

# Spirit of St. Louis Airport

IATA/ICAO CODE: SUS/KSUS  
CITY: St. Louis/Chesterfield  
STATE: MO  
COUNTRY: USA

## AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	John D. Bales	David J. Schubert
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Airport:	Spirit of St. Louis Airport	
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Airport Web Site:	<a href="http://www.spiritairport.com">www.spiritairport.com</a>	

ELEVATION: 463 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
08L/26R	5000	N/A	N/A no approach	75
08R/26L	7486	26L only/481ft	26L - 3 degree 8R - 3 degree	150
<a href="#">Check FAA Airport Diagrams for current information.</a>				

## NOISE ABATEMENT PROCEDURES

### Note

The area south of the airport is primarily residential. Pilots should be aware of the noise sensitivity over this area.

### Stage 2 Airplanes

Unless otherwise authorized by the airport management, airplanes are requested to use the north runway, 8L/26R for departure between 2200-0700 local time.

Authorization for Stage 2 airplanes to depart the south runway, 8R/26L during these hours will be granted only on a case by case basis.

Contact should be made as follows: Monday - Friday 0800 to 1700 @  
636 -532-2222

Weekends, holidays and after hours @ 314 568-1996 or 314-614-9064, 314-568-0584, 314-568-0581 or 636-441-9231

### **Stage 3 Airplanes**

Stage 3 airplanes are requested to use the north runway, 8L/26R between the hours of 2300-0600 local time if operational considerations permit.

#### **Departures and Arrivals**

South Departures - Climb to the following minimum altitude prior to crossing ridge south of runway 8 right-26 left unless otherwise instructed by ATC.

Single engine - 1700 MSL

Twin engine under 12,500 lbs - 2000 MSL

All turbine powered & large piston aircraft - 2500 MSL

South Arrivals- Maintain the following altitude until crossing ridge south of runway 8 right- 26 left unless otherwise instructed by ATC.

Single engine - 1700 MSL

Twin engine under 12,500 lbs - 2000 MSL

All turbine powered & large piston aircraft - 2100 MSL

Jets & turboprops use NBAA noise abatement approach & departure procedures.

In addition to the items above, the following directive is in effect:

- No touch and go operations permitted in the south traffic pattern for runway 8R/26L.
- Aircraft conducting practice full stop landings and take-offs and practice ILS approaches on 8R/26L shall climb to the recommended noise abatement pattern altitudes prior to turning south and remain at or above the recommended noise abatement altitude while operating south of the airport.
- Reminder to all pilots: Adhere to recommended noise abatement altitudes when operating south of the airport and remain at that altitude until north of the ridge, unless otherwise directed by ATC or prohibited by the weather.

CONTINUOUS DESCENT ARRIVAL (CDA) - **NONE**

AIRPORT CURFEWS - **NONE**

PREFERENTIAL RUNWAYS

26L and 26R are the preferential runways.

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

Engine run-ups require approval of the Airport Management from 2200-0700 local time.

APU OPERATING RESTRICTIONS - **NONE**

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	none	None implemented
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	N/A
Avigation Easements	-	The City of Chesterfield has required easements from home developers in the Airport Impact Area over the past two years. The Airport also has an easement with a church located adjacent to the Airport.
Zoning Laws	-	All home sales in the Airport Impact Area require a signed disclosure statement. The City allows the Airport to review development plans and comment.
Real Estate/Property Disclosure Laws	-	See comments above.
Acquire Land for Noise Compatibility to date	none	N/A
Population within each noise contour level relative to aircraft operations	-	55 DNL contour - 555 people 60 DNL contour - 54 people 65 DNL contour - 5 people 70 and above - 0 people
Airport Noise Contour Overlay Maps	-	Available
Total Cost of Noise Mitigation Programs to Date	-	Updated FAR Part 150 Noise Study \$590,000
Source of Noise Mitigation Program Funding for Aircraft Noise	-	FAA and Local Match.

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM

Yes, radar tracks run on an after the fact basis if noise complaint filed

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

## STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

## STAGE 3 RESTRICTIONS - NONE

## COMMENTS

The Airport is available without restriction to aircraft with a maximum operating weight of 100,000 pounds. Aircraft operating between 100,000 and 150,000 pounds require prior permission from Airport Management.

This airport opened in 1964 and became part of the St. Louis County Government in 1980. Today it is the prime reliever in the St. Louis area and is home to over 450 aircraft including 135 jets.