

WAAS CH <b>58207</b> <b>W25A</b>	APP CRS <b>252°</b>	Rwy Idg TDZE <b>659</b> Apt Elev <b>684</b>
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RNAV (GPS) RWY 25

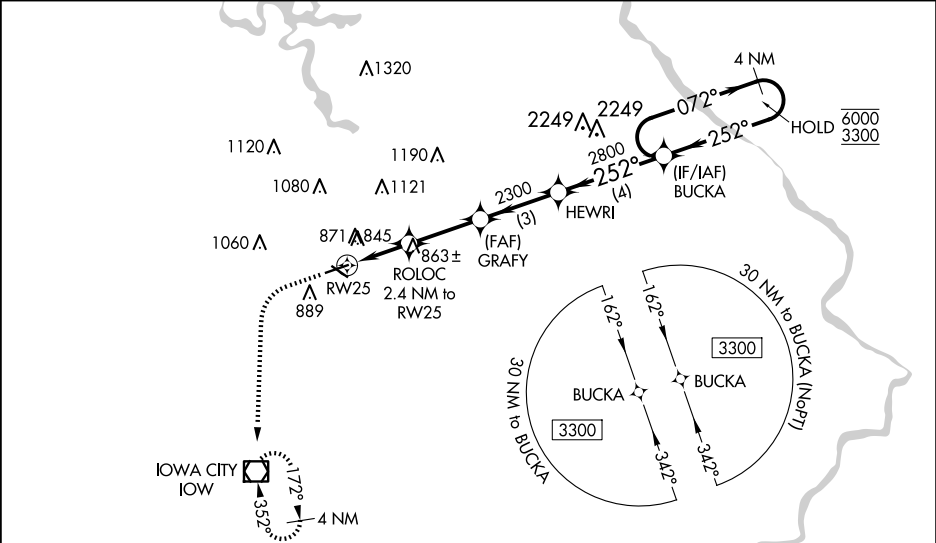
IOWA CITY MUNI (IOW)

RNP APCH - GPS.

Rwy 25 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Circling Rwy 12, 30 NA at night. Baro-VNAV and VDP NA when using CID altimeter setting. When local altimeter setting not received, use CID altimeter setting: increase LPV DA to 970 feet and all visibilities  $\frac{1}{2}$  SM; increase LNAV/VNAV DA to 1209 feet and all visibilities  $\frac{1}{2}$  SM; increase all MDAs 80 feet and LNAV visibility Cats C/D  $\frac{3}{4}$  SM, and Circling visibility Cat C/D  $\frac{1}{4}$  SM.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2600 direct IOW VOR/DME and hold, continue climb-in-hold to 2600.

ASOS <b>128,075</b>	CEDAR RAPIDS APP CON ★ <b>119.7 266.8</b>	CLNC DEL <b>119.05</b>	UNICOM <b>122.8 (CTAF) 1</b>
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ELEV 684 TDZE 659

1200

2600

IOW

HEWRI

BUCKA

4 NM Holding Pattern

ROLOC 2.4 NM to RW25

GRAFY

2300

252°

2800

072°

6000

3300

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	909- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )		
LNAV/VNAV DA	1150-1 $\frac{3}{8}$	491 (500-1 $\frac{3}{8}$ )		
LNAV MDA	1160-1 501 (500-1)	1160-1 $\frac{3}{8}$ 501 (500-1 $\frac{3}{8}$ )		
CIRCLING	1220-1 536 (600-1)	1240-1 556 (600-1)	1440-2 $\frac{1}{4}$ 756 (800-2 $\frac{1}{4}$ )	1440-2 $\frac{1}{2}$ 756 (800-2 $\frac{1}{2}$ )

REIL Rws 7 and 25 & 30 1

MIRL Rws 7-25 and 12-30 1