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General Information

Location: Perryville MO USA
IATA Code:
Lat/Long: N37° 52.1' W089° 51.7'
Elevation: 372 ft

Airport Use: Public
Magnetic Variation: 1.2°W
Sectional Chart: St Louis

Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1234 Z
Sunset: 2350 Z,

Runway Information

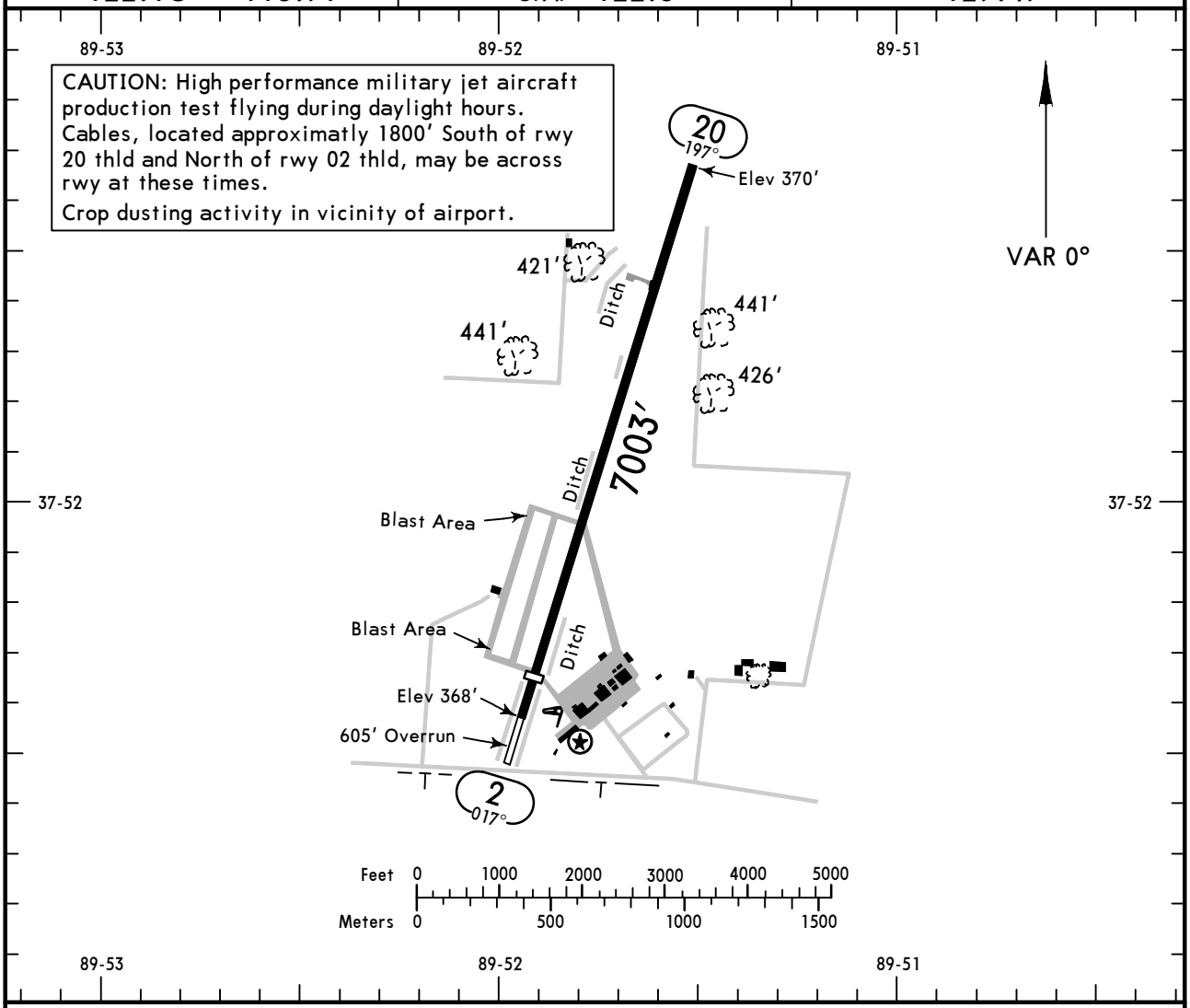
Runway: 02
Length x Width: 7003 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 371 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 520 ft

Runway: 20
Length x Width: 7003 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 372 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

Perryville Mun Unicom 122.8 CTAF PCL
St Louis Flight Service Station 122.3 RCO
St Louis Flight Service Station 122.1 RCO
St Louis Flight Service Station 115.7 RCO
Kansas City Center 127.475 Remote Communications Air-Ground

ST LOUIS Radio	PERRYVILLE MUN UNICOM	KANSAS CITY Departure
122.1G 115.7T	CTAF 122.8	127.47



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
2	❶ MIRL ❶ REIL	6483′			100′
20	❶ MIRL ❶ REIL ❶ PAPI-L				

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 2			Rwy 20		
	1 With Mim climb of 215′/NM to 900′		Other	With Mim climb of 300′/NM to 800′		Other
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	400-2 3/4	1/4	1	400-2 1/2
3 & 4 Eng		1/2			1/2	

1 Alternatively, with standard takeoff minimums and normal 200′/NM climb gradient, take-off must occur no later than 1800′ prior to departure end of runway.

FOR FILING AS ALTERNATE

A B C D	NA

OBSTACLE DP: Rwy 2, climb heading 017° to 1200′ before proceeding on course.
Rwy 20, climb heading 197° to 900′ before turning left.

AMEND 0

CHANGES: Chart revised.

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KANSAS CITY Approach	ST LOUIS Radio	PERRYVILLE MUN UNICOM
127.47	122.1G 115.7T	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 372′
Ch 93618 W-02A	017°	DEGVY 2200′ (1829′)	1114′ (743′)	TDZE 371′

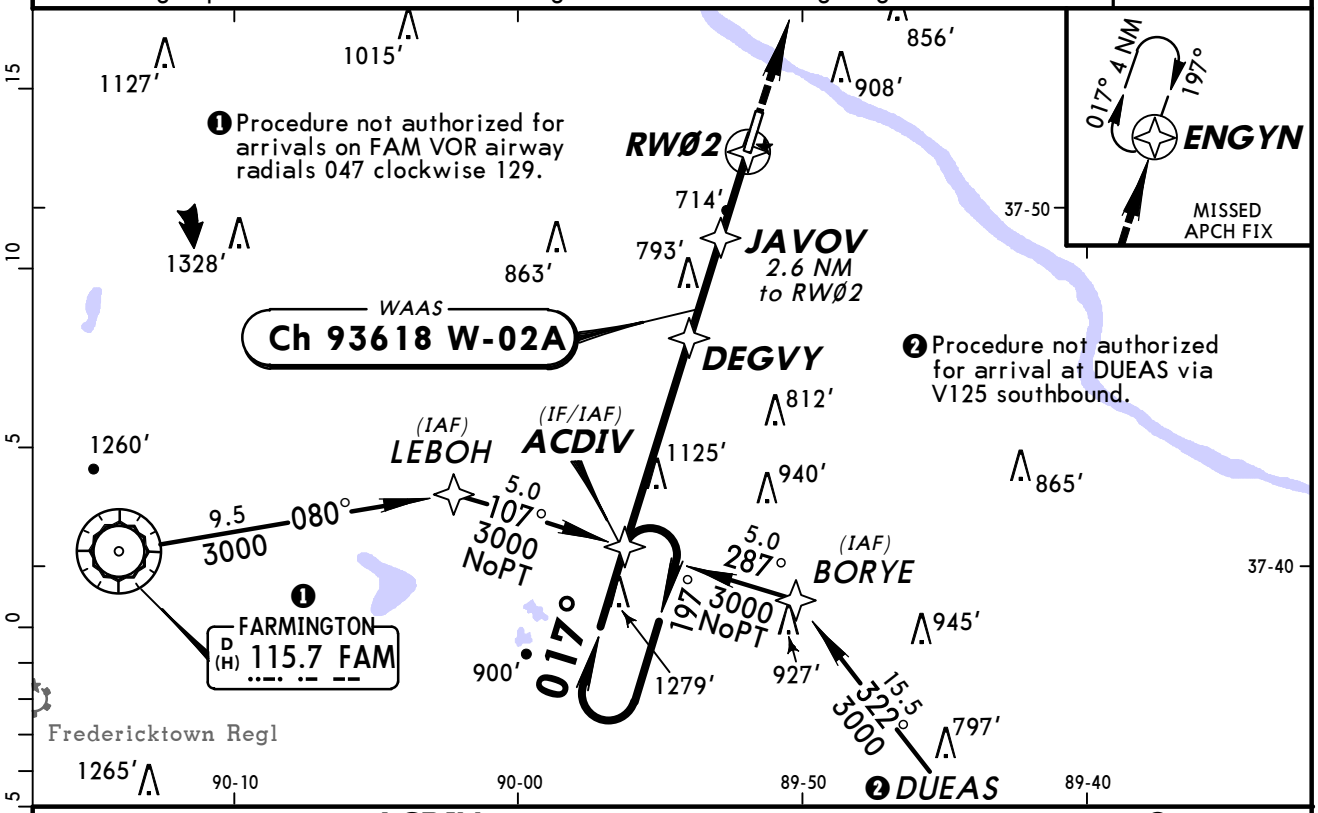
MISSED APCH: Climb to 3000′ direct ENGYN and hold.

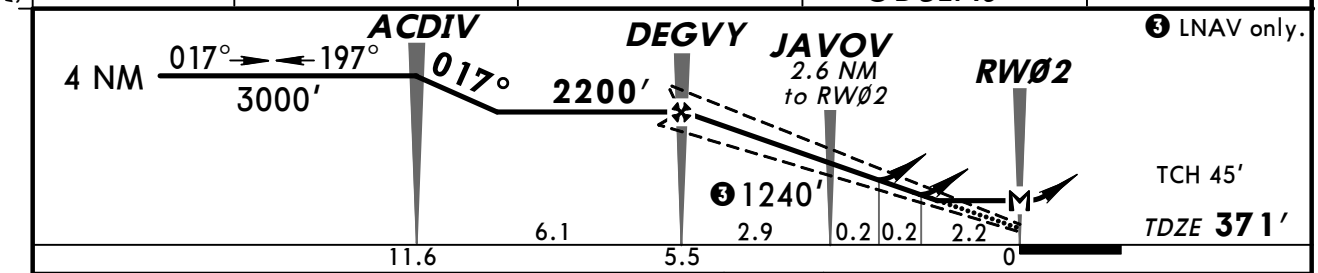
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Baro-VNAV not authorized when using Cape Girardeau altimeter setting. 6. Pilot controlled lighting on 122.8.

BRIEFING STRIP ™

2600′
MSA RWØ2





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ2						

REIL | 3000′ | ENGYN

STRAIGHT-IN LANDING RWY 2

With Local Altimeter Setting

	LPV DA(H) 1114′ (743′)	LNAV/VNAV DA(H) 1187′ (816′)	LNAV MDA(H) 980′ (609′)
A	2¾	3	1
B			
C			1¾
D			2¼

With Cape Girardeau Altimeter Setting

	LPV DA(H) 1214′ (843′)	LNAV/VNAV DA(H) 1287′ (916′)	LNAV MDA(H) 1080′ (709′)
A	3	4	1
B			
C			2
D			2¼

❶ CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Cape Girardeau Altimeter Setting MDA(H)
90	980′ (608′)-1	1080′ (708′) -1
120		
140	1000′ (628′)-1¾	1100′ (728′) -2
165	1100′ (728′)-2¼	1200′ (828′) -2¾

❶ Circling not authorized at night when VGSI inop.

TERPS AMEND 0 29 JUL 2010

CHANGES: New procedure.

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KANSAS CITY Approach	ST LOUIS Radio	PERRYVILLE MUN UNICOM
127.47	122.1G 115.7T	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 372′
Ch 53418 W-20A	197°	AGCOV 2200′ (1828′)	622′ (250′)	TDZE 372′

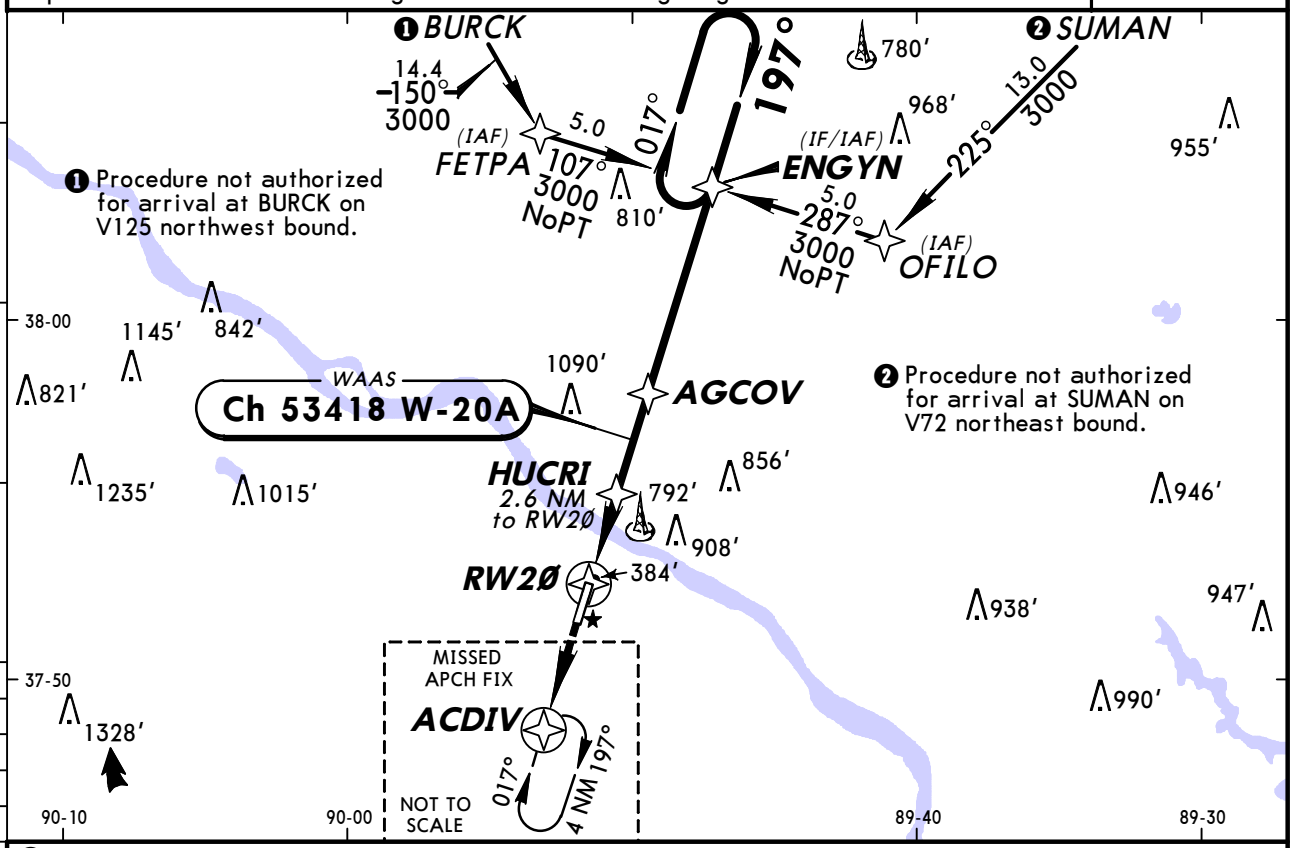
MISSED APCH: Climb to 3000′ direct ACDIV and hold.

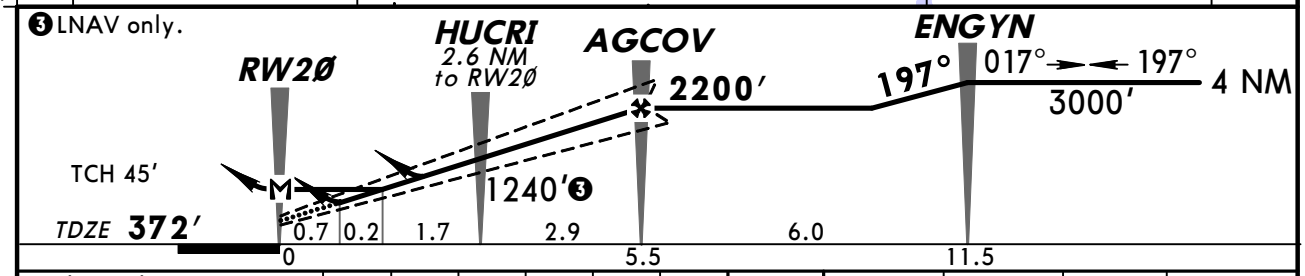
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Baro-VNAV not authorized with Cape Girardeau altimeter setting. 6. Pilot controlled lighting on 122.8.

2600′
MSA RWØ

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ							

REIL
PAPI-L
3000′
ACDIV

❶ STRAIGHT-IN LANDING RWY 20
With Local Altimeter Setting

	LPV DA(H) 622′ (250′)	LNAV/VNAV DA(H) 697′ (325′)	LNAV MDA(H) 980′ (608′)
A	1	1¼	1
B			
C			1¾
D			2

❶ CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	980′ (608′)-1
120	
140	1000′ (628′)-1¾
165	1100′ (728′)-2¼

With Cape Girardeau Altimeter Setting

	DA(H) 722′ (350′)	DA(H) 797′ (425′)	MDA(H) 1080′ (708′)
A	1¼	1½	1
B			
C			2
D			2¼

With Cape Girardeau Altimeter Setting

Max Kts	MDA(H)
90	1080′ (708′)-1
120	
140	1100′ (728′)-2
165	1200′ (828′)-2¾

❶ Straight-in/circling Rwy 20 procedure not authorized at night.

TERPS AMEND 0 29 JUL 2010

CHANGES: New procedure.

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KANSAS CITY Approach	ST LOUIS Radio	PERRYVILLE MUN UNICOM
127.47	122.1G 115.7T	CTAF 122.8

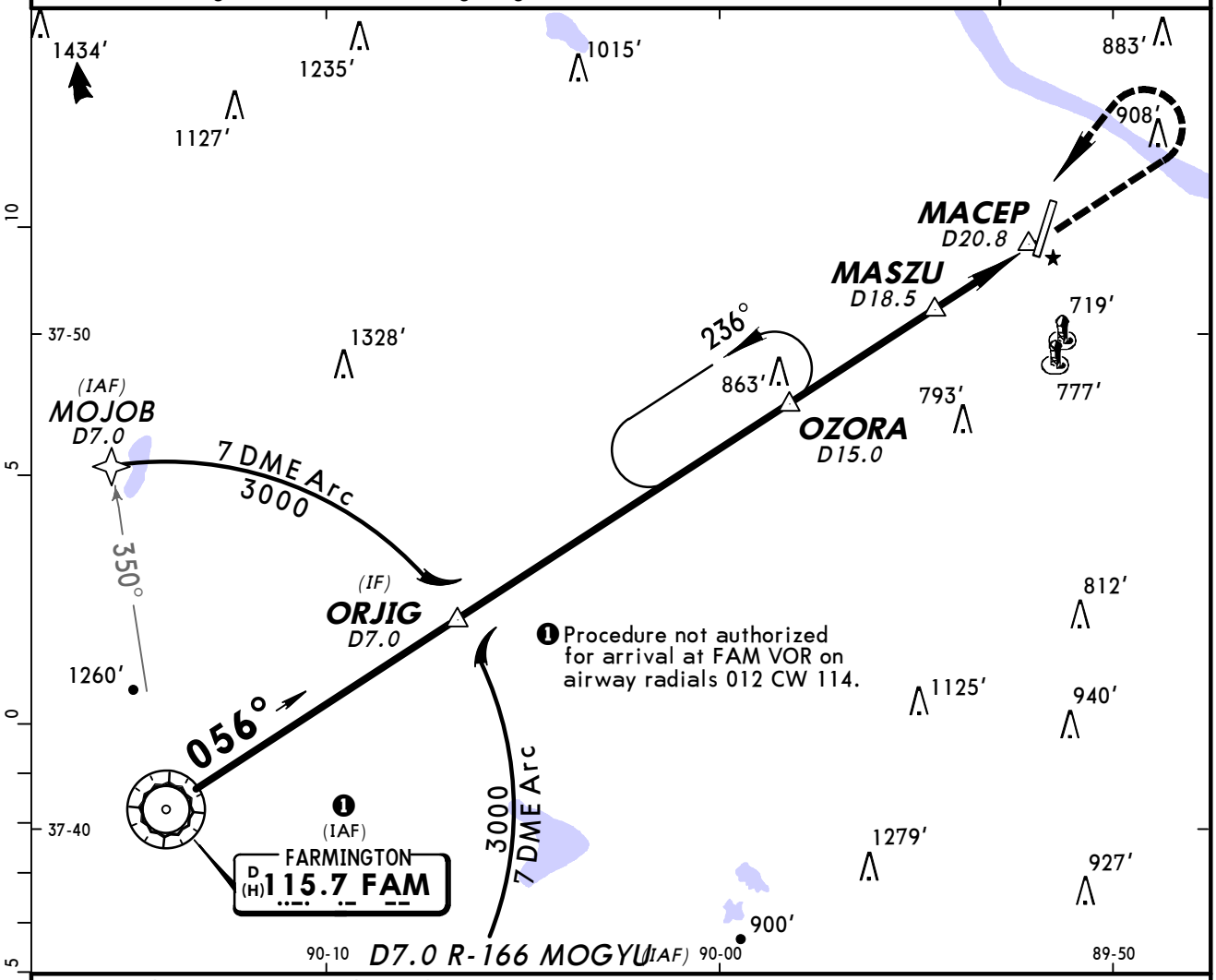
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 372′
FAM 115.7	056°	OZORA 2400′ (2028′)	Refer to Minimums	

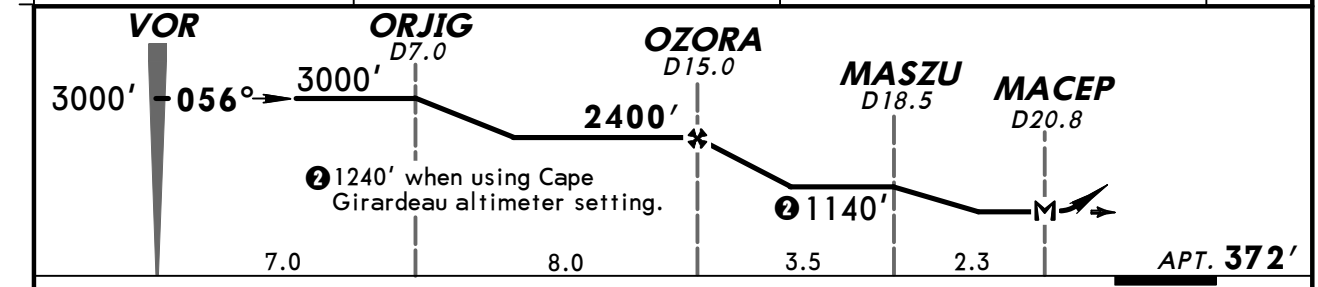
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 2400′ outbound via FAM VOR R-056 to OZORA D15.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting. 2. Pilot controlled lighting on 122.8.

3300′
MSA FAM VOR





MAP at MACEP/D20.8	Lighting - Refer to Airport Chart	1500′ ↑	2400′ ← LT	FAM via 115.7 R-056	OZORA

❶ CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Cape Girardeau Altimeter Setting MDA(H)
A	90	1040′ (668′)-1	1140′ (768′)-1
B	120	1040′ (668′)-1 ¼	1140′ (768′)-1¼
C	140	1040′ (668′)-1 ¾	1140′ (768′)-2¼
D	165	1100′ (728′)-2 ¼	1200′ (828′)-2¾

❶ Circling Rwy 20 not authorized at night when VGSI inop.

TERPS AMEND 5 29 JUL 2010

CHANGES: Procedure.

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General Information

Location: Branson MO USA
IATA Code: BKG
Lat/Long: N36° 31.9' W093° 12.0'
Elevation: 1302 ft

Airport Use: Public
Magnetic Variation: 1.4°E
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1246 Z
Sunset: 0005 Z,

Runway Information

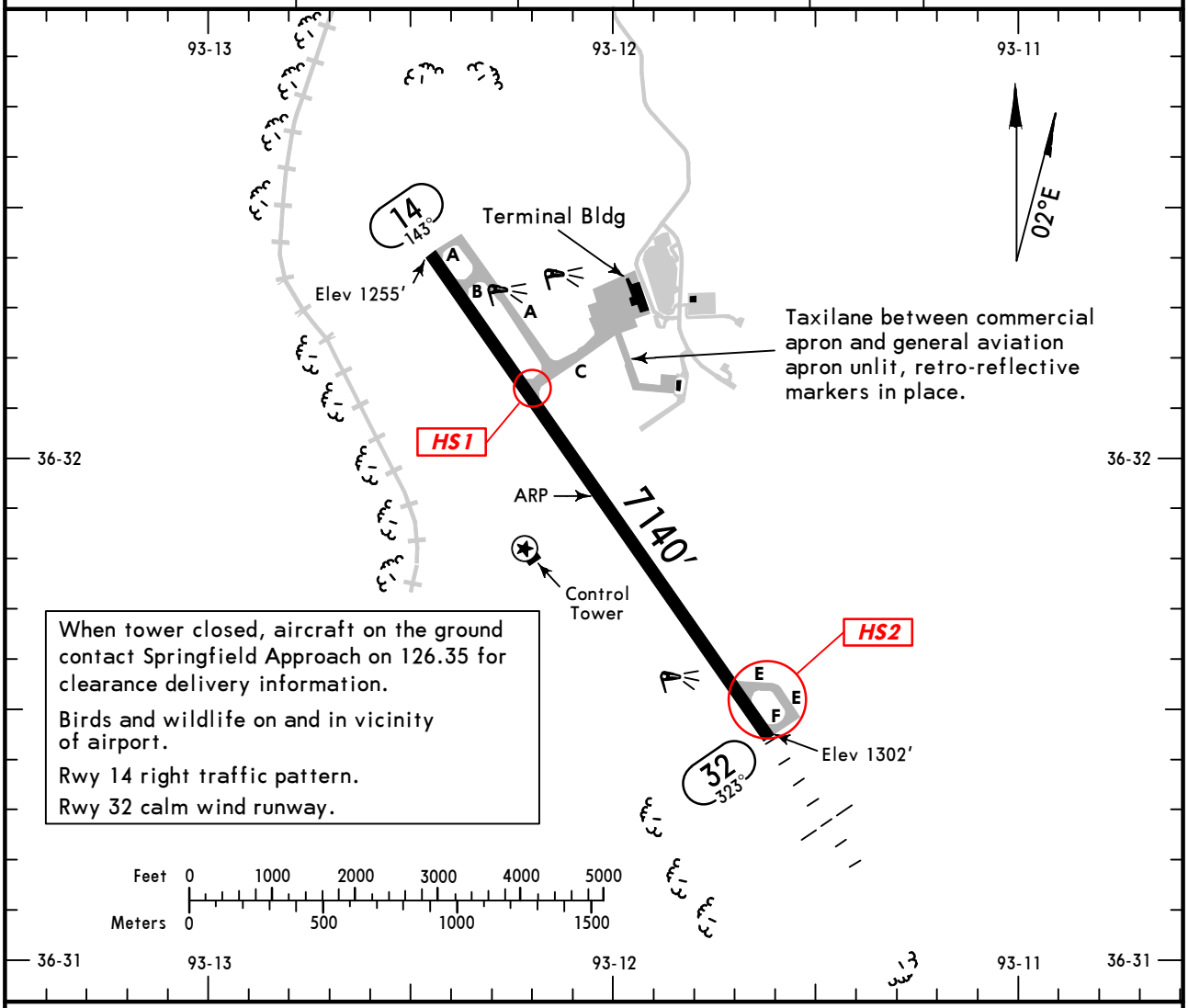
Runway: 14
Length x Width: 7140 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1278 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32
Length x Width: 7140 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1302 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ATIS 124.625
AWOS 124.625
Branson Tower 128.15 CTAF PCL
Branson Ground Control 118.4
Branson Clearance Clearance Delivery 118.4
Springfield Approach Control 126.35
Springfield Departure Control 126.35
Branson Unicom 122.95

ATIS (AWOS-3 when Twr inop)	*BRANSON Clearance	*Ground	*Tower	UNICOM	SPRINGFIELD Departure (R)
124.62	118.4	118.4	CTAF 128.15	122.95	126.35



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
14	❶ HIRL ❶ REIL ❶ PAPI-L (angle 3.0°) grooved				150′
32	❶ HIRL ❶ MALSF ❶ PAPI-L (angle 3.0°)		6090′		

❶ Activate on 128.15 when Twr inop.

RUNWAY INCURSION HOT SPOTS HS

For information only, not to be construed as ATC instructions.

HS1 Westbound traffic on Taxiway C must remain alert so as to not mistake Runway 14/32 for a parallel taxiway. First left turn out of ramp area is Runway 14/32.

HS2 Use caution for aircraft utilizing Taxiways E and F as a turn around after landing on Runway 14 or taxiing to hold while waiting to depart runway 32. Back taxi required on Runway 14/32 for full length departure on Runway 32 and frequently utilized by aircraft landing Runway 14.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	¼	1
3 & 4 Eng	¼	½

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 32	RNAV (GPS) Rwy 14	ILS Rwy 32 LOC Rwy 32
A	800-2	800-2	NA
B			
C		800-2¼	
D	800-2¼	800-2½	

OBSTACLE DP: Rwy 32, climb via 323° heading to 2000′ before turning left.

AMEND 0

CHANGES: Communications.

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ATIS (AWOS-3 when Twr inop)	SPRINGFIELD Approach (R)	*BRANSON Tower	*Ground
124.62	126.35	CTAF 128.15	118.4

BRIEFING STRIP™

LOC IBBG	Final Apch Crs	GS DILME	ILS DA(H) (CONDITIONAL)	Apt Elev 1302′
111.35	323°	3000′ (1698′)	1502′ (200′)	TDZE 1302′

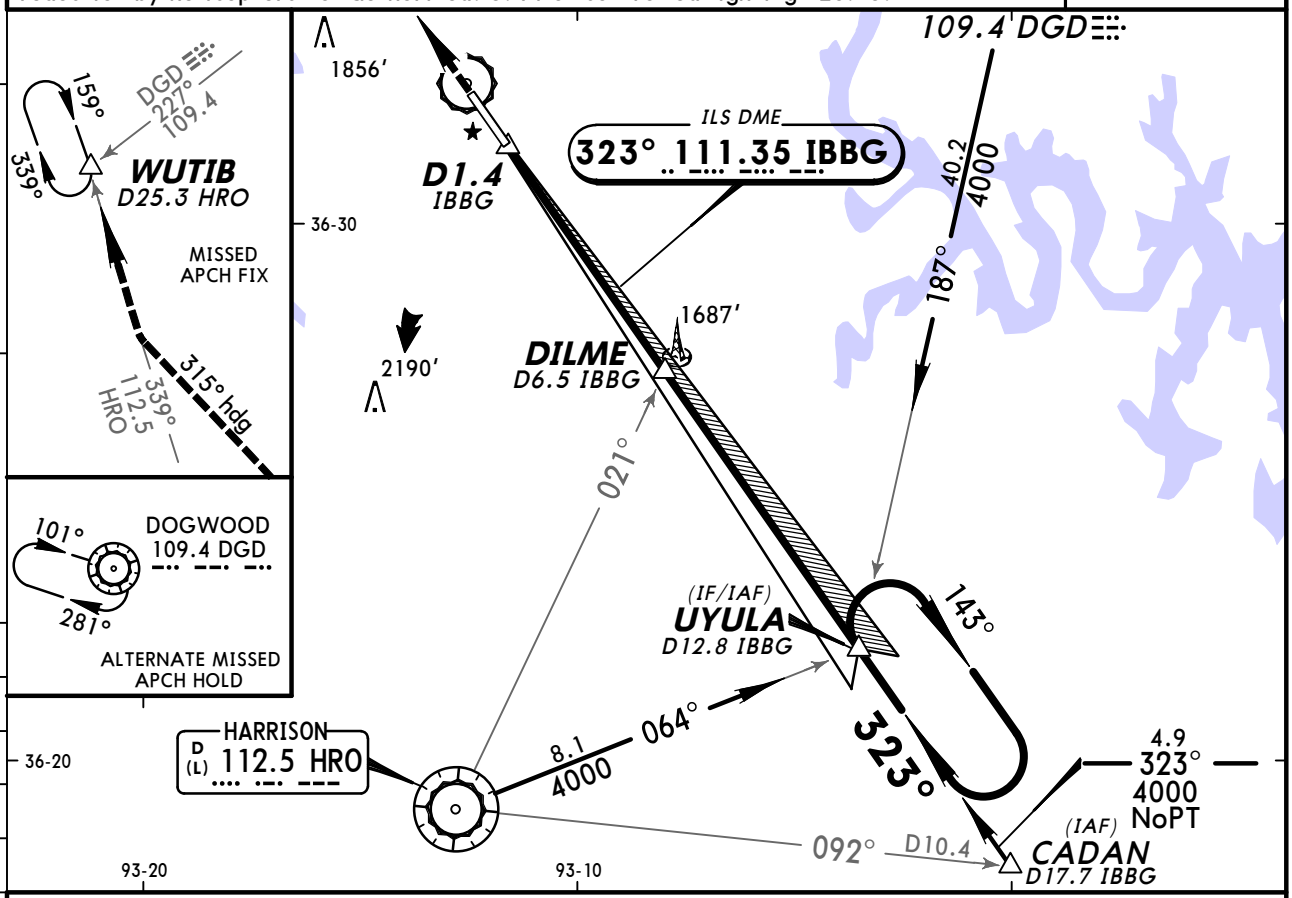
MISSED APCH: Climb to 1800′ then climbing LEFT turn to 4000′ via 315° heading and outbound via HRO VOR R-339 to WUTIB INT/ D25.3 HRO and hold.

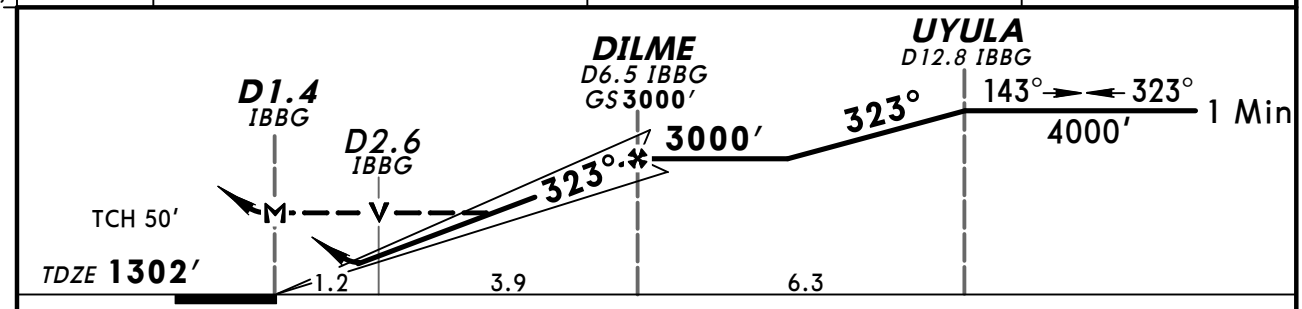
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Harrison, Ark altimeter setting.
2. Use of HRO VOR R-064 and DGD VOR R-187 may be necessary to locate UYULA INT.
3. VDP not authorized when using Harrison, Ark altimeter setting. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 128.15.

3700′

MSA HRO VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.4 IBBG or DILME to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSF
PAPI

1800′

4000′ LT via 315° hdg and HRO 112.5 R-339

STRAIGHT-IN LANDING RWY 32

	1 ILS DA(H) 1502′ (200′) FULL	1 ILS DA(H) 1502′ (200′) ALS out	2 LOC (GS out) MDA(H) 1740′ (438′)	2 LOC (GS out) MDA(H) 1740′ (438′) ALS out
A	1		1	
B				
C			1¼	
D			1½	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Harrison, Ark Altimeter Setting MDA(H)
90	1760′ (458′)-1	1840′ (538′)-1
120	1780′ (478′)-1	1860′ (558′)-1
140	1780′ (478′)-1½	1860′ (558′)-1½
165	2000′ (698′)-2¼	2080′ (778′)-2½

AMEND 0

TERPS

1 DA(H) 1549′ (247′) with Harrison, Ark altimeter setting.
2 MDA(H) 1820′ (518′) with Harrison, Ark altimeter setting.

CHANGES: None.

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BRIEFING STRIP ™

ATIS (AWOS-3 when Twr inop)	SPRINGFIELD Approach (R)	*BRANSON Tower	*Ground
124.62	126.35	CTAF 128.15	118.4

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1302′
Ch 49111 W-14A	143°	VUCUG 3000′ (1722′)	1525′ (247′)	TDZE 1278′

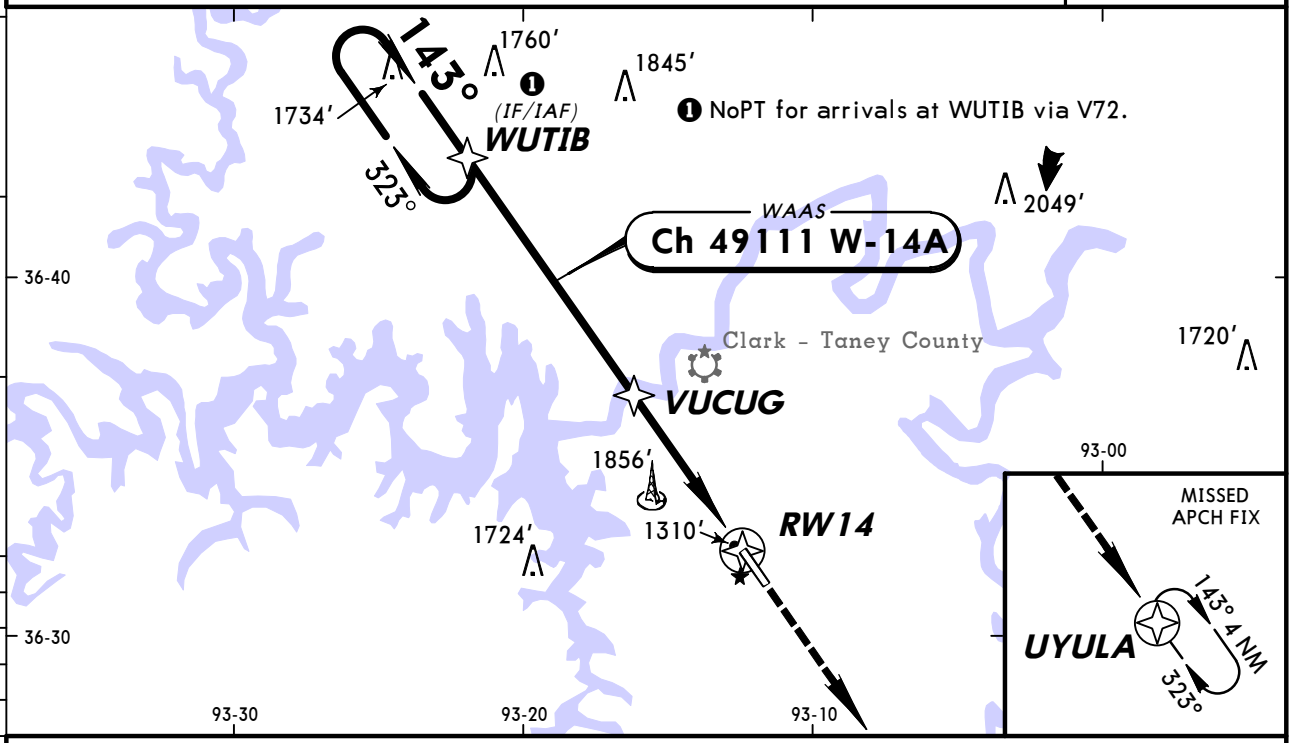
MISSED APCH: Climb to 4000′ direct UYULA and hold.

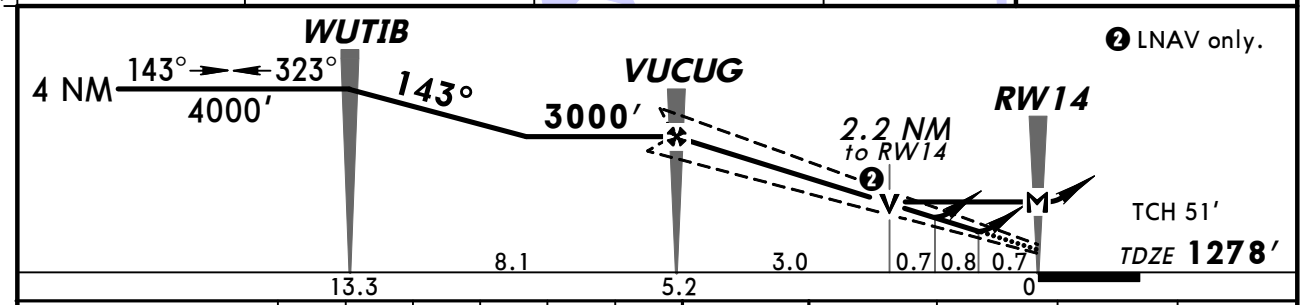
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Harrison, Ark altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized when using Harrison, Ark altimeter setting. 5. Pilot controlled lighting 128.15.

3700′

MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

REIL
PAPI-L

4000′

UYULA

STRAIGHT-IN LANDING RWY 14
With Local Altimeter Setting

	LPV DA(H) 1525′ (247′)	LNAV/VNAV DA(H) 1798′ (520′)	LNAV MDA(H) 2020′ (742′)
A	1	2	1
B			1¼
C			2¼
D			2½

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	2020′ (718′) -1
120	2020′ (718′) -1¼
140	2020′ (718′) -2¼
165	2020′ (718′) -2½

With Harrison, Ark Altimeter Setting

	LPV DA(H) 1572′ (294′)	LNAV/VNAV DA(H) 1845′ (567′)	LNAV MDA(H) 2080′ (802′)
A	1	2	1
B			1¼
C			2¼
D			2½

With Harrison, Ark Altimeter Setting

Max Kts	MDA(H)
90	2080′ (778′) -1
120	2080′ (778′) -1¼
140	2080′ (778′) -2¼
165	2080′ (778′) -2½

AMEND 0 TERPS

CHANGES: New procedure.

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ATIS (AWOS-3 when Twr inop)	SPRINGFIELD Approach (R)	*BRANSON Tower	*Ground
124.62	126.35	CTAF 128.15	118.4

BRIEFING STRIP™

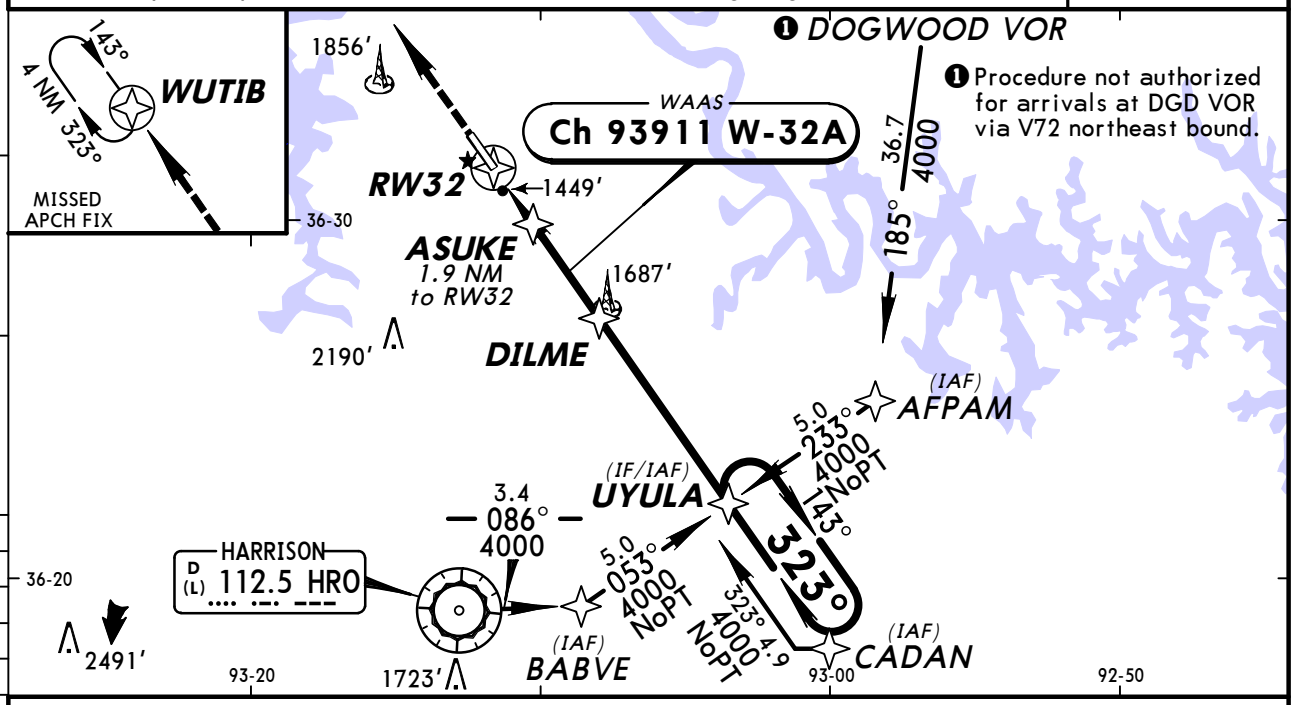
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1302′
Ch 93911 W-32A	323°	DILME 3000′ (1698′)	1502′ (200′)	TDZE 1302′

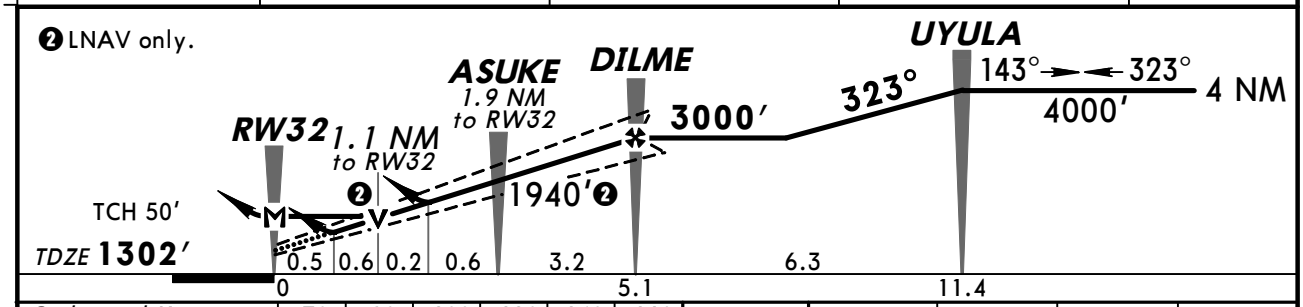
MISSED APCH: Climb to 4000′ direct WUTIB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Harrison, Ark altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized when using Harrison, Ark altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 128.15.

3700′
MSA RW32





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

MALSF
PAPI
4000′
WUTIB

STRAIGHT-IN LANDING RWY 32
With Local Altimeter Setting

	LPV DA(H) 1502′ (200′) ALS out	LNAV/VNAV DA(H) 1757′ (455′) ALS out	LNAV MDA(H) 1700′ (398′) ALS out
A	1	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1760′ (458′) - 1
120	1780′ (478′) - 1
140	1780′ (478′) - 1½
165	2000′ (698′) - 2¼

With Harrison, Ark Altimeter Setting

	LPV DA(H) 1549′ (247′) ALS out	LNAV/VNAV DA(H) 1804′ (502′) ALS out	LNAV MDA(H) 1760′ (458′) ALS out
A	1	1¾	1
B			
C			1½
D			

With Harrison, Ark Altimeter Setting

Max Kts	MDA(H)
90	1820′ (518′) - 1
120	1840′ (538′) - 1
140	1840′ (538′) - 1½
165	2060′ (758′) - 2½

AMEND 0 TERPS

CHANGES: New procedure.

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General Information

Location: Columbia MO USA
IATA Code: COU
Lat/Long: N38° 49.1' W092° 13.2'
Elevation: 889 ft

Airport Use: Public
Magnetic Variation: 0.5°E
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1245 Z
Sunset: 2359 Z,

Runway Information

Runway: 02
Length x Width: 6501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 889 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13
Length x Width: 4401 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 888 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 20
Length x Width: 6501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 889 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 31
Length x Width: 4401 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 888 ft
Lighting: Edge, REIL, Pilot controlled

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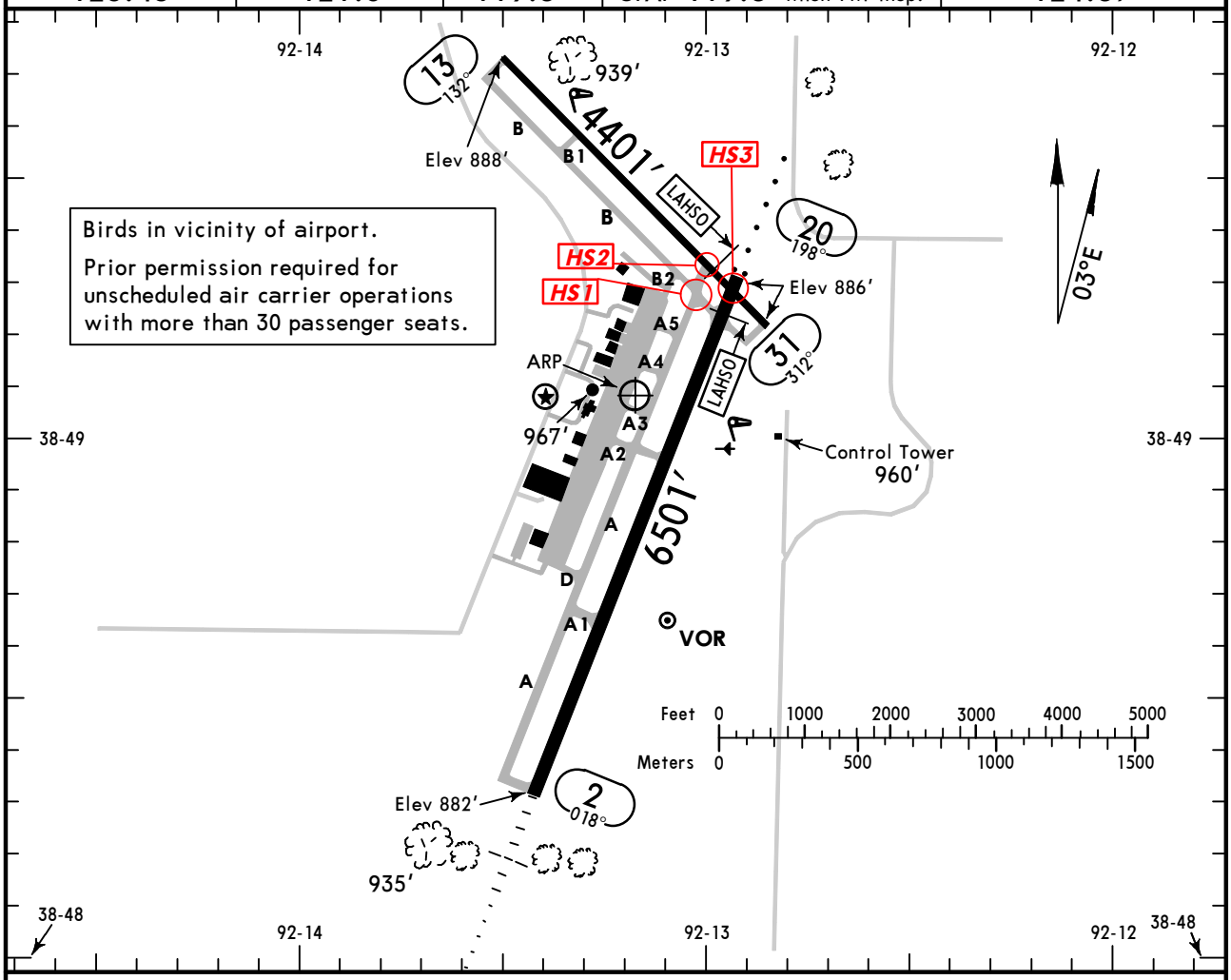
Communication Information

ATIS 128.45
ASOS 128.45
Columbia Regl Tower 119.3 CTAF PCL
Columbia Regl Ground Control 121.6
Mizzu Approach Control 124.375
Mizzu Departure Control 124.375
Columbia Regl Unicom 122.95
Columbia Flight Service Station 119.3 AAS CTAF PCL
Columbia Flight Service Station 122.65 RCO
Columbia Flight Service Station 122.2 RCO

ATIS (ASOS when Twr inop)	*COLUMBIA Ground	*Tower	COLUMBIA Radio (LAA)	MIZZU Departure (R)
128.45	121.6	119.3	CTAF 119.3 when Twr inop.	124.37



Birds in vicinity of airport.

Prior permission required for unscheduled air carrier operations with more than 30 passenger seats.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
2	❶ HIRL ❶ MALSR grooved RVR		5351'	13/31 6050'		150'
20	❶ HIRL ❶ ODALS REIL VASI-L grooved					
13	❶ MIRL REIL AVASI-L			2/20 3500'		75'
31	❶ MIRL REIL AVASI-L (angle 3.15°)					

❶ Activate on 119.3 when Twr inop.

RUNWAY INCURSION "HOT SPOTS"

(For information only, not to be construed as ATC instructions.)

HS1 Use caution approaching the intersection of Taxiways A and B due to the close proximity of Runway Holding Position markings for Runways 2/20 and 13/31.

HS2 Aircraft departing Runway 20. Taxiing on Runway 13/31 may be authorized to reach the approach end of Runway 20. Use caution not to confuse Runway Holding Position marking for Runway 13 with the marking for Runway 20.

HS3 Aircraft departing Runway 20. Runway Holding Position line for Runway 20 is on Runway 13/31.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 2, 13, 20: Adequate Vis Ref	Rwys 2, 13, 20: STD	Rwy 31: With Mim climb of 230'/NM to 1900': Adequate Vis Ref	Rwy 31: With Mim climb of 230'/NM to 1900': STD	Rwy 31: Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	800-2
3 & 4 Eng		RVR 24 or 1/2		1/2	

FOR FILING AS ALTERNATE

	❶ ILS Rwy 2	❶ LOC DME Rwy 2; ❶ LOC DME (BC) Rwy 20; VOR Rwy 20; VOR DME Rwy 20; RNAV (GPS) Rwy 2; RNAV (GPS) Rwy 20	VOR Rwy 13	Other
A	600-2	800-2	1000-2	NA
B			1000-3	
C			NA	
D				

OBSTACLE DP: Rwy 31, north or eastbound, climb to 1900' on rwy heading before proceeding on course.

❶ Authorized only when local weather available.

AMEND 4

CHANGES: Hot Spots, Rwy 2/20 length.

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BRIEFING STRIP

ATIS (ASOS when Twr inop)	MIZZU Approach (R)	*COLUMBIA Tower	*Ground	COLUMBIA Radio (LAA)
128.45	124.37	119.3	121.6	CTAF 119.3 when Twr inop.

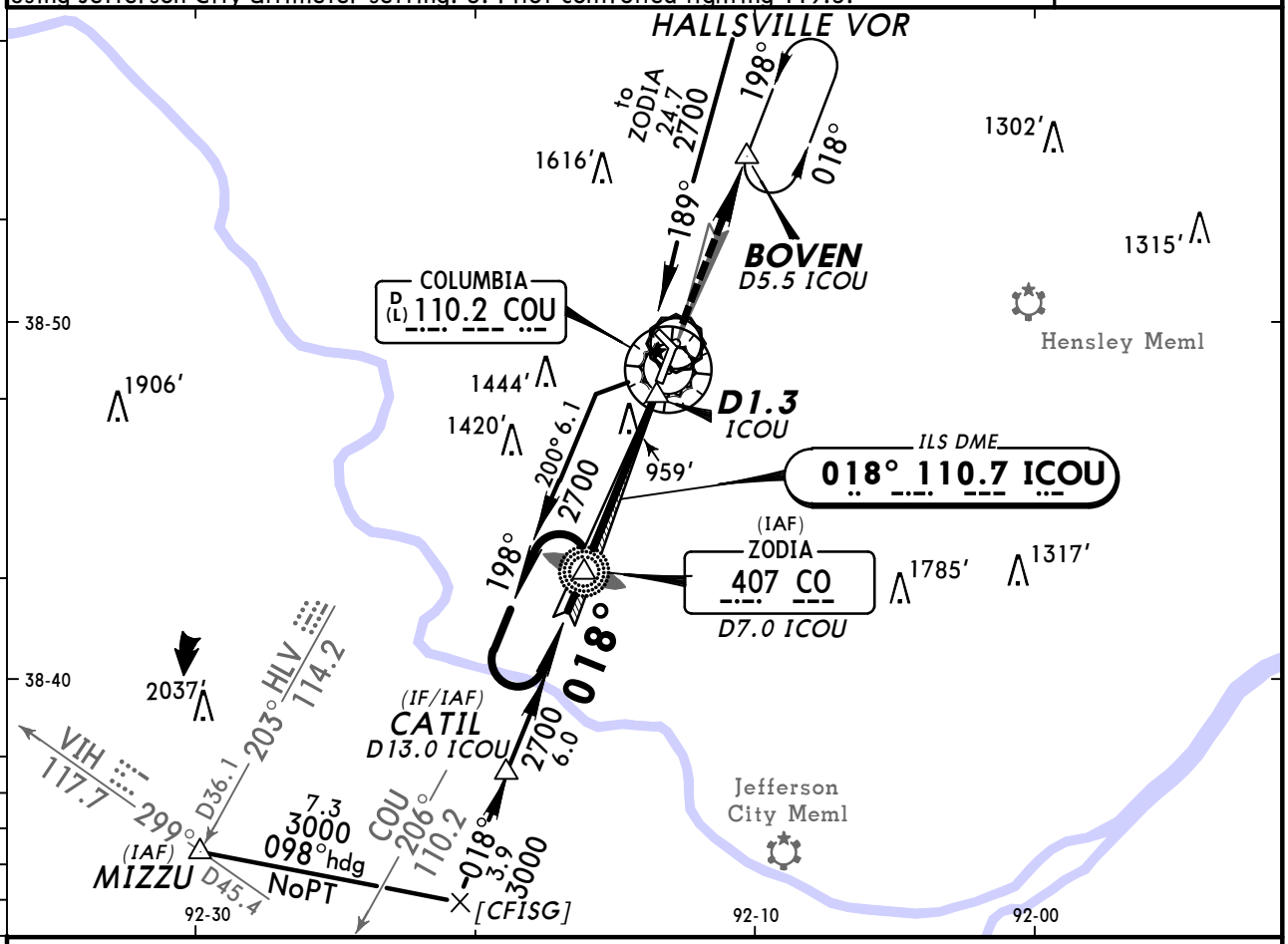
LOC ICOU	Final Apch Crs	GS ZODIA	ILS DA(H) (CONDITIONAL)	Apt Elev 889'
110.7	018°	2684'(1795')	1089'(200')	TDZE 889'

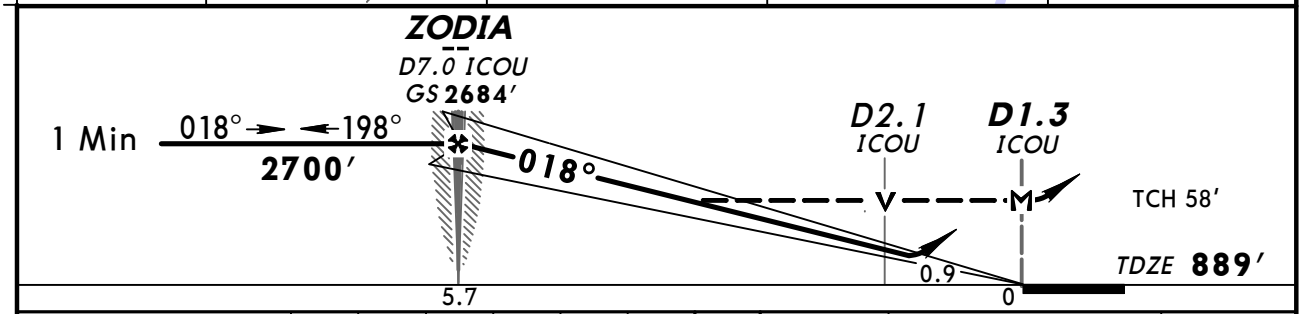
MISSED APCH: Climb to 2700' via ICOU LOC NORTH course to BOVEN/D5.5 ICOU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. When local altimeter setting not received, use Jefferson City altimeter setting. 3. Use ICOU DME when on LOC course. 4. VDP not authorized when using Jefferson City altimeter setting. 5. Pilot controlled lighting 119.3.

3900'
MSA CO LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 2.83°	356	457	508	610	711	813
MAP at D1.3 ICOU						

MALSR

2700' via ICOU 110.7 NORTH COURSE

BOVEN

STRAIGHT-IN LANDING RWY 2

	ILS DA(H) 1089'(200') With Local Altimeter Setting		ILS DA(H) 1169'(280') With Jefferson City Altimeter Setting		LOC (GS out) MDA(H) 1220'(331') With Local Altimeter Setting			LOC (GS out) MDA(H) 1300'(411') With Jefferson City Altimeter Setting		
	FULL	RAIL or ALS out	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B										
C					RVR 40 or 3/4			RVR 40 or 3/4	RVR 60 or 1 1/4	
D					RVR 40 or 3/4	RVR 50 or 1				

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Jefferson City Altimeter Setting MDA(H)
90	1300'(411')-1	1380'(491')-1
120	1340'(451')-1	1420'(531')-1
140	1340'(451')-1 1/2	1420'(531')-1 1/2
165	1440'(551')-2	1520'(631')-2

AMEND 14 TERPS

1 RVR 18 authorized with Flight Director or Autopilot or HUD to DA.

CHANGES: None.

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LOC DME (BACK CRS) Rwy 20

ATIS (ASOS when Twr inop)	MIZZU Approach (R)	*COLUMBIA Tower	*Ground	COLUMBIA Radio (LAA)
128.45	124.37	119.3	121.6	CTAF 119.3 when Twr inop.

BRIEFING STRIP™

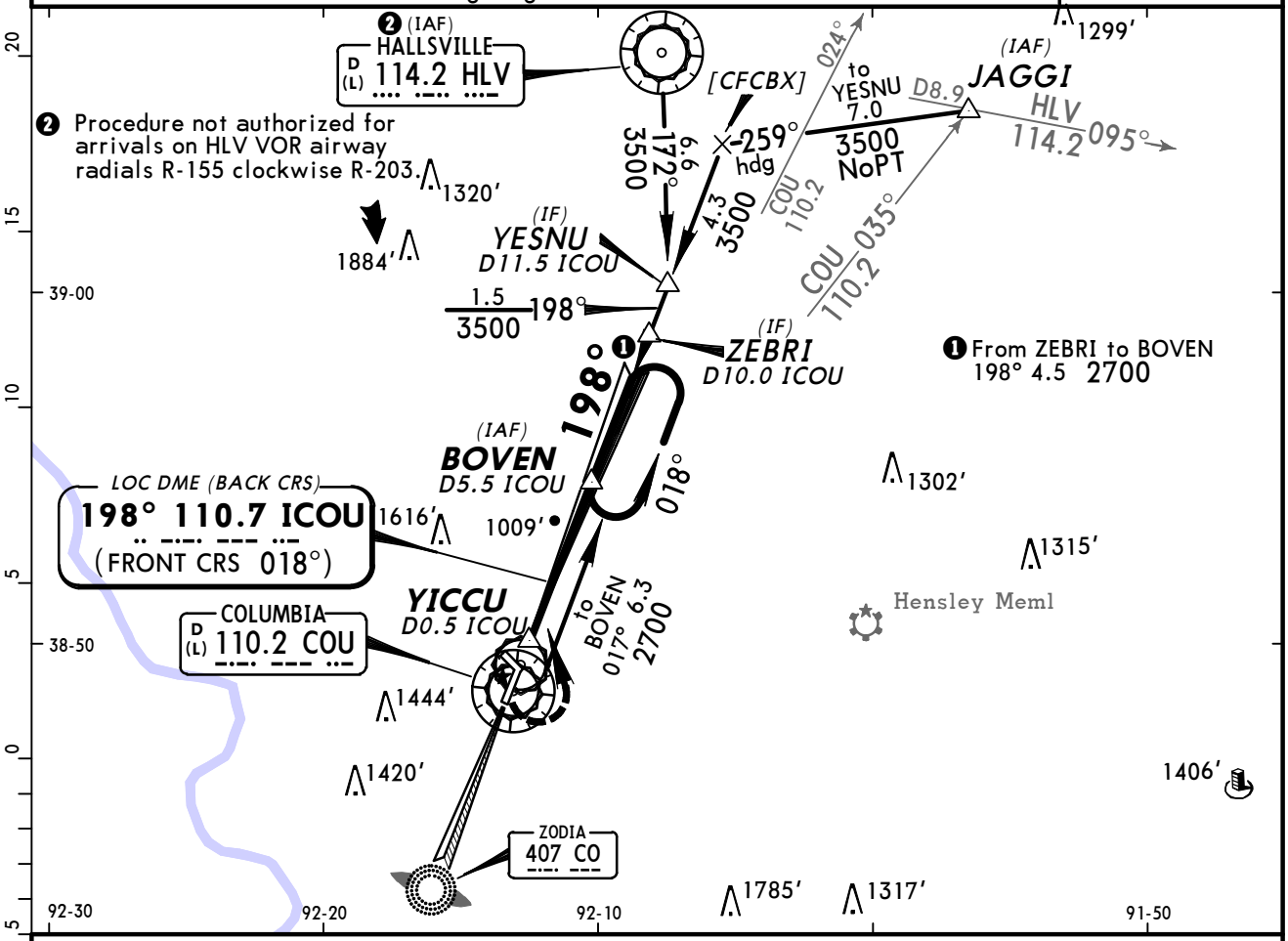
LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 889'
ICOU 110.7	198° (Front Crs 018°)	BOVEN 2700' (1811')	(CONDITIONAL) 1260' (371')	TDZE 889'

MISSED APCH: Climb to 1700' then climbing LEFT turn to 2700' via 350° heading and ICOU LOC NORTH course to BOVEN/D5.5 ICOU and hold.

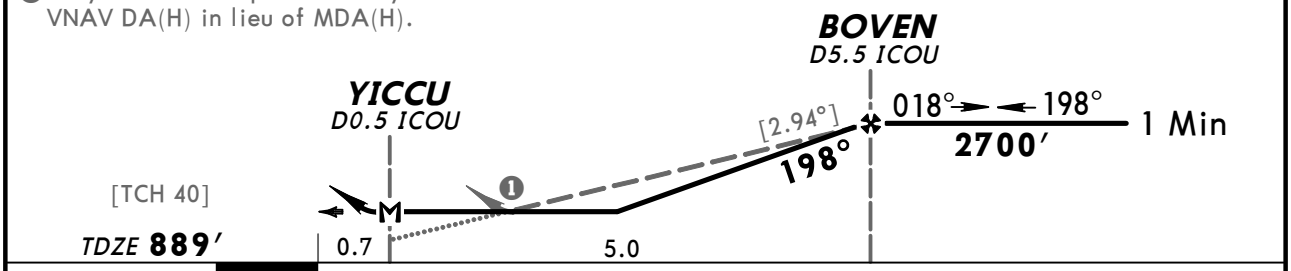
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Jefferson City altimeter setting. 3. Disregard glide slope indications. 4. Use ICOU DME when on localizer course. 5. Pilot controlled lighting 119.3.

3100'
MSA COU VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.94°]	364	468	520	624	728	832
MAP at YICCU						

ODALS REIL VASI | 1700' | 2700' LT | 350° via hdg and ICOU 110.7 NORTH COURSE | BOVEN

TERPS AMEND 12

	STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND		
	MDA(H) 1260'(371') With Local Altimeter Setting		MDA(H) 1340'(451') With Jefferson City Altimeter Setting			With Local Altimeter Setting	With Jefferson City Altimeter Setting
		ODALS out		ODALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	1300'(411')-1	1380'(491')-1
B					120	1340'(451')-1	1420'(531')-1
C			1 1/4		140	1340'(451')-1 1/2	1420'(531')-1 1/2
D	1 1/4		1 1/2		165	1440'(551')-2	1520'(631')-2

CHANGES: Procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	MIZZU Approach (R)	*COLUMBIA Tower	*Ground	COLUMBIA Radio (LAA)
128.45	124.37	119.3	121.6	CTAF 119.3 when Twr inop.

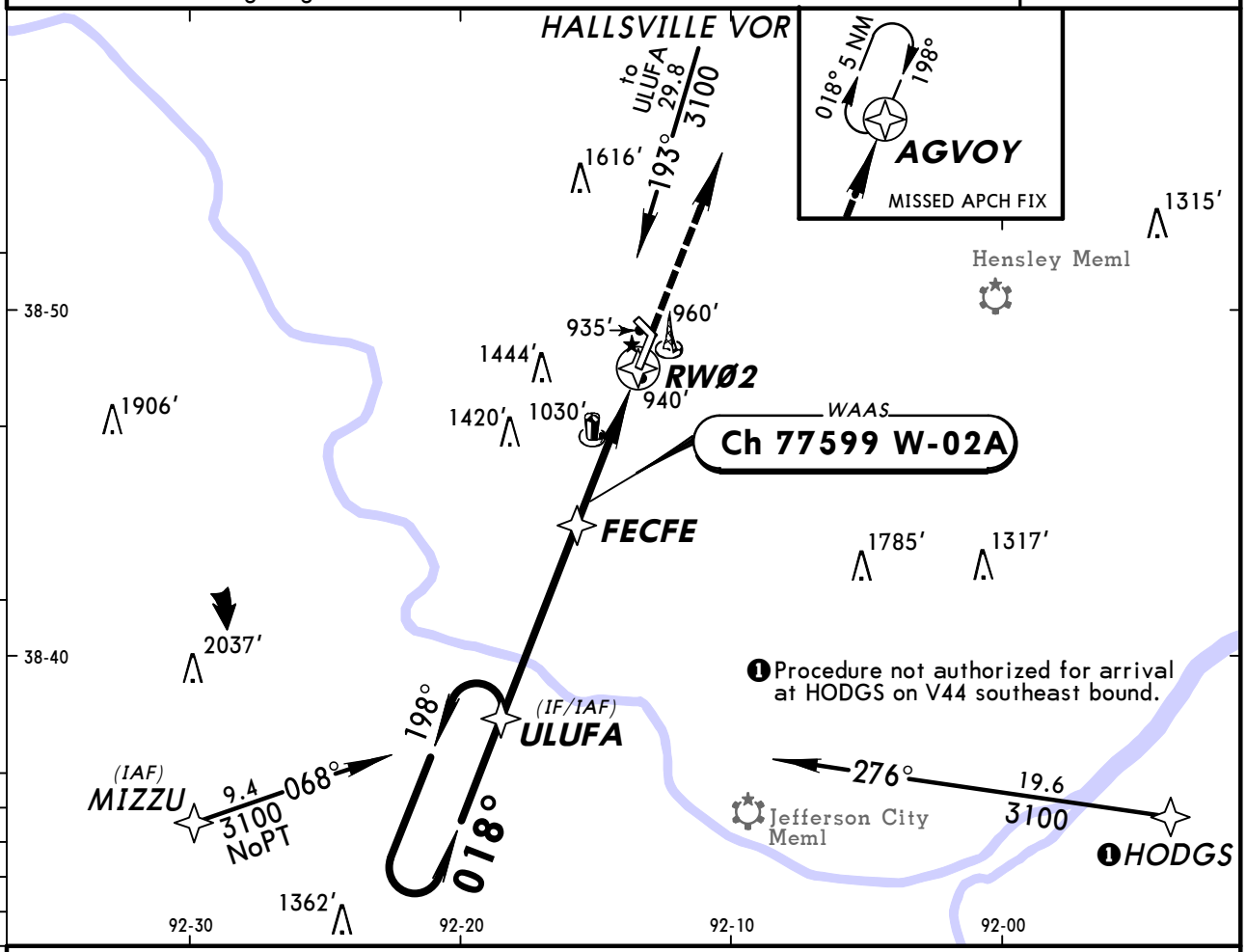
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 889′
Ch 77599 W-02A	018°	FECFE 2500′ (1611′)	1139′ (250′)	TDZE 889′

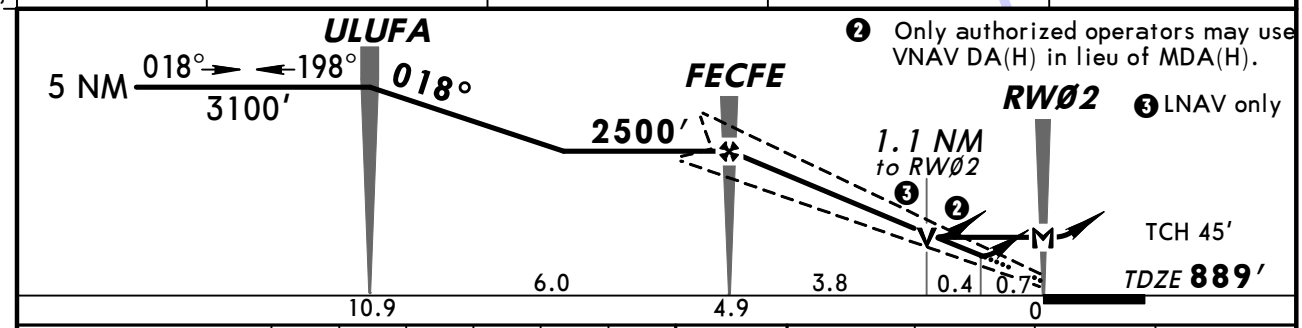
MISSED APCH: Climb to 3000′ direct AGVOY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.3 not authorized. 2. Baro-VNAV not authorized below -16°C (3°F).
3. Pilot controlled lighting 119.3.

3100′
MSA RWØ2





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ2						

MALSR 3000′ AGVOY

STRAIGHT-IN LANDING RWY 2

	LPV DA(H) 1139′ (250′)		LNAV/VNAV DA(H) 1190′ (301′)			LNAV MDA(H) 1280′ (391′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B								
C								
D			RVR 40 or ¾	RVR 50 or 1		RVR 50 or 1	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1280′ (391′)-1
120	1340′ (451′)-1
140	1340′ (451′)-1½
165	1440′ (551′)-2

AMEND 1 TERPS

CHANGES: Procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	MIZZU Approach (R)	*COLUMBIA Tower	*Ground	COLUMBIA Radio (LAA)
128.45	124.37	119.3	121.6	CTAF 119.3 when Twr inop.

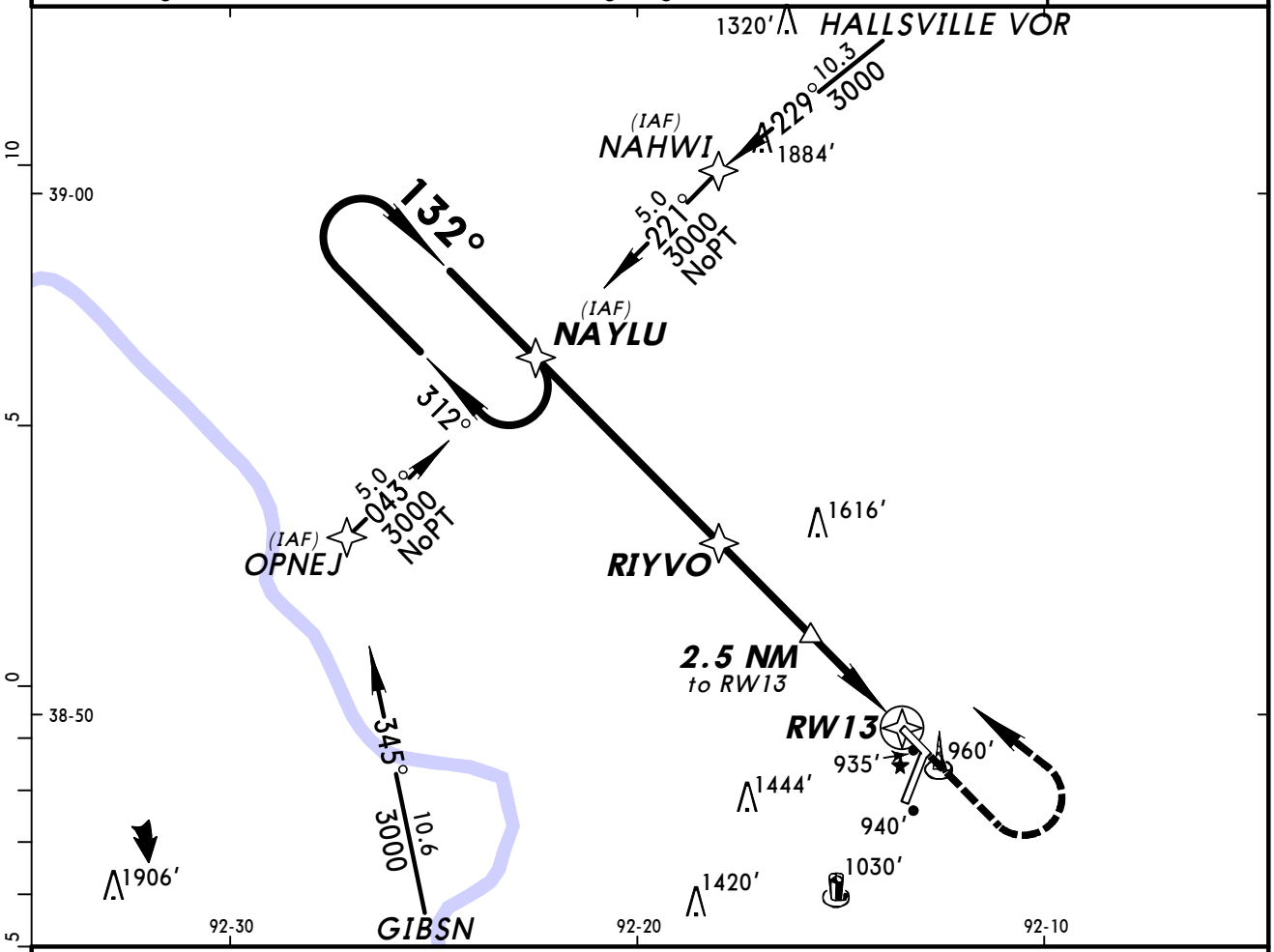
RNAV	Final Apch Crs	Minimum Alt RIYVO	LNAV MDA(H)	Apt Elev 889′
	132°	2500′ (1612′)	1200′ (312′)	TDZE 888′

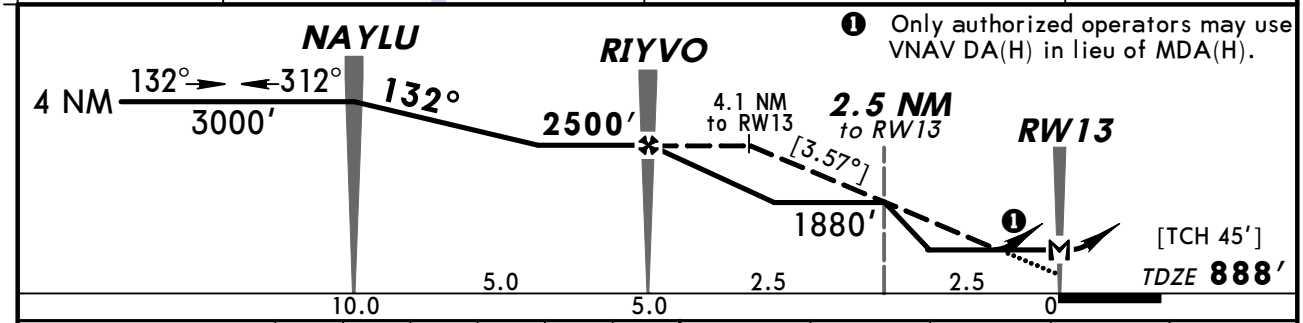
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ direct NAYLU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angle not coincident. 4. Pilot controlled lighting 119.3.

3100′
MSA RW13





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.57°]	442	569	632	758	885	1011
MAP at RW13						

REIL AVASI-L | 2000′ ↑ | 3000′ ↰ LT | D | NAYLU

STRAIGHT-IN LANDING RWY 13 LNAV MDA(H) 1200′ (312′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1300′ (411′) -1
B		120	1340′ (451′) -1
C		140	1340′ (451′) -1½
D		165	1440′ (551′) -2

TERPS AMEND 0

CHANGES: None.

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BRIEFING STRIP™

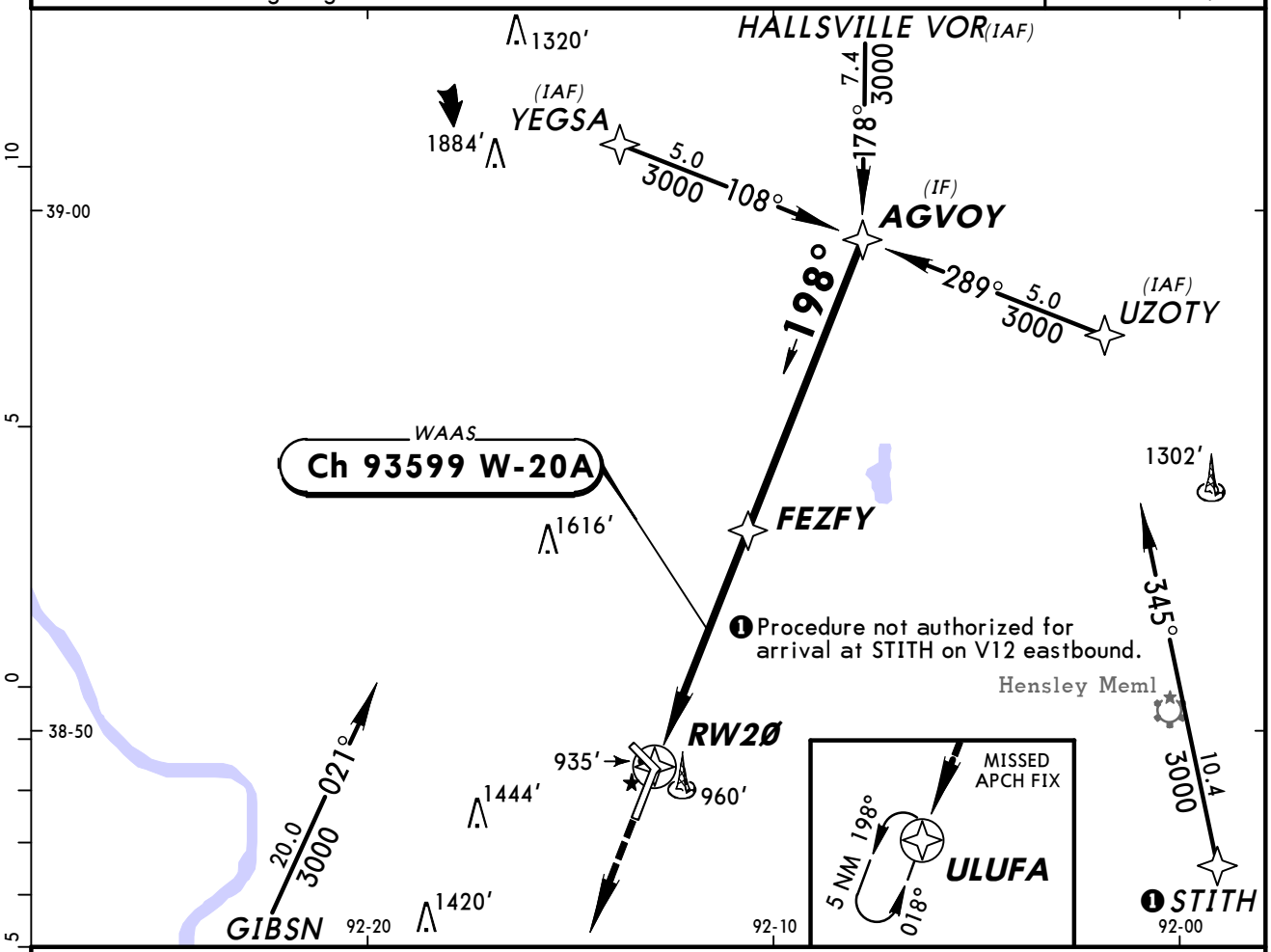
ATIS (ASOS when Twr inop)	MIZZU Approach (R)	*COLUMBIA Tower	*Ground	COLUMBIA Radio (LAA)
128.45	124.37	119.3	121.6	CTAF 119.3 when Twr inop.

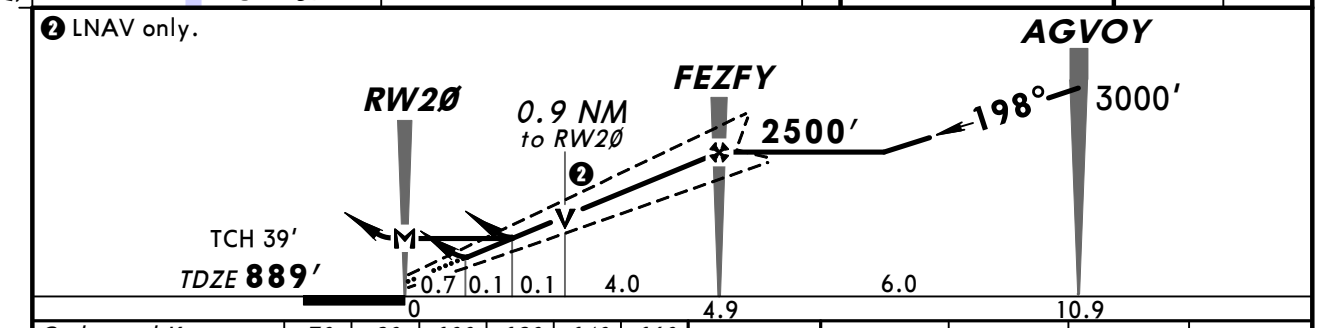
WAAS	Final Apch Crs	Minimum Alt FEZFY	LPV DA(H)	Apt Elev 889′
Ch 93599 W-20A	198°	2500′ (1611′)	1139′ (250′)	TDZE 889′

MISSED APCH: Climb to 3000′ direct ULUFA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized. 2. Baro-VNAV not authorized below -16°C (3°F).
3. Pilot controlled lighting 119.3.

3100′
MSA RW2Ø





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW2Ø						

ODALS
REIL
VASI
3000′
D
ULUFA

STRAIGHT-IN LANDING RWY 20

	LPV DA(H) 1139′ (250′)		LNAV/VNAV DA(H) 1185′ (296′)		LNAV MDA(H) 1220′ (331′)	
		ODALS out		ODALS out		ODALS out
A	1		3/4	1	3/4	1
B						
C						
D			1		1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1280′ (391′)-1
120	1340′ (451′)-1
140	1340′ (451′)-1½
165	1440′ (551′)-2

TERPS AMEND 1

CHANGES: None.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	MIZZU Approach (R)	*COLUMBIA Tower	*Ground	COLUMBIA Radio (LAA)
128.45	124.37	119.3	121.6	CTAF 119.3 when Twr inop.

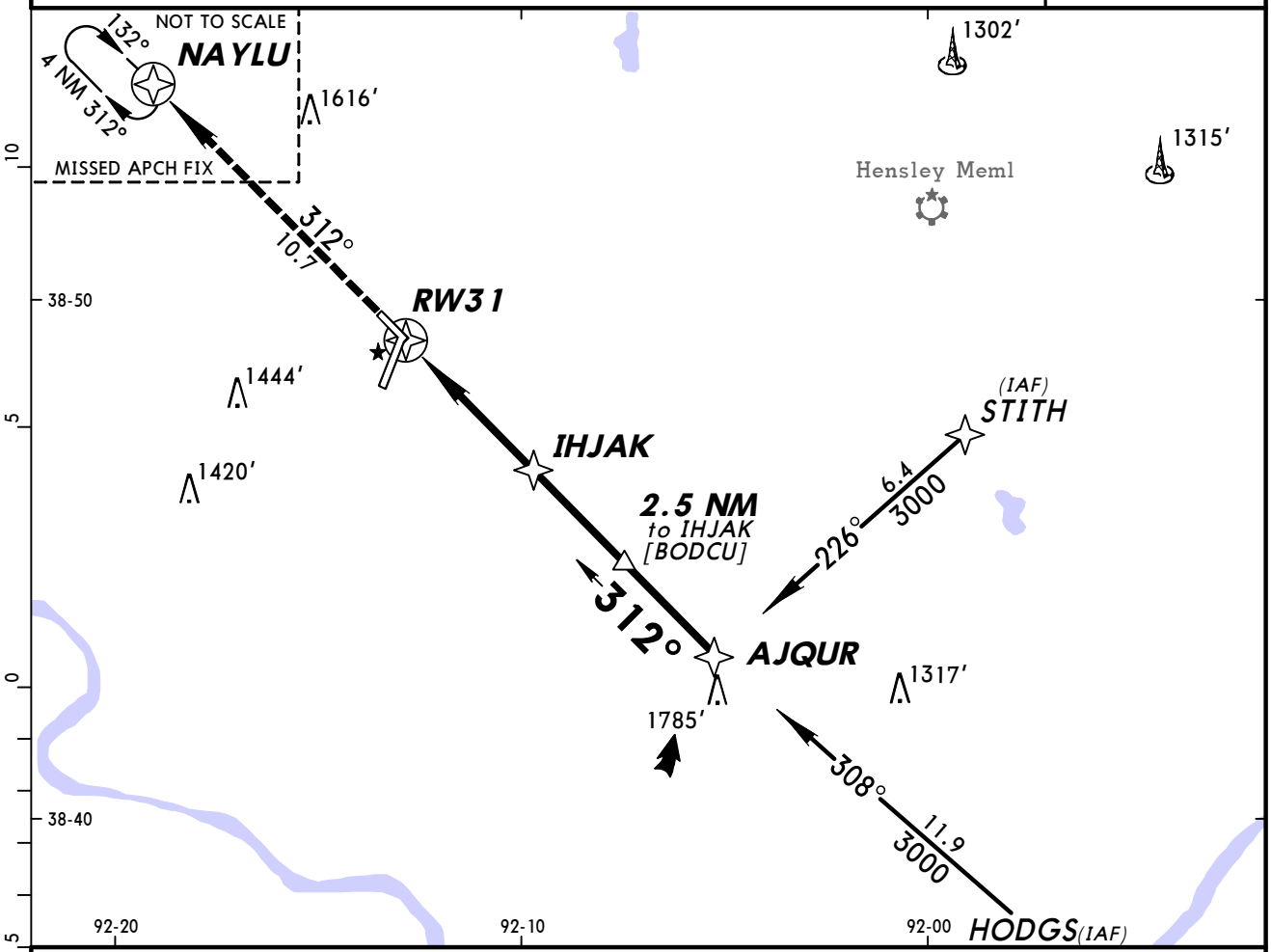
RNAV	Final Apch Crs	Minimum Alt IHJAK	LNAV MDA(H)	Apt Elev 889′
	312°	2100′ (1212′)	1220′ (332′)	TDZE 888′

MISSED APCH: Climb to 3000′ direct NAYLU and hold.

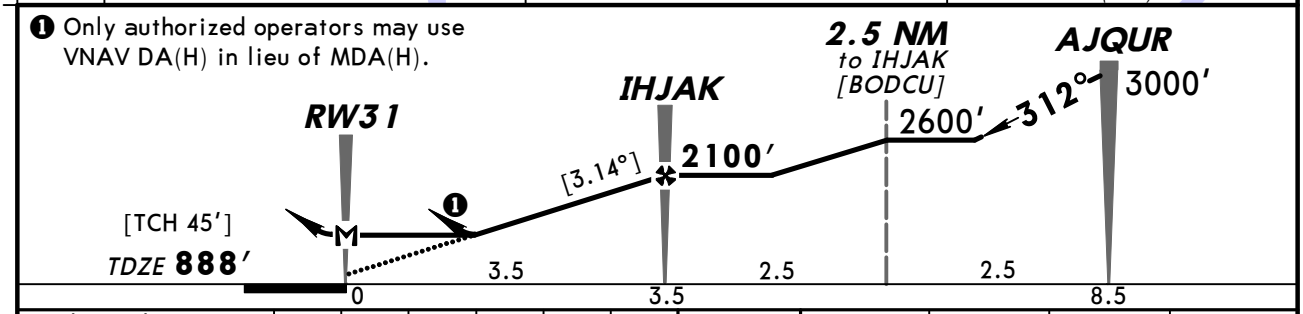
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 119.3.

3100′
MSA RW31



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.14°]	389	500	556	667	778	889
MAP at RW31						

REIL
AVASI-L

3000′

NAYLU

STRAIGHT-IN LANDING RWY 31

LNAV

MDA(H) 1220′ (332′)

A	
B	
C	1
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1300′ (411′)-1
120	1340′ (451′)-1
140	1340′ (451′)-1 ½
165	1440′ (551′)-2

TERPS AMEND 0

CHANGES: CF31 renamed BODCU.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	MIZZU Approach (R)	*COLUMBIA Tower	*Ground	COLUMBIA Radio (LAA)
128.45	124.37	119.3	121.6	CTAF 119.3 when Twr inop.

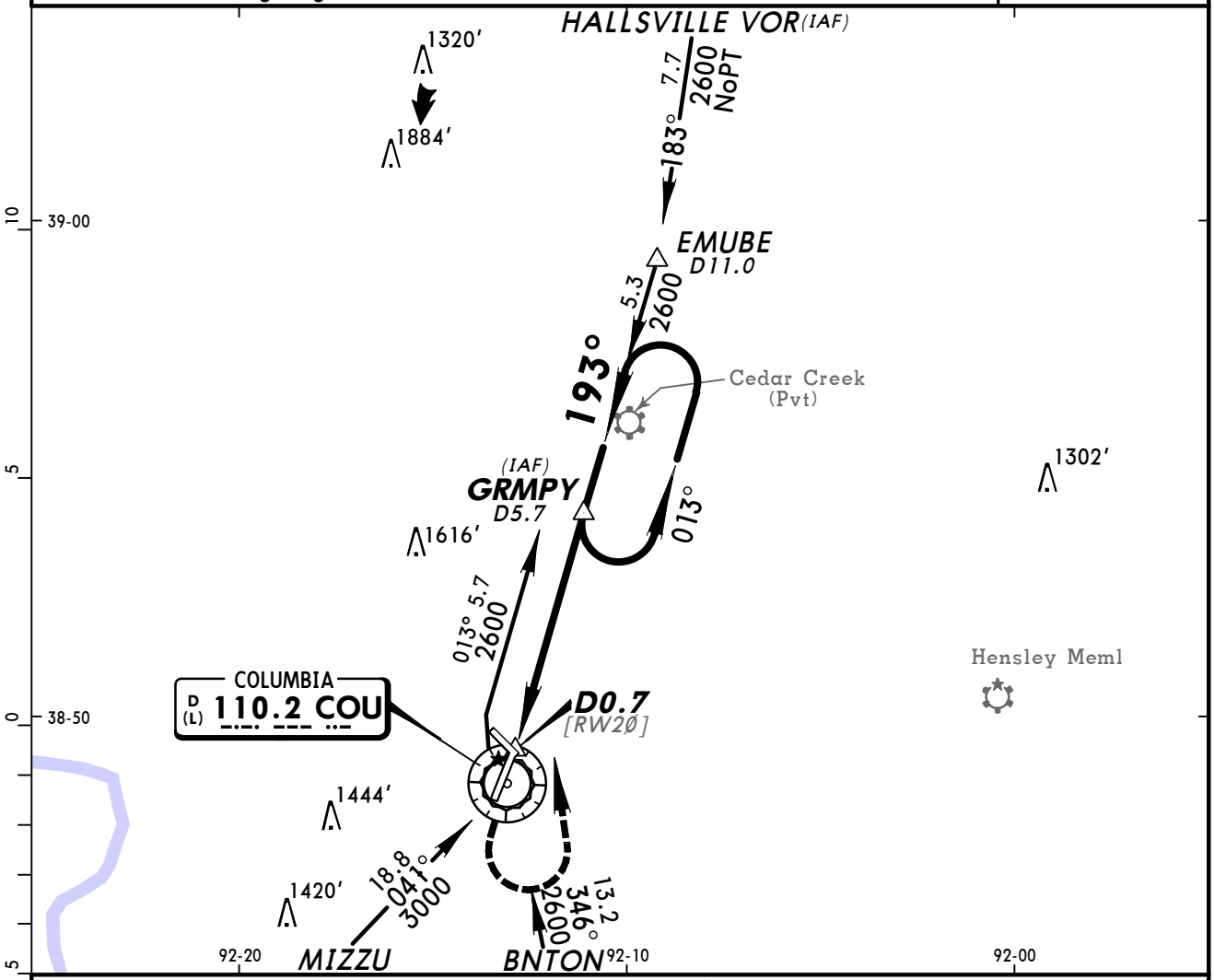
VOR COU	Final Apch Crs	Minimum Alt GRMPY	MDA(H)	Apt Elev 889′
110.2	193°	2600′ (1711′)	1260′ (371′)	TDZE 889′

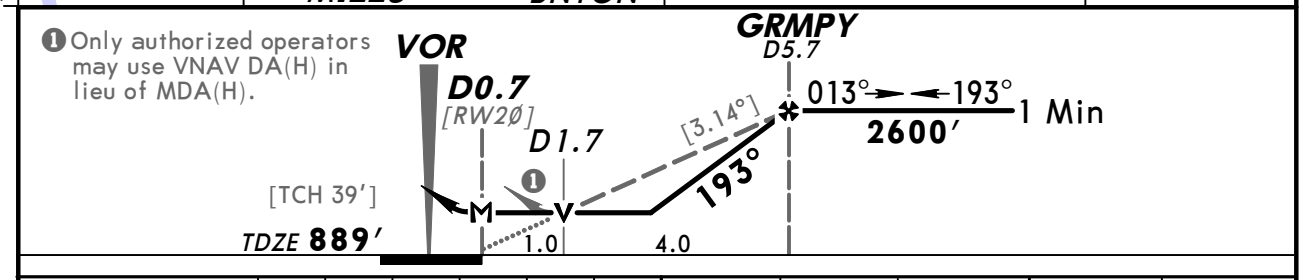
MISSED APCH: Climb to 1400′ then climbing LEFT turn to 2400′ outbound via COU VOR R-013 to GRMPY/D5.7 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.3.

3100′
MSA COU VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.14°]	389	500	556	667	778	889
MAP at D0.7						

ODALS
REIL
VASI

1400′ ↑

2400′ ← LT

COU via 110.2 R-013

GRMPY

STRAIGHT-IN LANDING RWY 20

MDA(H) 1260′ (371′)

		ODALS out
A	3/4	1
B		
C		
D	1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1300′ (411′) -1
120	1340′ (451′) -1
140	1340′ (451′) -1 1/2
165	1440′ (551′) -2

AMEND 3 TERPS

CHANGES: None.

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BRIEFING STRIP

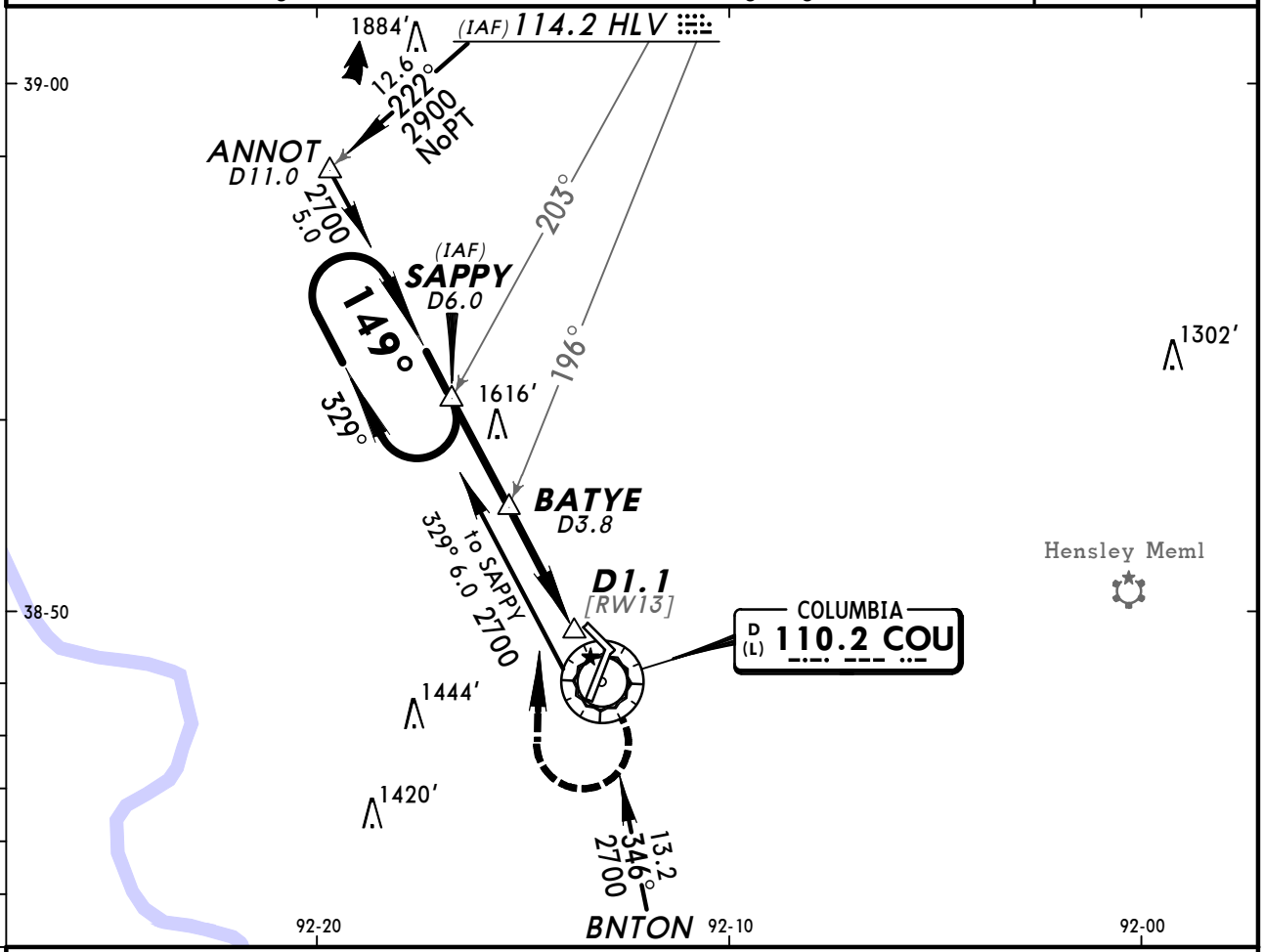
ATIS (ASOS when Twr inop)	MIZZU Approach (R)	*COLUMBIA Tower	*Ground	COLUMBIA Radio (LAA)
128.45	124.37	119.3	121.6	CTAF 119.3 when Twr inop.

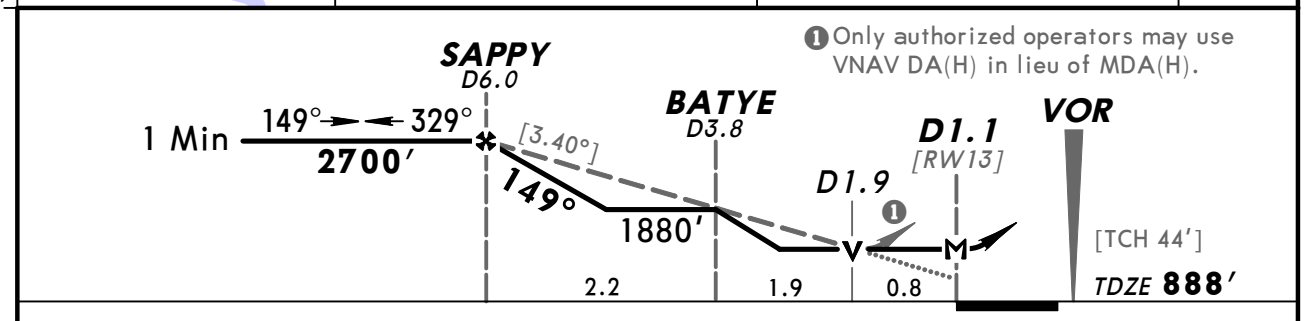
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 889′
COU 110.2	149°	SAPPY 2700′(1812′)	1200′(312′)	TDZE 888′

MISSED APCH: Climb to 1900′ then climbing RIGHT turn to 2700′ outbound via COU VOR R-329 to SAPPY INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 119.3.

3100′
MSA COU VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.40°]	421	541	602	722	842	963
MAP at D1.1 or SAPPY to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

REIL AVASI-L	1900′	2700′ RT	COU via 110.2 R-329	SAPPY

TERPS AMEND 3A

STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
	MDA(H) 1200′(312′) With Batye	MDA(H) 1880′(992′) Without Batye	Max Kts	MDA(H) With Batye	MDA(H) Without Batye
A	1	1¼	90	1300′(411′)-1	1880′(991′)-1¼
B		1½	120	1340′(451′)-1	1880′(991′)-1½
C		3	140	1340′(451′)-1½	1880′(991′)-3
D	NA	NA	D	NA	NA

CHANGES: Procedure altitudes, descent angle added.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	MIZZU Approach (R)	*COLUMBIA Tower	*Ground	COLUMBIA Radio (LAA)
128.45	124.37	119.3	121.6	CTAF 119.3 when Twr inop.

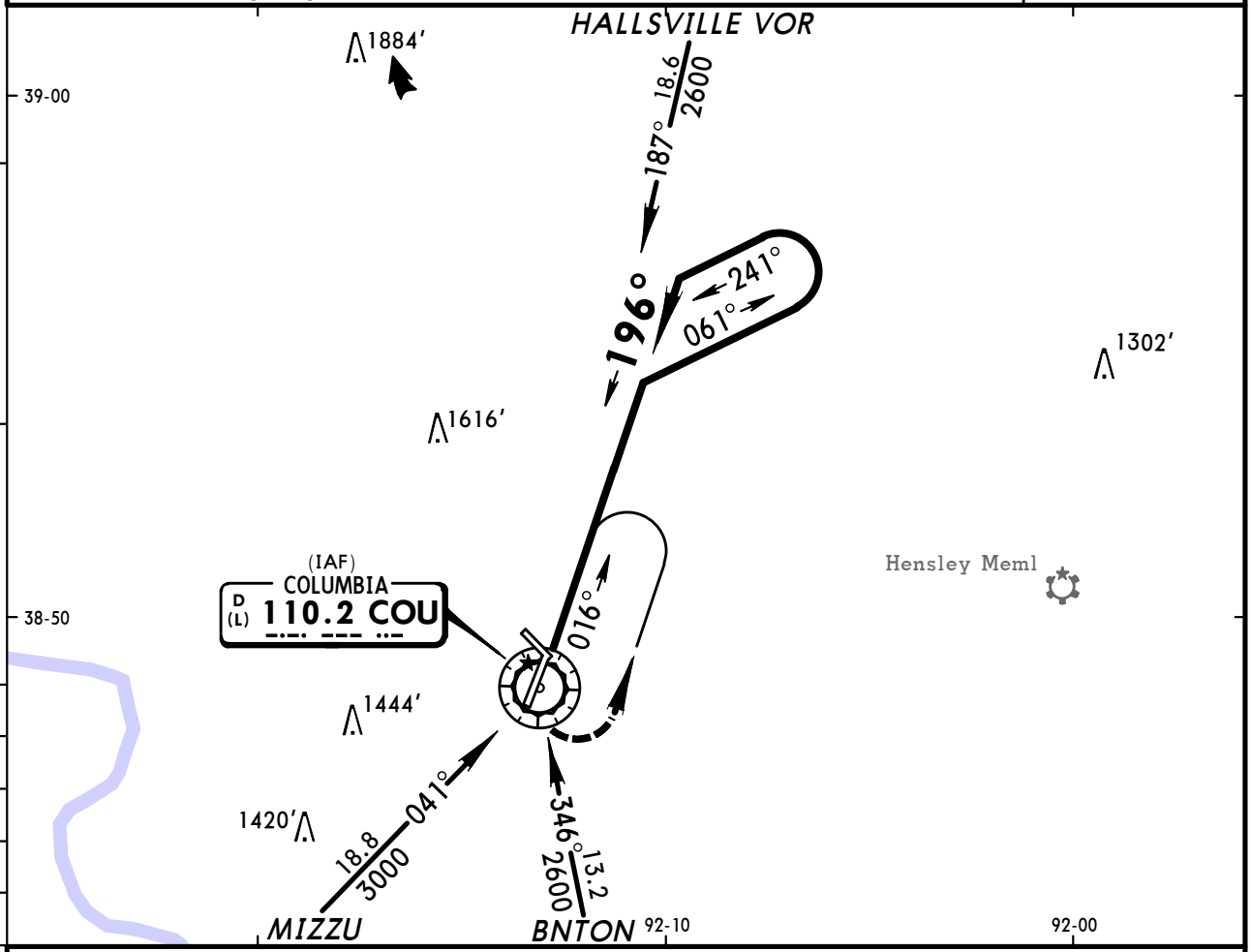
VOR	Final Apch Crs	No FAF	MDA(H)	Apt Elev 889′
COU 110.2	196°		1360′ (471′)	TDZE 889′

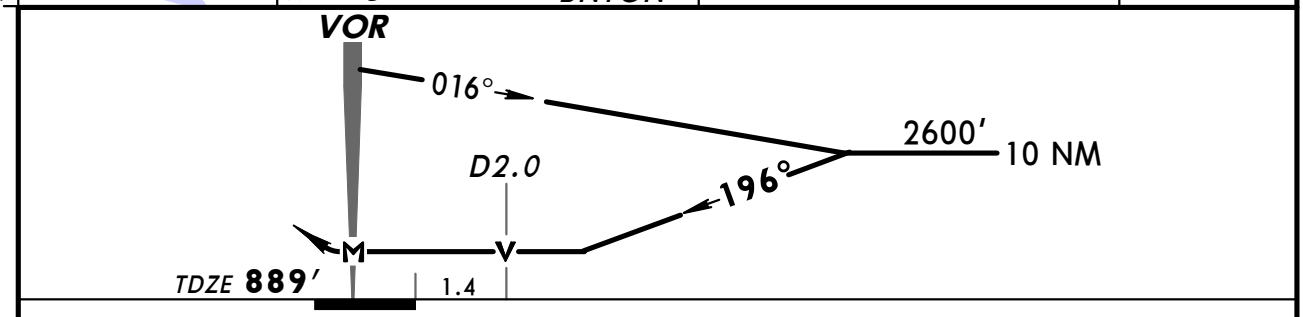
MISSED APCH: Climbing LEFT turn to 2800′ in COU VOR holding pattern.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 119.3.

3100′
MSA COU VOR





MAP at VOR								ODALS REIL VASI	2800′ LT	COU 110.2 in HOLDING PATTERN

STRAIGHT-IN LANDING RWY 20			CIRCLE-TO-LAND	
MDA(H) 1360′ (471′)				
		ODALS out	Max Kts	MDA(H)
A	3/4	1	90	1360′ (471′) -1
B			120	
C	1 1/4		140	1360′ (471′) -1 1/2
D			165	1440′ (551′) -2

AMEND 4 TERPS

CHANGES: ASOS added.

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General Information

Location: Joplin MO USA
IATA Code: JLN
Lat/Long: N37° 09.1' W094° 29.9'
Elevation: 981 ft

Airport Use: Public
Magnetic Variation: 2.2°E
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1252 Z
Sunset: 0010 Z,

Runway Information

Runway: 05
Length x Width: 3604 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 981 ft
Lighting: Edge, Pilot controlled

Runway: 13
Length x Width: 6502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 968 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 390 ft

Runway: 18
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 965 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 23
Length x Width: 3604 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 976 ft
Lighting: Edge, Pilot controlled

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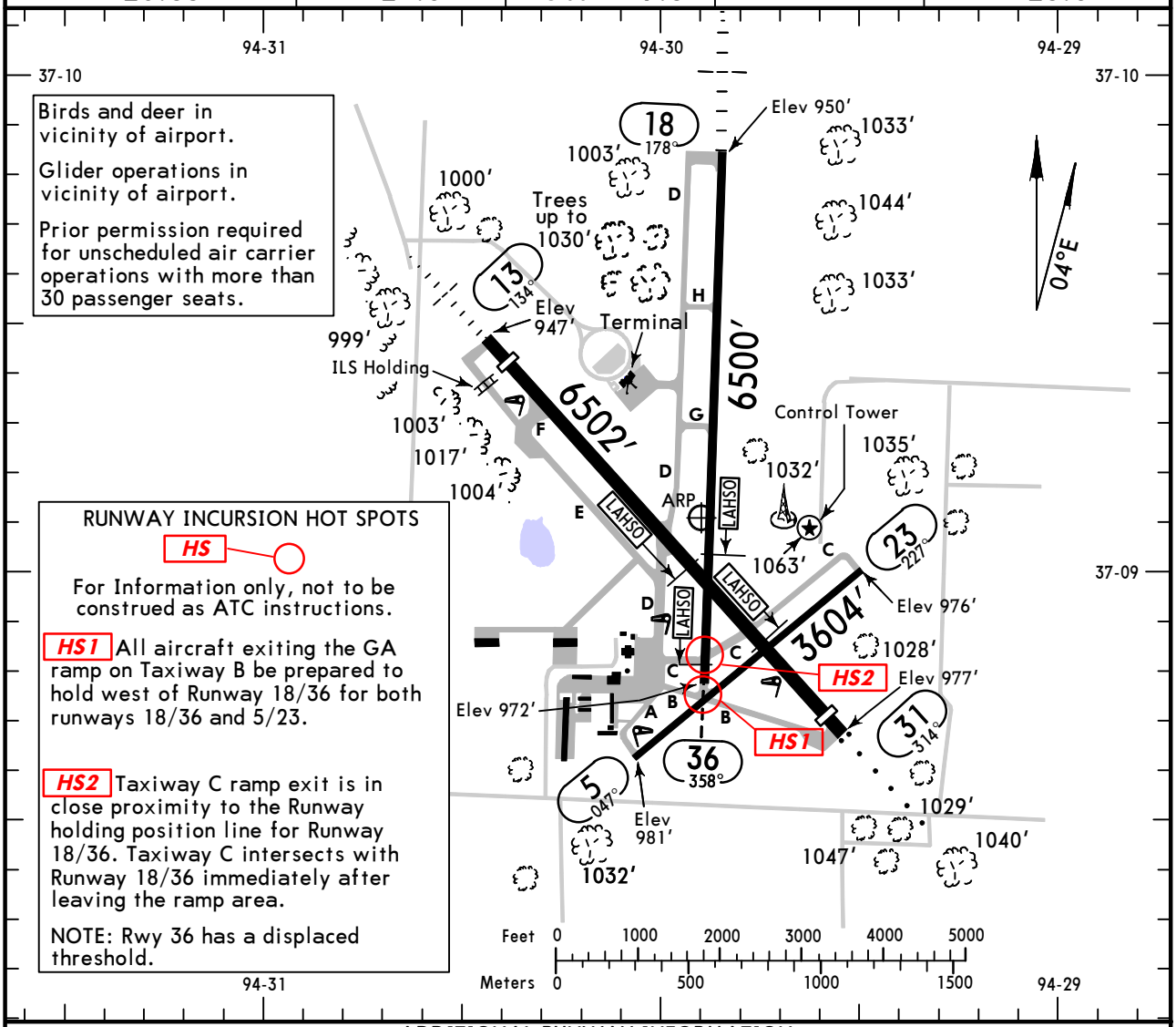
Runway: 31
Length x Width: 6502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 978 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 299 ft

Runway: 36
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 972 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 120.85
Joplin Tower 119.8 CTAF PCL
Joplin Ground Control 121.6
Joplin Regl Unicom 122.95
Columbia Flight Service Station 122.6 RCO
Kansas City Center 128.6 Remote Communications Air-Ground

ATIS (ASOS when Twr Inop)	*JOPLIN Ground	*Tower	UNICOM 122.95	KANSAS CITY Center
120.85	121.6	CTAF 119.8		128.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
5 / 23	❶ MIRL					75′
13	❶ HIRL ❶ MALSF (non-std) grooved RVR	❷ 5802′		18/36 3650′ 5/23 4900′		150′
31	❶ HIRL ❶ ODALS (non-std) ❶ PAPI-L grooved	❸ 5802′				
18	❶ HIRL ❶ MALSR ❶ PAPI-L (angle 3.0°) RVR		5716′	13/31 4900′ 5/23 6250′		100′
36	❶ HIRL ❶ PAPI-L (angle 3.0°)					

❶ Activate on 119.8 when Twr inop.
❷ Last 310′ is unavailable for landing distance computations.
❸ Last 401′ is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 5, 13, 18, 31, 36: Adequate Vis Ref	Rwys 5, 13, 18, 31, 36: STD	Rwy 23: With Mim climb of 340′/NM to 2500′: Adequate Vis Ref	Rwy 23: With Mim climb of 340′/NM to 2500′: STD	Rwy 23: For Climb in Visual Conditions
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	1500-3
3 & 4 Eng		RVR 24 or 1/2		1/2	

FOR FILING AS ALTERNATE

	ILS Rwy 13 ILS Rwy 18	LOC NDB Rwy 13 LOC DME Rwy 18	Other
A	600-2	800-2	800-2
B			
C			
D			

Authorized Only When Twr Operating

OBSTACLE DP: Rwy 13, climb via heading 134° to 2500′ before proceeding on course. Rwy 18, Climb via heading 178° to 2500′ before proceeding on course. Rwy 23, Climb via heading 226° to 2500′, or for climb in visual conditions: Cross departure end of runway at or above 2300′ before proceeding on course.

AMEND 4

CHANGES: Control tower elevation, hot spots.

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ATIS (ASOS when Twr Inop)	KANSAS CITY Center	*JOPLIN Tower	*Ground
120.85	128.6	CTAF 119.8	121.6

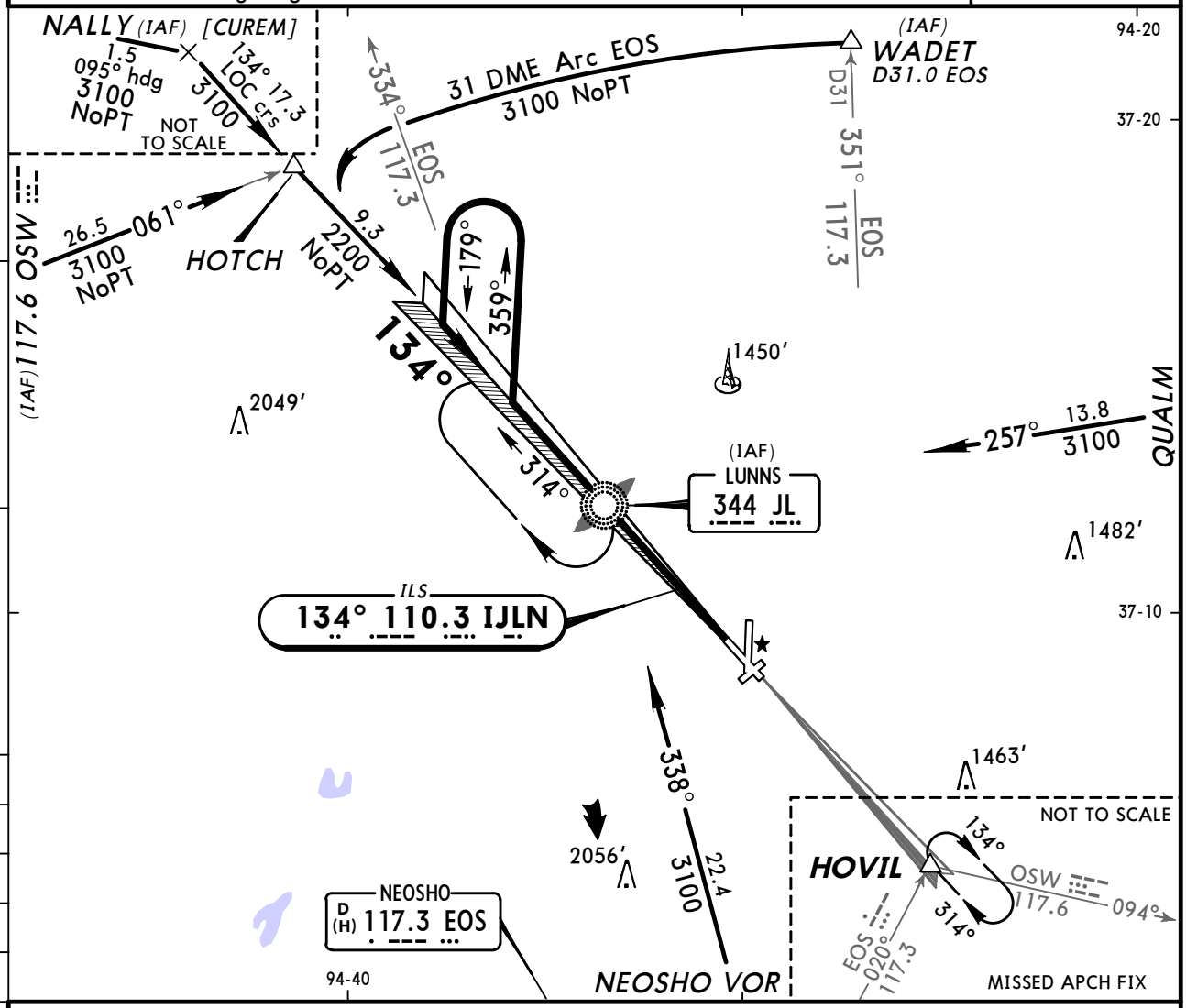
BRIEFING STRIP™

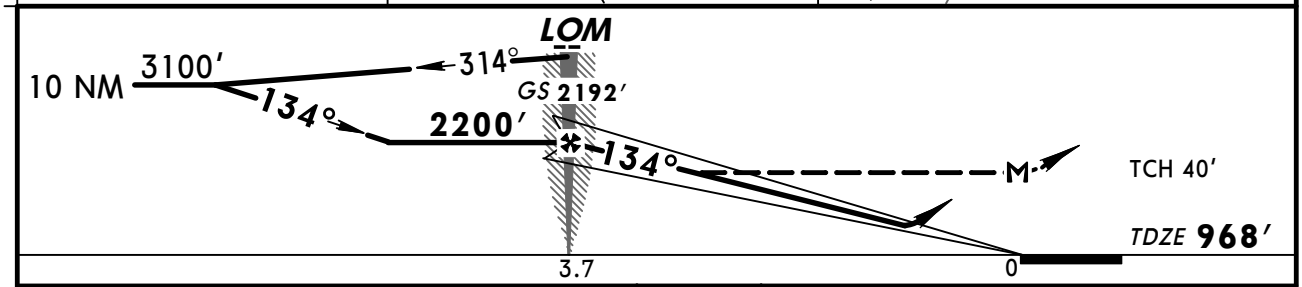
LOC IJLN	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 981′
110.3	134°	2192′ (1224′)	1168′ (200′)	TDZE 968′

MISSED APCH: Climb to 3100′ via IJLN LOC SOUTHEAST course to HOVIL INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 119.8.

3100′
MSA JL LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
LOM to MAP 3.7	3:10	2:28	2:13	1:51	1:35	1:23

MALSF

3100′ via IJLN 110.3 SOUTHEAST course

HOVIL

STRAIGHT-IN LANDING RWY13				CIRCLE-TO-LAND	
ILS DA(H) 1168′ (200′)		LOC (GS out) MDA(H) 1300′ (332′)		Max Kts	MDA(H)
FULL	ALS out		ALS out		
A	RVR 40 or ¾	RVR 40 or ¾	RVR 50 or 1	90	1460′ (479′)-1
B				120	1500′ (519′)-1
C				140	1500′ (519′)-1½
D		RVR 50 or 1		165	1540′ (559′)-2

TERPS AMENDO

CHANGES: None.

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ATIS (ASOS when Twr Inop)	KANSAS CITY Center	*JOPLIN Tower	*Ground
120.85	128.6	CTAF 119.8	121.6

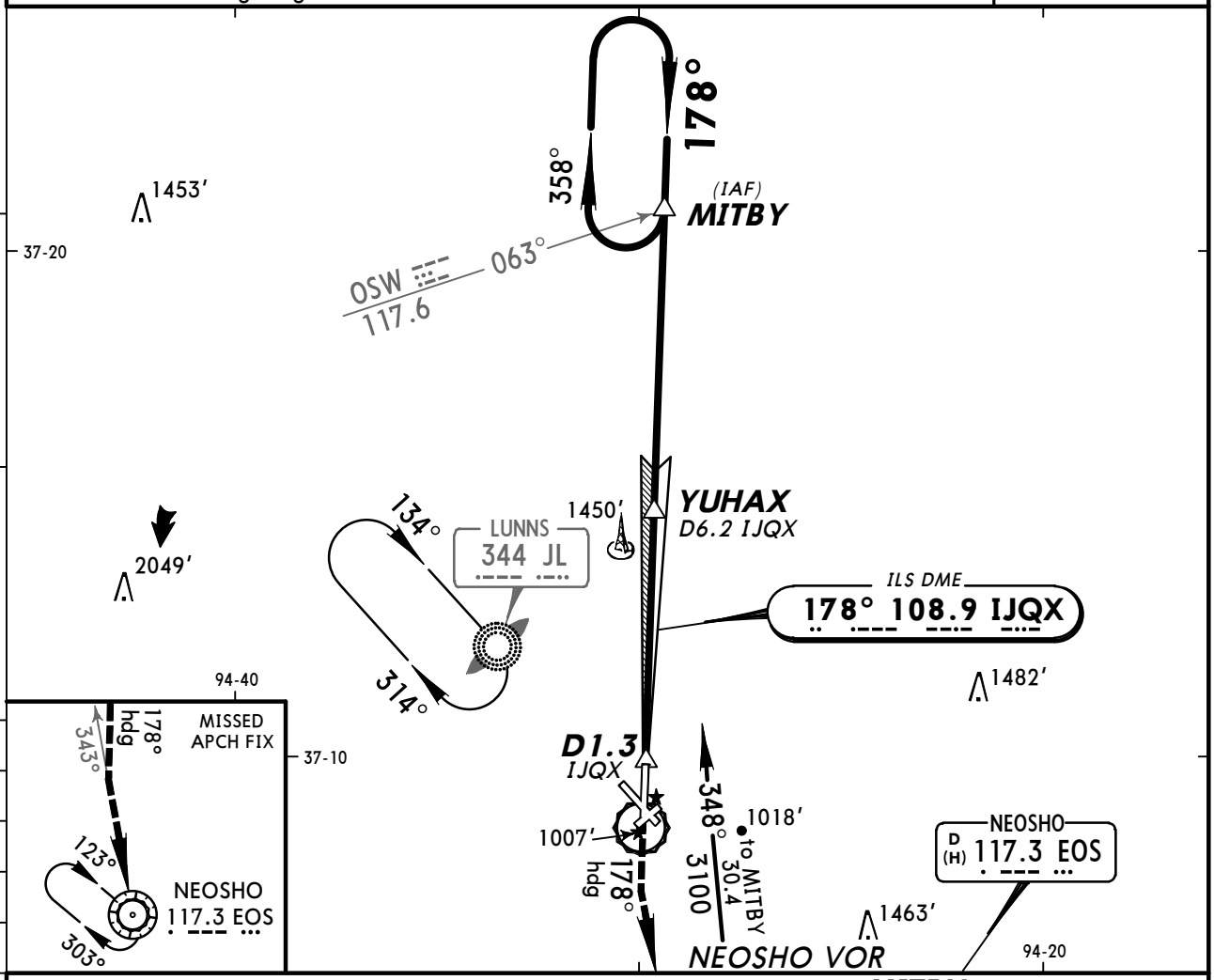
BRIEFING STRIP™

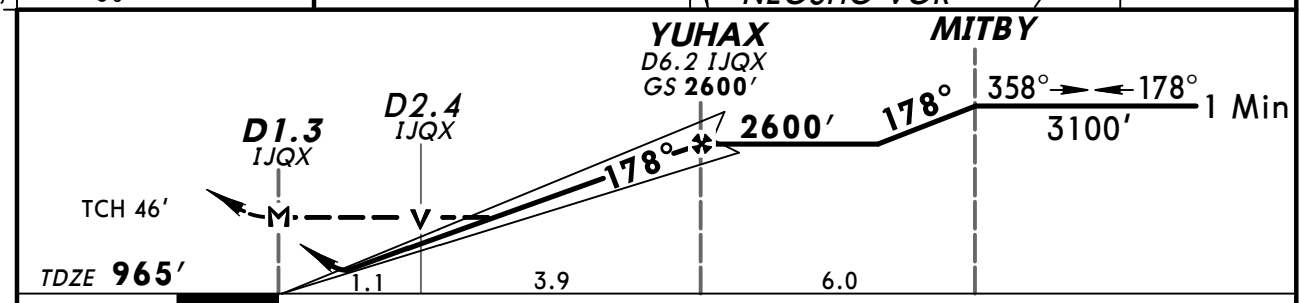
LOC IJQX	Final Apch Crs	GS YUHAX	ILS DA(H)	Apt Elev 981′
108.9	178°	2600′ (1635′)	1165′ (200′)	TDZE 965′

MISSED APCH: Climb to 3100′ via 178° heading and inbound EOS VOR R-343 to EOS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 119.8.

3100′
MSA EOS VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.3 IJQX						

MALSR
PAPI

3100′ via 178° hdg and EOS 117.3 R-343

EOS 117.3

STRAIGHT-IN LANDING RWY18

	ILS DA(H) 1165′ (200′) FULL	ILS DA(H) 1165′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1340′ (375′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C					
D			RVR 40 or ¾	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1460′ (479′) -1
120	1500′ (519′) -1
140	1500′ (519′) -1½
165	1540′ (559′) -2

AMEND 2 TERPS

CHANGES: None.

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ATIS (ASOS when Twr Inop)	KANSAS CITY Center	*JOPLIN Tower	*Ground
120.85	128.6	CTAF 119.8	121.6

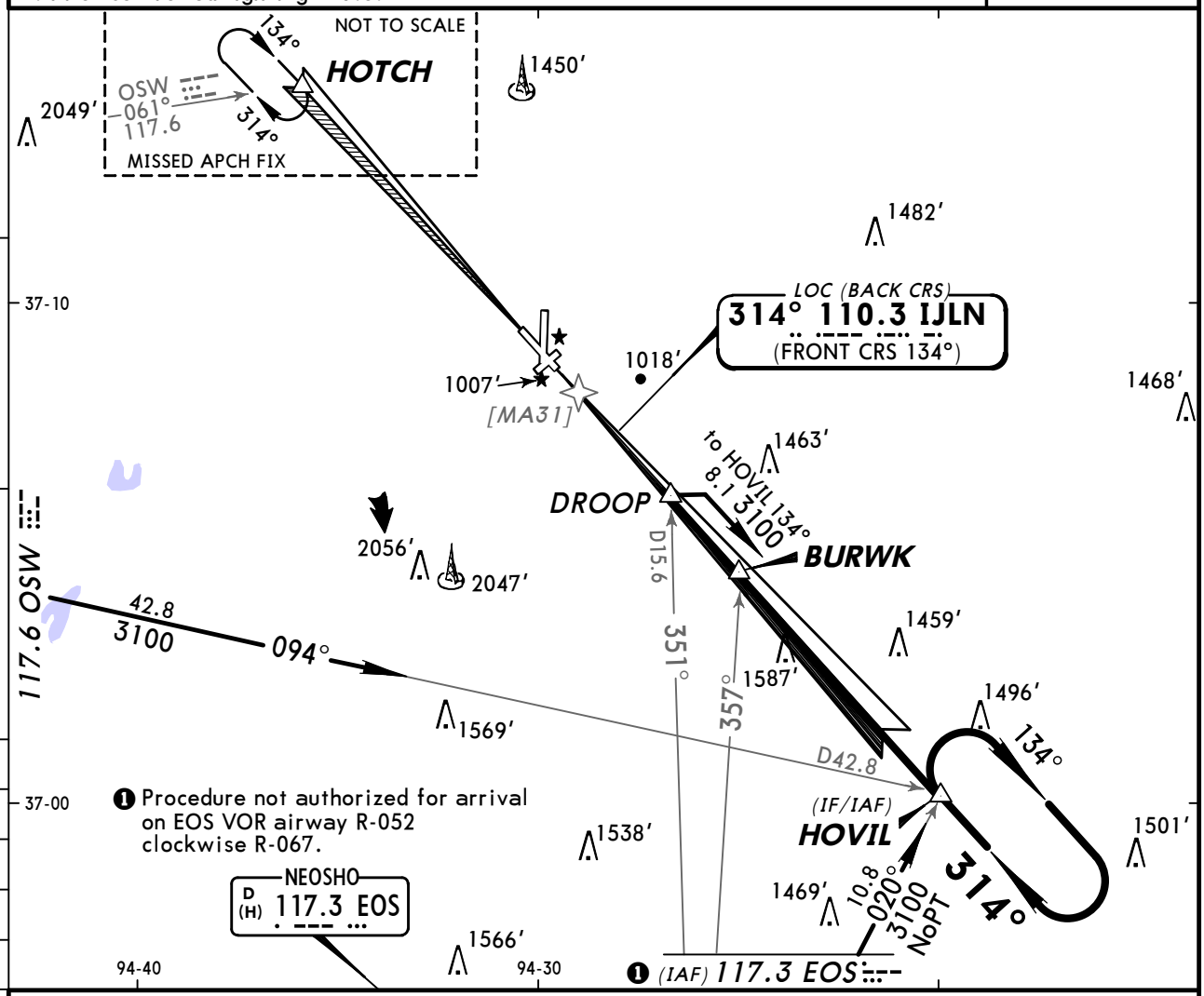
LOC IJLN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 981′
110.3	314° (Front Crs134°)	BURWK 2800′ (1822′)	1500′ (522′)	TDZE 978′

MISSED APCH: Climb to 3100′ via IJLN LOC NORTHWEST course to HOTCH INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

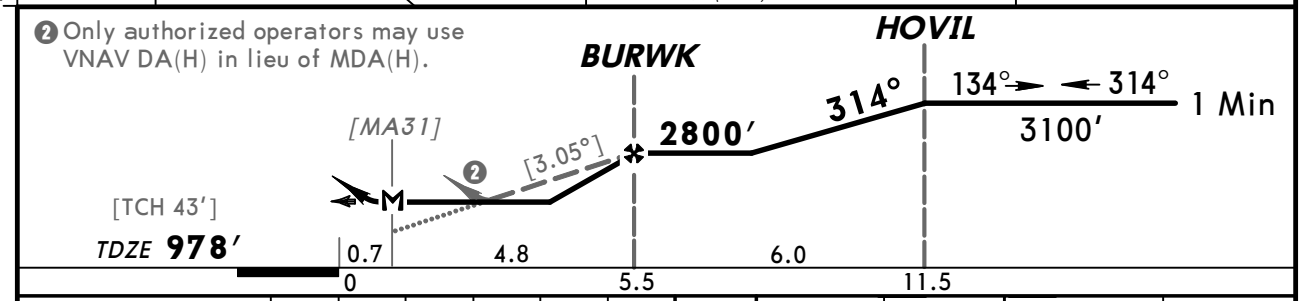
1. Pilot controlled lighting 119.8.

3100′
MSA EOS VOR



❶ Procedure not authorized for arrival on EOS VOR airway R-052 clockwise R-067.

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
BURWK to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

ODALS
PAPI

3100′ via IJLN 110.3 NORTHWEST course

HOTCH

STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
MDA(H) 1500′ (522′)			
	ODALS out	Max Kts	MDA(H)
A	1	90	1500′ (519′)-1
B		120	
C	1½	140	1500′ (519′)-1½
D	1¾	165	1540′ (559′)-2

AMEND 21A TERPS

CHANGES: Minimums.

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ATIS (ASOS when Twr Inop)	KANSAS CITY Center	*JOPLIN Tower	*Ground
120.85	128.6	CTAF 119.8	121.6

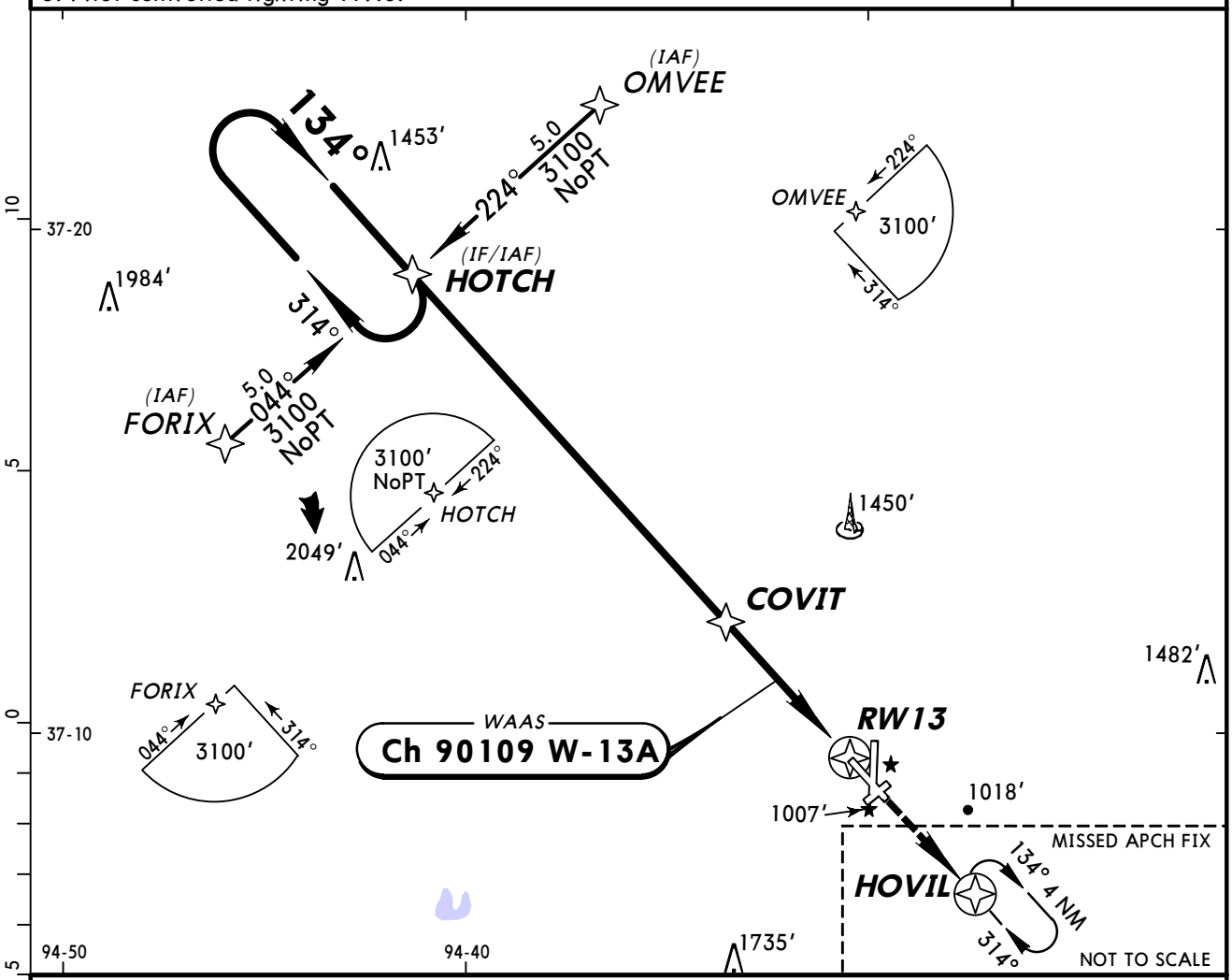
BRIEFING STRIP™

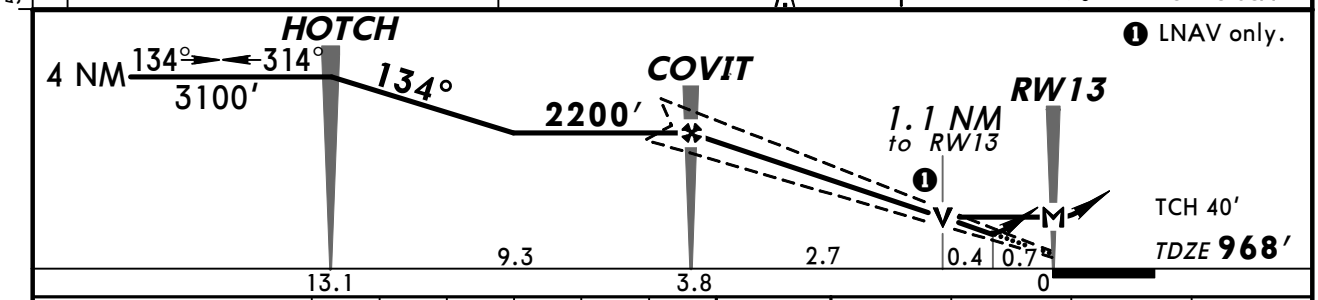
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 981′
Ch 90109 W-13A	134°	COVIT 2200′ (1232′)	1220′ (252′)	TDZE 968′

TAA 30 NM IAF

MISSED APCH: Climb to 3100′ direct HOVIL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. BARO-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 119.8.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

MALSF 3100′ HOVIL

STRAIGHT-IN LANDING RWY 13

	LPV DA(H) 1220′ (252′)		LNAV/VNAV DA(H) 1380′ (412′)		LNAV MDA(H) 1340′ (372′)	
		ALS out		ALS out		ALS out
A	3/4	1	1 1/4	1 1/2	3/4	1
B						
C						
D	1		1 1/2		1	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1460′ (479′) - 1 1/2
120	1500′ (519′) - 1 1/2
140	
165	1540′ (559′) - 2

TERPS AMENDED

CHANGES: New procedure.

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ATIS (ASOS when Twr Inop)	KANSAS CITY Center	*JOPLIN Tower	*Ground
120.85	128.6	CTAF 119.8	121.6

BRIEFING STRIP™

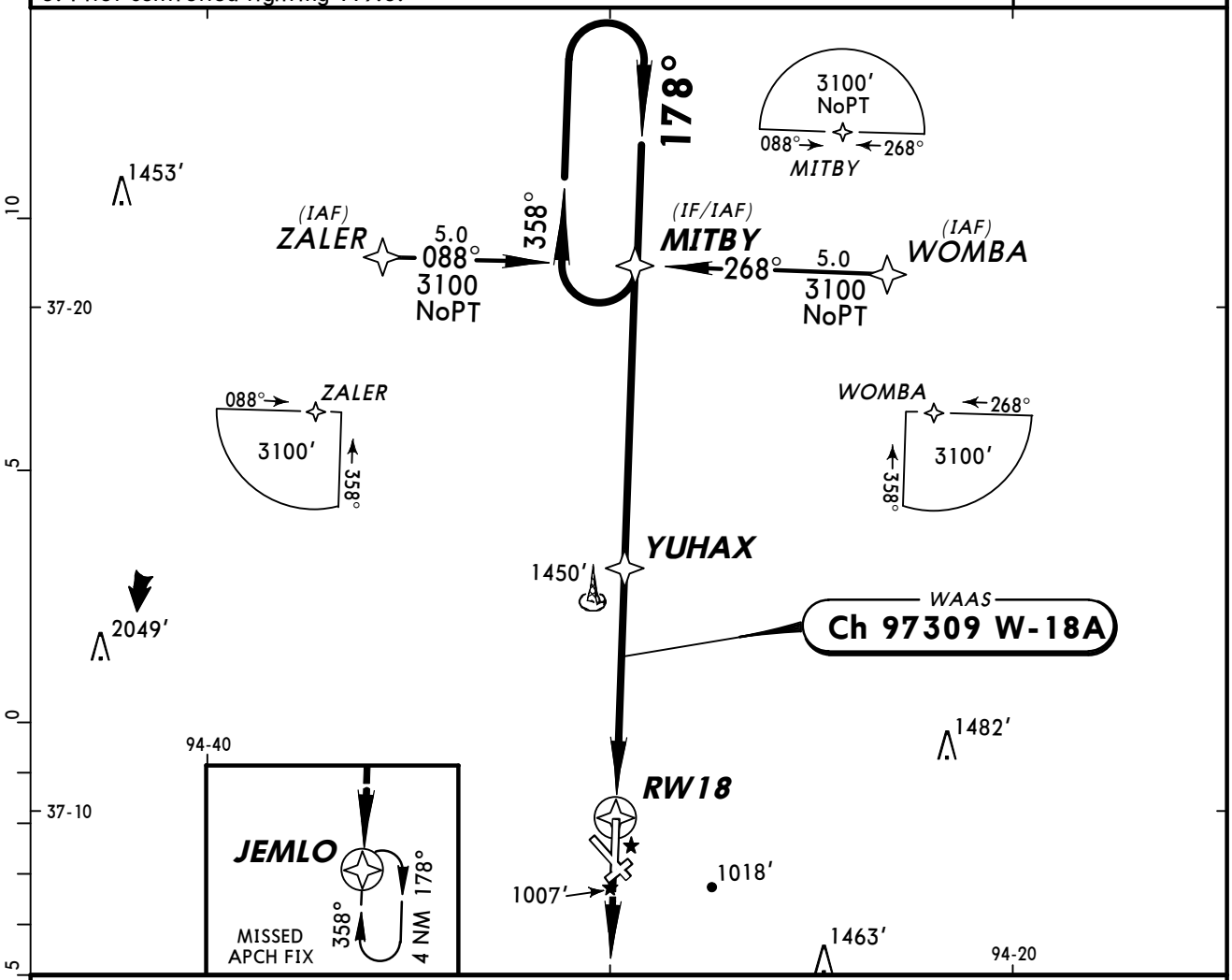
WAAS	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 981′
Ch 97309 W-18A	178°	YUHAX 2600′ (1635′)	1220′ (255′)	TDZE 965′

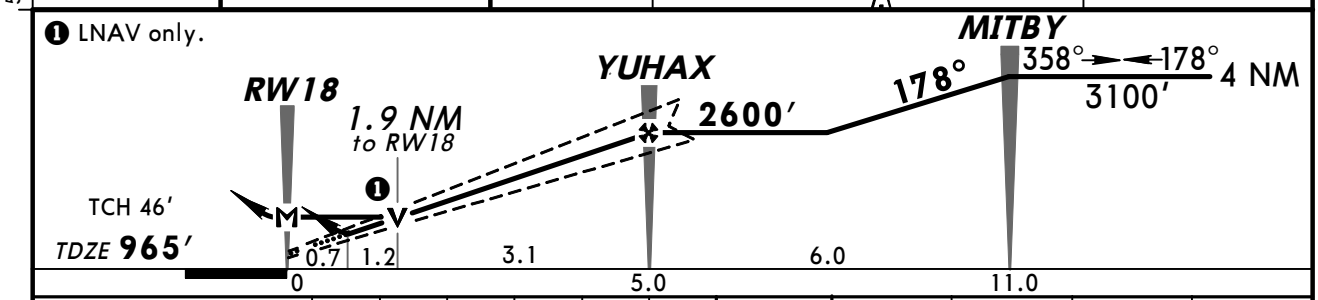
TAA 30 NM IAF

MISSED APCH: Climb to 3100′ direct JEMLO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. BARO-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 119.8.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

MALSR
PAPI
3100′
D
JEMLO

STRAIGHT-IN LANDING RWY 18

TERPS	LPV DA(H) 1220′ (255′)		LNAV/VNAV DA(H) 1460′ (495′)		LNAV MDA(H) 1600′ (635′)			CIRCLE-TO-LAND
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out	Max Kts / MDA(H)
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90
B								120 / 1600′ (619′) - 1¾
C					RVR 60 or 1¼	1¾		140
D					1½	2		165 / 1600′ (619′) - 2

AMEND 0

CHANGES: New procedure.

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ATIS (ASOS when Twr Inop)	KANSAS CITY Center	*JOPLIN Tower	*Ground
120.85	128.6	CTAF 119.8	121.6

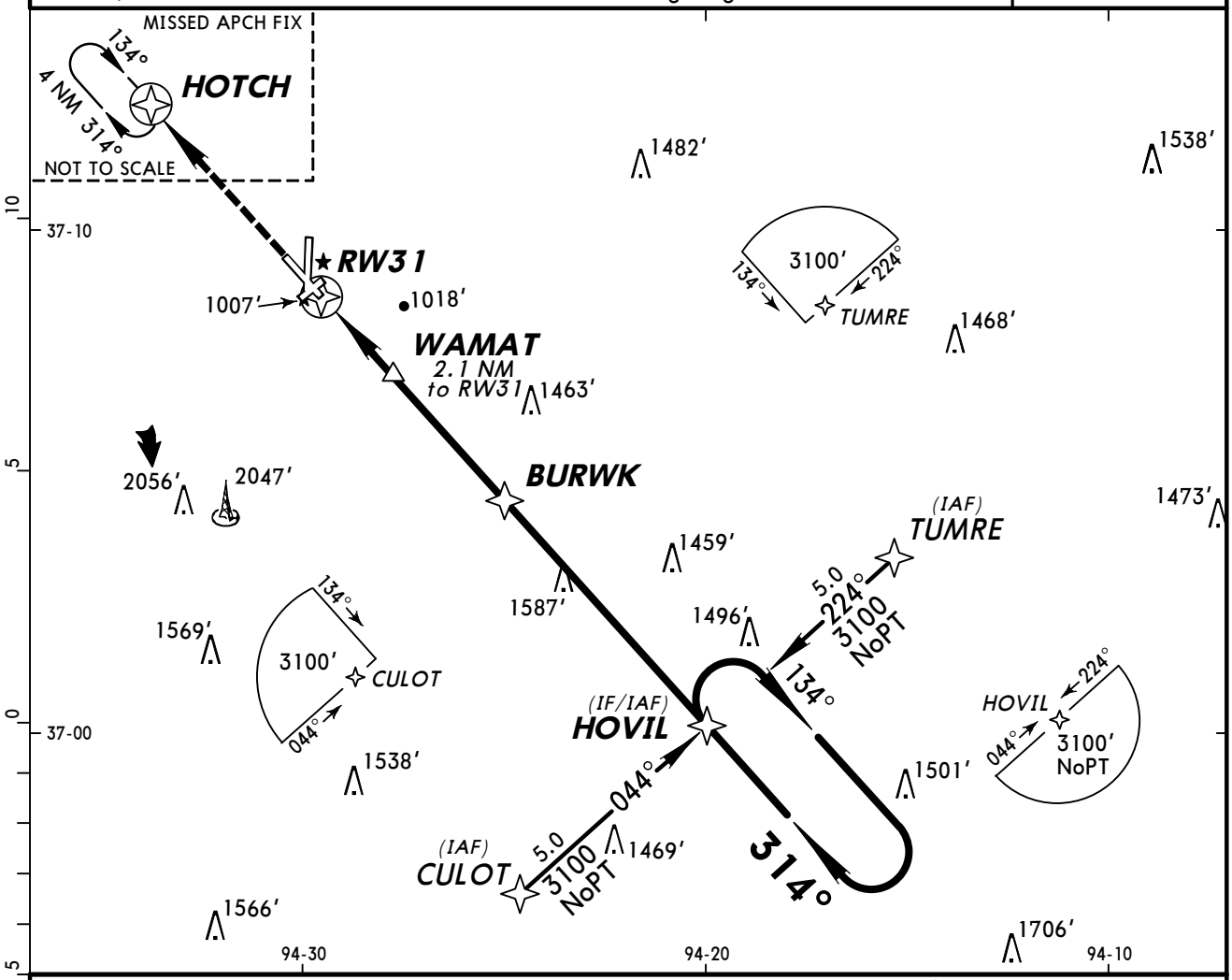
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt BURWK	LNAV MDA(H)	Apt Elev 981′ TDZE 978′	TAA 30 NM IAF
	314°	2800′ (1822′)	1500′ (522′)		

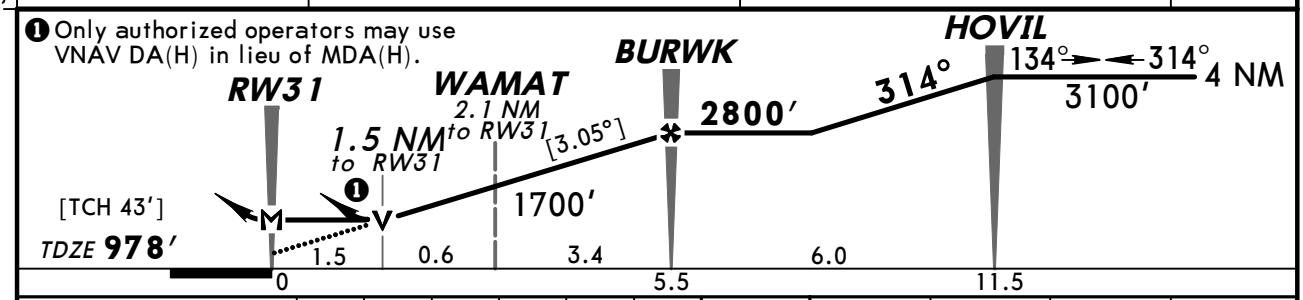
MISSED APCH: Climb to 3100′ direct HOTCH and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.3 not authorized. 2. Pilot controlled lighting 119.8.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW31						

ODALS
PAPI
3100′
HOTCH

TERPS AMEND OA

	STRAIGHT-IN LANDING RWY 31 LNAV MDA(H) 1500′ (522′) ODALS out	Max Kts	CIRCLE-TO-LAND Not Authorized at Night to Rwy 5 MDA(H)
A	1	90	1500′ (519′) - 1
B		120	
C	1½	140	1500′ (519′) - 1½
D	1¾	165	1540′ (559′) - 2

CHANGES: Minimums.

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BRIEFING STRIP™

ATIS (ASOS when Twr Inop)	KANSAS CITY Center	*JOPLIN Tower	*Ground
120.85	128.6	CTAF 119.8	121.6

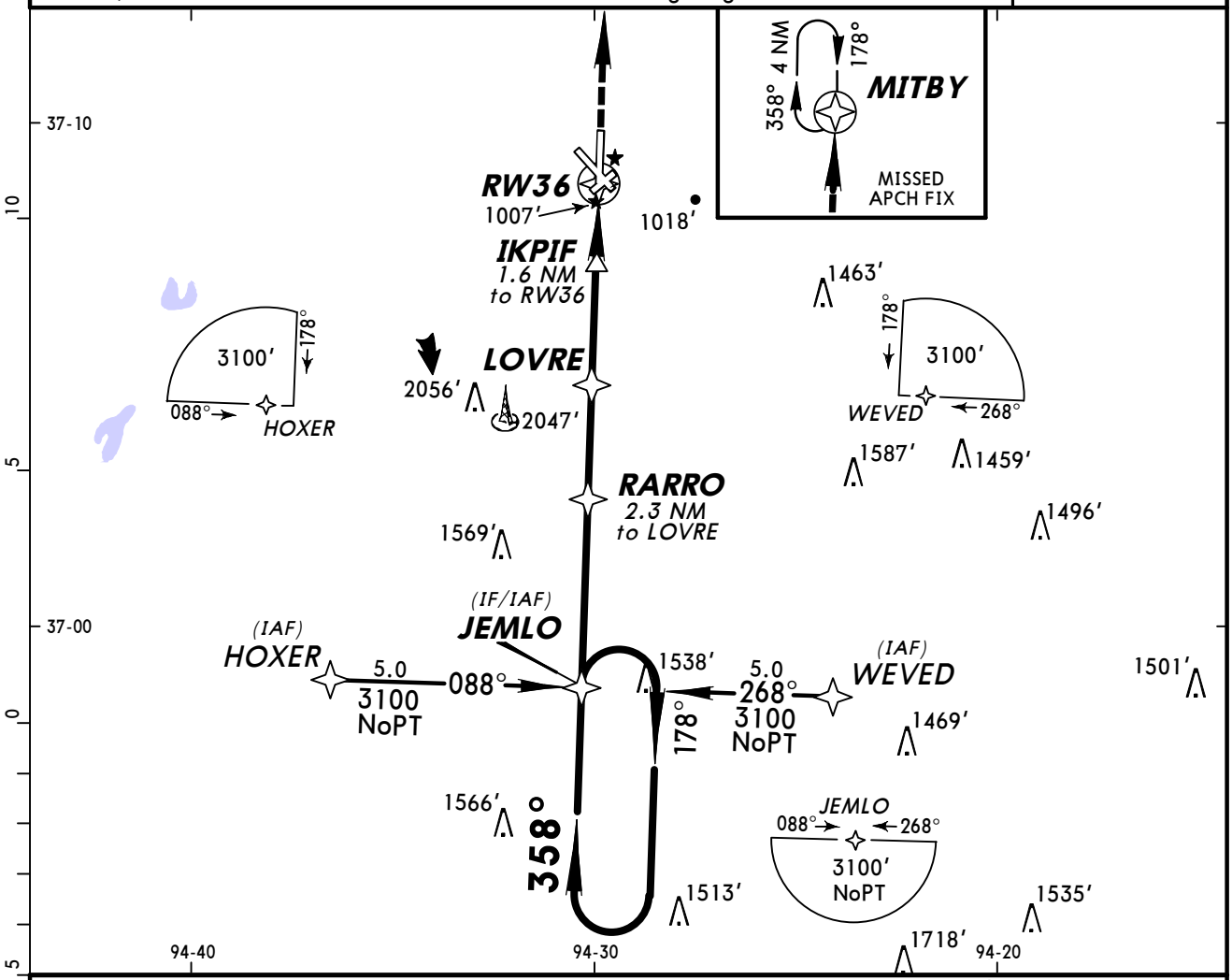
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 981′
	358°	LOVRE 2300′ (1328′)	1400′ (428′)	TDZE 972′

TAA 30 NM IAF

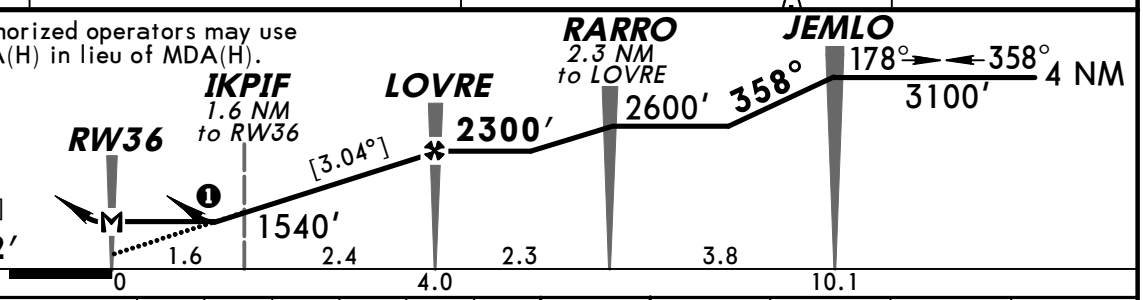
MISSED APCH: Climb to 3100′ direct MITBY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.3 not authorized. 2. Pilot controlled lighting 119.8.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW36						

PAPI-L 3100′ D MITBY

STRAIGHT-IN LANDING RWY 36 LNAV MDA(H) 1400′ (428′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1460′ (479′) - 1
B		120	1500′ (519′) - 1
C	1¼	140	1500′ (519′) - 1½
D	1½	165	1540′ (559′) - 2

AMEND 0 TERPS

CHANGES: None.

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General Information

Location: Kansas City MO USA
IATA Code: MCI
Lat/Long: N39° 17.9' W094° 42.8'
Elevation: 1026 ft

Airport Use: Public
Magnetic Variation: 2.3°E
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1255 Z
Sunset: 0008 Z,

Runway Information

Runway: 01L
Length x Width: 10801 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1011 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 01R
Length x Width: 9500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1016 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 09
Length x Width: 9500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1015 ft
Lighting: Edge, ALS

Runway: 19L
Length x Width: 9500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 994 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19R
Length x Width: 10801 ft x 150 ft

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Surface Type: asphalt
TDZ-Elev: 989 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27
Length x Width: 9500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1026 ft
Lighting: Edge, ALS

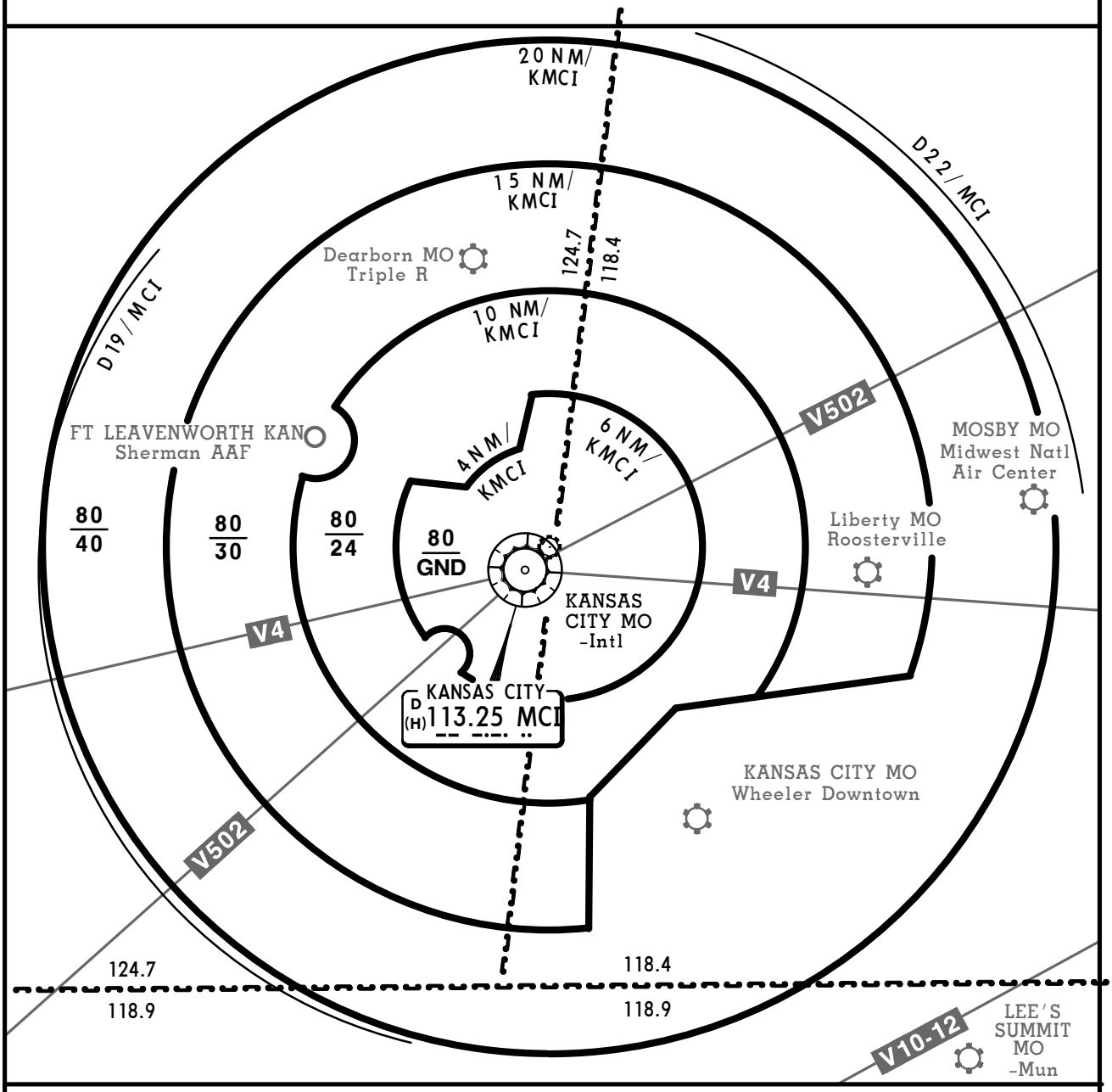
Communication Information

ATIS 128.375
International Tower 128.2
International Tower 125.75 Secondary
International Ground Control 121.8 Initial Contact
International Ground Control 121.65 Secondary
International Clearance Delivery 135.7
International Clearance Delivery 118.2
Kansas City Approach Control 120.95
Kansas City App TCA 124.7
Kansas City App TCA 118.9
Kansas City App TCA 118.4
Kansas City Departure Control 124.7
Kansas City Departure Control 123.95 (10°-190°)
Kansas City Intl Unicom 122.95
Columbia Flight Service Station 122.65 RCO
Columbia Flight Service Station 122.1 RCO
Columbia Flight Service Station 113.25 RCO

KANSAS CITY CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

W of Rwy 1/19 **Kansas City App** 124.7 E of Rwy 1/19 **Kansas City App** 118.4
S of line connecting Lawrence, Kan and Grain Valley, Mo Apts **Kansas City App** 118.9



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights: Aircraft operating within the Kansas City Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

1. 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.
2. 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 airport whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. 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.

CHANGES: Airports renamed.

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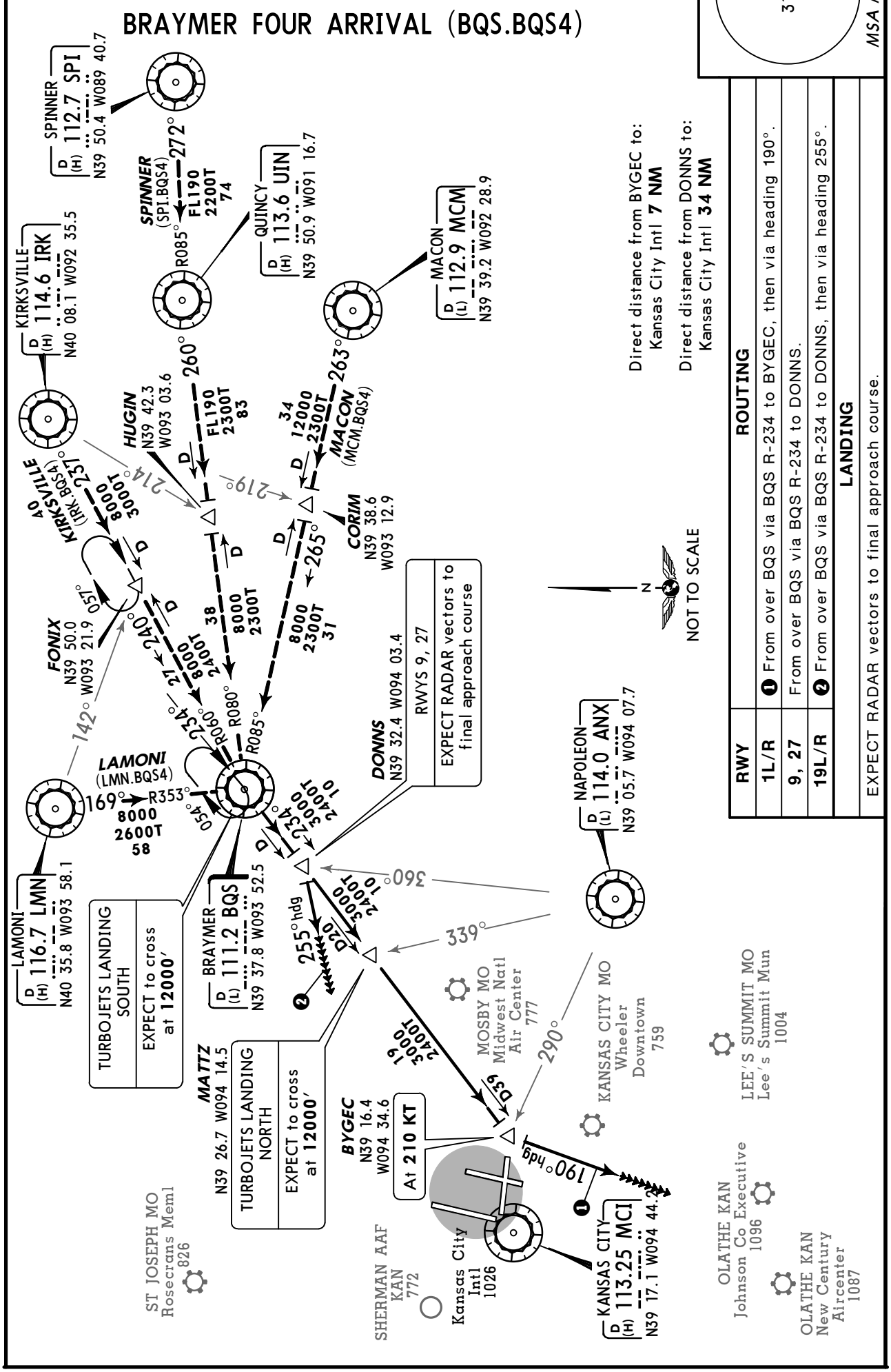
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ RADAR required.
128.37	See graphic	

BRAYMER FOUR ARRIVAL (BQS.BQS4)



CHANGES: Procedure renumbered, airports served.

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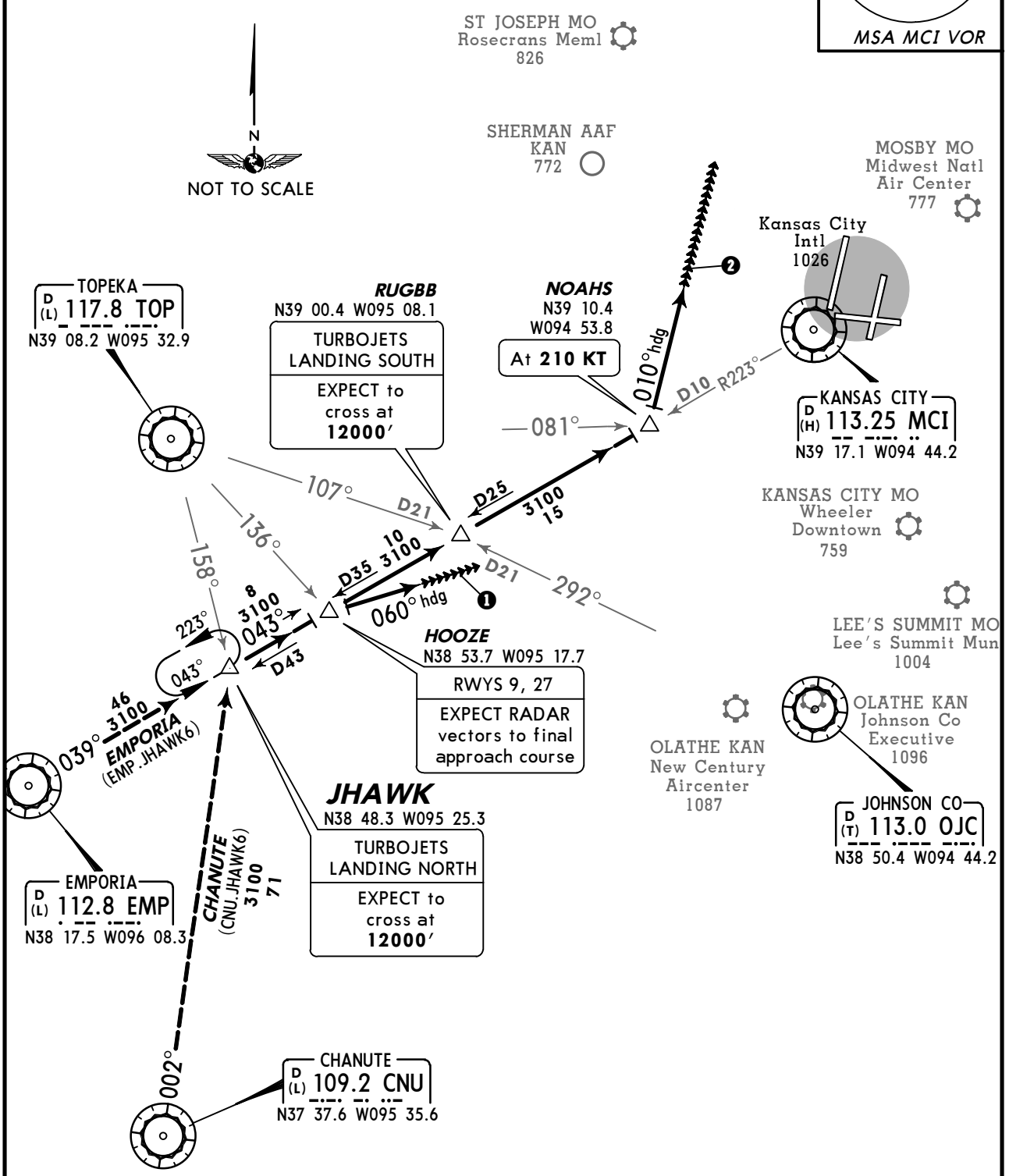
D-ATIS	Apt Elev	
128.37	See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ RADAR required.

3100′
MSA MCI VOR

JHAWK SIX ARRIVAL (JHAWK.JHAWK6)



Direct distance from HOOZE to:
Kansas City Intl **36 NM**

Direct distance from NOAHS to:
Kansas City Intl **11 NM**

RWY	ROUTING
1L/R	❶ From over JHAWK via MCI R-223 to HOOZE, then via heading 060°.
9, 27	From over JHAWK via MCI R-223 to HOOZE.
19L/R	❷ From over JHAWK via MCI R-223 to NOAHS, then via heading 010°.

LANDING

EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, airports served, formations.

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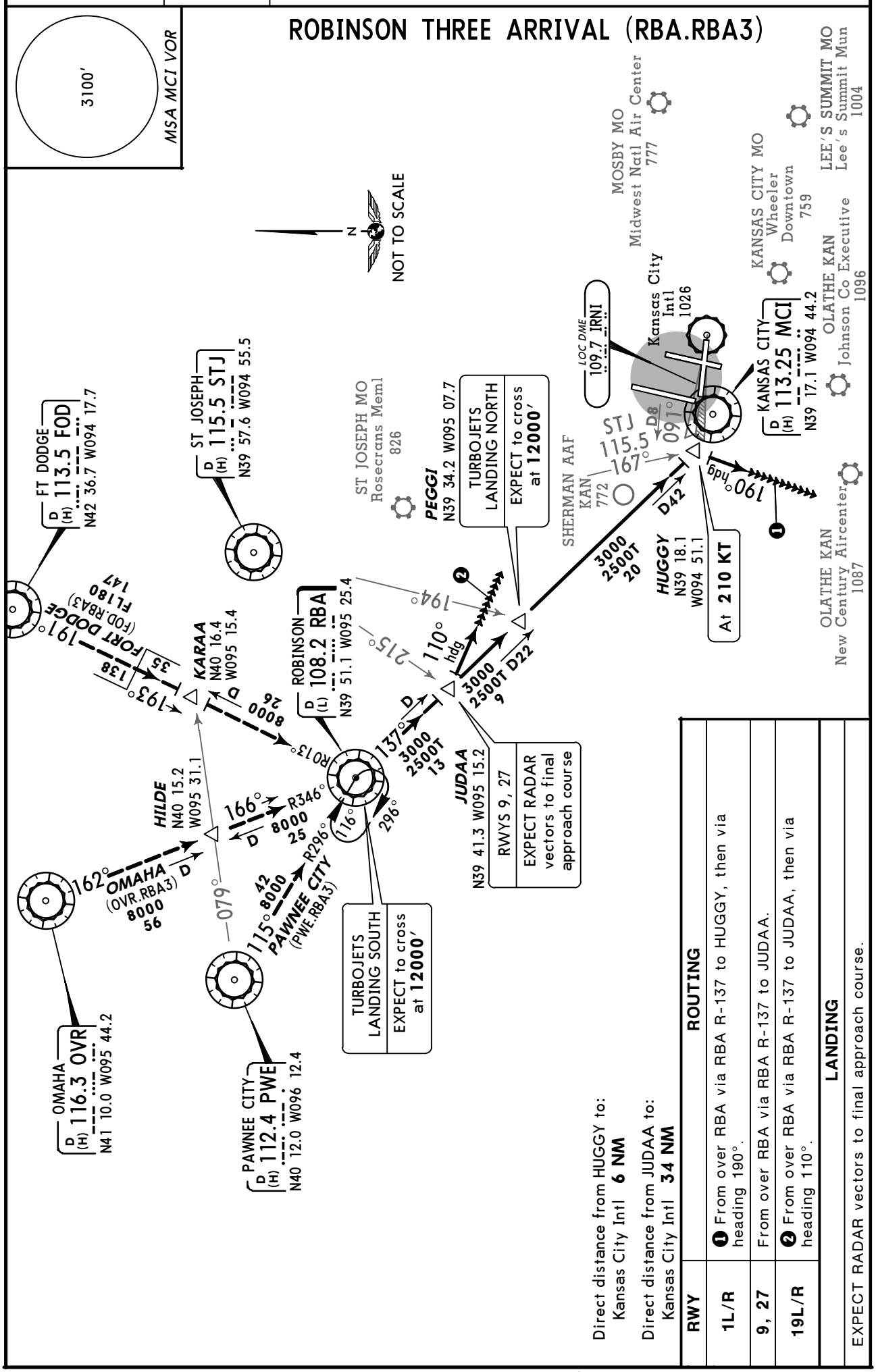
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
128.37	See graphic	RADAR required.

ROBINSON THREE ARRIVAL (RBA.RBA3)



Direct distance from HUGGY to:
Kansas City Intl **6 NM**

Direct distance from JUDAA to:
Kansas City Intl **34 NM**

RWY	ROUTING
1L/R	❶ From over RBA via RBA R-137 to HUGGY, then via heading 190°.
9, 27	From over RBA via RBA R-137 to JUDAA.
19L/R	❷ From over RBA via RBA R-137 to JUDAA, then via heading 110°.

LANDING

EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, airports served, FORT DODGE transition.

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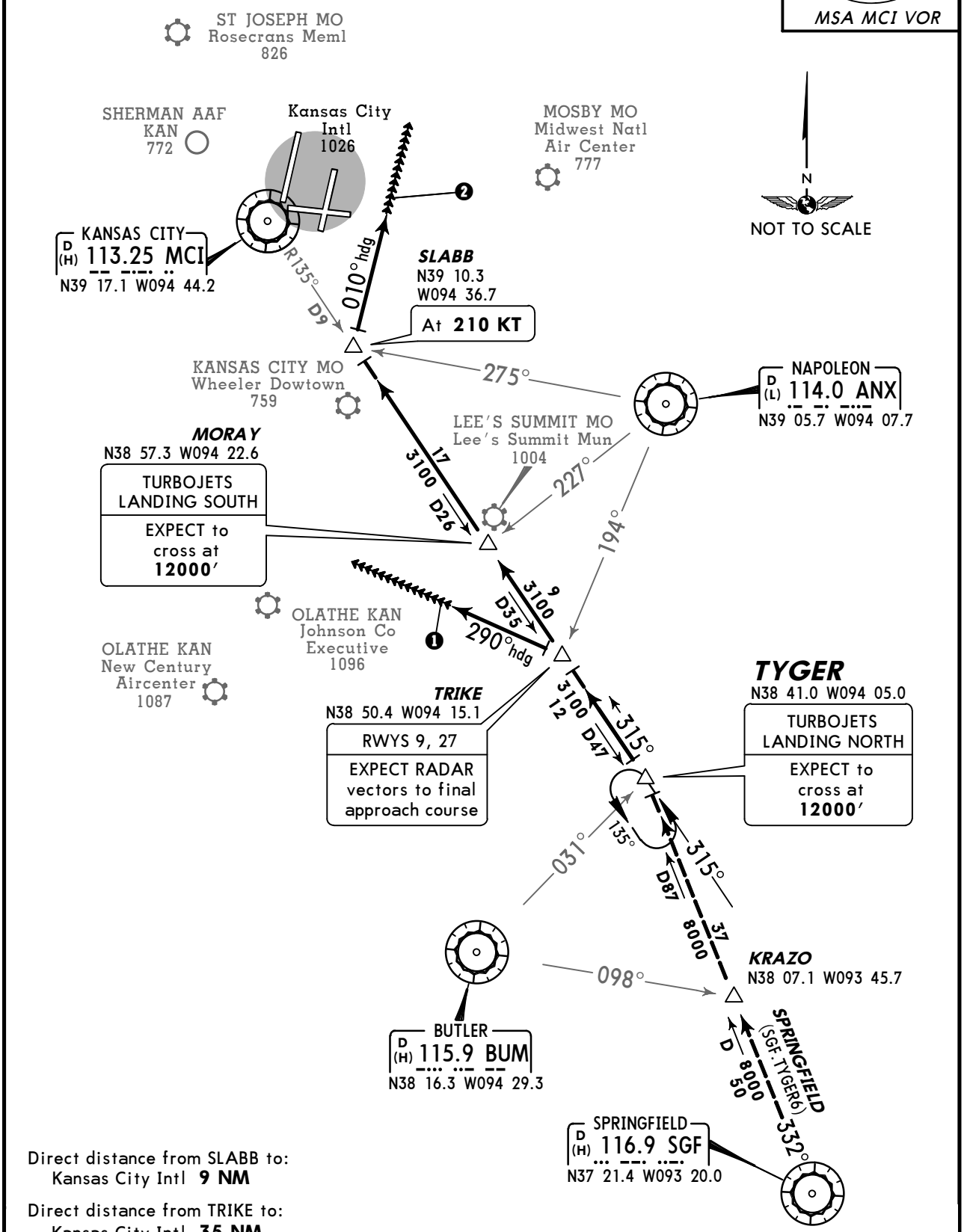
D-ATIS	Apt Elev	
128.37	See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ RADAR required.

TYGER SIX ARRIVAL (TYGER.TYGER6)



Direct distance from SLABB to:
Kansas City Intl **9 NM**

Direct distance from TRIKE to:
Kansas City Intl **35 NM**

RWY	ROUTING
1L/R	❶ From over TYGER via MCI R-135 to TRIKE, then via heading 290°.
9, 27	From over TYGER via MCI R-135 to TRIKE.
19L/R	❷ From over TYGER via MCI R-135 to SLABB, then via heading 010°.

LANDING

EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, airports served.

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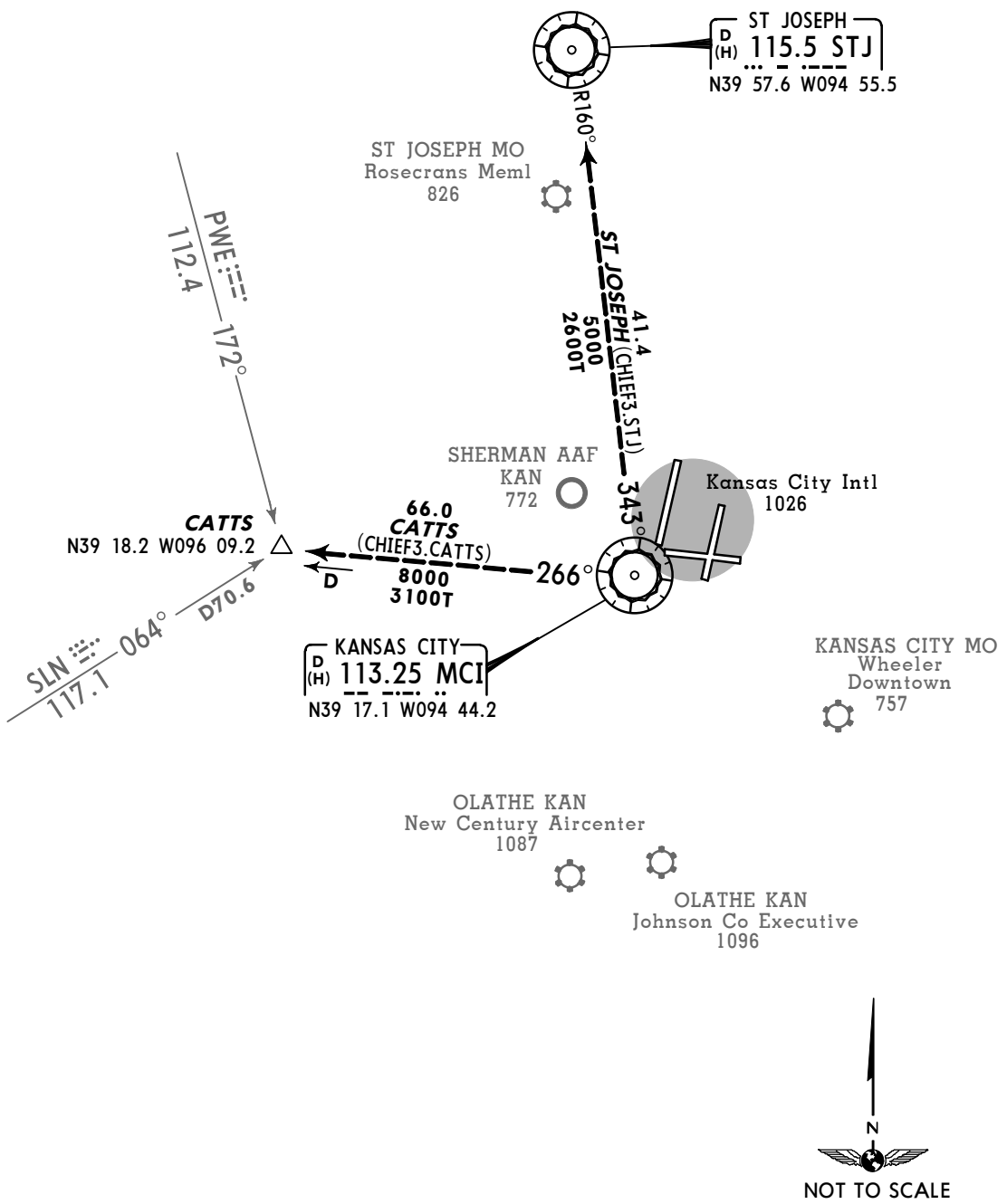
KANSAS CITY Departure (R) 124.7	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′

CHIEF THREE DEPARTURE (CHIEF3.MCI)

3100′
MSA MCI VOR



This SID requires take-off minimums
(for standard minimums refer to airport chart):
Standard (or lower than standard, if authorized).

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Wheeler Downtown airport elevation.

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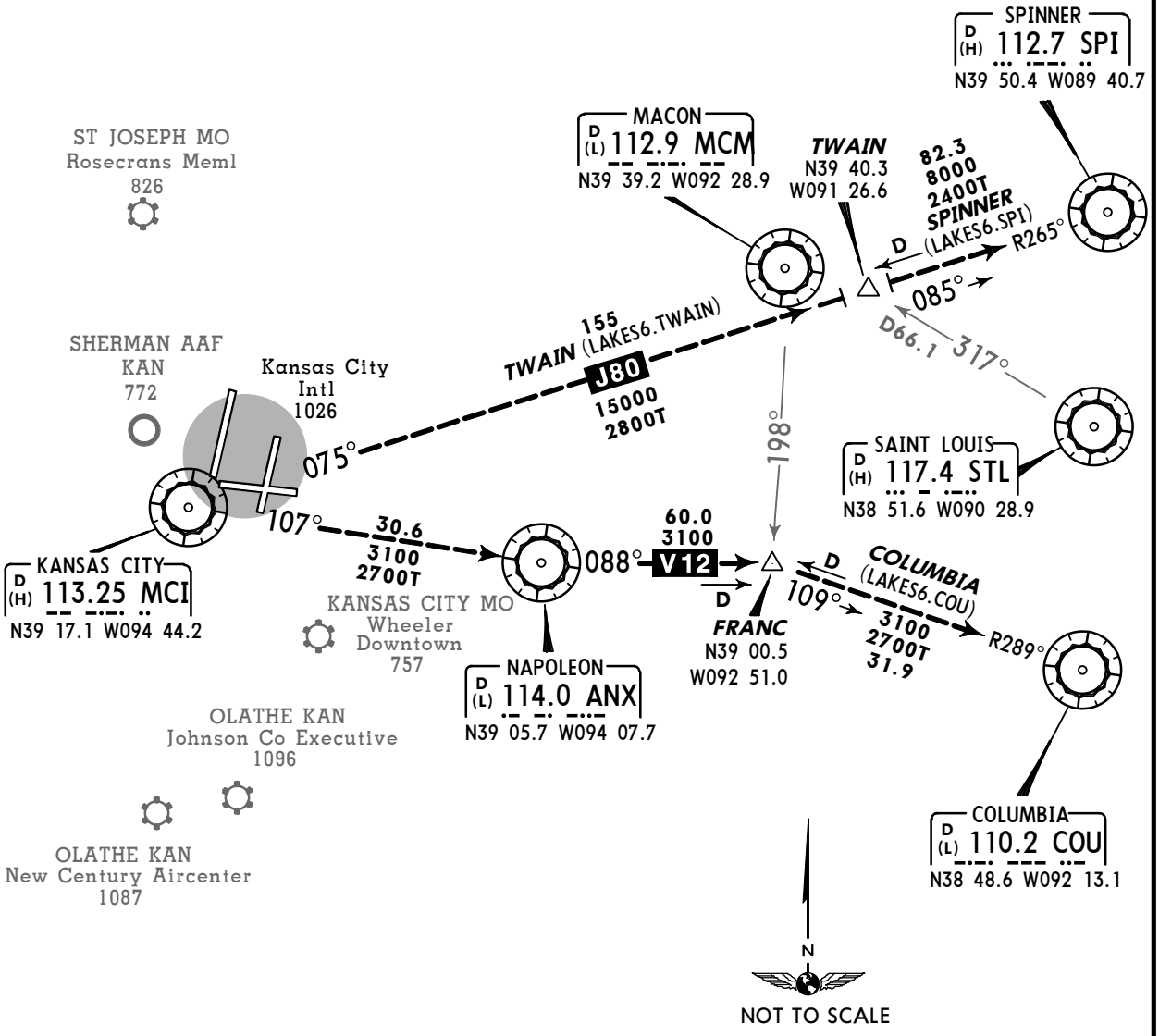
KANSAS CITY Departure (R) 123.95	*Apt Elev See graphic*	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required for TWAIN and SPINNER Transitions.**

3100′
MSA MCI VOR

LAKES SIX DEPARTURE (LAKES6.LAKES)



This SID requires take-off minimums (for standard minimums refer to airport chart): Rwys 1L/R, 9, 19L/R, 27: Standard (or lower than standard, if authorized).

OBSTACLES

Rwy 1R: Tree 1653′ from DER, 661′ LEFT of centerline, 60′ AGL/1019′ MSL.
Rwy 9: Tree 4544′ from DER, 638′ RIGHT of centerline, 100′ AGL/1159′ MSL.
Rwy 27: Trees beginning 1066′ from DER, across centerline, up to 86′ AGL/1095′ MSL.

INITIAL CLIMB

EXPECT vectors to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised, computer code.

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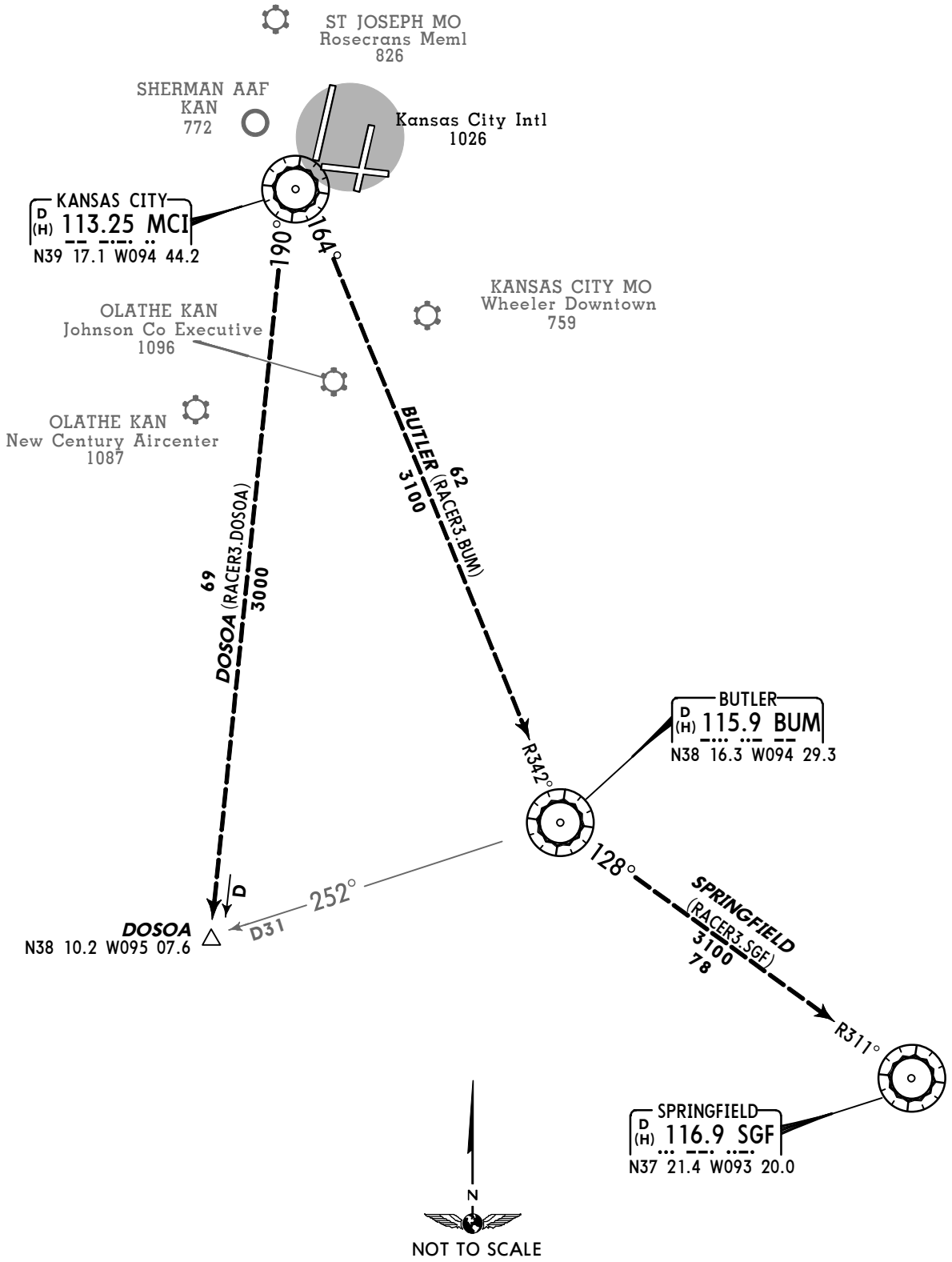
KANSAS CITY Departure (R)				
DOSOA Transition	BUTLER/ SPRINGFIELD Transition	Apt Elev See Graphic	Trans level: FL180	Trans alt: 18000′
124.7	123.95			

3100′
MSA MCI VOR

RACER THREE DEPARTURE (RACER3.MCI)



Direct distance from Kansas City Intl to:
MCI **1 NM**

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Communications.

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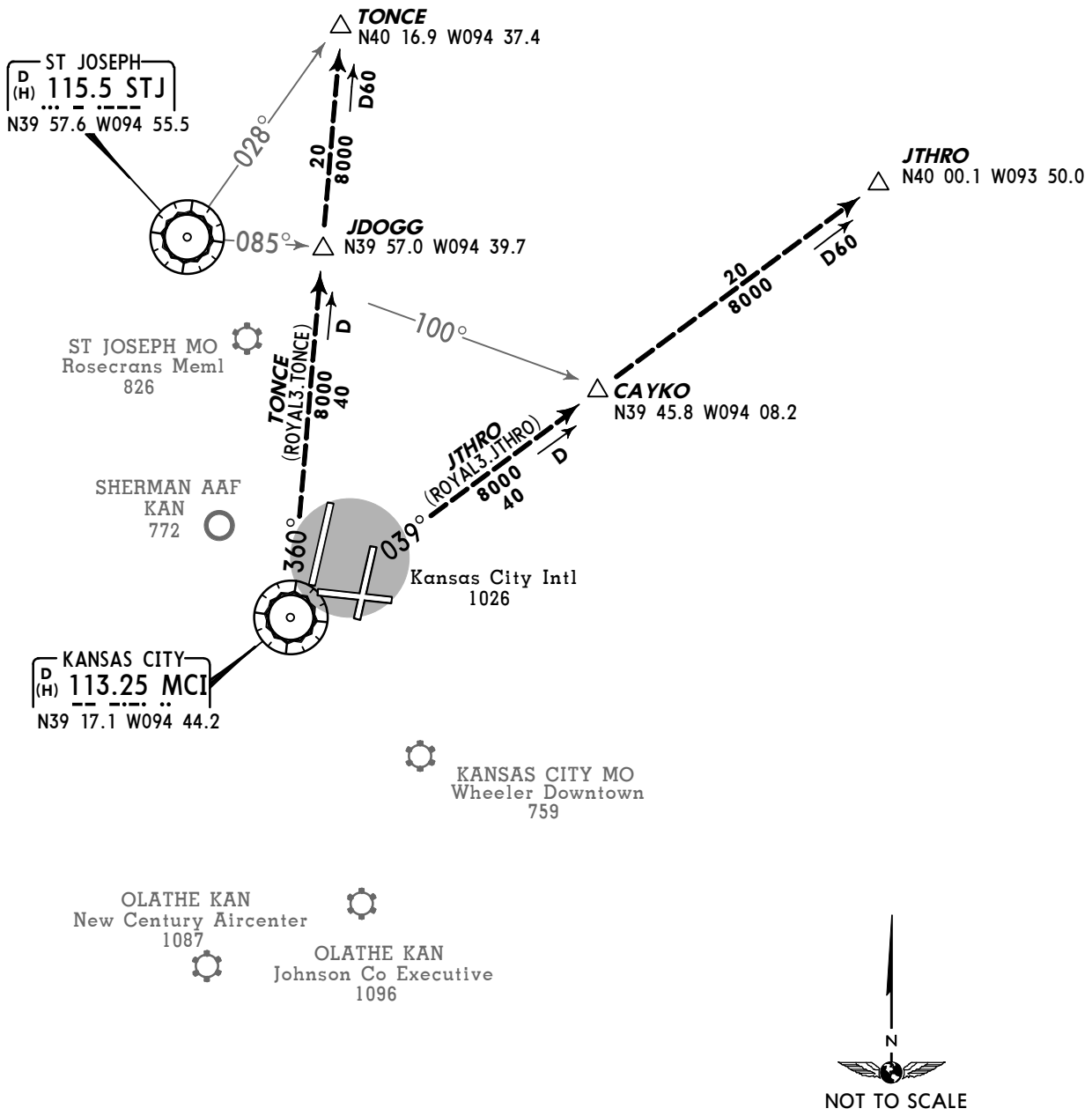
KANSAS CITY Departure (R) TONCE Transition	JTHRO Transition	Apt Elev See Graphic	Trans level: FL180	Trans alt: 18000′
124.7	123.95			

3100′
MSA MCI VOR

ROYAL THREE DEPARTURE (ROYAL3.MCI)



Direct distance from Kansas City Intl to:
MCI **1 NM**

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Communications.

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TIFTO TWO DEPARTURE (TIFTO2.MCI) (PILOT NAV)

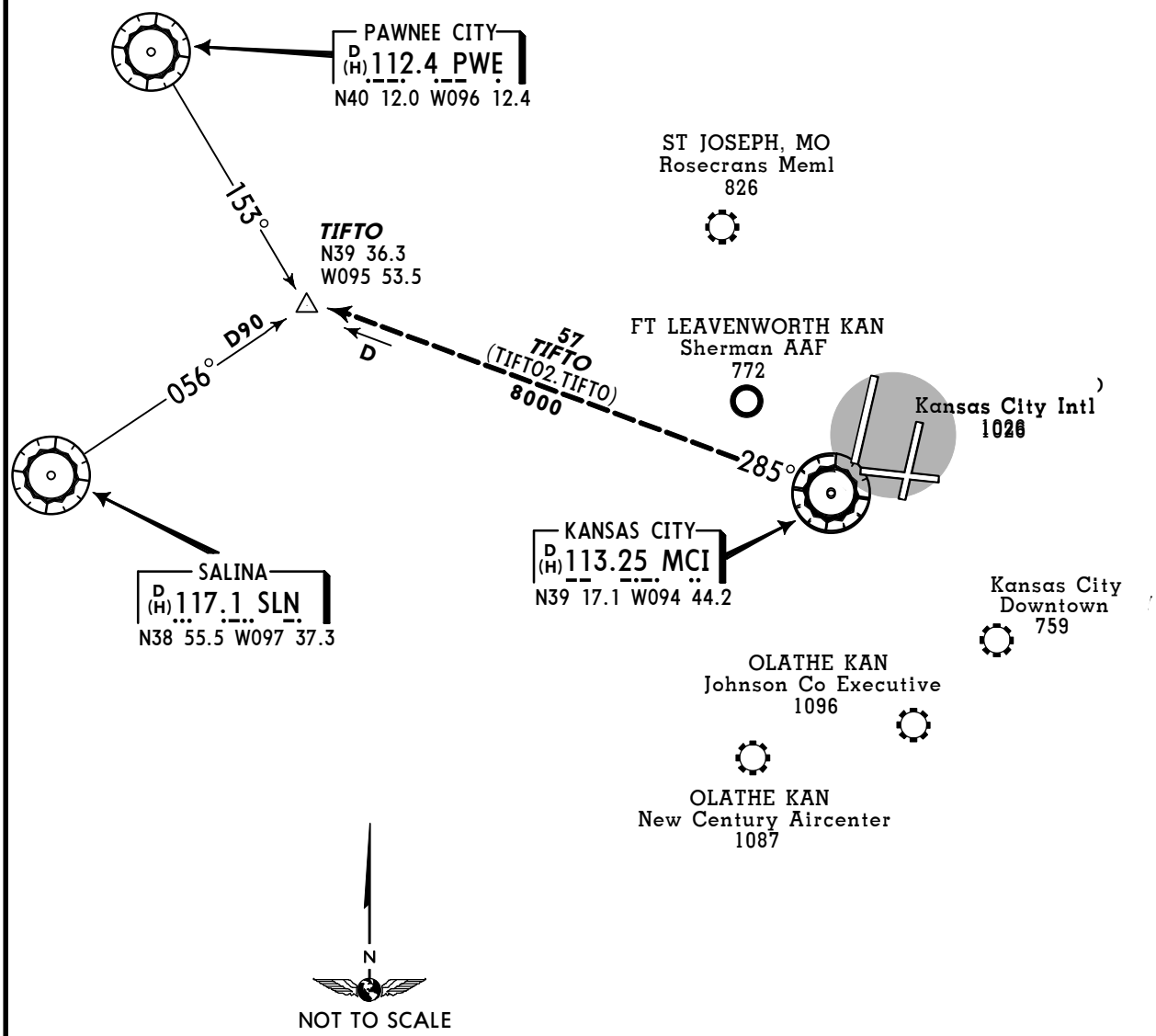
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TRANSITION

TIFTO (TIFTO2.TIFTO): From MCI VOR to Tifto

Int: Via MCI R-285

Direct distance from Kansas City Intl Apt to:
MCI VOR **1 NM**



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WILDCAT TWO DEPARTURE (WLDCT2.MKC) (PILOT NAV)

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

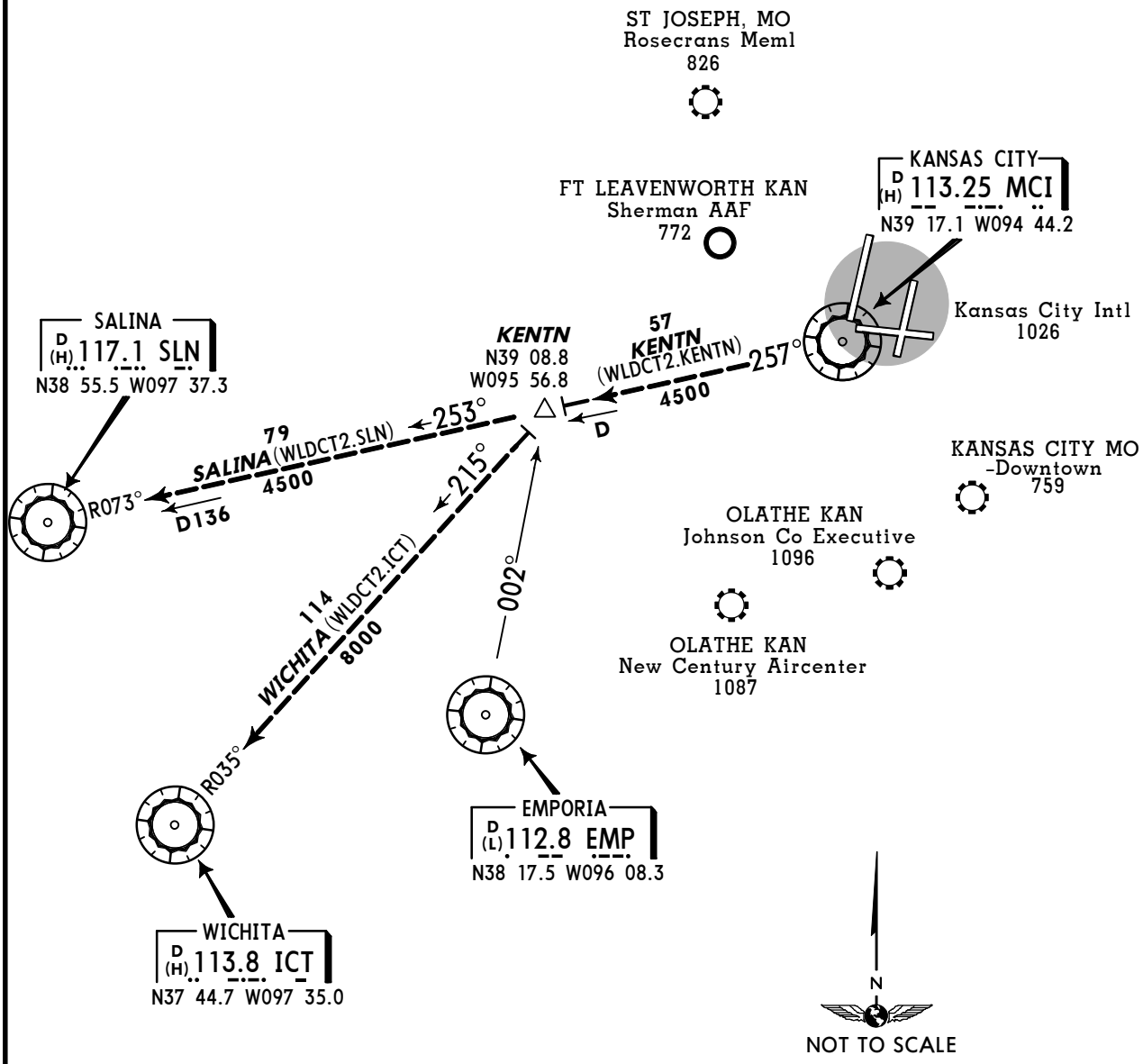
TRANSITIONS

KENTN (WLDCT2.KENTN): From MCI VOR to Kentn Int: Via MCI R-257.

SALINA (WLDCT2.SLN): From MCI VOR to SLN VOR: Via MCI R-257 and SLN R-073.

WICHITA (WLDCT2.ICT): From MCI VOR to ICT VOR: Via MCI R-257 to Kentn Int, then via ICT R-035.

Direct distance from Kansas City Intl Apt to:
MCI VOR **1 NM**



CHANGES: Communications.

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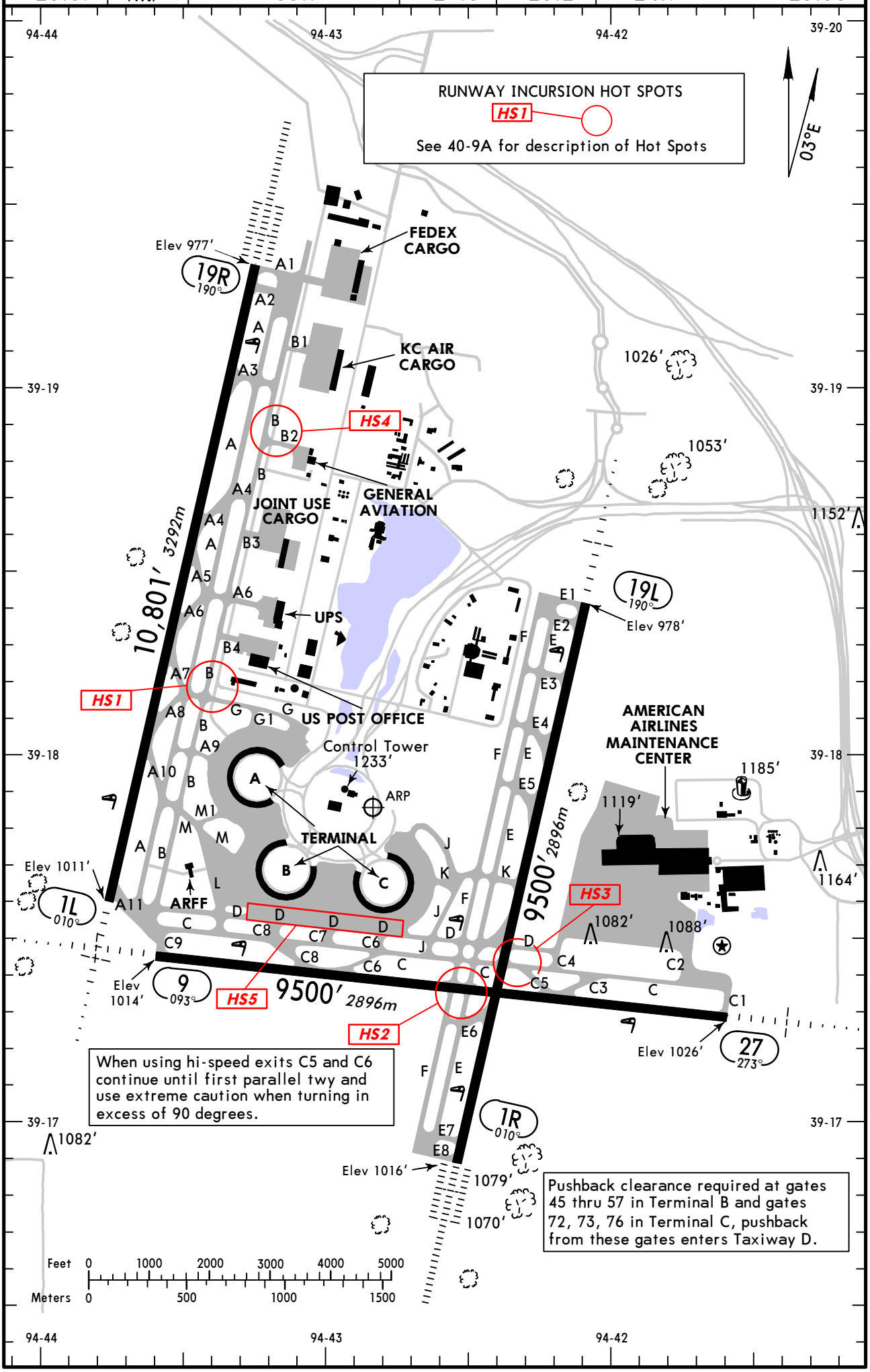
D-ATIS	ACARS: D-ATIS PDC TWIP	INTERNATIONAL Clearance	Ground	Tower	KANSAS CITY Departure (R) 191°-009°	010°-190°
128.37		135.7	121.8	128.2	124.7	123.95



CHANGES: Hot spots 5 added, LAHSO removed.

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GENERAL

Birds and coyotes in vicinity of airport.
Terminal Doppler Weather Radar.
Low-level wind shear alert system.
Prior permission required to park at airline gates, contact respective airline.

ADDITIONAL RUNWAY INFORMATION

RWY										USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE- OFF	WIDTH
1L	HIRL	CL	MALSR	TDZ	❶ PAPI-L	grooved	RVR				9620′ 2932m		150′ 46m
19R	HIRL	CL	ALSF-II	TDZ	❶ PAPI-R	grooved	RVR				9775′ 2979m		
❶ Angle 3.0°.													
1R	HIRL	CL	ALSF-II	TDZ	❷ PAPI-R	grooved	RVR				8374′ 2552m		150′ 46m
19L	HIRL	CL	MALSR	TDZ		grooved	RVR				8471′ 2582m		
❷ Angle 3.0°.													
9	HIRL		MALSR			grooved	RVR				8435′ 2571m		150′ 46m
27	HIRL		MALSR		PAPI-L (angle 3.0°)	grooved	RVR				8367′ 2550m		

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 Busy vehicle service road crosses Taxiway G east of Taxiway B. Non-movement area begins just west of service road.

HS2 Taxiways E and F intersection with Runway 9/27. Immediately after crossing Taxiway C, both Taxiways E and F cross Runway 9/27.

HS3 Taxiways C and D intersection with Runway 19L/1R. Immediately after crossing Taxiway E, both Taxiways C and D cross Runway 19L/1R.

HS4 The intersection of Taxiway B2 and Ottawa Avenue (vehicle service road). Taxiway B2 is the only entrance to the general aviation ramp. This service road is a high traffic vehicle route for airlines and cargo carriers.

HS5 Gates 45 thru 57 at terminal B and gates 72, 73, and 76 at terminal C are in close proximity to the movement area boundary. Pushback from these gates enters taxiway D.

TAKE-OFF

Rwys 1L/R,19L/R					Rwys 9, 27			
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD		Both RVRs are required & controlling	Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

FOR FILING AS ALTERNATE

	ILS Rwy 1L ILS Rwy 1R ILS Rwy 9 ILS Rwy 19L ILS Rwy 19R ILS Rwy 27	LOC Rwy 1L LOC Rwy 1R LOC Rwy 9 LOC Rwy 19L LOC Rwy 19R LOC Rwy 27	RNAV (GPS) Y Rwy 1L RNAV (GPS) Y Rwy 1R RNAV (GPS) Y Rwy 9 RNAV (GPS) Y Rwy 19L RNAV (GPS) Y Rwy 19R RNAV (GPS) Y Rwy 27	Other
A B C D	600-2	800-2		NA

CHANGES: Hot spot 5 added, LAHSO removed.

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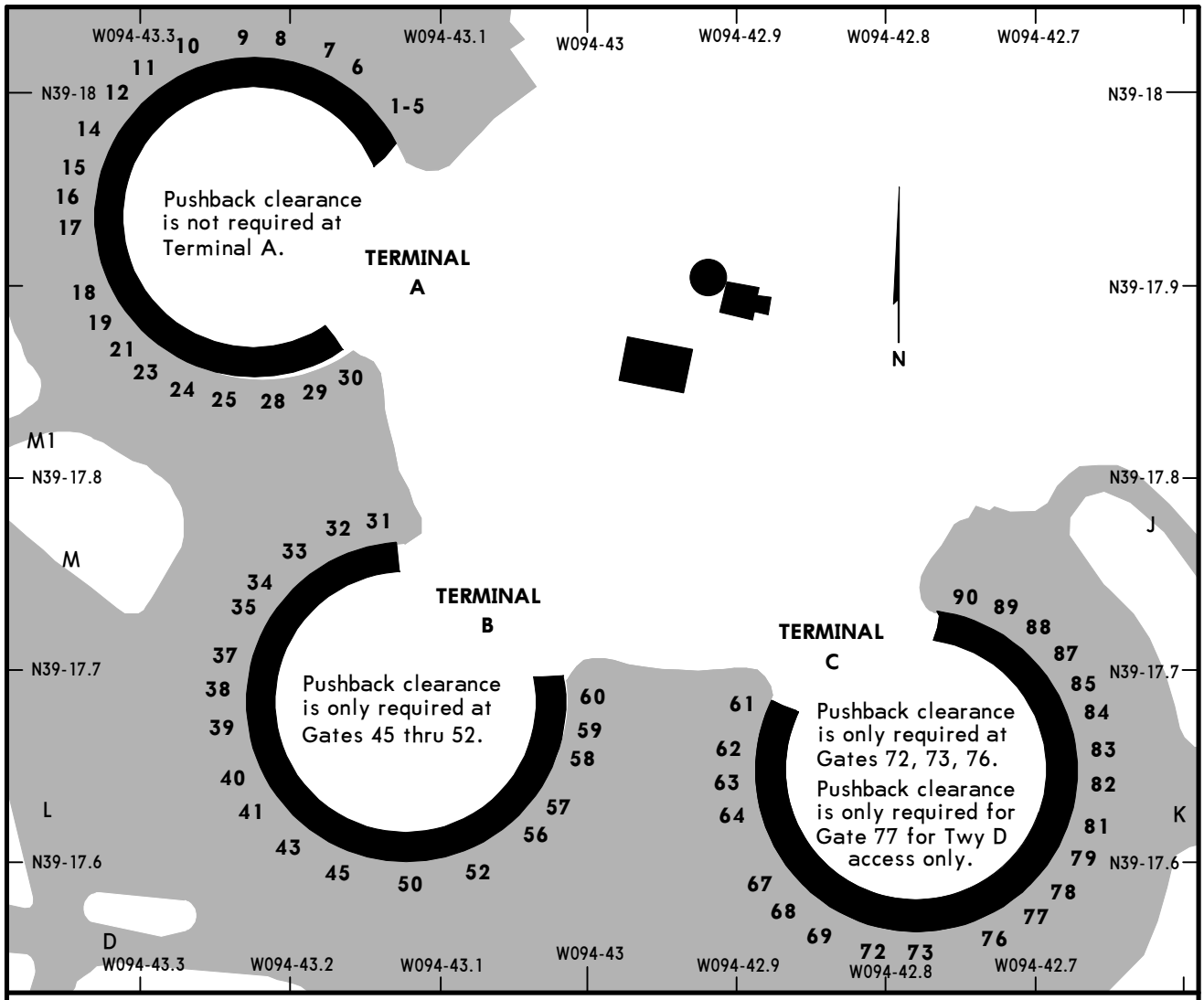

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Terminal A		**Terminal C**	
1 thru 5	N39 18.0 W094 43.1	61, 62	N39 17.7 W094 42.9
6 thru 9	N39 18.0 W094 43.2	63, 64, 67, 68	N39 17.6 W094 42.9
10 thru 12	N39 18.0 W094 43.3	69, 72, 73	N39 17.6 W094 42.8
14, 15	N39 18.0 W094 43.3	76 thru 82	N39 17.6 W094 42.7
16 thru 19	N39 17.9 W094 43.3	83 thru 85	N39 17.7 W094 42.7
21,23	N39 17.9 W094 43.3	87 thru 90	N39 17.7 W094 42.7
24	N39 17.8 W094 43.3		
25, 28, 29	N39 17.8 W094 43.2		
30	N39 17.9 W094 43.2		
Terminal B			
31	N39 17.8 W094 43.1		
32, 33	N39 17.8 W094 43.2		
34, 35	N39 17.7 W094 43.2		
37 thru 39	N39 17.7 W094 43.2		
40, 41, 43, 45	N39 17.6 W094 43.2		
50, 52	N39 17.6 W094 43.1		
56, 57	N39 17.6 W094 43.0		
58 thru 60	N39 17.7 W094 43.0		

CHANGES: Taxiway D depiction, Terminal C note.

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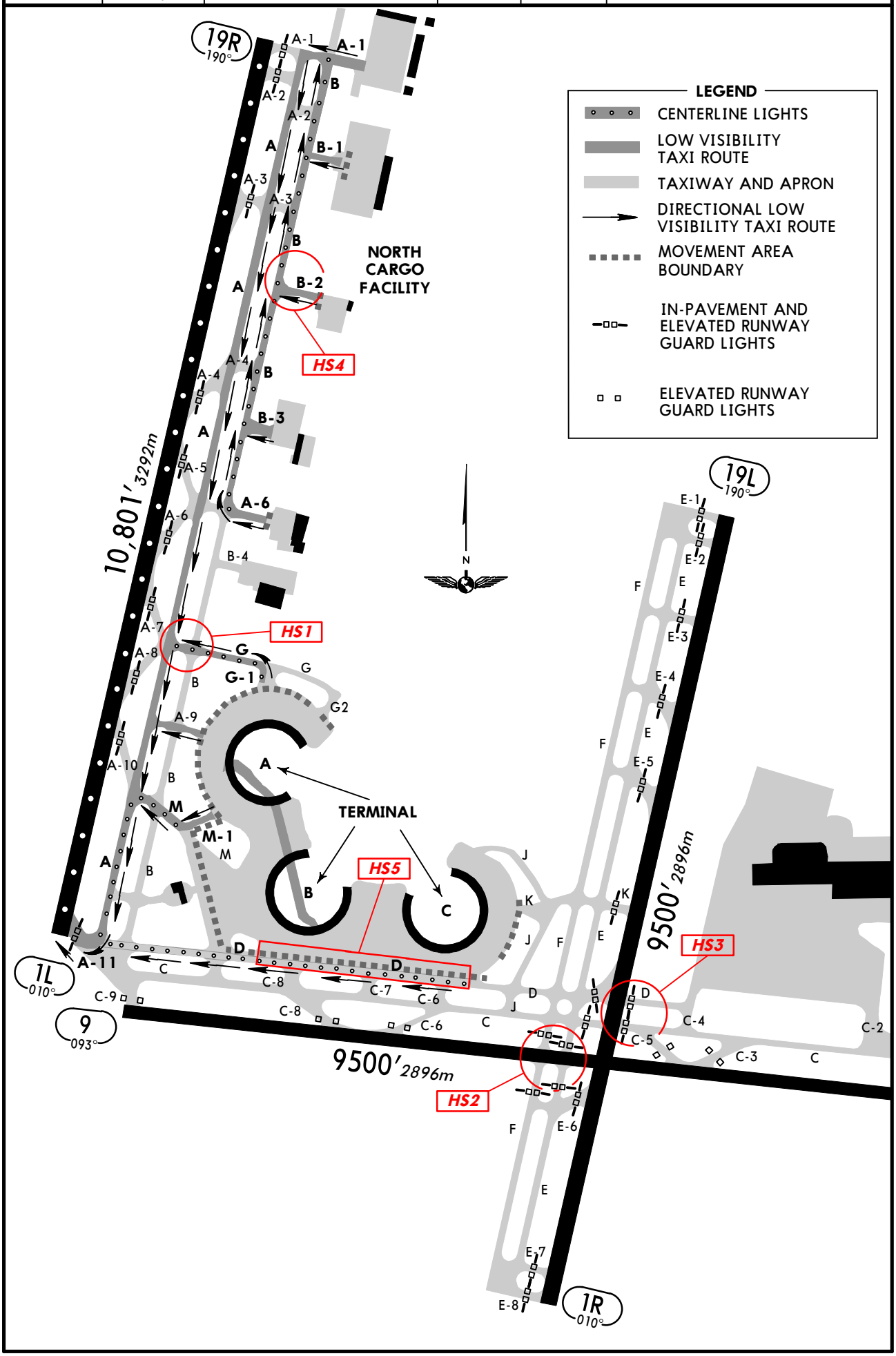
KANSAS CITY, MO

LOW VISIBILITY TAXI ROUTES - Rwy 1L

RVR 1200 to 600

D-ATIS	ACARS: D-ATIS PDC TWIP	INTERNATIONAL Clearance	Ground	Tower	KANSAS CITY Departure (R) 191°-009°	KANSAS CITY Departure (R) 010°-190°
128.37		135.7	121.8	128.2	124.7	123.95



CHANGES: Chart revised.

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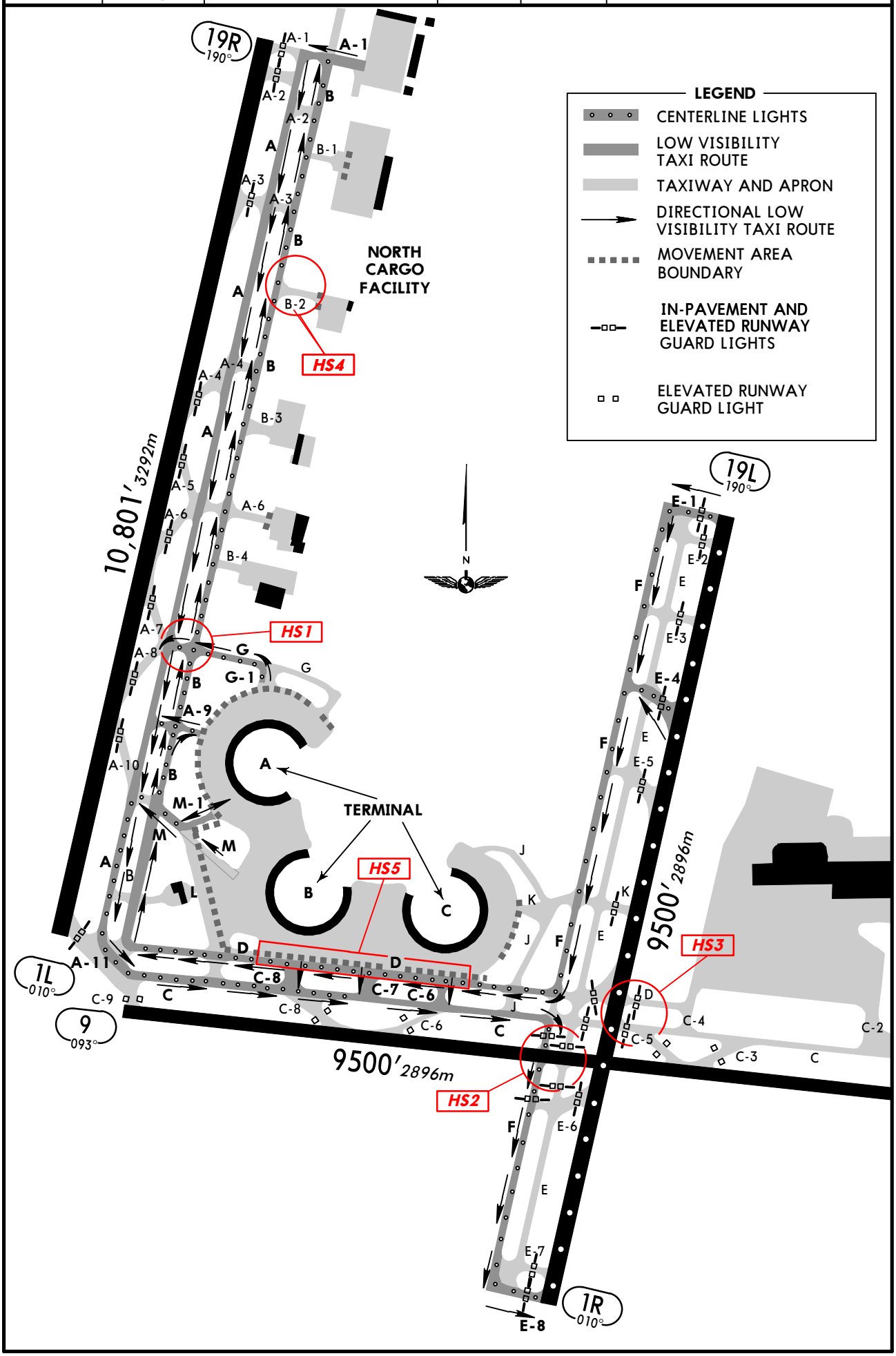
KANSAS CITY, MO

LOW VISIBILITY TAXI ROUTES - Rwy 1R

RVR 1200 to 600

D-ATIS	ACARS: D-ATIS PDC TWIP	INTERNATIONAL Clearance	Ground	Tower	KANSAS CITY Departure (R) 191°-009°	KANSAS CITY Departure (R) 010°-190°
128.37		135.7	121.8	128.2	124.7	123.95



CHANGES: Chart revised.

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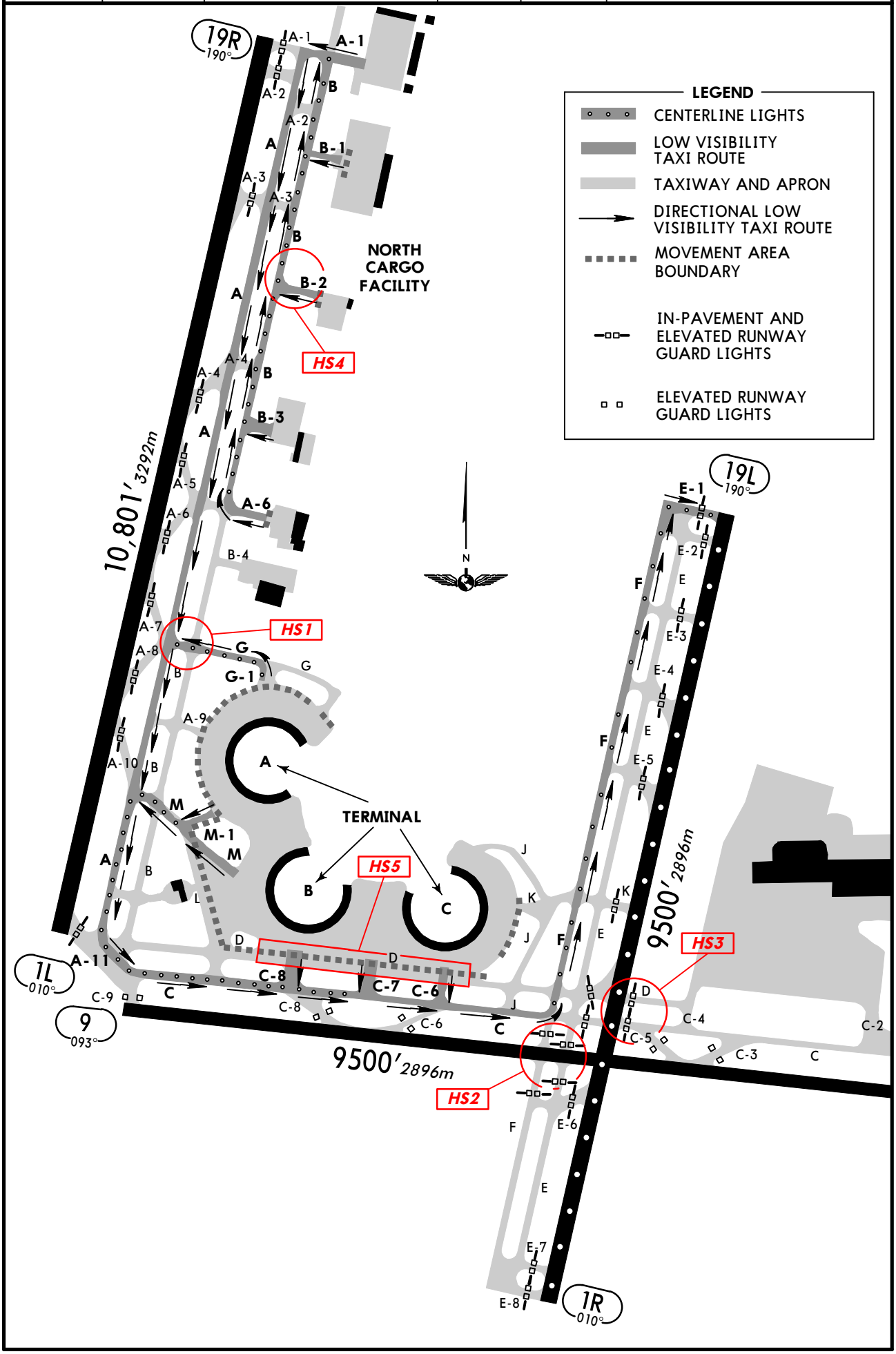
RVR 1200 to 600

KANSAS CITY, MO
LOW VISIBILITY TAXI ROUTES - Rwy 19L

D-ATIS	ACARS: D-ATIS PDC TWIP	INTERNATIONAL Clearance	Ground	Tower	KANSAS CITY Departure (R) 191°-009°	KANSAS CITY Departure (R) 010°-190°
128.37		135.7	121.8	128.2	124.7	123.95



CHANGES: Chart revised.

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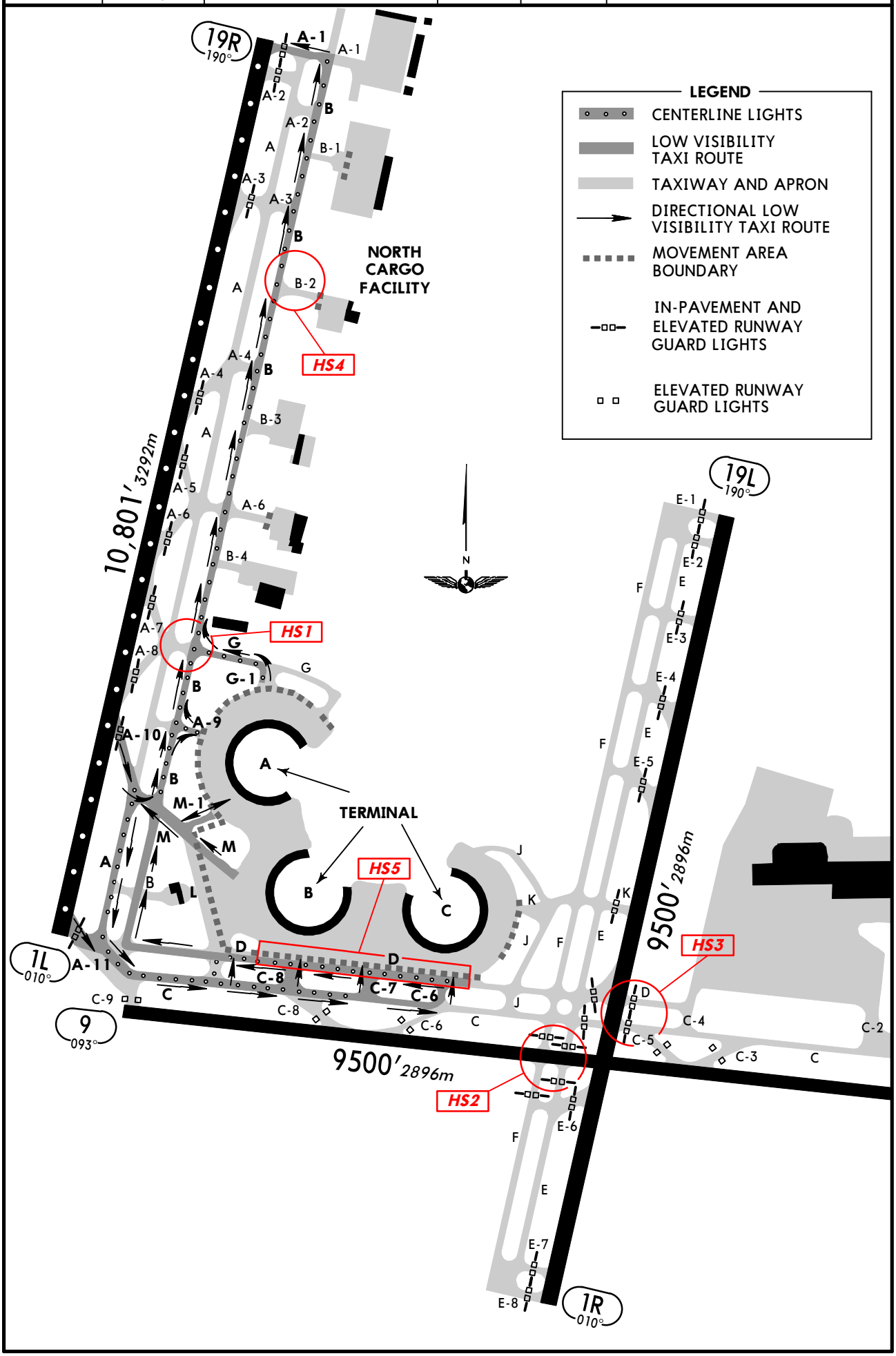
KANSAS CITY, MO
LOW VISIBILITY TAXI ROUTES - Rwy 19R

RVR 1200 to 600

D-ATIS	ACARS: D-ATIS PDC TWIP	INTERNATIONAL Clearance	Ground	Tower	KANSAS CITY Departure (R) 191°-009°	KANSAS CITY Departure (R) 010°-190°
128.37		135.7	121.8	128.2	124.7	123.95



CHANGES: Chart revised.

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D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

BRIEFING STRIP ™

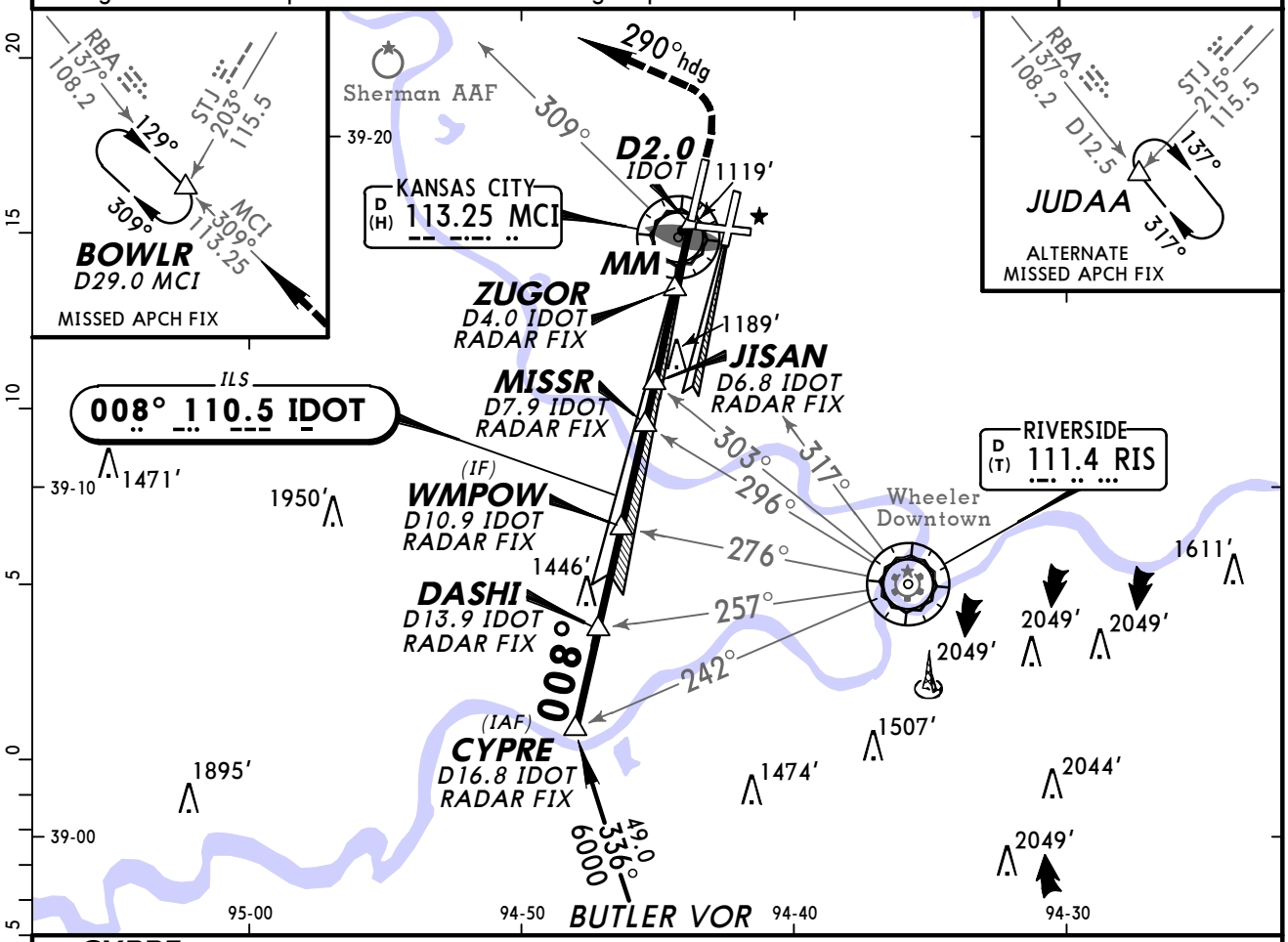
LOC IDOT	Final Apch Crs	GS JISAN	ILS DA(H)	Apt Elev 1026'
110.5	008°	2600' (1589')	1211' (200')	Rwy 1L 1011'

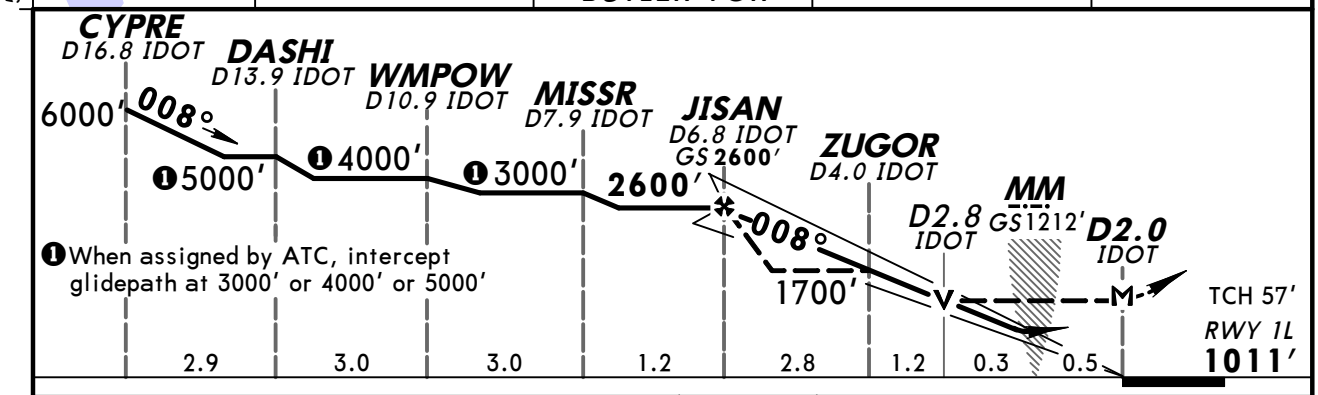
MISSED APCH: Climb to 2000' then climbing LEFT turn to 4000' on heading 290° and outbound on MCI VOR R-309 to BOWLR INT/D29.0 MCI and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous approach authorized with Rwy 1R. 2. LOC procedure not authorized during simultaneous operations. 3. VGSI and ILS glidepath not coincident.

3100'
MSA MCI VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D2.0 IDOT or JISAN to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR
PAPI

2000' ↑ | 4000' LT on 290° hdg

STRAIGHT-IN LANDING RWY1L

	ILS DA(H) 1211' (200') FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 1340' (329')	RAIL out	ALS out
A	RVR 18 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C				RVR 26 or 1/2	RVR 35 or 5/8	RVR 50 or 1
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1540' (514')-1
120	
140	1540' (514')-1 1/2
165	1580' (554')-2

TERPS AMEND 14 10 MAR 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

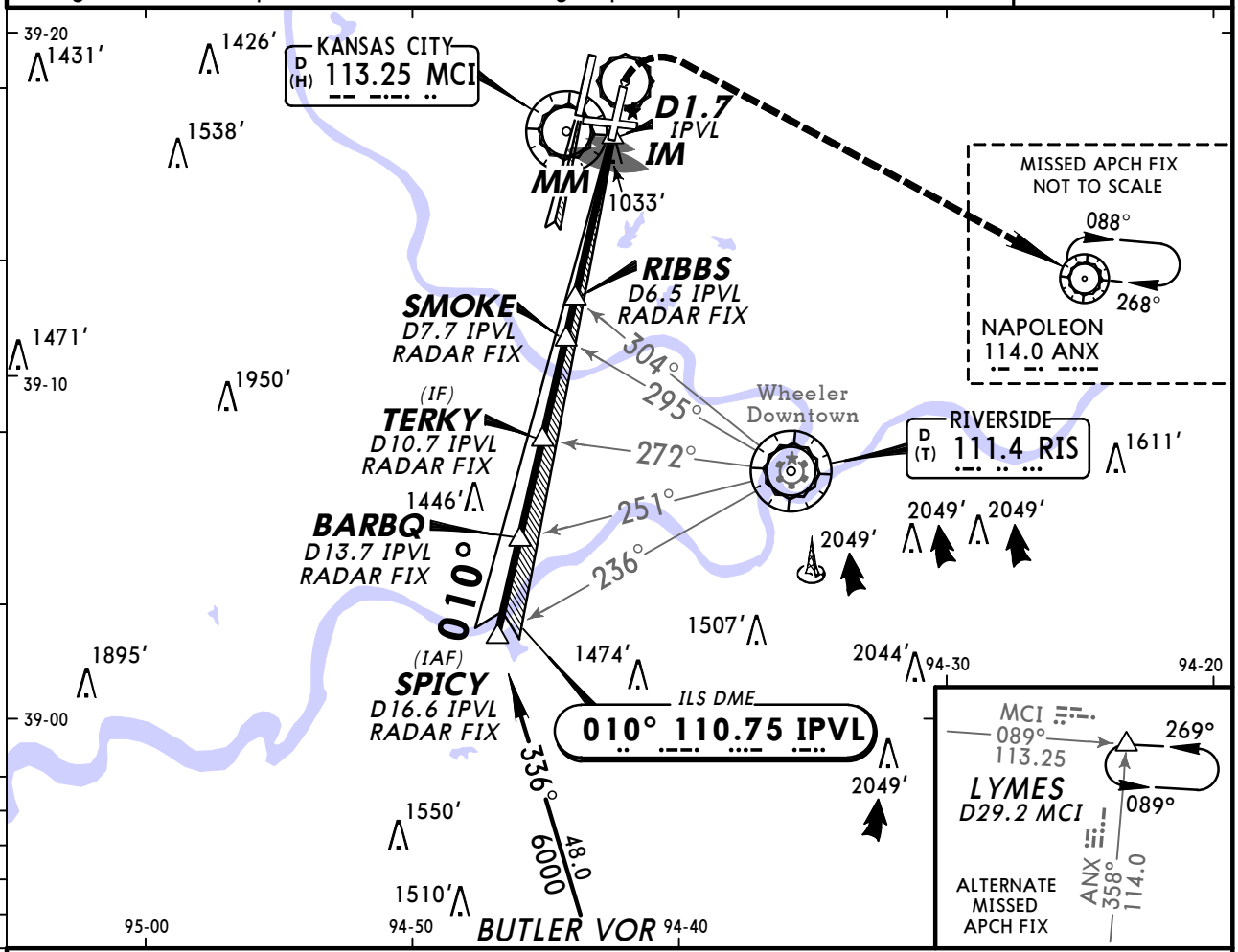
LOC IPVL	Final Apch Crs	GS RIBBS	ILS DA(H)	Apt Elev 1026′
110.75	010°	2600′(1584′)	1216′(200′)	TDZE 1016′

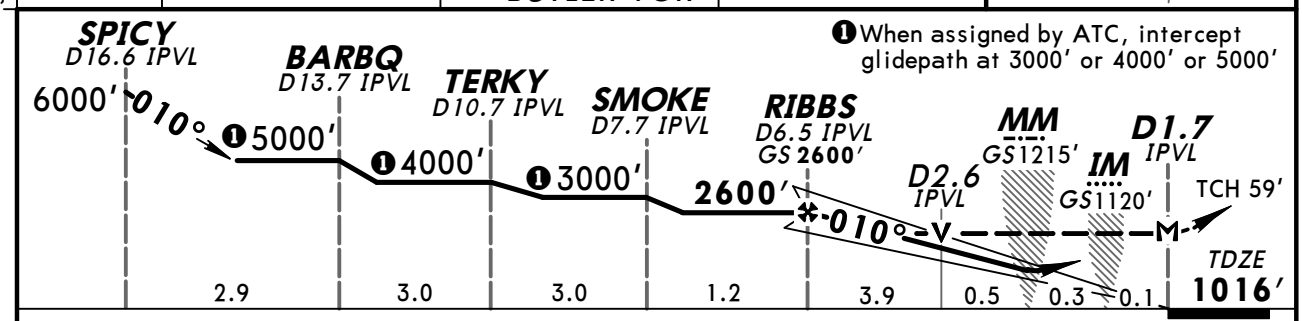
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 4000′ direct ANX VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 1L. 2. LOC procedure not authorized during simultaneous operations. 3. VGSI and ILS glidepath not coincident.

3100′
MSA MCI VOR





When assigned by ATC, intercept glidepath at 3000′ or 4000′ or 5000′

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.7 IPVL or RIBBS to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

ALSF-II PAPI | 1500′ | 4000′ RT | D | ANX 114.0

STRAIGHT-IN LANDING RWY 1R

	ILS DA(H) 1216′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1360′(344′)	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C					
D				RVR 40 or ¾	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1540′(514′)-1
120	
140	1540′(514′)-1½
165	1580′(554′)-2

TERPS AMEND 3A 13 JAN 2011

CHANGES: Final approach course, TDZE.

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KMCI/MCI
KANSAS CITY INTL

JEPPESEN

7 JAN 11 (41-2A)

KANSAS CITY, MO
ILS Rwy 1R CAT II & III

BRIEFING STRIP ™

D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IPVL 110.75	010°	RIBBS 2600′ (1584′)	NA	Refer to Minimums		RA 112′ DA(H) 1116′(100′)	1026′ TDZE 1016′

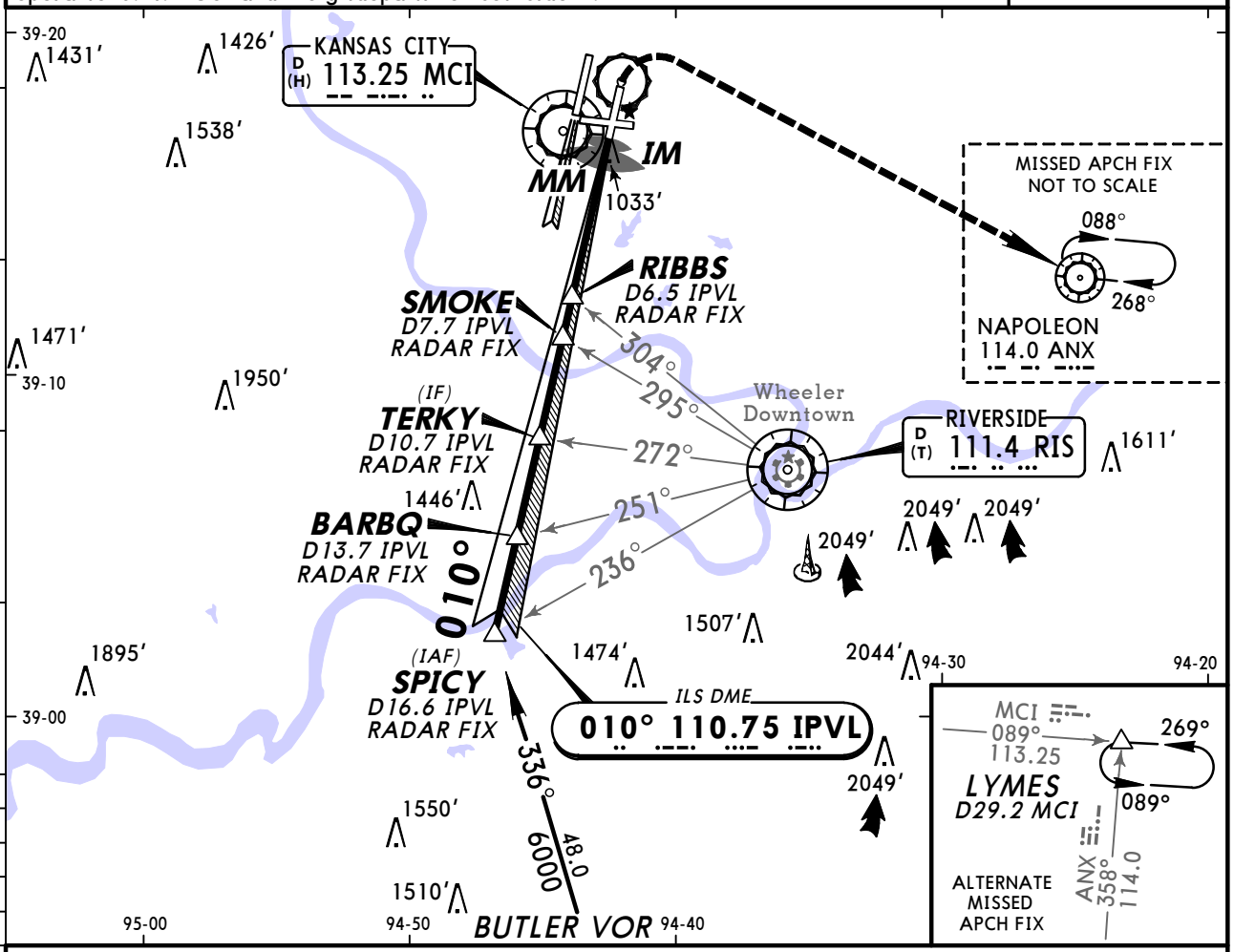
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 4000′ direct ANX VOR and hold.

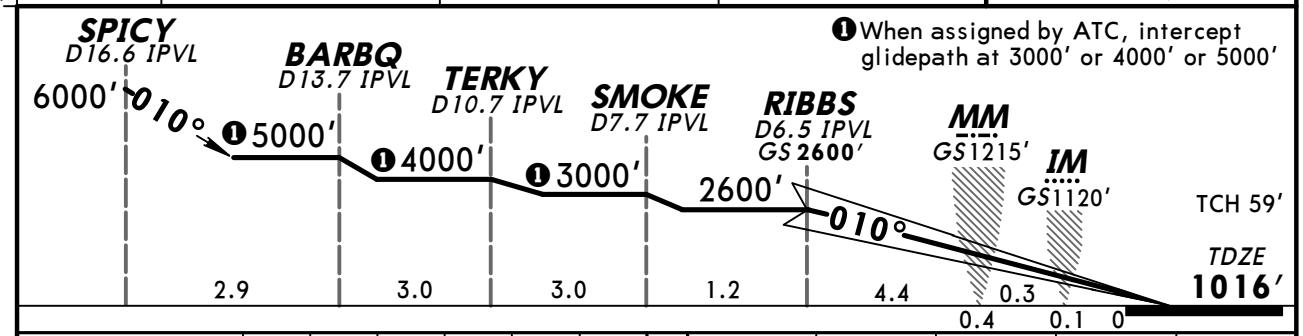
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous approach authorized with Rwy 1L. 3. LOC procedure not authorized during simultaneous operations. 4. VGSI and ILS glidepath not coincident.

3100′

MSA MCI VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI | 1500′ | 4000′ RT | D | ANX 114.0

STRAIGHT-IN LANDING RWY 1R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 112′ DA(H) 1116′(100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 3A 13 JAN 2011

CHANGES: Final approach course, TDZE.

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BRIEFING STRIP

D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

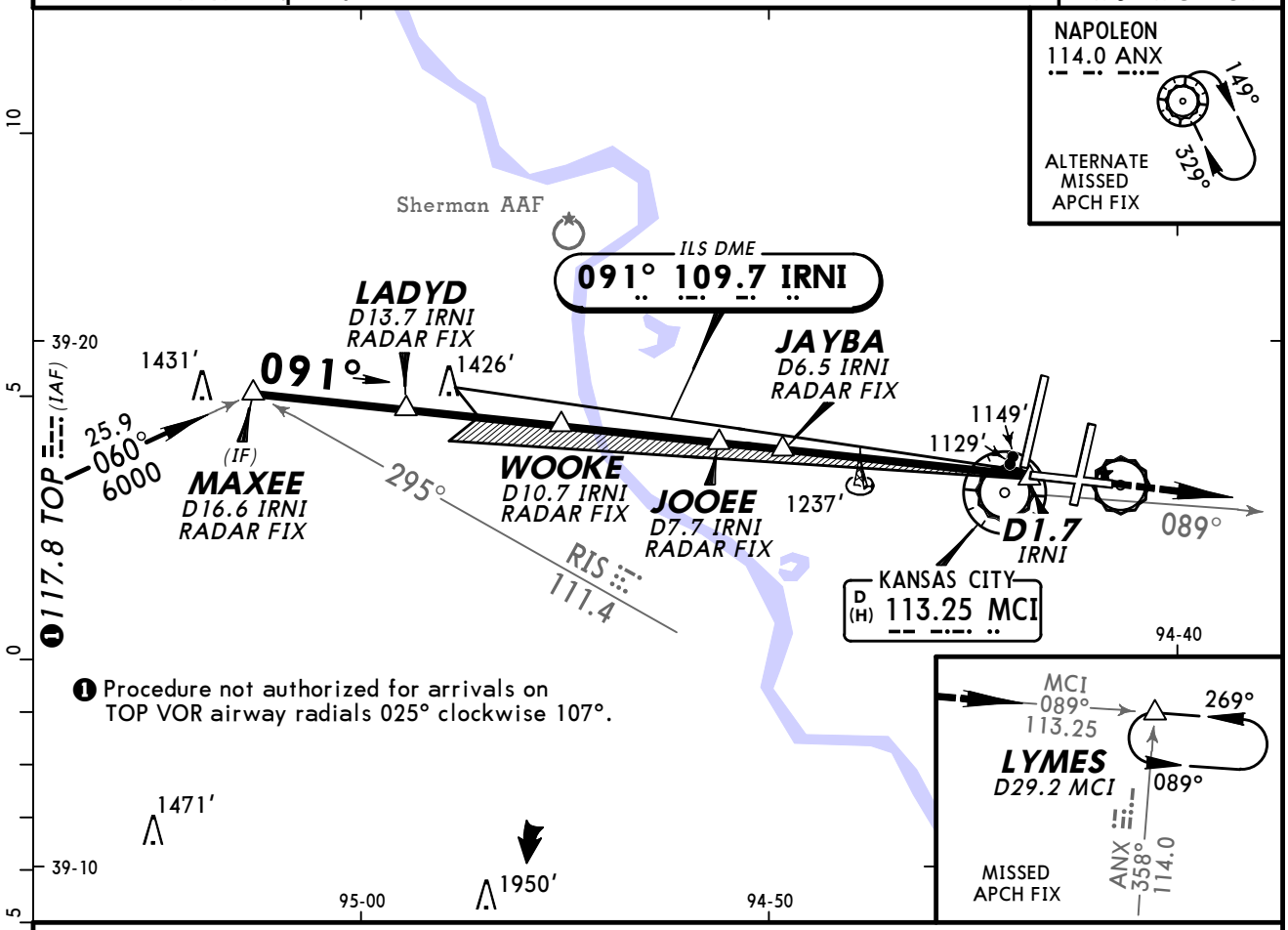
LOC IRNI	Final Apch Crs	GS JAYBA	ILS DA(H)	Apt Elev 1026′
109.7	091°	2600′ (1585′)	1265′ (250′)	TDZE 1015′

MISSED APCH: Climb to 4000′ via MCI VOR R-089 to LYMES INT/D29.2 MCI and hold.

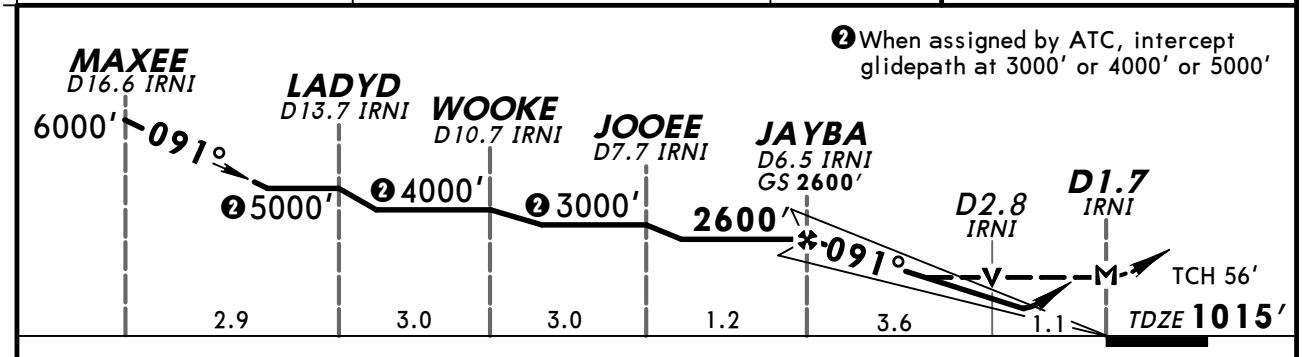
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required.

3100′
MSA MCI VOR



❶ Procedure not authorized for arrivals on TOP VOR airway radials 025° clockwise 107°.



❷ When assigned by ATC, intercept glidepath at 3000′ or 4000′ or 5000′

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.7 IRNI or JAYBA to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR

4000′ via MCI 113.25 R-089 LYMES

TERPS AMEND 13

STRAIGHT-IN LANDING RWY 9

	ILS DA(H) 1265′ (250′) FULL	ILS DA(H) 1265′ (250′) RAIL or ALS out	LOC (GS out) MDA(H) 1420′ (405′)	LOC (GS out) MDA(H) 1420′ (405′) RAIL out	LOC (GS out) MDA(H) 1420′ (405′) ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾		RVR 40 or ¾		RVR 50 or 1	90	1540′ (514′) -1
B						120	
C			RVR 40 or ¾	RVR 60 or 1¼		140	1540′ (514′) -1½
D						165	1580′ (554′) -2

CIRCLE-TO-LAND

CHANGES: Procedure.

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D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

BRIEFING STRIP™

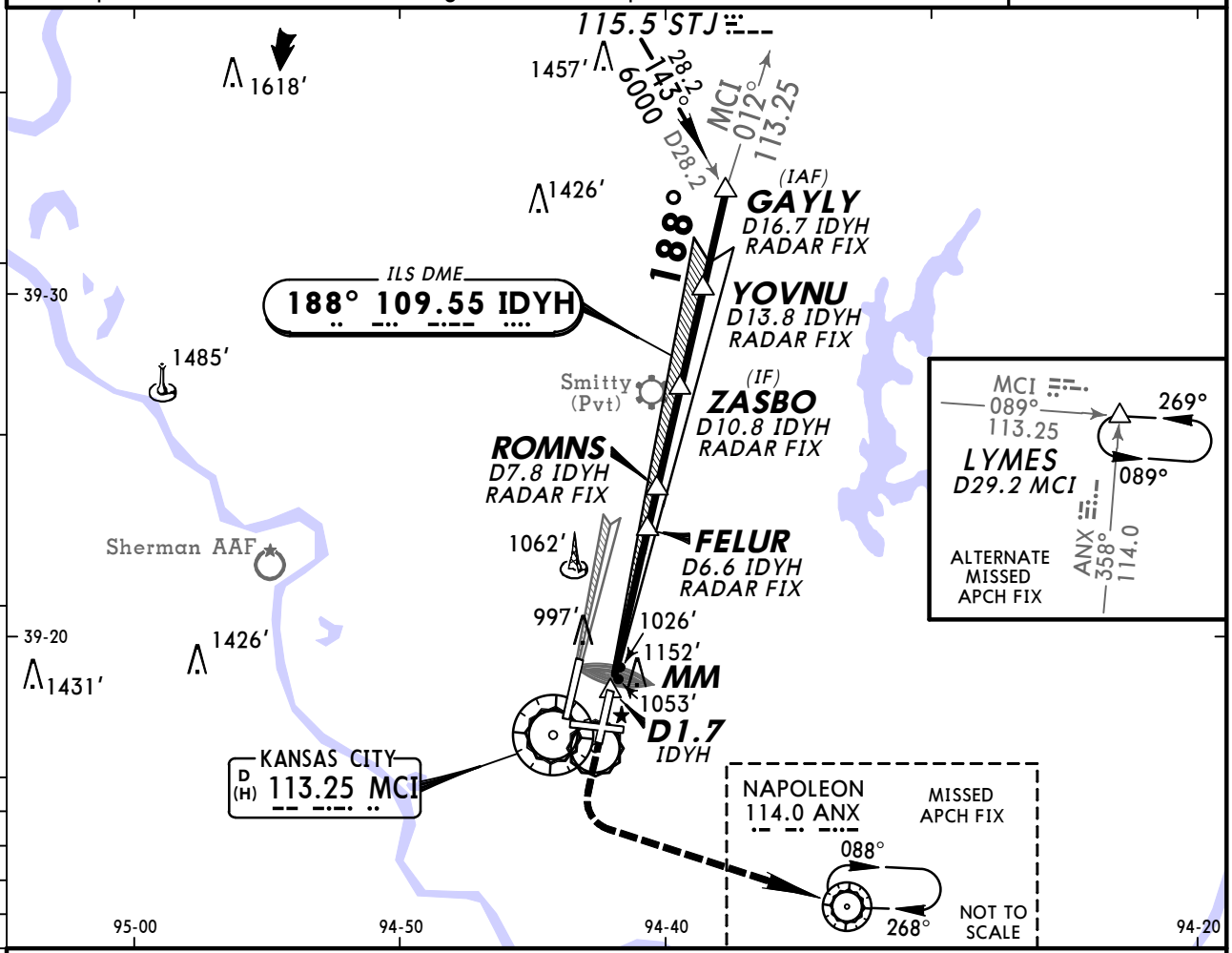
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1026′
IDYH 109.55	188°	FELUR 2600′ (1606′)	1194′ (200′)	TDZE 994′

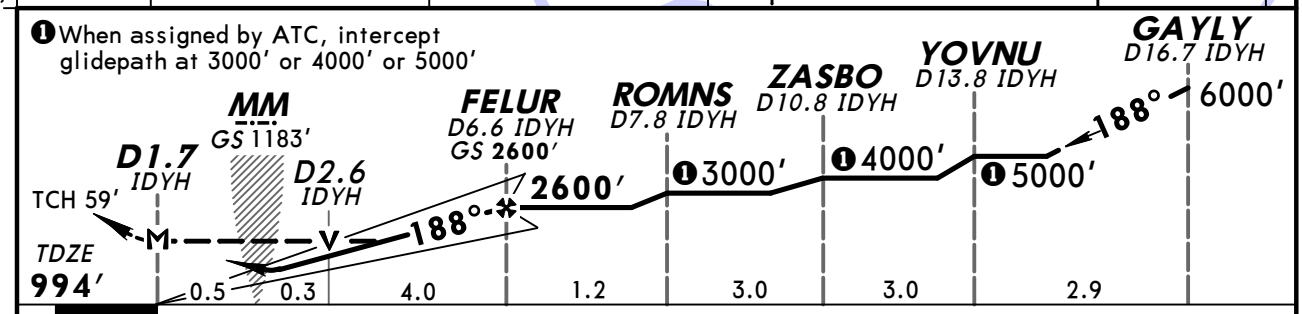
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 4000′ direct ANX VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Simultaneous approach authorized with Runway 19R.
3. LOC procedures not authorized during simultaneous operations.

3100′
MSA MCI VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.7 IDYH or FELUR to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR | 1500′ | 4000′ LT | D | ANX 114.0

STRAIGHT-IN LANDING RWY 19L

	ILS DA(H) 1194′ (200′)			LOC (GS out) MDA(H) 1300′ (306′)		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B						
C						
D				RVR 40 or ¾	RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1540′ (514′)-1
120	
140	1540′ (514′)-1½
165	1580′ (554′)-2

TERPS AMEND 1

CHANGES: Procedure.

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BRIEFING STRIP ™

D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

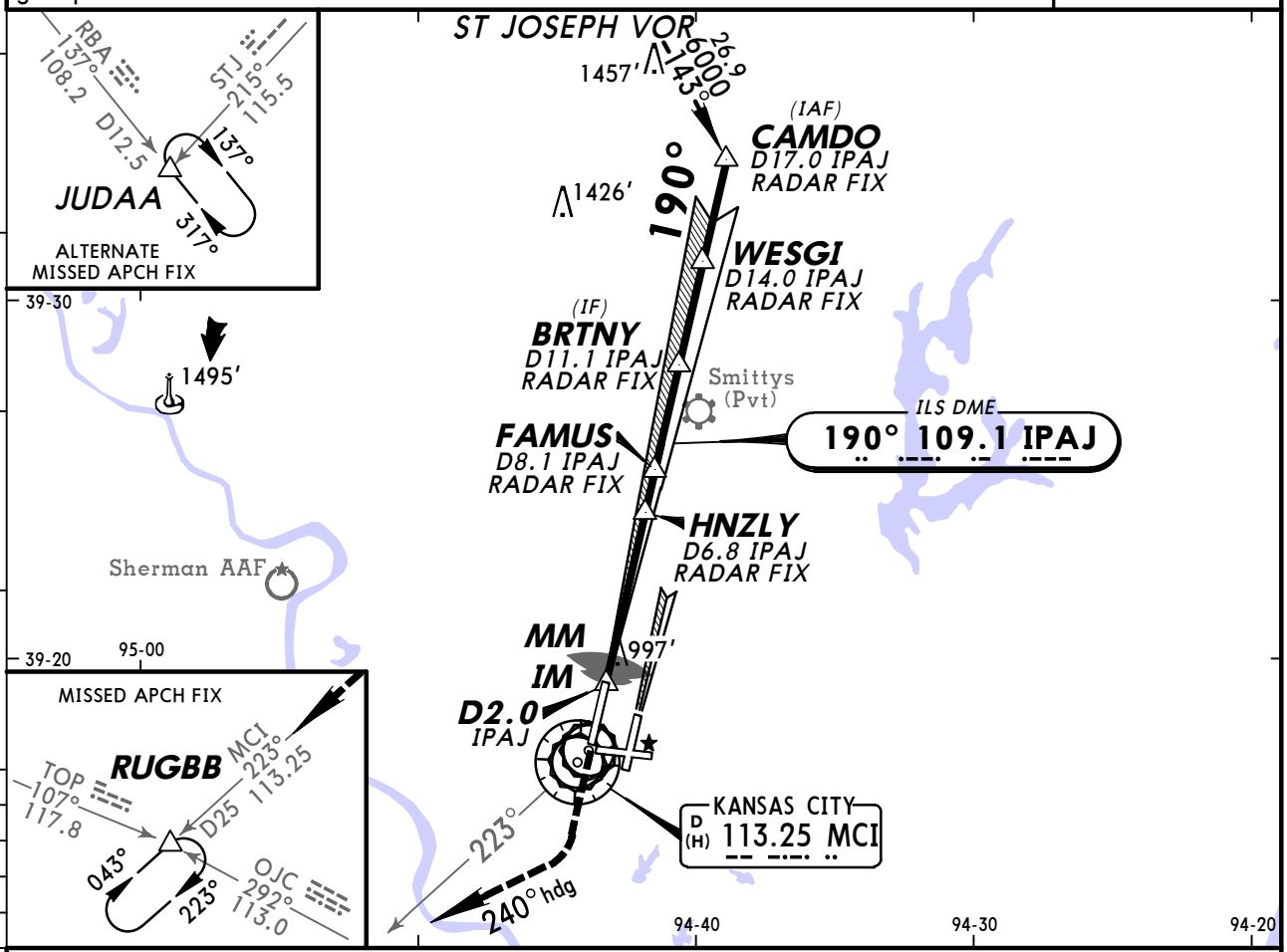
LOC IPAJ	Final Apch Crs	GS HNZLY	ILS DA(H)	Apt Elev 1026′
109.1	190°	2600′ (1611′)	1189′ (200′)	TDZE 989′

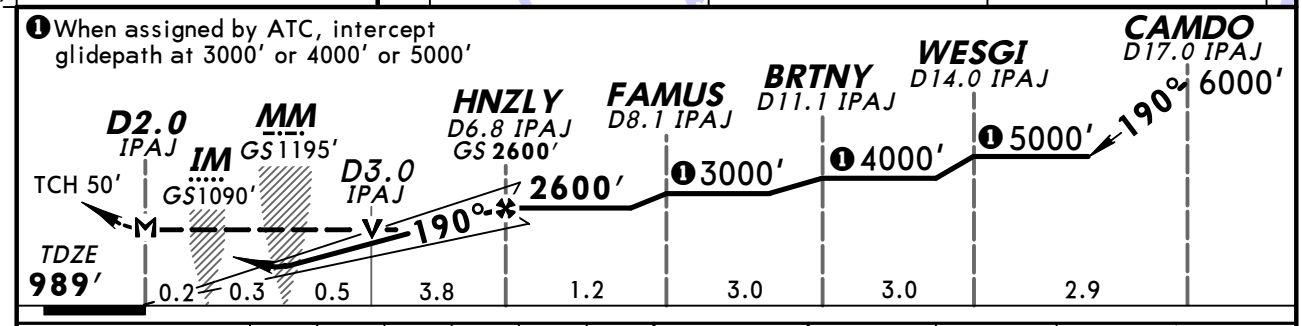
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 4000′ via heading 240° and MCI VOR R-223 to RUGBB INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Simultaneous approach authorized with Rwy 19L. 3. LOC procedure not authorized during simultaneous operations. 4. VGSI and ILS glidepath not coincident.

3100′
MSA MCI VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D2.0 IPAJ or HNZLY to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

ALSF-II PAPI | 2000′ | 4000′ RT via 240° hdg

TERPS AMEND 10A 13 JAN 2011

	STRAIGHT-IN LANDING RWY19R ILS DA(H) 1189′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1360′ (371′)	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	1540′ (514′) - 1
B						120	
C						140	1540′ (514′) - 1½
D				RVR 40 or ¾	RVR 60 or 1¼	165	1580′ (554′) - 2

CHANGES: Final approach course.

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KMCI/MCI
KANSAS CITY INTL

JEPPESEN

7 JAN 11 (41-5A)

KANSAS CITY, MO
ILS Rwy 19R CAT II & III

BRIEFING STRIP ™

D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

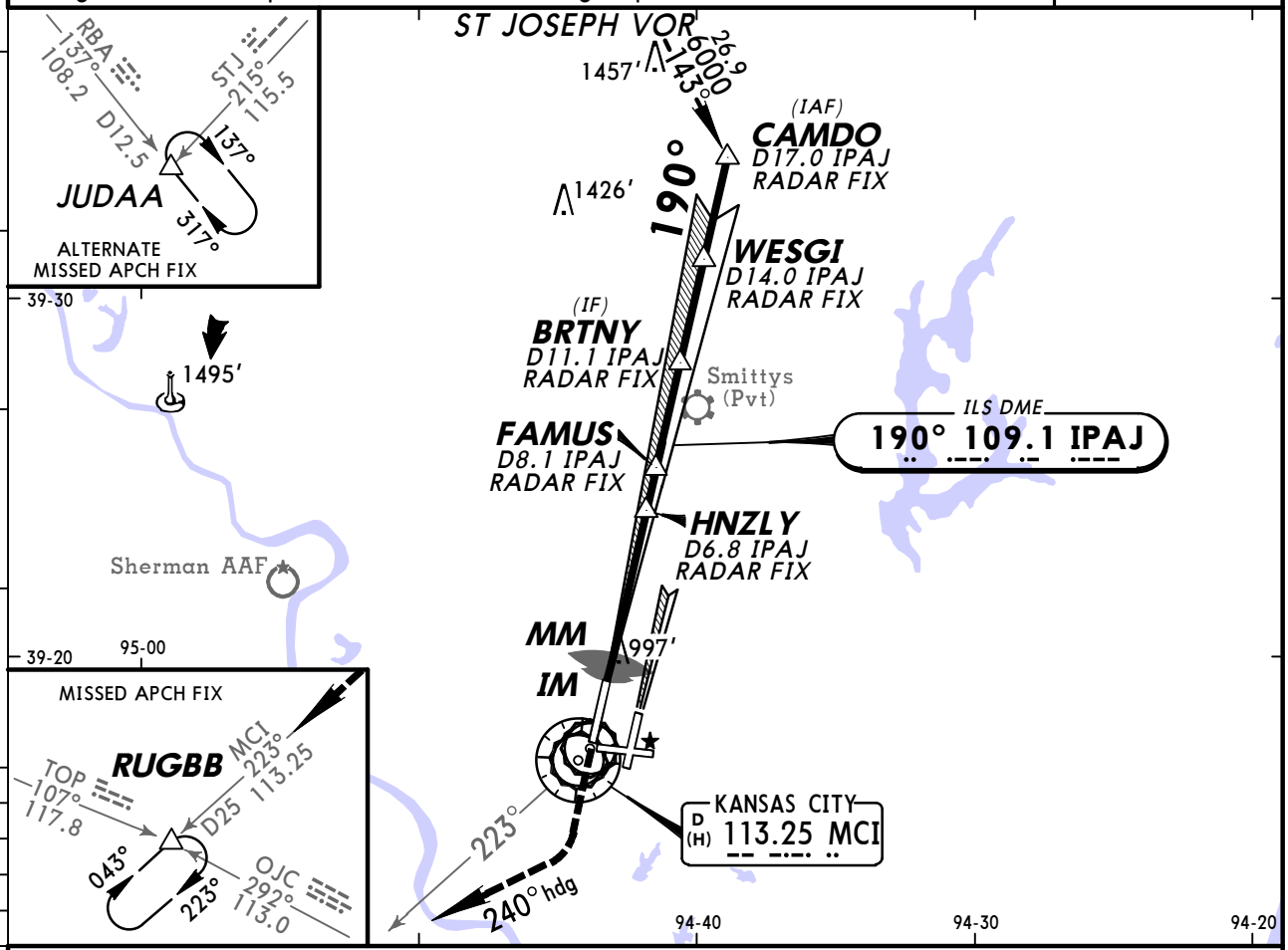
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IPAJ 109.1	190°	HNZLY 2600′ (1611′)	NA	Refer to Minimums		RA 117′ DA(H) 1089′(100′)	1026′ TDZE 989′

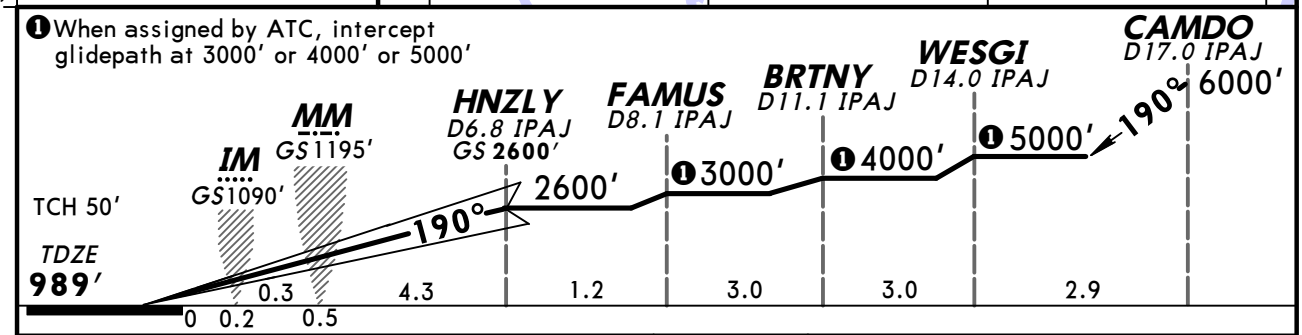
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 4000′ via heading 240° and MCI VOR R-223 to RUGBB INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 19L. 4. LOC procedure not authorized during simultaneous operations. 5. VGSI and ILS glidepath not coincident.

3100′
MSA MCI VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II
PAPI

2000′

4000′ RT via 240° hdg

STRAIGHT-IN LANDING RWY **19R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 117′ DA(H) 1089′(100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 10A 13 JAN 2011

CHANGES: Final approach course.

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BRIEFING STRIP™

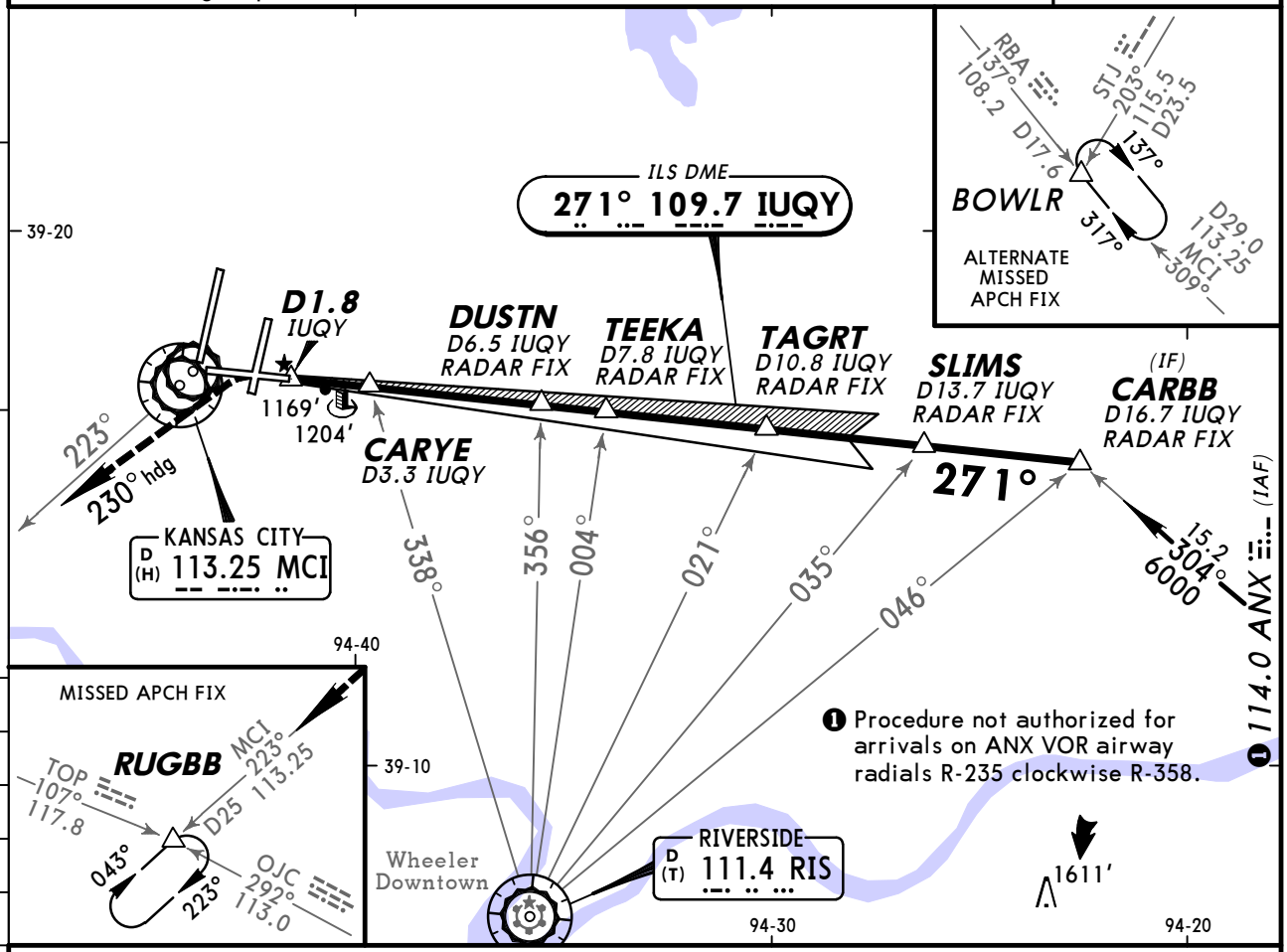
D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

LOC IUQY	Final Apch Crs	GS DUSTN	ILS DA(H)	Apt Elev 1026'
109.7	271°	2600' (1574')	1226' (200')	TDZE 1026'

MISSED APCH: Climb to 1600' then climbing LEFT turn to 4000' via heading 230° and MCI VOR R-223 to RUGBB INT and hold.

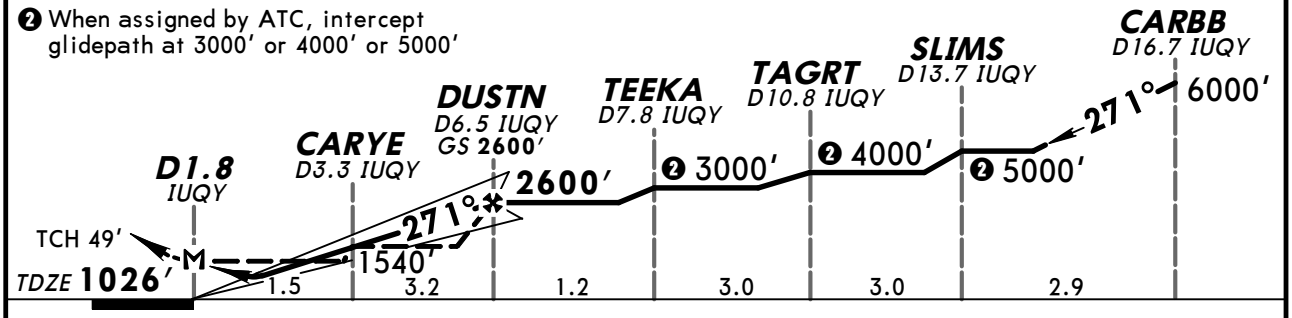
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. VGSI and ILS glidepath not coincident.

3100'
MSA MCI VOR



❶ Procedure not authorized for arrivals on ANX VOR airway radials R-235 clockwise R-358.

❷ When assigned by ATC, intercept glidepath at 3000' or 4000' or 5000'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.8 IUQY or DUSTN to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR PAPI 1600' 4000' via LT 230° hdg

TERPS AMEND 2

STRAIGHT-IN LANDING RWY 27

	❶ ILS DA(H) 1226' (200')		LOC (GS out) MDA(H) 1440' (414') With CARYE			LOC (GS out) MDA(H) 1540' (514') Without CARYE			CIRCLE-TO-LAND	
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts.	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1540' (514') -1
B									120	
C			RVR 40 or ¾	RVR 60 or 1¼		RVR 50 or 1	1½		140	1540' (514') -1½
D						RVR 60 or 1¼	1¾		165	1580' (554') -2

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure.

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D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

BRIEFING STRIP™

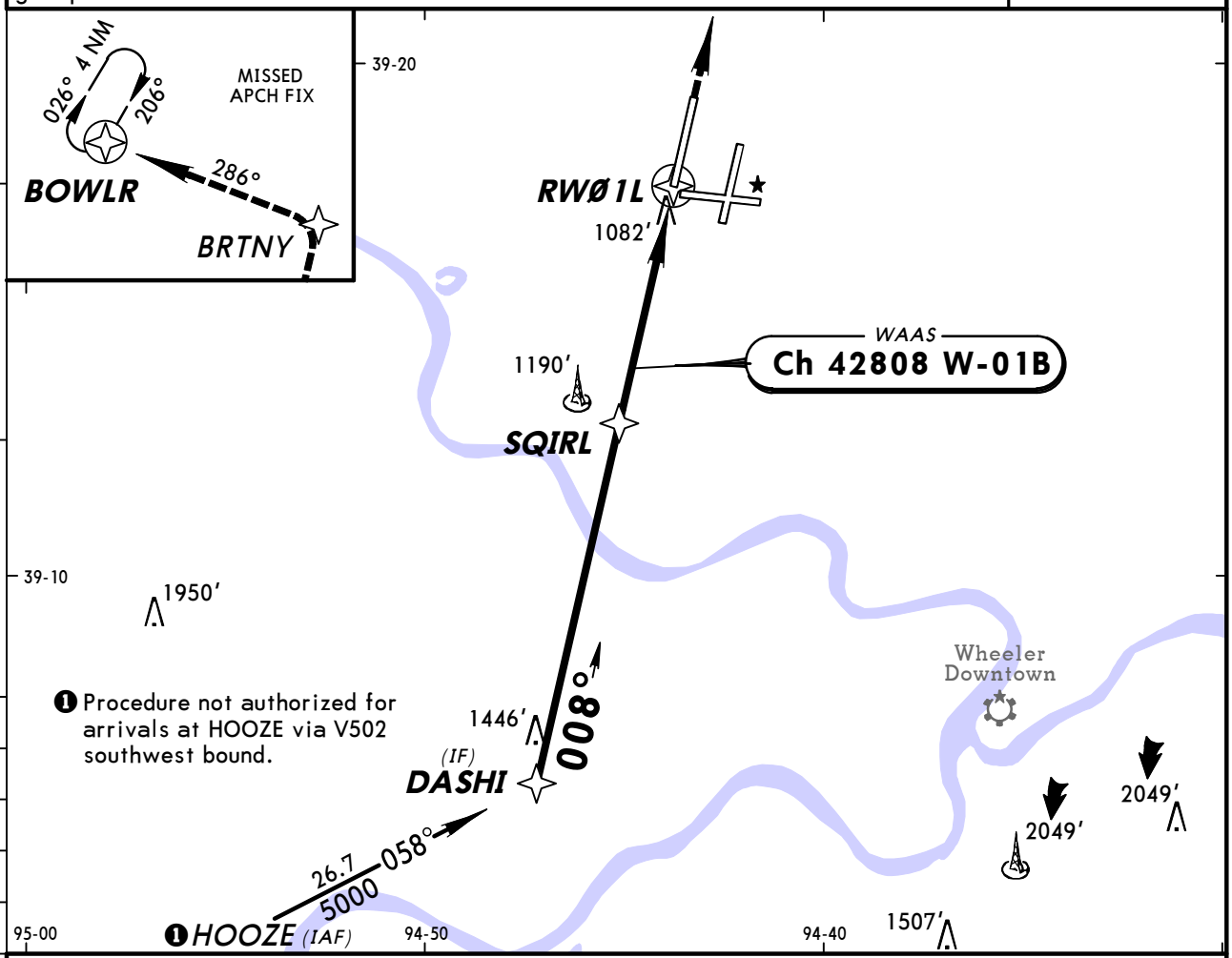
WAAS	Final Apch Crs	Minimum Alt SQIRL	LPV DA(H)	Apt Elev 1026′
Ch 42808 W-01B	008°	2600′ (1589′)	1304′ (293′)	TDZE 1011′

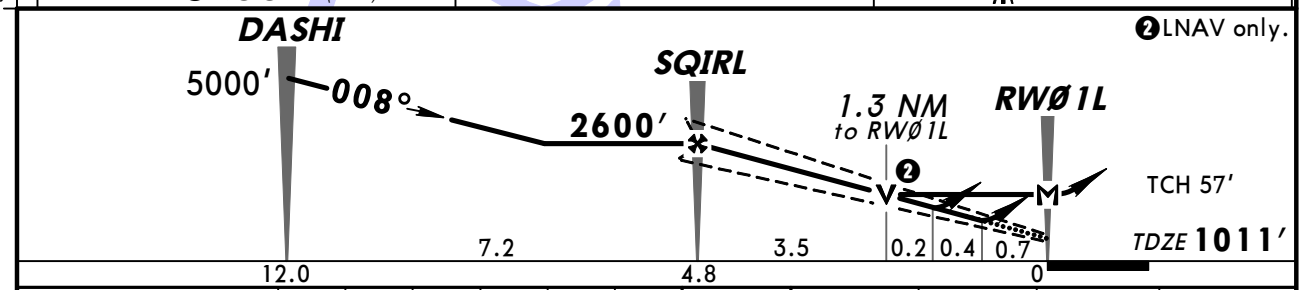
MISSED APCH: Climb to 4000′ direct BRTNY and via 286° track to BOWLR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

3100′
MSA RWØ1L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1L						

MALSR
PAPI
4000′
BRTNY

STRAIGHT-IN LANDING RWY 1L

	LPV DA(H) 1304′ (293′)		LNAV/VNAV DA(H) 1420′ (409′)		LNAV MDA(H) 1480′ (469′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1540′(514′)-1
120	
140	1540′(514′)-1½
165	1580′(554′)-2

TERPS AMEND 1

CHANGES: None.

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BRIEFING STRIP™

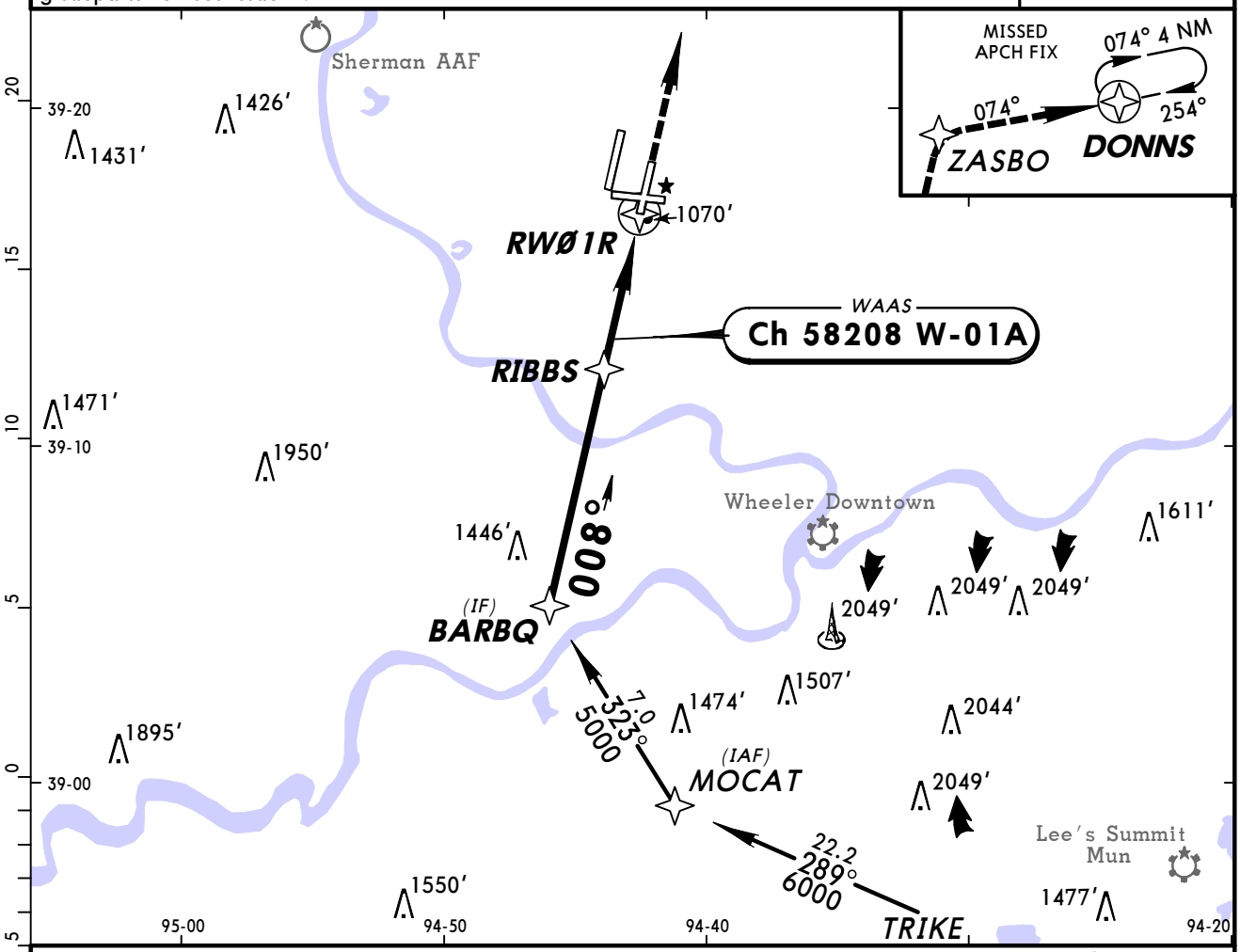
D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

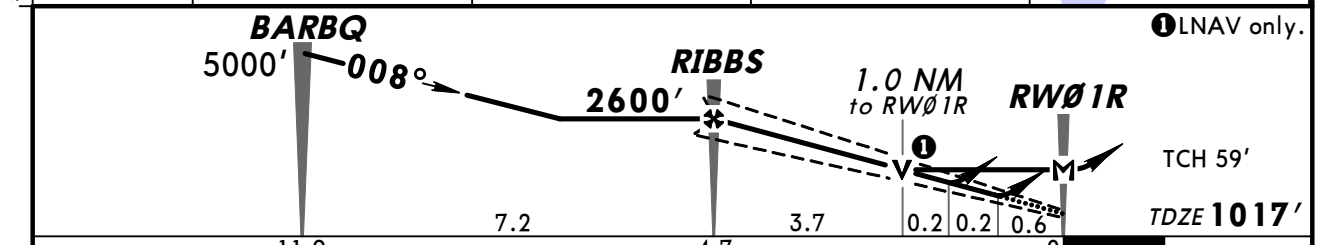
WAAS	Final Apch Crs	Minimum Alt RIBBS	LPV DA(H)	Apt Elev 1026′
Ch 58208 W-01A	008°	2600′ (1583′)	1267′ (250′)	TDZE 1017′

MISSED APCH: Climb to 4000′ direct ZASBO and via 074° track direct DONNS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

3100′
MSA RWØ1R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1R						

ALSF-II PAPI 4000′ ZASBO

STRAIGHT-IN LANDING RWY 1R

	LPV DA(H) 1267′ (250′)		LNAV/VNAV DA(H) 1326′ (309′)		LNAV MDA(H) 1400′ (383′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1
B						
C						
D			RVR 40 or ¾		RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1540′(514′)-1
120	
140	1540′(514′)-1½
165	1580′(554′)-2

TERPS AMEND 1A 14 JAN 2010

CHANGES: DOREE renamed MOCAT.

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D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

BRIEFING STRIP™

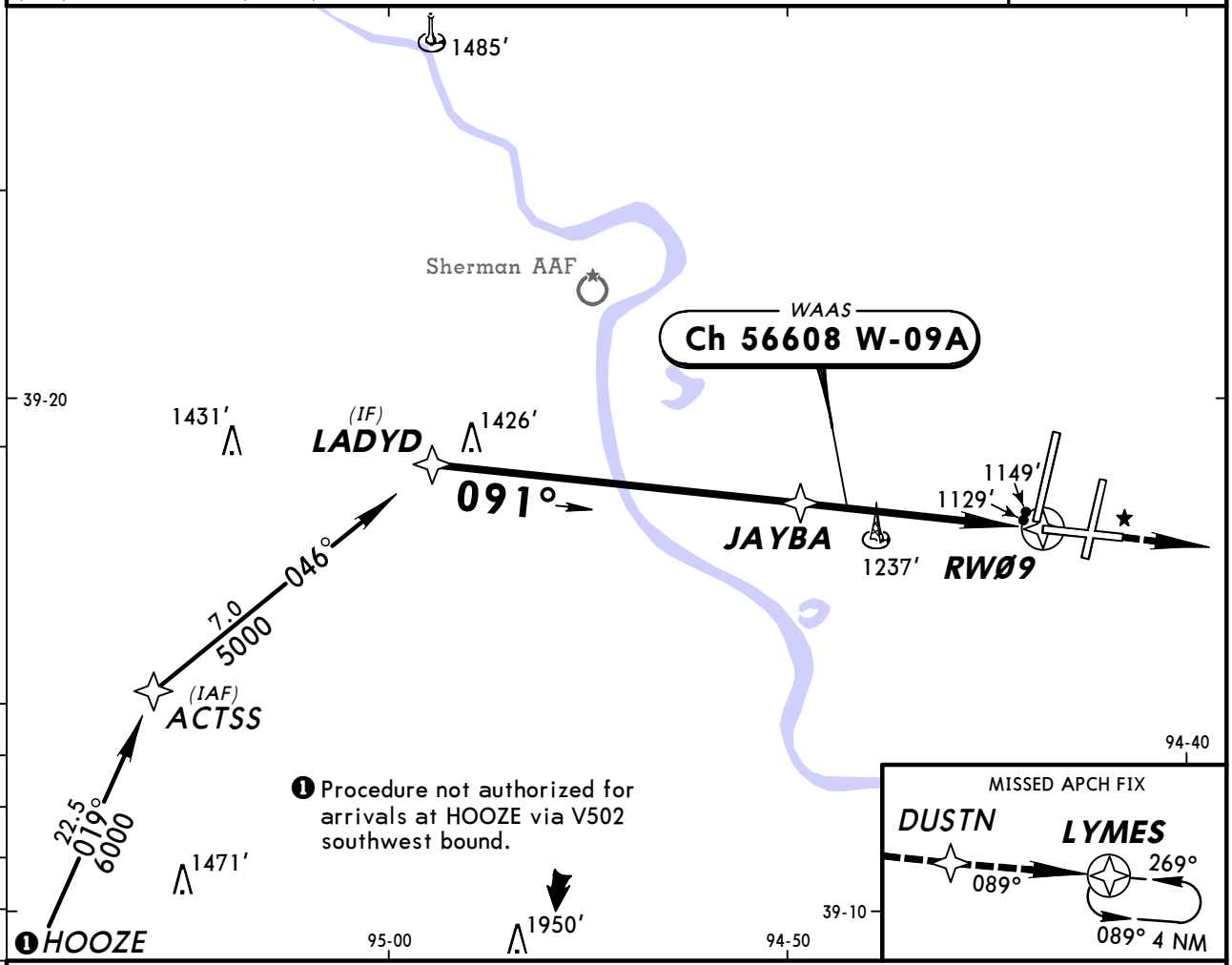
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1026′
Ch 56608 W-09A	091°	JAYBA 2600′ (1585′)	1315′ (300′)	TDZE 1015′

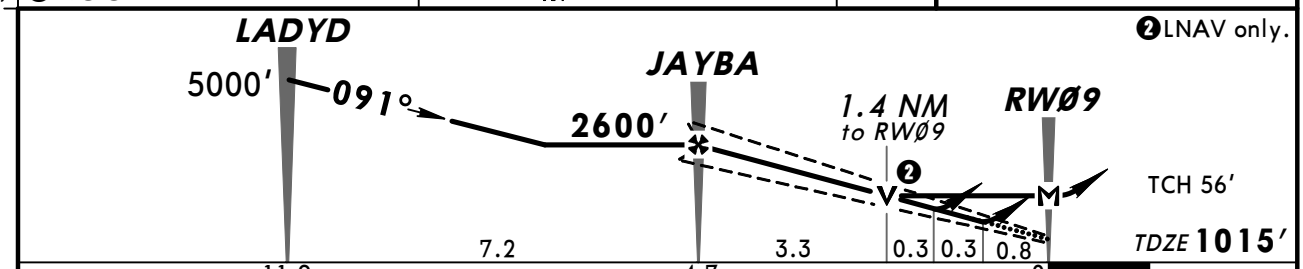
MISSED APCH: Climb to 4000′ direct DUSTN and via 089° track to LYMES and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.3 not authorized.

3100′
MSA RWØ9





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9						

MALSR 4000′ DUSTN

STRAIGHT-IN LANDING RWY 9

	LPV DA(H) 1315′ (300′)	LNAV/VNAV DA(H) 1419′ (404′)	LNAV MDA(H) 1500′ (485′)	
	RAIL or ALS out	RAIL or ALS out	RAIL out	ALS out
A	RVR 50 or 1	1½	RVR 40 or ¾	RVR 50 or 1
B				
C			RVR 40 or ¾	RVR 60 or 1¼
D			RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1540′(514′)-1
120	
140	1540′(514′)-1½
165	1580′(554′)-2

AMEND 1 TERPS

CHANGES: Procedure.

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D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

BRIEFING STRIP™

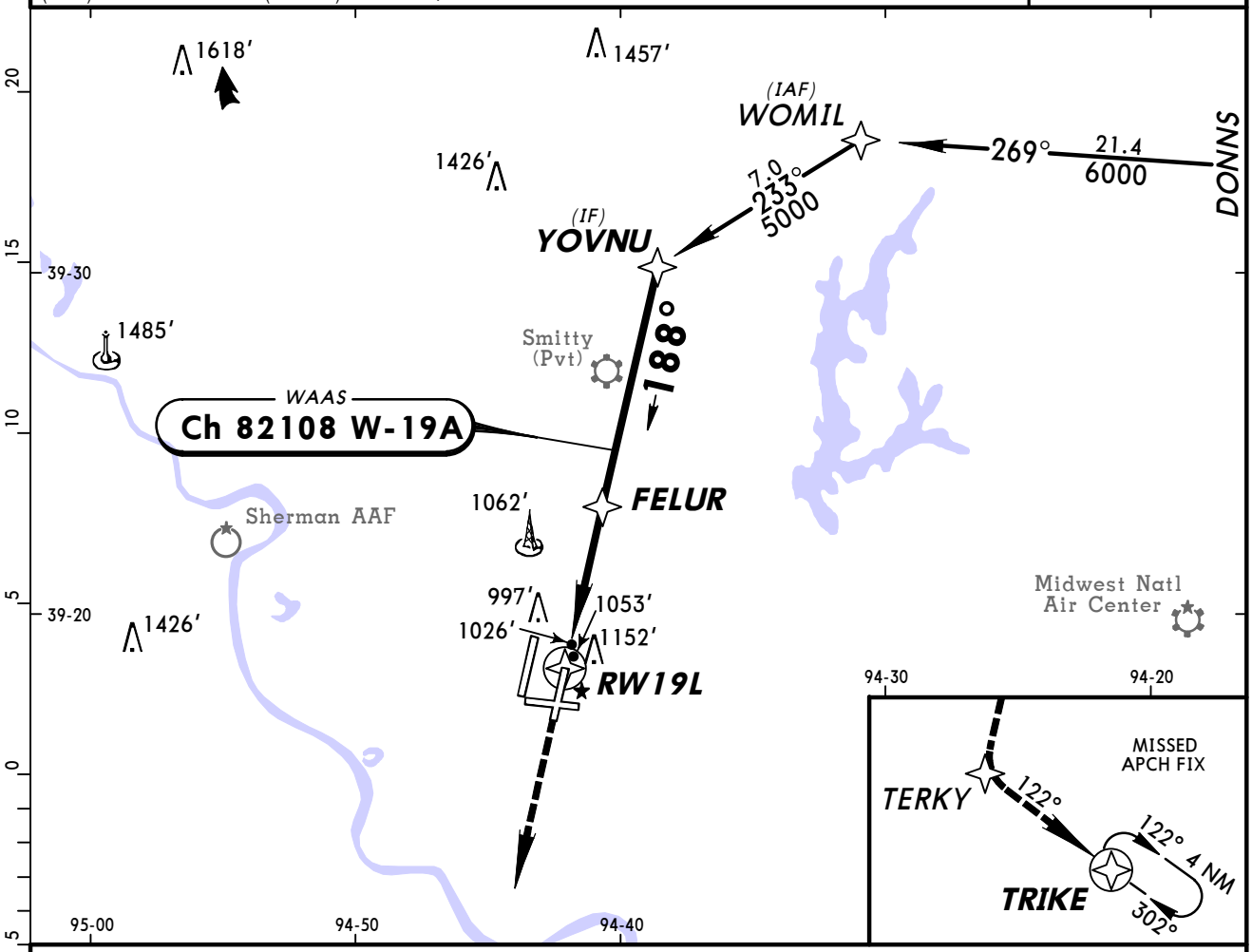
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1026′
Ch 82108 W-19A	188°	FELUR 2600′ (1606′)	1244′ (250′)	TDZE 994′

MISSED APCH: Climb to 4000′ direct TERKY and via 122° track direct TRIKE and hold.

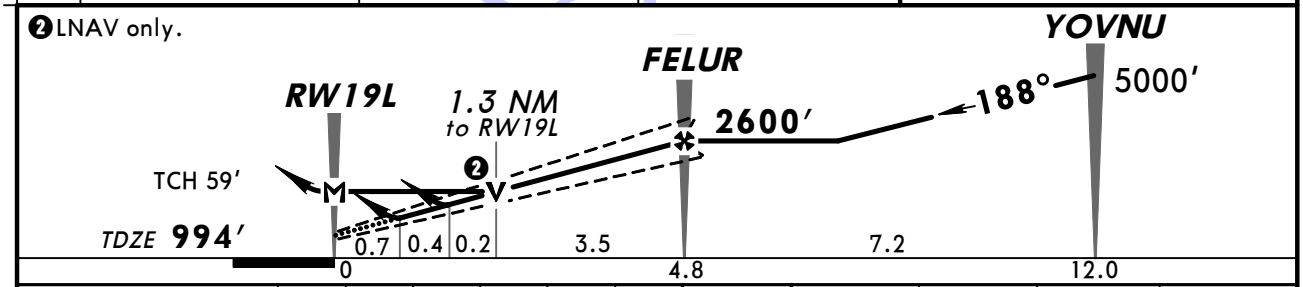
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.3 not authorized.

3100′
MSA RW19L



❷LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19L						

MALSR 4000′ TERKY

STRAIGHT-IN LANDING RWY 19L

	LPV DA(H) 1244′ (250′)		LNAV/VNAV DA(H) 1397′ (403′)		LNAV MDA(H) 1440′ (446′)			CIRCLE-TO-LAND	
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1540′(514′)-1
B								120	
C					RVR 40 or ¾	RVR 60 or 1¼		140	1540′(514′)-1½
D					RVR 50 or 1	1½		165	1580′(554′)-2

TERPS AMEND 1

CHANGES: Chart reindexed, procedure.

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BRIEFING STRIP™

D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

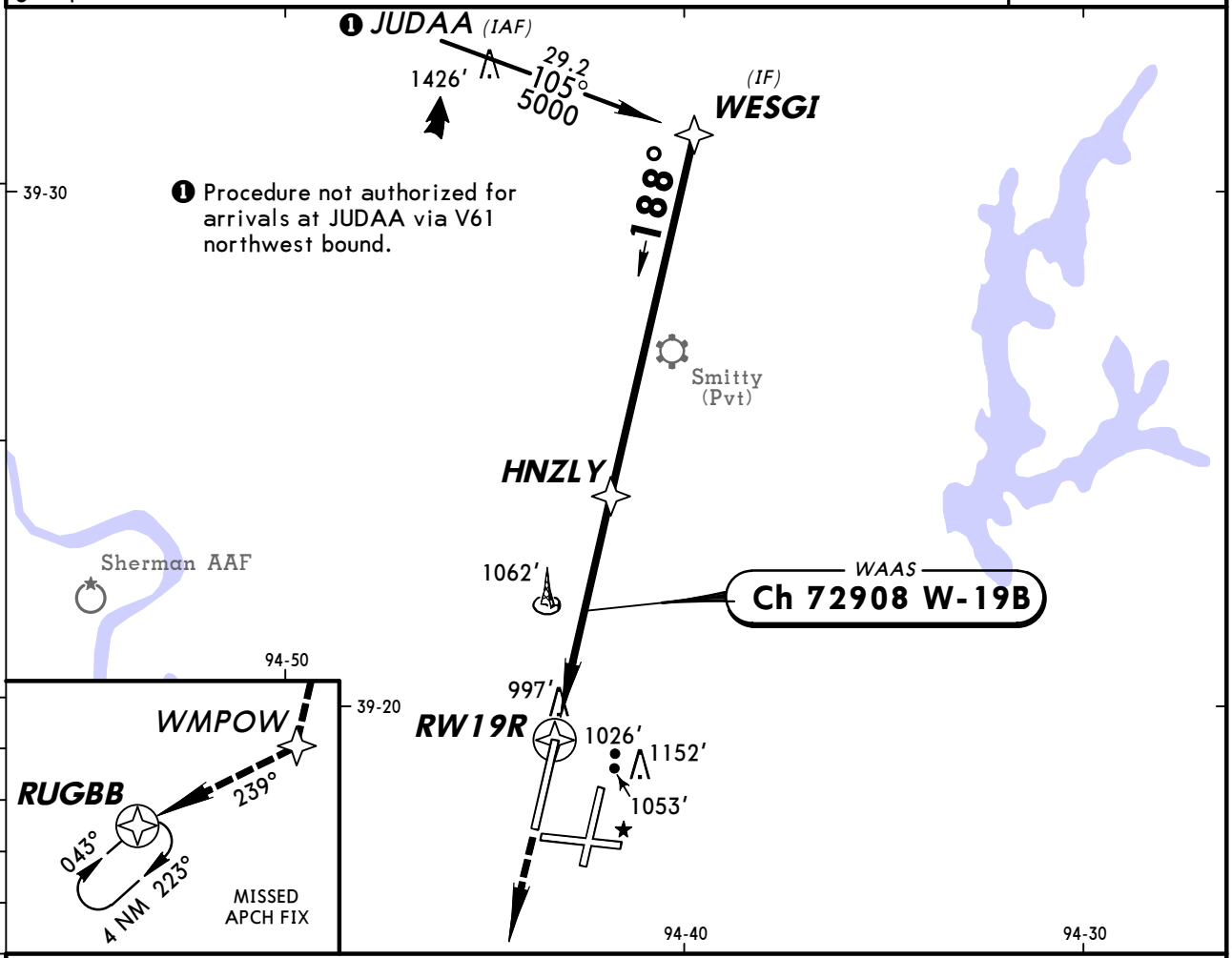
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1026′
Ch 72908 W-19B	188°	HNZLY 2600′ (1611′)	1239′ (250′)	TDZE 989′

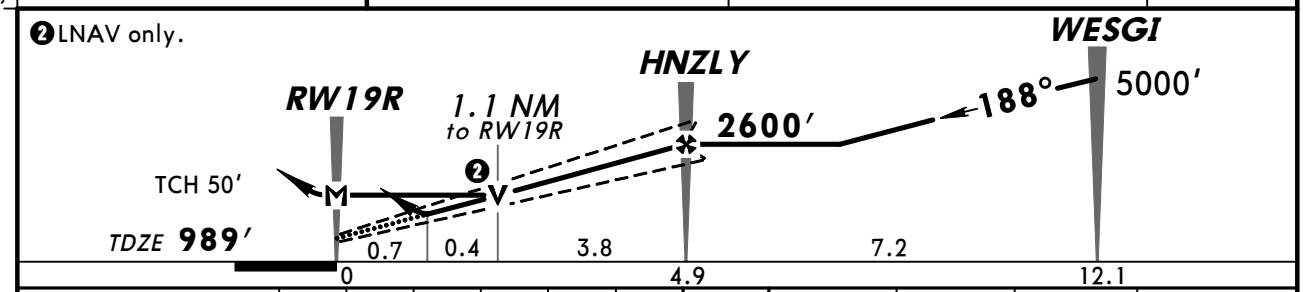
MISSED APCH: Climb to 4000′ direct WMPOW and via 239° track to RUGBB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.

3100′
MSA RW19R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19R						

ALSF-II PAPI 4000′ D WMPOW

STRAIGHT-IN LANDING RWY 19R

	LPV DA(H) 1239′ (250′)		LNAV/VNAV DA(H) 1260′ (271′)		LNAV MDA(H) 1380′ (391′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1
B						
C						
D			RVR 40 or ¾		RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1540′(514′)-1
120	
140	1540′(514′)-1½
165	1580′(554′)-2

AMEND 1 TERPS

CHANGES: Chart reindexed, procedure.

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BRIEFING STRIP™

D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

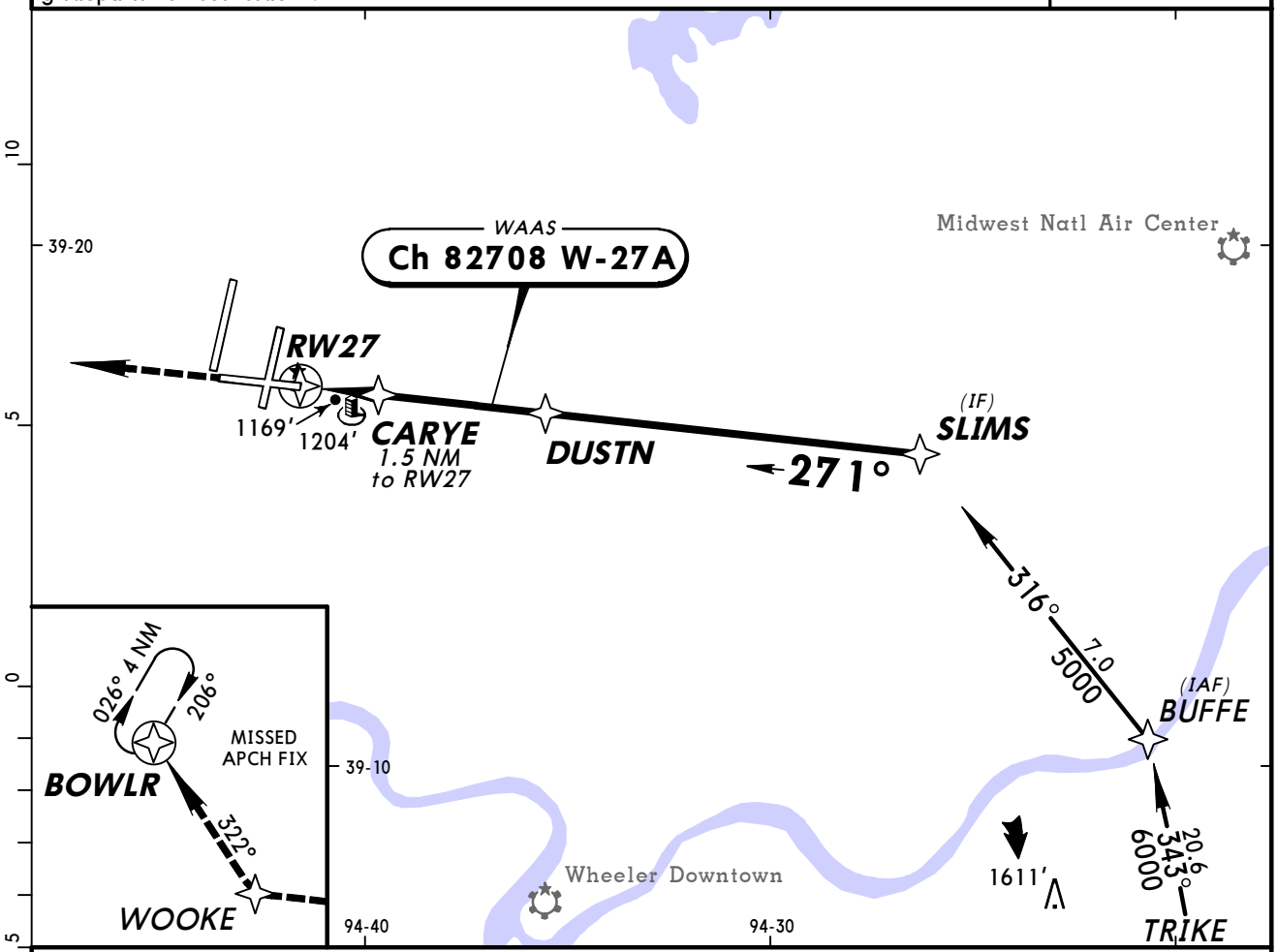
WAAS	Final Apch Crs	Minimum Alt DUSTN	LPV DA(H)	Apt Elev 1026′
Ch 82708 W-27A	271°	2600′ (1574′)	1276′ (250′)	TDZE 1026′

MISSED APCH: Climb to 4000′ direct WOOKE and via 322° track to BOWLR and hold.

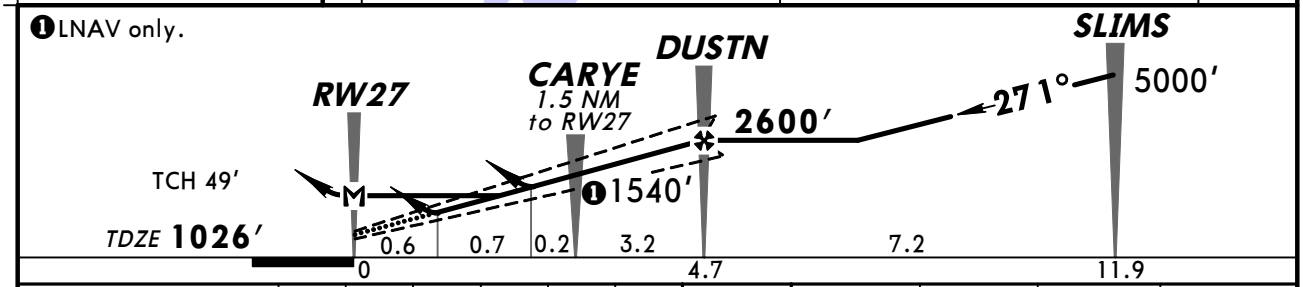
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.

3100′
MSA RW27



❶LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW27						

MALSR
PAPI
4000′
WOOKE

STRAIGHT-IN LANDING RWY 27

	LPV DA(H) 1276′ (250′)		LNAV/VNAV DA(H) 1495′ (469′)		LNAV MDA(H) 1460′ (434′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1540′(514′)-1
120	
140	1540′(514′)-1½
165	1580′(554′)-2

AMEND 1
TERPS

CHANGES: Chart reindexed, procedure.

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D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

BRIEFING STRIP ™

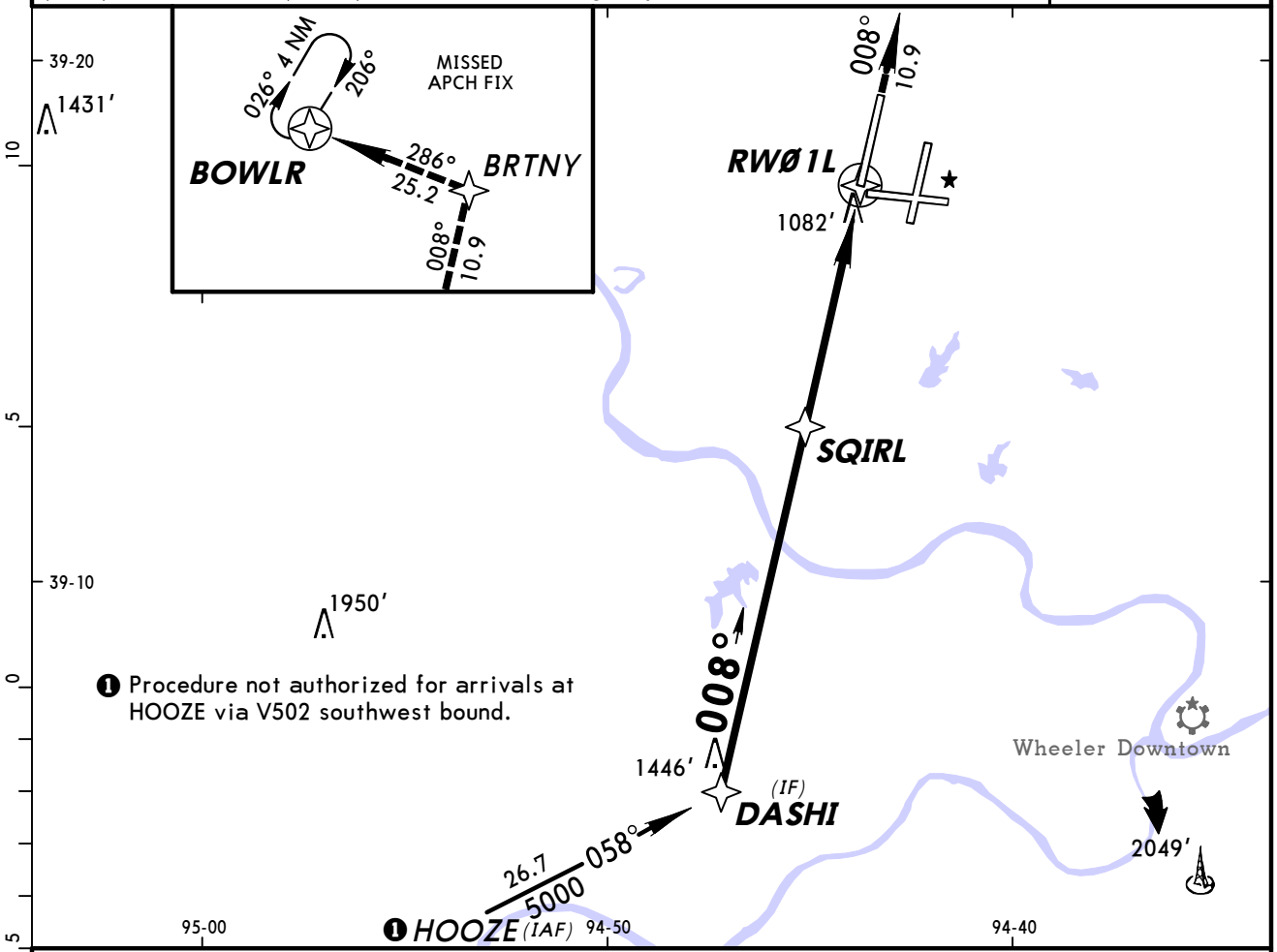
RNAV	Final Apch Crs	Minimum Alt SQIRL	RNP 0.19 DA(H)	Apt Elev 1026′
	008°	2600′ (1589′)	1261′ (250′)	TDZE 1011′

MISSED APCH: Climb to 4000′ via 008° track to BRTNY and via 286° track to BOWLR and hold.

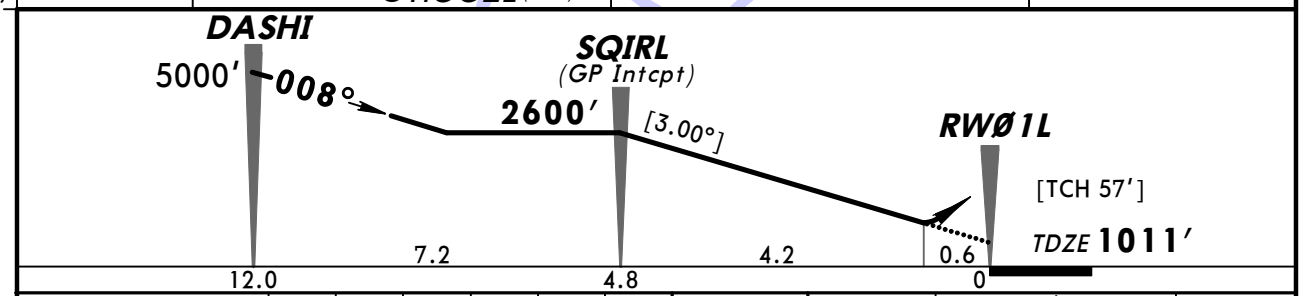
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS Required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -1°C (30°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.

3100′
MSA RWØ1L



❶ Procedure not authorized for arrivals at HOOZE via V502 southwest bound.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
4000′ via 008°
BRTNY

STRAIGHT-IN LANDING RWY1L

	❶ RNP 0.19 DA(H) 1261′ (250′)		RNP 0.30 DA(H) 1371′ (360′)	
	RAIL out	ALS out	RAIL out	ALS out
A				
B				
C	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼
D				

❶ Missed approach requires minimum climb of 375′/NM to 1600′.

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KMCI/MCI
KANSAS CITY INTL

JEPPESEN

24 JUN 11 (42-21)

KANSAS CITY, MO
RNAV (RNP) Z Rwy 1R

BRIEFING STRIP ™

D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

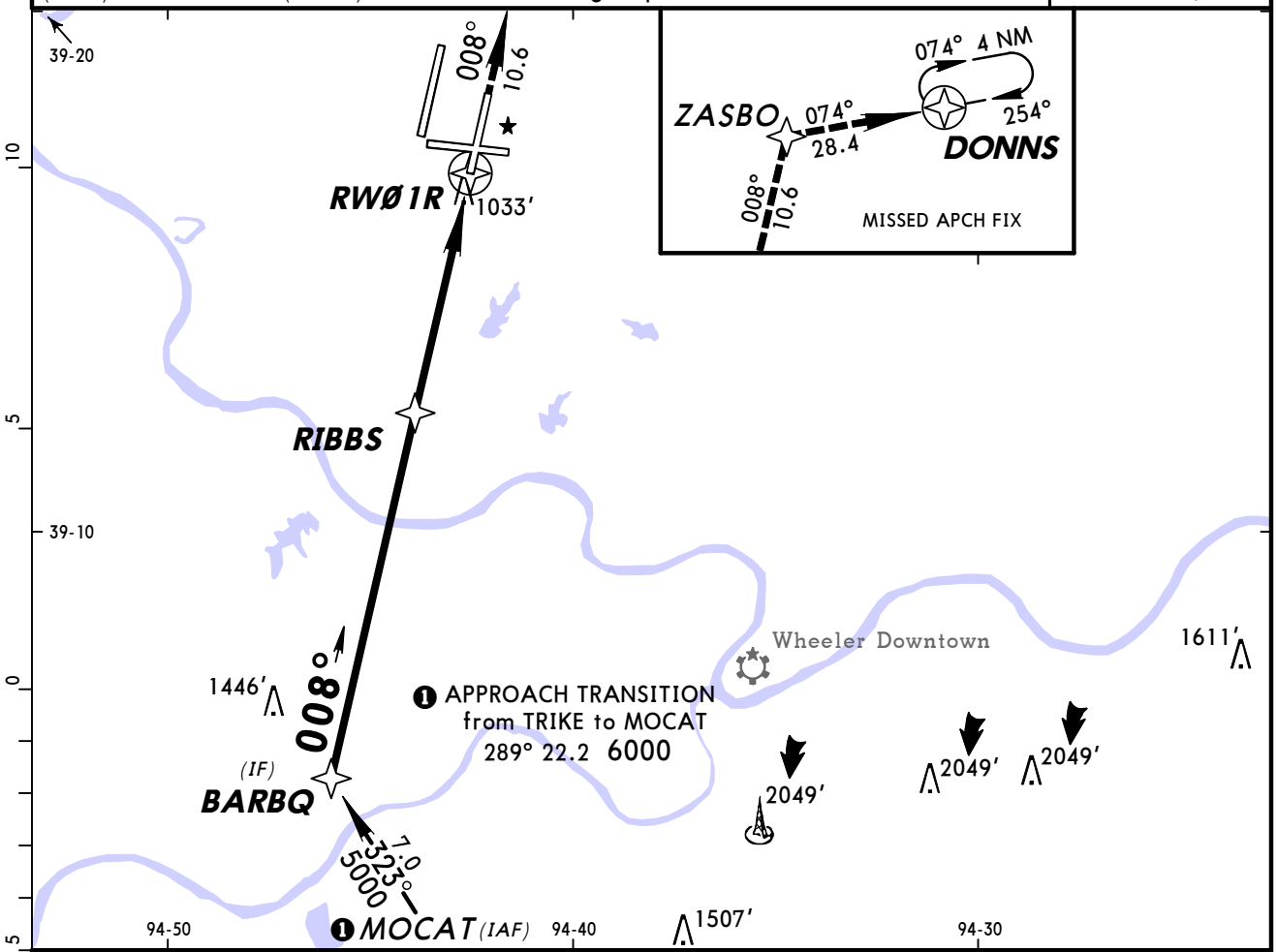
RNAV	Final Apch Crs	Minimum Alt RIBBS	RNP 0.15 DA(H)	Apt Elev 1026′
	008°	2600′ (1584′)	1285′ (269′)	TDZE 1016′

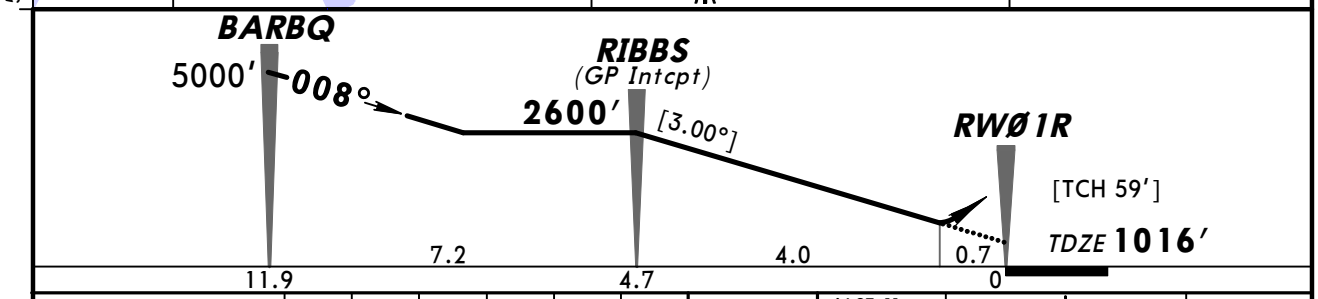
MISSED APCH: Climb to 4000′ via 008° track to ZASBO and via 074° track to DONNS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS Required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -1°C (29°F) or above 46°C (115°F). 4. VGSI and RNAV glidepath not coincident.

3100′
MSA RWØ1R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI

4000′ via 008° ZASBO

STRAIGHT-IN LANDING RWY1R

	RNP 0.15 DA(H) 1285′ (269′)		RNP 0.30 DA(H) 1324′ (308′)	
		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 60 or 1¼
B				
C				
D				

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note, minimums.

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KMCI/MCI
KANSAS CITY INTL

JEPPESEN

24 JUN 11 (42-22)

KANSAS CITY, MO
RNAV (RNP) Z Rwy 9

BRIEFING STRIP ™

D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

RNAV	Final Apch Crs	Minimum Alt JAYBA	RNP 0.15 DA(H)	Apt Elev 1026′
	091°	2600′ (1585′)	1355′ (340′)	TDZE 1015′

MISSED APCH: Climb to 4000′ via 091° track to DUSTN and via 089° track to LYMES and hold.

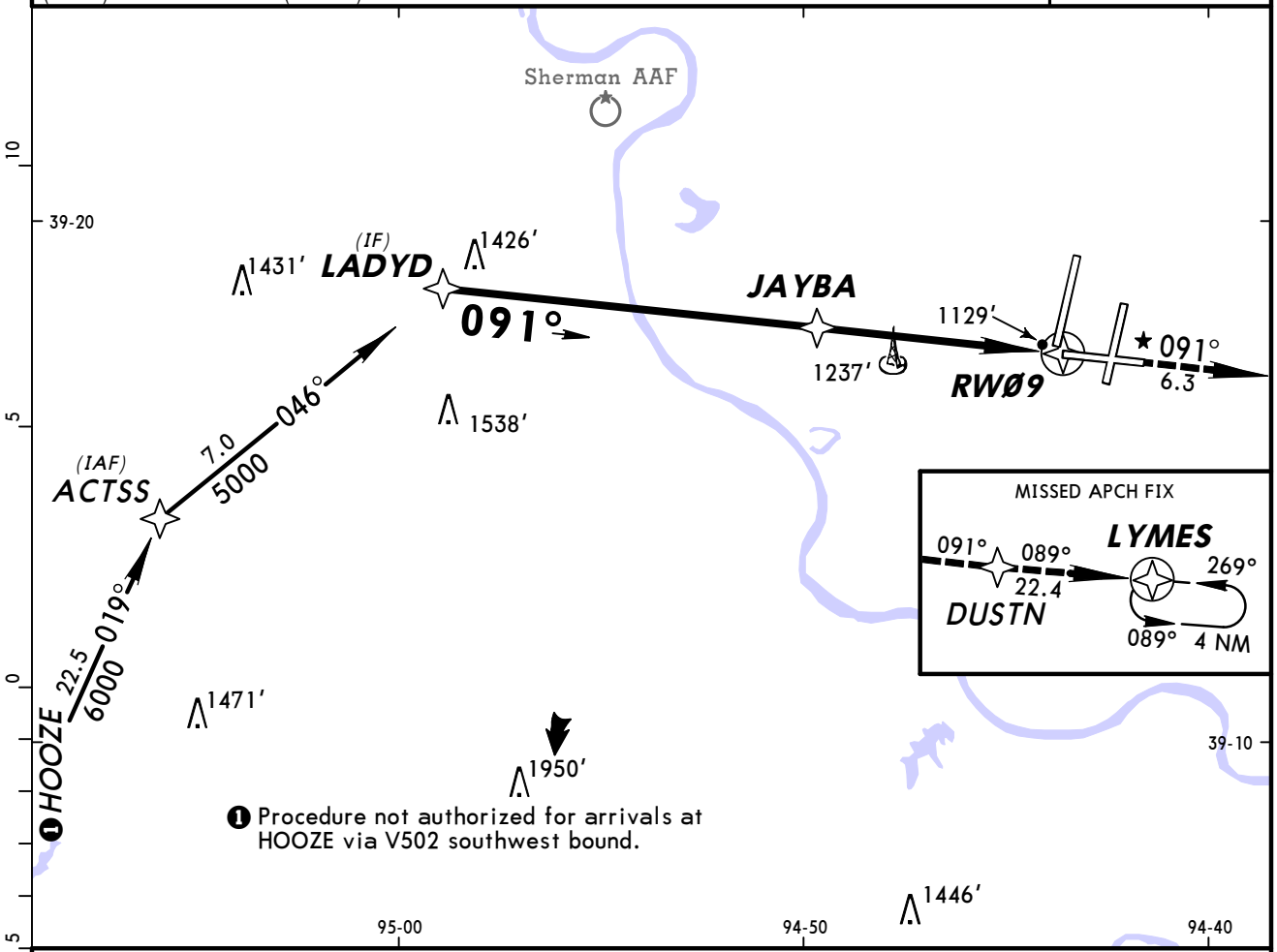
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS Required.

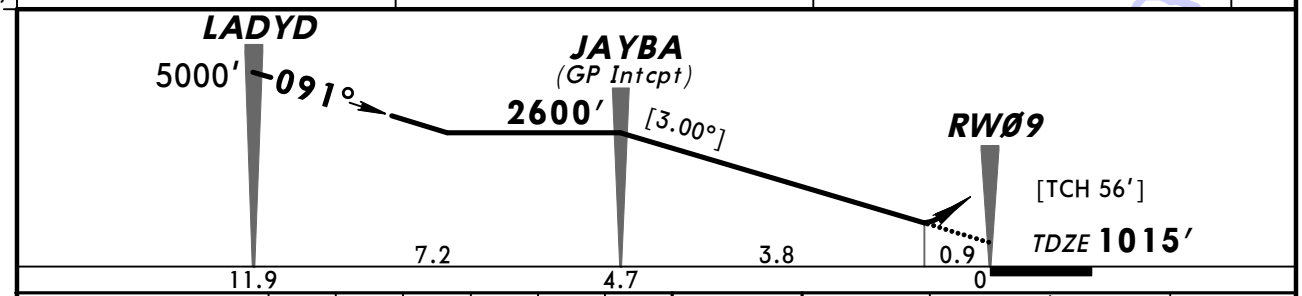
3. For uncompensated Baro-VNAV systems, procedure not authorized below -1°C (31°F) or above 46°C (114°F).

3100′

MSA RWØ9



❶ Procedure not authorized for arrivals at HOOZE via V502 southwest bound.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR

4000′ via 091° DUSTN

STRAIGHT-IN LANDING RWY9

	RNP 0.15 DA(H) 1355′ (340′)		RNP 0.30 DA(H) 1392′ (377′)	
	RAIL out	ALS out	RAIL out	ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 40 or ¾	RVR 60 or 1¼
B				
C				
D				

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP ™

D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

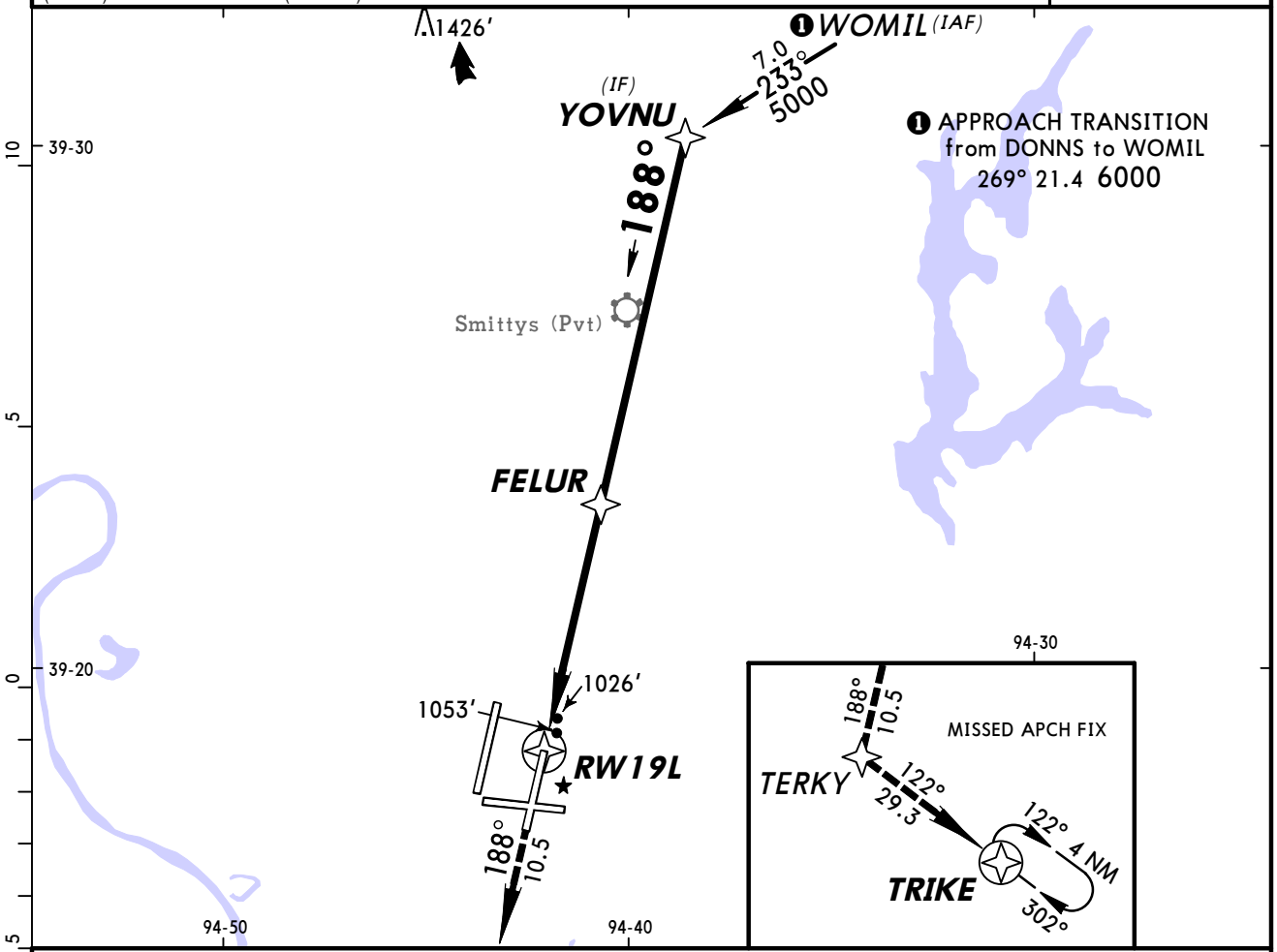
RNAV	Final Apch Crs	Minimum Alt FELUR	RNP 0.15 DA(H)	Apt Elev 1026′
	188°	2600′ (1606′)	1302′ (308′)	TDZE 994′

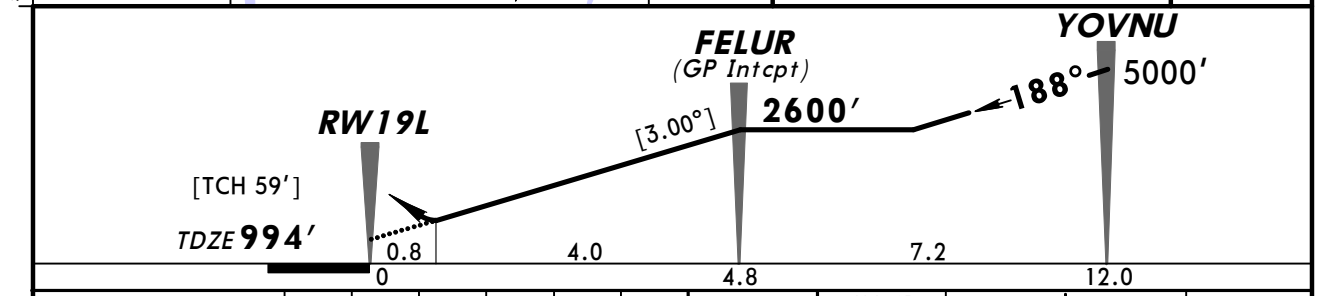
MISSED APCH: Climb to 4000′ via 188° track to TERKY and via 122° track to TRIKE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS Required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -1°C (29°F) or above 46°C (116°F).

3100′
MSA RW19L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR

4000′ via 188° TERKY

STRAIGHT-IN LANDING RWY19L

	RNP 0.15 DA(H) 1302′ (308′)		RNP 0.30 DA(H) 1417′ (423′)	
	RAIL out	ALS out	RAIL out	ALS out
A, B, C, D	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP™

D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

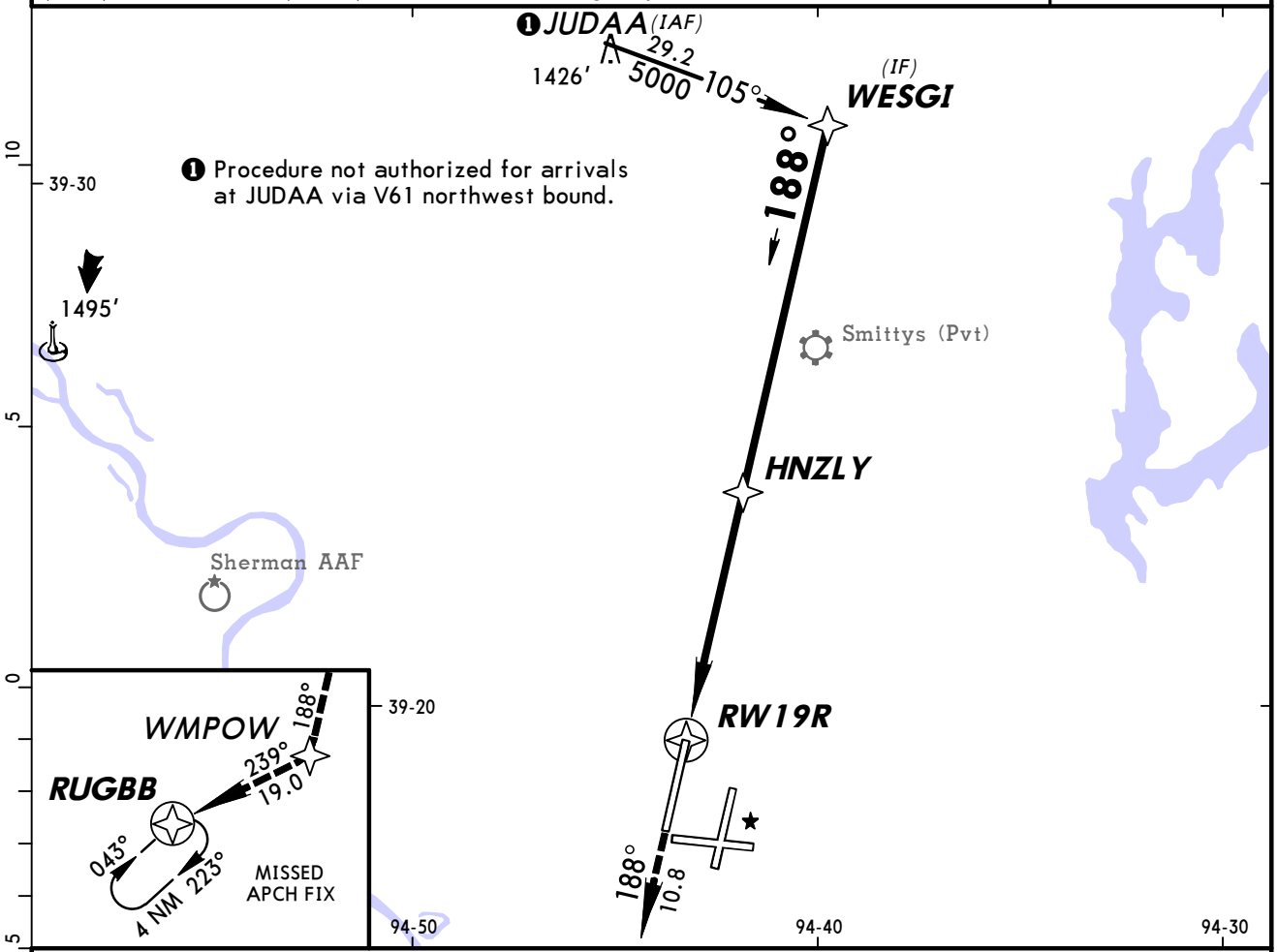
RNAV	Final Apch Crs	Minimum Alt HNZLY	RNP 0.15 DA(H)	Apt Elev 1026′
	188°	2600′ (1611′)	1239′ (250′)	TDZE 989′

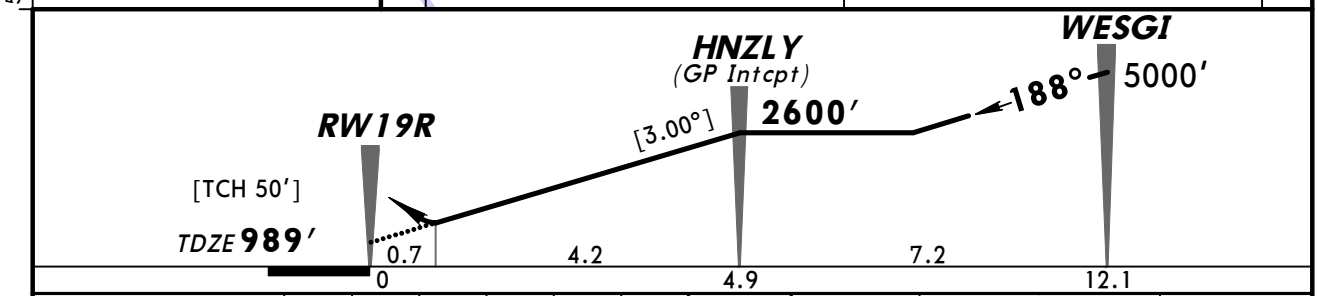
MISSED APCH: Climb to 4000′ via 188° track to WMPOW and via 239° track to RUGBB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS Required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -1°C (30°F) or above 46°C (114°F). 4. VGSI and RNAV glidepath not coincident.

3100′
MSA RW19R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI
4000′ via 188° WMPOW

STRAIGHT-IN LANDING RWY19R

	RNP 0.15 DA(H) 1239′ (250′)		RNP 0.30 DA(H) 1275′ (286′)	
		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1
B				
C				
D				

TERPS AMEND 0A 30 JUN 2011

CHANGES: Missed approach hold.

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BRIEFING STRIP ™

D-ATIS	KANSAS CITY Approach (R)	INTERNATIONAL Tower	Ground
128.37	120.95	128.2	121.8

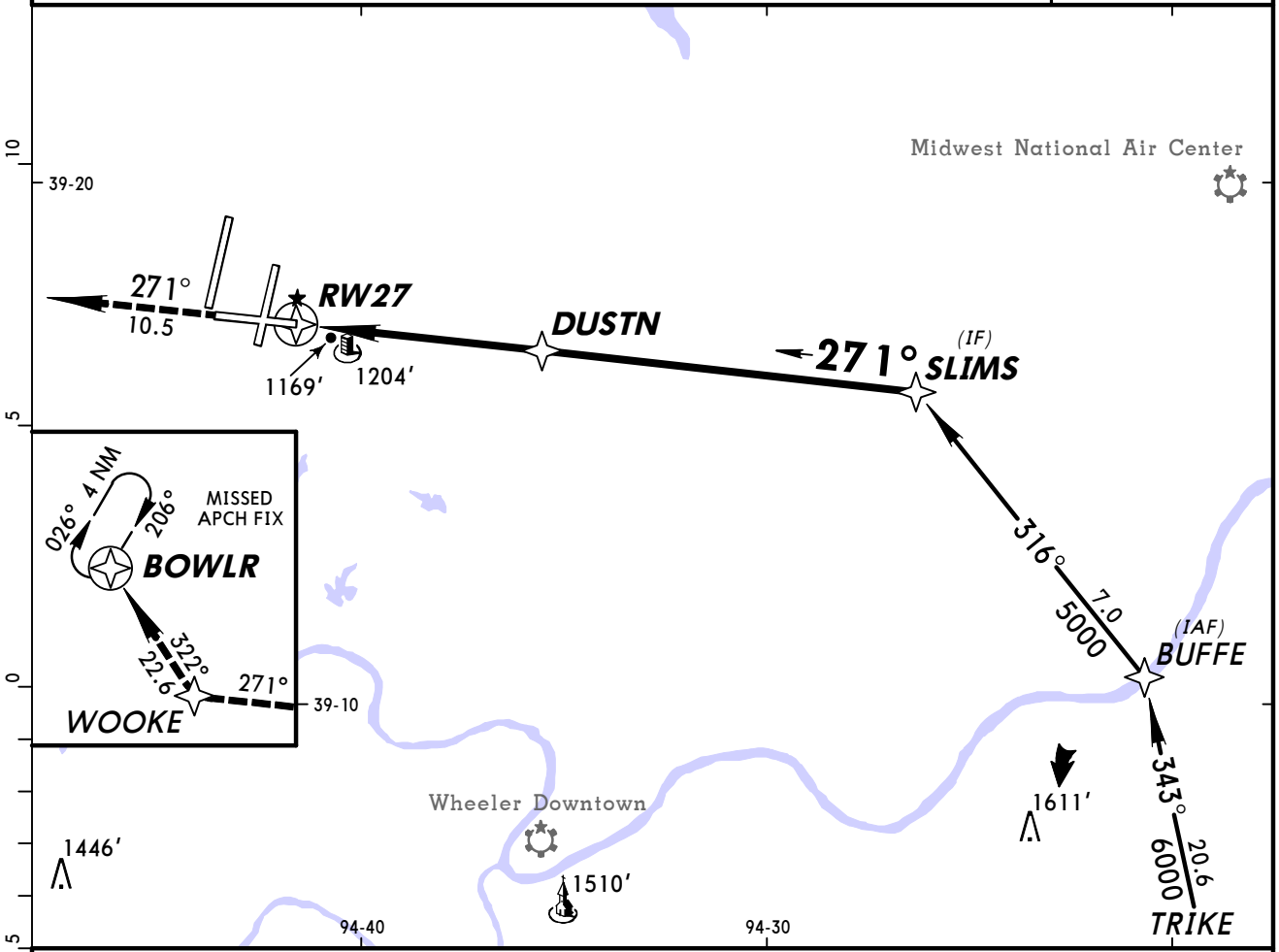
RNAV	Final Apch Crs	Minimum Alt DUSTN	RNP 0.15 DA(H)	Apt Elev 1026′ TDZE 1026′
	271°	2600′ (1574′)	1414′ (388′)	

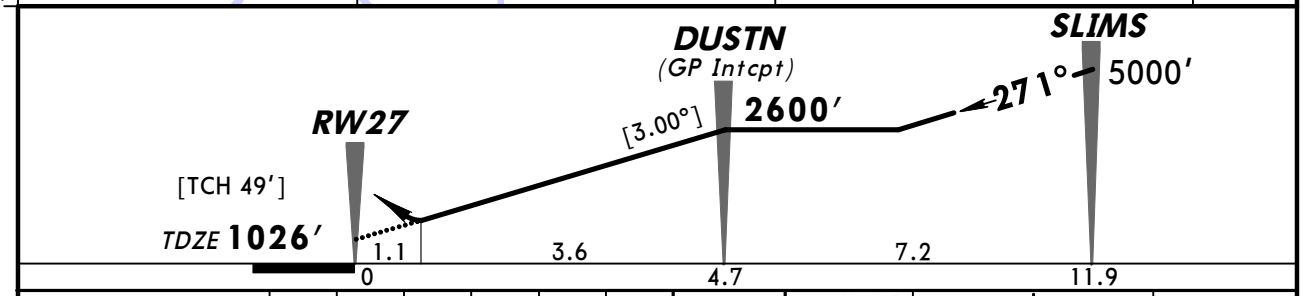
MISSED APCH: Climb to 4000′ via 271° track to WOOKE and via 322° track to BOWLR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS Required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -1°C (31°F) or above 46°C (114°F). 4. VGSI and RNAV glidepath not coincident.

3100′
MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
4000′ via 271° WOOKE

STRAIGHT-IN LANDING RWY27

	RNP 0.15 DA(H) 1414′ (388′)		RNP 0.30 DA(H) 1492′ (466′)	
	RAIL out	ALS out	RAIL out	ALS out
A	RVR 40 or ¾	1¾	RVR 60 or 1¼	1¾
B				
C				
D				

TERPS AMEND 0A 30 JUN 2011

CHANGES: None.

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General Information

Location: Kansas City MO USA
IATA Code: MKC
Lat/Long: N39° 07.4' W094° 35.6'
Elevation: 757 ft

Airport Use: Public
Magnetic Variation: 2.2°E
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1254 Z
Sunset: 0008 Z,

Runway Information

Runway: 01
Length x Width: 6827 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 748 ft
Lighting: Edge, REIL
Displaced Threshold: 300 ft
Stopway: 345 ft

Runway: 03
Length x Width: 5050 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 744 ft
Lighting: Edge
Displaced Threshold: 500 ft

Runway: 19
Length x Width: 6827 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 754 ft
Lighting: Edge, ALS
Displaced Threshold: 302 ft
Stopway: 415 ft

Runway: 21
Length x Width: 5050 ft x 100 ft

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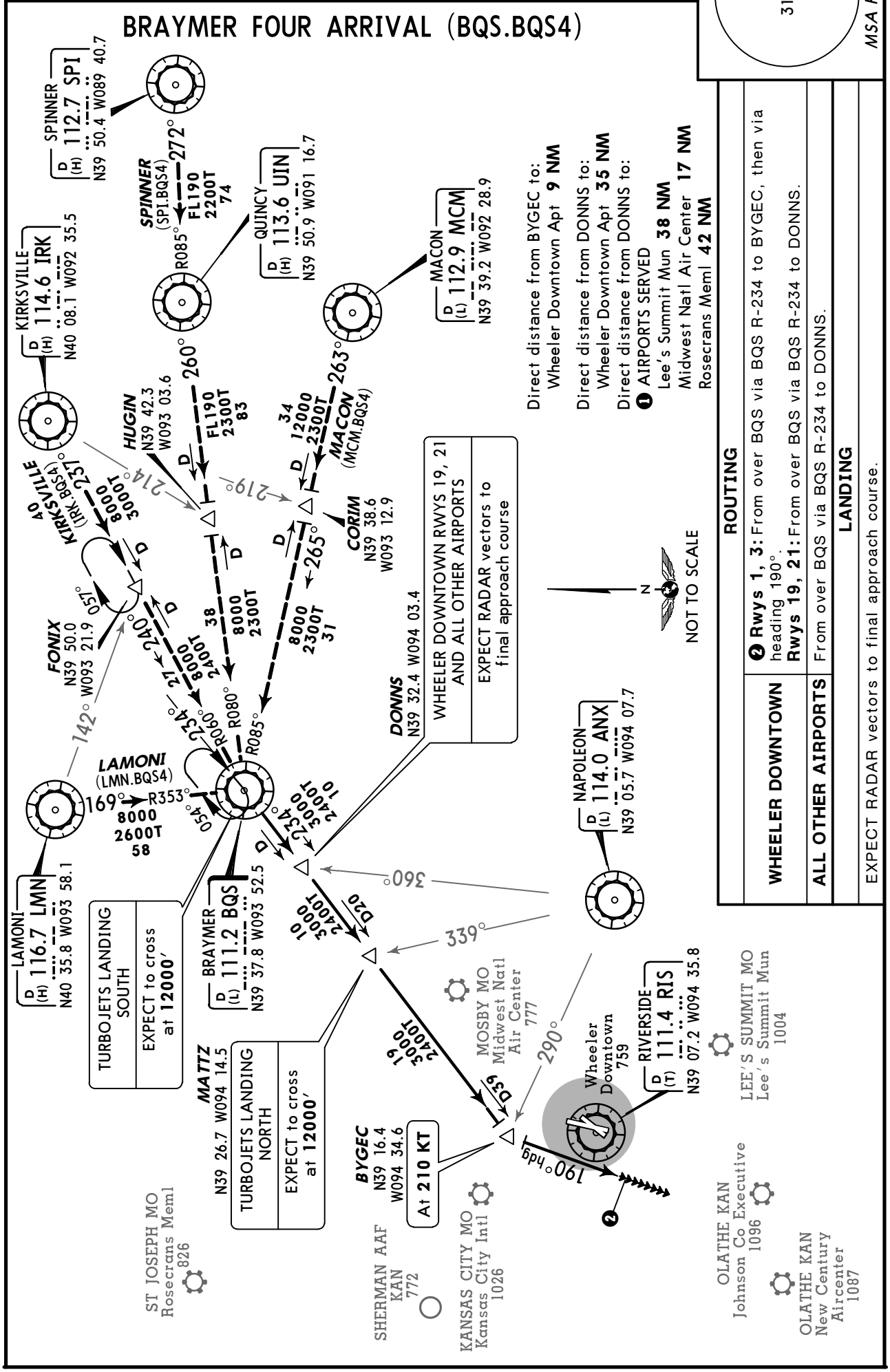
Surface Type: asphalt
TDZ-Elev: 744 ft
Lighting: Edge, REIL
Displaced Threshold: 699 ft

Communication Information

ATIS 120.75
Wheeler Downtown Tower 133.3
Wheeler Downtown Ground Control 121.9
Wheeler Downtown Clearance Delivery 121.9
Wheeler Downtown Pre-Taxi Clearance 121.9
Kansas City Approach Control 118.4
Kansas City Departure Control 118.4
Wheeler Downtown Unicom 122.95
Wheeler Downtown Unicom 122.8
Columbia Flight Service Station 122.65 RCO
Columbia Flight Service Station 122.6 RCO
Columbia Flight Service Station 122.1 RCO
Columbia Flight Service Station 113.25 RCO

WHEELER DOWNTOWN ATIS 120.75	*Apt Elev See graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

BRAYMER FOUR ARRIVAL (BQS.BQS4)



Direct distance from BYGEC to:
Wheeler Downtown Apt **9 NM**

Direct distance from DONNS to:
Wheeler Downtown Apt **35 NM**

Direct distance from DONNS to:
❶ AIRPORTS SERVED
Lee's Summit Mun **38 NM**
Midwest Natl Air Center **17 NM**
Rosecrans Meml **42 NM**

ROUTING	
WHEELER DOWNTOWN	❷ **Rwys 1, 3:** From over BQS via BQS R-234 to BYGEC, then via heading 190°. **Rwys 19, 21:** From over BQS via BQS R-234 to DONNS.
ALL OTHER AIRPORTS	From over BQS via BQS R-234 to DONNS.
LANDING	
EXPECT RADAR vectors to final approach course.	

CHANGES: Procedure renumbered, airports served.

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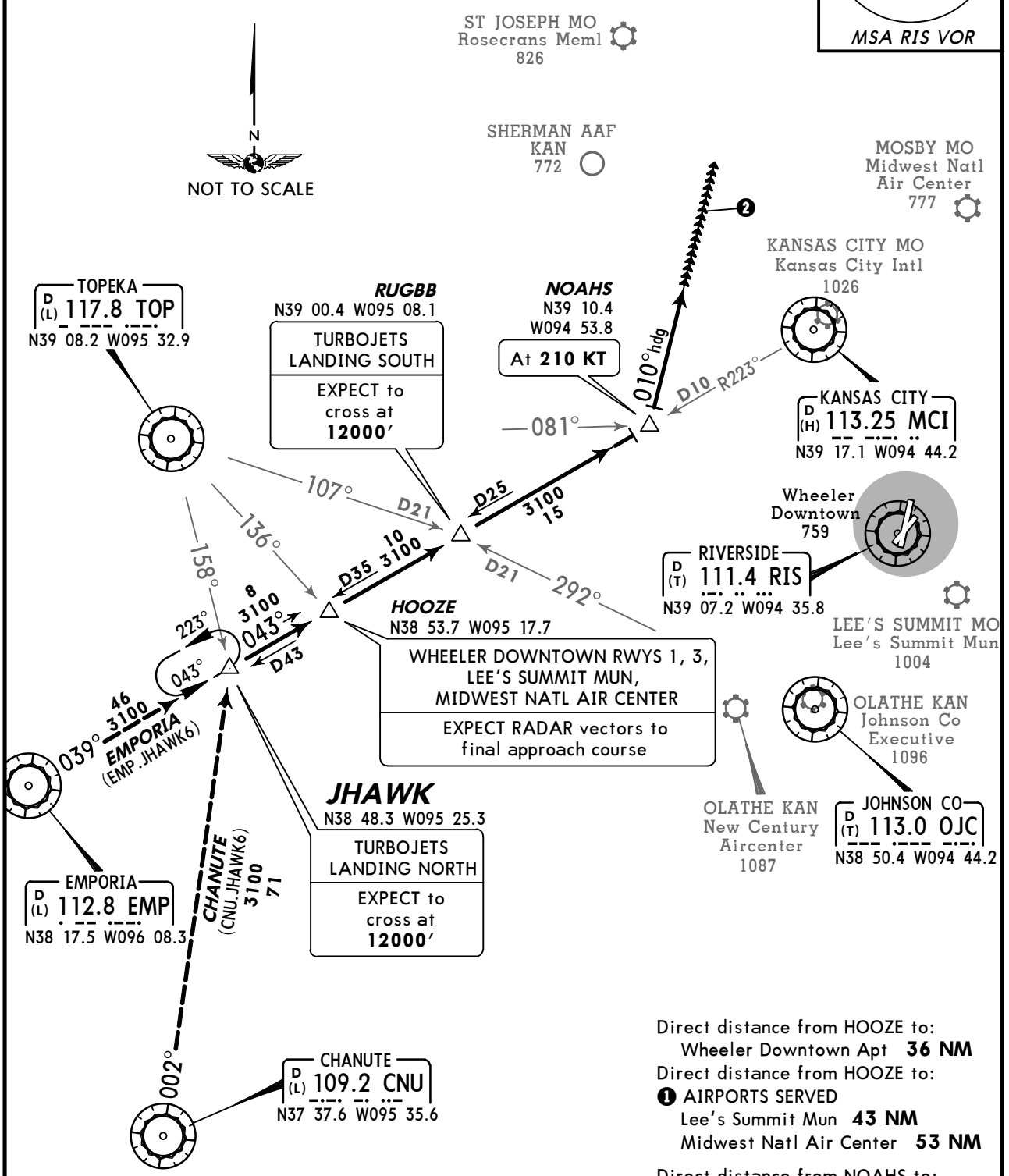
WHEELER DOWNTOWN ATIS 120.75	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

3100′
MSA RIS VOR

JHAWK SIX ARRIVAL (JHAWK.JHAWK6)



Direct distance from HOOZE to:
Wheeler Downtown Apt **36 NM**
Direct distance from HOOZE to:
❶ AIRPORTS SERVED
Lee's Summit Mun **43 NM**
Midwest Natl Air Center **53 NM**

Direct distance from NOAHS to:
Wheeler Downtown Apt **15 NM**
Direct distance from NOAHS to:
❶ AIRPORT SERVED
Rosecrans Meml **36 NM**

ROUTING

WHEELER DOWNTOWN	**Rwys 1, 3:** From over JHAWK via MCI R-223 to HOOZE. ❷ **Rwys 19, 21:** From over JHAWK via MCI R-223 to NOAHS, then via heading 010°.
ROSECRANS MEML	❷ From over JHAWK via MCI R-223 to NOAHS, then via heading 010°.
ALL OTHER AIRPORTS	From over JHAWK via MCI R-223 to HOOZE.

LANDING

EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, airports served, formations.

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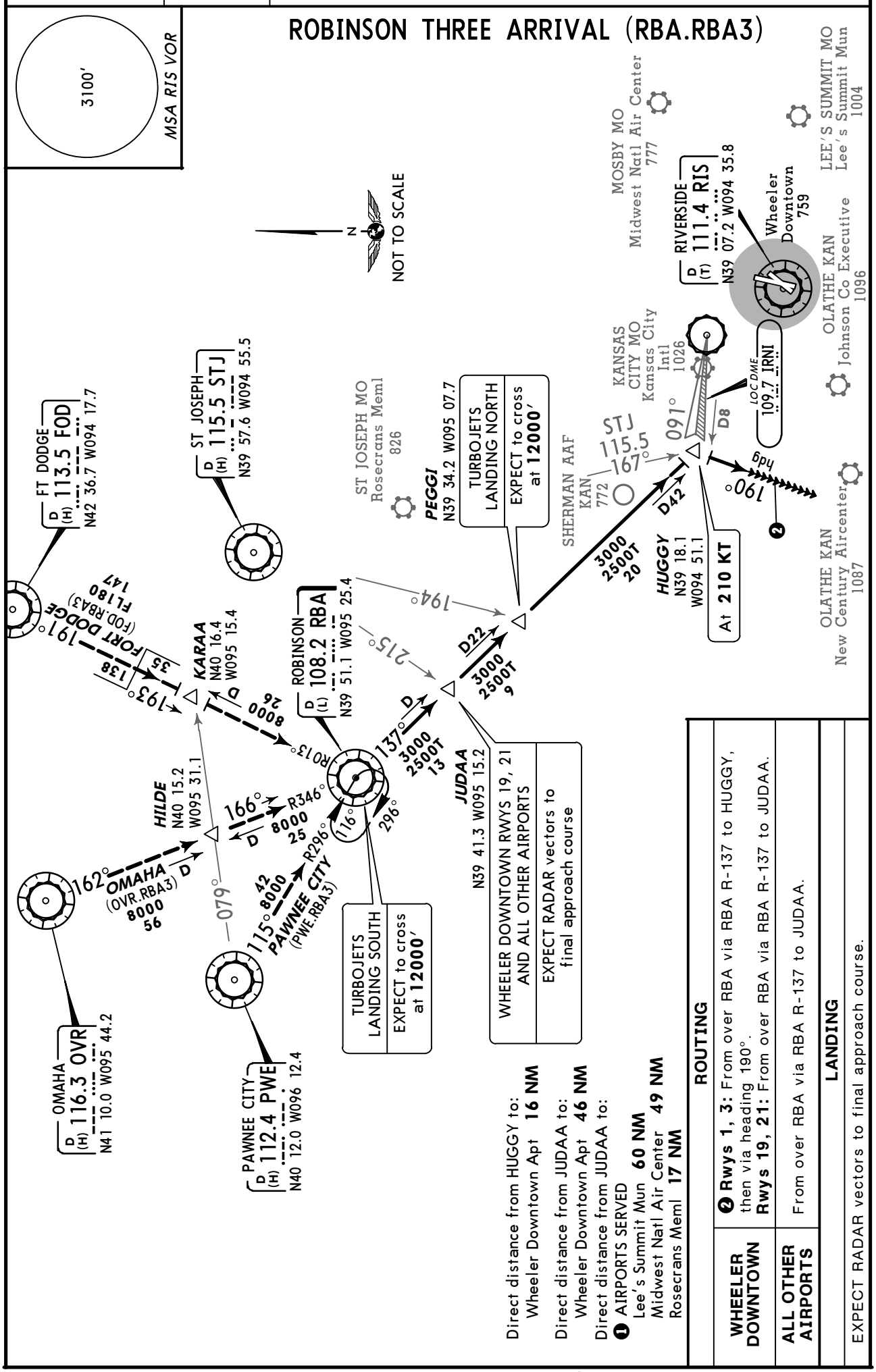
WHEELER DOWNTOWN ATIS 120.75	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

ROBINSON THREE ARRIVAL (RBA.RBA3)



Direct distance from HUGGY to:
Wheeler Downtown Apt **16 NM**

Direct distance from JUDAA to:
Wheeler Downtown Apt **46 NM**

Direct distance from JUDAA to:
❶ AIRPORTS SERVED
Lee's Summit Mun **60 NM**
Midwest Natl Air Center **49 NM**
Rosecrans Meml **17 NM**

ROUTING

WHEELER DOWNTOWN	❷ **Rwys 1, 3:** From over RBA via RBA R-137 to HUGGY, then via heading 190°. **Rwys 19, 21:** From over RBA via RBA R-137 to JUDAA.
ALL OTHER AIRPORTS	From over RBA via RBA R-137 to JUDAA.

LANDING

EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, airports served, FORT DODGE transition.

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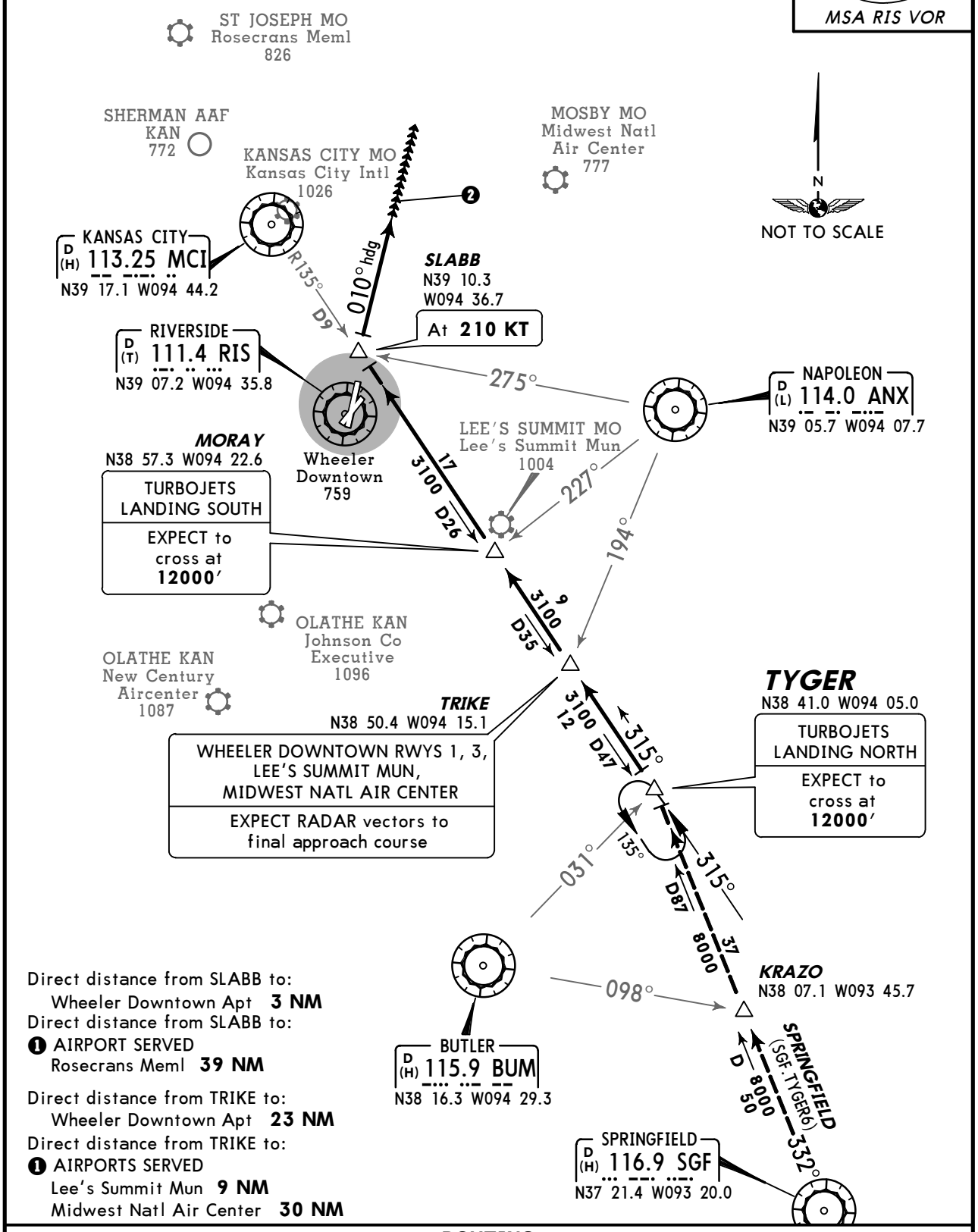
WHEELER DOWNTOWN ATIS 120.75	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

TYGER SIX ARRIVAL (TYGER.TYGER6)



Direct distance from SLABB to:
Wheeler Downtown Apt **3 NM**
Direct distance from SLABB to:
❶ AIRPORT SERVED
Rosecrans Meml **39 NM**

Direct distance from TRIKE to:
Wheeler Downtown Apt **23 NM**
Direct distance from TRIKE to:
❶ AIRPORTS SERVED
Lee's Summit Mun **9 NM**
Midwest Natl Air Center **30 NM**

ROUTING

WHEELER DOWNTOWN	**Rwys 1, 3:** From over TYGER via MCI R-135 to TRIKE. ❷ **Rwys 19, 21:** From over TYGER via MCI R-135 to SLABB, then via heading 010°.
ROSECRANS MEML	❷ From over TYGER via MCI R-135 to SLABB, then via heading 010°.
ALL OTHER AIRPORTS	From over TYGER via MCI R-135 to TRIKE.

LANDING

EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, airports served.

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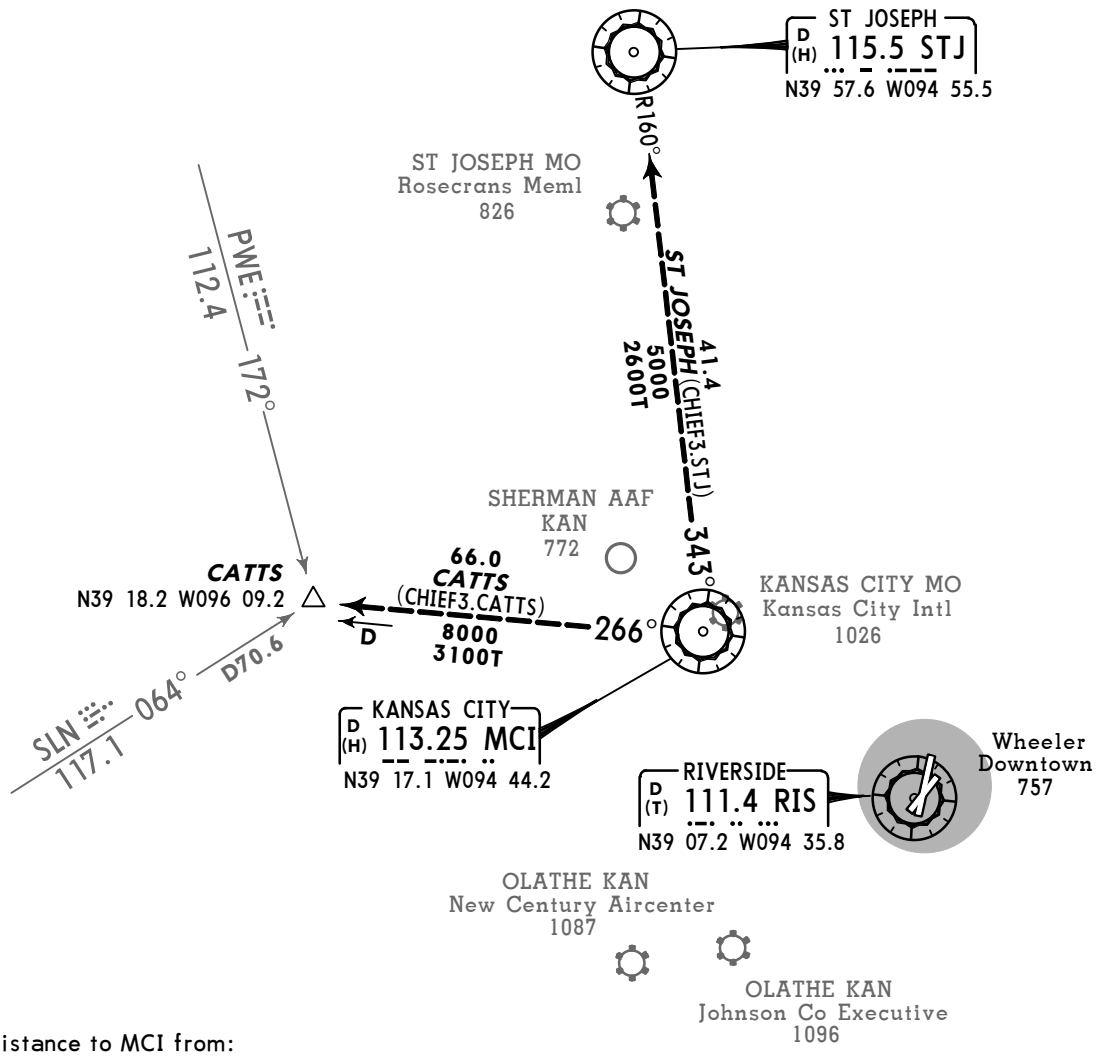
KANSAS CITY Departure (R) 118.4	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

CHIEF THREE DEPARTURE (CHIEF3.MCI)

3100′
MSA RIS VOR



Direct distance to MCI from:
Wheeler Downtown Apt **12 NM**

Direct distance to MCI from:
❶ AIRPORT SERVED
Rosecrans Meml **30 NM**

This SID requires take-off minimums (for standard minimums refer to airport chart):

ROSECRANS MEML:
Rwy 31: 400-1 or standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **1100′.**

WHEELER DOWNTOWN:
Rwys 1, 3: 200-1.
Rwy 19: 1400-2 or standard (or lower than standard, if authorized) with minimum climb of 546′ per NM to **3100′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
546′ per NM	683	910	1365	1820	2275	2730

N
NOT TO SCALE

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Airport elevation.

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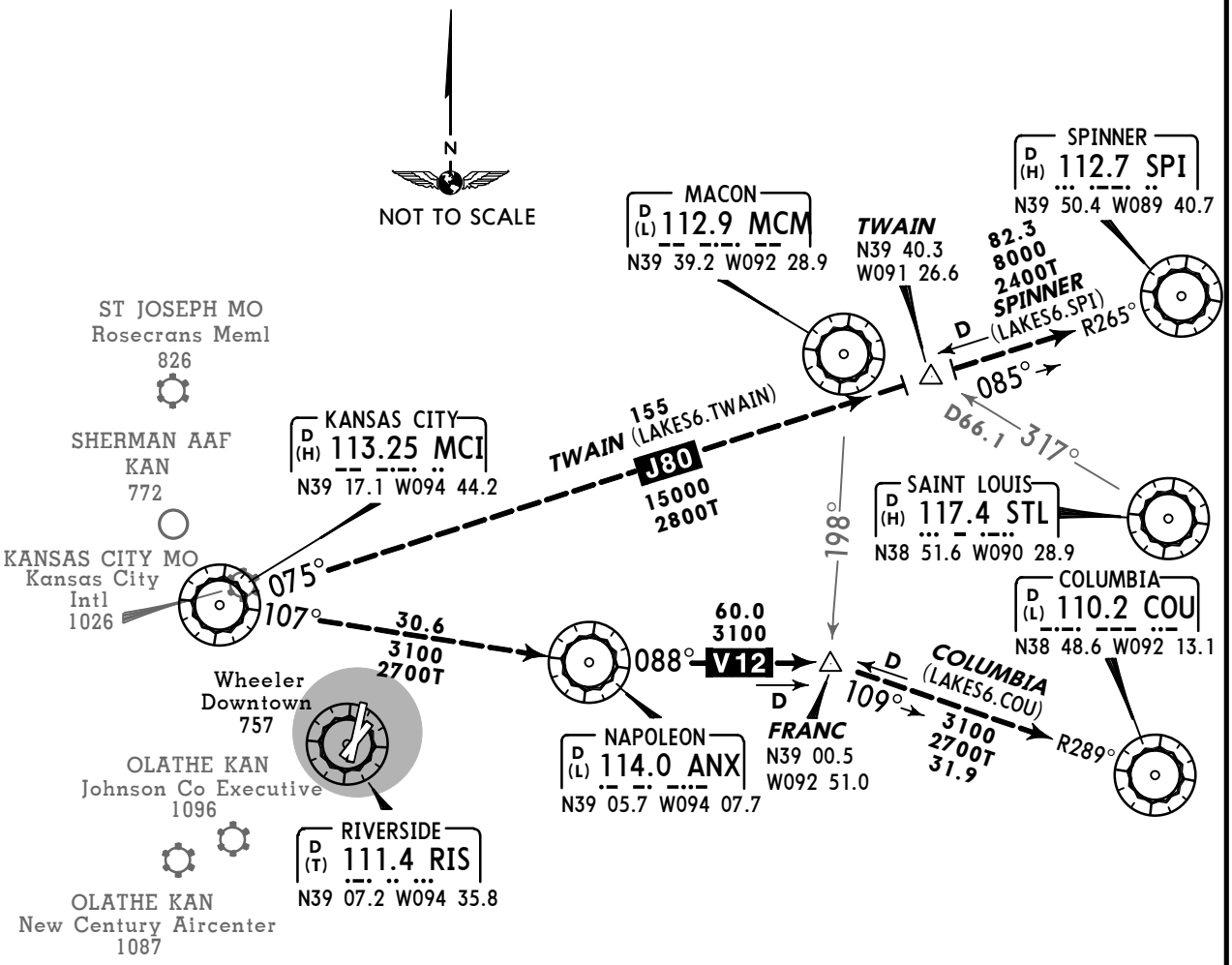
KANSAS CITY Departure (R) 118.4	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required for TWAIN and SPINNER Transitions.** 3. Also Serves ❶

3100′
MSA RIS VOR

LAKES SIX DEPARTURE (LAKES6.LAKES)



Direct distance to MCI from:
Wheeler Downtown Apt **12 NM**

Direct distance to MCI from:
❶ AIRPORT SERVED
Rosecrans Meml **30 NM**

This SID requires take-off minimums (for standard minimums refer to airport chart):

ROSECRANS MEML:
Rwys 13, 17, 35: Standard (or lower than standard, if authorized).
Rwy 31: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 325′ per NM to **1300′.**

WHEELER DOWNTOWN:
Rwy 1: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 307′ per NM to **1100′.**
Rwy 3: 400-2 1/2 or standard (or lower than standard, if authorized) with minimum climb of 231′ per NM to **1300′.**
Rwy 19: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to **2500′.**
Rwy 21: Standard (or lower than standard, if authorized) with minimum climb of 238′ per NM to **1700′.**

OBSTACLES
For TAKEOFF OBSTACLES see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
231′ per NM	289	385	578	770	963	1155
238′ per NM	298	397	595	793	992	1190
307′ per NM	384	512	768	1023	1279	1535
325′ per NM	406	542	813	1083	1354	1625
400′ per NM	500	667	1000	1333	1667	2000

INITIAL CLIMB

EXPECT vectors to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised, computer code.

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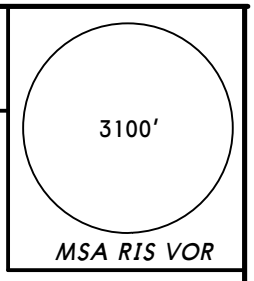
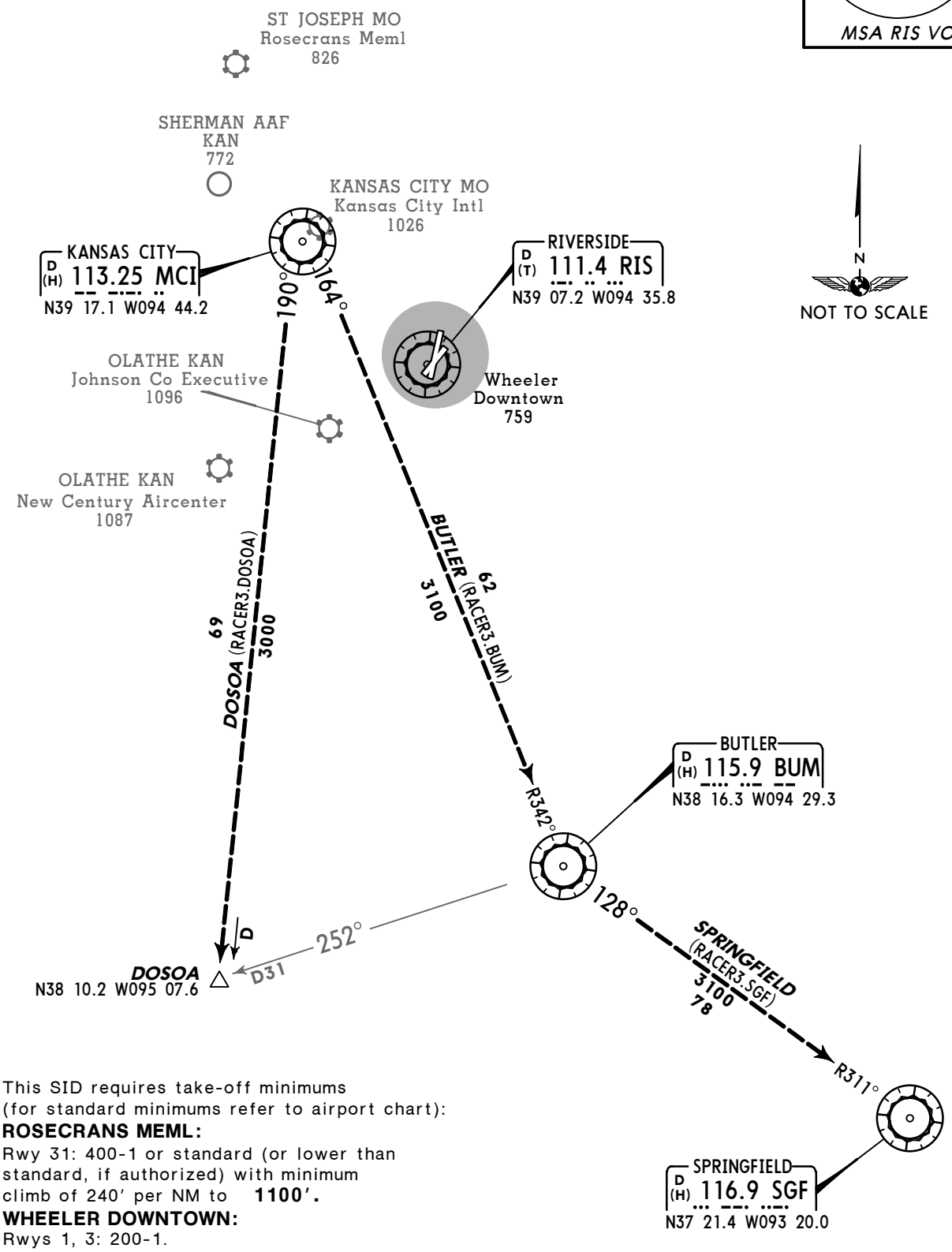
KANSAS CITY Departure (R) 118.4	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

RACER THREE DEPARTURE (RACER3.MCI)





This SID requires take-off minimums
(for standard minimums refer to airport chart):

ROSECRANS MEML:
Rwy 31: 400-1 or standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **1100′.**

WHEELER DOWNTOWN:
Rwys 1, 3: 200-1.
Rwy 19: 1400-2 or standard (or lower than standard, if authorized) with minimum climb of 546′ per NM to **3100′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
546′ per NM	683	910	1365	1820	2275	2730

Direct distance to MCI from:
Wheeler Downtown Apt **12 NM**

Direct distance to MCI from:
❶ AIRPORT SERVED
Rosecrans Meml **30 NM**

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Departure frequency.

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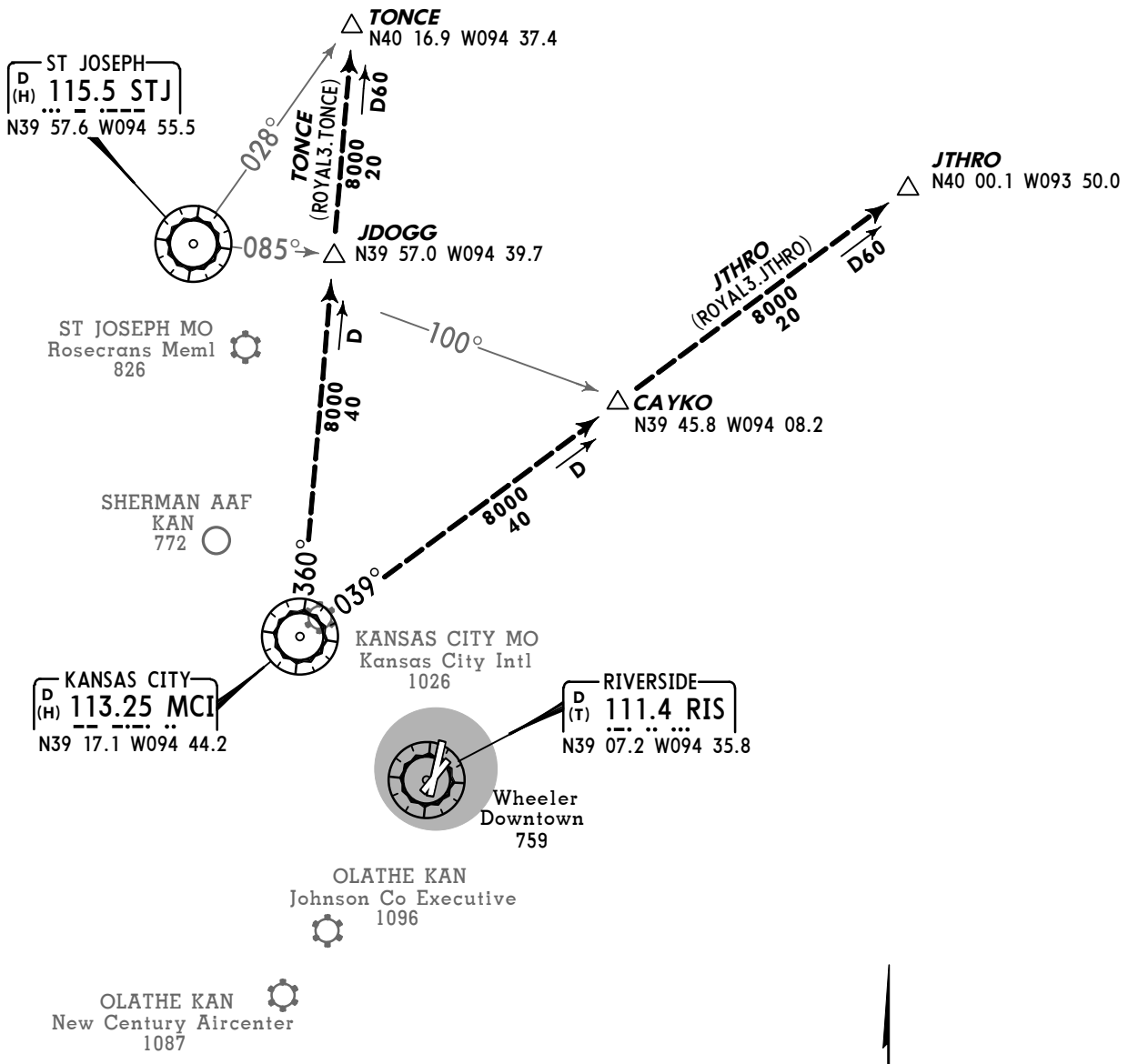
KANSAS CITY Departure (R) 118.4	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

ROYAL THREE DEPARTURE (ROYAL3.MCI)

3100′
MSA RIS VOR



This SID requires take-off minimums
(for standard minimums refer to airport chart):

ROSECRANS MEML:
Rwy 31: 400-1 or standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **1100′.**

WHEELER DOWNTOWN:
Rwys 1, 3: 200-1.
Rwy 19: 1400-2 or standard (or lower than standard, if authorized) with minimum climb of 546′ per NM to **3100′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
546′ per NM	683	910	1365	1820	2275	2730

Direct distance to MCI from:
Wheeler Downtown Apt **12 NM**
Direct distance to MCI from:
❶ AIRPORT SERVED
Rosecrans Meml **30 NM**

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Departure frequency.

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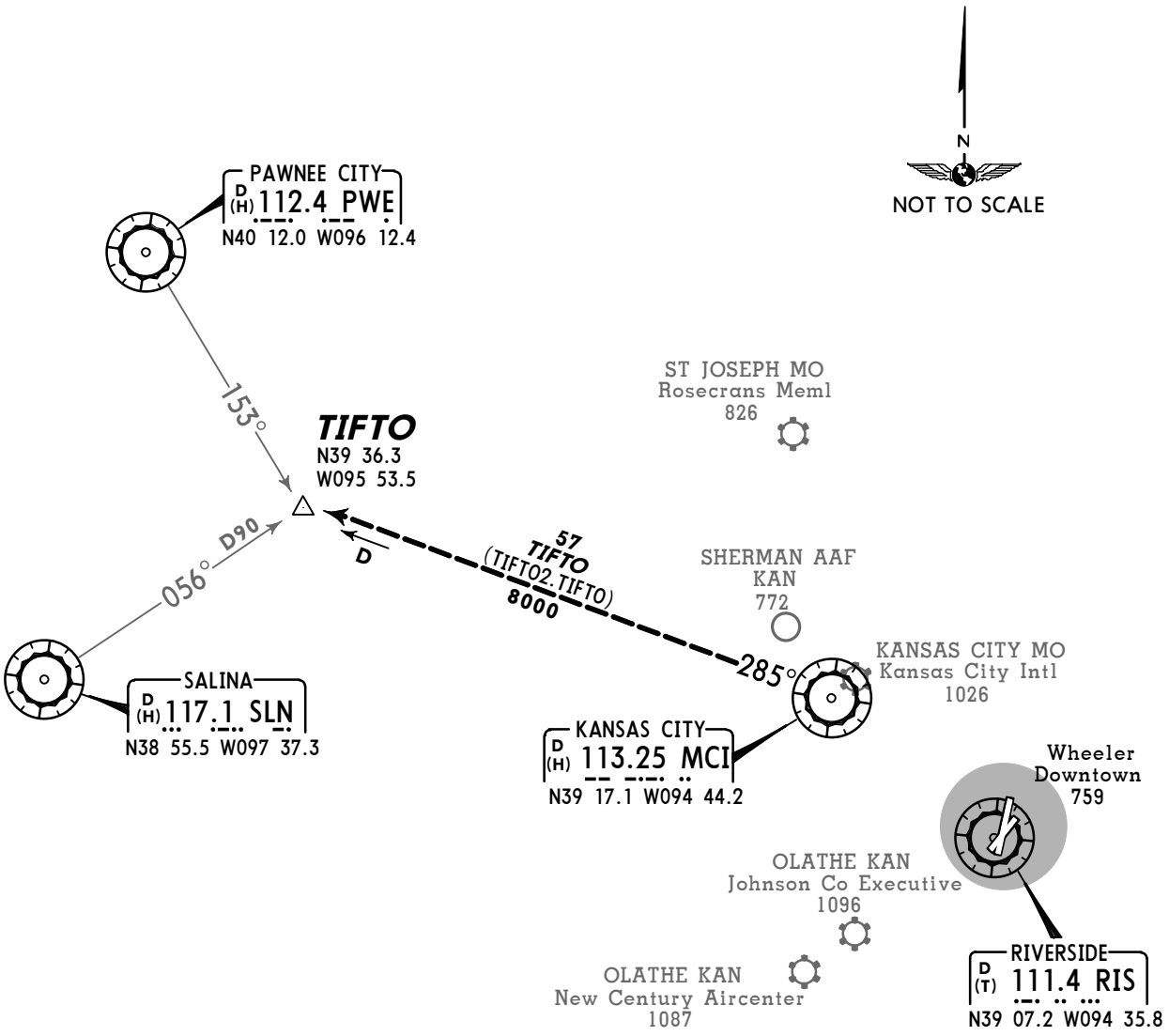
KANSAS CITY Departure (R) 118.4	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

TIFTO TWO DEPARTURE (TIFTO2.MCI)

3100′
MSA RIS VOR



This SID requires take-off minimums
(for standard minimums refer to airport chart):

ROSECRANS MEML:
Rwy 31: 400-1 or standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **1100′.**

WHEELER DOWNTOWN:
Rwys 1, 3: 200-1.
Rwy 19: 1400-2 or standard (or lower than standard, if authorized) with minimum climb of 546′ per NM to **3100′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
546′ per NM	683	910	1365	1820	2275	2730

Direct distance to MCI from:
Wheeler Downtown Apt **12 NM**
Direct distance to MCI from:
❶ AIRPORT SERVED
Rosecrans Meml **30 NM**

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Departure frequency.

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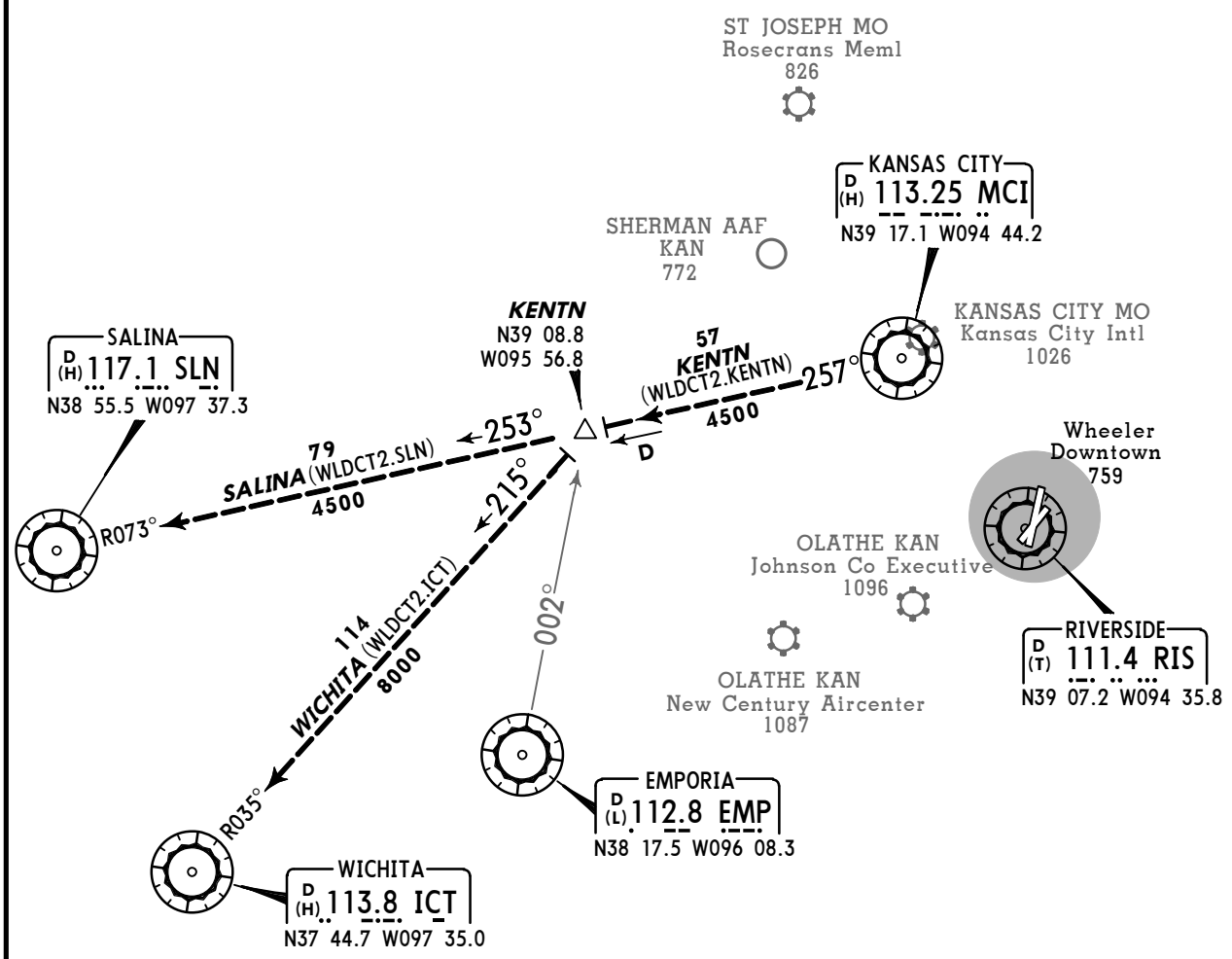
KANSAS CITY Departure (R) 118.4	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

WILDCAT TWO DEPARTURE (WLDCT2.MCI)

3100′
MSA RIS VOR



This SID requires take-off minimums
(for standard minimums refer to airport chart):

ROSECRANS MEML:
Rwy 31: 400-1 or standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **1100′.**

WHEELER DOWNTOWN:
Rwys 1, 3: 200-1.
Rwy 19: 1400-2 or standard (or lower than standard, if authorized) with minimum climb of 546′ per NM to **3100′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
546′ per NM	683	910	1365	1820	2275	2730

Direct distance to MCI from:
Wheeler Downtown Apt **12 NM**
Direct distance to MCI from:
❶ AIRPORT SERVED
Rosecrans Meml **30 NM**

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Departure frequency.

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TAKEOFF OBSTACLE NOTES

ROSECRANS MEML

◦ RWY 13:
TREE 3394' FROM DER, 655' LEFT OF CENTERLINE, 100' AGL/919' MSL.

◦ RWY 17:
TREES BEGINNING 2691' FROM DER, ACROSS COURSELINE, UP TO 109' AGL/928' MSL.

◦ RWY 31:
TREES BEGINNING 1.2 NM FROM DER, 986' LEFT OF CENTERLINE, UP TO 100' AGL/ 1139' MSL.

WHEELER DOWNTOWN

◦ RWY 1:
ROADS, TREES, BUILDINGS AND TOWERS BEGINNING AT DER, 135' LEFT OF CENTER-LINE, UP TO 80' AGL/997' MSL. BOATS BEGINNING 150' FROM DER, 527' LEFT OF CENTERLINE, UP TO 35' AGL/774' MSL. OBSTRUCTION LIGHT ON ELEVATOR 3987' FROM DER, 1269' RIGHT OF CENTERLINE, 172' AGL/912' MSL. BUILDING BEGINNING 4046' FROM DER, 1269' RIGHT OF CENTERLINE, UP TO 140' AGL/899' MSL. TREE 1.6 NM FROM DER, 1171' RIGHT OF CENTERLINE, 80' AGL/997' MSL.

◦ RWY 3:
ROADS, RAILROADS, POLES, BUILDINGS AND OBSTRUCTION LIGHTS BEGINNING 19' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 125' AGL/865' MSL. ANTENNA ON BUILDING 155' FROM DER, 261' LEFT OF CENTERLINE, 15' AGL/755' MSL. TREES BEGINNING 742' FROM DER, 348' LEFT OF CENTERLINE, UP TO 80' AGL/797' MSL. TOWERS BEGINNING 1846' FROM DER, 478' LEFT OF CENTERLINE, UP TO 149' AGL/ 853' MSL. CRANES BEGINNING 2.1 NM FROM DER, 2840' RIGHT OF CENTERLINE, UP TO 296' AGL/1110' MSL. OBSTRUCTION LIGHT ON ELEVATOR 829' FROM DER, 492' RIGHT OF CENTERLINE, 125' AGL/865' MSL.

◦ RWY 19:
ROADS, TREES, TOWERS, BUILDINGS AND OBSTRUCTION LIGHTS BEGINNING 199' FROM DER, 420' LEFT OF CENTERLINE, UP TO 291' AGL/1251' MSL. STACK 3200' FROM DER, 420' LEFT OF CENTERLINE, 168' AGL/908' MSL. TOWER 2.5 NM FROM DER, 3165' LEFT OF CENTERLINE, 1168' AGL/2049' MSL. ROADS, TREES, POLES, BUILDINGS AND OBSTRUCTION LIGHTS BEGINNING 102' FROM DER, 55' RIGHT OF CENTERLINE, UP TO 184' AGL/933' MSL.

◦ RWY 21:
TREES, CRANES AND OBSTRUCTION LIGHTS BEGINNING 1490' FROM DER, 20' LEFT OF CENTERLINE, UP TO 148' AGL/896' MSL. OBSTRUCTION LIGHT ON ELEVATOR 5178' FROM DER, 803' LEFT OF CENTERLINE, 148' AGL/896' MSL. STACK 1.3 NM FROM DER, 589' LEFT OF CENTERLINE, 198' AGL/948' MSL. FENCE, ROADS, BRIDGES, LEVEES, TREES, POLES, CRANES, BUILDINGS AND TOWERS BEGINNING 204' FROM DER, 2' RIGHT OF CENTERLINE, UP TO 118' AGL/858' MSL.

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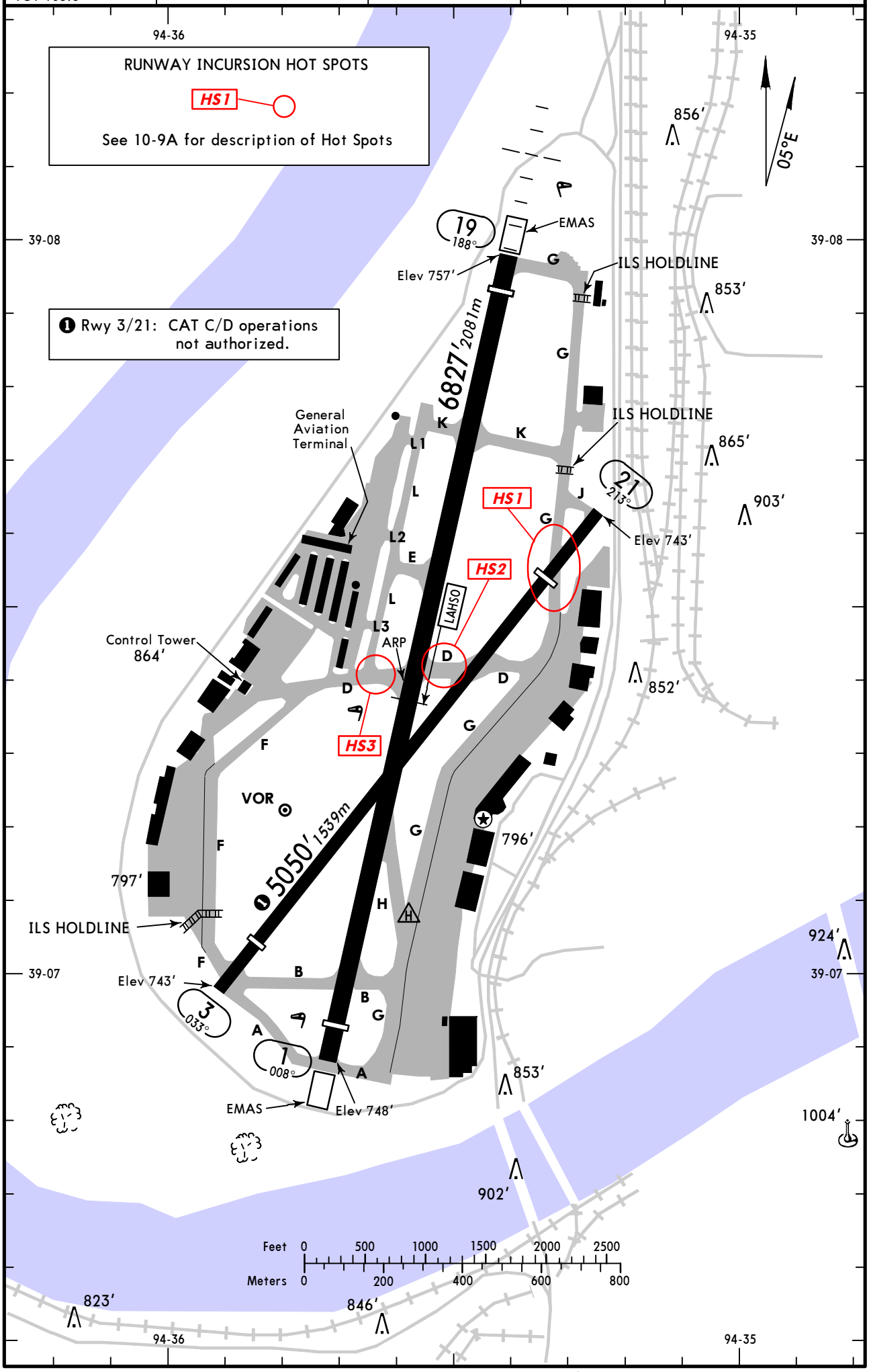
ATIS	DOWNTOWN Clearance (Cpt)	Ground	Tower	KANSAS CITY Departure (R)
120.75 VOT 108.6	121.9	121.9	133.3	118.4



CHANGES: None.

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GENERAL

Airport closed to air carrier operations with more than 30 passenger seats except 24 hour prior permission required.
Twr has limited visibility of T-Hanger aprons north of Twy D and west of Twy L.
Birds on and in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
1	HIRL	REIL	❶ VASI-L	grooved		6527′ *1989m*				150′ *46m*
19	HIRL	❷ MALSF	❸ PAPI-L	grooved	RVR	6525′ *1989m*	5487′ *1672m*	3/21 3476′ *1059m*		

❶ Angle 3.7°.
❷ Activate on 122.8.
❸ Angle 3.00°.

RWY										
3 ❹	HIRL	VASI-L	grooved	RVR		❻ 4270′ *1301m*	❻ 3281′ *1000m*			100′ *30m*
21	HIRL	REIL	❺ VASI-L	grooved		4351′ *1326m*				

❹ CAT C/D Operations Not Authorized.
❺ Angle 3.3°.
❻ Last 280′ (85m) not available for landing distance computation.

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1 On Taxiway G, Holding Position markings for Runway 3/21 are unusual due to the angle that Taxiway G intersects with Runway 3/21.

HS2 Taxiway D intersects with Runways 3/21 and 1/19. Holding Position markings for Runway 3/21 and Runway 1/19 are within the Runway Safety Area for each other. Taxiway D is also utilized by aircraft and vehicles to transition from the east ramps to the west ramps. Aircraft/vehicles often mistake the second Hold Short Markings when exiting Runway 1/19 at Taxiway D as the Hold Short Markings for Runway 3/21.

HS3 Taxiway F, D, L transition when aircraft are taxiing northbound. Aircraft have the tendency to miss the left turn onto Taxiway L to continue across Runway 1/19. Utilize extreme caution at night and in low visibility conditions.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 21		Rwy 19	
	With Mim climb of 238′/NM to 1700′		With Mim climb of 400′/NM to 2500′	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		1/2		RVR 24 or 1/2

	Rwy 1			Rwy 3		
	With Mim climb of 307′/NM to 1100′		Other	With Mim climb of 231′/NM to 1300′		Other
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	400-2¼	RVR 16 or 1/4	RVR 50 or 1	400-2½
3 & 4 Eng		1/2			RVR 24 or 1/2	

OBSTACLE DP

Rwy 1, climb heading 008° to 2000′ before proceeding on course.
Rwy 3, climb heading 033° to 1900′ before proceeding on course.
Rwy 19, climb heading 215° to 2500′ before proceeding on course.
Rwy 21, climb heading 213° to 2300′ before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	VOR Rwy 19	NDB Rwy 19	RNAV (GPS) Rwy 21 VOR Rwy 21	RNAV (GPS) Rwy 3	ILS Rwy 3 LOC Rwy 3	RNAV (GPS) Rwy 19	ILS Rwy 19 LOC Rwy 19	VOR Rwy 3
A	800-2	800-2	900-2	1000-1¼	1300-2	800-2	800-2	NA
B								
C			900-2½	1000-2¾	1300-3		800-2¼	
D		800-2¼	900-2¾	1000-3		900-3	800-2½	

AMEND 3

CHANGES: General note added, pilot controlled lighting.

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ATIS	KANSAS CITY Approach (R)	DOWNTOWN Tower	Ground
120.75	118.4	133.3	121.9

BRIEFING STRIP™

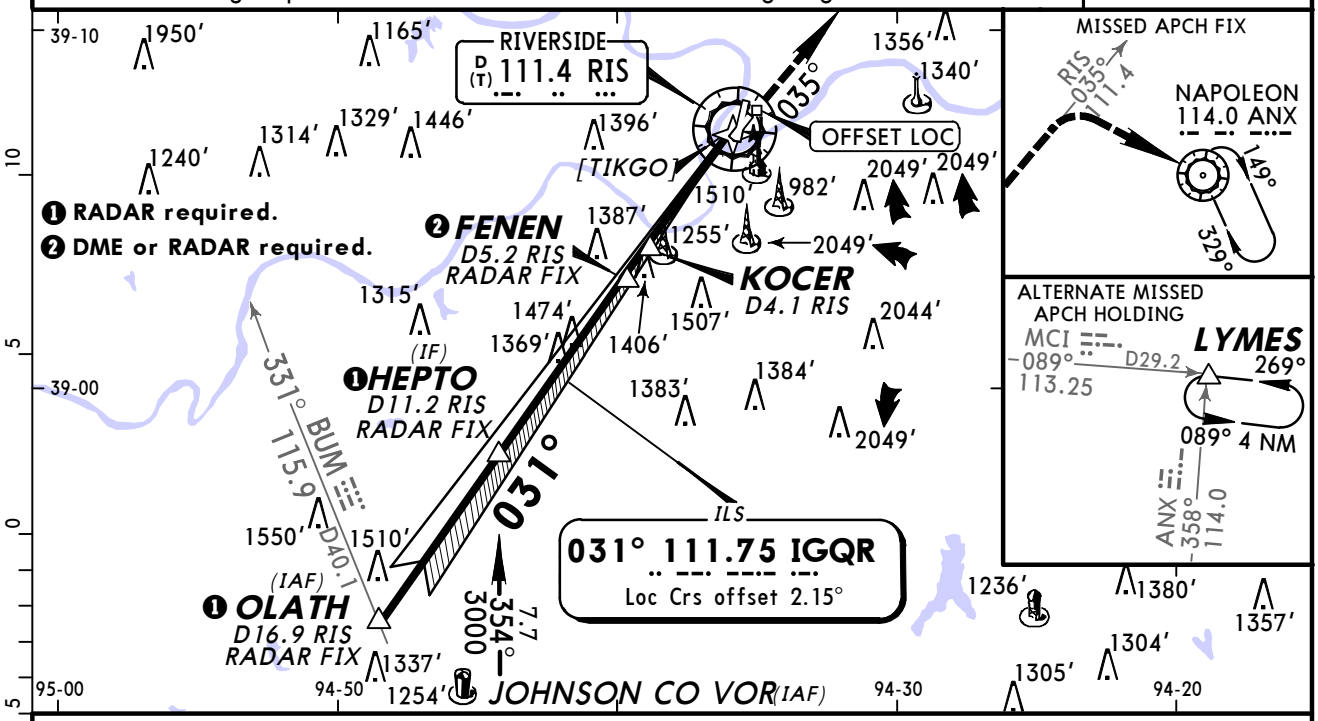
LOC IGQR	Final Apch Crs	GS FENEN	ILS DA(H) (CONDITIONAL)	Apt Elev 757′
111.75	031°	2400′ (1656′)	1049′ (305′)	TDZE 744′

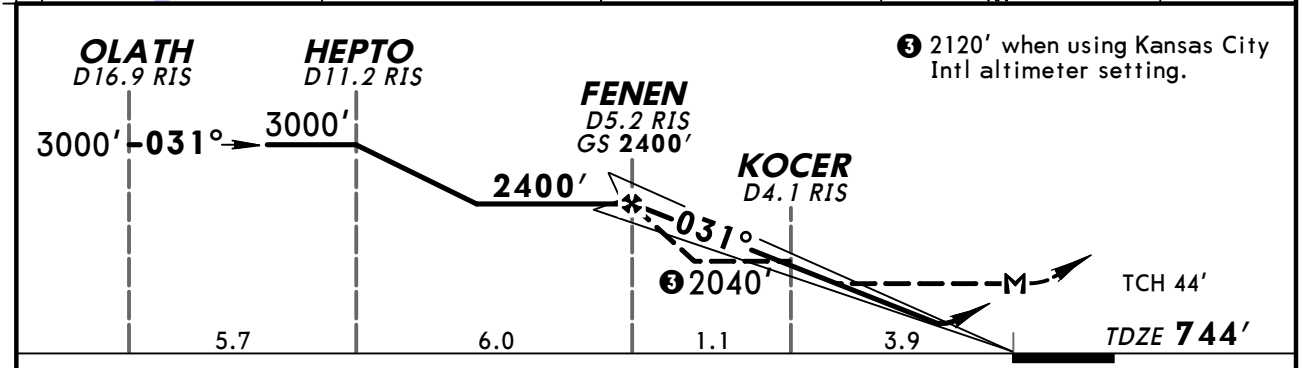
MISSED APCH: Climb to 3000′ outbound via RIS VOR R-035 then direct ANX VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Kansas City Intl altimeter setting.
2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 122.8.

3100′
MSA RIS VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
FENEN to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

VASI-L 3000′ via RIS 111.4 R-035

TERPS AMEND 2B

STRAIGHT-IN LANDING RWY 3

	ILS	LOC (GS out) With KOCER	LOC (GS out) Without KOCER
With Local Altimeter Setting	DA(H) 1049′ (305′)	MDA(H) 1240′ (496′)	MDA(H) 2040′ (1296′)
With Kansas City Intl Altimeter Setting	DA(H) 1129′ (385′)	MDA(H) 1320′ (576′)	MDA(H) 2120′ (1376′)
A	RVR 50 or 1	RVR 50 or 1	RVR 60 or 1¼
B			1½
C	NA	NA	NA
D			

CIRCLE-TO-LAND
Not Authorized East of Rwys 1 & 19
CAT C & D Not Authorized to Rwy 3.

Max Kts	With Local Altimeter Setting MDA(H) With KOCER	MDA(H) Without KOCER
90	1400′ (643′) -1	2040′ (1283′) -1¼
120		2040′ (1283′) -1½
140	1400′ (643′) -1¾	2040′ (1283′) -3
165	1400′ (643′) -2	

Max Kts	With Kansas City Intl Altimeter Setting MDA(H) With KOCER	MDA(H) Without KOCER
90	1480′ (723′) -1	2120′ (1363′) -1¼
120		2120′ (1363′) -1½
140	1480′ (723′) -1¾	2120′ (1363′) -3
165	1480′ (723′) -2	

CHANGES: None.

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BRIEFING STRIP ™

ATIS	KANSAS CITY Approach (R)	DOWNTOWN Tower	Ground
120.75	118.4	133.3	121.9

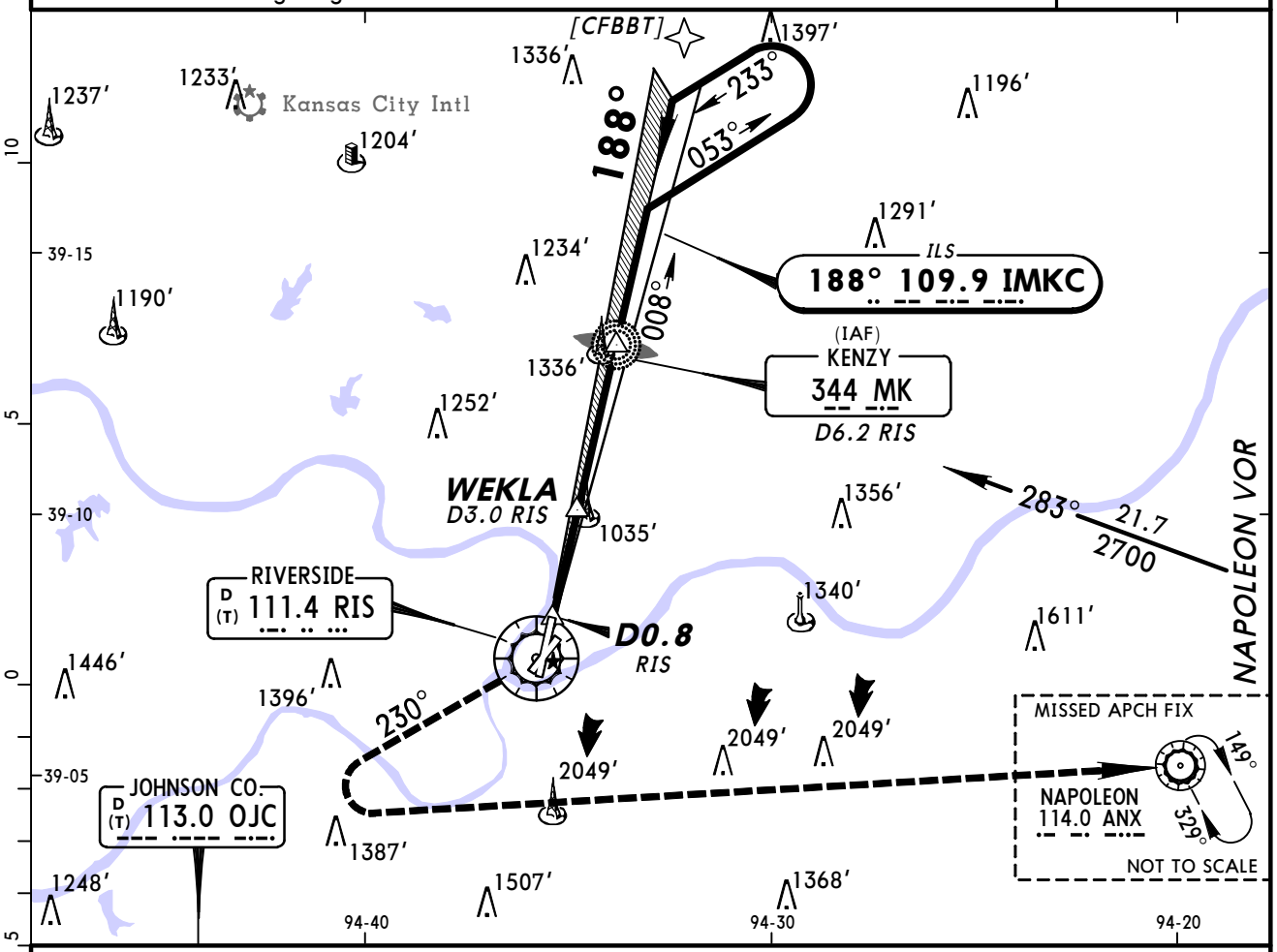
LOC IMKC	Final Apch Crs	GS KENZY	ILS DA(H)	Apt Elev 757′ / Rwy 19 754′
109.9	188°	2562′ (1808′)	1004′ (250′)	

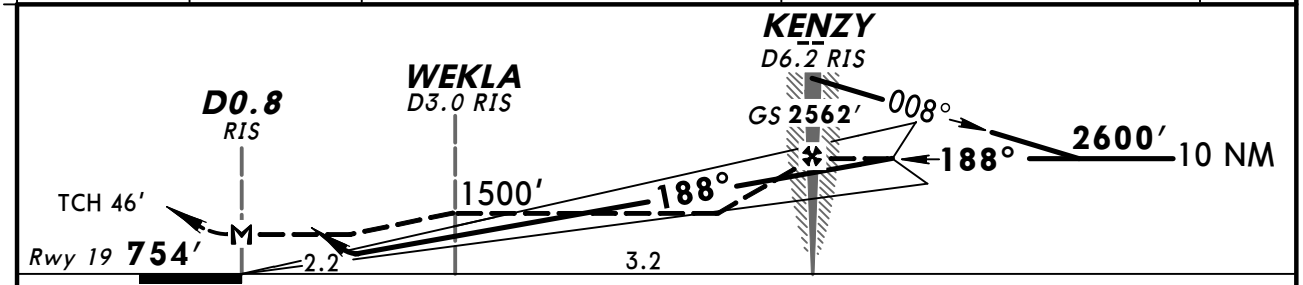
MISSED APCH: Climb to 1300′ then climbing RIGHT turn to 3100′ outbound via RIS VOR R-230 then LEFT turn direct ANX VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Visibility reduction by helicopters not authorized.
3. Pilot controlled lighting 122.8.

3100′
MSA MK LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.8 RIS or KENZY to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSF
PAPI

1300′	3100′ RT	RIS via 111.4 R-230

STRAIGHT-IN LANDING RWY 19

	ILS DA(H) 1004′ (250′) FULL	ILS DA(H) 1004′ (250′) ALS out	LOC (GS out) MDA(H) 1300′ (546′) With WEKLA	LOC (GS out) MDA(H) 1300′ (546′) ALS out	LOC (GS out) MDA(H) 1500′ (746′) Without WEKLA	LOC (GS out) MDA(H) 1500′ (746′) ALS out
A	RVR 40 or ¾		RVR 40 or ¾	RVR 55 or 1	RVR 40 or ¾	RVR 55 or 1
B					RVR 55 or 1	RVR 60 or 1¼
C			1⅜	1⅝	1⅞	2
D						

CIRCLE-TO-LAND
Not Authorized East of Rwys 1 & 19
CAT C & D Not Authorized to Rwy 3

Max Kts	With WEKLA MDA(H)	Without WEKLA MDA(H)
90	1380′ (623′)-1	1500′ (743′)-1
120	1400′ (643′)-1	1500′ (743′)-1¼
140	1400′ (643′)-1¾	1500′ (743′)-2¼
165	1400′ (643′)-2	1500′ (743′)-2½

TERPS AMEND 22B 12 JAN 2012

CHANGES: NEPXY changed to CFBBT, minimums.

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KMKC/MKC
WHEELER DOWNTOWN

JEPPESEN

25 NOV 11 (12-1)

KANSAS CITY, MO
RNAV (GPS) Rwy 3

BRIEFING STRIP TM

ATIS	KANSAS CITY Approach (R)	DOWNTOWN Tower	Ground
120.75	118.4	133.3	121.9

WAAS	Final Apch Crs	Minimum Alt DOCAB	LPV DA(H) (CONDITIONAL)	Apt Elev 757'
Ch 50112 W-03A	033°	2500' (1756')	1100' (356')	TDZE 744'

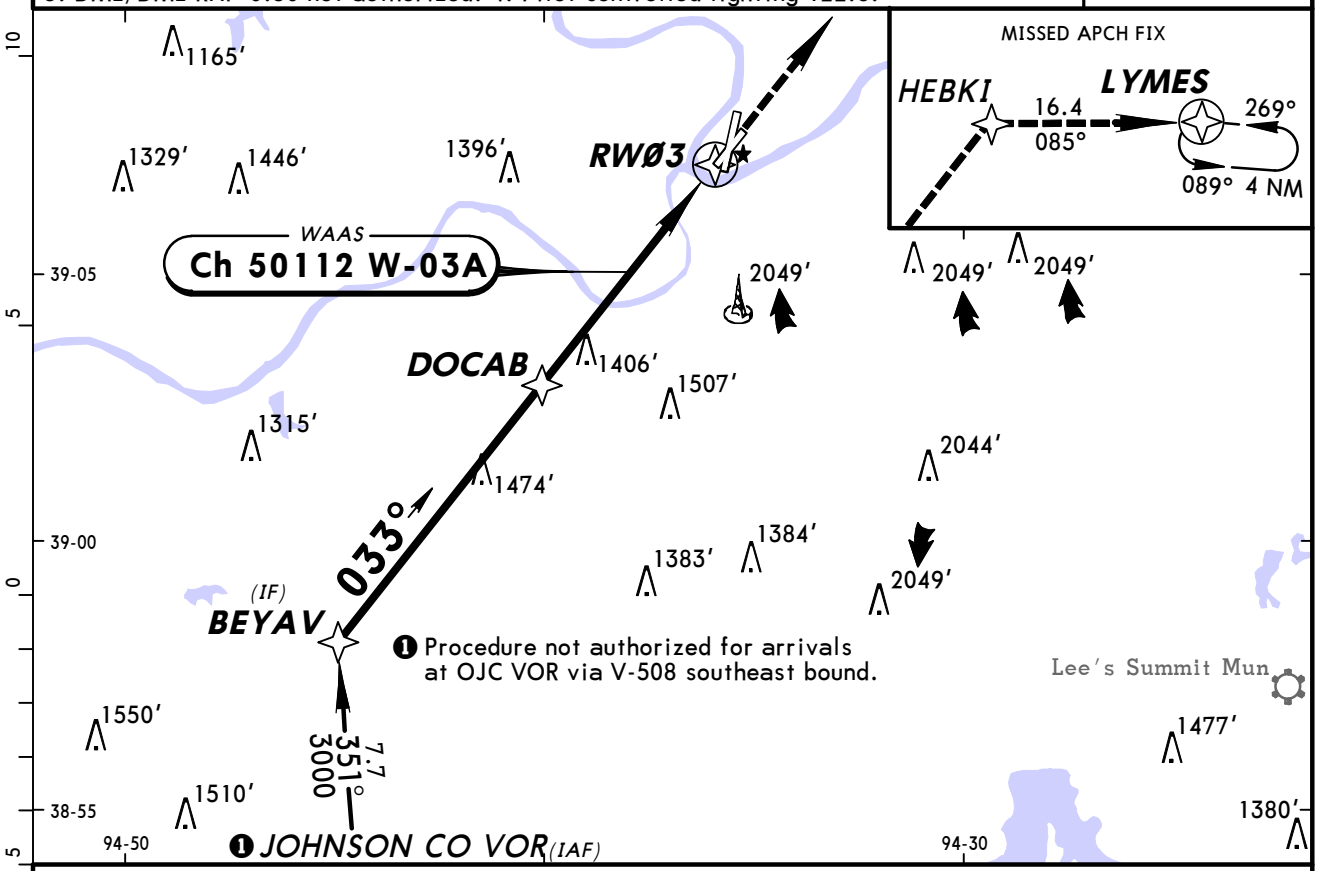
MISSED APCH: Climb to 3000' direct HEBKI and via 085° track to LYMES and hold.

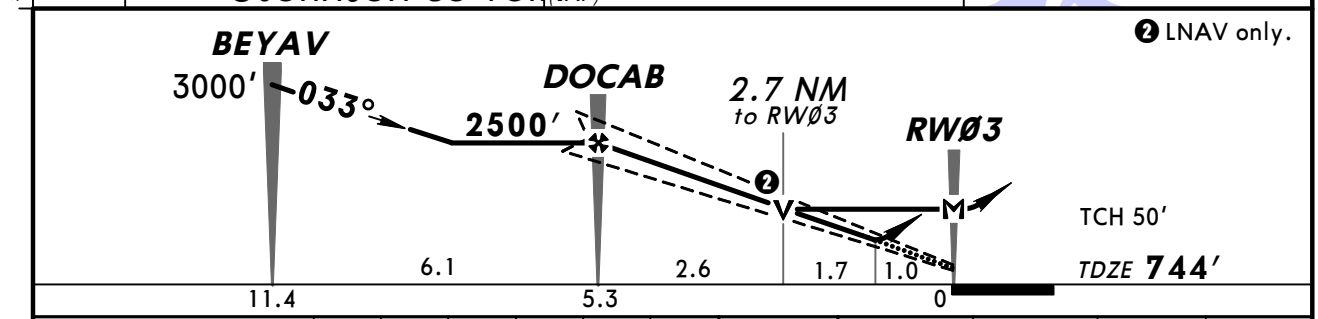
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Kansas City Intl altimeter setting.
2. VDP not authorized with Kansas City Intl altimeter setting.
3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 122.8.

3100'

MSA RWØ3





Gnd Speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ3							

VASI-L 3000' HEBKI

STRAIGHT-IN LANDING RWY 3

	1 LPV DA(H) 1100' (356')	2 LNAV MDA(H) 1660' (916')
A	RVR 60 or 1¼	RVR 60 or 1¼
B		
C	NA	NA
D		

CIRCLE-TO-LAND

Not Authorized East of Rwys 1 & 19
CAT C & D Not Authorized to Rwy 3.
Not Authorized at Night to Rwys 19 & 21 When VGSI Inop.

Max Kts	With Local Altimeter Setting MDA(H)	With Kansas City Intl Altimeter Setting MDA(H)
90	1660' (903') - 1¼	1740' (983') - 1¼
120		
140	1660' (903') - 2¾	1740' (983') - 2¾
165	1660' (903') - 3	1740' (983') - 3

AMENDO A

TERPS

1 DA(H) 1180' (436') with Kansas City Intl altimeter setting.
2 MDA(H) 1740' (996') with Kansas City Intl altimeter setting.

CHANGES: VNAV note removed from profile, notes.

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KMKC/MKC
WHEELER DOWNTOWN

JEPPESEN

25 NOV 11 (12-2)

KANSAS CITY, MO
RNAV (GPS) Rwy 19

BRIEFING STRIP ™

ATIS	KANSAS CITY Approach (R)	DOWNTOWN Tower	Ground
120.75	118.4	133.3	121.9

WAAS	Final Apch Crs	Minimum Alt ZODGA	LPV DA(H)	Apt Elev 757′
Ch 90320 W-19A	188°	2600′ (1846′)	1157′ (403′)	Rwy 19 754′

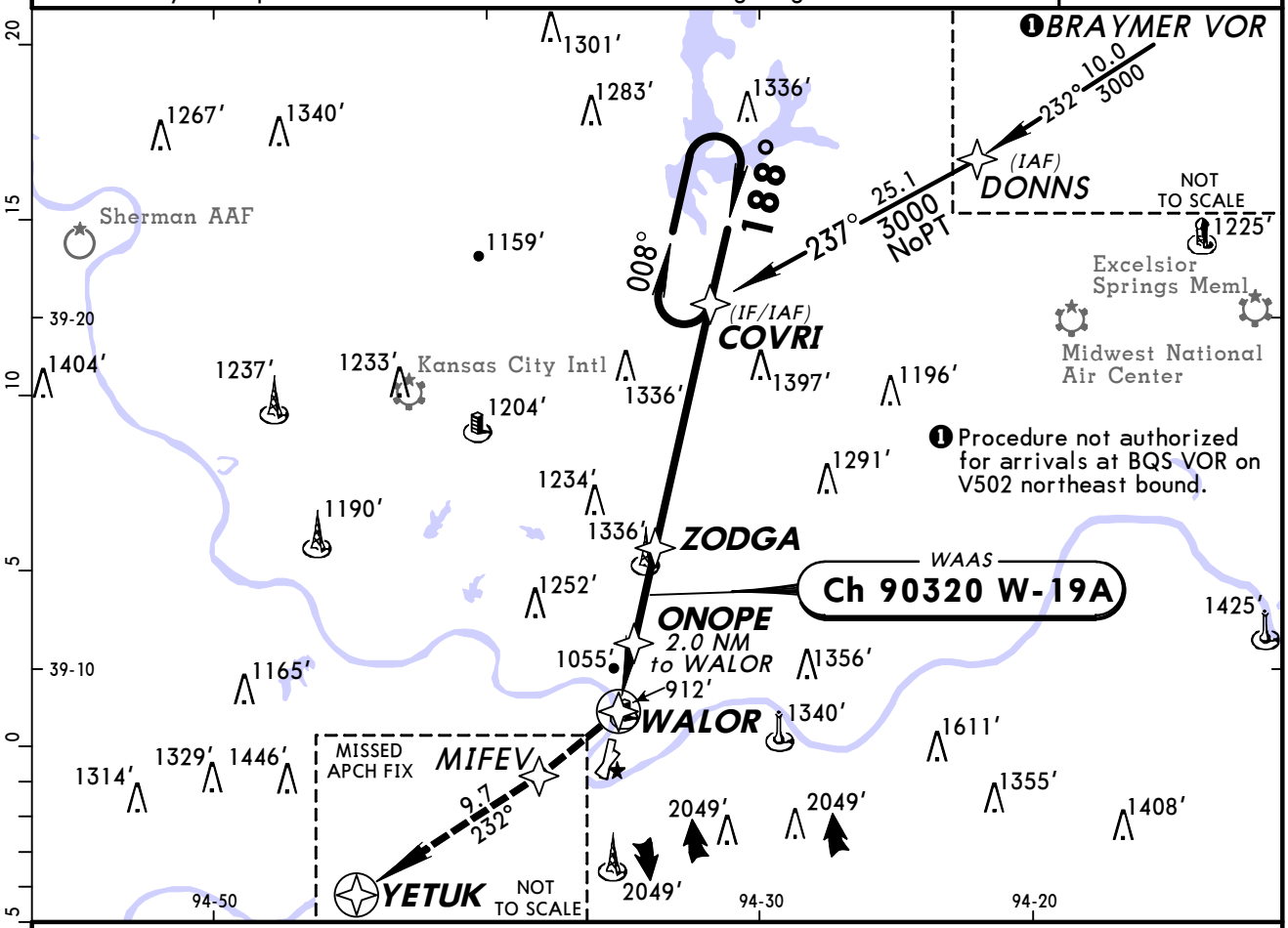
MISSED APCH: Climbing RIGHT turn to 4000′ direct MIFEV and on 232° track to YETUK.

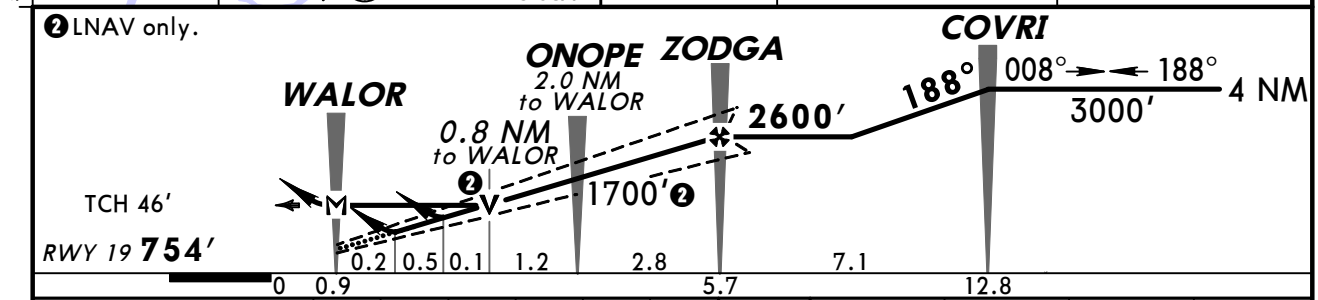
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 39°C (102°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 122.8.

3100′

MSA RW19





Gnd Speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at WALOR							

MALSF PAPI 4000′ RT D MIFEV

STRAIGHT-IN LANDING RWY 19

	LPV DA(H) 1157′ (403′)		LNAV/VNAV DA(H) 1300′ (546′)		LNAV MDA(H) 1340′ (586′)	
		ALS out		ALS out		ALS out
A	RVR 60 or 1⅛	1⅜	1⅝	1⅞	RVR 40 or ¾	RVR 55 or 1
B						
C					1⅜	1¾
D					2½	

CIRCLE-TO-LAND
Not Authorized East of Rwys 1 and 19.
Not Authorized to Rwy 19 at Night.

Max Kts	MDA(H)
90	1380′ (623′)-1
120	1400′ (643′)-1
140	❶1400′ (643′)-1¾
165	❶1640′ (883′)-3

❶ CAT C/D Not Authorized to Rwy 3.

TERPS AMEND 0 30 JUN 2011

CHANGES: Notes.

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ATIS	KANSAS CITY Approach (R)	DOWNTOWN Tower	Ground
120.75	118.4	133.3	121.9

BRIEFING STRIP™

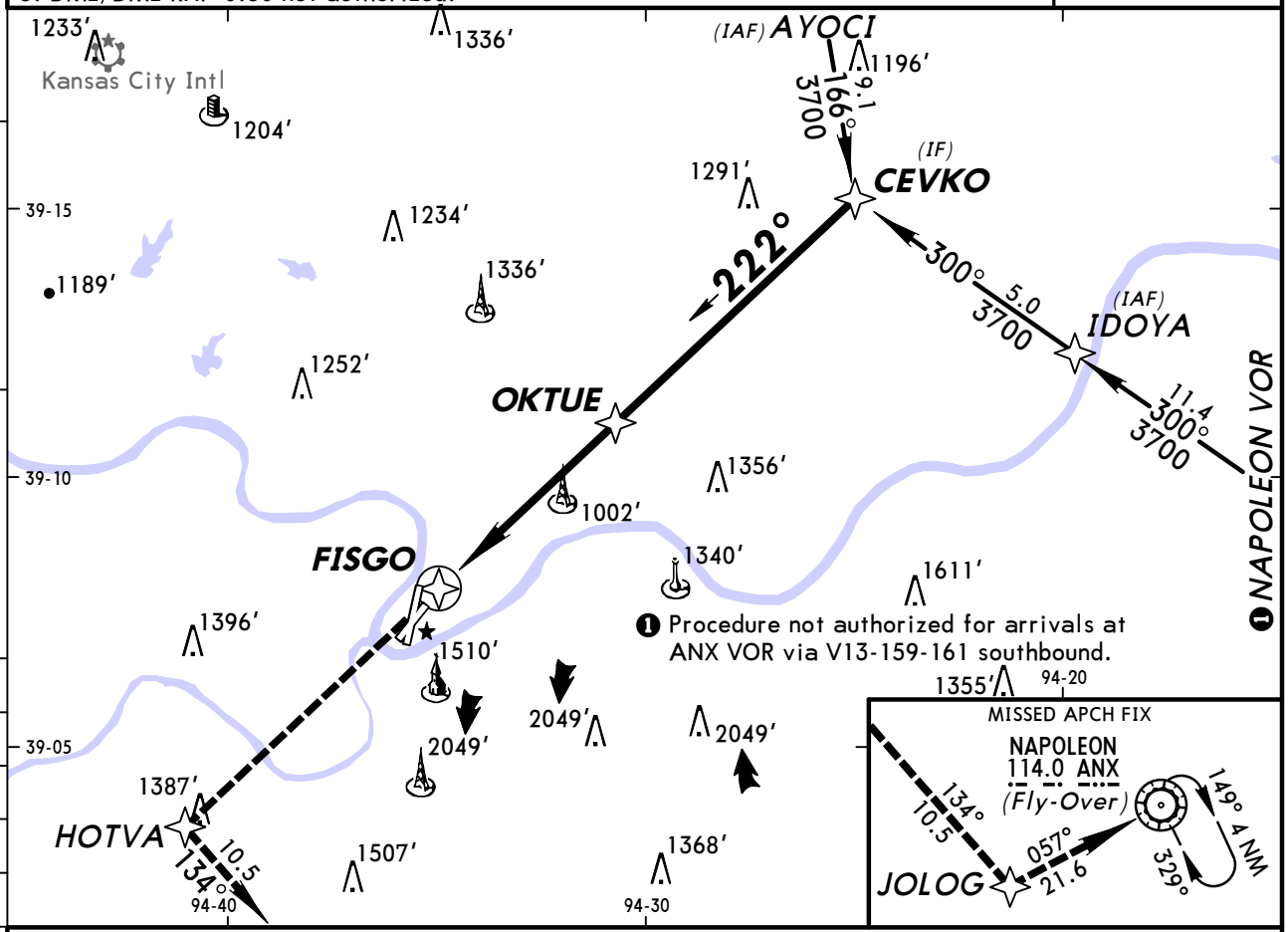
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 757′
	222°	OKTUE 2600′ (1856′)	1620′ (876′)	TDZE 744′

MISSED APCH: Climb to 2900′ direct HOTVA then climb to 3700′ via 134° track to JOLOG then via 057° track to ANX VOR and hold.

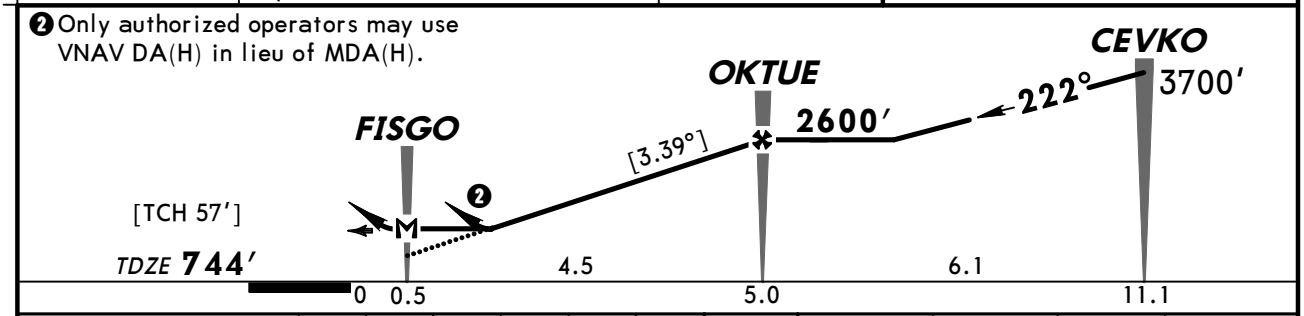
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Kansas City Intl altimeter setting.
2. When VGSI inop, procedure not authorized at night.
3. DME/DME RNP-0.30 not authorized.

3100′
MSA FISGO



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.39°]	420	540	600	720	840	960
MAP at FISGO						

REIL
VASI-L
2900′
HOTVA

STRAIGHT-IN LANDING RWY 21
LNAV

	With Local Altimeter Setting MDA(H) 1620′ (876′)	With Kansas City Intl Altimeter Setting MDA(H) 1700′ (956′)
A	1	1
B	1¼	1¼
C	NA	NA
D		

CIRCLE-TO-LAND
Not Authorized East of Rwys 1 & 19
CAT C & D Not Authorized to Rwy 3

Max Kts	With Local Altimeter Setting MDA(H)	With Kansas City Intl Altimeter Setting MDA(H)
90	1620′(863′)-1	1700′(943′)-1
120	1620′(863′)-1¼	1700′(943′)-1¼
140	1620′(863′)-2½	1700′(943′)-2½
165	1620′(863′)-2¾	1700′(943′)-2¾

AMENDO A TERPS

CHANGES: Chart reindexed, airport elevation.

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ATIS	KANSAS CITY Approach (R)	DOWNTOWN Tower	Ground
120.75	118.4	133.3	121.9

BRIEFING STRIP™

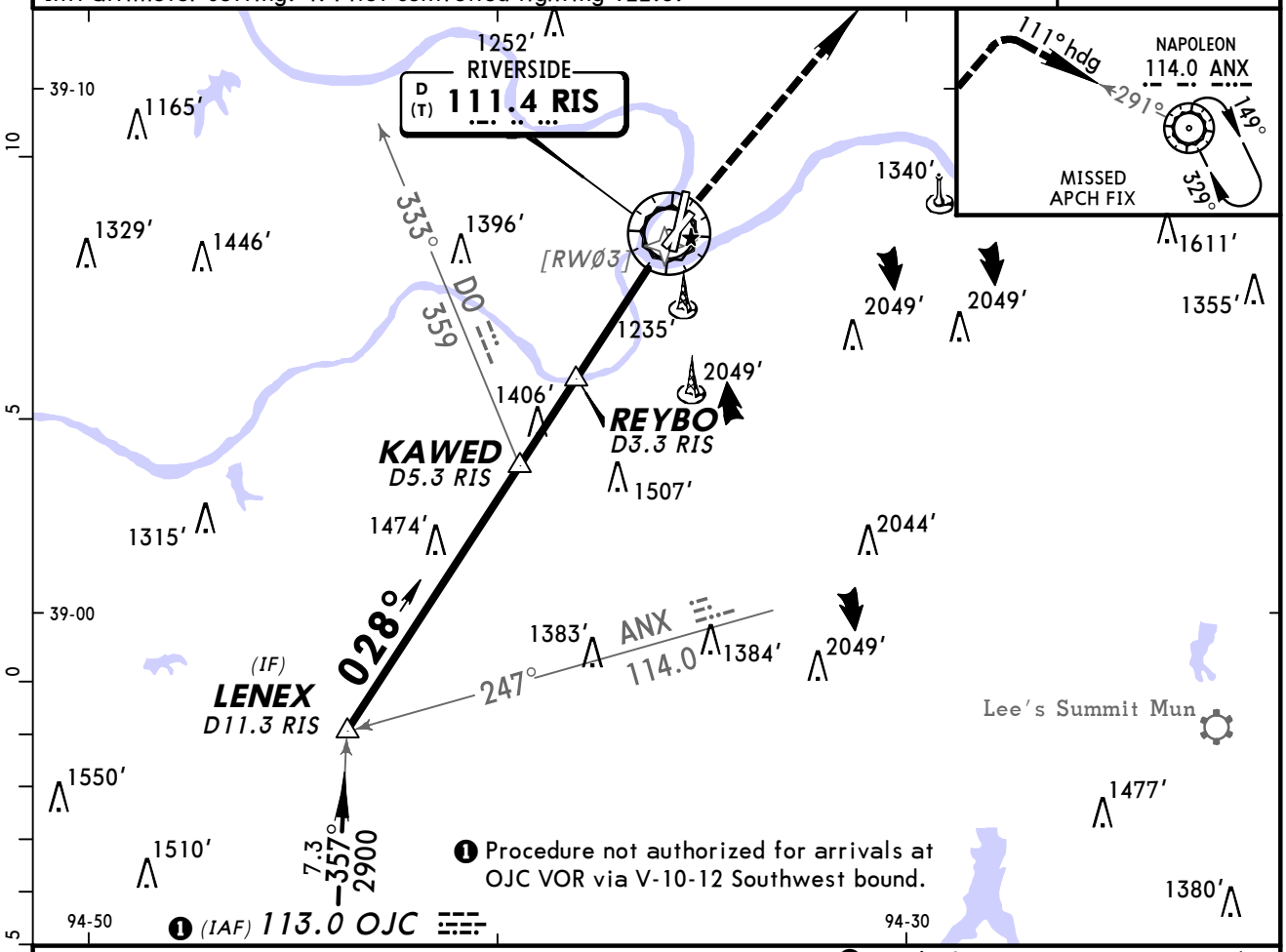
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 757′
RIS 111.4	028°	KAWED 2400′ (1656′)	1540′ (796′)	TDZE 744′

MISSED APCH: Climb to 3000′ then RIGHT turn via 111° heading and inbound on ANX VOR R-291 to ANX VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

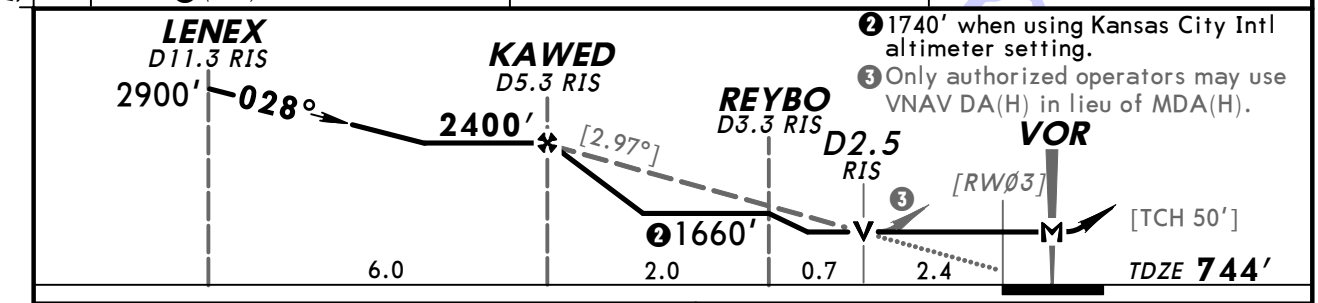
1. ADF or DME required. 2. Use local altimeter setting; if not received, use Kansas City Intl altimeter setting. 3. VDP not authorized when using Kansas City Intl altimeter setting. 4. Pilot controlled lighting 122.8.

3100′
MSA RIS VOR



❶ Procedure not authorized for arrivals at OJC VOR via V-10-12 Southwest bound.

❶ (IAF) 113.0 OJC



❷ 1740′ when using Kansas City Intl altimeter setting.
❸ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at VOR						

VASI-L | 3000′ | RT via 111° hdg and ANX 114.0 R-291

TERPS AMEND 17A

STRAIGHT-IN LANDING RWY 3 With Local Altimeter Setting		With REYBO MDA(H) ❶1540′ (796′)	Without REYBO MDA(H) ❷1660′ (916′)
A	RVR 50 or 1		
B	RVR 60 or 1¼		RVR 60 or 1¼
C	NA		NA
D			

CIRCLE-TO-LAND Not Authorized East of Rwys 1 & 19 CAT C & D Not Authorized to Rwy 3.	Max Kts	With Local Altimeter Setting: With REYBO MDA(H)	With Local Altimeter Setting: Without REYBO MDA(H)	With Kansas City Intl Altimeter Setting: With REYBO MDA(H)	With Kansas City Intl Altimeter Setting: Without REYBO MDA(H)
A	90	1540′ (783′)-1	1660′ (903′)-1¼	1620′ (863′)-1	1740′ (983′)-1¼
B	120	1540′ (783′)-1¼		1620′ (863′)-1¼	
C	140	1540′ (783′)-2¼	1660′ (903′)-2¾	1620′ (863′)-2¼	1740′ (983′)-2¾
D	165	1540′ (783′)-2½	1660′ (903′)-3	1620′ (863′)-2½	1740′ (983′)-3

❶ MDA(H) 1620′ (876′) With Kansas City Intl Altimeter Setting. ❷ MDA(H) 1740′ (996′) With Kansas City Intl Altimeter Setting.

CHANGES: Airport elevation, notes.

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ATIS	KANSAS CITY Approach (R)	DOWNTOWN Tower	Ground
120.75	118.4	133.3	121.9

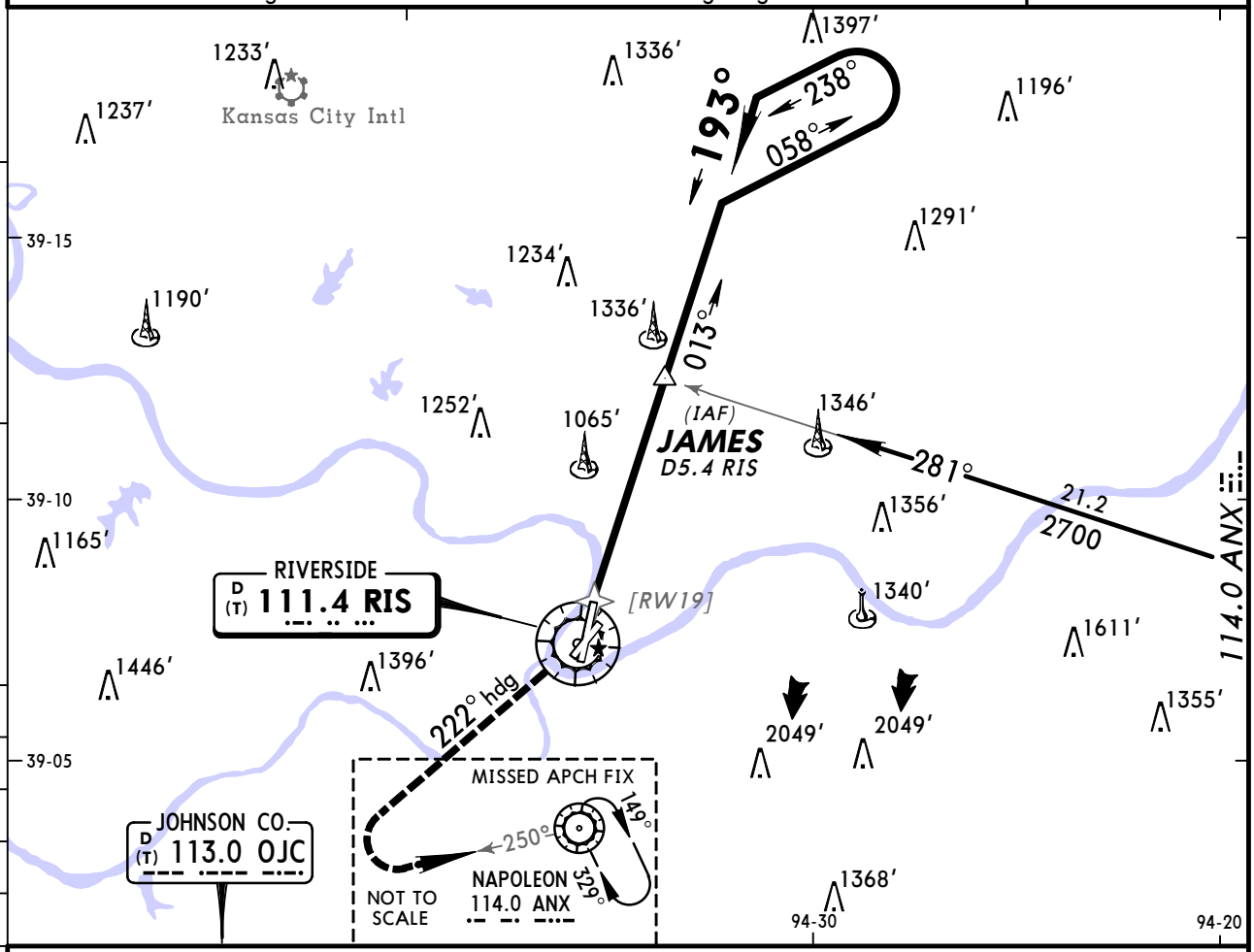
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 757′
RIS 111.4	193°	JAMES 2500′ (1746′)	(CONDITIONAL) 1400′ (646′)	TDZE 754′

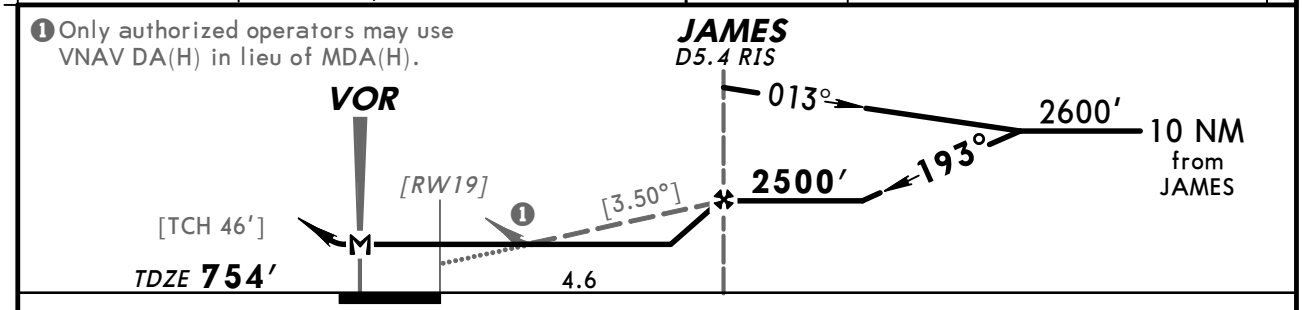
MISSED APCH: Climbing RIGHT turn to 3100′ on heading 222° then LEFT turn inbound via ANX VOR R-250 to ANX VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Kansas City Intl altimeter setting.
2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 122.8.

3100′
MSA RIS VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.50°]	434	557	619	743	867	991
MAP at VOR						

MALSF
VASI
3100′ on RT
222° hdg

TERPS AMEND 19A

	STRAIGHT-IN LANDING RWY 19 With Local Altimeter Setting MDA(H) 1400′ (646′) ALS out	STRAIGHT-IN LANDING RWY 19 With Kansas City Intl Altimeter Setting MDA(H) 1480′ (726′) ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized East of Rwys 1 & 19. CAT C & D Not Authorized to Rwy 3. With Local Altimeter Setting MDA(H)	CIRCLE-TO-LAND With Kansas City Intl Altimeter Setting MDA(H)
A	RVR 50 or 1	RVR 50 or 1	90	1400′ (643′) -1	1480′ (723′) -1
B			120		
C	1¾	1¾	140	1400′ (643′) -1¾	1480′ (723′) -1¾
D	2	2	165	1400′ (643′) -2	1480′ (723′) -2

CHANGES: Airport elevation, TDZE, notes.

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BRIEFING STRIP™

ATIS	KANSAS CITY Approach (R)	DOWNTOWN Tower	Ground
120.75	118.4	133.3	121.9

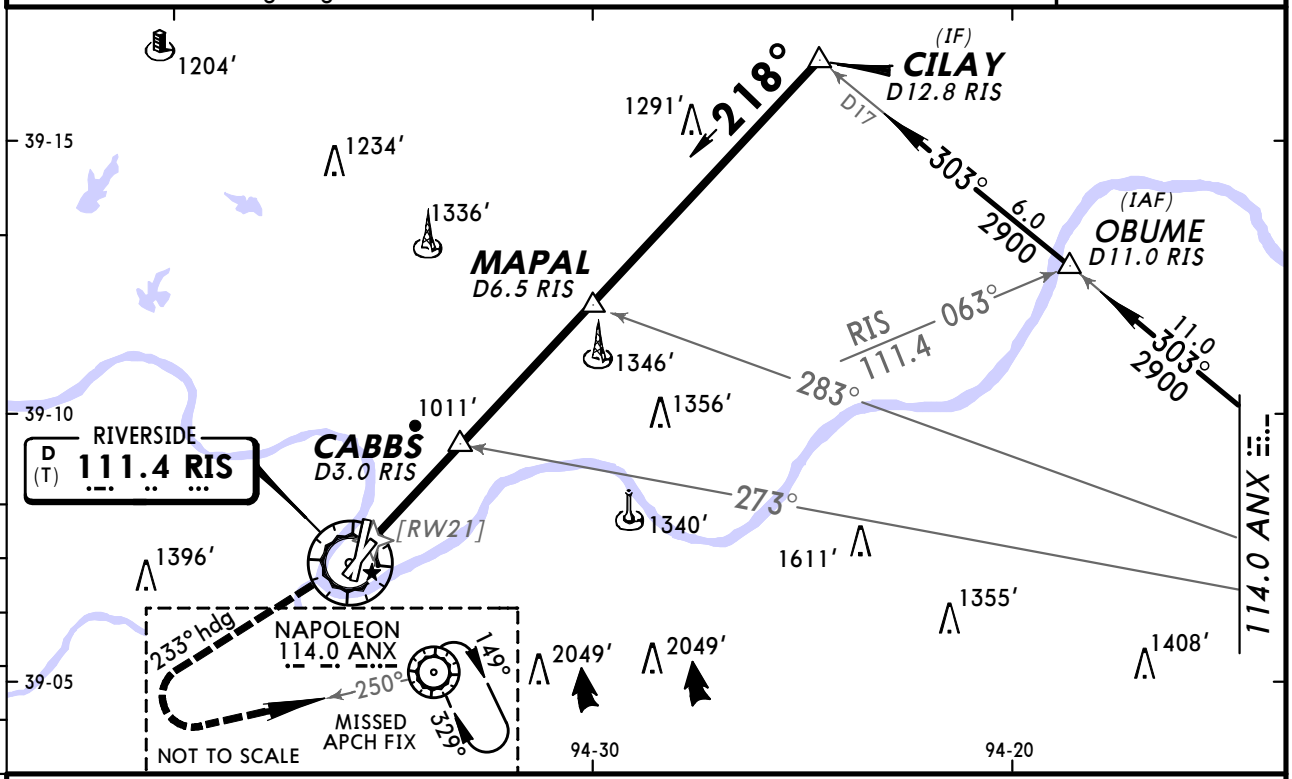
VOR	Final Apch Crs	Minimum Alt MAPAL	MDA(H) (CONDITIONAL)	Apt Elev 757′
RIS 111.4	218°	2900′ (2156′)	1320′ (576′)	TDZE 744′

MISSED APCH: Climbing RIGHT turn to 3100′ on 233° heading then LEFT turn to ANX VOR inbound via ANX VOR R-250 and hold.

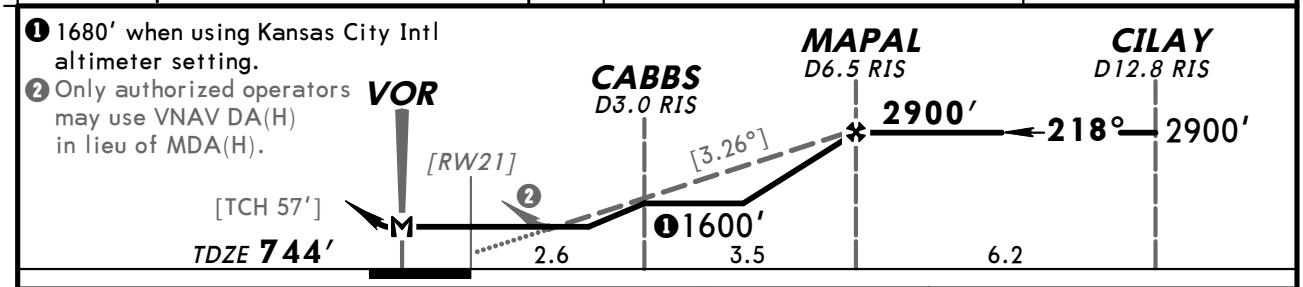
3100′
MSA RIS VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Kansas City Intl altimeter setting.
2. Pilot controlled lighting 122.8.



❶ 1680′ when using Kansas City Intl altimeter setting.
❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.26°]	404	519	577	692	808	923
MAP at VOR						

REIL
VASI-L

3100′ RT on 233° hdg

STRAIGHT-IN LANDING RWY 21

	With CABBS	Without CABBS
	With Local Altimeter Setting	
	MDA(H) 1320′ (576′)	MDA(H) 1600′ (856′)
A	1	1
B		1¼
C	NA	NA
D		

CIRCLE-TO-LAND
Not Authorized East of Rwys 1 & 19
CAT C & D Not Authorized to Rwy 3.

Max Kts	With CABBS MDA(H)	Without CABBS MDA(H)
	With Local Altimeter Setting	
90	1380′ (623′) - 1	1600′ (843′) - 1
120	1400′ (643′) - 1	1600′ (843′) - 1¼
140	1400′ (643′) - 1¾	1600′ (843′) - 2½
165	1400′ (643′) - 2	1600′ (843′) - 2¾

AMEND 13A

	With Kansas City Intl Altimeter Setting	
	MDA(H) 1400′ (656′)	MDA(H) 1680′ (936′)
A	1	1
B		1¼
C	NA	NA
D		

Max Kts	With Kansas City Intl Altimeter Setting MDA(H)	MDA(H)
90	1460′ (703′) - 1	1680′ (923′) - 1
120	1480′ (723′) - 1	1680′ (923′) - 1¼
140	1480′ (723′) - 1¾	1680′ (923′) - 2½
165	1480′ (723′) - 2	1680′ (923′) - 2¾

TERPS

CHANGES: Airport elevation, notes.

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KMKC/MKC
WHEELER DOWNTOWN

JEPPESEN

25 NOV 11 (16-1)

KANSAS CITY, MO
NDB Rwy 19

BRIEFING STRIP™

ATIS	KANSAS CITY Approach (R)	DOWNTOWN Tower	Ground
120.75	118.4	133.3	121.9

LOM MK	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 757′
344	188°	2600′ (1846′)	1400′ (646′)	TDZE 754′

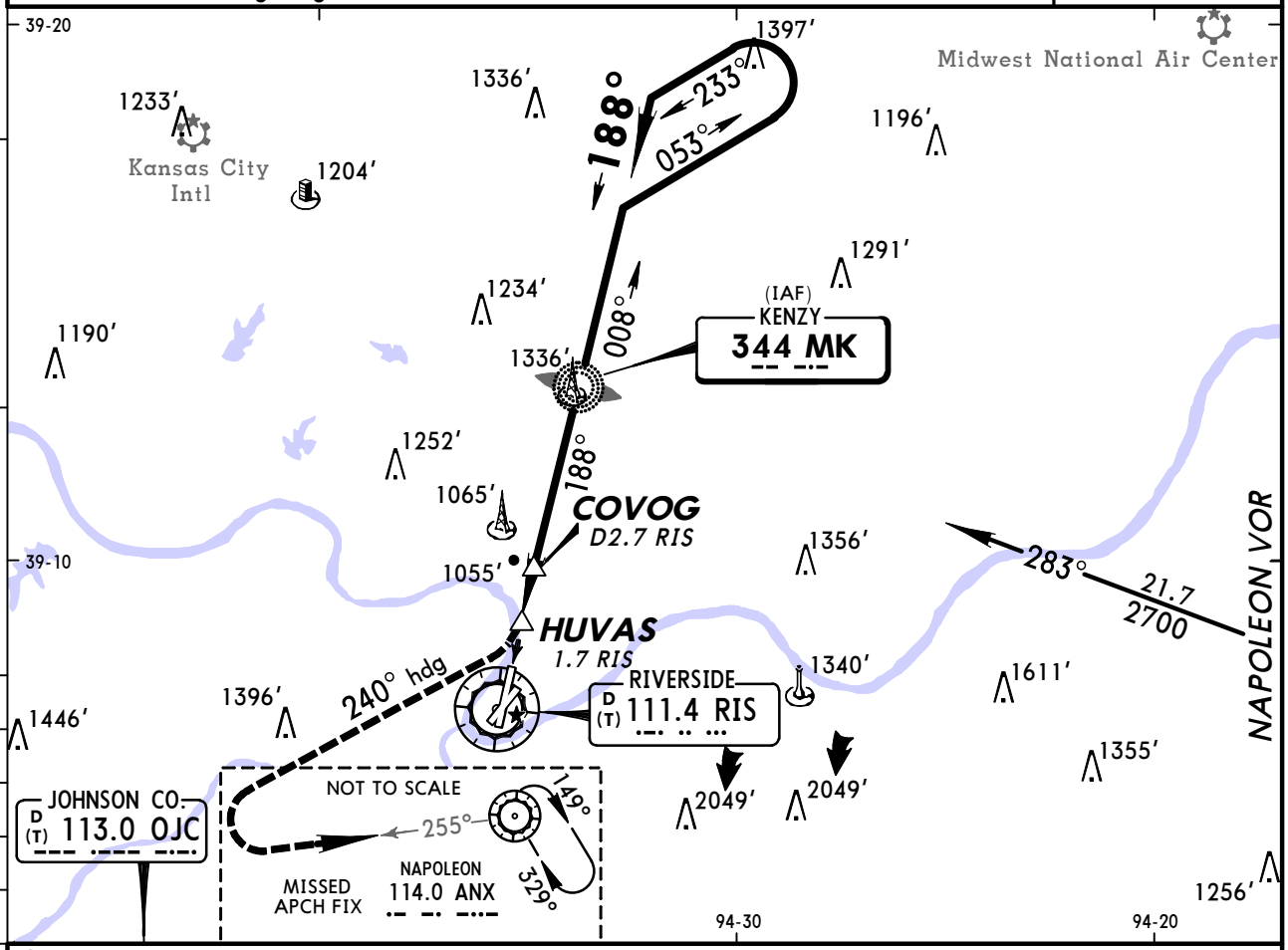
MISSED APCH: Climbing RIGHT turn to 3100′ on 240° heading then LEFT turn inbound via ANX VOR R-255 to ANX VOR and hold.

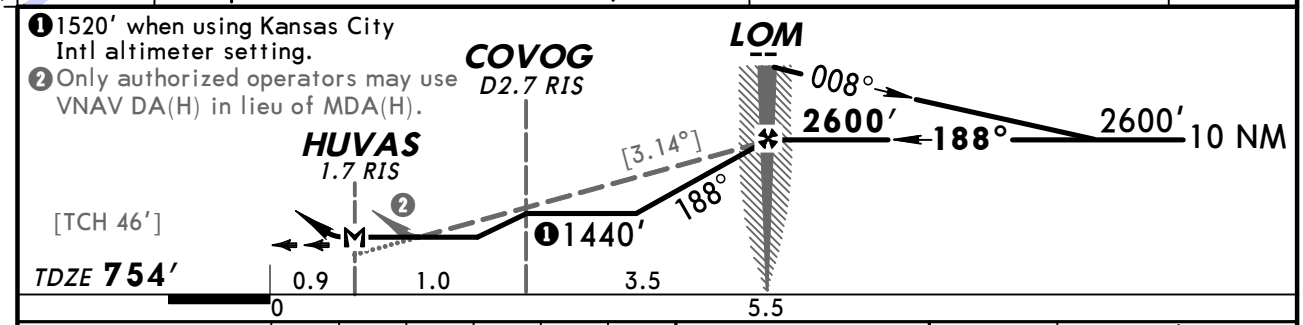
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Kansas City Intl altimeter setting.
2. Pilot controlled lighting 122.8.

3100′

MSA MK LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.14°]	389	500	556	667	778	889
MAP at HUVAS or LOM to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

MALSF VASI 3100′ on RT 240° hdg

STRAIGHT-IN LANDING RWY 19
With Local Altimeter Setting

	With DME ❶ MDA(H) 1400′ (646′) ALS out	Without DME ❷ MDA(H) 1440′ (686′) ALS out
A, B	RVR 50 or 1	RVR 50 or 1
C	1¾	2
D	2	2¼

CIRCLE-TO-LAND
Not Authorized East of Rwys 1 & 19
CAT C & D Not Authorized to Rwy 3.

Max Kts	With Local Altimeter Setting: With DME MDA(H)	With Local Altimeter Setting: Without DME MDA(H)	With Kansas City Intl Altimeter Setting: With DME MDA(H)	With Kansas City Intl Altimeter Setting: Without DME MDA(H)
90	1400′ (643′)-1	1440′ (683′)-1	1480′ (723′)-1	1520′ (763′)-1
120				
140	1400′ (643′)-1¾	1440′ (683′)-2	1480′ (723′)-1¾	1520′ (763′)-2
165	1400′ (643′)-2	1440′ (683′)-2¼	1480′ (723′)-2	1520′ (763′)-2¼

❶ MDA(H) 1480′ (726′) with Kansas City Intl Altimeter Setting. ❷ MDA(H) 1520′ (766′) with Kansas City Intl Altimeter Setting.

AMEND 17A TERPS

CHANGES: Aiport elevation, TDZE, notes.

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General Information

Location: Springfield MO USA
IATA Code: SGF
Lat/Long: N37° 14.7' W093° 23.3'
Elevation: 1268 ft

Airport Use: Public
Magnetic Variation: 1.5°E
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1248 Z
Sunset: 0005 Z,

Runway Information

Runway: 02
Length x Width: 7003 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1265 ft
Lighting: Edge, ALS

Runway: 14
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1260 ft
Lighting: Edge, ALS, Part time

Runway: 20
Length x Width: 7003 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1262 ft
Lighting: Edge, ALS

Runway: 32
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1268 ft
Lighting: Edge, REIL, Part time

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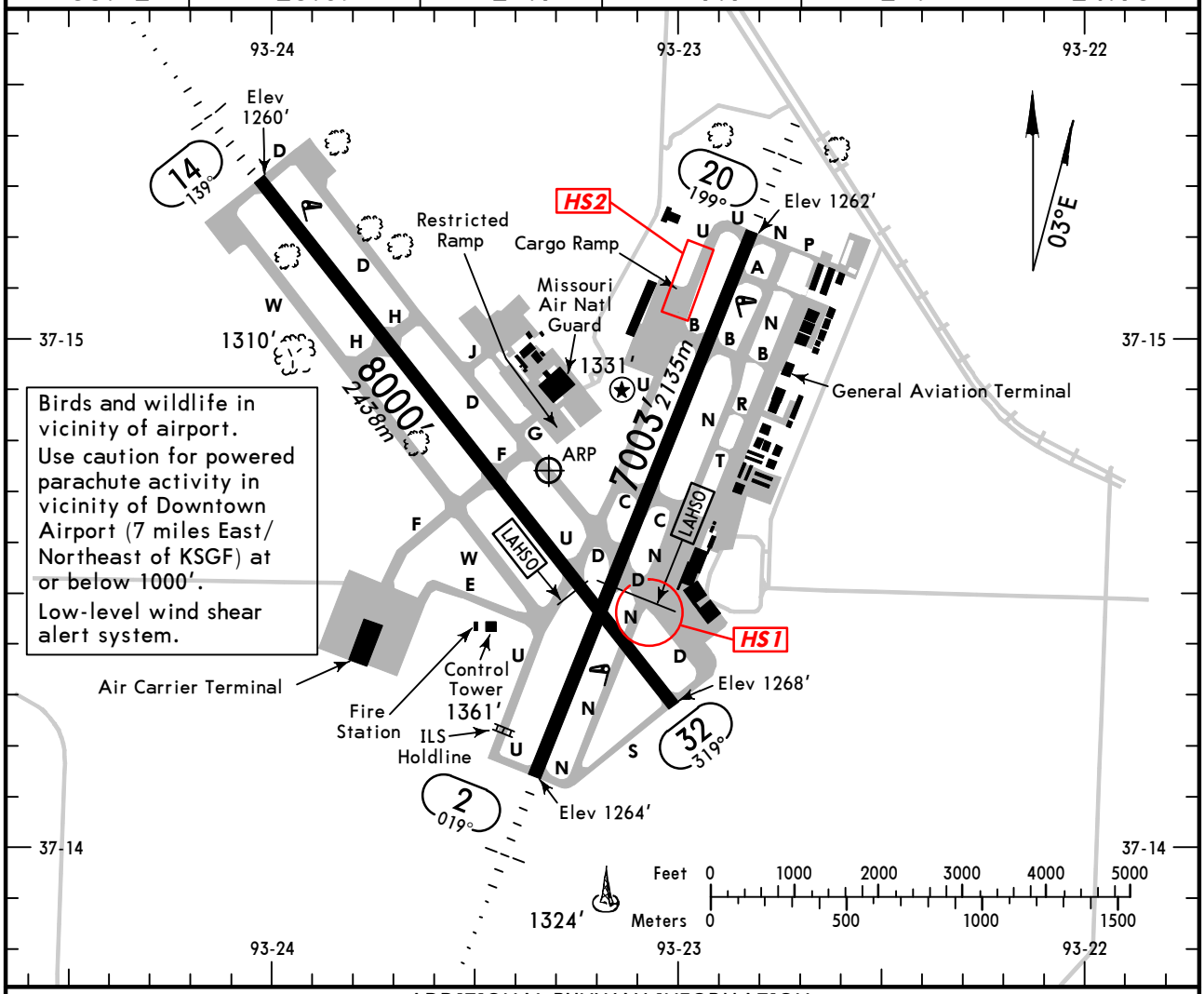
Communication Information

ATIS 135.125
Springfield Tower 119.9
Springfield Ground Control 121.9
Springfield Clearance Delivery 123.675
Springfield Approach Control 124.95 (200°-19°) Arrival Service
Springfield Approach Control 121.1 (20°-199°) Initial Contact
Springfield App ARSA 124.95 (200°-19°)
Springfield App ARSA 121.1 (20°-199°)
Springfield Departure Control 124.95 (200°-19°) Departure Service
Springfield Departure Control 121.1 (20°-199°) Departure Service
Springfield-Branson Natl Unicom 122.95
Show ME Zulu Operations 134.95 Military
Columbia Flight Service Station 122.55 RCO
Columbia Flight Service Station 122.1 RCO
Columbia Flight Service Station 116.9 RCO

ATIS	SPRINGFIELD Clearance	Ground	Tower	SPRINGFIELD Departure (R) East of Active Rwy	West of Active Rwy
135.12	123.67	121.9	119.9	121.1	124.95



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
2	HIRL MALSR VASI-L grooved RVR	❶ 6893′ *2101m*	5843′ *1781m*			150′ *46m*
20	HIRL MALS PAPI-L (angle 3.0°) grooved			14/32 4550′ *1387m*		
14 ❷	HIRL REIL MALSR PAPI-R (angle 3.0°)		6925′ *2111m*	2/20 6200′ *1890m*		150′ *46m*
32	HIRL REIL PAPI-L (angle 3.0°)					

❶ 110′ *(34m)* is unavailable for landing distance computations.
❷ grooved

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions

HS1 Aircraft exiting the Old Terminal ramp to the west, use caution as Taxiways D and N are in close proximity to the runways and angles create unusual holding positions.

HS2 Due to large aircraft parked on the Air Cargo Ramp, Tower may be unable to maintain visual contact with small aircraft taxiing northbound on Taxiway U north of Taxiway B.

NOTE: During times when the sun is at low angles, i.e. early morning and late evening, hold position markings on east-west taxiways can be difficult to see due to glare.

TAKE-OFF

	Rwys 2, 14, 20 Adequate Vis Ref	Rwys 2, 14, 20 STD	Rwy 32 With Mim Climb of 250′/NM to 1400′ Adequate Vis Ref	Rwy 32 STD	Rwy 32 Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-1
3 & 4 Eng		RVR 24 or 1/2		1/2	

FOR FILING AS ALTERNATE

	ILS Rwy 2 ILS Rwy 14	LOC Rwy 2 LOC Rwy 14 RNAV (GPS) Rwy 14 VOR DME Rwy 2 VOR Rwy 20	Authorized Only When Local Weather Available RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20	Other
A	600-2	800-2	800-2	NA
B				
C				
D				

AMEND 1

CHANGES: Rwy 14/32 surface.

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ATIS	SPRINGFIELD Approach (R)	SPRINGFIELD Tower	Ground
135.12	121.1	119.9	121.9

BRIEFING STRIP ™

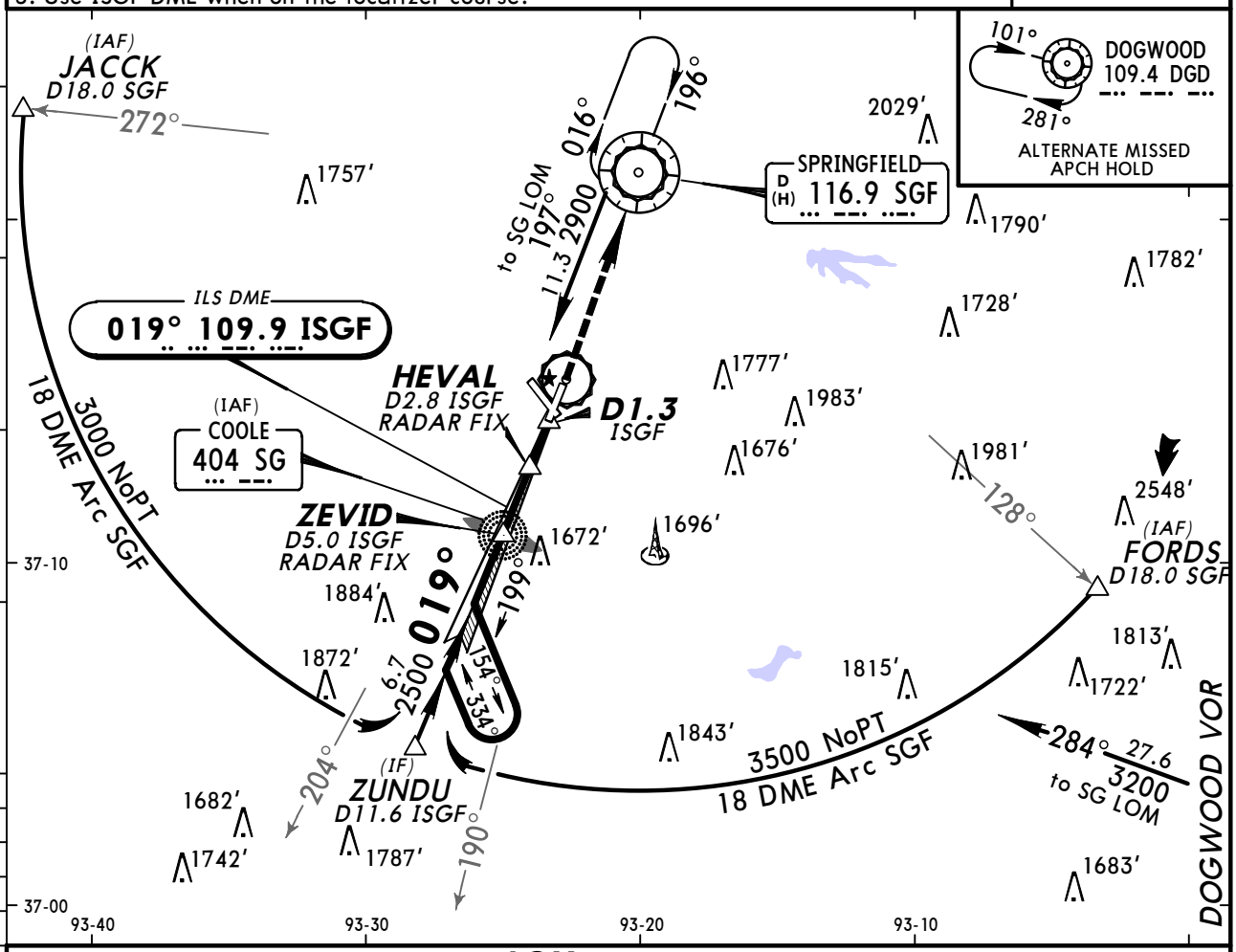
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1268′
ISGF 109.9	019°	ZEVID 2470′ (1206′)	1464′ (200′)	Rwy 2 1264′

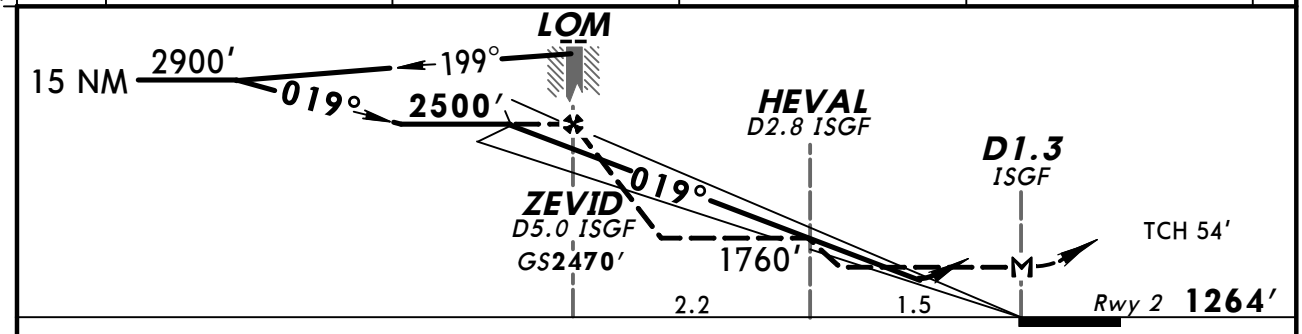
MISSED APCH: Climb to 2900′ direct SGF VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. Visibility reduction by helicopters not authorized.
3. Use ISGF DME when on the localizer course.

MSA SG LOM: 3100′ (225°–315°), 4600′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.3 ISGF or ZEVID to MAP 3.7	3:10	2:28	2:13	1:51	1:35	1:23

MALSR VASI 2900′ D SGF 116.9

TERPS STRAIGHT-IN LANDING RWY 2

	ILS DA(H) 1464′ (200′) FULL	ILS RAIL out	ILS ALS out	LOC (GS out) MDA(H) 1700′ (436′)	LOC RAIL out	LOC ALS out
A	1 RVR 24 or ½	RVR 40 or ¾		RVR 40 or ¾		RVR 55 or 1
B						
C				RVR 40 or ¾	RVR 50 or 1	1¼
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1760′ (492′)-1
120	
140	1820′ (552′)-1½
165	1820′ (552′)-2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 18 30 JUN 2011

CHANGES: Minimums.

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BRIEFING STRIP™

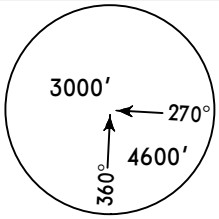
ATIS	SPRINGFIELD Approach (R)	SPRINGFIELD Tower	Ground
135.12	121.1	119.9	121.9

LOC	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 1268′
IGWA **109.7**	**139°**	**REEVZ** **2900′** (1640′)	**1460′** (200′)	TDZE **1260′**

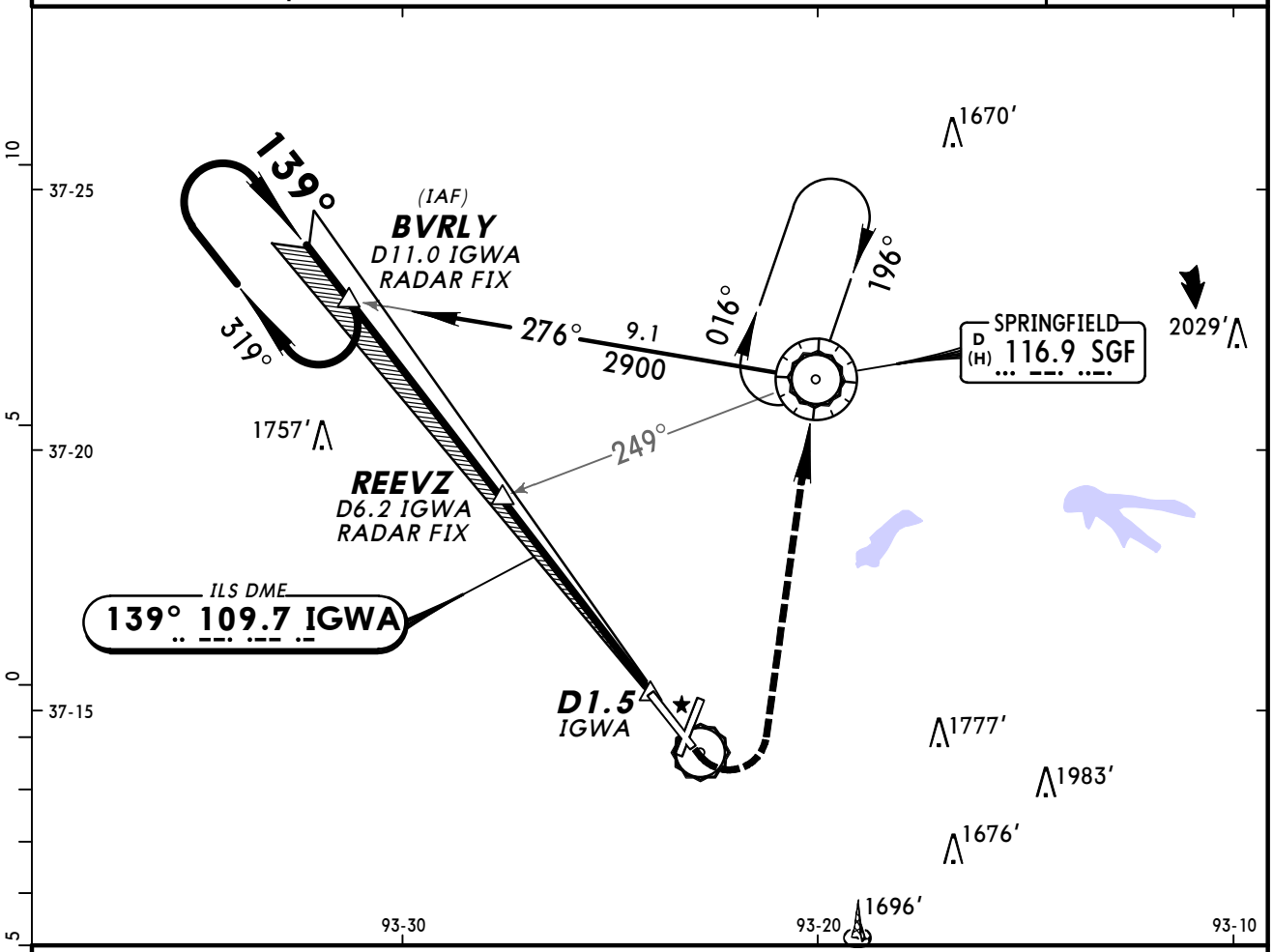
MISSED APCH: Climb to 1800′ then climbing LEFT turn to 2900′ direct SGF VOR and hold.

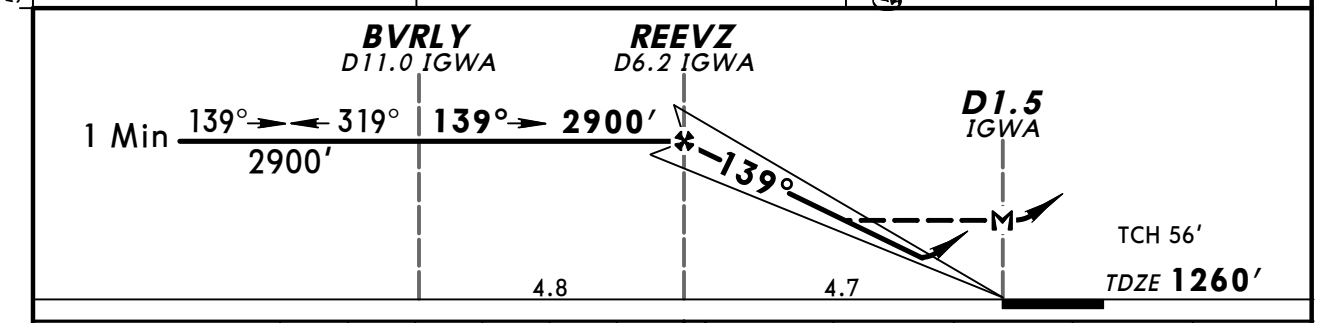
Alt Set : INCHES Trans level : FL 180 Trans alt : 18000′

1. DME or RADAR required.



MSA SGF VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.5 IGWA or REEVZ to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR
REIL
PAPI

1800′

2900′
LT

D

SGF
116.9

STRAIGHT-IN LANDING RWY 14

	ILS DA(H) 1460′ (200′) FULL	ILS DA(H) 1460′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1620′ (360′)	LOC (GS out) MDA(H) 1620′ (360′) RAIL out	LOC (GS out) MDA(H) 1620′ (360′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1760′ (492′)-1
120	
140	1820′ (552′)-1 1/2
165	1820′ (552′)-2

AMEND 0A TERPS

CHANGES: Procedure title, minimums.

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ATIS	SPRINGFIELD Approach (R)	SPRINGFIELD Tower	Ground
135.12	121.1	119.9	121.9

BRIEFING STRIP™

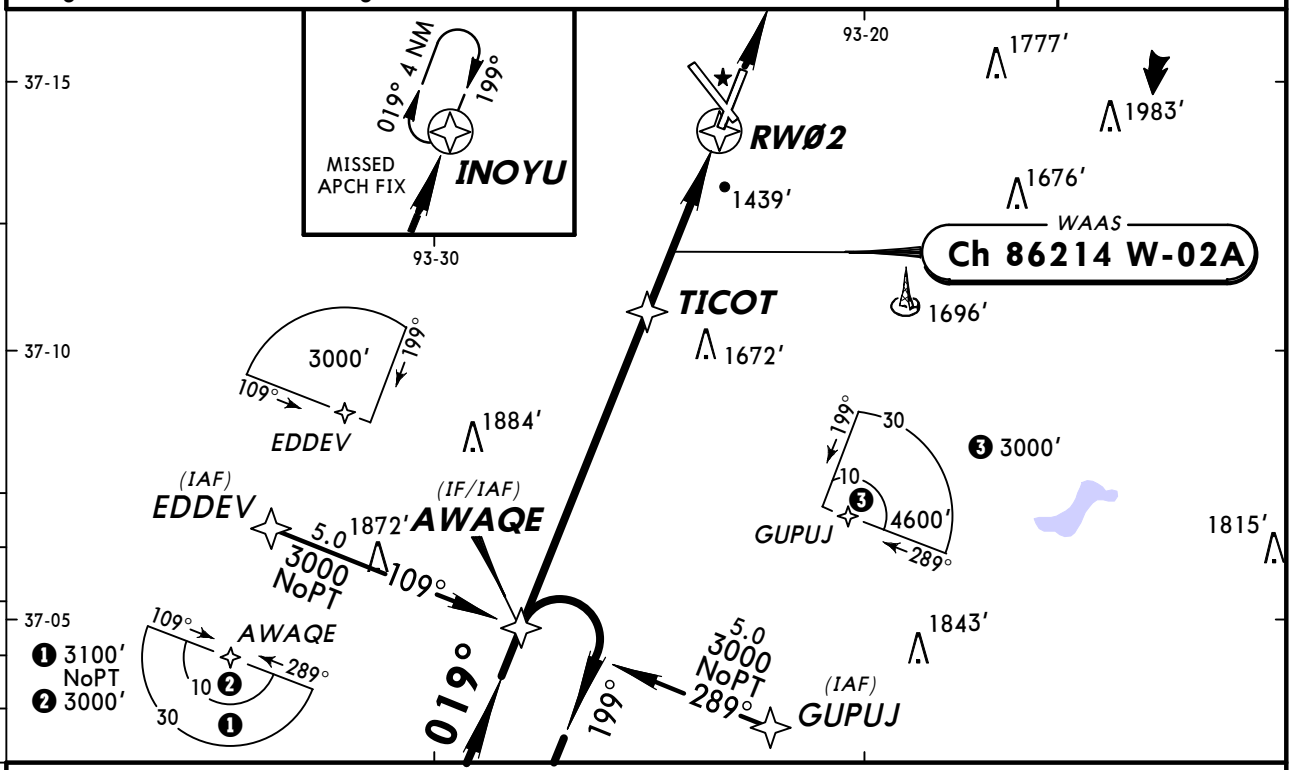
WAAS	Final Apch Crs	Minimum Alt TICOT	LPV DA(H) (CONDITIONAL)	Apt Elev 1268′
Ch 86214 W-02A	019°	2500′(1235′)	1590′(325′)	TDZE 1265′

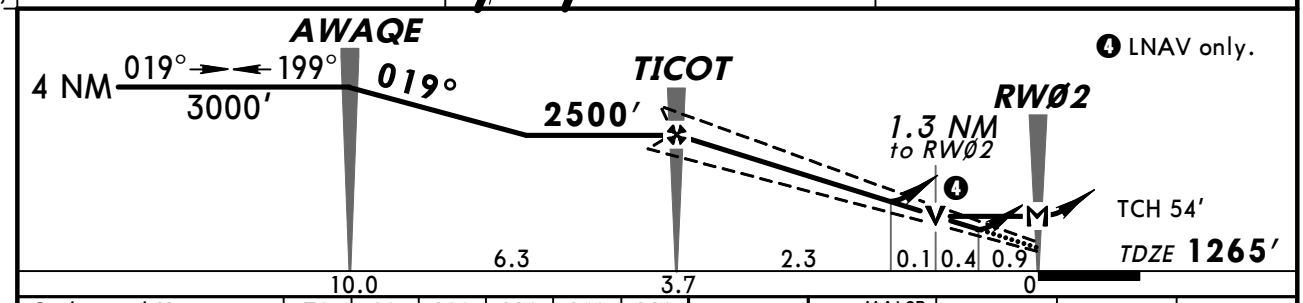
MISSED APCH: Climb to 3000′ direct INOYU and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Monett altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 45°C (113°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Baro-VNAV and VDP not authorized when using Monett altimeter setting.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ2						

MALSR VASI 3000′ D INOYU

STRAIGHT-IN LANDING RWY 2

With Local Altimeter Setting

	LPV DA(H) 1590′(325′)		LNAV/VNAV DA(H) 1754′(489′)		LNAV MDA(H) 1720′(455′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 40 or ¾	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 40 or ¾		RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1760′(492′)-1
120	
140	1820′(552′)-1½
165	1820′(552′)-2

With Monett Altimeter Setting

	LPV DA(H) 1680′(415′)		LNAV/VNAV DA(H) 1844′(579′)		LNAV MDA(H) 1820′(555′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 50 or 1	1½	1½	2	RVR 40 or ¾		RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

With Monett Altimeter Setting

Max Kts	MDA(H)
90	1860′(592′)-1
120	
140	1920′(652′)-1¾
165	1920′(652′)-2

AMEND 2 TERPS

CHANGES: None.

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ATIS	SPRINGFIELD Approach (R)	SPRINGFIELD Tower	Ground
135.12	121.1	119.9	121.9

BRIEFING STRIP ™

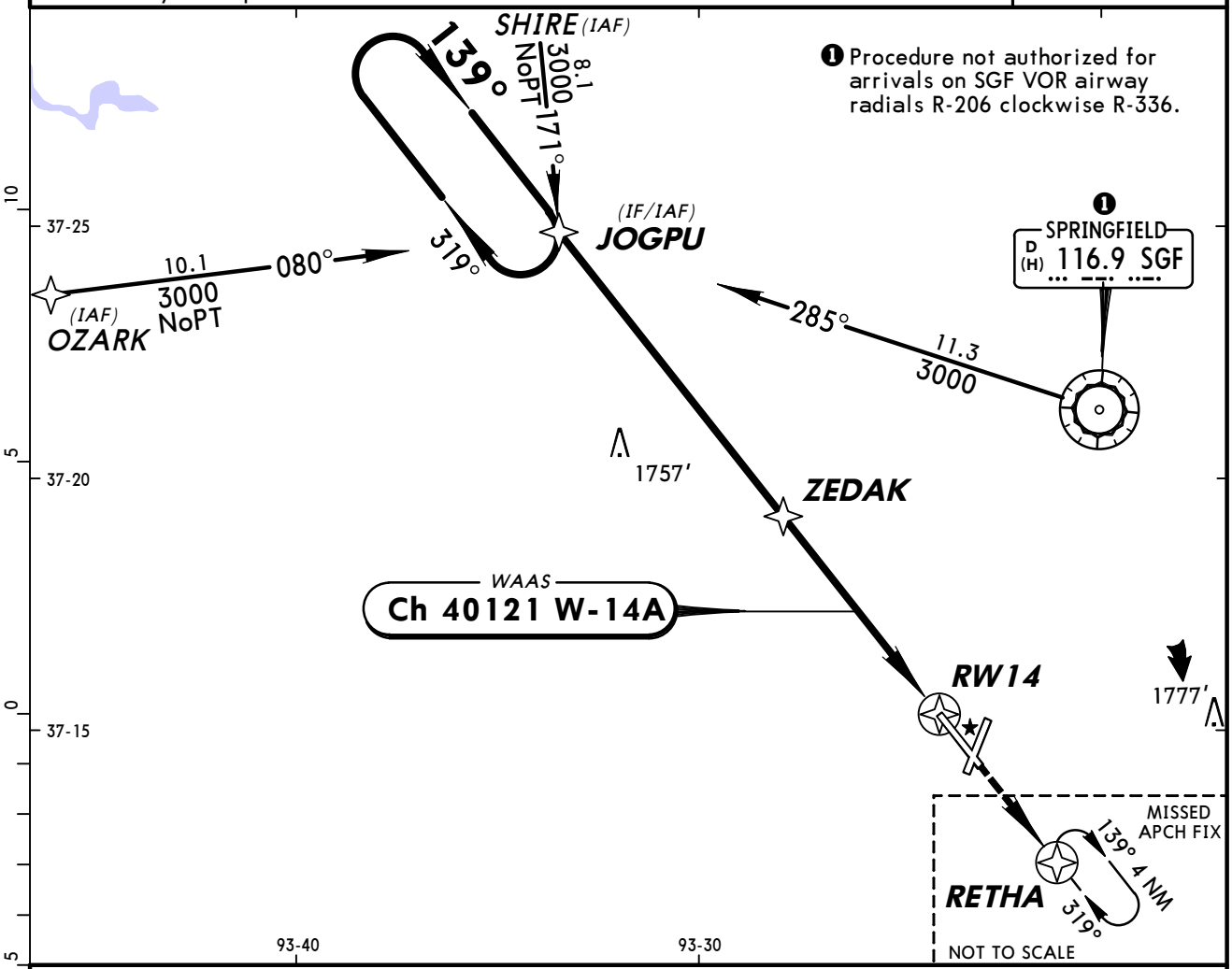
WAAS	Final Apch Crs	Minimum Alt ZEDAK	LPV DA(H)	Apt Elev 1268′
Ch 40121 W-14A	139°	2900′ (1640′)	1512′ (252′)	Rwy 14 1260′

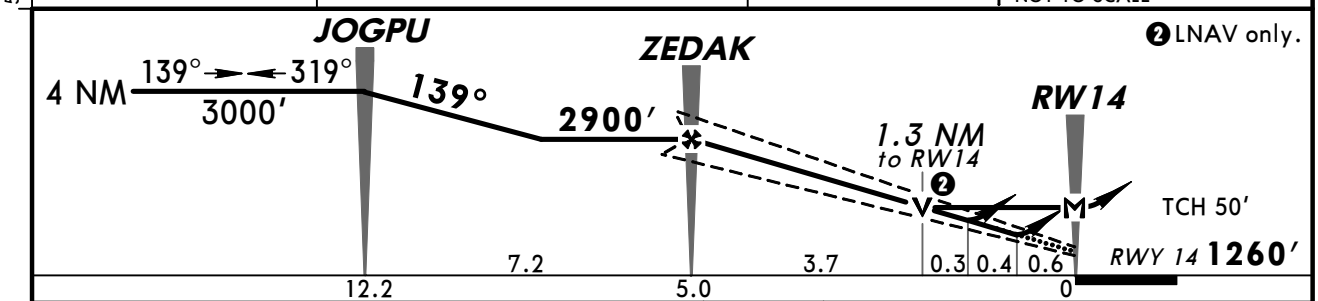
MISSED APCH: Climb to 3000′ direct RETHA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -30°C (-22°F) or above 35°C (95°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized.

4600′
MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

MALSR
REIL
PAPI
3000′
RETHA

STRAIGHT-IN LANDING RWY 14

	LPV DA(H) 1512′ (252′) RAIL or ALS out	LNAV/VNAV DA(H) 1620′ (360′) RAIL out	LNAV/VNAV DA(H) 1620′ (360′) ALS out	LNAV MDA(H) 1720′ (460′) RAIL out	LNAV MDA(H) 1720′ (460′) ALS out
A	3/4	3/4	1 1/8	3/4	1
B					
C				7/8	1 1/8
D				1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1760′ (492′)-1
120	
140	1820′ (552′)-1 1/2
165	1820′ (552′)-2

TERPS AMEND 2 30 JUN 2011

CHANGES: Procedure.

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ATIS	SPRINGFIELD Approach (R)	SPRINGFIELD Tower	Ground
135.12	121.1	119.9	121.9

BRIEFING STRIP™

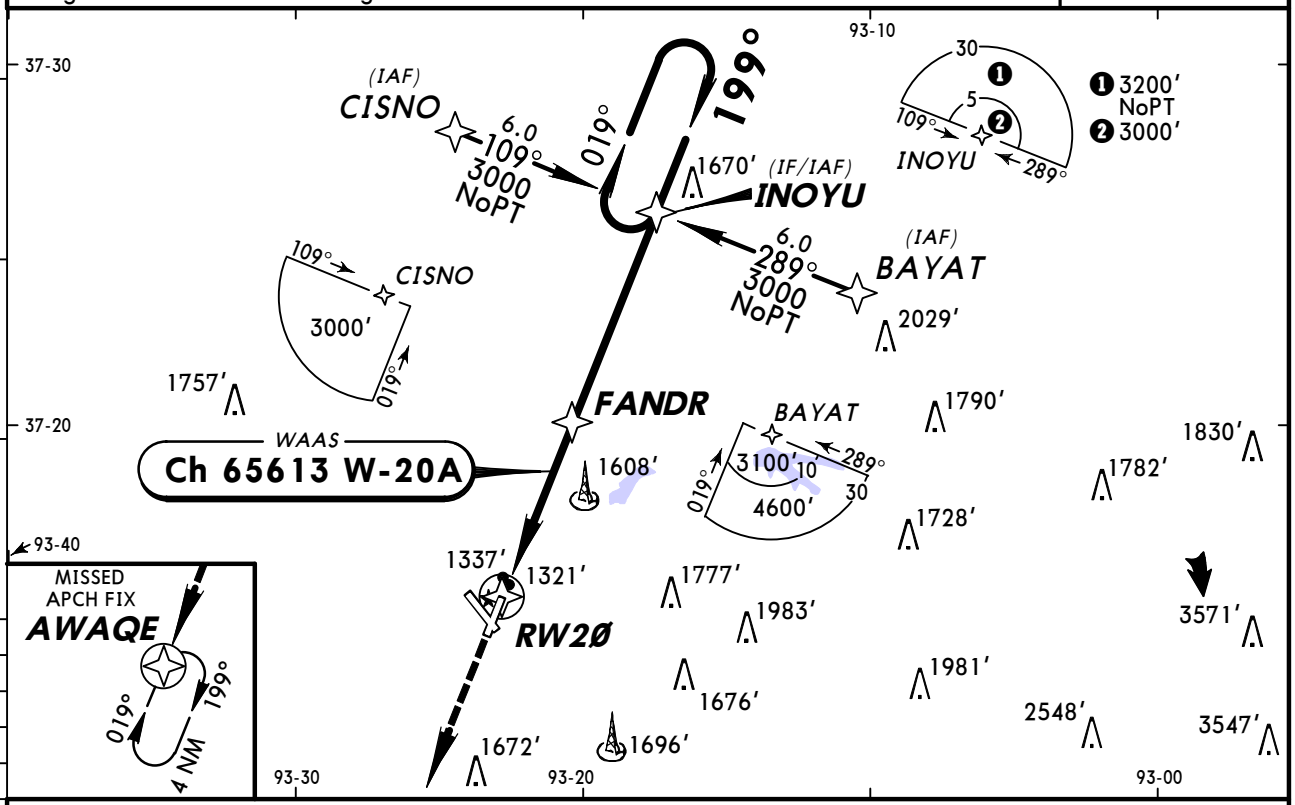
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1268′
Ch 65613 W-20A	199°	FANDR 3000′(1738′)	1531′(269′)	TDZE 1262′

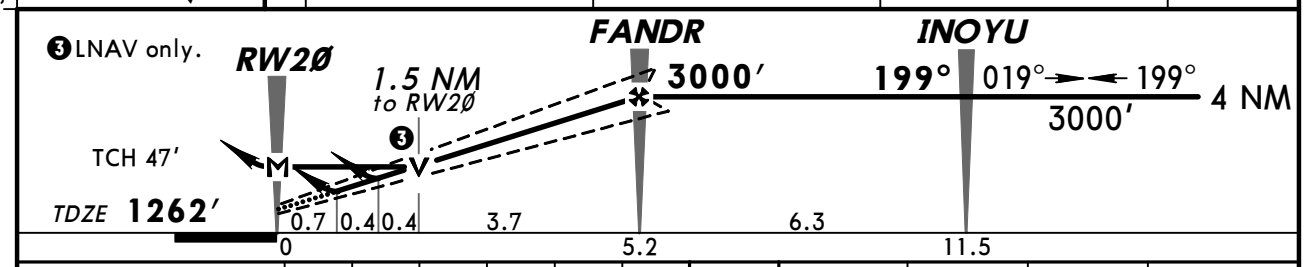
MISSED APCH: Climb to 3000′ direct AWAQE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Monett altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.3 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Baro-VNAV and VDP not authorized when using Monett altimeter setting.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW2Ø						

MALS
PAPI
3000′
AWAQE

STRAIGHT-IN LANDING RWY 20

With Local Altimeter Setting

	LPV DA(H) 1531′(269′) ALS out	LNAV/VNAV DA(H) 1656′(394′) ALS out	LNAV MDA(H) 1780′(518′)	ALS out
A	1	1½	¾	1
B				
C			1½	
D			1¾	

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1780′(512′)-1
120	
140	1820′(552′)-1½
165	1820′(552′)-2

With Monett Altimeter Setting

	LPV DA(H) 1621′(359′) ALS out	LNAV/VNAV DA(H) 1746′(484′) ALS out	LNAV MDA(H) 1880′(618′)	ALS out
A	1¼	1¾	¾	1
B				
C			1¾	
D			2	

With Monett Altimeter Setting

Max Kts	MDA(H)
90	1880′(612′)-1
120	
140	1920′(652′)-1¾
165	1920′(652′)-2

TERPS AMEND 2

CHANGES: Procedure.

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BRIEFING STRIP™

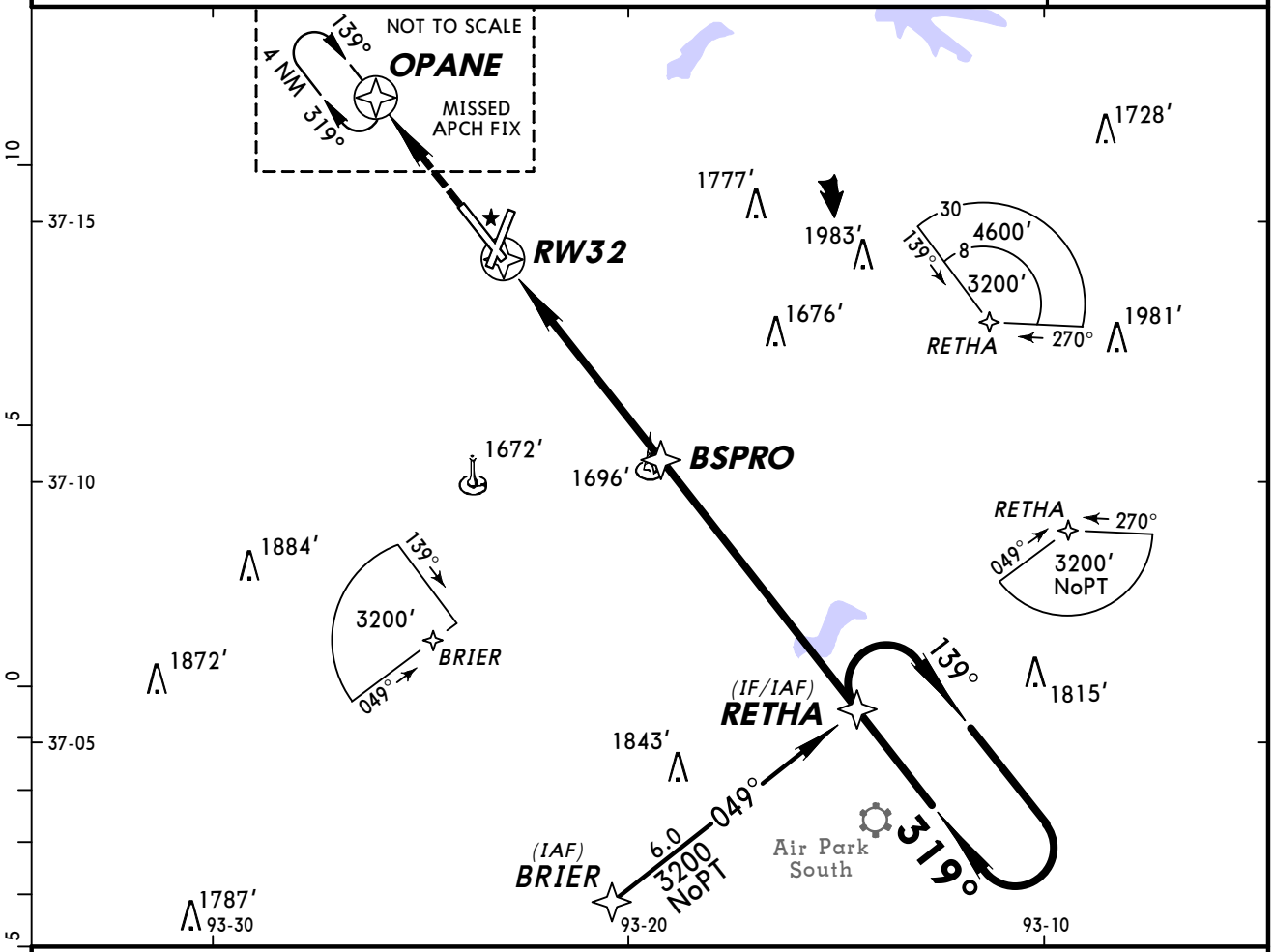
ATIS	SPRINGFIELD Approach (R)	SPRINGFIELD Tower	Ground
135.12	121.1	119.9	121.9

RNAV	Final Apch Crs	Minimum Alt BSPRO	LNAV MDA(H)	Apt Elev 1268′ TDZE 1268′
	319°	2900′ (1632′)	1740′ (472′)	

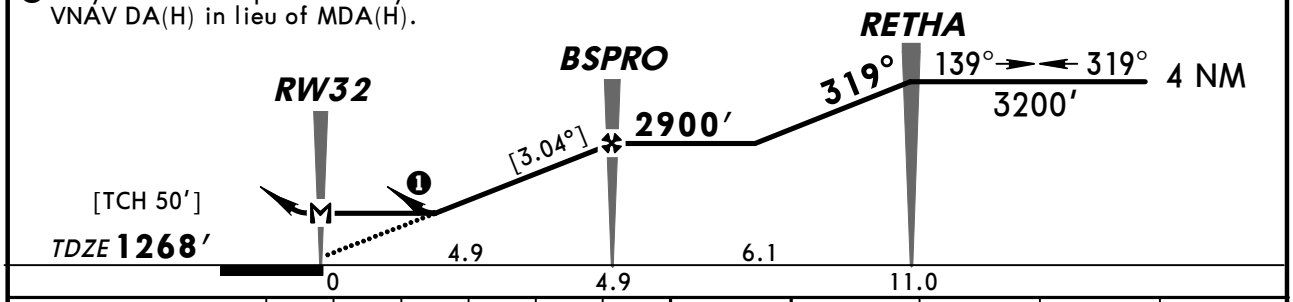
MISSED APCH: Climb to 3000′ direct OPANE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.3 not authorized. 2. VGSI and descent angles not coincident.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW32						

REIL
PAPI-L

3000′

OPANE

STRAIGHT-IN LANDING RWY 32 LNAV MDA(H) 1740′(472′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1760′(492′)-1
B		120	
C	1¼	140	1820′(552′)-1½
D	1½	165	1820′(552′)-2

AMEND 1A TERPS

CHANGES: None.

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BRIEFING STRIP ™

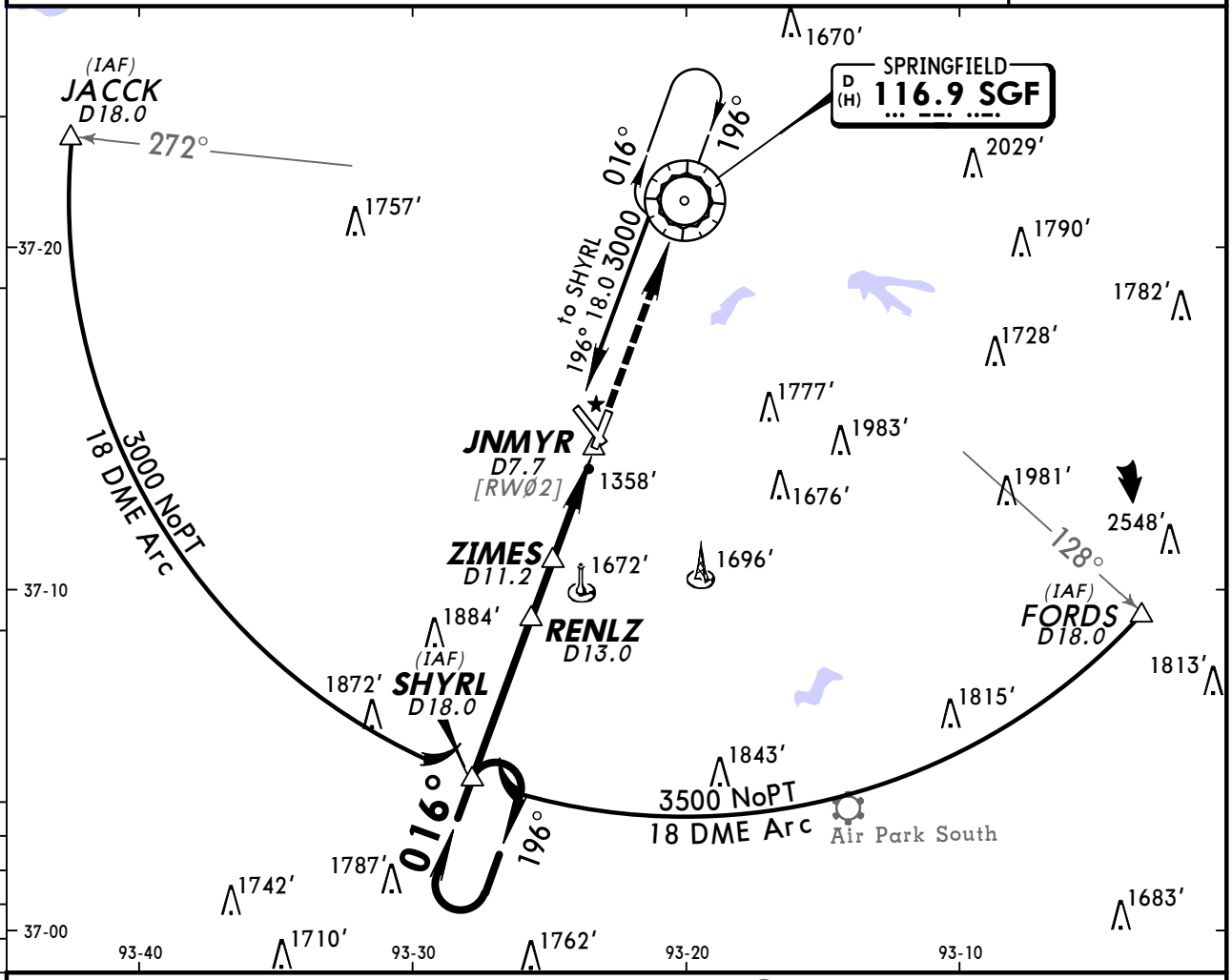
ATIS	SPRINGFIELD Approach (R)	SPRINGFIELD Tower	Ground
135.12	121.1	119.9	121.9

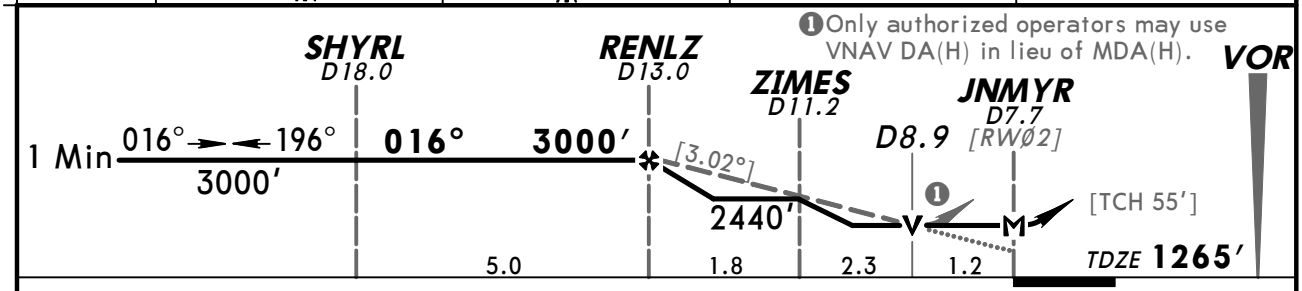
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1268′
SGF 116.9	016°	RENLZ 3000′ (1735′)	1700′ (435′)	TDZE 1265′

MISSED APCH: Climb to 3000′ direct SGF VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

MSA SGF VOR: 2800′ (250°), 4600′ (040°)





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at JNMYR						

MALSR VASI 3000′ D SGF 116.9

TERPS AMEND OB

STRAIGHT-IN LANDING RWY 2			CIRCLE-TO-LAND	
MDA(H) 1700′ (435′)				
	RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	90	1760′ (492′)-1
B			120	
C	RVR 40 or ¾	1¼	140	1820′ (552′)-1½
D	RVR 50 or 1	1½	165	1820′ (552′)-2

CHANGES: Minimums.

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ATIS	SPRINGFIELD Approach (R)	SPRINGFIELD Tower	Ground
135.12	121.1	119.9	121.9

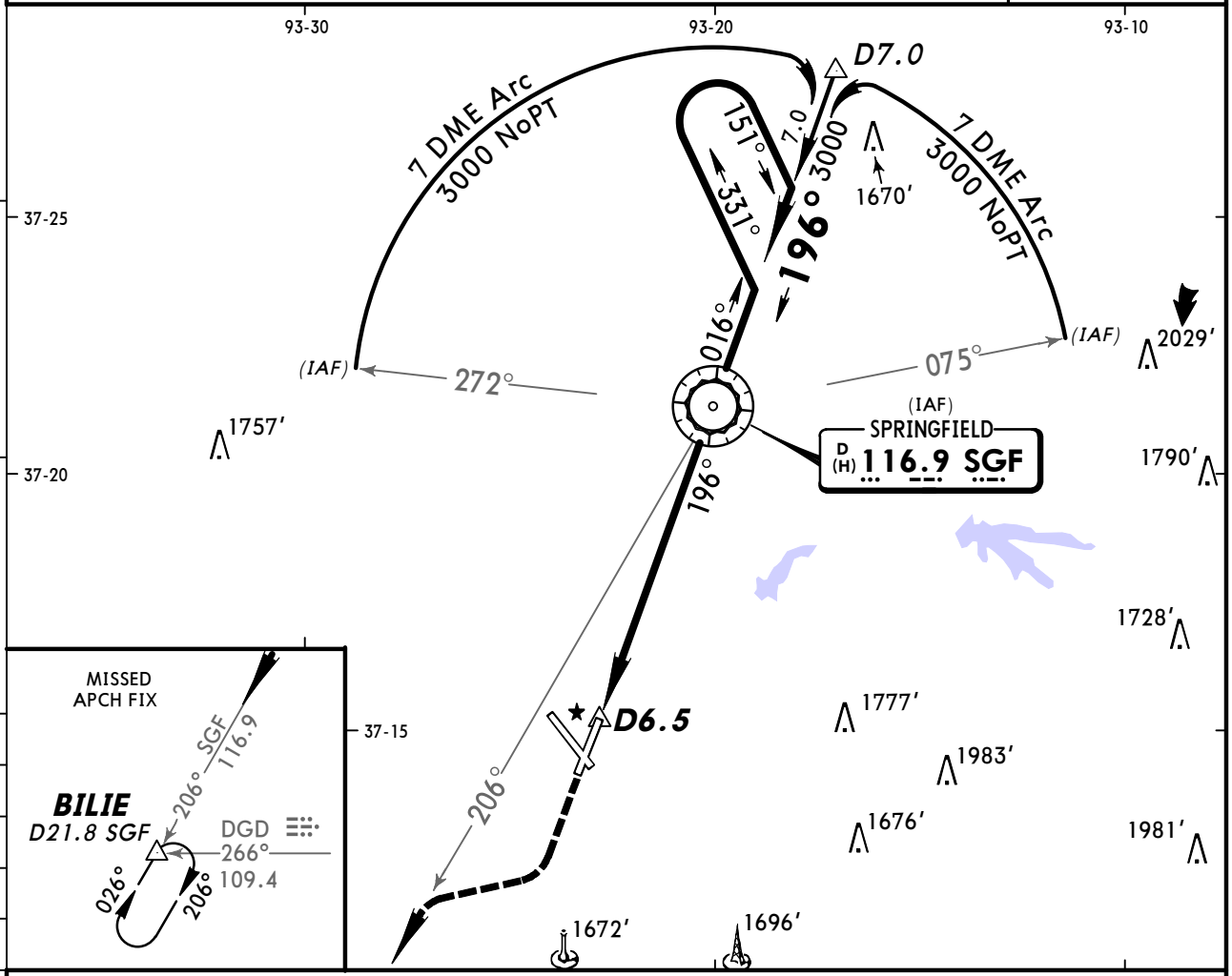
BRIEFING STRIP™

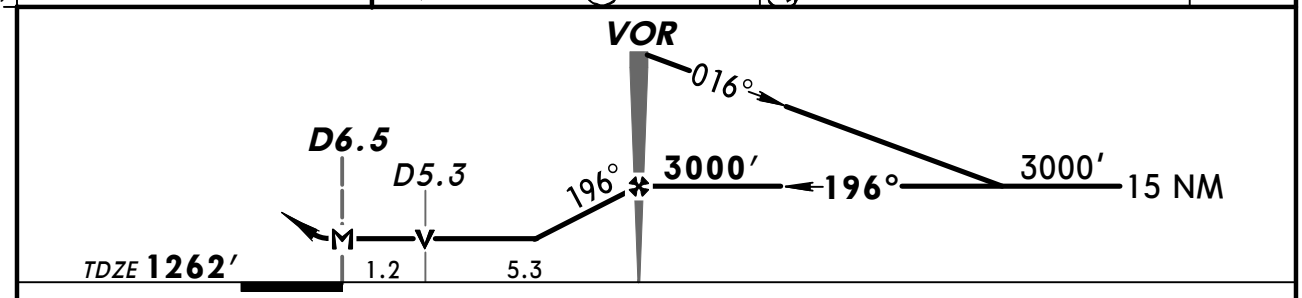
VOR SGF	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 1268′
116.9	196°	3000′ (1738′)	1700′ (438′)	TDZE 1262′

MISSED APCH: Climb to 3000′ then RIGHT turn to intercept outbound SGF VOR R-206 to BILIE INT/D21.8 and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA SGF VOR: 2800′ (250°–040°) 4600′





Gnd speed-Kts		70	90	100	120	140	160
MAP at D6.5 or VOR to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26

PAPI | MALS | 3000′ | RT | SGF 116.9 R-206 | BILIE

STRAIGHT-IN LANDING RWY 20

MDA(H) 1700′ (438′)

		ALS out
A	3/4	1
B		
C	1 1/4	
D	1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1760′ (492′)-1
120	
140	1820′ (552′)-1 1/2
165	1820′ (552′)-2

TERPS AMEND 18C

CHANGES: Minimums.

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General Information

Location: St Joseph MO USA
IATA Code: STJ
Lat/Long: N39° 46.3' W094° 54.6'
Elevation: 827 ft

Airport Use: Public
Magnetic Variation: 2.4°E
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1256 Z
Sunset: 0009 Z,

Runway Information

Runway: 13
Length x Width: 4797 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 811 ft

Runway: 17
Length x Width: 8061 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 827 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 31
Length x Width: 4797 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 812 ft

Runway: 35
Length x Width: 8061 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 815 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

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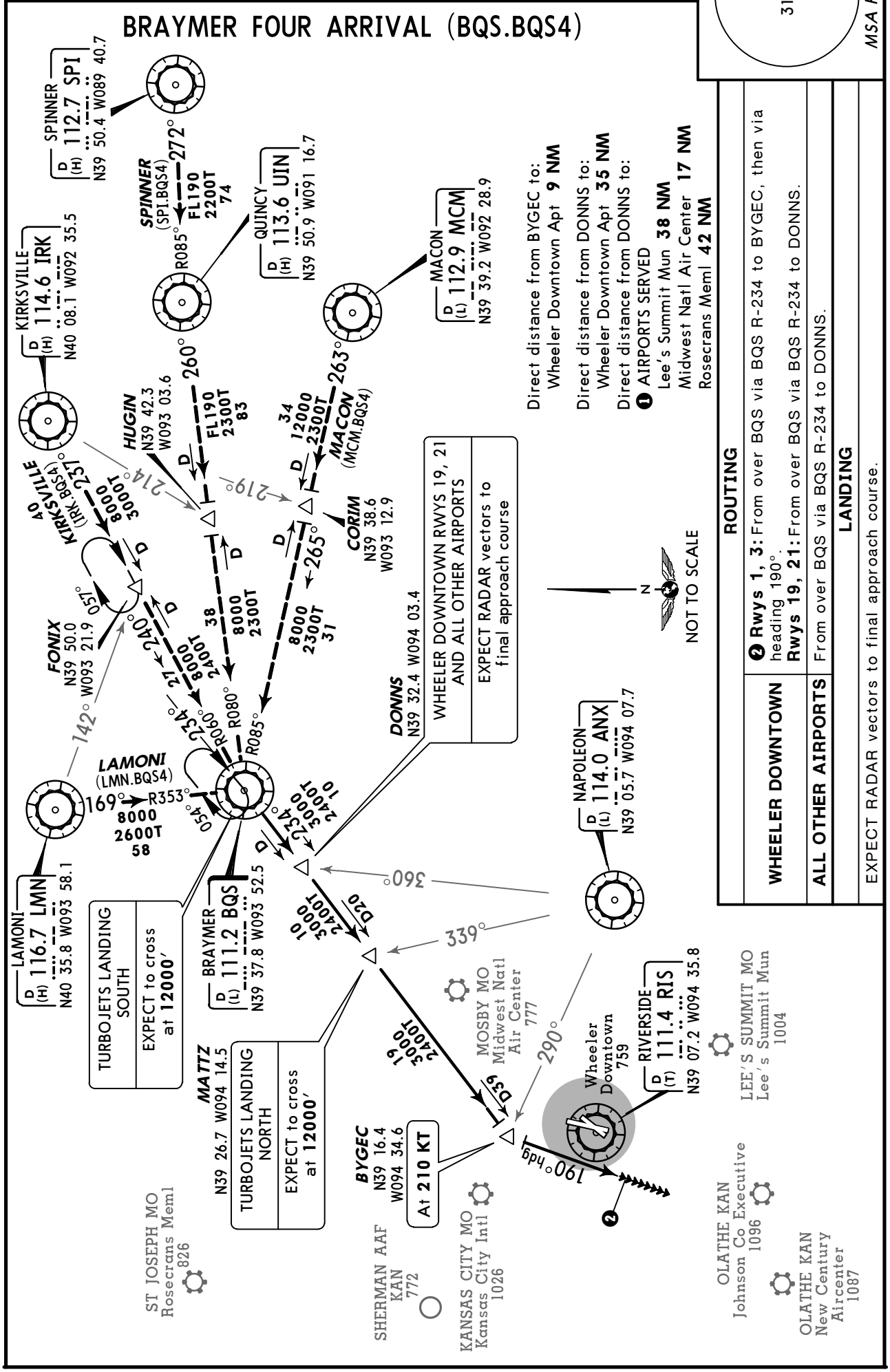
ATIS 125.05
St Joseph Tower 126.9 CTAF PCL
St Joseph Ground Control 121.9
St Joseph Approach Control 120.35
Kansas City Approach Control 124.7
St Joseph Departure Control 120.35
Kansas City Departure Control 124.7
Rosecrans Meml Unicom 122.95
Rosecrans Meml Radar 136.15
Rosecrans Meml Radar 133.65
Rosecrans Meml Radar 120.35

WHEELER DOWNTOWN ATIS 120.75	*Apt Elev See graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

BRAYMER FOUR ARRIVAL (BQS.BQS4)



Direct distance from BYGEC to:
Wheeler Downtown Apt **9 NM**

Direct distance from DONNS to:
Wheeler Downtown Apt **35 NM**

Direct distance from DONNS to:
❶ AIRPORTS SERVED
Lee's Summit Mun **38 NM**
Midwest Natl Air Center **17 NM**
Rosecrans Meml **42 NM**

ROUTING	
WHEELER DOWNTOWN	❷ **Rwys 1, 3:** From over BQS via BQS R-234 to BYGEC, then via heading 190°. **Rwys 19, 21:** From over BQS via BQS R-234 to DONNS.
ALL OTHER AIRPORTS	From over BQS via BQS R-234 to DONNS.
LANDING	
EXPECT RADAR vectors to final approach course.	

CHANGES: Procedure renumbered, airports served.

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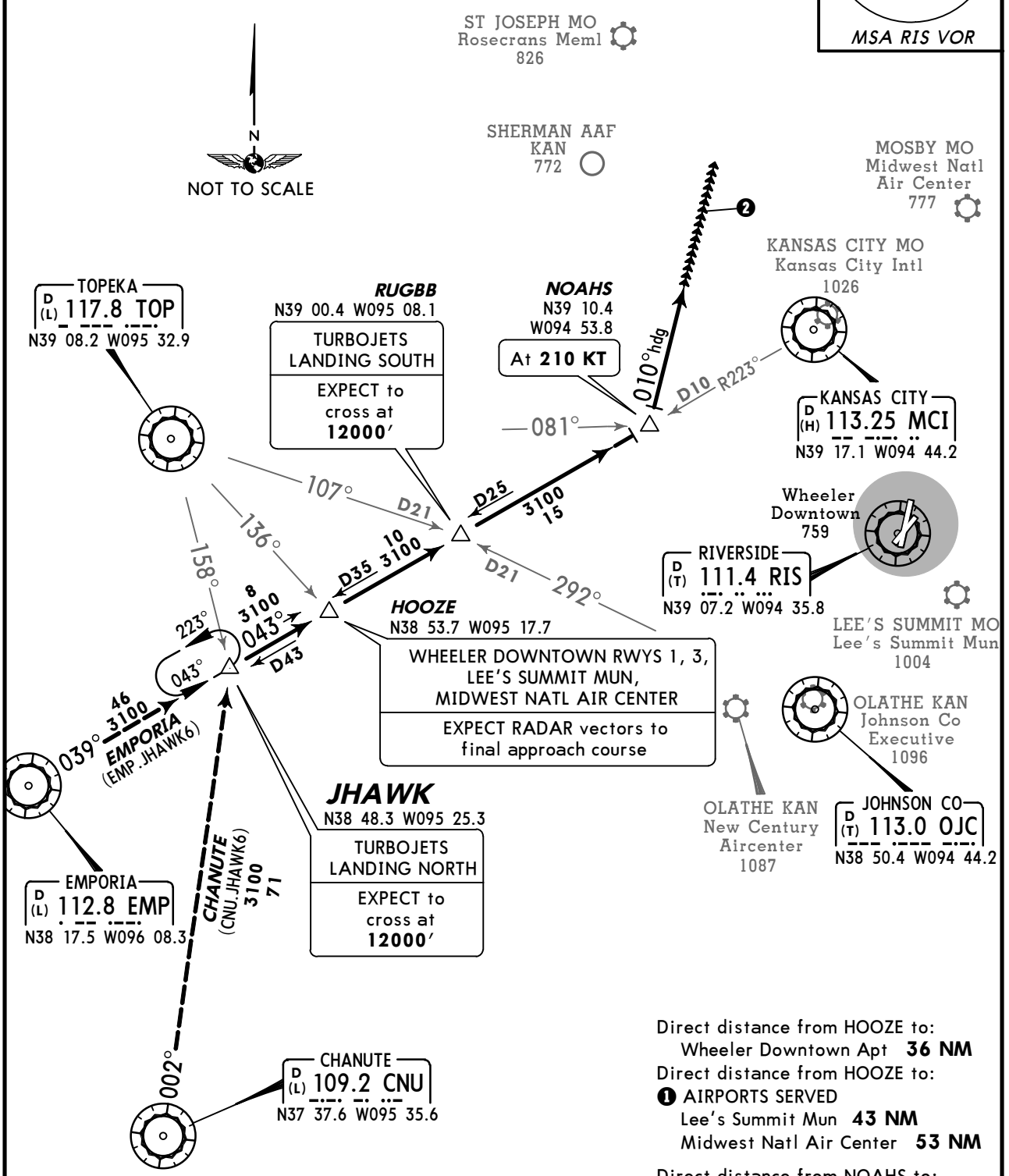
WHEELER DOWNTOWN ATIS 120.75	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

3100′
MSA RIS VOR

JHAWK SIX ARRIVAL (JHAWK.JHAWK6)



Direct distance from HOOZE to:
Wheeler Downtown Apt **36 NM**
Direct distance from HOOZE to:
❶ AIRPORTS SERVED
Lee's Summit Mun **43 NM**
Midwest Natl Air Center **53 NM**

Direct distance from NOAHS to:
Wheeler Downtown Apt **15 NM**
Direct distance from NOAHS to:
❶ AIRPORT SERVED
Rosecrans Meml **36 NM**

ROUTING

WHEELER DOWNTOWN	**Rwys 1, 3:** From over JHAWK via MCI R-223 to HOOZE. ❷ **Rwys 19, 21:** From over JHAWK via MCI R-223 to NOAHS, then via heading 010°.
ROSECRANS MEML	❷ From over JHAWK via MCI R-223 to NOAHS, then via heading 010°.
ALL OTHER AIRPORTS	From over JHAWK via MCI R-223 to HOOZE.

LANDING

EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, airports served, formations.

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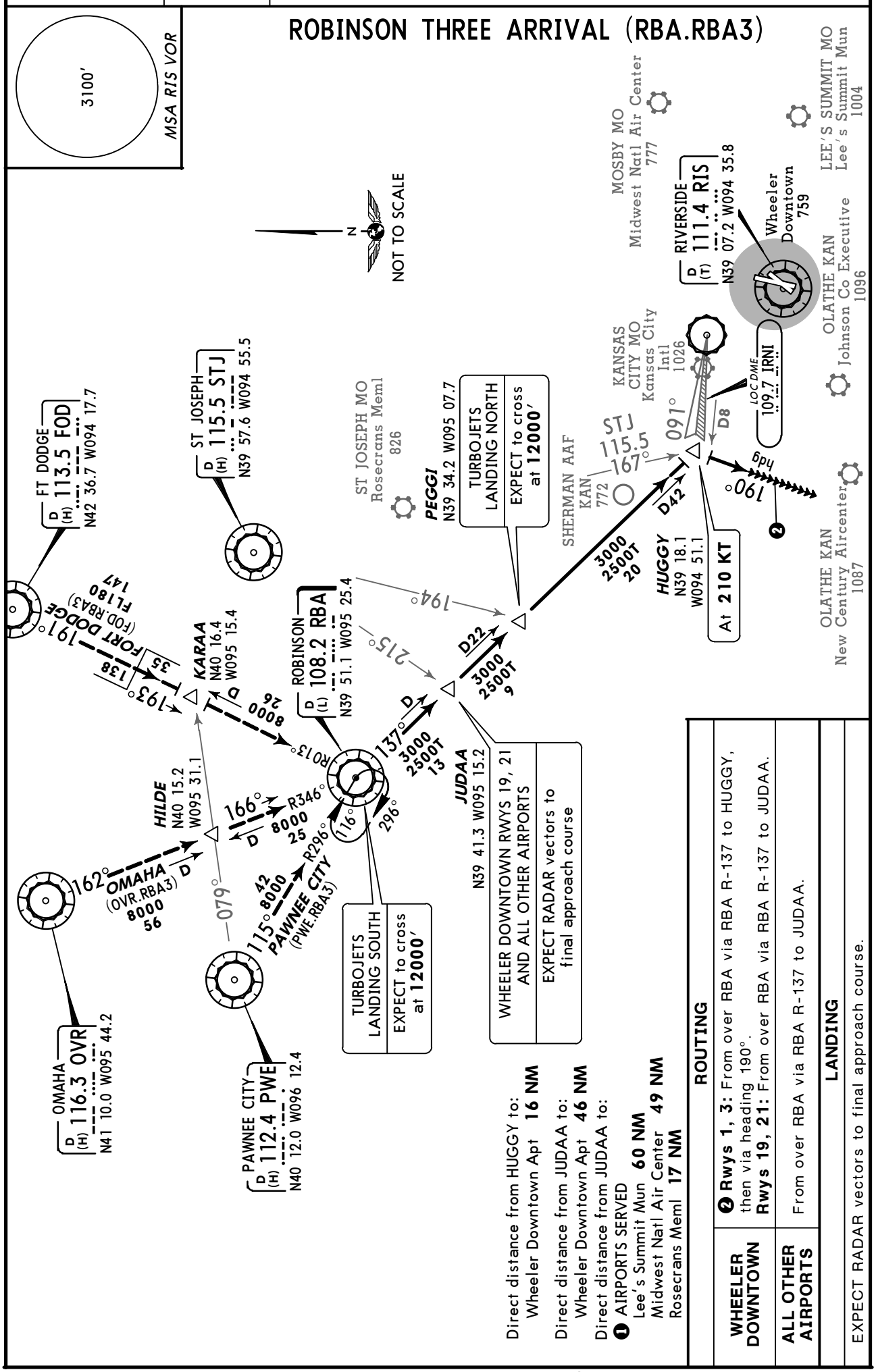
WHEELER DOWNTOWN ATIS 120.75	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

ROBINSON THREE ARRIVAL (RBA.RBA3)



Direct distance from HUGGY to:
Wheeler Downtown Apt **16 NM**

Direct distance from JUDAA to:
Wheeler Downtown Apt **46 NM**

Direct distance from JUDAA to:
❶ AIRPORTS SERVED
Lee's Summit Mun **60 NM**
Midwest Natl Air Center **49 NM**
Rosecrans Meml **17 NM**

ROUTING

WHEELER DOWNTOWN	❷ **Rwys 1, 3:** From over RBA via RBA R-137 to HUGGY, then via heading 190°. **Rwys 19, 21:** From over RBA via RBA R-137 to JUDAA.
ALL OTHER AIRPORTS	From over RBA via RBA R-137 to JUDAA.

LANDING

EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, airports served, FORT DODGE transition.

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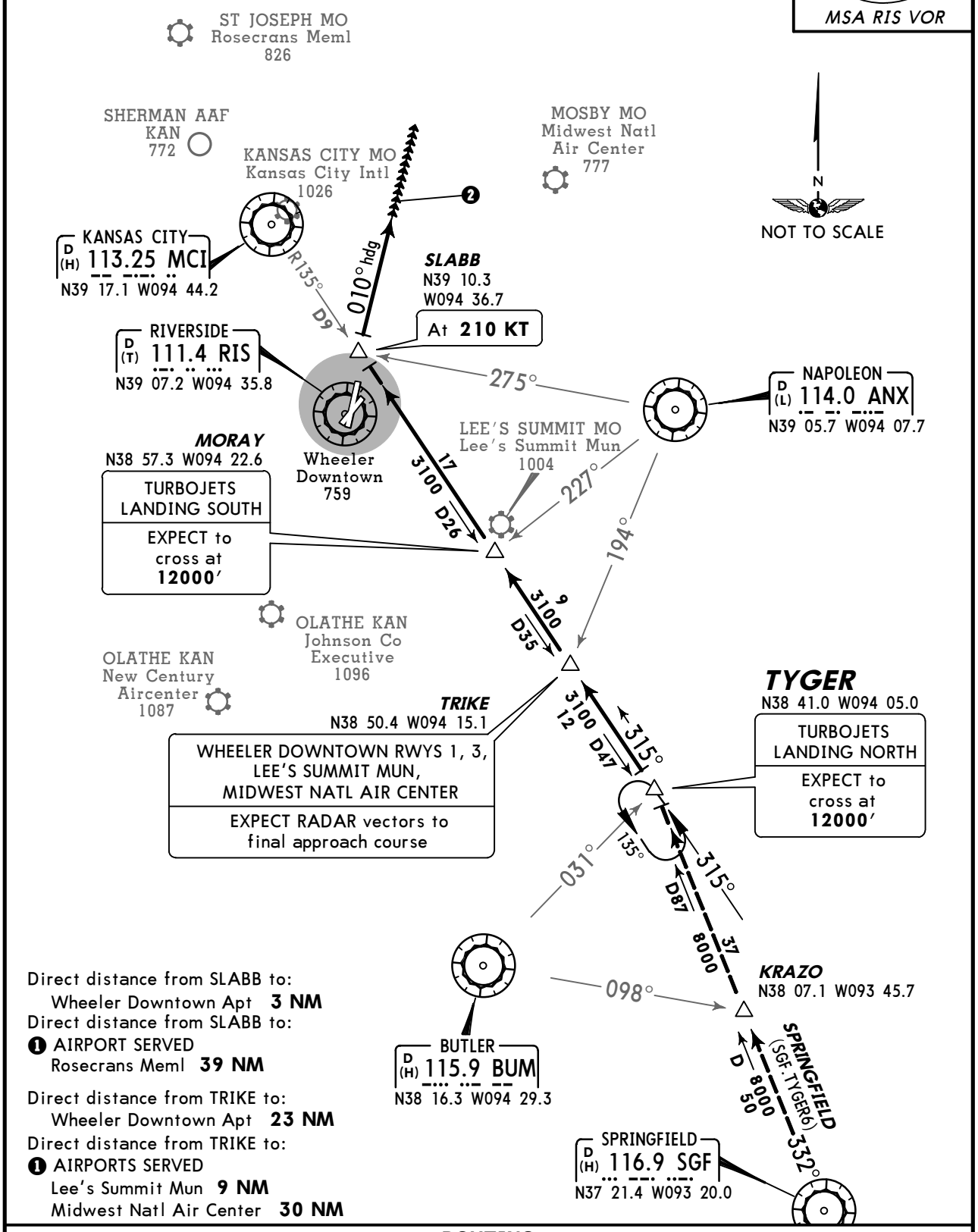
WHEELER DOWNTOWN ATIS 120.75	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Also Serves ❶

TYGER SIX ARRIVAL (TYGER.TYGER6)



Direct distance from SLABB to:
Wheeler Downtown Apt **3 NM**
Direct distance from SLABB to:
❶ AIRPORT SERVED
Rosecrans Meml **39 NM**

Direct distance from TRIKE to:
Wheeler Downtown Apt **23 NM**
Direct distance from TRIKE to:
❶ AIRPORTS SERVED
Lee's Summit Mun **9 NM**
Midwest Natl Air Center **30 NM**

ROUTING

WHEELER DOWNTOWN	**Rwys 1, 3:** From over TYGER via MCI R-135 to TRIKE. ❷ **Rwys 19, 21:** From over TYGER via MCI R-135 to SLABB, then via heading 010°.
ROSECRANS MEML	❷ From over TYGER via MCI R-135 to SLABB, then via heading 010°.
ALL OTHER AIRPORTS	From over TYGER via MCI R-135 to TRIKE.

LANDING

EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, airports served.

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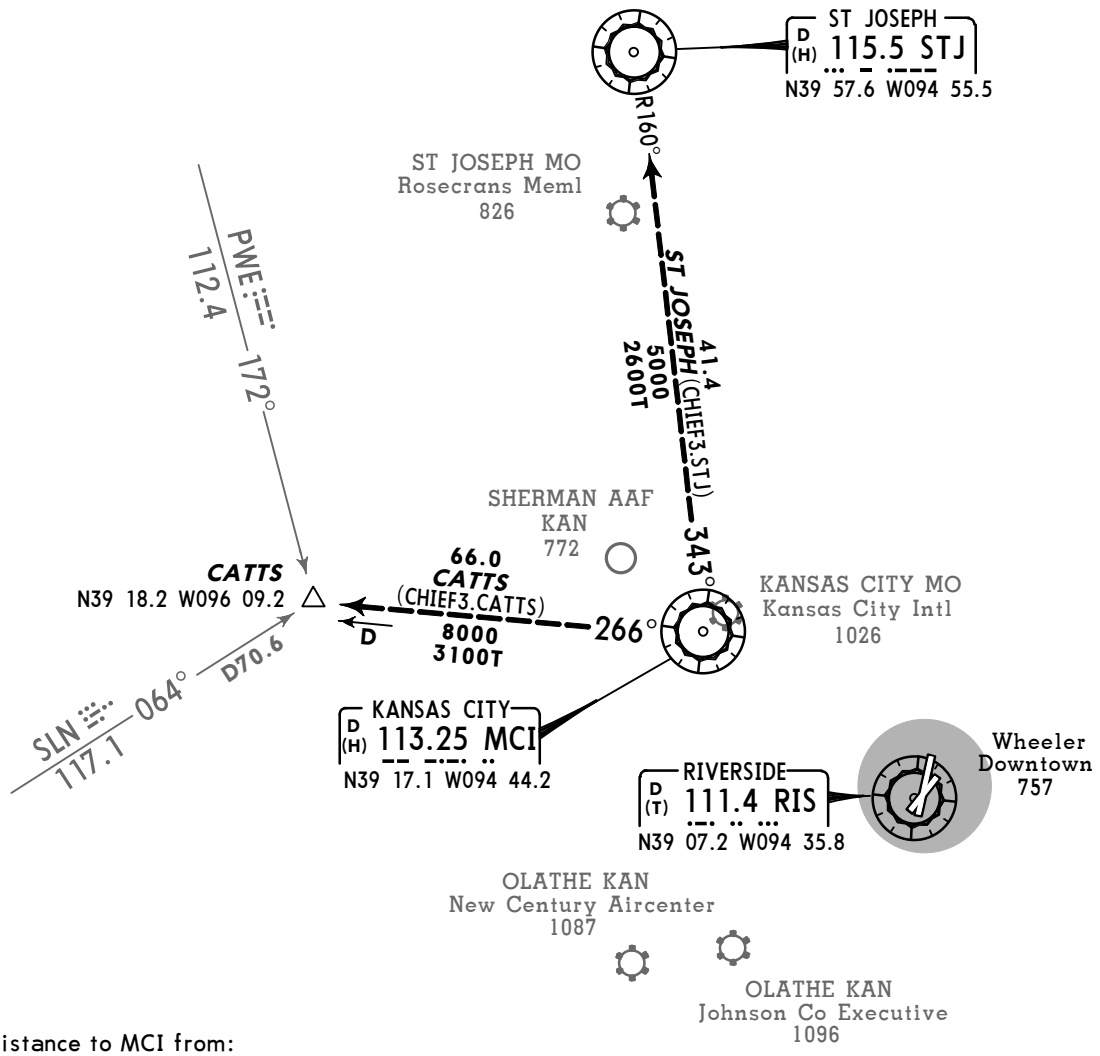
KANSAS CITY Departure (R) 118.4	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

CHIEF THREE DEPARTURE (CHIEF3.MCI)

3100′
MSA RIS VOR



Direct distance to MCI from:
Wheeler Downtown Apt **12 NM**

Direct distance to MCI from:
❶ AIRPORT SERVED
Rosecrans Meml **30 NM**

This SID requires take-off minimums (for standard minimums refer to airport chart):

ROSECRANS MEML:
Rwy 31: 400-1 or standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **1100′.**

WHEELER DOWNTOWN:
Rwys 1, 3: 200-1.
Rwy 19: 1400-2 or standard (or lower than standard, if authorized) with minimum climb of 546′ per NM to **3100′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
546′ per NM	683	910	1365	1820	2275	2730

N
NOT TO SCALE

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Airport elevation.

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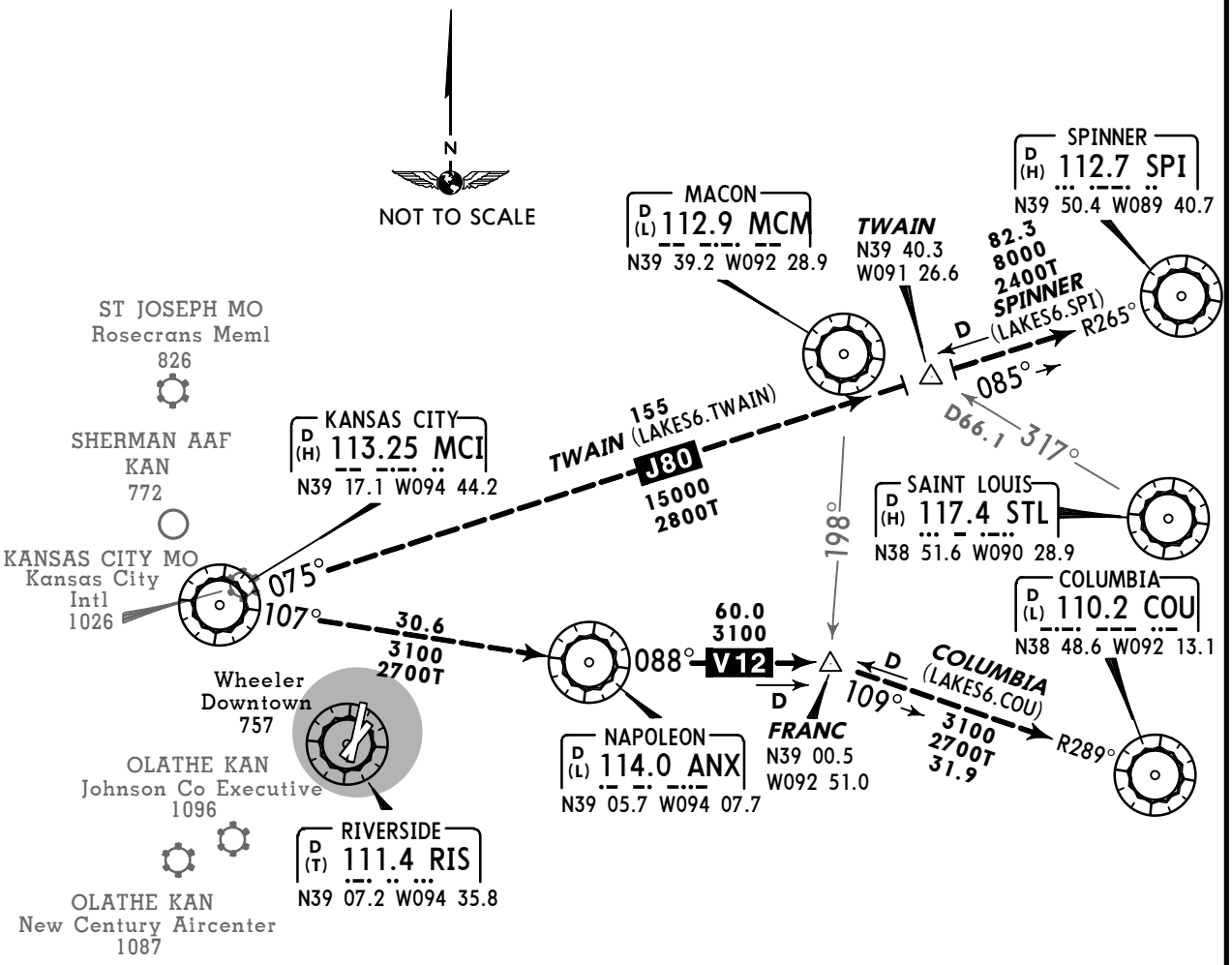
KANSAS CITY Departure (R) 118.4	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required for TWAIN and SPINNER Transitions.** 3. Also Serves ❶

3100′
MSA RIS VOR

LAKES SIX DEPARTURE (LAKES6.LAKES)



Direct distance to MCI from:
Wheeler Downtown Apt **12 NM**

Direct distance to MCI from:
❶ AIRPORT SERVED
Rosecrans Meml **30 NM**

This SID requires take-off minimums (for standard minimums refer to airport chart):

ROSECRANS MEML:
Rwys 13, 17, 35: Standard (or lower than standard, if authorized).
Rwy 31: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 325′ per NM to **1300′.**

WHEELER DOWNTOWN:
Rwy 1: 400-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 307′ per NM to **1100′.**
Rwy 3: 400-2 1/2 or standard (or lower than standard, if authorized) with minimum climb of 231′ per NM to **1300′.**
Rwy 19: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to **2500′.**
Rwy 21: Standard (or lower than standard, if authorized) with minimum climb of 238′ per NM to **1700′.**

OBSTACLES
For TAKEOFF OBSTACLES see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
231′ per NM	289	385	578	770	963	1155
238′ per NM	298	397	595	793	992	1190
307′ per NM	384	512	768	1023	1279	1535
325′ per NM	406	542	813	1083	1354	1625
400′ per NM	500	667	1000	1333	1667	2000

INITIAL CLIMB

EXPECT vectors to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised, computer code.

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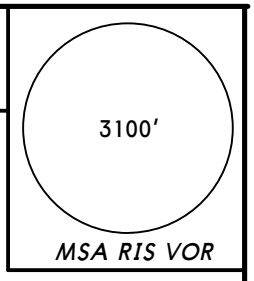
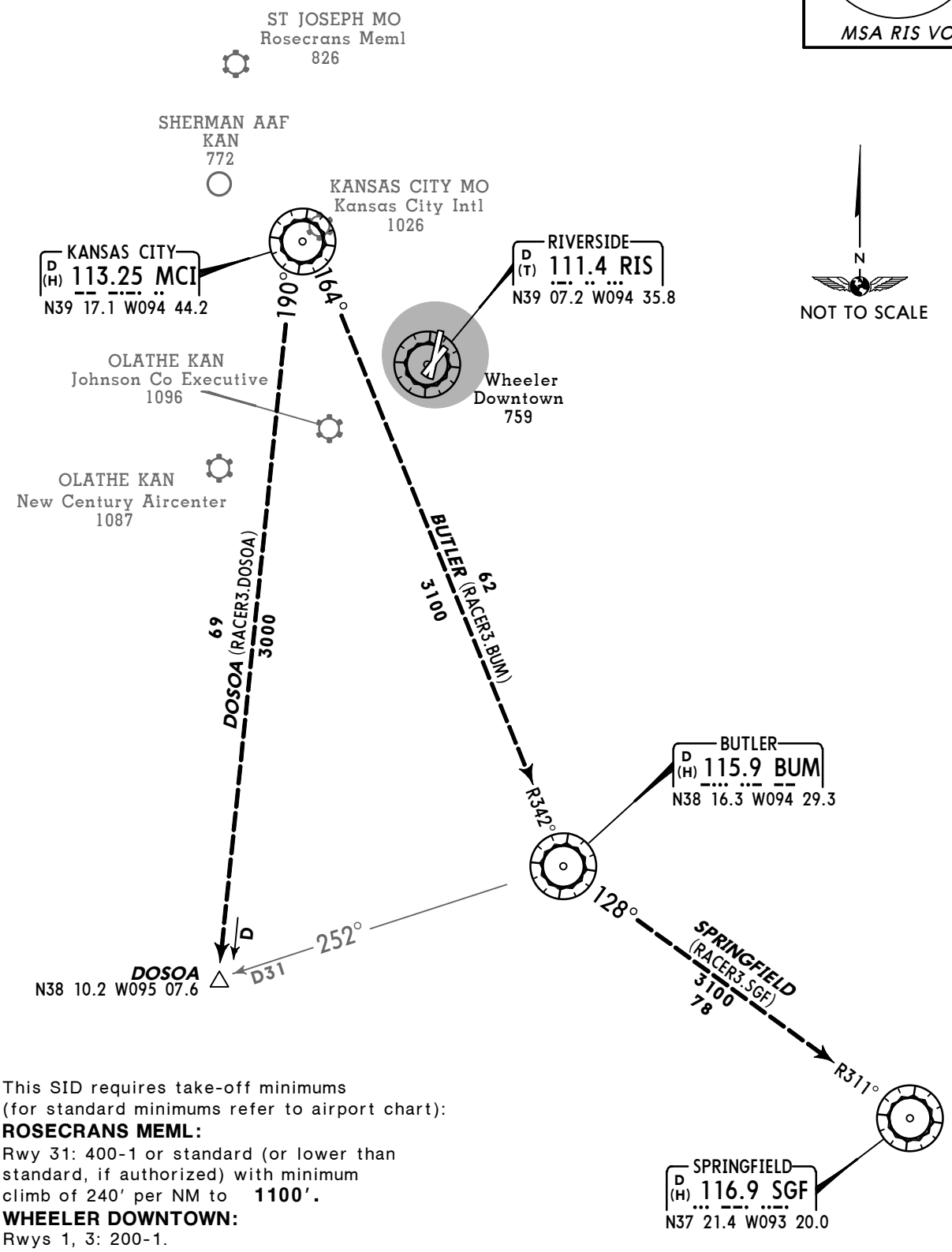
KANSAS CITY Departure (R) 118.4	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

RACER THREE DEPARTURE (RACER3.MCI)





This SID requires take-off minimums
(for standard minimums refer to airport chart):

ROSECRANS MEML:
Rwy 31: 400-1 or standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **1100′.**

WHEELER DOWNTOWN:
Rwys 1, 3: 200-1.
Rwy 19: 1400-2 or standard (or lower than standard, if authorized) with minimum climb of 546′ per NM to **3100′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
546′ per NM	683	910	1365	1820	2275	2730

Direct distance to MCI from:
Wheeler Downtown Apt **12 NM**

Direct distance to MCI from:
❶ AIRPORT SERVED
Rosecrans Meml **30 NM**

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Departure frequency.

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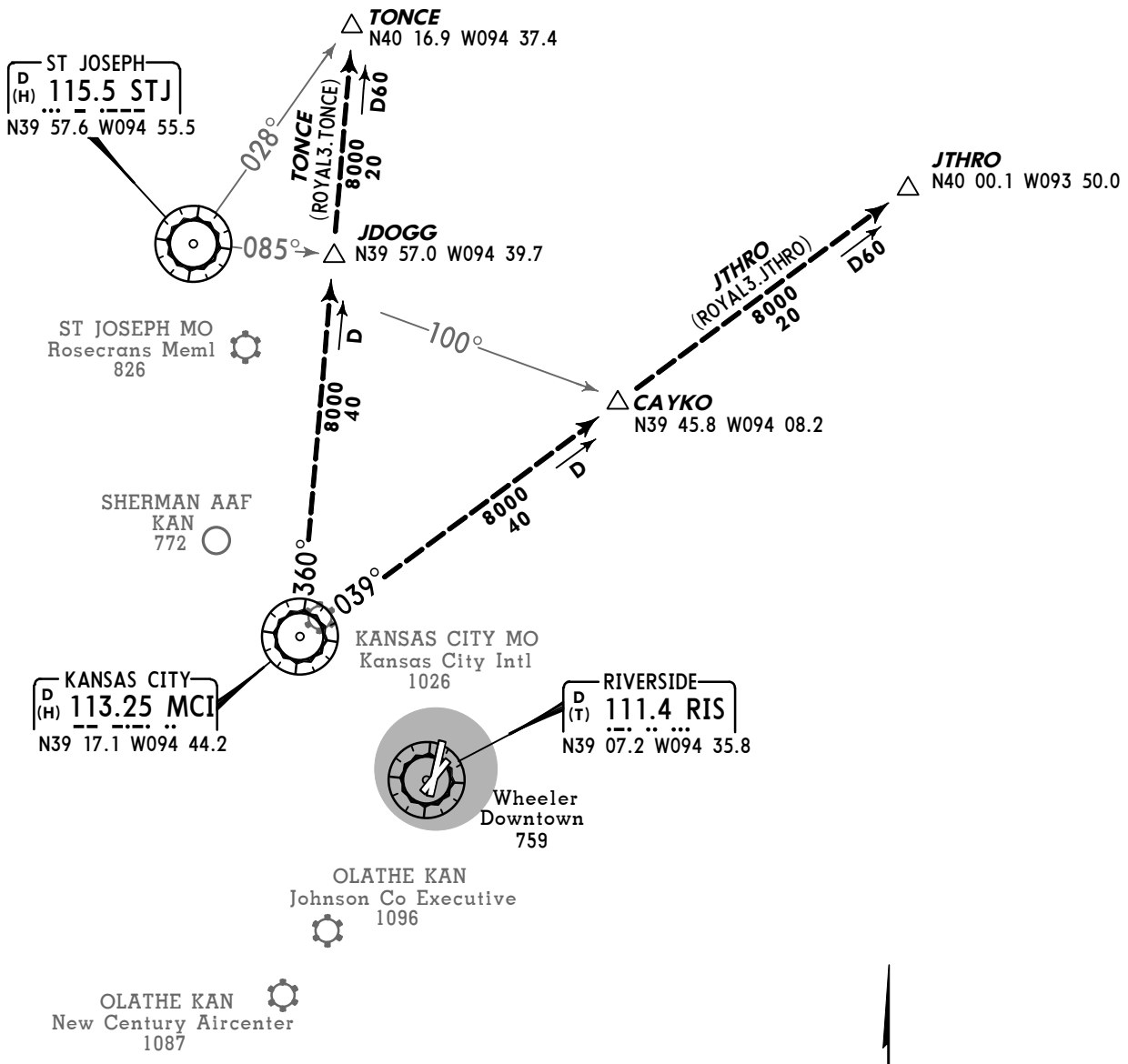
KANSAS CITY Departure (R) 118.4	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

ROYAL THREE DEPARTURE (ROYAL3.MCI)

3100′
MSA RIS VOR



This SID requires take-off minimums
(for standard minimums refer to airport chart):

ROSECRANS MEML:
Rwy 31: 400-1 or standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **1100′.**

WHEELER DOWNTOWN:
Rwys 1, 3: 200-1.
Rwy 19: 1400-2 or standard (or lower than standard, if authorized) with minimum climb of 546′ per NM to **3100′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
546′ per NM	683	910	1365	1820	2275	2730

Direct distance to MCI from:
Wheeler Downtown Apt **12 NM**
Direct distance to MCI from:
❶ AIRPORT SERVED
Rosecrans Meml **30 NM**

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Departure frequency.

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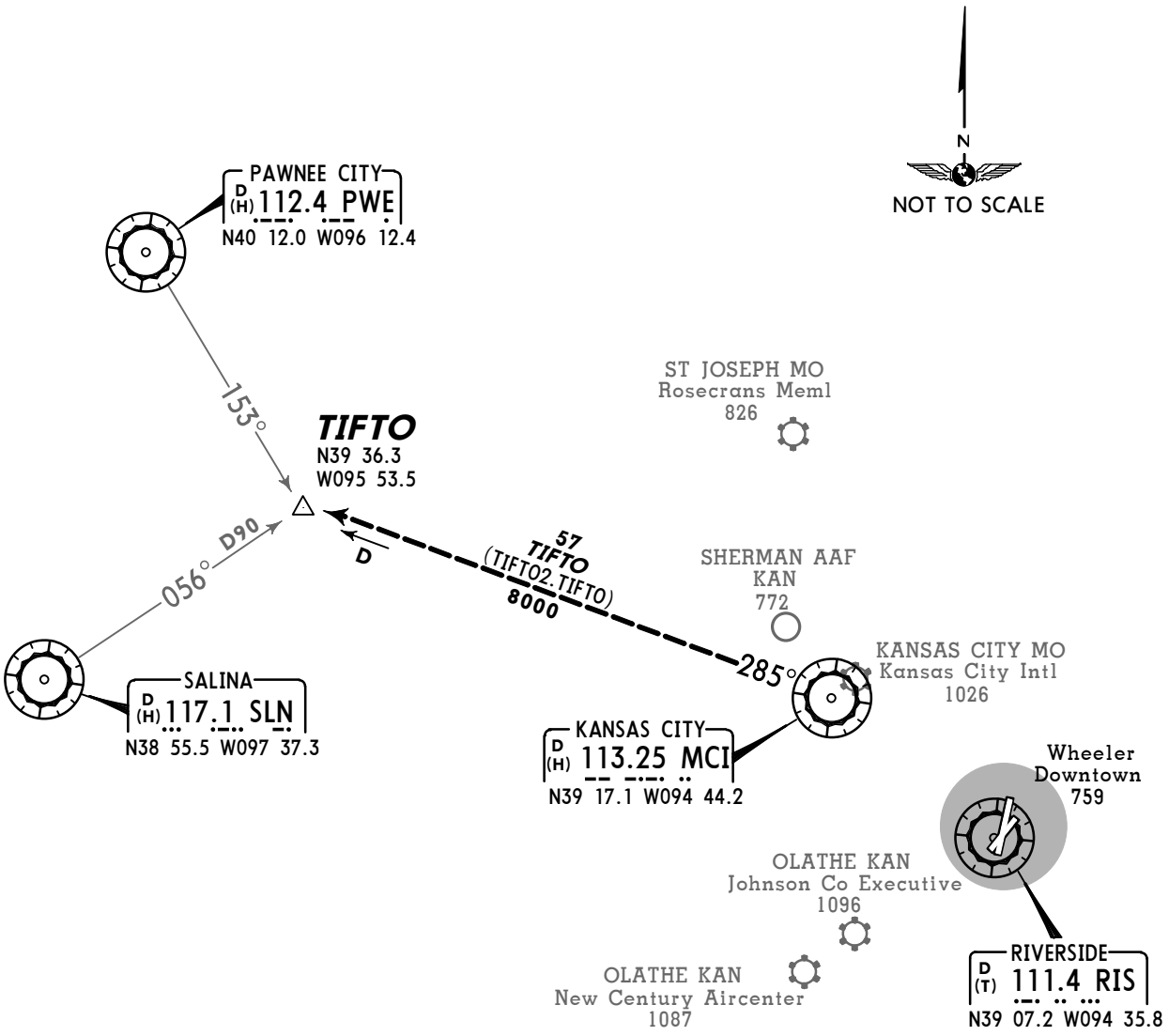
KANSAS CITY Departure (R) 118.4	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

TIFTO TWO DEPARTURE (TIFTO2.MCI)

3100′
MSA RIS VOR



This SID requires take-off minimums
(for standard minimums refer to airport chart):

ROSECRANS MEML:
Rwy 31: 400-1 or standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **1100′.**

WHEELER DOWNTOWN:
Rwys 1, 3: 200-1.
Rwy 19: 1400-2 or standard (or lower than standard, if authorized) with minimum climb of 546′ per NM to **3100′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
546′ per NM	683	910	1365	1820	2275	2730

Direct distance to MCI from:
Wheeler Downtown Apt **12 NM**
Direct distance to MCI from:
❶ AIRPORT SERVED
Rosecrans Meml **30 NM**

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Departure frequency.

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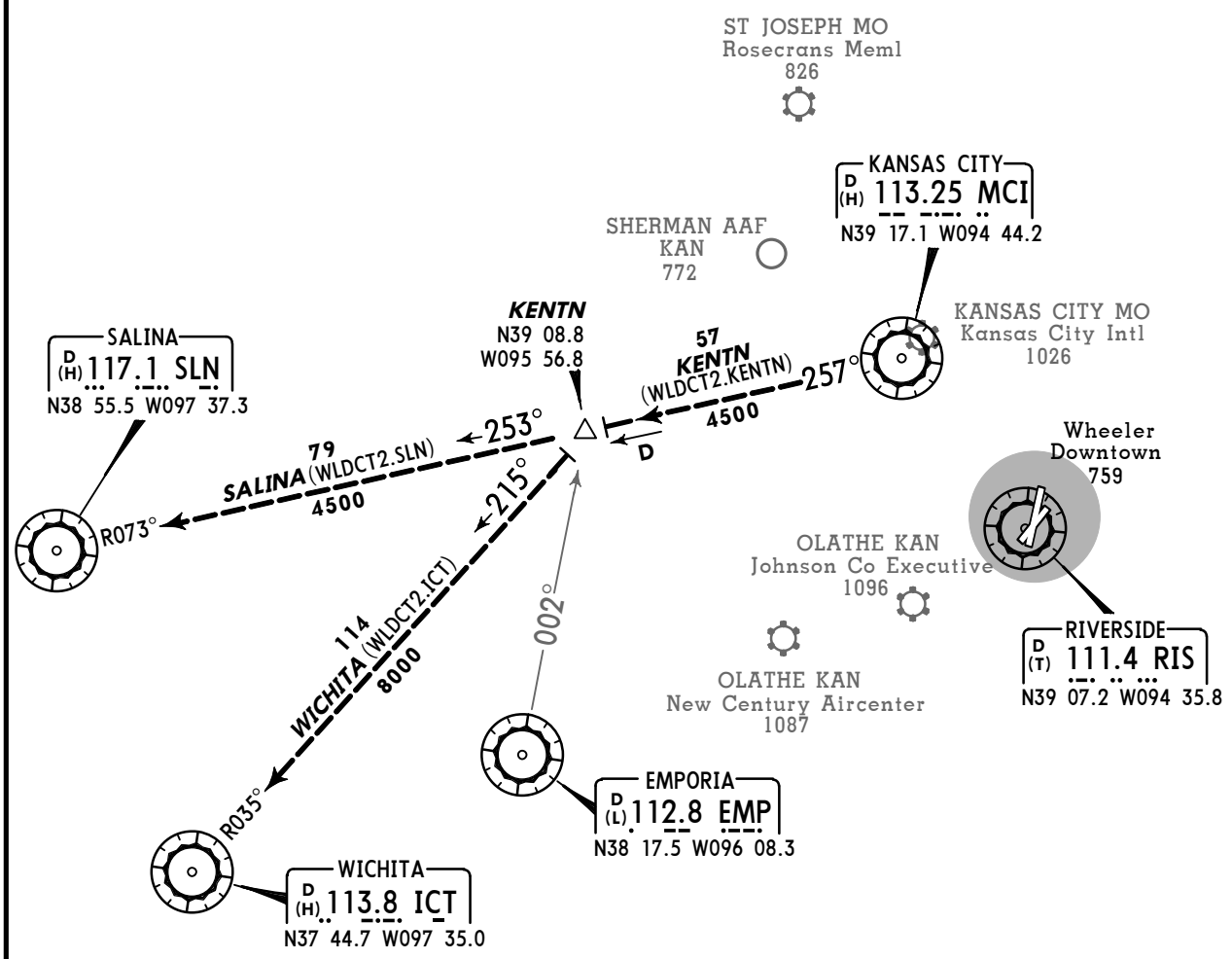
KANSAS CITY Departure (R) 118.4	Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ Also Serves ❶

WILDCAT TWO DEPARTURE (WLDCT2.MCI)

3100′
MSA RIS VOR



This SID requires take-off minimums
(for standard minimums refer to airport chart):

ROSECRANS MEML:
Rwy 31: 400-1 or standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **1100′.**

WHEELER DOWNTOWN:
Rwys 1, 3: 200-1.
Rwy 19: 1400-2 or standard (or lower than standard, if authorized) with minimum climb of 546′ per NM to **3100′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
546′ per NM	683	910	1365	1820	2275	2730

Direct distance to MCI from:
Wheeler Downtown Apt **12 NM**
Direct distance to MCI from:
❶ AIRPORT SERVED
Rosecrans Meml **30 NM**

INITIAL CLIMB

Fly assigned heading and altitude for vector to appropriate route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Departure frequency.

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TAKEOFF OBSTACLE NOTES

ROSECRANS MEML

◦ RWY 13:
TREE 3394' FROM DER, 655' LEFT OF CENTERLINE, 100' AGL/919' MSL.

◦ RWY 17:
TREES BEGINNING 2691' FROM DER, ACROSS COURSELINE, UP TO 109' AGL/928' MSL.

◦ RWY 31:
TREES BEGINNING 1.2 NM FROM DER, 986' LEFT OF CENTERLINE, UP TO 100' AGL/ 1139' MSL.

WHEELER DOWNTOWN

◦ RWY 1:
ROADS, TREES, BUILDINGS AND TOWERS BEGINNING AT DER, 135' LEFT OF CENTER-LINE, UP TO 80' AGL/997' MSL. BOATS BEGINNING 150' FROM DER, 527' LEFT OF CENTERLINE, UP TO 35' AGL/774' MSL. OBSTRUCTION LIGHT ON ELEVATOR 3987' FROM DER, 1269' RIGHT OF CENTERLINE, 172' AGL/912' MSL. BUILDING BEGINNING 4046' FROM DER, 1269' RIGHT OF CENTERLINE, UP TO 140' AGL/899' MSL. TREE 1.6 NM FROM DER, 1171' RIGHT OF CENTERLINE, 80' AGL/997' MSL.

◦ RWY 3:
ROADS, RAILROADS, POLES, BUILDINGS AND OBSTRUCTION LIGHTS BEGINNING 19' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 125' AGL/865' MSL. ANTENNA ON BUILDING 155' FROM DER, 261' LEFT OF CENTERLINE, 15' AGL/755' MSL. TREES BEGINNING 742' FROM DER, 348' LEFT OF CENTERLINE, UP TO 80' AGL/797' MSL. TOWERS BEGINNING 1846' FROM DER, 478' LEFT OF CENTERLINE, UP TO 149' AGL/ 853' MSL. CRANES BEGINNING 2.1 NM FROM DER, 2840' RIGHT OF CENTERLINE, UP TO 296' AGL/1110' MSL. OBSTRUCTION LIGHT ON ELEVATOR 829' FROM DER, 492' RIGHT OF CENTERLINE, 125' AGL/865' MSL.

◦ RWY 19:
ROADS, TREES, TOWERS, BUILDINGS AND OBSTRUCTION LIGHTS BEGINNING 199' FROM DER, 420' LEFT OF CENTERLINE, UP TO 291' AGL/1251' MSL. STACK 3200' FROM DER, 420' LEFT OF CENTERLINE, 168' AGL/908' MSL. TOWER 2.5 NM FROM DER, 3165' LEFT OF CENTERLINE, 1168' AGL/2049' MSL. ROADS, TREES, POLES, BUILDINGS AND OBSTRUCTION LIGHTS BEGINNING 102' FROM DER, 55' RIGHT OF CENTERLINE, UP TO 184' AGL/933' MSL.

◦ RWY 21:
TREES, CRANES AND OBSTRUCTION LIGHTS BEGINNING 1490' FROM DER, 20' LEFT OF CENTERLINE, UP TO 148' AGL/896' MSL. OBSTRUCTION LIGHT ON ELEVATOR 5178' FROM DER, 803' LEFT OF CENTERLINE, 148' AGL/896' MSL. STACK 1.3 NM FROM DER, 589' LEFT OF CENTERLINE, 198' AGL/948' MSL. FENCE, ROADS, BRIDGES, LEVEES, TREES, POLES, CRANES, BUILDINGS AND TOWERS BEGINNING 204' FROM DER, 2' RIGHT OF CENTERLINE, UP TO 118' AGL/858' MSL.

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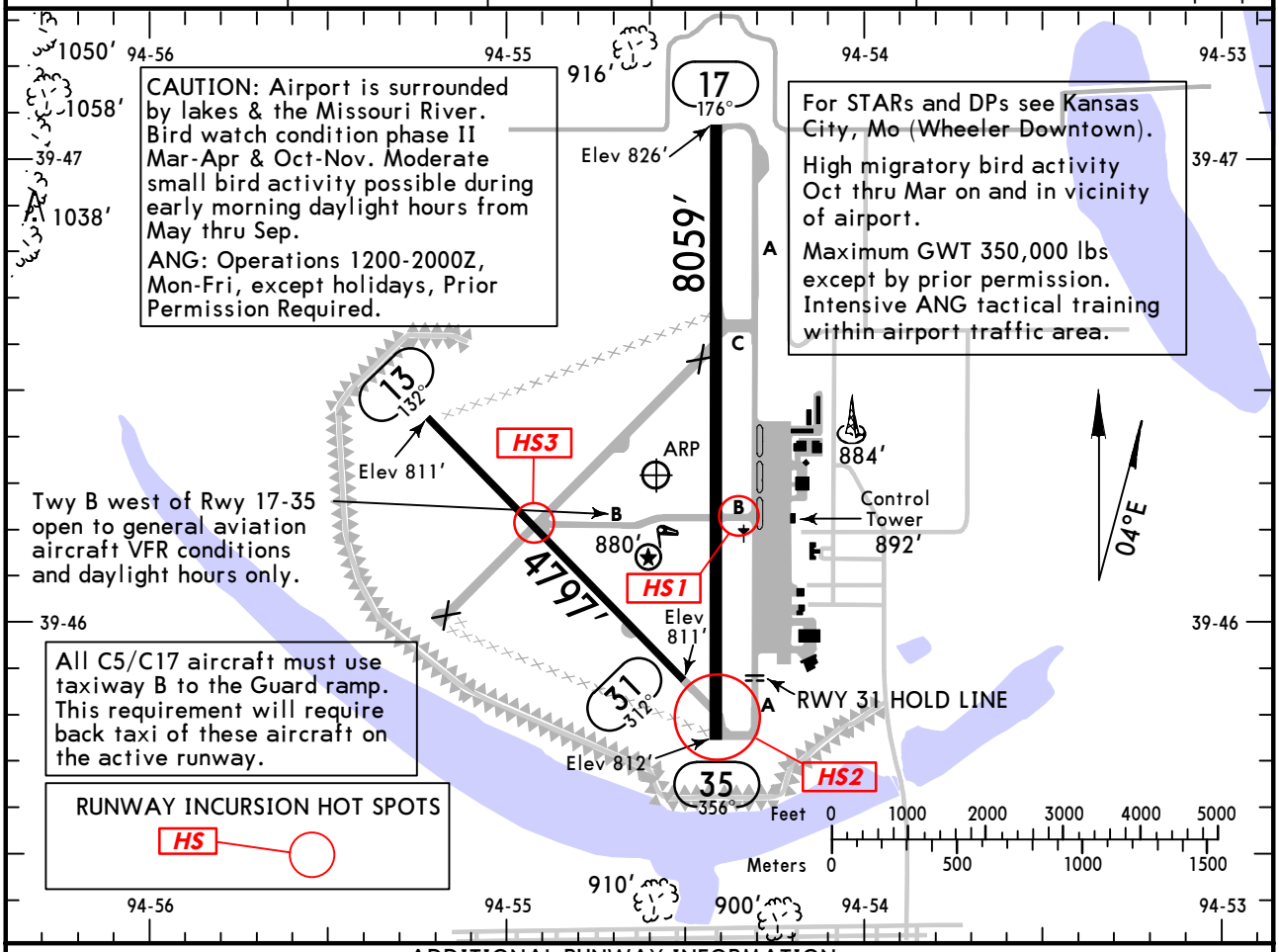
ATIS (ASOS when Twr inop)	*ST JOSEPH Ground	*Tower	*ST JOSEPH Departure (R)	KANSAS CITY Departure (R)
125.05	121.9	CTAF 126.9	120.35	124.7 when ST JOSEPH Dep Inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
13 ❶ 31					75′
17	❷HIRL ❸REIL VASI-L grooved				150′
35	❷HIRL ❸REIL VASI-L grooved RVR		6755′		

❶ Open to general aviation aircraft VFR conditions and daylight hours only.
❷ Increase intensity on 126.9 when Twr inop. ❸ Activate on 126.9 when Twr inop.

RUNWAY INCURSION "HOT SPOTS"

For information only, not to be construed as ATC instructions.

HS1 Use caution exiting the ramp area on Twy B. Twy B crosses Rwy 17/35 immediately after leaving ramp area.

HS2 Approach ends of Rwy 35 and 31 are both accessed via Twy A. When departing northbound, cross check compass on runway to verify use of correct runway for departure.

HS3 Twy B intersects Rwy13 approximately 2000′ from approach end. Back taxi clearance required for full length departure on Rwy 13.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 13, 17, 35		Rwy 31		
	Adequate Vis Ref	STD	With Mim climb of 325′/NM to 1300′		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or ¼	RVR 50 or 1	¼	1	400-2¼
3 & 4 Eng		RVR 24 or ½		½	

OBSTACLE DP

Rwy 13, climb via 132° heading to 2200′ before turning left.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating			Authorized Only When Local Weather Available		
	ILS Rwy 35	PAR Rwy 17	LOC (BC) Rwy 17 LOC Rwy 35 ASR Rwys 17,35	RNAV (GPS) Rwy 35	VOR Rwy 17	Other
A, B, C	600-2	600-2	800-2	800-2	800-2	NA
D	700-2¼	700-2¼	800-2¼	800-2¼	800-2½	

AMEND 6

CHANGES: Rwy 31 hold line added.

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BRIEFING STRIP™

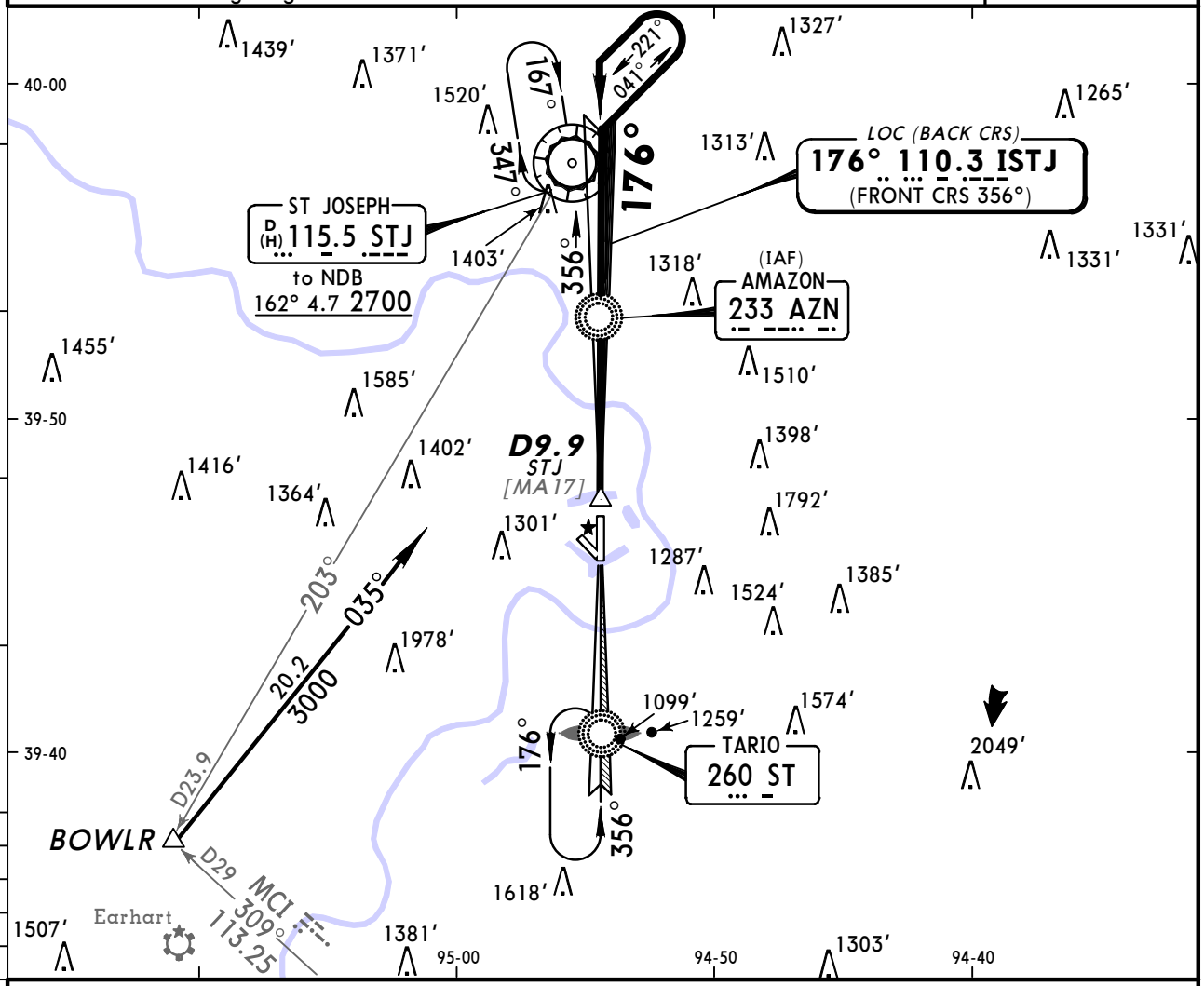
ATIS (ASOS when Twr inop)	*ST JOSEPH Approach (R)	KANSAS CITY Approach (R)	*ST JOSEPH Tower	*Ground
125.05	120.35	124.7 when ST JOSEPH App inop.	CTAF 126.9	121.9

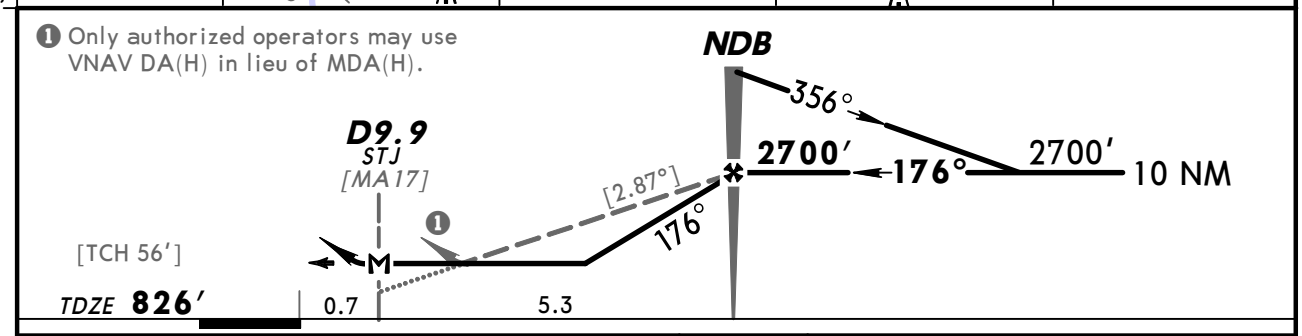
LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 826′
ISTJ 110.3	176° (Front Crs 356°)	NDB 2700′ (1874′)	1200′ (374′)	TDZE 826′

MISSED APCH: Climb to 2400′ direct ST LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF required. 2. Disregard Glide Slope indications.
3. Pilot controlled lighting 126.9.

3100′
MSA AZN NDB





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.87°]	355	457	508	609	711	812
MAP at D9.9 STJ or NDB to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

REIL
VASI-L
2400′
ST 260

STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND	
MDA(H) 1200′ (374′)		Max Kts	MDA(H)
A	1	90	1400′ (574′)-1
B		120	
C		140	1400′ (574′)-1 ½
D	1¼	165	1500′ (674′) -2¼

AMEND 9 TERPS

CHANGES: MM removed.

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BRIEFING STRIP™

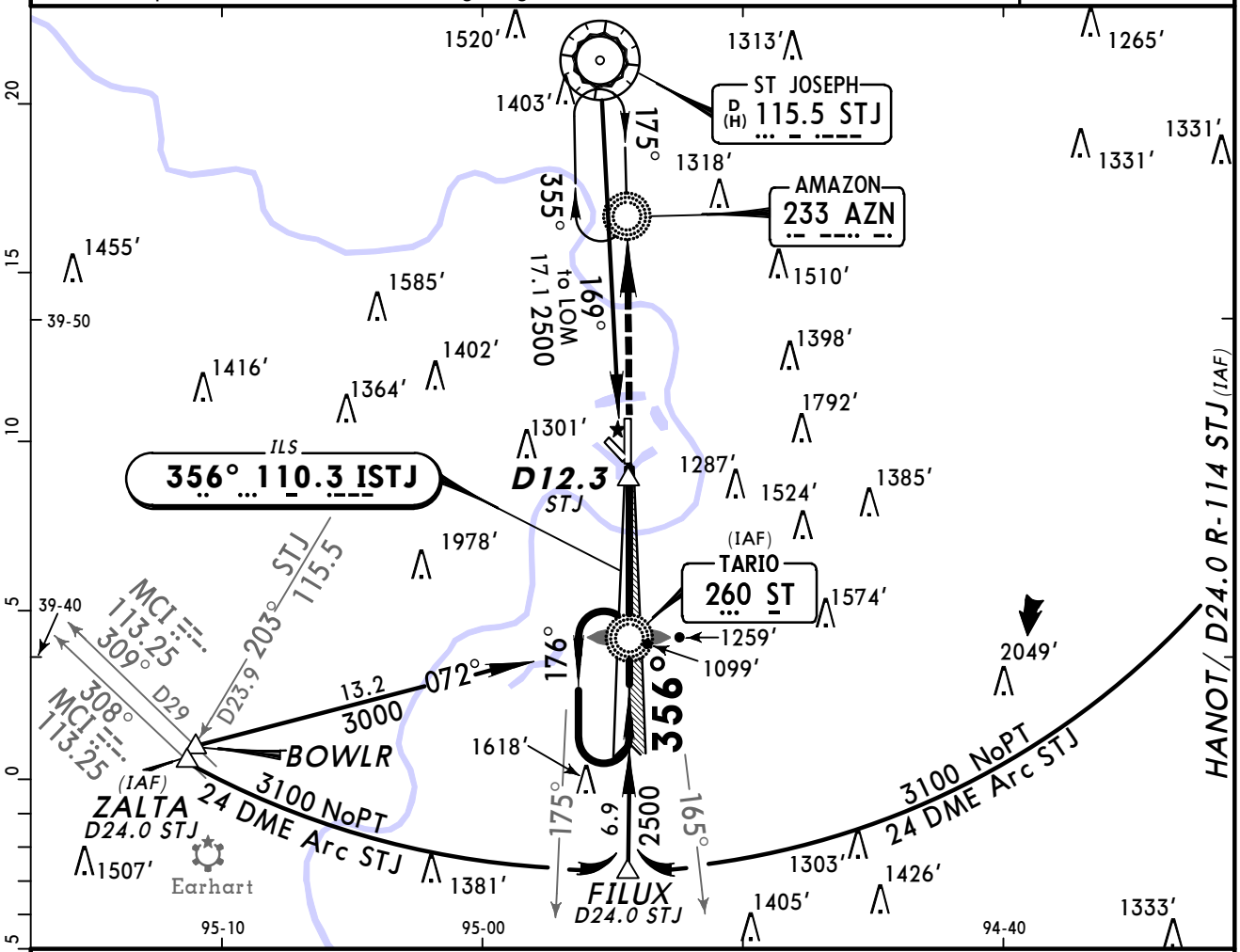
ATIS (ASOS when Twr inop)	*ST JOSEPH Approach (R)	KANSAS CITY Approach (R)	*ST JOSEPH Tower	*Ground
125.05	120.35	124.7 when ST JOSEPH App inop.	CTAF 126.9	121.9

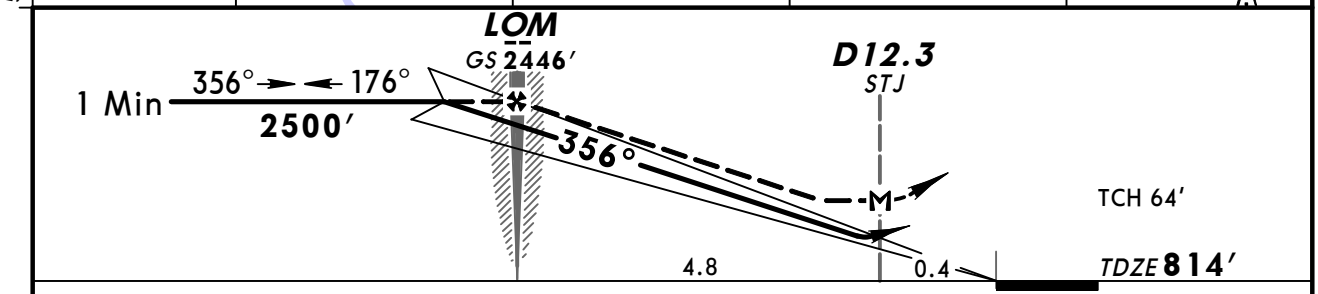
LOC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 826′
ISTJ 110.3	356°	2446′ (1632′)	1014′ (200′)	TDZE 814′

MISSED APCH: Climb to 2700′ direct AZN NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF required. 2. Pilot controlled lighting 126.9.

3100′
MSA ST LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	2.80°	352	452	503	603	704	804
MAP at D12.3 STJ or LOM to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

REIL
VASI-L

2700′

D

AZN
233

TERPS AMEND 31A

STRAIGHT-IN LANDING RWY 35			CIRCLE-TO-LAND	
ILS DA(H) 1014′(200′)	LOC (GS out) MDA(H) 1160′(346′)		Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	90	1400′(574′)-1
B			120	
C			140	1400′(574′)-1½
D		RVR 60 or 1¼	165	1500′(674′)-2¼

CHANGES: MM removed.

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ST JOSEPH, MO
RNAV (GPS) Rwy 17

ATIS (ASOS when Twr inop)	*ST JOSEPH Approach (R)	KANSAS CITY Approach (R)	*ST JOSEPH Tower	*Ground
125.05	120.35	124.7 when ST JOSEPH App inop.	CTAF 126.9	121.9

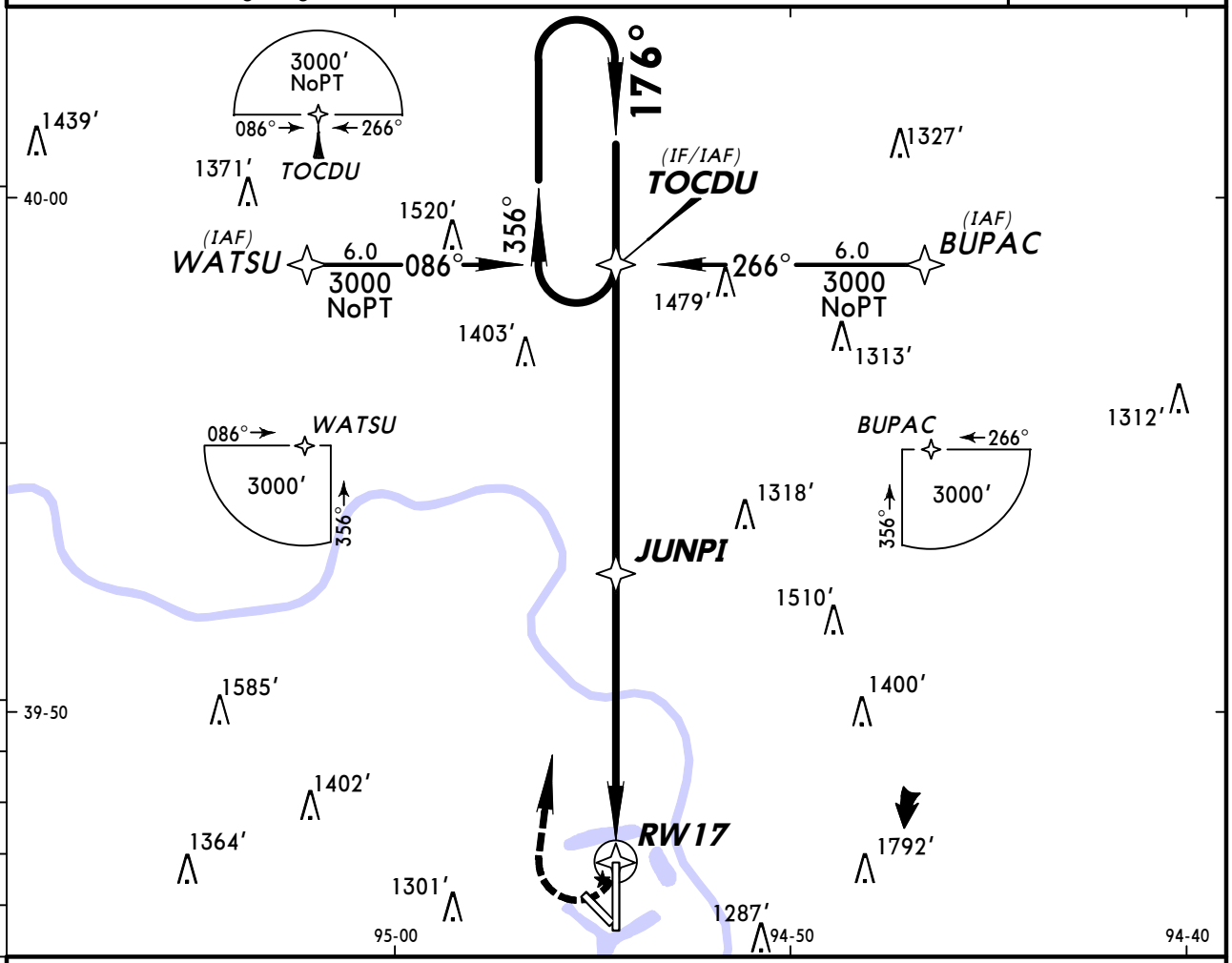
BRIEFING STRIP™

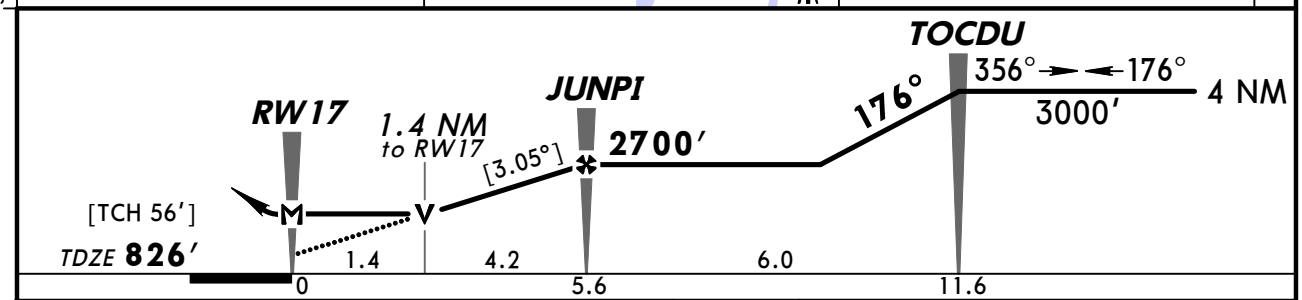
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 826′
	176°	JUNPI 2700′ (1874′)	1340′ (514′)	TDZE 826′

MISSED APCH: Climbing RIGHT turn to 3000′ direct TOCDU and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 126.9.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW17						

REIL
VASI-L

3000′ RT

TOCDU

STRAIGHT-IN LANDING RWY 17 LNAV MDA(H) 1340′ (514′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1400′ (574′)-1
B		120	
C	1½	140	1400′ (574′)-1½
D	1¾	165	1500′ (674′)-2¼

AMEND 0 TERPS

CHANGES: Charted obstructions.

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KSTJ/STJ
ROSECRANS MEML

JEPPESEN
17 SEP 10 (12-2) Eff 23 Sep

ST JOSEPH, MO
RNAV (GPS) Rwy 35

ATIS (ASOS when Twr inop)	*ST JOSEPH Approach (R)	KANSAS CITY Approach (R)	*ST JOSEPH Tower	*Ground
125.05	120.35	124.7 when ST JOSEPH App inop.	CTAF 126.9	121.9

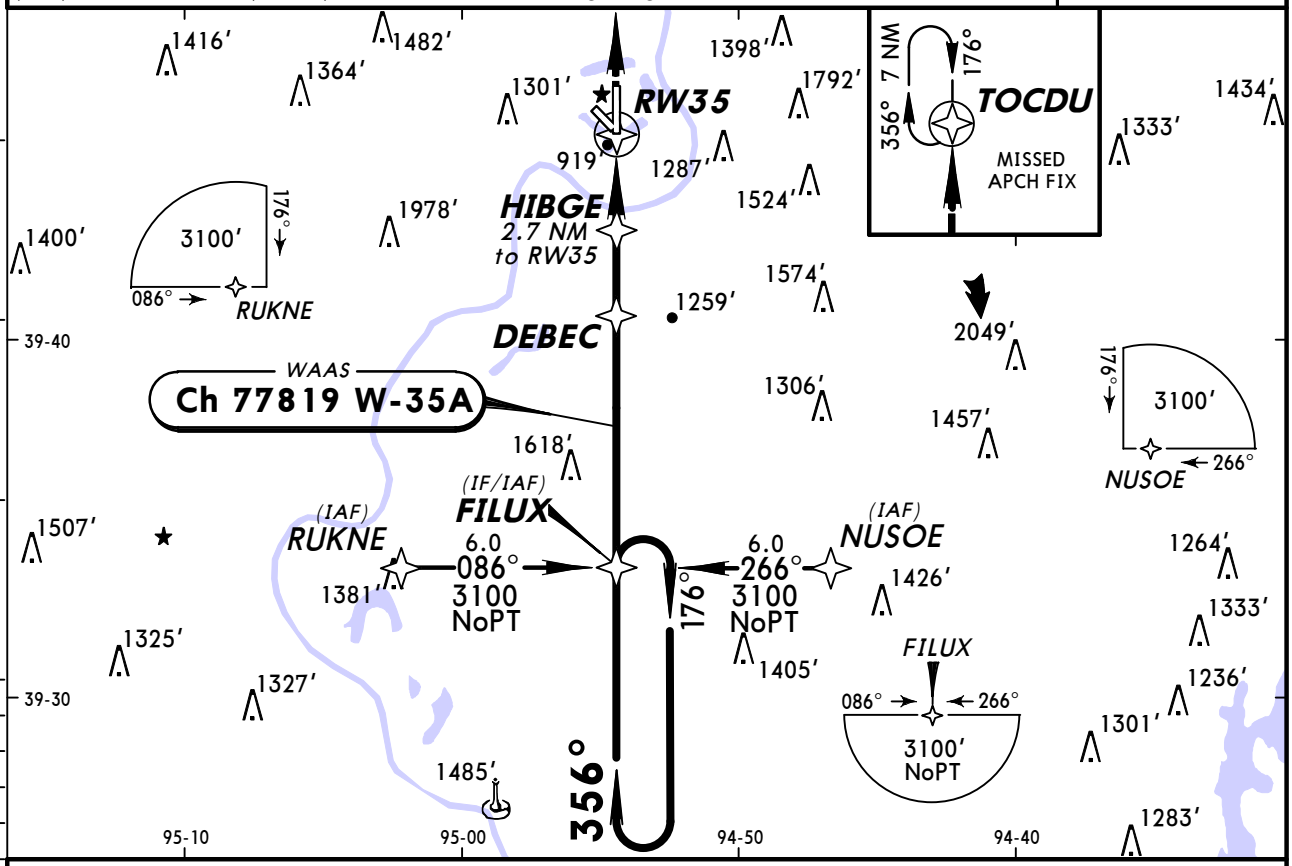
BRIEFING STRIP ™

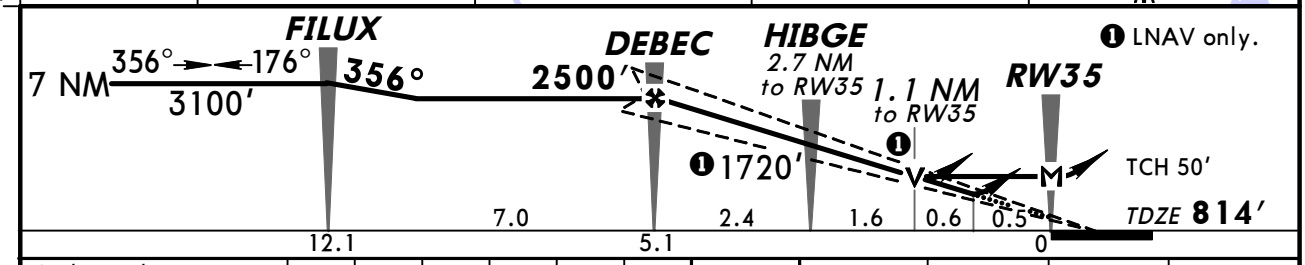
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 826′
Ch 77819 W-35A	356°	DEBEC 2500′(1686′)	1014′(200′)	TDZE 814′

MISSED APCH: Climb to 3000′ direct TOCDU and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting, if not receieved, use Kansas City Intl altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.
4. VDP and Baro-VNAV not authorized when using Kansas City Intl altimeter setting.
5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 6. Pilot controlled lighting 126.9.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

REIL
VASI-L

3000′

TOCDU

TERPS AMEND 1 23 SEP 2010

STRAIGHT-IN LANDING RWY 35
With Local Altimeter Setting

	LPV DA(H) 1014′(200′)	LNAV/VNAV DA(H) 1219′(405′)	LNAV MDA(H) 1180′(366′)
A	RVR 50 or 1	1½	RVR 50 or 1
B			
C			RVR 60 or 1¼
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1460′(634′)-1
120	
140	1460′(634′)-1¾
165	1500′(674′)-2¼

With Kansas City Intl Altimeter Setting

	LPV DA(H) 1111′(297′)	LNAV/VNAV DA(H) 1316′(502′)	LNAV MDA(H) 1280′(466′)
A	RVR 50 or 1	1¾	RVR 50 or 1
B			
C			RVR 60 or 1¼
D			1½

With Kansas City Intl Altimeter Setting

Max Kts	MDA(H)
90	1560′(734′)-1
120	
140	1560′(734′)-2
165	1600′(774′)-2¾

CHANGES: Procedure.

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BRIEFING STRIP TM

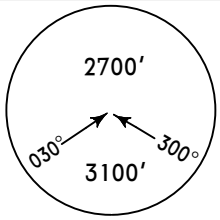
ATIS (ASOS when Twr inop)	*ST JOSEPH Approach (R)	KANSAS CITY Approach (R)	*ST JOSEPH Tower	*Ground
125.05	120.35	124.7 when ST JOSEPH App inop.	CTAF 126.9	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 826′
STJ 115.5	167°	FOSRO 2300′ (1474′)	1340′ (514′)	TDZE 826′

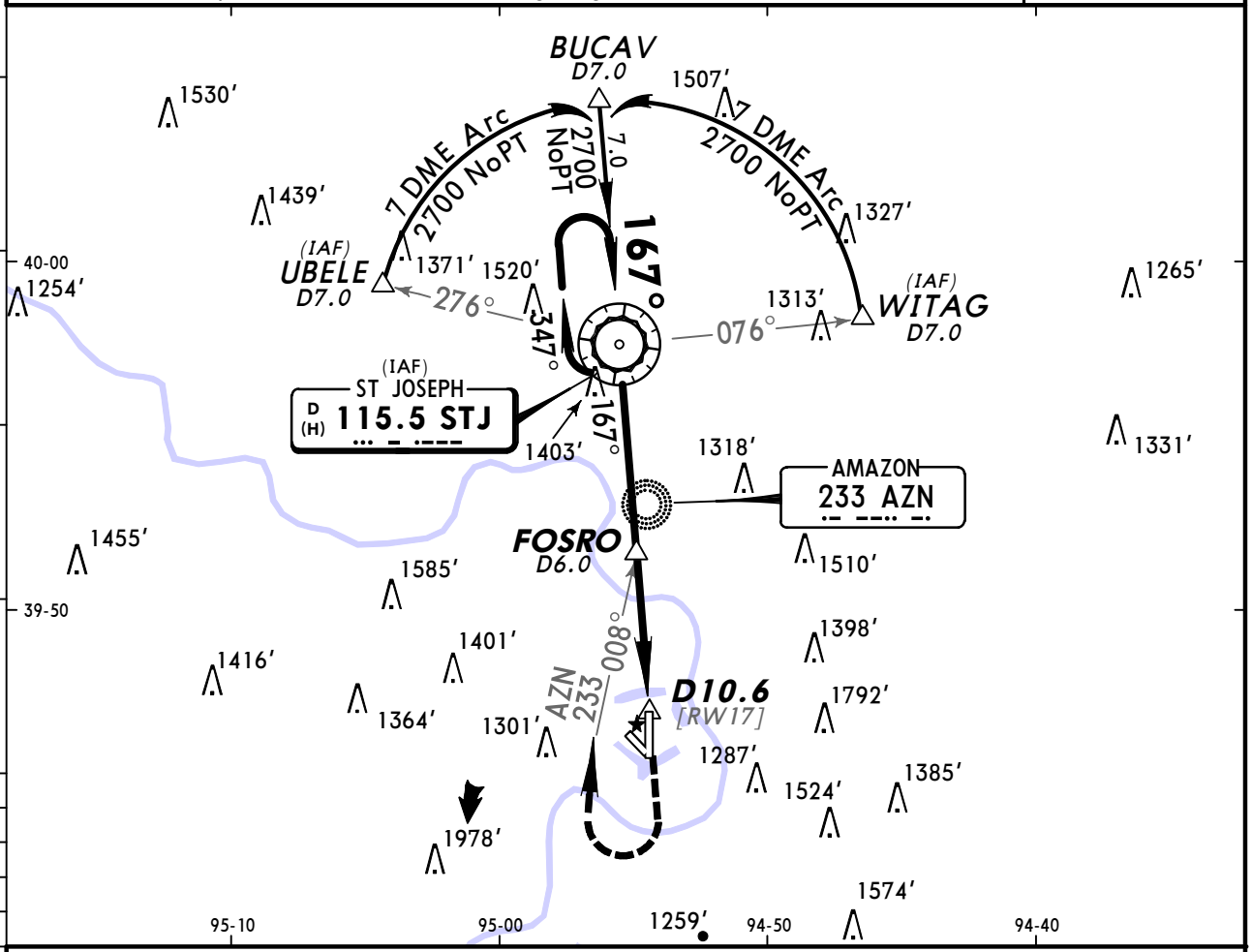
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 2700′ direct STJ VOR and hold.

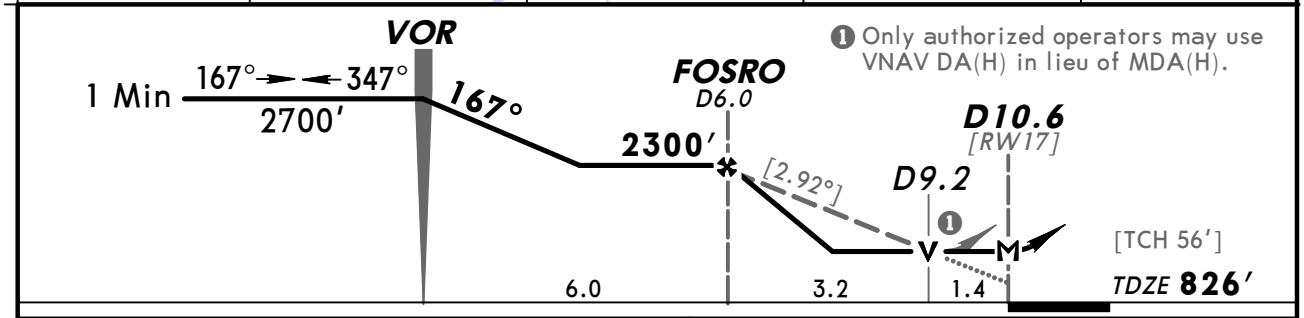
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Pilot controlled lighting 126.9.



MSA STJ VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.92°]	362	465	517	620	723	826
MAP at D10.6 or FOSRO to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:44

REIL
VASI-L

1500′

2700′ RT

D

STJ 115.5

STRAIGHT-IN LANDING RWY 17

MDA(H) 1340′ (514′)

		Max Kts	MDA(H)
A	1	90	1400′(574′) -1
B		120	
C	1½	140	1400′(574′) -1½
D	1¾	165	1500′(674′) -2½

CIRCLE-TO-LAND

AMEND 14 TERPS

CHANGES: Charted obstructions.

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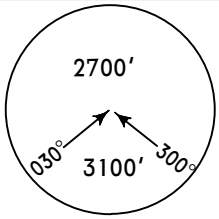
BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*ST JOSEPH Approach (R)	KANSAS CITY Approach (R)	*ST JOSEPH Tower	*Ground
125.05	120.35	124.7 when ST JOSEPH App inop.	CTAF 126.9	121.9

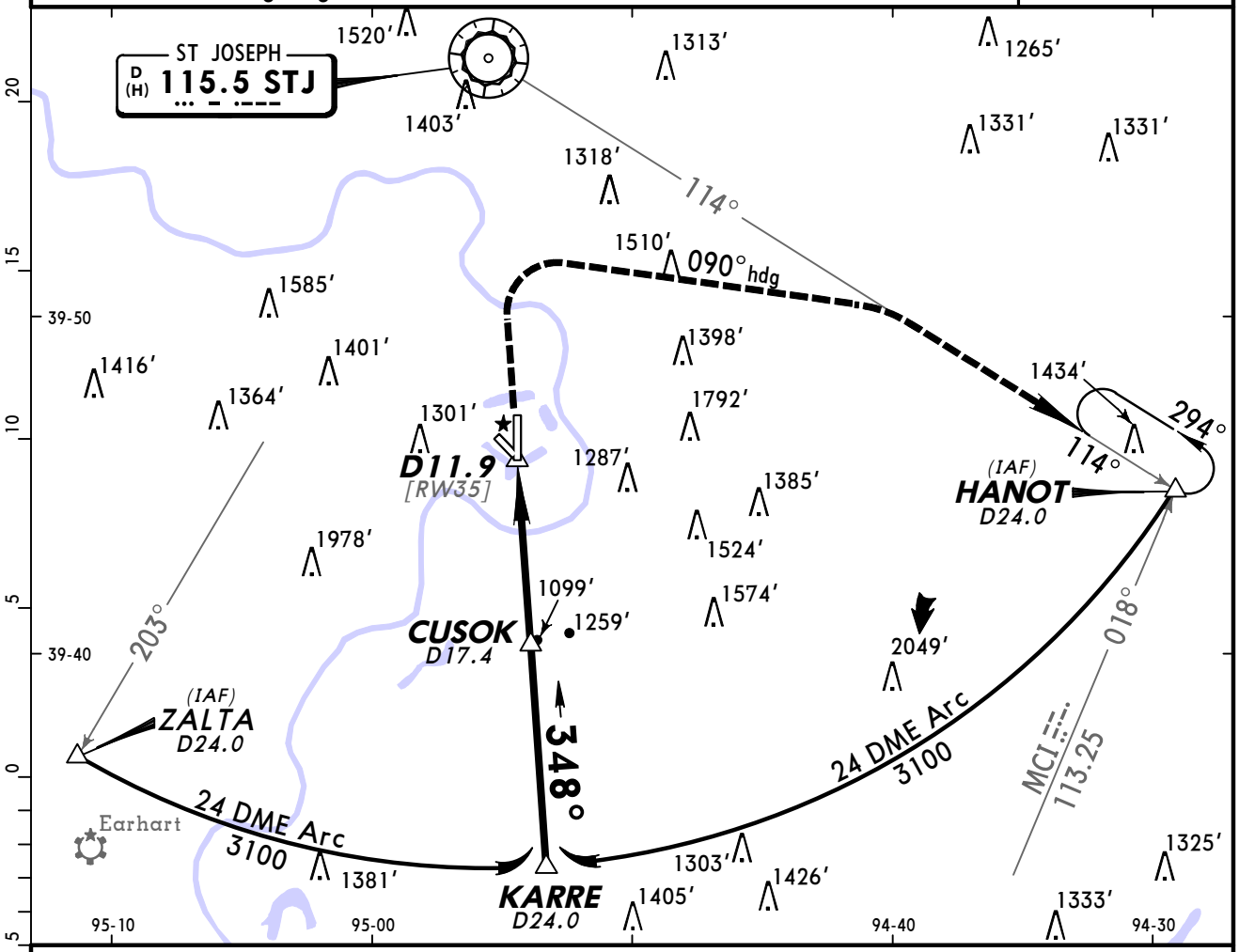
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 826′
STJ 115.5	348°	CUSOK 2500′ (1686′)	1360′ (546′)	TDZE 814′

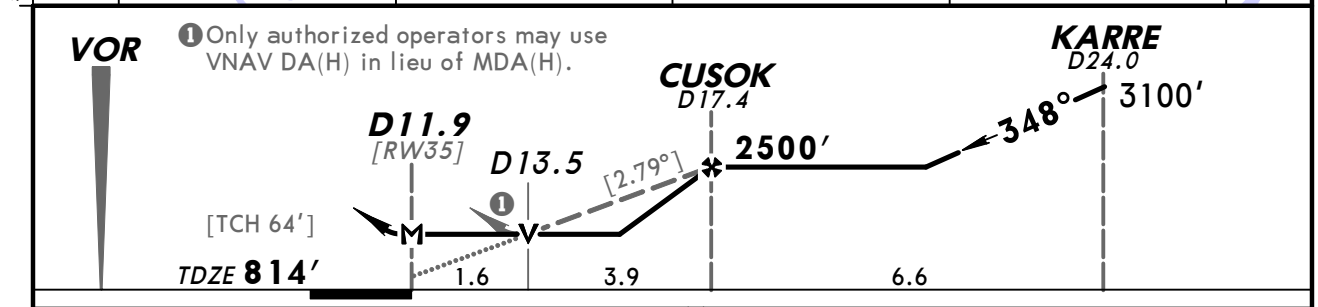
MISSED APCH: Climb to 2700′, then climbing RIGHT turn to 3100′ via 090° heading and outbound on STJ VOR R-114 to HANOT/D24.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 126.9.



MSA STJ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.79°]	345	444	494	592	691	790
MAP at D11.9						

REIL VASI-L	2700′ ↑	3100′ ↱ RT	via 090° hdg	and STJ 115.5 R-114

STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
MDA(H) 1360′ (546′)		Max Kts	MDA(H)
A	RVR 50 or 1	90	1400′ (574′) -1
B		120	
C	1½	140	1400′ (574′) -1½
D	1¾	165	1500′ (674′) -2¼

AMEND TERPS

CHANGES: Charted obstructions.

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KSTJ/STJ

ROSECRANS MEML

JEPPESEN

10 FEB 06 (18-1) **Eff 16 Feb**

ST JOSEPH, MO
RADAR-1
PAR Rwy 17
ASR Rwys 17,35

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*ST JOSEPH Approach (R)	KANSAS CITY Approach (R)	*ST JOSEPH Tower	*Ground
125.05	120.35	124.7 when ST JOSEPH App inop.	CTAF 126.9	121.9

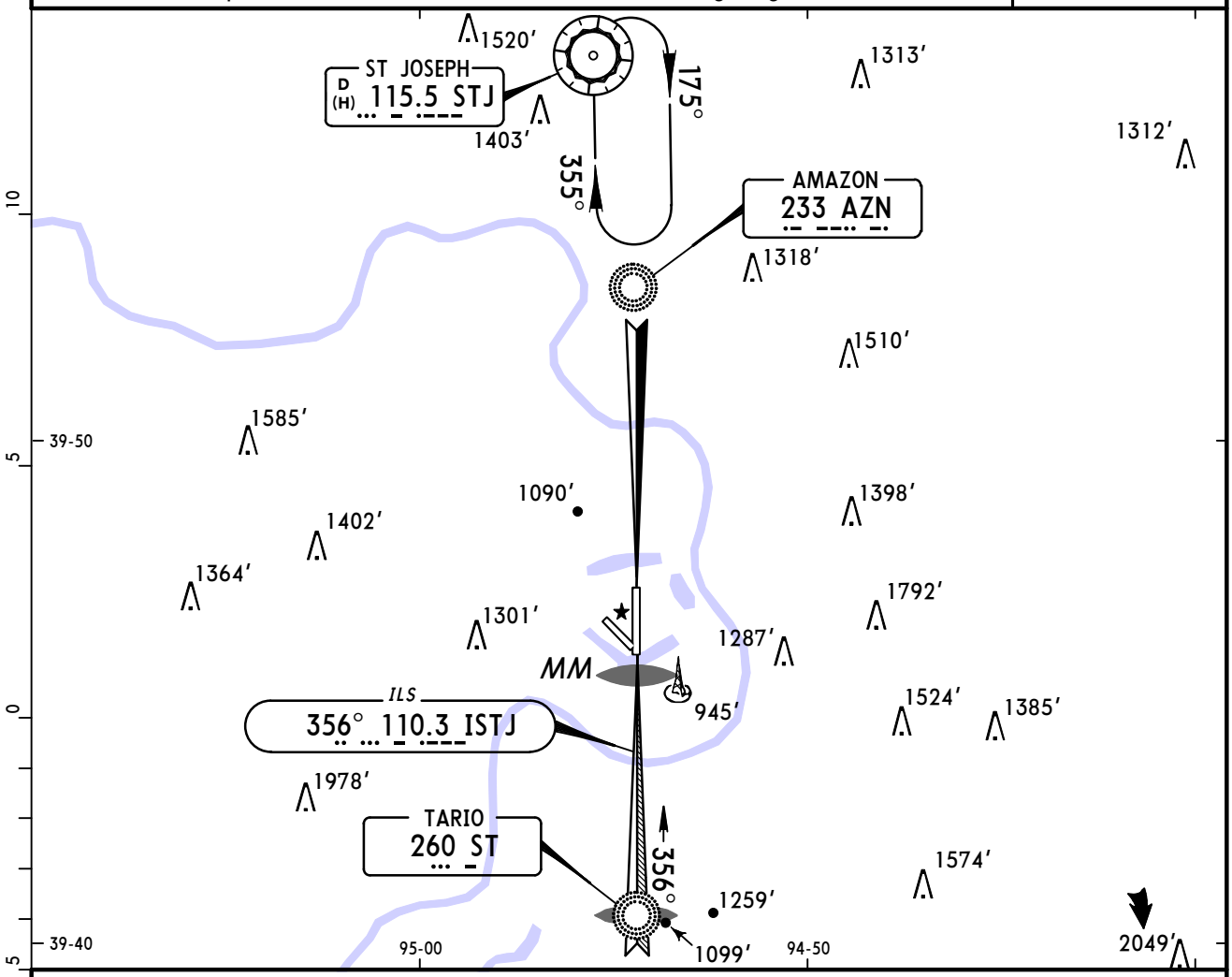
RADAR	*Final Apch Crs*	*Minimum Alt*	*DA(H)*	*Apt Elev* **826′**
	By ATC	No FAF	Refer to Minimums	*TDZE -See Below*

No MSA published

Missed Approach-See Below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When Twr inop, ASR not authorized. 2. Pilot controlled lighting 126.9.



MISSED APCH:

PAR Rwy 17: Climb to 1300′, then climbing RIGHT turn to 3000′ direct STJ VOR and hold.

ASR Rwy 17: Climbing RIGHT turn to 3000′ direct STJ VOR and hold.

ASR Rwy 35: Climb to 3000′ direct STJ VOR and hold.

RWY 17
PAR TCH 49′
TDZE 826′

RWY 35
TDZE 814′

Gnd speed-Kts	*70*	*90*	*100*	*120*	*140*	*160*
Rwy 17 PAR GS 3.00°	377	484	538	646	753	861
ASR Rwys 17, 35: MAP at Rwy Thr						

Lighting - Refer to Airport Chart

TERPS — AMEND 1

	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	PAR 17 *DA(H)* **1026′** *(200′)*	**ASR 17** *MDA(H)* **1340′** *(514′)*	**ASR 35** *MDA(H)* **1200′** *(386′)*	Max Kts	*MDA(H)*
A	3/4	1	RVR 50 or 1	90	1400′ *(574′)*-1
B				120	
C		1½		140	1400′ *(574′)*-1½
D		1¾	RVR 60 or 1¼	165	1500′ *(674′)*-2¼

CHANGES: Procedure.

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General Information

Location: St Louis MO USA
IATA Code: STL
Lat/Long: N38° 44.9' W090° 22.2'
Elevation: 618 ft

Airport Use: Public
Magnetic Variation: 1.0°W
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A, Jet 4
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1237 Z
Sunset: 2352 Z,

Runway Information

Runway: 06
Length x Width: 7602 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 551 ft
Lighting: Edge, ALS

Runway: 11
Length x Width: 9001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 618 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 12L
Length x Width: 9003 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 541 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 12R
Length x Width: 11019 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 540 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 467 ft

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Runway: 24
Length x Width: 7602 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 534 ft
Lighting: Edge, ALS

Runway: 29
Length x Width: 9001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 580 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 30L
Length x Width: 11019 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 583 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 201 ft

Runway: 30R
Length x Width: 9003 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 605 ft
Lighting: Edge, ALS, Centerline, TDZ

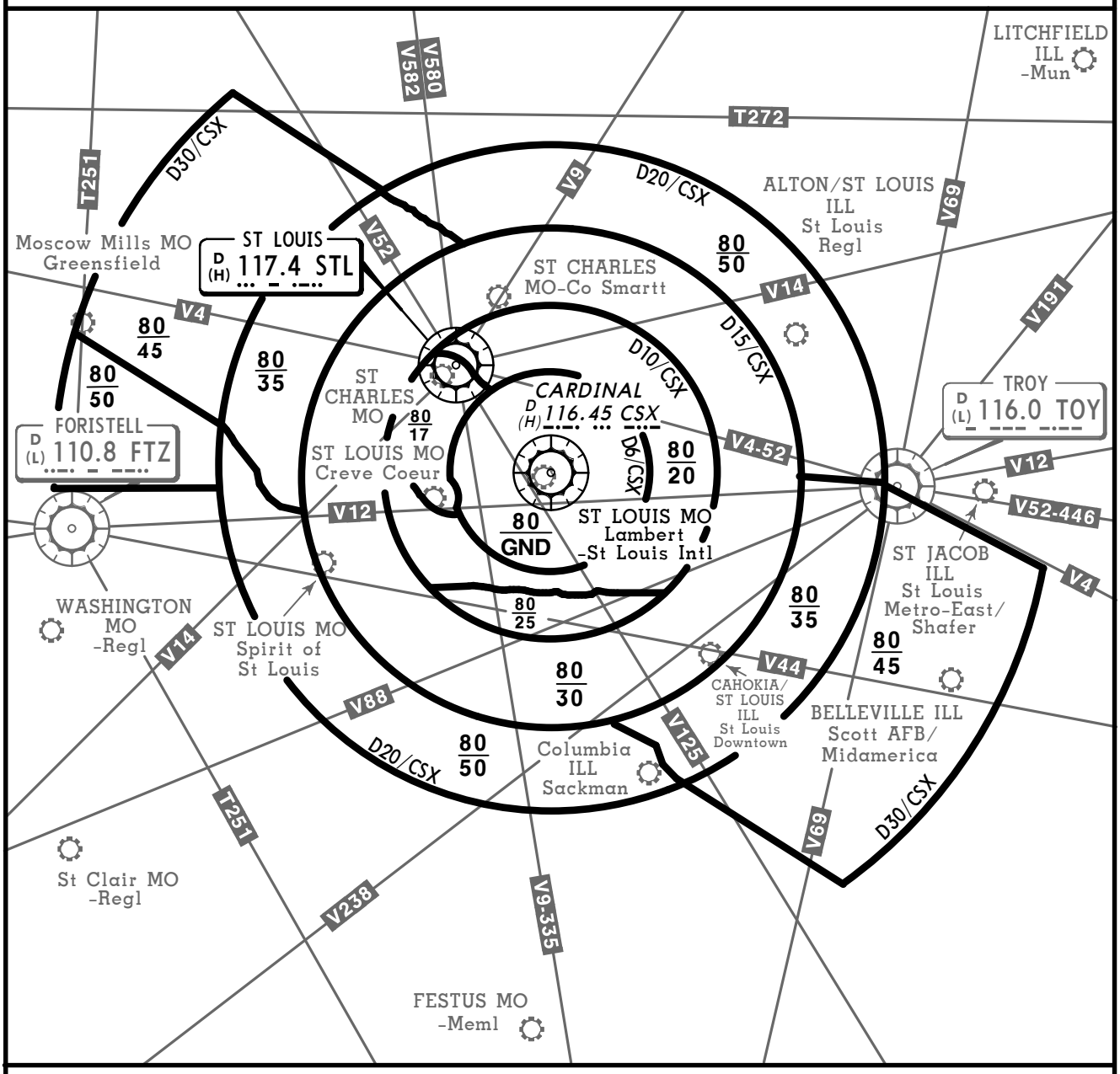
Communication Information

ATIS 125.025
St Louis Tower 132.475
St Louis Tower 120.05
St Louis Tower 118.5
St Louis Ground Control 121.65
St Louis Ground Control 121.9
Metering Ground Control 127.55
St Louis Pre-Taxi Clearance 119.5 Pre-Departure Clearance
St Louis Approach Control 123.7
St Louis Approach Control 120.05
St Louis Approach Control 35.19
St Louis Approach Control 132.125
St Louis Approach Control 27.83
St Louis Approach Control 121.02 Initial Contact
St Louis App TCA 126.5 (136°-315°)
St Louis App TCA 124.2 (316°-135°)
St Louis Departure Control 126.55
St Louis Departure Control 120.05
St Louis Departure Control 128.1 (115°-310°)
St Louis Departure Control 124.25 Secondary
St Louis Departure Control 119.15 (315°-110°)
Lambert-St Louis Intl Unicom 122.95
Mac Radio 123.2 Military
St Louis Flight Service Station 122.6 RCO
St Louis Flight Service Station 122.45 RCO

ST LOUIS CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

(N/E) **St Louis App** 124.2 (S/W) **St Louis App** 126.5



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft operating within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft should contact St. Louis Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing, of their intended altitude and direction of flight to depart Class B airspace. Aircraft departing from other than Lambert-St. Louis International Airport whose route of flight would penetrate Class B airspace, should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit Class B airspace may obtain an ATC clearance and will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.

CHANGES: T-251 and T-272 desig.

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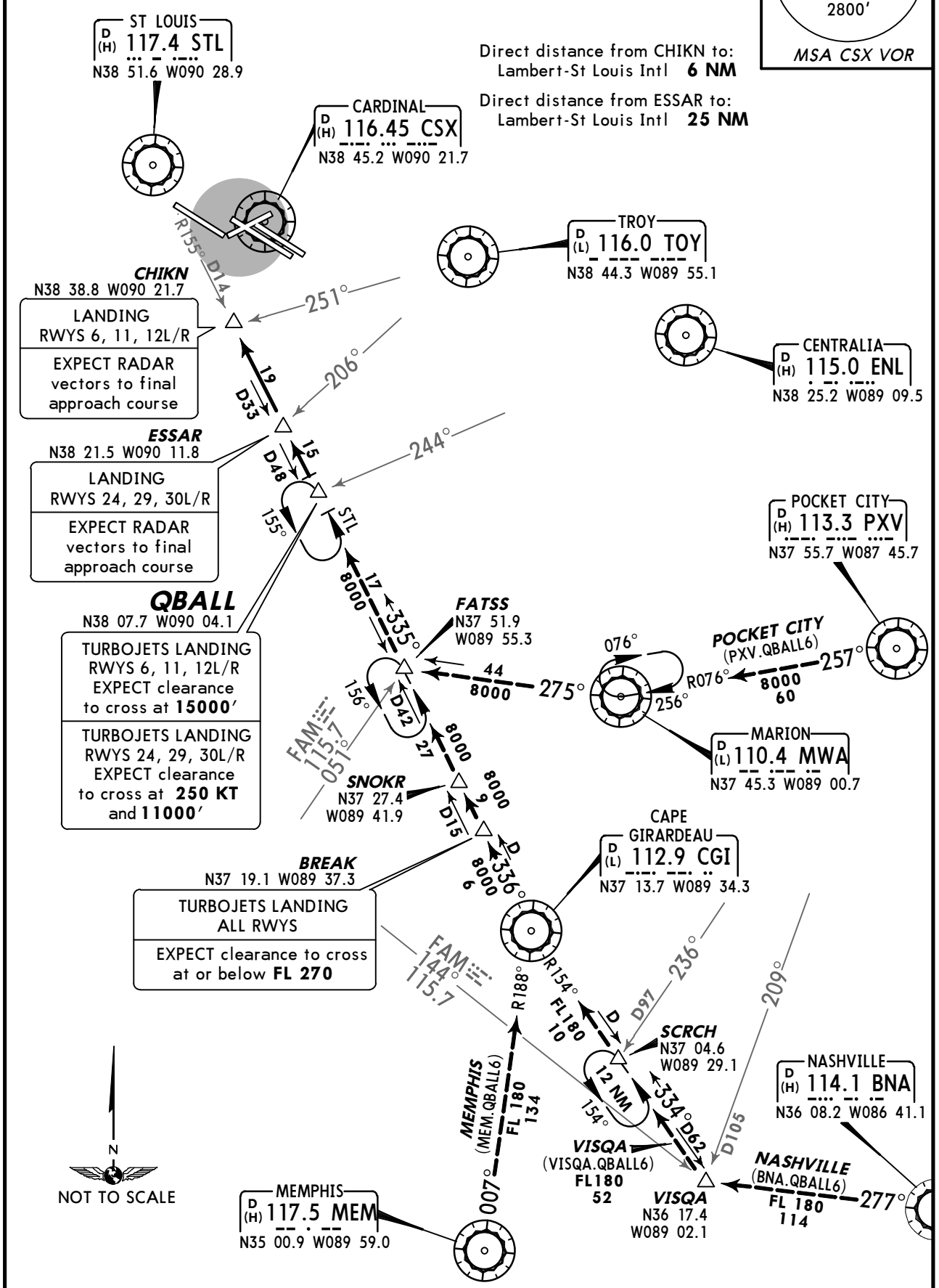
D-ATIS	Apt Elev	
125.02	618′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

QBALL SIX ARRIVAL (QBALL.QBALL6)



RWY	ROUTING
6, 11, 12L/R	From over QBALL via STL R-155 to CHIKN. EXPECT RADAR vectors to final approach course.
24, 29, 30L/R	From over QBALL via STL R-155 to ESSAR. EXPECT RADAR vectors to final approach course.

CHANGES: Rwys 11 and 29 added.

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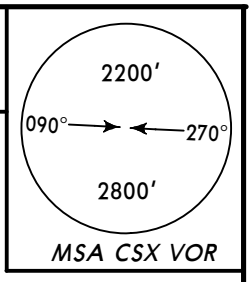
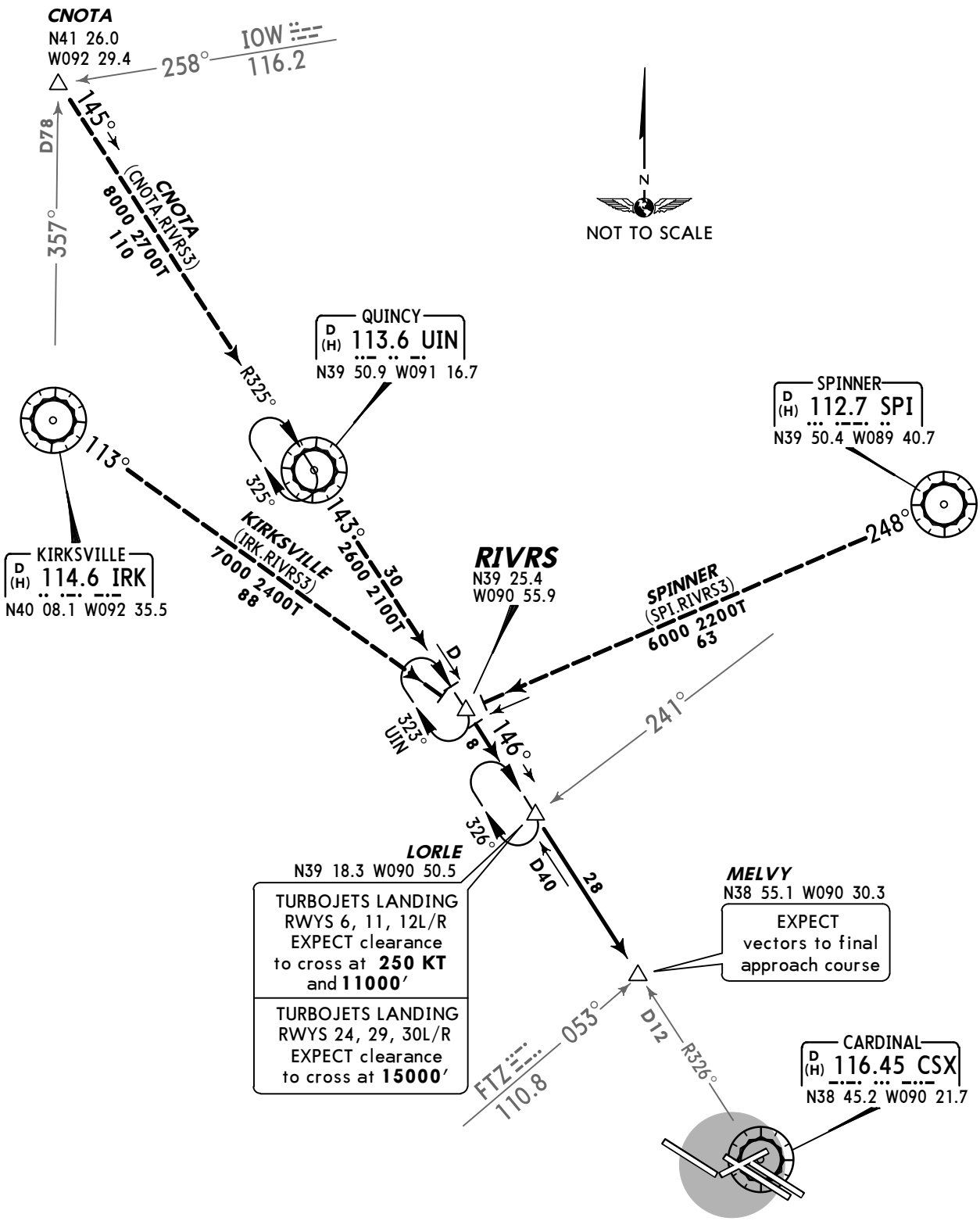
D-ATIS	Apt Elev	
125.02	618′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

RIVERS THREE ARRIVAL (RIVRS.RIVRS3)





ROUTING

From over RIVRS via UIN R-143 to LORLE, then via CSX R-326 to MELVY, then EXPECT vectors to final approach course.

CHANGES: Rwys 11 and 29 added.

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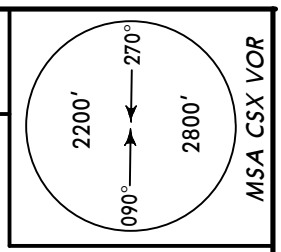
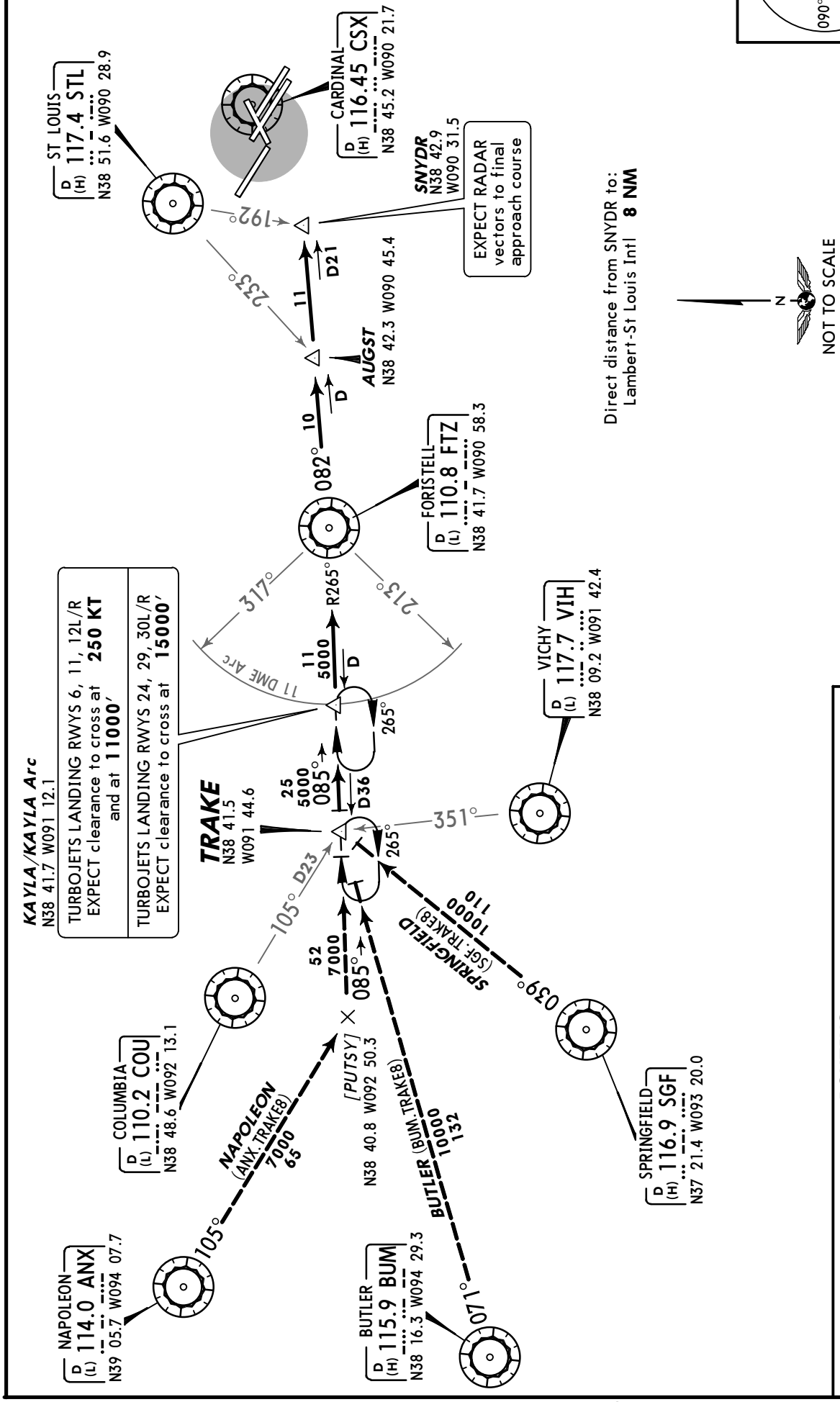
D-ATIS	Apt Elev	
125.02	618′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

TRAKE EIGHT ARRIVAL (TRAKE.TRAKE8)





ROUTING

From over TRAKE via FTZ R-265 to FTZ, then via FTZ R-082 to SNYDR.
Then EXPECT RADAR vectors to final approach course.

CHANGES: None.

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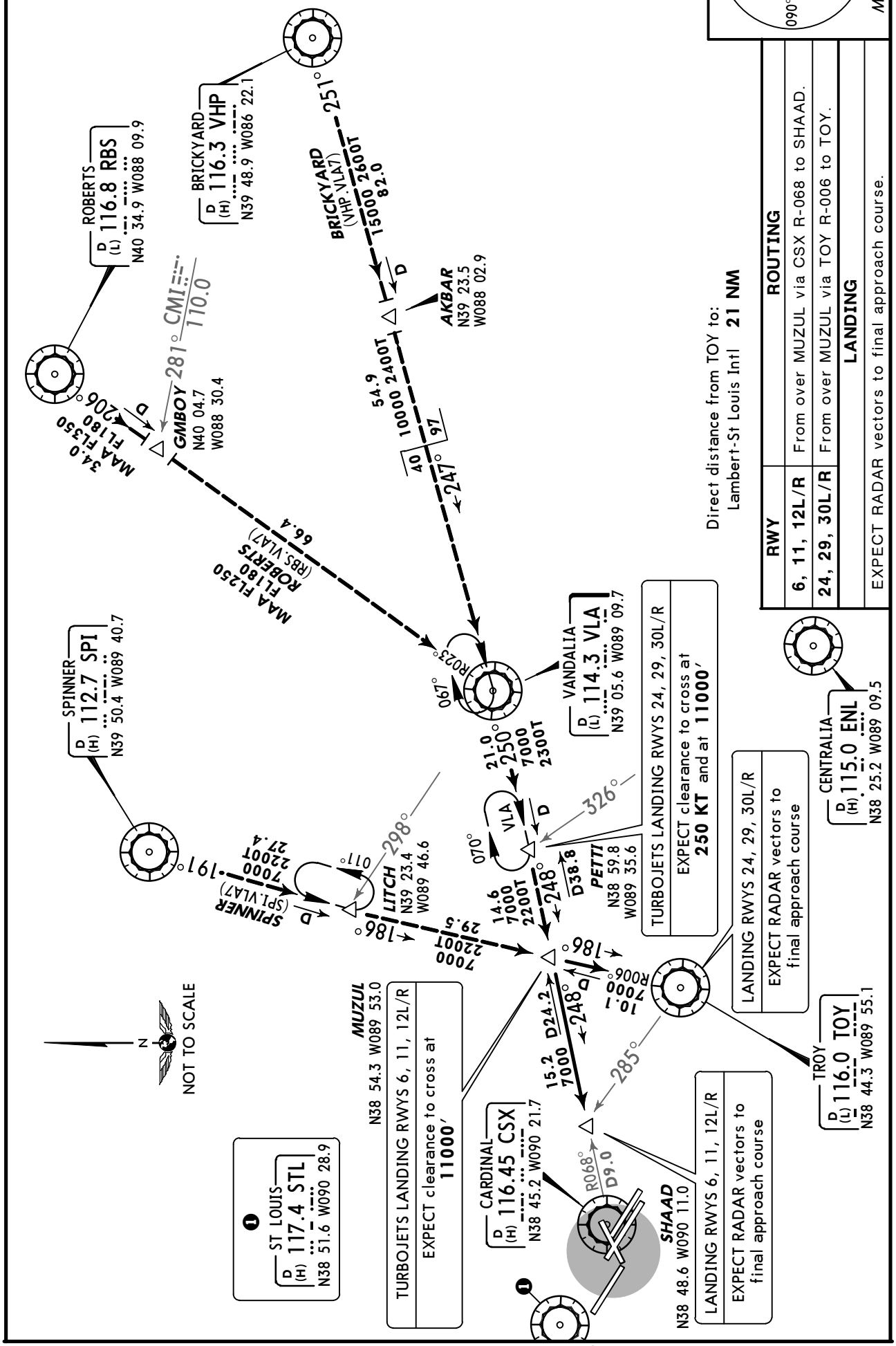
D-ATIS	Apt Elev	
125.02	618′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ RADAR required.

VANDALIA SEVEN ARRIVAL (VLA.VLA7)



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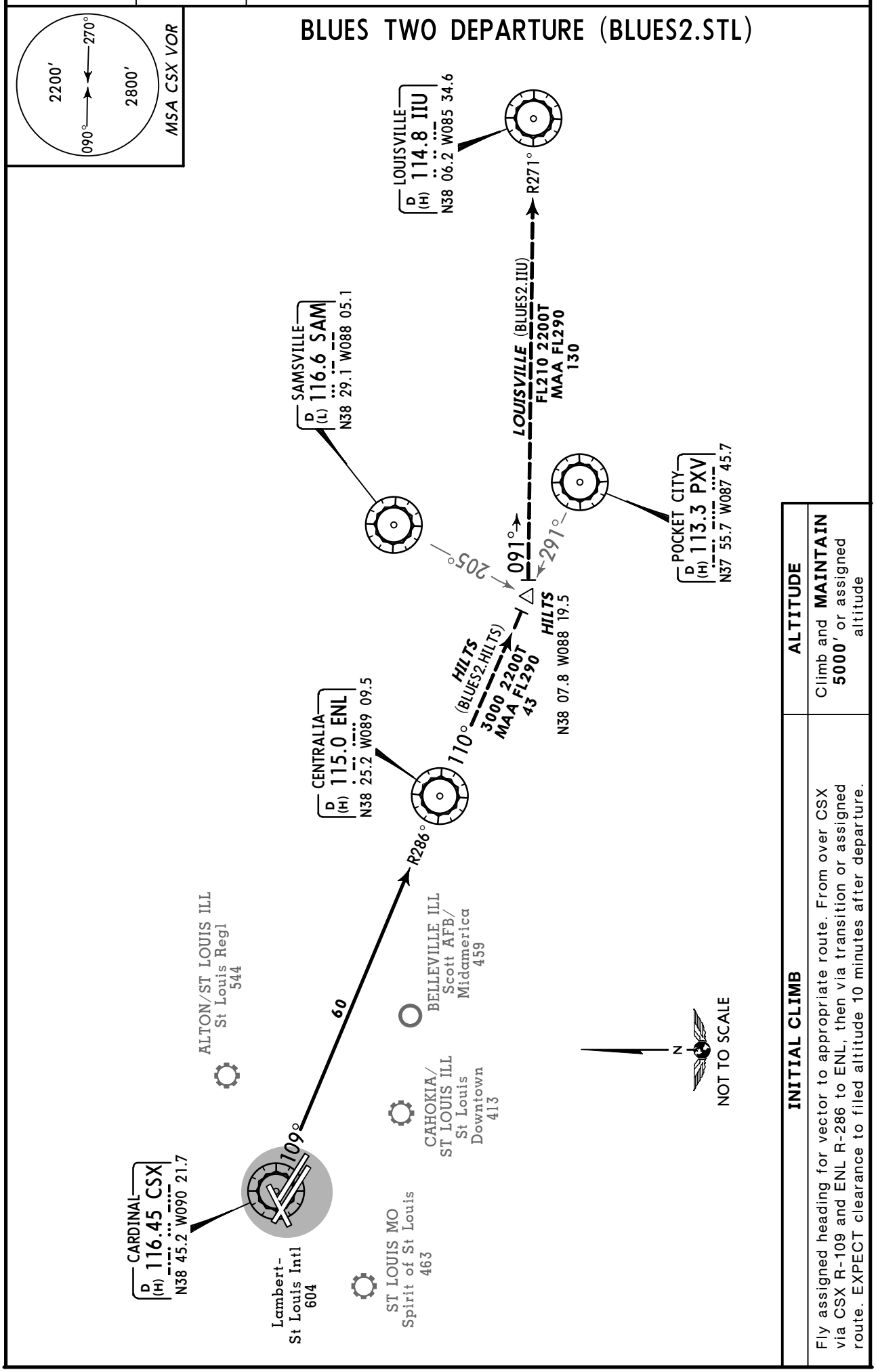
ST LOUIS Departure (R) 119.15	Apt Elev See graphic	Trans level: FL 180 Trans alt: 18000′ Turbojets only.

BLUES TWO DEPARTURE (BLUES2.STL)



INITIAL CLIMB	ALTITUDE
Fly assigned heading for vector to appropriate route. From over CSX via CSX R-109 and ENL R-286 to ENL, then via transition or assigned route. EXPECT clearance to filed altitude 10 minutes after departure.	Climb and **MAINTAIN 5000′** or assigned altitude

CHANGES: New format.

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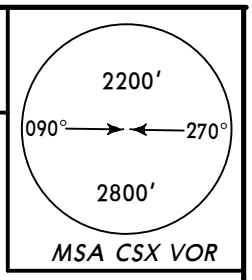
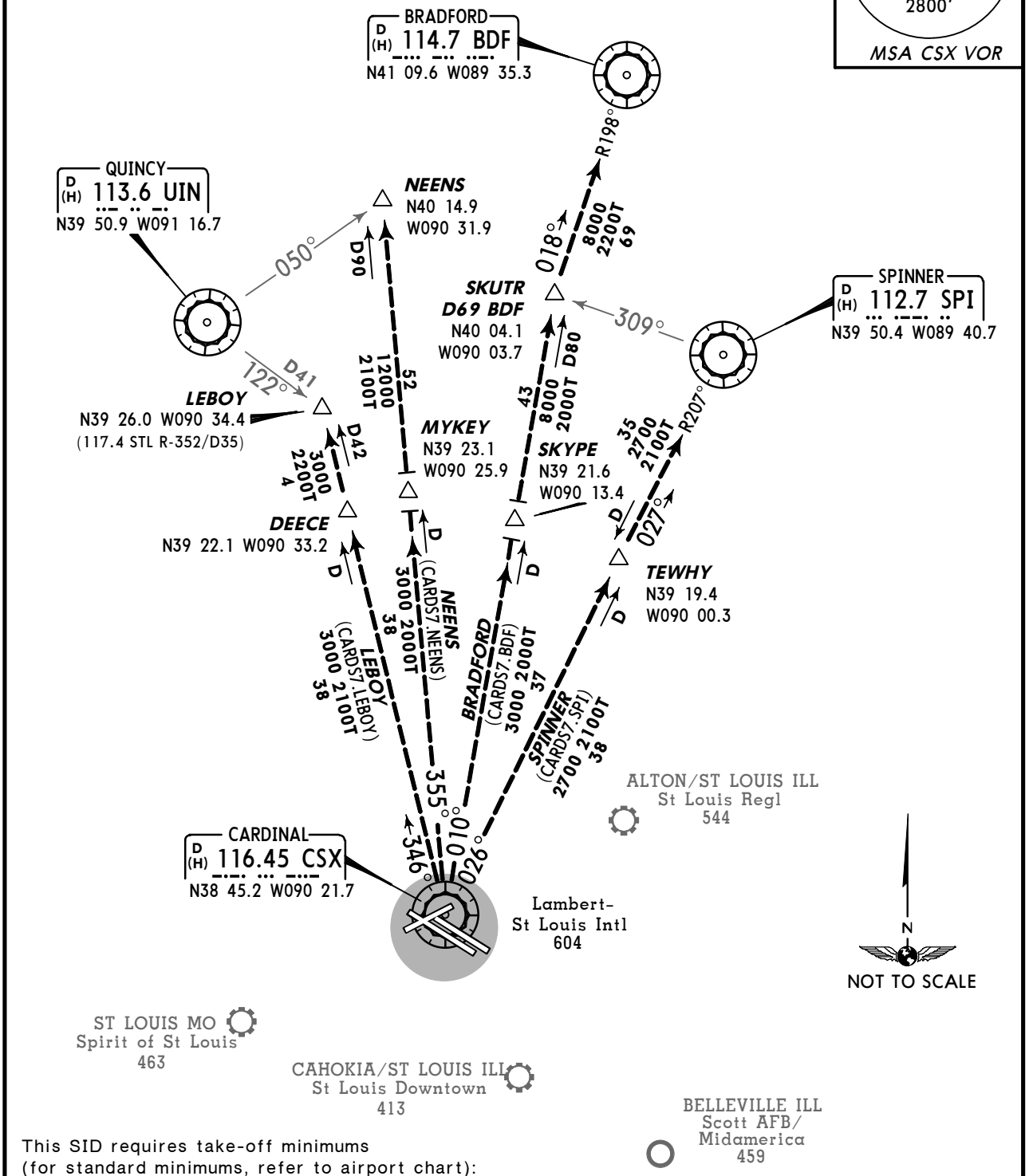
ST LOUIS Departure (R) **119.15**	*Apt Elev* *See graphic*	Trans level: FL 180 Trans alt: 18000′ DME and RADAR required.

CARDS SEVEN DEPARTURE (CARDS7.STL)





This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6, 12L/R, 24, 30L: Standard (or lower than standard, if authorized).
Rwy 30R: 200-1 1/4 or Standard (or lower than standard, if authorized) with a minimum climb of 276′ per NM to **800′.**

Gnd speed-KT	75	100	150	200	250	300
276′ per NM	345	460	690	920	1150	1380

OBSTACLE:
For DEPARTURE OBSTACLES see 10-3-OB1.

	INITIAL CLIMB	ALTITUDE
TURBOJETS	EXPECT vectors to appropriate route. EXPECT filed altitude 10 minutes after departure.	Climb and **MAINTAIN 5000′**
PROPELLER DRIVEN	EXPECT vectors to appropriate route. EXPECT filed altitude 10 minutes after departure.	Climb and **MAINTAIN 3000′**

CHANGES: Procedure revised, renumbered, new format.

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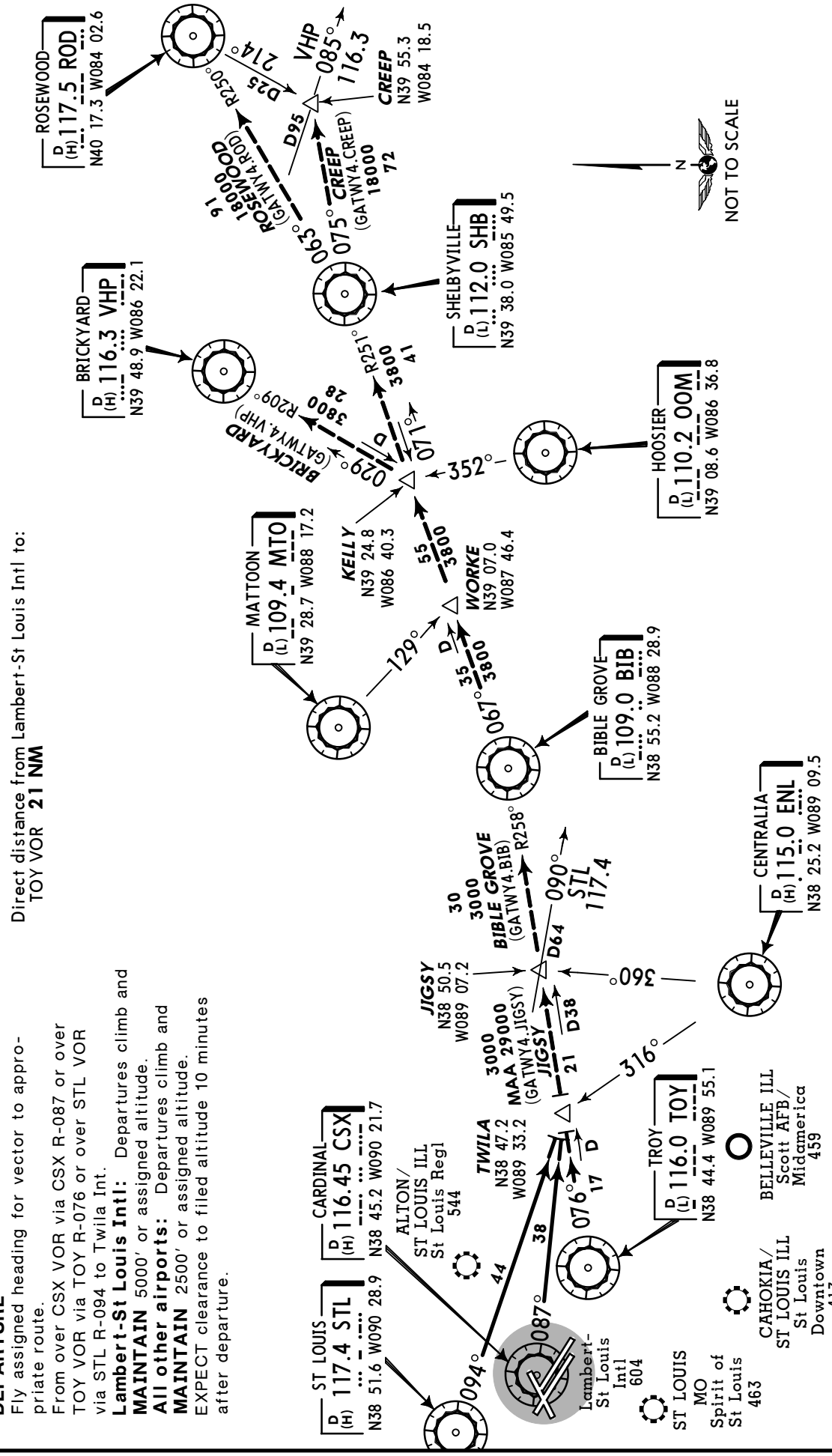
ST LOUIS Ground Metering **127.55**
ST LOUIS Departure (R) **119.15**

GATEWAY FOUR DEPARTURE (GATWY4.STL) (PILOT NAV)

(TURBOJETS ONLY)



GATEWAY FOUR DEPARTURE (GATWY4.STL) (PILOT NAV) (TURBOJETS ONLY)

DEPARTURE
Fly assigned heading for vector to appropriate route.
From over CSX VOR via CSX R-087 or over TOY VOR via TOY R-076 or over STL VOR via STL R-094 to Twila Int.
Lambert-St Louis Intl: Departures climb and **MAINTAIN** 5000′ or assigned altitude.
All other airports: Departures climb and **MAINTAIN** 2500′ or assigned altitude.
EXPECT clearance to filed altitude 10 minutes after departure.

CHANGES: Reissue.

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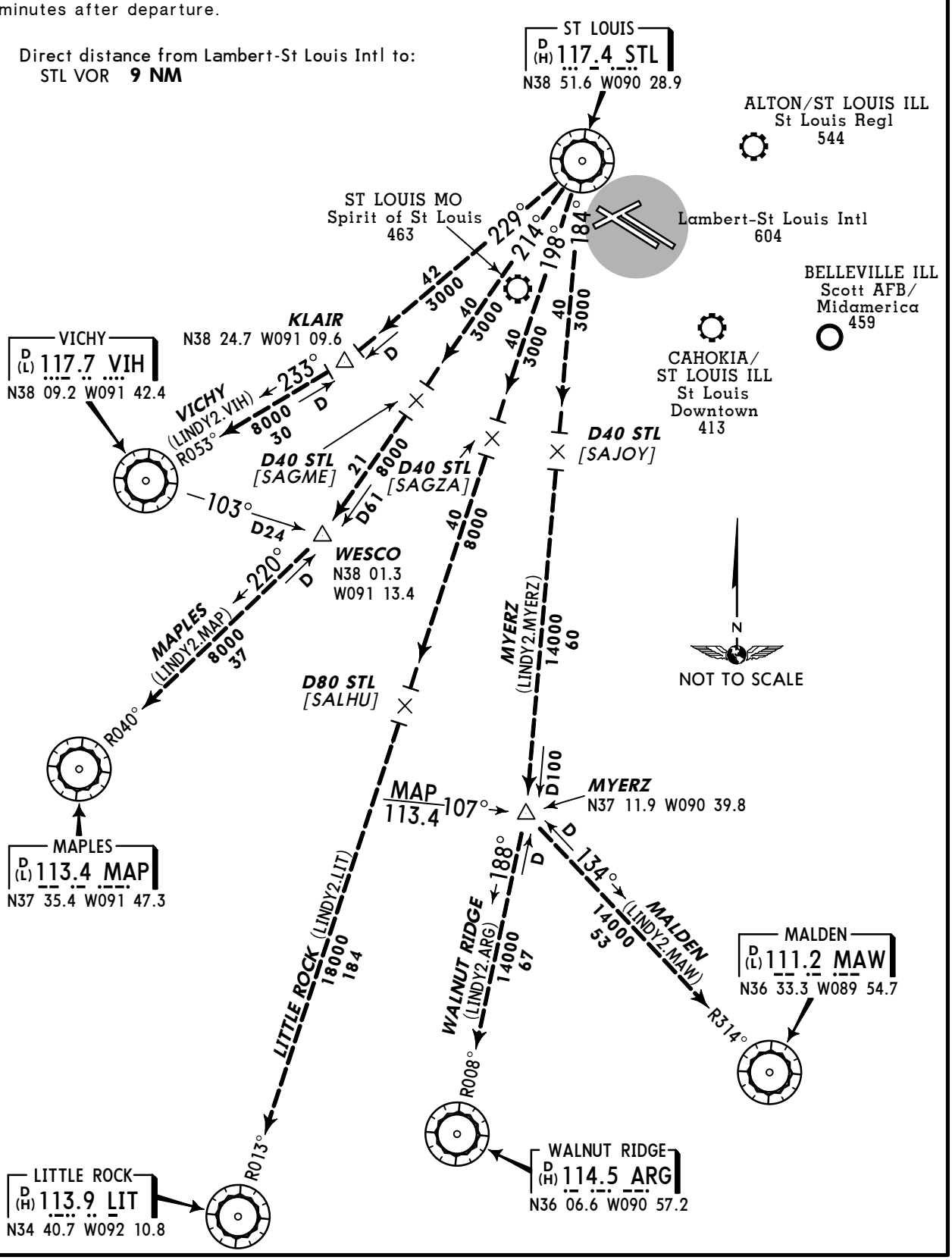
ST LOUIS Ground Metering **127.55**
ST LOUIS Departure (R) **128.1**

LINDBERGH TWO DEPARTURE (LINDY2.STL) (PILOT NAV)

DEPARTURE
Fly assigned heading for vector to appropriate route.
Lambert-St Louis Intl: Turbojet departures climb and **MAINTAIN** 5000′ or assigned altitude. Propeller driven departures climb and **MAINTAIN** 3000′ or assigned altitude.
All other airports: Departures climb and **MAINTAIN** 2500′ or assigned altitude.
EXPECT clearance to filed altitude 10 minutes after departure.

Direct distance from Lambert-St Louis Intl to:
STL VOR **9 NM**



CHANGES: Reissue.

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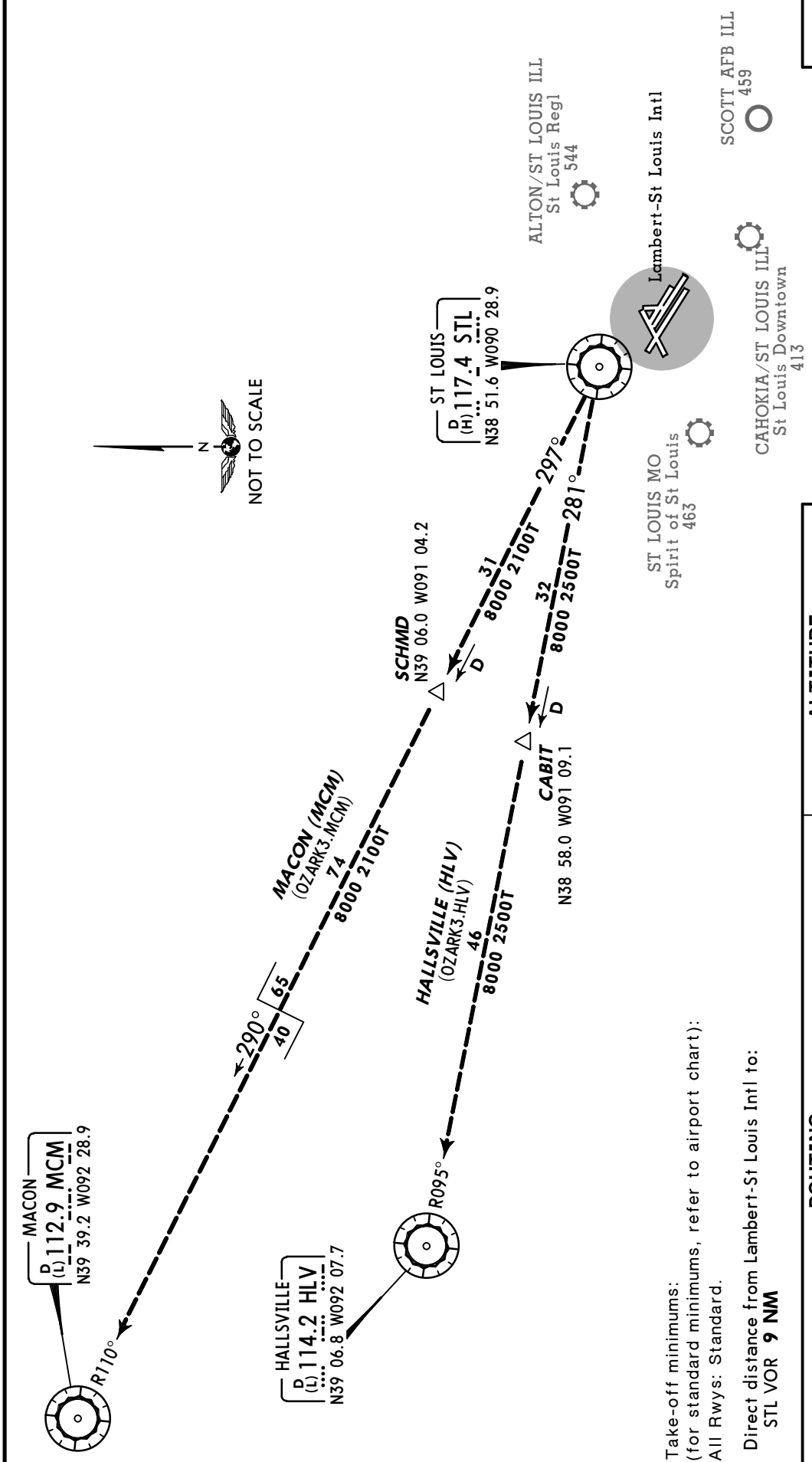
ST LOUIS Departure (R)	Apt Elev	
128.1	604′	Trans level: FL180 Trans alt: 18000′. 1. DME and RADAR required.

OZARK THREE DEPARTURE (OZARK3.STL)

2300′
090° 270°
2800′
MSA STL VOR



Take-off minimums:
(for standard minimums, refer to airport chart):
All Rwys: Standard.

Direct distance from Lambert-St Louis Intl to:
STL VOR **9 NM**

ROUTING	ALTITUDE
Fly assigned heading for vector to appropriate route. EXPECT clearance to filed altitude 10 minutes after departure.	(TURBOJETS) **MAINTAIN** 5000′ or higher assigned altitude. (ALL OTHERS) **MAINTAIN** 3000′ or higher assigned altitude.

CHANGES: Procedure renumbered, revised.

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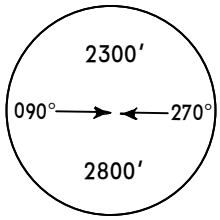
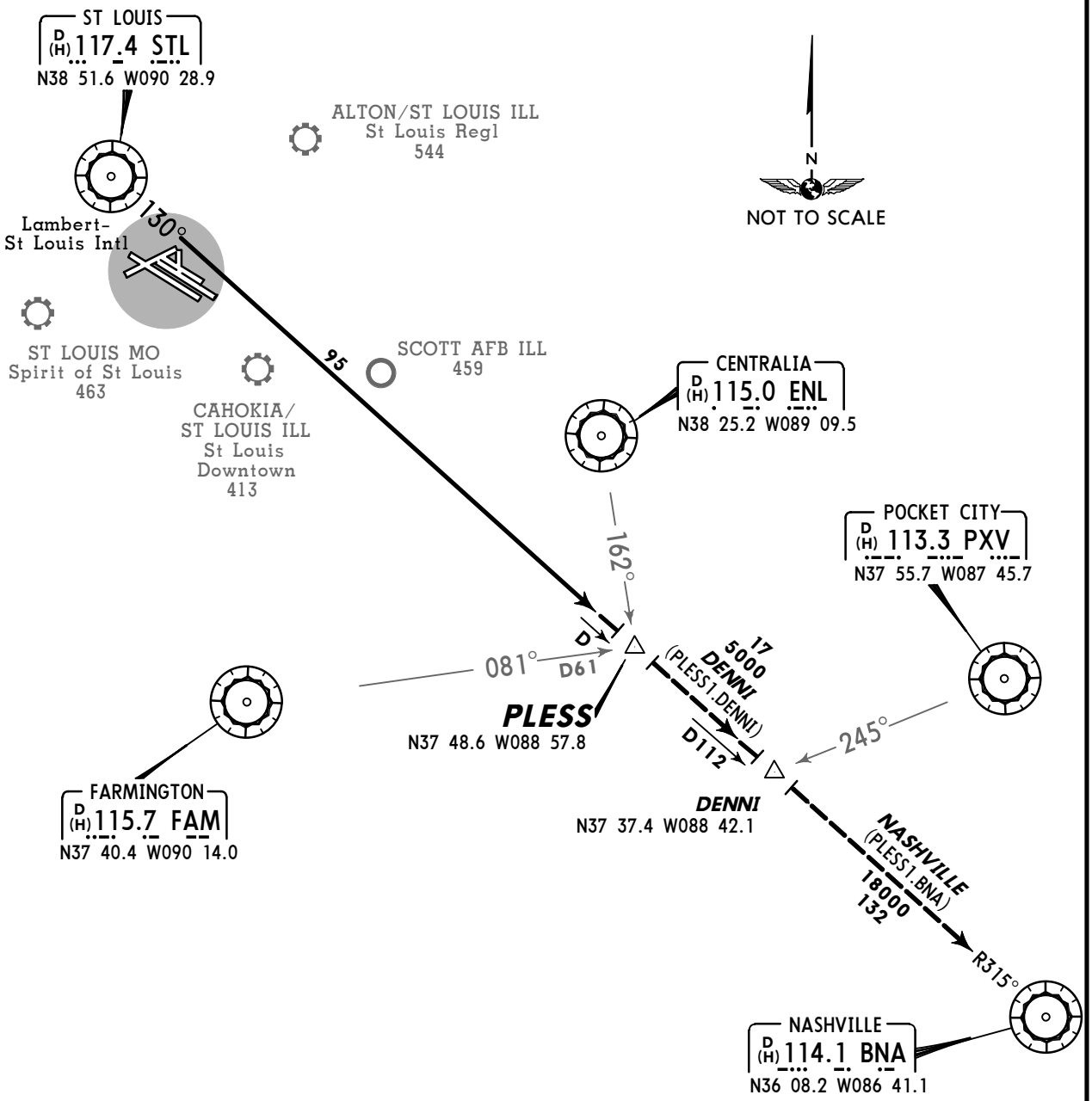
ST LOUIS Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'.
128.1	604'	1. Authorized for turbojet aircraft only.

PLESS ONE DEPARTURE (PLESS1.STL) (PILOT NAV)



MSA STL VOR



Direct distance from Lambert-St Louis Intl to:
STL VOR **9 NM**

ROUTING	ALTITUDE
Fly assigned heading for vector to appropriate route. From over STL via STL R-130 to PLESS, then via (transition) or (assigned route). EXPECT clearance to filed altitude 10 minutes after departure.	Climb and **MAINTAIN** 5000' or assigned altitude.

CHANGES: See other side.

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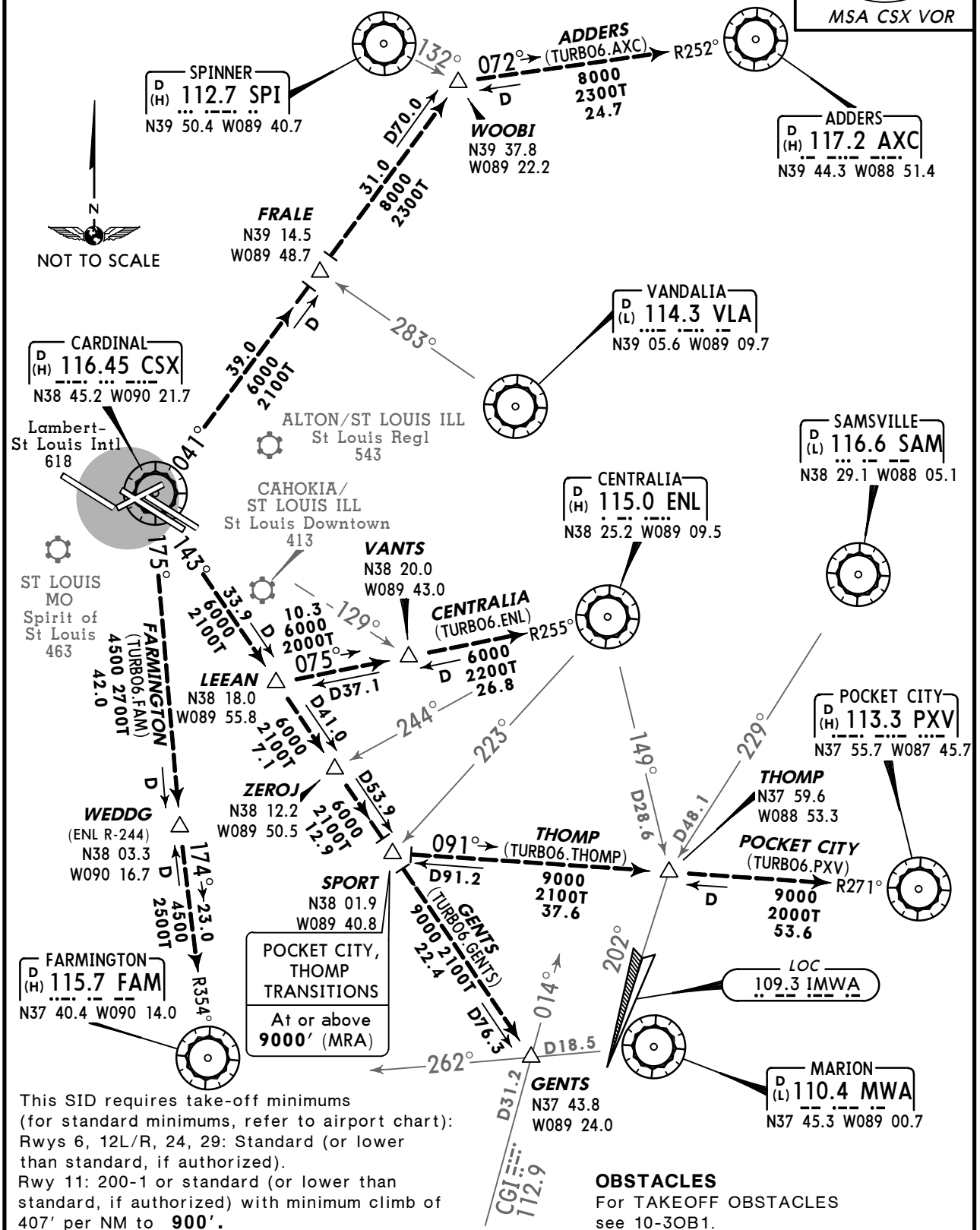
ST LOUIS Departure (R) 315°-110°	115°-310°	Apt Elev	Trans level: FL 180 Trans alt: 18000′
119.15	128.1	See graphic	1. RADAR required. 2. For turboprop/prop aircraft only.

TURBO SIX DEPARTURE (TURBO6.STL)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6, 12L/R, 24, 29: Standard (or lower than standard, if authorized).
Rwy 11: 200-1 or standard (or lower than standard, if authorized) with minimum climb of 407′ per NM to **900′.**
Rwy 30L: 200-1 or standard (or lower than standard, if authorized) with minimum climb of 241′ per NM to **800′.**
Rwy 30R: 200-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 322′ per NM to **900′.**

OBSTACLES
For TAKEOFF OBSTACLES see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
241′ per NM	301	402	603	803	1004	1205
322′ per NM	403	537	805	1073	1342	1601
407′ per NM	509	678	1018	1357	1696	2035

INITIAL CLIMB	ALTITUDE
EXPECT vectors to appropriate route. EXPECT filed altitude 10 minutes after departure.	Climb and **MAINTAIN 3000′**

CHANGES: Procedure revised, renumbered.

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TAKEOFF OBSTACLE NOTES

CARDS SEVEN DEPARTURE

◦ RWY 6:

RAILROAD 577' FROM DER, 618' LEFT OF CENTERLINE, 23' AGL/557' MSL. OBSTRUCTION LIGHT ON LDA 1037' FROM DER, 709' RIGHT OF CENTERLINE, 25' AGL/573' MSL. POLE 1368' FROM DER, 635' RIGHT OF CENTERLINE, 28' AGL/568' MSL. ANTENNA ON BUILDING, 2478' FROM DER, 1012' RIGHT OF CENTERLINE, 30' AGL/598' MSL.

◦ RWY 12L:

OBSTRUCTION LIGHT ON DME, 551' FROM DER, 258' LEFT OF CENTERLINE, 20' AGL/619' MSL.

◦ RWY 12R:

TRAFFIC SIGN 1416' FROM DER, 705' RIGHT OF CENTERLINE, 7' AGL/636' MSL. BUSH 1791' FROM DER, 503' RIGHT OF CENTERLINE, 7' AGL/636' MSL. TREE 1933' FROM DER, 370' LEFT OF CENTERLINE, 88' AGL/657' MSL. TREE 2228' FROM DER, 162' LEFT OF CENTERLINE, 75' AGL/654' MSL. SIGN 2804' FROM DER, 873' RIGHT OF CENTERLINE, 93' AGL/672' MSL.

◦ RWY 24:

MULTIPLE TREES AND ANTENNA BEGINNING 3766' FROM DER, 899' RIGHT OF CENTERLINE, UP TO 115' AGL/704' MSL.

◦ RWY 30L:

GROUND BEGINNING AT DER, 157' RIGHT OF CENTERLINE, UP TO 592' MSL. MULTIPLE TREES AND POLES BEGINNING 1684' FROM DER, 641' LEFT OF CENTERLINE, 107' AGL/684' MSL.

◦ RWY 30R:

OBSTRUCTION LIGHT ON GLIDESLOPE 950' FROM DER, ON CENTERLINE, 28' AGL/587' MSL. MULTIPLE BUILDINGS AND ANTENNA BEGINNING 1374' FROM DER, 709' RIGHT OF CENTERLINE, UP TO 81' AGL/611' MSL. MULTIPLE TREES AND ANTENNA BEGINNING 4240' FROM DER, 253' RIGHT OF CENTERLINE, UP TO 142' AGL/741' MSL.

TURBO SIX DEPARTURE

◦ RWY 6:

RAILROAD 578' FROM DER, 620' LEFT OF CENTERLINE, 23' AGL/557' MSL. OBSTRUCTION LIGHT ON LDA AND ANTENNA ON BUILDING 1038' FROM DER, 706' RIGHT OF CENTERLINE, 30' AGL/598' MSL.

◦ RWY 11:

MULTIPLE SIGNS, TREES, TOWERS AND BUILDINGS BEGINNING 2348' FROM DER, 205' LEFT OF CENTERLINE, UP TO 219' AGL/774' MSL. MULTIPLE SIGNS, TREES, TOWERS AND BUILDINGS BEGINNING 2363' FROM DER, 489' RIGHT OF CENTERLINE, UP TO 114' AGL/694' MSL.

◦ RWY 12L:

TREE 1331' FROM DER, 667' RIGHT OF CENTERLINE, 75' AGL/654' MSL.

◦ RWY 12R:

TRAFFIC SIGNAL AND SIGN BEGINNING 1413' FROM DER, 702' RIGHT OF CENTERLINE, UP TO 17' AGL/672' MSL. TREE 1930' FROM DER, 372' LEFT OF CENTERLINE, 67' AGL/636' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD)

◦ RWY 30L:

MULTIPLE TREES, POLES AND ROADS BEGINNING 906' FROM DER, 600' LEFT OF CENTERLINE, UP TO 84' AGL/663' MSL. OBSTRUCTION LIGHT ON LOCALIZER 614' FROM DER, ON CENTERLINE, 9' AGL/558' MSL. MULTIPLE TREES, POLES, ROADS, TERRAIN AND BUILDINGS BEGINNING 283' FROM DER, 185' RIGHT OF CENTERLINE, UP TO 65' AGL/684' MSL.

◦ RWY 30R:

OBSTRUCTION LIGHT ON GLIDESLOPE 1895' FROM DER, 899' LEFT OF CENTERLINE, 28' AGL/587' MSL. MULTIPLE OBSTRUCTION LIGHTS ON BUILDINGS, TREES AND ELECTRICAL SYSTEM BEGINNING 2039' FROM DER, 387' RIGHT OF CENTERLINE, UP TO 81' AGL/670' MSL.

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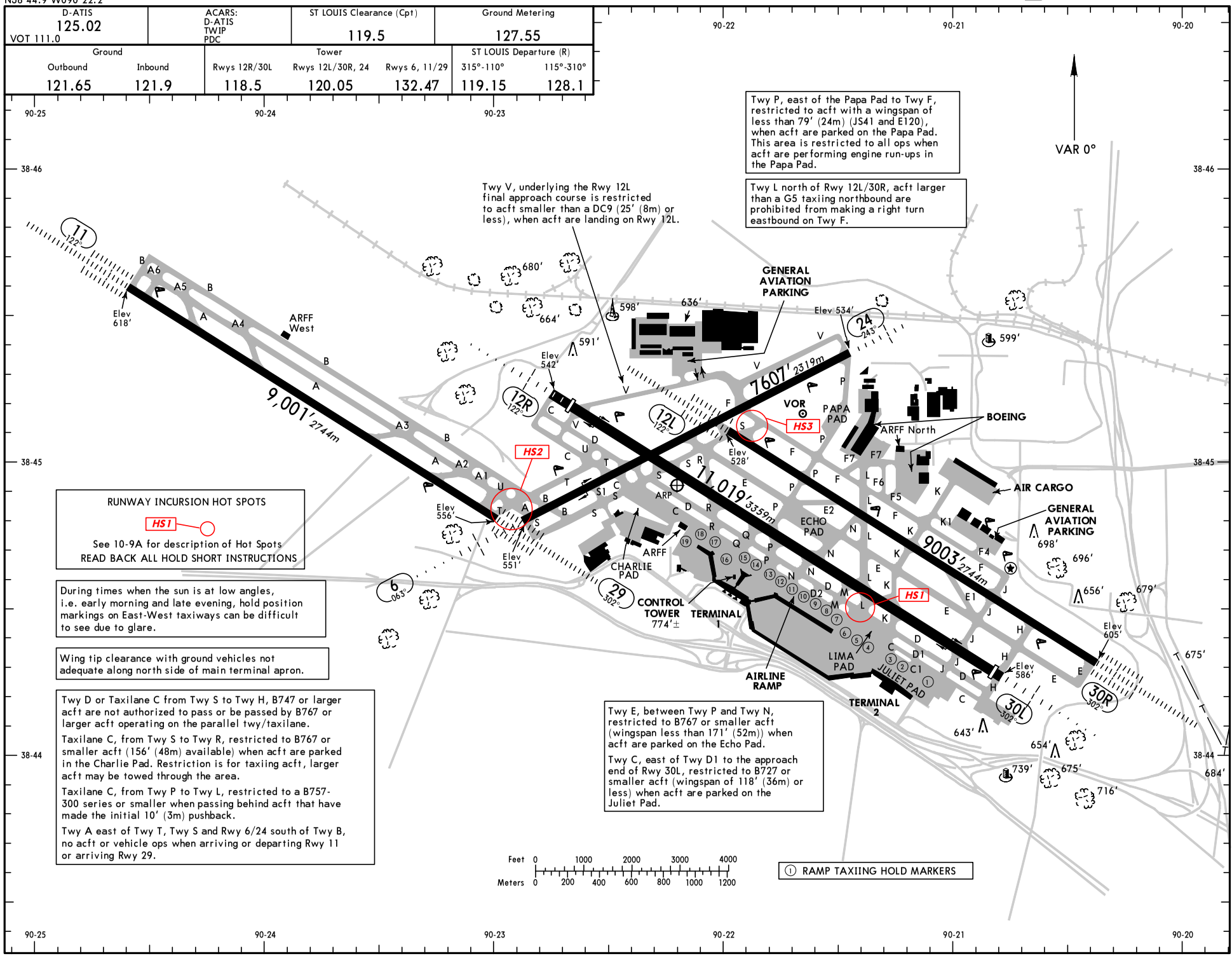
D-ATIS	ACARS: D-ATIS TWIP PDC	ST LOUIS Clearance (Cpt)	Ground Metering
125.02		119.5	127.55
VOT 111.0			

Ground		Tower			ST LOUIS Departure (R)	
Outbound	Inbound	Rwys 12R/30L	Rwys 12L/30R, 24	Rwys 6, 11/29	315°-110°	115°-310°
121.65	121.9	118.5	120.05	132.47	119.15	128.1



CHANGES: Portion of Twy D1 removed, Rwy 6/24 length, notes added.

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GENERAL
Low level wind shear alert system.
Terminal doppler weather radar.
Noise abatement procedures in effect.
ASDE-X surveillance system in use: Pilots should operate transponders with Mode C on all taxiways and runways.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE- OFF	WIDTH
6	HIRL MALSR PAPI-R (angle 3.00°) grooved RVR	❶ 7352′ *2241m*	6168′ *1880m*		150′ *46m*
24	HIRL MALS PAPI-L (angle 3.00°) grooved RVR		6452′ *1967m*		

❶ 255′ (78m) on Rwy 6 is unavailable for landing computations due to the ILS antenna array.

11	HIRL CL ALSF-II TDZ ❷ PAPI-R grooved RVR		7792′ *2375m*		150′ *46m*
29	HIRL CL ALSF-II TDZ ❷ PAPI-L grooved RVR		8091′ *2466m*		

❷ Angle 3.00°.

12R	HIRL CL MALSR TDZ ❸ PAPI-L grooved RVR	10,552′ *3216m*	9399′ *2865m*		200′ *61m*
30L	HIRL CL MALSR REIL ❸ ❹ PAPI-R grooved RVR	10,818′ *3297m*	9393′ *2863m*		

❸ Angle 3.00°.
❹ Offset 5° south to accommodate LDA approach.

12L	HIRL CL ALSF-II TDZ REIL ❺ PAPI-R grooved RVR		8004′ *2440m*		150′ *46m*
30R	HIRL CL ALSF-II TDZ ❺ PAPI-R grooved RVR		7803′ *2378m*		

❺ Angle 3.00°.

RUNWAY INCURSION "HOT SPOTS"
(For information only, not to be construed as ATC instructions.)

HS1 Use caution when approaching the intersection of Taxiway D and L and do not cross the hold marking for Runway 12R-30L without ATC authorization.

HS2 Aircraft approaching Runway 29 on Taxiway T, do not turn left on Taxiway A. Taxi straight ahead to Runway 29.

HS3 Aircraft northwest on Taxiway F from the FBO or cargo ramp to Runway 12L use diligence to not miss the left turn onto Taxiway S. If the left turn at Taxiway S is missed, do not cross the hold marking for Runway 6-24 without ATC authorization.

TAKE-OFF

Rwys 12L, 29

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM&HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng	Other
TDZ RVR 5, Mid RVR 5, Rollout RVR 5	TDZ RVR 10, Mid RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	200-1

Rwy 11

With Mim climb of 407′/NM to 900′: 2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM&HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng	Other
TDZ RVR 5, Mid RVR 5, Rollout RVR 5	TDZ RVR 10, Mid RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	200-1

Rwy 30R

With Mim climb of 322′/NM to 900′: 2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng	Other
TDZ RVR 5, Mid RVR 5, Rollout RVR 5	TDZ RVR 10, Mid RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	200-1½

Rwy 12R

Both RVRs are required and controlling: CL & HIRL	CL, or RCLM&HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng	Other
TDZ RVR 5, Rollout RVR 5	TDZ RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	200-1

Rwy 30L

With Mim climb of 241′/NM to 800′: Both RVRs are required and controlling: CL & HIRL	CL, or RCLM&HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng	Other
TDZ RVR 5, Rollout RVR 5	TDZ RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	200-1

Rwys 6, 24

Both RVRs are required and controlling: RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng
TDZ RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

FOR FILING AS ALTERNATE

	ILS Rwy 6, ILS Rwy 11, ILS Rwy 12L, ILS Rwy 12R, ILS Rwy 24	ILS Rwy 29, ILS Rwy 30L, ILS Rwy 30R, ILS PRM Rwy 30R	LOC Rwy 6, LOC Rwy 11, LOC Rwy 12L, LOC Rwy 12R, LOC Rwy 24, LOC Rwy 29	LOC Rwy 30L, LOC Rwy 30R, RNAV (GPS) Rwy 11, RNAV (GPS) Rwy 12L, RNAV (GPS) Rwy 12R, RNAV (GPS) Rwy 24, RNAV (GPS) Rwy 29, RNAV (GPS) Rwy 30L, RNAV (GPS) Rwy 30R	Other
A, B, C, D	600-2		800-2		NA

AMEND 2

CHANGES: Rwy 6/24 usable lengths.

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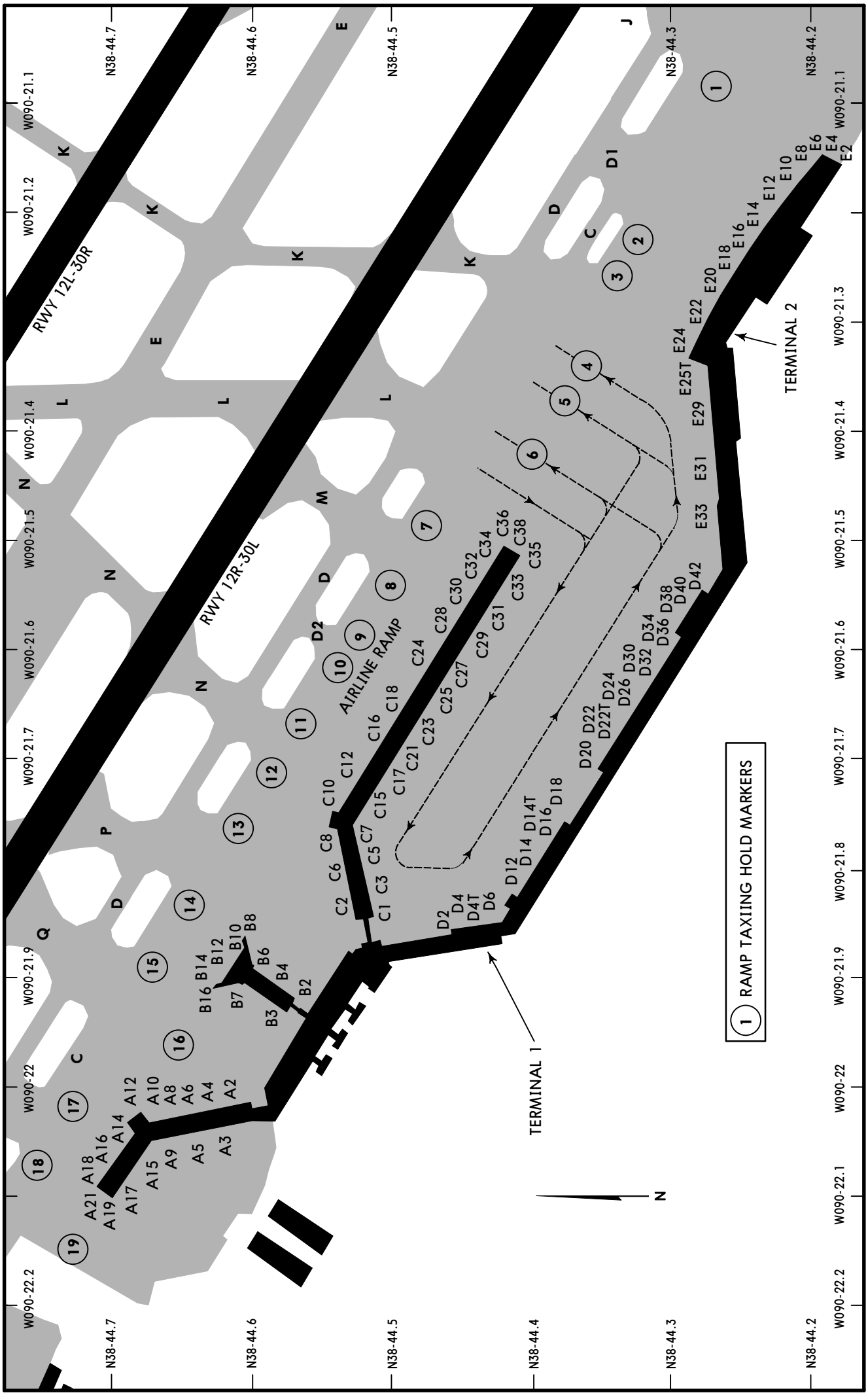

CHANGES: Portion of Twy D1 removed.

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PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
A2 thru A6	N38 44.6, W090 22.0	D2	N38 44.5, W090 21.8
A8	N38 44.7, W090 22.0	D4, D4T, D6	N38 44.4, W090 21.8
A9	N38 44.7, W090 22.1	D12, D14, D14T	N38 44.4, W090 21.8
A10,A12	N38 44.7, W090 22.0	D16, D18	N38 44.4, W090 21.8
A14	N38 44.7, W090 22.0	D20, D22, D22T	N38 44.4, W090 21.7
A15 thru A19	N38 44.7, W090 22.1	D24, D26	N38 44.3, W090 21.7
A21	N38 44.7, W090 22.1	D30, D32, D34	N38 44.3, W090 21.6
B2 thru B4	N38 44.6, W090 21.9	D36, D38, D40	N38 44.3, W090 21.6
B6 thru B8	N38 44.6, W090 21.9	D42	N38 44.3, W090 21.5
B10,B12,B14	N38 44.6, W090 21.9	E2, E4, E6	N38 44.2, W090 21.1
B16	N38 44.6, W090 21.9	E8, E10, E12, E14	N38 44.2, W090 21.2
C1,C2,C3	N38 44.5, W090 21.8	E16, E18	N38 44.3, W090 21.2
C5 thru C8	N38 44.5, W090 21.8	E20, E22, E24	N38 44.3, W090 21.3
C10,C12	N38 44.5, W090 21.7	E25T, E29, E31	N38 44.3, W090 21.4
C15 thru C18	N38 44.5, W090 21.7	E33	N38 44.3, W090 21.5
C21,C23	N38 44.5, W090 21.7		
C24	N38 44.5, W090 21.6		
C25	N38 44.5, W090 21.7		
C27, C28	N38 44.5, W090 21.6		
C29	N38 44.4, W090 21.6		
C30	N38 44.4, W090 21.5		
C31	N38 44.4, W090 21.6		
C32 thru C36	N38 44.4, W090 21.5		
C38	N38 44.4, W090 21.5		

CHANGES: None.

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KSTL/STL
LAMBERT-ST LOUIS INTL

RVR less than 1200

JEPPESEN

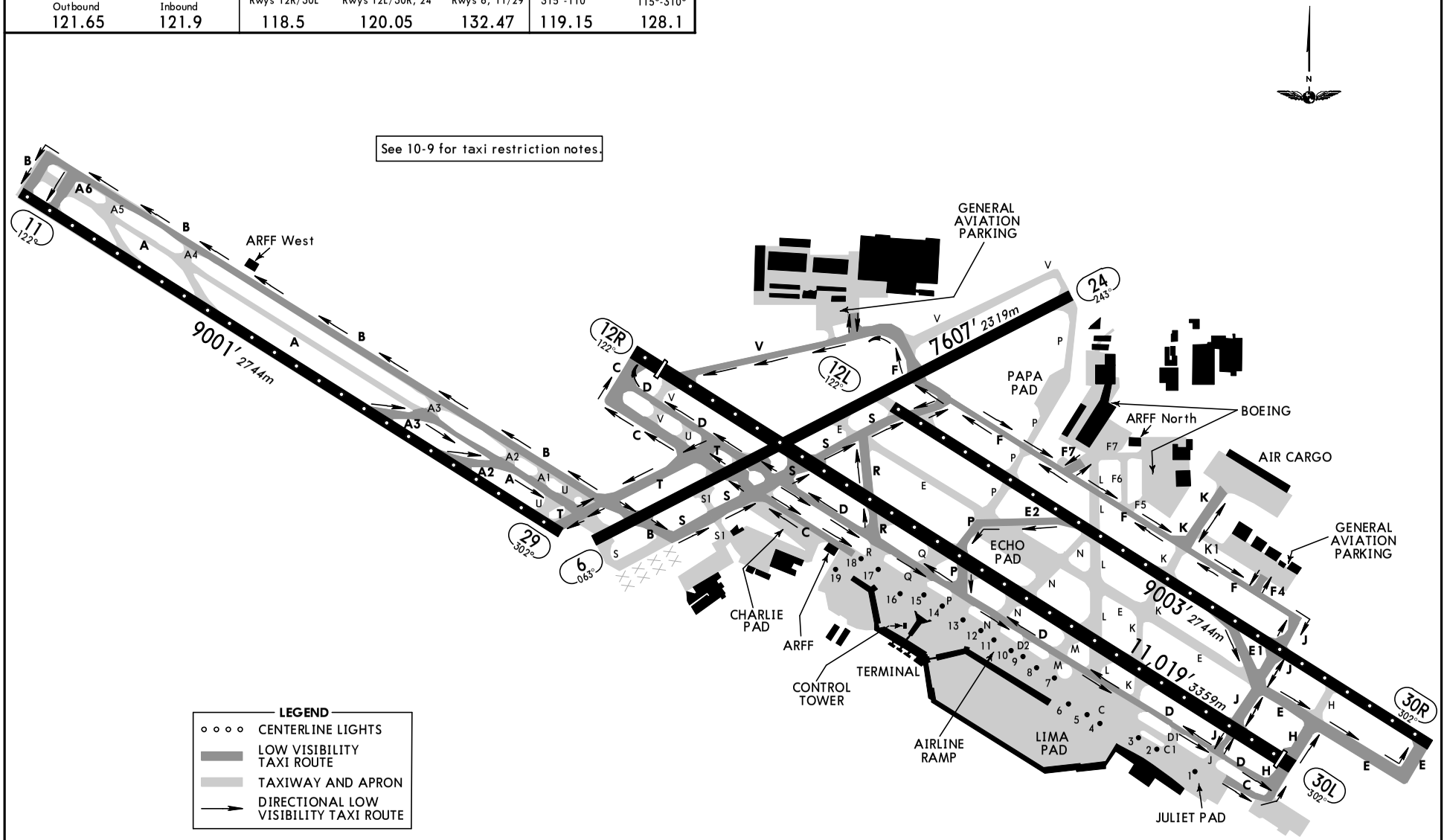
25 NOV 11 (10-9D)

SMGCS

ST LOUIS, MO
LOW VISIBILITY TAXI ROUTES

D-ATIS	ACARS: D-ATIS TWIP PDC	ST LOUIS Clearance (Cpt)	Ground Metering
125.02 VOT 111.0		119.5	127.55

Ground		Tower			ST LOUIS Departure (R)	
Outbound	Inbound	Rwys 12R/30L	Rwys 12L/30R, 24	Rwys 6, 11/29	315°-110°	115°-310°
121.65	121.9	118.5	120.05	132.47	119.15	128.1



CHANGES: Portion of Twy D1 removed, Rwy 6/24 length.

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ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)
ILS PRM RWY 11

(SIMULTANEOUS CLOSE PARALLEL)

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

   (a) **Minimums and missed approach procedures are unchanged.**
   (b) **Monitor frequency no longer required.**
   (c) **A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

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D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 6, 11/29	Rwys 12R/30L	Rwys 12L/30R, 24	Ground
125.02	126.5	132.47	118.5	120.05	121.9

LOC IJAK	Final Apch Crs	GS TONII	ILS DA(H)	Apt Elev 618′
110.3	063°	2348′ (1797′)	801′ (250′)	TDZE 551′

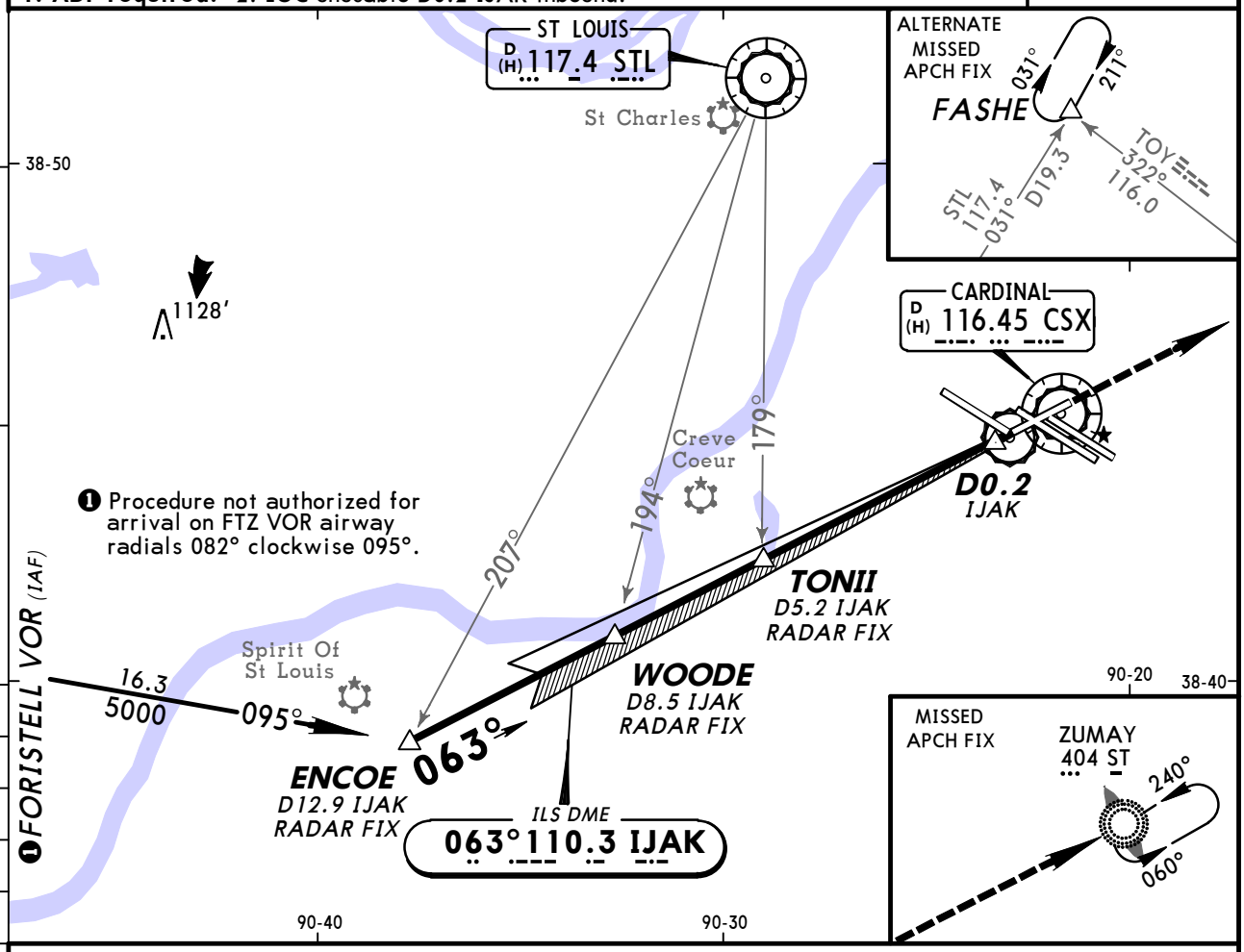
MISSED APCH: Climb to 3000′ direct ST LOM and hold, continue climb-in-hold to 3000′.

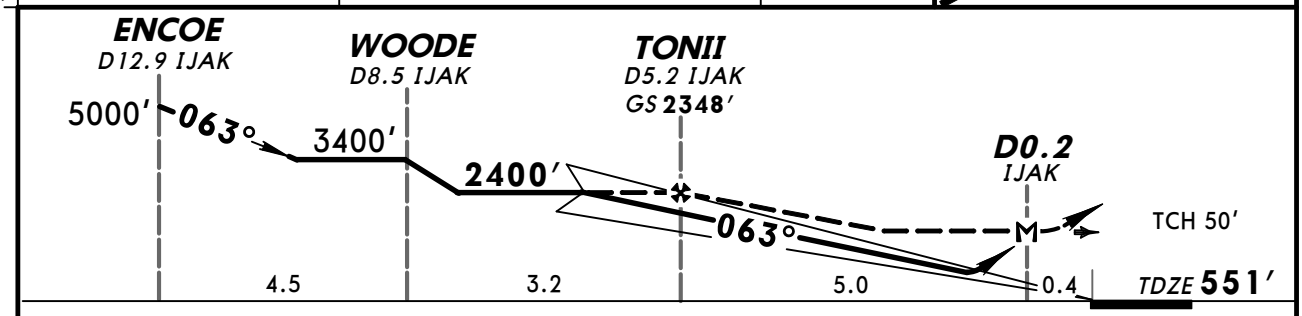
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF required. 2. LOC unusable D0.2 IJAK inbound.

MSA CSX VOR: 2200′ 090°→ ←270° 2800′

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D0.2 IJAK or TONII to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR PAPI | 3000′ | D | ST 404

STRAIGHT-IN LANDING RWY 6

	ILS DA(H) 801′ (250′)		LOC (GS out) MDA(H) 1020′ (469′)		
		RAIL or ALS out		RAIL out	ALS out
A	RVR 40 or ¾		RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D			RVR 50 or 1	1½	

TERPS AMEND 1C 08 APR 2010

CHANGES: Minimums.

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ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)
ILS PRM RWY 12L

(SIMULTANEOUS CLOSE PARALLEL)

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) **Minimums and missed approach procedures are unchanged.**
   (b) **Monitor frequency no longer required.**
   (c) **A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

30 OCT 09 (11-2)

ST LOUIS, MO
ILS or LOC Rwy 11

BRIEFING STRIP™

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 6, 11/29	Rwys 12R/30L	Rwys 12L/30R, 24	Ground
125.02	126.5	132.47	118.5	120.05	121.9

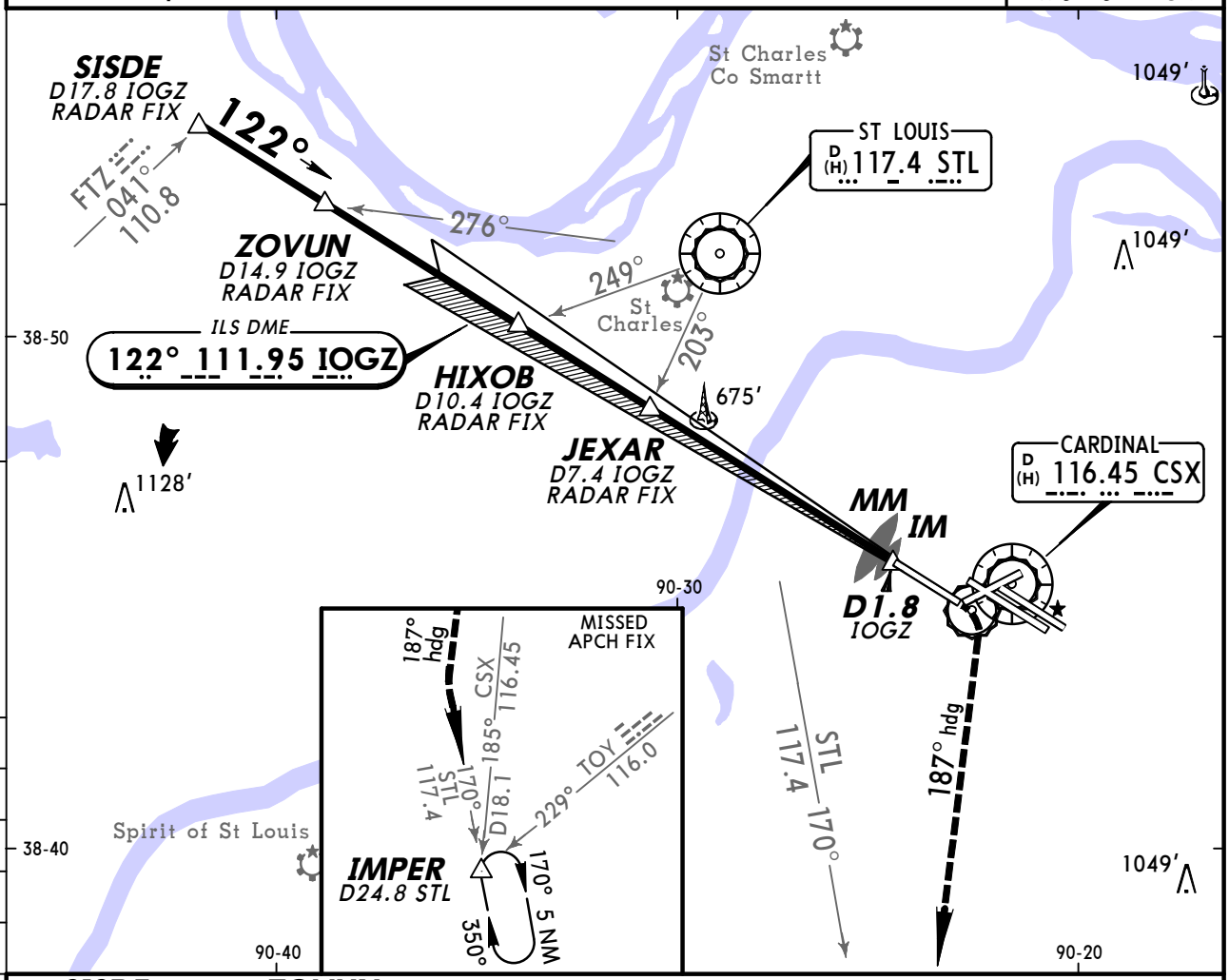
LOC IOGZ	Final Apch Crs	GS JEXAR	ILS DA(H)	Apt Elev 618′
111.95	122°	2500′ (1882′)	818′ (200′)	TDZE 618′

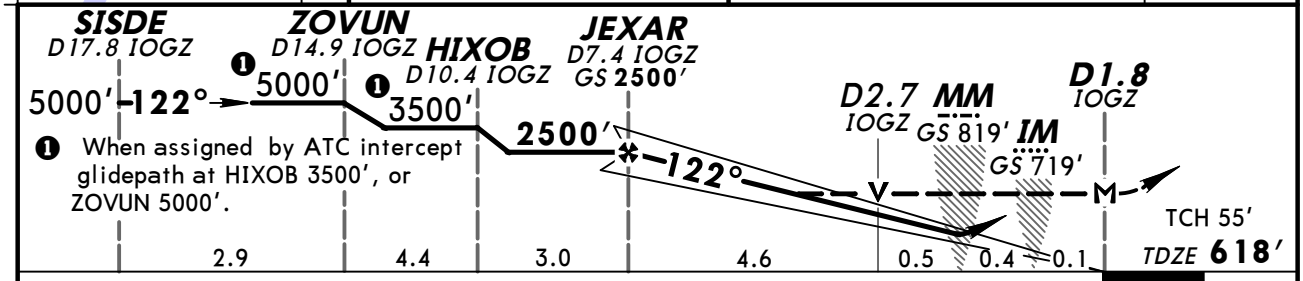
MISSED APCH: Climb to 1020′, then climbing RIGHT turn to 3000′ via 187° heading and outbound via STL R-170 to IMPER/D24.8 STL and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. RADAR required.

MSA STL VOR: 2300′ (090°–270°), 2800′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.8 IOGZ or JEXAR to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

ALSF-II — PAPI

1020′ — 3000′ RT — 187° hdg

STRAIGHT-IN LANDING RWY 11

TERPS	ILS DA(H) 818′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 980′ (362′)	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C					
D				RVR 40 or 3/4	RVR 60 or 1 1/4

AMENDOA

CHANGES: Ground frequency.

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ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)
ILS PRM RWY 29

(SIMULTANEOUS CLOSE PARALLEL)

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

   (a) **Minimums and missed approach procedures are unchanged.**
   (b) **Monitor frequency no longer required.**
   (c) **A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

30 OCT 09 (11-2A)

ST LOUIS, MO
ILS Rwy 11 CAT II & III

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 6, 11/29	Rwys 12R/30L	Rwys 12L/30R, 24	Ground
125.02	126.5	132.47	118.5	120.05	121.9

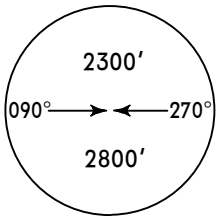
BRIEFING STRIP™

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IOGZ 111.95	122°	JEXAR 2500′ (1882′)	NA	Refer to Minimums		RA 187′ DA(H) 718′(100′)	618′ TDZE 618′

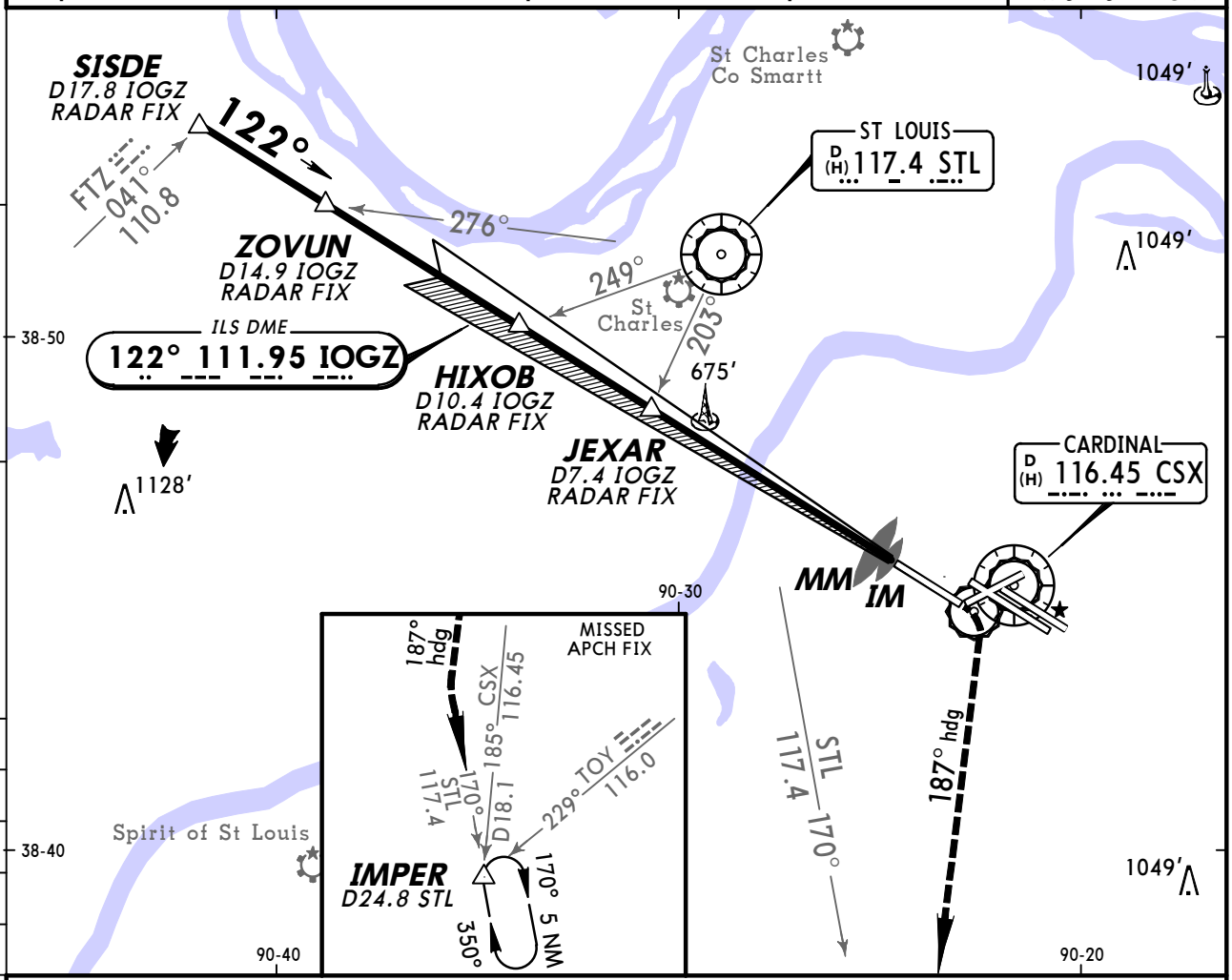
MISSED APCH: Climb to 1020′, then climbing RIGHT turn to 3000′ via 187° heading and outbound via STL R-170 to IMPER/D24.8 STL and hold.

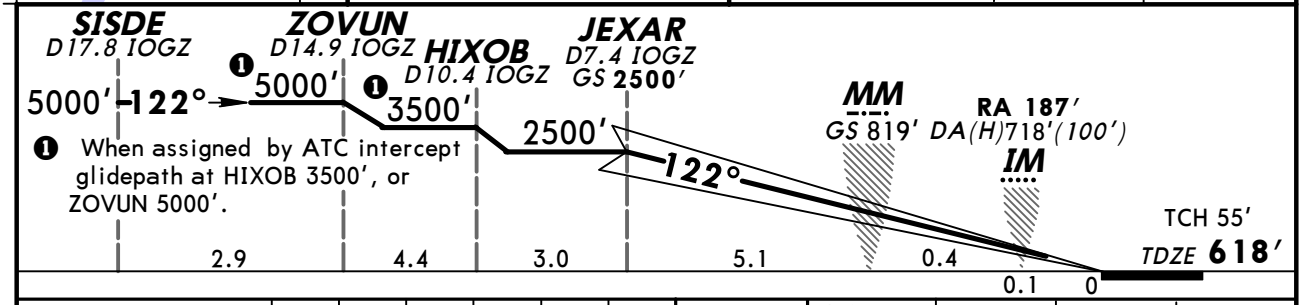
Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. RADAR required.



MSA STL VOR





❶ When assigned by ATC intercept glidepath at HIXOB 3500′, or ZOVUN 5000′.

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI

1020′ 3000′ RT 187° hdg

STRAIGHT-IN LANDING RWY 11

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 187′ DA(H) 718′(100′)
NA	RVR 6	RVR 7	RVR 12

AMEND OA TERPS

CHANGES: Ground frequency.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

30 OCT 09 (11-3)

ST LOUIS, MO
ILS PRM Rwy 11
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP TM

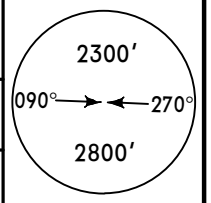
D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 6, 11/29	Rwys 12R/30L	Rwys 12L/30R, 24	Ground
125.02	126.5	132.47	118.5	120.05	121.9
		Monitor Frequency 125.15			

LOC IOGZ	Final Apch Crs	GS JEXAR	ILS DA(H)	Apt Elev 618′
111.95	122°	2500′(1882′)	818′ (200′)	TDZE 618′

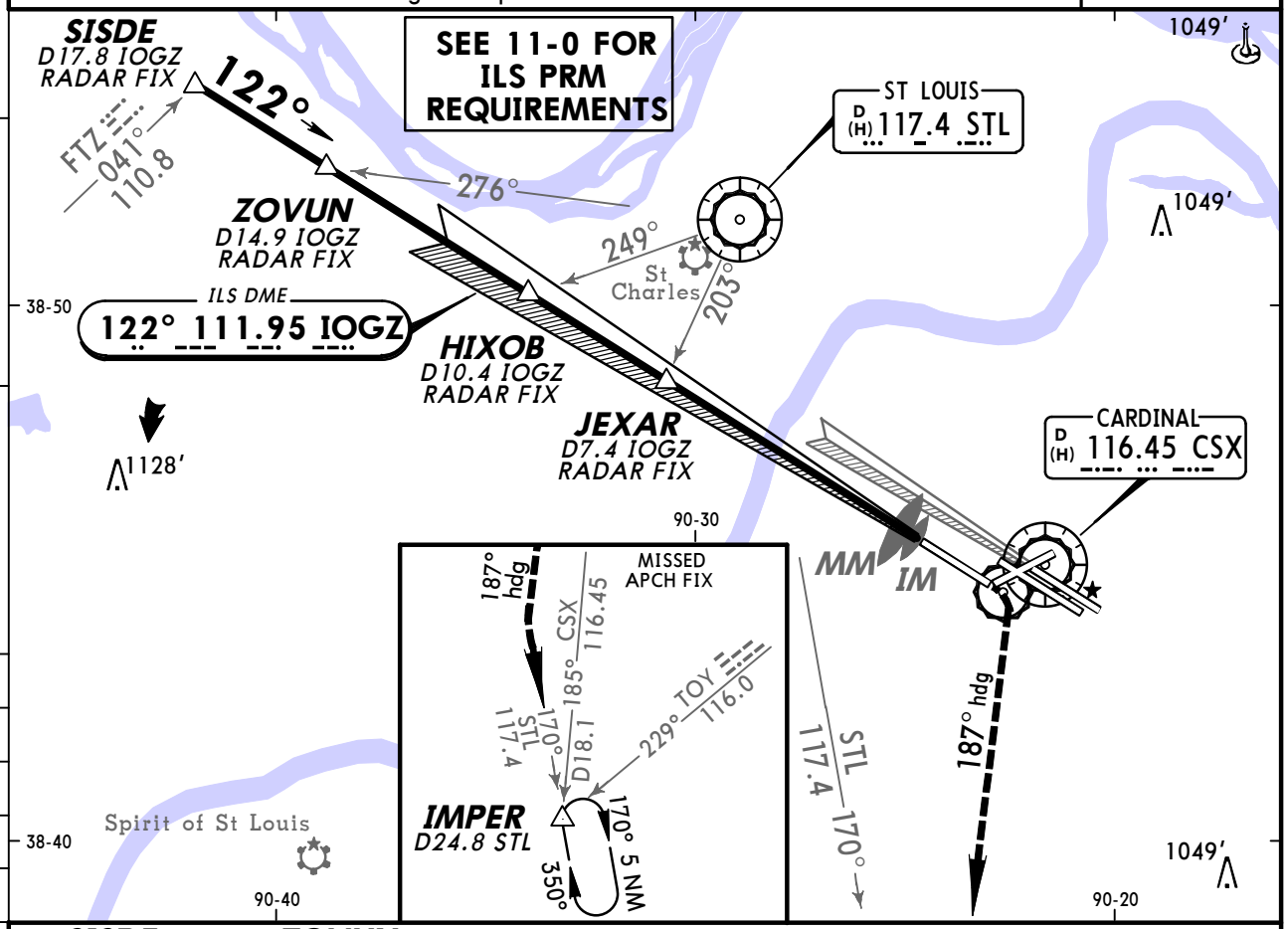
MISSED APCH: Climb to 1020′, then climbing RIGHT turn to 3000′ via 187° heading and outbound via STL R-170 to IMPER/D24.8 STL and hold.

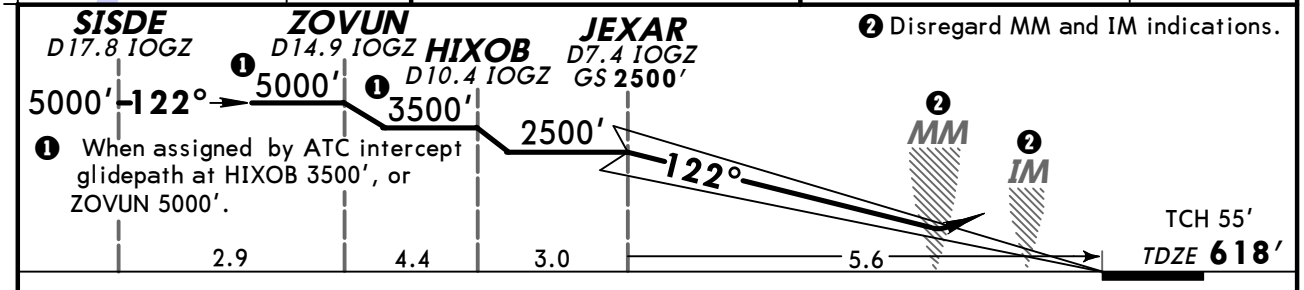
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR and DME required. 2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM Rwy 12L and ILS PRM Rwy 12L CAT II & III.
4. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)".
5. Procedure not authorized when glideslope not available.



MSA STL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II PAPI | 1020′ | 3000′ RT | 187° hdg

STRAIGHT-IN LANDING RWY11
ILS
DA(H) 818′(200′)

TERPS AMENDOB	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾

CHANGES: Ground frequency.

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ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)
LDA PRM RWY 30L
(SIMULTANEOUS CLOSE PARALLEL)

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA/PRM approach. If later advised to expect an LDA approach, the LDA/PRM chart may be used after completing the following briefing items:

   (a) **Minimums and missed approach procedures are unchanged.**
   (b) **Monitor frequency no longer required.**
   (c) **A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **STL Visual Segment.** If advised that there is traffic on the 30R ILS, pilots may continue past the LDA MAP if:
   a) the ILS traffic is in sight and is expected to remain in sight.
   b) ATC has been advised that "traffic is in sight."
   (ATC is not required to acknowledge this transmission.)
   c) the runway environment is in sight.

   Otherwise, a missed approach must be executed at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic, until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach, unless otherwise instructed by ATC.

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KSTL/STL
LAMBERT
-ST LOUIS INTL

JEPPESEN

30 OCT 09

11-3A

ST LOUIS, MO
ILS PRM Rwy 11 CAT II & III
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 6, 11/29	Rwys 12R/30L	Rwys 12L/30R, 24	Ground
125.02	126.5	132.47	118.5	120.05	121.9
		Monitor Frequency	125.15		

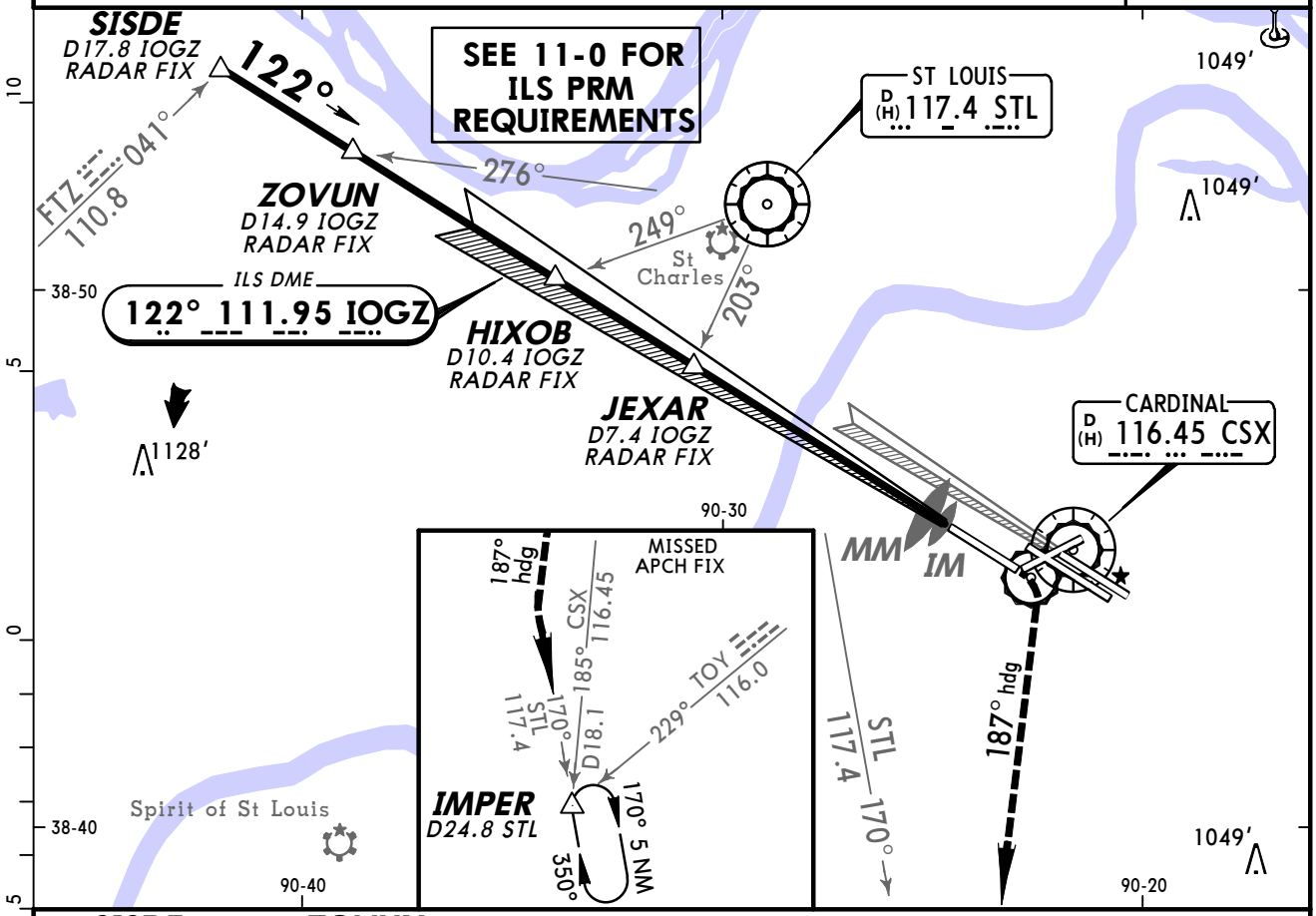
LOC IOGZ	Final Apch Crs	GS JEXAR	CAT IIIC	CAT IIIB / CAT IIIA	CAT II	Apt Elev 618′
111.95	122°	2500′ (1882′)	NA	Refer to Minimums	RA 187′ DA(H) 718′(100′)	TDZE 618′

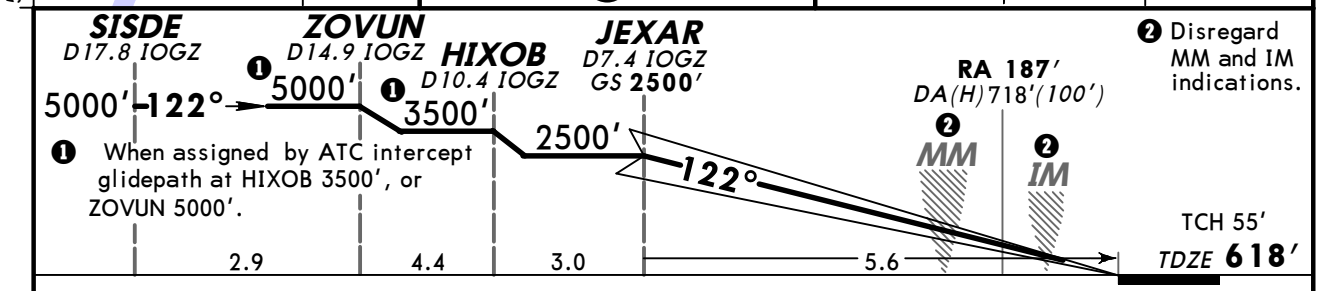
MISSED APCH: Climb to 1020′, then climbing RIGHT turn to 3000′ via 187° heading and outbound via STL R-170 to IMPER/D24.8 STL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. RADAR and DME required. 3. Dual VHF comm required. 4. Simultaneous close parallel approach authorized with ILS PRM Rwy 12L and ILS PRM Rwy 12L CAT II & III. 5. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 6. Procedure not authorized when glideslope not available.

2300′ 090° 270° 2800′
MSA STL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI | 1020′ | 3000′ RT | 187° hdg

STRAIGHT-IN LANDING RWY 11

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 187′ DA(H) 718′(100′)
NA	RVR 6	RVR 7	RVR 12

AMEND OB TERPS

CHANGES: Ground frequency.

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D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12L/30R, 24	ST LOUIS Tower Rwys 12R/30L	ST LOUIS Tower Rwys 6, 11/29	Ground
125.02	126.5	120.05	118.5	132.47	121.9

LOC ILDZ	Final Apch Crs	GS GREEP	ILS DA(H)	Apt Elev 618′
108.9	122°	2500′ (1959′)	741′ (200′)	TDZE 541′

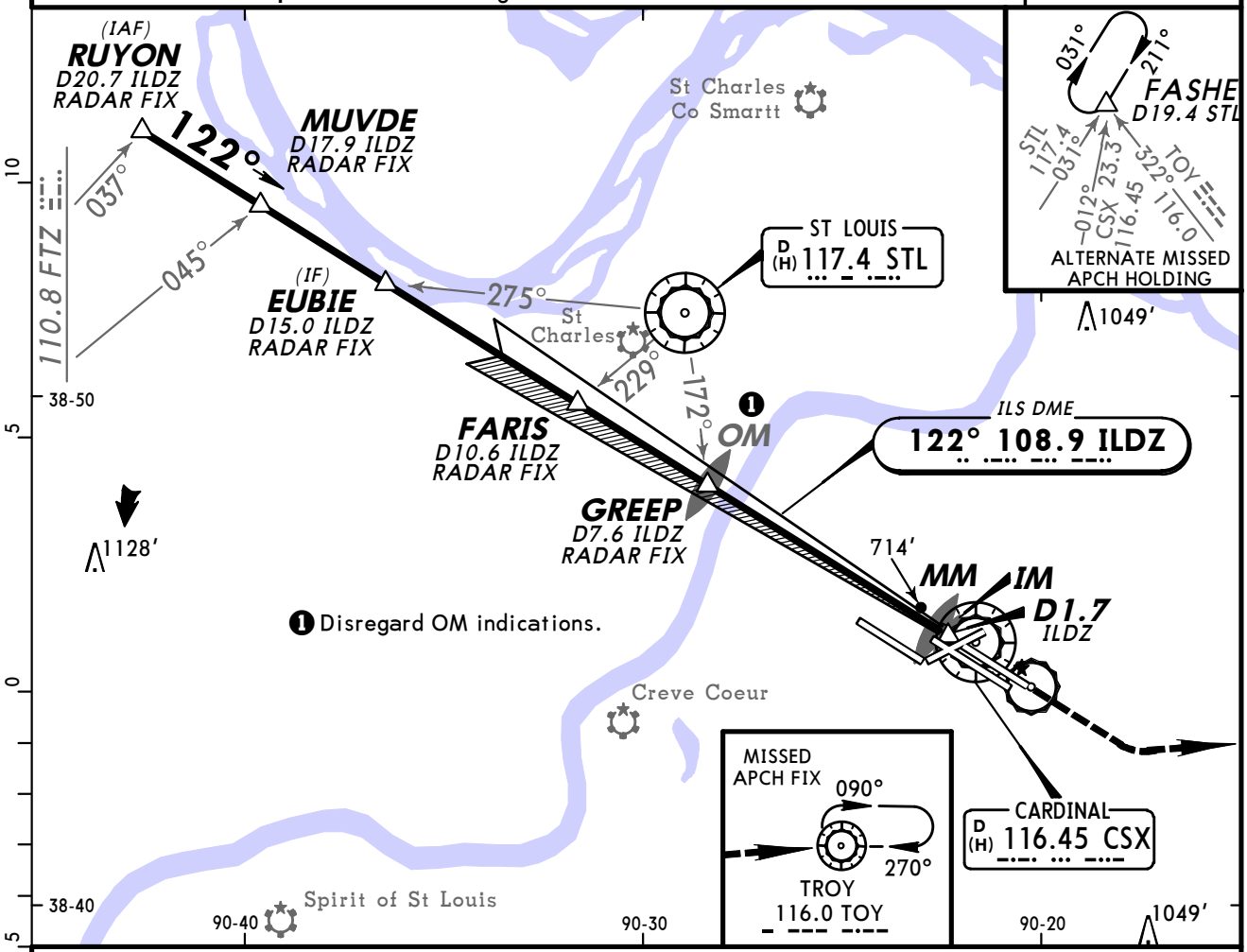
MISSED APCH: Climb to 2500′, then climbing LEFT turn to 3000′ direct TOY VOR and hold.

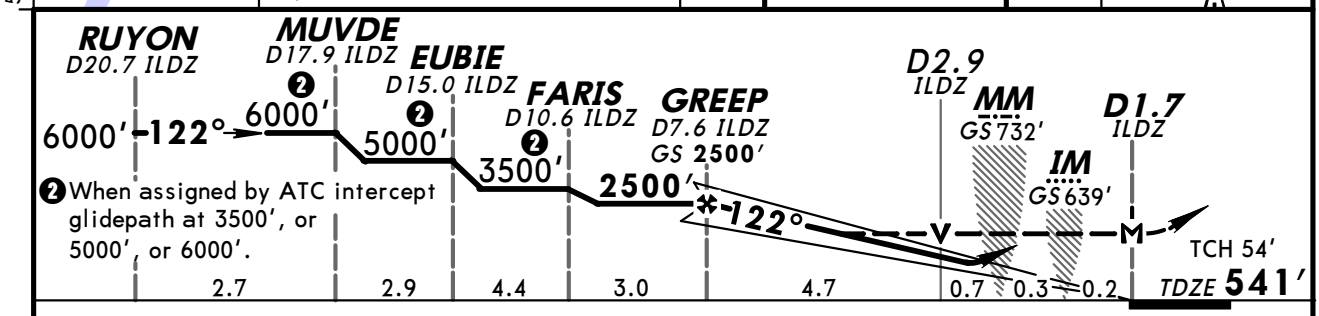
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. **Radar and DME required.** 2. Disregard OM indications.

MSA STL VOR: 2300′ (090°–270°), 2800′

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.6 ILDZ or GREEP to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

ALSF-II, REIL, PAPI — 2500′ — 3000′ LT — D — TOY 116.0

STRAIGHT-IN LANDING RWY 12L

	ILS DA(H) 741′ (200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 980′ (439′)	LOC ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C				RVR 40 or ¾	RVR 60 or 1¼
D				RVR 50 or 1	1½

TERPS AMEND 6 23 SEP 2010

CHANGES: DME distances, notes.

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ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)
ILS PRM RWY 30R
(SIMULTANEOUS CLOSE PARALLEL)

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Condensed Briefing Point:
- When instructed, immediately switch to tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

   (a) **Minimums and missed approach procedures are unchanged.**
   (b) **Monitor frequency no longer required.**
   (c) **A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

17 SEP 10 **Eff 23 Sep** (11-4A)

ST LOUIS, MO
ILS Rwy 12L CAT II & III

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12L/30R, 24	ST LOUIS Tower Rwys 12R/30L	ST LOUIS Tower Rwys 6, 11/29	Ground
125.02	126.5	120.05	118.5	132.47	121.9

LOC ILDZ	Final Apch Crs	GS GREEP	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
108.9	122°	2500′ (1959′)	NA	Refer to Minimums		RA 112′ DA(H) 641′(100′)	618′ TDZE 541′

MISSED APCH: Climb to 2500′, then climbing LEFT turn to 3000′ direct TOY VOR and hold.

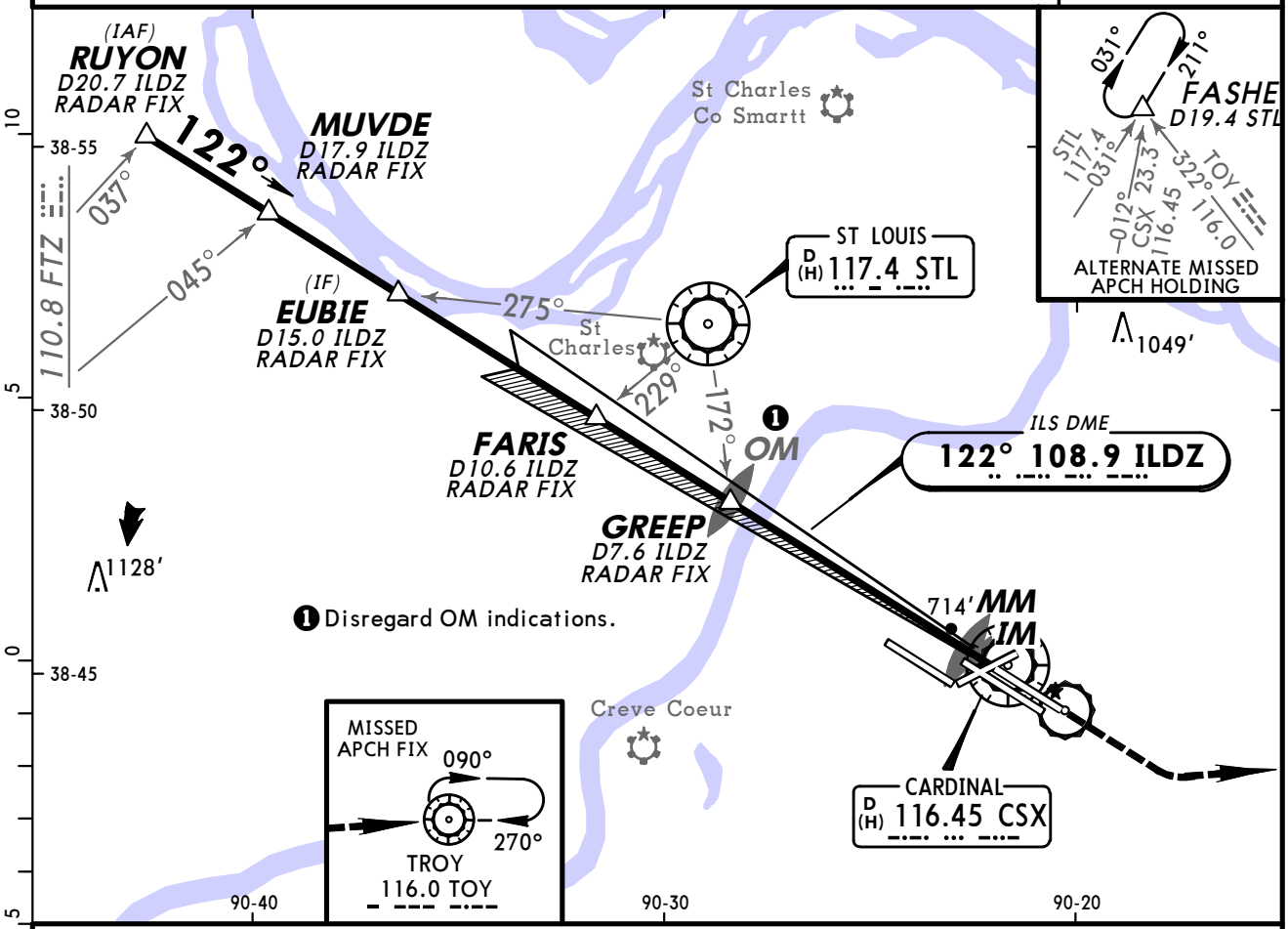
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

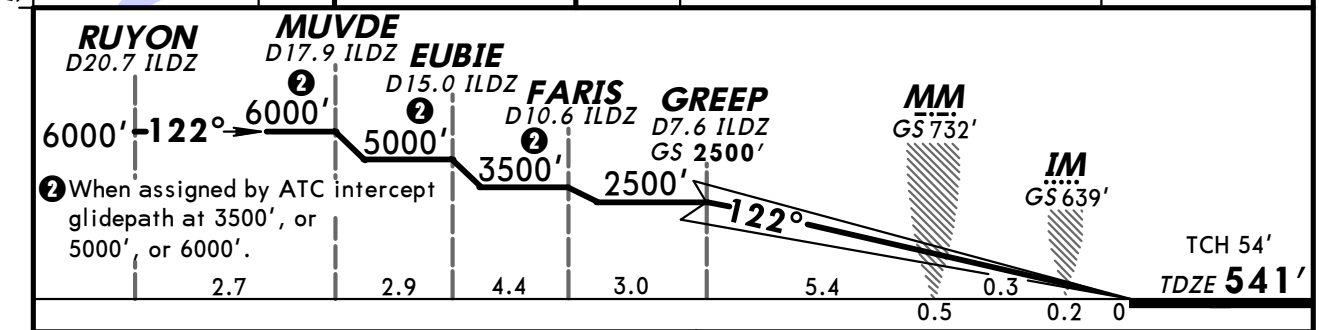
1. Special Aircrew & Acft Certification Required. 2. Radar and DME required.

3. Disregard OM indications.

2300′ 090° 270° 2800′

MSA STL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II REIL PAPI | 2500′ | 3000′ LT | D | TOY 116.0

STRAIGHT-IN LANDING RWY 12L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 112′ DA(H) 641′(100′)
NA	RVR 6	RVR 7	RVR 12

BRIEFING STRIP ™

TERPS AMEND 6 23 SEP 2010

CHANGES: Radar altimeter, DME distances, notes.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

17 SEP 10 (11-5) Eff 23 Sep

ST LOUIS, MO
ILS PRM Rwy 12L
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP ™

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12L/30R, 24	Rwys 12R/30L	Rwys 6, 11/29	Ground
125.02	126.5	120.05	118.5	132.47	121.9
		Monitor Frequency 134.92			

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 618′
ILDZ 108.9	122°	GREEP 2500′ (1959′)	741′ (200′)	TDZE 541′

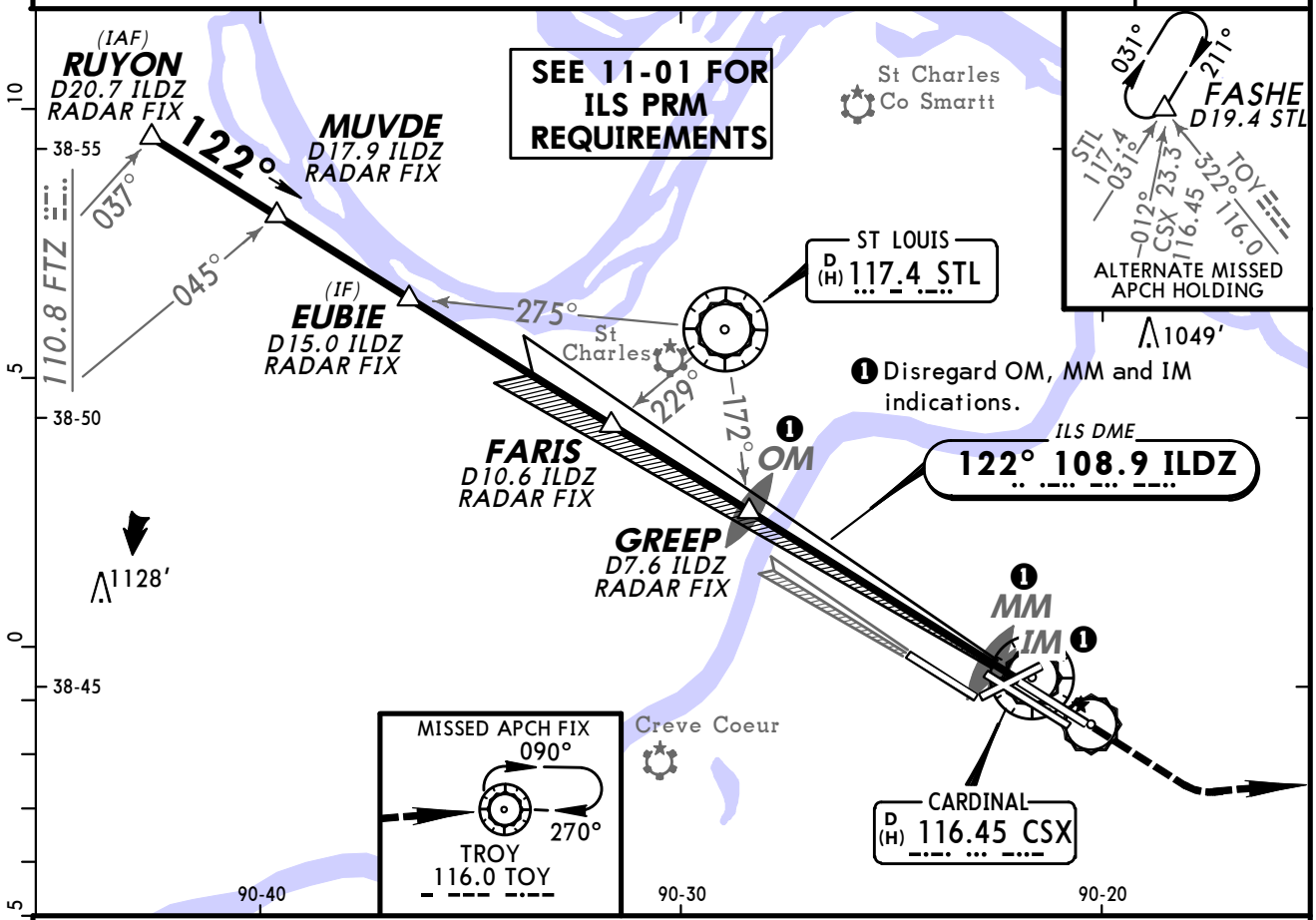
MISSED APCH: Climb to 2500′, then climbing LEFT turn to 3000′ direct TOY VOR and hold.

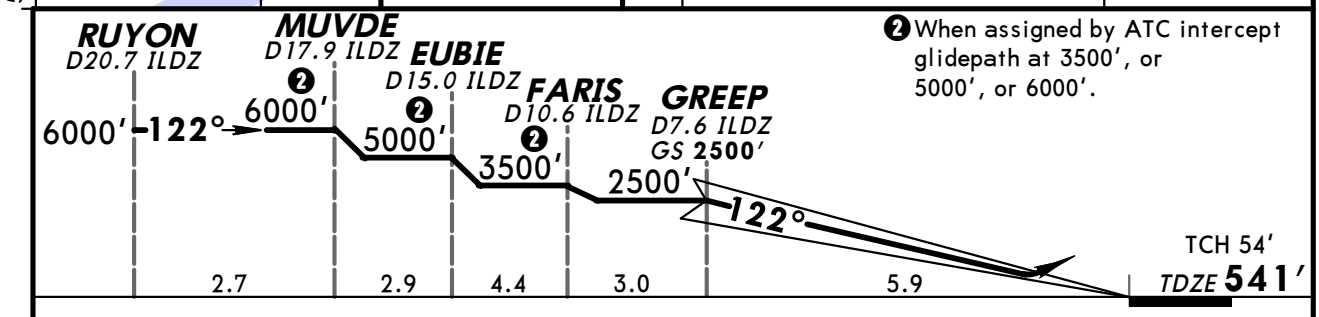
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar and DME required. 2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM Rwy 11 and ILS PRM Rwy 11 CAT II & III. 4. Procedure not authorized when glideslope not available. 5. See 11-01 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 6. Disregard OM, MM and IM indications.

2300′ 090° 270° 2800′

MSA STL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II REIL PAPI

2500′ ↑ 3000′ LT ↰ D→ TOY 116.0

STRAIGHT-IN LANDING RWY12L
ILS
DA(H) 741′ (200′)

	FULL	TDZ or CL out	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾
B			
C			
D			

TERPS AMEND 1 23 SEP 2010

CHANGES: DME distances, notes.

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KSTL/STL
LAMBERT
-ST LOUIS INTL

JEPPESEN

17 SEP 10
Eff 23 Sep

(11-5A)

ST LOUIS, MO
ILS PRM Rwy 12L CAT II & III
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP ™

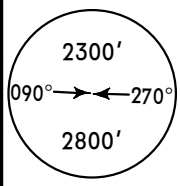
D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12L/30R, 24	Rwys 12R/30L	Rwys 6, 11/29	Ground
125.02	126.5	120.05	118.5	132.47	121.9
		Monitor Frequency 134.92			

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev 618′
ILDZ 108.9	122°	GREEP 2500′ (1959′)	NA	Refer to Minimums		RA 112′ DA(H) 641′(100′)	TDZE 541′

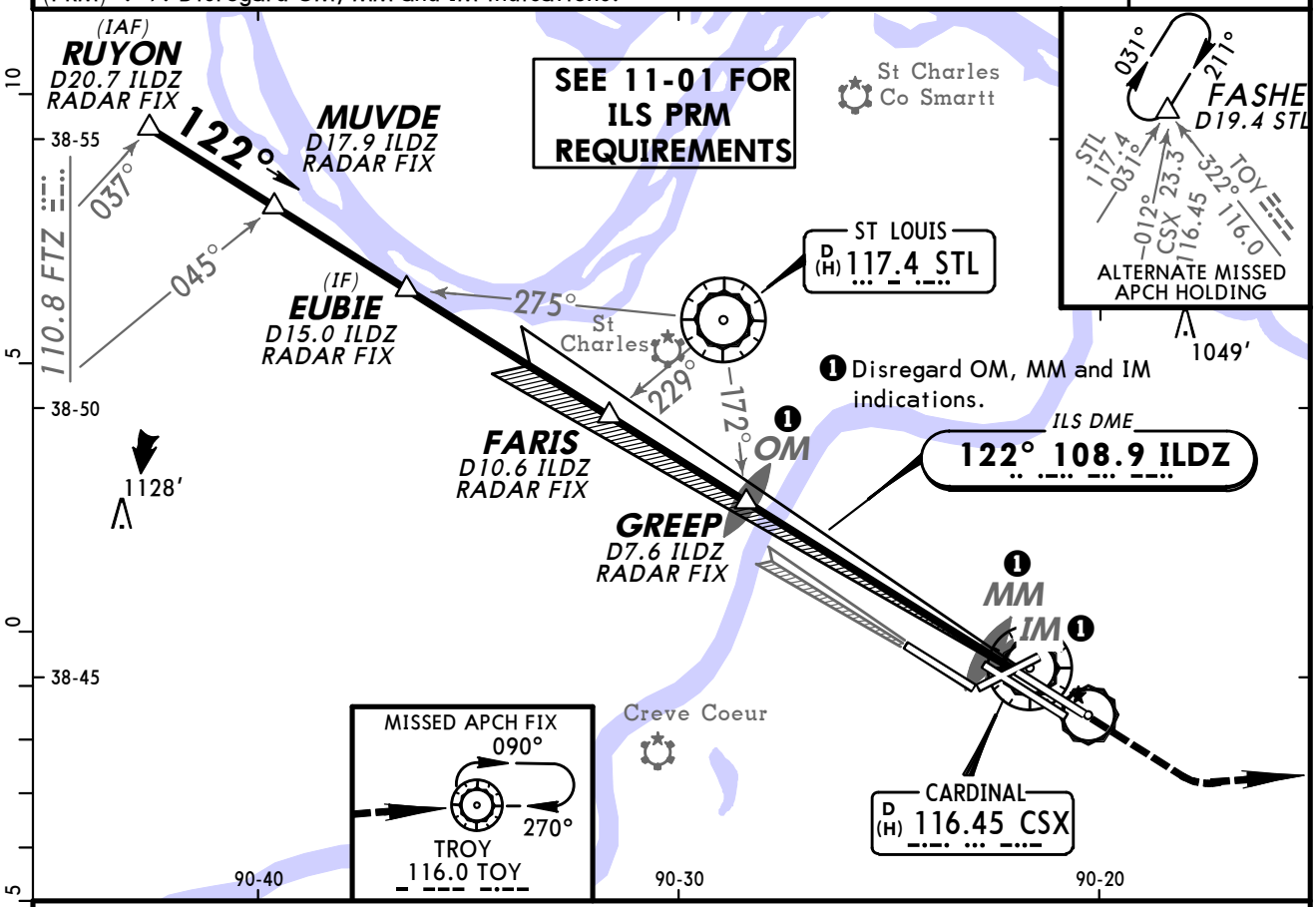
MISSED APCH: Climb to 2500′, then climbing LEFT turn to 3000′ direct TOY VOR and hold.

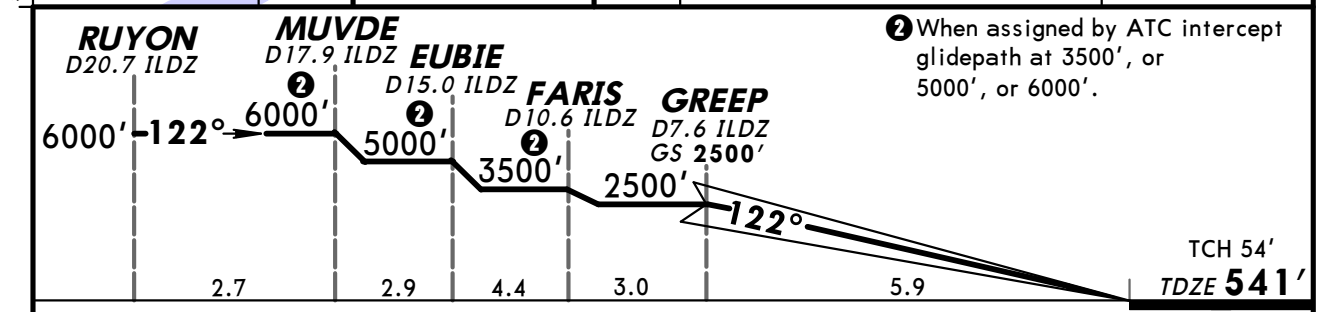
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar and DME required. 3. Dual VHF comm required. 4. Simultaneous close parallel approach authorized with ILS PRM Rwy 11 and ILS PRM Rwy 11 CAT II & III. 5. Procedure not authorized when glideslope not available. 6. See 11-01 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 7. Disregard OM, MM and IM indications.



MSA STL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II
REIL PAPI
2500′
3000′ LT
D
TOY 116.0

STRAIGHT-IN LANDING RWY 12L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 112′ DA(H) 641′(100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 1 23 SEP 2010

CHANGES: Radar altimeter, DME distances, notes.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN
23 JUL 10 (11-6)

ST LOUIS, MO
ILS or LOC Rwy 12R

BRIEFING STRIP ™

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12R/30L	Rwys 12L/30R, 24	Rwys 6, 11/29	Ground
125.02	126.5	118.5	120.05	132.47	121.9

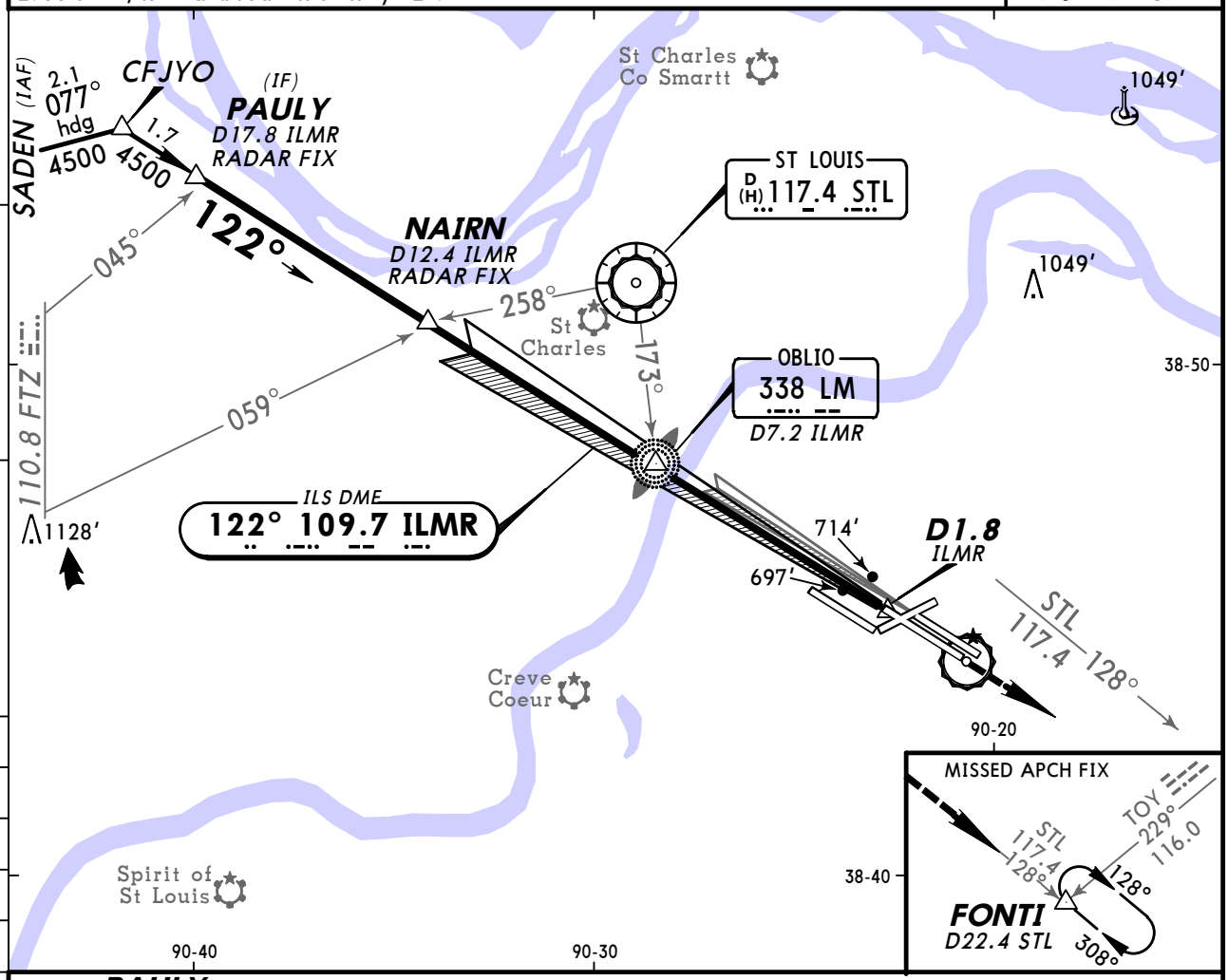
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 618′
ILMR 109.7	122°	OBLIO 2327′ (1787′)	790′ (250′)	TDZE 12R 540′

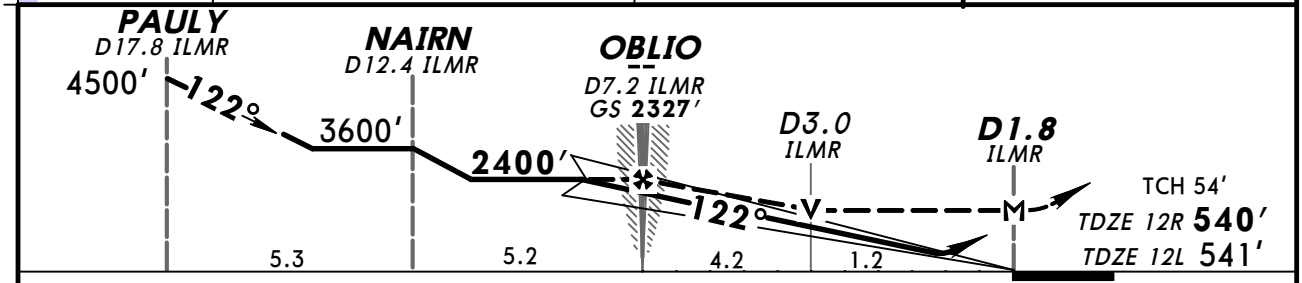
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 5000′ intercept STL VOR R-128 outbound to FONTI INT/D22.4 STL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized.
2. ALSF-II, REIL and PAPI-R on Rwy 12L.

2800′
MSA LM LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.8 ILMR or OBLIO to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR
PAPI

1500′	5000′	STL
↑	LT	117.4 R-128

TERPS AMEND 21E 17 DEC 2009

	STRAIGHT-IN LANDING RWY 12R ILS DA(H) 790′ (250′) FULL	RAIL or ALS out	LOC (GS out) MDA(H) 960′ (420′) RAIL out	ALS out	SIDESTEP LANDING RWY 12L MDA(H) 980′ (439′) ALS out
A	RVR 40 or ¾		RVR 40 or ¾	RVR 50 or 1	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	1½
D					2

CHANGES: None.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

23 JUL 10 (11-7)

ST LOUIS, MO
ILS or LOC Rwy 24

BRIEFING STRIP ™

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12L/30R, 24	ST LOUIS Tower Rwys 12R/30L	ST LOUIS Tower Rwys 6, 11/29	Ground
125.02	126.5	120.05	118.5	132.47	121.9

LOC ISTL	Final Apch Crs	GS ZUMAY	ILS DA(H)	Apt Elev 618′
110.3	243°	1923′ (1389′)	784′ (250′)	TDZE 534′

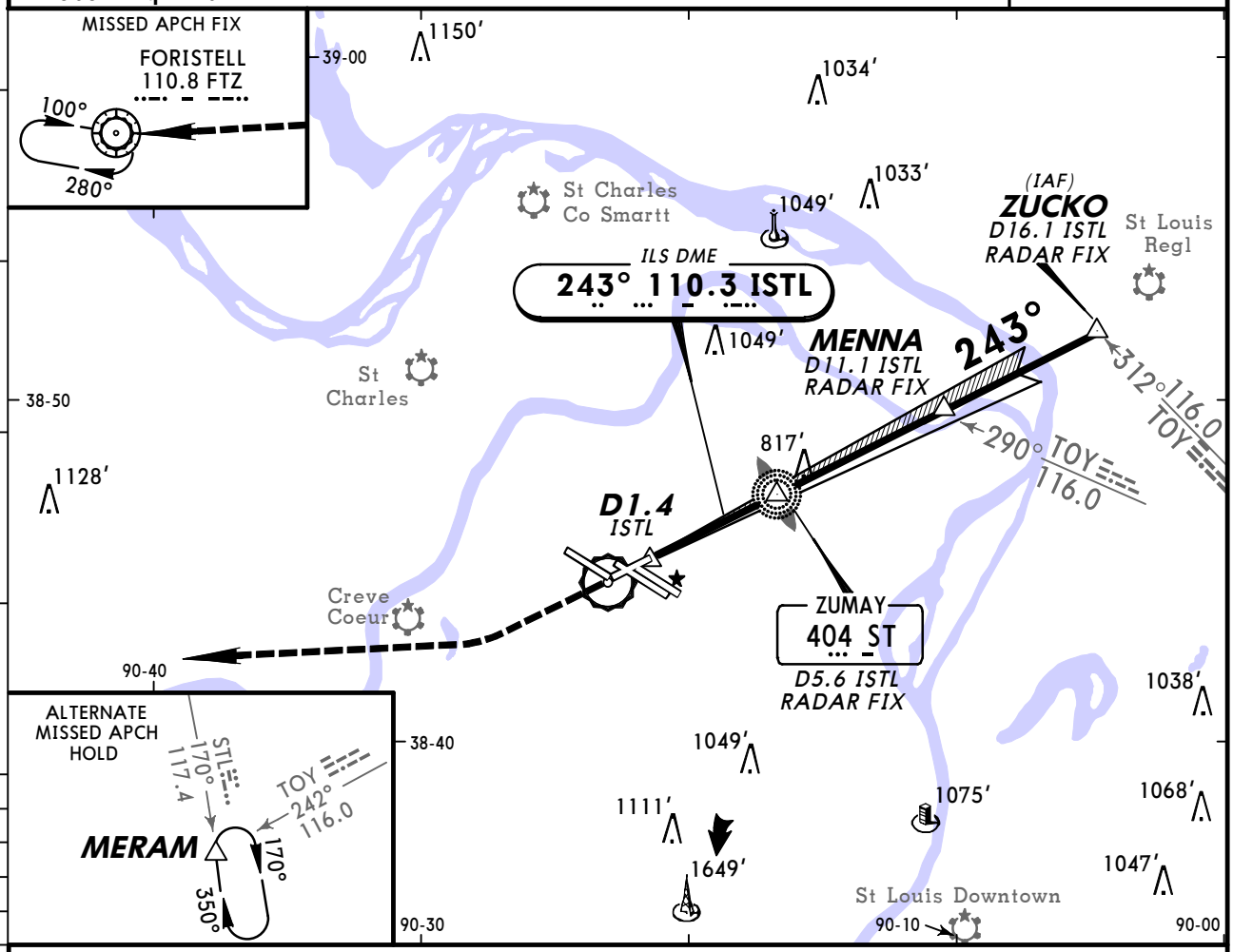
MISSED APCH: Climb to 3000′ then RIGHT turn direct FTZ VOR and hold.

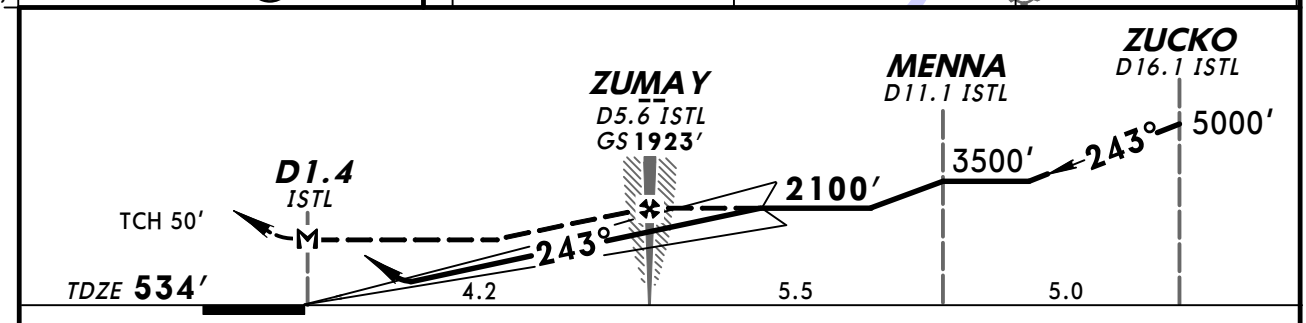
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required.

2200′ 090° → ← 270° 3000′

MSA ST LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.4 ISTL or ZUMAY to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

MALS PAPI | 3000′ | RT | D | FTZ 110.8

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 784′ (250′) FULL	ILS DA(H) 784′ (250′) ALS out	LOC (GS out) MDA(H) 1000′ (466′)	LOC (GS out) MDA(H) 1000′ (466′) ALS out
A	RVR 40 or ¾		RVR 40 or ¾	RVR 50 or 1
B				
C			RVR 60 or 1¼	
D			1½	

TERPS AMEND 46A 29 JUL 2010

CHANGES: MSA.

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BRIEFING STRIP

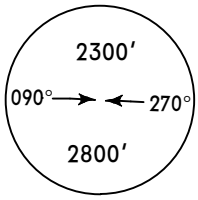
D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 6, 11/29	Rwys 12R/30L	Rwys 12L/30R, 24	Ground
125.02	126.5	132.47	118.5	120.05	121.9

LOC IRQN	Final Apch Crs	GS KEGBE	ILS DA(H)	Apt Elev 618′
111.95	302°	2300′ (1720′)	830′ (250′)	TDZE 580′

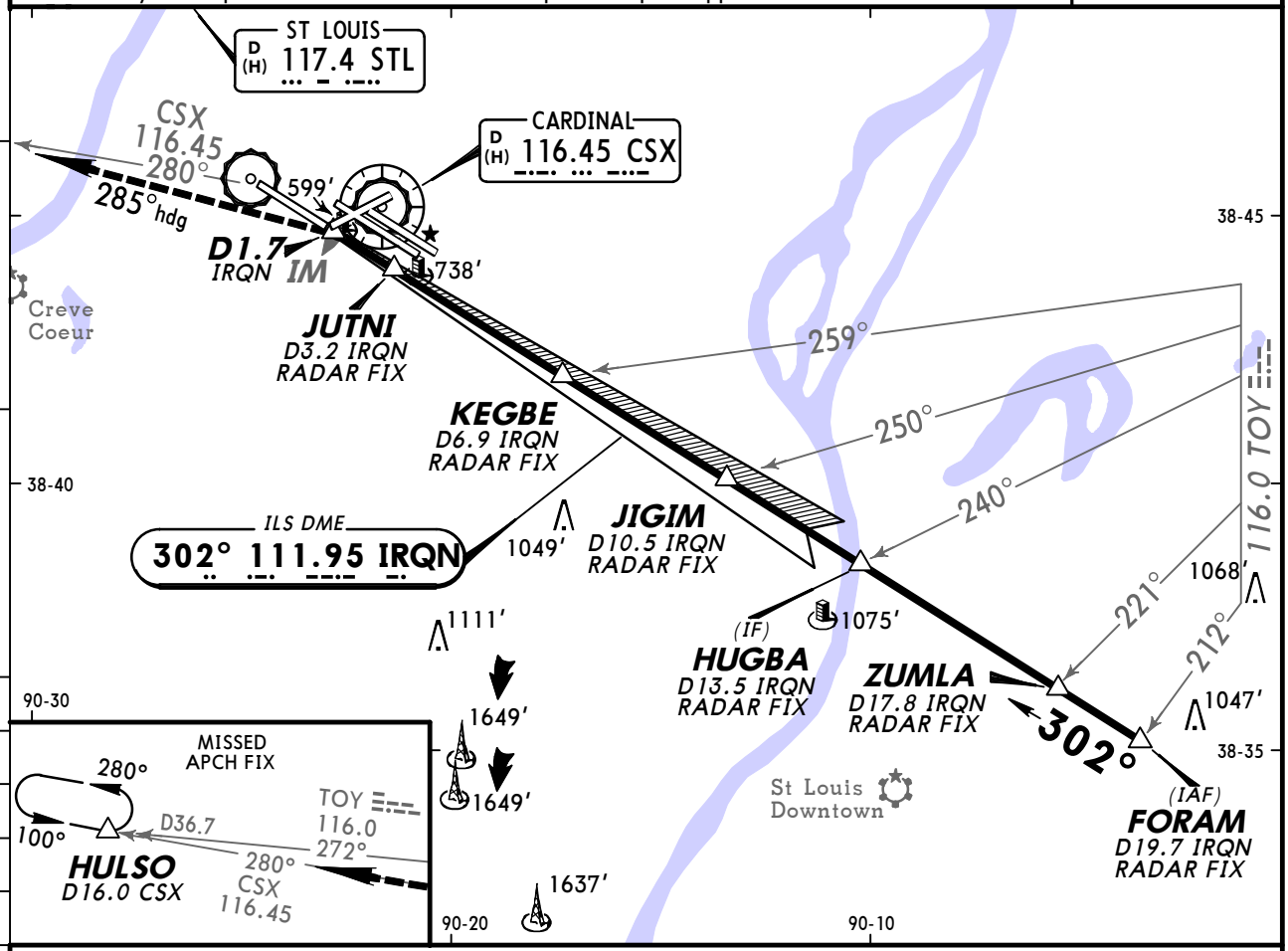
MISSED APCH: Climb to 1040′, then climbing LEFT turn to 3000′ via 285° heading and outbound via CSX VOR R-280 to HULSO/D16.0 CSX and hold.

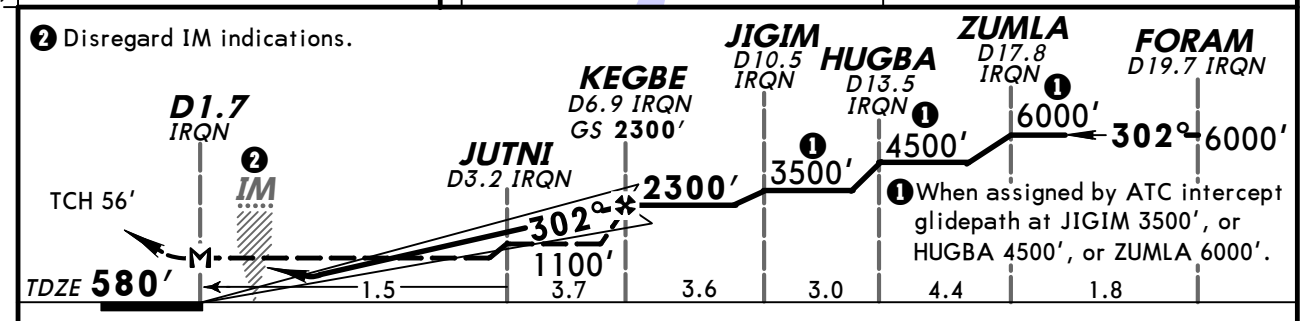
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar and DME required. 2. VGSI and ILS glidepath not coincident. 3. Visibility reduction by helicopters not authorized. 4. Autopilot coupled approach not authorized.



MSA STL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.7 IRQN or KEGBE to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

ALSF-II PAPI 1040′ 3000′ LT via 285° hdg and CSX 116.45 R-280

STRAIGHT-IN LANDING RWY 29

TERPS	ILS DA(H) 830′ (250′) FULL	ILS DA(H) 830′ (250′) ALS out	LOC (GS out) With JUTNI MDA(H) 1000′ (420′)	LOC (GS out) With JUTNI MDA(H) 1000′ (420′) ALS out	LOC (GS out) Without JUTNI MDA(H) 1100′ (520′)	LOC (GS out) Without JUTNI MDA(H) 1100′ (520′) ALS out
A	RVR 40 or ¾		RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1
B						
C				RVR 60 or 1¼	RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

AMEND 1A

CHANGES: Ground frequency.

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ST LOUIS, MO
ILS PRM Rwy 29
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 6, 11/29	Rwys 12R/30L	Rwys 12L/30R, 24	Ground
125.02	126.5	132.47	118.5	120.05	121.9
		Monitor Frequency 125.15			

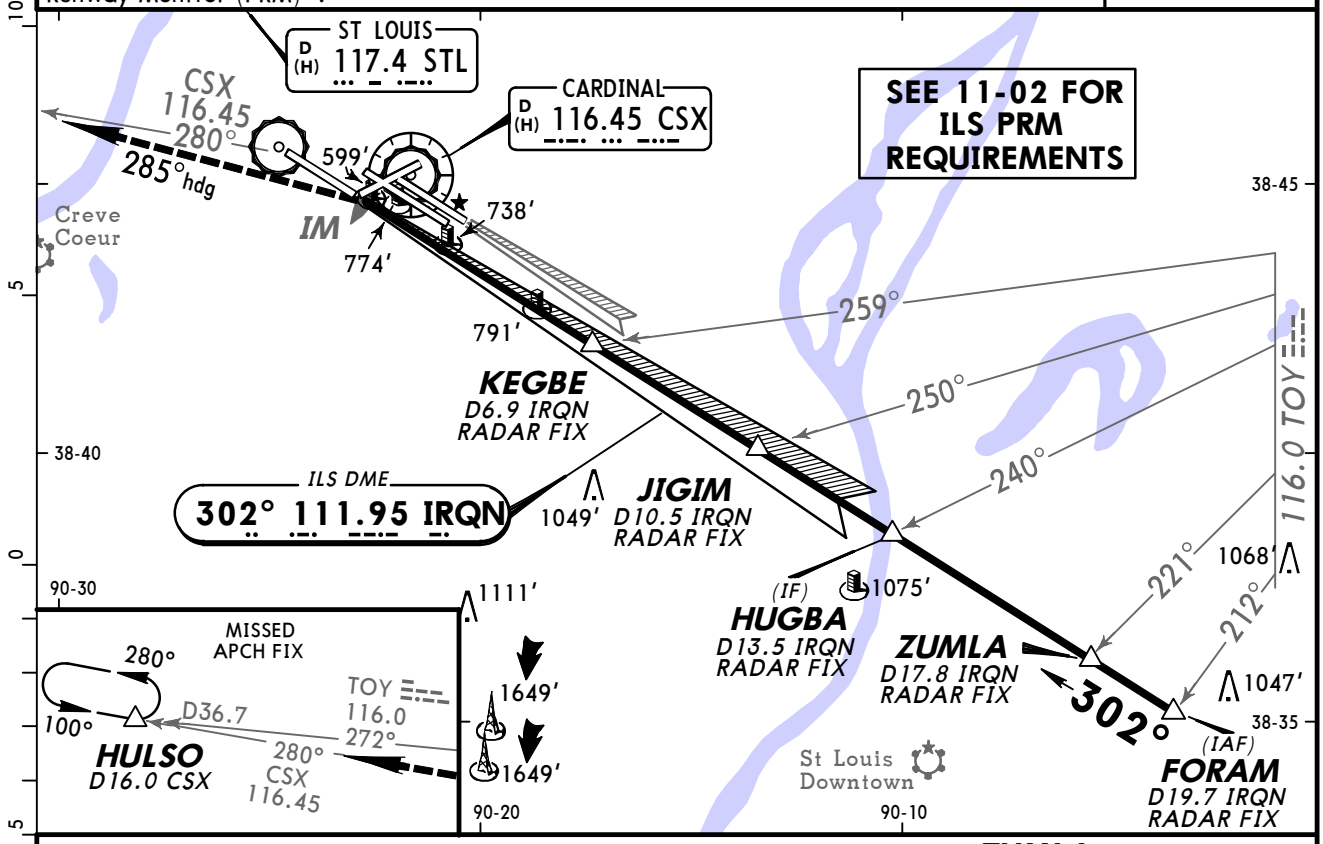
LOC IRQN	Final Apch Crs	GS KEGBE	ILS DA(H)	Apt Elev 618′
111.95	**302°**	**2300′** (1720′)	**830′** (250′)	TDZE **580′**

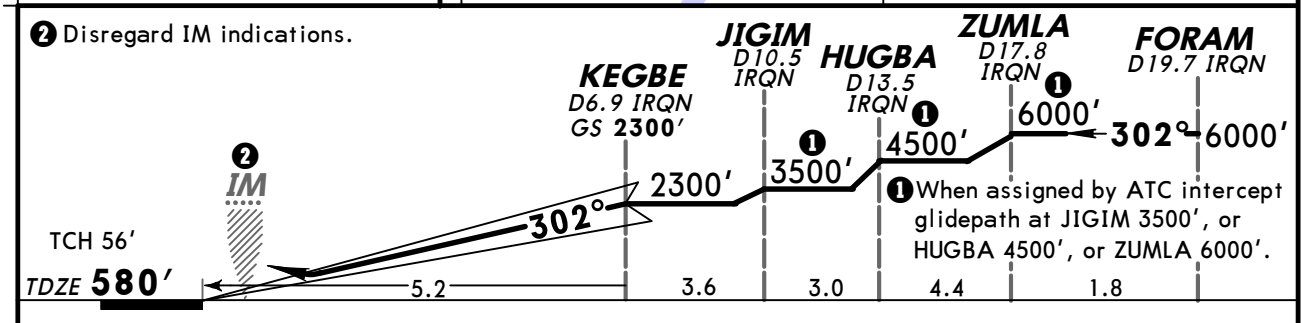
MISSED APCH: Climb to 1040′, then climbing LEFT turn to 3000′ via 285° heading and outbound via CSX VOR R-280 to HULSO/D16.0 CSX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar and DME required. 2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM Rwy 30R and ILS PRM Rwy 30R CAT II & III. 4. Procedure not authorized when GS not available. 5. Glideslope unusable below 2300′ for coupled approaches. 6. See 11-02 for "Attention All Users of ILS Precision Runway Monitor (PRM)".

2300′ 090° 270° 2800′
MSA STL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II
PAPI

1040′	3000′ LT	via 285° hdg	and CSX 116.45 R-280

STRAIGHT-IN LANDING RWY 29
ILS
DA(H) **830′** (250′)

FULL	ALS out
RVR 40 or ¾	

TERPS AMEND 1A
A
B
C
D

CHANGES: Ground frequency.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

2 APR 10 (11-10)

ST LOUIS, MO
ILS or LOC Rwy 30L

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12R/30L	Rwys 12L/30R, 24	Rwys 6, 11/29	Ground
125.02	126.5	118.5	120.05	132.47	121.9

BRIEFING STRIP ™

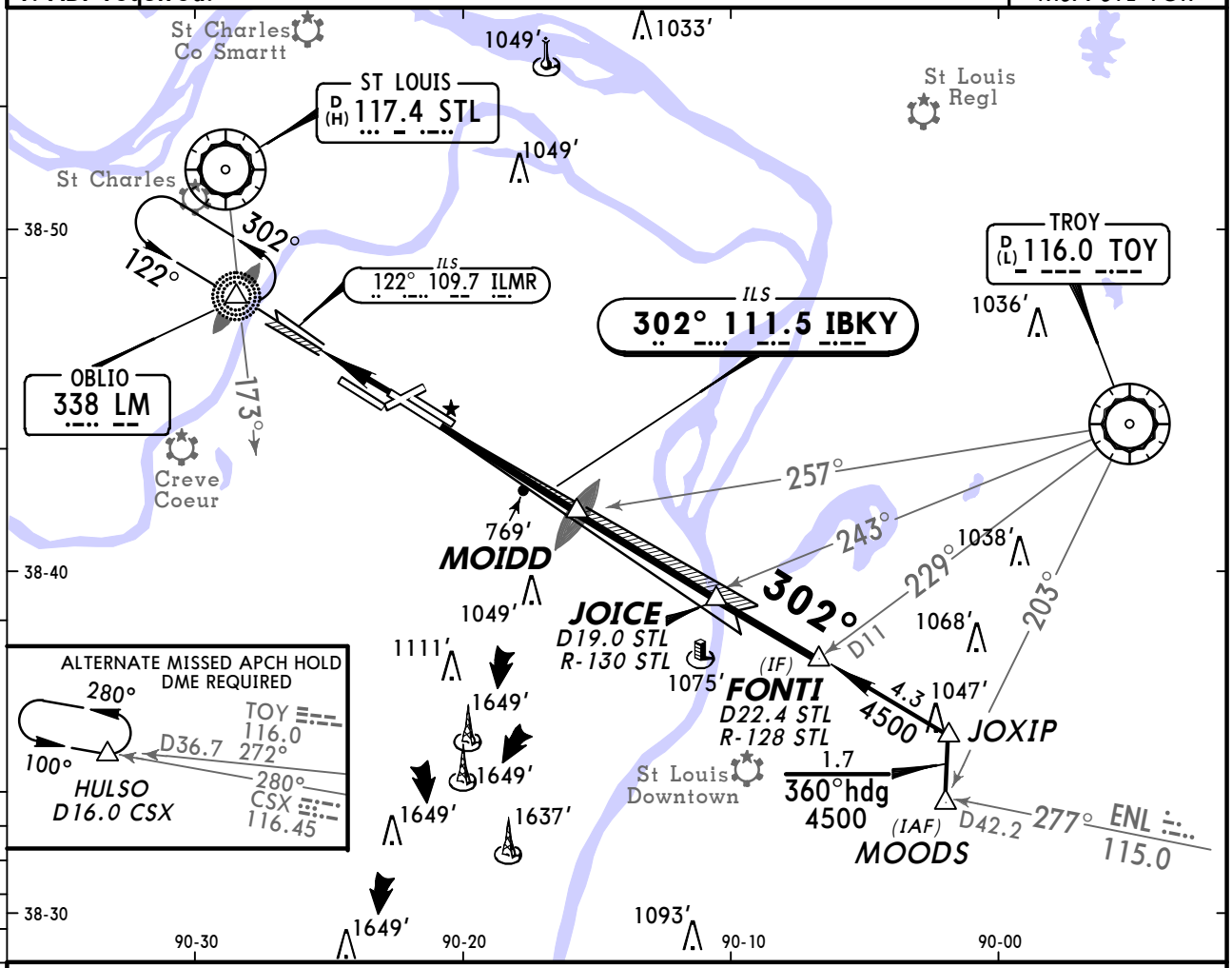
LOC IBKY	Final Apch Crs	GS MOIDD	ILS DA(H)	Apt Elev 618′
111.5	302°	2162′ (1579′)	783′ (200′)	TDZE 583′

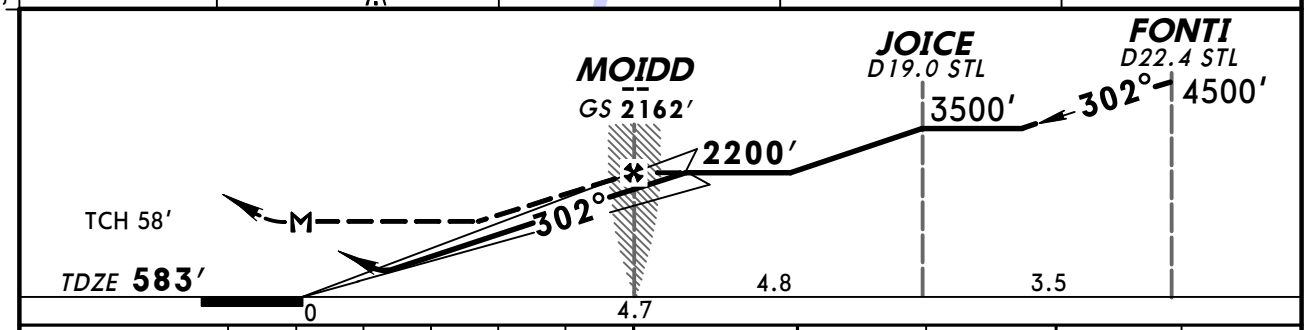
MISSED APCH: Climb to 3000′, then direct OBLIO LOM/INT and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. ADF required.

MSA STL VOR: 2300′ (090°–270°), 2800′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MOIDD to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR — REIL — PAPI

3000′ then D

LM 338

STRAIGHT-IN LANDING RWY 30L

	ILS DA(H) 783′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 1140′ (557′)	RAIL out	ALS out
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 50 or 1	1½	
D			RVR 60 or 1¼	1¾	

TERPS AMEND 12

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: None.

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D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12R/30L	Rwys 12L/30R, 24	Rwys 6, 11/29	Ground
125.02	126.5	118.5	120.05	132.47	121.9

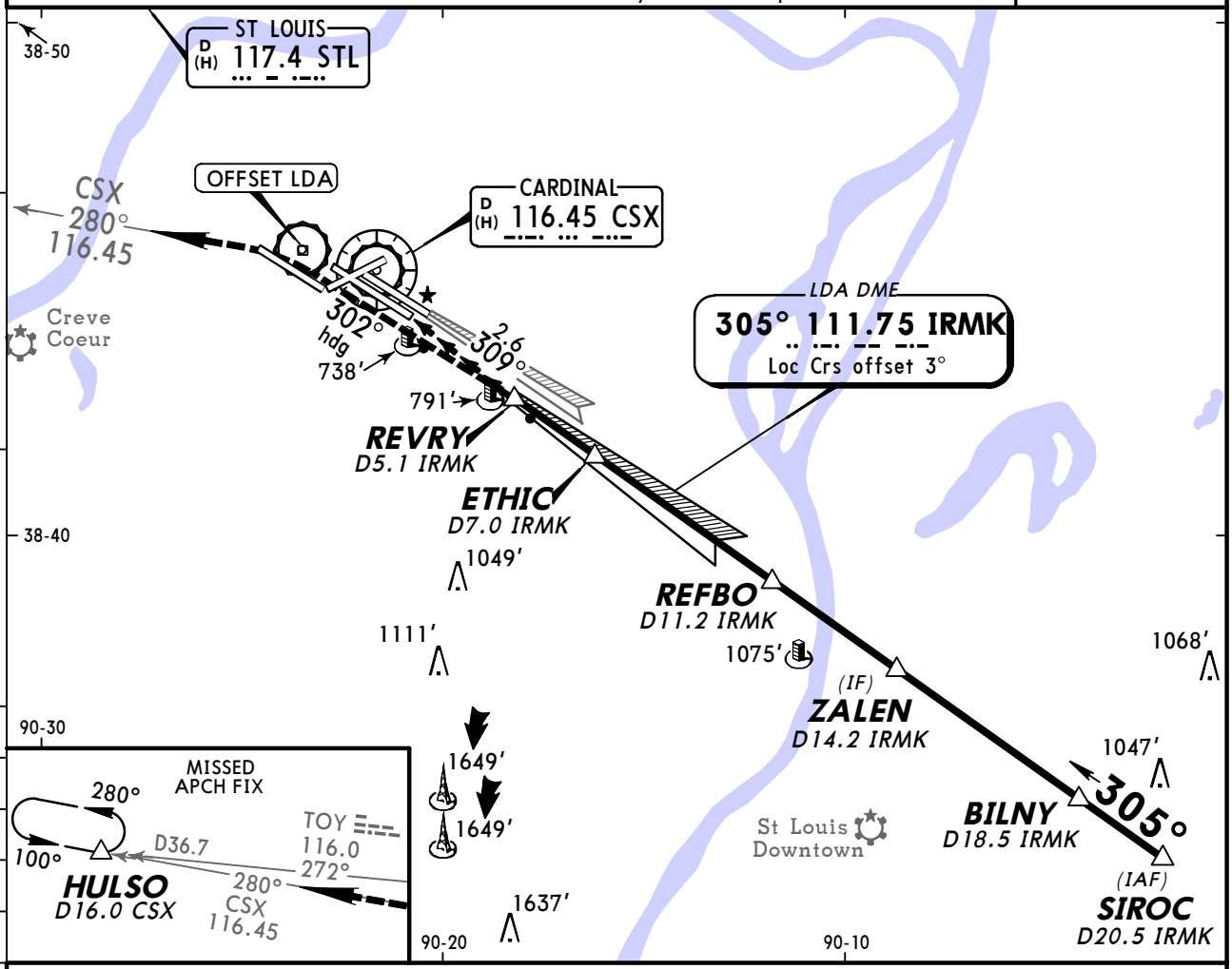
LDA IRMK	Final Apch Crs	GS ETHIC	LDA/GS DA(H)	Apt Elev 618′
111.75	305°	2100′ (1517′)	1476′ (893′)	TDZE 583′

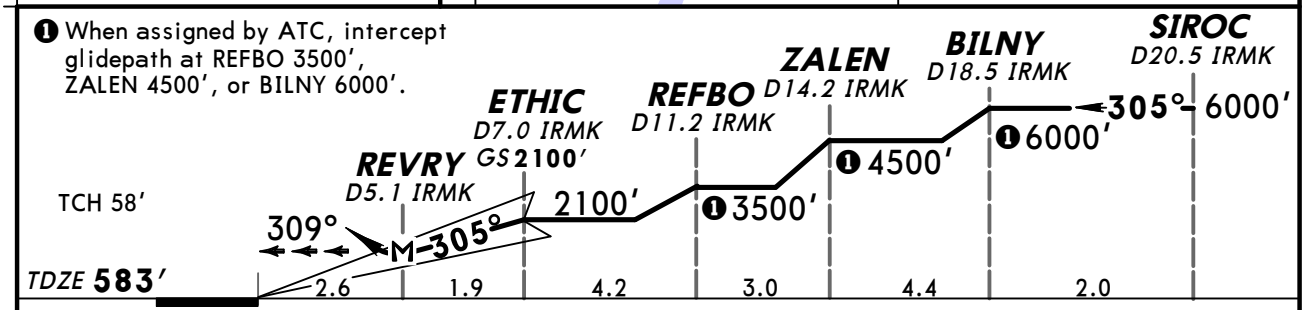
MISSED APCH: Climb to 3000′ via 302° heading and CSX VOR R-280 outbound to HULSO/D16.0 CSX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. LDA/GLIDESLOPE. 3. Procedure not authorized when glideslope not available. 4. Localizer unusable from MAP inbound. 5. Fly visual to airport 309° -2.6 NM.

2300′
090° 270°
2800′
MSA STL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at REVRY/D5.1 IRMK							

MALSR
REIL PAPI

3000′ ↑ via 302° hdg and CSX 116.45 R-280

STRAIGHT-IN LANDING RWY **30L**
LDA/GS
DA(H) **1476′** (893′)

FULL	RAIL out	ALS out

AMEND 1A TERPS: A B C D

3

CHANGES: IRMK morse code.

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D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12R/30L	Rwys 12L/30R, 24	Rwys 6, 11/29	Ground
125.02	126.5	118.5	120.05	132.47	121.9

Monitor Frequency 125.15

BRIEFING STRIP™

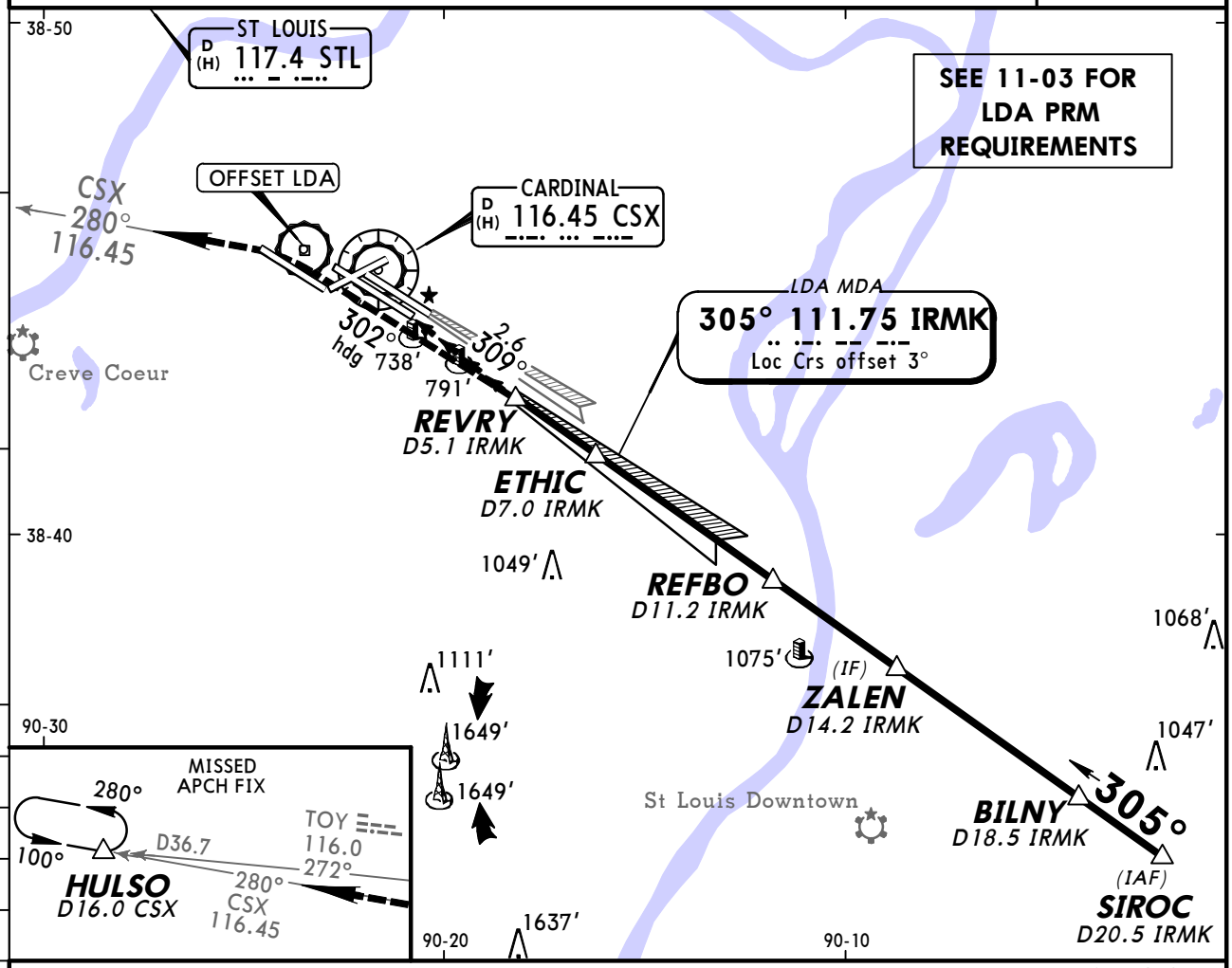
LDA IRMK	Final Apch Crs	GS ETHIC	LDA/GS DA(H)	Apt Elev 618′
111.75	305°	2100′ (1517′)	1476′ (893′)	TDZE 583′

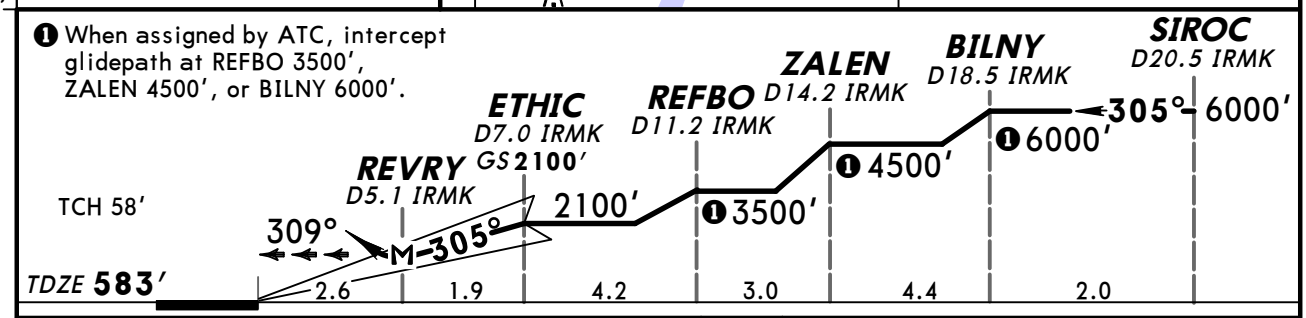
MISSED APCH: Climb to 3000′ via 302° heading and CSX VOR R-280 outbound to HULSO/D16.0 CSX and hold.

2300′ 090° 270° 2800′
MSA STL VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR and DME required. 2. Dual VHF communication required. 3. LDA/GLIDESLOPE. 4. Procedure not authorized when glideslope not available. 5. Localizer unusable from MAP inbound. 6. Simultaneous close parallel approach authorized with ILS PRM Rwy 30R. 7. Rwy 30L and 30R separated by 1300′ centerline to centerline. 8. See 11-03 for "Attention All Users of LDA Precision Runway Monitor (PRM)." 9. Fly visual to airport 309°-2.6 NM.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at REVRY/D5.1 IRMK							

MALSR REIL PAPI

3000′ via 302° hdg and CSX 116.45 R-280

STRAIGHT-IN LANDING RWY **30L**
LDA/GS
DA(H) **1476′** (893′)

FULL	RAIL out	ALS out

AMEND 1A
TERPS A B C D

CHANGES: IRMK morse code.

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D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12L/30R, 24	Rwys 12R/30L	Rwys 6, 11/29	Ground
125.02	126.5	120.05	118.5	132.47	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 618′
ISJW 111.3	302°	RELEY 2100′ (1495′)	805′ (200′)	TDZE 605′

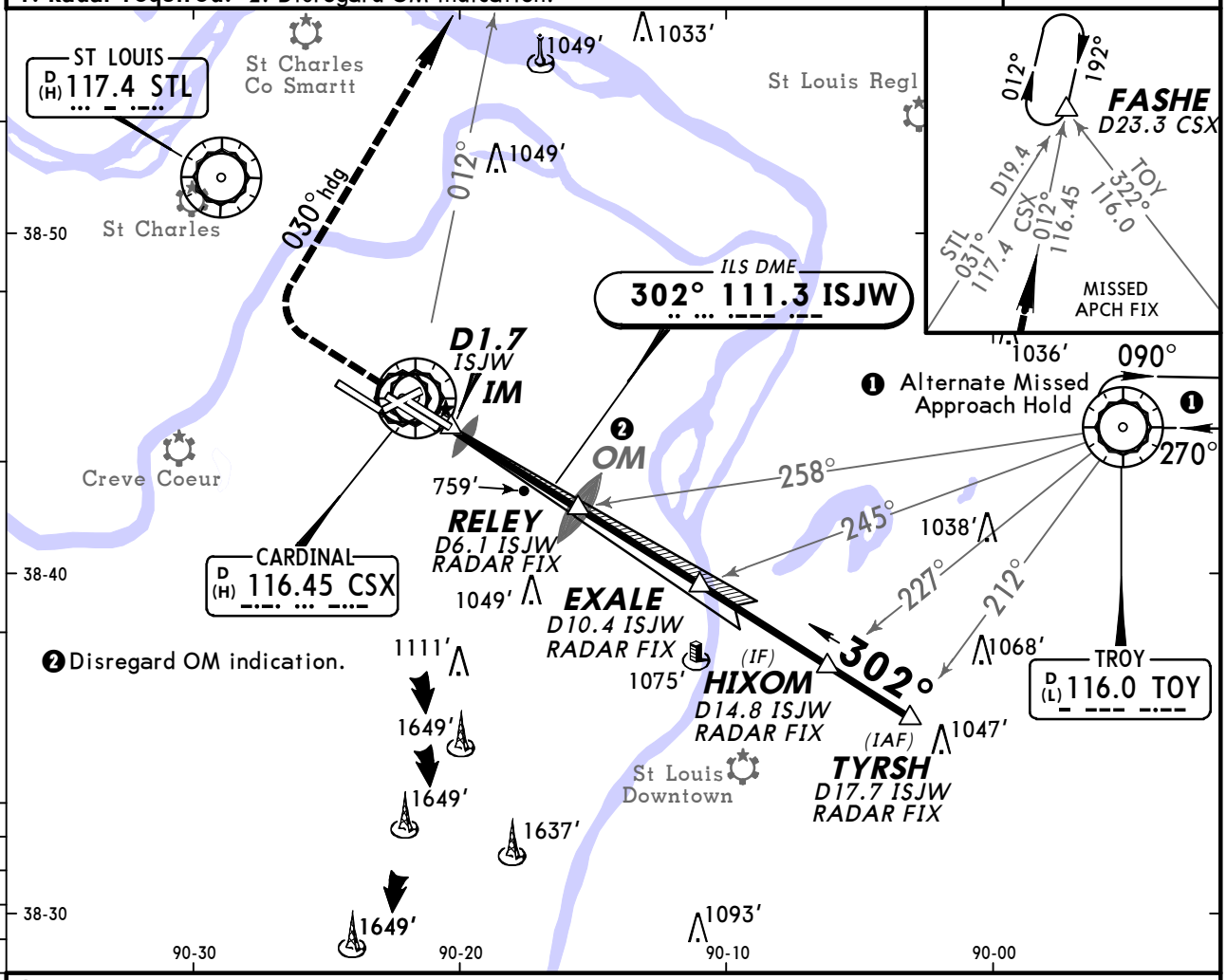
MISSED APCH: Climb to 1020′, then climbing RIGHT turn to 3000′ on heading 030° and CSX VOR R-012 to FASHE INT/D23.3 CSX and hold.

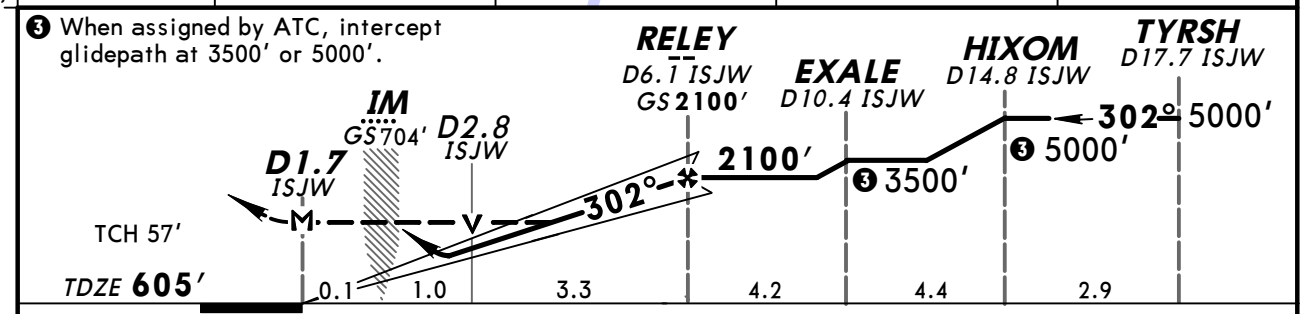
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Disregard OM indication.

2300′ 090° 270° 2800′
MSA STL VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.7 ISJW or RELEY to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II PAPI

1020′ ↑ then 3000′ ↱ RT on 030° hdg and CSX 116.45 R-012

STRAIGHT-IN LANDING RWY30R

	ILS DA(H) 805′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1020′(415′)	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C				RVR 40 or 3/4	RVR 60 or 1 1/4
D					

TERPS AMEND 10 23 SEP 2010

CHANGES: Notes.

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KSTL/STL
LAMBERT-ST LOUIS INTL

17 SEP 10 **Eff 23 Sep**

JEPPESEN

(11-13AA)

ST LOUIS, MO
ILS RWY 30R CAT II & III

BRIEFING STRIP ™

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12L/30R, 24	ST LOUIS Tower Rwys 12R/30L	ST LOUIS Tower Rwys 6, 11/29	Ground
125.02	126.5	120.05	118.5	132.47	121.9

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
ISJW 111.3	302°	RELEY 2100′ (1495′)	NA	Refer to Minimums		RA 116′ DA(H) 705′(100′)	618′ TDZE 605′

MISSED APCH: Climb to 1020′, then climbing RIGHT turn to 3000′ on heading 030° and CSX VOR R-012 to FASHE INT/D23.3 CSX and hold.

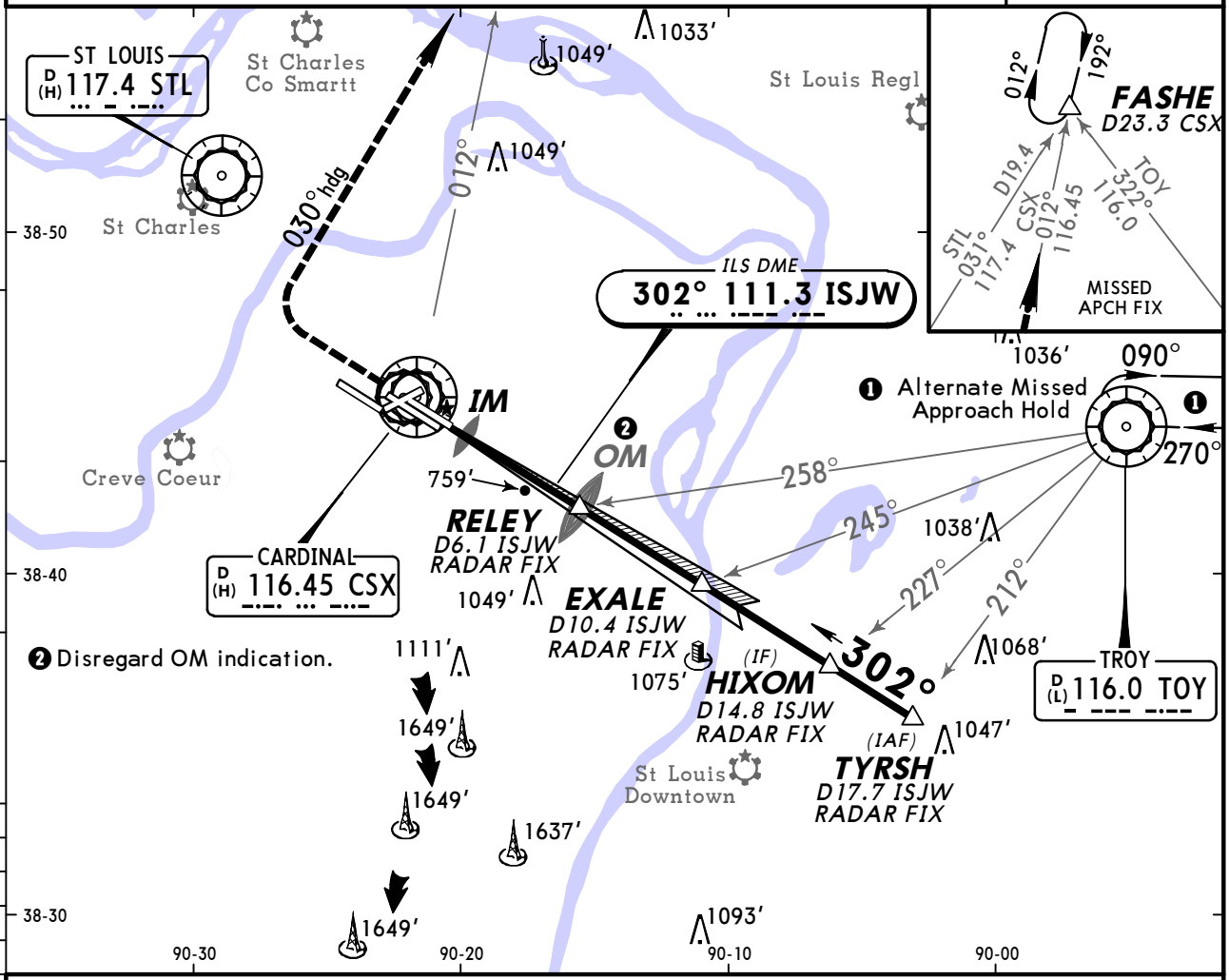
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar required.

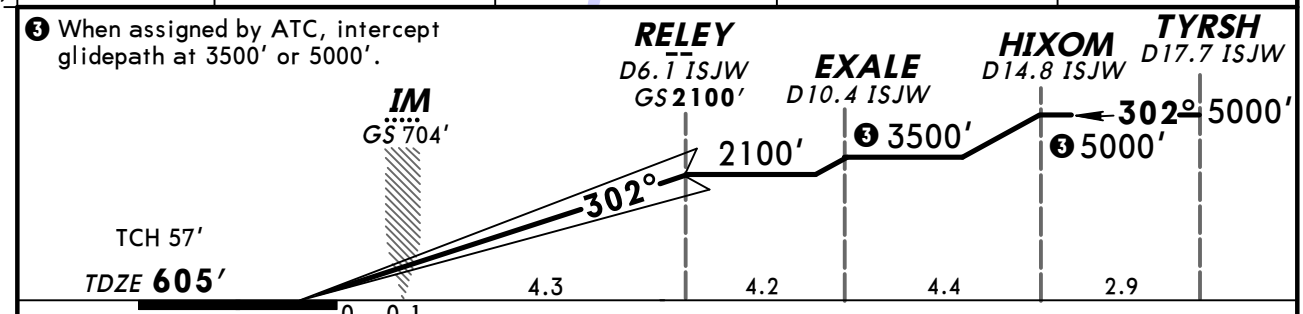
3. Disregard OM indication.

2300′ 090° 270° 2800′

MSA STL VOR



❸ When assigned by ATC, intercept glidepath at 3500′ or 5000′.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II PAPI

1020′ then 3000′ on RT 030° hdg and CSX 116.45 R-012

STRAIGHT-IN LANDING RWY **30R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 116′ DA(H) 705′(100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 10 23 SEP 2010

CHANGES: Notes.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

30 OCT 09 (11-14)

(SIMULTANEOUS CLOSE PARALLEL)

ST LOUIS, MO
ILS PRM Rwy 30R

BRIEFING STRIP™

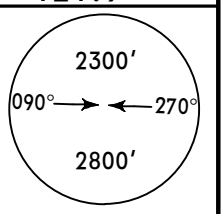
D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12L/30R, 24	Rwys 12R/30L	Rwys 6, 11/29	Ground
125.02	126.5	120.05	118.5	132.47	121.9
		Monitor Frequency 134.92			

LOC ISJW	Final Apch Crs	GS RELEY	ILS DA(H)	Apt Elev 618′
111.3	302°	2100′ (1495′)	805′ (200′)	TDZE 605′

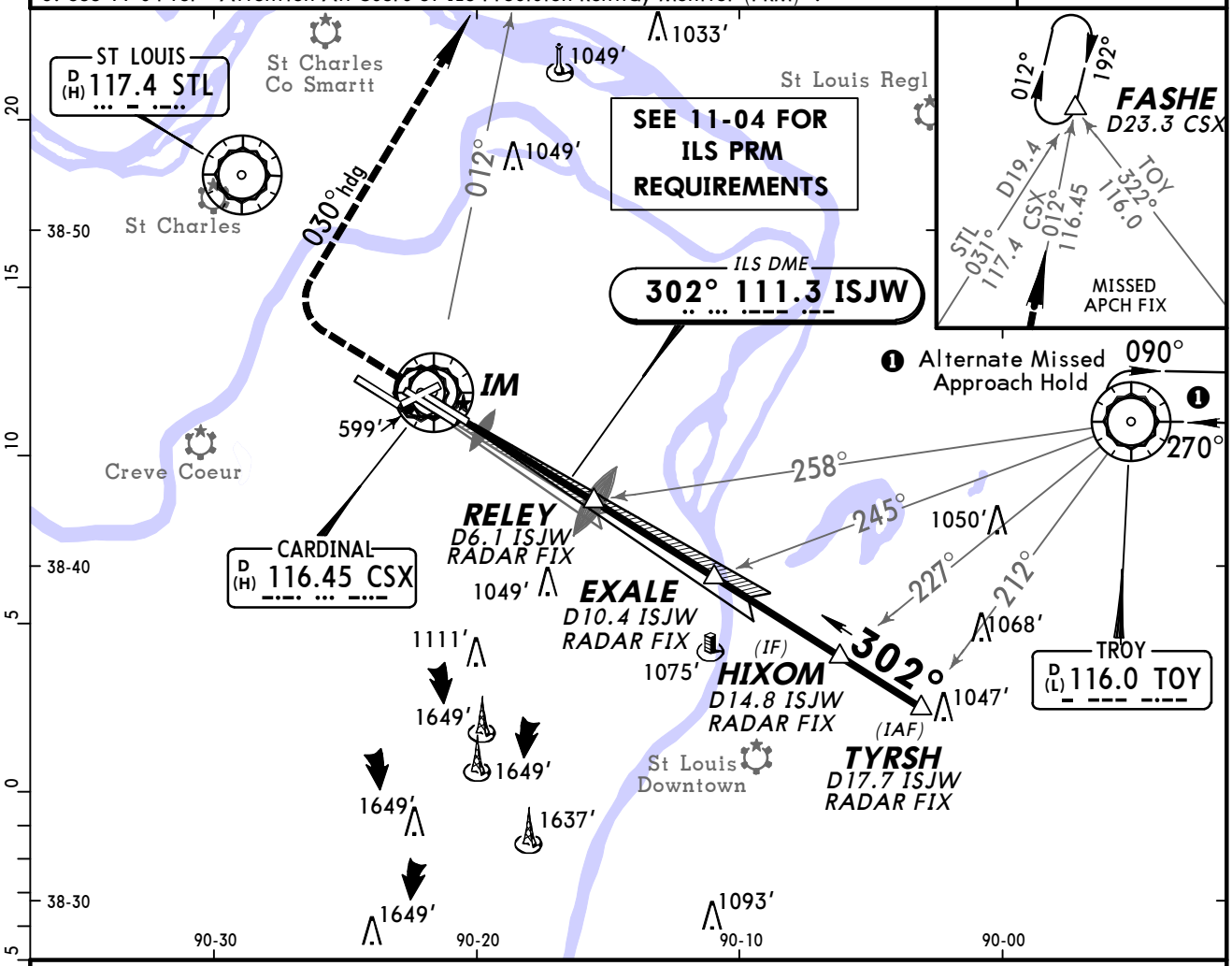
MISSED APCH: Climb to 1020′, then climbing RIGHT turn to 3000′ via 030° heading and CSX VOR R-012 to FASHE INT/D23.3 CSX and hold.

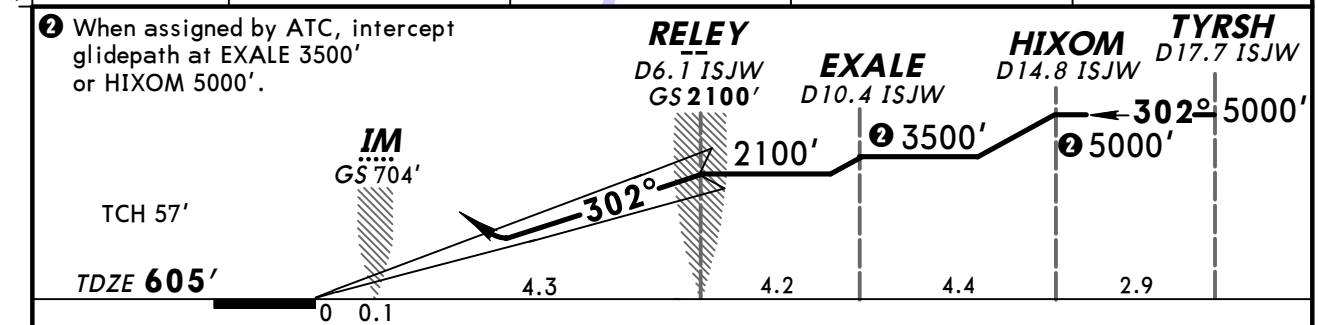
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with LDA PRM Rwy 30L or ILS PRM Rwy 29. 4. Procedure not authorized when glideslope not available. 5. Rwy 30R and Rwy 30L separated by 1300′ centerline to centerline. 6. See 11-04 for "Attention All Users of ILS Precision Runway Monitor (PRM)".



MSA STL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II PAPI

1020′ ↑ then 3000′ ↱ RT via 030° hdg and CSX 116.45 R-012

STRAIGHT-IN LANDING RWY 30R
ILS
DA(H) 805′ (200′)

AMEND 1A

TERPS

	FULL	TDZ or CL out	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾
B			
C			
D			

CHANGES: Ground frequency.

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KSTL/STL

JEPPESEN

30 OCT 09 (11-14AA)

ILS PRM Rwy 30R CAT II & III

(SIMULTANEOUS CLOSE PARALLEL)

ST LOUIS, MO

LAMBERT-ST LOUIS INTL

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12L/30R, 24	Rwys 12R/30L	Rwys 6, 11/29	Ground
125.02	126.5	120.05	118.5	132.47	121.9

Monitor Frequency 134.92

BRIEFING STRIP™

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
ISJW 111.3	302°	RELEY 2100′ (1495′)	NA	Refer to Minimums		RA 116′ DA(H) 705′(100′)	618′ TDZE 605′

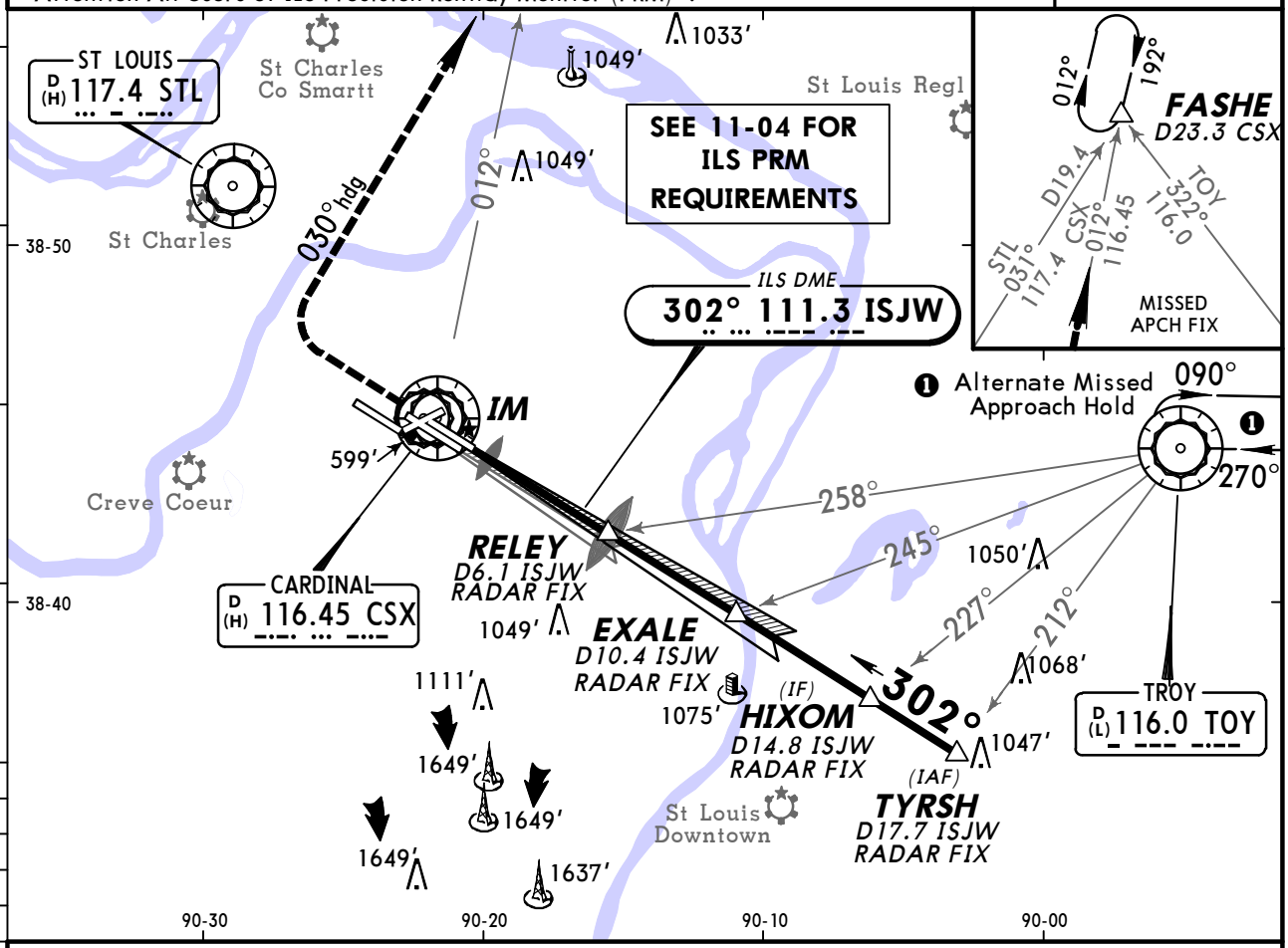
MISSED APCH: Climb to 1020′, then climbing RIGHT turn to 3000′ via 030° heading and CSX VOR R-012 to FASHE INT/D23.3 CSX and hold.

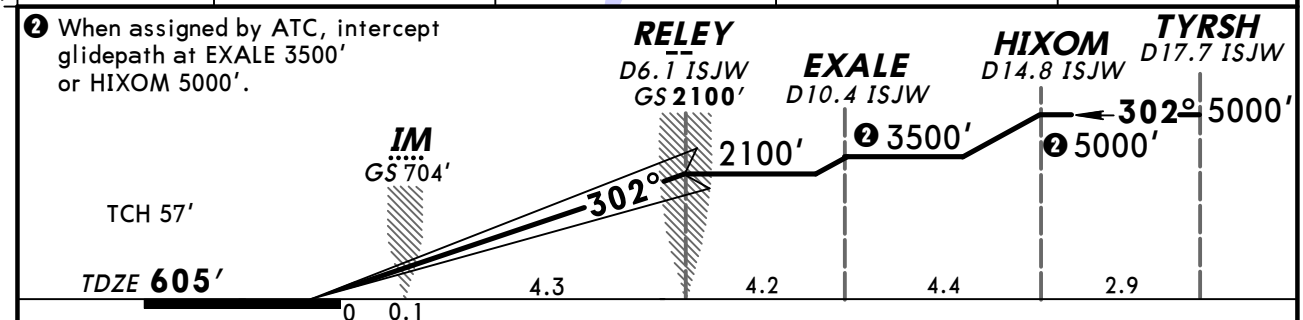
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. Radar required. 3. Dual VHF comm required. 4. Simultaneous close parallel approach authorized with LDA PRM Rwy 30L or ILS PRM Rwy 29. 5. Procedure not authorized when glideslope not available. 6. Rwy 30R and Rwy 30L separated by 1300′ centerline to centerline. 7. See 11-04 for "Attention All Users of ILS Precision Runway Monitor (PRM)".

2300′ 090° 270° 2800′

MSA STL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II PAPI

1020′ ↑ then 3000′ ↱ RT via 030° hdg and CSX 116.45 R-012

STRAIGHT-IN LANDING RWY 30R

TERPS AMEND 1A

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 116′ DA(H) 705′(100′)
NA	RVR 6	RVR 7	RVR 12

CHANGES: Ground frequency.

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BRIEFING STRIP ™

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 6, 11/29	Rwys 12R/30L	Rwys 12L/30R, 24	Ground
125.02	126.5	132.47	118.5	120.05	121.9

RNAV	Final Apch Crs	Minimum Alt ZUDKA	LNAV MDA(H)	Apt Elev 618′
	063°	2400′ (1849′)	1040′ (489′)	Rwy 6 551′

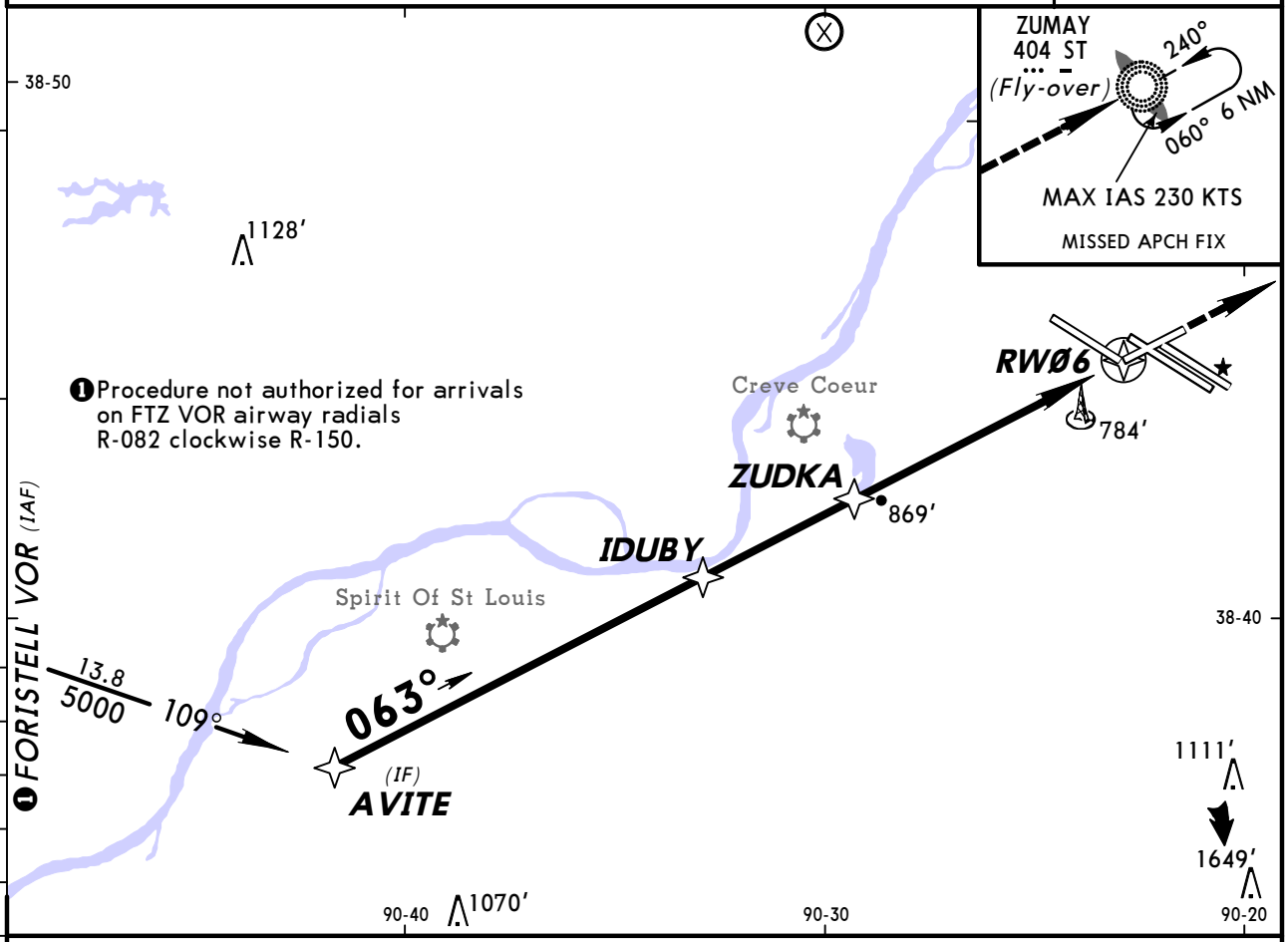
MISSED APCH: Climb to 3000′ direct ZUMAY LOM and hold, continue climb-in-hold to 3000′.

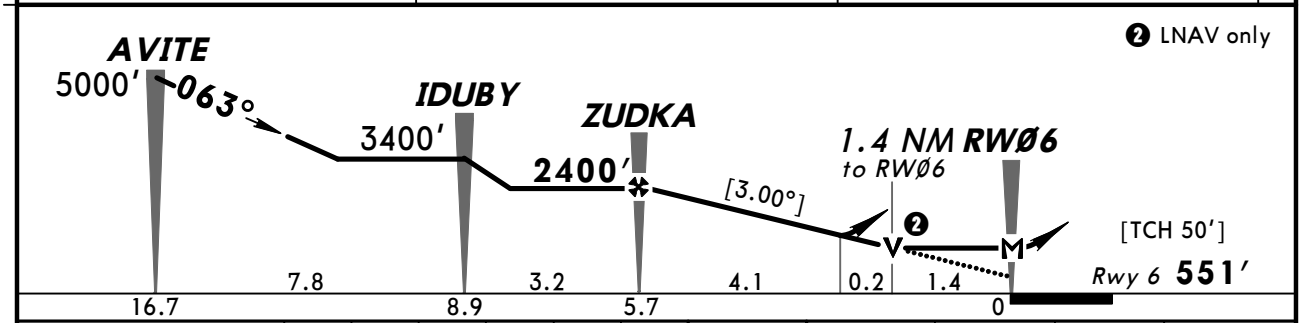
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F). 2. WAAS VNAV not authorized. 3. DME/DME RNP-0.30 not authorized.

3000′

MSA RWØ6





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ6						

MALSR PAPI 3000′ ZUMAY

STRAIGHT-IN LANDING RWY 6

	LNAV/VNAV DA(H) 1100′(549′)		LNAV MDA(H) 1040′(489′)	
	RAIL out	ALS out	RAIL out	ALS out
A	1⅜	1¾	RVR 40 or ¾	RVR 50 or 1
B				
C			RVR 50 or 1	1⅜
D				

TERPS AMEND 1 25 AUG 2011

CHANGES: Missed approach, MSA, notes, minimums.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

19 AUG 11 (12-2) Eff 25 Aug

ST LOUIS, MO
RNAV (GPS) Rwy 11

BRIEFING STRIP™

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 6, 11/29	Rwys 12R/30L	Rwys 12L/30R, 24	Ground
125.02	126.5	132.47	118.5	120.05	121.9

WAAS	Final Apch Crs	Minimum Alt JEXAR	LPV DA(H)	Apt Elev 618′
Ch 82699 W-11A	122°	2500′ (1882′)	868′ (250′)	TDZE 618′

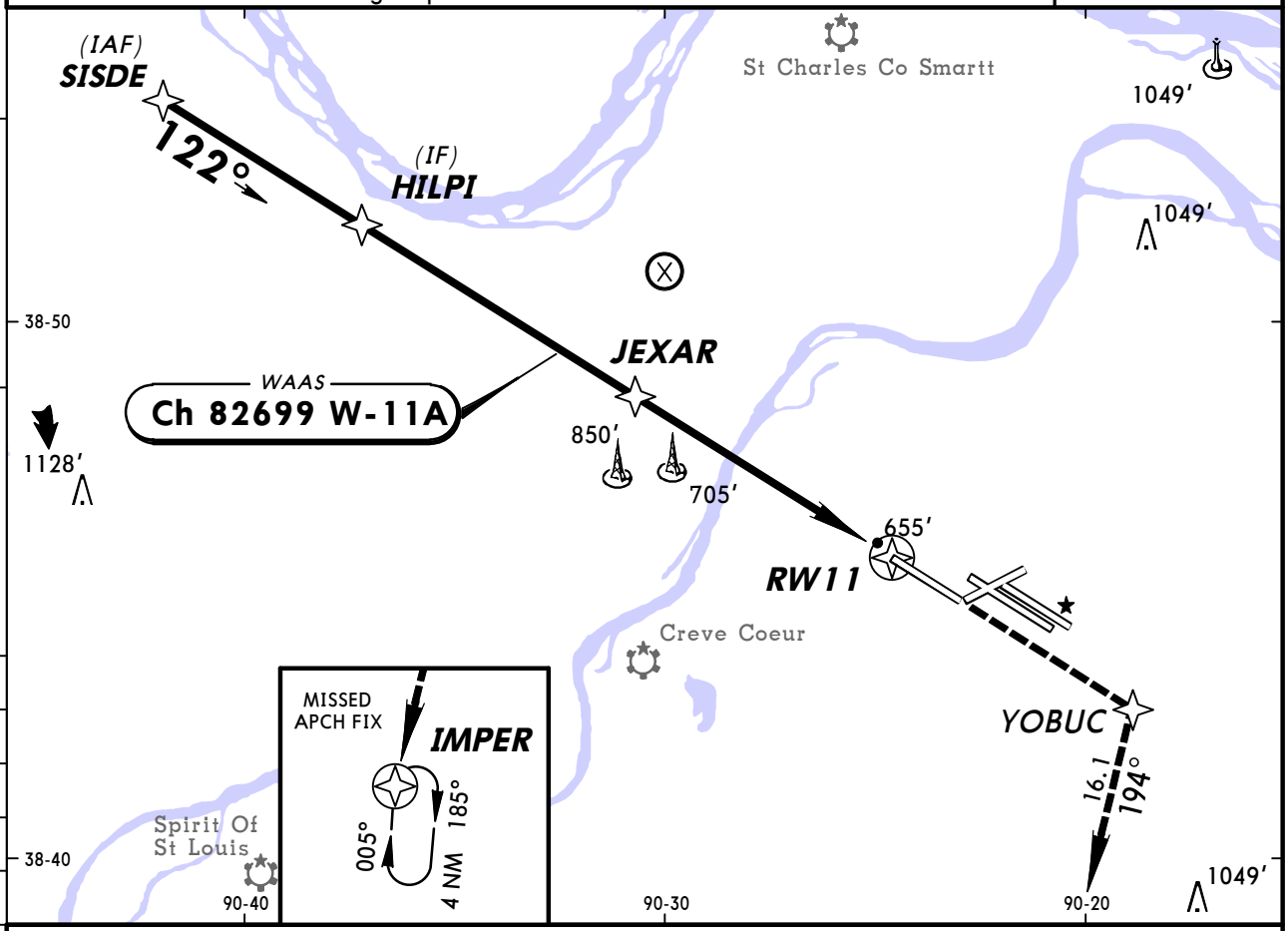
MISSED APCH: Climb to 3000′ direct YOBUC and via 194° track to IMPER and hold.

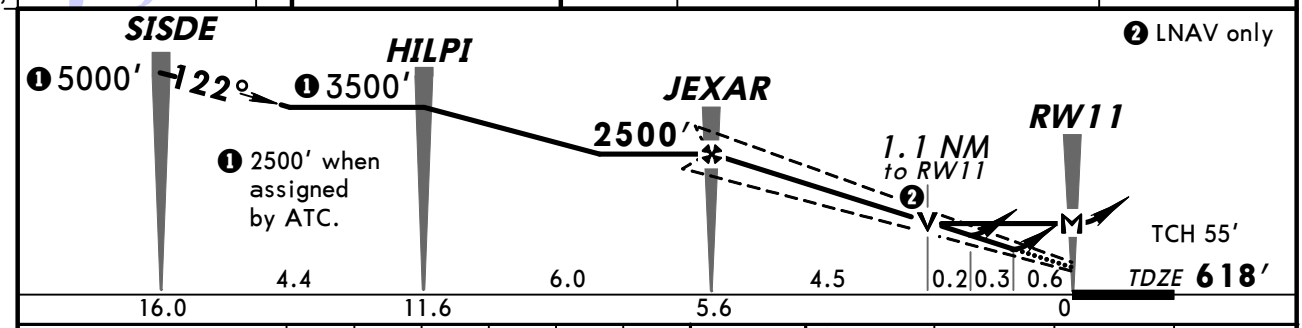
Alt Set: INCHES Trans level: FL 180 Trans alt: 18,000′

1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°(118°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.

2800′

MSA RW11





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW11						

ALSF-II PAPI 3000′ YOBUC

STRAIGHT-IN LANDING RWY 11

TERPS AMEND	LPV DA(H) 868′ (250′)	ALS out	LNAV/VNAV DA(H) 960′ (342′)	ALS out	LNAV MDA(H) 1020′ (402′)	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	

CHANGES: IMPER hold length changed.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

24 JUN 11 (12-3) Eff 30 Jun

ST LOUIS, MO
RNAV (GPS) Rwy 12L

BRIEFING STRIP TM

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12L/30R, 24	ST LOUIS Tower Rwys 6, 11/29	ST LOUIS Tower Rwys 12R/30L	Ground
125.02	126.5	120.05	132.47	118.5	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 618′
Ch 69499 W-12A	122°	GREEP 2500′ (1959′)	951′ (410′)	TDZE 541′

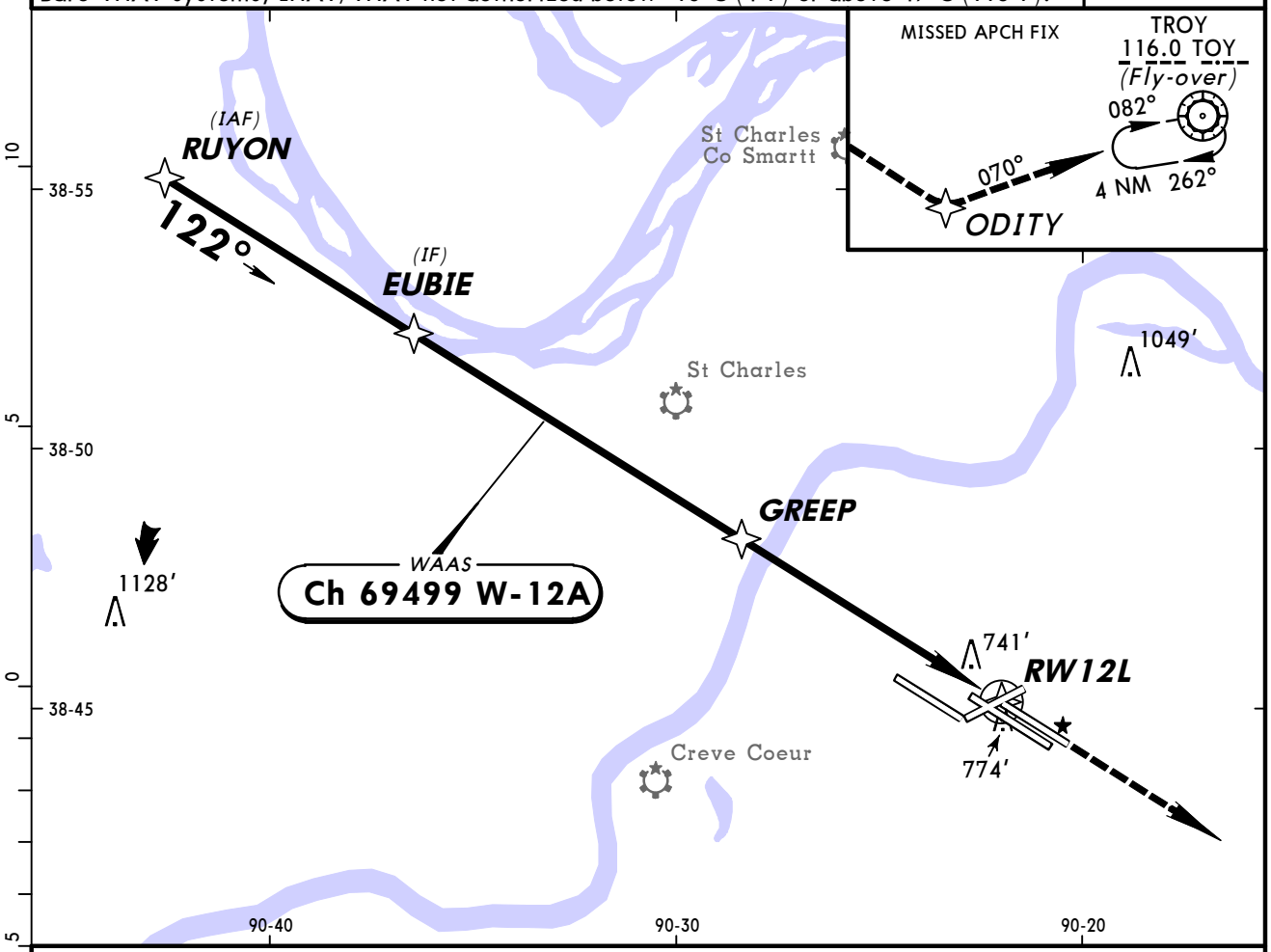
MISSED APCH: Climb to 3000′ direct ODITY and via 070° track to TOY VOR and hold.

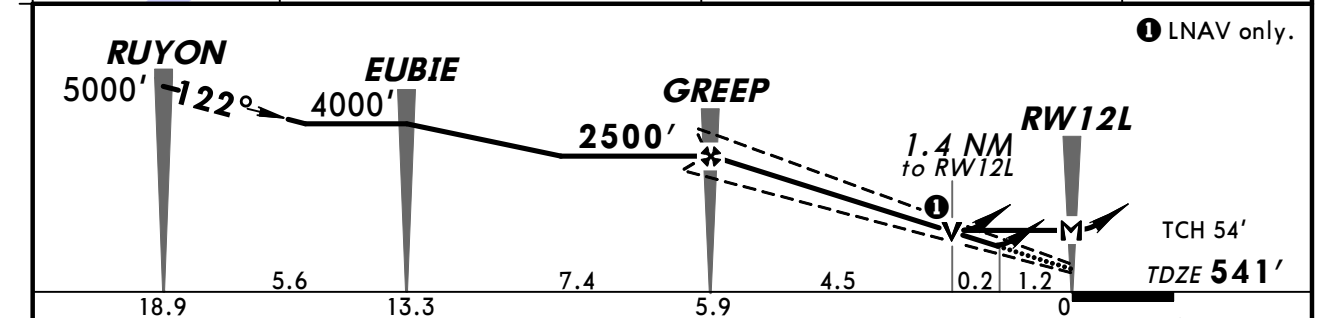
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (118°F).

2800′

MSA RW12L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12L						

ALSF-II REIL PAPI 3000′ ODITY

STRAIGHT-IN LANDING RWY 12L

	LPV DA(H) 951′ (410′)		LNAV/VNAV DA(H) 1040′ (499′)		LNAV MDA(H) 1040′ (499′)	
		ALS out		ALS out		ALS out
A	RVR 50 or 1	1½	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

AMEND 2 TERPS

CHANGES: None.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

24 JUN 11 (12-4) Eff 30 Jun

ST LOUIS, MO
RNAV (GPS) Rwy 12R

BRIEFING STRIP ™

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12R/30L	Rwys 6, 11/29	Rwys 12L/30R, 24	Ground
125.02	126.5	118.5	132.47	120.05	121.9

WAAS	Final Apch Crs	Minimum Alt TUDNE	LPV DA(H)	Apt Elev 618′
Ch 78121 W-12B	122°	2400′ (1860′)	740′ (200′)	Rwy 12R 540′

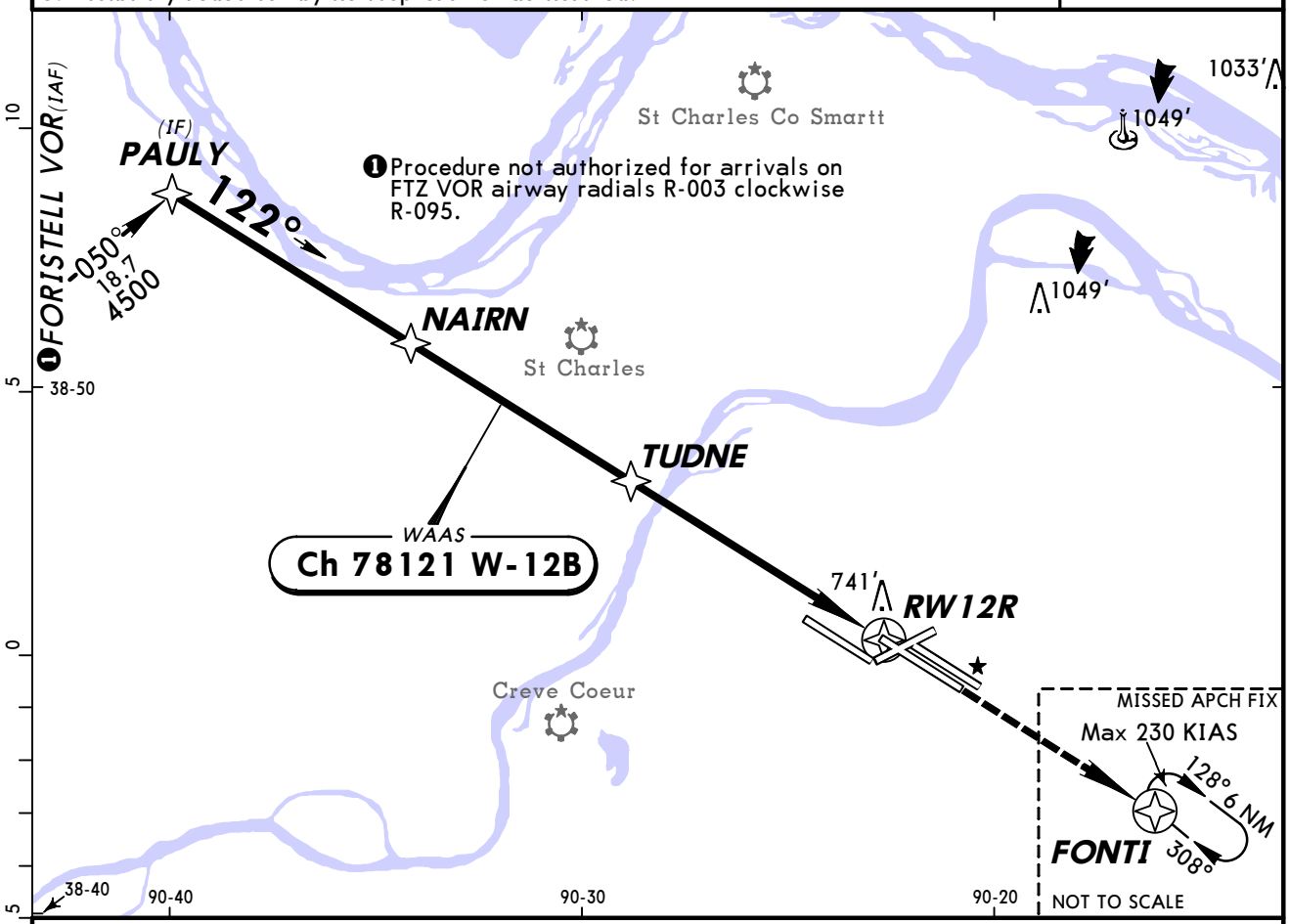
MISSED APCH: Climb to 5000′ direct FONTI and hold, continue climb-in-hold to 5000′.

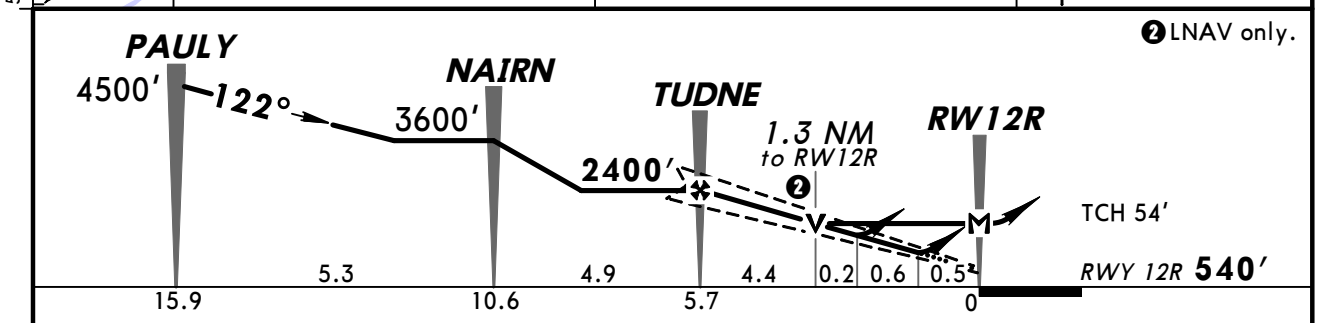
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F).
3. Visibility reduction by helicopters not authorized.

3000′

MSA RW12R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12R						

MALSR PAPI 5000′ FONTI

STRAIGHT-IN LANDING RWY 12R

	LPV DA(H) 740′(200′)			LNAV/VNAV DA(H) 950′(410′)			LNAV MDA(H) 1000′(460′)		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 26 or ½	RVR 40 or ¾	RVR 45 or ⅞	RVR 50 or 1	RVR 60 or 1⅛	RVR 40 or ¾		RVR 55 or 1
B									
C							RVR 45 or ⅞	RVR 55 or 1	1⅜
D									

TERPS AMEND 1 30 JUN 2011

CHANGES: Procedure.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

24 JUN 11 (12-5) Eff 30 Jun

ST LOUIS, MO
RNAV (GPS) Rwy 24

BRIEFING STRIP TM

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12L/30R, 24	Rwys 6, 11/29	Rwys 12R/30L	Ground
125.02	126.5	120.05	132.47	118.5	121.9

WAAS	Final Apch Crs	Minimum Alt OSCUF	LPV DA(H)	Apt Elev 618′
Ch 87021 W-24A	243°	2200′ (1666′)	734′ (200′)	Rwy 24 534′

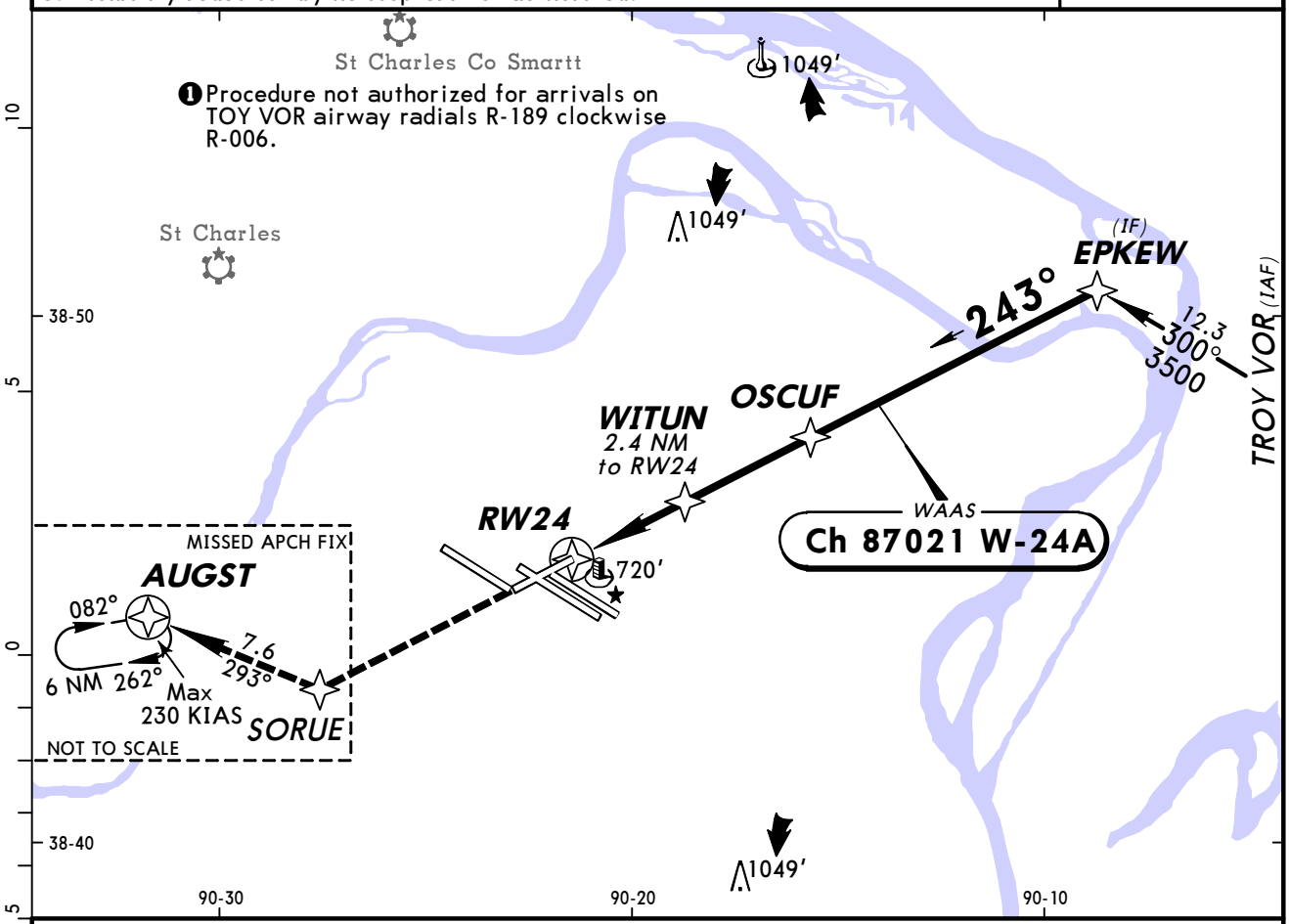
MISSED APCH: Climb to 3000′ direct SORUE and on track 293° to AUGST and hold.

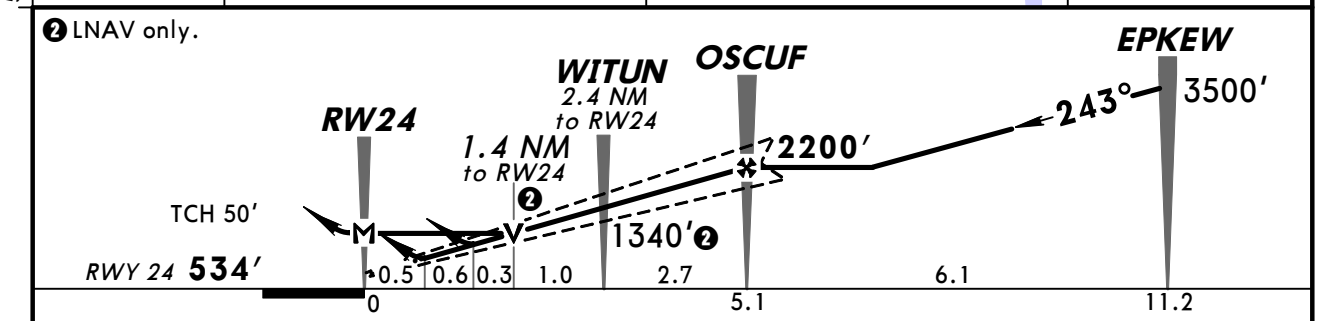
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F).
3. Visibility reduction by helicopters not authorized.

3000′

MSA RW24





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24						

MALS PAPI 3000′ SORUE

STRAIGHT-IN LANDING RWY 24

	LPV DA(H) 734′(200′)		LNAV/VNAV DA(H) 931′(397′)		LNAV MDA(H) 1020′(486′)	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾		RVR 50 or 1	1⅜	RVR 40 or ¾	RVR 55 or 1
B						
C					RVR 60 or 1⅛	1⅜
D						

TERPS AMEND 1 30 JUN 2011

CHANGES: Procedure.

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D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 6, 11/29	Rwys 12R/30L	Rwys 12L/30R, 24	Ground
125.02	126.5	132.47	118.5	120.05	121.9

BRIEFING STRIP™

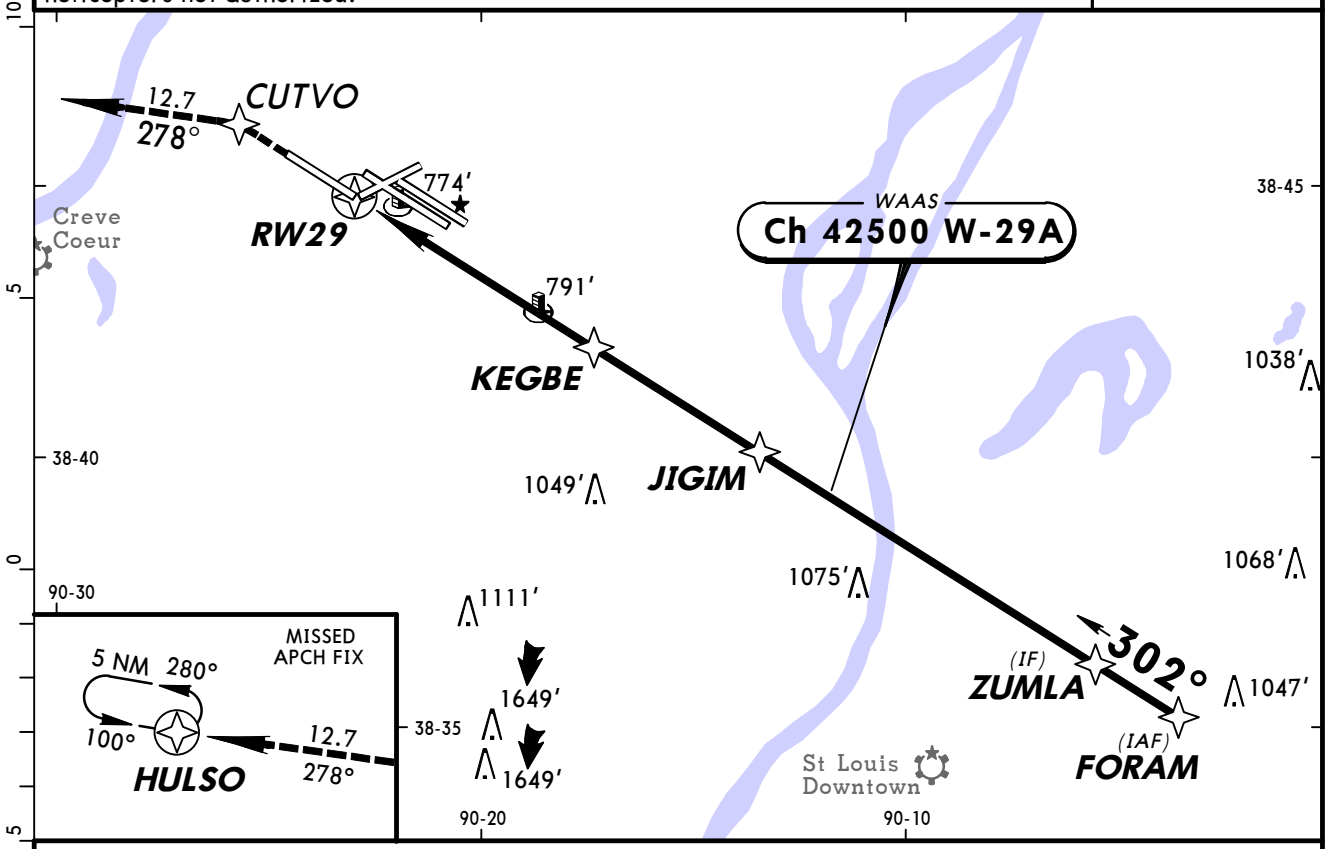
WAAS	Final Apch Crs	Minimum Alt KEGBE	LPV DA(H)	Apt Elev 618′
Ch 42500 W-29A	302°	2300′ (1720′)	943′ (363′)	TDZE 580′

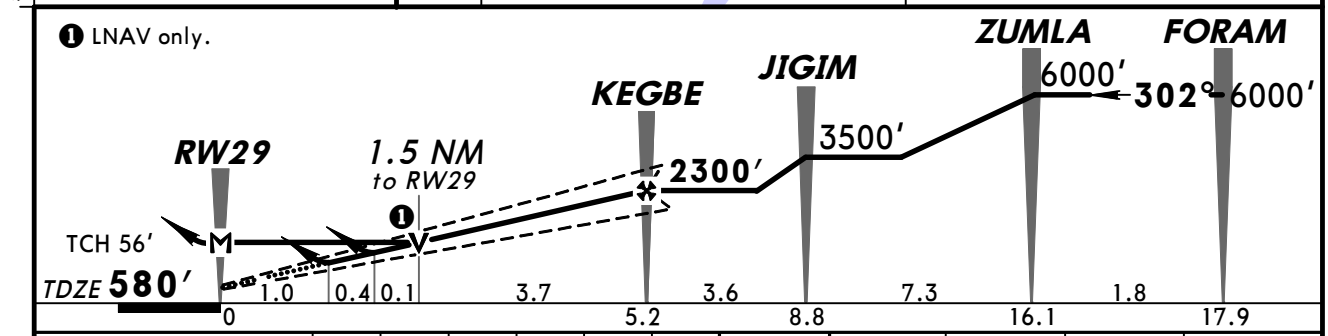
MISSED APCH: Climb to 3000′ direct CUTVO and via 278° track to HULSO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (117°F). 4. VGSI and RNAV glidepath not coincident. 5. Visibility reduction by helicopters not authorized.

2800′
MSA RW29





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW29						

ALSF-II PAPI 3000′ CUTVO

STRAIGHT-IN LANDING RWY 29

	LPV DA(H) 943′ (363′)		LNAV/VNAV DA(H) 1074′ (494′)		LNAV MDA(H) 1100′ (520′)	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1¾	RVR 40 or ¾	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

AMEND OA TERPS

CHANGES: None.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

24 JUN 11 (12-7) Eff 30 Jun

ST LOUIS, MO
RNAV (GPS) Rwy 30L

BRIEFING STRIP ™

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12R/30L	Rwys 6, 11/29	Rwys 12L/30R, 24	Ground
125.02	126.5	118.5	132.47	120.05	121.9

WAAS	Final Apch Crs	Minimum Alt TORME	LPV DA(H)	Apt Elev 618′
Ch 99621 W-30B	302°	2200′ (1617′)	783′ (200′)	Rwy 30L 583′

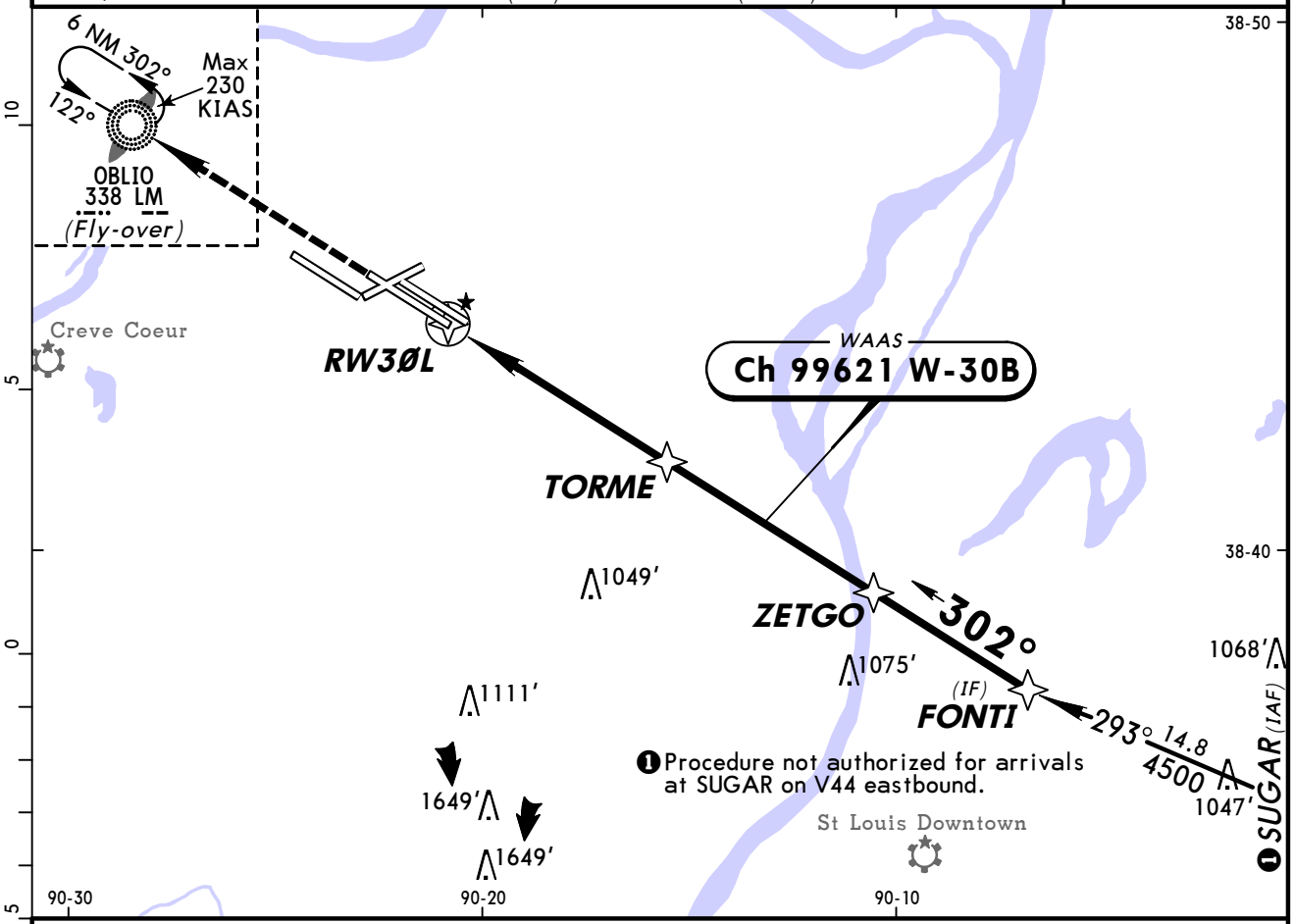
MISSED APCH: Climb to 3000′ direct OBLIO LOM and hold, continue climb-in-hold to 3000′.

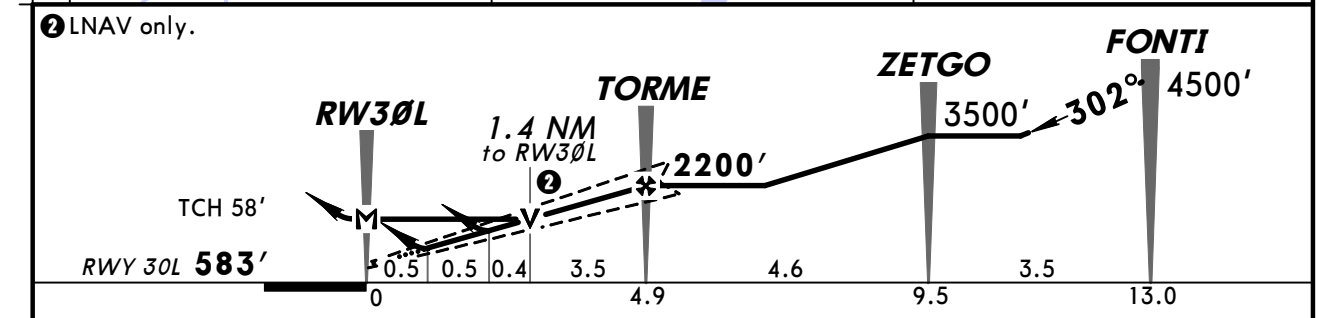
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F).

3000′

MSA RW3ØL





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3ØL						

MALSR REIL PAPI 3000′ D LM 338

STRAIGHT-IN LANDING RWY 30L

	LPV DA(H) 783′ (200′)			LNAV/VNAV DA(H) 972′ (389′)			LNAV MDA(H) 1100′ (517′)		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 26 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 45 or ⅞	RVR 60 or 1⅛	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B									
C							RVR 55 or 1	1¼	1⅜
D									

TERPS AMEND 1 30 JUN 2011

CHANGES: Procedure.

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KSTL/STL
LAMBERT-ST LOUIS INTL

JEPPESEN

24 JUN 11 (12-8) Eff 30 Jun

ST LOUIS, MO
RNAV (GPS) Rwy 30R

D-ATIS	ST LOUIS Approach (R)	ST LOUIS Tower Rwys 12L/30R, 24	Rwys 12R/30L	Rwys 6, 11/29	Ground
125.02	126.5	120.05	118.5	132.47	121.9

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt RELEY	LPV DA(H)	Apt Elev 618′
Ch 73000 W-30A	302°	2100′ (1495′)	908′ (303′)	TDZE 605′

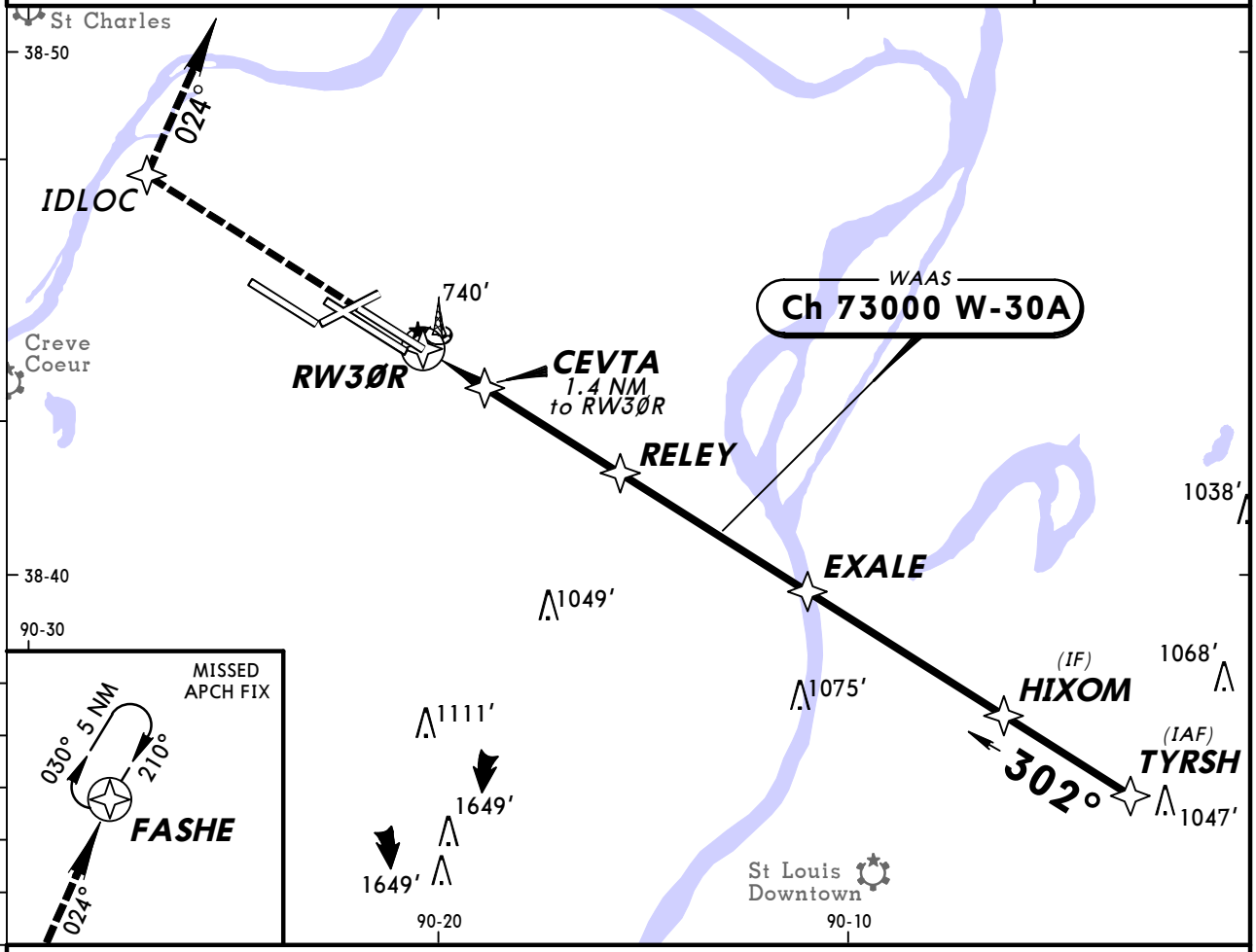
MISSED APCH: Climb to 3000′ direct IDLOC and on track 024° to FASHE and hold.

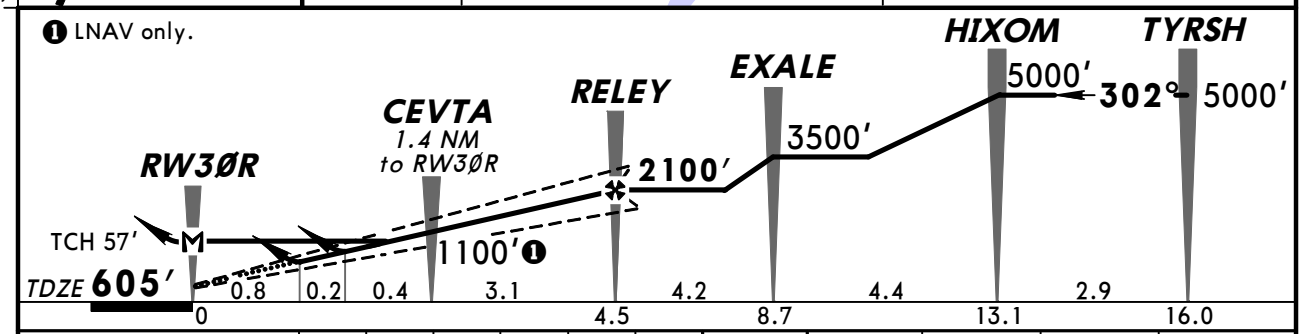
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (117°F).

3000′

MSA RW3ØR





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3ØR						

ALSF-II PAPI 3000′ IDLOC

STRAIGHT-IN LANDING RWY **30R**

	LPV DA(H) 908′ (303′)		LNAV/VNAV DA(H) 990′ (385′)		LNAV MDA(H) 1000′ (395′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C						
D					RVR 50 or 1	RVR 60 or 1¼

TERPS AMEND 1B 13 JAN 2011

CHANGES: None.

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General Information

Location: St Louis MO USA
IATA Code: SUS
Lat/Long: N38° 39.7' W090° 39.1'
Elevation: 463 ft

Airport Use: Public
Magnetic Variation: 0.7°W
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1238 Z
Sunset: 2353 Z,

Runway Information

Runway: 08L
Length x Width: 5000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 463 ft
Lighting: Edge, Pilot controlled

Runway: 08R
Length x Width: 7486 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 462 ft
Lighting: Edge, ALS, Centerline, Pilot controlled

Runway: 26L
Length x Width: 7486 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 462 ft
Lighting: Edge, ALS, Centerline, Pilot controlled
Displaced Threshold: 481 ft

Runway: 26R
Length x Width: 5000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 463 ft
Lighting: Edge, Pilot controlled

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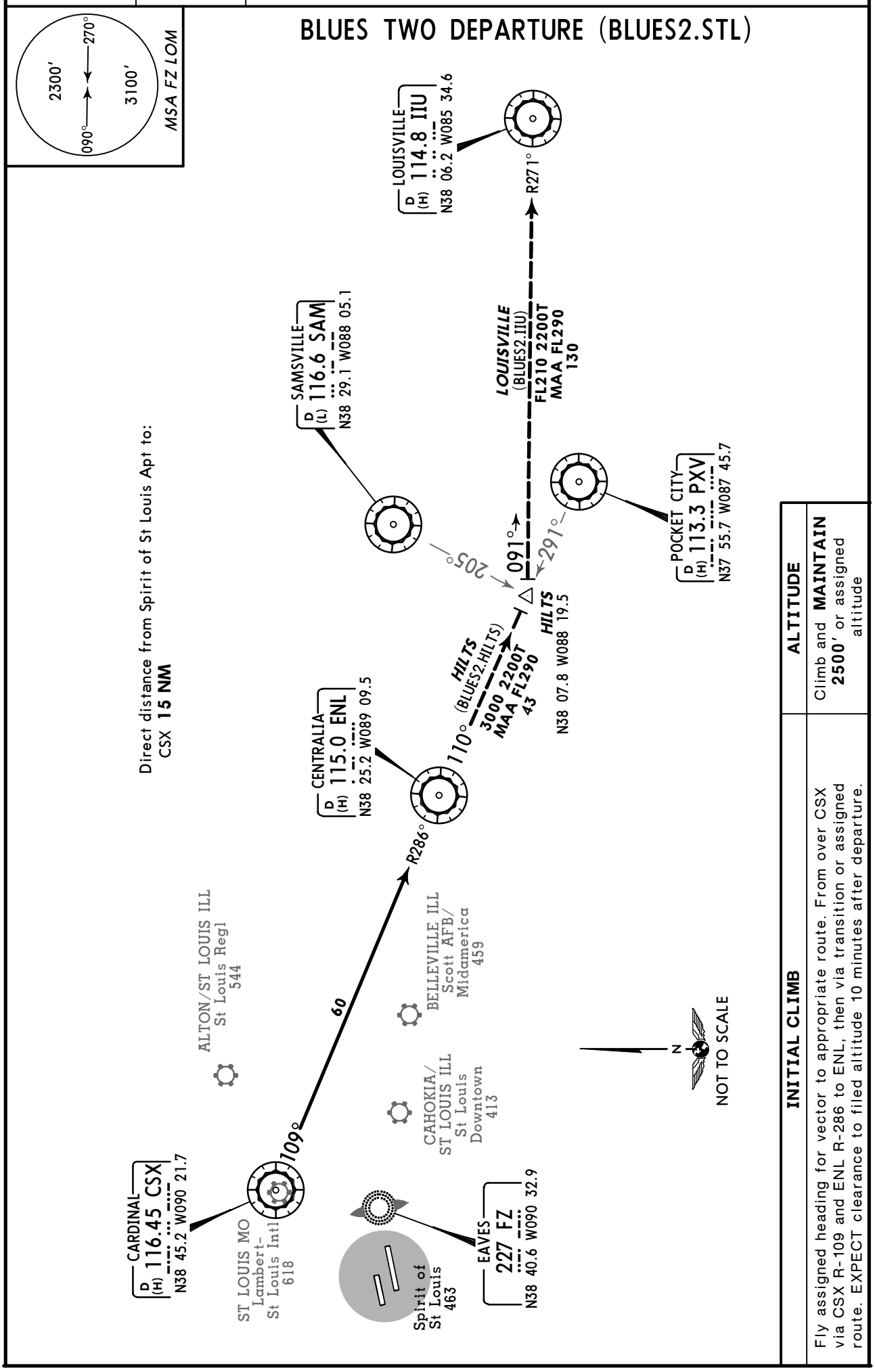
Communication Information

ATIS 134.8
ASOS 134.8
Spirit Tower 124.75 CTAF PCL
Spirit Ground Control 121.7
St Louis Clearance Delivery 121.7
Spirit Clearance Delivery 133.1
St Louis Approach Control 126.5
St Louis Departure Control 126.5
Spirit of St Louis Unicom 122.95
St Louis Flight Service Station 124.75 AAS RCO
St Louis Flight Service Station 122.2 RCO

ST LOUIS Departure (R) 126.5	Apt Elev See graphic	Trans level: FL 180 Trans alt: 18000′ Turbojets only.

BLUES TWO DEPARTURE (BLUES2.STL)



INITIAL CLIMB	ALTITUDE
Fly assigned heading for vector to appropriate route. From over CSX via CSX R-109 and ENL R-286 to ENL, then via transition or assigned route. EXPECT clearance to filed altitude 10 minutes after departure.	Climb and **MAINTAIN 2500′** or assigned altitude

CHANGES: MSA, Lambert-St Louis apt elev.

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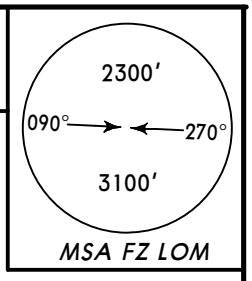
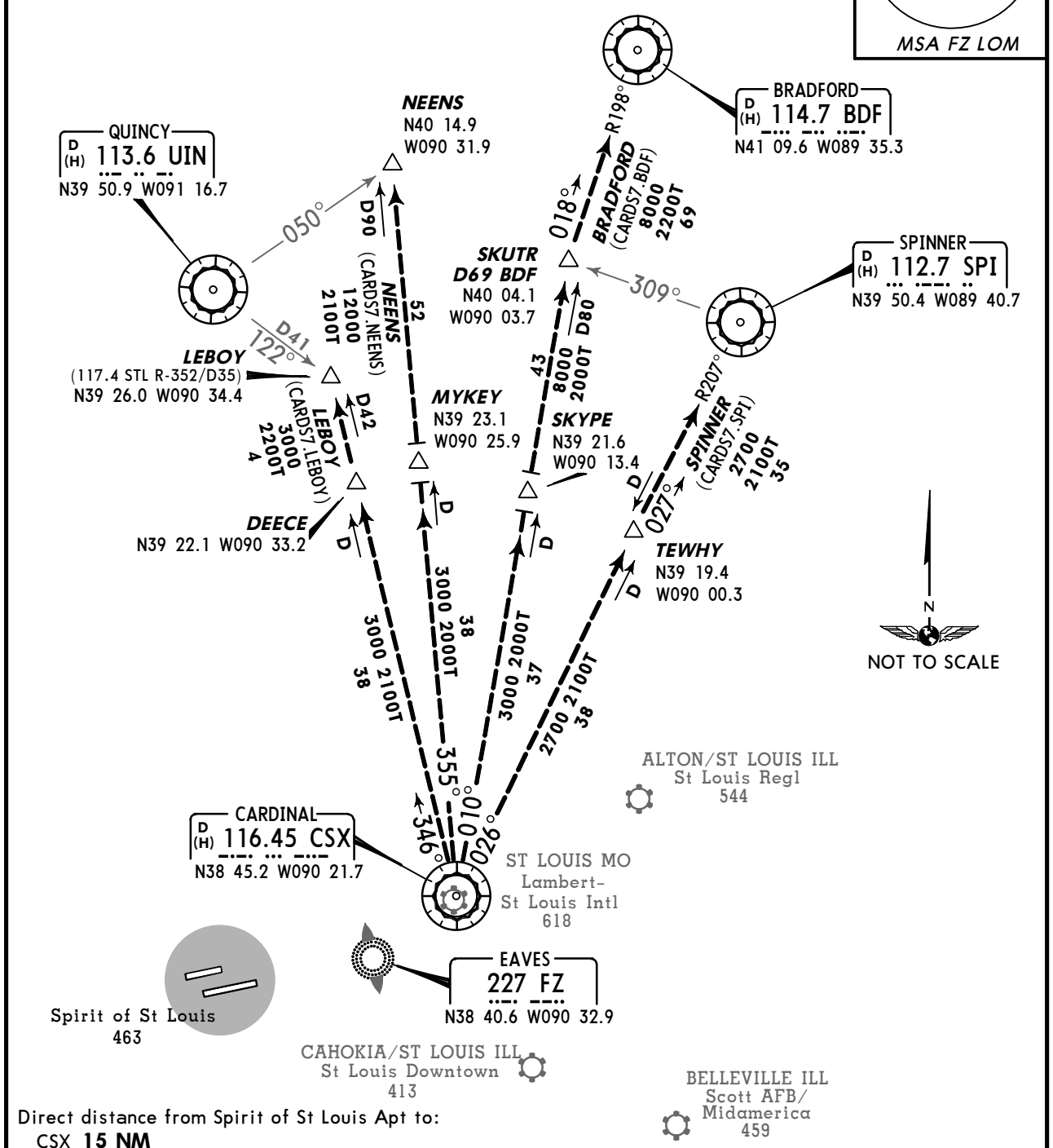
ST LOUIS Departure (R)	Apt Elev	Trans level: FL 180 Trans alt: 18000′
126.5	*See graphic*	DME and RADAR required.



CARDS SEVEN DEPARTURE (CARDS7.STL)



Direct distance from Spirit of St Louis Apt to:
CSX **15 NM**

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L, 26R: Standard (or lower than standard, if authorized).
Rwy 8R: 300-1 1/2 or Standard (or lower than standard, if authorized) with a minimum climb of 285′ per NM to **900′.**
Rwy 26L: 400-1 3/4 or Standard (or lower than standard, if authorized) with a minimum climb of 258′ per NM to **900′.**

Gnd speed-KT	75	100	150	200	250	300
258′ per NM	323	430	645	860	1075	1290
285′ per NM	356	475	713	950	1188	1425

OBSTACLES
Rwy 8L: Obstruction light 1214′ from DER, 96′ RIGHT of centerline, 27′ AGL/496′ MSL.
Rwy 8R: Antenna on building 142′ from DER, 241′ LEFT of centerline, 10′ AGL/470′ MSL, antenna 262′ from DER, 557′ LEFT of centerline, 26′ AGL/487′ MSL, trees beginning 5372′ from DER, 1792′ RIGHT of centerline, up to 94′ AGL/653′ MSL.
Rwy 26L: Trees beginning 1356′ from DER, across centerline, up to 117′ AGL/786′ MSL.

INITIAL CLIMB	ALTITUDE
EXPECT vectors to appropriate route. EXPECT filed altitude 10 minutes after departure.	Climb and **MAINTAIN 2500′**

CHANGES: MSA, Lambert-St Louis apt elev.

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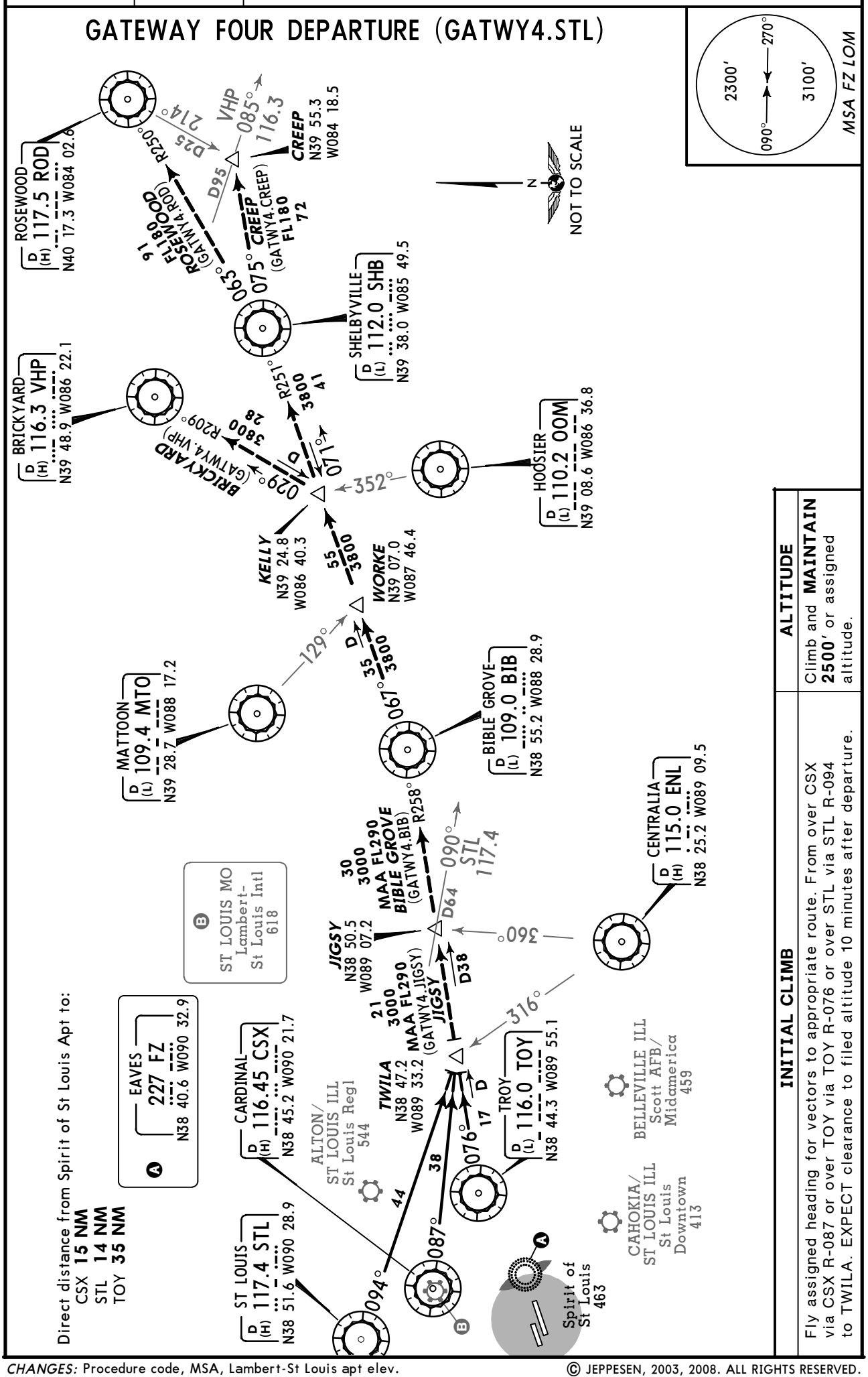
ST LOUIS Departure (R) 126.5	Apt Elev See Graphic	Trans level: FL 180 Trans alt: 18000′ For Turbojet aircraft only.

GATEWAY FOUR DEPARTURE (GATWY4.STL)



INITIAL CLIMB

Fly assigned heading for vectors to appropriate route. From over CSX via CSX R-087 or over TOY via TOY R-076 or over STL via STL R-094 to TWILA. EXPECT clearance to filed altitude 10 minutes after departure.

ALTITUDE

Climb and **MAINTAIN 2500′** or assigned altitude.

CHANGES: Procedure code, MSA, Lambert-St Louis apt elev.

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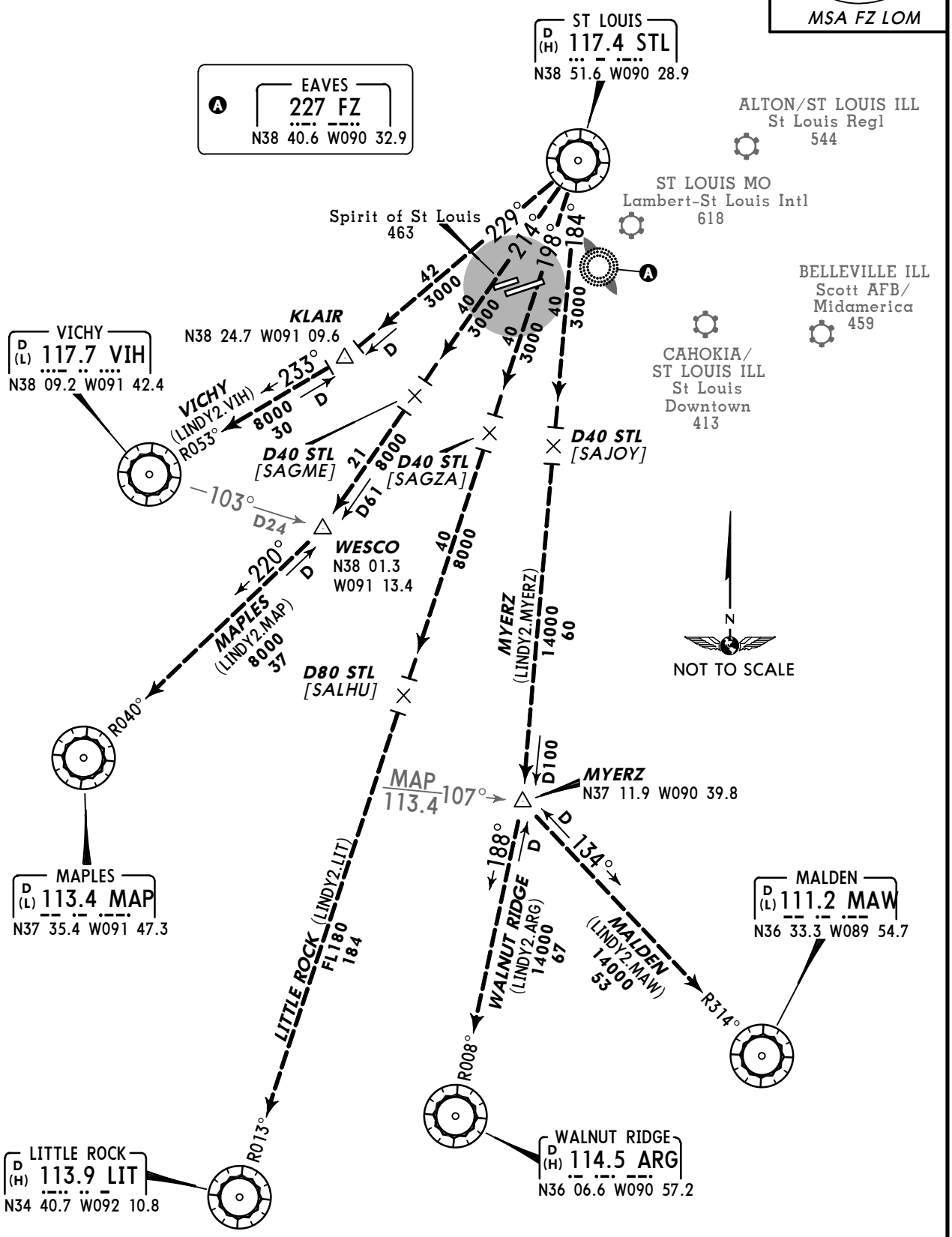
ST LOUIS Departure (R) 126.5	Apt Elev See Graphic	Trans level: FL 180 Trans alt: 18000′

LINDBERGH TWO DEPARTURE (LINDY2.STL)



Direct distance from Spirit of St Louis Apt to:
STL **14 NM**

INITIAL CLIMB	ALTITUDE
Fly assigned heading for vectors to appropriate route. EXPECT clearance to filed altitude 10 minutes after departure.	Climb and **MAINTAIN 2500′** or assigned altitude.

CHANGES: MSA, Lambert-St Louis apt elev.

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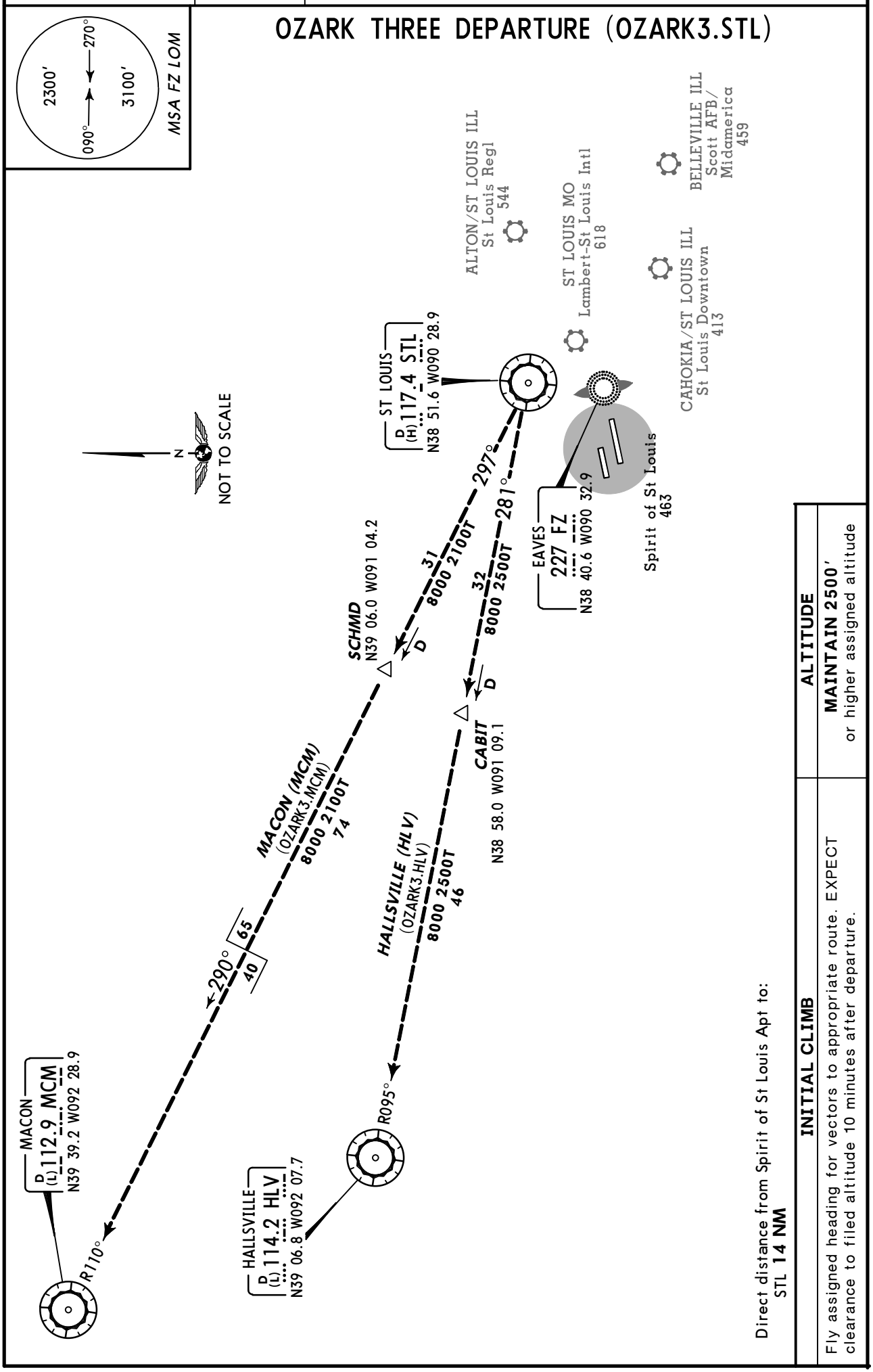
ST LOUIS Departure (R)	Apt Elev	Trans level: FL 180 Trans alt: 18000′
126.5	*See Graphic*	DME and RADAR required.

OZARK THREE DEPARTURE (OZARK3.STL)



Direct distance from Spirit of St Louis Apt to:
STL **14 NM**

INITIAL CLIMB	ALTITUDE
Fly assigned heading for vectors to appropriate route. EXPECT clearance to filed altitude 10 minutes after departure.	**MAINTAIN 2500′** or higher assigned altitude

CHANGES: MSA, Lambert-St Louis apt elev.

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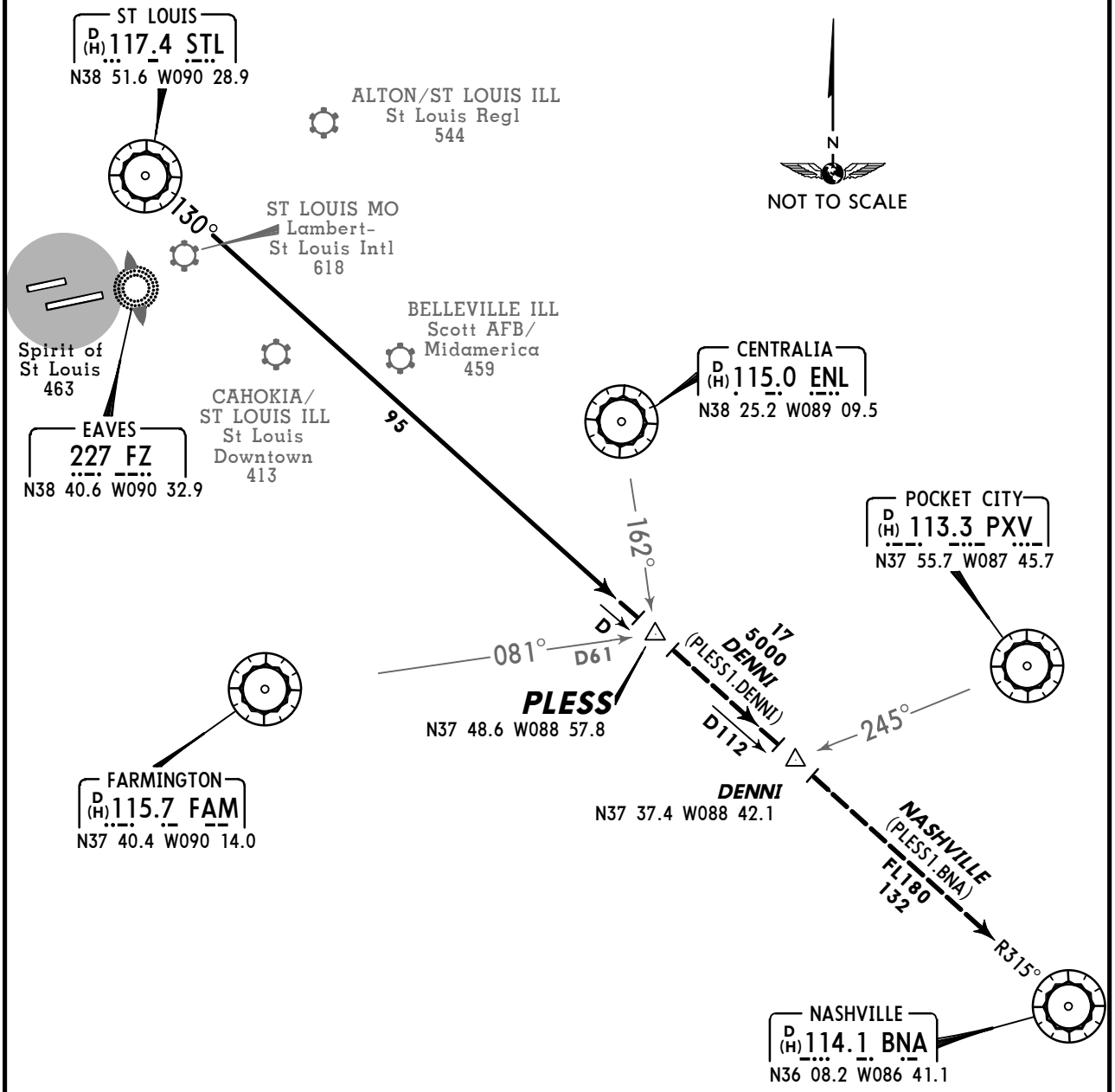
ST LOUIS Departure (R)	Apt Elev	Trans level: FL 180 Trans alt: 18000′
126.5	*See Graphic*	Authorized for turbojet aircraft only.

2300′
090° 270°
3100′
MSA FZ LOM

PLESS ONE DEPARTURE (PLESS1.STL)



Direct distance from Spirit of St Louis Apt to:
STL **14 NM**

INITIAL CLIMB	ALTITUDE
Fly assigned heading for vectors to appropriate route. From over STL via STL R-130 to PLESS, then via transition or assigned route. EXPECT clearance to filed altitude 10 minutes after departure.	Climb and **MAINTAIN 2500′** or assigned altitude

CHANGES: MSA, Lambert-St Louis apt elev.

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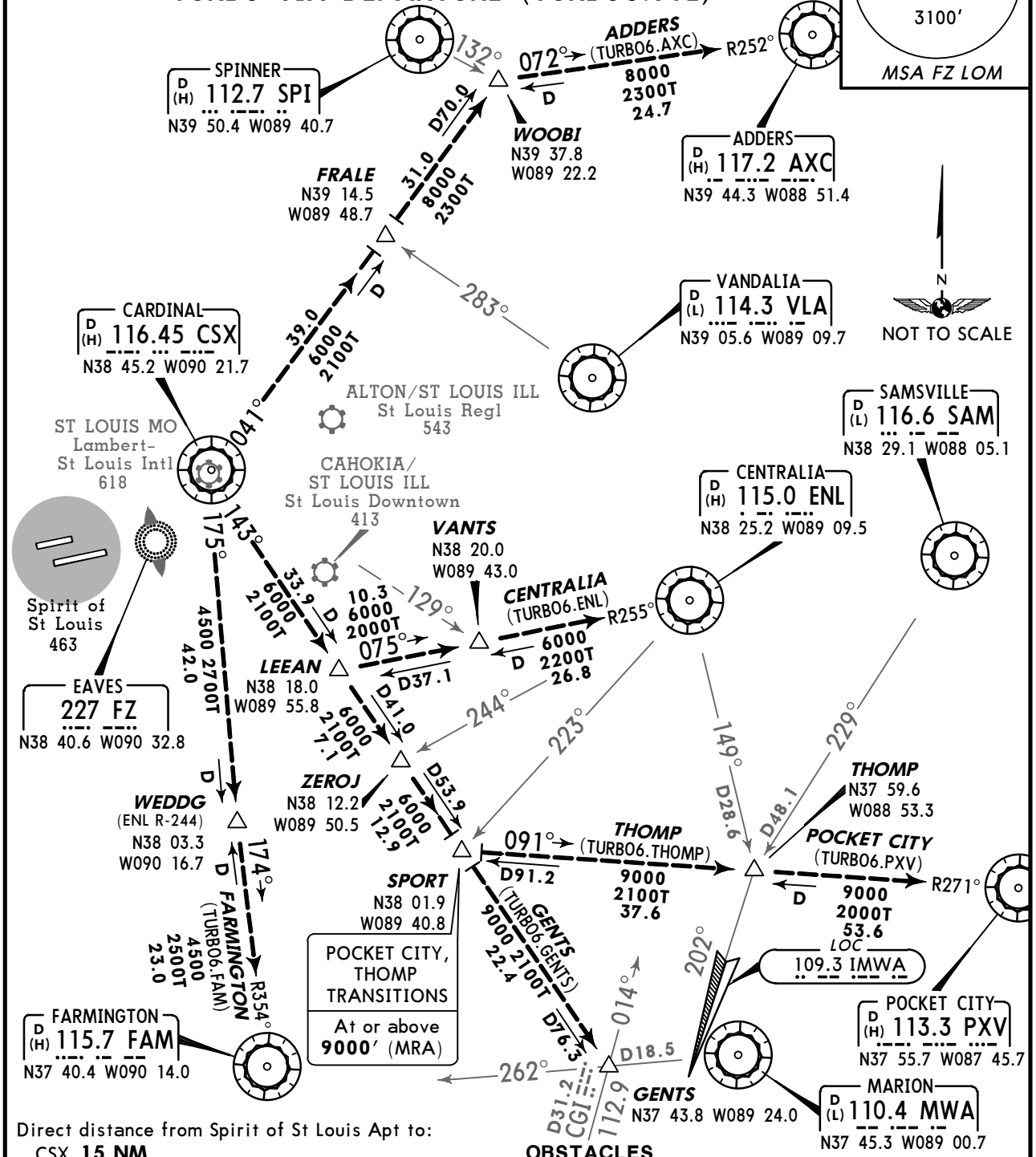
ST LOUIS Departure (R) 126.5	Apt Elev See graphic	Trans level: FL 180 Trans alt: 18000′ 1. RADAR required. 2. For turboprop/prop aircraft only.

TURBO SIX DEPARTURE (TURBO6.STL)



Direct distance from Spirit of St Louis Apt to:
CSX **15 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L, 26R: Standard (or lower than standard, if authorized).
Rwy 8R: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 238′ per NM to **700′.**
Rwy 26L: 200-2 or standard (or lower than standard, if authorized) with minimum climb of 231′ per NM to **900′.**

Gnd speed-KT	75	100	150	200	250	300
231′ per NM	289	385	578	770	963	1155
238′ per NM	298	397	595	793	992	1190

OBSTACLES
Rwy 8L: Multiple trees beginning 1245′ from DER, 52′ LEFT of centerline, up to 74′ AGL/533′ MSL. Multiple trees and fence beginning 46′ from DER, 72′ RIGHT of centerline, up to 57′ AGL/516′ MSL.
Rwy 8R: Railroad and antenna on building beginning 142′ from DER, 18′ LEFT of centerline, up to 33′ AGL/482′ MSL.
Rwy 26L: Tree 2239′ from DER, 509′ RIGHT of centerline, up to 62′ AGL/521′ MSL.
Rwy 26R: Multiple trees beginning 1898′ from DER, 18′ LEFT of centerline, up to 130′ AGL/589′ MSL. Multiple trees beginning 32′ from DER, 41′ RIGHT of centerline, up to 142′ AGL/601′ MSL.

INITIAL CLIMB	ALTITUDE
EXPECT vectors to appropriate route. EXPECT filed altitude 10 minutes after departure.	Climb and **MAINTAIN 2500′**

CHANGES: Procedure revised, renumbered.

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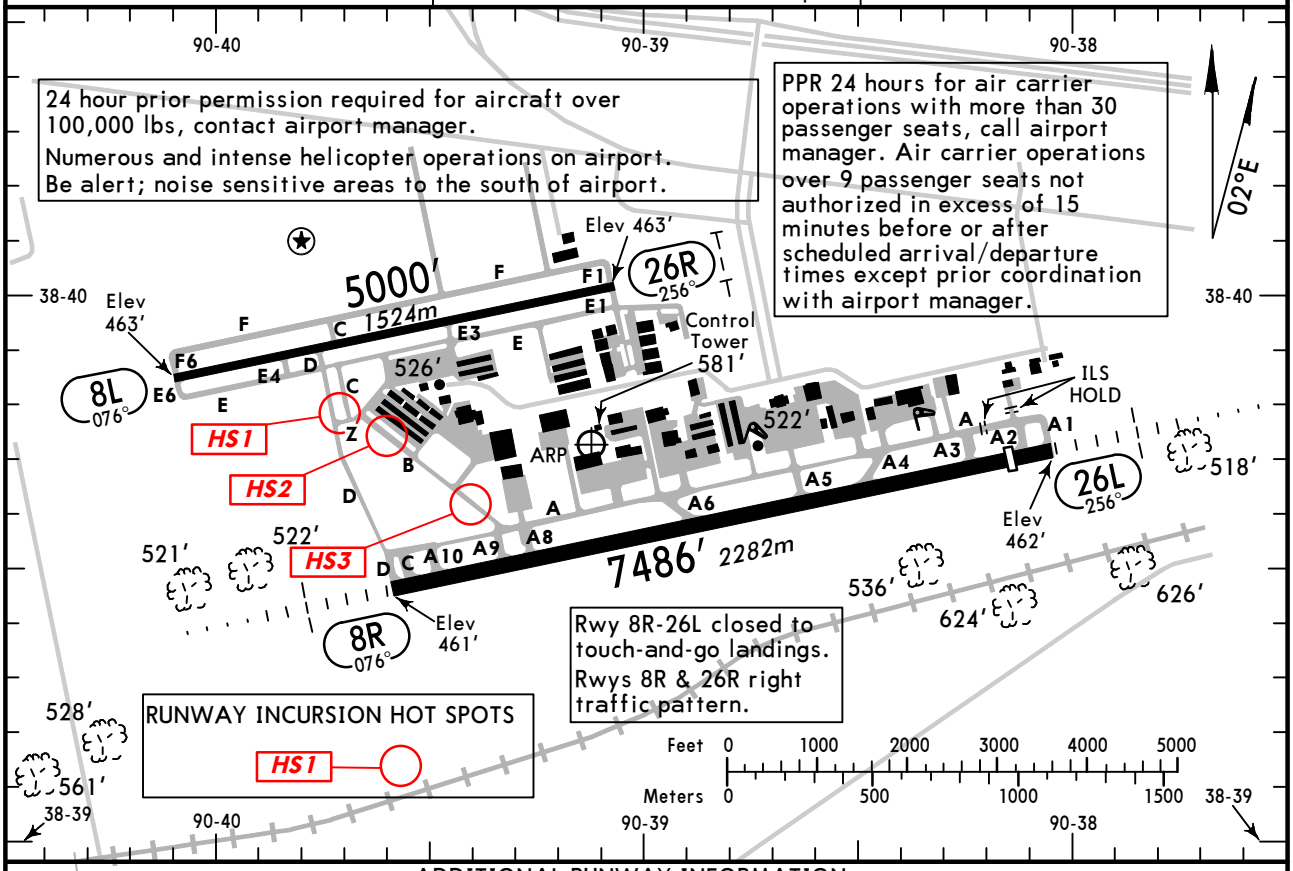
ATIS (ASOS when Twr inop)	*SPIRIT Clearance	ST LOUIS Clearance	*Ground
134.8 VOT 112.2	133.1	121.7 when Twr inop.	121.7

*Tower	ST LOUIS Radio (LAA)	ST LOUIS Departure (R)
124.75	CTAF 124.75 when Twr inop.	126.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
8R	❶ HIRL CL ❶ MALSR VASI-R grooved RVR	❷ 7245′ *2208m*	6195′ *1888m*		150′ *46m*
26L	❶ HIRL CL ❶ MALSR VASI-L grooved	7005′ *2135m*	5954′ *1815m*		
8L ❸	❶ MIRL PAPI-L				75′ *23m*
26R	❶ MIRL VASI-L (angle 3.50°)				

❶ Increase intensity on 124.75. ❷ Last 241′ *(73m)* is unavailable for landing distance computations.
❸ Runway 8L/26R, parallel taxiway and connecting taxiway closed to part 121 air carrier operations.

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Northwest bound traffic on Twy B use caution entering complex intersection with Twy Z, D, and C. The close proximity of Twy C and D, immediately after the turn onto Twy Z can be confusing.

HS2 On Twy B west of blue port-a-ports, tower cannot maintain visual contact with vehicles and small aircraft.

HS3 On Twy B northwest of Twy A, tower cannot maintain visual contact with vehicles and aircraft.

TAKE-OFF

	Rwys 8L, 26R		Rwy 8R			Rwy 26L		
	Adequate Vis Ref	STD	With Mim climb of 238′/NM to 700′ Adequate Vis Ref	STD	Other CEIL-VIS	With Mim climb of 231′/NM to 900′ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	RVR 16 or 1/4	RVR 50 or 1	200- RVR 60 or 1 1/4	1/4	1	200-2
3 & 4 Eng		1/2		RVR 24 or 1/2			1/2	

FOR FILING AS ALTERNATE

	ILS Rwy 26L	Authorized Only When Local Weather Available ILS Rwy 8R	LOC Rwy 26L	Authorized Only When Local Weather Available RNAV (GPS) Rwy 8L RNAV (GPS) Rwy 26R	RNAV (GPS) Rwy 8R RNAV (GPS) Rwy 26L	LOC Rwy 8R NDB Rwy 8R NDB Rwy 26L
A B C	700-2	700-2	800-2	800-2	800-2	NA
D	700-2 1/4	700-2 1/4	800-2 1/4		800-2 1/4	

AMEND 1

CHANGES: Note revised, lighting.

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ATIS (ASOS when Twr inop)	ST LOUIS Approach (R)	*SPIRIT Tower	ST LOUIS Radio (LAA)	*Ground
134.8	126.5	124.75	CTAF 124.75 when Twr inop.	121.7

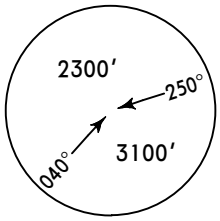
BRIEFING STRIP™

LOC ISUS	Final Apch Crs	GS SNOOP	ILS DA(H) (CONDITIONAL)	Apt Elev 463′ TDZE 462′
110.55	076°	2185′ (1723′)	662′ (200′)	

MISSED APCH: Climb to 1500′ then climbing LEFT turn to 2400′ direct FTZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 2. Pilot controlled lighting 124.75.



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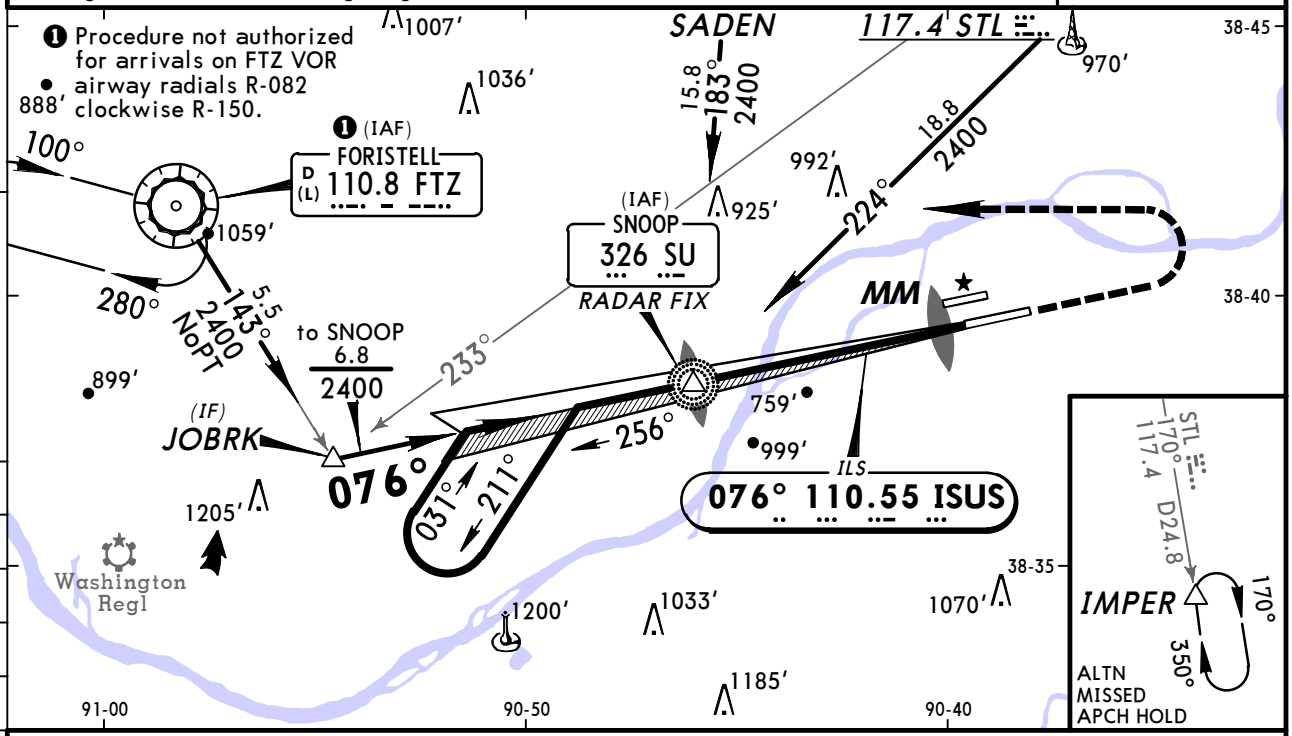

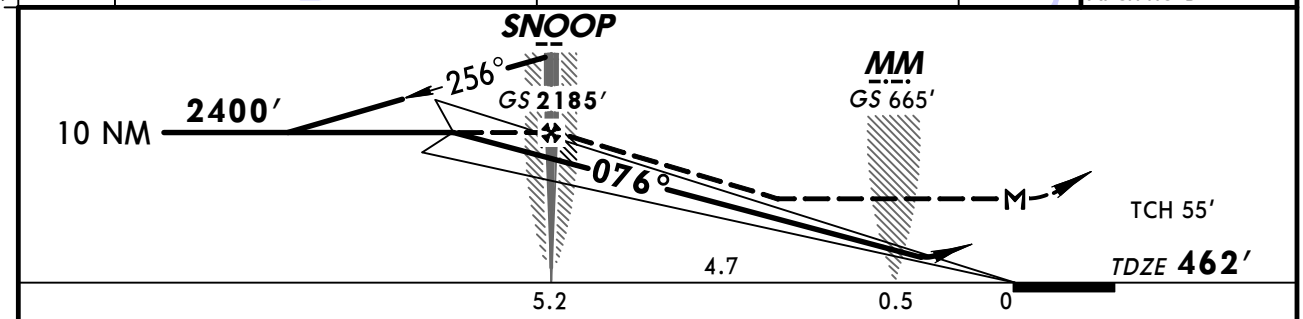

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
SNOOP to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR — VASI — 1500′ — 2400′ LT — D — FTZ 110.8

STRAIGHT-IN LANDING RWY 8R
With Local Altimeter Setting

	ILS DA(H) 662′ (200′) FULL	ILS DA(H) 662′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 880′ (418′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	1¼	
D					

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1100′ (637′) -1
120	
140	1120′ (657′) -1¾
165	1140′ (677′) -2¼

With Lambert-St Louis Intl Altimeter Setting

	ILS DA(H) 719′ (257′) FULL	ILS DA(H) 719′ (257′) RAIL or ALS out	LOC (GS out) MDA(H) 940′ (478′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	1¼	
D			RVR 50 or 1	1½	

With Lambert-St Louis Intl Altimeter Setting

Max Kts	MDA(H)
90	1160′ (697′) -1
120	
140	1180′ (717′) -2
165	1200′ (737′) -2¼

AMEND 14 TERPS

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Localizer frequency.

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BRIEFING STRIP ™

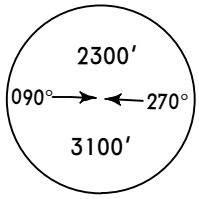
ATIS (ASOS when Twr inop)	ST LOUIS Approach (R)	*SPIRIT Tower	ST LOUIS Radio (LAA)	*Ground
134.8	126.5	124.75	CTAF 124.75 when Twr inop.	121.7

LOC IFZU	Final Apch Crs	GS EAVES	ILS DA(H) (CONDITIONAL)	Apt Elev 463′
111.1	256°	1883′ (1421′)	662′ (200′)	TDZE 462′

MISSED APCH: Climb to 2400′ then RIGHT turn direct FTZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 2. Pilot controlled lighting 124.75.



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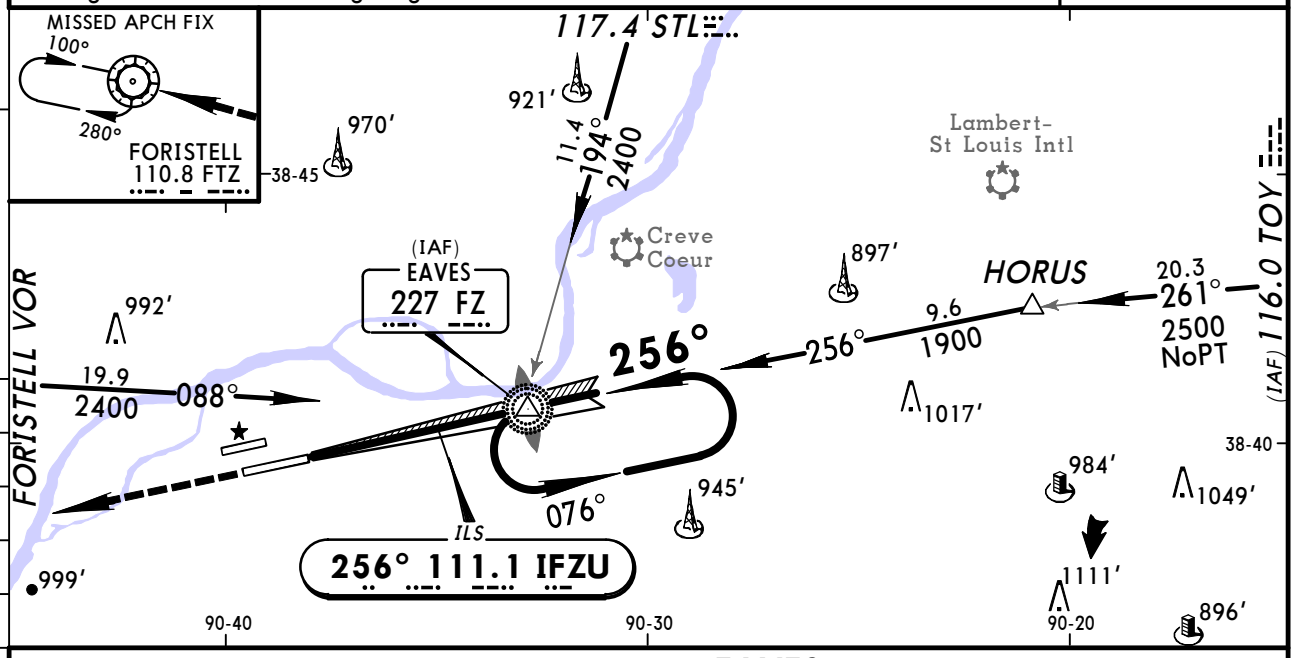

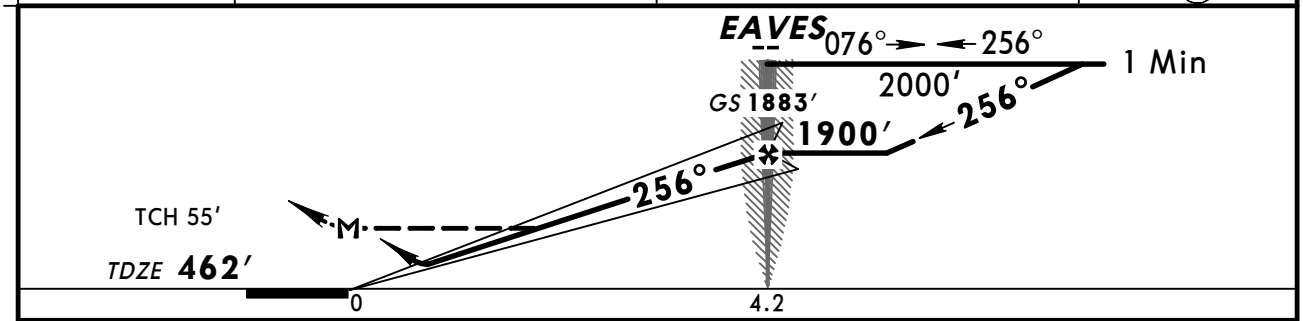

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
EAVES to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

MALSR VASI 2400′ RT FTZ 110.8

STRAIGHT-IN LANDING RWY 26L
With Local Altimeter Setting

	ILS DA(H) 662′ (200′) FULL	ILS DA(H) 662′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1140′ (678′)	LOC (GS out) MDA(H) 1140′ (678′) RAIL out	LOC (GS out) MDA(H) 1140′ (678′) ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			1½	2	
D			1¾	2¼	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1140′ (677′) -1
120	
140	1140′ (677′) -2
165	1140′ (677′) -2¼

With Lambert-St Louis Intl Altimeter Setting

	ILS DA(H) 719′ (257′) FULL	ILS DA(H) 719′ (257′) RAIL or ALS out	LOC (GS out) MDA(H) 1200′ (738′)	LOC (GS out) MDA(H) 1200′ (738′) RAIL out	LOC (GS out) MDA(H) 1200′ (738′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			1¾	2	
D			2	2¼	

With Lambert-St Louis Intl Altimeter Setting

Max Kts	MDA(H)
90	1200′ (737′) -1
120	
140	1200′ (737′) -2
165	1200′ (737′) -2¼

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 0B 25 AUG 2011

CHANGES: None.

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KSUS/SUS
SPIRIT OF ST LOUIS

JEPPESEN

21 AUG 09
Eff 27 Aug

22-1

CAT A & B

ST LOUIS, MO
RNAV (GPS) Rwy 8L

ATIS (ASOS when Twr inop)	ST LOUIS Approach (R)	*SPIRIT Tower	ST LOUIS Radio (LAA)	*Ground
134.8	126.5	124.75	CTAF 124.75 when Twr inop.	121.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 463′
Ch 99414 W-08A	076°	WIDNR 2100′ (1637′)	855′ (392′)	TDZE 463′

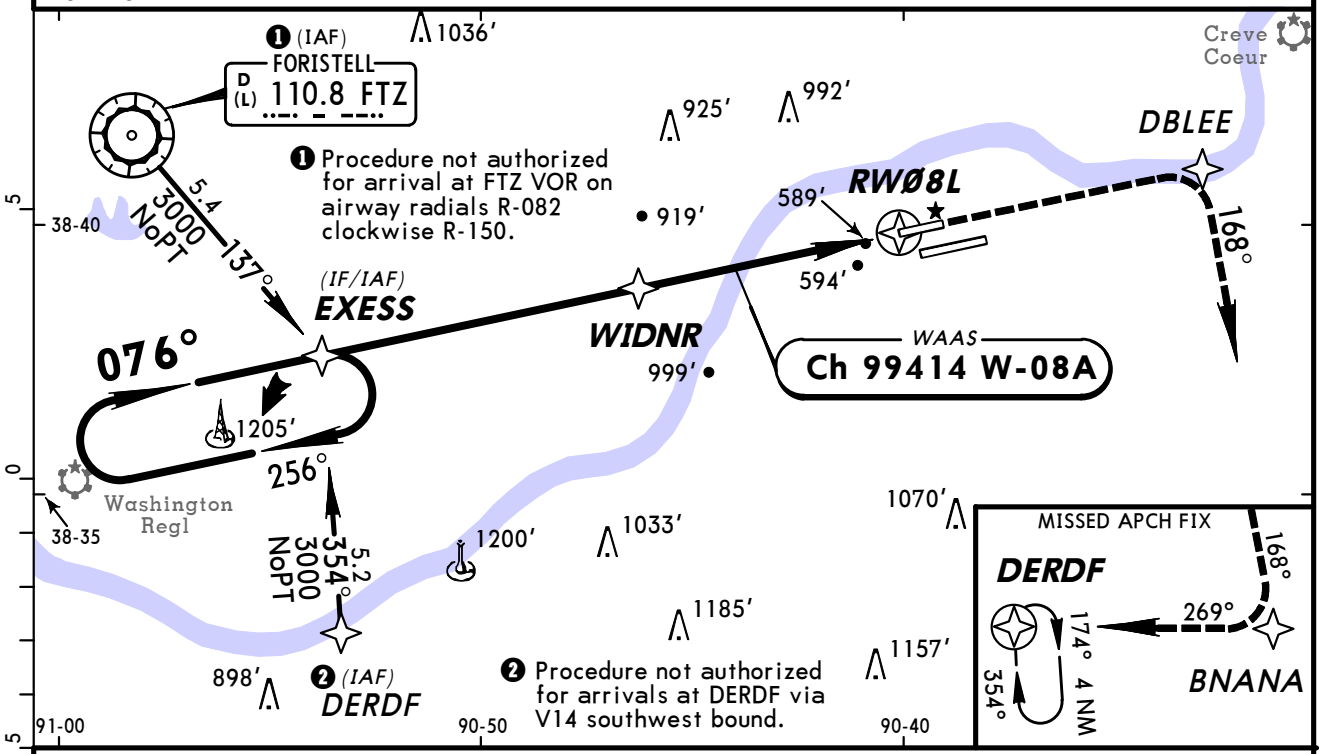
MISSED APCH: Climb to 3000′ direct DBLEE and RIGHT turn via 168° track to BNANA and RIGHT turn via 269° track to DERDF and hold.

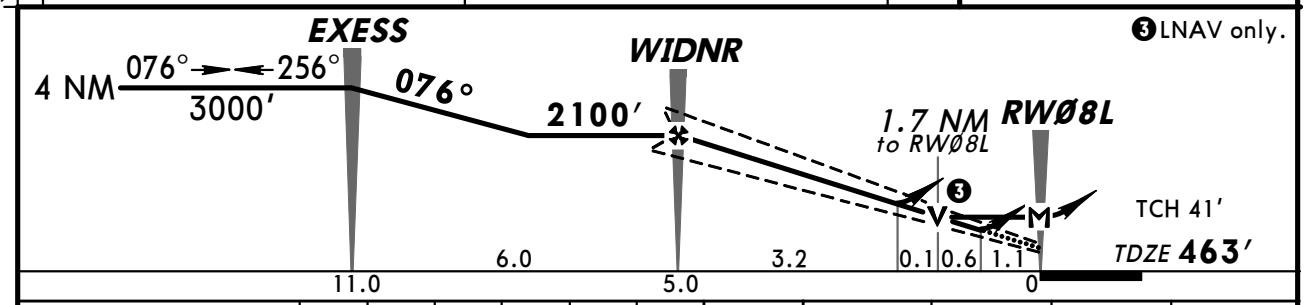
3100′ MSA RWØ8L

BRIEFING STRIP™

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 2. VDP and Baro/VNAV not authorized when using Lambert-St Louis Intl altimeter setting. 3. For uncompensated Baro/VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 124.75.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8L						

PAPI-L | 3000′ | DBLEE

STRAIGHT-IN LANDING RWY 8L

With Local Altimeter Setting

	LPV	LNAV/VNAV	LNAV
	DA(H) 855′ (392′)	DA(H) 1075′ (612′)	MDA(H) 1040′ (577′)
A, B	1½	2¼	1
C, D	NA	NA	NA

With Lambert-St Louis Intl Altimeter Setting

	LPV	LNAV/VNAV	LNAV
	DA(H) 912′ (449′)	DA(H) 1132′ (669′)	MDA(H) 1100′ (637′)
A, B	1½	2½	1
C, D	NA	NA	NA

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90, 120	1100′ (637′)-1
C, D	NA

With Lambert-St Louis Intl Altimeter Setting

Max Kts	MDA(H)
90, 120	1160′ (697′)-1
C, D	NA

AMEND 0 TERPS

CHANGES: New procedure.

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KSUS/SUS
SPIRIT OF ST LOUIS

JEPPESEN

21 AUG 09 (22-2) Eff 27 Aug

ST LOUIS, MO
RNAV (GPS) Rwy 8R

ATIS (ASOS when Twr inop)	ST LOUIS Approach (R)	*SPIRIT Tower	ST LOUIS Radio (LAA)	*Ground
134.8	126.5	124.75	CTAF 124.75 when Twr inop.	121.7

BRIEFING STRIP™

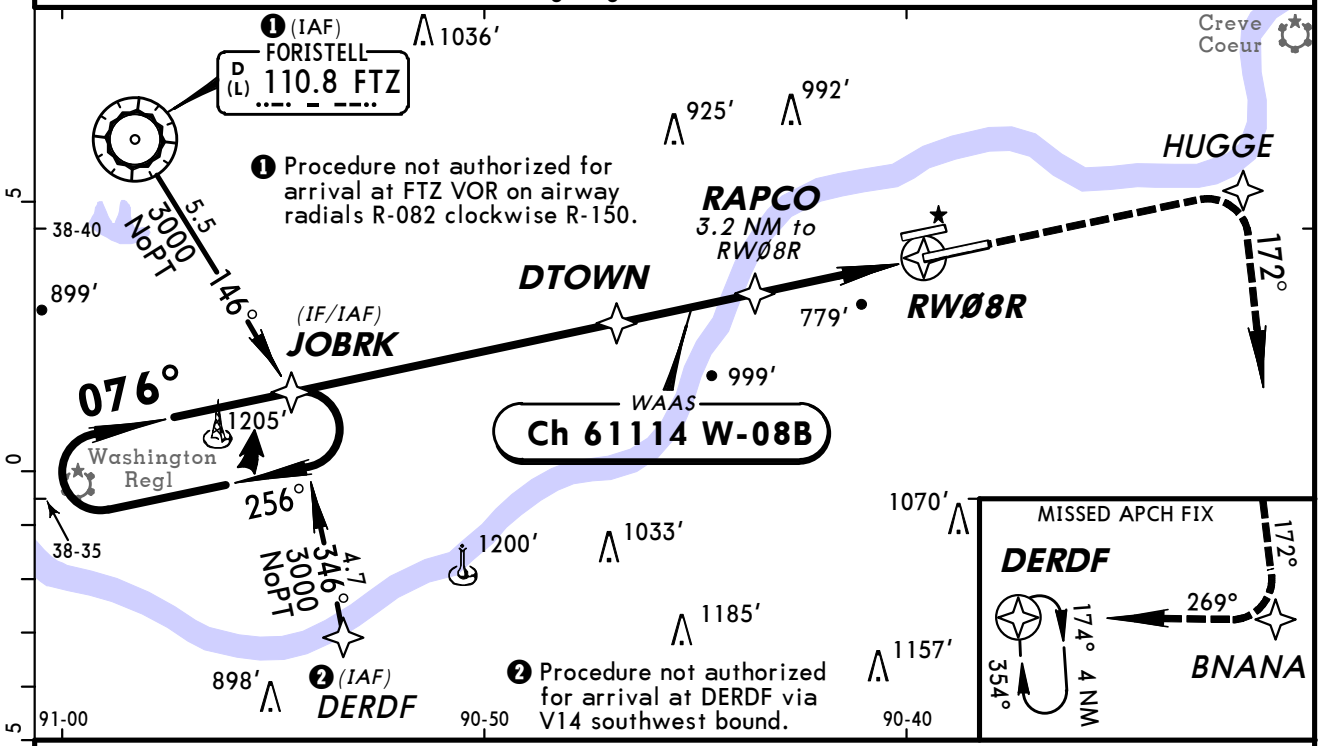
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 463′
Ch 61114 W-08B	076°	DTOWN 2400′ (1938′)	662′ (200′)	TDZE 462′

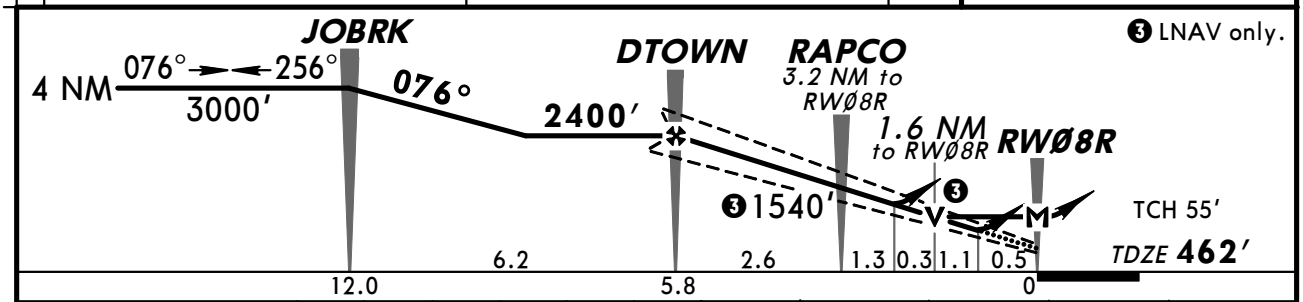
MISSED APCH: Climb to 3000′ direct HUGGE and RIGHT turn via 172° track to BNANA and RIGHT turn via 269° track to DERDF and hold.

3100′ MSA RWØ8R

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 2. Baro/VNAV and VDP not authorized when using Lambert-St Louis Intl altimeter setting. 3. For uncompensated Baro/VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 124.75.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8R						

MALSR VASI 3000′ HUGGE

STRAIGHT-IN LANDING RWY 8R

	LPV		LNAV/VNAV		LNAV		
With Local Altimeter Setting	DA(H) 662′ (200′)		DA(H) 1129′ (667′)		MDA(H) 1040′ (578′)		
	RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	1 3/4	2 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 50 or 1	1 1/2	
D					RVR 60 or 1 1/4	1 3/4	

CIRCLE-TO-LAND With Local Altimeter Setting

Max Kts	MDA(H)
90	1100′ (637′)-1
120	
140	1120′ (657′)-1 3/4
165	1140′ (677′)-2 1/4

With Lambert-St Louis Intl Altimeter Setting	DA(H) 719′ (257′)		DA(H) 1186′ (724′)		MDA(H) 1100′ (638′)		
	RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	2	2 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 60 or 1 1/4	1 3/4	
D					1 1/2	2	

With Lambert-St Louis Intl Altimeter Setting

Max Kts	MDA(H)
90	1160′ (697′)-1
120	
140	1180′ (717′)-2
165	1200′ (737′)-2 1/4

AMEND 0 TERPS

CHANGES: New procedure.

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KSUS/SUS
SPIRIT OF ST LOUIS

JEPPESEN

19 AUG 11 (22-3)

ST LOUIS, MO
RNAV (GPS) Rwy 26L

ATIS (ASOS when Twr inop)	ST LOUIS Approach (R)	*SPIRIT Tower	ST LOUIS Radio (LAA)	*Ground
134.8	126.5	124.75	CTAF 124.75 when Twr inop.	121.7

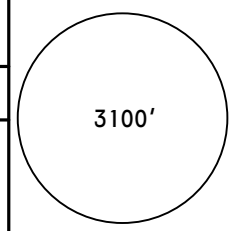
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 463′
Ch 81914 W-26B	256°	HUGGE 2100′ (1638′)	662′ (200′)	TDZE 462′

BRIEFING STRIP ™

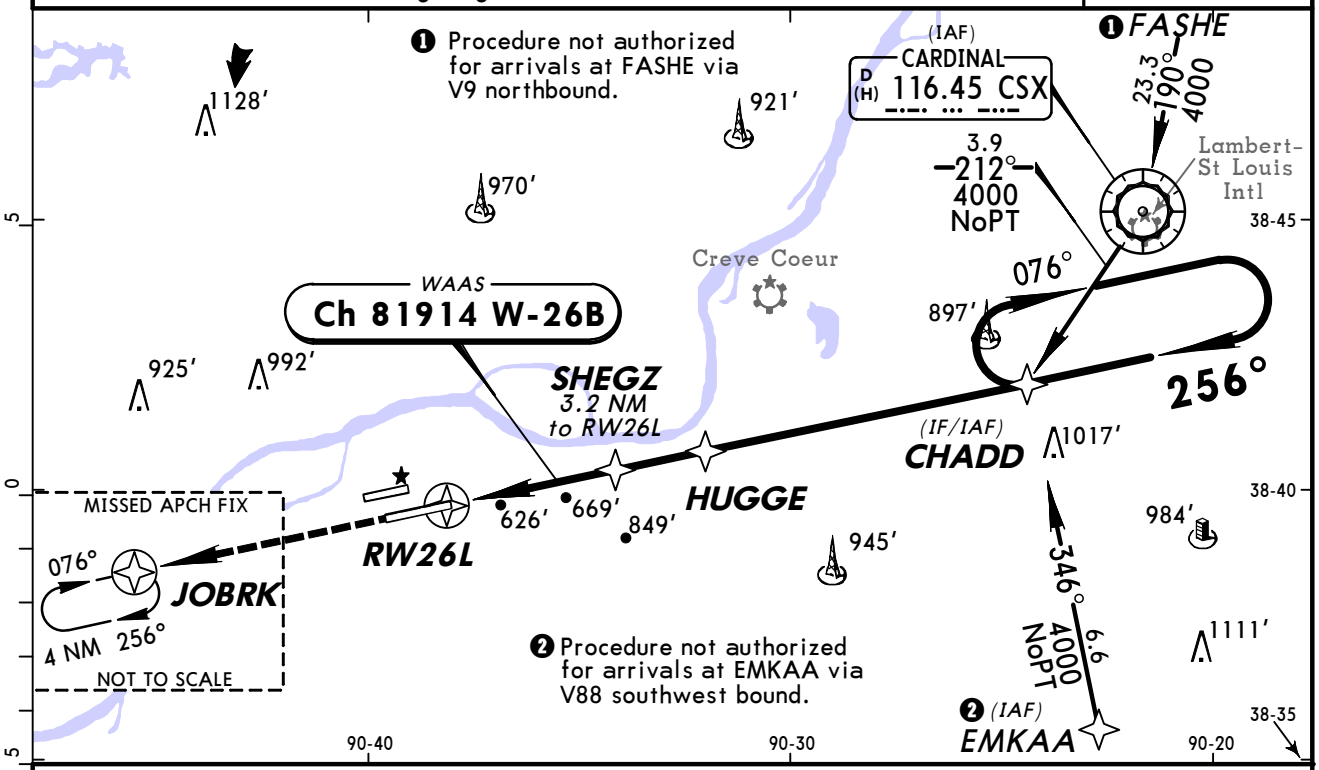
MISSED APCH: Climb to 3000′ direct JOBRK and hold.

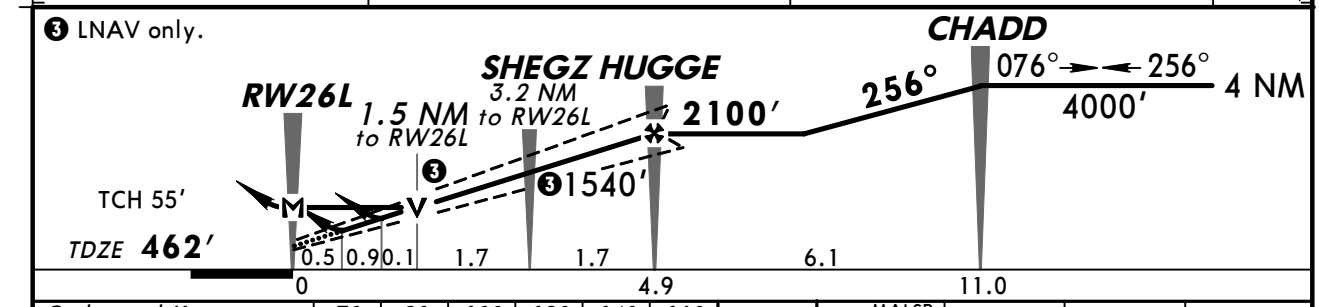
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 2. Baro-VNAV and VDP not authorized when using Lambert-St Louis Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 124.75.



MSA RW26L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW26L						

MALSR VASI 3000′ JOBRK

STRAIGHT-IN LANDING RWY 26L

	LPV		LNAV/VNAV		LNAV		
With Local Altimeter Setting	DA(H) 662′ (200′)		DA(H) 969′ (507′)		MDA(H) 980′ (518′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND With Local Altimeter Setting	
Max Kts	MDA(H)
90	1100′ (637′)-1
120	
140	1120′ (657′)-1¾
165	1140′ (677′)-2¼

	LPV		LNAV/VNAV		LNAV		
With Lambert-St Louis Intl Altimeter Setting	DA(H) 719′ (257′)		DA(H) 1026′ (564′)		MDA(H) 1040′ (578′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	1½	2	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

With Lambert-St Louis Intl Altimeter Setting	
Max Kts	MDA(H)
90	1160′ (697′)-1
120	
140	1180′ (717′)-2
165	1200′ (737′)-2¼

TERPS AMEND 0A 25 AUG 2011

CHANGES: Minimums.

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KSUS/SUS
SPIRIT OF ST LOUIS

JEPPESEN

19 AUG 11 (22-4) CAT A & B

ST LOUIS, MO
RNAV (GPS) Rwy 26R

ATIS (ASOS when Twr inop)	ST LOUIS Approach (R)	*SPIRIT Tower	ST LOUIS Radio (LAA)	*Ground
134.8	126.5	124.75	CTAF 124.75 when Twr inop.	121.7

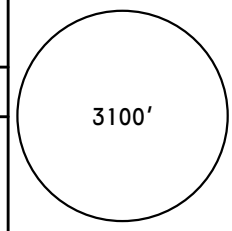
BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 463′
Ch 97414 W-26A	256°	DBLEE 2100′ (1637′)	803′ (340′)	TDZE 463′

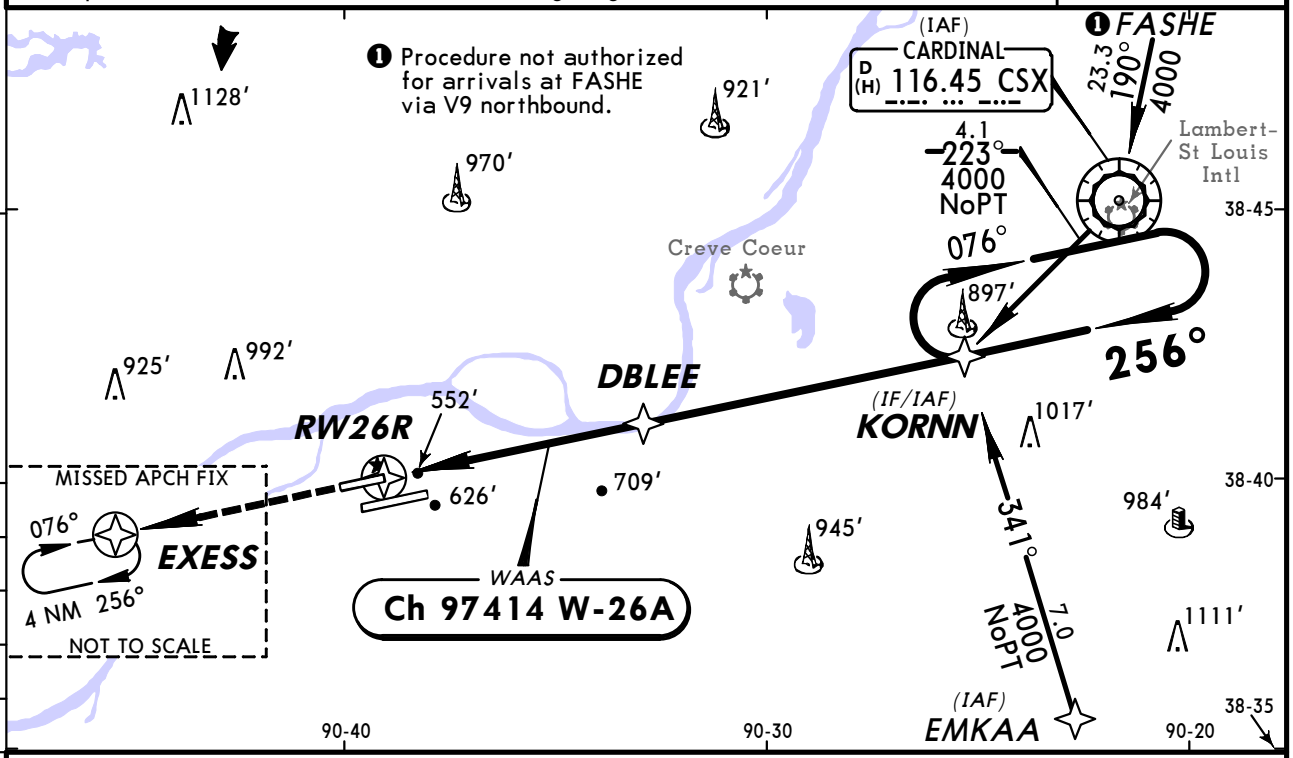
MISSED APCH: Climb to 3000′ direct EXESS and hold.

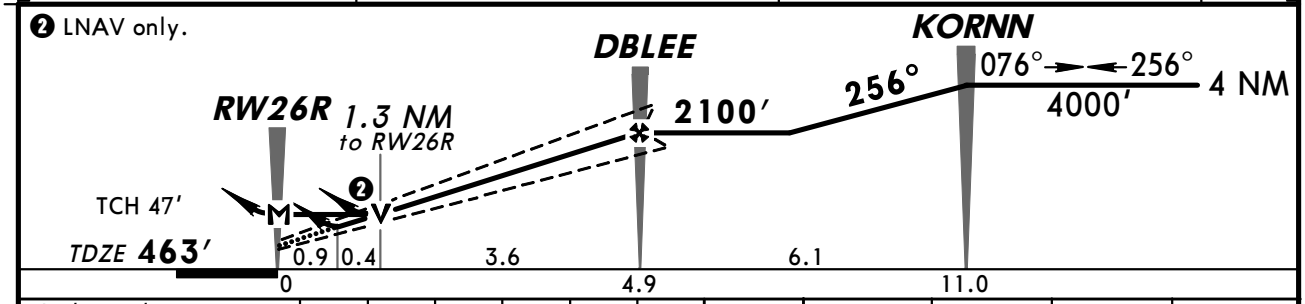
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 2. VDP and Baro-VNAV not authorized when using Lambert-St Louis Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 124.75.



MSA RW26R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW26R						

VASI-L 3000′ EXESS

STRAIGHT-IN LANDING RWY 26R

	LPV	LNAV/VNAV	LNAV
With Local Altimeter Setting	DA(H) 803′ (340′)	DA(H) 953′ (490′)	MDA(H) 1000′ (537′)
A	1¼	1¾	1
B	1¼	1¾	1
C	NA	NA	NA
D	NA	NA	NA
With Lambert-St Louis Intl Altimeter Setting	DA(H) 860′ (397′)	DA(H) 1010′ (547′)	MDA(H) 1060′ (597′)
A	1½	2	1
B	1½	2	1
C	NA	NA	NA
D	NA	NA	NA

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Lambert-St Louis Intl Altimeter Setting MDA(H)
90	1100′(637′)-1	1160′(697′)-1
120	1100′(637′)-1	1160′(697′)-1
C	NA	NA
D	NA	NA

AMEND 0 TERPS

CHANGES: None.

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BRIEFING STRIP ™

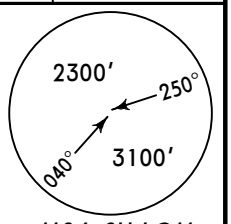
ATIS (ASOS when Twr inop)	ST LOUIS Approach (R)	*SPIRIT Tower	ST LOUIS Radio (LAA)	*Ground
134.8	126.5	124.75	CTAF 124.75 when Twr inop.	121.7

LOM SU	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 463′
326	076°	2400′ (1938′)	1200′ (738′)	TDZE 462′

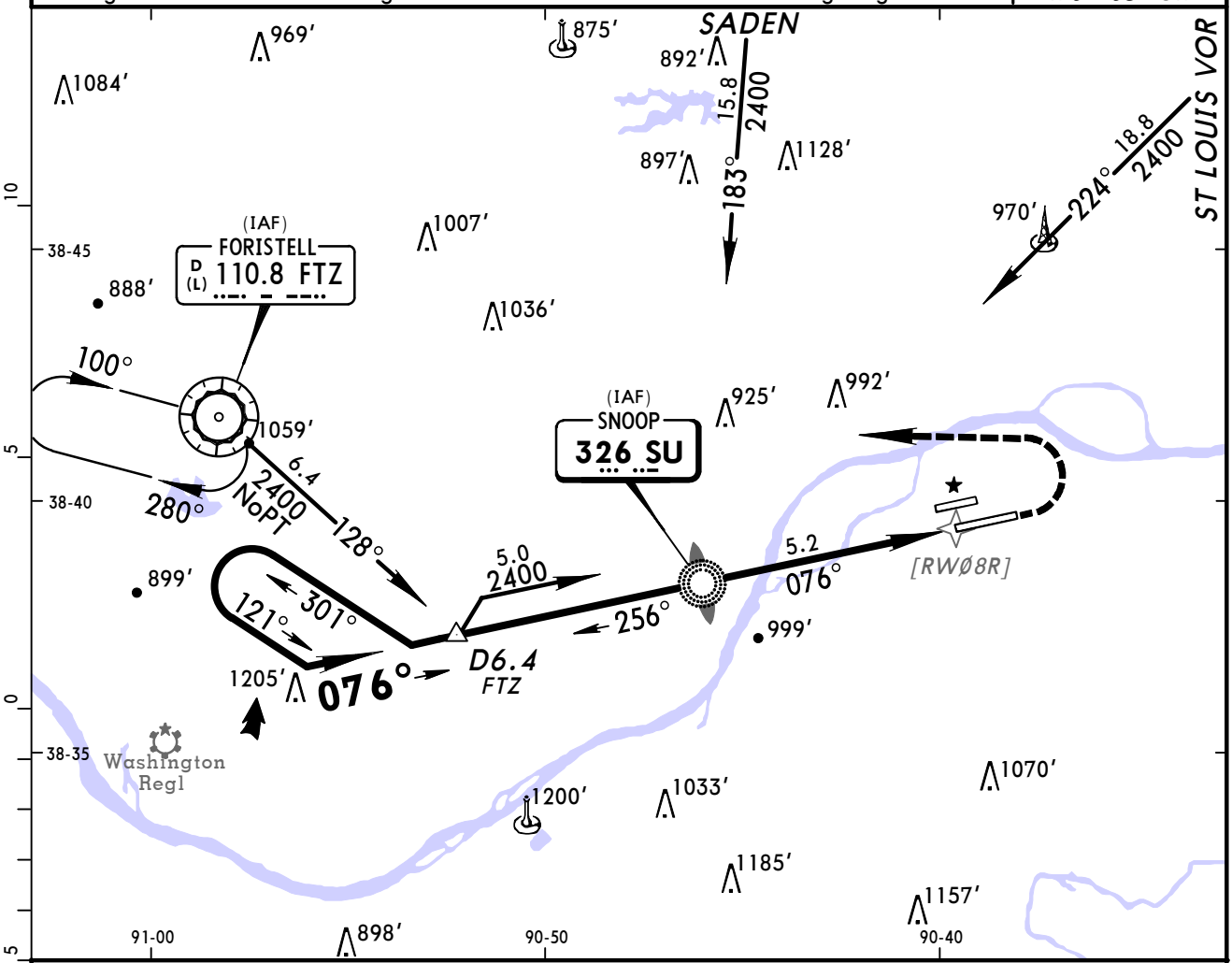
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 2400′ direct FTZ VOR and hold.

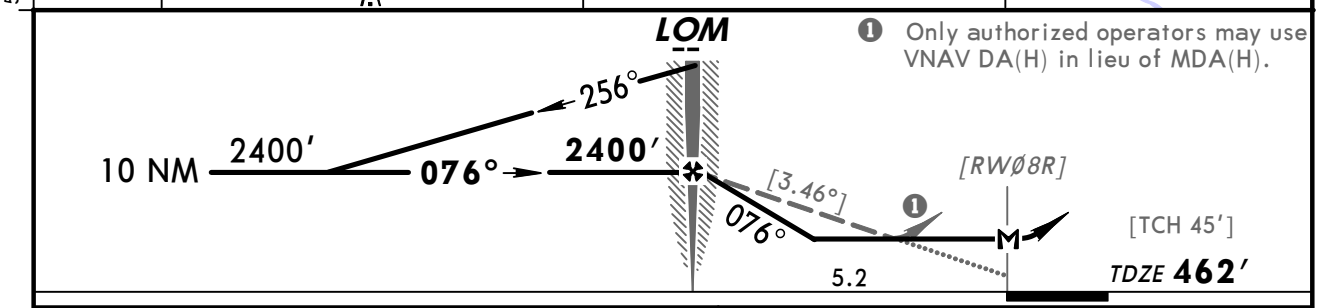
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 124.75.



MSA SU LOM





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.46°]	429	551	612	735	857	980
LOM to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR VASI | 1500′ | 2400′ LT | D | FTZ 110.8

TERPS AMEND 11D 25 AUG 2011

STRAIGHT-IN LANDING RWY 8R	With Local Altimeter Setting MDA(H) 1200′ (738′)		With Lambert-St Louis Intl Altimeter Setting MDA(H) 1260′ (798′)		CIRCLE-TO-LAND	With Local Altimeter Setting	With Lambert-St Louis Intl Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 40 or ¾ / 1	90	1200′ (737′)-1	1260′ (797′)-1
B				1¼	120		1260′ (797′)-1¼
C	1½	2	1¾	2¼	140	1200′ (737′)-2	1260′ (797′)-2¼
D	2	2¼	2¼	2½	165	1200′ (737′)-2¼	1260′ (797′)-2½

CHANGES: Notes, minimums.

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ATIS (ASOS when Twr inop)	ST LOUIS Approach (R)	*SPIRIT Tower	ST LOUIS Radio (LAA)	*Ground
134.8	126.5	124.75	CTAF 124.75 when Twr inop.	121.7

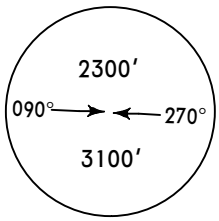
BRIEFING STRIP™

LOM FZ	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 463′ TDZE 462′
227	255°	1900′ (1438′)	1160′ (698′)	

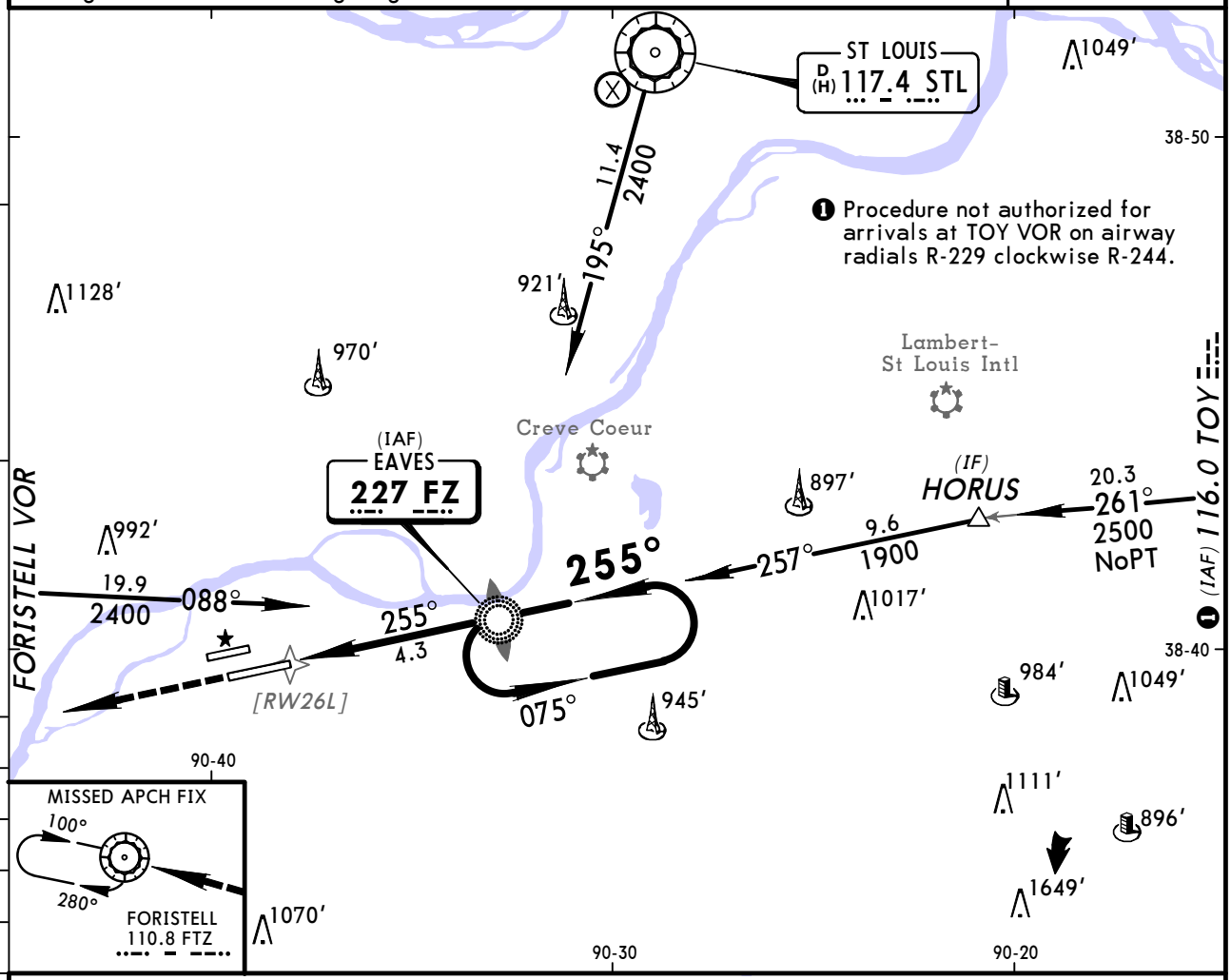
MISSED APCH: Climb to 2400′ then RIGHT turn direct FTZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Lambert-St Louis Intl altimeter setting. 2. Pilot controlled lighting 124.75.

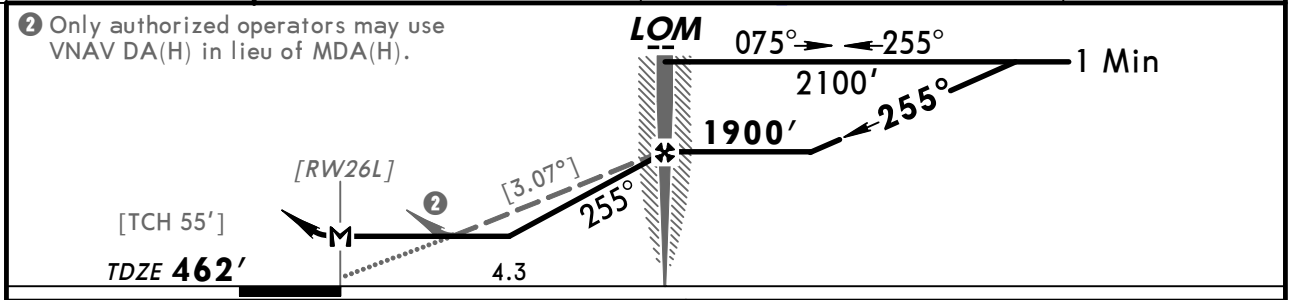


MSA FZ LOM



❶ Procedure not authorized for arrivals at TOY VOR on airway radials R-229 clockwise R-244.

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.07°]	380	489	543	652	760	869
LOM to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

MALSR VASI | 2400′ | RT | FTZ 110.8

TERPS AMEND 3

	STRAIGHT-IN LANDING RWY 26L: MDA(H) 1160′ (698′) With Local Altimeter Setting — RAIL out	ALS out	MDA(H) 1220′ (758′) With Lambert-St Louis Intl Altimeter Setting — RAIL out	ALS out	Max Kts	CIRCLE-TO-LAND: With Local Altimeter Setting MDA(H)	With Lambert-St Louis Intl Altimeter Setting MDA(H)
A	3/4	1	3/4	1	90	1160′ (697′) -1	1220′ (757′) -1
B				1 1/4	120		1220′ (757′) -1 1/4
C	1 1/2	2	1 3/4	2 1/4	140	1160′ (697′) -2	1220′ (757′) -2 1/4
D	2	2 1/4	2 1/4	2 1/2	165	1160′ (697′) -2 1/4	1220′ (757′) -2 1/2

CHANGES: None.

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General Information

Location: Knob Noster MO USA
IATA Code: SZL
Lat/Long: N38° 43.8' W093° 32.9'
Elevation: 870 ft

Airport Use: Military
Magnetic Variation: 1.5°E
Sectional Chart: Kansas City

Fuel Types: Jet 4
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1250 Z
Sunset: 0004 Z,

Runway Information

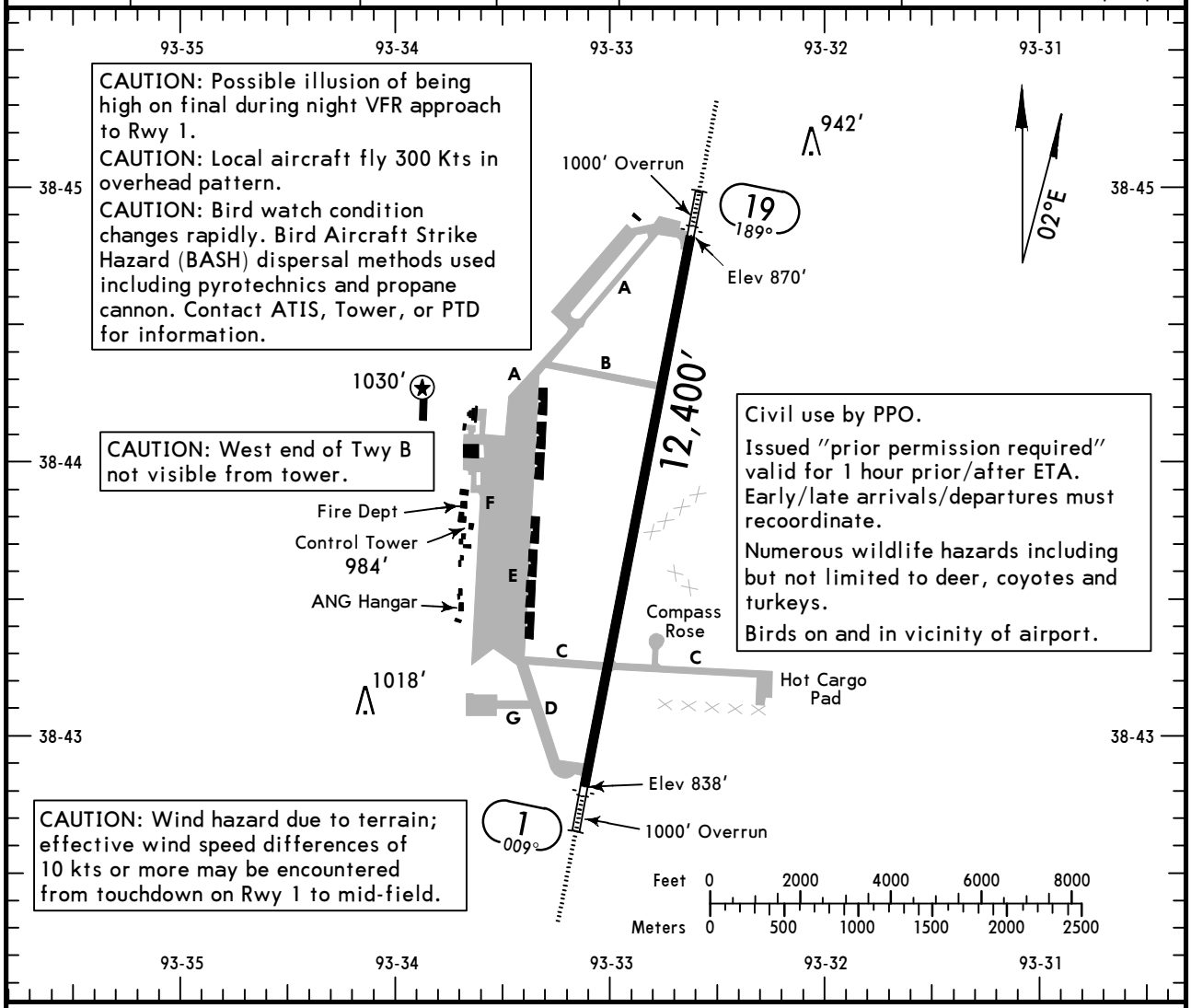
Runway: 01
Length x Width: 12400 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 837 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 19
Length x Width: 12400 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 870 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

ATIS 118.725
Whiteman Tower 132.4
Whiteman Ground Control 128.275
Whiteman Clearance Delivery 121.75
Whiteman Approach Control 127.45
Whiteman Departure Control 125.925
Kansas City Center 135.575 Remote Communications Air-Ground

*ATIS	*WHITEMAN Clearance	*Ground	*Tower	*WHITEMAN Departure (R)	KANSAS CITY Center
118.72	121.75	128.27	132.4	125.92	135.57 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1 / 19	HIRL ALSF-I PAPI-L RVR		11,379′ / 11,099′		200′

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD	FOR FILING AS ALTERNATE:	Precision	Non-Precision
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A, B	600-2	800-2
3 & 4 Eng		RVR 24 or 1/2	C, D		

Rwy 1: Aircraft 14′ AGL/885′ MSL, 22′ from DER, 430′ left of centerline. Aircraft 14′ AGL/885′ MSL, 31′ from DER, 535′ left of centerline.
Rwy 19: Aircraft 16′ AGL/851′ MSL, 22′ from DER, 468′ left of centerline. Aircraft 16′ AGL/ 851′ MSL, 57′ from DER, 468′ left of centerline. Aircraft 14′ AGL/849′ MSL, 13′ from DER, 538′ left of centerline.

CHANGES: Twys/ramp revised.

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KSZL/SZL
KNOB NOSTER, MO

JEPPESEN
4 MAR 11
Eff 10 Mar
31-1

TACAN Azimuth Required

WHITEMAN AFB
ILS or LOC DME Rwy 1

*ATIS	*WHITEMAN Approach (R)	KANSAS CITY Center	*WHITEMAN Tower	*Ground
118.72	127.45	135.57 when App inop.	132.4	128.27

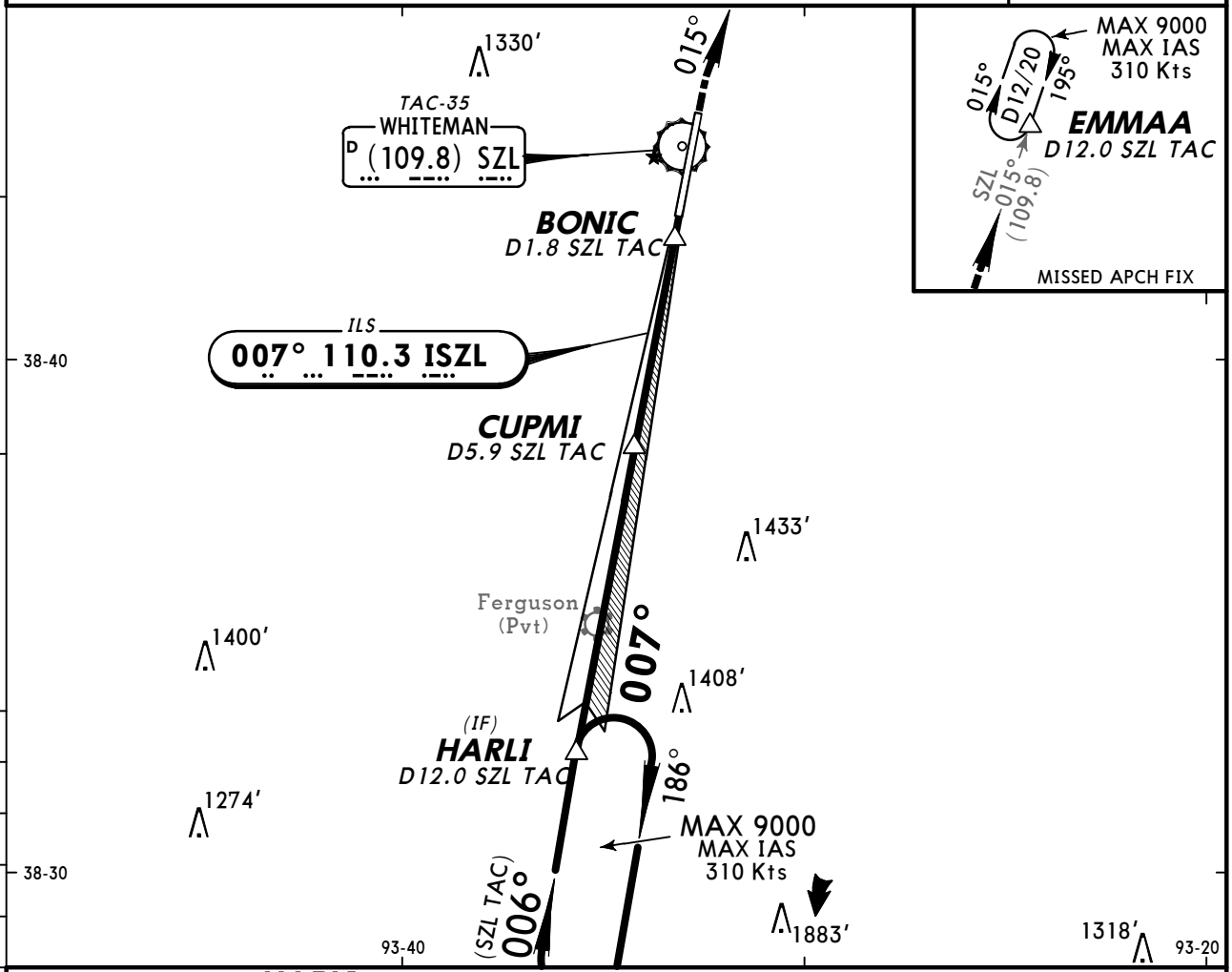
BRIEFING STRIP™

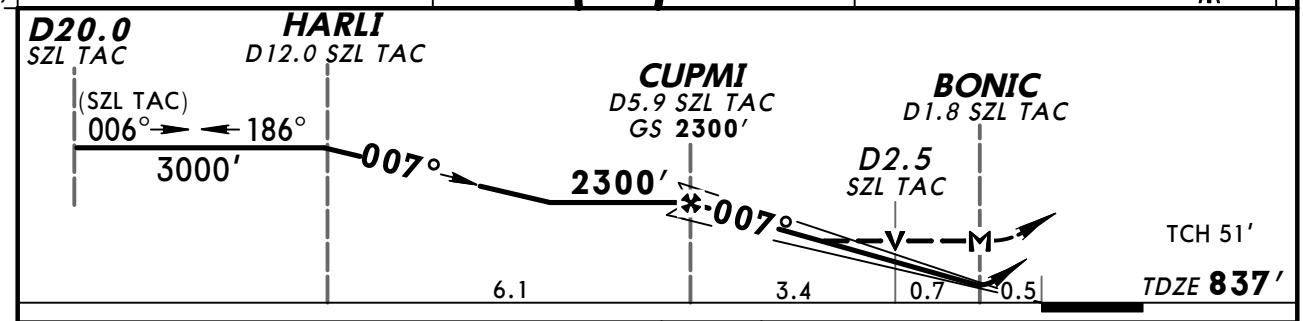
LOC	Final	GS	ILS	
ISZL	Apch Crs	CUPMI	DA(H)	Apt Elev 870′
110.3	007°	2300′ (1463′)	1037′ (200′)	TDZE 837′

MISSED APCH: Climb to 3000′ outbound on SZL TAC R-015 to EMMAA/D12.0 SZL TAC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. EMERG SAFE ALT 100 NM 4700′.

3100′
MSA SZL TAC





Gnd speed-Kts	70	90	100	120	140	160
GS 2.86°	359	462	513	616	719	821
MAP at BONIC						

ALSF-I
PAPI

3000′ on SZL TAC-35 (109.8) R-015

EMMAA

STRAIGHT-IN LANDING RWY 1

	ILS DA(H) 1037′ (200′) FULL	ILS DA(H) 1037′ (200′) ALS out	LOC (GS out) MDA(H) 1240′ (403′)	LOC (GS out) MDA(H) 1240′ (403′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B				
C			RVR 40 or ¾	RVR 60 or 1⅛
D				

CIRCLE-TO-LAND
Not Authorized West of Rwy 1-19

Max Kts	MDA(H)
90	1340′ (470′)-1
120	
140	1340′ (470′)-1½
165	1420′ (550′)-2

AMEND 1 TERPS

CHANGES: None.

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BRIEFING STRIP™

*ATIS	*WHITEMAN Approach (R)	KANSAS CITY Center	*WHITEMAN Tower	*Ground
118.72	127.45	135.57 when App inop.	132.4	128.27

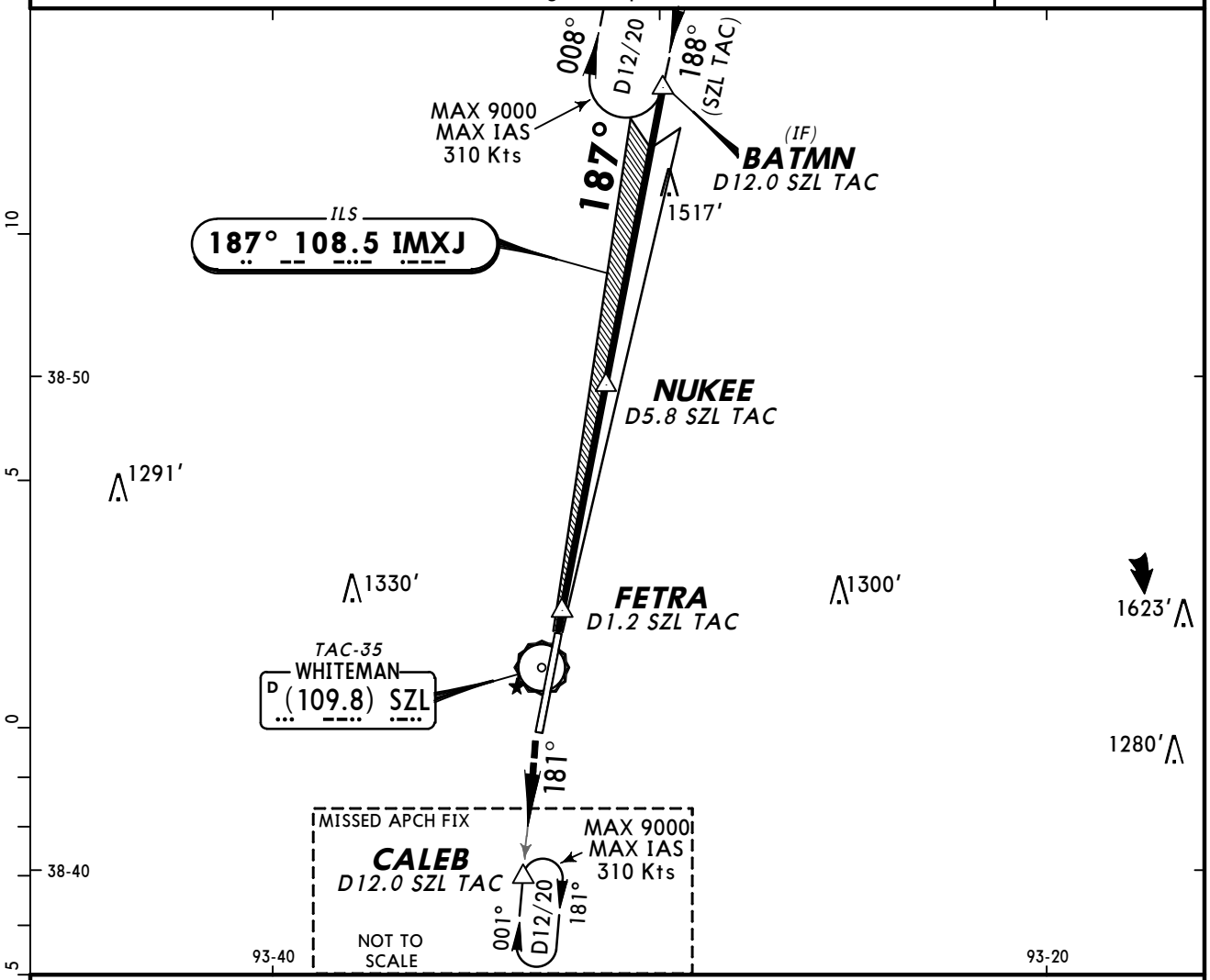
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 870′
IMXJ 108.5	187°	NUKEE 2300′ (1430′)	1070′ (200′)	TDZE 870′

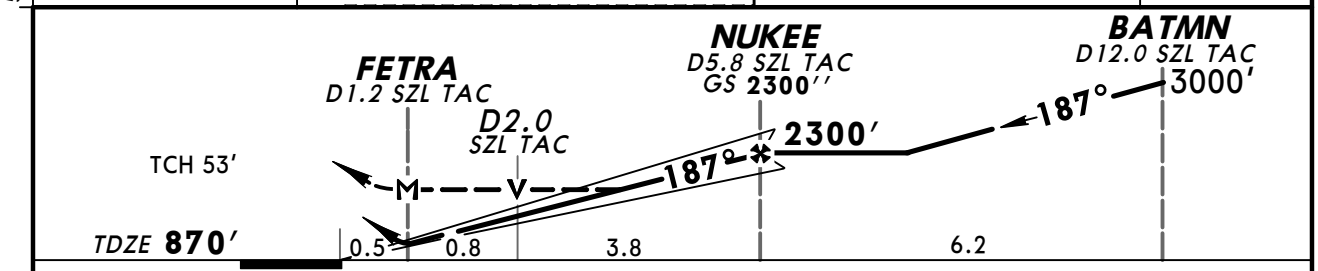
MISSED APCH: Climb to 3000′ outbound on SZL TAC R-181 to CALEB D12.0 SZL TAC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4700′. 2. VGSI and glideslope not coincident.

3100′
MSA SZL TAC





Gnd speed-Kts	70	90	100	120	140	160
GS 2.50°	315	405	450	539	629	719
MAP at FETRA						

ALSF-I
PAPI

3000′ on SZL TAC-35 (109.8) R-181

CALEB

STRAIGHT-IN LANDING RWY19

	ILS DA(H) 1070′ (200′) FULL	ILS DA(H) 1070′ (200′) ALS out	LOC (GS out) MDA(H) 1240′ (370′)	LOC (GS out) MDA(H) 1240′ (370′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B				
C			RVR 35 or 5/8	
D				

CIRCLE-TO-LAND
Not Authorized
West of Rwy 1-19

Max Kts	MDA(H)
90	1340′(470′)-1
120	
140	1340′(470′)-1 1/2
165	1420′(550′)-2

AMEND 1
TERPS

CHANGES: Notes, minimums.

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KSZL/SZL
KNOB NOSTER, MO

JEPPESEN
20 AUG 10
Eff 26 Aug
(32-1)

WHITEMAN AFB
RNAV (GPS) Rwy 1

*ATIS	*WHITEMAN Approach (R)	KANSAS CITY Center	*WHITEMAN Tower	*Ground
118.72	127.45	135.57 when App inop.	132.4	128.27

BRIEFING STRIP ™

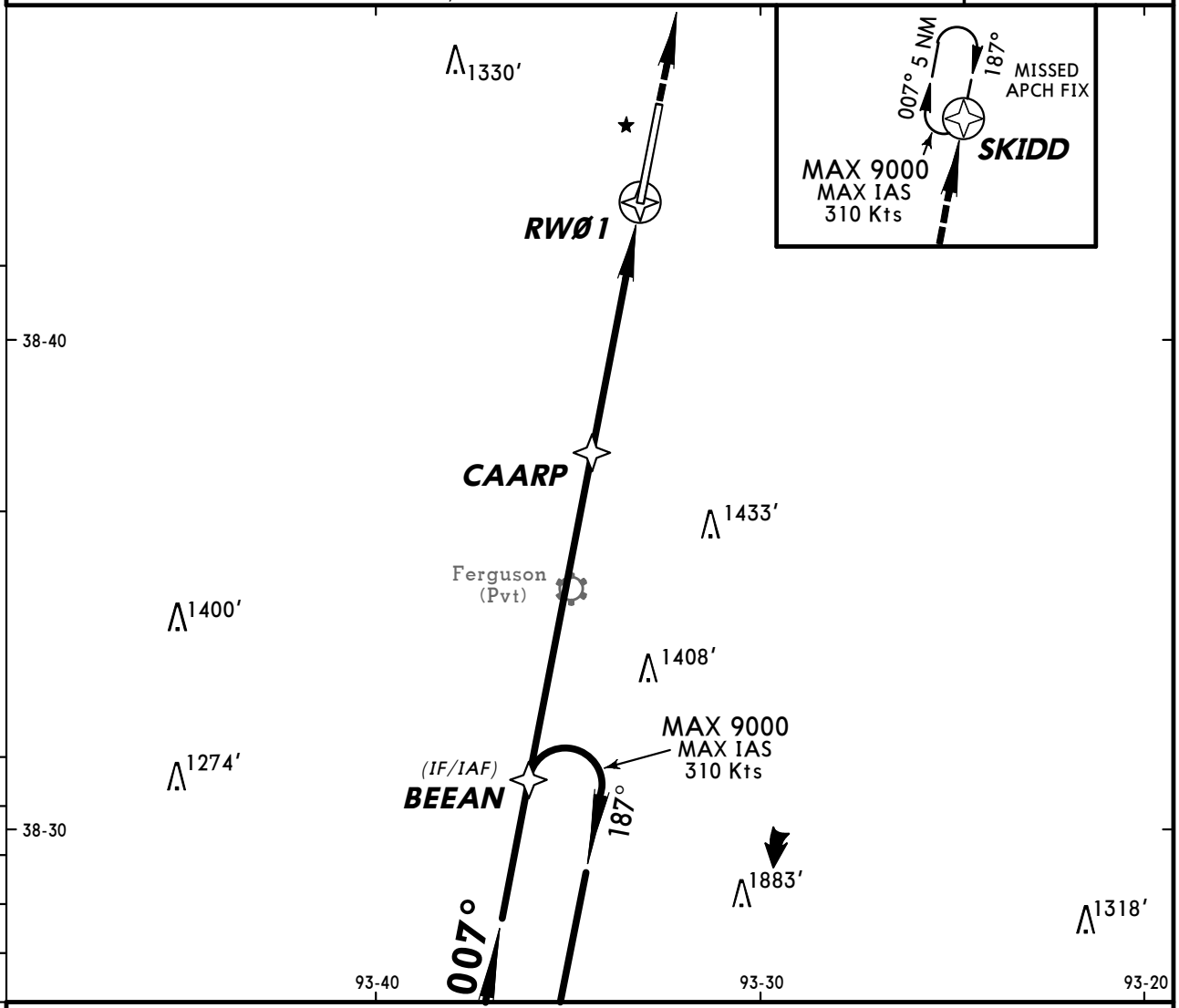
RNAV	Final Apch Crs	Minimum Alt CAARP	LNAV MDA(H)	Apt Elev 870′
	007°	2500′ (1663′)	1260′ (423′)	TDZE 837′

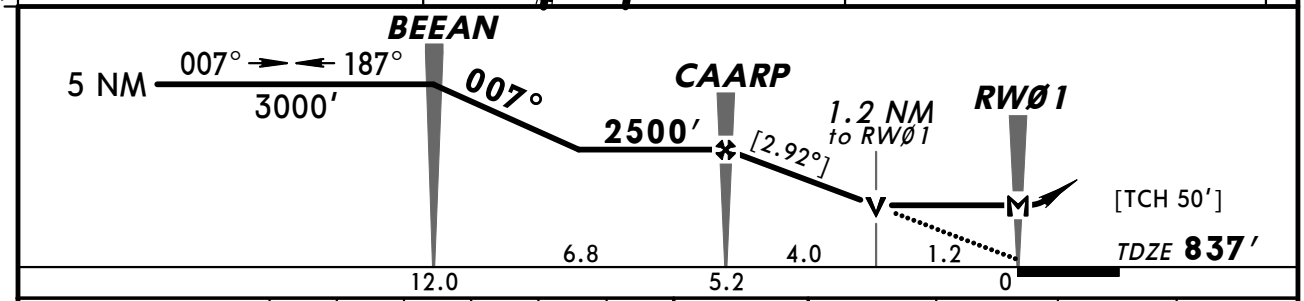
MISSED APCH: Climb to 3000′ direct to SKIDD and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4700′. 2. DME/DME RNP-0.30 not authorized.

3100′
MSA RWØ1





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.92°]	362	465	517	620	723	826
MAP at RWØ1						

ALSF-I PAPI 3000′ SKIDD

STRAIGHT-IN LANDING RWY 1
LNAV
MDA(H) 1260′ (423′)

TERPS		ALS out
A	RVR 24 or ½	RVR 55 or 1
B		
C	RVR 40 or ¾	1¼
D		

CIRCLE-TO-LAND
Not Authorized West of Rwy 1-19

Max Kts	MDA(H)
90	1340′ (470′) -1
120	
140	1340′ (470′) -1½
165	1420′ (550′) -2

AMEND 1

CHANGES: Notes, minimums.

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KSZL/SZL
KNOB NOSTER, MO

JEPPESEN
20 AUG 10
Eff 26 Aug
32-2

WHITEMAN AFB
RNAV (GPS) Rwy 19

*ATIS	*WHITEMAN Approach (R)	KANSAS CITY Center	*WHITEMAN Tower	*Ground
118.72	127.45	135.57 when App inop.	132.4	128.27

BRIEFING STRIP™

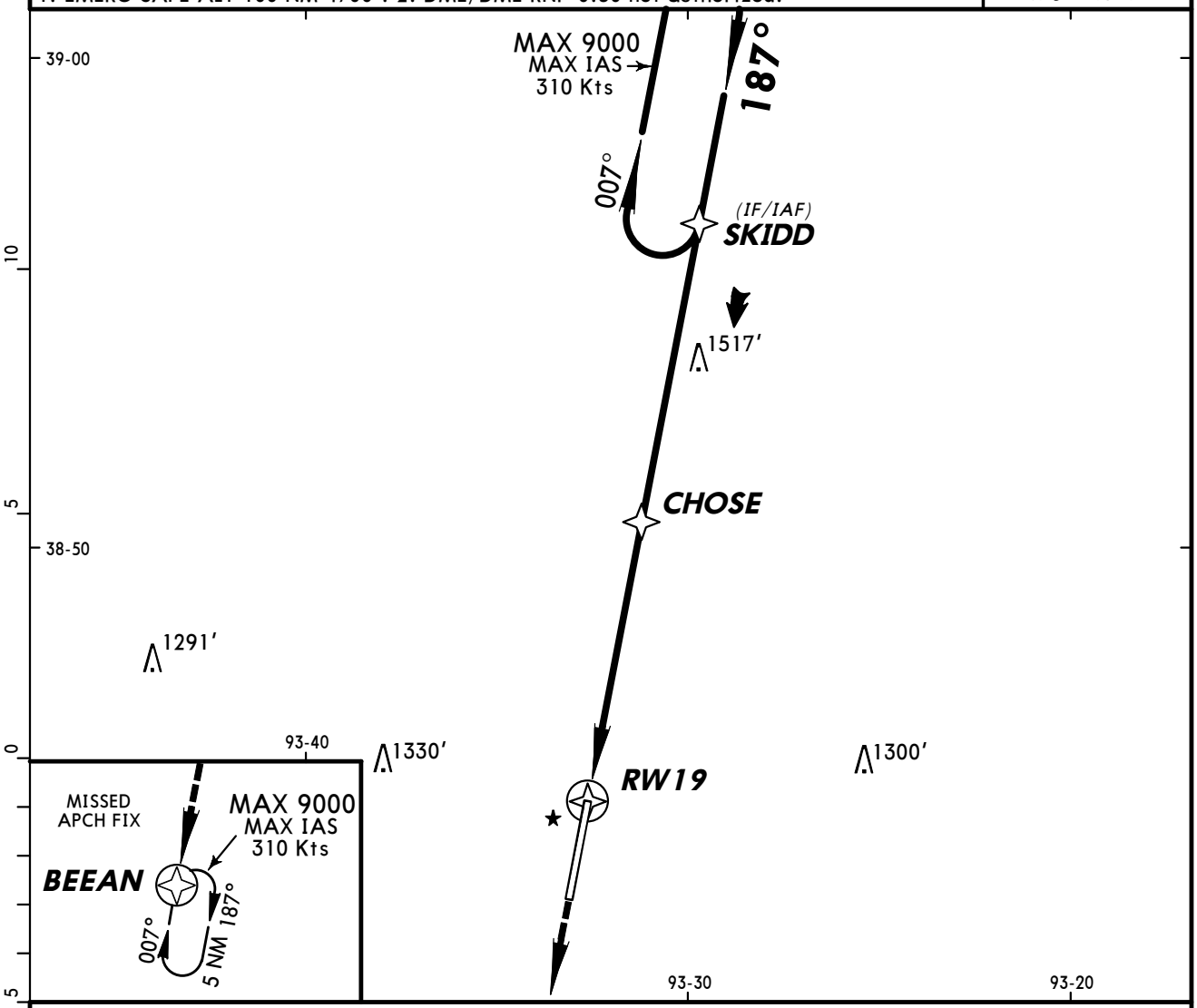
RNAV	Final Apch Crs	Minimum Alt CHOSE	LNAV MDA(H)	Apt Elev 870′
	187°	2500′ (1630′)	1260′ (390′)	TDZE 870′

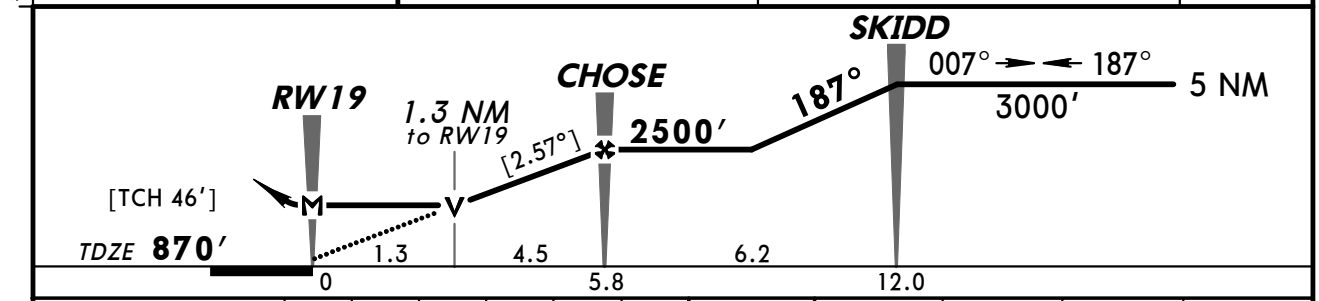
MISSED APCH: Climb to 3000′ direct BEEAN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4700′. 2. DME/DME RNP-0.30 not authorized.

3100′ MSA RW19





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.57°]	318	409	455	545	636	727
MAP at RW19						

ALSF-I PAPI 3000′ D BEEAN

TERPS AMEND 1

STRAIGHT-IN LANDING RWY 19
LNAV
MDA(H) 1260′ (390′)

		ALS out
A	RVR 24 or ½	RVR 55 or 1
B		
C	RVR 35 or ⅝	RVR 60 or 1⅛
D		

CIRCLE-TO-LAND
Not Authorized West of Rwy 1-19

Max Kts	MDA(H)
90	1340′ (470′) - 1
120	
140	1340′ (470′) - 1½
165	1420′ (550′) - 2

CHANGES: Notes, minimums.

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BRIEFING STRIP ™

*ATIS	*WHITEMAN Approach (R)	KANSAS CITY Center	*WHITEMAN Tower	*Ground
118.72	127.45	135.57 when App inop.	132.4	128.27

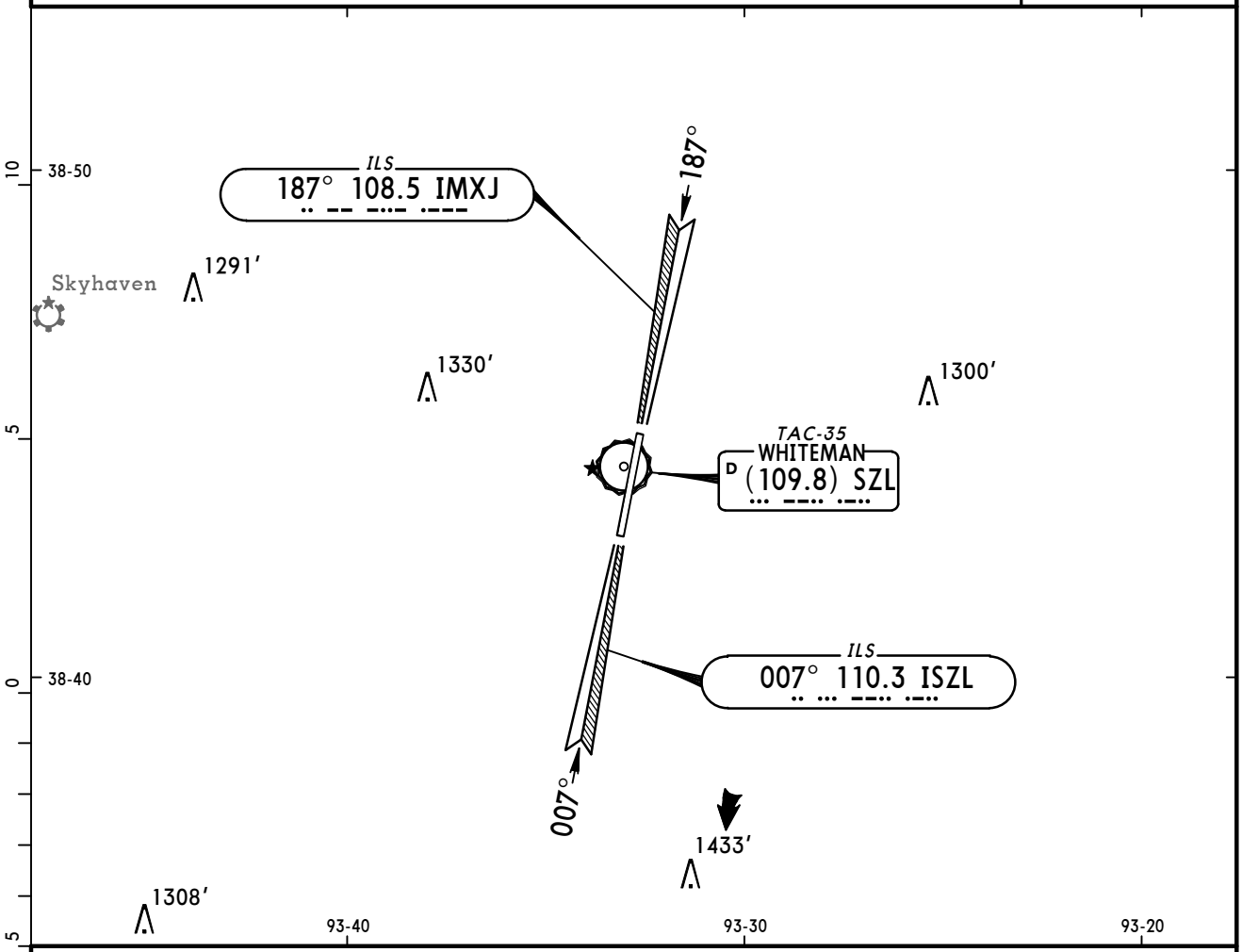
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 870′ TDZE-See below

No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. EMERG SAFE ALT 100 NM 4700′.



RWY 1 TDZE 837′ RWY 19 TDZE 870′

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING ASR 1 MDA(H) 1260′ (423′)		ASR 19 MDA(H) 1260′ (390′)		CIRCLE-TO-LAND Not Authorized West of Rwy 1-19	
		ALS out		ALS out	Max Kts.	MDA(H)
A	RVR 24 or ½	RVR 55 or 1	RVR 24 or ½	RVR 55 or 1	90	1340′ (470′)-1
B					120	
C	RVR 40 or ¾	1¼	RVR 35 or ⅝	RVR 60 or 1⅛	140	1340′ (470′)-1½
D					165	1420′ (550′)-2

AMEND 1 TERPS

CHANGES: Notes, minimums.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PERRYVILLE, MO (PERRYVILLE MUN - K02)

BRANSON, MO (BRANSON - KBBG)

COLUMBIA, MO (COLUMBIA REGL - KCOU)

JOPLIN, MO (JOPLIN REGL - KJLN)

KANSAS CITY, MO (KANSAS CITY INTL - KMCI)

REV	LOW VIS TAXI ROUTES RWY 1...	40-9C	17 Feb 2012	
REV	LOW VIS TAXI ROUTES RWY 1...	40-9D	17 Feb 2012	
REV	LOW VIS TAXI ROUTES RWY 1...	40-9E	17 Feb 2012	
REV	LOW VIS TAXI ROUTES RWY 1...	40-9F	17 Feb 2012	

KANSAS CITY, MO (WHEELER DOWNTOWN - KMKC)

SPRINGFIELD, MO (SPRINGFIELD-BRANSON NATL - KSGF)

REV	ILS OR LOC RWY 2	11-1	17 Feb 2012	
REV	AIRPORT, AIRPORT INFO, TA...	APT	17 Feb 2012	

ST JOSEPH, MO (ROSECRANS MEML - KSTJ)

ST LOUIS, MO (LAMBERT-ST LOUIS INTL - KSTL)

ST LOUIS, MO (SPIRIT OF ST LOUIS - KSUS)

KNOB NOSTER, MO (WHITEMAN AFB - KSZL)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport K02

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Runway 20 605' Overrun removed.

No Chart Change Notices for Airport KBBG

No Chart Change Notices for Airport KCOU

No Chart Change Notices for Airport KJLN

Chart Change Notices for Airport KMCI

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(42-24) RNAV (RNP) Z Rwy 19R RUGBB leg length outbound should read 4NM

No Chart Change Notices for Airport KMKC

No Chart Change Notices for Airport KSGF

No Chart Change Notices for Airport KSTJ

Chart Change Notices for Airport KSTL

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-8) ILS or LOC Rwy 29 Amend 1A chgd to 1B, Reference Date: 25 AUG 2011.

No Chart Change Notices for Airport KSUS

Chart Change Notices for Airport KSZL

Type: Terminal

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Effectivity: Permanent
Begin Date: 20111215
End Date: No end date

(31-1) ILS OR LOC DME RWY 1, (31-2) ILS OR LOC DME RWY 19, (32-1) RNAV (GPS) RWY 1, (32-2) RNAV (GPS) RWY 19
Amdt changed to Amend 2