

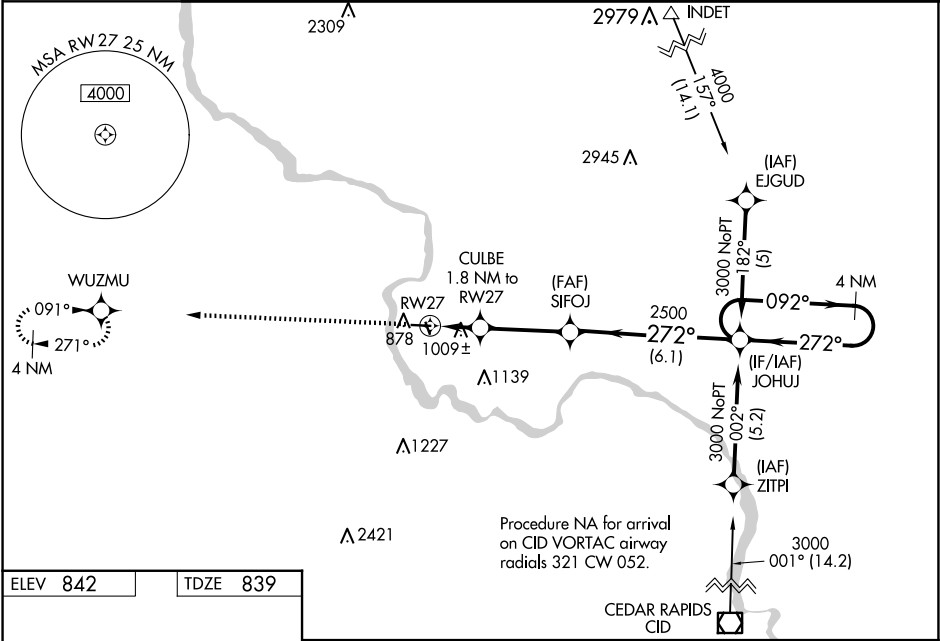
WAAS CH <b>62917</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE <b>839</b> Apt Elev <b>842</b>
--	------------------------	---

RNAV (GPS) RWY 27

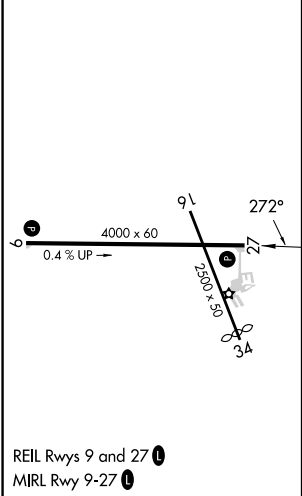
VINTON VETERANS MEML AIRPARK (VTI)

RNP APCH-GPS. ⚠ When Circling to Rwy 9 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Independence altimeter setting: increase LPV DA to 1140 feet, LNAV/VNAV DA to 1374 feet and all visibilities ½ SM; increase all MDAs 60 feet. Baro-VNAV and VDP NA when using Independence altimeter setting.	MISSED APPROACH: Climb to 3000 direct WUZMU and hold.
---	---

AWOS-3 <b>120.075</b>	CEDAR RAPIDS APP CON ★ <b>134.05 266.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	---	---------------------------------



ELEV <b>842</b>	TDZE <b>839</b>
-----------------	-----------------



3000 ↑		WUZMU ✦		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 32).		JOHUJ 4 NM Holding Pattern	
		CULBE 1.8 NM to RW27		SIFOJ 2500		092° → ← 272° 3000	
		1.2 NM to RW27		272° 2500		GP 3.00° TCH 40	
RW27		1.2 NM		0.6		3.2 NM	
				6.1 NM			
CATEGORY		A		B		C	
LPV DA		1089-1 250 (300-1)				NA	
LNAV/VNAV DA		1323-1¾ 484 (500-1¾)				NA	
LNAV MDA		1260-1 421 (500-1)				NA	
CIRCLING		1320-1 478 (500-1)		1360-1 518 (600-1)		NA	