

Chapter 7 – Airport Layout Plan



RICKENBACKER
INTERNATIONAL AIRPORT

Master Plan

7.0 Airport Layout Plan

7.1 Introduction

The Airport Layout Plan (ALP) serves as the graphical blueprint for the preferred airfield, landside, and support facility development concepts as well as other on-airport land areas reserved for non-aviation uses as recommended in the 20-year short, intermediate, and long-term Airport Master Plan.

The dimensional information and related data serves to identify CRAA's existing and/or planned future compliance with FAA airport design standards. The ALP Drawing Set was developed in accordance with the guidance outlined in Federal Aviation Administration's (FAA) Advisory Circulars (AC) 150/5070-6B, Airport Master Plans (Change 2), 150/5300-13A, Airport Design (Change 1), FAA's Office of Airports (ARP) Standard Operating Procedure (SOP) 2.0, Standard Operating Procedure for FAA Review and Approval of Airport Layout Plans and other supporting FAA-published ACs and Orders. Information and data presented or depicted in the ALP drawing set was not developed or intended for use as design engineering accuracy.

The ALP drawing set includes the following individual drawing sheets:

- Title Sheet (Drawing Number: 1)
- Airport Data Sheet (Drawing Number: 2)
- Airport Layout Plan Drawing (Existing Development) (Drawing Number: 3)
- Airport Layout Plan Drawing (Proposed Development) (Drawing Number: 4)
- Aerial Layout Plan Drawing (Drawing Number: 5)
- Airport Airspace Drawing (Drawing Number(s): 6 through 9)
- Inner Portion of the Approach Surface Drawings (Drawing Number(s): 10 through 13)
- Runway Departure Surface Drawings (Drawing Number(s): 14 through 15)
- Airport Access Plan (Drawing Number: 16)
- Terminal Area Drawing (Drawing Number: 17)
- Existing Land Use Drawing (Drawing Number: 18)
- Future Land Use Drawing (Drawing Number: 19), and
- Future On-Airport Land Use Drawing (Drawing Number: 20)

7.2 Title Sheet

The Title Sheet includes: ALP Drawing Set publication date, airport name, airport owner (Sponsor), geographic location, Vicinity and Location Maps, Drawing Index, FAA Airport Improvement Program Planning Grant Identifier and Airport Sponsor Approval Signature Block.

7.3 Airport Data Sheet

The Airport Data Sheet provides key informational and data elements reflecting current FAA-mandated airport design standards as reflected in the Existing and Future Airport Layout Plan Drawings. Tabular-listed data and information includes: geodetic coordinates and Above Mean Sea Level (MSL) elevations for the Airport Reference Point, each runway end and associated displaced threshold, runway centerline high and low elevations, runway centerline true bearing azimuths, Airport, Runway, Taxiway and Modification to Airport Design Standards Data Tables, Runway Wind Coverage Percentiles and graphical plots of All Weather and Instrument Flight Rule Wind Roses.

7.4 Airport Layout Plan Drawings

The Airport Layout Plan Drawing (ALP), depicts all existing and planned future airport facility developments as proposed within the 20-year Airport Master Plan. To facilitate the review of planned facility improvements, separate ALPs depict existing and future conditions respectively. Only the Future ALP is accepted, conditionally-approved and retained on-file by the FAA for future federal (i.e., FAA) funding authorization and/or participation. The ALP provides informational and dimensional data to demonstrate conformance with current and applicable FAA airport design standards as prescribed in FAA AC 150/5300-13A, Airport Design. Denoted or depicted ALP information includes, but is not limited to: runways, taxiways, airfield lighting, visual and electronic navigational aids, terminal facilities, hangars, other non-aviation or support buildings, aircraft parking areas, automobile and truck parking, and airport access elements, as well as general, aerial photogrammetric mapping and geodetic survey source notes.

7.5 Aerial Layout Plan Drawing

The Aerial Layout Plan Drawing depicts an aerial base map of the airport, associated land use protection areas, surrounding natural and disturbed land area and natural environs. This supplemental drawing is provided for review, inspection, comparison and verification purposes.

7.6 Airport Airspace Drawing

The Airspace Drawings depict applicable Civil Airport Imaginary Surfaces as prescribed by Title 14 of the Code of Federal Regulations (14 CFR) Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace. The drawing includes and is limited to the plan- and profile-view depiction of the airport's planned future: Primary and Approach Surfaces for each runway, Horizontal Surface, Conical Surface, Inner and Outer Transitional Surfaces. Where natural vegetation, terrain, man-made objects or structures have existing or planned future above ground top elevation heights that penetrate overlying Civil Airport Imaginary Surfaces which represent obstructions to navigable airspace, tabular-listed information and data is provided describing the type of obstruction, surface penetrated, amount of penetration and recommended mitigation. For clarity purposes, the Airport Airspace Drawing was subdivided

into four uniquely-numbered sheets depicting each respective runway end. Each Airport Airspace Drawing also includes general, base mapping, and geodetic survey source notes.

7.7 Inner Portion of the Approach Surface Drawing

The Inner Portion of the Approach Surface Drawings depict the plan- and profile-view of the inner-most portion of the 14 CFR Part 77 Approach Surfaces, published Instrument Approach Procedure (Terminal Instrument Procedures or TERPS) surfaces, and Visual Glide Slope Indicator Obstacle Clearance Surfaces. This drawing is truncated to depict a limited height of 100 feet above the threshold elevation. Similar to the Airport Airspace Drawing, penetrations of the various overlying Civil Airport Imaginary and Obstacle Clearance Surfaces are tabular-listed describing the type of obstruction, type of imaginary surface penetrated, amount of penetration and recommended mitigation actions by the Airport Sponsor. The Inner Portion of the Approach Surface Drawing also includes general, base mapping, and geodetic survey source notes. For clarity purposes, the Inner Portion of the Approach Surface Drawings were subdivided into four uniquely-numbered sheets depicting each respective runway end.

7.8 Runway Departure Surface Drawing

The Runway Departure Surface Drawings depict the plan- and profile-view of the TERPS Instrument Departure Surfaces that are located at the end of each runway serving instrument departure operations. This drawing is truncated to depict a limited height of 100 feet above the threshold elevation. Like other Airspace-related drawings, penetrations of the TERPS Departure Surface are tabular-listed describing the type of obstruction, surface penetrated, amount of penetration and recommended mitigation. For clarity purposes, the Runway Departure Surface Drawing was subdivided into two uniquely-numbered sheets depicting the end of each runway. The Departure Surface Drawing includes general, base mapping, and geodetic survey source notes.

7.9 Airport Access Plan Drawing

The Airport Access Plan Drawing shows the existing roadway access system and the major routes of the various modes of transportation that serve the airport. This drawing also shows proposed modifications to the roadway system proposed by the Airport Master Plan, as well as the Mid-Ohio Regional Planning Commission (MORPC) Rickenbacker Area Study. The Airport Access Plan Drawing also includes general, base mapping, and geodetic survey source notes.

7.10 Terminal Area Drawing

The Terminal Area Drawing depicts on-airport non-airfield land areas reserved for existing and planned future terminal facilities, supporting landside developments, and adjacencies. The Terminal Area Drawing also includes general, base mapping, and geodetic survey source notes.

7.11 Existing and Future Land Use Drawings

These Land Use Drawings serve to depict existing and planned future land uses both on and off the airport. On-airport land uses are designated by functional use and their respective relative location, proximity, or direct access to the airfield. For clarity purposes, two separate and uniquely-numbered Land Use Drawings depict the existing and planned future conditions. Each Land Use Drawing includes land uses surrounding the airport as identified and classified by local municipal governments and/or planning agencies. Additionally, each Land Use Drawing also denotes and depicts current and future-computer-modeled day-night average sound level (DNL) noise exposure contours for 2016 and 2036. The Existing and Future Land Use Drawings each also include general, base mapping (provided by the MORPC Rickenbacker Area Plan), and geodetic survey source notes.

7.12 Future On-Airport Land Use Drawing

This Future On-Airport Land Use Drawing provides the same information provided in the Future Land Use Drawing, but at a viewable smaller plotted scale to facilitate review and inspection of planned future on-airport land uses. The Future On-Airport Land Use Drawing includes general, base mapping, and geodetic survey source notes.