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 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. to 8069 ft. in length
Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, 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.
Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways greater than 8069 ft.

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
AFIS 135.2 - Automatic Flight Information Service (AK)
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.
285 - 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.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class D Airspace
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 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.
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.
Total mileage between NAVAIDs on direct Airways
Class E Airspace low altitude RNAV 2 Routes are indicated by center line.
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
Special Airport Traffic Area (See FAR 93 for details.)
ADIZ - Air Defense Identification Zone
MODE C (See FAR 91.215/AIM.)
National Security Area
Terminal Radar Service Area (TRSA)
MTR - Military Training Route

COMMUNICATION BOXES

Underline indicates no voice on frequency.
Crosshatch indicates Shutdown status.
Operates less than continuous or On-Request.
ASOS/AWOS
Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Conterminous U.S.), 121.5, 122.2, 243.0 and 255.4 (Alaska), and 121.5, 126.7, and 243.0 (Canada) are available at many FSSs and are not shown above boxes. All other frequencies are shown.
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

RADIO AIDS TO NAVIGATION

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

OBSTRUCTIONS

1000 ft. and higher AGL
Above 200 ft. & below 1000 ft. AGL (above 299 ft. AGL in urban area)
Wind Turbine — Group Obstruction — Wind Turbine Farm
Obstruction with high-intensity lights; may operate part-time
Elevation of the top above mean sea level. Height above ground. Under construction or reported; position and elevation unverified.
NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)
G - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement.)
Stadium — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
Marine Light
Space Launch Activity Area (See Supplement.)
Isogonic Line (2020 VALUE)
VFR Waypoints

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.

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
HIGHEST TERRAIN elevation is 3534 feet located at 36° 12'N - 84° 14'W
Spot elevation 4254
Approximate elevation . . . . . x 3200

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 38° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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.

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

CONVERSION OF ELEVATIONS

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

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.

ST LOUIS SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **25 FEB 2021**
TO 0901Z **22 APR 2021**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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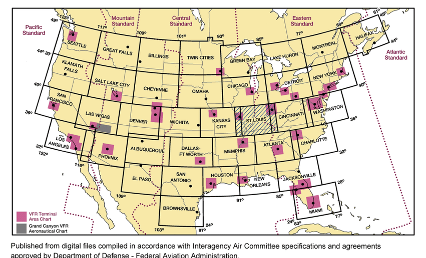
For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

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



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

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

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. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on an edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

Figure 1 — NORTH SIDE; Sheet of paper; MARK A; POINT A; MATCH LINE; Overlap area; LINE B
Figure 2 — same latitude; LINE B; Overlap area; MATCH LINE; MARK A; MARK C; SOUTH SIDE; POINT B
Figure 3 — NORTH SIDE; POINT A; MATCH LINE; LINE B; MARK C (transferred); Overlap area

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EFF. DATE 21056

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 primary VHF tower frequency(ies). 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 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	TOWER	GND CON	ATIS	ASR/PAR
ABRAHAM LINCOLN CAPITAL	0600-2200	121.3 257.8	121.9 348.6	127.65 270.1	ASR
ANDERSON MUNI-DARLINGTON FLD	0830-1630 MON-SAT	126.0	121.6		
BARKLEY RGNL	0600-2300	119.6 306.9	121.7 306.9		
BLUE GRASS	CONTINUOUS	119.1 257.8	121.9	126.3	
BOWMAN FLD	0700-2200	119.5 257.625	121.8	124.15	
CAMPBELL AAF (FORT CAMPBELL)	CONTINUOUS	120.9 278.8	121.8 266.8	125.175 308.4	ASR/PAR
CAPE GIRARDEAU RGNL	0700-1700	125.525	121.6		
CINCINNATI MUNI/LUNKEN FLD	0700-2300	118.7 257.8	121.9	120.25	
CINCINNATI/NORTHERN KENTUCKY INTL	CONTINUOUS	118.3 (RWYS 09/27 & 18C/36C) 118.975 360.85 (RWY 18L/36R) 133.325 (RWY 18R/36L)	121.7	134.375 (ARR) 135.3 (DEP)	
COLUMBUS	0630-2200	118.6	121.6		
COX DAYTON INTL	CONTINUOUS	119.9 257.7	121.9	125.8	
DECATUR	0600-2200	118.9 291.775	121.75 291.775	126.35	
DELAWARE CO RGNL	0600-2200	120.1	121.9	133.25	
EVANSVILLE RGNL	0600-2300	118.7 257.8	121.9	120.2	ASR
GODMAN AAF	0730-2300 MON-FRI CLSD HOL	133.35 233.7	121.9 239.3	109.6	
HIMSEL AAF	0700-2300 MON-FRI 0800-1800 SAT 0800-1600 SUN CLSD HOL	126.2 243.6			
INDIANAPOLIS INTL	CONTINUOUS	120.9 257.8	121.9	134.25	
LOUISVILLE MUHAMMAD ALI INTL	CONTINUOUS	124.2 257.8	121.7 348.6	118.725	
MONROE CO	0630-2130	120.775	121.9		
NASHVILLE INTL	CONTINUOUS	118.6 257.8	121.9 348.6	135.1	
OWENSBORO-DAVIESS CO RGNL	0600-2200	120.7 251.15	121.7		
SABRE AAF (FORT CAMPBELL)	HX, CTC BASE OPS	124.675 295.43	142.975 267.3	306.5	ASR
ST LOUIS DOWNTOWN	0630-2200	119.925 379.3	121.8	121.45	
ST LOUIS LAMBERT INTL	CONTINUOUS	118.5 257.7 (RWY 12R/30L) 120.05 284.6 (RWYS 12L/30R & 24) 132.475 239.275 (RWYS 06 & 11/29)	121.9 348.6 (INBOUND) 121.65 377.175 (OUTBOUND) 118.925 227.125 (RWY 11/29)	125.025 379.925	
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	ASR
SMYRNA	0700-2200 MON-FRI 0700-1900 SAT-SUN	118.5 233.1	121.4		
SOUTHERN ILLINOIS	0700-2100	125.35 322.4	121.8	119.725	
SPIRIT OF ST LOUIS	0600-2300	124.75 257.2	121.7	134.8	
TERRE HAUTE RGNL	CONTINUOUS	134.725 239.0	121.6 348.6	127.5 269.375	ASR
UNIVERSITY OF ILLINOIS–WILLARD	0600-2300	120.4 229.4	121.8	124.85	ASR
VETERANS OF SOUTHERN ILLINOIS	0700-1900	128.4	121.7		
WILMINGTON	0700-2300 MON-FRI 0800-1700 SAT-SUN	119.475	121.6	124.925	
WRIGHT–PATTERSON AFB	CONTINUOUS	126.9 281.45	121.8 335.8	124.475 269.9	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CINCINNATI CLASS B	121.0 254.25 (001°-180°) 128.7 254.25 (181°-360°)	CONTINUOUS
ST LOUIS CLASS B	124.2 353.9 (N/E) 126.5 254.3 (S/W)	CONTINUOUS
CHAMPAIGN CLASS C	121.35 285.65 (319°-138°) 132.85 290.225 (139°-318°) O/T 121.35 353.95 CHICAGO CNTR	0600-2300 O/T CLASS G
DAYTON CLASS C	118.425 323.15 (181°-090°) 118.85 305.2 (091°-180°)	CONTINUOUS
EVANSVILLE CLASS C	124.025 290.9 (041°-219°) 127.35 343.7 (220°-040°) O/T 128.3 284.65 INDIANAPOLIS CNTR	0600-2300 O/T CLASS G
INDIANAPOLIS CLASS C	127.15 317.8 (E OF ACTIVE RWY) 124.65 317.8 (W OF ACTIVE RWY)	CONTINUOUS
LEXINGTON CLASS C	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	CONTINUOUS
LOUISVILLE CLASS C	132.075	CONTINUOUS
NASHVILLE CLASS C	118.4 360.7 (E) 119.35 372.0 (W)	CONTINUOUS
SPRINGFIELD CLASS C	126.15 323.0 O/T 126.15 KANSAS CITY CNTR	0600-2200 O/T CLASS E
CAMPBELL AAF (FORT CAMPBELL)	118.1 269.525	CONTINUOUS
GODMAN AAF	132.075 327.0	0730-2300 MON-FRI CLSD HOL O/T CLASS E
HIMSEL AAF	134.85 377.1	CONTINUOUS
SABRE AHP (FORT CAMPBELL)	134.35 307.025	CONTINUOUS

SPECIAL USE AIRSPACE ON ST LOUIS SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

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

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-3401 A	TO 40,000	CONTINUOUS 1 MAY—30 SEP; 0800-2300 TUE-SAT 1 OCT—30 APR†	INDIANAPOLIS CNTR	119.55
R-3401 B	1200 AGL TO 14,000	CONTINUOUS 1 MAY—30 SEP; 0800-2300 TUE-SAT 1 OCT—30 APR†	INDIANAPOLIS CNTR	119.55
R-3403 A	TO 43,000	0630-2400	INDIANAPOLIS CNTR	124.77
R-3403 B	1200 AGL TO FL 180	0800-2300	INDIANAPOLIS CNTR	124.77
R-3404	TO 4100	SR-SS 1 MAY—1 NOV †24 HRS IN ADVANCE	TERRE HAUTE ATCT	124.15
R-3405	TO 1600	BY NOTAM 24 HRS IN ADVANCE	TERRE HAUTE ATCT	124.15
R-3701 A	TO 5000	BY NOTAM 24 HRS IN ADVANCE	FT CAMPBELL RAPCON	
R-3702 A	TO 10,000	BY NOTAM 24 HRS IN ADVANCE	MEMPHIS CNTR	
R-3702 B	10,000 TO FL 220	BY NOTAM 24 HRS IN ADVANCE	MEMPHIS CNTR	
R-3704 A	TO 10,000	0600-2400 EST †24 HRS IN ADVANCE	LOUISVILLE INTL–STANDIFORD ATCT	132.075
R-3704 B	10,001 TO 20,000	BY NOTAM 24 HRS IN ADVANCE	LOUISVILLE INTL–STANDIFORD ATCT	132.075
A-371	TO 2000	CONTINUOUS	NO A/G	

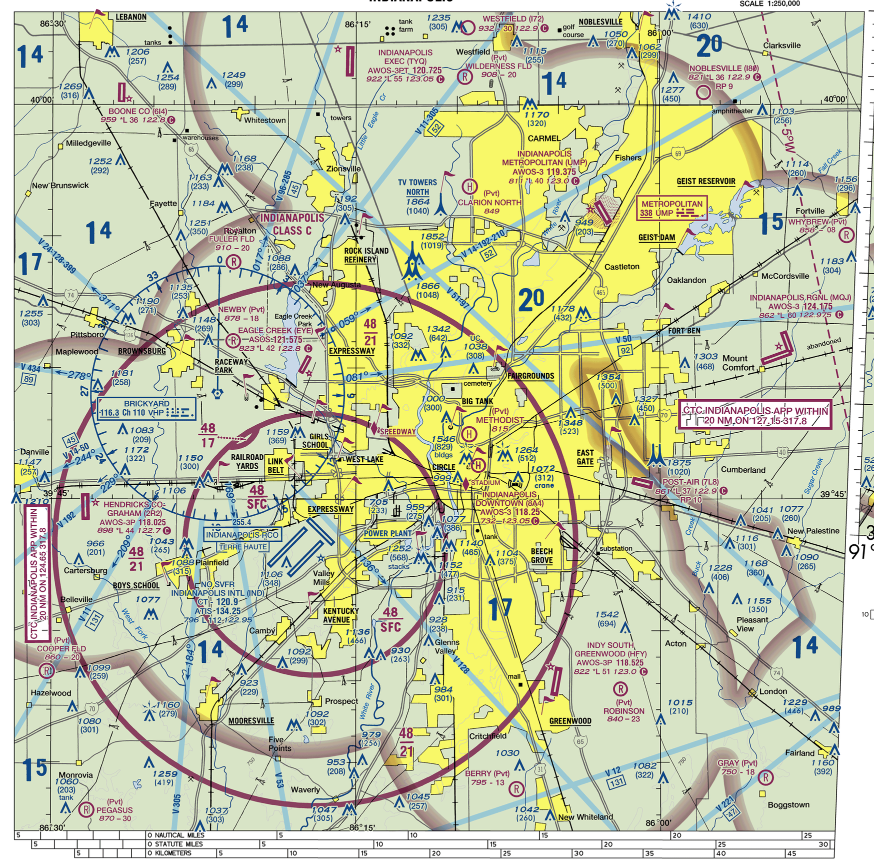
Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

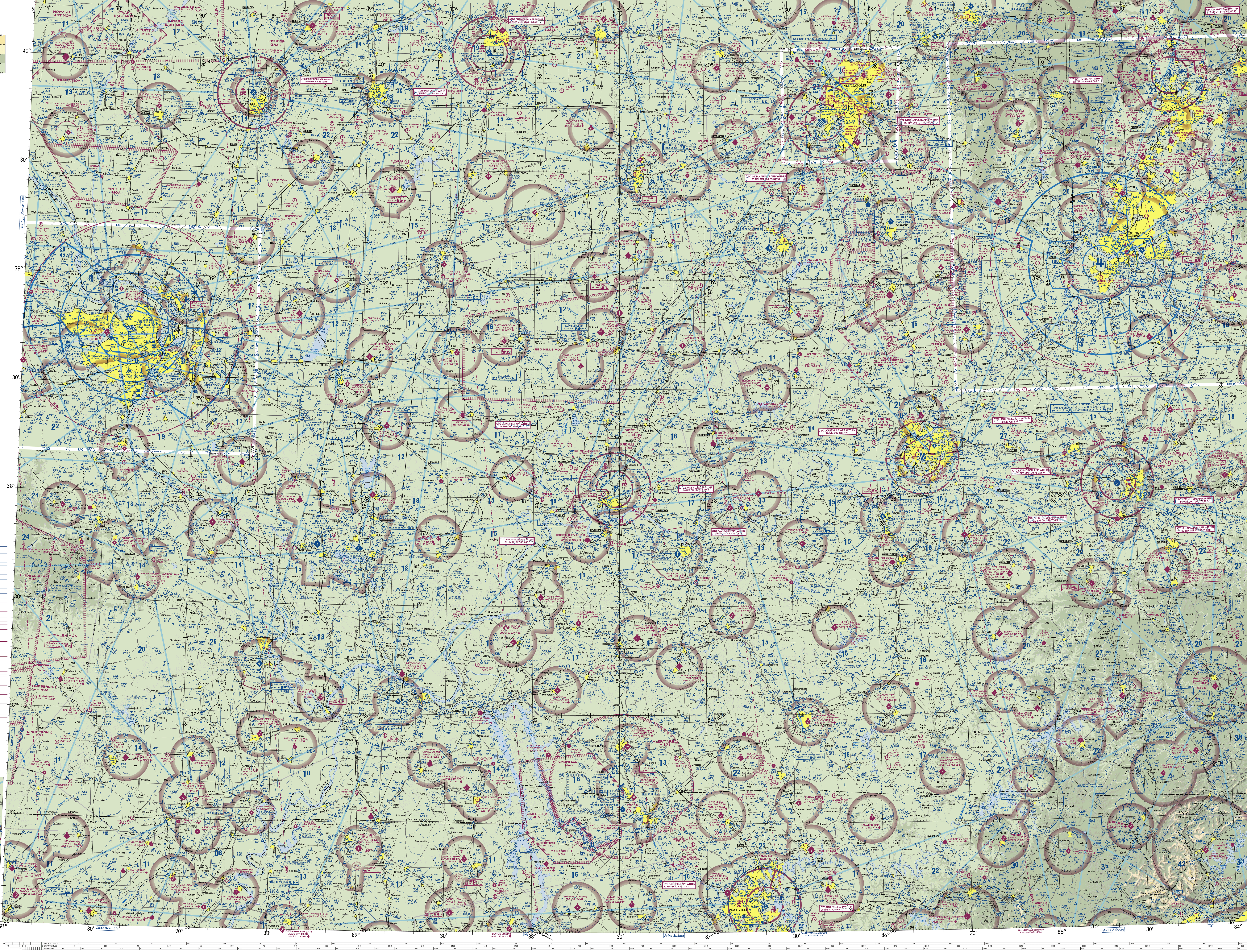
MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BUCKEYE	5000	0800-2200 MON-FRI 0800-1600 SAT-SUN	INDIANAPOLIS CNTR	134.0 135.57
CAMPBELL 1	500 AGL TO 10,000	0700-2000 NORMALLY	FT CAMPBELL RAPCON	
CAMPBELL 2	1500 AGL TO 10,000	0700-2000 NORMALLY	FT CAMPBELL RAPCON	
HOWARD EAST	9000	0700-2200	KANSAS CITY CNTR	127.27 327.7
JPG A	500 AGL TO BUT NOT INCL 6000	0800-2300	INDIANAPOLIS CNTR	
JPG B, C	6000	0800-2300	INDIANAPOLIS CNTR	
JPG D	500 AGL TO BUT NOT INCL 4000	0800-2300	INDIANAPOLIS CNTR	
LINDBERGH A	7000	0900-1030 & 1300-1430 MON-FRI; BY NOTAM 0900-1030 & 1300-1430 ONE SAT-SUN PER MONTH; BY NOTAM 1800-2100 MON-FRI TWO MONTHS PER YEAR	KANSAS CITY CNTR	128.35 284.67
LINDBERGH B, C	8000	0900-1030 & 1300-1430 MON-FRI; BY NOTAM 0900-1030 & 1300-1430 ONE SAT-SUN PER MONTH; BY NOTAM 1800-2100 MON-FRI TWO MONTHS PER YEAR	KANSAS CITY CNTR	128.35 284.67
PRUITT A	500 AGL TO 6000	0900-1200 & 1300-1600	KANSAS CITY CNTR	127.27 327.7
PRUITT B	500 AGL TO 3000	0900-1200 & 1300-1600	KANSAS CITY CNTR	127.27 327.7
RACER A	500 AGL TO BUT NOT INCL 4000	0700-2200 1 MAY—30 SEP; 0800-2200 TUE-SAT 1 OCT—30 APR	INDIANAPOLIS CNTR	
RACER B	4000 TO 8000	0700-2200 1 MAY—30 SEP; 0800-2200 TUE-SAT 1 OCT—30 APR	INDIANAPOLIS CNTR	
RACER C	500 AGL	0700-2200 1 MAY—30 SEP; 0800-2200 TUE-SAT 1 OCT—30 APR	INDIANAPOLIS CNTR	
RACER D	14,000	0700-2200 1 MAY—30 SEP; 0800-2200 TUE-SAT 1 OCT—30 APR	INDIANAPOLIS CNTR	
RED HILLS	6000	0800-2200	INDIANAPOLIS CNTR	132.2
SALEM	TO BUT NOT INCL 7000	INTERMITTENT BY NOTAM	KANSAS CITY CNTR	128.35 284.67

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

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 all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 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 guard 243.0, and follow the interceptor visual 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. 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.

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://www.faa.gov/go/ais prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT 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, Bureau of Land Management or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) an approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Services. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally 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 on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and pipelines and railroads. Check NOTAMs and see AIM for details.

ST LOUIS

ST LOUIS