

WAAS CH <b>40128</b> <b>W25A</b>	APP CRS <b>249°</b>	Rwy Idg <b>10002</b> TDZE <b>736</b> Apt Elev <b>742</b>
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RNAV (GPS) RWY 25

CHICAGO/ROCKFORD INTL (RFD)

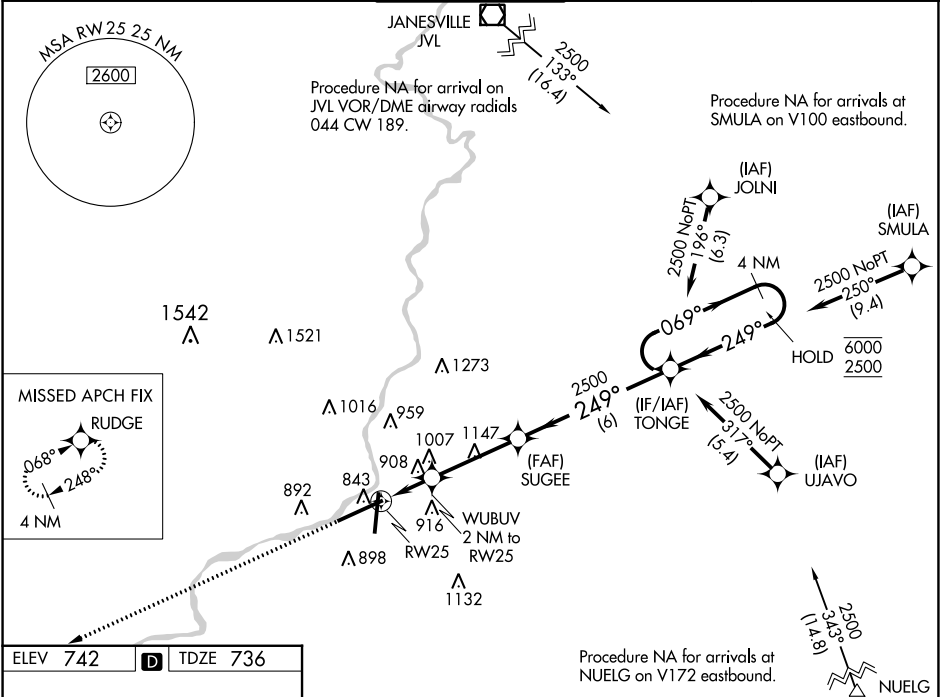
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ASR

Rwy 25 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 39°C.

MISSED APPROACH:  
Climb to 2500 direct  
RUDGE and hold.

ATIS <b>127.6</b>	ROCKFORD APP CON <b>121.0 327.0</b>	ROCKFORD TOWER <b>118.1 290.375</b>	GND CON <b>121.9 290.375</b>	CLNC DEL <b>119.25</b>
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RUDGE

2500

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

4 NM Holding Pattern

\* LNAV only.

WUBUV 2 NM to RW25

\* 1.1 NM to RW25

RW25

\* 1400

SUGEE 2500

TONGE

069° 249° 2500 6000

GP 3.00° TCH 50

CATEGORY	A	B	C	D
LPV DA		986/50	250 (300-1)	
LNAV/VNAV DA		1191-1 $\frac{3}{8}$	455 (500-1 $\frac{3}{8}$ )	
LNAV MDA		1160/55	424 (500-1)	
CIRCLING	1220-1 478 (500-1)	1280-1 538 (600-1)	1320-1 $\frac{1}{2}$ 578 (600-1 $\frac{1}{2}$ )	1460-2 $\frac{1}{4}$ 718 (800-2 $\frac{1}{4}$ )

REIL Rwy 19 and 25  
HIRL Rwy 1-19 and 7-25  
TDZ/CL Rwy 1 and 7

249° to RW25

61

0.3% DOWN 10002 X 150

0.6% UP 8200 X 150

1

TWR 770 798