VFR FLYWAY

# VFR TERMINAL AREA CHART
# ST. LOUIS

ST LOUIS

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

## AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

## ADDITIONAL AIRPORT INFORMATION

- Private *(Pvt)* - Non-public use having emergency or landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park Selected

Fuel - available Mon thru Fri 10:00 A.M. to 6:00 P.M. depicted by use of ticks around basic airport symbol. Consult Supplement for details and for availability at airports with hard-surfaced runways 1500 ft. or greater.

☆ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

## AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. Runways with Right Traffic Patterns (public use) • RP Special conditions exist - see Supplement. FSS – Flight Service Station NO SVFR – Fixed-wing special VFR flight is prohibited. CT - 118.3 • Control Tower (CT) - primary frequency • - Star indicates operation part-time. See tower frequencies tabulation for hours of operation. ⓒ - Follows the Common Traffic Advisory Frequency (CTAF) ATIS 123.8 • Automatic Terminal Information Service ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports. UNICOM – Aeronautical advisory station VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency. 265 - Elevation in feet L - Lighting in operation Sunset to Sunrise "L" - Lighting limitations exist; refer to Supplement. 72 - Length of longest runway in hundreds of feet; usable length may be less. When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

FSS FAR 91 · NO SVFR · Location Identifier · NAME (NAM) (PNAM) · ICAO Location Indicator shown outside contiguous U.S. · CT - 118.3 • ✱ ATIS 123.8 · 265 L 72 122.95 · RP 23, 34 · VFR Advsy 125.0 · UNICOM · ACE — Airport of Entry

## AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215(AMU))
- Class D Airspace
- 40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace
- CLASS G — Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
- 2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above. Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° — Total mileage between NAVAIDs on direct Airways (169). Class E Airspace low altitude RNAV 2 Routes are indicated by center line.

T319 TK313 (Helicopter Only) RNAV Waypoint

- Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
- Alert Area and MOA - Military Operations Area
- Military Operations Traffic Area (See FAR 93 for details.)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215(AMU))
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR – Military Training Route
- IR216 — IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

## COMMUNICATION BOXES

122.1R 122.6 123.6 · OAKDALE · 362* 379.4 OAK · 122.1R · CHICAGO CHI

Underline indicates no voice on frequency. / - Crosshatch indicates Shutdown status. ★ - Operates less than continuous or On-Request. A - ASOS/AWOS H - HIWAS

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see Supplement.

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

FSS radio providing voice communication · 122.1R · MIAMI

## RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VOR-DME
- DME
- VORTAC
- Other facilities, i.e., FSS Outlet, RCO, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

GROUND ELEVATIONS IN FEET 1027 — CONTOUR INTERVAL 200' — Sea Level

## OBSTRUCTIONS

1000 ft and higher AGL · Below 1000 ft AGL · Group Obstruction · Wind Turbine · Wind Turbine Farm · 2894' UC · Elevation of the top above mean sea level · Height above ground · Under construction or reported; position and elevation unverified · 2049 · (1149) · UC · NOTICE: Guy wires may extend outward from structures. · Obstruction with high-intensity lights; may operate part-time

## MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- −7°C — Isogonic Line (2015 VALUE)
- Parachute Jumping Area (See Supplement.)
- Space Launch Activity Area (See Supplement.)
- VPXYZ — VFR Waypoints (See chart tabulation for latitude/longitude.)
- NAME (VPXYZ) — Marine Light

## TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower
- 618 (Elevation Base of Tower)
- Mountain Pass
- 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: • POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

**CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.**

**ATTENTION**

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet . . . . . 12⁵

Entire area of this chart is within the Central Standard Time Zone +6 (+5DT)=UTC

**NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES**

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

## CONTROL TOWER FREQUENCIES ON ST LOUIS TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is reached to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies.

All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

| CONTROL TOWER | OPERATES | TWR FREQ | GND CON | ATIS | ASR/PAR |
|---|---|---|---|---|---|
| LAMBERT-ST LOUIS INTL | CONTINUOUS | 118.5 257.7 (S) 120.05 284.6 (N) 132.475 (W) 239.275 (W) | 121.9 348.6 (N/BOUND) 121.65 377.175 (OUTBOUND) 118.925 227.125 (W) | | |
| ST LOUIS DOWNTOWN | 0630-2200 | 119.925 379.3 | 121.8 | 121.45 | |
| ST LOUIS RGNL | 0700-2200 | 126.0 239.0 | 120.2 | 128.0 | |
| SCOTT AFB/MIDAMERICA | CONTINUOUS | 128.25 253.5 | 119.2 275.8 | 128.7 256.7 | |
| SPIRIT OF ST LOUIS | 0600-2300 | 124.75 257.2 | 121.7 | 134.8 | |

## CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

| FACILITY | FREQUENCIES | SERVICE AVAILABILITY |
|---|---|---|
| ST LOUIS CLASS B | 124.2 353.9 (N/B) 126.5 254.3 (S/W) | CONTINUOUS |

## ST LOUIS CLASS B AIRSPACE

See back of this chart for procedural information within the St Louis Class B Airspace

### EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL

30 - - - Floor in hundreds of feet MSL

**REPORTING CHART ERRORS**

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://faa.gov/go/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

FOR PROCUREMENT:
Contact an Authorized FAA Chart Sales Agent.
Visit our website http://faa.gov/go/ais and click on "Chart Agent Locator."
For digital products, visit http://taacharts.faa.gov.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CTC ST LOUIS APP ON 124.2 353.9

CTC ST LOUIS APP ON 126.5 254.3

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

## SAINT LOUIS VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

| | | |
|---|---|---|
| VPAGN | TV ANTENNA | N38°32.08'/W090°22.42' |
| VPBPE | | N38°23.80'/W090°20.38' |
| VPCJY | HOLIDAY SHORES | N38°15.00'/W089°56.00' |
| VPCOJ | WINFIELD DAM | N39°00.28'/W090°41.23' |
| VPDFA | JEFFERSON BARRACKS BRIDGE | N38°29.18'/W090°16.47' |
| VPEAZ | BUSCH STADIUM | N38°37.43'/W090°11.55' |
| VPEDZ | WATER TANKS | N38°45.35'/W090°34.87' |
| VPEGR | | N38°35.80'/W090°19.32' |
| VPEOX | ST. PETERS | N38°47.17'/W090°39.25' |
| VPFAJ | HOWELL ISLAND | N38°40.00'/W090°43.00' |
| VPFFY | | N38°55.37'/W090°17.30' |
| VPGPF | | N38°35.60'/W090°26.80' |
| VPGVI | | N38°32.30'/W090°27.80' |
| VPHRQ | CHAIN OF ROCKS BRIDGE | N38°45.88'/W090°10.42' |
| VPIBO | WATERLOO | N38°20.00'/W090°09.00' |
| VPJMU | HORSESHOE LAKE | N38°41.00'/W090°05.00' |
| VPKNY | PACIFIC | N38°29.00'/W090°44.00' |
| VPLES | ST. CHARLES | N38°47.00'/W090°30.00' |
| VPLIW | SIX FLAGS | N38°30.67'/W090°40.47' |
| VPLXU | GATEWAY ARCH | N38°37.50'/W090°11.00' |
| VPNSY | WOOD RIVER REFINERIES | N38°50.00'/W090°05.00' |
| VPNZY | WENTZVILLE | N38°48.83'/W090°50.98' |
| VPRAZ | JERSEYVILLE | N38°57.00'/W090°20.00' |
| VPRMO | FOREST PARK | N38°38.00'/W090°17.00' |
| VPWKO | COLUMBIA | N38°27.00'/W090°12.00' |
| VPXXI | MILLSTADT | N38°27.50'/W090°05.68' |
| VPYID | MOSENTHEIN ISLAND | N38°43.00'/W090°12.25' |

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)


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CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

**MILITARY TRAINING ROUTES (MTRs)**

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

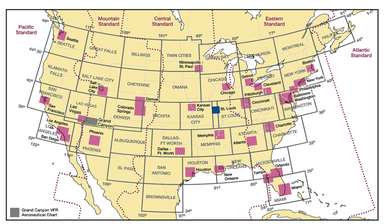
# ST. LOUIS TAC
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration


86TH EDITION EFFECTIVE 0901Z 23 JUN 2016
TO 0901Z 8 DEC 2016

Includes airspace amendments effective 26 MAY 2016
and all other aeronautical data received by 28 APR 2016


Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.





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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.


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EFF. DATE 16175


ST LOUIS

0 NAUTICAL MILES 5 10 15 20 25 30 35 40 45 50 55 60
0 STATUTE MILES 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95
0 KILOMETERS 5 10 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95