

AIRPORT LAYOUT PLAN
FOR
BLOSSER MUNICIPAL AIRPORT (CNK)
CONCORDIA, KANSAS

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COVER SHEET AND
INDEX OF DRAWINGS

BLOSSER MUNICIPAL AIRPORT
CONCORDIA, KANSAS

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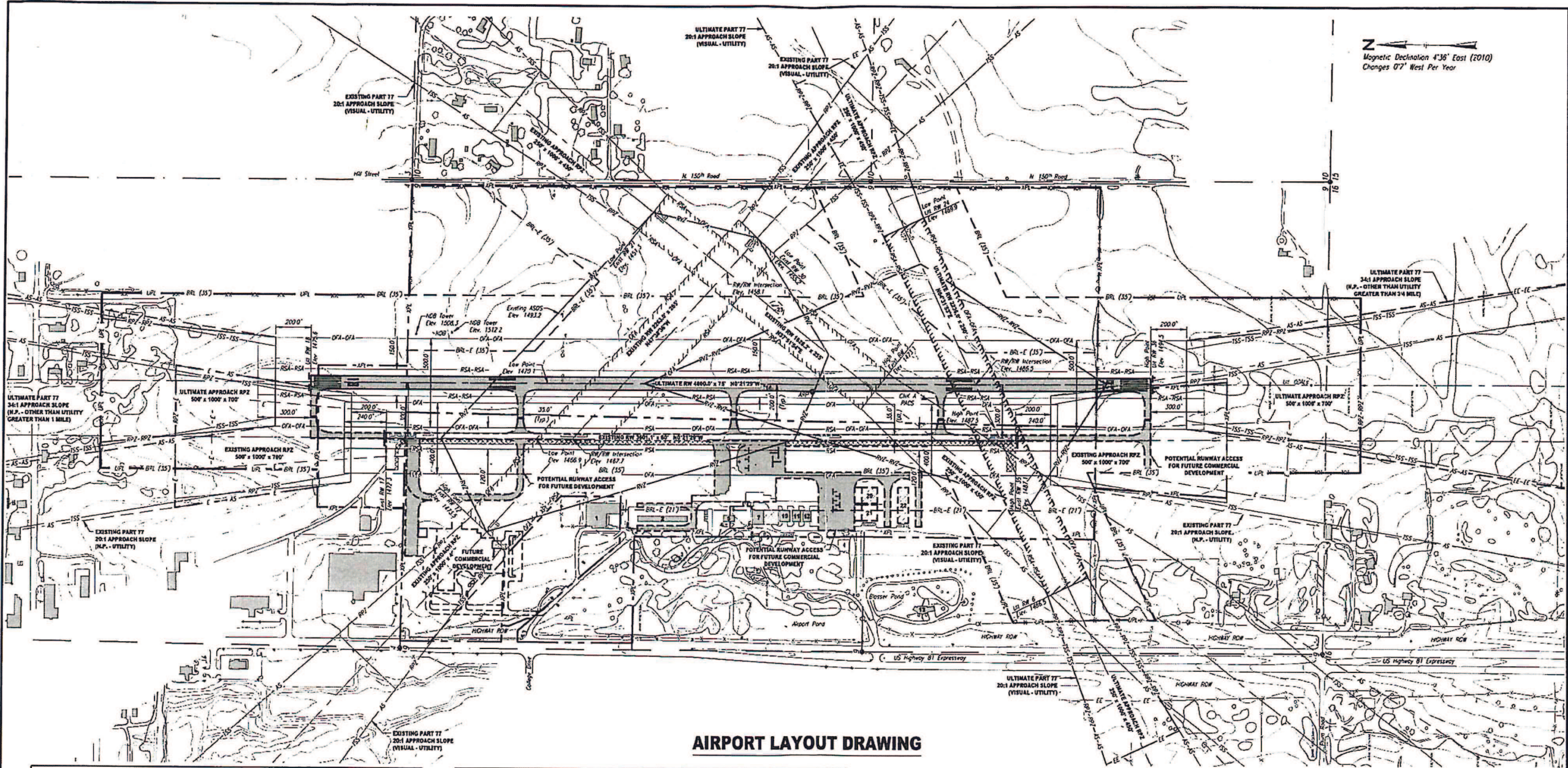
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57-68-2002



AIRPORT LAYOUT DRAWING

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
Airport Rotating Light Beacon (Radar Tower)	Ⓐ	Ⓐ
ARP - Airport Reference Point	Ⓐ	Ⓐ
AS - Part 77 Approach Slopes	AS	AS-AS
ASOS - Automated Surface Observing System	ASOS	ASOS
BRL - Building Restriction Line with Height	BRL-E (35')	BRL (35')
Buildings	Buildings	Buildings
Creek	Creek	Creek
Contours	Contours	Contours
E - Easement	E	EE
Fence	Fence	Fence
Holdlines	Holdlines	Holdlines
N.P. - Non-Precision	N.P.	N.P.
NDB - Non-Directional Radio Beacon	NDB	NDB
ODALS - Omni-Directional Approach Lighting System	ODALS	ODALS
DFA - Object Free Area	DFA	DFA-DFA
PACS - Primary Airport Control Station	PACS	PACS
PAPI - Precision Approach Path Indicator	PAPI	PAPI
Pavement	Pavement	Pavement

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
Pavement To Be Removed	XPL	UPL
Property Line	ROW	ROW
RPZ - Runway Protection Zone	RPZ	RPZ-RPZ
RSA - Runway Safety Area	RSA	RSA-RSA
Runway End Numbers	17 Existing Markings	18 Ultimate Markings
RVZ - Runway Visibility Zone	RVZ	RVZ
RW - Runway	RW	RW
SACS - Secondary Airport Control Station	SACS	SACS
Section Corner	Section Corner	Section Corner
Section Lines	Section Lines	Section Lines
Segmented Circle and Wind Cone	Segmented Circle and Wind Cone	Segmented Circle and Wind Cone
TERPS - Terminal Instrument Procedures 40:1 Departure Surface	TERPS	TERPS
Threshold Lights	Threshold Lights	Threshold Lights
Tie-Downs	Tie-Downs	Tie-Downs
Tree Mass	Tree Mass	Tree Mass
Threshold Siting Surface (TSS)	TSS	TSS-TSS

GENERAL NOTES

- For Elevations Of Building/Facilities, See Tables On Sheet Number 20.
- Aircraft Parking Shown On Terminal Area Drawing, Sheet Number 20.
- See Inner Approach Drawings (Sheets Number 10 Thru 19) For Elevations Of Roadways & Railroads At Points Where They Intersect Approach Surfaces.

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APPROVAL BY:
CITY OF CONCORDIA, KANSAS

APPROVED BY: *Lydia L. Pounds* Mayor *2-6-13*
Lydia L. Pounds Title Date

0 300 600 900
FULL SIZE SCALE IN FEET

AIRPORT LAYOUT DRAWING

BLOSSER MUNICIPAL AIRPORT
CONCORDIA, KANSAS

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RUNWAY DATA	RW 17/35	RW 18/36	RW 12/30	RW 3/21	RW 6/24
	EXISTING	ULTIMATE	EXISTING (ULTIMATE CLOSED/DECOMMISSIONED)	EXISTING (ULTIMATE CLOSED/DECOMMISSIONED)	ULTIMATE
AIRCRAFT APPROACH CATEGORY-AIRPLANE DESIGN GROUP	B-I	B-II	A-I (Small Aircraft Exclusively)	A-I (Small Aircraft Exclusively)	A-I (Small Aircraft Exclusively)
APPROACH VISIBILITY MINIMUMS (Lowest)	>1 Mile / >1 Mile	>1 Mile / >3/4 Mile	Visual / Visual	Visual / Visual	Visual / Visual
FAR PART 77 OBJECTS AFFECTING NAVIGABLE AIRSPACE CATEGORY	Non-Precision (Utility)	Non-Precision / Non-Precision (Other Than Utility) (Other Than Utility)	Visual (Utility) / Visual (Utility)	Visual (Utility) / Visual (Utility)	Visual (Utility) / Visual (Utility)
FAR PART 77 APPROACH USE TYPE	Type B	Type C	Type A	Type A	Type A
FAR PART 77 APPROACH SLOPE (W1xL1xW2)	500'x5,000'x2,000' / 500'x5,000'x2,000'	500'x10,000'x3,500' / 500'x10,000'x3,500'	250'x5,000'x1,250' / 250'x5,000'x1,250'	250'x5,000'x1,250' / 250'x5,000'x1,250'	250'x5,000'x1,250' / 250'x5,000'x1,250'
TERMINAL INSTRUMENT PROCEDURES (TERPS) DEPARTURE SURFACE SLOPE	40:1 / 40:1	40:1 / 40:1	N.A.	N.A.	N.A.
*THRESHOLD SITING SURFACE (TSS) APPROACH SLOPE	20:1 (Line 5) / 20:1 (Line 5)	20:1 (Line 5) / 20:1 (Line 5)	20:1 (Line 2) / 20:1 (Line 2)	20:1 (Line 2) / 20:1 (Line 2)	20:1 (Line 2) / 20:1 (Line 2)
RUNWAY PROTECTION ZONE (W1xL1xW2)	500'x1,000'x700' / 500'x1,000'x700'	500'x1,000'x700' / 1000'x1,700'x1,510'	250'x1,000'x450' / 250'x1,000'x450'	250'x1,000'x450' / 250'x1,000'x450'	250'x1,000'x450' / 250'x1,000'x450'
AERONAUTICAL SURVEY TYPE	Vertical Guided	Vertical Guided	Non Vertical Guided	Non Vertical Guided	Non Vertical Guided
MINIMUM/MAXIMUM ELEVATION (Above MSL)	1466.9 Min. / 1487.1 Max.	1470.1 Min. / 1494.5 Max.	1455.2 Min. / 1473.5 Max.	1451.3 Min. / 1473.1 Max.	1466.9 Min. / 1487.5 Max.
RUNWAY DIMENSIONS	60' x 3601.1' (Published 3601.0')	75' x 4800.0'	265' x 2263.0' (Published 2,205.0')	255' x 1628.2' (Published 1665.0')	250' x 2236.0'
RUNWAY BEARING	N 0° 21' 29" W	N 0° 21' 29" W	N 47° 38' 38" W	N 37° 51' 54" E	N 64° 31' 53" E
RUNWAY THRESHOLD DISPLACEMENT	0'	0'	0'	0'	0'
RUNWAY SAFETY AREA (RSA) WIDTH	120'	150'	265'	255'	250'
RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY END	240'	300'	0'	0'	0'
RUNWAY SAFETY AREA (RSA) PRIOR TO LANDING	240'	300'	0'	0'	0'
RUNWAY OBSTACLE FREE ZONE (OFZ) WIDTH	250'	250'	265'	255'	250'
RUNWAY OBSTACLE FREE ZONE (OFZ) BEYOND RUNWAY END	200'	200'	0'	0'	0'
RUNWAY OBSTACLE FREE AREA (OFA) WIDTH	400'	500'	265'	255'	250'
RUNWAY OBSTACLE FREE AREA (OFA) BEYOND RUNWAY END	240'	300'	0'	0'	0'
PAVEMENT SURFACE MATERIAL	Asphalt	Concrete	Turf	Turf	Turf
PAVEMENT STRENGTH (in thousand lbs.)	8 S	30 S	N.A.	N.A.	N.A.
RUNWAY EFFECTIVE GRADIENT	0.5776%	0.5083%	0.8082%	1.3413%	0.7862%
RUNWAY TOUCHDOWN ZONE ELEVATION (TDZE)	1481.0/1487.1	1480.1/1494.5	1473.5/1473.5	1473.1/1473.1	1487.5/1487.5
RUNWAY MARKING	Non-Precision	Non-Precision	None	None	None
RUNWAY LIGHTING	MIRL	MIRL	None	None	None
RUNWAY APPROACH LIGHTING	None/None	None/ODALS	None/None	None/None	None/None
TAXIWAY LIGHTING	MITL	MITL	None	None	None
TAXIWAY SURFACE MATERIAL	Asphalt	Concrete / Asphalt	None	None	None
TAXIWAY WIDTH STANDARD	50'	35'	N.A.	N.A.	N.A.
TAXIWAY SAFETY AREA WIDTH STANDARD	49'	79'	N.A.	N.A.	N.A.
TAXIWAY OBJECT FREE AREA WIDTH STANDARD	89'	131'	N.A.	N.A.	N.A.
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	GPS	LPV-GPS, WAAS Enhanced	N.A.	N.A.	N.A.
RUNWAY VISUAL NAVIGATIONAL AIDS	None	PAPIs, REILs, & ODALS	None	None	PAPIs

DECLARED DISTANCES			
	RW 17/35	RW 18/36	RW 6/24
	EXISTING	ULTIMATE	ULTIMATE
TAKEOFF RUN AVAILABLE (TORA)	3601.1	4800.0	2236.0
TAKEOFF DISTANCE AVAILABLE (TODA)	3601.1	4800.0	2236.0
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	3601.1	4800.0	2236.0
LANDING DISTANCE AVAILABLE (LDA)	3601.1	4800.0	2236.0

MODIFICATION OF AIRPORT DESIGN STANDARDS			
MODIFICATION	APPROVAL DATE	AIRSPACE CASE NUMBER	DESCRIPTION
NONE REQUIRED			

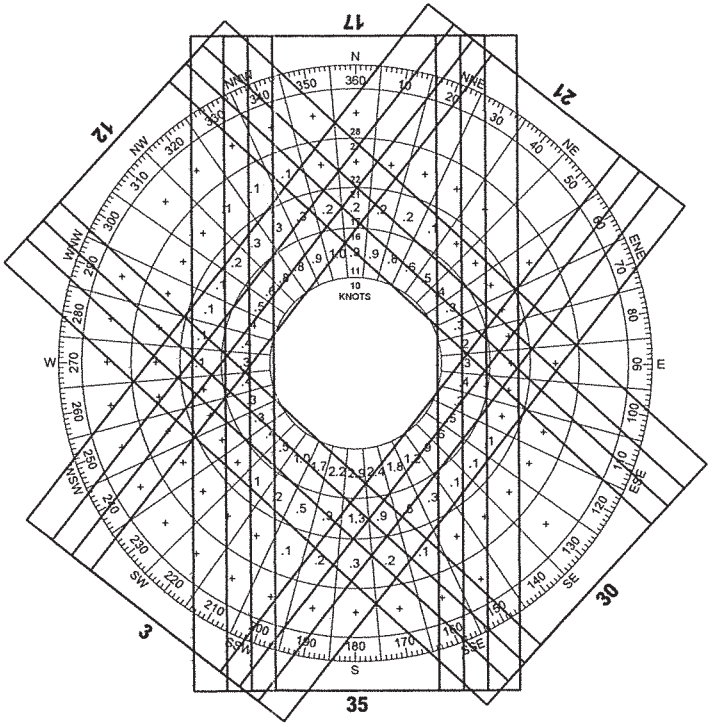
OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATION		
OBJECT	PENETRATION	DISPOSITION

THRESHOLD SITING SURFACE OBJECT PENETRATIONS				
OBJECT/RW END	OBJECT ELEV.	*RW TYPE/SURFACE ELEVATION	PENETRATION	DISPOSITION
SEE INNER APPROACH DRAWINGS FOR TSS OBJECT PENETRATION TABLES				

AC 150/5300-13, Airport Design CHG 10 (Table A2-1 "Approach/Departure Requirements Table") Was Used To Check Threshold Siting Surfaces.

LEGEND	
AC	- Advisory Circular
ASOS	- Automated Surface Observing System
FAR	- Federal Aviation Regulation
GPS	- Global Positioning System
LPV	- Localizer Performance with Vertical Guidance
NAD 83	- North American Datum 1983
NDB	- Non-Directional Radio Beacon
ODALS	- Omni-Directional Approach Lighting System
PAPI	- Precision Approach Path Indicator
RW	- Runway
REIL	- Runway End Identifier Lights
TSS	- Threshold Siting Surface
WAAS	- Wide Area Augmentation System

AIRPORT DATA DRAWING

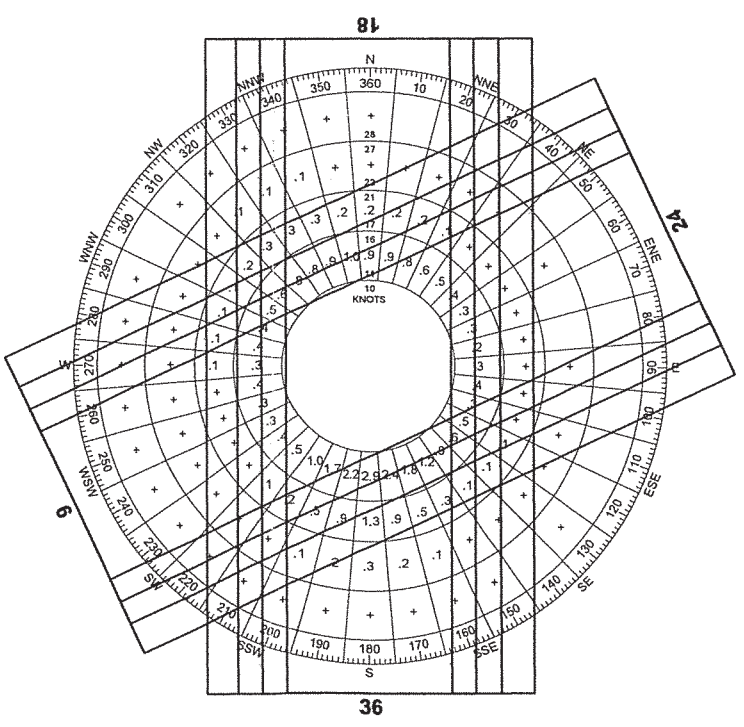


EXISTING WIND ROSE
Source: National Climate Data Center
Period: January 1998 to December 2007
For Concordia, Kansas

AIRPORT DATA		
TRANSPORT AIRPORT	EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL	General Aviation Service	General Aviation Service
AIRPORT ELEVATION	1487.1	1494.5
AIRPORT REFERENCE POINT, A.R.P. COORDINATES (Lat. & Long.)	39°32'57" Lat. 97°39'08" Long.	39°32'50" Lat. 97°39'08" Long.
AIRPORT ELECTRONIC AIDS	NDB, ASOS	ASOS LPV - GPS
DESIGN AIRCRAFT	B-I	Beech King Air B200
MEAN MAX TEMP. (Hottest Month)	90.7	90.7
AIRPORT REFERENCE CODE (ARC)	B-I	B-II
NOTES: Vertical Datum - NAVD 88 (MLS Elevations) Horizontal Datum - NAD 83		

RUNWAY END COORDINATES (NAD 83)		
Runway 17 (Existing)	Latitude	39°33'14.51"
	Longitude	97°39'11.78"
Runway 35 (Existing)	Latitude	39°32'38.92"
	Longitude	97°39'11.50"
Runway 12 (Existing)	Latitude	39°33'08.77"
	Longitude	97°39'18.46"
Runway 30 (Existing)	Latitude	39°32'53.69"
	Longitude	97°38'57.11"
Runway 3 (Existing)	Latitude	39°32'46.93"
	Longitude	97°38'08.08"
Runway 21 (Existing)	Latitude	39°32'59.63"
	Longitude	97°38'55.32"
Runway 18 (Ultimate)	Latitude	39°33'18.79"
	Longitude	97°39'07.83"
Runway 36 (Ultimate)	Latitude	39°32'31.36"
	Longitude	97°39'07.45"
Runway 6 (Ultimate)	Latitude	39°32'35.90"
	Longitude	97°39'22.02"
Runway 24 (Ultimate)	Latitude	39°32'45.40"
	Longitude	97°38'56.26"

WIND DATA				
RUNWAY DESIGNATION	10.5 KNOTS	13.0 KNOTS	16.0 KNOTS	20.0 KNOTS
Existing Runway 17/35	92.32%	96.16%	98.96%	99.71%
Existing Runway 12/30	83.03%	90.90%	97.12%	99.38%
Existing Runway 3/21	82.67%	90.50%	96.64%	99.11%
All Existing Runways	99.15%	99.85%	99.96%	100.00%
Ultimate Runway 18/36	92.32%	96.16%	98.96%	99.71%
Ultimate Runway 6/24	74.11%	83.78%	93.34%	98.10%
All Existing Runways	96.67%	98.87%	99.67%	99.95%



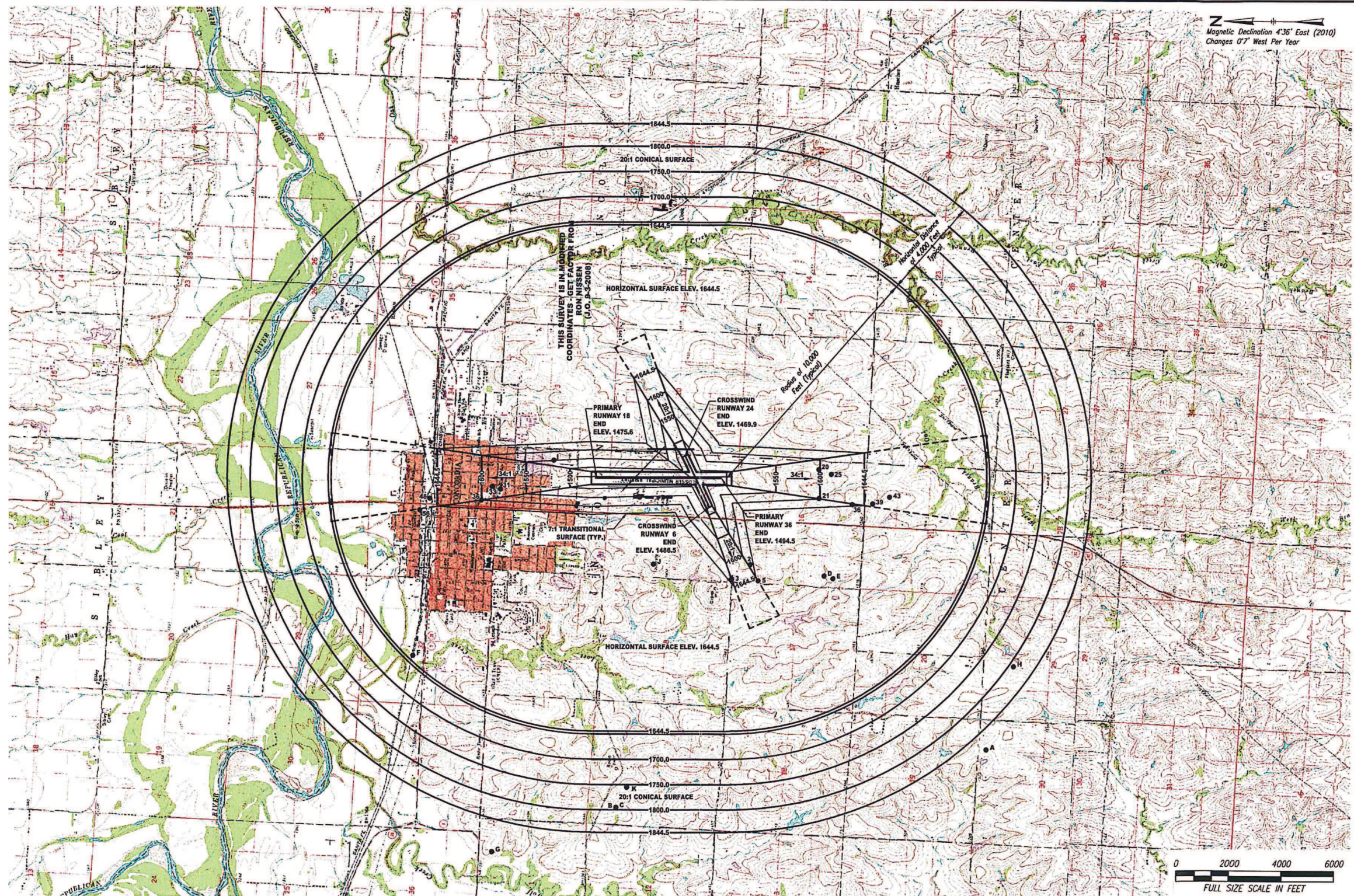
ULTIMATE WIND ROSE
Source: National Climate Data Center
Period: January 1998 to December 2007
For Concordia, Kansas

AIRPORT DATA DRAWING

BLOSSER MUNICIPAL AIRPORT
CONCORDIA, KANSAS

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AIRPORT AIRSPACE DRAWING

GENERAL NOTES

1. Obstructions, Clearances, And Locations Are Calculated From Ultimate Runway End Elevations And Ultimate Approach Surfaces, Unless Otherwise Noted.

2. Distance For Road Obstructions And Clearances Reflect A Safety Clearance Of 10 Feet For Service Roads, 15 Feet For Non-Interstate Roads, 17 Feet For Interstate Roads, And 23 Feet For Railroads.
3. Depiction Of Features And Objects Within The Outer Portion Of Approach Surfaces Is Illustrated On The Outer Portion Of Runway Approach Surface Drawing, Sheet Numbers 5-7 On These Plans.

4. Depiction Of Features And Objects Within The Inner Portion Of Approach Surfaces, Is Illustrated On The Inner Portion Of Runway Approach Surface Drawing, Sheet Numbers 10-19 Of These Plans.

BLOSSER MUNICIPAL AIRPORT - FEDERAL AVIATION ADMINISTRATION (FAA) STUDIED TOWERS

Case Number	ALP Number	Tower Description	Owner	Latitude	Longitude	Site Elevation	Structure Height	Total Height	Part 77 Surface Height	Obst Penetration "C"=Clears "OB"=Obstructs	Part 77 Surface	Disposition
1995-ACE-163-OE	A	Antenna	Olivett International	39° 30' 50.00" N	97° 41' 23.14" W	1572	155	1727	-	-	-	-
1997-ACE-429-OE	B	Cellular Tower	Liberty Cellular Company	39° 33' 10.47" N	97° 41' 53.93" W	1533	420	1953	1795.3	-157.7	"OB"	Conical Light & Paint
1999-ACE-442-OE	C	Cellular Tower	Liberty Cellular Company	39° 33' 10.40" N	97° 41' 53.93" W	1533	420	1953	1795.3	-157.7	"OB"	Conical Light & Paint
1999-ACE-735-OE	D	Antenna Tower	William W. Lagemann	39° 31' 52.10" N	97° 39' 56.20" W	1580	110	1690	1644.5	-45.5	"OB"	Horizontal Red Lights & Paint
1999-ACE-736-OE	E	Antenna Tower	William W. Lagemann	39° 31' 48.70" N	97° 39' 57.50" W	1580	141	1721	1644.5	-76.5	"OB"	Horizontal Red Lights & Paint
2000-ACE-127-OE	F	Grain Elevator with Antenna	Agmark LLC	39° 34' 27.59" N	97° 40' 38.14" W	1378	218	1596	1644.5	48.5	"C"	Horizontal
2003-ACE-1930-OE	G	Antenna Tower	American Tower #92039	39° 33' 57.72" N	97° 42' 16.92" W	1445	141	1586	-	-	"C"	-
2004-ACE-1452-OE	H	Antenna Tower	Cloud County Emergency Prep	39° 30' 40.00" N	97° 40' 41.00" W	1570	197	1767	1808.4	41.4	"C"	Conical
2006-ACE-2414-OE	I	Water Tank with Antenna	US Cellular Corporation	39° 33' 35.21" N	97° 38' 56.04" W	1468	119	1585	1551.3	-33.7	"OB"	7.5 Trans. Light & Paint
2008-ACE-865-OE	J	Wind Turbines	Cloud County Community College	39° 32' 57.00" N	97° 39' 51.00" W	1531	105	1636	1644.5	8.5	"C"	Horizontal
2009-ACE-939-OE	K	Antenna Tower	Horvath Communications	39° 33' 05.41" N	97° 41' 43.73" W	1542	250	1832	1755.5	-76.5	"OB"	Conical Dual Red Lights

AIRPORT AIRSPACE DRAWING

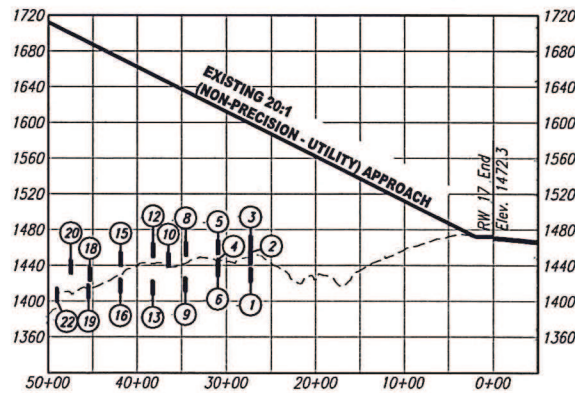
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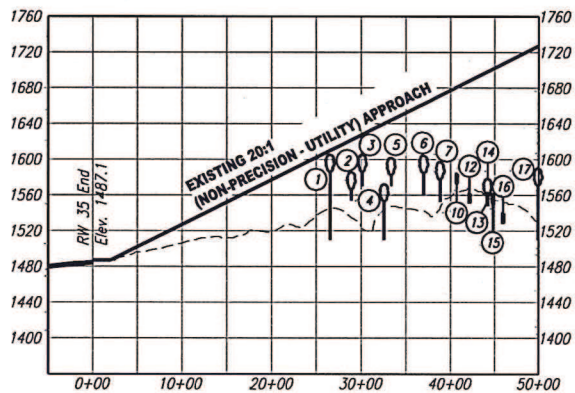
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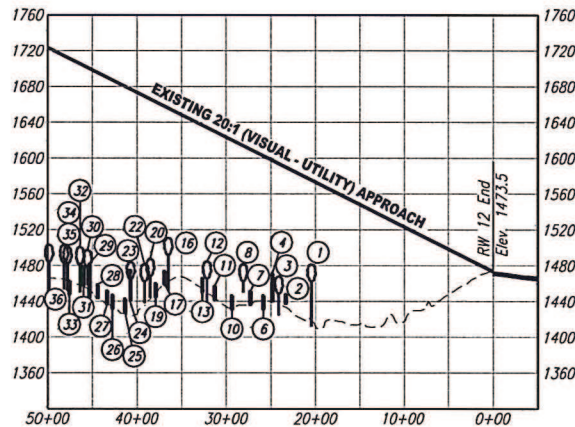
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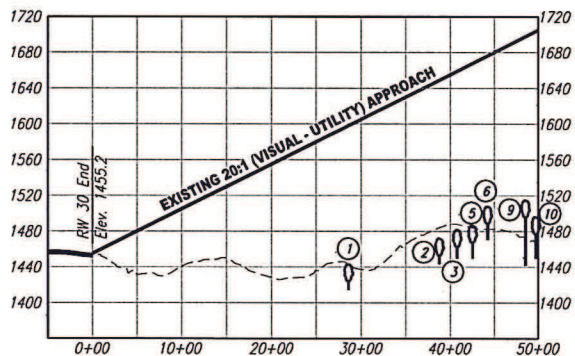
APPROACH END TO EXISTING RUNWAY 17



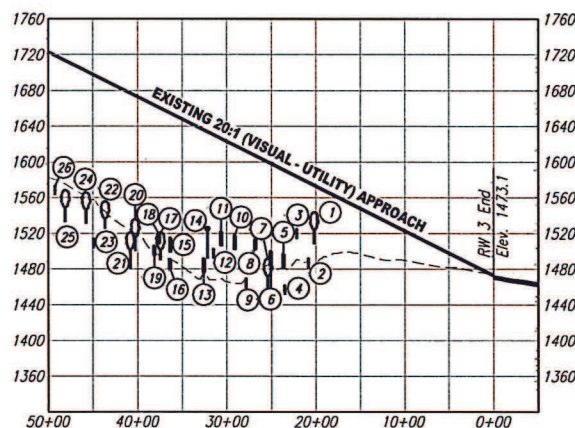
APPROACH END TO EXISTING RUNWAY 35



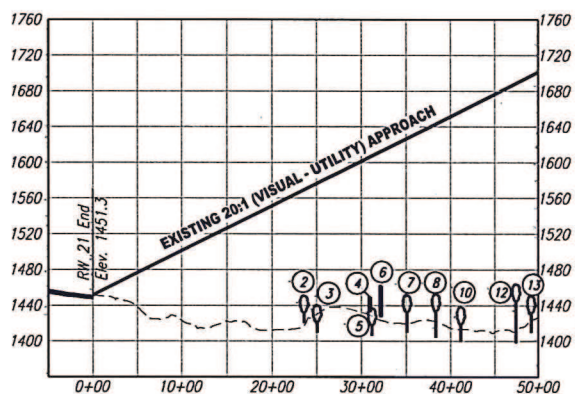
APPROACH END TO EXISTING RUNWAY 12



APPROACH END TO EXISTING RUNWAY 30



APPROACH END TO EXISTING RUNWAY 3



APPROACH END TO EXISTING RUNWAY 21

OBSTRUCTION TABLE					
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION	
				AMOUNT	STATUS
1 Tree Top	1457.2	1458.8	20:1 APP SURFACE	1.6	C
2 Tree Top	1460.8	1462.4	20:1 APP SURFACE	1.6	C
3 Tree Top	1468.9	1470.5	20:1 APP SURFACE	11.6	C
4 Tree Top	1457.3	1458.9	20:1 APP SURFACE	1.6	C
5 Tree Top	1458.2	1459.8	20:1 APP SURFACE	1.6	C
6 Tree Top	1458.2	1459.8	20:1 APP SURFACE	1.6	C
7 Tree Top	1459.4	1461.0	20:1 APP SURFACE	1.6	C
8 Tree Top	1458.8	1460.4	20:1 APP SURFACE	1.6	C
9 Tree Top	1458.2	1459.8	20:1 APP SURFACE	1.6	C
10 Tree Top	1444.1	1445.7	20:1 APP SURFACE	1.6	C
11 Tree Top	1423.5	1425.1	20:1 APP SURFACE	1.6	C
12 Tree Top	1455.0	1456.6	20:1 APP SURFACE	1.6	C
13 Tree Top	1433.1	1434.7	20:1 APP SURFACE	1.6	C
14 Tree Top	1431.6	1433.2	20:1 APP SURFACE	1.6	C
15 Tree Top	1445.2	1446.8	20:1 APP SURFACE	1.6	C
16 Tree Top	1432.5	1434.1	20:1 APP SURFACE	1.6	C
17 Tree Top	1459.8	1461.4	20:1 APP SURFACE	1.6	C
18 Tree Top	1428.5	1430.1	20:1 APP SURFACE	1.6	C
19 Tree Top	1458.7	1460.3	20:1 APP SURFACE	1.6	C
20 Tree Top	1456.1	1457.7	20:1 APP SURFACE	1.6	C
21 Tree Top	1450.3	1451.9	20:1 APP SURFACE	1.6	C
22 Tree Top	1444.5	1446.1	20:1 APP SURFACE	1.6	C
23 Tree Top	1386.9	1388.5	20:1 APP SURFACE	1.6	C

OBSTRUCTION TABLE					
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION	
				AMOUNT	STATUS
1 Tree Top	1460.0	1461.6	20:1 APP SURFACE	1.6	C
2 Tree Top	1461.5	1463.1	20:1 APP SURFACE	1.6	C
3 Tree Top	1460.5	1462.1	20:1 APP SURFACE	1.6	C
4 Tree Top	1472.0	1473.6	20:1 APP SURFACE	1.6	C
5 Tree Top	1461.7	1463.3	20:1 APP SURFACE	1.6	C
6 Tree Top	1464.2	1465.8	20:1 APP SURFACE	1.6	C
7 Tree Top	1465.9	1467.5	20:1 APP SURFACE	1.6	C
8 Tree Top	1466.9	1468.5	20:1 APP SURFACE	1.6	C
9 Tree Top	1467.0	1468.6	20:1 APP SURFACE	1.6	C
10 Tree Top	1467.9	1469.5	20:1 APP SURFACE	1.6	C
11 Tree Top	1468.1	1469.7	20:1 APP SURFACE	1.6	C
12 Tree Top	1467.9	1469.5	20:1 APP SURFACE	1.6	C
13 Tree Top	1467.9	1469.5	20:1 APP SURFACE	1.6	C
14 Tree Top	1467.9	1469.5	20:1 APP SURFACE	1.6	C
15 Tree Top	1467.9	1469.5	20:1 APP SURFACE	1.6	C
16 Tree Top	1467.9	1469.5	20:1 APP SURFACE	1.6	C
17 Tree Top	1467.9	1469.5	20:1 APP SURFACE	1.6	C
18 Tree Top	1467.9	1469.5	20:1 APP SURFACE	1.6	C
19 Tree Top	1467.9	1469.5	20:1 APP SURFACE	1.6	C

OBSTRUCTION TABLE					
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION	
				AMOUNT	STATUS
1 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
2 Tree Top	1448.8	1450.4	20:1 APP SURFACE	1.6	C
3 Tree Top	1447.7	1449.3	20:1 APP SURFACE	1.6	C
4 Tree Top	1471.2	1472.8	20:1 APP SURFACE	1.6	C
5 Tree Top	1444.0	1445.6	20:1 APP SURFACE	1.6	C
6 Tree Top	1446.7	1448.3	20:1 APP SURFACE	1.6	C
7 Tree Top	1451.7	1453.3	20:1 APP SURFACE	1.6	C
8 Tree Top	1451.5	1453.1	20:1 APP SURFACE	1.6	C
9 Tree Top	1438.9	1440.5	20:1 APP SURFACE	1.6	C
10 Tree Top	1446.6	1448.2	20:1 APP SURFACE	1.6	C
11 Tree Top	1457.2	1458.8	20:1 APP SURFACE	1.6	C
12 Tree Top	1454.3	1455.9	20:1 APP SURFACE	1.6	C
13 Tree Top	1445.7	1447.3	20:1 APP SURFACE	1.6	C
14 Tree Top	1457.5	1459.1	20:1 APP SURFACE	1.6	C
15 Tree Top	1454.1	1455.7	20:1 APP SURFACE	1.6	C
16 Tree Top	1451.0	1452.6	20:1 APP SURFACE	1.6	C
17 Tree Top	1457.2	1458.8	20:1 APP SURFACE	1.6	C
18 Tree Top	1448.7	1450.3	20:1 APP SURFACE	1.6	C
19 Tree Top	1440.2	1441.8	20:1 APP SURFACE	1.6	C
20 Tree Top	1437.2	1438.8	20:1 APP SURFACE	1.6	C
21 Tree Top	1432.4	1434.0	20:1 APP SURFACE	1.6	C
22 Tree Top	1431.3	1432.9	20:1 APP SURFACE	1.6	C
23 Tree Top	1439.6	1441.2	20:1 APP SURFACE	1.6	C
24 Tree Top	1455.1	1456.7	20:1 APP SURFACE	1.6	C
25 Tree Top	1442.9	1444.5	20:1 APP SURFACE	1.6	C
26 Tree Top	1447.4	1449.0	20:1 APP SURFACE	1.6	C
27 Tree Top	1452.1	1453.7	20:1 APP SURFACE	1.6	C
28 Tree Top	1452.0	1453.6	20:1 APP SURFACE	1.6	C
29 Tree Top	1432.0	1433.6	20:1 APP SURFACE	1.6	C
30 Tree Top	1427.1	1428.7	20:1 APP SURFACE	1.6	C
31 Tree Top	1428.6	1430.2	20:1 APP SURFACE	1.6	C
32 Tree Top	1430.5	1432.1	20:1 APP SURFACE	1.6	C
33 Tree Top	1445.0	1446.6	20:1 APP SURFACE	1.6	C
34 Tree Top	1401.0	1402.6	20:1 APP SURFACE	1.6	C
35 Tree Top	1402.4	1404.0	20:1 APP SURFACE	1.6	C
36 Tree Top	1402.1	1403.7	20:1 APP SURFACE	1.6	C

OBSTRUCTION TABLE					
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION	
				AMOUNT	STATUS
1 Tree Top	1443.0	1444.6	20:1 APP SURFACE	1.6	C
2 Tree Top	1471.9	1473.5	20:1 APP SURFACE	1.6	C
3 Tree Top	1461.1	1462.7	20:1 APP SURFACE	1.6	C
4 Tree Top	1450.2	1451.8	20:1 APP SURFACE	1.6	C
5 Tree Top	1448.2	1449.8	20:1 APP SURFACE	1.6	C
6 Tree Top	1450.7	1452.3	20:1 APP SURFACE	1.6	C
7 Tree Top	1451.5	1453.1	20:1 APP SURFACE	1.6	C
8 Tree Top	1448.1	1449.7	20:1 APP SURFACE	1.6	C
9 Tree Top	1451.6	1453.2	20:1 APP SURFACE	1.6	C
10 Tree Top	1448.1	1449.7	20:1 APP SURFACE	1.6	C

TABLE NOTES

Amount - Number Positive = Clear (C)
Number Negative = Obstructs (OB)

Status - Clear (C) or Obstructs (OB)

App. - Approach

Trans. - Transitional

OBSTRUCTION TABLE					
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION	
				AMOUNT	STATUS
1 Tree Top	1453.3	1454.9	20:1 APP SURFACE	1.6	C
2 Tree Top	1451.1	1452.7	20:1 APP SURFACE	1.6	C
3 Tree Top	1454.1	1455.7	20:1 APP SURFACE	1.6	C
4 Tree Top	1450.9	1452.5	20:1 APP SURFACE	1.6	C
5 Tree Top	1455.9	1457.5	20:1 APP SURFACE	1.6	C
6 Tree Top	1458.6	1460.2	20:1 APP SURFACE	1.6	C
7 Tree Top	1461.1	1462.7	20:1 APP SURFACE	1.6	C
8 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
9 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
10 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
11 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
12 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
13 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
14 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
15 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
16 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
17 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
18 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
19 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
20 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
21 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
22 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
23 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
24 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
25 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C
26 Tree Top	1451.2	1452.8	20:1 APP SURFACE	1.6	C

OBSTRUCTION TABLE					
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION	
				AMOUNT	STATUS
1 Tree Top	1462.2	1463.8	20:1 APP SURFACE	1.6	C
2 Tree Top	1460.2	1461.8	20:1 APP SURFACE	1.6	C
3 Tree Top	1460.2	1461.8	20:1 APP SURFACE	1.6	C
4 Tree Top	1462.2	1463.8	20:1 APP SURFACE	1.6	C
5 Tree Top	1462.2	1463.8	20:1 APP SURFACE	1.6	C
6 Tree Top	1462.2	1463.8	20:1 APP SURFACE	1.6	C
7 Tree Top	1462.2	1463.8	20:1 APP SURFACE	1.6	C
8 Tree Top	1462.2	1463.8	20:1 APP SURFACE	1.6	C
9 Tree Top	1462.2	1463.8	20:1 APP SURFACE	1.6	C
10 Tree Top	1462.2	1463.8	20:1 APP SURFACE	1.6	C
11 Tree Top	1462.2	1463.8	20:1 APP SURFACE	1.6	C
12 Tree Top	1462.2	1463.8	20:1 APP SURFACE	1.6	C

NOTE: Objects Shown In Profile Are Only In The Federal Aviation Regulations (FAR) Part 77 Objects Affecting Navigable Airspace Approach Slope.

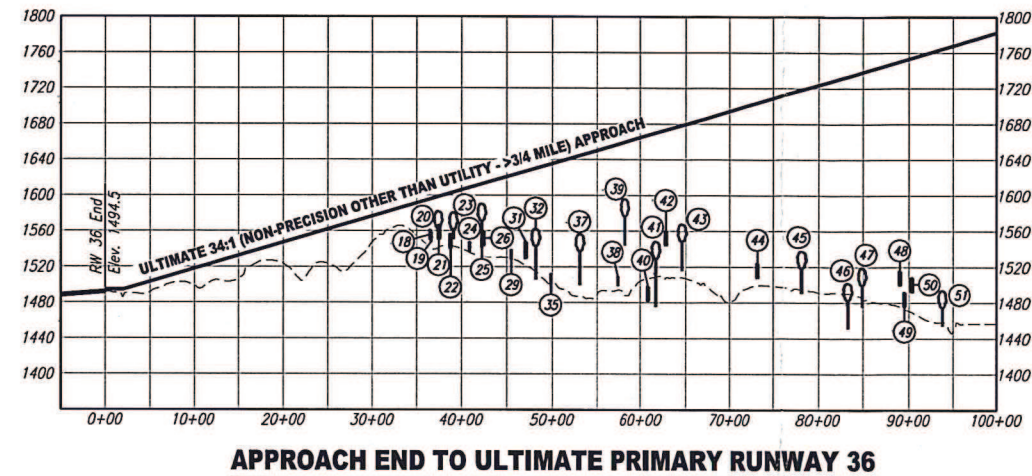
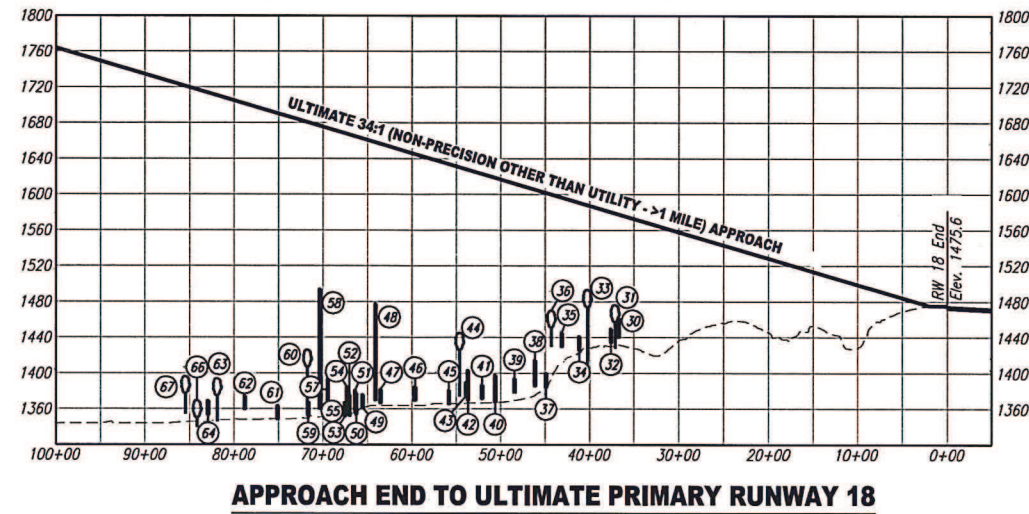
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Vert. 0 100 200 300
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SHEET
5 of 25

**OUTER PORTION OF RUNWAY APPROACH
SURFACE DRAWING
EXISTING PRIMARY RUNWAY 17/35
EXISTING CROSSWIND RUNWAY 12/30
EXISTING CROSSWIND RUNWAY 3/21**

NO.	REVISIONS	DATE



OBSTRUCTION TABLE					RUNWAY 18 END (Ultimate) 34:1	
OBJECT NO/ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION		PROPOSED DISPOSITION
				AMOUNT	STATUS	
30 Building	1462.0	1577.7	34:1 APP. SURFACE	115.7	C	
31 Tree Top	1476.3	1578.9	34:1 APP. SURFACE	102.6	C	
32 E. 12th St.	1450.0	1580.2	34:1 APP. SURFACE	130.2	C	
33 Tree Top	1493.1	1588.1	34:1 APP. SURFACE	95.0	C	
34 E. 11th St.	1441.5	1590.8	34:1 APP. SURFACE	149.3	C	
35 Court St.	1445.2	1596.6	34:1 APP. SURFACE	151.4	C	
36 Tree Top	1470.3	1600.1	34:1 APP. SURFACE	129.8	C	
37 E. 10th St.	1400.0	1601.8	34:1 APP. SURFACE	201.8	C	
38 Building	1414.8	1605.5	34:1 APP. SURFACE	190.7	C	
39 E. 9th St.	1394.1	1612.2	34:1 APP. SURFACE	218.1	C	
40 Building	1398.2	1618.7	34:1 APP. SURFACE	220.5	C	
41 E. 8th St.	1387.0	1622.9	34:1 APP. SURFACE	235.9	C	
42 Building	1403.2	1627.6	34:1 APP. SURFACE	224.4	C	
43 E. 7th St.	1389.8	1628.2	34:1 APP. SURFACE	238.4	C	
44 Tree Top	1445.5	1630.3	34:1 APP. SURFACE	184.8	C	
45 E. 6th St.	1380.9	1633.9	34:1 APP. SURFACE	253.0	C	
46 E. 6th St.	1385.0	1645.2	34:1 APP. SURFACE	260.2	C	
47 E. 5th St.	1382.0	1656.6	34:1 APP. SURFACE	274.6	C	
48 Building	1477.8	1658.2	34:1 APP. SURFACE	180.4	C	
49 Road	1376.2	1662.6	34:1 APP. SURFACE	286.4	C	
50 Railroad	1377.0	1664.6	34:1 APP. SURFACE	287.6	C	
51 Railroad	1380.8	1665.0	34:1 APP. SURFACE	284.2	C	
52 Railroad	1376.0	1666.8	34:1 APP. SURFACE	290.8	C	
53 Railroad	1380.0	1667.2	34:1 APP. SURFACE	287.2	C	
54 Railroad	1385.0	1667.7	34:1 APP. SURFACE	282.7	C	
55 E. 4th St.	1367.0	1668.3	34:1 APP. SURFACE	301.3	C	
56 Building	1534.7	1675.8	7:1 TRANS. SURFACE	141.1	C	
57 Railroad	1393.0	1674.0	34:1 APP. SURFACE	281.0	C	
58 Tank	1494.0	1676.6	34:1 APP. SURFACE	182.6	C	
59 E. 3rd St.	1368.0	1680.5	34:1 APP. SURFACE	312.5	C	
60 Tree Top	1426.2	1680.7	34:1 APP. SURFACE	254.5	C	
61 E. 2nd St.	1364.0	1690.6	34:1 APP. SURFACE	326.6	C	
62 E. 1st St.	1371.0	1701.4	34:1 APP. SURFACE	330.4	C	
63 Tree Top	1394.2	1710.6	34:1 APP. SURFACE	316.4	C	
64 81 Expressway	1369.0	1713.6	34:1 APP. SURFACE	344.6	C	
65 Light Pole	1390.0	1719.3	7:1 TRANS. SURFACE	329.3	C	
66 Tree Top	1369.3	1717.3	34:1 APP. SURFACE	348.0	C	
67 Tree Top	1396.4	1721.1	34:1 APP. SURFACE	324.7	C	

OBSTRUCTION TABLE					RUNWAY 36 END (Ultimate) 34:1	
OBJECT NO/ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION		PROPOSED DISPOSITION
				AMOUNT	STATUS	
18 Fence	1560.4	1595.9	34:1 APP. SURFACE	35.5	C	
19 Fence	1557.5	1596.3	34:1 APP. SURFACE	38.8	C	
20 Tree Top	1581.9	1598.6	34:1 APP. SURFACE	16.7	C	
21 Road	1566.5	1598.8	34:1 APP. SURFACE	32.3	C	
22 Road	1556.2	1602.6	34:1 APP. SURFACE	46.4	C	
23 Tree Top	1580.5	1603.6	34:1 APP. SURFACE	23.1	C	
24 Fence	1546.2	1608.9	34:1 APP. SURFACE	62.7	C	
25 Tree Top	1590.2	1612.9	34:1 APP. SURFACE	22.7	C	
26 Road	1559.5	1613.4	34:1 APP. SURFACE	53.9	C	
27 Tree Top	1578.7	1636.3	7:1 TRANS. SURFACE	57.6	C	
28 Tree Top	1591.7	1641.5	7:1 TRANS. SURFACE	49.8	C	
29 Fence	1538.2	1622.4	34:1 APP. SURFACE	84.2	C	
30 Tree Top	1570.6	1625.0	7:1 TRANS. SURFACE	54.4	C	
31 Building	1547.8	1627.2	34:1 APP. SURFACE	79.4	C	
32 Tree Top	1562.4	1630.4	34:1 APP. SURFACE	68.0	C	
33 Tree Top	1579.8	1631.4	7:1 TRANS. SURFACE	51.6	C	
34 Building	1548.5	1640.0	7:1 TRANS. SURFACE	91.5	C	
35 Fence	1511.1	1635.2	34:1 APP. SURFACE	124.1	C	
36 Tree Top	1590.6	1643.2	7:1 TRANS. SURFACE	52.6	C	
37 Tree Top	1556.5	1644.7	34:1 APP. SURFACE	88.2	C	
38 Fence	1508.6	1637.3	34:1 APP. SURFACE	148.7	C	
39 Tree Top	1595.6	1659.8	34:1 APP. SURFACE	64.2	C	
40 Road	1498.1	1667.6	34:1 APP. SURFACE	169.5	C	
41 Tree Top	1548.1	1670.2	34:1 APP. SURFACE	122.1	C	
42 Road	1560.0	1673.5	34:1 APP. SURFACE	113.5	C	
43 Tree Top	1567.4	1678.7	34:1 APP. SURFACE	111.3	C	
44 81 Expressway	1524.0	1704.0	34:1 APP. SURFACE	180.0	C	
45 Tree Top	1537.8	1718.6	34:1 APP. SURFACE	180.8	C	
46 Tree Top	1501.9	1733.4	34:1 APP. SURFACE	231.5	C	
47 Tree Top	1518.9	1738.3	34:1 APP. SURFACE	219.4	C	
48 Road	1516.0	1750.4	34:1 APP. SURFACE	234.4	C	
49 Road	1492.4	1751.9	34:1 APP. SURFACE	259.5	C	
50 Road	1508.4	1754.4	34:1 APP. SURFACE	246.0	C	
51 Tree Top	1493.8	1764.5	34:1 APP. SURFACE	270.7	C	

TABLE NOTES

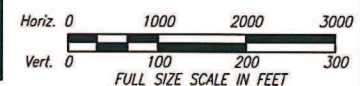
Amount - Number Positive = Clear (C)
Number Negative = Obstructs (OB)

Status - Clear (C) or Obstructs (OB)

App. - Approach

Trans. - Transitional

NOTE: Objects Shown In Profile Are Only In The Federal Aviation Regulation (FAR) Part 77 Objects Affecting Navigable Airspace Approach Slope. Refer To Table On This Sheet For Objects In Surfaces Beyond The Approach Slope. Only The Most Critical Objects Are Shown On Sheet Number 4.

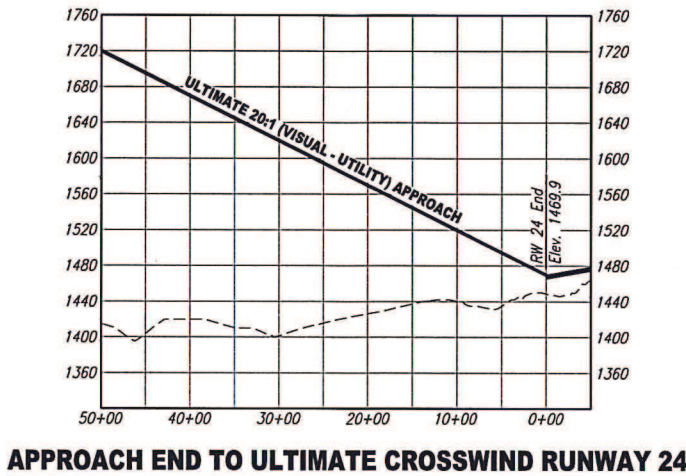


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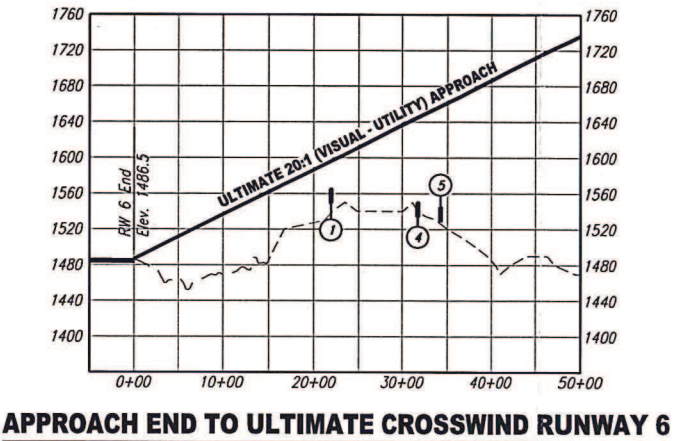
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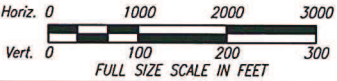
OBSTRUCTION TABLE				RUNWAY 24 END (Ultimate) 20:1		
OBJECT NO/ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION		PROPOSED DISPOSITION
				AMOUNT	STATUS	
1	No Obstructions					



OBSTRUCTION TABLE					RUNWAY 6 END (Ultimate) 20:1	
OBJECT NO/ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION		PROPOSED DISPOSITION
				AMOUNT	STATUS	
1 Road	1565.0	1595.9	20:1 APP. SURFACE	30.9	'C'	
2 Tree Top	1563.5	1633.3	7:1 TRANS. SURFACE	69.8	'C'	
3 Farm Road	1545.0	1634.3	7:1 TRANS. SURFACE	89.3	'C'	
4 Farm Road	1550.0	1645.2	20:1 APP. SURFACE	95.2	'C'	
5 Farm Road	1545.0	1657.7	20:1 APP. SURFACE	112.7	'C'	

TABLE NOTES	
Amount -	Number Positive = Clear (C) Number Negative = Obstructs (OB)
Status -	Clear (C) or Obstructs (OB)
App. -	Approach
Trans. -	Transitional

NOTE: Objects Shown In Profile Are Only In The Federal Aviation Regulation (FAR) Part 77 Objects Affecting Navigable Airspace Approach Slope. Refer To Table On This Sheet For Objects In Surfaces Beyond The Approach Slope. Only The Most Critical Objects Are Shown On Sheet Number 4.



OUTER PORTION OF RUNWAY APPROACH
SURFACE DRAWING
ULTIMATE CROSSWIND RUNWAY 6/24

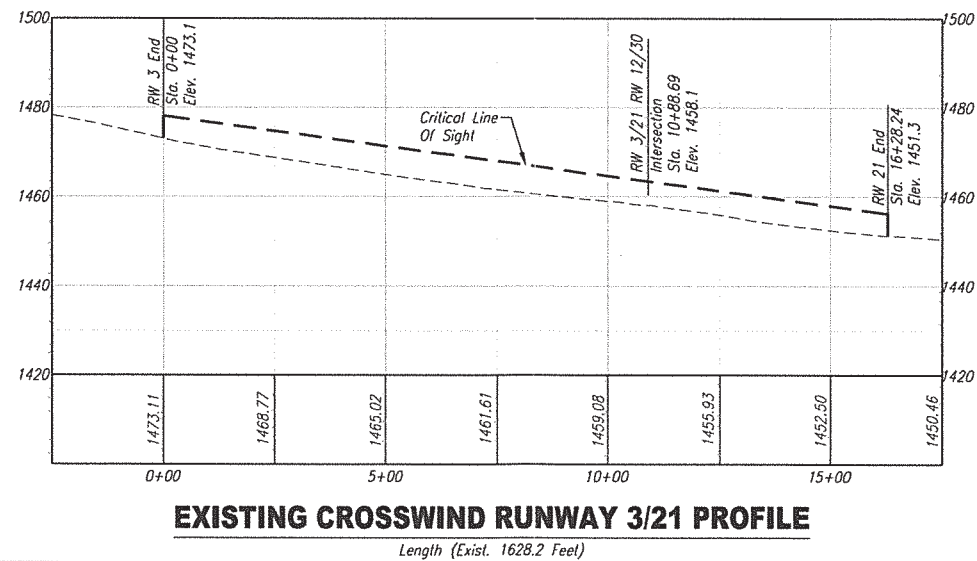
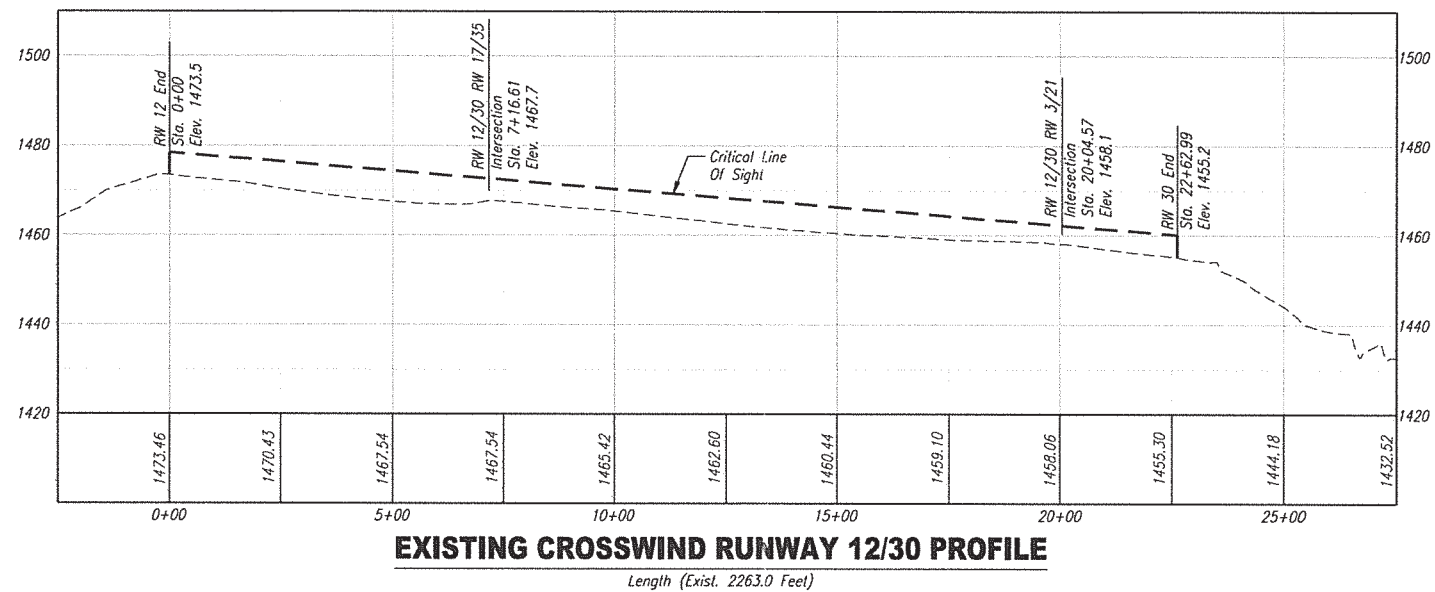
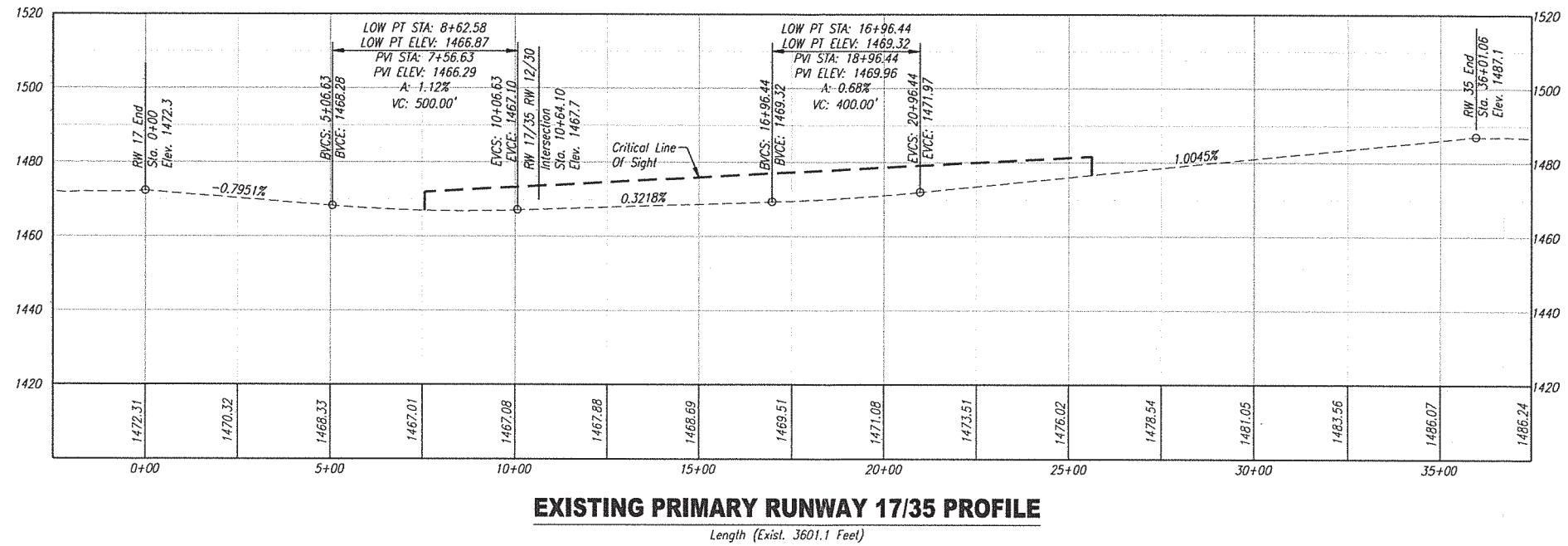
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LEGEND

A = Algebraic Difference

BVCE = Begin Vertical Curve Elevation

BVCS = Begin Vertical Curve Station

ELEV = Elevation

EVCE = End Vertical Curve Elevation

EVCS = End Vertical Curve Station

PT = Point

PVI = Point Of Vertical Intersection

RW = Runway

STA = Station

VC = Vertical Curve

Horiz. 0 200 400 600
 Vert. 0 20 40 60
 FULL SIZE SCALE IN FEET

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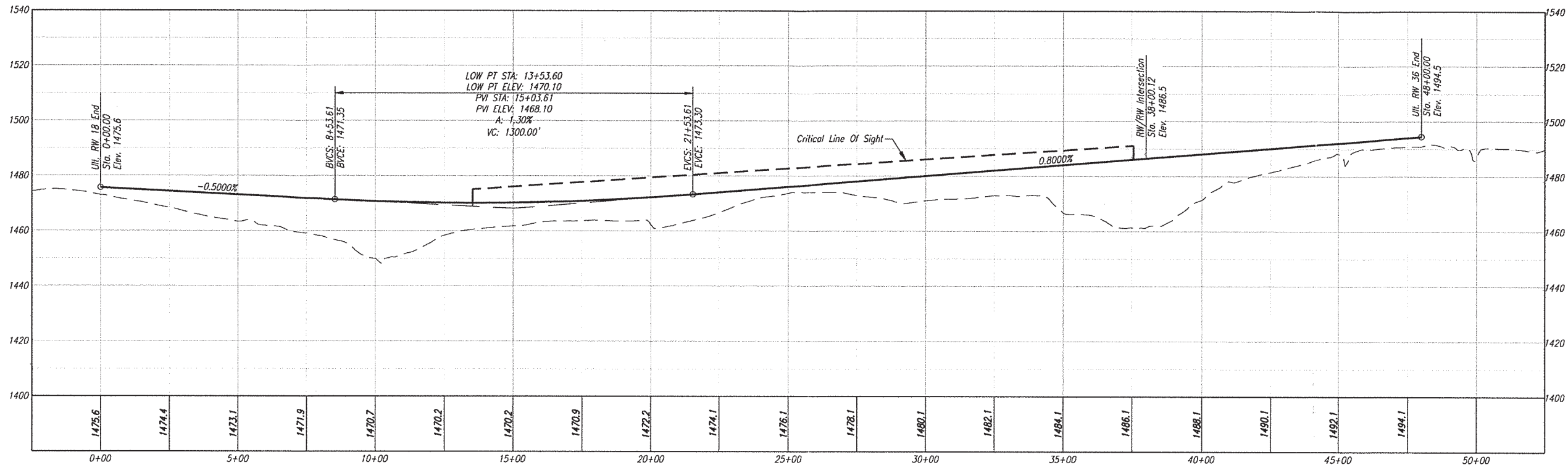
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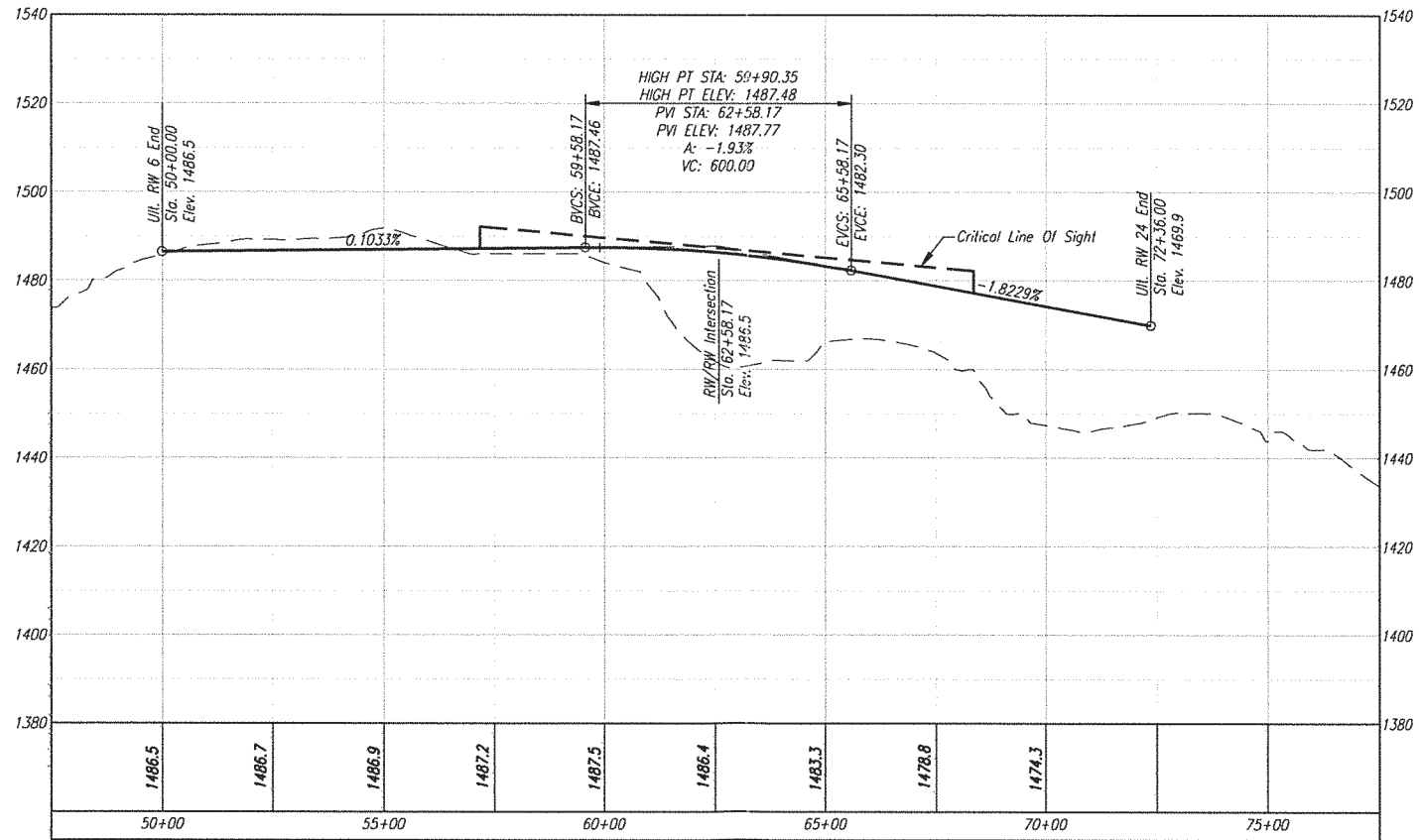
8 of 25

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ULTIMATE PRIMARY RUNWAY 18/36 PROFILE

Length (Ult. 4800.0 Feet)

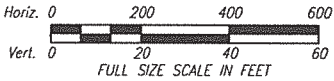


ULTIMATE CROSSWIND RUNWAY 6/24 PROFILE

Length (Ult. 2236.0 Feet)

LEGEND

- A = Algebraic Difference
- BVCE = Begin Vertical Curve Elevation
- BVCS = Begin Vertical Curve Station
- ELEV = Elevation
- EVCE = End Vertical Curve Elevation
- EVCS = End Vertical Curve Station
- PT = Point
- PVI = Point Of Vertical Intersection
- RW = Runway
- STA = Station
- VC = Vertical Curve

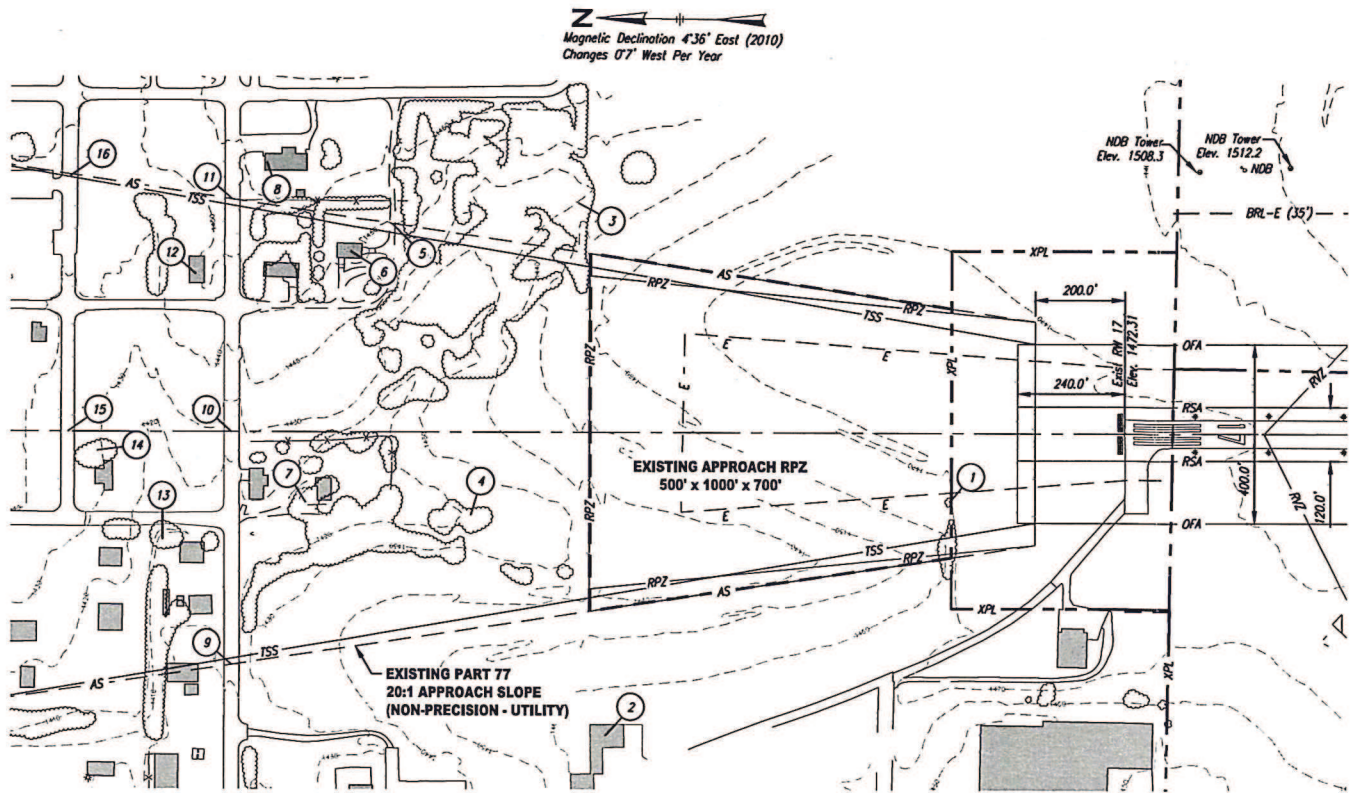


RUNWAY LINE OF SIGHT PROFILE
DRAWING
ULTIMATE PRIMARY RUNWAY 18/36
ULTIMATE CROSSWIND RUNWAY 6/24

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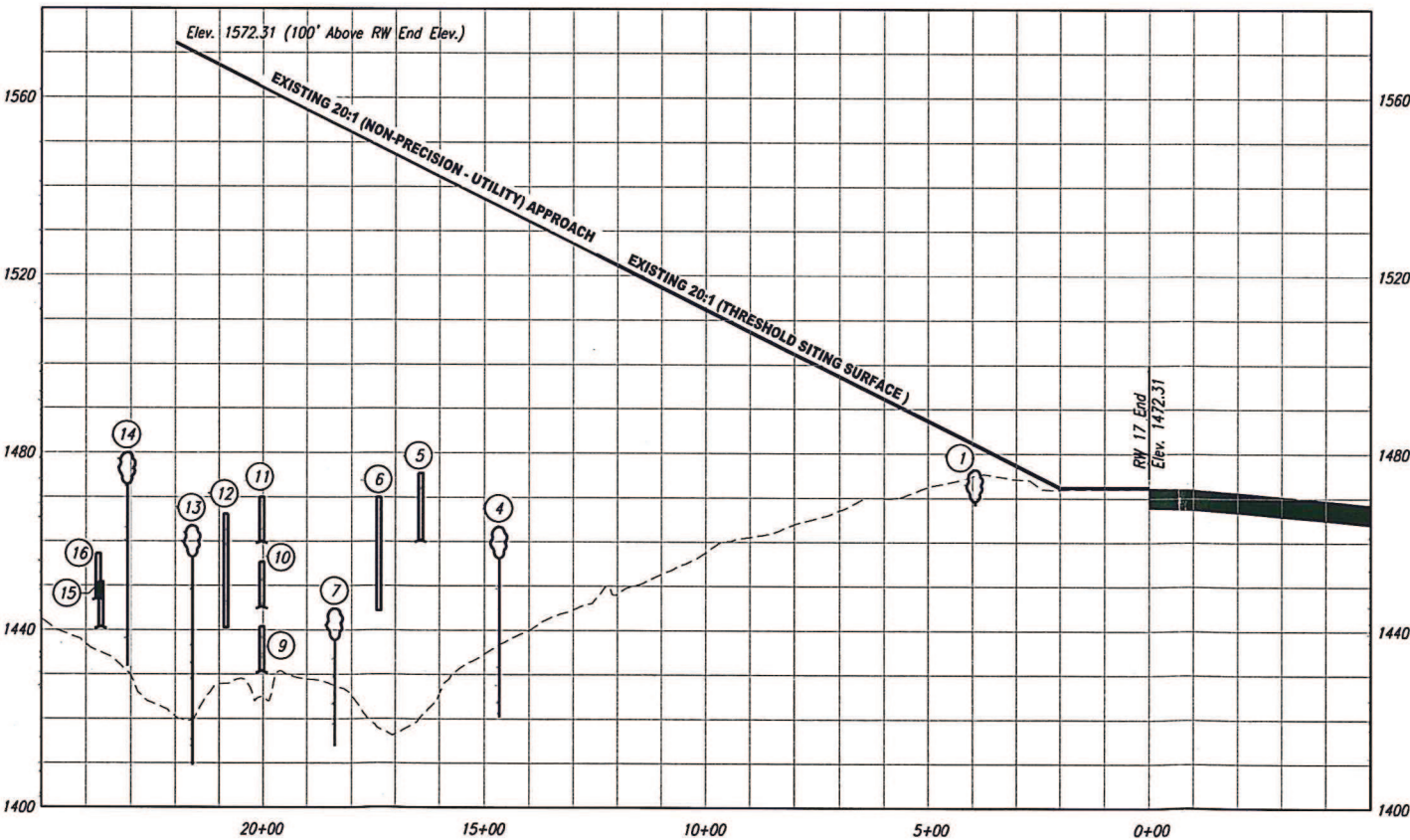
PROJECT: ALP UPDATE
DATE: JANUARY 2013
JOB NO.: 57-68-2002



EXISTING PRIMARY RUNWAY 17 APPROACH

OBSTRUCTION TABLE				RUNWAY 17 END (Existing) 20:1	
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION	
				AMOUNT	STATUS
1 Tree Top	1476.3	1482.0	20:1 APP. SURFACE	5.7	'C
2 Building	1482.5	1561.0	7:1 TRANS. SURFACE	78.5	'C
3 Tree Top	1488.4	1539.3	7:1 TRANS. SURFACE	50.9	'C
4 Tree Top	1463.3	1535.6	20:1 APP. SURFACE	72.3	'C
5 E. 20th	1475.4	1544.5	20:1 APP. SURFACE	69.1	'C
6 Building	1470.0	1549.2	20:1 APP. SURFACE	79.2	'C
7 Tree Top	1444.8	1554.1	20:1 APP. SURFACE	109.3	'C
8 Building	1494.7	1572.1	7:1 TRANS. SURFACE	77.4	'C
9 18th Street	1440.8	1562.5	20:1 APP. SURFACE	121.7	'C
10 18th Street	1455.3	1562.5	20:1 APP. SURFACE	107.2	'C
11 18th Street	1470.0	1562.5	20:1 APP. SURFACE	92.5	'C
12 Building	1466.2	1566.6	20:1 APP. SURFACE	100.4	'C
13 Tree Top	1463.5	1570.3	20:1 APP. SURFACE	106.8	'C
14 Tree Top	1479.9	1577.7	20:1 APP. SURFACE	97.8	'C
15 17th Street	1450.8	1580.9	20:1 APP. SURFACE	130.2	'C
16 17th Street	1457.2	1580.6	20:1 APP. SURFACE	123.4	'C

20:1 THRESHOLD SITING SURFACE OBSTRUCTION TABLE			RUNWAY 17 END (Existing)	
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	20:1 THRESHOLD SITING SURFACE ELEVATION	OBJECT PENETRATION	
			AMOUNT	STATUS
1 Tree Top	1476.3	1482.0	5.7	'C
4 Tree Top	1463.3	1535.6	72.3	'C
6 Building	1470.0	1549.2	79.2	'C
7 Tree Top	1444.8	1554.1	109.3	'C
10 18th Street	1455.3	1562.5	107.2	'C
12 Building	1466.2	1566.6	100.4	'C
13 Tree Top	1463.5	1570.3	106.8	'C
14 Tree Top	1479.9	1577.7	97.8	'C
15 17th Street	1450.8	1580.9	130.2	'C

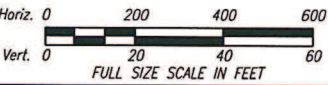


EXISTING PRIMARY RUNWAY 17 APPROACH

- LEGEND**
- AS - Approach Surface
 - ASOS - Automated Surface Observing System
 - E - Easement Line
 - Elev. - Elevation
 - NDB - Non-Directional Radio Beacon
 - RPZ - Runway Protection Zone
 - PSA - Runway Safety Area
 - RVZ - Runway Visibility Zone
 - RW - Runway
 - TSS - Threshold Siting Surface
 - XPL - Existing Property Line

- TABLE NOTES**
- Amount - Number Positive = Clear (C)
Number Negative = Obstructs (OB)
 - Status - Clear (C) or Obstructs (OB)
 - App. - Approach
 - Trans. - Transitional

NOTE: Objects Shown In Profile Are Only In The Federal Aviation Regulation (FAR) Part 77 Objects Affecting Navigable Airspace. Approach Slope. Refer To Plan View And Table For Objects In Surfaces Beyond The Approach Slope.

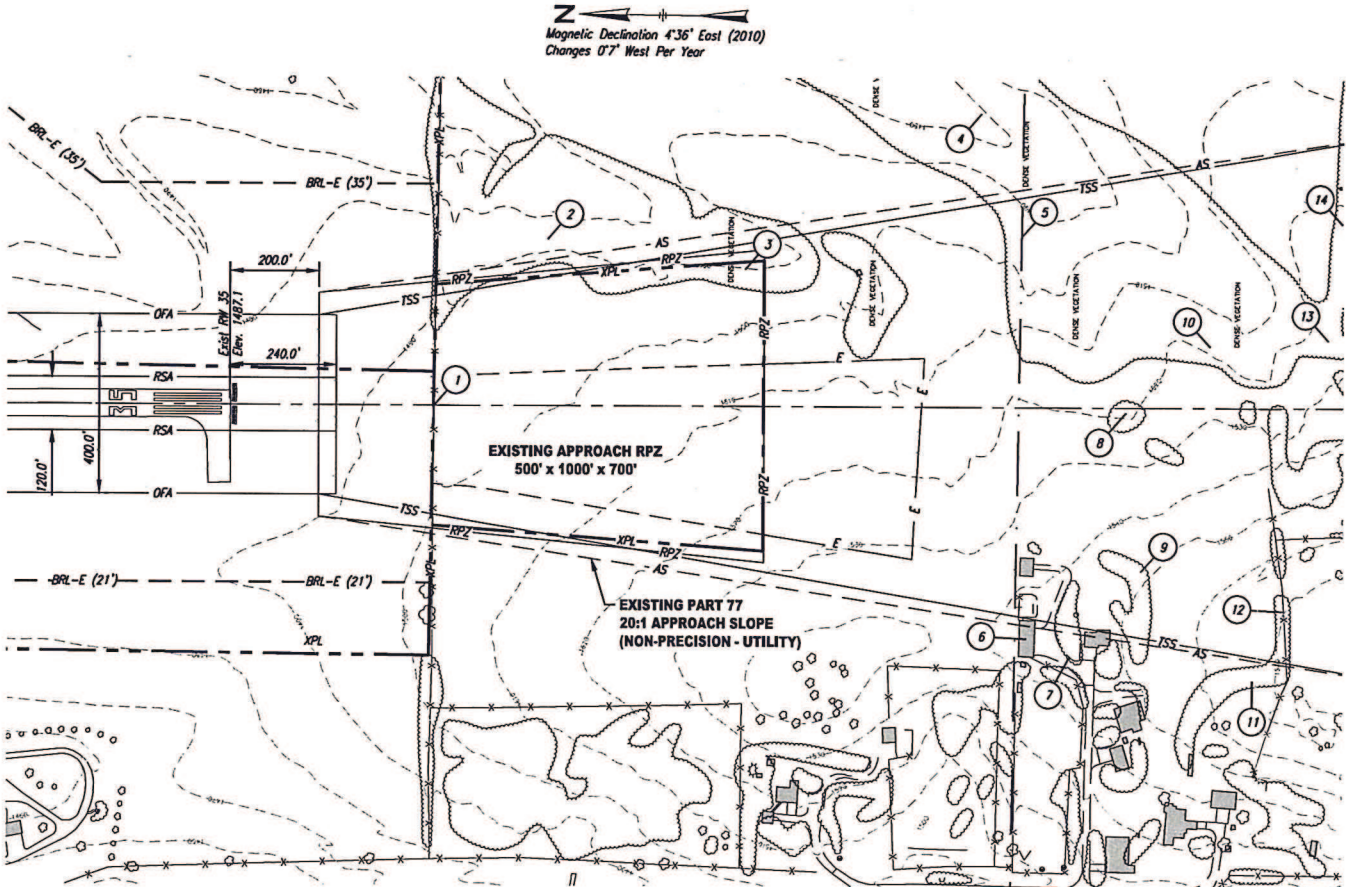


INNER PORTION OF RUNWAY APPROACH
SURFACE DRAWING
EXISTING PRIMARY RUNWAY 17

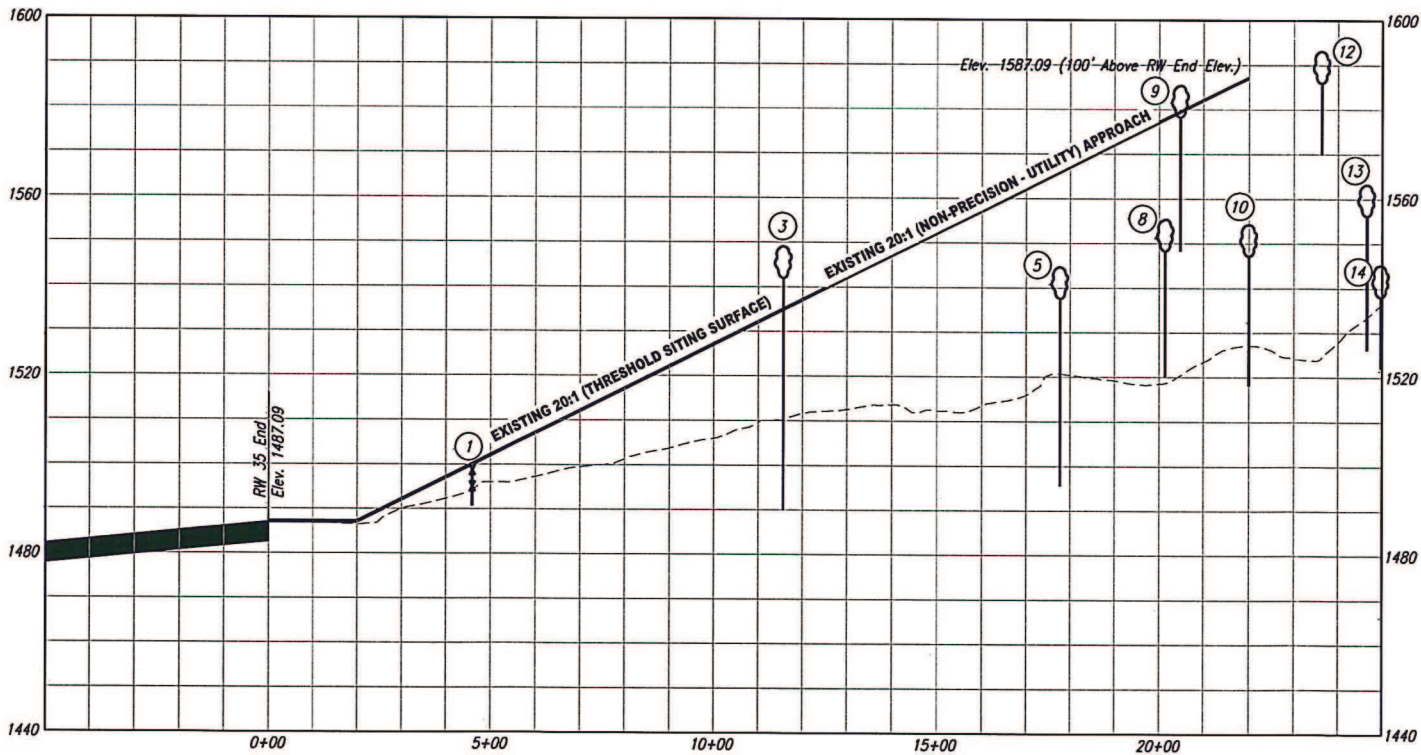
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EXISTING PRIMARY RUNWAY 35 APPROACH



EXISTING PRIMARY RUNWAY 35 APPROACH

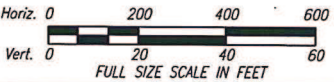
OBSTRUCTION TABLE				RUNWAY 35 END (Existing) 20:1		
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION		PROPOSED DISPOSITION
				AMOUNT	STATUS	
1 Fence	1498.7	1500.0	20:1 APP. SURFACE	1.3	'C	CLOSE CONSTRUCT RUNWAY 18/36
2 Tree Top	1527.6	1519.2	7:1 TRANS. SURFACE	-8.4	'OB	
3 Tree Top	1549.0	1534.9	20:1 APP. SURFACE	-14.1	'OB	
4 Tree Top	1524.2	1587.7	7:1 TRANS. SURFACE	63.5	'C	
5 Tree Top	1544.6	1565.9	20:1 APP. SURFACE	21.3	'C	
6 Building	1564.2	1570.7	7:1 TRANS. SURFACE	6.5	'C	
7 Tree Top	1576.9	1579.1	7:1 TRANS. SURFACE	2.2	'C	
8 Tree Top	1555.3	1577.8	20:1 APP. SURFACE	22.5	'C	
9 Tree Top	1585.3	1579.5	20:1 APP. SURFACE	-5.8	'OB	
10 Tree Top	1554.2	1587.1	20:1 APP. SURFACE	32.9	'C	
11 Tree Top	1587.6	1598.4	7:1 TRANS. SURFACE	10.8	'C	
12 Tree Top	1593.0	1595.3	20:1 APP. SURFACE	2.3	'C	
13 Tree Top	1563.2	1600.4	20:1 APP. SURFACE	37.2	'C	
14 Tree Top	1545.1	1601.9	20:1 APP. SURFACE	56.8	'C	

20:1 THRESHOLD SITING SURFACE OBSTRUCTION TABLE				RUNWAY 35 END (Existing)	
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	20:1 THRESHOLD SITING SURFACE ELEVATION	OBJECT PENETRATION	PROPOSED DISPOSITION	
			AMOUNT STATUS		
1 Fence	1498.7	1500.0	1.3 'C	CLOSE CONSTRUCT RUNWAY 18/36	
3 Tree Top	1549.0	1534.9	-14.1 'OB		
5 Tree Top	1544.6	1565.9	21.3 'C		
8 Tree Top	1555.3	1577.8	22.5 'C		
9 Tree Top	1585.3	1579.5	-5.8 'OB		
10 Tree Top	1554.2	1587.1	32.9 'C		
12 Tree Top	1593.0	1595.3	2.3 'C		
13 Tree Top	1563.2	1600.4	37.2 'C		
14 Tree Top	1545.1	1601.9	56.8 'C		

LEGEND
AS - Approach Surface
ASOS - Automated Surface Observing System
E - Easement Line
Elev. - Elevation
NDB - Non-Directional Radio Beacon
RPZ - Runway Protection Zone
PSA - Runway Safety Area
RVZ - Runway Visibility Zone
RW - Runway
TSS - Threshold Siting Surface
XPL - Existing Property Line

TABLE NOTES
Amount - Number Positive = Clear (C)
Number Negative = Obstructs (OB)
Status - Clear (C) or Obstructs (OB)
App. - Approach
Trans. - Transitional

NOTE: Objects Shown In Profile Are Only In The Federal Aviation Regulation (FAR) Part 77 Objects Affecting Navigable Airspace Approach Slope. Refer To Plan View And Table For Objects In Surfaces Beyond The Approach Slope.

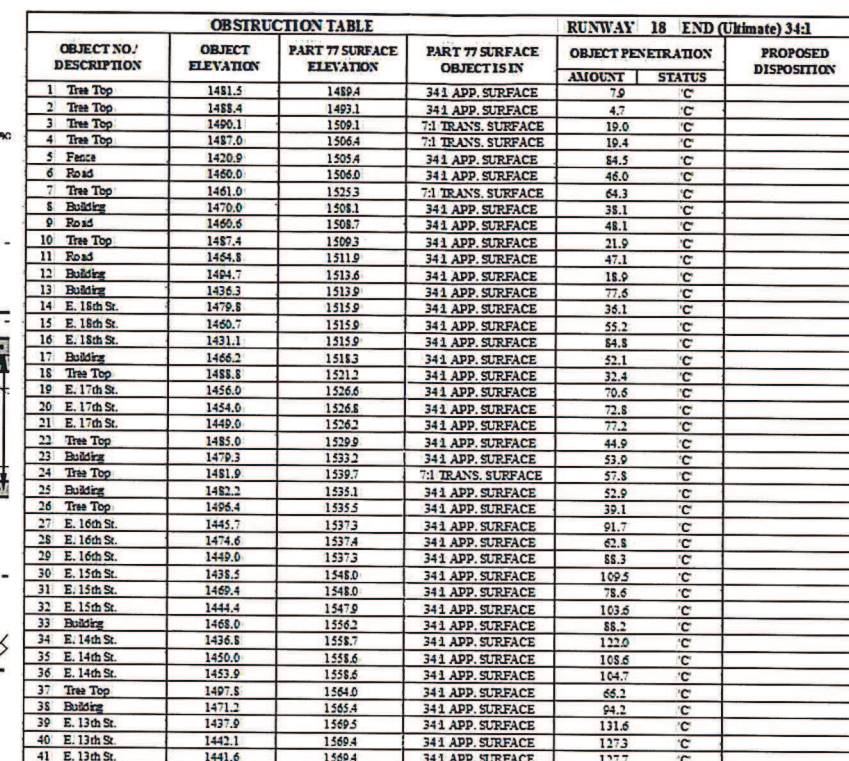


INNER PORTION OF RUNWAY APPROACH
SURFACE DRAWING
EXISTING PRIMARY RUNWAY 35

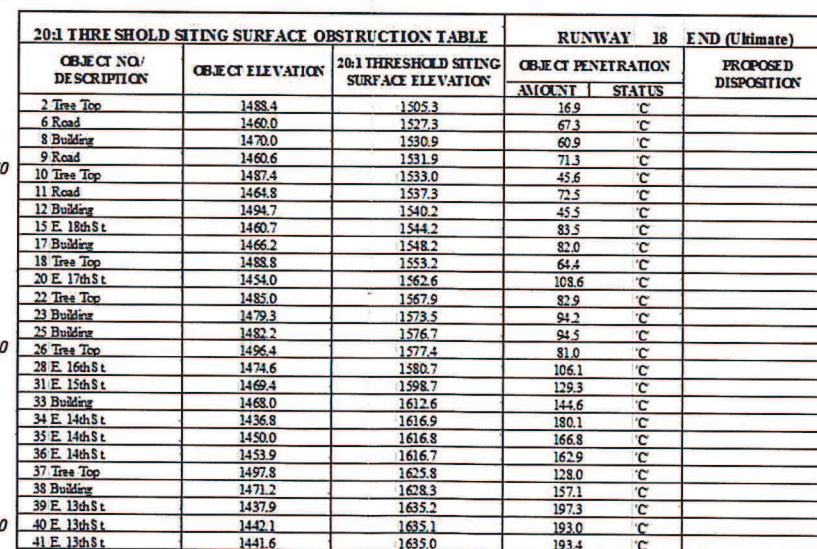
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ULTIMATE PRIMARY RUNWAY 18 APPROACH



LEGEND

- AS - Approach Surface
- ASOS - Automated Surface Observing System
- E - Easement Line
- Elev. - Elevation
- NDB - Non-Directional Radio Beacon
- RPZ - Runway Protection Zone
- PSA - Runway Safety Area
- RWZ - Runway Visibility Zone
- RW - Runway
- TSS - Threshold Siting Surface
- XPL - Existing Property Line

TABLE NOTES

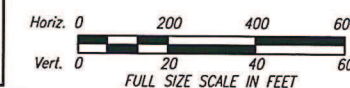
Amount - Number Positive = Clear (C)
Number Negative = Obstructs (OB)

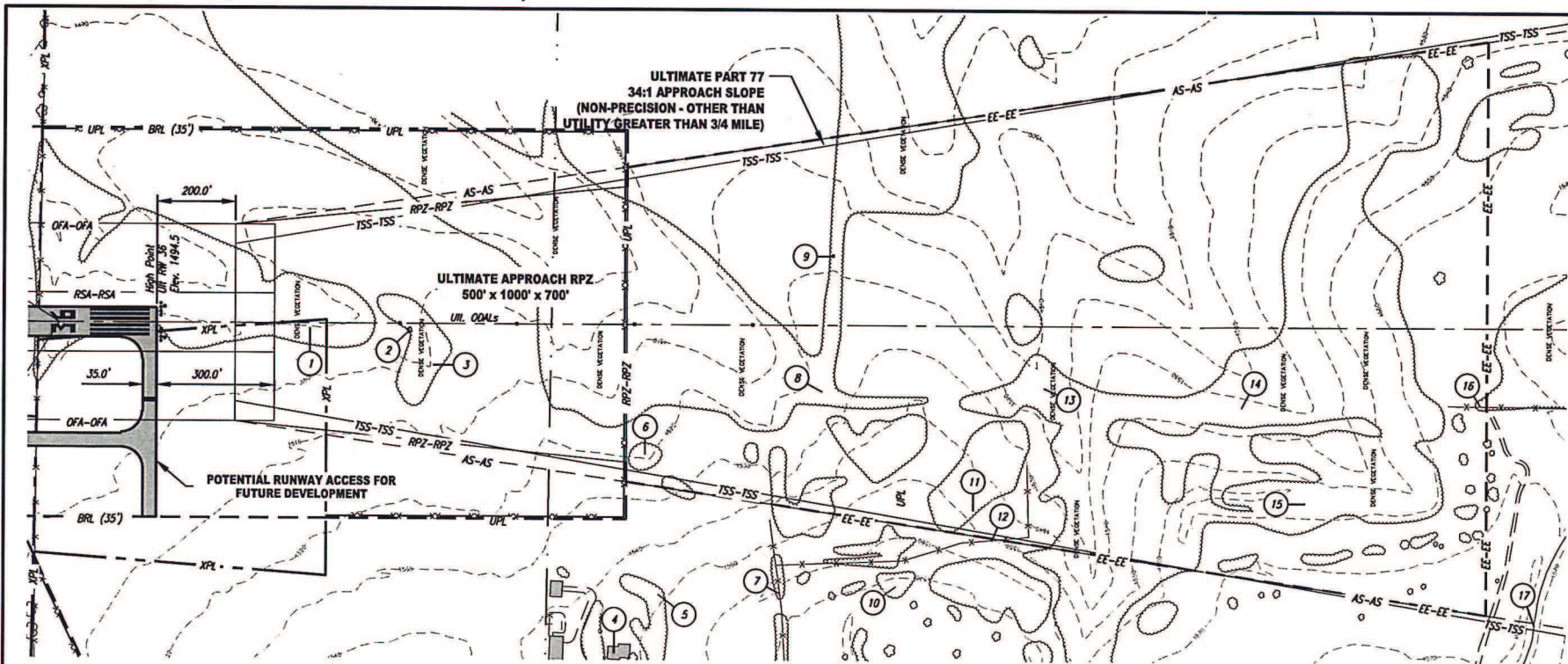
Status - Clear (C) or Obstructs (OB)

App. - Approach

Trans. - Transitional

NOTE: Objects Shown In Profile Are Only In The Federal Aviation Regulation (FAR) Part 77 Objects Affecting Navigable Airspace Approach Slope. Refer To Plan View And Table For Objects In Surfaces Beyond The Approach Slope.



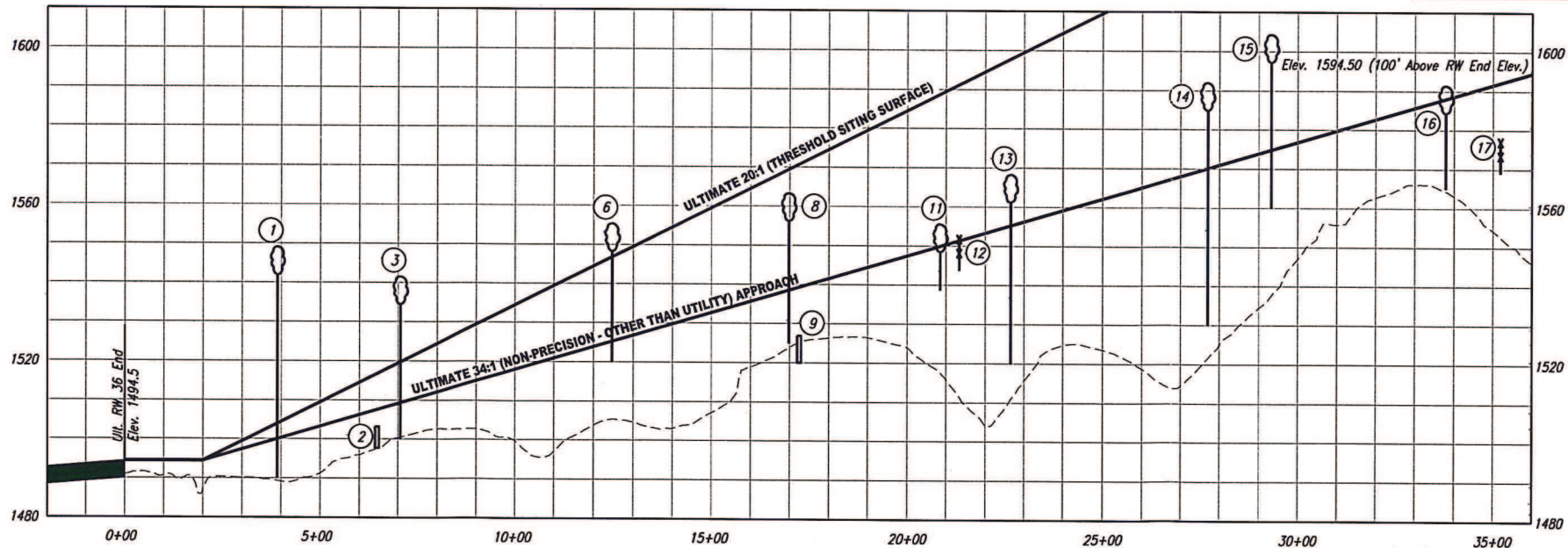


Magnetic Declination 4°36' East (2010)
Changes 0°7' West Per Year

20:1 THRESHOLD SITING SURFACE OBSTRUCTION TABLE			RUNWAY 36		END (Ultimate)
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	20:1 THRESHOLD SITING SURFACE ELEVATION	OBJECT PENETRATION	PROPOSED DISPOSITION	
1 Tree Top	1549.0	1504.0	-45.0	'OB'	Lower Remove
2 Building	1503.2	1516.8	13.6	'C'	
3 Tree Top	1541.5	1519.8	-21.7	'OB'	Lower Remove
6 Tree Top	1555.3	1546.9	-8.4	'OB'	Lower Remove
8 Tree Top	1563.2	1569.4	6.2	'C'	
9 Building	1526.9	1570.7	43.8	'C'	
11 Tree Top	1555.5	1588.8	33.3	'C'	
13 Tree Top	1568.2	1597.8	29.6	'C'	
14 Tree Top	1591.9	1623.0	31.1	'C'	
15 Tree Top	1604.2	1631.1	26.9	'C'	
17 Fence	1577.0	1660.4	83.4	'C'	

ULTIMATE PRIMARY RUNWAY 36 APPROACH

OBSTRUCTION TABLE				RUNWAY 36 END (Ultimate) 34:1		
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION	PROPOSED DISPOSITION	
1 Tree Top	1549.0	1500.1	34:1 APP. SURFACE	-48.9	'OB'	Lower Remove
2 Building	1503.2	1507.6	34:1 APP. SURFACE	4.4	'C'	
3 Tree Top	1541.5	1509.4	34:1 APP. SURFACE	-32.1	'OB'	Lower Remove
4 Building	1570.8	1585.0	7:1 TRANS. SURFACE	14.2	'C'	
5 Tree Top	1585.3	1564.4	7:1 TRANS. SURFACE	-20.9	'OB'	Lower Remove
6 Tree Top	1555.3	1525.3	34:1 APP. SURFACE	-30.0	'OB'	Lower Remove
7 Tree Top	1582.1	1566.5	7:1 TRANS. SURFACE	-15.6	'OB'	Lower Remove
8 Tree Top	1563.2	1538.6	34:1 APP. SURFACE	-24.6	'OB'	Lower Remove
9 Building	1526.9	1539.3	34:1 APP. SURFACE	12.4	'C'	
10 Tree Top	1605.0	1566.1	7:1 TRANS. SURFACE	-38.9	'OB'	Lower Remove
11 Tree Top	1555.5	1549.9	34:1 APP. SURFACE	-5.6	'OB'	Lower Remove
12 Fence	1551.7	1551.4	34:1 APP. SURFACE	-0.3	'OB'	Lower Remove
13 Tree Top	1568.2	1555.3	34:1 APP. SURFACE	-12.9	'OB'	Lower Remove
14 Tree Top	1591.9	1570.1	34:1 APP. SURFACE	-21.8	'OB'	Lower Remove
15 Tree Top	1604.2	1574.9	34:1 APP. SURFACE	-29.3	'OB'	Lower Remove
16 Tree Top	1591.3	1588.0	34:1 APP. SURFACE	-3.3	'OB'	Lower Remove
17 Fence	1577.0	1592.1	34:1 APP. SURFACE	15.1	'C'	

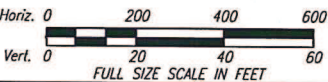


ULTIMATE PRIMARY RUNWAY 36 APPROACH

LEGEND
AS - Approach Surface
ASOS - Automated Surface Observing System
E - Easement Line
Elev. - Elevation
NDB - Non-Directional Radio Beacon
RPZ - Runway Protection Zone
PSA - Runway Safety Area
RVZ - Runway Visibility Zone
RW - Runway
TSS - Threshold Siting Surface
XPL - Existing Property Line

TABLE NOTES
Amount - Number Positive = Clear (C)
Number Negative = Obstructs (OB)
Status - Clear (C) or Obstructs (OB)
App. - Approach
Trans. - Transitional

NOTE: Objects Shown In Profile Are Only In The Federal Aviation Regulation (FAR) Part 77 Objects Affecting Navigable Airspace Approach Slope. Refer To Plan View And Table For Objects In Surfaces Beyond The Approach Slope.

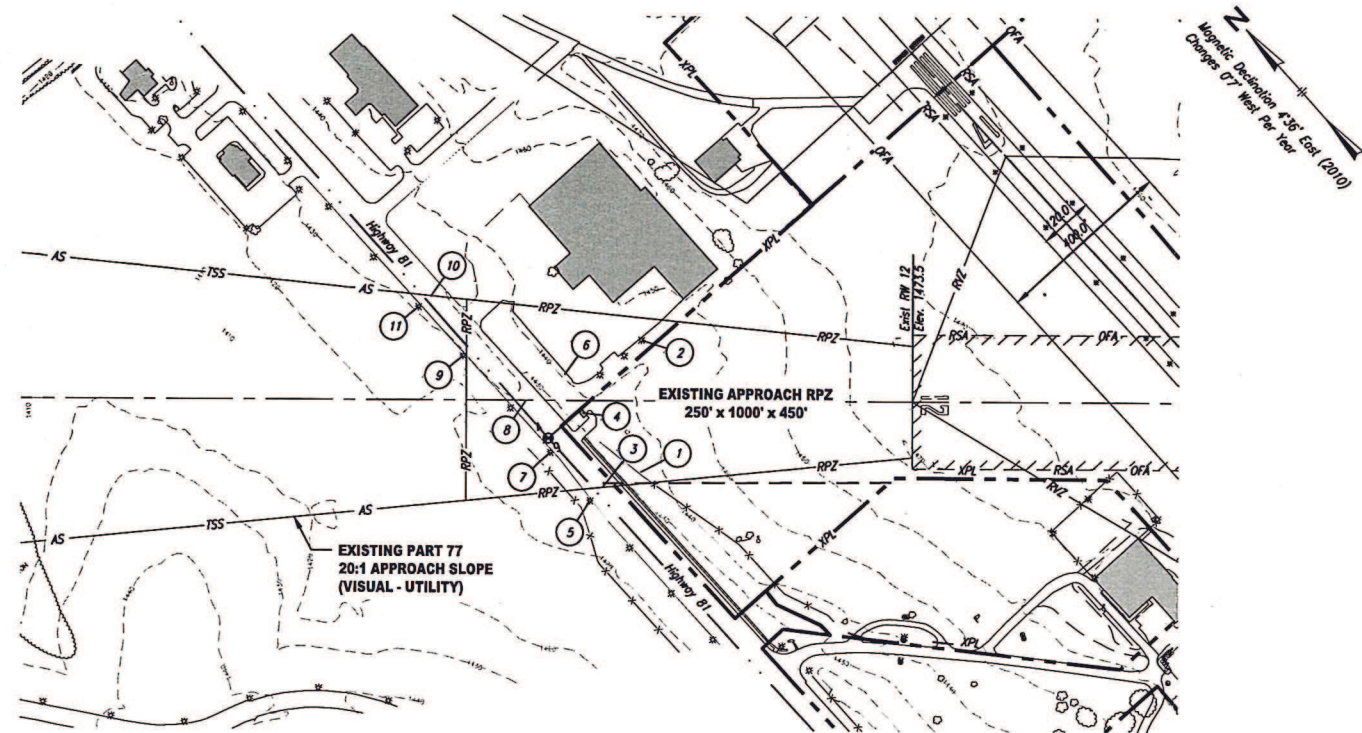


INNER PORTION OF RUNWAY APPROACH
SURFACE DRAWING
ULTIMATE PRIMARY RUNWAY 36

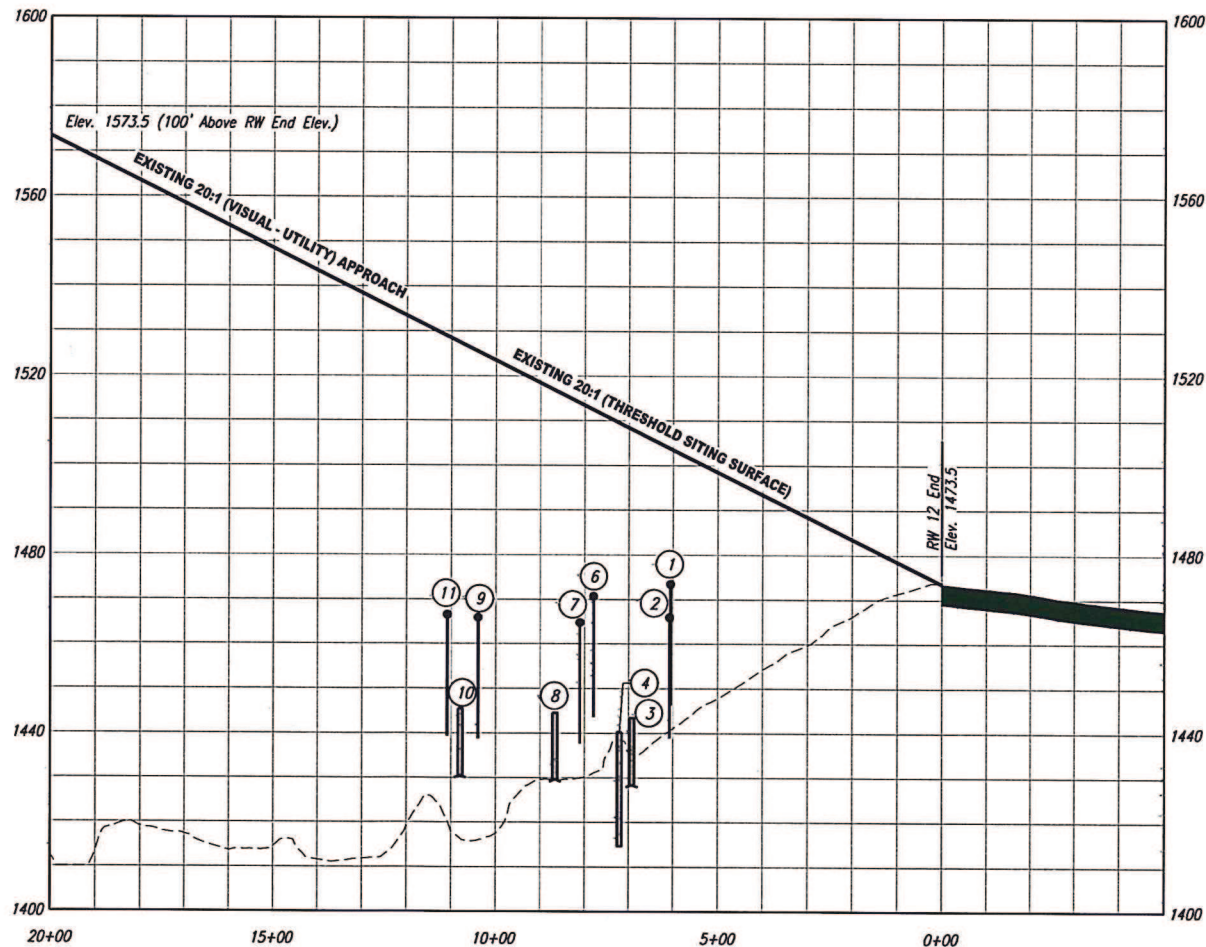
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EXISTING CROSSWIND RUNWAY 12 APPROACH



EXISTING CROSSWIND RUNWAY 12 APPROACH

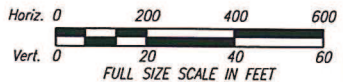
OBSTRUCTION TABLE				RUNWAY 12 END (Existing) 20:1	
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION AMOUNT	STATUS
1 Light Pole	1474.1	1503.8	20:1 APP. SURFACE	29.7	C
2 Light Pole	1466.7	1503.8	20:1 APP. SURFACE	37.1	C
3 81 Expressway	1443.4	1508.1	20:1 APP. SURFACE	64.6	C
4 Building	1440.3	1510.4	20:1 APP. SURFACE	70.1	C
5 Light Pole	1466.4	1513.4	7:1 TRANS. SURFACE	47.0	C
6 Light Pole	1471.4	1512.4	20:1 APP. SURFACE	41.0	C
7 Light Pole	1465.5	1514.0	20:1 APP. SURFACE	48.5	C
8 81 Expressway	1444.6	1516.8	20:1 APP. SURFACE	72.2	C
9 Light Pole	1466.6	1523.8	20:1 APP. SURFACE	57.2	C
10 81 Expressway	1445.5	1527.4	20:1 APP. SURFACE	81.9	C
11 Light Pole	1467.2	1528.9	20:1 APP. SURFACE	61.7	C

20:1 THRESHOLD SITING SURFACE OBSTRUCTION TABLE			RUNWAY 12 END (Existing)	
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	20:1 THRESHOLD SITING SURFACE ELEVATION	OBJECT PENETRATION AMOUNT	STATUS
1 Light Pole	1474.1	1503.8	29.7	C
2 Light Pole	1466.7	1503.8	37.1	C
3 81 Expressway	1443.4	1508.1	64.6	C
4 Building	1440.3	1510.4	70.1	C
6 Light Pole	1471.4	1512.4	41.0	C
7 Light Pole	1465.5	1514.0	48.5	C
8 81 Expressway	1444.6	1516.8	72.2	C
9 Light Pole	1466.6	1523.8	57.2	C
10 81 Expressway	1445.5	1527.4	81.9	C
11 Light Pole	1467.2	1528.9	61.7	C

LEGEND	
AS	Approach Surface
ASOS	Automated Surface Observing System
E	Easement Line
Elev.	Elevation
NDB	Non-Directional Radio Beacon
RPZ	Runway Protection Zone
PSA	Runway Safety Area
RVZ	Runway Visibility Zone
RW	Runway
TSS	Threshold Siting Surface
XPL	Existing Property Line

TABLE NOTES	
Amount	Number Positive = Clear (C) Number Negative = Obstructs (OB)
Status	Clear (C) or Obstructs (OB)
App.	Approach
Trans.	Transitional

NOTE: Objects Shown In Profile Are Only In The Federal Aviation Regulation (FAR) Part 77 Objects Affecting Navigable Airspace Approach Slope. Refer To Plan View And Table For Objects In Surfaces Beyond The Approach Slope.

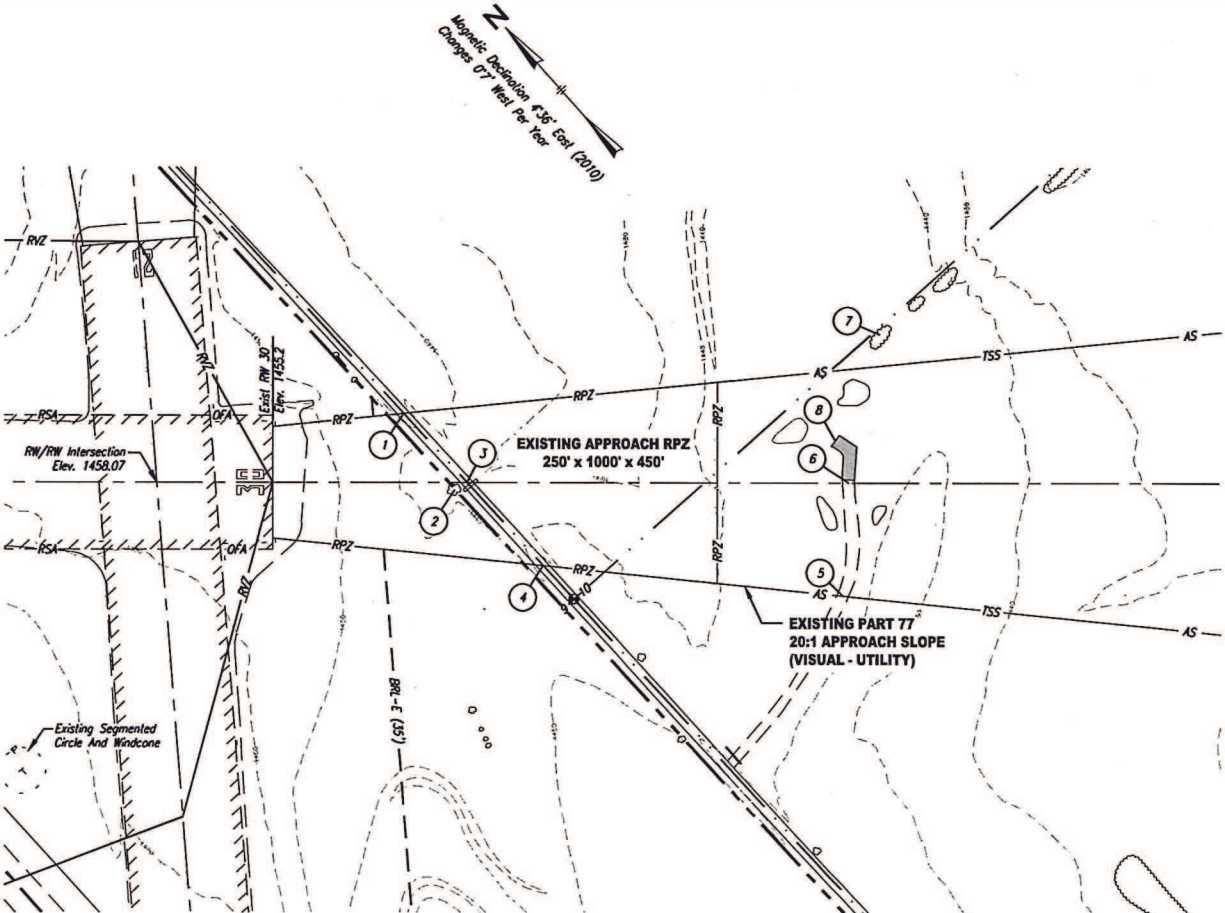


INNER PORTION OF RUNWAY APPROACH
SURFACE DRAWING
EXISTING CROSSWIND RUNWAY 12

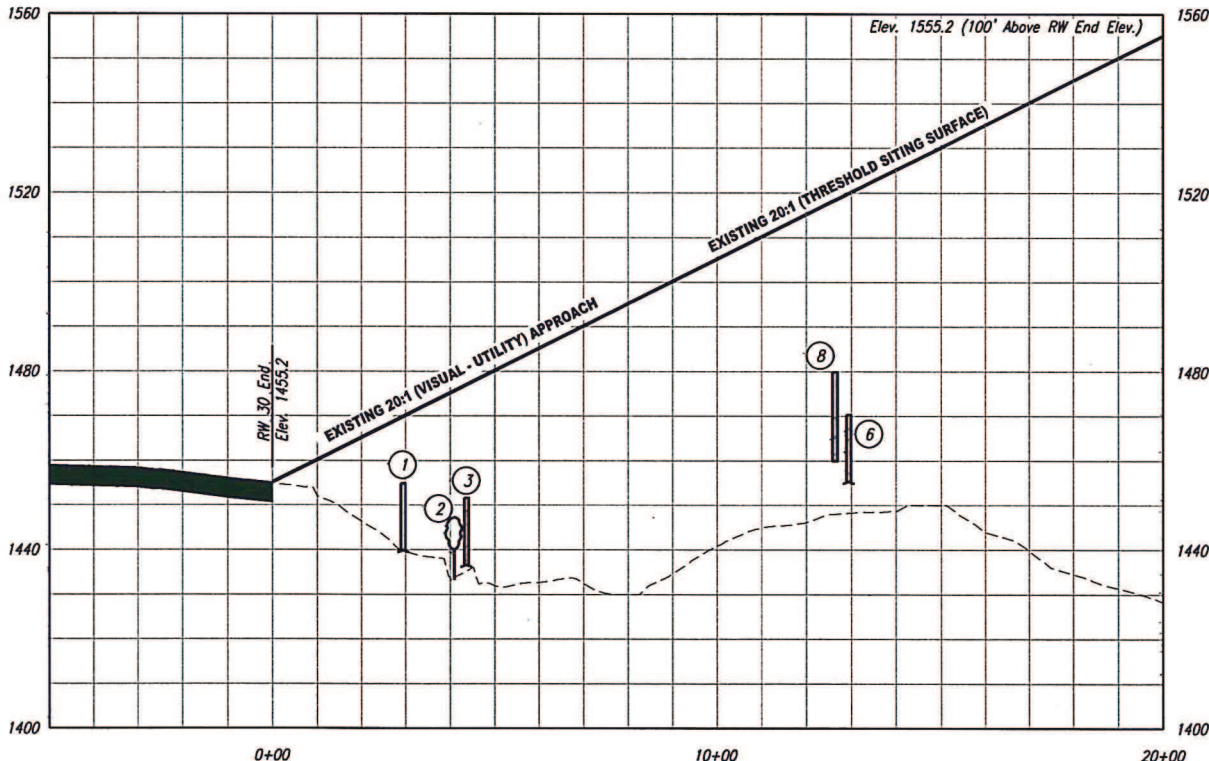
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EXISTING CROSSWIND RUNWAY 30 APPROACH



EXISTING CROSSWIND RUNWAY 30 APPROACH

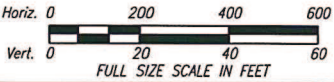
OBSTRUCTION TABLE				RUNWAY 30 END (Existing) 20:1		PROPOSED DISPOSITION
OBJECT NO/ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION		
				AMOUNT	STATUS	
1 N. 150th Road	1454.9	1469.9	20:1 APP. SURFACE	14.9	C	ULTIMATE CLOSE RUNWAY
2 Tree Top	1447.2	1475.6	20:1 APP. SURFACE	28.4	C	
3 N. 150th Road	1451.6	1477.0	20:1 APP. SURFACE	25.4	C	
4 N. 150th Road	1456.0	1485.6	7:1 TRANS. SURFACE	29.6	C	
5 Service Rd	1462.6	1519.3	7:1 TRANS. SURFACE	56.7	C	
6 Service Rd	1470.3	1519.9	20:1 APP. SURFACE	49.5	C	
7 Tree Top	1464.5	1533.4	7:1 TRANS. SURFACE	68.9	C	
8 Building	1479.9	1518.4	20:1 APP. SURFACE	38.5	C	

20:1 THRESHOLD SITING SURFACE OBSTRUCTION TABLE			RUNWAY 30		END (Existing)
OBJECT NO/ DESCRIPTION	OBJECT ELEVATION	20:1 THRESHOLD SITING SURFACE ELEVATION	OBJECT PENETRATION		PROPOSED DISPOSITION
			AMOUNT	STATUS	
1 N. 150th Road	1454.9	1469.9	14.9	'C	ULTIMATE CLOSE RUNWAY
2 Tree Top	1447.2	1475.6	28.4	'C	
3 N. 150th Road	1451.6	1477.0	25.4	'C	
6 Service Rd	1470.3	1519.9	49.5	'C	
8 Building	1479.9	1518.4	38.5	'C	

LEGEND	
AS	Approach Surface
ASOS	Automated Surface Observing System
E	Easement Line
Elev.	Elevation
NDB	Non-Directional Radio Beacon
RPZ	Runway Protection Zone
PSA	Runway Safety Area
RVZ	Runway Visibility Zone
RW	Runway
TSS	Threshold Siting Surface
XPL	Existing Property Line

TABLE NOTES	
Amount	Number Positive = Clear (C) Number Negative = Obstructs (OB)
Status	Clear (C) or Obstructs (OB)
App.	Approach
Trans.	Transitional

NOTE: Objects Shown In Profile Are Only In The Federal Aviation Regulation (FAR) Part 77 Objects Affecting Navigable Airspace Approach Slope. Refer To Plan View And Table For Objects In Surfaces Beyond The Approach Slope.

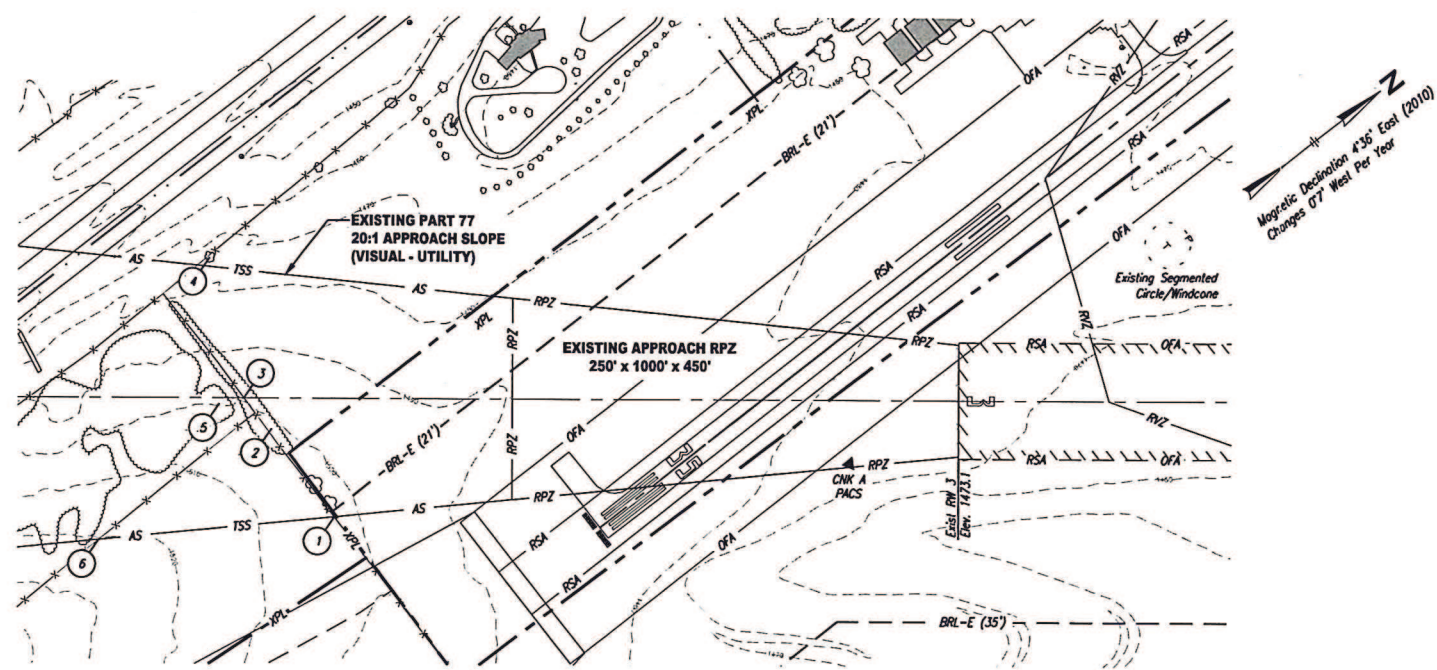


INNER PORTION OF RUNWAY APPROACH
SURFACE DRAWING
EXISTING CROSSWIND RUNWAY 30

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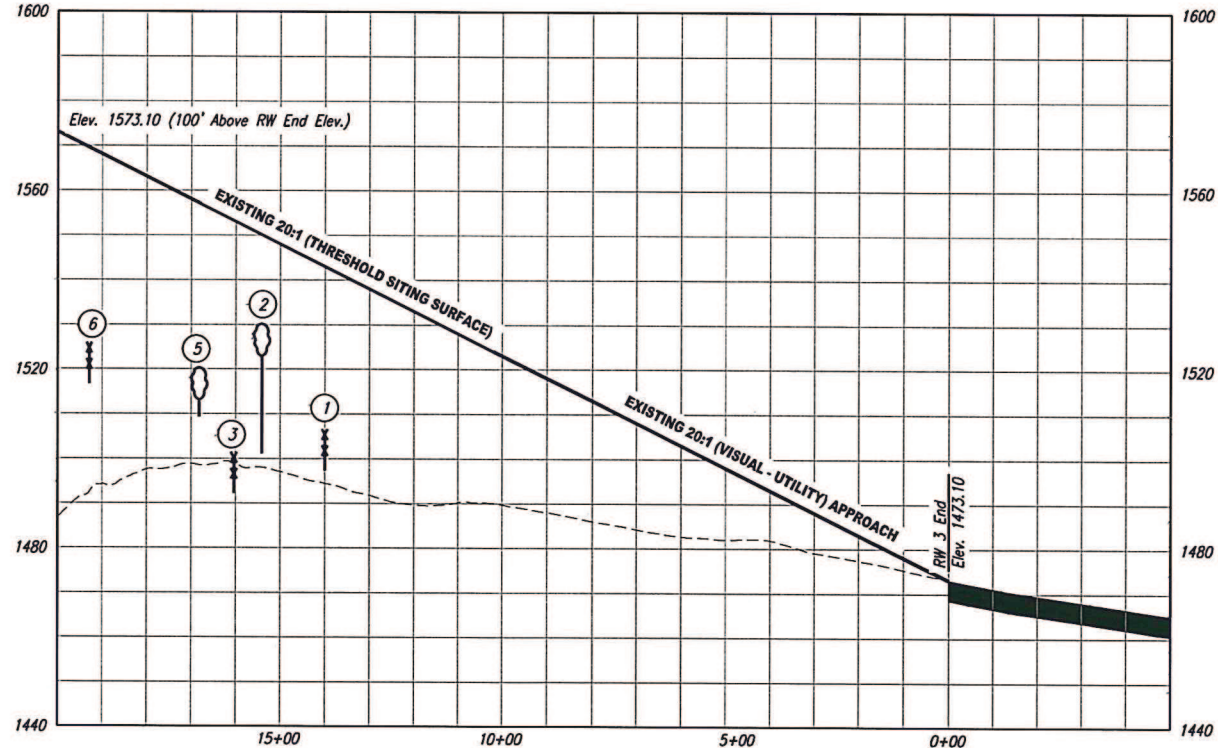
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EXISTING CROSSWIND RUNWAY 3 APPROACH

OBSTRUCTION TABLE				RUNWAY 3 END (Existing) 20:1		PROPOSED DISPOSITION
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT ISIN	OBJECT PENETRATION AMOUNT	STATUS	
1 Fence	1505.4	1543.1	20:1 APP. SURFACE	37.7	'C'	ULTIMATE CLOSE RUNWAY
2 Tree Top	1530.1	1550.2	20:1 APP. SURFACE	20.1	'C'	
3 Fence	1500.2	1553.3	20:1 APP. SURFACE	53.1	'C'	
4 Tree Top	1483.3	1560.1	7:1 TRANS. SURFACE	76.8	'C'	
5 Tree Top	1520.3	1556.0	20:1 APP. SURFACE	35.7	'C'	
6 Fence	1524.7	1569.6	20:1 APP. SURFACE	44.9	'C'	

20:1 THRESHOLD SITING SURFACE OBSTRUCTION TABLE			RUNWAY 3 END (Existing)		PROPOSED DISPOSITION
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	20:1 THRESHOLD SITING SURFACE ELEVATION	OBJECT PENETRATION AMOUNT	STATUS	
1 Fence	1505.4	1543.1	37.7	'C'	ULTIMATE CLOSE RUNWAY
2 Tree Top	1530.1	1550.2	20.1	'C'	
3 Fence	1500.2	1553.3	53.1	'C'	
5 Tree Top	1520.3	1556.0	35.7	'C'	
6 Fence	1524.7	1569.6	44.9	'C'	

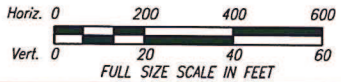


EXISTING CROSSWIND RUNWAY 3 APPROACH

- LEGEND**
- AS - Approach Surface
 - ASOS - Automated Surface Observing System
 - E - Easement Line
 - Elev. - Elevation
 - NDB - Non-Directional Radio Beacon
 - RPZ - Runway Protection Zone
 - PSA - Runway Safety Area
 - RVZ - Runway Visibility Zone
 - RW - Runway
 - TSS - Threshold Siting Surface
 - XPL - Existing Property Line

- TABLE NOTES**
- Amount - Number Positive = Clear (C)
Number Negative = Obstructs (OB)
 - Status - Clear (C) or Obstructs (OB)
 - App. - Approach
 - Trans. - Transitional

NOTE: Objects Shown In Profile Are Only In The Federal Aviation Regulation (FAR) Part 77 Objects Affecting Navigable Airspace Approach Slope. Refer To Plan View And Table For Objects In Surfaces Beyond The Approach Slope.

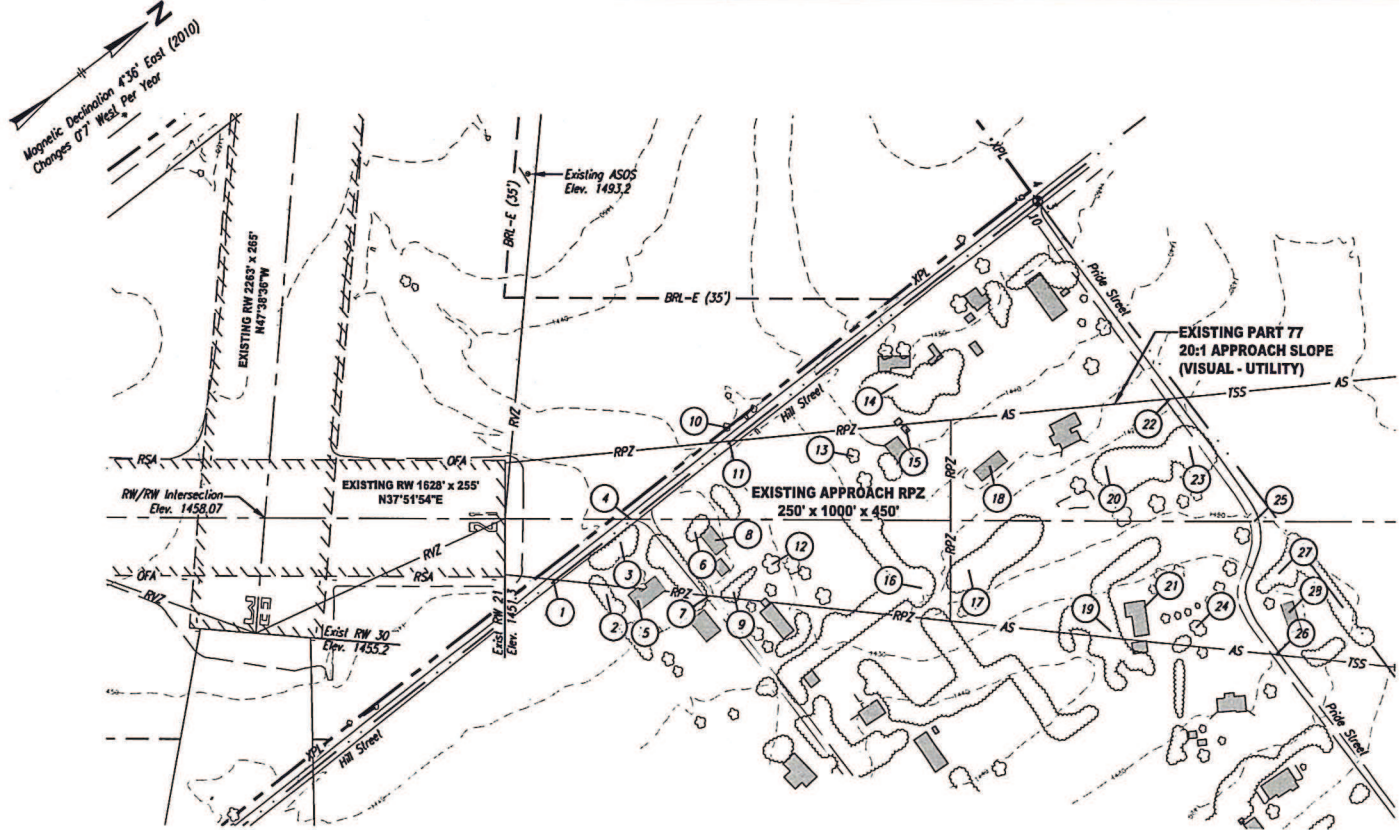


INNER PORTION OF RUNWAY APPROACH
SURFACE DRAWING
EXISTING CROSSWIND RUNWAY 3

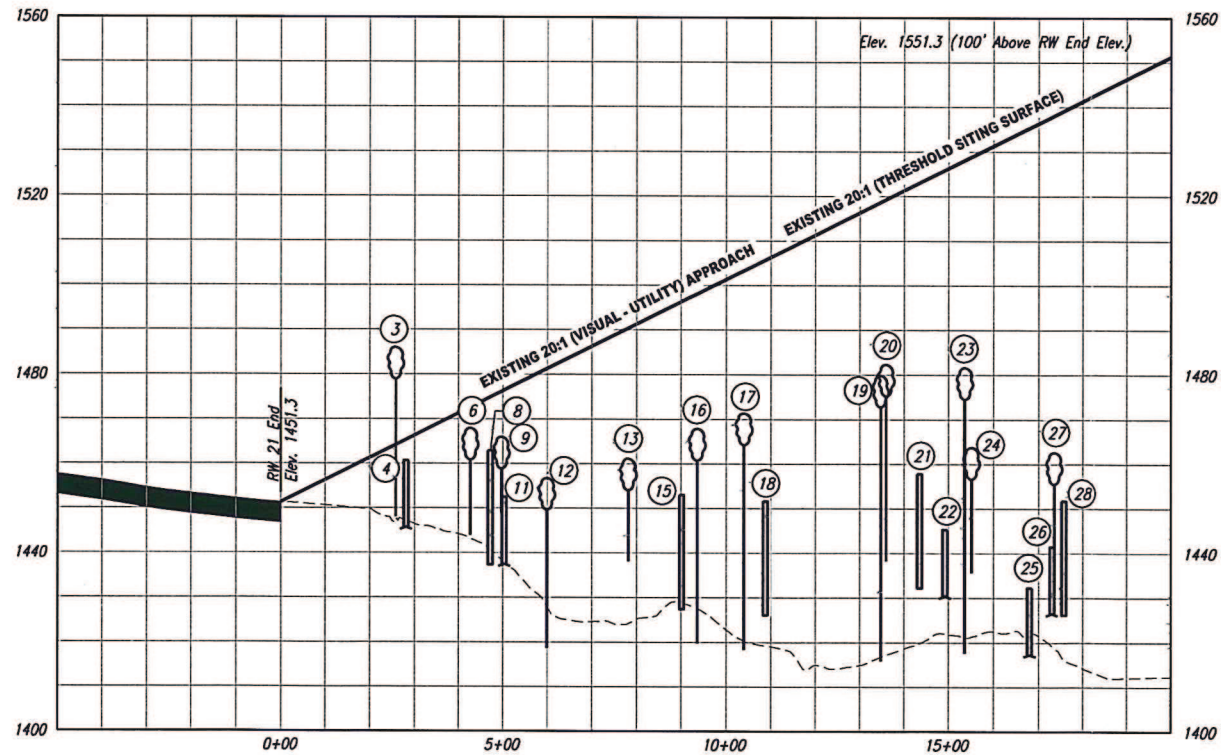
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57-08-2002



EXISTING CROSSWIND RUNWAY 21 APPROACH



EXISTING CROSSWIND RUNWAY 21 APPROACH

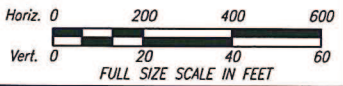
OBSTRUCTION TABLE				RUNWAY 21 END (Existing) 20:1		
OBJECT NO/ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT ISIN	OBJECT PENETRATION		PROPOSED DISPOSITION
				AMOUNT	STATUS	
1 Hill Street	1464.3	1478.5	7:1 TRANS. SURFACE	14.2	'C'	ULTIMATE CLOSE RUNWAY
2 Tree Top	1479.8	1487.4	7:1 TRANS. SURFACE	7.6	'C'	
3 Tree Top	1486.0	1486.0	20:1 APP. SURFACE	0.0	'OB'	
4 Hill Street	1460.7	1487.2	20:1 APP. SURFACE	26.4	'C'	
5 Building	1466.0	1491.8	7:1 TRANS. SURFACE	25.8	'C'	
6 Tree Top	1467.9	1494.4	20:1 APP. SURFACE	26.5	'C'	
7 Pride (S)	1456.3	1496.0	7:1 TRANS. SURFACE	39.8	'C'	
8 Building	1462.9	1496.7	20:1 APP. SURFACE	33.8	'C'	
9 Tree Top	1465.9	1498.8	20:1 APP. SURFACE	32.9	'C'	
10 Tree Top	1447.4	1502.4	7:1 TRANS. SURFACE	55.0	'C'	
11 Hill Street	1452.5	1498.3	20:1 APP. SURFACE	45.8	'C'	
12 Tree Top	1456.7	1503.1	20:1 APP. SURFACE	46.4	'C'	
13 Tree Top	1461.1	1512.2	20:1 APP. SURFACE	51.1	'C'	
14 Tree Top	1480.4	1530.2	7:1 TRANS. SURFACE	49.8	'C'	
15 Building	1453.0	1518.2	20:1 APP. SURFACE	65.2	'C'	
16 Tree Top	1467.8	1519.9	20:1 APP. SURFACE	52.1	'C'	
17 Tree Top	1471.3	1525.1	20:1 APP. SURFACE	53.8	'C'	
18 Building	1451.7	1527.5	20:1 APP. SURFACE	75.8	'C'	
19 Tree Top	1479.8	1540.5	20:1 APP. SURFACE	60.7	'C'	
20 Tree Top	1482.3	1541.1	20:1 APP. SURFACE	58.8	'C'	
21 Building	1457.8	1544.9	20:1 APP. SURFACE	87.1	'C'	
22 Pride Rd (N)	1445.4	1547.7	20:1 APP. SURFACE	102.3	'C'	
23 Tree Top	1481.6	1549.9	20:1 APP. SURFACE	68.3	'C'	
24 Tree Top	1463.7	1550.7	20:1 APP. SURFACE	87.0	'C'	
25 Pride Rd (N)	1432.3	1557.1	20:1 APP. SURFACE	124.8	'C'	
26 Pride Rd (N)	1441.5	1559.6	20:1 APP. SURFACE	118.1	'C'	
27 Tree Top	1462.6	1559.9	20:1 APP. SURFACE	97.3	'C'	
28 Building	1451.8	1561.1	20:1 APP. SURFACE	109.3	'C'	

20:1 THRESHOLD SITING SURFACE OBSTRUCTION TABLE			RUNWAY 21 END (Existing)		
OBJECT NO/ DESCRIPTION	OBJECT ELEVATION	20:1 THRESHOLD SITING SURFACE ELEVATION	OBJECT PENETRATION		PROPOSED DISPOSITION
			AMOUNT	STATUS	
3 Tree Top	1486.0	1486.0	0.0	'OB'	ULTIMATE CLOSE RUNWAY
4 Hill Street	1460.7	1487.2	26.4	'C'	
6 Tree Top	1467.9	1494.4	26.5	'C'	
8 Building	1462.9	1496.7	33.8	'C'	
9 Tree Top	1465.9	1498.8	32.9	'C'	
11 Hill Street	1452.5	1498.3	45.8	'C'	
12 Tree Top	1456.7	1503.1	46.4	'C'	
13 Tree Top	1461.1	1512.2	51.1	'C'	
15 Building	1453.0	1518.2	65.2	'C'	
16 Tree Top	1467.8	1519.9	52.1	'C'	
17 Tree Top	1471.3	1525.1	53.8	'C'	
18 Building	1451.7	1527.5	75.8	'C'	
19 Tree Top	1479.8	1540.5	60.7	'C'	
20 Tree Top	1482.3	1541.1	58.8	'C'	
21 Building	1457.8	1544.9	87.1	'C'	
22 Pride Rd (N)	1445.4	1547.7	102.3	'C'	
23 Tree Top	1481.6	1549.9	68.3	'C'	
24 Tree Top	1463.7	1550.7	87.0	'C'	
25 Pride Rd (N)	1432.3	1557.1	124.8	'C'	
26 Pride Rd (N)	1441.5	1559.6	118.1	'C'	
27 Tree Top	1462.6	1559.9	97.3	'C'	
28 Building	1451.8	1561.1	109.3	'C'	

LEGEND
AS - Approach Surface
ASOS - Automated Surface Observing System
E - Easement Line
Elev. - Elevation
NDB - Non-Directional Radio Beacon
RPZ - Runway Protection Zone
RSA - Runway Safety Area
RVZ - Runway Visibility Zone
RW - Runway
TSS - Threshold Siting Surface
XPL - Existing Property Line

TABLE NOTES
Amount - Number Positive = Clear (C)
Number Negative = Obstructs (OB)
Status - Clear (C) or Obstructs (OB)
App. - Approach
Trans. - Transitional

NOTE: Objects Shown In Profile Are Only In
The Federal Aviation Regulation (FAR) Part
77 Objects Affecting Navigable Airspace
Approach Slope. Refer To Plan View And
Table For Objects In Surfaces Beyond The
Approach Slope.

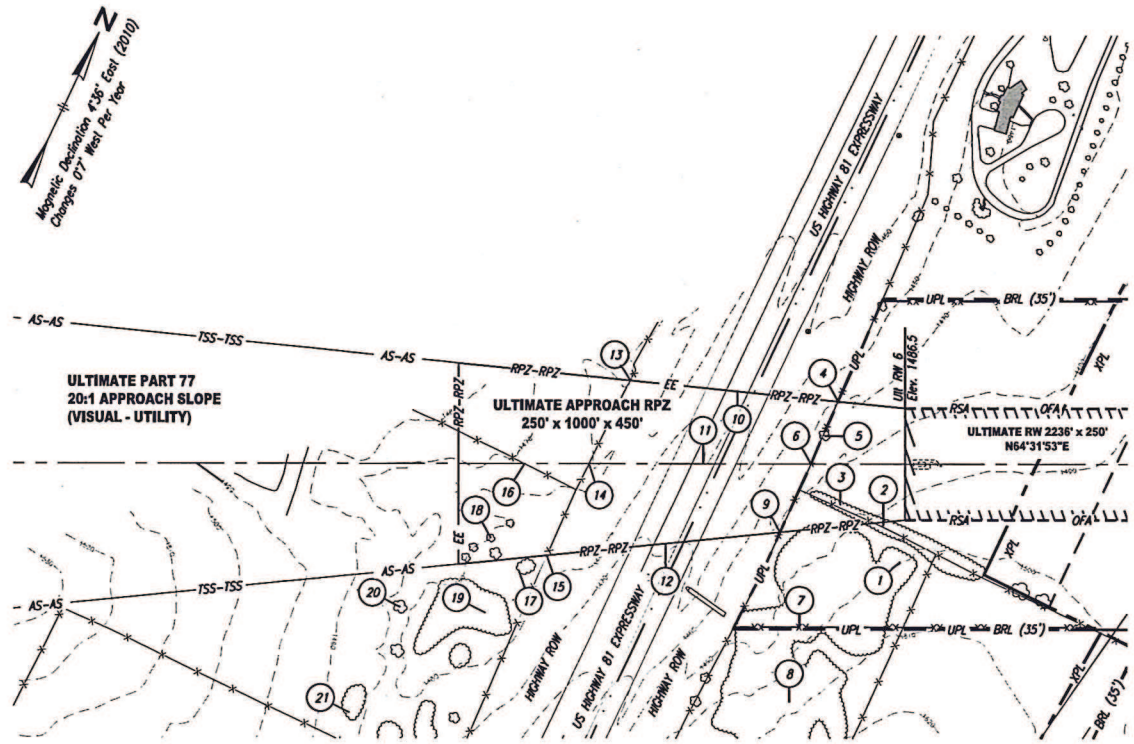


INNER PORTION OF RUNWAY APPROACH
SURFACE DRAWING
EXISTING CROSSWIND RUNWAY 21

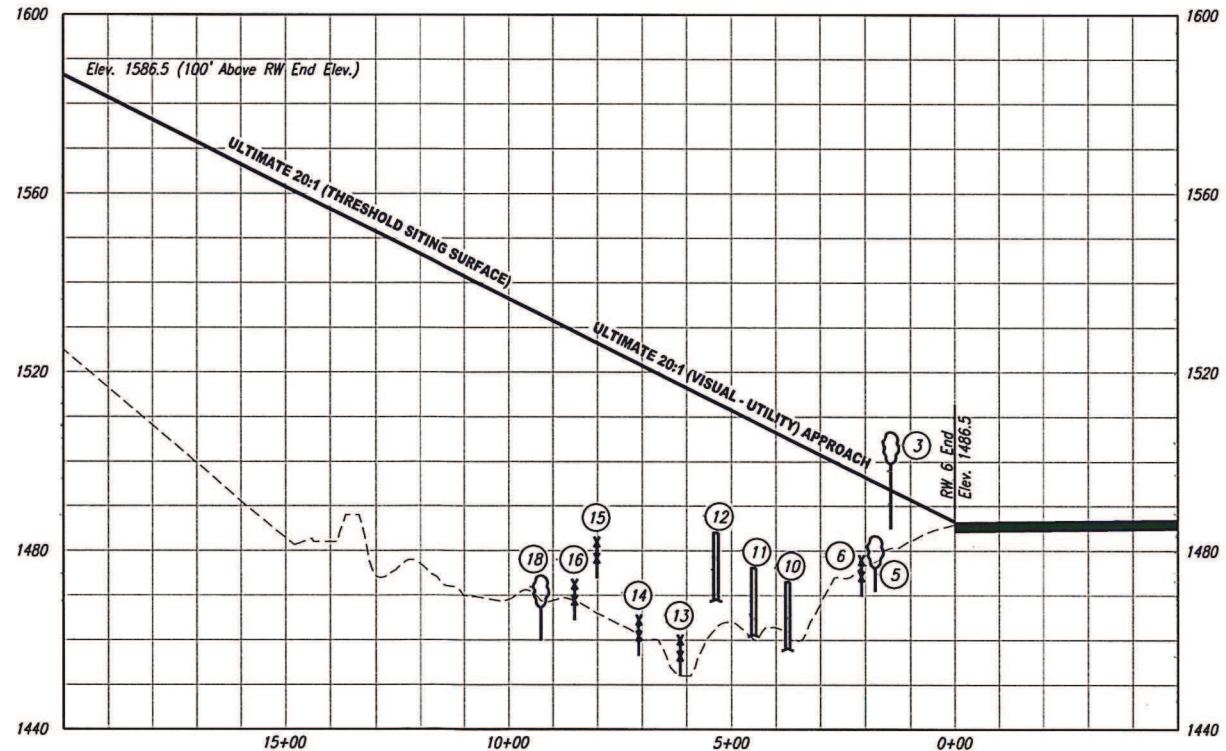
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ULTIMATE CROSSWIND RUNWAY 6 APPROACH



ULTIMATE CROSSWIND RUNWAY 6 APPROACH

OBSTRUCTION TABLE				RUNWAY 6		END (Ultimate)
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECTS IN	OBJECT PENETRATION		PROPOSED DISPOSITION
				AMOUNT	STATUS	
1 Tree Top	1520.3	1500.2	7:1 TRANS. SURFACE	-20.1	'OB	Lower Remove
2 Tree Top	1520.1	1490.0	7:1 TRANS. SURFACE	-30.1	'OB	Lower Remove
3 Tree Top	1506.6	1493.6	20:1 APP. SURFACE	-13.0	'OB	Lower Remove
4 Fence Top	1469.3	1493.9	7:1 TRANS. SURFACE	24.6	'C	
5 Tree Top	1483.3	1495.4	20:1 APP. SURFACE	12.1	'C	
6 Fence Top	1477.9	1497.0	20:1 APP. SURFACE	19.1	'C	
7 Tree Top	1527.6	1529.2	7:1 TRANS. SURFACE	1.6	'C	
8 Tree Top	1543.3	1553.9	7:1 TRANS. SURFACE	10.6	'C	
9 Fence Top	1483.6	1500.4	7:1 TRANS. SURFACE	16.8	'C	
10 81 Expressway	1473.1	1505.2	20:1 APP. SURFACE	32.1	'C	
11 81 Expressway	1476.1	1509.0	20:1 APP. SURFACE	32.9	'C	
12 81 Expressway	1484.1	1513.2	20:1 APP. SURFACE	29.1	'C	
13 Fence Top	1460.0	1517.2	20:1 APP. SURFACE	57.2	'C	
14 Fence Top	1464.5	1521.9	20:1 APP. SURFACE	57.4	'C	
15 Fence Top	1481.9	1526.6	20:1 APP. SURFACE	44.7	'C	
16 Tree Top	1472.5	1529.1	20:1 APP. SURFACE	56.6	'C	
17 Tree Top	1479.1	1533.5	7:1 TRANS. SURFACE	54.4	'C	
18 Tree Top	1474.4	1532.9	20:1 APP. SURFACE	58.5	'C	
19 Tree Top	1493.1	1549.9	7:1 TRANS. SURFACE	56.8	'C	
20 Tree Top	1480.9	1554.9	7:1 TRANS. SURFACE	74.0	'C	
21 Tree Top	1514.5	1592.8	7:1 TRANS. SURFACE	78.3	'C	

20:1 THRESHOLD SITING SURFACE OBSTRUCTION TABLE			RUNWAY 6		END (Ultimate)
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	20:1 THRESHOLD SITING SURFACE ELEVATION	OBJECT PENETRATION		PROPOSED DISPOSITION
			AMOUNT	STATUS	
3 Tree Top	1506.6	1493.6	-13.0	'OB	
5 Tree Top	1483.3	1495.4	12.1	'C	
6 Fence Top	1477.9	1497.0	19.1	'C	
10 81 Expressway	1473.1	1505.2	32.1	'C	
11 81 Expressway	1476.1	1509.0	32.9	'C	
12 81 Expressway	1484.1	1513.2	29.1	'C	
13 Fence Top	1460.0	1517.2	57.2	'C	
14 Fence Top	1464.5	1521.9	57.4	'C	
15 Fence Top	1481.9	1526.6	44.7	'C	
16 Fence Top	1472.5	1529.1	56.6	'C	
18 Tree Top	1474.4	1532.9	58.5	'C	

- LEGEND**
- AS - Approach Surface
 - ASOS - Automated Surface Observing System
 - E - Easement Line
 - Elev. - Elevation
 - NDB - Non-Directional Radio Beacon
 - RPZ - Runway Protection Zone
 - PSA - Runway Safety Area
 - RVZ - Runway Visibility Zone
 - RW - Runway
 - TSS - Threshold Siting Surface
 - XPL - Existing Property Line

- TABLE NOTES**
- Amount - Number Positive = Clear (C)
Number Negative = Obstructs (OB)
 - Status - Clear (C) or Obstructs (OB)
 - App. - Approach
 - Trans. - Transitional

NOTE: Objects Shown In Profile Are Only In The Federal Aviation Regulation (FAR) Part 77 Objects Affecting Navigable Airspace Approach Slope. Refer To Plan View And Table For Objects In Surfaces Beyond The Approach Slope.



INNER PORTION OF RUNWAY APPROACH SURFACE
ULTIMATE CROSSWIND RUNWAY 6

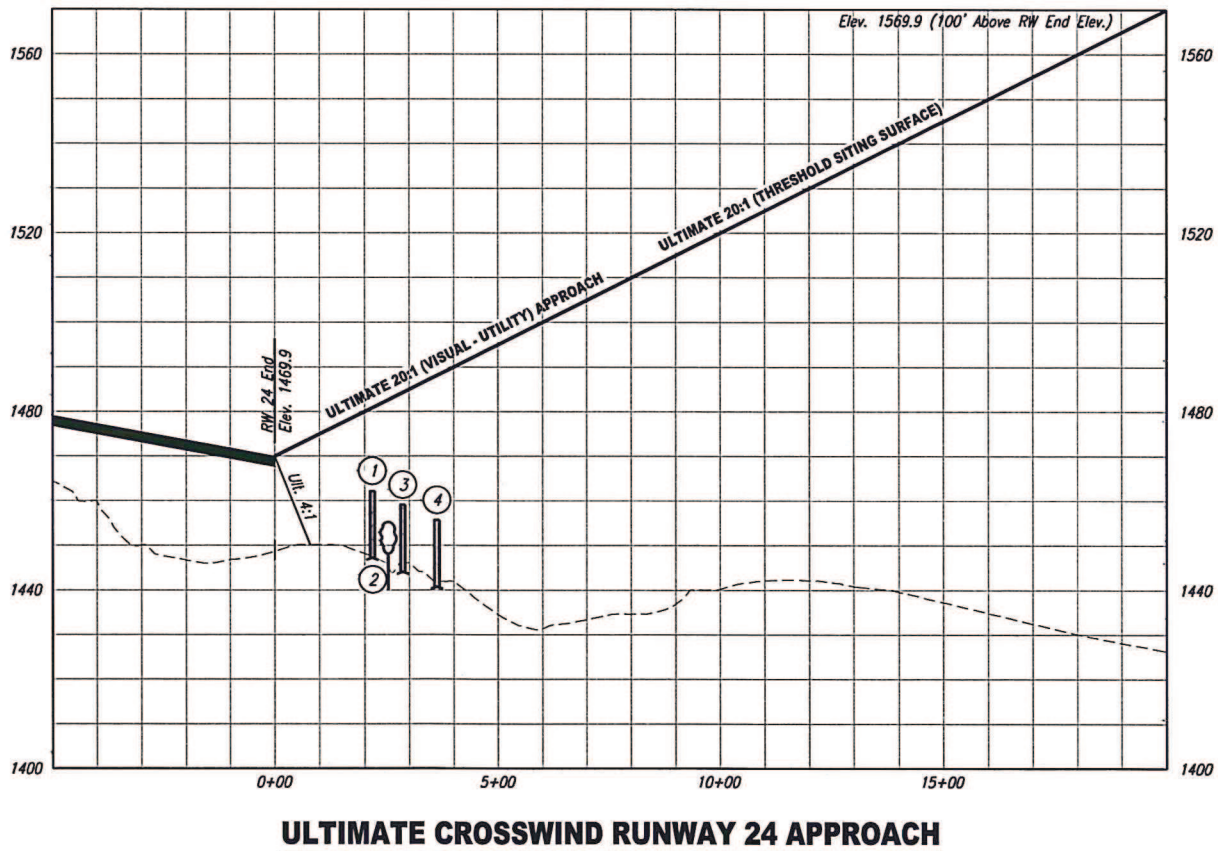
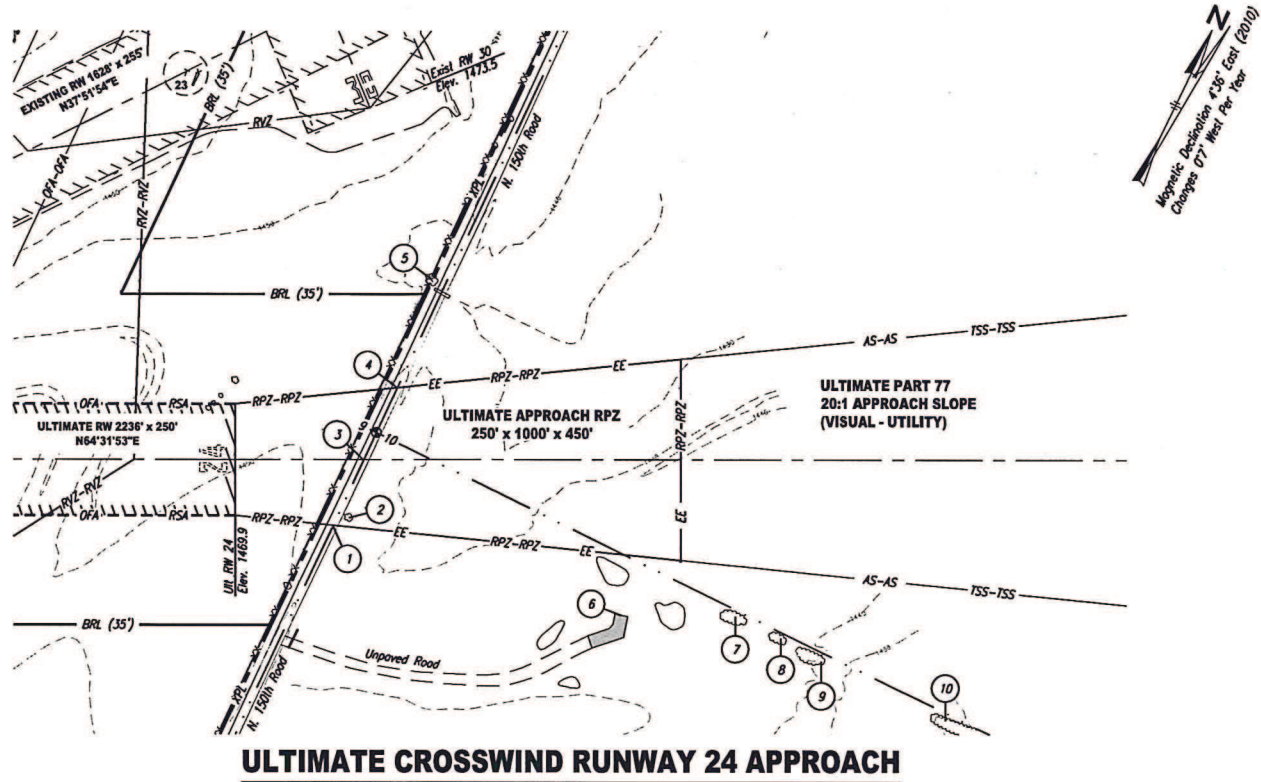
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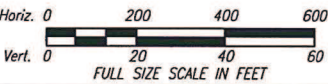
OBSTRUCTION TABLE				RUNWAY 24 END (Ultimate) 20:1		
OBJECT NO/ DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE ELEVATION	PART 77 SURFACE OBJECT IS IN	OBJECT PENETRATION		PROPOSED DISPOSITION
				AMOUNT	STATUS	
1 N. 150th Rd.	1462.2	1480.8	20:1 APP. SURFACE	18.6	C	
2 Tree Top	1455.2	1482.5	20:1 APP. SURFACE	27.3	C	
3 N. 150th Rd.	1459.1	1484.2	20:1 APP. SURFACE	25.1	C	
4 N. 150th Rd.	1455.7	1488.0	20:1 APP. SURFACE	32.3	C	
5 Tree Top	1447.2	1525.2	7:1 TRANS. SURFACE	78.0	C	
6 Building	1479.9	1532.6	7:1 TRANS. SURFACE	52.7	C	
7 Tree Top	1464.5	1542.1	7:1 TRANS. SURFACE	77.6	C	
8 Tree Top	1462.6	1552.8	7:1 TRANS. SURFACE	90.2	C	
9 Tree Top	1456.6	1563.4	7:1 TRANS. SURFACE	106.8	C	
10 Tree Top	1430.3	1592.3	7:1 TRANS. SURFACE	162.0	C	

20:1 THRESHOLD SITING SURFACE OBSTRUCTION TABLE			RUNWAY 24 END (Ultimate)		
OBJECT NO/ DESCRIPTION	OBJECT ELEVATION	20:1 THRESHOLD SITING SURFACE ELEVATION	OBJECT PENETRATION		PROPOSED DISPOSITION
			AMOUNT	STATUS	
1 N. 150th Rd.	1462.2	1480.8	18.6	C	
2 Tree Top	1455.2	1482.5	27.3	C	
3 N. 150th Rd.	1459.1	1484.2	25.1	C	
4 N. 150th Rd.	1455.7	1488.0	32.3	C	

- LEGEND**
- AS - Approach Surface
 - ASOS - Automated Surface Observing System
 - E - Easement Line
 - Elev. - Elevation
 - NDB - Non-Directional Radio Beacon
 - RPZ - Runway Protection Zone
 - PSA - Runway Safety Area
 - RVZ - Runway Visibility Zone
 - RW - Runway
 - TSS - Threshold Siting Surface
 - XPL - Existing Property Line

- TABLE NOTES**
- Amount - Number Positive = Clear (C)
Number Negative = Obstructs (OB)
 - Status - Clear (C) or Obstructs (OB)
 - App. - Approach
 - Trans. - Transitional

NOTE: Objects Shown In Profile Are Only In The Federal Aviation Regulation (FAR) Part 77 Objects Affecting Navigable Airspace Approach Slope. Refer To Plan View And Table For Objects In Surfaces Beyond The Approach Slope.

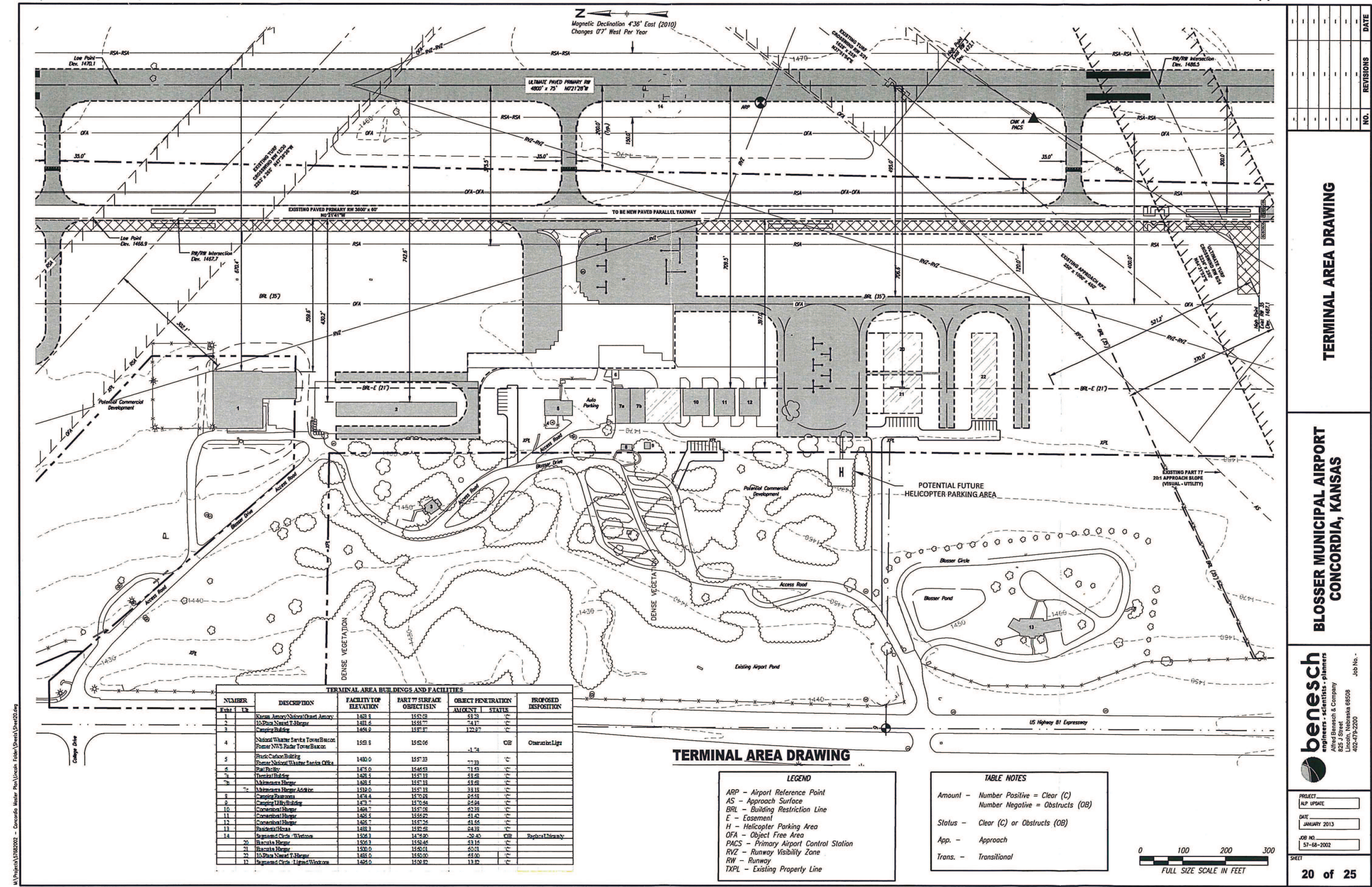


INNER PORTION OF RUNWAY APPROACH
SURFACE
ULTIMATE CROSSWIND RUNWAY 24

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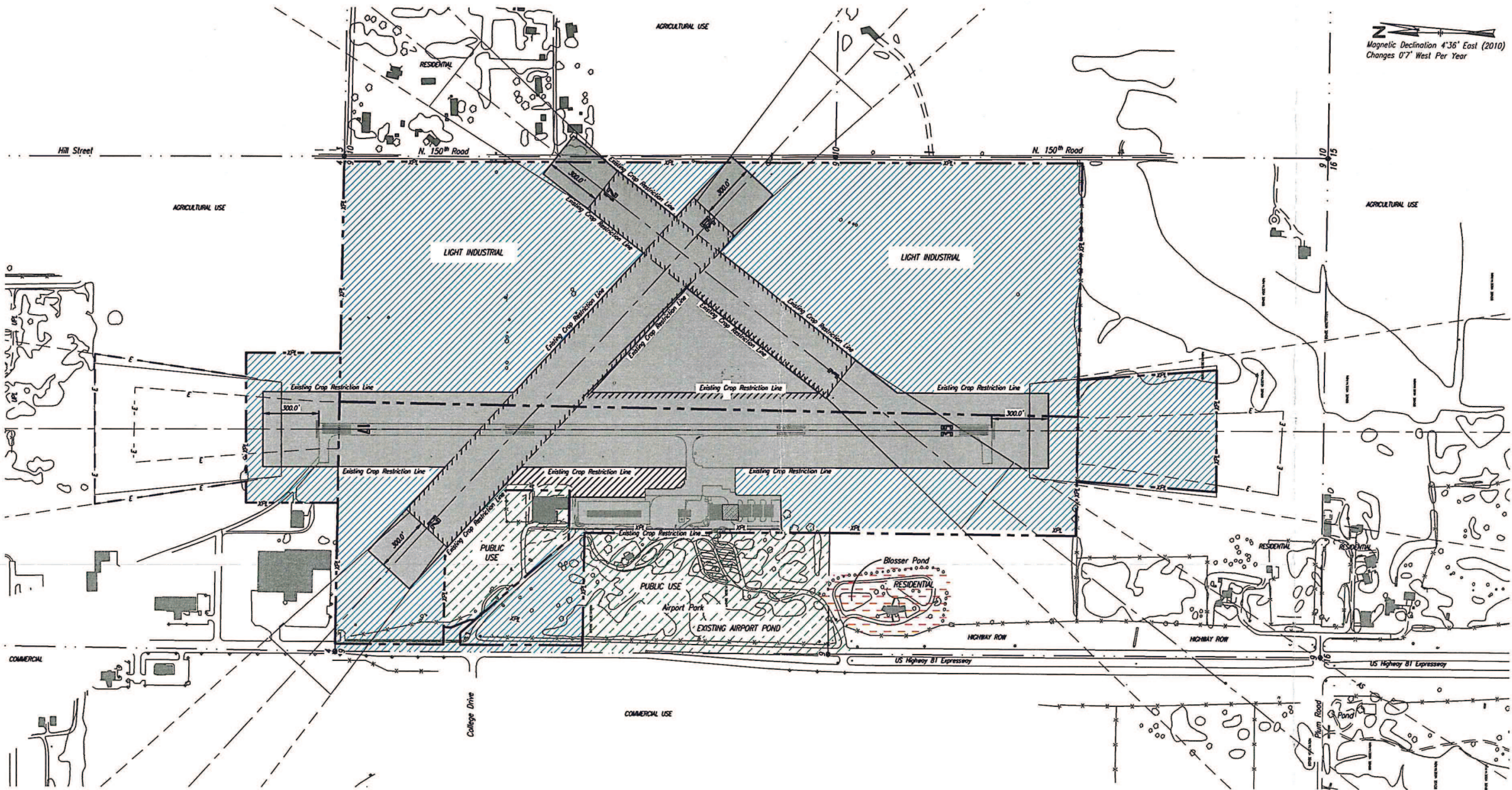


TERMINAL AREA DRAWING

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DATE
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JOB NO.
57-68-2002
SHEET



AIRPORT EXISTING LAND USE DRAWING

AGRICULTURAL MINIMUM DISTANCE FROM RUNWAY, TAXIWAY AND APRON AREAS

RUNWAY	RUNWAY AIRPORT REFERENCE CODE (ARC)	RUNWAY APPROACH PROCEDURES	RUNWAY		TAXIWAY	APRON
			DISTANCE IN FEET FROM RUNWAY CENTERLINE TO CROP	DISTANCE IN FEET FROM RUNWAY END TO CROP	DISTANCE IN FEET FROM CENTERLINE OF TAXIWAY TO CROP	DISTANCE IN FEET FROM EDGE OF APRON TO CROP
Primary 17/35	B-I	NP >1 Mile / NP >1 Mile	200	300	45	40
Crosswind 12/30	A-1 (Small Aircraft Exclusively)	Visual / Visual	200	300	45	40
Crosswind 3/21	A-1 (Small Aircraft Exclusively)	Visual / Visual	200	300	45	40

* Object Free Area (OFA) Is Used As Crop Restriction Line For Turf Runways NP = Non-Precision

LEGEND

- AGRICULTURAL DISTRICT (A-L)
- AVIATION USE
- GENERAL COMMERCIAL DISTRICT (C-3)
- LIGHT INDUSTRIAL DISTRICT (I-1)
- LOW DENSITY RESIDENTIAL DISTRICT (R-1)
- PUBLIC USE DISTRICT (P)

DESCRIPTION	EXISTING	ULTIMATE
AS - Part 77 Approach Slopes	AS	AS-AS
E - Easement	E	E
ROW - Right-Of-Way	ROW	ROW
Section Corner		
Tree Mass		
XPL - Existing Property Line	XPL	XPL

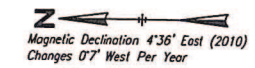


AIRPORT EXISTING
LAND USE DRAWING







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

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APRIL 2012
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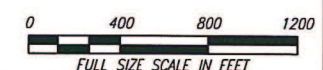
LEGEND

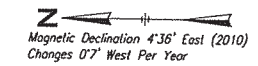
	AGRICULTURAL DISTRICT (A-1)
	AVIATION USE
	GENERAL COMMERCIAL DISTRICT (C-3)
	LIGHT INDUSTRIAL DISTRICT (I-1)
	LOW DENSITY RESIDENTIAL DISTRICT (R-1)
	PUBLIC USE DISTRICT (P)

DESCRIPTION	EXISTING	ULTIMATE
AS - Port 77 Approach Slopes	--- AS ---	---AS---AS---
E - Easement	--- E ---	--- E ---
ROW - Right-Of-Way	--- ROW ---	--- ROW ---
Section Corner		
Tree Mass		
	--- XPI ---	--- XPI ---

AGRICULTURAL MINIMUM DISTANCE FROM RUNWAY, TAXIWAY AND APRON AREAS						
RUNWAY	RUNWAY AIRPORT REFERENCE CODE (ARC)	RUNWAY APPROACH PROCEDURES	RUNWAY		TAXIWAY	APRON
			DISTANCE IN FEET FROM RUNWAY CENTERLINE TO CROP	DISTANCE IN FEET FROM RUNWAY END TO CROP	DISTANCE IN FEET FROM CENTERLINE OF TAXIWAY TO CROP	DISTANCE IN FEET FROM EDGE OF APRON TO CROP
Primary 18/36	B-II	NP >1 Mile / NP >3/4 Mile	250	400	66	58
Crosswind 6/24	A-1 (Small Aircraft Exclusively)	Visual / Visual	200	300	45	40





* Object Free Area (OFA) Is Used As Crop Restriction Line For Turf Runways NP = Non-Precision





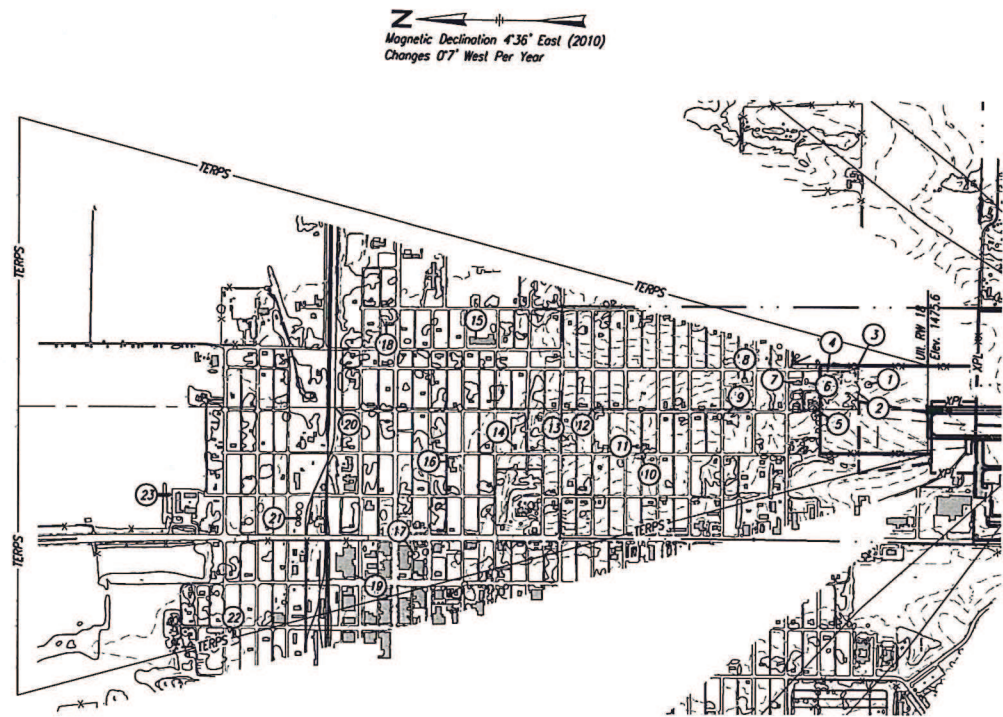
AIRPORT PROPERTY MAP DRAWING

PROPERTY LEGEND

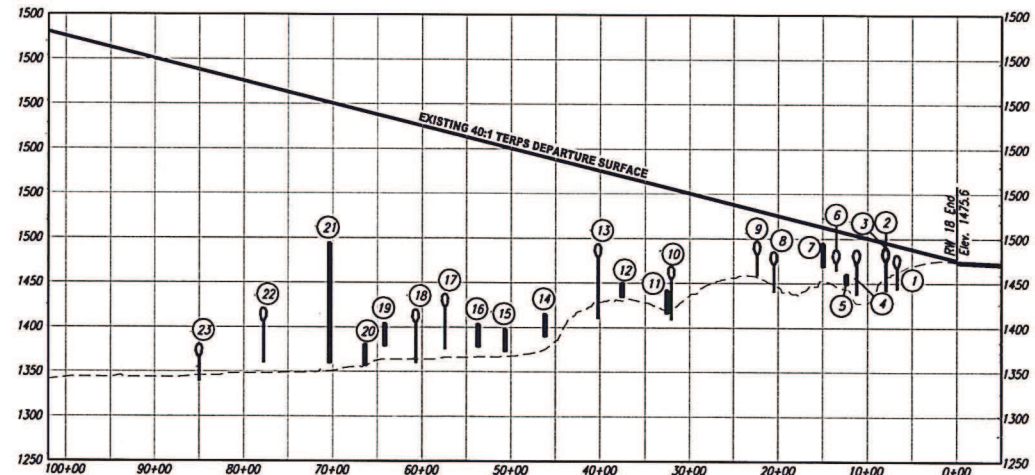
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	EXISTING EASEMENT
	FUTURE FEE-FOR-TITLE
	FUTURE EASEMENT

0 400 800 1200

FULL SIZE SCALE IN FEET



TERMINAL INSTRUMENT PROCEDURES (TERPS)
40:1 DEPARTURE SURFACE PLAN
ULTIMATE PRIMARY RUNWAY 18

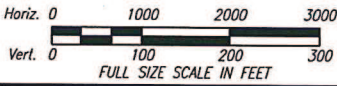


TERMINAL INSTRUMENT PROCEDURES (TERPS)
40:1 DEPARTURE SURFACE PROFILE
ULTIMATE PRIMARY RUNWAY 18

40:1 TERPS DEPARTURE SURFACE OBSTRUCTION TABLE			RUNWAY 18		END (40:1)
OBJECT NO/ DESCRIPTION	OBJECT ELEVATION	40:1 TERPS DEPART. SURFACE ELEVATION	OBJECT PENETRATION		PROPOSED DISPOSITION
			AMOUNT	STATUS	
1 Tree Top	1481.5	1492.3	10.8	C	
2 Tree Top	1488.4	1495.5	7.1	C	
3 Tree Top	1490.1	1495.5	5.4	C	
4 Tree Top	1487.0	1509.6	16.6	C	
5 Road	1460.0	1506.4	46.4	C	
6 Tree Top	1487.4	1509.3	21.9	C	
7 Building	1494.7	1512.9	18.2	C	
8 Tree Top	1485.0	1526.8	41.8	C	
9 Tree Top	1496.4	1531.5	35.1	C	
10 Tree Top	1497.8	1555.7	57.9	C	
11 Building	1471.2	1556.9	85.7	C	
12 E. 12th St	1450.0	1569.5	119.5	C	
13 Tree Top	1499.1	1576.2	83.1	C	
14 Building	1414.8	1591.0	176.2	C	
15 Building	1398.2	1602.2	204.0	C	
16 Building	1409.2	1609.8	206.6	C	
17 Tree Top	1436.8	1619.1	182.3	C	
18 Tree Top	1419.4	1627.4	208.0	C	
19 Building	1404.1	1636.0	231.9	C	
20 Railroad	1380.8	1641.6	260.8	C	
21 Tank	1494.0	1651.4	157.4	C	
22 Tree Top	1420.6	1670.0	249.4	C	
23 Tree Top	1380.2	1688.1	307.9	C	

LEGEND	
AS	Approach Surface
ASOS	Automated Surface Observing System
E	Easement Line
Elev.	Elevation
NDB	Non-Directional Radio Beacon
RPZ	Runway Protection Zone
PSA	Runway Safety Area
RVZ	Runway Visibility Zone
RW	Runway
TSS	Threshold Siting Surface
XPL	Existing Property Line

TABLE NOTES	
Amount	Number Positive = Clear (C) Number Negative = Obstructs (OB)
Status	Clear (C) or Obstructs (OB)
App.	Approach
Trans.	Transitional

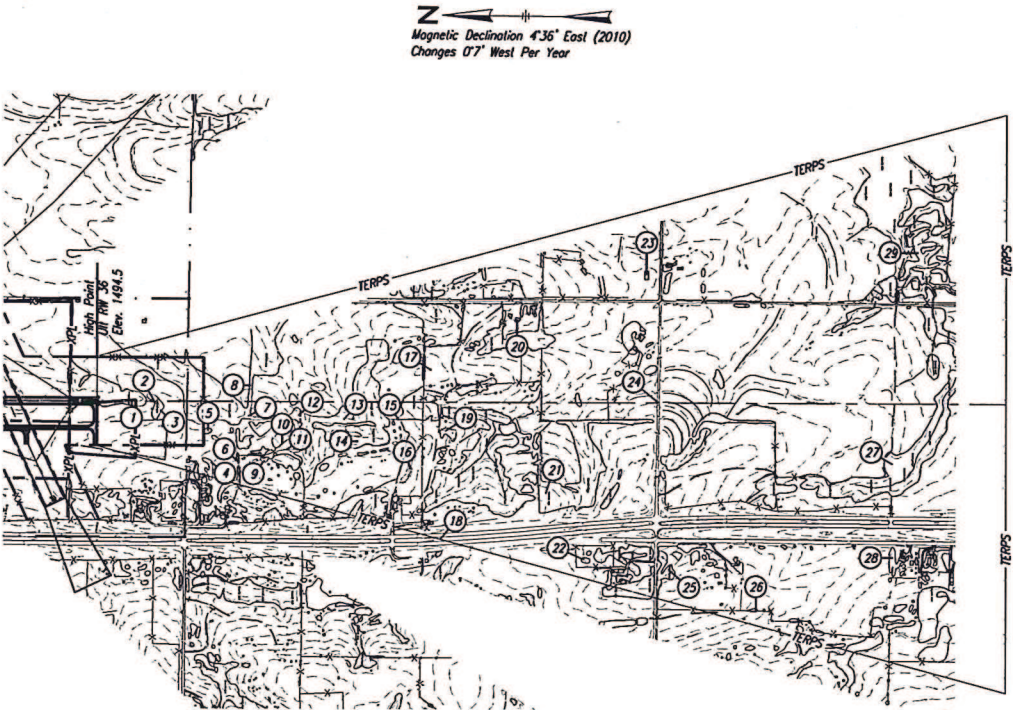


RUNWAY TERMINAL INSTRUMENT PROCEDURES (TERPS) 40:1 DEPARTURE SURFACE DRAWING
ULTIMATE PRIMARY RUNWAY 18

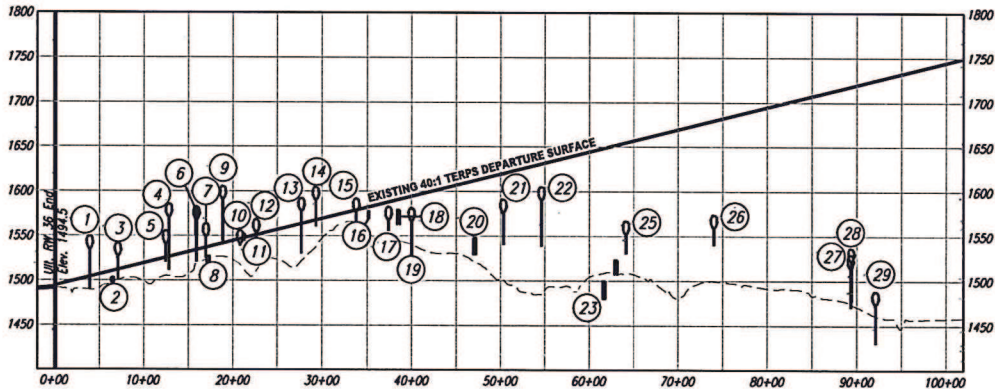
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CONCORDIA, KANSAS

benesch
engineers - scientists - planners
Alfred Benesch & Company
825 J Street
Lincoln, Nebraska 68508
402-479-2200
Job No. -

PROJECT
ALP UPDATE
DATE
JANUARY 2013
JOB NO.
57-68-2002
SHEET



TERMINAL INSTRUMENT PROCEDURES (TERPS)
40:1 DEPARTURE SURFACE PLAN
ULTIMATE PRIMARY RUNWAY 36



TERMINAL INSTRUMENT PROCEDURES (TERPS)
40:1 DEPARTURE SURFACE PROFILE
ULTIMATE PRIMARY RUNWAY 36

40:1 TERPS DEPARTURE SURFACE OBSTRUCTION TABLE			RUNWAY 36 END (40:1)		PROPOSED DISPOSITION
OBJECT NO./ DESCRIPTION	OBJECT ELEVATION	40:1 TERPS DEPART. SURFACE ELEVATION	OBJECT PENETRATION AMOUNT	STATUS	
1 Tree Top	1549.0	1504.3	-44.7	OB	Lower/Remove
2 Building	1503.2	1510.6	7.4	C	
3 Tree Top	1541.5	1512.1	-29.4	OB	Lower/Remove
4 Tree Top	1585.3	1526.5	-58.8	OB	Lower/Remove
5 Tree Top	1555.3	1525.7	-29.6	OB	Lower/Remove
6 Tree Top	1582.1	1534.3	-47.8	OB	Lower/Remove
7 Tree Top	1563.2	1537.0	-26.2	OB	Lower/Remove
8 Building	1526.9	1537.6	10.7	C	
9 Tree Top	1605.0	1541.7	-63.3	OB	Lower/Remove
10 Tree Top	1555.5	1546.6	-8.9	OB	Lower/Remove
11 Fence	1551.7	1547.8	-3.9	OB	Lower/Remove
12 Tree Top	1568.2	1551.1	-17.1	OB	Lower/Remove
13 Tree Top	1591.9	1563.7	-28.2	OB	Lower/Remove
14 Tree Top	1604.2	1567.8	-36.4	OB	Lower/Remove
15 Tree Top	1591.3	1579.0	-12.3	OB	Lower/Remove
16 Fence	1577.0	1582.5	5.5	C	
17 Tree Top	1581.9	1588.0	6.1	C	
18 811 Expressway	1578.9	1590.8	11.9	C	
19 Tree Top	1580.5	1592.2	11.7	C	
20 Building	1547.8	1612.3	64.5	C	
21 Tree Top	1590.6	1620.3	29.7	C	
22 Tree Top	1604.8	1631.0	26.2	C	
23 Building	1499.6	1648.6	149.0	C	
24 Road	1523.8	1652.0	128.2	C	
25 Tree Top	1566.3	1654.9	88.6	C	
26 Tree Top	1573.4	1679.6	106.2	C	
27 Tree Top	1529.0	1717.8	188.8	C	
28 Tree Top	1536.5	1717.9	181.4	C	
29 Tree Top	1487.7	1724.8	237.1	C	

LEGEND

AS - Approach Surface
ASOS - Automated Surface Observing System
E - Easement Line
Elev. - Elevation
NDB - Non-Directional Radio Beacon
RPZ - Runway Protection Zone
PSA - Runway Safety Area
RVZ - Runway Visibility Zone
RW - Runway
TSS - Threshold Siting Surface
XPL - Existing Property Line

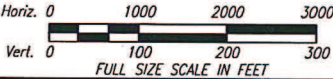
TABLE NOTES

Amount - Number Positive = Clear (C)
Number Negative = Obstructs (OB)

Status - Clear (C) or Obstructs (OB)

App. - Approach

Trans. - Transitional



RUNWAY TERMINAL INSTRUMENT
PROCEDURES (TERPS) 40:1
DEPARTURE SURFACE DRAWING
ULTIMATE PRIMARY RUNWAY 36

BLOSSER MUNICIPAL AIRPORT
CONCORDIA, KANSAS

benesch
engineers - scientists - planners
Alfred Benesch & Company
825 J Street
Lincoln, Nebraska 68508
402-479-2200

PROJECT: ALP UPDATE
DATE: JANUARY 2013
JOB NO.: 57-08-2002

DEPARTMENT OF COMMERCE

Civil Aeronautics Administration

Federal Airport Program

CA-1642

(10-46)

SPONSOR'S ASSURANCE AGREEMENT

SECTION 1. For and in consideration of the execution by the United States of a Grant Agreement obligating the United States to pay a portion of the allowable project costs of a project for development of the _____

Concordia Municipal Airport
airport under the provisions of the Federal Airport Act, and the Regulations promulgated thereunder, the _____

City of Concordia, Kansas hereinafter
called the "sponsor", for itself, its successors, or assigns does hereby covenant and agree with the United States as follows:

a. All terms used in this Agreement which are defined in the Federal Airport Act, and the Regulations promulgated thereunder, shall have the meaning given to them in such Act and Regulations.

b. Insofar as legally possible, the sponsor will maintain a master plan of the airport, including building areas, approach areas, and landing areas indicating present and future proposed development commensurate with the airport and with current approval of the Administrator; and in establishing additional improvements, the sponsor will conform to such master plan or approved changes thereto.

c. During the term of this agreement, the airport will be operated continuously as such and for no other purpose and will at all times be operated for the use and benefit of the public, on fair and reasonable terms and without unjust discrimination.

d. The sponsor will not hereafter use or permit the use of the airport exclusively for air carrier operations, unless there are other public airport facilities in the area adequate to serve other types of users; it will not grant, exercise, or permit the exercise of any exclusive right for use of the airport by one air carrier operator, or for rental of aircraft to the public, for conducting charter flights, or for operating a flying school, and that, after the date of this agreement, it will not grant or authorize the grant of exclusive right at the airport for selling aircraft, aircraft parts or equipment, or for repairing aircraft and engines, or for carrying on other airport services or fixed base operations of an aeronautical nature. Nothing contained herein shall be construed to waive or abrogate the requirements of section 303 of the Civil Aeronautics Act of 1938. In the interest of safety, the Administrator may waive in writing compliance with any or all the provisions of this sub-section.

e. Except as provided in d. above, the sponsor will permit all qualified operators, on reasonable terms and without unjust discrimination, to use the airport for any aeronautical business or operation up to the capacity of the airport.

f. The sponsor will not hereafter grant to any one an exclusive right to sell aviation gasoline or oil.

g. During the term of this agreement the sponsor will continuously maintain in good and serviceable condition and repair the entire airport and

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(10-46)

- 2 -

all buildings and other improvements, facilities, and equipment, other than facilities or equipment owned or controlled by the United States; provided, however, in meeting this requirement the airport is not expected to be operated and maintained for aeronautical uses during temporary periods when climatic or flood conditions interfere substantially with operation and maintenance during such periods. Essential facilities, including night lighting systems, when installed, will be operated in such a manner as to assure their availability to all users of the airport.

h. The sponsor will replace and repair all buildings, structures, and facilities developed under the project if such are destroyed or damaged, replacing or restoring them to a condition comparable to that preceding the destruction or damage.

i. If the land or improvements thereon, acquired or developed under the project, are sold, condemned, or otherwise disposed of, wholly or in part, the United States will be reimbursed in proportion to its original investment in the property so disposed of, but not exceeding its original share in the portions so disposed of, except that if the proceeds are used by the sponsor for airport purposes within two years or if a transfer is made pursuant to this agreement to another public agency or agencies for operation as an airport, there shall be no reimbursement to the United States.

j. Insofar as is within its powers and reasonably possible the sponsor will prevent the use of any land either within or outside the boundaries of the airport, including the construction, erection, alteration, or growth of any structure or other object thereon, which would be a hazard to the landing, taking-off, and maneuvering of aircraft at the airport, or otherwise limits its usefulness as an airport. With respect to land outside the boundaries of the airport, the sponsor will remove or cause to be removed any growth, structure, or other object thereon which would be a hazard to the landing, taking-off, or maneuvering of aircraft at the airport, or when such is not feasible, it will mark or light such growth, structure, or other object. The airport approach standards to be followed in this connection shall be those established by the Administrator in Office of Airports Drawing No. 672 dated SEP 1 1946, unless otherwise authorized by the Administrator.

Insofar as legally possible, the sponsor will adopt and enforce zoning ordinances and regulations to safeguard aircraft flight operations within the airport hazard areas as defined in the above mentioned drawing, prohibiting the creation, establishment, erection, and construction of hazards to air navigation; or insofar as reasonably possible, will acquire such easements or other interests in lands and air space as may be necessary to perform the covenants of this paragraph.

k. All facilities of the airport developed with Federal aid and all those usable for the landing and taking-off of aircraft will be available to the United States at all times without charge for use by military and naval aircraft in common with other aircraft, except, if the use by military and naval aircraft shall be substantial, a reasonable share, proportional to such use, of the cost of operating and maintaining facilities so used, may be charged.

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(10-46)

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SECTION 2. In order to satisfy the Administrator that the sponsor is qualified to sponsor the project under the requirements established by the Act and the Regulations, and to induce the United States to enter into a Grant Agreement with respect to the project, the sponsor does hereby warrant and represent to the United States as follows:

- a. That it holds the following interest in the following described land (as shown on outline survey map attached hereto marked Exhibit "A") free and clear of all liens, easements, mineral rights, leases and other encumbrances or subsisting rights or interests, and agreements relating to or affecting the use of such property, except as indicated: Fee simple title to the following described real property, lying and being in the County of Cloud, State of Kansas, to-wit:
- Tract A.**
Beginning at the southeast corner of the north one-half (N $\frac{1}{2}$) of southeast one-fourth (SE $\frac{1}{4}$), Section nine (9), Township six (6) south, Range three (3) west of the sixth principal meridian, Cloud County, Kansas, said point being marked by a one (1) inch square iron bar; thence west along the south line of said north one-half (N $\frac{1}{2}$) of southeast one-fourth (SE $\frac{1}{4}$) for a distance of one thousand nine hundred ninety-two and one tenth (1992-1) feet to a point marked by a three-fourths (3/4) inch iron pipe; thence with a deflection of eighty-nine (89) degrees and forty-six (46) minutes right for a distance of one thousand three hundred seventy-five and one-tenth (1375.1) feet to a point marked by a monument; thence with a deflection of zero (0) degrees and thirty-eight (38) minutes left for a distance of one thousand two hundred sixty-three and four-tenths (1263.4) feet to a point marked by a concrete monument; thence with a deflection of eighty-nine (89) degrees and zero (0) minutes left for a distance of six hundred one and nine-tenths (601.9) feet to a point marked by a concrete monument, and located on the east right of way line of U. S. Highway No. 81 (81) and being the north-west corner of the Cloud County Park thence with a deflection of eighty-nine (89) degrees and twenty (20) minutes right along the east right of way line of U. S. Highway No. eighty-one (81) for a distance of one thousand three hundred twenty and zero tenths (1320.0) feet to a point on the north line of section nine (9) and marked with a three-fourths (3/4) inch iron pipe; thence with a deflection of ninety (90) degrees and forty-five (45) minutes right for a distance of two thousand five hundred seventy-one and six-tenths (2571.6) feet to the northeast corner of section nine (9) and which is marked by a concrete monument; thence with a deflection of eighty-nine (89) degrees and zero (0) minutes right along the east line of section nine (9) for a distance of three thousand nine hundred forty-nine and two-tenths (3949.2) feet to the point of beginning, said containing one hundred ninety-seven and seven-tenths (197.7) acres, more or less.

The above tract subject to a right of way easement for a County road, approximately thirty (30) to thirty-three (33) feet in width along the east border.

Tract B. Fee simple title to the following described real property, lying and being in the County of Cloud, State of Kansas, formerly known as Cloud County Park and more particularly described as follows:

Beginning at the point of intersection of the East Right of Way line of U. S. Highway #81 with the North line of the SE $\frac{1}{4}$ Section Nine (9) Township Six (6) South, Range Three (3) West of the 6th P. M. in Cloud County, Kansas, thence East 601.9 feet, thence with a deflection of 89 degrees 0 minutes to the right for a distance of 1263.4', thence with a deflection of 89 degrees 28 minutes right for a distance of 256.6' thence with a deflection of 24 degrees 35 minutes left for a distance of 390.5' to the point of intersection with the East Right of Way line of U. S. Highway #81, thence North along the East Right of Way Line of said Highway to the point of beginning.

- b. That it has sufficient funds available for that portion of the project costs which is not to be paid by the United States;
- c. That it has the power and authority, of itself or through an agent, to receive a grant of Federal funds under the Act;
- d. That it has the power and authority to make these assurances and to perform all the covenants and agreements contained herein;
- e. That it is legally and financially able to operate and maintain the airport and to perform all the covenants contained herein;
- f. That there is no pending litigation or other legal proceeding, and no material or relevant fact, which might adversely affect the prosecution of the project, the operation of the airport, or the performance of any of the covenants contained in Sections 1 and 2 hereof, which has not been brought to the attention of the Administrator.

SECTION 3. This Agreement shall become effective immediately except that Section 1 hereof shall not be effective until the execution of the Grant Agreement. This Agreement shall be incorporated in the Grant Agreement and become part thereof. This Agreement shall remain in full force and effect during the useful life of the facilities developed under the project but in any event not to exceed twenty years from the date of the execution of the Grant Agreement.

SECTION 4. If any provision of this agreement or any application thereof shall be held invalid, such invalidity shall not affect any provision or application of this Agreement which can be given effect without the invalid provision or application.

SECTION 5. This document constitutes the (sponsor's) assurance as required under Sections 9 and 11 of the Act and shall be referred to as the "Sponsor's Assurance Agreement."

Executed in septuplet this 8th day of Dec., 1947.

City of Concordia

Attest:

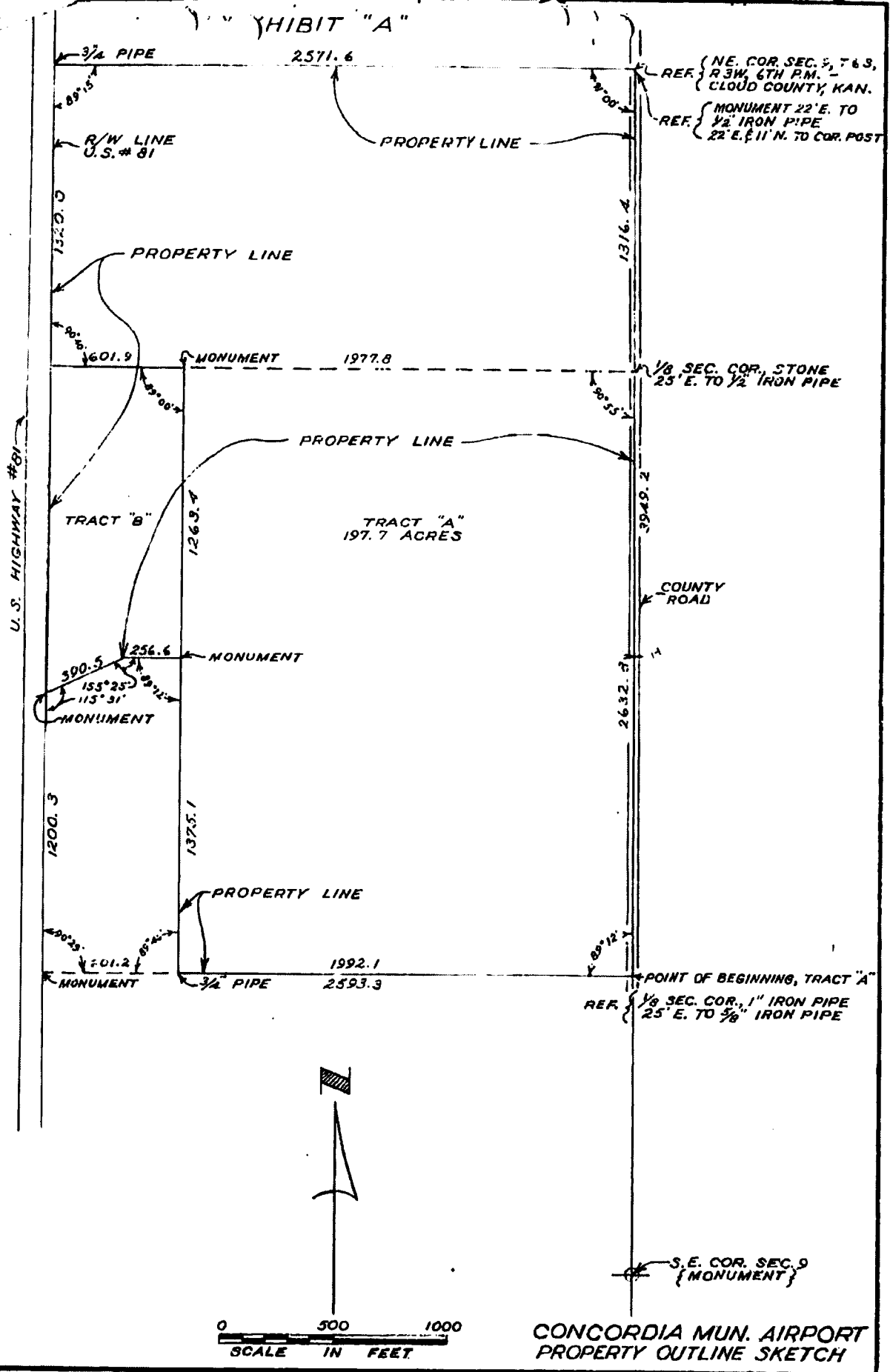
By

Sponsor

Mayor

Henry C. Blosser

Secretary City Clerk



CERTIFICATEof City Clerk of City of Concordia, Kansas

I, Glenn C. Zeornes, the duly qualified and acting City Clerk of the City of Concordia, Kansas, do hereby certify that the foregoing resolution was duly adopted at a meeting of the City Council of the City of Concordia held on the 4th day of August, 1947, and that said resolution has been compared by me with the original thereof on file in my office and is a true copy of the whole of said original.

In witness whereof, I have hereunto set my hand and the seal of the City of Concordia, Kansas this 9th day of December, 1947.

Glenn C. Zeornes
(Signature)
(Glenn C. Zeornes)

City Clerk
(Title)

(SEAL)

**REQUEST FOR FEDERAL ASSISTANCE**FEDERAL AVIATION ADMINISTRATION
CENTRAL REGION \ AIRPORTS DIVISION**INSTRUCTIONS FOR COMPLETING
CAPITAL IMPROVEMENT PLAN
DATA SHEET**

A Capital Improvement Plan (CIP) Data Sheet must be submitted for each major work item that is requesting Federal assistance over the next 3 years. If required, evidence of State and Regional Clearinghouse coordination should be provided with the CIP Data Sheet. Submittal of this information is necessary to effectively administer the Airport Improvement Program. Collection of information for the airports grant program is addressed under OMB control number 2120-0570. Users requiring assistance or reasonable accommodation may contact the FAA Central Region at 816-329-2600.

HEADER INFORMATION - Include the name of the airport, the LOCID, the local priority of the requested work, the project description, and the desired federal fiscal year (October 1st to September 30th) that you desire the project. Contact the State Airport Planner responsible for your state regarding which federal fiscal years they are working on.

SKETCH - Color-coded sketch that depicts and identifies the scope of the proposed project.

JUSTIFICATION - The justification should be brief and describe the need, objectives, method of accomplishment, and the benefit expected to be obtained from the assistance.

COST ESTIMATE - The estimate of total cost (engineering, administrative, legal, appraisal costs, etc.) including Federal, State and Local shares. Attach a detailed cost estimate showing unit costs; aggregate in square yards (S.Y.), concrete paving in square yards (S.Y.) and asphaltic paving in tons. Separate the costs for land acquired in fee and land acquired in easement. NOTE: cost estimates cannot include an amount for contingencies.

SPONSOR'S VERIFICATION - The verification that the project is properly planned and is ready to "go" within the 1st year of the three-year CIP program period. Except for equipment acquisition, proposed development and land acquisition must be shown on an approved ALP, have cleared environmental processing, and the land already acquired or have a signed purchase agreement. These requirements must be completed before a project can be considered for funding. For the 2nd and 3rd years of the CIP program, the sponsor should be working towards satisfying these requirements. Date each item verifying that all project requirements are satisfied (check marks are not acceptable).

If requesting Federal assistance for snow removal equipment, include an inventory of existing airport equipment and calculations based on Chapters 4 & 5 of the Airport Winter Safety and Operations, Advisory Circular (AC) 150/5200-30 and the Airport Snow and Ice Control Equipment, AC 150/5220-20 showing the minimum equipment needed, along with the CIP Data Sheet.

If requesting Federal assistance for general aviation apron expansion, include calculations based on Appendix 5 of the Airport Design Advisory Circular 150/5300-13 showing justification for the size of apron needed, along with the CIP Data Sheet.

If requesting Federal assistance for revenue producing facilities (fuel farms, hangers), please contact the State Airport Planner responsible for your state for eligibility requirements. Submit with the CIP Data Sheet; 1) A statement that airside development projects are complete or a financial plan to fund airside needs over the next three years, 2) A statement that approach surfaces are clear of obstructions, and 3) A statement of capacity justification for the project.

CIP DATA SHEET

AIRPORT		LOCID		LOCAL PRIORITY	
PROJECT DESCRIPTION				Identify FFY that you desire to construct (FFY: Oct. 1-Sept. 30)	

SKETCH:

JUSTIFICATION:

COST ESTIMATE: (Attach detailed cost estimate)

Federal(%)	\$	State	\$	Local (%)	\$	Total	\$
SPONSOR'S VERIFICATION:		Date	(see instruction sheet or point mouse over each date box for more information)				
For each and every project as applicable			<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE), or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 				
FAA USE ONLY							
FAA Verification: (initial/date)							

SPONSOR'S SIGNATURE: _____ DATE: _____

PRINTED NAME: _____ TITLE: _____

PHONE NUMBER: _____

FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 1
PROJECT DESCRIPTION	ENVIRONMENTAL ASSESSMENT FOR FUTURE AIRPORT LAND ACQUISITION & CONSTRUCTION				
SKETCH:					
JUSTIFICATION: <i>An Airport Layout Plan (ALP) Was Recently Completed In February 2013 And An Environmental Assessment Needs To Be Completed To Study The Environmental Impact Of Proposed Improvements That Were Included In The ALP Update.</i>					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$ 76,500 Local (10%) \$ 8,500 Total \$ 85,000					
SPONSOR VERIFICATION: For each and every project as applicable		DATE: <ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
FAA USE ONLY					
FAA Verification: (initial/date)					
SPONSOR SIGNATURE: <u>LARRY URI</u> DATE: <u>2-7-2013</u> PRINTED NAME: <u>LARRY URI</u> TITLE: <u>CITY MANAGER</u> PHONE NUMBER: <u>785-243-2670</u>					
FAA USE ONLY					
PROJECT NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Environmental Assessment**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Environmental Assessment	1	LS	\$85,000.00	\$85,000.00

TOTAL ESTIMATE	\$85,000.00
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90% FAA Participation	\$76,500.00
10% Local Match	\$8,500.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 2
PROJECT DESCRIPTION	LAND ACQUISITION FOR BOTH FEE-FOR-TITLE AND EASEMENT				
SKETCH:					
JUSTIFICATION: Land Needs To Be Acquired In Easement To Protect Existing/Ultimate Runway Protection Zones (RPZs) And Building Restriction Lines (BRLs). Land Is To Be Purchased In Fee-For-Title Out To The 35 foot BRL, Which Will Allow The Airport To Protect The Land Inside The 35 foot BRL In Accordance With AC 150/5300-13. RPZs Need To Be Controlled To Ensure Objectionable Structures Do Not Get Built In The The Approaches To Existing And Ultimate Runway Ends.					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$ 602,100		Local (10%) \$ 66,900		Total \$ 669,000	
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
		<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
FAA USE ONLY FAA Verification: (initial/date)					
SPONSOR SIGNATURE: <u>[Signature]</u>		DATE: <u>2-7-2013</u>			
PRINTED NAME: <u>LARRY URI</u>		TITLE: <u>CITY MANAGER</u>			
PHONE NUMBER: <u>785-243-2670</u>					
FAA USE ONLY					
PROJECT NUMBER	CHART NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
 Concordia, Kansas
 Land Acquisition for Both Title and Easement**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Fee	69	ACRE	\$5,000.00	\$345,000.00
2	Easement	66	ACRE	\$2,000.00	\$132,000.00
3	Appraisal	1	LS	\$30,000.00	\$30,000.00
4	Survey	1	LS	\$25,000.00	\$25,000.00
5	Legal	1	LS	\$12,000.00	\$12,000.00
6	Obstruction Removal	1	LS	\$25,000.00	\$25,000.00
7	Engineering & Administration	1	LS	\$100,000.00	\$100,000.00

TOTAL ESTIMATE	\$669,000.00
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90% FAA Participation	\$602,100.00
10% Local Match	\$66,900.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 3
PROJECT DESCRIPTION	DESIGN OF NEW PRIMARY RUNWAY 18/36, CONNECTING TAXIWAYS AND PARALLEL TAXIWAY EXTENSIONS, AND RELOCATION OF SEGMENTED CIRCLE AND LIGHTED WINDCONE				
SKETCH:					
JUSTIFICATION: Existing Paved Primary Runway 17/35 Does Not Allow For Future Needed Expansion Of The Apron And Other Landside Development. The Existing Buildings Are Within The Current Runways Building Restriction Area. Therefore A New Primary Runway Is Proposed In A New Location With The Existing Paved Primary Runway Serving As The Parallel Taxiway.					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$ 367,524		Local (10%) \$ 40,836		Total \$ 408,360	
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
FAA USE ONLY (FAA Verification Initial/Date)		<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
SPONSOR SIGNATURE: DATE: 2-7-2013					
PRINTED NAME: LARRY URI TITLE: CITY MANAGER					
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
New Primary Runway 18/36, Connecting Taxiways, and Segmented Circle/Lighted Windcone
(Design Only)**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Consultant Design*	1	LS	\$368,360.00	\$368,360.00
2	Project Management	1	LS	\$40,000.00	\$40,000.00

TOTAL ESTIMATE	\$408,360.00
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* - Based on 8% of estimated construction cost

90% FAA Participation	\$367,524.00
10% Local Match	\$40,836.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 4
PROJECT DESCRIPTION	GRADING FOR THE NEW PRIMARY RUNWAY 18/36, CONNECTING TAXIWAYS AND PARALLEL TAXIWAY EXTENSIONS, AND RELOCATION OF SEGMENTED CIRCLE AND LIGHTED WINDCONE				
SKETCH:					
JUSTIFICATION: Existing Paved Primary Runway 17/35 Does Not Allow For Future Needed Expansion Of The Apron And Other Landside Development. The Existing Buildings Are Within The Current Runways Building Restriction Area. Therefore A New Primary Runway Is Proposed In A New Location With The Existing Paved Primary Runway Serving As The Parallel Taxiway.					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$ 994,950		Local (10%) \$ 110,550		Total \$ 1,105,500	
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
FAA USE ONLY FAA Verification (initial/date)		<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
SPONSOR SIGNATURE:		DATE: 2-7-2013			
PRINTED NAME: LARRY URI		TITLE: CITY MANAGER			
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PRELAP NUMBER	GRANT NUMBER	NTAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
New Primary Runway 18/36, Connecting Taxiways, and Segmented Circle/Lighted Windcone
(Grading)**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	ACRE	\$100,000.00	\$100,000.00
2	Traffic Control	1	ACRE	\$15,000.00	\$15,000.00
3	Construction Staking	1	LS	\$25,000.00	\$25,000.00
4	Earthwork	1	LS	\$750,000.00	\$750,000.00
5	Seeding	400	UNIT	\$100.00	\$40,000.00
6	Erosion Control	1	LS	\$75,000.00	\$75,000.00

Subtotal \$1,005,000.00

Engineering & Administration (10%) \$100,500.00

TOTAL ESTIMATE \$1,105,500.00

90% FAA Participation \$994,950.00

10% Local Match \$110,550.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 5
PROJECT DESCRIPTION	CONSTRUCTION OF THE NEW PRIMARY RUNWAY 18/36, CONNECTING TAXIWAYS AND PARALLEL TAXIWAY EXTENSIONS, AND RELOCATION OF SEGMENTED CIRCLE AND LIGHTED WINDCONE				
SKETCH:					
JUSTIFICATION: Existing Paved Primary Runway 17/35 Does Not Allow For Future Needed Expansion Of The Apron And Other Landside Development. The Existing Buildings Are Within The Current Runways Building Restriction Area. Therefore A New Primary Runway Is Proposed In A New Location With The Existing Paved Primary Runway Serving As The Parallel Taxiway.					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$ 3,563,505		Local (10%) \$ 395,945		Total \$ 3,959,450	
SPONSOR VERIFICATION: For each and every project as applicable		DATE: <ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
FAA USE ONLY FAA Verification: (initial/date)					
SPONSOR SIGNATURE:		DATE: 2-7-2013			
PRINTED NAME: LARRY URI		TITLE: CITY MANAGER			
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
REPORT NUMBER	GRANT NUMBER	NPIAB CODE	WORK CODE	FAA PRIORITY	FEDERAL ID

**Blosser Municipal Airport
Concordia, Kansas
New Primary Runway 18/36, Connecting Taxiways, and Segmented Circle/Lighted Windcone
(Construction)**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	ACRE	\$150,000.00	\$150,000.00
2	Traffic Control	1	ACRE	\$25,000.00	\$25,000.00
3	Contractor Construction Staking	1	LS	\$7,500.00	\$7,500.00
4	Grading	1	LS	\$50,000.00	\$50,000.00
5	Crushed Aggregate Base Course (4")	50,000	SY	\$10.00	\$500,000.00
6	Concrete Pavement (5") (AE)	50,000	SY	\$55.00	\$2,750,000.00
7	Painting and Reflective Media	1	LS	\$60,000.00	\$60,000.00
8	Seeding	40	Units	\$100.00	\$4,000.00
9	Erosion Control	1	LS	\$50,000.00	\$50,000.00
10	Type A Construction Lab	1	EACH	\$3,000.00	\$3,000.00
Subtotal					\$3,599,500.00

Engineering & Administration (10%) \$359,950.00

TOTAL ESTIMATE	\$3,959,450.00
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90% FAA Participation \$3,563,505.00

10% Local Match \$395,945.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 6
PROJECT DESCRIPTION	LIGHT PRIMARY RUNWAY 18/36 & INSTALL ELEVATED EDGE REFLECTORS TO CONNECTING TAXIWAY AND NEW PRIMARY PARALLEL TAXIWAY EXTENSIONS				
SKETCH:					
JUSTIFICATION: After The New Primary Runway And Connecting Taxiways Are Constructed, New Runway Lighting (MIRL) And New Taxiway Edge Reflectors Need To Be Installed. Edge Lighting Systems Will Improve The Safety Of The Aircraft Operating At Night By Helping Designate The Edge Of Pavement.					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$ 305,640		Local (10%) \$ 33,960		Total \$ 339,600	
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
FAA USE ONLY FAA Verification (initial/date)		<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
SPONSOR SIGNATURE:		DATE: 2-7-2013			
PRINTED NAME: LARRY URI		TITLE: CITY MANAGER			
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PROJECT NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Light Runway 18/36 and Taxiway Edge Reflectors**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$35,000.00	\$35,000.00
2	Traffic Control	1	LS	\$5,000.00	\$5,000.00
3	Contractor Construction Staking	1	LS	\$7,500.00	\$7,500.00
4	L-861 Base Mounted MIRL	48	EACH	\$900.00	\$43,200.00
5	L-861 SE Base Mounted MIRL	16	EACH	\$1,000.00	\$16,000.00
6	Taxiway Edge Reflectors	85	EACH	\$250.00	\$21,250.00
7	1-Way 2" Sch. 40 PVC Duct	12000	LF	\$3.50	\$42,000.00
8	4-Way 3" Sch. 40 PVC Duct (Homerun)	500	LF	\$15.00	\$7,500.00
9	1/c #8 5KV L-824 Cable In Duct (RW/TW Lights)	12700	LF	\$2.00	\$25,400.00
10	1/c #6 Safety Ground AWG XHHW In Duct (RW/TW Lights)	12700	LF	\$2.00	\$25,400.00
11	#6 Solid Bare Counterpoise In Trench	12000	LF	\$2.00	\$24,000.00
12	Duct Stamps	10	EACH	\$75.00	\$750.00
13	Vault Work - 15 KW Regulator	1	LS	\$30,000.00	\$30,000.00

Subtotal \$283,000.00

Engineering & Administration (20%) \$56,600.00

TOTAL ESTIMATE	\$339,600.00
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90% FAA Participation \$305,640.00

10% Local Match \$33,960.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 7
PROJECT DESCRIPTION	INSTALL 4-BOX PRECISION APPROACH PATH INDICATORS (PAPIs), RUNWAY END IDENTIFICATION LIGHTS (REILs) AND OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM (ODALS) TO THE NEW PRIMARY RUNWAY 18/36				
SKETCH:					
JUSTIFICATION: <i>New 4-Box PAPIs For The Primary Runway 18/36 Will Provide Visual Glide Slopes For Pilots Making VFR Landings, REILs, and ODALS To Primary Runway 18/36 To Help Pilots Identify The End Of Runway From The Air. This Approach Lighting Helps To Greatly Improve Safety During Aircraft Landing.</i>					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$ 380,160		Local (10%) \$ 42,240		Total \$ 422,400	
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
FAA USE ONLY FAA Verification: (initial/date)		<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
SPONSOR SIGNATURE:		DATE: 2-7-2013			
PRINTED NAME: LARRY URI		TITLE: CITY MANAGER			
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PROJECT NUMBER	GRANT NUMBER	NRIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Install 4-Box PAPIs and REILs for the New Primary Runway 18/36**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$20,000.00	\$20,000.00
2	Traffic Control	1	LS	\$5,000.00	\$5,000.00
3	Contractor Construction Staking	1	LS	\$5,000.00	\$5,000.00
4	L-881 4-Box PAPI	2	EACH	\$50,000.00	\$100,000.00
5	1-Way 2" Sch. 40 PVC Duct	4000	LF	\$3.50	\$14,000.00
6	Cables	4000	LF	\$7.00	\$28,000.00
7	REILs	4	EACH	\$7,500.00	\$30,000.00
6	ODALs	1	LS	\$150,000.00	\$150,000.00

Subtotal \$352,000.00

Engineering & Administration (20%) \$70,400.00

TOTAL ESTIMATE	\$422,400.00
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90% FAA Participation \$380,160.00

10% Local Match \$42,240.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 8
PROJECT DESCRIPTION	FORMULATE AIRPORT SECURITY PLAN				
SKETCH:					
JUSTIFICATION: <i>The Airport Security Plan Will Reduce The Chances Of Any Dangerous Situations. A Well Implemented Security Plan Helps Protect The Airport, Community, And The United States From Threatening Events. This Plan Reassures The Traveling Public That They Are Safe.</i>					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$ 13,500		Local (10%) \$ 1,500		Total \$ 15,000	
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
FAA USE ONLY FAA Verification (initials/date)		<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
SPONSOR SIGNATURE: <u>LARRY URI</u> DATE: <u>2-7-2013</u>					
PRINTED NAME: <u>LARRY URI</u> TITLE: <u>CITY MANAGER</u>					
PHONE NUMBER: <u>785-243-2670</u>					
FAA USE ONLY					
PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Formulate Airport Security Plan**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Formulate Emergency Respon Plan	1	LS	\$12,000.00	\$12,000.00
Subtotal					\$12,000.00
Engineering & Administration (25%)					\$3,000.00
TOTAL ESTIMATE					\$15,000.00
90% FAA Participation					\$13,500.00
10% Local Match					\$1,500.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 9
PROJECT DESCRIPTION	INSTALL SECURITY CAMERAS AND INTRUDER ALERT SYSTEM				
SKETCH:					
JUSTIFICATION: Security Cameras and Intruder Alert System Installed At The Airport Will Help Protect The Airport, Community, And the United States From Threatening Events. The Cameras Serve As A Deterrent To Illegal Behavior And Reassure The Traveling Public That They Are Safe. The Intruder Alert System Helps Protect Property In The Terminal Building.					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$22,500		Local (10%) \$2,500		Total \$25,000	
SPONSOR VERIFICATION: For each and every project as applicable		DATE: <ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
FAA USE ONLY FAA Verified for: (initials/date)					
SPONSOR SIGNATURE: DATE: 2-7-2013					
PRINTED NAME: LARRY URI TITLE: CITY MANAGER					
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Install Security Cameras**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Implement Emergency Response Plan*	1	LS	\$20,000.00	\$20,000.00
Subtotal					\$20,000.00
Engineering & Administration (25%)					\$5,000.00
TOTAL ESTIMATE					\$25,000.00
90% FAA Participation					\$22,500.00
10% Local Match					\$2,500.00

* Cost is assumed until the Emergency Response Plan is Complete

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 10
PROJECT DESCRIPTION	DESIGN AND CONSTRUCT CROSSWIND RUNWAY 6/24				
SKETCH:					
JUSTIFICATION: Constructing Crosswind Runway 6/24 Allows For The Ultimate Configuration Of The Airport. The Location Of This Crosswind Runway Allows No Obstructions To The Turf Runway Which Will Allow A Safer Crosswind Runway For Small Aircraft To Utilize.					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$1,240,312		Local (10%) \$137,813		Total \$1,378,125.00	
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
FAA USE ONLY FAA Verification (initial/date)		<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
SPONSOR SIGNATURE:		DATE: 2-7-2013			
PRINTED NAME: LARRY URI		TITLE: CITY MANAGER			
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PROJECT NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Construct Crosswind Runway 6/24**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$50,000.00	\$50,000.00
2	Traffic Control	1	LS	\$5,000.00	\$5,000.00
3	Contractor Construction Staking	1	LS	\$15,000.00	\$15,000.00
4	Embankment	315000	CY	\$3.00	\$945,000.00
5	Seeding	25	ACRES	\$1,500.00	\$37,500.00
6	Erosion Control	1	LS	\$50,000.00	\$50,000.00

Subtotal \$1,102,500.00

Engineering & Administration (25%) \$275,625.00

TOTAL ESTIMATE \$1,378,125.00

90% FAA Participation \$1,240,312.00

10% Local Match \$137,813.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 11
PROJECT DESCRIPTION	NARROW AND REHAB PARALLEL TAXIWAY				
SKETCH:					
JUSTIFICATION: <i>The Construction Of The New Primary Runway 18/36 For Airport Reference Code (ARC) B-II Category Aircraft Allows The Existing Primary Runway 17/35 To Be Narrowed To FAA Specified Taxiway Width And Rehabilitated To Utilize This Pavement And Structure As The Parallel Taxiway For Primary Runway 18/36. Having The Parallel Taxiway Allows Safer Operations At The Airport.</i>					
COST ESTIMATE: (Attach detailed cost estimate) Federal (90%) \$ 866,250 Local (10%) \$ 96,250 Total \$ 962,500					
SPONSOR VERIFICATION: For each and every project as applicable		DATE: - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions			
FAA USE ONLY FAA Verification (initials, date)					
SPONSOR SIGNATURE:		DATE: 2-7-2013			
PRINTED NAME: LARRY URI		TITLE: CITY MANAGER			
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Narrow and Rehab Parallel Taxiway**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$75,000.00	\$77,000.00
2	Traffic Control	1	LS	\$15,000.00	\$15,000.00
3	Contractor Construction Staking	1	LS	\$10,000.00	\$10,000.00
4	Rooute & Seal Joints	10000	LF	\$1.50	\$15,000.00
5	Bituminous Pavement Repair	500	SY	\$150.00	\$75,000.00
6	Saw Cut Pavement (Full Depth)	4000	LF	\$3.00	\$12,000.00
7	Pavement Removal	11000	SY	\$6.00	\$66,000.00
8	ACC Overlay	3500	TONS	\$110.00	\$385,000.00
9	Pavement Marking	1	LS	\$15,000.00	\$15,000.00
10	Grading	1	LS	\$50,000.00	\$50,000.00
11	Seeding	1	LS	\$50,000.00	\$50,000.00

Subtotal \$770,000.00

Engineering & Administration (25%) \$192,500.00

TOTAL ESTIMATE \$962,500.00

90% FAA Participation \$866,249.70

10% Local Match \$96,250.30

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 12
PROJECT DESCRIPTION	INSTALL NEW MEDIUM INTENSITY TAXIWAY LIGHTING (MITL) SYSTEM TO PARALLEL TAXIWAY AND CONNECTING TAXIWAYS				
SKETCH:					
JUSTIFICATION: After The Parallel Taxiway Is Constructed, New Taxiway Lighting (MITL) Will Be Beneficial To The Airport To Be Installed On Connecting Taxiways And The Parallel Taxiway. Edge Lighting Systems Will Improve The Safety Of The Aircraft Operating At Night By Helping Designate The Edge Of Pavement.					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$ 291,825		Local (10%) \$ 32,425		Total \$ 324,250	
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
FAA USE ONLY (Initial/Date)		<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
SPONSOR SIGNATURE:		DATE: 2-7-2013			
PRINTED NAME: LARRY URI		TITLE: CITY MANAGER			
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PREAPP NUMBER	GRANT NUMBER	NPIAB CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Install New MITL System to Parallel and Connecting Taxiways**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1.00	LS	\$25,000.00	\$25,000.00
2	Traffic Control	1.00	LS	\$5,000.00	\$5,000.00
3	Contractor Construction Staking	1.00	LS	\$5,000.00	\$5,000.00
4	L-861 Taxiway Edge Lights (LED)	85.00	EA	\$1,000.00	\$85,000.00
5	1-Way 2" Schedule 40 PVC Duct	11,200.00	LF	\$3.50	\$39,200.00
6	1-Way 2" Schedule 80 HPDE Duct	500.00	LF	\$8.00	\$4,000.00
7	1/c #8 5KV L-824 Cable in Duct	12,050.00	LF	\$2.00	\$24,100.00
8	1/c #6 Safety Ground AWG XHHW In Duct	12,050.00	LF	\$2.00	\$24,100.00
9	#6 Solid Bare Counterpoise In Trench	11,200.00	LF	\$2.00	\$22,400.00
10	Duct Stamps	8.00	EA	\$75.00	\$600.00
11	Vault Work	1.00	LS	\$25,000.00	\$25,000.00

Subtotal \$259,400.00

Engineering & Administration (25%) \$64,850.00

TOTAL ESTIMATE	\$324,250.00
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90% FAA Participation \$291,825.00

10% Local Match \$32,425.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 13
PROJECT DESCRIPTION	CONSTRUCT EXECUTIVE HANGAR AND APPROACHES				
SKETCH:					
<p>JUSTIFICATION: <i>Construction of this Executive Hangar will provide the opportunity for a non-profit air ambulance service to locate at Blosser Municipal Airport. That much needed service located in rural North Central Kansas will provide life saving emergency transport services to individuals with critical injury or critical illness.</i></p>					
<p>COST ESTIMATE: (Attach detailed cost estimate)</p> <p>Federal (90%) \$ 900,000 Local (10%) \$ 100,000 Total \$ 1,000,000</p>					
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
FAA USE ONLY (FAA Verification: Initial/Date)		<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
<p>SPONSOR SIGNATURE: DATE: 2-7-2013</p> <p>PRINTED NAME: LARRY URI TITLE: CITY MANAGER</p> <p>PHONE NUMBER: 785-243-2670</p>					
FAA USE ONLY					
PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Construct New Executive Hangar and Approach**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$53,500.00	\$53,500.00
2	Constructor Construction Staking	1	LS	\$5,000.00	\$5,000.00
3	Earthwork	1	LS	\$25,000.00	\$25,000.00
4	4" Aggregate Subgrade	1,250	SY	\$12.00	\$15,000.00
5	6" Concrete	1,000	SY	\$50.00	\$50,000.00
6	100 x 100' Hangar	10,000	SF	\$65.00	\$650,000.00
7	Seeding	2	ACRES	\$5,000.00	\$10,000.00
8	Erosion Control	1	LS	\$25,000.00	\$25,000.00

Subtotal \$833,500.00

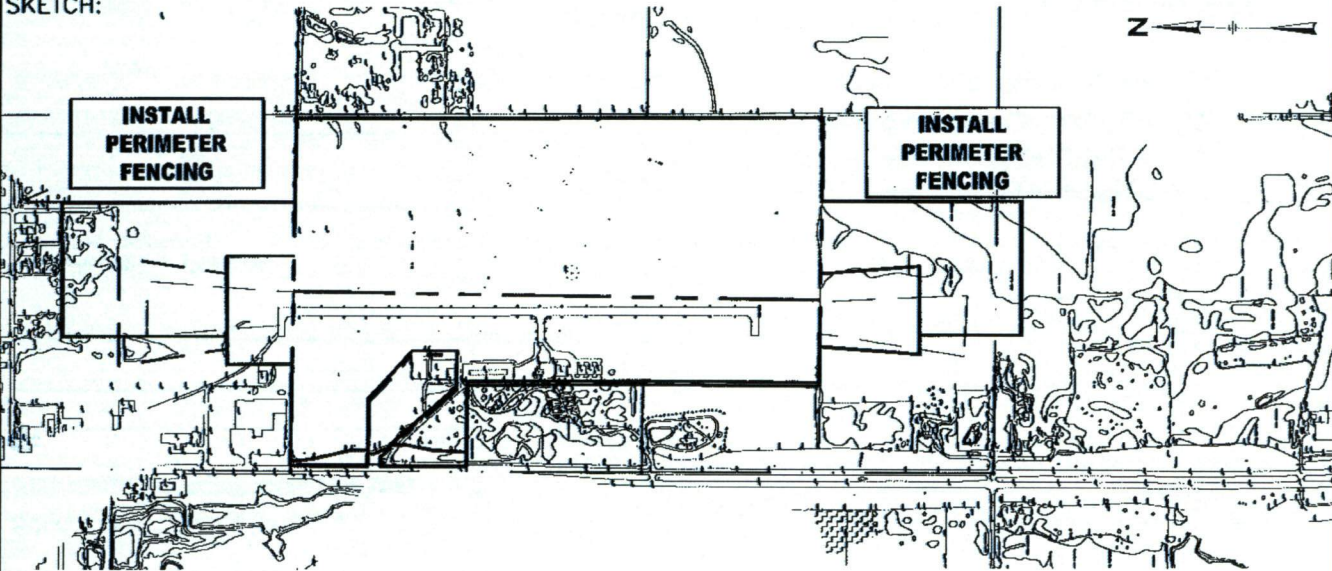
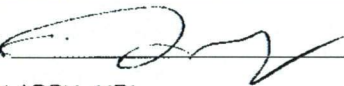
Engineering & Administration (20%) \$166,500.00

TOTAL ESTIMATE	\$1,000,000.00
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90% FAA Participation \$900,000.00

10% Local Match \$100,000.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 14
PROJECT DESCRIPTION					
INSTALL PERIMETER FENCING					
SKETCH: 					
JUSTIFICATION: <i>Perimeter Fencing Around The Airport Will Improve Safety Of The Airport By Detouring Larger Animals, Such As Deer, From Wondering Onto The Airport And Helps Keep Pedestrians And Vehicles From Entering Onto Airport Property.</i>					
COST ESTIMATE: (Attach detailed cost estimate) Federal (90%) \$168,750 Local (10%) \$18,750 Total \$187,500					
SPONSOR VERIFICATION: For each and every project as applicable		DATE: - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions			
FAA USE ONLY FAA verification (initial/date)					
SPONSOR SIGNATURE:  DATE: 2-7-2013 PRINTED NAME: LARRY URI TITLE: CITY MANAGER PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PROJECT NUMBER	QUANT NUMBER	NTAB CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Install Perimeter Fence**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$10,000.00	\$10,000.00
2	Constructor Constructino Staking	1	LS	\$10,000.00	\$10,000.00
3	8' High Chaing Link Fence	1,000	LF	\$25.00	\$25,000.00
4	3-Strand Barbed Wire Fence	21,000	LF	\$5.00	\$105,000.00

Subtotal \$150,000.00

Engineering & Administration (25%) \$37,500.00

TOTAL ESTIMATE \$187,500.00

90% FAA Participation \$168,750.00

10% Local Match \$18,750.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 15
PROJECT DESCRIPTION	CONSTRUCT PHASE II APRON EXPANSION				
SKETCH:					
JUSTIFICATION: <i>The Airport's Apron Is In Need Of Apron Expansion Due To The Lack Of Mobility Of Multiple Aircraft Utilizing The Apron At One Time. It Is Impossible For Aircraft Of Larger Size To Utilize The Apron If Any Additional Aircraft Are Fueling Or Parked At Current Tie-Down Locations.</i>					
COST ESTIMATE: (Attach detailed cost estimate) Federal (90%) \$1,173,744 Local (10%) \$130,416 Total \$1,304,160					
SPONSOR VERIFICATION: For each and every project as applicable		DATE: - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions			
FAA USE ONLY (to be completed by FAA)					
SPONSOR SIGNATURE:		DATE: 2-7-2013			
PRINTED NAME: LARRY URI		TITLE: CITY MANAGER			
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Construct Apron Expansion**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$75,000.00	\$75,000.00
2	Constructor Construction Staking	1	LS	\$20,000.00	\$20,000.00
3	Pavement Removal	3,100	SY	\$8.00	\$24,800.00
4	4" Aggregate Subgrade	14,000	SY	\$12.00	\$168,000.00
5	6" Concrete	13,500	SY	\$50.00	\$675,000.00
6	Pavement Marking	1	LS	\$20,000.00	\$20,000.00
7	Tie Downs	8	Ea	\$500.00	\$4,000.00
8	Seeding	5	ACRES	\$2,000.00	\$10,000.00
9	Erosion Control	1	LS	\$15,000.00	\$15,000.00
10	Remove/Replace Lighting	1	LS	\$75,000.00	\$75,000.00

Subtotal \$1,086,800.00

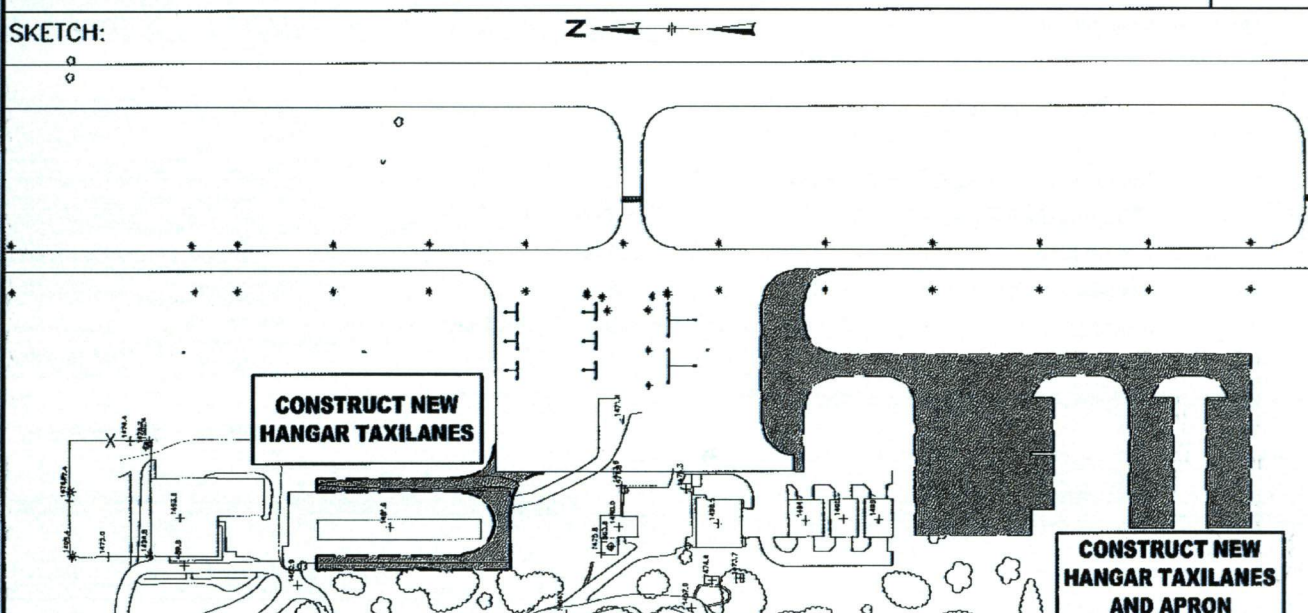

Engineering & Administration (20%) \$217,360.00

TOTAL ESTIMATE \$1,304,160.00

90% FAA Participation \$1,173,744.00

10% Local Match \$130,416.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 16
PROJECT DESCRIPTION	CONSTRUCT NEW HANGAR TAXILANES AND APRON				
SKETCH:					
					
JUSTIFICATION: <i>Construction Of The Taxilanes And Apron Would Allow For New Hangars To Be Built And In Addition New Based Aircraft To Relocate To The Airport.</i>					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$1,370,520		Local (10%) \$152,280		Total \$1,522,800	
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
FAA USE ONLY FAA Verification: (Initial/Date)		<ul style="list-style-type: none">- Date of approved ALP with project shown- Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E- Date of land acquisition or signed purchase agreement- Date of pavement maintenance program- Snow removal equipment inventory & sizing worksheet (for SRE acquisition)- Apron sizing worksheet (for apron projects)- Revenue producing facilities (for fuel farms, hangars, etc.)- Date statement submitted for completed airside development- Date statement submitted for runway approaches are clear of obstructions			
SPONSOR SIGNATURE:  DATE: 2-7-2013					
PRINTED NAME: LARRY URI TITLE: CITY MANAGER					
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PREAPP NUMBER	GRANT NUMBER	NPIAB CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Construct New Hangar Taxilanes**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$40,000.00	\$40,000.00
2	Constructor Construction Staking	1	LS	\$10,000.00	\$10,000.00
3	Storm Sewer/Drainage Improvements	1	LS	\$10,000.00	\$10,000.00
4	4" Aggregate Subgrade	19,000	SY	\$12.00	\$228,000.00
5	6" Concrete	19,000	SY	\$50.00	\$950,000.00
6	Pavement Marking	1	LS	\$10,000.00	\$10,000.00
7	Seeding	3	ACRES	\$2,000.00	\$6,000.00
8	Erosion Control	1	LS	\$15,000.00	\$15,000.00

Subtotal \$1,269,000.00

Engineering & Administration (20%) \$253,800.00

TOTAL ESTIMATE \$1,522,800.00

90% FAA Participation \$1,370,520.00

10% Local Match \$152,280.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 17
PROJECT DESCRIPTION	CONSTRUCT "INTERMEDIATE" CONNECTING EXIT TAXIWAYS TO PRIMARY RUNWAY 18/36				
SKETCH:					
JUSTIFICATION: <i>Constructing Additional Exit Taxiways Is Proposed To Be Constructed At Equal Thirds Of The Length Of The Runway For Aircraft Landing From Both The North And South. This Will Allow For Smaller Type Aircraft To Land And Exit The Runway Without Having To Taxi Down Half Of The Runway Length Before Exiting The Runway. Safety Will Be Greatly Improved By Less Aircraft Taxiing On The Runway.</i>					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$ 351,864		Local (10%) \$ 39,096		Total \$ 390,960	
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
FAA USE ONLY (FAA verification: initial/date)		<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
SPONSOR SIGNATURE: <u>[Signature]</u> DATE: <u>2-7-2013</u>					
PRINTED NAME: <u>LARRY URI</u> TITLE: <u>CITY MANAGER</u>					
PHONE NUMBER: <u>785-243-2670</u>					
FAA USE ONLY					
PROJECT NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL ID

**Blosser Municipal Airport
Concordia, Kansas
Construct Intermediate Connecting Taxiways to Runway 18/36**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$50,000.00	\$50,000.00
2	Constructor Construction Staking	1	LS	\$15,000.00	\$15,000.00
3	Earthwork	1	LS	\$35,000.00	\$35,000.00
4	4" Aggregate Subgrade	3,400	SY	\$12.00	\$40,800.00
5	6" Concrete	2,800	SY	\$50.00	\$140,000.00
6	Storm Sewer & Drainage Improvement	1	LS	\$20,000.00	\$20,000.00
7	Seeding	5	ACRES	\$2,000.00	\$10,000.00
8	Erosion Control	1	LS	\$15,000.00	\$15,000.00

Subtotal \$325,800.00

Engineering & Administration (20%) \$65,160.00

TOTAL ESTIMATE	\$390,960.00
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90% FAA Participation \$351,864.00

10% Local Match \$39,096.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 18
PROJECT DESCRIPTION					
CONSTRUCT FUEL STORAGE TANK					
SKETCH:					
<p>JUSTIFICATION: Construction of of an additional 6,000 gallon fuel storage tank with leak detection and monitoring systems and an upgrade of the fuel dispensing systems will allow the airport to offer motor gas (Mogas) for aviation purposes. This Will Help Blosser Municipal Airport Remain Competitive For Aircraft Operations Because Other Area Aiports Such As Salina Municipal Airport (SLN) And Clay Center Municipal Airport (CYW) Currently Offer Mogas.</p>					
<p>COST ESTIMATE: (Attach detailed cost estimate)</p> <p>Federal (90%) \$ 291,600 Local (10%) \$ 32,400 Total \$ 324,000</p>					
SPONSOR VERIFICATION:		DATE:			
For each and every project as applicable		<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
FAA USE ONLY					
FAA Verification (initial/date)					
<p>SPONSOR SIGNATURE: DATE: 2-7-2013</p> <p>PRINTED NAME: LARRY URI TITLE: CITY MANAGER</p> <p>PHONE NUMBER: 785-243-2670</p>					
FAA USE ONLY					
PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
 Concordia, Kansas
 Construct Fuel Storage Tank**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$10,000.00	\$10,000.00
2	Constructor Construction Staking	1	LS	\$5,000.00	\$5,000.00
3	Earthwork	1	LS	\$10,000.00	\$10,000.00
4	Fuel Facility (Complete)	1	LS	\$225,000.00	\$225,000.00
5	6" Portland Cement Concrete Pavement	100	SY	\$50.00	\$5,000.00
6	Seeding	1	LS	\$5,000.00	\$5,000.00
7	Area Light	1	LS	\$10,000.00	\$10,000.00

Subtotal \$270,000.00

Engineering & Administration (20%) \$54,000.00

TOTAL ESTIMATE \$324,000.00

90% FAA Participation \$291,600.00

10% Local Match \$32,400.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 19
PROJECT DESCRIPTION	CONSTRUCT EXECUTIVE HANGAR AND APPROACHES				
SKETCH:					
JUSTIFICATION: Construction Of an Executive Hangar Would Allow New Business And Related Aircraft To Relocate To The Airport And Base Their Aircraft At The Blosser Municipal Airport. Executive Hangars May Attract Businesses That Will Utilize The Airport For Their Base Operations.					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$ 900,000		Local (10%) \$ 100,000		Total \$ 1,000,000	
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
FAA USE ONLY FAA Verification: (initial/date)		<ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
SPONSOR SIGNATURE:		DATE: 2-7-2013			
PRINTED NAME: LARRY URI		TITLE: CITY MANAGER			
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PROJECT NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Construct New Executive Hangar and Approach**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$53,500.00	\$53,500.00
2	Constructor Construction Staking	1	LS	\$5,000.00	\$5,000.00
3	Earthwork	1	LS	\$25,000.00	\$25,000.00
4	4" Aggregate Subgrade	1,250	SY	\$12.00	\$15,000.00
5	6" Concrete	1,000	SY	\$50.00	\$50,000.00
6	100 x 100' Hangar	10,000	SF	\$65.00	\$650,000.00
7	Seeding	2	ACRES	\$5,000.00	\$10,000.00
8	Erosion Control	1	LS	\$25,000.00	\$25,000.00

Subtotal \$833,500.00

Engineering & Administration (20%) \$166,500.00

TOTAL ESTIMATE	\$1,000,000.00
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90% FAA Participation \$900,000.00

10% Local Match \$100,000.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 20
PROJECT DESCRIPTION	CONSTRUCT 10 PLACE NESTED T-HANGAR AND APPROACHES				
SKETCH:					
JUSTIFICATION: Construction Of The T-Hangar Would Allow New Based Aircraft To Relocate To The Airport And Base Their Aircraft At The Blosser Municipal Airport.					
COST ESTIMATE: (Attach detailed cost estimate) Federal (90%) \$1,415,664 Local (10%) \$157,296 Total \$1,572,960					
SPONSOR VERIFICATION: For each and every project as applicable		DATE: - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions			
FAA USE ONLY FAA Verification: (initial/date)					
SPONSOR SIGNATURE: DATE: 2-7-2013 PRINTED NAME: LARRY URI TITLE: CITY MANAGER PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PROJECT NUMBER	GRANT NUMBER	NPAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Construct 10-Place Nested T-Hangar and Approaches**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$50,000.00	\$50,000.00
2	Constructor Construction Staking	1	LS	\$5,000.00	\$5,000.00
3	Earthwork	1	LS	\$40,000.00	\$40,000.00
4	4" Aggregate Subgrade	3,100	SY	\$12.00	\$37,200.00
5	6" Concrete	2,700	SY	\$50.00	\$135,000.00
6	60' x 264' Hangar	15,840	SF	\$65.00	\$1,029,600.00
7	Seeding	2	ACRES	\$2,000.00	\$4,000.00
8	Erosion Control	1	LS	\$10,000.00	\$10,000.00

Subtotal \$1,310,800.00

Engineering & Administration (20%) \$262,160.00

TOTAL ESTIMATE \$1,572,960.00

90% FAA Participation \$1,415,664.00

10% Local Match \$157,296.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 21
PROJECT DESCRIPTION	CONSTRUCT NEW AUTO PARKING				
SKETCH:					
JUSTIFICATION: Construction of the new Auto Parking will enhance the traffic pattern in and out of the airport. The existing asphalt pavement is in fair condition but with a new concrete auto parking the overall maintenance of the pavement will be less. Off Airfield Parking For Aircraft Owners And/Or Pilots Also Solves The Current Problem Of Vehicles Driving On Apron And Taxiway Areas In Order To Get Access To Stored Aircraft.					
COST ESTIMATE: (Attach detailed cost estimate) Federal (90%) \$ 441,504 Local (10%) \$ 49,056 Total \$ 490,560					
SPONSOR VERIFICATION: For each and every project as applicable		DATE: - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) Revenue producing facilities (for fuel farms, hangers, etc) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions			
FAA USE ONLY FAA Verification: Initial/date					
SPONSOR SIGNATURE:		DATE: 2-7-2013			
PRINTED NAME: LARRY URI		TITLE: CITY MANAGER			
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Construct New Auto Parking**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$50,000.00	\$50,000.00
2	Constructor Construction Staking	1	LS	\$15,000.00	\$15,000.00
3	Earthwork	1	LS	\$40,000.00	\$40,000.00
4	Pavement Removal	1,600	SY	\$8.00	\$12,800.00
5	6" Concrete	5,200	SY	\$50.00	\$260,000.00
6	Pavement Marking	1	LS	\$10,000.00	\$10,000.00
7	Seeding	3	ACRES	\$2,000.00	\$6,000.00
8	Erosion Control	1	LS	\$15,000.00	\$15,000.00

Subtotal \$408,800.00

Engineering & Administration (20%) \$81,760.00

TOTAL ESTIMATE \$490,560.00

90% FAA Participation \$441,504.00

10% Local Match \$49,056.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 22
PROJECT DESCRIPTION	CONSTRUCT ADDITION TO MAINTENANCE HANGAR				
SKETCH:					
JUSTIFICATION: Construction of an addition of 100 feet long by 90 feet wide by 31 feet high to the south end of the maintenance hangar and approaches will allow the facility to accommodate Airport Reference Code (ARC) B-II category aircraft.					
COST ESTIMATE: (Attach detailed cost estimate) Federal (90%) \$ 791,640 Local (10%) \$ 87,960 Total \$ 879,600					
SPONSOR VERIFICATION: For each and every project as applicable		DATE:			
FAA USE ONLY FAA Verification: (initial/date)		- Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions			
SPONSOR SIGNATURE:		DATE: 2-7-2013			
PRINTED NAME: LARRY URI		TITLE: CITY MANAGER			
PHONE NUMBER: 785-243-2670					
FAA USE ONLY					
PROJECT NUMBER	GRANT NUMBER	NPIAB CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Construct Addition to Maintenance Hangar**

<u>Item No.</u>	<u>Description</u>	<u>Unit</u> <u>Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Site Preparation & Mobilization	1	LS	\$50,000.00	\$50,000.00
2	Contractor Construction Staking	1	LS	\$5,000.00	\$5,000.00
3	Earthwork	1	LS	\$50,000.00	\$50,000.00
4	4" Aggregate Subgrade	500	SY	\$12.00	\$6,000.00
5	6" Concrete	500	SY	\$50.00	\$25,000.00
6	100' x 90' Building	9,000	SF	\$65.00	\$585,000.00
7	Seeding	1	ACRES	\$2,000.00	\$2,000.00
8	Erosion Control	1	LS	\$10,000.00	\$10,000.00

Subtotal \$733,000.00

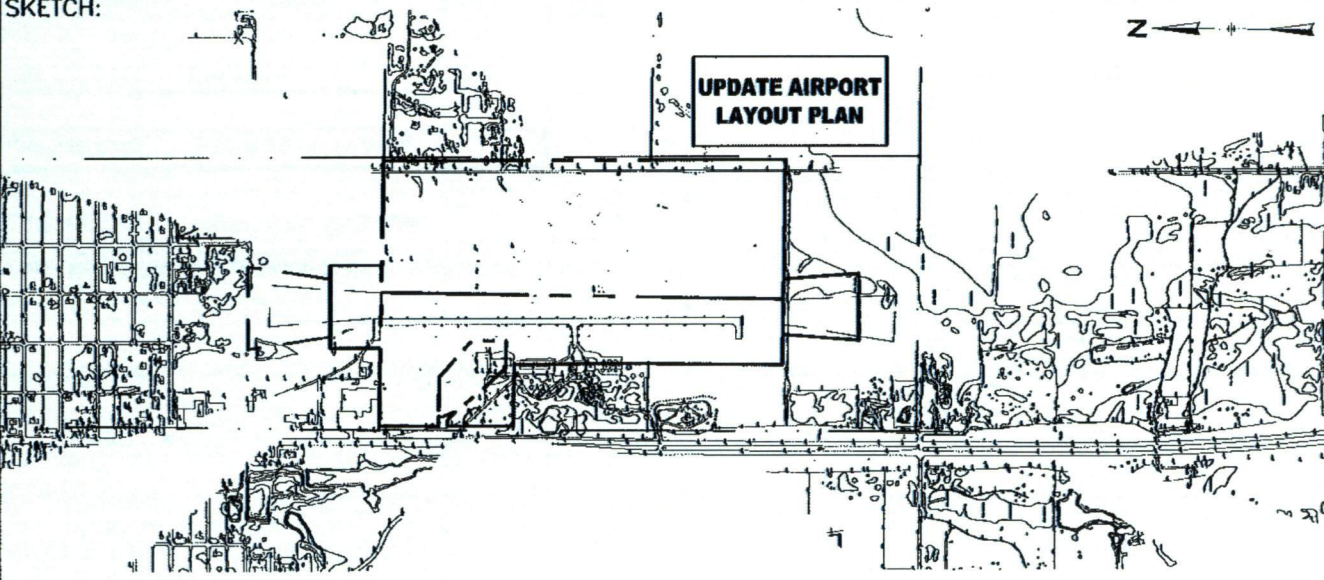
Engineering & Administration (20%) \$146,600.00

TOTAL ESTIMATE	\$879,600.00
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90% FAA Participation \$791,640.00

10% Local Match \$87,960.00

ACIP DATA SHEET

AIRPORT	BLOSSER MUNICIPAL AIRPORT (CNK)	LOCID	CNK	LOCAL PRIORITY	NO. 23
PROJECT DESCRIPTION	UPDATE AIRPORT LAYOUT PLAN (ALP)				
SKETCH: 					
JUSTIFICATION: <i>The Airport Needs And Desires Area Constantly Changing, So It Is Ideal To Reevaluate The Airports Needs About Every 15 To 20 Years. Therefore An Airport Layout Plan (ALP) Update Should Be Completed In The Long Term To Help Continue Prudent Development Of The Airport.</i>					
COST ESTIMATE: (Attach detailed cost estimate)					
Federal (90%) \$ 225,000		Local (10%) \$ 25,000		Total \$ 250,000	
SPONSOR VERIFICATION: For each and every project as applicable		DATE: <ul style="list-style-type: none"> - Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE) , or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement - Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions 			
FAA USE ONLY FAA Verification: (initial/date)					
SPONSOR SIGNATURE: <u>LARRY URI</u> DATE: <u>2-7-2013</u> PRINTED NAME: <u>LARRY URI</u> TITLE: <u>CITY MANAGER</u> PHONE NUMBER: <u>785-243-2670</u>					
FAA USE ONLY					
PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**Blosser Municipal Airport
Concordia, Kansas
Update ALP**

<u>Item No.</u>	<u>Description</u>	<u>Unit Quantity</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
1	Update ALP	1	LS	\$250,000.00	\$250,000.00

TOTAL ESTIMATE	\$250,000.00
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90% FAA Participation \$225,000.00

10% Local Match \$25,000.00