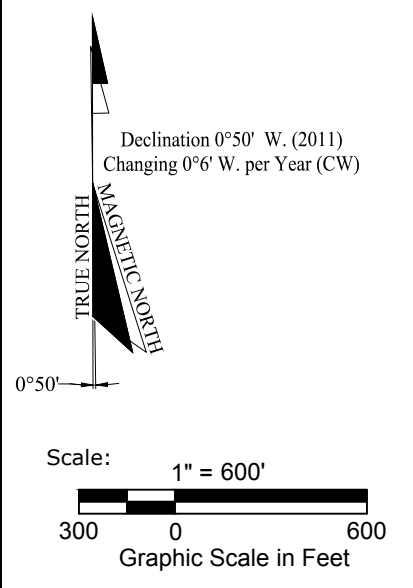


DRAWING LEGEND		
EXISTING	FUTURE	DESCRIPTION
[Symbol]	NA	BUILDING - AIRPORT OWNED
[Symbol]	NA	BUILDING - LEASED BY OTHERS
[Symbol]	NA	BUILDING - OWNED BY OTHERS
[Symbol]	NA	OFF - AIRPORT
[Symbol]	2012-2017	2012-2017
[Symbol]	2018-2023 (PHASE I)	2018-2023 (PHASE I)
[Symbol]	2023-2028 (PHASE II)	2023-2028 (PHASE II)
[Symbol]	2028-ULTIMATE (PHASE III)	2028-ULTIMATE (PHASE III)
[Symbol]	NA	DEMO
[Symbol]	XXX	BUILDING NUMBER
[Symbol]	[Symbol]	APPROACH - OWNED LOT
[Symbol]	[Symbol]	OTHER - OWNED LOT
[Symbol]	[Symbol]	AIRPORT GARAGE
[Symbol]	[Symbol]	2012-2017
[Symbol]	NA	2018-2023 (PHASE I)
[Symbol]	[Symbol]	2023-2028 (PHASE II)
[Symbol]	NA	2028-ULTIMATE (PHASE III)
[Symbol]	[Symbol]	ROAD
[Symbol]	[Symbol]	2012-2017
[Symbol]	[Symbol]	2018-2023 (PHASE I)
[Symbol]	[Symbol]	2023-2028 (PHASE II)
[Symbol]	[Symbol]	2028-ULTIMATE (PHASE III)
[Symbol]	[Symbol]	PROJECT NUMBER
[Symbol]	[Symbol]	FACILITY NUMBER
[Symbol]	[Symbol]	OTHER
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE (RPZ)
[Symbol]	[Symbol]	PRECISION INSTRUMENT RUNWAY (PIR)
[Symbol]	[Symbol]	RUNWAY SAFETY AREA (RSA)
[Symbol]	[Symbol]	RUNWAY OBJECT FREE AREA (OFA)
[Symbol]	[Symbol]	CENTRAL PORTION OF RPZ
[Symbol]	[Symbol]	RUNWAY VISIBILITY ZONE (RVZ)
[Symbol]	[Symbol]	30' BUILDING RESTRICTION LINE (BRL)
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	PADS & SACS
[Symbol]	[Symbol]	MOANG COMPLEX
[Symbol]	[Symbol]	AIRPORT FUEL FARM
[Symbol]	[Symbol]	RENTAL CAR LOT
[Symbol]	[Symbol]	FENCE
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	GROUND CONTOURS AT 1' INTERVALS
[Symbol]	[Symbol]	CREEK
[Symbol]	[Symbol]	DETENTION BASIN
[Symbol]	[Symbol]	CULVERT
[Symbol]	[Symbol]	LOG CULVERT
[Symbol]	[Symbol]	GLIDE SLOPE
[Symbol]	[Symbol]	PAV
[Symbol]	[Symbol]	EXTENDED CENTERLINE
[Symbol]	[Symbol]	GATE NUMBER
[Symbol]	[Symbol]	UTILITY TOWER
[Symbol]	[Symbol]	PRECISION OBSTACLE FREE ZONE (POFZ)
[Symbol]	[Symbol]	APPROACH LIGHT SYSTEM

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 THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-29-0085-103-2007) AS PROVIDED UNDER TITLE 49 U.S.C. SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS. (REFERENCE: FAA ORDER 5100.38, 425.B.14.)

- NOTES:**
- The building restriction line (BRL) depicted on the ALP is 750' from the runway centerline which translates to a height of 35' above the runway centerline elevation perpendicular to the runway. In the area of the terminal the BRL is shown 810' which translates to an elevation of 44' above the runway elevation perpendicular to the runway.
 - Horizontal Datum is in a modified Missouri East Zone State Plane Coordinate System (SPCS) known as Lambert International Airport Modified State Plane Coordinate System (LAMSPCS).
 - All elevations are Above Mean Sea Level (AMSL) relative to the North American Vertical Datum of 1988 (NAVD88).
 - ARP Elevation = Airport Elevation = 617.9' Feet Surveyed. Future ARP Elevation = Airport Elevation = 617.9' Feet Estimated.
 - DER 254' - See Declared Distance Note 5 of Sheet 8 (Data Sheet).
 - DER 65' - See Declared Distance Note 2 of Sheet 8 (Data Sheet).



FAA APPROVAL STAMP AREA
 4" x 3.5"

Revision Description	Date	Drawn	Revision Description	Date	Drawn
Revision Description	Date	Drawn	Revision Description	Date	Drawn
Airport Planning Department	11/2010				
FAA Comments	2/2012				

LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT

FUTURE AIRPORT LAYOUT PLAN

Checked by: R.D.J.
 Issue Date: JANUARY-2013

Sheet: **3 OF 37**