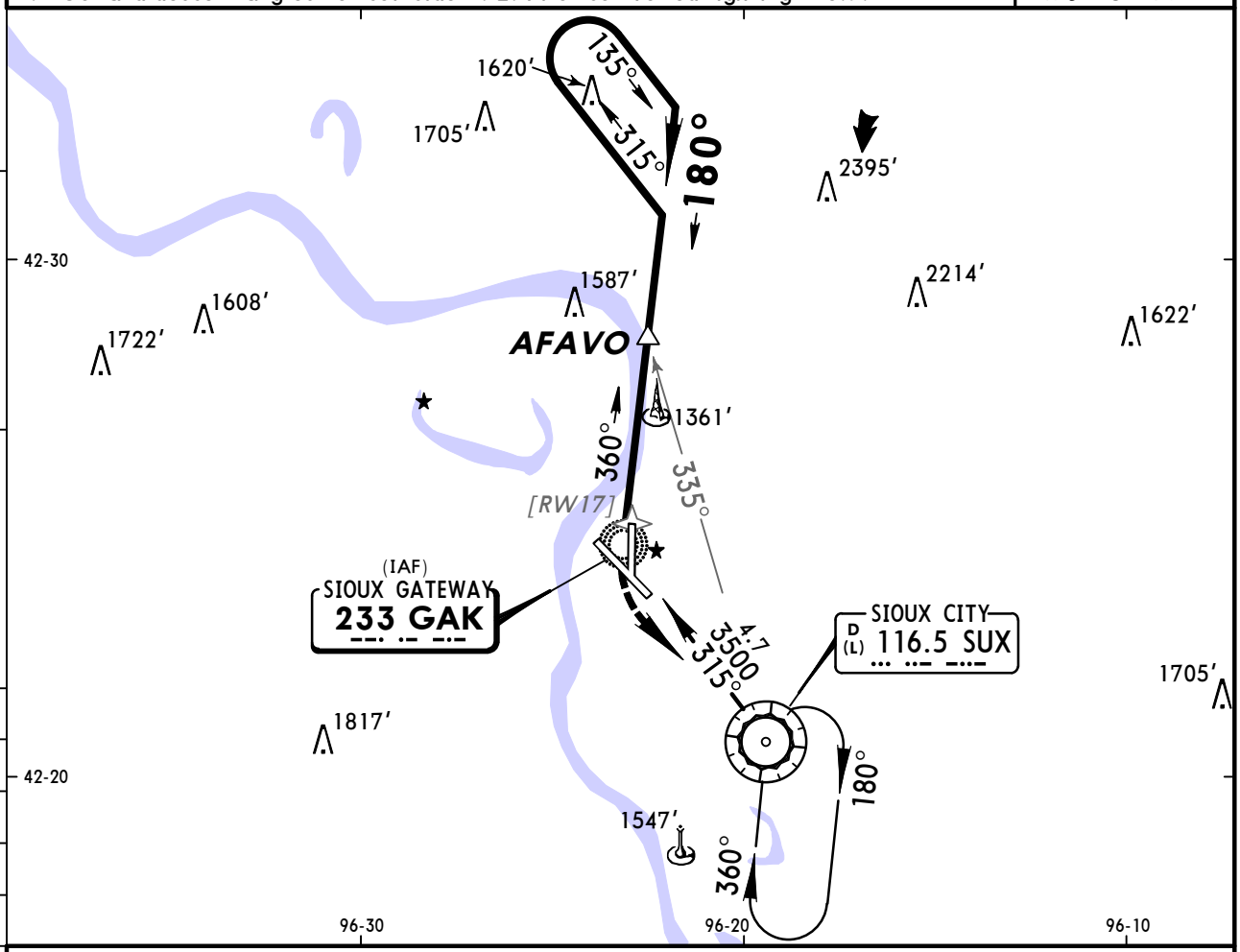
MISSED APCH: Climbing LEFT turn to 3000′ direct SUX VOR and hold.

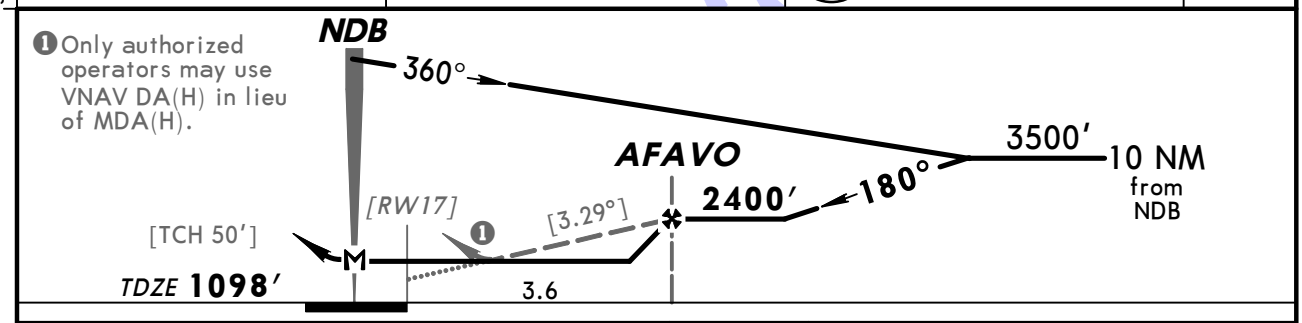
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 118.7.



MSA GAK NDB





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.29°]	407	524	582	699	815	931
MAP at NDB						

REIL
VASI-R
3000′ LT
D
SUX 116.5

STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND	
MDA(H) 1760′ (662′)		Max Kts	MDA(H)
A	1	90	1760′ (662′)-1
B		120	
C	1¾	140	1760′ (662′)-1¾
D	2	165	1760′ (662′)-2

AMEND 1 TERPS

CHANGES: Printing sequence, charted obstruction.

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BRIEFING STRIP TM

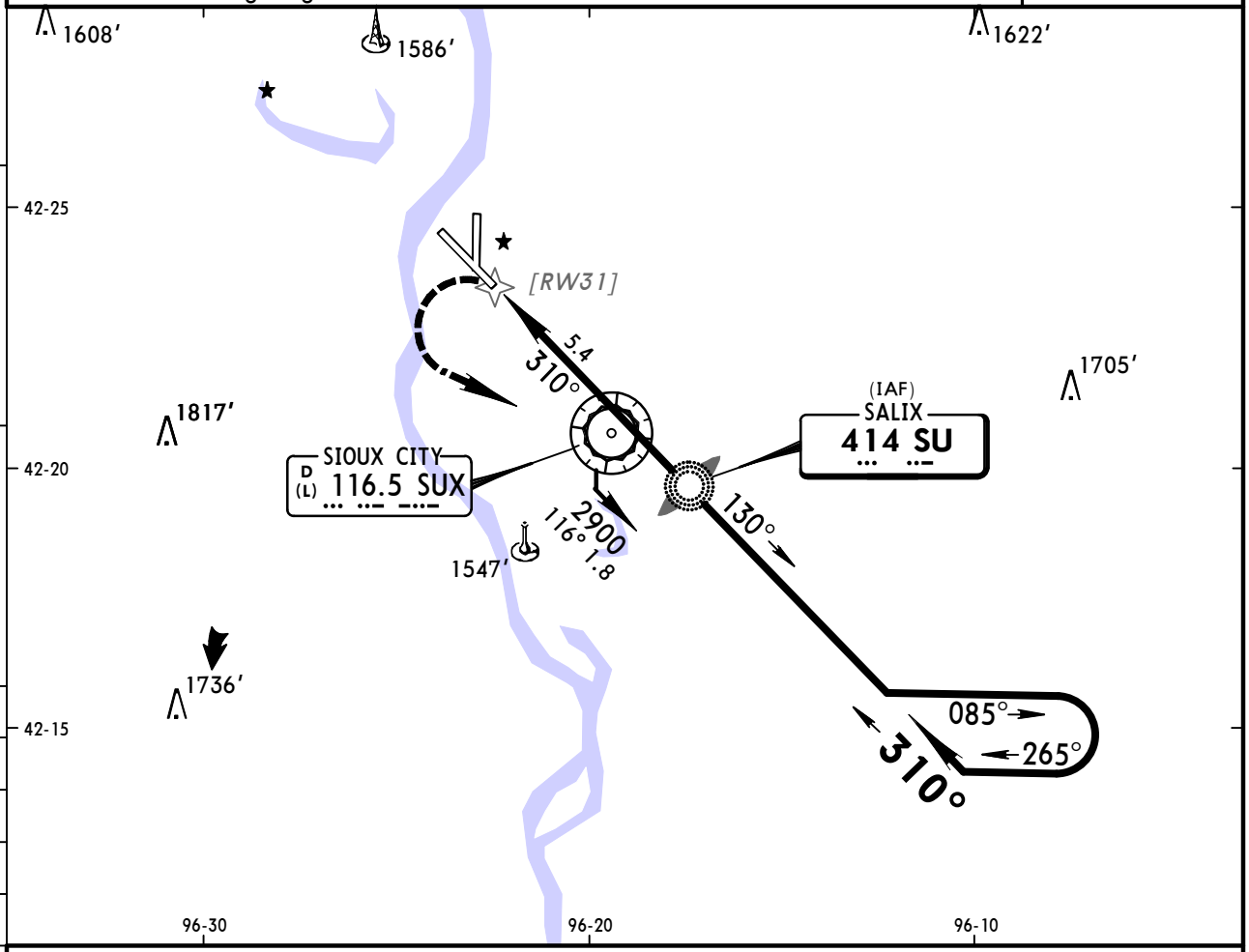
ATIS (ASOS when Twr inop)	*SIOUX CITY Approach (R)	MINNEAPOLIS Center (R)	*SIOUX CITY Tower	*Ground
119.45	124.6	124.1 when App inop.	CTAF 118.7	121.9

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1098′
SU 414	310°	LOM 2900′ (1804′)	1620′ (524′)	TDZE 1096′

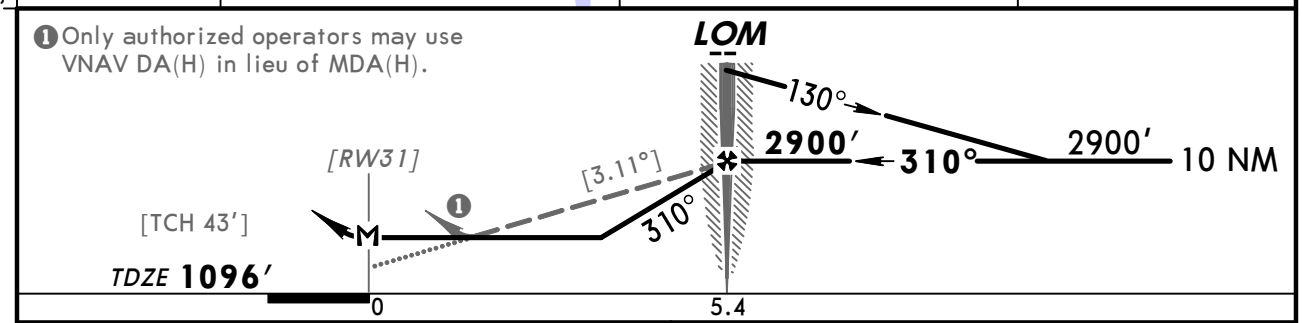
MISSED APCH: Climbing LEFT turn to 2900′ direct SUX VOR and hold SOUTHEAST, RIGHT turns, 312° inbound.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.7.

MSA SU LOM: 4400′ (090°–270°), 3100′



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.11°]	385	495	550	660	770	880
LOM to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR VASI 2900′ LT D SUX 116.5

TERPS AMEND 23B

	STRAIGHT-IN LANDING RWY 31 MDA(H) 1620′ (524′)		CIRCLE-TO-LAND	
	RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	90	1640′ (542′)-1
B			120	
C	RVR 50 or 1	1½	140	1640′ (542′)-1½
D	1½	1¾	165	1680′ (582′)-2

CHANGES: Printing sequence, charted obstructions.

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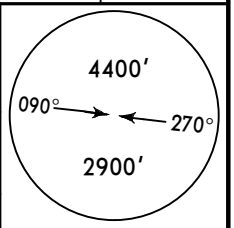
BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*SIOUX CITY Approach (R)	MINNEAPOLIS Center (R)	*SIOUX CITY Tower	*Ground
119.45	124.6	124.1 when App inop.	CTAF 118.7	121.9

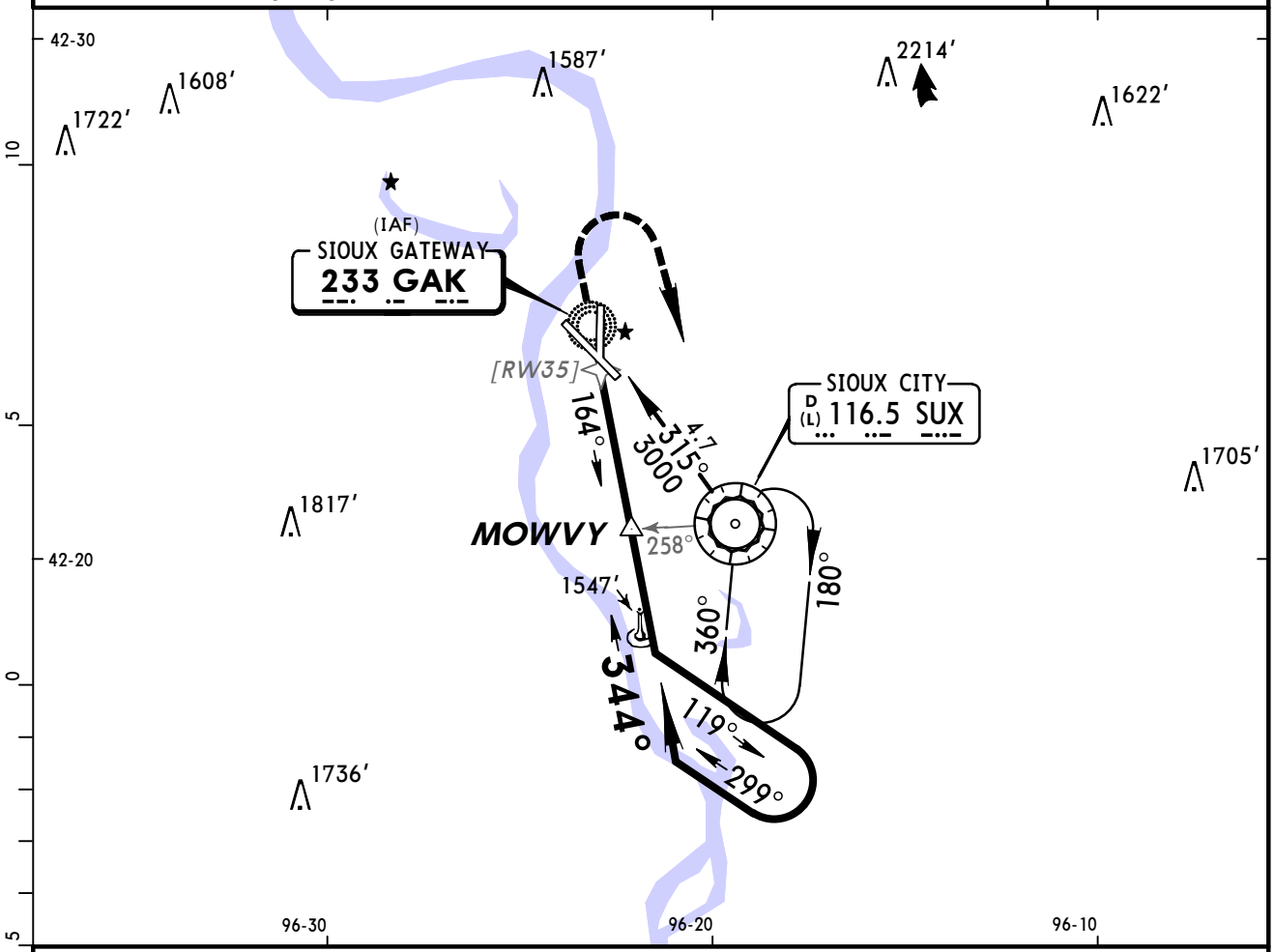
NDB	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1098′
GAK 233	344°	MOWVY 2200′ (1104′)	1560′ (464′)	TDZE 1096′

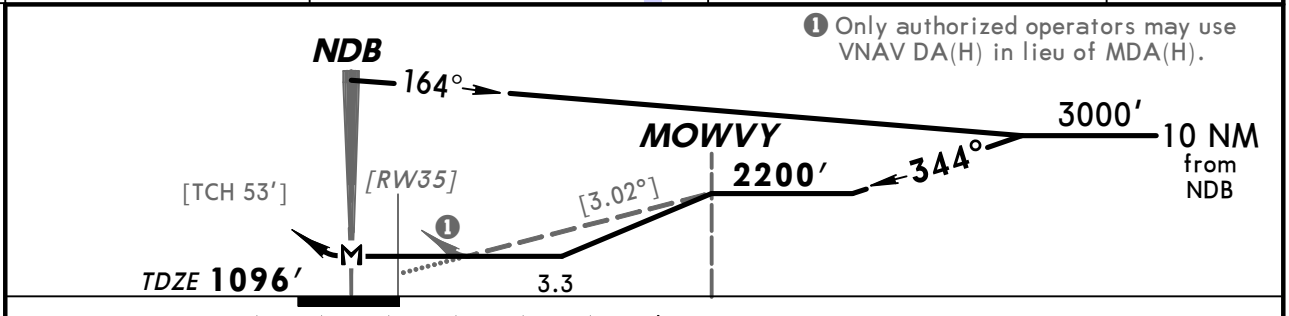
MISSED APCH: Climb to 1800′ then climbing RIGHT turn to 3000′ direct SUX VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.7.



MSA GAK NDB





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at NDB						

PAPI-L	1800′	3000′ RT	D	SUX 116.5

TERPS (AMENDED)

	STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND		
	MDA(H) 1560′ (464′) With Mowvy	MDA(H) 2200′ (1104′) Without Mowvy	Max Kts	With Mowvy MDA(H)	Without Mowvy MDA(H)
A	1	1¼	90	1640′ (542′)-1	2200′ (1102′)-1¼
B		1½	120		2200′ (1102′)-1½
C	1¼	3	140	1640′ (542′)-1½	2200′ (1102′)-3
D	1½		165	1680′ (582′)-2	

CHANGES: Printing sequence, charted obstructions.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

WATERLOO, IA (WATERLOO REGL - KALO)

BURLINGTON, IA (SOUTHEAST IOWA REGL - KBRL)

CEDAR RAPIDS, IA (THE EASTERN IOWA AIRPORT - KCID)

REV	ILS OR LOC RWY 9	11-1	17 Feb 2012	
REV	AIRPORT, PARKING, AIRPORT...	APT	17 Feb 2012	

DUBUQUE, IA (DUBUQUE REGL - KDBQ)

DES MOINES, IA (DES MOINES INTL - KDSM)

FT DODGE, IA (FT DODGE REGL - KFOD)

MASON CITY, IA (MASON CITY MUN - KMCW)

SIOUX CITY, IA (SIOUX GATEWAY/COL. BUD DAY FIE - KSUX)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KALO

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(12-2) RNAV (GPS) Rwy 12, (12-5) RNAV (GPS) Rwy 30 hold at EYUCE should read 4 NM.

No Chart Change Notices for Airport KBRL

No Chart Change Notices for Airport KCID

Chart Change Notices for Airport KDBQ

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(13-3) VOR Rwy 36 Amend 6a chgd to 6B, Reference date 25 AUG 2011 chgd to 17 NOV 2011.

Chart Change Notices for Airport KDSM

Type: Terminal
Effectivity: Permanent
Begin Date: 20080731
End Date: No end date

(10-3) Des Moines 5 Dep computer code (DSM5.DSM) added.

Chart Change Notices for Airport KFOD

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 6 Amend chgd to 7B, Reference Date: 26 AUG 2010.

No Chart Change Notices for Airport KMCW

No Chart Change Notices for Airport KSUX