

|                                        |                        |                                                   |
|----------------------------------------|------------------------|---------------------------------------------------|
| WAAS<br>CH <b>58207</b><br><b>W25A</b> | APP CRS<br><b>252°</b> | Rwy Idg<br>TDZE <b>659</b><br>Apt Elev <b>684</b> |
|----------------------------------------|------------------------|---------------------------------------------------|

RNAV (GPS) RWY 25

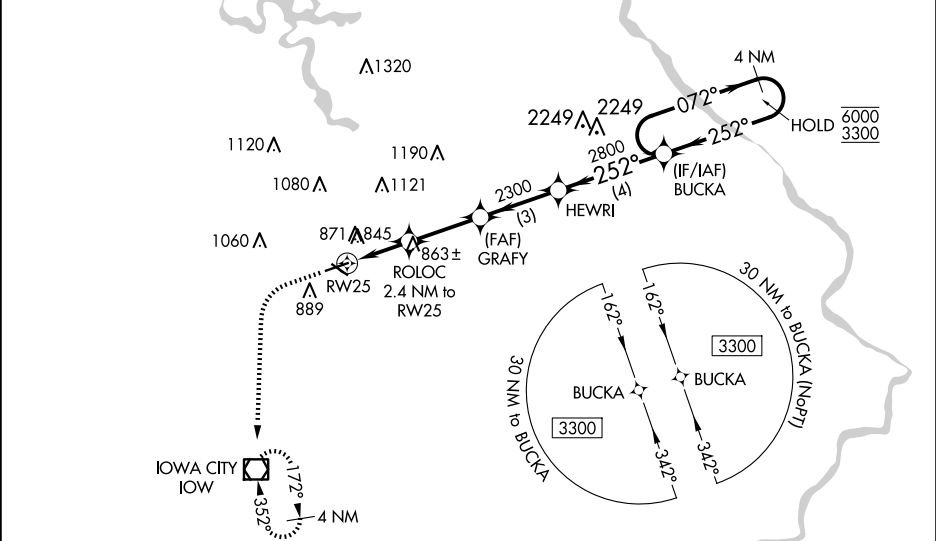
IOWA CITY MUNI (IOW)

RNP APCH - GPS.

Rwy 25 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Circling Rwy 12, 30 NA at night. Baro-VNAV and VDP NA when using CID altimeter setting. When local altimeter setting not received, use CID altimeter setting: increase LPV DA to 970 feet and all visibilities  $\frac{1}{2}$  SM; increase LNAV/VNAV DA to 1209 feet and all visibilities  $\frac{1}{4}$  SM; increase all MDAs 80 feet and LNAV visibility Cats C/D  $\frac{3}{4}$  SM, and Circling visibility Cat C/D  $\frac{1}{4}$  SM.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2600 direct IOW VOR/DME and hold, continue climb-in-hold to 2600.

|                        |                                              |                           |                                 |
|------------------------|----------------------------------------------|---------------------------|---------------------------------|
| ASOS<br><b>128,075</b> | CEDAR RAPIDS APP CON ★<br><b>119.7 266.8</b> | CLNC DEL<br><b>119.05</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|------------------------|----------------------------------------------|---------------------------|---------------------------------|



ELEV 684 TDZE 659

1200 2600 IOW

HEWRI

BUCKA

4 NM Holding Pattern

ROLOC 2.4 NM to RW25

GRAFY

2300

252°

2800

072°

6000 3300

GP 3.00° TCH 40

| CATEGORY     | A                     | B                     | C                                                  | D                                                  |
|--------------|-----------------------|-----------------------|----------------------------------------------------|----------------------------------------------------|
| LPV DA       |                       | 909- $\frac{3}{4}$    | 250 (300- $\frac{3}{4}$ )                          |                                                    |
| LNAV/VNAV DA |                       | 1150-1 $\frac{3}{8}$  | 491 (500-1 $\frac{3}{8}$ )                         |                                                    |
| LNAV MDA     | 1160-1                | 501 (500-1)           | 1160-1 $\frac{3}{8}$                               | 501 (500-1 $\frac{3}{8}$ )                         |
| CIRCLING     | 1220-1<br>536 (600-1) | 1240-1<br>556 (600-1) | 1440-2 $\frac{1}{4}$<br>756 (800-2 $\frac{1}{4}$ ) | 1440-2 $\frac{1}{2}$<br>756 (800-2 $\frac{1}{2}$ ) |

REIL Rwys 7 and 25 & 30 1

MIRL Rwys 7-25 and 12-30 1