

IOWA CITY, IOWA

AL-682 (FAA)

24361

WAAS CH <b>86841</b> <b>W30A</b>	APP CRS <b>306°</b>	Rwy Idg <b>3900</b> TDZE <b>657</b> Apt Elev <b>684</b>
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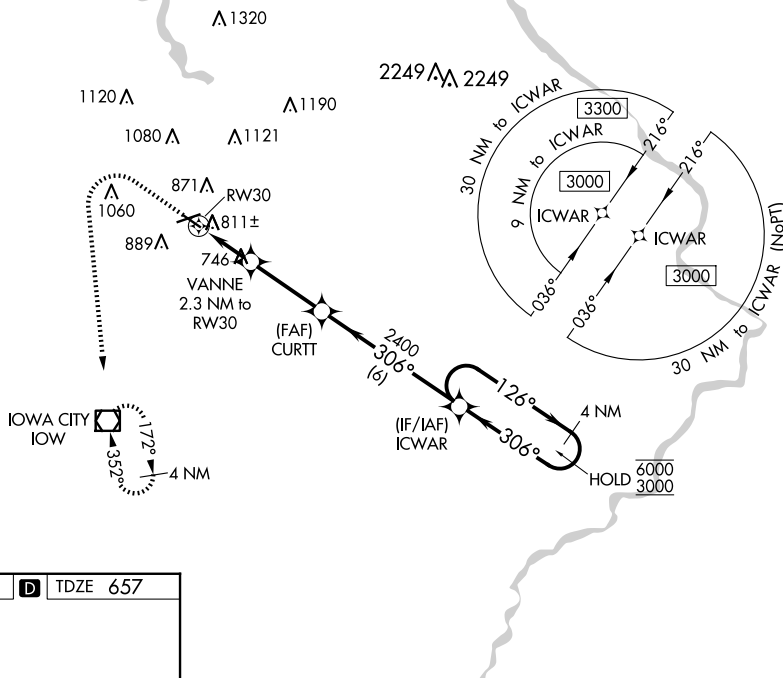
RNAV (GPS) RWY 30  
IOWA CITY MUNI (IOW)

RNP APCH - GPS.

**T** Rwy 30 helicopter visibility reduction below 1 SM NA. Rwy 30 procedure  
**A** NA at night. Circling Rwy 12 NA at night. When local altimeter setting not received, use C/D altimeter setting and increase all MDA 80 feet and LNAV visibility Cat C/D  $\frac{1}{8}$  SM and LP and Circling Cat C/D visibility  $\frac{1}{4}$  SM.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct IOW VOR/DME and hold.

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) 0</b>
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ELEV 684	<b>D</b>	TDZE 657
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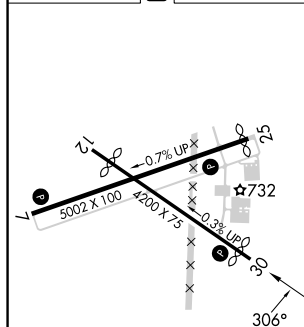


Diagram illustrating a 4 NM Holding Pattern. The pattern is defined by a 126° heading and a 306° heading. The pattern is divided into four segments: A (1000-1), B (343 (400-1)), C (1080-1 1/4), and D (423 (400-1 1/4)). The pattern is defined by a 126° heading and a 306° heading. The pattern is divided into four segments: A (1000-1), B (343 (400-1)), C (1080-1 1/4), and D (423 (400-1 1/4)). The pattern is defined by a 126° heading and a 306° heading. The pattern is divided into four segments: A (1000-1), B (343 (400-1)), C (1080-1 1/4), and D (423 (400-1 1/4)).

IOWA CITY, IOWA

Amdt 2 31 OCT 24

IOWA CITY MUNI (IOW)

41°38'N-91°33'W

RNAV (GPS) RWY 30

NC-3, 07 AUG 2025 to 04 SEP 2025