Legend

Existing	Future	Description
		Airport Property Line
P77	P77	FAR Part 77 Surface
TSS	TSS	Threshold Siting Surface
TERPS	TERPS	TERPS Visual Surface
DEP	DEP	Departure Surface
PAPI	PAPI	Precision Approach Slope Indicator Surface (PAPI)
VGS	VGS	TERPS VGS Surface
		Approach Runway Protection Zone (RPZ)
		Departure Runway Protection Zone (RPZ)
		Airfield Pavement
		Paved Shoulder
		Airport Service Road
N/A		Airfield Pavement Removal
		Airport Buildings
		Houses And Outbuildings
		Avigation Easement
BRL	BRL	Building Restriction Line (BRL)
RSA	RSA	Runway Safety Area (RSA)
ROFA	ROFA	Runway Object Free Area (ROFA)
OFZ	OFZ	Obstacle Free Zone (OFZ)
		Precision Obstacle Free Zone (POFZ)
		ILS-Glide Slope Antenna & Critical Area
		ILS-Localizer Antenna & Critical Area
		Threshold Lights
		Low Level Windshear Alert System (LLWAS)
		Precision Runway Monitor
		Airport Rotating Beacon
		Wind Cone
		Wind Cone And Segmented Circle
		Remote Unit ASDE
		Airport Surveillance Radar (ASR)
		Automated Weather Observation System (AWOS)
		Distance Measuring Equipment (DME)
		Precision Approach Path Indicator (PAPI)
920	N/A	Ground Contours
	N/A	Lakes Ponds Or Streams
X	XX	Fence
		Group Of Trees
/		Tree Elevation Point (Plan View / Profile View)

General Notes

1.) Base Map was developed using aerial photo and photogrammetric mapping dated June 2020.

2.) Obstacles identified from aerial mapping, collected in accordance with AC 150/5300-18B standards are numbered starting with "0001" according to the GIS database created for the FAA GIS.

3.) Road elevations are estimated and include an additional 10-foot/15-foot/17-foot/23-foot adjustment for service roads/public roads/interstates/railroads, respectively.

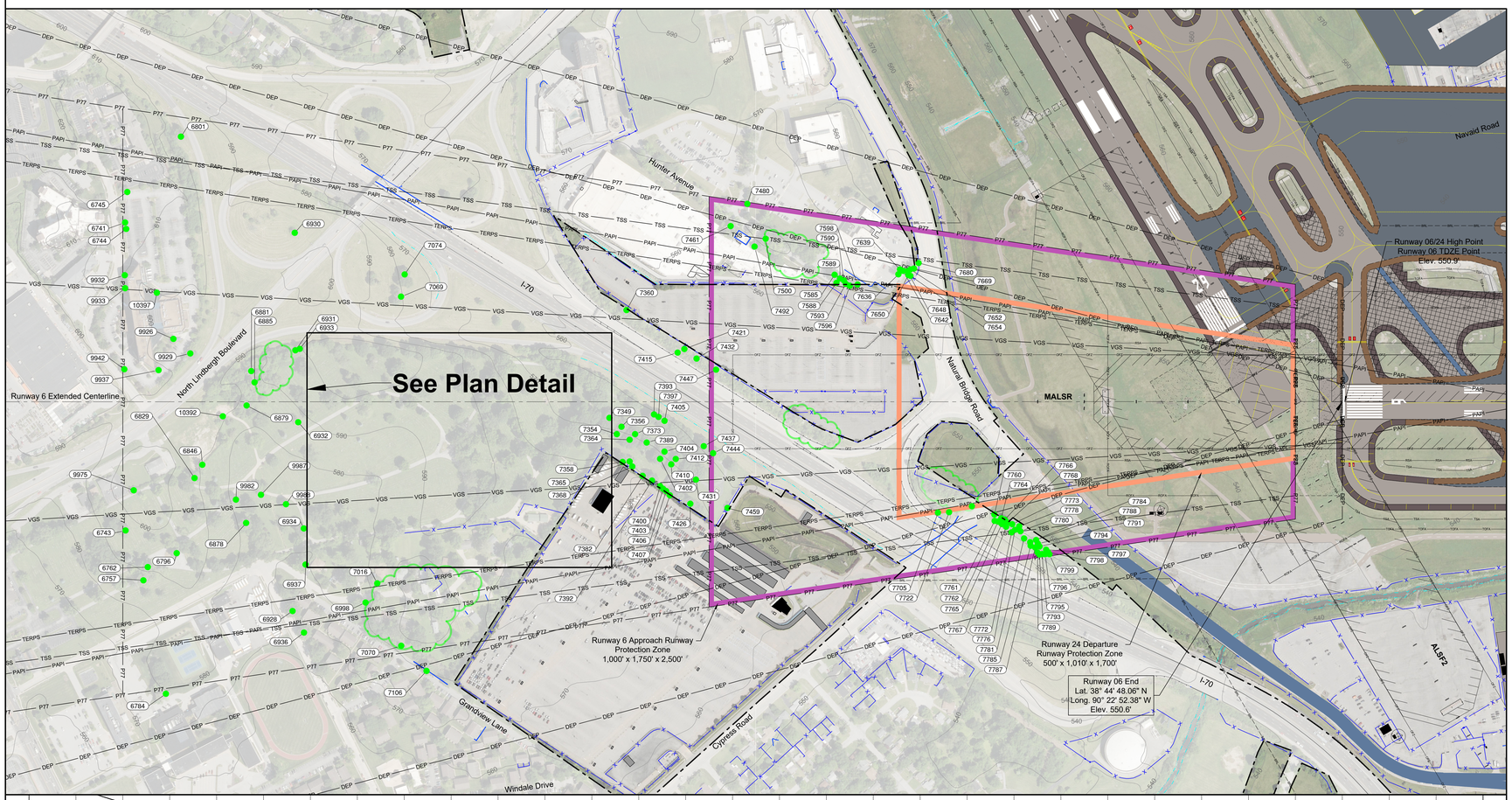
4.) The inner approach surface is depicted to a height of 100' above the runway end elevation. See the Airport Airspace Drawing for a complete depiction of Part 77 surfaces.

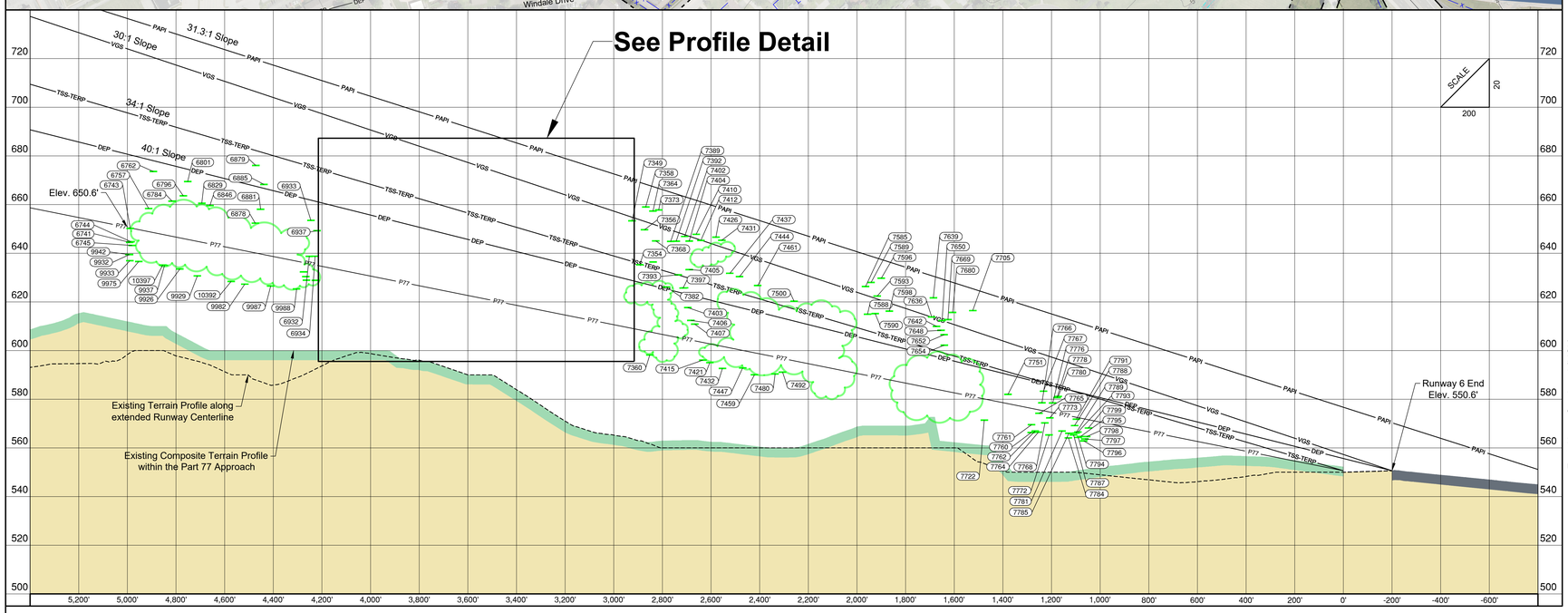
5.) Objects with 50' or greater clearance of all Surfaces have not been depicted.

6.) Trees within 15' of all Surfaces, are identified for planning purposes.

7.) Runway obstruction table shown on Runway Obstruction Table sheets.

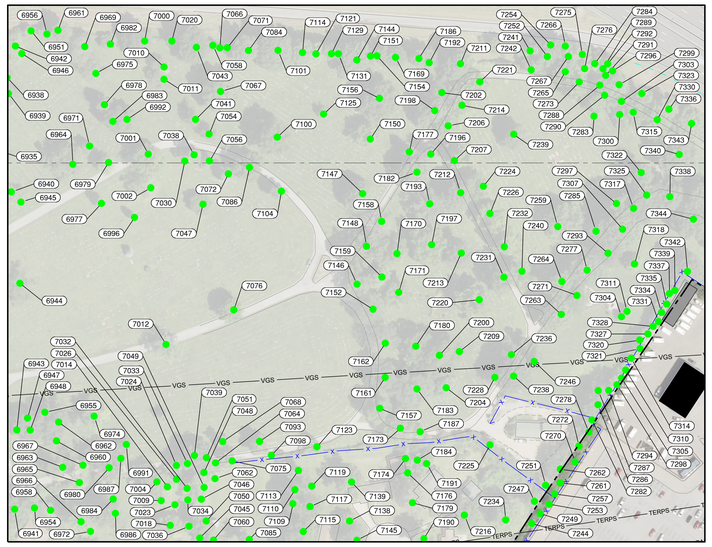
8.) Future development and/or land uses identified will be implemented in accordance with airspace requirements applicable at that time. No new man-made obstructions will be created which impact approach capabilities to the runway.



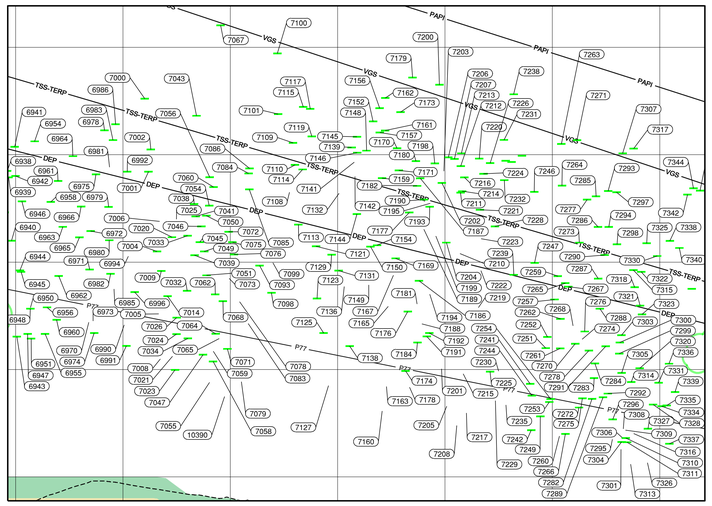


0 200 400
Scale in Feet

Magnetic Declination
Declination 1° 37'W ± 0° 23' (4/12/2021)
Rate of Change: 0° 4'W per Year



Plan Detail
Scale 1"=100'



Profile Detail
Scale 1"=100'

K:\AL\PLambert2021\DrawSheets
FILE: STL 2020 A.P. 19 Inner App Surface Runway 06\24 - 24 E - 24 E (TR
LAYOUT: 06 E (Trees)
UPDATE BY: Mike Wilson
SURVEY BOOK #
DATE: 5/3/2023 9:47 PM
XREF: DWG:

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

ST. LOUIS LAMBERT INTERNATIONAL AIRPORT

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

Inner Portion Of The Approach Surface Drawing-Runway 6 Trees Only (Existing/Future)

SCALE	AS NOTED	JOB NO.
DATE	3/2023	20042701.00
SHEET 16 OF 59 SHEETS		