

DUBUQUE, IOWA

AL-923 (FAA)

20310

WAAS CH <b>93700</b> <b>W13A</b>	APP CRS <b>132°</b>	Rwy Idg <b>6502</b> TDZE <b>1077</b> Apt Elev <b>1077</b>
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RNAV (GPS) RWY 13  
DUBUQUE RGNL (DBQ)

RNP APCH.



 -34°C/-29°F

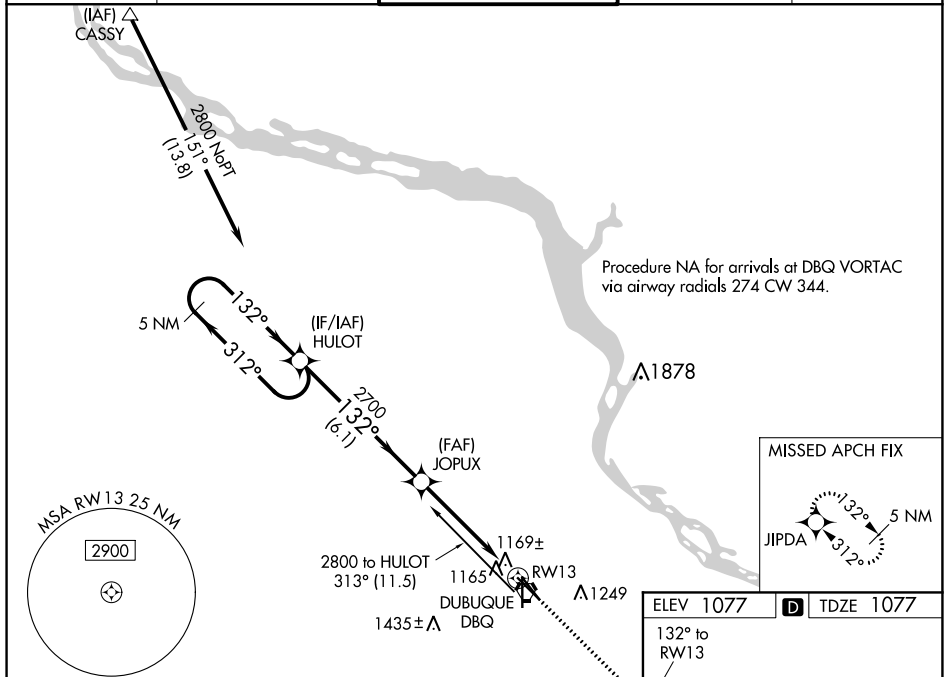
Inop table does not apply to LPV and LNAV/VNAV. Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP NA when using Monticello altimeter setting. If local altimeter setting not received, use Monticello altimeter setting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

MALS



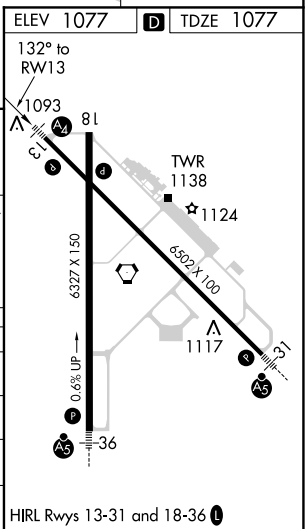
**MISSED APPROACH:**  
Climb to 3100 direct  
JIPDA and hold.

ATIS 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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The diagram illustrates the JOPUX VOR/DME station. The holding pattern is a 5 NM circle centered at HULOT, with a GP of 3.00° and TCH of 50°. The glidepath starts at HULOT and descends towards JOPUX. The distance from HULOT to JOPUX is 6.1 NM. The glidepath angle is 132° from the horizontal. The distance from JOPUX to the final point is 3.9 NM. The final point is 1 NM from RW13. The diagram also shows the VGSI and RNAV glidepaths, which are not coincident. The VGSI angle is 3.00°/TCH 44°. The RNAV glidepath is shown as a dashed line. The diagram includes a legend for the symbols used.

CATEGORY	A	B	C	D
LPV DA		1393-1	316 (400-1)	
RNAV/ VNAV DA		1574-1 $\frac{3}{4}$	497 (500-1 $\frac{3}{4}$ )	
RNAV MDA		1440- $\frac{3}{4}$	363 (400- $\frac{3}{4}$ )	1440-1 $\frac{1}{4}$ 363 (400-1 $\frac{1}{4}$ )
<b>C</b> CIRCLING	1580-1 $\frac{3}{4}$	503 (600-1 $\frac{3}{4}$ )	1600-1 $\frac{3}{4}$ 523 (600-1 $\frac{3}{4}$ )	1800-2 $\frac{1}{4}$ 723 (800-2 $\frac{1}{4}$ )



DUBUQUE, IOWA  
Orig-A 10OCT19

42°24'N-90°43'W

DUBUQUE RGNL (DBQ)

## RNAV (GPS) RWY 13

NC-3, 31 DEC 2020 to 28 JAN 2021