

NACOMATIC

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ANKENY, IA

ANKENY RGNL **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36

NA when local weather not available.

ATLANTIC, IA

ATLANTIC MUNI **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

Category D, 800-2½.

NA when local weather not available.

BRANSON, MO

BRANSON **RNAV (GPS) Rwy 14¹**
RNAV (GPS) Rwy 32²

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

²Category D, 800-2½.

BURLINGTON, IA

SOUTHEAST IOWA
 RGNL **ILS or LOC Rwy 36¹**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR/DME Rwy 12
VOR Rwy 30

NA when local weather not available.

¹ILS, LOC, Category D, 800-2½.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU
 RGNL **ILS or LOC Rwy 10¹²**
LOC/DME BC Rwy 28¹
RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 28¹³

¹NA when local weather not available.

²ILS, LOC, Categories A, B, 1000-2;

Categories C, D, 1000-3.

³Categories A,B,C,D, 900-2½.

NAME ALTERNATE MINIMUMS
CEDAR RAPIDS, IA

THE EASTERN IOWA **ILS or LOC Rwy 9¹**
ILS or LOC Rwy 27¹
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 27

NA when local weather not available.

¹NA when control tower closed.

CHARITON, IA

CHARITON MUNI **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 17

NA when local weather not available.

CHARLES CITY, IA

NORTHEAST
 IOWA RGNL **LOC Rwy 12**
NDB Rwy 12
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.

CHEROKEE, IA

CHEROKEE
 COUNTY RGNL **RNAV (GPS) Y Rwy 36**
RNAV (GPS) Z Rwy 36¹

NA when local weather not available.

¹Categories A, B, 800-2½.

CLARINDA, IA

SCHENCK FIELD **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

CLARION, IA

CLARION MUNI **NDB Rwy 14**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.



ALTERNATE MINS



NAME ALTERNATE MINIMUMS

CLINTON, IA

CLINTON MUNI RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 32
 VOR Rwy 3

NA when local weather not available.

COLUMBIA, MO

COLUMBIA RGNL ILS or LOC/DME Rwy 2'¹
 LOC/DME BC Rwy 20'¹
 VOR Rwy 13²

¹NA when local weather not available.

²Categories A,B, 1000-2; Categories C,D, 1000-3.

COUNCIL BLUFFS, IA

COUNCIL
 BLUFFS MUNI RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 VOR-A

NA when local weather not available.

CRESTON, IA

CRESTON MUNI RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34

NA when local weather not available.

DAVENPORT, IA

DAVENPORT MUNI RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 33
 VOR Rwy 3
 VOR Rwy 21

NA when local weather not available.

DECORAH, IA

DECORAH MUNI RNAV (GPS) Rwy 29

NA when local weather not available.

DES MOINES, IA

DES MOINES INTL ILS or LOC Rwy 5'¹
 ILS or LOC Rwy 13'¹
 ILS or LOC Rwy 31'¹
 RNAV (GPS) Rwy 5²
 RNAV (GPS) Rwy 13²
 RNAV (GPS) Rwy 31²
 VOR/DME Rwy 23³

¹Category E, 900-2 $\frac{1}{4}$.

²NA when local weather not available.

³Category C, 800-2 $\frac{1}{4}$; Category D, 800-2 $\frac{1}{4}$.

NAME ALTERNATE MINIMUMS

DUBUQUE, IA

DUBUQUE RGNL RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 RNAV (GPS) Rwy 36
 VOR Rwy 13'¹
 VOR Rwy 31'¹
 VOR Rwy 36

NA when local weather not available.

¹Category D, 800-2 $\frac{1}{4}$.

ESTHERVILLE, IA

ESTHERVILLE MUNI RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34

NA when local weather not available.

FAIRFIELD, IA

FAIRFIELD MUNI RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36

NA when local weather not available.

FOREST CITY, IA

FOREST CITY MUNI RNAV (GPS) Rwy 33

NA when local weather not available.

FORT DODGE, IA

FORT DODGE RGNL RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 24
 RNAV (GPS) Rwy 30
 VOR Rwy 12
 VOR/DME Rwy 30

NA when local weather not available.

FORT LEONARD WOOD, MO

WAYNESVILLE-ST. ROBERT RGNL
 FORNEY FIELD ILS or LOC Rwy 14¹²
 NDB Rwy 32'¹
 RNAV (GPS) Rwy 14²
 RNAV (GPS) Rwy 32²
 VOR Rwy 14'¹
 VOR Rwy 32'¹

¹NA when control tower closed.

²NA when local weather not available.

GRINNELL, IA

GRINNELL RGNL NDB Rwy 13
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 VOR/DME Rwy 31

NA when local weather not available.

HARRISONVILLE, MO

LAWRENCE
 SMITH MEMORIAL RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35

NA when local weather not available.

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ALTERNATE MINS



NAME ALTERNATE MINIMUMS

IOWA CITY, IA

IOWA CITY MUNI RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.

IOWA FALLS, IA

IOWA FALLS MUNI RNAV (GPS) Rwy 31
NA when local weather not available.

JEFFERSON CITY, MO

JEFFERSON CITY
MEMORIAL ILS or LOC Rwy 30¹²³
NDB Rwy 12¹⁴
RNAV (GPS) Rwy 12³⁵
RNAV (GPS) Rwy 30³⁵

¹NA when control tower closed.

²ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 800-2½.

⁵Category C, 800-2¼; Category D, 800-2½.

JOPLIN, MO

JOPLIN RGNL ILS or LOC/DME Rwy 18
ILS or LOC/NDB Rwy 13

NA when control tower closed.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL ... RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.

KANSAS CITY, MO

CHARLES B. WHEELER
DOWNTOWN ILS or LOC Rwy 3¹
ILS or LOC Rwy 19²
NDB Rwy 19³
RNAV (GPS) Rwy 3⁴
RNAV (GPS) Rwy 21⁵
VOR Rwy 19
VOR Rwy 21⁵

NA when local weather not available.

¹ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3.

²ILS, 700-2.

³Category D, 800-2¼.

⁴Categories A,B, 1000-1¼; Category C, 1000-2¾; Category D, 1000-3.

⁵Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

KEOKUK, IA

KEOKUK MUNI NDB Rwy 14
NDB Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32

NA when local weather not available.

KIRKSVILLE, MO

KIRKSVILLE RGNL ... ILS or LOC/DME Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
VOR/DME-B

NA when local weather not available.

KNOXVILLE, IA

KNOXVILLE MUNI RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

LE MARS, IA

LE MARS MUNI RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR/DME Rwy 36¹

NA when local weather not available.

¹Categories A,B, 900-2.

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36

NA when local weather not available.

MASON CITY, IA

MASON CITY MUNI RNAV (GPS) Rwy 18
NA when local weather not available.

MUSCATINE, IA

MUSCATINE MUNI ILS or LOC Rwy 24¹
RNAV (GPS) Rwy 6²³
RNAV (GPS) Rwy 24²
VOR Rwy 6⁴

¹ILS, Categories B,C,D, 700-2.

²NA when local weather not available.

³Categories A, B, C, D, 800-2½.

⁴Category C, 800-2¼; Category D, 800-2½.

NEWTON, IA

NEWTON MUNI RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

OSKALOOSA, IA

OSKALOOSA MUNI RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31



NAME ALTERNATE MINIMUMS

OTTUMWA, IA

OTTUMWARGNL RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 VOR/DME Rwy 13
 VOR Rwy 31

NA when local weather not available.

PELLA, IA

PELLA MUNI RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34

NA when local weather not available.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI RNAV (GPS) Rwy 18¹
 RNAV (GPS) Rwy 36¹
 SDF Rwy 36²

¹NA when local weather not available.²NA except for operators with approved weather reporting service.**REDOAK, IA**

RED OAK MUNI RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 17

NA when local weather not available.

ST. CHARLES, MO

ST CHARLES COUNTY
 SMARTT RNAV (GPS) Rwy 18
 VOR Rwy 18

NA when local weather not available.

ST. JOSEPH, MO

ROSECRANS
 MEMORIAL ILS or LOC Rwy 35¹²
 LOC BC Rwy 17¹³
 RADAR-1⁴
 VOR or TACAN Rwy 17⁵

¹NA when control tower closed.²ILS, Category D, 700-2¼; Category E, 1000-3.
LOC, Category D, 800-2¼; Category E, 1000-3.³Category D, 800-2¼.⁴PAR, Category D, 700-2¼; Category E, 1000-3. ASR Category D, 800-2¼; Category E, 1000-3.⁵Category D, 800-2¼; Category E, 1000-3.

NAME ALTERNATE MINIMUMS

ST. LOUIS, MO

LAMBERT-
 ST. LOUIS INTL RNAV (GPS) Rwy 11
 Category E, 800-2.

SPIRIT OF ST. LOUIS ILS or LOC Rwy 8R¹³
 ILS or LOC Rwy 26L²⁴
 RNAV (GPS) Rwy 8L¹
 RNAV (GPS) Rwy 8R¹⁵
 RNAV (GPS) Rwy 26L¹⁵
 RNAV (GPS) Rwy 26R¹

¹NA when local weather not available.²NA when control tower closed.³ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, NA.⁴ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.⁵Category D, 800-2¼.**SHELDON, IA**

SHELDON MUNI NDB Rwy 4
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 15¹
 RNAV (GPS) Rwy 33¹

NA when local weather not available.

¹Category D, 800-2¼.**SHENANDOAH, IA**

SHENANDOAH MUNI RNAV (GPS) Rwy 4
 NDB Rwy 4

NA when local weather not available.

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL
 BUD DAY FIELD ILS or LOC Rwy 13¹³
 ILS or LOC Rwy 31³
 NDB Rwy 35⁴
 RNAV (GPS) Rwy 13²⁵
 RNAV (GPS) Rwy 17²
 RNAV (GPS) Rwy 31²⁵
 VOR/DME or TACAN Rwy 13²⁵
 VOR or TACAN Rwy 31²⁵

¹NA when control tower closed.²NA when local weather not available.³ILS, LOC, Category E, 1000-3.⁴Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2¼.⁵Category E, 1000-3.**SPENCER, IA**

SPENCER MUNI VOR or GPS Rwy 12¹
 VOR Rwy 30²

¹Category D, 800-2¼.²Category C, 800-2¼, Category D, 800-2¼.



ALTERNATE MINS

E5



NAME ALTERNATE MINIMUMS

SPRINGFIELD, MO

SPRINGFIELD-BRANSON

NATIONAL RNAV (GPS) Rwy 2¹

RNAV (GPS) Rwy 20¹

VOR/DME or TACAN Rwy 2²

VOR or TACAN Rwy 20²

¹NA when local weather not available.

²Category E, 800-2¼.

STORM LAKE, IA

STORM LAKE MUNI NDB Rwy 17

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

VINTON, IA

VINTON VETERANS

MEMORIAL AIRPARK RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

WASHINGTON, IA

WASHINGTON MUNI RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

WASHINGTON, MO

WASHINGTON RGNL RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

VOR-A

Category C, 800-2¼.

NA when local weather not available.

WATERLOO, IA

WATERLOO RGNL ILS or LOC Rwy 12¹

LOC BC Rwy 30

RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

VOR Rwy 12

VOR/DME Rwy 30

NA when local weather not available.

¹ILS, Category D, 700-2.

WEBSTER CITY, IA

WEBSTER CITY MUNI RNAV (GPS) Rwy 32

NA when local weather not available.

WEST PLAINS, MO

WEST PLAINS MUNI RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

08 APR 2010 to 06 MAY 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI (4C8)

AMDT 3 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI (AXA)

AMDT 3 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 2000 before turning on course.

AMES, IA

AMES MUNI (AMW)

AMDT 3 88322 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 13, 31**, climb runway heading to 4000 before turning. **Rwy 19**, left turn, climb heading 130° to 4000 before turning.

ANKENY, IA

ANKENY RGNL (IKV)

ORIG 96004 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 150° to 2100 before turning on course. **Rwy 36**, climb heading 040° to 3000 before turning on course.

NAME TAKE-OFF MINIMUMS

ATLANTIC, IA

ATLANTIC MUNI (AIO)

AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/min. climb of 208' per NM to 1400. **Rwy 12**, 400-2½ or std. w/min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 119° to 1700 before proceeding on course. **Rwy 20**, climb heading 198° to 2300 before proceeding on course. **Rwy 30**, climb heading 299° to 1900 before proceeding on course.

NOTE: **Rwy 2**, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12**, terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20**, terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30**, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA

AUDUBON COUNTY (ADU)
 AMDT 1 93175 (FAA)
 TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

AURORA, MO

JERRY SUMNERS SR. AURORA MUNI (2H2)
 AMDT 1 90067 (FAA)
 TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE, IA

BELLE PLAINE MUNI (TZT)
 TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.

BLOOMFIELD, IA

BLOOMFIELD MUNI (4K6)
 ORIG-A 08185 (FAA)
 DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.
 NOTE: **Rwy 18**, building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR, MO

BOLIVAR MUNI (M17)
 ORIG 07186 (FAA)
 TAKE-OFF MINIMUMS: **Rwy 36**, 200-1½ or std. w/ min. climb of 252' per NM to 1400.
 NOTE: **Rwy 18**, east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36**, transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA

BOONE MUNI (BNW)
 AMDT 5 09015 (FAA)
 TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.
 NOTE: **Rwy 15**, tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33**, tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO

JESSE VIERTTEL MEMORIAL (VER)
 ORIG 07130 (FAA)
 NOTE: **Rwy 18**, multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36**, multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO

BOWLING GREEN MUNI (H19)
 ORIG 83132 (FA)
 TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

BRANSON, MO

BRANSON (BBG)
 ORIG 09127 (FAA)
 DEPARTURE PROCEDURE: **Rwy 32**, climb heading 323° to 2000 before turning left.
 NOTE: **Rwy 14**, numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32**, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

BROOKFIELD, MO

NORTH CENTRAL MISSOURI RGNL (MO8)
 AMDT 1 09351 (FAA)
 DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1300 before turning East.
 NOTE: **Rwy 18**, tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. **Rwy 36**, numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.

BURLINGTON, IA

SOUTHEAST IOWA RGNL (BRL)
 AMDT 1 92233 (FAA)
 TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.
 DEPARTURE PROCEDURE: **Rwys 30, 36**, climb runway heading to 1500 before turning.

CABOOL, MO

CABOOL MEMORIAL (TVB)
 AMDT 1 90039 (FAA)
 TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

CAMERON, MO

CAMERON MEMORIAL (EZZ)
ORIG 10098 (FAA)

NOTE: **Rwy 17**, trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL. Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/1041' MSL. **Rwy 35**, trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL. Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL. Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/1082' MSL. Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.

CAMDENTON, MO

CAMDENTON MEMORIAL (H21)
ORIG 84131 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15,33**, 300-1.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU RGNL (CGI)
AMDT 7A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. w/ min climb of 230' per NM to 600. **Rwy 20**, 300-1 or std. with a min. climb rate of 265' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course. **Rwy 28**, climb heading 280° to 1000 before turning northbound.

NOTE: **Rwy 2**, tree 899' from DER, 181' right of centerline, 40' AGL/370' MSL. **Rwy 10**, trees beginning 2576' from DER, 216' right of centerline, up to 97' AGL/476' MSL. Pole 1394' from DER, 802' left of centerline, 42' AGL/381' MSL. **Rwy 20**, trees beginning 178' from DER, 378' left of centerline, up to 92' AGL/531' MSL. Trees beginning 1524' from DER, 389' right of centerline, up to 92' AGL/515' MSL.

CARROLL, IA

ARTHUR N. NEU (CIN)
ORIG 90263 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31**, 300-1.

CARUTHERSVILLE, MO

CARUTHERSVILLE MEMORIAL (M05)
ORIG 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2 or std. with a min. climb of 250' per NM to 600.

NOTE: **Rwy 36**, tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CEDAR RAPIDS, IA

THE EASTERN IOWA (CID)
AMDT 2 90067 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1300 before turning left.

CHARITON, IA

CHARITON MUNI (CNC)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10**, tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17**, hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35**, vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA

NORTHEAST IOWA RGNL (CCY)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30**, trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

CHEROKEE, IA

CHEROKEE COUNTY RGNL (CKP)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,19**, NA-environmental. **Rwy 36**, 300-1½ or std. w/ min. climb of 373' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 178° to 1700 before proceeding on course. **Rwy 36**, climb heading 358° to 1900 before proceeding on course.

NOTE: **Rwy 18**, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36**, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL.

CHILLICOTHE, MO

CHILLICOTHE MUNI (CHT)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2,20**, NA-Environmental.

NOTE: **Rwy 14**, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32**, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.



CLARINDA, IA

SCHENCK FIELD (ICL)
AMDT 2 88182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1. **Rwy 31**, 700-2.
DEPARTURE PROCEDURE: **Rwys 2, 13, 20, 31**, climb
runway heading to 1700 before turning.

CLARION, IA

CLARION MUNI (CAV)
AMDT 1 10042 (FAA)

NOTE: **Rwy 14**, tree 345' from DER, 551' left of
centerline, 100' AGL/1264' MSL. **Rwy 32**, trees
beginning 134' from DER, 396' left of centerline, up to
100' AGL/1254' MSL. Vehicle on road 333' from DER,
572' right of centerline, up to 15' AGL/1174' MSL.

CLINTON, IA

CLINTON MUNI (CWI)
ORIG 09015 (FAA)

NOTE: **Rwy 3**, obstruction light on DME 388' from
departure end of runway, 264' left of centerline, 11' AGL/
720' MSL. **Rwy 14**, tree 4799' from departure end of
runway, 1703' left of centerline, 100' AGL/819' MSL.
Fence 168' from departure end of runway, 121' left of
centerline 6' AGL/695' MSL. Fence 289' from departure
end of runway, 36' left of centerline, 11' AGL/700' MSL.
Rwy 21, tree 406' from departure end of runway, 500' left
of centerline, 17' AGL/706' MSL. **Rwy 32**, antenna on
hopper 1315' from departure end of runway, 851' left of
centerline, 82' AGL/781' MSL. Trees beginning 1303'
from departure end of runway, 449' left of centerline, up
to 68' AGL/767' MSL. Vehicle on road 201' from
departure end of runway, 227' left of centerline, 15' AGL/
716' MSL. Vehicle on road 509' from departure end of
runway, 9' left of centerline, 15' AGL/718' MSL. Vehicle
on road 1281' from departure end of runway, 554' right of
centerline, 15' AGL/734' MSL. Fence beginning 170'
from departure end of runway, 101' right of centerline up
to 8' AGL/707' MSL.

COLUMBIA, MO

COLUMBIA RGNL (COU)
AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a
min. climb of 230' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 31**, north or east
bound, climb to 1900 on runway heading before
proceeding on course.

CORNING, IA

CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)

NOTE: **Rwy 18**, road w/ vehicle, 159' from departure end
of runway, on centerline, 23' AGL/1262' MSL. Trees
beginning 161' from departure end of runway, 110' left of
centerline, up to 100 AGL/1329' MSL. **Rwy 36**, trees
beginning 945' from departure end of runway, 319' left of
centerline, up to 100' AGL/1339' MSL. Tree 1212' from
departure end of runway, 653' right of centerline, 100'
AGL/1309' MSL.

COUNCIL BLUFFS, IA

COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA- Runway
under construction.

NOTE: **Rwy 36**, trees 1196' from departure end of runway,
453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA

ELLEN CHURCH FIELD (CJJ)
ORIG 88182 (FAA)

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway
heading to 1700 before turning.

CRESTON, IA

CRESTON MUNI (CSQ)
AMDT 2 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.
NOTE: **Rwy 16**, multiple trees and terrain beginning 152'
from departure end of runway, 128' left of centerline, up
to 70' AGL/1360' MSL. Multiple bushes and terrain
beginning 91' from departure end of runway, 93' right of
centerline, up to 10' AGL/1313' MSL. Pole 242' from
departure end of runway, 199' right of centerline, 7' AGL/
1301' MSL. **Rwy 34**, terrain 561' from departure end of
runway, 17' left of centerline, 1309' MSL. Terrain
beginning 169' from departure end of runway, 236' right
of centerline, up to 1309' MSL. Road/vehicle 756' from
departure end of runway, on centerline, 15' AGL/1314'
MSL.

CUBA, MO

CUBA MUNI (UBX)
AMDT 1 83062 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a
min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std.
with a min. climb of 340' per NM to 1200.

DAVENPORT, IA

DAVENPORT MUNI (DVN)
AMDT 1 84271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 21**, climb runway
heading to 3000 before turning left.

DECORAH, IA

DECORAH MUNI (DEH)
AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, Climb heading
294° to 1600 before turning left.
NOTE: **Rwy 11**, terrain beginning 70' from departure end
of runway, 44' left of centerline, up to 0' AGL/1199' MSL.
Terrain beginning 121' from departure end of runway,
49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29**,
terrain beginning 67' from departure end of runway, 151'
left of centerline, up to 0' AGL/1179' MSL. Terrain
beginning 119' from departure end of runway, 125' right
of centerline, up to 0' AGL/1179' MSL.



DENISON, IA

DENISON MUNI (DNS)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

DES MOINES, IA

DES MOINES INTL (DSM)
AMDT 10 03135 (FAA)

NOTE: **Rwy 5**, tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567' right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13**, tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31**, tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO

DEXTER MUNI (DXE)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/min. climb of 251' per NM to 1100 or 900-2½' for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 36**, trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA

DUBUQUE RGNL (DBQ)
ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1¼ or std. w/min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13**, multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18**, elevator 3457' from departure end of runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31**, tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA

EAGLE GROVE MUNI (EAG)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-Environmental. NOTE: **Rwy 13**, vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

EMMETSBURG, IA

EMMETSBURG MUNI (EGQ)
AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 17, 35**, NA-Environmental.

NOTE: **Rwy 13**, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. **Rwy 31**, trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEMORIAL (3EX)
ORIG 80360 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA

FAIRFIELD MUNI (FFL)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-environmental

FARMINGTON, MO

FARMINGTON RGNL (FAM)
AMDT 1 82273 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

FESTUS, MO

FESTUS MEMORIAL (FES)

AMDT 1 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.**FOREST CITY, IA**

FOREST CITY MUNI (FXV)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-2½ or std. w/ a min. climb of 242' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 33**, climb heading 332° to 1800 before turning right.NOTE: **Rwy 9**, trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/1269' MSL. **Rwy 15**, trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. **Rwy 27**, train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL. **Rwy 33**, vehicles on road beginning 344' from DER, left and right of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.**FORT DODGE, IA**

FORT DODGE RGNL (FOD)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, Climb heading 243° to 1700 before turning south.NOTE: **Rwy 6**, trees beginning 106' from DER, 284' left of centerline, up to 16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12**, pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24**, sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30**, trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.**FREDERICKTOWN, MO**

FREDERICKTOWN RGNL (H88)

ORIG 85213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.**FULTON, MO**

ELTON HENSLEY MEMORIAL (FTT)

AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, Climb heading 001° to 1400 before turning right.NOTE: **Rwy 18**, tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36**, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.**GRINNELL, IA**

GRINNELL RGNL (GGI)

AMDT 1 08157 (FAA)

NOTE: **Rwy 13**, road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31**, tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.**HAMPTON, IA**

HAMPTON MUNI (HPT)

AMDT 3 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 35**, 300-1.**HANNIBAL, MO**

HANNIBAL RGNL (HAE)

ORIG 09127 (FAA)

NOTE: **Rwy 17**, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35**, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.**HARLAN, IA**

HARLAN MUNI (HNR)

ORIG 90179 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33**, 300-1.

HARRISONVILLE, MO

LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¼ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17**, vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL.

Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35**, Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI (HIG)

ORIG 06271 (FAA)

NOTE: **Rwy 16**, multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34**, multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA

INDEPENDENCE MUNI (IIB)

AMDT 3 88126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, IFR take-off NA.

DEPARTURE PROCEDURE: **Rwy 35**, climb runway heading to 4000 before turning.

IOWA CITY, IA

IOWA CITY MUNI (IOW)

AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30**, 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7**, multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12**, multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25**, tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30**, Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)

ORIG 09071 (FAA)

NOTE: **Rwy 13**, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

JEFFERSON, IA

JEFFERSON MUNI (EFW)

AMDT 2 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1¼. **Rwy 27**, 300-1½ or std. w/min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1200 before proceeding on course. **Rwy 12**, climb heading 120° to 1100 before proceeding on course. **Rwy 27**, climb heading 268° to 1100 before proceeding on course. **Rwy 30**, climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9**, glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12**, trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27**, hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerline, up to 100' AGL/759' MSL. **Rwy 30**, light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL (JLN)

AMDT 4 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23**, std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 134° to 2500 before proceeding on course. **Rwy 18**, climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23**, climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13**, multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18**, obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23**, multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31**, multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ)

AMDT 1 06271 (FAA)

NOTE: **Rwy 3**, multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21**, multiple trees beginning 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN (MKC)

AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. with a min. climb of 335' per NM to 2000. **Rwy 3**, 400-2½ or std. with a min. climb of 235' per NM to 1900. **Rwy 19**, 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21**, 200-1¼ or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 008° to 2000 before proceeding on course. **Rwy 3**, climb via heading 033° to 1900 before proceeding on course. **Rwy 19**, climb via heading 188° to 2500 before proceeding on course. **Rwy 21**, climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1**, multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3**, multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19**, multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21**, multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)

ORIG 05300 (FAA)

NOTE: **Rwy 1R**, tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9**, tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27**, trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.



10098

KENNETT, MO

KENNETT MEMORIAL (TKX)

AMDT 1 05356 (FAA)

NOTE: **Rwy 2**, tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20**, tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centerline, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA

KEOKUK MUNI (EOK)

ORIG 06271 (FAA)

NOTE: **Rwy 8**, tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14**, multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26**, tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32**, multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK)

ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-turf runways.

NOTE: **Rwy 18**, multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36**, multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

KNOXVILLE, IA

KNOXVILLE (OXV)

ORIG 10098 (FAA)

NOTE: **Rwy 15**, vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL. Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL. **Rwy 33**, trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL. Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

LAMAR, MO

LAMAR MUNI (LLU)

ORIG 08101 (FAA)

NOTE: **Rwy 3**, Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21**, Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

LE MARS, IA

LE MARS MUNI (LRJ)

AMDT 1A 07283 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36**, climb to 3500 before turning on course.

NOTE: **Rwy 18**, vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

10098



**LEE'S SUMMIT, MO**

LEE'S SUMMIT MUNI (LXT)

ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11**, building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL.

Rwy 29, multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36**, pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

LEXINGTON, MO

LEXINGTON MUNI (4K3)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

MALDEN, MO

MALDEN RGNL (MAW)

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 317° to 900 before turning left.

NOTE: **Rwy 14**, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18**, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36**, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA

JAMES G. WHITING MEMORIAL FIELD (MEY)

AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 400-2½ or std. w/ min. climb of 417' per NM to 1700. **Rwy 20**, 500-2½ or std. w/ a min. climb of 249' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 019° to 1700 before turning left. **Rwy 20**, climb heading 199° to 1700 before turning left.

NOTE: **Rwy 2**, tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

MAQUOKETA, IA

MAQUOKETA MUNI (OQW)

ORIG 87099 (FAA)

DEPARTURE PROCEDURE: **Rwy 33**, climb runway heading to 1300 before turning.

MARSHALL, MO

MARSHALL MEMORIAL MUNI (MHL)

ORIG 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36**, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18, 27, 36**, for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36**, tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 323° to 1800 before turning right. **Rwy 36**, for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32**, tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO

MEXICO MEMORIAL (MYJ)

ORIG 04050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36**, NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6**, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA

FULLER (4D8)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36**, 300-1. **Rwy 27**, 600-2.

DEPARTURE PROCEDURE: **Rwys 9, 18, 36**, climb runway heading to 2000 before turning.

MONETT, MO

MONETT MUNI (HFJ)

ORIG 07018 (FAA)

NOTE: **Rwy 18**, multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36**, multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.





MONTICELLO, IA

MONTICELLO RGNL (MXO)

AMDT 4 01361 (FAA)

NOTE: **Rwy 15**, 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO

LEWIS COUNTY RGNL (6M6)

ORIG 06271 (FAA)

NOTE: **Rwy 36**, tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO

MIDWEST NATIONAL AIR CENTER (GPH)

AMDT 1 07354 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36**, multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI (MPZ)

AMDT 1 99026 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 300-1. **Rwy 33**, 500-2 or std. with a min. climb of 280' per NM to 1400.

MOUNTAIN GROVE, MO

MOUNTAIN GROVE MEMORIAL (1MO)

AMDT 1 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1¼ or std. w/min. climb of 221' per NM to 1700, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 2100 before turning right.

NOTE: **Rwy 8**, trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL. **Rwy 26**, trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

MOUNTAIN VIEW, MO

MOUNTAIN VIEW (MNF)

AMDT 3 93007 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.

DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA

MUSCATINE MUNI (MUT)

DEPARTURE PROCEDURE: **Rwys 6, 24, 30**, climb runway heading to 2300 before proceeding on course.

Rwy 12, climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO

NEOSHO HIGH ROBINSON (EOS)

ORIG 07130 (FAA)

NOTE: **Rwy 1**, multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19**, truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

NEW MADRID, MO

COUNTY MEMORIAL (EIW)

AMDT 1 83132 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA

NEWTON MUNI (TNU)

ORIG 07074 (FAA)

NOTE: **Rwy 14**, truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32**, trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA

OELWEIN MUNI (OLZ)

TAKE-OFF MINIMUMS: **Rwy 13**, 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA

ORANGE CITY MUNI (ORC)

ORIG 90291 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

OSAGE BEACH, MO

GRAND GLAIZE-OSAGE BEACH (K15)

AMDT 1 90039 (FAA)

DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA

OSKALOOSA MUNI (OOA)

ORIG 09295 (FAA)

NOTE: **Rwy 13**, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31**, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.



OTTUMWA, IA

OTTUMWA RGNL (OTM)

ORIG 09071 (FAA)

NOTE: **Rwy 4**, bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL.

Rwy 13, pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22**, tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31**, tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA

PELLA MUNI (PEA)

AMDT 1 08325 (FAA)

NOTE: **Rwy 16**, trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL.

Rwy 34, trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL.

PERRY, IA

PERRY MUNI (PRO)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 14**, tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32**, trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

POCAHONTAS, IA

POCAHONTAS MUNI (POH)

AMDT 2A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Turf. **Rwy 29**, 300-1.

POINT LOOKOUT, MO

M. GRAHAM CLARK-TANEY COUNTY (PLK)

DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI (POF)

AMDT 1 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, up to 103' AGL/428' MSL.

Rwy 36, multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO

WASHINGTON COUNTY (8WC)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 500-2½ or std. w/ min. climb of 307' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1600 before turning left.

NOTE: **Rwy 20**, trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

RED OAK, IA

RED OAK MUNI (RDK)

TAKE-OFF MINIMUMS: **Rwy 13**, 400-1. **Rwys 31, 35**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 13, 17, 31, 35** climb runway heading to 1600 before turning eastbound.

ROCK RAPIDS, IA

ROCK RAPIDS MUNI (RRQ)

ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.

ROLLA, MO

ROLLA DOWNTOWN (K07)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2 or std. with a min. climb of 311' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 090° to 1500 before proceeding on course.

NOTE: **Rwy 9**, tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

ST. CHARLES, MO

ST. CHARLES COUNTY SMARTT (SET)

AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.

NOTE: **Rwy 36**, tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

ST. JOSEPH, MO

ROSECRANS MEMORIAL (STJ)

AMDT 6 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2½ or std. with a min. climb of 325' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 132° to 2200 before turning left.

NOTE: **Rwy 13**, tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17**, trees beginning 2691' from departure end of runway, across course line, up to 109' AGL/928' MSL. **Rwy 31**, trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy16**, 300-2¼ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy34**, 300-2¼ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy34**, climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16**, vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy34**, multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

ST. LOUIS, MO (CON'T)

LAMBERT-ST. LOUIS INTL (STL)

AMDT 1 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1¼ or std. with a min. climb of 407' per NM to 900. **Rwy24**, 100-1¼ or std. with a min. climb of 280' per NM to 800. **Rwy 30L**, 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R**, 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6**, railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11**, control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L**, multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL. **Rwy 12R**, multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy24**, multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L**, road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R**, obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48' AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R**, 700-1 or std. w/ min. climb of 364' per NM to 800. **Rwy 26L**, 400-1¾ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L**, obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R**, antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L**, trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23**, aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36**, trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA)

AMDT 1 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12**, 500-2¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4**, towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12**, tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22**, tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30**, trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

SIKESTON, MO

SIKESTON MEMORIAL MUNI (SIK)

ORIG 06271 (FAA)

NOTE: **Rwy 20**, multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIoux CENTER, IA

SIoux CENTER MUNI (SOY)

AMDT 1 94034 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.**SIoux CITY, IA**

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

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

NOTE: **Rwy 13**, trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31**, trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35**, trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL (SGF)

AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

SULLIVAN, MO

SULLIVAN RGNL (UUV)

ORIG 94090 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO, MO

GOULD PETERSON MUNI (K57)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36**, multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

**TIPTON, IA**

MATHEWS MEMORIAL (8C4)

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, climb heading 288° to 1900 before proceeding on course.NOTE: **Rwy 11**, tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL. Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL. **Rwy 29**, tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.**TRENTON, MO**

TRENTON MUNI (TRX)

ORIG 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.**VINTON, IA**

VINTON VETERANS MEMORIAL AIRPARK

(VTI)

AMDT 1 83230 (FAA)

DEPARTURE PROCEDURE: **All Rwys**, north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.**WARRENSBURG, MO**

SKYHAVEN (RCM)

AMDT 1 07130 (FAA)

NOTE: **Rwy 13**, sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL.**Rwy 18**, multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36**, multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.**WASHINGTON, IA**

WASHINGTON MUNI (AWG)

AMDT 1 10098 (FAA)

NOTE: **Rwy 13**, vehicle on road beginning 150' from DER, left and right of centerline, up to 15' AGL/774' MSL. Houses 787' from DER, 392' right of centerline, up to 50' AGL/809' MSL. **Rwy 36**, tank and water tower beginning 4640' from DER, 704' left of centerline, up to 150' AGL/890' MSL.**WASHINGTON, MO**

WASHINGTON RGNL (FYG)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2½ or std. w/ min. climb of 275' per NM to 1000.DEPARTURE PROCEDURE: **Rwy 15**, climb heading 153° to 1100 before turning left.NOTE: **Rwy 15**, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33**, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.**WATERLOO, IA**

WATERLOO RGNL (ALO)

ORIG 06271 (FAA)

NOTE: **Rwy 6**, multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL.**Rwy 24**, tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30**, multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36**, multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.**WAVERLY, IA**

WAVERLY MUNI (C25)

ORIG 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.**WEBSTER CITY, IA**

WEBSTER CITY MUNI (EBS)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environment.NOTE: **Rwy 14**, trees beginning 1848' from DER, 223' left of centerline, up to 61' AGL/1185' MSL. **Rwy 32**, vehicle plus road 563' from DER, 55' right of centerline, 15' AGL/1123' MSL. Trees 3830' from DER, 826' right of centerline, 100' AGL/1209' MSL.**WEST PLAINS, MO**

WEST PLAINS MUNI (UNO)

ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ a min. climb of 215' per NM to 1500.NOTE: **Rwy 18**, multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36**, trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L. SCOTT MUNI (3Y2)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700 before turning.**WHITEMAN AFB (KSZL)**KNOB NOSTER, MO. ORIG,
09155TAKE-OFF OBSTACLES: **Rwy 1**, Aircraft 14' AGL/
885' MSL, 22' from DER, 430' left of centerline.
Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of
centerline. **Rwy 19**, Aircraft 16' AGL/851' MSL, 22'
from DER, 468' left of centerline. Aircraft 16' AGL/
851' MSL, 57' from DER, 468' left of centerline.
Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of
centerline.**WINTERSET, IA**

WINTERSET-MADISON COUNTY (3Y3)

AMDT 1 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.

RNAV (GPS) RWY 31

ALBIA MUNI (4C8)

APP CRS **307°**
 Rwy Ldg **3400**
 TDZE **963**
 Apt Elev **963**

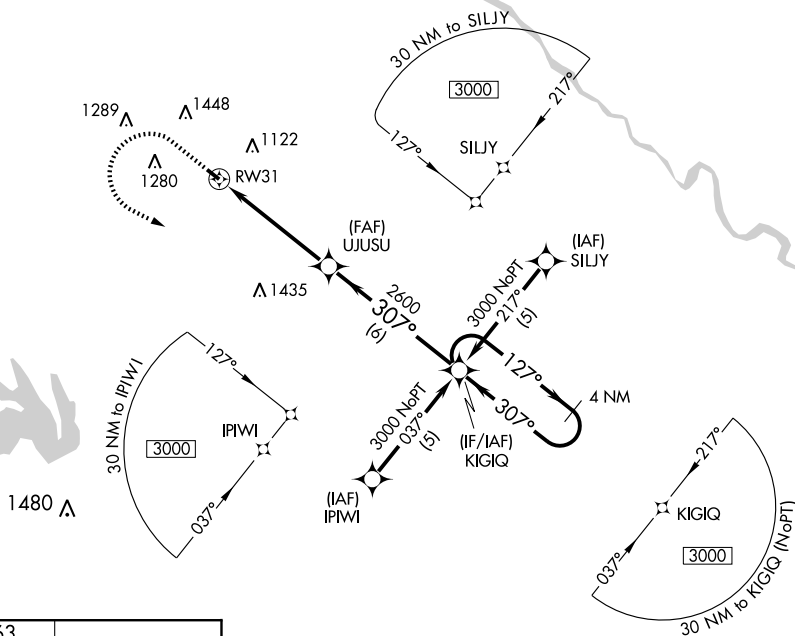
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GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

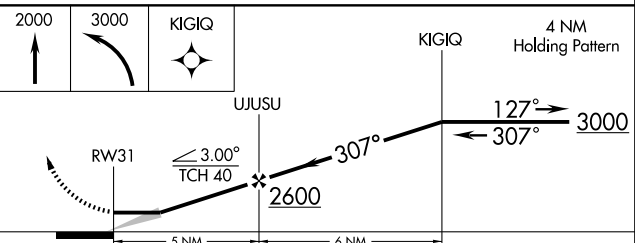
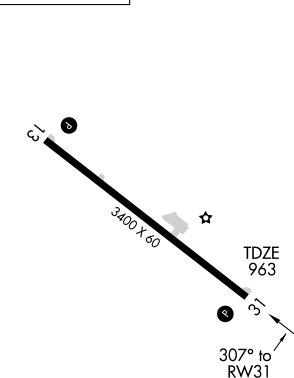
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct KIGIQ WP and hold.

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF) 0



ELEV 963



CATEGORY	A	B	C	D
LNVA MDA	1460-1	497 (500-1)		NA
CIRCLING	1460-1	497 (500-1)		NA

MIRL Rwy 13-31

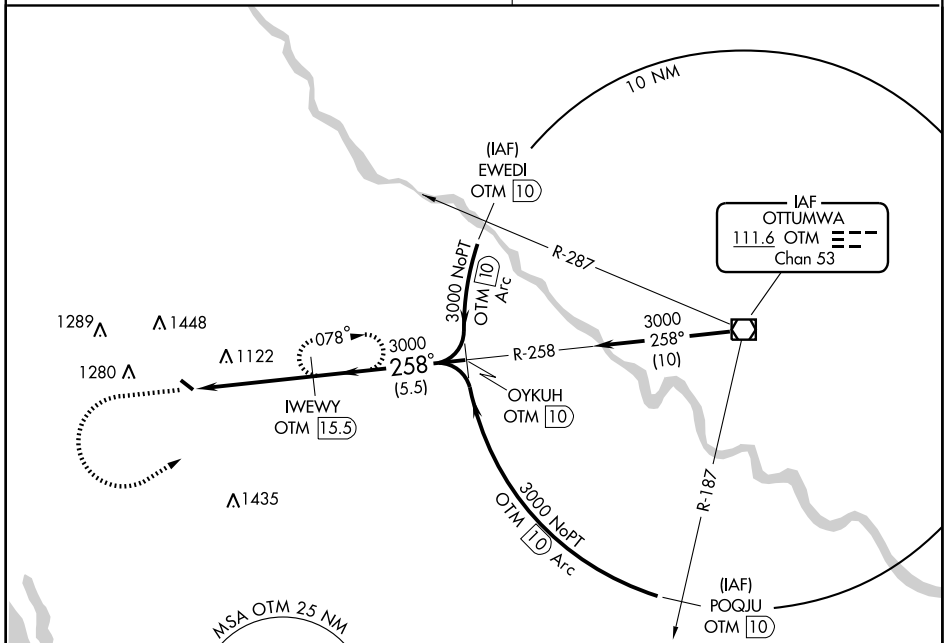
VOR/DME OTM 111.6 Chan 53	APP CRS 258°	Rwy Idg TDZE Apt Elev N/A N/A 963
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Use Ottumwa altimeter setting.

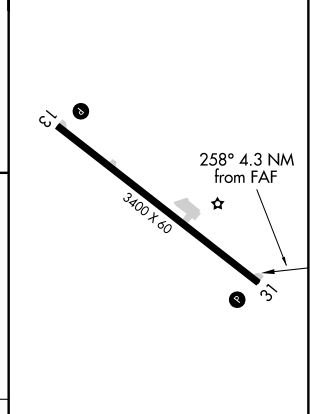
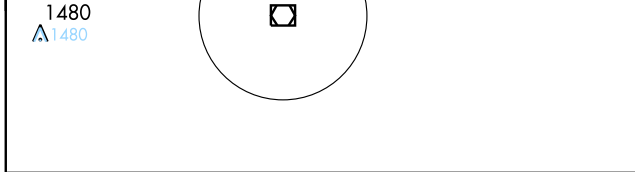
MISSED APPROACH: Climb to 2500 then left climbing turn to 3000 via OTM R-258 to IWEWY/OTM 15.5 DME and hold.

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF)



ELEV 963



2500	3000	IWEWY OTM 15.5	OYKUH OTM 10
↑	OTM R-258		
OTM 19.9		3000	3000
3.00°		258°	Procedure Turn NA
4.3 NM		5.5 NM	

CATEGORY	A	B	C	D
CIRCLING	1620-1 657 (700-1)		NA	

MIRL Rwy 13-31

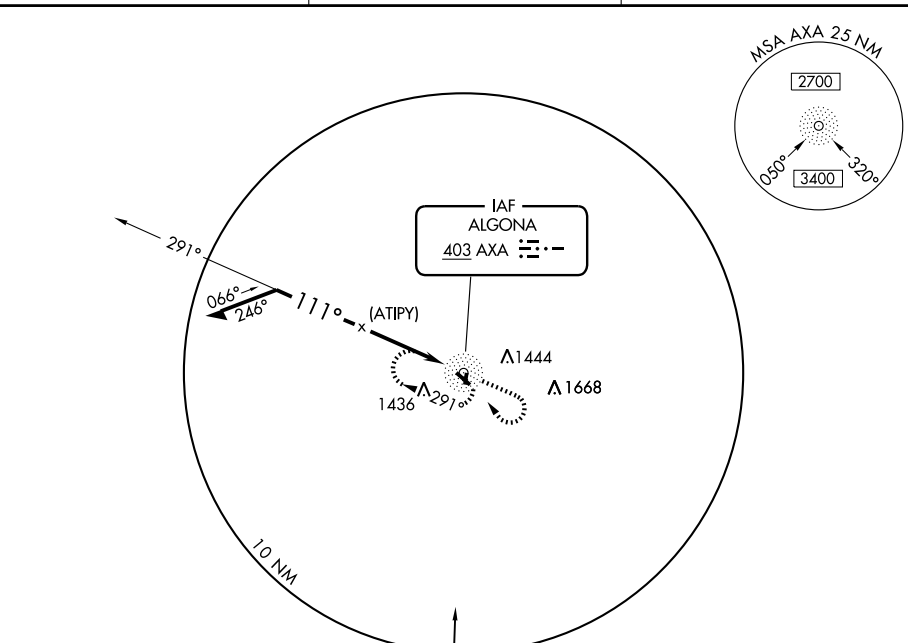
NDB or GPS RWY 12

ALGONA MUNI (AXA)

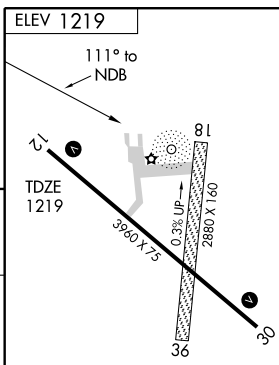
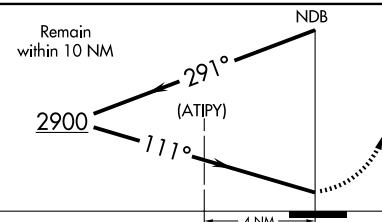
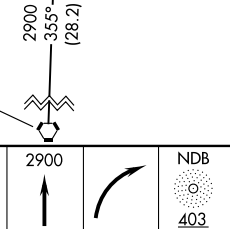
NDB AXA 403	APP CRS 111°	Rwy Idg TDZE Apt Elev	3960 1219 1219
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MISSED APPROACH: Climb to 2900 then right turn direct AXA NDB and hold.

AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)
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FORT DODGE
113.5 FOD
Chan 82



CATEGORY	A	B	C	D
S-12	1840-1	621 (700-1)		NA
CIRCLING	1840-1	621 (700-1)		NA

MIRL Rwy 12-30
REIL Rws 12 and 30

RNAV (GPS) RWY 30

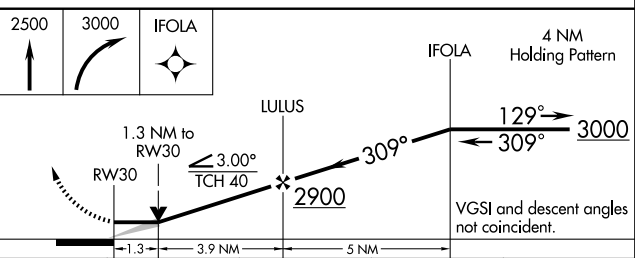
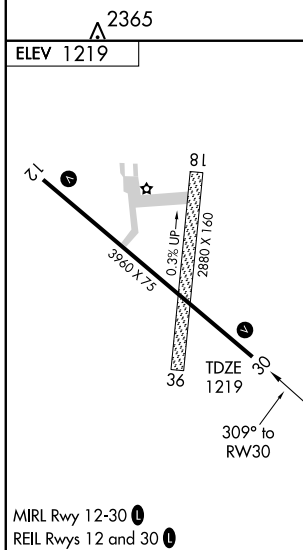
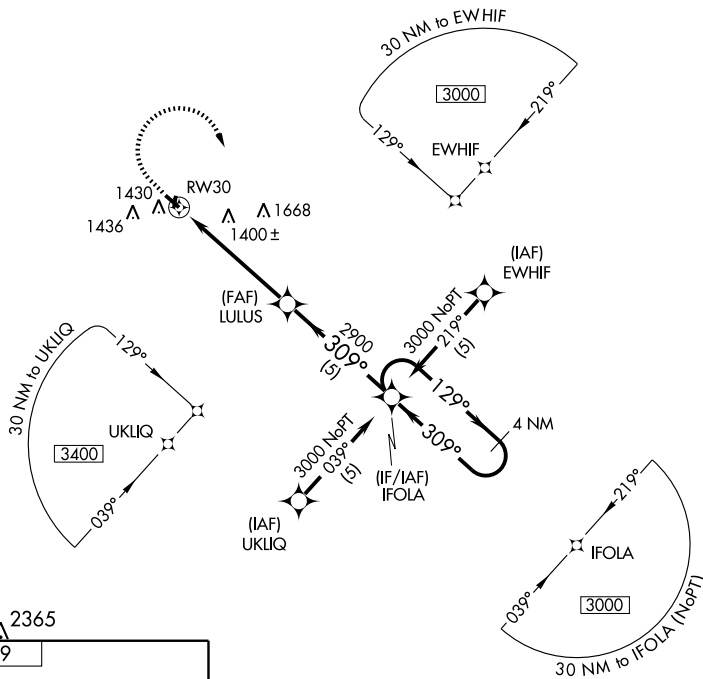
ALGONA MUNI (AXA)

APP CRS	Rwy Idg	3960
309°	TDZE	1219
	Apt Elev	1219

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct IFOLA WP and hold.

AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNVA MDA	1660-1	441 (500-1)	NA	
CIRCLING	1740-1	521 (600-1)	NA	

NC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME or GPS-A

ALGONA MUNI (AXA)

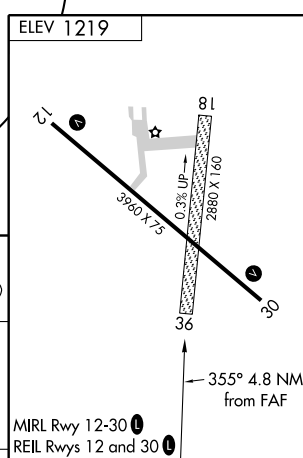
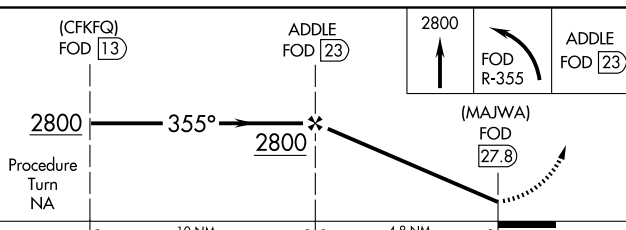
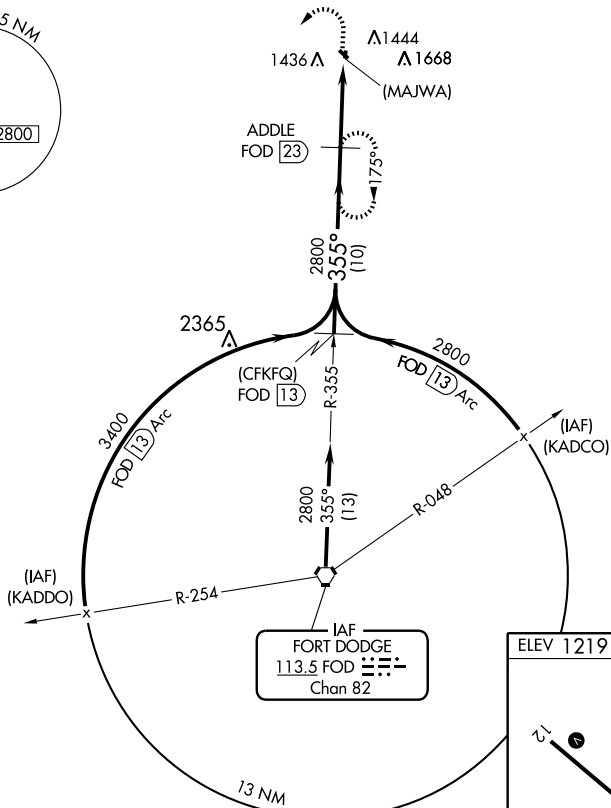
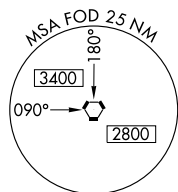
VORTAC FOD 113.5 Chan 82	APP CRS 355°	Rwy Idg TDZE Apt Elev	N/A N/A 1219
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MISSED APPROACH: Climb to 2800 then left turn via FOD R-355 to ADDLE 23 DME and hold.

AWOS-3
118.475

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1780-1 561 (600-1)	1800-1¼ 581 (600-1¼)	NA	

ILS or LOC RWY 1

AMES MUNI (AMW)

LOC I-EEE 110.7	APP CRS 014°	Rwy Idg TDZE Apt Elev	5701 955 955
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NA For inoperative MALS, increase S-LOC 1 Cats A/B visibility to 1.

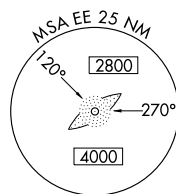
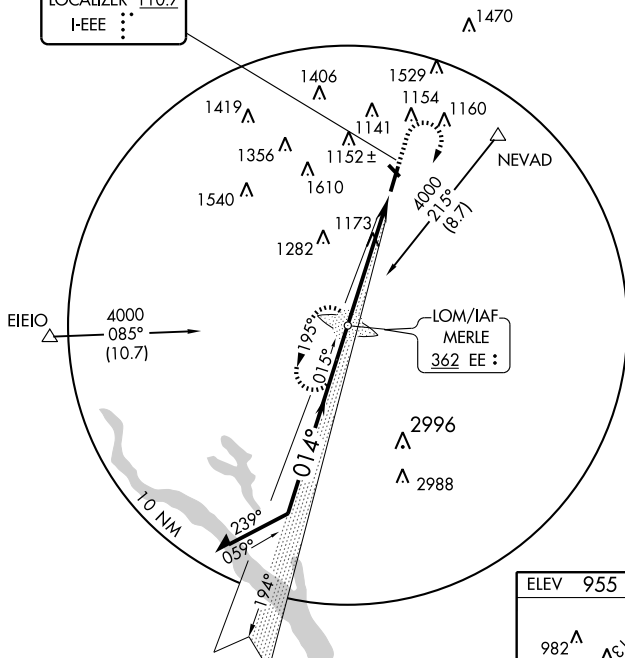
MALS



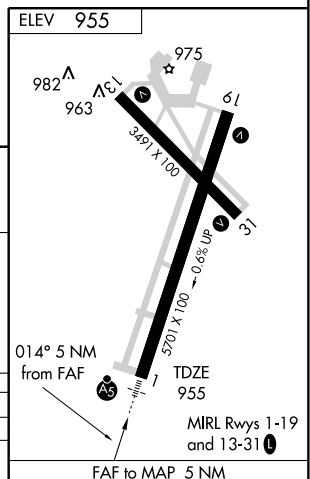
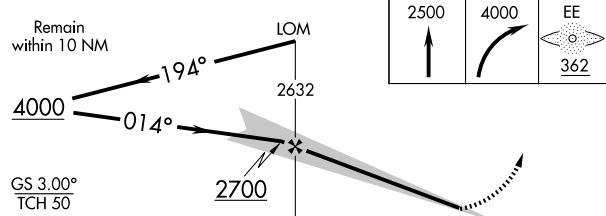
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MERLE LOM and hold.

ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0 0	UNICOM 122.7 (CTAF)
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LOCALIZER **110.7**
I-EEE
⋮



ADF REQUIRED



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-ILS 1		1261-3/4	305 (400-3/4)		Min:Sec	5:00	3:20	2:30	2:00	1:40
S-LOC 1		1440-3/4	485 (500-3/4)	1440-1 485 (500-1)						
CIRCLING	1440-1	485 (500-1)	1460-1 1/2 505 (600-1 1/2)	1520-2 565 (600-2)						

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 1

AMES MUNI (AMW)

APP CRS **014°**
 Rwy Idg **5701**
 TDZE **955**
 Apt Elev **955**

NA For inoperative MALSR, increase LNAV Cat D visibility to 1/4.
 DME/DME RNP-0.3 NA.

MALSR **AS**

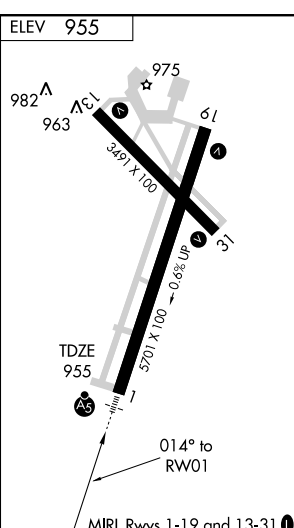
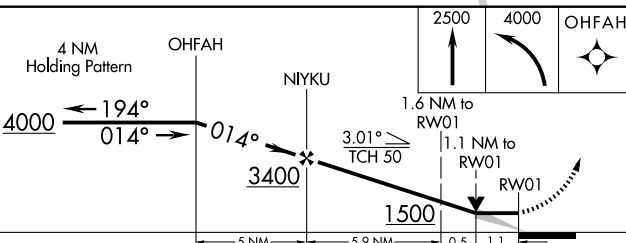
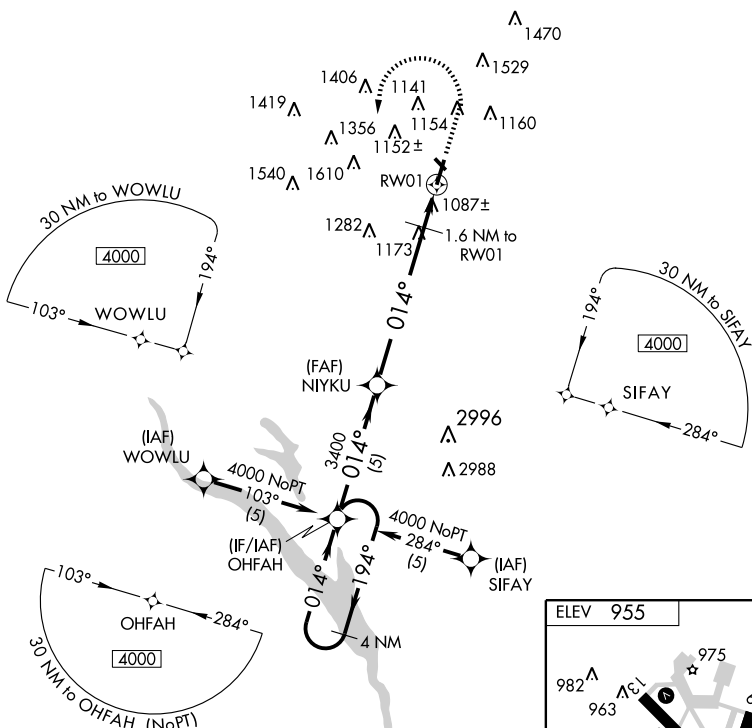
MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct OHFAH WP and hold.

ASOS **132.025**

DES MOINES APP CON **123.9 307.15**

CLNC DEL **126.0**

UNICOM **122.7** (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1340-1/2 385 (400-1/2)			1340-1 385 (400-1)
CIRCLING	1440-1 485 (500-1)	1460-1/2 505 (600-1/2)		1520-2 565 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

MIRL Rwy 1-19 and 13-31

RNAV (GPS) RWY 13

AMES MUNI (AMW)

APP CRS **133°**
 Rwy Idg **3491**
 TDZE **930**
 Apt Elev **955**

DME/DME RNP-0.3 NA.

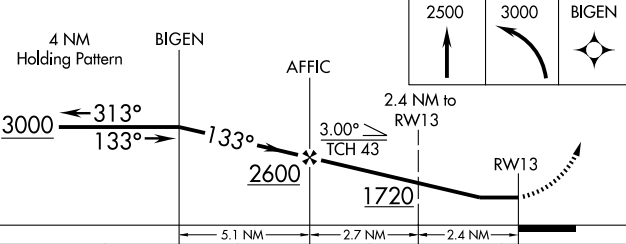
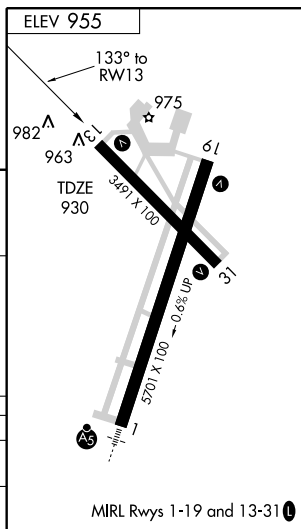
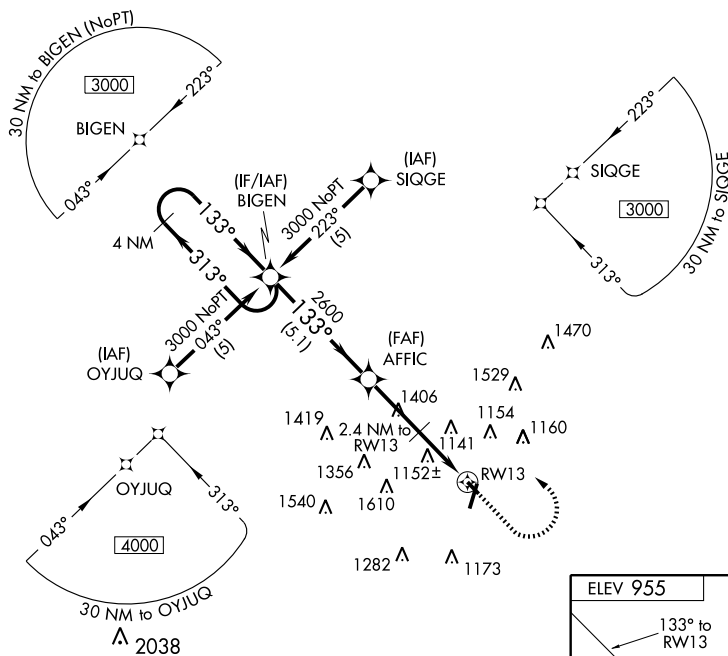
MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct BIGEN WP and hold.

ASOS **132.025**

DES MOINES APP CON **123.9 307.15**

CLNC DEL **126.0 0**

UNICOM **122.7 (CTAF)**



CATEGORY	A	B	C	D
LNAV MDA	1420-1	490 (500-1)	1420-1½ 490 (500-1¼)	NA
CIRCLING	1440-1	485 (500-1)	1460-1½ 505 (600-1½)	NA

MIRL Rwy's 1-19 and 13-31

RNAV (GPS) RWY 19

AMES MUNI (AMW)

APP CRS
194°

Rwy Idg **5701**
TDZE **937**
Apt Elev **955**

NA DME/DME RNP-0.3 NA.

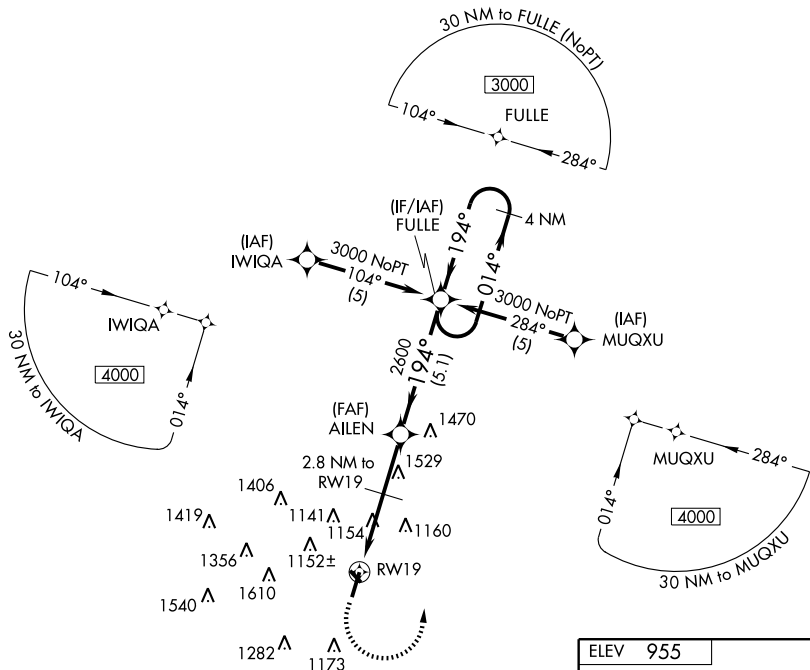
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FULLE WP and hold.

ASOS
132.025

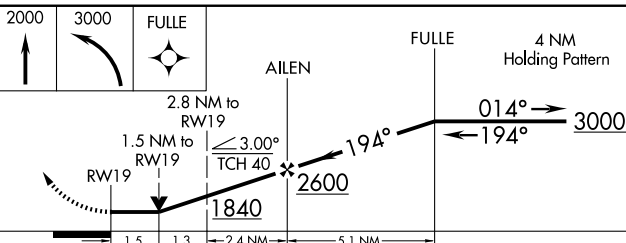
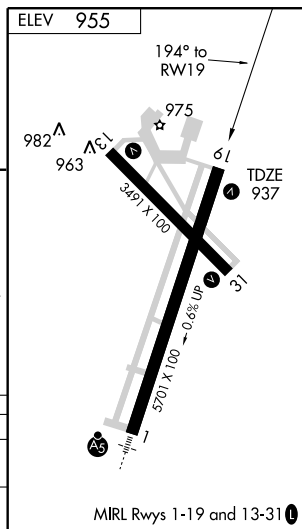
DES MOINES APP CON
123.9 307.15

CLNC DEL
126.0

UNICOM
122.7 (CTAF)



2038
▲



CATEGORY	A	B	C	D
LNAV MDA	1420-1	483 (500-1)	1420-1¼ 483 (500-1¼)	NA
CIRCLING	1440-1	485 (500-1)	1460-1½ 505 (600-1½)	NA

MRL Rwy's 1-19 and 13-31

RNAV (GPS) RWY 31

AMES MUNI (AMW)

APP CRS **313°**
 Rwy Idg **3491**
 TDZE **930**
 Apt Elev **955**

NA DME/DME RNP-0.3 NA.

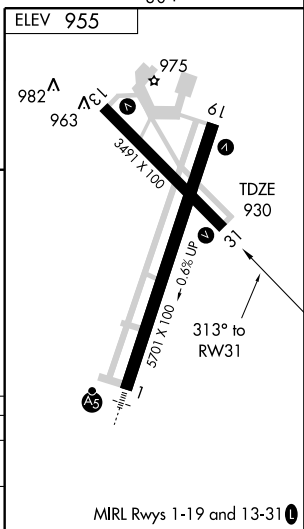
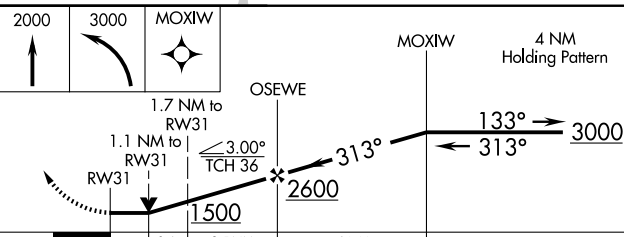
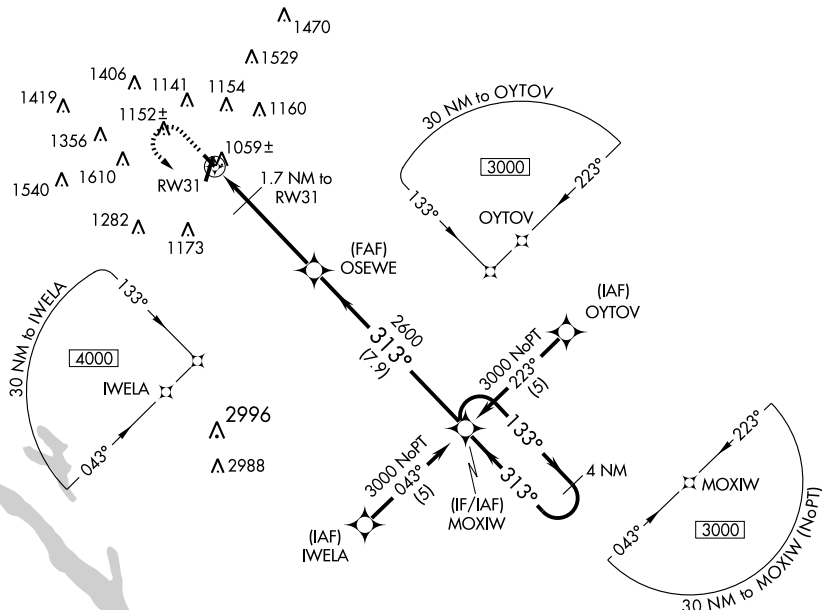
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MOXIW WP and hold.

ASOS **132.025**

DES MOINES APP CON **123.9 307.15**

CLNC DEL **126.0**

UNICOM **122.7** (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1300-1 370 (400-1)			NA
CIRCLING	1440-1 485 (500-1)		1460-1½ 505 (600-1½)	NA

MIRL Rwy 1-19 and 13-31

NC-3, 08 APR 2010 to 06 MAY 2010

VOR RWY 31

AMES MUNI (AMW)

VOR/DME TNU 112.5 Chan 72	APP CRS 296°	Rwy Idg TDZE Apt Elev	3491 930 955
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MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct TNU VOR/DME and hold.

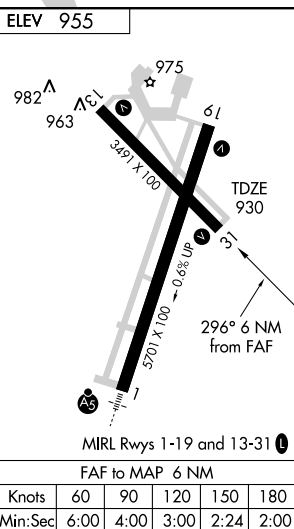
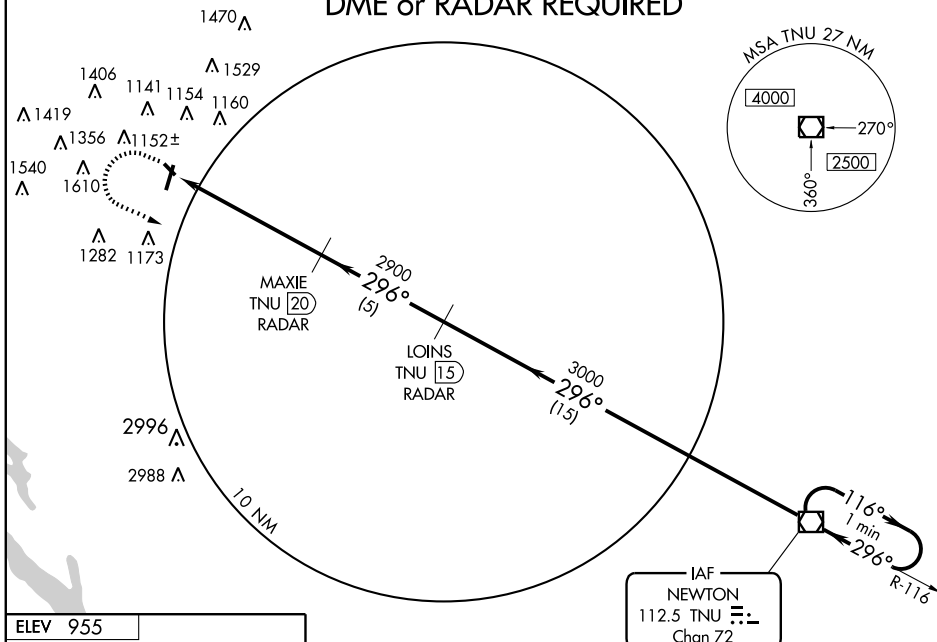
ASOS
132.025

DES MOINES APP CON
123.9 307.15

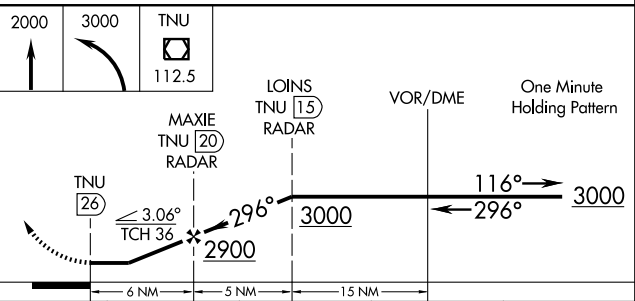
CLNC DEL
126.0

UNICOM
122.7 (CTAF)

DME or RADAR REQUIRED



NoPT for arrivals on TNU VOR/DME
airway radials 031 clockwise 081.



CATEGORY	A	B	C	D
S-31	1500-1 570 (600-1)	1500-1¼ 570 (600-1¼)	1500-1½ 570 (600-1½)	NA
CIRCLING	1500-1 545 (600-1)	1500-1¼ 545 (600-1¼)	1500-1½ 545 (600-1½)	NA

ILS or LOC RWY 36

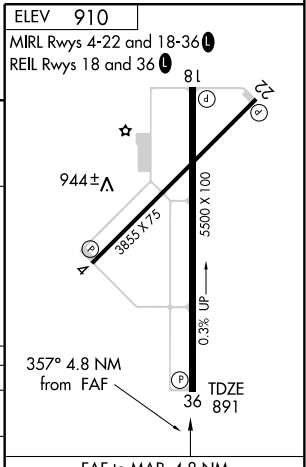
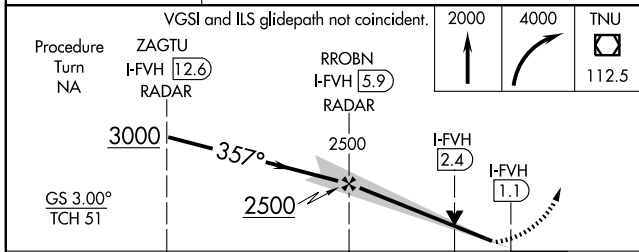
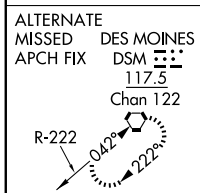
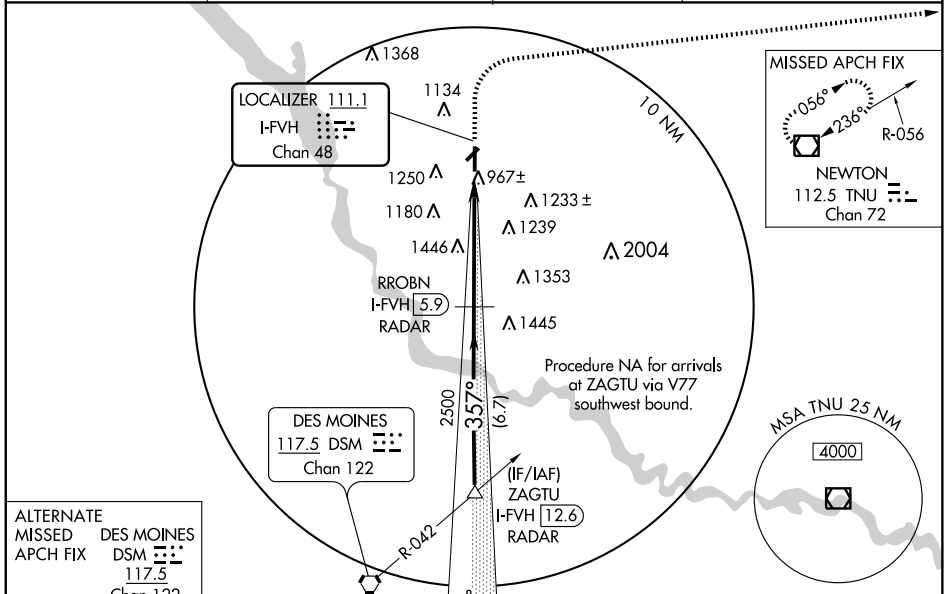
ANKENY RGNL (IKV)

LOC/DME I-FVH 111.1 Chan 48	APP CRS 357°	Rwy Idg TDZE Apt Elev	5500 891 910
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NA Circling to Rwy 22 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase S-ILS 36 all Cats, and Circling Cat C visibility ¼ mile. VDP NA when using Des Moines Intl altimeter setting. DME or RADAR required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct TNU VOR/DME and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 36	1141-¾ 250 (300-¾)			NA
S-LOC 36	1320-1	429 (500-1)	1320-1¼ 429 (500-1¼)	NA
CIRCLING	1560-1	650 (700-1)	1560-1¾ 650 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

RNAV (GPS) RWY 18

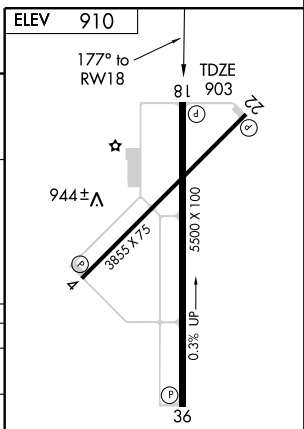
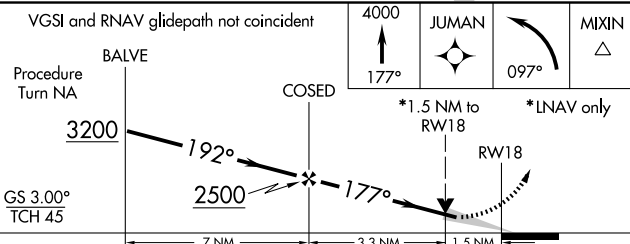
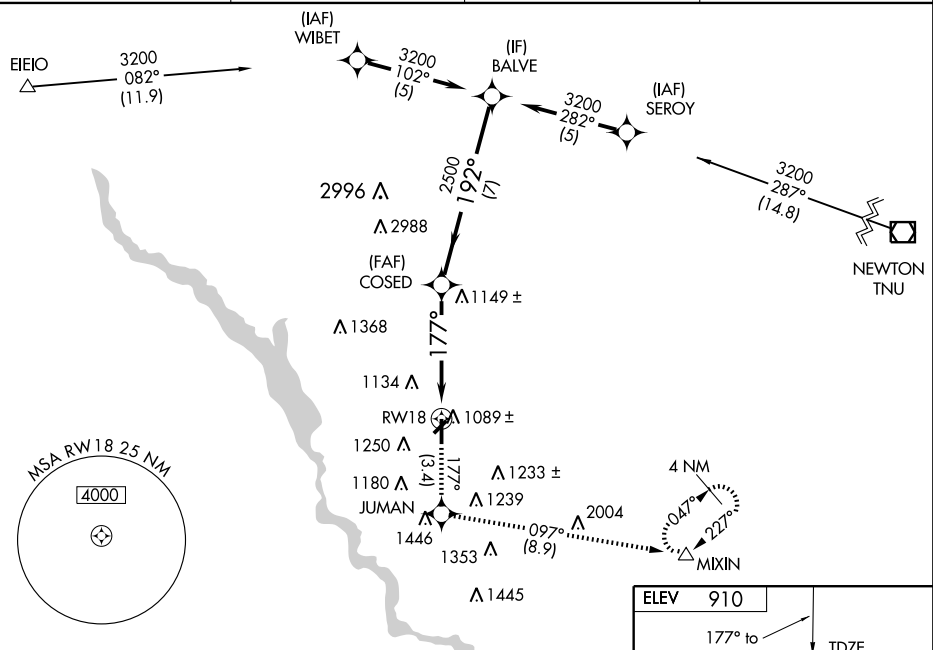
ANKENY RGNL (IKV)

APP CRS	Rwy Idg	5500
177°	TDZE	903
	Apt Elev	910

▼ DME/DME RNP-0.3 NA. Circling Rwy 22 NA at night.
▲ When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
 Baro-VNAV and VDP NA when using Des Moines Intl altimeter setting.

MISSED APPROACH: Climb to 4000 via 177° course to JUMAN WP then left turn via 097° course to MIXIN WP and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1478-2		575 (600-2)	
LNAV MDA	1340-1 437 (500-1)		1340-1¼ 437 (500-1¼)	
CIRCLING	1560-1½ 650 (700-1½)		1560-1¾ 650 (700-1¾)	

MIRL Rwy 4-22 and 18-36 **0**
 REIL Rwy 18 and 36 **0**

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 22

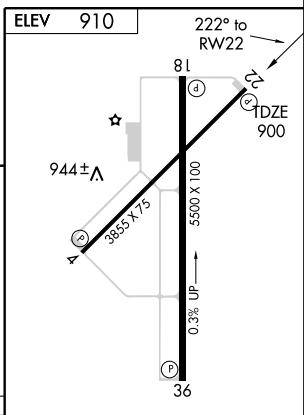
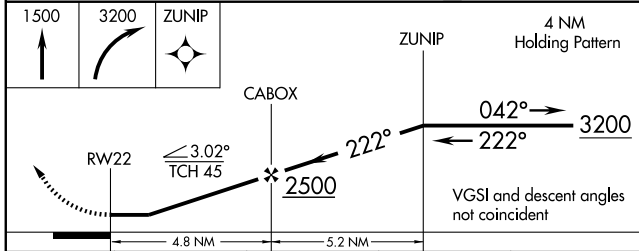
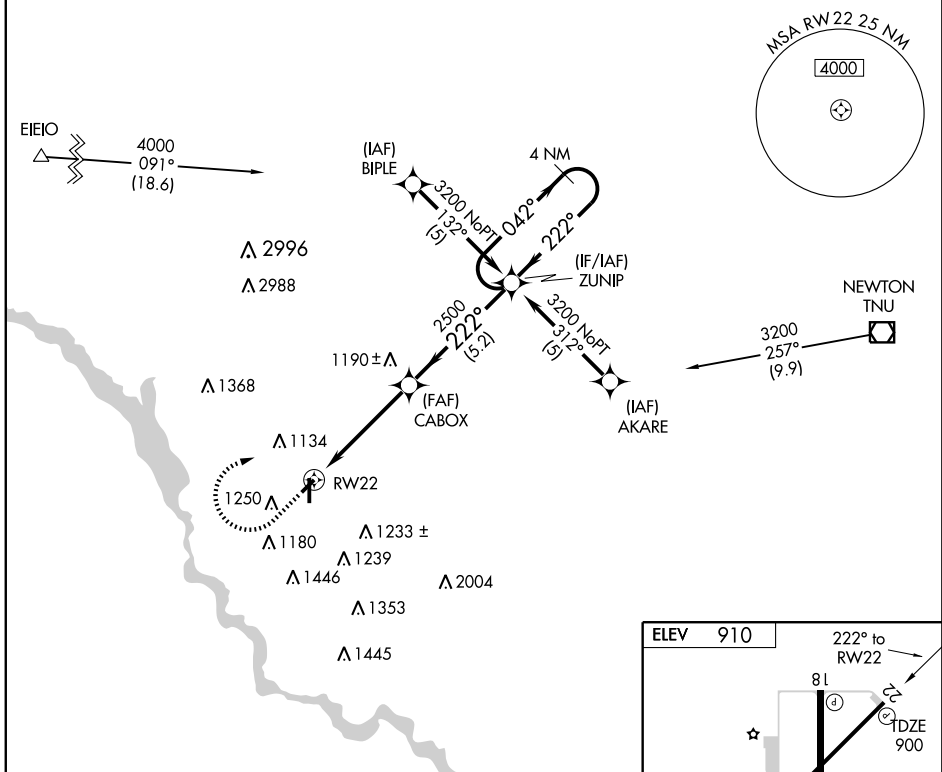
ANKENY RGNL (IKV)

APP CRS	Rwy Idg	3855
222°	TDZE	900
	Apt Elev	910

▼ DME/DME RNP- 0.3 NA. Procedure NA at night.
▲ When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDA 40 feet. Increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then right climbing turn to 3200 direct ZUNIP WP and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1380-1	480 (500-1)	1380-1¼ 480 (500-1¼)	NA
CIRCLING	1560-1	650 (700-1)	1560-1¾ 650 (700-1¾)	NA

MIRL Rwy 4-22 and 18-36 0
 REL Rwy 18 and 36 0

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 36

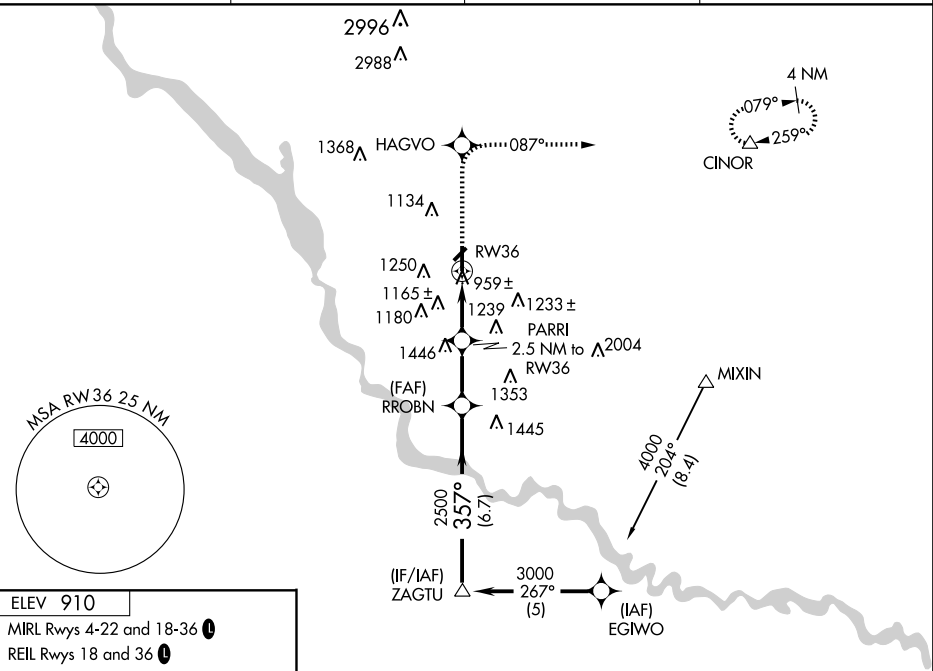
ANKENY RGNL (IKV)

WAAS CH 70512 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	5500 891 910
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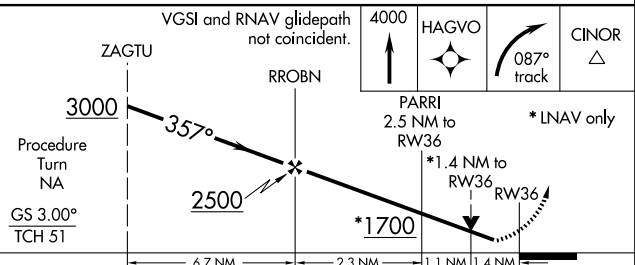
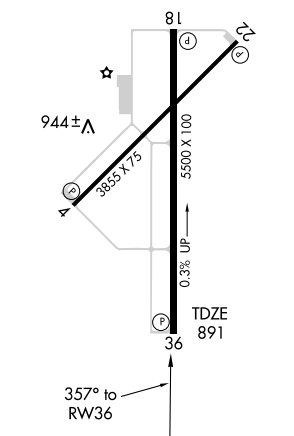
⚠ Circling to Rwy 22 NA at night. DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase LNAV Cat C and Circling Cat C visibility ¼ mile.
 VDP NA when using Des Moines Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct HAGVO and right turn via 087° track to CINOR and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) ①
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ELEV 910
 MIRL Rwy 4-22 and 18-36
 REIL Rwy 18 and 36



CATEGORY	A	B	C	D
LPV DA	1176-1 285 (300-1)			NA
LNAV MDA	1360-1	469 (500-1)	1360-1¼ 469 (500-1¼)	NA
CIRCLING	1560-1	650 (700-1)	1560-1¾ 650 (700-1¾)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 2

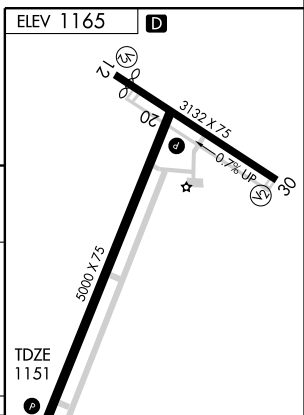
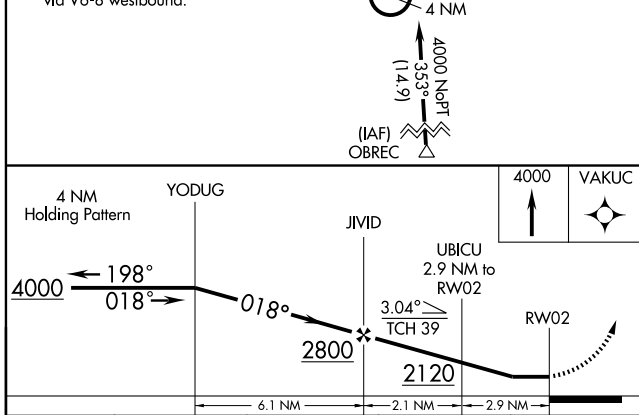
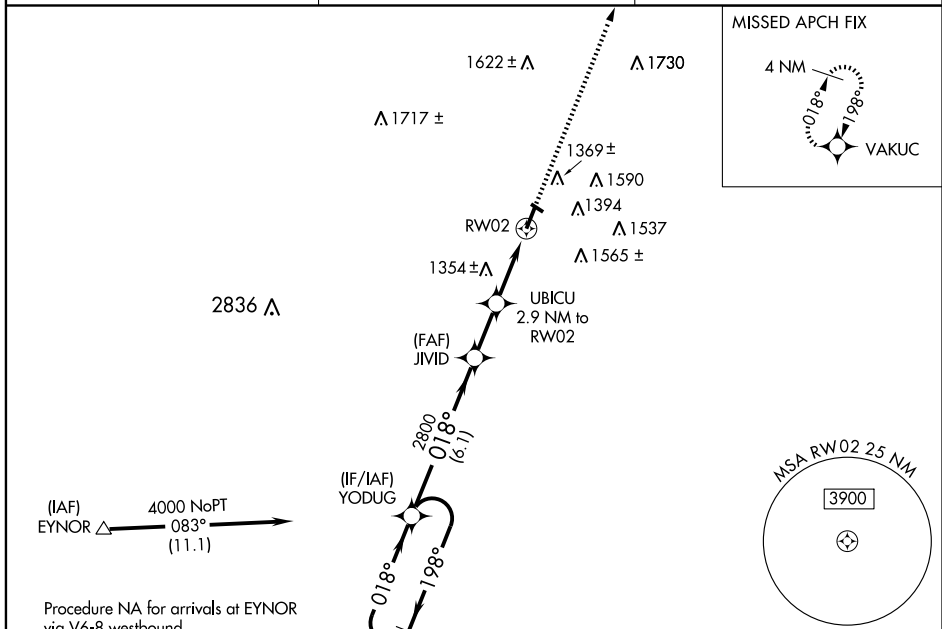
ATLANTIC MUNI (AIO)

APP CRS	Rwy Idg	5000
018°	TDZE	1151
	Apt Elev	1165

▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct VAKUC and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.7 (CTAF) 1
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CATEGORY	A	B	C	D
LNAV MDA	1620-1 469 (500-1)	1620-1½ 469 (500-1½)	1620-1½ 469 (500-1½)	1620-1½ 469 (500-1½)
CIRCLING	1720-1 555 (600-1)	1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)	1940-2½ 775 (800-2½)

REIL Rwy 2, 12, 20, and 30 **1**

MIRL Rwy 2-20 and 12-30 **1**

RNAV (GPS) RWY 20

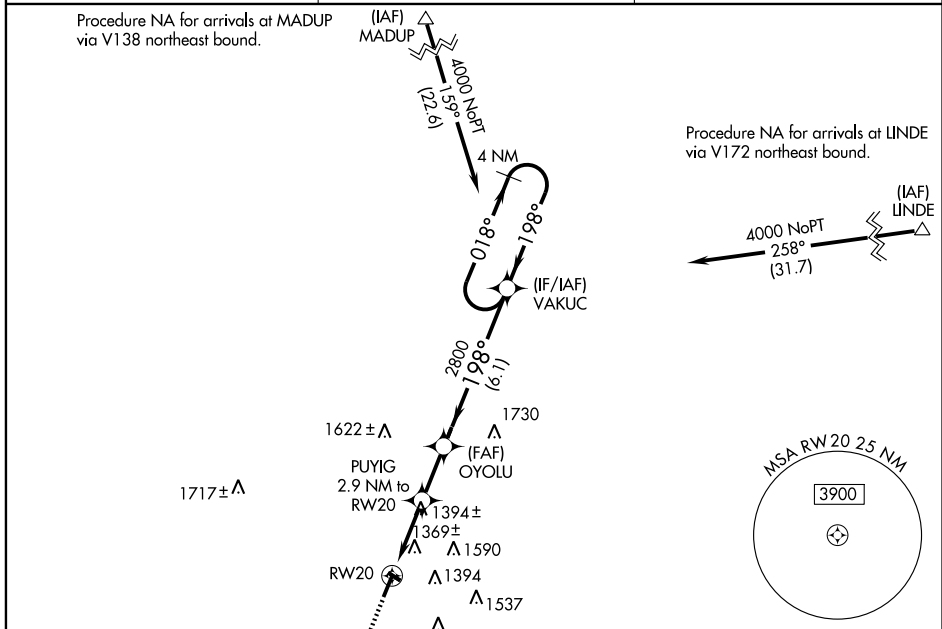
ATLANTIC MUNI (AIO)

APP CRS	Rwy Idg	5000
198°	TDZE	1151
	Apt Elev	1165

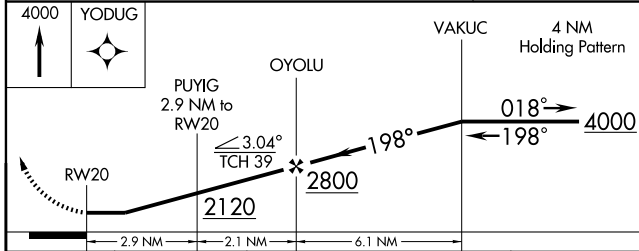
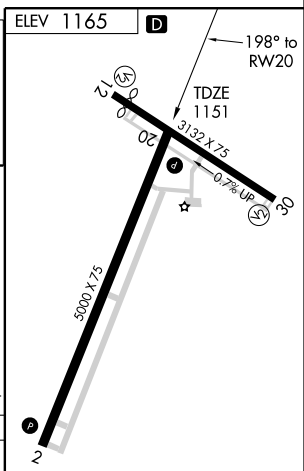
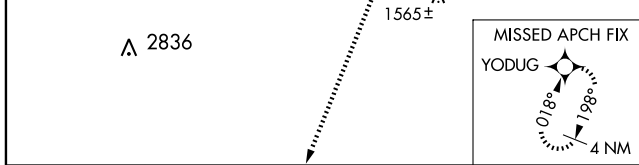
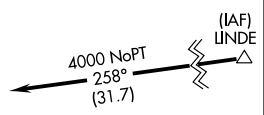
⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV Cat D and circling Cat C and D visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 4000 direct YODUG and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.7 (CTAF) 1
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Procedure NA for arrivals at LINDE via V172 northeast bound.



CATEGORY	A	B	C	D
LNAV MDA	1660-1	509 (500-1)	1660-1½	509 (500-1½)
CIRCLING	1720-1	555 (600-1)	1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)

REIL Rwy 2, 12, 20, and 30 1
MIRL Rwy 2-20 and 12-30 1

NC-3, 08 APR 2010 to 06 MAY 2010

NDB ADU 266	APP CRS 335°	Rwy Idg TDZE Apt Elev	3640 1287 1287
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NDB RWY 32

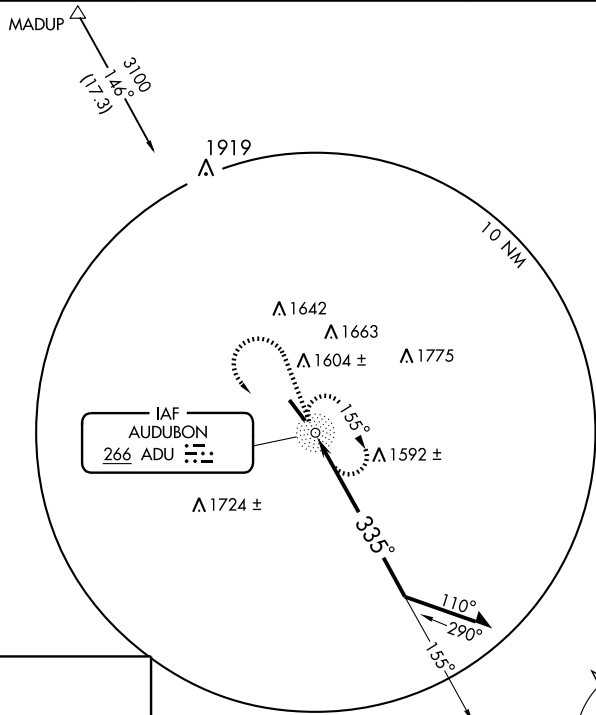
AUDUBON COUNTY (ADU)

NA MISSED APPROACH: Climb to 3100 then left turn direct ADU NDB and hold.

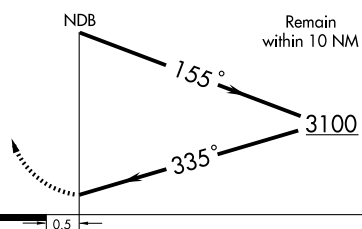
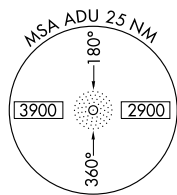
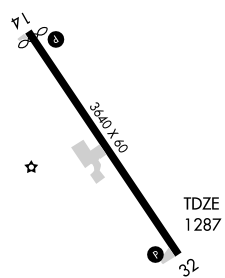
AWOS-3
118.075

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF)



ELEV 1287



HIRL Rwy 14-32
REIL Rwy 14 and 32

CATEGORY	A	B	C	D
S-32	1980-1	693 (700-1)		NA
CIRCLING	1980-1	693 (700-1)		NA

RNAV (GPS) RWY 32

AUDUBON COUNTY (ADU)

APP CRS 323°	Rwy Idg 3640
	TDZE 1287
	Apt Elev 1287

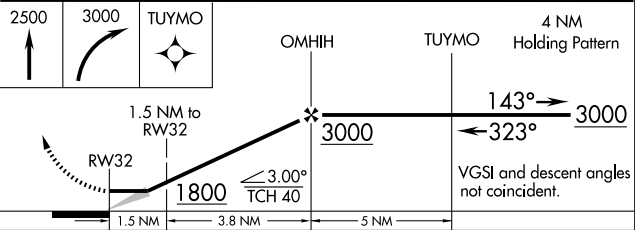
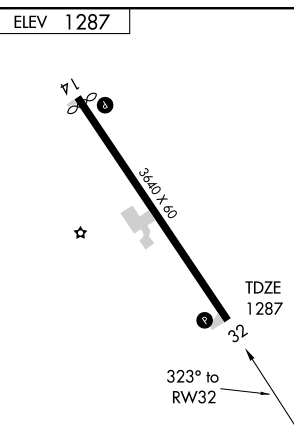
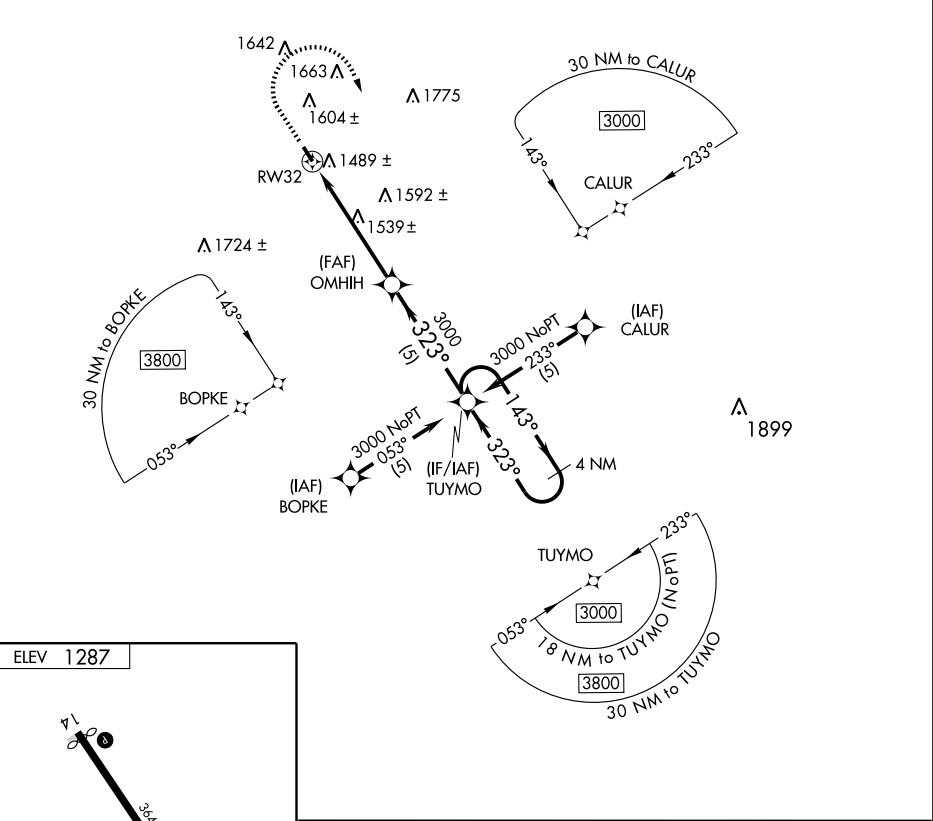
NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct TUYMO WP and hold.

AWOS-3
118.075

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF)



HIRL Rwy 14-32 **1**
REIL Rwy 14 and 32 **1**

CATEGORY	A	B	C	D
LNVA MDA	1740-1	453 (500-1)	NA	
CIRCLING	1900-1	613 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

GPS RWY 18

BELLE PLAINE MUNI (T'ZT')

APP CRS	Rwy Idg	4000
176°	TDZE	771
	Apt Elev	771

▼ Use Cedar Rapids altimeter setting.

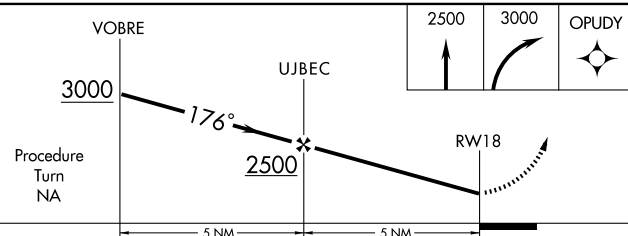
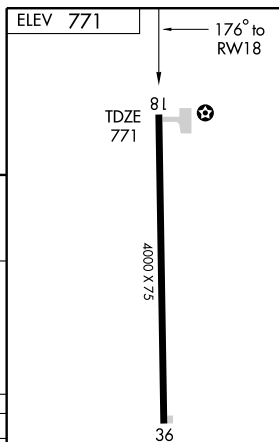
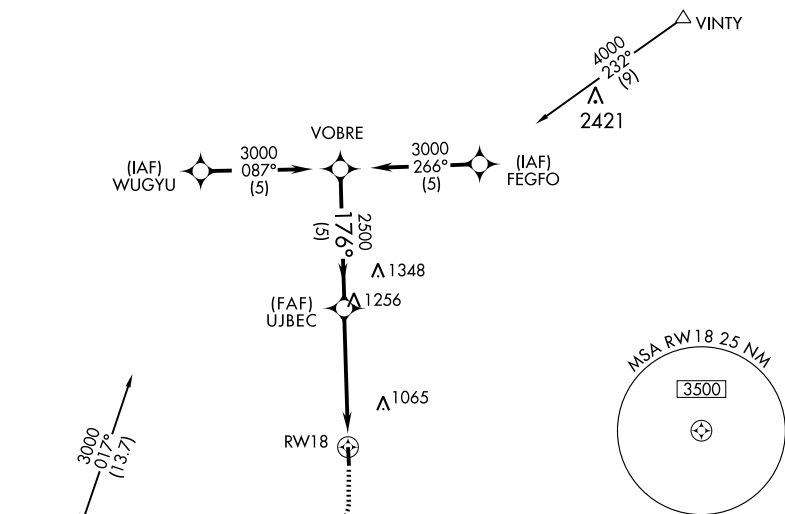
▲ NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct OPDUY WP and hold.

CEDAR RAPIDS APP CON ★
119.7 266.8

CTAF
122.9

122.8 ①



CATEGORY	A	B	C	D
S-18	1400-1	629 (700-1)		NA
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)		NA

MIRL Rwy 18-36 ①

GPS RWY 36

BELLE PLAINE MUNI (T'ZT')

APP CRS	Rwy Idg	4000
357°	TDZE	770
	Apt Elev	771

▼ Use Cedar Rapids altimeter setting.

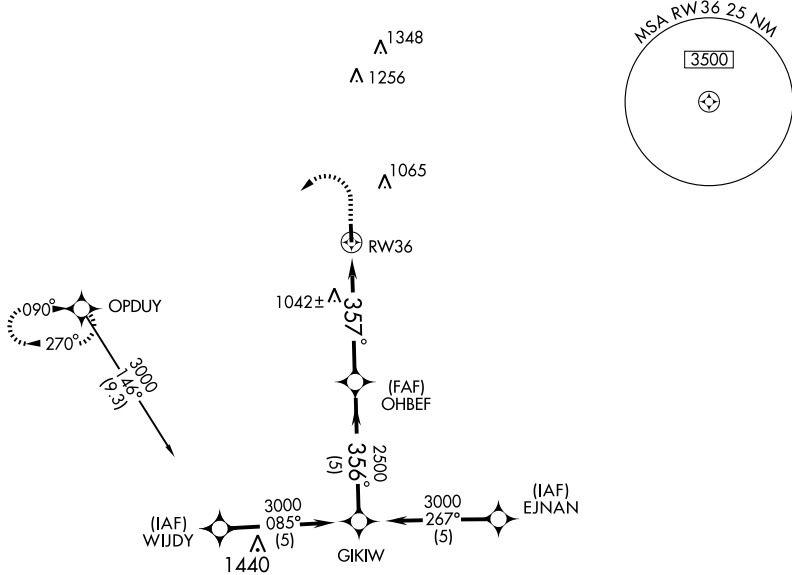
▲ NA

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct OPDUY WP and hold.

CEDAR RAPIDS APP CON ★
119.7 266.8

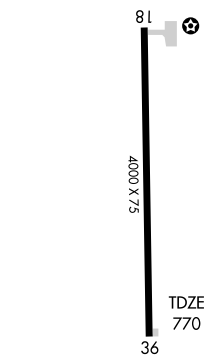
CTAF
122.9

122.8 0

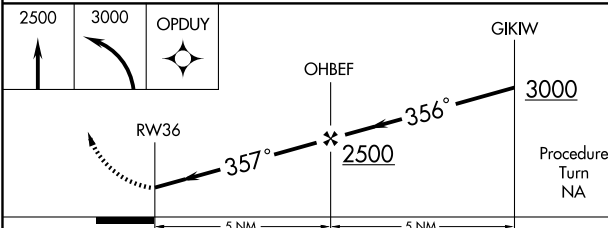


NC-3. 08 APR 2010 to 06 MAY 2010

ELEV 771



MIRL Rwy 18-36 0



CATEGORY	A	B	C	D
S-36	1380-1	610 (700-1)		NA
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)		NA

VOR/DME-A

BELLE PLAINE MUNI (TZT)

VOR/DME CID 114.1 Chan 88	APP CRS 264°	Rwy Idg TDZE Apt Elev	N/A N/A 771
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▼ Use Cedar Rapids altimeter setting.

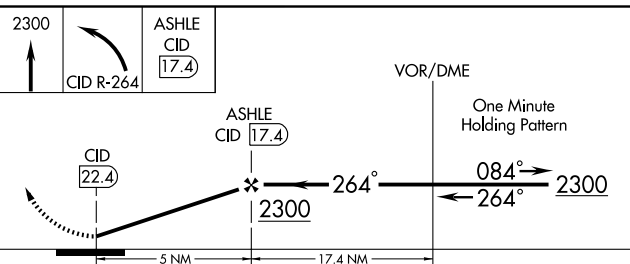
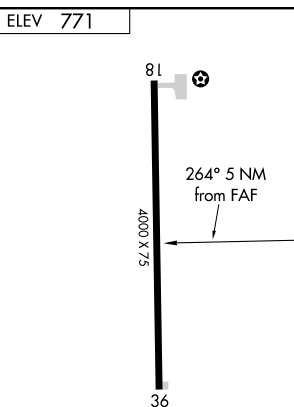
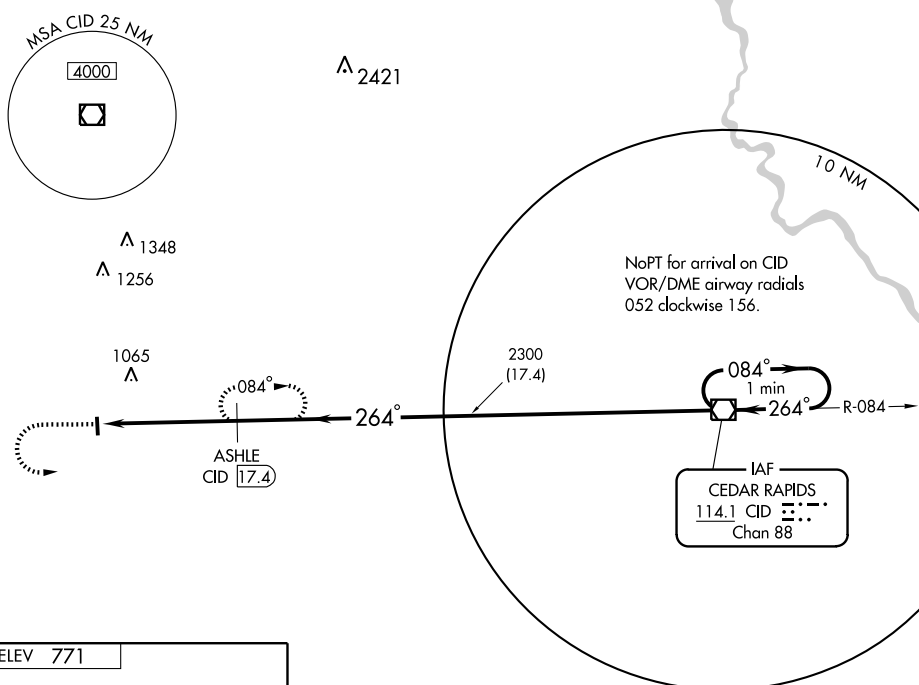
▲ NA

MISSED APPROACH: Climb to 2300 then left turn via CID R-264 to ASHLE 17.4 DME and hold.

CEDAR RAPIDS APP CON ★
119.7 266.8

CTAF
122.9

122.8 ①



CATEGORY	A	B	C	D
CIRCLING	1500-1 729 (800-1)	1500-1½ 729 (800-1½)	NA	

MIRL Rwy 18-36 ①

NC-3. 08 APR 2010 to 06 MAY 2010

NDB RWY 36

BLOOMFIELD MUNI (4K6)

NDB BEX 269	APP CRS 354°	Rwy Idg TDZE Apt Elev	3401 888 888
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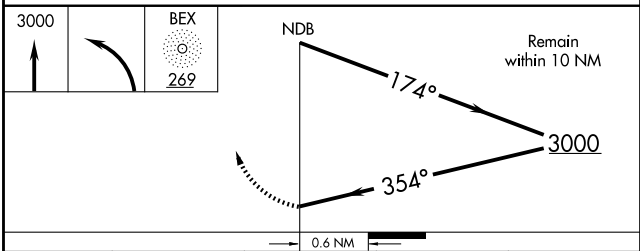
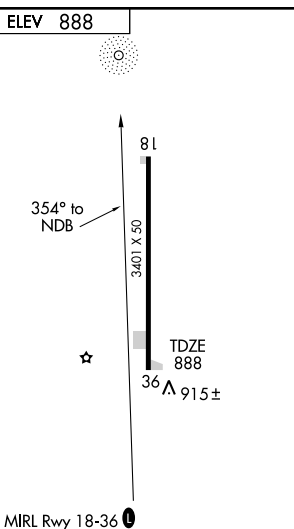
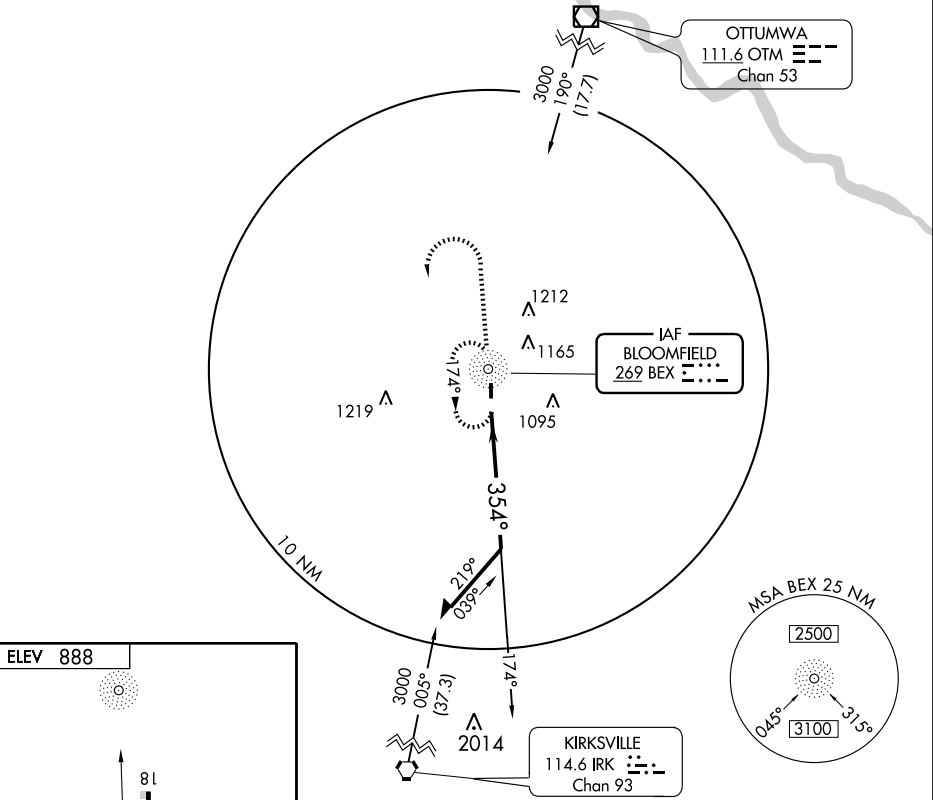
Use Ottumwa altimeter setting; when not available, procedure NA.

NA

MISSED APPROACH: Climb to 3000 then left turn direct BEX NDB and hold.

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-36	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	NA
CIRCLING	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	NA

RNAV (GPS) RWY 36

BLOOMFIELD MUNI (4K6)

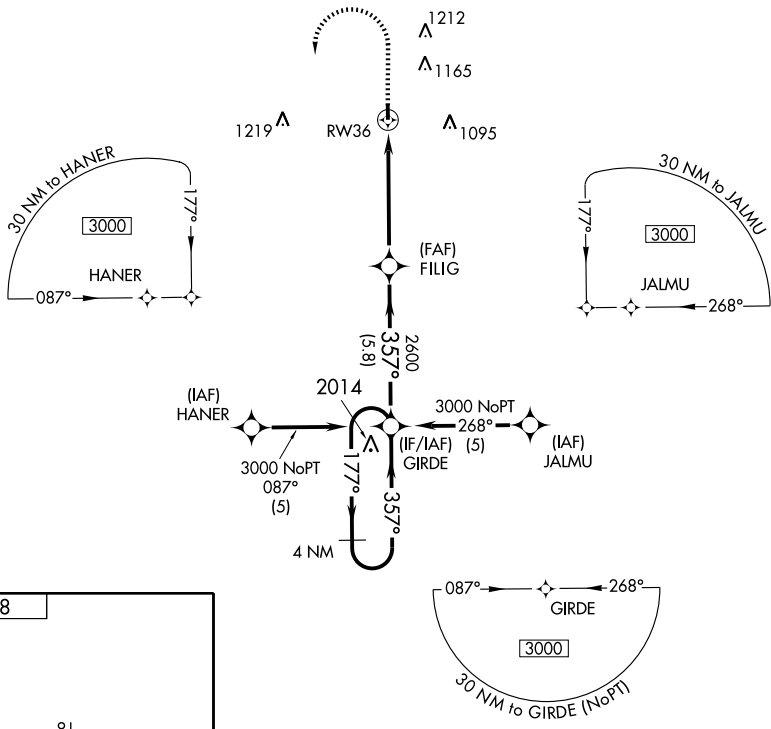
APP CRS **357°**
 Rwy Idg **3401**
 TDZE **888**
 Apt Elev **888**

- ▼ Use Ottumwa altimeter setting; when not available, procedure NA.
- ▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

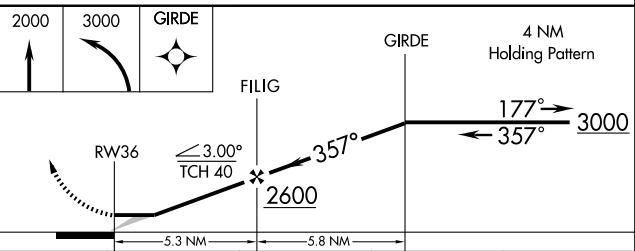
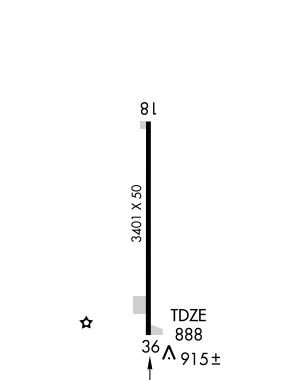
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GIRDE WP and hold.

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF) 0



ELEV 888



CATEGORY	A	B	C	D
LNNAV MDA	1340-1	452 (500-1)	1340-1¼ 452 (500-1¼)	NA
CIRCLING	1440-1	552 (600-1)	1520-1¾ 632 (700-1¾)	NA

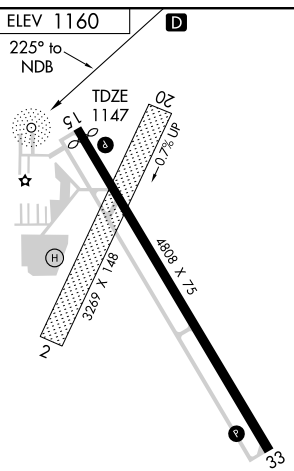
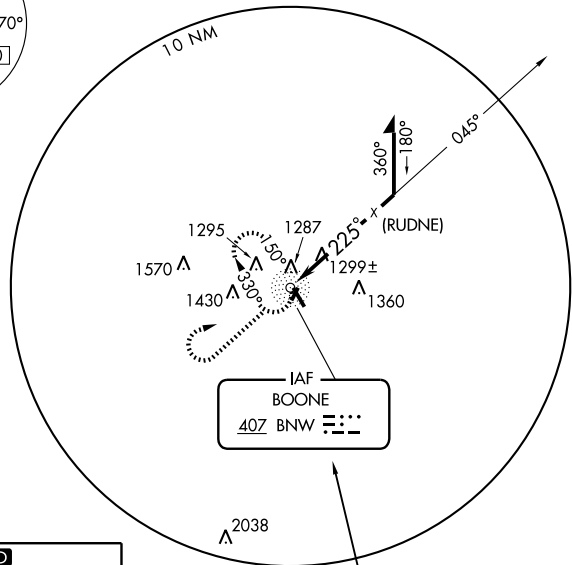
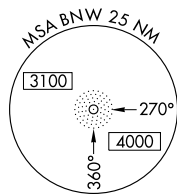
COPTER NDB or GPS 225°

BOONE MUNI (BNW)

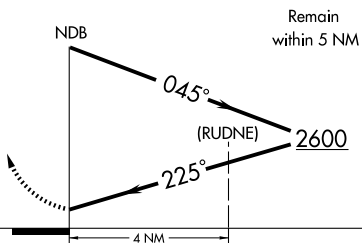
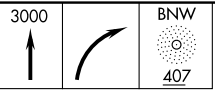
NDB BNW 407	APP CRS 225°	Rwy Idg TDZE Apt Elev	N/A 1147 1160
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MISSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.

AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF) 0
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DES MOINES
117.5 DSM
Chan 122



REIL Rwy 15 and 33
MIRL Rwy 15-33

CATEGORY	A	B	C	D
H-225	1660-½ 513 (500-½)		NA	

NDB BNW **407** APP CRS **150°** Rwy Idg **4667**
 TDZE **1138**
 Apt Elev **1160**

NDB RWY 15

BOONE MUNI (BNW)

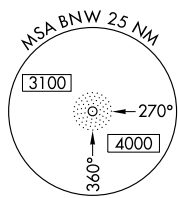
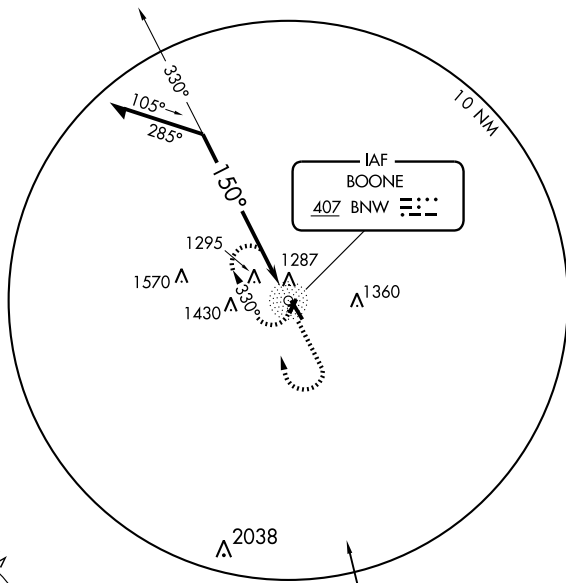
▽
△ NA

MISSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.

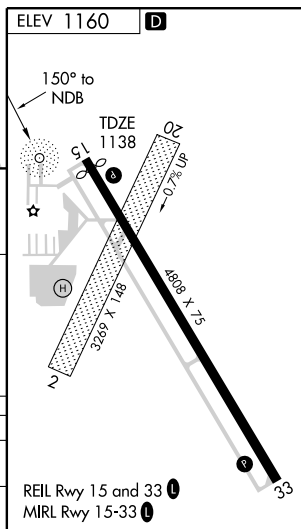
AWOS-3
120.925

DES MOINES APP CON
123.9 307.15

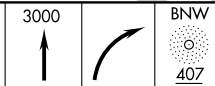
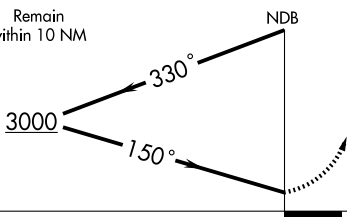
UNICOM
123.0 (CTAF) ①



DES MOINES
 117.5 DSM
 Chan 122



Remain within 10 NM



CATEGORY	A	B	C	D
S-15	1820-1	682 (700-1)		NA
CIRCLING	1820-1	660 (700-1)		NA

REIL Rwy 15 and 33 ①
 MIRL Rwy 15-33 ①

NDB B**407** APP CRS **320°** Rwy Idg **4807**
 TDZE **1138**
 Apt Elev **1160**

NDB RWY 33

BOONE MUNI (BNW)

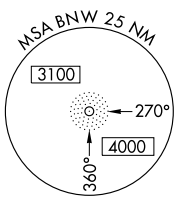
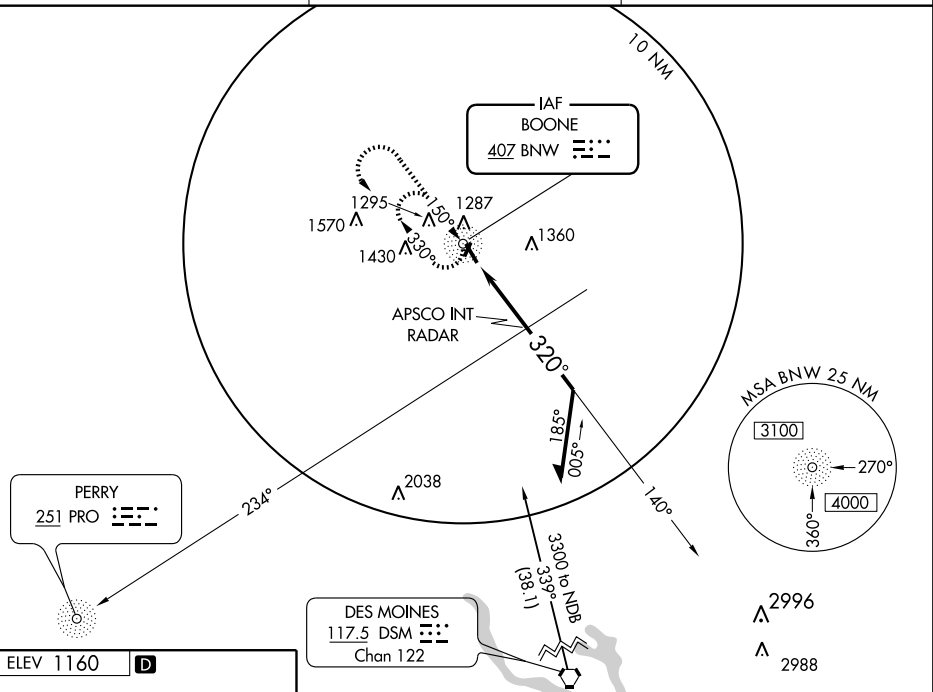
▼
 ▲ NA

MISSED APPROACH: Climb to 3000 then left turn direct BNW NDB and hold.

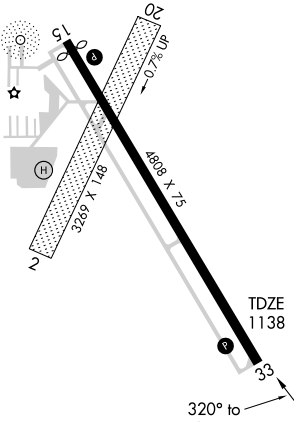
AWOS-3
120.925

DES MOINES APP CON
123.9 307.15

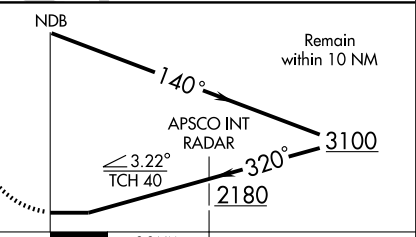
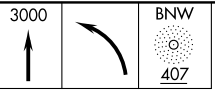
UNICOM
123.0 (CTAF) 0



ELEV 1160 **D**



REIL Rwy 15 and 33 **0**
 MIRL Rwy 15-33 **0**



CATEGORY	A	B	C	D
S-33	2180-1¼ 1042 (1100-1¼)	2180-1½ 1042 (1100-1½)		NA
CIRCLING	2180-1¼ 1020 (1100-1¼)	2180-1½ 1020 (1100-1½)		NA
APSCO FIX MINIMUMS				
S-33	1660-1	522 (500-1)		NA
CIRCLING	1660-1	500 (500-1)		NA

RNAV (GPS) RWY 15

BOONE MUNI (BNW)

APP CRS **146°**
 Rwy Idg **4667**
 TDZE **1138**
 Apt Elev **1160**

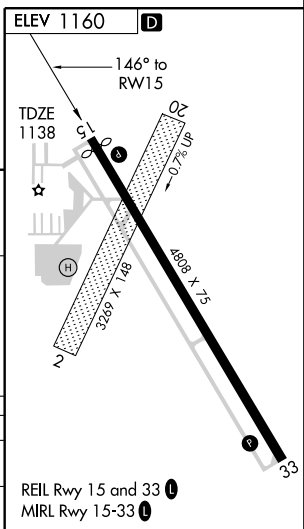
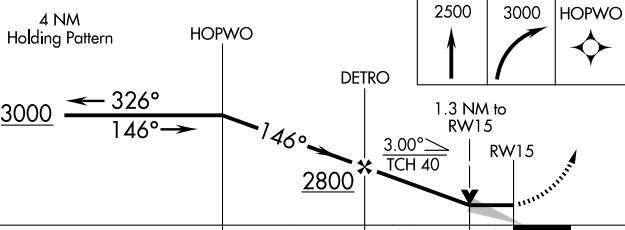
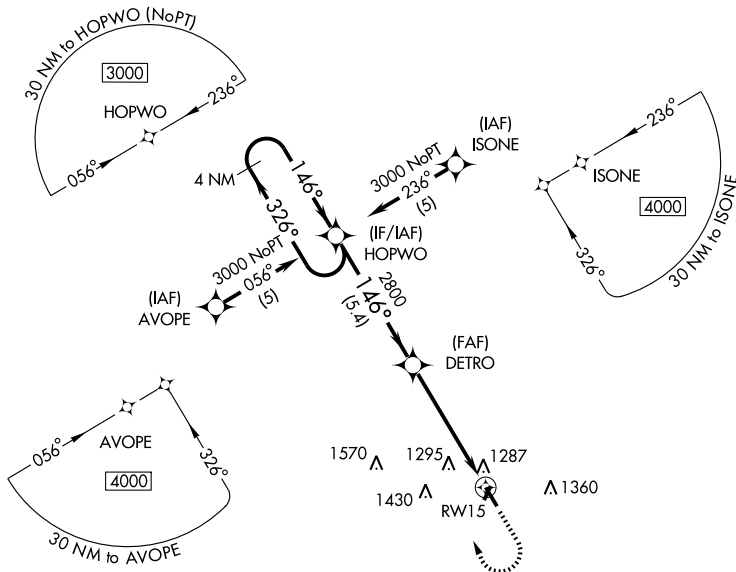
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct HOPWO WP and hold.

AWOS-3
120.925

DES MOINES APP CON
123.9 307.15

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LNVA MDA	1580-1	442 (500-1)		NA
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)		NA

REIL Rwy 15 and 33 **0**
 MRL Rwy 15-33 **0**

APP CRS **326°**
 Rwy Idg **4807**
 TDZE **1138**
 Apt Elev **1160**

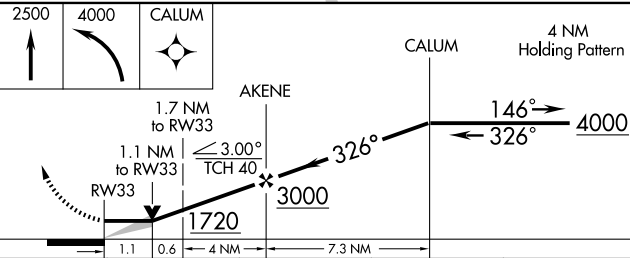
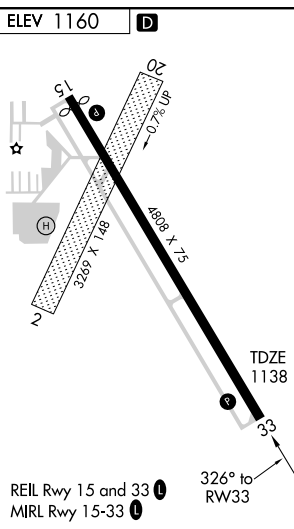
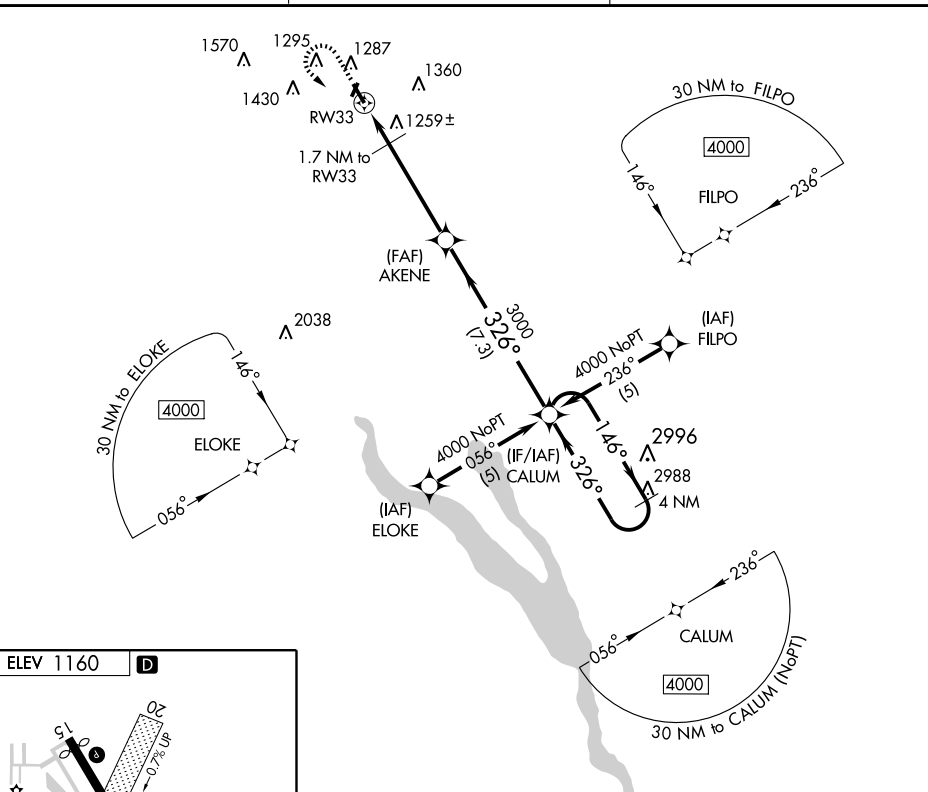
RNAV (GPS) RWY 33

BOONE MUNI (B/NW)

NA GPS or RNP-0.3 required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct CALUM WP and hold.

AWOS-3 **120.925** DES MOINES APP CON **123.9 307.15** UNICOM **123.0 (CTAF) 0**



CATEGORY	A	B	C	D
LNNAV MDA	1520-1	382 (400-1)	NA	
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA	

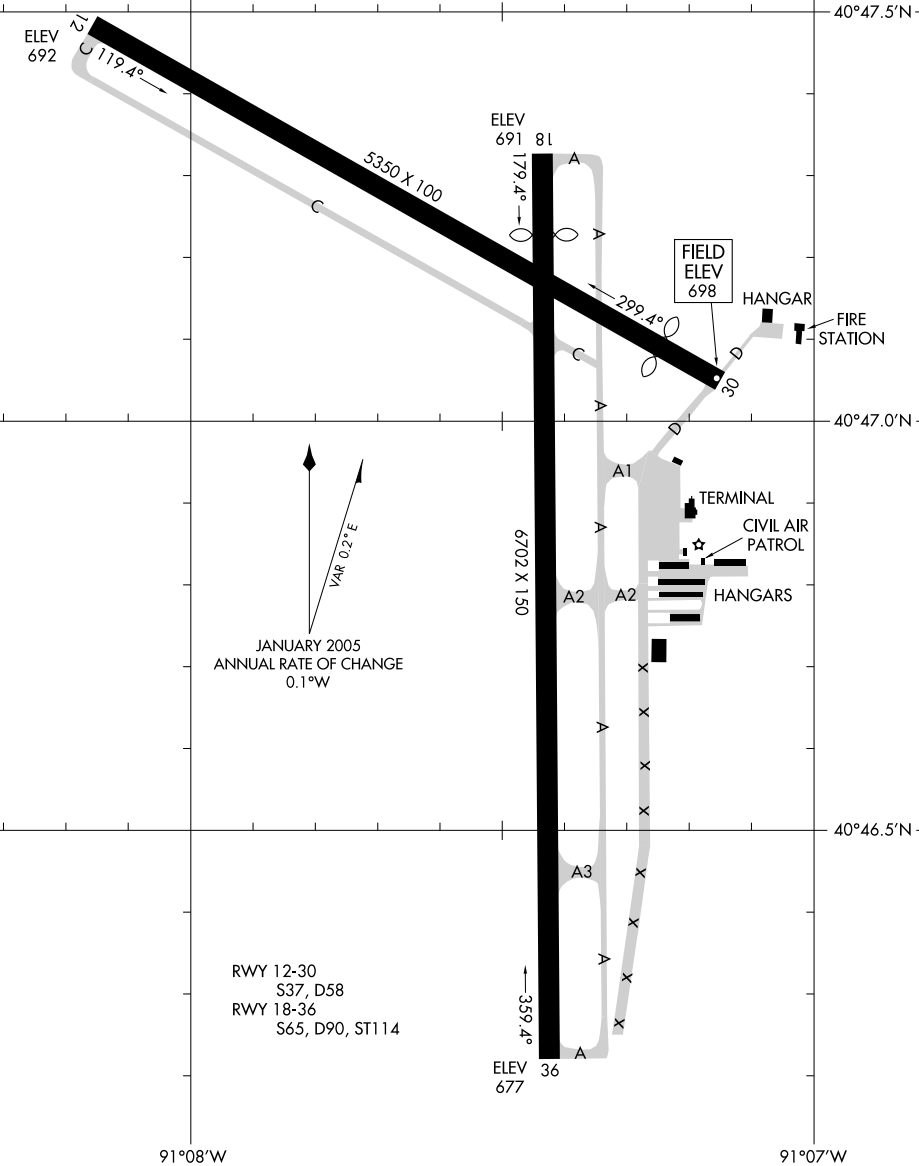
NC-3. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)
BURLINGTON, IOWA

ASOS
118.025
CTAF/UNICOM
123.0
D

AL-69 (FAA)
792±



NC-3, 08 APR 2010 to 06 MAY 2010

LOC I-BRL 108.9	APP CRS 359°	Rwy Idg 6102
		TDZE 694
		Apt Elev 698

ILS or LOC RWY 36

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

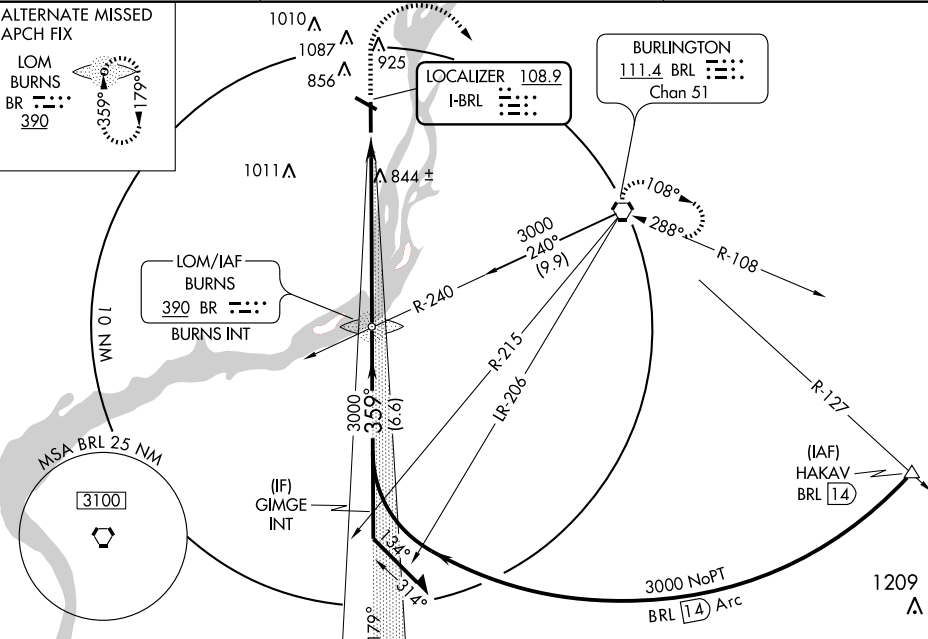
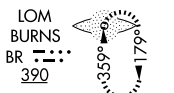
When local altimeter setting not received, use Fort Madison altimeter setting and increase DA 31 feet, all MDA 40 feet, and Cat D Circling visibility ¼ mile.

MALSR
AS

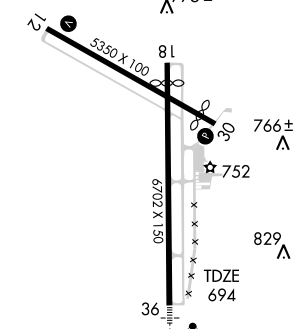
MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 direct BRL VORTAC and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF)
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ALTERNATE MISSED APCH FIX



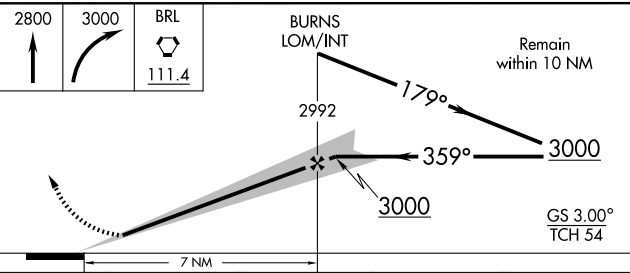
ELEV 698 D 775 ± Δ



REIL Rwy 12 and 30
MIRL Rwy 12-30
HIRL Rwy 18-36

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20



CATEGORY	A	B	C	D
S-ILS 36	894-½ 200 (200-½)			
S-LOC 36	1140-½ 446 (500-½)	1140-¾ 446 (500-¾)	1140-1 446 (500-1)	
CIRCLING	1160-1 462 (500-1)	1160-1½ 462 (500-1½)	1400-2¼ 702 (800-2¼)	

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 12

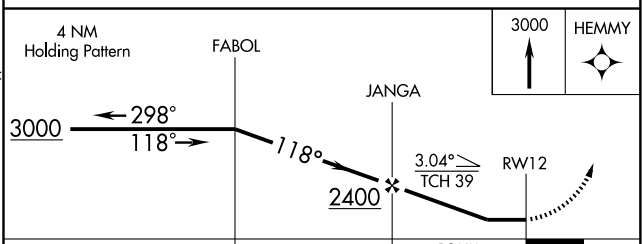
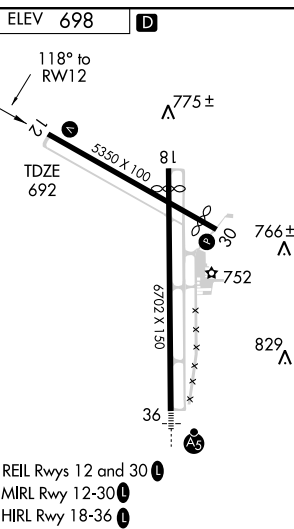
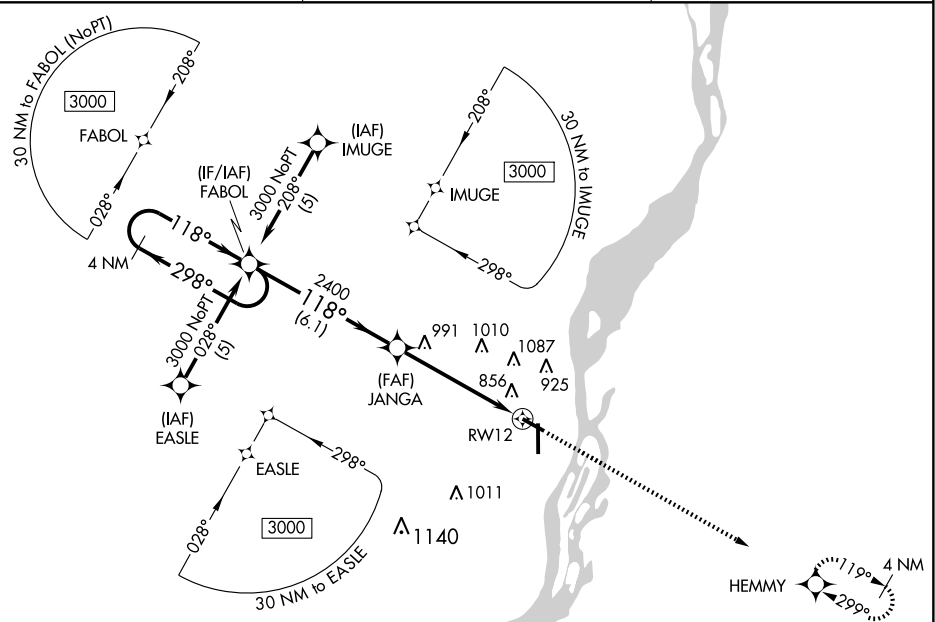
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

APP CRS **118°**
 Rwy Idg **5350**
 TDZE **692**
 Apt Elev **698**

MISSED APPROACH: Climb to 3000 direct HEMMY and hold.

▼ DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet.

ASOS **118.025** CHICAGO CENTER **135.6 370.95** UNICOM **123.0 (CTAF) ①**



CATEGORY	A	B	C	D
LNAV MDA	1300-1	608 (700-1)	1300-1¾ 608 (700-1¾)	NA
CIRCLING	1300-1	602 (700-1)	1300-1¾ 602 (700-1¾)	NA

REIL Rwy 12 and 30 ①
 MIRL Rwy 12-30 ①
 HIRL Rwy 18-36 ①

RNAV (GPS) RWY 36

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

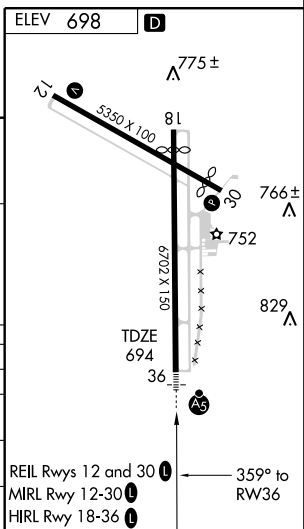
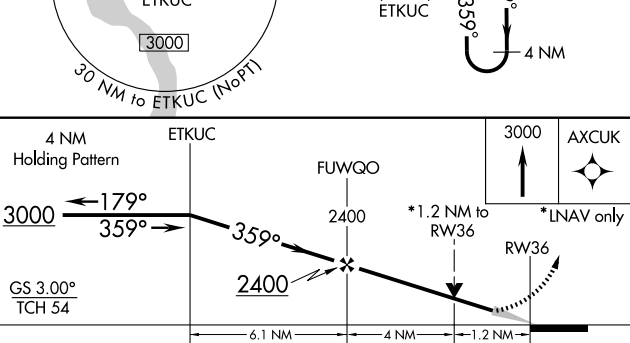
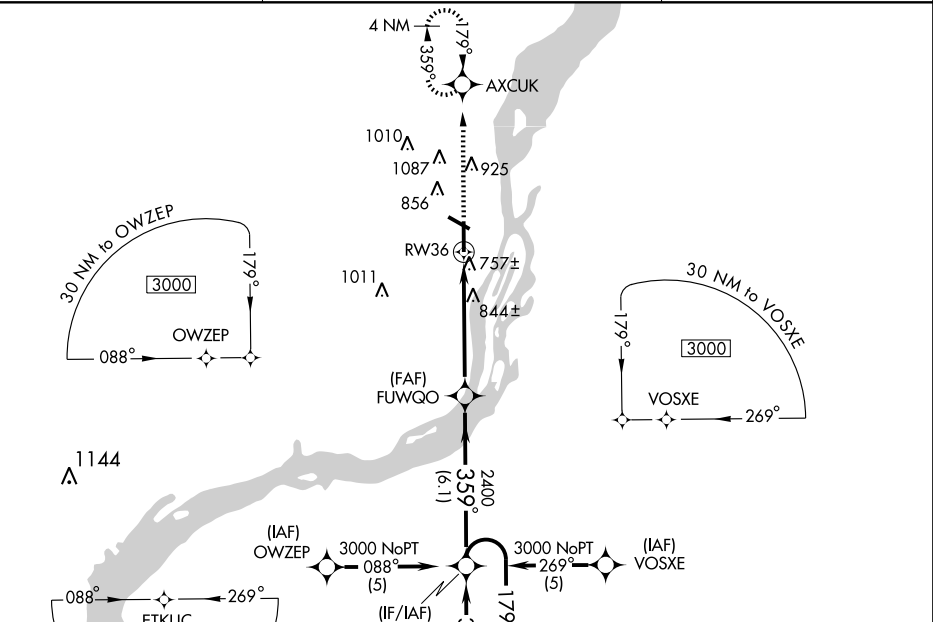
WAAS CH 42711 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	6102 694 698
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Fort Madison altimeter setting and increase all DA 31 feet, all MDA 40 feet.
 VDP and Baro-VNAV NA when using Fort Madison altimeter setting.



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

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	894-1/2	200 (200-1/2)		NA
LNAV/VNAV DA	1026-3/4	332 (400-3/4)		NA
LNAV MDA	1100-1/2	406 (500-1/2)	1100-3/4 406 (500-3/4)	NA
CIRCLING	1160-1	462 (500-1)	1160-1/2 462 (500-1/2)	NA

VORTAC BRL 111.4 Chan 51	APP CRS 108°	Rwy Idg TDZE Apt Elev	5350 692 698
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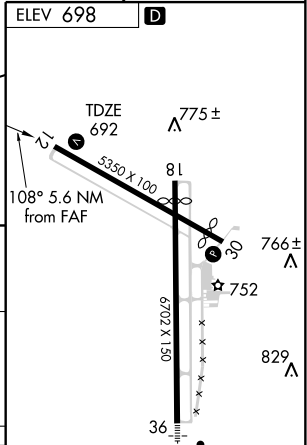
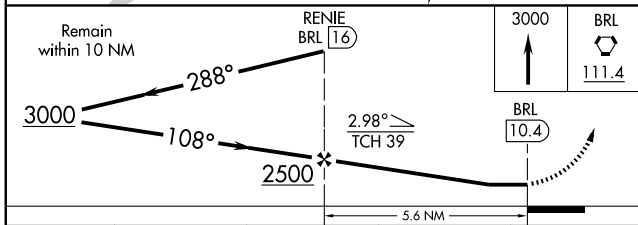
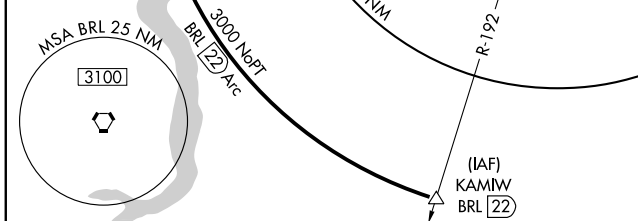
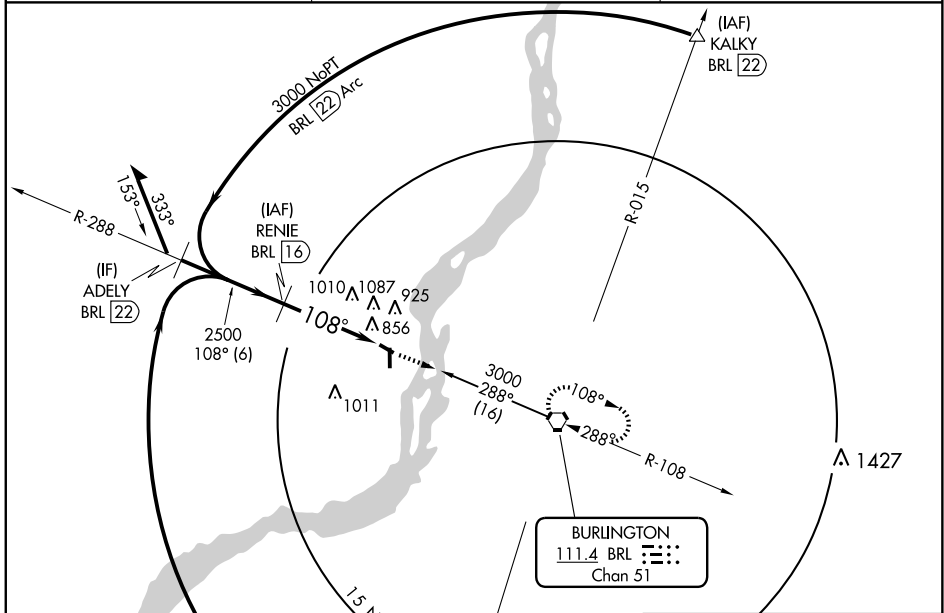
VOR/DME RWY 12

BURLINGTON/SOUTHEAST IOWA RGNL(BRL)

▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase S-12 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BRL VORTAC and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-12	1280-1	588 (600-1)	1280-1½ 588 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA

REIL Rwy 12 and 30
 MIRL Rwy 12-30
 HIRL Rwy 18-36

VORTAC BRL 111.4 Chan 51	APP CRS 288°	Rwy Idg TDZE Apt Elev	4850 693 698
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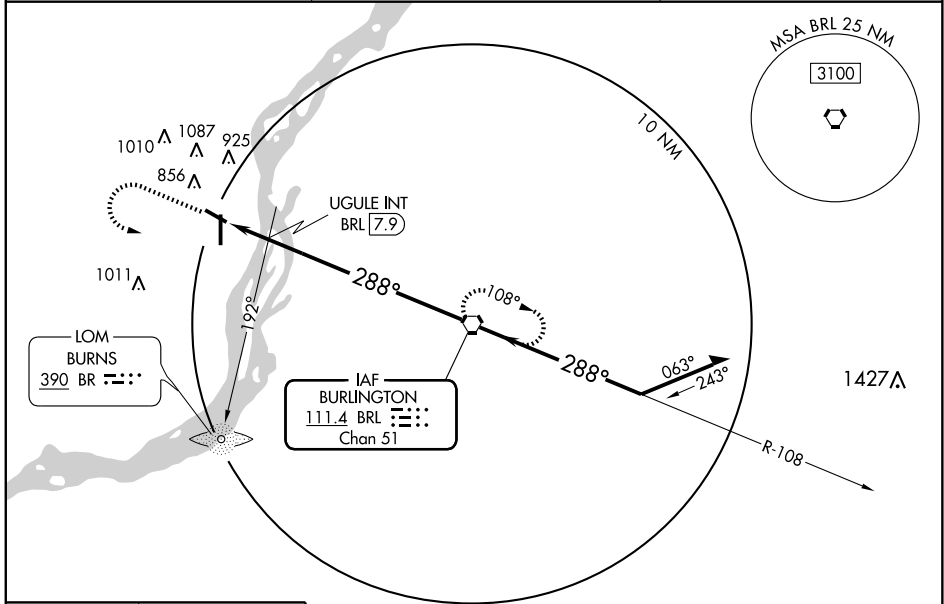
VOR RWY 30

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

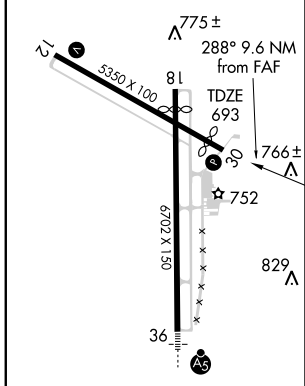
▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase all Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct BRL VORTAC and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 0
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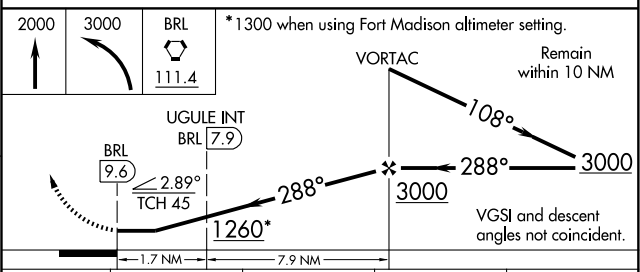
ELEV 698 D



REIL Rwy 12 and 30 I
 MIRL Rwy 12-30 0
 HIRL Rwy 18-36 0

FAF to MAP 9.6 NM

Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12



CATEGORY	A		B		C		D	
	S-30	1260-1	567 (600-1)	1260-1½	567 (600-1½)	1260-1½	562 (600-1½)	NA
CIRCLING	1260-1	562 (600-1)	1260-1½	562 (600-1½)	1260-1½	562 (600-1½)	NA	
UGULE FIX MINIMUMS								
S-30	1080-1		387 (400-1)				NA	
CIRCLING	1160-1	462 (500-1)	1160-1½		462 (500-1½)		NA	

NC-3. 08 APR 2010 to 06 MAY 2010

NDB RWY 31

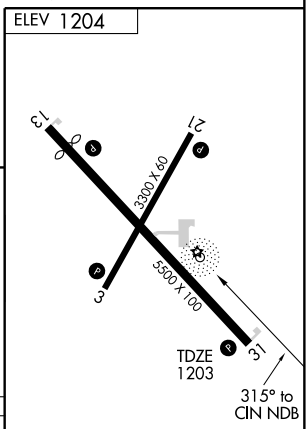
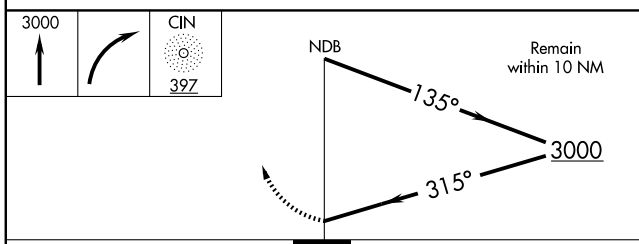
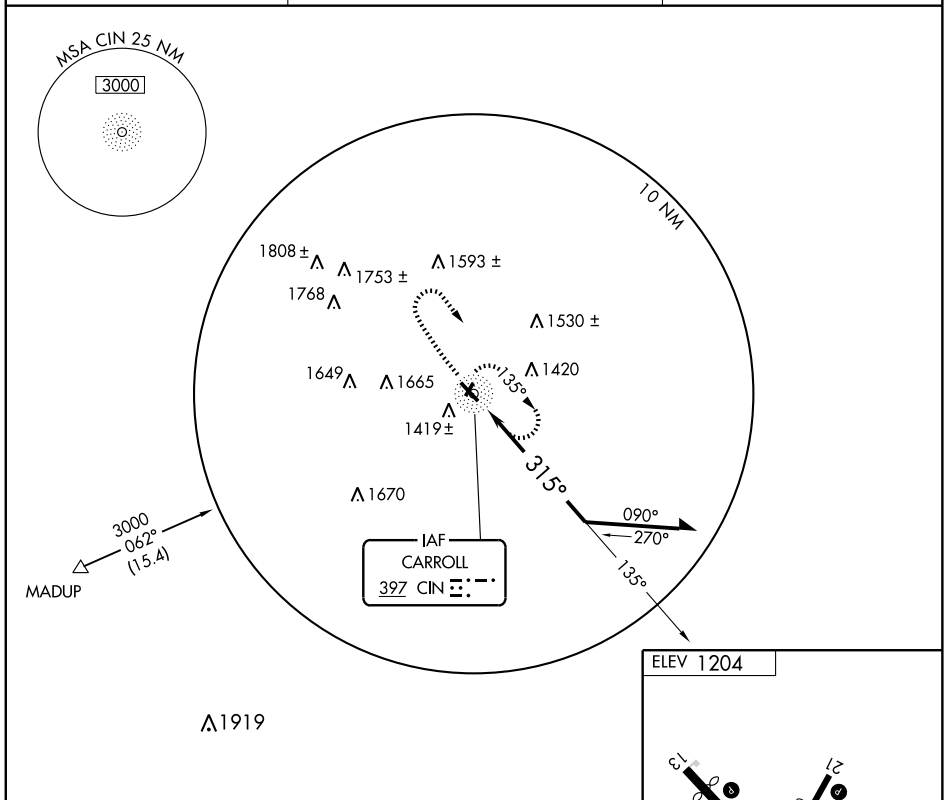
CARROLL/ARTHUR N. NEU (CIN)

NDB CIN	APP CRS	Rwy Idg	5500
397	315°	TDZE	1203
		Apt Elev	1204

V
A NA

MISSED APPROACH: Climb to 3000, then right turn direct CIN NDB and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-31	1780-1 577 (600-1)		1780-1½ 577 (600-1½)	NA
CIRCLING	1780-1 576 (600-1)		1780-1½ 576 (600-1½)	NA

MIRL Rwy 13-31 and 3-21 0
REIL Rwys 3, 13, 21 and 31 0

RNAV (GPS) RWY 13

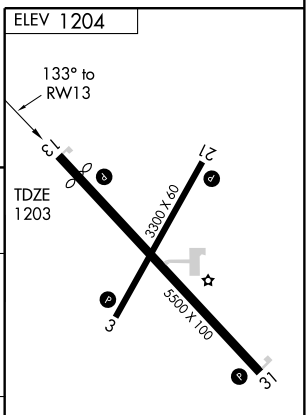
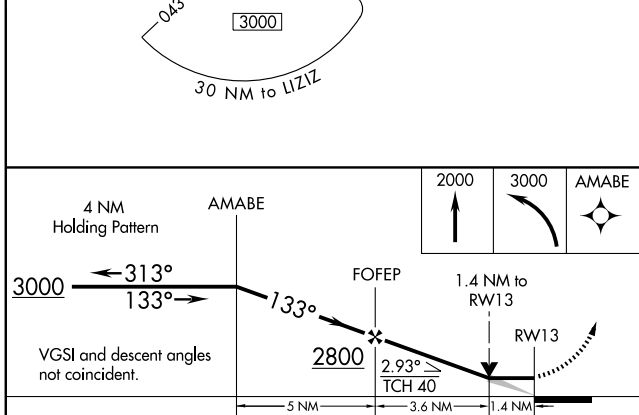
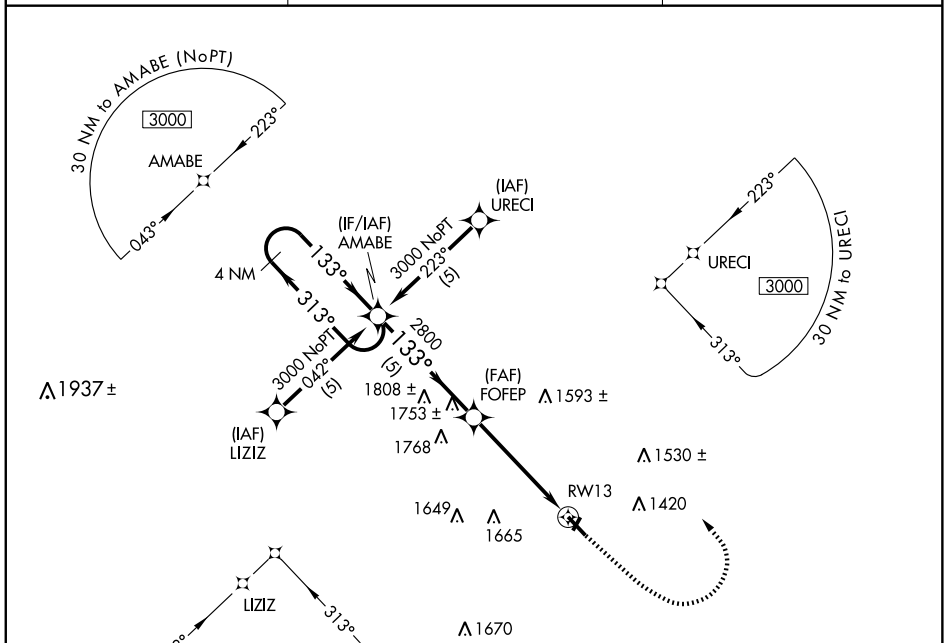
CARROLL/ARTHUR N. NEU (CIN)

APP CRS	Rwy Idg	4995
133°	TDZE	1203
	Apt Elev	1204

▼ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. **MISSED APPROACH:** Climb to 2000, then climbing left turn to 3000 direct AMABE WP and hold.

▲ NA

AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1660-1	457 (500-1)	1660-1 1/4 457 (500-1 1/4)	NA
CIRCLING	1720-1	516 (600-1)	1720-1 1/2 516 (600-1 1/2)	NA

MIRA RWy 13-31 and 3-21 0
REIL RWys 3, 13, 21 and 31 0

RNAV (GPS) RWY 31

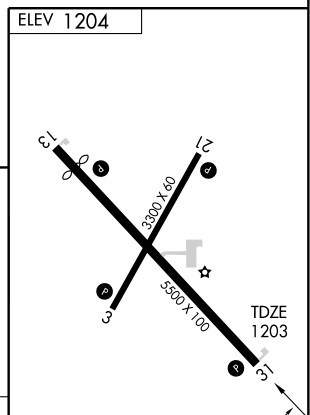
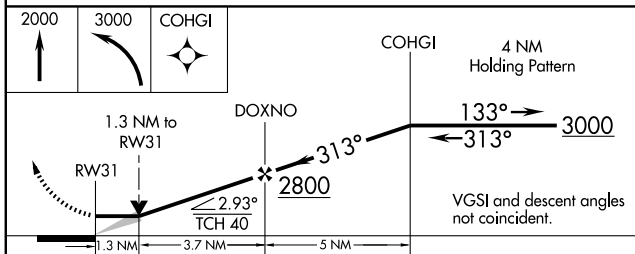
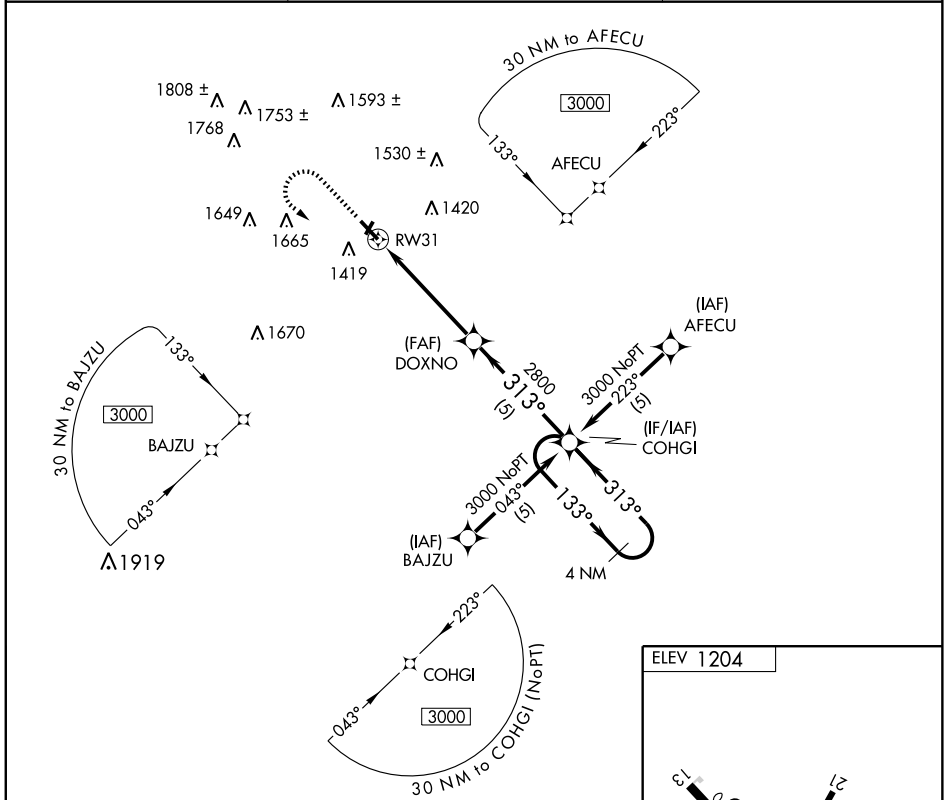
CARROLL/ARTHUR N. NEU (CIN)

APP CRS	Rwy Idg	5500
313°	TDZE	1203
	Apt Elev	1204

▼ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. **MISSED APPROACH:** Climb to 2000, then climbing left turn to 3000 direct COHGI WP and hold.

▲ NA

AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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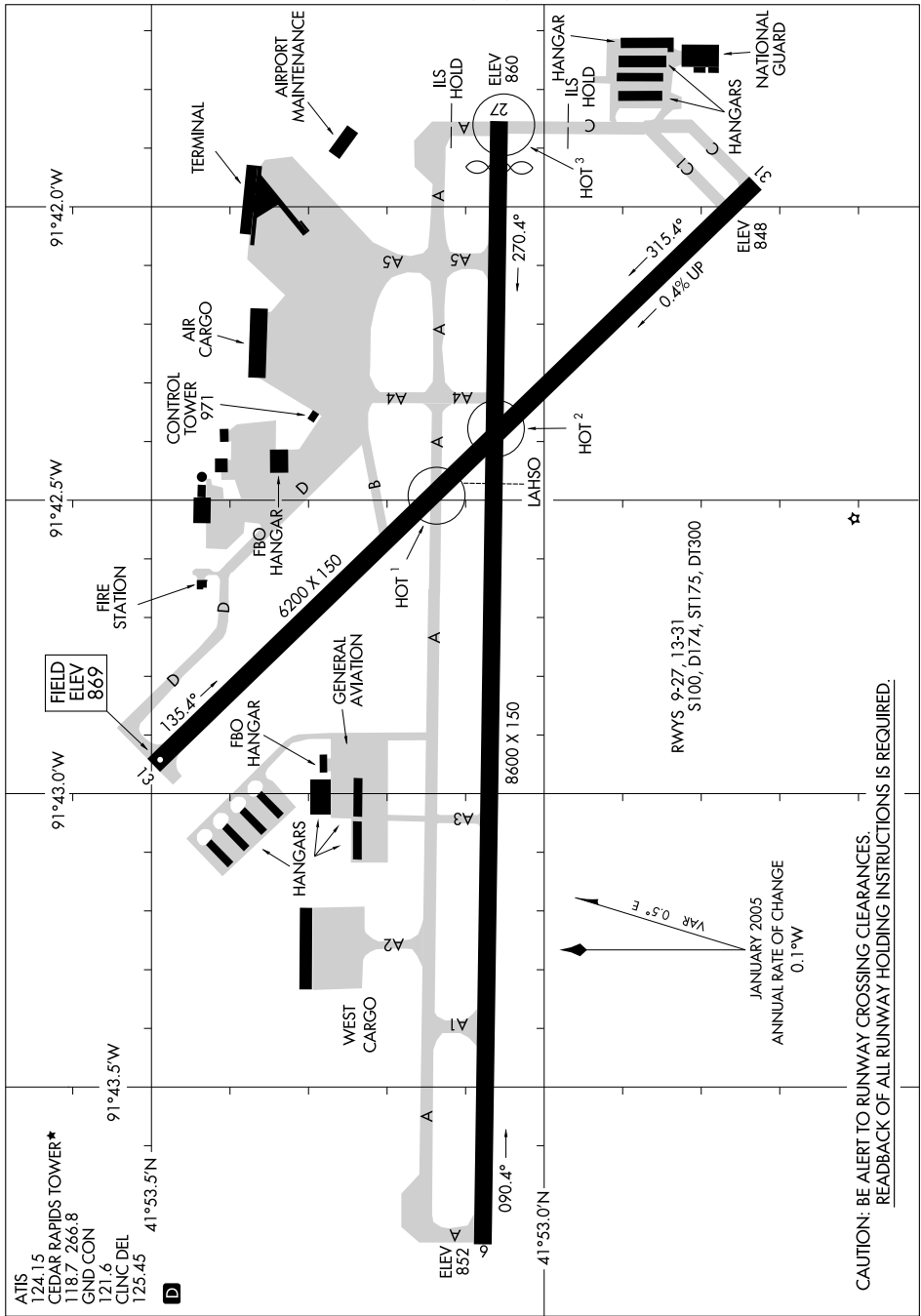
CATEGORY	A	B	C	D
LNAV MDA	1640-1	437 (500-1)	1640-1 ¼ 437 (500-1 ¼)	NA
CIRCLING	1720-1	516 (600-1)	1720-1 ½ 516 (600-1 ½)	NA

MIRL Rwy 13-31 and 3-21 **0**
REIL Rws 3, 13, 21 and 31 **0**

AIRPORT DIAGRAM

AL-250 (FAA)

CEDAR RAPIDS/PT OF THE EASTERN IOWA (CID)
CEDAR RAPIDS, IOWA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 9

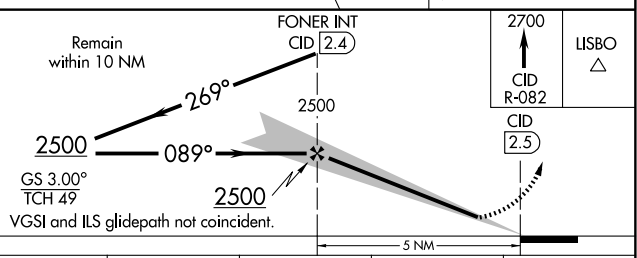
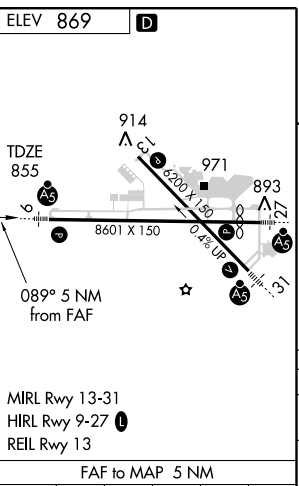
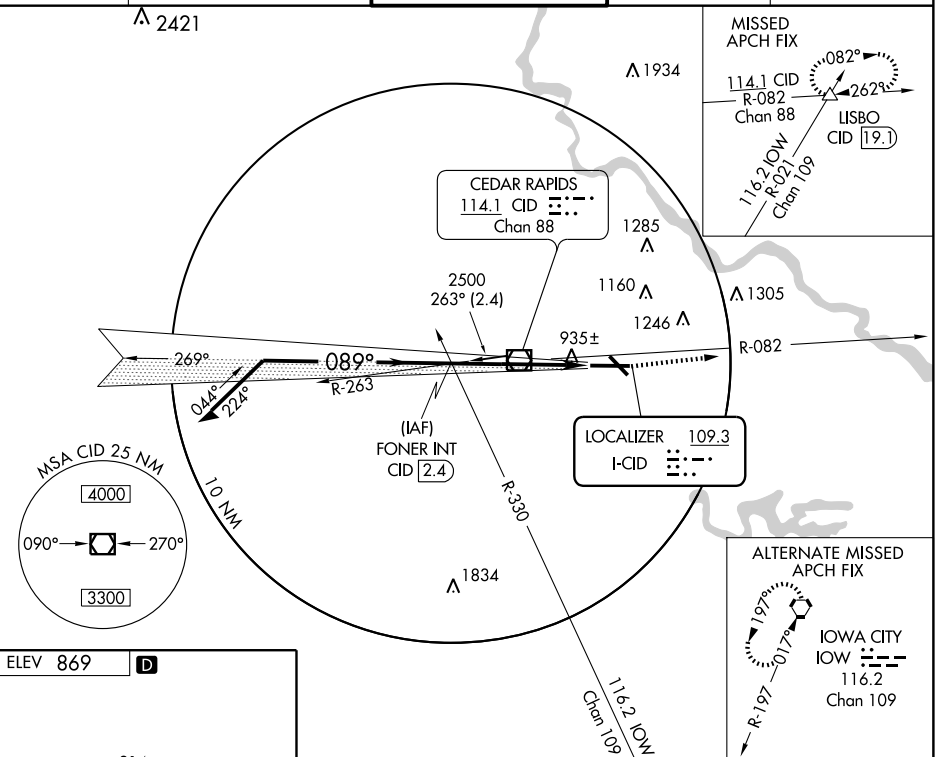
CEDAR RAPIDS/THE EASTERN IOWA (CID)

LOC I-CID 109.3	APP CRS 089°	Rwy Idg TDZE Apt Elev	8175 855 869
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▼ If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet.
▲ * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR
AS
 MISSED APPROACH: Climb to 2700 via CID R-082 to LISBO INT/CID 19.1 DME and hold.

ATIS 124.15	CEDAR RAPIDS APP CON * 119.7 266.8	CEDAR RAPIDS TOWER * 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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CATEGORY	A	B	C	D
S-ILS 9	* 1055/24 200 (200-½)			
S-LOC 9	1200/24 345 (400-½)			1200/40 345 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)


NC-3. 08 APR 2010 to 06 MAY 2010

LOC/DME I-RRU 111.3 Chan 50	APP CRS 269°	Rwy Idg TDZE Apt Elev	8175 862 869
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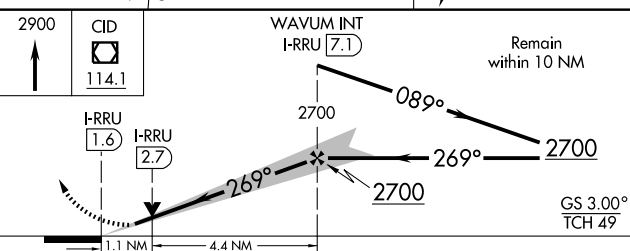
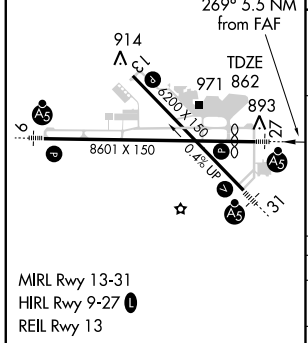
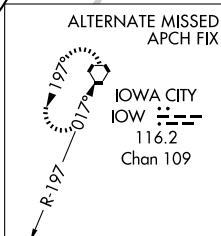
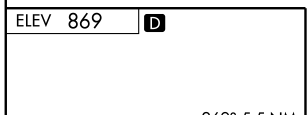
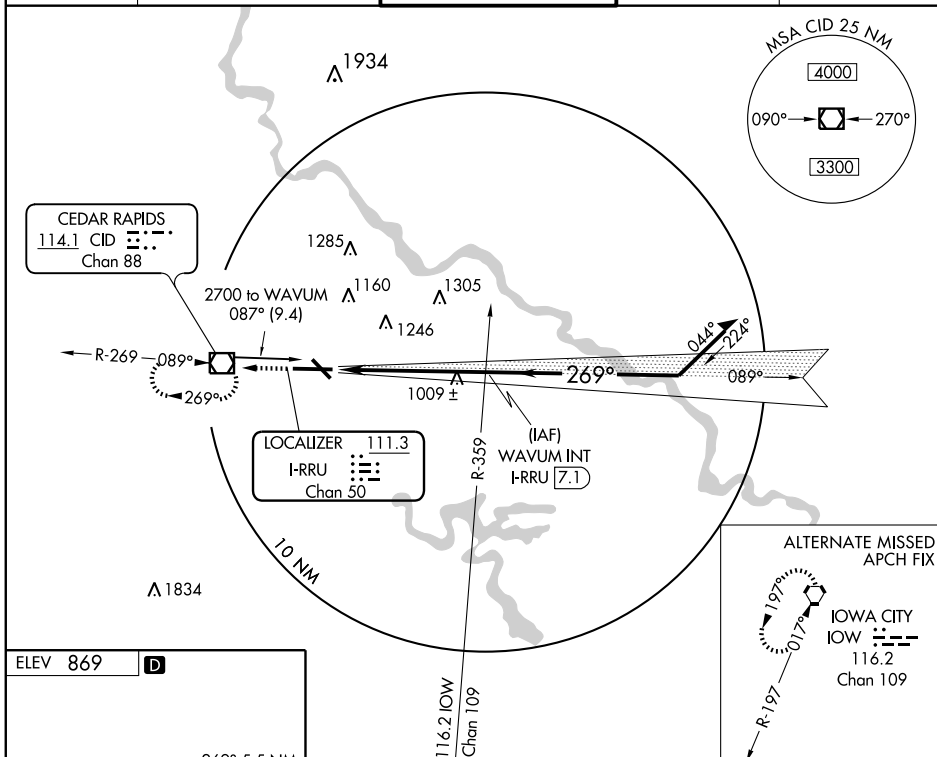
ILS or LOC RWY 27

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

▲ If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.
▲ * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR  MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

ATIS 124.15	CEDAR RAPIDS APP CON * 119.7 266.8	CEDAR RAPIDS TOWER * 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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MIRL Rwy 13-31		HIRL Rwy 9-27		REIL Rwy 13		
FAF to MAP 5.5 NM						
Knots	60	90	120	150	180	
Min:Sec	5:30	3:40	2:45	2:12	1:50	
CATEGORY	A		B		C	
S-ILS 27 *	1062/24 200 (200-½)					
S-LOC 27	1260/24 398 (400-½)				1260/40 398 (400-¾)	
CIRCLING	1280-1 411 (500-1)		1320-1 451 (500-1)		1320-1½ 451 (500-1½)	
					1420-2 551 (600-2)	

RNAV (GPS) RWY 9

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

WAAS CH 77603 W09A	APP CRS 089°	Rwy Idg 8175 TDZE 855 Apt Elev 869
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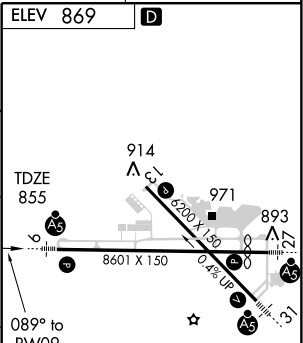
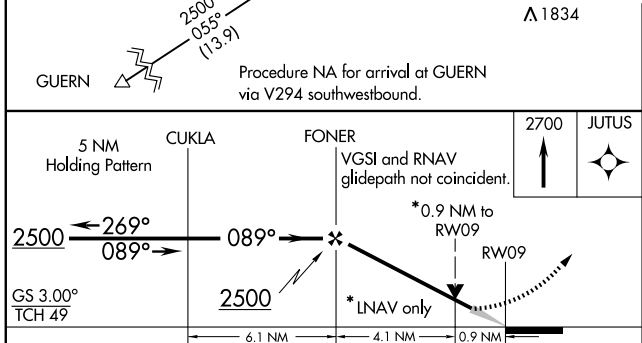
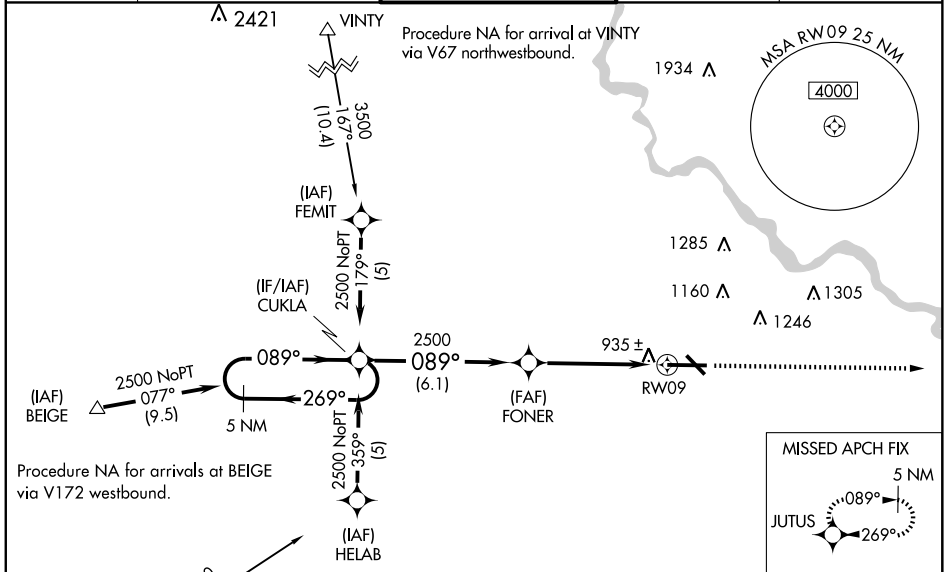
MALSRL



MISSED APPROACH: Climb to 2700 direct JUTUS and hold.

▼ Baro-VNAV NA when using Iowa City altimeter setting.
▲ If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Iowa City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSRL increase LNAV CAT D visibility to RVR 6000.

ATIS 124.15	CEDAR RAPIDS APP CON * 119.7 266.8	CEDAR RAPIDS TOWER * 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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CATEGORY	A	B	C	D
LPV DA	1105/24		250 (300-½)	
LNAV/VNAV DA	1204/40		349 (400-¾)	
LNAV MDA	1200/24		345 (400-½)	
			1200/50 345 (400-1)	
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31
 HIRL Rwy 9-27 **!**
 REIL Rwy 13

WAAS Chan 86201 W13A	APP CRS 134°	Rwy Idg TDZE Apt Elev 6200 869 869
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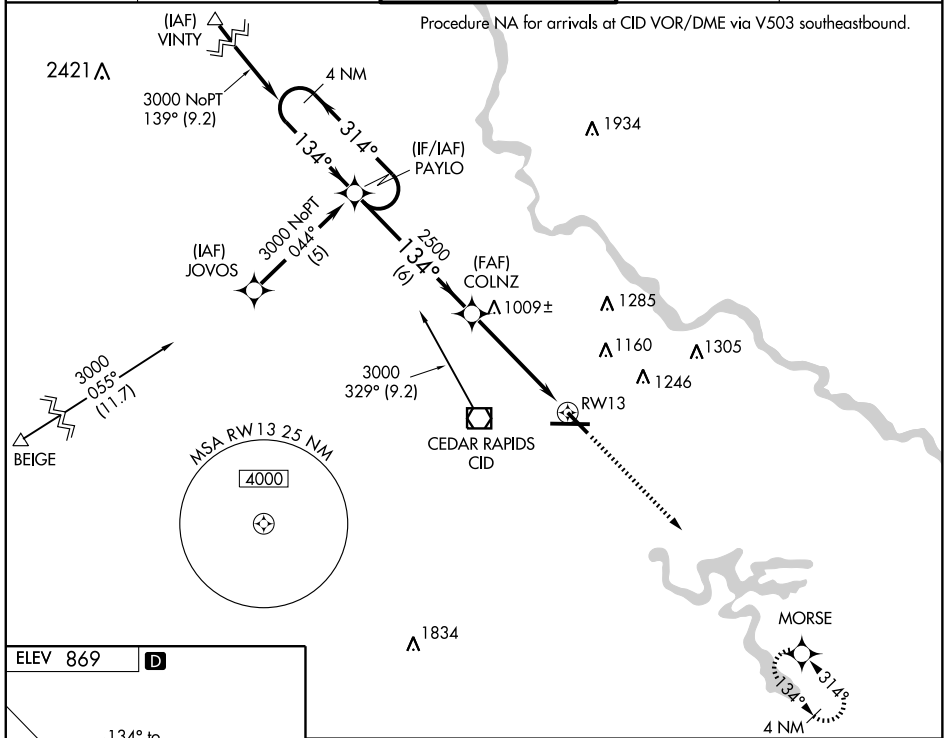
RNAV (GPS) RWY 13

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

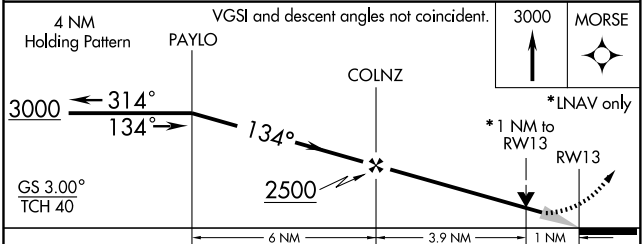
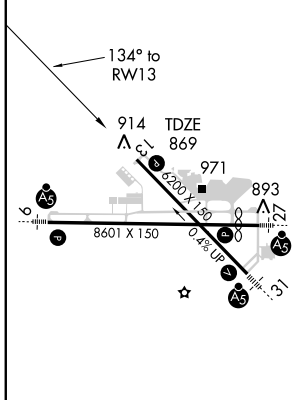
Baro-VNAV NA below -16° (4°F).
DME/DME RNP-0.3 NA.
 Straight in minimums NA at night when control tower closed.

MISSED APPROACH: Climb to 3000 direct MORSE and hold.

ATIS 124.15	CEDAR RAPIDS APP CON* 119.7 266.8	CEDAR RAPIDS TOWER* 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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ELEV 869 **D**



CATEGORY	A	B	C	D
LPV DA	1120-1 251 (300-1)			
LNAV/VNAV DA	1200-1½ 331 (400-1½)			
LNAV MDA	1260-1 391 (400-1)			1260-1½ 391 (400-1½)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31
 HIRL Rwy 9-27 **D**
 REIL Rwy 13

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 27

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

WAAS CH 72902 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	8175 862 869
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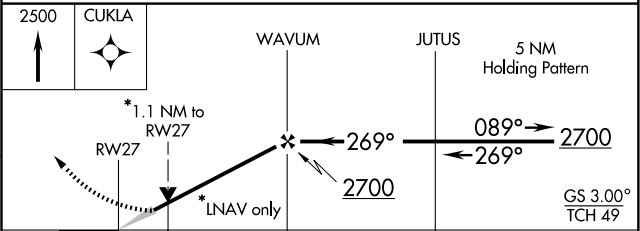
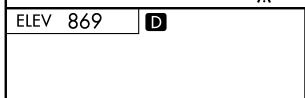
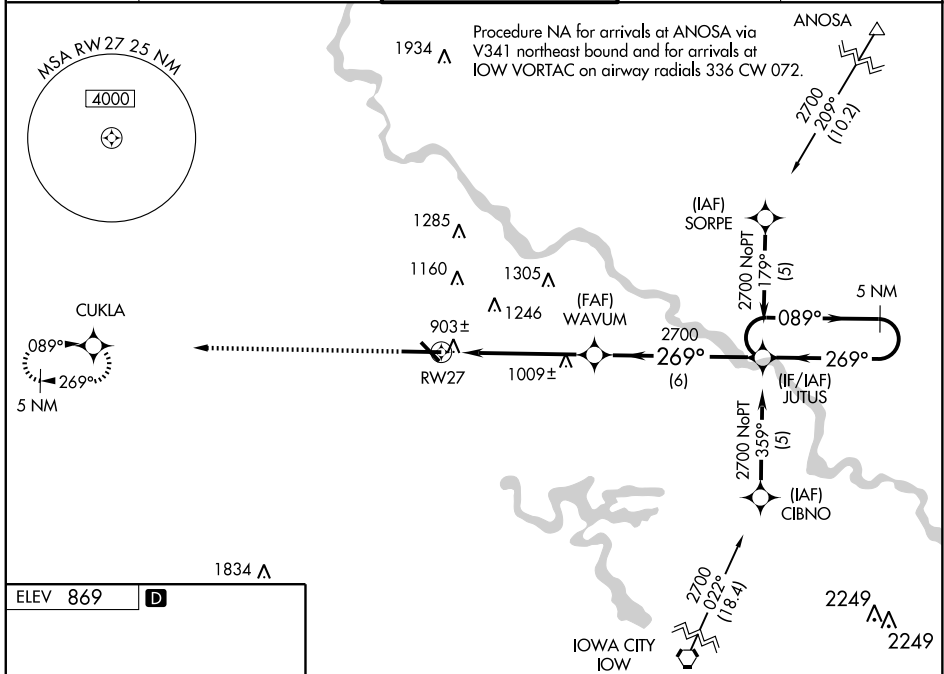
MALSR



MISSED APPROACH: Climb to 2500 direct CUKLA and hold.

▼ Baro-VNAV NA when using Iowa City altimeter setting.
▲ If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
 For inoperative MALSR increase LNAV/VNAV Cat. D visibility to RVR 5000 and LNAV Cat. D visibility to RVR 6000.

ATIS 124.15	CEDAR RAPIDS APP CON * 119.7 266.8	CEDAR RAPIDS TOWER * 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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CATEGORY	A	B	C	D
LPV DA	1112/24 250 (300-½)			
LNAV/VNAV DA	1163/24 301 (300-½)			1163/40 301 (300-¾)
LNAV MDA	1260/24 398 (400-½)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31
 HIRL Rwy 9-27
 REIL Rwy 13

RNAV (GPS) RWY 31

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

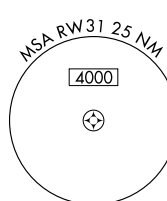
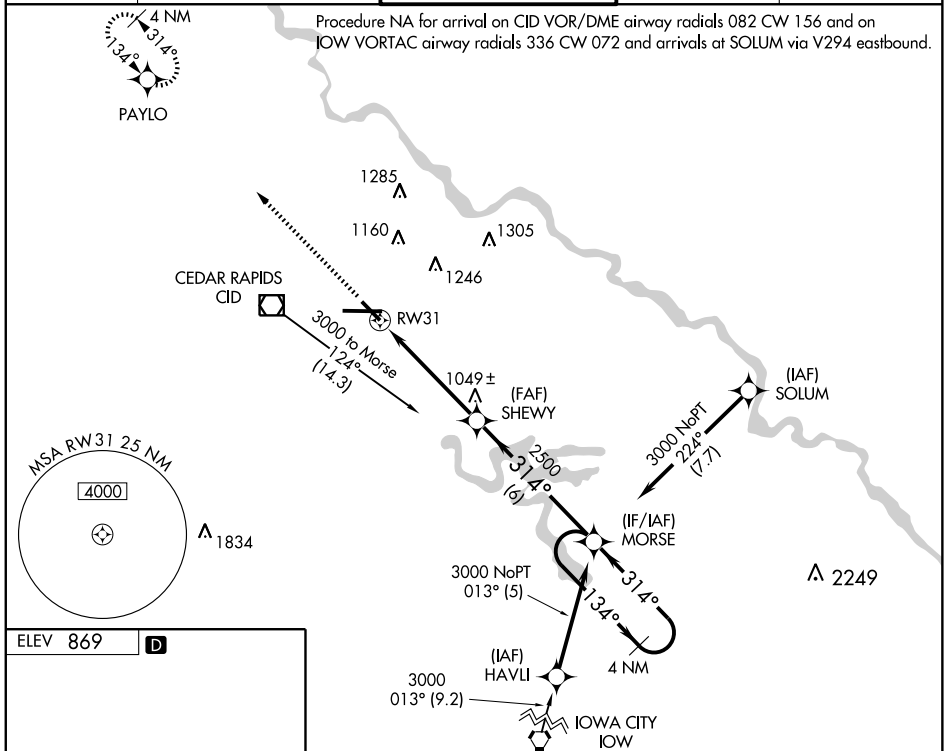
WAAS Chan 77503	APP CRS 314°	Rwy Idg 6200
W31A		TDZE 861
		Apt Elev 869

▼ Baro-VNAV NA below -16°C (4°F).
 DME/DME RNP- 0.3 NA.
 Straight in minimums NA at night when control tower closed.
 For inoperative MALSRS increase LNAV/VNAV CAT D visibility to 1 and LNAV CAT D visibility to 1¼ mile.

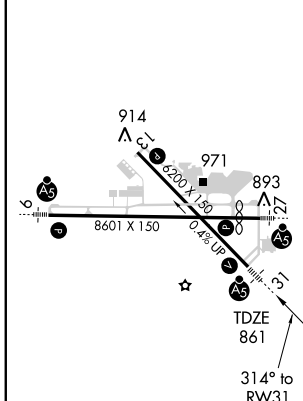


MISSED APPROACH: Climb to 3000 direct PAYLO and hold.

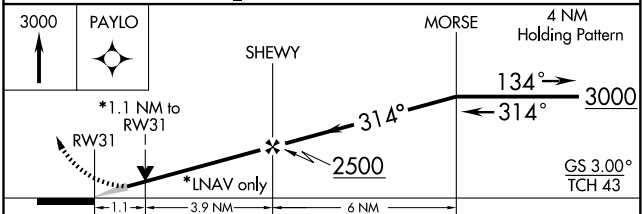
ATIS 124.15	CEDAR RAPIDS APP CON* 119.7 266.8	CEDAR RAPIDS TOWER* 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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ELEV 869	D
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MIRL Rwy 13-31
 HIRL Rwy 9-27
 REIL Rwy 13



CATEGORY	A	B	C	D
LPV DA	1120-½ 259 (300-½)			
LNAV/VNAV DA	1140-½ 279 (300-½)			1140-¾ 279 (300-¾)
LNAV MDA	1240-½ 379 (400-½)			1240-1 379 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

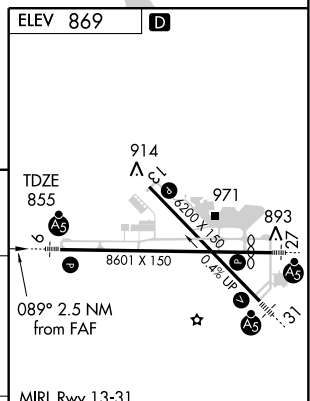
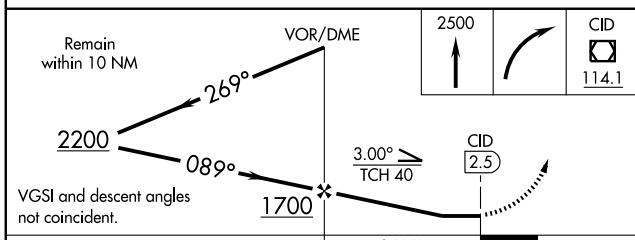
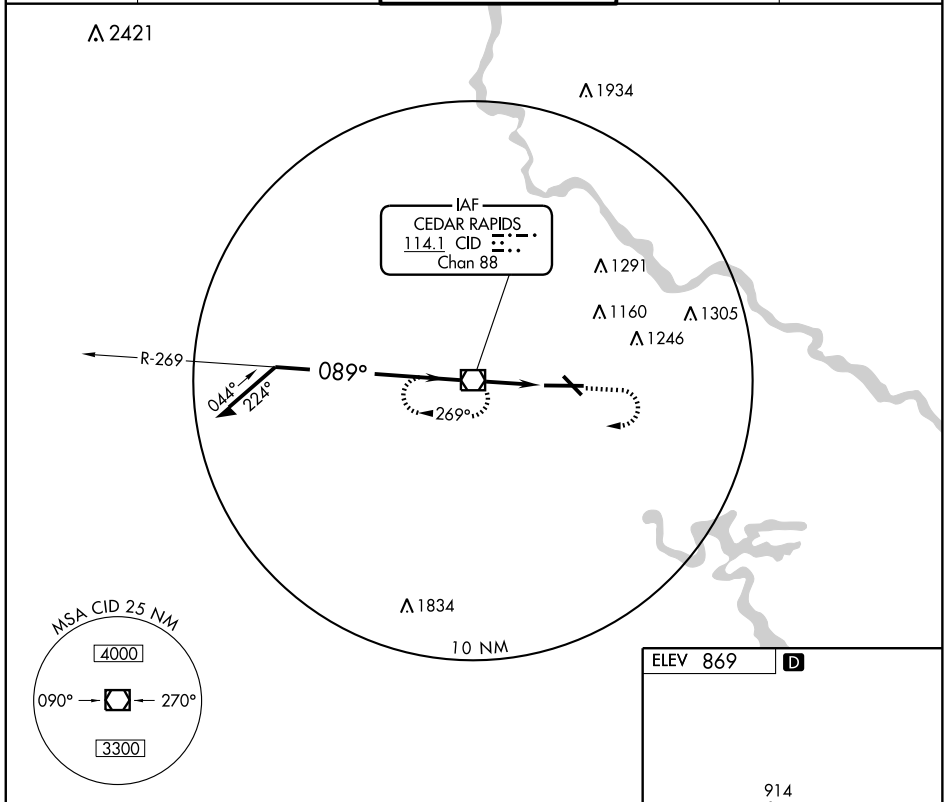
VOR/DME CID 114.1 Chan 88	APP CRS 089°	Rwy Idg TDZE Apt Elev 8175 855 869
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For inoperative MALSR increase S-9 Cat D visibility to RVR 6000.



MISSED APPROACH: Climb to 2500 then right turn direct CID VOR/DME and hold.

ATIS 124.15	CEDAR RAPIDS APP CON * 119.7 266.8	CEDAR RAPIDS TOWER * 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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CATEGORY	A	B	C	D
S-9	1240/24 385 (400-1/2)			1240/50 385 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1 1/2 451 (500-1 1/2)	1420-2 551 (600-2)


FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

VOR RWY 27

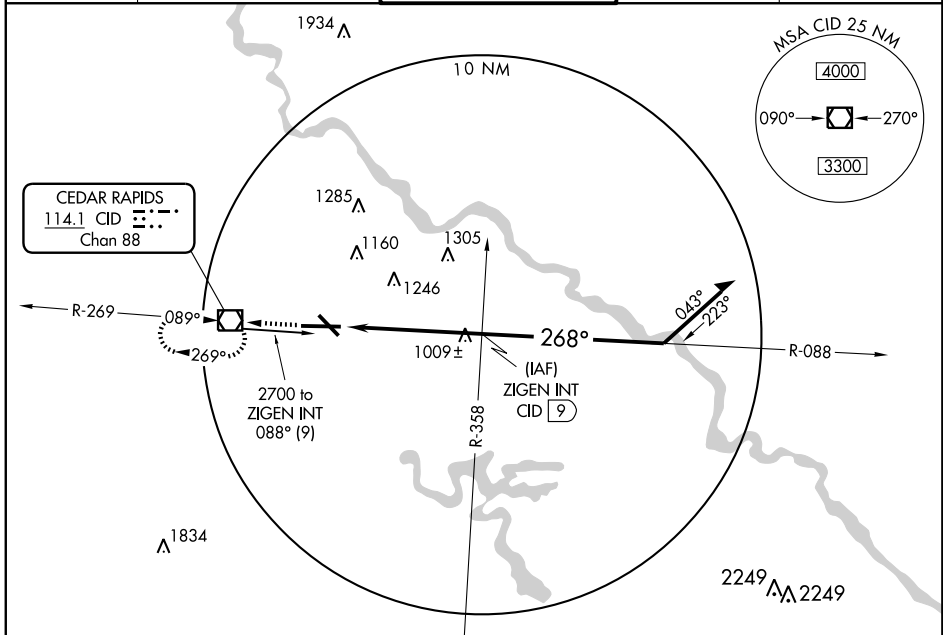
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

VOR/DME CID 114.1 Chan 88	APP CRS 268°	Rwy Idg TDZE 862 Apt Elev 869
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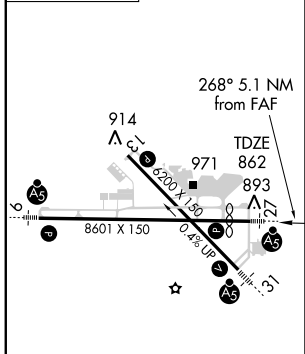
▼ If local altimeter setting not received, use Iowa City altimeter setting and increase all MDAs 80 feet.
▲ For inoperative MALSR increase S-27 Cat. D visibility to RVR 6000. VDP NA with Iowa City altimeter setting.

MALSR

MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

ATIS 124.15	CEDAR RAPIDS APP CON* 119.7 266.8	CEDAR RAPIDS TOWER* 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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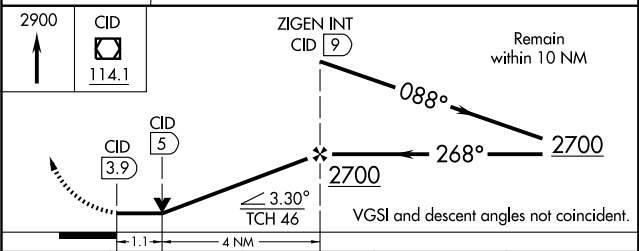


ELEV 869	D
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MIRL Rwy 13-31
 HIRL Rwy 9-27
 REIL Rwy 13

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-27	1260/24 398 (400-1/2)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1 1/2 451 (500-1 1/2)	1420-2 551 (600-2)

NDB or GPS RWY 16

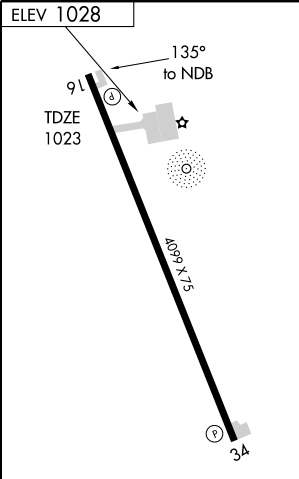
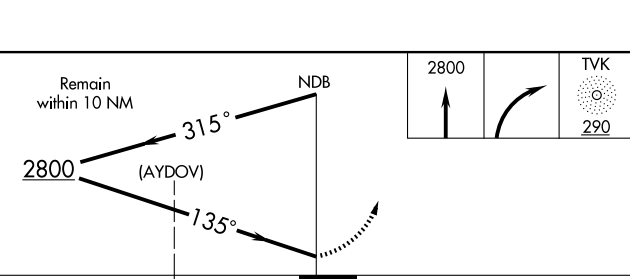
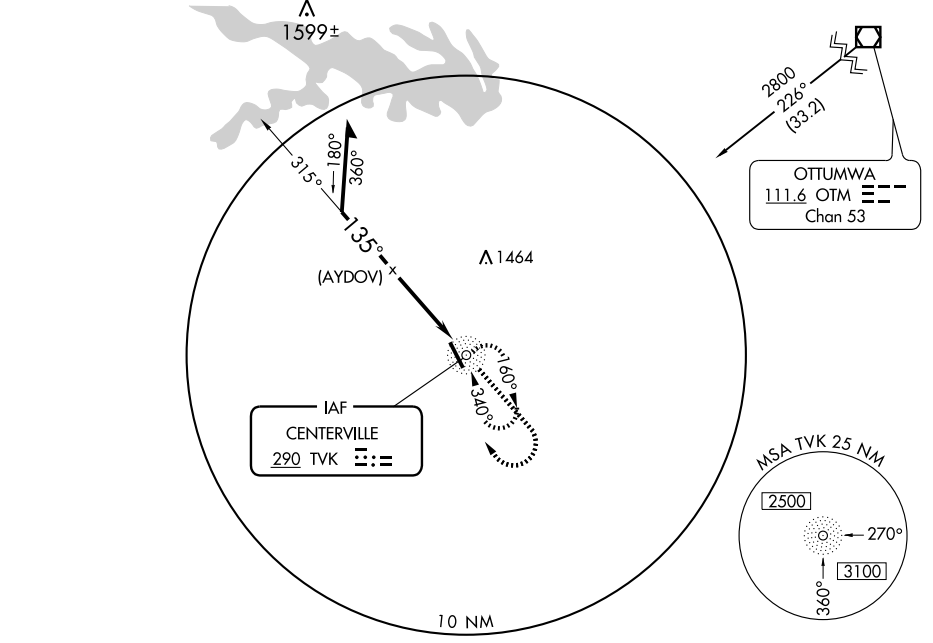
CENTERVILLE MUNI (TVK)

NDB TVK 290	APP CRS 135°	Rwy Idg TDZE Apt Elev 4099 1023 1028
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NA When local altimeter setting not received, use Des Moines altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct TVK NDB and hold.

ASOS 123.775	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-16	1740-1	717 (800-1)	1740-2 717 (800-2)	1740-2 ¼ 717 (800-2 ¼)
CIRCLING	1740-1	712 (800-1)	1740-2 712 (800-2)	1740-2 ¼ 712 (800-2 ¼)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-16	1900-1 877 (900-1)	1900-1 ¼ 877 (900-1 ¼)	1900-2 ½ 877 (900-2 ½)	1900-2 ¾ 877 (900-2 ¾)
CIRCLING	1900-1 872 (900-1)	1900-1 ¼ 872 (900-1 ¼)	1900-2 ½ 872 (900-2 ½)	1900-2 ¾ 872 (900-2 ¾)

REIL Rwy 16 and 34 **1**
MIRL Rwy 16-34 **1**

NDB or GPS RWY 34

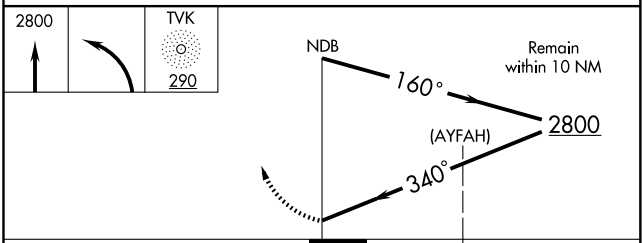
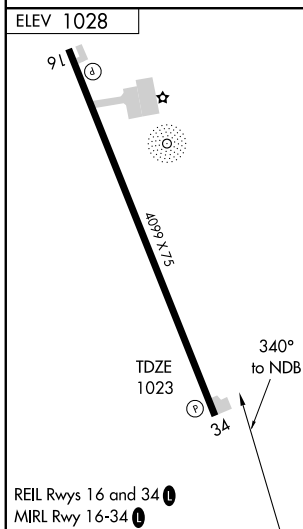
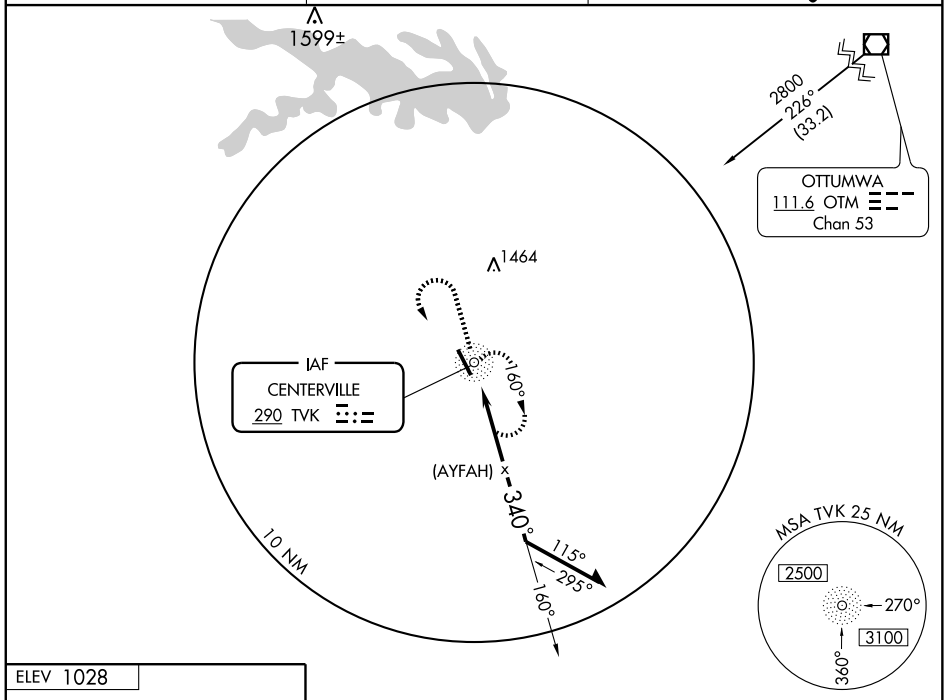
CENTERVILLE MUNI (TVK)

NDB TVK 290	APP CRS 340°	Rwy Idg TDZE Apt Elev 4099 1023 1028
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NA When local altimeter setting not received, use Des Moines altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct TVK NDB and hold.

ASOS 123.775	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-34	1640-1	617 (700-1)	1640-1¾ 617 (700-1¾)	1640-2 617 (700-2)
CIRCLING	1640-1	612 (700-1)	1640-1¾ 612 (700-1¾)	1640-2 612 (700-2)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-34	1780-1 757 (800-1)	1780-1¼ 757 (800-1¼)	1780-2¼ 757 (800-2¼)	1780-2½ 757 (800-2½)
CIRCLING	1780-1 752 (800-1)	1780-1¼ 752 (800-1¼)	1780-2¼ 752 (800-2¼)	1780-2½ 752 (800-2½)

NDB RWY 17

CHARITON MUNI (CNC)

NDB CNC 335	APP CRS 165°	Rwy Idg TDZE Apt Elev	2800 1050 1050
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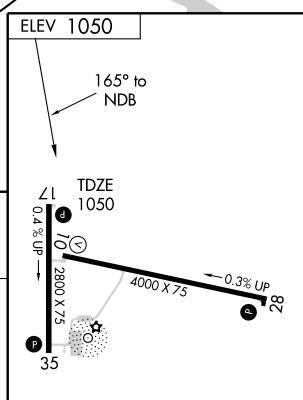
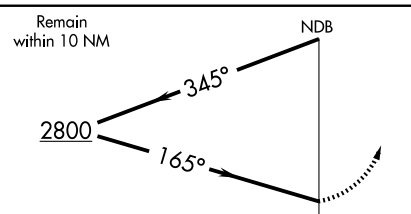
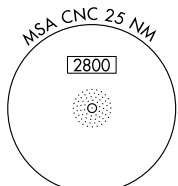
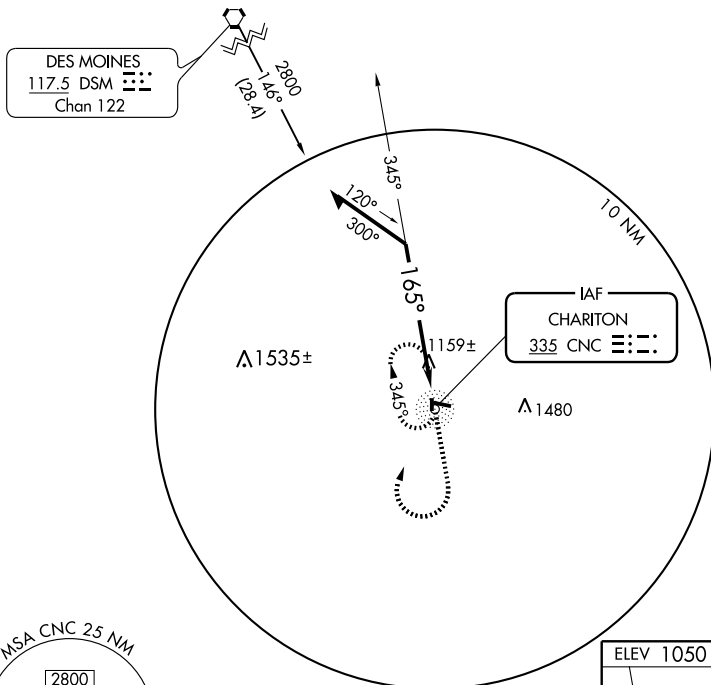
NA

MISSED APPROACH: Climb to 2800 then right turn direct CNC NDB and hold.

AWOS-3
125.525

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-17	1520-1	470 (500-1)	1520-1¼ 470 (500-1¼)	NA
CIRCLING	1520-1	470 (500-1)	1520-1½ 470 (500-1½)	NA

REIL Rwy 10, 17, 28 and 35
MIRL Rwy 10-28 and 17-35

APP CRS	Rwy Idg	4000
099°	TDZE	1046
	Apt Elev	1050

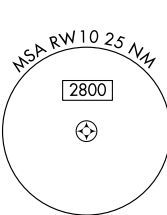
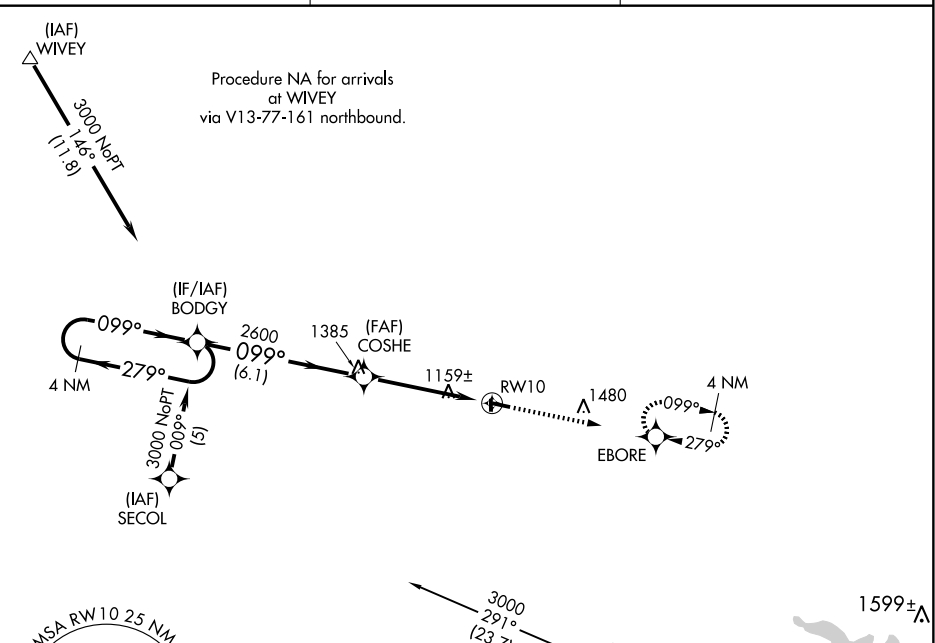
RNAV (GPS) RWY 10

CHARITON MUNI (CNC)

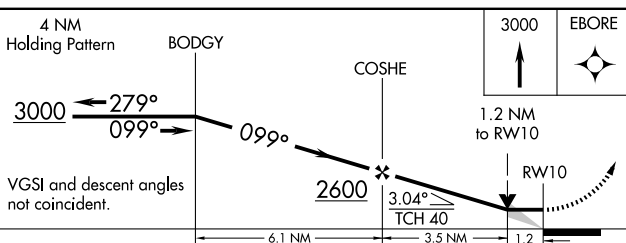
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.
▲ VDP NA when using Lamoni altimeter setting.

MISSED APPROACH:
 Climb to 3000 direct EBORE and hold.

AWOS-3 125.525	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) L
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Procedure NA for arrivals at OHGEE via V216 northeast bound and V175 southeast bound.



CATEGORY	A	B	C	D
LNAV MDA	1440-1	394 (400-1)	NA	
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	

ELEV 1050

099° to RW10

TDZE 1046

4000 X 75

35

28

REIL Rwy 10, 17, 28 and 35 **L**

MIRL Rwy 10-28 and 17-35 **L**

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2800
177°	TDZE	1050
	Apt Elev	1050

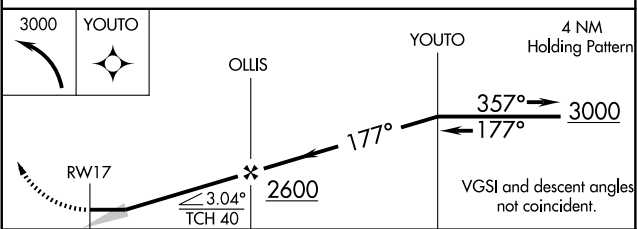
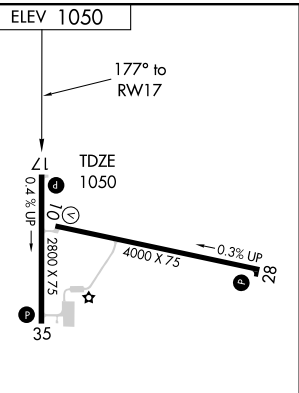
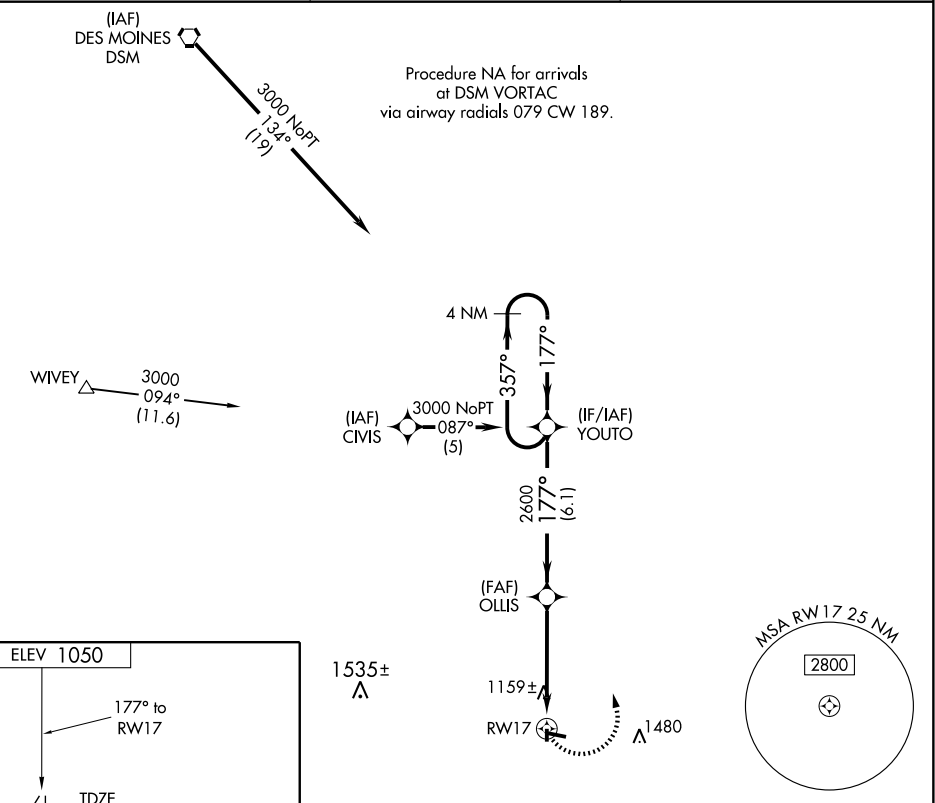
RNAV (GPS) RWY 17

CHARITON MUNI (CNC)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.

⚠ MISSED APPROACH: Climbing left turn to 3000 direct YOUTO and hold.

AWOS-3 125.525	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LNAV MDA	1460-1	410 (500-1)	NA	
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	

REIL Rwy 10, 17, 28 and 35 ①
MIRL Rwy 10-28 and 17-35 ②

NC-3, 08 APR 2010 to 06 MAY 2010

VOR or GPS RWY 17

CHARITON MUNI (CNC)

VORTAC DSM 117.5 Chan 122	APP CRS 146°	Rwy Idg TDZE Apt Elev	2800 1050 1050
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MISSED APPROACH: Climb to 2800 then right turn via DSM R-146 to JAMIS/DSM 17 DME/RADAR and hold.

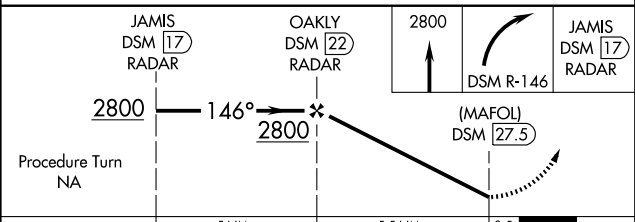
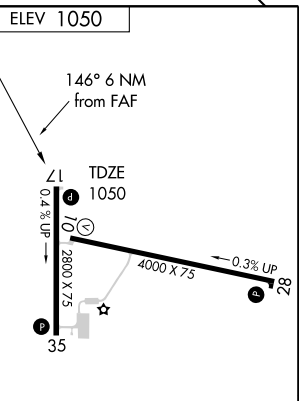
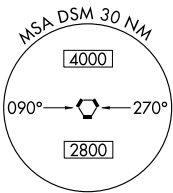
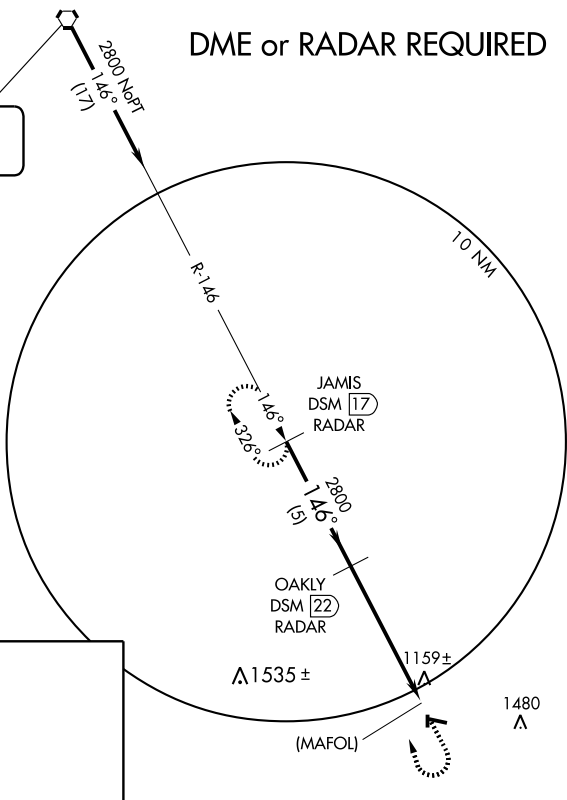
AWOS-3
125.525

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF)

DME or RADAR REQUIRED

IAF
DES MOINES
117.5 DSM
Chan 122



REIL Rwy 10, 17, 28 and 35
MIRL Rwy 10-28 and 17-35

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-17	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA
CIRCLING	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA

LOC RWY 12

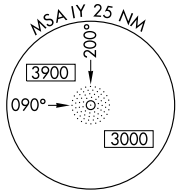
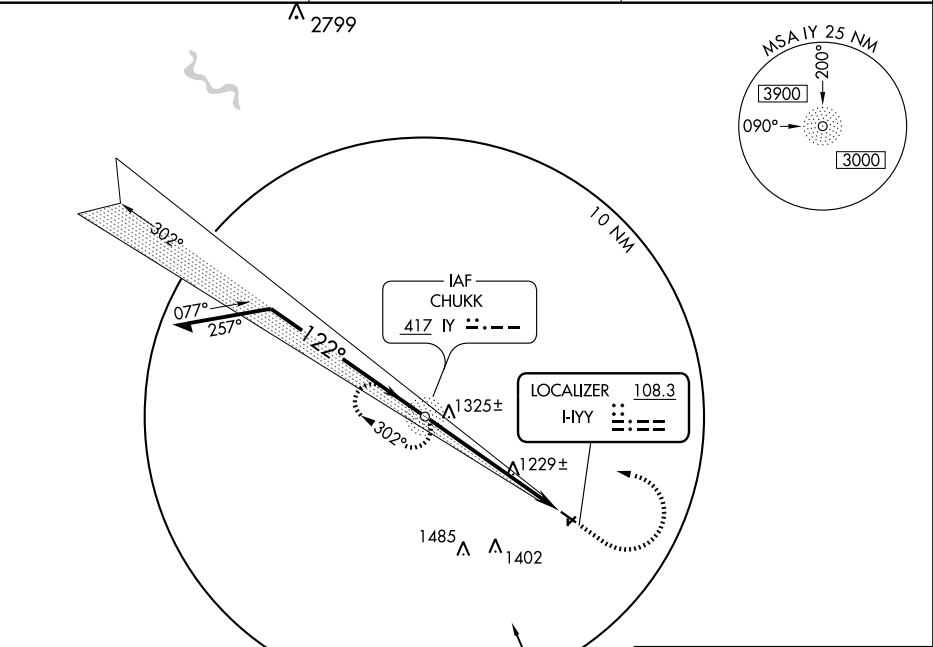
CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

LOC I-YYY 108.3	APP CRS 122°	Rwy Idg TDZE Apt Elev	4001 1120 1125
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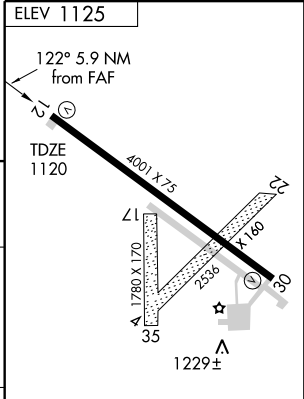
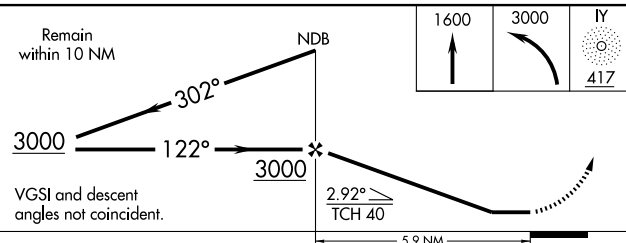
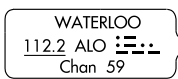
ADF required.
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct IY NDB and hold.

AWOS-3 125.525	WATERLOO APP CON * 118.9 251.15	UNICOM 122.8 (CTAF) 0
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ADF REQUIRED



CATEGORY	A	B	C	D
S-12	1480-1	360 (400-1)		NA
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)		NA

MIRL Rwy 12-30
REIL Rwy 12 and 30

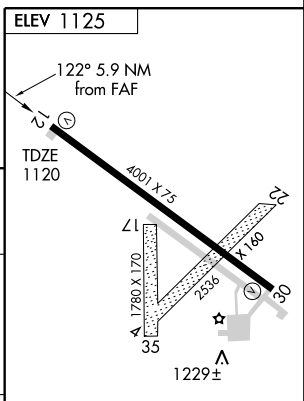
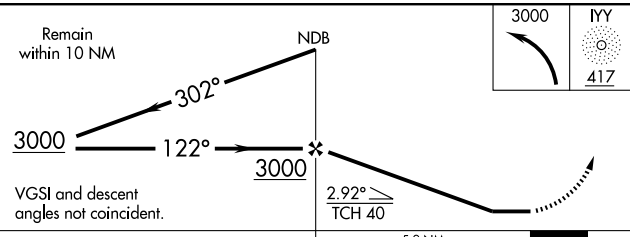
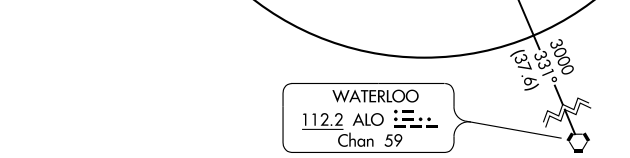
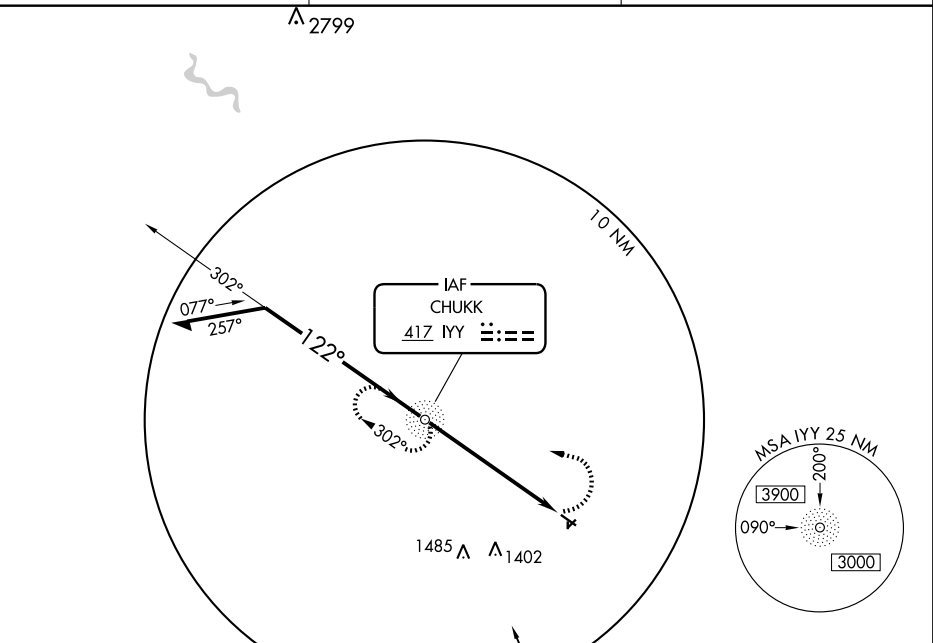
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NDB IYY 417	APP CRS 122°	Rwy Idg TDZE Apt Elev	4001 1120 1125
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▽ When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct IYY NDB and hold.

AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-12	1640-1	520 (600-1)		NA
CIRCLING	1640-1	515 (600-1)		NA

MIRL Rwy 12-30 (1)
REIL Rwys 12 and 30 (1)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

RNAV (GPS) RWY 12

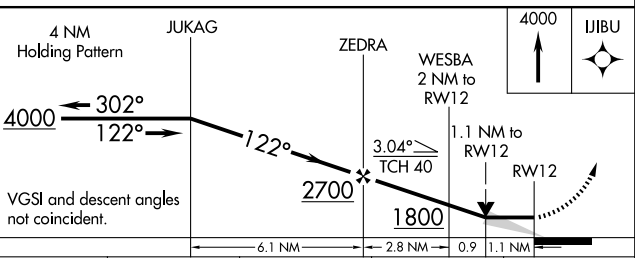
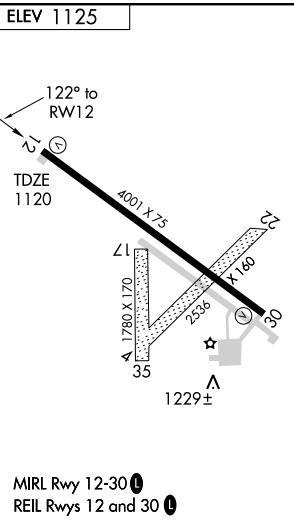
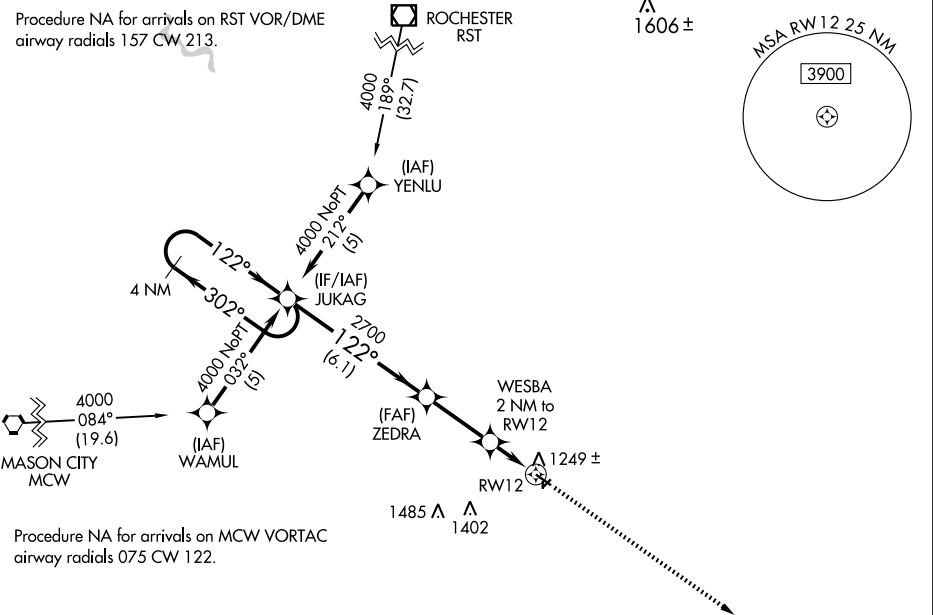
CHARLES CITY/NORTHEAST IOWA RGNL (CCY)

APP CRS 122°	Rwy Idg 4001
	TDZE 1120
	Apt Elev 1125

⚠ DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
 VDP NA when using Waterloo altimeter setting.

MISSED APPROACH: Climb to 4000 direct IJIBU and hold, continue climb-in-hold to 4000.

AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1500-1	380 (400-1)	NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 30

CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

APP CRS	Rwy Idg	4001
302°	TDZE	1120
	Apt Elev	1125

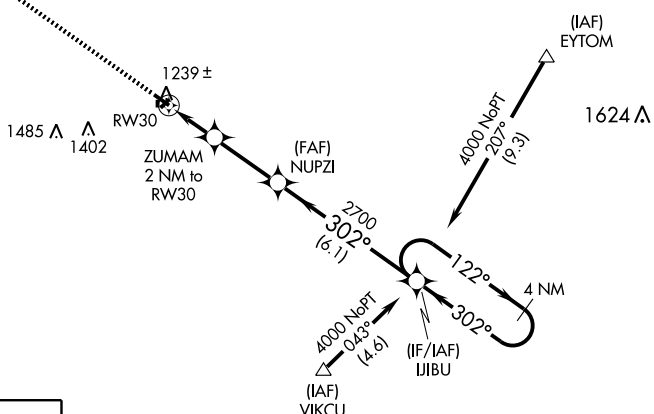
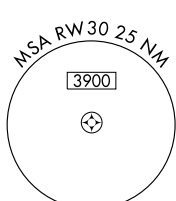
⚠ DME/DME RNP-0.3 NA
⚠ When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
 VDP NA when using Waterloo altimeter setting.

MISSED APPROACH: Climb to 4000 direct JUKAG and hold, continue climb-in-hold to 4000.

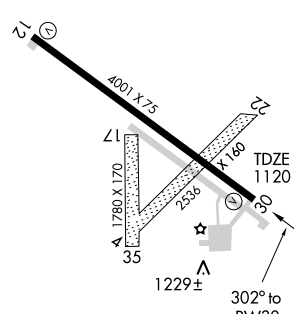
AWOS-3
125.525

WATERLOO APP CON ★
118.9 251.15

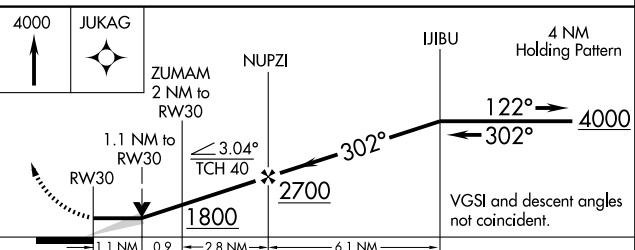
UNICOM
122.8 (CTAF) ①



ELEV 1125



Procedure NA for arrivals at EYTOM via V503 northwest bound, and arrivals at VIKCU via V158 westbound.



CATEGORY	A	B	C	D
LNAV MDA	1500-1	380 (400-1)	NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

MIRL Rwy 12-30 ①
 REIL Rwy 12 and 30 ①

RNAV (GPS) Y RWY 36

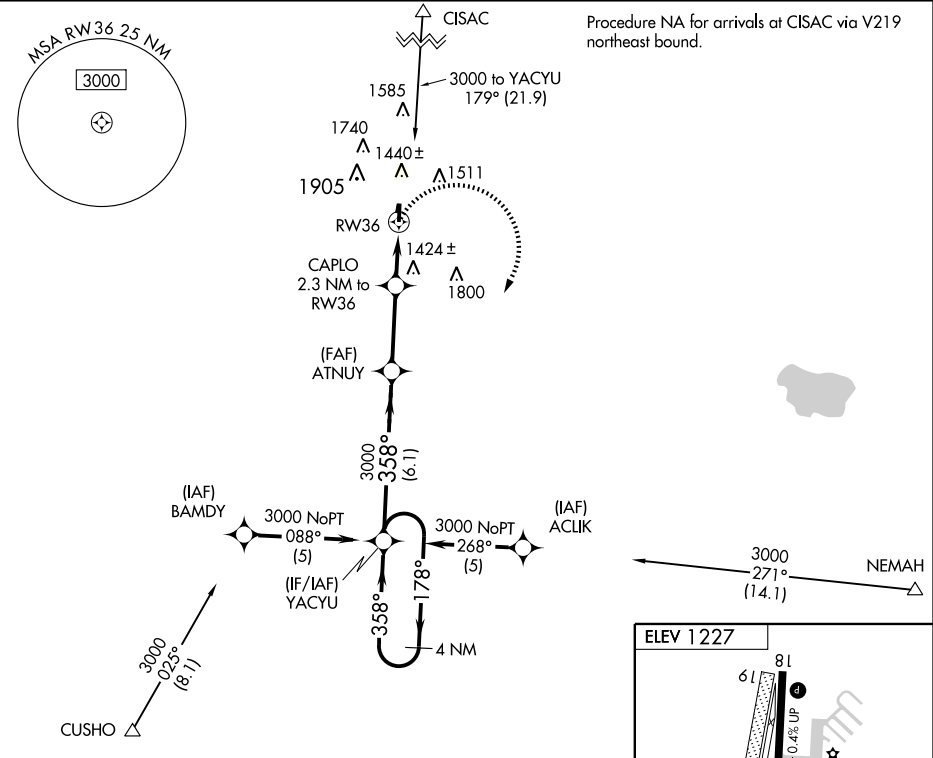
CHEROKEE COUNTY RGNL (CKP)

APP CRS 358°	Rwy Idg 3801
	TDZE 1227
	Apt Elev 1227

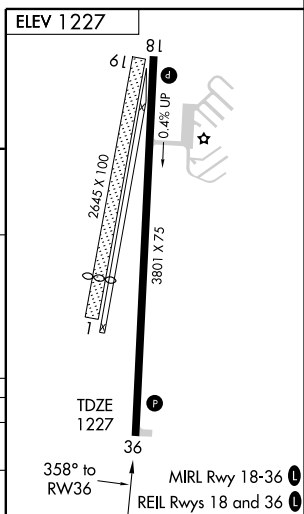
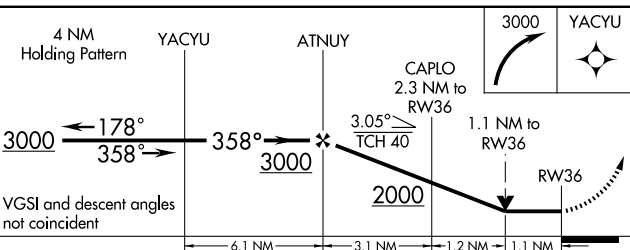
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ Circling to Rwy 1-19 NA. Circling NA at night.
 When local altimeter setting not received, use Storm Lake altimeter setting and increase all MDA 80 feet.
 VDP NA when using Storm Lake altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct YACYU and hold.

AWOS-3 119.225	MINNEAPOLIS CENTER 124.1 269.0	UNICOM 122.8 (CTAF) ①
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Procedure NA for arrivals at CISAC via V219 northeast bound.



CATEGORY	A	B	C	D
LNAV MDA	1680-1	453 (500-1)		NA
CIRCLING	1800-1	573 (600-1)		NA

WAAS CH 56512 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	3801 1227 1227
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RNAV (GPS) Z RWY 36

CHEROKEE COUNTY RGNL (CKP)

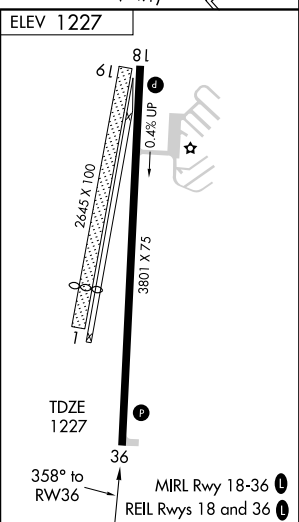
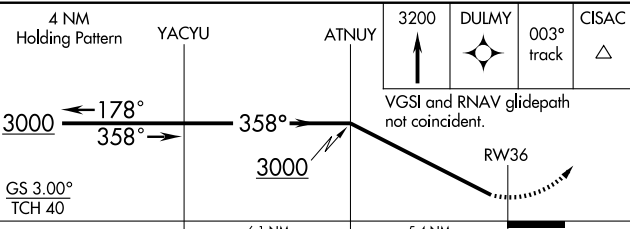
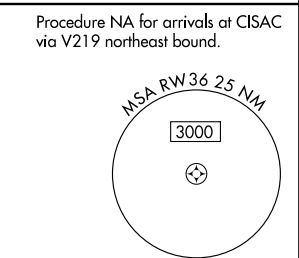
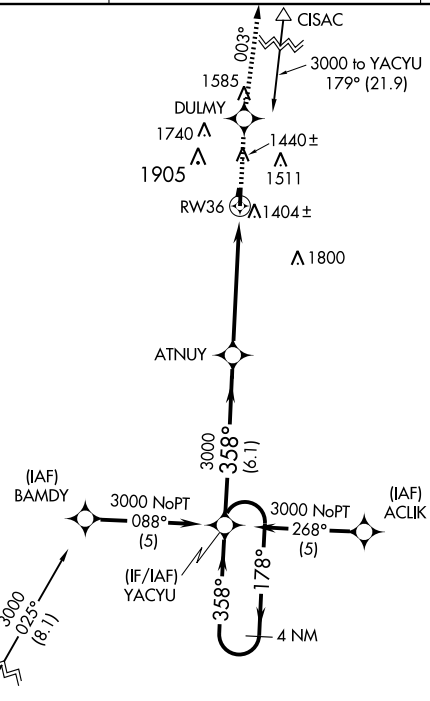
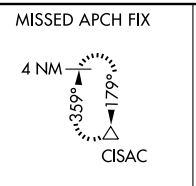
⚠ Baro-VNAV NA when using Storm Lake altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 Circling to Rwy 1-19 NA. Circling NA at night.
 When local altimeter setting not received, use Storm Lake altimeter setting and increase all DA 74 feet and all MDA 80 feet and all visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct DULMY and via 003° track to CISAC and hold.

AWOS-3
119.225

MINNEAPOLIS CENTER
124.1 269.0

UNICOM
122.8 (CTAF) ①



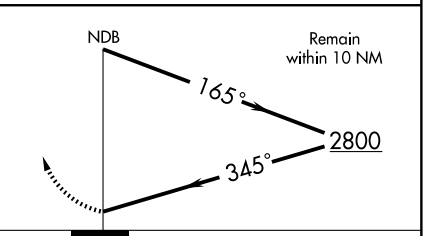
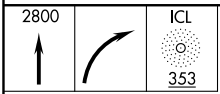
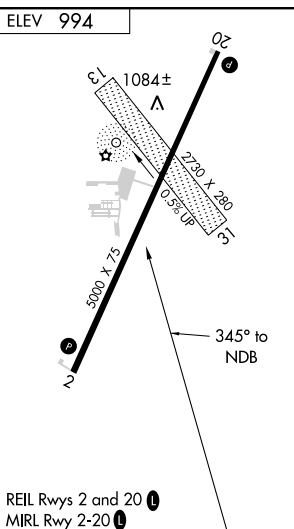
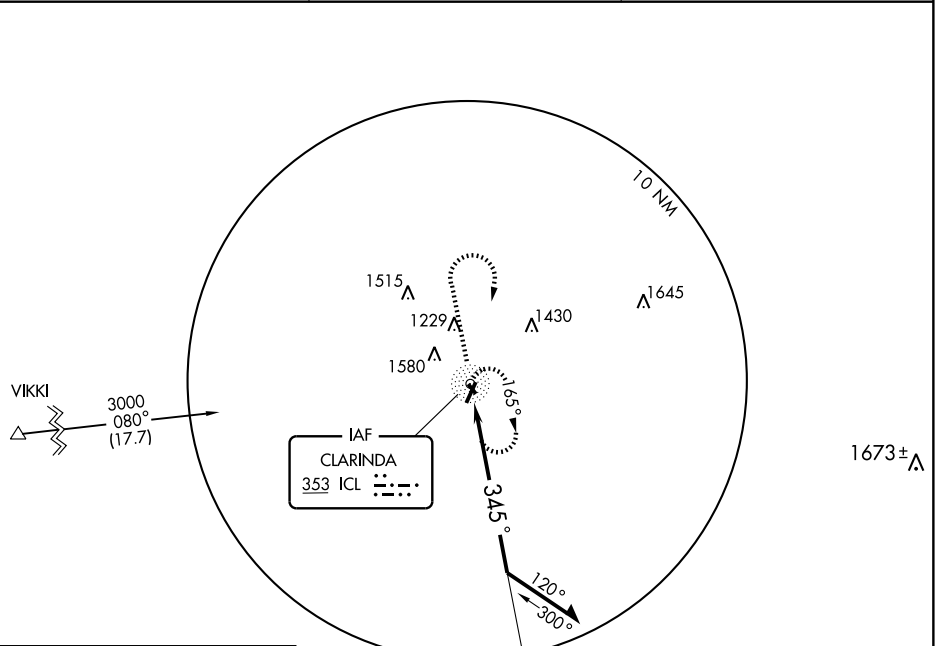
CATEGORY	A	B	C	D
LPV DA	1550-1¼	323 (400-1¼)		NA
LNAV/VNAV DA	1853-2¼	626 (700-2¼)		NA
CIRCLING	1860-2¼	633 (700-2¼)		NA

NDB ICL 353	APP CRS 345°	Rwy Idg TDZE Apt Elev	NA NA 994
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▼
▲ NA

MISSED APPROACH: Climb to 2800, then turn right direct ICL NDB and hold.

AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	1720-1	726 (800-1)	NA	

WAAS CH 99416 W02A	APP CRS 020°	Rwy Idg TDZE Apt Elev	5000 991 996
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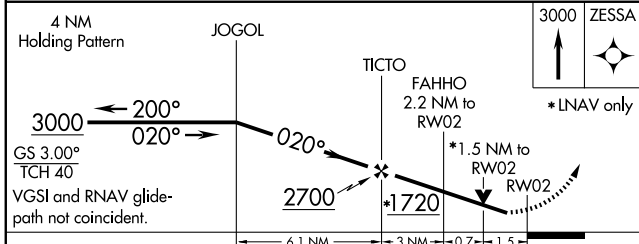
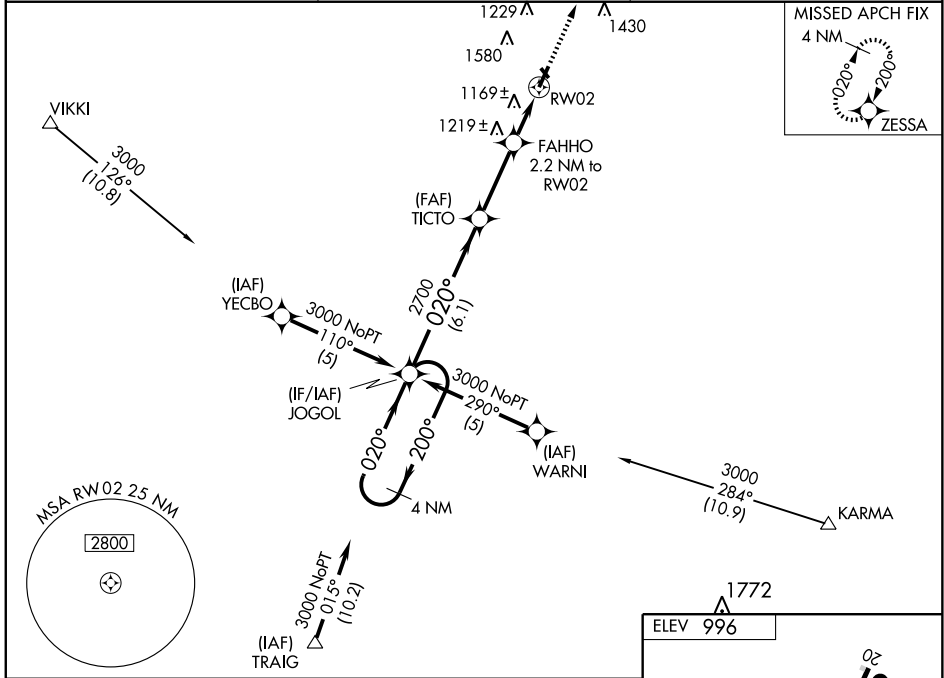
RNAV (GPS) RWY 2

CLARINDA/SCHENCK FIELD (ICL)

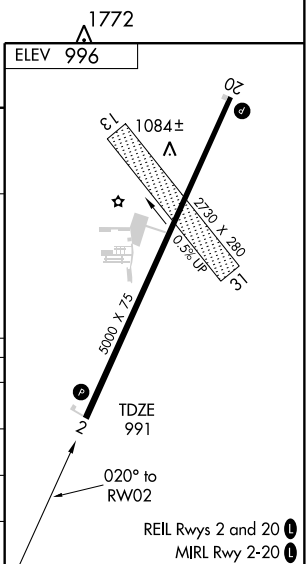
⚠ Circling NA west of Rwy 02-20. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all DA 45 feet and MDA 60 feet, increase LPV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Shenandoah altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZESSA and hold.

AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1 293-1	302 (300-1)		NA
LNAV/VNAV DA	1 604-2¼	613 (700-2¼)		NA
LNAV MDA	1 480-1	489 (500-1)		NA
CIRCLING	1 500-1	504 (600-1)		NA



APP CRS	Rwy Idg	5000
200°	TDZE	995
	Apt Elev	996

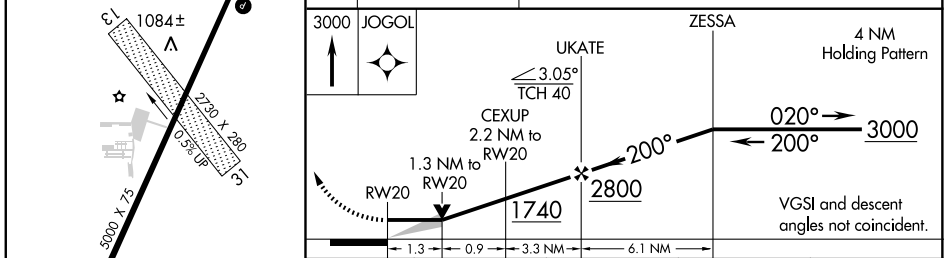
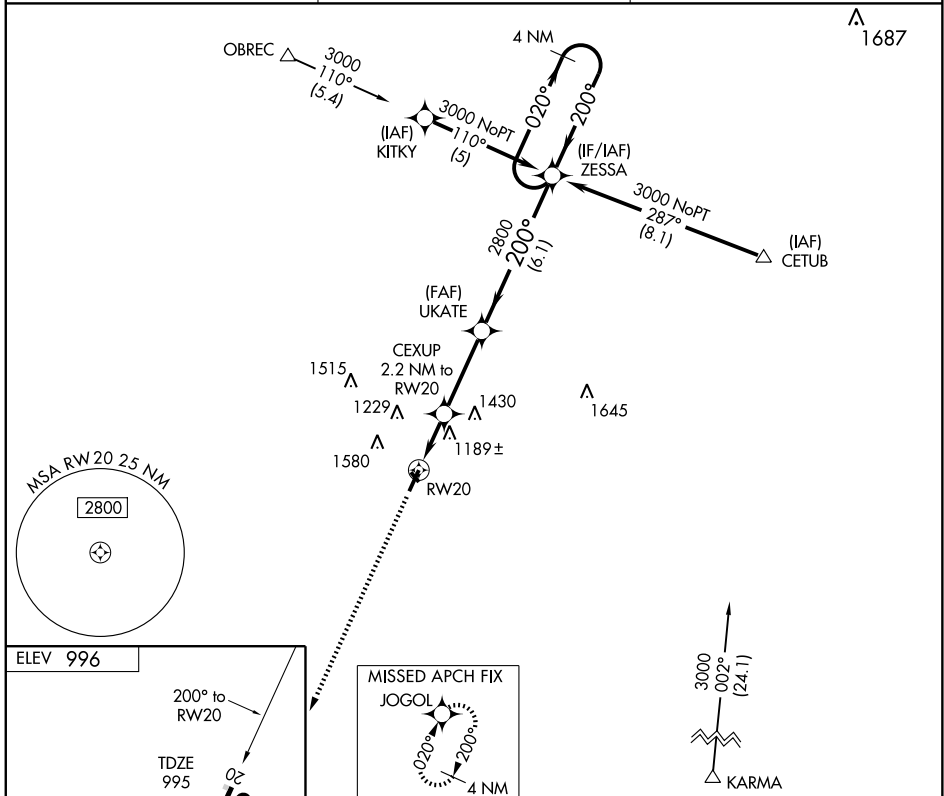
RNAV (GPS) RWY 20

CLARINDA/SCHENCK FIELD (ICL)

⚠ Circling NA west of Rwy 02-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet. VDP N/A when using Shenandoah altimeter setting.

MISSED APPROACH: Climb to 3000 direct JOGOL and hold.

AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1440-1	445 (500-1)	NA	
CIRCLING	1500-1	504 (600-1)	NA	

REIL Rwy 2 and 20
MIRL Rwy 2-20

NC-3. 08 APR 2010 to 06 MAY 2010

NDB CAV 387	APP CRS 125°	Rwy Idg TDZE 3515 Apt Elev 1162
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NDB RWY 14

CLARION MUNI (CAV)

▼ When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet.

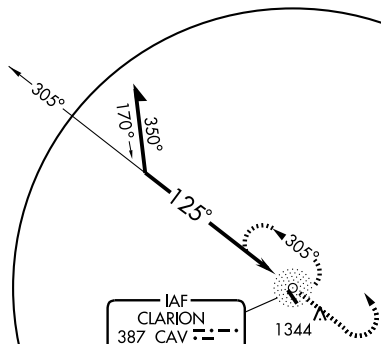
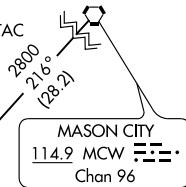
MISSED APPROACH: Climb to 2800 then left turn direct CAV NDB and hold.

AWOS-3
126.575

MINNEAPOLIS CENTER
134.0 288.3

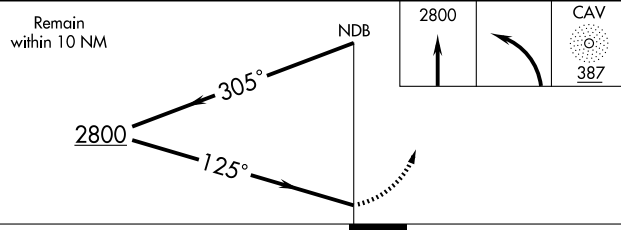
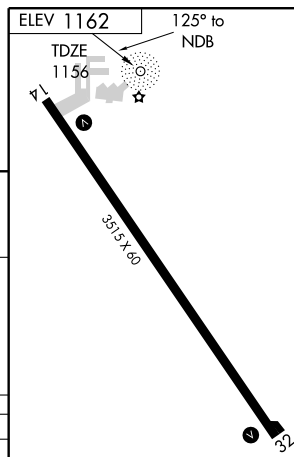
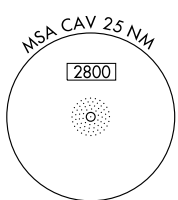
UNICOM
122.8 (CTAF)

Procedure NA for arrival on MCW VORTAC
airway radials 182 CW 230.



IAF
CLARION
387 CAV

▲ 1759



CATEGORY	A	B	C	D
S-14	1740-1	584 (600-1)		NA
CIRCLING	1740-1	578 (600-1)		NA

REIL Rwy 14 and 32
MIRL Rwy 14-32

APP CRS **143°**
 Rwy Idg **3515**
 TDZE **1156**
 Apt Elev **1162**

RNAV (GPS) RWY 14

CLARION MUNI (CAV)

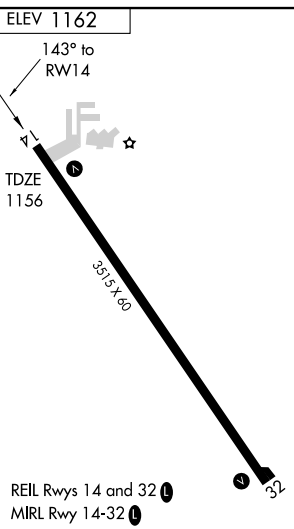
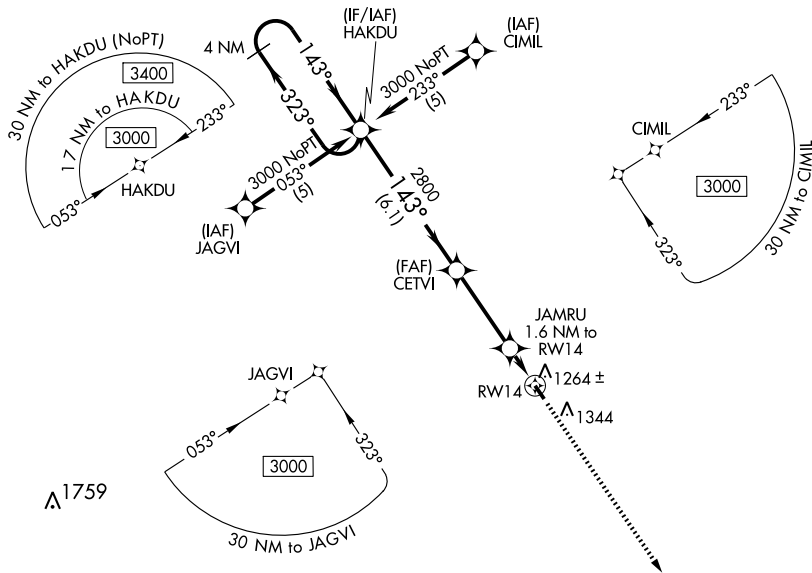
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet. VDP NA when using Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEGNU and hold.

AWOS-3
126.575

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0



4 NM Holding Pattern	HAKDU		CETVI		JAMRU 1.6 NM to RWY 14		3000	FEGNU
	3000	← 323°	→ 143°	143°	3.04° TCH 40	2800	1700	1 NM to RWY 14
VGSI and descent angles not coincident.		6.1 NM		3.4 NM		0.6		1 NM
CATEGORY	A		B		C		D	
RNAV MDA	1520-1		364 (400-1)		NA		NA	
CIRCLING	1660-1		498 (500-1)		NA		NA	

APP CRS 323°	Rwy Idg TDZE 1156 Apt Elev 1162
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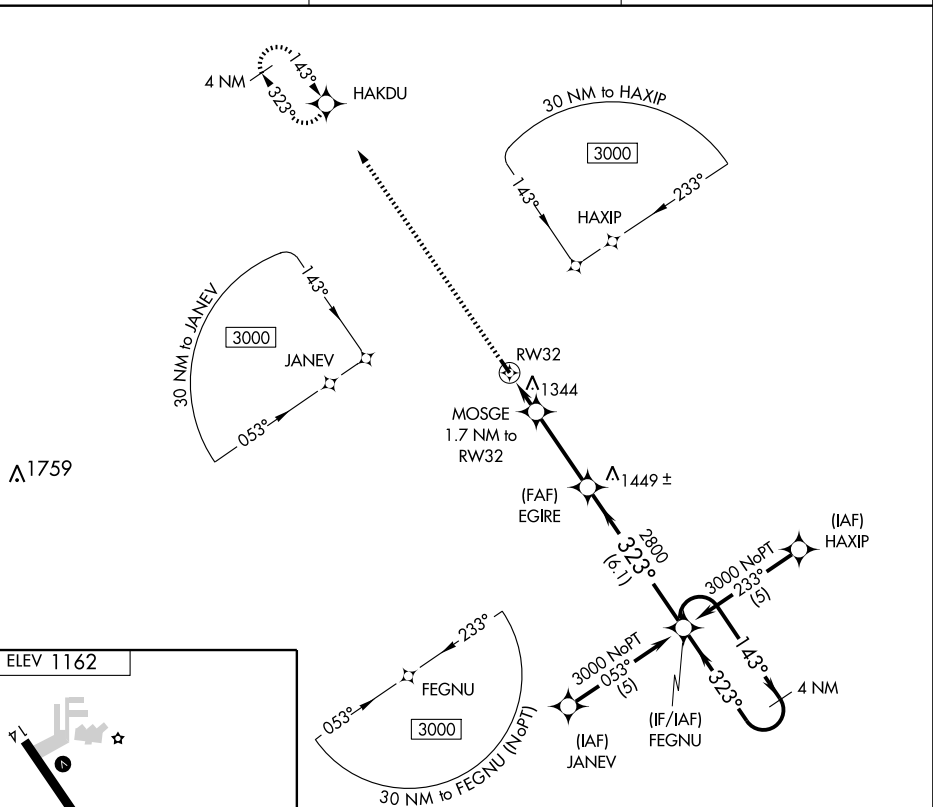
RNAV (GPS) RWY 32

CLARION MUNI (CAV)

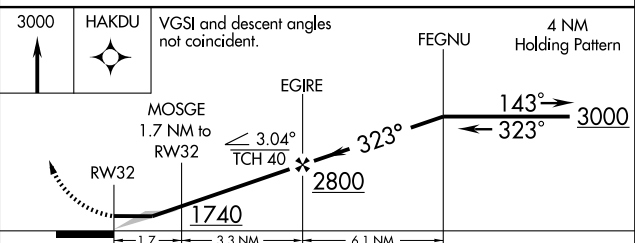
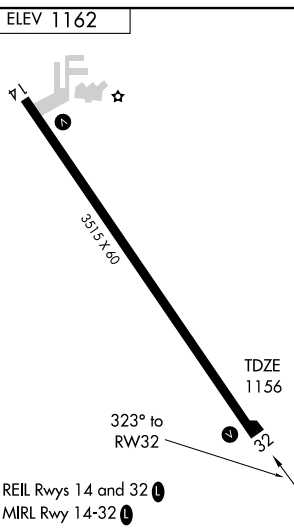
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet.

▲ MISSED APPROACH: Climb to 3000 direct HAKDU and hold.

AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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▲1759



CATEGORY	A	B	C	D
LNNAV MDA	1600-1	444 (500-1)		NA
CIRCLING	1660-1	498 (500-1)		NA

NC-3. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

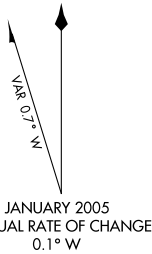
AL-972 (FAA)

CLINTON MUNI (CWI)
CLINTON, IOWA

AWOS-3
125.525
CLNC DEL
118.5
CTAF/UNICOM
122.8



41°50.5'N



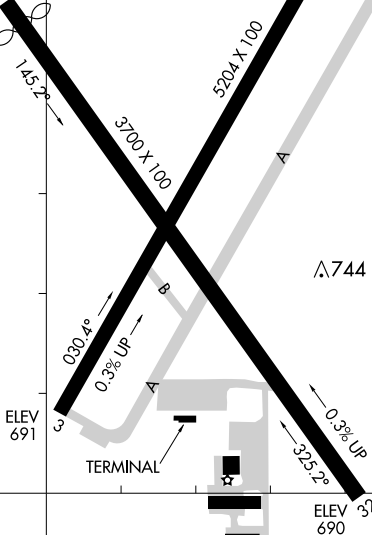
FIELD
ELEV
708

ELEV
707

41°50'N

ELEV
701

RWY 3-21
S37, D48
RWY 14-32
S36, D44



ELEV
691

ELEV
690

41°49.5'N

90°20'W

90°19.5'W

NC-3. 08 APR 2010 to 06 MAY 2010

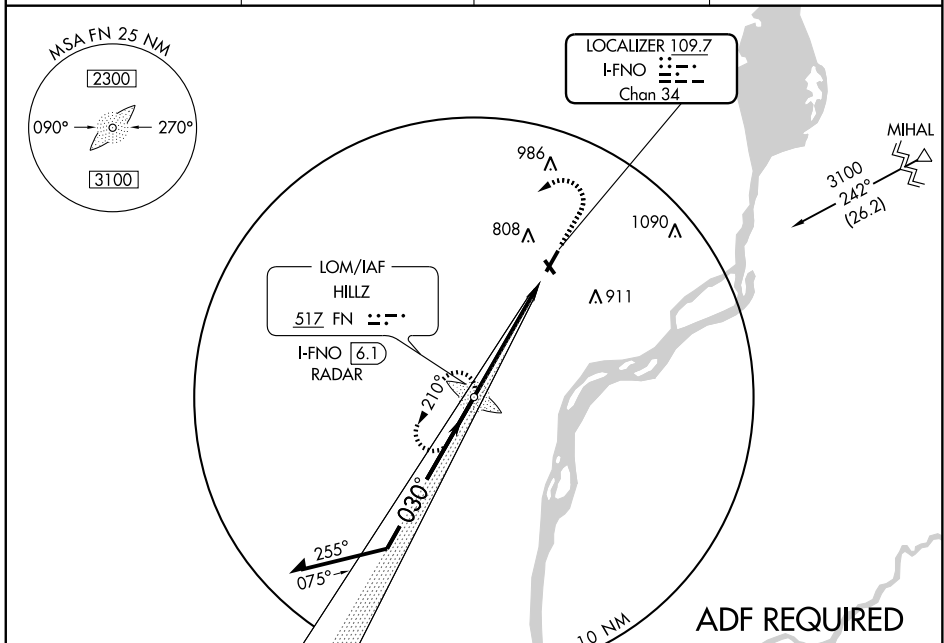
LOC/DME I-FNO 109.7 Chan 34	APP CRS 030°	Rwy ldg TDZE Apt Elev	5204 700 708
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ILS or LOC RWY 3

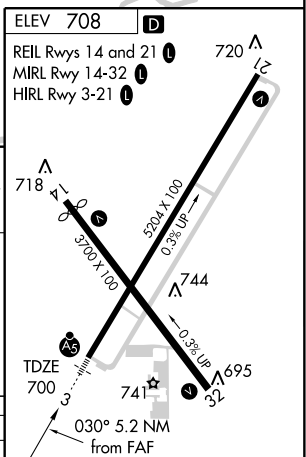
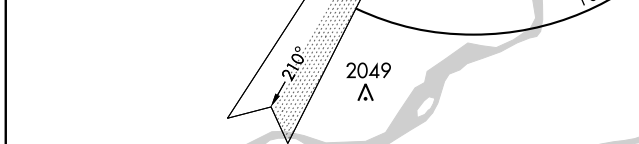
CLINTON MUNI (CWI)

▼	MALSR	MISSED APPROACH: Climb to 3100 then left turn direct HILLZ LOM and hold.

AWOS-3 125.525	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.5	UNICOM 122.8 (CTAF)
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ADF REQUIRED



CATEGORY	A	B	C	D
	900-1/2	200 (200-1/2)		NA
S-LOC 3	1080-1/2	380 (400-1/2)		NA

CIRCLING	A	B	C	D
	1120-1 412 (500-1)	1240-1 532 (600-1)	1240-1/2 532 (600-1/2)	NA

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 3

CLINTON MUNI (CWI)

WAAS CH 69610 W03A	APP CRS 030°	Rwy Idg TDZE Apt Elev	5204 700 708
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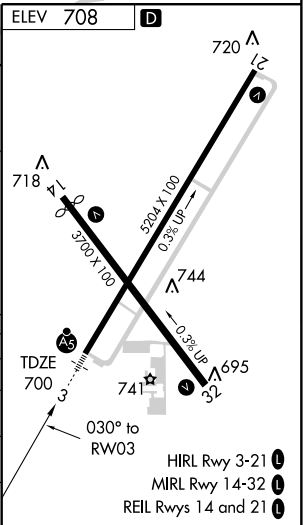
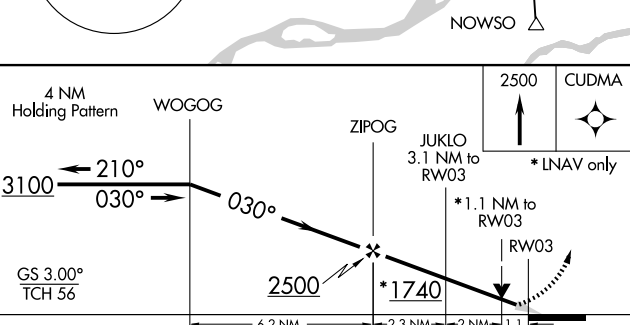
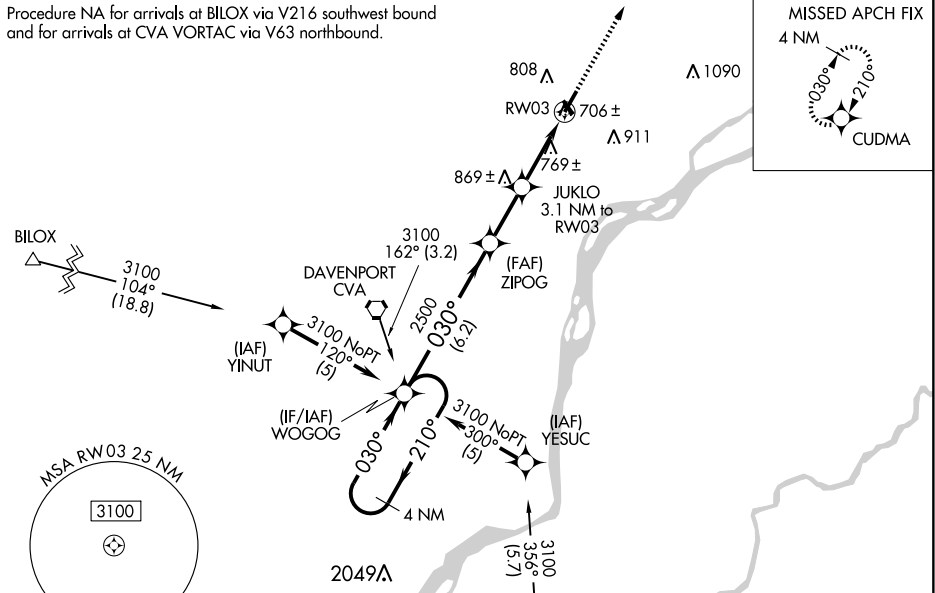
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet.

MALSR

MISSED APPROACH: Climb to 2500 direct CUDMA and hold.

AWOS-3 125.525	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.5	UNICOM 122.8 (CTAF)
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Procedure NA for arrivals at BLOX via V216 southwest bound and for arrivals at CVA VORTAC via V63 northbound.



CATEGORY	A	B	C	D
LPV DA	900-½	200 (200-½)		NA
LNAV/VNAV DA	1039-¾	339 (400-¾)		NA
LNAV MDA	1020-½	320 (400-½)		NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3530
144°	TDZE	701
	Apt Elev	708

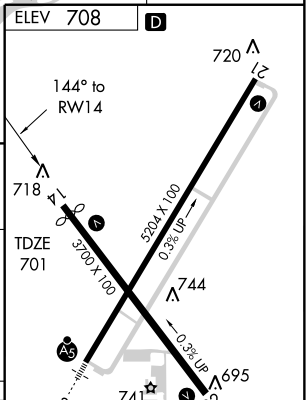
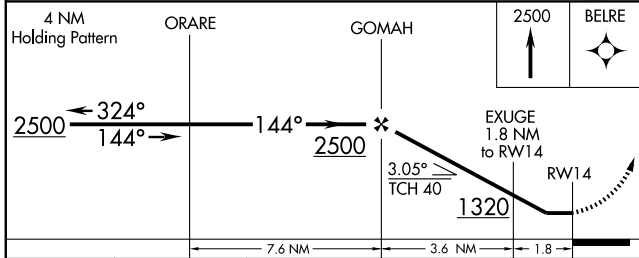
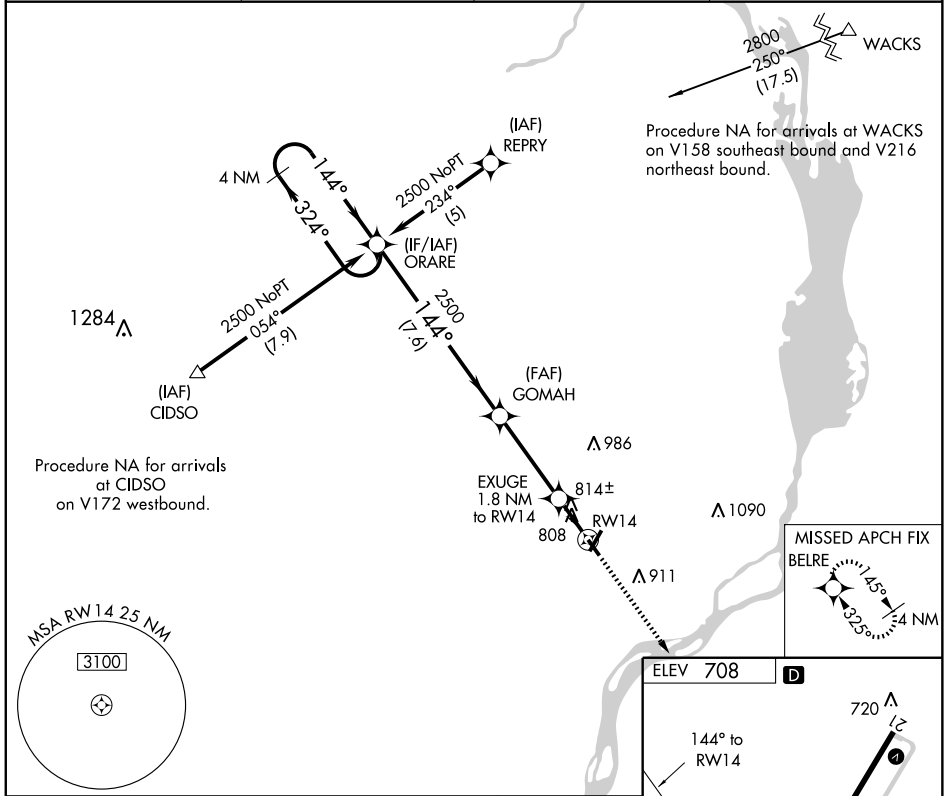
RNAV (GPS) RWY 14

CLINTON MUNI (CWI)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct BELRE and hold.

AWOS-3 125.525	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.5	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1080-1 379 (400-1)			NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

REIL Rwy 14 and 21

MIRL Rwy 14-32

HIRL Rwy 3-21

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5204
210°	TDZE	708
	Apt Elev	708

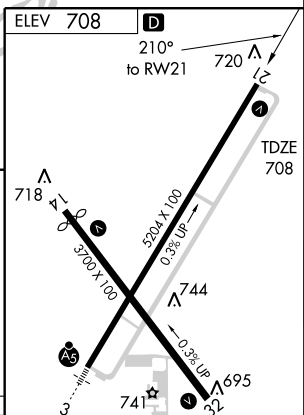
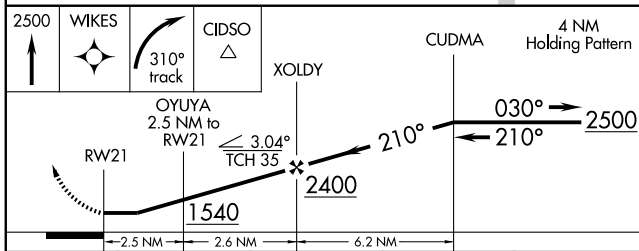
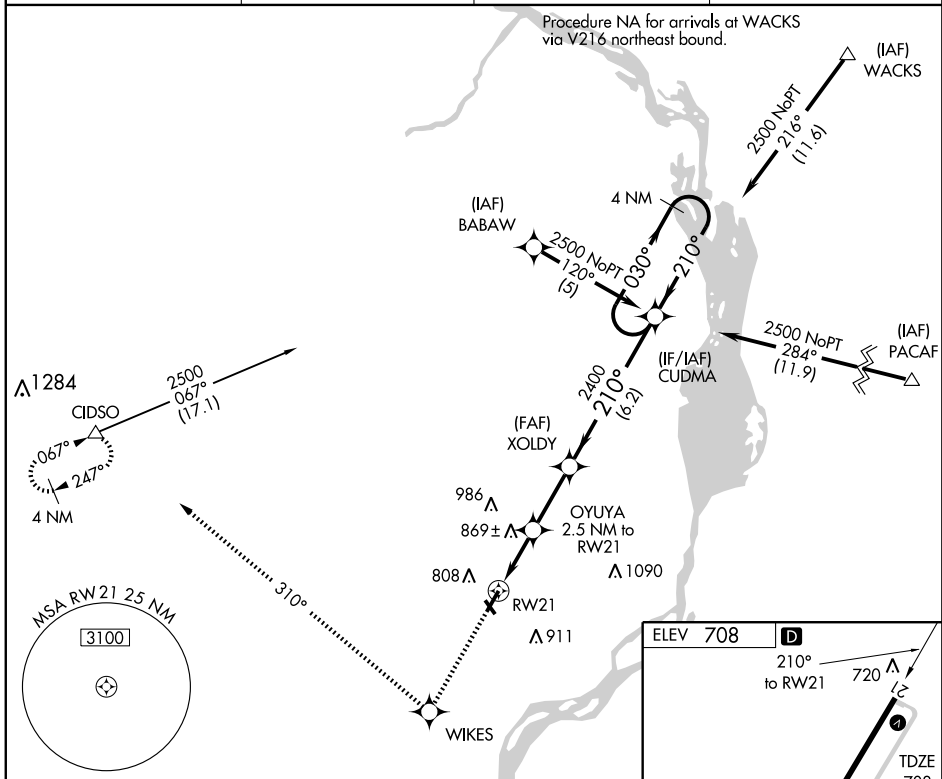
RNAV (GPS) RWY 21

CLINTON MUNI (CWI)

▼ DME/DME RNP-0.3 NA
▲ Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2500 direct WIKES and right turn via 310° track to CIDSO and hold.

AWOS-3 125.525	QUAD CITY APP CON* 125.95 257.8	CLNC DEL 118.5	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
RNAV MDA	1220-1	512 (600-1)	1220-1½ 512 (600-1½)	NA
CIRCLING	1220-1 512 (600-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

REIL Rwy 14 and 21
 MRL Rwy 14-32
 HIRL Rwy 3-21

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3700
325°	TDZE	697
	Apt Elev	708

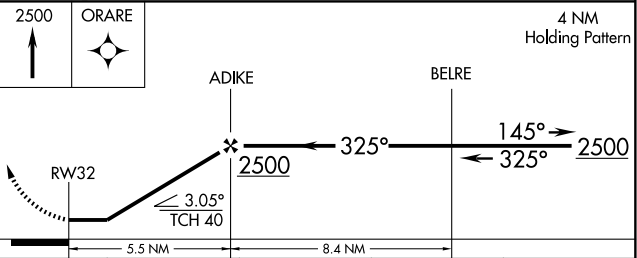
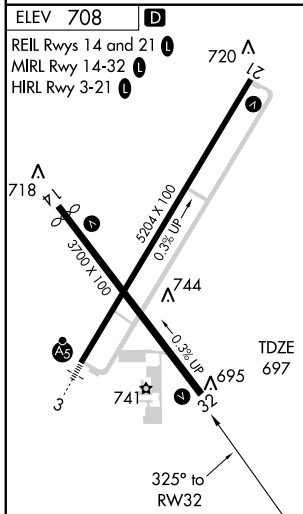
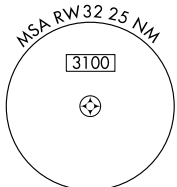
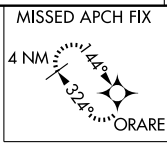
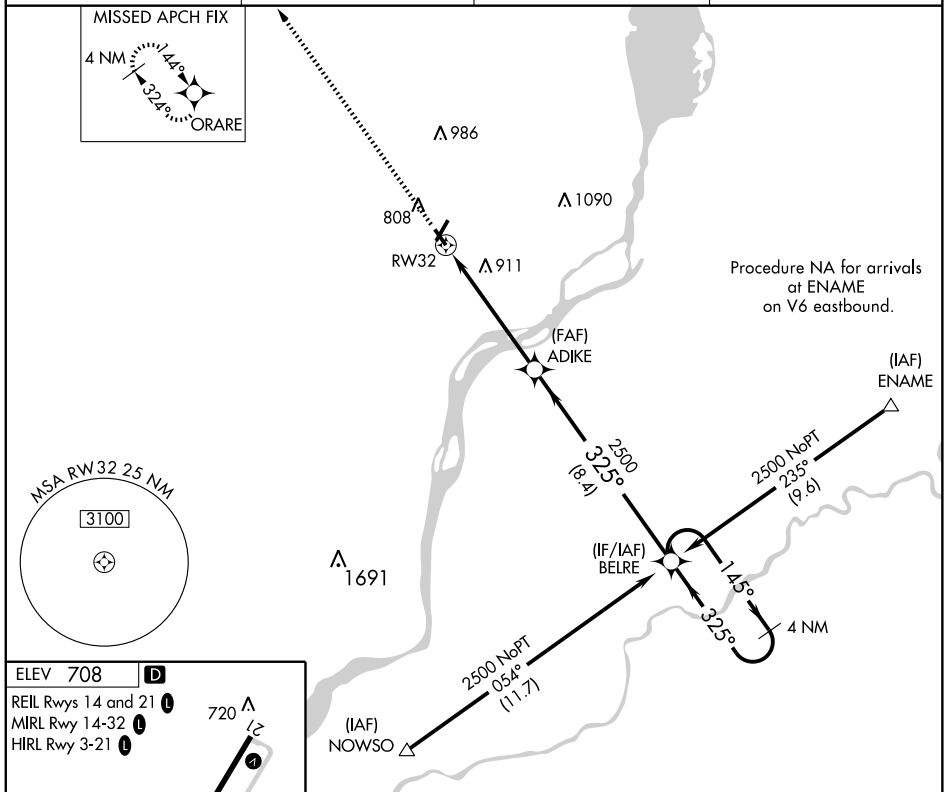
RNAV (GPS) RWY 32

CLINTON MUNI (CWI)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct ORARE and hold.

AWOS-3 125.525	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.5	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1180-1	483 (500-1)	1180-1¼ 483 500-1¼	NA
CIRCLING	1180-1 472 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

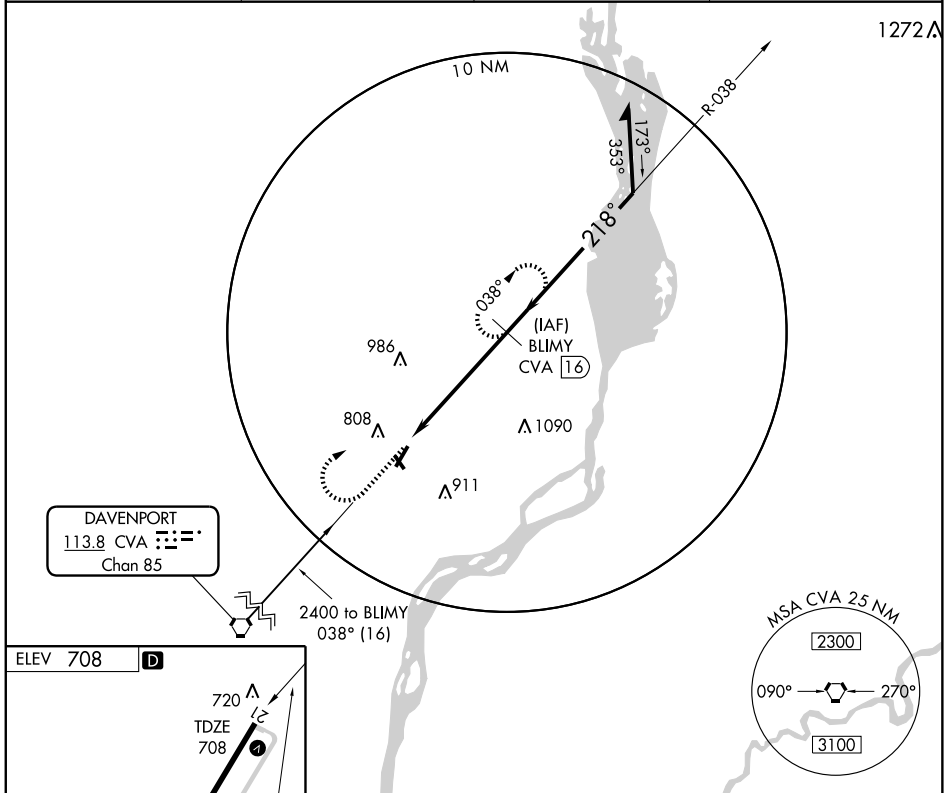
NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC CVA 113.8 Chan 85	APP CRS 218°	Rwy Idg TDZE Apt Elev 5204 708 708
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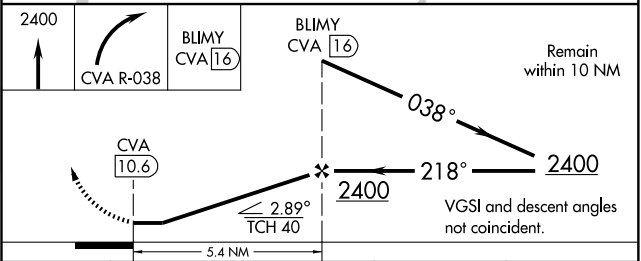
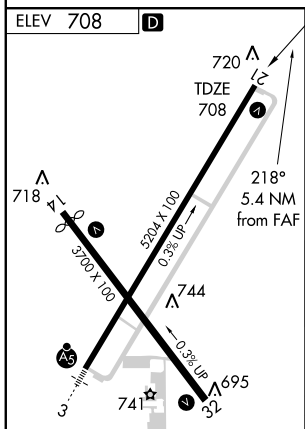
VOR/DME RWY 21

CLINTON MUNI (CWI)

<p>▽</p> <p>MISSED APPROACH: Climb to 2400 then right turn via CVA R-038 to BLIMY 16 DME and hold.</p>		CLNC DEL 118.5	UNICOM 122.8 (CTAF)
AWOS-3 125.525	QUAD CITY APP CON ★ 125.95 257.8		



DAVENPORT
113.8 CVA
Chan 85



CATEGORY	A	B	C	D
S-21	1200-1	492 (500-1)	1200-1¼ 492 (500-1¼)	NA
CIRCLING	1200-1 492 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

REIL Rwy 14 and 21
MIRL Rwy 14-32
HIRL Rwy 3-21

VOR RWY 3

CLINTON MUNI (CWI)

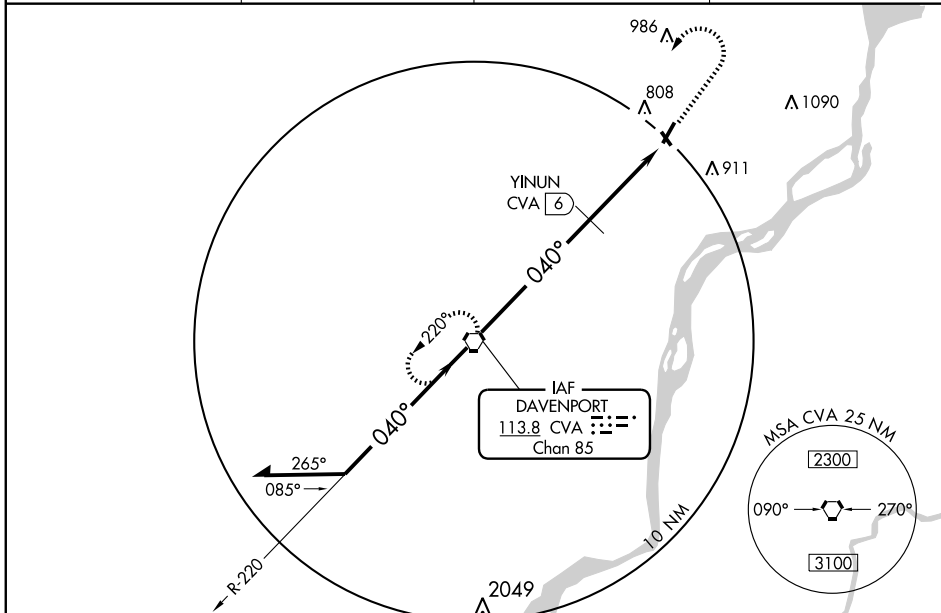
VORTAC CVA 113.8 Chan 85	APP CRS 040°	Rwy Idg TDZE Apt Elev	5204 700 708
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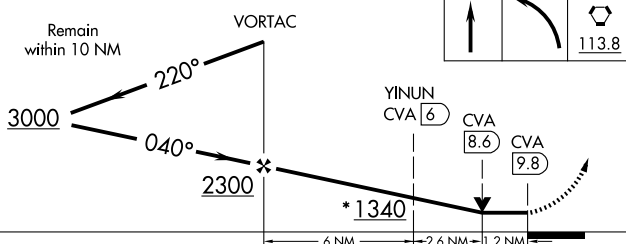
MISSED APPROACH: Climb to 3000 then left turn direct CVA VORTAC and hold.

▼ Inoperative table does not apply.
▲ VDP NA when using Davenport altimeter setting.
 When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet and visibility S-3 Cat C and circling Cat C ¼ mile.

AWOS-3 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	UNICOM 122.8 (CTAF)
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* 1400 when using Davenport altimeter setting.



ELEV 708	D
REIL Rwys 14 and 21	1
MIRL Rwy 14-32	1
HIRL Rwy 3-21	1

Diagram details: TDZE 700, 5200x100, 3700x100, 0.33% UP, 0.38% UP, 744, 695, 718, 720, 741, 731, 040° 9.8 NM from FAF.

FAF to MAP 9.8 NM					
Knots	60	90	120	150	180
Min:Sec	9:48	6:32	4:54	3:55	3:16

CATEGORY	A	B	C	D
S-3	1340-1	640 (700-1)	1340-1¼ 640 (700-1¼)	NA
CIRCLING	1340-1	632 (700-1)	1340-1¼ 632 (700-1¼)	NA
YINUN MINIMUMS				
S-3	1120-1	420 (500-1)	1120-1¼ 420 (500-1¼)	NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

NDB RWY 18

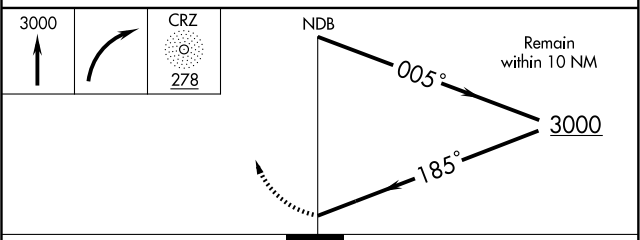
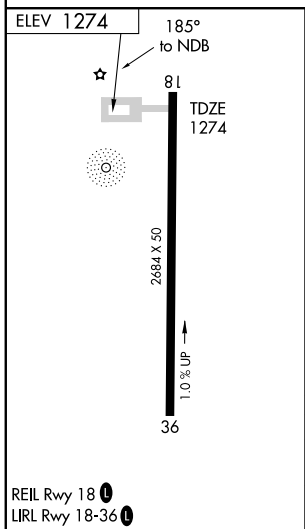
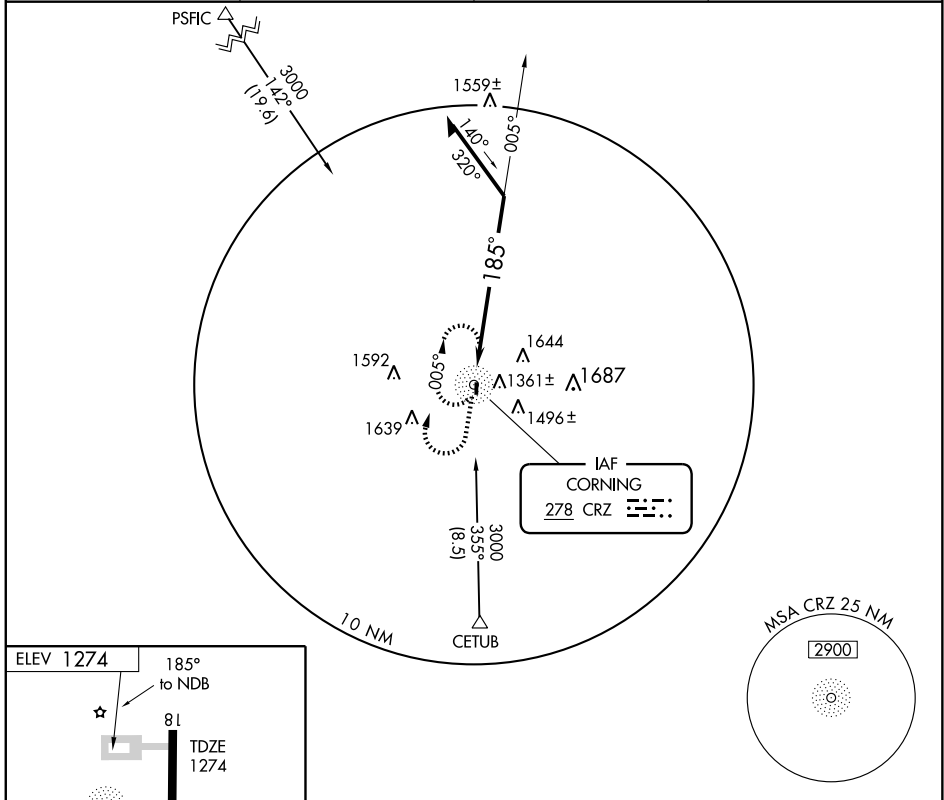
CORNING MUNI (CRZ)

NDB CRZ 278	APP CRS 185°	Rwy Idg TDZE Apt Elev	2684 1274 1274
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▼ Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet and visibility Cat. B ¼ mile.

▲ NA MISSED APPROACH: Climb to 3000 then right turn direct CRZ NDB and hold.

CRESTON AWOS-3 124.75	MINNEAPOLIS CENTER 119.6 290.4	CTAF 122.9	122.8 Ⓛ
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CATEGORY	A	B	C	D
S-18	1960-1	686 (700-1)		NA
CIRCLING	1960-1	686 (700-1)		NA

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 18

CORNING MUNI (CRZ)

APP CRS 177°	Rwy Idg 2684
	TDZE 1274
	Apt Elev 1274

▼ Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet.
▲ NA DME/DME RNP-0.3 NA.

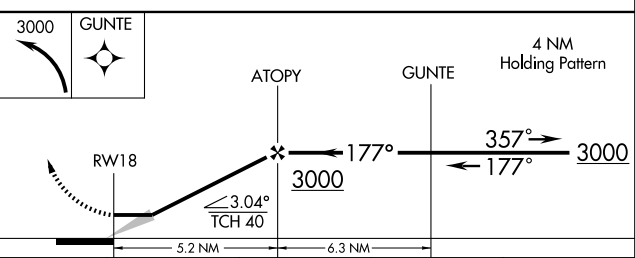
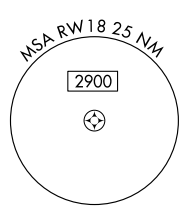
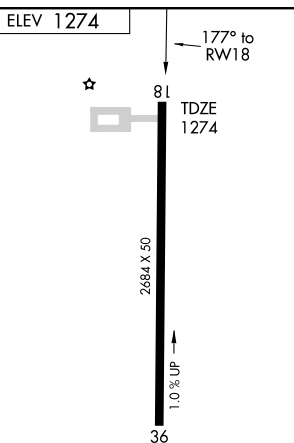
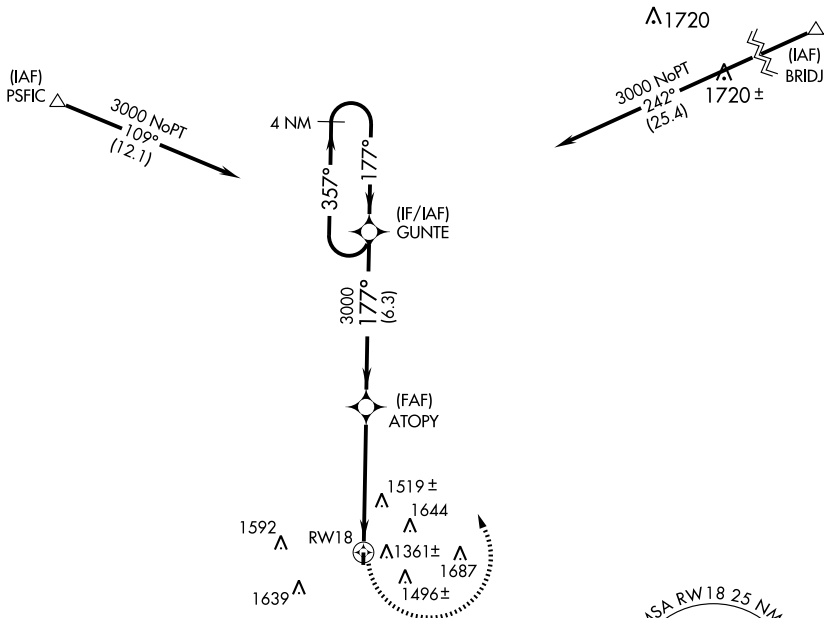
MISSED APPROACH: Climbing left turn to 3000 direct GUNTE and hold.

CRESTON AWOS-3
124.75

MINNEAPOLIS CENTER
119.6 290.4

CTAF
122.9

122.8 0



CATEGORY	A	B	C	D
LNAV MDA	1820-1	546 (600-1)	NA	
CIRCLING	1820-1	546 (600-1)	NA	

REIL Rwy 18 **0**
LIRL Rwy 18-36 **0**

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 14

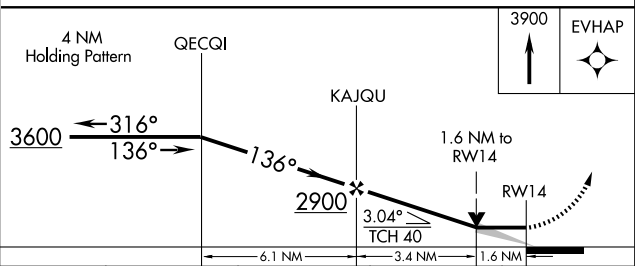
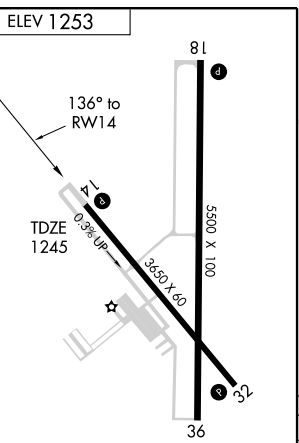
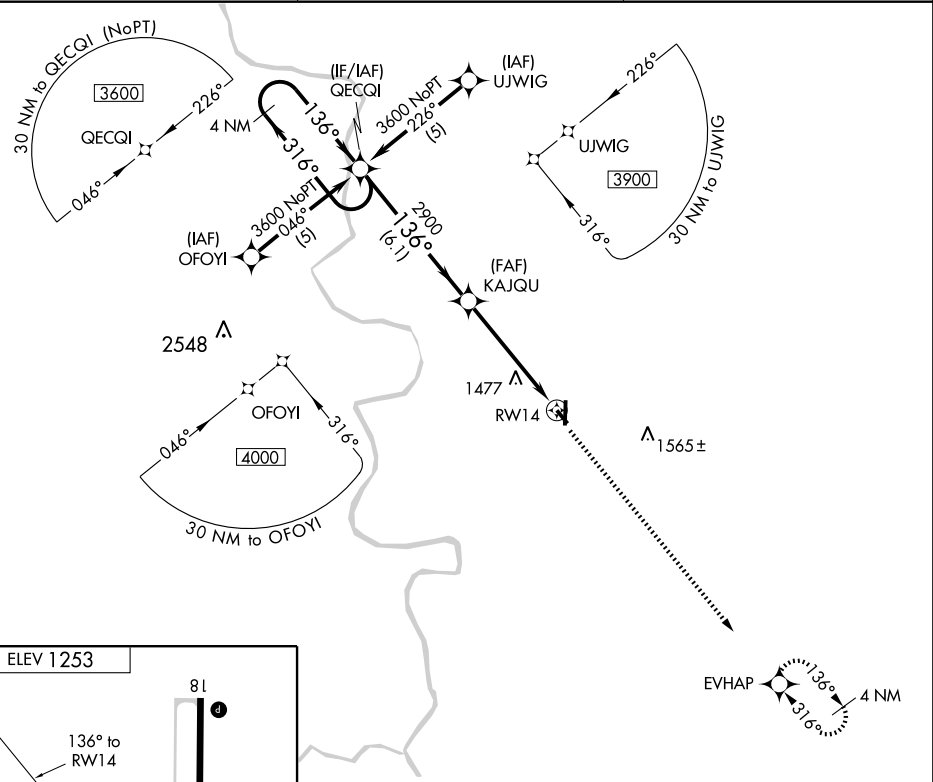
COUNCIL BLUFFS MUNI (CBF)

APP CRS	Rwy Idg	3650
136°	TDZE	1245
	Apt Elev	1253

▼ DME/DME RNP: 0.3 NA.
▲ When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3900 direct EVHAP and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1780-1	535 (600-1)	1780-1½ 535 (600-1½)	1780-1¾ 535 (600-1¾)
CIRCLING	1780-1	527 (600-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

MIRL Rwy 14-32 **0**
 HIRL Rwy 18-36 **0**
 REIL Rwy 14, 32, 18, and 36 **0**

RNAV (GPS) RWY 18

COUNCIL BLUFFS MUNI (CBF)

WAAS CH 42806 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	5500 1241 1253
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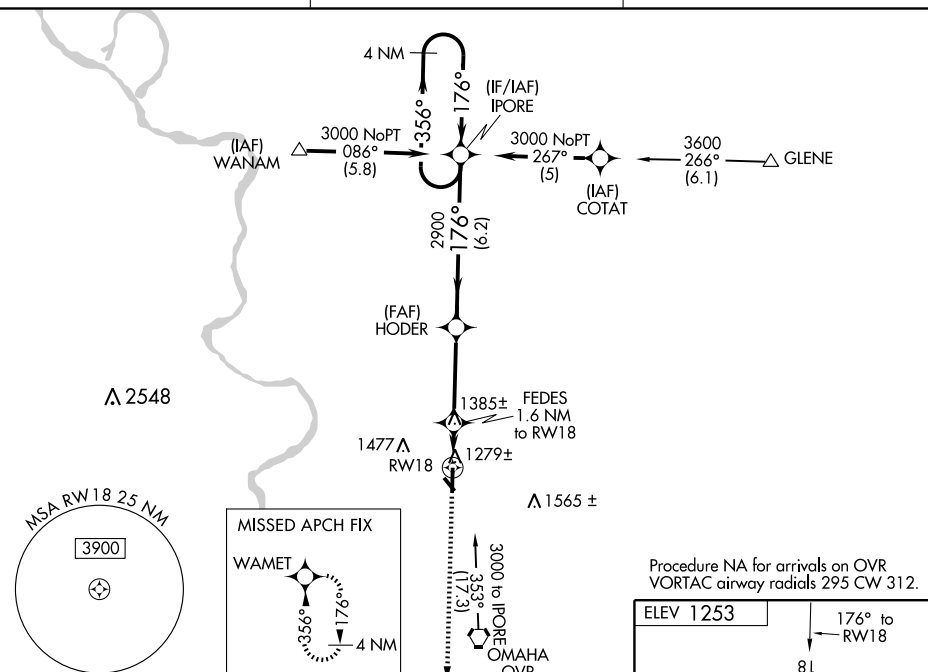
MISSED APPROACH: Climb to 3000 direct WAMET and hold.

⚠ Baro-VNAV NA when using Epley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Epley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile.

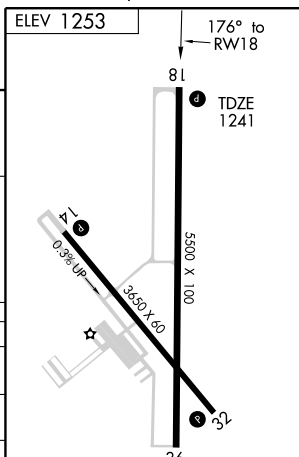
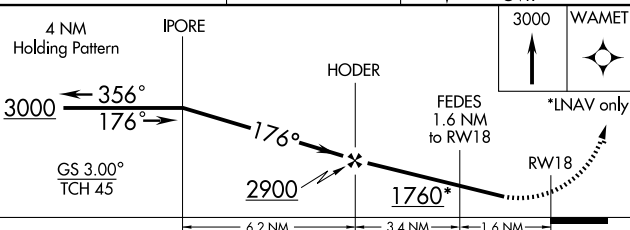
AWOS-3
126.575

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF)



Procedure NA for arrivals on OVR VORTAC airway radials 295 CW 312.



CATEGORY	A	B	C	D
LPV DA	1512-1 271 (300-1)			
LNAV/ VNAV DA	1646-1½ 405 (400-1½)			
LNAV MDA	1640-1 399 (400-1)		1640-1¼ 399 (400-1¼)	
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS 316°	Rwy Idg TDZE Apt Elev	3650 1245 1253
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RNAV (GPS) RWY 32

COUNCIL BLUFFS MUNI (CBF)

NA When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile. DME/DME RNP-0.3 NA.

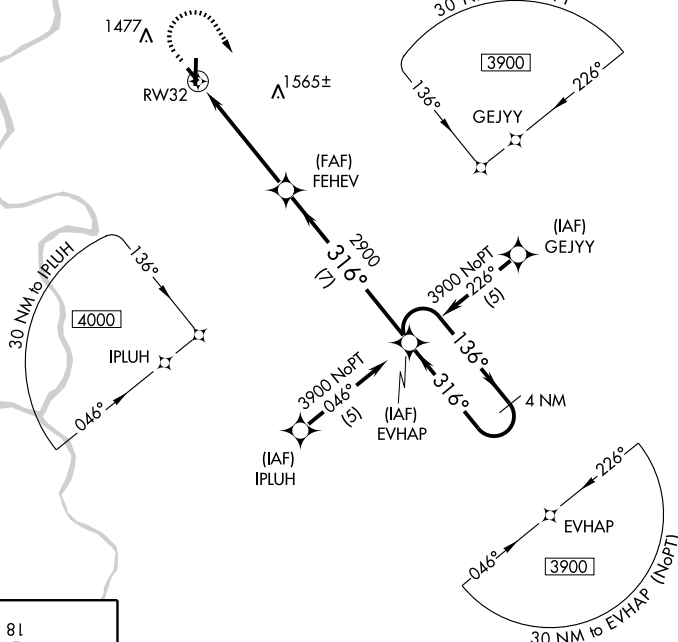
MISSED APPROACH: Climb to 2000 then right climbing turn to 3900 direct EVHAP WP and hold.

AWOS-3
126.575

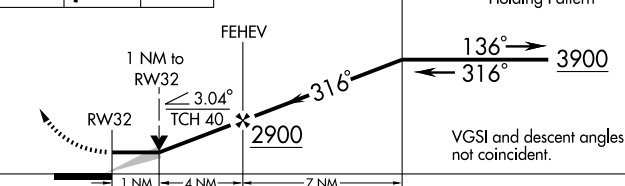
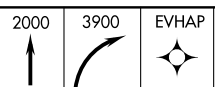
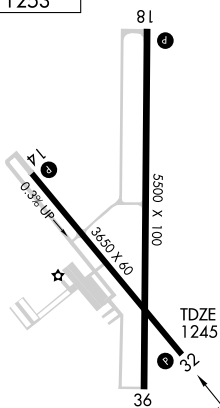
OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF)

2548



ELEV 1253



MIRL Rwy 14-32
 HIRL Rwy 18-36
 REIL Rwy 14, 32, 18, and 36

CATEGORY	A	B	C	D
LNAV MDA	1660-1	415 (500-1)	1660-1¼	415 (500-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 53606 W36A	APP CRS 356°	Rwy Idg TDZE Apt Elev	5500 1245 1253
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RNAV (GPS) RWY 36

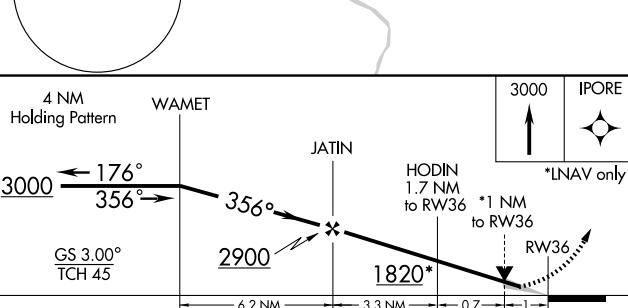
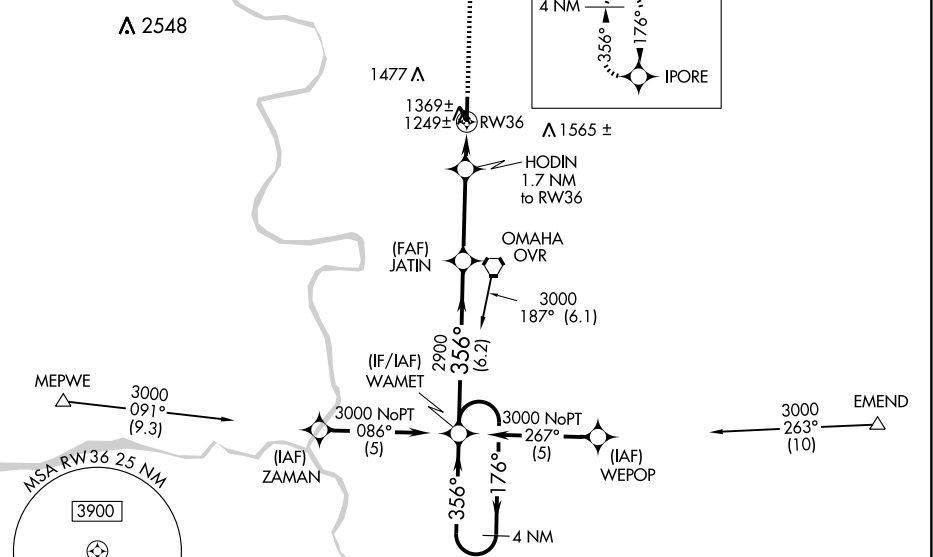
COUNCIL BLUFFS MUNI (CBF)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting.

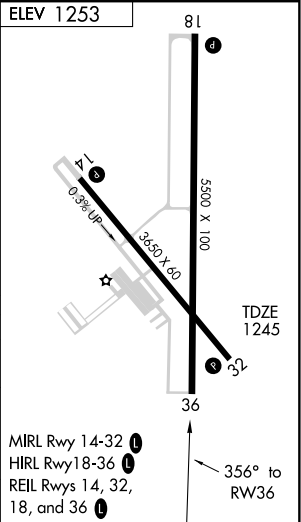
MISSED APPROACH: Climb to 3000 direct IPORE and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) Ⓛ
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Procedure NA for arrivals on OVR VORTAC airway radials 145 CW 192.



CATEGORY	A	B	C	D
LPV DA	1495-3/4 250 (300-3/4)			
LNAV/VNAV DA	1577-1 1/4 332 (400-1 1/4)			
LNAV MDA	1620-1 375 (400-1)		1620-1 1/4 375 (400-1 1/4)	
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1 1/2 587 (600-1 1/2)	1840-2 587 (600-2)



VORTAC OVR 116.3 Chan 110	APP CRS 342°	Rwy Idg TDZE Apt Elev	N/A N/A 1253
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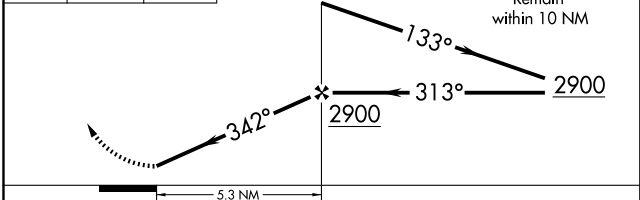
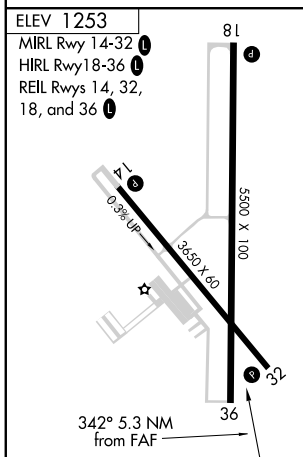
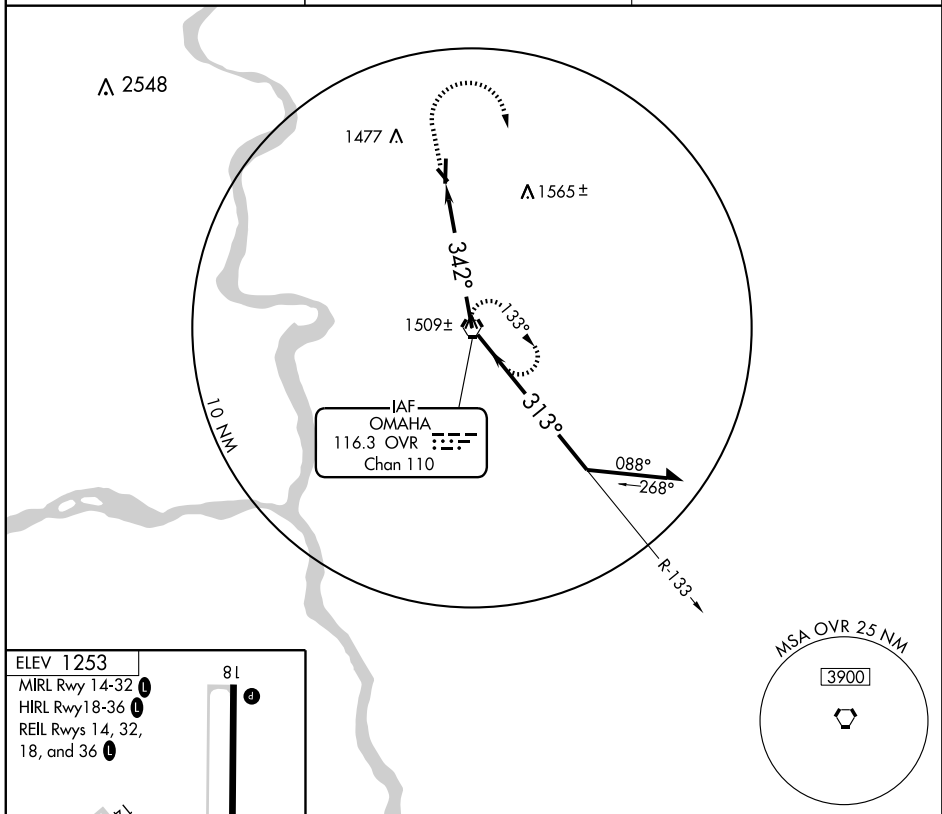
⚠ When local altimeter setting not received, use Eppley Airfield altimeter setting: increase all MDAs 60 feet and visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2900 then right turn direct OVR VORTAC and hold.

AWOS-3
126.575

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) 0



FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
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CIRCLING	1760-1	507 (600-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)
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GPS RWY 15

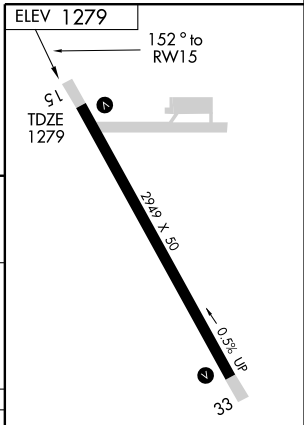
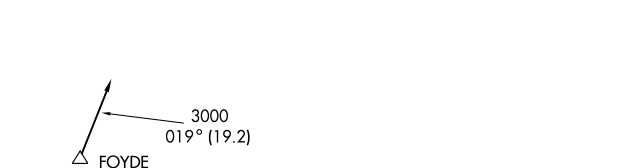
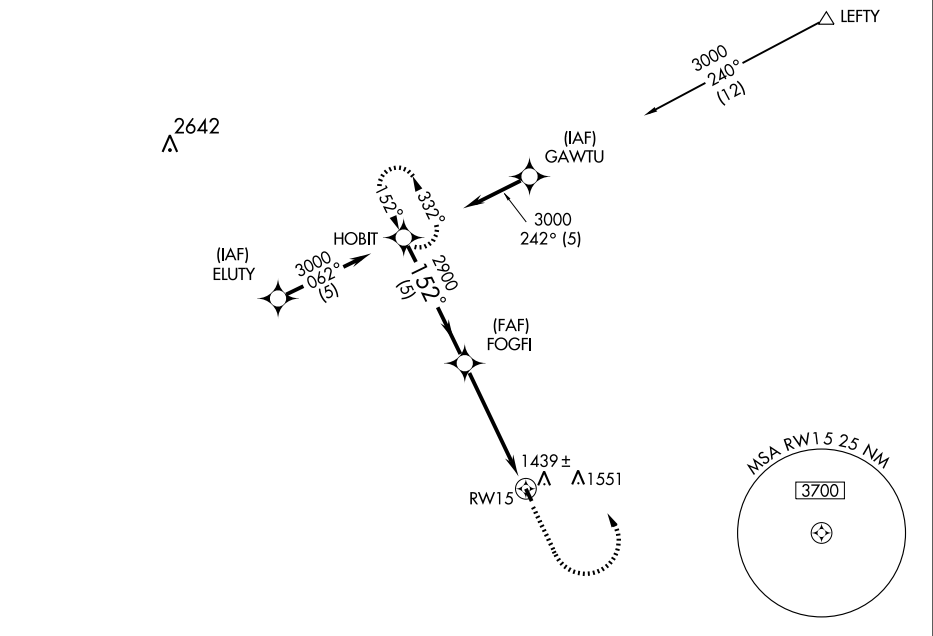
CRESCO/ELLEN CHURCH FIELD (CJJ)

APP CRS	Rwy Idg	2949
152°	TDZE	1279
	Apt Elev	1279

NA Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct HOBIT WP amd hold.

MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)	122.70
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	HOBIT	FOGFI	RWY 15
3000	152°	2900	2.98°
Procedure Turn NA			
	5 NM	5 NM	

CATEGORY	A	B	C	D
S-15	1980-1	701 (800-1)	1980-2 701 (800-2)	NA
CIRCLING	1980-1	701 (800-1)	1980-2 701 (800-2)	NA

LRL Rwy 15-33

GPS RWY 33

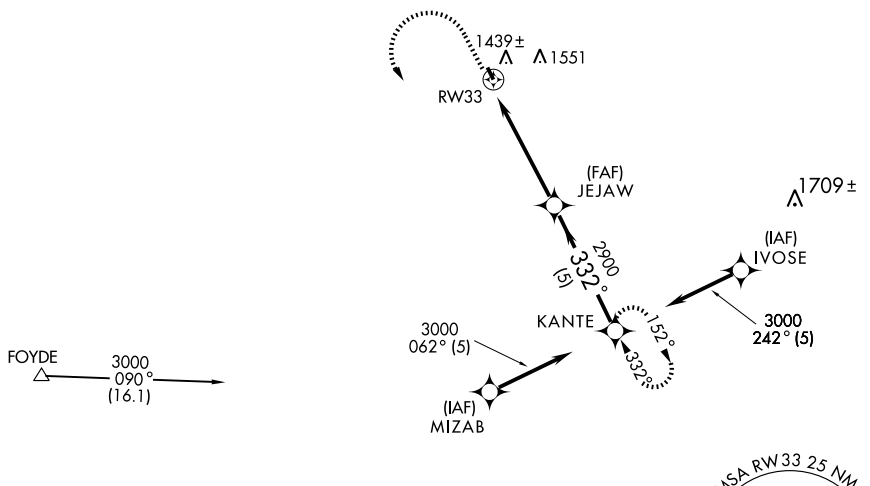
CRESCO/ELLEN CHURCH FIELD (CJJ)

APP CRS	Rwy Idg	2949
332°	TDZE	1279
	Apt Elev	1279

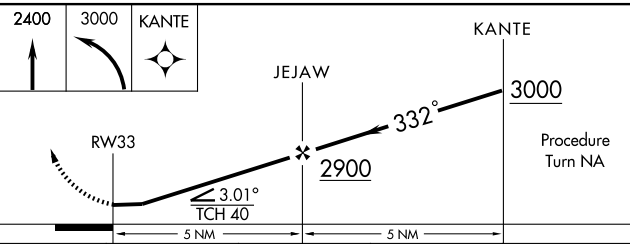
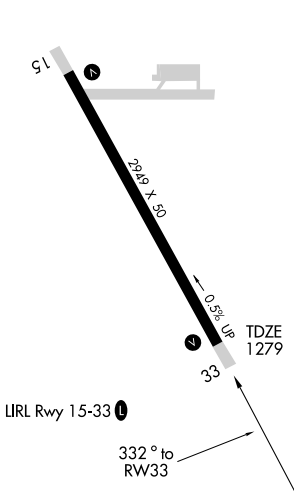
▽ Use Decorah Muni altimeter setting.
△ NA

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct KANTE WP and hold.

MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)	122.7 0
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ELEV 1279



CATEGORY	A	B	C	D
S-33	1740-1	461 (500-1)	1740-1¼ 461 (500-1¼)	NA
CIRCLING	1800-1	521 (600-1)	1800-1½ 521 (600-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB RWY 33

CRESKO/ELLEN CHURCH FIELD (CJJ)

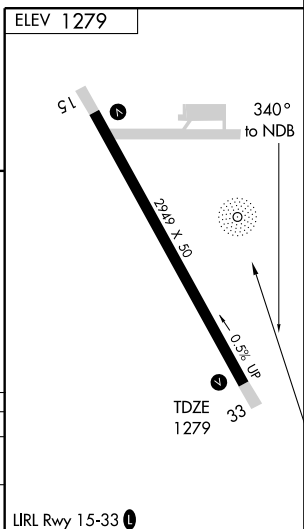
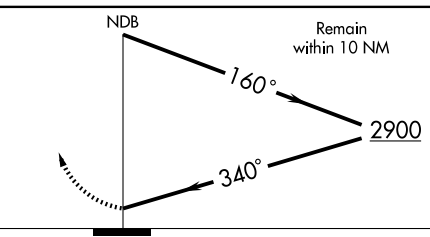
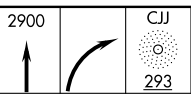
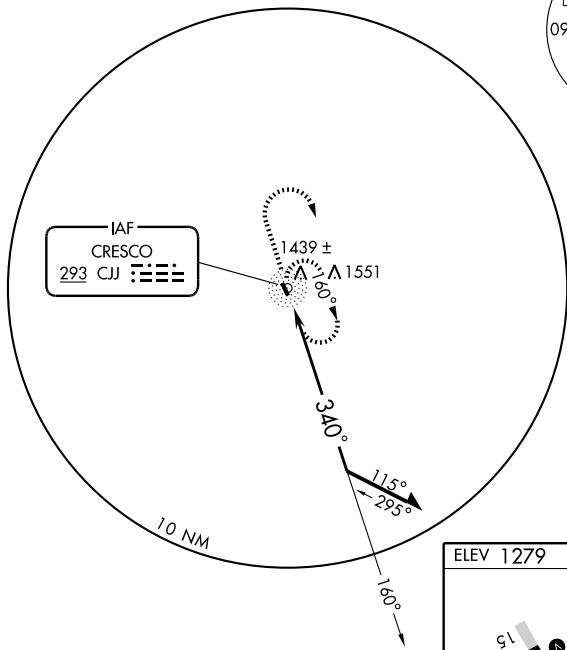
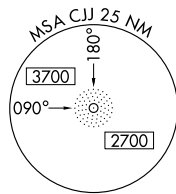
NDB CJJ 293	APP CRS 340°	Rwy Idg TDZE Apt Elev	2949 1279 1279
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▼
▲ NA Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2900 then right turn direct CJJ NDB and hold.

MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)	122.7
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▲2642



CATEGORY	A	B	C	D
S-33	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA
CIRCLING	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA

LIRL Rwy 15-33

NC-3. 08 APR 2010 to 06 MAY 2010

NDB RWY 34

CRESTON MUNI (CSQ)

NDB UNE	APP CRS	Rwy Idg	4901
379	345°	TDZE	1296
		Apt Elev	1300

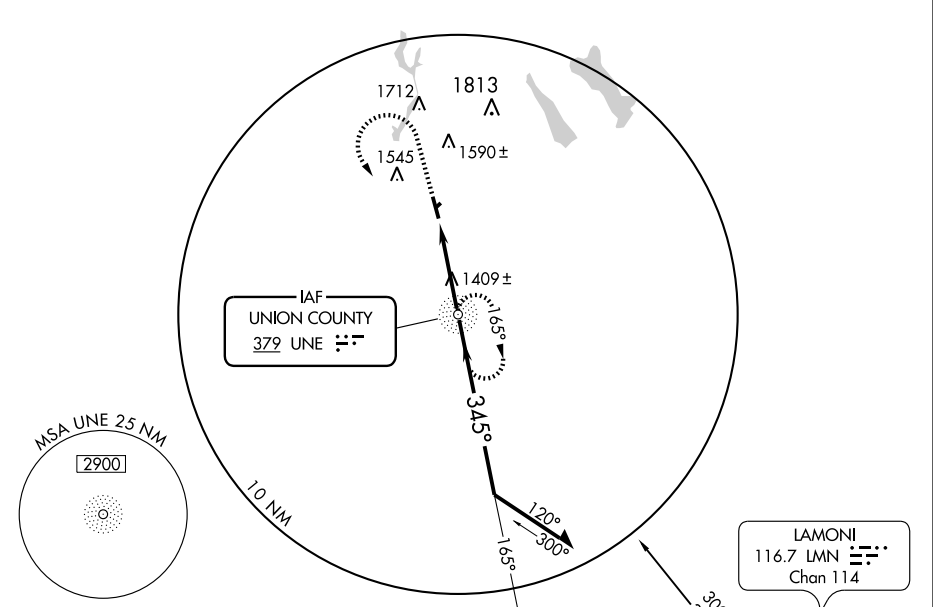
⚠ Circling NA for CATs B and C west of Rwy 16-34.
⚠ Circling NA to Rwy 4-22.
⚠ NA If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then left turn direct UNE NDB and hold.

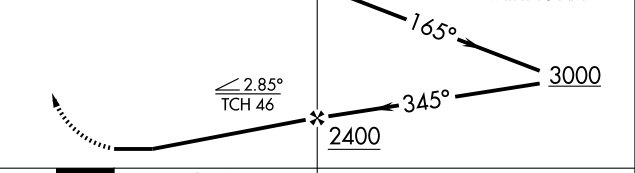
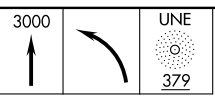
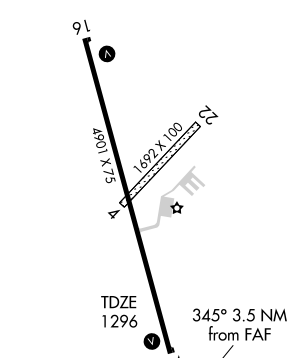
AWOS-3
124.75

MINNEAPOLIS CENTER
125.65 306.95

UNICOM
122.8 (CTAF)



ELEV 1300



FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-34	1720-1	424 (500-1)	1720-1¼ 424 (500-1¼)	NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

RNAV (GPS) RWY 16

CRESTON MUNI (CSQ)

APP CRS	Rwy Idg	4901
161°	TDZE	1296
	Apt Elev	1300

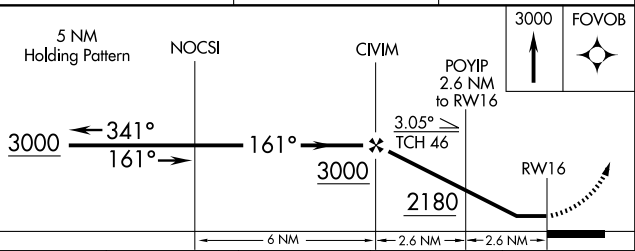
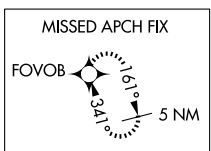
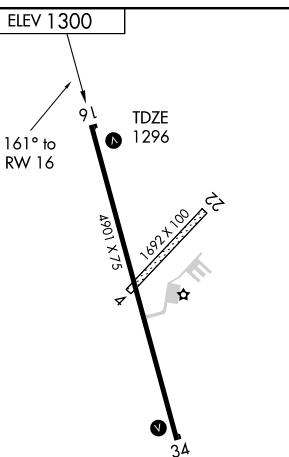
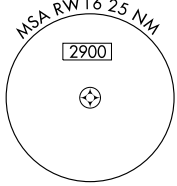
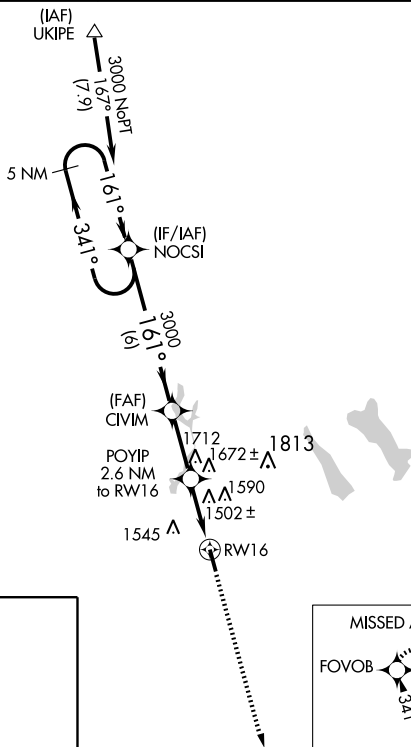
⚠ DME/DME RNP-0.3 NA.
⚠ Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
 If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
 When VGSI inoperative, straight-in/circling Rwy 16 NA at night.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000
 direct FOVOB and hold.

AWOS-3
124.75

MINNEAPOLIS CENTER
125.65 306.95

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
LNAV MDA	1820-1	524 (600-1)	1820-1½ 524 (600-1½)	NA
CIRCLING	1820-1	520 (600-1)	1820-1½ 520 (600-1½)	NA

MIRL Rwy 16-34
 REIL Rws 16 and 34 ①

RNAV (GPS) RWY 34

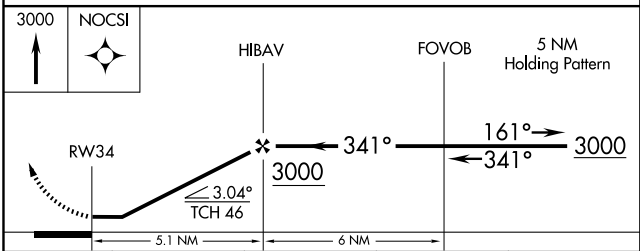
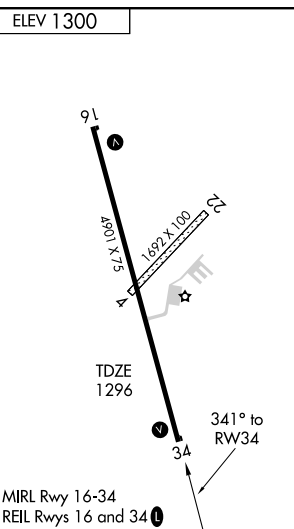
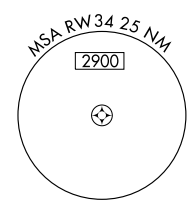
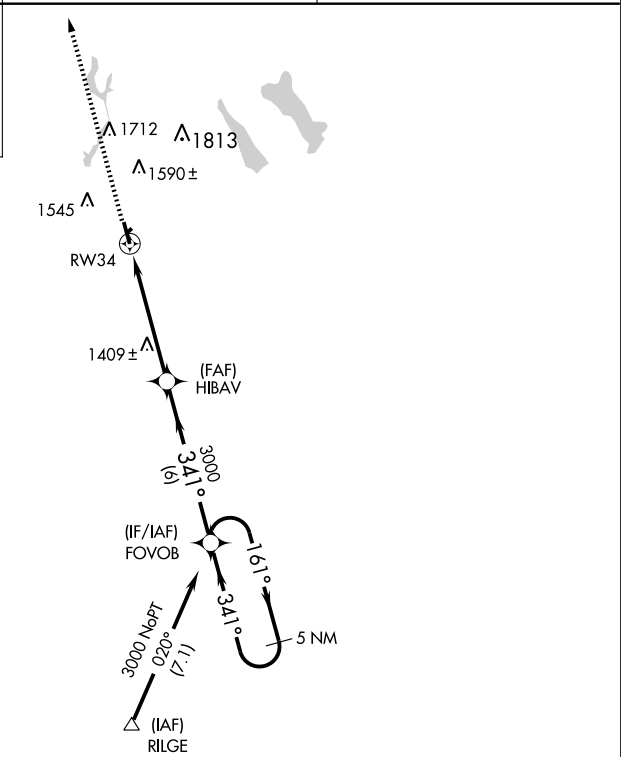
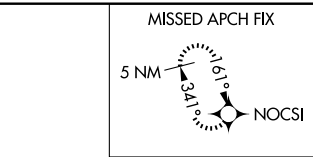
CRESTON MUNI (CSQ)

APP CRS 341°	Rwy Idg 4901
	TDZE 1296
	Apt Elev 1300

⚠ DME/DME RNP-0.3 NA.
⚠ Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
 If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
 When VGSI inoperative, circling Rwy 16 NA at night.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NOCSI and hold.

AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.95	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LNAV MDA	1660-1 364 (400-1)			NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

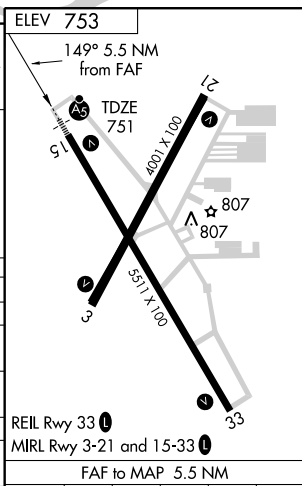
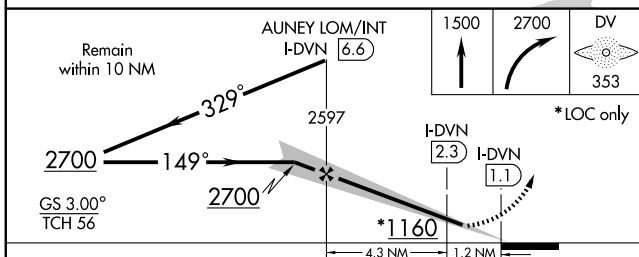
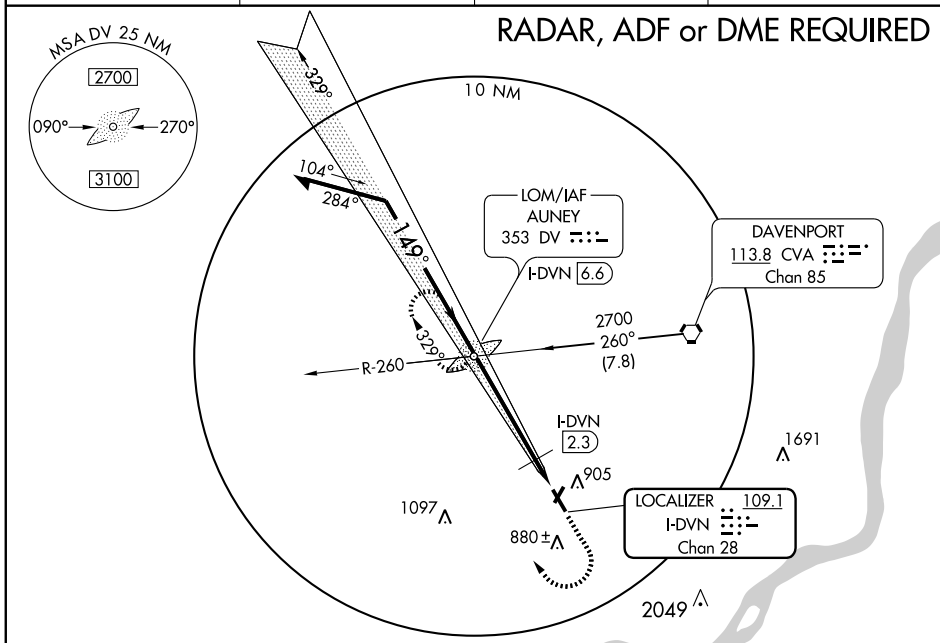
NC-3. 08 APR 2010 to 08 MAY 2010

LOC/DME I-DVN 109.1 Chan 28	APP CRS 149°	Rwy Idg TDZE 751 Apt Elev 753
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MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct AUNEY LOM/Int/I-DVN 6.6 DME and hold.

ASOS-3 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
S-ILS 15	951-½ 200 (200-½)			
S-LOC 15	1160-½	409 (500-½)	1160-¾	409 (500-¾)
CIRCLING	1220-1	467 (500-1)	1220-1½	1320-2
			467 (500-1½)	567 (600-2)
DME MINIMUMS				
S-LOC 15	1100-½ 349 (400-½)		1100-¾	
			349 (400-¾)	
CIRCLING	1220-1	467 (500-1)	1220-1½	1320-2
			467 (500-1½)	567 (600-2)

REIL Rwy 33 1					
MIRL Rwy 3-21 and 15-33 1					
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

RNAV (GPS) RWY 3

DAVENPORT MUNI (DVN)

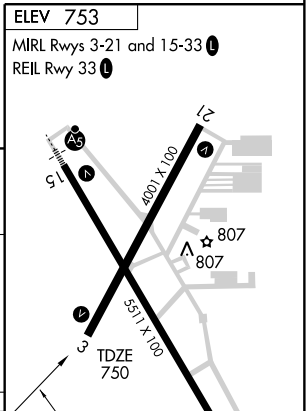
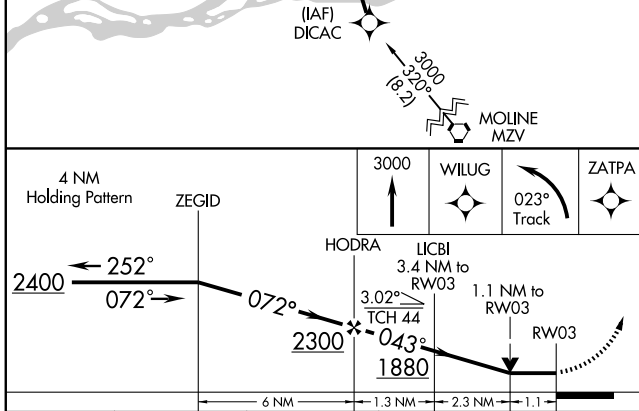
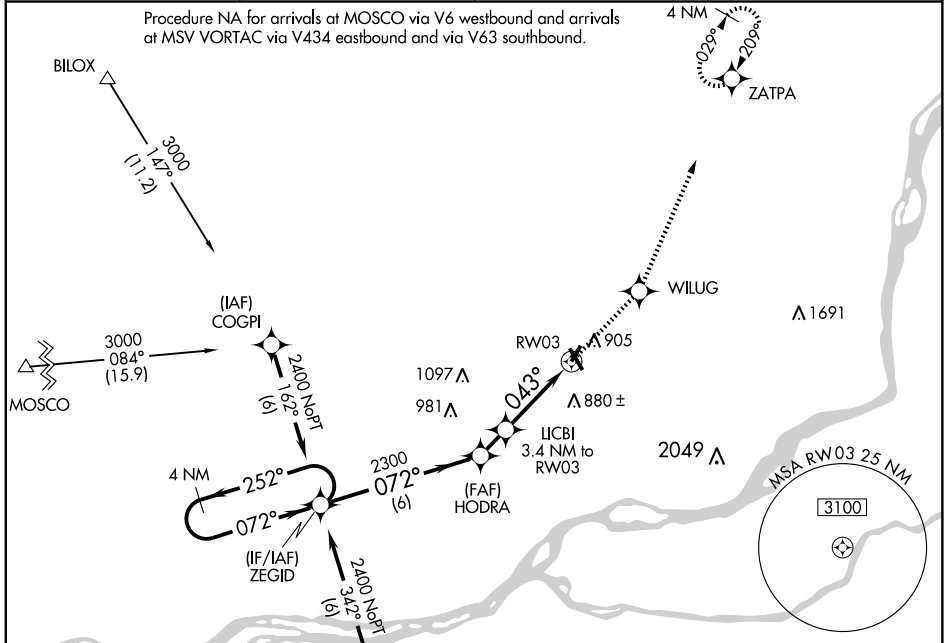
APP CRS	Rwy Idg	4001
043°	TDZE	750
	Apt Elev	753

▼ DME/DME RNP- 0.3 NA.
▲ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
 VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct WILUG and left turn via 023° track to ZATPA and hold.

AWOS-3 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF)
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Procedure NA for arrivals at MOSCO via V6 westbound and arrivals at MSV VORTAC via V434 eastbound and via V63 southbound.



CATEGORY	A	B	C	D
LNNAV MDA	1140-1 390 (400-1)			1140-1¼ 390 (400-1¼)
CIRCLING	1220-1 467 (500-1)	1220-1½ 467 (500-1½)		1320-2 567 (600-2)


NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 15

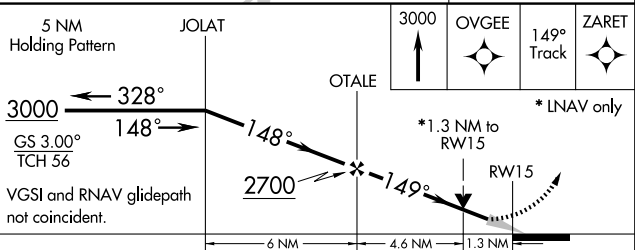
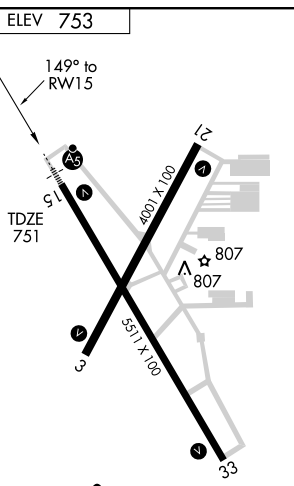
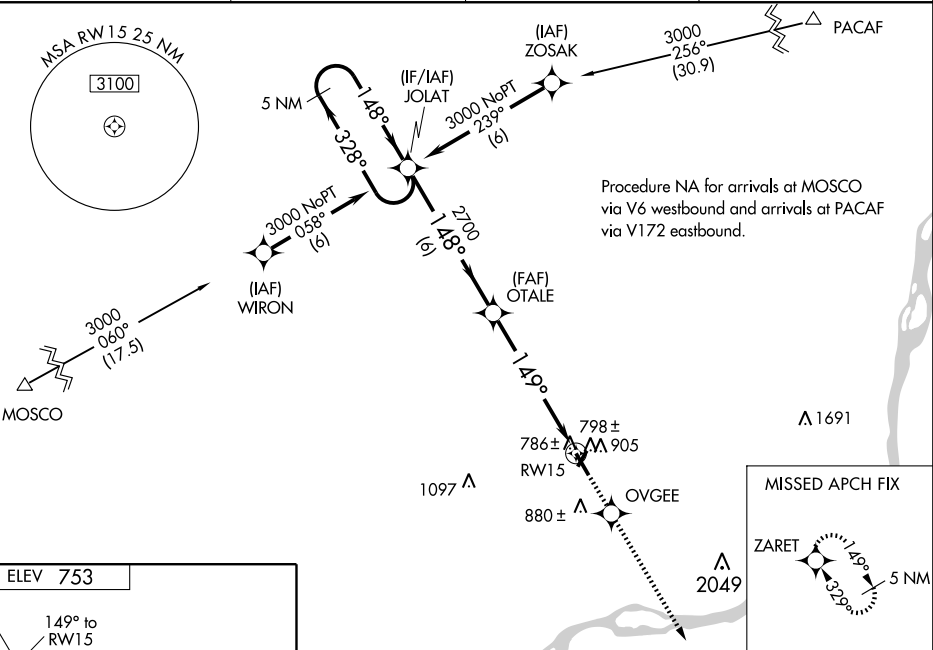
DAVENPORT MUNI (DVN)

WAAS CH 81821 W15A	APP CRS 149°	Rwy Idg TDZE Apt Elev	5511 751 753
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⚠ DME/DME RNP-0.3 NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
 If local altimeter setting not received, use Quad City Intl altimeter setting and increase all DAs/MDAs 60 feet.
 VDP and Baro-VNAV NA when using Quad City Intl altimeter setting.
 For inoperative MALSR, increase LPV visibility all Cats. to ¾.

MALSR

MISSED APPROACH: Climb to 3000 direct OVGEE and via 149° track to ZARET and hold.

AWOS-3 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 📞
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CATEGORY	A	B	C	D
LPV DA		1001-½	250 (300-½)	
LNAV/VNAV DA		1111-¾	360 (400-¾)	
LNAV MDA	1200-½	449 (500-½)	1200-¾ 449 (500-¾)	1200-1 449 (500-1)
CIRCLING	1220-1¼	467 (500-1¼)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 21

DAVENPORT MUNI (DVN)

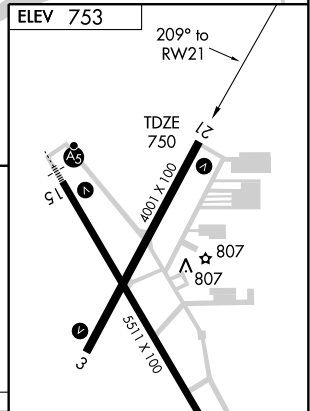
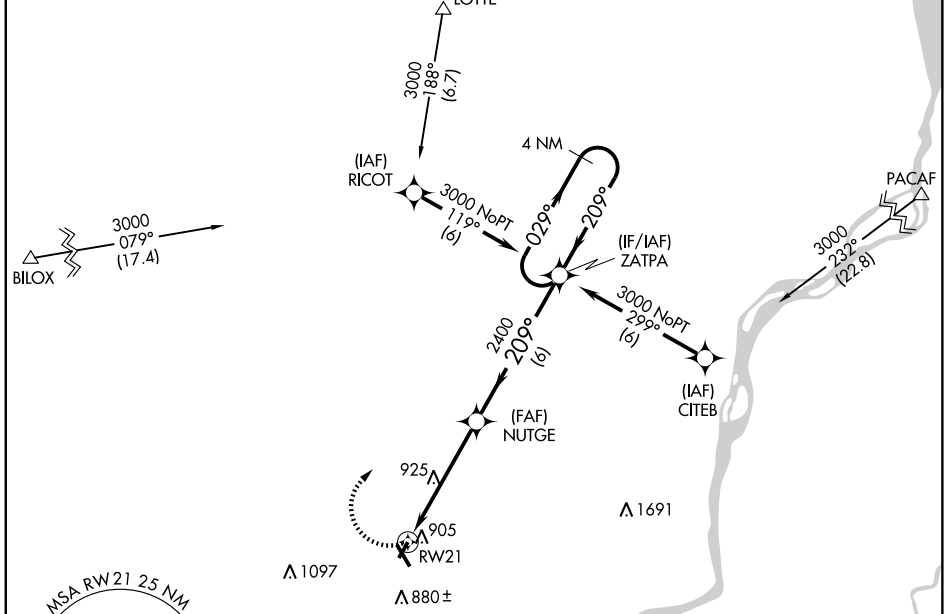
APP CRS	Rwy Idg	4001
209°	TDZE	750
	Apt Elev	753

▼ DME/DME RNP-0.3 NA.
▲ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct ZATPA and hold.

AWOS-3 120.175	QUAD CITY APP CON* 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF)
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Procedure NA for arrivals at BILOX via V294 westbound.



3000	ZATPA	ZATPA		4 NM Holding Pattern
NUTGE		RWY 21		3000
2400		209°		029°
5 NM		6 NM		

CATEGORY	A	B	C	D
RNAV MDA	1180-1	430 (500-1)	1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)

REIL Rwy 33
 MIRL Rwy 3-21 and 15-33

RNAV (GPS) RWY 33

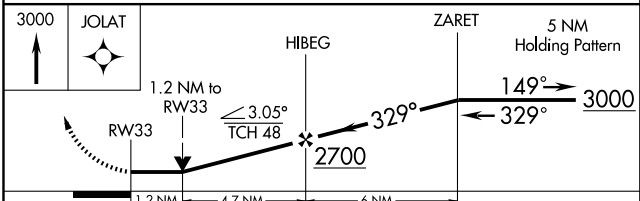
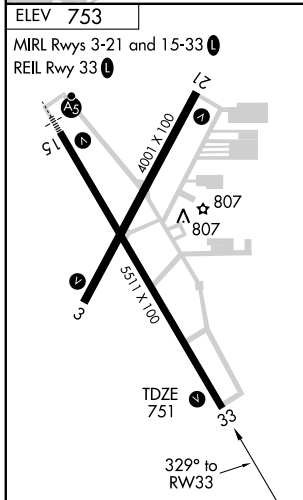
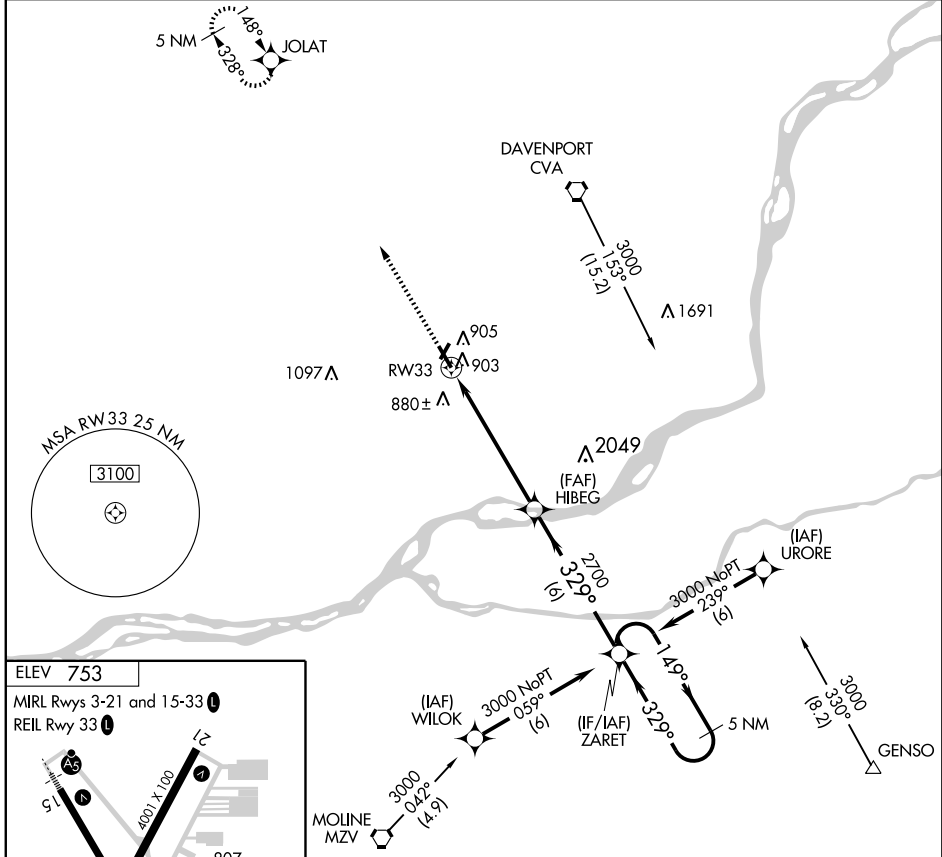
DAVENPORT MUNI (DVN)

APP CRS	Rwy Idg	5511
329°	TDZE	751
	Apt Elev	753

⚠ Circling NA at night. DME/DME RNP-0.3 NA.
⚠ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
 VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct JOLAT and hold.

AWOS-3 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 📻
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CATEGORY	A	B	C	D
LNAV MDA	1160-1	409 (500-1)	1160-1½	409 (500-1½)
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VOR RWY 3

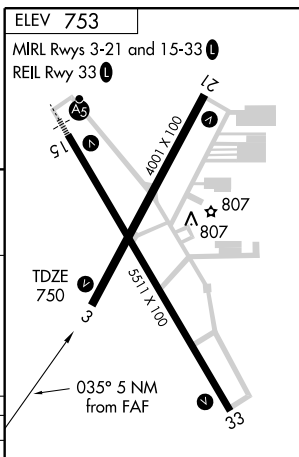
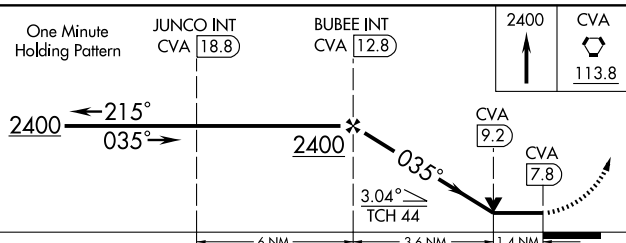
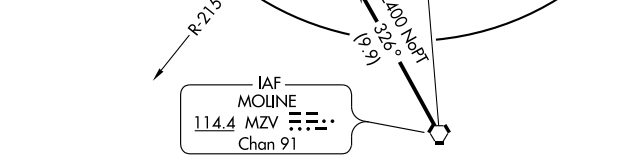
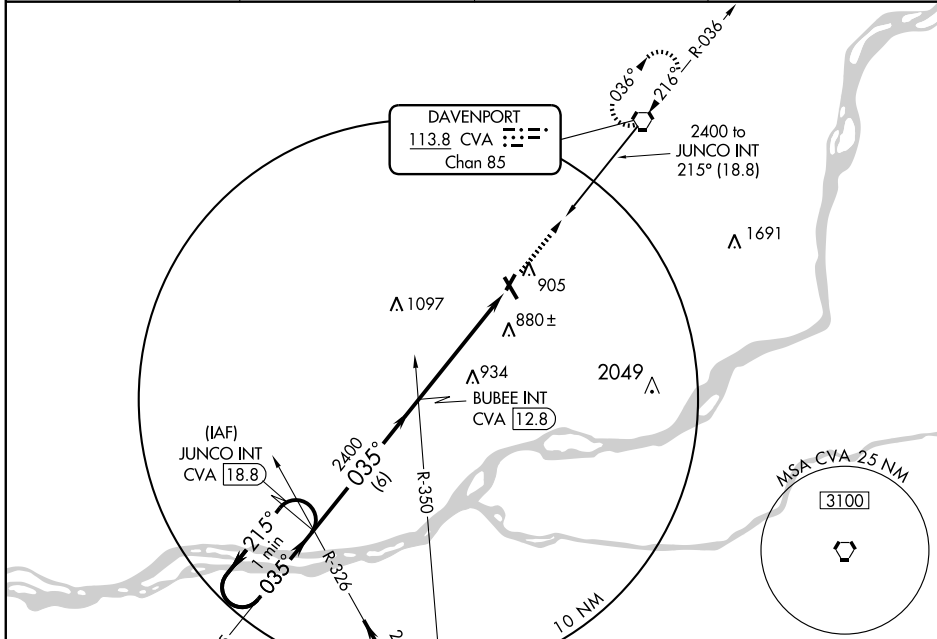
DAVENPORT MUNI (DVN)

VORTAC CVA 113.8 Chan 85	APP CRS 035°	Rwy Idg TDZE Apt Elev	4001 750 753
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▼ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
▲ VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 2400 direct CVA VORTAC and hold.

AWOS-3 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-3	1240-1 490 (500-1)		1240-1½ 490 (500-1½)	1240-1½ 490 (500-1½)
CIRCLING	1240-1 487 (500-1)		1240-1½ 487 (500-1½)	1320-2 567 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 08 APR 2010 to 06 MAY 2010

VOR RWY 21

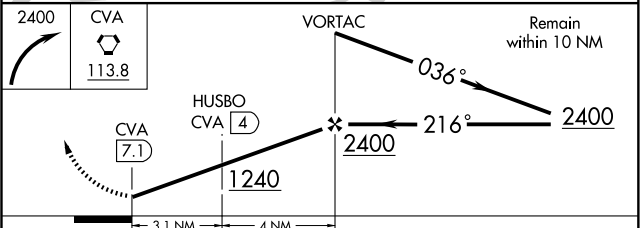
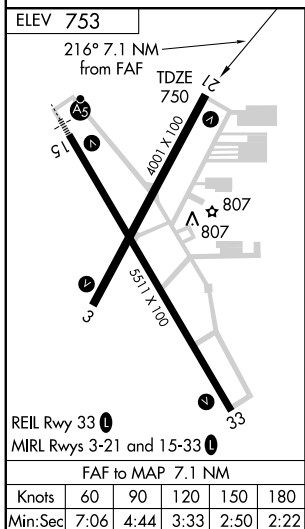
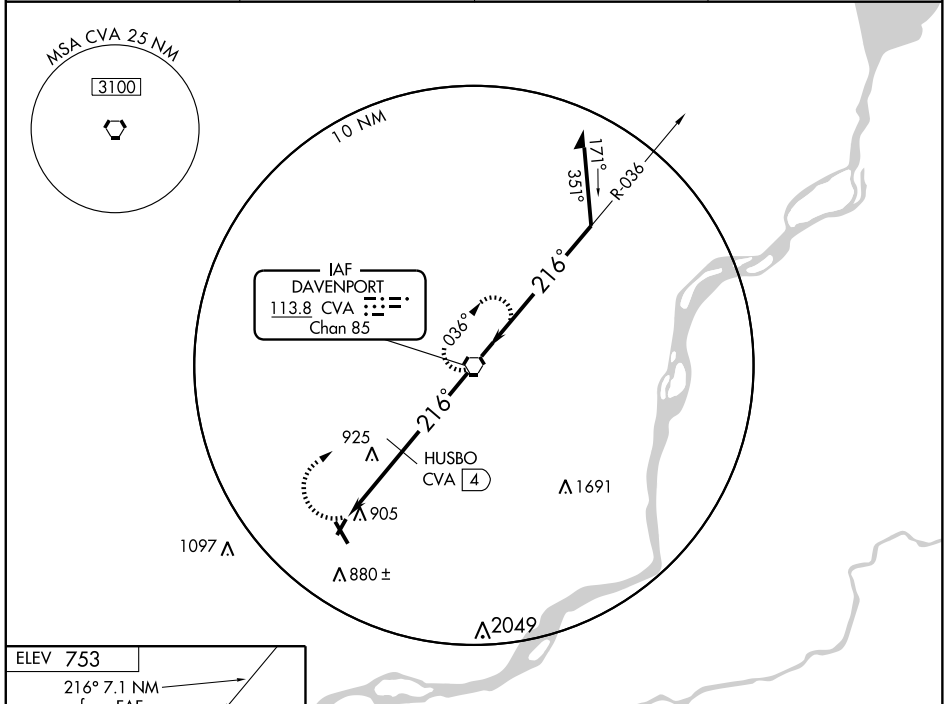
DAVENPORT MUNI (DVN)

VORTAC CVA 113.8 Chan 85	APP CRS 216°	Rwy Idg TDZE Apt Elev	4001 750 753
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▽ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDA's 60 feet.

▲ MISSED APPROACH: Climbing right turn to 2400 direct CVA VORTAC and hold.

ASOS-3 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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CATEGORY	A		B		C		D	
	S-21	1240-1	490 (500-1)	1240-1¼	490 (500-1¼)	1240-1½	490 (500-1½)	1320-2
CIRCLING	1240-1	487 (500-1)	1240-1½	487 (500-1½)	1320-2	567 (600-2)		
HUSBO FIX MINIMUMS								
S-21	1180-1	430 (500-1)	1180-1¼	430 (500-1¼)	1180-1½	430 (500-1½)		
CIRCLING	1220-1	467 (500-1)	1220-1½	467 (500-1½)	1320-2	567 (600-2)		

NDB RWY 29

DECORAH MUNI (DEH)

NDB DEH 236	APP CRS 288°	Rwy Idg TDZE Apt Elev	4001 1158 1158
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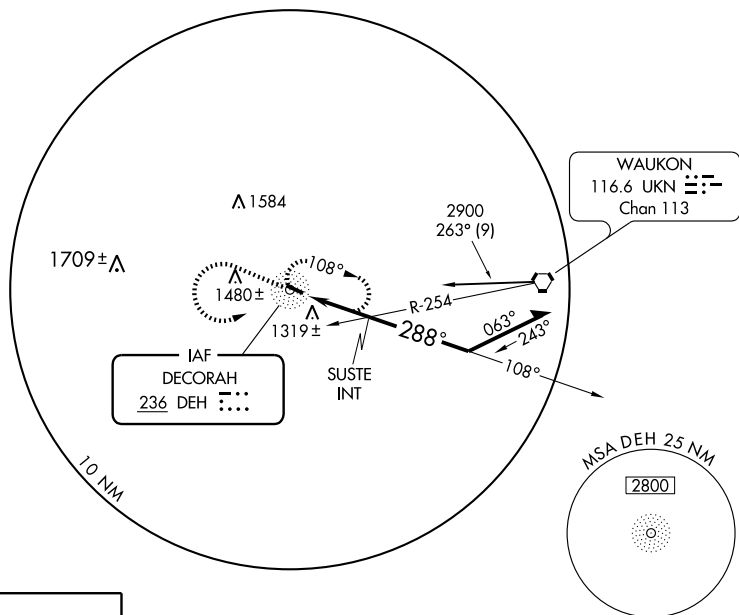
⚠ When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet and Cat. A visibility ¼ mile.

MISSED APPROACH: Climb to 2900 then left turn direct DEH NDB and hold.

AWOS-3
120,925

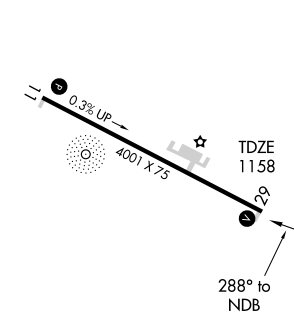
MINNEAPOLIS CENTER
118,85

UNICOM
122.8 (CTAF)



WAUKON
116.6 UKN
Chan 113

ELEV 1158



2900	DEH 236	NDB	Remain within 10 NM
↑	↻	↘	
* 2060 when using Preston, MN altimeter setting.			
VGSI and descent angle not coincident.			
		108°	2900
		288°	1960*
		≤ 2.84°	TCH 47
		3 NM	

CATEGORY	A	B	C	D
S-29	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)		NA
CIRCLING	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)		NA
SUSTE FIX MINIMUMS				
S-29	1780-1	622 (700-1)		NA
CIRCLING	1780-1	622 (700-1)		NA

REIL Rwy 11 and 29
MIRL Rwy 11-29

RNAV (GPS) RWY 29

DECORAH MUNI (DEH)

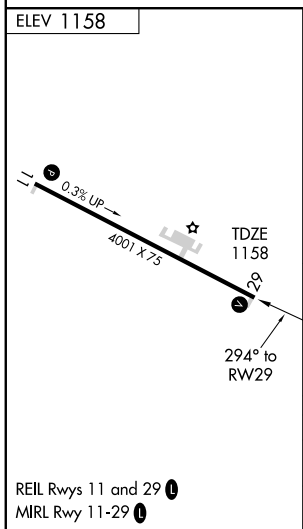
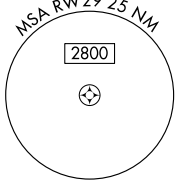
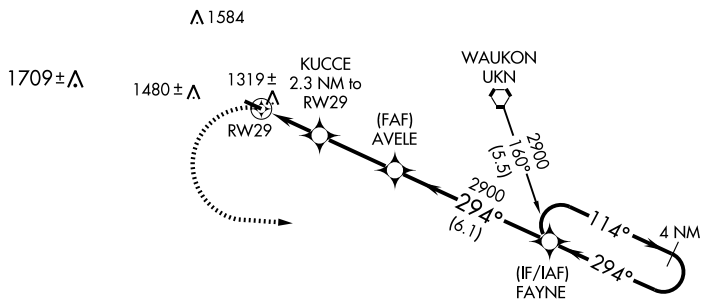
APP CRS	Rwy Idg	4001
294°	TDZE	1158
	Apt Elev	1158

⚠ DME/DME RNP -0.3 NA.
⚠ When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet.
 VDP NA when using Preston, MN altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct FAYNE and hold.

AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals on UKN VORTAC radials 116 CW 216.

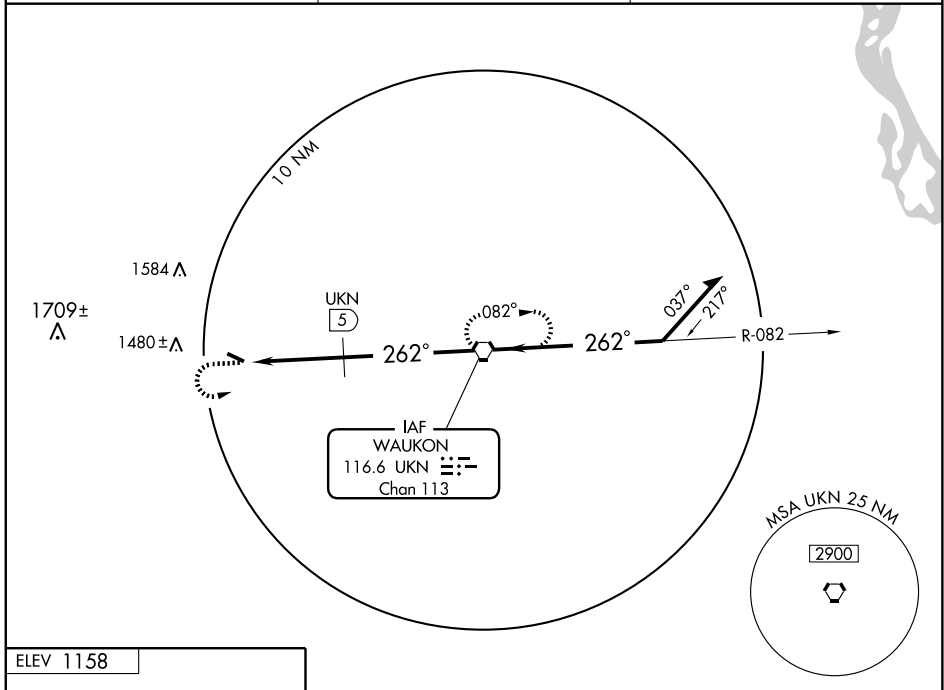


	2900 FAYNE	VGSI and descent angles not coincident		4 NM Holding Pattern
	KUCCE 2.3 NM to RW29	AVELE	FAYNE	
	1 NM to RW29	3.04° TCH 40	114° → 2900	
	1920	294°	← 294°	
	1 NM	1.3 NM	3 NM	6.1 NM
CATEGORY	A	B	C	D
RNAV MDA	1580-1	422 (500-1)	NA	
CIRCLING	1620-1	462 (500-1)	NA	

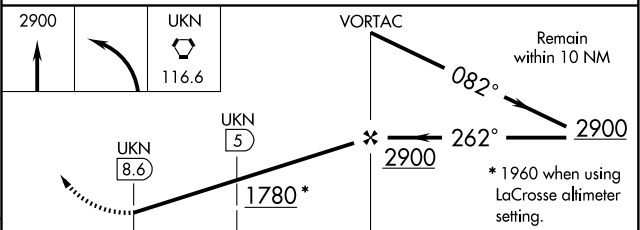
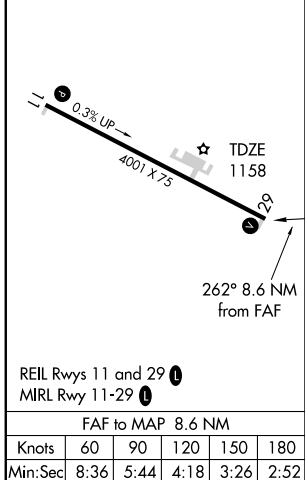
VORTAC UKN 116.6 Chan 113	APP CRS 262°	Rwy ldg TDZE Apt Elev 4001 1158 1158
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▽ MISSED APPROACH: Climb to 2900 then left turn direct UKN VORTAC and hold.

AWOS-3 120,925	MINNEAPOLIS CENTER 118,85	UNICOM 122.8 (CTAF) 0
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ELEV 1158



CATEGORY	A		B		C	D
	1780-1	622 (700-1)	1780-1	622 (700-1)		
S-29	1780-1	622 (700-1)				NA
CIRCLING	1780-1	622 (700-1)				NA
DME MINIMUMS						
S-29	1580-1	422 (500-1)				NA
CIRCLING	1620-1	462 (500-1)				NA

NDB RWY 30

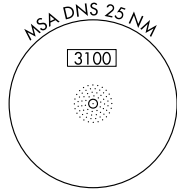
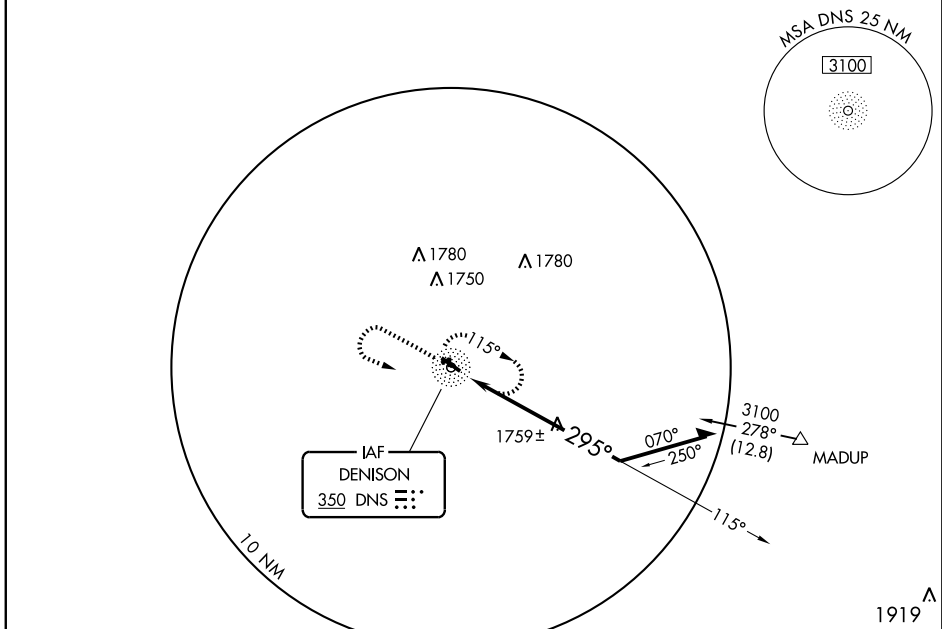
DENISON MUNI (DNS)

NDB DNS	APP CRS	Rwy Idg	5000
350	295°	TDZE	1266
		Apt Elev	1274

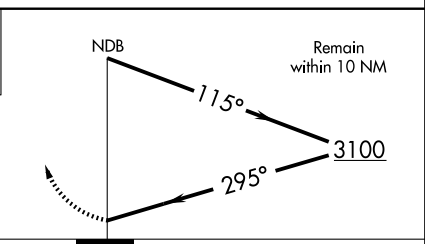
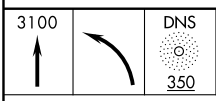
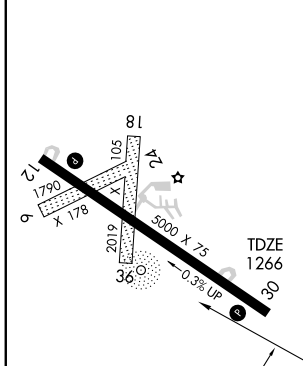
▼ Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Carroll altimeter setting and increase all MDA 80 feet and S-30/Circling Cat A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then left turn direct DNS NDB and hold.

AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
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ELEV 1274



CATEGORY	A	B	C	D
S-30	2120-1 854 (900-1)	2120-1¼ 854 (900-1¼)	2120-2½ 854 (900-2½)	NA
CIRCLING	2120-1 846 (900-1)	2120-1¼ 846 (900-1¼)	2120-2½ 846 (900-2½)	NA

MIRL Rwy 12-30
 REIL Rwy 12 and 30

RNAV (GPS) RWY 12

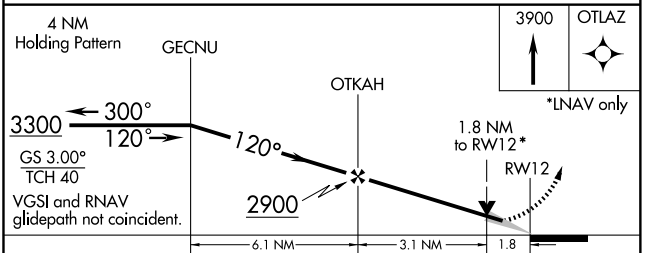
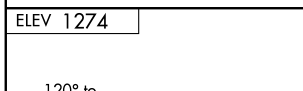
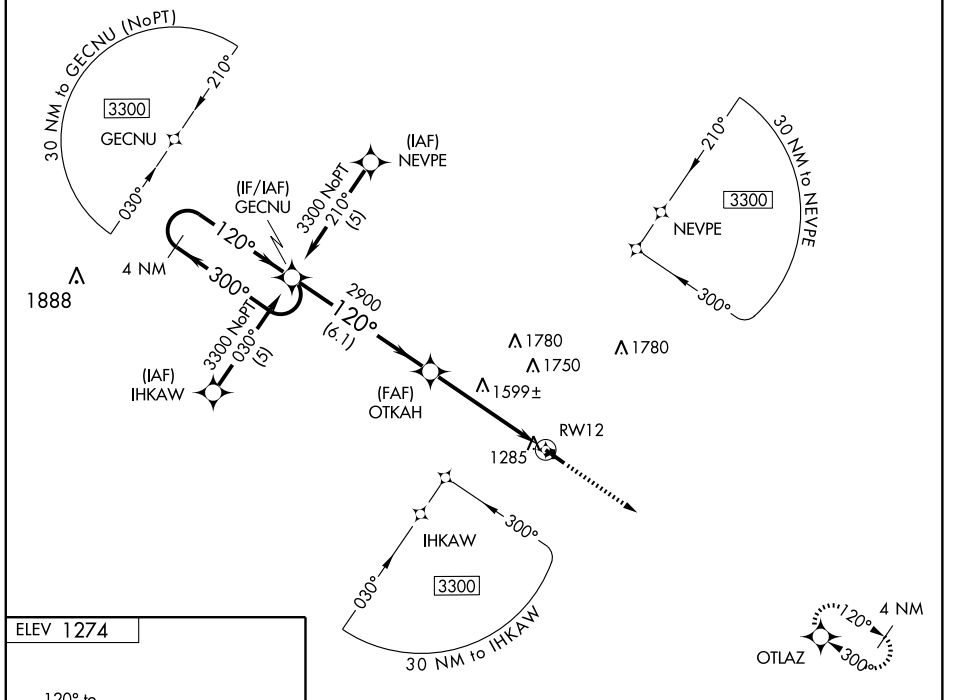
DENISON MUNI (DNS)

WAAS Ch 90409 W12A	APP CRS 120°	Rwy Idg TDZE Apt Elev	5000 1274 1274
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▽ DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
△ NA BARO-VNAV and VDP NA when using Carroll altimeter setting.
 When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV ¼ mile all Cats, LNAV Cat C ¼ mile, and circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3900 direct OTLAZ and hold.

AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1524-1 250 (300-1)			NA
LNAV/VNAV DA	1554-1 280 (300-1)			NA
LNAV MDA	1860-1 586 (600-1)		1860-1 ½ 586 (600-1 ½)	NA
CIRCLING	1860-1 586 (600-1)	1880-1 606 (700-1)	1880-1 ¾ 606 (700-1 ¾)	NA

MIRL Rwy 12-30 ①
 REIL Rwy 12 and 30 ①

RNAV (GPS) RWY 30

DENISON MUNI (DNS)

WAAS Ch 45908 W30A	APP CRS 300°	Rwy Idg TDZE Apt Elev	5000 1266 1274
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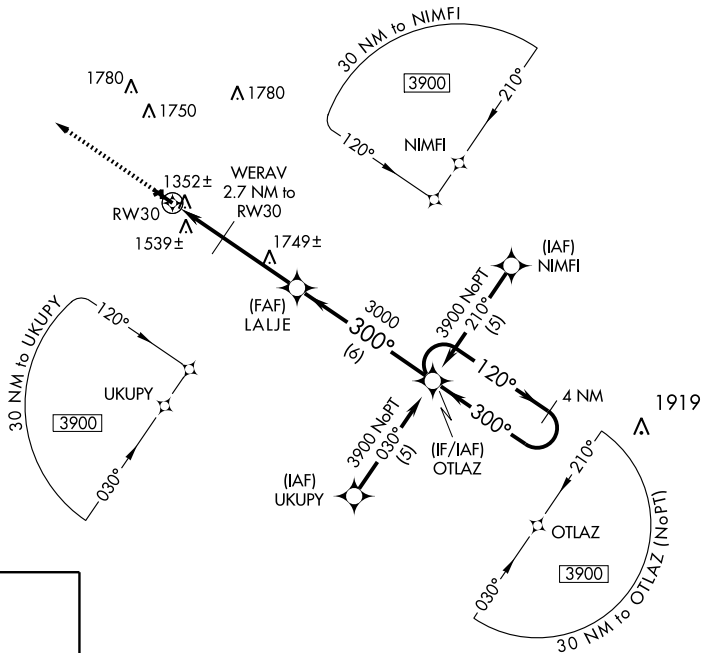
MISSED APPROACH: Climb to 3300 direct GECNU and hold.

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
△ NA When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C ¼ mile, and circling Cat C ¼ mile. BARO-VNAV NA when using Carroll altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

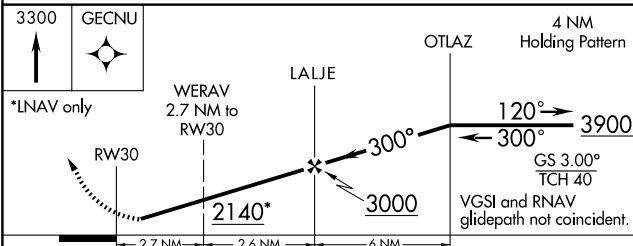
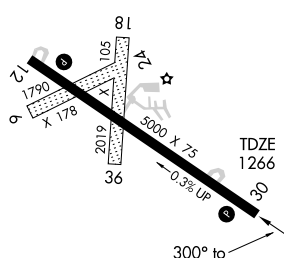
AWOS-3
119.95

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF) ①



ELEV 1274



CATEGORY	A	B	C	D
LPV DA	1551-1 285 (300-1)			NA
LNAV/VNAV DA	1853-2 587 (600-2)			NA
LNAV MDA	1800-1 534 (600-1)		1800-1 ½ 534 (600-1 ½)	NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	1880-1 ¾ 606 (700-1 ¾)	NA

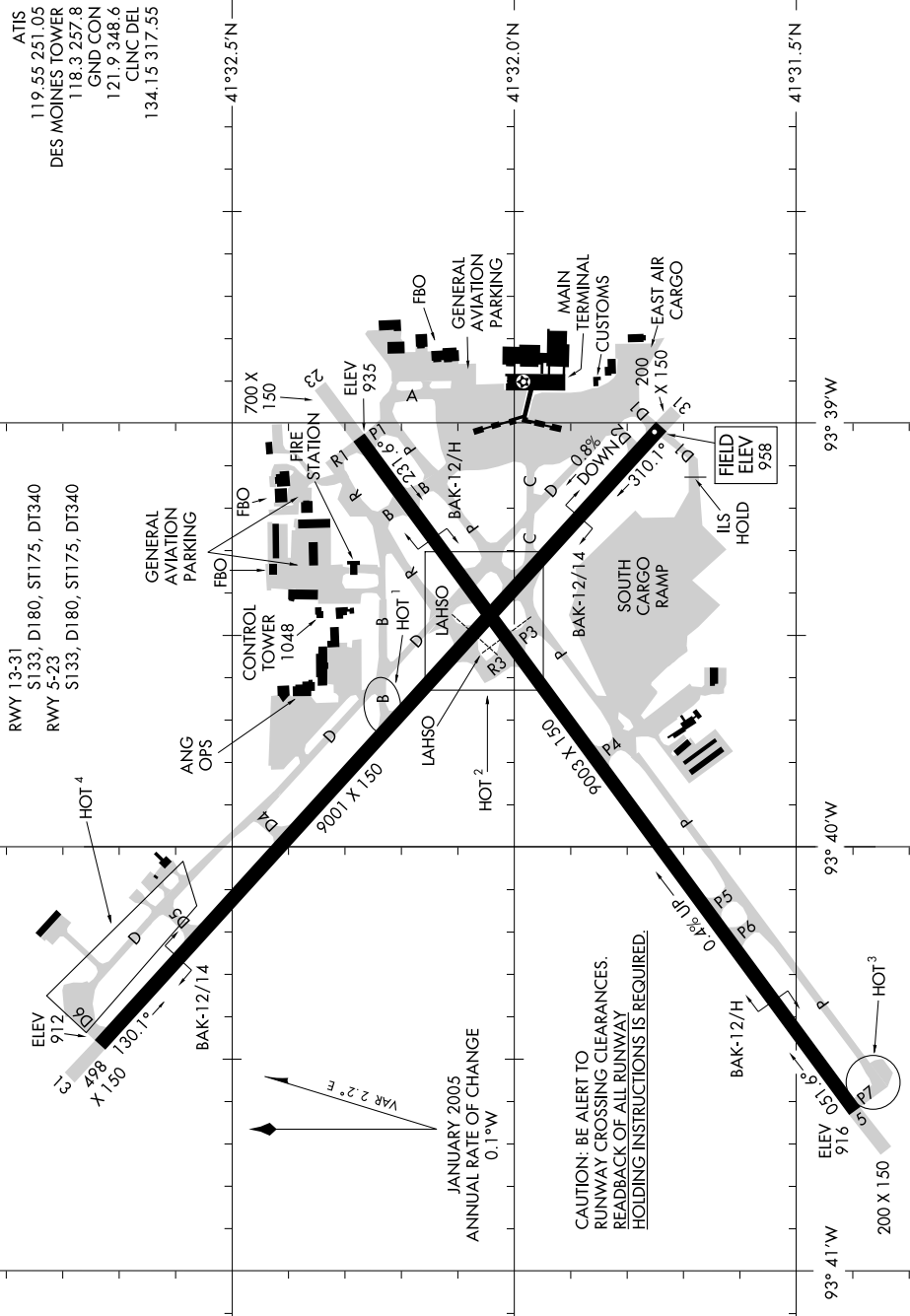
MIRL Rwy 12-30 ①
REIL Rwy 12 and 30 ①

NC-3. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-117 (FAA)

DES MOINES INTL (DSM)
DES MOINES, IOWA



NC-3, 08 APR 2010 to 06 MAY 2010

CLNC DEL
134.15 317.55
DEP CON
WEST 135.2 360.7
EAST 123.9 307.15

SIoux CITY
116.5 SUX
Chan 112
N42°20.67'
W96°19.42'
L-12

OMAHA
116.3 OVR
Chan 110
N41°10.04'
W95°44.20'
L-10-12, H-5

LINCOLN
116.1 LNK
Chan 108
N40°55.43'
W96°44.52'
L-10, H-5

ST JOSEPH
115.5 STJ
Chan 102
N39°57.63'
W94°55.51'
L-10, H-5

TOPEKA
117.8 TOP
Chan 125
N39°08.23'
W95°32.95'
L-10

SIoux FALLS
115.0 FSD
Chan 97
N43°38.97'
W96°46.87'
L-12, H-5

FORT DODGE
113.5 FOD
Chan 82
N42°36.67'
W94°17.69'
L-12, H-5

DES MOINES
117.5 DSM
Chan 122
N41°26.25'
W93°38.91'
L-12-27, H-5

LAMONI
116.7 LMN
Chan 114
N40°35.80'-W93°58.06'
L-27, H-5

KANSAS CITY
113.25 MCI
Chan 79 (Y)
N39°17.12'-W94°44.22'
L-10, H-5

MASON CITY
114.9 MCW
Chan 96
N43°05.68'
W93°19.79'
L-12, H-5

NEWTON
112.5 TNU
Chan 72
N41°47.03'
W93°06.54'
L-12

OTTUMWA
111.6 OTM
Chan 53
N41°01.75'
W92°19.55'
L-27

GOPHER
117.3 GEP
Chan 120
N45°08.74'-W93°22.39'
L-12-14, H-2

WATERLOO
112.2 ALO
Chan 59
N42°33.39'
W92°23.94'
L-28, H-5

CEDAR RAPIDS
114.1 CID
Chan 88
N41°53.25'
W91°47.14'
L-28, H-5

IOWA CITY
116.2 IOW
Chan 109
N41°31.14'
W91°36.80'
L-28, H-5

BURLINGTON
111.4 BRL
Chan 51
N40°43.40'
W90°55.55'
L-27, H-5

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10'
W92°35.50'
L-27, H-5

DUBUQUE
115.8 DBQ
Chan 105
N42°24.09'
W90°42.55'
L-28, H-5

CHICAGO O'HARE
113.9 ORD
Chan 86
N41°59.26'
W87°54.29'
L-28, H-5

BRADFORD
114.7 BDF
Chan 94
N41°09.58'
W89°35.27'
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87'-W91°16.74'
L-27, H-5

NOTE: Chart not to scale.
NOTE: Application in radar environment only.

NC-3. 08 APR 2010 to 06 MAY 2010

DEPARTURE ROUTE DESCRIPTION

Maintain runway heading; expect vector to assigned route/fix. Maintain 5000' or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOC I-DSM 110.3 Chan 40	APCH CRS 309°	Rwy ldg TDZE Arprt Elev 9001 957 957
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JAL-117 [USAF]

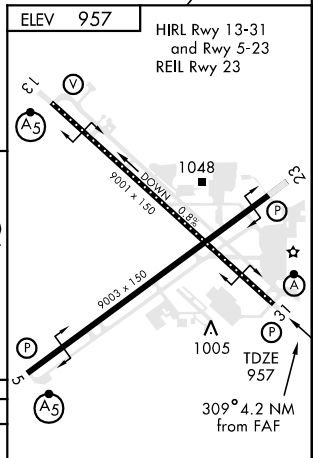
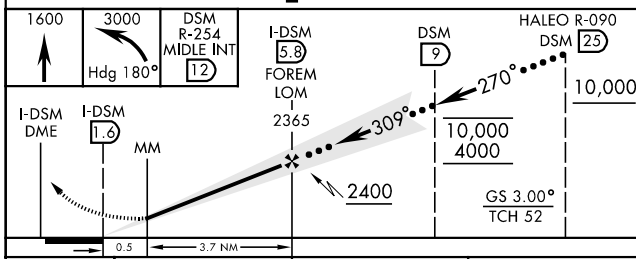
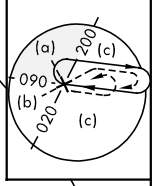
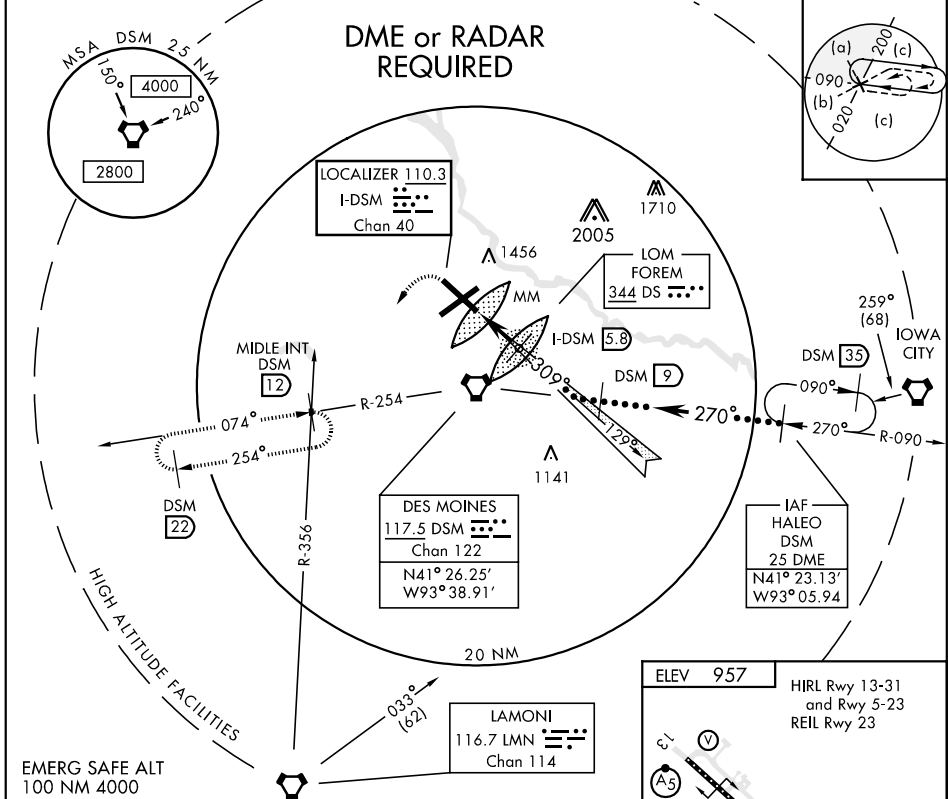
DES MOINES INTL (KDSM)

NOTE: Use I-DSM DME while on the LOC course.
* When ALS inop, increase S-ILS CAT E RVR to 40 and vis to 3/4 miles, S-LOC CAT E vis to 1 1/4 miles.



MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE INT/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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CATEGORY	C	D	E
S-ILS 31 *	1157/18 200	(200-1/2)	1157/24 200 (200-1/2)
S-LOC 31 *	1320/40	363 (400-3/4)	
CIRCLING	1420-1 1/2 463 (500-1 1/2)	1520-2 563 (600-2)	1760-2 3/4 803 (900-2 3/4)

FAF to MAP 4.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

NC-3, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 5

DES MOINES INTL (DSM)

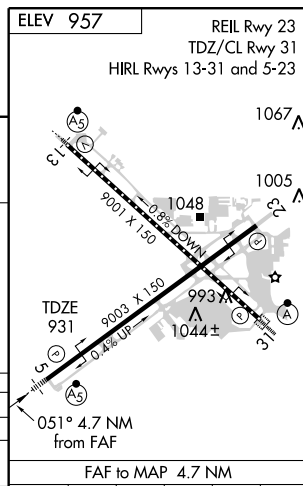
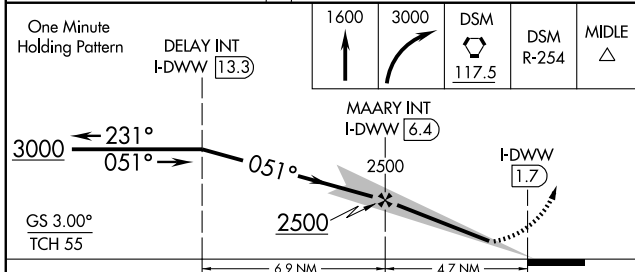
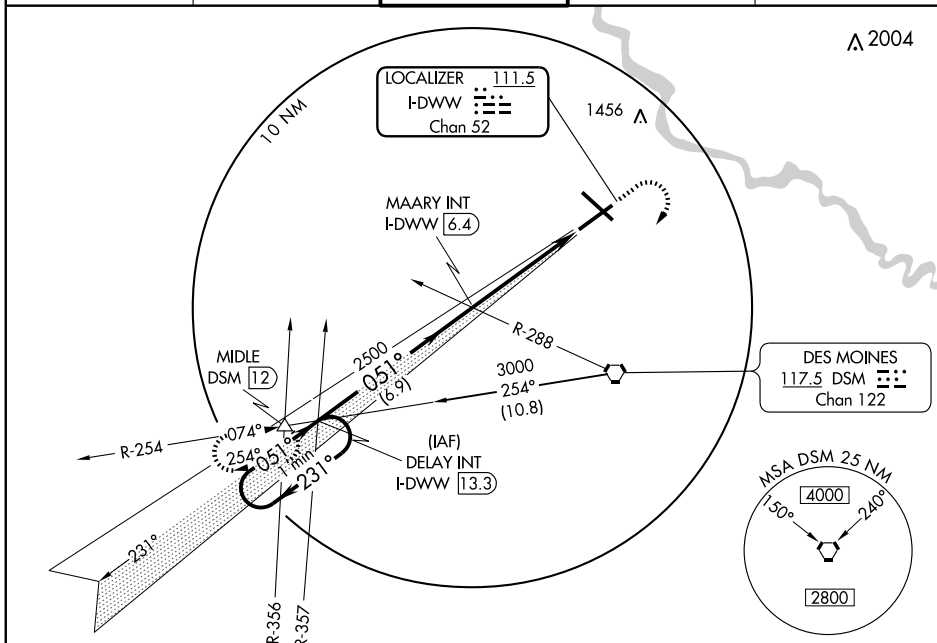
LOC/DME I-DWW	APP CRS	Rwy Idg	9003
111.5	051°	TDZE	931
Chan 52		Apt Elev	957

V * VIS CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC, then via DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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CATEGORY	A	B	C	D	E
S-ILS 5	* 1131/24 200 (200-½)				
S-LOC 5	1360/24	429 (500-½)	1360/40 429 (500-¾)	1360/50	429 (500-1)
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-3. 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 13

DES MOINES INTL (DSM)

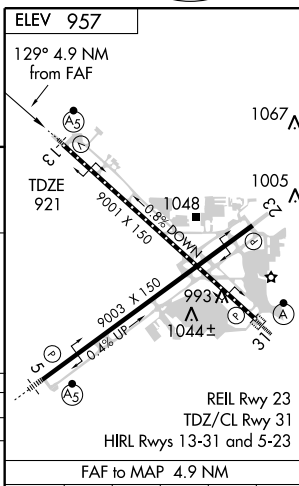
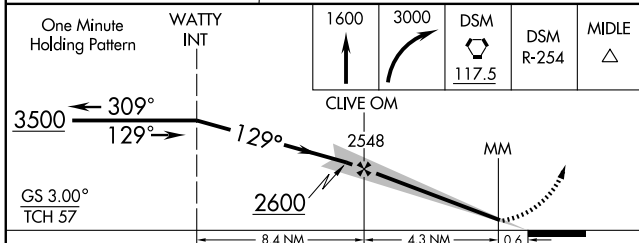
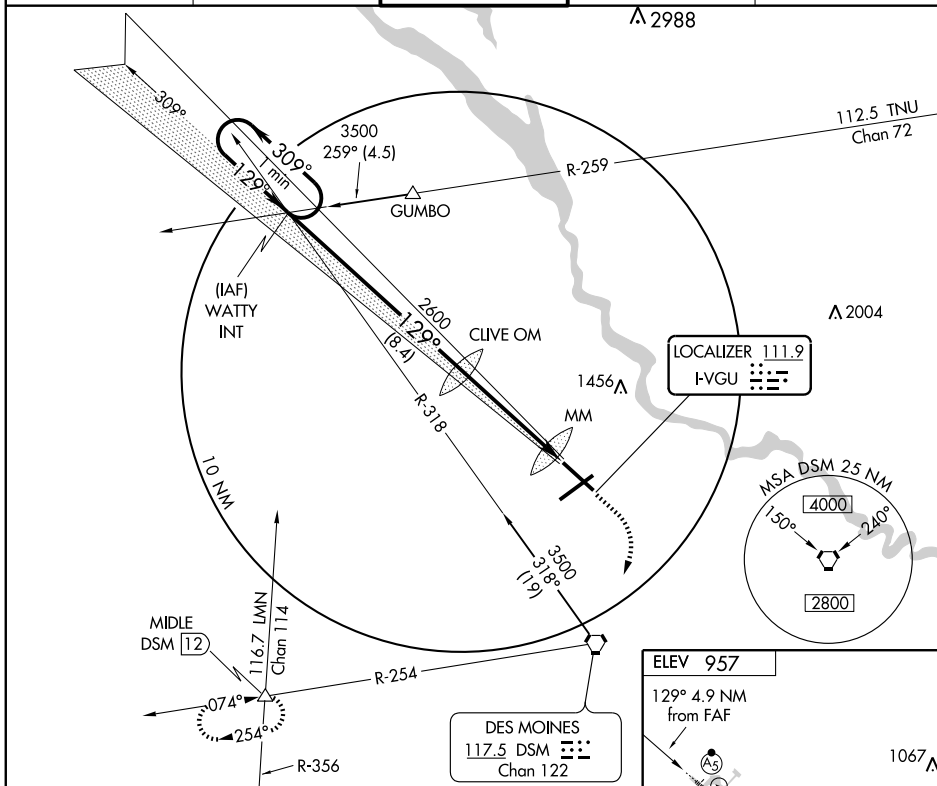
LOC I-VGU 111.9	APP CRS 129°	Rwy Idg TDZE Apt Elev	9001 921 957
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▼ For inoperative MALS/R increase Cat. E visibility to RVR 4000.
▲



MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then via DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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CATEGORY	A	B	C	D	E
S-ILS 13	1121/24 200 (200-½)				
S-LOC 13	1380/24 459 (500-½)	1380/40 459 (500-1¾)	1380/50 459 (500-1)		
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3. 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 31

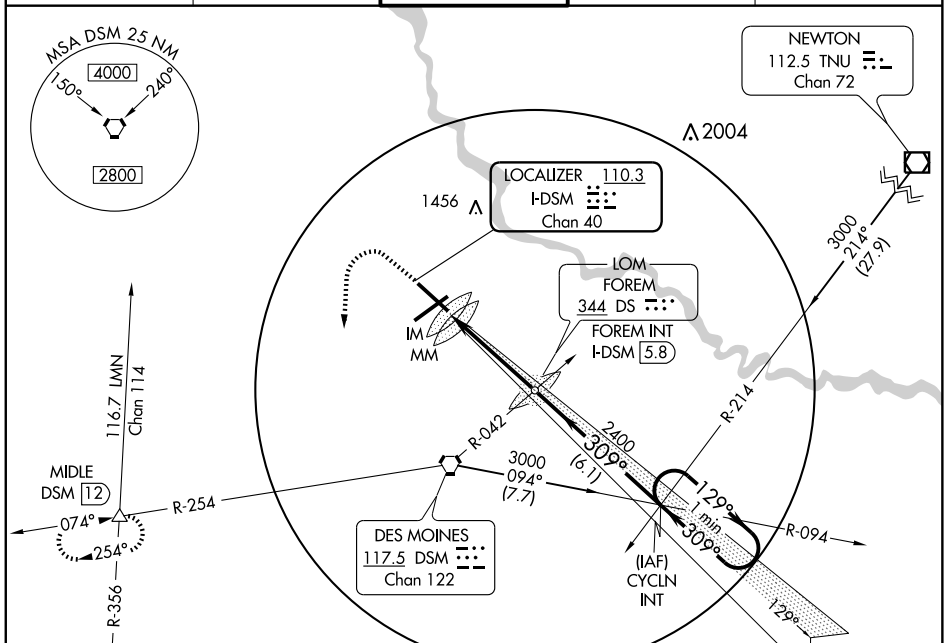
DES MOINES INTL (DSM)

LOC/DME I-DSM 110.3 Chan 40	APP CRS 309°	Rwy Idg TDZE Apt Elev	9001 957 957
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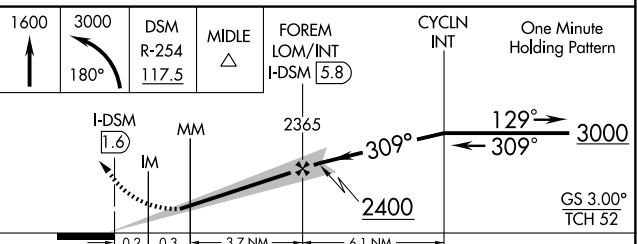
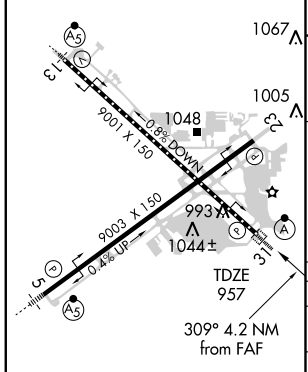
▼ For inoperative ALSF increase Cat. E visibility to RVR 4000.
 ▲
ⓐ
ⓑ
Ⓒ
Ⓓ
Ⓔ

ALSF-2 MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 957	REIL Rwy 23
	TDZ/CL Rwy 31
	HIRL Rwy 13-31 and 5-23



CATEGORY	A	B	C	D	E
S-ILS 31	1157/18 200 (200-½)			1157/24 200 (200-½)	
S-LOC 31	1320/24 363 (400-½)		1320/40 363 (400-¾)		
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

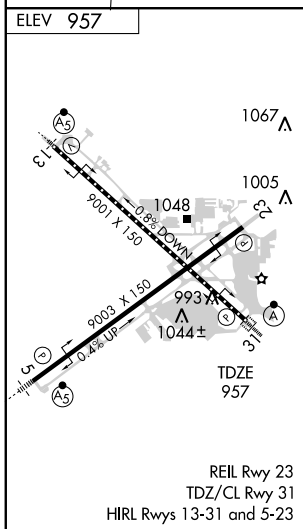
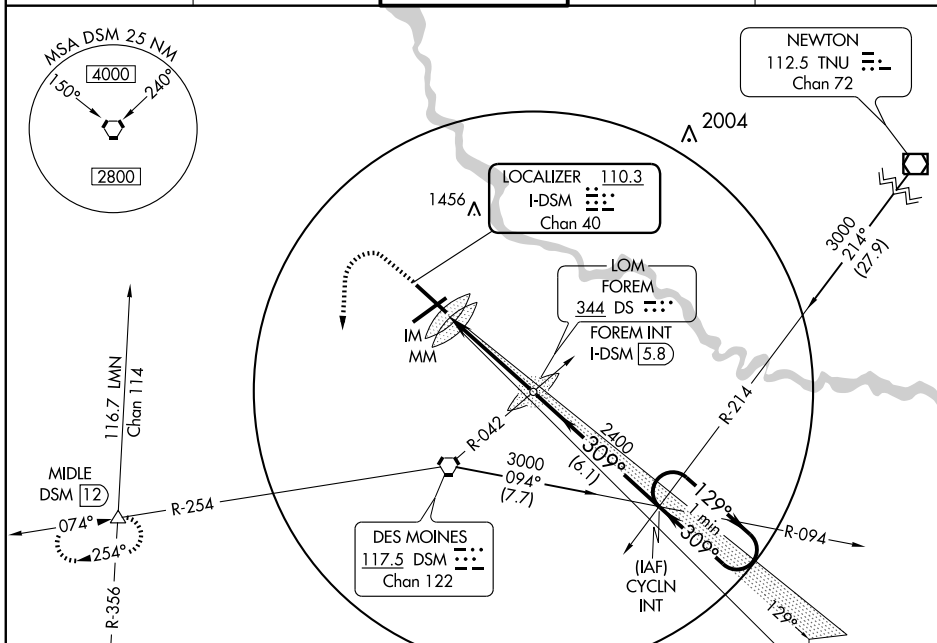
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

ILS RWY 31 (CAT II) DES MOINES INTL (DSM)

LOC/DME I-DSM 110.3 Chan 40	APP CRS 309°	Rwy Idg TDZE Apt Elev	9001 957 957
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ALSF-2
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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CATEGORY	A	B	C	D
S-ILS 31	RA 101/12 100 DA 1057			

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

NC-3, 08 APR 2010 to 06 MAY 2010

ILS RWY 31 (CAT III)

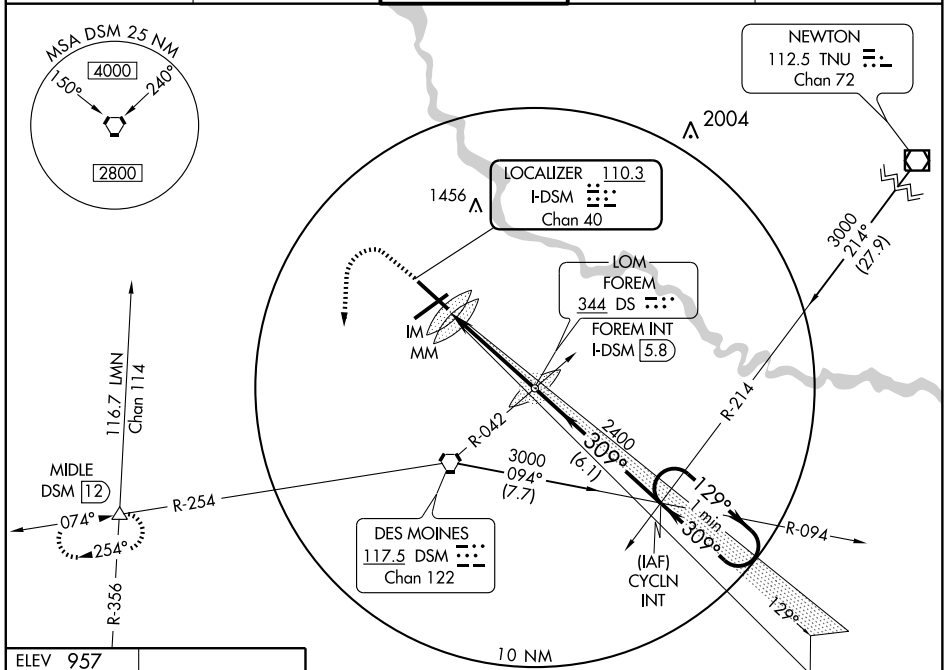
DES MOINES INTL (DSM)

LOC/DME I-DSM 110.3 Chan 40	APP CRS 309°	Rwy Idg TDZE Apt Elev	9001 957 957
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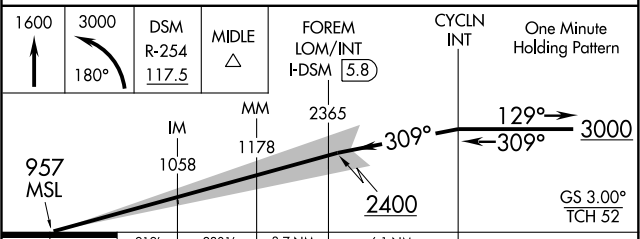
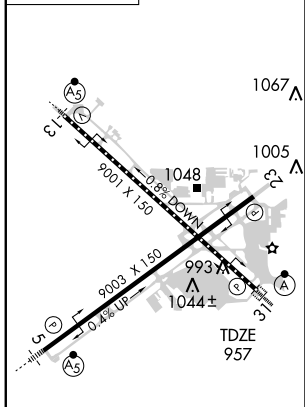


MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 957



CATEGORY	A	B	C	D
S-ILS 31		CAT IIIa	RVR 07	
S-ILS 31		CAT IIIb	RVR 06	
S-ILS 31		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED


RNAV (GPS) RWY 5

DES MOINES INTL (DSM)

WAAS CH 69202 W05A	APP CRS 051°	Rwy Idg 9003 TDZE 931 Apt Elev 958
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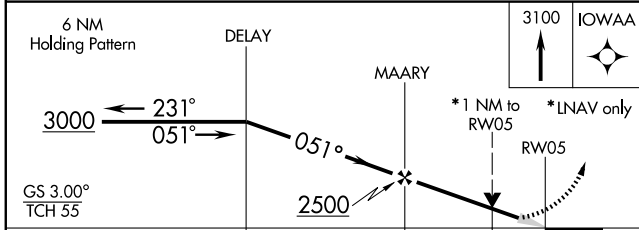
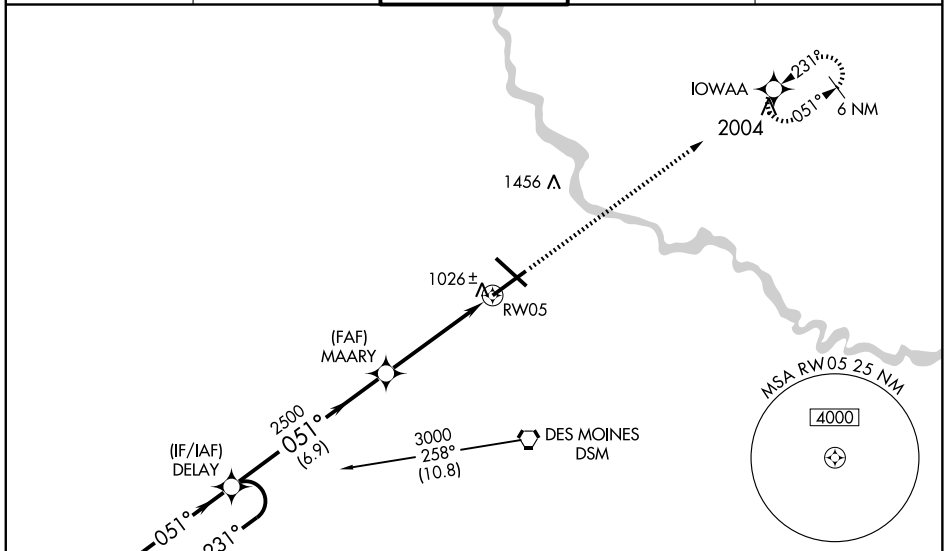
▼ DME/DME RNP-0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F).
 If local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DAs/MDAs 40 feet.
 Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.
 For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000 and LNAV/VNAV all Cats. visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000.

MALSR

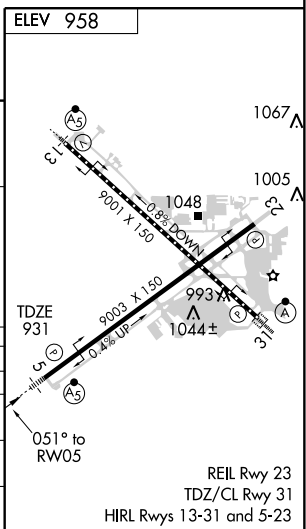


MISSED APPROACH: Climb to 3100 direct IOWAA and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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6 NM Holding Pattern	DELAY	3100	IOWAA
3000	231°	051°	051°
GS 3.00°		MAARY	* 1 NM to RWY05
TCH 55		2500	* LNAV only
		6.9 NM	3.7 NM
			1 NM
CATEGORY	A	B	C
LPV DA		1188/24	257 (300-½)
LNAV/VNAV DA		1276/40	345 (400-¾)
LNAV MDA		1280/24	349 (400-½)
			1280/50
			349 (400-1)
CIRCLING	1380-1¼ 422 (500-1¼)	1420-1¼ 462 (500-1¼)	1420-1½ 462 (500-½)
			1520-2 562 (600-2)



NC-3. 08 APR 2010 to 06 MAY 2010

REIL Rwy 23
 TDZ/CL Rwy 31
 HIRL Rwys 13-31 and 5-23


RNAV (GPS) RWY 13

DES MOINES INTL (DSM)

WAAS CH 72602 W13A	APP CRS 129°	Rwy Idg TDZE Apt Elev	9001 921 958
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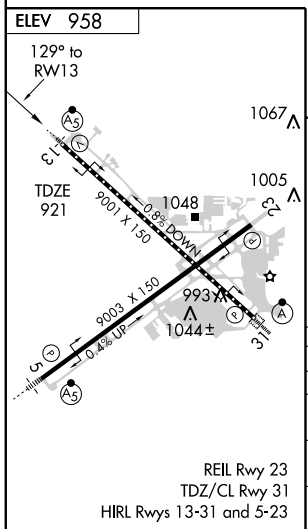
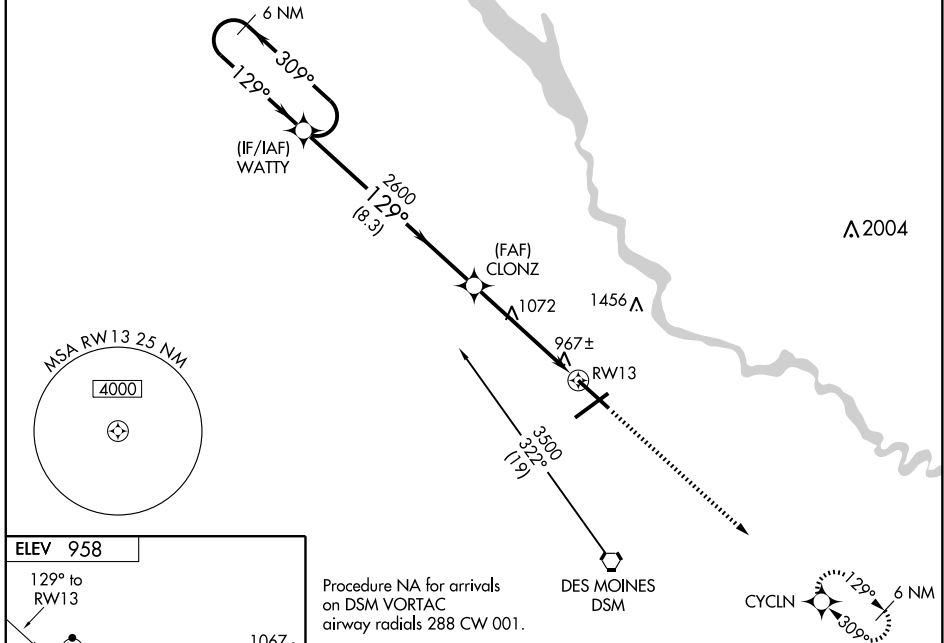
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F). DME/DME RNP-0.3 NA.
⚠ VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting. When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet, and increase LNAV/VNAV Cats A, B and C visibility to RVR 4000.
 For inoperative MALS, increase LNAV/VNAV Cat D visibility to RVR 5000.
 For inoperative MALS, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000.

MALS R

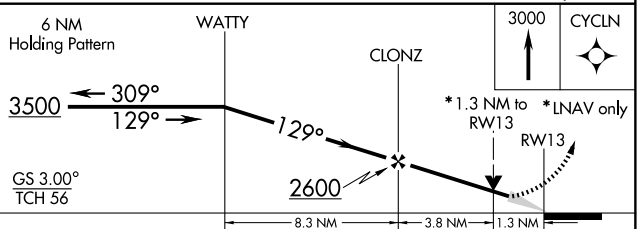


MISSED APPROACH: Climb to 3000 direct CYCLN and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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Procedure NA for arrivals on DSM VORTAC airway radials 288 CW 001.



CATEGORY	A	B	C	D
LPV DA	1171/24 250 (300-½)			
LNAV/VNAV DA	1242/24 321 (300-½)			1242/40 321 (300-¾)
LNAV MDA	1380/24	459 (500-½)	1380/40 459 (500-¾)	1380/50 459 (500-1)
CIRCLING	1380-1	1420-1	1420-1½	1520-2
	422 (500-1)	462 (500-1)	462 (500-1½)	562 (600-2)

RNAV (GPS) RWY 23

DES MOINES INTL (DSM)

APP CRS **231°**
 Rwy Idg **9003**
 TDZE **939**
 Apt Elev **957**

▼ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
▲ NA When VGSI inoperative procedure NA at night.

MISSED APPROACH: Climb to 3000 direct DELAY WP and hold.

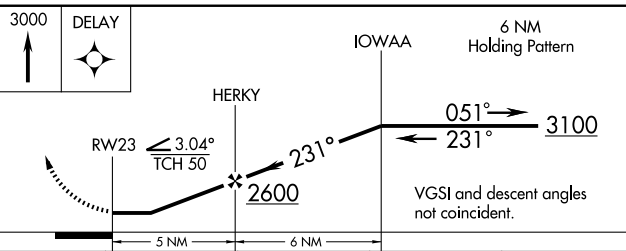
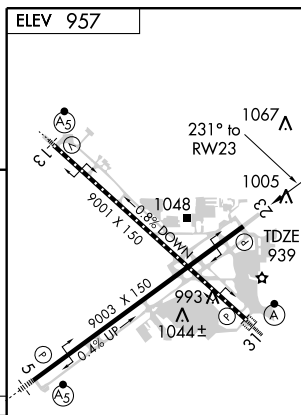
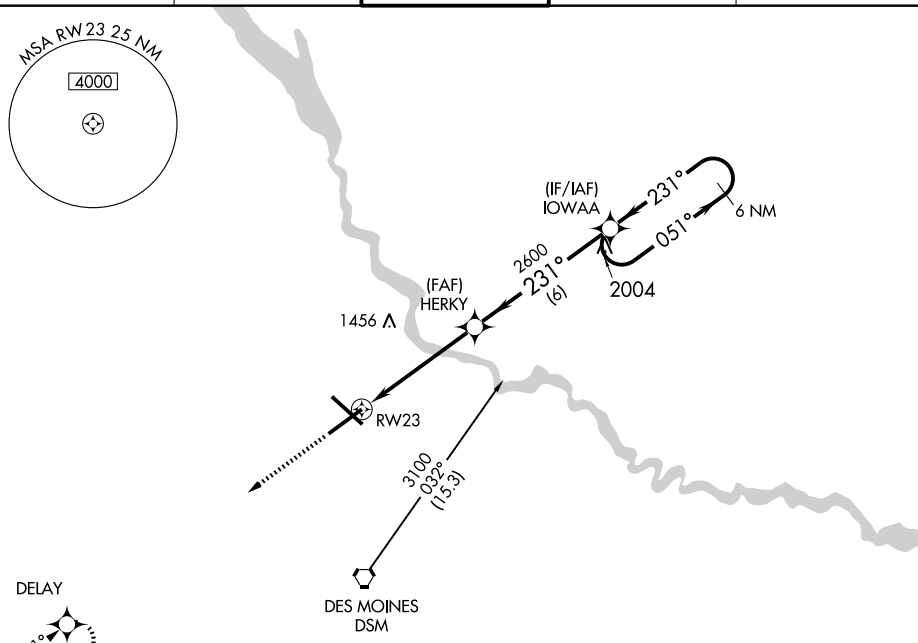
ATIS
119.55 251.05

DES MOINES APP CON
135.2 360.7

DES MOINES TOWER
118.3 257.8

GND CON
121.9 348.6

CLNC DEL
134.15 317.55



CATEGORY	A	B	C	D
RNAV MDA	1540-1	601 (600-1)	1540-1¾ 601 (600-1¾)	1540-2 601 (600-2)
CIRCLING	1540-1	583 (600-1)	1540-1¾ 583 (600-1¾)	1540-2 583 (600-2)

REIL Rwy 23
 TDZ/CL Rwy 31
 HIRL Rws 13-31 and 5-23

NC-3. 08 APR 2010 to 06 MAY 2010


RNAV (GPS) RWY 31

DES MOINES INTL (DSM)

WAAS CH 78002 W31A	APP CRS 309°	Rwy Idg TDZE Apt Elev	9001 958 958
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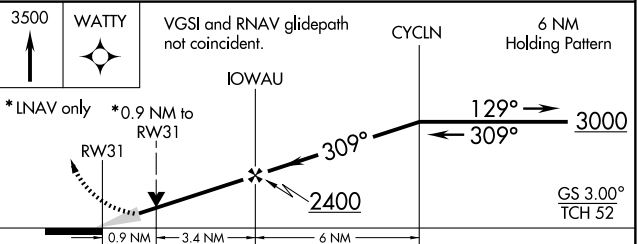
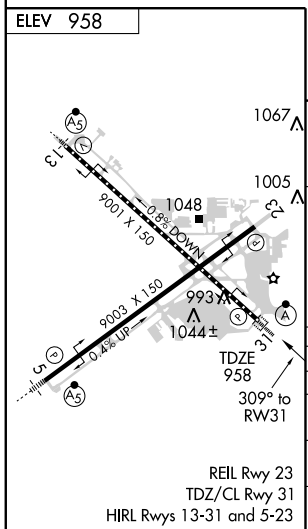
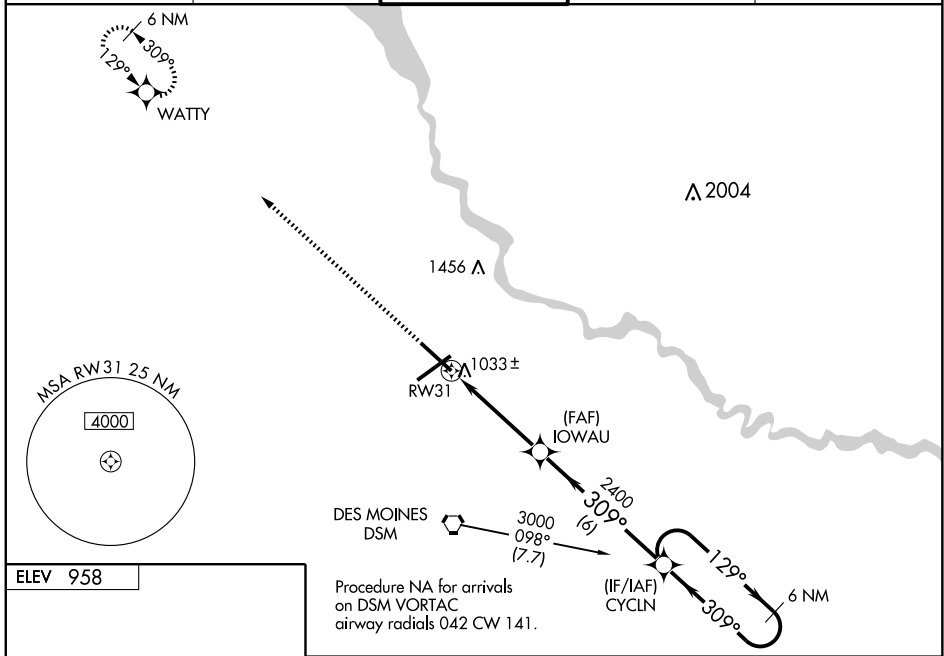
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
⚠ VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting. When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet.
 For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000.
 For inoperative ALSF, when using Ankeny Rgnl altimeter setting increase LPV all Cts visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.

ALSF-2



MISSED APPROACH: Climb to 3500 direct WATTY and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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CATEGORY	A	B	C	D
LPV DA		1208/24	250 (300-1/2)	
LNAV/VNAV DA		1299/40	341 (400-3/4)	
LNAV MDA		1300/24	342 (400-1/2)	1300/50 342 (400-1)
CIRCLING	1380-1 422 (500-1)	1420-1 462 (500-1)	1420-1 1/2 462 (500-1 1/2)	1520-2 562 (600-2)

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VOR/DME RWY 23

DES MOINES INTL (DSM)

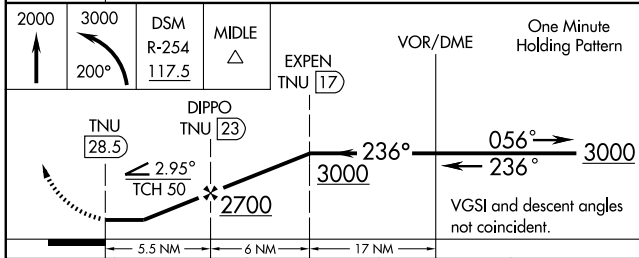
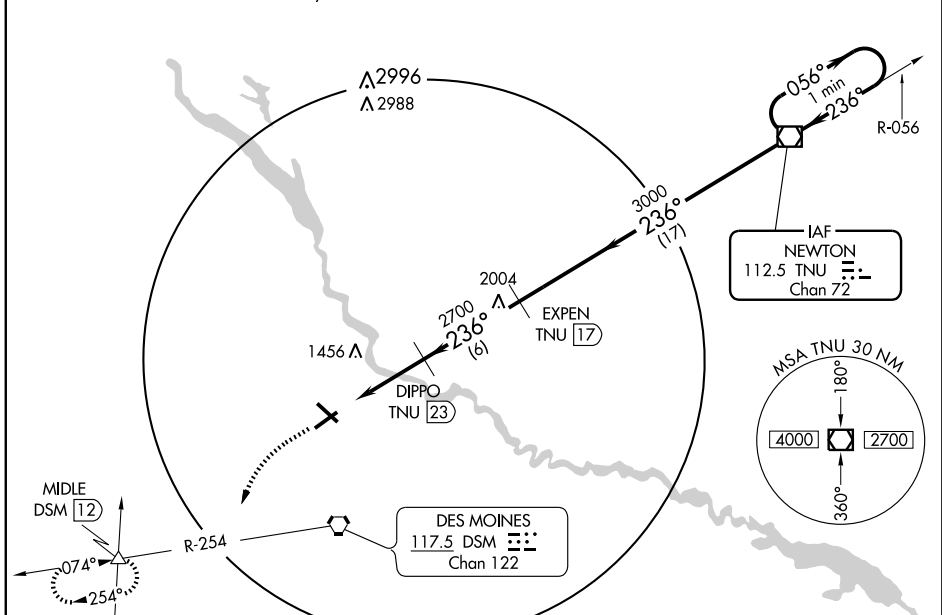
VOR/DME TNU 112.5 Chan 72	APP CRS 236°	Rwy Idg TDZE Apt Elev 9003 939 957
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▼ When VGSI inoperative, procedure NA at night.
▲

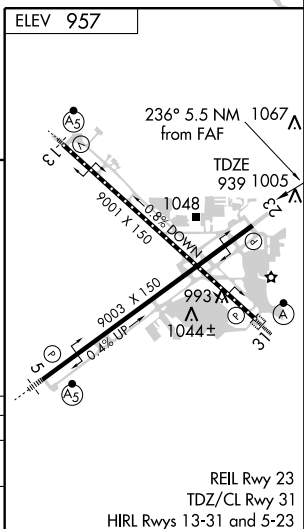
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 200° and DSM VORTAC R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise to 081.



CATEGORY	A	B	C	D
S-23	1720-1 781 (800-1)	1720-1¼ 781 (800-1¼)	1720-2¼ 781 (800-2¼)	1720-2½ 781 (800-2½)
CIRCLING	1720-1 763 (800-1)	1720-1¼ 763 (800-1¼)	1720-2¼ 763 (800-2¼)	1720-2½ 763 (800-2½)



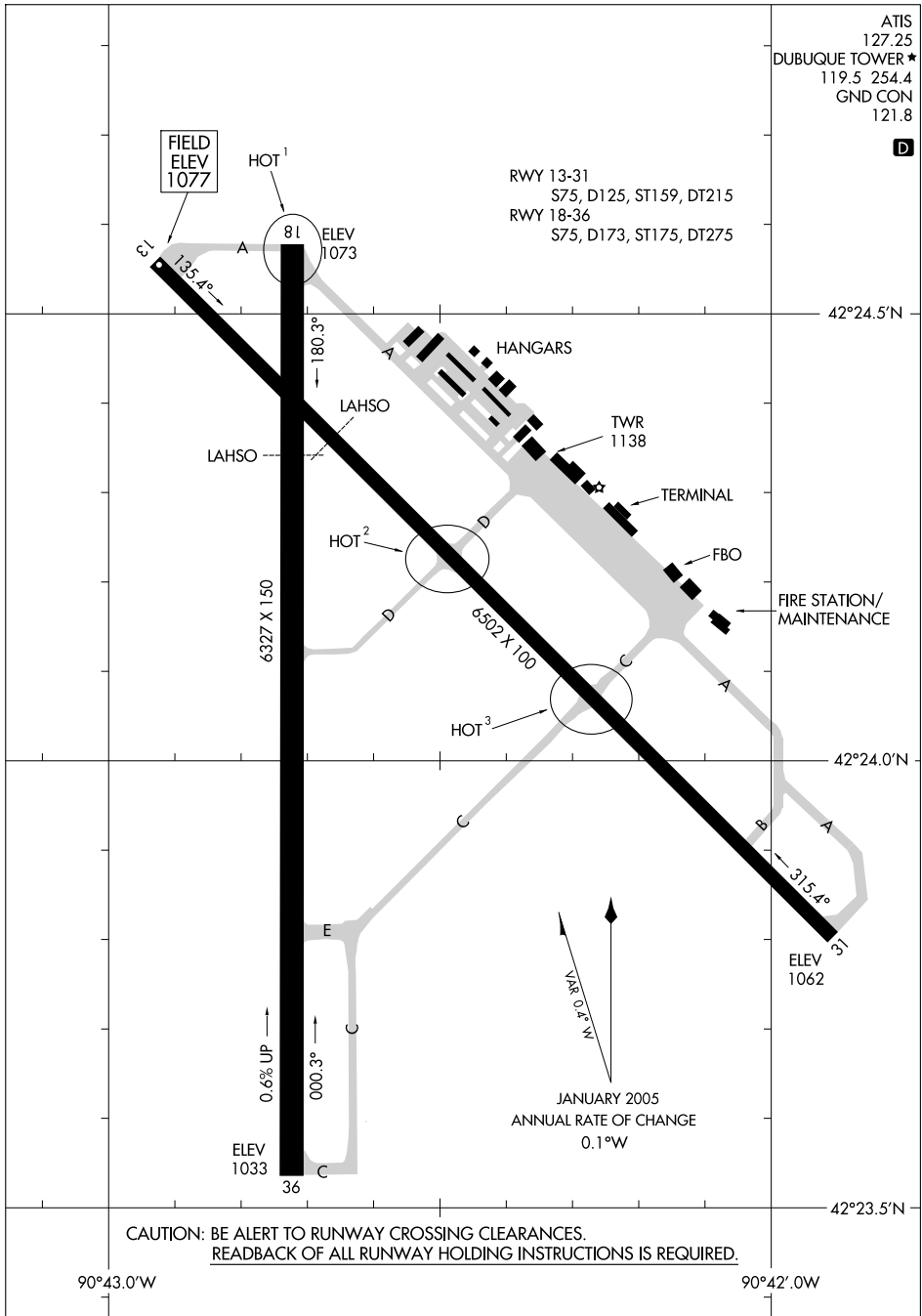
NC-3. 08 APR 2010 to 06 MAY 2010

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

AIRPORT DIAGRAM

AL-923 (FAA)

DUBUQUE RGNL (DBQ)
DUBUQUE, IOWA



NC-3, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 36

DUBUQUE RGNL (DBQ)

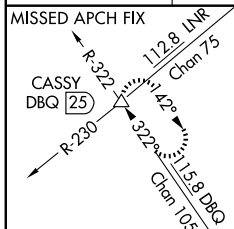
LOC/DME I-FUQ 110.9 Chan 46	APP CRS 357°	Rwy Idg 6327 TDZE 1047 Apt Elev 1076
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▼ * RVR 1800 authorized with the use of FP or AP or HUD to DA.

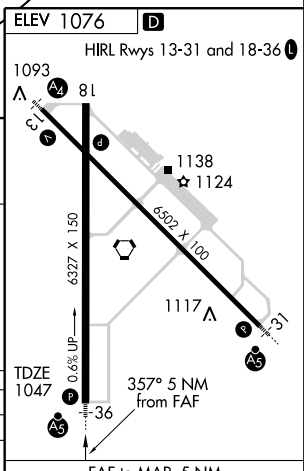
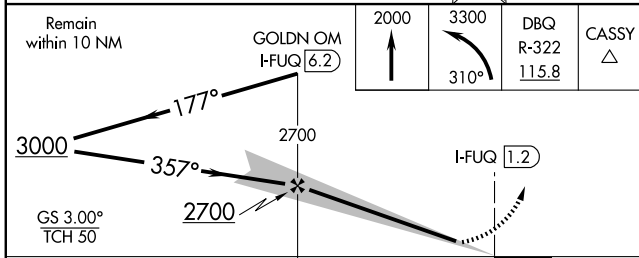
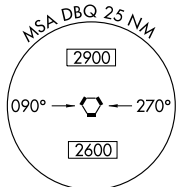
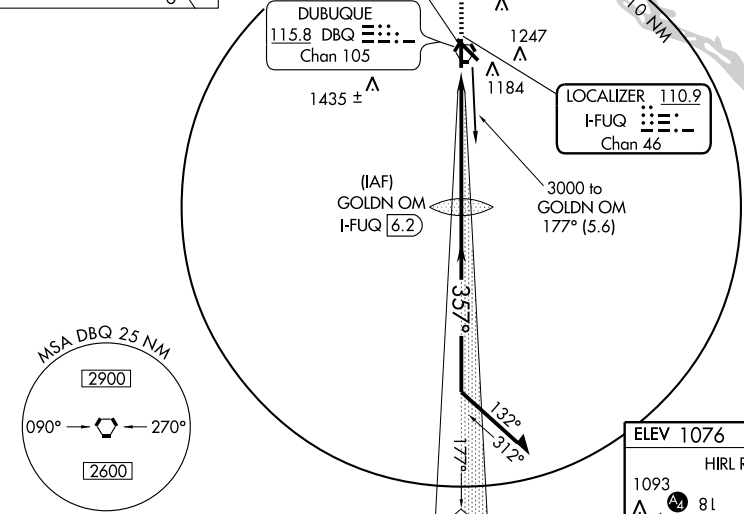


MISSED APPROACH: Climb to 2000 then climbing left turn to 3300 via heading 310° and DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER * 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 36	* 1247/24		200 (200-½)	
S-LOC 36	1460/24	413 (400-½)	1460/40	413 (400-¾)
CIRCLING	1580-1	504 (600-1)	1580-1½ 504 (600-1½)	1640-2 564 (600-2)

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LOC/DME BC RWY 13

DUBUQUE RGNL (DBQ)

LOC I-DBQ 108.7	APP CRS 132°	Rwy Idg TDZE Apt Elev	6502 1076 1076
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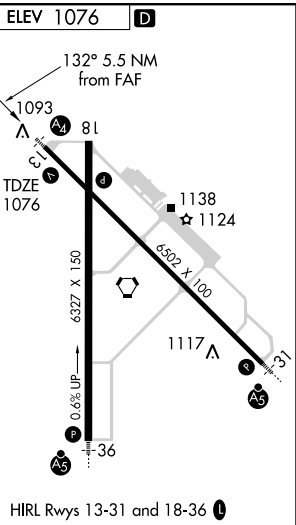
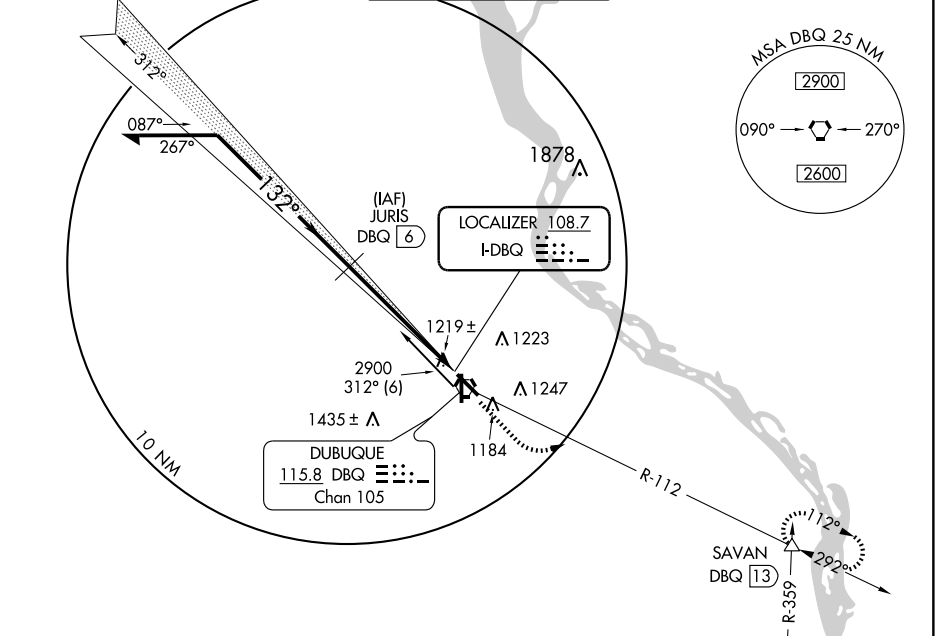
▼ DME from DBQ VORTAC. Simultaneous reception of I-DBQ and DBQ DME required. Inoperative table does not apply to S-13 Cat. C.

▲ NA

MALS \equiv

MISSED APPROACH: Climb to 2500, then climbing left turn to 3300 via DBQ R-112 to SAVAN Int/13 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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BACK COURSE

Remain within 10 NM

JURIS DBQ 6

2500

3300

SAVAN DBQ R-112

312°

132°

2900

2900

3.08° TCH 40

4.8 NM

0.7

DBQ 1.2

VGSIs and descent angles not coincident. Disregard glide slope indications.

CATEGORY	A	B	C	D
S-13	1480- $\frac{3}{4}$ 404 (500- $\frac{3}{4}$)		1480- $\frac{1}{4}$ 404 (500- $\frac{1}{4}$)	
CIRCLING	1580-1 504 (600-1)		1580- $\frac{1}{2}$ 504 (600- $\frac{1}{2}$)	1640-2 564 (600-2)

NC-3. 08 APR 2010 to 06 MAY 2010

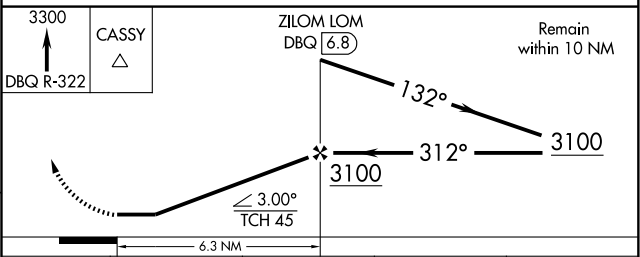
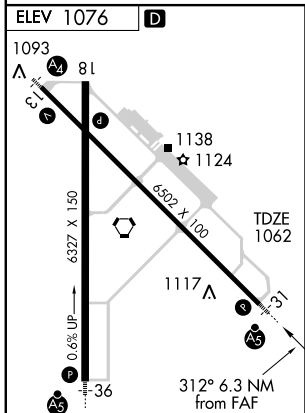
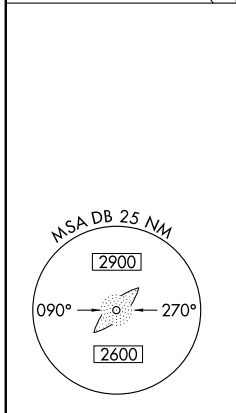
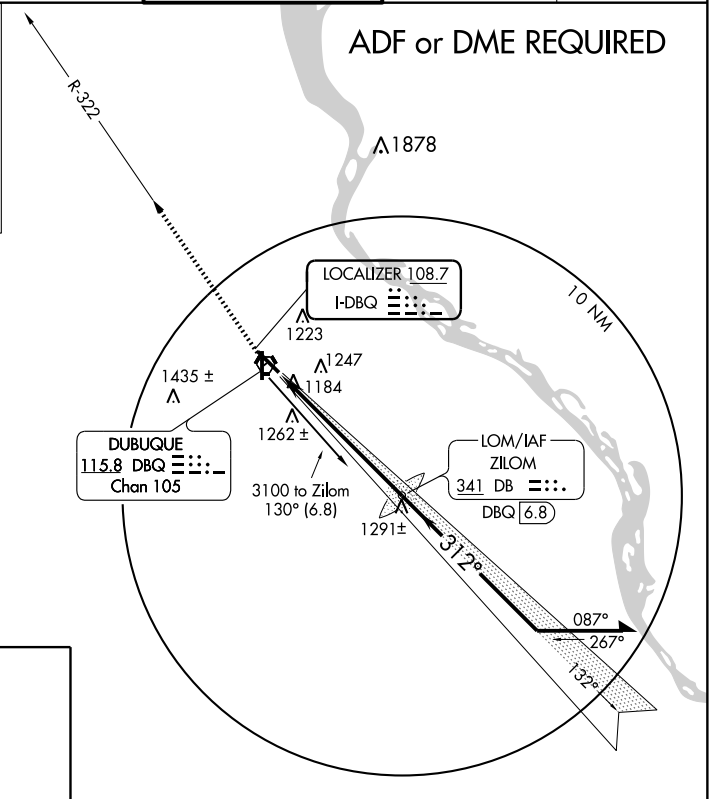
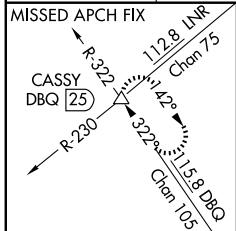
LOC RWY 31

DUBUQUE RGNL (DBQ)

LOC I-DBQ 108.7	APP CRS 312°	Rwy Idg TDZE Apt Elev	6302 1062 1076
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NA	MALSR MALS	MISSED APPROACH: Climb to 3300 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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HIRL Rwy 13-31 and 18-36

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

CATEGORY	A	B	C	D
S-31	1540-1/2 478 (500-1/2)		1540-3/4 478 (500-3/4)	1540-1 478 (500-1)
CIRCLING	1580-1 504 (600-1)		1580-1 1/2 504 (600-1 1/2)	1640-2 564 (600-2)

RNAV (GPS) RWY 13

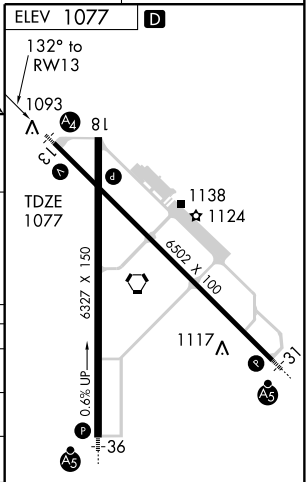
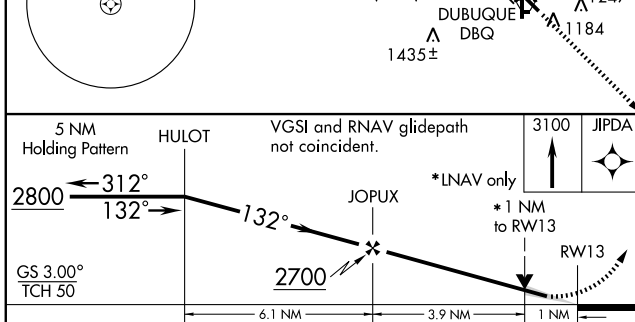
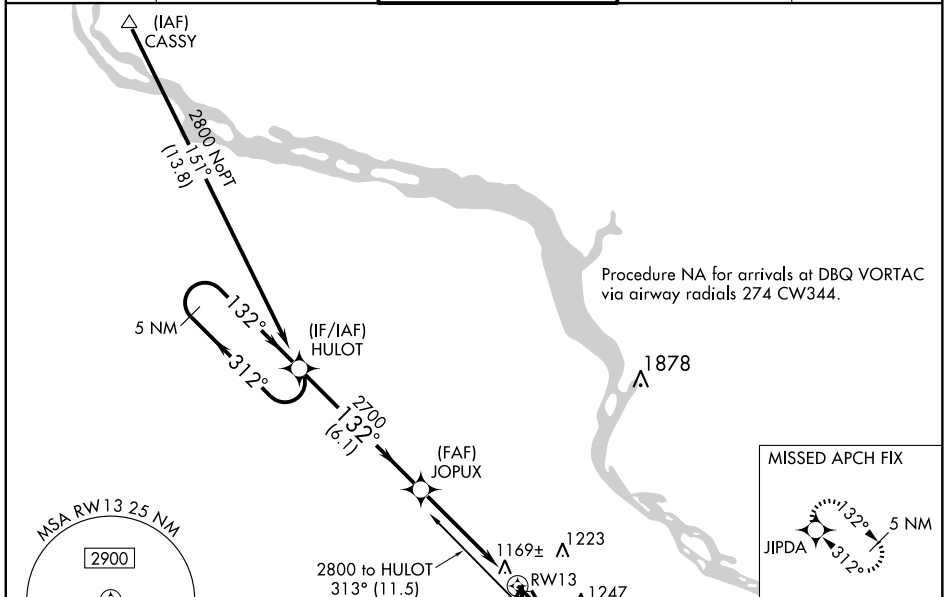
DUBUQUE RGNL (DBQ)

WAAS Chan 93700 W13A	APP CRS 132°	Rwy Idg 6502 TDZE 1077 Apt Elev 1077
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⚠ Inoperative table does not apply to LPV and LNAV/VNAV.
⚠ Baro-VNAV NA when using Monticello altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).
 DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.
 If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

MAIS MISSED APPROACH: Climb to 3100 direct JIPDA and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1393-1 316 (400-1)			
LNAV/VNAV DA	1574-1¾ 497 (500-1¾)			
LNAV MDA	1420-¾	343 (400-¾)		1420-1¼ 343 (400-1¼)
CIRCLING	1580-1¾	503 (600-1¾)		1640-2 563 (600-2)

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RNAV (GPS) RWY 31

DUBUQUE RGNL (DBQ)

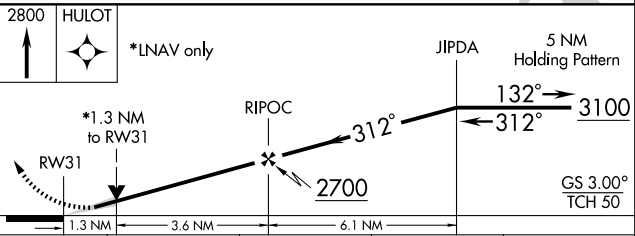
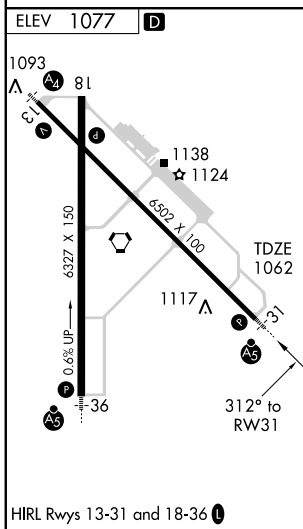
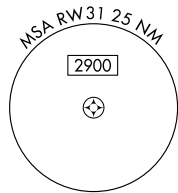
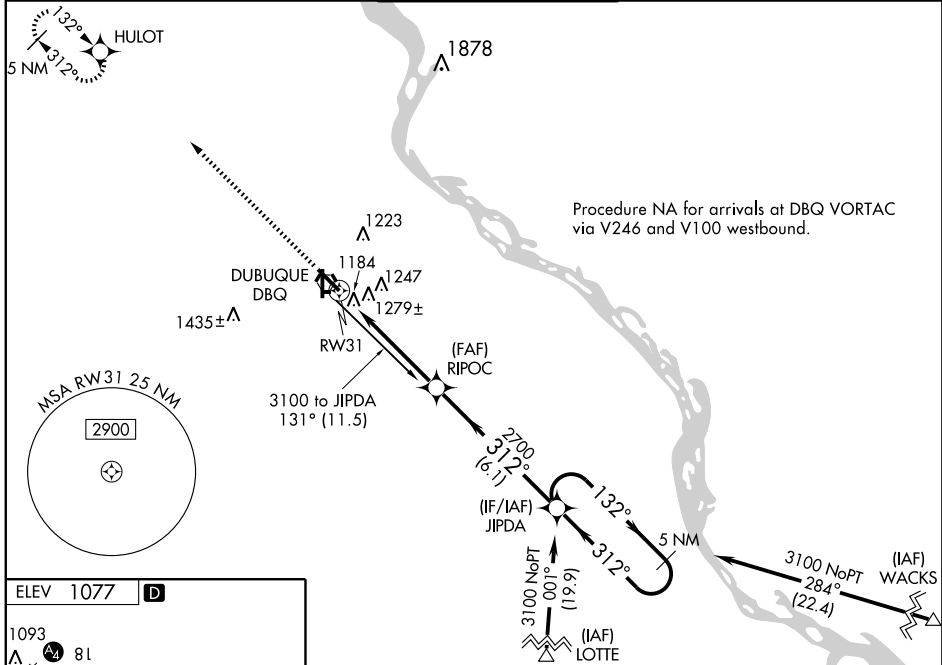
WAAS Chan 69400 W31A	APP CRS 312°	Rwy Idg TDZE 6302 1062 Apt Elev 1077
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⚠ For inoperative MALSR, increase LPV all Cats visibility to 1½ and LNAV Cats A, B visibility to 1.
⚠ Baro-VNAV NA when using Monticello altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).
 DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.
 If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.



MISSED APPROACH: Climb to 2800 direct HULOT and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1481-1 419 (500-1)			
LNAV/VNAV DA	1603-1½ 541 (600-1½)			
LNAV MDA	1540-¾	478 (500-¾)	1540-1 478 (500-1)	
CIRCLING	1620-2	543 (600-2)	1640-2 563 (600-2)	

NC-3. 08 APR 2010 to 06 MAY 2010


RNAV (GPS) RWY 36

DUBUQUE RGNL (DBQ)

WAAS CH 62807 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	6327 1048 1077
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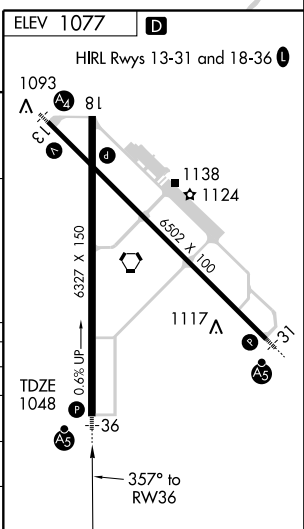
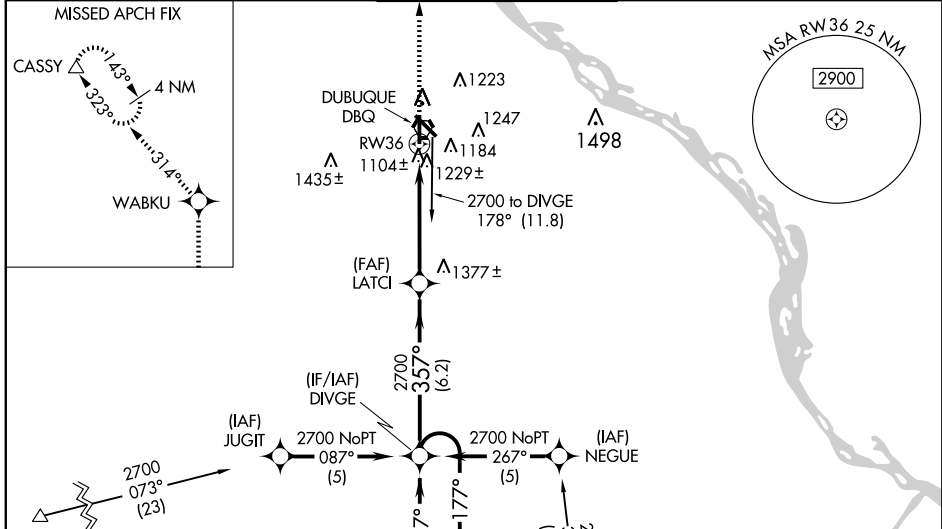
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and circling Cat C visibility ¼ mile. For inoperative MALSR when using Monticello altimeter setting, increase LPV all Cats visibility to RVR 5000.

MALSR



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

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1248/24		200 (200-½)	
LNAV/VNAV DA	1525/60		477 (500-1¼)	
LNAV MDA	1480/24	432 (500-½)	1480/40	432 (500-¾)
CIRCLING	1580-1	503 (600-1)	1580-1½	503 (600-1½)
			1640-2	563 (600-2)

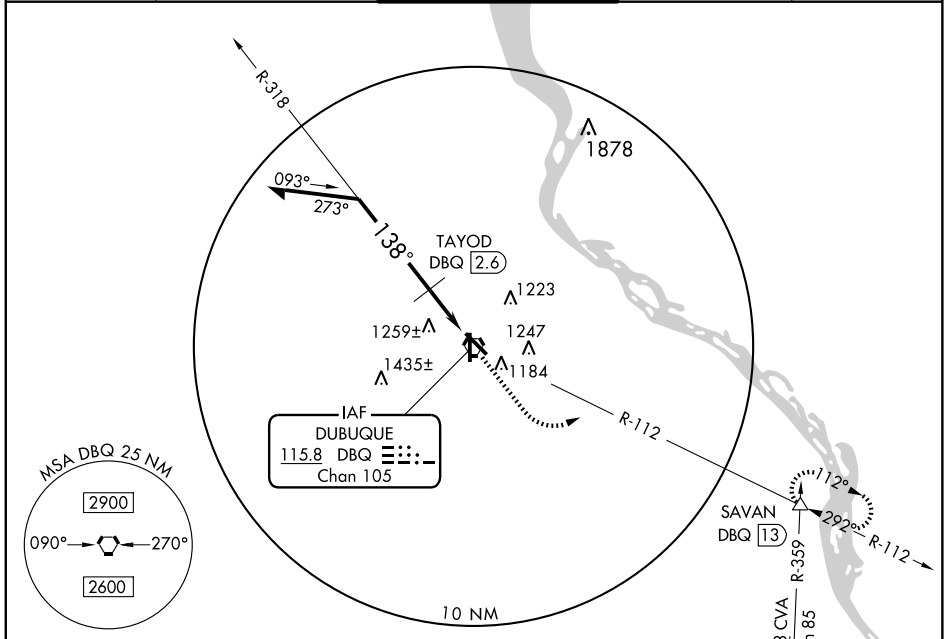
VOR RWY 13

DUBUQUE RGNL (DBQ)

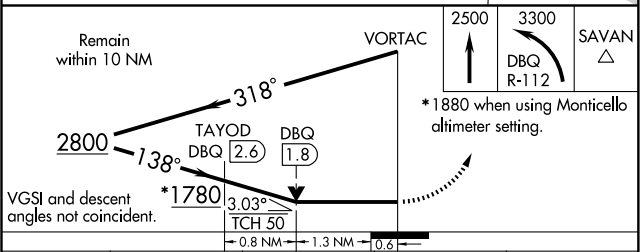
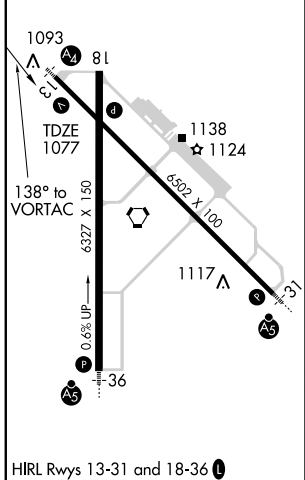
VORTAC DBQ 115.8 Chan 105	APP CRS 138°	Rwy Idg TDZE Apt Elev	6502 1077 1077
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<p>Inoperative table does not apply to Cat C. If local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 100 feet. VDP NA when using Monticello altimeter setting.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via DBQ VORTAC R-112 to SAVAN Int/13 DME and hold.</p>

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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ELEV 1077	D
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CATEGORY	A	B	C	D
S-13	1780-¾ 703 (800-¾)		1780-2 703 (800-2)	1780-2¼ 703 (800-2¼)
CIRCLING	1780-1 703 (800-1)		1780-2 703 (800-2)	1780-2¼ 703 (800-2¼)
TAYOD FIX MINIMUMS				
S-13	1520-¾ 443 (500-¾)		1520-1¼ 443 (500-1¼)	1520-1½ 443 (500-1½)
CIRCLING	1580-1 503 (600-1)		1580-1½ 503 (600-1½)	1640-2 563 (600-2)

VOR RWY 31

DUBUQUE RGNL (DBQ)

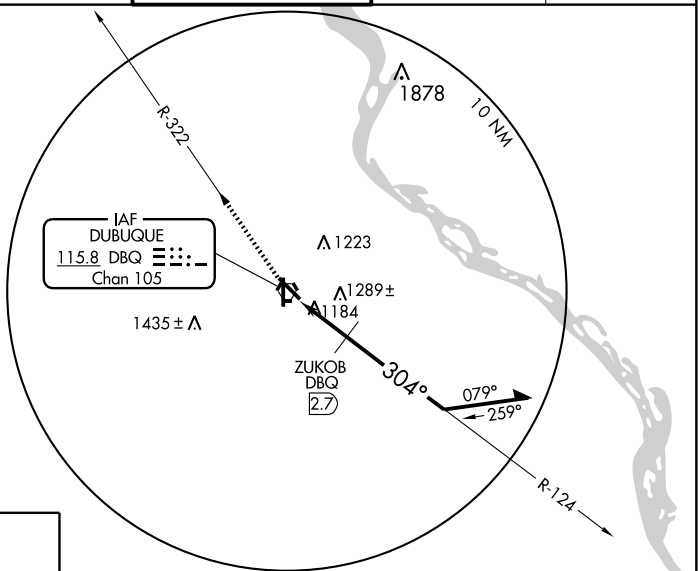
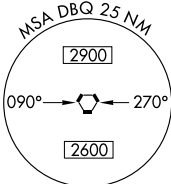
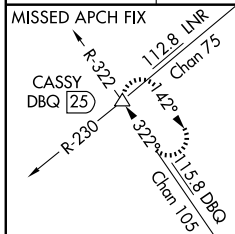
VORTAC DBQ	APP CRS	Rwy Idg	6302
115.8	304°	TDZE	1062
Chan 105		Apt Elev	1077

▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received use Monticello altimeter setting increase all MDAs 100 feet and increase visibility S-31 Cat C and D 1/2 mile, circling Cat B 1/4 mile and Cat C and D 1/2 mile, ZUKOB fix minimums S-31 Cat C and D 1/4 mile, and circling Cat C 1/4 mile. VDP NA when using Monticello altimeter setting.
 For inoperative MALSRS, increase S-31 Cat A and B visibility to 1 mile, increase ZUKOB fix minimums Cat A and B visibility to 1 mile.
 For inoperative MALSRS when using Monticello altimeter setting increase Cat A visibility for S-31 and ZUKOB fix minimums to 1 mile.

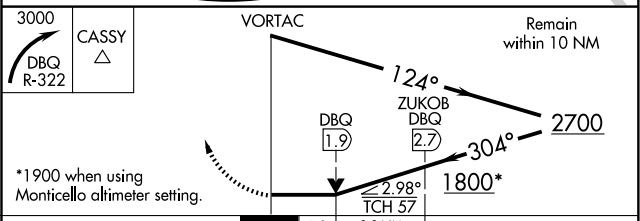
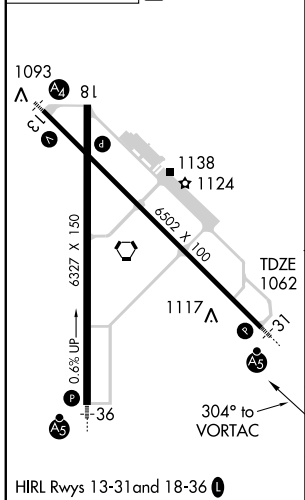


MISSED APPROACH: Climbing right turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER * 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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ELEV 1077 **D**




CATEGORY	A	B	C	D
S-31	1800-3/4	738 (800-3/4)	1800-1 1/2 738 (800-1 1/2)	1800-1 3/4 738 (800-1 3/4)
CIRCLING	1800-1	723 (800-1)	1800-2 723 (800-2)	1800-2 1/4 723 (800-2 1/4)
ZUKOB FIX MINIMUMS				
S-31	1540-3/4 478 (500-3/4)			1540-1 478 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1 1/2 523 (600-1 1/2)	1640-2 563 (600-2)

VOR RWY 36

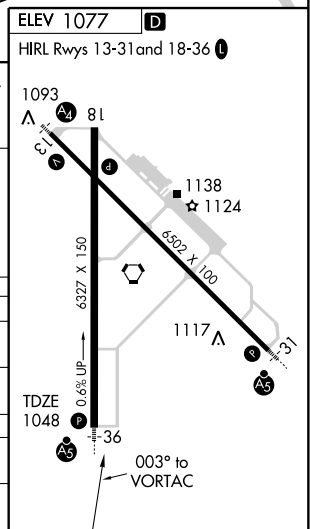
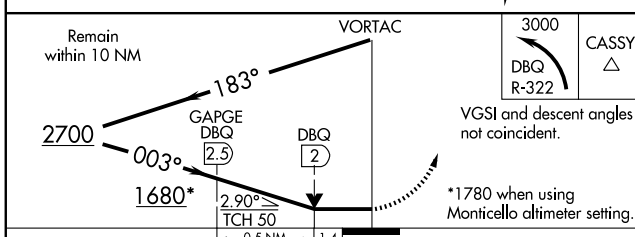
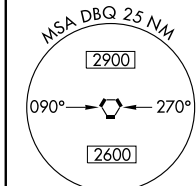
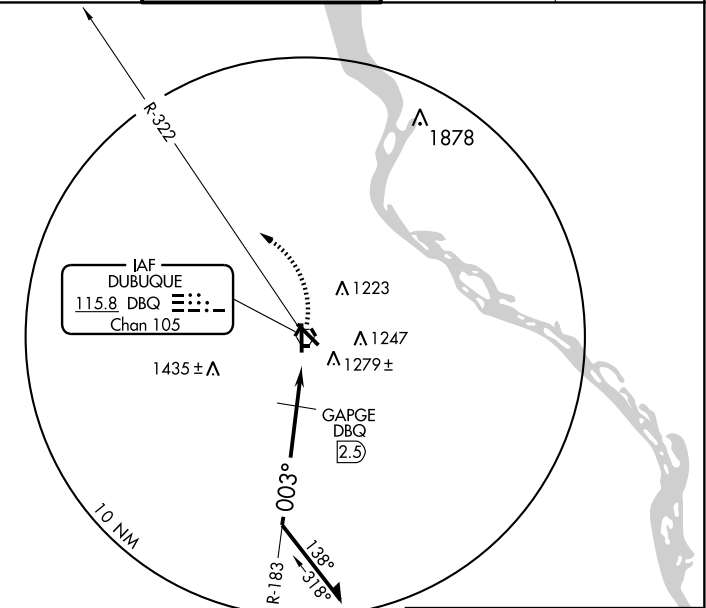
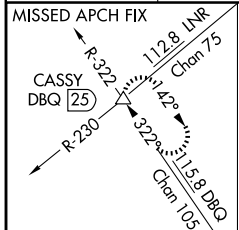
DUBUQUE RGNL (DBQ)

VORTAC DBQ	APP CRS	Rwy Idg	6327
115.8	003°	TDZE	1048
Chan 105		Apt Elev	1077

⚠ When local altimeter setting not received use Monticello altimeter setting and increase all MDAs 100 feet, increase visibility S-36 Cat C and D 1/4 mile, circling Cat C and D 1/4 mile, GAPGE fix minimums S-36 Cat C to RVR 5000 and Cat D to RVR 6000, and circling Cat C 1/4 mile. VDP NA when using Monticello altimeter setting.

MALSR

MISSED APPROACH: Climbing left turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER * 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-36	1680/24	632 (700-1/2)	1680/60 632 (700-1 1/4)	1680-1 1/2 632 (700-1 1/2)
CIRCLING	1680-1	603 (700-1)	1680-1 3/4 603 (700-1 3/4)	1680-2 603 (700-2)
GAPGE FIX MINIMUMS				
S-36	1540/24	492 (500-1/2)	1540/40 492 (500-3/4)	1540/50 492 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1 1/2 523 (600-1 1/2)	1640-2 563 (600-2)

NDB EAG 302	APP CRS 120°	Rwy ldg TDZE Apt Elev	3371 1133 1133
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NDB RWY 13

EAGLE GROVE MUNI (EAG)

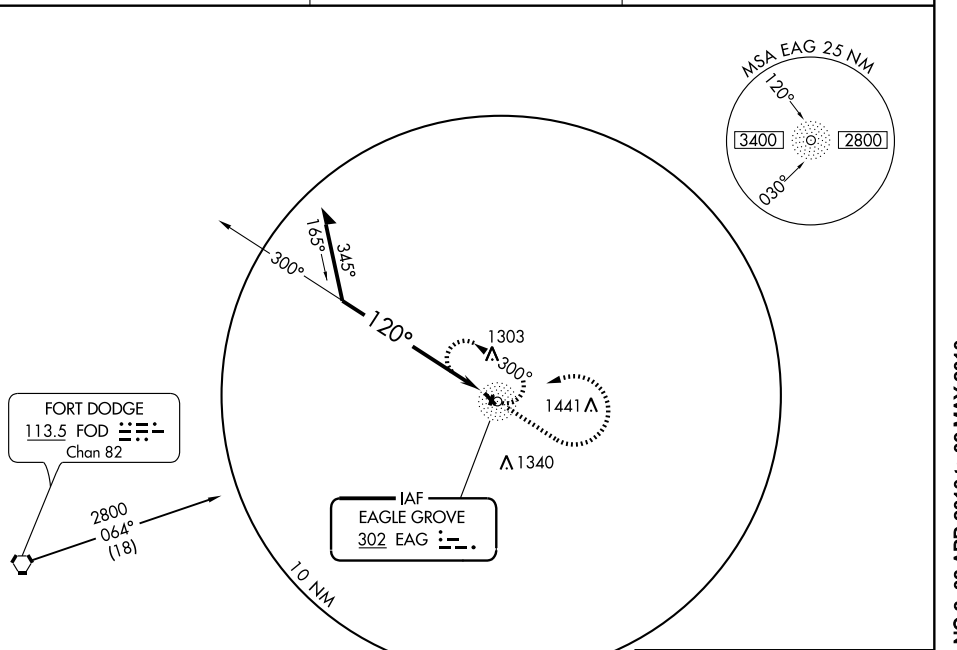
▽ Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct EAG NDB and hold.

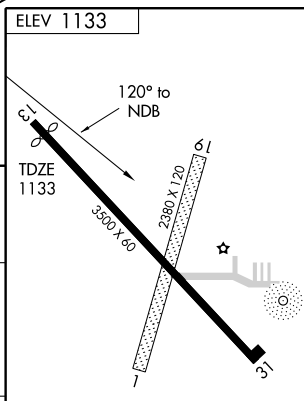
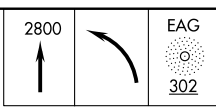
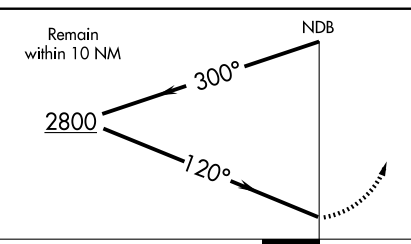
CLARION AWOS-3
126.575

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0



▲ 1760



CATEGORY	A	B	C	D
S-13	1700-1	567 (600-1)		NA
CIRCLING	1700-1	567 (600-1)		NA

MIRL Rwy 13-31 **0**
REIL Rwy 13 and 31 **0**

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 13

EAGLE GROVE MUNI (EAG)

APP CRS 133°	Rwy Idg 3371
	TDZE 1133
	Apt Elev 1133

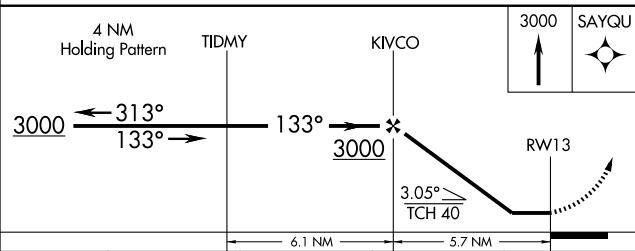
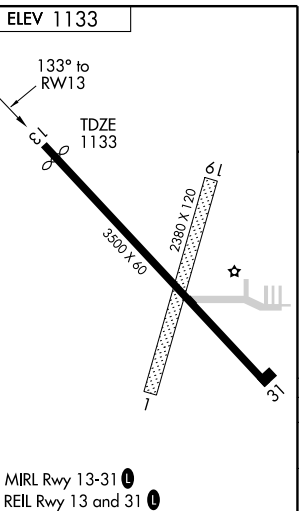
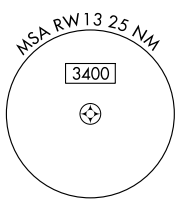
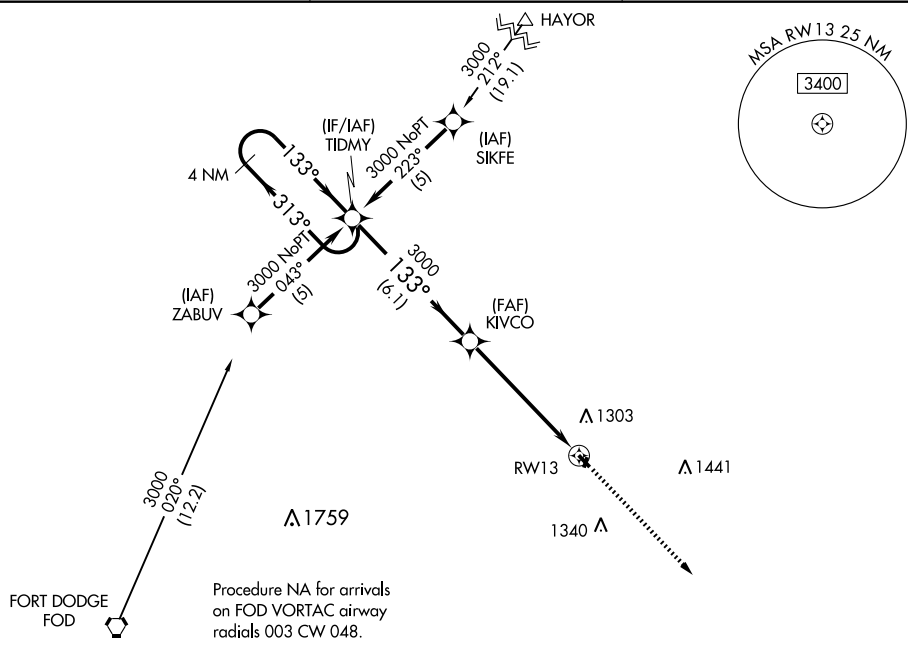
▼ DME/DME RNP-0.3 NA.
▲ NA Visibility reduction by helicopters NA.
 Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000 direct SAYQU and hold.

CLARION AWOS-3
126.575

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1660-1	527 (600-1)	NA	
CIRCLING	1660-1	527 (600-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS
313°

Rwy Idg **3500**
TDZE **1133**
Apt Elev **1133**

RNAV (GPS) RWY 31

EAGLE GROVE MUNI (EAG)

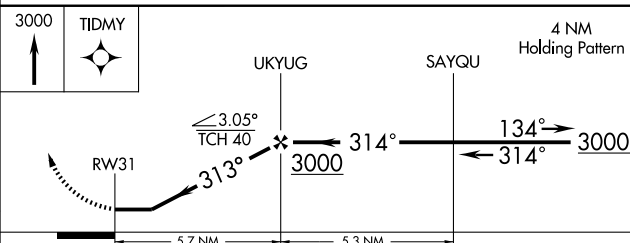
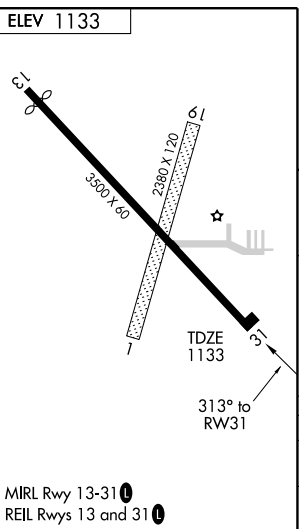
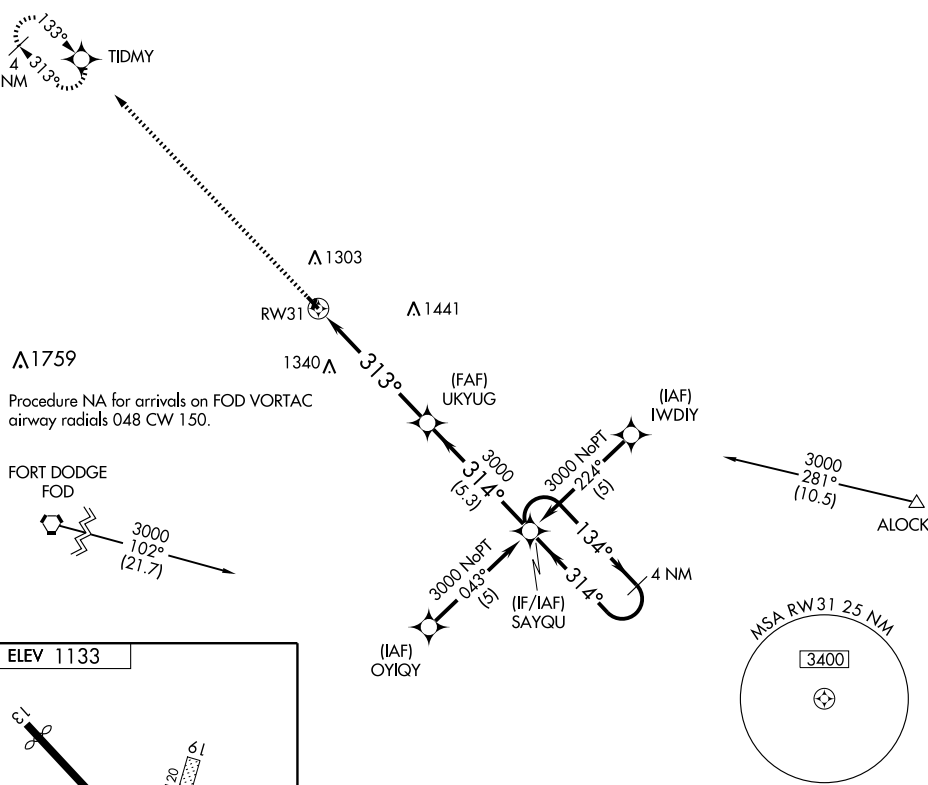
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000 direct TIDMY and hold.

CLARION AWOS-3
126.575

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
RNAV MDA	1640-1	507 (600-1)	NA	
CIRCLING	1660-1	527 (600-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME-A
EAGLE GROVE MUNI (EAG)

VORTAC FOD 113.5 Chan 82	APP CRS 063°	Rwy Idg TDZE Apt Elev N/A N/A 1133
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NA Use Clarion altimeter setting; when not received, use Fort Dodge altimeter setting.

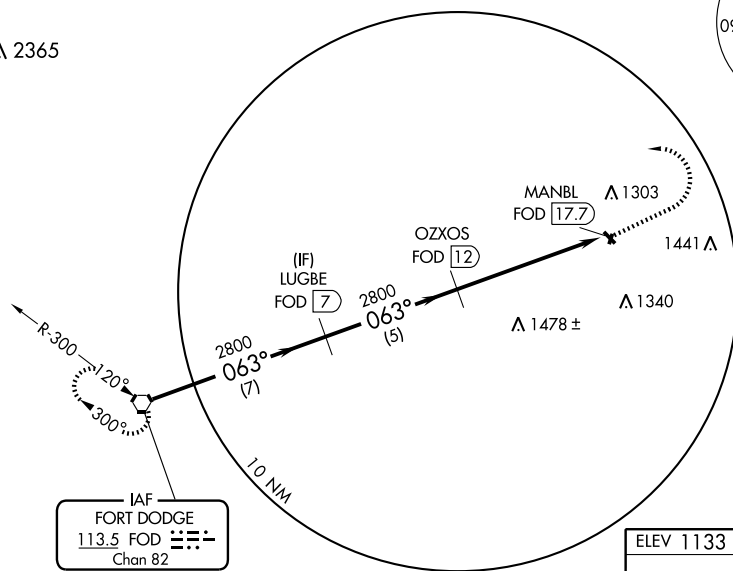
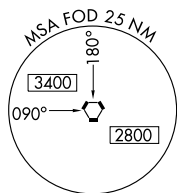
MISSED APPROACH: Climb to 2800 then left turn via FOD R-063 to FOD VORTAC and hold.

CLARION AWOS-3
126.575

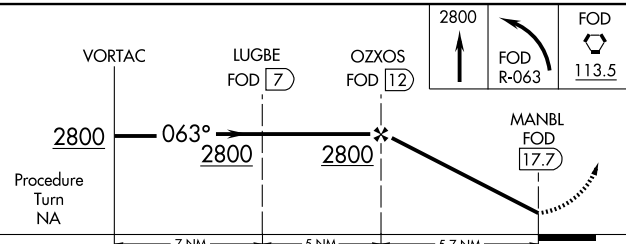
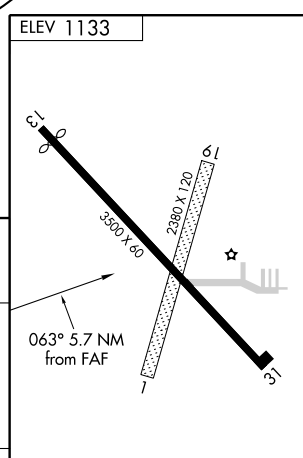
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF)

△ 2365



IAF
FORT DODGE
113.5 FOD
Chan 82



CATEGORY	A	B	C	D
CIRCLING	1660-1 527 (600-1)		NA	

MIRL Rwy 13-31
REL Rwy 13 and 31

NC-3. 08 APR 2010 to 06 MAY 2010

NDB EGQ 410	APP CRS 139°	Rwy Idg TDZE Apt Elev	3401 1205 1205
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NDB RWY 13

EMMETSBURG MUNI (EGQ)

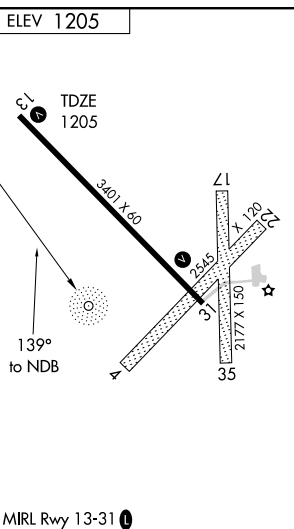
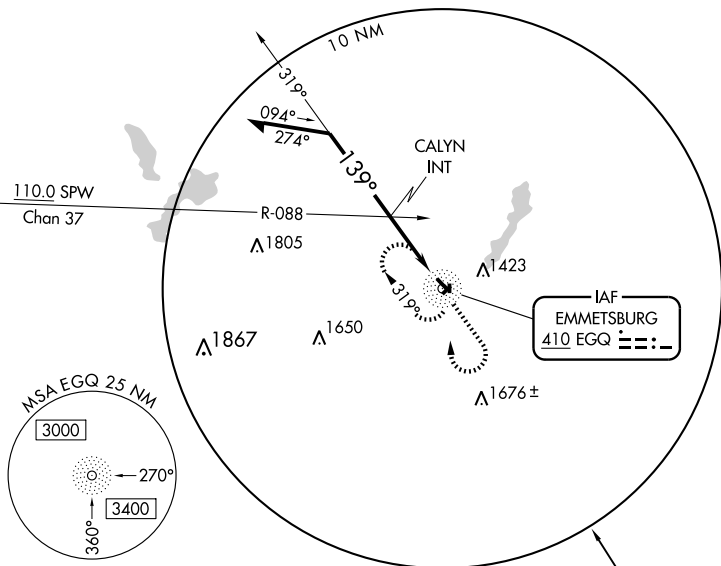
▽ Use Algona altimeter setting, when not received, use Estherville altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct EGQ NDB and hold.

ALGONA AWOS-3
118.475

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) 0



3400 (34.0) → **FORT DODGE**
113.5 FOD
Chan 82

Remain within 10 NM	2500 ↑	3100 ↷	EGQ 410
<p>3100 → 319° → NDB</p> <p>3100 → 139° → CALYN INT</p> <p>2120 → 2.94° → TCH 40</p> <p>3.2 NM</p>			
<p>VGSI and descent angles not coincident.</p>			
ELEV 1205			

CATEGORY	A	B	C	D
S-13	1860-1	655 (700-1)	NA	
CIRCLING	1860-1	655 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

NDB EGQ 410	APP CRS 303°	Rwy Idg TDZE Apt Elev	3401 1205 1205
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NDB RWY 31

EMMETSBURG MUNI (EGQ)

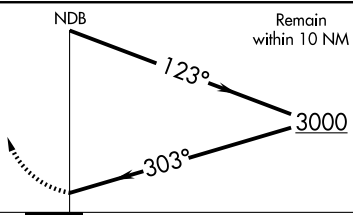
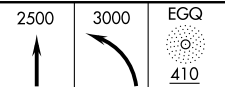
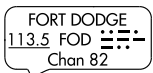
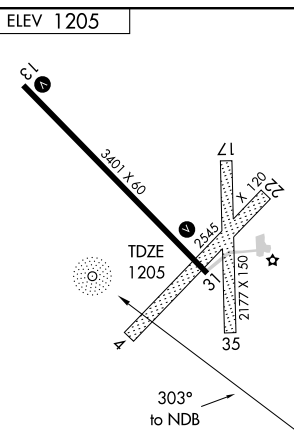
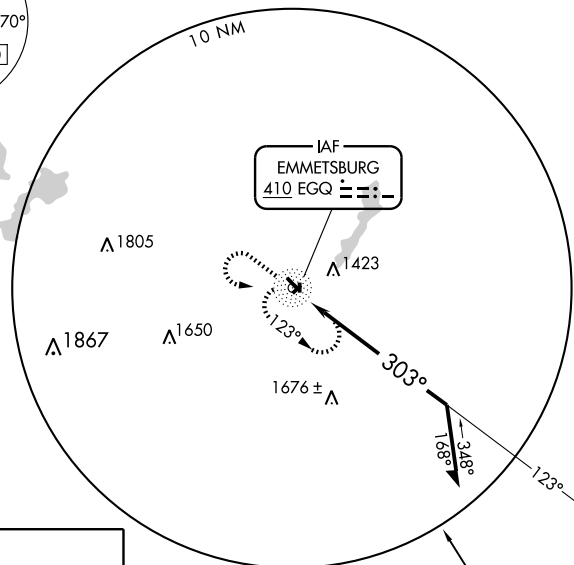
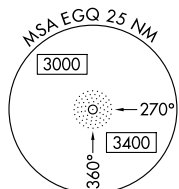
▽ Use Algona altimeter setting, when not received, use Estherville altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGQ NDB and hold.

ALGONA AWOS-3
118.475

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-13	1860-1	655 (700-1)		NA
CIRCLING	1860-1	655 (700-1)		NA

MIRL Rwy 13-31 0

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS **132°**
 Rwy Idg **3401**
 TDZE **1205**
 Apt Elev **1205**

RNAV (GPS) RWY 13

EMMETSBURG MUNI (E.G.Q)

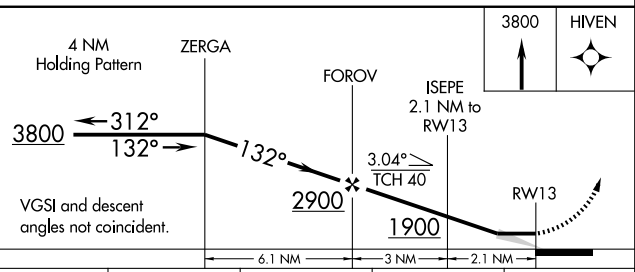
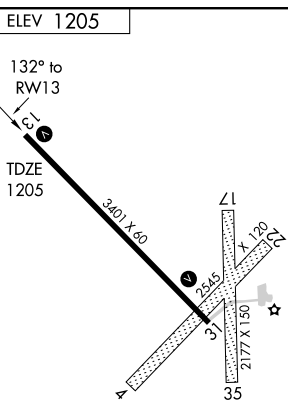
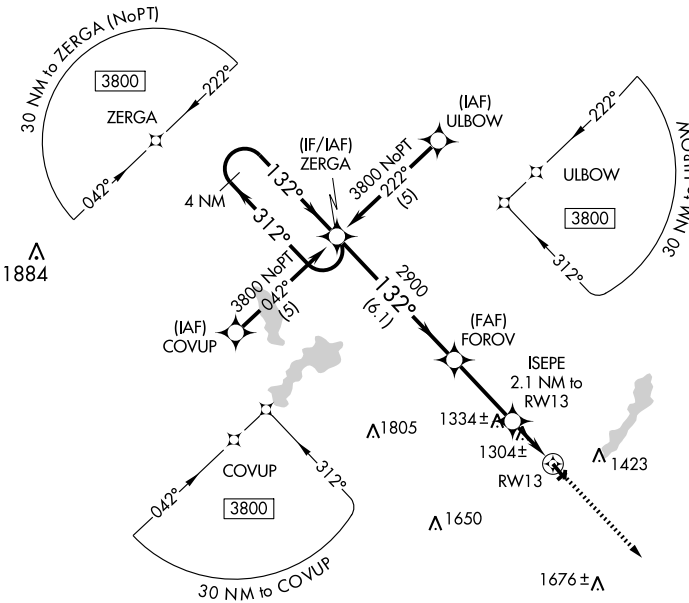
▼ DME/DME RNP-0.3 NA.
▲ NA Use Algona altimeter setting, when not received, use Estherville altimeter setting.

MISSED APPROACH: Climb to 3800 direct HIVEN and hold.

ALGONA AWOS-3
118.475

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1620-1	415 (500-1)		NA
CIRCLING	1660-1 455 (500-1)	1840-1 635 (700-1)		NA

MRL Rwy 13-31 0

NC-3. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3401
313°	TDZE	1205
	Apt Elev	1205

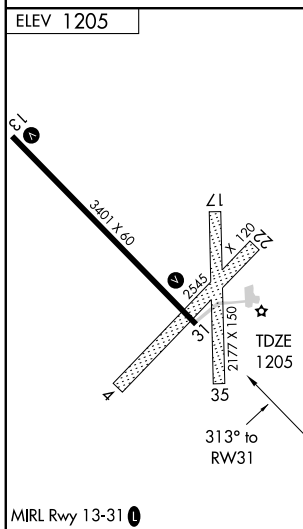
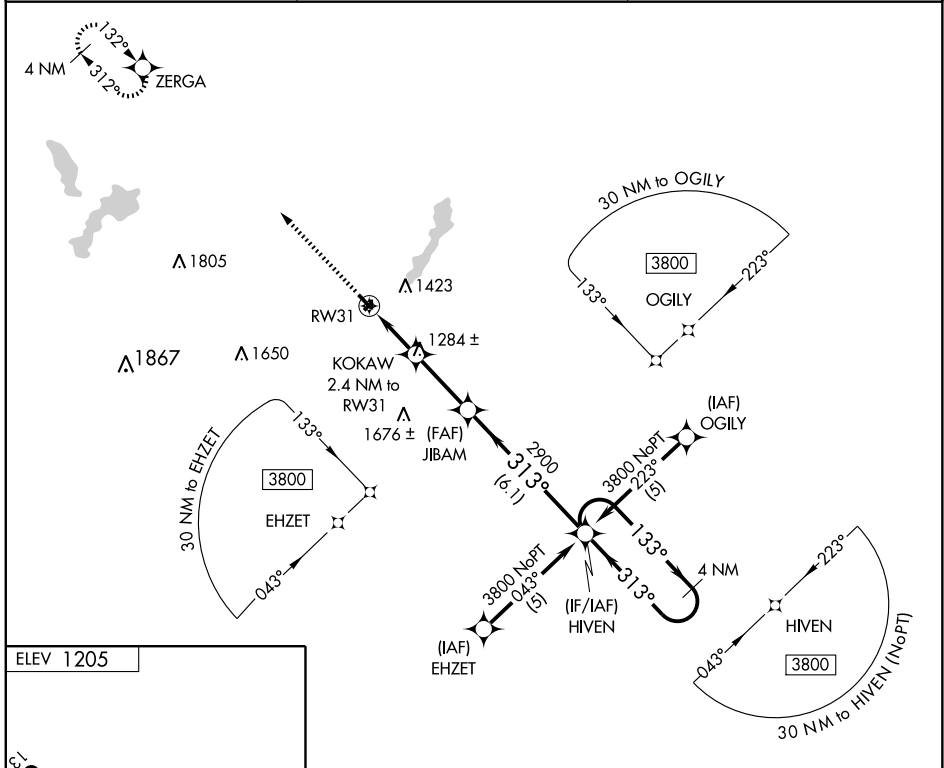
RNAV (GPS) RWY 31

EMMETSBURG MUNI (EGGQ)

▼ DME/DME RNP-0.3 NA.
▲ NA Use Algona altimeter setting, when not received, use Estherville altimeter setting.

MISSED APPROACH: Climb to 3800 direct ZERGA and hold.

ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
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3800 ZERGA VGS1 and descent angles not coincident.	HIVEN 4 NM Holding Pattern			
	KOKAW 2.4 NM to RWY 31 JIBAM 2.7 NM HIVEN 6.1 NM			
RWY 31 2000 313° 133° 3800	313° 133° 3800			
CATEGORY	A	B	C	D
LNAV MDA	1600-1	395 (400-1)	NA	
CIRCLING	1660-1 455 (500-1)	1840-1 635 (700-1)	NA	

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 16

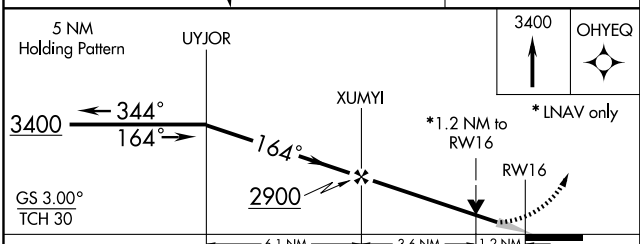
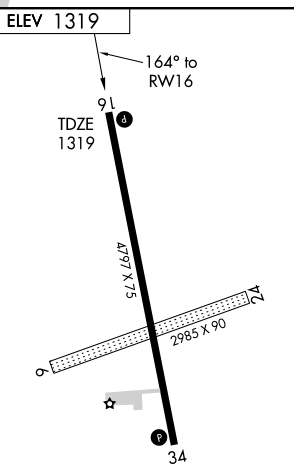
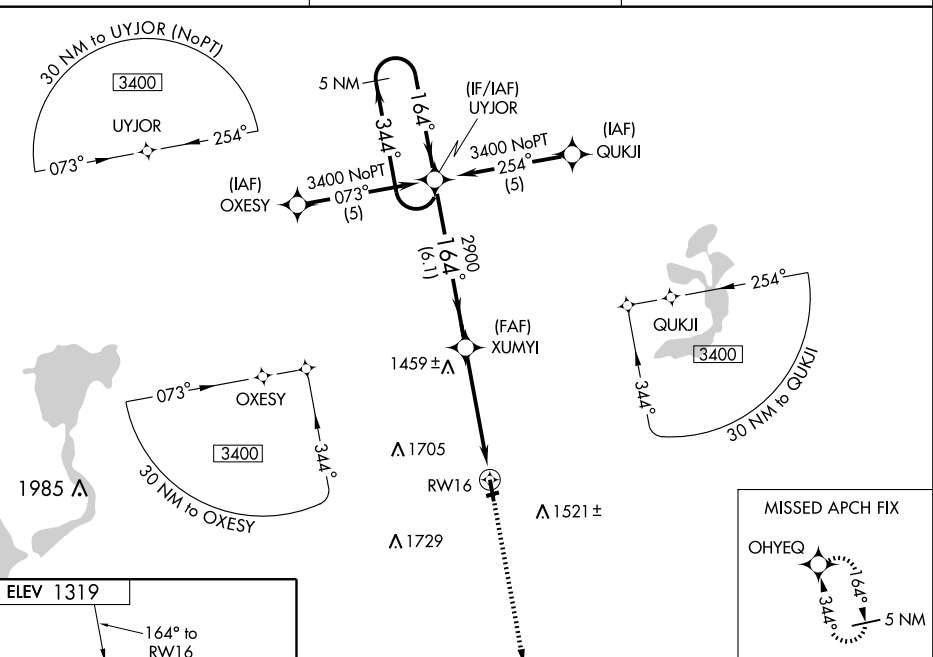
ESTHERVILLE MUNI (EST)

WAAS CH 40104 W16A	APP CRS 164°	Rwy Idg TDZE 4797 1319 Apt Elev 1319
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⚠ Baro-VNAV NA when using Jackson Muni altimeter setting. If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct OHYEQ and hold.

ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)		NA
LNAV/VNAV DA	1608-1	289 (300-1)		NA
LNAV MDA	1720-1	401 (500-1)		NA
CIRCLING	1720-1 401 (500-1)	1780-1 461 (500-1)		NA

REIL Rwy 16 and 34 ①
MIRL Rwy 16-34 ①

RNAV (GPS) RWY 34

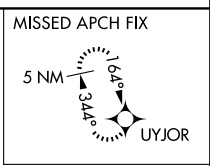
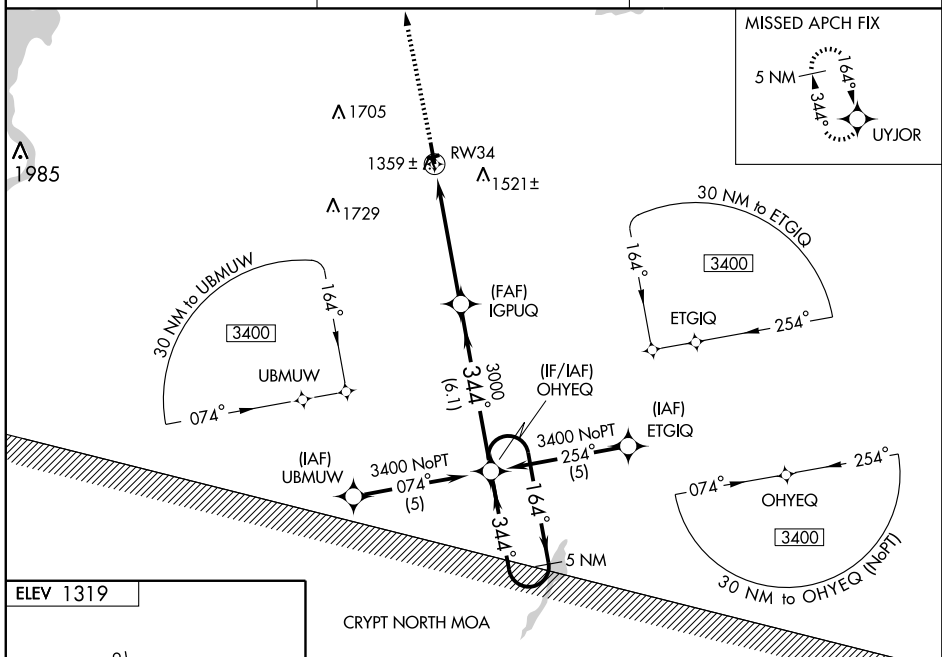
ESTHERVILLE MUNI (EST)

WAAS CH 82304 W34A	APP CRS 344°	Rwy Idg TDZE Apt Elev	4797 1319 1319
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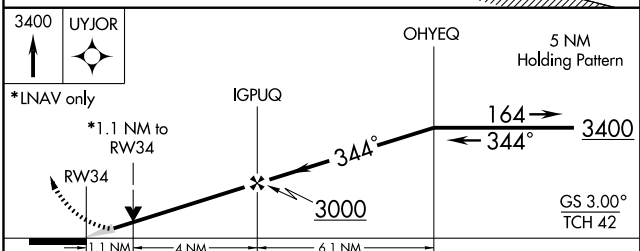
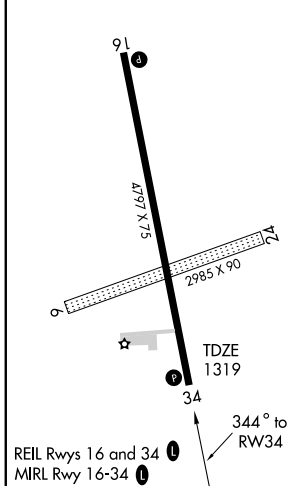
▲ Baro-VNAV NA when using Jackson Muni altimeter setting.
 If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
 DME/DME RNP-0.3 NA.
 VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct UYJOR and hold.

ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
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ELEV 1319



CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)		NA
LNAV/VNAV DA	1629-1	310 (400-1)		NA
LNAV MDA	1700-1	381 (400-1)		NA
CIRCLING	1700-1 381 (400-1)	1780-1 461 (500-1)		NA

VOR RWY 16

ESTHERVILLE MUNI (E5T)

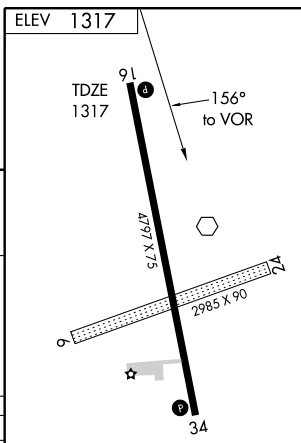
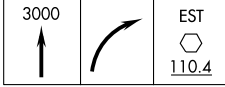
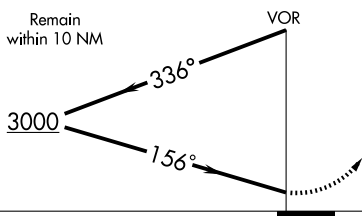
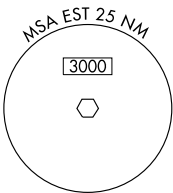
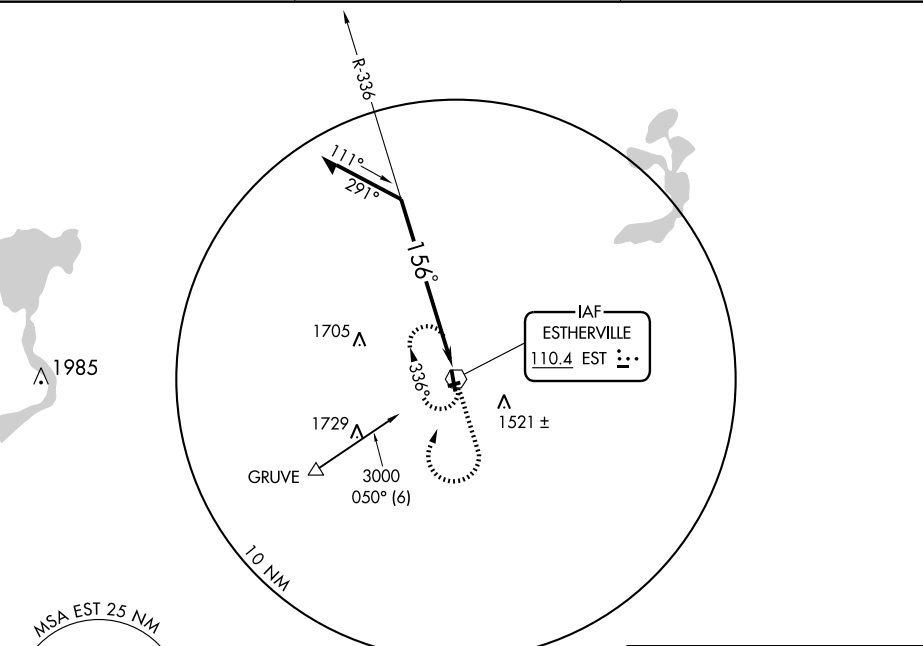
EST VOR 110.4	APP CRS 156°	Rwy Idg 4797
		TDZE 1317
		Apt Elev 1317

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS
121.425

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) **1**



CATEGORY	A	B	C	D
S-16	1840-1	523 (600-1)		NA
CIRCLING	1840-1	523 (600-1)		NA

REIL Rwy 16 and 34 **1**
MIRL Rwy 16-34 **1**

EST VOR 110.4	APP CRS 349°	Rwy Idg TDZE Apt Elev 4797 1317 1317
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VOR RWY 34

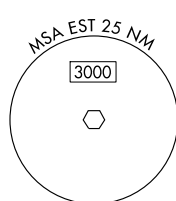
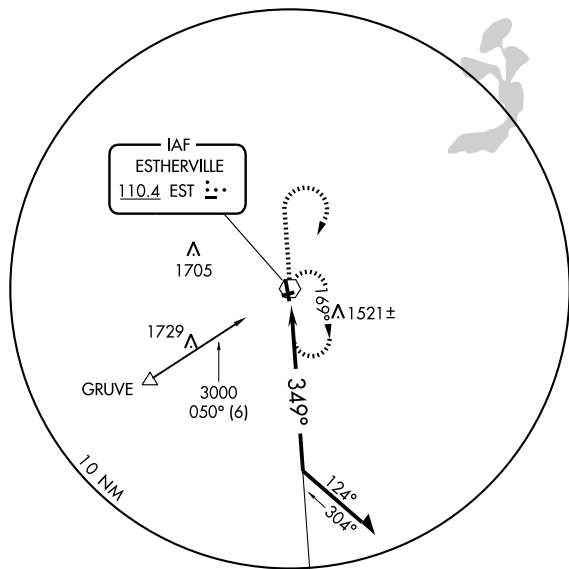
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

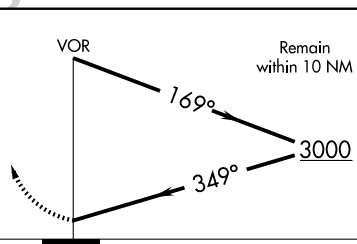
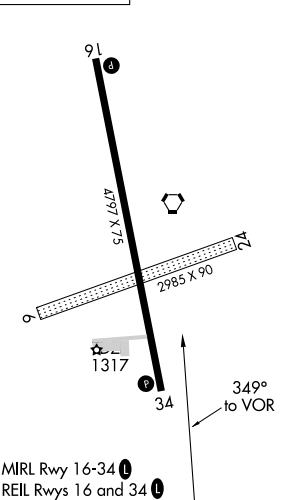
ASOS
121.425

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF)



ELEV 1317



CATEGORY	A	B	C	D
S-34	1780-1	463 (500-1)	NA	
CIRCLING	1780-1	463 (500-1)	NA	

NDB RWY 36

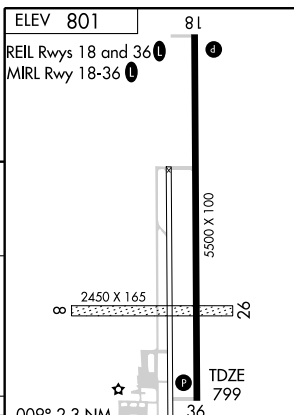
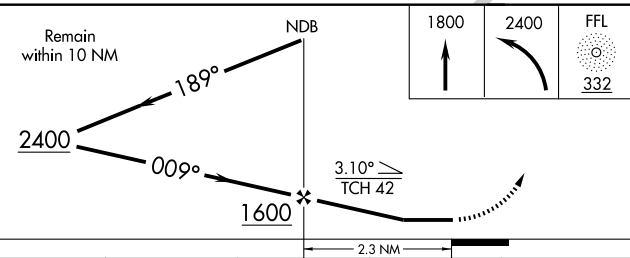
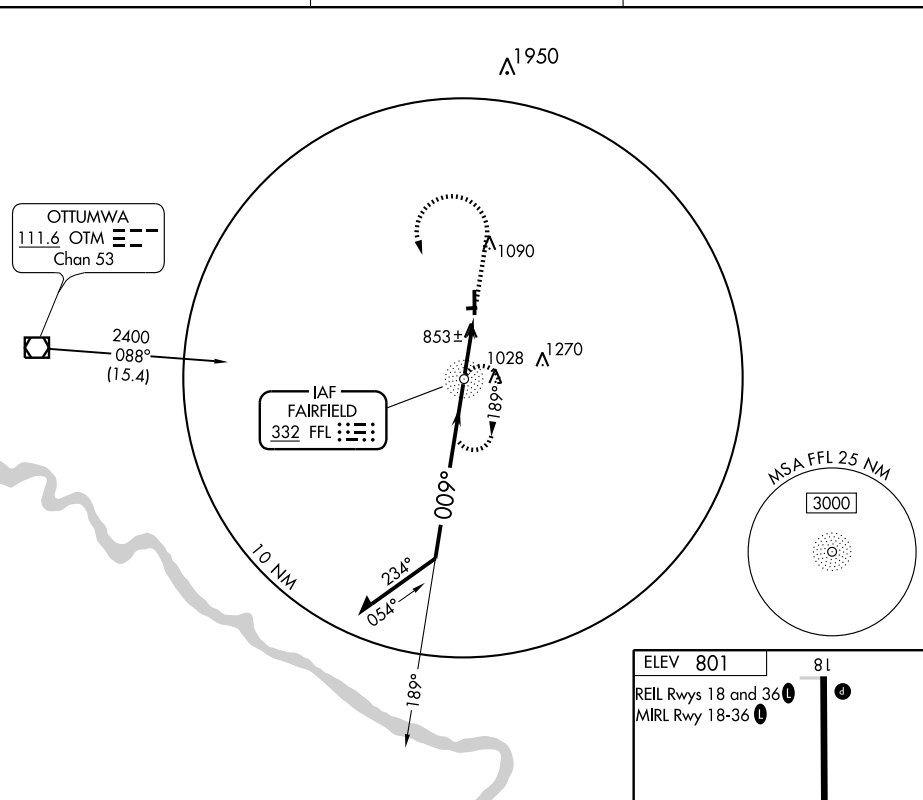
FAIRFIELD MUNI (FFL)

NDB FFL 332	APP CRS 009°	Rwy Idg TDZE Apt Elev	5500 799 801
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NA If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct FFL NDB and hold.

AWOS-3 132.025	CHICAGO CENTER 118.15 354.1	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-36	1200-1	401 (400-1)	1200-1¼ 401 (400-1¼)	NA
CIRCLING	1220-1 419 (500-1)	1260-1 459 (500-1)	1440-1¾ 639 (700-1¾)	NA

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 18

FAIRFIELD MUNI (FFL)

WAAS CH 82503 W18A	APP CRS 180°	Rwy ldg 5500 TDZE 801 Apt Elev 801
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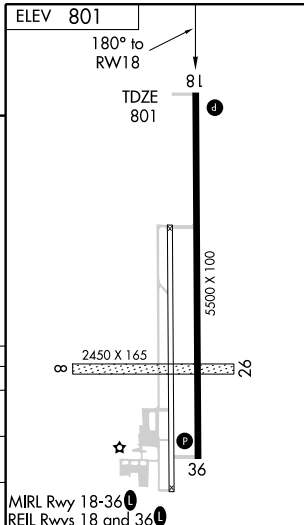
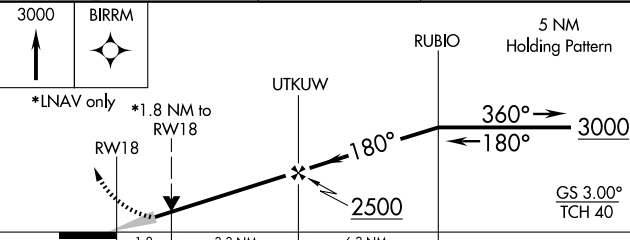
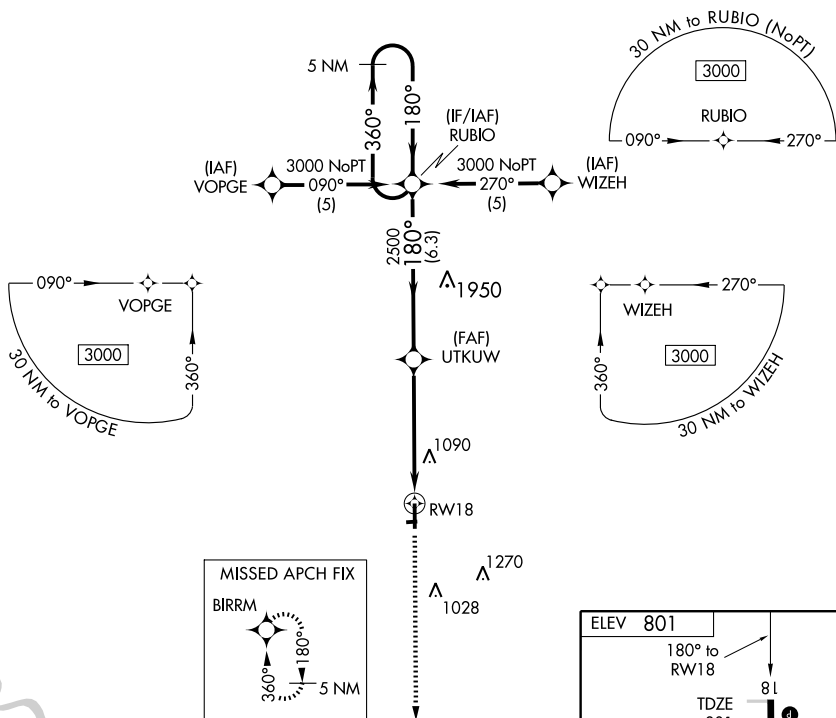
▼ If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
▲ DME/DME RNP-0.3 NA.
 VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct BIRRM and hold.

AWOS-3
132.025

CHICAGO CENTER
118.15 354.1

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1051-1 250 (300-1)			NA
LNAV MDA	1400-1 599 (600-1)		1400-1½ 599 (600-1½)	NA
CIRCLING	1400-1 599 (600-1)		1440-1¾ 639 (700-1¾)	NA

MIRL Rwy 18-36
REIL Rws 18 and 36

WAAS CH 72804 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5500 799 801
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RNAV (GPS) RWY 36

FAIRFIELD MUNI (FFL)

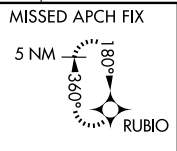
⚠ If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUBIO and hold.

AWOS-3
132.025

CHICAGO CENTER
118.15 354.1

UNICOM
122.7 (CTAF)



▲ 1950

▲ 1090

853± RW36

PANSE 1.8 NM to RW36

(FAF) KYHOM

▲ 1270

▲ 1028

360°

2500

(6:2)

(IF/IAF) BIRRM

3000 NoPT

090° (5)

360°

5 NM

(IAF) WAGTU

3000 NoPT

270° (5)

180°

360°

5 NM

(IF/IAF) BIRRM

3000 NoPT

090°

270°

30 NM to BIRRM NoPT

3000

30 NM to WAGTU

180°

270°

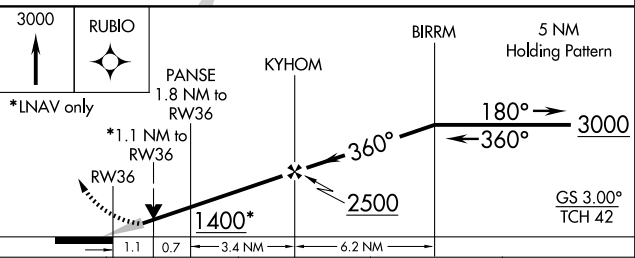
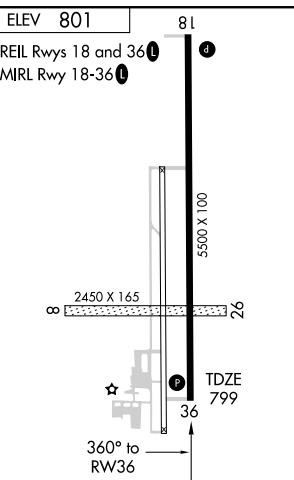
3000

30 NM to SULME

180°

090°

3000



CATEGORY	A	B	C	D
LPV DA	1049-1 250 (300-1)			NA
LNAV MDA	1180-1 381 (400-1)			NA
CIRCLING	1180-1 379 (400-1)	1260-1 459 (500-1)	1440-1¾ 639 (700-1¾)	NA

NDB FXY 359	APP CRS 335°	Rwy Idg TDZE Apt Elev	5796 1206 1230
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NDB RWY 33

FOREST CITY MUNI (FXY)

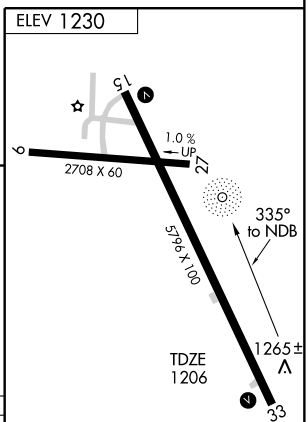
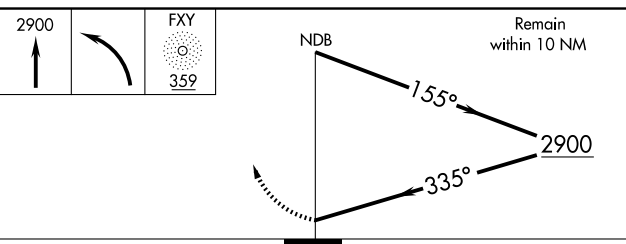
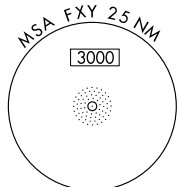
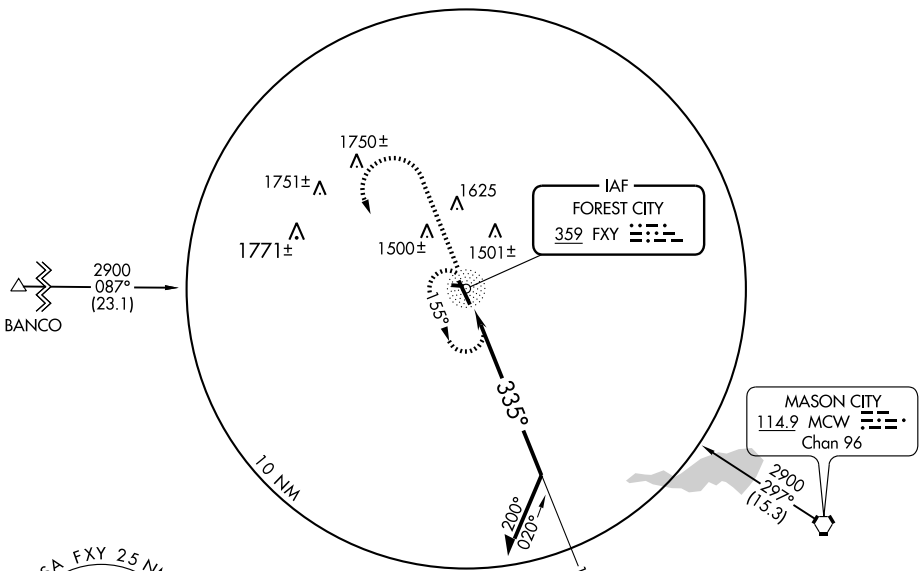
▲ NA Use Mason City altimeter setting. Circling to Rwy 27 not authorized at night.

MISSED APPROACH: Climb to 2900, then left turn direct FXY NDB and hold.

AWOS-3
123.925

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
S-33	1900-1 694 (700-1)	1900-2 694 (700-2)	1900-2 1/4 694 (700-2 1/4)	1900-2 1/4 694 (700-2 1/4)
CIRCLING	1900-1 670 (700-1)	1900-2 670 (700-2)	2120-3 890 (900-3)	2120-3 890 (900-3)

REIL Rwy 15 and 33 ①
MIRL Rwy 9-27 and 15-33 ①

WAAS CH 78016 W33A	APP CRS 332°	Rwy Idg TDZE Apt Elev	5796 1203 1229
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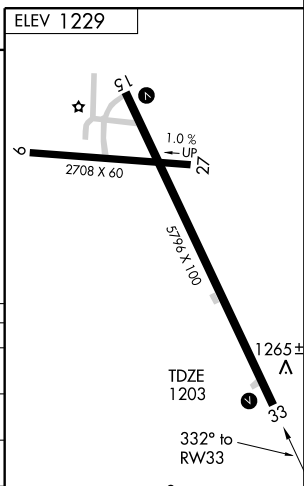
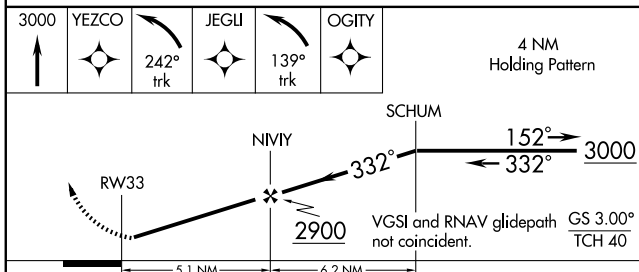
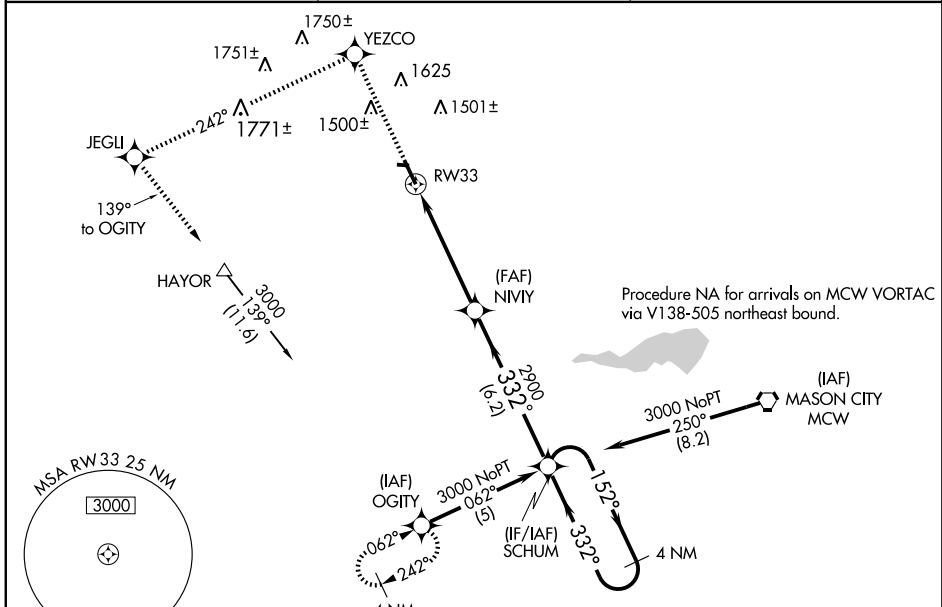
RNAV (GPS) RWY 33

FOREST CITY MUNI (FXY)

▼ Baro-VNAV NA when using Mason City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason City altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LNAV Cat D visibility ¼ mile. Circling to rwy 9-27 NA at night. When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct YEZCO and left turn via track 242° to JEGU and left turn via track 139° to OGITY and hold.

AWOS-3 123.925	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		1453-1	250 (300-1)	
LNAV/VNAV DA		1535-1¼	332 (400-1¼)	
LNAV MDA		1520-1	317 (300-1)	
CIRCLING	1680-1 451 (500-1)	1760-1 531 (600-1)	1760-1½ 531 (600-1½)	1820-2 591 (600-2)

REIL Rwy 15 and 33 ①
MIRL Rwy 9-27 and 15-33 ①

NC-3, 08 APR 2010 to 06 MAY 2010

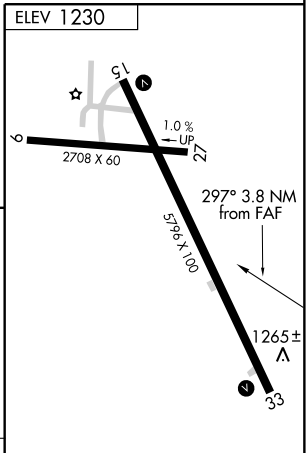
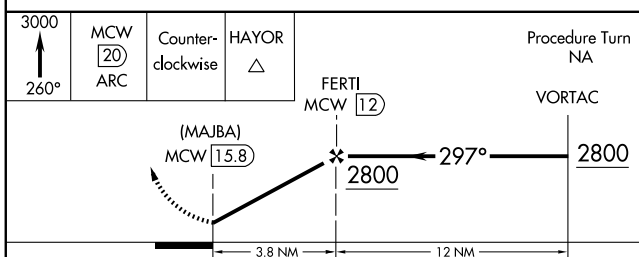
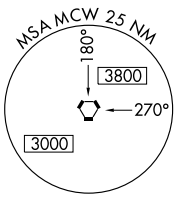
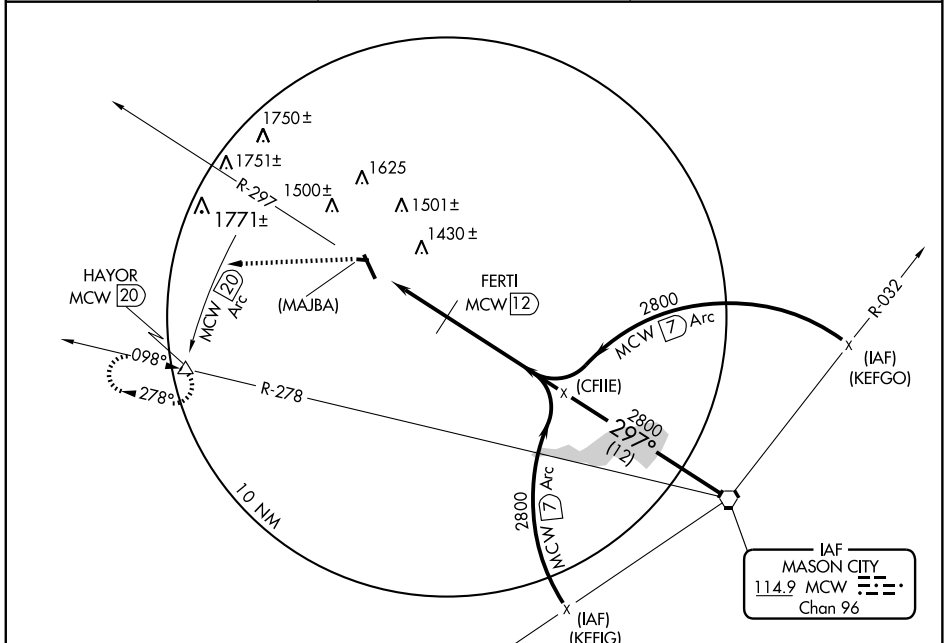
VOR/DME or GPS-A FOREST CITY MUNI (FXY)

VORTAC MCW 114.9 Chan 96	APP CRS 297°	Rwy Idg TDZE Apt Elev N/A N/A 1230
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NA Use Mason City altimeter setting.
Circling to Rwy 27 not authorized at night.

MISSED APPROACH: Climb to 3000 via heading 260° to MCW 20 DME Arc then via MCW 20 DME Arc counterclockwise to HAYOR DME and hold.

AWOS-3 123.925	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	1780-1	550 (600-1)	1780-1½ 550 (600-1½)	2130-3 890 (900-3)

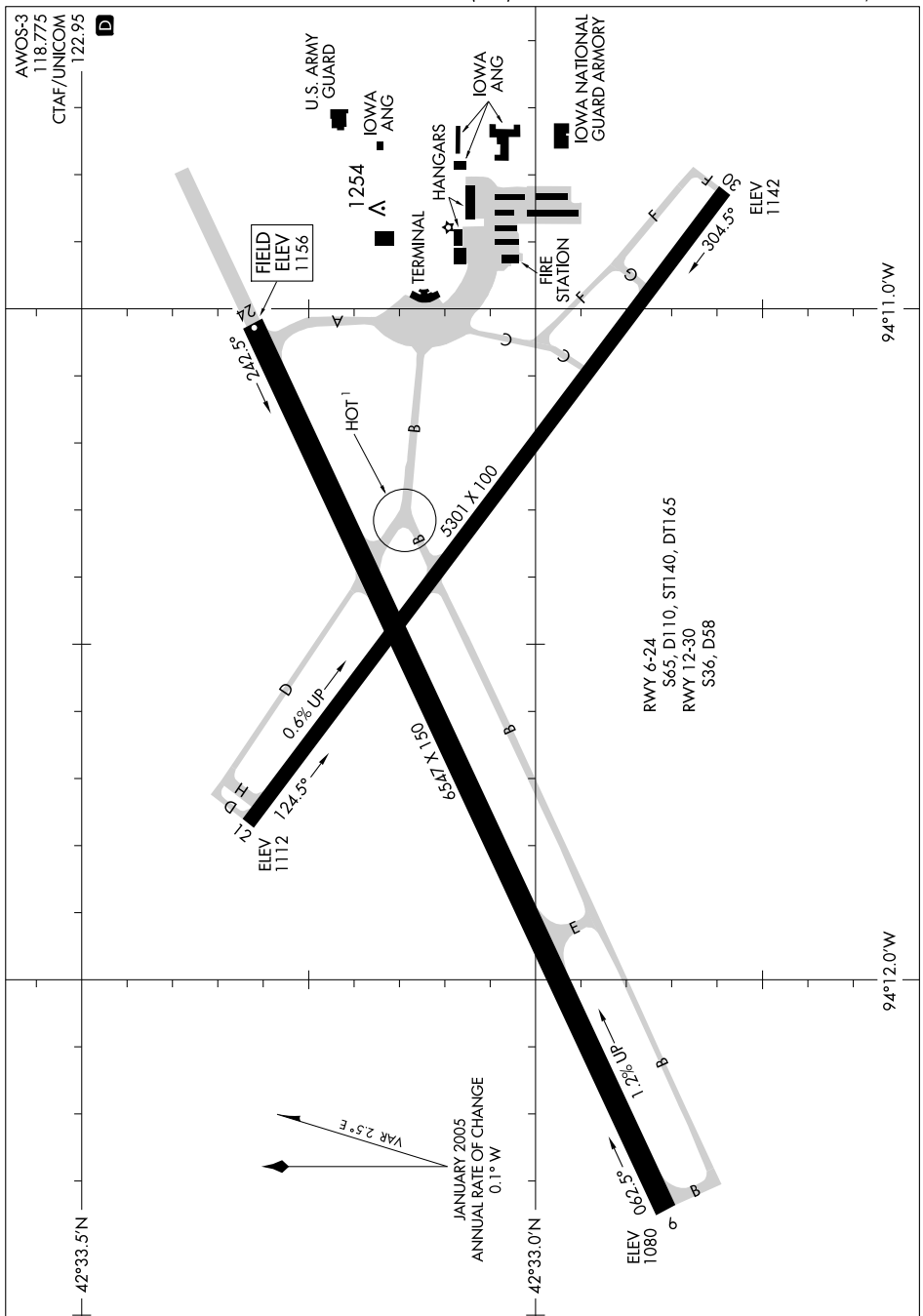
REIL Rwy 15 and 33
MIRL Rwy 9-27 and 15-33

NC-3, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-976 (FAA)

FORT DODGE RGNL (FOD)
FORT DODGE, IOWA



NC-3, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 6

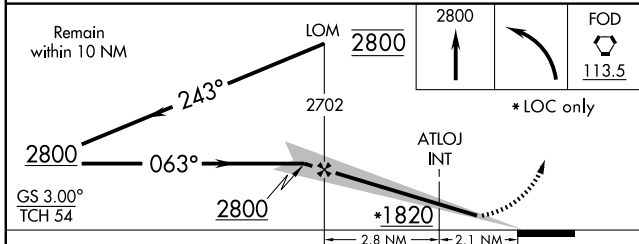
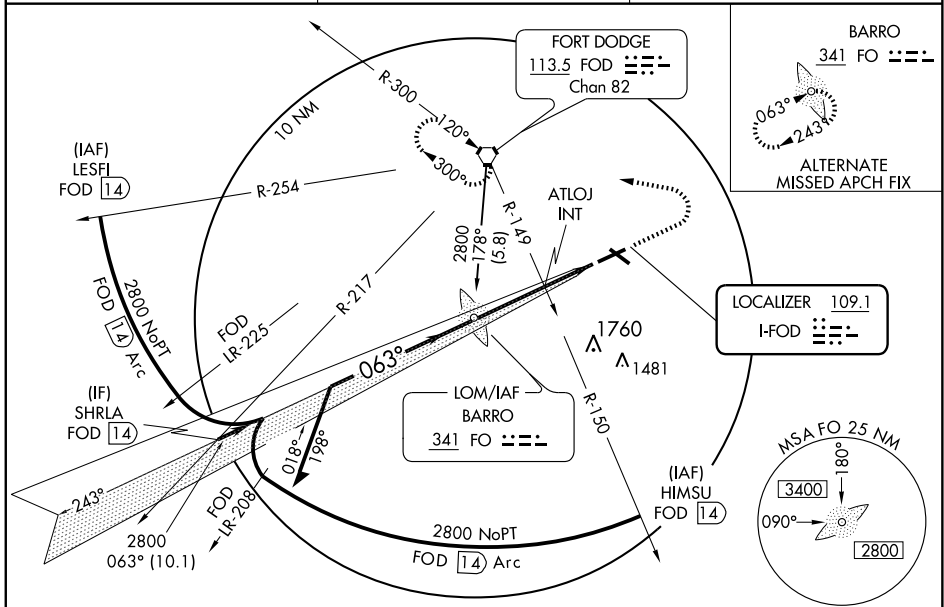
FORT DODGE RGNL (FOD)

LOC I-FOD 109.1	APP CRS 063°	Rwy Idg 6547 TDZE 1107 Apt Elev 1156
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MALS MISSED APPROACH:
Climb to 2800 then left turn direct FOD VORTAC and hold.

▼ When VGSI inoperative, Circling Rwy 24 NA at night. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet. For inoperative MALS when using Webster City altimeter setting, increase S-ILS visibility all Cats to 1 mile.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF)
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ELEV 1156 **D**

1177 **△**

1164 **△**

1115 **±**

1117 **±**

1107

1139 **±**

1107

6547 X 150

3301 X 100

0.5% UP

1.2% UP

1254 **△**

1189 **±**

063° 4.9 NM from FAF

MIRL Rwy 12-30 **①**

REIL Rws 12, 24 and 30 **①**

HIRL Rwy 6-24 **①**

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 6	1307-½ 200 (200-½)			NA
S-LOC 6	1820-½	713 (700-½)	1820-1 ½ 713 (700-1½)	NA
CIRCLING	1820-1	664 (700-1)	1820-2 664 (700-2)	NA
ATLOJ FIX MINIMUMS				
S-LOC 6	1400-½ 293 (300-½)			NA
CIRCLING	1560-1 404 (500-1)	1620-1 464 (500-1)	1620-1½ 464 (500-1½)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 61015 W06A	APP CRS 063°	Rwy Idg TDZE 1107 Apt Elev 1157
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RNAV (GPS) RWY 6

FORT DODGE RGNL (FOD)

MALSRL



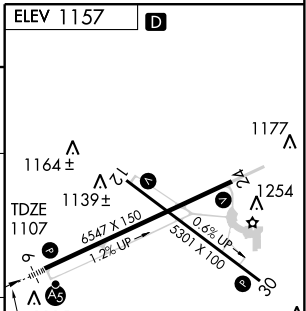
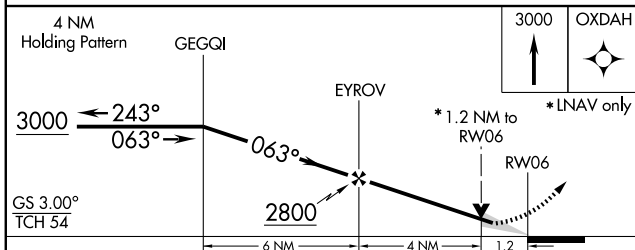
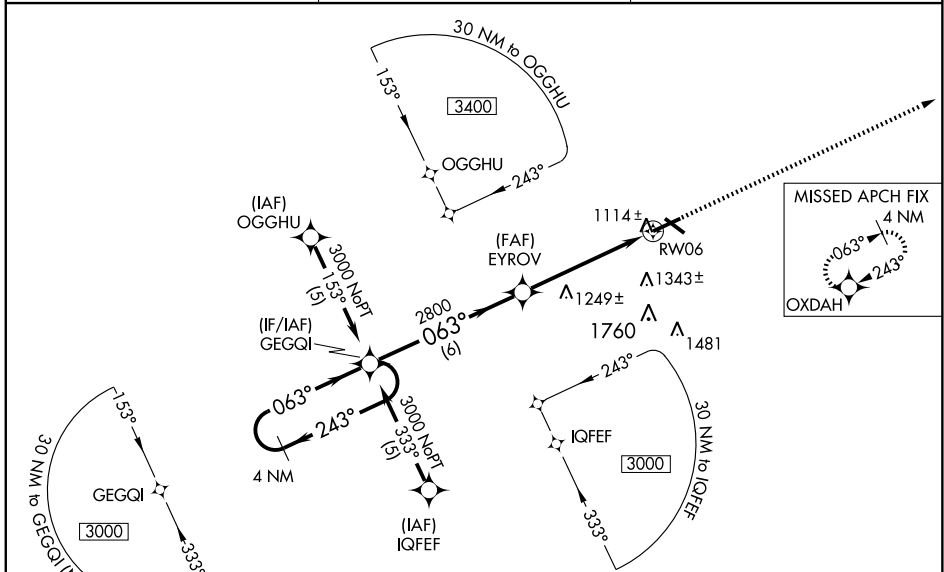
MISSED APPROACH:
Climb to 3000 direct
OXDAH and hold.

When VGSI inop, Circling Rwy 24 NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase visibility LNAV-VNAV all Cats and LNAV Cats C and D ¼ mile. For inoperative MALSRL when using Webster City altimeter setting, increase LPV all Cats visibility to 1 mile.

AWOS-3
118.775

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.95 (CTAF) I



CATEGORY	A	B	C	D
LPV DA	1307-½	200 (200-½)		
LNAV/VNAV DA	1525-1	418 (400-1)		
LNAV MDA	1500-½	393 (400-½)		1500-1 393 (400-1)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 I
HIRL Rwy 6-24 I
REL Rws 12, 24 and 30 I

WAAS CH 99615 W12A	APP CRS 125°	Rwy Idg TDZE Apt Elev	5301 1128 1157
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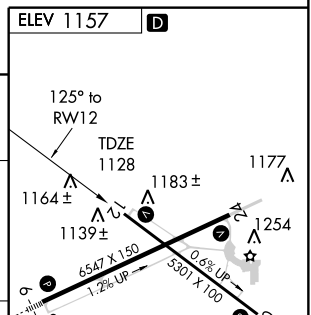
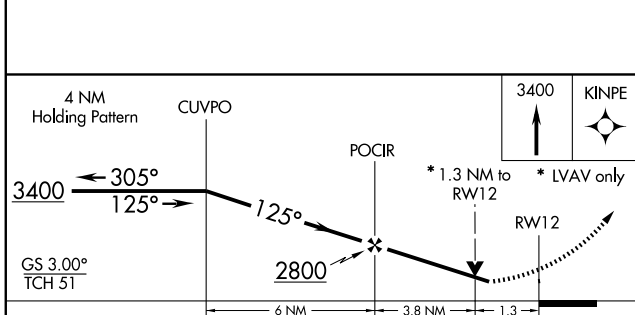
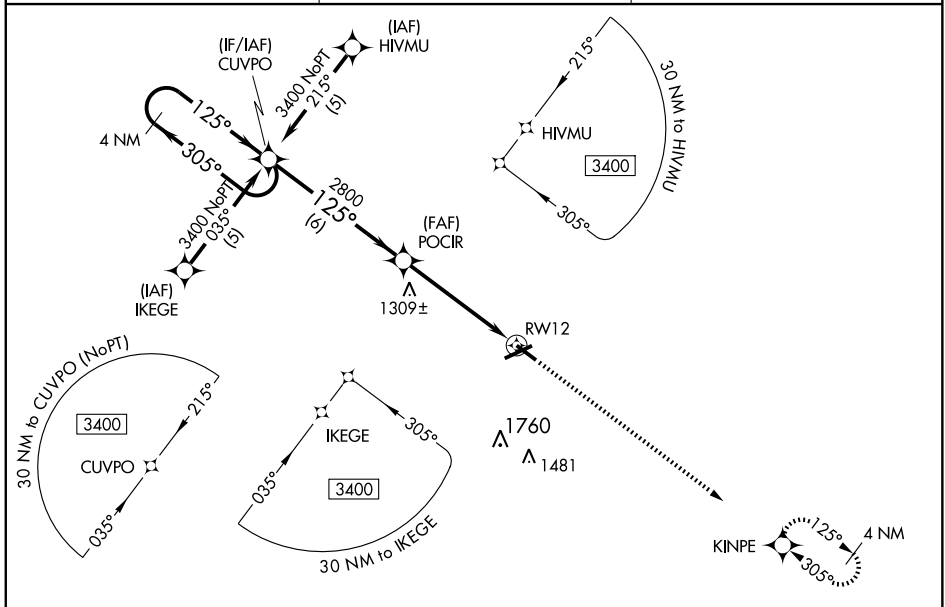
RNAV (GPS) RWY 12

FORT DODGE RGNL (FOD)

⚠ When VGSI inoperative, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV visibility all Cats ¼ mile. VDP and Baro-VNAV NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 3400 direct KINPE and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1405-1		277 (300-1)	
LNAV/VNAV DA	1453-1¼		325 (300-1¼)	
LNAV MDA	1560-1	432 (500-1)	1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

ELEV 1157 **D**

MIRL Rwy 12-30 ①
 HIRL Rwy 6-24 ①
 REIL Rws 12, 24 and 30 ①

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 45815 W24A	APP CRS 243°	Rwy Idg TDZE 6547 1156 Apt Elev 1157
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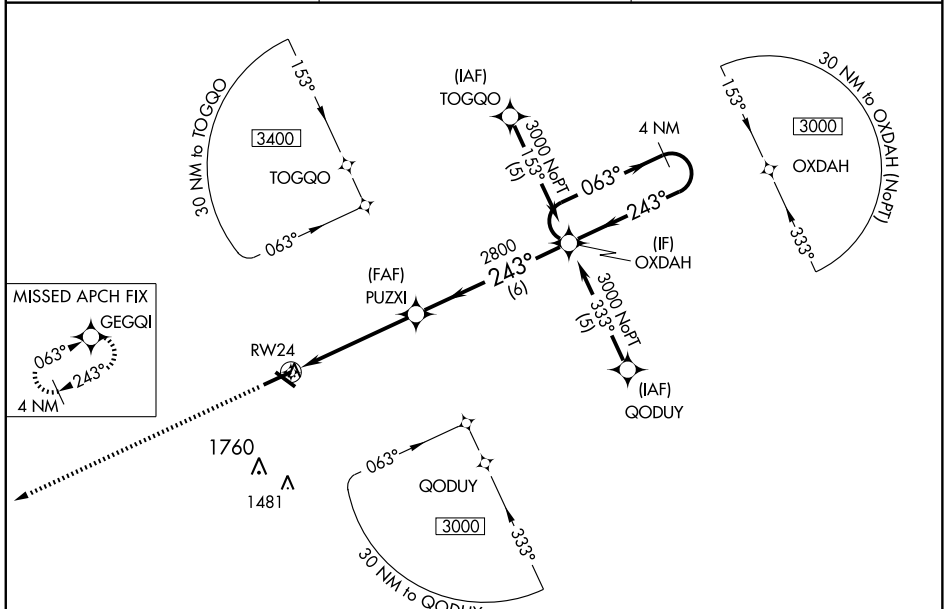
RNAV (GPS) RWY 24

FORT DODGE RGNL (FOD)

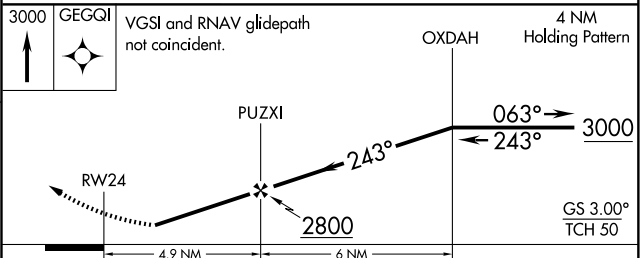
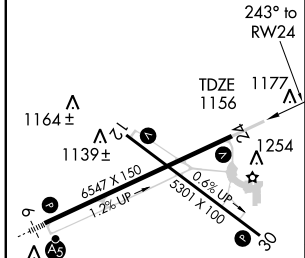
⚠ When VGSI inop, Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C and D visibility ½ mile.

MISSED APPROACH:
Climb to 3000 direct GEGQI and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF) 📻
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ELEV 1157	D
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CATEGORY		A	B	C	D
LPV	DA	1406-1 250 (300-1)			
LNAV/VNAV	DA	1504-1¼ 348 (400-1¼)			
LNAV	MDA	1520-1 364 (400-1)			1520-1¼ 364 (400-1¼)
CIRCLING		1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

HIRL Rwy 6-24 **📻**
MIRL Rwy 12-30 **📻**
REIL Rwy 12, 24 and 30 **📻**

WAAS CH 82615 W30A	APP CRS 305°	Rwy Idg TDZE Apt Elev	5301 1142 1157
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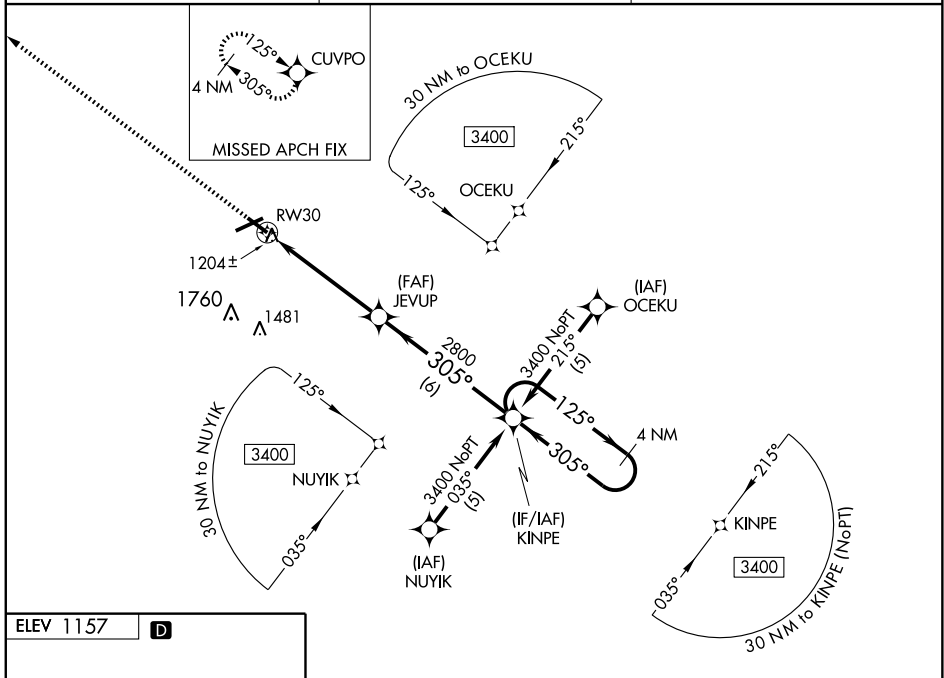
RNAV (GPS) RWY 30

FORT DODGE RGNL (FOD)

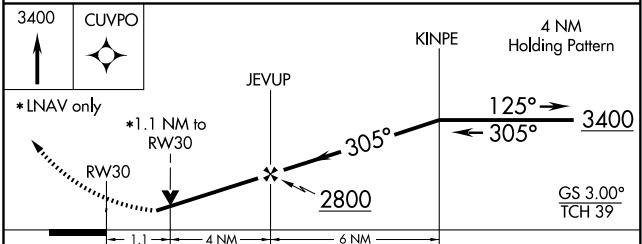
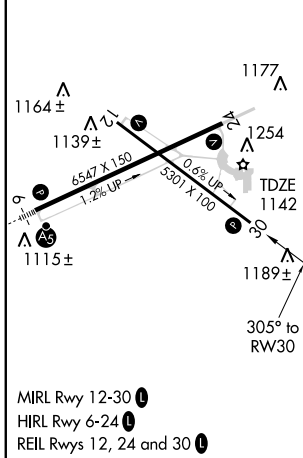
⚠ When VGSI inop, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 3400 direct CUVPO and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF) ①
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ELEV 1157	D
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CATEGORY	A	B	C	D
LPV DA	1424-1		282 (300-1)	
LNAV/VNAV DA	1474-1¼		332 (400-1¼)	
LNAV MDA	1520-1		378 (400-1)	
	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

NC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 30

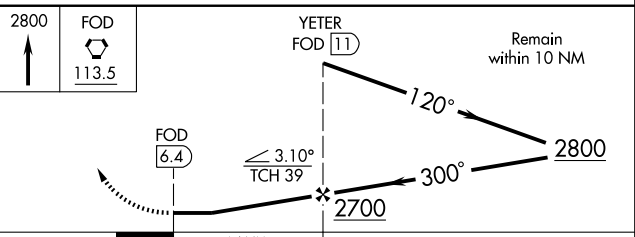
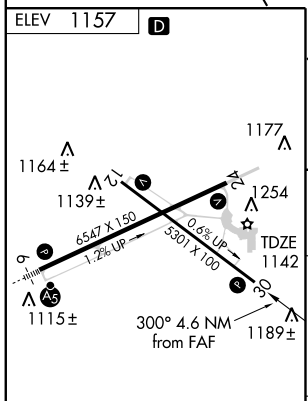
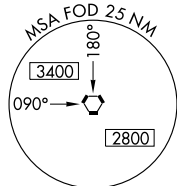
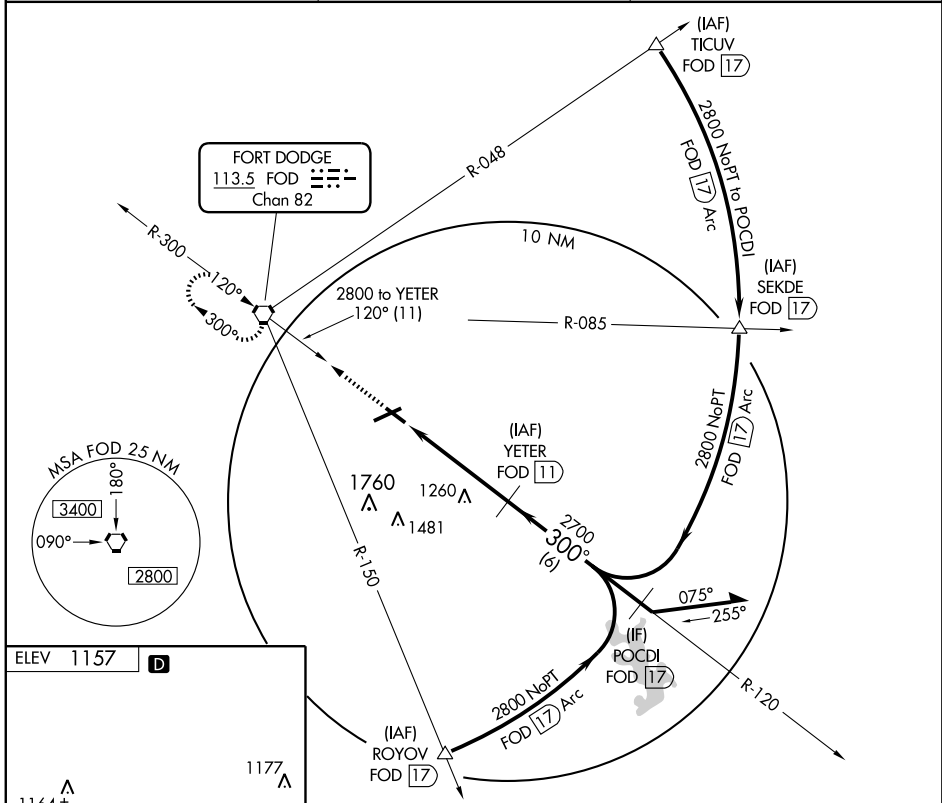
FORT DODGE RGNL (FOD)

VORTAC FOD 113.5 Chan 82	APP CRS 300°	Rwy Idg TDZE Apt Elev 5301 1142 1157
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⚠ If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct FOD VORTAC and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF) Ⓛ
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MIRL Rwy 12-30 **Ⓛ**
REIL Rwy 12, 24 and 30 **Ⓛ**
HIRL Rwy 6-24 **Ⓛ**

CATEGORY	A	B	C	D
S-30	1520-1	378 (400-1)		1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

VORTAC FOD	APP CRS	Rwy Idg	5301
113.5	120°	TDZE	1128
Chan 82		Apt Elev	1157

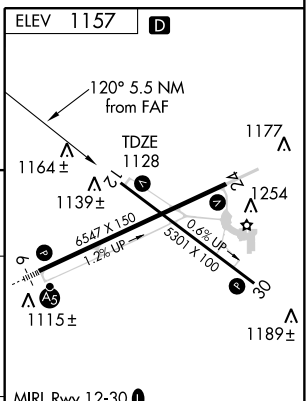
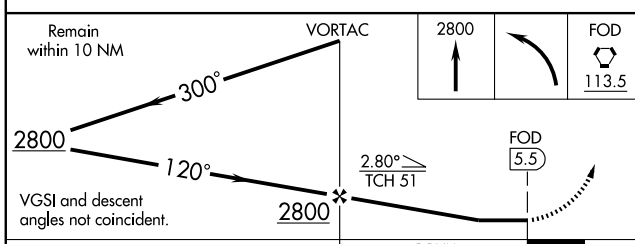
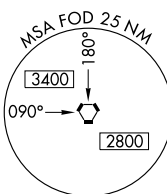
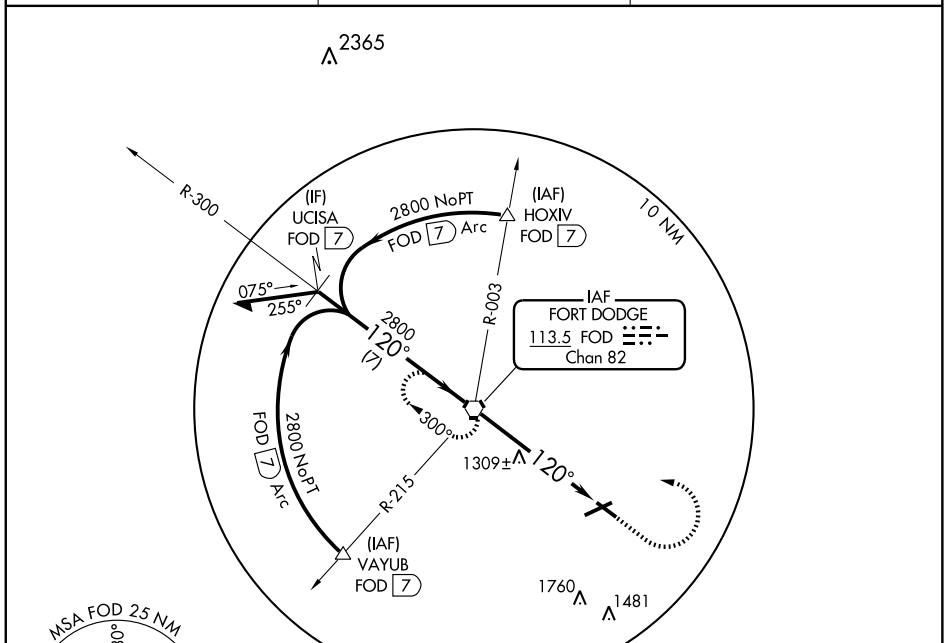
VOR RWY 12

FORT DODGE RGNL (FOD)

⚠ If local altimeter setting not received, use Webster City altimeter setting and increase all MDA's 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF)
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CATEGORY	A	B	C	D
S-12	1560-1	432 (500-1)	1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

VORTAC BRL 111.4 Chan 51	APP CRS 253°	Rwy Idg TDZE Apt Elev	N/A N/A 724
--	------------------------	-----------------------------	--

VOR/DME or GPS-A

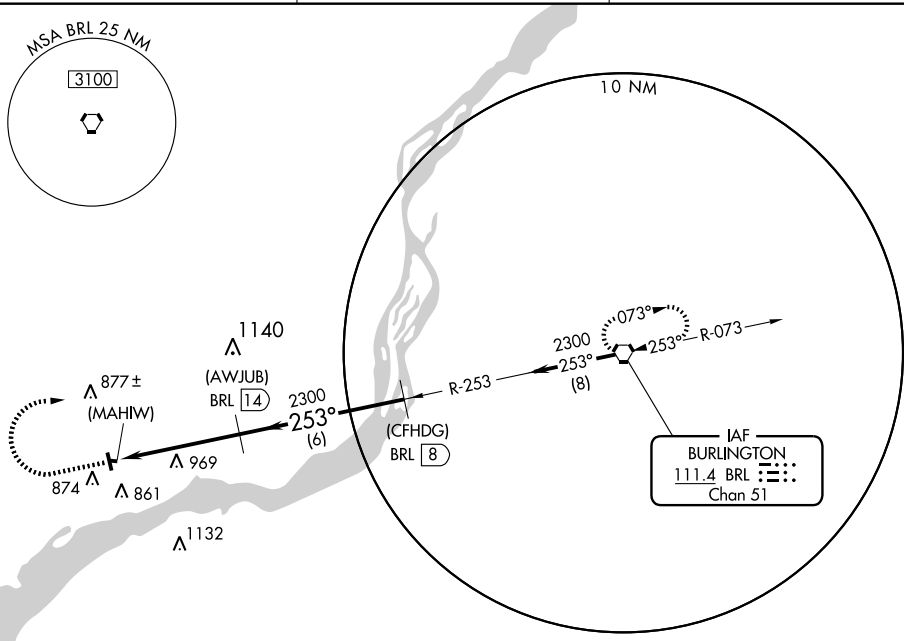
FORT MADISON MUNI (F5W)

MISSED APPROACH: Climb to 2300 then right turn direct BRL VORTAC and hold.

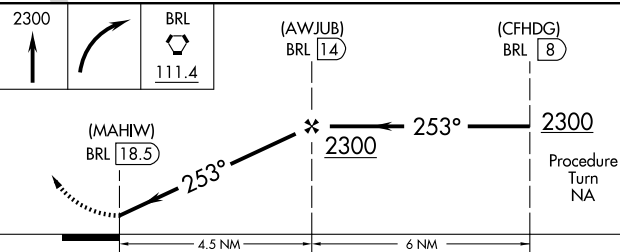
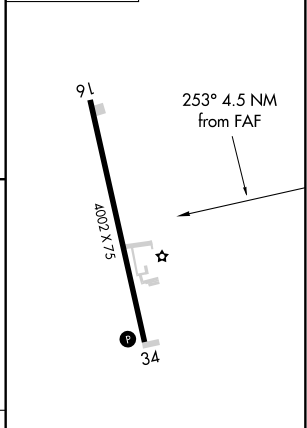
AWOS-3
120.925

CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) **0**



ELEV 724



CATEGORY	A	B	C	D
CIRCLING	1220-1	496 (500-1)	1220-1½ 496 (500-1½)	1280-2 556 (600-2)

REIL Rwy 34 **0**
MRL Rwy 16-34 **0**

VORTAC BRL 111.4 Chan 51	APP CRS 161°	Rwy Idg TDZE Apt Elev	4002 713 724
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VOR/DME RNAV or GPS RWY 16

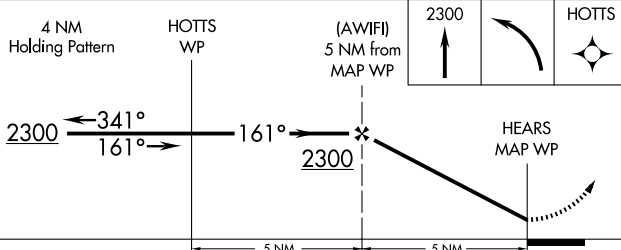
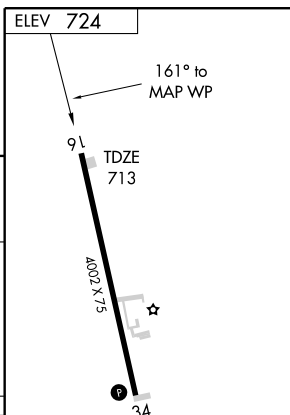
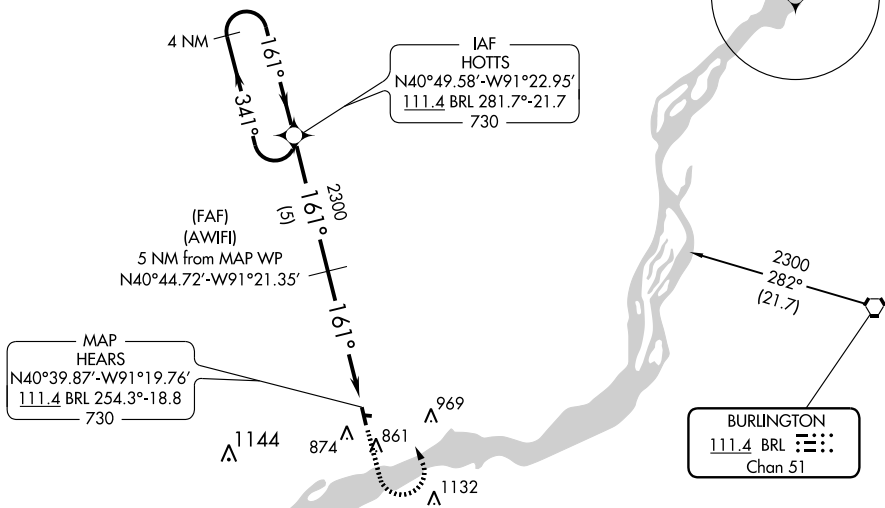
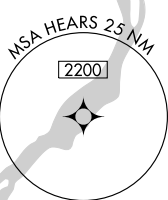
FORT MADISON MUNI (F5W)

MISSED APPROACH: Climb to 2300 then left turn direct HOTT'S WP and hold.

AWOS-3
120.925

CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-16	1180-1	467 (500-1)	1180-1¼ 467 (500-1¼)	1180-1½ 467 (500-1½)
CIRCLING	1220-1	496 (500-1)	1220-1½ 496 (500-1½)	1280-2 556 (600-2)

REIL Rwy 34
MIRL Rwy 16-34

VORTAC BRL 111.4 Chan 51	APP CRS 353°	Rwy Idg TDZE Apt Elev	4002 720 724
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VOR/DME RNAV or GPS RWY 34

FORT MADISON MUNI (F'SW)

MISSED APPROACH: Climb to 2300 then right turn direct DRIBS WP and hold.

AWOS-3
120.925

CHICAGO CENTER
135.6 316.1

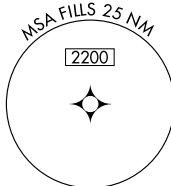
UNICOM
122.8 (CTAF)

BURLINGTON
111.4 BRL
Chan 51

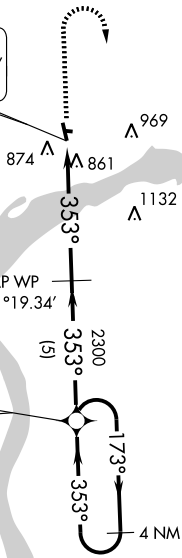
MAP FILLS
N40°39.23'-W91°19.57'
111.4 BRL 252.3°-18.7
730

(FAF)
(AWIRU)
5 NM from MAP WP
N40°34.23'-W91°19.34'

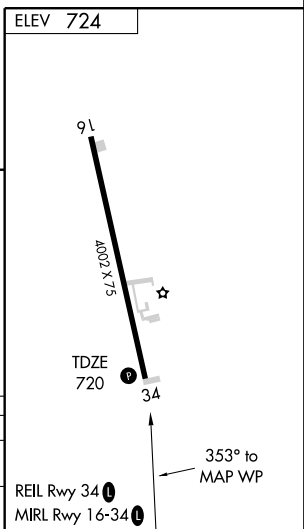
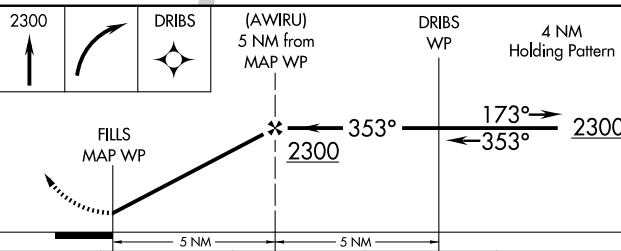
IAF
DRIBS
N40°29.23'-W91°19.11'
111.4 BRL 226.8°-22.9
730



1443



ELEV 724



CATEGORY	A	B	C	D
S-34	1300-1	580 (600-1)	1300-1½ 580 (600-1½)	1300-1¾ 580 (600-1¾)
CIRCLING	1300-1	576 (600-1)	1300-1½ 576 (600-1½)	1300-2 576 (600-2)

NDB or GPS RWY 32

GREENFIELD MUNI (GFZ)

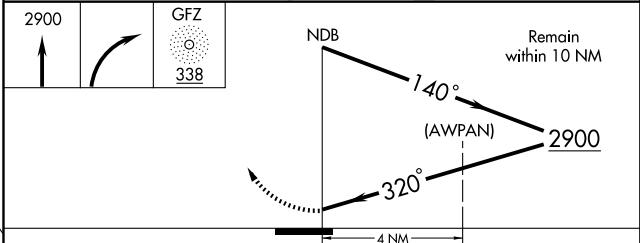
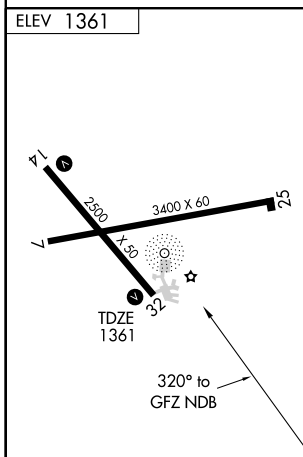
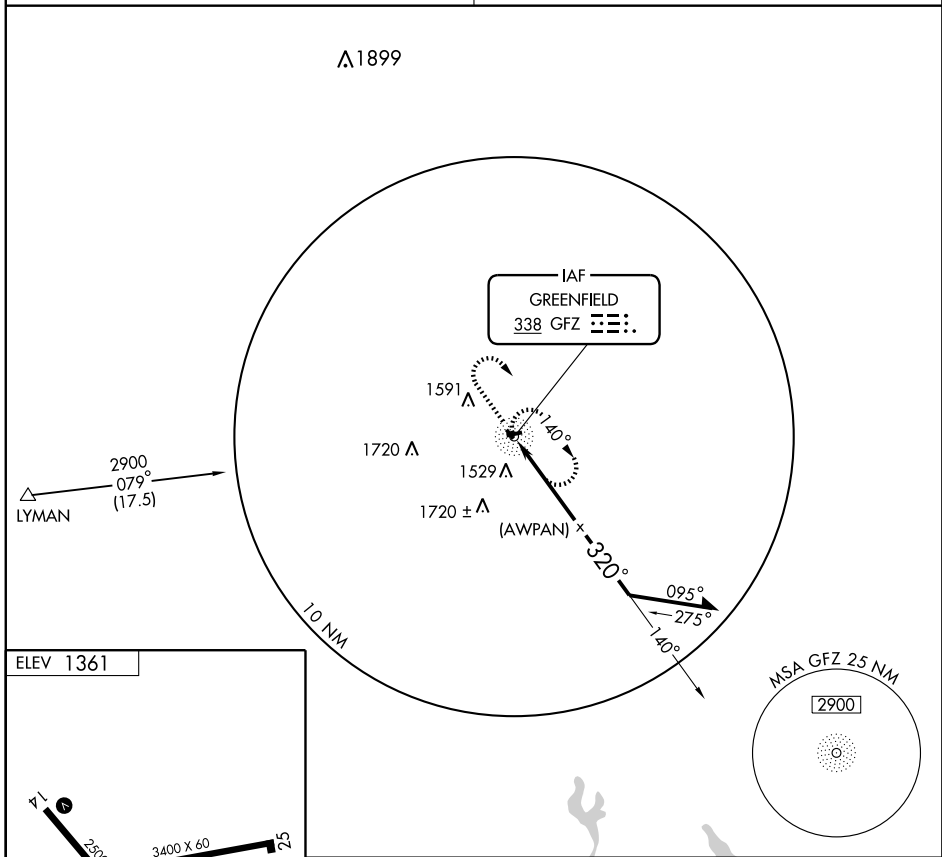
NDB GFZ	APP CRS	Rwy Idg	2500
338	320°	TDZE	1361
		Apt Elev	1361

Use Creston altimeter setting; if not received, use Des Moines altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 2900 then right turn direct GFZ NDB and hold.

MINNEAPOLIS CENTER
125.65 306.950

(CTAF)
122.9



REIL Rwy 14 and 32
MIRL Rwy 7-25 and 14-32

CATEGORY	A	B	C	D
S-32	2000-1	639 (700-1)		NA
CIRCLING	2000-1	639 (700-1)		NA

NDB RWY 13

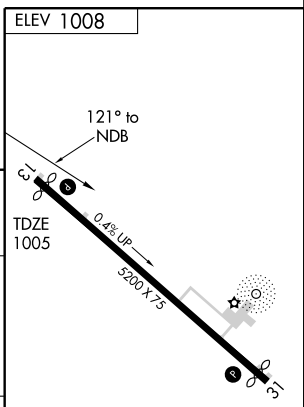
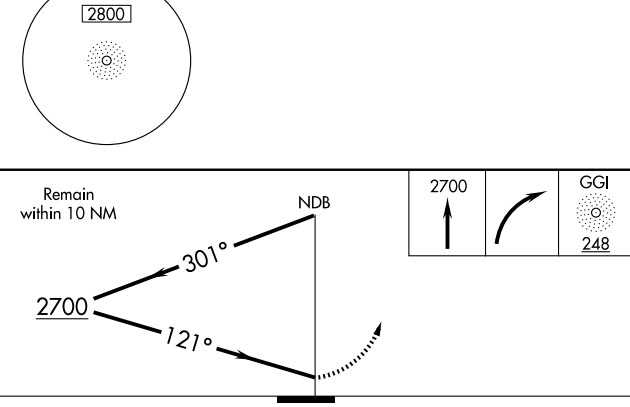
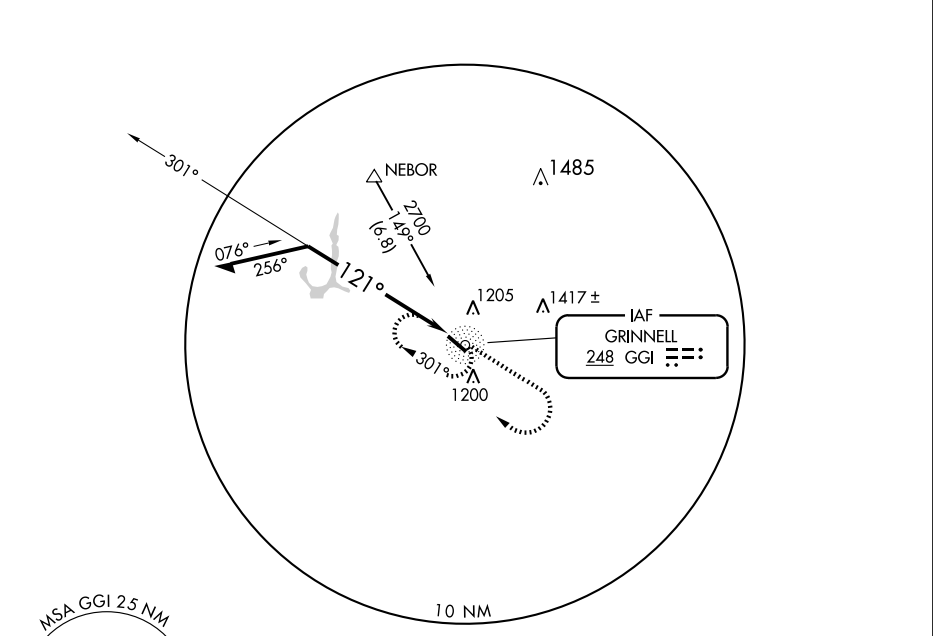
GRINNELL RGNL (GGI)

NDB GGI 248	APP CRS 121°	Rwy Idg TDZE Apt Elev	5000 1005 1008
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▼ When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn direct GGI NDB and hold.

AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-13	1620-1	615 (700-1)	1620-1¾ 615 (700-1¾)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

REIL Rwy 13 and 31 0
 MRL Rwy 13-31 0

RNAV (GPS) RWY 13

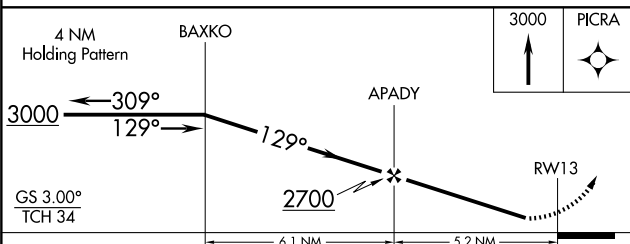
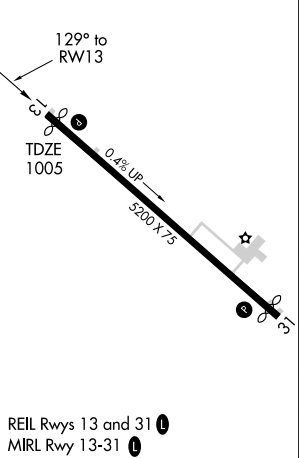
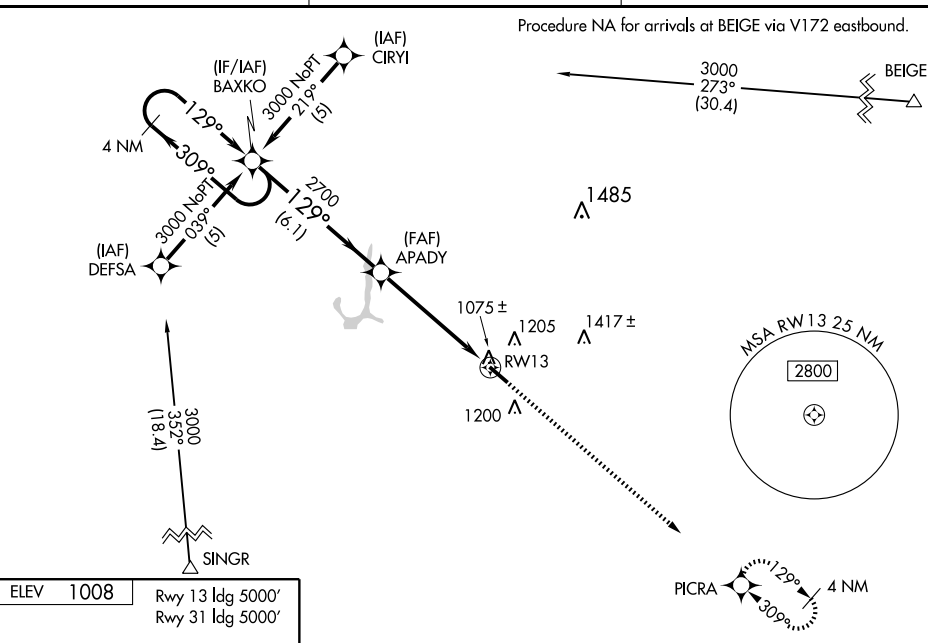
GRINNELL RGNL (GGI)

WAAS CH 58107 W13A	APP CRS 129°	Rwy Idg TDZE Apt Elev	5000 1005 1008
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⚠ When local altimeter setting not received, use Newton altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Newton altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PICRA and hold.

AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1284-1 279 (300-1)			NA
LNAV/VNAV DA	1415-1½ 410 (500-1½)			NA
LNAV MDA	1480-1	475 (500-1)	1480-1¼ 475 (500-1¼)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 31

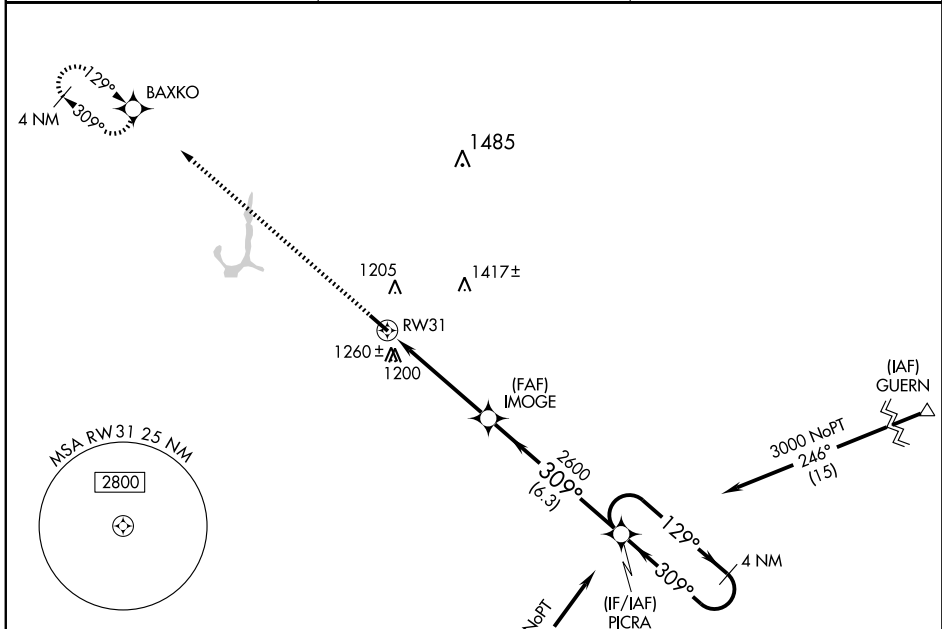
GRINNELL RGNL (GGI)

APP CRS	Rwy Idg	5000
309°	TDZE	1008
	Apt Elev	1008

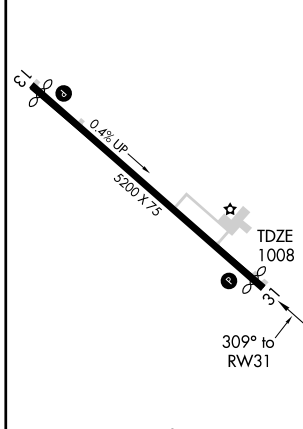
⚠ When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
⚠ Visibility reduction by helicopters NA.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BAXKO and hold.

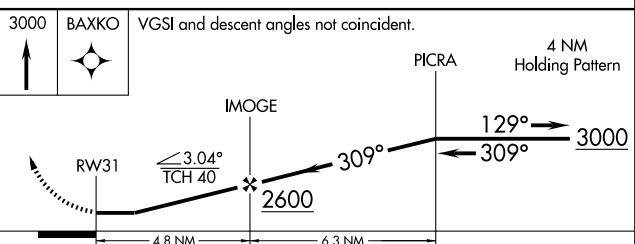
AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF) 0
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ELEV 1008	Rwy 13 Idg 5000'
	Rwy 31 Idg 5000'



Procedure NA for arrivals at NASAL via V6-8 westbound.



CATEGORY	A	B	C	D
LNAV MDA	1560-1	552 (600-1)	1560-1½ 552 (600-1½)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

REIL Rwy 13 and 31 0
 MIRL Rwy 13-31 0

VOR/DME RWY 31

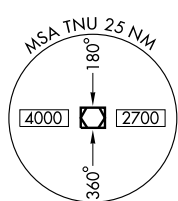
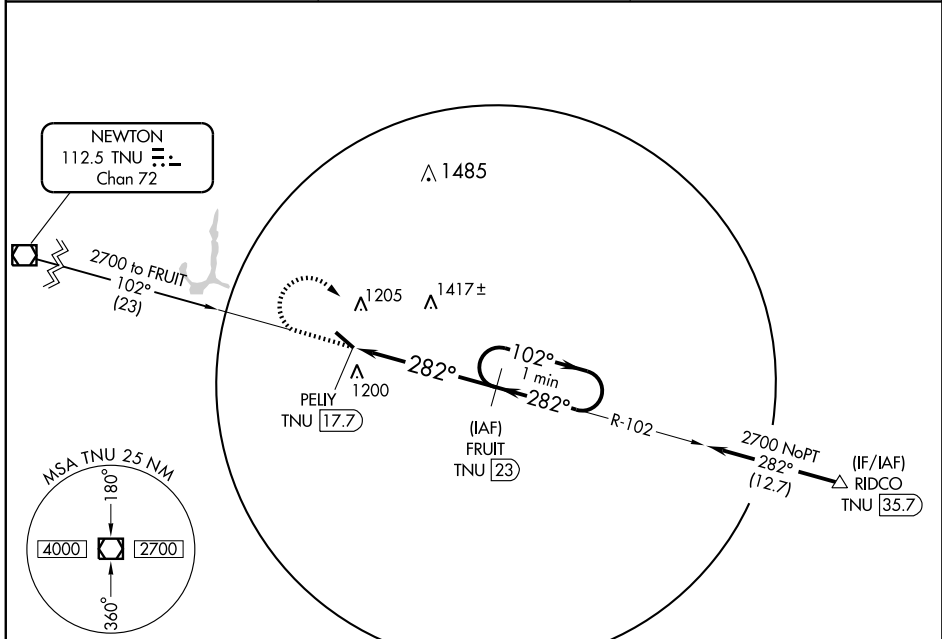
GRINNELL RGNL (GGI)

VOR/DME TNU 112.5 Chan 72	APP CRS 282°	Rwy Idg TDZE Apt Elev	5000 1008 1008
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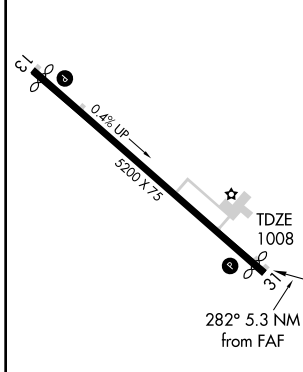
⚠ When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn via TNU VOR/DME R-102 to FRUIT/TNU 23 DME and hold.

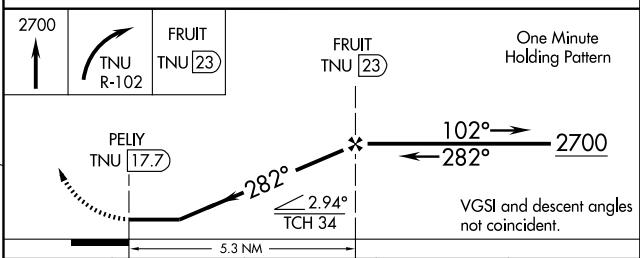
AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF) 0
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ELEV 1008



Procedure NA for arrivals at RIDCO via V294 northeast bound.



CATEGORY	A	B	C	D
S-31	1680-1	672 (700-1)	1680-2 672 (700-2)	NA
CIRCLING	1680-1	672 (700-1)	1680-2 672 (700-2)	NA

REIL Rwy 13 and 31 0
MIRL Rwy 13-31 0

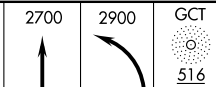
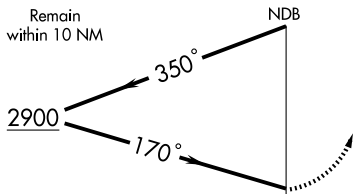
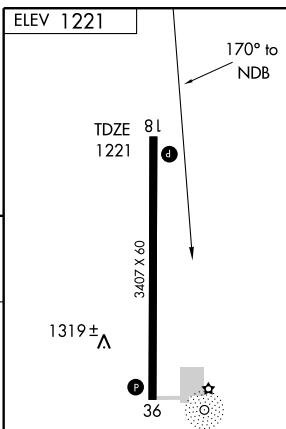
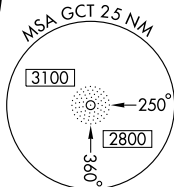
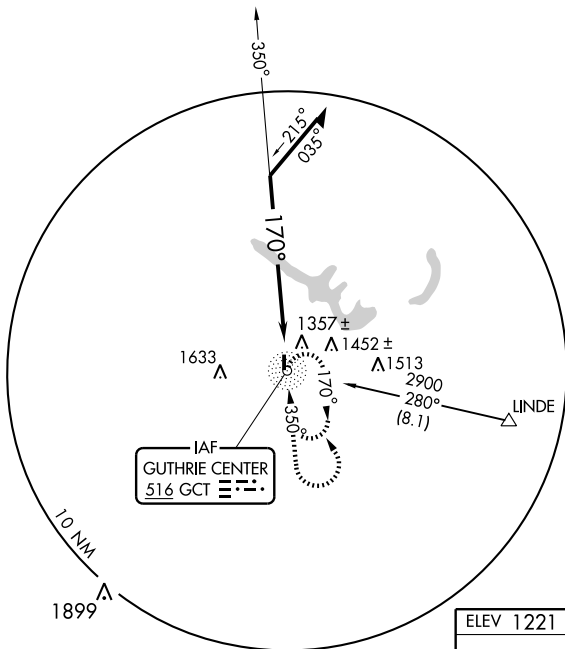
NDB GCT	APP CRS	Rwy Idg	3407
516	170°	TDZE	1221
		Apt Elev	1221

Use Audubon County altimeter setting.

MISSED APPROACH: Climb to 2700, then climbing left turn to 2900 direct GCT NDB and hold.

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-18	1780-1	559 (600-1)		NA
CIRCLING	1780-1	559 (600-1)		NA

REIL Rwy 18 and 36 0
MIRL Rwy 18-36 0

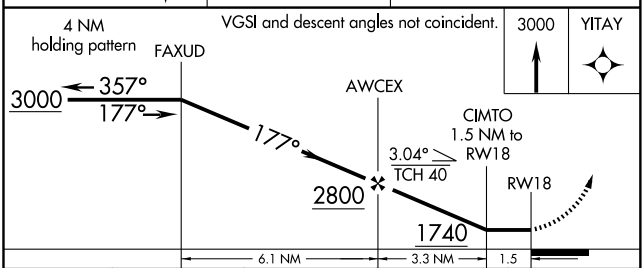
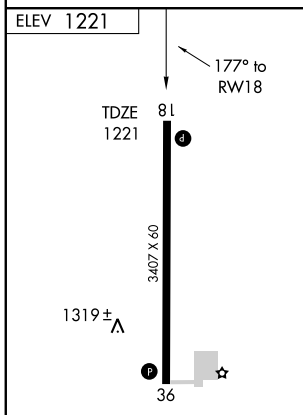
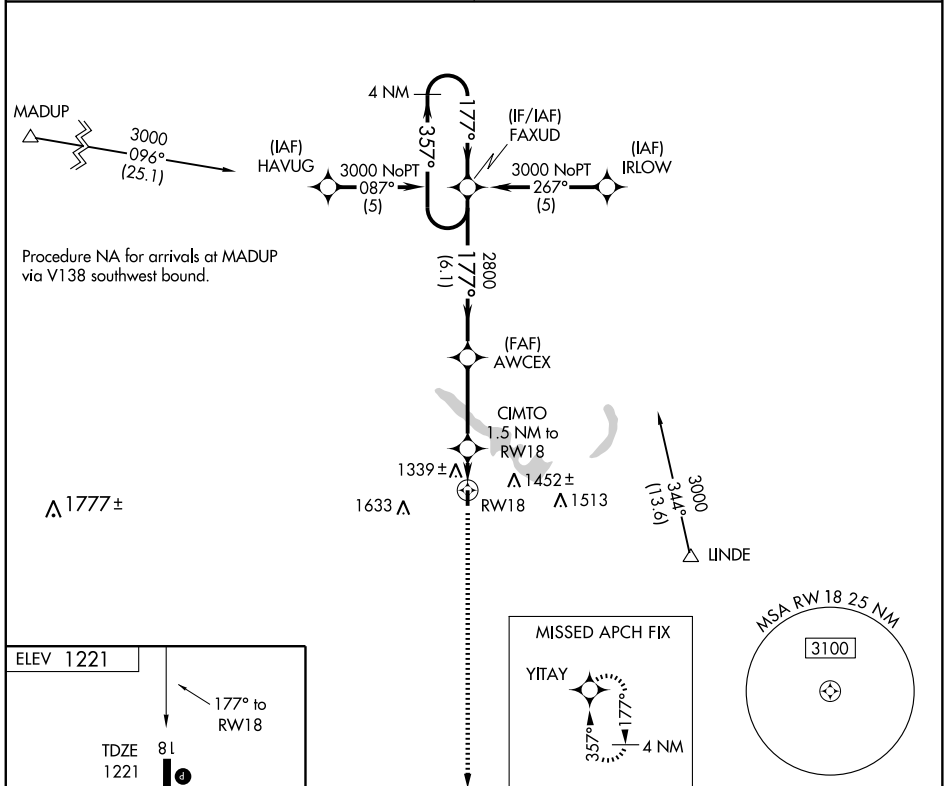
APP CRS 177°	Rwy Idg TDZE Apt Elev	3407 1221 1221
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RNAV (GPS) RWY 18

GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

<p>NA</p> <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Audubon altimeter setting; when not received, use Carroll altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct YITAY and hold.</p>
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<p>DES MOINES APP CON 135.2 360.7</p>	<p>UNICOM 122.8 (CTAF)</p>
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CATEGORY	A	B	C	D
LNAV MDA	1660-1	439 (500-1)	NA	
CIRCLING	1720-1	499 (500-1)	NA	

REIL Rwy 18 and 36
 MIRL Rwy 18-36

NC-3, 08 APR 2010 to 06 MAY 2010

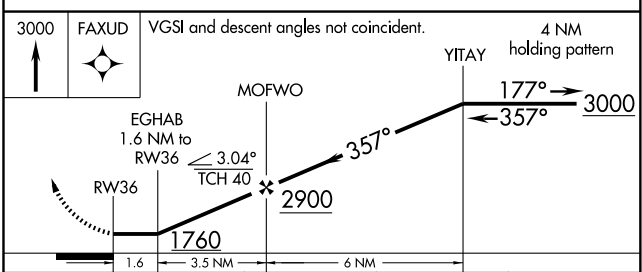
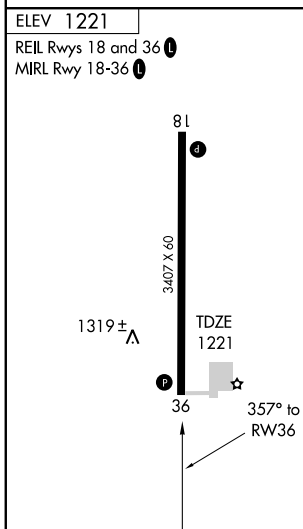
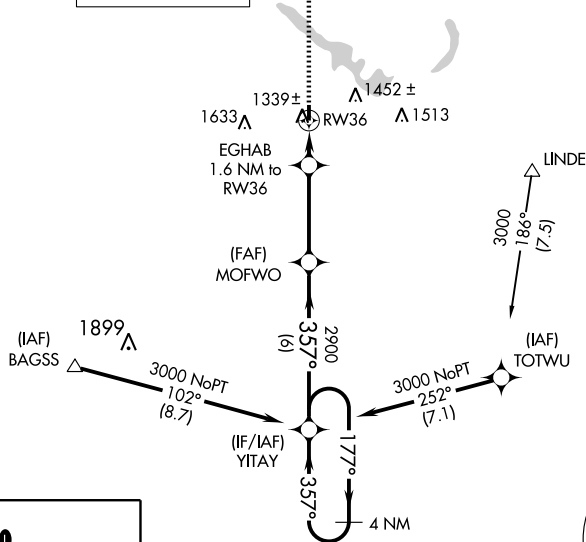
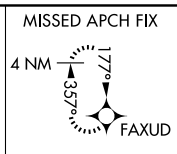
APP CRS 357°	Rwy Idg TDZE Apt Elev	3407 1221 1221
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RNAV (GPS) RWY 36

GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

<p>NA</p> <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Audubon altimeter setting; when not received, use Carroll altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct FAXUD and hold.</p>
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<p>DES MOINES APP CON 135.2 360.7</p>	<p>UNICOM 122.8 (CTAF)</p>
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CATEGORY	A	B	C	D
LNAV MDA	1660-1	439 (500-1)	NA	
CIRCLING	1720-1	499 (500-1)	NA	

NDB RWY 17

HAMPTON MUNI (HPT)

NDB HPT 230	APP CRS 179°	Rwy Idg TDZE Apt Elev	4018 1176 1176
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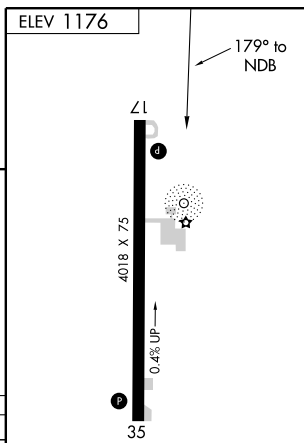
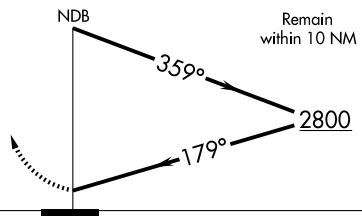
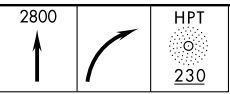
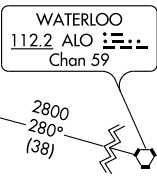
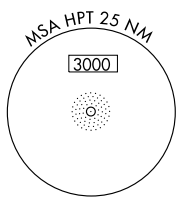
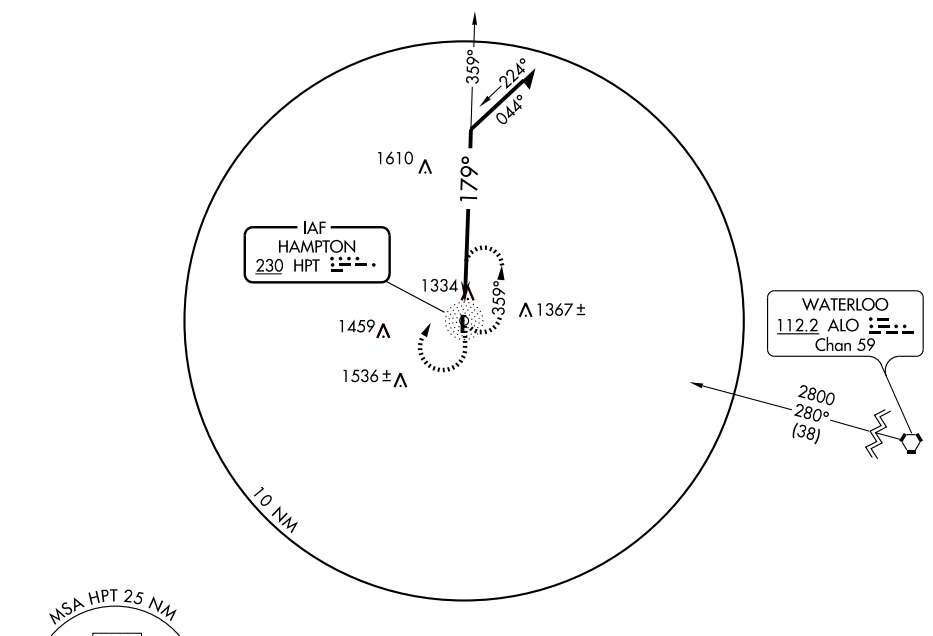
NA Use Mason City altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct HPT NDB and hold.

AWOS-3
121.925

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
S-17	2080-1¼ 904 (1000-1¼)			NA
CIRCLING	2080-1¼ 904 (1000-1¼)			NA

RNAV (GPS) RWY 17

HAMPTON MUNI (HPT)

APP CRS **177°**
 Rwy Idg **4018**
 TDZE **1176**
 Apt Elev **1176**

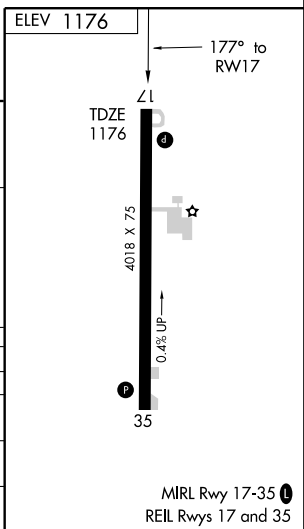
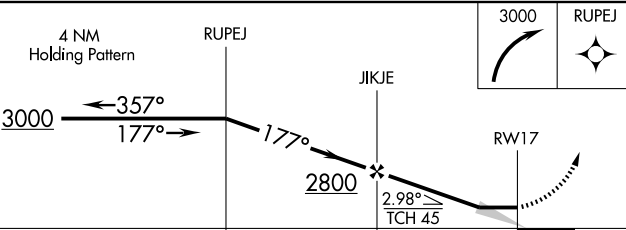
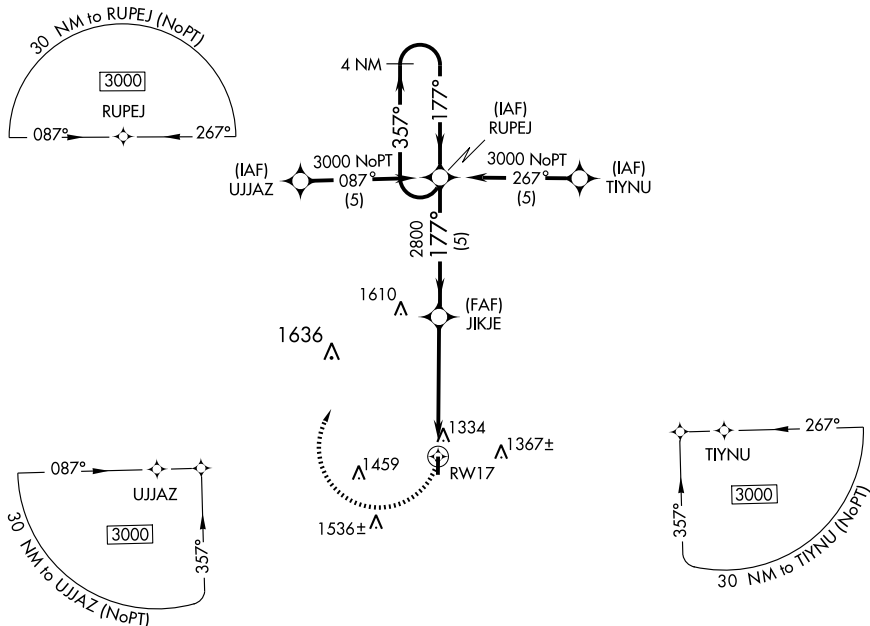
▼ Use Mason City altimeter setting.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct RUPEJ WP and hold.

AWOS-3
121.925

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) ①



CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/VNAV			NA	
LNAV MDA	1660-1	484 (500-1)		NA
CIRCLING	1740-1 564 (600-1)	1860-1 684 (700-1)		NA

MIRL Rwy 17-35 ①
 REIL Rws 17 and 35

RNAV (GPS) RWY 35

HAMPTON MUNI (HPT)

APP CRS **357°**
 Rwy Idg **4018**
 TDZE **1175**
 Apt Elev **1176**

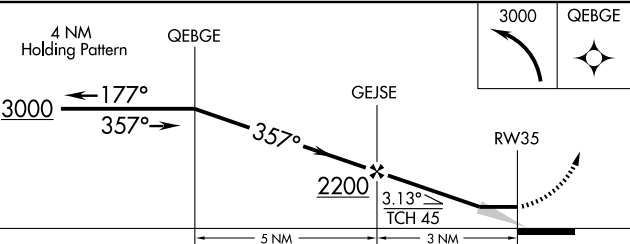
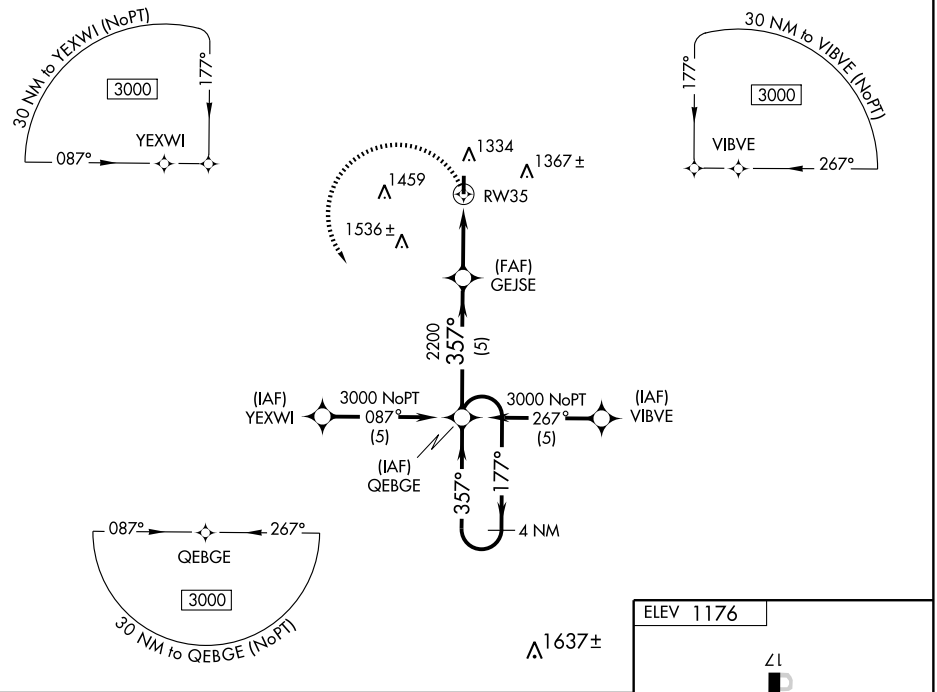
▼ Use Mason City altimeter setting.
 ▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct QEBGE WP and hold.

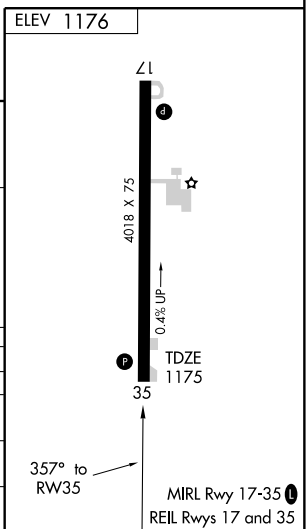
AWOS-3
121.925

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 1



CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/VNAV DA			NA	
LNAV MDA	1880-1	705 (800-1)		NA
CIRCLING	1880-1	704 (800-1)		NA



NC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 35

HAMPTON MUNI (HPT)

VORTAC MCW 114.9 Chan 96	APP CRS 343°	Rwy Idg 4018 TDZE 1175 Apt Elev 1176
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
NA Use Mason City altimeter setting.

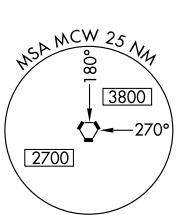
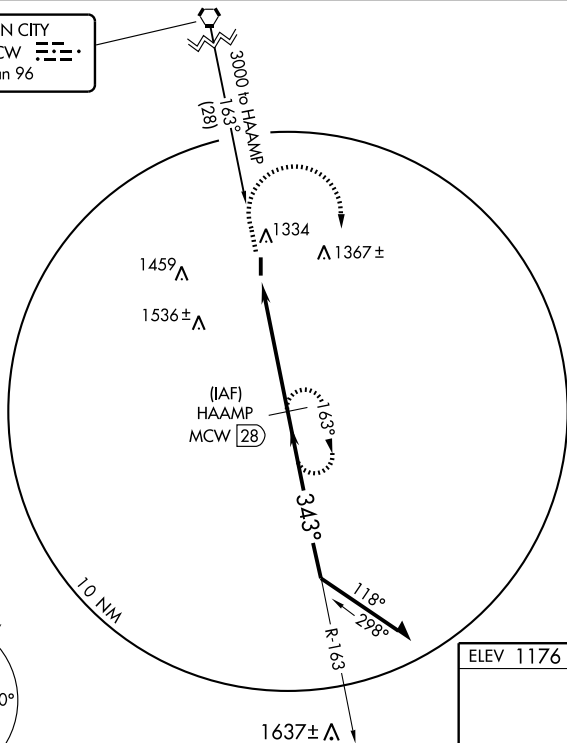
MISSED APPROACH: Climb to 3000 then right turn via MCW R-163 to HAAMP/28 DME and hold.

AWOS-3
121.925

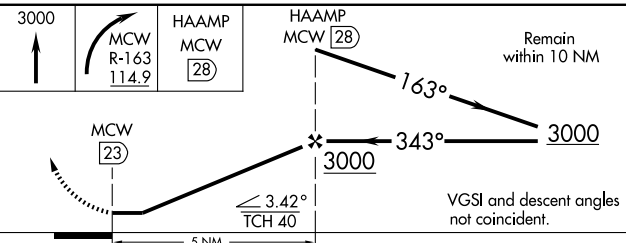
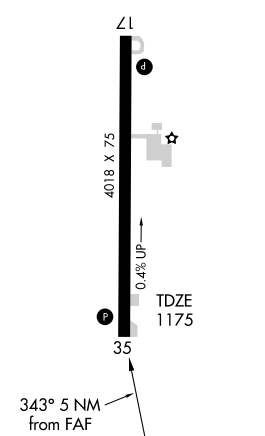
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0

MASON CITY
114.9 MCW 
Chan 96



ELEV 1176 REIL Rwy 17 and 35
MIRL Rwy 17-35 **0**



CATEGORY	A	B	C	D
S-35	1880-1 705 (800-1)	1880-1¼ 705 (800-1¼)		NA
CIRCLING	1880-1 704 (800-1)	1880-1¼ 704 (800-1¼)		NA

GPS RWY 15

HARLAN MUNI (HNR)

APP CRS	Rwy Idg	4100
150°	TDZE	1231
	Apt Elev	1231

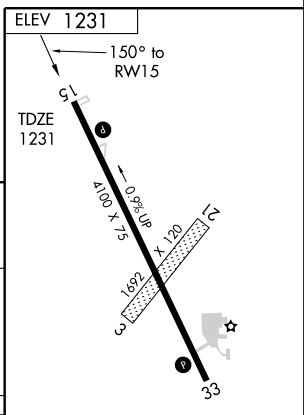
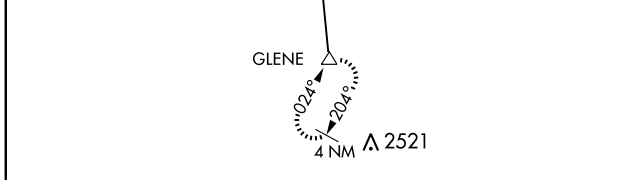
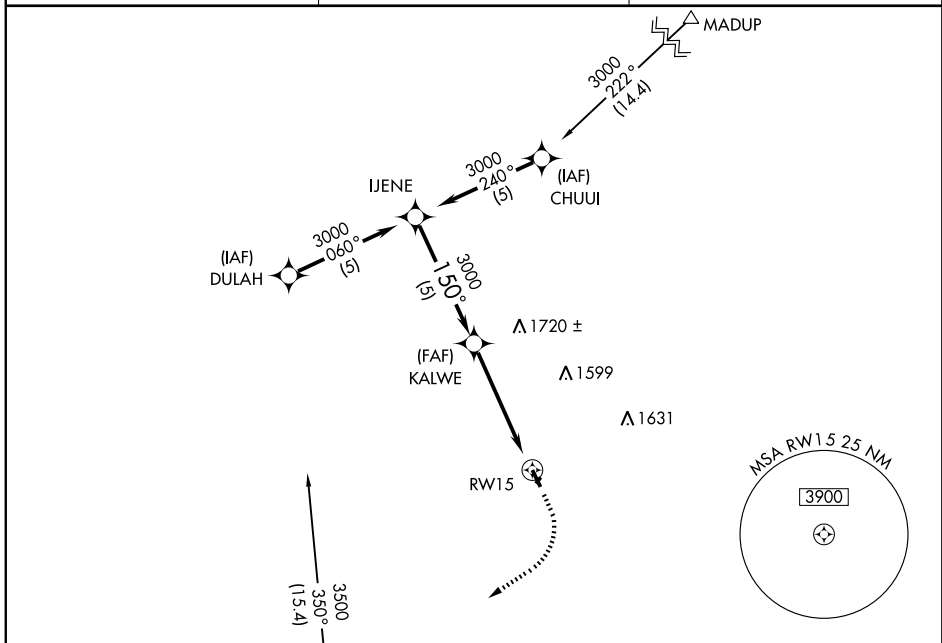
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.

AWOS-3
118.325

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF)



	IJENE	KALWE	2000	3600	GLENE
			↑	↷	△
	VGSi and descent angle not coincident.				
Procedure Turn	NA				
CATEGORY	A	B	C	D	
S-15	1780-1	549 (600-1)	NA		
CIRCLING	1780-1	549 (600-1)	NA		

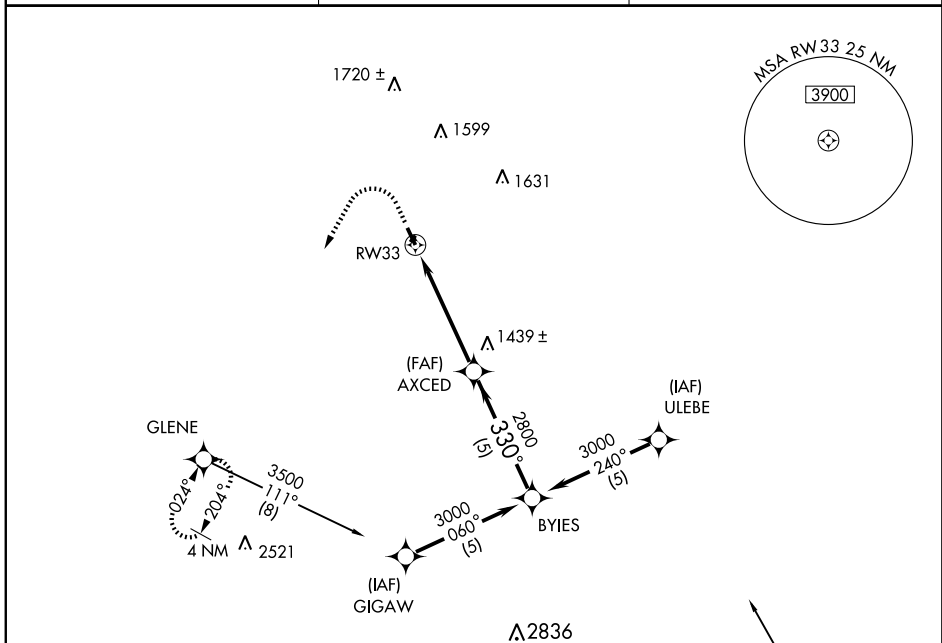
MIRL Rwy 15-33 **NA**

APP CRS	Rwy Idg	4100
330°	TDZE	1215
	Apt Elev	1231

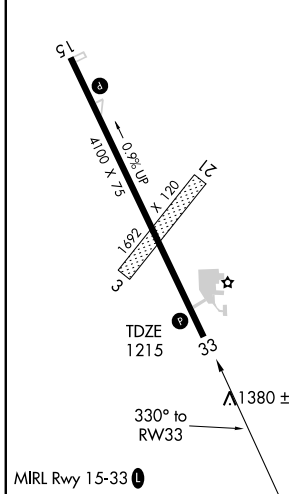
NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3500 direct GLENE WP and hold.

AWOS-3 118.325	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF)
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ELEV 1231



	2000	3500	GLENE	
			AXCED	BYIES
			2800	3000
			330°	Procedure Turn NA
			5 NM	5 NM
CATEGORY	A	B	C	D
S-33	1640-1	425 (500-1)		NA
CIRCLING	1780-1	549 (600-1)		NA

NC-3, 08 APR 2010 to 06 MAY 2010

NDB or GPS RWY 17

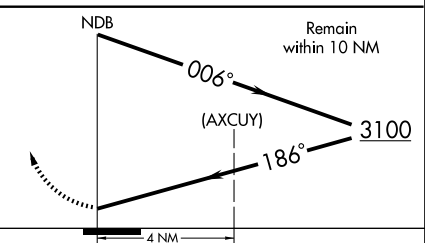
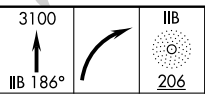
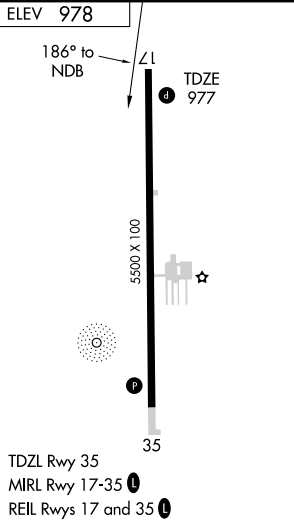
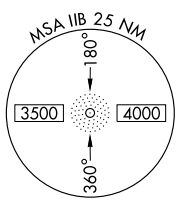
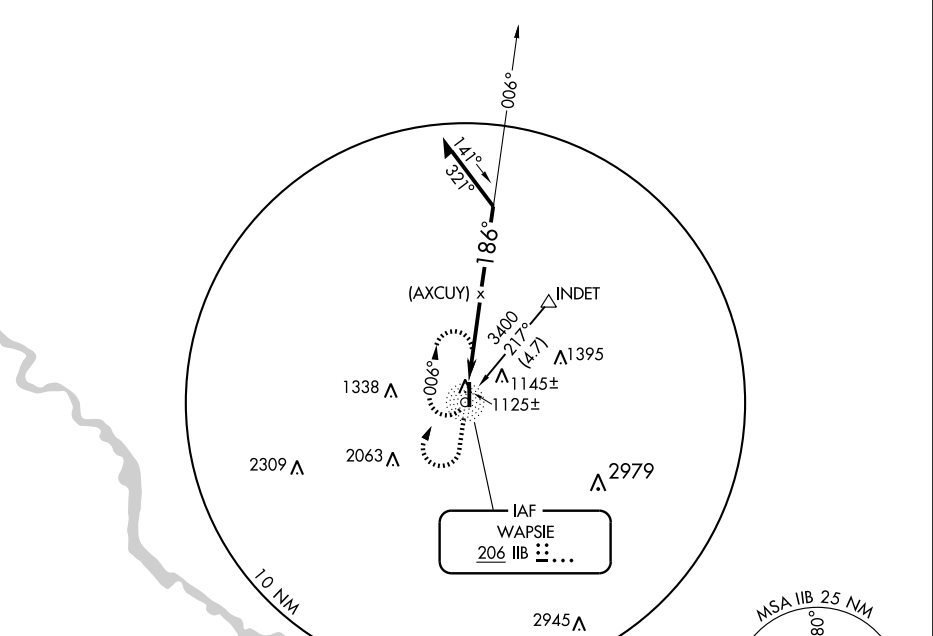
INDEPENDENCE MUNI (IIB)

NDB IIB 206	APP CRS 186°	Rwy Idg TDZE Apt Elev	5500 977 978
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NA Use Waterloo alimeter setting.

MISSED APPROACH: Climb to 3100 via IIB 186° bearing then right turn direct IIB NDB and hold.

AWOS-3 120.825	WATERLOO APP CON * 118.9 251.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	1640-1 663 (700-1)		1640-1 663 (700-1 3/4)	NA
CIRCLING	1640-1 663 (700-1)		1640-1 663 (700-1 3/4)	NA

RNAV (GPS) RWY 25

IOWA CITY MUNI (IOW)

WAAS CH 58207 W25A	APP CRS 249°	Rwy Idg TDZE Apt Elev	4196 657 684
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all DA 66 feet and LPV and LNAV/VNAV all Cats visibility 1/4 mile, increase all MDA 80 feet.
Baro-VNAV and VDP NA when using Cedar Rapids altimeter setting.

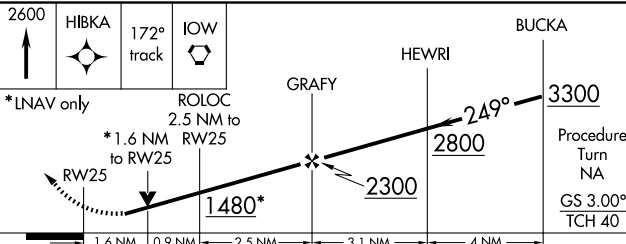
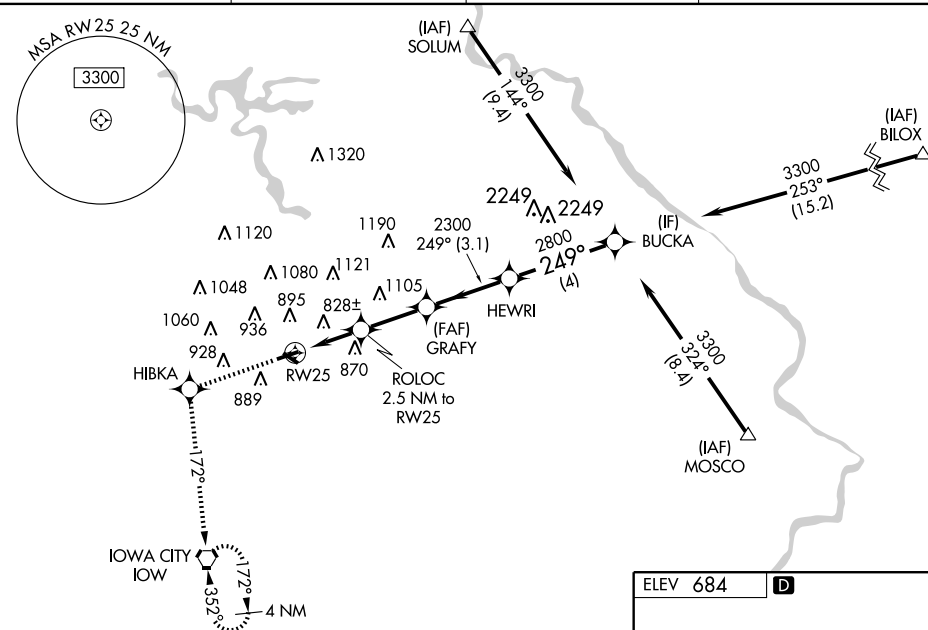
MISSED APPROACH: Climb to 2600 direct HIBKA and via 172° track to IOW VORTAC and hold.

ASOS
128.075

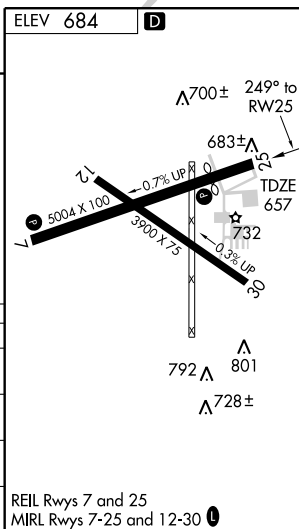
CEDAR RAPIDS APP CON*
119.7 266.8

CLNC DEL
119.05

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
LPV DA	1051-1½	394 (400-1½)		NA
LNAV/VNAV DA	1161-1¾	504 (500-1¾)		NA
LNAV MDA	1200-1	543 (600-1)		NA
CIRCLING	1260-1	576 (600-1)		NA



REIL Rwy 7 and 25
MIRL Rwy 7-25 and 12-30 **0**

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 30

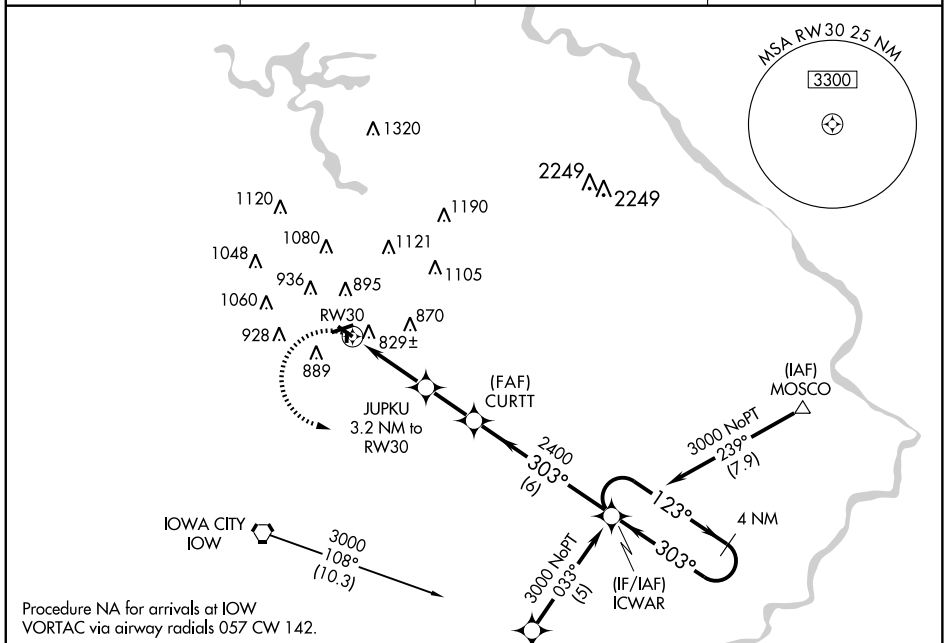
IOWA CITY MUNI (IOW)

APP CRS	Rwy Idg	3900
303°	TDZE	656
	Apt Elev	684

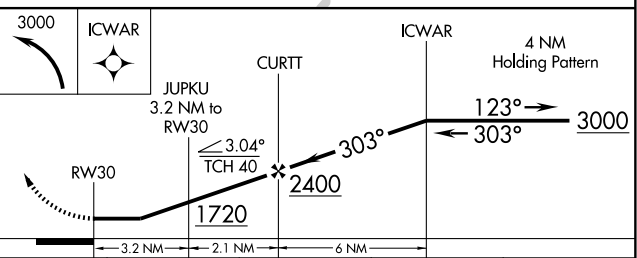
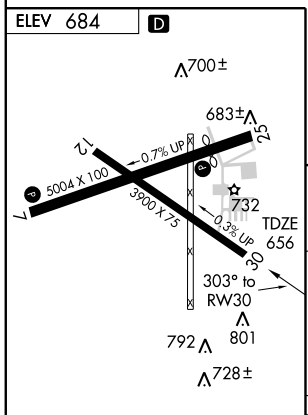
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3000 direct ICWAR and hold.

ASOS 128.075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at IOW
 VORTAC via airway radials 057 CW 142.



CATEGORY	A	B	C	D
LNAV MDA	1100-1	444 (500-1)		NA
CIRCLING	1260-1	576 (600-1)		NA

REIL Rwy 7 and 25
 MRL Rwy 7-25 and 12-30 0

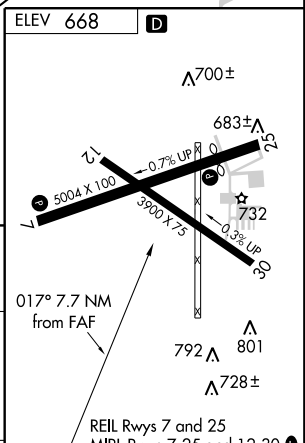
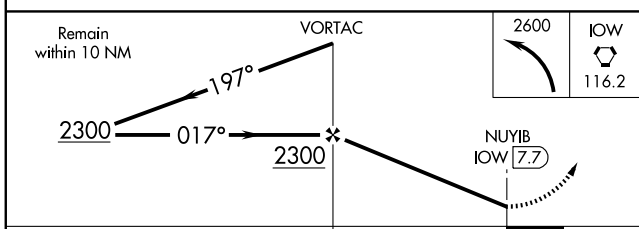
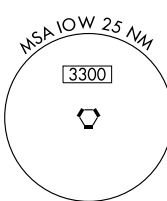
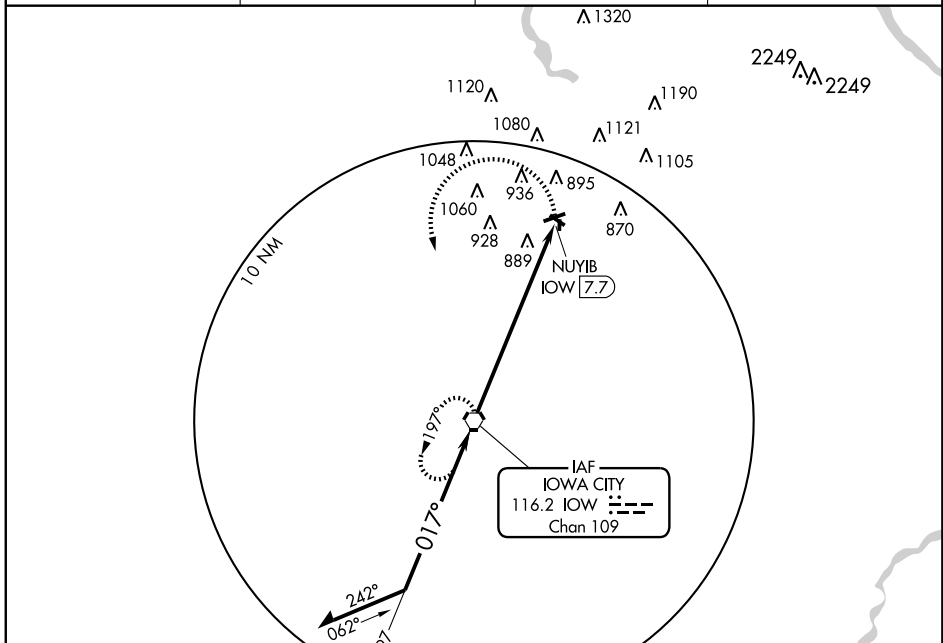
NC-3. 08 APR 2010 to 06 MAY 2010

VORTAC IOW 116.2 Chan 109	APP CRS 017°	Rwy Idg TDZE Apt Elev N/A N/A 668
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▼ If local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDAs 80 feet.

▲ MISSED APPROACH: Climbing left turn to 2600 direct IOW VORTAC and hold.

ASOS 128.075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D	FAF to MAP 7.7 NM					
CIRCLING	1280-1 612 (700-1)		NA		Knots	60	90	120	150	180
					Min:Sec	7:42	5:08	3:51	3:05	2:34

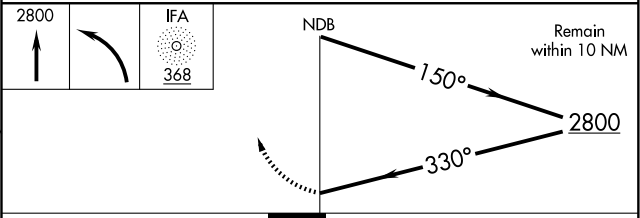
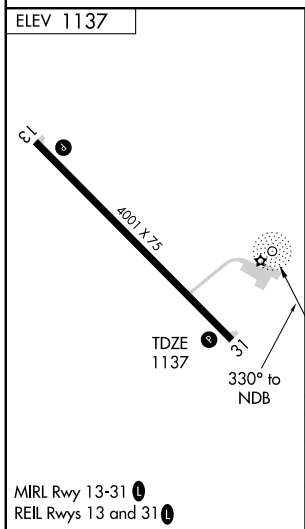
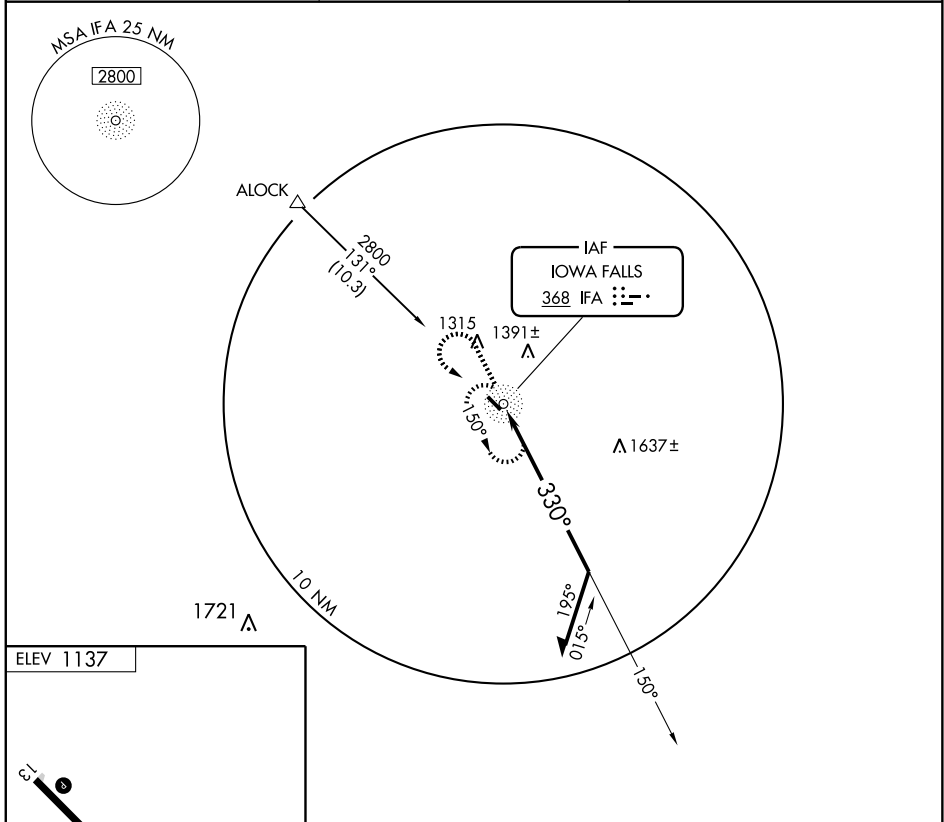
NDB RWY 31

IOWA FALLS MUNI (IFA)

NDB IFA 368	APP CRS 330°	Rwy Idg TDZE Apt Elev	4001 1137 1137
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⚠ When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet. **MISSED APPROACH:** Climb to 2800 then left turn direct IFA NDB and hold.

AWOS 120.425	WATERLOO APP CON ★ 118.9	UNICOM 122.8 (CTAF) 📞
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CATEGORY	A	B	C	D
S-31	1720-1	583 (600-1)	NA	
CIRCLING	1720-1	583 (600-1)	NA	

RNAV (GPS) RWY 31

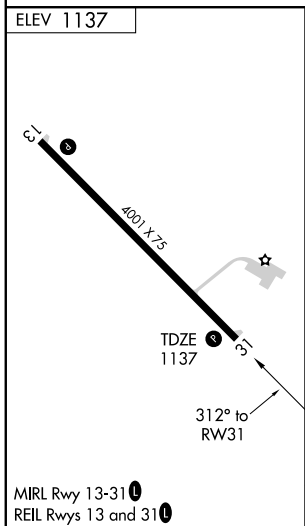
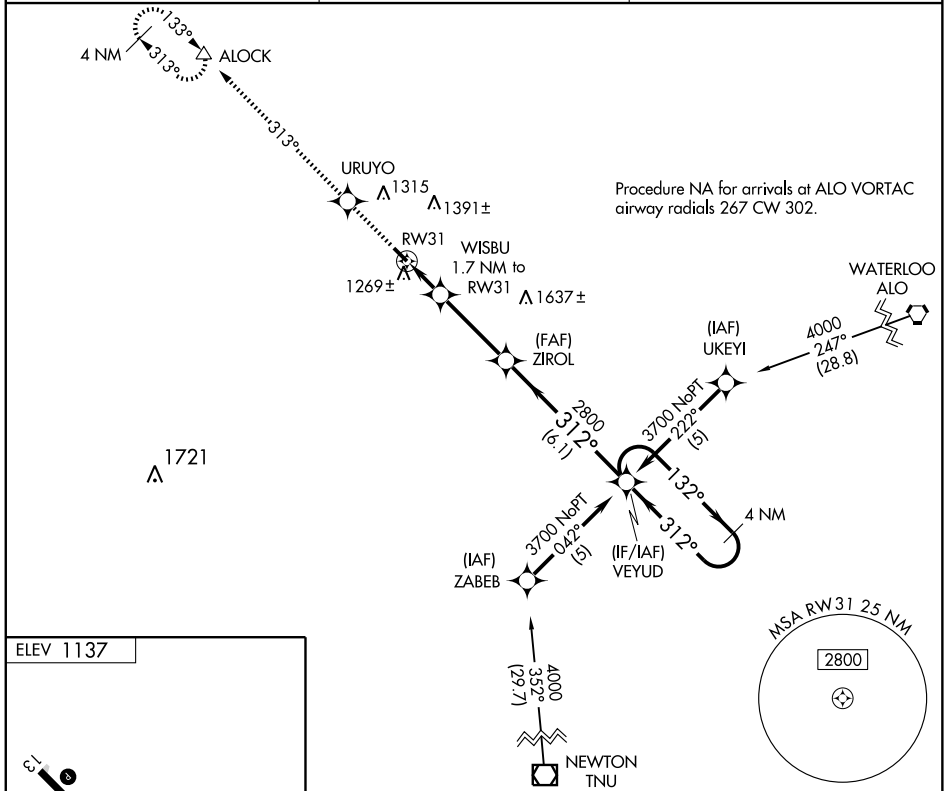
IOWA FALLS MUNI (IFA)

APP CRS	Rwy Idg	4001
312°	TDZE	1137
	Apt Elev	1137

⚠ DME/DME RNP- 0.3 NA.
⚠ When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.
 VDP NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 4000 direct URUYO and via 313° track to ALOCK and hold, continue climb-in-hold to 4000.

AWOS 120.425	WATERLOO APP CON ★ 118.9	UNICOM 122.8 (CTAF) 0
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4000	URUYO	313° track	ALOCK	VEYUD	4 NM Holding Pattern
WISBU 1.7 NM to RW31		ZIROL		3700	
RW31 1.1 NM to RW31		312°		132°	
1720		2800		3700	
1.1 NM		0.6 NM		3.3 NM	
1.1 NM		0.6 NM		6.1 NM	
TCH 40		3.04°		312°	
VGSI and descent angles not coincident.					
CATEGORY	A		B		C
LNVA MDA	1520-1		383 (400-1)		NA
CIRCLING	1600-1		463 (500-1)		NA

GPS RWY 14

JEFFERSON MUNI (E1W)

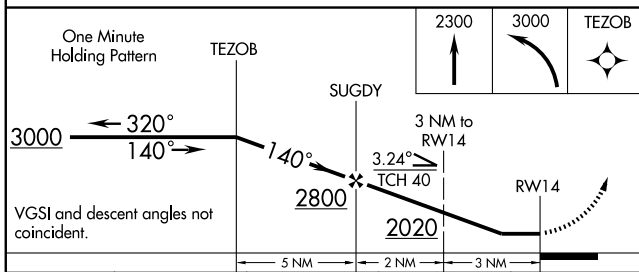
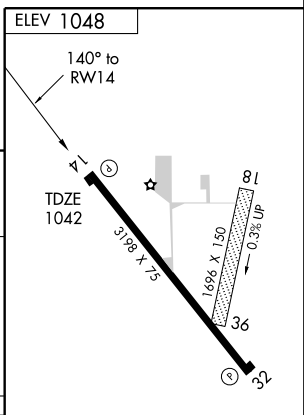
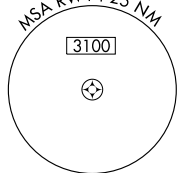
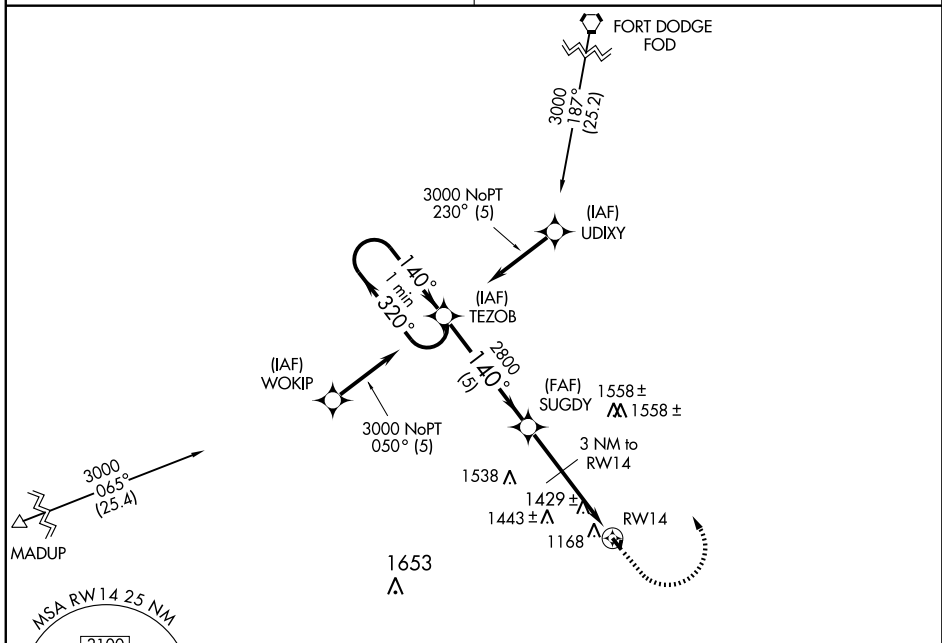
APP CRS	Rwy Idg	3198
140°	TDZE	1042
	Apt Elev	1048

NA Use Arthur N. Neu altimeter setting.

MINNEAPOLIS CENTER
134.0 288.3

MISSED APPROACH: Climb to 2300, then climbing left turn to 3000 direct TEZOB WP and hold.

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-14	1800-1 758 (800-1)	1800-1¼ 758 (800-1¼)		NA
CIRCLING	1800-1 752 (800-1)	1860-1¼ 812 (900-1¼)		NA

MIRL Rwy 14-32

REIL Rwy 14 and 32

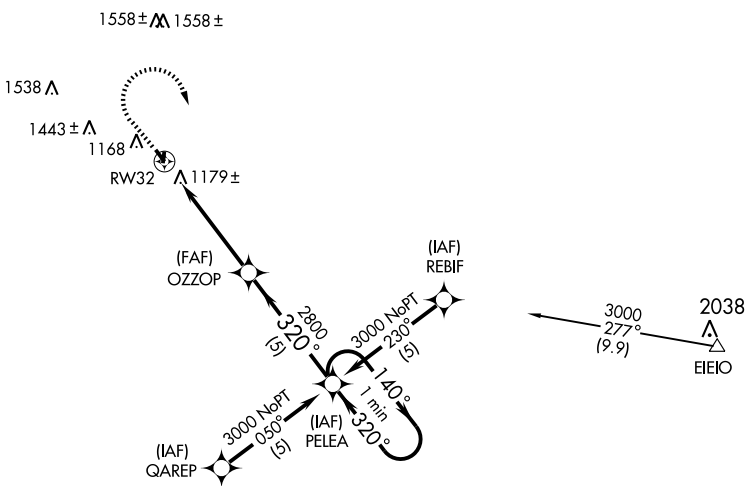
APP CRS	Rwy Idg	3198
320°	TDZE	1048
	Apt Elev	1048

NA Use Arthur N. Neu altimeter setting.

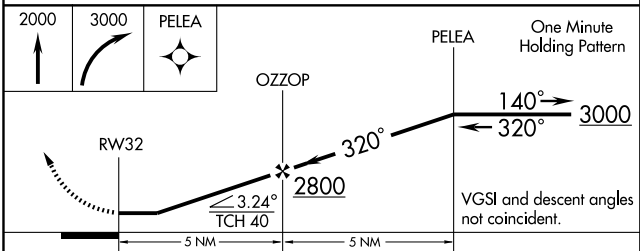
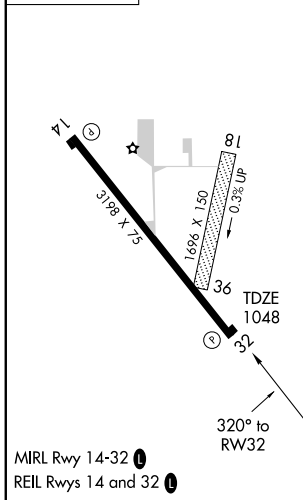
MISSED APPROACH: Climb to 2000, the climbing right turn to 3000 direct PELEA WP and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0



ELEV 1048



CATEGORY	A	B	C	D
S-32	1560-1	512 (600-1)		NA
CIRCLING	1740-1 692 (700-1)	1860-1¼ 812 (900-1¼)		NA

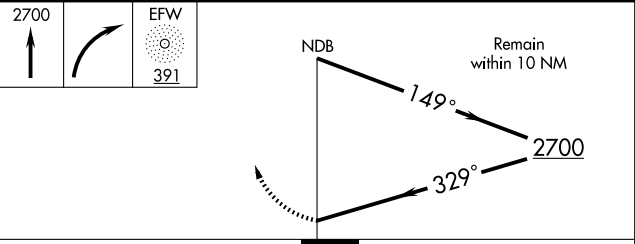
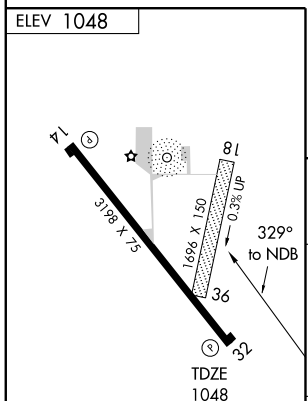
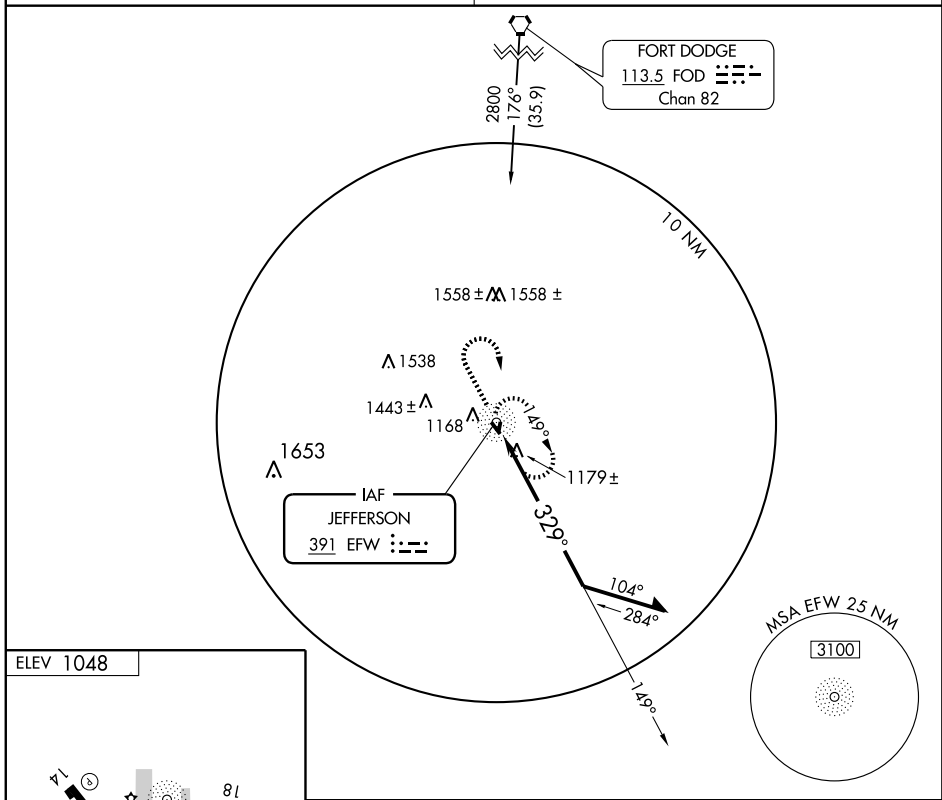
NDB EFW	APP CRS	Rwy Idg	3198
391	329°	TDZE	1048
		Apt Elev	1048

NA Use Arthur N. Neu altimeter setting.

MISSED APPROACH: Climb to 2700 then right turn direct EFW NDB and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-32	1640-1	592 (600-1)		NA
CIRCLING	1740-1 692 (700-1)	1860-1¼ 812 (900-1¼)		NA

REIL Rwy 14 and 32 **L**
MIRL Rwy 14-32 **L**

KEOKUK, IOWA

AL-970 (FAA)

ILS or LOC/DME RWY 26

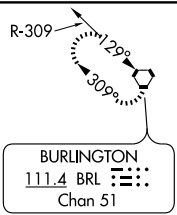
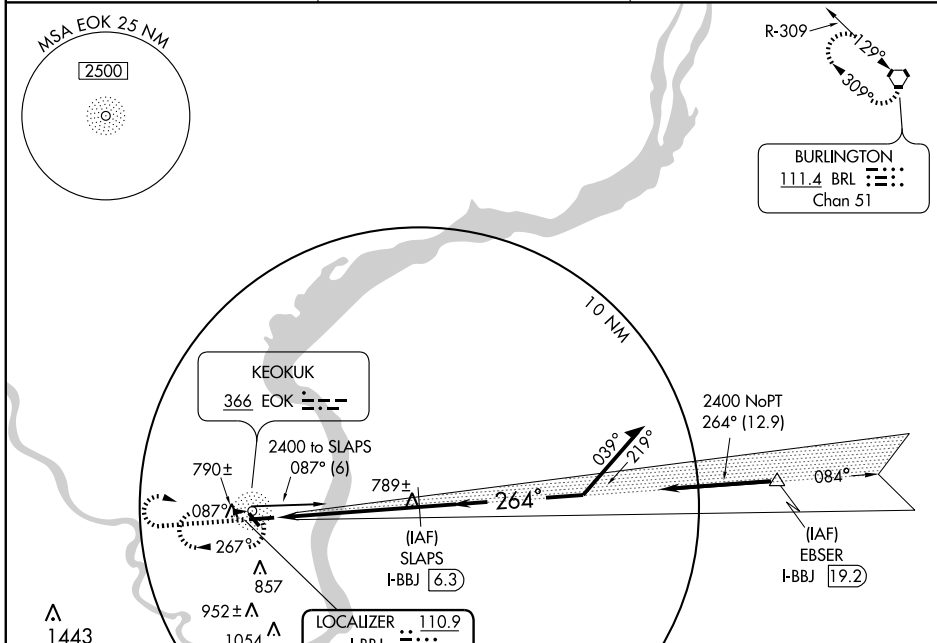
KEOKUK MUNI (EOK)

LOC/DME I-BBJ	APP CRS	Rwy Idg	5500
110.9	264°	TDZE	670
Chan 46		Apt Elev	671

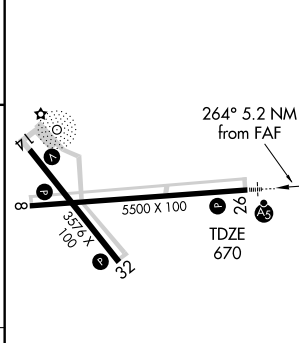
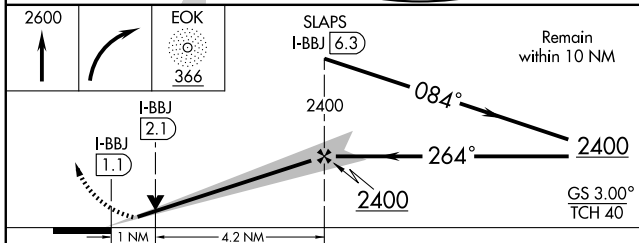
▼ If local altimeter setting not received, use Burlington altimeter setting and increase all DAs/MDAs 60 feet. Visibility reductions by helicopters NA. **▲ NA** VDP NA when using Burlington altimeter setting. ADF required.

MALSR MISSED APPROACH: Climb to 2600 then right turn direct EOK NDB and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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ELEV 671



CATEGORY	A	B	C	D
S-ILS 26	870-1/2	200 (200-1/2)		NA
S-LOC 26	1040-1/2	370 (400-1/2)		NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1/2 549 (600-1/2)	NA

REIL Rwy 8, 14 and 32 **0**
MIRL Rwy 8-26 and 14-32 **0**

NC-3. 08 APR 2010 to 06 MAY 2010

NDB EOK 366	APP CRS 128°	Rwy Idg TDZE Apt Elev	3576 671 671
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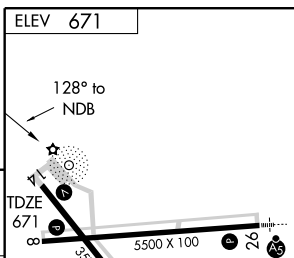
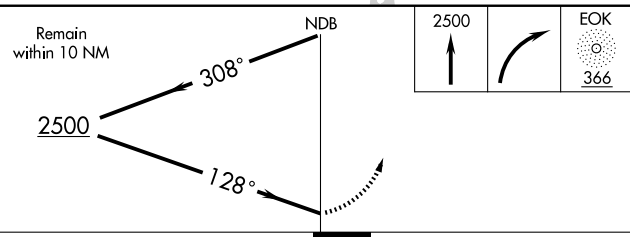
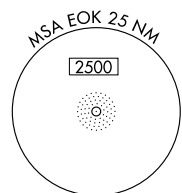
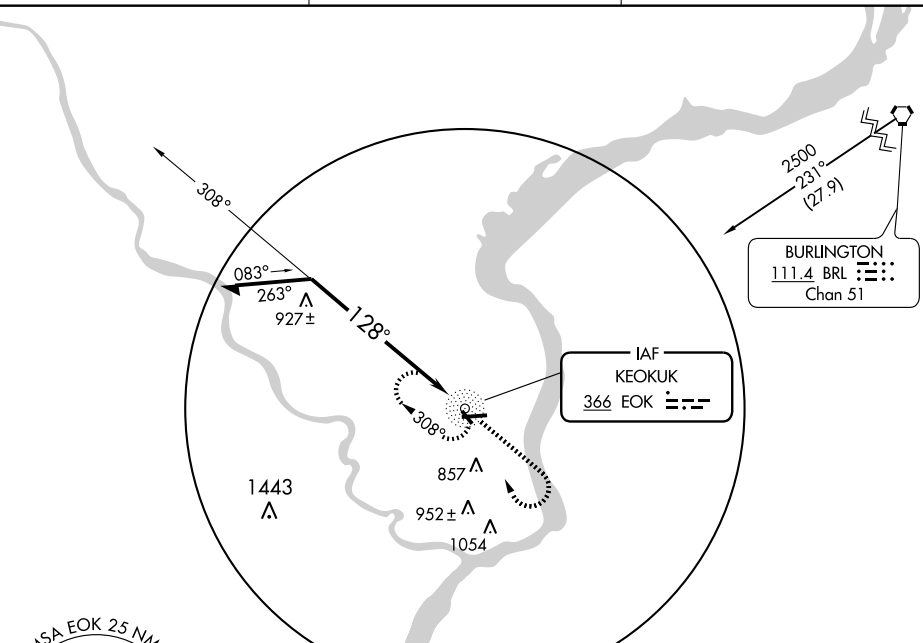
NDB RWY 14

KEOKUK MUNI (EOK)

▼ If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-14	1280-1	609 (700-1)	1280-1¾ 609 (700-1¾)	NA
CIRCLING	1280-1	609 (700-1)	1280-1¾ 609 (700-1¾)	NA

REIL Rwy 8, 14 and 32 **1**
MIRL Rwy 8-26 and 14-32 **1**

NDB RWY 26

KEOKUK MUNI (EOK)

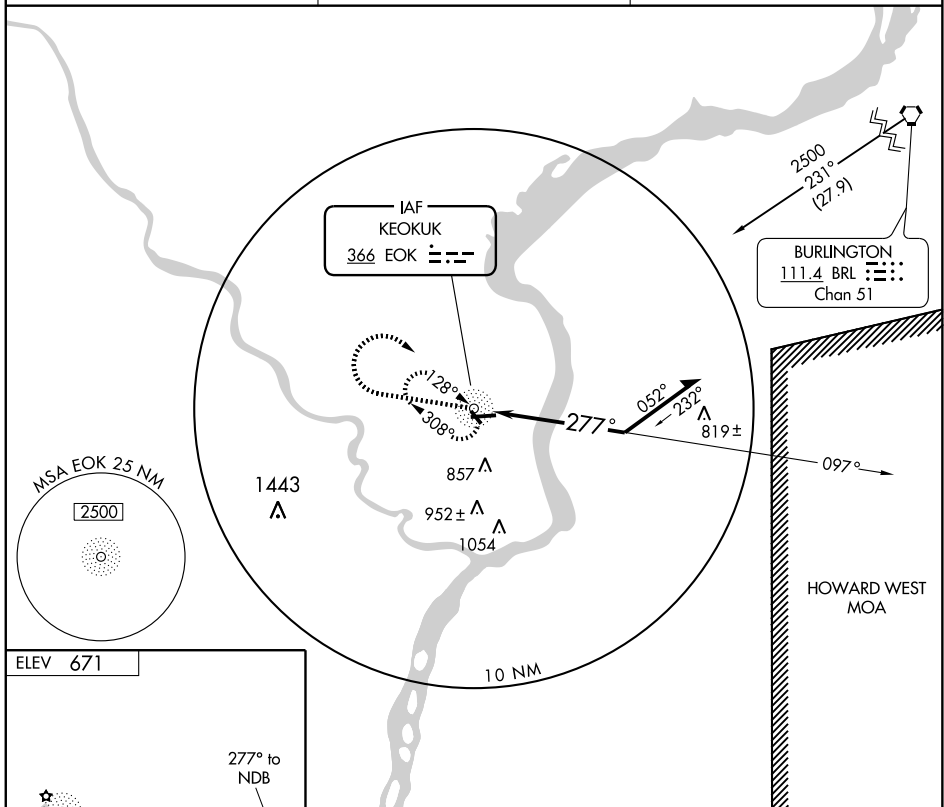
NDB EOK 366	APP CRS 277°	Rwy Idg TDZE Apt Elev	5500 670 671
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▽ If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.
▲

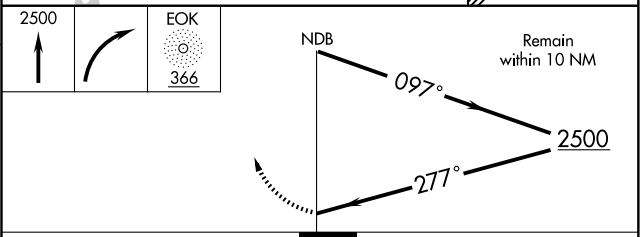
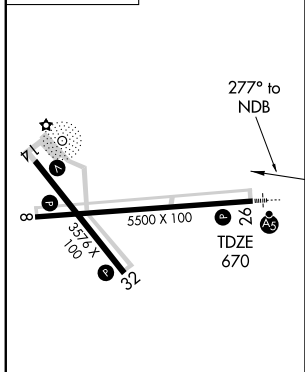


MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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ELEV 671



REIL Rwy 8, 14 and 32
MIRL Rwy 8-26 and 14-32

CATEGORY	A	B	C	D
S-26	1180- ³ / ₄	510 (600- ³ / ₄)	1180-1 510 (600-1)	NA
CIRCLING	1180-1 509 (600-1)	1200-1 529 (600-1)	1220-1½ 549 (600-1½)	NA

RNAV (GPS) RWY 8 KEOKUK MUNI (EOK)

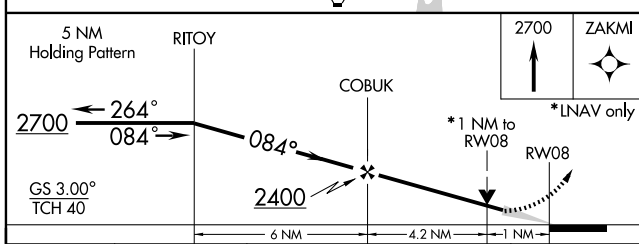
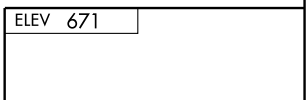
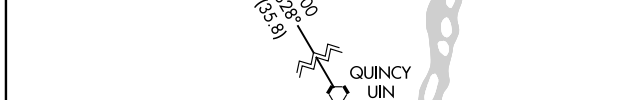
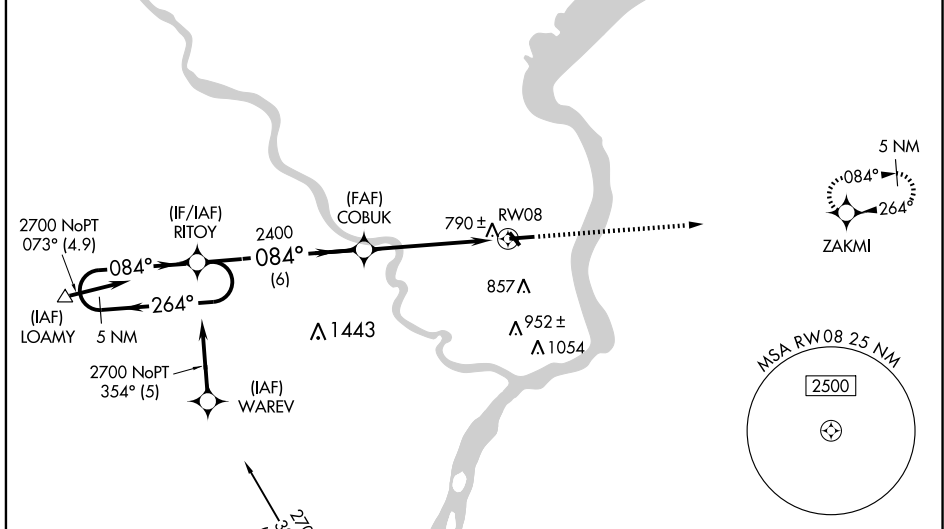
WAAS CH 97304 W08A	APP CRS 084°	Rwy Idg TDZE Apt Elev	5500 671 671
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▼ DME/DME RNP -0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
 If local altimeter setting not received, use BurlingtonRgnl altimeter setting and increase all DAs/MDAs 60 feet.
 VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.

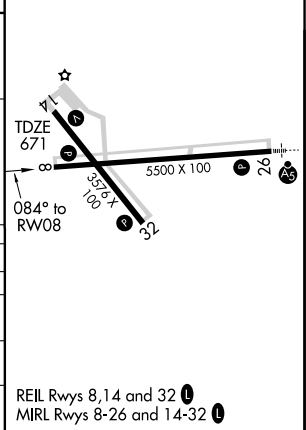
MISSED APPROACH: Climb to 2700 direct ZAKMI and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at LOAMY via V10 southwestbound.
 Procedure NA for arrivals at UIN VORTAC on airway radials 281 CW 012.



CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/DA	1059-1½	388 (400-1½)		NA
LNAV MDA	1040-1	369 (400-1)		NA
CIRCLING	1100-1½ 429 (500-1½)	1140-1½ 469 (500-1½)	1220-1½ 549 (600-1½)	NA



REIL Rwy 8, 14 and 32 0
 MIRL Rwy 8-26 and 14-32 0

RNAV (GPS) RWY 14

KEOKUK MUNI (EOK)

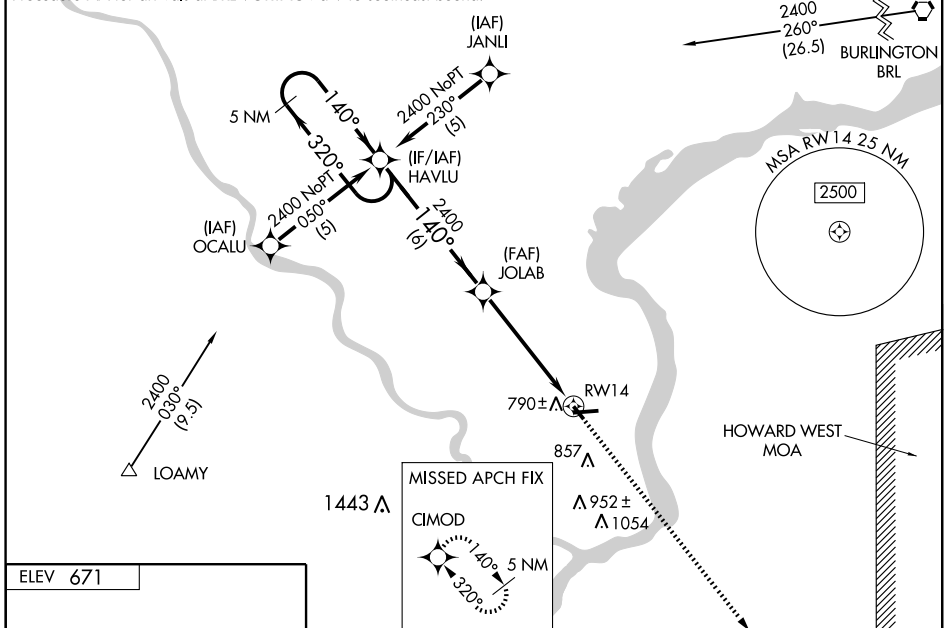
WAAS CH 90104 W14A	APP CRS 140°	Rwy Idg TDZE Apt Elev	3576 671 671
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▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
 If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
 Baro-VNAV NA when using Burlington Rgnl altimeter setting.

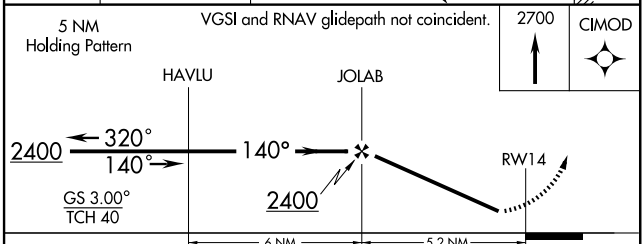
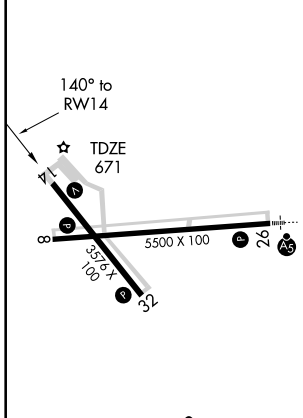
MISSED APPROACH: Climb to 2700 direct CIMOD and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 📶
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Procedure NA for arrivals at BRL VORTAC via V48 southeast bound.



ELEV 671



CATEGORY	A	B	C	D
LPV DA	949-1	278 (300-1)		NA
LNAV/VNAV DA	1040-1¼	369 (400-1¼)		NA
LNAV MDA	1040-1	369 (400-1)		NA
CIRCLING	1100-1¼ 429 (500-1¼)	1140-1¼ 469 (500-1¼)	1220-1½ 549 (600-1½)	NA

REIL Rwy 8, 14 and 32 **📶**
 MIRL Rwy 8-26 and 14-32 **📶**

RNAV (GPS) RWY 26

KEOKUK MUNI (EOK)

WAAS CH 45505 W26A	APP CRS 264°	Rwy Idg TDZE Apt Elev	5500 670 671
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▼ DME/DME RNP -0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 96°C (204°F).
 If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
 VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.
 For inoperative MALSR, increase LPV, LNAV/VNAV and LNAV all Cats. visibility to 1 mile.



MISSED APPROACH: Climb to 2700 direct RIT0Y and hold.

AWOS-3
118.375

KANSAS CITY CENTER
135.525 319.9

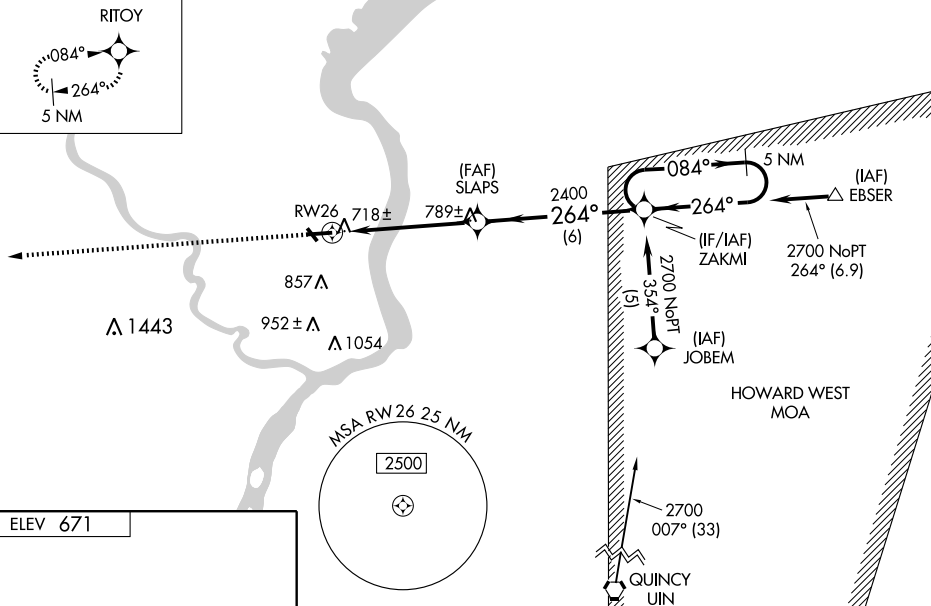
UNICOM
122.8 (CTAF)

MISSED APCH FIX

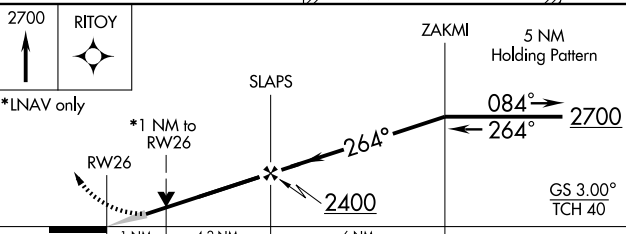
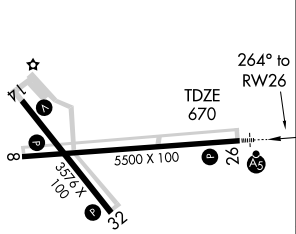
RIT0Y



Procedure NA for arrivals at UIN VORTAC on airway radials 321 CW 048.



ELEV 671



CATEGORY	A	B	C	D
LPV DA	924- ³ / ₄	254 (300- ³ / ₄)		NA
LNAV/VNAV DA	978- ³ / ₄	308 (400- ³ / ₄)		NA
LNAV MDA	1040- ³ / ₄	370 (400- ³ / ₄)		NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1½ 549 (600-1½)	NA

REIL Rwy 8, 14 and 32
MIRL Rwy 8-26 and 14-32

RNAV (GPS) RWY 32

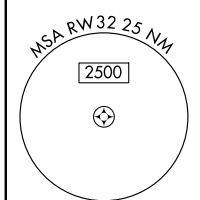
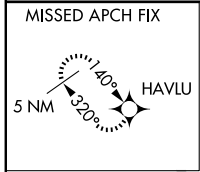
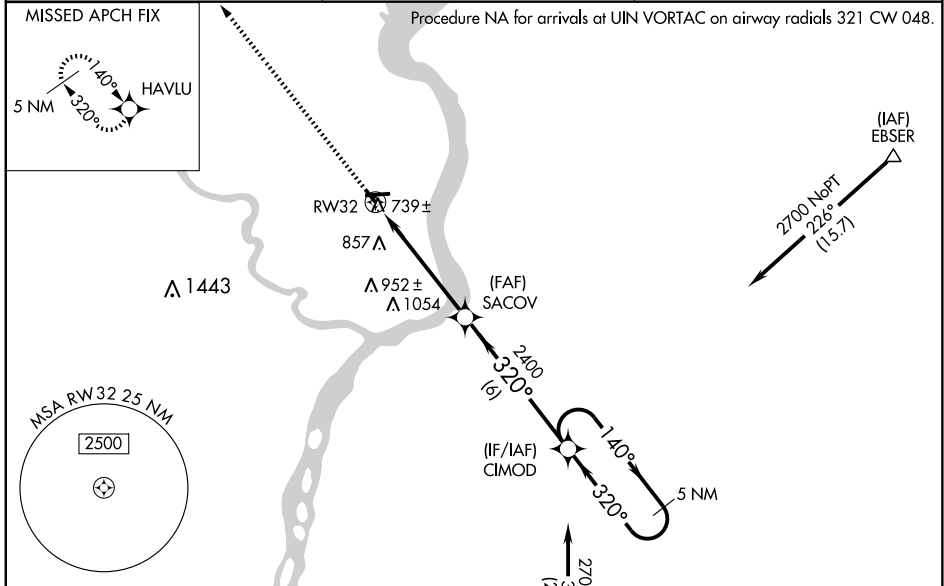
KEOKUK MUNI (EOK)

WAAS CH 40005 W32A	APP CRS 320°	Rwy Idg TDZE Apt Elev	3576 671 671
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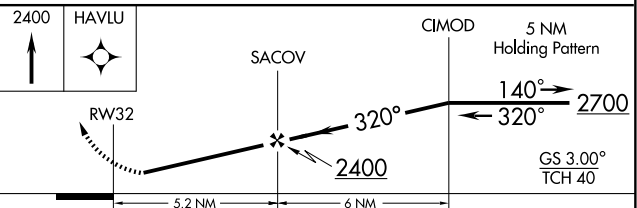
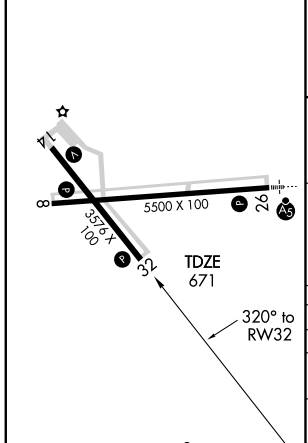
▼ DME/DME RNP -0.3 NA. Visibility reductions by helicopters NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
 When local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet, and increase LNAV/VNAV visibility 1/4 mile all Cats. Baro-VNAV NA when using Burlington Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct HAVLU and hold.

AWOS-3 118.375	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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ELEV **671**



CATEGORY	A	B	C	D
LPV DA	921-1		250 (300-1)	NA
LNAV/VNAV DA	1163-1¾		492 (500-1¾)	NA
LNAV MDA	1100-1	429 (500-1)	1100-1½ 429 (500-1½)	NA
CIRCLING	1180-1	509 (600-1)	1220-1½ 549 (600-1½)	NA

REIL Rwy 8, 14 and 32
 MIRL Rwy 8-26 and 14-32

RNAV (GPS) RWY 15

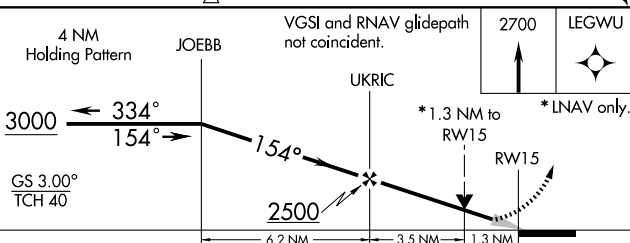
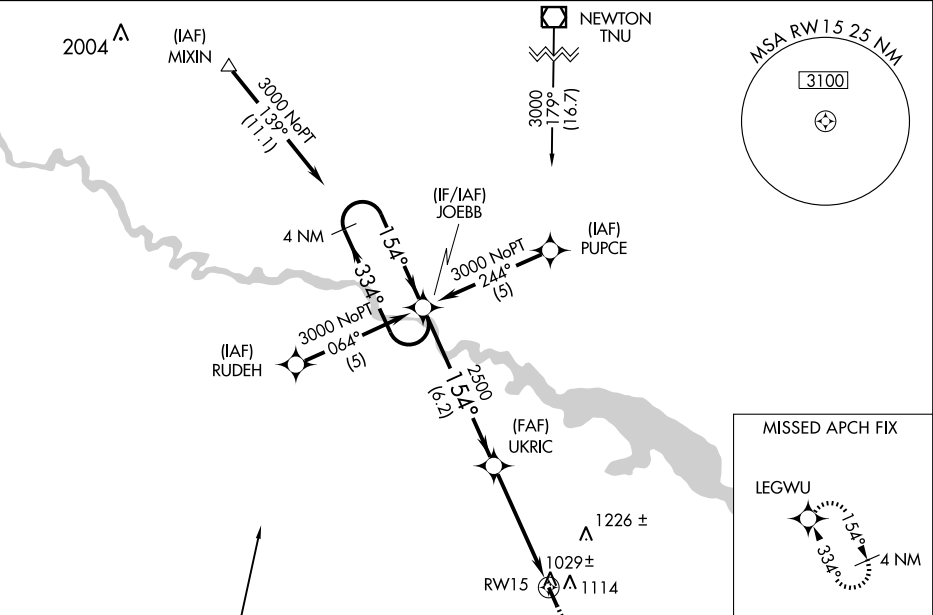
KNOXVILLE MUNI (OXV)

WAAS CH 40116 W15A	APP CRS 154°	Rwy Idg TDZE Apt Elev	4000 928 928
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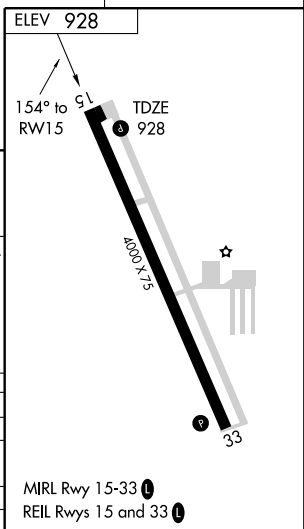
▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pella altimeter setting. When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct LEGWU and hold.

AWOS-3 119.775	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1242-1¼	314 (400-1¼)		NA
LNAV/VNAV DA	1299-1¼	371 (400-1¼)		NA
LNAV MDA	1360-1	432 (500-1)		NA
CIRCLING	1480-1	552 (600-1)		NA



NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 33

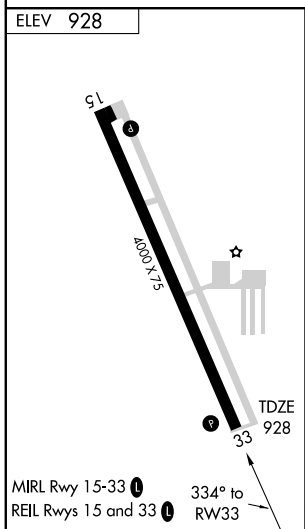
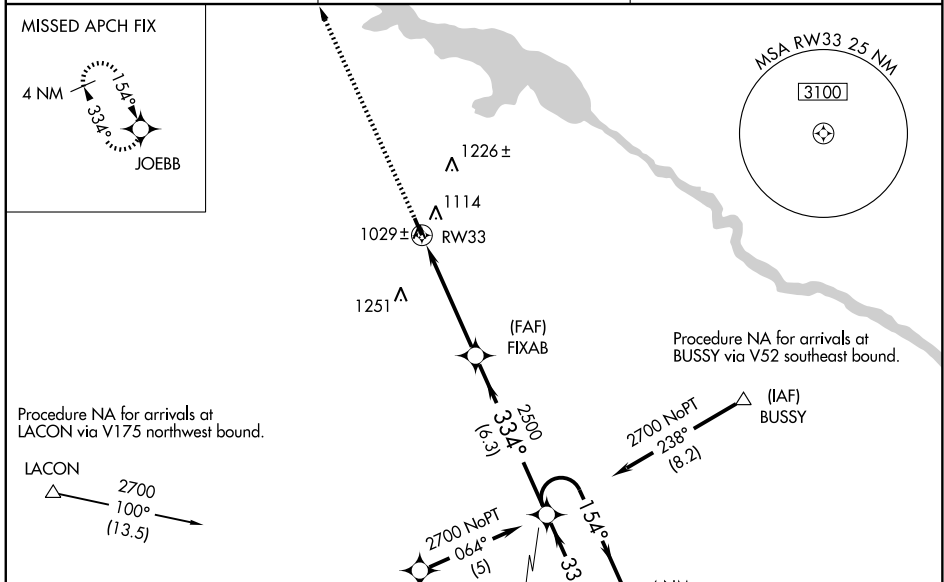
KNOXVILLE MUNI (OXV)

APP CRS	Rwy Idg	4000
334°	TDZE	928
	Apt Elev	928

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 Baro-VNAV and VDP NA when using Pella altimeter setting.
▲ When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet, LNAV/VNAV all Cats visibility ¼ mile.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct JOEBB and hold.

AWOS-3 119.775	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 0
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3000	JOEBB	VGSI and RNAV glidepath not coincident.		LEGWU 4 NM Holding Pattern
*LNAV only.	*1.4 NM to RW33	FIXAB	2700	GS 3.00° TCH 40
RW33	1.4 NM	3.4 NM	6.3 NM	
CATEGORY	A	B	C	D
LNAV/VNAV DA	1299-1¼	371 (400-1¼)		NA
LNAV MDA	1400-1	472 (500-1)		NA
CIRCLING	1480-1	552 (600-1)		NA

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 18

LAMONI MUNI (LWD)

APP CRS **178°**
 Rwy ldg **2900**
 TDZE **1130**
 Apt Elev **1130**

NA
 DME/DME RNP- 0.3 NA.

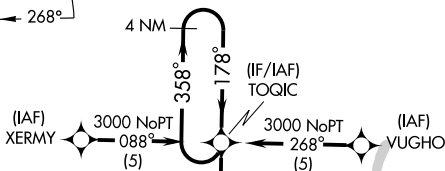
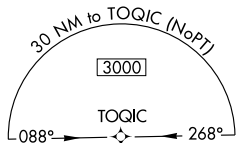
MISSED APPROACH: Climb to 2000, then left climbing turn to 3000 direct TOGIC WP and hold.

ASOS
120.0

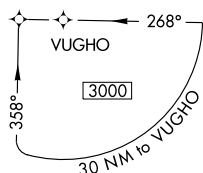
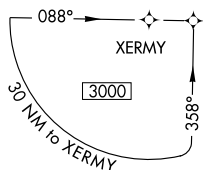
MINNEAPOLIS CENTER
125.65 288.1

CTAF
122.9

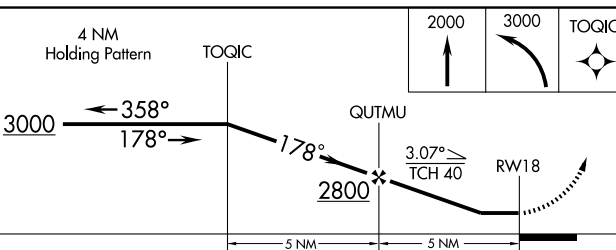
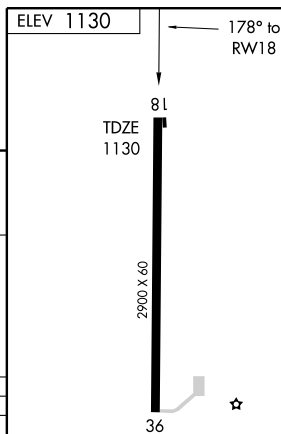
122.8 0



1640
NA



RW18
 1541±
 1497
 Δ 1413



CATEGORY	A	B	C	D
LNAV MDA	1480-1	350 (400-1)		NA
CIRCLING	1600-1	470 (500-1)		NA

MIRL Rwy 18-36 **0**

RNAV (GPS) RWY 36

LAMONI MUNI (LWD)

APP CRS
358°

Rwy Idg **2900**
TDZE **1130**
Apt Elev **1130**

NA

DME/DME RNP- 0.3 NA.

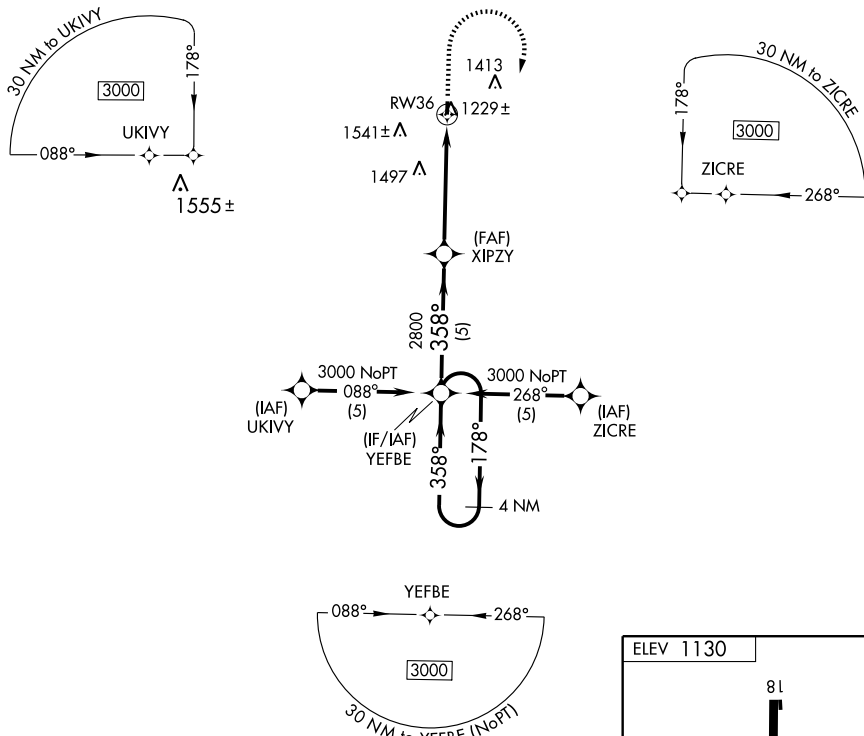
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct YEFBE WP and hold.

ASOS
120.0

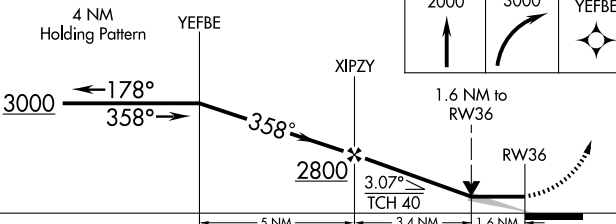
MINNEAPOLIS CENTER
125.65 288.1

CTAF
122.9

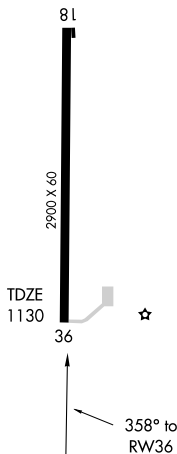
122.8 0



4 NM Holding Pattern



ELEV 1130



MIRL Rwy 18-36 0

CATEGORY	A	B	C	D
LNAV MDA	1700-1	570 (600-1)		NA
CIRCLING	1700-1	570 (600-1)		NA

WAAS CH 78415 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	4305 1197 1197
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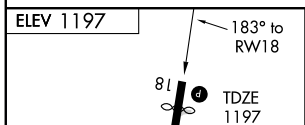
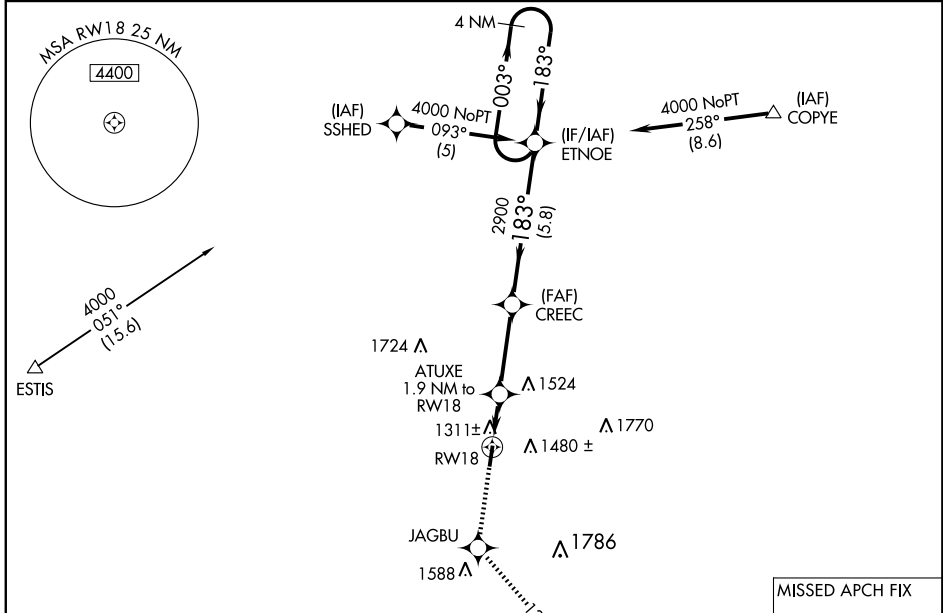
RNAV (GPS) RWY 18

LE MARS MUNI (L,R,J)

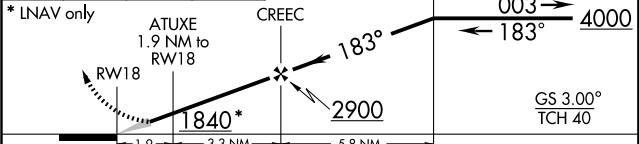
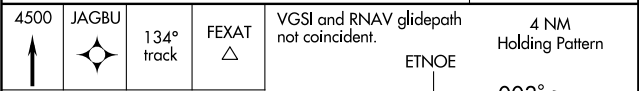
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro VNAV NA when using Orange City altimeter setting. When local altimeter setting not received, use Orange City altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV all Cats and LNAV/VNAV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 4500 direct JAGBU and via track 134° to FEXAT and hold.

AWOS-3 125.525	SIOUX CITY APP CON * 124.6 307.0	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	1527-1¼	330 (400-1¼)		NA
LNAV/VNAV DA	1769-2	572 (600-2)		NA
LNAV MDA	1620-1	423 (500-1)		NA
CIRCLING	1760-1	1840-1		
	563 (600-1)	643 (700-1)		NA

MIRL Rwy 18-36 **0**
REIL Rwy 18 and 36 **0**

WAAS CH 42516 W36A	APP CRS 003°	Rwy Idg TDZE Apt Elev	4305 1197 1197
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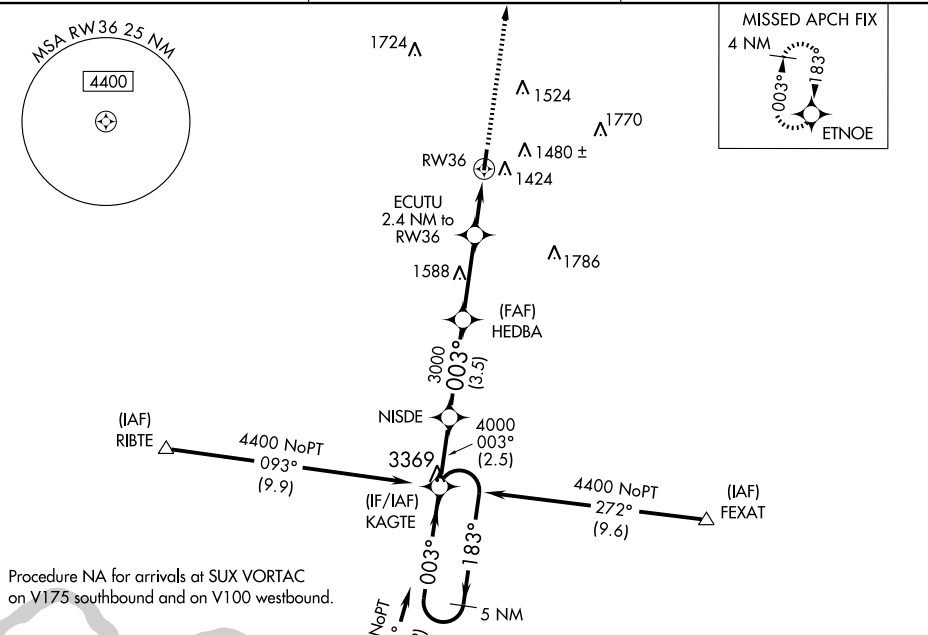
RNAV (GPS) RWY 36

LE MARS MUNI (L,RJ)

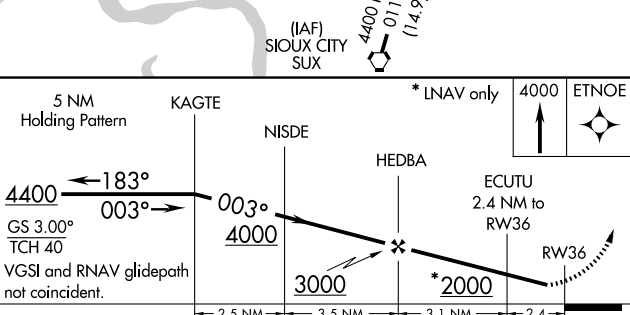
▼ Baro-VNAV NA when using Orange City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange City altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 4000 direct
ETNOE and hold.

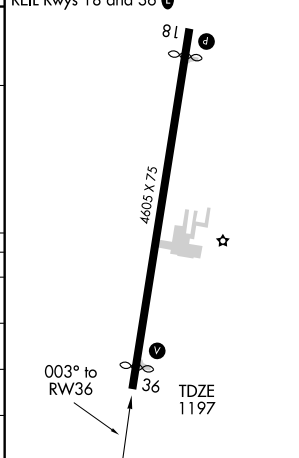
AWOS-3 125.525	SIOUX CITY APP CON * 124.6 307.0	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at SUX VORTAC on V175 southbound and on V100 westbound.



ELEV 1197
MIRL Rwy 18-36
REIL Rwy 18 and 36



CATEGORY	A	B	C	D
LPV DA	1509-1	312 (400-1)		NA
LNAV/VNAV DA	1625-1½	428 (500-1½)		NA
LNAV MDA	1680-1	483 (500-1)		NA
CIRCLING	1760-1 563 (600-1)	1840-1 643 (700-1)		NA

VORTAC SUX 116.5 Chan 112	APP CRS 004°	Rwy Idg TDZE Apt Elev	4305 1197 1197
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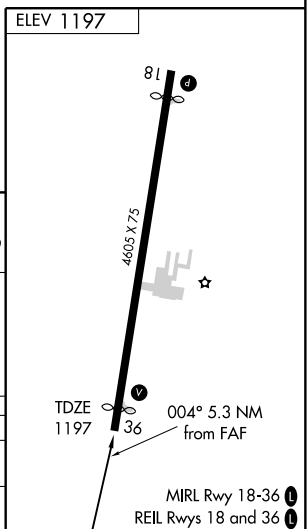
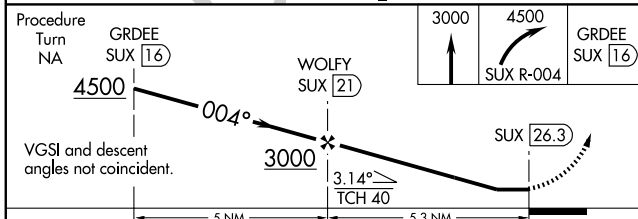
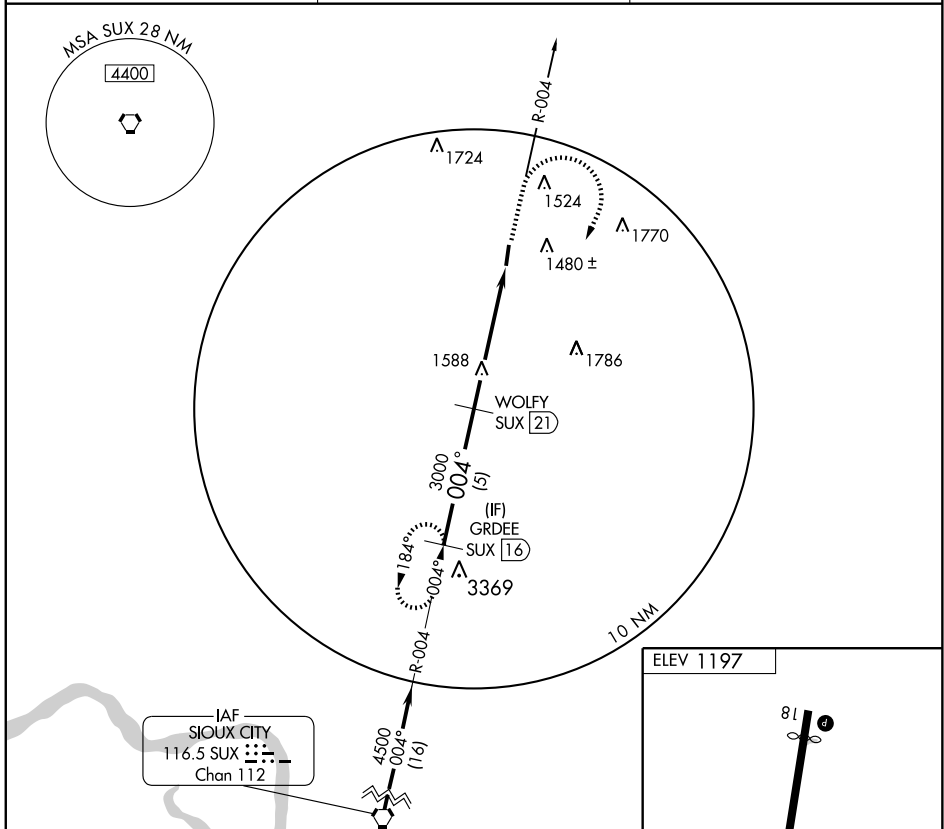
VOR/DME RWY 36

LE MARS MUNI (L,RJ)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange City altimeter setting and increase all MDA 80 feet, and increase
 ▲ S-36 Cat A and Circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via SUX VORTAC R-004 to GRDEE/SUX 16 DME and hold.

AWOS-3 125.525	SIoux CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-36	2000-1 803 (900-1)	2000-1¼ 803 (900-1¼)		NA
CIRCLING	2000-1 803 (900-1)	2000-1¼ 803 (900-1¼)		NA

NDB RWY 20

MAPLETON/JAMES G. WHITING MEMORIAL FIELD (MEY)

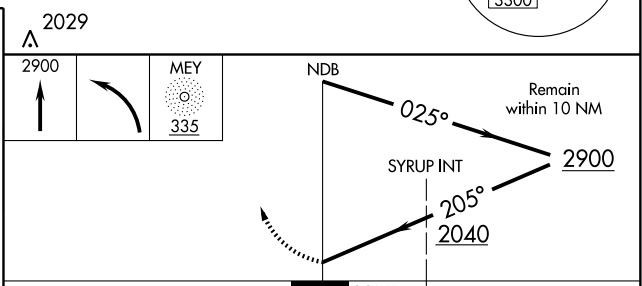
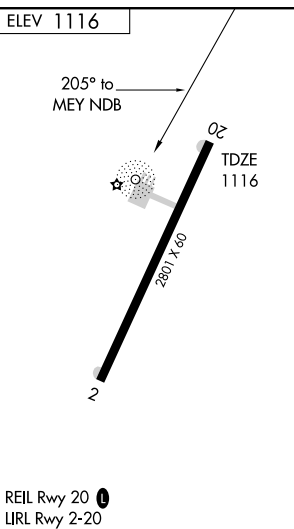
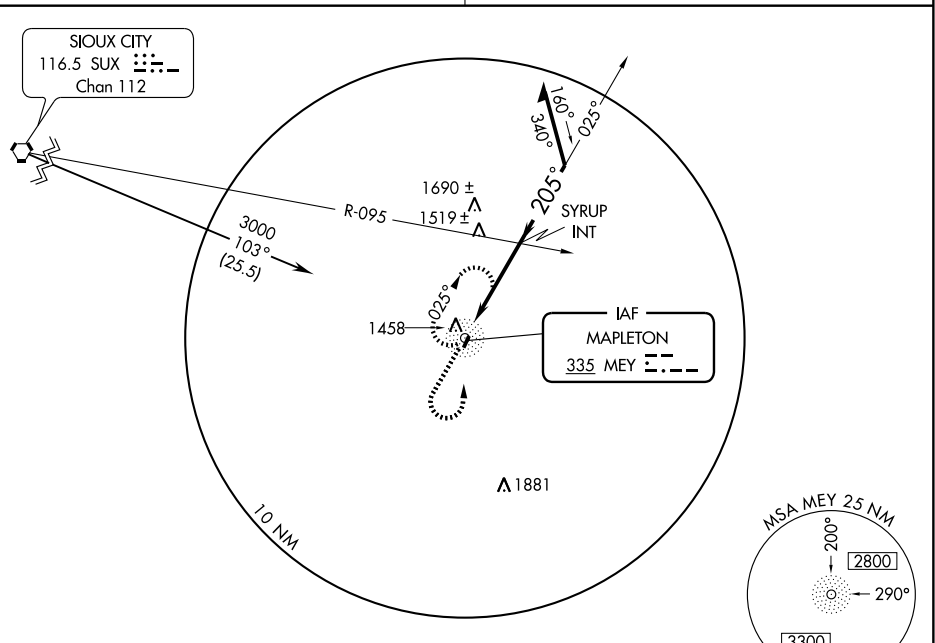
NDB MEY 335	APP CRS 205°	Rwy Idg TDZE Apt Elev	2801 1116 1116
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▼ Use Sioux City altimeter setting.
 ▲ NA

SIOUX CITY APP CON*
124.6 307

MISSED APPROACH: Climb to 2900 then left turn direct MEY NDB and hold.

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-20	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
CIRCLING	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
SYRUP FIX MINIMUMS				
S-20	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	1900-2¼ 784 (800-2¼)	NA
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	1920-2¼ 804 (900-2¼)	NA

RNAV (GPS) RWY 2

MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

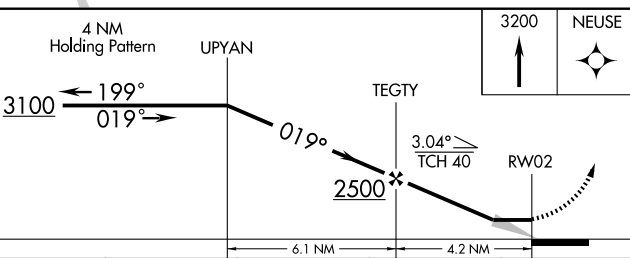
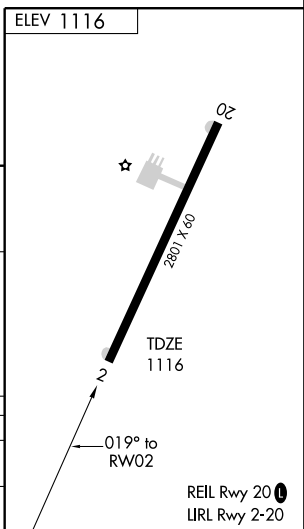
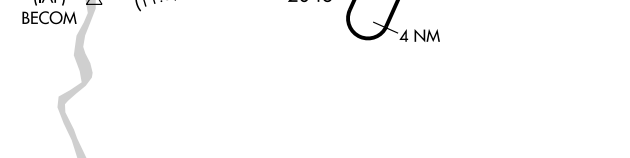
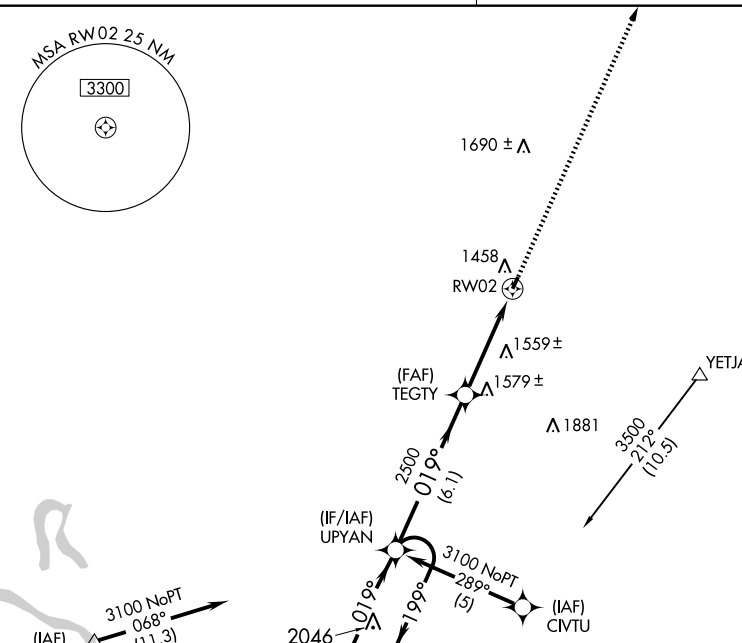
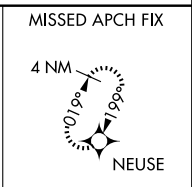
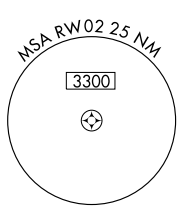
APP CRS	Rwy Idg	2801
019°	TDZE	1116
	Apt Elev	1116

NA DME/DME RNP-0.3 NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting.

MISSED APPROACH: Climb to 3200 direct NEUSE and hold.

SIoux CITY APP CON ★
124.6 307

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)		NA
CIRCLING	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)		NA

REIL Rwy 20 0
LIRL Rwy 2-20

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2801
199°	TDZE	1116
	Apt Elev	1116

RNAV (GPS) RWY 20

MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

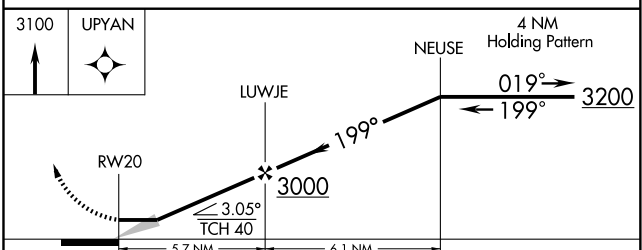
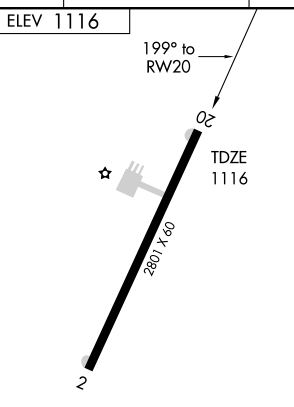
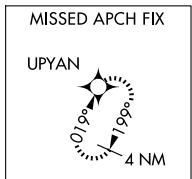
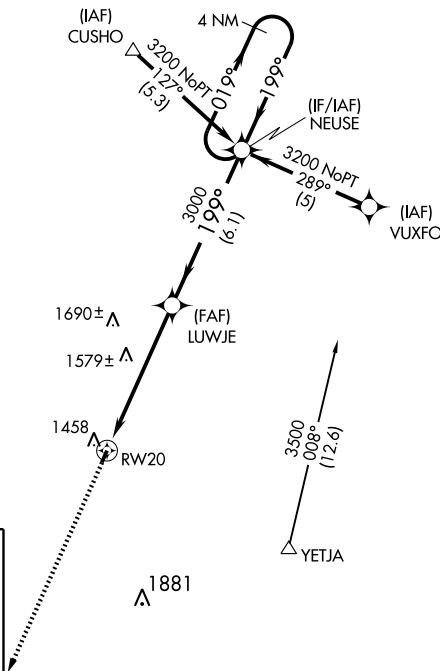
NA DME/DME RNP-0.3 NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting.

MISSED APPROACH: Climb to 3100 direct UPYAN and hold.

SIOUX CITY APP CON ★
124.6 307

UNICOM
122.8 (CTAF) **0**

Procedure NA for arrivals at CUSHO on V100 westbound.



CATEGORY	A	B	C	D
LNAV MDA	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)		NA
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)		NA

REIL Rwy 20 **0**
LURL Rwy 2-20

NC-3, 08 APR 2010 to 06 MAY 2010

GPS RWY 15

MAQUOKETA MUNI (OQW)

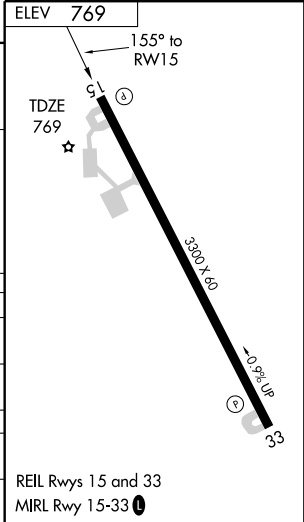
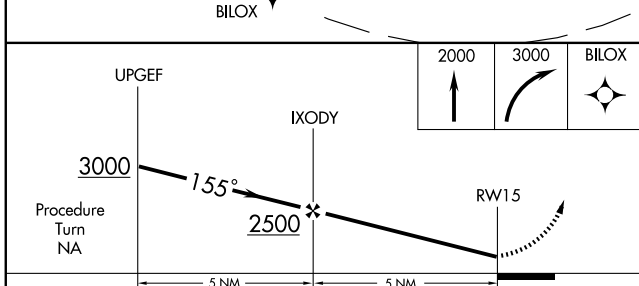
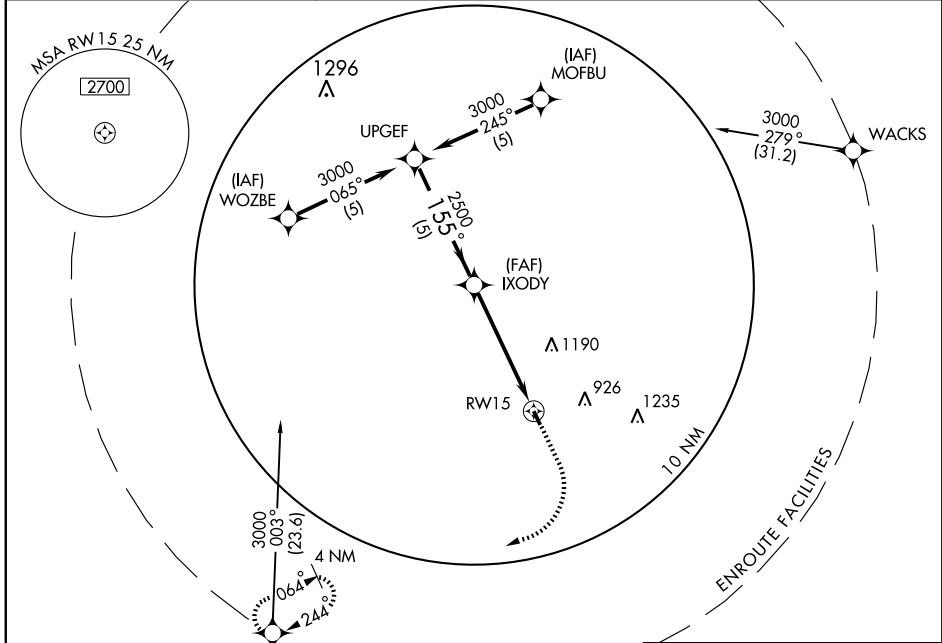
APP CRS	Rwy Idg	3300
155°	TDZE	769
	Apt Elev	769

NA Obtain local altimeter setting on CTAF; when not received, use Dubuque altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BILOX WP and hold.

CHICAGO CENTER **133.95 281.4**

UNICOM **122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-15	1280-1	511 (600-1)		NA
CIRCLING	1280-1	511 (600-1)		NA
DUBUQUE ALTIMETER SETTING MINMUMS				
S-15	1380-1	611 (700-1)		NA
CIRCLING	1380-1	611 (700-1)		NA

REIL Rwy 15 and 33
MIRL Rwy 15-33 0

GPS RWY 33

MAQUOKETA MUNI (OQW)

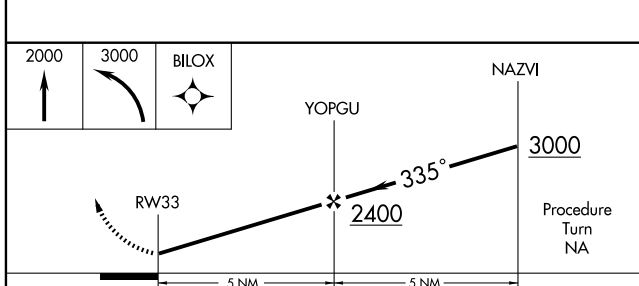
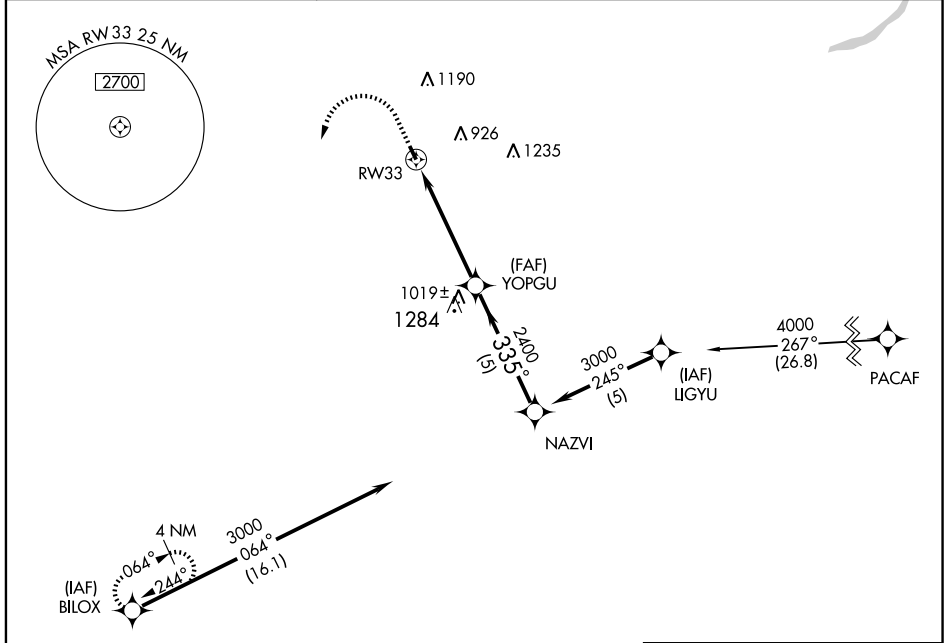
APP CRS	Rwy Idg	3300
335°	TDZE	766
	Apt Elev	769

NA Obtain local altimeter setting on CTAF; When not received, use Dubuque altimeter setting.

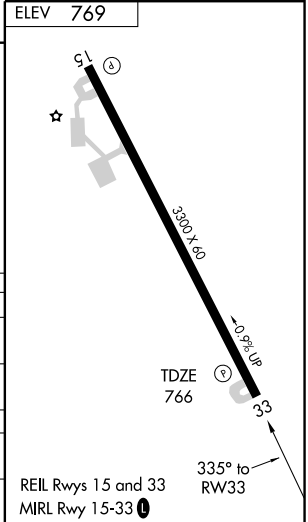
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct BILOX WP and hold.

CHICAGO CENTER
133.95 281.4

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-33	1280-1	514 (600-1)		NA
CIRCLING	1280-1	511 (600-1)		NA
DUBUQUE ALTIMETER SETTING MINIMUMS				
S-33	1380-1	614 (700-1)		NA
CIRCLING	1380-1	611 (700-1)		NA



NC-3. 08 APR 2010 to 06 MAY 2010

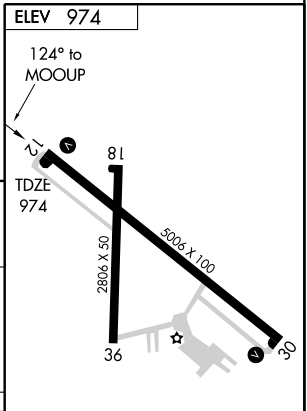
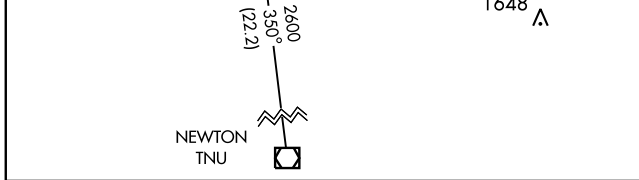
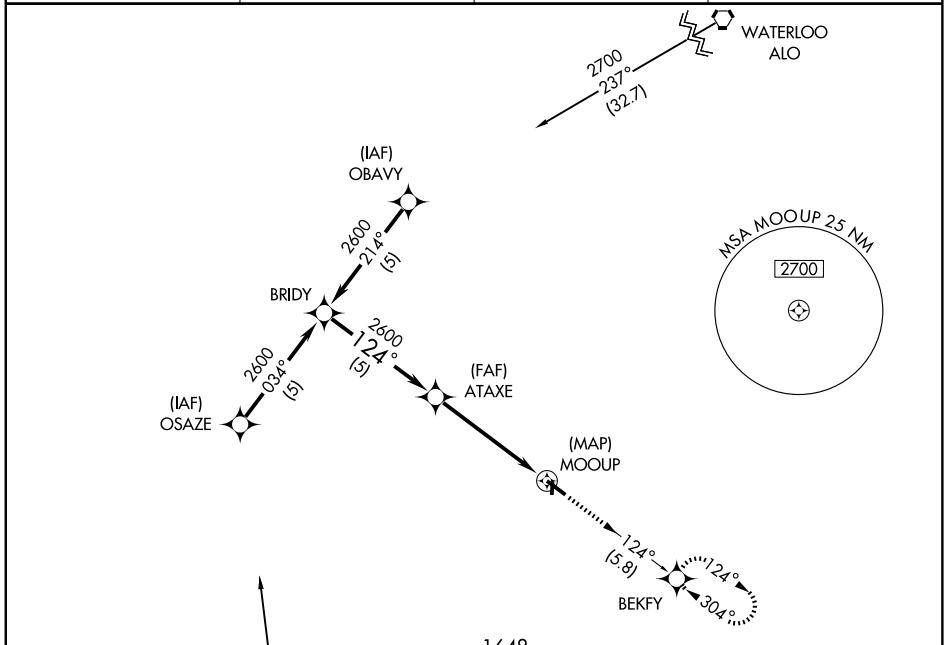
GPS RWY 12

MARSHALLTOWN MUNI (MIW)

APP CRS	Rwy Idg	5006
124°	TDZE	974
	Apt Elev	974

NA MISSED APPROACH: Climb to 3000 via 124° course to BEKFY WP and hold.

ASOS 128.325	WATERLOO APP CON ★ 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) 1
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	BRIDY	ATAXE	MOOUP	BEKFY
Procedure Turn	NA			
CATEGORY	A	B	C	D
S-12	1360-1	386 (400-1)		1360-1½ 386 (400-1½)
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 18-36
MIRL Rwy 12-30 **1**
REIL Rws 12 and 30 **1**

VOR RWY 12

MARSHALLTOWN MUNI (MIW)

VOR/DME JWJ 109.4 Chan 31	APP CRS 118°	Rwy Idg 5006 TDZE 974 Apt Elev 974
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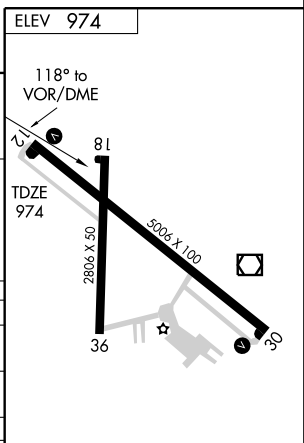
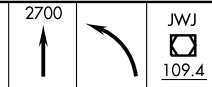
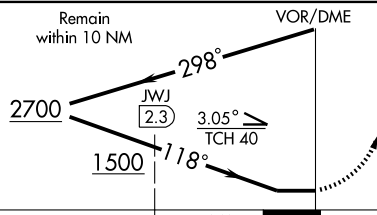
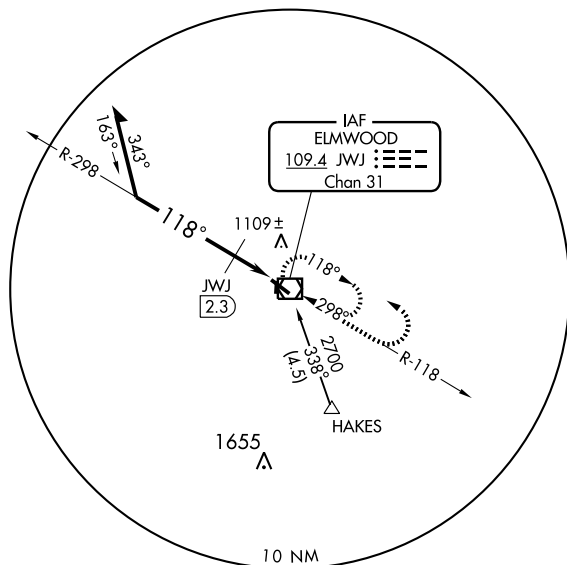
MISSED APPROACH: Climb to 2700, then left turn direct JWJ VOR/DME and hold.

ASOS
128.325

WATERLOO APP CON *
120.9

CLNC DEL
120.9

UNICOM
122.8 (CTAF) **📻**



CATEGORY	A		B		C		D	
S-12	1500-1	526 (600-1)	1500-1½	526 (600-1½)	1500-1¾	526 (600-1¾)	1500-1¾	526 (600-1¾)
CIRCLING	1500-1	526 (600-1)	1500-1½	526 (600-1½)	1540-2	566 (600-2)	1540-2	566 (600-2)
DME MINIMUMS								
S-12	1360-1		386 (400-1)		1360-1¼		386 (400-1¼)	
CIRCLING	1420-1	1440-1	1440-1½	446 (500-1)	466 (500-1)	466 (500-1½)	566 (600-2)	566 (600-2)

MIRL Rwy 18-36
MIRL Rwy 12-30 **📻**
REIL Rws 12 and 30 **📻**

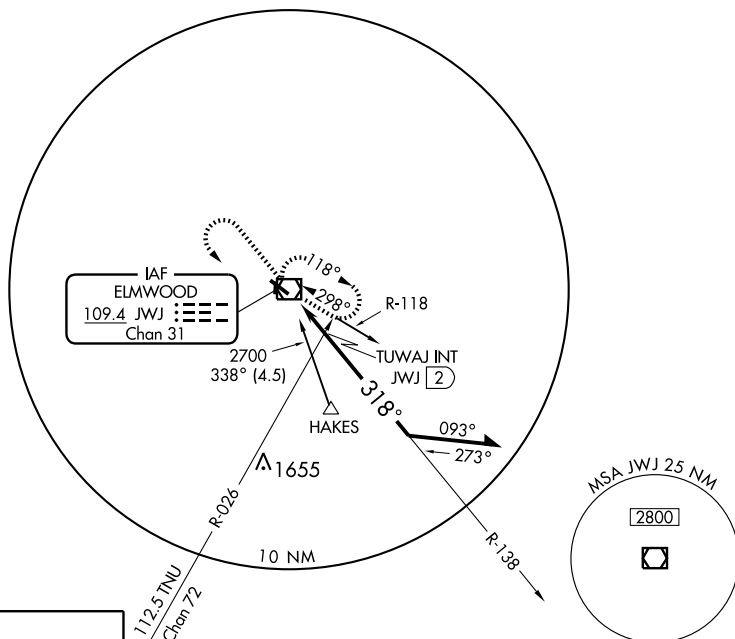
VOR RWY 30

MARSHALLTOWN MUNI (MIW)

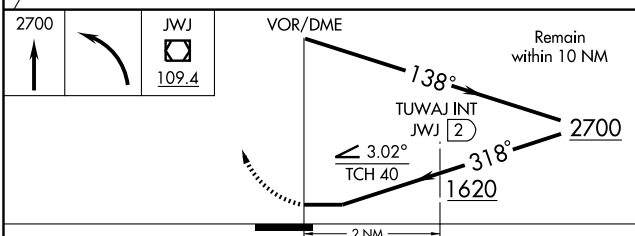
VOR/DME JWW 109.4 Chan 31	APP CRS 318°	Rwy Idg TDZE Apt Elev 5006 973 974
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MISSED APPROACH: Climb to 2700, then left turn direct JWW VOR/DME and hold.

ASOS 128.325	WATERLOO APP CON ★ 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) 📻
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ELEV 974



CATEGORY	A	B	C	D
S-30	1620-1	647 (700-1)	1620-1¾ 647 (700-1¾)	1620-2 647 (700-2)
CIRCLING	1620-1	646 (700-1)	1620-1¾ 646 (700-1¾)	1620-2 646 (700-2)
TUWJ FIX MINIMUMS				
S-30	1360-1 387 (400-1)		1360-1¼ 387 (400-1¼)	
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 18-36
MIRL Rwy 12-30 **📻**
REIL Rws 12 and 30 **📻**

AIRPORT DIAGRAM

AL-667 (FAA)

MASON CITY MUNI (MCW)
MASON CITY, IOWA

ASOS
120.3
CTAF/UNICOM
123.0

RWY 12-30
S80, D110, ST140, DT180
RWY 18-36
S80, D110, ST140, DT180

FIELD
ELEV
1213

43°10.0'N

VAR 1.7°E

△ 1286

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

ELEV
1209

123.2°

5502 X 150

6501 X 150

178.2°

0.3% UP

358.2°

0.3% UP

303.2°

HOT 1

ELEV
1193

FBO

TERMINAL

1252

FBO
HANGAR

HANGARS

HANGARS

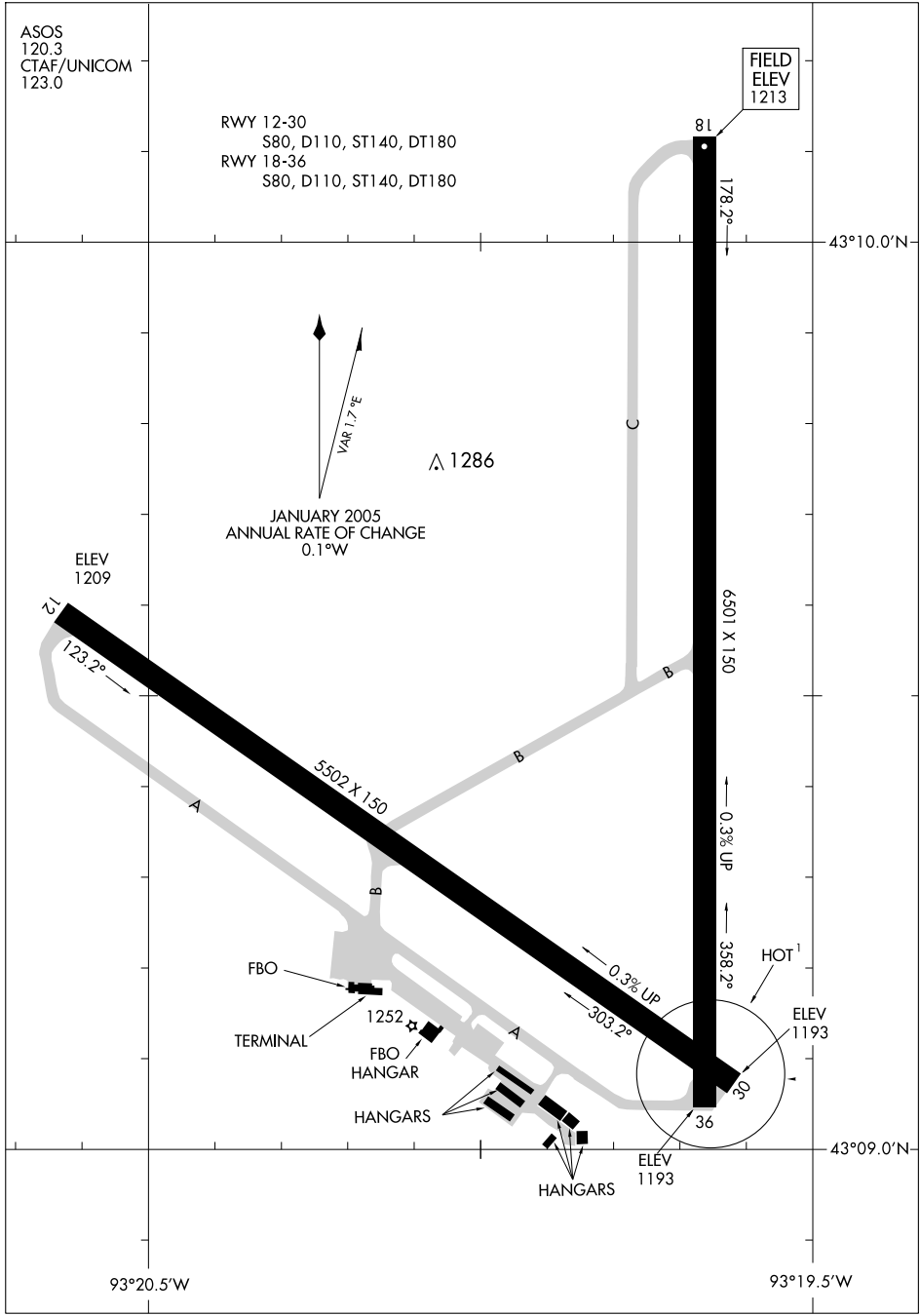
ELEV
1193

43°09.0'N

93°20.5'W

93°19.5'W

NC-3, 08 APR 2010 to 06 MAY 2010



ILS or LOC RWY 36

MASON CITY MUNI (MCW)

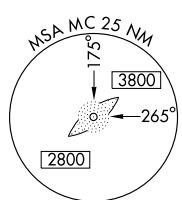
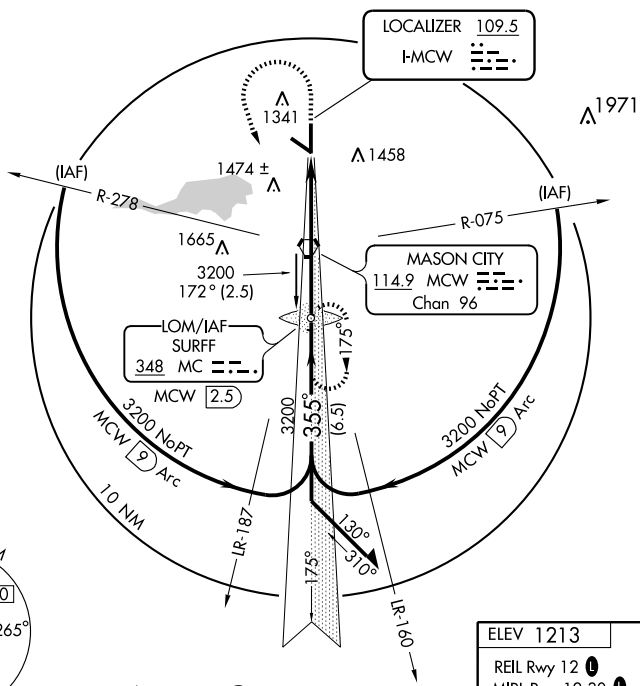
LOC I-MCW 109.5	APP CRS 355°	Rwy Idg TDZE Apt Elev	6501 1193 1213
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NA DME from MCW VORTAC.
If local altimeter setting not received, use Charles City altimeter setting and increase all DA/MDA 100 feet.

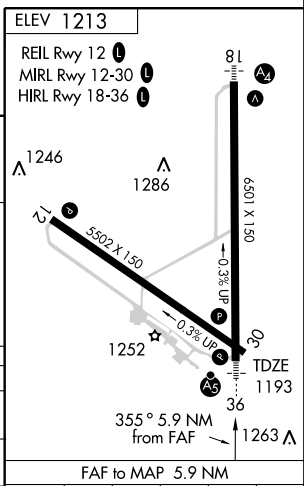
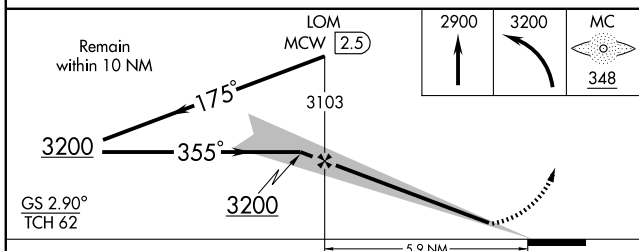


MISSED APPROACH: Climb to 2900, then climbing left turn to 3200 direct SURFF LOM and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 36	1393-½		200 (200-½)	
S-LOC 36	1600-½ 407 (400-½)		1600-¾ 407 (400-¾)	
CIRCLING	1720-1 507 (600-1)		1760-1½ 547 (600-1½) 1840-2 627 (700-2)	

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

LOC BC RWY 18

MASON CITY MUNI (MCW)

LOC I-MCW 109.5	APP CRS 175°	Rwy Idg TDZE Apt Elev	6501 1213 1213
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DME from MCW VORTAC. Simultaneous reception of I-MCW and MCW DME required.
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

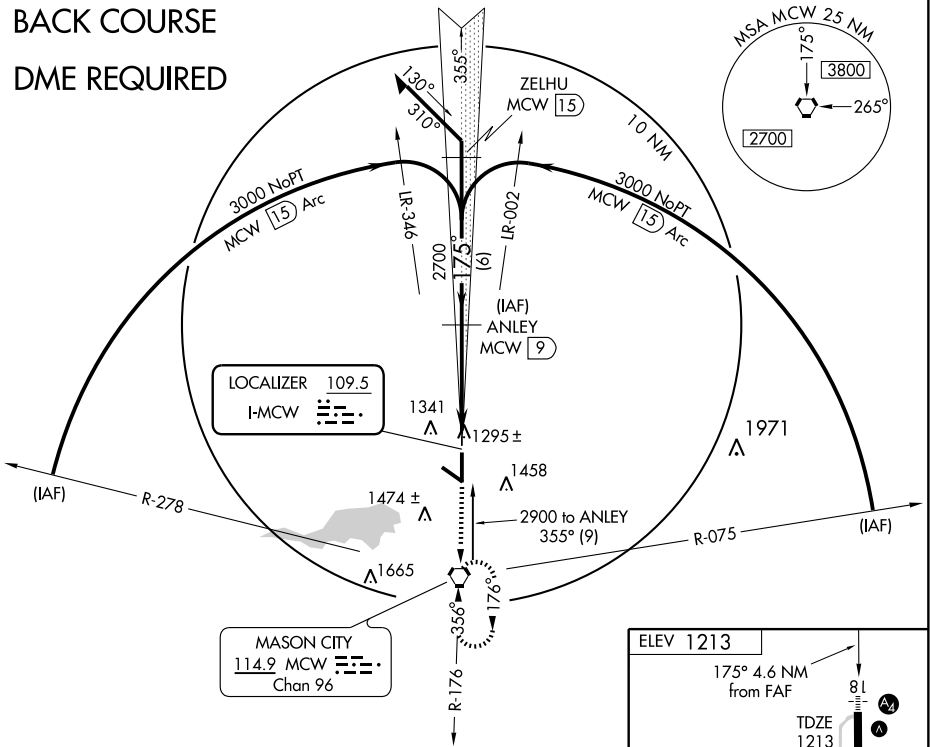


MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 1
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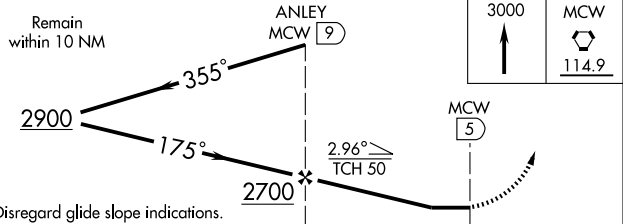
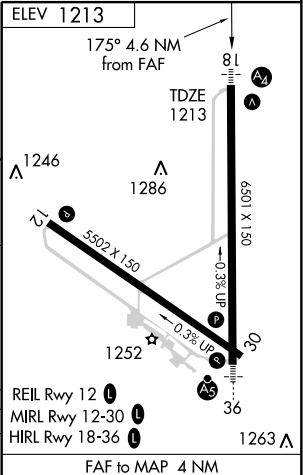
BACK COURSE

DME REQUIRED



LOCALIZER 109.5
I-MCW

MASON CITY
114.9 MCW
Chan 96



CATEGORY	A	B	C	D
S-18	1560- ³ / ₄	347 (400- ³ / ₄)		1560-1 ¹ / ₄ 347 (400-1 ¹ / ₄)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 ¹ / ₂ 547 (600-1 ¹ / ₂)	1840-2 627 (700-2)


KNOTS					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20


RNAV (GPS) RWY 18

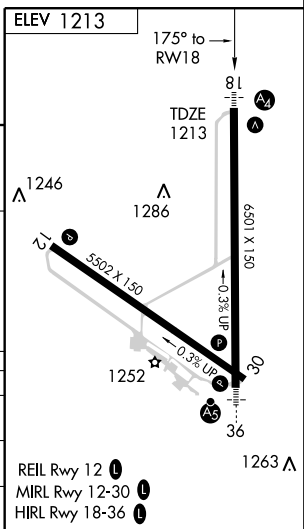
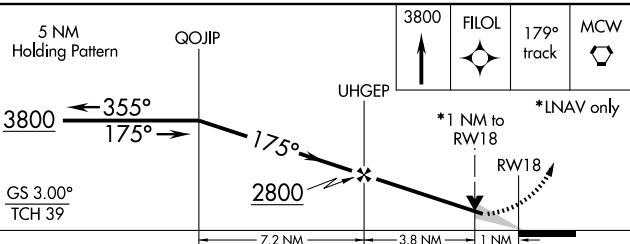
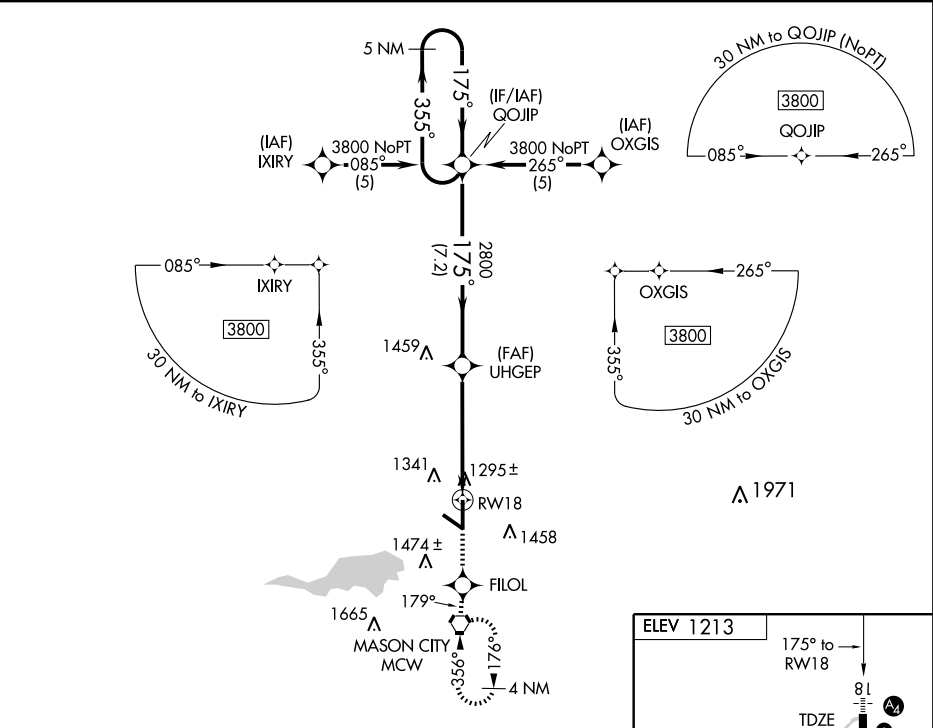
MASON CITY MUNI (MCW)

APP CRS	Rwy Idg	6501
175°	TDZE	1213
	Apt Elev	1213

⚠ Inoperative table does not apply to LNAV/VNAV.
 Baro-VNAV NA when using Charles City altimeter setting.
 If local altimeter setting not received, use Charles City altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA below -17°C (2°F).
 DME/DME RNP-0.3 NA. VDP NA when using Charles City altimeter setting.

MALS
 MISSED APPROACH: Climb to 3800 direct FILOL and via 179° track to MCW VORTAC and hold, continue climb-in-hold to 3800.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 
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CATEGORY	A	B	C	D
LNAV/VNAV DA	1628-1½		415 (500-1½)	
LNAV MDA	1560-¾		347 (400-¾)	
	1560-1¼		347 (400-1¼)	
CIRCLING	1660-1½ 447 (500-1½)	1680-1½ 467 (500-1½)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 30

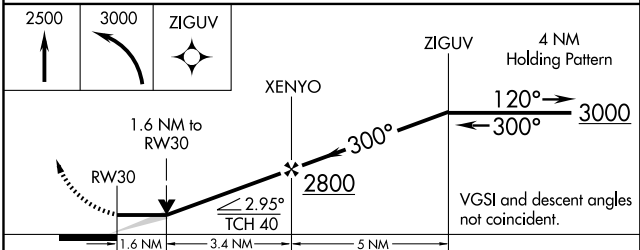
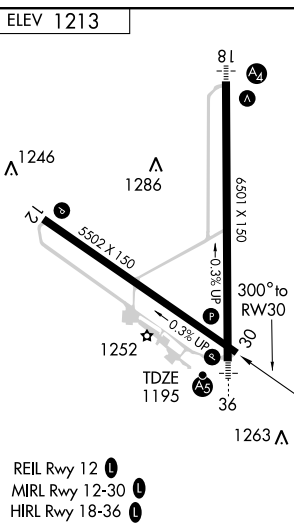
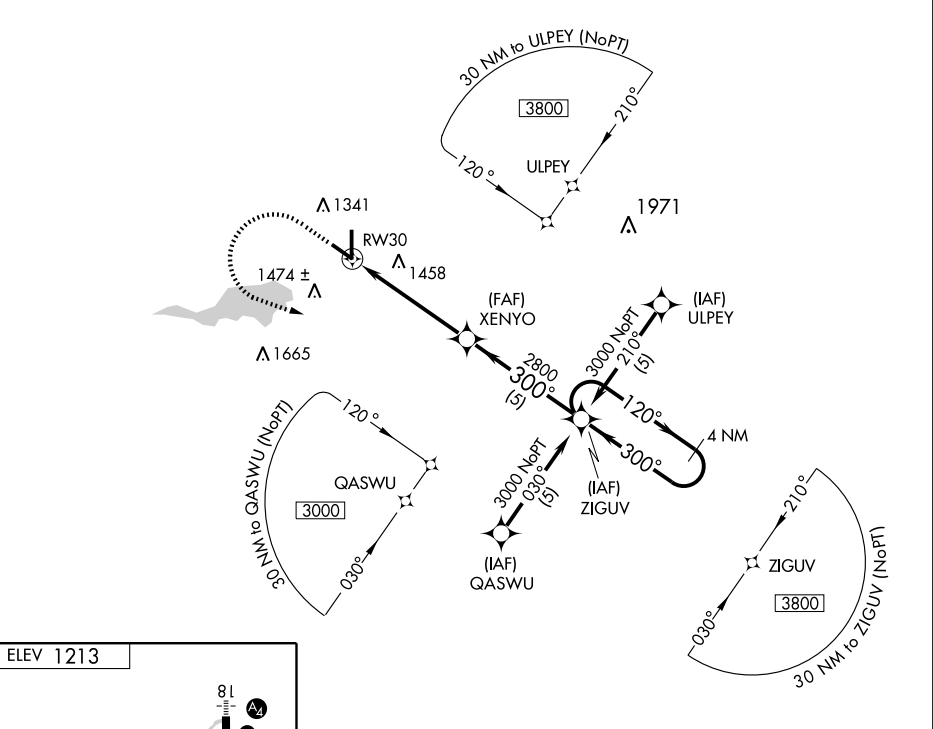
MASON CITY MUNI (MCW)

APP CRS	Rwy Idg	5502
300°	TDZE	1195
	Apt Elev	1213

▲ NA If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ZIGUV WP and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/VNAV DA			NA	
LNAV MDA	1720-1 525 (600-1)	1720-1½ 525 (600-1½)	1720-1¾ 525 (600-1¾)	1840-2 627 (700-2)
CIRCLING	1720-1 507 (600-1)	1760-1½ 547 (600-1½)		

RNAV (GPS) RWY 36

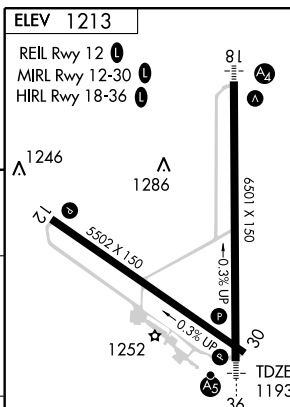
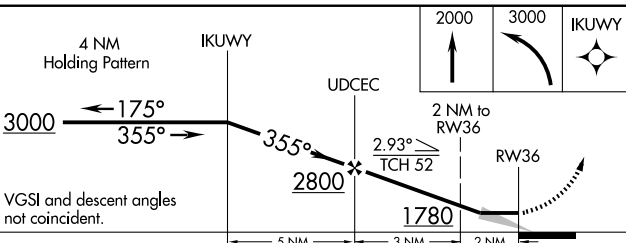
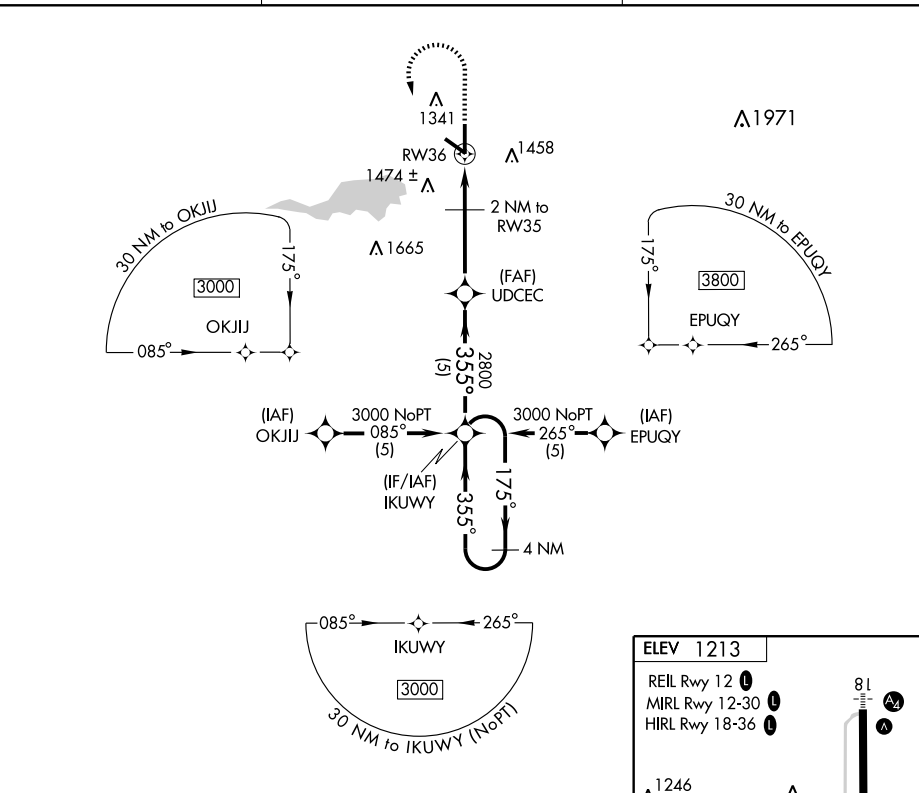
MASON CITY MUNI (MCW)

APP CRS 355°	Rwy Idg TDZE Apt Elev	6501 1193 1213
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NA If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.
Straight-in minimums NA when using Charles City altimeter setting.
DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct IKUWY WP and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LNNAV MDA	1640-½ 447 (500-½)	1680-1 467 (500-1)	1640-¾ 447 (500-¾)	1640-1 447 (500-1)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)

NC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 18

MASON CITY MUNI (MCW)

VORTAC MCW	APP CRS	Rwy Idg	6501
114.9	175°	TDZE	1213
Chan 96		Apt Elev	1213

If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

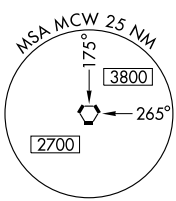
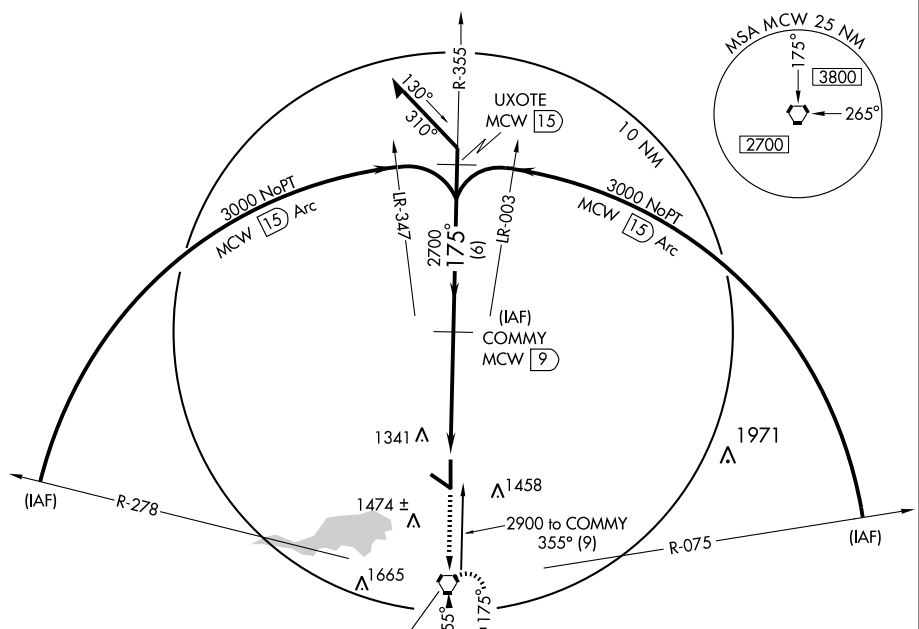


MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

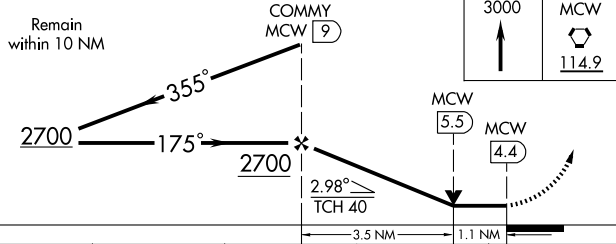
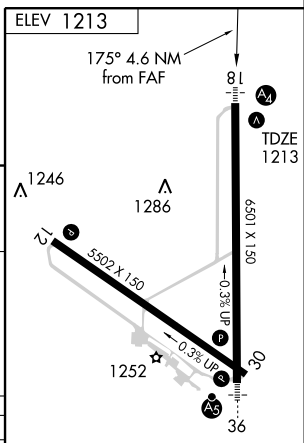
ASOS
120.3

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
123.0 (CTAF)



MASON CITY
114.9 MCW
Chan 96



CATEGORY	A	B	C	D
S-18	1600- $\frac{3}{4}$	387 (400- $\frac{3}{4}$)		1600-1 $\frac{1}{4}$ 387 (400-1 $\frac{1}{4}$)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 $\frac{1}{2}$ 547 (600-1 $\frac{1}{2}$)	1840-2 627 (700-2)

- REIL Rwy 12
- MIRL Rwy 12-30
- HIRL Rwy 18-36

NC-3, 08 APR 2010 to 06 MAY 2010

VOR RWY 36

MASON CITY MUNI (MCW)

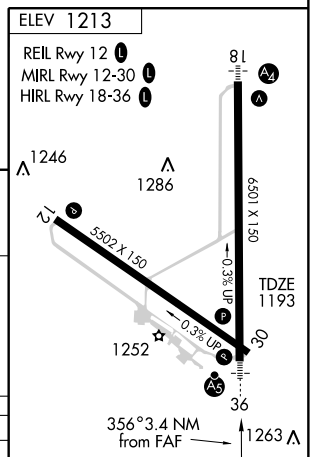
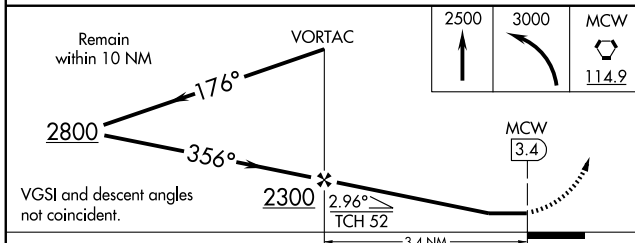
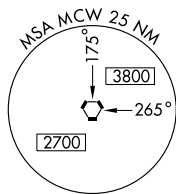
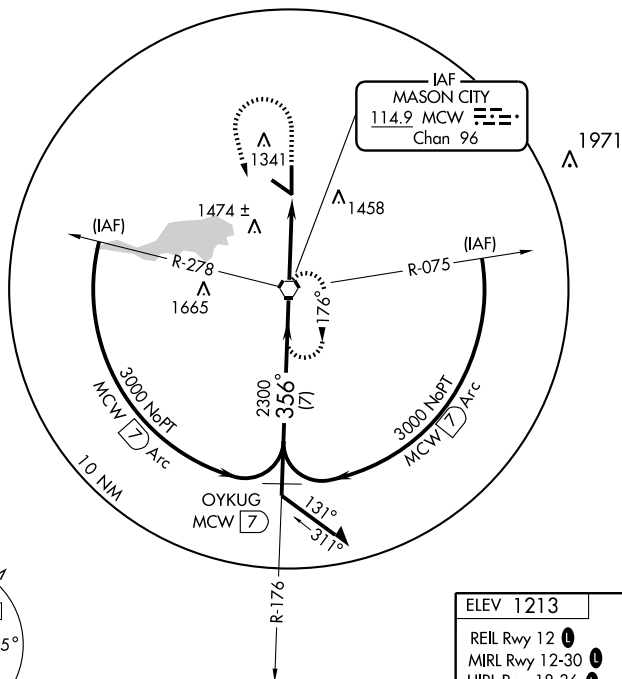
VORTAC MCW 114.9 Chan 96	APP CRS 356°	Rwy Idg TDZE Apt Elev 6501 1193 1213
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Inoperative table does not apply to Cat D.
If local altimeter setting not received, use Charles City
altimeter setting and increase all MDA 100 feet.



MISSED APPROACH: Climb to 2500, then climbing left
turn to 3000 direct MCW VORTAC and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-36	1640-1/2	447 (500-1/2)	1640-3/4	1640-1
	447 (500-1)	467 (500-1)	547 (600-1/2)	627 (700-2)

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

MILFORD, IOWA

AL-6455 (FAA)

VOR/DME or GPS-A

MILFORD/FULLER(4D8)

VOR/DME SPW 110.0 Chan 37	APP CRS 005°	Rwy Idg TDZE Apt Elev	N/A N/A 1439
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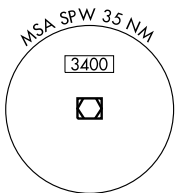
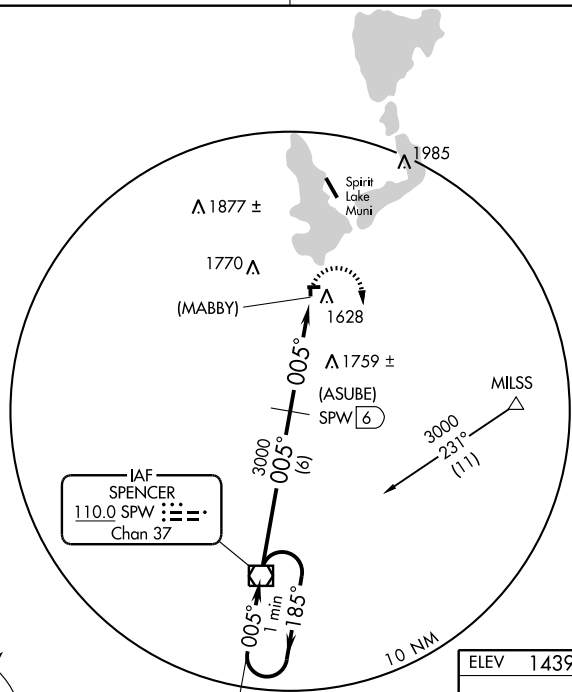
▼ Procedure not authorized at night. Use Spencer altimeter setting;
If not received, procedure not authorized.
▲ NA

MISSED APPROACH: Climbing right turn to 3000
direct SPW VOR/DME and hold.

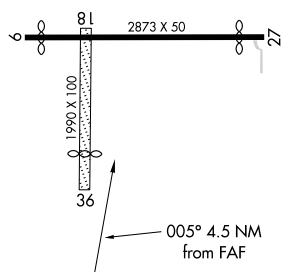
MINNEAPOLIS CENTER
127.75 257.7

CTAF
122.9

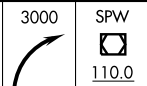
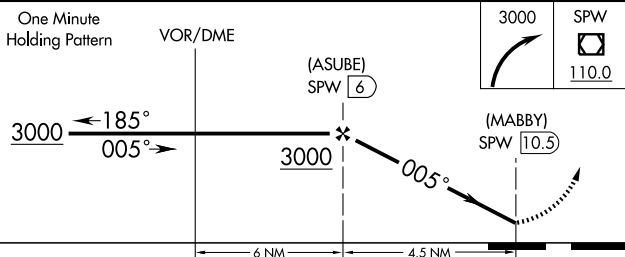
▲ 2006



ELEV 1439



One Minute
Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	2020-1 581 (600-1)		NA	

LIRL Rwy's 9-27 and 18-36

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 15

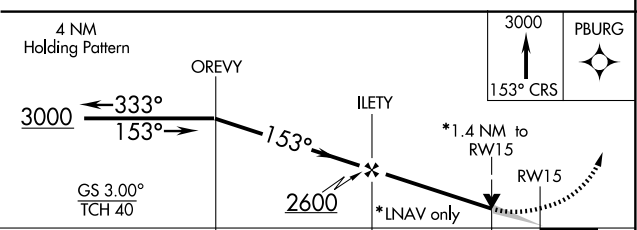
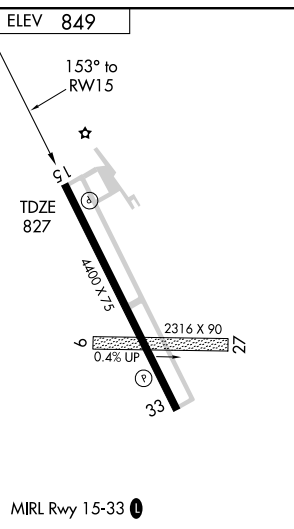
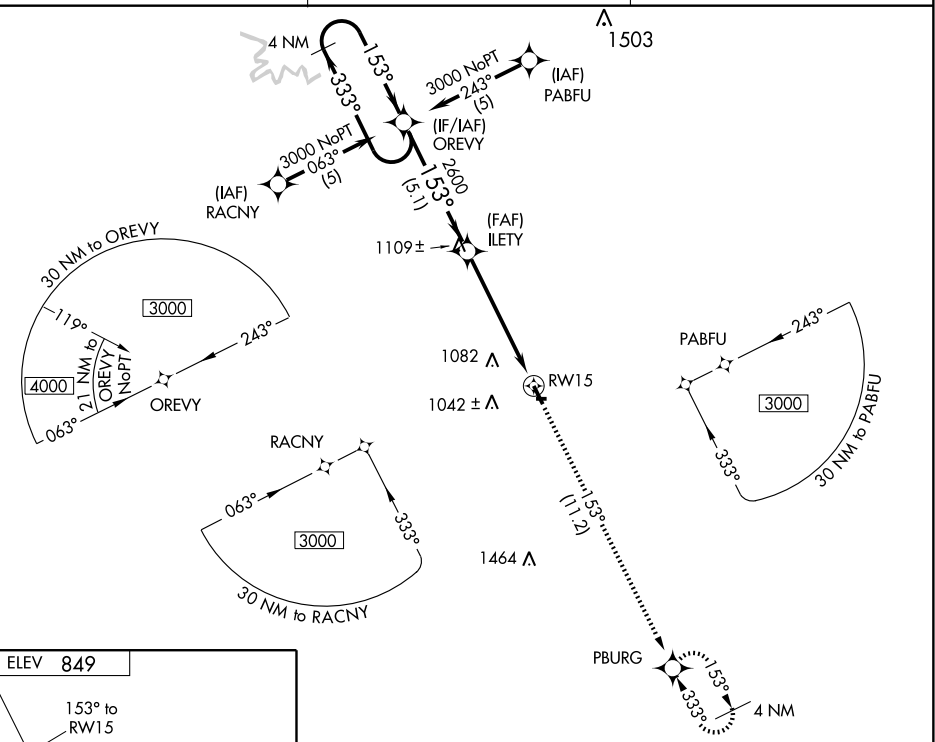
MONTICELLO RGNL (MXO)

APP CRS 153°	Rwy Idg 4400
	TDZE 827
	Apt Elev 849

▲ NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. MISSED APPROACH: Climb to 3000 via 153° course to PBURG WP and hold.

▲ NA Baro-VNAV NA below -16°C (4°F)

AWOS-3 119.275	CEDAR RAPIDS APP CON ★ 134.05 266.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A			B		C		D
GLS PA DA	NA							
LNAV/VNAV DA	1300-1¾		473 (500-1¾)				NA	
LNAV MDA	1320-1		493 (500-1)		1320-1¼		493 (500-1¼)	
CIRCLING	1360-1¾ 511 (600-1¾)		1380-1¾ 531 (600-1¾)		1400-1¾ 551 (600-1¾)		NA	

NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS 333°	Rwy Idg 4400
	TDZE 829
	Apt Elev 849

RNAV (GPS) RWY 33

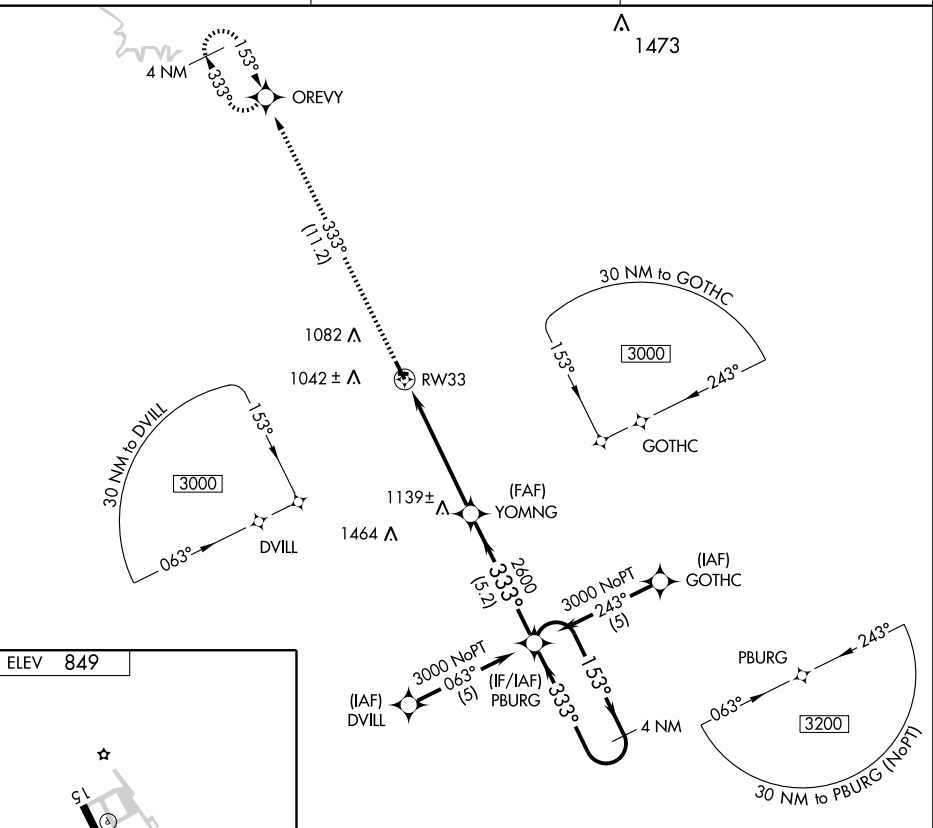
MONTICELLO RGNL (MXO)

NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. MISSED APPROACH: Climb to 3000 via 333° course to OREVV WP and hold.

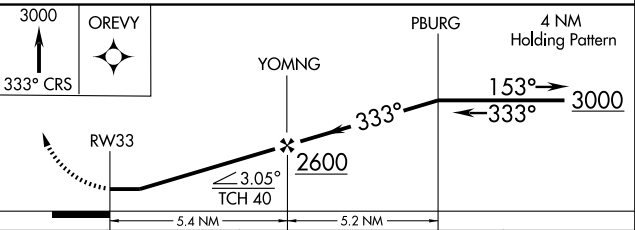
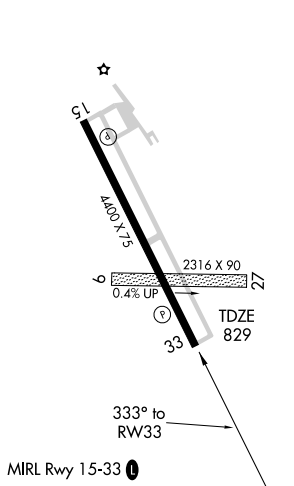
AWOS-3
119.275

CEDAR RAPIDS APP CON ★
134.05 266.8

UNICOM
122.8 (CTAF)



ELEV 849



CATEGORY	A	B	C	D
LNAV MDA	1340-1	511 (500-1)	1340-1½ 511 (500-1½)	NA
CIRCLING	1360-1 511 (600-1)	1380-1 531 (600-1)	1400-1½ 551 (600-1½)	NA

NDB or GPS RWY 33

MOUNT PLEASANT MUNI (MPZ)

NDB MPZ 212	APP CRS 325°	Rwy Idg TDZE Apt Elev	4001 734 734
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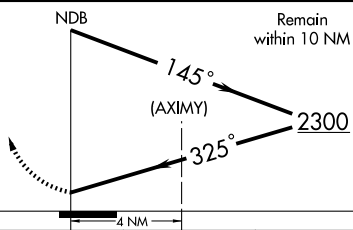
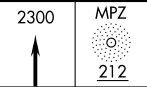
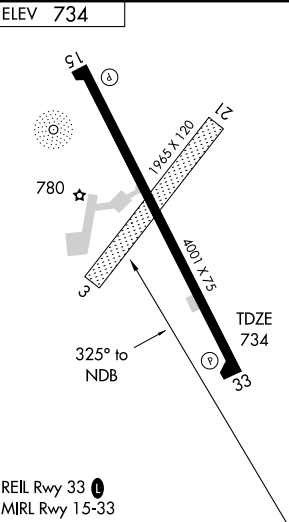
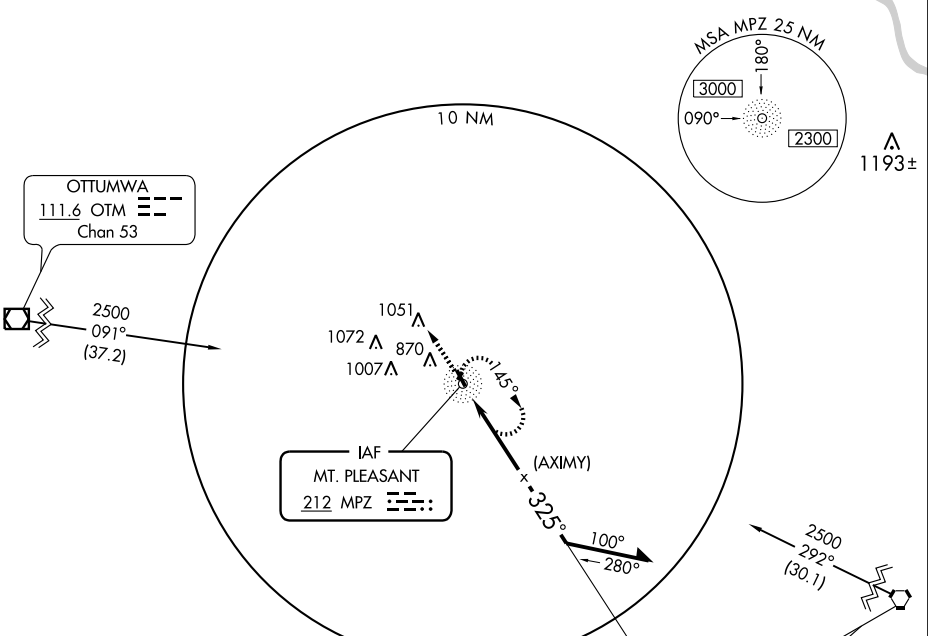
▼ Use Burlington altimeter setting.
 ▲ NA

MISSED APPROACH: Climb to 2300 then direct MPZ NDB and hold.

AWOS-3
119.325

CHICAGO CENTER
135.6 316.1

UNICOM
123.05 (CTAF) ▲



CATEGORY	A	B	C	D
S-33	1340-1	606 (700-1)	1340-1¾ 606 (700-1¾)	NA
CIRCLING	1340-1 606 (700-1)	1420-1 686 (700-1)	1420-2 686 (700-2)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 24

MUSCATINE MUNI (MUT)

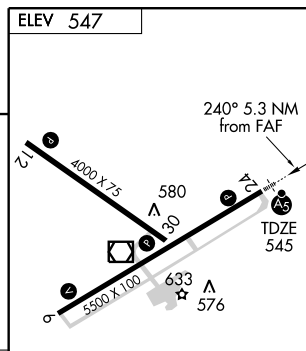
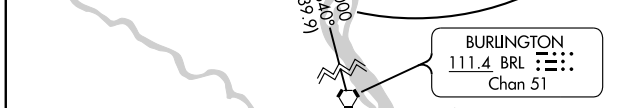
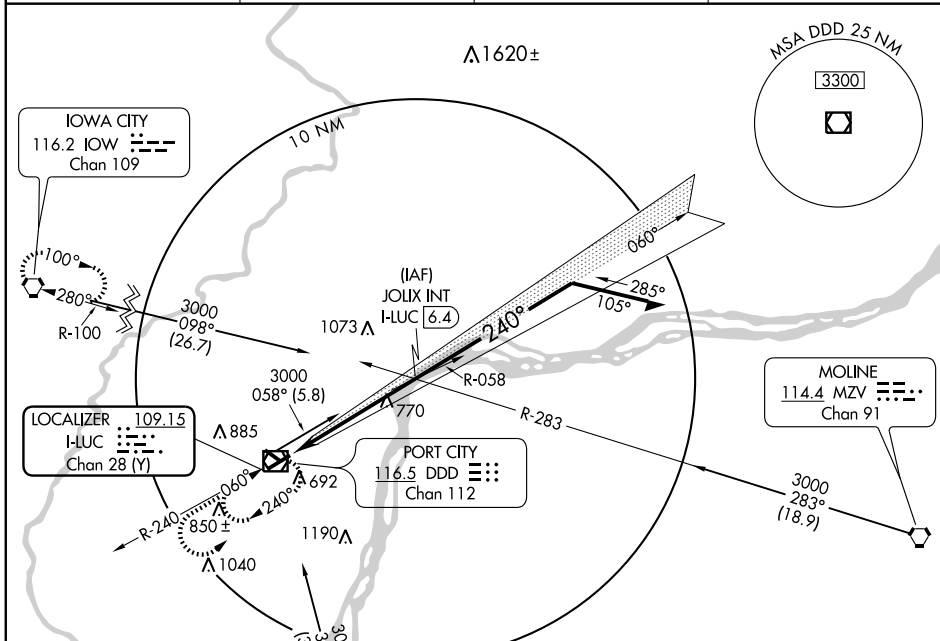
LOC/DME I-LUC 109.15 Chan 28(Y)	APP CRS 240°	Rwy Idg TDZE Apt Elev	5500 545 547
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⚠ When local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DA/MDA 80 feet, increase S-LOC 24 and Circling Cat C and D visibility ¼ mile. For inoperative MALSRS when using Iowa City Muni altimeter setting, increase S-ILS visibility to 1 mile all Cats. VDP NA with Iowa City Muni altimeter setting.



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DDD VOR/DME and hold.

AWOS-3 119.775	QUAD CITY APP CON* 118.2 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF)
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2000	3000	DDD 116.5
I-LUC [1.1]	I-LUC [2.6]	I-LUC [6.4]

CATEGORY	A	B	C	D
S-ILS 24	745-½ 200 (200-½)			
S-LOC 24	1080-½ 535 (600-½)	1080-1 535 (600-1)	1080-1¼ 535 (600-1¼)	
CIRCLING	1080-1 533 (600-1)	1160-1 613 (700-1)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

REIL Rwy 6, 12, and 30

MIRL Rwy 6-24 and 12-30

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

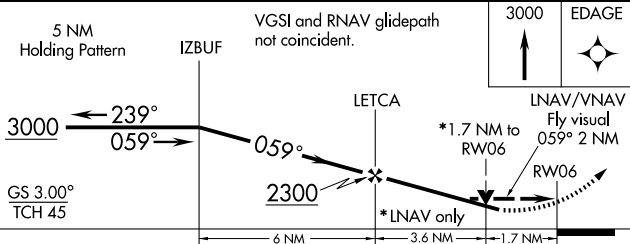
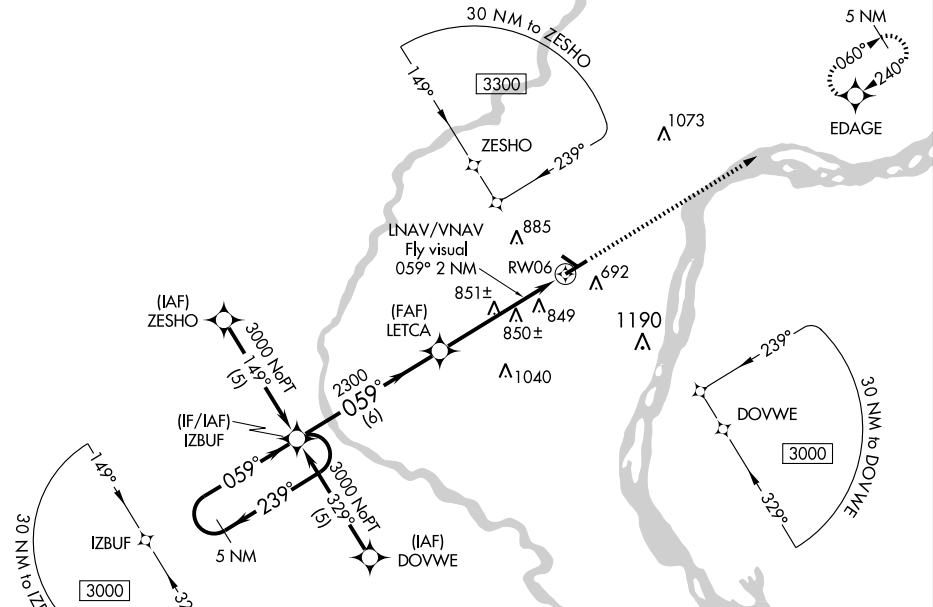
RNAV (GPS) RWY 6 MUSCATINE MUNI (MUT)

WAAS CH 53701 W06A	APP CRS 059°	Rwy Idg TDZE Apt Elev	5500 547 547
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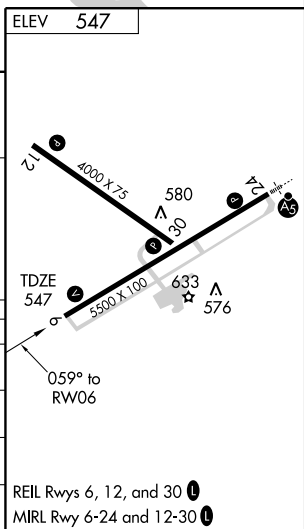
⚠ DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
 If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
 Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDAGE and hold.

AWOS-3 119.775	QUAD CITY APP CON * 118.2 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1076-2 529 (600-2)			
LNAV/VNAV DA	1232-2 685 (700-2)		1232-2¼ 685 (700-2¼)	
LNAV MDA	1120-1 573 (600-1)	1120-1½ 573 (600-1½)		1120-1¾ 573 (600-1¾)
CIRCLING	1120-2½ 573 (600-2½)	1160-2½ 613 (700-2½)	1200-2½	653 (700-2½)



NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 24

MUSCATINE MUNI (MUT)

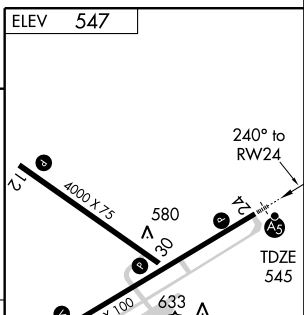
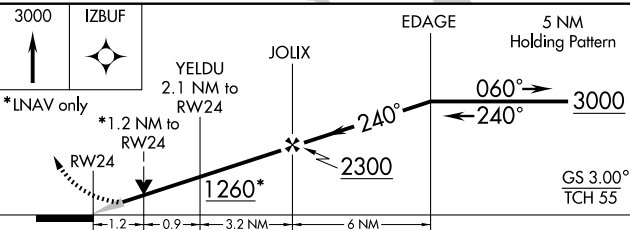
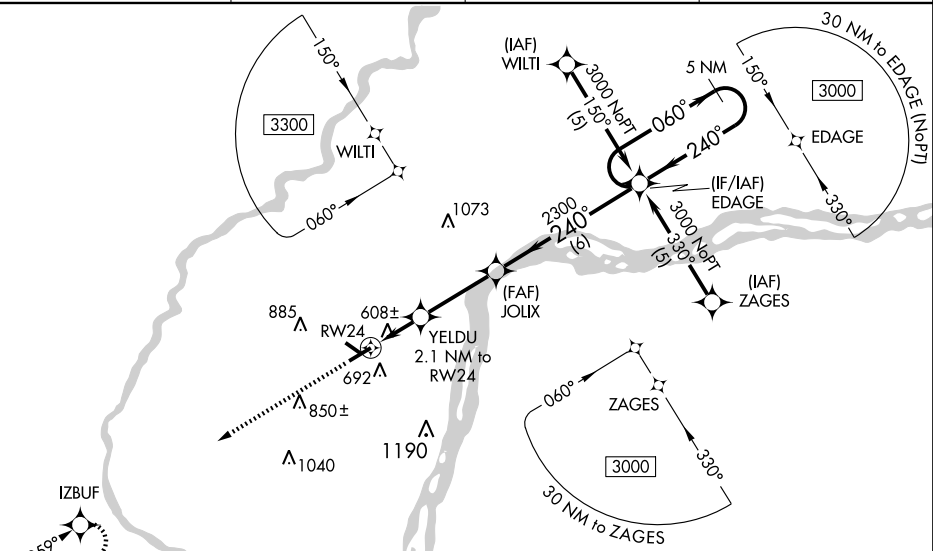
WAAS CH 99701 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev	5500 545 547
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▼ DME/DME RNP-0.3 NA.
▲ For inoperative MALSR, increase LPV all Cats. visibility to 1, LNAV Cat. D visibility to 1¼.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
 If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
 Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct IZBUF and hold.

AWOS-3 119.775	QUAD CITY APP CON * 118.2 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	812-½		267 (300-½)	
LNAV/VNAV DA	874-¾		329 (400-¾)	
LNAV MDA	960-½	415 (500-½)	960-¾ 415 (500-¾)	960-1 415 (500-1)
CIRCLING	1000-1¼ 453 (500-1¼)	1160-1¼ 613 (700-1¼)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

ELEV 547

GS 3.00°
TCH 55

REIL Rws 6, 12, and 30 0
MIRL Rwy 6-24 and 12-30 0

VOR RWY 6

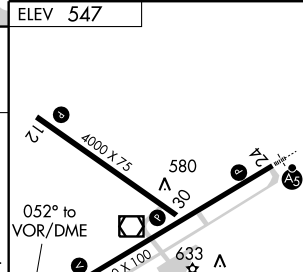
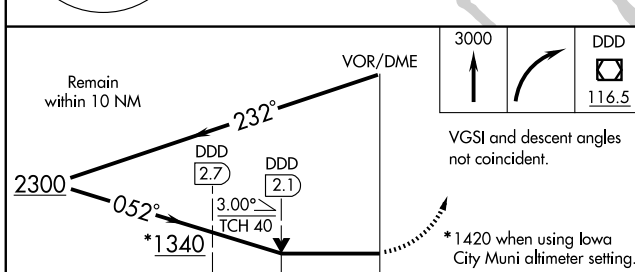
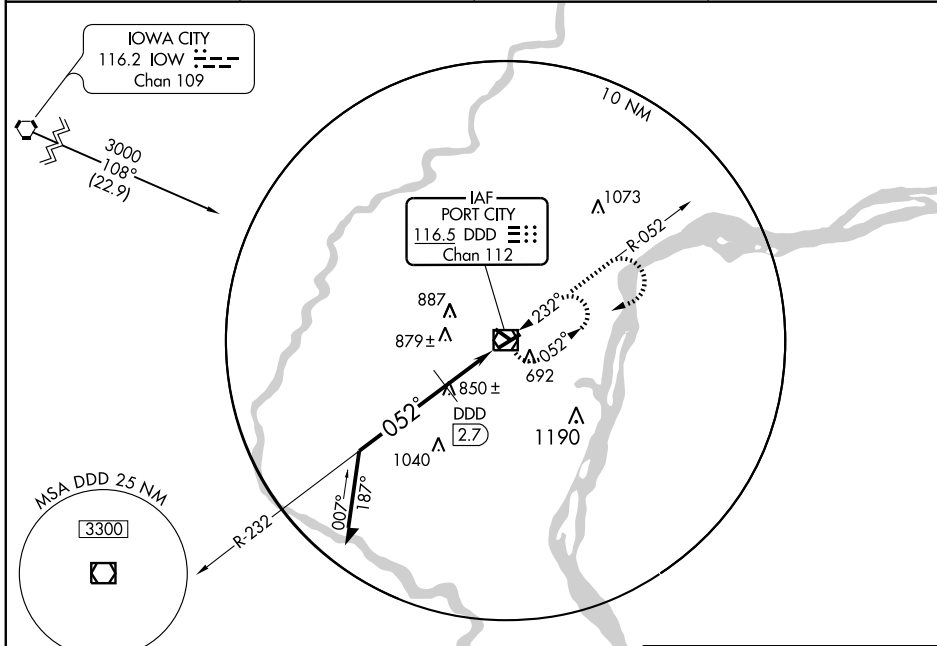
MUSCATINE MUNI (MUT)

VOR/DME DDD 116.5 Chan 112	APP CRS 052°	Rwy Idg TDZE 547 Apt Elev 547
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MISSED APPROACH: Climb to 3000, then right turn direct DDD VOR/DME and hold.

⚠ When local altimeter setting not received, use Iowa City Muni altimeter setting and increase all MDA 80 feet, increase S-6 and Circling Cat C and D visibility ¼ mile. DME minimums: increase S-6 Cat C and D visibility ½ mile and Circling Cat C and D ¼ mile. VDP NA when using Iowa City Muni altimeter setting.

AWOS-3 119.775	QUAD CITY APP CON * 118.2 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-6	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
CIRCLING	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
DME MINIMUMS				
S-6	1140-1 593 (600-1)	1140-1½ 593 (600-1½)	1140-1¾ 593 (600-1¾)	1140-2 593 (600-2)
CIRCLING	1140-1 593 (600-1)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)	1200-2 653 (700-2)

ELEV 547

REIL Rwy 6, 12, and 30

MIRL Rwy 6-24 and 12-30

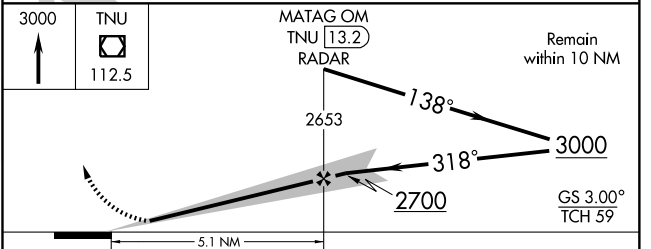
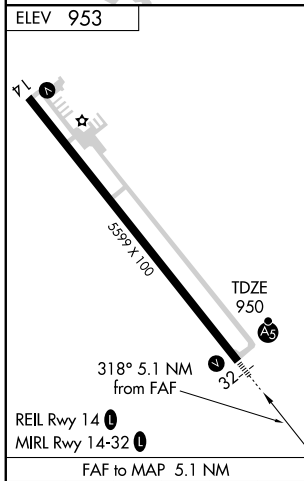
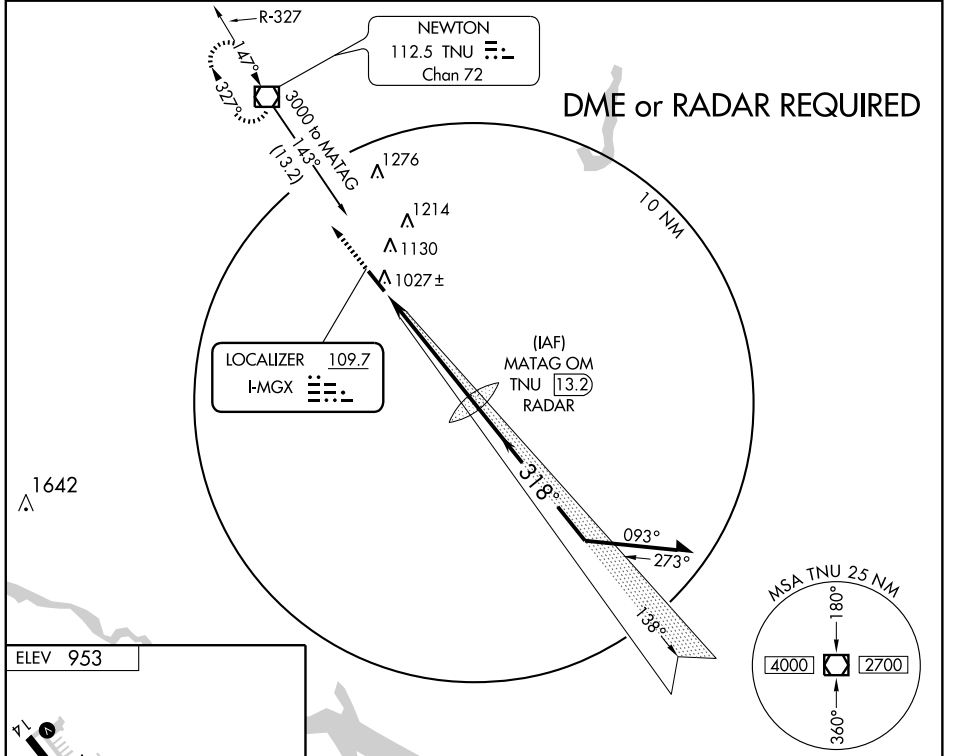
ILS or LOC RWY 32

NEWTON MUNI (TNU)

LOC I-MGX 109.7	APP CRS 318°	Rwy Idg 5599	TDZE 950
		Apt Elev 953	

NA	MALS R 	MISSED APPROACH: Climb to 3000 direct TNU VOR/DME and hold.	

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 32	1150-½ 200 (200-½)			
S-LOC 32	1300-½ 350 (400-½)			1300-¾ 350 (400-¾)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)

RNAV (GPS) RWY 14

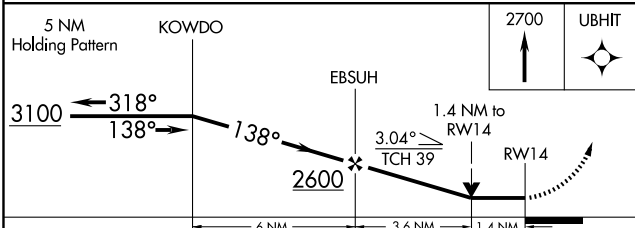
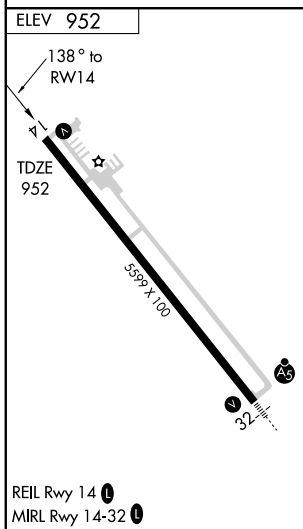
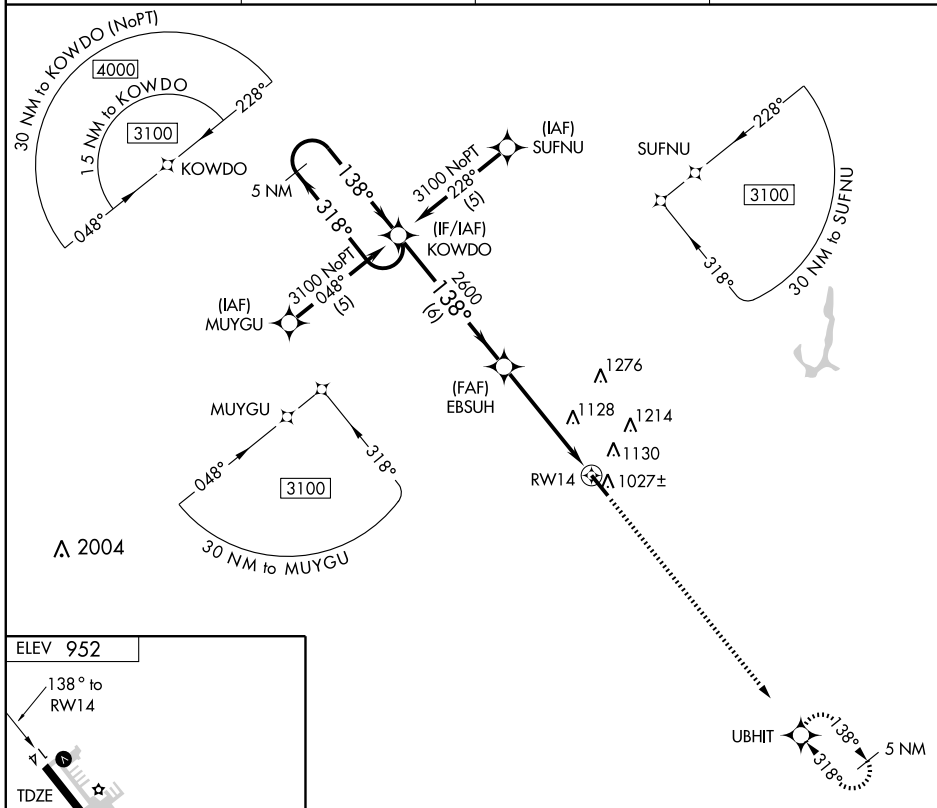
NEWTON MUNI (TNU)

APP CRS	Rwy Idg	5599
138°	TDZE	952
	Apt Elev	952

▼ If local altimeter setting not received, use Des Moines altimeter setting and increase all MDAs 80 feet.
▲ DME/DME RNP-0.3 NA.
 VDP NA when using Des Moines altimeter setting.

MISSED APPROACH: Climb to 2700 direct UBHIT and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1440-1	488 (500-1)	1440-1½ 488 (500-1½)	1440-1½ 488 (500-1½)
CIRCLING	1440-1	488 (500-1)	1440-1½ 488 (500-1½)	1520-2 568 (600-2)

REIL Rwy 14 0
 MRL Rwy 14-32 0


RNAV (GPS) RWY 32

NEWTON MUNI (TNU)

WAAS CH 99702 W32A	APP CRS 318°	Rwy Idg TDZE Apt Elev	5599 950 952
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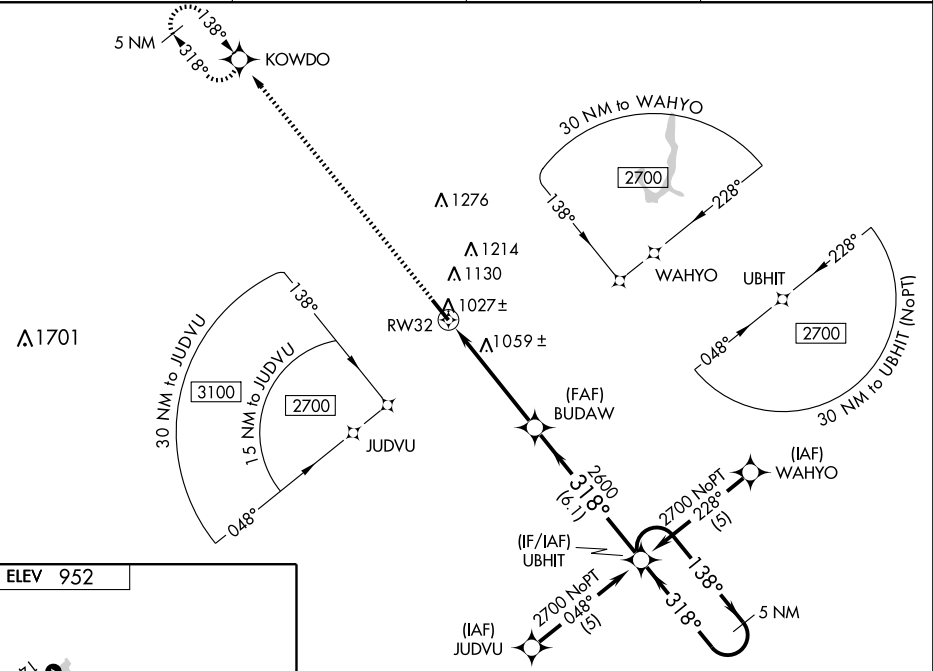
▽ For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile, LNAV Cat D visibility to 1 1/4 mile.
△ Baro-VNAV NA when using Des Moines altimeter setting.
 If local altimeter setting not received, use Des Moines altimeter setting and increase all DAs/MDAs 80 feet.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
 VDP NA when using Des Moines altimeter setting.

MALSR

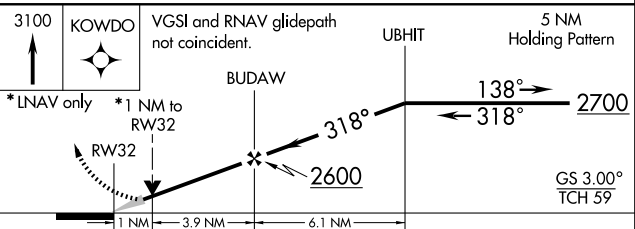
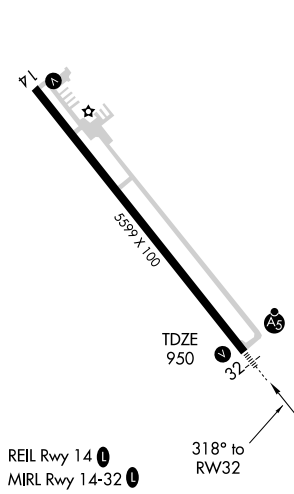


MISSED APPROACH: Climb to 3100 direct KOWDO and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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ELEV 952



CATEGORY	A	B	C	D
LPV DA	1200-1/2 250 (300-1/2)			
LNAV/VNAV DA	1259-1/2	309 (400-1/2)	1259-3/4 309 (400-3/4)	
LNAV MDA	1320-1/2	370 (400-1/2)	1320-1 370 (400-1)	
CIRCLING	1440-1	488 (500-1)	1440-1 1/2 488 (500-1 1/2)	1520-2 568 (600-2)

NC-3. 08 APR 2010 to 08 MAY 2010

VOR RWY 14

NEWTON MUNI (TNU)

VOR/DME TNU 112.5 Chan 72	APP CRS 147°	Rwy Idg TDZE Apt Elev 5599 952 953
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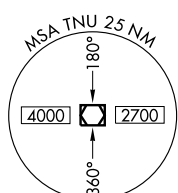
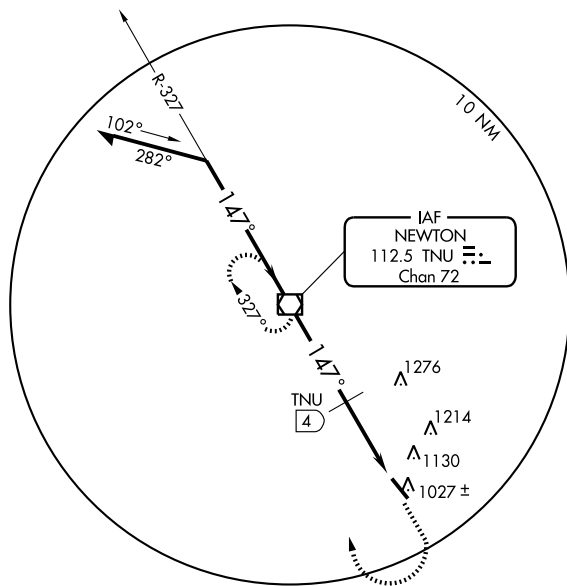
MISSED APPROACH: Climb to 2700, then right turn direct TNU VOR/DME and hold.

AWOS-3
132.275

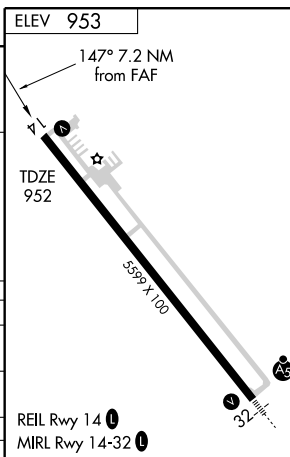
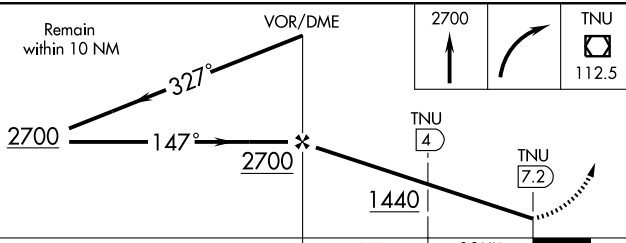
DES MOINES APP CON
123.9 307.15

CLNC DEL
126.3

UNICOM
122.8 (CTAF) 0



2004 MSL



CATEGORY	A	B	C	D
S-14	1440-1	488 (500-1)	1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)
DME MINIMUMS				
S-14	1380-1	428 (500-1)	1380-1¼ 428 (500-1¼)	1380-1½ 428 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)

ELEV	953				
TDZE	952				
REIL Rwy 14	0				
MIRL Rwy 14-32	0				
FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

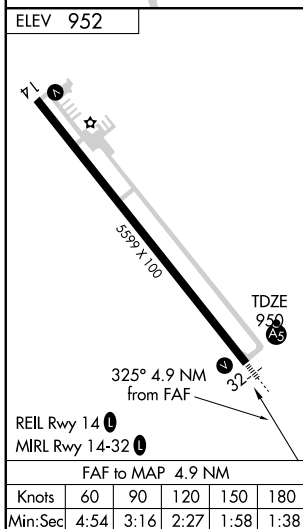
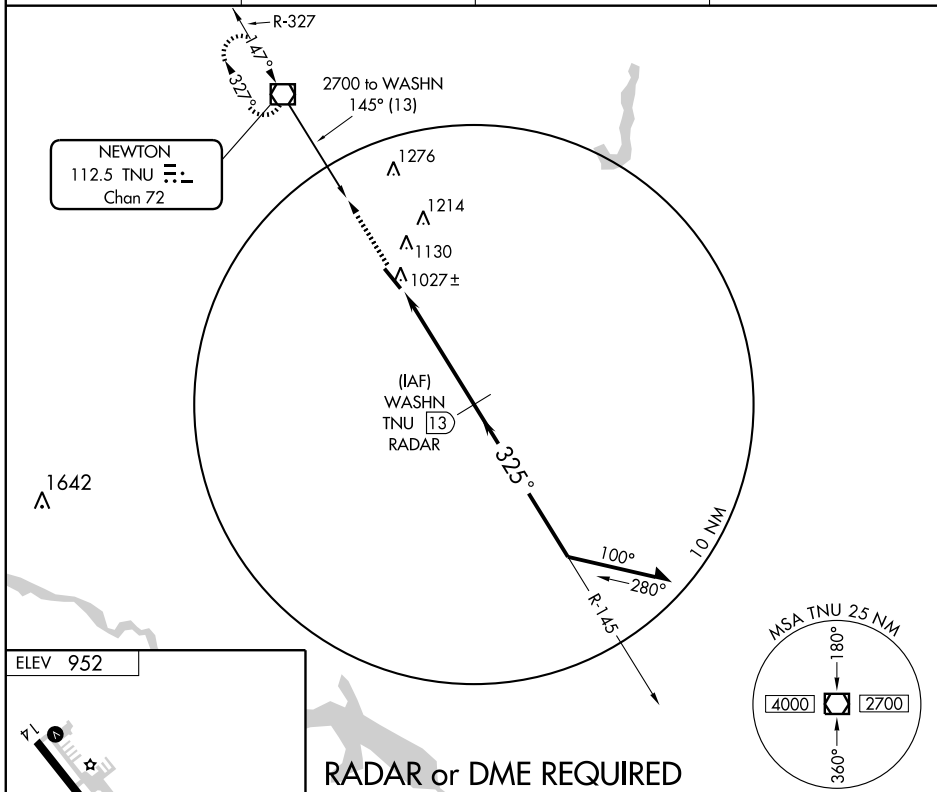
VOR/DME TNU 112.5 Chan 72	APP CRS 325°	Rwy Idg TDZE Apt Elev	5599 950 952
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For inoperative MALSR, increase S-32 Cat. D visibility to 1¼ miles.

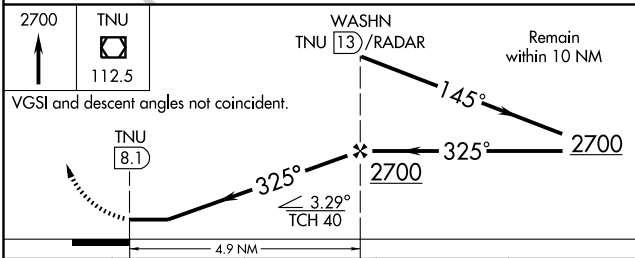


MISSED APPROACH: Climb to 2700 direct TNU VOR/DME and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-32	1300-½ 350 (400-½)			1300-1 350 (400-1)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)

NDB RWY 13

OELWEIN MUNI (OLZ)

NDB OLZ **260**
 APP CRS **120°**
 Rwy Idg **4001**
 TDZE **1076**
 Apt Elev **1076**

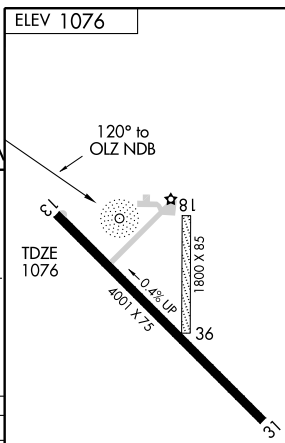
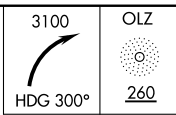
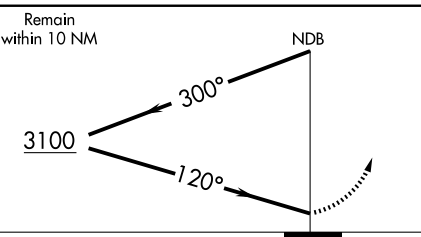
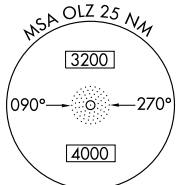
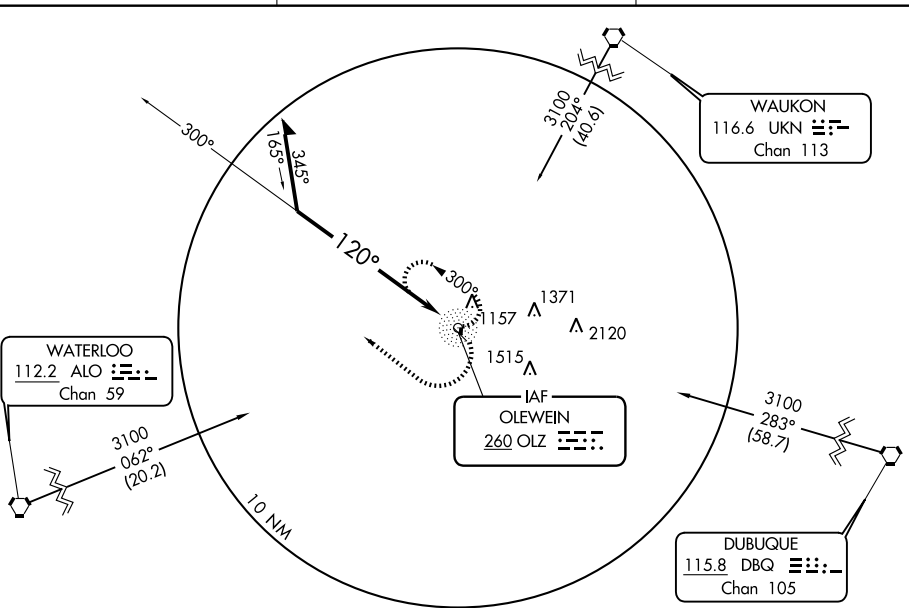
▼
 ▲ NA

MISSED APPROACH: Climbing right turn to 3100 via heading 300° then direct OLZ NDB and hold.

AWOS-3
119.675

WATERLOO APP CON*
118.9 257.8

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-13	1740-1	664 (700-1)	1740-1¾ 664 (700-1¾)	1740-2 664 (700-2)
CIRCLING	1740-1	664 (700-1)	1740-1¾ 664 (700-1¾)	1740-2 664 (700-2)

REIL Rwy 13 0
 MRL Rwy 13-31 0

RNAV (GPS) RWY 13

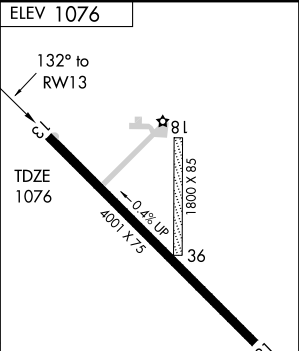
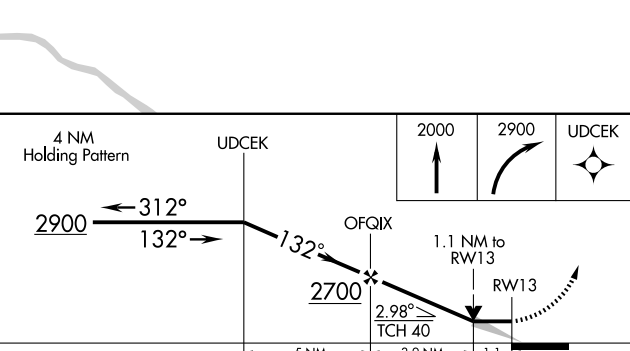
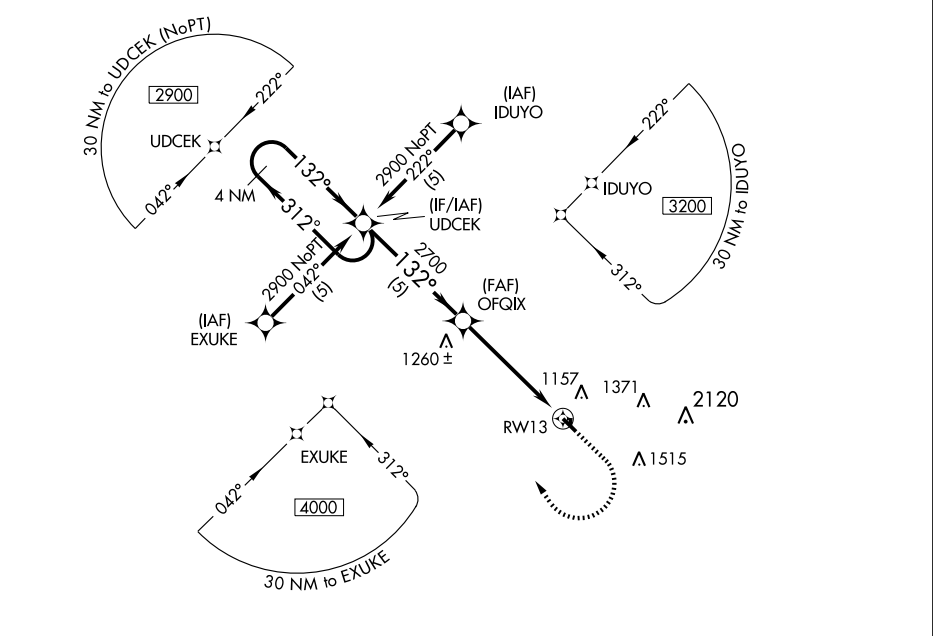
OELWEIN MUNI (OLZ)

APP CRS 132°	Rwy Idg 4001
	TDZE 1076
	Apt Elev 1076

▼ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
▲ NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2900 direct UDCEK WP and hold.

AWOS-3 119.675	WATERLOO APP CON* 118.9 257.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNNAV/VNAV DA	NA			
LNNAV MDA	1460-1 384 (400-1)		1460-1¼ 384 (400-1¼)	
CIRCLING	1500-1 424 (500-1)	1540-1 464 (500-1)	1540-1½ 464 (500-1½)	1640-2 564 (600-2)

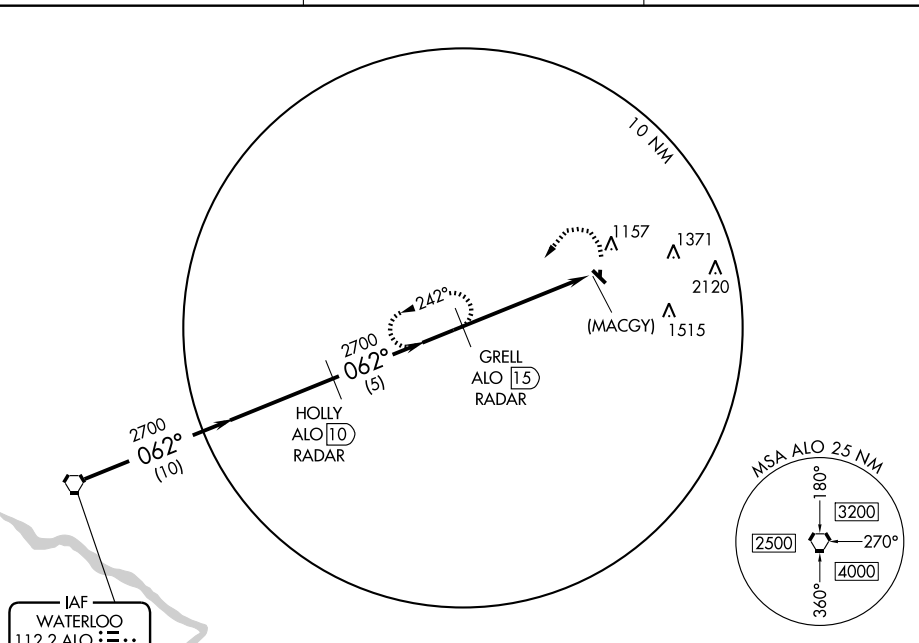
REIL Rwy 13 **0**
 MIRL Rwy 13-31 **0**

VORTAC ALO	APP CRS	Rwy Idg	N/A
112.2	062°	TDZE	N/A
Chan 59		Apt Elev	1076

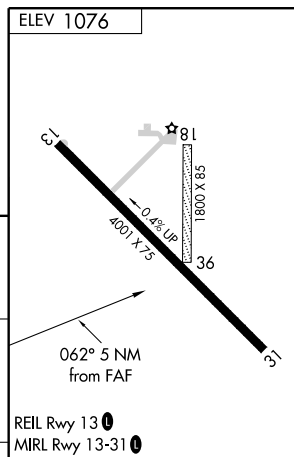
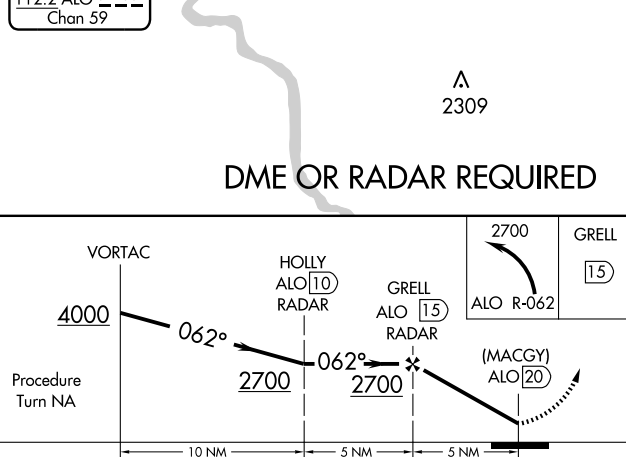
▼ Radar not available when Waterloo Tower not in operation.

MISSED APPROACH: Climbing left turn to 2700 via ALO R-062 to GRELL 15 DME/RADAR and hold.

AWOS-3 119.675	WATERLOO APP CON* 118.9 257.8	UNICOM 122.8 (CTAF) 0
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DME OR RADAR REQUIRED



CATEGORY	FAF to MAP 5 NM					
	A	B	C	D		
CIRCLING	1600-1	524 (600-1)	1640-1½ 564 (600-1½)	1640-2 564 (600-2)		
	Knots	60	90	120	150	180
	Min:Sec	5:00	3:20	2:30	2:00	1:40

NDB ORC
521

APP CRS
345°

Rwy Idg
TDZE
Apt Elev

4250
1414
1414

NDB or GPS RWY 34

ORANGE CITY MUNI (ORC)

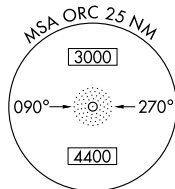
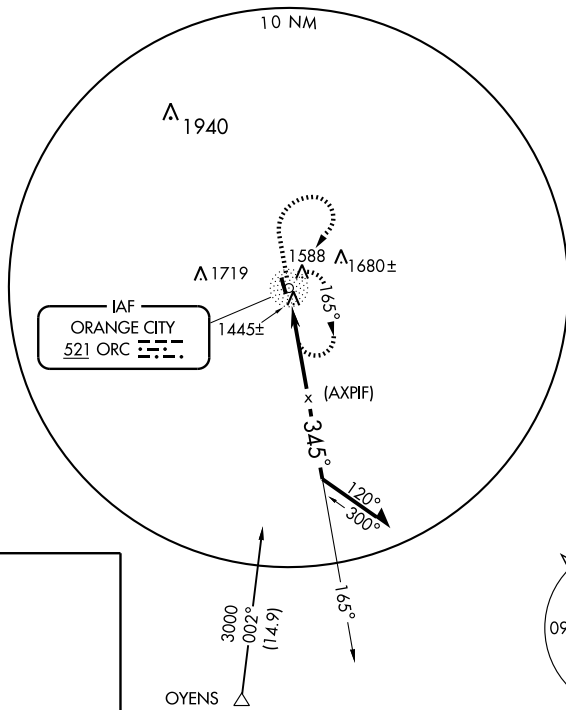
▽
▲ NA

MISSED APPROACH: Climb to 3000 then right turn direct ORC NDB and hold.

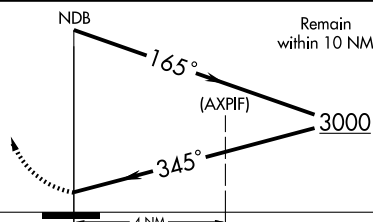
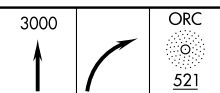
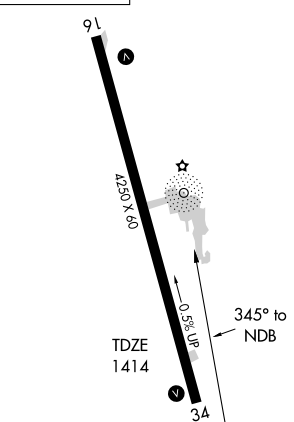
AWOS-3
127.825

MINNEAPOLIS CENTER
124.1 269.0

UNICOM
122.8 (CTAF)



ELEV 1414



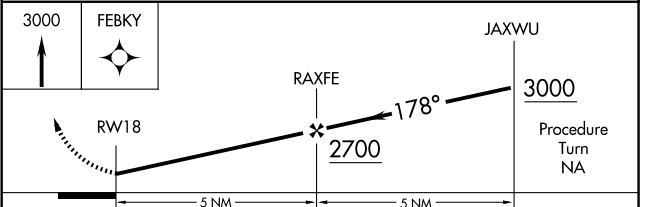
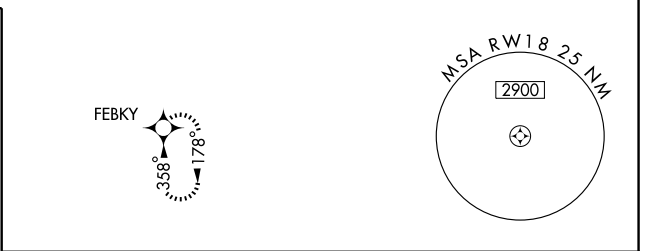
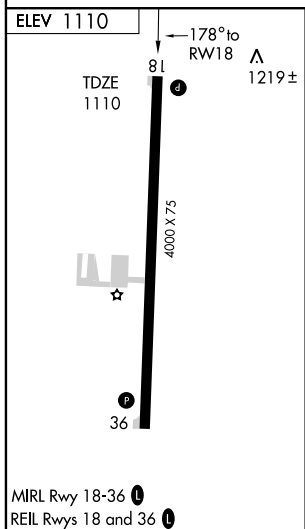
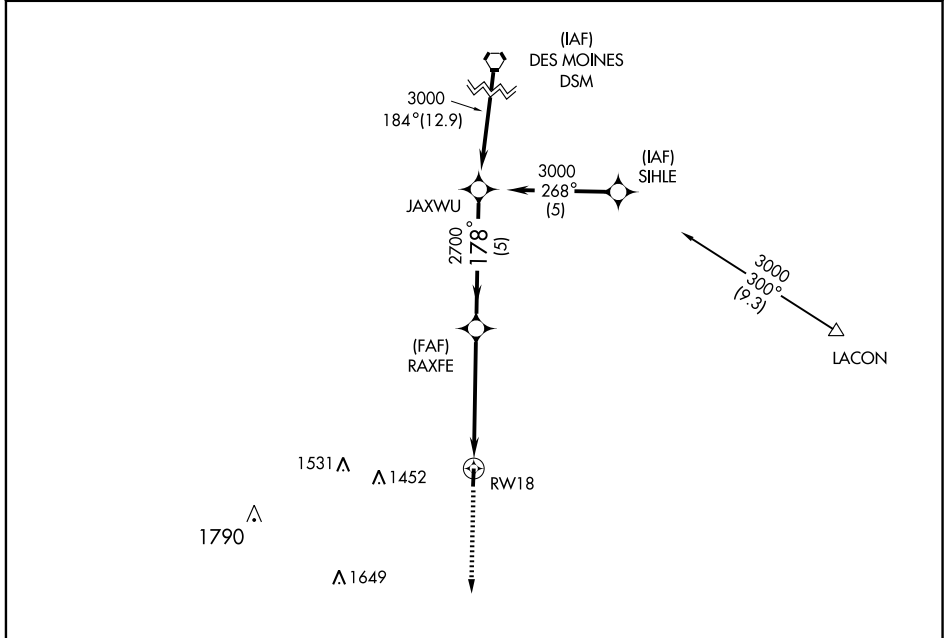
CATEGORY	A	B	C	D
S-34	1920-1	506 (600-1)	1920-1½	506 (600-1½)
CIRCLING	1920-1	506 (600-1)	1920-1½ 506 (600-1½)	1980-2 566 (600-2)

MIRL Rwy 16-34
REIL Rwy 16 and 34

APP CRS	Rwy Idg	4000
178°	TDZE	1110
	Apt Elev	1110

<p>▲ NA</p> <p>Use Des Moines altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct FEBKY WP and hold.</p>	
	<p>AWOS-3</p> <p>120.975</p>	<p>DES MOINES APP CON</p> <p>135.2 360.7</p>

<p>AWOS-3</p> <p>120.975</p>	<p>DES MOINES APP CON</p> <p>135.2 360.7</p>	<p>UNICOM</p> <p>122.8 (CTAF) 0</p>
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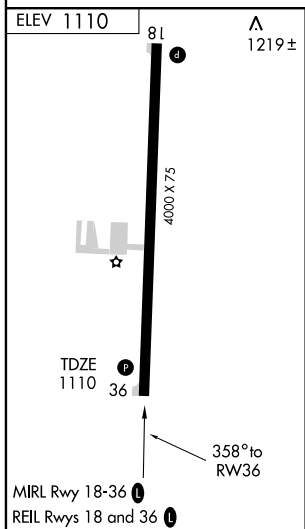
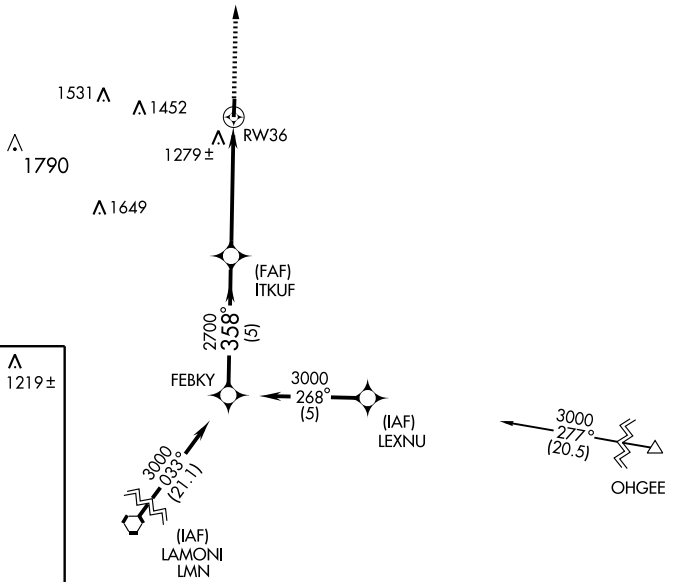
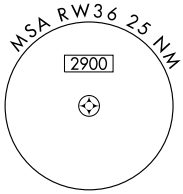


CATEGORY	A	B	C	D
S-18	1560-1 450 (500-1)			NA
CIRCLING	1680-1 570 (600-1)			NA

MIRL Rwy 18-36
REIL Rwys 18 and 36

APP CRS	Rwy Idg	4000
358°	TDZE	1110
	Apt Elev	1110

<p>▲ NA</p> <p>Use Des Moines altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct JAXWU WP and hold.</p>	
	<p>AWOS-3</p> <p>120.975</p>	<p>DES MOINES APP CON</p> <p>135.2 360.7</p>



	FEBKY		3000	JAXWU
	3000		↑	✧
Procedure Turn	NA			
	358°		ITKUF	
	2700			
	5 NM			
	5 NM			
	RW36			
CATEGORY	A	B	C	D
S-36	1620-1	510 (600-1)		NA
CIRCLING	1680-1	570 (600-1)		NA

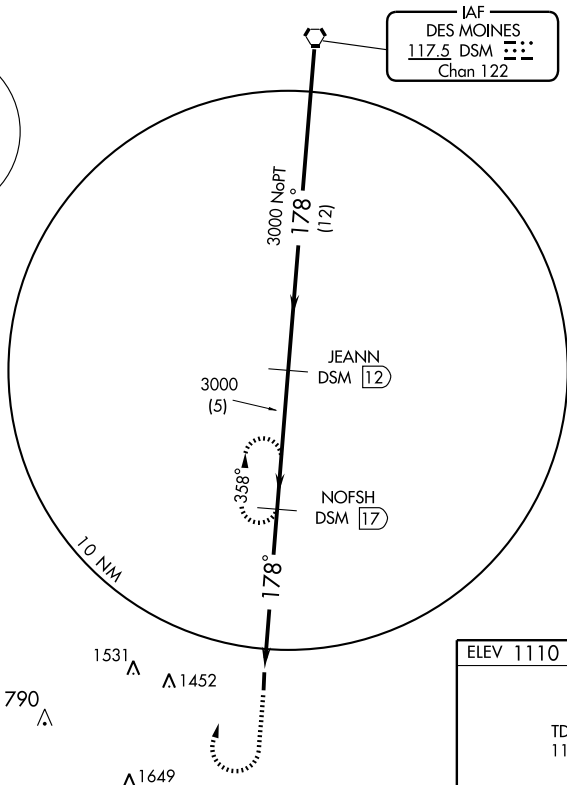
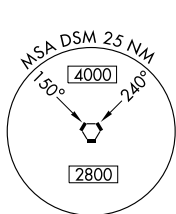
VOR/DME RWY 18

OSCEOLA MUNI (I75)

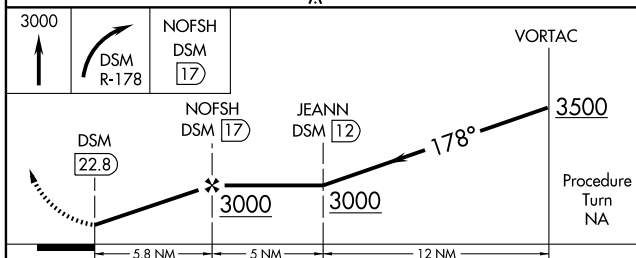
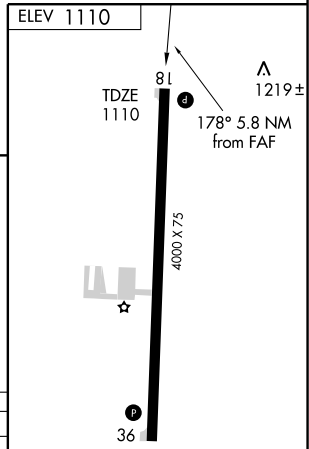
VORTAC DSM 117.5 Chan 122	APP CRS 178°	Rwy Idg TDZE Apt Elev	4000 1110 1110
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NA Use Des Moines altimeter setting. MISSED APPROACH: Climb to 3000 then right turn via DSM R-178 to NOFSH/17 DME and hold.

AWOS-3 120.975	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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IAF
DES MOINES
117.5 DSM
Chan 122



CATEGORY	A	B	C	D
S-18	1580-1 470 (500-1)	1580-1¼ 470 (500-1¼)		NA
CIRCLING	1680-1 570 (600-1)	1680-1¼ 570 (600-1¼)		NA

MIRL Rwy 18-36 **0**
REIL Rws 18 and 36 **0**

NDB OOA 414	APP CRS 194°	Rwy Idg TDZE Apt Elev	1926 840 841
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NDB RWY 22

OSKALOOSA MUNI (OOA)

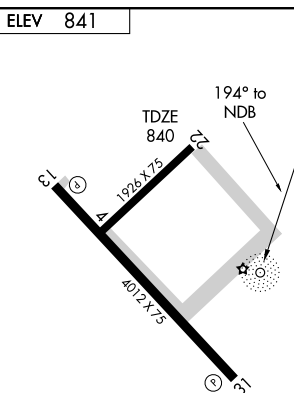
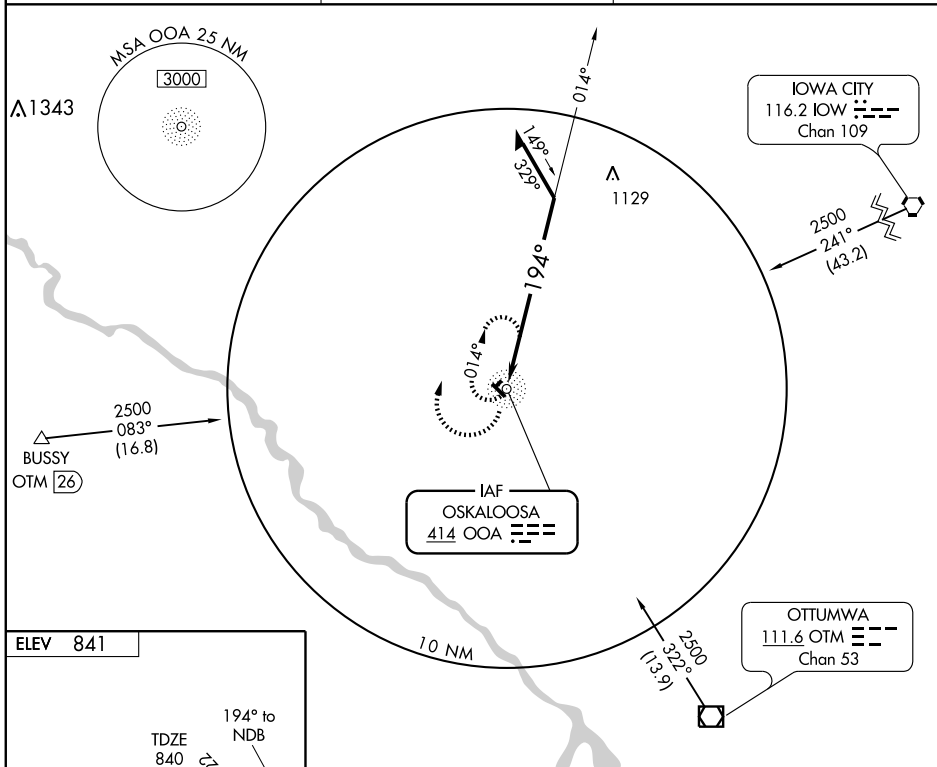
▼
▲ NA
Straight-in minimums NA at night. When local altimeter setting not received, use Ottumwa altimeter setting and increase all MDA 20 feet.

MISSED APPROACH:
Climbing right turn to 2500
in OOA NDB holding pattern.

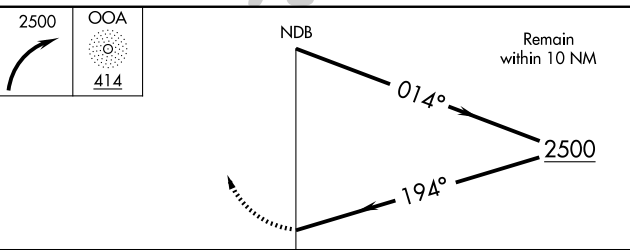
AWOS-3
118.625

CHICAGO CENTER
118.15 354.1

UNICOM
122.8 (CTAF)



REIL Rwy 13 and 31
MIRL Rwy 13-31



CATEGORY	A	B	C	D
S-22	1540-1	700 (700-1)	1540-2 700 (700-2)	NA
CIRCLING	1540-1	699 (700-1)	1540-2 699 (700-2)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH **78215** W**13A** APP CRS **134°** Rwy Idg **4012** TDZE **837** Apt Elev **841**

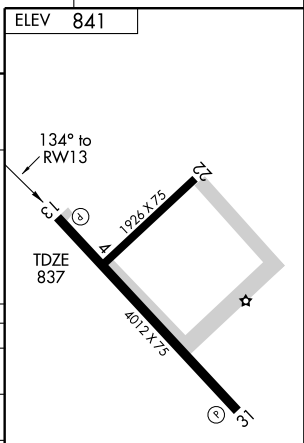
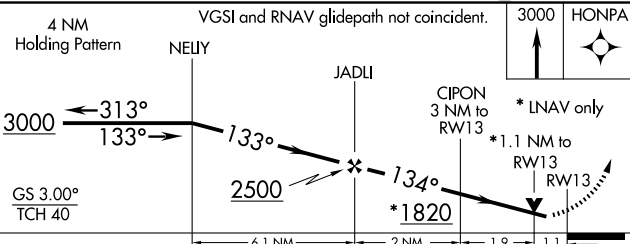
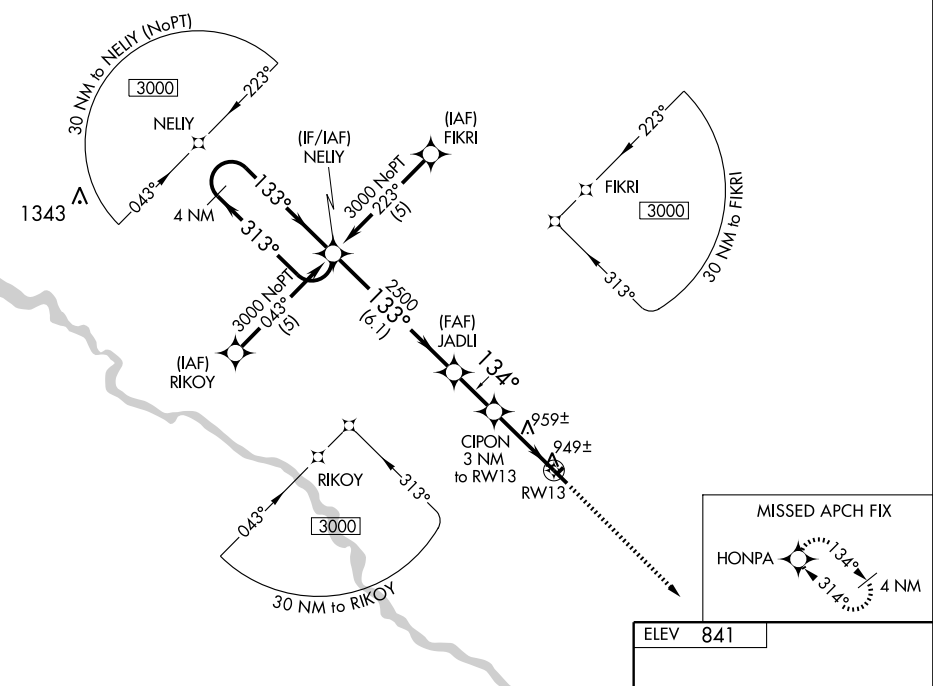
RNAV (GPS) RWY 13

OSKALOOSA MUNI (00A)

▽ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH:
Climb to 3000 direct HONPA and hold.

AWOS-3 **118.625** CHICAGO CENTER **118.15 354.1** UNICOM **122.8** (CTAF) **①**



CATEGORY	A	B	C	D
LPV DA	1193-1¼	356 (400-1¼)		NA
LNAV/VNAV DA	1219-1¼	382 (400-1¼)		NA
LNAV MDA	1220-1	383 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

REIL Rwy 13 and 31 **①**
MIRL Rwy 13-31 **①**

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 82515 W31A	APP CRS 314°	Rwy Idg TDZE Apt Elev	4012 837 841
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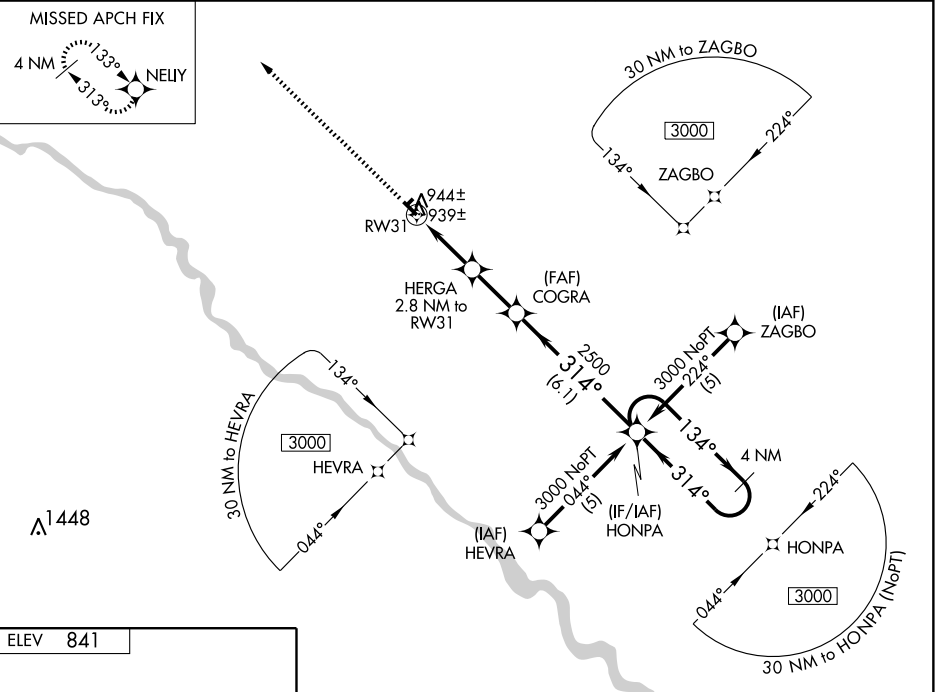
RNAV (GPS) RWY 31

OSKALOOSA MUNI (00A)

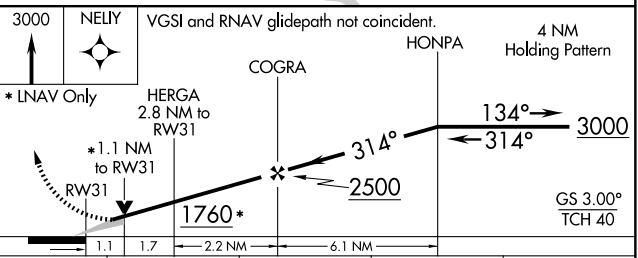
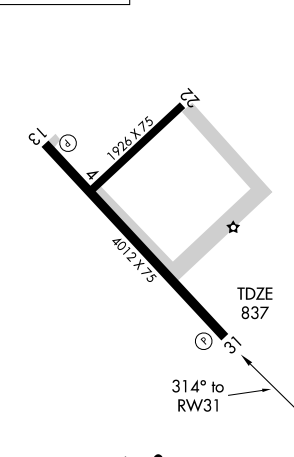
▼ DME/DME RNP-0.3 NA When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility 1/4 mile.
▲ Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH:
Climb to 3000 direct NELY and hold.

AWOS-3 118.625	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF)
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ELEV 841



CATEGORY	A	B	C	D
LPV DA	1187-1¼ 350 (400-1¼)			NA
LNAV/VNAV DA	1209-1¼ 372 (400-1¼)			NA
LNAV MDA	1200-1 363 (400-1)			NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 31

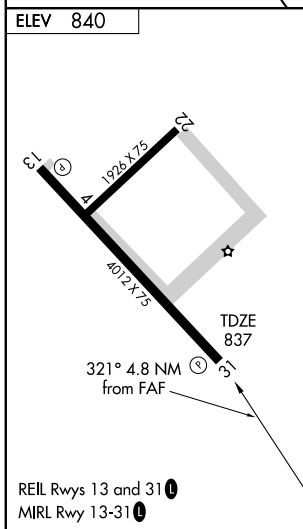
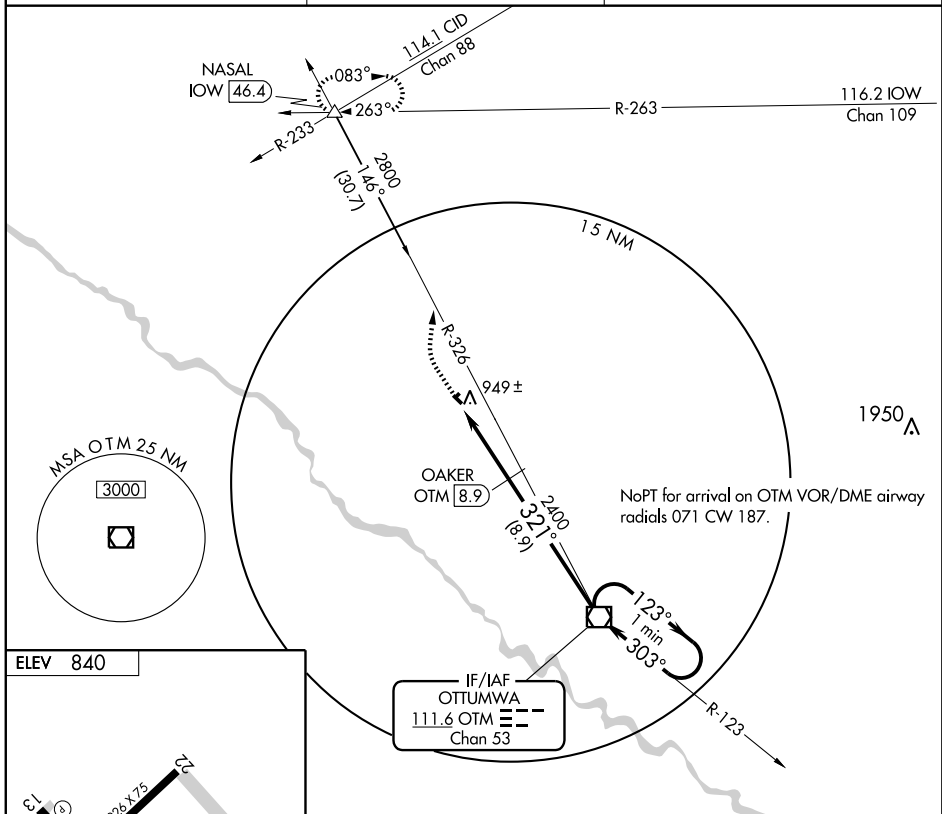
OSKALOOSA MUNI (00A)

VOR/DME OTM 111.6 Chan 53	APP CRS 321°	Rwy Idg TDZE Apt Elev	4003 837 840
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▼ If local altimeter setting not received, use Ottumwa altimeter setting and increase all MDAs 20 feet.
▲ NA

MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 via heading 360° and OTM R-326 to NASAL Int/IOW 46.4 DME and hold.

AWOS-3 118.625	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) ①
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1300	2800	OTM R-326 111.6	NASAL Δ	VGSI and descent angles not coincident.
\uparrow	\curvearrowright 360°			VOR/DME One Minute Holding Pattern
		OTM 12.6	OAKER OTM 8.9	123° \rightarrow 2800
		$\leq 3.00^\circ$ TCH 40		\leftarrow 303°
CATEGORY	A	B	C	D
S-31	1200-1 363 (400-1)			NA
CIRCLING	1260-1 420 (500-1)	1300-1 460 (500-1)	1300-1½ 460 (500-1½)	NA

VDP NA with Ottumwa altimeter setting.

NC-3, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

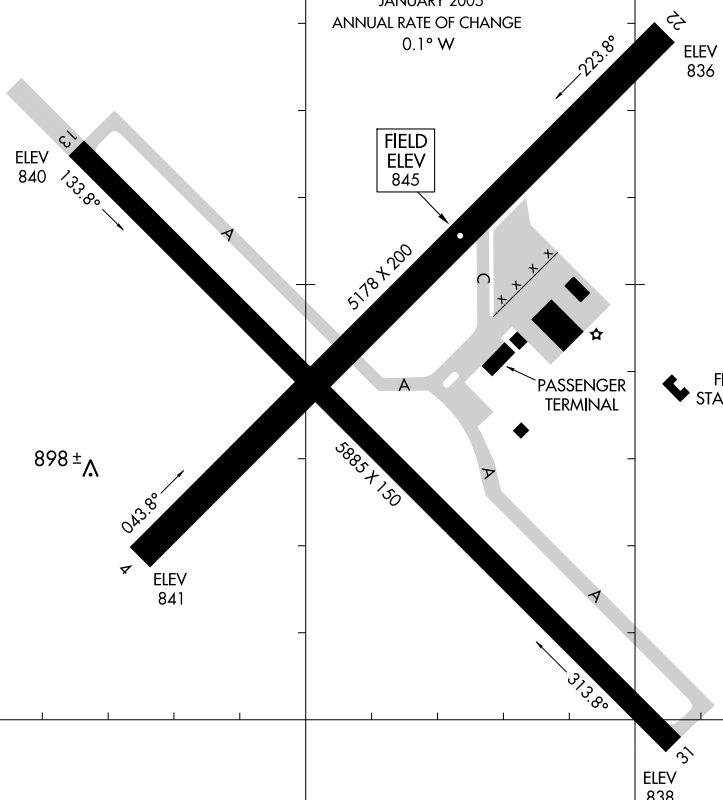
AL-915 (FAA)

OTTUMWA RGNL (OTM)
OTTUMWA, IOWA

ASOS
124.175
CTAF/UNICOM
123.0

41° 07'N

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W



ELEV 840

133.8°

898 ±

043.8°

ELEV 841

FIELD
ELEV 845

5178 X 200

5885 X 150

223.8°

ELEV 836

PASSENGER
TERMINAL

FIRE
STATION

313.8°

ELEV 838

41° 06'N

RWY 4-22
S42, D65, ST83, DT120
RWY 13-31
S80, D105, ST133, DT175

92° 27.5'W

92° 27.0'W

92° 26.5'W

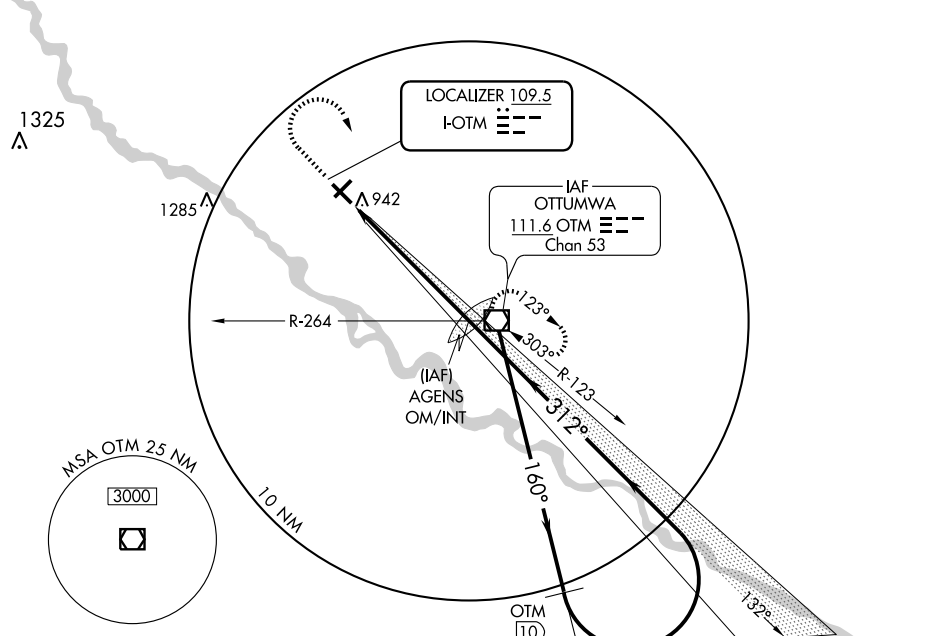
NC-3, 08 APR 2010 to 06 MAY 2010

LOC I-OTM 109.5	APP CRS 312°	Rwy Idg TDZE Apt Elev	5885 841 845
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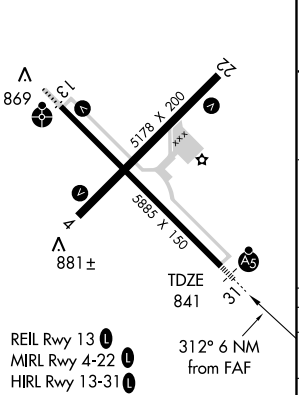
NA Circling not authorized at night to Rwy 4.
When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet.

MALSR
MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct OTM VOR/DME and hold.

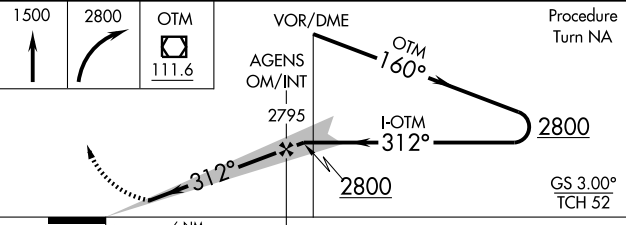
ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF)
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ELEV 845	870 ±
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DME or RADAR REQUIRED



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-ILS 31	1041-½ 200 (200-½)			NA
S-LOC 31	1180-½ 339 (400-½)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

LOC/DME BC RWY 13

OTTUMWA RGNL (OTM)

LOC I-OTM 109.5	APP CRS 132°	Rwy Idg TDZE Apt Elev 5885 844 845
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ODALS
MISSED APPROACH: Climb to 2500
direct OTM VOR/DME and hold.

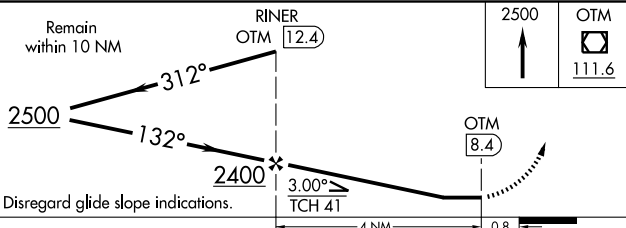
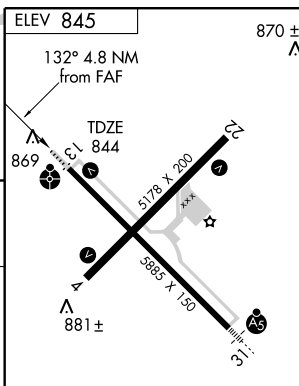
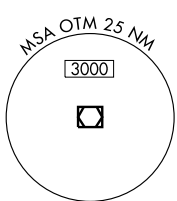
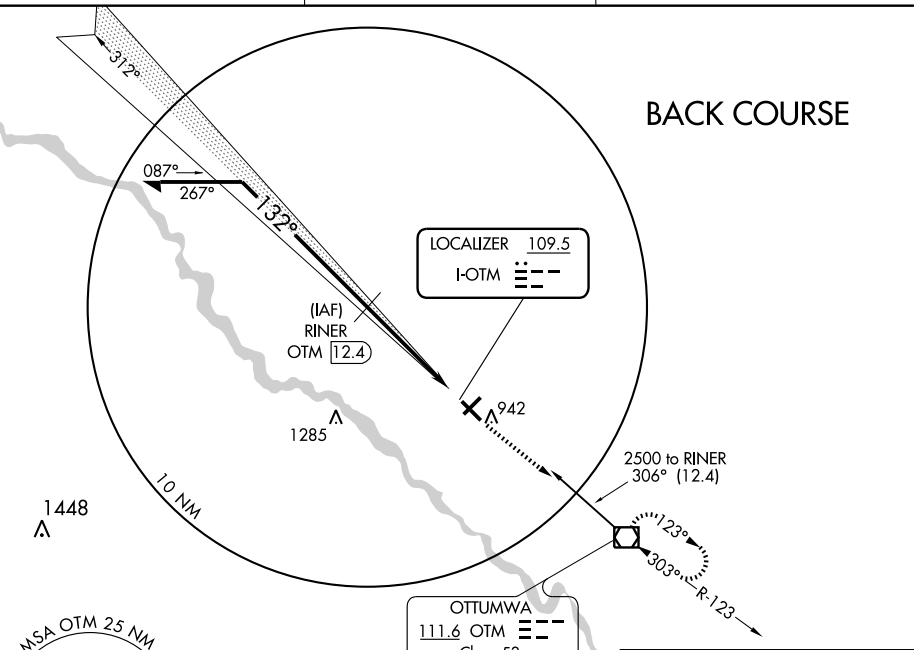
DME from OTM VOR/DME. Simultaneous reception of I-OTM and OTM DME required. When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF)

BACK COURSE



CATEGORY	A	B	C	D
S-13	1220-1 376 (400-1)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 (L)
MIRL Rwy 4-22 (L)
HIRL Rwy 13-31 (L)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

RNAV (GPS) RWY 13

OTTUMWA RGNL (OTM)

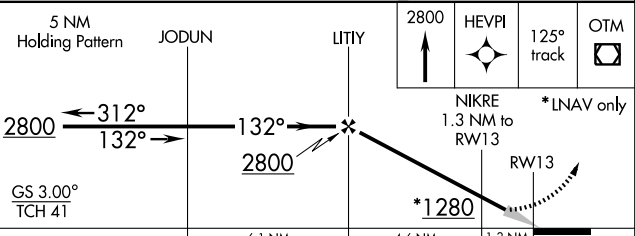
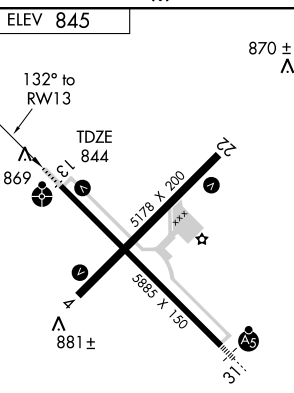
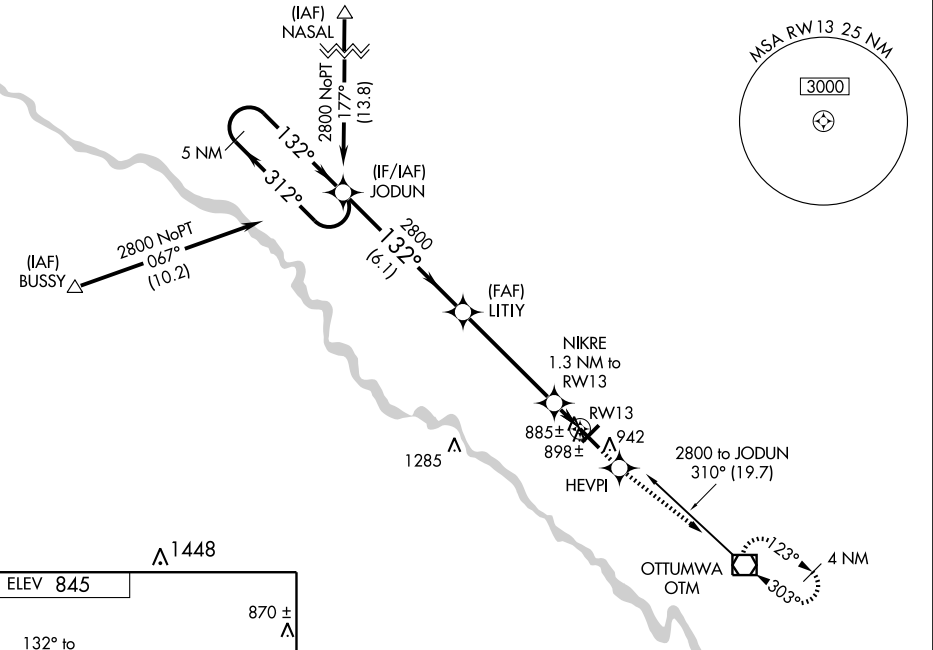
WAAS CH 86300 W13A	APP CRS 132°	Rwy Idg TDZE 844 Apt Elev 845	5885
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▼ DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
 When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet.
 Baro-VNAV NA when using Oskaloosa altimeter setting.
 Inoperative table does not apply to LPV.

ODALS

MISSED APPROACH: Climb to 2800 direct HEVPI and via 125° track to OTM VOR/DME and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF)
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		A	B	C	D
CATEGORY					
LPV DA		1094-1 250 (300-1)			NA
LNAV/VNAV DA		1135-¾ 291 (300-¾)			NA
LNAV MDA		1160-¾ 316 (400-¾)			NA
CIRCLING		1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13
 MRL Rwy 4-22
 HIRL Rwy 13-31

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 22

OTTUMWA RGNL (OTM)

APP CRS **222°**
 Rwy Idg **5178**
 TDZE **845**
 Apt Elev **845**

NA DME/DME RNP -0.3 NA.
 When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

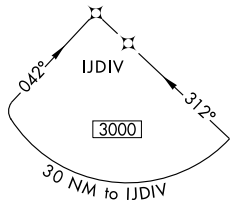
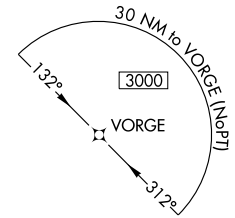
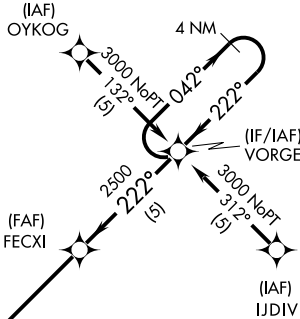
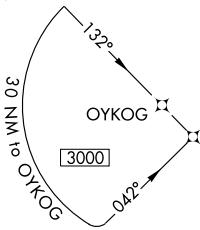
MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct VORGE WP and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

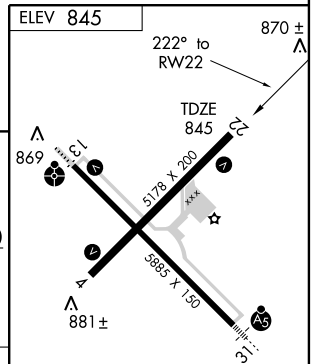
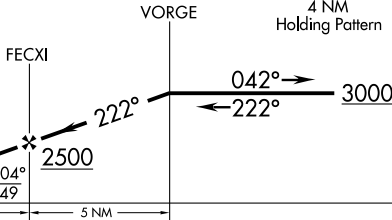
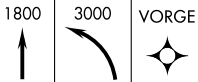
UNICOM
123.0 (CTAF) 0

1318
 ▲



1285
 ▲

949±
 RW22
 942
 ▲



CATEGORY	A	B	C	D
LNVA/ VNAV	NA			
LNVA MDA	1200-1	355 (400-1)		NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 0
 MIRL Rwy 4-22 0
 HIRL Rwy 13-31 0

RNAV (GPS) RWY 31

OTTUMWA RGNL (OTM)

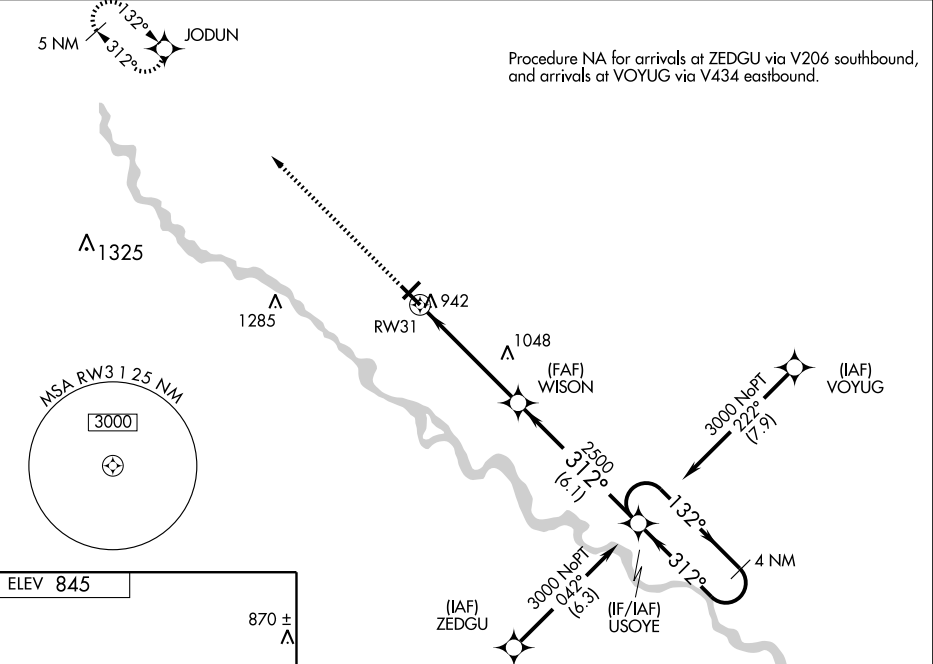
WAAS CH 93611 W31A	APP CRS 312°	Rwy Idg TDZE Apt Elev	5885 841 845
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▽ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
▲ Baro-VNAV and VDP NA when using Fairfield altimeter setting.
 When local altimeter setting not received, use Fairfield altimeter setting and increase all DA 56 feet and all MDA 60 feet. Increase LNAV/VNAV all cats and LNAV Cat C ¼ mile.
 For inoperative MALS R when using Fairfield altimeter setting, increase LPV all Cats visibility to 1 mile.

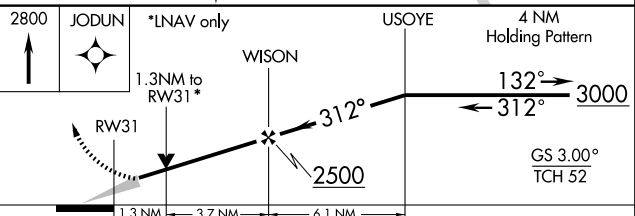
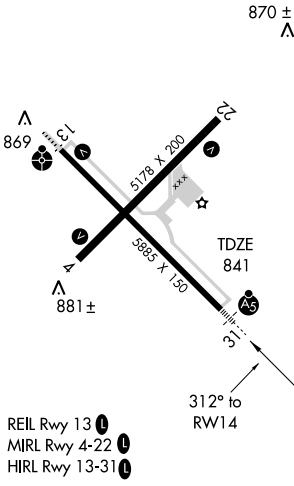


MISSED APPROACH: Climb to 2800 direct JODUN and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF) 0
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ELEV 845



CATEGORY	A	B	C	D
LPV DA	1091-½ 250 (300-½)			NA
LNAV/VNAV DA	1192-¾ 351 (400-¾)			NA
LNAV MDA	1300-½ 459 (500-½)		1300-¾ 459 (500-¾)	NA
CIRCLING	1300-1 455 (500-1)		1300-1½ 455 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

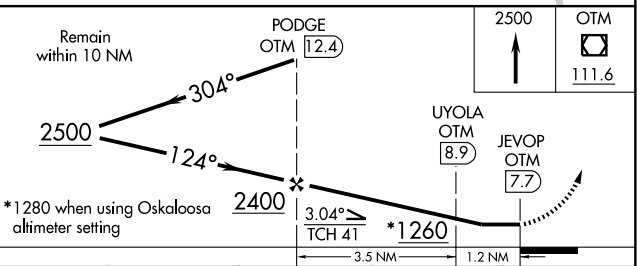
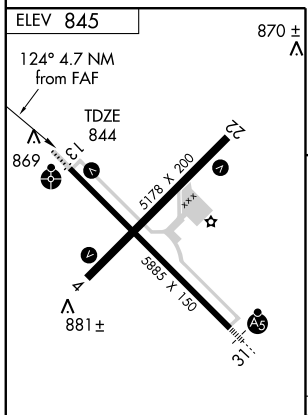
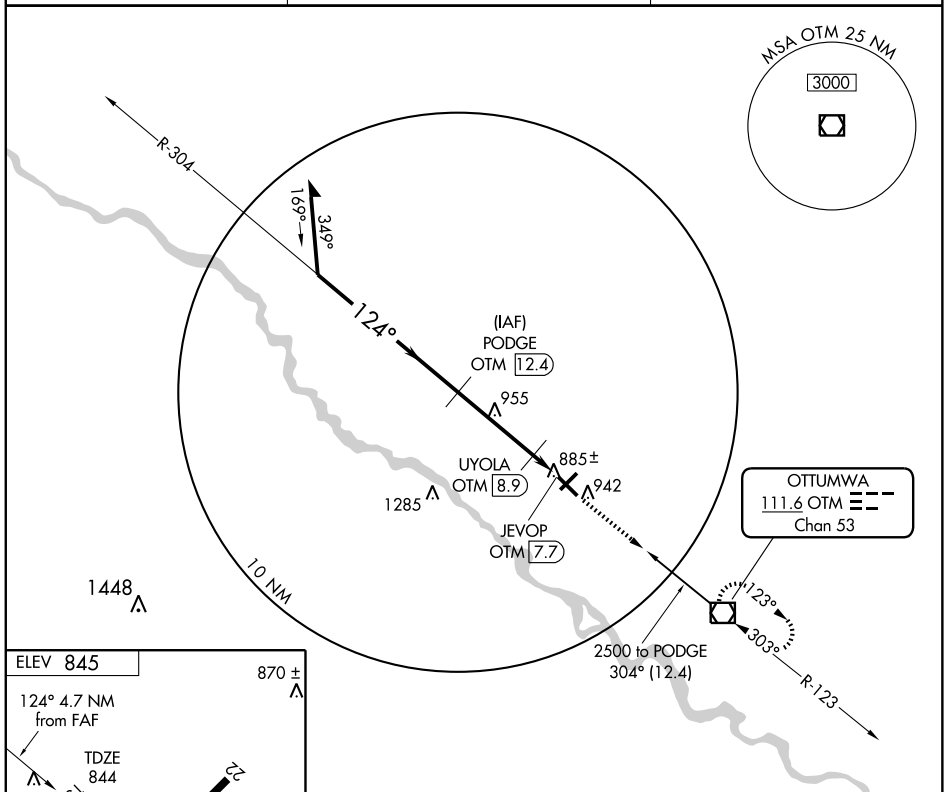
VOR/DME RWY 13

OTTUMWA RGNL (OTM)

VOR/DME OTM 111.6 Chan 53	APP CRS 124°	Rwy Idg TDZE Apt Elev	5885 844 845
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⚠ When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.
 ODALS
MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-13	1140- ³ / ₄ 296 (300- ³ / ₄)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA


REIL Rwy 13 ⬮
 MIRL Rwy 4-22 ⬮
 HIRL Rwy 13-31 ⬮

VOR RWY 31

OTTUMWA RGNL (OTM)

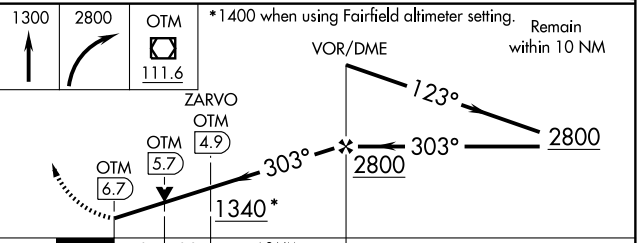
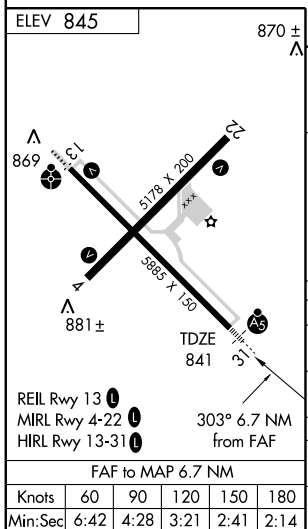
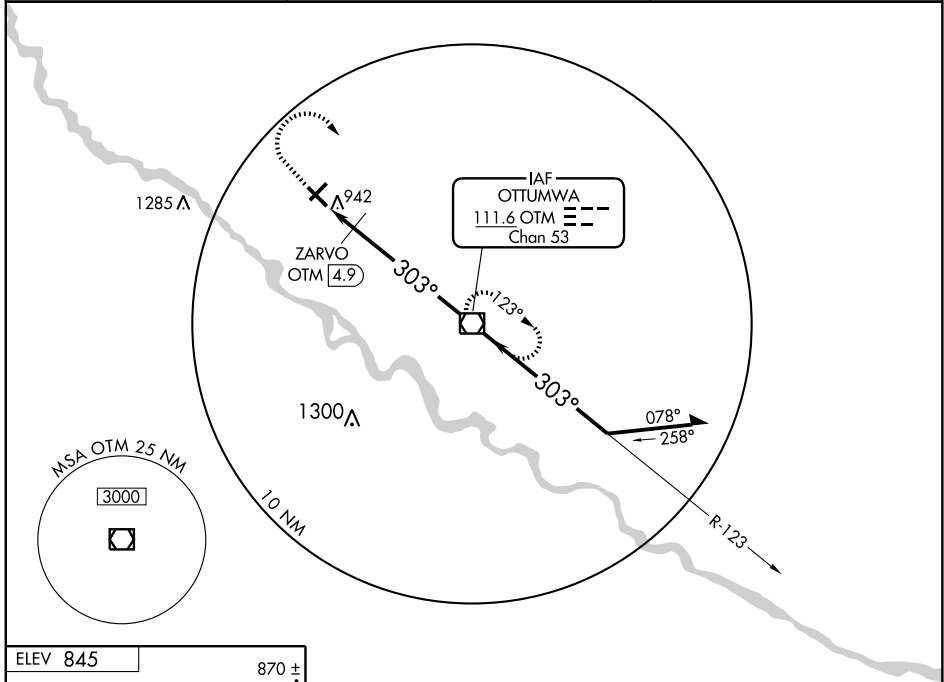
VOR/DME OTM 111.6 Chan 53	APP CRS 303°	Rwy Idg TDZE Apt Elev	5885 841 845
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▲ When local altimeter setting not received, use Fairfield altimeter setting and increase all MDA 60 feet, increase S-31 Cat C and ZARVO fix minimums S-31 Cat C visibility ¼ mile.

MALS R 

MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 direct OTM VOR/DME and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-31	1340-½	499 (500-½)	1340-¾ 499 (500-¾)	NA
CIRCLING	1340-1	495 (500-1)	1340-1½ 495 (500-1½)	NA
ZARVO FIX MINIMUMS				
S-31	1200-½ 359 (400-½)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB PEA 257	APP CRS 353°	Rwy ldg TDZE 5000 880 Apt Elev 885
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NDB RWY 34

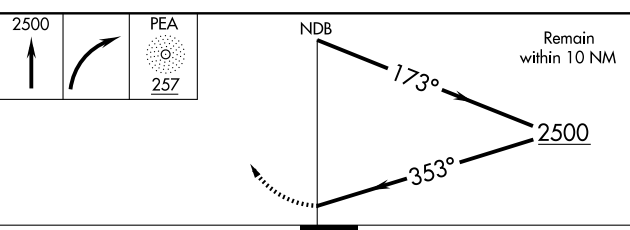
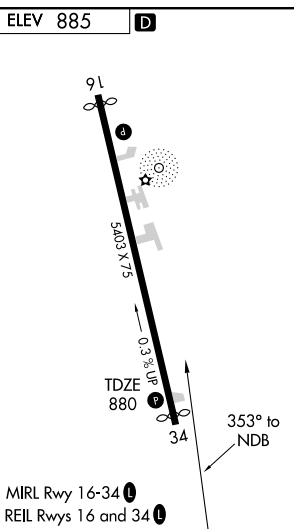
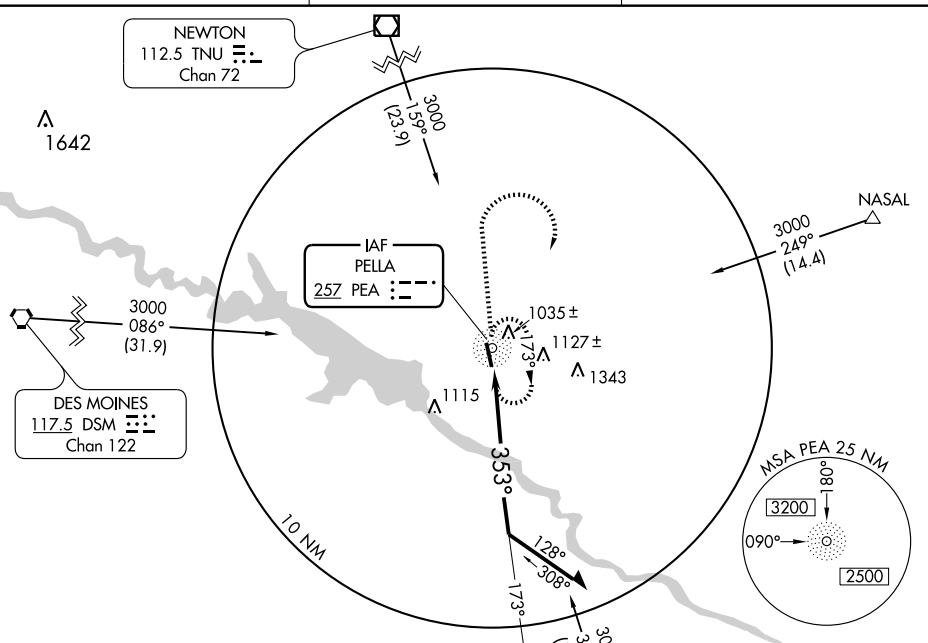
PELLA MUNI (PEA)

▼ When local altimeter setting not received, use Knoxville **MISSED APPROACH:** Climb to 2500 then right turn direct PEA NDB and hold.
▲ NA altimeter setting and increase all MDA 40 feet.

AWOS-3
118.875

DES MOINES APP CON
123.9 307.15

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-34	1420-1	540 (600-1)	1420-1½ 540 (600-1½)	NA
CIRCLING	1420-1	535 (600-1)	1440-1½ 555 (600-1½)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 16

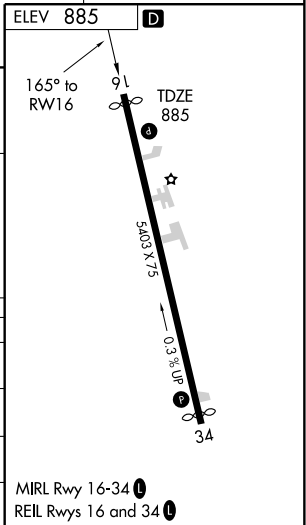
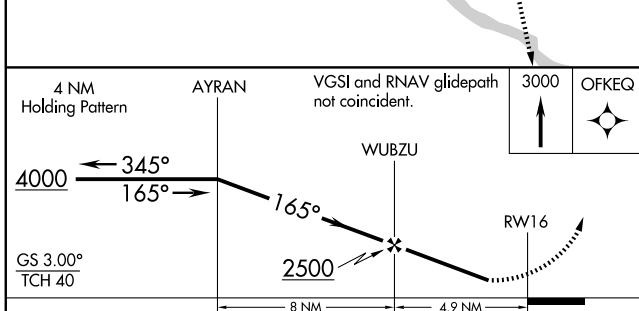
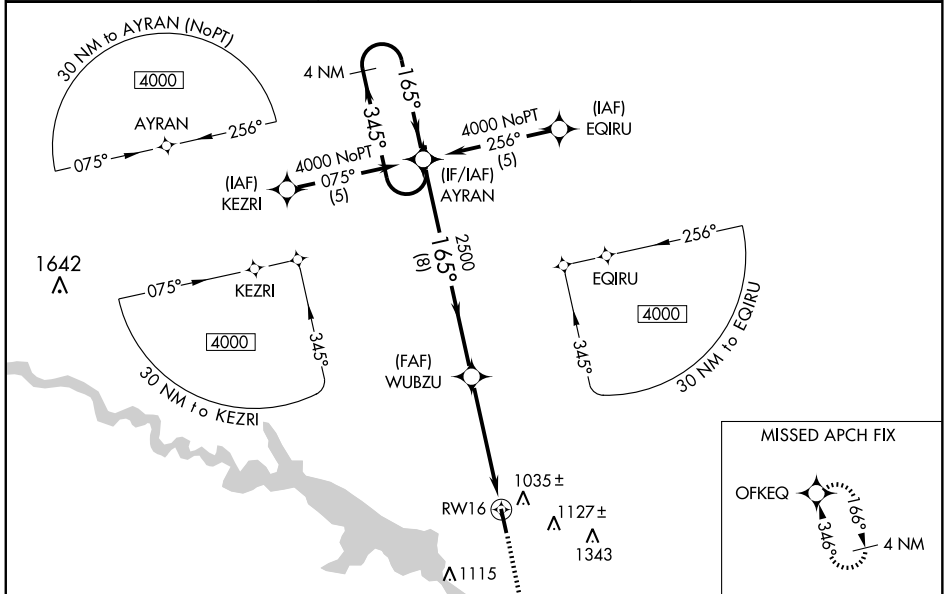
PELLA MUNI (PEA)

WAAS CH 77610 W16A	APP CRS 165°	Rwy Idg TDZE Apt Elev	5000 885 885
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⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
⚠ Baro-VNAV NA when using Knoxville altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
 When local altimeter setting not received, use Knoxville altimeter setting and increase all DA 29 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.

AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1232-1¼	347 (400-1½)		NA
LNAV/VNAV DA	1288-1½	403 (500-1½)		NA
LNAV MDA	1360-1	475 (500-1)	1360-1¼ 475 (500-1¼)	NA
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA

MIRL Rwy 16-34
 REIL Rwy 16 and 34

RNAV (GPS) RWY 34

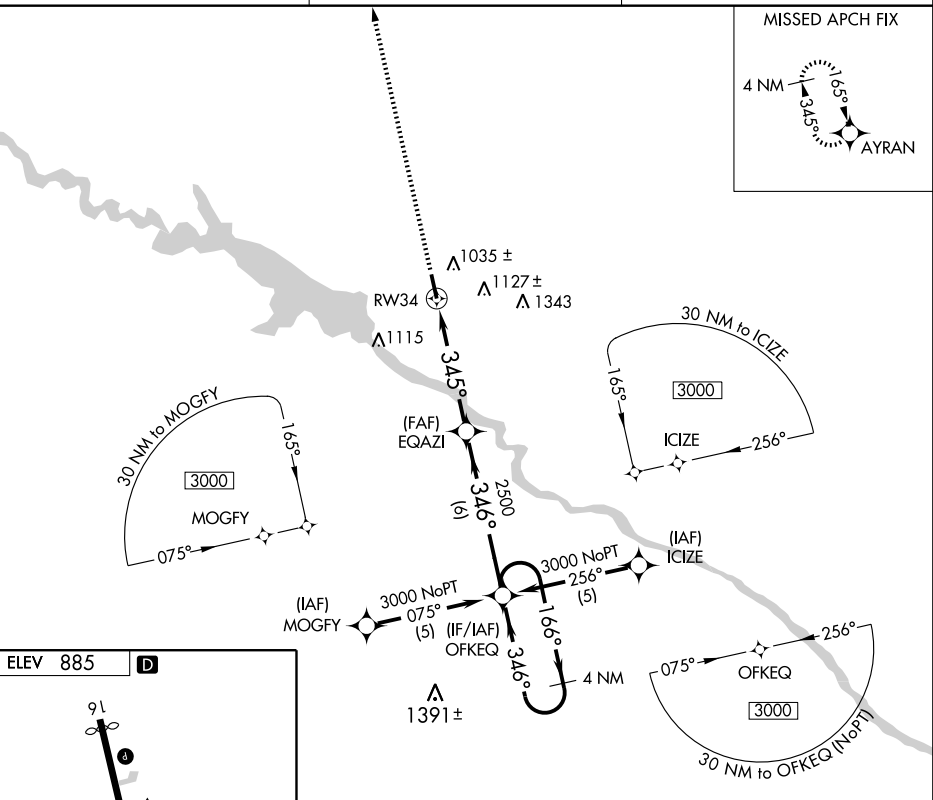
PELLA MUNI (PEA)

APP CRS 345°	Rwy ldg TDZE Apt Elev	5000 879 885
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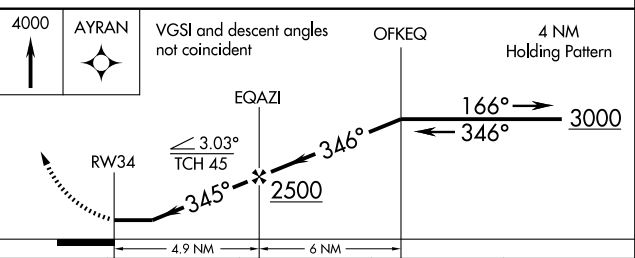
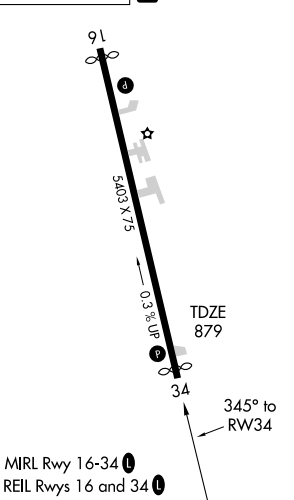
▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct AYRAN and hold.

AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 0
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ELEV 885 **D**



CATEGORY	A	B	C	D
LNNAV MDA	1320-1	441 (500-1)	1320-1 1/4 441 (500-1 1/4)	NA
CIRCLING	1380-1	495 (500-1)	1440-1 1/2 555 (600-1 1/2)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

GPS RWY 14

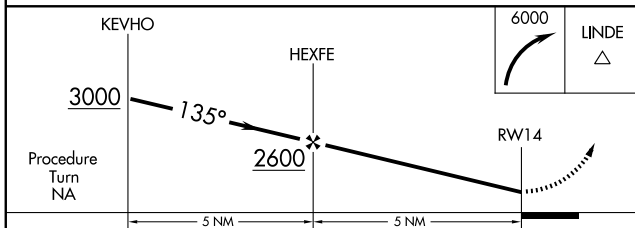
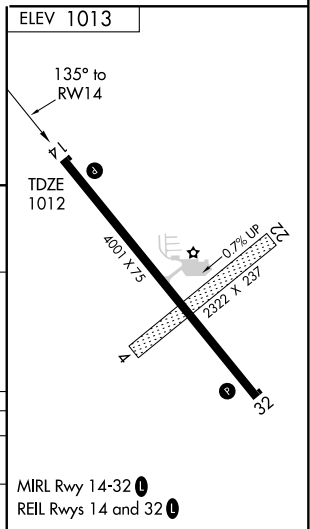
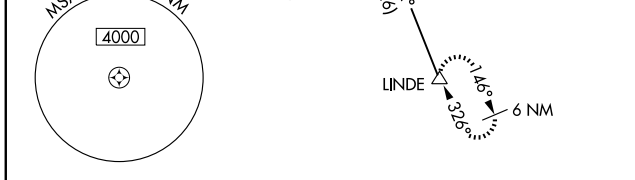
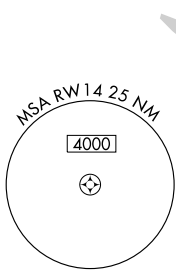
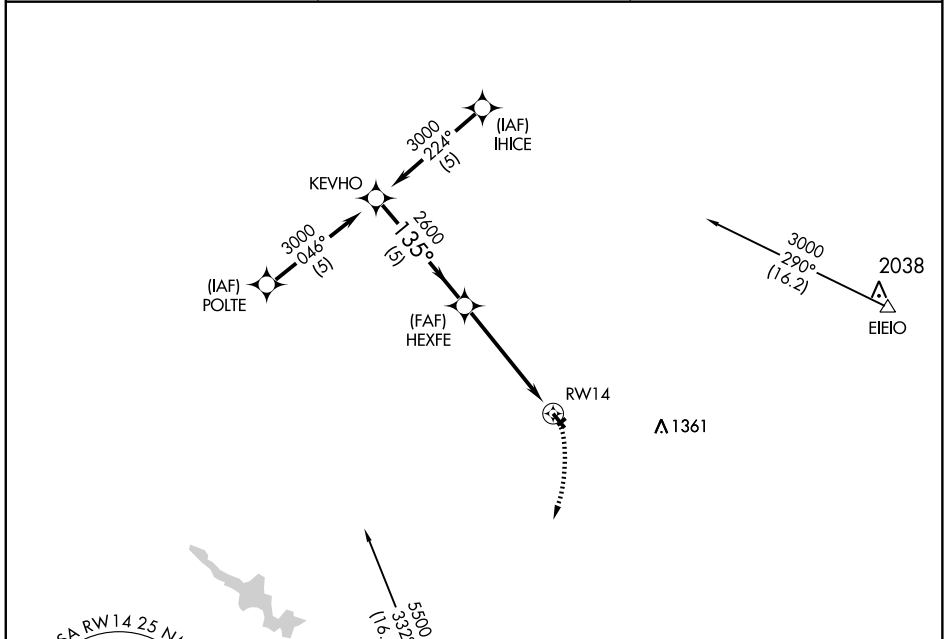
PERRY MUNI (PRO)

APP CRS	Rwy Idg	4001
135°	TDZE	1012
	Apt Elev	1013

NA When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 6000 direct LINDE WP and hold.

AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-14	1480-1	468 (500-1)		NA
CIRCLING	1480-1	467 (500-1)		NA

MIRL Rwy 14-32
REIL Rwy 14 and 32

NDB RWY 14

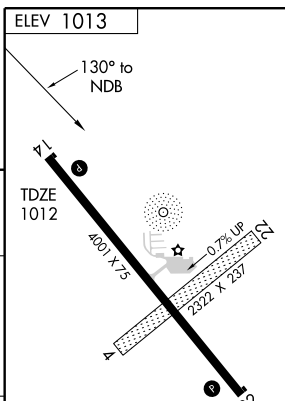
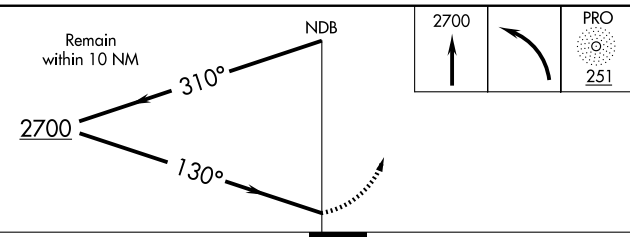
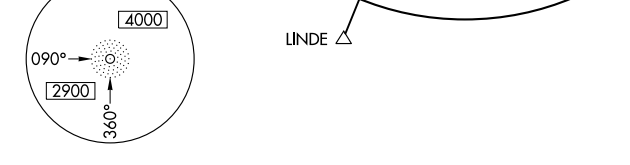
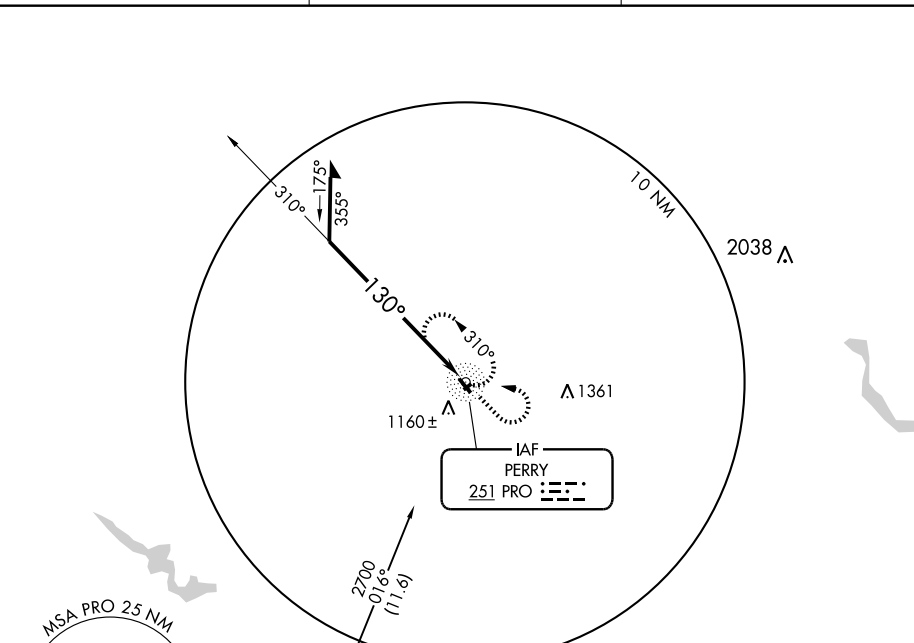
PERRY MUNI (PRO)

NDB PRO	APP CRS	Rwy Idg	4001
251	130°	TDZE	1012
		Apt Elev	1013

NA When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-14	1640-1	628 (700-1)		NA
CIRCLING	1640-1	627 (700-1)		NA

MIRL Rwy 14-32 **0**
REIL Rwsy 14 and 32 **0**

NDB RWY 32

PERRY MUNI (PRO)

NDB PRO 251	APP CRS 325°	Rwy Idg TDZE Apt Elev	4001 1012 1013
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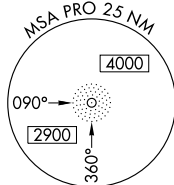
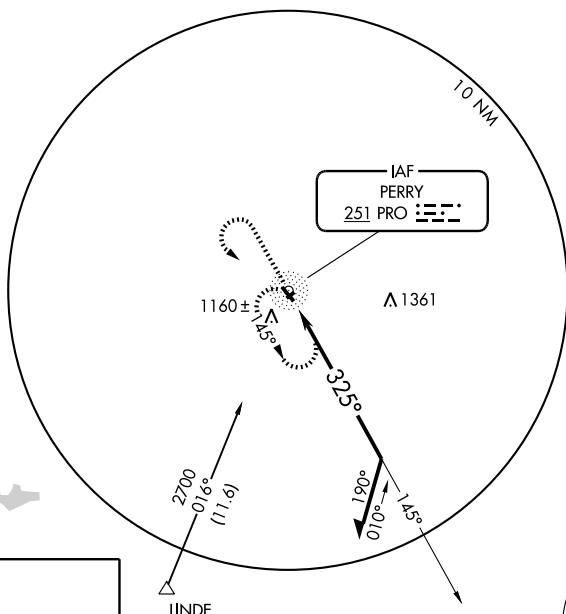
NA When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

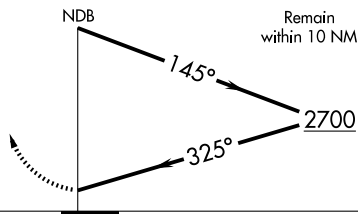
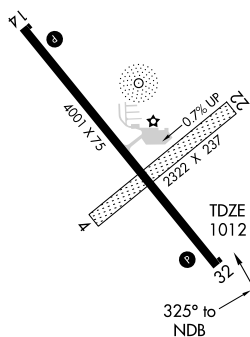
AWOS-3
118.0

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 0



ELEV 1013



CATEGORY	A	B	C	D
S-32	1680-1	668 (700-1)	NA	
CIRCLING	1680-1	667 (700-1)	NA	

RNAV (GPS) RWY 32

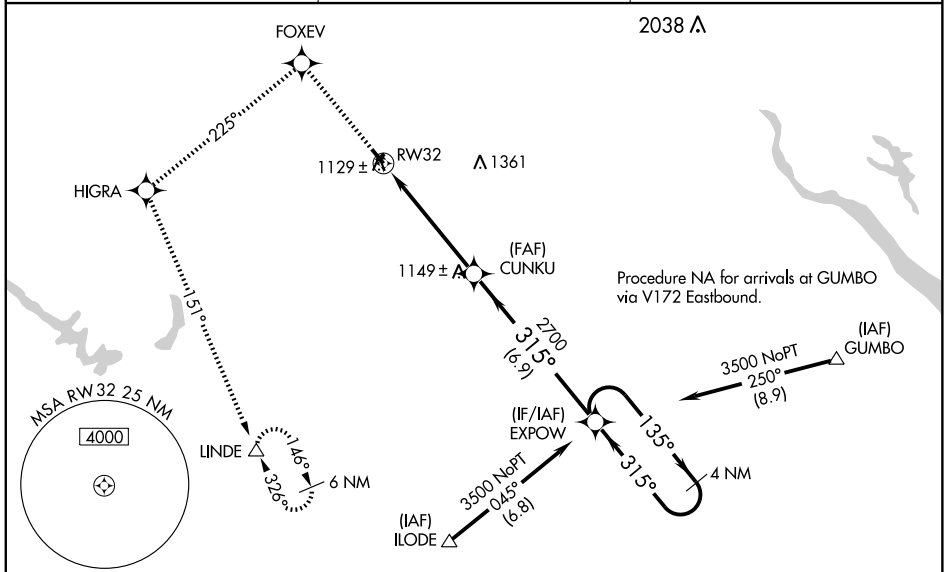
PERRY MUNI (PRO)

WAAS CH 90508 W32A	APP CRS 315°	Rwy Idg TDZE Apt Elev	4001 1012 1013
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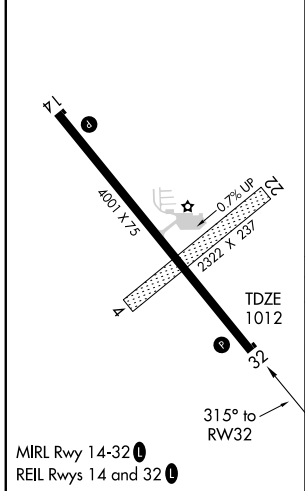
NA When local altimeter setting not received, use Boone altimeter setting and increase all DA 65 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV visibility 1/4 mile all Cats. Baro-VNAV NA when using Boone altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct FOXEV and via 225° track to HIGRA and via 151° track to LINDE and hold.

AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF)
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ELEV 1013



	3500	FOXEV	225° track	HIGRA	151° track	LINDE	EXPOW	4 NM Holding Pattern
VGSi and RNAV glidepath not coincident.								
	A		B		C	D		
LPV DA	1262-1		250 (300-1)			NA		
LNAV/VNAV DA	1399-1½		387 (400-1½)			NA		
LNAV MDA	1380-1		368 (400-1)			NA		
CIRCLING	1440-1 427 (500-1)		1480-1 467 (500-1)			NA		

NDB or GPS RWY 11

POCAHONTAS MUNI (POH)

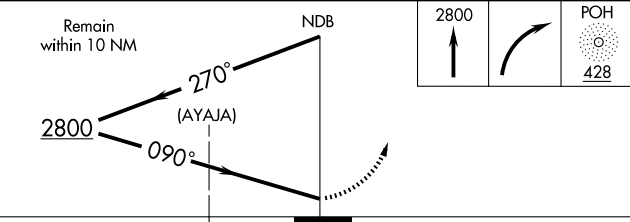
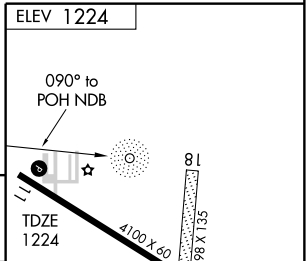
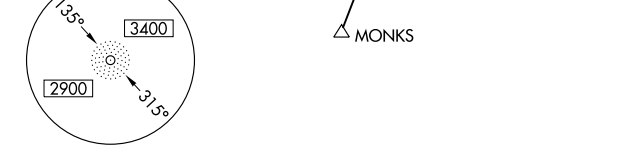
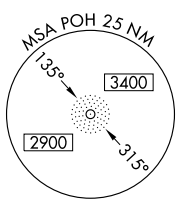
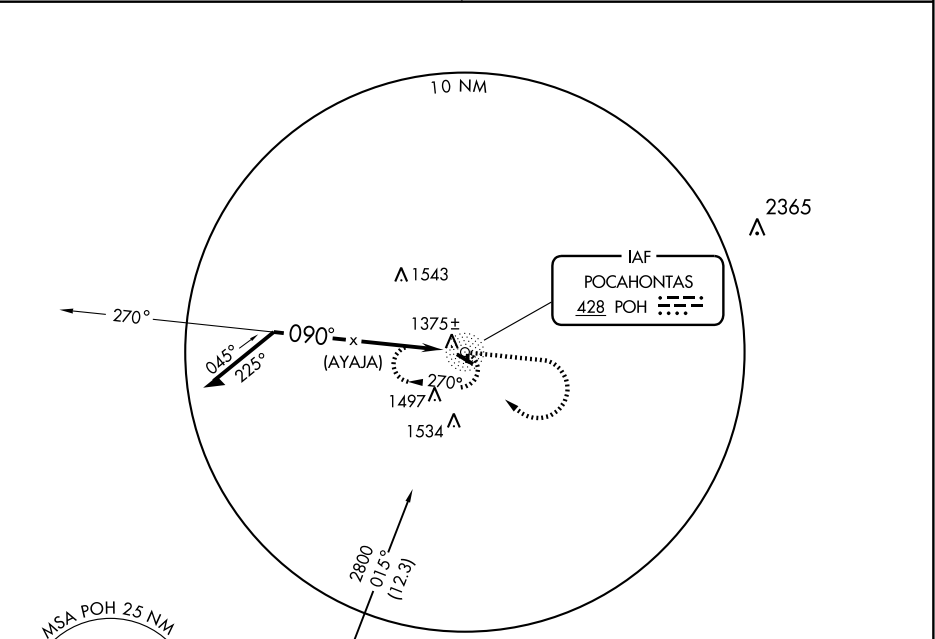
NDB POH 428	APP CRS 090°	Rwy Idg TDZE Apt Elev	4100 1224 1224
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NA Use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct POH NDB and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-11	1880-1	656 (700-1)	1880-1¾ 656 (700-1¾)	NA
CIRCLING	1880-1 656 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

REIL Rwy 11 and 29
MIRL Rwy 11-29

VOR/DME or GPS RWY 29

POCAHONTAS MUNI (POH)

VORTAC FOD 113.5 Chan 82	APP CRS 290°	Rwy Idg TDZE Apt Elev 4100 1222 1224
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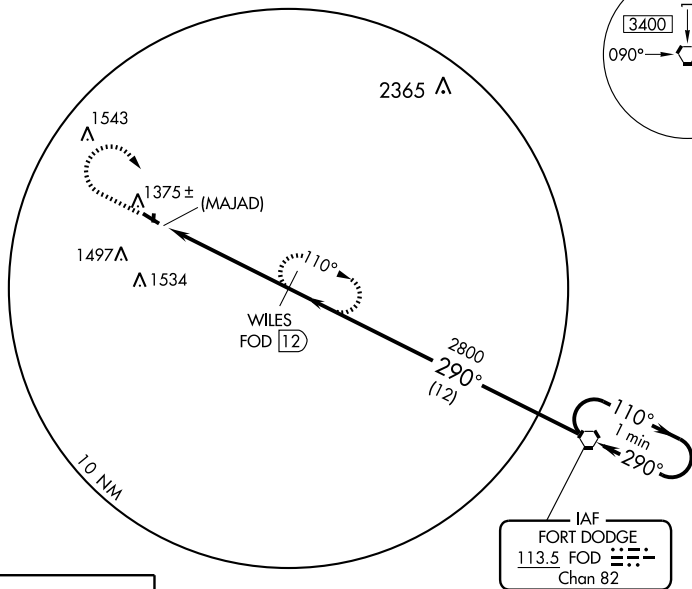
NA Use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn via FOD R-290 to WILES and hold.

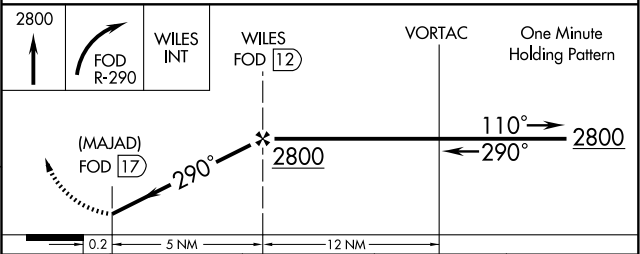
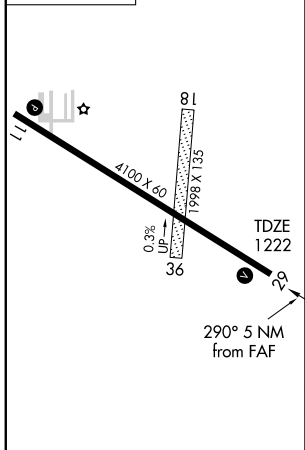
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF)

No Procedure Turn for arrivals on radials 003 clockwise 215.



ELEV 1224



CATEGORY	A	B	C	D
S-29	1900-1	678 (700-1)	1900-2 678 (700-2)	NA
CIRCLING	1900-1 676 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

REIL Rwy 11 and 29
MIRL Rwy 11-29

NDB RDK **230**
 APP CRS **140°**
 Rwy Idg **2901**
 TDZE **1044**
 Apt Elev **1044**

NDB RWY 17

RED OAK MUNI (RDK)

NA

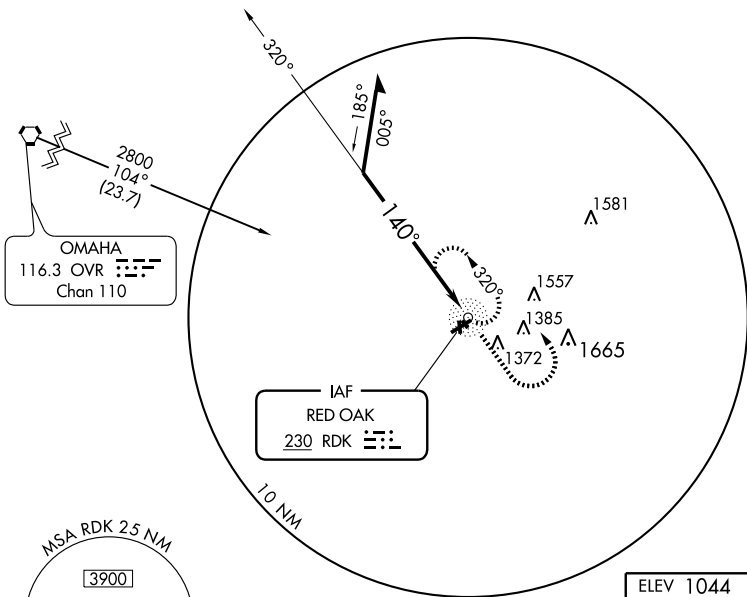
MISSED APPROACH: Climb to 2800 then left turn direct RDK NDB and hold.

AWOS-3
119.775

OMAHA APP CON
124.5 263.0

GCO
121.725

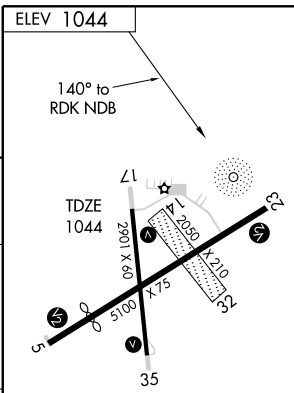
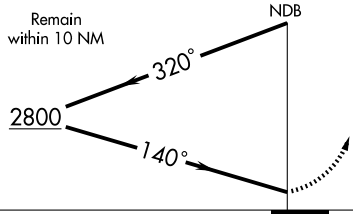
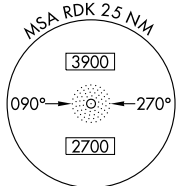
UNICOM
122.8 (CTAF) 0



2800
 104°
 (23.7)

OMAHA
 116.3 OVR
 Chan 110

IAF
 RED OAK
 230 RDK



CATEGORY	A	B	C	D
S-17	1760-1	716 (800-1)		NA
CIRCLING	1760-1	716 (800-1)		NA

MIRL Rwy 5-23 and 17-35 0
 REL Rwy 5 and 23 0

RNAV (GPS) RWY 5

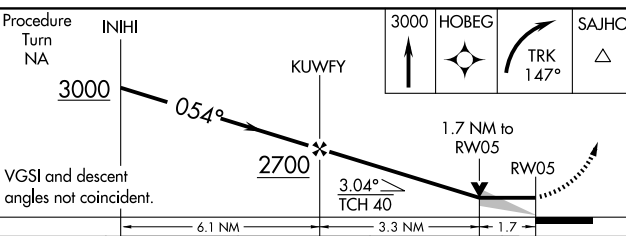
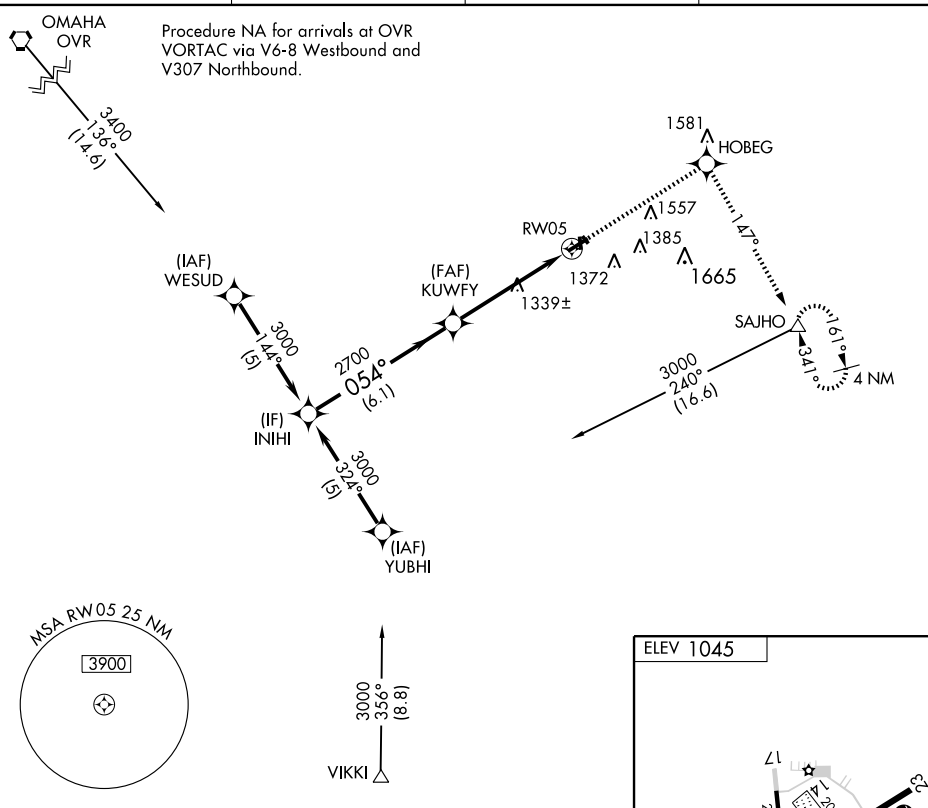
RED OAK MUNI (RDK)

APP CRS **054°**
 Rwy Idg **4100**
 TDZE **1043**
 Apt Elev **1045**

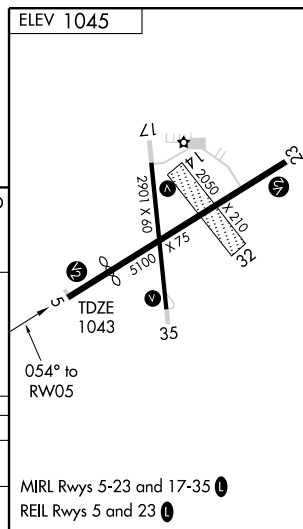
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet and increase Circling Cat B visibility ¼ mile. VDP NA when using Shenandoah altimeter setting.

MISSED APPROACH: Climb to 3000 direct HOBEG and right turn via track 147° to SAJHO and hold.

AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNNAV MDA	1600-1	557 (600-1)		NA
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)		NA



NC-3, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2901
170°	TDZE	1045
	Apt Elev	1045

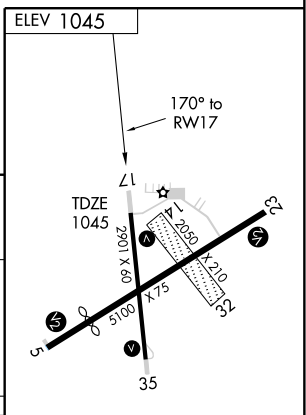
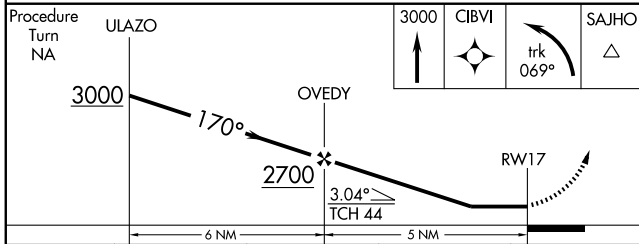
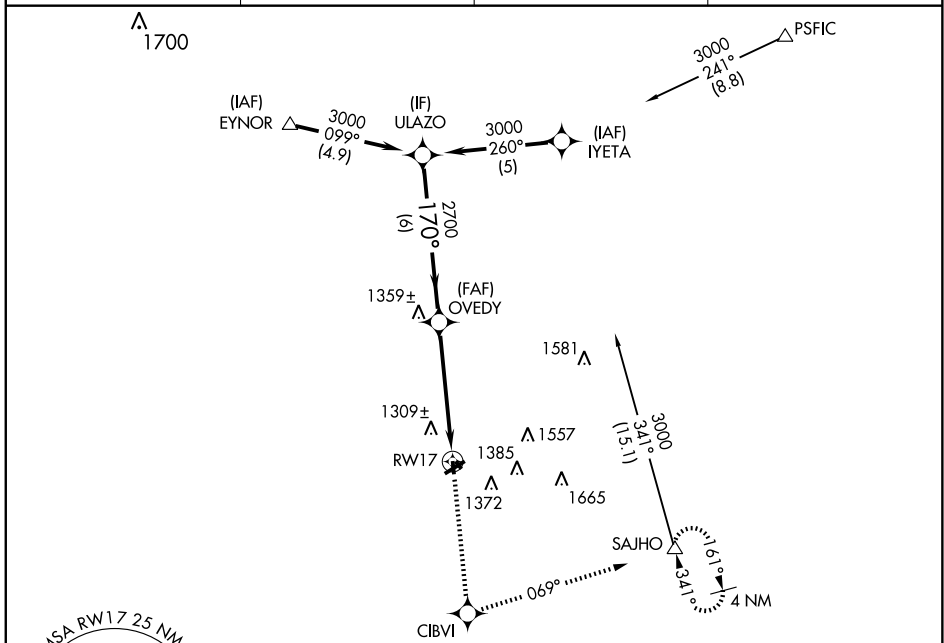
RNAV (GPS) RWY 17

RED OAK MUNI (RDK)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet, and increase Circling Cat B visibility 1/4 mile.

⚠ MISSED APPROACH: Climb to 3000 direct CIBVI and left turn via track 069° to SAJHO and hold.

AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LNVA MDA	1600-1	555 (600-1)		NA
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)		NA

MIRL Rwy 5-23 and 17-35 ①
REIL Rwy 5 and 23 ①

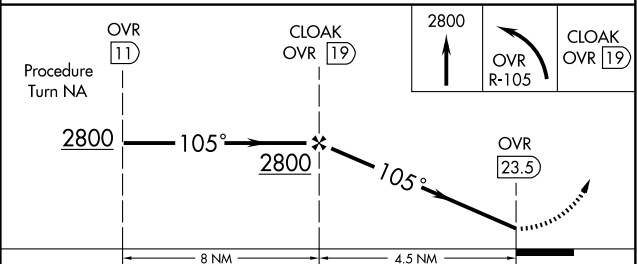
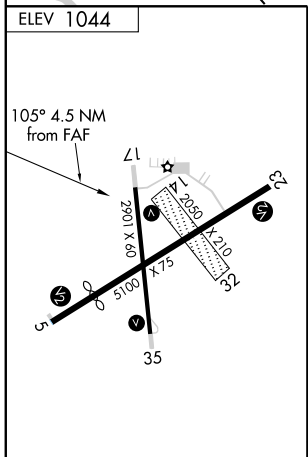
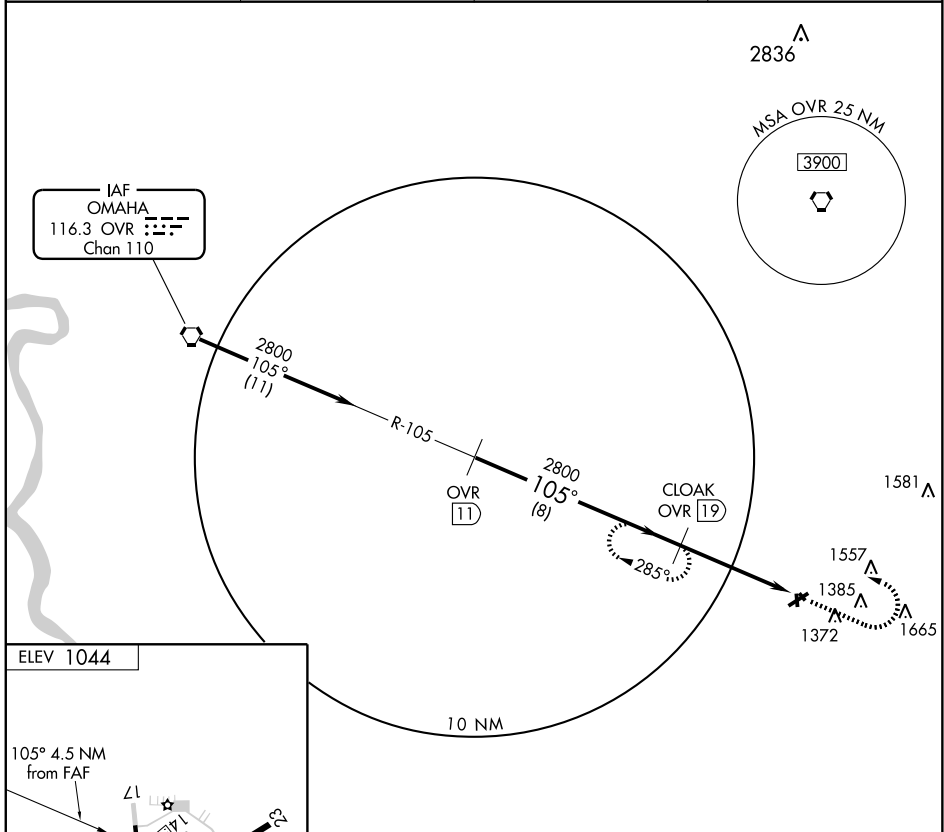
VOR/DME-A

RED OAK MUNI (RDK)

VORTAC OVR 116.3 Chan 110	APP CRS 105°	Rwy Idg TDZE Apt Elev	N/A N/A 1044
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MISSED APPROACH: Climb to 2800 then left turn via OVR R-105 to CLOAK/19 DME and hold.

AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF) 1
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MIRL Rwys 5-23 and 17-35 1			
REIL Rwys 5 and 23 1			
CATEGORY	A	B	C D
CIRCLING	1660-1 616 (700-1)	1740-1¼ 696 (700-1¼)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

GPS RWY 16

ROCK RAPIDS MUNI (R.R.Q)

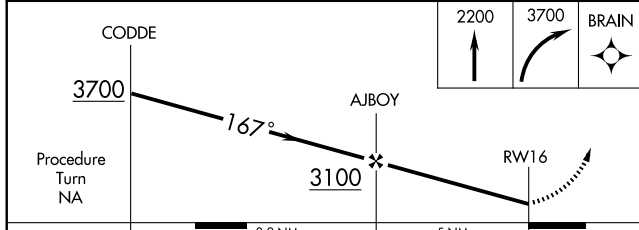
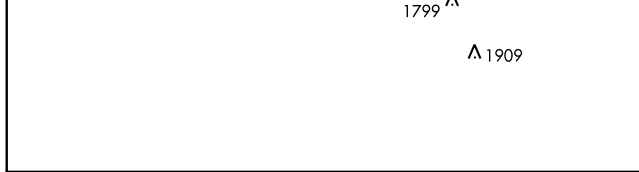
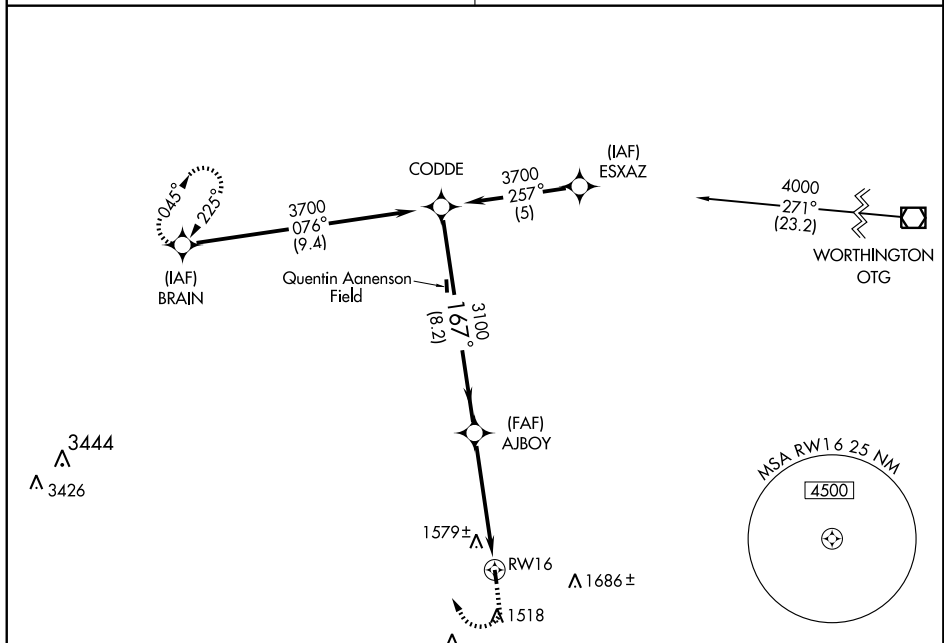
APP CRS	Rwy Idg	2797
167°	TDZE	1363
	Apt Elev	1363

NA Use Sioux Falls, SD altimeter setting.

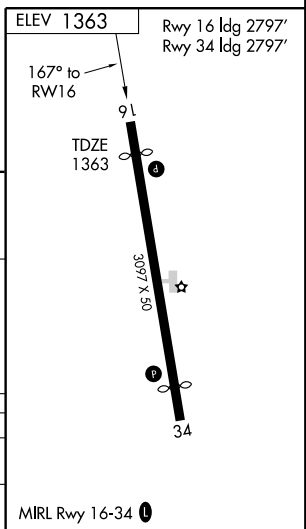
MISSED APPROACH: Climb to 2200, then climbing right turn to 3700 direct BRAIN WP and hold.

SIOUX FALLS APP CON*
126.9 267.9

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-16	1900-1	537 (600-1)		NA
CIRCLING	1960-1	597 (600-1)		NA



NC-3. 08 APR 2010 to 08 MAY 2010

MIRL Rwy 16-34 0

GPS RWY 34

ROCK RAPIDS MUNI (R.R.Q)

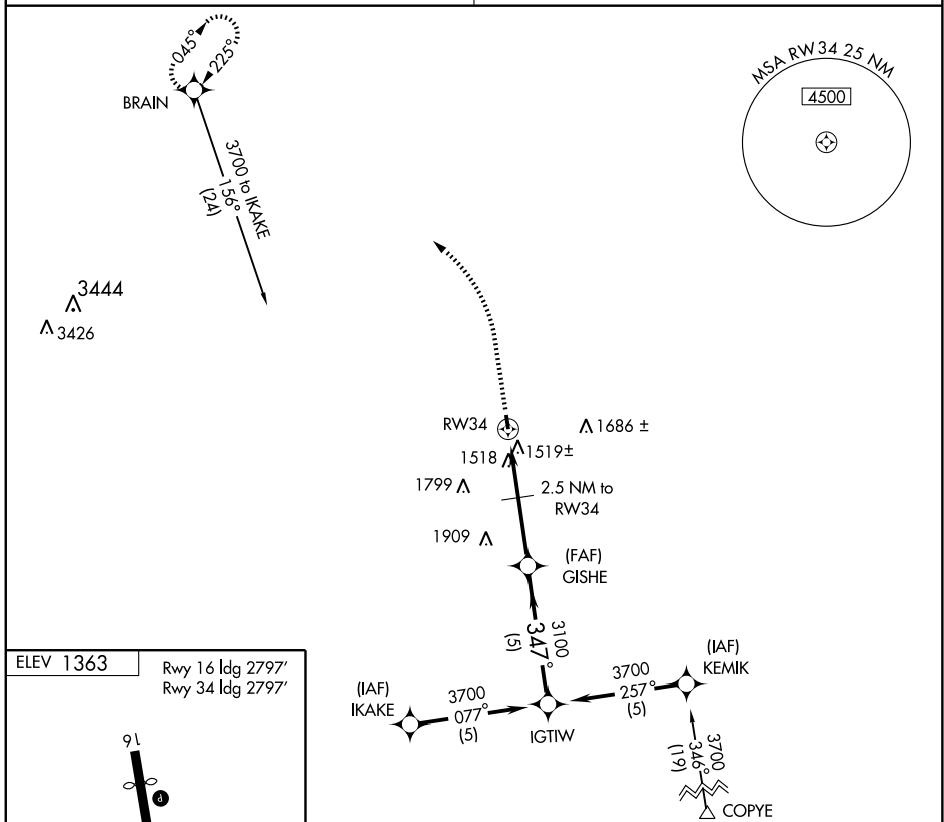
APP CRS 347°	Rwy Idg TDZE Apt Elev	2797 1363 1363
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NA Use Sioux Falls, SD altimeter setting.

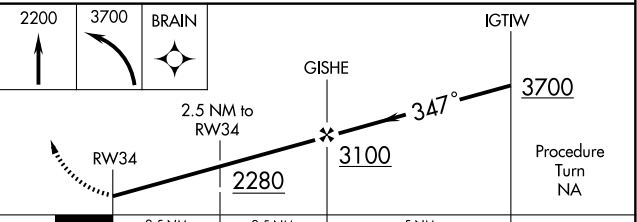
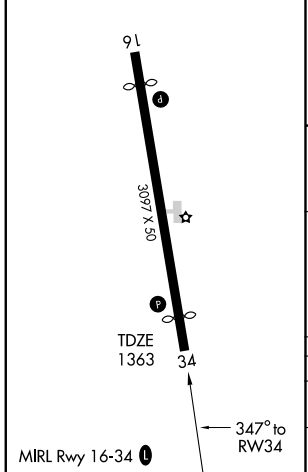
MISSED APPROACH: Climb to 2200, then climbing left turn to 3700 direct BRAIN WP and hold.

SIoux FALLS APP CON *
126.9 267.9

UNICOM
122.8 (CTAF) **1**



ELEV 1363	Rwy 16 Idg 2797'
	Rwy 34 Idg 2797'



CATEGORY	A	B	C	D
S-34	1900-1	537 (600-1)		NA
CIRCLING	1960-1	597 (600-1)		NA

NC-3. 08 APR 2010 to 06 MAY 2010

NDB or GPS RWY 36

SAC CITY MUNI (SKI)

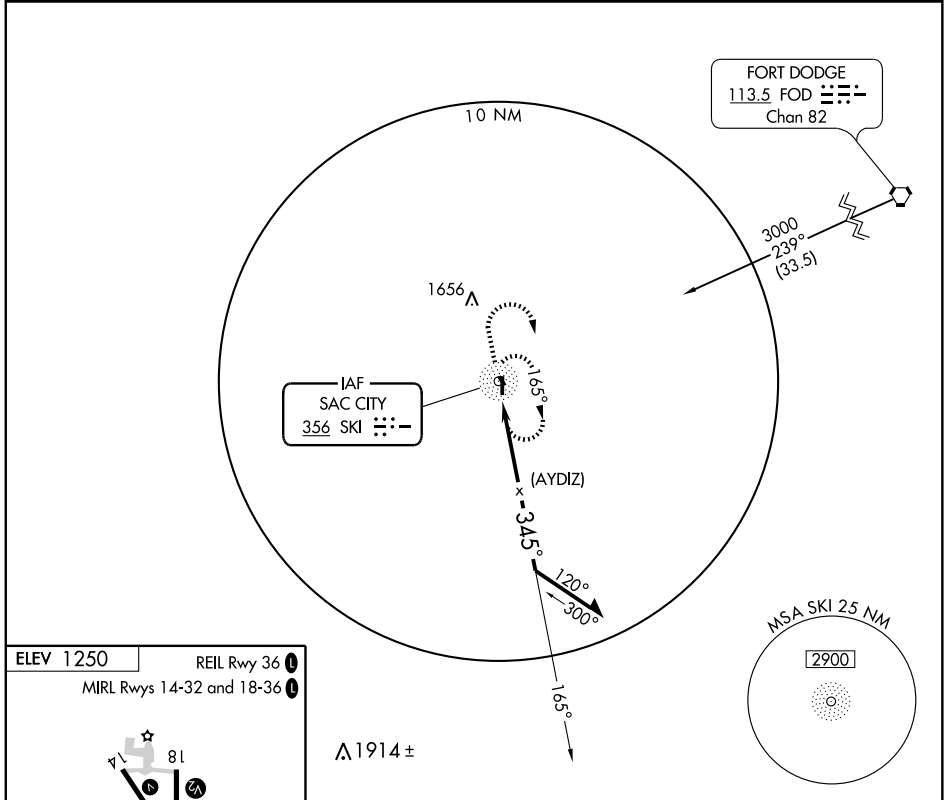
NDB SKI 356	APP CRS 345°	Rwy Idg TDZE Apt Elev	4100 1243 1250
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▲ NA Use Fort Dodge altimeter setting.
Circling to Rwy 14-32 not authorized at night.

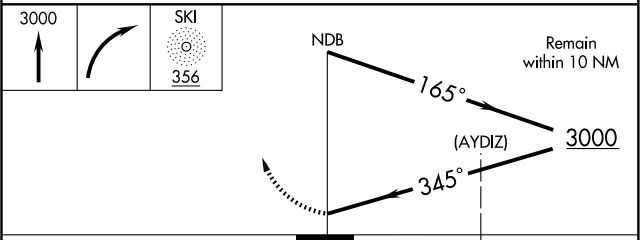
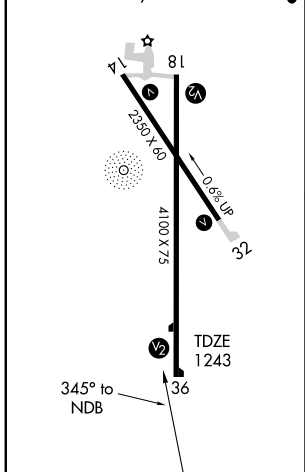
MISSED APPROACH: Climb to 3000 then right turn direct SKI NDB and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 1



ELEV 1250 REIL Rwy 36
MIRL Rws 14-32 and 18-36



CATEGORY	A	B	C	D
S-36	1960-1	717 (800-1)		NA
CIRCLING	1960-1	710 (800-1)		NA

NDB SHL 338	APP CRS 335°	Rwy Idg TDZE Apt Elev	4199 1418 1419
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NDB RWY 33

SHELDON MUNI (SHL)

▲ NA If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.

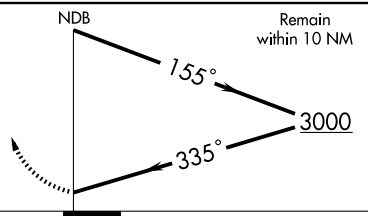
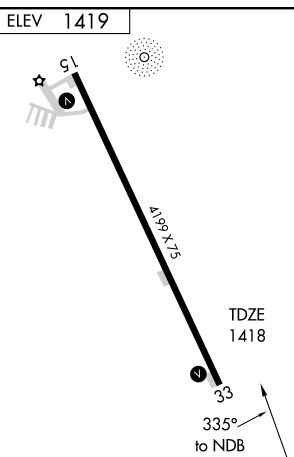
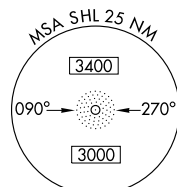
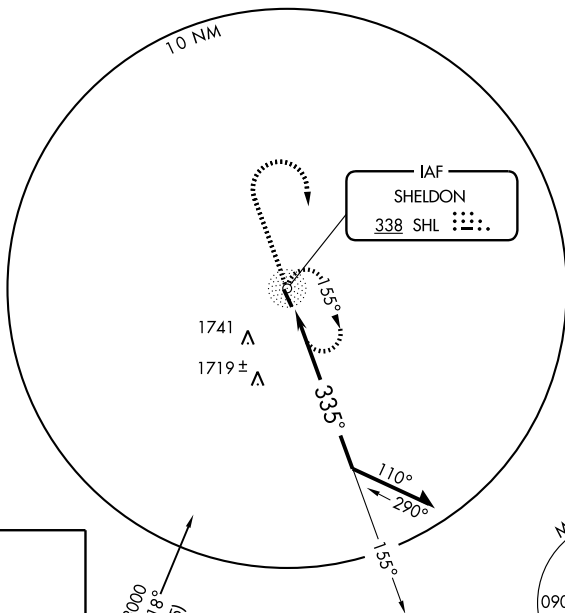
MISSED APPROACH: Climb to 3000 then right turn direct SHL NDB and hold.

AWOS-3
119.775

FORT DODGE RADIO
122.15

UNICOM
122.8 (CTAF) 0

▲ 2107



CATEGORY	A	B	C	D
S-33	2100-1	682 (700-1)	2100-2 682 (700-2)	2100-2¼ 682 (700-2¼)
CIRCLING	2100-1	681 (700-1)	2100-2 681 (700-2)	2100-2¼ 681 (700-2¼)

MIRL Rwy 15-33 0
REIL Rwy 15 and 33 0

RNAV (GPS) RWY 15

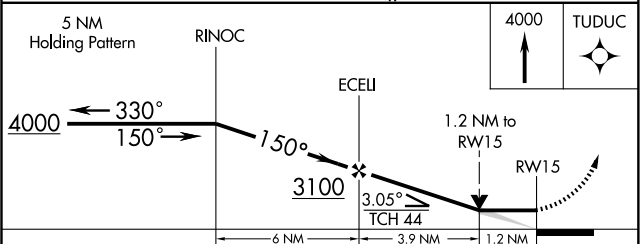
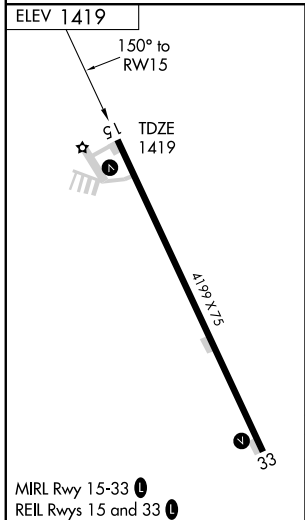
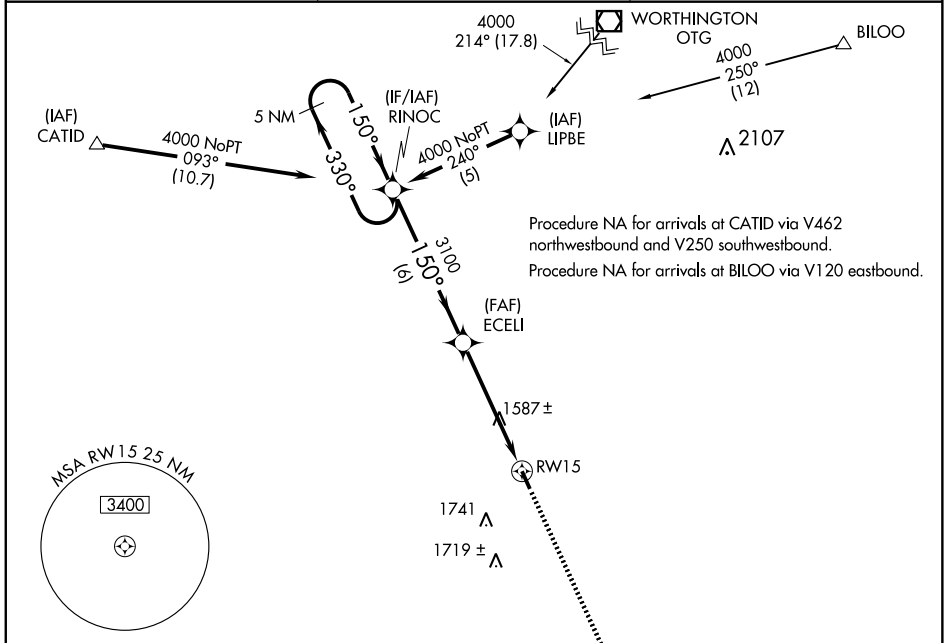
SHELDON MUNI (SHL)

APP CRS	Rwy Idg	4199
150°	TDZE	1419
	Apt Elev	1419

▲ DME/DME RNP-0.3 NA. Procedure NA at night.
 If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
 VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct TUDUC and hold.

AWOS-3 119.775	FORT DODGE RADIO 122.15	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LNVA MDA	1840-1	421 (500-1)	1840-1½	421 (500-1½)
CIRCLING	1840-1 421 (500-1)	1880-1 461 (500-1)	1880-1½ 461 (500-1½)	2100-2¼ 681 (700-2¼)

RNAV (GPS) RWY 33

SHELDON MUNI (SHL)

APP CRS	Rwy Idg	4199
330°	TDZE	1418
	Apt Elev	1419

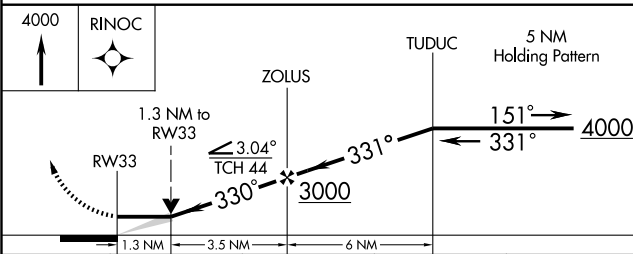
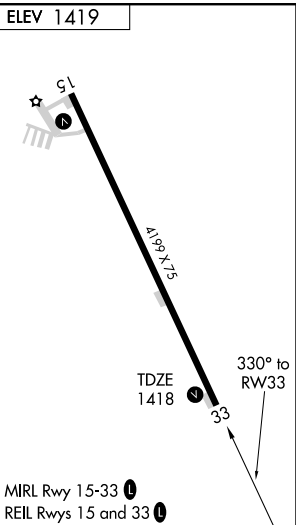
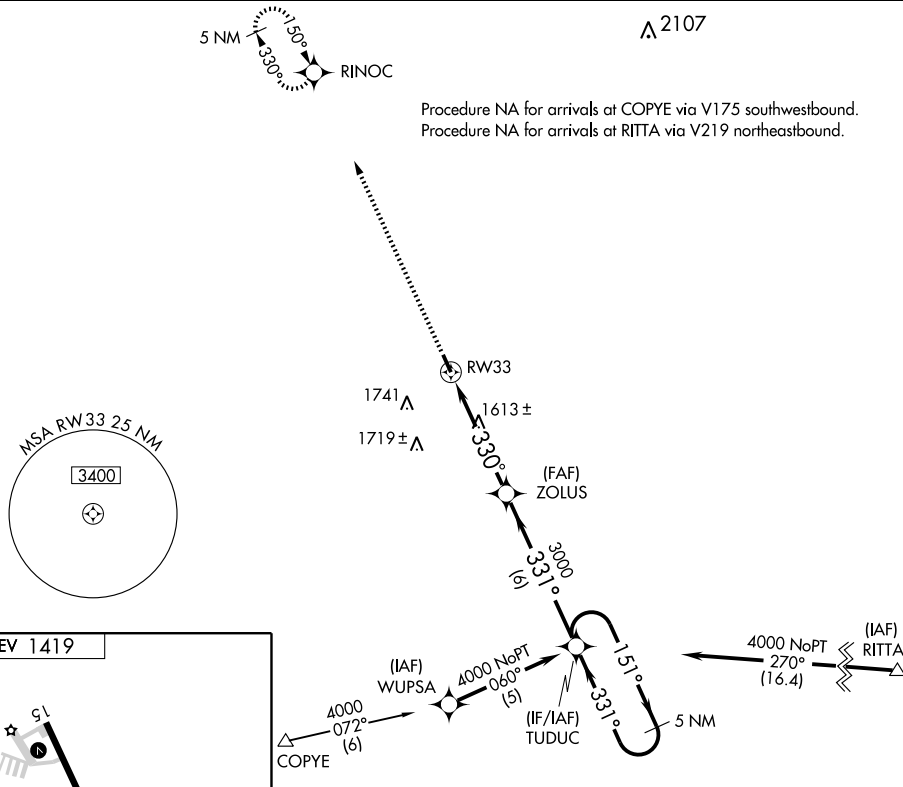
▲ DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night.
 If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
 VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct RINOC and hold.

AWOS-3
119.775

FORT DODGE RADIO
122.15

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1880-1	462 (500-1)	1880-1¼ 462 (500-1¼)	1880-1½ 462 (500-1½)
CIRCLING	1880-1	461 (500-1)	1880-1½ 461 (500-1½)	2100-2¼ 681 (700-2¼)

NDB RWY 4

SHENANDOAH MUNI (SDA)

NDB SDA 411	APP CRS 040°	Rwy Idg TDZE Apt Elev	5000 967 971
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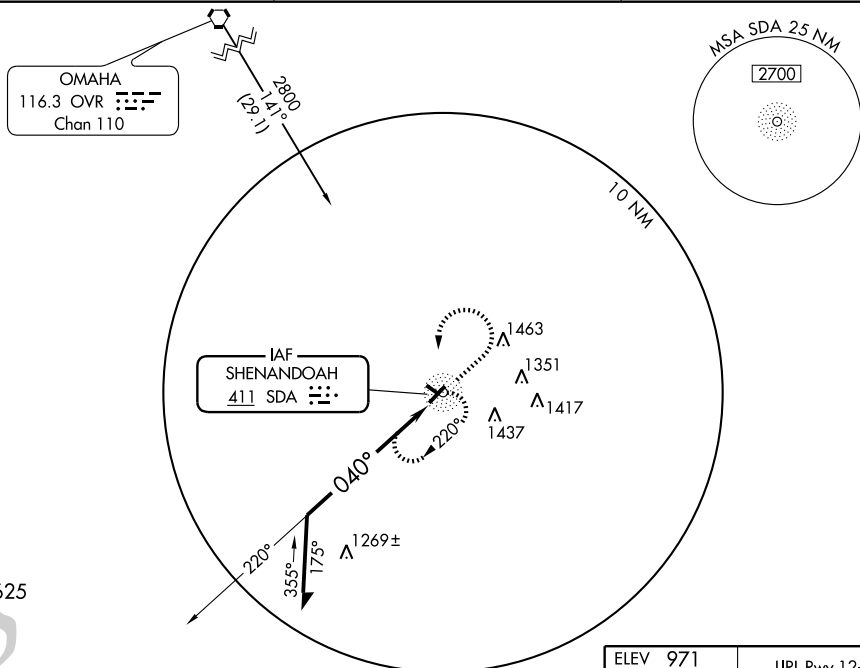
▽
▲ If local altimeter setting not received, use Clarinda altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct SDA NDB and hold.

AWOS-3
125.525

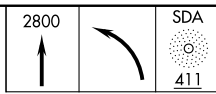
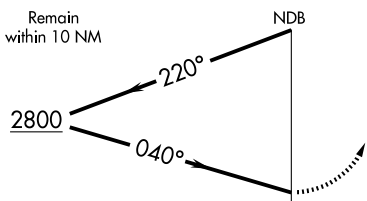
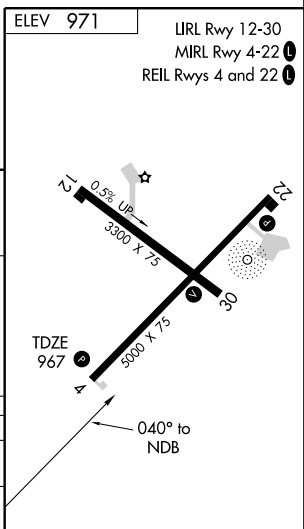
OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF)



▲ 1625

NC-3. 08 APR 2010 to 06 MAY 2010



CATEGORY	A	B	C	D
S-4	1620-1	653 (700-1)		NA
CIRCLING	1620-1	649 (700-1)		NA

RNAV (GPS) RWY 4

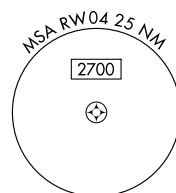
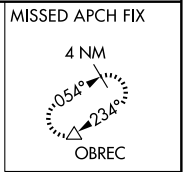
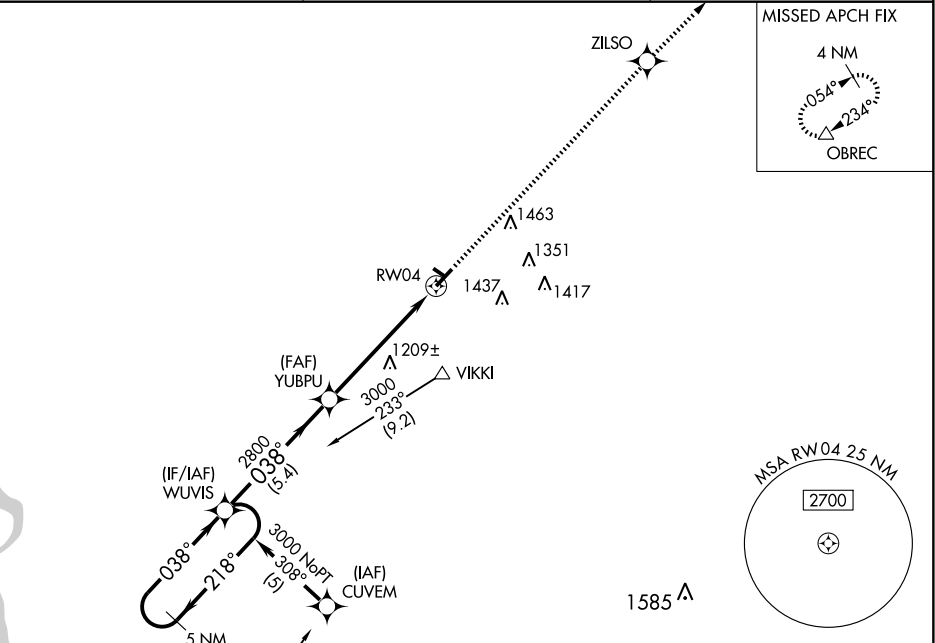
SHENANDOAH MUNI (SDA)

WAAS CH 63101 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	5000 967 971
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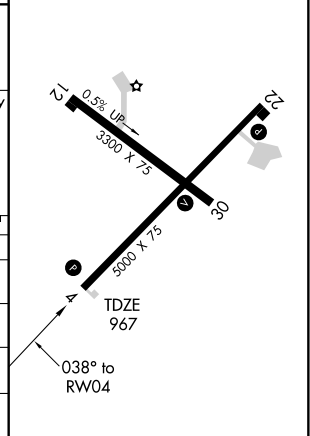
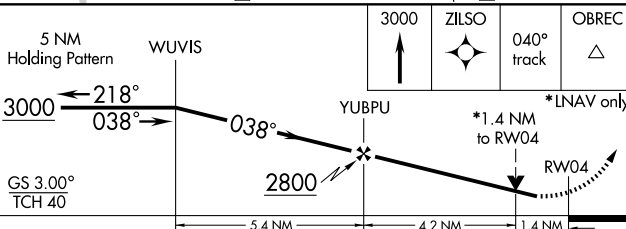
⚠ If local altimeter setting not received, use Clarinda altimeter setting and increase all DAs/MDAs 60 feet.
⚠ VDP NA when using Clarinda altimeter setting.
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ZILSO and via 040° track to OBREC and hold.

AWOS-3 125.525	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF)
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ELEV 971	IIRL Rwy 12-30 MIRL Rwy 4-22 REIL Rws 4 and 22
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CATEGORY	A	B	C	D
LPV DA	1230-1	263 (300-1)		NA
RNAV/VNAV DA	NA			
RNAV MDA	1460-1	493 (500-1)		NA
CIRCLING	1520-1	549 (600-1)		NA

VOR/DME or GPS RWY 12

SHENANDOAH MUNI (SDA)

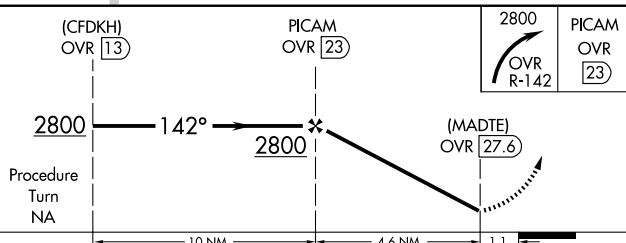
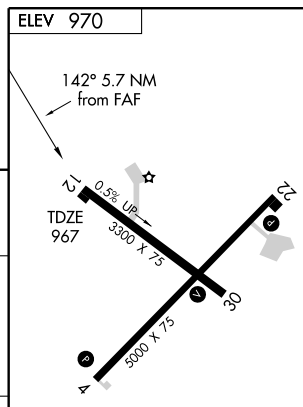
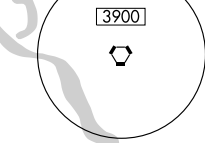
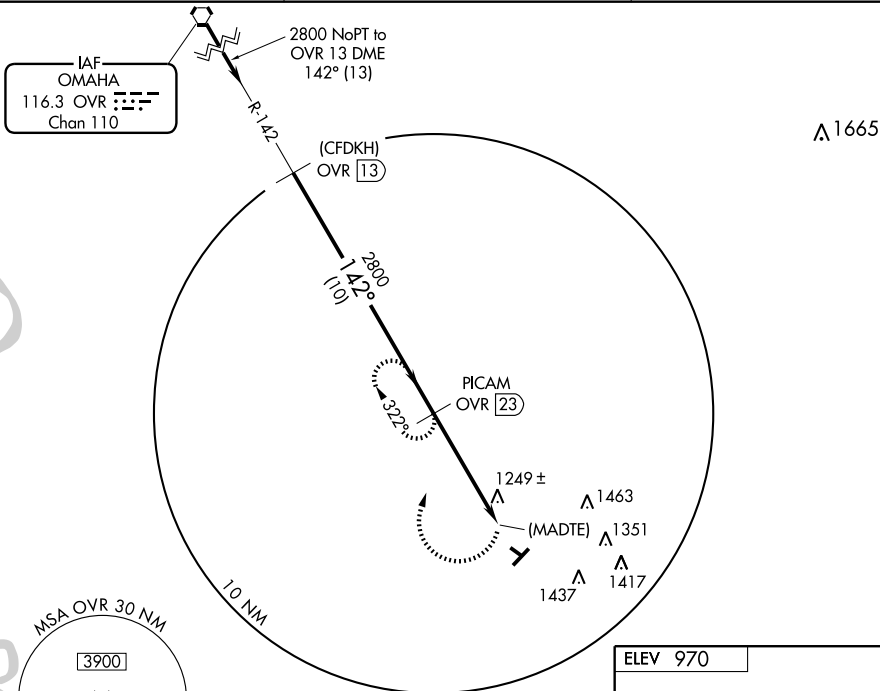
VORTAC OVR 116.3 Chan 110	APP CRS 142°	Rwy Idg TDZE Apt Elev	3300 967 970
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MISSED APPROACH: Climbing right turn to 2800 via OVR R-142 to PICAM/OVR 23 DME and hold.

AWOS-3
125.525

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
S-12	1540-1¼	573 (600-1¼)		NA
CIRCLING	1540-1¼	570 (600-1¼)		NA

IIRL Rwy 12-30
MIRL Rwy 4-22 **0**
REIL Rwys 4 and 22 **0**

NC-3, 08 APR 2010 to 06 MAY 2010

NDB or GPS RWY 17

SIBLEY MUNI (ISB)

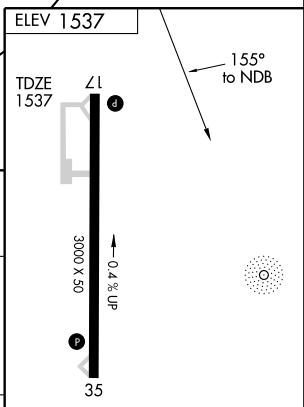
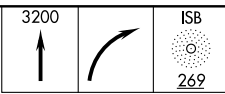
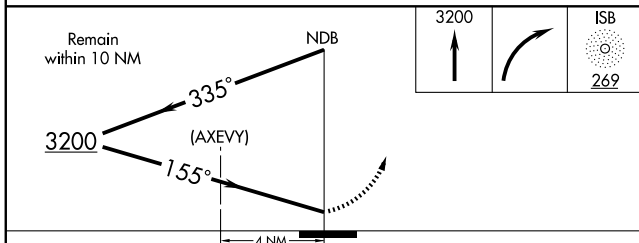
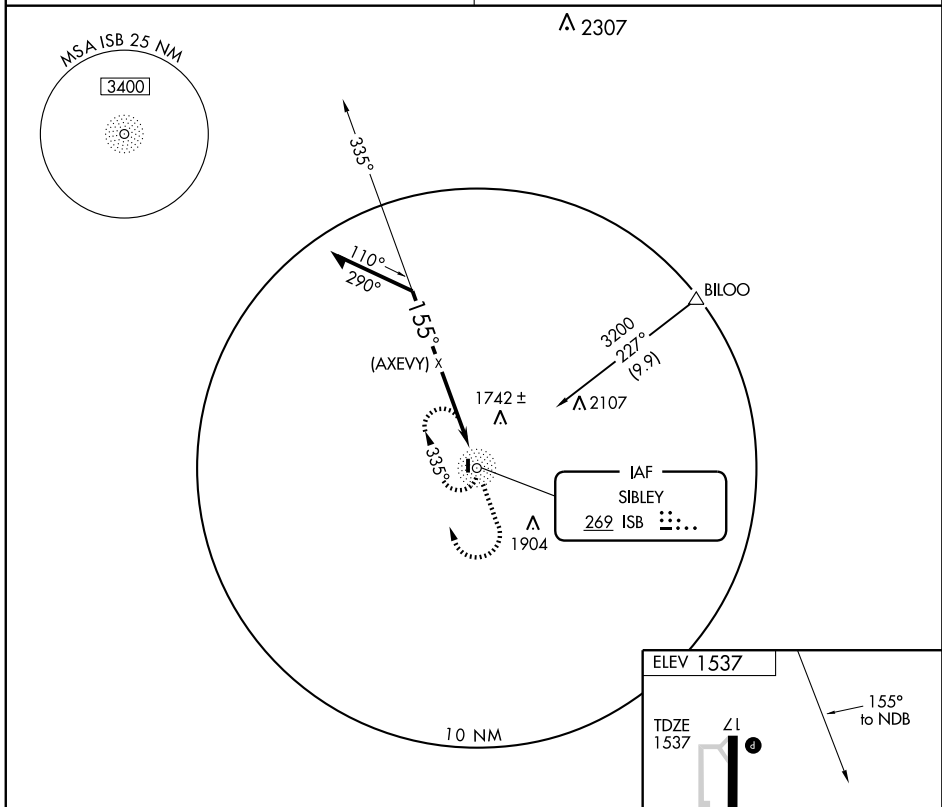
NDB ISB	APP CRS	Rwy Idg	3000
269	155°	TDZE	1537
		Apt Elev	1537

▲ NA
Use Worthington MN altimeter setting.

MISSED APPROACH: Climb to 3200 then right turn direct ISB NDB and hold.

MINNEAPOLIS CENTER
132.05 317.4

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
S-17	2160-1	623 (700-1)	2160-1 ³ / ₄ 623 (700-1 ³ / ₄)	NA
CIRCLING	2160-1	623 (700-1)	2160-1 ³ / ₄ 623 (700-1 ³ / ₄)	NA

LIRL Rwy 17-35 ①

NDB or GPS RWY 35

SIBLEY MUNI (ISB)

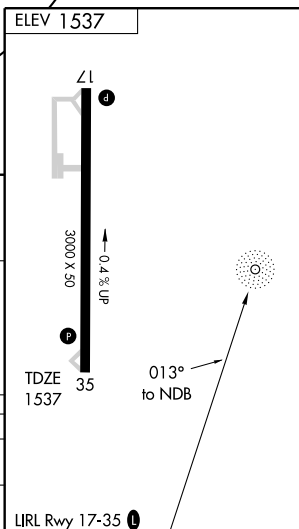
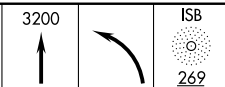
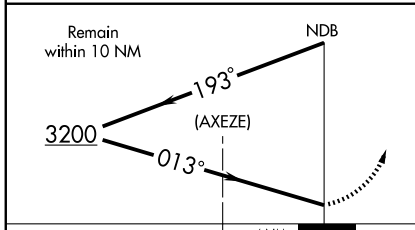
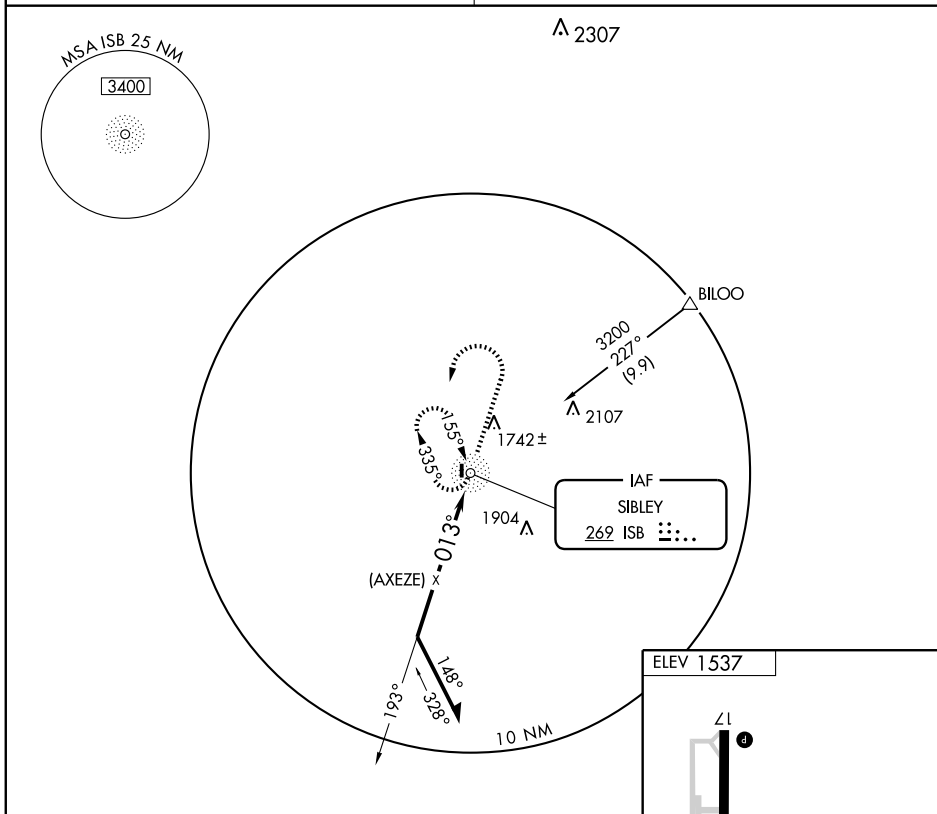
NDB ISB	APP CRS	Rwy Idg	3000
269	013°	TDZE	1537
		Apt Elev	1537

NA
Use Worthington MN altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn direct ISB NDB and hold.

MINNEAPOLIS CENTER
132.05 317.4

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-35	2120-1	583 (600-1)	2120-1½ 583 (600-1½)	NA
CIRCLING	2120-1	583 (600-1)	2120-1½ 583 (600-1½)	NA

NDB or GPS RWY 18

SIoux CENTER MUNI (SOY)

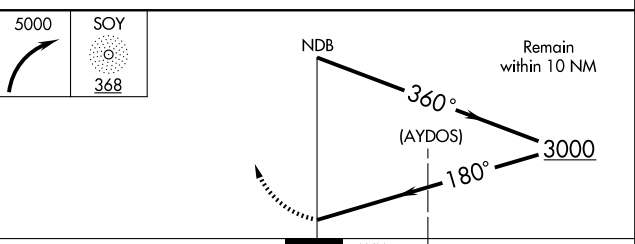
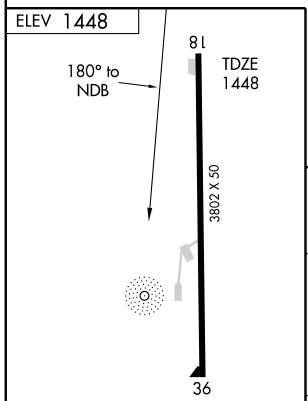
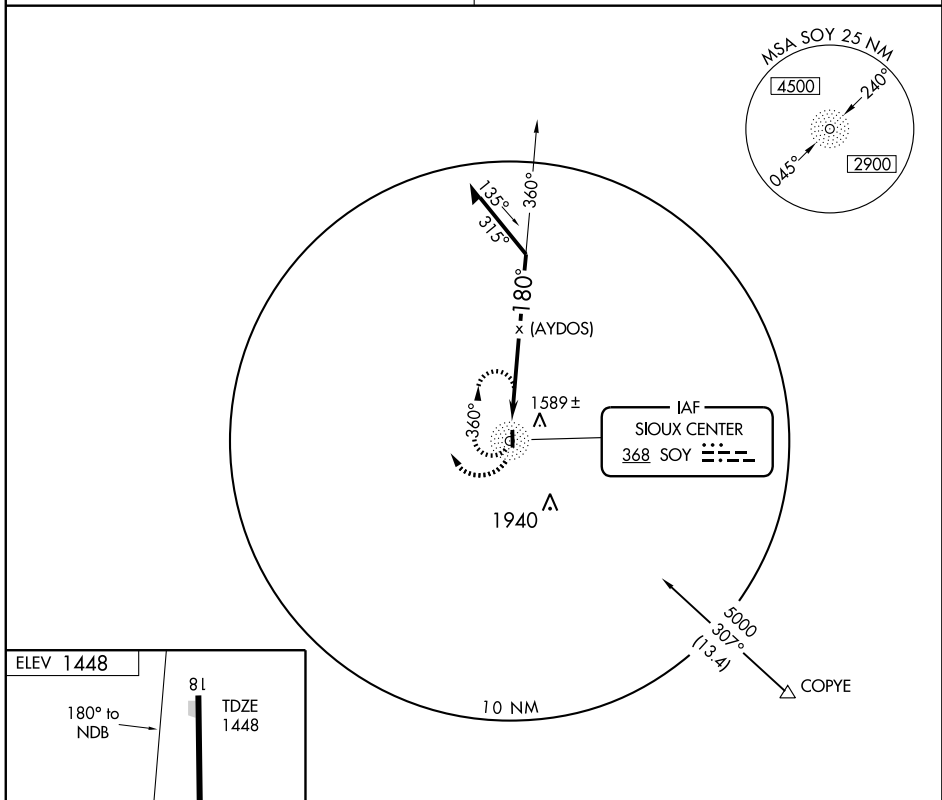
NDB SOY 368	APP CRS 180°	Rwy Idg TDZE Apt Elev	3802 1448 1448
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▽ Use Orange City altimeter setting; if not received use Sioux Falls altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 5000 in SOY NDB holding pattern.

MINNEAPOLIS CENTER
124.1 269.0

UNICOM
122.8 (CTAF) 0

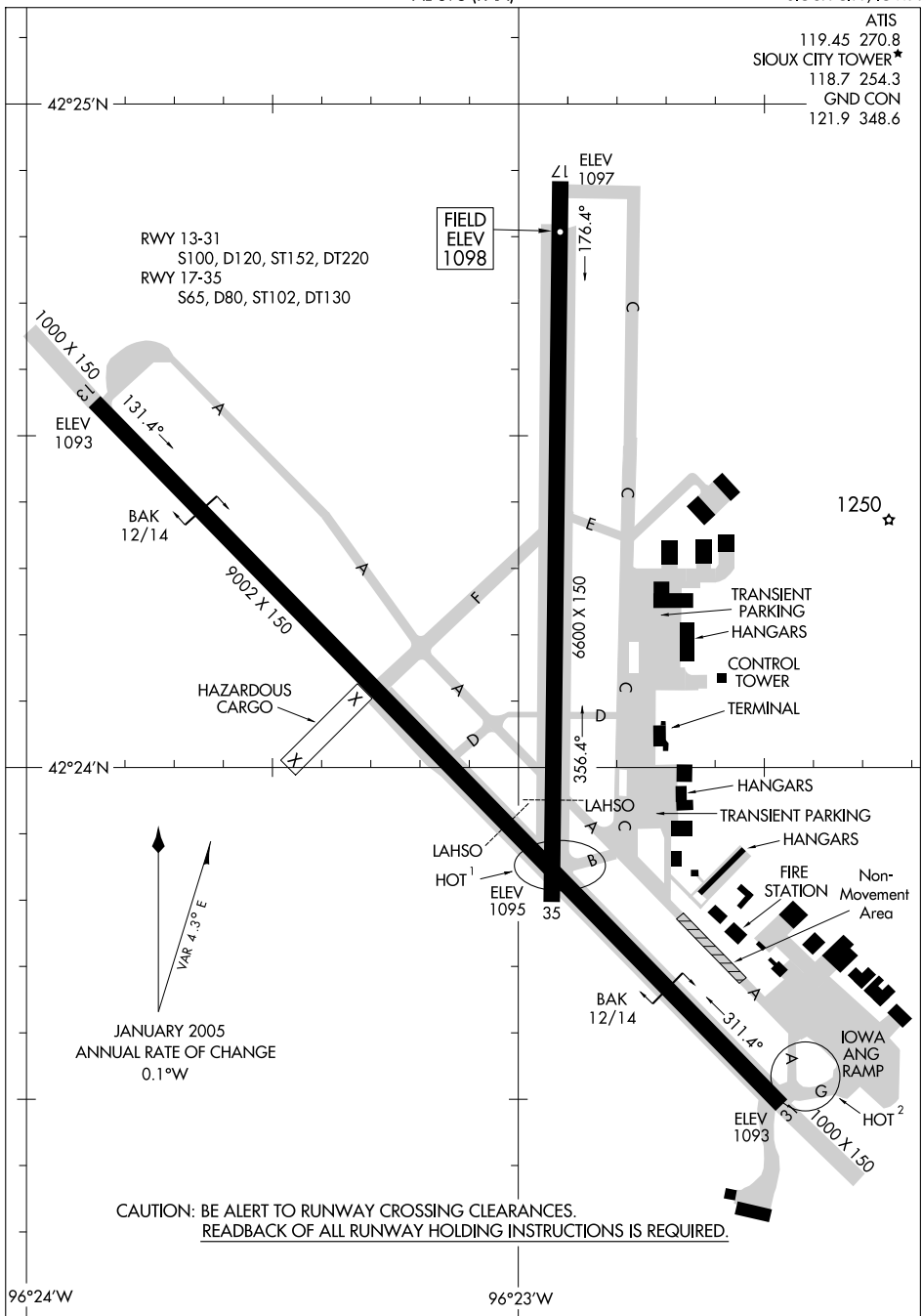


CATEGORY	A	B	C	D
S-18	1980-1	532 (600-1)	1980-1½ 532 (600-1½)	NA
CIRCLING	1980-1	532 (600-1)	1980-1½ 532 (600-1½)	NA

AIRPORT DIAGRAM

SIWOX GATEWAY/COLONEL BUD DAY FIELD (SUXX)
AL-395 (FAA) SIWOX CITY, IOWA

ATIS 119.45 270.8
SIWOX CITY TOWER* 118.7 254.3
GND CON 121.9 348.6



NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC SUX
116.5
 Chan **112**

APCH CRS
131°

Rwy ldg
 TDZE **1095**
 Arprt Elev **1098**

JAL-395 [USAF]

SIoux CITY/SIoux GATEWAY/COL. BUD DAY FIELD (KSUX)



MALS



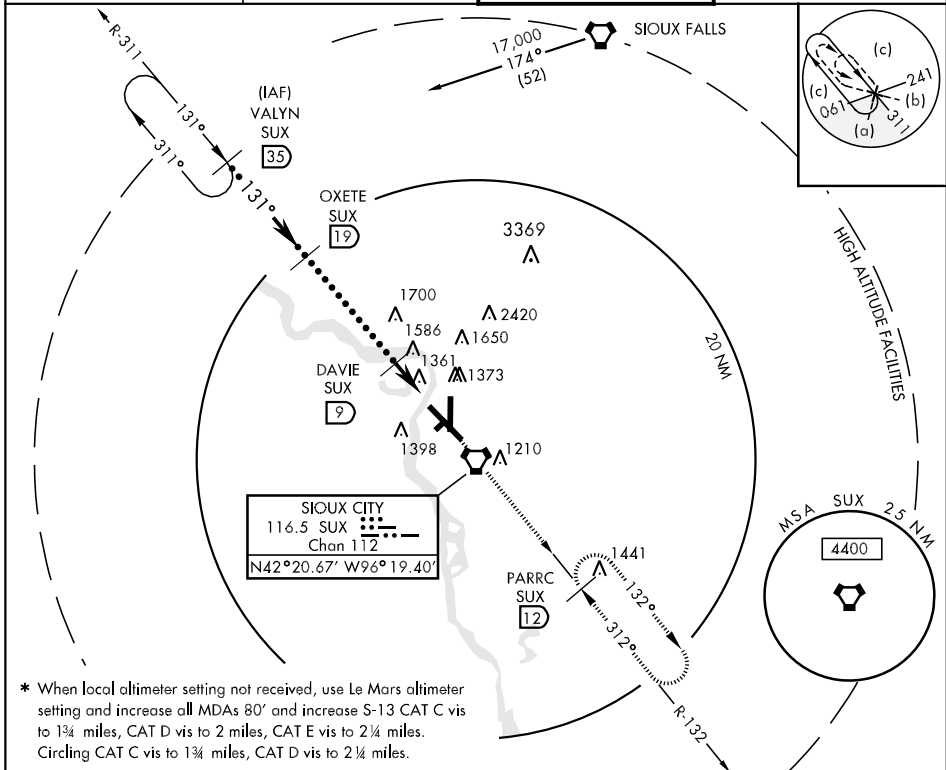
MISSED APPROACH: Climb to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.

ATIS
119.45 277.2

SIoux CITY APP CON
124.6 307.0

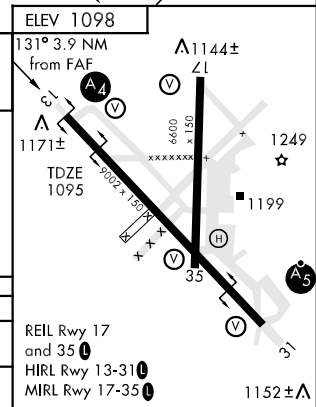
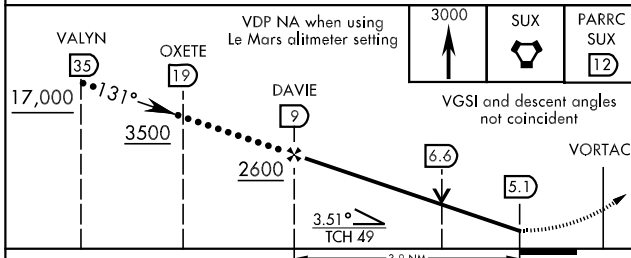
SIoux CITY TOWER *
118.7 0 (CTAF) **254.3**

GND CON
121.9 348.6



NC-3, 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800



CATEGORY	C	D	E
S-13 *	1620-1½ 525 (600-1½)	1620-1¾ 525 (600-1¾)	2000-3 902 (1000-3)
CIRCLING *	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

REIL Rwy 17 and 35
 HIRL Rwy 13-31
 MIRL Rwy 17-35

VORTAC SUX **116.5**
Chan **112**

APCH CRS **312°**

Rwy Idg **9002**
TDZE **1096**
Arpt Elev **1098**

JAL-395 [USAF]
SIoux CITY/ SIoux GATEWAY/COL. BUD DAY FIELD (KSUX)

▼ * When ALS inop, increase CAT E vis to 1¾ miles.



MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.

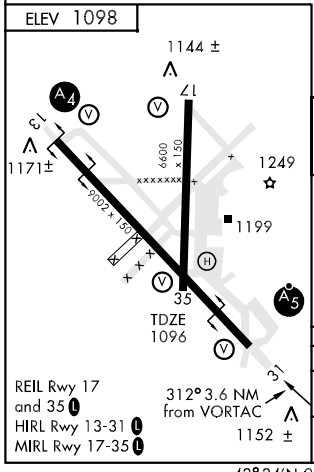
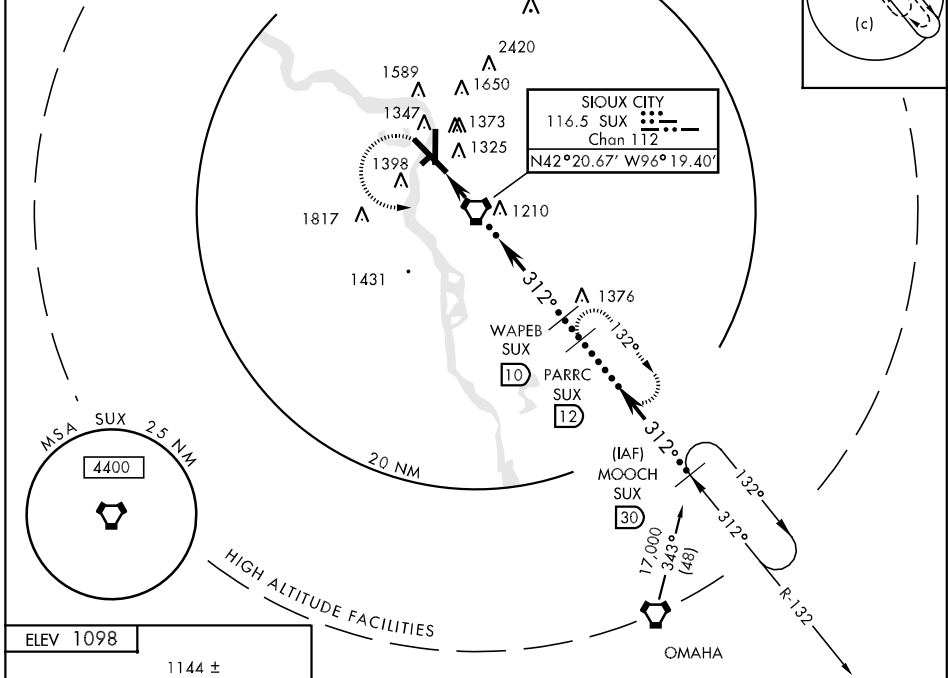
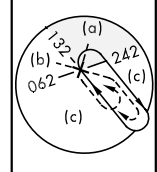
ATIS **119.45 277.2**

SIoux CITY APP CON **124.6 307.0**

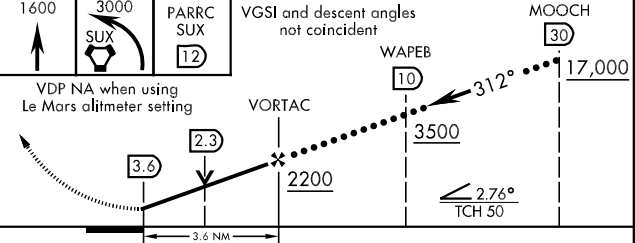
SIoux CITY TOWER ★ **118.7** (CTAF) **254.3**

GND CON **121.9 348.6**

† When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80' and increase S-31 CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½ miles. Circling CAT C vis to 1¾ miles, CAT D vis to 2¼ miles.



EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800



CATEGORY	C	D	E
S-31 * †	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)
CIRCLING †	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

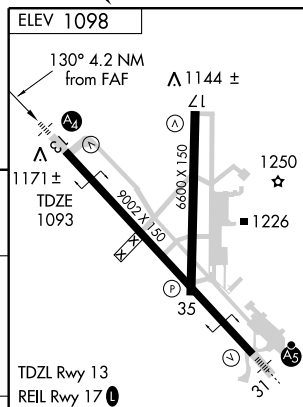
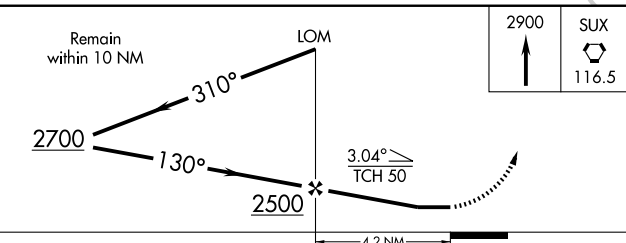
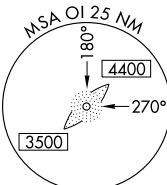
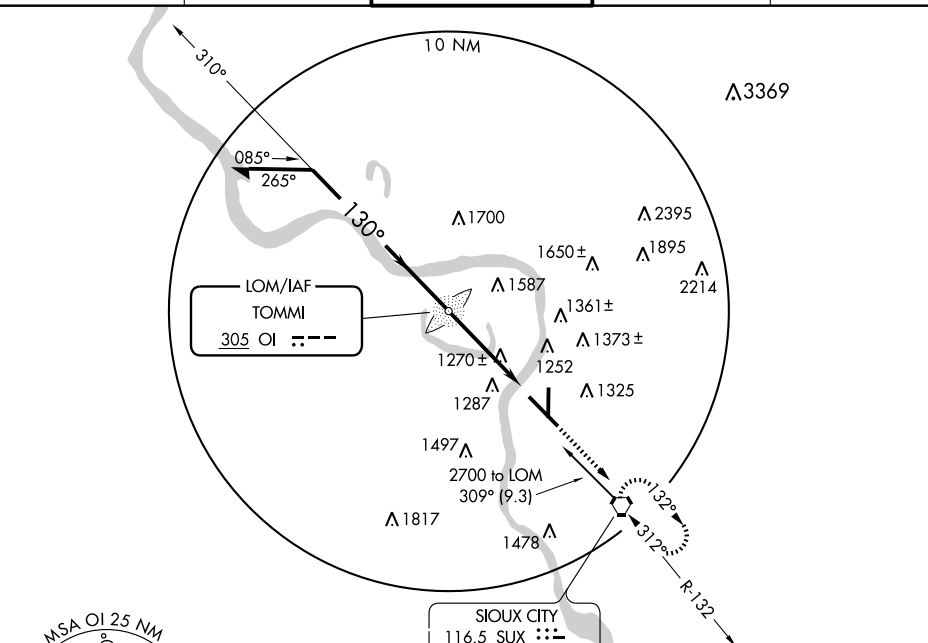
NC-3: 08 APR 2010 to 06 MAY 2010

LOM OI 305	APP CRS 130°	Rwy ldg TDZE Apt Elev	9002 1093 1098
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NA Cat C inoperative table does not apply.

MALS \equiv MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER * 118.7 (CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	FAF to MAP 4.2 NM					
S-13	1660-3/4	567 (600-3/4)	1660-1 1/2 567 (600-1 1/2)	1660-1 3/4 567 (600-1 3/4)	Knots	60	90	120	150	180
CIRCLING	1660-1	562 (600-1)	1660-1 1/2 562 (600-1 1/2)	1680-2 582 (600-2)	Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3. 08 APR 2010 to 06 MAY 2010

NDB RWY 17

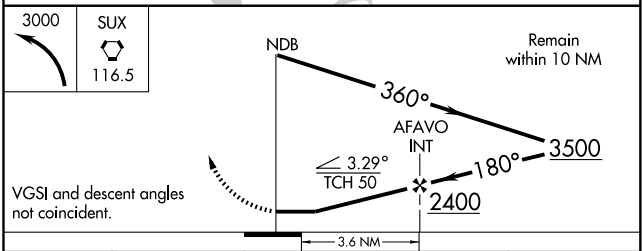
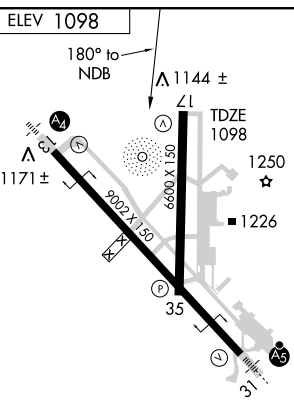
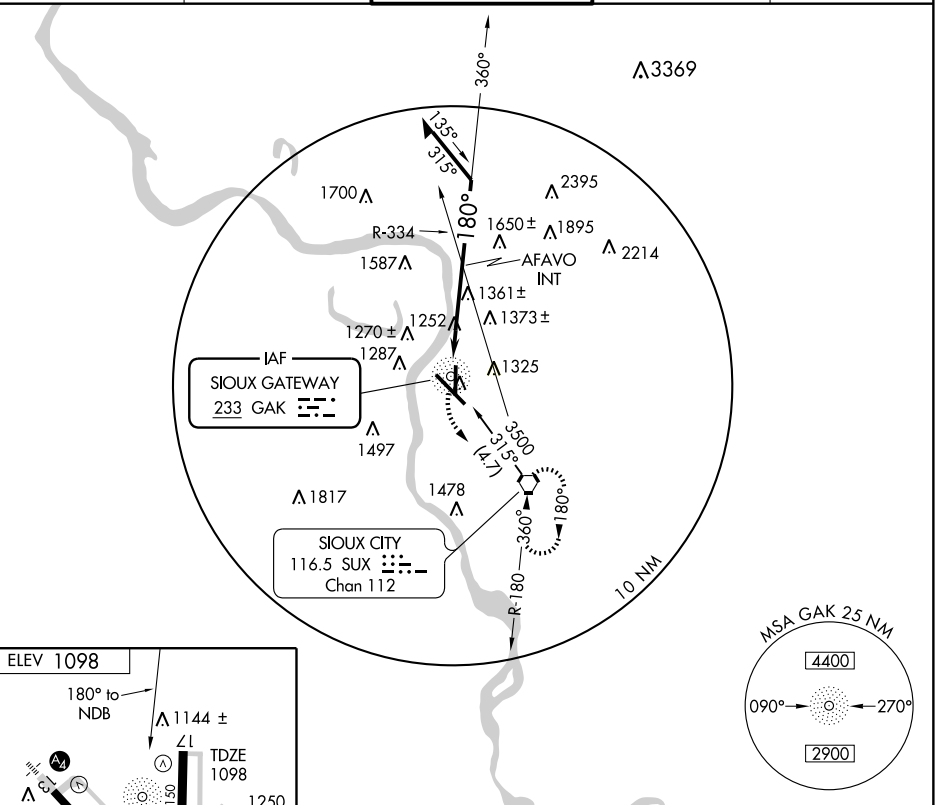
SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

NDB GAK 233	APP CRS 180°	Rwy Idg TDZE Apt Elev	6600 1098 1098
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▼
▲ NA

MISSED APPROACH: Climbing left turn to 3000 direct SUX VORTAC and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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TDZL Rwy 13
REIL Rwy 17
HIRL Rwy 13-31
MIRL Rwy 17-35

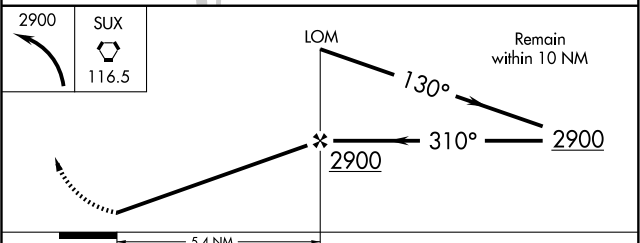
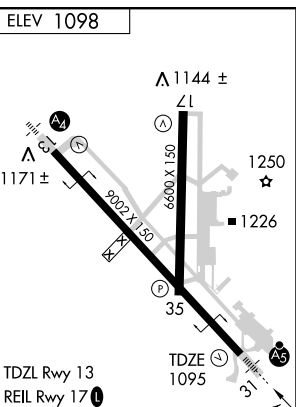
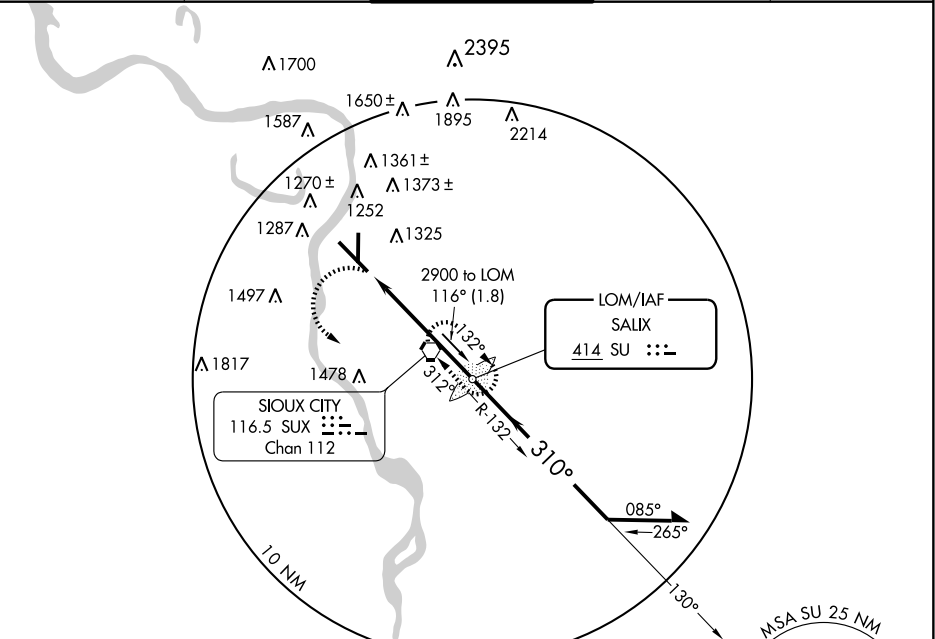
CATEGORY	A	B	C	D
S-17	1760-1	662 (700-1)	1760-1¾ 662 (700-1¾)	1760-2 662 (700-2)
CIRCLING	1760-1	662 (700-1)	1760-1¾ 662 (700-1¾)	1760-2 662 (700-2)

NC-3. 08 APR 2010 to 06 MAY 2010

LOM SU 414	APP CRS 310°	Rwy Idg TDZE Apt Elev	9002 1095 1098
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NA	MALSR	MISSED APPROACH: Climbing left turn to 2900 direct SUX VORTAC and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER * 118.7 (CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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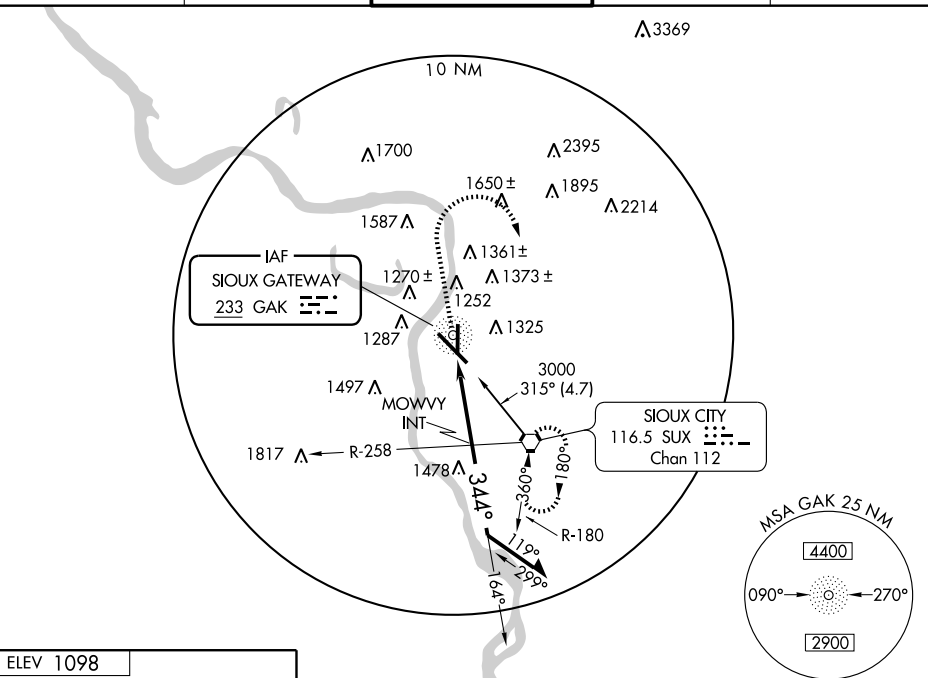


	A		B		C		D	
S-31	1620/40	525 (600-34)	1620/50	525 (600-1)	1620-1½	525 (600-1½)	1620-2	582 (600-2)
CIRCLING	1640-1	542 (600-1)	1640-1½	542 (600-1½)	1680-2	582 (600-2)		

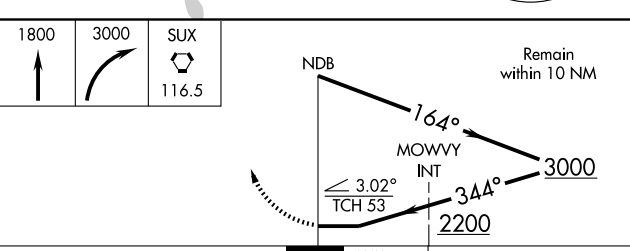
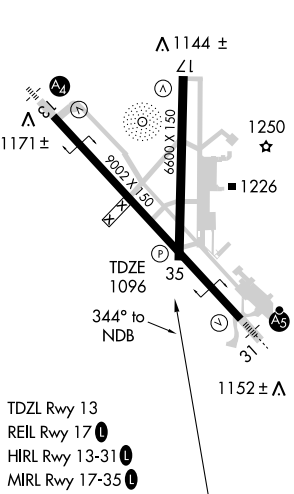
NDB GAK 233	APP CRS 344°	Rwy Idg TDZE Apt Elev	6600 1096 1098
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MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct SUX VORTAC and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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ELEV 1098



CATEGORY	A	B	C	D
S-35	2200-1¼ 1104 (1200-1¼)	2200-1½ 1104 (1200-1½)	2200-3	1104 (1200-3)
CIRCLING	2200-1¼ 1102 (1200-1¼)	2200-1½ 1102 (1200-1½)	2200-3	1102 (1200-3)
MOWVY FIX MINIMUMS				
S-35	1560-1	464 (500-1)	1560-1¼ 464 (500-1¼)	1560-1½ 464 (500-1½)
CIRCLING	1640-1	542 (600-1)	1640-1½ 542 (600-1½)	1680-2 582 (600-2)

RNAV (GPS) RWY 13

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

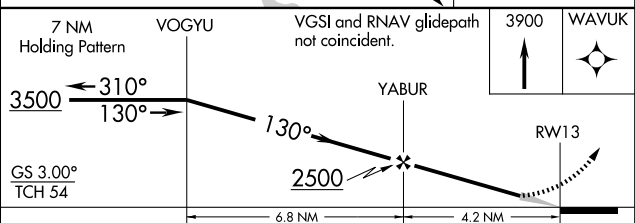
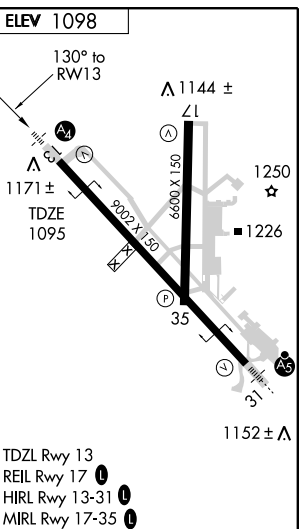
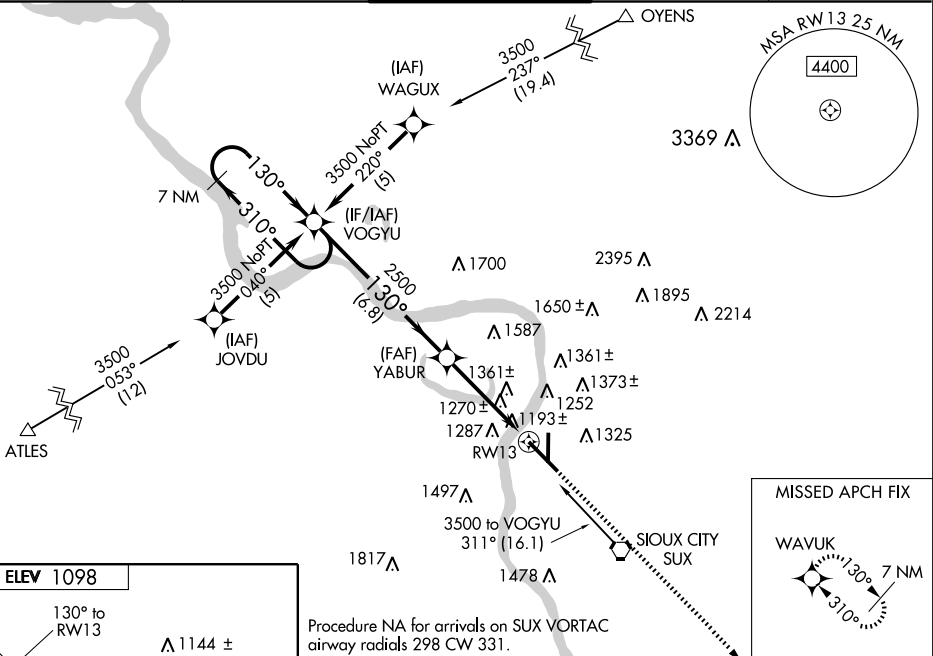
WAAS CH 57911 W13A	APP CRS 130°	Rwy Idg TDZE Apt Elev	9002 1095 1098
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MISSED APPROACH: Climb to 3900 direct WAVUK and hold.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV NA when using Le Mars altimeter setting. When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV visibility to RVR 5000 all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat C/D visibility ¼ mile and Cat E ½ mile. Increase circling Cat C/D visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV and LNAV Cat C/E.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA	1295-40 200 (200-¾)				
LNAV/VNAV DA	1582-1¾ 487 (500-1¾)				
LNAV MDA	1620-40	525 (600-¾)	1620-1½ 525 (600-1½)	1620-1¾	525 (600-1¾)
CIRCLING	1640-1	542 (600-1)	1660-1½ 562 (600-1½)	1680-2	2000-3 902 (1000-3)

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 17

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

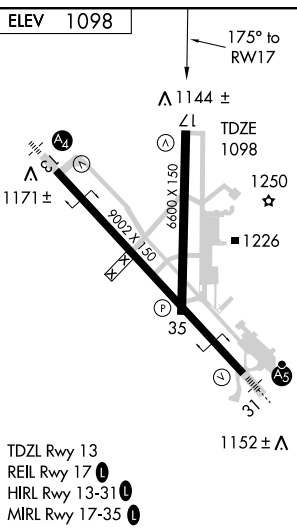
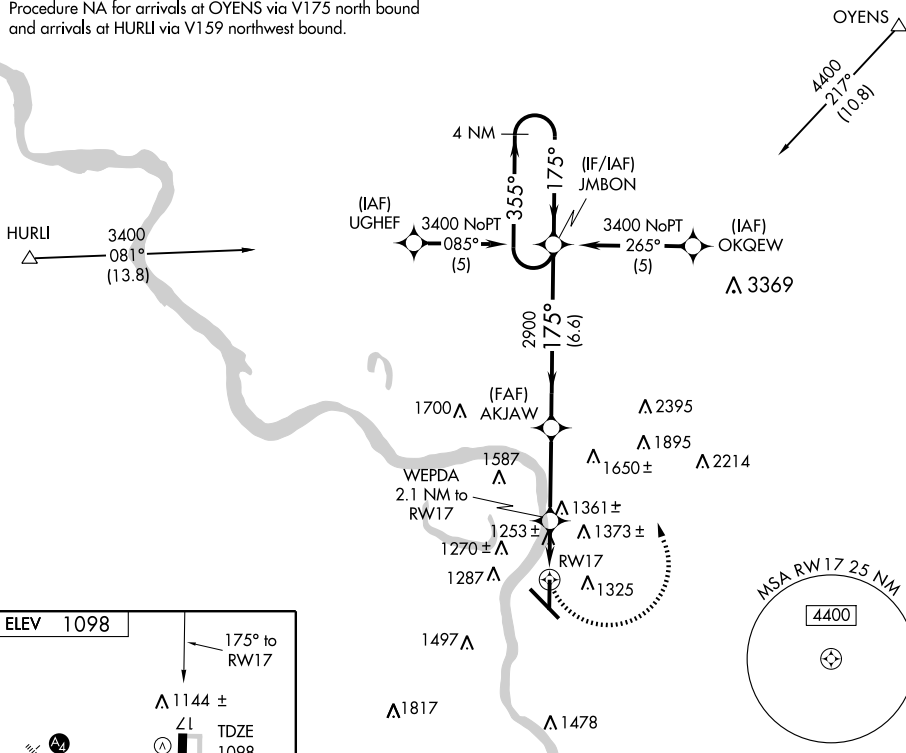
APP CRS **175°**
 Rwy Idg **6600**
 TDZE **1098**
 Apt Elev **1098**

- ▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
- ▲ When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet. Increase LNAV and circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4400 direct JMBON and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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Procedure NA for arrivals at OYENS via V175 north bound and arrivals at HURLI via V159 northwest bound.



	4400 JMBON VGSI and descent angles not coincident.		4 NM Holding Pattern	
	WEPDA 2.1 NM to RW17		AKJAW	
	RW17 TCH 47		JMBON	
	1880		2900	
	2.1 NM		3.3 NM	
	6.6 NM			
CATEGORY	A	B	C	D
LNAV MDA	1660-1	562 (600-1)	1660-1½ 562 (600-1½)	1660-1¾ 562 (600-1¾)
CIRCLING	1660-1	562 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)

RNAV (GPS) RWY 31

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

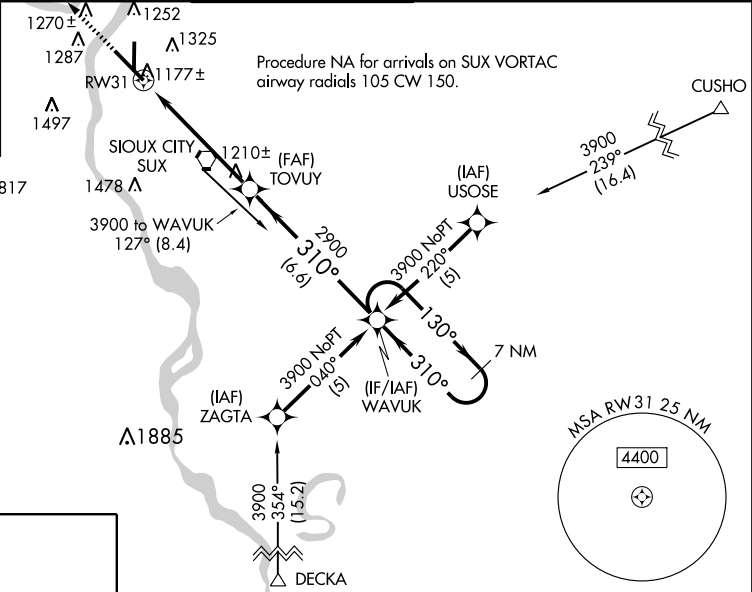
WAAS CH 90211 W31A	APP CRS 310°	Rwy Idg TDZE Apt Elev	9002 1096 1098
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▼ Baro-VNAV NA when using LeMars altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.
▲ When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, increase LNAV Cat C visibility to RVR 5000, Cat D visibility to RVR 6000 and Cat E visibility ¼ mile. Increase circling Cat C/D visibility ¼ mile.
 For inoperative MALSRL increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾.
 For inoperative MALSRL when using Le Mars altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1¾, and LNAV Cat E visibility to 2.

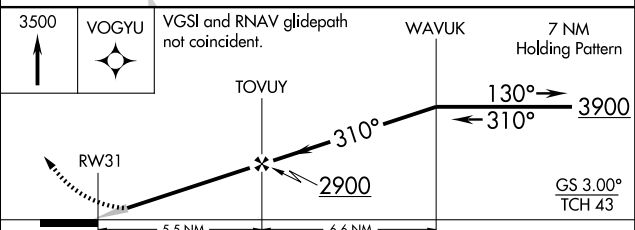
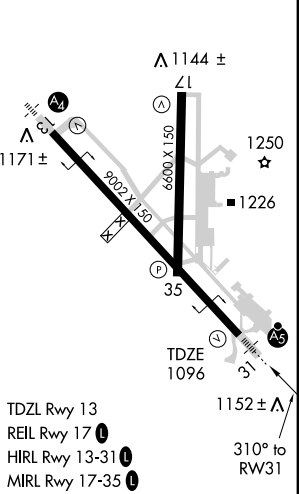


MISSED APPROACH:
Climb to 3500 direct VOGYU and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER * 118.7(CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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ELEV 1098



CATEGORY	A	B	C	D	E
LPV DA	1296/24 200 (200-½)				
LNAV/VNAV DA	1507/50 411 (500-1)				
LNAV MDA	1560/24 464 (500-½)	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/50 464 (500-1)	1560/60 464 (500-1¼)
CIRCLING	1640-1 542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	

VORTAC SUX 116.5 Chan 112	APP CRS 131°	Rwy Idg TDZE Apt Elev	9002 1095 1098
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VOR/DME or TACAN RWY 13

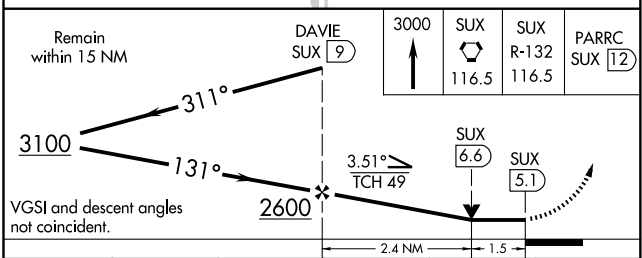
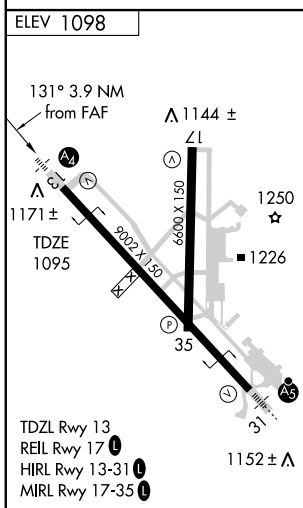
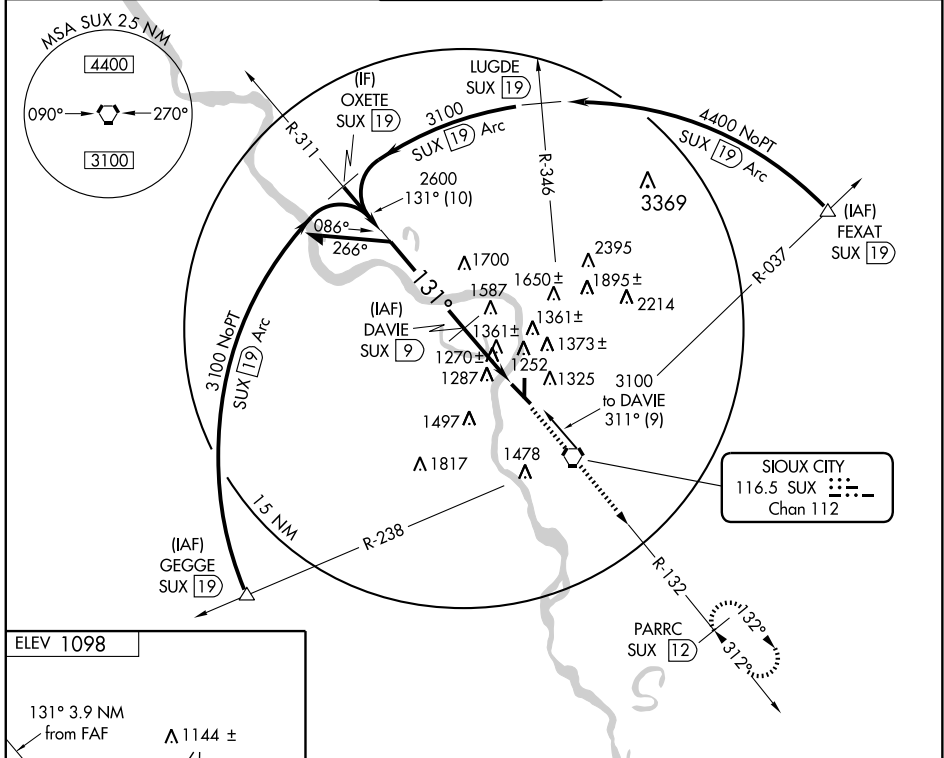
SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

⚠ When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-13 Cat C/D visibility 1/4 mile, Cat E visibility 1/2 mile, Circling Cat C/D visibility 1/4 mile. Inoperative table does not apply to Cat C. VDP NA when using Le Mars altimeter setting.

MALS
-
-
-
⚠

MISSED APPROACH: Climb to 3000 direct SUX VORTAC then via SUX R-132 to PARRC/12 DME and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER * 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-13	1620/40	525 (600-3/4)	1620-1 1/2 525 (600-1 1/2)	1620-1 3/4	525 (600-1 3/4)
CIRCLING	1640-1	542 (600-1)	1660-1 1/2 562 (600-1 1/2)	1680-2	2000-3 902 (1000-3)

NC-3. 08 APR 2010 to 08 MAY 2010

VOR or TACAN RWY 31

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

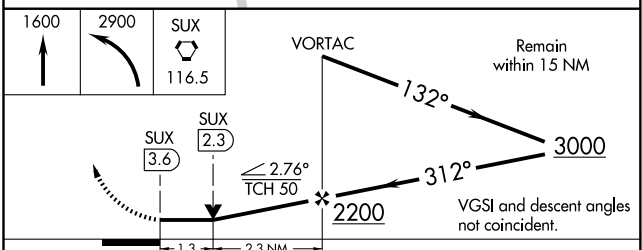
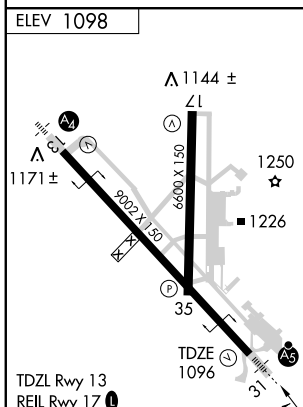
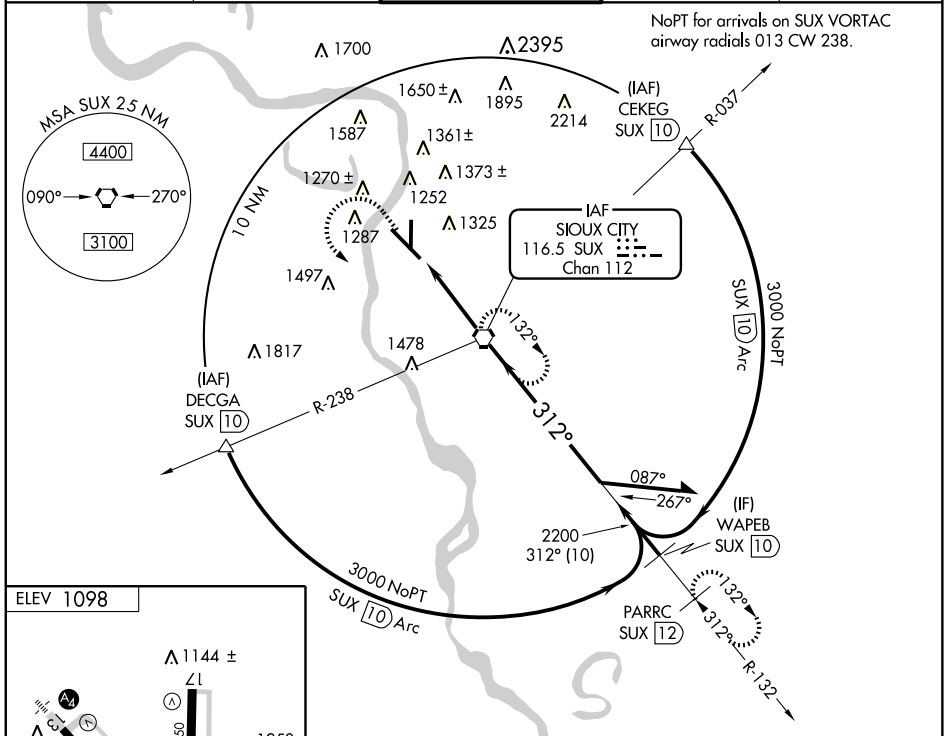
VORTAC SUX 116.5 Chan 112	APP CRS 312°	Rwy Idg 9002 TDZE 1096 Apt Elev 1098
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▲ When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-31 Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, Cat E visibility to 1½ mile, Circling Cat C/D visibility ½ mile. For inoperative MALSR, increase S-31 Cat E visibility ½ mile. VDP NA when using Le Mars altimeter setting.



MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue climb to 3000 via SUX R-132 to PARRC/12 DME and hold SE, right turn, 312° inbound.)

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER ★ 118.7 (CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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	SUX 3.6		SUX 2.3		SUX 116.5	
CATEGORY	A	B	C	D	E	
S-31	1560/24	464 (500-½)	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1½)	
CIRCLING	1640-1	542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

GPS RWY 18

SPENCER MUNI (SP'W)

APP CRS	Rwy Idg	5100
181°	TDZE	1337
	Apt Elev	1339

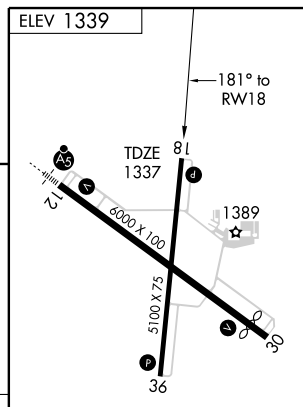
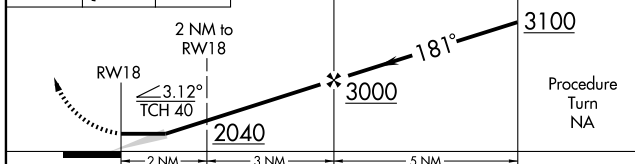
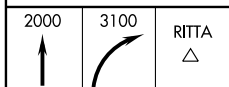
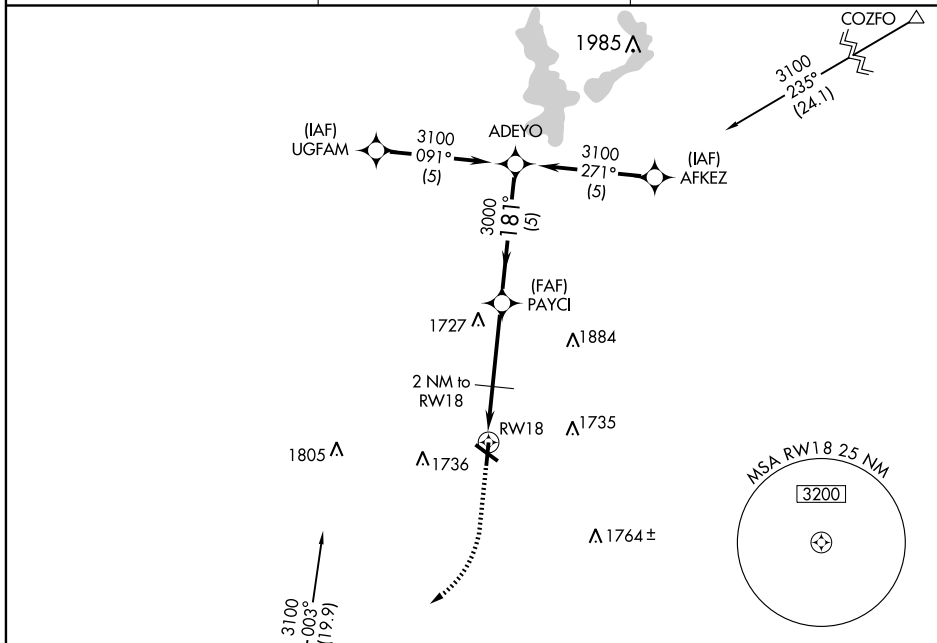
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct RITTA WP and hold.

ASOS
126.625

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF)



CATEGORY	A	B	C	D
S-18	1800-1	463 (500-1)	1800-1½ 463 (500-1½)	1800-1½ 463 (500-1½)
CIRCLING	1800-1	461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

REIL Rwy 18, 30 and 36
MIRL Rwy 12-30 and 18-36

GPS RWY 36

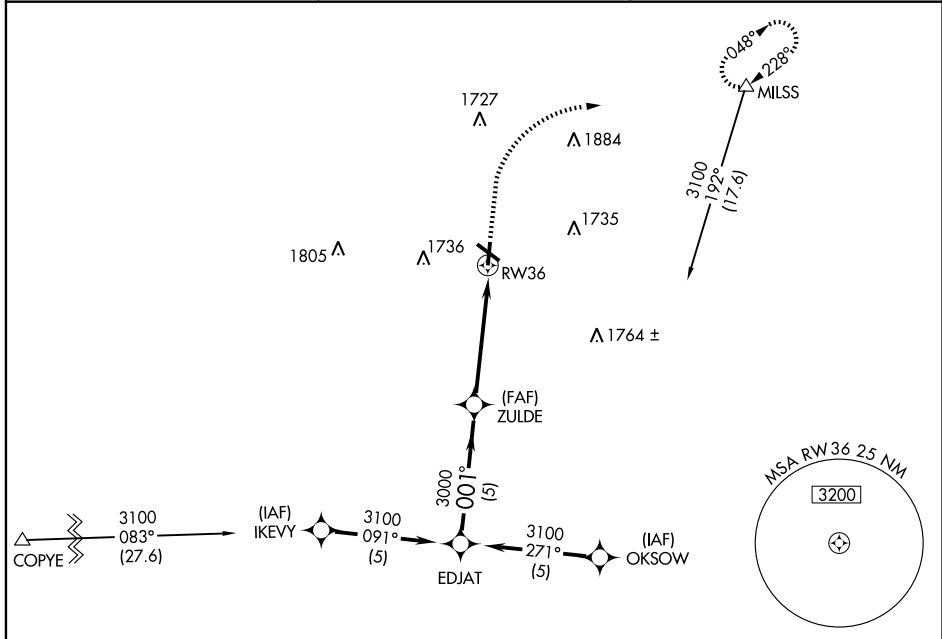
SPENCER MUNI (SPW)

APP CRS	Rwy Idg	5100
001°	TDZE	1337
	Apt Elev	1339

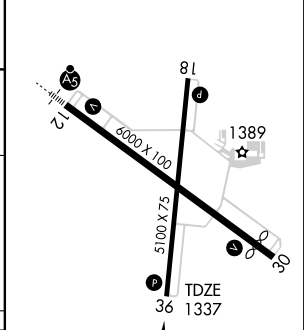
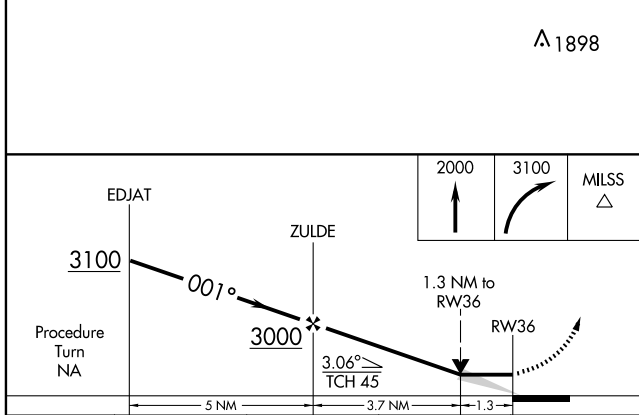
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct MILSS WP and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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ELEV 1339
 REIL Rwy 18, 30 and 36
 MRL Rwy 12-30 and 18-36



CATEGORY	A	B	C	D
S-36	1800-1	463 (500-1)	1800-1¼ 463 (500-1¼)	1800-1½ 463 (500-1½)
CIRCLING	1800-1	461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

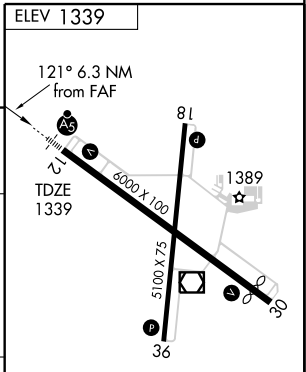
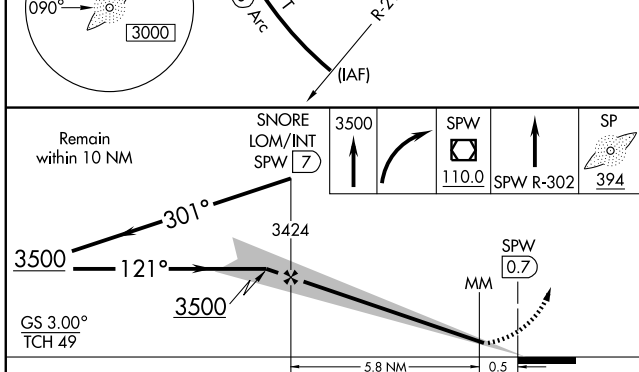
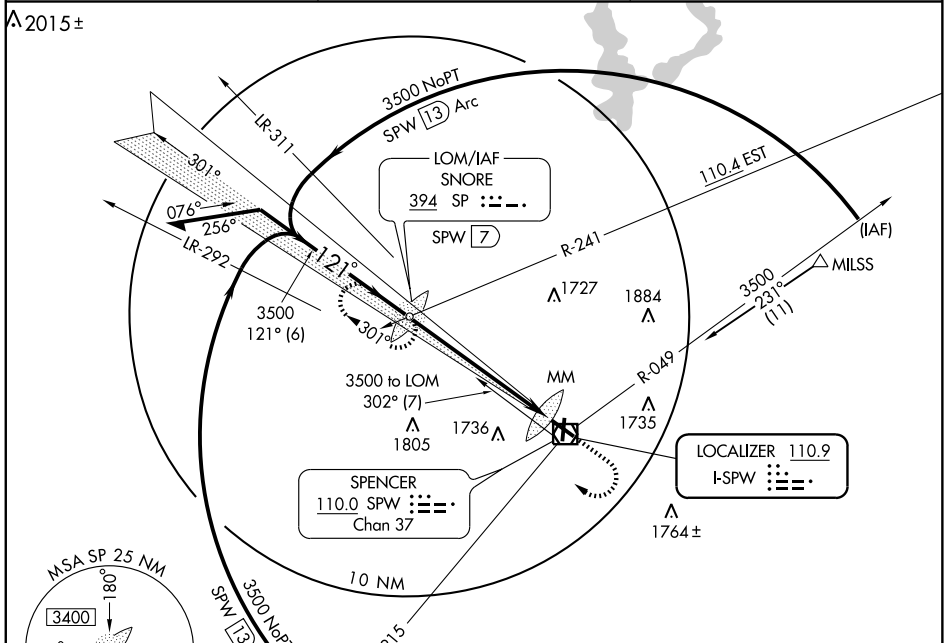
ILS RWY 12

SPENCER MUNI (SPW)

LOC I-SPW 110.9	APP CRS 121°	Rwy Idg TDZE Apt Elev	6000 1339 1339
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NA	MALSR 	MISSED APPROACH: Climb to 3500 then right turn direct SPW VOR/DME, then via SPW R-302 to SNORE LOM/INT/SPW 7 DME and hold.
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ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 12		1539-½	200 (200-½)	
S-LOC 12	1820-½	481 (500-½)	1820-¾ 481 (500-¾)	1820-1 481 (500-1)
CIRCLING	1820-1	481 (500-1)	1820-1½ 481 (500-1½)	2040-2¼ 701 (800-2¼)

REIL Rwy 18, 30 and 36					
MRL Rwy 12-30 and 18-36					
FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NDB RWY 30

SPENCER MUNI (SPW)

NDB	LTU	APP CRS	Rwy Idg	5500
326		302°	TDZE	1337
			Apt Elev	1339

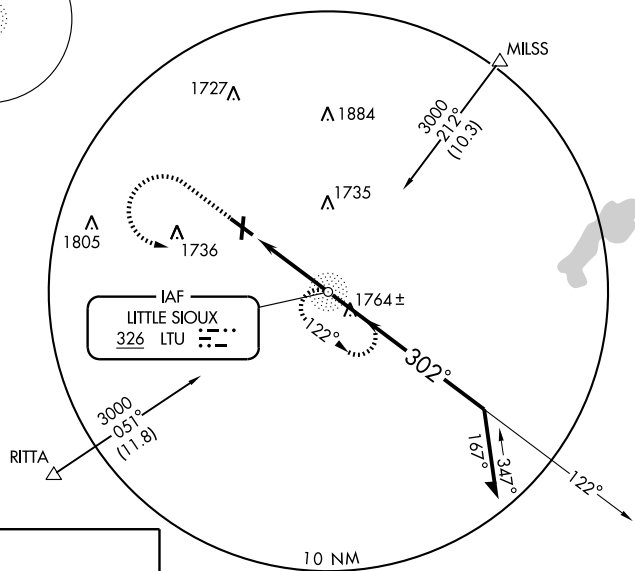
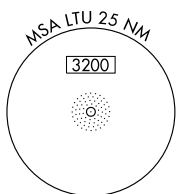
NA

MISSED APPROACH: Climb to 3000 then left turn direct LTU NDB and hold.

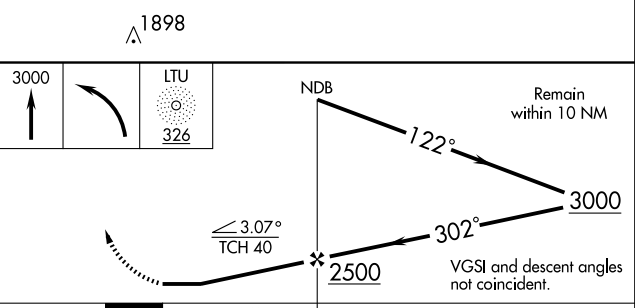
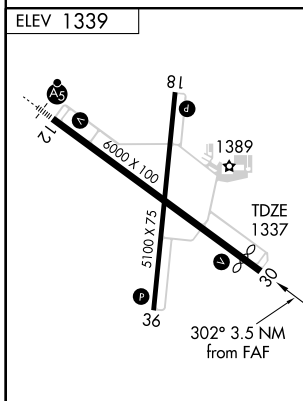
ASOS
126.625

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF)



IAF
LITTLE SIOUX
326 LTU



CATEGORY	A	B	C	D
S-30	1840-1	503 (600-1)	1840-1½	503 (600-1½)
CIRCLING	1840-1	501 (600-1)	1840-1½	2040-2¼ 501 (600-1½) 701 (800-2¼)

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

VOR or GPS RWY 12

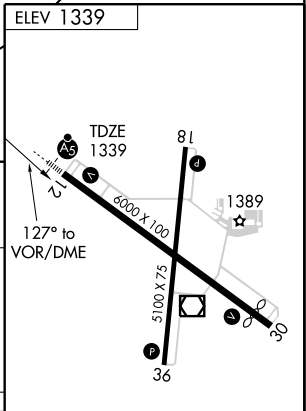
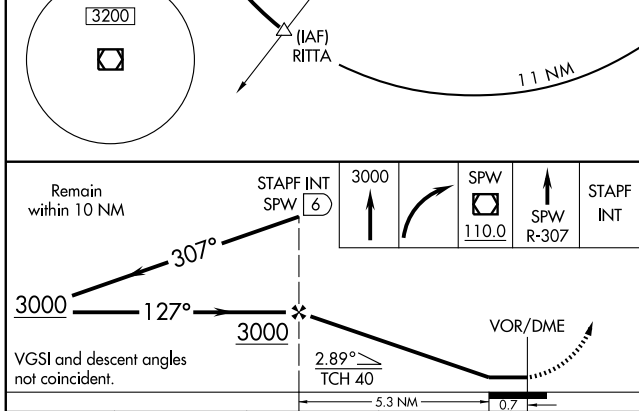
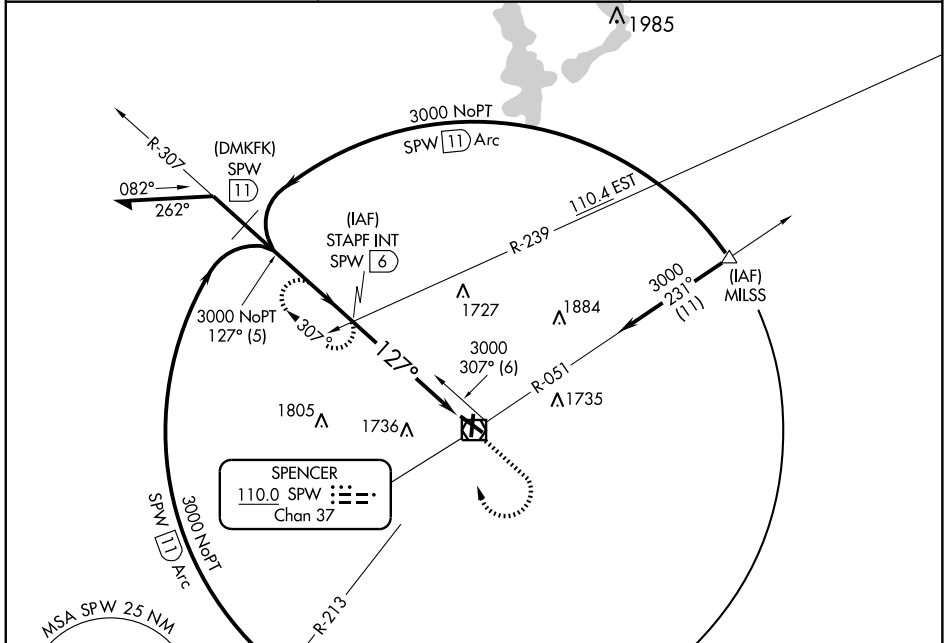
SPENCER MUNI (SPW)

VOR/DME SPW 110.0 Chan 37	APP CRS 127°	Rwy Idg TDZE Apt Elev	6000 1339 1339
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MISSED APPROACH: Climb to 3000, then right turn direct SPW VOR/DME, then via SPW R-307 to STAFF INT/SPW 6 DME and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-12	1800-1/2 461 (500-1/2)		1800-3/4 461 (500-3/4)	1800-1 461 (500-1)
CIRCLING	1800-1 461 (500-1)		1800-1 1/2 461 (500-1 1/2)	2040-2 1/4 701 (800-2 1/4)

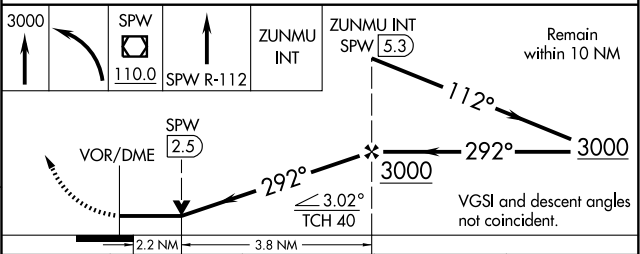
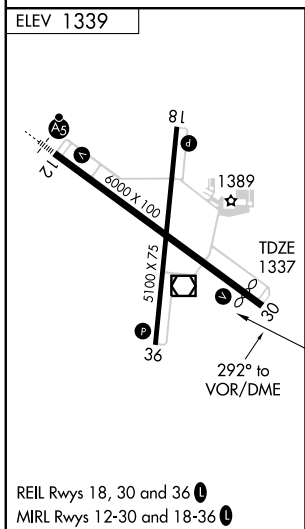
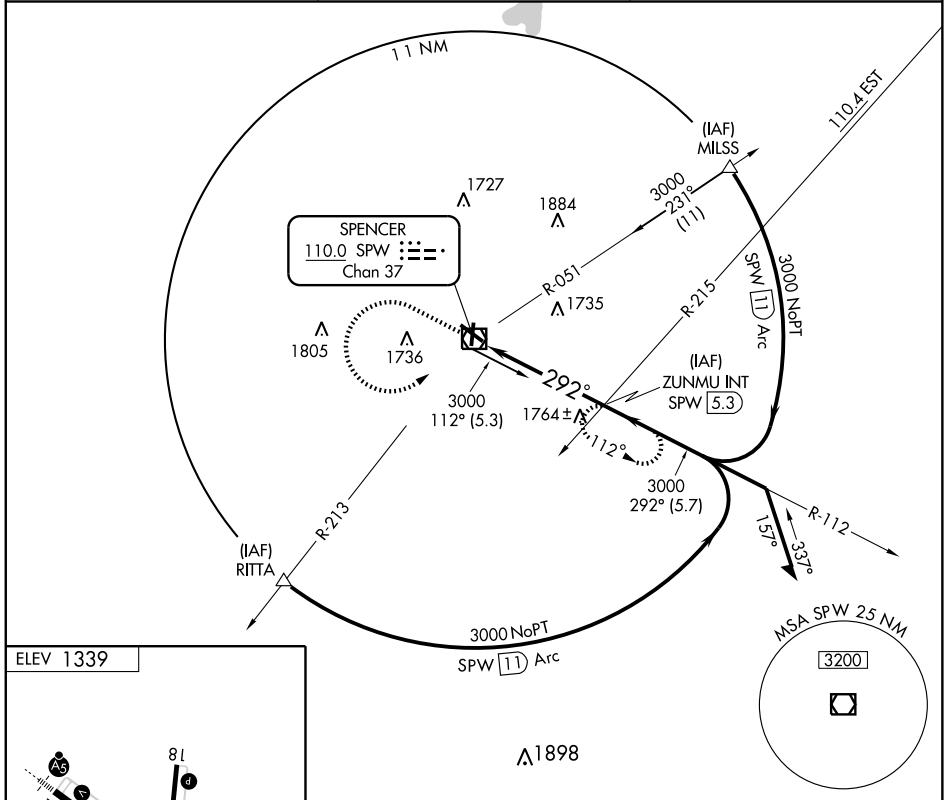
REIL Rwy 18, 30 and 36
MIRL Rwy 12-30 and 18-36

VOR/DME SPW 110.0 Chan 37	APP CRS 292°	Rwy Idg TDZE Apt Elev	5500 1337 1339
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VOR RWY 30

SPENCER MUNI (SPW)

<p>▲</p> <p>MISSED APPROACH: Climb to 3000, then left turn direct SPW VOR/DME, then via SPW R-112 to ZUNMU INT/ SPW 5.3 DME and hold.</p>		
ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-30	2080-1 743 (800-1)	2080-1¼ 743 (800-1¼)	2080-2¼ 743 (800-2¼)	2080-2½ 743 (800-2½)
CIRCLING	2080-1 741 (800-1)	2080-1¼ 741 (800-1¼)	2080-2¼ 741 (800-2¼)	2080-2½ 741 (800-2½)

REIL Rwy 18, 30 and 36
MIRL Rwy 12-30 and 18-36

NDB SLB 434	APP CRS 177°	Rwy Idg TDZE Apt Elev	5000 1484 1488
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NDB RWY 17

STORM LAKE MUNI (SLB)

⚠ If local altimeter setting not received, use Spencer Muni altimeter setting and increase all MDAs 100 feet.

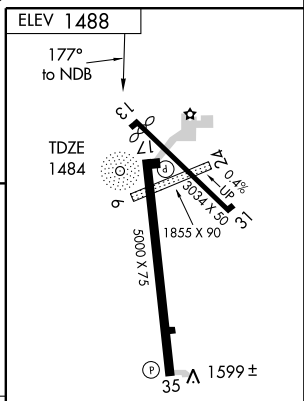
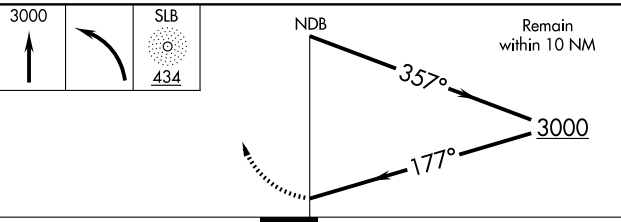
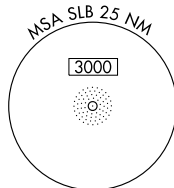
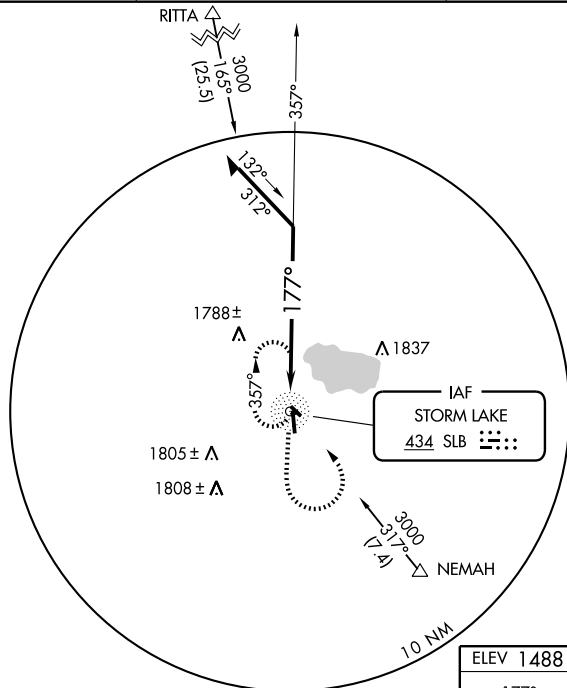
MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3
118.525

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0

1905
⚠



CATEGORY	A	B	C	D
S-17	2200-1	716 (800-1)		NA
CIRCLING	2200-1	712 (800-1)		NA

REIL Rwy 17 **0**
MIRL Rws 13-31 and 17-35 **0**

NC-3. 08 APR 2010 to 06 MAY 2010

NDB SLB 434	APP CRS 342°	Rwy Idg TDZE Apt Elev	5000 1483 1488
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NDB RWY 35

STORM LAKE MUNI (SLB)

When local altimeter setting not received, use Spencer altimeter setting and increase all MDA 100 feet.

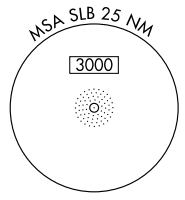
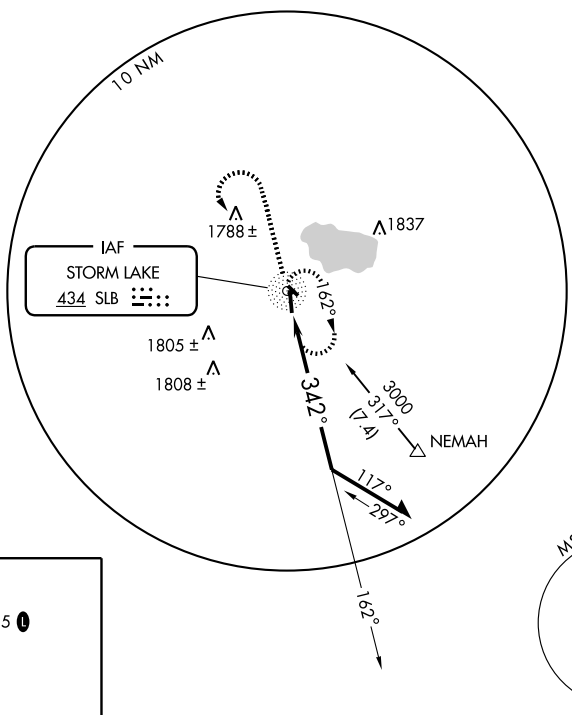
MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3
118.525

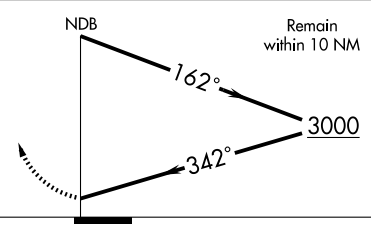
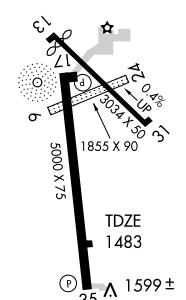
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0

△1905



ELEV 1488
REIL Rwy 17
MIRL Rwy 13-31 and 17-35



CATEGORY	A	B	C	D
S-35	2020-1 536 (600-1)		NA	NA
CIRCLING	2020-1 532 (600-1)		NA	NA

RNAV (GPS) RWY 17

STORM LAKE MUNI (SLB)

APP CRS **171°**
 Rwy Idg **5000**
 TDZE **1484**
 Apt Elev **1488**

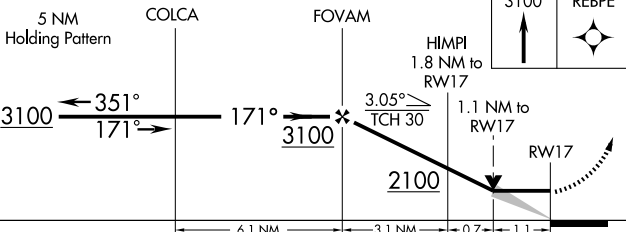
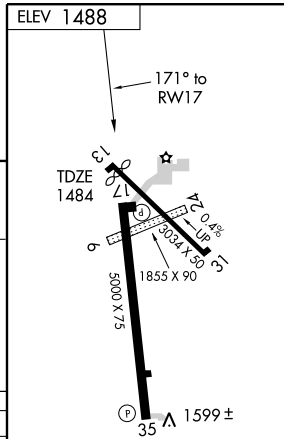
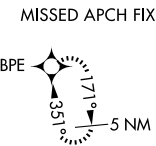
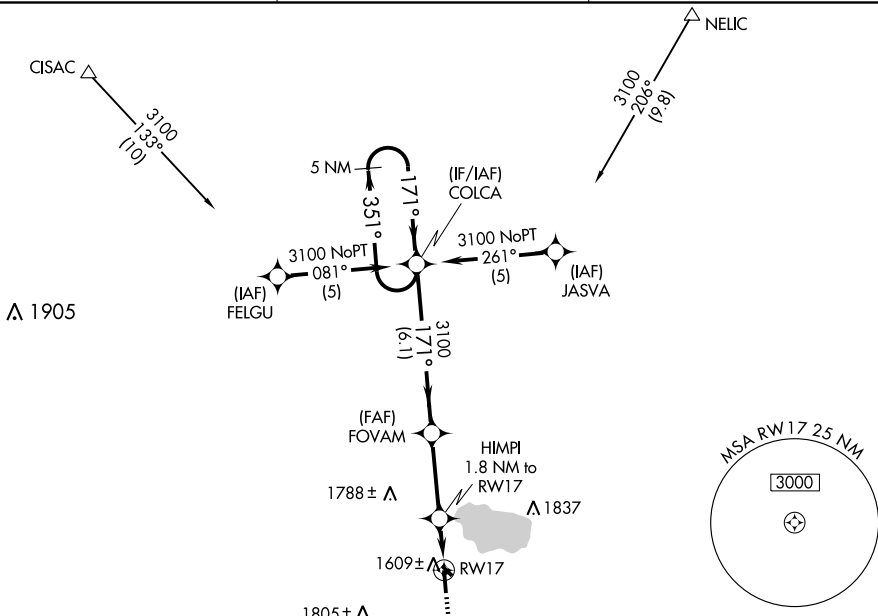
⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received; use Spencer Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Spencer Muni altimeter setting.

MISSED APPROACH: Climb to 3100 direct REBPE and hold.

AWOS-3
118.525

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) ①



CATEGORY	A	B	C	D
LNAV MDA	1860-1	376 (400-1)		NA
CIRCLING	1920-1 432 (500-1)	1940-1 452 (500-1)		NA

REIL Rwy 17 ①
 MRL Rwy 13-31 and 17-35 ①

RNAV (GPS) RWY 35

STORM LAKE MUNI (SLB)

WAAS CH 86600 W35A	APP CRS 351°	Rwy Idg TDZE 5000 1484 Apt Elev 1488
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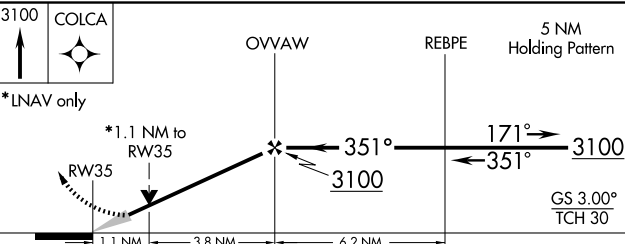
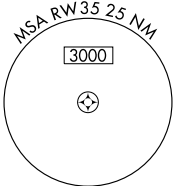
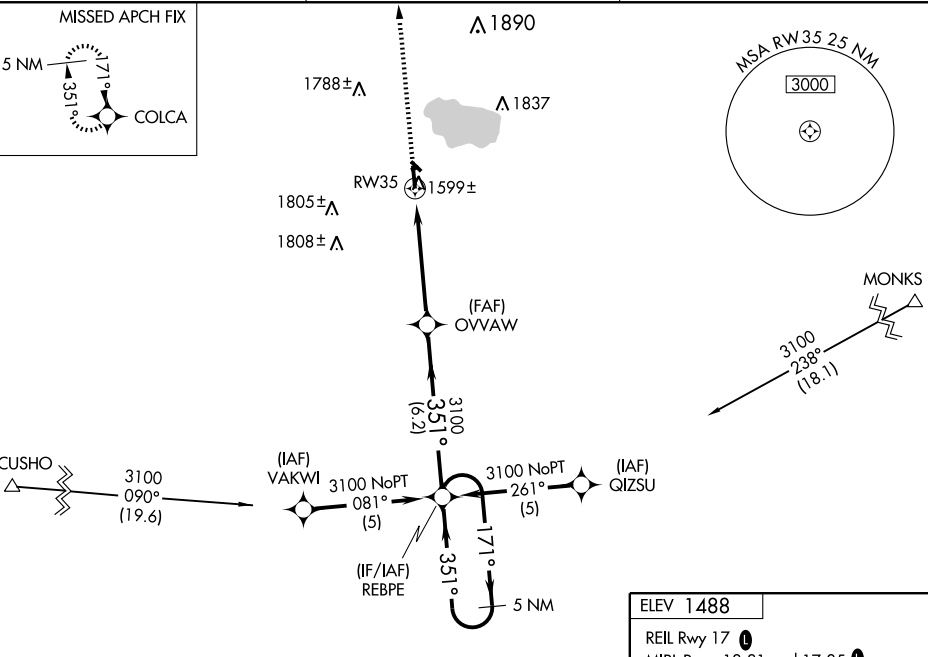
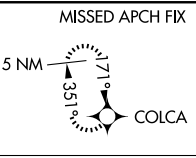
⚠ DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (3°F) or above 152°C (305°F).
If local altimeter setting not received, use Spencer Muni altimeter setting and increase all DAs/ MDAs 100 feet.
VDP and Baro-VNAV NA when using Spencer Muni altimeter setting.

MISSED APPROACH: Climb to 3100 direct COLCA and hold.

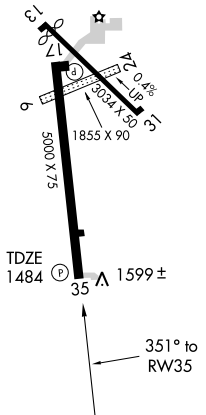
AWOS-3
118.525

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) ①



ELEV 1488
REIL Rwy 17 ①
MIRL Rwy 13-31 and 17-35 ①



CATEGORY	A	B	C	D
LPV DA	1734-1	250 (300-1)		NA
LNAV/VNAV DA	1869-1½	385 (400-1½)		NA
LNAV MDA	1860-1	376 (400-1)		NA
CIRCLING	1920-1½ 432 (500-1½)	1940-1½ 452 (500-1½)		NA

APP CRS	Rwy Idg	3000
108°	TDZE	840
	Apt Elev	840

RNAV (GPS) RWY 11

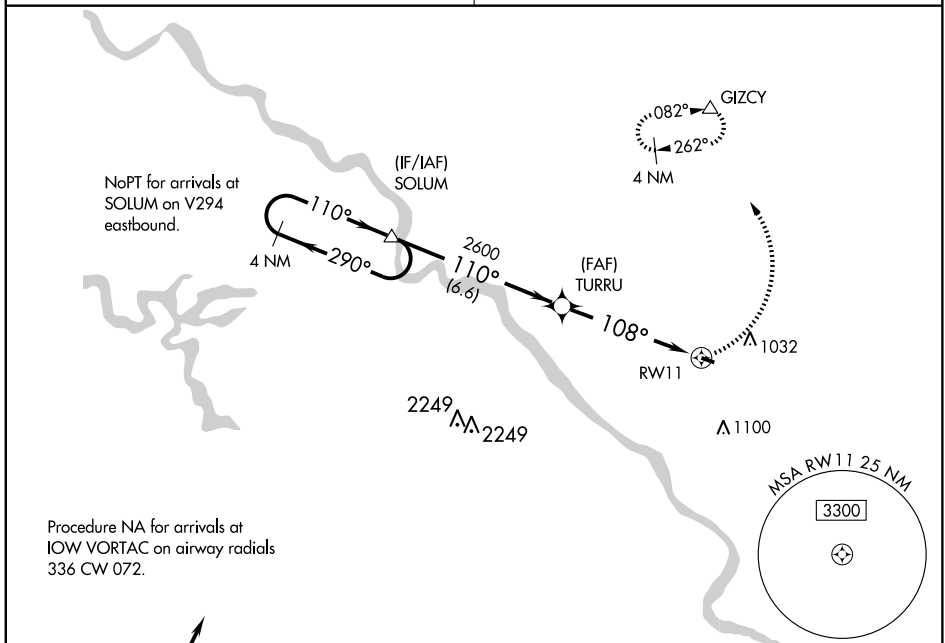
TIPTON/MATHEWS MEMORIAL (8C4)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Iowa City altimeter setting, when not received use Cedar Rapids altimeter setting.

MISSED APPROACH: Climbing left turn to 3300 direct GIZCY and hold.

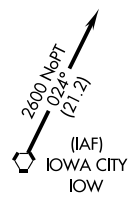
CEDAR RAPIDS APP CON ★
119.7 266.8

CTAF
122.9



NoPT for arrivals at SOLUM on V294 eastbound.

Procedure NA for arrivals at IOW VORTAC on airway radials 336 CW 072.



ELEV 840

108° to RW11

TDZE 840

3000 x 60

3300

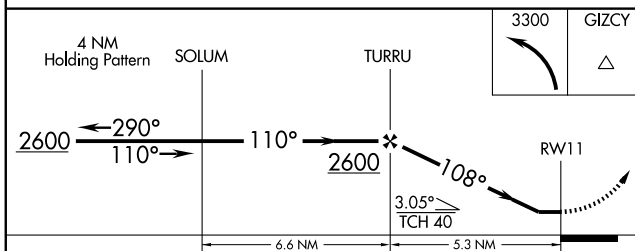
GIZCY

△

3.05°

TCH 40

MIRL Rwy 11-29



CATEGORY	A	B	C	D
LNAV MDA	1360-1	520 (600-1)		NA
CIRCLING	1460-1	620 (700-1)		NA

NC-3. 08 APR 2010 to 06 MAY 2010

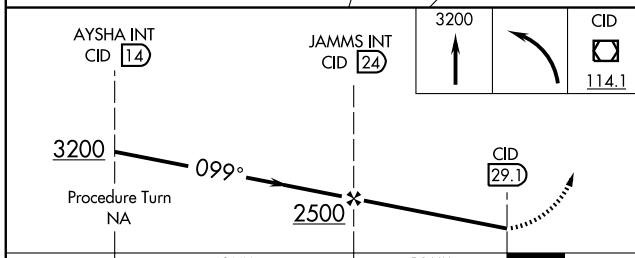
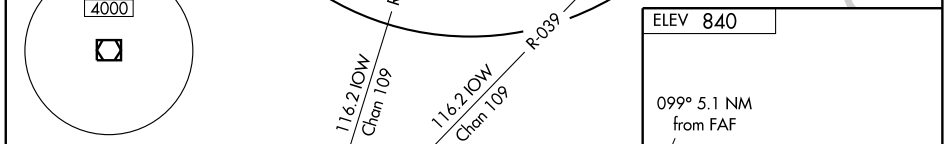
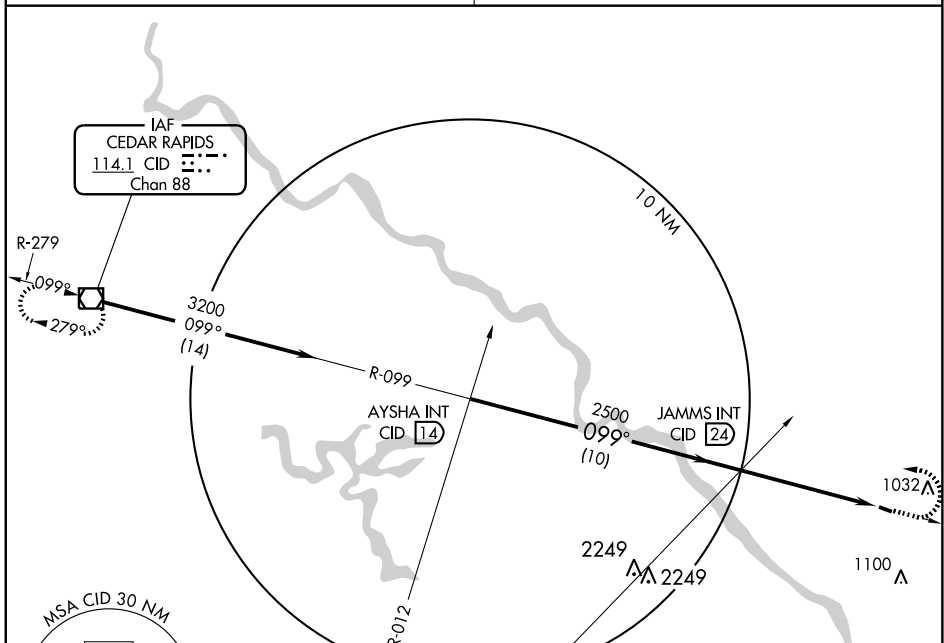
VOR/DME CID 114.1 Chan 88	APP CRS 099°	Rwy Idg TDZE Apt Elev	3000 840 840
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VOR RWY 11

TIPTON/MATHEWS MEMORIAL (8C4)

▼ Use Cedar Rapids altimeter setting.
 ▲ NA
 MISSED APPROACH: Climb to 3200, then left turn direct CID VOR/DME and hold.

CEDAR RAPIDS APP CON ★ 119.7 266.8	CTAF 122.9
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CATEGORY	A	B	C	D
S-11	1300-1 460 (500-1)	1300-1¼ 460 (500-1¼)		NA
CIRCLING	1440-1 600 (600-1)	1460-1¼ 620 (700-1¼)		NA

MIRL Rwy 11-29					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

APP CRS **091°**
 Rwy Idg TDZE **4000**
 Apt Elev **842**

RNAV (GPS) RWY 9

VINTON VETERANS MEMORIAL AIRPARK (VTI)

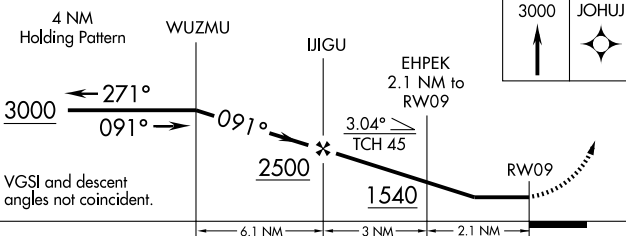
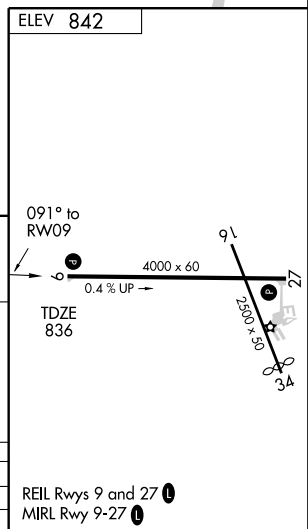
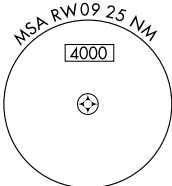
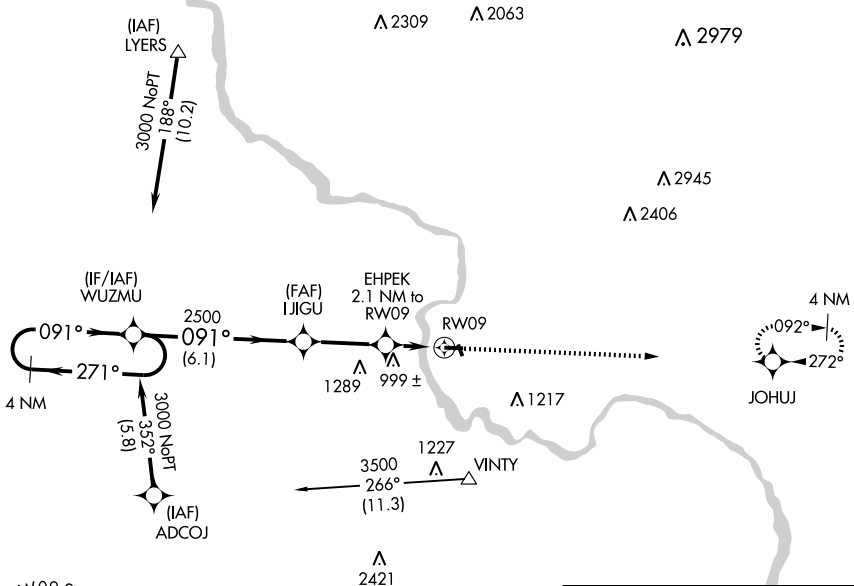
▼ When VGSI inoperative, Straight-in/Circling Rwy 09 procedure NA at night. DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA. When local altimeter setting not received, use Independence
▲ altimeter setting and increase all MDA 60 feet.

MISSED APPROACH:
 Climb to 3000 direct
 JOHUJ and hold.

AWOS-3
120.075

CEDAR RAPIDS APP CON *
134.05 266.8

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
LNAV MDA	1260-1	424 (500-1)		NA
CIRCLING	1320-1	478 (500-1)		NA

NC-3, 08 APR 2010 to 06 MAY 2010

WAAS CH 62917 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	4000 839 842
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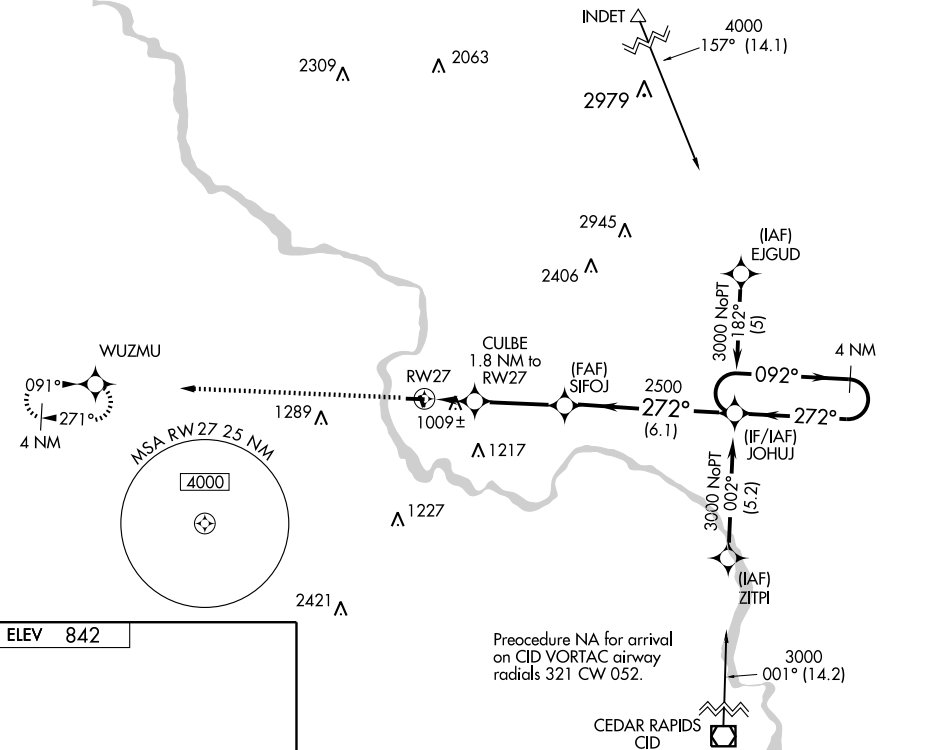
RNAV (GPS) RWY 27

VINTON VETERANS MEMORIAL AIRPARK (VTI)

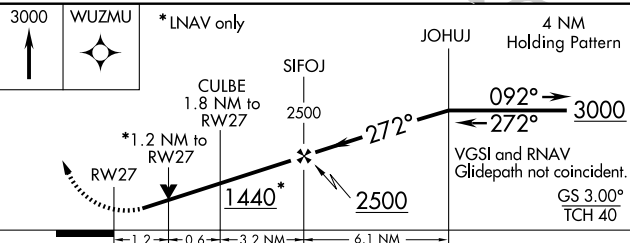
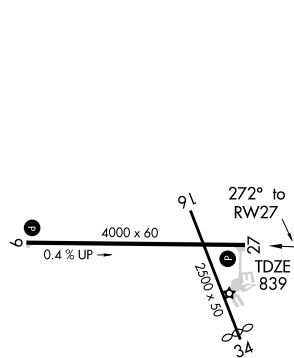
▼ When VGSI inoperative, circling RWY 09 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Independence altimeter setting and increase all DA 54 feet and all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Independence altimeter setting.

MISSED APPROACH:
Climb to 3000 direct WUZMU and hold.

AWOS-3 120.075	CEDAR RAPIDS APP CON * 134.05 266.8	UNICOM 122.8 (CTAF) 0
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ELEV **842**



CATEGORY	A	B	C	D
LPV DA	1089-1	250 (300-1)		NA
LNAV/VNAV DA	1323-1¾	484 (500-1¾)		NA
LNAV MDA	1260-1	421 (500-1)		NA
CIRCLING	1320-1	478 (500-1)		NA

REIL Rwy 9 and 27
MIRL Rwy 9-27

NC-3. 08 APR 2010 to 08 MAY 2010

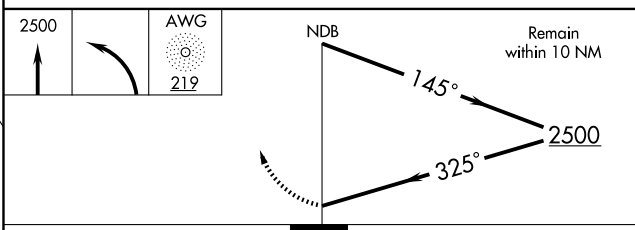
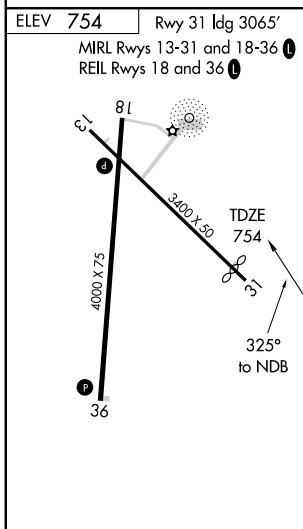
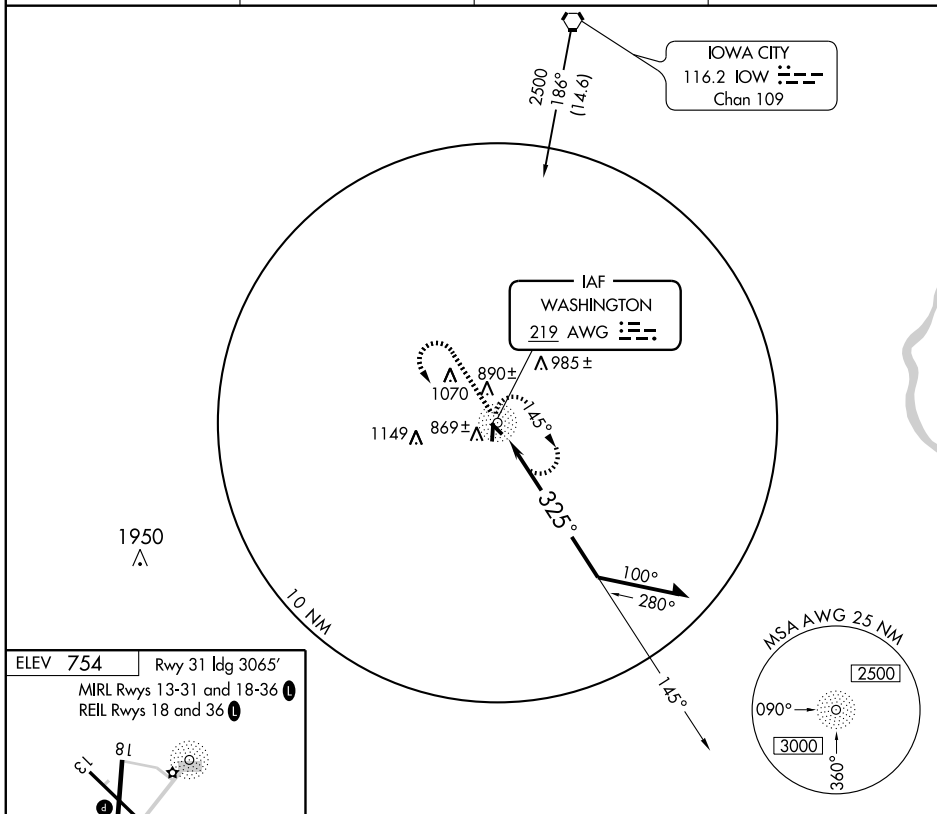
NDB RWY 31

WASHINGTON MUNI (AWG)

NDB AWG 219	APP CRS 325°	Rwy ldg 3065
		TDZE 754
		Apt Elev 754

NA MISSED APPROACH: Climb to 2500 then left turn direct AWG NDB and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF) 1
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CATEGORY	A	B	C	D
S-31	1220-1	466 (500-1)	1220-1¼ 466 (500-1¼)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

WAAS CH 45816 W18A	APP CRS 181°	Rwy Idg 4000 TDZE 752 Apt Elev 754
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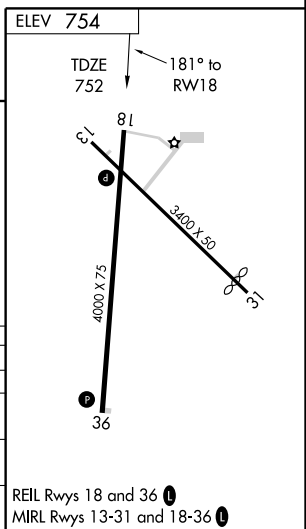
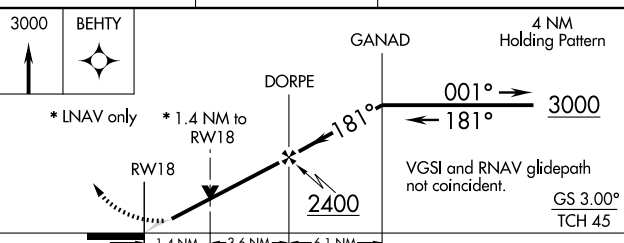
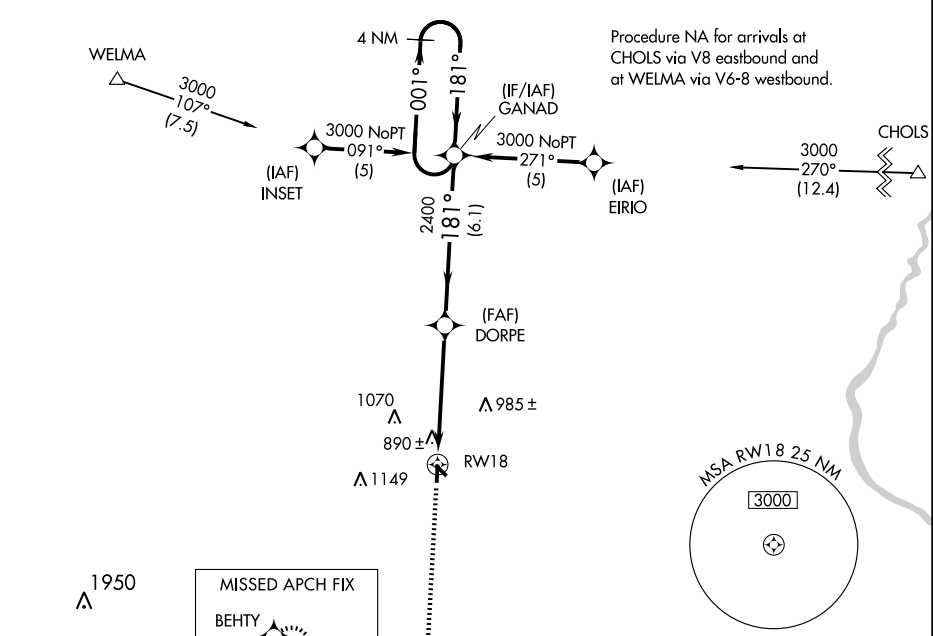
RNAV (GPS) RWY 18

WASHINGTON MUNI (AWG)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
▲ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using lowa City altimeter setting. When local altimeter setting not received, use lowa City altimeter setting and increase all DA 62 feet and all MDA 80 feet and increase LPV and LNAV/VNAV Cats A/B/C and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
 Climb to 3000 direct BEHTY and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	952-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1233-13/4	481 (500-13/4)		NA
LNAV MDA	1200-1 448 (500-1)		1200-1 1/4 448 (500-1 1/4)	NA
CIRCLING	1240-1 486 (500-1)		1240-1 1/2 486 (500-1 1/2)	NA

NC-3. 08 APR 2010 to 06 MAY 2010

WAAS CH 90416 W36A	APP CRS 001°	Rwy ldg 4000 TDZE 752 Apt Elev 754
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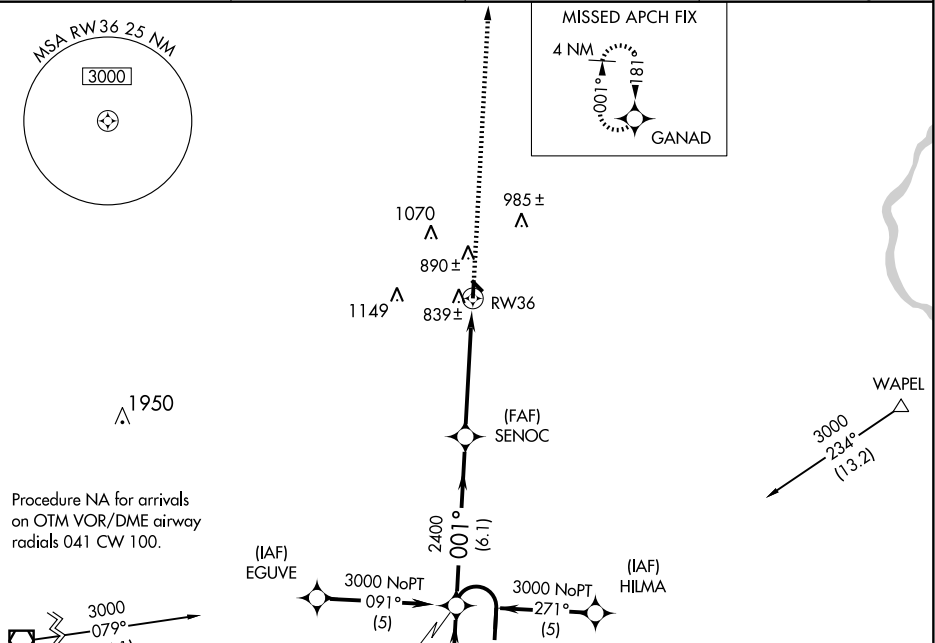
RNAV (GPS) RWY 36

WASHINGTON MUNI (AWG)

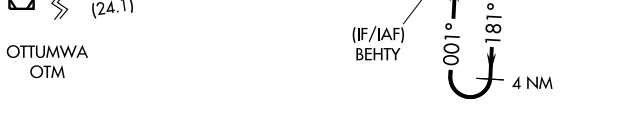
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Iowa City altimeter setting. VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 62 feet and all MDA 80 feet and increase LPV and LNAV/VNAV Cats A/B/C/ and LNAV Cat C visibility ¼ mile.

▲ MISSED APPROACH: Climb to 3000 direct GANAD and hold.

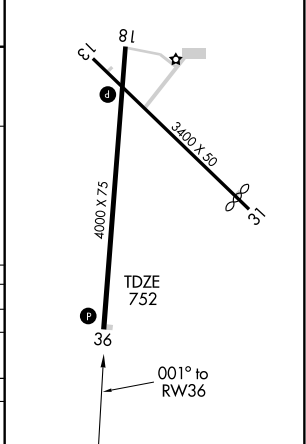
AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF)
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Procedure NA for arrivals on OTM VOR/DME airway radials 041 CW 100.



ELEV 754
MIRL Rwy 13-31 and 18-36
REIL Rwy 18 and 36



CATEGORY	A	B	C	D
LPV DA	952-¾	200 (200-¾)		NA
LNAV/VNAV DA	1109-1¼	357 (400-1¼)		NA
LNAV MDA	1100-1	348 (400-1)		NA
CIRCLING	1240-1	486 (500-1)	1240-1½ 486 (500-1½)	NA

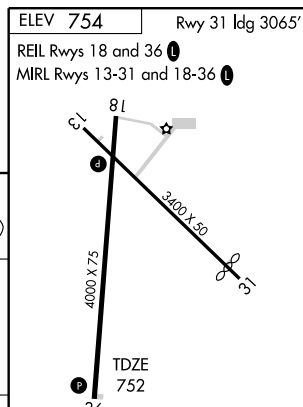
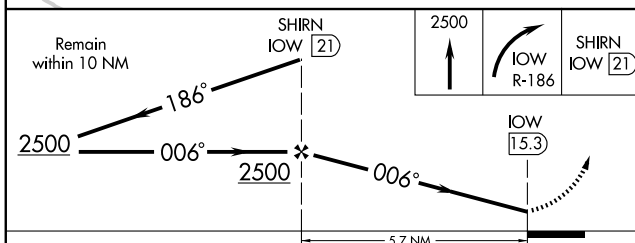
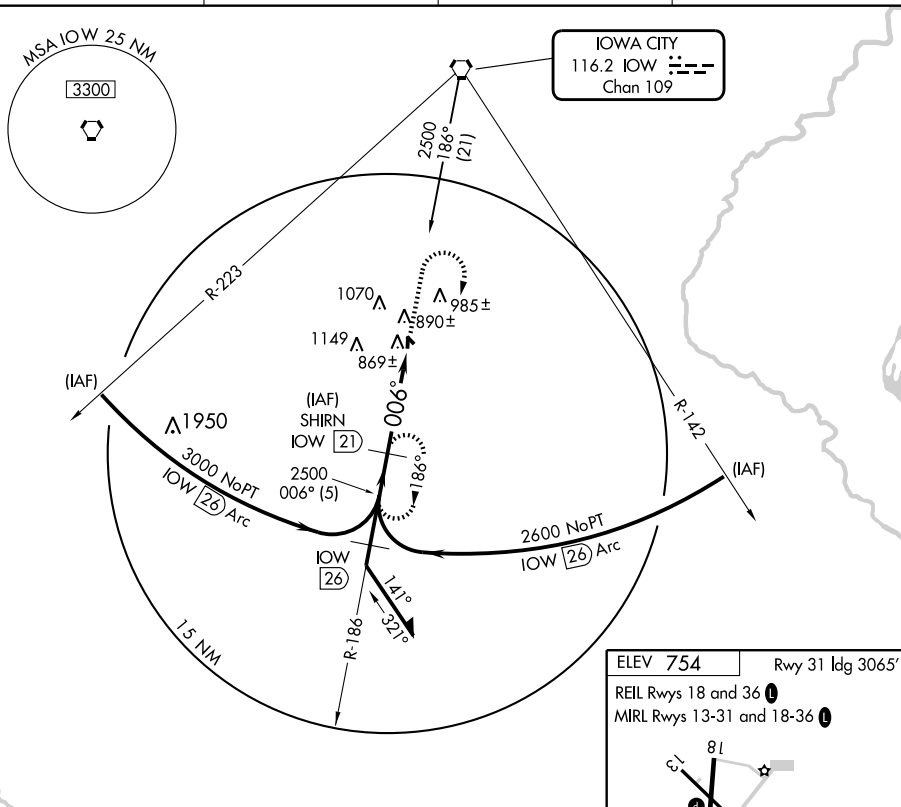
VOR/DME RWY 36

WASHINGTON MUNI (AWG)

VORTAC IOW 116.2 Chan 109	APP CRS 006°	Rwy Idg 4000 TDZE 752 Apt Elev 754
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MISSED APPROACH: Climb to 2500 then right turn via IOW R-186 to SHIRN 21 DME and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF) 1
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CATEGORY	A	B	C	D
S-36	1120-1	368 (400-1)	1120-1½ 368 (400-1½)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

NC-3, 08 APR 2010 to 06 MAY 2010

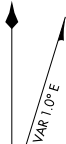
AIRPORT DIAGRAM

AL-945 (FAA)

WATERLOO RGNL (ALO)
WATERLOO, IOWA

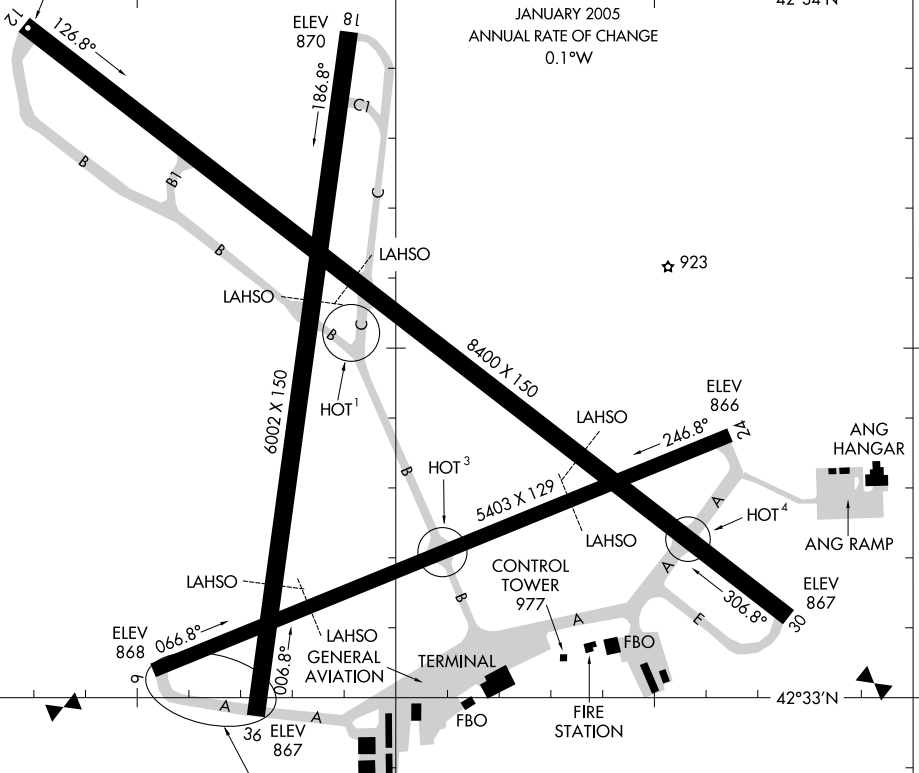
ATIS
120.65
WATERLOO TOWER*
125.075 257.8
GND CON
121.9 269.1

FIELD
ELEV
873



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

42°34'N



RWY 6-24
S29.5, D37
RWY 12-30
S55, D75, ST95, DT140
RWY 18-36
S50, D75, ST95, DT180

NOTE: RADAR REFLECTORS ON RWYS 6, 12, 30.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92° 24'W

92° 23'W

NC-3, 08 APR 2010 to 06 MAY 2010

ILS or LOC RWY 12

WATERLOO RGNL (ALO)

LOC/DME I-ALO 111.7 Chan 54	APP CRS 125°	Rwy Idg 8400 TDZE 873 Apt Elev 873
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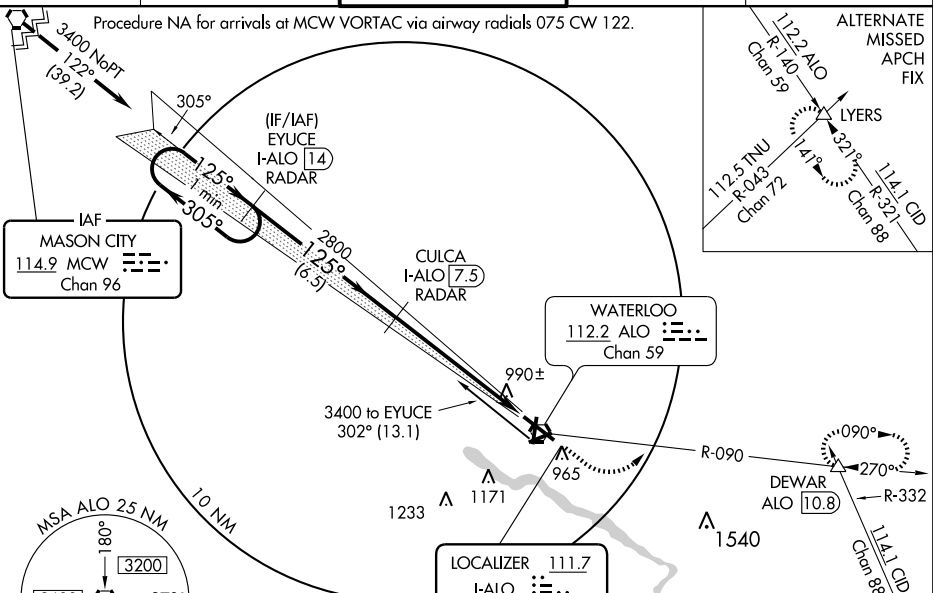
▼ For inoperative MALS/R when using Oelwin Muni altimeter setting, increase S-ILS all Cats visibility to RVR 5000. DME or RADAR required

▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase S-LOC Cat C visibility to RVR 5000 and circling Cat C/D visibility ¼ mile. VDP NA when using Oelwin Muni altimeter setting.

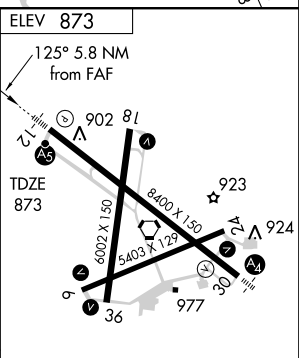
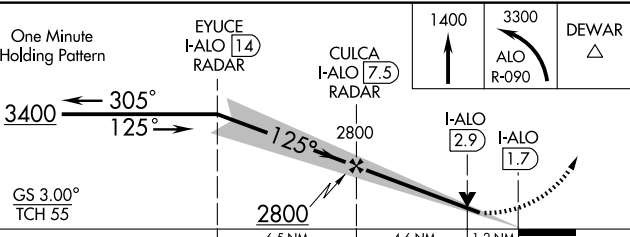


MISSED APPROACH: Climb to 1400, then climbing left turn to 3300 via ALO VORTAC R-090 to DEWAR Int and hold.

ATIS 120.65	WATERLOO APP CON * 118.9 251.15	WATERLOO TOWER * 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 12	**1073/24 200 (200-½)			
S-LOC 12	1300/24	427 (500-½)	1300/40 427 (500-¾)	1300/50 427 (500-1)
CIRCLING	1420-1	547 (600-1)	1420-1½ 547 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REIL Rwys 6, 18, 24, and 36

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

LOC BC RWY 30

WATERLOO RGNL (ALO)

LOC/DME I-ALO 111.7 Chan 54	APP CRS 305°	Rwy Idg TDZE Apt Elev	8400 867 873
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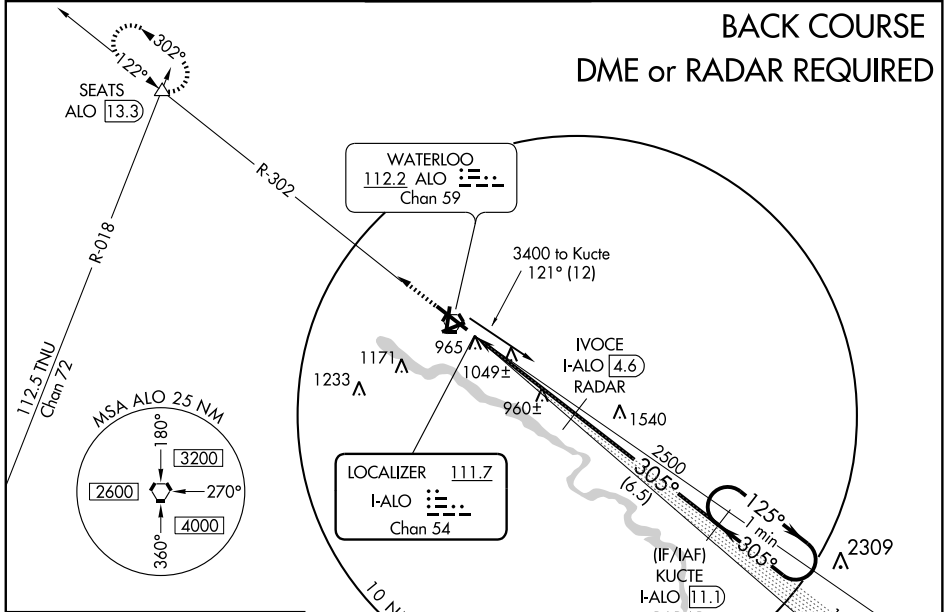
⚠ Inoperative table does not apply to S-30 Cat C. DME or RADAR required.
⚠ When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all MDA 80 feet. Increase all Cat C/D visibilities ¼ mile. When control tower closed, radar not available.

MALS
MISSED APPROACH: Climb to 3500 via ALO VORTAC R-302 to SEATS Int and hold.

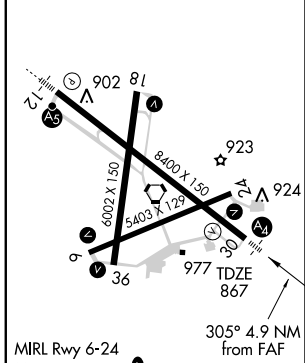
ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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BACK COURSE

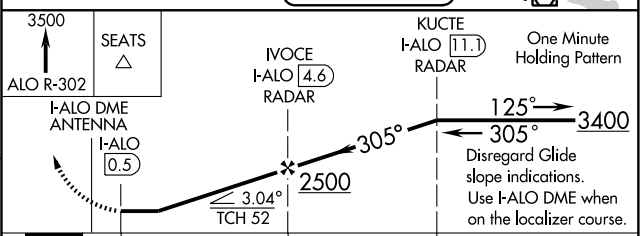
DME or RADAR REQUIRED



ELEV 873



Procedure NA for arrivals at CID VOR/DME via airway radials 321 CW 338.



CATEGORY	A	B	C	D
S-30	1300-¾ 433 (500-¾)		1300-1¼ 433 (500-1¼)	1300-1½ 433 (500-1½)
CIRCLING	1420-1	547 (600-1)	1420-1½ 547 (600-1½)	1480-2 607 (700-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

RNAV (GPS) RWY 6

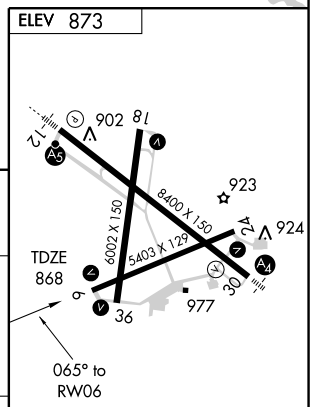
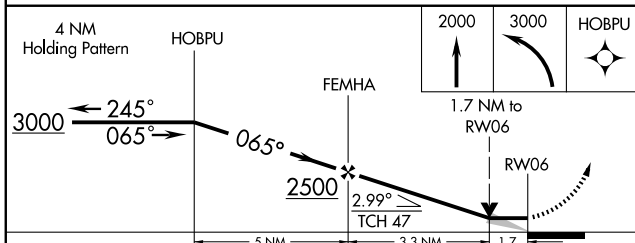
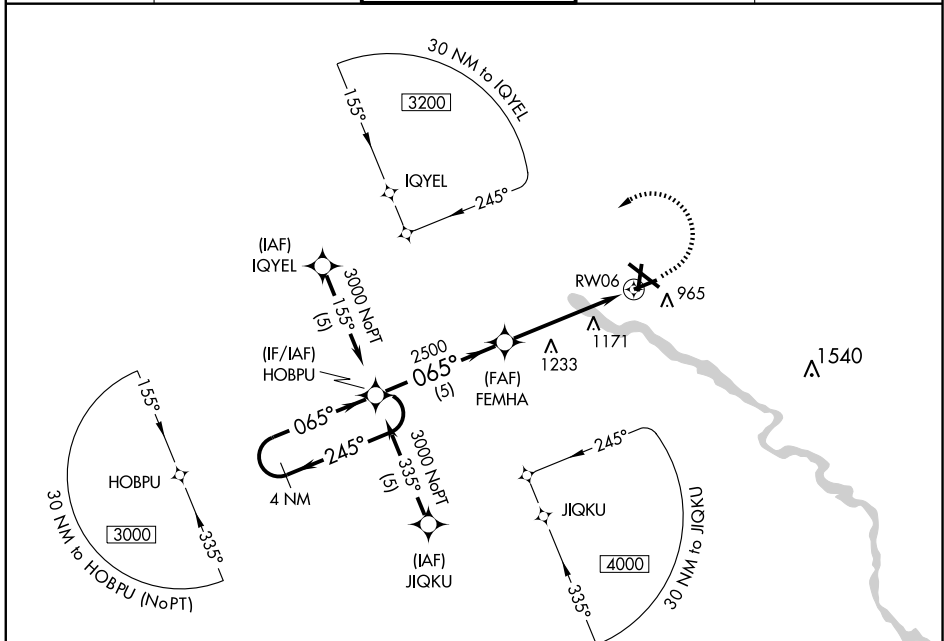
WATERLOO RGNL (A.L.O.)

APP CRS	Rwy Idg	5403
065°	TDZE	868
	Apt Elev	873

▼ When control tower closed, straight-in minimums not authorized at night.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HOBPU WP and hold.

ATIS 120.65	WATERLOO APP CON * 118.9 251.15	WATERLOO TOWER * 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
LNNAV MDA	1440-1	572 (600-1)	1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)
CIRCLING	1440-1	567 (600-1)	1440-1½ 567 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
 MIRL Rwy 18-36
 HIRL Rwy 12-30
 REIL Rws 6, 18, 24, and 36

RNAV (GPS) RWY 12

WATERLOO RGNL (A.L.O.)

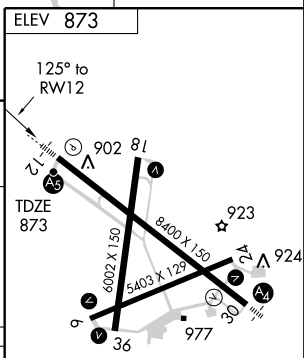
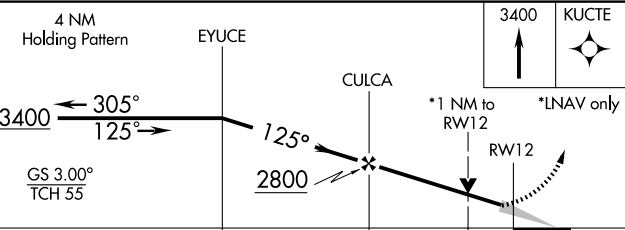
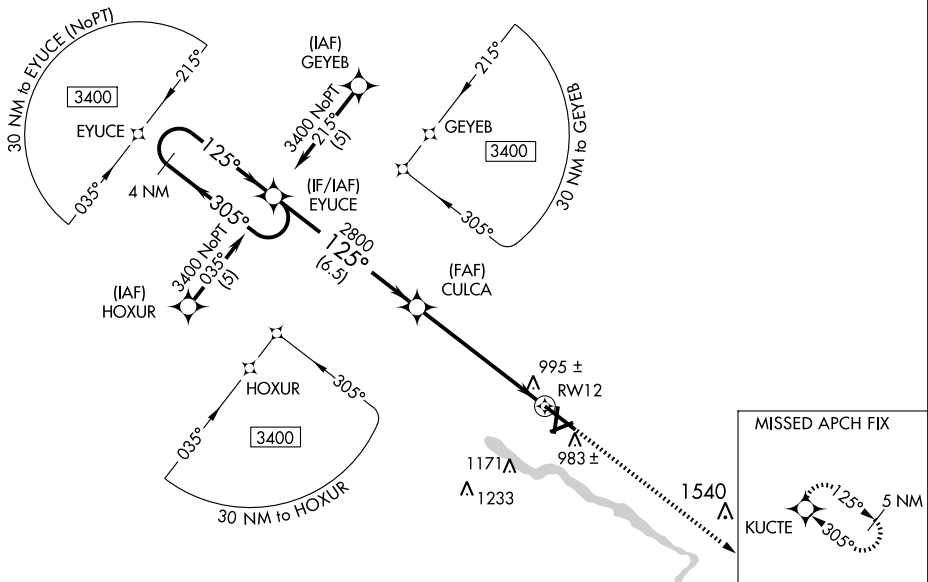
WAAS CH 72801 W12A	APP CRS 125°	Rwy Idg TDZE Apt Elev	8400 873 873
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⚠ For inoperative MALS/R, increase LPV all Cats visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000. DME/DME-0.3 RNP NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs /MDAs 80'.
 Baro-VNAV and VDP NA when using Independence altimeter setting.



MISSED APPROACH: Climb to 3400 direct KUCTE and hold.

ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1123/24 250 (300-½)			
LNAV/DA VNAV	1273/40 400 (400-¾)			
LNAV MDA	1260/24 387 (400-½)		1260/50 387 (400-1)	
CIRCLING	1380-1¼ 507 (600-1¼)		1380-1½ 507 (600-1½)	
			1480-2 607 (700-2)	

MIRL Rwy 6-24
 MIRL Rwy 18-36
 HIRL Rwy 12-30
 REIL Rws 6, 18, 24, and 36

RNAV (GPS) RWY 18

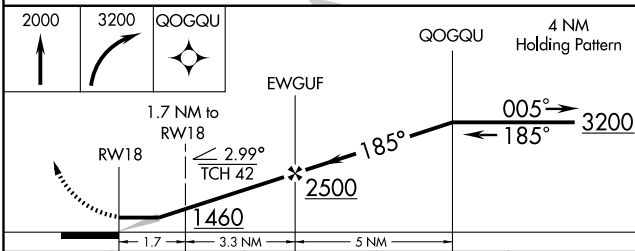
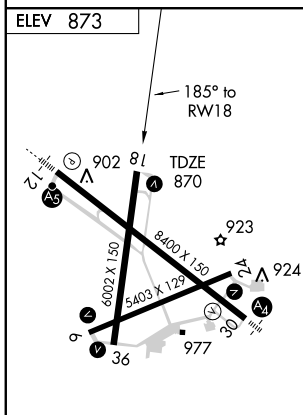
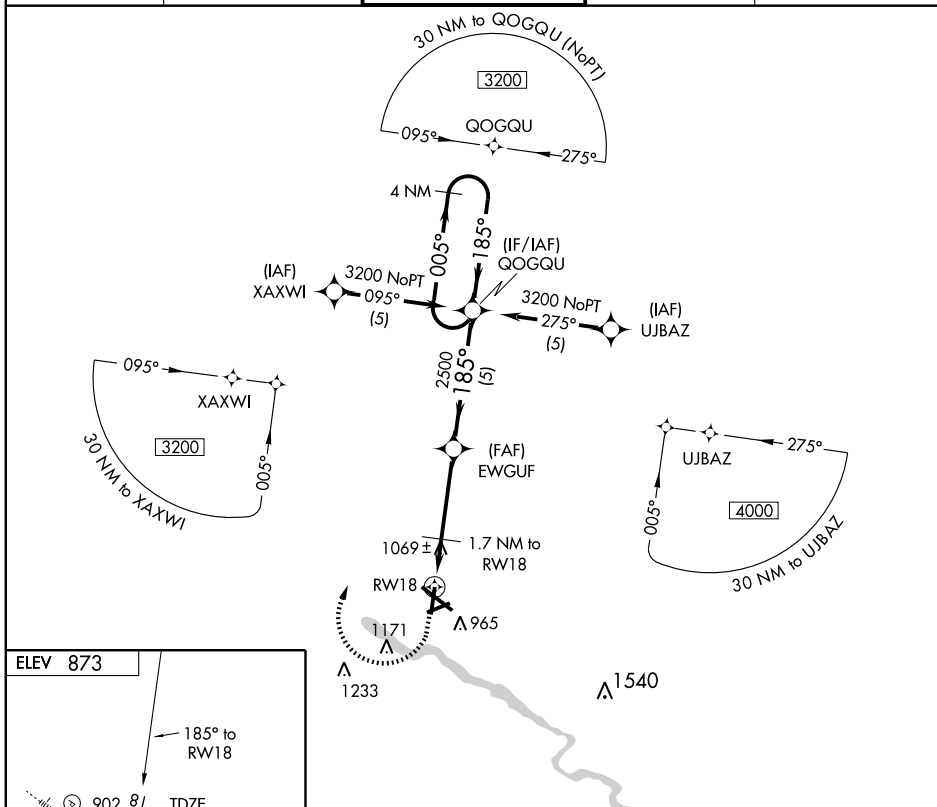
WATERLOO RGNL (A.L.O.)

APP CRS	Rwy Idg	6002
185°	TDZE	870
	Apt Elev	873

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3200 direct QOGQU WP and hold.

ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REIL Rwys 6, 18, 24, and 36

CATEGORY	A	B	C	D
LNVA MDA	1320-1	450 (500-1)	1320-1½ 450 (500-1½)	1320-1½ 450 (500-1½)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

NC-3. 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 24

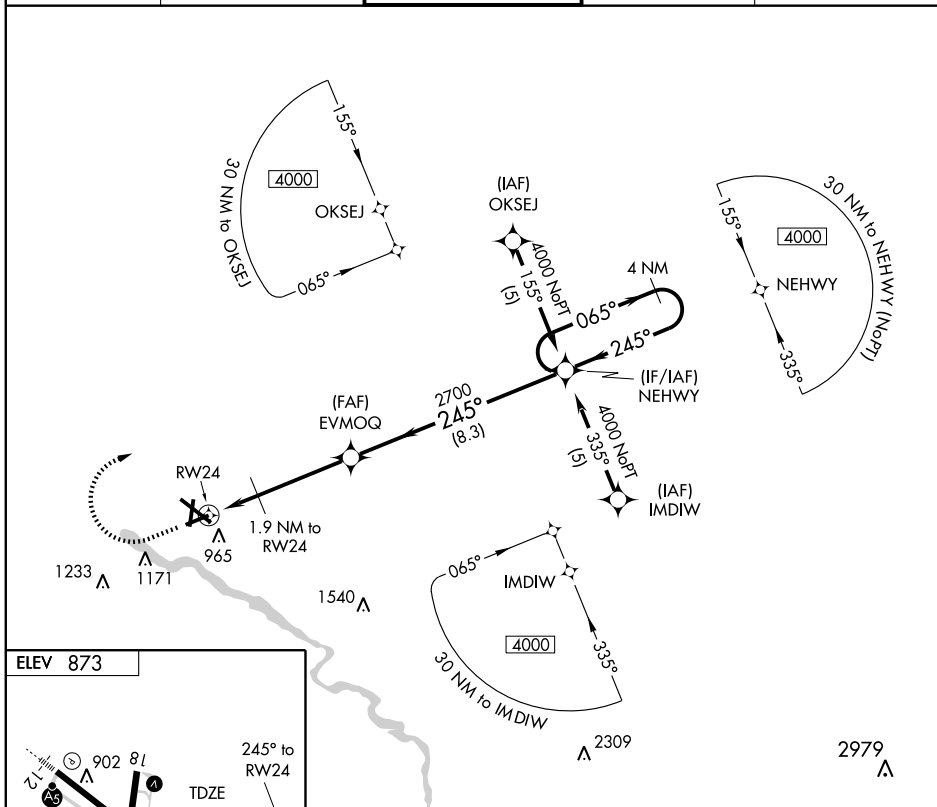
WATERLOO RGNL (A.L.O.)

APP CRS	Rwy Idg	5403
245°	TDZE	867
	Apt Elev	873

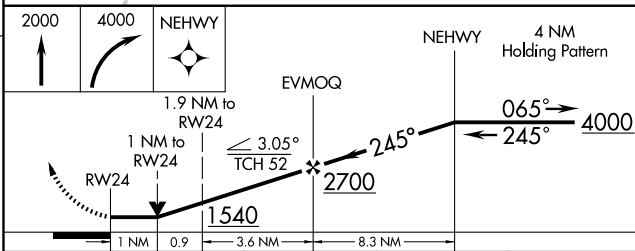
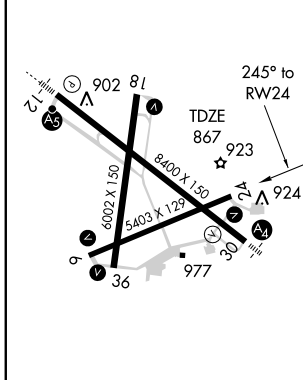
▼ When control tower closed, straight-in minimums not authorized at night.
▲NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct NEHWY WP and hold.

ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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ELEV 873



CATEGORY	A	B	C	D
LNVA MDA	1240-1 373 (400-1)			1240-1½ 373 (400-1½)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	

MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REIL Rwys 6, 18, 24, and 36

RNAV (GPS) RWY 30

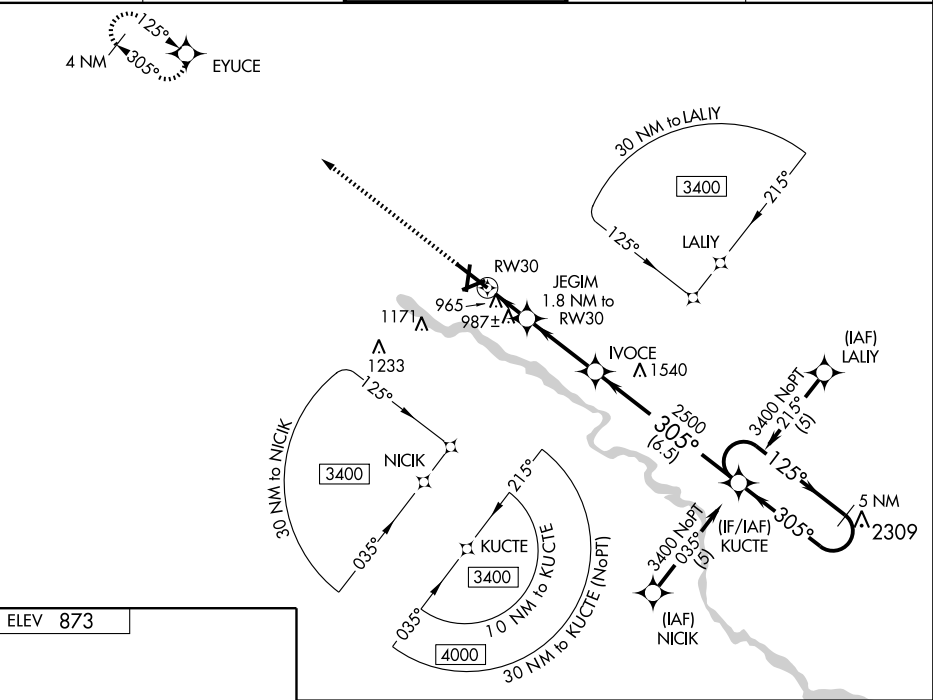
WATERLOO RGNL (A.L.O.)

WAAS CH 78201 W30A	APP CRS 305°	Rwy Idg TDZE Apt Elev	8400 867 873
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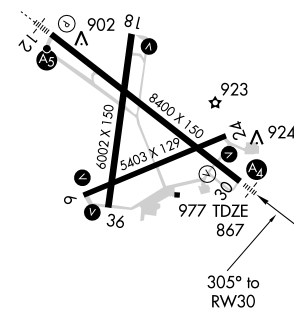
⚠ Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs/MDAs 80 feet. DME/DME-0.3 RNP NA. Baro-VNAV and VDP NA when using Independence altimeter setting.

MALSR
 MISSED APPROACH: Climb to 3400 direct EYUCE and hold.

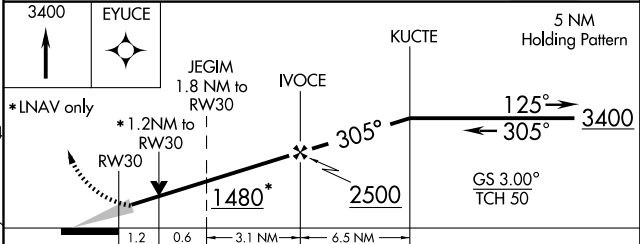
ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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ELEV 873



MIRL Rwy 6-24
 MIRL Rwy 18-36 **⚠**
 HIRL Rwy 12-30 **⚠**
 REIL Rws 6, 18, 24, and 36



CATEGORY	A	B	C	D
LPV DA	1117-3/4		250 (300-3/4)	
LNAV/VNAV DA	1299-1 1/2		432 (500-1 1/2)	
LNAV MDA	1300-3/4	433 (500-3/4)	1300-1 1/4 433 (500-1 1/4)	1300-1 1/2 433 (500-1 1/2)
CIRCLING	1380-1 1/2 507 (600-1 1/2)			1480-2 607 (700-2)

RNAV (GPS) RWY 36

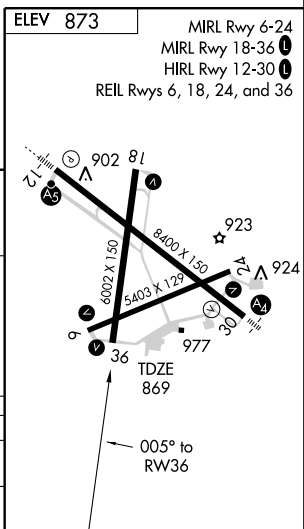
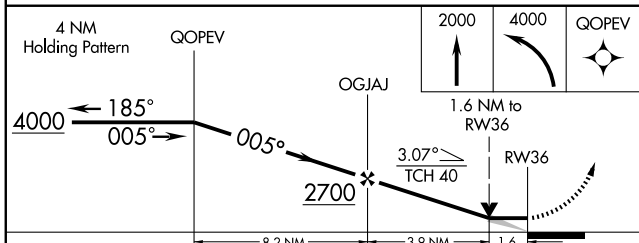
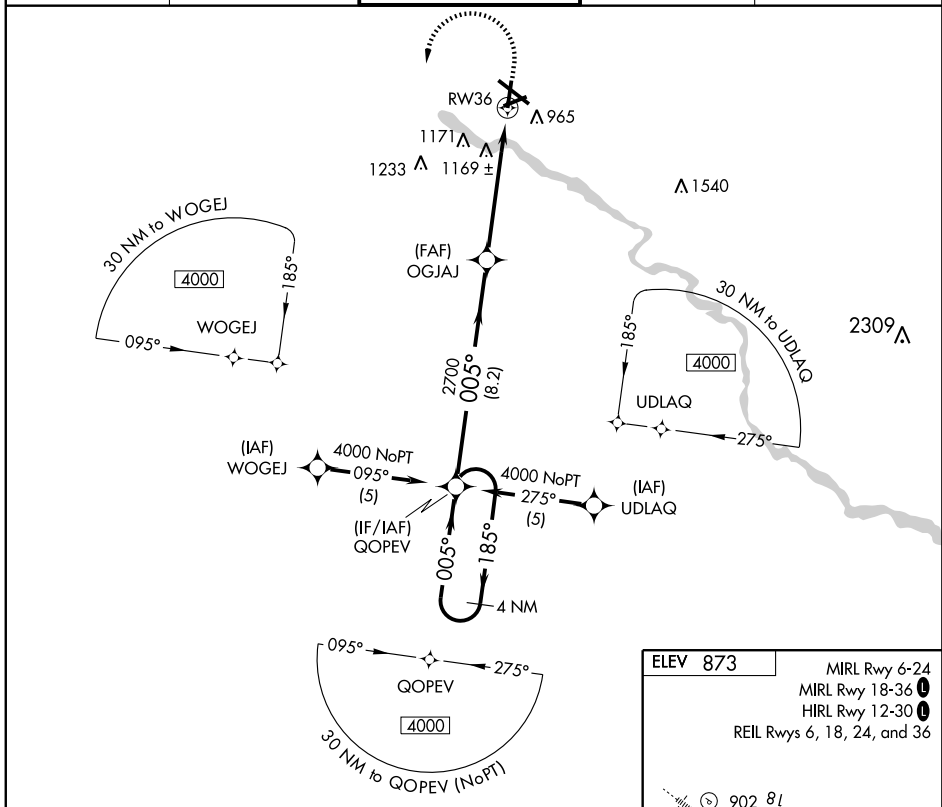
WATERLOO RGNL (A.L.O.)

APP CRS	Rwy Idg	6002
005°	TDZE	869
	Apt Elev	873

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct QOPEV WP and hold.

ATIS 120.65	WATERLOO APP CON * 118.9 251.15	WATERLOO TOWER * 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
LNVA MDA	1420-1	551 (600-1)	1420-1½ 551 (600-1½)	1420-1¾ 551 (600-1¾)
CIRCLING	1420-1	547 (600-1)	1420-1½ 547 (600-1½)	1480-2 607 (700-2)

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 30

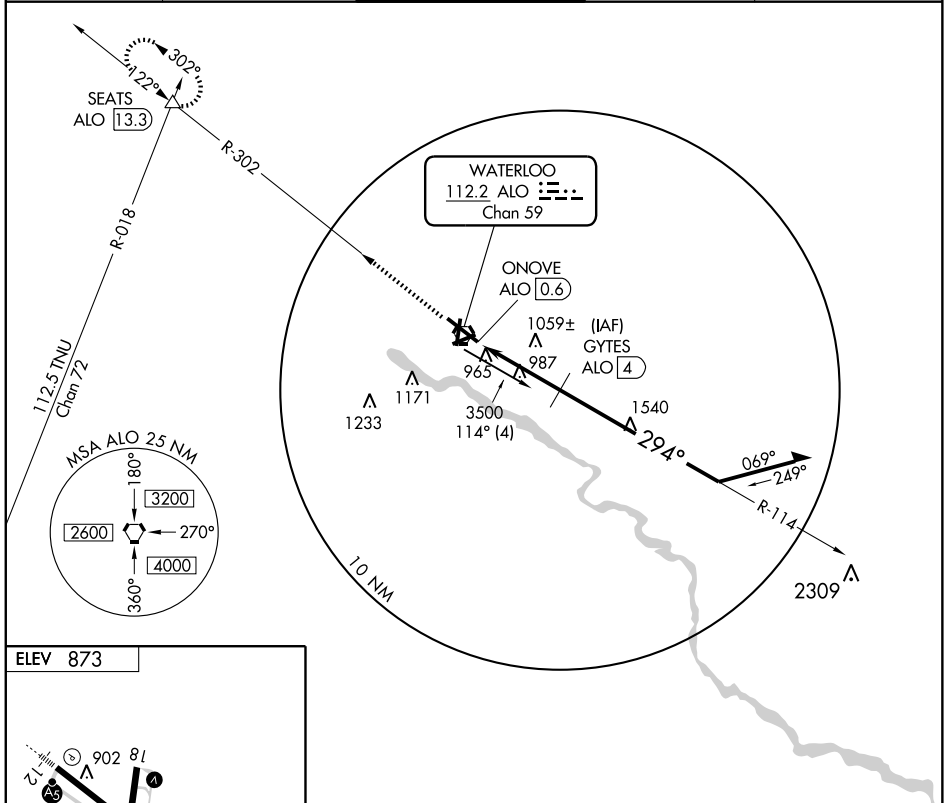
WATERLOO RGNL (ALO)

VORTAC ALO 112.2 Chan 59	APP CRS 294°	Rwy Idg TDZE Apt Elev	8400 867 873
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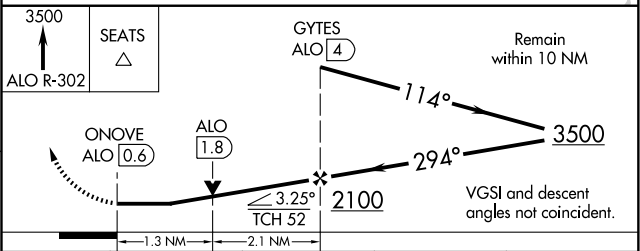
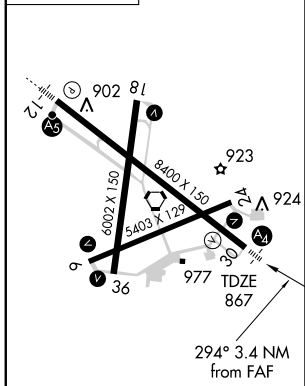
⚠ Inoperative table does not apply to Cat C.
⚠ If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.

MALSRS
 MISSED APPROACH: Climb to 3500 via ALO R-302 to SEATS Int/13.3 DME and hold.

ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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ELEV 873



MIRL Rwy 6-24
 MIRL Rwy 18-36
 HIRL Rwy 12-30
 REIL Rws 6, 18, 24, and 36

CATEGORY	A	B	C	D
S-30	1320-3/4 453 (500-3/4)		1320-1 1/4 453 (500-1 1/4)	1320-1 1/2 453 (500-1 1/2)
CIRCLING	1380-1 507 (600-1)		1380-1 1/2 507 (600-1 1/2)	1480-2 607 (700-2)

VOR RWY 6

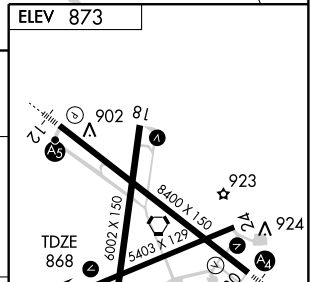
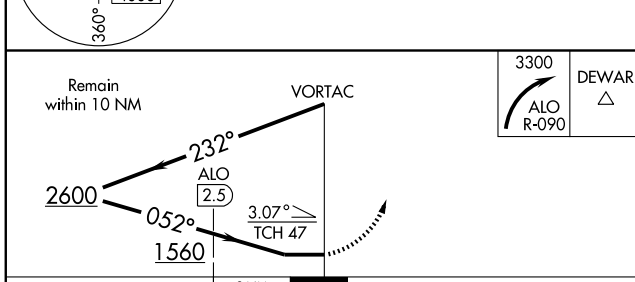
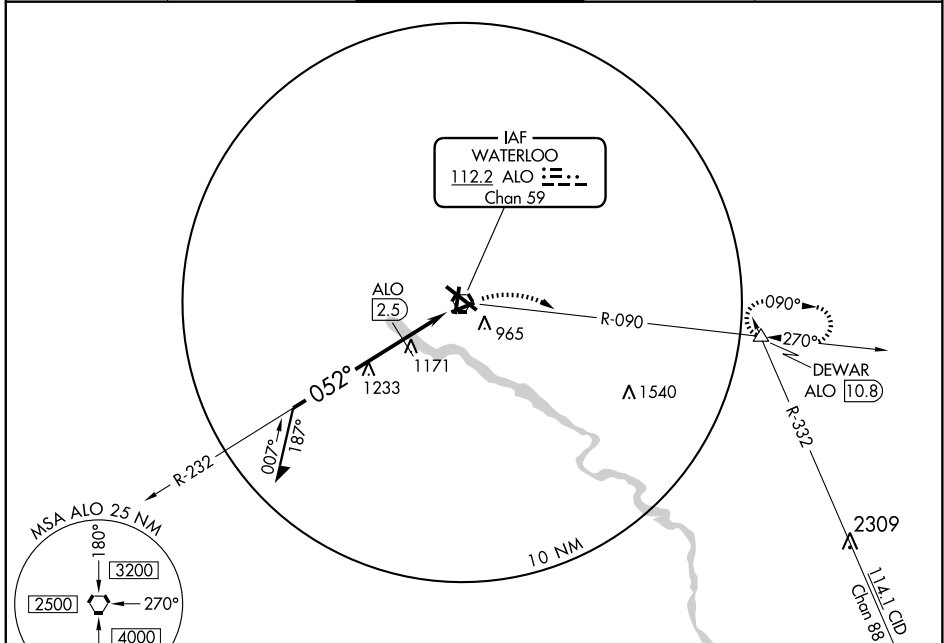
WATERLOO RGNL (ALO)

VORTAC ALO 112.2 Chan 59	APP CRS 052°	Rwy Idg TDZE Apt Elev	5403 868 873
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NA When control tower closed, straight-in minimums not authorized at night.

MISSED APPROACH: Climbing right turn to 3300 via ALO R-090 to DEWAR Int and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-6	1560-1	692 (700-1)	1560-2 692 (700-2)	1560-2¼ 692 (700-2¼)
CIRCLING	1560-1	687 (700-1)	1560-2 687 (700-2)	1560-2¼ 687 (700-2¼)
DME MINIMUMS				
S-6	1440-1	572 (600-1)	1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)
CIRCLING	1440-1	567 (600-1)	1440-1½ 567 (600-1½)	1480-2 607 (700-2)

ELEV 873

DEWAR ALO 10.8

3300 ALO R-090

052° to ALO VORTAC

MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REL Rws 6, 18, 24, and 36

VOR RWY 12

WATERLOO RGNL (ALO)

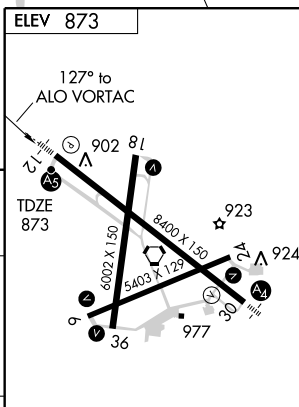
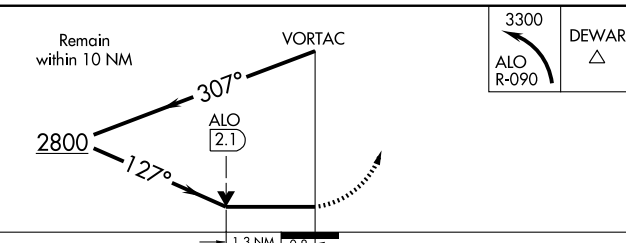
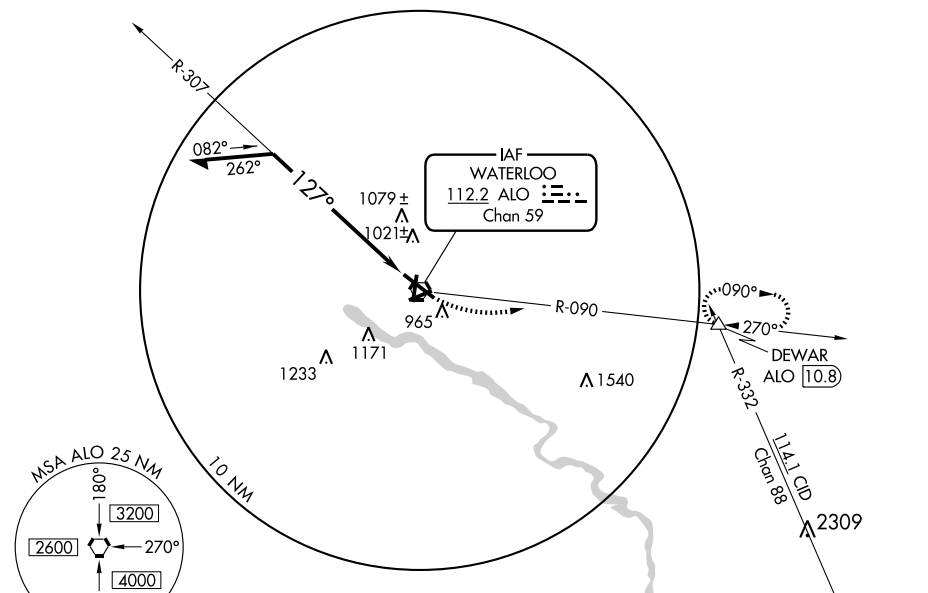
VORTAC ALO 112.2 Chan 59	APP CRS 127°	Rwy Idg TDZE Apt Elev 8400 873 873
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⚠ If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.



MISSED APPROACH: Climbing left turn to 3300 via ALO R-090 to DEWAR Int and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-12	1340/24	467 (500-½)	1340/40 467 (500-¾)	1340/50 467 (500-1)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REIL Rws 6, 18, 24, and 36

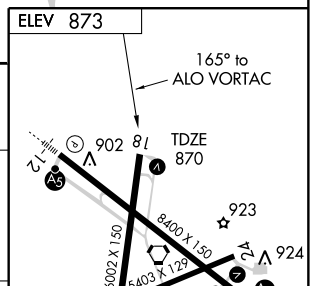
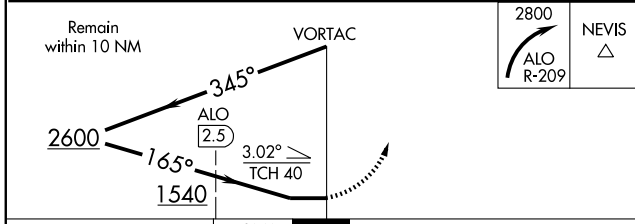
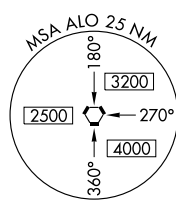
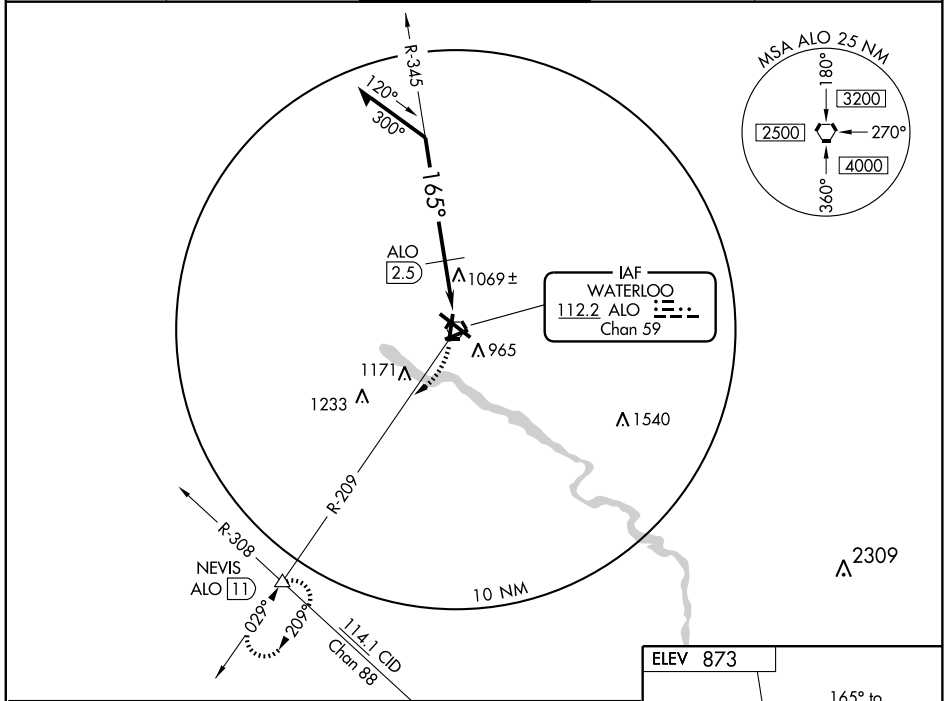
VOR RWY 18

WATERLOO RGNL (ALO)

VORTAC ALO 112.2 Chan 59	APP CRS 165°	Rwy Idg TDZE Apt Elev	6002 870 873
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MISSED APPROACH: Climbing right turn to 2800 via ALO R-209 to NEVIS Int and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-18	1540-1	670 (700-1)	1540-1¼ 670 (700-1¼)	1540-2 670 (700-2)
CIRCLING	1540-1	667 (700-1)	1540-1¾ 667 (700-1¾)	1540-2 667 (700-2)
DME MINIMUMS				
S-18	1320-1	450 (500-1)	1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REIL Rws 6, 18, 24, and 36

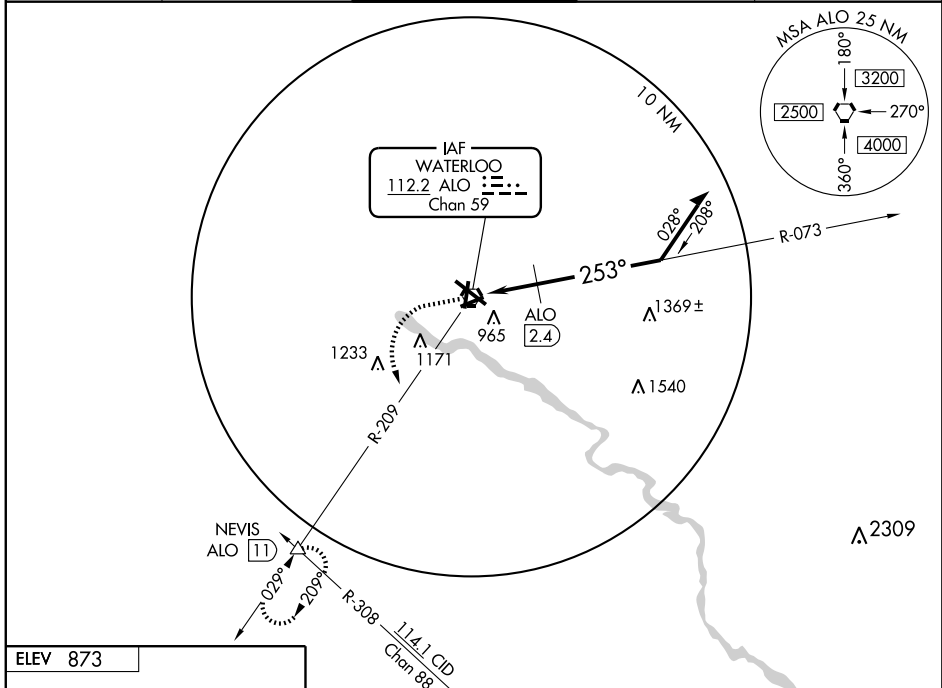
NC-3, 08 APR 2010 to 06 MAY 2010

VORTAC ALO 112.2 Chan 59	APP CRS 253°	Rwy Idg TDZE Apt Elev	5403 867 873
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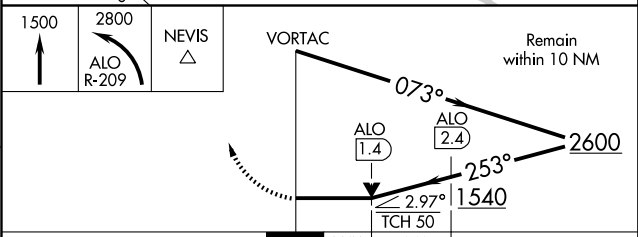
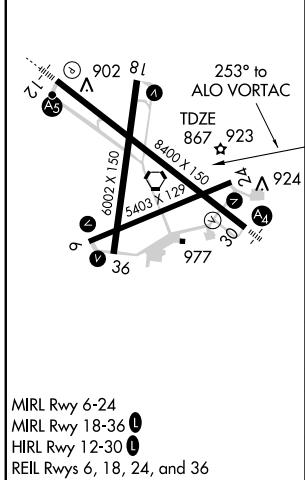
When control tower closed, straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2800 via ALO R-209 to NEVIS Int and hold.

ATIS 120.65	WATERLOO APP CON * 118.9 251.15	WATERLOO TOWER * 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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ELEV 873



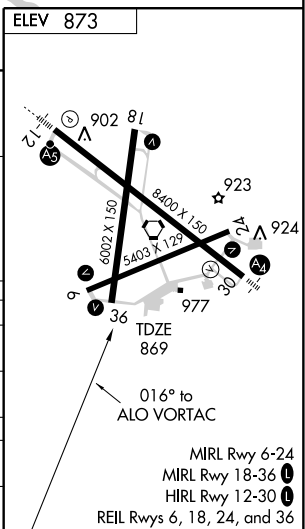
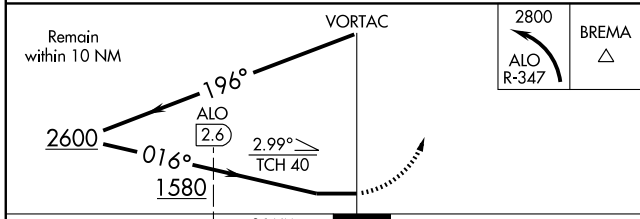
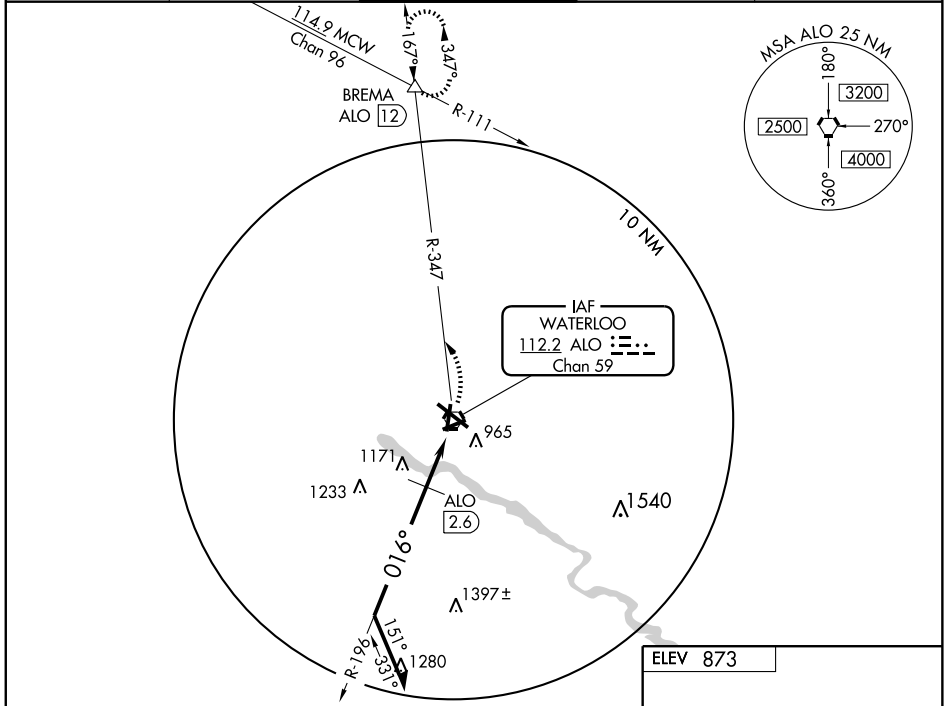
CATEGORY	A	B	C	D
S-24	1540-1	673 (700-1)	1540-2 673 (700-2)	1540-2¼ 673 (700-2¼)
CIRCLING	1540-1	667 (700-1)	1540-2 667 (700-2)	1540-2¼ 667 (700-2¼)
DME MINIMUMS				
S-24	1240-1 373 (400-1)		1240-1¼ 373 (400-1¼)	
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

VOR RWY 36 WATERLOO RGNL (ALO)

VORTAC ALO 112.2 Chan 59	APP CRS 016°	Rwy Idg TDZE Apt Elev 6002 869 873
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MISSED APPROACH: Climbing left turn to 2800 via ALO R-347 to BREMA Int and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-36	1580-1	711 (800-1)	1580-2 711 (800-2)	1580-2¼ 711 (800-2¼)
CIRCLING	1580-1	707 (800-1)	1580-2 707 (800-2)	1580-2¼ 707 (800-2¼)
DME MINIMUMS				
S-36	1440-1	571 (600-1)	1440-1½ 571 (600-1½)	1440-1¾ 571 (600-1¾)
CIRCLING	1440-1	567 (600-1)	1440-1½ 567 (600-1½)	1480-2 607 (700-2)

VORTAC ALO 112.2 Chan 59	APP CRS 331°	Rwy Idg TDZE Apt Elev	N/A N/A 992
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▼ RADAR not available when Waterloo Tower is closed.
▲ NA Use Waterloo altimeter setting.

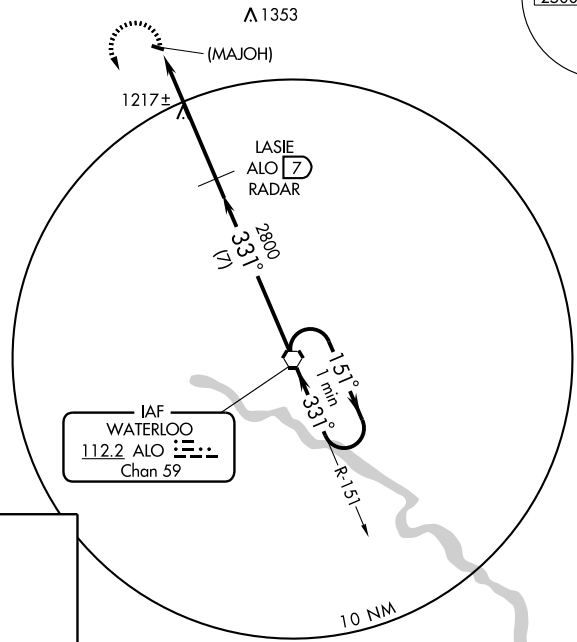
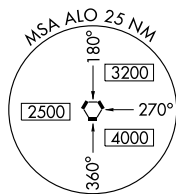
MISSED APPROACH: Climbing left turn to 4000 direct ALO VORTAC and hold.

WATERLOO APP CON *
118.9 251.15

UNICOM
122.8 (CTAF) 0

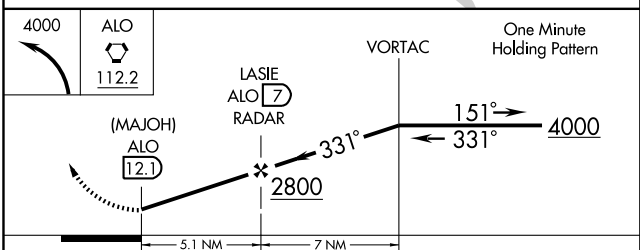
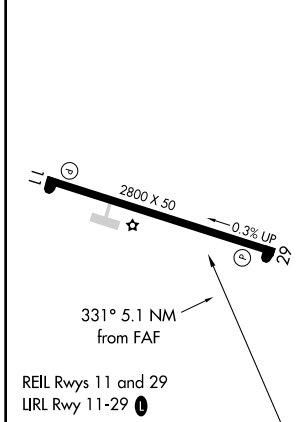
DME or RADAR REQUIRED

NoPT for arrivals on ALO VORTAC airway radials 090° clockwise 209°



IAF
WATERLOO
112.2 ALO [7]
Chan 59

ELEV 992



FAF to MAP 5.1 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1540-1	550 (600-1)	1540-1½ 550 (600-1½)	NA
Min:Sec	5:06	3:24	2:33	2:02	1:42					

NDB RWY 32

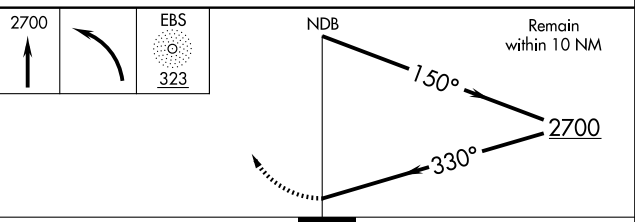
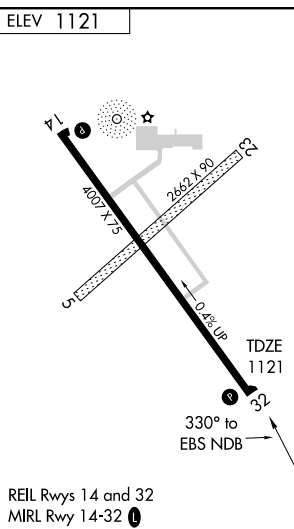
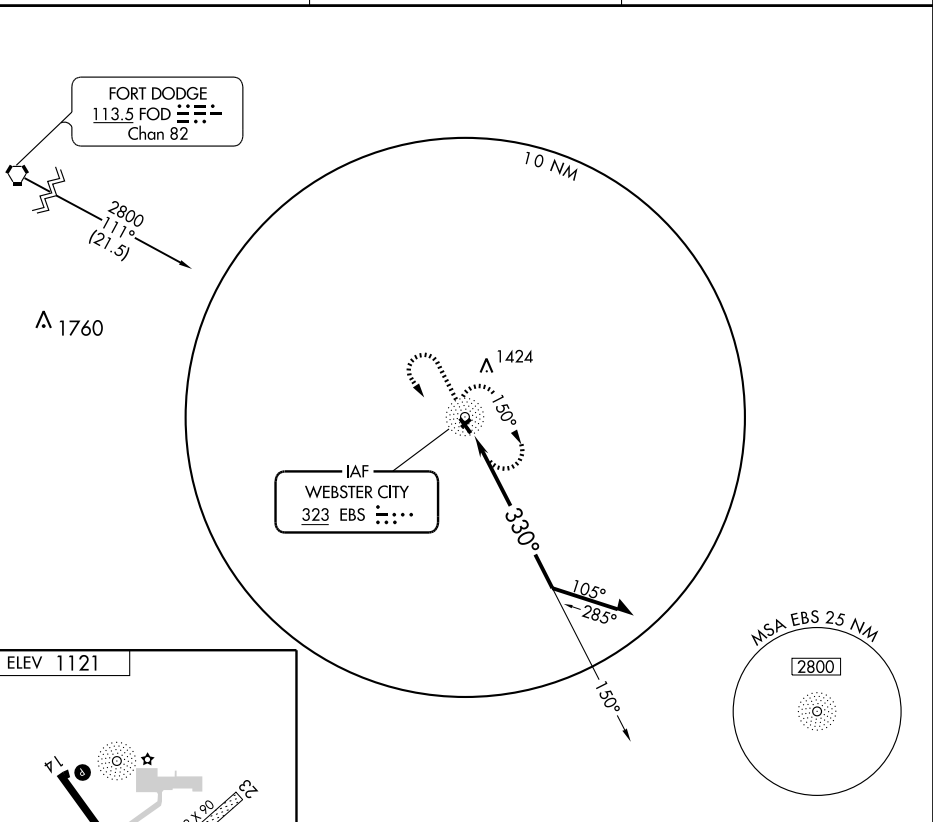
WEBSTER CITY MUNI (EBS)

NDB EBS 323	APP CRS 330°	Rwy Idg TDZE Apt Elev	4007 1121 1121
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▼
▲ NA

MISSED APPROACH: Climb to 2700, then left turn direct EBS NDB and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-32	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA
CIRCLING	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA

RNAV (GPS) RWY 32

WEBSTER CITY MUNI (EBS)

WAAS CH 90516 W32A	APP CRS 321°	Rwy Idg TDZE Apt Elev	4007 1122 1122
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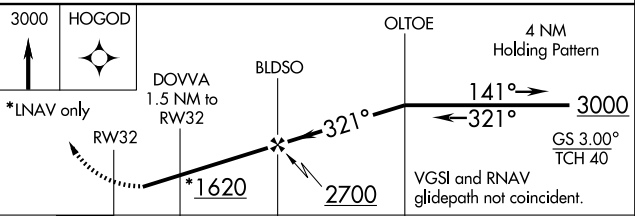
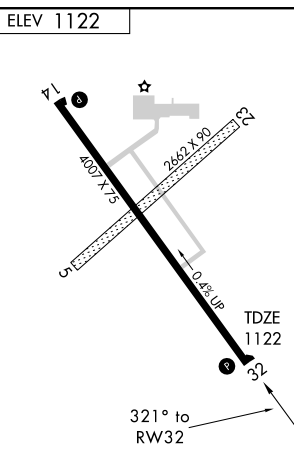
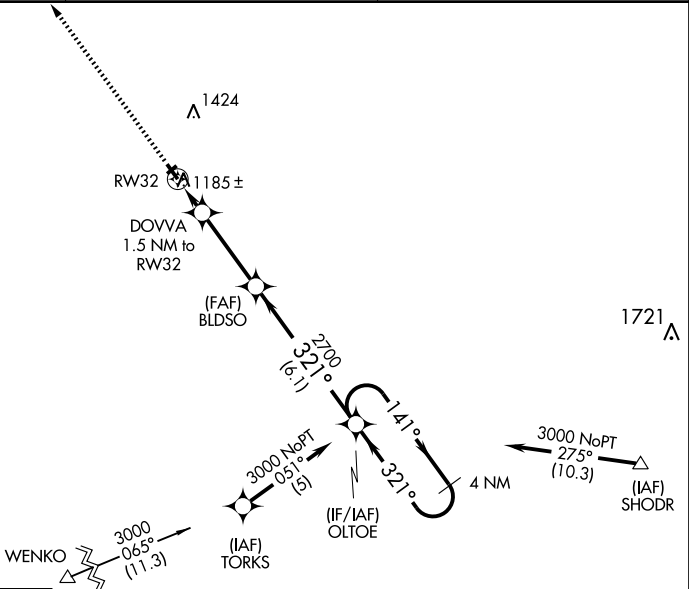
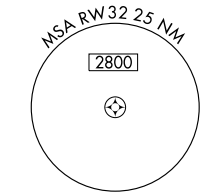
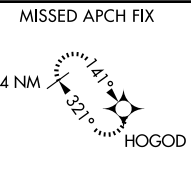
Baro-VNAV NA when using Clarion altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Clarion altimeter setting and increase all DA 50 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOGOD and hold.

AWOS-3
127.825

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1397-1		275 (300-1)	NA
LNAV/VNAV DA	1435-1		313 (400-1)	NA
LNAV MDA	1480-1		358 (400-1)	NA
CIRCLING	1540-1 418 (500-1)	1580-1 458 (500-1)	1640-1½ 518 (600-1½)	NA

REIL Rwy 14 and 32
 MRL Rwy 14-32

NC-3. 08 APR 2010 to 06 MAY 2010

VOR/DME or GPS RWY 14

WEBSTER CITY MUNI (EBS)

VORTAC FOD	APP CRS	Rwy Idg	4007
113.5	111°	TDZE	1116
Chan 82		Apt Elev	1121

MISSED APPROACH: Climb to 2800, then right turn via FOD R-111 to MERYM/16 DME and hold.

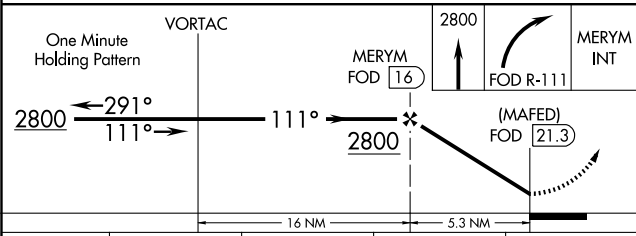
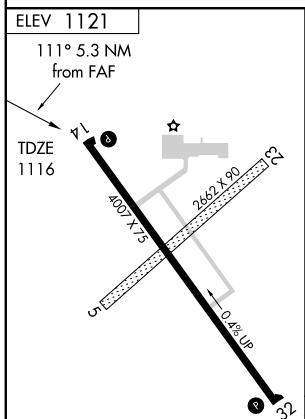
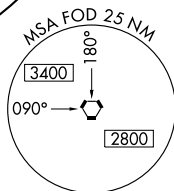
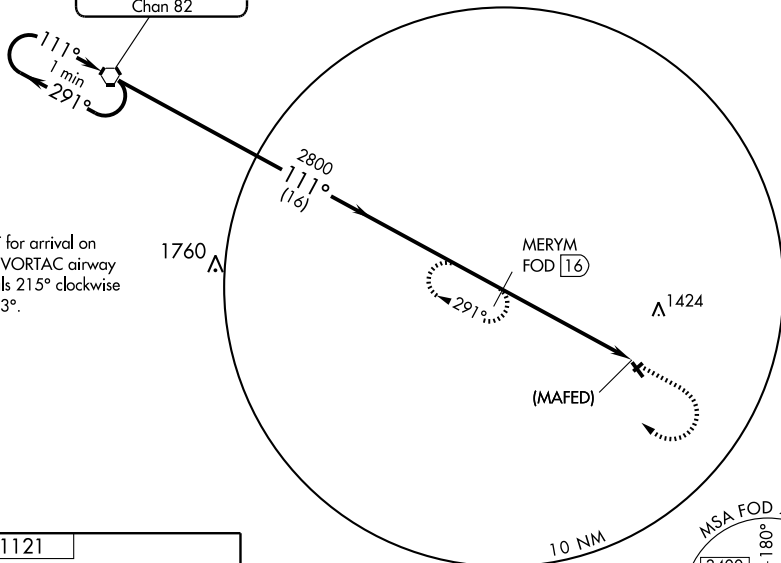
AWOS-3
127.825

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) **Q**

IAF
FORT DODGE
113.5 FOD Chan 82

NoPT for arrival on FOD VORTAC airway radials 215° clockwise to 003°.



CATEGORY	A	B	C	D
S-14	1640-1 524 (600-1)	1640-1¼ 524 (600-1¼)	1640-1½ 524 (600-1½)	NA
CIRCLING	1640-1 519 (600-1)	1640-1¼ 519 (600-1¼)	1640-1½ 519 (600-1½)	NA

REIL Rwy 14 and 32
MIRL Rwy 14-32 **Q**

GPS RWY 17

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

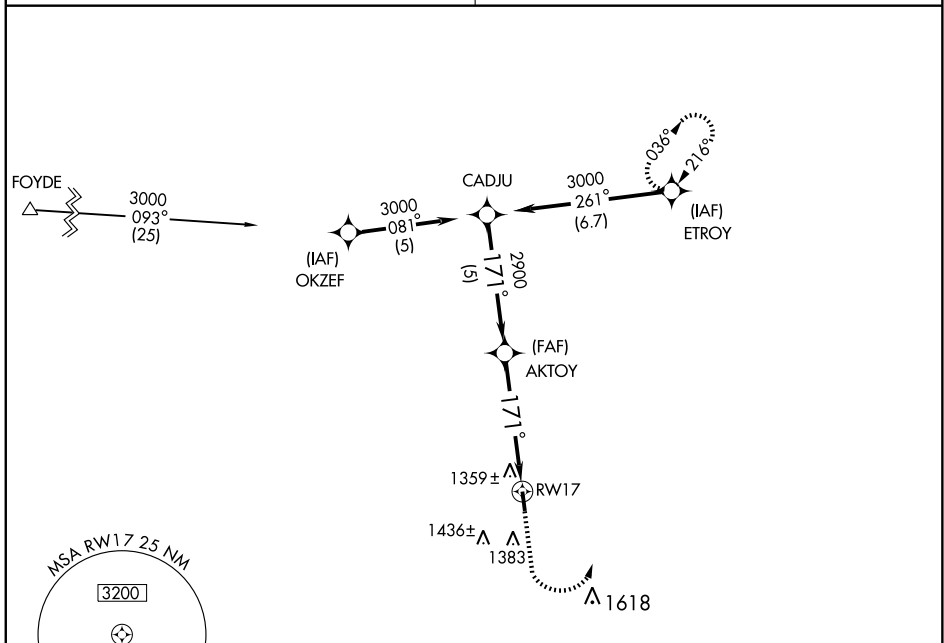
APP CRS	Rwy Idg	4248
171°	TDZE	1232
	Apt Elev	1232

▼ Obtain local altimeter setting on CTAF when not received, use Waterloo altimeter setting.
▲ NA Descent angle NA with Waterloo altimeter setting.

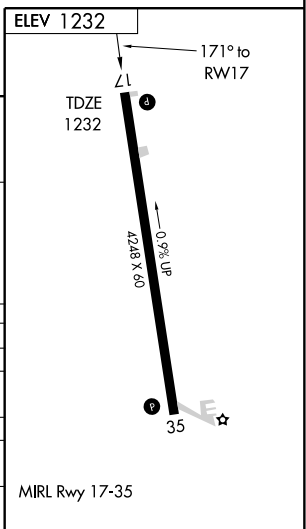
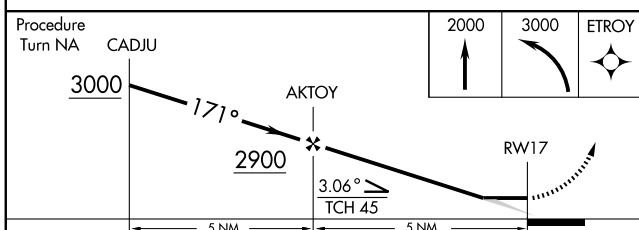
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct ETROY WP and hold.

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF) ①



Procedure	Turn NA	CADJU	2000	3000	ETROY
			↑	↪	✦



CATEGORY	A	B	C	D
S-17	1620-1 388 (400-1)			NA
CIRCLING	1700-1	468 (500-1)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
S-17	1760-1	528 (600-1)	1760-1½ 528 (600-1½)	NA
CIRCLING	1840-1	608 (700-1)	1840-1¾ 608 (700-1¾)	NA

MIRL Rwy 17-35

GPS RWY 35

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

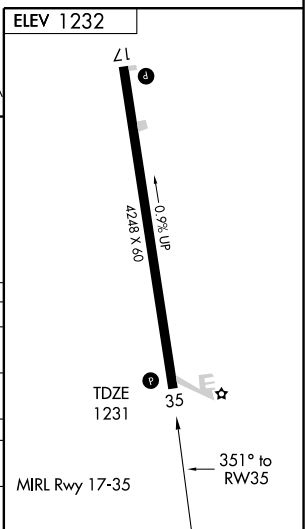
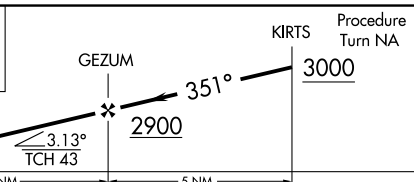
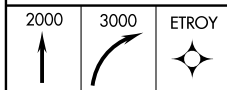
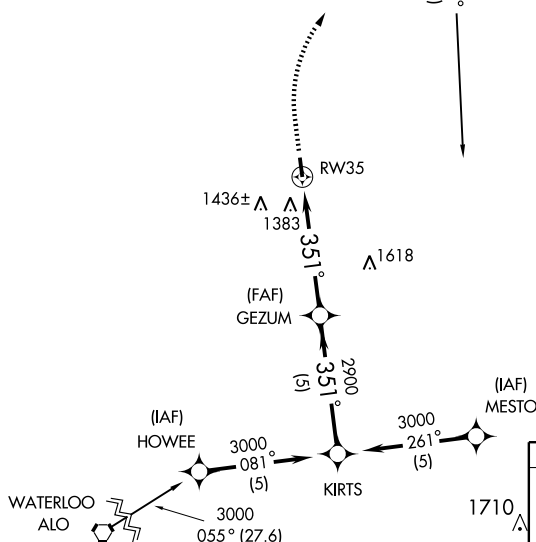
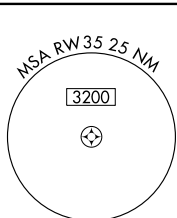
APP CRS	Rwy Idg	4248
351°	TDZE	1231
	Apt Elev	1232

▼ Obtain local altimeter setting on CTAF when not received, use Waterloo altimeter setting.
 ▲ NA Descent angle NA with Waterloo altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct ETROY WP and hold.

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-35	1640-1	409 (500-1)	1640-1¼ 409 (500-1¼)	NA
CIRCLING	1700-1	468 (500-1)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
S-35	1780-1	549 (600-1)	1780-1½ 549 (600-1½)	NA
CIRCLING	1840-1	608 (700-1)	1840-1¾ 608 (700-1¾)	NA

VOR/DME or GPS-A

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

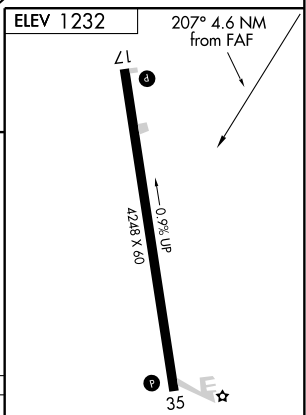
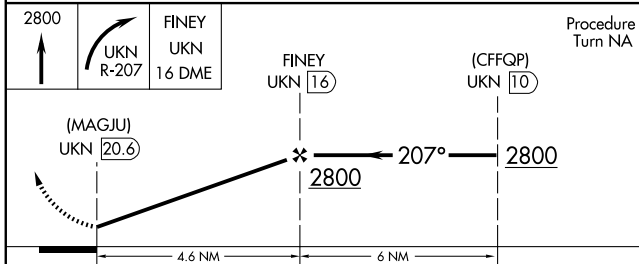
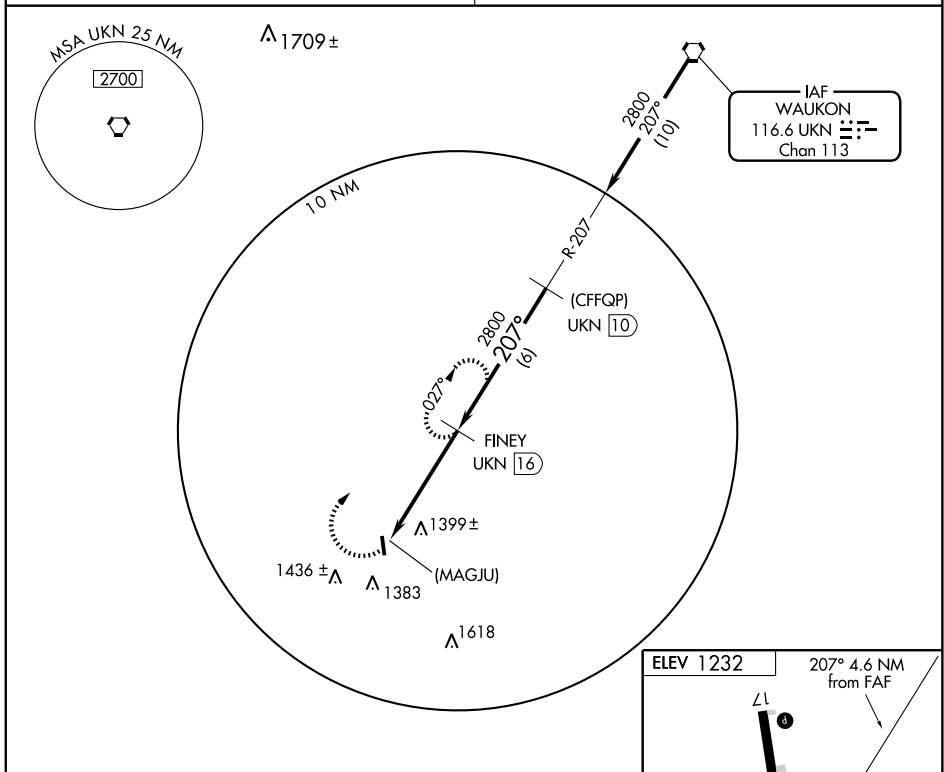
VORTAC UKN 116.6 Chan 113	APP CRS 207°	Rwy Idg TDZE Apt Elev	NA NA 1232
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▼ Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting.
▲ NA

MISSED APPROACH: Climb to 2800, then right turn via UKN R-207 to FINEY 16 DME and hold.

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
CIRCLING	1700-1 468 (500-1)	1700-1¼ 468 (500-1¼)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
CIRCLING	1840-1 608 (700-1)	1840-1¼ 608 (700-1¼)	1840-1¾ 608 (700-1¾)	NA

MIRL Rwy 17-35

VOR/DME or GPS-A

WINTERSET-MADISON COUNTY (3Y3)

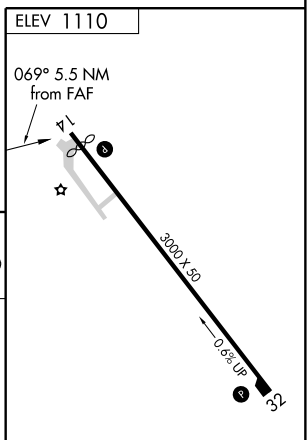
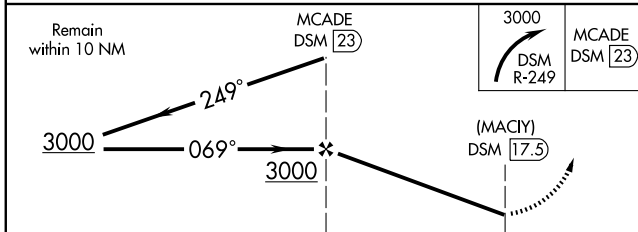
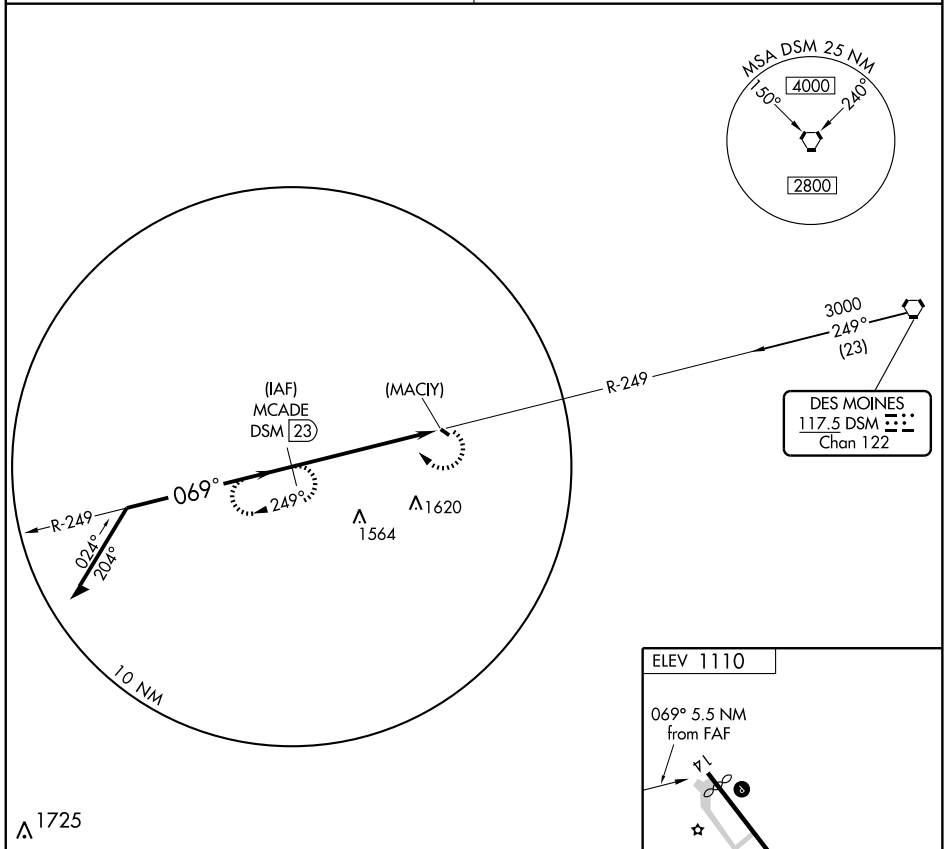
VORTAC DSM 117.5 Chan 122	APP CRS 069°	Rwy Idg TDZE Apt Elev	N/A N/A 1110
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NA Use Des Moines altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via DSM R-249 to MCADE/23 DME and hold.

DES MOINES APP CON
135.2 360.7

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1780-1 670 (700-1)		NA	

MIRL Rwy 14-32