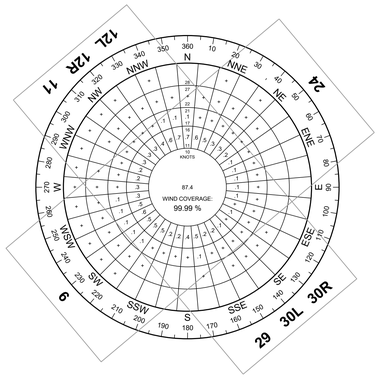
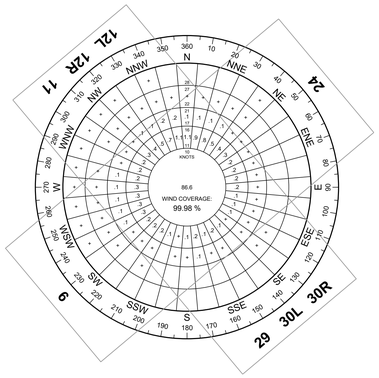


All Weather Wind Rose

Existing/Future All-Weather Wind Coverage				
RUNWAY END	CROSS WIND COMPONENT			
	10.5 Knots	13 Knots	16 Knots	20 Knots
12L	49.79%	51.74%	53.24%	53.63%
30R	51.24%	53.38%	54.99%	55.42%
6	43.09%	45.25%	47.35%	47.90%
24	52.41%	56.39%	59.97%	61.05%
All Runways	96.65%	99.08%	99.81%	99.98%

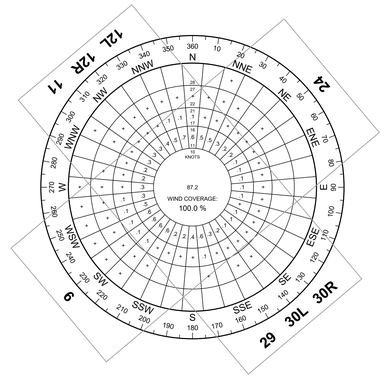
Source: National Climatic Data Center (NCDC), FAA Station WBAN 13994; St. Louis Lambert International Airport (STL), St. Louis, MO (2011-2020)



IFR Wind Rose

Existing/Future IFR Wind Coverage				
RUNWAY END	CROSS WIND COMPONENT			
	10.5 Knots	13 Knots	16 Knots	20 Knots
12L	47.73%	49.06%	50.01%	50.21%
30R	49.60%	52.16%	53.94%	54.53%
6	53.99%	57.84%	61.34%	62.41%
24	34.08%	37.45%	40.91%	42.12%
All Runways	96.44%	98.93%	99.69%	99.94%

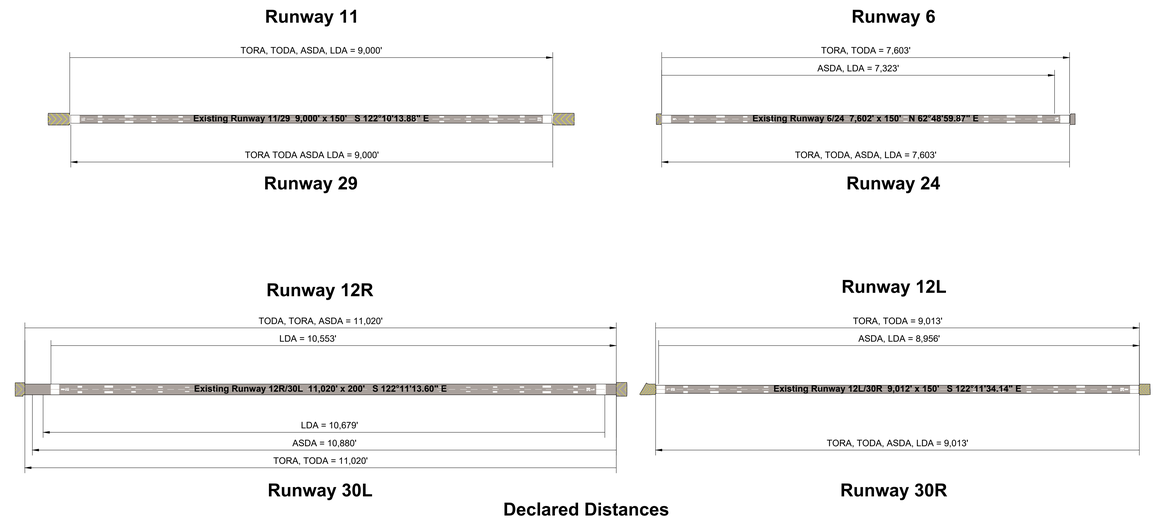
Source: National Climatic Data Center (NCDC), FAA Station WBAN 13994; St. Louis Lambert International Airport (STL), St. Louis, MO (2011-2020)



VFR Wind Rose

Existing/Future VFR Wind Coverage				
RUNWAY END	CROSS WIND COMPONENT			
	10.5 Knots	13 Knots	16 Knots	20 Knots
12L	49.54%	51.57%	53.15%	53.56%
30R	51.70%	53.82%	55.44%	55.85%
6	41.42%	43.38%	45.32%	45.82%
24	54.68%	58.77%	62.41%	63.50%
All Runways	96.65%	99.10%	99.83%	99.98%

Source: National Climatic Data Center (NCDC), FAA Station WBAN 13994; St. Louis Lambert International Airport (STL), St. Louis, MO (2011-2020)



Declared Distances

Existing/Future Declared Distance Table (ft.)								
RUNWAY	12L	30R	12R	30L	11	29	6	24
Takeoff Run Available (TORA)	9,013	9,013	11,020	11,020	9,000	9,000	7,603	7,603
Takeoff Distance Available (TODA)	9,013	9,013	11,020	11,020	9,000	9,000	7,603	7,603
Accelerate Stop Distance Available (ASDA)	8,956	9,013	11,020	10,880	9,000	9,000	7,323	7,603
Landing Distance Available (LDA)	8,956	9,013	10,553	10,679	9,000	9,000	7,323	7,603

Controlling Object for Declared Distances	
Runway 12L	ASDA - Fence west of McDonnel Blvd approximately 57' inside the ROFA/RSA
	LDA - Fence west of McDonnel Blvd approximately 57' inside the ROFA/RSA
Runway 12R	LDA – Displaced Threshold is 467'
Runway 30L	ASDA – Fence east of Banshee Road approximately 140' inside the ROFA/RSA
	LDA - Fence east of Banshee Road approximately 140' inside the ROFA/RSA and the Displaced Threshold is 201'
Runway 6	ASDA – Fence south of Banshee Road approximately 280' inside the ROFA/RSA
	LDA - Fence south of Banshee Road approximately 280' inside the ROFA/RSA

Existing Runway Design Standards								
ITEM	RUNWAY		RUNWAY		RUNWAY		RUNWAY	
	12L	30R	12R	30L	11	29	6	24
Runway Safety Area Width	500'	500'	500'	500'	500'	500'	500'	500'
Runway Safety Area Length Prior To Threshold	600'	600'	600'	600'	600'	600'	600'	600'
Runway Safety Area Length Beyond Departure End	1,000'	1,000'	944'	1,000'	1,000'	1,000'	1,000'	974'
Runway Object Free Area Width	800'	800'	800'	800'	800'	800'	800'	800'
Runway Object Free Area Length Prior To Threshold	600'	600'	600'	600'	600'	600'	600'	600'
Runway Obstacle Free Zone Length Beyond Runway End	1,000'	943'	860'	1,000'	1,000'	1,000'	1,000'	720'
Runway Obstacle Free Zone Width	400'	400'	400'	400'	400'	400'	400'	400'

Source: FAA Advisory Circular 150/5300-13A, Change 1, Airport Design

Existing Modification of Airport Design Standards		
Description	FAA Approval Date	MOS ID Number
Taxiway B (East of Runway 6-24)	12/3/2003	N/A
Runway 6 and Runway 29 Extended Safety Areas	12/3/2003	N/A
Airfield Signage	12/3/2003	N/A
Several Stations of the Runway 29 ALS are located within the Taxiway S OFA and safety areas. The OFA width is reduced from 160' down to 100'. The safety area is reduced from 107' down to 100'.	Requested June 25, 2009	N/A
Airport controlled perimeter road impacts approximately 667' of Taxiway S OFA and safety areas. The perimeter road south of the Taxiway S centerline reduces the OFA from 160' down to between 87' and 159'. Taxiway S safety area will be reduced from 107' down to 100'	Requested June 25, 2009	N/A
Runway 12L-30R Joint Spacing	5/30/2018	STL_2018_03298
Runway 12R-30L Nonstandard Runway Profile	7/6/2021	STL_2021_24514
Runway 12R-30L Cross Slope	7/6/2021	STL_2021_24494
Runway 12R Blast Pad Slope	10/21/2022	STL_2022_33234
Taxiway QL Longitudinal Grade	10/21/2022	STL_2022_33214

Note: For MOSs approved prior to 2018 (5 years), the Airport will submit requests for reapproval of modification to design standards.

NGS Survey Monuments				
PID NO.	DESIGNATOR	LATITUDE AND LONGITUDE	MARKER	ELEV. (MSL)
AD9663	Airport Beacon	38° 45' 25.42" N, 90° 23' 47.63" W	N/A	579.5'
AD9666	AP 1966 AS	Information Not Available		
AD9664	STL C	38° 45' 13.18" N, 90° 21' 56.20" W	DD	526.1'
AD9665	STL D	38° 44' 12.38" N, 90° 20' 29.15" W	DD	609.3'
AD9667	STL E	Information Not Available		
DG8505	STL F	38° 44' 34.02" N, 90° 21' 04.63" W	I	562.7 ft

Source: NOAA Aeronautical Survey Program (https://www.ngs.noaa.gov/cgi-bin/airports.prl?TYPE=PACSA.C); I- Metal Rod; DD- Survey Disk

Threshold Siting Surface Penetrations
See the obstruction table sheets for penetrations to the threshold siting surface.

Airport Design Deficiencies
30R RSA does not meet grading standards
Runway 12R RSA longitudinal and transverse grades do not meet standards
Note: MOS requests will be submitted for these deficiencies until they can be corrected.

Runway Data																				
	RUNWAY 12L/30R				RUNWAY 12R/30L				RUNWAY 11/29				RUNWAY 6/24			
	EXISTING		FUTURE		EXISTING		FUTURE		EXISTING		FUTURE		EXISTING		FUTURE	
	12L	30R	12L	30R	12R	30L	12R	30L	11	29	11	29	6	24	6	24
Runway Design Code (RDC)	D-IV		Same		D-IV	D-IV	Same		D-IV	D-IV	Same		D-IV	D-IV	Same	
Approach Reference Code (APRC)	D/IV/600	D/IV/600	Same		D/IV/2400	D/IV/2400	Same		D/III/600	D/III/2400	Same	Same	C/III/2400	C/III/4000	Same	Same
Departure Reference Code (DPRC)	D/IV	D/IV	Same		D/IV	D/IV	Same		D/III	D/III	Same		C/III	C/III	Same	Same
Pavement Surface Material	Concrete		Same		Concrete		Same		Concrete		Same		Concrete		Same	
Pavement Strength (by wheel loading-lbs.)	75(S) 200(D) 175(2S) 350 (2D) 760 (2D/2D2)		Same		75(S) 200(D) 175 (2S) 350 (2D) 760 (2D/2D2)		Same		75(S) 200(D) 350 (2D) 700 (2D/2D2)		Same		75(S) 176(D) 175 (2S) 280 (2D) 660 (2D/2D2)		Same	
PCN	85/R/B/W/T		Same		85/R/B/W/T		Same		85/R/B/W/T		Same		85/R/B/W/T		Same	
PCR	2212/R/D/W/U		Same		1025/R/D/W/T		Same		1777/R/D/W/T		Same		630/R/B/W/T		Same	
Pavement Surface Treatment	Grooved		Same		Grooved		Same		Grooved		Same		Grooved		Same	
Effective Runway Gradient	0.8%	-0.8%	Same	Same	0.4%	-0.4%	Same	Same	-0.7%	0.7%	Same	Same	0.0%	0.0%	Same	Same
Runway Dimensions (Length x Width)	9,013' x 150'		Same		11,020' x 200'		Same		9,000' x 150'		Same		7,603' x 150'		Same	
Type of Aeronautical Survey	Vertically Guided		Same		Vertically Guided		Same		Vertically Guided		Same		Vertically Guided		Same	
Runway Safety Area Width	500'		Same		500'		Same		500'		Same		500'		Same	
Runway Safety Area Length Beyond Departure End	1,000'		Same		944'	1,000'	Same		1,000'		Same		1,000'	974'	Same	
Runway Safety Area Length Prior to Landing Threshold	600'		Same		600'		Same		600'		Same		600'		Same	
Runway End Coordinates	38° 45' 06.4559" N 90° 21' 58.7582" W	38° 44' 18.9859" N 90° 20' 22.5077" W	Same	Same	38° 45' 14.0539" N 90° 22' 44.9719" W	38° 44' 16.0145" N 90° 20' 47.2720" W	Same	Same	38° 45' 35.8282" N 90° 24' 35.5403" W	38° 44' 48.4521" N 90° 22' 59.3854" W	Same	Same	38° 44' 48.0621" N 90° 22' 52.3834" W	38° 45' 22.3829" N 90° 21' 27.0140" W	Same	Same
Runway End Elevation	527.7'	604.3'	Same	Same	541.3'	585.3'	Same	Same	616.8'	555.2'	Same	Same	550.6'	533.2'	Same	Same
Displaced Threshold Coordinates	N/A		Same		38° 45' 11.5888" N 90° 22' 39.9758" W	38° 44' 17.0760" N 90° 20' 49.4242" W	Same	Same	N/A		Same		N/A		Same	
Displaced Threshold Elevation	N/A		Same		539.8'	582.8'	Same	Same	N/A		Same		N/A		Same	
Runway Lighting Intensity	HIRL		Same		HIRL		Same		HIRL		Same		HIRL		Same	
Approach Runway Protection Zone (Inner Width x Outer Width x Length)	2,500' x 1,000' x 1,750'	2,500' x 1,000' x 1,750'	Same		2,500' x 1,000' x 1,750'	2,500' x 1,000' x 1,750'	Same		2,500' x 1,000' x 1,750'	2,500' x 1,000' x 1,750'	Same		2,500' x 1,000' x 1,750'	1,700' x 1,000' x 1,510'	Same	Same
Departure Runway Protection Zone (Inner Width x Outer Width x Length)	1,700' x 500' x 1,010'	1,700' x 500' x 1,010'	Same		1,700' x 500' x 1,010'	1,700' x 500' x 1,010'	Same		1,700' x 500' x 1,010'	1,700' x 500' x 1,010'	Same		1,700' x 500' x 1,010'	1,700' x 500' x 1,010'	Same	Same
Runway Marking Type	Precision	Precision	Same		Precision	Precision	Same		Precision	Precision	Same		Precision	Precision	Same	Same
14 CFR Part 77 Approach Surface Slope	50:1 for 10,000 40:1 for 40,000	50:1 for 10,000 40:1 for 40,000	Same		50:1 for 10,000 40:1 for 40,000	50:1 for 10,000 40:1 for 40,000	Same		50:1 for 10,000 40:1 for 40,000	50:1 for 10,000 40:1 for 40,000	Same		50:1 for 10,000 40:1 for 40,000	50:1 for 10,000 40:1 for 40,000	Same	Same
14 CFR Part 77 Approach Type	Precision-CAT I/IIIC	Precision-CAT II/IIIC	Same		Precision-CAT I	Precision-CAT I	Same		Precision-CAT II/IIIC	Precision-CAT I	Same	Same	Precision-CAT I	Precision-CAT I	Same	Same
Visibility Minimums (RVR)	600	600	Same		2400	2400	Same		600	2400	Same		2400	4000	Same	Same
Runway Departure Surface (40:1)	Yes		Same		Yes		Same		Yes		Same		Yes		Same	
Object Free Area - Length Beyond Runway End	1,000'	943'	Same		860'	1,000'	Same		1,000'		Same		1,000'	720'	Same	
Runway Object Free Area - Length Prior to Threshold	600'		Same		600'		Same		600'		Same		600'		Same	
Runway Object Free Area Width	800'		Same		800'		Same		800'		Same		800'		Same	
Runway Obstacle Free Zone (Length x Width)	9,413' x 400'		Same		11,420' x 400'		Same		9,400' x 400'		Same		8,003' x 400'		Same	
Threshold Siting Surface (Inner Width x Outer Width x Length, Slope) or (Inner Width x Outer Width x Length x Length, Slope)	800' x 3,400' x 10,000', 34:1	800' x 3,400' x 10,000', 34:1	Same	Same	800' x 3,400' x 10,000', 34:1	800' x 3,400' x 10,000', 34:1	Same	Same	800' x 3,400' x 10,000', 34:1	800' x 3,400' x 10,000', 34:1	Same	Same	800' x 3,400' x 10,000', 34:1	400' x 3,400' x 10,000', 20:1	Same	Same
NAVAIDS	PAPI (4-Box), TDZL, ALSF2, ILS/DME, GPS	PAPI (4-Box), TDZL, ALSF2, ILS/DME, GPS	Same	Same	PAPI (4-Box), TDZL, MALSR, ILS/DME, GPS	PAPI (4-Box), MALSR, ILS, GPS	Same	Same	PAPI (4-Box), TDZL, ALSF2, ILS/DME, GPS	PAPI (4-Box), TDZL, ALSF2, ILS/DME, GPS	Same	Same	PAPI (4-Box), MALSR, ILS/DME, GPS	MALS, PAPI (4-Box), ILS/DME, GPS	Same	Same
Touchdown Zone Elevation (TDZE)	540.6'	604.5'	Same	Same	539.8'	582.8'	Same	Same	618.0'	580.0'	Same	Same	550.9'	533.7'	Same	Same
Blast Pad Width	150'	200'	Same	Same	255'	200'	220	220	200'	220	Same	Same	200'	200'	Same	Same
Blast Pad Length	200'	190'	Same	Same	180'	250'	200'	200'	400	400	Same	Same	95'	95'	Same	Same
Vertical Datum	NAVD88		Same		NAVD88		Same		NAVD88		Same		NAVD88		Same	
Horizonal Datum	NAD83		Same		NAD83		Same		NAD83		Same		NAD83		Same	

Declared Distances
Takeoff Run (TORA) - The TORA is the length of runway declared available and suitable for satisfying takeoff run requirements. It represents the distance to accelerate from brake release to lift-off, plus safety factors.
Takeoff Distance (TODA) - The TODA is the TORA plus the length of any remaining runway or clearway beyond the departure end of the TORA available for satisfying takeoff distance requirements. It represents the distance to accelerate from brake release past lift-off to start of takeoff climb, plus safety factors.
Accelerate-Stop Distance (ASDA) - The ASDA extends the length of runway plus stopway (if any) declared available and suitable for satisfying accelerate-stop distance requirements for a rejected takeoff. At the start of takeoff, consider the RSA and ROFA beyond the ASDA in determining the ASDA.
Landing Distance (LDA) - The LDA is the length of runway declared available and suitable for satisfying landing distance requirements. Consider the threshold siting criteria, the approach RPZ, the RSA and ROFA prior to the threshold and beyond the LDA in establishing this distance. It represents the distance from the threshold to complete the approach, touchdown, and decelerate to a stop, plus safety factors.

Future Runway Design Standards								
ITEM	RUNWAY		RUNWAY		RUNWAY		RUNWAY	
	12L	30R	12R	30L	11	29	6	24
Runway Safety Area Width	500'	500'	500'	500'	500'	500'	500'	500'
Runway Safety Area Length Prior To Threshold	600'	600'	600'	600'	600'	600'	600'	600'
Runway Safety Area Length Beyond Departure End	1,000'	1,000'	944'	1,000'	1,000'	1,000'	1,000'	974'
Runway Object Free Area Width	800'	800'	800'	800'	800'	800'	800'	800'
Runway Object Free Area Length Prior To Threshold	600'	600'	600'	600'	600'	600'	600'	600'
Runway Obstacle Free Zone Length Beyond Runway End	1,000'	943'	860'	1,000'	1,000'	1,000'	1,000'	720'
Runway Obstacle Free Zone Width	400'	400'	400'	400'	400'	400'	400'	400'

Source: FAA Advisory Circular 150/5300-13B, Change 1, Airport Design

Taxiway Data Table																
TAXIWAY DESIGNATION		TAXIWAY DESIGN GROUP		TAXIWAY WIDTH		TAXIWAY SHOULDER WIDTH		TAXIWAY SAFETY AREA		TAXIWAY OBJECT FREE AREA		TAXIWAY EDGE SAFETY MARGIN		TAXIWAY LIGHTS (HITL)	
Existing	Future	Existing	Future	Existing	Future	Existing	Future	Existing	Future	Existing	Future	Existing	Future	Existing	Future
A	A	5	5	75'	75'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
A1	A1	5	5	170'	170'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
A2	A2	5	5	100'	100'	25'	25'	171'	171'	259'	243'	14'	14'	Edge and Center	Edge and Center
A3	A3	5	5	100'	100'	25'	25'	171'	171'	259'	243'	14'	14'	Edge and Center	Edge and Center
A4	A4	5	5	100'	100'	25'	25'	171'	171'	259'	243'	14'	14'	Edge and Center	Edge and Center
A5	A5	5	5	100'	100'	25'	25'	171'	171'	259'	243'	14'	14'	Edge and Center	Edge and Center
A6	A6	5	5	140'	140'	25'	25'	171'	171'	259'	243'	14'	14'	Edge and Center	Edge and Center
B	B	5	5	75'	75'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
C	C	5	5	100'	100'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
N/A	C1	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	C2	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	C3	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	C4	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	C5	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	C6	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	C7	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	C8	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
D	D	5	5	75'	75'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
D1	N/A	5	-	135'	-	25'	-	171'	-	259'	-	14'	-	Edge	Edge
D3	N/A	5	-	120'	-	25'	-	171'	-	259'	-	14'	-	Edge	-
D4	N/A	5	-	185'	-	25'	-	171'	-	259'	-	14'	-	Edge	-
D5	N/A	5	-	120'	-	25'	-	171'	-	259'	-	14'	-	Edge	-
E	E	5	5	75'	75'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	-
E1	New E1	5	5	100'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge and Center	Edge
E2	New E2	5	5	100'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge and Center	Edge and Center
N/A	E3	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	E4	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	E5	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge and Center
F	F	5	5	75'	75'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
N/A	F1	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	F2	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	F3	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
F4	New F4	5	5	55'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge	Edge
F5	New F5	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
F6	New F6	5	5	75'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge	Edge
F7	New F7	5	5	100'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge	Edge
G	G	5	5	100'	100'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
H	H	5	5	75'	75'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
J	J	5	5	100'	100'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
K	K	5	5	75'	75'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
K1	K1	5	5	60'	60'	20'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
L	New L	5	5	75'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge	Edge
M	New M	5	5	90'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge	Edge
N	New N	5	5	100'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge	Edge
P	New P	5	5	75'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge	Edge
Q	New Q	5	5	150'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge	Edge
R	New R	5	5	75'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge	Edge
S	S	5	5	110'	75'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
S1	New S1	5	5	75'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge	Edge
N/A	S2	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	S3	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
T	T	5	5	75'	75'	25'	25'	171'	171'	259'	243'	14'	14'	Edge	Edge
U	New U	5	5	150'	75'	25'	30'	171'	171'	259'	243'	14'	14'	Edge	Edge
N/A	U1	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
N/A	U2	-	5	-	75'	-	30'	-	171'	-	243'	-	14'	-	Edge
V	New V	5	5	75'	60'	25'	30'	171'	171'	259'	243'	14'	14'	Edge	Edge
V1	N/A	5	-	130'	-	30'	-	171'	-	259'	-	14'	-	Edge	-
V2	N/A	3	-	50'	-	15'	-	118'	-	186'	-	10'	-	Edge	-

Runway End Coordinates			
THRESHOLD	LATITUDE	LONGITUDE	ELEVATION (MSL)
Runway 12L End	38° 45' 06.4559" N	90° 21' 58.7582" W	527.7'
Runway 30R End	38° 44' 18.9859" N	90° 20' 22.5076" W	604.3'
Runway 12R End	38° 45' 14.0539" N	90° 22' 44.9719" W	541.3'
Runway 12R Displaced Threshold	38° 45' 11.5888" N	90° 22' 39.9758" W	539.8'
Runway 30L	38° 44' 16.0145" N	90° 20' 47.2720" W	585.3'
Runway 30L Displaced Threshold	38° 44' 17.0760" N	90° 20' 49.4242" W	582.8'
Runway 11 End	38° 45' 35.8282" N	90° 24' 35.5403" W	616.8'
Runway 29 End	38° 44' 48.4521" N	90° 22' 59.3843" W	555.2'
Runway 6 End	38° 44' 48.0621" N	90° 22' 52.3834" W	550.6'
Runway 24 End	38° 45' 22.3829" N	90° 21' 27.0139" W	533.2'

Source: Runway end elevations and geodetic coordinates provided by the FAA Aeronautical Information Services (https://nfdc.faa.gov/nfdcApps/services/ajv5/airportDisplay.jsp?airportId=stl). All geodetic coordinates are in NAD83/NAVD88 while all elevations are in NAVD88.

Airport Data		
AIRPORT INFORMATION	EXISTING	FUTURE
Airport Reference Code (ARC)	D-IV	D-IV
Critical Aircraft	Boeing 767-300F/ER and Boeing 757-300	Boeing 767-300F/ER and Boeing 757-300
Mean Maximum Air Temperature	July (89.6° F)	July (89.6° F)
Airport Elevation - Mean Sea Level (MSL)	617.3'	617.3'
Airport Navigational Aids (NAVAIDS)	ILS/DME, GPS, PAPI (4-Box), MALSR, MALS, ALSF2	ILS/DME, GPS, PAPI (4-Box), MALSR, MALS, ALSF2
Airport Reference Point (ARP)	38° 44' 55.31" N, 90° 22' 12.104" W	38° 44' 55.31" N, 90° 22' 12.104" W
Weather Reporting System	ASOS	ASOS
Magnetic Declination (Date)	1° 37' E ± 0° 23' - changing 0° 4' W per year (2021)	1° 37' E ± 0° 23' - changing 0° 4' W per year (2021)
NPIAS Service Level	Commercial Service - Primary, Medium Hub	Commercial Service - Primary, Medium Hub
State of Missouri Service Role	Commercial	Commercial

Source (Magnetic Declination): National Oceanic and Atmospheric Administration (NOAA) World Magnetic Model (WMM). All coordinates provided in NAD83.

K:\AL\PLambert\2020\Draw\Sheets
FILE: STL 2021 ALP_04 Airport Data Tables
LAYOUT: Data
UPDATE BY: Mike Wilson
SURVEY BOOK #
DATE: 5/4/2023 2:00 PM
XREF DWG:

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (36x48).

ST. LOUIS LAMBERT INTERNATIONAL AIRPORT.

WSP

CMT

REVISIONS				REVISIONS			
NO.	BY	DATE	DESCRIPTION	NO.	BY	DATE	DESCRIPTION

DESIGN BY AJB & CAS
DRAWN BY CMT
CHECKED BY AJB & CAS
APPROVED BY

St. Louis Lambert International Airport
St. Louis, Missouri

Airport Data Sheet

SCALE AS NOTED
DATE 3/2023
JOB NO. 20042701.00
SHEET 04 OF 59 SHEETS