

RNAV (GPS) RWY 32
TO/FD/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.

REIL Rwy 4, 14 and 22

MIRL Rwy 4-22 and 14-32

Figure 1-1 illustrates a 4 NM Holding Pattern for WIMLU. The pattern is defined by a 1.6 NM radius (RW32) and a 3.2 NM radius (HOKVO). The pattern is divided into four segments: A (1.6 NM), B (3.2 NM), C (5.2 NM), and D (5.2 NM). The pattern is defined by a 1.6 NM radius (RW32) and a 3.2 NM radius (HOKVO). The pattern is divided into four segments: A (1.6 NM), B (3.2 NM), C (5.2 NM), and D (5.2 NM). The pattern is defined by a 1.6 NM radius (RW32) and a 3.2 NM radius (HOKVO). The pattern is divided into four segments: A (1.6 NM), B (3.2 NM), C (5.2 NM), and D (5.2 NM).

CATEGORY	A	B	C	D
LPV DA	871- $3\frac{3}{4}$ 250 (300- $3\frac{3}{4}$)			
LNAV/VNAV DA	1080-1 $3\frac{3}{8}$ 459 (500-1 $3\frac{3}{8}$)			
LNAV MDA	1020-1 399 (400-1)		1020-1 $\frac{1}{8}$ 399 (400-1 $\frac{1}{8}$)	
C CIRCLING	1080-1 457 (500-1)	1100-1 477 (500-1)	1200-1 $\frac{1}{2}$ 577 (600-1 $\frac{1}{2}$)	1320-2 $\frac{1}{4}$ 697 (700-2 $\frac{1}{4}$)

EC-2, 23 JAN 2025 to 20 FEB 2025

EC-2, 23 JAN 2025 to 20 FEB 2025