

WAAS CH <b>62917</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE <b>839</b> Apt Elev <b>842</b>
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RNAV (GPS) RWY 27

VINTON VETERANS MEML AIRPARK (VTI)

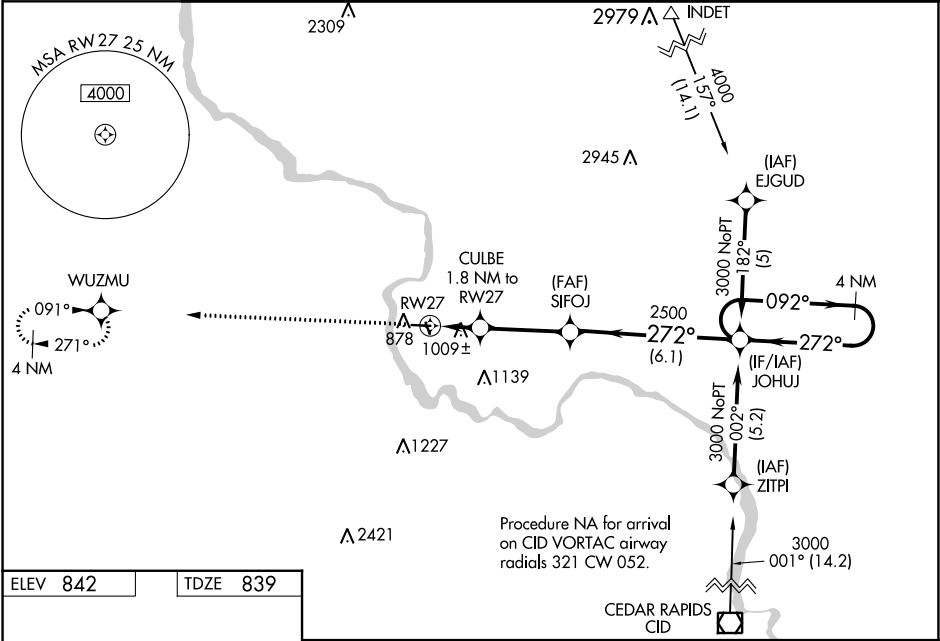
RNP APCH-GPS.

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When Circling to Rwy 9 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Independence altimeter setting: increase LPV DA to 1140 feet, LNAV/VNAV DA to 1374 feet and all visibilities ½ SM; increase all MDAs 60 feet. Baro-VNAV and VDP NA when using Independence altimeter setting.

MISSED APPROACH: Climb to 3000 direct WUZMU and hold.

AWOS-3 <b>120.075</b>	CEDAR RAPIDS APP CON ★ <b>134.05 266.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>842</b>	TDZE <b>839</b>
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3000

WUZMU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

JOHUJ

4 NM Holding Pattern

3000

GP 3.00° TCH 40

1.2 NM

0.6

3.2 NM

6.1 NM

1.2 NM to RWY 27

1.8 NM to RWY 27

2500

272°

2500

272°

CATEGORY	A	B	C	D
LPV DA	1089-1	250 (300-1)		NA
LNAV/VNAV DA	1323-1¾	484 (500-1¾)		NA
LNAV MDA	1260-1	421 (500-1)		NA
CIRCLING	1320-1 478 (500-1)	1360-1 518 (600-1)		NA