

CAUTION

Night low-level helicopter hop is VFR but cluttered by route obstacles, runway/taxiway NOTAMs, and a few departure/arrival procedure changes

VFR · KSTL → KSUS → KMCI via KSUS

Aircraft: N306FD · BELL TEXTRON CANADA LTD 505 · 1 engine, rotorcraft, turboshaft
Registration: Valid registration

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Analysis timestamp 2026-09-28T23:15:36.106Z; weather/NOTAM/performance data retrieved 2026-09-28T23:15:30Z–23:15:33Z; planned departure 2026-09-29T01:00:00Z and arrival 2026-09-29T02:47:00Z.

HAZARD SNAPSHOT

Terrain / obstacles		SIGNIFICANT
The route corridor contains 261 charted obstacles, including tall towers and wires, with 13 obstacles at or above the planned altitude.		
Night / low light		MODERATE
The leg touches FAA night at both ends; moonlight is good, but the flight is still a night helicopter operation.		
NOTAM impact		MODERATE
Active airport and procedure NOTAMs at both ends include taxiway/runway closures, ILS/PAPI outages, and crane notes that affect route and airport setup.		
Navaid / equipment outages		MODERATE
KSTL has ILS and VORTAC-related outages; KMCI has RWY 01L PAPI U/S and approach/equipment notes that may affect terminal setup.		
Turbulence		LOW
Only a few route PIREPs were retrieved; one reported light turbulence at FL330 and no route-level low-altitude advisory was issued.		
Surface winds		LOW
Surface winds are light at both ends and the modeled crosswind on the best runway is small.		
Circadian low / body-clock fatigue		LOW
The flight occurs in the evening body-clock window and does not reach the configured 2:00–6:00 AM circadian window.		
Spatial disorientation / illusions		LOW
Night departure and arrival increase visual workload, but ceilings and visibility remain good and there is no obscuration or overwater segment.		

Updated Conditions Check

This is still a VFR go *weather-wise*: both ends are clear, visibility is 10+ SM, and ceilings are unrestricted. The caution comes from the low-level route environment and airport constraints, not from the atmosphere.

FAA registry records show this aircraft's registration is valid, so there is no registry-based airworthiness issue.

The planned route from **KSTL to KMCI via KSUS** is about **207.6 NM** and is scheduled for **19:00 local (0100Z)** departure with **20:47 local (0247Z)** arrival. That is a **night** leg by FAA standards, and the route only carries **one logged flight in this aircraft** (3.2 hours total in type), so the main question is not basic weather legality but whether the pilot is comfortable managing a night, route-based helicopter leg through a busy obstacle field and active airport construction.

Weather and flight rules

KSTL at issue time was **VFR** with **10+ SM** and **FEW 250**. KMCI was also **VFR** with **10+ SM** and **FEW 045 / FEW 130 / SCT 250**. The TAFs keep both airports VFR through the flight window: KSTL stays clear with light surface flow, and KMCI stays clear/mostly clear with light east to east-southeast wind. No convective impact is expected; the model shows **0 J/kg CAPE** along the route and no convective area crossing the track.

Freezing level is modeled near **13,714 ft MSL**, far above the planned altitude, so icing is not a factor for this profile.

Route hazards that matter

The route is the main issue. The obstacle scan found **261 charted obstacles inside the scanned geometry**, including **13 wires/catenaries**, and **13 obstacles at or above the planned altitude**. The tallest obstacle in the scan is a **tower in St. Louis** at **1,649 ft MSL** and **1.4 NM from the route**, which sits well above the planned **1,000 ft AGL** operating band. The route terrain itself is not extreme — highest sampled terrain is **994 ft** near KMCI — but the obstacle field is dense enough that this is not a casual “stay low and go” leg.

For the per-segment profile, the departure segment tops out at **781 ft MSL** as the combined ceiling, while the **WP1 → destination** segment reaches **1,884 ft MSL** because of a tall tower. That is still below the planned cruise altitude, but it leaves a thin working margin for a night low-level route where obstacle spotting matters.

Performance and surface winds

Density altitude is modest but real: **KSTL 2,005 ft** and **KMCI 2,372 ft**. Winds are light enough that runway performance is not the problem. Best runway at departure is effectively calm; at KMCI the best runway is **09/27**, giving only about **1.9 kt crosswind** on the modeled current wind. The route-level wind at the planned altitude is about **8 kt from 113°**, which is a manageable factor, not a limiter.

NOTAMs that affect the plan

Airport-based NOTAM coverage was retrieved for both ends. No geographic-area NOTAM sweep was available for this low-level / route-based operation, so hazards away from the airports may not be represented.

At **KSTL**, the meaningful items are:

- **ILS RWY 12L out of service.**
- Several **taxiway and runway markings / lighting / safety-area NOTAMs** are active.
- A published **crane near RWY 12L/30R and RWY 30R** affects some approach procedures.
- **NAV VORTAC not maintained** and a departure note that the **BNA VOR is out of service** for the PLESS FIVE departure transition.

At **KMCI**, the meaningful items are:

- **RWY 01L PAPI out of service.**
- Multiple **approach procedure notes** and **temporary cranes / construction equipment** near arrival procedures.
- **Tower/obstacle NOTAMs** on the airfield perimeter.
- Apron and taxiway closures that matter if you are taxiing in or out of specific ramp areas.

These do not make the flight a no-go, but they do mean you should not assume a “normal” taxi or a full menu of approach aids at either end.

Night / visual workload

This leg **touches FAA night** at both ends. Moon illumination is good — about **94% at departure** and **93% at arrival** — so it is not a moonless black-hole departure. Still, a night helicopter leg at low altitude through St. Louis area towers, wires, and airport lighting changes is a real visual workload increase.

Fuel

The planned fuel load is **ample** for the trip. Planned endurance is **5.0 hr** versus an estimated **1.7 hr** en route time, leaving about **3.3 hr** of endurance remaining on arrival. The required VFR night reserve is **45 minutes**, and the computed reserve margin is **2.55 hr** beyond that.

Conclusion

CAUTION. Weather, visibility, and fuel are solidly acceptable for a VFR helicopter hop. The caution comes from the combination of **night operations, dense obstacle exposure along the route,** and **active airport/approach NOTAMs** at both ends. If you are comfortable managing low-level nighttime obstacle awareness and the airport procedure changes, the flight is operationally workable; if not, this is the kind of leg that deserves a more conservative departure time or a higher cruise profile.

💡 AIRMANSHIP NOTES

NIGHT OBSTACLE SCAN

At night, the towers and wires are the flight. Keep your scan outside the cockpit and resist the urge to duck under the route profile just because the weather is smooth. The St. Louis end has several tall structures close to the track, including one tower reported at 1,649 ft MSL about 1.4 NM off route.

AIRPORT SETUP CHANGES

Do not taxi or plan the arrival assuming all the usual aids are available. KSTL has multiple taxiway/runway markings and lighting NOTAMs plus an ILS outage; KMCI has a PAPI outage on RWY 01L and several approach notes. Build the runway/approach plan before engine start, not while rolling.

Convective activity

NO IMPACT

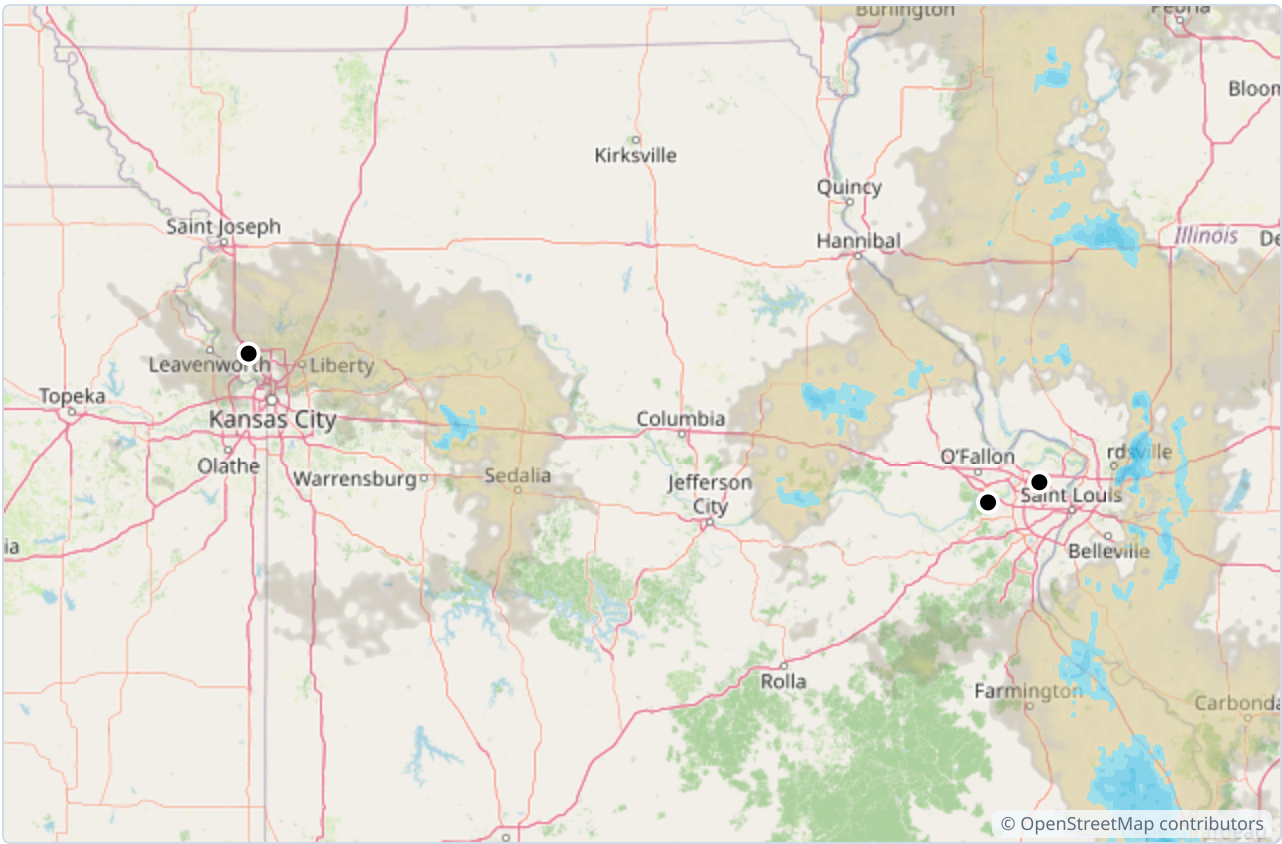
No convective impact expected on this route during your flight window.

14 convective areas exist in the wider scan, but none cross the planned track, none lie within 100 NM of it, and none can reach it during the flight. Little instability along the route (peak CAPE 0 J/kg). Airmass convection is not supported near the planned departure time.

What to do: No convective action is indicated for this flight. A normal preflight radar check before departure is sufficient.

14 other convective areas in the national picture are not a factor for this route.

RADAR AND PLANNED ROUTE



Valid 9/28/2026, 11:10:00 PM · composite reflectivity
Radar depicts precipitation already detected and is several minutes old. It is a hazard-avoidance picture, never a penetration tool.

Vertical Weather Profile

DRAWN FROM THE OBSERVATION FROZEN WITH THIS REPORT

Departure · KSTL

Destination · KMCI



Scale and wind levels are sized to an assumed service ceiling of 12,000 ft (rotorcraft).

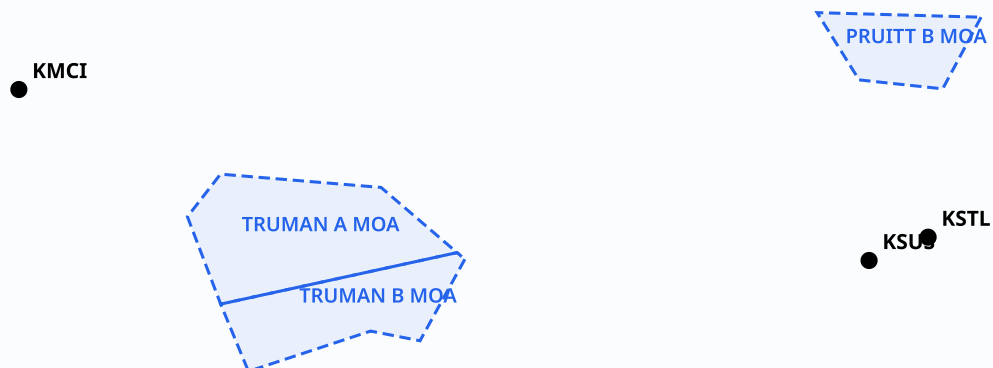
Scale and wind levels are sized to an assumed service ceiling of 12,000 ft (rotorcraft).

METAR KSTL 282251Z COR 00000KT 10SM FEW250 26/07
A3001 RMK A02 SLP155 T02610072 \$

METAR KMCI 282253Z 11007KT 10SM FEW045 FEW130
SCT250 24/16 A2998 RMK A02 SLP146 T02440156 \$

Airspace along the route

Simplified planning graphic — boundaries approximate and not for navigation. Confirm status and activation times with Flight Service or the controlling agency.



 MOA

PRUITT B MOA: published use 0900 - 1200, 1300 - 1600, SUN - SAT; OTHER TIMES BY NOTAM

TRUMAN A MOA: published use 0600 - 2400, DAILY; OTHER TIMES BY NOTAM

TRUMAN B MOA: published use 0600 - 2400, DAILY; OTHER TIMES BY NOTAM

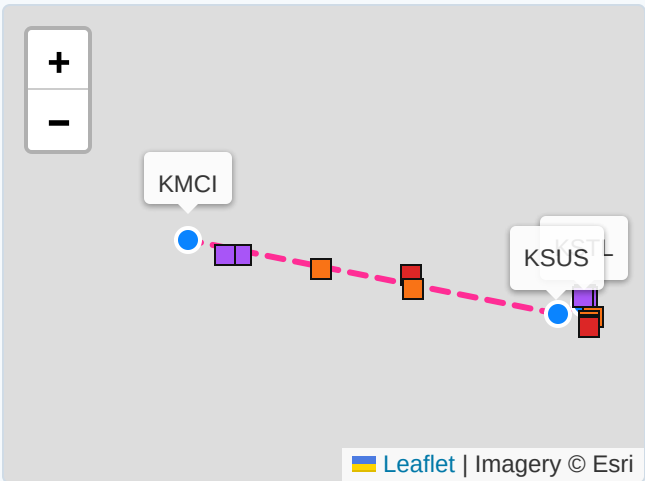
Source: FAA Aeronautical Information Services, boundaries simplified for planning.

Obstacles and wires

COMPLETED

Route corridor: 5 NM either side of the departure-to-destination track, plus 6 NM around each airport.

Structures found	261
Wires / catenaries	13
Unlit or unmarked	208
Near planned altitude	13
Tallest	TOWER 1156 ft AGL



under 500 ft 500–999 ft 1,000+ ft AGL
wire / catenary · the notable obstructions listed in this report

- TOWER · 1156 ft AGL · 1.4 NM from track
- TOWER · 1149 ft AGL · 2.2 NM from track
- TOWER · 1115 ft AGL · 1.8 NM from track
- TOWER · 1049 ft AGL · 4.7 NM from track
- TOWER · 983 ft AGL · 2.1 NM from track
- TOWER · 780 ft AGL · 2.5 NM from track

2 obstacle NOTAM(s) found in the retrieved notices.

261 charted obstacle(s) fall inside the scanned geometry.

Airspace and TFRs

COMPLETED

Controlled airspace	40
Special-use airspace	3
Defense TFR areas	0
TFR notices in NOTAM text	0

40 controlled airspace area(s), 3 special-use area(s) and 0 national defense TFR area(s) intersect the scanned corridor. 0 military training route(s) and 4 parachute jump area(s) lie within the corridor (FAA NASR 28-day subscription (cycle effective 2026-09-03)). Active TFRs must still be verified independently; only NOTAM text retrieved for this flight was scanned for temporary restrictions.

Performance, winds and terrain

Departure KSTL

Field elevation	617 ft
Density altitude	2005 ft
Best runway / crosswind	12R/30L · 0 kt

Destination KMCI

Field elevation	1027 ft
Density altitude	2372 ft
Best runway / crosswind	09/27 · 1.9 kt

Winds aloft	113° / 8 kt (headwind -7.6 kt)
Wind-corrected time / reserve	1.7 h · reserve 3.3 h of 0.75 h required
Fuel on board / burn	1000 gal at 200 gph · 660 gal on arrival
Terrain relief / mountain wave	564 ft · NONE
Max terrain MSL	994 ft · 1556 ft clearance
Terrain sampling	72 pts · 10 NM interval · ±10 NM
USGS 3DEP spot-check	998 ft

PER-SEGMENT TERRAIN & OBSTACLES

Leg	Max terrain	Clearance	Tallest obs.	Combined ceiling	MSA
Departure → WP1	531 ft	2019 ft	781 ft (6)	781 ft	1781 ft
WP1 → Destination	994 ft	1556 ft	1884 ft (12)	1884 ft	2884 ft

Hazard weather

COMPLETED

AIRMET / SIGMET / CWA on route	0
PIREPs near route	3
Freezing level	13714 ft MSL

0 in-flight advisory product(s) and 3 PIREP(s) fall within 50 NM of the planned track. A further 14 advisory product(s) were retrieved from the surrounding area but do not touch the route corridor and are not a factor for this flight.

Sun, moon and light

Departure (KSTL)	FAA night
Sunrise / sunset	11:56Z / 23:49Z
Civil dawn / dusk	11:29Z / 00:17Z
Arrival (KMCI)	FAA night
Sunrise / sunset	12:14Z / 00:08Z
Civil dawn / dusk	11:47Z / 00:34Z



Waning gibbous
94% illuminated

Moonrise / moonset	00:32Z / 15:18Z
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Experience fit and personal minimums

COMPLETED

Hours in this aircraft	3.2
Days since last flight	1
Night landings, last 90 days	6

- **Aircraft experience:** 3.2 logged hour(s) across 1 flight(s) in N306FD BELL TEXTRON CANADA LTD 505.

Experience fit reflects only what is recorded in Log Scan Pro. Flying done before the logbook was started is represented only by the baseline totals, when present.

Data Coverage and Limitations

Coverage 100% · STRONG

This flight is planned at Below 3,000 ft AGL (about 1,000 ft AGL). Some high-altitude analyses do not apply at this altitude and are marked below rather than left blank. The report concentrates instead on terrain, obstacles, towers and wires, low-level wind, and surface visibility and ceilings.

- ⊖ **Winds and temperatures aloft above the flight** · Not applicable to this flight
The flight stays in the lowest few thousand feet, so upper-level winds do not drive this decision. Levels above the flight are still charted for context.
- ⊖ **Supplemental oxygen requirement** · Not applicable to this flight
The planned altitude is below the 12,500 ft threshold in 14 CFR 91.211, so oxygen requirements do not apply.
- ✓ **Departure weather** · **Evaluated**
Observation and terminal forecast retrieved and analysed.
- ✓ **NOTAMs** · **Evaluated**
Airport NOTAMs for the searched fields.
- ✓ **Terrain clearance along the route** · **Evaluated**
Corridor elevations sampled along the planned track and compared against the planned altitude.
- ✓ **Airspace and special-use areas** · **Evaluated**
Controlled airspace, special-use airspace and defense TFR areas intersecting the corridor were retrieved. Military training routes (0) and parachute jump areas (4) near the track were checked against the FAA 28-day subscription.
- ✓ **AIRMETs, SIGMETs and PIREPs** · **Evaluated**
Advisory products and route PIREPs retrieved for turbulence, icing and IFR conditions.
- ✓ **Fuel and reserve check** · **Evaluated**
Wind-corrected time enroute checked against measured fuel on board and the applicable reserve rule.
- ✓ **Pilot experience fit** · **Evaluated**
This flight was compared against what the pilot has logged in Log Scan Pro and against their personal minimums.
- ⊖ **Icing exposure** · Not applicable to this flight
The freezing level is near 13,714 ft MSL, well above the planned altitude, so in-flight structural icing is not a factor for this profile.
- ⊖ **Arrival approach charts** · Not applicable to this flight
This flight is planned in daytime visual conditions, so no instrument approach chart was attached.
- ✓ **Destination weather** · **Evaluated**
Observation and terminal forecast retrieved and analysed.
- ✓ **Wind at the planned altitude** · **Evaluated**
Taken from the constant-pressure level nearest 2,680 ft MSL.
- ✓ **Obstacles, towers and wires** · **Evaluated**
Digital Obstacle File structures scanned inside the planned corridor (261 found), plus obstacle NOTAMs. Source: FAA Digital Obstacle File (file dated 2026-09-01, held by Log Scan Pro).
- ✓ **Convective weather** · **Evaluated**
Convective SIGMETs, SIGMETs and CWAs tested against the planned track, with storm motion and timing.
- ✓ **Density altitude and runway wind components** · **Evaluated**
Density altitude computed from the observation, with runway length and wind components for the favoured runway. Runway data: FAA NASR 28-day subscription (cycle effective 2026-09-03).
- ✓ **Daylight, twilight and moon** · **Evaluated**
Sun and moon geometry, civil twilight and FAA night status computed for both ends of the flight.

Terms used in this briefing

Plain-language definitions for the less common words above.

Catenary: A sagging cable strung between two high points, such as towers, ridges or mountains. Catenary wires are often unlit and hard to see, and are a leading low-level wire-strike hazard.

Obscuration: Fog, smoke, haze or precipitation that hides the sky rather than forming a normal cloud layer, so the ceiling is reported as vertical visibility.

Purpose of Report

This Go/No Go Report is an informational decision support tool generated from information entered by the user, information maintained within Log Scan Pro, and aviation data obtained from third party sources available when the report is generated.

The report is intended to help organize and identify factors that a pilot may consider during flight planning. It does not direct, authorize, approve, release, dispatch, or prohibit any flight.

Pilot in Command Responsibility

The pilot in command is directly responsible for and is the final authority concerning the operation of the aircraft. Nothing in this report transfers, reduces, or replaces that responsibility.

The pilot in command remains responsible for determining whether the proposed flight may be conducted safely and in accordance with all applicable regulations, aircraft limitations, operating procedures, certificates, ratings, endorsements, medical requirements, currency requirements, and personal minimums.

Preflight Planning

This report does not replace the pilot's responsibility to become familiar with all available information concerning the flight.

The pilot must independently obtain and evaluate current information appropriate to the proposed operation, including weather reports and forecasts, NOTAMs, temporary flight restrictions, airport and runway conditions, fuel requirements, aircraft performance, weight and balance, route conditions, alternatives, traffic delays, terrain, airspace, and any other information relevant to the flight.

Weather and Aeronautical Information

Weather, NOTAM, airport, aircraft, pilot, and route information may change after this report is generated. Data received from government, commercial, or other third party sources may be delayed, incomplete, unavailable, incorrectly transmitted, or subsequently revised.

This report reflects only the information available to LSP at the recorded generation time. It has no continuing period of validity. The pilot must verify material information using current and appropriate aviation sources before departure and during flight when conditions warrant.

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Portions of this report may be created or assisted by artificial intelligence. Artificial intelligence may omit information, misunderstand data, make incorrect associations, or produce inaccurate conclusions.

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Any risk level, caution, recommendation, or use of the terms "Go," "No Go," "Proceed," "Delay," "Divert," or similar language represents informational analysis only.

A favorable report does not establish that a flight is safe, lawful, advisable, or free from risk. An unfavorable report does not exercise operational control or independently prohibit a flight.

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No Professional Instruction

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User Acknowledgment

By submitting a Go/No Go request, viewing the resulting report, or using information contained in the report, the user acknowledges that the report is a supplemental decision support tool and that the pilot in command retains sole responsibility and final authority for the proposed flight.