

WAAS CH 45815 W24A	APP CRS 243°	Rwy Ldg TDZE Apt Elev	6547 1156 1156
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RNAV (GPS) RWY 24

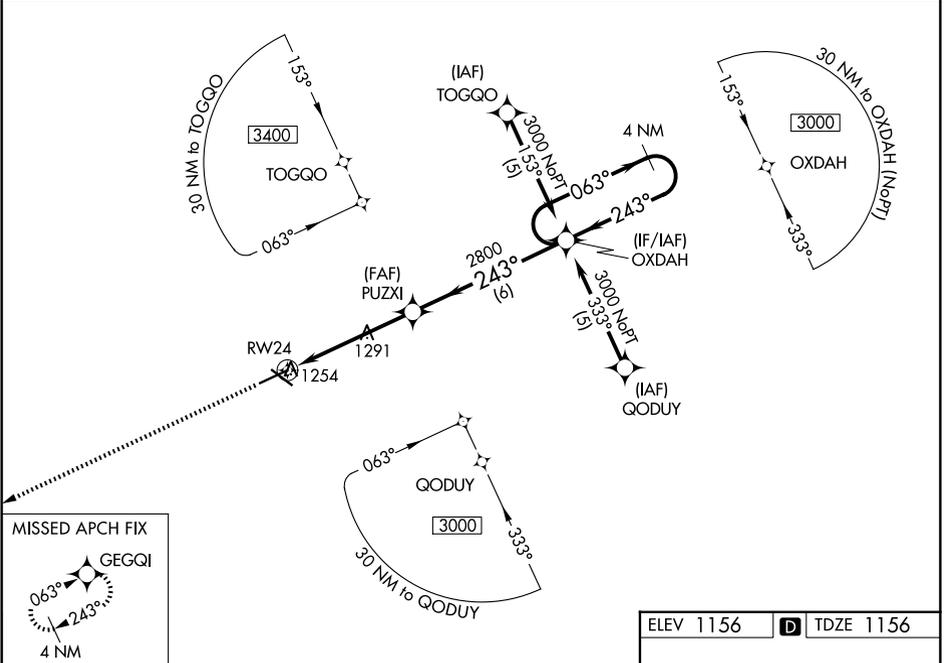
FORT DODGE RGNL (FOD)

RNP APCH

Baro-VNAV and VDP NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Webster City altimeter setting: increase LPV DA to 1448 feet; increase LNAV/VNAV DA to 1546 feet; increase all MDAs 60 feet and LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
GEGQI and hold.

AWOS-3PT 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF)
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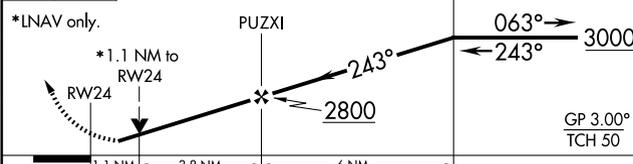


NC-3, 19 FEB 2026 to 19 MAR 2026

NC-3, 19 FEB 2026 to 19 MAR 2026

3000 GEGQI VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 41).

OXDAH 4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA		1406-1	250 (300-1)	
LNAV/VNAV DA		1504-1¼	348 (400-1¼)	
LNAV MDA	1560-1	404 (500-1)	1560-1½ 404 (500-1½)	1560-1¼ 404 (500-1¼)
CIRCLING	1560-1 404 (500-1)	1620-1 464 (500-1)	1740-1½ 584 (600-1½)	2080-3 924 (1000-3)

ELEV 1156	D TDZE 1156
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The diagram shows the lighting systems for RWY 24. It includes the High Intensity Runway Lights (HIRL) and Medium Intensity Runway Lights (MIRL). The HIRL system is shown with a 1.2% up and 0.6% up lighting. The MIRL system is shown with a 1.2% up and 0.6% up lighting. The diagram also shows the 6547 x 150 and 3501 x 100 lighting systems.

HIRL Rwy 6-24
MIRL Rwy 12-30
REIL Rwys 12, 24 and 30