

WAAS CH <b>42500</b> <b>W29A</b>	APP CRS <b>303°</b>	Rwy ldg TDZE Apt Elev	<b>9000</b> <b>580</b> <b>618</b>
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# RNAV (GPS) Y RWY 29

ST LOUIS LAMBERT INTL (STL)

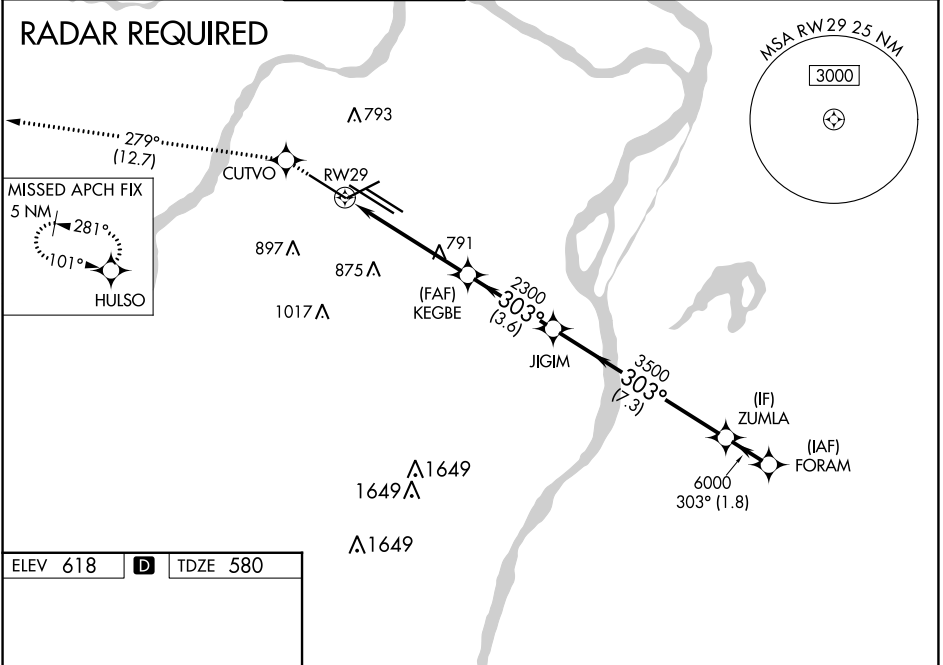
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 29 helicopter visibility reduction below ¾ SM NA. Simultaneous approach authorized with Rwy 30R/L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 6000, increase LNAV/VNAV Cat E visibility to 1¾, increase LNAV Cat A and B visibility to 1, Cat E visibility to 1¾.

ALSF-2

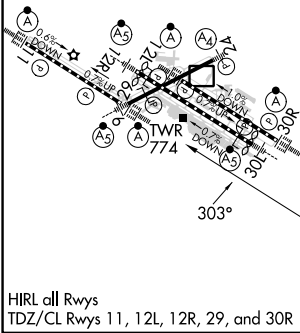
MISSED APPROACH:  
Climb to 3000 direct CUTVO and on track 279° to HULSO and hold.

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
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## RADAR REQUIRED



ELEV 618	<b>D</b>	TDZE 580
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3000	CUTVO	tr 279°	HULSO	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 73).		
				JIGIM	ZUMLA	FORAM
				KEGBE		
				2300	3500	6000
				2300		6000
				1.5	3.7 NM	3.6 NM
				7.3 NM	1.8 NM	
						GP 3.00° TCH 56
CATEGORY	A	B	C	D	E	
LPV DA	943/40 363 (400-¾)					
LNAV/VNAV DA	1074/60 494 (500-1¼)					
LNAV MDA	1100/40	520 (500-¾)	1100/50	520 (500-1)	1100/60	520 (500-1¼)