

LOC I-CID <u>109.3</u>	APP CRS 089°	Rwy Ldg TDZE Apt Elev	8175 857 869
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ILS or LOC RWY 9

T When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase S-LOC Cat D visibility to RVR 6000. OPHAW fix minimums: increase S-LOC Cat C visibility to RVR 4000 and Cat D to RVR 6000.

A When using Iowa City altimeter setting, for inop MALSR, increase S-ILS 9 all Cats visibility to RVR 5000. Autopilot coupled approach NA below 1100 MSL.

RVR 1800 authorized with use of FD or HUD to DA (NA when using Iowa City altimeter setting).

MALSR



MISSED APPROACH: Climb to 1400 then climb to 2700 via CID VOR/DME R-082 to LISBO/CID VOR/DME 19.1 DME and hold.

ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER ★ 118.7 (CTAF) 0 266.8	GND CON 121.6	UNICOM 122.95
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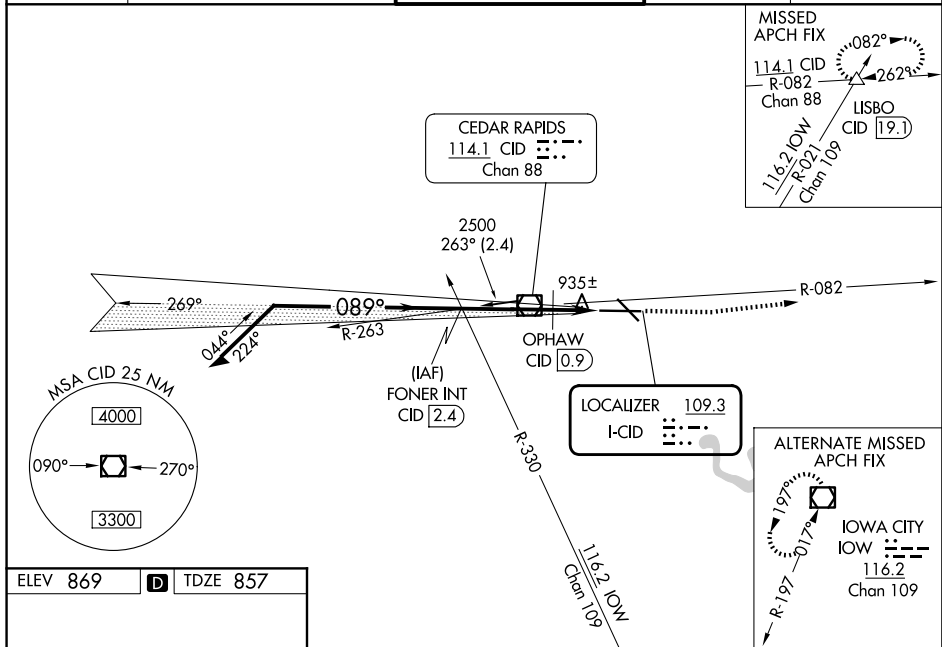


Diagram illustrating the intersection of HIRL Rwy 9-27 and MIRL Rwy 13-31.

Key features:

- Runway 9-27 orientation: 089°
- Runway 13-31 orientation: 043° Up
- TWR (Tower) location
- Dimensions: 60m x 150m
- Navigation aids: AG, AS, Star

	FAF to MAP 5 NM				
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

*1400 when using Iowa City altimeter setting.

Remain within 10 NM

269°

2500

089°

2500

GS 3.00° TCH 49°

VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 60).

FONER INT CID 2.4

2500

CID VOR/DME

OPHAW CID 0.9

*1360

CID 2.5

*LOC only

1400

2700

LISBO

3.3 NM

1.7 NM

CATEGORY	A	B	C	D
S-ILS 9#	1057/24 200 (200-1/2)			
S-LOC 9	1360/24 503 (500-1/2)		1360/50 503 (500-1)	
OPHAW FIX MINIMUMS				
S-LOC 9	1220/24 363 (400-1/2)			1220/40 363 (400-3/4)