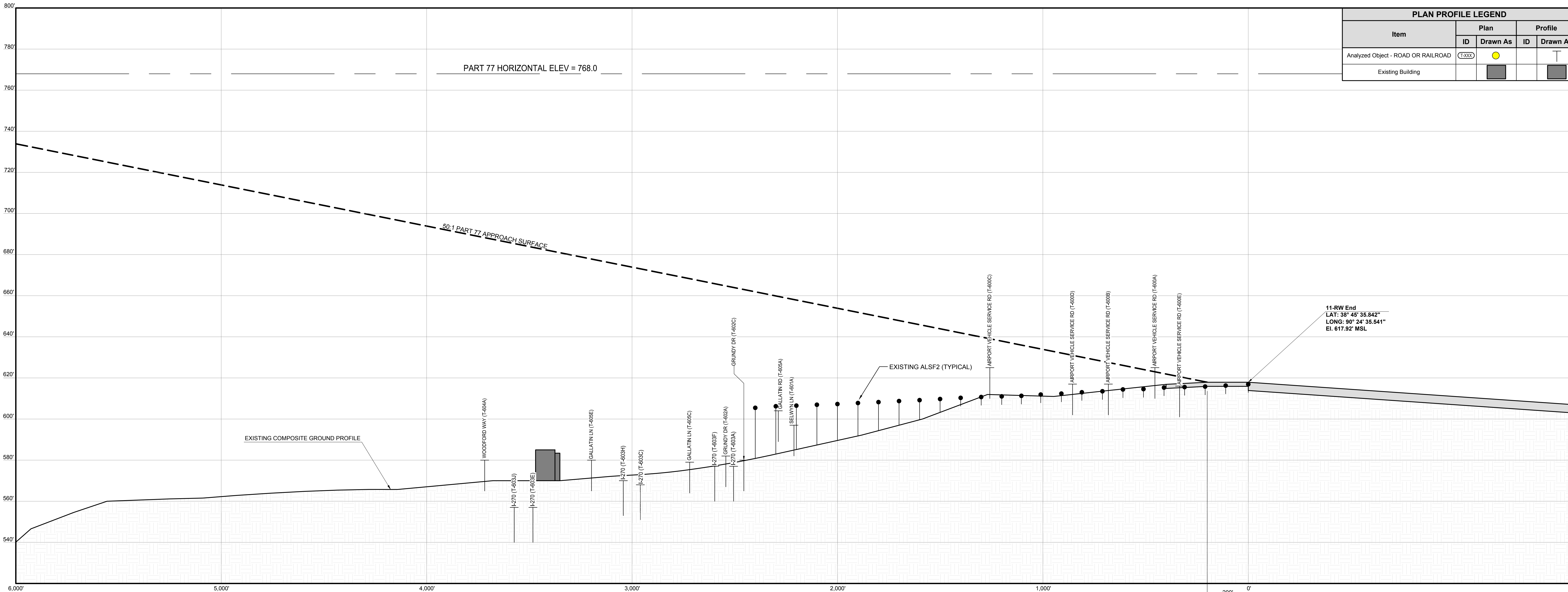


RUNWAY 11 INNER APPROACH (PLAN VIEW)
SCALE: 1" = 200'

DRAWING LEGEND		
EXISTING	FUTURE	DESCRIPTION
[Symbol]	[Symbol]	BUILDINGS
[Symbol]	[Symbol]	BUILDING - AIRPORT OWNED
[Symbol]	[Symbol]	BUILDING - LEASED BY OTHERS
[Symbol]	[Symbol]	BUILDING - OWNED BY OTHERS
[Symbol]	[Symbol]	OFF - AIRPORT
[Symbol]	[Symbol]	2012-2017
[Symbol]	[Symbol]	2018-2023 (PHASE I)
[Symbol]	[Symbol]	2023-2028 (PHASE II)
[Symbol]	[Symbol]	2028-ULTIMATE (PHASE III)
[Symbol]	[Symbol]	ROAD
[Symbol]	[Symbol]	2018-2023 (PHASE I)
[Symbol]	[Symbol]	2023-2028 (PHASE II)
[Symbol]	[Symbol]	2028-ULTIMATE (PHASE III)
[Symbol]	[Symbol]	ROAD
[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
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]	35 BUILDING RESTRICTION LINE (BRL)
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	PACS & SACS
[Symbol]	[Symbol]	MOJANG COMPLEX
[Symbol]	[Symbol]	AIRPORT FUEL FARM
[Symbol]	[Symbol]	RENT-A-CAR LOT
[Symbol]	[Symbol]	FENCE
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	GROUND CONTOURS AT 10' INTERVALS
[Symbol]	[Symbol]	CREAK
[Symbol]	[Symbol]	DETENTION BASIN
[Symbol]	[Symbol]	CULVERT
[Symbol]	[Symbol]	LOCALIZER
[Symbol]	[Symbol]	LODGE
[Symbol]	[Symbol]	GLIDE SLOPE (GS)
[Symbol]	[Symbol]	PAVE
[Symbol]	[Symbol]	EXTENDED CENTERLINE
[Symbol]	[Symbol]	GATE NUMBER
[Symbol]	[Symbol]	UTILITY TOWER
[Symbol]	[Symbol]	PRECISION OBSTACLE FREE ZONE (POFZ)
[Symbol]	[Symbol]	APPROACH LIGHT SYSTEM



RUNWAY 11 PROFILE VIEW
SCALE: 1" = 20' (VERTICAL)
1" = 200' (HORIZONTAL)

PLAN PROFILE LEGEND			
Item	Plan		Profile
	ID	Drawn As	ID
Analyzed Object - ROAD OR RAILROAD	(XXX)	[Symbol]	[Symbol]
Existing Building		[Symbol]	[Symbol]

TRAVERSE DATA					
Object-ID	Description	Top Elev	Penetration	Surface Name	Action to be Taken
T-400A	AIRPORT VEHICLE SERVICE RD (N)	625	1.99	PT77 INNR APCH, 11	NONE, AIRPORT CONTROLLED
T-400B	AIRPORT VEHICLE SERVICE RD (N)	617	-15.07	TERPS APCH W, 11	NOTE
T-400C	AIRPORT VEHICLE SERVICE RD (N)	625	-14.08	PT77 INNR APCH, 11	
T-400D	AIRPORT VEHICLE SERVICE RD (N)	625	-24.04	TERPS APCH W, 11	
T-400E	AIRPORT VEHICLE SERVICE RD (N)	617	-22.19	TERPS APCH W, 11	
T-400F	AIRPORT VEHICLE SERVICE RD (N)	616	-4.61	PT77 INNR APCH, 11	
T-401A	SELWYN LN (N)	597	-61.15	PT77 INNR APCH, 11	
T-401B	SELWYN LN (N)	595	-61.08	TERPS APCH W, 11	
T-402A	GRUNDY DR (N)	582	-82.79	PT77 INNR APCH, 11	
T-402B	GRUNDY DR (N)	582	-104.84	TERPS APCH W, 11	
T-402C	GRUNDY DR (N)	585	-66.81	TERPS APCH W, 11	
T-402D	GRUNDY DR (N)	580	-83.03	PT77 INNR APCH, 11	
T-402E	1270 (N)	577	-87.03	PT77 INNR APCH, 11	
T-402F	1270 (N)	567	-126.2	TERPS APCH W, 11	
T-402G	1270 (N)	568	-105.11	PT77 INNR APCH, 11	
T-402H	1270 (N)	568	-131.09	TERPS APCH W, 11	
T-402I	1270 (N)	568	-139.04	TERPS APCH W, 11	
T-402J	1270 (N)	557	-126.57	PT77 INNR APCH, 11	
T-402K	1270 (N)	577	-89.67	PT77 INNR APCH, 11	
T-402L	1270 (N)	567	-127.86	TERPS APCH W, 11	
T-402M	1270 (N)	570	-104.77	PT77 INNR APCH, 11	
T-402N	1270 (N)	570	-131.52	TERPS APCH W, 11	
T-402O	1270 (N)	568	-141.47	TERPS APCH W, 11	
T-402P	1270 (N)	580	-108.27	PT77 INNR APCH, 11	
T-402Q	WOODFORD WAY DR (N)	604	-55.68	PT77 INNR APCH, 11	
T-402R	GALLATIN LN (N)	591	-63.54	TERPS APCH W, 11	
T-402S	GALLATIN LN (N)	579	-89.31	PT77 INNR APCH, 11	
T-402T	GALLATIN LN (N)	579	-113.62	TERPS APCH W, 11	
T-402U	GALLATIN LN (N)	573	-126.81	TERPS APCH W, 11	
T-402V	GALLATIN LN (N)	580	-97.67	PT77 INNR APCH, 11	

OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS TABLE				
Object-ID	Description	Top Elev	Penetration	Action to be Taken
NO OFZ PENETRATIONS				

- NOTES:**
- 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).
 - Per FAR Part 77.23(b) the following traverse ways must be increased by 15' for an (Interstate, 17' for an (Interstate, and 23' for (Railroads). Traverse points have not been surveyed they are estimated based on the ALP topography.
 - Obstruction data surveyed by Engineering Design Source, Inc. (EDSI) and Kowalek Engineering, Inc. (KEI) with final data provided by Lambert-St. Louis International Airport.
 - The composite ground profile is a profile comprised of the highest ground elevations within the Part 77 approach surface.
 - Action to be taken (disposition) information was provided by Lambert-St. Louis International Airport.

Revision	Description	Date	Drwn	Revision	Description	Date	Drwn
1	FAA Comments	2/7/2012	R.D.J.				

LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT

INNER PORTION OF THE APPROACH - RUNWAY 11 (CAT II/III)

Drawn: 11-20-STL-INNR-PORTION-11-29
Checked By: R.P.E.
Issue Date: JANUARY-2013

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