

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

VOR

STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

TERMINAL ROUTES

MISSED APPROACH

FROM	TO	COURSE AND DISTANCE	ALTITUDE	MAP: 5.01 MILES AFTER BYRNS OR AT STL 4.99 DME
STL VORTAC	BYRNS INT/10.00 DME	027.93/10.00	2300	CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2700 VIA HEADING 360 AND STL R-031 TO FASHE INT/19.37 DME AND HOLD.
				ADDITIONAL FLIGHT DATA: HOLD NE, RT, 211.29 INBOUND FAS OBST: 539 TREE 385653N/0902521W CHART: 819 TREE 385810N/0902513W DISTANCE VDP TO THLD 1.02 MILES CHART VDP AT 6.01 DME

1. PT L SIDE OF COURSE 027.93 OUTBOUND 2300 FT WITHIN 10 MILES OF BYRNS (IAF)

2.

3. FAC 207.93 FAF BYRNS DIST FAF TO MAP 5.01 THLD 5.014. MIN. ALT BYRNS 2300, NUPDE/6.70 DME 1160 *1220 WHEN USING LAMBERT-ST LOUIS INTL ALTIMETER SETTING.8. MSA FROM: STL VORTAC 090-270 2800, 270-090 2300

NUPDE TO RW18: 3.77/43

MAG VAR: 1E

EPOCH YEAR: 1995

MINIMUMS

TAKEOFF:		STANDARD	X	SEE FAA FORM 8260-15A FOR THIS AIRPORT						ALTERNATE: N A			STANDARD #					
CATEGORY	A			B			C			D			E					
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA	MDA	VIS	HAT/ HAA			
S-18	1160	1	724	1160	1	724	1160	2	724		NA							
CIRCLING	1160	1	724	1160	1	724	1160	2	724		NA							

NUPDE FIX MINIMUMS

S-18	800	1	364	800	1	364	800	1	364		NA				
CIRCLING	840	1	404	900	1	464	900	1 1/2	464		NA				

NOTES:

CHART NOTES: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE LAMBERT-ST LOUIS INTL ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET.

STRAIGHT-IN MINIMUMS NA WITH LAMBERT-ST LOUIS ALTIMETER SETTING.

CHART PROFILE NOTE: VGS1 AND DESCENT ANGLES NOT COINCIDENT.

NA WHEN LOCAL WEATHER NOT AVAILABLE.

CITY AND STATE	ELEVATION: 436 TDZE: 436	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP
ST CHARLES, MO	AIRPORT NAME: ST CHARLES COUNTY SMARTT	STL	OCT 27 2005	AMDT ORIG-A
			VOR RWY 18, AMDT 1	DATE 5/26/99

VOR

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TERMINAL ROUTES				MISSED APPROACH				
FROM	TO	COURSE AND DISTANCE	ALTITUDE					
STL VORTAC	BYRNS INT/10.00 DME	027.93/10.00	2300	MAP: 5.01 MILES AFTER BYRNS OR AT STL 4.99 DME				
				CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2700 VIA HEADING 360 AND STL R-031 TO FASHE INT/19.37 DME AND HOLD.				
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2.								
3. FAC <u>207.93</u> FAF <u>BYRNS</u> DIST FAF TO MAP <u>5.01</u> THLD <u>5.01</u>								
4. MIN. ALT <u>BYRNS 2300, NUPDE/6.70 DME 1160</u> *1220 WHEN USING LAMBERT-ST LOUIS INTL ALTIMETER SETTING.								
8. MSA FROM: <u>STL VORTAC 090-270 2800, 270-090 2300</u>								
MINIMUMS								
TAKEOFF:	STANDARD	X	SEE FAA FORM 8260-15A FOR THIS AIRPORT			ALTERNATE: N A	STANDARD #	
CATEGORY ==>	A		B		C		D	E
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS
S-18	1160	1	724	1160	1	724	1160	2
CIRCLING	1160	1	724	1160	1	724	1160	2
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S-18	800	1	364	800	1	364	800	1
CIRCLING	840	1	404	900	1	464	900	1 1/2
NOTES:								# NA WHEN LOCAL WEATHER NOT AVAILABLE.
CHART NOTES: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE LAMBERT-ST LOUIS INTL ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET.								
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CITY AND STATE	ELEVATION: 436 TDZE: 436		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:		SUP	
	AIRPORT NAME:						AMDT ORIG-A	
ST CHARLES, MO	ST CHARLES COUNTY SMARTT		STL		VOR RWY 18, AMDT 1		DATE 5/26/99	

ALL AFFECTED PROCEDURES REVIEWED? ☒ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE 10/27/2005							
COORDINATED WITH: <table style="width: 100%;"> <tr> <td style="text-align: center;">ATA ☒</td> <td style="text-align: center;">AAT ☐</td> <td style="text-align: center;">ALPA ☐</td> <td style="text-align: center;">APA ☐</td> <td style="text-align: center;">AOPA ☒</td> <td style="text-align: center;">NBAA ☒</td> <td style="text-align: center;">OTHER (specify) ☒ ZKC, STL APP CON, STL FSS, AMGR</td> </tr> </table>			ATA ☒	AAT ☐	ALPA ☐	APA ☐	AOPA ☒	NBAA ☒	OTHER (specify) ☒ ZKC, STL APP CON, STL FSS, AMGR
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FLIGHT CHECKED BY									
NAME: Jeffrey-W. Randall	FIFO BTL	DATE: 7-13-05							
DEVELOPED BY									
NAME: PERRY J. OLECK	FIFO AVN-120	DATE: 12/15/2004							
APPROVED BY									
NAME: JOHN BICKERSTAFF	FIFO AVN-120 MANAGER	DATE: AUG 15 2005							
CHANGES: 1. FASHE INT MOVED. 2. REMOTE ALTIMETER NOTE REMOVED. 3. STEP DOWN FIX ALTITUDE LOWER. 4. STEP DOWN FIX NAMED. 5. MAP FIX NAME REMOVED. 6. CLIMB TO ALTITUDE ADDED TO MA. 7. INITIAL AND FAF ALTITUDE RAISED. 8. STEP DOWN FIX MOVED IN TO 1.71 NM TO RWY. 9. CHANGED DESCENT ANGLE 10. BACK-UP ALTIMETER NOTE ADDED.									
REASONS: 1. CAPITAL VORTAC RELOCATION. 2. AIRPORT NOW HAS ASOS ON SERVICE A. 3. REMOVED RASS COMPUTATION FROM ALTITUDE CALCULATION. 4. CRITERIA 5. CRITERIA, NAME NOT REQUIRED FOR MAP AT THE THRESHOLD. 6. HAT LESS THAN 400 FT AND MA OBSTACLE. 7. PROVIDES FAF TO STEP DOWN DG CLOSER TO STEP DOWN TO RWY DG. 8. ALLOWED THE 7:1 RULE TO STEP OVER 819 MSL TREE. 9. RESULT OF NEW LOCATION AND ALTITUDE OF STEP DOWN FIX. 10. REGION REQUEST.									

PART - A OBSTRUCTION DATA

FAA Form 8260 - 9 / December 2002 (Computer Generated)

NOTES / EXPLANATIONS FROM OPPOSITE SIDE OF FORM:

AIRSPACE: SEE ATTACHED LETTER.

TERPS PARA 289 APPLIED TO 819 TREE 385810.17N-0902513.42W

@ PENETRATED THE 40:1 SLOPE PRIOR TO MANDATING THE CLIMB TO ALTITUDE OF 1000 FT ON THE MISSED APPROACH.

THE 40:1 SLOPE ORIGIN IS DELAYED 4198 FT PAST THE MAP FOR FAF FIX ERROR ADJUSTMENT.

PRESSURE PATTERNS ARE THE SAME
(KSET) 385546.89N-0902547.86W 436.2 MSL.
(KSTL) 384451.60N-0902136.00W 604.3 MSL.

BACKUP ALTIMETER PUBLISHED BY NOTE, ALL MDAS RAISED 60 FT. STRAIGHT IN MINIMUMS NA WITH BACKUP ALTIMETER DUE TO DESCENT GRADIENT.

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:		2. WEATHER SERVICE		3. ALTIMETER SETTING	
STL APP CON		N W S	OTHER:	SOURCE:	
STL FSS		F A A	ASOS	KSET/KSTL	
		A / C		DISTANCE: 11.39 NM	
SATISFACTORY ON:		LOCATION:		HOURS REMOTE OPERATION:	
☒ V H F ☒ U H F ☐ H F		ON AIRPORT		24	
		HRS OPTN: 24		ADJUSTMENT: 49.73 FT	
4. MONITOR STATUS	PRIMARY			SECONDARY	
	NAVAID: STL VORTAC			NAVAID: TOY VORTAC	
	MONITOR POINT: STL AFSS			MONITOR POINT: COU FSS	
	HRS	CAT 1	24	HRS	CAT 1
	OPTN:	CAT 3		OPTN:	CAT 3
5. AIRSPACE		FLOOR OF CONTROLLED AIRSPACE UNDER FAC			CONTROL AREA
		X	CONTROL ZONE:	HOURS OPTN	TRANSITION AREA
6. APPROACH & RUNWAY LIGHTING	ALS			X	REIL 18
	(S) SALS			TDZ	
	MALS			C/LINE	
	HIRL			X	OTHER (Specify) PAPI-4L 18 (PCL) VASI-4L 36 (PCL)
	X	MIRL 9, 18, 27, 36			
7. RUNWAY MARKINGS BSC-G 9/27			8. RUNWAY VISUAL RANGE		
ALL WEATHER			APPROACH		
INSTRUMENT NPI-G 18/36			ROLL OUT		
9. GLIDE SLOPE	G S ANGLE:			ELEV RWY THRESHOLD:	
	DISTANCE FROM RWY:			ELEV GS ANTENNA:	
				THRESHOLD CROSSING HEIGHT:	
10. FINAL APPROACH COURSE AIMING		X	RUNWAY THRESHOLD		F.T. FROM THRESHOLD
			ON CENTERLINE		F.T. FROM CENTERLINE
11. WAIVERS OF STANDARDS		NUMBER OF WAIVERS ON FILE		DATES OF APPROVAL	
		NONE			

PART C - REMARKS: ASOS IS ON SERVICE A.

VGSI DATA 3.00/42.7 TCH

PART D - PREPARED BY:
PERRY J. OLECK

TITLE:
AERONAUTICAL INFORMATION SPECIALIST

DATE:
12/15/2004

OFFICE:
AVN-120

