

WAAS CH 72828 W02A	APP CRS 018°	Rwy Idg 5000 TDZE 1151 Apt Elev 1165
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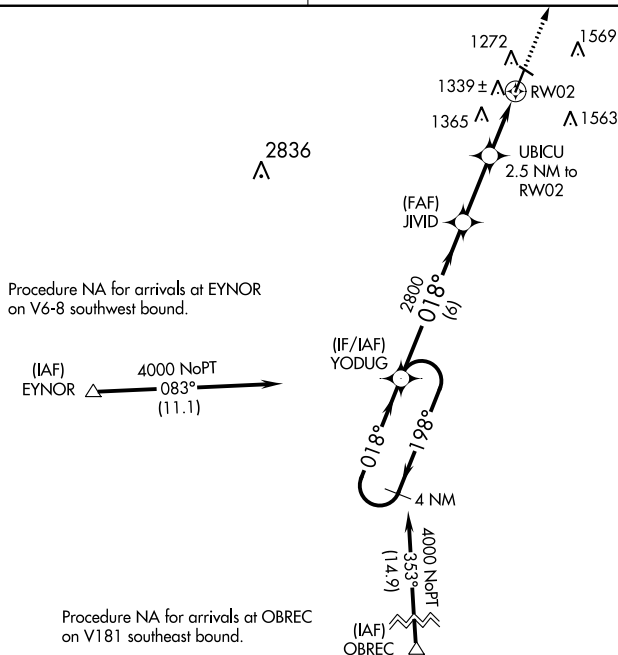
RNAV (GPS) RWY 2
ATLANTIC MUNI (AIO)

⚠ DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Harlan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Harlan altimeter setting: increase LPV DA to 1450 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1563 feet and all visibilities ½ SM; increase all MDA 60 feet, and LNAV visibility Cat C ½ SM and Circling visibility Cat B/C ¼ SM. Circling Rwy 12, 30 NA at night.

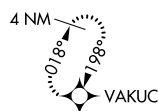
MISSED APPROACH:
Climb to 4000 direct
VAKUC and hold.

AWOS-3
127.825

MINNEAPOLIS CENTER
110.6 200.4

UNICOM
122.7 (CTAF) **L**

MISSED APCH FIX



MSA RW02 25 NM

3900

Procedure NA for arrivals at OBREC
on V181 southeast bound.

OBREC

Figure 1-10 illustrates a VOR/DME RNAV approach. The flight path begins at a 4000 ft holding pattern, then descends to 2800 ft. The glidepath is defined by a 3.00° angle and 39 TCH. Key waypoints include YODUG, JIVID, and UBICU. The diagram also shows the VOR/DME station (VAKUC) and the RNAV glidepath (VGS) not coincident with the VOR glidepath (VGS Angle 3.00/TCH 31).

CATEGORY	A	B	C	D
LPV DA	1401- $\frac{7}{8}$	250 (300- $\frac{7}{8}$)		NA
LNAV/ VNAV DA	1514-1 $\frac{1}{4}$	363 (400-1 $\frac{1}{4}$)		NA
LNAV MDA	1620-1	469 (500-1)	1620-1 $\frac{3}{8}$ 469 (500-1 $\frac{3}{8}$)	NA
CIRCLING	1760-1 595 (600-1)	1920-1 755 (800-1)	1920-2 $\frac{1}{4}$ 755 (800-2 $\frac{1}{4}$)	NA

ELEV 1165 **D** TDZE 1151

3132 X 75
0.7% Up
3000 X 75

018°

REIL Rwy 2 and 20 **L**
MIRL Rwy 2-20 and 12-30 **L**

ATLANTIC, IOWA
Amdt 1C 19MAY22

41°24'N-95°03'W

ATLANTIC MUNI (AIO)
RNAV (GPS) RWY 2