

8.0 AIRPORT LAYOUT PLAN DRAWING SET

8.1 Introduction

The Federal Aviation Administration (FAA) requires, in part, a current Airport Layout Plan (ALP) that has been approved by both the airport sponsor (City of Kanab) and the FAA prior to the approval of an airport development project.

The FAA further requires that the airport sponsor maintain an ALP that ensures the safety, utility and efficiency of the airport. FAA sponsor grant assurance number 29 also requires that the airport sponsor (City of Kanab) keep the ALP up to date at all times.

As stated in FAA Order 5100.38, *Airport Improvement Program Handbook*, an ALP remains current for a five-year period, or longer, unless major changes at the Airport are made or planned.

As noted in FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, the ALP has five primary functions:

- Create a blueprint for airport development by depicting proposed facility improvements. The ALP provides a guideline by which the airport sponsor can ensure that development maintains airport design standards and safety requirements, and is consistent with airport and community land use plans.
- A public document that serves as a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.
- To enable the airport sponsor and the FAA to plan for facility improvements at the airport. It also allows the FAA to anticipate budgetary and procedural needs. The approved ALP also allows the FAA to protect the airspace required for facility or approach procedure improvements.
- To serve as a working tool for the airport sponsor, particularly its development and maintenance staff.
- Requirement for the airport sponsor to receive financial assistance from the FAA.

KNB's ALP drawing set was developed in conformance with FAA SOP 2.00, ALP Review Checklist, dated October 1, 2013. The specific drawings included in the ALP set are determined by a number of factors, including the number of runways at the Airport, and the type of instrument approaches.

8.2 Airport Layout Plan Drawing Set

The following is a brief description of the ALP drawing sheets. FAA SOP 2.00 provides a detailed checklist of items required to be included in each drawing.

- **Cover Sheet** – A separate cover sheet, with approval signature blocks, airport location maps, and other pertinent information as required by the local FAA Airports office.

- ***Airport Layout Plan*** – The drawing depicting the existing and future airport facilities. The drawing should include the depiction of all applicable design standards contained in the latest version of Advisory Circular 150/5300-13, including but not limited to, landing areas, movement areas and aircraft parking areas (e.g., runways, taxiways, helipads, aprons, etc.), required facility identifications, description labels, imaginary surfaces, Runway Protection Zones, Runway and Taxiway Safety Areas, Runway and Taxiway Object Free Areas, Runway Obstacle Free Zones and basic airport and runway data tables. The various data tables are on a separate sheet.
- ***Terminal Area Plan(s)*** – A large-scale depiction of areas with significant terminal facility development. The Terminal Area drawing is an enlargement of a portion of the ALP.
- ***Airport Airspace Drawing***– 14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, defines the five imaginary surfaces that are depicted for each runway and the airport as a whole. This drawing depicts the obstacle identification surfaces for the full extent of all airport development. It also depicts airspace obstructions for the portions of the surfaces excluded from the Inner Portion of the Approach Surface Drawing.
- ***Inner Portion of the Approach Surface Drawing***– The plan and profile view of the inner portion of the approach surface to the runway end, as well as a tabular listing of all of the imaginary surface penetrations. The drawing depicts the obstacle identification approach surfaces contained in 14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. The drawing also depicts other approach surfaces including the threshold-siting surface and those surfaces associated with United States Standards for Instrument Procedures (TERPS).
- ***Land Use Drawing***– Depicts the land uses within the airport property boundary. It also depicts land uses and zoning districts in the area around the airport, outside of the airport property boundary.
- ***Airport Property Map***– Exhibit A depicts the airport property boundary, the various tracts of land that were acquired to develop the airport, and the methods of acquisition (where appropriate). Obligations that were incurred by the airport sponsor as a result of obtaining property, or an interest therein, for the airport are noted. The obligations that stem from Federal grant or an FAA-administered land transfer program, such as surplus property programs, are also noted. The drawing also depicts easements beyond the airport boundary. An airport property map is not a substitute for an Exhibit A unless it is prepared in accordance with AC 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*.
- ***Runway Departure Surface Drawing***– Depicts the applicable departure surfaces as defined in FAA AC 150/5300-13A, *Airport Design*. The departure surfaces are shown for runway end(s) designated primarily for instrument departures.