

APP CRS	Rwy Ldg	4000
091°	TDZE	836
	Apt Elev	842

RNAV (GPS) RWY 9
VINTON VETERANS MEML AIRPARK (VTI)

RNP APCH - GPS.	
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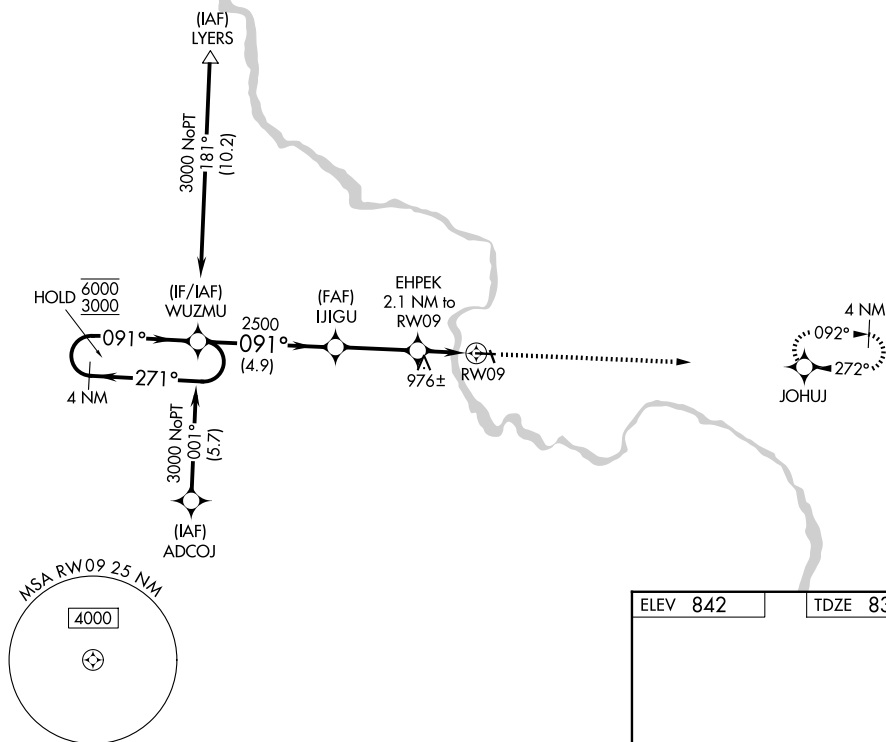
T Rwy 9 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA
A when using IIB altimeter setting. When local altimeter setting not
 received, use IIB altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct JOHU and hold.

AWOS-3
120.075

CEDAR RAPIDS APP CON ★
134.05 266.8

UNICOM
122.8 (CTAF) **L**



ELEV 842

TDZE	836
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Figure 1-10 illustrates a non-parallel VGS and descent angle. The diagram shows a flight path starting at 6000 ft, descending to 3000 ft, then to 2500 ft, and finally to 1540 ft. The VGS angle is 4.00 degrees, and the descent angle is 3.04 degrees. The distance between the VGS and descent angles is 4.9 NM. The distance from the VGS to the descent angle is 3 NM. The distance from the descent angle to the runway is 1.2 NM. The distance from the runway to the runway end is 0.9 NM. The diagram also shows the VGS and descent angles not coincident (VGS Angle 4.00/TCH 45).

CATEGORY	A	B	C	D
LNAV MDA	1260-1	424 (500-1)	NA	
CIRCLING	1320-1 478 (500-1)	1360-1 518 (600-1)	NA	

REIL Rwy 9 and 27 **L**
MIRL Rwy 9-27 **L**