

WAAS CH 48899 W25A	APP CRS 252°	Rwy Ldg 10599 TDZE 678 Apt Elev 683
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RNAV (GPS) RWY 25
EUGENE F KRANZ TOLEDO EXPRESS (TOL)

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 52°C. For inoperative ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1/2 SM, LNAV Cat D/E visibility to RVR 6000.

A ** RVR 1800 authorized with the use of FD or AP or H/D to DA.

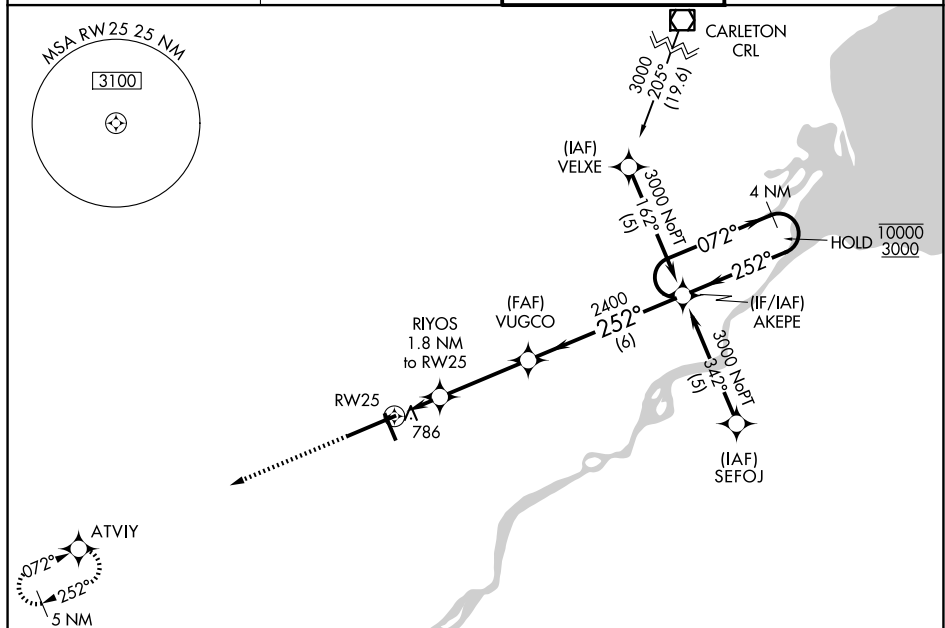
ASR

MALSR

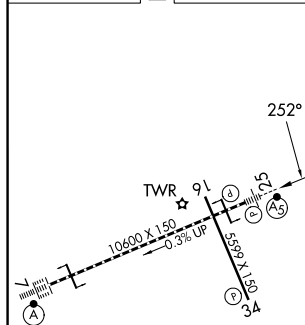


MISSED APPROACH:
Climb to 3000 direct
ATVIY and hold.

ATIS 118.75 290.225	TOLEDO APP CON 134.35 317.55	TOLEDO TOWER 118.1 285.4	GND CON 121.9 348.6
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ELEV 683	D	TDZE 678
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TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwy 16 and 34

The diagram illustrates the VGSJ and RNAV glidepath. Key features include:

- VGSJ and RNAV glidepath not coincident** (VGSJ Angle 3.00/TCH 69°).
- Waypoints and Distances:**
 - RW25 (Runway End Point)
 - *1 NM to RW25 (Distance from start of glidepath to RW25)
 - RIYOS (1.8 NM to RW25)
 - VUGCO (2400 feet)
 - AKEPE (4 NM Holding Pattern)
- Angles:**
 - 072° (Heading towards 10000 feet)
 - 252° (Heading away from 10000 feet)
 - 252° (Angle between VUGCO and AKEPE)
- Altitudes and Gradients:**
 - 10000 feet (Top of climb)
 - 3000 feet (Bottom of climb)
 - GP 3.00° (Gradient)
 - TCH 52 (Threshold Crossing Height)
- Horizontal Segments:**
 - 1 NM (From start to RW25)
 - 0.8 NM (From RW25 to RIYOS)
 - 3.4 NM (From RIYOS to VUGCO)
 - 6 NM (From VUGCO to AKEPE)

CATEGORY	A	B	C	D	E
LPV DA**	878/24 200 (200-½)				
LNAV/VNAV DA	1065/50 387 (400-1)				
LNAV MDA	1040/24 362 (400-½)			1040/50 362 (400-1)	
CIRCLING	1200-1 517 (600-1)		1300-1¾ 617 (700-1¾)	1360-2¼ 677 (700-2¼)	1360-2½ 677 (700-2½)