

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

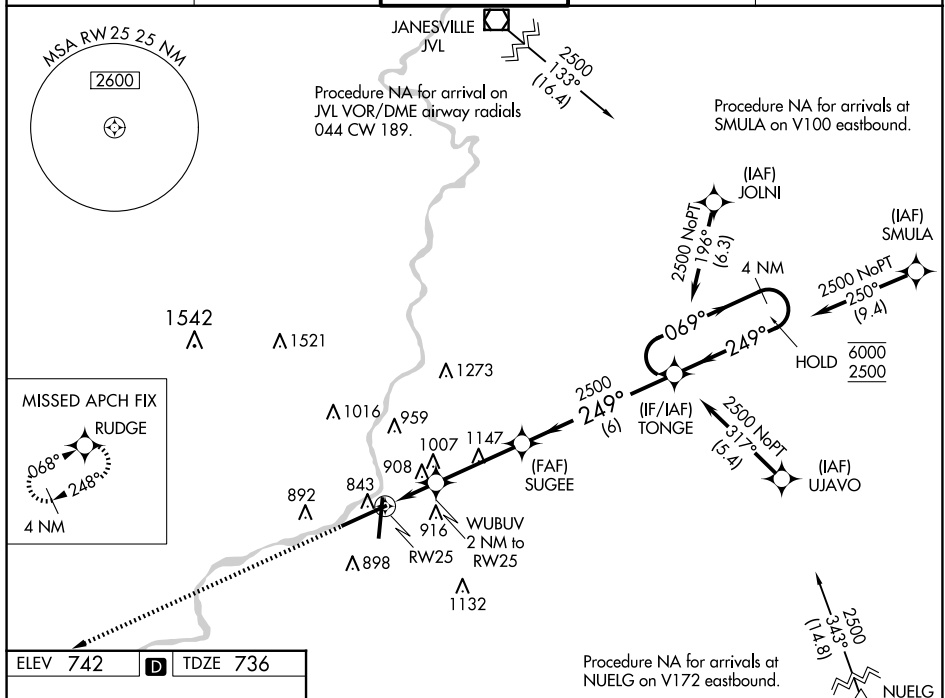
## CHICAGO/ROCKFORD INTL (RFD)

RNP APCH.

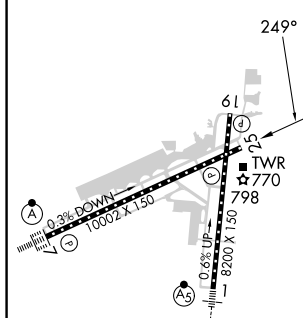
**T** Rwy 25 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**ASP** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 39°C.

**MISSED APPROACH:**  
Climb to 2500 direct  
RUDGE and hold.

ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.1 290.375	GND CON 121.9 290.375	CLNC DEL 119.25
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ELEV 742	<b>D</b>	TDZE 736
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REIL Rwy 19 and 25  
HIRL Rwy 1-19 and 7-25  
TDZ/CL Rwy 1 and 7

2500  
↑  
RUDGE

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

4 NM  
Holding Pattern

\* LNAV only.

WUBUV  
2 NM to  
RW25

SUGEE  
2500

TONGE

2500

069° → 6000  
← 249° 2500

\* 1.1 NM  
to RW25

RW25

\* 1.400

GP 3.00°  
TCH 50

1.1 NM 0.9 3.4 NM 6 NM

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

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