ILS or LOC RWY 32L

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

LOC I-BLV	APP CRS	Rwy Idg	7822
109.9	319°	TDZE	439
		Apt Elev	459

DME required.

ASR

For inop ALS, increase S-ILS 32L Cat E visibility to RVR 4000 and increase S-LOC 32L Cat C/D/E visibility to 1⅜ SM. Procedure turn NA for Cat E aircraft. DME from SKE TACAN. Simultaneous reception of I-BLV and SKE DME required. *RVR 1800 authorized with use of FD or AP or HUD to DA.

ALSF-1

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct SKE TACAN and on SKE R-139 to TIBLY INT/ SKE 14.1 DME and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025

TROY 116.0 TOY Chan 107

Procedure NA for arrival on TOY VORTAC airway radials 095 CW 189.

MSA TOY 25 NM
130° 2700 2200 040°

2400 161° (12)

116.0 TOY Chan 107

597

2400 to BIVIL 139° (6.7)

834

871

499±

R-146

LOCALIZER 109.9 I-BLV

SCOTT Chan 59 SKE (112.2)

Procedure NA for arrival on ENL VORTAC airway radials 225 CW 294.

IAF CENTRALIA 115.0 ENL Chan 97

(IAF) BLVIL SKE 6.7

319°

184° 004°

2400 NoPT 259° (23.2)

R-259

(IF) TIBLY INT SKE 14.1 ENL 23.2

2400 319° (7.4)

139°

139°

R-139

1155

ELEV 459 D TDZE 439

7 AR

0.5% DOWN

800 X 150

TWR 660±

7 AL

10000 X 150

32L

32R

319°

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

1500	2400	SKE	SKE R-139	TIBLY INT

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).

BLVIL SKE 6.7

Remain within 10 NM

2400

139°

319°

2400

SKE 2

SKE 0.7

319°

2400

GS 3.00° TCH 57

1.4 NM 4.6 NM

CATEGORY	A	B	C	D	E
S-ILS 32L*	639/24 200 (200-½)				
S-LOC 32L	920/24 481 (500-½)		920/50 481 (500-1)		
C CIRCLING	1000-1 541 (600-1)	1120-1 661 (700-1)	1240-2¼ 781 (800-2¼)	1240-2½ 781 (800-2½)	1240-2¾ 781(800-2¾)

EC-3, 31 OCT 2024 to 28 NOV 2024
EC-3, 31 OCT 2024 to 28 NOV 2024