

LOC/DME I-BQE 108.7 Chan 24	APP CRS 252°	Rwy Ldg 10599 TDZE 678 Apt Elev 684
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ILS Z or LOC Z RWY 25
EUGENE F KRAVZ TOLEDO EXPRESS (TOL)

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

T For inop ALS, increase S-ILS 25 Cat E visibility to RVR 4000, and S-LOC 25
A Cat E visibility to RVR 5000.

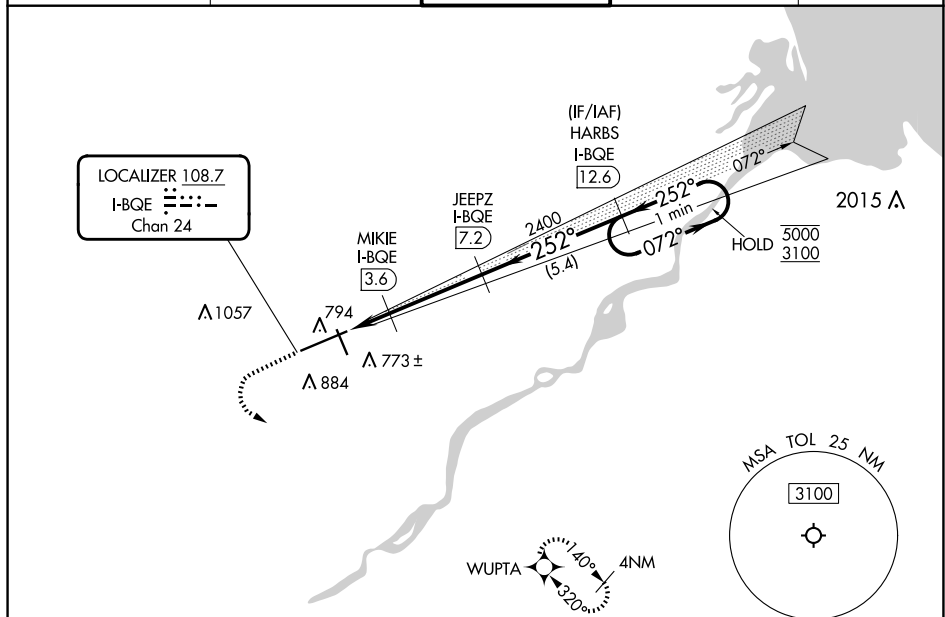
ASR * RVR 1800' authorized with use of FD or AP or HUD to DA.

MALSR

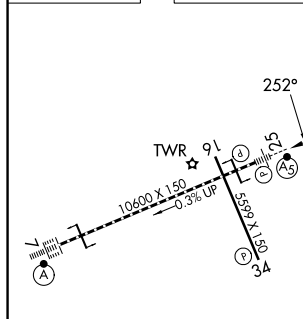


MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct WUPTA and hold.

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 684	D	TDZE 678
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TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwy 16 and 34

Diagram illustrating the S-ILS 25 approach for JEVRI. The diagram shows the approach path, including the final approach segment (0.5 NM) and the enroute segments (1.2 NM, 3.6 NM, 5.4 NM). Key waypoints and altitudes are marked: JEVRI (I-BQE 2.4), MIKJE (I-BQE 3.6), JEEPZ (I-BQE 7.2), and HARBS (I-BQE 12.6). The glidepath is 3.00° TCH 52. The diagram also shows the 072° and 252° heading lines and the 1240 and 2400 MSL altitudes. A note at the top states 'VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69)'. A 'One Minute Holding Pattern' is indicated at the end of the approach.