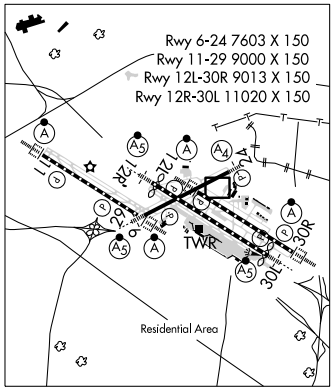
ST LOUIS LAMBERT INTL (STL)(KSTL) 10 NW UTC–6(–5DT) N38°44.92´ W90°22.20´ **ST LOUIS**
617 B LRA Class I, ARFF Index D NOTAM FILE STL **H–5D, L–27B, A**
IAP, DIAP, AD

RWY 12R–30L: H11020X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–760 PCR 905 R/D/W/T HIRL CL
RWY 12R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71´. RVR–TR Thld dsplcd 468´. Tree. Rgt tfc.
RWY 30L: MALSR. PAPI(P4R)—GA 3.0° TCH 58´. RVR–TR Thld dsplcd 201´. Tree. 0.7% down.
RWY 12L–30R: H9013X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–760 PCR 1410/R/D/W/T HIRL CL
RWY 12L: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 60´. RVR–TMR Tree. 0.7% up.
RWY 30R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 55´. RVR–TMR Tree. Rgt tfc. 1.0% down.
RWY 11–29: H9000X150 (CONC–GRVD) S–75, D–200, 2D–325, 2D/2D2–700 PCR 1100/R/D/W/T HIRL CL
RWY 11: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 67´. RVR–TMR Rgt tfc. 0.6% down.
RWY 29: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 73´. RVR–TMR Tree. 0.7% up.
RWY 06–24: H7603X150 (CONC–GRVD) S–75, D–176, 2S–175, 2D–280, 2D/2D2–660 PCR 600 R/D/W/T HIRL
RWY 06: MALSR. PAPI(P4R)—GA 3.0° TCH 51´. RVR–TR Tree.
RWY 24: MALS. PAPI(P4L)—GA 3.0° TCH 53´. RVR–TR Sign.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–7603 TODA–7603 ASDA–7323 LDA–7323
RWY 11: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 12L:TORA–9013 TODA–9013 ASDA–8956 LDA–8956
RWY 12R:TORA–11020 TODA–11020 ASDA–11020 LDA–10553
RWY 24: TORA–7603 TODA–7603 ASDA–7603 LDA–7603
RWY 29: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 30L:TORA–11020 TODA–11020 ASDA–10880 LDA–10679
RWY 30R:TORA–9013 TODA–9013 ASDA–9013 LDA–9013

ARRESTING GEAR/SYSTEM
RWY 12R BAK–14 BAK –12B(B) (1090')
RWY 06 BAK–14 BAK –12B(B) (1450')
BAK–14 BAK –12B(B) (1300') **RWY 30L**

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SERVICE: S4 **FUEL** 100LL, JET A **OX** 1, 2, 3, 4 **MILITARY—A–GEAR** Retractable BAK–12B(B) avbl Rwy 06, 12R, and 30L. A–G are kept in recessed posn til req for use. Twr must be notified at least 5 sec prior to engagement so that cable may be raised. **JASU** 1(AM32A–60A) 5(MA–1A) **FUEL** 100LL A **FLUID** SP LHOX **OIL** O–128–133–(148 Mil) SOAP

AIRPORT REMARKS: Attended continuously. Fuel: A: Jet–A. Twy D or Taxilane C from Twy S to Twy G, B–747 or larger acft are not authorized to pass or be passed by B–767 or larger acft operating on the parallel Twy/Taxilane. Twy November btn Rwy 24 and Foxtrot, rstrd to acft with a wingspan of less than 79 ft (CRJ–900 or smlr) when acft are parked on the November Pad. This area is rstrd to all opns when acft are performing end run–ups in the November Pad. Taxiway Victor, underlying the Runway 12L final approach course is restricted to aircraft with a tail height of 25´ or less (CRJ–700 or smaller), when aircraft are landing on Runway 12L. Txl Charlie, east of Twy Charlie 2 to Twy G, rstrd to B737 or smlr acft (wingspan less than 118´) when acft are parked on the Hotel pad. Txl Charlie from Twy Charlie Six to Twy Charlie four, rstrd to B757–300 series or smlr when passing bhnd acft that have made the initial 10 ft pushback. Twy A east of Twy T, Twy S and Rwy 06–24 south of Twy B, no acft or vehicle ops when arriving or departing Rwy 11 or arriving Rwy 29. Taxiway Lima, north of Runway 12L–30R, aircraft larger than a Gulfstream VI taxiing northbound are prohibited from making a right turn eastbound on Taxiway Foxtrot. Twy V2 is unavbl to B–767 or larger acft (wingspan 118´ or greater). Twy V2, B–737 (wingspan greater than 79´ but less than 118´) must perform judgmental oversteering instead of cockpit over cntrln steering when tax. Twy K1 is unavbl to B–767 or larger acft (wingspan 118´ or greater). Twy Echo, btn Twy November and Twy Lima rstrd to B–767 or smlr acft (wingspand less than 171 ft) when acft are parked on the Echo Pad. Twy Charlie, fm Twy Sierra to Twy Charlie Seven, rstrd to B–767 or smlr acft (156 ft avbl) when acft are parked in the Charlies Pad. Rstrn is for tax acft, lrgr acft may be towed thru area. Twy Charlie, from Twy Charlie Seven to Twy Charlie Six, rstrd to a B757–300 series or smlr. Wg tip clnc with gnd veh not adqt alg N side of main trml apn. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Waiver to conduct simul apchs to parl rys separated by 1,300 ft in efct. Ldg fee: Ldg fee based on acft weight collected by FBO. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 314-426-8000

WEATHER DATA SOURCES: ASOS (314) 238–8419 LAWRS. LLWAS. TDWR.

COMMUNICATIONS: D–ATIS 125.025 379.925 (314)890–4777 **UNICOM** 122.95

Ⓡ **ST LOUIS APP CON** 132.125 360.6

ST LOUIS TOWER 118.5 257.7(Rwy 12R–30L) 120.05 284.6(Rwy 12L–30R, 24) 132.475 239.275(Rwy 06, 11–29)

ST LOUIS GND CON 121.9 348.6(Inbound) 121.65 377.175(Outbound) 118.925 227.125(Rwy 11–29)

GND METERING 127.55 360.2(East) 121.075 346.35(West)

CLNC DEL 119.5 363.1

Ⓡ **ST LOUIS DEP CON** 128.1 307.05(S/W) 119.15 335.5(N/E)

CPDLC (LOGON KUSA)

PDC

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AIRSPACE: CLASS B See VFR Terminal Area Chart.
VOR TEST FACILITY (VOT) 111.0
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
CARDINAL (DL) DME 116.45 CSX Chan 111(Y) N38º45.16´ W90º21.66´ at fld. 556.
DME unusable:
027º–033º byd 30 NM blo 4,500´
041º–138º byd 25 NM blo 4,500´
164º–234º byd 15 NM blo 3,000´
164º–234º byd 24 NM blo 4,500´
300º–016º byd 33 NM blo 4,500´
(VH) (H) VORTACW 117.4 STL Chan 121 N38º51.64´ W90º28.94´ 141º 8.5 NM to fld. 446/1E.
VOR unusable:
006º–016º byd 40 NM blo 7,000´
006º–016º byd 62 NM
017º–038º byd 40 NM
039º–049º byd 40 NM blo 18,000´
050º–076º byd 40 NM blo 5,000´
050º–076º byd 50 NM blo 10,000´
050º–076º byd 94 NM blo 18,000´
077º–084º byd 40 NM
085º–099º byd 40 NM blo 2,300´
085º–099º byd 69 NM blo 18,000´
100º–124º byd 40 NM
125º–135º byd 40 NM blo 18,000´
136º–147º byd 40 NM blo 6,000´
136º–147º byd 59 NM
148º–164º byd 40 NM
165º–175º byd 40 NM blo 6,500´
165º–175º byd 77 NM
176º–189º byd 105 NM
176º–189º byd 40 NM blo 14,000´
190º–207º byd 40 NM blo 8,000´
190º–207º byd 70 NM blo 11,000´
190º–207º byd 85 NM blo 18,000´
208º–218º byd 40 NM
219º–229º byd 40 NM blo 2,400´
219º–229º byd 49 NM
230º–241º byd 40 NM blo 18,000´
242º–254º byd 40 NM
255º–265º byd 40 NM blo 18,000´
266º–272º byd 40 NM
273º–286º byd 40 NM blo 7,500´
273º–286º byd 83 NM blo 18,000´
287º–291º byd 40 NM
292º–302º byd 40 NM blo 8,000´
292º–302º byd 70 NM
303º–313º byd 40 NM blo 18,000´
314º–346º byd 40 NM
347º–357º byd 40 NM blo 4,500´
347º–357º byd 65 NM blo 8,000´
347º–357º byd 79 NM
358º–005º byd 40 NM
LOC/DME 110.3 I–JAK Chan 40 Rwy 06. DME also srvs Rwy 24. LOC unusable inside of .3 NM fm thr. DME unusable byd 8.5 NM blo 3,000´.
ILS/DME 111.95 I–OGZ Chan 56(Y) Rwy 11. Class IIIE.
ILS/DME 108.9 I–LDZ Chan 26 Rwy 12L. Class IIIE.
ILS/DME 109.7 I–LMR Chan 34 Rwy 12R. Class IB.
ILS/DME 110.3 I–STL Chan 40 Rwy 24. Class IC. LOC unusable byd 25º both sides. DME unusable byd 8.5 NM blo 3,000´.
ILS/DME 111.95 I–RQN Chan 56(Y) Rwy 29. Class IE.
ILS 111.5 I–BKY Rwy 30L. Class IT.
ILS/DME 111.3 I–SJW Chan 50 Rwy 30R. Class IIIE.
COMM/NAV/WEATHER REMARKS: A pre–taxi clnc program is in effect. IFR dep are req to contact St Louis Clnc Del no more than 10 minutes prior to taxi time.

ST LOUIS DOWNTOWN (See CAHOKIA/ST LOUIS on page 227)

ST LOUIS RGNL (See ALTON/ST LOUIS on page 219)