

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- FAR PART 97.31**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH. and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES <i>(Sectors and distances measured from radar antenna)</i>												MISSED APPROACH			
FROM	T O	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MAP:			
As established by the current T75 BLV ASR Minimum Vectoring Altitude Chart.												RWY 14L, 14R, 32L, 32R: THLD			
												RWY 14L: CLIMB TO 2300 ON SKE R-107 AND ENL R-277 TO DUTMY INT/ENL 19.4 DME AND HOLD. (TACAN REQUIRED).			
												RWY 14R: CLIMB TO 2200 ON HEADING 139 AND ON TOY R-148 TO WOMUG INT/TOY 25.6 DME AND HOLD. (SEE FORM 8260-10)			

MINIMUMS

TAKEOFF:	<input checked="" type="checkbox"/>	STANDARD		SEE FAA FORM 8260-15A FOR THIS AIRPORT						ALTERNATE: N A			STANDARD @					
CATEGORY =====>		A			B			C			D			E				
		DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA		
ASR S-14L		1020	5500	578	1020	5500	578	1020	1 5/8	578	1020	1 5/8	578	1020	1 5/8	578		
ASR S-14R		1100	2400	641	1100	2400	641	1100	1 3/8	641	1100	1 3/8	641	1100	1 3/8	641		
ASR S-32L		880	2400	441	880	2400	441	880	4500	441	880	4500	441	880	4500	441		
ASR S-32R		920	2400	478	920	2400	478	920	5000	478	920	5000	478	920	5000	478		
CIRCLING		1100	1	641	1100	1	641	1240	2 1/4	781	1240	2 1/2	781	1240	2 3/4	781		

NOTES:

RWY 14L: IF 10.0 NM FROM THRESHOLD, MINIMUM ALTITUDE 2200. FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2200, MINIMUM ALTITUDE 3 NM FIX 1520; FINAL APPROACH COURSE 139. RECOMMENDED ALTITUDE: 4 NM 1860; 3 NM 1520; 2 NM 1180.

RWY 14R: IF 10.0 NM FROM THRESHOLD, MINIMUM ALTITUDE 2200. FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2200, MINIMUM ALTITUDE 3 NM FIX 1520; FINAL APPROACH COURSE 139. RECOMMENDED ALTITUDE: 4 NM 1860; 3 NM 1520; 2 NM 1180.

(SEE FORM 8260-10)

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.

ADDITIONAL FLIGHT DATA

TDZE: 441.7	RWY: 14L	TDZE: 441.8	RWY: 32R
TDZE: 458.9	RWY: 14R	TDZE: 438.5	RWY: 32L


FAS OBST:

RWY 14L: 759 WATER TWR 383536.15N-0895346.42W
RWY 14R: 834 TOWER 383331.60N-0895401.30W
RWY 32L: 630 AAO 382900.00N-0894721.00W
RWY 32R: 660 AAO 383103.00N-0894436.00W
660 AAO 382839N/0884551W
CHART CIRCLING ICON.
790 AAO 383733N-0895333W

MAG VAR: 2W EPOCH YEAR: 2020

**QUALITY
25
CHECKED**

CITY AND STATE		ELEVATION: 459	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP
BELLEVILLE, IL		AIRPORT NAME: SCOTT AFB / MIDAMERICA	BLV ASR	RADAR-1, ORIG, 5/26/2016	AMDT: NONE
					DATED:

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RADAR-1	INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICES				
<p>MISSED APPROACH CONT: RWY 32L: CLIMB TO 1500, THEN CLIMBING LEFT TURN TO 2400 ON SKE R-142 TO WOMUG/14.1 DME AND HOLD. (TACAN REQUIRED).</p> <p>RWY 32R: CLIMB TO 2000, THEN CLIMBING RIGHT TURN TO 2400 ON HEADING 150 AND ON ENL R-277 TO DUTMY INT/ENL 19.4 DME AND HOLD.</p> <p>NOTES: RWY 32L: IF 10.0 NM FROM THRESHOLD, MINIMUM ALTITUDE 2200. FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2200, MINIMUM ALTITUDE 3 NM FIX 1520; FINAL APPROACH COURSE 319. RECOMMENDED ALTITUDE: 4 NM 1860, 3 NM 1520, 2 NM 1180.</p> <p>RWY 32R: IF 10.0 NM FROM THRESHOLD, MINIMUM ALTITUDE 2200. FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2200, MINIMUM ALTITUDE 3 NM FIX 1520; FINAL APPROACH COURSE 319. RECOMMENDED ALTITUDE: 4 NM 1860, 3 NM 1520, 2 NM 1180.</p> <p>CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-14R CAT E VISIBILITY TO 1 7/8 MILE.</p> <p>CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-32L CAT E VISIBILITY TO 1 3/8 MILE.</p> <p>CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-32R CAT E VISIBILITY TO 1 3/8 MILE.</p> <p>@ CAT C 800 - 2 1/4, CAT D 800 - 2 1/2, CAT E 800 - 2 3/4</p>					
					
CITY AND STATE BELLEVILLE, IL	ELEVATION: 459 TDZE: AIRPORT NAME: SCOTT AFB/MIDAMERICA	FACILITY IDENTIFIER: BLV ASR	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;"> PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: RADAR-1, ORIG, 5/26/2016 </td> <td style="padding: 5px;"> SUP: AMDT: NONE DATED: </td> </tr> </table>	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: RADAR-1, ORIG, 5/26/2016	SUP: AMDT: NONE DATED:
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