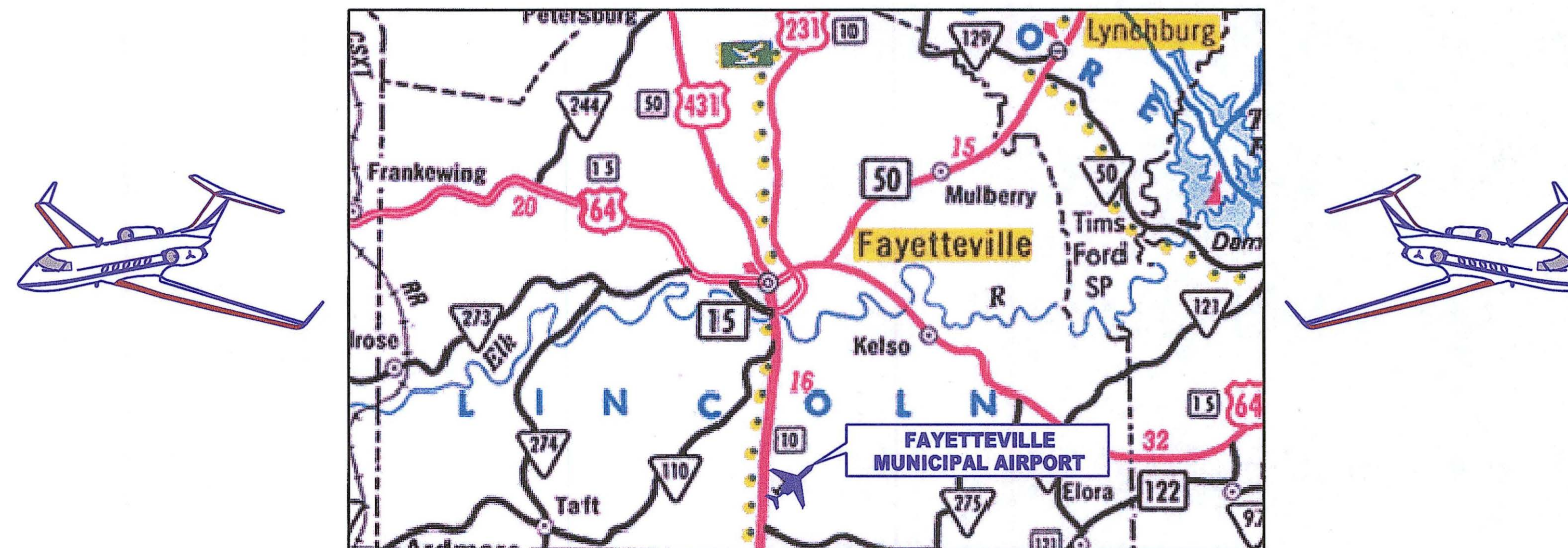


# AIRPORT LAYOUT PLAN SET AT FAYETTEVILLE MUNICIPAL AIRPORT

TAD NO. 52-555-0749-04

PREPARED FOR

## FAYETTEVILLE-LINCOLN COUNTY REGIONAL AIRPORT AUTHORITY



SITE LOCATION MAP  
37 AIRPORT ROAD  
FAYETTEVILLE, TN

### STATE OF TENNESSEE

HONORABLE BILL HASLAM, GOVERNOR

### DEPARTMENT OF TRANSPORTATION

JOHN SCHROER, COMMISSIONER

### TENNESSEE AERONAUTICS DIVISION

MICHELLE FRAZIER, DIRECTOR  
J.P. SAALWAECHTER P.E., CHIEF ENGINEER  
STEVE UPSHAW, PROJECT MANAGER

### CITY OF FAYETTEVILLE

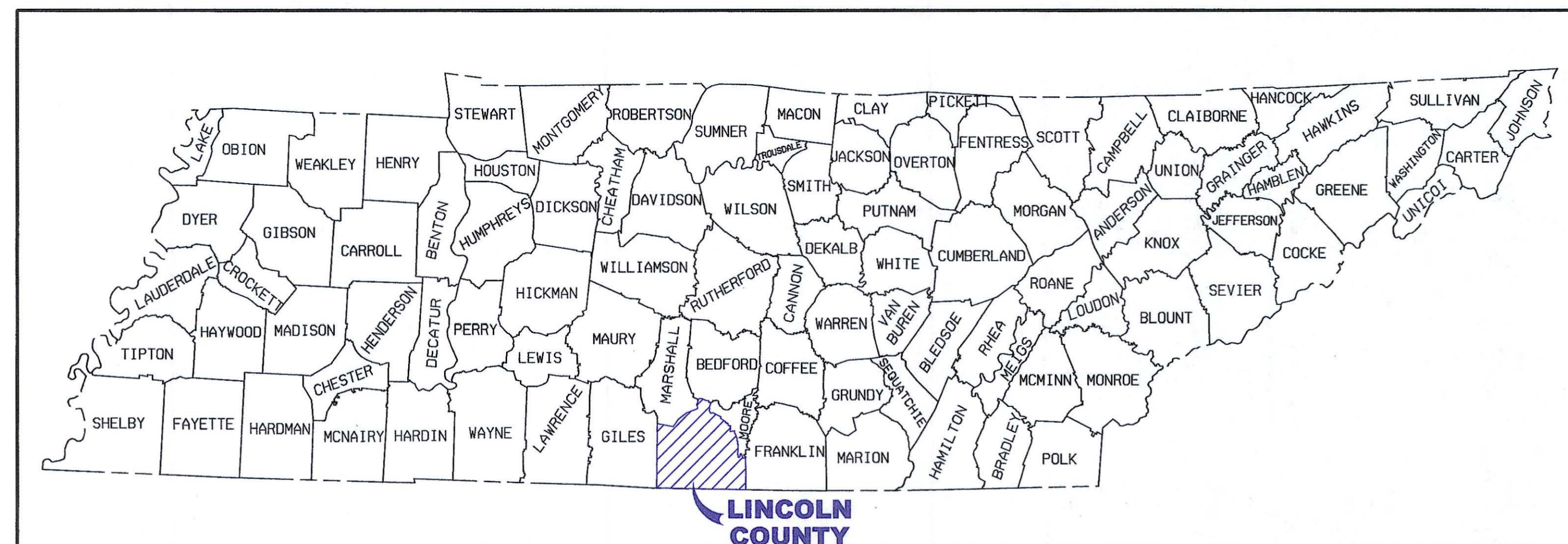
JON LAW, MAYOR

### LINCOLN COUNTY

BILL NEWMAN, COUNTY MAYOR

### AIRPORT AUTHORITY

RONALD MAHAL, CHAIRMAN  
MARK COBB, AIRPORT MANAGER



COUNTY MAP

### INDEX OF DRAWINGS

<u>SHEET NO.</u>	<u>TITLE</u>
	COVER SHEET
1	AIRPORT LAYOUT DRAWING
2	AIRSPACE DRAWING
3	INNER APPROACH 2 SURFACE DRAWING
4	INNER APPROACH 20 SURFACE DRAWING
5	TERMINAL AREA PLAN
6	LAND USE MAP
7	CAPITAL IMPROVEMENT PLAN
8	EXHIBIT "A"

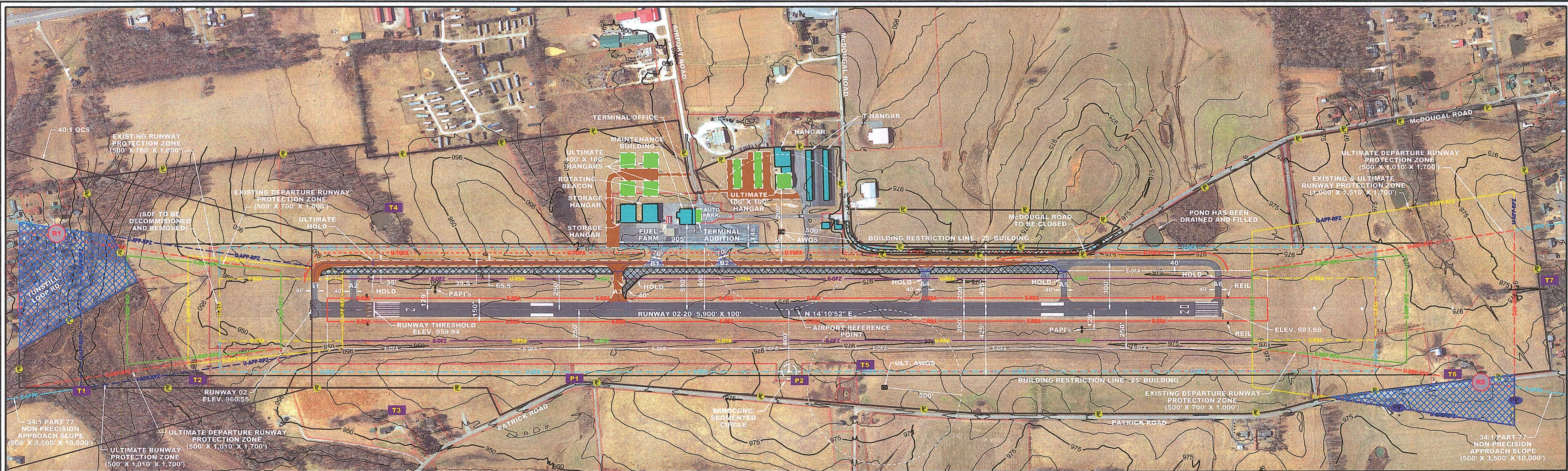


PDC CONSULTANTS, LLC.

133 Holiday Court  
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Franklin, TN 37067

Phone: (615) 614-0121  
Fax: (615) 614-0124





RUNWAY DATA				
ITEM	RUNWAY 02		RUNWAY 20	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY DESIGN CODE	B-II-5000	C-II-5000	B-II-4000	C-II-4000
APPROACH REFERENCE CODE (APRC)	B-II-5000	C-II-5000	B-II-4000	C-II-4000
DEPARTURE REFERENCE CODE (DPRC)	B-II-5000	C-II-5000	B-II-4000	C-II-4000
EFFECTIVE GRADE (%)	0.45%	SAME	0.45%	SAME
MAXIMUM GRADE CHANGE	1.07%	SAME	1.07%	SAME
WIND COVERAGE (%)	99.11%	SAME	99.11%	SAME
MAX. ELEVATION (MSL)	984.1'	SAME	984.1'	SAME
RUNWAY LENGTH	5,900'	SAME	5,900'	SAME
RUNWAY WIDTH	100'	SAME	100'	SAME
USABLE RUNWAY LENGTH	5,600'	SAME	5,900'	SAME
SURFACE TYPE	ASPHALT	SAME	ASPHALT	SAME
PAVEMENT STRENGTH *	SWL	21,000	45,000	21,000
	DWL	31,000	60,000	31,000
RUNWAY PCI	95 (2014) 2.5 DROP RATE / YR			
APPROACH SURFACE SLOPE	34:1	SAME	34:1	SAME
DEPARTURE SURFACE SLOPE	YES	YES	N/A	N/A
APPROACH VISIBILITY MINIMUMS	1-MILE	SAME	3/4-MILE	SAME
VISUAL APPROACH AIDS	REIL, PAPI	SAME	REIL, PAPI, ODALS	SAME
INSTRUMENT APPROACH AID	VOR/DME, LPV	VOR/DME, LPV	SDF, NDB, LPV	LPV
LIGHTING	MIRL	SAME	MIRL	SAME
RUNWAY MARKING	NPI	SAME	NPI	SAME
FAR PART 77 CATEGORY	C(NP)	SAME	C(NP)	SAME
RUNWAY END COORDINATES (NAD 83)	LATITUDE	N 35° 03' 06.59"	LATITUDE	N 35° 04' 03.25"
	LONGITUDE	W 86° 33' 58.93"	LONGITUDE	W 86° 33' 41.94"
RUNWAY END ELEVATIONS (MSL)	983.55'		983.60'	
TDZ ELEVATION (MSL)	977.88'		984.13'	
RUNWAY THRESHOLD COORDINATES (NAD83)	LATITUDE	N 35° 03' 10.43"	LATITUDE	NONE
	LONGITUDE	W 86° 33' 57.78"	LONGITUDE	NONE
RUNWAY DISPLACEMENT	400'	SAME	NONE	SAME

\* EXISTING PAVEMENT STRENGTH TAKEN FROM FAA MASTER RECORD FORM 5010-01.

TRAVERSE WAY				
#	NAME	ROADWAY ELEVATION (FT) *	EXIST. / ULT. APPROACH SURFACE ELEVATION (FT)	EXIST. / ULT. PROPOSED ACTION
R1	TUNSTALL LOOP ROAD	933.1' ± 15' = 948.1'	1051.1'	NONE
R2	PATRICK ROAD	990.7' ± 15' = 1005.7'	1027.8'	NONE

RUNWAY SAFETY AREA DETERMINATION						
RUNWAY END NUMBER	STANDARD RSA	ACTUAL RSA		VIOLATIONS TO RSA ALONG SIDE OF RUNWAY	RSA DETERMINATION	DATE APPROVED
	LENGTH BEYOND RW	WIDTH	LENGTH BEYOND RW	WIDTH		
EXISTING RUNWAY 02	300'	150'	1,000'	400'	NO VIOLATIONS	NO ACTION
ULTIMATE RUNWAY 02	1,000'	400'	1,000'	325'	GRADE VIOLATIONS	GRADE TO STANDARD
EXISTING RUNWAY 20	300'	150'	1,000'	400'	NO VIOLATIONS	NO ACTION
ULTIMATE RUNWAY 20	1,000'	400'	1,000'	400'	NO VIOLATIONS	NO ACTION

AIRPORT DATA		
	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL) (NAD 83)	984.1'	SAME
AIRPORT REFERENCE POINT COORDINATES (NAD 83)	LAT. N 35° 03' 34.92" LONG. W 86° 33' 50.43"	LAT. SAME LONG. SAME
MEAN MAX. TEMP. OF HOTTEST MONTH	85° F	SAME
AIRPORT TERMINAL AREA NAVAIDS	ROTATING BEACON, LIGHTED WINDCONE / SEGMENTED CIRCLE	SAME
DESIGN AIRCRAFT	KING AIR 200	CITATION C12 / CHALLENGER
FUEL	JET A / 100LL	SAME
NPIAS SERVICE LEVEL	LOCAL	LOCAL
AIRPORT REFERENCE CODE (ARC)	B-II	C-II
ROTATING BEACON	LAT. N 35° 03' 31.6" LONG. W 86° 34' 00.6"	SAME

TAXIWAY DATA		
	EXISTING	ULTIMATE
TAXIWAY DESIGN GROUP	2	SAME
TAXIWAY WIDTH	40'	35'
TAXIWAY EDGE SAFETY MARGIN	7.5	SAME
TAXIWAY SHOULDER WIDTH	15	SAME
TAXIWAY / TAXILANE SAFETY AREA	79	SAME
TAXIWAY OBJECT FREE AREA	131	SAME
TAXILANE OBJECT FREE AREA	115	SAME
TAXIWAY LIGHTING	MTL	SAME
TAXIWAY PCI	65 (2014) 1.3 DROP RATE / YR	

DECLARED DISTANCES						
	LDA	ASDA	LDA	ASDA	RSA LENGTH	DATE OF APPROVAL
R/W 02	5900'	5900'	5900'	5500'	1000'	1000'
R/W 20	5900'	5900'	5900'	5900'	1000'	1000'

MODIFICATIONS OF DESIGN STANDARDS			
NO. STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION
#	NONE REQUIRED	N/A	N/A

GENERAL NOTES	
1.	REFER TO TERMINAL AREA PLAN FOR ON-AIRPORT BUILDING IDENTIFICATION AND APRON DIMENSIONS.
2.	REFER TO INNER / OUTER APPROACH PLANS FOR PENETRATIONS TO APPROACH SURFACES.
3.	PROPERTY LINE LOCATION SHOWN IS APPROXIMATE.
4.	NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
5.	ALL GVOSI SITING MUST BE IN ACCORDANCE WITH FAA GUIDANCE.
6.	ALL COORDINATES BASED ON NAD83.
7.	NO OBJECTS WITHIN THE TAXIWAY SAFETY OR OBJECT FREE AREA.

RUNWAY SAFETY AREA DIMENSIONS (RSA)		
	EXISTING	ULTIMATE
WIDTH	150'	300'
LENGTH BEYOND RUNWAY ENDS	400'	1,000'

RUNWAY OBJECT FREE AREA DIMENSIONS (ROFA)		
	EXISTING	ULTIMATE
WIDTH	500'	300'
LENGTH BEYOND RUNWAY ENDS	800'	1,000'

RUNWAY PROTECTION ZONE DIMENSIONS (RPZ)				
APPROACH	EXISTING	INNER WIDTH	OUTER WIDTH	LENGTH
	ULTIMATE	600'	700'	1,000'
RUNWAY 02	EXISTING	1,000'	1,510'	1,700'
	ULTIMATE	SAME	SAME	SAME
DEPARTURE	EXISTING	INNER WIDTH	OUTER WIDTH	LENGTH
	ULTIMATE	500'	700'	1,000'
RUNWAY 20	EXISTING	500'	1,010'	1,700'
	ULTIMATE	500'	700'	1,000'

NOTE: STARTS 200' BEYOND END OF RUNWAY

RUNWAY OBSTACLE FREE ZONE DIMENSIONS (ROFZ)		
	EXISTING	ULTIMATE
WIDTH	400'	200'
LENGTH BEYOND RUNWAY ENDS	400'	200'

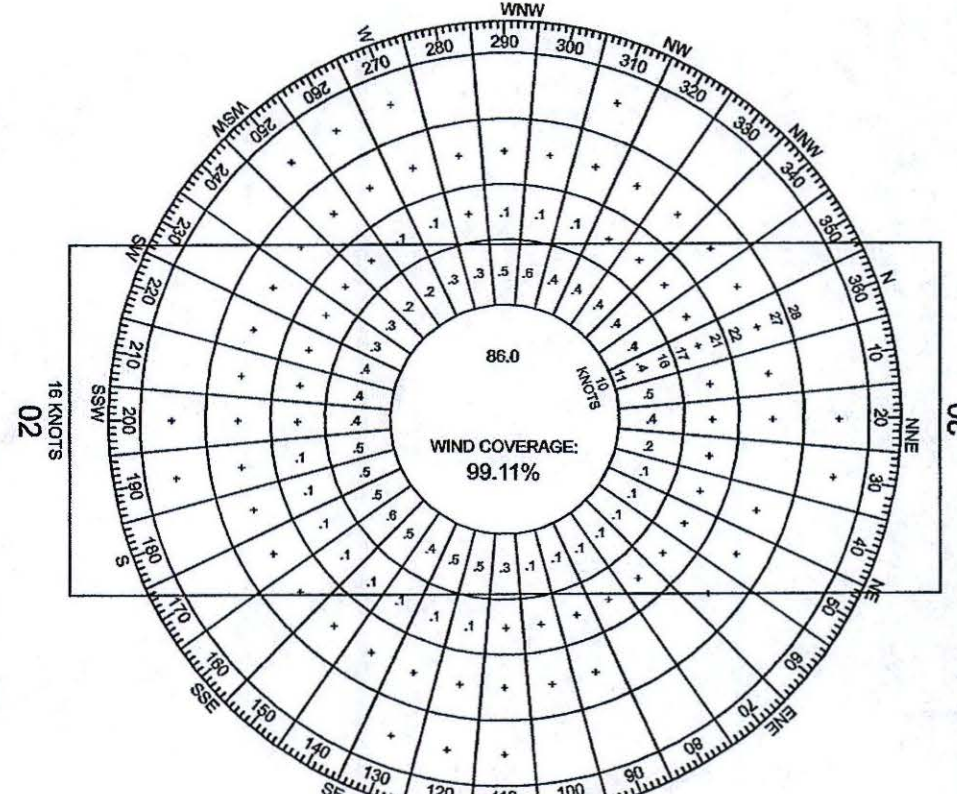
OBSTRUCTIONS			
PART 77 SURFACE: TRANSITIONAL			
#	DESCRIPTION	OBJECT ELEVATION	EXISTING/ULTIMATE PENETRATION
P1	POLE	998.0'	4.3'
P2	WINDSOCK	1003.3'	6.3'
T1	TREE	1019.1'	5.4'
T2	TREE	1002.7'	2.1'
T3	TREE	1019.4'	2.7'
T4	TREE	1022.0'	3.5'
T5	TREE	1011.2'	11.2'
T6	TREE	1025.6'	3.9'
T7	TREE	1046.5'	6.9'

LEGEND		
	EXISTING	ULTIMATE
RUNWAY CENTERLINE	E-RSA	U-RSA
RUNWAY SAFETY AREA (RSA)	E-OFA	U-OFA
RUNWAY OBJECT FREE AREA (ROFA)	E-OFZ	U-OFZ
RUNWAY OBSTACLE FREE ZONE (ROFZ)	E-APP-RPZ	U-APP-RPZ
APPROACH RUNWAY PROTECTION ZONE (RPZ)	E-APP-RPZ	U-APP-RPZ
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)	E-APP-RPZ	U-APP-RPZ
APPROACH SURFACE	E-OFA	U-OFA
TAXIWAY OBJECT FREE AREA (TOFA)	E-OFA	U-OFA
TAXIWAY SAFETY AREA (TSA)	E-OFA	U-OFA
BUILDING RESTRICTION LINE (BRL)	E-BRL	U-BRL
AIRPORT PAVEMENT	E-P	U-P
AIRPORT REFERENCE POINT	E-ARP	U-ARP
AIRPORT BUILDINGS	E-B	U-B
OTHER BUILDINGS	E-OB	U-OB
AIRPORT PROPERTY LINE / EASEMENTS	E-P	U-P
FENCE (HEIGHT IS 4'-6")	E-F	U-F
GROUND ELEVATIONS CONTOURS	975	975
PAVEMENT OR BUILDING TO BE REMOVED	XXXXXX	XXXXXX
GVOSI (PAPI's)	+	+
RUNWAY END IDENTIFIER LIGHTS (REIL's)	+	+
OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM	+	+
WINDCONE AND SEGMENTED CIRCLE	+	+
AVIGATION EASEMENT	A1	A1
TAXIWAY DESIGNATION	A1	A1
PART 77 VIOLATIONS	VI	VI

\* 5-FOOT CONTOUR INTERVAL

TAD APPROVAL BLOCK	
CONDITIONALLY APPROVED	
John Paul Saalwachter	Date: 6-1-18
John Paul Saalwachter	Date: 6-1-18
State Block Grant Program	Tennessee Dept. of Transportation
Subject to comments in Approval Letter	

APPROVAL BLOCK	
Ron Mahal, CHAIRMAN	5-23-18
DATE	



ALL WEATHER WIND ROSE

SOURCE: NATIONAL CLIMATIC DATA CENTER  
ASHEVILLE, NC  
HUNTSVILLE INTERNATIONAL AIRPORT  
HUNTSVILLE, AL  
2005 - 2014  
# OF OBSERVATIONS - 120,311

COVERAGE: 16 KNOTS = 99.11%  
13 KNOTS = 98.50%  
10.5 KNOTS = 93.78%



MAGNETIC DECLINATION:  
MARCH 2015  
3.55° W  
CHANGING BY 0.09° W  
PER YEAR

0 300' 600' 900'

SCALE: 1"=300'

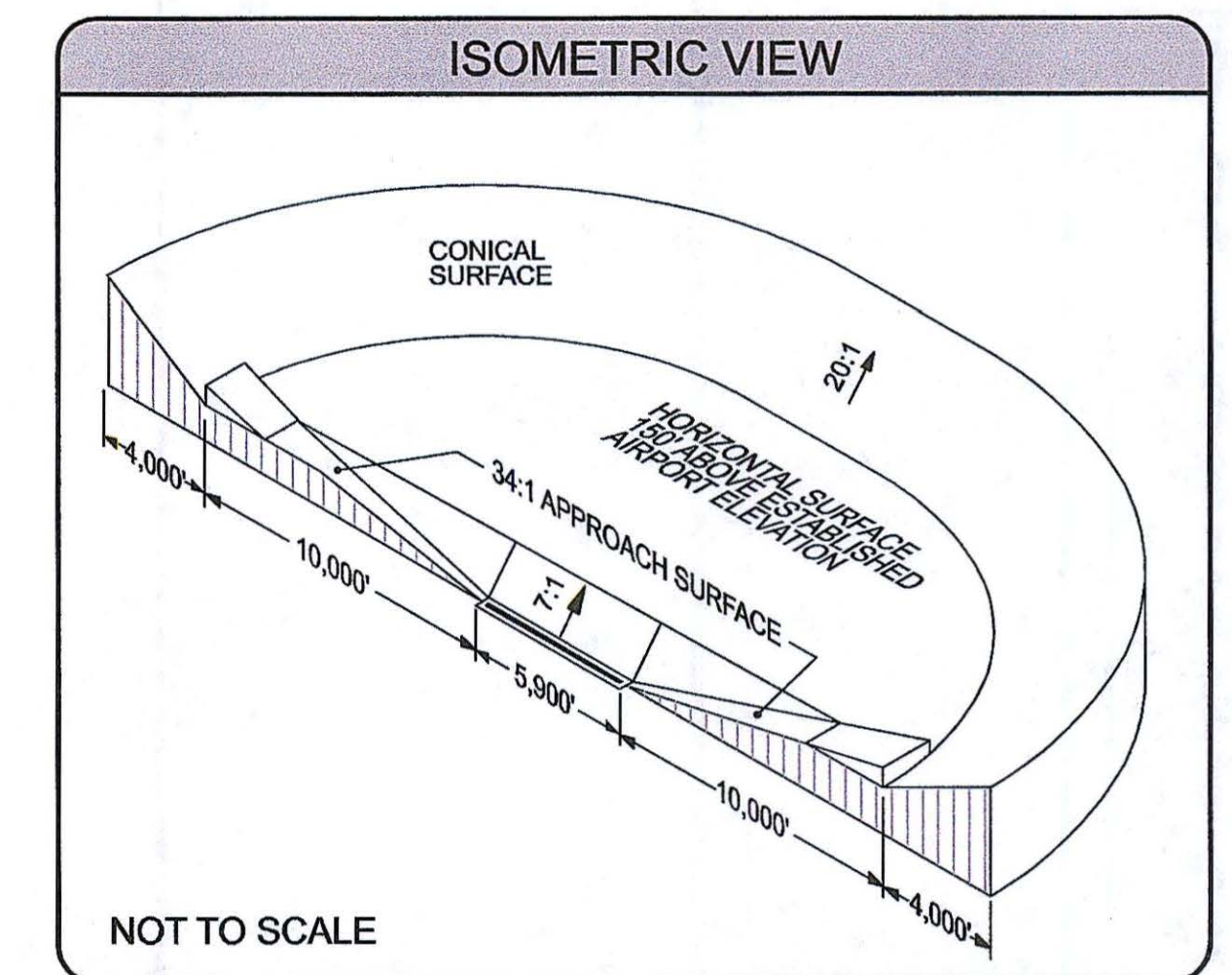
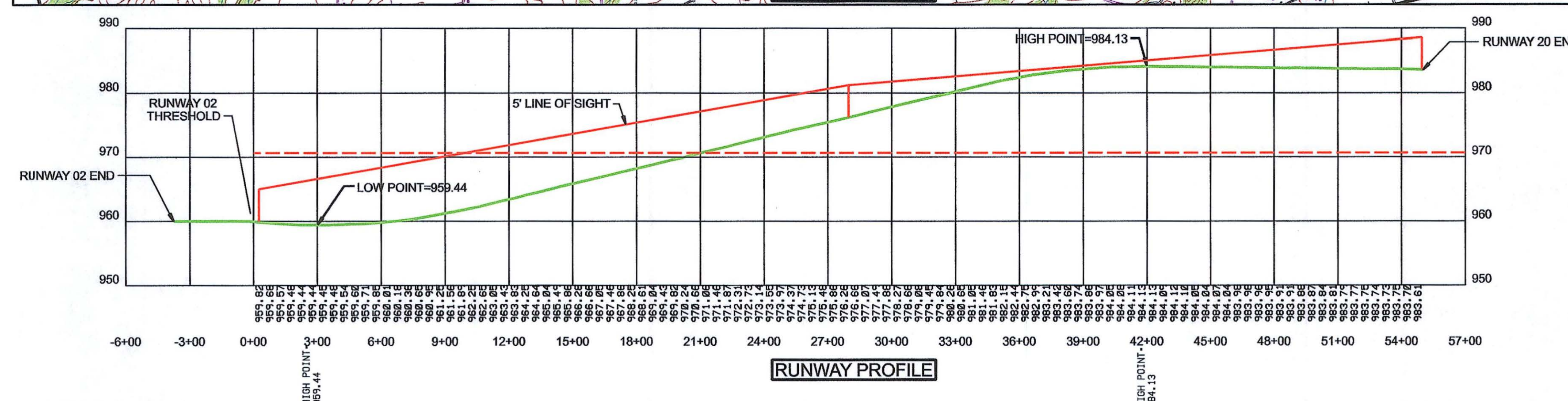
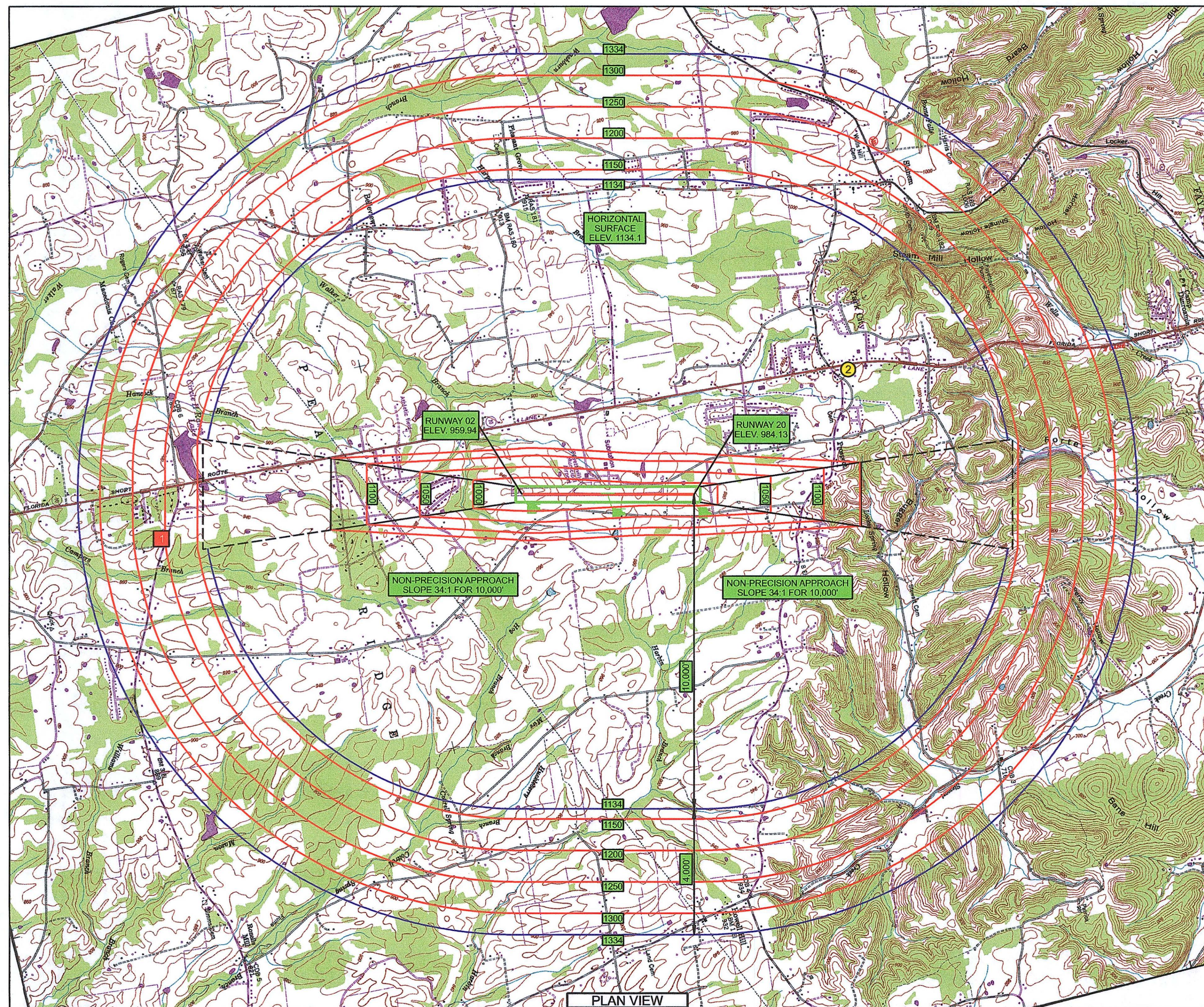
**PDC CONSULTANTS, LLC.**  
133 Holiday Court  
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Phone: (615) 614-0121  
Fax: (615) 614-0124

DR.	CHK.	DATE	DESCRIPTION
ES	DJG	4-9-2015	60% REVIEW MEETING
ES	MP	12-29-2015	90% REVIEW MEETING
ES	MP	2-26-2016	FINAL REVIEW COPY
ES	AO	3-13-2018	FINAL

**AIRPORT LAYOUT DRAWING**  
**AIRPORT LAYOUT PLAN SET**  
**FAYETTEVILLE MUNICIPAL AIRPORT**  
FAYETTEVILLE, LINCOLN COUNTY, TENNESSEE  
T.A.D. NO. 52-555-0749-04

SHEET  
**1**  
PROJECT NO:  
11404



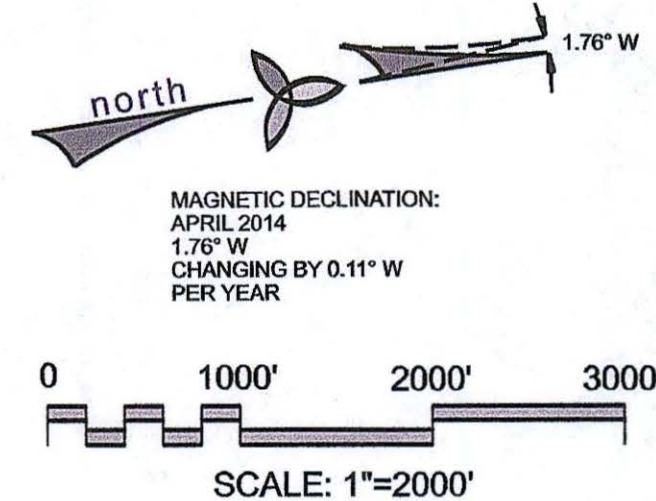


OBSTRUCTION				
PART 77 SURFACE: CONICAL				
#	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1	TOWER	1128.9'	NONE	NONE

OBSTRUCTION				
PART 77 SURFACE: HORIZONTAL				
#	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPOSED ACTION
2	TOWER	1111.2'	NONE	NONE

LEGEND	
DESCRIPTION	ULTIMATE
APPROACH SURFACE	—
CONICAL SURFACE	—
TRANSITIONAL SURFACE	—
PRIMARY SURFACE	—
TREE OBSTRUCTION	—
TOWER	—

- NOTES**
- GRID BASE, U.S.G.S. TOPOGRAPHICAL MAPS. 20' CONTOUR INTERVAL.
  - SEE ALP AND APPROACH PLANS FOR OBSTRUCTIONS WITHIN PRIMARY SURFACE, TRANSITIONAL SURFACES AND APPROACH SURFACES.
  - AIRPORT HEIGHT ZONING ORDINANCE WAS ADOPTED IN 1975.
  - LAST OBSTRUCTION SURVEY DATED MARCH 14, 2014.



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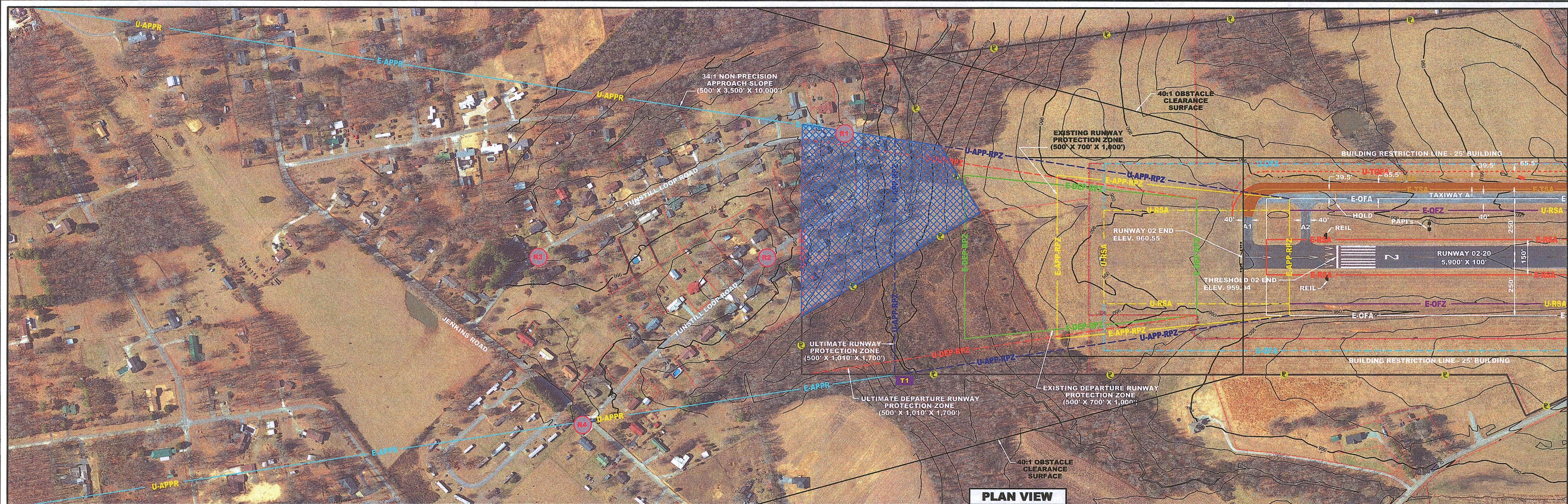
**AIRSPACE DRAWING**  
**AIRPORT LAYOUT PLAN SET**  
**FAYETTEVILLE MUNICIPAL AIRPORT**  
FAYETTEVILLE, LINCOLN COUNTY, TENNESSEE  
T.A.D. NO. 52-555-0749-04

SHEET

**2**

PROJECT NO:  
11404





LEGEND		
	EXISTING	ULTIMATE
RUNWAY CENTERLINE		
RUNWAY SAFETY AREA (RSA)	E-RSA	U-RSA
RUNWAY OBJECT FREE AREA (ROFA)	E-OFA	U-OFA
RUNWAY OBSTACLE FREE ZONE (ROFZ)	E-OFZ	U-OFZ
RUNWAY PROTECTION ZONE (RPZ)	E-APP-RPZ	U-APP-RPZ
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)	E-DEP-RPZ	U-DEP-RPZ
APPROACH SURFACE	E-APPR	U-APPR
TAXIWAY OBJECT FREE AREA (TOFA)	E-TOFA	U-TOFA
TAXIWAY SAFETY AREA (TSA)	E-TSA	U-TSA
BUILDING RESTRICTION LINE (BRL)		
AIRPORT PAVEMENT		
OTHER BUILDINGS		
AIRPORT PROPERTY LINE		
FENCE		
GROUND ELEVATIONS CONTOURS *	975	975
RUNWAY END IDENTIFIER LIGHTS (REIL)		
GVGS (PAPI)		
PAVEMENT OR BUILDING TO BE REMOVED		
AVIGATION EASEMENT		
TERRAIN VIOLATIONS		
TAXIWAY DESIGNATION		
PART 77 VIOLATIONS	T1	T1

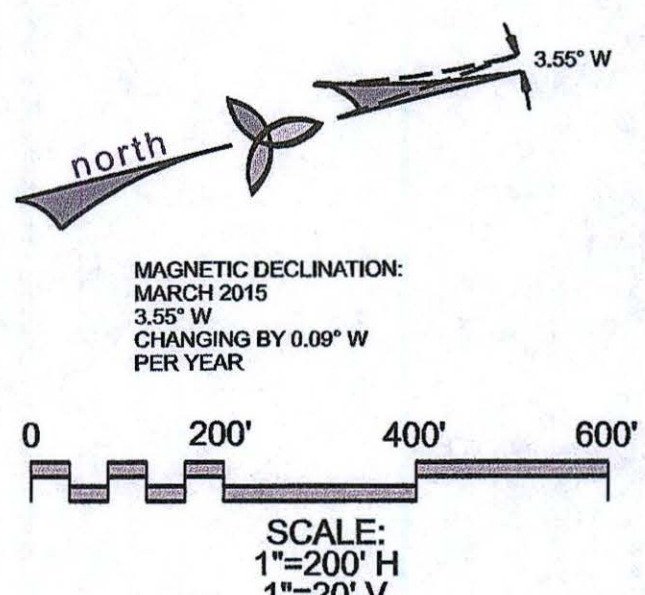
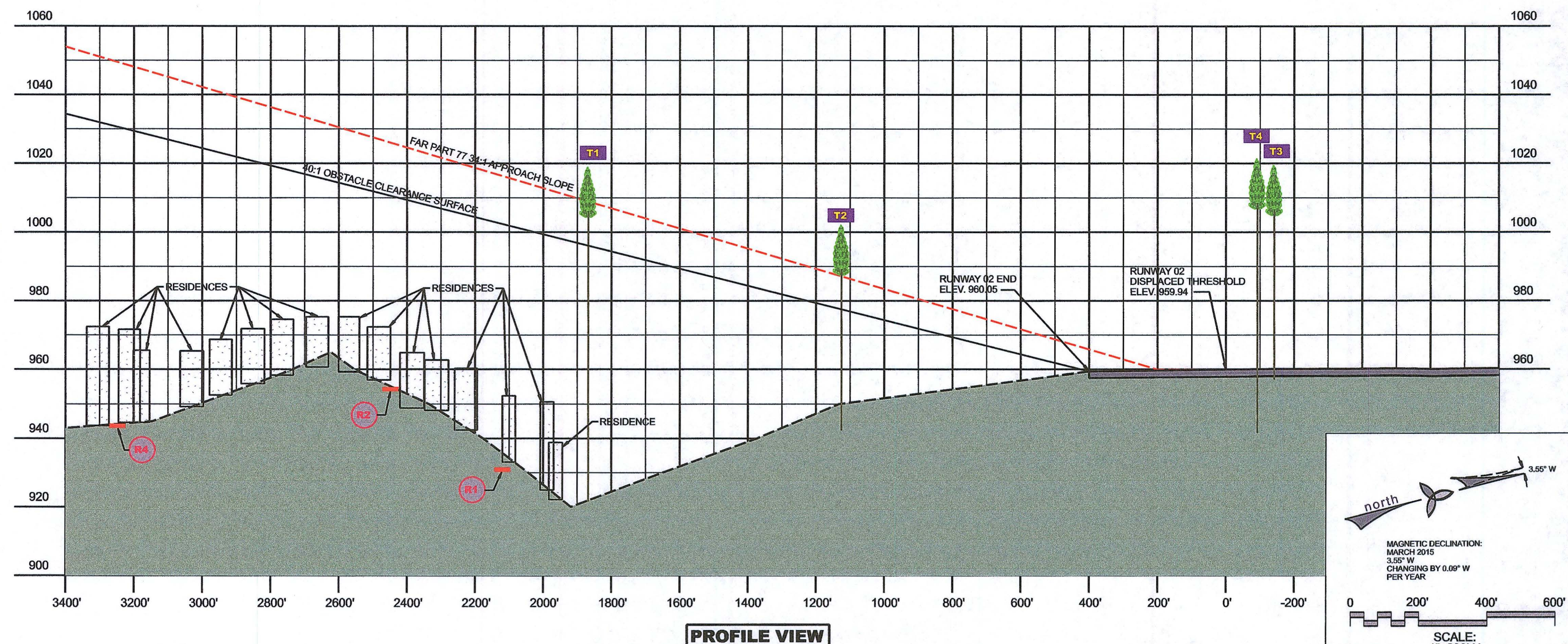
LEGEND	
SYMBOL	DESCRIPTION
	TREE
	TRANSMISSION TOWER
	BUILDING
	ROADWAY

NOTE:  
SEE ALP & APPROACH PLANS FOR INFORMATION  
OF PART 77 VIOLATIONS SHOWN ABOVE.  
DATE OF SURVEY - MARCH 14, 2014.  
NO TSS PENETRATIONS.

OBSTRUCTION				
PART 77 SURFACE: APPROACH				
#	DESCRIPTION	OBJECT ELEVATION	EXISTING/ULTIMATE PENETRATION	PROPOSED DISPOSITION
T1	TREE	1019.1'	5.4'	TRIM/REMOVE

TRAVERSE WAY					
#	NAME	ROADWAY ELEVATION (FT) *	EXIST. / ULT. APPROACH SURFACE ELEVATION (FT)	EXIST. / ULT. PENETRATION (FT)	EXIST. / ULT. PROPOSED ACTION
R1	TUNSTALL LOOP ROAD	933.2' + 15' = 948.2'	1051.2'	NONE	NONE
R2	TUNSTALL LOOP ROAD	956.5' + 15' = 971.5'	1026.2'	NONE	NONE
R3	TUNSTALL LOOP ROAD	945.4' + 15' = 960.4'	1055.5'	NONE	NONE
R4	JENKINS DRIVE	957.6' + 15' = 972.6'	1048.8'	NONE	NONE

\* 15' ADDED FOR ROAD CLEARANCE



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**INNER APPROACH 02 SURFACE DRAWING**  
**AIRPORT LAYOUT PLAN SET**  
**FAYETTEVILLE MUNICIPAL AIRPORT**  
FAYETTEVILLE, LINCOLN COUNTY, TENNESSEE  
T.A.D. NO. 52-555-0749-04

SHEET  
**3**  
PROJECT NO:  
11404

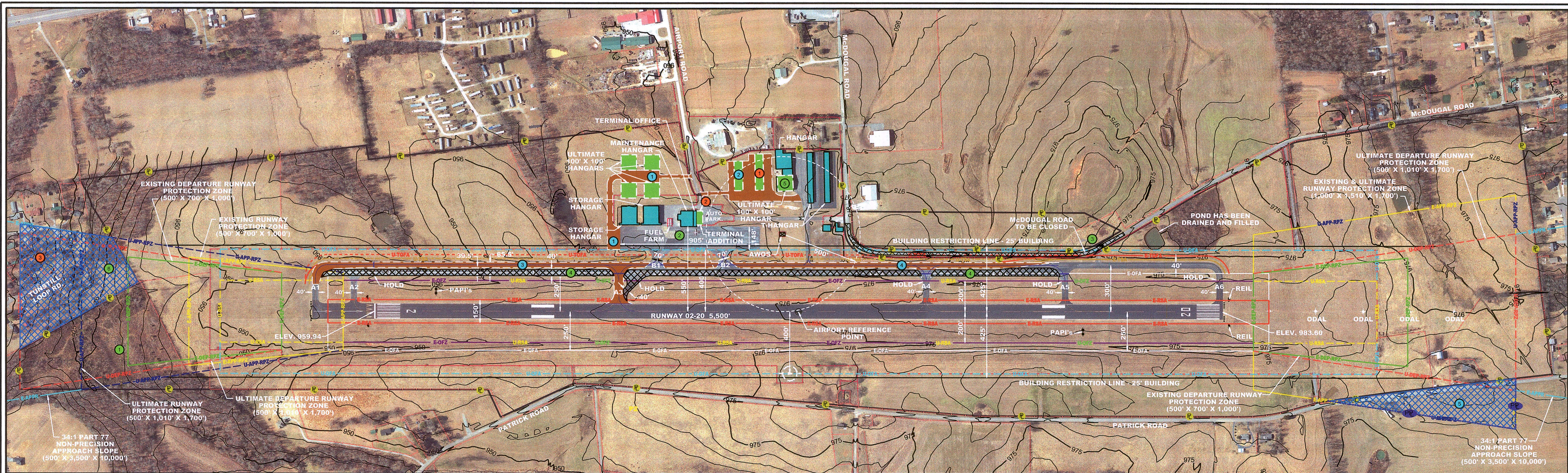












PROPOSED AIRPORT CAPITAL IMPROVEMENT PLAN PROJECTS			
STAGE I = YEAR 0-3		STAGE II = YEAR 4-6	
PROJECT	COST	PROJECT	COST
1. OBSTRUCTION CLEARING TO MEET PART 77	\$ 50,000	1. 10 UNIT T-HANGAR	\$ 700,000
THERE ARE SEVERAL AREAS OF TREES WITHIN THE APPROACH AND TRANSITIONAL SURFACES THAT ARE OBSTRUCTIONS TO NAVIGATION.		THE AIRPORT MANAGER HAS A CURRENT WAITING LIST FOR SINGLE ENGINE AIRCRAFT OWNERS WANTING TO BASE AT THE FACILITY. ALL OF THEIR EXISTING HANGARS ARE FULL. THEY PLAN TO CONSTRUCT A 10 UNIT, NESTED T-HANGAR SOUTH OF THE EXISTING T-HANGARS.	
2. APRON OVERLAY	\$ 350,000	2. TERMINAL BUILDING	\$ 300,000
THE EXISTING APRON IMMEDIATELY IN FRONT OF THE TERMINAL BUILDING HAS BEEN IDENTIFIED BY THE STATE'S PAVEMENT MANAGEMENT PROGRAM AS POOR. AS A RESULT A TWO AND A HALF INCH OVERLAY OF THE APRON HAS BEEN PROPOSED.		THE EXISTING TERMINAL BUILDING HAS SERVED THE FAYETTEVILLE COMMUNITY FOR OVER 20 YEARS, HOWEVER SERVING AS BOTH A RECEPTION AREA FOR THE GENERAL PUBLIC AND MANAGEMENT OFFICES FOR THE FBO HAS PUT A STRAIN ON SPACE ALLOCATION. TO PROVIDE DESIGNATED AREAS FOR THE PUBLIC AND FBO, THE BOARD INTENDS TO CONSTRUCT A TWO-STORY, 40' X 90' ADDITION TO THE EXISTING TERMINAL BUILDING.	
3. McDUGAL ROAD CLOSURE	\$ 50,000	3. LAND ACQUISITION	\$ 500,000
A PORTION OF McDUGAL ROAD, NORTHWEST OF THE AIRFIELD IS WITHIN A PORTION OF THE EXISTING TAXIWAY OBJECT FREE AREA AND WITHIN THE ULTIMATE RUNWAY OBJECT FREE AREA. THIS PORTION OF ROAD IS TO BE CLOSED AND A NEW ROAD WILL BE CONSTRUCTED TO PROVIDE ACCESS TO THE ADJACENT INDUSTRIAL AIR PARK.		PURCHASE LAND AND HOMES WITHIN THE NORTH AND SOUTH RUNWAY PROTECTION ZONE THROUGH A VOLUNTARY ACQUISITION PROGRAM.	
4. TAXIWAY OVERLAY AND TAXIWAY LIGHTING	\$ 1,100,000	4. TAXIWAY RELOCATION PHASE I	
THE EXISTING TAXIWAY HAS REACHED ITS USEFUL LIFE AND HAS BEEN IDENTIFIED BY THE STATE'S PAVEMENT MANAGEMENT PROGRAM AS FAR. AT THIS TIME, AIRPORT OPERATIONS DO NOT INCLUDE AT LEAST 500 CH OPERATIONS. AS A RESULT, AIRFIELD IMPROVEMENTS ARE TO BE TO BI STANDARDS. AT THIS TIME, SEPARATION DISTANCE BETWEEN THE RUNWAY AND TAXIWAY MEET BI STANDARDS. CONSEQUENTLY, A TWO AND A HALF INCH OVERLAY WILL BE APPLIED TO THE EXISTING PARALLEL TAXIWAY AND CONNECTORS. ADDITIONALLY, THE EXISTING TAXIWAY LIGHTS HAVE BEGUN TO REGULARLY FAIL AND WILL BE REPLACED.		IN THE EVENT THAT CII AIRCRAFT TRAFFIC EXCEEDS 500 OPERATIONS PER YEAR, THE TAXIWAY WOULD HAVE TO BE RELOCATED 50' TO MEET A CII SEPARATION BETWEEN RUNWAY AND TAXIWAY OF 300'.	
5. REPLACE OLD NORTHEAST HANGAR WITH 100' X 100' CORPORATE HANGAR	\$ 900,000	5. TAXIWAY RELOCATION PHASE II	
THE EXISTING STORAGE HANGARS SOUTH OF THE T-HANGARS ARE SOME OF THE OLDEST BUILDINGS ON THE AIRFIELD AND ARE REACHING THE END OF THEIR USEFUL LIFE. DUE TO COLLUMS WITHIN A PORTION OF THE BUILDING, IT IS NOT AN EFFICIENT STORAGE HANGAR. THE BOARD PLANS TO DEMOLISH THAT PORTION OF THE HANGAR AND REPLACE IT WITH A 100' X 100' CORPORATE HANGAR.		IN THE EVENT THAT CII AIRCRAFT TRAFFIC EXCEEDS 500 OPERATIONS PER YEAR, THE TAXIWAY WOULD HAVE TO BE RELOCATED 50' TO MEET A CII SEPARATION BETWEEN RUNWAY AND TAXIWAY OF 300'.	
6. LAND ACQUISITION	\$ 500,000	6. LAND ACQUISITION	
PURCHASE LAND AND HOMES WITHIN THE NORTH AND SOUTH RUNWAY PROTECTION ZONE THROUGH A VOLUNTARY ACQUISITION PROGRAM.		PURCHASE LAND AND HOMES WITHIN THE NORTH AND SOUTH RUNWAY PROTECTION ZONE THROUGH A VOLUNTARY ACQUISITION PROGRAM.	
STAGE I TOTAL	\$ 2,950,000	STAGE II TOTAL	\$ 1,500,000

NOTES:  
ESTIMATED COST NOT BASED ON DETAILED DESIGN.  
ALL COSTS ARE SHOWN IN TERMS OF (ALP YR) DOLLARS.  
AIRPORT CAPITAL IMPROVEMENT PLAN UPDATES REQUIRED ON AN ANNUAL BASIS.

AVIATION ACTIVITY SUMMARY - 2017			
BASED AIRCRAFT	#	OPERATIONS	#
SINGLE ENGINE	24	AIR TAXI	200
MULTI ENGINE	18	GA LOCAL	8,500
TURBINE	1	GA INTINERANT	14,500
OTHER	1	MILITARY	4,300
TOTAL:	44	TOTAL:	27,500
T-HANGAR WAITING LIST	35	INSTRUMENT OPERATIONS	4,867
CRITICAL AIRCRAFT	BE200	CRITICAL AIRCRAFT OPS	522
RUNWAY DESIGN CODE	B-II-5000 / B-II-4000		
APPROACH REFERENCE CODE	B-II-5000 / B-II-4000		
DEPARTURE REFERENCE CODE	B-II / B-II		

LEGEND		
	EXISTING	ULTIMATE
RUNWAY CENTERLINE	E-RCL	U-RCL
RUNWAY SAFETY AREA (RSA)	E-RSA	U-RSA
RUNWAY OBJECT FREE AREA (ROFA)	E-OFA	U-OFA
RUNWAY OBSTACLE FREE ZONE (ROFZ)	E-OFZ	U-OFZ
RUNWAY PROTECTION ZONE (RPZ)	E-APP-RPZ	U-APP-RPZ
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)	E-APP-RPZ	U-APP-RPZ
APPROACH SURFACE	E-APP	U-APP
TAXIWAY OBJECT FREE AREA (TOFA)	E-TOFA	U-TOFA
TAXIWAY SAFETY AREA (TSA)	E-TSA	U-TSA
BUILDING RESTRICTION LINE (BRL)	E-BRL	U-BRL
AIRPORT PAVEMENT	E-PAV	U-PAV
AIRPORT REFERENCE POINT	E-ARP	U-ARP
AIRPORT BUILDINGS	E-BLDG	U-BLDG
OTHER BUILDINGS	E-OTHR	U-OTHR
AIRPORT PROPERTY LINE / EASEMENTS	E-PL	U-PL
FENCE	E-FENCE	U-FENCE
* GROUND ELEVATIONS CONTOURS	E-975	U-975
PAVEMENT OR BUILDING TO BE REMOVED	E-REMOVED	U-REMOVED
GVGSI (PAPI's)	E-PAPI	U-PAPI
RUNWAY END IDENTIFIER LIGHTS (REIL's)	E-REIL	U-REIL
OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM	E-AL	U-AL
WINDCONE AND SEGMENTED CIRCLE	E-WC	U-WC
AVIGATION EASEMENT	E-EASE	U-EASE
TAXIWAY DESIGNATION	A1	A1

\*5- FOOT CONTOUR INTERVAL

