

WAAS CH 69400 W31A	APP CRS 312°	Rwy Idg 6502 TDZE 1062 Apt Elev 1077
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RNAV (GPS) RWY 31
DUBUQUE RGNL (DBQ)

RNP APCH - GPS.



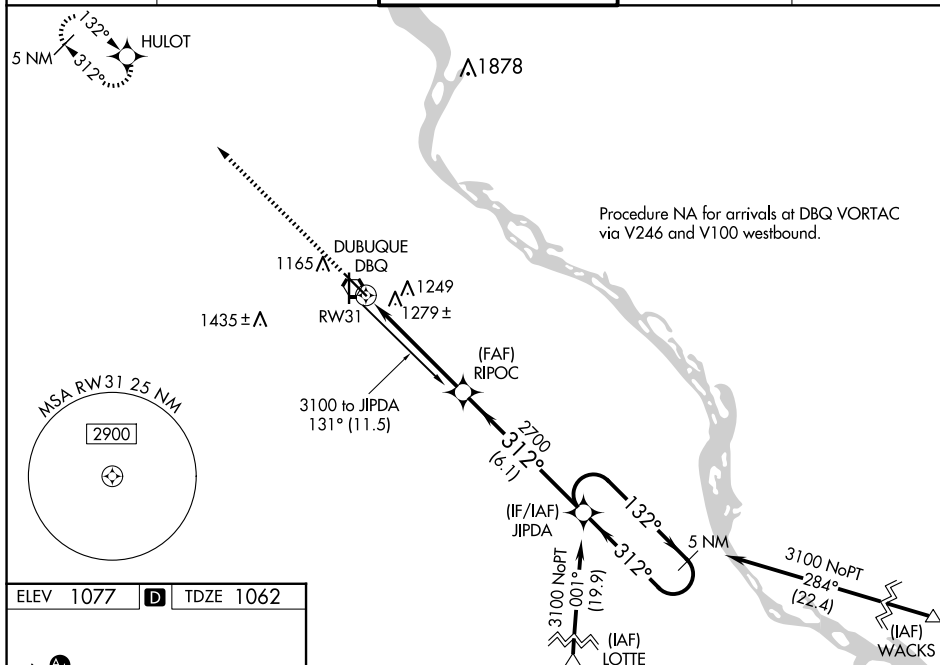
For inop ALS, increase LPV all Cats visibility to 1½ SM and LNAV Cats A and B visibility to 1 SM. Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP NA when using Monticello altimeter setting. If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

MALSR

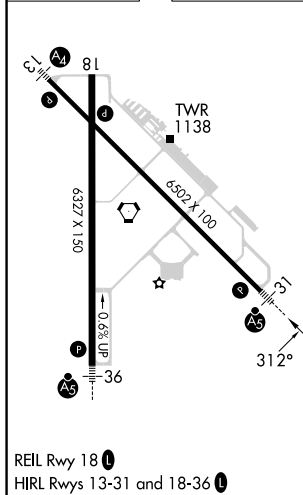


MISSED APPROACH:
Climb to 2800 direct
HULOT and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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ELEV 1077	D	TDZE 1062
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The diagram illustrates a non-precision approach procedure where the Vertical Guidance Slope Indicator (VGSI) angle is 3.00 degrees and the Threshold Crossing Height (TCH) is 57 feet. The glide path is shown as a solid line starting from a point 1.3 NM from the runway end, rising at a 3.00-degree angle. Key points along the glide path include a 1.3 NM segment, a 3.6 NM segment, and a 6.1 NM segment. The total distance from the start of the glide path to the runway end is 11.0 NM. The diagram also shows the 5 NM Holding Pattern, the JIPDA (Judgmental Initial Point of Descent), and the RIPOC (Reference Intercept Point of Commencement). The VGSI angle is indicated as 3.00° and the TCH as 57.