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General Information

Location: ALTON-ST LOUIS IL USA
ICAO/IATA: KALN / ALN
Lat/Long: N38° 53.39', W090° 02.76'
Elevation: 544 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 1.0° W
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP 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: 1057 Z
Sunset: 0057 Z

Runway Information

Runway: 11
Length x Width: 8099 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 539 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 543 ft
Lighting: Edge, Pilot controlled

Runway: 29
Length x Width: 8099 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 531 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt

TDZ-Elev: 544 ft
Lighting: Edge, Pilot controlled

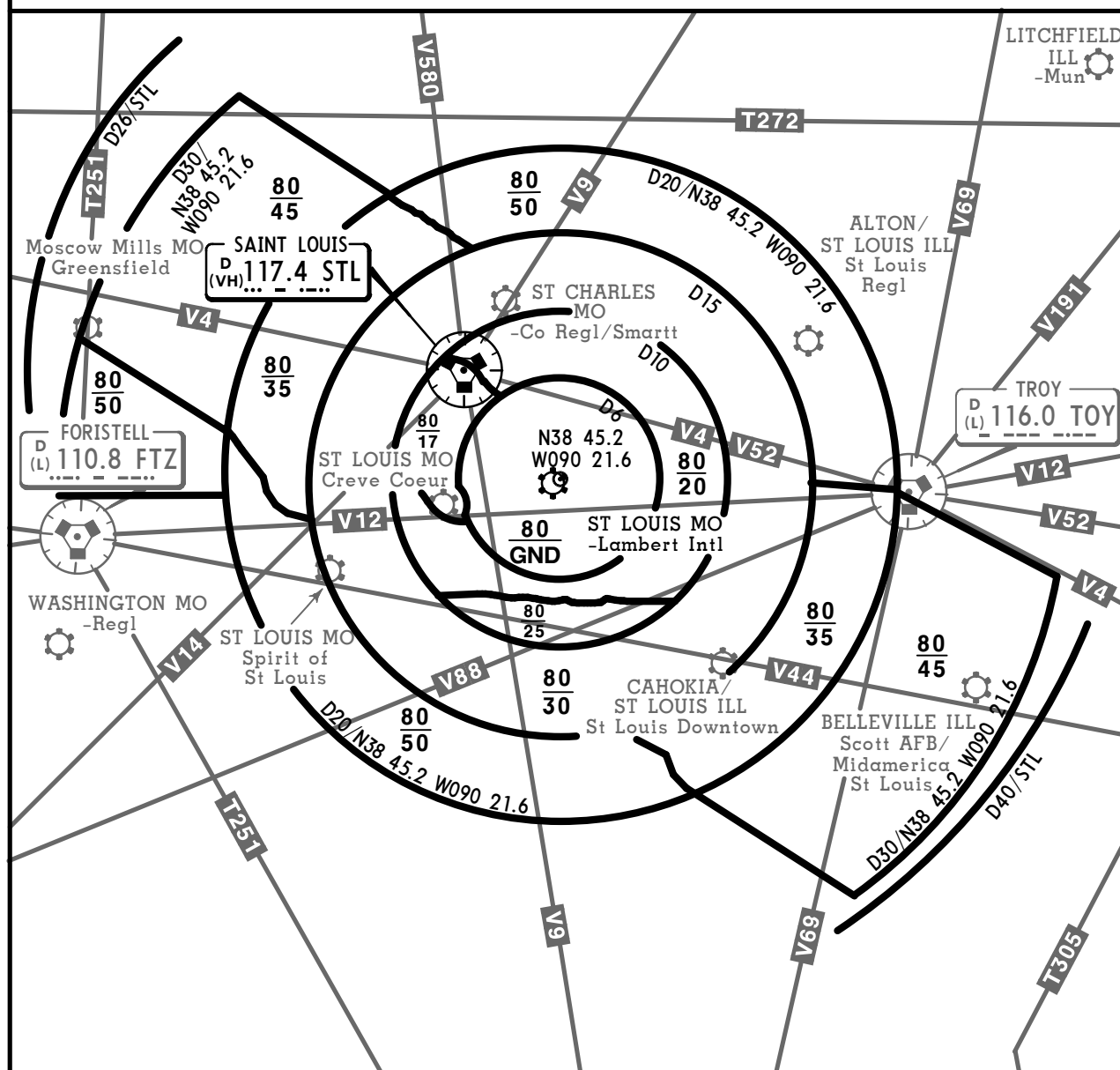
Communication Information

ATIS: 125.025 Secondary
ATIS: 128.000
AWOS: 128.000
Regional Tower: 126.000 CTAF PCL
Regional Ground: 120.200
St Louis Clearance Delivery: 120.200
St Louis Approach: 124.200
St Louis Departure: 124.200
Regional UNICOM: 122.950

ST LOUIS CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

(N/E) St Louis App (R) 124.2 (S/W) St Louis App (R) 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-

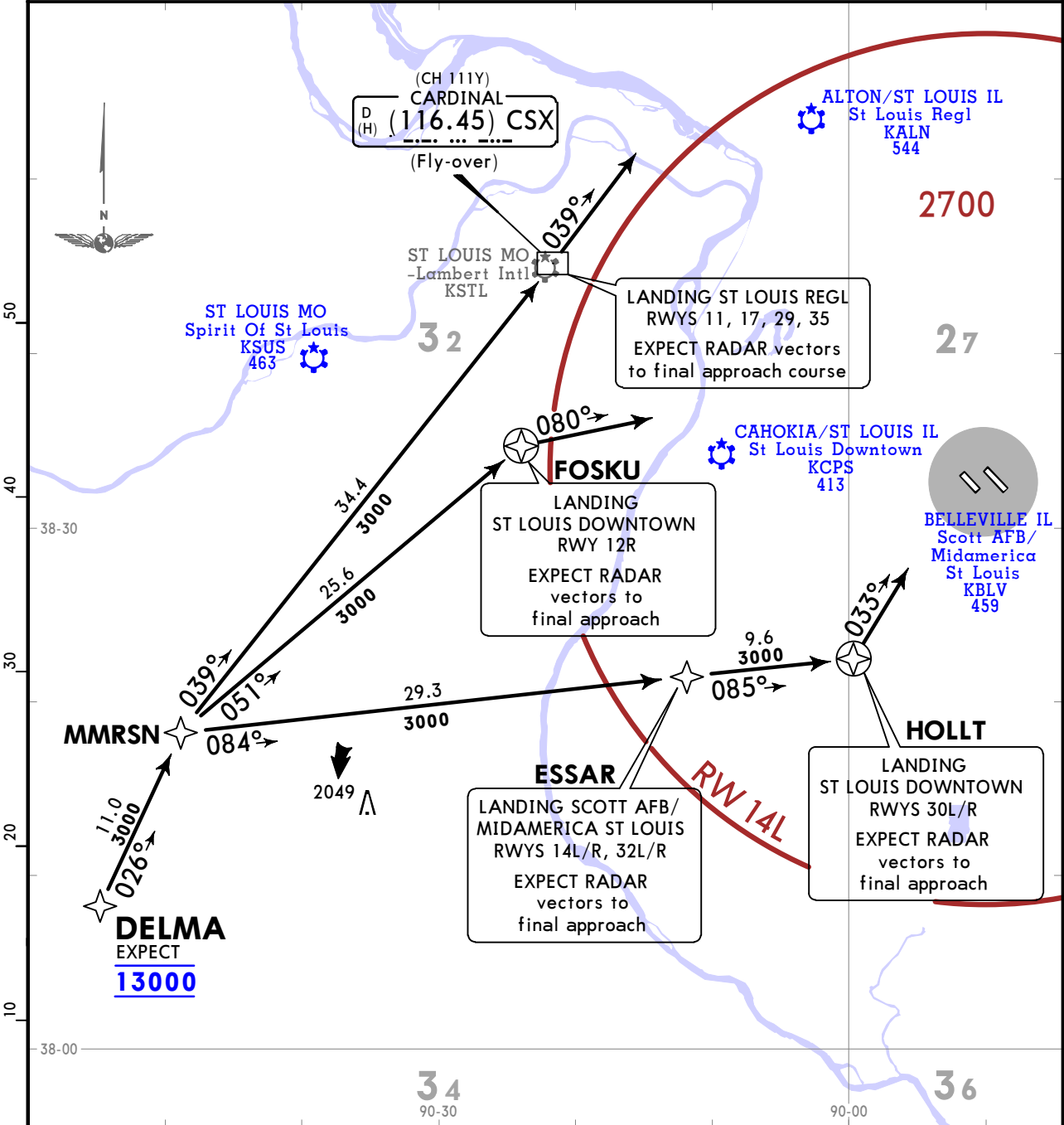
- Arriving aircraft should contact St. Louis Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
- Aircraft 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.
- 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.

KBLV/BLV
SCOTT AFB/MIDAMERICA ST LOUIS (10-2B) 3 MAR 23

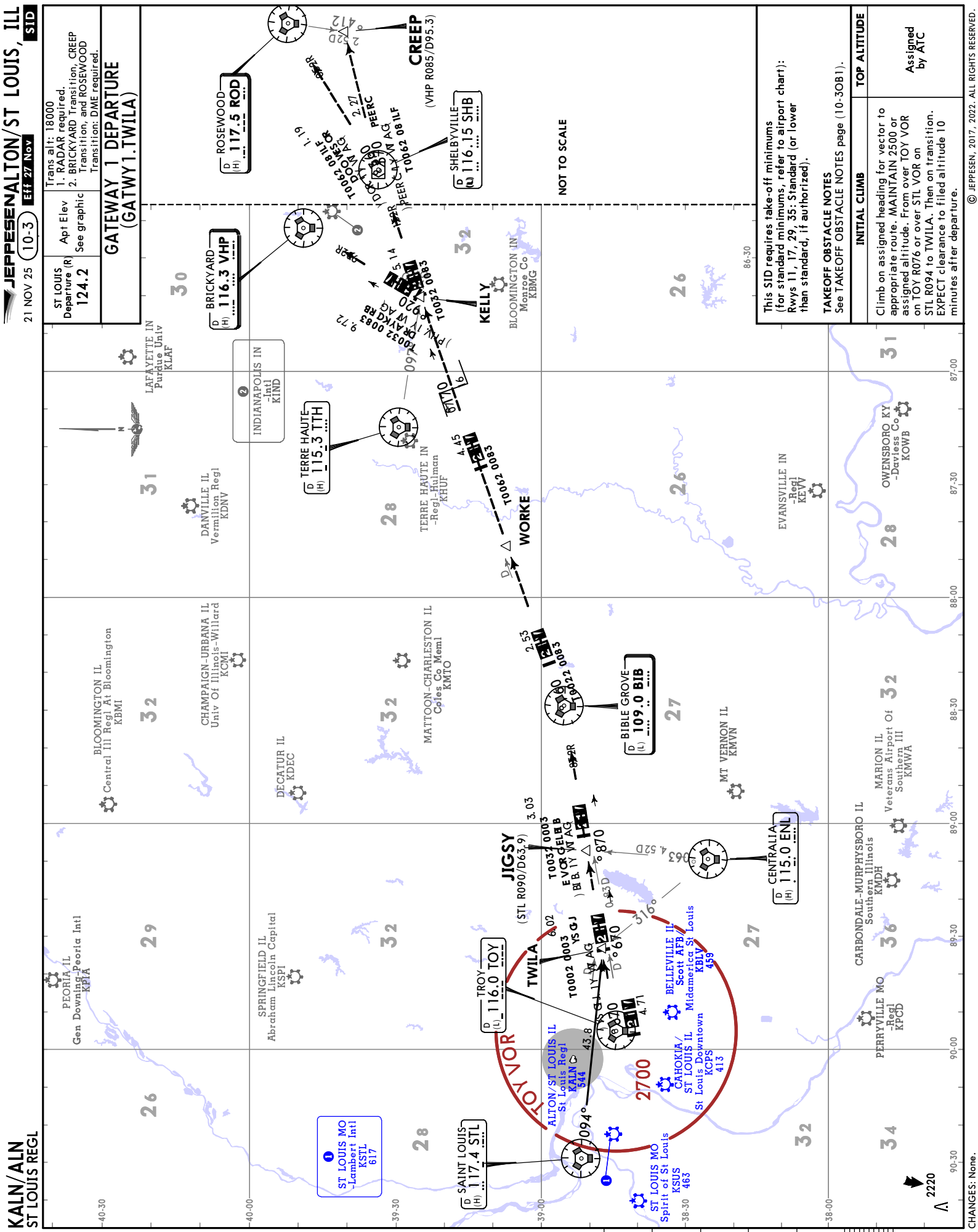
BELLEVILLE, ILL
RNAV STAR

SCOTT AFB/MIDAMERICA ST LOUIS *D-ATIS 128.7	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180
		RNAV 1 DME/DME/IRU or GPS required
		1. RADAR required. 2. Also serves KALN, KCPS.

DELMA 4 RNAV ARRIVAL
(DELMA.DELMA4)



ROUTING	
From DELMA on track 026° to MMRSN.	
RWY	LANDING SCOTT AFB/MIDAMERICA ST LOUIS
14L/R, 32L/R	From MMRSN on track 084° to ESSAR. EXPECT RADAR vectors to final approach. If no heading received, track 084°.
RWY	LANDING ST LOUIS DOWNTOWN
12R	From MMRSN on track 051° to FOSKU. EXPECT RADAR vectors to final approach. If no heading received, track 080°.
30L/R	From MMRSN on track 084° to ESSAR, then on track 085° to HOLLT. EXPECT RADAR vectors to final approach. If no heading received, track 033°.
RWY	LANDING ST LOUIS REG
11, 17, 29, 35	From MMRSN on track 039° to CSX DME. EXPECT RADAR vectors to final approach course. If no heading received, track 039°.



JEPPesenALTON/ST LOUIS, ILL
21 NOV 25 **10-3** **Eff 27 Nov** **SID**

ST LOUIS Departure (R) 124.2 See graphic	Trans alt: 18000 1. RADAR required. 2. BRICKYARD Transition, CREEP Transition, and ROSEWOOD Transition: DME required.
GATEWAY 1 DEPARTURE (GATWY1.TWILA)	

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 11, 17, 29, 35: Standard (or lower than standard, if authorized).	
TAKEOFF OBSTACLE NOTES See TAKEOFF OBSTACLE NOTES page (10-30B1).	
INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for vector to appropriate route. MAINTAIN 2500 or assigned altitude. From over TOY VOR on TOY R076 or over STL VOR on STL R094 to TWILA. Then on transition. EXPECT clearance to filed altitude 10 minutes after departure.	Assigned by ATC



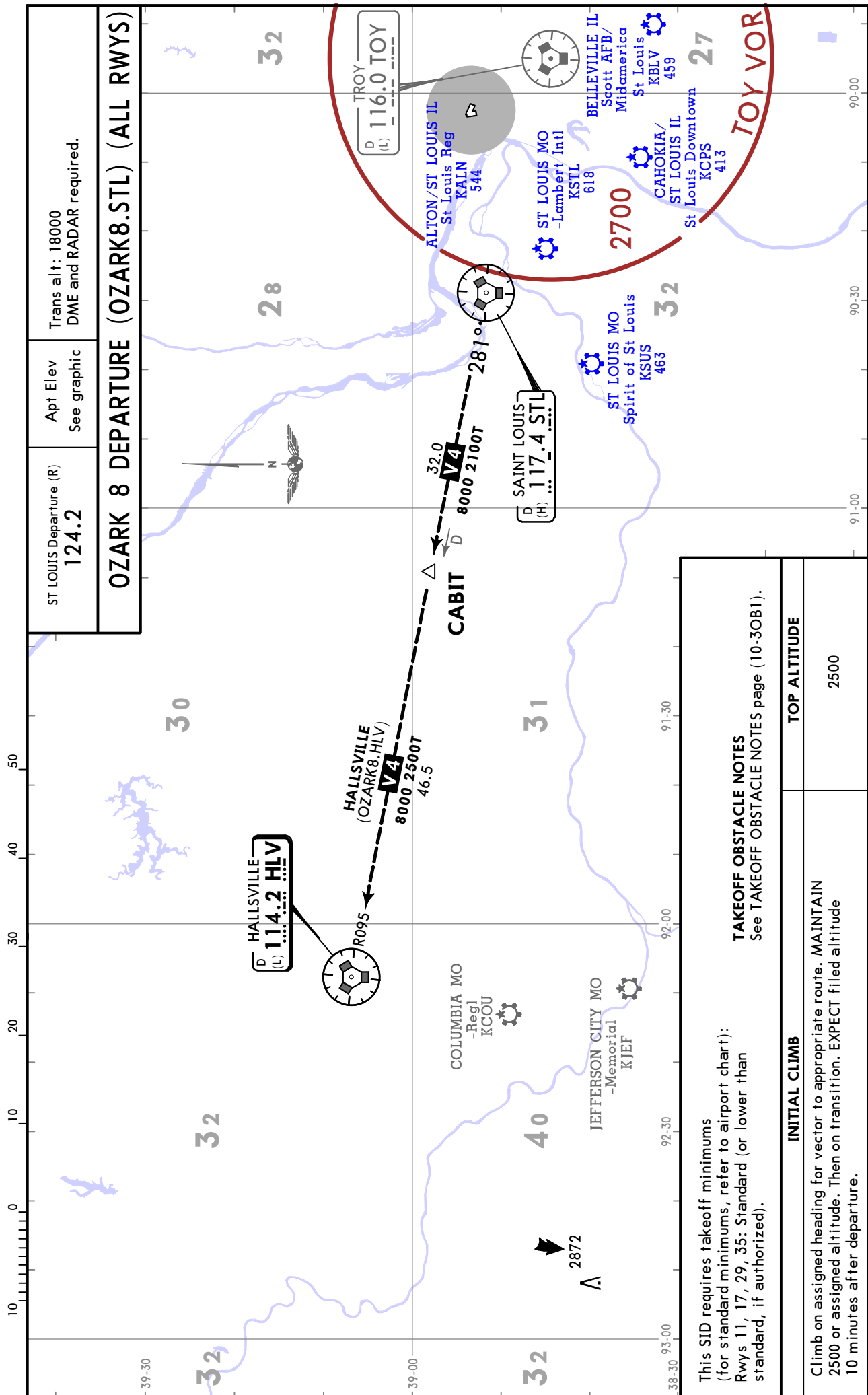
KALN/ALN
ST LOUIS REGL



ALTON/ST LOUIS, ILL

1 OCT 21

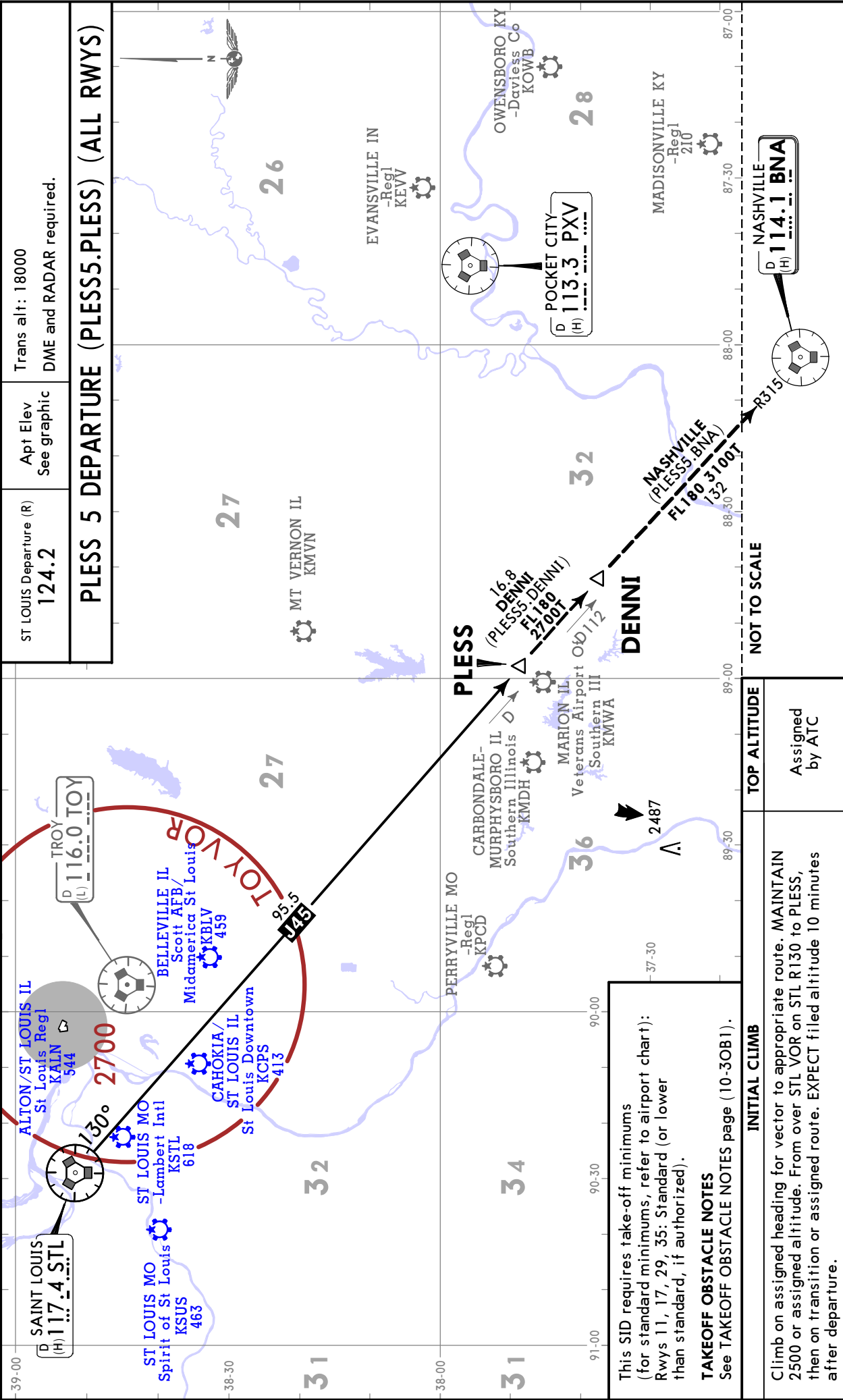
(10-3B

Eff 7 Oct**SID**

KALN/ALN
ST LOUIS REGL

1 OCT 21 10-3C Eff 7 Oct

ALTON/ST LOUIS, ILL
SID



KALN/ALN

 **JEPPESEN**
25 MAY 12 **10-30B1**

ALTON/ST LOUIS, ILL
ST LOUIS REGL

Eff 31 May

TAKEOFF OBSTACLE NOTES

- RWY 11:
TREE AND POLE BEGINNING 1066' FROM DER, 668' LEFT OF CENTERLINE, UP TO 76' AGL/575' MSL. TREE 2822' FROM DER, 933' RIGHT OF CENTERLINE, 100' AGL/629' MSL.

- RWY 17:
TREES BEGINNING 1063' FROM DER, 282' LEFT OF CENTERLINE, UP TO 67' AGL/606' MSL. TREES BEGINNING 1321' FROM DER, 115' RIGHT OF CENTERLINE, UP TO 100' AGL/621' MSL.

- RWY 29:
TREES AND FLOODLIGHT ON HANGAR BEGINNING 665' FROM DER, 472' LEFT OF CENTERLINE, UP TO 100' AGL/649' MSL. TREES BEGINNING 1570' FROM DER, 204' RIGHT OF CENTERLINE, UP TO 75' AGL/604' MSL.

- RWY 35:
TREES BEGINNING 1286' FROM DER, 477' LEFT OF CENTERLINE, UP TO 67' AGL/596' MSL.

KALN/ALN

Apt Elev **544'**
N38 53.4 W090 02.8

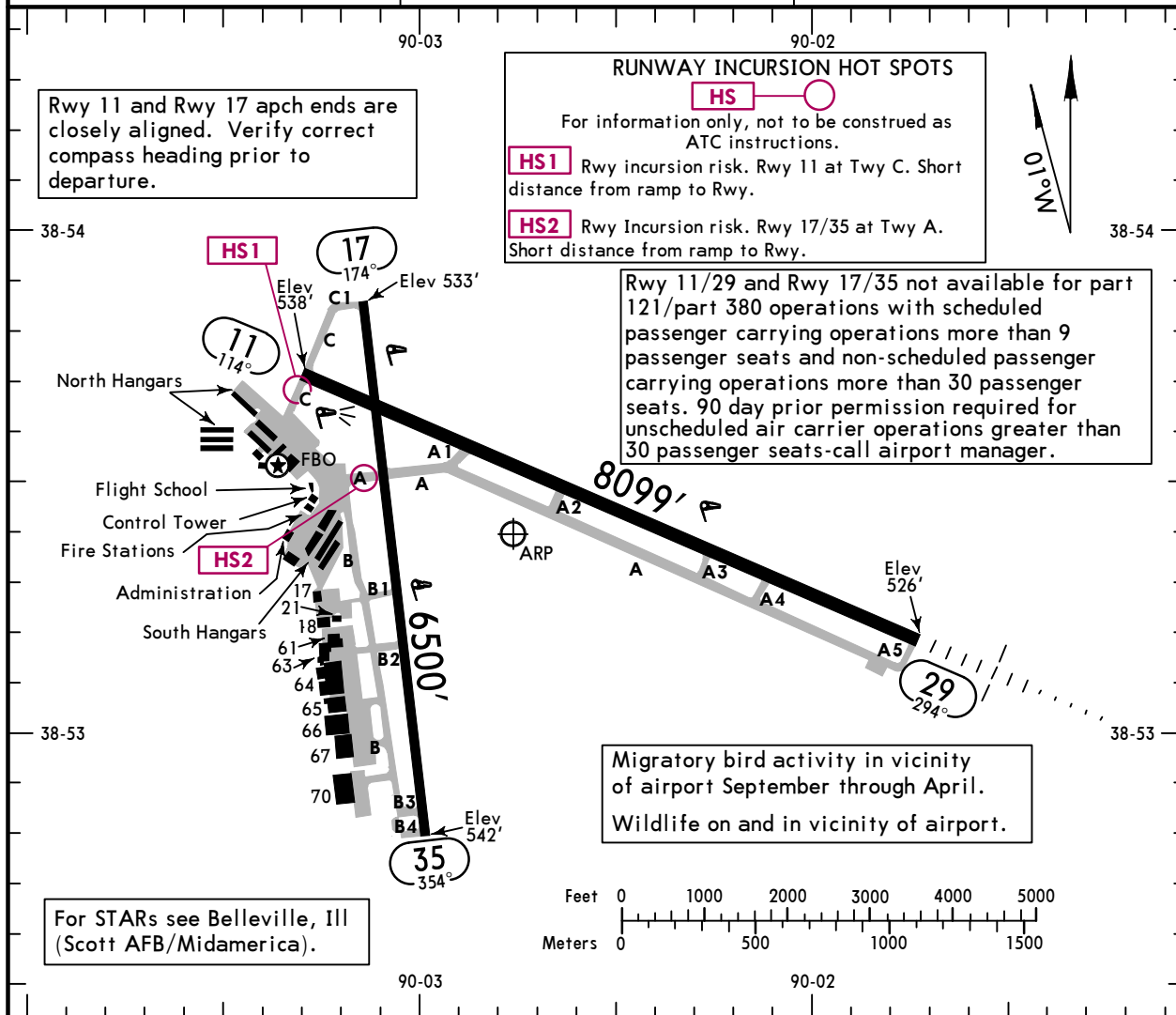
JEPPesen

30 JAN 26 **(10-9)**

ALTON/ST LOUIS, ILL

ST LOUIS REGL

ATIS (AWOS-3PT when Twr inop.) 128.0	*ST LOUIS REGL Clearance 120.2 when Twr inop.	*Ground 120.2
*Tower CTAF 126.0	UNICOM 122.95	ST LOUIS Departure (R) 124.2



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
11	① HIRL ② REIL ① PAPI-R (angle 3.00°) —grooved				150'
29	① HIRL ② MALSR		7129'		
17	① MIRL ① PAPI-L (angle 3.00°)				100'
35					

- ① Preset low intensity; increase intensity and activate on 126.0 when Twr inop.
② Activate on 126.0.

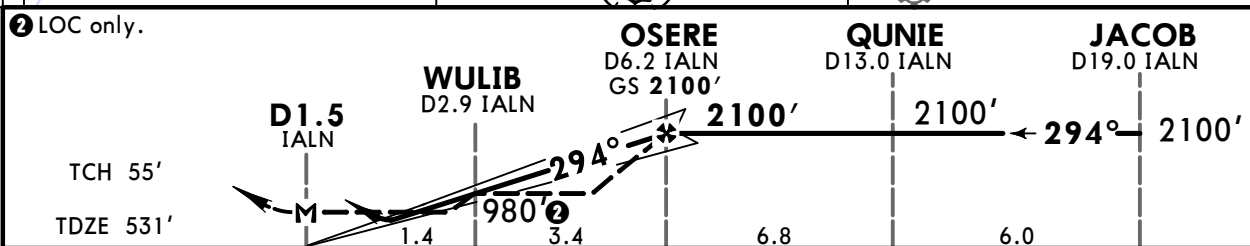
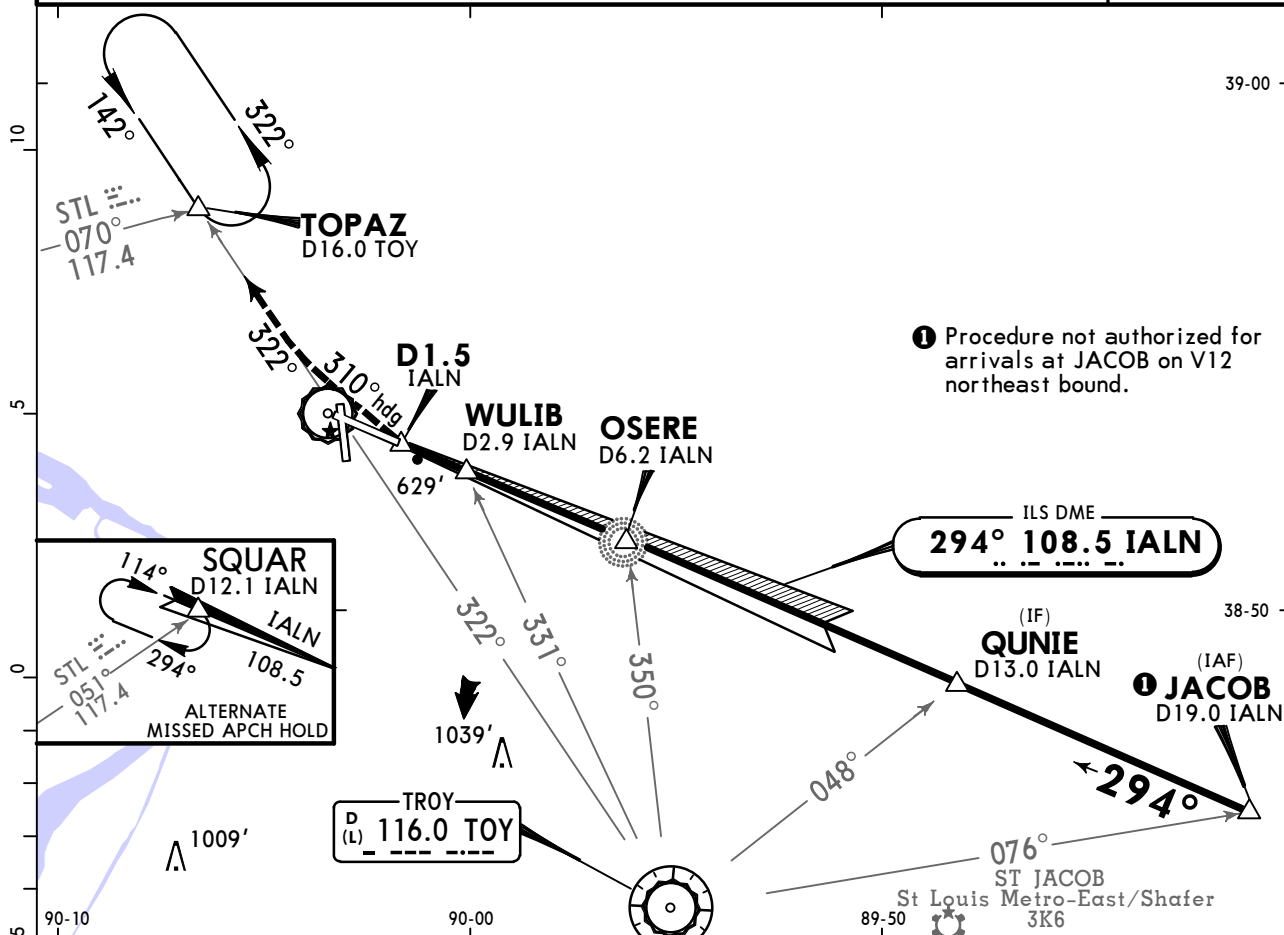
TERPS			FOR FILING AS ALTERNATE		
TAKE-OFF			Authorized Only When Local Weather Available		
All Rwys			Authorized Only When Twr Operating		
LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		ILS Rwy 29		VOR-A RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 29 RNAV (GPS) Rwy 35
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	LOC Rwy 29		
1/4	1/2	1	600-2		800-2

KALN/ALN
ST LOUIS REGL

JEPPESSEN
19 MAR 21 (11-1)

ALTON/ST LOUIS, ILL
ILS or LOC Rwy 29

BRIEFING STRIP™	AWOS-3 128.0		ST LOUIS Approach (R) 124.2		*REGIONAL Tower CTAF 126.0		*Ground 120.2	
	LOC IALN 108.5	Final Apch Crs 294°	OSERE 2100' (1569')		ILS DA(H) 731' (200')	Apt Elev 544' TDZE 531'		2700 MSA TOY VOR
	MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2200' on heading 310° and outbound on TOY VOR R-322 to TOPAZ INT/D16.0 TOY and hold.							
	Alt Set: INCHES 1. Pilot controlled lighting 126.0.		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1000'	2200'	310°	TOY
GS	3.00°	372	478	531	637	743			↑	RT	hdg	116.0
MAP at D1.5 IALN or OSERE to MAP	4.8	4:07	3:12	2:53	2:24	2:03						R-322

TERPS STRAIGHT-IN LANDING RWY 29						CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) 731' (200')		1 With WULIB MDA(H) 880' (349')		Without WULIB MDA(H) 980' (449')			
FULL	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	Max Kts	MDA(H)
A		1/2		1/2	1	90	1000' (456') - 1
B	1/2	3/4	1	7/8	1 3/8	120	1160' (616') - 1 3/4
C		5/8				140	1200' (656') - 2
D						165	

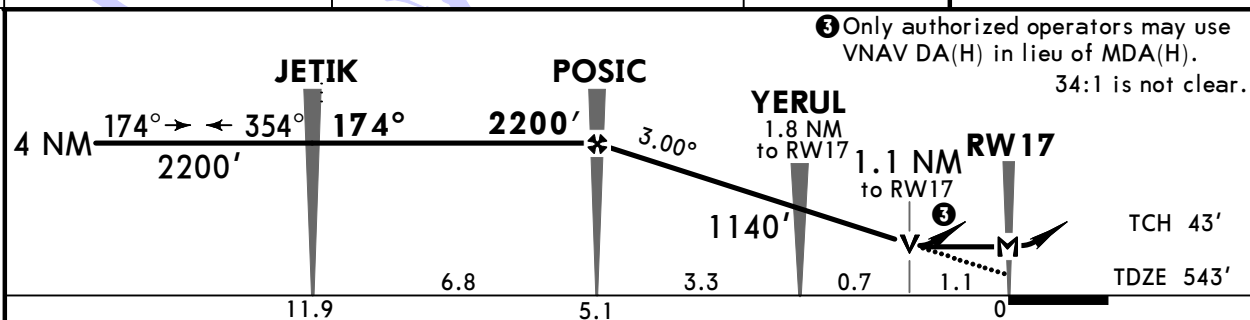
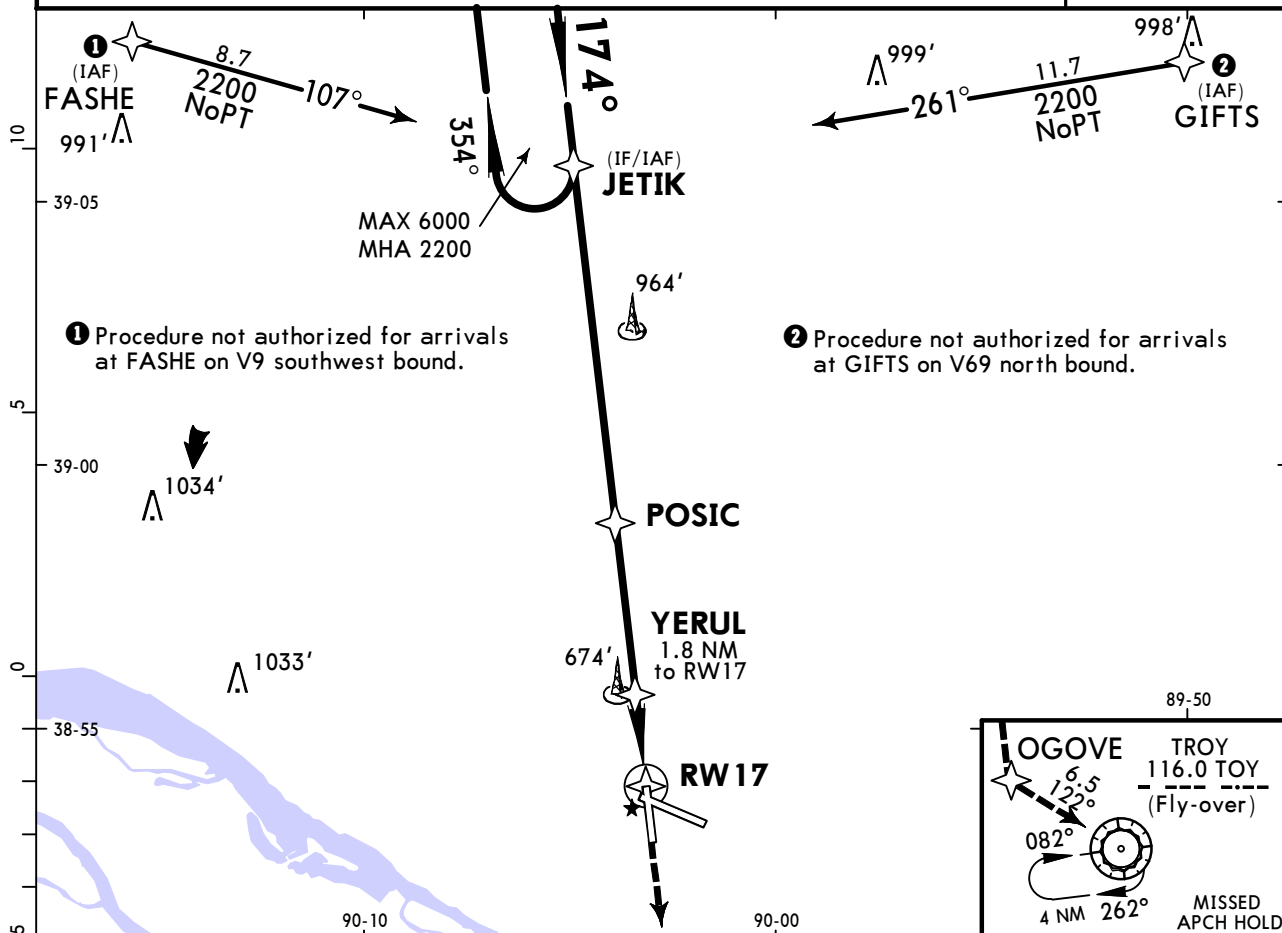
1 Dual VOR receivers or DME required.

TERPS AMEND 12D 26 MAR 2020

KALN/ALN
ST LOUIS REGL
JEPPESEN
19 MAR 21 **(12-2)**
ALTON/ST LOUIS, ILL
RNAV (GPS) Rwy 17

BRIEFING STRIP™

AWOS-3 128.0		ST LOUIS Approach (R) 124.2		*REGIONAL Tower CTAF 126.0		*Ground 120.2	
RNAV	Final Apch Crs 174°	POSIC 2200' (1657')	LNAV MDA(H) 940' (397')	Apt Elev 544'	TDZE 543'	2700 MSA RW17	
MISSED APCH: Climb to 3000' direct OGOVE and on track 122° to TOY VOR and hold.							
RNP Apch	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'			
1. Rwy 17 helicopter visibility reduction below 3/4 SM not authorized. 2. Pilot controlled lighting 126.0.							



Gnd speed-Kts	70	90	100	120	140	160		PAPI-L	3000' ↑		OGOVE
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at RW17											

TERPS						CIRCLE-TO-LAND					
STRAIGHT-IN LANDING RWY 17											
LNAV											
MDA(H) 940' (397')											
A						Max Kts					
B	1					90	1000' (456') - 1				
C						120					
D	1 1/8					140	1160' (616') - 1 3/4				
						165	1200' (656') - 2				

CHANGES: Circling minimums, chart format.

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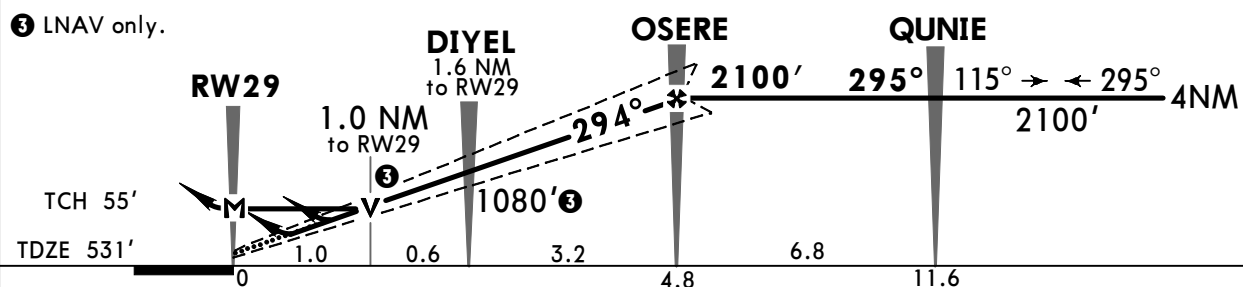
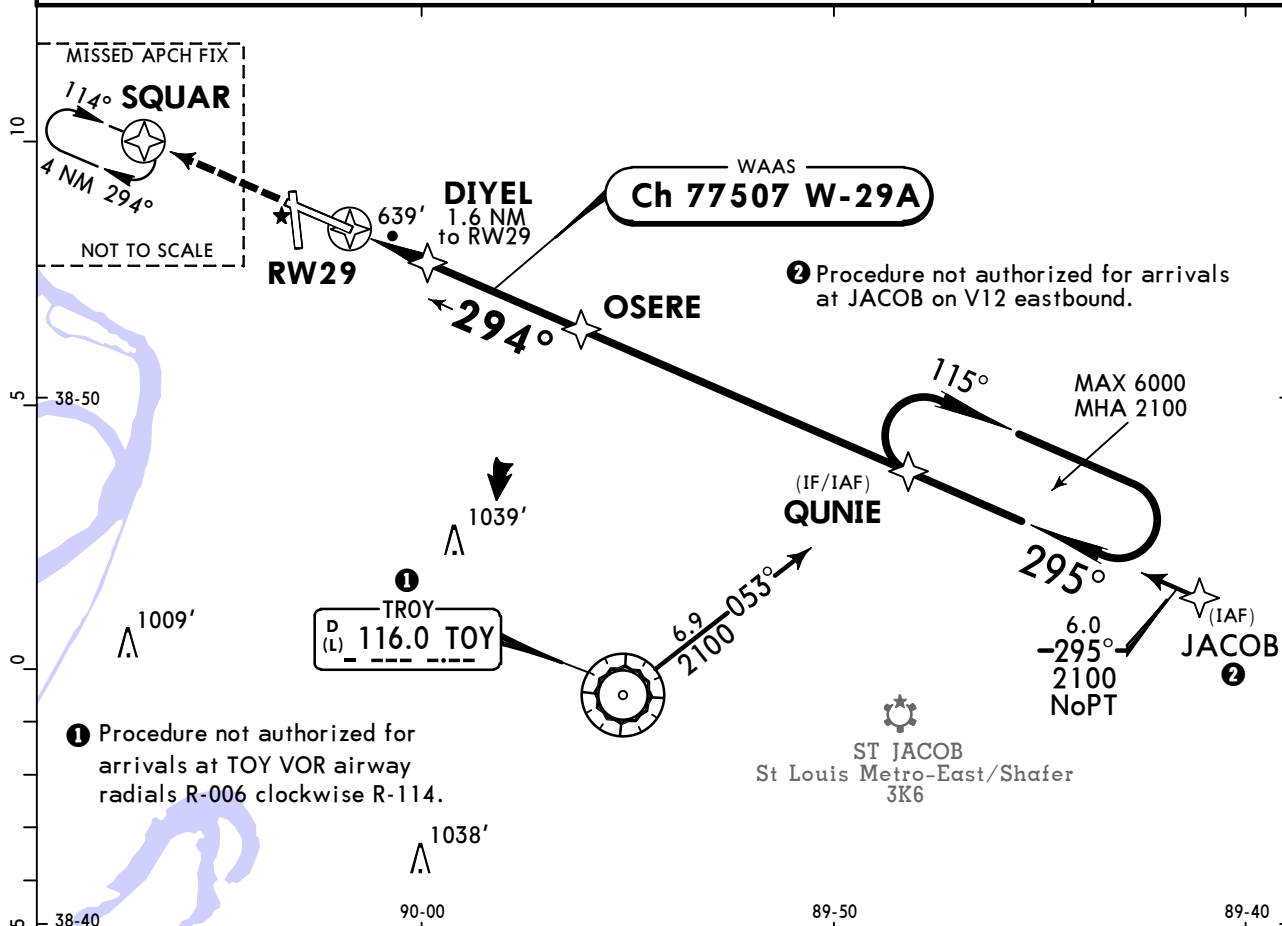
KALN/ALN
ST LOUIS REGL

19 MAR 21 **12-3**

ALTON/ST LOUIS, ILL
RNAV (GPS) Rwy 29

BRIEFING STRIP™

AWOS-3 128.0		ST LOUIS Approach (R) 124.2		*REGIONAL Tower CTAF 126.0		*Ground 120.2			
WAAS Ch 77507 W-29A		Final Apch Crs 294°		OSERE 2100' (1569')		LPV DA(H) 731' (200')		Apt Elev 544' TDZE 531'	
MISSED APCH: Climb to 2400' direct SQUAR and hold.								2700 MSA RW29	
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C or above 54°C. 2. Pilot controlled lighting 126.0.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2400'	D	SQUAR
Glide Path Angle	3.00°	372	478	531	637	743	849			
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW29										

TERPS STRAIGHT-IN LANDING RWY 29						CIRCLE-TO-LAND	
LPV DA(H) 731' (200')		LNAV/VNAV DA(H) 825' (294')		LNAV MDA(H) 900' (369')		Max Kts	MDA(H)
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		90	
A	1/2	3/4	1/2	7/8	1	120	1000' (456') -1
						140	1160' (616') -1 3/4
						165	1200' (656') -2

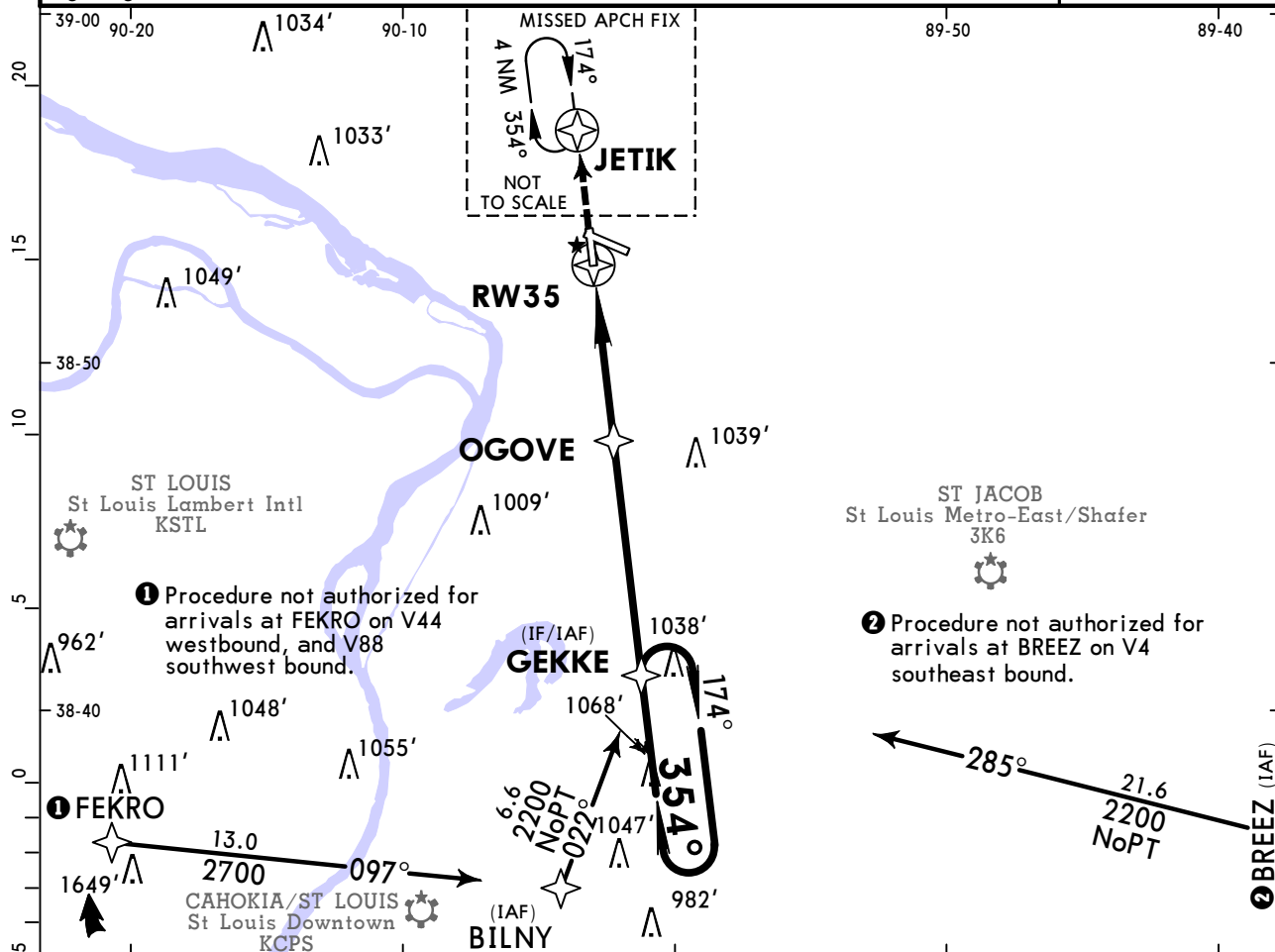
KALN/ALN
ST LOUIS REGL

19 MAR 21 (12-4)

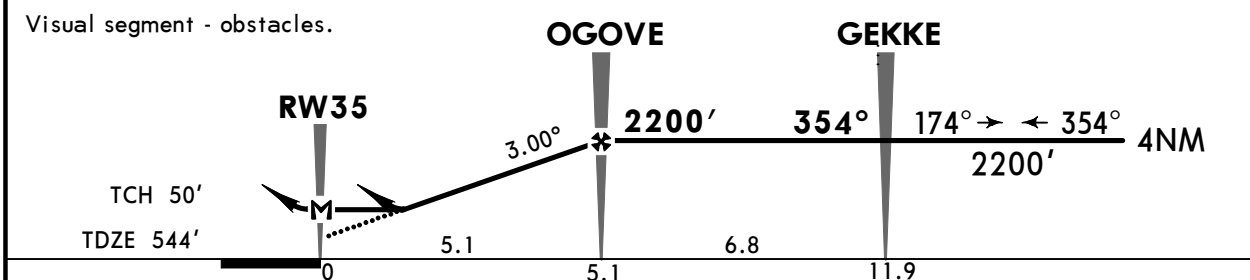
ALTON/ST LOUIS, ILL
RNAV (GPS) Rwy 35

BRIEFING STRIP

AWOS-3 128.0		ST LOUIS Approach (R) 124.2		*REGIONAL Tower CTAF 126.0		*Ground 120.2		
RNAV		Final Apch Crs 354°		LNAV MDA(H) (CONDITIONAL) 1020' (476')		Apt Elev 544' TDZE 544'		
MISSED APCH: Climb to 2200' direct JETIK and hold.							2700 MSA RW35	
RNP Apch		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. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 126.0.								



Visual segment - obstacles.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2200'		JETIK
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at RW35										

TERPS				1 STRAIGHT-IN LANDING RWY 35				1 CIRCLE-TO-LAND			
				LNAV							
				MDA(H) 1020' (476') With Local Altimeter Setting		MDA(H) 1080' (536') With Lambert-St Louis Intl Altimeter Setting		With Local Altimeter Setting		With Lambert- St Louis Intl Altimeter Setting	
								Max Kts	MDA(H)	MDA(H)	
A	1			1				90	1020' (476') - 1	1080' (536') - 1	
B								120			
C	1 3/8							140	1160' (616') - 1 3/4	1220' (676') - 2	
D				1 1/2				165	1200' (656') - 2	1260' (716') - 2 1/4	

1 When VGSI inop, straight-in/circling Rwy 35 procedure and circling Rwy 17 not authorized at night.

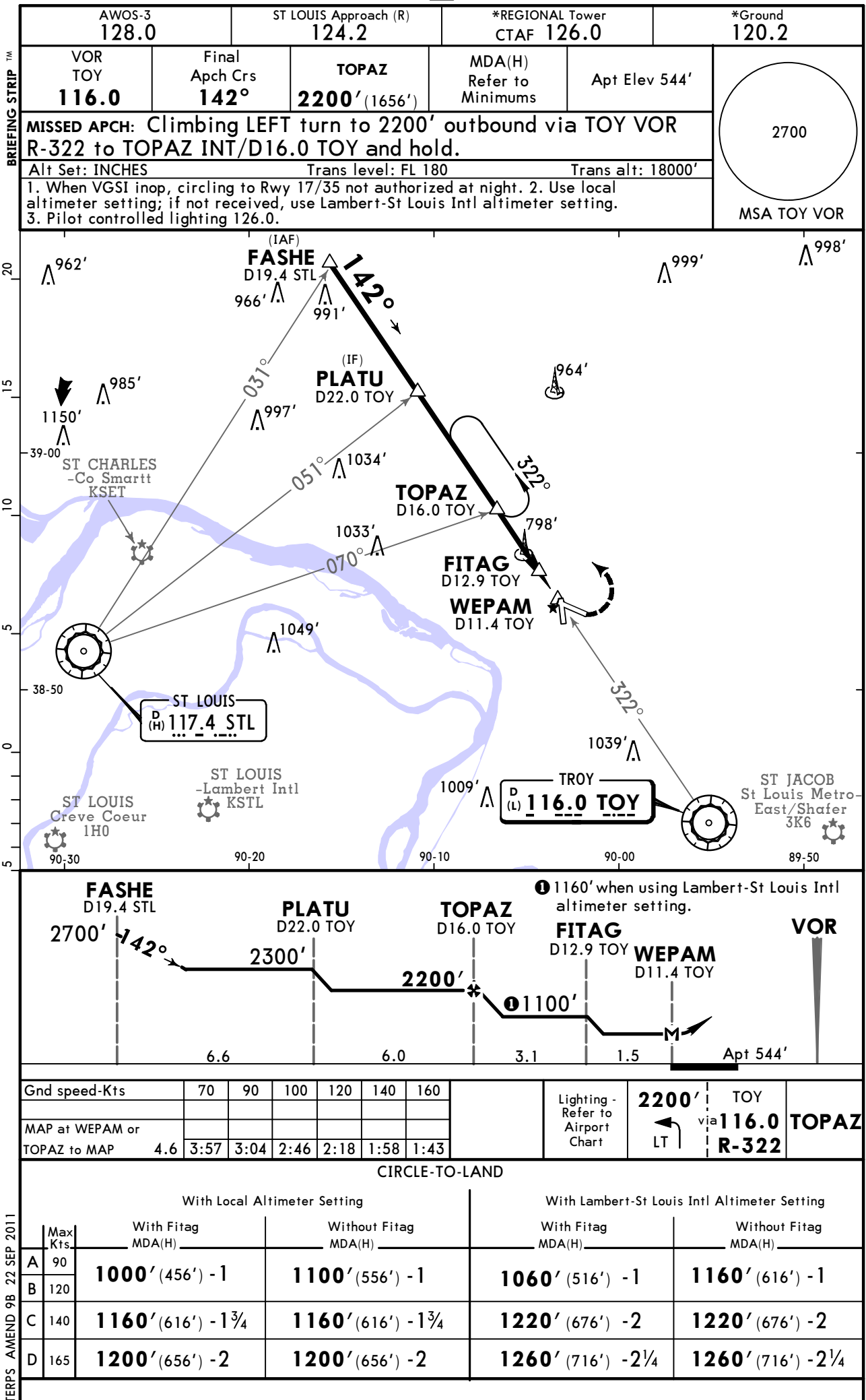
CHANGES: Airport elevation, circling minimums, chart format.

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KALN/ALN
ST LOUIS REGL

JEPPESSEN
28 OCT 22 **13-1** Eff 3 Nov

ALTON/ST LOUIS, ILL
VOR-A



ALTON-ST LOUIS, IL (ST LOUIS REGL - KALN)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KALN

Type: Terminal
Effectivity: Temporary
Begin Date: 20251127
End Date: Until Further Notice

(Series) AWOS-3 changed to AWOS-3PT.

Chart Change Notices for Country USA

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.