

Eastern Region Airport Layout Plan Checklist

This checklist is required for use by consultants, airport sponsors, and FAA Airports District Office (ADO)/Airport Field Office (AFO)/State Block Grant personnel to ensure that all pertinent information is reflected on the Airport Layout Plan (ALP) set of drawings for airports seeking formal FAA/State Block grant approval of a new or updated ALP. This checklist is not required for minor pen and ink changes to an approved ALP. The checklist can be used for the small airports as well as for the larger, more complex ones and therefore every drawing or item in the checklist may not apply in all airport situations. The checklist should be viewed as the minimum requirement. Other optional items that are required should be identified in the scope of work. In addition, all of the drawings may not be required. The ADO and / or state personnel with the sponsor will identify what drawings are required in the scope of work. This involves the ADO and state working closely with the airport sponsor and their consultant to evaluate and reach agreement on the use of the checklist in the ALP project during the drafting of the scope of work. The individual checklist items as well as the case-by-case drawings that apply to a given airport situation depend on the nature and complexity of the facility and the evaluation during the ALP workscope determination process. Sound planning and understanding of local needs and conditions should be taken into account during this process. If during or after this process, the airport sponsor or their consultant disagrees with the ADO regarding the applicability of any element of the checklist to a given ALP project, they should provide the rationale for any such disagreement to the ADO. The ADO shall determine whether or not the rationale is acceptable and make the appropriate determination. In summary, this checklist should be used as part of the ALP workscope development process, during the preparation of the ALP, and in the draft and final ALP reviews.

AIRPORT: _____ **LOCATION:** _____

SPONSOR: _____ **DATE:** _____
Signature

CONSULTANT: _____ **DATE:** _____
Signature

STATE: _____ **DATE:** _____
Signature

FAA PROJECT MGR: _____ **DATE:** _____
Signature

| |
|---|
| THIS CHECKLIST WAS COMPLETED FOR (check all that have been completed): |
|---|

- () ALP Workscope Purposes
- () ALP Preparation Purposes
- () ALP Submission and Review Purposes

Eastern Region Airport Layout Plan Checklist

Note: The following information provides specific instructions on its use in terms of completing the checklist. This checklist should be reviewed three separate times: first in the preparation of the scope of work, second during the sponsor's preparation of the drawing and finally during the ADO and state review.

Specific Instructions:

1. When used for **ALP Workscope preparation purposes**, An "X" mark should be put in the "Required in Scope" column for each checklist item to indicate that it is required on the ALP. Leaving the cell blank will indicate that the item is not required. Note that some items already have an "X". These are items that are not optional and will always be required on the specific drawing. The workscope should be prepared as a joint effort by the airport sponsor (and their consultant) and the ADO. Any item requiring explanations should be given as remarks.
2. When used for **ALP preparation purposes**, the preparer (airport sponsor and their consultant) should put an "X" mark in the "Sponsor Check" column for each item that is included on the ALP. Note these items should match up with the Xs in the "Required in Scope" column. If this is not the case the sponsor should provide additional information in the remarks section or below in the detailed remarks section. The checklist completed by the preparer shall be submitted to the ADO with the draft ALP drawings.
3. When used for **ALP review purposes**, the ADO and state reviewers will put an "X" mark in the "ADO/AFO/State Check" column to confirm that every item required in the work scope has been included on the drawings in a satisfactory manner. The ADO should submit the completed checklist to the preparer with the marked-up draft ALP drawings and/or ALP written comments.

References:

The ALP checklist below is based primarily on latest versions of Appendix "F" in FAA Advisory Circular 150/5070-6B "Airport Master Plans" and FAA Advisory Circular 150/5300-13 "Airport Design" Airport mapping standards are based on FAA Advisory Circular AC 150/5300 – 16, 17 and 18 which establishes guidelines for aeronautical surveys and mapping standards to be used for the preparation of Airport Layout Plan Sets.

Use the space below for any remarks.

Eastern Region Airport Layout Plan Checklist

| A | | | | | |
|-------------------|--|---------------------------|--------------|------------------------|---------|
| DRAWINGS REQUIRED | | | | | |
| | | Required In Scope X | Sponsor X | ADO/AFO/ State X | Remarks |
| | | | | | |
| | a. Narrative Report | X | | | |
| | b. Cover Sheet (Page 4) | X | | | |
| | c. Facilities Layout Plan (Page 5) | | | | |
| | d. Airport Layout Plan (Pages 6 - 10) | X | | | |
| | e. Terminal Area Plan(s) (Page 11) | | | | |
| | f. Airport Airspace Drawing (Pages 12 - 13) | X | | | |
| | g. Inner Portion of the Approach Surface Drawing. (Pages 14 - 15) | X | | | |
| | h. On / Off -Airport Land Use Drawing (Pages 16) | | | | |
| | i Runway Departure Surface Drawing (Page 17) | | | | |
| | j. Airport Property Map Drawing (Page 18-19) | X | | | |
| | k. Optional Drawing Sheets as Outlined in Master Plan AC (List drawing and append to this checklist) | | | | |
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Eastern Region Airport Layout Plan Checklist

| B. | COVER SHEET | | | | |
|-----------|--|------------------------------------|---------------------------|---------------------------------|----------------|
| | Purpose: Establishes and documents the Airport Layout Plan Set with general information and a key index legend. | | | | |
| | | Required in Scope X | Sponsor X | ADO/AFO /State X | Remarks |
| 1. | Features and Facilities | | | | |
| | (a). Airport Name , City and State | | | | |
| | (b). FAA AIP Grant Number | | | | |
| | (c). State Grant Number | | | | |
| | (d). Location Map | | | | |
| | (e). Vicinity Map. | | | | |
| | (f). Name of Sponsor | | | | |
| | (g). Preparer of Set Information | | | | |
| | (h). Sheet Index | | | | |
| | (l). Date Prepared | | | | |
| | (j). Scanned FAA Approval Letter (Optional) | | | | |
| | (k). NRA Airspace Review Case Number | | | | |
| 2. | Preparation Guidelines: | | | | |
| | (a). Sheet Size, recommended 22"x34" or larger. | | | | |
| | (b). Scale, Determined by size 1"=200' to 1"=600' | | | | |
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Eastern Region Airport Layout Plan Checklist

| D. | AIRPORT LAYOUT DRAWING | | | | |
|-----------|---|------------------------------------|----------------------|---------------------------------|----------------|
| | <p>Purpose: The Airport Layout Plan (ALP) represents the 20-year plan for the airport and should illustrate all existing facilities and airport design standards as well as proposed development and future land use. Any development at the airport must be shown on an approved ALP. The ALP must be signed by the authorized person from the FAA, State and Sponsor. If room is not available on the ALP, some of the information data blocks such as the wind rose and runway data information can be moved to a separate sheet within the plan set.</p> | | | | |
| | | Required in Scope X | Sponsor X | ADO/AFO /State X | Remarks |
| 1. | Features and Facilities | | | | |
| | (a). Layout of existing and ultimate facilities with phasing depicted | | | | |
| | (b). Wind rose and coverage analysis. | | | | |
| | (c). Standard airport and runway data tables. | | | | |
| | (d). Standard Legend and building tables. | | | | |
| | (e). Signature and revision blocks. (See standard table 12) | | | | |
| | (f). Sponsor approval block -must be executed by Sponsor | | | | |
| | (g). List of approved modifications to FAA Airport Design Standards (with dates), including proposed and planned MOS (See Standard Table 3) | | | | |
| | (h). List of non-std. conditions/proposed disposition. | | | | |
| 2. | Preparation Guidelines: | | | | |
| | (a). Sheet Size, recommended min of 22"x34" or larger | | | | |
| | (b). Scale, Determined by size 1"=200' to 1"=600' | | | | |
| | (1) Show Bar Scale. | | | | |
| | (c). North Point: | | | | |
| | (1) True | | | | |
| | (2) Source and year of magnetic declination. | | | | |
| | (3) North to top left of drawing. | | | | |
| | (d). Wind Rose: Explain in Remarks for Data source if wind data not available for ALP wind rose. | | | | |
| | (1) Data source and time period covered (latest 10-yr period, using 36 point) | | | | |
| | (2) Individual and combined coverage, see paragraph 203b of AC 150/5300-13, Airport Design for information on wind conditions. | | | | |
| | (a). Runways with 10.5 knots crosswind | | | | |
| | (b). Runways with 13 knots crosswind | | | | |
| | (c). Runways with 16 knots crosswind | | | | |
| | (d). Runways with 20 knots crosswind | | | | |
| | (e). Both All Weather and IFR Windroses. | | | | |
| | (f). Airport Reference Point (ARP) | | | | |
| | (1) Existing (nearest second NAD 83). | | | | |
| | (2) Ultimate (nearest second NAD 83). | | | | |
| | (3) Use crosshair to define the location | | | | |
| | (g). Topographic Information - Ground contours at intervals of 2' to 10'. Show principal drainage features (e.g. ditches). Topographic mapping must meet standards listed in latest version FAA AC 150/5300-16, 17 & 18. | | | | |
| | (h). Environmental Features such as wetlands, Historic and archeological features, floodplain boundaries etc. This can also be depicted on a sheet other than the ALP for clarity if desired. | | | | |

Eastern Region Airport Layout Plan Checklist

| D. | AIRPORT LAYOUT DRAWING (continued) | | | | |
|-----------|--|------------------------------------|----------------------|--------------------------------|----------------|
| | | Required in Scope X | Sponsor X | ADO/AF/ State X | Remarks |
| | (i). Elevations: | | | | |
| | (1). Runways - Indicate at existing and ultimate ends, displaced thresholds, touchdown zones, intersections, high and low points - accuracy to the nearest 1/10 ft. | | | | |
| | (2). Structures on Airport - If no Terminal Area Plan Drawing is being prepared - show top elevations of existing and proposed (estimated) structures on this sheet. Use table and numbering system. Phase of each structure to be constructed noted in Table. | | | | |
| | (3) Roadway and Railroad Elevations – Depict roadway and Railroad elevations that intersect extended runway centerlines and edge of RPZs | | | | |
| | (j). Runway | | | | |
| | (1). Dimensions - Length and width. | | | | |
| | (2). Runway Centerline | | | | |
| | (3). Orientation: | | | | |
| | (a). Show runway end numbers. | | | | |
| | (b). True bearing nearest 1/10 degree | | | | |
| | (4). Lighting | | | | |
| | (a). Show threshold lights. | | | | |
| | (b). No runway edge lights on drawing. | | | | |
| | (c) Approach Lighting | | | | |
| | (5). Marking | | | | |
| | (6). Show staged lengths if new runway or if runway extension will be developed in stages. | | | | |
| | (a). Show interim staged lengths on stage development sketches in ALP Report | | | | |
| | (7). End Coordinates (all in NAD 83)** | | | | |
| | (a). Show existing runway end coordinates (nearest 1/100 of a second, NAD 83. | | | | |
| | (b). For interim staged runway development show end coordinates. (nearest 1/100 of a second, NAD 83).** | | | | |
| | (c) Displaced thresholds** | | | | |
| | (d) latitude and longitude | | | | |
| | (e) Coordinate Grid Crosshairs (Optional) | | | | |
| | (8). Monuments - (Show location of all survey monuments including PACS and SACS on airport property. Note how monuments are protected). | | | | |
| | (9). Declared Distances – Identify any stopways and/or clearways used in declared distance. | | | | |
| | (10). Any displaced thresholds. | | | | |
| | (11). Any clearways. | | | | |
| | (12). Any stopways. | | | | |
| | (13). BRL (list assumed building height) | | | | |
| | (14). Separation dimensions from BRL (and any parallel runways. | | | | |
| | (15). Runway Visibility Zone | | | | |
| | (k). Runway Object Free Area (OFA) | | | | |
| | (l). Precision Object Free Zone (POFZ) | | | | |
| | (m). Runway Safety Areas. | | | | |

** All Coordinates should be in NAD 83 and if an OC exists for the airport, any existing information should be taken from the OC. The coordinates should be rounded to the nearest 1/100 of a second. Rounding rules as follows: Above or at .005 rounds up, below .005 rounds down.

Eastern Region Airport Layout Plan Checklist

| D. AIRPORT LAYOUT DRAWING (continued) | | | | | |
|--|---|------------------------------------|---------------------------|---------------------------------|----------------|
| | | Required in Scope X | Sponsor X | ADO/AFO /State X | Remarks |
| | (n). Obstacle Free Zone (OFZ). - Specify "NO OFZ PENETRATIONS" when no object other than frangible NAVAIDS penetrates the OFZ. Otherwise show the object penetration and indicate how they will be eliminated. The OFZ may be depicted on the drawing with dimensions. | | | | |
| | (o). Threshold Details - Depict the threshold with coordinates - accuracy to nearest 1/100 of a second, elevation, displacement from runway end, and print "No Threshold Siting Surface Object Penetrations" or show object penetrations and indicate how they will be eliminated in the ALP notes section. | | | | |
| | (p). RPZ details per paragraph 212, Table 2-4, and Fig. 2-3 of AC 150/5300-13, Airport Design. | | | | |
| | (1). Show size with dimensions. (existing & ultimate) | | | | |
| | (2). Existing and Proposed Airport interest in RPZ (fee or easement, or non-airport). | | | | |
| | (3). If declared distance is used show approach and departure RPZs | | | | |
| | (q). Approach Surface Slope – Label approach surface slope and identify slope ratios 20:1, 34:1 50:1 etc | | | | |
| | (r). Holding position and markings. Depict the holding position and marking distance from runway centerline with dimension lines. | | | | |
| | (s). Taxiway Details - Include the following: | | | | |
| | (1). Width. | | | | |
| | (2). Separation dimensions from runway(s) centerlines and parallel taxiways. | | | | |
| | (3). Clearance dimensions to objects, including aircraft parking areas. | | | | |
| | (4). Taxiway Safety and Object free area dimensions | | | | |
| | (t). Apron details (existing/ultimate)*** | | | | |
| | (1). Dimensions (width and length). | | | | |
| | (2). Aircraft parking arrangement. | | | | |
| | (3). Taxilanes. | | | | |
| | (u). Navaids and vis aids (existing./ultimate). | | | | |
| | (1). Location and type. | | | | |
| | (v). Terminal area (existing/ultimate). | | | | |
| | (1). Show and identify all main structures. Identify by using facility table if no terminal area plan. | | | | |
| | (2). Hangar areas and related taxilanes. | | | | |
| | (3). Auto parking and entrance road. | | | | |
| | (w). Wind cone/tee and segmented circle. | | | | |
| | (x). Any weather equipment (e.g., AWOS, ASOS, etc. including related critical areas). | | | | |
| | (y). Airport service roads. | | | | |
| | (z). Airport fencing. | | | | |
| | (aa) Thru the fence operations – Does the airport have thru the fence operations? If so, please note location and details on ALP | | | | |

*** Not required if addressed in Terminal/GA Area Plan.

Eastern Region Airport Layout Plan Checklist

| D. | AIRPORT LAYOUT DRAWING (continued) | | | | |
|-----------|---|------------------------------------|----------------------|---------------------------------|----------------|
| | | Required in Scope X | Sponsor X | ADO/AFO /State X | Remarks |
| 3 | Data Tables | | | | |
| | (a) Airport Data Table (See Standard Table 1) | | | | |
| | (1). Airport elevation (nearest 1/10 ft). | | | | |
| | (2). ARP lat./long., nearest second/NAD-83. | | | | |
| | (3). Mean daily max temperature. | | | | |
| | (4). Combined wind coverage VFR/IFR (%). | | | | |
| | (5). Airport magnetic variation and date and source. | | | | |
| | (6). ARC for design aircraft accommodated at the airport. | | | | |
| | (7). NPIAS service level, GA, RL, P, CS etc. | | | | |
| | (8). State equivalent service role (local, community, regional, etc.) | | | | |
| | (9). Taxiway lighting. | | | | |
| | (10). Taxiway hold line | | | | |
| | (11). Airport and Terminal Nav aids. | | | | |
| | (12). Others (list). | | | | |
| | (b). Runway Data Table (See Standard Table 2) | | | | |
| | (1). Latitude and longitude of each runway end and displaced threshold if applicable (existing/ultimate) NAD 83 | | | | |
| | (2). Approach visibility minimums (use lowest published minimums). | | | | |
| | (3). FAR Part 77 Cat. and approach slope. | | | | |
| | (4). Dimensions (width and length). | | | | |
| | (5). Pavement surface type. | | | | |
| | (6). Pavement design strength. | | | | |
| | (7). Lighting. | | | | |
| | (8). Marking. | | | | |
| | (9). Percent gradient. | | | | |
| | (10). Maximum grade within runway length. | | | | |
| | (11). Meets line of sight requirements. (Y / N) | | | | |
| | (12). Percent wind coverage. (each runway and combined total) | | | | |
| | (13). Visual approach aids (PAPI, REIL, etc.). | | | | |
| | (14). Instrument approach aids (ILS, LOC, etc.). | | | | |
| | (15). Designated Instrument Departure Rwy. | | | | |
| | (16). ARC for each runway | | | | |
| | (17). Identify the critical aircraft. If more than one aircraft involved, then identify as follows: | | | | |
| | (a). Critical aircraft by wingspan. | | | | |
| | (b). Critical aircraft by approach speed. | | | | |
| | (c). Critical aircraft by weight. | | | | |
| | (18). Stage Length if critical aircraft over 60K lbs | | | | |
| | (19). RSA dimensions (existing). | | | | |
| | (20). ROFA dimensions (existing). | | | | |
| | (21). OFZ. Specify "No OFZ object penetrations" if no object other than frangible Nav aids penetrates the OFZ. | | | | |
| | (22). Runway elevations (nearest 0.01 ft.). | | | | |
| | (a). Existing end. | | | | |
| | (b). Ultimate end. | | | | |
| | (c). Displaced threshold. If Applicable | | | | |
| | (d). Touchdown zone. | | | | |

Eastern Region Airport Layout Plan Checklist

| E | TERMINAL AREA PLAN(S) | | | | |
|-----------|---|------------------------------------|---------------------------|---------------------------------|----------------|
| | Purpose: The Terminal Area Plan(s) consists of one or more drawings to present a large scale depiction of areas that are difficult to present with enough detail on the ALP. The purpose of these plan sheet(s) is present more detail such as safety and object free criteria and parking layouts. These sheets may be broken out further into Terminal Area Plans, General Aviation Plans, Cargo Area Plans etc as needed depending on the size and scale of the airport. It is also helpful to note the limits of the areas shown on each terminal area plan on the ALP sheet. It is also important to adjust the scale and fonts of the drawing as necessary from the ALP Sheet. This drawing may not be required for small airports. | | | | |
| | | Required in Scope X | Sponsor X | ADO/AFO /State X | REMARKS |
| 1. | Features: | | | | |
| | (a). Large scale plan view of the area (or areas) where the aprons, buildings, hangars, parking lots, etc., are located. | | | | |
| | (b) depict additional detail such as safety and object free areas by design group | | | | |
| 2. | Preparation Guidelines: | | | | |
| | (a). Sheet Size, Same as ALP Drawing. | | | | |
| | (b). Scale, 1" = 50' to 1" = 100' | | | | |
| | (c). Large-scale plan view of terminal area (or areas) showing details of aprons, buildings, hangars, parking lots, etc. (Existing/Ulimate). Scale and fonts of drawings should be adjusted as necessary | | | | |
| | (d). BRL (with assumed elevation used to compute BRL) | | | | |
| | (e). Depict separation between objects and taxiways, taxilanes, and tiedowns. | | | | |
| | (f) Depict Phasing | | | | |
| | (g). Title and Revision Blocks, Same as ALP Drawing. | | | | |
| | (h). Facilities Data Table (See Standard Table 5) | | | | |
| | (1). Structure description and identification number (identify structures on plan view with numbers instead of words.) | | | | |
| | (2). Top elevation of structures (Existing/future). | | | | |
| | (3). Obstruction marking (Existing/Ulimate) | | | | |
| | (i). Legend, Include symbol for planned removal, demolish, future buildings, roadway type etc. | | | | |
| | (j) Topography such as ground elevation contour lines lightly depicted | | | | |
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Eastern Region Airport Layout Plan Checklist

| F. | AIRPORT AIRSPACE DRAWING | | | | |
|----------|--|------------------------------------|----------------------|---------------------------------|----------------|
| | <p>Purpose: The airspace drawing illustrates all proposed Part 77 surfaces and identifies any penetrations to outer surfaces. Both existing and future Part 77 surfaces should be shown. It is recommended that the existing and future surfaces be shown on separate sheets. Penetrations on the inner approach surface should be shown on the inner approach drawing. Proposed actions to mitigate obstructions should be provided.</p> | | | | |
| | | Required in Scope X | Sponsor X | ADO/AFO /State X | Remarks |
| 1 | Features | | | | |
| | (a). Plan view of all Part 77 surfaces based on proposed runway lengths. | | | | |
| | (b). Profile views of proposed Part 77 approaches – Existing and Ultimate | | | | |
| | (c). Obstruction Data Table, as appropriate | | | | |
| 2 | Preparation Guidelines: | | | | |
| | (a). Sheet Size, Same as ALP Drawing. | | | | |
| | (b). Scale, recommended; 1" = 1000' for approach plan view 1" = 1000' (horizontal) and 1" = 100' (vertical) for approach profiles. | | | | |
| | (c). Title and Revision Blocks, format sees ALP Drawing. | | | | |
| | (d). Approach Plan view details. | | | | |
| | (1). Use current USGS 71/2 minute Quad for base map when available (latitude/longitude grid tick on map). | | | | |
| | (2). Show area under all applicable Part 77 airport imaginary surfaces. | | | | |
| | (3). Show runway end numbers. | | | | |
| | (4). 50-ft elevation contours on all sloping imaginary surfaces. | | | | |
| | (5). When horizontal and/or conical surfaces overlap the approach surface, show the most demanding surfaces with solid lines and others with dashed. | | | | |
| | (6). Show objects, by numbers and top elevation of any that are obstructions. Note and refer to inner portion of approach surface drawing for details on any close-in approach obstruction. | | | | |
| | (7). For precision instrument approaches, show entire 50,000' approach surface, (may show outer approach on separate sheet) | | | | |
| | (8). Include a note specifying any height restriction zoning ordinances/statutes in the airport environs. | | | | |
| | (9). RPZ for proposed runway. Provide RPZ dimensions (length, inner & outer width) and planned type of approach and visibility minimums | | | | |
| | (10). Airport ultimate property lines and easements | | | | |
| | (11). Existing hazardous beacons | | | | |

Eastern Region Airport Layout Plan Checklist

| F. | AIRSPACE DRAWING (continued) | | | | |
|----|---|------------------------------------|--------------------------------|---|----------------|
| | | Required in Scope X | Sponsor Check X | ADO/AFO /State Check X | Remarks |
| | (e). Approach Profile Details | | | | |
| | (1). Ground profile use highest terrain across length and width of the approach surfaces. Identify all significant objects (roads, rivers etc) and top elevations within the approach surfaces | | | | |
| | (2). Show top elev., by number, all significant objects within the approach surface; e.g., roadway, towers, etc. | | | | |
| | (3). Show existing and ultimate runway ends and Part 77 approach slopes. | | | | |
| | (4). Show threshold and slope based on runway end siting requirements per Appendix 2 of AC 159/5300-13, Airport Design, if applicable. | | | | |
| | (f). Show profile of entire runway if space available on sheet. As minimum, show end elev. & high/low points (nearest 1/10 ft). | | | | |
| | (g). Obstruction Data Table (See Standard Table 8) | | | | |
| | (1). List all obstructions shown in the Plan and/or profile views. | | | | |
| | (2). Identify obstructions by number in plan profile, description and amount of Part 77 surface penetrations and proposed disposition of the obstruction including no action. | | | | |
| | (3). For any close-in obstructions in the approach areas, include note and refer to the obstruction tables on the inner portion of the approach surface drawing. | | | | |
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Eastern Region Airport Layout Plan Checklist

| G. | INNER PORTION OF THE APPROACH SURFACE DRAWING | | | | |
|-----------|---|------------------------------------|----------------------|---------------------------------|----------------|
| | <p>Purpose: The Inner Portion of the Approach Surface Drawing provides a detailed illustration of close in obstructions. It identifies all obstructions in the inner approach/primary transitional surface and a proposed action plan to mitigate them. The surfaces to be depicted in the drawing include FAA FAR Part 77, runway end siting criteria listed in FAA AC 150/5300-13 Appendix 2 and existing / future visual glide slope surfaces. (The 40:1 and 62.5:1 Runway Departure Surfaces Sheet is an optional companion document to this sheet that is used primarily for Part 139 Airports).</p> | | | | |
| | | Required in Scope X | Sponsor X | ADO/AFO /State X | REMARKS |
| 1. | Features: | | | | |
| | (a). Show each runway end, large scale plan view of the inner portion of the approach (existing/ultimate.). Limit to area where Part 77-approach surface reaches a maximum of 150-foot height above the runway end. | | | | |
| | (b). Projected profile and composite views of item a. above, for each runway end. | | | | |
| | (c). Obstruction data tables for the existing and ultimate inner portion of the approach area for each runway end. | | | | |
| 2. | Preparation Guidelines: | | | | |
| | (a). Sheet Size, Same as ALP Drawing. | | | | |
| | (b). Scale, recommend ranges ; horizontal 1" = 100-400', Vertical 1" = 10-40' | | | | |
| | (c). Title and Revision Blocks- Same format as ALP Drawing. | | | | |
| | (d) Plan and Profile views limited to 150' height above runway end. | | | | |
| | (e). Plan View Details | | | | |
| | (1). Use aerial photos for base maps when available. | | | | |
| | (2). Use numbering system to identify obstruction. | | | | |
| | (3). Depict property line when it is located within the area. | | | | |
| | (4). Show elevations and clearances for roads, railroads, waterways, etc., at the approach surface edges and extended runway centerline. Number these points and key to profile view and obstruction table, as appropriate. | | | | |
| | (5). Depict ends of runways and elevations (existing/ultimate) and extended runway centerline. | | | | |
| | (6). Show ground contours within the area. | | | | |
| | (7). Show existing/ultimate approach and departure RPZ's for declared distances. | | | | |
| | (8). Indicate existing/ultimate Part 77 approach slopes. | | | | |

Eastern Region Airport Layout Plan Checklist

| G. | INNER PORTION OF THE APPROACH SURFACE DRAWING (continued) | | | | REMARKS |
|----|--|------------------------------------|----------------------|---------------------------------|---------|
| | | Required in Scope X | Sponsor X | ADO/AFO /State X | |
| | (f). Profile View Details | | | | |
| | (1). Depict extended runway cross section along with a separate line depicting the composite ground profile of the highest terrain used in the profile drawing. The composite profile line should be bold enough to aid in identifying the differences between it and the extended runway centerline surfaces. Significant items such as fences, stream beds, roadways, etc., regardless of whether the items are obstructions | | | | |
| | (2). Identify obstructions with number from plan. | | | | |
| | (3). Depict cross- section of roads and railroads where they intersect outer edges of approach surface and extended runway centerline. | | | | |
| | (4). Show Part 77 approach surface, threshold siting surface, GQS, visual glide slope, approach lighting surfaces etc | | | | |
| | (g). Runway Centerline Profile | | | | |
| | (1) Scale (vertical sufficient to show line-of-sight requirements). | | | | |
| | (2) Elevations (stations and elev. at runway ends and at all points of grade change) | | | | |
| | (h). Obstruction Table (See Standard Table 8) | | | | |
| | (1). Prepare separate table for each approach surface (existing /ultimate) and specify type and slope of the Part 77 approach surface, threshold siting and visual glide slope surface, TERPs surfaces such as GQS, etc. | | | | |
| | (2). List obstructions. by number in plan for inner approach , primary and inner transitional surfaces. Include the amount of Part 77, threshold siting, and visual glide slope surface penetration and proposed disposition of obstructions, also no action. Vegetation that is close to a critical surface (e.g. within 5') should be noted with a different symbol but will allow monitoring of these items. | | | | |
| | (i) RPZ Control Plan (See Table 10) | | | | |
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Eastern Region Airport Layout Plan Checklist

| H | ON AND OFF AIRPORT LAND USE DRAWINGS | | | | |
|-----------|---|------------------------------------|--------------------------------|---|----------------|
| | <p>Purpose: The on and off land use plan drawings depicts existing and recommended use of all land within the ultimate airport property line (on airport) and in the vicinity of the airport (off airport). It provides a plan for aviation/non aviation related use areas on the airport, for guidance on compatible land uses in close proximity to runways, for line of sight between runway ends and within runway visibility zones, for guidance to local authorities for establishing appropriate zoning in the vicinity of the airport and a RPZ control plan. The sheets can either consists of two separate sheets depicting on airport land use on one sheet and off airport land use on another for clarity or combined into one sheet for smaller facilities. Land that has been purchased using Federal funds for airport noise as a result of a Part 150 study should be noted on the Airport Property Map</p> | | | | |
| | | Required in Scope X | Sponsor Check X | ADO/AFO/ State Check X | Remarks |
| 1. | Features: | | | | |
| | (a) Existing and proposed airport property boundary and adjacent lands | | | | |
| | (b) Existing local government land uses and legend | | | | |
| | (c) Summary of existing land use and height restrictive zoning in place | | | | |
| 2 | Preparation Guidelines | | | | |
| | (a). Sheet Size, Same as ALP Drawing | | | | |
| | (b). Scale, varies. | | | | |
| | (c). Title and Revision Blocks, Same as ALP Drawing | | | | |
| | (d). Base Map, Use aerial photos when available. | | | | |
| | (e). Legend, Use std. drafting symbols to show various parcels and/or areas on and off the airport (existing /ultimate). Show uses by general category. | | | | |
| | (f). Public Facilities | | | | |
| | (1). Depict the location of all public facilities (e.g., schools, hospitals, prisons, parks, etc.) in the vicinity of the airport. | | | | |
| | (2). Show current noise contours, (date of data used). | | | | |
| | (g). Drawing Details | | | | |
| | (1). Normally limited to existing and ultimate features (i.e., runways, taxiways, RPZ's, terminal buildings and Nav aids, etc.) | | | | |
| | (2). Show details to determine aeronautical areas versus non-aeronautical areas. | | | | |
| | (3) Land Use (existing / proposed)* | | | | |
| | (4) Zoning (existing / proposed)* | | | | |
| | (5) Airport Property Line (existing and proposed) | | | | |
| | (6) Proposed property acquisition | | | | |
| | (h). Note regarding any existing airport zoning districts/regulations | | | | |
| | (i) Note through the fence access points. | | | | |
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* If both local zoning and land use is desired, multiple sheets may be required

Eastern Region Airport Layout Plan Checklist

| I. | RUNWAY DEPARTURE SURFACE DRAWING | | | | |
|-----------|--|------------------------------------|---------------------------|---------------------------------|----------------|
| | <p>Purpose: The Runway Departure Surface Drawing is an optional sheet that depicts the surfaces as defined in Appendix 2 of FAA AC 150/5300-13. The surfaces shown in this drawing are designated for instrument departures and is applicable primarily to Part 139 airports. The one engine inoperative (OEI) surfaces are for instrument departure runway ends supporting air carrier operations. The Inner Approach Surface Drawing is a companion document to this sheet</p> | | | | |
| | | Required in Scope X | Sponsor X | ADO/AFO/ State X | REMARKS |
| 1. | Features: | | | | |
| | (a). Show each runway end, large scale plan view of the departure surfaces. | | | | |
| | (b). Projected profile views of item a. above, for each runway end. | | | | |
| | (c). Obstruction tables for the existing and ultimate runway departure and OEI surfaces for each runway end. | | | | |
| 2. | Preparation Guidelines: | | | | |
| | (a). Sheet Size, Same as ALP Drawing. | | | | |
| | (b). Scale, recommend; Runway Departure Surfaces horizontal 1" = 1,000', Vertical 1" =100' OEI Obstacle Identification Surfaces Horizontal 1" = 2,000 Vertical 1" =100' | | | | |
| | (c). Title and Revision Blocks- Same format as ALP Drawing. | | | | |
| | (d). Plan View Details | | | | |
| | (1). Use aerial photos for base maps when available. | | | | |
| | (2). Use numbering system to identify obstruction. | | | | |
| | (3). Depict property line when it is located within the area. | | | | |
| | (4). Show elevations and clearances for roads, railroads, waterways, etc., at the approach surface edges and extended runway centerline. Number these points and key to profile view and obstruction table, as appropriate. | | | | |
| | (5). Depict ends of runways, (existing/ultimate). | | | | |
| | (6). Show ground contours within the area. | | | | |
| | (7). Show existing/ultimate approach and departure RPZ's. | | | | |
| | (8) Depict existing / future OEI, OIS surfaces for air carrier airports | | | | |
| | (e). Profile View Details | | | | |
| | (1). Depict the ground along runway safety area and significant items such as fences, stream beds, roadways, etc., regardless of whether the items are obstructions | | | | |
| | (2). Identify obstructions with number from plan. | | | | |
| | (3). Depict cross- section of roads and railroads where they intersect outer edges of approach centerline surfaces. | | | | |

Eastern Region Airport Layout Plan Checklist

| J. | AIRPORT PROPERTY MAP | | | | |
|-----------|--|------------------------------------|----------------------|---------------------------------|----------------|
| | <p>Purpose: The primary intent of the airport property map (formerly Exhibit "A") drawing, is to identify all land which is designated airport property and to provide an inventory of all parcels which make up the airport. The map and associated tables also assists in depicting and summarizing land purchased for noise mitigation. It is a document that must be on file in the ADO as part of the development project process. If it is not on file, or needs updating, this drawing can be prepared as part of the ALP set of drawings. As a minimum, the Property Map (formerly Exhibit "A") must show the current airport research, available mapping/surveys, and field verification, as required. Physical survey of boundaries is generally not required. In those instances where field survey may be considered necessary, the property line and runway should be tied to the State grid system. Standards for precision and accuracy would be part of this review</p> | | | | |
| | | Required in Scope X | Sponsor X | ADO/AFO /State X | REMARKS |
| 1 | Features | | | | |
| | (a) Complimentary drawing to the ALP to depict existing and future land acquisition and funding methods used for previous land acquisition | | | | |
| 2 | Preparation Guidelines: | | | | |
| | (a). Sheet Size, Same as ALP drawing. | | | | |
| | (b). Scale, Same as ALP drawing Show bar scale. | | | | |
| | (c). Title and Revision Blocks, See ALP Drawing. Clearly label as Airport Property Map | | | | |
| | (d). Legend, Use standard drafting symbols and legend table to indicate the type of acquisition involved with each tract or area. (See Standard Table 4) | | | | |
| 3 | Specific Property Map required items: | | | | |
| | (a). Identify existing and proposed airport property line. | | | | |
| | (b). Each parcel making up the entire airport must be shown and numbered. In addition, parcels, which were once airport property, must also be shown. | | | | |
| | (c). Both fee and easement interest must be shown and separately designated. | | | | |
| | (d). Delineate runways, taxiways, RPZ's, TSA's, RSA's, OFA's, BRL's, Terminal Buildings, and Navaids for proposed development. | | | | |
| | (e). Magnetic and true north arrows. | | | | |
| | (f). The Property Map must be dated and amended whenever there is a change to any airport property regardless of how the project was funded. | | | | |
| | (g). Metes and Bounds for proposed Airport Property Line | | | | |
| | (h). Points of reference for tracing parcels from a deed description by scaling should be shown. As new parcels are acquired, the property map should add their associated bearings and lengths to enable quick confirmation of the parcel's location. | | | | |
| | (i). Fencing, if it does not obscure airport boundary lines. | | | | |

Eastern Region Airport Layout Plan Checklist

| J. | AIRPORT PROPERTY MAP (continued) | | | | |
|-----------|---|------------------------------------|---------------------------|---------------------------------|----------------|
| | | Required in Scope X | Sponsor X | ADO/AFO /State X | REMARKS |
| 4 | Existing Property Table (See Standard Tables 9) | | | | |
| | (a). Show an inventory of all parcels by tax parcel number, type of interest, acreage, date of acquisition, purpose of acquisition and AIP grant or PFC application number. All land acquired for noise mitigation should be clearly identified in the table. | | | | |
| 5 | Proposed Acquisition Table (See Standard Tables 9) | | | | |
| | (a). Show all proposed land acquisition including owner acreage and purpose. | | | | |
| 6 | Proposed Easement Acquisition Table (See Standard Tables 9) | | | | |
| | (a). Show all proposed easement acquisition including owner, acreage and type of easement. | | | | |