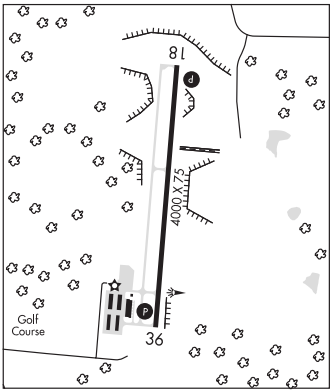
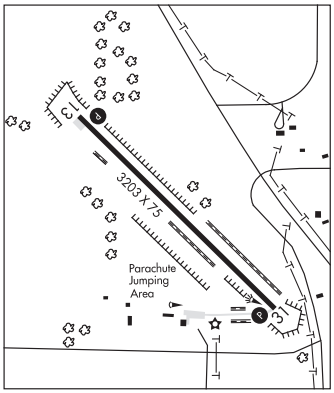
## BOONVILLE

**JESSE VIERTEL MEML** (VER)(KVER) 3 SE UTC–6(–5DT) N38°56.80′ W92°40.96′ **KANSAS CITY**
715 B TPA—1500(785) NOTAM FILE COU **L–27A**
**RWY 18–36:** H4000X75 (CONC) S–12.5 MIRL **IAP**
**RWY 18:** REIL. PAPI(P4L)—GA 3.0° TCH 37′.
**RWY 36:** REIL. PAPI(P4L)—GA 3.0° TCH 37′. Tree.
**SERVICE:** S4 **FUEL** 100LL, JET A **LGT** ACTIVATE MIRL Rwy 18–36, PAPI Rwys 18 and 36 REIL Rwys 18 and 36—CTAF.
**NOISE:** Noise abatement, for Rwy 36 fly rwy centerline to 1500′ before turning on course.
**AIRPORT REMARKS:** Attended 1400–0200Z‡. Self svc fuel avbl 24 hrs. Rwy 18 calm wind rwy. Intensive aerial crop–dusting activity Apr–Oct. Extensive student pilot training invof arpt.
**AIRPORT MANAGER:** 660-882-3364
**WEATHER DATA SOURCES: AWOS–3PT** 119.625 (660) 882–5454.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **MIZZU APP/DEP CON** 124.375
**CLEARANCE DELIVERY PHONE:** For CD ctc Mizzou Apch at 417-868-5620/5619.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE COU.
**HALLSVILLE (VL) (L) VORTACW** 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 243° 27.8 NM to fld. 920/6E.




**BOWLING GREEN MUNI** (H19) 2 NW UTC–6(–5DT) N39°22.24′ W91°13.22′ **KANSAS CITY**
891 B NOTAM FILE STL **L–27B**
**RWY 13–31:** H3203X75 (CONC) S–12.5 MIRL 0.6% up SE **IAP**
**RWY 13:** REIL. PAPI(P2L)—GA 3.0° TCH 43′.
**RWY 31:** REIL. PAPI(P2L)—GA 3.0° TCH 45′. Tree.
**SERVICE:** **FUEL** 100LL **LGT** ACTVT REIL Rwy 13 and 31; PAPI Rwy 13 and 31; MIRL Rwy 13 and 31—CTAF.
**AIRPORT REMARKS:** Attended continuously.
**AIRPORT MANAGER:** 573-470-2930
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 126.225
**CLEARANCE DELIVERY PHONE:** For CD ctc Kansas City ARTCC at 913-254-8508.

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**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

**ST LOUIS (VH) (H) VORTACW** 117.4 STL Chan 121 N38º51.64´ W90º28.94´ 311º 46.1 NM to fld. 446/1E.

VOR unusable:

006º–016º byd 40 NM blo 7,000´
006º–016º byd 62 NM
017º–038º byd 40 NM
039º–049º byd 40 NM blo 18,000´
050º–076º byd 40 NM blo 5,000´
050º–076º byd 50 NM blo 10,000´
050º–076º byd 94 NM blo 18,000´
077º–084º byd 40 NM
085º–099º byd 40 NM blo 2,300´
085º–099º byd 69 NM blo 18,000´
100º–124º byd 40 NM
125º–135º byd 40 NM blo 18,000´
136º–147º byd 40 NM blo 6,000´
136º–147º byd 59 NM
148º–164º byd 40 NM
165º–175º byd 40 NM blo 6,500´
165º–175º byd 77 NM
176º–189º byd 105 NM
176º–189º byd 40 NM blo 14,000´
190º–207º byd 40 NM blo 8,000´
190º–207º byd 70 NM blo 11,000´
190º–207º byd 85 NM blo 18,000´
208º–218º byd 40 NM
219º–229º byd 40 NM blo 2,400´
219º–229º byd 49 NM
230º–241º byd 40 NM blo 18,000´
242º–254º byd 40 NM
255º–265º byd 40 NM blo 18,000´
266º–272º byd 40 NM
273º–286º byd 40 NM blo 7,500´
273º–286º byd 83 NM blo 18,000´
287º–291º byd 40 NM
292º–302º byd 40 NM blo 8,000´
292º–302º byd 70 NM
303º–313º byd 40 NM blo 18,000´
314º–346º byd 40 NM
347º–357º byd 40 NM blo 4,500´
347º–357º byd 65 NM blo 8,000´
347º–357º byd 79 NM
358º–005º byd 40 NM

**COMM/NAV/WEATHER REMARKS:** UNICOM irreg mntd.