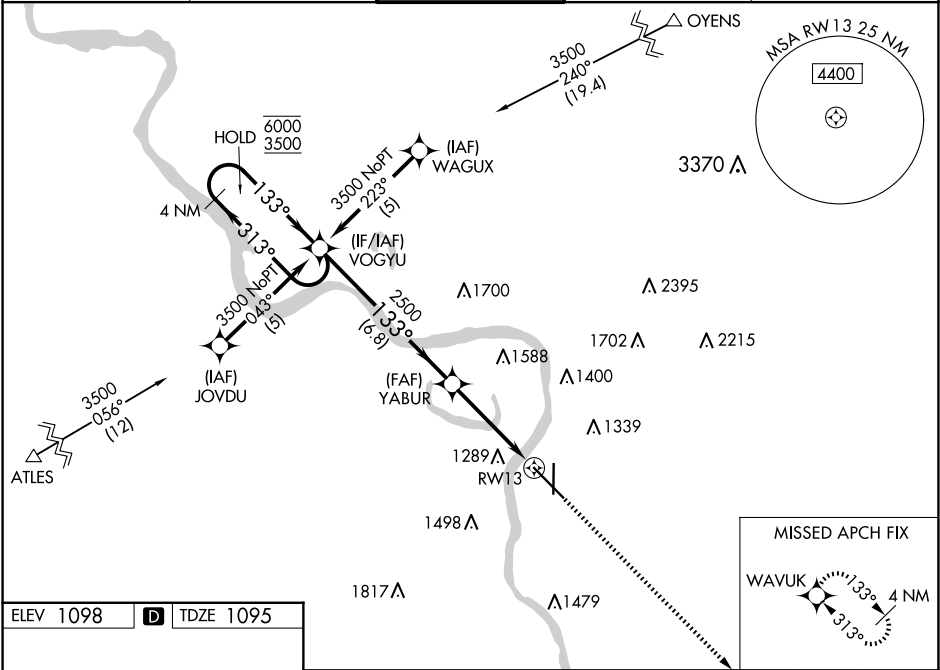


WAAS CH <b>57911</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>9002</b> <b>1095</b> <b>1098</b>
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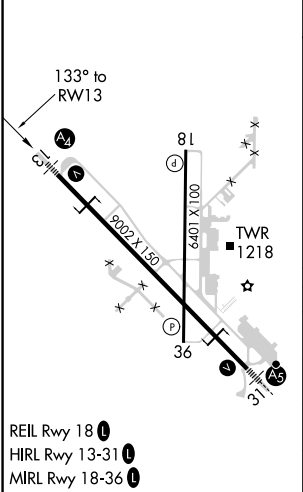
RNAV (GPS) RWY 13  
SIoux GATEWAY/BRIG GENERAL BUD DAY FLD (SUx)

RNP APCH-GPS. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV Cat E visibility to 1½ SM and LNAV Cat E visibility to 1½ SM.	MALS A2	MISSED APPROACH: Climb to 3900 direct WAVUK and hold.
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ATIS <b>119.45 270.8</b>	SIoux CITY APP CON * <b>124.6 307.0</b>	SIoux CITY TOWER * <b>118.7 (CTAF) 0 254.3</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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ELEV 1098	D	TDZE 1095
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- REIL Rwy 18
- HIRL Rwy 13-31
- MIRL Rwy 18-36

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).					<div>3900 ↑</div>	<div>WAVUK ✦</div>
4 NM Holding Pattern						
<div>6000 ← 313° 3500 → 133°</div>						
GP 3.00° TCH 54						
<div>VOGYU</div>					<div>YABUR</div>	<div>*1.5 NM to RW13</div>
<div>2500</div>					<div>2500</div>	<div>RW13</div>
<div>6.8 NM</div>					<div>2.7 NM</div>	<div>1.5 NM</div>
CATEGORY	A	B	C	D	E	
LPV DA	1295/40 200 (200-¾)					
LNAV/ VNAV DA	1582/60 487 (500-1¼)					
LNAV MDA	1620/40 525 (600-¾)		1620-1¼ 525 (600-1¼)			
CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1¾ 602 (700-1¾)	1860-2½ 762 (800-2½)	2000-3 902 (1000-3)	