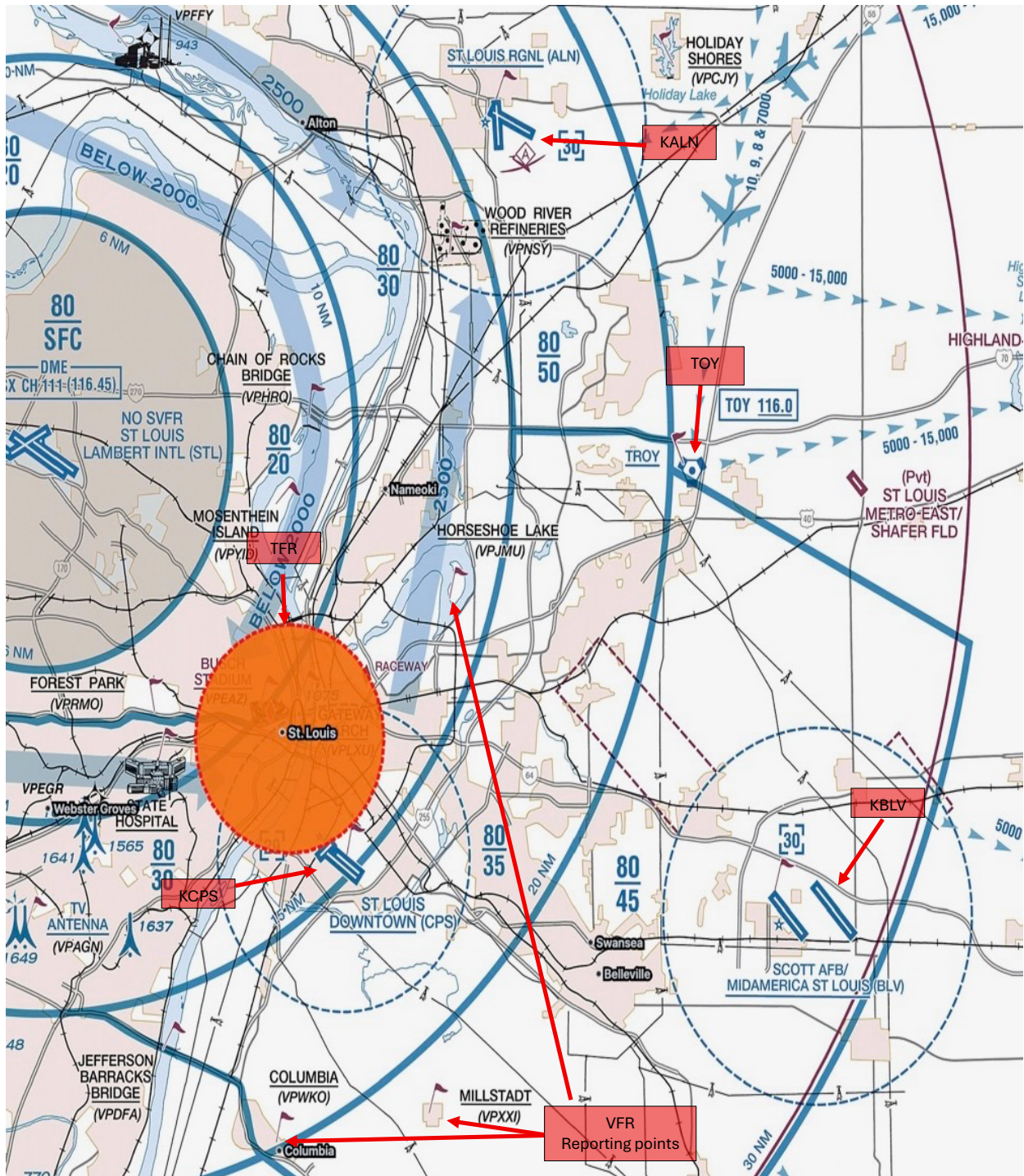


CHOPPER AREA FAMILIARIZATION

Chopper Aviation is located on Saint Louis Downtown Airport, KCPS, which is under the southeast 3000-foot shelf floor of the Saint Louis class Bravo airspace. Downtown Airport is a class Delta with the control tower operating from 0630 to 2200 local time daily. There are also two other class Delta airports in close proximity. Mid America Airport to the east, which is a joint use airport with Scott Air Force Base (KBVL) and Saint Louis Regional (KALN) Airport to the north. CPS ATIS is 121.45, ground control is 121.8, and tower is 119.925 MHz

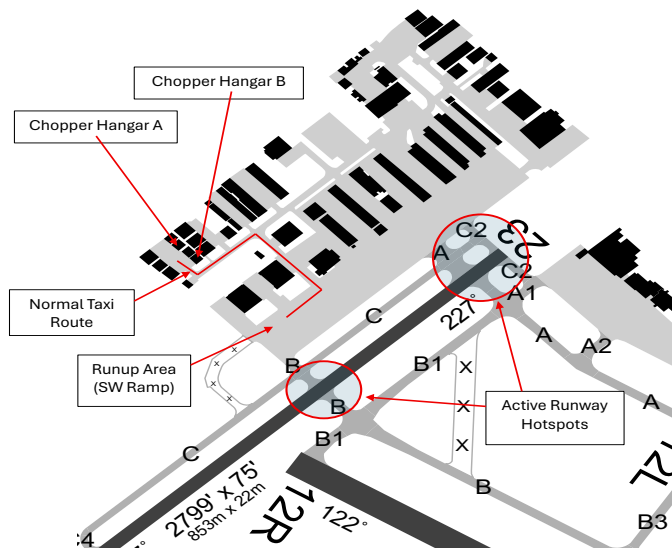
Saint Louis approach control frequency is 123.7. About halfway between CPS and ALN, it becomes 124.2. Saint Louis approach is very accommodating for popup IFR and practice approaches at various local airports. Saint Louis Downtown can be a very busy airport. It has three major flight schools and several smaller flight schools in addition to Chopper Aviation. There is extensive dual and solo student activity. Over a dozen business jets arrive or depart daily. There's also a banner towing operation, several helicopter operators, a medivac facility, and sport team charters arrive and depart in large commercial airliners up to and including a Boeing 757. For better efficiency, we utilize other airports when the CPS pattern is busy.

There is also a stadium TFR for Busch Stadium and the Saint Louis Cardinals baseball team that overlaps normal traffic patterns at CPS. When this TFR is in effect, you must be in contact with the control tower or STL Approach control when in the class D. If the tower is closed, you need to be in contact with Saint Louis Approach prior to entering the class Delta and prior to entering the TFR. Saint Louis approach will tell you when you can switch over to CTAF. Busch Stadium TFR extends from the surface to the floor of the overlying class Bravo airspace and begins 1 hour prior to game start time to 1 hour after the game ends. Be cautious of night games that go into extra innings. These games frequently extend past the CPS tower operating hours. When the control tower is not operating, CPS becomes a class Echo airspace, not class Golf airspace. This is by NOTAM.



Your flight lesson will begin at Chopper Hangar A or B. Once the engines are started and the basic checklist is completed, taxi to the southwest ramp to do the run up and finish the BEFORE TAXI and BEFORE TAKE OFF checklists. This is so we don't get blocked by an inbound aircraft. The ramps and hangar taxiways are all non-movement areas. All checklists should be completed except runway items that are accomplished while holding short **before** calling for taxi. There are no run-ups on taxiways.

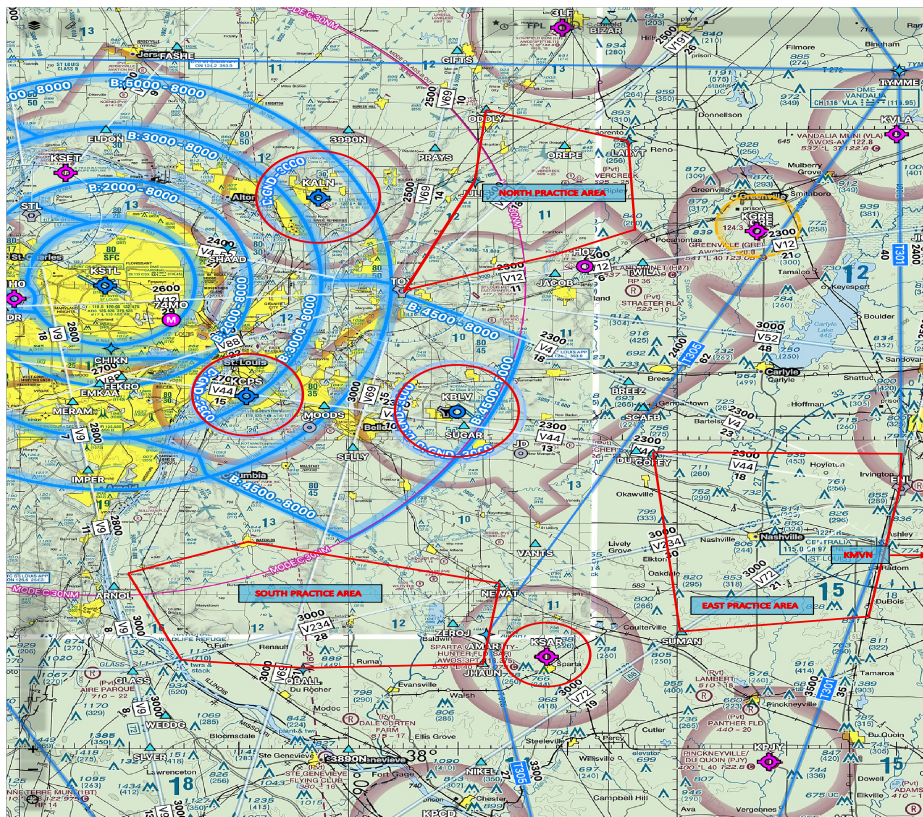
If departing to the south or east, normal taxi instructions from the southwest ramp will be runway 12R/30L via B at B1 or B7, cross runway 5/23. Departing north, you may be assigned runway 12L/30R at B3 or B7 with the same routing. Occasionally, you may be given A1 or A2 and A taxiway and A3 crossing runway 5/23, both taxiing out and taxiing in, which is the northerly routing. Regardless, always use caution when crossing runway 5/23. Consider it a hot spot even though it is not marked as such. Runway 5/23 is not normally used in our AMEL training at Chopper Aviation. Note that the FAA taxi chart has not been updated to show taxiways and hangars on the west side of the airport since 2006. ForeFlight and Jeppesen taxi diagrams are correct.



Our training flights are conducted in practice areas to the south, east, and north between 3,500' MSL and 7,500' MSL. All three practice areas are out from under the class Bravo airspace, so altitude is not a constraint. Troy (TOY) VOR is 15 NM on the 050° bearing and Centralia (ENL) VOR is 48 miles on the 103° bearing. Both VOR's are used in training as needed.

Use caution when returning to CPS as you will have to descend below several shelves to remain clear of the class Bravo. When returning from the practice areas, there are three VFR reporting points. To the south, Columbia (VPWKO) and Millstadt (VPXXI), and Horseshoe Lake (VPJMU) to the north. The tower does have radar so they will identify you even if you don't call at these points. It's just helpful for other pilots in the area to know where other traffic is located.

In addition to ALN and BLV, Mount Vernon, KMVN, 63 NM east, is uncontrolled in class E airspace that has 2 wide, long runways. There is a nice restaurant on the field for lunch breaks. All three practice airports have multiple ILS and GPS approaches. In addition, ALN also has a VOR approach. All three airports have multiple runways at least 6,500' long and 100' to 150' wide. ALN and MVN have cross runways.



Chopper Aviation suspends operations during extreme temperatures. This is for the health and safety of the student and instructor as well as wear and tear on the engines. If temperatures (not heat index or chill factor) are forecast to be over 100°F or less than 18°F, we will plan our lessons earlier or later in the day or postpone until the temperature is within our limits. Chopper Aviation cross wind limit is 13 KTS (15 MPH) with a 12 KT (14 MPH) gust factor. In other words, if the gust is more than 12 KTS over the steady state wind, such as 13 KTS gusting to 26 KTS, this would exceed our wind limitation. Remember that taking off is not a big problem unless an engine fails, especially the downwind engine. Returning for a landing in this situation could be more cross wind than the airplane is capable of while remaining on the runway pavement.

If you fly your own airplane into CPS, Jet Aviation is the only FBO on the field and is located on the north ramp. Refueling is by fuel truck. Bring your own tie downs. Call ahead to reserve a tiedown or hangar space. The rental car counter is in the lobby and cars are onsite.

KCPS: ST. LOUIS DOWNTOWN
CAHOKIA/ST. LOUIS, ILLINOIS, UNITED STATES

