

LOC/DME I-RQN <b>111.95</b> Chan <b>56(Y)</b>	APP CRS <b>303°</b>	Rwy Idg TDZE Apt Elev <b>9000</b> <b>580</b> <b>618</b>
---	------------------------	--

ILS or LOC RWY 29

ST LOUIS LAMBERT INTL (STL)

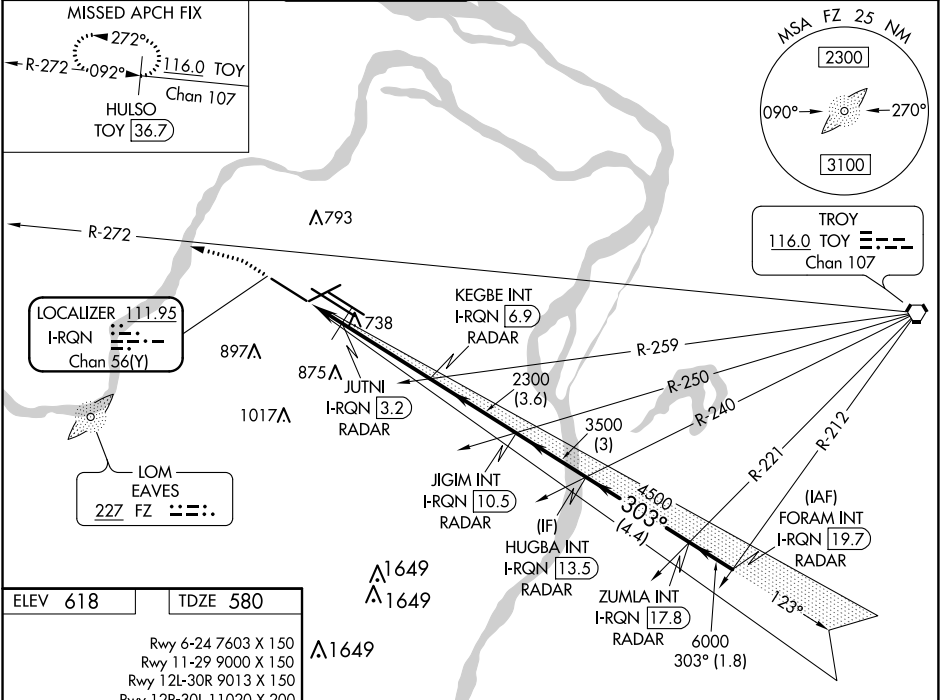
RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized with Rwy 30R/L. Autopilot coupled approach NA. Rwy 29 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS Cat E visibility to RVR 4000, increase S-LOC Cats A/B visibility to RVR 5500, and Cat C/D/E to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 on heading 286° and on TOY VORTAC R-272 to HULSO/TOY 36.7 DME and hold.

D-ATIS <b>125.025</b> <b>379.925</b>	ST. LOUIS APP CON <b>132.125 360.6</b>	ST. LOUIS TOWER <b>132.475 239.275</b>	GND CON <b>121.9 348.6</b> (Inbound) <b>121.65 377.175</b> (Outbound) <b>118.925 227.125</b> (Rwy 11/29)	CLNC DEL <b>119.5 363.1</b>	CPDLC
--	---	---	---	--------------------------------	-------



ELEV 618 TDZE 580

Rwy 6-24 7603 X 150  
Rwy 11-29 9000 X 150  
Rwy 12L-30R 9013 X 150  
Rwy 12R-30L 11020 X 200

HIRL all Rws  
TDZ/CL Rws 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 TOY HULSO  
↑ hdg 286° R-272 TOY 36.7

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 73).

Disregard OM indications.  
\* LOC only

I-RQN 1.7 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

303° 5.2 NM from FAF

1100\* 2300 3500 4500 6000

GS 3.00° TCH 56

CATEGORY	A	B	C	D	E
S-ILS 29	780/18 200 (200-½)				
S-LOC 29	980/40 400 (400-¾)				