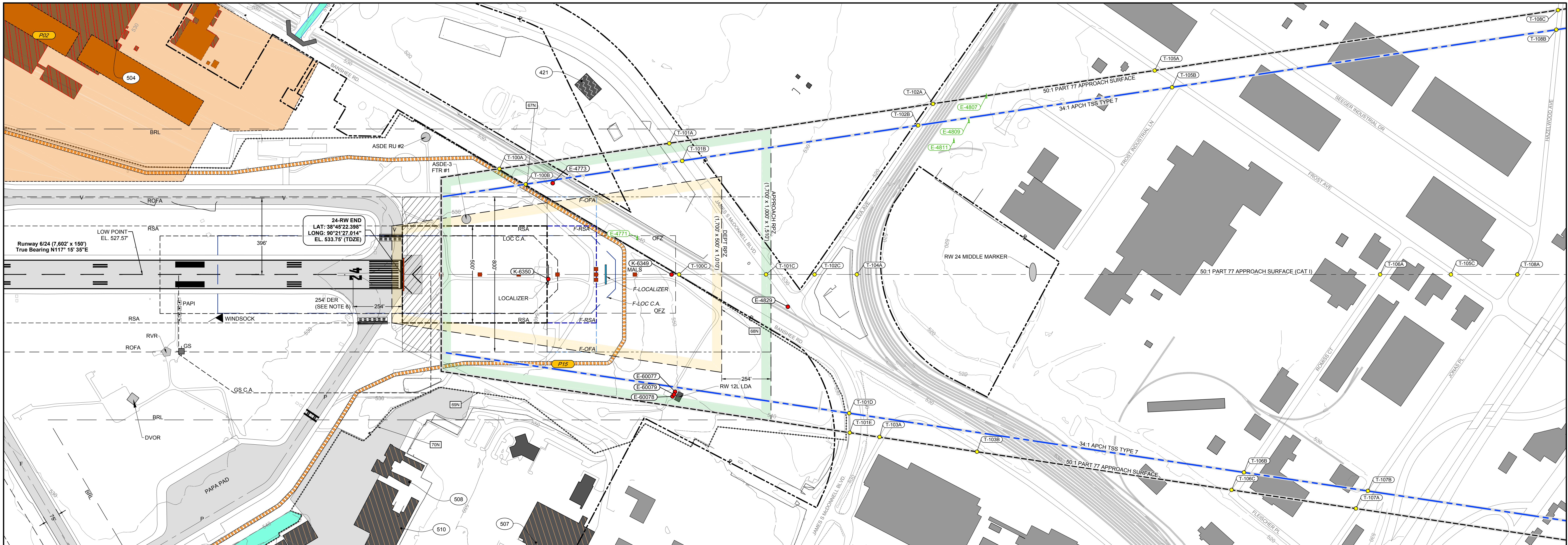


DRAWING LEGEND		
EXISTING	FUTURE	DESCRIPTION
<b>BUILDINGS</b>		
NA	NA	BUILDING - AIRPORT OWNED
NA	NA	BUILDING - LEASED BY OTHERS
NA	NA	BUILDING - OWNED BY OTHERS
NA	NA	OFF - AIRPORT
NA	NA	2012-2017
NA	NA	2018-2023 (PHASE I)
NA	NA	2023-2028 (PHASE II)
NA	NA	2028-ULTRA (PHASE III)
NA	NA	DEMO
NA	NA	BUILDING NUMBER
<b>PARKING STRUCTURES / LOTS</b>		
NA	NA	AIRPORT - OWNED LOT
NA	NA	OTHER - OWNED LOT
NA	NA	AIRPORT GARAGE
<b>NEW PAVEMENT</b>		
NA	NA	2012-2017
NA	NA	2018-2023 (PHASE I)
NA	NA	2023-2028 (PHASE II)
NA	NA	2028-ULTRA (PHASE III)
<b>OTHER</b>		
APRCH	APRCH	RUNWAY PROTECTION ZONE (RPZ)
PIR	PIR	PRECISION INSTRUMENT RUNWAY
RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
ROFA	ROFA	CENTRAL PORTION OF RPZ
ROFA	ROFA	RUNWAY VISIBILITY ZONE (RVZ)
BRL	BRL	35' BUILDING RESTRICTION LINE (BRL)
APR	APR	AIRPORT REFERENCE POINT (ARP)
PACS	PACS	PACS & SACS
MOANG	MOANG	MOANG COMPLEX
APR	APR	AIRPORT FUEL FARM
RENT	RENT	RENT-A-CAR LOT
FENCE	FENCE	FENCE
APR	APR	AIRPORT PROPERITY LINE
GRD	GRD	GROUND CONTOURS AT 10' INTERVALS
CRK	CRK	CREEK
DET	DET	DETENTION BASIN
CULV	CULV	CULVERT
LOC	LOC	LOCALIZER
GLD	GLD	GRADE SLOPE (GS)
PAVE	PAVE	PAVE
EXT	EXT	EXTENDED CENTERLINE
205	205	GATE NUMBER
UTL	UTL	UTILITY TOWER
POB	POB	PRECISION OBSTACLE FREE ZONE (POFZ)
APL	APL	APPROACH LIGHT SYSTEM



**RUNWAY 24 INNER APPROACH (PLAN VIEW)**  
SCALE: 1" = 200'

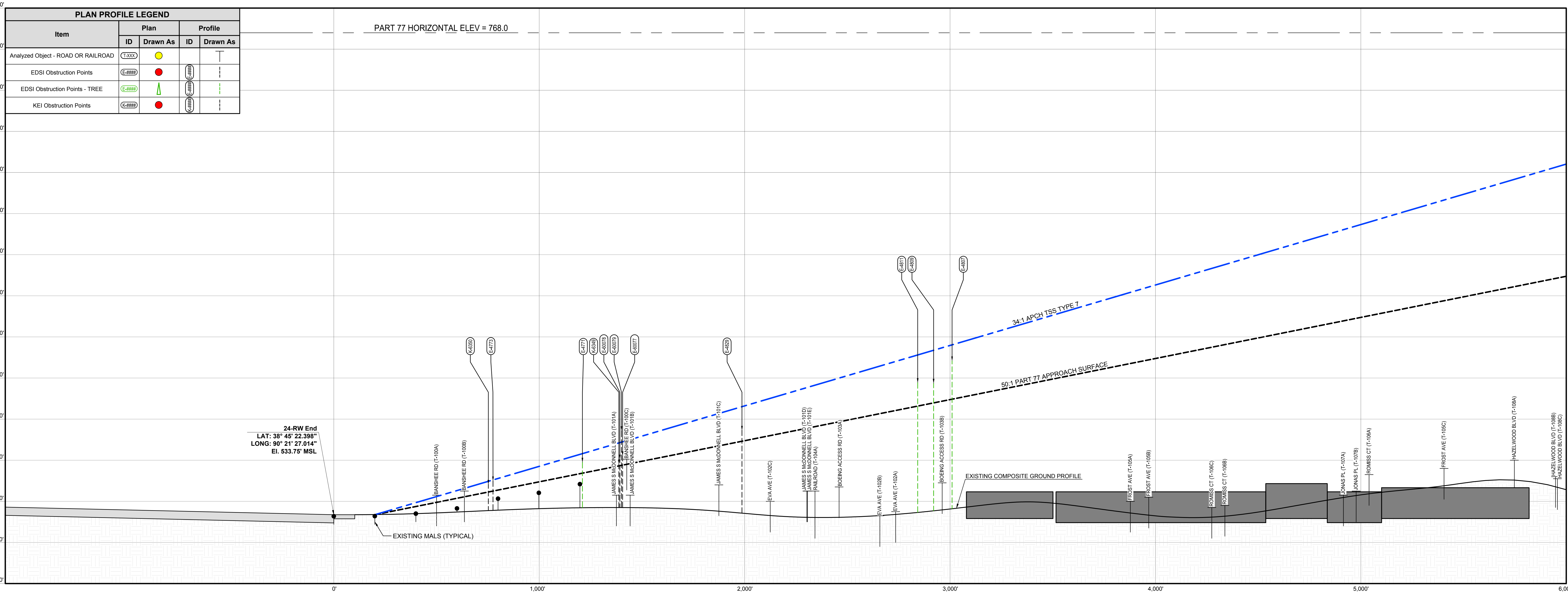
FUTURE PROJECTS LEGEND		
NO.	PROJECT DESCRIPTION	TOP ELEV (MSL)
P02	NORTHERN TRACT REDEVELOPMENT	
P16	REALIGNMENT OF PERIMETER RD (24 APPROACH)	

LEGEND OF PREFIXES	
F.	FUTURE

TRAVERSE DATA					
Object ID	Description	Top Elev	Penetration	Surface Name	Action to be Taken
T-100A	BANES RD (R)	543	-3.3	PT77 NNW APCH 24	NONE
T-100B	BANES RD (R)	545	-1.6	APCH TSS TYPE 7, 24	NONE
T-100C	BANES RD (R)	565.5	2.2	PT77 NNW APCH 24	NONE
T-100D	BANES RD (R)	565.5	4.3	APCH TSS TYPE 7, 24	NONE
T-100A	JAMES S MCDONNELL BLVD (R)	543	-14.3	PT77 NNW APCH 24	NONE
T-100B	JAMES S MCDONNELL BLVD (R)	543	-27.3	APCH TSS TYPE 7, 24	NONE
T-100C	JAMES S MCDONNELL BLVD (R)	548	-19.2	PT77 NNW APCH 24	NONE
T-100D	JAMES S MCDONNELL BLVD (R)	548	-30.0	APCH TSS TYPE 7, 24	NONE
T-100E	JAMES S MCDONNELL BLVD (R)	545	-30.9	PT77 NNW APCH 24	NONE
T-100A	EVANUE RD	535	-49.5	PT77 NNW APCH 24	NONE
T-100B	EVANUE RD	533	-73.1	APCH TSS TYPE 7, 24	NONE
T-100C	EVANUE RD	540	-32.2	PT77 NNW APCH 24	NONE
T-100D	EVANUE RD	540	-50.4	APCH TSS TYPE 7, 24	NONE
T-100A	BOENIG ACCESS RD (R)	547	-32.0	PT77 NNW APCH 24	NONE
T-100B	BOENIG ACCESS RD (R)	548	-40.0	PT77 NNW APCH 24	NONE
T-100A	RAILROAD (R)	545	-31.6	PT77 NNW APCH 24	NONE
T-100B	RAILROAD (R)	545	-51.8	APCH TSS TYPE 7, 24	NONE
T-100C	FROST AVE (R)	540	-47.3	PT77 NNW APCH 24	NONE
T-100D	FROST AVE (R)	556	-31.9	PT77 NNW APCH 24	NONE
T-100E	FROST AVE (R)	556	-130.8	APCH TSS TYPE 7, 24	NONE
T-100A	ROMBER CT (R)	537	-72.6	PT77 NNW APCH 24	NONE
T-100B	ROMBER CT (R)	553	-123.1	APCH TSS TYPE 7, 24	NONE
T-100C	ROMBER CT (R)	538	-117.5	APCH TSS TYPE 7, 24	NONE
T-100D	ROMBER CT (R)	537	-72.2	PT77 NNW APCH 24	NONE
T-100A	JONAS PL (R)	543	-65.1	PT77 NNW APCH 24	NONE
T-100B	JONAS PL (R)	545	-129.3	APCH TSS TYPE 7, 24	NONE
T-100A	HAZELWOOD AVE (R)	560	-49.7	PT77 NNW APCH 24	NONE
T-100B	HAZELWOOD AVE (R)	560	-136.9	APCH TSS TYPE 7, 24	NONE
T-100C	HAZELWOOD AVE (R)	557	-67.9	PT77 NNW APCH 24	NONE

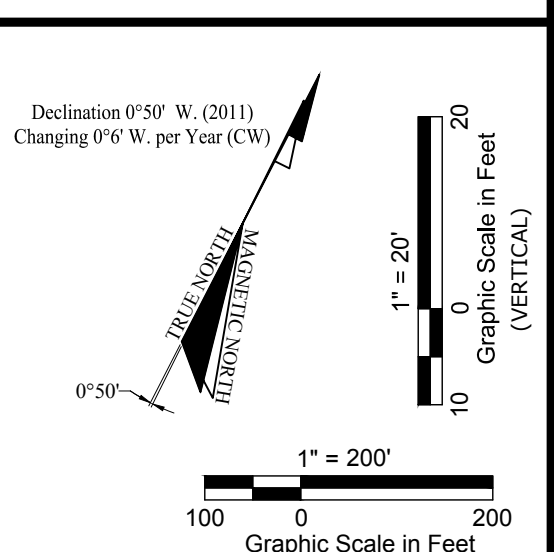
OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS TABLE					
Object ID	Description	Top Elev	Penetration	Surface Name	Action to be Taken
E-4771	TREE	558.43	5.47	NNR-APCH-OFZ_RV24	NONE
K-6349	ELEC-LITE-GROUND	558.53	1.02	NNR-APCH-OFZ_RV24	NONE
K-6350	TOP	548.64	3.85	NNR-APCH-OFZ_RV24	FIXED BY FUNCTION

SEE SHEET 23 FOR COMPLETE LIST OF OBSTACLES



**RUNWAY 24 PROFILE VIEW**  
SCALE: 1" = 20' (VERTICAL)  
1" = 200' (HORIZONTAL)

- 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(d) the following traverse ways must be increased by: 15' for a Non 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.
  - DER 254'. See Declared Distance Note 5 of Sheet 8 (Data Sheet)



**LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT**

**INNER PORTION OF THE APPROACH - RUNWAY 24 (CAT I)**

Drawing: 23-STL-INNER PORTION-6-24  
Checked By: R.P.E.  
Issue Date: JANUARY-2013

Sheet: **22 OF 37**

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