

WAAS CH 77612 W06A	APP CRS 064°	Rwy Ldg 7501 TDZE 732 Apt Elev 732
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RNAV (GPS) RWY 6
 ERIE INTL/TOM RIDGE FLD (ERI)

RNP APCH - GPS.

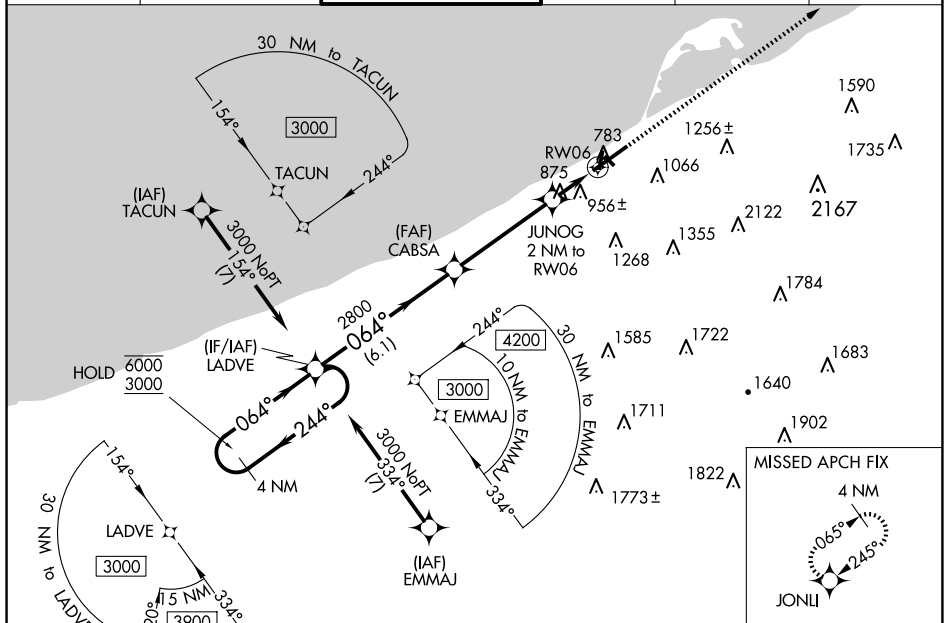
T Circling NA southeast of Rwy 6-24. Circling Rwy 2, 20 NA at night. For
A uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or
above 54°C. For inop ALS, increase LNAV Cats C and D visibility to 1% SM.

MALSR



MISSED APPROACH:
Climb to 3200 direct
JONU and hold.

ATIS 120.35	BUFFALO APP CON ★ 121.0 257.8	ERIE TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 126.8	UNICOM 122.95
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The diagram illustrates the LADVE instrument approach procedure. It begins at a holding pattern (4 NM) and proceeds through several segments:

- GP 3.00° TCH 55**: Initial glide path.
- CABSA**: A fix located 2800 feet above the ground.
- JUNOG**: A fix located 2 NM from RW06.
- RW06**: The runway threshold, located 1.4 NM from the end of the runway.

Key distances and angles are indicated:

- Initial turn: **244°** (left) and **064°** (right).
- Distance between CABSA and JUNOG: **6.1 NM**.
- Distance between JUNOG and RW06: **4.3 NM**.
- Distance from RW06 to the runway end: **0.6 NM**.
- Distance from the runway end to the final approach point: **1.4 NM**.

A scale bar indicates distances up to **3200** feet. A compass rose shows the orientation.

