

WAAS CH 53529 W09A	APP CRS 095°	Rwy Ldg TDZE 752 Apt Elev 752
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RNAV (GPS) RWY 9

DONALD P MILLER (FZI)

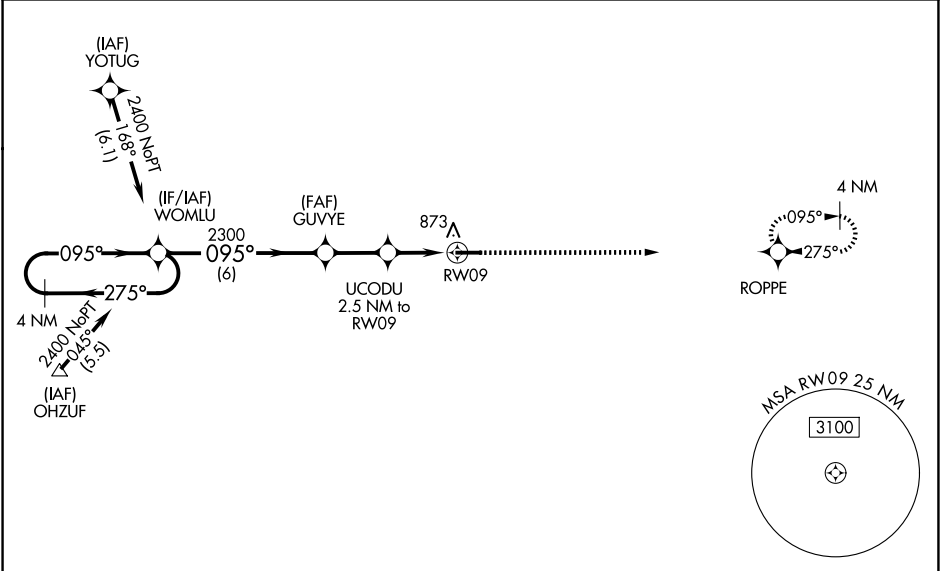
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DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Findlay altimeter setting and increase LPV DA to 1122 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1121 feet and all visibilities ⅓ SM; increase all MDAs 60 feet and LNAV Cat C visibility ⅓ SM, increase Circling Cat C visibility ¼ 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) 0
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ELEV 752		TDZE 752	
4 NM Holding Pattern WOMLU VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). 2400 ROPPE * LNAV only. GP 3.00° TCH 40 2400 ← 275° 095° → 095° GUYVE 2300 UCODU 2.5 NM to RW09 *1580 6 NM 2.2 NM 2.5 NM RW09			
CATEGORY	A	B	D
LPV DA	1075-1⅓ 323 (400-1⅓)		NA
LNAV/VNAV DA	1074-1⅓ 322 (400-1⅓)		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

5005 X 100

095°

27

REIL Rwy 9 and 27 ①
MIRL Rwy 9-27 ①