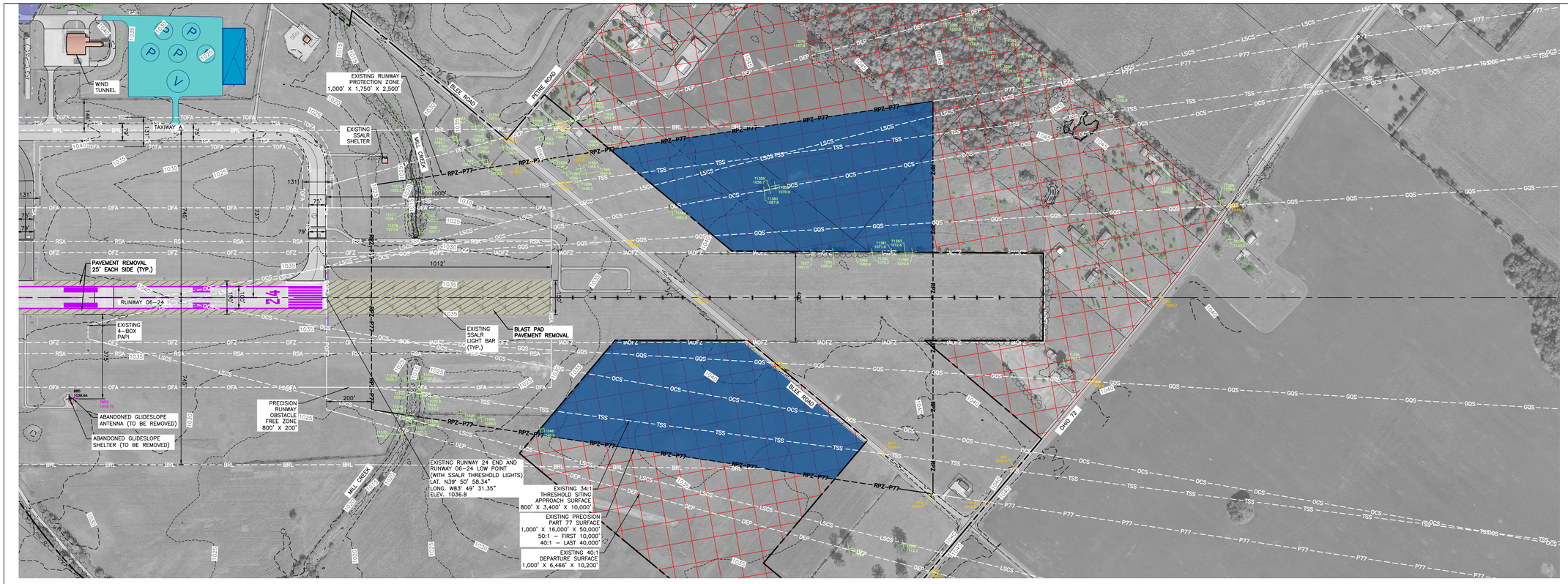

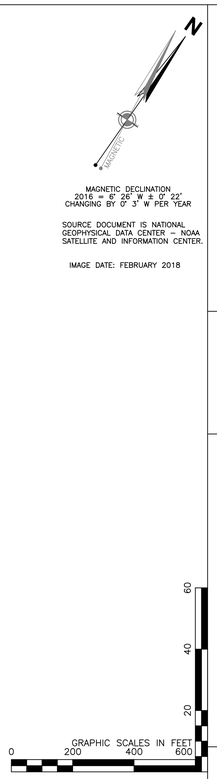

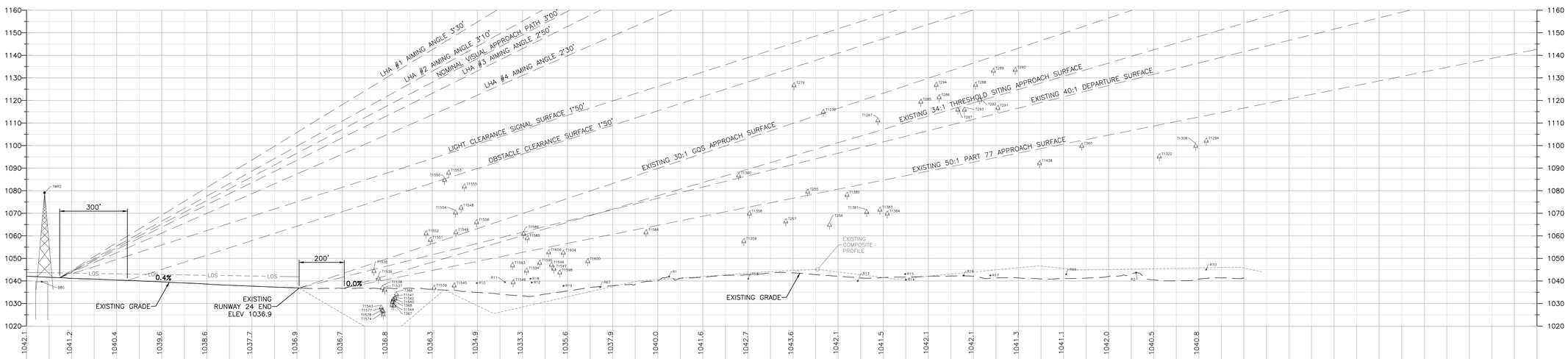

NOTE: SEE SHEET 8 FOR OBSTRUCTION TABLES

LEGEND: SYMBOLS

EXISTING	FUTURE	FACILITY
		BUILDING
		AIR NATIONAL GUARD BASE LIMITS
		AVIGATIONAL EASEMENTS
		AIR NATIONAL GUARD BASE TRANSFERRED TO AIRPORT
		LAND ACQUISITION
X 1039.5		ROAD ELEVATION
X 1041.9		TREE OBSTACLE ELEVATION
X 1041.9		POLE OBSTACLE ELEVATION
X 81 1041.9		BUILDING OBSTACLE ELEVATION
X 1041.9		TOWER OBSTACLE ELEVATION
		MED INTENSITY RUNWAY EDGE LIGHT
		MED INTENSITY RUNWAY THRESHOLD LIGHT
		REIL
		MED INTENSITY TAXIWAY LIGHT
		MALSR LIGHTING SYSTEM
		PAPI/VASI
		GUIDANCE SIGN
		WINDCONE
		AWOS/BEACON/GLIDESLOPE
		AIRPORT REFERENCE POINT
		AIRCRAFT TIE DOWN
		TREE

LEGEND: LINETYPE

EXISTING	FUTURE	FACILITY
		AIRPORT PROPERTY LINE
		PARCEL LINE
		RUNWAY/TAXIWAY CENTERLINE
		CONTOURS
		EDGE OF PAVEMENT (PAVEMENT AREA)
		FENCE LINE
P77	P77	P77	CFR PART 77 SURFACES
TSS	TSS	TSS	THRESHOLD SITING APPROACH SURFACES
DEP	DEP	DEP	DEPARTURE SURFACES
GQS	GQS	GQS	GLIDESLOPE QUALIFICATION SURFACE
RPZ		RUNWAY PROTECTION ZONE
RSA		RUNWAY SAFETY AREA
OFA		RUNWAY OBJECT FREE AREA
OFZ		RUNWAY OBSTACLE FREE ZONE
POFZ		RUNWAY PRECISION OBSTACLE FREE ZONE
RVZ		RUNWAY VISIBILITY ZONE
TSA	TSA	TSA	TAXIWAY SAFETY AREA
TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA
TLOFA		TAXILANE OBJECT FREE AREA
AWOS		AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)
BRL	BRL	BRL	35' BUILDING RESTRICTION LINE
ILS		ILS CRITICAL AREA
IAOFZ		INNER APPROACH OBSTACLE FREE ZONE
LSCS		LIGHT SIGNAL CLEARANCE SURFACE
OCS		OBSTACLE CLEARANCE SURFACE
LOS		LINE OF SIGHT

GENERAL NOTES

1. ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300–13A, CHANGE #1. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
2. SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
3. ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
4. RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE ASOS–3 PROTECTION AREA: DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500' TO 1,000' RADIUS.
5. AIRFIELD PERIMETER FENCE IS TYPICALLY 10' TALL. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.
6. (*) INNER WIDTH OF PART 77 APPROACH TO MATCH PRIMARY SURFACE PER FAA ORDER JO 7400.2K, CHANGE 1 (DATED 7–24–2014).
7. THE BUILDINGS, POLES AND TREE OBSTACLES INDICATED IN PLAN VIEWS ARE ALSO ACTUAL OR POTENTIAL PENETRATIONS/OBSTRUCTIONS TO AT LEAST ONE OF THE SURFACES DISPLAYED WITHIN THE SHEET. REFER TO RUNWAY OBSTRUCTION TABLE SHEET FOR DETAILS.

CERTIFIED BY: DESIGN ENGINEER DATE
DESIGNED BY: GCF
DRAWN BY: GCF
CHECKED BY: MJM
APPROVED BY: CJS

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WOOLPERT
ARCHITECTURE | ENGINEERING | ENVIRONMENTAL

No.	DATE	REVISION
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AIRPORT LAYOUT PLAN

RUNWAY 24 END EXISTING AND FUTURE APPROACHES

SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT SPRINGFIELD, OHIO

PROJECT No: 076515
DATE: 03–09–2020
AIP No: 3–39–0072–024–2016
HORIZ. SCALE: .
VERT. SCALE: .
SHEET NO.
7

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