


(SIMULTANEOUS CLOSE PARALLEL)

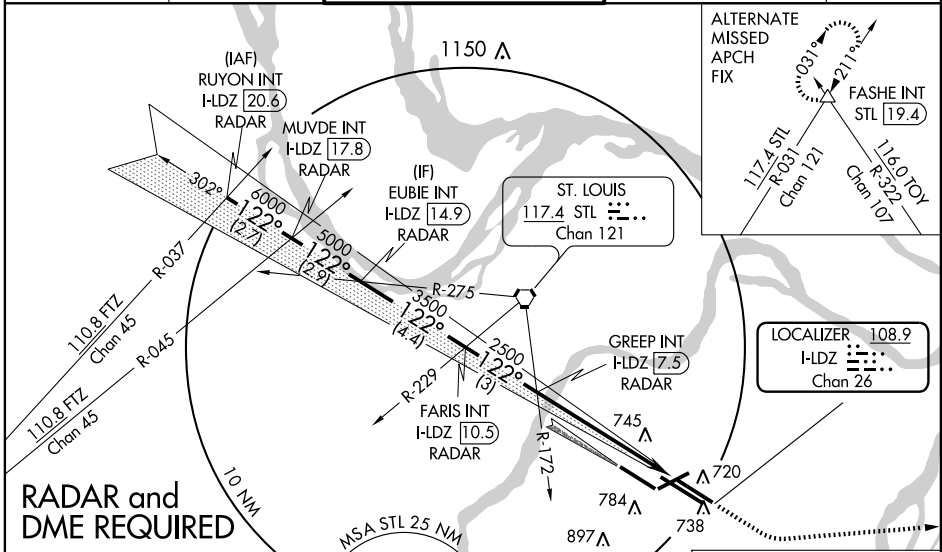
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-LDZ <b>108.9</b> Chan 26	APP CRS <b>122°</b>	Rwy Idg TDZE <b>9003</b> <b>541</b>	Apt Elev <b>618</b>
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**⚠** Procedure not authorized when glideslope not available.  
**⚠ NA** Dual VHF comm required.  
 Disregard MM and IM indications.  
 See additional requirements on PRM information page.  
 When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000.  
 Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2  
  
 MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC 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 S 118.5 257.7</b> W <b>132.475 239.275</b> PRM <b>134.925</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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NC-3, 19 NOV 2009 to 17 DEC 2009

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**RADAR and DME REQUIRED**

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

122°

$\Delta$  681 TDZE 541

HIRL all Rwys  
 REIL Rwys 12L and 30L  
 TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

\*When assigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

RUYON INT MUVDE INT I-LDZ [20.6] I-LDZ [17.8] RADAR RADAR

EUBIE INT I-LDZ [14.9] FARIS INT I-LDZ [10.5] RADAR RADAR

VGSI and ILS glidepath not coincident

GREEP INT I-LDZ [7.5] RADAR

6000 \*6000 122° \*5000 \*3500 2500

GS 3.00° TCH 54

2.7 NM 2.9 NM 4.4 NM 3 NM 5.9 NM

CATEGORY	A	B	C	D	E
S-ILS 12L		741/18	200 (200-1/2)		741/24 200 (200-1/2)

ILS PRM RWY 12L (SIMULTANEOUS CLOSE PARALLEL)