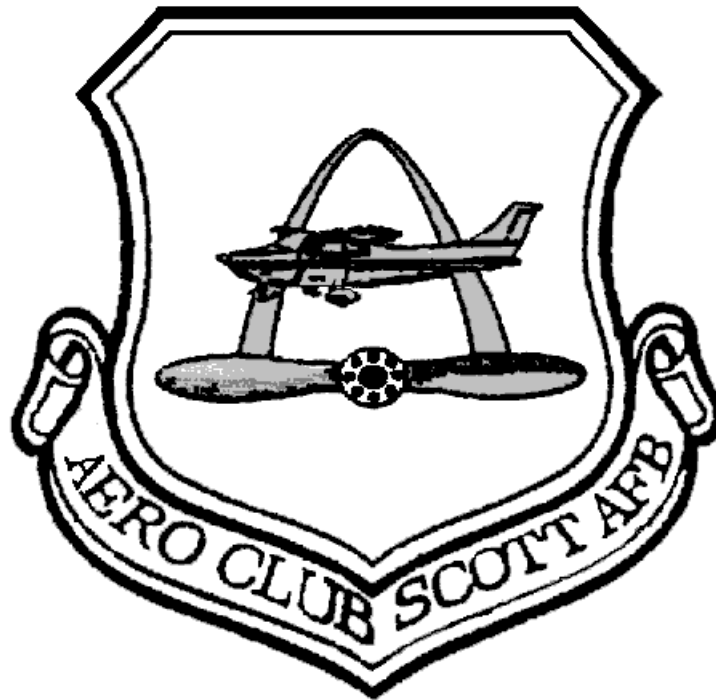


Department of the Air Force
375 Services Squadron
Scott AFB, IL 62225

**SCOTT AFB AERO CLUB/FLIGHT TRAINING CENTER
SAFETY AND PROCEDURE GUIDE
FAR PART 141 STUDENTS**



SANDRA LANG
Manager

KENNETH KELLOGG
Chief Instructor

TABLE OF CONTENTS

TABLE OF CONTENTS	1
DEFINITIONS AND ABBREVIATION	2-4
STANDARD OPERATING PROCEDURES	5
FLIGHT DISPATCHING	5
FLIGHT RESTRICTIONS	5-8
CHECKLISTS	8
STARTING AND TAXIING AIRCRAFT	8
FIRE PRECAUTION PROCEDURES	9
REDISPATCH PROCEDURES	10
AIRCRAFT DISCREPANCIES	10-11
GROUND HANDLING, PARKING AND SECURING	11
FUEL RESERVES	12
AVOIDANCE OF OTHER AIRCRAFT	12
MINIMUM ALTITUDE LIMITATIONS	12
PRACTICE AREA	12
MAINTENANCE PROCEDURES	13-14
PRACTICE AREA FIGURE	15
AIRPORT DIAGRAM FIGURE	16

DEFINITIONS AND ABBREVIATIONS

The following definitions and abbreviations supplement those found in the Pilot/Controller Glossary in the Aeronautical Information Manual as well as the Federal Aviation Regulations.

AD. Airworthiness Directive. A mandatory maintenance action directed by the FAA. An AD may not be over flown.

AIRCRAFT ACCIDENT. An occurrence associated with the operation of the aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

AIRCRAFT INCIDENT. An occurrence, other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

AIM. Aeronautical Information Manual.

AGL. Above ground level.

Digital Clock. A timepiece that displays time in digits rather than with hands on a clock.

Dispatcher One who approves flight clearances.

DH. Decision Height. The height at which a decision must be made during a precision instrument approach to either continue the approach or to execute a missed approach.

Emergency. Any condition when the pilot in command becomes uncertain about the safe outcome of the flight.

FAR. Federal Aviation Regulations.

FSS. Flight Service Station.

HAA. Height above Airport. The height of the Minimum Decent Altitude above the published airport elevation. Published with circling minimums.

HAT. Height above Touchdown. The height above Decision Height or Minimum Descent Altitude above the highest runway elevation in the touchdown zone. Published with straight in minimums.

HOBBS METER. A digital analog clock that displays accumulated time in hours and tenths of hours (one-tenth of an hour is equal to six minutes). The clock measures real time when the engine is running. This time is used to calculate payment due to the SAC following a flight.

IFR. Instrument flight rules.

KCAS. Knots calibrated airspeed.

KIAS. Knots indicated airspeed.

LOCAL FLYING AREA. A radius of 50 nm from Scott AFB.

MAA. Maximum Authorized Altitude. A published altitude representing the maximum usable altitude for an airspace structure or route segment.

MCA. Minimum Crossing Altitude. The lowest altitude at certain fixes at which an aircraft must cross when proceeding in the direction of a higher minimum en route IFR altitude.

MDA. Minimum Descent Altitude. The lowest altitude to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided.

MEA. Minimum enroute altitude.

MHZ. Megahertz.

MOCA. Minimum Obstruction Clearance Altitude. The lowest published altitude in effect between radio fixes on VOR airways, off-airway routes, or route segments which meets obstacle clearance requirements for the entire route segment and assures acceptable navigational signal coverage only within 25 statute miles of a VOR.

MPH. Miles per hour.

MRA. Minimum Reception Altitude. The lowest altitude at which an intersection can be determined.

MSL. Mean Sea Level.

MVFR. Marginal VFR: Ceilings between 1000 and 3000 feet, and/or visibility between 3 and 5 statute miles.

NM. Nautical miles (approximately 6,076 Feet).

NOS. National Ocean Survey (performed by the National Oceanic and Atmospheric Administration).

NTSB. National Transportation Safety Board.

OBO. Official Business Only. Do not plan to land at another military installation that is OBO without prior coordination. (See PPR.)

PIC. Pilot in Command.

PIF. Pilot Information File.

PPR. Prior Permission Required: Do not plan to land at another military installation that is PPR without receiving a PPR number from the appropriate authority. (It is suggested that you also get the dispatcher's initials).

RAPCON: Radar Approach Control (Military Approach Control Facility).

RON. Remain overnight. If you RON away from SAFB, follow the guidance specified in the aircraft checklist and dispatch book.

RWY. Runway.

SAC. Scott Aero Club/Flight Training Center.

SAFB. Scott Air Force Base.

SECURING THE AIRCRAFT. Actions required by club members prior to returning responsibility for a checked-out airplane to the SAC Dispatcher. These include turning all

electrical equipment off, turning the master switch off, securing the controls (either with the control lock or seat belts), installing the pitot cover, tying the aircraft down, chocking the wheels, and locking all aircraft doors.

SM. Statute Mile (5,280 Feet).

SOF. Supervisor of Flight.

SOG. Student Operating Guide

SOP. Standard Operating Procedures.

STAGE CHECK. A progress evaluation administered by the SAC chief pilot or designated representative prior to an FAA practical examination.

STUDENT PILOT. A pilot not possessing a valid FAA Private, Commercial, or ATP airman's certificate appropriate to the aircraft category and class being operated.

TACH TIME. A digital clock located within the engine tachometer displaying accumulated time in hours, tenths of hours and hundredths of hours. The clock is operating when the engine is running but does not display real time. This time is used to determine compliance with required inspections and other maintenance actions.

TBO. Time Between Overhauls. The manufacturers recommended accumulated operating in hours before overhaul of the component.

TDY. Temporary Duty. Official duty on orders away from the normal duty station.

VFR. Visual Flight Rules.

VMC. Visual Meteorological condition

STANDARD OPERATING PROCEDURES

In accordance with applicable Air Force Aero Club directives, the Scott Aero Club/Flight Training Center (SAC) has been established as a non-appropriated fund activity for the purpose of providing qualified members an opportunity for the wholesome use of leisure time in the interest of morale, welfare, recreation, and vocational training.

Each member has been issued a Student Operating Guide. It establishes the policies, procedures, and practices of the Scott Aero Club/Flight Training Center and provides information concerning the administration and operation of the club. The contents of the SOG are not intended to cover every contingency or every rule of safety and good practice. Members are required to comply with the provisions of all publications issued by competent authorities pertinent to the type of flight operations performed (i.e., Federal Aviation Regulations, Airman's Information Manual, Flight Information Publications, as well as this manual). The provisions of this manual are not intended to supersede any regulation or directive issued by competent authority, except where more restrictive.

GENERAL SAFETY In all phases of operations is the number one consideration at the Scott AFB Aero Club. The following policies and procedures contained in the SOP are repeated here to ensure the safety of all students and employees of SAC. All students will be required to follow these SOP items in order to guarantee the safest environment possible, both on the ground and in the air. Intentional violations of any parts of the SOP will not be tolerated and SAC management reserves the right to restrict the use of equipment to any member that does not comply with the SOP.

FLIGHT DISPATCHING

A. All flights will be dispatched according to SAC Standard Operating Procedures, Chapter 3, Operational Restrictions and Local Area Procedures, or Chapter 4, Student Pilot Procedures. All flights will be logged on the Local/Cross Country VFR Log and a Flight Clearance Checklist will be completed. Student Pilot solo flights will be cleared by his/her instructor or another instructor authorized by the student's primary instructor.

B. The following procedures are not authorized for student pilots:

1. Night solo.
2. Solo touch and goes.

FLIGHT RESTRICTIONS.

A. The FOLLOWING FLIGHT RESTRICTIONS APPLY TO SAC PILOTS AND AIRPLANE..

1. Weather Minimums:

DUAL

Ceiling (AGL)/Visibility (sm)

Traffic Pattern	1500/3
Ground Reference Maneuvers	1500/3
Other VFR Maneuvers	2500/3
VFR Cross country (Day)	2000/4

The maximum crosswind component is the aircraft manufacturer’s maximum demonstrated crosswind component. Maximum wind velocity from any direction is 30 knots.

SOLO (STUDENT PILOTS)

	<u>Ceiling (AGL)/Visibility (sm)</u>
Traffic Pattern	1500/3
Ground Reference Maneuvers	1500/3
Other VFR Maneuvers	2500/3
VFR Cross country (Day)	2000/5

The maximum crosswind component is 10 knots, including gusts. Maximum wind velocity from any direction is 20 knots.

2. Maximum winds at cruise altitude:

C-152.....	30 knots
C-172, PA 28	40 knots
PA-44	45 knots

3. Student Pilots are restricted to the Scott AFB Traffic Pattern when a thunderstorm is reported within 25 nm of Scott AFB.

B. FIRST DUAL AND SOLO ROUTES (STUDENT PILOTS):

Scott AFB- Effingham IL-Springfield IL-Troy VOR-SAFB

SAFB-Farmington MO-Marion IL-SAFB

SAFB-Effingham IL-Marion IL-SAFB

ALTERNATE ROUTES:

SAFB MTO VOR- Mattoon IL-Troy-VOR-SAFB

SAFB-Fam VOR-Farmington MO.-Troy VOR-SAFB

SAFB-Uin VOR Quincy IL-Troy VOR-SAFB

SAFB-Cng VOR-Paducah, Ky. Lawrenceville, IL-SCAB

SAFB-Cmi VOR-Champaign, IL-Evansville, IN-SCAFB

C. ADDITIONAL AIRPORTS FOR STUDENT PILOTS:

1. St Louis Downtown Parks Airport, Cahokia, IL
2. Alton Airport, Alton, IL
3. Metroeast Airport, St Jacob, IL
4. Sparta Airport, Sparta, IL

D. Scott Aero Club students must plan to return to SAFB no later than one hour before official sunset from a cross country trip, with one hour of fuel in their fuel tanks.

E INSTRUMENT PILOT STUDENTS

1. Flight Dispatching: All flights will be dispatched according to SAC Standard Operating Procedures, Chapter 3, paragraph 3.c. When instrument conditions exist, all instrument training flights must be cleared by an instrument flight instructor.
2. Flight Restrictions:
 - a. Weather minimums for IFR takeoff are the greater of:
 - The takeoff minimums listed in the Terminal Flight Information Publication for the departure airport, or,
 - The lowest compatible circling minimums, both ceiling and visibility, at the departure airport.
 - b. Instructors with greater than 100 hours actual instrument time as PIC, the weather minimums for IFR takeoff are the greater of:
 - The takeoff minimums listed in the Terminal Flight Information Publication for the departure airport, or,
 - The lowest compatible approach minimums, both ceiling and visibility, at the departure airport.
 - c. Wind Component: The maximum crosswind component is the manufacturer's maximum demonstrated crosswind for the aircraft. The maximum wind velocity from any direction is 30 knots. Maximum winds at cruise altitude for the C-172, PA-28, is 40 knots, and PA-44 is 45kts.
 - d. Thunderstorms: All flight operations must maintain a minimum of 25 NM from thunderstorm conditions. All SAC pilots will land when a thunderstorm is reported within 3 NM of Scott AFB.
 - e. Icing: Flight training is prohibited during any actual icing conditions.
 - f. Cross Country Routes: The routes flown for the instrument cross-country must consist of a minimum of three legs covering a distance of at least 250 NM (14 CFR Part 61.65).

Approaches must consist of at least one precision and two non-precision instrument procedures.

F COMMERCIAL PILOT STUDENTS

1. Flight dispatching. All flights will be dispatched according to SAC Standard Operating Procedures, Chapter 3, paragraph 3.c. Commercial Pilot applicants will be cleared by his or her instructor or another instructor authorized by the individual’s primary instructor for commercial training flights. The following procedures are **not** authorized for commercial pilot applicants.

a. Night cross-country flights beyond 50nm unless an IFR Flight Plan is filed.

2. Flight Restrictions. The following flight restrictions apply to SAC Commercial Pilot applicants.

a. Weather Minimums:

	Ceiling (AGL)/Visibility (sm)
Traffic Pattern	1500/3
Ground Reference Maneuvers	1500/3
Other VFR Maneuvers	2500/3
VFR Cross country (Day)	2000/4

b. Wind Component: The maximum crosswind component is the manufacturer’s maximum demonstrated crosswind for the aircraft. The maximum wind velocity from any direction is 30 knots. Maximum winds at cruise altitude for the C-172, PA-28, is 40 knots, and PA-44 is 45kts.

c. Thunderstorms: All flight operations must maintain a minimum of 25 nm from thunderstorms. All SAC pilots will land when a thunderstorm is reported within 3 NM of Scott AFB.

d. Cross Country Routes: The cross-country routes flown must meet the 14 CFR 50 NM leg requirements. The long cross-country must meet the requirement as specified in 14 CFR. 61.129. The commercial student’s flight instructor must approve each route.

CHECKLISTS

A. Each aircraft operated by SAC is provided with a checklist that covers all phases of normal flight operations and emergencies. A POH containing all checklists for all ground and flight operations day or night, VFR or IFR is provided in for each aircraft. Both instructors and students are expected to be familiar with the checklist for the aircraft they are flying and adhere to them. Emergency items are outlined in RED.

STARTING AND TAXIING AIRCRAFT

A. Starting Procedures: SAC aircraft will be started using the appropriate checklists and the following procedures:

1. A qualified flight instructor must be on board the aircraft during all pre-solo engine starts.
2. Aircraft engines may not be started for the purpose of flight until a preflight inspection has been performed. An approved checklist must be used for all phases of aircraft operations including preflight and engine starting procedures.
3. On the preflight inspection make sure that the engine starting area is free of objects and debris.
4. Before engaging the starter, ensure that the rotating beacon is on, brakes held, and an audible "CLEAR" is announced.
5. No aircraft is to be started within 50 feet of the hangar or fuel pumps.
6. Hand Propping of any aircraft is prohibited.

B. Taxi Procedures: Taxi operations will be conducted in accordance with procedures described in the Aeronautical Information Manual. In addition, taxi operations will follow these procedures:

1. Taxi speeds should be no faster than a moderate walk.
2. Aircraft will follow yellow taxi lines except for clearing obstacles, vehicles or other aircraft.
3. No aircraft will be taxied out of the parking spot closest to the hangar.
4. Correct control surface position with respect to the wind direction and speed will be maintained during taxi.
5. Use minimum braking during taxi.
6. Use extreme caution when taxiing in vicinity of large aircraft. Maintain 500 feet distance behind large aircraft to avoid jet blast.
7. Under no circumstances will aircraft be taxied in or out of the hangar.
8. All pilots will be familiar with airport signs and surface markings.

C. Foreign Object Damage (FOD). FOD causes millions of dollars in damage to aircraft each year. The SAC cannot afford losses or damage of this nature so all SAC members must be alert to this potential threat and assist in the prevention of FOD whenever possible. If debris is observed on or near the ramp, **pick it up and dispose of it in the nearest trash container.** If debris is observed beyond the SAC ramp area, report it to the tower immediately. All SAC pilots are responsible for cleaning the cabins of aircraft they use and may be assessed a \$10 cleaning fee

FIRE PRECAUTION PROCEDURES:

- A. The subject of aircraft engine and cabin fires is a part of every individual's checkout in the aircraft. Follow the procedures outlined in the POH emergency checklist and take action as dictated by the situation and using good judgment.
- B. Use caution to avoid over-priming during start.
- C. If, during start, a minor fire develops in the carburetor, continue cranking momentarily. A start will draw the flame into the carburetor
- D. If, during start, a minor fire develops in the exhaust stack, continue cranking momentarily. A start will blow out the flame.
- E. If fire continues, place the mixture control to idle cut-off, turn off the fuel selector, magnetos, and master switch, and evacuate the aircraft immediately. When using a fire extinguisher, aim at the base of the flame.
- F. In the event of a fire on the ground, and time permits, attempt to call for assistance on any radio frequency available and take action as dictated by the situation and using procedures listed above.
- G. In the event of an uncontrollable fire in flight, land as soon as possible. If in single engine aircraft, deploy flaps and gear and descend to a landing as fast as possible. If in multi-engine aircraft, secure the engine according to the POH procedures. DO NOT attempt to restart an engine that has had a fire unless an extreme emergency dictates. After landing, contact the school office.
- H. In the event of a controllable fire in flight, land at the nearest suitable airport and contacts the school office for instructions.
- I. All aero club Members and Instructors are required to review the fire extinguisher video annually.

REDISPATCH PROCEDURES:

- A. Unplanned landings at airports other than the students originally planned route must be reported to the school immediately. The student cannot be released to continue the flight until the situation can be reviewed by an appropriately certified flight instructor.

AIRCRAFT DISCREPANCIES

- A. All aircraft discrepancies will be reported on the AFTO Form 781. These forms are available in the aircraft dispatch book.
- B. Keys to the aircraft with known discrepancies that could affect the safety of flight will not be issued. No pilot in command shall attempt to take off with known discrepancies that caused the grounding of the aircraft. All discrepancies shall be cleared by an appropriately certified Aero Club Mechanic.

C. Clearance for flight of aircraft with minor discrepancies shall be the responsibilities of the school maintenance personnel.

D. If a discrepancy is observed during run-up, return to the ramp and report the problem to the SOF, Manager, Instructor or Maintenance Personnel.

E. If a serious discrepancy^{1*} develops during a local flight return to Scott AFB immediately or a local suitable airport.

F. If a serious discrepancy¹ develops during a cross country flight land immediately at the nearest suitable airport and contacts the school immediately.

GROUND HANDLING PARKING AND SECURING OF AIRCRAFT

This is specific guidance to anyone operating Scott Aero Club aircraft (including privately owned aircraft) on the proper procedures for ground handling, parking and securing aircraft.

1. Ground Handling. Scott Aero Club aircraft will be moved **only with the use of a towbar**.
2. Parking. After each flight, the pilot in command (PIC) will park the aircraft in a designated parking spot unless previous arrangements have been made. The aircraft will be parked in the hangar after the last flight of the day if severe weather is imminent or forecasted.
3. Securing Procedure (on ramp):
 - a. Remove tow bar.
 - b. Chock both main wheels.
 - c. Tie down both wings.
 - d. Attach grounding wire (For aircraft that are tied down with ropes.)
 - e. Install control lock.
 - f. Install pitot tube cover.
 - g. Latch and close windows.
 - h. Close and lock doors.
4. Securing Procedure (in hangar):
 - a. Remove tow bar.
 - b. Chock both wheels.
 - c. Attach grounding wire if necessary.
 - d. Install control lock.
 - e. Install pitot tube cover.
 - f. Install two gallon gas can on fuel vent (C-152 only).

¹A Serious discrepancy is one that may endanger the occupants and or aircraft, if the flight is continued, e.g., rough or intermittent running engine, airframe structural problem, fire or immediate threat of fire.

5. Propeller Blast. It is the responsibility of the pilot to ensure that propeller blast is not directed at the hangar or other aircraft.
6. Hangaring/Unhangaring Aircraft. A minimum of two people will be used to hangar/unhangar aircraft.
7. Parking Directly In Front Of the Aero Club. Aircraft may be parked in the position directly in front of the Aero Club. However, the aircraft will be moved from that position prior to starting the engine.

FUEL RESERVES

- A. Pilots SHALL NOT BEGIN A FLIGHT UNLESS THERE IS SUFFICIENT FUEL TO COMPLETE the flight to the point of intended landing, fly from that airport to an alternate(if an alternate is required), and then fly after that for at least 1 hour at normal cruise consumption.
- B. For flight planning purposes, the PIC shall calculate fuel consumption using the aircraft or engine manufacturer's data, whichever is greater.

AVOIDANCE OF OTHER AIRCRAFT IN FLIGHT AND ON THE GROUND

- A. Pilots must exercise continuous traffic surveillance both in flight and on the ground. Before initiating each maneuver, perform a clearing turn to ensure the area is free of conflicting traffic.
- B. All aircraft will observed the right of way rules of 14 CFR 91.111, 91.113, and 91.123, at all times. However, when in doubt as to the actions of other aircraft DO NOT HESITATE TO GIVE WAY.
- C. Be vigilant when flying in the vicinity of navigational aids and none tower controlled airports. Follow AIM procedures for all traffic pattern entries and traffic patterns at non controlled airports
- D. Listen on the appropriate communications frequency for traffic activity. Use radar advisory services and flight following where available.

MINIMUM ALTITUDE LIMITATIONS AND SIMULATED EMERGENCY LANDING INSTRUCTIONS

- A. All minimum safe altitude limitations must comply with 14 CFR 91.119.
- B. Simulated emergency will be practiced on dual flights only.
- C. Emergency landing practice will not be conducted over any congested area of a city, town or people. A practice emergency landing will not descend to an altitude that will put the aircraft closer than 500' to any person, vessel, vehicle or structure. Unless the emergency landing practice is to an approved airport with open runways, the aircraft shall not be allowed to descend below 500' AGL.

PRACTICE AREA

A. VFR practice areas have been designated by the school and are posted in the flight planning room. All local solo practice will be conducted within these designated areas. Irregular shaped training area approximately 22 NM by 18 NM centered 20 NM south of Scott AFB, IL.-Page 15

MAINTENANCE PROCEDURES

A. All discrepancies will be documented in on an AFTO 781A and kept in the aircraft dispatch book.

B. Scheduled inspections will be conducted in accordance with the appropriate Federal Aviation Regulations as well as this SOP.

1. A 100 hour inspection will be conducted on all SAC aircraft.
 - a. If an aircraft is cross-country at the time the 100-hour inspection is due, it may, be over-flown up to 10 hours to return the aircraft to home station for the inspection. Do not plan to exercise this option without first consulting the manager or chief mechanic.
 - b. All Cessna aircraft and the PA-44 have 100-hour ADs and may not over fly the 100 hour limit for any reason.
2. An annual inspection will be conducted on all SAC aircraft except those which are maintained on an approved progressive inspection program.
3. Engine and propeller overhauls will be conducted as recommended by the manufacturer. Engines may be operated beyond the recommended time before overhaul (TBO) provided 100-hour inspections are accomplished every 50 hour.
4. Scheduled maintenance actions will be documented in the aircraft maintenance logs and the dispatch books as appropriate. The logs are maintained in the maintenance office and the dispatch logs are kept in the flight planning area of the club.

C. **Unscheduled Maintenance.** Unscheduled maintenance will be performed on a daily basis as necessary when aircraft discrepancies are noted by club pilots.

1. Routine servicing of fuel and oil will be performed by the club members using the aircraft and conducted in accordance with the provisions specified in Chapter 3 of the Scott Aero Club Standard Operating Procedures (SOP).
2. Discrepancies noted by a club member will be annotated in the AFTO 781A section of the aircraft dispatch book. These entries must be neat and concise and include the date, the specific discrepancy, and the pilot's name. Do not make duplicate entries if a previous pilot has written up the same discrepancy and it has not yet been corrected or signed off by a mechanic. Enter only one discrepancy per block on the AFTO 781A.
 - a. Should a pilot determine a discrepancy is significant enough to warrant maintenance action prior to the next flight, immediately bring it to the attention of the Manager, the Dispatcher, a club instructor, or club mechanic who will make the airworthiness determination of the aircraft. If the aircraft is determined not to be airworthy, it will be

grounded in accordance with the procedures in the SAC SOP. Grounded aircraft cannot be flown until cleared by an appropriately certified Aero Club Mechanic.

b. Undetectable damage to aircraft can result from exceeding engine limits, exceeding load limits, or hard landings, for example. These events will be entered in the AFTO Form 781A.

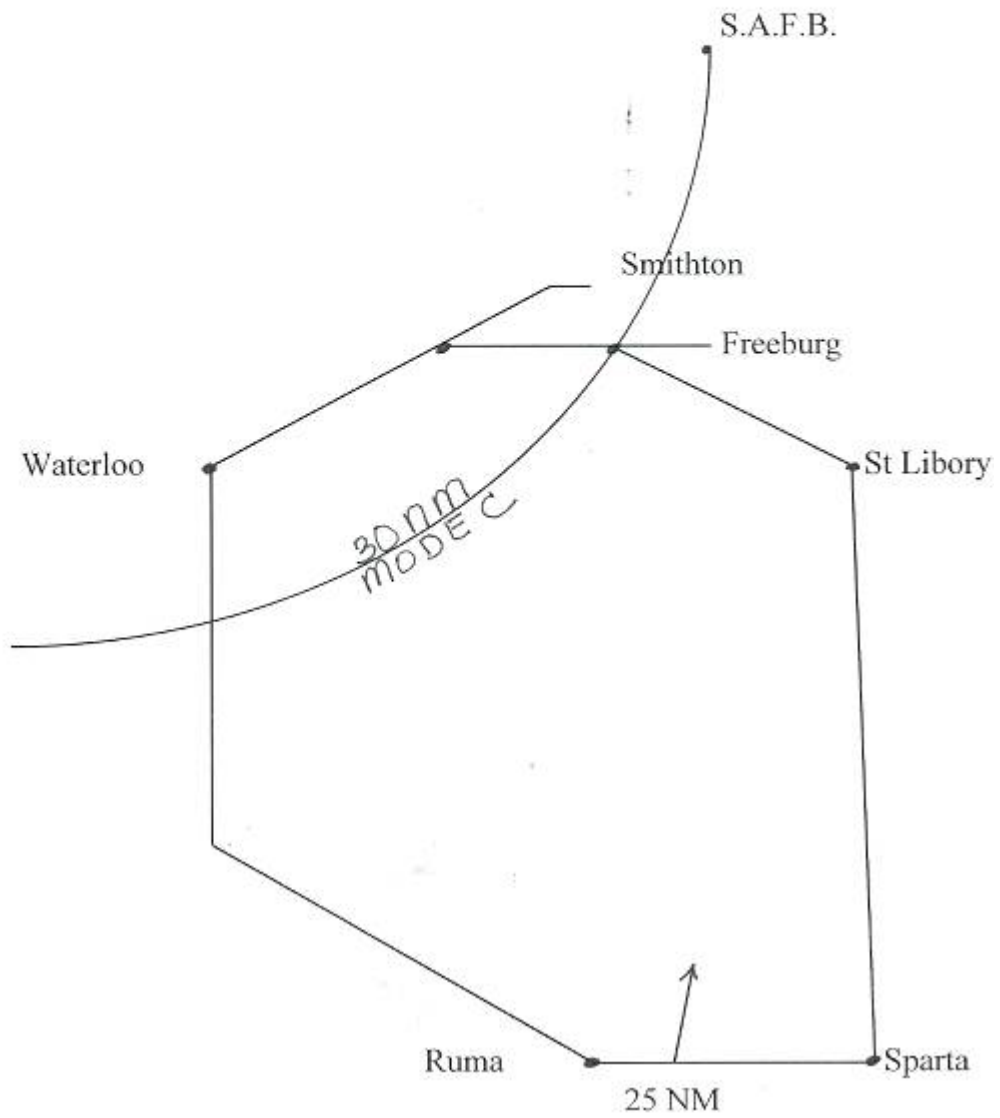
c. The AFTO 781As are maintained in 100-hour increments between required inspection cycles and kept for the last 200 hours of operation on all SAC aircraft. AFTO 781A write-ups more than 200 hours old will be disposed of in 100-hour increments.

D. Aircraft Grounding Procedures. When the manager, the Dispatcher, a club instructor, or mechanic determines an aircraft is not airworthy, it will be grounded as follows:

1. Cover the aircraft ignition keys in the ignition box with a red "Grounded" tag.
2. Ensure the discrepancy is clearly annotated in the aircraft dispatch book.
3. Place a "Grounded" notice on the front cover, outside, clear view panel of the aircraft dispatch book.
4. Update the Status Board by marking, "Out of Service."
5. Line through the aircraft on the flight schedule.
6. Contact maintenance to evaluate the discrepancy. (Use the "On-Call" number if necessary.)
7. Attempt to notify club members who are scheduled to fly the aircraft during the anticipated duration of the grounding.
8. Notify the club manager of the grounding action as soon as practical.

SCOTT AFB FLIGHT TRAINING CENTER
PRACTICE AREA

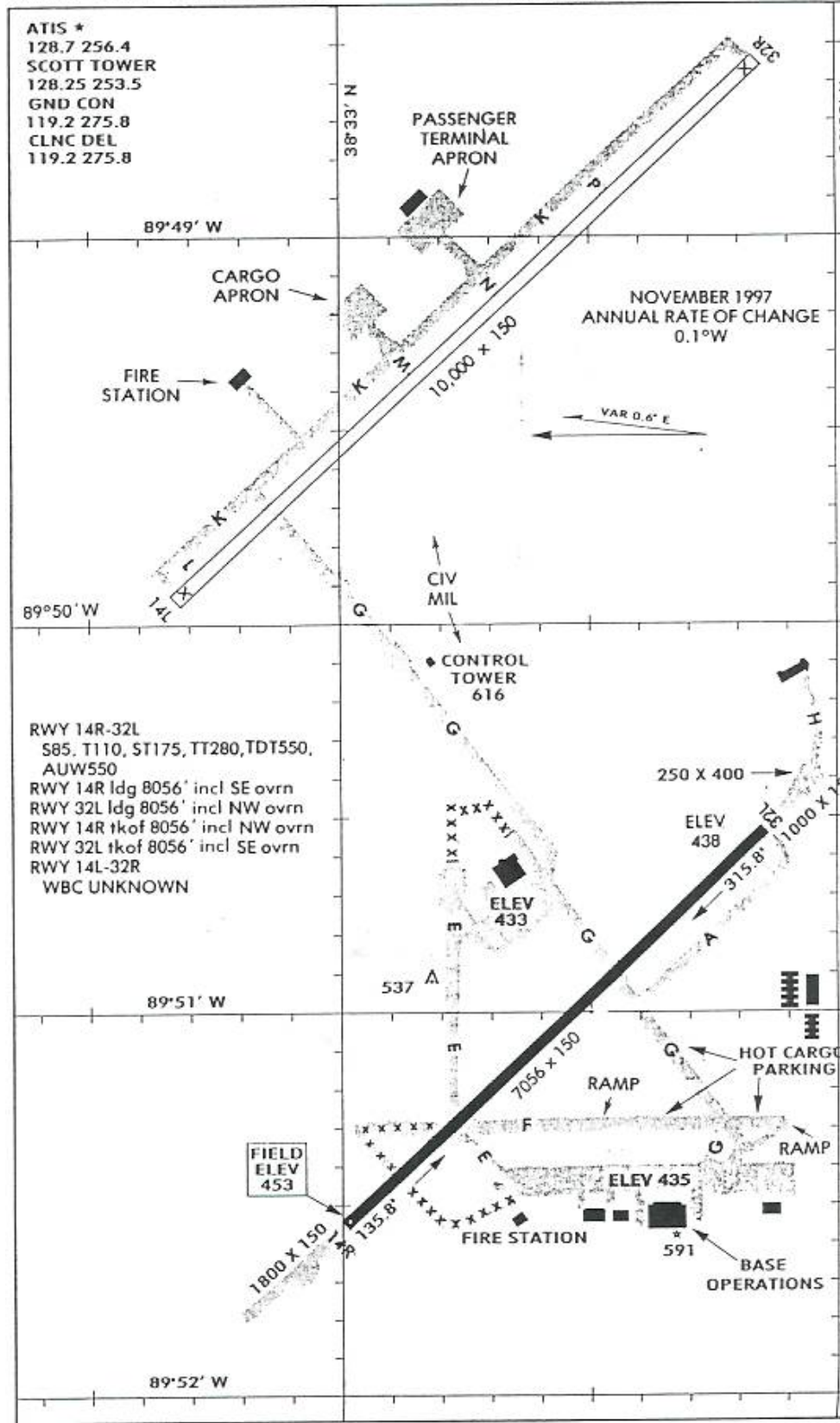
STL CLASS B



AIRPORT DIAGRAM

AFD-46 (USAF)

BELL



AIRPORT DIAGRAM

WGS DATUM

BELL