

WAAS CH 62904 W25A	APP CRS 245°	Rwy Idg 5000 TDZE 993 Apt Elev 993
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RNAV (GPS) RWY 25
MARION MUNI (MNN)

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Ohio State University altimeter setting. Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Ohio State University altimeter setting and increase LPV DA to 1421 feet, increase LNAV/VNAV DA to 1530 feet; increase all MDAs 100 feet and visibility Cat C/D $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 2600 direct
CABDA and hold.

ASOS 119.975	CLEVELAND APP CON ★ 128.35 360.65	CLNC DEL 126.8	UNICOM 122.8 (CTAF) 0
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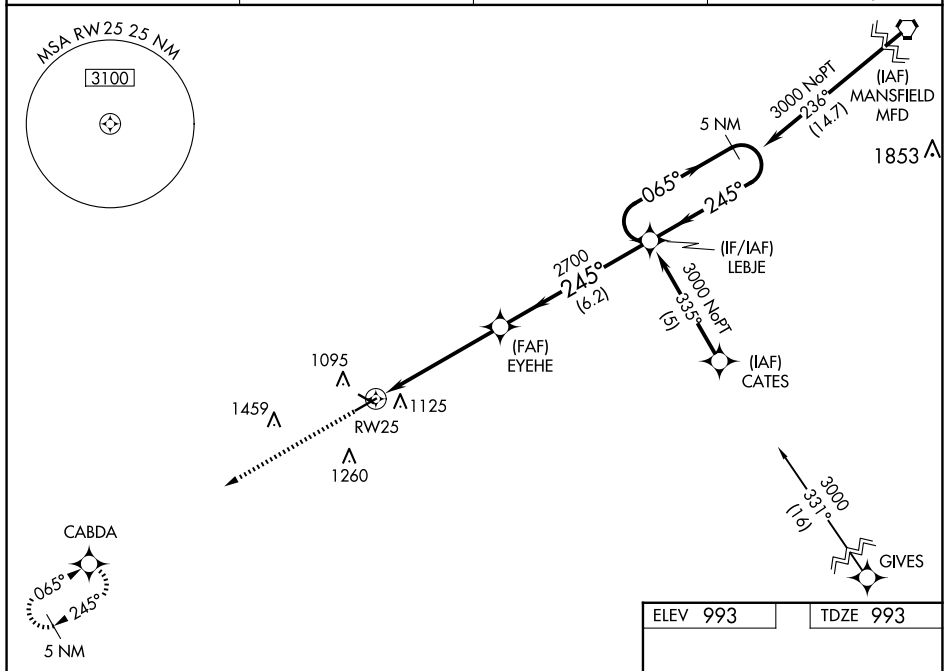
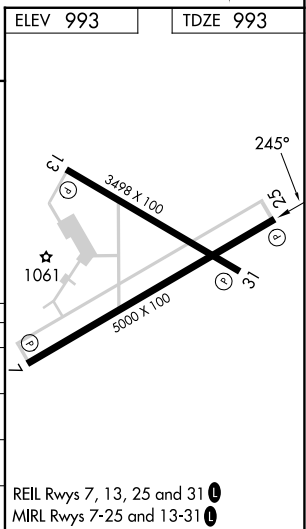


Diagram illustrating a 5 NM Holding Pattern (GP 3.00° TCH 40°) with various flight parameters and distances:

- 2600**: Altitude (indicated by an upward arrow).
- CABDA**: Initial heading/altitude (indicated by a compass rose).
- VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31)**: Note indicating a discrepancy between VGSI and RNAV glidepaths.
- 5 NM Holding Pattern**: Pattern type and width.
- LEB/E**: Entry point/altitude.
- EYE/E**: Entry point/altitude.
- 2700**: Altitude at the entry point.
- 245°**: Holding pattern angle.
- 065°**: Holding pattern angle.
- 3000**: Altitude at the end of the pattern.
- * LNAV only.**: Note indicating LNAV only.
- * 1.4 NM to RW25**: Distance to the runway.
- RW25**: Runway 25.
- 1.4 NM**, **3.8 NM**, **6.2 NM**: Distances between key points.
- GP 3.00° TCH 40°**: Glidepath and threshold angle.

CATEGORY	A	B	C	D
LPV DA	1334-1¼ 341 (400-1¼)			
LNAV/VNAV DA	1443-1½ 450 (500-1½)			
LNAV MDA	1460-1 467 (500-1)		1460-1⅘ 467 (500-1⅘)	
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1700-2 707 (800-2)	1820-2¾ 827 (900-2¾)



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