



Presents

The East vs West Dynamic FNO



Pilot Briefing

Updated 3/3/21

Thank You

Thank you for your interest in our last single-facility hosted FNO. We are going out on a bang this year and featuring both Kansas City and St. Louis. Please read through this brief thoroughly as we are expecting a high amount of traffic. You may face delays during this event. We hope to mitigate those delays as much as possible. If you have any questions prior to the event, please send your questions to ec@kcartcc.com.

Event Times

The event will start at 2345z (5:45PM CST). We will plan on running the event until 0400z (10:00PM CST). If moderate traffic persists past 0400z, we will try our best to continue to stay on.

Ground Delay Programs

With the recent spike in traffic levels during FNO, ground delay programs (GDP) will be in effect during the event. We hope that we can keep ground delays down to 30 minutes or less. Expect miles in trail (MIT) to be upwards of 30 miles on some routes.

STL-MCI/MCI-STL Flights

The STL-MCI/MCI-STL city pairs will more than likely be heavily metered. You may experience an hour delay on the ground due to traffic issues. We highly recommend not conducting a flight between STL and MCI.

Feedback

We really do appreciate feedback that you leave us. You can leave feedback [here](#). This feedback helps us plan better for future events and can have a positive impact on our training program. Please note that long waits due to traffic volume is not an appropriate reason to write negative feedback.

Fuel Planning

Please plan your flight with an hour of additional fuel in case of holding. You may want to add extra fuel for ground delays as well. We do not anticipate excessive holding for this event; however, it is always good practice to add more fuel for FNO events.

Briefing Pages

Please see the briefing pages below for both STL and MCI. Information on these pages should help your flight planning and operations on the day of the event.

St. Louis Airport Information

ICAO/IATA: KSTL/STL | Elevation: 618' | VMC AAR Expected: 72

Scenery/Charts

We would like you to have updated scenery for St. Louis. This will help us move traffic in and out of the airport more efficiently. Updated scenery will have runway 11/29. Your updated scenery can be as simple as an AFCAD file or as complex as a payware scenery. Here are some options for different sims:

FSX (also works in P3Dv4) Payware: [Taxi2Gate](#)

FSX Freeware: [AVSIM](#)

X-Plane 11 Freeware: [X-Plane Library](#)

Please be sure to have updated charts. Use your favorite source for charts or get them [here](#). Having updated charts will let the event flow smoothly.

Planned Event Frequencies/Positions

KSTL_ATIS - 125.02 - Weather and airport information for STL

STL_DEL - 119.50 - Handling IFR/VFR clearances for departures and assigning PDCs

STL_GND - 121.90 - Handling taxiing of the aircraft

STL_TWR - 118.50 - Handling arrivals and departures for STL

STL_DEP - 128.10 - Handling departures and satellite airport operations

STL_J_APP - 132.12 - Handling arrivals from north of the airfield

STL_Q_APP - 121.02 - Handling arrivals from south of the airfield

STL_S_APP - 124.25 - Handling final vectors onto the approaches at STL

IFR Clearances

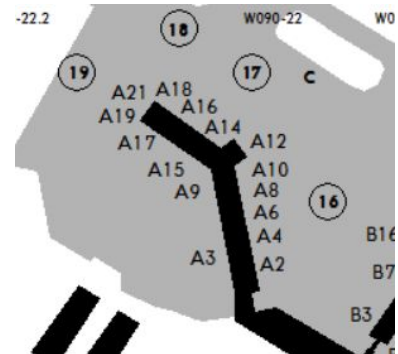
Expect a PDC (pre-departure clearance) for all IFR airline/major cargo departures out of KSTL. In other words, if you have ACARS capability, you should expect a PDC. We recommend that you connect and file early so you won't have to wait a long time to get your PDC. PDCs are sent via private message from STL_DEL. If you have a question regarding your PDC, please contact STL_DEL on the appropriate frequency. GA operators and others should call STL_DEL for their IFR clearance.

Gates

Please inform ground control of your arrival gate on initial contact. As a reminder, concourse B and D are no longer in operation. We have listed appropriate gates below based on individual carriers.

Concourse A

- United + United Express (GoJet, SkyWest, Mesa): A14, A16, A18, A19, A21
- Air Canada + Air Canada Express (Jazz): A17
- Delta + Delta Connection (Endeavor, SkyWest): A2, A3, A4, A6, A8, A10

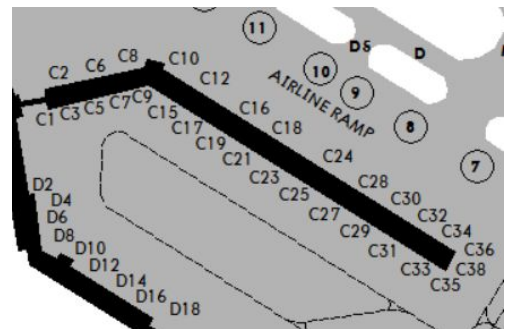


Concourse B

Concourse B is currently not being used.

Concourse C

- American + American Eagle (Envoy, Republic): C6, C8, C10, C12, C16, C18, C24
- Air Choice One: C1, C3
- Cape Air: C5, C7
- Frontier: C19, C23
- Alaska: C15
- Contour: C27
- Sun Country: C28
- Charter Flights: C29

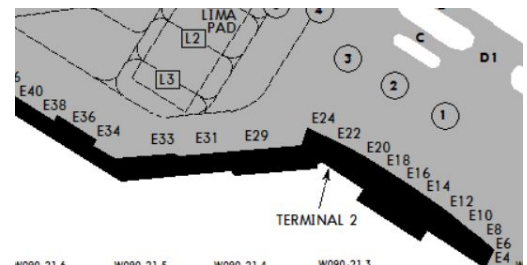


Concourse D

Concourse D is currently not being used.

Concourse E

- Southwest: E4, E6, E8, E10, E12, E14, E16, E18, E20, E22, E24, E31, E33, E34, E36, E38, E40
- International Arrivals: E29

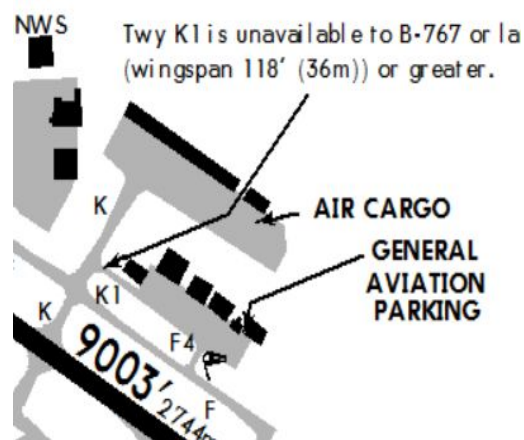


General Aviation Parking

The FBO on the field, Signature Flight Support, is located on the northeast side of the airport off taxiway F4. All GA aircraft should park there.

Cargo Parking

The cargo parking ramp is located on the northeast side of the airport off taxiway K. FedEx parks on the northwest corner of the ramp and UPS parks on the southeast corner of the ramp.



Which Runway Should I Expect?

This will all depend on traffic load, current weather conditions, and if you have updated scenery (PLEASE DO!). If we are in southeast flow, arrivals can expect runway 12L or runway 11. If we are in northwest flow, arrivals can expect runway 30R or runway 29. Departures starting at the airline terminals can expect runway 29 or runway 30L in northwest flow or runway 12R in southeast flow. Aircraft at the Signature ramp should expect runway 30R at intersection H for departure in northwest flow (you can always request 30L full length as well) or runway 12R if we are in southeast flow. Aircraft on the cargo ramp can expect runway 12R for departure in southeast flow or runway 30L for departure in northwest flow.

Flight Planning/Recommended Routes

If you are an IFR aircraft, please file a SID or STAR; otherwise you will be assigned one. Due to traffic management you may receive an EDCT from certain airports in order to distribute traffic evenly. You may also get a TMU reroute in the air for another STAR. Below are the preferred routes for common flight choices:

KSTL-KORD: KSHEE5 LEBOY CASHN TRTLL6
KSTL-KMDW: NATCA5 SPI PHEEB ENDEE6
KSTL-KMCI: WHRLI6 MCM BQS6
KSTL-KDEN: BRAKK5 HLIV MCI J24 OATHE CLASH3
KSTL-KMSP: EEMOS5 NEENS IOW MNOSO BLUEM3
KORD-KSTL: BACEN BLOKR RBS AARCH2
KMDW-KSTL: BACEN BLOKR RBS AARCH2
KMCI-KSTL: LAKES3 COU KAYLA KAYLA3
KDEN-KSTL: EXTAN6 SHAYK MCI ANX KAYLA3
KMSP-KSTL: RST1 ALO IOW UIN SKOVE LORLE3



Kansas City Airport Information

ICAO/IATA: KMCI/MCI | Elevation: 1029' | VMC AAR Expected: 52

Scenery/Charts

We are requesting you to please have updated scenery for Kansas City. This will help us move traffic efficiently in and out of the airport. Updated scenery can be as simple as an AFCAD file or as complex as a payware scenery. Here are some options for both:

Payware (FSX, P3Dv4): [Tropical Sim](#)

Freeware (P3Dv4): [AVSIM](#)

Freeware (FSX): [AVSIM](#)

X-Plane 11: [X-Plane Library](#)

Please be sure to have updated charts. Use your favorite source for charts or get them [here](#). Having updated charts will let the event flow smoothly.

Planned Event Frequencies/Positions

KMCI_ATIS - 128.37 - Weather and airport information for STL

MCI_DEL - 135.70 - Handling IFR/VFR clearances for departures and assigning PDCs

MCI_GND - 121.80 - Handling taxiing of the aircraft

MCI_TWR - 128.20 - Handling arrivals and departures for MCI

KC_DEP - 123.95 - Handling departures and satellite airport operations

KC_A_APP - 120.95 - Handling arrivals from east of the airfield

KC_B_APP - 135.37 - Handling arrivals from west of the airfield

KC_F_APP - 119.82 - Handling final vectors onto the approaches at MCI

IFR Clearances

Expect a PDC (pre-departure clearance) for all IFR airline/major cargo departures out of KMCI. In other words, if you have ACARS capability, you should expect a PDC. We recommend that you connect and file early so you won't have to wait a long time to get your PDC. PDCs are sent via private message from MCI_DEL. If you have a question regarding your PDC, please contact MCI_DEL on the appropriate frequency. GA operators and others should call MCI_DEL for their IFR clearance.

Gates

Please inform ground control of your arrival gate on initial contact. As a reminder, Terminal A has been demolished. We have listed appropriate gates below based on individual carriers.

Terminal A

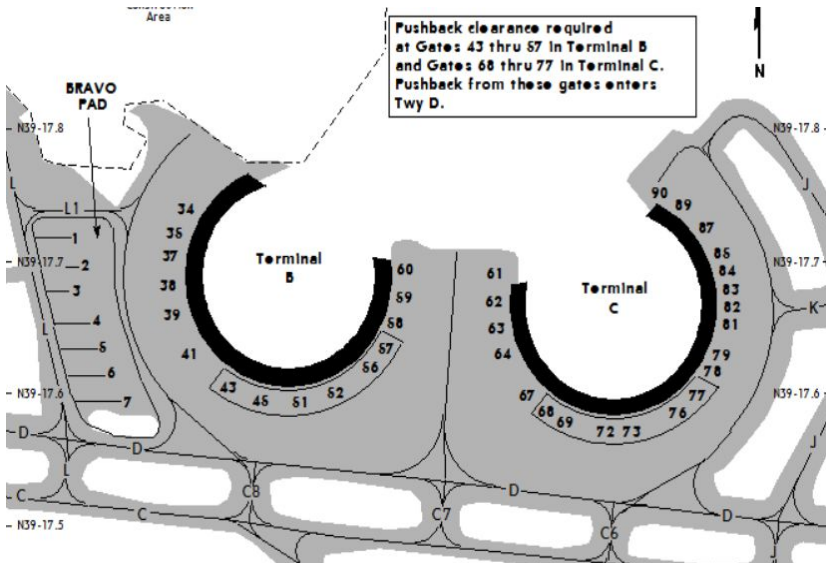
Terminal A has been demolished. We ask that you do not spawn up at this terminal.

Terminal B

- Allegiant: B52
- Delta: B50-B60
- Southwest: B32-B45

Terminal C

- Air Canada: C62
- Alaska: C78
- American: C79-C85
- Frontier: C76
- Spirit: C77
- United: C62-C69



General Aviation Parking

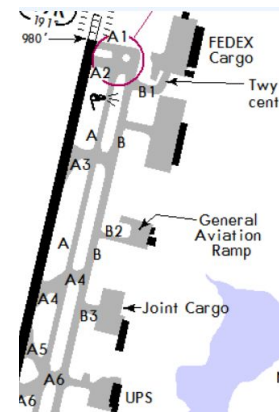
General aviation operators should park at Signature Flight Support. Signature is located on the northwest side of the field off of B2.

Cargo Parking

FedEx parks on the ramp off of B1. UPS parks on the ramp off of A6. Other cargo carriers park on the ramp off of B3.

Which Runway Should I Expect?

This will all depend on traffic load, current weather conditions, and if you have the updated scenery (PLEASE DO!). If we are in north flow, arrivals can expect runway 1L or runway 1R. If we are in south flow, arrivals can expect runway 19L or runway 19R. Generally, westbound departures can expect runway 19R/1L and eastbound departures can expect 19L/1R.



Flight Planning/Recommended Routes

If you are an IFR aircraft, please file a SID or STAR; otherwise you will be assigned one. Due to traffic management you may receive an EDCT from certain airports in order to distribute traffic evenly. You may also get a TMU reroute in the air for another STAR. Below are the preferred routes for common flight choices:

KORD-KMCI: ORD6 PEKUE PIGGG QUANE CARET IRK BQS6

KSTL-KMCI: WHRLI6 MCM BQS6

KMSP-KMCI: ORSKY2 ORSKY HANKU ASIIX JSONN1

KMDW-KMCI: MDW5 PEKUE PIGGG QUANE CARET IRK BQS6

KDEN-KMCI: EMMYS7 ZIRKL DPEAK JSONN1

KMCI-KORD: ROYAL9 BODYN LOAMY BENKY6

KMCI-KSTL: LAKES3 COU KAYLA KAYLA3

KMCI-KMSP: ROYAL9 TONCE ROKKK NITZR3

KMCI-KMDW: ROYAL9 ARENZ IRK ENDEE6

KMCI-KDEN: WLDCT5 SLN J24 OATHE CLASH3

