


LOC I-CID 109.3	APP CRS 089°	Rwy Idg TDZE Apt Elev	8175 857 869
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ILS or LOC RWY 9

THE EASTERN IOWA (CID)

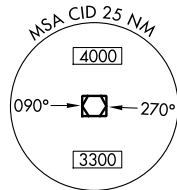
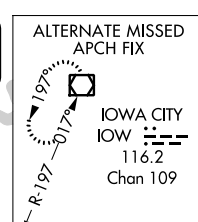
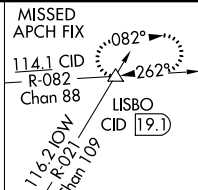
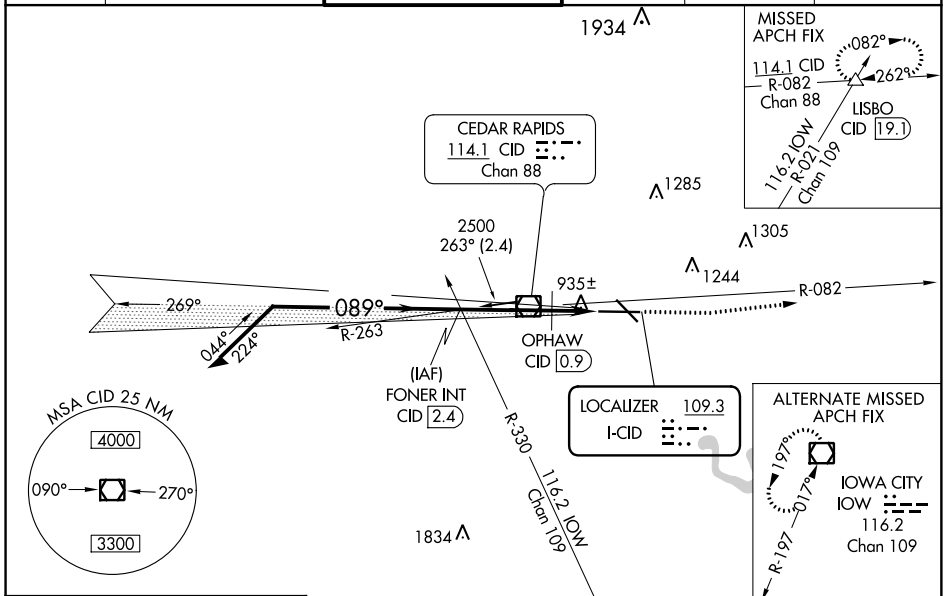
⚠ When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase S-LOC Cat D visibility to RVR 6000. OPHAW fix minimums: increase S-LOC Cat C visibility to RVR 4000 and Cat D to RVR 6000. When using Iowa City altimeter setting, for inop MALSR, increase S-ILS 9 all Cats visibility to RVR 5000. Autopilot coupled approach NA below 1100 MSL. # RVR 1800 authorized with use of FD or HUD to DA (NA when using Iowa City altimeter setting).

MALSR



MISSED APPROACH: Climb to 1400 then climb to 2700 via CID VOR/DME R-082 to USBO/CID VOR/DME 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	UNICOM 122.95
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ELEV 869	D	TDZE 857
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914
TWR 971
893
8600 X 150
0.4% Up
089° 5 NM from FAF

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

FAF to MAP 5 NM

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

*1440 when using Iowa City altimeter setting.

Remain within 10 NM

2500 269°

2500 089°

2500

GS 3.00° TCH 49

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).

*1360

3.3 NM

1.7 NM

1400

2700

↑ CID R-082

↑ LISBO

△

OPHAW CID 0.9

*LOC only

CID 2.5

CATEGORY	A	B	C	D
S-ILS 9#	1057/24 200 (200-½)			
S-LOC 9	1360/24	503 (500-½)	1360/50	503 (500-1)
CIRCLING	1360-1	491 (500-1)	1360-1½ 491 (500-1½)	1420-2 551 (600-2)
OPHAW FIX MINIMUMS				
S-LOC 9	1220/24	363 (400-½)	1220/40 363 (400-¾)	
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)