

RUNWAY 12R INNER APPROACH (PLAN VIEW)
SCALE: 1" = 200'

DRAWING LEGEND

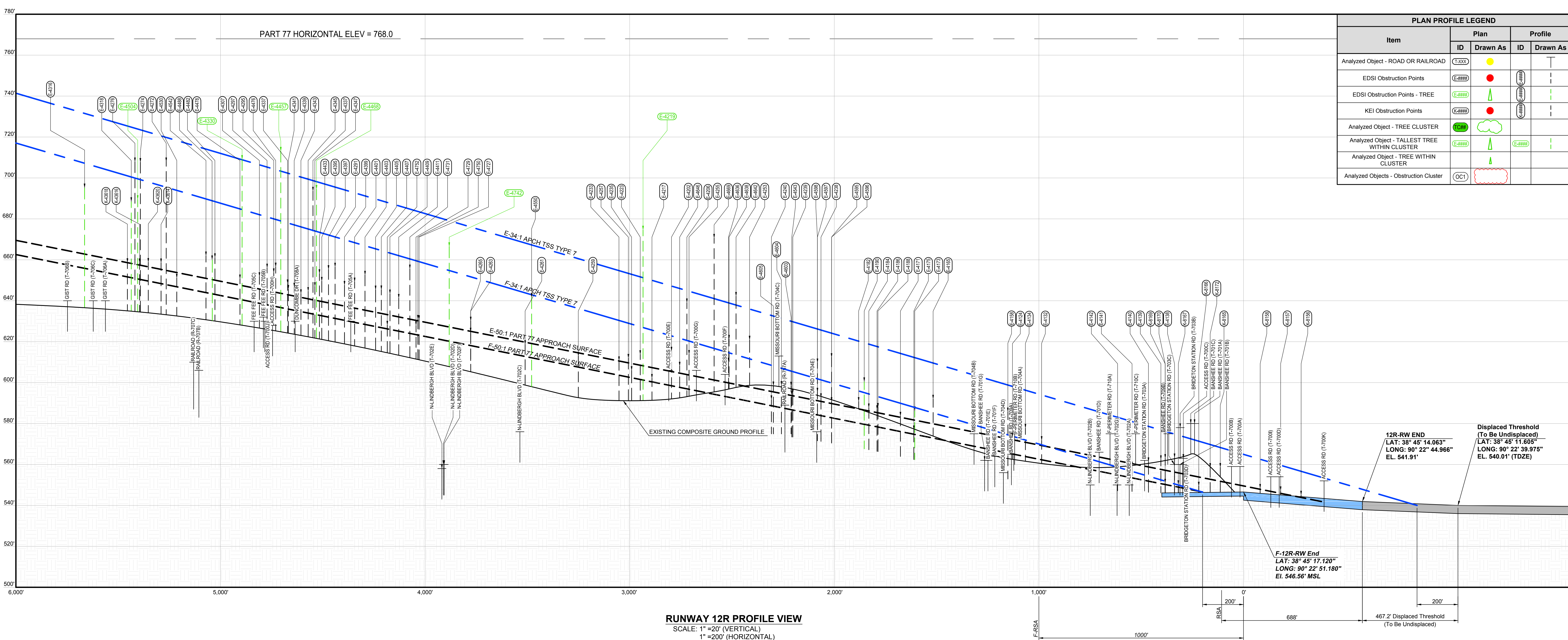
EXISTING	FUTURE	DESCRIPTION
NA	NA	BUILDING - AIRPORT OWNED
NA	NA	BUILDING - LEASED BY OTHERS
NA	NA	BUILDING - OWNED BY OTHERS
NA	NA	OFF - AIRPORT
NA	NA	2012-2017
NA	NA	2018-2023 (PHASE I)
NA	NA	2023-2028 (PHASE II)
NA	NA	2028 ULTIMATE (PHASE III)
NA	NA	DEMO
NA	NA	BUILDING NUMBER
NA	NA	AIRPORT - OWNED LOT
NA	NA	OTHER - OWNED LOT
NA	NA	AIRPORT GARAGE
NA	NA	2012-2017
NA	NA	2018-2023 (PHASE I)
NA	NA	2023-2028 (PHASE II)
NA	NA	2028 ULTIMATE (PHASE III)
NA	NA	ROAD
NA	NA	ROAD
NA	NA	ROAD
NA	NA	ROAD
NA	NA	ROAD
NA	NA	PROJECT NUMBER
NA	NA	FACILITY NUMBER
NA	NA	OTHER
NA	NA	RUNWAY PROTECTION ZONE (RPZ)
NA	NA	PRECISION INSTRUMENT RUNWAY (PIR)
NA	NA	RUNWAY SAFETY AREA (RSA)
NA	NA	RUNWAY OBJECT FREE AREA (OFZ)
NA	NA	CENTRAL PORTION OF RPZ
NA	NA	RUNWAY VISIBILITY ZONE (RVZ)
NA	NA	35 BUILDING RESTRICTION LINE (BRL)
NA	NA	AIRPORT REFERENCE POINT
NA	NA	OBSCA
NA	NA	PACS & SACS
NA	NA	MOJANG COMPLEX
NA	NA	AIRPORT FUEL FARM
NA	NA	RENT-A-CAR LOT
NA	NA	FENCE
NA	NA	AIRPORT PROPERTY LINE
NA	NA	GROUND CONTOURS AT 10' INTERVALS
NA	NA	OBSCA
NA	NA	DETECTION BASIN
NA	NA	CLUTTER
NA	NA	LOCAL USER
NA	NA	GUIDE SLOPE (GS)
NA	NA	PARY
NA	NA	EXTENDED CENTERLINE
NA	NA	GATE NUMBER
NA	NA	UTILITY TOWER
NA	NA	PRECISION OBSTACLE FREE ZONE (POFZ)
NA	NA	APPROACH LIGHT SYSTEM

LEGEND OF PREFIXES

F-	FUTURE
R-	RELOCATED
TBR-	TO BE RELOCATED

FUTURE PROJECTS LEGEND

NO.	PROJECT DESCRIPTION	TOP ELEV (MSL)
P08	RELOCATION OF ACCESS ROAD	
P09	MCDONNELL BLVD. RELOCATION PHASE III	
P10	NE QUADRANT REDEVELOPMENT	
P11	BROWNLEIGH SURFACE PARKING LOT	
P12	SIGNATURE FIBER EXPANSION	
P13	TAXIWAY FOXROTT EXTENSION	
P16	RUNWAY 12R EXTENSION	
P17	REALIGNMENT OF PERIMETER RD (12R APPROACH)	
P18	REALIGNMENT OF BANSHREE RD	



RUNWAY 12R PROFILE VIEW
SCALE: 1" = 20' (VERTICAL)
1" = 200' (HORIZONTAL)

PLAN PROFILE LEGEND

Item	Plan	Profile		
	ID	Drawn As	ID	Drawn As
Analyzed Object - ROAD OR RAILROAD	(Symbol)	(Symbol)	(Symbol)	(Symbol)
EDSI Obstruction Points	(Symbol)	(Symbol)	(Symbol)	(Symbol)
EDSI Obstruction Points - TREE	(Symbol)	(Symbol)	(Symbol)	(Symbol)
KEI Obstruction Points	(Symbol)	(Symbol)	(Symbol)	(Symbol)
Analyzed Object - TREE CLUSTER	(Symbol)	(Symbol)	(Symbol)	(Symbol)
Analyzed Object - TALLEST TREE WITHIN CLUSTER	(Symbol)	(Symbol)	(Symbol)	(Symbol)
Analyzed Object - TREE WITHIN CLUSTER	(Symbol)	(Symbol)	(Symbol)	(Symbol)
Analyzed Objects - Obstruction Cluster	(Symbol)	(Symbol)	(Symbol)	(Symbol)

TRAVERSE DATA

Object ID	Description	Top Elev	Penetration	Surface Name	Action to be Taken
T.700A	ACCESS ROAD (R)	509	-7.48	APCH TSS TYPE 7, 12R	NONE
T.700C	ACCESS ROAD (R)	503	14.56	PFT7 NNR APCH EXIST, 12R	NONE
T.700C	ACCESS ROAD (R)	503	-10.4	APCH TSS TYPE 7, 12R	NONE
T.700D	ACCESS ROAD (R)	504	7.96	PFT7 NNR APCH EXIST, 12R	NONE
T.700F	ACCESS ROAD (R)	604	-3.8	PFT7 NNR APCH EXIST, 12R	NONE
T.700G	ACCESS ROAD (R)	606	-37.4	APCH TSS TYPE 7, 12R	NONE
T.700H	ACCESS ROAD (R)	608	-16.44	PFT7 NNR APCH EXIST, 12R	NONE
T.700I	ACCESS ROAD (R)	604	-6.83	APCH TSS TYPE 7, 12R	NONE
T.700J	ACCESS ROAD (R)	630	-75.43	APCH TSS TYPE 7, 12R	NONE
T.700K	ACCESS ROAD (R)	502	-1.17	APCH TSS TYPE 7, 12R	NONE
T.701A	BANSHREE ROAD (R)	580	-25.68	PFT7 NNR APCH EXIST, 12R	NONE
T.701C	BANSHREE ROAD (R)	580	7.87	APCH TSS TYPE 7, 12R	NONE
T.701D	BANSHREE ROAD (R)	568	2.26	PFT7 NNR APCH EXIST, 12R	NONE
T.701E	BANSHREE ROAD (R)	566	-19.5	APCH TSS TYPE 7, 12R	NONE
T.701E	BANSHREE ROAD (R)	562	-39.49	APCH TSS TYPE 7, 12R	NONE
T.701G	BANSHREE ROAD (R)	562	-12.14	PFT7 NNR APCH EXIST, 12R	NONE
T.701G	BANSHREE ROAD (R)	500	-10.7	PFT7 NNR APCH EXIST, 12R	NONE
T.702C	N LINDBERGH BLVD (R)	576	-44.26	PFT7 NNR APCH EXIST, 12R	NONE
T.702C	N LINDBERGH BLVD (R)	576	-37.29	PFT7 NNR APCH EXIST, 12R	NONE
T.702C	N LINDBERGH BLVD (R)	576	-40.77	APCH TSS TYPE 7, 12R	NONE
T.702D	N LINDBERGH BLVD (R)	500	-119.77	APCH TSS TYPE 7, 12R	NONE
T.702F	N LINDBERGH BLVD (R)	500	-67.66	PFT7 NNR APCH EXIST, 12R	NONE
T.702G	N LINDBERGH BLVD (R)	500	-32.92	APCH TSS TYPE 7, 12R	NONE
T.702A	BRIDGETON STATION RD (R)	502	2.8	PFT7 NNR APCH EXIST, 12R	NONE
T.702A	BRIDGETON STATION RD (R)	502	9.17	PFT7 NNR APCH EXIST, 12R	NONE
T.702A	BRIDGETON STATION RD (R)	502	-16.97	APCH TSS TYPE 7, 12R	NONE
T.702B	BRIDGETON STATION RD (R)	500	-13.88	APCH TSS TYPE 7, 12R	NONE
T.702B	BRIDGETON STATION RD (R)	500	4.53	PFT7 NNR APCH EXIST, 12R	NONE
T.704A	MISSOURI BOTTOM RD (R)	572	0.82	PFT7 NNR APCH EXIST, 12R	NONE
T.704C	MISSOURI BOTTOM RD (R)	613	18.06	PFT7 NNR APCH EXIST, 12R	NONE
T.704D	MISSOURI BOTTOM RD (R)	504	-43.27	APCH TSS TYPE 7, 12R	NONE
T.704E	MISSOURI BOTTOM RD (R)	576	-50.1	APCH TSS TYPE 7, 12R	NONE
T.705A	FEE FEE RD (R)	630	-6.79	PFT7 NNR APCH EXIST, 12R	NONE
T.705A	FEE FEE RD (R)	630	0.18	PFT7 NNR APCH EXIST, 12R	NONE
T.705C	FEE FEE RD (R)	630	-63.08	APCH TSS TYPE 7, 12R	NONE
T.705C	FEE FEE RD (R)	630	-16.24	PFT7 NNR APCH EXIST, 12R	NONE
T.706C	GET RD (R)	640	-20.78	PFT7 NNR APCH EXIST, 12R	NONE
T.706C	GET RD (R)	640	-50.1	APCH TSS TYPE 7, 12R	NONE
T.707C	RAILROAD (R)	610	-106.67	APCH TSS TYPE 7, 12R	NONE
T.707A	DUNCOMBE DR (R)	630	-12.25	PFT7 NNR APCH EXIST, 12R	NONE
T.707A	DUNCOMBE DR (R)	630	-5.26	PFT7 NNR APCH EXIST, 12R	NONE
T.707A	DUNCOMBE DR (R)	630	-71.07	APCH TSS TYPE 7, 12R	NONE
T.707A	BANSHREE RD (R)	565	-9	APCH TSS TYPE 7, FUTUR, 12R	NONE
T.708B	BANSHREE RD (R)	575	23.4	APCH TSS TYPE 7, FUTUR, 12R	NONE
T.719A	FUTURE PERMETER RD (R)	575	15.1	APCH TSS TYPE 7, FUTUR, 12R	NONE
T.719B	FUTURE PERMETER RD (R)	575	1.5	APCH TSS TYPE 7, FUTUR, 12R	NONE
T.719C	FUTURE PERMETER RD (R)	507	0.8	APCH TSS TYPE 7, FUTUR, 12R	NONE

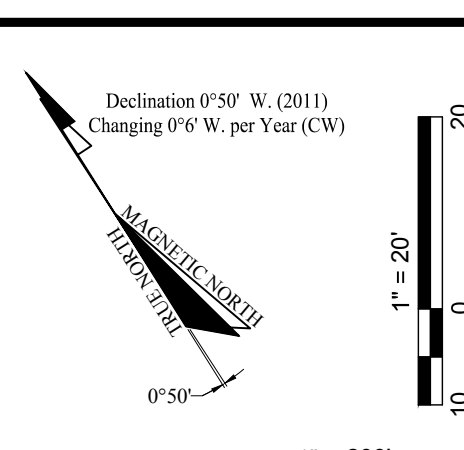
OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS TABLE

Object ID	Description	Top Elev	Penetration	Surface Name	Action to be Taken
K-5181	SPOTMARK	548.90	2.30	NNR-APCH-OFZ, RW12R	NONE
K-5182	SPOTMARK	548.71	1.07	NNR-APCH-OFZ, RW12R	NONE
K-5183	SPOTMARK	548.08	1.18	NNR-APCH-OFZ, RW12R	NONE
K-5187	SPOTMARK	547.23	1.33	NNR-APCH-OFZ, RW12R	NONE
K-5188	SPOTMARK	548.39	0.49	NNR-APCH-OFZ, RW12R	NONE
K-5186	GROUND ELEV OF LDA TOP	558.63	0.63	NNR-APCH-OFZ, RW12R	NONE
K-5170	ELEC-LITE-GROUND	562.99	5.60	NNR-APCH-OFZ, RW12R	NONE
K-5172	ELEC-LITE-GROUND	558.59	6.81	NNR-APCH-OFZ, RW12R	FIXED BY FUNCTION

SEE SHEET 28 FOR COMPLETE LIST OF OBSTACLES

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 25' 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 Kowalman 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.



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

LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT

INNER PORTION OF THE APPROACH - RUNWAY 12R (CAT I)

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

Sheet: 26 OF 37