

# ILS or LOC RWY 29

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

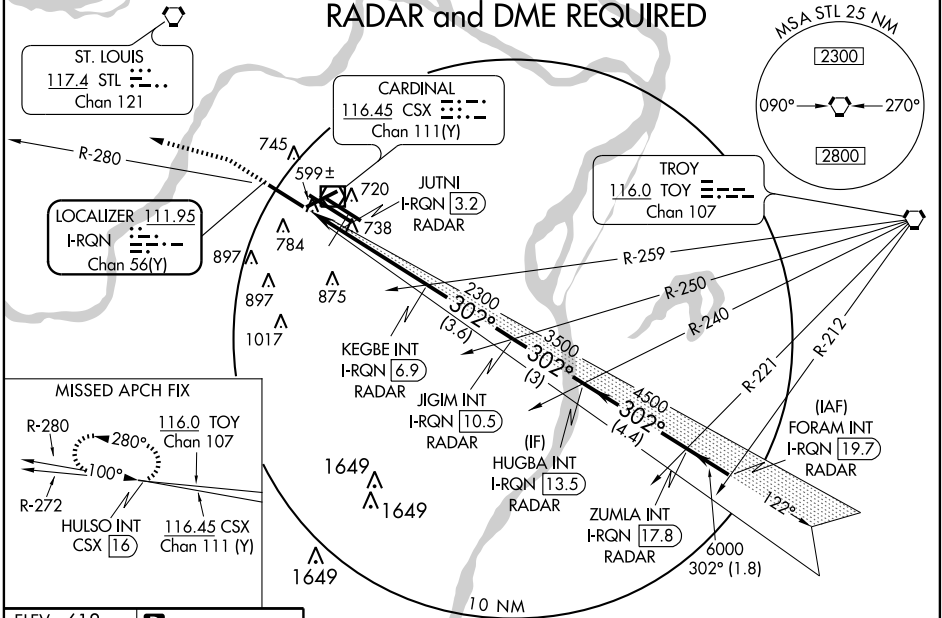
LOC/DME I-RQN <b>111.95</b> Chan 56(Y)	APP CRS <b>302°</b>	Rwy Idg TDZE <b>9001</b> <b>580</b> Apt Elev <b>618</b>
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⚠ For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000; S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1/4; JUTNI FIX MINIMUMS increase S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1/2. Visibility reduction by helicopters NA.

ALSF-2  
MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

ATIS <b>125.025 379.925</b>	ST. LOUIS APP CON <b>133.55 338.25</b>	ST. LOUIS TOWER N <b>120.05 284.6</b> S <b>118.5 257.7</b> W <b>132.475 239.275</b>	GND CON <b>121.9 348.6</b> (Inbound) <b>121.65 387.05</b> (Outbound) <b>118.925 227.125</b> (West)	CLNC DEL <b>119.5 363.1</b>
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## RADAR and DME REQUIRED



NC-3, 19 NOV 2009 to 17 DEC 2009

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ELEV 618 **D**

Rwy 6-24 7602 X 150  
Rwy 11-29 9001 X 150  
Rwy 12L-30R 9003 X 150  
Rwy 12R-30L 11019 X 150

HIRL all Rwys  
REIL Rwys 12L and 30L  
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R  
FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

1040	3000	CSX R-280 116.45	HULSO INT CSX 16	ZUMLA INT I-RQN 17.8	FORAM INT I-RQN 19.7
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\*When assigned by ATC, intercept glidepath at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, 6000.

Disregard IM indications VGSJ and ILS glidepath not coincident  
Autopilot coupled approach NA.  
% LOC only

JUTNI I-RQN 3.2  
KEGBE INT I-RQN 6.9  
JIGIM INT I-RQN 10.5  
HUGBA INT I-RQN 13.5  
ZUMLA INT I-RQN 17.8  
FORAM INT I-RQN 19.7

302°-6000  
3500\*  
4500\*  
6000\*

GS 3.00° TCH 56

1.5 NM 3.7 NM 3.6 NM 3 NM 4.4 NM 1.8 NM

CATEGORY	A	B	C	D	E
S-ILS 29	830/40 250 (300-3/4)				
S-LOC 29	1100/40	520 (500-3/4)	1100/50 520 (500-1)	1100/60	520 (500-1/4)
JUTNI FIX MINIMUMS					
S-LOC 29	1000/40 420 (400-3/4)				1000/50 420 (400-1)