

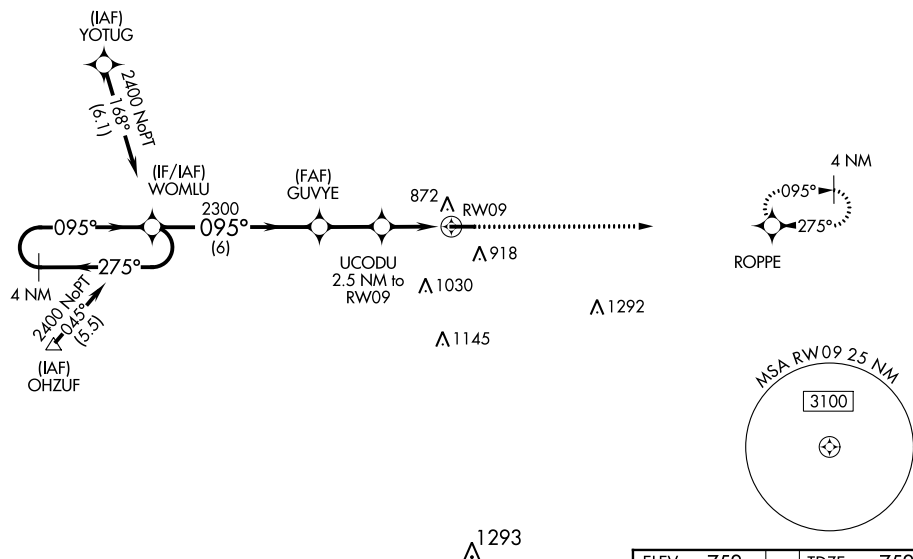
WAAS CH 53529 W09A	APP CRS 095°	Rwy Idg 5005 TDZE 752 Apt Elev 752
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RNAV (GPS) RWY 9
FOSTORIA METRO (FZI)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Findlay altitude setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Findlay altimeter setting and increase LPV DA to 1122 feet and all visibilities $\frac{1}{2}$ SM; increase LNAV/VNAV DA to 1121 feet and all visibilities $\frac{1}{2}$ SM; increase all MDAs 60 feet and LNAV Cat C visibility $\frac{1}{8}$ SM, increase Circling Cat C visibility $\frac{1}{4}$ SM. When VGSi inop, Straight-in/Circling Rwy 9 procedure NA at night.

MISSED APPROACH:
Climb to 2400 direct
ROPPE and hold.

AWOS-3 124.625	TOLEDO APP CON 126.1 307.0	UNICOM 122.7 (CTAF) ①
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4 NM Holding Pattern

WOMLU

VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 25).

2400 ← 275°
→ 095°

GUYVE
2300

UCODU
2.5 NM to RW09

RW09

*1580

GP 3.00° TCH 40

6 NM | 2.2 NM | 2.5 NM

CATEGORY	A	B	C	D
LPV DA	1075-1½	323 (400-1½)		NA
LNAV/VNAV DA	1074-1½	322 (400-1½)		NA
LNAV MDA	1180-1	428 (500-1)	1180-1¼ 428 (500-1¼)	NA
CIRCLING	1280-1 528 (600-1)	1320-1 568 (600-1)	1400-1¾ 648 (700-1¾)	NA

↑ ROPPE

*RNAV only.

The diagram illustrates the layout of the Runway End Identifier Lights (REIL) and Mid-Runway Identifier Lights (MIRL) for Runways 9 and 27. At the top, two boxes specify the elevation: 'ELEV 752' and 'TDZE 752'. The main diagram shows a horizontal runway with a width of '5005 X 100'. Runway 9 is indicated by a circle with the number '9' at the left end, and Runway 27 is indicated by a circle with the number '27' at the right end. A star symbol marks the center of the runway. On the left side, an arrow points to the runway axis with the label '095°'. Below the diagram, the text 'REIL Rwy 9 and 27' is followed by a circled 'L', and 'MIRL Rwy 9-27' is followed by a circled 'L'.