

RNAV (GPS) RWY 32
TO/FDZ EXEC (TDZ)

T Circling Rwy 14 NA at night. Baro-VNAV NA when using Toledo Express altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Rwy 32 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Toledo Express altimeter setting and increase LPV DA to 914, LNAV/VNAV to 1123, increase LPV all Cats visibility ⅛ SM. Increase all MDA 60 feet and increase LNAV Cats C and D and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2300 direct WIMLU and hold.

Figure 1 is a map of the flight path for the 2007-2008 season. The path starts at MSA RW32 (25 NM), proceeds to 959, 906, 1148, 755, 827, 767, 911, (FAF) HOKVO, 2000, 3520, (IF/IAF) WIMLU, 141°, 321°, 2300 NoPT, 278° (16.4), and ends at (IAF) VASHO. A circular inset shows a compass rose with a heading of 3100.

REIL Rws 4, 14 and 22

MRL Rws 4-22 and 14-32

Figure 1-1: Example of a 4 NM Holding Pattern. The diagram illustrates a holding pattern for WIMLU with a 4 NM radius. The pattern is a series of turns around a fix (HOKVO). The inbound leg is 3.2 NM, and the outbound leg is 5.2 NM. The holding pattern is 4 NM. The diagram also shows the approach to RW32, which is 1.6 NM from the holding pattern. The approach is 1160* (feet) and 2200 (feet). The holding pattern is 141° and 321°. The diagram also shows the approach to RW32, which is 1.6 NM from the holding pattern. The approach is 1160* (feet) and 2200 (feet). The holding pattern is 141° and 321°.

EC-2, 10 JUL 2025 to 07 AUG 2025

EC-2, 10 JUL 2025 to 07 AUG 2025