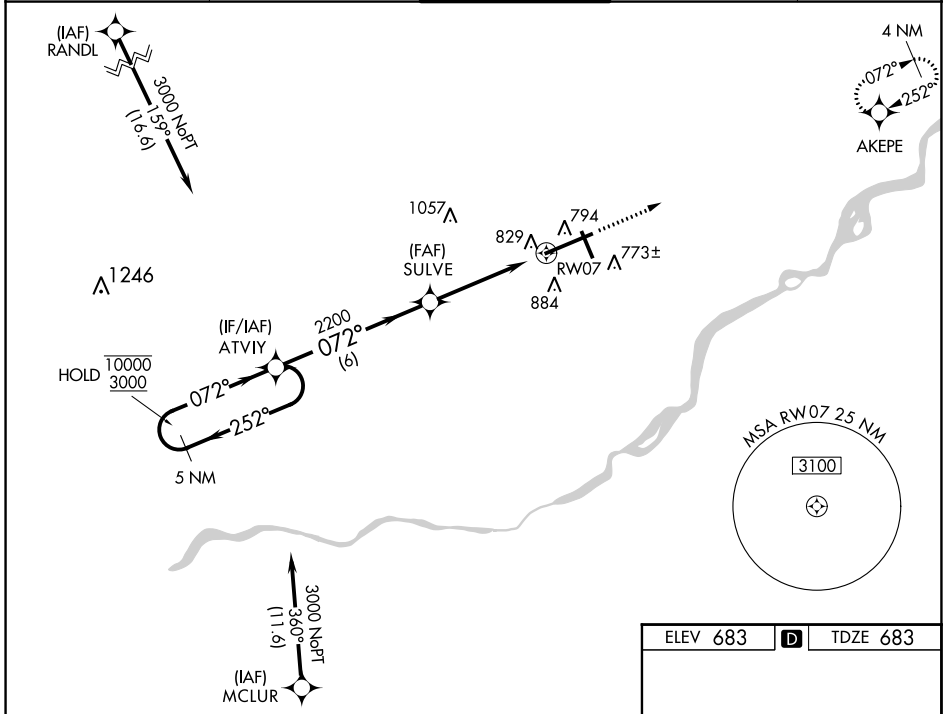


WAAS CH 99399 W07A	APP CRS 072°	Rwy Idg TDZE Apt Elev	10599 683 683
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RNAV (GPS) RWY 7

EUGENE F KRANZ TOLEDO EXPRESS (TOL)

RNP APCH.		ALSF-2		MISSED APPROACH: Climb to 3000 direct AKEPE and hold.											
<p>T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 52°C. A For inop ALS, increase LPV all Cats visibility to RVR 5000. Increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1$\frac{1}{8}$ SM. ASR</p>		<table border="1"> <tr> <td>ATIS</td> <td>TOLEDO APP CON</td> <td>TOLEDO TOWER</td> <td>GND CON</td> <td>CLNC DEL</td> </tr> <tr> <td>118.75 290.225</td> <td>134.35 317.55</td> <td>118.1 285.4</td> <td>121.9 348.6</td> <td>121.75 348.6</td> </tr> </table>		ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	118.75 290.225	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6		
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EC-2, 22 FEB 2024 to 21 MAR 2024

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5 NM Holding Pattern		3000		AKEPE	
<p>ATVIY</p> <p>10000 ← 252°</p> <p>3000 → 072°</p> <p>GP 3.00°</p> <p>TCH 55</p>		<p>SULVE</p> <p>2200</p> <p>2200</p>		<p>*LNAV only.</p> <p>*1.3 NM to RW07</p> <p>RW07</p>	
		6 NM		3.2 NM	
				1.3	
CATEGORY	A	B	C	D	E
LPV DA		1018/40		335 (400- $\frac{3}{4}$)	
LNAV/VNAV DA		1129/50		446 (500-1)	
LNAV MDA	1140/24	457 (500- $\frac{1}{2}$)	1140/40 457 (500- $\frac{3}{4}$)	1140/50	457 (500-1)
C CIRCLING	1200-1	517 (600-1)	1300-1 $\frac{3}{4}$ 617 (700-1 $\frac{3}{4}$)	1360-2 $\frac{1}{4}$ 677 (700-2 $\frac{1}{4}$)	1360-2 $\frac{1}{2}$ 677 (700-2 $\frac{1}{2}$)

ELEV 683	D	TDZE 683
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Detailed diagram of RWY 7 showing runway dimensions (10600 x 150, 5392 x 150), taxiway (TWX 750), and various lights (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z). The diagram also shows the runway heading of 072° and the presence of a 0.3% upgrade.

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwy 16 and 34