

|                           |                        |                                         |
|---------------------------|------------------------|-----------------------------------------|
| LOC I-BLV<br><b>109.9</b> | APP CRS<br><b>319°</b> | Rwy Ldg<br>TDZE<br>Apt Elev             |
|                           |                        | <b>7822</b><br><b>439</b><br><b>459</b> |

ILS or LOC RWY 32L

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

DME required.

⚠

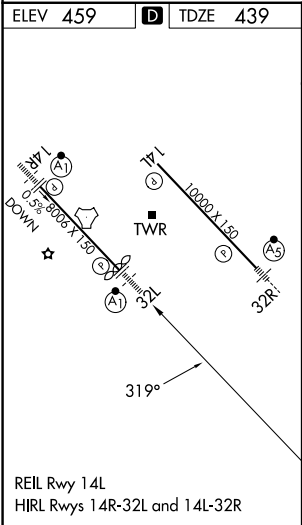
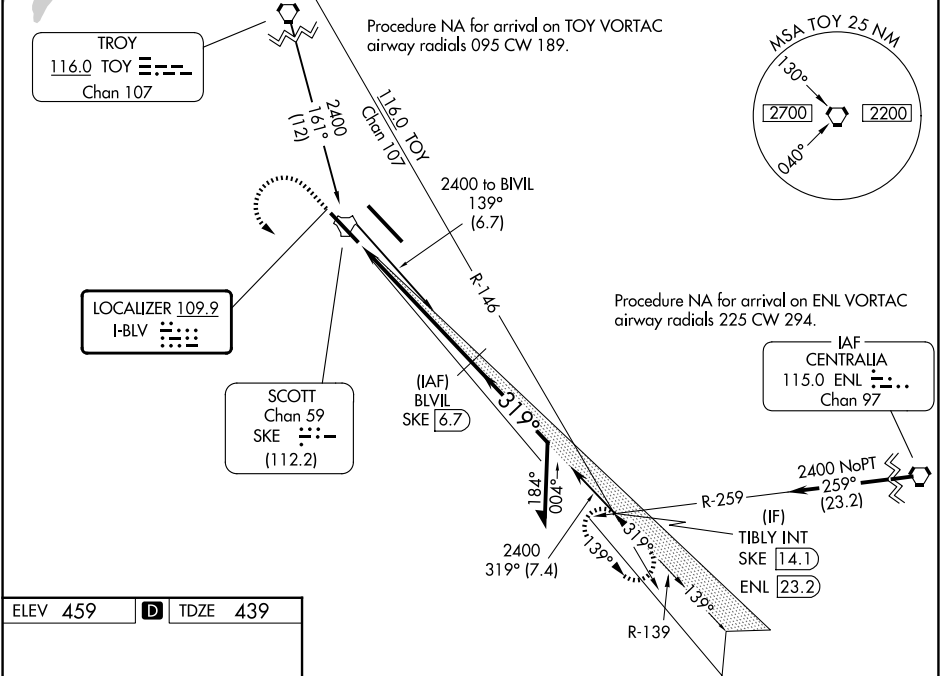
For inop ALS, increase S-ILS 32L Cat E visibility to RVR 4000 and increase S-LOC 32L Cat C/D/E visibility to 1½ SM. Procedure turn NA for Cat E aircraft. DME from SKE TACAN. Simultaneous reception of I-BLV and SKE DME required. \*RVR 1800 authorized with use of FD or AP or HUD to DA.

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<br><b>128.7 256.7</b> | ST LOUIS APP CON<br><b>125.2 281.5</b> | SCOTT TOWER<br><b>128.25 253.5</b> | GND CON<br><b>119.2 275.8</b> |
|----------------------------|----------------------------------------|------------------------------------|-------------------------------|



|            |                       |                       |                         |                         |                         |                                                                                     |
|------------|-----------------------|-----------------------|-------------------------|-------------------------|-------------------------|-------------------------------------------------------------------------------------|
| 1500       | 2400                  | SKE                   | SKE R-139               | TIBLY INT               | BLVIL SKE 6.7           | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50). Remain within 10 NM |
|            |                       |                       |                         |                         |                         |                                                                                     |
| 1.4 NM     | 4.6 NM                |                       |                         |                         |                         | GS 3.00° TCH 57                                                                     |
| 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)             |                         |                                                                                     |
| CIRCLING   | 1000-1<br>541 (600-1) | 1120-1<br>661 (700-1) | 1240-2¼<br>781 (800-2¼) | 1240-2½<br>781 (800-2½) | 1240-2¾<br>781 (800-2¾) |                                                                                     |