

GATEWAY ONE DEPARTURE
(GATWY1.TWILA) 08NOV18

(GATWY1.TWILA) 24025
GATEWAY ONE DEPARTURE

AL-5400 (FAA)

SPIRIT OF ST LOUIS (STS)
ST. LOUIS, MISSOURI

**TOP ALTITUDE:
(JETS) 3000/
(PROPS) 2500**

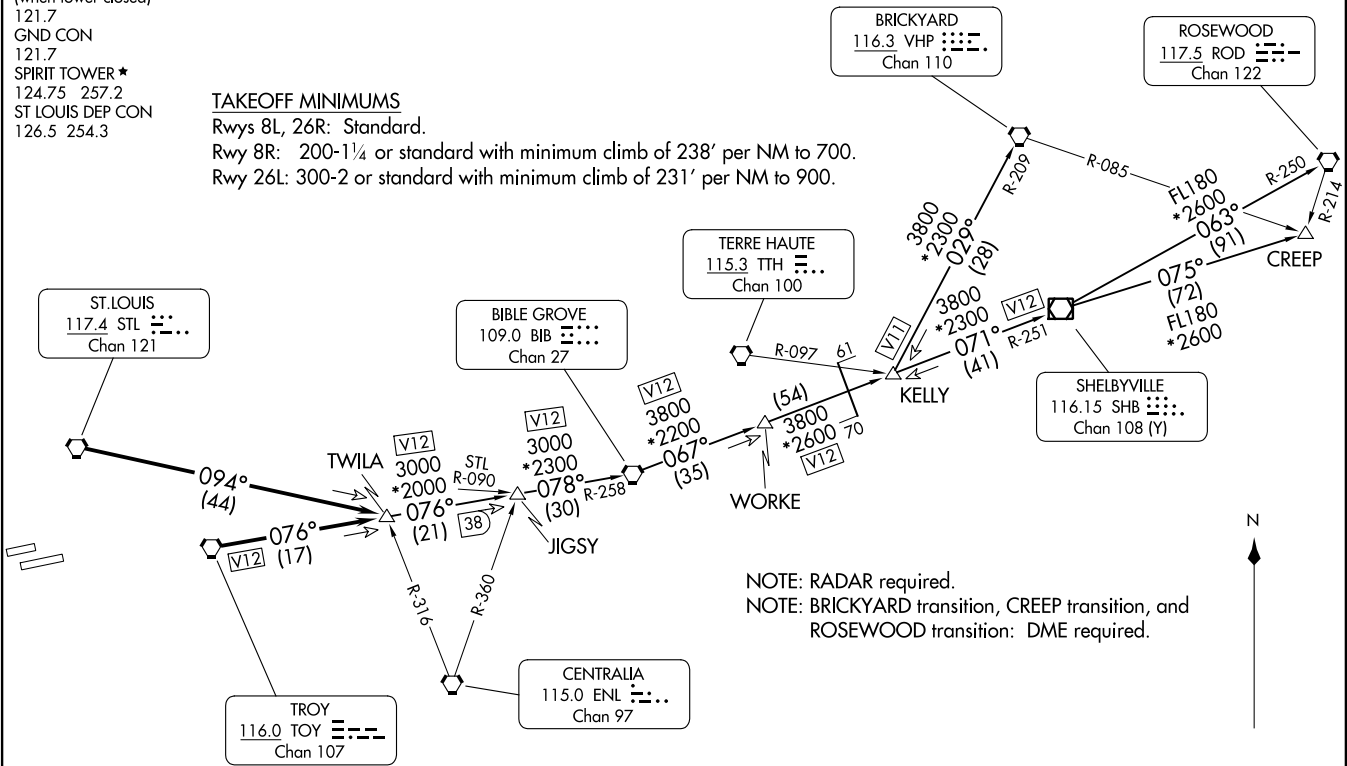
ATIS
134.8
CLNC DEL
133.1
ST LOUIS CLNC DEL
(when tower closed)
121.7
GND CON
121.7
SPIRIT TOWER*
124.75 257.2
ST LOUIS DEP CON
126.5 254.3

TAKEOFF MINIMUMS

Rwys 8L, 26R: Standard.

Rwy 8R: 200-1¼ or standard with minimum climb of 238' per NM to 700.

Rwy 26L: 300-2 or standard with minimum climb of 231' per NM to 900.



NOTE: RADAR required.
NOTE: BRICKYARD transition, CREEP transition, and ROSEWOOD transition: DME required.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ST. LOUIS, MISSOURI
SPIRIT OF ST LOUIS (STS)



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route.

JETS: Maintain 3000 or assigned altitude, thence. . . .

PROPS: Maintain 2500 or assigned altitude, thence. . . .

. . . .from over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY1.BIB): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY1.VHP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY1.CREEP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP.

JIGSY TRANSITION (GATWY1.JIGSY): From over TWILA on TOY R-076 to JIGSY.

ROSEWOOD TRANSITION (GATWY1.ROD): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

NC-3, 22 FEB 2024 to 21 MAR 2024

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