

<b>UNITED STATES AIR FORCE</b> <b>ILS OR LOC STANDARD INSTRUMENT APPROACH PROCEDURE</b>										Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
TERMINAL ROUTES										MISSED APPROACH									
FROM		TO			COURSE AND DISTANCE				ALTITUDE		<b>ILS: DA</b> <b>LOC: 4.95 NM AFTER HYMLI OM/TOL 5.11 DME OR AT TOL 0.21 DME</b>  <b>CLIMB TO 2500 THEN CLIMBING LEFT TURN TO 3000 VIA TOL TACAN R-170 TO POUDR/15.00 DME AND HOLD.</b>  <b>ADDITIONAL FLIGHT DATA:</b> <b>HOLD S, LT, 350.00 INBOUND.</b> <b>CHART FAS OBST: 769 TREE 413605N/0834620W</b> <b>CHART: ASR.</b> <b>CHART TOL R-170 AT POUDR.</b> <b>CHART CIRCLING ICON.</b> <b>CHART ARRIVAL HOLDING AT MYANN: HOLD S, LT, 350.00 INBOUND, 15,000.</b>								
CRL VOR/DME		MYANN/TOL 25.00 DME			192.95 / 52.17				18000										
FWA VORTAC		MYANN/TOL 25.00 DME			085.14 / 70.64				18000										
ROD VORTAC		MYANN/TOL 25.00 DME			022.91 / 56.95				18000										
MYANN/TOL 25.00 DME (IAF)		POUDR/TOL 15.00 DME			350.00 / 10.00 (TOL R-170)				10000										
POUDR/TOL 15.00 DME CCW (IAF)		OTBUE/TOL 15.00 DME			15.00 DME ARC (TOL LR-081)				4000										
OTBUE/TOL 15.00 DME (IF)		HYMLI OM/INT/TOL 5.11 DME			252.18 / 9.89 (I-BQE)				2400										
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT MYANN/TOL 25.00 DME 3. FAC: <u>252.18</u> FAF: <u>HYMLI OM/INT/TOL 5.11 DME</u> DIST FAF TO MAP: <u>4.95</u> THLD: <u>4.95</u> 4. MIN. ALT: <u>MYANN 15000, POUDR 10000, OTBUE 4000, HYMLI OM 2400, MIKIE INT/TOL 1.85 DME 1240*</u> 5. DIST TO THLD FROM OM: <u>4.95</u> MM: <u>-</u> IM: <u>-</u> 150 HAT: <u>-</u> 100 HAT: <u>-</u> GS ANT: <u>901</u> 6. MIN GS INCPT: <u>2400</u> GS ALT AT: <u>-</u> OM: <u>2315</u> MM: <u>-</u> IM: <u>-</u> 7. GS ANGLE: <u>3.00</u> TCH: <u>51.7</u> 8. MSA FROM: <u>ESA W/IN 100 NM 4000TOL TACAN 3100</u>										MAG VAR: <u>5W</u> EPOCH YEAR: <u>1990</u>									
MINIMUMS																			
TAKEOFF: <u>NA</u> STANDARD					ALTERNATE: <u>NA</u>					ILS: STANDARD # <u>NA</u>					LOC: STANDARD @ <u>NA</u>				
CATEGORY		A			B			C			D			E					
		DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA			
S-ILS 25								878	1/2	200	878	1/2	200	878	1/2	200			
S-LOC 25								1240	1 1/4	562	1240	1 1/4	562	1240	1 1/4	562			
CIRCLING								1360	2	677	1400	2 1/4	717	1400	2 1/2	717			
MIKIE FIX MINIMUMS																			
S-LOC 25								1020	5/8	342	1020	5/8	342	1020	5/8	342			
CIRCLING								1360	2	677	1400	2 1/4	717	1400	2 1/2	717			
NOTES: CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). *LOC ONLY CHART PLANVIEW NOTE: DME OR RADAR REQUIRED. CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 25 CAT E VISIBILITY TO 3/4 SM AND INCREASE S-LOC (CONTINUED ON PAGE 2)																			
CITY AND STATE TOLEDO, OH		ELEVATION: 683 TDZE: 678 AIRPORT NAME: TOLEDO EXPRESS			FACILITY IDENTIFIER: I-BQE		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: HI - ILS OR LOC RWY 25, AMDT 5A, 04/27/2017					SUP: <span style="color: green; font-weight: bold;">4</span>							
												AMDT: <span style="color: green; font-weight: bold;">5</span>							
												DATED <span style="color: green; font-weight: bold;">03/12/2009</span>							

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input checked="" type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE <div>04/27/2017</div>	
COORDINATED WITH: <div>ATA<div></div></div> <div>AAT<div></div></div> <div>ALPA<div></div></div> <div>APA<div></div></div> <div>AOPA<div></div></div> <div>NBAA<div></div></div> <div>OTHER (specify)<div></div></div>					
FLIGHT CHECKED BY					
NAME: <div>PENDING</div>		Digitally signed by <b>DONALD H LANIER</b> Jan 30, 2017		FIFO <b>FIOG</b>	DATE:
DEVELOPED BY					
NAME: <div>SEAN BARBEE</div>		Digitally signed by <b>SEAN BARBEE</b> Dec 28, 2016		FIFO <b>AJV-5431</b>	DATE: <b>12/13/2016</b>
ENDORSED BY					
NAME:				FIFO	DATE:
CHANGES: <div>Digitally signed by <b>DONALD H LANIER</b> RECOMMENDED BY: <div>Jan 30, 2017</div><div>PATRICK MULQUEEN, MANAGER, AJV-5430</div></div> <div>1. CHANGED TERMINAL FEEDER ROUTE FROM FWA VORTAC TO MYANN COURSE FROM 079.14 TO 085.14. 2. UPDATED "VGSI AND DESCENT ANGLES NOT COINCIDENT" NOTE TO NEW FORMAT "VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE{ANGLE}/TCH{FEET})". 3. CARLETON (CRL) VORTAC NAVAID TYPE CHANGED FROM VORTAC TO VOR/DME. 4. CHANGED VISIBILITY FOR S-LOC 25 (1020 MDA LINE) CAT C FROM 1/2 TO 5/8 AND CATS D AND E FROM 3/4 TO 5/8; CHANGED S-LOC 25 (1240 MDA LINE) CAT C FROM 1 TO 1 1/4 AND CAT E FROM 1 1/2 TO 1 1/4; CHANGED CIRCLING CAT C FROM 1180 (FOR 1020 LINE)/1240 (1240 LINE)-1 1/2 497/557 TO 1360-2 677 AND CAT D FROM 1240-2 557 TO 1400-2 1/4 717; CHARTED CIRCLING ICON. 5. UPDATED INOPERATIVE ALS NOTES FROM "**WHEN ALS INOP INCREASE CAT E VIS TO 3/4 MILE" AND "***WHEN ALS INOP INCREASE CAT E VIS TO 1 1/4 MILE" TO "FOR INOPERATIVE ALS, INCREASE S-ILS 25 CAT E VISIBILITY TO 3/4 SM AND INCREASE S-LOC CATS C/D/E VISIBILITY TO 1 5/8 SM; MIKIE FIX MINIMUMS: INCREASE S-LOC 25 CATS C/D/E VISIBILITY TO 1 SM".</div>					
REASONS: <div>1. FORT WAYNE (FWA) VORTAC ROTATED FROM 0E/1965 TO 6W/2020. 2. IAW 8260.19G, PARA 8-6N(1) CHART PROFILE NOTE WHEN VGSI AND PRECISION GLIDEPATH ARE NOT WITHIN 0.2 DEGREES AND/OR TCH WITHIN 3 FEET; NOTE UPDATED TO CORRECT FORMAT. 3. TACR PROGRAM. 4. S-LOC 25 (1020 MDA AND 1240 LINES OF MINIMUMS) CHANGED IAW 8260.3B TABLE 3-5A; CIRCLING MINIMUMS CHANGED DUE TO THE APPLICATION OF LARGER OBSTACLE IDENTIFICATION SURFACES IAW 8260.3B, PARA 260A AND VISIBILITY VALUES DETERMINED USING 8260.3B, TABLE 3-10. 5. ALS INOPERATIVE NOTE UPDATED TO ACCOUNT FOR CHANGES TO VISIBILITY VALUES OUTLINED IN CHANGE #4, CHECKED AGAINST INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE FROM IFR FLIP, AND NOTE FORMATTED IAW 8260.19G, PARA 8-6-5M(3D &amp; E).</div>					



UNITED STATES AIR FORCE ILS OR LOC STANDARD INSTRUMENT APPROACH PROCEDURE			Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.	
NOTES, (CONT.): ALL CATS VISIBILITY TO 1 5/8 SM; MIKIE FIX MINIMUMS: INCREASE S-LOC 25 ALL CATS VISIBILITY TO 1 SM.				
<div>QUALITY 4 CHECKED</div>				
CITY AND STATE TOLEDO, OH	ELEVATION: 683 AIRPORT NAME: TOLEDO EXPRESS	TDZE: 678	FACILITY IDENTIFIER: I-BQE	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: HI - ILS OR LOC RWY 25, AMDT 5A, 04/27/2017
				SUP: AMDT: 5 DATED: 03/12/2009

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
ENDORSED BY					
NAME:				FIFO	DATE:
CHANGES:					
REASONS:					

## STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

## PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.		
FEEDER	CRL VOR/DME	MYANN/TOL 25.00	1. TOWER (39-001418)	413922.00N/0832645.00W	1848 (5D)	1000	AT15152	18000		
		DME	2. TERRAIN	411057.00N/0833412.00W	749 (700)		AS1500	2200		
FEEDER	FWA VORTAC	MYANN/TOL 25.00	3. TOWER (39-000616)	410812.00N/0835424.40W	1817 (5D)	1000	AT15183	18000		
		DME	4. TERRAIN	405624.00N/0850003.00W	850 (900)		AS1500	2400		
FEEDER	ROD VORTAC	MYANN/TOL 25.00	5. TOWER (39-000804)	401821.00N/0840654.00W	1529 (5D)	1000	AT15471	18000		
		DME	6. TERRAIN	403524.00N/0835018.00W	1109 (1100)		AS1500	2600		
INITIAL	MYANN/TOL 25.00	POUDR/TOL 15.00	7. WINDMILL	412227.50N/0834427.43W	1068 (4D)	1000	AT7932	10000		
	DME	DME	(39-004119)							
			8. TERRAIN	411136.00N/0834042.00W	735 (700)		AS1500	2200		
INITIAL: ARC	POUDR/TOL 15.00	OTBUE/TOL 15.00	1. TOWER (39-001418)	413922.00N/0832645.00W	1848 (5D)	1000	AT1152	4000		
	DME CCW	DME	9. TERRAIN	411851.00N/0833845.00W	726 (700)		AS1500	2200		
INTERMEDIATE	OTBUE/TOL 15.00	HYMLI OM/INT/TOL	10. TOWER (39-002110)	413912.00N/0833253.00W	1058 (5D)	500	AT842	2400		
	DME	5.11 DME	11. TERRAIN	413639.00N/0833024.00W	673 (700)		AS1500	2200		
FINAL: ILS	GP INTCP	RW25				ASC		878/200		
2. PROCEDURE TURN										
3. MISSED APPROACH	MAP:	DA / 4.95 NM	POUDR/TOL 15.00			ASC		3000		
		AFTER HYMLI	DME	7. WINDMILL (39-004119)	412227.50N/0834427.43W	1068 (4D)	1000	2100		
	ELEV:	706/770	14. TERRAIN	413512.00N/0835906.00W	735 (700)		AS1500	2200		
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.								
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL						
CATEGORY B	1.5 NM		450							
CATEGORY C	1.7 NM		450		677 / 677	15. TOWER (39-000157)	413602.00N/0835302.00W	998 (4D) 300 AC50 / AC50 1360 / 1360		
CATEGORY D	2.3 NM		550		717 / 717	16. TOWER (39-003822)	413603.54N/0835426.34W	1049 (5D) 300 AC50 / AC50 1400 / 1400		
CATEGORY E	4.5 NM		550		717 / 717	16. TOWER (39-003822)	413603.54N/0835426.34W	1049 (5D) 300 AC50 / AC50 1400 / 1400		
5. MINIMUM SAFE ALTITUDES										
PRIMARY NAVAID: TOL TACAN										
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL) M S A		
360-360	TOWER (39-	103/94.9	2049 (4D)	4000						
CITY AND STATE										
TOLEDO, OH		ELEVATION: 683		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION 4		
		AIRPORT NAME:		I-BQE		HI - ILS OR LOC RWY 25, AMDT 5A,		AGL CHECKED		
		TOLEDO EXPRESS				04/27/2017				

PART B - SUPPLEMENTAL DATA										<div>PART C - REMARKS:</div> <div>VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.</div> <div>PRECIPITOUS TERRAIN EVALUATION COMPLETED.</div> <div>ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT C: 2.88NM CAT D: 3.76NM CAT E: 4.70NM</div> <div>NO ADDITIONAL AIRSPACE REQUIRED. RASS PRESSURE PATTERNS SAME KTOL 683, KDUH 669 RA = 28.0.</div> <div>KTOL ASOS-3 AND KDUH AWOS-3 ON WMSCR.</div> <div>VGSI DATA: 3.00/68.7.</div> <div>BLOCK 4: SECONDARY NAVAID: TOL TACAN, MONITOR POINT: MOCC, HRS REMOTE OPTN: 24.</div> <div>FOR CONTINGENCY PURPOSES: NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TOLEDO SUBURBAN ALTIMETER SETTING AND INCREASE DA TO 228 FEET; INCREASE ALL MDA 40 FEET AND CIRCLING VISIBILITY CATS D AND E 1/4 SM; MIKIE FIX MINIMUMS: INCREASE S-LOC 25 VISIBILITY ALL CATS 1/4 SM. NOTE: FOR INOPERATIVE ALS WHEN USING TOLEDO SUBURBAN ALTIMETER SETTING, MIKIE FIX MINIMUMS: INCREASE S-LOC 25 VISIBILITY ALL CATS TO 1 3/4 SM.</div>																	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																			
TOL TOWER TOL APP CON						N W S		OTHER: ASOS												SOURCE:KTOL / KDUH							
						F A A														DISTANCE: 0 / 11.25							
						A / C														HOURS REMOTE OPERATION: 24 / 24							
SATISFACTORY ON:				LOCATION: KTOL				ADJUSTMENT: 0 / 28																			
4. MONITOR STATUS		X		V H F		X		U H F														H F		PRIMARY NAVAID: I-BQE			
																						MONITOR POINT: KTOL ATCT					
		HRS OPTN:		CAT 1																		24					
5. APPROACH & RUNWAY LIGHTING		X																						ALSF-2 07			
														(S) SALS													
		X												MALSR 25													
		X												HIRL 07, 25													
		X												MIRL 16, 34													
		X												REIL 16, 34													
		X												TDZ 07													
		X												C/L 07, 25													
6. RUNWAY MARKINGS		X												OTHER (SPECIFY) PAPI-4L 16, 25, 34													
7. RUNWAY VISUAL RANGE														BASIC													
														ALL WEATHER PIR-G 07, 25													
														INSTRUMENT NPI-F 16, 34													
8. GLIDE PATH														APPROACH 07, 25													
														MIDFIELD													
														ROLL OUT 07, 25													
9. FINAL APPROACH COURSE AIMING														GP ANGLE: 3.00													
														ELEV RWY THRESHOLD: 664.8													
														DISTANCE FROM RWY: 901													
10. WAIVERS: NONE														ELEV GP ANTENNA: 665.3													
														THRESHOLD CROSSING HEIGHT: 51.7													
PART D - PREPARED BY:														RUNWAY THRESHOLD FT. FROM THRESHOLD													
														ON CENTERLINE FT. FROM CENTERLINE													
TITLE:																											
AERONAUTICAL INFORMATION SPECIALIST																											
DATE:																											
OFFICE:																											
AJV-5431																											

QUALITY  
4  
CHECKED

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
					F A A			DISTANCE:			
					A / C			HOURS REMOTE OPERATION:			
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
		OPTN:	CAT 3								
5. APPROACH & RUNWAY LIGHTING			ALS								
			(S) SALS								
			MALS								
			HIRL								
			MIRL								
			REIL								
			TDZ								
			C/LINE								
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT									
7. RUNWAY VISUAL RANGE		APPROACH									
		MIDFIELD									
		ROLL OUT									
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
						THRESHOLD CROSSING HEIGHT:					
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD					FT. FROM THRESHOLD		
				ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS:											
PART D - PREPARED BY:										DATE:	
TITLE:										OFFICE:	