

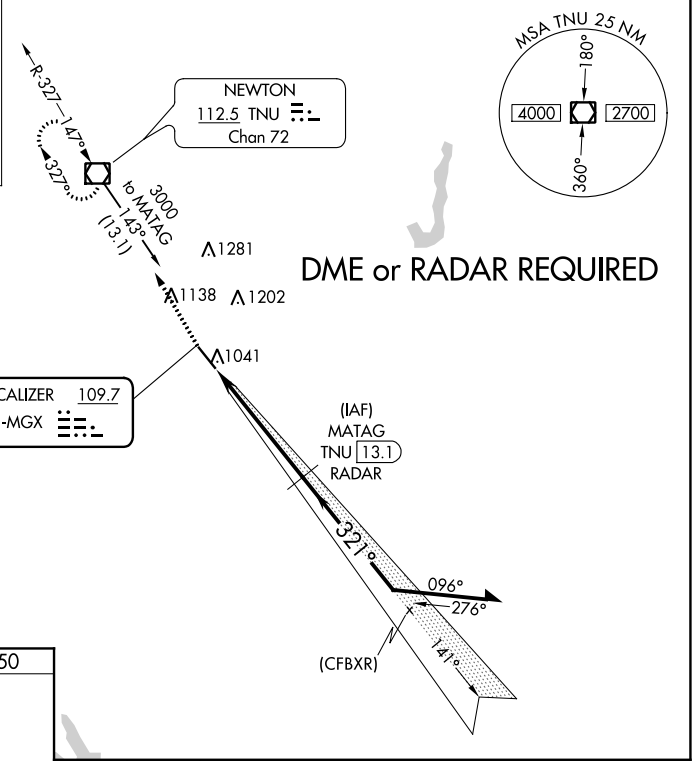
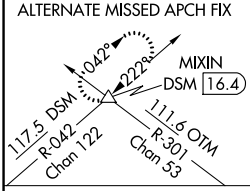
LOC I-MGX 109.7	APP CRS 321°	Rwy Idg TDZE Apt Elev	5600 950 953
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ILS or LOC RWY 32

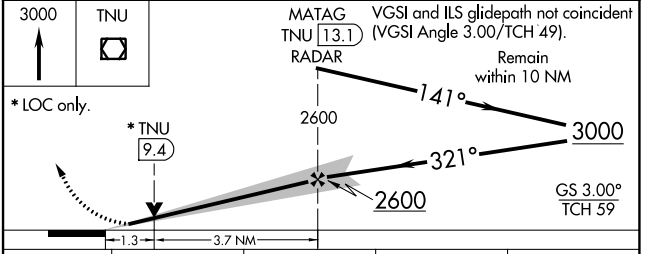
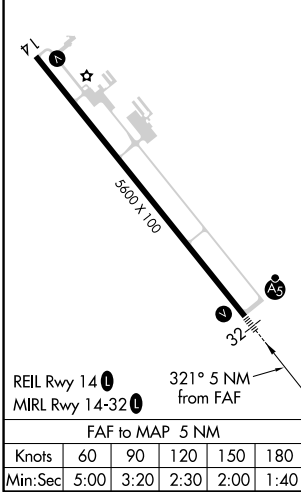
NEWTON MUNI-EARL JOHNSON FLD (TNU)

For inop MALS, increase ILS all Cats visibility to 7/8 SM.		MISSED APPROACH: Climb to 3000 direct TNU VOR/DME and hold.
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AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF)
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ELEV 953	TDZE 950
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CATEGORY	A	B	C	D
S-ILS 32	1150-½ 200 (200-½)			
S-LOC 32	1400-½ 450 (500-½)	1400-7/8 450 (500-7/8)		
CIRCLING	1420-1 467 (500-1)	1440-1 487 (500-1)	1520-1½ 567 (600-1½)	1600-2 647 (700-2)

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WAAS CH 86936 W14A	APP CRS 141°	Rwy ldg 5600 TDZE 953 Apt Elev 953
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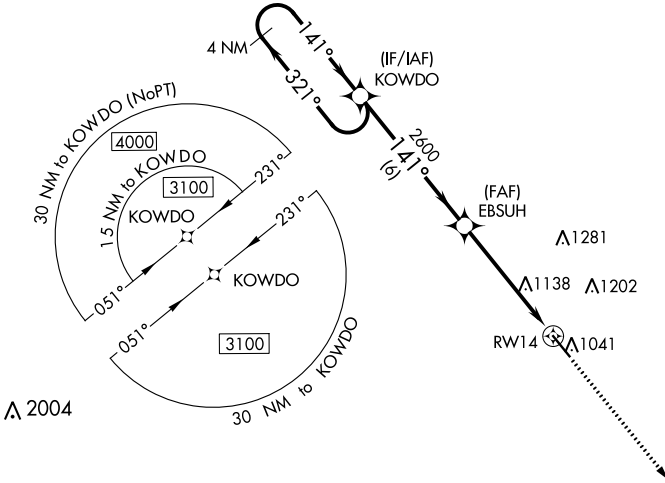
RNAV (GPS) RWY 14

NEWTON MUNI-EARL JOHNSON FLD (TNU)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received use Des Moines altimeter setting and increase all DA/MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D and Circling Cat C/D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Des Moines altimeter setting.

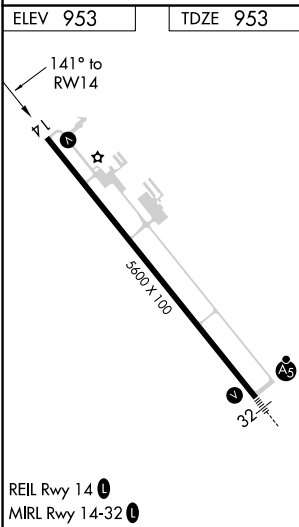
MISSED APPROACH: Climb to 2700 direct UBHIT and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		KOWDO	EBSUH	2700	UBHIT
3100	← 321°	→ 141°	2600	↑	⬠
GP 3.00°	TCH 39		2600	* 1.3 NM to RWY 14	* LNAV only.
		6 NM	3.8 NM	1.3 NM	
CATEGORY	A	B	C	D	
LPV DA	1203-7/8		250 (300-7/8)		
LNAV/VNAV DA	1203-7/8		250 (300-7/8)		
LNAV MDA	1420-1	467 (500-1)	1420-1 3/8	467 (500-1 3/8)	
C CIRCLING	1420-1	1440-1 1/2	1520-1 1/2	1600-2	
	467 (500-1)	487 (500-1 1/2)	567 (600-1 1/2)	647 (700-2)	

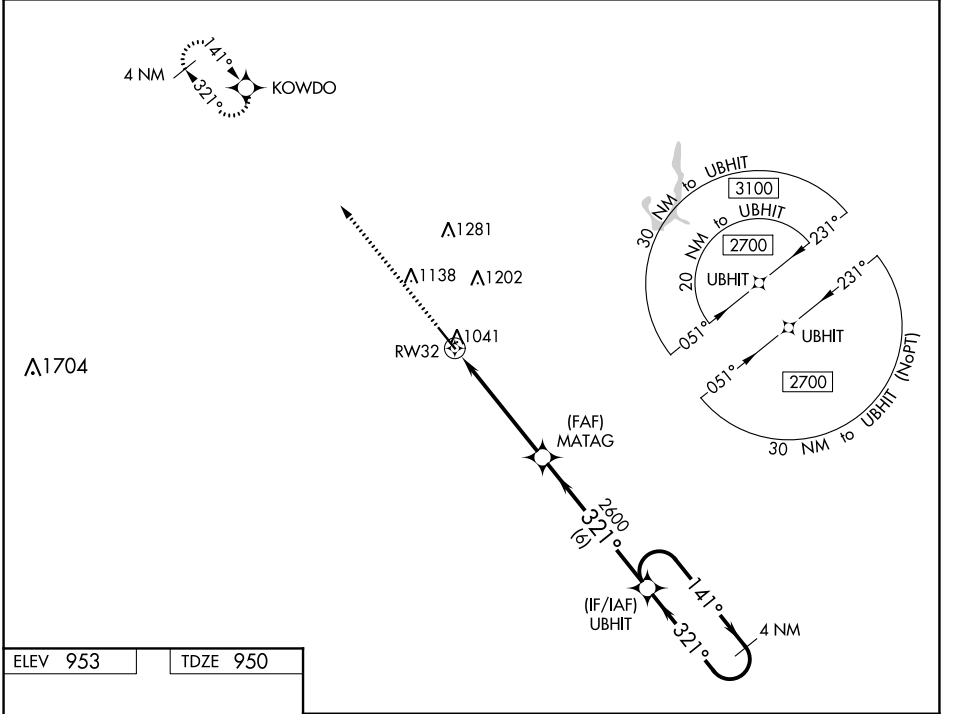
WAAS CH 99702 W32A	APP CRS 321°	Rwy Idg TDZE Apt Elev	5600 950 953
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RNAV (GPS) RWY 32

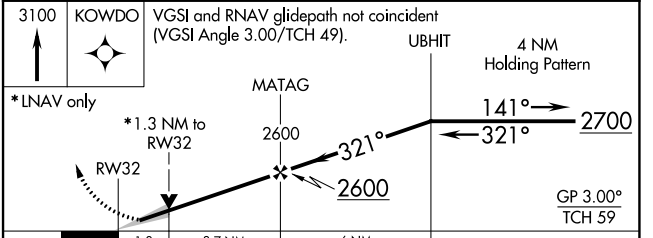
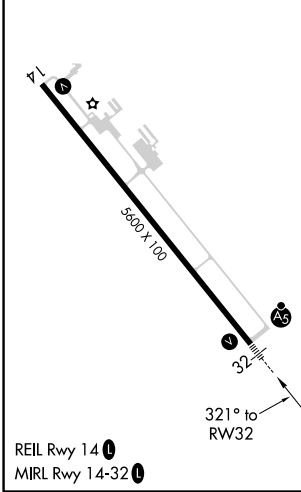
NEWTON MUNI-EARL JOHNSON FLD (TNU)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to ¾ SM.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 3100 direct KOWDO and hold.</p>
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AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF)
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ELEV 953	TDZE 950
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CATEGORY	A	B	C	D
LPV DA	1150-½		200 (200-½)	
LNAV/VNAV DA	1202-½		252 (300-½)	
LNAV MDA	1400-½ 450 (500-½)		1400-7/8 450 (500-7/8)	
CIRCLING	1420-1 467 (500-1)	1440-1 487 (500-1)	1520-1½ 567 (600-1½)	1600-2 647 (700-2)

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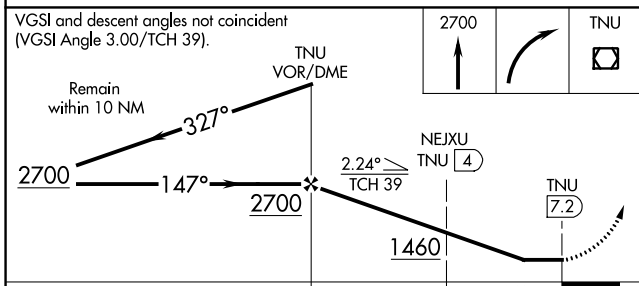
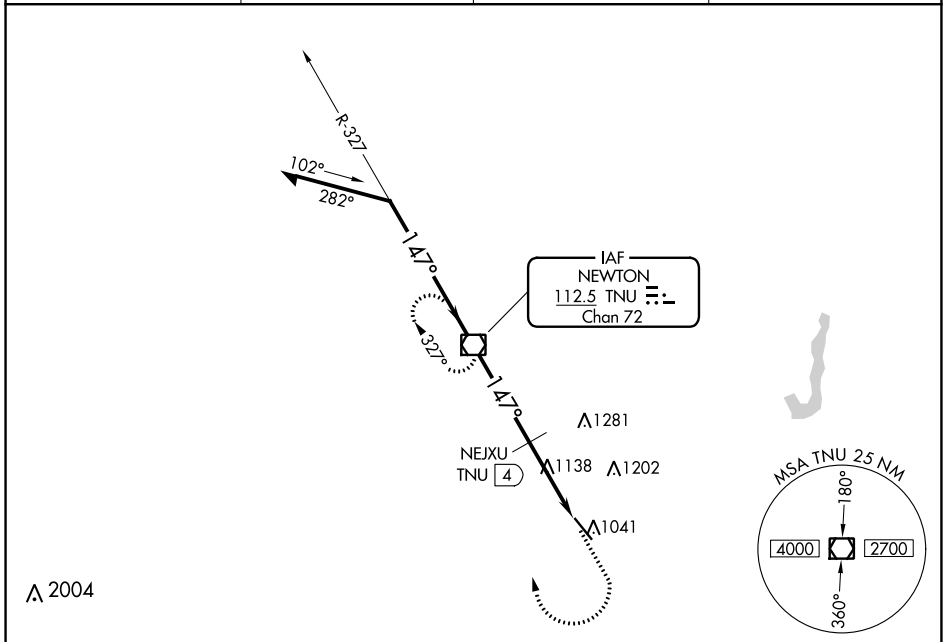
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VOR/DME TNU 112.5 Chan 72	APP CRS 147°	Rwy Idg 5600 TDZE 953 Apt Elev 953
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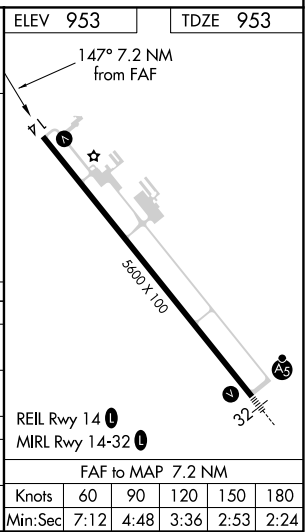
VOR RWY 14

NEWTON MUNI-EARL JOHNSON FLD (TNU)

▽ ▲ Rwy 14 helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 2700 then right turn direct TNU VOR/DME and hold.		
AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) ①



CATEGORY	A	B	C	D
S-14	1460-1	507 (600-1)	1460-1 3/8 507 (600-1 3/8)	1460-1 1/2 507 (600-1 1/2)
C CIRCLING	1460-1	507 (600-1)	1520-1 1/2 567 (600-1 1/2)	1600-2 647 (700-2)
NEXJU DME MINIMUMS				
S-14	1400-1	447 (500-1)	1400-1 3/8 447 (500-1 3/8)	1400-1 1/2 447 (500-1 1/2)
C CIRCLING	1420-1 467 (500-1)	1440-1 487 (500-1)	1520-1 1/2 567 (600-1 1/2)	1600-2 647 (700-2)



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