

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

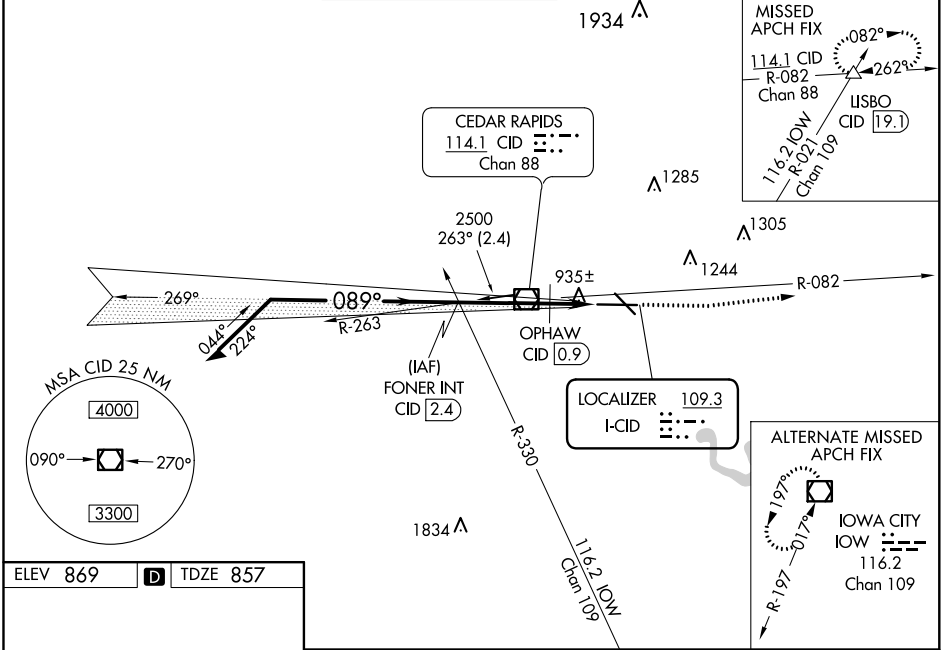
## THE EASTERN IOWA (CID)

**⚠** 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. 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 USBO/CID VOR/DME 19.1 DME and hold.

ATIS <b>124.15</b>	CEDAR RAPIDS APP CON * <b>119.7 266.8</b>	CEDAR RAPIDS TOWER * <b>118.7 (CTAF) 266.8</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.45</b>	UNICOM <b>122.95</b>
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ELEV 869 **D** TDZE 857

914' (620 X 150) TWR 971' 893'

8600 X 150

089° 5 NM from FAF

HIRL Rwy 9-27 **L**

MIRL Rwy 13-31 **L**

REIL Rwy 13

FAF to MAP 5 NM

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

\* 1440 when using Iowa City altimeter setting.

Remain within 10 NM

2500' 089°

FONER INT CID 2.4

2500' VOR/DME

OPHAW CID 0.9

1400

2700

LSBOW

\* LOC only

CID 2.5

GS 3.00° TCH 49

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

\* 1360'

3.3 NM

1.7 NM

CATEGORY	A	B	C	D
S-ILS 9#	1057/24 200 (200-½)			
S-LOC 9	1360/24	503 (500-½)	1360/50	503 (500-1)
OPHAW FIX MINIMUMS				
S-LOC 9	1220/24 363 (400-½)			1220/40 363 (400-¾)

NC-3, 27 JAN 2022 to 24 FEB 2022

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