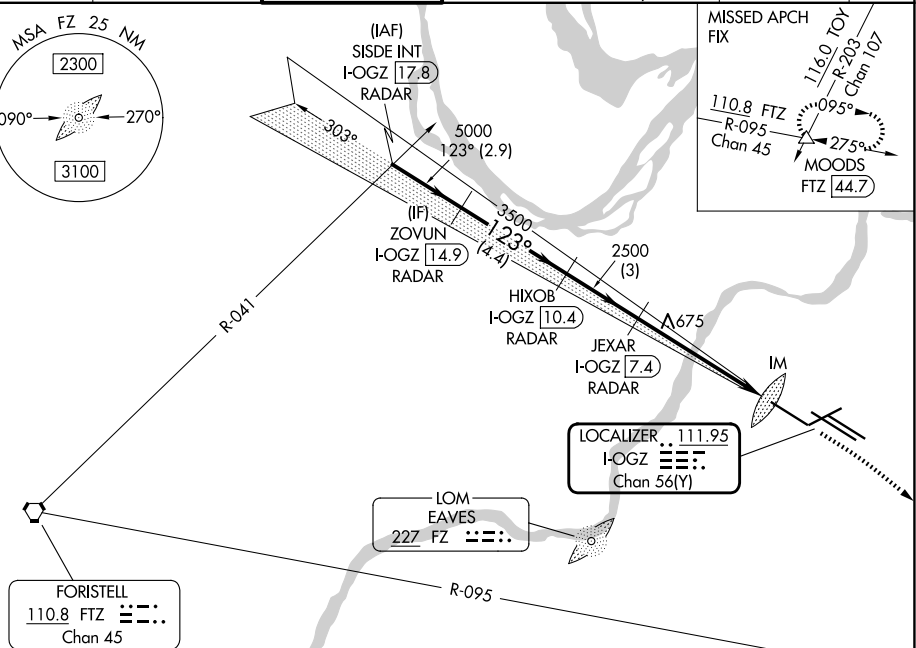
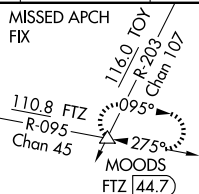
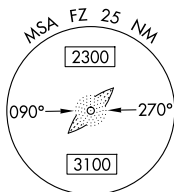


ILS or LOC RWY 11
ST LOUIS LAMBERT INTL (STL)

ALSF-2

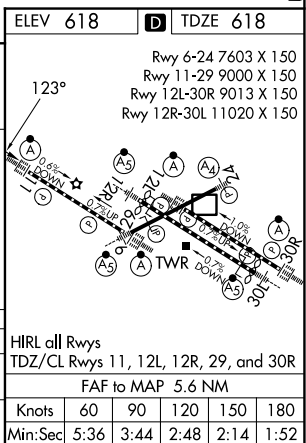
MISSED APPROACH: Climb to 1060 then climbing right turn to 3000 on heading 130° and FTZ R-095 to MOODS INT/FTZ 44.7 DME and hold.

D-ATIS 125.025 379.925	ST. LOUIS APP CON 132.125 360.6	ST. LOUIS TOWER 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (Rwy 11/29)	CLNC DEL 119.5 363.1	CPDLC
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67').

Diagram illustrating the VGSI and ILS glidepaths. The ILS glidepath (solid line) and VGSI glidepath (dashed line) are shown. The ILS glidepath angle is 3.00° (TCH 55°). The VGSI glidepath angle is 3.00° (TCH 67°). The diagram shows the vertical distance between the two glidepaths at various distances from the runway: 2.9 NM, 4.4 NM, 3 NM, 4.6 NM, 0.9 NM, and 0.1 NM. The vertical distance between the two glidepaths at 3 NM is 2500 feet. The vertical distance between the two glidepaths at 4.6 NM is 2500 feet. The vertical distance between the two glidepaths at 0.1 NM is 0.1 feet. The diagram also shows the frequencies for the various navigation aids: SISDE INT I-OGZ 17.8 RADAR, ZOVUN I-OGZ 14.9 RADAR, HIXOB I-OGZ 10.4 RADAR, JEXAR I-OGZ 7.4 RADAR, and MOODS I-OGZ 2.7 RADAR. The diagram includes a scale bar from 0 to 0.1 NM and a scale bar from 0 to 5 NM. The diagram includes a scale bar from 0 to 5 NM. The diagram includes a scale bar from 0 to 5 NM.



NC-3, 02 OCT 2025 to 30 OCT 2025