


LOC/DME I-BQE <b>108.7</b> Chan <b>24</b>	APP CRS <b>252°</b>	Rwy Idg <b>10600</b> TDZE <b>678</b> Apt Elev <b>683</b>
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# ILS Z or LOC Z RWY 25

EUGENE F KRANZ TOLEDO EXPRESS (TOL)

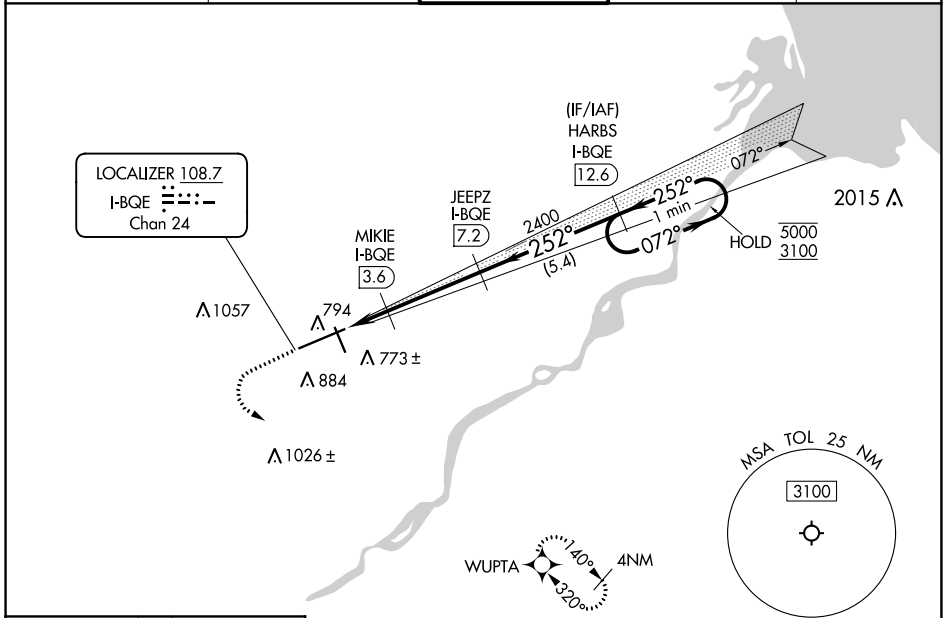
RADAR required for procedure entry. DME, RNAV 1-GPS required.

**▼** 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.

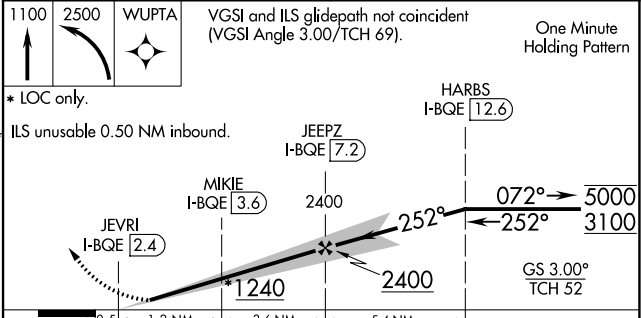
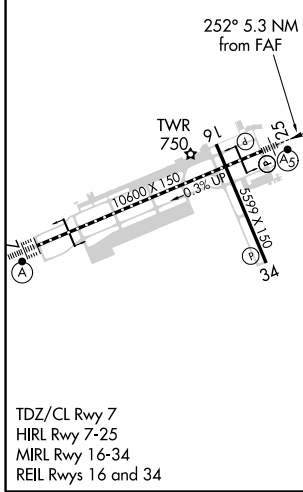
MALSRL  


MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct WUPTA and hold.

ATIS <b>118.75 290.225</b>	TOLEDO APP CON <b>134.35 317.55</b>	TOLEDO TOWER <b>118.1 285.4</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 348.6</b>
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ELEV <b>683</b>	<b>D</b>	TDZE <b>678</b>
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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.						
JEVRI I-BQE [2.4]	MIKIE I-BQE [3.6]	JEEPZ I-BQE [7.2]	HARBS I-BQE [12.6]	5000		
2400			072° →		3100	
2400			← 252°		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)		
<b>C</b> CIRCLING	1200-1	517 (600-1)	1300-1¾ 617 (700-1¾)	1360-2¼ 677 (700-2¼)	1360-2½ 677 (700-2½)	

EC-2, 25 FEB 2021 to 25 MAR 2021

EC-2, 25 FEB 2021 to 25 MAR 2021