ST. LOUIS LEGEND

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 lines are dusk for astronomical twilight and dawn for astronomical twilight.

AIRPORTS

Other than Hard Surface
Seaplane Base
Hard-surfaced runways 1500 ft. to 8999 ft. in length
Hard-surfaced runways greater than 9999 ft. or some multiple runways less than 9999 ft.
Control tower operating continuously, sunrise-sunset, unless otherwise specified in Chart Supplement
Control tower operating continuously, H24 hours daily, except for minor maintenance. Hours may be shorter in winter.

ADDITIONAL AIRPORT INFORMATION

Public (Pvt) Airport Landing Area
Airport – Other than hard surfaced, all runways second class or better
Airport – Other than hard surfaced, all runways third class or better
Heliport
Military Airport
Military Heliport
Public Landing Area (PLA) with a hard surface runway 1500 ft. to 4999 ft. in length. Consult Chart Supplement for details and for availability of aircraft with hard-surfaced runways greater than 4999 ft.
Rotating airport beacon or valuable Guide or Exclusion Lights
Airport Traffic Service and Airspace Information

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Airport Traffic Service (ATS) and airspace information effective minutes before sunrise to minutes after sunset.

CLASS B — Class B Airspace, Class C Airspace, Class D Airspace (ATS-D), Class E Airspace (ATS-E)

CLASS C — Ceiling of Class E Airspace is 1200 ft. AGL or less or Class E Airspace not extending to the surface

CLASS D — Ceiling of Class E Airspace is 1200 ft. AGL or less, Class E Airspace not extending to the surface, or Class E Airspace with Floor lowered to 700 ft. AGL

CLASS E — Class E Airspace with Floor at 1200 ft. AGL or greater above the surface

NAS — National Airspace System of Class A Airspace greater than 18,000 ft. MSL, Class B Airspace, Class C Airspace, Class D Airspace, Class E Airspace, Class G Airspace

Total Airspace — Class A Airspace, Class B Airspace, Class C Airspace, Class D Airspace, Class E Airspace, Class G Airspace

Prohibited, Restricted, Warning, Alert, Military Operations Areas, Military Training Routes, Alaska Special Flight Rules Area and MTA — Special Use Airspace, Special Airport Traffic Area, Special Air Traffic Rules, ADIZ - Air Defense Identification Zone, Flight Information Region, National Security Area, Other Airspace Areas, Military Training Routes

COMMUNICATION BOXES

RADIO AIDS TO NAVIGATION

OBSTRUCTIONS

MISCELLANEOUS

TOPOGRAPHIC INFORMATION

ST. LOUIS SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

95TH EDITION EFFECTIVE 0901Z **8 DEC 2016**
TO 0901Z **22 JUN 2017**

Includes airspace amendments effective **10 NOV 2016**
and all other aeronautical data received by **13 OCT 2016**

Information on this chart will change, consultation notams, NOTAMS and chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section online at http://faa.gov/airport. Also consult appropriate NOTICES TO AIRMEN (NOTAMS) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes. Chart updates are listed in the NOTAM section of the Chart Supplement, online at http://faa.gov/airport. Also consult appropriate http://www.faa.gov/ats/ATM/SFO/atm/SFOatm/index.htm, airmen.

Publication from digital files compiled in accordance with Interagency Air Cartographic Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

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

FAA Product ID: SSTL

NSN 7641014100153

Item No. SECXXSTLOUIS

16343

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
Elevations and contours in feet above mean sea level
HIGHEST TERRAIN elevation is 2624' feet located at 38° 14' N. - 84° 14' W
Spot elevation ..... • 425f
Approximate elevation ..... + 5480

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 39° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

MILITARY TRAINING ROUTES (MTRs)

CONVERSION OF ELEVATIONS

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

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

Example: TOWER FLIRT

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

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronautical/digital_products/. For a list of approved Third Party Providers, visit our website at http://www.faa.gov/air_traffic/flight_info/aeronautical/digital_products/3rd_party_providers/.

ST LOUIS TERMINAL AREA

Pilots are encouraged to use St Louis VFR Terminal Area Chart for flights at or below 8000'.

EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL

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

SAINT LOUIS VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are depicted on Sectional 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.

VPAGO	N37°56.33'/W090°25.50'
VPARE	N37°11.06'/W090°27.20'

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The MEF is the highest elevation in a quadrangle formed by the intersection of the listed lines of latitude and longitude and represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on the highest known elevation in the quadrangle and the adjacent quadrangles, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,000 feet
12[5]

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. This overlap is provided to allow the plotting of a route that is longer than the distance (with or corresponding latitude) lies north/s. and east or west side of the chart and follow the steps below.

STEP 1 - Decide which side of the chart has the longer portion of the route and plot the route on that side of the chart. On that side, find a point on a meridian (line of longitude) between each pair of corresponding latitude lines (parallels) that is closest to the route. Mark the point with a short line of any color. (Figure 1)

STEP 2 - Decide which side of the chart has the shorter portion of the route and plot the route on that side of the chart. On that side, find a point on a meridian (line of longitude) between each pair of corresponding latitude lines (parallels) on the chart, not extending beyond its edge, that is closest to the route. Mark the point with a short line of any color. Make sure the distance or destination point (POINT B) falls in the same quadrant as the departure point (POINT A).

STEP 3 - Without moving the pointer, on the same edge as MARK A, extend a short line on the chart that is parallel to the line of latitude. Mark this line as MATCH LINE out to the edge of the chart. Make sure it is long enough to reach MARK B.

STEP 4 - Turn the chart over and transfer the end of the MATCH LINE and the point of MARK A to the NORTH LINE. (Figure 2)

STEP 5 - Take the sheet of paper with MARK A on it and place the edge of the paper along the NORTH LINE with the MATCH LINE and mark the point where MARK A is located on the NORTH LINE. Make a short line on the NORTH LINE at this point and extend it to the MATCH LINE. Mark this point as the MATCH LINE.

STEP 6 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Put a new line from MARK C to the destination. (Figure 3)

SPECIAL USE AIRSPACE ON ST LOUIS SECTIONAL CHART

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

MOA NAME ALTITUDE* TIME OF USE CONTROLLING AGENCY* FREQUENCIES

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

CONTROL TOWER FREQUENCIES ON ST LOUIS SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the airport. VHF (Very Height Frequency) information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are serviced VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"H24" indicates continuous operation throughout the year.
"H24-FDC" indicates Monday through Friday.
"H24-SAT" indicates Saturday.

CONTROL TOWER	OPERATES	TOWER	2ND CON	ATIS	ASR/PRM
ARNOLD AFB (TullahomaNW)	DAILY 1400-0400	119.1 (F)	121.9 (GND)	127.25 (T)	ASR
BARKLEY REGIONAL	DAILY 0600-0400	118.7 (F)	121.9 (GND)		
BOWMAN FIELD	DAILY 0700-0400	118.3 (F)	121.9 (GND)		
BLUE GRASS	CONTINUOUS	119.1 (F)	121.9	124.1	
CAPITAL CITY	DAILY 1100-0400	118.7 (F)	121.9 (GND)	124.35 (T)	
CINCINNATI MUNI/LUNKEN FIELD (AFF)	DAILY 0700-0400	118.3 (F) 118.7 (F)	121.9	119.1	ASR/PRM
CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL	CONTINUOUS	118.3 (F) 118.7 (F) 119.3 (F) 124.9 (F) 125.65 (F) 126.15 (F) 128.4 (F) 128.7 (F) 134.0 (F) 135.0 (F) 135.3 (F) 135.65 (F) 136.0 (F)	121.9 (GND) 121.65 (CLD)	124.35 (T) 132.1 (DEP)	
COLUMBUS AFB	DAILY 0700-0400	118.7 (F)	121.9	128.55	
COLUMBUS MUNI	CONTINUOUS	119.1 (F)	121.9	124.3	
DESOTO CITY	DAILY 1200-0400	118.7 (F)	121.9 (GND)	124.35 (T)	
DUCKER FIELD	DAILY 1200-0400	118.7 (F)	121.9	124.3	
EDWARD JOY	DAILY 1200-0400	118.7 (F)	121.9 (GND)	128.4	ASR
FRANKLIN MUNI	DAILY 0600-0400	118.3 (F)	121.9 (GND)	124.3	
GENERAL ASH	DAILY 1200-0400	118.7 (F)	121.9 (GND)	124.3	
GREENE COUNTY	DAILY 1200-0400	118.7 (F)	121.9 (GND)	124.35 (T)	
HARRISON/BOONE COUNTY	CONTINUOUS	118.7 (F) 119.4 (F) 124.9 (F) 125.65 (F) 126.15 (F) 128.4 (F) 128.7 (F) 134.0 (F) 135.0 (F) 135.3 (F) 135.65 (F) 136.0 (F)	121.9 (GND) 121.65 (CLD)	124.35 (T) 132.1 (DEP)	
HENDERSON MUNI	DAILY 1200-0400	118.7 (F)	121.9	124.35 (T)	
LOUISVILLE INTERNATIONAL-STANDIFORD FIELD	CONTINUOUS	118.3 (F) 118.7 (F) 119.3 (F) 124.9 (F) 125.65 (F) 126.15 (F) 128.4 (F) 128.7 (F) 134.0 (F) 135.0 (F) 135.3 (F) 135.65 (F) 136.0 (F)	121.9 (GND) 121.65 (CLD)	120.55 (D) 119.9 (D)	
LAWRENCE COUNTY MEM	DAILY 1200-0400	118.7 (F)	121.9	124.35	
LEXINGTON BLUE GRASS	CONTINUOUS	119.1 (F) 124.9 (F) 125.65 (F) 126.15 (F) 128.4 (F) 128.7 (F) 134.0 (F) 135.0 (F) 135.3 (F) 135.65 (F) 136.0 (F)	121.9 (GND) 121.65 (CLD)	124.3	
LOUISVILLE DOWNTOWN	CONTINUOUS	124.3 (F) 124.9 (F) 125.65 (F) 126.15 (F) 128.4 (F) 128.7 (F) 134.0 (F) 135.0 (F) 135.3 (F) 135.65 (F) 136.0 (F)	121.9 (GND) 121.65 (CLD)	120.55 (D) 119.9 (D)	
MADISON MUNI	DAILY 1200-0400	118.7 (F)	121.9	124.35	
MARION COUNTY	DAILY 1200-0400	118.7 (F)	121.9	124.3	
MARTIN AIF	DAILY 1200-0400	118.7 (F)	121.9	124.35	
MORGANFIELD	DAILY 1200-0400	118.7 (F)	121.9	124.35	
OWENSBORO-DAVIESS COUNTY	CONTINUOUS	118.3 (F) 118.7 (F) 124.9 (F) 125.65 (F) 126.15 (F) 128.4 (F) 128.7 (F) 134.0 (F) 135.0 (F) 135.3 (F) 135.65 (F) 136.0 (F)	121.9 (GND) 121.65 (CLD)	120.55 (D) 119.9 (D)	
PADUCAH TERMINAL	DAILY 1200-0400	118.7 (F)	121.9	124.3	
PAINE FIELD	DAILY 1200-0400	118.7 (F)	121.9	124.35	
PIKEVILLE	DAILY 1200-0400	118.7 (F)	121.9	124.35	
PRESTONSBURG	DAILY 1200-0400	118.7 (F)	121.9	124.35	
RICHMOND	DAILY 1200-0400	118.7 (F)	121.9	124.35	
SCOTTSMAN	DAILY 1200-0400	118.7 (F)	121.9	124.35	
SPRINGFIELD-BRANCH	DAILY 1200-0400	118.7 (F)	121.9	124.35	
STEPHENS	DAILY 1200-0400	118.7 (F)	121.9	124.3	
SUGARIS (UNICOI)	DAILY 1200-0400	118.7 (F)	121.9	124.35	
TIMMY DE LA CUEVA	DAILY 1200-0400	118.7 (F)	121.9	124.3	
UNIVERSITY OF LOUISVILLE	DAILY 1200-0400	118.7 (F)	121.9 (GND)	124.3 (AFF)	ASR
WILLIAM H. NATCHER	DAILY 1200-0400	118.7 (F)	121.9	124.35	
WOODWARD FIELD (EDW)	DAILY 1200-0400	118.7 (F)	121.9	124.35	
WURTLAND	DAILY 1200-0400	118.7 (F)	121.9	124.35	
YANDER INTERNATIONAL	CONTINUOUS	118.7 (F) 124.9 (F) 125.65 (F) 126.15 (F) 128.4 (F) 128.7 (F) 134.0 (F) 135.0 (F) 135.3 (F) 135.65 (F) 136.0 (F)	121.9 (GND) 121.65 (CLD)	124.35 (T) 132.1 (DEP)	

INDIANAPOLIS

SCALE 1:250,000

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.

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 military aircraft operating in civil airspace to comply with the intercept procedures in "ARP" section 5-5-7 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 be advised that this is a signal to follow the intercept leader. Aviators should tune to VHF guard 121.5 or UHF 243.0 and follow the intercept leader ICAO signals. Be advised that non-compliance may result in the use of force.

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

Class G airspace within the United States extends up to 14,500 feet MSL, its and above the altitude of airspace in Class E. Flight in Class G airspace is not subject to air traffic control. Operations below 1200 feet above the terrain and certain special use airspace areas.

REPORTING CHART ERRORS
You are requested to report to the National Ocean Service any errors that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://faa.gov/ask/faq. Use the FAQs prior to contact via the website or by e-mail. Chart errors may be reported by e-mail to ATC.Charts@faa.gov or mail to FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 6400, Silver Spring, MD 20910-3281.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS
The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, and U.S. Forest Service within the National Park System except in emergency circumstances or when formal to land due to an emergency beyond the control of the operator. (5 of Officially designated landing strips, or 3) on approved official business of the Federal Government.
Flight below the minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreational Areas and Recreational Rivers administered by the U.S. National Park Service, National Wildlife Refuges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service, is discouraged over the areas indicated on this chart. Helicopters may be operated below the surface as the lowest feasible altitude (1,000 feet minimum) of the route of flight, or the upper-most rim of a canyon or valley.
Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft over or on these areas without prior approval. Exceptions are emergency situations involving life or property. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.
Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

ST LOUIS

ST LOUIS