

WAAS CH 87107 W02A	APP CRS 018°	Rwy Idg TDZE Apt Elev	4028 933 934
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RNAV (GPS) RWY 2

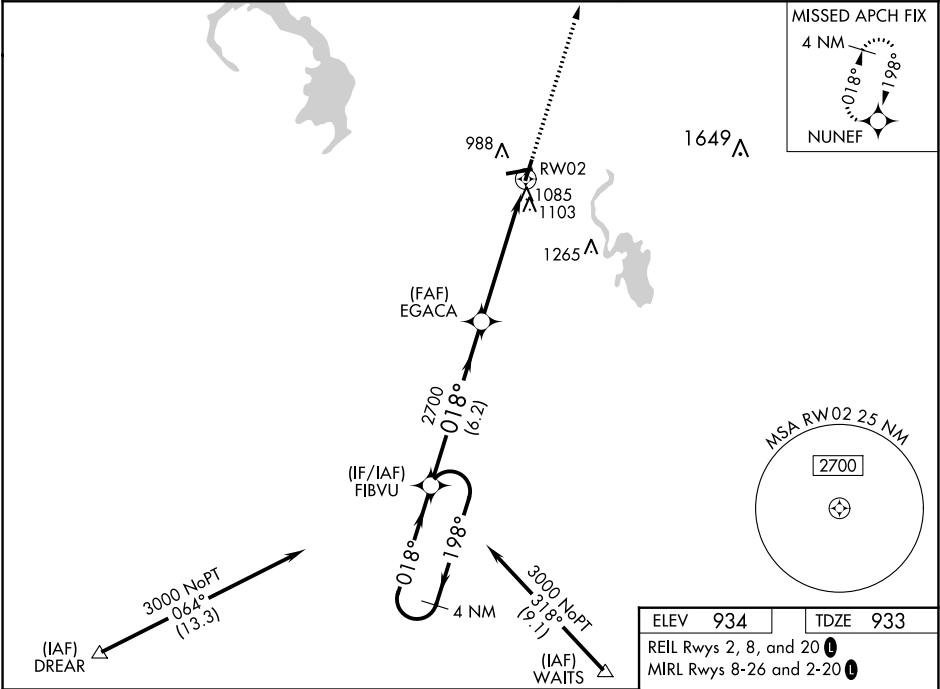
DODGE COUNTY (UNU)

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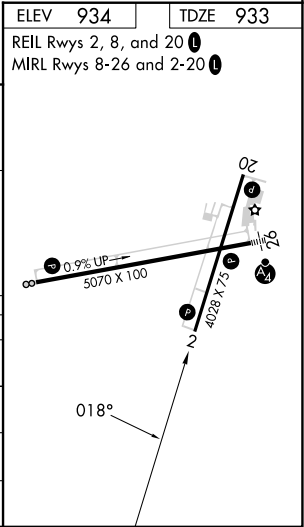
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase all visibilities ½ mile. VDP and Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 3000 direct NUNEF and hold.

AWOS-3 120.825	MADISON APP CON ★ 119.15 343.7	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern FIBVU		3000	198°	018°	018°	EGACA	3000	NUNEF
GP 3.00° TCH 40		4 NM		6.2 NM		4 NM		* 1.4 NM to RW02
CATEGORY		A	B	C	D	* LNAV only		
LPV DA		1189-1 256 (300-1)				NA		
LNAV/VNAV DA		1432-1¼ 499 (500-1¼)				NA		
LNAV MDA		1400-1	467 (500-1)	1400-1¼	467 (500-1¼)	NA		
CIRCLING		1440-1	506 (600-1)	1440-1½	506 (600-1½)	NA		



EC-3, 22 FEB 2024 to 21 MAR 2024

EC-3, 22 FEB 2024 to 21 MAR 2024

WAAS CH 61307 W20A	APP CRS 198°	Rwy Idg TDZE Apt Elev	4028 934 934
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RNAV (GPS) RWY 20

DODGE COUNTY (UNU)

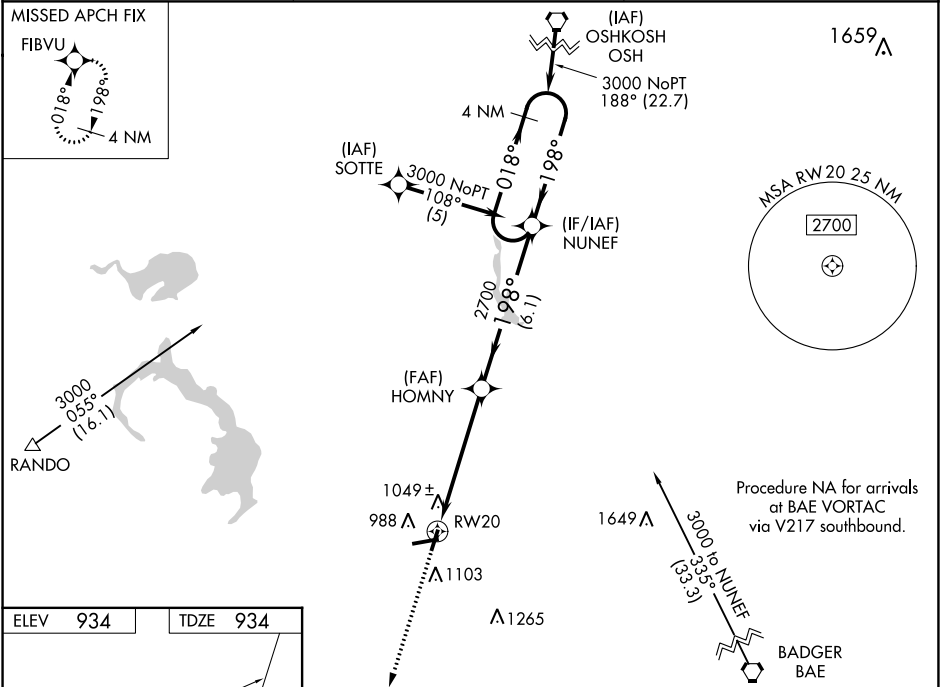
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities ¼ mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 3000 direct FIBVU and hold.

AWOS-3 120.825	MADISON APP CON ★ 119.15 343.7	UNICOM 122.7 (CTAF) 0
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ELEV 934 TDZE 934

3000 FIBVU

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

3000

↑

HOMNY

RW20

2700

5.4 NM

6.1 NM

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	1214-1	280 (300-1)		NA
LNAV/VNAV DA	1350-1½	416 (500-1½)		NA
LNAV MDA	1300-1	366 (400-1)		NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

APP CRS	Rwy Idg	5070
261°	TDZE	934
	Apt Elev	934

RNAV (GPS) RWY 26

DODGE COUNTY(UNU)

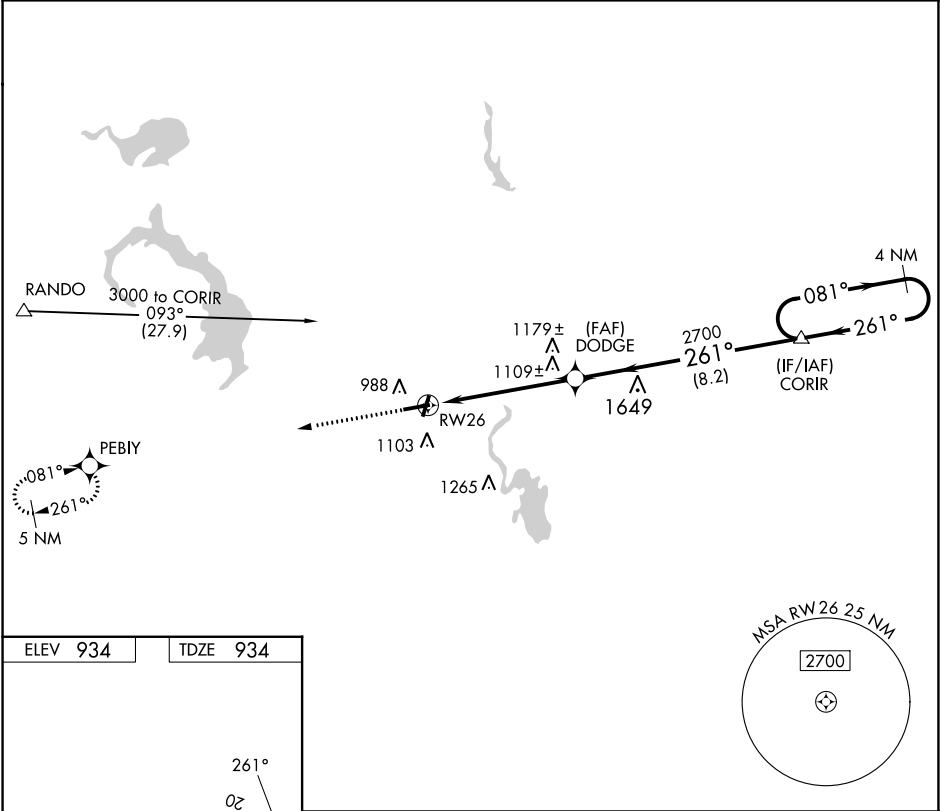
⚠ When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all MDAs 100 feet, and increase Circling Cat C visibility ¼ SM. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply.

MAISF

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MISSED APPROACH: Climb to 3000 direct PEBIY and hold.

AWOS-3 120.825	MADISON APP CON ★ 119.15 343.7	UNICOM 122.7 (CTAF) 1
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ELEV 934 TDZE 934

REIL Rws 2, 8, and 20 1

MIRL Rws 8-26 and 2-20 1

3000 PEBIY

DODGE

CORIR

4 NM Holding Pattern

3000

081° 261°

261°

2700

3.04° TCH 34

5.4 NM 8.2 NM

CATEGORY	A	B	C	D
LNAV MDA	1360-1	426 (500-1)	1360-1¼ 426 (500-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

EC-3, 22 FEB 2024 to 21 MAR 2024

EC-3, 22 FEB 2024 to 21 MAR 2024

RNAV (GPS) RWY 8

DODGE COUNTY(UNU)

MISSED APPROACH: Climb to 3000 direct CORIR and hold.

UNICOM
122.7 (CTAF) L

Diagram illustrating a flight profile with various waypoints and altitudes:

- Waypoints:** (IAF) RANDO, (IF/IAF) PEBIY, (FAF) GOPBE, (IAF) DRFAR, RW08.
- Altitudes:** 3000 NoPT, 2700, 1059 ±, 988, 1265.
- Angles:** 081°, 261°.
- Distances:** 5 NM, 4 NM.
- Other Labels:** CORIR, MSA RW08 25 NM, ELEV 934, TDZE 913.

Diagram illustrating a flight path scenario where the VGSi and descent angles are not coincident (VGSi Angle 3.00/TCH 26).

The path starts at 3000 ft, turns left 261°, then right 081°. It passes through a 5 NM Holding Pattern and PEBIY. At 2700 ft, it turns right 081°. A VGSi is shown at 3000 ft with a 3.00° angle. The descent angle is 3.05°, which is greater than the TCH 40. The path ends at RW08, 1.3 NM away. A CORIR symbol is also present.

CATEGORY	A	B	C	D
INAV MDA	1320-1	407 (400-1)	1320-1¼ 407 (400-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

ELEV 934		TDZE 913
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Diagram illustrating the layout of REIL (Runway End Identifier Lights) and MRL (Medium Range Lights) for Runways 2, 8, and 20. The diagram shows the runway axis oriented at 081° magnetic heading. The runway dimensions are 5070 X 100 feet. The diagram also shows the runway axis oriented at 207° magnetic heading, with dimensions 4028 X 75 feet. The diagram includes a 0.9% UP slope indicator and a 207° magnetic heading indicator.