						RUNWAY D	ATA TABLE									
		RUNWAY	12L-30R			RUNWAY	12R-30L			RUNWA	Y 11-29			RUNW	AY 6-24	
ITEM	12L		30R		12R		30L		11		29		6		24	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY END COORDINATES (NAD 83)																
*LATITUDE	38° 45' 06.472"		38° 44' 19.001"		38° 45' 14.063"	38° 45' 17.120"	38° 44' 16.030"	NO NO	38° 45' 35.842"		38° 44' 48.466"		38° 44' 48.077"		38° 45' 22.398"	
*LONGITUDE	90° 21' 58.761"		90° 20' 22.509"	NO	90° 22' 44.966"	90° 22' 51.180"	90° 20' 47.272"	CHANGE	90° 24' 35.541"	NO	90° 22' 59.387"	NO	90° 22' 52.383"	NO I	90° 21' 27.014"	NO
*Elevation (MSL-NAVD 88)	528.49'	NO CHANGE	604.88'	CHANGE	541.91'	546.56'	586.16'	CHANGE	617.92'	CHANGE	555.95'	CHANGE	551.31'	CHANGE	533.75'	CHANG
RUNWAY LENGTH	9,012'		9,012'	CIANOL	11,019'	11,600'	11,019'	11,600'	9,000'	CHANGE	9,000'	CHANGE	7,602'	CINNOL	7,602'	
RUNWAY WIDTH	150'		150'		200'	NO CHANGE	200'	NO CHANGE	150'		150'		150'		150'	
DISPLACED THRESHOLD	NA		NA		467.2'		201.4		NA		NA		NA			
DISPLACED THRESHOLD COORDINATES (NAD 83)																
*LATITUDE	NA	NA	NA	NA	38° 45' 11.605"	NA	38° 44' 17.089"	NA	NA	NA	NA	NA	NA	NA	NA	NA
*LONGITUDE	NA		NA		90° 22' 39.975"		90° 20' 49.425"		NA		NA		NA			
*ELEVATION (MSL-NAVD 88)	NA		NA		540.01'		583.06'	1	NA	1 <b>I</b>	NA		NA	1 <b>I</b>		
RUNWAY BEARING (TRUE)	122.9°		302.9°		122.9°		302.9°		122.9°		302.9°		63.5°		243.5°	
TOUCHDOWN ZONE ELEVATION (TDZE)(MSL)	540.95'	604.88' E CONCRETE C	540.01'		583.06'		617.92'		579.84'		551.31'		533.75'			
PAVEMENT MATERIAL	CONCRETE		CONCRETE	]	CONCRETE	]	CONCRETE	]	CONCRETE		CONCRETE		CONCRETE			
PAVEMENT STRENGTH (x 1000 lbs.)		_				NO		NO		<u> </u>						
SINGLE WHEEL	75		75	CHANGE	75	CHANGE	75		75		75	. I	75			
DUAL WHEEL	200		200		200		200	- 1	200		200		176	<u> </u>	176	
DUAL TANDEM	350		350		350	_	350.D		325		325		280		280	
DOUBLE DUAL TANDEM	760	<u> </u>	760		760		760.D		700	<u> </u>	700		660		660	
GRADIENT (%)	+0.8	<u> </u>	-0.8		+0.4	+0.3	-0.4	-0.3	-0.7	+0.7			-0.2		+0.2	_
MAXIMUM GRADE	+1.5	_	-1.5		+1.7	<u> </u>	-1.7		-0.8		+0.8		-0.9		+0.9	
14 CFR PART 77 CATEGORY-TYPE	PRECISION-CAT II/IIIC		PRECISION-CAT II/IIIC	NO	PRECISION-CAT I	<b>.</b>	PRECISION-CAT I	4 I	PRECISION-CAT IVIIIC	NO	PRECISION-CAT I	NO	PRECISION-CAT I	NO	PRECISION-CAT I	NO NO
APPROACH SURFACE SLOPE	50:1	NO CHANGE	50:1	CHANGE	50:1	<b>.</b>	50:1	4 I	50:1	CHANGE	50:1	CHANGE	50:1	CHANGE	50:1	CHANG
G.P.S. APPROACH-TYPE	YES-RNAV	_	YES-RNAV		YES-RNAV	<b>↓</b>	YES-RNAV		YES-RNAV		YES-RNAV	-,	YES-RNAV		YES-RNAV	_
APPROACH VISIBILITY MINIMUMS	CAT IIIC		CAT IIIC		200.5 & RVR-40 (GPS) 250 & RVR-40 (ILS)		200 & RVR-24		CAT IIIC		250 & RVR-40		200 & RVR-24		200 & RVR-40	
VISUAL APPROACH AIDS	PAPI, CL, TDZL,REILS		PAPI, CL, TDZL		PAPI, CL, TDZL	NO	PAPI,CL, REILS	NO	PAPI, CL, TDZL	1 <b>I</b>	PAPI, CL, TDZL		PAPI	1 <b>I</b>	PAPI	$\neg$
INSTRUMENT APPROACH AIDS	LDA/DME	<u> </u>	ILS/DME		ILS/DME	CHANGE	ILS	CHANGE	ILS/DME	1 <b>I</b>	ILS/DME		ILS/DME	1 <b>I</b>	ILS/DME	$\neg$
APPROACH LIGHTING	ALSF2		ALSF2		MALSR		MALSR		ALSF2	1	ALSF2		MALSR	1	MALS	
RUNWAY LIGHTING (LIRL, MIRL, HIRL) - CENTERLINE LIGHTS (YES/	NO) HIRL-YES		HIRL-YES		HIRL- YES	1	HIRL-YES	1	HIRL-YES	1	HIRL-YES		HIRL-YES	1	HIRL-YES	
RUNWAY MARKINGS (B, NP, or P)	PRECISION		PRECISION		PRECISION	1	PRECISION	1	PRECISION	j	PRECISION		PRECISION	1 <b>I</b>	PRECISION	
PRECISION OBSTACLE FREE ZONE (POFZ)	800' (L) x 200' (W)	Ţ <b>I</b>	800' (L) x 200' (W)	<b> </b>	800' (L) x 200' (W)	† <b> </b>	800' (L) x 200' (W)	1 <b>I</b>	800' (L) x 200' (W)	1 <b>I</b>	NONE		800' (L) x 200' (W)	1 <b>I</b>	800' (L) x 200' (W)	, 🗖
RUNWAY OBJECT FREE ZONE (ROFZ)	9,412' (L) x 400' (W)		9,412' (L) x 400' (W)	<b>.</b>	11,419' (L) x 400' (W)	† <b> </b>	11,419' (L) x 400' (W)	1 I	9,400' (L) x 400' (W)	1 <b>I</b>	9,400' (L) x 400' (W)		8,002' (L) x 400' (W)	1 <b>I</b>	8,002' (L) x 400' (W)	<del></del>
AERONAUTICAL SURVEY TYPE REQUIRED FOR APPROACH	VERTICALLY GUIDED		VERTICALLY GUIDED	<b>.</b>	VERTICALLY GUIDED	† <b>I</b>	VERTICALLY GUIDED	1 <b>I</b>	VERTICALLY GUIDED	] <b> </b>	VERTICALLY GUIDED		VERTICALLY GUIDED	1 <b>I</b>	VERTICALLY GUIDED	.D
AIRCRAFT APPROACH CATEGORY / AIRPLANE DESIGN GROUP	D - IV	D-V	D - IV	D-V	D - IV	D-V	D - IV	D-V	D - IV	D-V	D - IV	D - V	D - IV	D - V	D - IV	D-V

DESIGN DEFICIENCIES TO AIRPORT DESIGN STANDARDS AC150/5300-13									
DESIGN DEFICIENCIES	2008 CORRECTIVE ACTION	2012 CORRECTIVE ACTION							
RUNWAY 30R SAFETY AREA (LENGTH 760')	CONSTRUCT 1,000 SAFETY AREA LENGTH WHEN McDONNELL BLVD. RELOCATED	Completed							
RUNWAY 30R OBJECT FREE AREA (LENGTH 605')	CONSTRUCT 1,000 OBJECT FREE AREA LENGTH WHEN McDONNELL BLVD. RELOCATED	Completed							
RUNWAY 30L SAFETY AREA (LENGTH 875')	CONSTRUCT 1,000 SAFETY AREA LENGTH WHEN McDONNELL BLVD. RELOCATED	Completed							
RUNWAY 30L OBJECT FREE AREA (LENGTH 865')	CONSTRUCT 1,000 OBJECT FREE AREA LENGTH WHEN McDONNELL BLVD. RELOCATED	Completed							
RUNWAY 24 SAFETY AREA (LENGTH 970')	CORRECT IF RELOCATE BANSHEE & RR TRACKS OR MAINTAIN DECLARED DISTANCES	Construct Concurrent with FAA Localizer Relocation							
RUNWAY 24 OBJECT FREE AREA (LENGTH 750')	CORRECT IF RELOCATE BANSHEE & RR TRACKS OR MAINTAIN DECLARED DISTANCES	Same							
RUNWAY 12R SAFETY AREA (LENGTH 940')	CORRECT WHEN RELOCATE BANSHEE ROAD	Same							
RUNWAY 12R OBJECT FREE AREA (LENGTH 875')	CORRECT WHEN RELOCATE BANSHEE ROAD	Same							
RUNWAY 12R-30L SHOULDERS (WIDTH 25')	WIDEN SHOULDERS TO 35' DURING RECONSTRUCTION	Non-Issue Pending Future Upgrade to DG-V							
RUNWAY 12L-30R SHOULDERS (WIDTH 25')	WIDEN SHOULDERS TO 35' DURING RECONSTRUCTION	Non-Issue Pending Future Upgrade to DG-V							
RUNWAY 12R-30L BLAST PADS (LENGTH 200')	LENGTHEN BLAST PADS TO 400' DURING PANEL RECONSTRUCTION	Non-Issue Pending Future Upgrade to DG-V							
RUNWAY 30R BLAST PAD (LENGTH 200')	LENGTHEN BLAST PAD TO 400' DURING RECONSTRUCTION	Non-Issue Pending Future Upgrade to DG-V							
RUNWAY 6-24 BLAST PADS (LENGTH 100')	LENGTHEN BLAST PADS TO 400' DURING RECONSTRUCTION	Lengthen to 200' during reconstruction							
TAXIWAY GROUP V SHOULDERS (WIDTH 25')	WIDEN TAXIWAY SHOULDERS TO 35' DURING RECONSTRUCTION	Non-Issue Pending Future Upgrade to DG-V							
RUNWAY 30L LONGITUDINAL GRADE IN FIRST QUARTER (1.6 %)	CORRECT DURING RECONSTRUCTION IF FEASIBLE	Correct During Reconstruction If Feasible							
RUNWAY 30L VERTICAL CURVE IN FIRST QUARTER (750')	CORRECT DURING RECONSTRUCTION IF FEASIBLE	Correct During Reconstruction If Feasible							
PARALLEL SEPARATION BETWEEN TAXIWAY C AND D (225')	CORRECT DURING RECONSTRUCTION IF FEASIBLE	Non-Issue Pending Future Upgrade to DG-V							
RUNWAY 12R VERTICAL CURVE IN FIRST QUARTER (2144')	CORRECT DURING RECONSTRUCTION IF FEASIBLE	Correct During Reconstruction If Feasible							
RUNWAY 12L VERTICAL CURVE IN FIRST QUARTER (1800')	CORRECT DURING RECONSTRUCTION IF FEASIBLE	Correct During Reconstruction If Feasible							
RUNWAY 24 VERTICAL CURVE IN FIRST QUARTER (683')	CORRECT DURING RECONSTRUCTION IF FEASIBLE	Correct During Reconstruction If Feasible							
RUNWAY 24 LONGITUDINAL GRADE IN FIRST QUARTER (0.92%)	CORRECT DURING RECONSTRUCTION IF FEASIBLE	Correct During Reconstruction If Feasible							
RUNWAY 6 LONGITUDINAL GRADE IN FIRST QUARTER (1.00%)	CORRECT DURING RECONSTRUCTION IF FEASIBLE	Correct During Reconstruction If Feasible							
RUNWAY 6 VERTICAL CURVE IN FIRST WQUARTER (838')	CORRECT DUING RECONSTRUCTION IF FEASIBLE	Correct During Reconstruction If Feasible							
RUNWAY 6 LOCALIZER IN RUNWAY SAFETY AREA (750' OFF RW END)	USE DECLARED DISTANCES	FAA Relocation Programmed 2013							
RUNWAY 30L LOCALIZER IN RUNWAY SAFETY AREA (700' OFF RW END)	RELOCATE LOCALIZER OUTSIDE OF SAFETY AREA WHEN BANSHEE ROAD RELOCATED	Completed							
RUNWAY 12R LOCALIZER IN RUNWAY SAFETY AREA (835' OFF RW END)	RELOCATE LOCALIZER OUTSIDE OF SAFETY AREA WHEN McDONNELL BLVD. RELOCATED	Completed							
RUNWAY 12L LOCALIZER IN RUNWAY SAFETY AREA (520' OFF RW END)	RELOCATE LOCALIZER OUTSIDE OF SAFETY AREA WHEN McDONNELL BLVD. RELOCATED	FAA Program Pending							
RUNWAY 30R LOCALIZER IN RUNWAY SAFETY AREA (950" OFF RW END)	RELOCATE LOCALIZER OUTSIDE OF SAFFETY AREA DURING RECONSTRUCTION IF FEASIBLE	Completed							
RUNWAY 6 DISTANCE BETWEEN SECOND AND THIRD VERTICAL CURVES LESS THAN MINIMUM	CORRECT DURING RECONSTRUCTION IF FEASIBLE	Correct During Reconstruction If Feasible							
SEVERAL STATIONS OF THE RUNWAY 29 ALS ARE LOCATED WITHIN THE T/W "S" OFA AND SAFETY		MODIFICATION OF REGION OTANIDADDO (MOO)							
AREAS. THE OFA WIDTH IS REDUCED FROM 160' DOWN TO 100'. THE SAFETY AREA IS REDUCED		MODIFICATION OF DESIGN STANDARDS (MOS)							
FROM 107' DOWN TO 100'.		requested June 25, 2009							
AIRPORT CONTROLLED PERIMETER ROAD IMPACTS APPROXIMATELY 667' OF T/W "S" OFA AND SAFETY AREAS. THE PERIMETER ROAD SOUTH OF THE T/W "S" CENTERLINE REDUCES THE OFA		MODIFICATION OF DESIGN STANDARDS (MOS)							
FROM 160' DOWN TO BETWEEN 87' TO 159'. T/W "S" SAFETY AREA WILL BE REDUCED FROM 107'		requested June 25, 2009							
DOWN TO									

AIRPORT DATA									
LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT (STL)									
CITY: ST. LOUIS, MISSOURI COUNTY: ST. LOUIS CITY									
DESCRIPTION	EXISTING	FUTURE							
AIRPORT ELEVATION (NAVD 88/ABOVE MSL)	617.9 ft. (surveyed)	617.9 ft.(estimated)							
AIRPORT REFERENCE POINT (A.R.P.)	Lat 38° 44' 55.32"	Lat 38° 44' 55.63"							
COORDINATES (NAD83)	Long 90° 22' 12.10"	Long 90° 22' 12.67"							
AIRPORT & TERMINAL NAVAIDS	VOR/DME, VORTAC, TACAN	VOR/DME, VORTAC, TACAN							
MEAN MAX. TEMP. HOTTEST MONTH	89.6°-July	89.6°-July							
AIRPORT REFERENCE CODE (A.R.C.)	D-IV	D-V							
CRITICAL DESIGN AIRCRAFT	DC10/MD10	747-400							
AIRPORT MAGNETIC VARIATION AND DATE	0° 50' W (2011) changing by 0° 6' W/year	0° 50' W (2011) changing by 0° 6' W/ye							

RUNWAY INTERSECTION DATA								
INTERSECTION	LATITUDE (N)	LONGITUDE (W)	ELEVATION					
JNWAYS 6-24 AND 12R-30L	38° 45' 01.40"	90° 22' 19.27"	533.65'					

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REFER TO APPENDIX H OF NARRATIVE REPORT FOR FORMAL MODIFICATION CORRESPONDENCE DOCUMENTATION.

	DATA S				
ALL WEATHER WIND	ROSE - W	IND COV	ERAGE (	%)	
CROSSWIND	10.5 KNOTS	13.0 KNOTS	16.0 KNOTS	20.0 KNOTS	
RUNWAY 06/24	87.59	95.41	98.68	99.77	
RUNWAY 12/30	93.66	98.05	99.55	99.92	
COMBINED RUNWAYS	98.33	99.59	99.95	99.99	
VFR WIND ROSE - WI	ND COVE	RAGE (%)			
ODOGOWIND	10.5	13.0	16.0	20.0	
CROSSWIND	KNOTS	KNOTS	KNOTS	KNOTS	
RUNWAY 06/24	87.59	95.37	98.66	99.77	
RUNWAY 12/30	93.52	97.99	99.54	99.91	
COMBINED RUNWAYS	98.29	99.57	99.94	99.99	
IFR WIND ROSE - WIN	ID COVER	AGE (%)			
CROSSWIND	10.5	13.0	16.0	20.0	
CROSSWIND	KNOTS	KNOTS	KNOTS	KNOTS	
RUNWAY 06/24	87.60	95.96	98.98	99.87	
RUNWAY 12/30	95.36	98.80	99.70	99.95	
COMBINED RUNWAYS	98.87	99.77	99.98	99.98	
CAT I WIND ROSE - W	IND COVE	RAGE (%	6)		
CROSSWIND	10.5	13.0	16.0	20.0	
	KNOTS	KNOTS	KNOTS	KNOTS	
RUNWAY 06/24	86.95	95.69	98.92	99.86	
RUNWAY 12/30	95.12	98.75	99.67	99.95	
COMBINED RUNWAYS	98.85	99.77	99.98	99.98	
CAT II WIND ROSE - V	VIND COV	ERAGE (	%)		
CROSSWIND	10.5 KNOTS	13.0 KNOTS	16.0 KNOTS	20.0 KNOTS	
RUNWAY 06/24	93.55	98.71	99.45	100.0	
RUNWAY 12/30	97.05	99.08	100.0	100.0	
COMBINED RUNWAYS	98.71	99.45	100.0	100.0	
CAT III WIND ROSE - 1				100.0	
	10.5	13.0	16.0	20.0	
CROSSWIND	KNOTS	KNOTS	KNOTS	KNOTS	
RUNWAY 06/24	97.61	99.78	100.0	100.0	
RUNWAY 12/30	99.57	99.78	100.0	100.0	
COMBINED RUNWAYS	99.78	100.0	100.0	100.0	

NOTE: "COMBINED RUNWAYS" SHOWS THE PERCENT OF TIME AT LEAST ONE RUNWAY DIRECTION IS AVAILABLE FOR THE GIVEN WEATHER CONDITIONS

SOURCE: NATIONAL CLIMATIC DATA CENTER
ASHEVILLE, NC
WEATHER STATION NO. (WMO): 72434
DATA PERIOD: JANUARY 1986 TO DECEMBER 2005
STATION LOCATION: LAMBERT ST. LOUIS INTERNATIONAL AIRPORT
WIND OBSERVATIONS RECORDED 24 HOURS A DAY
TOTAL OBSERVATIONS: 175,320
MAGNETIC DECLINATION: 0.7 DEGREES WEST

17	N(True) 350 360 10 20	Story or Story Sto	17 70 18 10	N(True) 350 360 10 20  28 27 + + + + + + + + + + + + + + + + + + +	SOUND STOWN	280 WWW Sign W S	N(True) 350 360 10 20 30 30 30 30 30 30 30 30 30 30 30 30 30	SOUND STOUN
WSW Oxf	76.4  0.4  0.5  0.5  0.2  0.6  0.7  0.7  0.7  0.7  0.7  0.7  0.7	29,300 soon of the second of t	OLZ O.4  O.2  O.4  O.2  O.4  O.2  O.4  O.2  O.4  O.2  O.4  O.5  O.A  O.A  O.A  O.A  O.A  O.A  O.A	76.1 0.1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 +	73 470 65 1 001 006 1 00	O Work Shapes of Strain Services	76.1 0.2 + 1	29/30 29/30 29/30 29/30 29/30

Weather	Ceiling/Visability (Feet/Statute Miles)		e Runway 06			Runway 12			Runway 24			Runway 30				Total Combined (Any Runway)			nway)			
Categories			10.5 kts	13 kts	16 kts	20 kts	10.5 kts	13 kts	16 kts	20 kts	10.5 kts	13 kts	16 kts	20 kts	10.5 kts	13 kts	16 kts	20 kts	10.5 kts	13 kts	16 kts	20 kts
All Weather		100.00%	66.21%	71.66%	73.74%	74.33%	70.60%	73.99%	75.13%	75.36%	75.74%	82.82%	85.82%	86.85%	71.90%	75.31%	76.44%	76.71%	98.33%	99.59%	99.95%	99.99%
VFR	≥ 1,000 and ≥ 3 miles	92.61%	65.26%	70.60%	72.67%	73.25%	70.77%	74.23%	75.42%	75.65%	76.64%	83.73%	86.79%	87.84%	71.85%	75.30%	76.45%	76.73%	98.29%	99.57%	99.94%	99.99%
IFR	< 1,000 or < 3 miles	7.39%	78.16%	84.96%	87.18%	87.78%	68.42%	70.92%	71.55%	71.73%	64.46%	71.35%	73.69%	74.39%	72.55%	75.43%	76.26%	76.47%	98.87%	99.77%	99.98%	99.98%
CATI	≥ 200' and < 1,000' or ≥ 1/2 mile and < 3 miles	6.82%	77.05%	84.15%	86.51%	87.14%	67.13%	69.79%	70.46%	70.65%	63.18%	70.40%	72.93%	73.67%	72.26%	75.29%	76.14%	76.37%	98.85%	99.77%	99.98%	99.98%
CATII	≥ 100' and < 200' or ≥ 1/4 mile and <1/2 mile	0.31%	88.03%	92.63%	93.37%	93.74%	79.37%	80.48%	80.48%	80.48%	73.11%	77.35%	77.53%	77.90%	70.17%	72.01%	72.93%	72.93%	98.71%	99.45%	100.00%	100.00%
CAT III	< 100' (Zero) or <1/4 mile	0.26%	95.22%	97.17%	97.39%	97.39%	88.91%	89.13%	89.35%	89.35%	87.39%	88.91%	88.91%	88.91%	83.04%	83.04%	83.26%	83.26%	99.78%	100.00%	100.00%	100.00%

<u>Data Source:</u> National Climatic Data Center, Asheville, N.C.

Period of Record: 1986-2005
175,320

Station: ST. LOUIS / LAMBERT INTERNATIONAL AIRPORT

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

Alf	RFIELD TAXIV	VAY SYSTI	EM	
TAXIWAY NAME	WIDTH (FT)	EDGE	CENTER	AIRPLANE
IANIVAT NAIVIE	WIDTH (FT)	LIGHTING	LIGHTING	DESIGN
Α	100'-0"	YES		V
A1	150'-0"	YES		V
A2	100'-0"	YES	YES	V
A3	100'-0"	YES	YES	V
A4	100'-0"	YES	YES	V
A5	100'-0"	YES	YES	V
A6	150'-0"	YES		V
В	75'-0"	YES		V
С	75'-0"	YES		V
D	75'-0"	YES		V
D1	75'-0"	YES		V
D2	75'-0"	YES		V
E	75'-0"	YES		V
E1	75'-0"	YES	YES	V
E2	75'-0"	YES	YES	V
F	75'-0"	YES		V
F4	75'-0"	YES		V
F5	75'-0"	YES		V
F6	75'-0"	YES		V
F7	75'-0"	YES		V
Н	100'-0"	YES		V
J	100'-0"	YES		V
K	75'-0"	YES		V
K1	75'-0"	YES		IV
L	75'-0"	YES		V
М	100'-0"	YES		V
N	100'-0"	YES		V
Р	75'-0"	YES		V
Q	150'-0"	YES		V
R	75'-0"	YES		V
S	75'-0"	YES		V
S1	75'-0"	YES		V
T	75'-0"	YES		V
U	100'-0"	YES		V
V	75'-0"	YES		V

DIMENSION CRITERIA FROM ADVISORY CIRCU	JLAR 5300-13
AIRPLANE DESIGN GROUP	IV
TAXIWAY WIDTH	75'-0"
OBJECT FREE AREA WIDTH	259'-0"

	FUTURE FACILITIES LEGEND									
NO.	FACILITY DESCRIPTION	TOP ELEV (MSL)								
NO.	FACILITY DESCRIPTION									
F01	AUTO SHOP									
F02	TIRE STORAGE									
F03	HEATED STORAGE									
F04	PAINT VAULT									
F05	COVERED STORAGE									
F06	AIRFIELD MAINTENANCE									
F07	TRUCK BED RACK									
F08	DEICER									
F09	SECURITY HUT & CANOPY									
F10	DIESEL FUEL CANOPY									
F11	GAS & CNG FUEL CANOPIES									
F12	SAND STORAGE									
F13	PLOW STORAGE CANOPY									
F14	HANGER									
F15	OFFICE									
F16	TERMINAL EXPANSION									
F17	PARKING GARAGE EXPANSION									

EXISTING FACILITIES LEGEND			
NO.	FACILITY DESCRIPTION	*TOP ELEV (MSL)	
101	TERMINAL 1		
102	TERMINAL 2	615.5	
103	A CONCOURSE	630	
104	B CONCOURSE	613.6	
105	C CONCOURSE	621.5	
106	D CONCOURSE	621.8	
107	T2 SUPPORT BUILDING	627	
108	AIRPORT TRAFFIC CONTROL TOWER (ATCT)	611.7	
109	PARKING GARAGE	772.1	
110	PARKING GARAGE	711.6	
111	ATTACHED PARKING GARAGE	711.0	
112	INTERMEDIATE LOT		
201	CARGO CITY #3		
202	CARGO CITY #4		
203	CARGO CITY #5		
204	CARGO CITY #1		
205	CARGO CITY #2		
207	COMMERCIAL AIR CARGO FACILITY	595.7	
208	UNITED PARCEL SERVICE	598.1	
209	SIGNATURE FLIGHT SUPPORT		
210	SIGNATURE FLIGHT SUPPORT		
211	SIGNATURE FLIGHT SUPPORT		
212	SIGNATURE FLIGHT SUPPORT		
213	SIGNATURE FLIGHT SUPPORT		
214	AA MAIL SORT FACILITY		
216	SNOW MAINTENANCE BARN		
301	AA MAINTENANCE HANGAR		
302	AA MAINTENANCE DOCK	593.3	
303	AA WAREHOUSE AREA	593.5	
304	AA MAINTENANCE OFFICE & SHOP AREA	579.4	
305	GATE GOURMET FLIGHT KITCHEN	588.7	
306	CREDIT UNION	551.1	
307	HOST FLIGHT KITCHEN (VACANT)	585	
308	FUELING SERVICES MAINTENANCE BUILDING	577.1	
309	FUELING SERVICES OPERATIONS BUILDING	580.7	
310	AIRLINE GROUND SERVICE VEHICLE MAINTENANCE	574.8	
311	BOEING HANGAR	576.4	
312	BOEING HANGAR	612.6	
315	BUILDING MAINTENANCE		
401	CENTRAL RECEIVING WAREHOUSE		
402	LANDSCAPE OFFICE		
403	MAINTENANCE BUILDINGS C & D		
404	MAINTENANCE BUILDINGS A & B		
405	SAND STORAGE		
406	MAIN POWER PLANT & COOLING TOWERS		
407	AIRFIELD VAULT - ELECTRICAL VAULT #1		
408	SOUTHWEST AIRLINES		
409	NORTH ARFF STATION		
410	MEDICAL SUPPLIES BUILDING		
411	AIRFIELD GENERAL BUILDING	562.7	
412	COOLING TOWER	580.4	
413	TERMINAL SUBSTATION	574.7	
414	AIRFIELD ELECTRICAL VAULT #2	562.7	
415	TRADE MART BUILDING (OFFICES)	580.4	
416	WEST ARFF STATION	550.4	
417	AIRFIELD ELECTRICAL VAULT #3	600	
417	BATCH PLANT TRAILER	000	
419	AIRFIELD SUBSTATION		
419	AIRPORT OFFICE BUILDING / TRANSSTATE AIRLINES		
100	CHRESTIL AND COMPONENT SCHOOL STOCK		
421	ENVIRONMENTAL REMEDIATION CONSTRUCTION TRAILERS	500 F	
422	VACANT	588.5	
423	GLYCOL EFFLUENT TANK		
424	FEDERAL REMOTE TRANSCEIVER		
425	FEDERAL REMOTE TRANSCEIVER		
426	ELECTRICAL SUBSTATION		
501	AIRPORT POLICE - K9 UNIT	582	
504	HIGH / LOW BAY HANGAR (VACANT)	613	
505	TRANSSTATES MAINTENANCE HANGAR / ATS JET CENTER		
506	PAINT SHOP (VACANT)		
507	BOEING FACILITY	620.5	
508	BOEING TEST BUILDING	_	
509	BOEING AIRCRAFT SHELTERS	561.5	
510	BOEING AIRCRAFT ASSEMBLY	585.3	
511	FORMER BRIDGETON CITY HALL		
527	NORTH ARFF		
528	VACANT		
11	VACANT		

\*Note: Building Top Elevations indicated are taken from the 2008 ALP or have been provided by Lambert – St. Louis International Airport.

41.0	TERMINOLOGY LEGEND
ALS	APPROACH LIGHTING SYSTEM
ALSF	APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHING LIGHTS
ARP	AIRPORT REFERENCE POINT
ASDE	AIRPORT SURFACE DETECTION EQUIPMENT
ASDE RU	AIRPORT SURFACE DETECTION EQUIPMENT REMOTE UNIT
ASR	AIRPORT SURVEILLANCE RADAR
ATCT	AIRPORT TRAFFIC CONTROL TOWER
BLDG	BUILDING
BRL	BUILDING RESTRICTION LINE
CA	CRITICAL AREA
CAT	CATEGORY
CL	CENTERLINE
	AIRPORT REFERENCE CODE
D-IV	(APPROACH CATEGORY D - AIRPLANE DESIGN GROUP IV)
D-V	AIRPORT REFERENCE CODE (APPROACH CATEGORY D - AIRPLANE DESIGN GROUP V)
DVOR/DME	DOPPLER VERY HIGH FREQUENCY OMNIRANGE WITH DISTANCE MEASURING EQUIPMENT
EL	ELEVATION
GS	GLIDE SLOPE
GS C.A.	GLIDE SLOPE CRITICAL AREA
HIRL	HIGH INTENSITY RUNWAY LIGHTS
ILS	INSTRUMENT LANDING SYSTEM
LAT	LATITUDE
LLWAS	LOW-LEVEL WIND SHEAR ALERT SYSTEM
LOC C.A.	LOCALIZER CRITICAL AREA
LONG	LONGITUDE
MALS	MEDIUM INTENSITY APPROACH LIGHT SYSTEM
MALSR	MED. INTENSITY APPROACH LIGHT SYSTEM - INCLUDING R/W ALIGNMENT INDICATOR LIGHTS
MO ANG	MISSOURI AIR NATIONAL GUARD
NAD	NORTH AMERICAN DATUM
NPI	NON-PRECISION INSTRUMENTATION
OFA	OBJECT FREE AREA
PACS	PRIMARY AIRPORT CONTROL STATION
PAPI	PRECISION APPROACH PATH INDICATOR
PIR	PRECISION INSTRUMENT APPROACH
POFZ	PRECISION OBSTACLE FREE ZONE
ROFA	RUNWAY OBJECT FREE AREA
REIL	RUNWAY END IDENTIFIER LIGHTS
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY FROTECTION ZONE  RUNWAY SAFETY AREA
RTR	REMOTE TRANSMITTER RECEIVER
RVR	RUNWAY VISUAL RANGE
0 0 0 0 00 00	RUNWAY VISUAL RANGE RUNWAY
RW	
SACS	SECONDARY AIRPORT CONTROL STATION
TDZ	TOUCHDOWN ZONE
TW	TAXIWAY
VOR	VERY HIGH FREQUENCY OMNIRANGE

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 Horizontal Datum is in a modified Missouri East Zone State Plane Coordinate System (SPCS) known as Lambert International Airport Modified State Plane Coordinate System (LIAMSPCS).

 All elevations are Above Mean Sea Level (AMSL) relative to the North American Vertical Datum of 1988 (NAVD88).

ARP Elevation = Airport Elevation = 618 Feet Surveyed.

DATA SHEET

Drawing:
07 & 08-STL-DATA SHEET

Drawn by:

Issue Date:



Sheet: **7 OF 3** 

JANUARY-2013