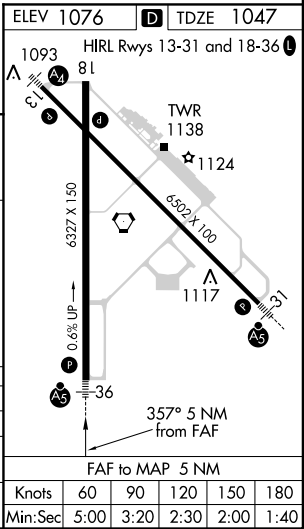
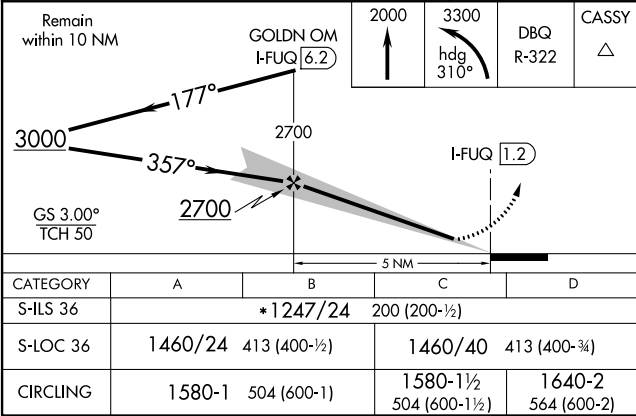
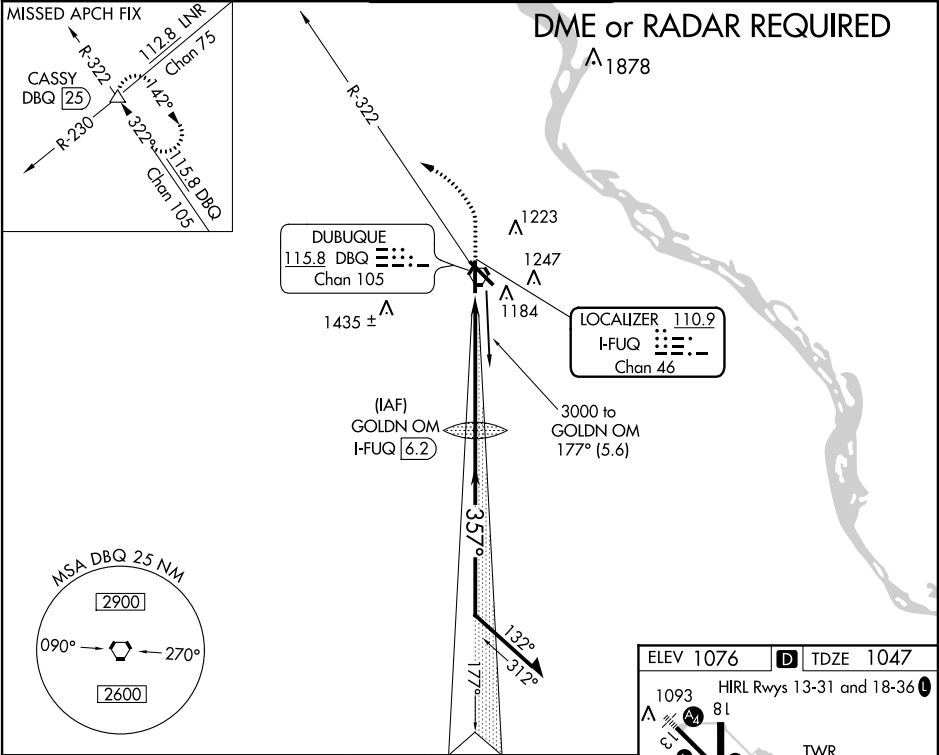


LOC/DME I-FUQ	APP CRS	Rwy Idg	6327
110.9	357°	TDZE	1047
Chan 46		Apt Elev	1076

ILS or LOC RWY 36  
DUBUQUE RGNL (DBQ)

-34°C/-29°F	* RVR 1800 authorized with the use of FP or AP or HUD to DA.	MALSR	MISSED APPROACH: Climb to 2000 then climbing left turn to 3300 via heading 310° and DBQ R-322 to CASSY INT/DBQ 25 DME and hold.
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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NC-3, 13 OCT 2016 to 10 NOV 2016

NC-3, 13 OCT 2016 to 10 NOV 2016

1.5288

LOC/DME I-DBQ <u>108.7</u> Chan 24	APP CRS <b>311°</b>	Rwy Idg <b>6302</b> TDZE <b>1062</b> Apt Elev <b>1077</b>
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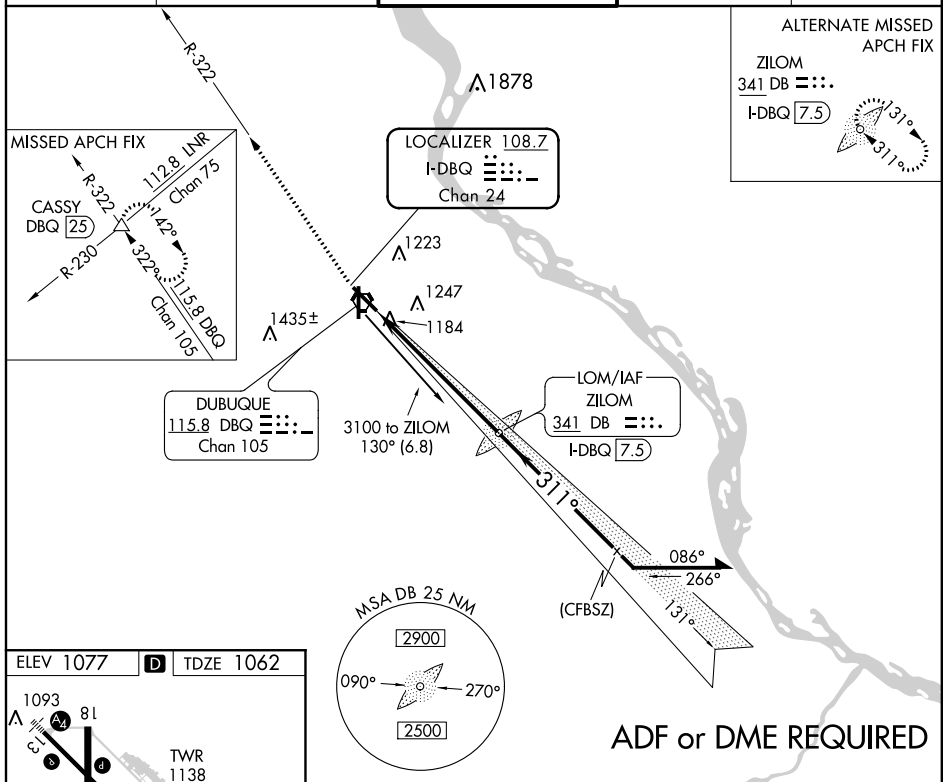
LOC RWY 31  
DUBUQUE RGNL (DBQ)

**T** When local altimeter setting not received, use Monticello altimeter  
**A** setting and increase all MDA 100 feet and increase S-31 Cats C and  
**\*** -34°C/-29°F D visibilities  $\frac{1}{8}$  mile and Circling Cat C visibility  $\frac{1}{4}$  mile, Cat D  $\frac{1}{2}$  mile.

MALSR

**MISSED APPROACH:** Climb to 3300 on DBQ R-322 to CASSY INT/DBQ 25 DME and hold.

ATIS <b>127.25</b>	CHICAGO CENTER <b>133.95 281.4</b>	DUBUQUE TOWER★ <b>119.5(CTAF) 0 254.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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**FAF to MAP 6.3 NM**

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

Diagram illustrating the 3100° VGS1 approach path. The path starts at a 1.5 NM distance from the runway, then turns to a 4.8 NM distance. The angle between the initial and final segments is 311°. The final segment is 3100° and 4.8 NM long. The angle between the final segment and the runway is 131°. The diagram also shows a 3300° heading, a 3100° heading, and a 3100° heading. The diagram includes a table with categories A, B, C, and D, and a table with categories S-31, CIRCLING, and 3100°.

CATEGORY	A	B	C	D
S-31	1580-1/2	518 (600-1/2)	1580-1	518 (600-1)
CIRCLING	1580-1	503 (600-1)	1600-1 1/2 523 (600-1 1/2)	1800-2 1/4 723 (800-2 1/4)

DUBUQUE, IOWA  
Amdt 1 24JUL14

DUBUQUE RGNL (DBQ)  
LOC RWY 31

42°24'N-90°43'W

NC-3, 13 OCT 2016 to 10 NOV 2016

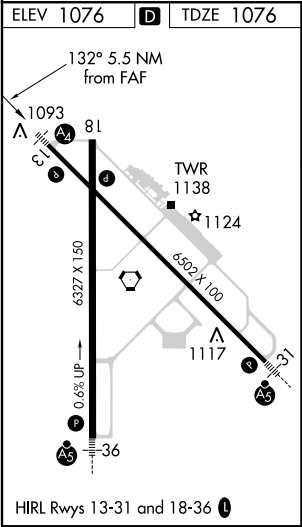
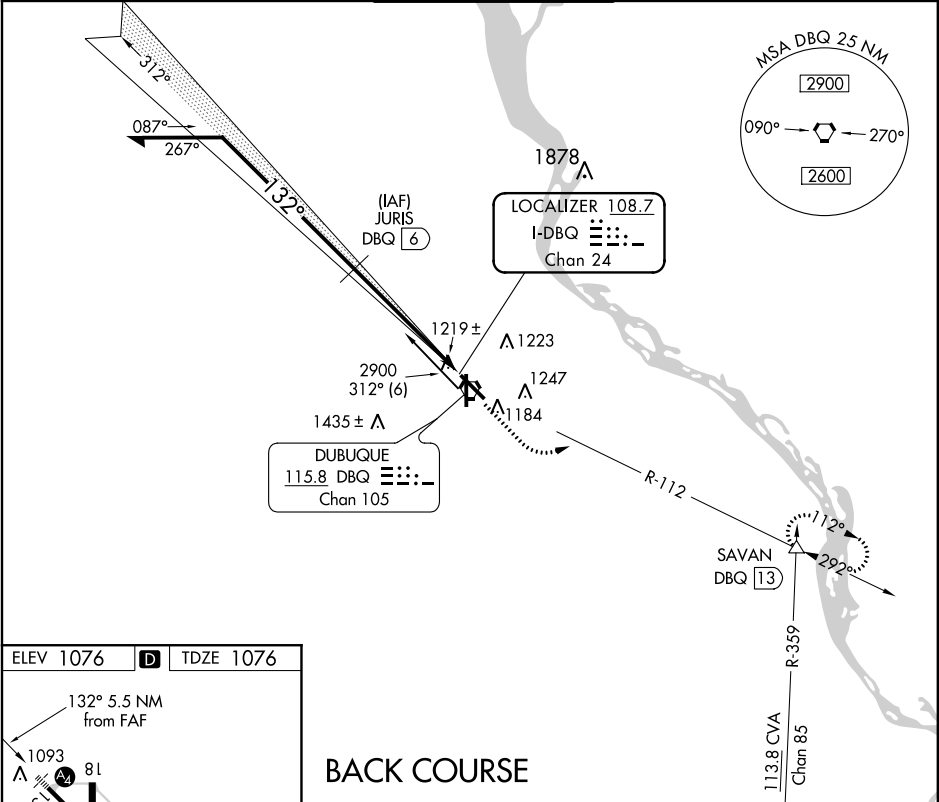
NC-3. 13 OCT 2016 to 10 NOV 2016

LOC/DME I-DBQ	APP CRS	Rwy Idg	6502
108.7	132°	TDZE	1076
Chan 24		Apt Elev	1076

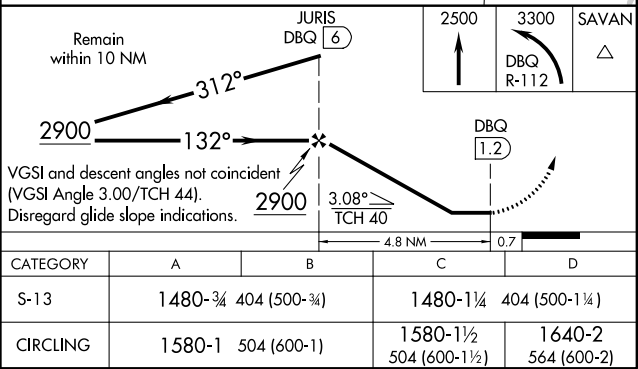
LOC/DME BC RWY 13  
DUBUQUE RGNL (DBQ)

<p>NA</p> <p>-34°C/-29°F</p>	<p>DME from DBQ VORTAC. Simultaneous reception of I-DBQ and DBQ DME required.</p> <p>Inoperative table does not apply to S-13 Cat C.</p>	<p>MALS</p> <p></p>	<p>MISSED APPROACH: Climb to 2500, then climbing left turn to 3300 via DBQ R-112 to SAVAN INT/13 DME and hold.</p>
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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BACK COURSE



WAAS  
CH **93700**  
**W13A**

APP CRS  
**132°**

Rwy Idg  
TDZE **1077**  
Apt Elev **1077**

**RNAV (GPS) RWY 13**

DUBUQUE RGNL (DBQ)

⚠

⚠

Inop table does not apply to LPV and LNAV/VNAV. Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting. If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

MALS

⬇

⬇

⬇

⬇

⬇

⬇

MISSED APPROACH:

Climb to 3100 direct JIPDA and hold.

ATIS <b>127.25</b>	CHICAGO CENTER <b>133.95 281.4</b>	DUBUQUE TOWER ★ <b>119.5 (CTAF) 0 254.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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5 NM Holding Pattern

2800

← 312°

→ 132°

GP 3.00°

TCH 50

HULOT

2700

JOPUX

RW13

6.1 NM

3.9 NM

1 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).

3100

JIPDA

\* 1 NM to RW13

\* LNAV only.

CATEGORY	A	B	C	D
LPV DA	1393-1 316 (400-1)			
LNAV/VNAV DA	1574-1¾ 497 (500-1¾)			
LNAV MDA	1420-¾ 343 (400-¾)		1420-1¼ 343 (400-1¼)	
CIRCLING	1580-1¾ 503 (600-1¾)		1640-2 563 (600-2)	

HIRL Rwy 13-31 and 18-36

DUBUQUE, IOWA

Orig 28SEP06

42°24'N-90°43'W

**RNAV (GPS) RWY 13**

DUBUQUE RGNL (DBQ)

NC-3, 13 OCT 2016 to 10 NOV 2016

WAAS CH <b>56431</b> <b>W18A</b>	APP CRS <b>177°</b>	Rwy Idg <b>6327</b> TDZE <b>1073</b> Apt Elev <b>1077</b>
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RNAV (GPS) RWY 18

DUBUQUE RGNL (DBQ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LPV all Cats visibility to 1½ mile, increase LNAV/VNAV all Cats ¼, LNAV Cat C and D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting.

MISSED APPROACH:  
Climb to 2700 direct  
DIVE and hold.

ATIS <b>127.25</b>	CHICAGO CENTER <b>133.95 281.4</b>	DUBUQUE TOWER ★ <b>119.5 (CTAF) 254.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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2700 DIVE		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).		WITOK 4 NM Holding Pattern	
*LNAV only.		ZUGNI 2900		357° 3000	
*1.3 NM to RW18		2900		GP 3.00° TCH 50	
RW18		1.3 NM		4.3 NM	
1.3 NM		4.3 NM		7 NM	
CATEGORY	A	B	C	D	
LPV DA	1323-¾		250 (300-¾)		
LNAV/VNAV DA	1332-⅞		259 (300-⅞)		
LNAV MDA	1520-1 447 (500-1)		1520-1⅓ 447 (500-1⅓)		
CIRCLING	1580-1 503 (600-1)		1580-1½ 503 (600-1½)		1640-2 563 (600-2)

DUBUQUE, IOWA  
Orig-A 29MAY14

42°24'N-90°43'W

DUBUQUE RGNL (DBQ)  
RNAV (GPS) RWY 18




WAAS CH <b>62807</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg TDZE <b>1048</b> Apt Elev <b>1077</b>
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RNAV (GPS) RWY 36  
DUBUQUE RGNL (DBQ)

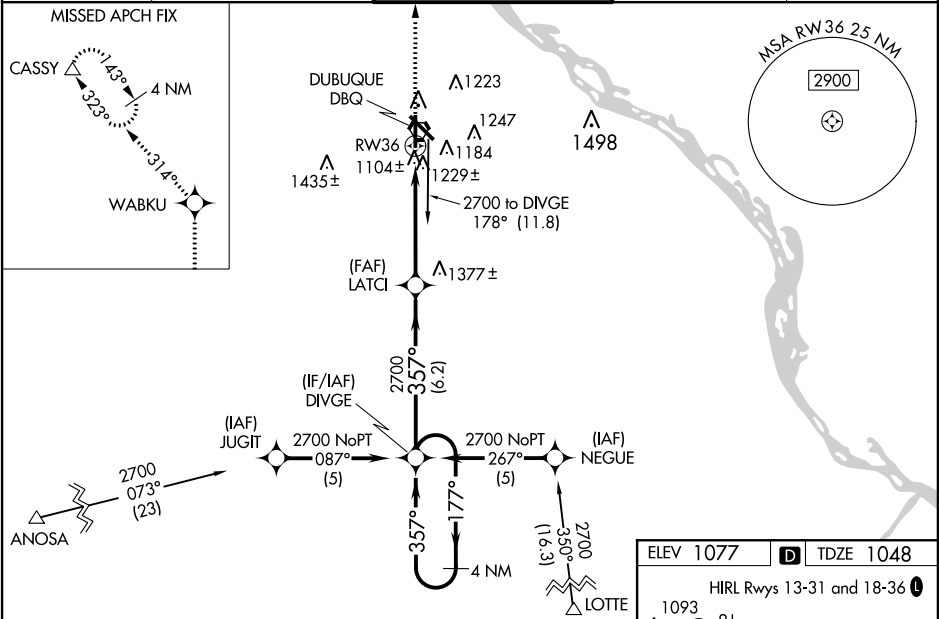
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ½ mile. For inoperative MALSR when using Monticello altimeter setting, increase LPV all Cats visibility to RVR 5000.

MALSR



MISSED APPROACH:  
Climb to 3000 direct WABKU and via 314° track to CASSY and hold.

ATIS <b>127.25</b>	CHICAGO CENTER <b>133.95 281.4</b>	DUBUQUE TOWER★ <b>119.5 (CTAF) 0 254.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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VGSI and RNAV glidepath not coincident  
4 NM (VGSI Angle 3.00/TCH 51).  
Holding Pattern

DIVE LATCI

2700 177° 357° 2700

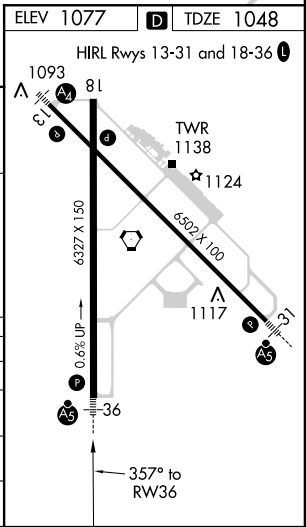
GP 3.00° TCH 50

6.2 NM 3.9 NM 1.1 NM

\*1.1 NM to RW36

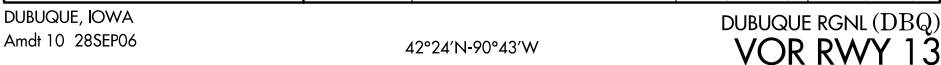
\*LNAV only.

CATEGORY	A	B	C	D
LPV DA	1248/24		200 (200-½)	
LNAV/VNAV DA	1525/60		477 (500-1¼)	
LNAV MDA	1480/24	432 (500-½)	1480/40 432 (500-¾)	1480/50 432 (500-1)
CIRCLING	1580-1	503 (600-1)	1580-1½ 503 (600-1½)	1640-2 563 (600-2)



VOR RWY 13  
DUBUQUE RGNL (DBQ)

ATIS <b>127.25</b>	CHICAGO CENTER <b>133.95 281.4</b>	DUBUQUE TOWER* <b>119.5 (CTAF) 0 254.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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VORTAC DBQ	APP CRS	Rwy Idg	6302
115.8	304°	TDZE	1062
Chan 105		Apt Elev	1077

VOR RWY 31

DUBUQUE RGNL (DBQ)

Visibility reduction by helicopters NA. When local altimeter setting not received use Monticello altimeter setting increase all MDAs 100 feet and increase visibility S-31 Cat C and D ½ mile, Circling Cat B ¼ mile and Cat C and D ½ mile, ZUKOB fix minimums S-31 Cat C and D ¼ mile, and Circling Cat C ¼ mile. VDP NA when using Monticello altimeter setting. For inop MALS, increase S-31 Cat A and B visibility to 1 mile, increase ZUKOB fix minimums Cat A and B visibility to 1 mile. For inop MALS when using Monticello altimeter setting increase Cat A visibility for S-31 and ZUKOB fix minimums to 1 mile.

MALS

MISSED APPROACH:  
Climbing right turn to 3000 via DBQ R-322 to CASSY INT/DBQ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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MISSED APCH FIX

R-322

112.8 INR

Chan 75

CASSY DBQ 25

R-230

322°

142°

158 DBQ

Chan 105

MSA DBQ 25 NM

2900

090°

270°

2600

1435± A

IAF DUBUQUE 115.8 DBQ Chan 105

1289± A

1184 A

ZUKOB DBQ 2.7

304°

079°

259°

R-124

R-322

A 1878

ELEV 1077	D	TDZE 1062
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3000 CASSY DBQ R-322

DBQ VORTAC

124°

304°

2700

1800\*

2.98°

TCH 57

1.3

0.8 NM

\*1900 when using Monticello altimeter setting.

Remain within 10 NM

CATEGORY	A	B	C	D
S-31	1800-¾ 738 (800-¾)	1800-1½ 738 (800-1½)	1800-1¾ 738 (800-1¾)	1800-2 738 (800-2)
CIRCLING	1800-1 723 (800-1)	1800-2 723 (800-2)	1800-2½ 723 (800-2½)	1800-3 723 (800-3)

ZUKOB FIX MINIMUMS

S-31	1540-¾ 478 (500-¾)	1540-1 478 (500-1)		
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

1093 A

81

TWR 1138

1124

6502 X 100

1117

31

304° to VORTAC

36

0.6% UP

6327 X 150

HIRL Rwy 13-31 and 18-36

DUBUQUE, IOWA  
Amdt 12 05JUN08

42°24'N-90°43'W

DUBUQUE RGNL (DBQ)  
VOR RWY 31

VORTAC DBQ	APP CRS	Rwy Idg	6327
115.8	003°	TDZE	1048
Chan 105		Apt Elev	1077

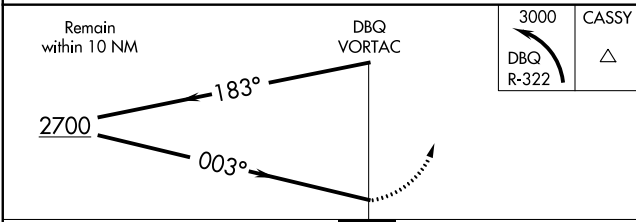
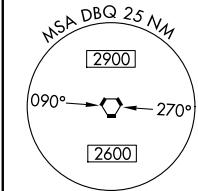
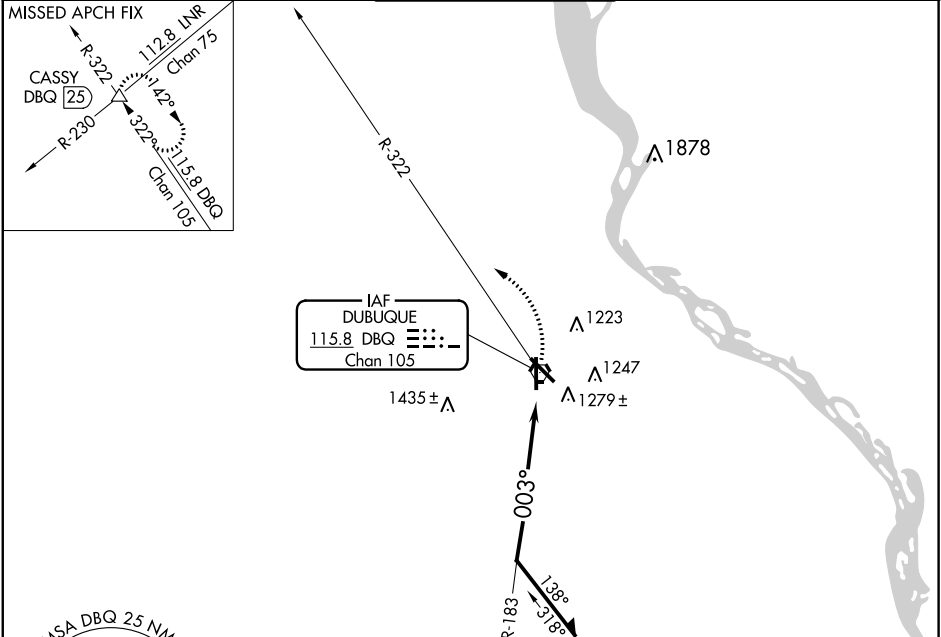
VOR RWY 36  
DUBUQUE RGNL (DBQ)

**⚠** When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 100 feet and Cat C, D visibility ¼ mile.

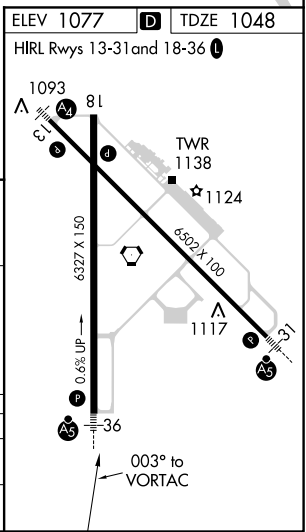
**MALS**  
AS

**MISSED APPROACH:** Climbing left turn to 3000 via DBQ R-322 to CASSY INT/DBQ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-36	1680/24 632 (700-½)		1680/60 632 (700-1¼)	1680-1½ 632 (700-1½)
CIRCLING	1680-1 603 (700-1)		1680-1¾ 603 (700-1¾)	1680-2 603 (700-2)



NC-3, 13 OCT 2016 to 10 NOV 2016

NC-3, 13 OCT 2016 to 10 NOV 2016

