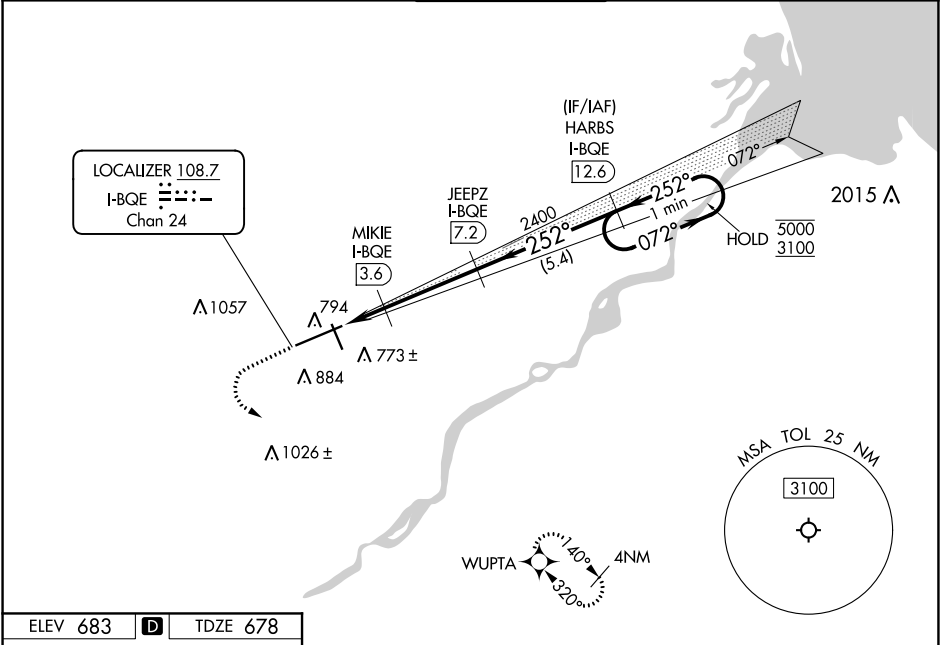


LOC/DME I-BQE	APP CRS	Rwy Idg	10600
108.7	252°	TDZE	678
Chan 24		Apt Elev	683

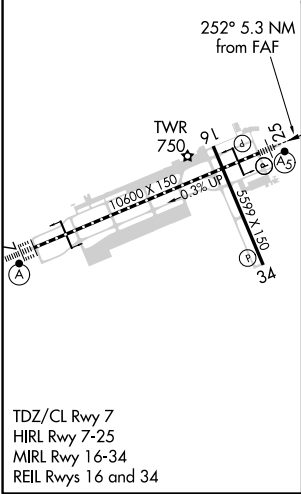
ILS Z or LOC Z RWY 25
EUGENE F KRANZ TOLEDO EXPRESS (TOL)

RADAR required for procedure entry. DME, RNAV 1-GPS required.		MALSR 	MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct WUPTA and hold.
For inop ALS, increase S-ILS 25 Cat E visibility to RVR 4000, and S-LOC 25 Cat E visibility to RVR 5000.			
ASR	# RVR 1800 authorized with use of FD or AP or HUD to DA.		

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



ELEV 683	D	TDZE 678
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1100 2500 WUPTA		VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 69).		One Minute Holding Pattern	
* LOC only.		ILS unusable 0.50 NM inbound.			
		JEEPZ I-BQE (7.2)		HARBS I-BQE (12.6)	
		MIKIE I-BQE (3.6)			
		2400		072° → 5000	
		252°		← 252° 3100	
		2400		GS 3.00° TCH 52	
		0.5 1.2 NM 3.6 NM 5.4 NM			
CATEGORY	A	B	C	D	E
S-ILS 25 #	878/24 200 (200-½)				
S-LOC 25	1000/24	322 (400-½)	1000/26	322 (400-½)	
CIRCLING	1200-1	517 (600-1)	1300-1¾ 617 (700-1¾)	1360-2¼ 677 (700-2¼)	1360-2½ 677 (700-2½)