

WAAS CH 40328 W25A	APP CRS 251°	Rwy Idg 5001 TDZE 781 Apt Elev 781
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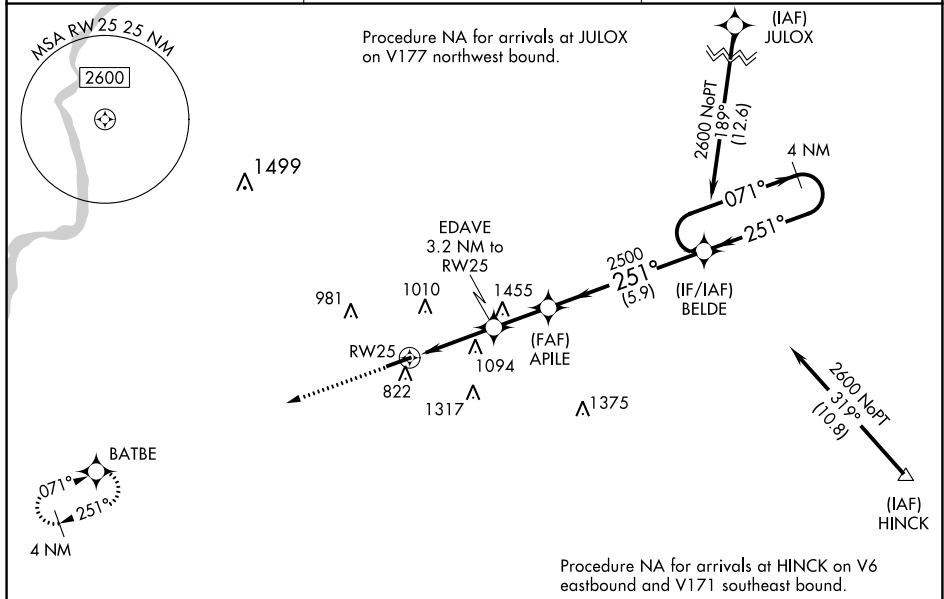
RNAV (GPS) RWY 25

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

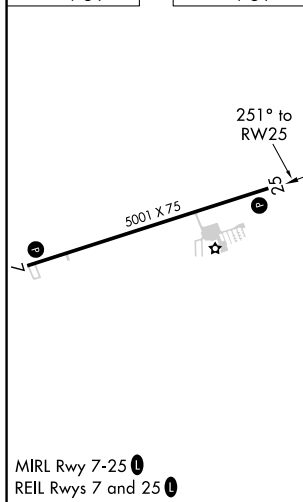
T Baro-VNAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting; increase LPV DA to 1079 feet and LNAV/VNAV DA to 1152 feet and all MDA 60 feet; increase LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility $\frac{1}{8}$ mile; increase Circling Cat C visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below $\frac{1}{4}$ SM NA. VDP NA when using Chicago/Rockford Intl altimeter setting.

MISSED APPROACH:
Climb to 2600 direct
BATBE and hold.

AWOS-3 125.2	ROCKFORD APP CON 126.0 327.0	UNICOM 122.975 (CTAF) L
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ELEV 781		TDZE 781
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The diagram illustrates the VGSB glidepath, showing a 4 NM Holding Pattern at 2600 feet. The glidepath starts at 2600 feet, descends to 2500 feet at the APILE point, and then continues to 2500 feet at the BELDE point. The glidepath is defined by a 071° heading and a 251° heading. The glidepath is labeled with a 4 NM Holding Pattern, 2600, 071°, 251°, 2500, and 2500. The glidepath is also labeled with a 4 NM Holding Pattern, 2600, 071°, 251°, 2500, and 2500. The glidepath is defined by a 071° heading and a 251° heading. The glidepath is labeled with a 4 NM Holding Pattern, 2600, 071°, 251°, 2500, and 2500. The glidepath is also labeled with a 4 NM Holding Pattern, 2600, 071°, 251°, 2500, and 2500.

CATEGORY	A	B	C	D
LPV DA	1031-1	250 (300-1)		
RNAV/VNAV	1104-1½	323 (400-1½)		
RNAV MDA	1360-1 579 (600-1)	1360-1½ 579 (600-1½)		
CIRCLING	1360-1 579 (600-1)	1680-2¾ 899 (900-2¾)	1820-3 1039 (1100-3)	