

WAAS CH 53701 W06A	APP CRS 059°	Rwy Ldg 5500 TDZE 547 Apt Elev 547
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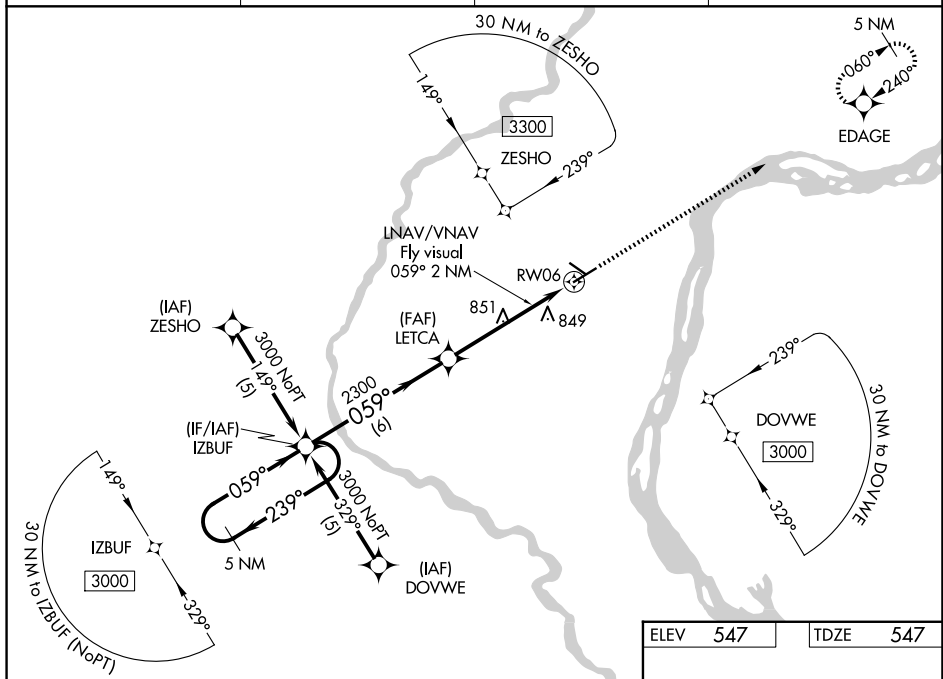
RNAV (GPS) RWY 6
MUSCATINE MUNI (MUT)

RNP APCH - GPS.

T Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C . 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 lowa City Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDAGE and hold.

AWOS-3P 120.625	QUAD CITY APP CON ★ 133.275 257.8	CLNC DEL 119.125	UNICOM 122.7 (CTAF) 0
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The diagram illustrates the IZBUFA instrument approach procedure. It begins at a holding pattern (5 NM) and proceeds through several segments:

- GP 3.00° TCH 45**: Initial glide path.
- IZBUFA**: A vertical segment followed by a turn to 059°.
- LETCA**: A point where VGSIs and RNAV glidepaths are not coincident (VGS Angle 3.00/TCH 37).
- RW06**: Runway 06, located 1.7 NM from the previous point.
- EDAGE**: The final destination, located 1.7 NM from RW06.
- Distances**: 6 NM between IZBUFA and LETCA, 3.6 NM between LETCA and RW06.
- Visual Cues**: INAV/VNAV fly visual 059° 2 NM, 4000 X 75, 5500 X 100, and 633.

CATEGORY	A	B	C	D
LPV DA	1076-2 529 (600-2)			
RNAV/VNAV DA	1232-2 685 (700-2)			1232-2¼ 685 (700-2¼)
RNAV MDA	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-1¾ 573 (600-1¾)
CIRCLING	1120-2½ 573 (600-2½)	1200-2½ 653 (700-2½)		1500-3 953 (1000-3)

REIL Rwy's 6, 12, and 30
MIRL Rwy's 6-24 and 12-30