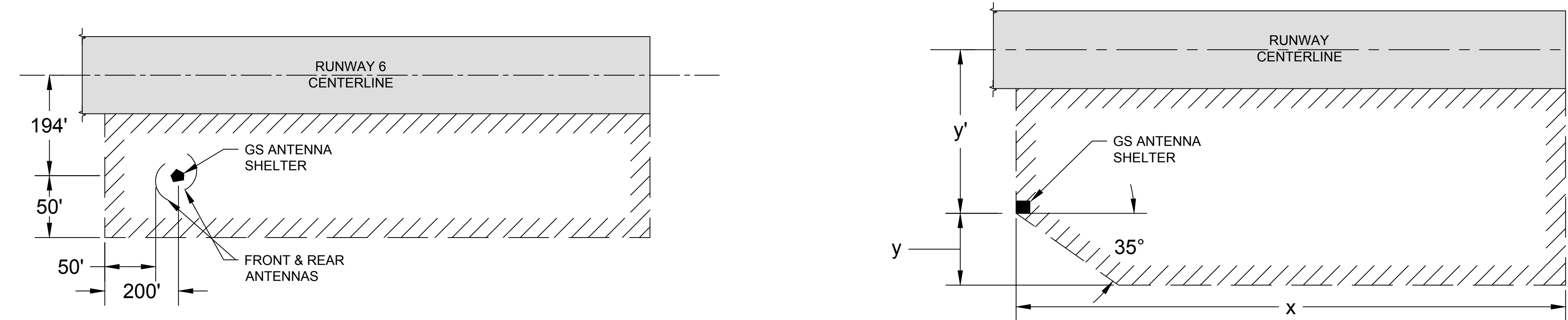


RUNWAY THRESHOLD	APPROACH RPZ			DEPARTURE RPZ			OWNER	TAX PARCEL #	PARCEL INFORMATION			
	LENGTH (L)	INNER WIDTH (W1)	OUTER WIDTH (W2)	LENGTH (L)	INNER WIDTH (W1)	OUTER WIDTH (W2)			TOTAL ACREAGE	ON-AIRPORT OWNED	OFF-AIRPORT OWNED	LAND USE
12R EXISTING	2,500'	1,000'	1,750'	1,700'	500'	1,010'	AIRPORT ST. LOUIS COUNTY		78.9	77.3	1.6	ROW
12R FUTURE	NO CHANGE				N/A		AIRPORT ST. LOUIS COUNTY		78.9	67.3	11.6	ROW
30L EXISTING	2,500'	1,000'	1,750'	1,700'	500'	1,010'	AIRPORT STATE OF MISSOURI		78.9	77.0	1.9	ROW
30L FUTURE	NO CHANGE				N/A		AIRPORT STATE OF MISSOURI		78.9	73.3	5.6	ROW
12L EXISTING	2,500'	1,000'	1,750'	1,700'	500'	1,010'	AIRPORT ST. LOUIS COUNTY		78.9	47.3		
30R EXISTING	2,500'	1,000'	1,750'	N/A	N/A	N/A	AIRPORT ST. LOUIS COUNTY		78.9		1.8	ROW
11 EXISTING	2,500'	1,000'	1,750'	N/A	N/A	N/A	AIRPORT STATE OF MISSOURI		78.9		29.8	ROW
29 EXISTING	1,700'	1,000'	1,510'	N/A	N/A	N/A	AIRPORT STATE OF MISSOURI		49.0	47.2	2.4	ROW
6 EXISTING	2,500'	1,000'	1,750'	N/A	N/A	N/A	AIRPORT STATE OF MISSOURI		78.9	58.7	1.8	ROW
24 EXISTING	1,700'	1,000'	1,510'	1,700'	500'	1,010'	AIRPORT HUNTER ENGINEERING CO UNITED STATES OF AMERICA ST. LOUIS COUNTY ST. LOUIS COUNTY	11M320517 10K120013	78.9	35.2	10.2	ROW COMMERCIAL INDUSTRIAL ROW ROW

RUNWAY END	EXISTING			FUTURE		
	LENGTH BEYOND RUNWAY END (L)	WIDTH (W)	DEFICIENCY	LENGTH BEYOND RUNWAY END (L)	WIDTH (W)	DEFICIENCY
12L	935	500	65	1,000	500	0
30R	1,000	500	0	1,000	500	0
12R	1,000	500	0	1,000	500	0
30L	1,000	500	0	1,000	500	0
11	1,000	500	0	1,000	500	0
29	1,000	500	0	1,000	500	0
6	1,000	500	0	1,000	500	0
24	746	500	254	1,000	500	0

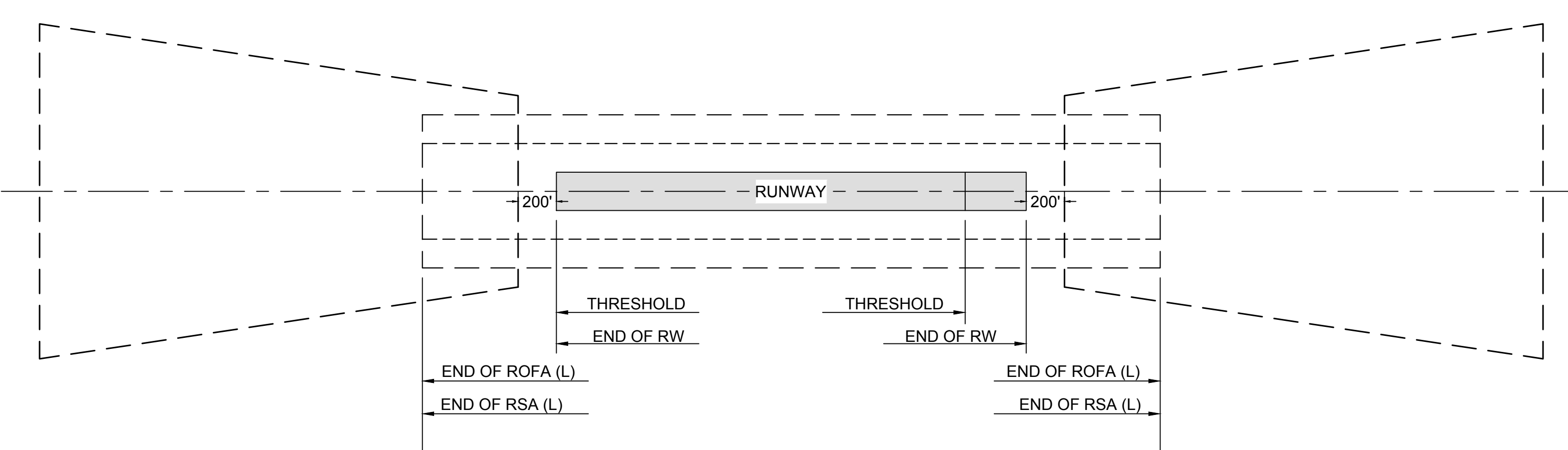
RUNWAY END	EXISTING			FUTURE		
	LENGTH BEYOND RUNWAY END (L)	WIDTH (Q)	DEFICIENCY	LENGTH BEYOND RUNWAY END (L)	WIDTH (Q)	DEFICIENCY
12L	935	800	65	1,000	800	0
30R	1,000	800	0	1,000	800	0
12R	1,000	800	0	1,000	800	0
30L	826	800	0	1,000	800	0
11	1,000	800	0	1,000	800	0
29	1,000	800	0	1,000	800	0
6	1,000	800	0	1,000	800	0
24	746	900	254	1,000	800	0



TYPICAL DIMENSIONS FOR GLIDE SLOPE CRITICAL AREA (END-FIRE GS ANTENNA) (RUNWAY 6 ONLY)

RUNWAY END	x (FT)	y (FT)	y' (FT)
12L	1,300	200	350
30R	1,300	200	399
12R	1,637	200	405
30L	1,633	200	373
6	SEE END - FIRE		
24	1,300	200	411
11	1,300	200	412
29	1,300	200	412

TYPICAL DIMENSIONS FOR GLIDE SLOPE CRITICAL AREA (IMAGE GS ANTENNA)



**APPENDIX 14: DECLARED DISTANCES**

**Takeoff Run Available (TORA)** is the runway length declared available and suitable for the ground run of an airplane takeoff. The Departure Runway Protection Zone (DPRZ) at the end of runway controls the TORA. The TORA can not exceed Runway Length.

**TORA** = The distance between the start of takeoff and the start of RPZ minus 200 feet.

**Takeoff Distance Available (TODA)** is the TORA plus the length of any remaining runway or clearway (1.25%) beyond the far end of the TORA. The clearway is clearly defined area connected to and extending beyond the runway end available for completion of the take off operation of turbine-powered airplanes. According to the FAA standards the clearway must be at least 500 feet wide centered on the runway centerline. The TODA can not exceed the Runway Length plus 1,000 feet.

**TODA** = The distance between the start of takeoff and the end of runway plus clearway.

**Accelerate Stop Distance Available (ASDA)** is the runway plus stopway length declared available and suitable for the acceleration and deceleration of an airplane aborting a takeoff. The stopway is an area beyond the takeoff runway operated on the extended runway centerline. The Runway Safety Area (RSA) length beyond the far end of runway controls the ASDA.

**ASDA** = The distance between the start of takeoff and the actual end of RSA or OFA (whichever is shorter) minus the recommended length of RSA or OFA (per FAA AC 150/5300-13) plus stopway.

**Landing Distance Available (LDA)** is the runway length declared available and suitable for a landing airplane.

**LDA** = The distance between the displaced threshold and the actual end of RSA or OFA (whichever is shorter) minus the recommended length of RSA or OFA (per FAA AC 150/5300-13).

DECLARED DISTANCES				
ITEM	RUNWAY 12L-30R (9,012')		RUNWAY 11-29 (9,000')	
	EXISTING	FUTURE	EXISTING	FUTURE
TORA	9,012	9,012	9,012	9,012
TODA	9,012	9,012	9,012	9,012
ASDA	9,012	9,012	8,947'-2"	9,012'-1"
LDA	9,012	9,012	8,947'-2"	9,012'-1"

ITEM	RUNWAY 6-24 (7,602')		RUNWAY 12R-30L (EXISTING 11,019') (FUTURE 11,600')	
	EXISTING	FUTURE	EXISTING	FUTURE
TORA	7,602	7,602	11,019	11,600
TODA	7,602	7,602	11,019	11,600
ASDA	7,348'-5"	7,602'-1"	11,019	11,600
LDA	7,348'-5"	7,602'-1"	10,818'-4"	11,600

**Declared Distance Notes**

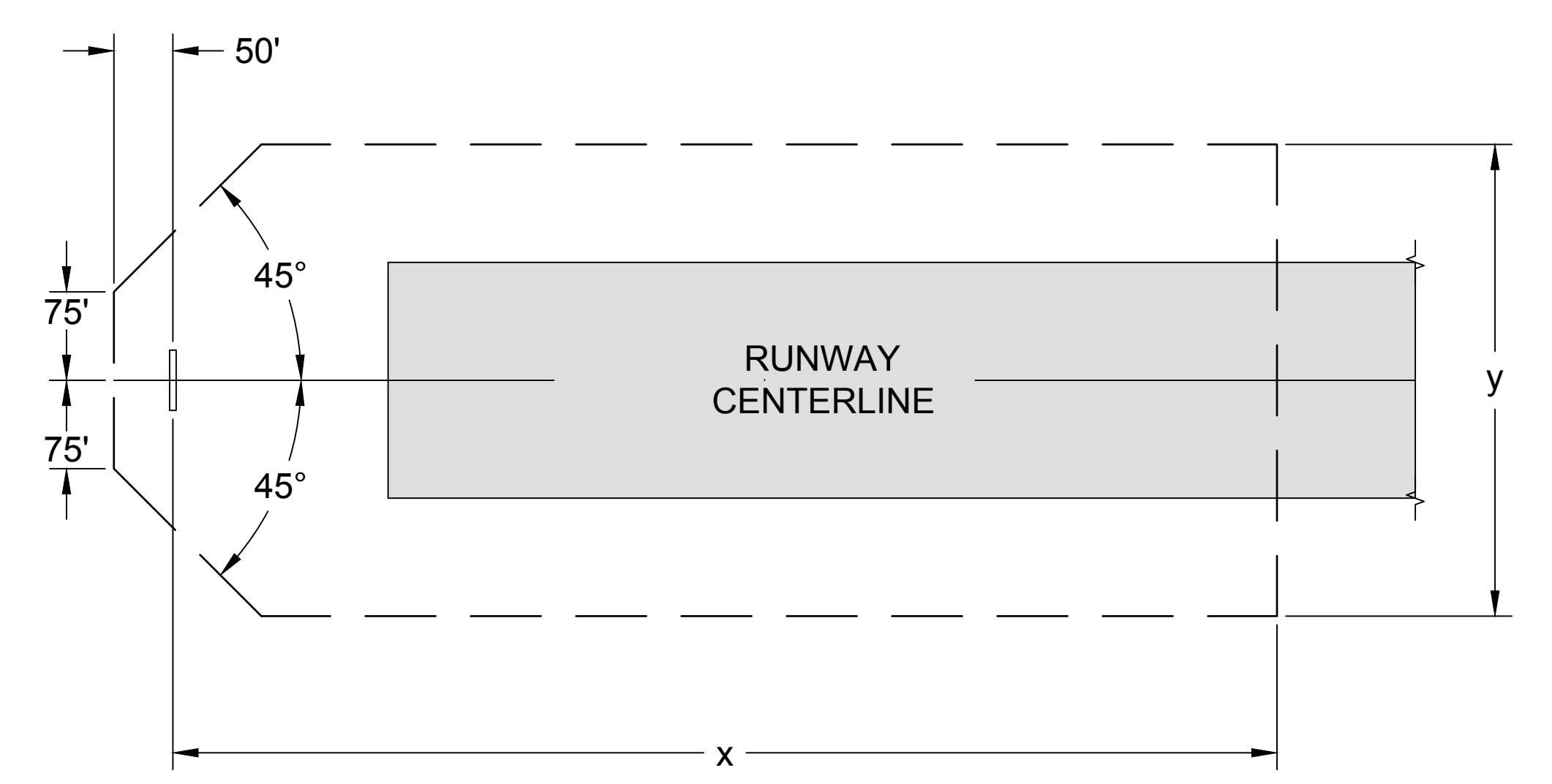
\*1 LOCALIZER TO BE RELOCATED TO A MINIMUM OF 1000' FROM RUNWAY END

\*2 R/W 12L RSA BEYOND RW END IS 65' SHORT OF 1,000' STANDARD (LOCALIZER)

\*3 R/W 12R HAS A 46' DISPLACED THRESHOLD

\*4 R/W 30L HAS A 20' DISPLACED THRESHOLD

\*5 R/W 24 RSA BEYOND RW END IS 254' SHORT OF 1,000 STANDARD (LOCALIZER)



RUNWAY END	x (FT)	y (FT)
12L	2,000	400
30R	2,000	400
12R	2,000	400
30L	2,000	400
6	2,000	400
24	2,000	400
11	2,000	400
29	2,000	400

TYPICAL DIMENSIONS FOR LOCALIZER CRITICAL AREA

**LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT**

**DATA SHEET**

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Revision Description</th> <th>Date</th> <th>Drwn</th> <th>Revision Description</th> <th>Date</th> <th>Drwn</th> </tr> <tr> <td>Airport Planning Department</td> <td>11/2010</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FAA Comments</td> <td>2/2012</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Revision Description	Date	Drwn	Revision Description	Date	Drwn	Airport Planning Department	11/2010					FAA Comments	2/2012					<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Checked by:</td> <td>R.P.E.</td> </tr> <tr> <td>Issue Date:</td> <td>JANUARY-2013</td> </tr> <tr> <td>Sheet:</td> <td><b>8 OF 37</b></td> </tr> </table>	Checked by:	R.P.E.	Issue Date:	JANUARY-2013	Sheet:	<b>8 OF 37</b>
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 Drawn by: F.L.L.  
 Airport Planning Department  
 L&B  
 Aviation Planning & Design Services