

VFR TERMINAL AREA CHART 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

AIRPORT DATA

[illegible]

ADDITIONAL AIRPORT INFORMATION

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Phone "PH" – Non-public use having landmark value
 * – International airports
 * – Airports identified by abbreviations APT, NAS, AAF, etc.

* – Star indicates operation part-time. See frequency listings for details.
 * – Frequency listing is for the tower.
 * – Follows the Common Traffic Advisory Frequency (CTAF)

Aircraft	Unrestricted	Abandonment/raised 3000' or greater	Unrestricted 3000' or greater	Remarks
<div style="display: flex; align-items: center;"> Helicopter </div>	<div style="display: flex; align-items: center;"> Unrestricted </div>	<div style="display: flex; align-items: center;"> Abandonment/raised 3000' or greater </div>	<div style="display: flex; align-items: center;"> Unrestricted 3000' or greater </div>	<p>ATSIS 120.8 – Automatic Terminal Service Unit ATSIS 120.9 – Automatic Terminal Service Unit ASOS/ASDA 135.42 – Automated Surface Weather Observance System (where listed in ATSIS is available) Some ASOS/ASDA facilities may not be located at airports. ACOMD – Automatic Common Data Link VFR Advisory – VFR Advisory Service shows where full-time ATIS is available. See frequency listing for the primary CTAF frequency. 2685 – Elevation in feet * – Lighting in operation during Sunset to Sunrise * – Lighting in operation during Sunset to Sunrise * – Lighted runway ends are 1000 to 1500 feet of runway length may be less. * – Lighted runway ends are 1000 to 1500 feet of runway length may be less. * – Lighted runway ends are 1000 to 1500 feet of runway length may be less. * – Lighted runway ends are 1000 to 1500 feet of runway length may be less.</p>

OBJECTABLE – Airport may adversely affect airspace use.

AIRPORT TRAFFIC	COMMUNICATION BOXES
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SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 10,000 ft. MSL are shown.

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215(AIM))

Underline indicates no voice on frequency.
 // // // indicates cross-hatch indicates no distress alert.

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.6 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

★ - Operates less than continuous or On Request

40° hundreds of feet (MSL versus ceiling) above surface up to but not including that value.)

CLASS C

- Class C Airspace with a Floor 700 ft. above surface that laterally abuts Class A Airspace
- Class C Airspace with a Floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class A Airspace
- Class C Airspace with a Floor 700 ft. greater above surface that laterally abuts Class G

2400 MSL Differentiates floors of Class C Airspace greater than 700 ft. above surface

122.1 FSS radio providing voice communication

ASOS/ASOT

R - Receive only

Frequencies above this line are not remanded to NAVDaid site. Other FSS frequencies providing voice communication are remanded by altitude and terrain. Consulting the FSS manual is recommended.

RADIO AIDS TO NAVIGATION

- VOR/DME RANGE (VOR)**
- VOR-DME** **DME**
- VORTAC**
- Other facilities, i.e., FSS Outlet, RCO, WX CAM (AC)** (See Supplemental info.)
- Non-Directional Radio Beacon (NDB)**
- NDB - DME**

Class E Airspace exists at 1200' AGL unless **OBSTRUCTIONS**

[illegible]

MISCELLANEOUS

 Alert Areas do not extend into Class A, B, C or Class E airspace, or Class E airport surface areas.
 Class A and Class B Operations Areas (MOAs)
 Special Airport Traffic Area (see FAR 72 for details)
 National Defense Airspace Temporary Flight Restriction Area
 ACZ - Air Defense Identification Zone
 Aerobically Practice Area (See Supplement)
 G - Golf Course
 H - Hang Glider Activity
 U - Ultralight Activity
 U - Unmanned Aircraft System
 J - Jumping
 S - Unmanned Aircraft System
 VFR Waypoints
 Marine Light
 Isogonic Line (2025 VALUE)
 NAME (VPXYZ)

<div style="border: 1px solid black; padding: 5px; width: 150px;"> MODE C (See FAR 91.215/AJM.) </div>	
	TOPOGRAPHIC INFORMATION

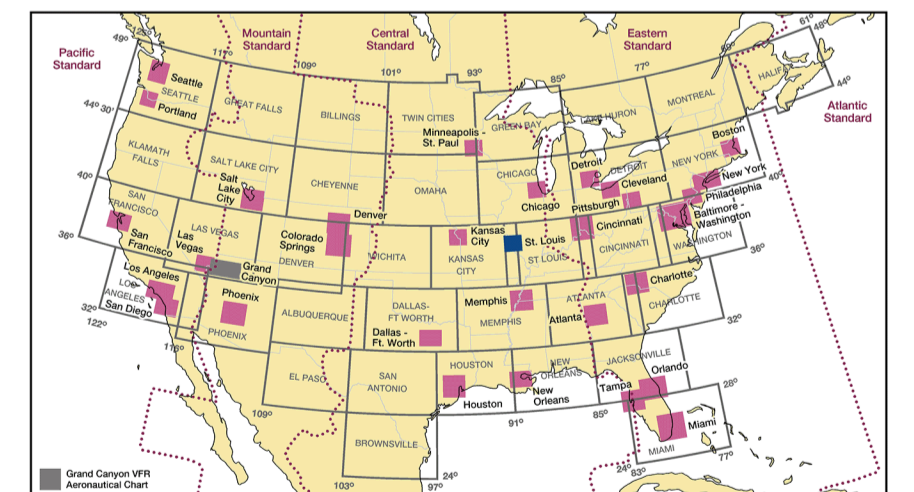
National Security Area
Terminal Radar Service Area (TRSA)
MTR - Military Training Route
IFR Departure Route
IFR Arrival Route
IFR Arrival/Departure Route

Power Transmission Line
Aerial Cable
Lookout Tower
618 (Elevation Base of Tower)

Maintain 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.

EFFECTIVE 0901Z **12 JUN 2025**
TO 0901Z **7 AUG 2025**

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



FAA Product ID: TSTL

NSN 7641014100128

NGA REF. NO. VERTASTLOUIS

EFF. DATE 25163

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

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**

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 flames 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.

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 tower 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 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 CN	ATIS	ASR/PAR
ST LOUIS DOWNTOWN	0630-2200	1119.925 399.3	121.8	121.45	
ST LOUIS Lambert Intl	CONTINUOUS	113.9 257.7 (Rwy 12L/30L) 121.45 399.175 (OUTBOUND) 118.925 227.125 (Rwy 11/29)	120.6 (INBOUND) 121.45 399.175 (OUTBOUND)	123.035 379.925	
ST LOUIS RGNL	0700-2200	135.0 236.0	120.2	128.0	
SCOTT AFB/MIDAMERICA ST LOUIS	CONTINUOUS	128.25 253.5	119.2 275.8	128.7 256.7	ASR
ST LOUIS SCOTT AFB 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/E) 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 R ATTITUDES

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

REPORTING CHART ERRORS

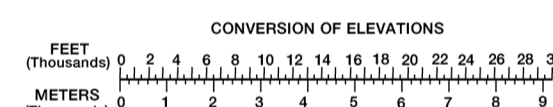
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at <https://www.faa.gov/go/ais/> prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/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

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http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

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.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
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. On 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.

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

VFR FLYWAY PLANNING CHART
ST. LOUIS
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

NOT TO BE USED FOR NAVIGATION














PORTS	RADIO AIDS TO NAVIGAT
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- NAME (NAM)
- NAME (NAM)
- Unpaved Runways
- NAME (NAM)

DLG 138.8
VORTAC
PPS 121.8
VOR-DME
KIP 110.7

DCW 262
NDB-DME
RMW 320
DME
PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace		Examples of Class B Airspace Altitudes	
	Class C Airspace (Mode C - see FAR 91.215/AlM.)	 --- Ceiling in hundreds of feet MSL	70
	Class B/C Surface Area	 --- Floor in hundreds of feet MSL	30
	Prohibited, Restricted, and Warning Areas		Mode C (See FAR 91.215/AlM.)
	*Alert Area and Military Operations Area (MOA)		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).
			40
	*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.		Class E (sfC) Airspace

Suggested VFR Flyway and Altitude

OBSTRUCTIONS

(Selected)
(may be lit or unlit)

2049

MISCELLANEOUS

Navigation

Reference Point
+ $N39^\circ 56.32'$
 $W120^\circ 36.91'$

TOPOGRAPHIC INFORMATION

12256 Mountain Top or Peak
and Spot Elevation

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE ST LOUIS AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE ST LOUIS AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

