

WAAS CH 77610 W16A	APP CRS 165°	Rwy Idg 5000 TDZE 885 Apt Elev 885
--	------------------------	---

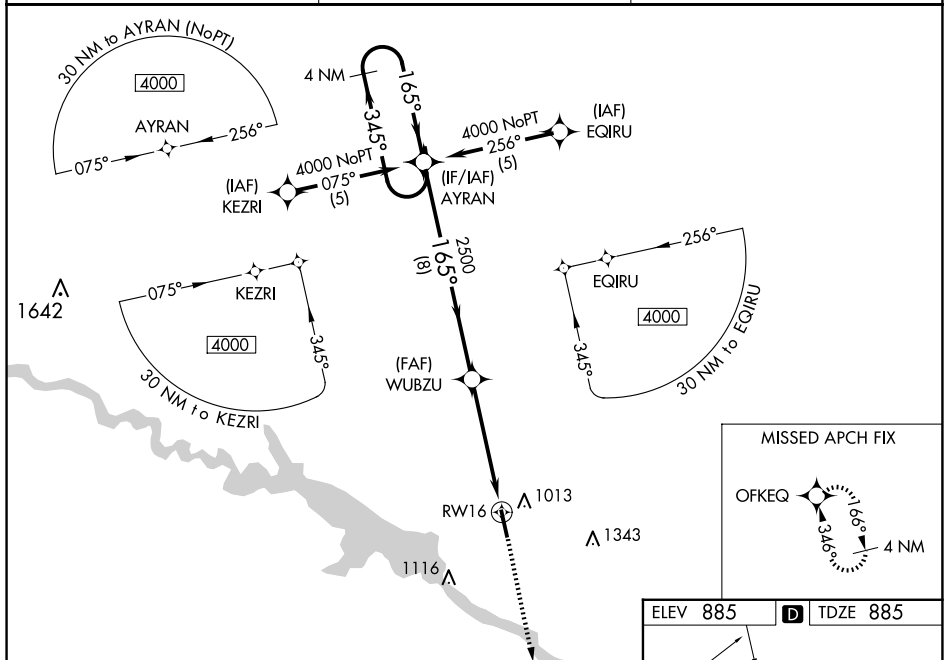
RNAV (GPS) RWY 16

PELLA MUNI (PEA)

T DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Knoxville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Knoxville altimeter setting: increase LPV DA to 1261 feet; increase LNAV/VNAV DA to 1317 feet; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.

AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 0
--------------------------	---	---------------------------------



The diagram illustrates a holding pattern for a non-precision approach where the VGSJ and RNAV glidepaths do not coincide. The pattern is defined by a 4 NM Holding Pattern radius. Key features include:

- Altitude:** 4000 feet at the start of the pattern.
- Angles:** A 345° heading followed by a 165° turn, and another 165° turn after the first leg.
- Waypoints:** AYRAN, WUBZU, and RW16 are marked along the path.
- Distances:** The distance from the start to WUBZU is 8 NM, and from WUBZU to RW16 is 4.9 NM.
- Glidepath Information:** GP 3.00°, TCH 40'.
- Navigation Mode Indicators:** OFKQ (RNAV) and OFKEQ (VGSJ) are shown in the top right corner.

CATEGORY	A	B	C	D
LPV DA	1232-1¼	347 (400-1¼)		NA
LNAV/VNAV DA	1288-1½	403 (500-1½)		NA
LNAV MDA	1360-1	475 (500-1)	1360-1¼ 475 (500-1¼)	NA
CIRCLING	1380-1 495 (500-1)	1420-1 535 (600-1)	1480-1½ 595 (600-1½)	NA

