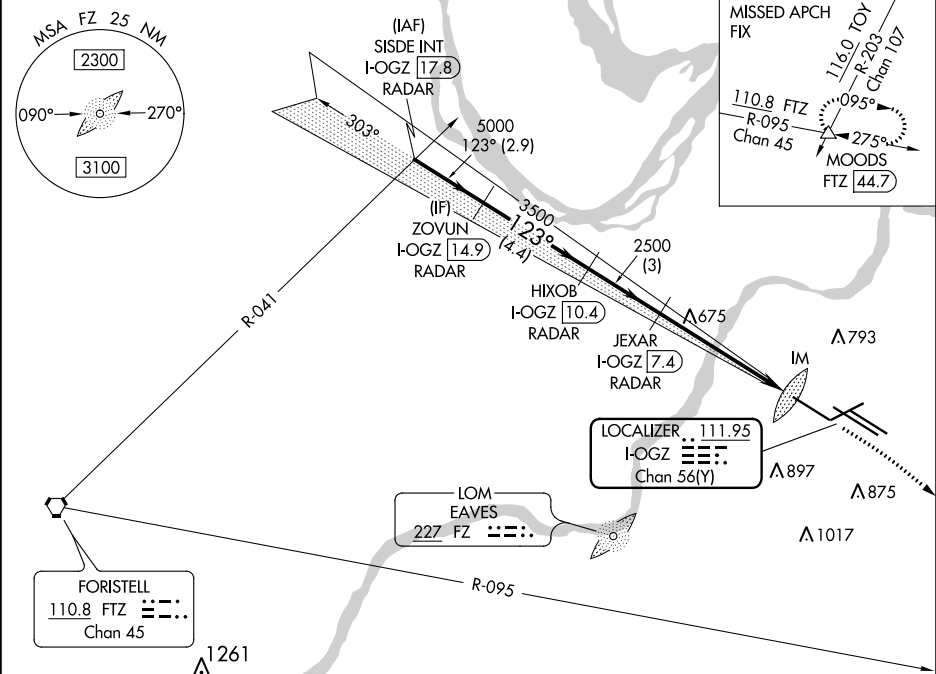


|                                                     |                        |                                                   |                                                                     |  |
|-----------------------------------------------------|------------------------|---------------------------------------------------|---------------------------------------------------------------------|--|
| LOC/DME I-OGZ<br><b>111.95</b><br>Chan <b>56(Y)</b> | APP CRS<br><b>123°</b> | Rwy Idg<br>TDZE <b>618</b><br>Apt Elev <b>618</b> | <b>ILS RWY 11 (CAT II &amp; III)</b><br>ST LOUIS LAMBERT INTL (STL) |  |
|-----------------------------------------------------|------------------------|---------------------------------------------------|---------------------------------------------------------------------|--|

|                                                                                                      |  |  |        |                                                                                                                                   |
|------------------------------------------------------------------------------------------------------|--|--|--------|-----------------------------------------------------------------------------------------------------------------------------------|
| RADAR required for procedure entry. DME or RADAR required.                                           |  |  | ALSF-2 | MISSED APPROACH: Climb to 1060 then climbing right turn to 3000 on heading 130° and FTZ R-095 to MOODS INT/FTZ 44.7 DME and hold. |
| Simultaneous approach authorized with Rwy 12R/L. Disregard OM signal associated with ILS to Rwy 12R. |  |  |        |                                                                                                                                   |

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



|                                                                                              |  |                              |  |                              |                             |            |              |       |          |                   |
|----------------------------------------------------------------------------------------------|--|------------------------------|--|------------------------------|-----------------------------|------------|--------------|-------|----------|-------------------|
| VGSi and ILS glidepath not coincident<br>(VGSi Angle 3.00/TCH 67).                           |  |                              |  |                              | 1060                        | 3000       | FTZ<br>R-095 | MOODS | ELEV 618 | <b>D</b> TDZE 618 |
| SISDE INT<br>I-OGZ 17.8<br>RADAR                                                             |  | ZOVUN<br>I-OGZ 14.9<br>RADAR |  | HIXOB<br>I-OGZ 10.4<br>RADAR | JEXAR<br>I-OGZ 7.4<br>RADAR |            |              |       |          |                   |
| 5000                                                                                         |  | 5000                         |  | 3500                         | 2500                        | IM         |              |       |          |                   |
| GS 3.00°<br>TCH 55                                                                           |  | 2.9 NM                       |  | 4.4 NM                       | 3 NM                        | 5.6 NM     | 1209°        |       |          |                   |
| CATEGORY                                                                                     |  | A                            |  | B                            | C                           | D          |              |       |          |                   |
| S-ILS 11                                                                                     |  | CAT II                       |  | RA 187/12                    |                             | 100 DA 718 |              |       |          |                   |
| S-ILS 11                                                                                     |  | CAT III                      |  | RVR 06                       |                             |            |              |       |          |                   |
| <b>CATEGORY II &amp; III ILS - SPECIAL AIRCREW<br/>&amp; AIRCRAFT CERTIFICATION REQUIRED</b> |  |                              |  |                              |                             |            |              |       |          |                   |
| HIRL all Rwy<br>TDZ/CL Rwy 11, 12L, 12R, 29, and 30R                                         |  |                              |  |                              |                             |            |              |       |          |                   |

Diagram illustrating the ILS glide path and associated altitudes and distances. The path starts at 5000 feet and descends to 2500 feet over a distance of 5.6 NM. The glide path angle is 123°. The diagram also shows the 1209° angle at the end of the path.

Diagram illustrating the airport layout, including runways (Rwy 6-24, Rwy 11-29, Rwy 12L-30R, Rwy 12R-30L) and various navigation aids (VOR, VORTAC, TWR, etc.). The diagram also shows the TDZE (Touchdown Zone Elevation) and the HIRL (High Intensity Runway Lighting) system.