

VFR TERMINAL AREA CHART ST. LOUIS

AIRPORTS
Other than hard-surfaced runways
Hard-surfaced runways 1500 ft. or greater

AIRPORT DATA
Box indicates FAR 91, Special Air Traffic Rules, A, B, or C, and Traffic Patterns. FAR 91: Location Identifier, Name, Elevation, Location, and Coordinates. FAR 91: Location Identifier, Name, Elevation, Location, and Coordinates. FAR 91: Location Identifier, Name, Elevation, Location, and Coordinates.

ADDITIONAL AIRPORT INFORMATION
Private (PVT) - Non-public use having landmark value
Military - Other than hard-surfaced military airports are identified by abbreviations MIL, MAB, and AAF

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
Class B Airspace
Class C Airspace
Class D Airspace
Class E Airspace
Class G Airspace

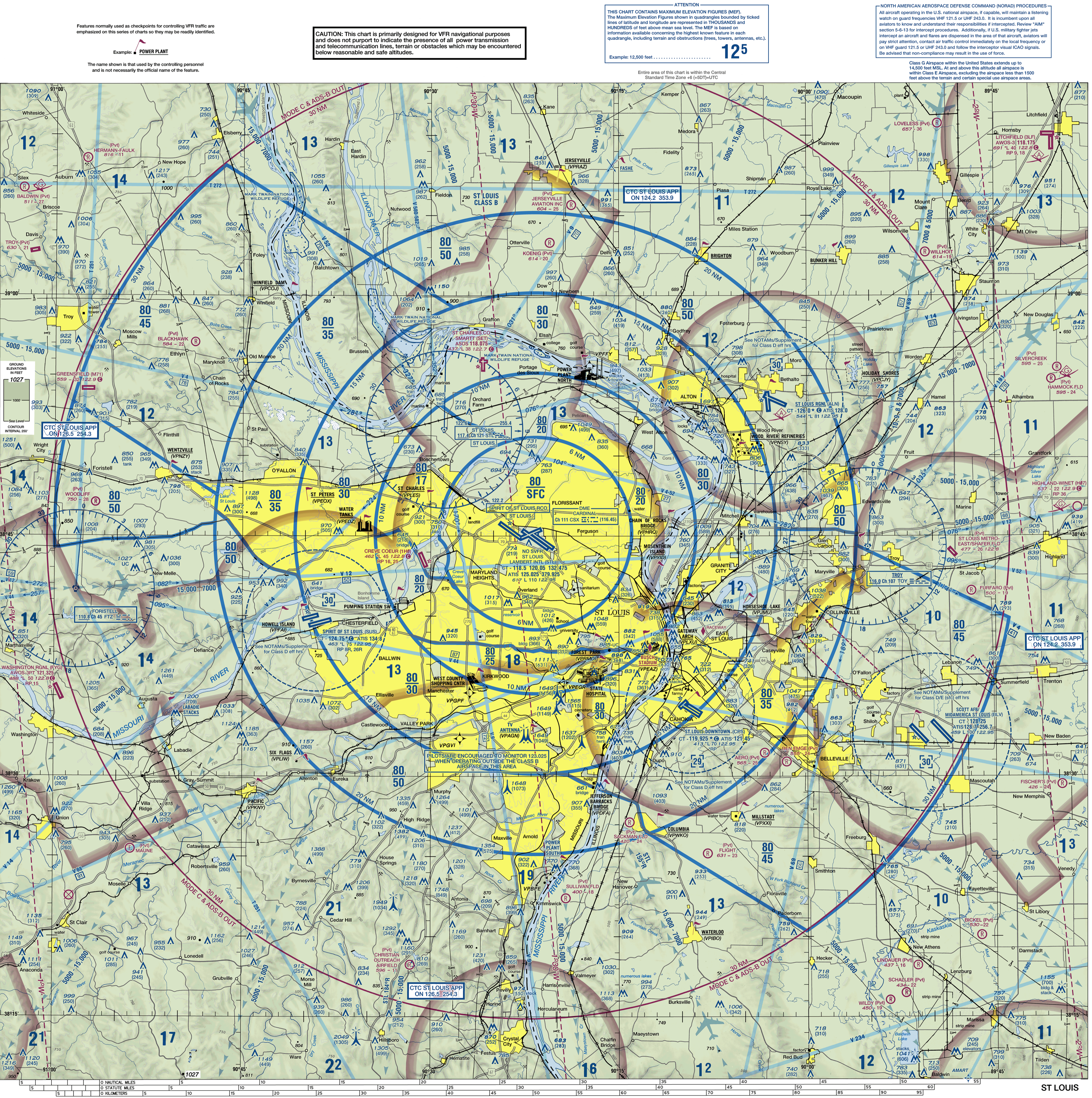
COMMUNICATION BOXES
122.1R, 122.6, 123.6, 122.6, CHICAGO CHI

RADIO AIDS TO NAVIGATION
VOR-DME (VOR), VORTAC, VOR-DME (VOR), VORTAC, VOR-DME (VOR), VORTAC

OBSTRUCTIONS
Obstruction with MSL, Obstruction with AGL, Obstruction with AGL

MISCELLANEOUS
A - Aerobically Practice Area, G - Obstruction, H - Hangar, I - Inactive, J - Jetway, K - Jetway, L - Jetway, M - Jetway, N - Jetway, O - Jetway, P - Jetway, Q - Jetway, R - Jetway, S - Jetway, T - Jetway, U - Jetway, V - Jetway, W - Jetway, X - Jetway, Y - Jetway, Z - Jetway

TOPOGRAPHIC INFORMATION
Power Transmission Line, Aerial Cable, Military Training Route, IFR Arrival Route, IFR Arrival/Departure Route



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

Federal Aviation Administration

EFFECTIVE 0901Z 20 APR 2023 TO 0901Z 15 JUN 2023

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/

Published from digital files compiled in accordance with Interagency Air 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.

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NSN 7641014100128
NGA REF. NO. VFRSTLOUIS

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

CONTROL TOWER FREQUENCIES ON ST LOUIS TERMINAL AREA CHART
All airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency (MHz). 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.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ST LOUIS DOWNTOWN	0630-2200	119.923 (379.3)	121.8	121.45	
ST LOUIS LAMBERT INTL	CONTINUOUS	119.923 (379.3)	121.8	121.45	125.025 (379.925)
ST LOUIS SEIN	0700-2200	119.923 (379.3)	121.8	121.45	
SHORT OF ST LOUIS	0600-2000	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) (VHF)	CONTINUOUS
ST LOUIS CLASS C	123.6 (350.0) (VHF)	CONTINUOUS

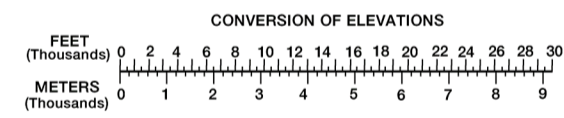
ST LOUIS CLASS B AIRSPACE
See back of this chart for procedural information within the St. Louis Class B Airspace
EXAMPLES OF CLASS B ALTITUDES
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQ) on our website at http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ or call 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ or mail to: FAA, Aeronautical Information Services, 1305 East-West Highway, Suite 440, Silver Spring, MD 20910-3281.

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 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 IFR and VFR 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 AF11B 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 and railroads.
Check NOTAMS and see AIM for details.

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.

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

AIRPORTS Paved Runways NAME (NAM) NAME (NAM) Unpaved Runways NAME (NAM)	RADIO AIDS TO NAVIGATION VOR DLG 138.8 VORTAC PPS 121.8 VOR-DME KIP 110.7 NDB DCW 262 NDB-DME RMW 320 DME PVU CH 21 (108.4)
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AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning 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.
IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

Examples of Class B Airspace Altitudes

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

Suggested VFR Flyway and Altitude

2600 6700

OBSTRUCTIONS (Selected) 2049	MISCELLANEOUS Navigation Reference Point N39° 56.32' W120° 36.91'	TOPOGRAPHIC INFORMATION Mountain Top or Peak and Spot Elevation 12256
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ST. LOUIS CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

- Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
- No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
 - The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or;
 - The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
- Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
- An operable VOR or TACAN receiver for IFR operations.
- A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the St. Louis Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

- Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
- Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
- Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

