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| WAAS CH 8222Z W33A | APP CRS 333° | Rwy Idg TDZE Apt Elev | 4400 829 832 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 33

MONTICELLO RGNL (MXO)

Circling to Rwy 15 NA at night. DME/DME RNP -0.3 NA. Helicopter visibility reduction below ¼ SM NA. VDP NA with Dubuque altimeter setting. When local altimeter setting not received, use Dubuque altimeter setting and increase all MDA 100 feet; increase LP Cat C, LNAV Cat C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct OREVV and hold.

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|--------------------------|---|---------------------------------|
| AWOS-3 119.275 | CEDAR RAPIDS APP CON ★ 134.05 266.8 | UNICOM 122.8 (CTAF) 0 |
|--------------------------|---|---------------------------------|

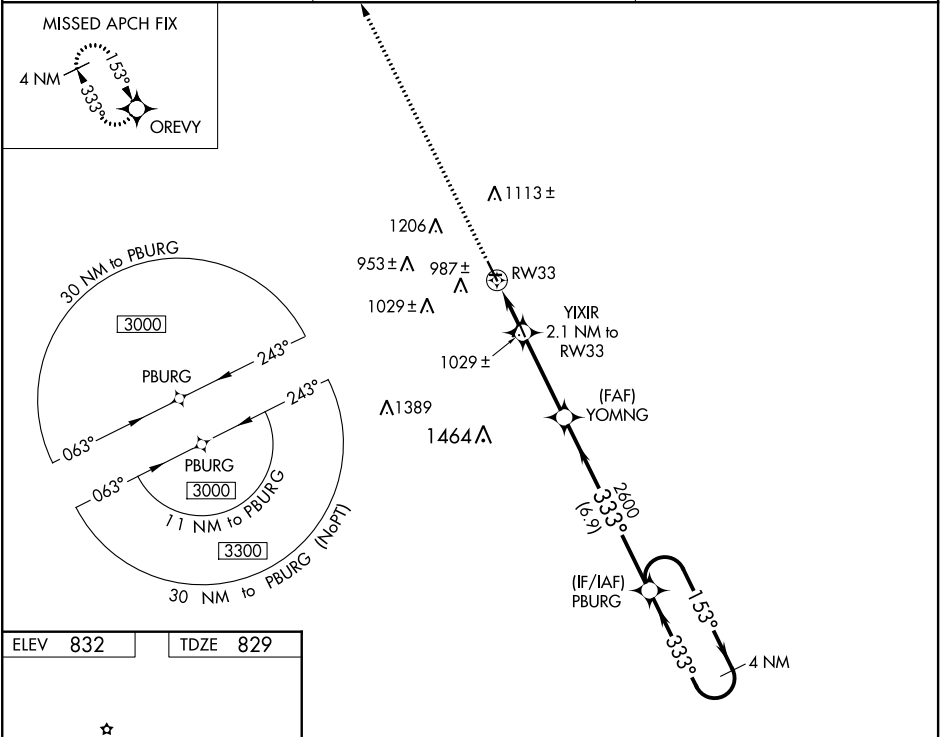


Diagram of Runway 15-33 showing dimensions and elevation. Runway 15-33 is 4000 x 75 feet. The 33 end has a 2300 x 90 foot paved area with a 0.4% upward slope. Elevation at the 33 end is 33 feet. A 333-degree heading is indicated from the 33 end towards RWY 33. The diagram also shows the runway's orientation relative to the 3000-foot elevation.

MIRL Rwy 15-33 **1**
 REIL Rws 15 and 33 **1**

Diagram of the 3000-foot elevation area showing various navigation aids and holding patterns. It includes the OREVV (Obstacle Reduction and Visual Vectoring) symbol, YIXIR (2.1 NM to RWY33), YOMNG, and PBURG (4 NM Holding Pattern). A 333-degree heading is indicated from the 33 end towards RWY 33. The diagram also shows the runway's orientation relative to the 3000-foot elevation.

| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|----|
| LP MDA | 1220-1 | 391 (400-1) | 1220-1½ 391 (400-1½) | NA |
| LNAV MDA | 1280-1 | 451 (500-1) | 1280-1¾ 451 (500-1¾) | NA |
| CIRCLING | 1380-1 548 (600-1) | 1400-1 568 (600-1) | 1520-2 688 (700-2) | NA |