AIRPORT LAYOUT PLAN

FOR THE

CAPITAL CITY AIRPORT

FRANKFORT, KENTUCKY

AUGUST 2011

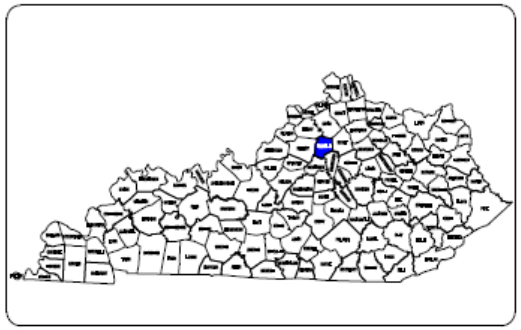
KENTUCKY PROJECT 2009-07

AIP PROJECT 3-21-0016-08-2009

INDEX TO SHEETS

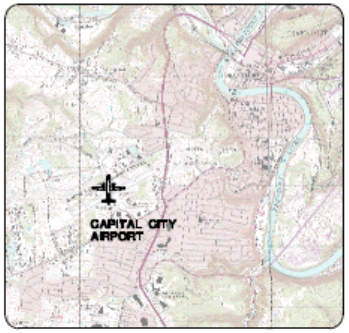
1. COVER
2. AIRPORT DATA SHEET
3. EXISTING AIRPORT LAYOUT DRAWING
4. FUTURE AIRPORT LAYOUT DRAWING
5. FAR PART 77 SURFACES
6. EXISTING RUNWAY 6 INNER PORTION OF APPROACH SURFACE
7. FUTURE RUNWAY 6 INNER PORTION OF APPROACH SURFACE
8. EXISTING RUNWAY 24 INNER PORTION OF APPROACH SURFACE
9. FUTURE RUNWAY 24 INNER PORTION OF APPROACH SURFACE
10. EXISTING & FUTURE RUNWAY 6/24 PROFILE
11. AIRPORT TERMINAL DRAWING
12. AIRPORT LAND USE DRAWING
13. AIRPORT PROPERTY DRAWING

FUTURE AIRPORT REFERENCE POINT
LAT 38° 10' 54" LONG. 84° 54' 24"



LOCATION MAP

AIRPORT IDENTIFIER CODE - FFT
AIRPORT CLASSIFICATION - C-II



VICINITY MAP

DATE	REVISION

Kentucky UNBRIDLED SPIRIT

SCOTT SHANNON, ASSISTANT DIRECTOR — DATE 8-24-11

CAPITAL CITY AIRPORT

On behalf of Hanson Professional Services, Inc., this Airport Layout Plan (ALP) was prepared for Capital City Airport according to the applicable Advisory Circulars, the current version of the Southern Region ALP CheckList, and accurately depicts the proposed use of airspace at the time of submittal. The ALP conforms to FAA design standards, except as noted.

TIM HASKELL, CONSULTANT — DATE 8/29/2011

HANSON

HANSON PROFESSIONAL SERVICES INC.
1525 South Sixth Street
Springfield, Illinois 62703
Offices Nationwide www.hanson-inc.com

© Copyright Hanson Professional Services Inc. 2011

CRAIG FARMER, P.E. — DATE 8-29-11

KENTUCKY TRANSPORTATION CABINET
Department of Aviation

EXISTING AIRPORT LOCATION

AIRPORT REFERENCE POINT (ARP)	LATITUDE	38° 10' 55"
	LONGITUDE	84° 54' 22"
ESTABLISHED AIRPORT ELEV.	813 FT MSL	

1. ARP FROM GRW INC., APRIL 8, 2010.

EXISTING RUNWAY END COORDINATES

RUNWAY END	LATITUDE	LONGITUDE	ELEVATION	TRUE BEARING
6	38° 10' 42.26085"	84° 54' 55.25859"	812.4'	63° 53' 28.542"
24	38° 11' 07.63813"	84° 53' 48.86069"	785.4'	243° 54' 09.586"

1. EXISTING LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, OBTAINED FROM GRW INC., APRIL 8, 2010.

EXISTING RUNWAY DATA

RUNWAY	LENGTH	WIDTH	HIGH POINT	LOW POINT	EFFECTIVE GRADIENT	SURFACE MATERIAL	PAVEMENT STRENGTH
6/24	5,503'	100'	812.4'	777.5'	0.46%	BITUMINOUS	DOUBLE WHEEL 51,000 LBS SINGLE WHEEL 44,000 LBS

EXISTING NAVIGATIONAL AIDS

RUNWAY END	MARKING	LIGHTING	NAVAIDS
6	NON-PRECISION	MIRL	VOR, GPS, PAPI, REILS
24			

EXISTING CRITICAL AIRCRAFT

RUNWAY	ARC*	DESIGN AIRCRAFT	APRCH SPEED	WING SPAN	LENGTH	TAIL HEIGHT	MAXIMUM T/O WEIGHT
6/24	C-II	GULFSTREAM II	136 KNOTS	77.8'	83.1'	24.4'	68,700#

* ARC-AIRPORT REFERENCE CODE. DESIGN AIRCRAFT BASED UPON CRITERIA OF:

C SPEED OF AT LEAST 121 KNOTS, BUT LESS THAN 141 KNOTS.
WINGSPAN DESIGNATION:
II WINGSPAN OF AT LEAST 49 FEET, BUT LESS THAN 79 FEET.

EXISTING FAR PART 77 APPROACH DATA

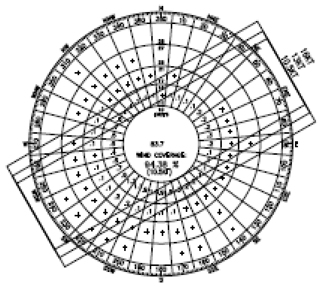
RUNWAY END	INSTRUMENTATION	APPROACH SURFACE	SLOPE DESIGN	SLOPE CLEAR	CONTROLLING OBJECT
6	NON-PRECISION ≥ 1 MI	500'x3,500'x10,000'	34:1	<34:1	6G, 6I
24	NON-PRECISION ≥ 1 MI	500'x3,500'x10,000'	34:1	<34:1	24AA

1. DIMENSIONS REPORTED HERE REPRESENT SURFACE OUT TO A HEIGHT OF 50' ABOVE RUNWAY END. SEE PART 77 SURFACES SHEET FOR COMPLETE SURFACE DIMENSIONS.

EXISTING RUNWAY DESIGN STANDARDS

RUNWAY END	RUNWAY PROTECTION ZONE	RUNWAY SAFETY AREA LENGTH*	RUNWAY SAFETY AREA WIDTH	OBJECT FREE AREA LENGTH*	OBJECT FREE AREA WIDTH
6	W:500'xL:1,700'xDW:1,010'	1,000'	400'	1,000'	800'
24	W:500'xL:1,700'xDW:1,010'	1,000'	400'	1,000'	800'

* LENGTH BEYOND RUNWAY END.



WIND ROSE
RUNWAY 6/24
ALL WEATHER CONDITIONS

EXISTING APPENDIX 2 THRESHOLD SITING SURFACES

RUNWAY END	THRESHOLD SITING SURFACE CATEGORY	THRESHOLD SITING SURFACE DIMENSIONS	SLOPE DESIGN	SLOPE CLEAR	CONTROLLING OBJECT
6	6	200'x800'x3,800'x10,000	20:1	<20:1	6G
24				>20:1	NONE

1. SURFACES DEFINED IN AC 150/5300-13, APPENDIX 2, APPROACH/DEPARTURE REQUIREMENTS.

EXISTING/FUTURE TAXIWAY DESIGN STANDARDS

WINGSPAN GROUP	WIDTH TAXIWAY	WIDTH SAFETY AREA	WIDTH OBJECT FREE AREA	LIGHTING
II	35'	79'	131'	MITL

EXISTING INSTRUMENT APPROACH PROCEDURES

RUNWAY END	APPROACH	VISIBILITY MINIMUMS	INSTRUMENTATION	TOUCHDOWN ZONE ELEVATION
6	NON-PRECISION	≥ 1 MI	GPS, VOR	812.4'
24	NON-PRECISION	≥ 1 MI	GPS, VOR	785.4'

AIRPORT DATA

AIRPORT IDENTIFIER CODE	FFT
AVERAGE DAILY HIGHEST TEMP.	88 °F
MAGNETIC DECLINATION	4° 59' WEST OF NORTH
RATE OF CHANGE	0° 5' WEST OF NORTH/PER YEAR
AIRFIELD NAVAIDS	LIGHTED WIND INDICATOR, ROTATING BEACON, SEGMENTED CIRCLE
EXISTING AIRPORT ACERAGE	641.878

1. MAGNETIC DECLINATION FROM NOAA GEOPHYSICAL DATA CENTER, OCTOBER 2010.

WIND COVERAGE

RUNWAY	ALL WEATHER 10.5KT	ALL WEATHER 13KT	ALL WEATHER 16KT	IFR 10.5KT	IFR 13KT	IFR 16KT
6/24	94.38%	97.38%	99.45%	93.53%	97.08%	99.5%

1. NOAA DATA FROM LEXINGTON, KY, ANNUAL, PERIOD OF RECORD 1997-2006, 24 OBSERVATIONS/DAY.
2. IFR CONDITIONS: CEILING <1000' AND/OR VISIBILITY <3 MILE, BUT CEILING >=200' AND VISIBILITY >=0.5 MILE.

EXISTING DECLARED DISTANCES

DECLARED DISTANCE	RUNWAY 6	RUNWAY 24
TAKEOFF RUN AVAILABLE (TORA)	5,500'	5,500'
TAKEOFF DISTANCE AVAILABLE (TODA)	5,500'	5,500'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	5,500'	5,500'
LANDING DISTANCE AVAILABLE (LDA)	5,500'	5,500'

EXISTING RSA/OFA VIOLATIONS

RUNWAY END	OBJECT	DISTANCE OF VIOLATION RSA	DISTANCE OF VIOLATION OFA
6/24	TREES	N/A	58'
24	LONGITUDINAL GRADE	400'	N/A
24	US 127	N/A	185'

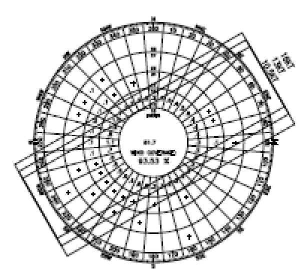
1. DISTANCES VARY, MAXIMUM DISTANCE OF VIOLATION GIVEN.
2. RSA/OFA VIOLATIONS TO BE MITIGATED AS PART OF FUTURE PROJECTS.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM MAPPING AND RECORD DRAWINGS, ROUNDED.
4. MAPPING DATED APRIL 8, 2010.
5. EXISTING INFORMATION COMPARED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED JUNE 3 - JULY 1, 2010.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.
7. EXISTING LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, OBTAINED FROM GRW INC.
8. FUTURE LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, PICKED FROM BASE DRAWING.
9. EXISTING & FUTURE AIRPORT STRUCTURES ARE IDENTIFIED IN DETAIL ON THE AIRPORT TERMINAL DRAWING.

OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
2. CLEAR APPROACH SURFACE DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTROLLING OBJECT.
3. EXCEPTING THE "FAR PART 77 SURFACES SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
4. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.



WIND ROSE
RUNWAY 6/24
IFR CONDITIONS

FUTURE APPENDIX 2 THRESHOLD SITING SURFACES

RUNWAY END	THRESHOLD SITING SURFACE CATEGORY	THRESHOLD SITING SURFACE DIMENSIONS	SLOPE DESIGN	SLOPE CLEAR	CONTROLLING OBJECT
6	6	200'x800'x3,800'x10,000	20:1	<20:1	6G
24	6	200'x800'x3,800'x10,000	20:1	>20:1	NONE

1. SURFACES DEFINED IN AC 150/5300-13, APPENDIX 2, APPROACH DEPARTURE REQUIREMENTS.

FUTURE INSTRUMENT APPROACH PROCEDURES

RUNWAY END	APPROACH	VISIBILITY MINIMUMS	INSTRUMENTATION	TOUCHDOWN ZONE ELEVATION
6	NON-PRECISION	≥ 1 MI	GPS, VOR, RNP	812.4'
24	NON-PRECISION	≥ 1 MI	GPS, VOR, RNP	784.0'

FUTURE AIRPORT LOCATION

AIRPORT REFERENCE POINT (ARP)	LATITUDE	38° 10' 54"
	LONGITUDE	84° 54' 24"
ESTABLISHED AIRPORT ELEV.	813 FT MSL	

1. ARP DETERMINED USING NGS ARP COMPUTATION PROGRAM.

FUTURE RUNWAY END COORDINATES

RUNWAY END	LATITUDE	LONGITUDE	ELEVATION	TRUE BEARING
6	38° 10' 42.26085"	84° 54' 55.25859"	812.4'	63° 53' 28.520"
24	38° 11' 06.20537"	84° 53' 53.34530"	784.0'	243° 54' 08.792"

1. FUTURE LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, PICKED FROM BASE DRAWING.

FUTURE RUNWAY DATA

RUNWAY	LENGTH	WIDTH	HIGH POINT ELEV	LOW POINT ELEV	EFFECTIVE GRADIENT	SURFACE MATERIAL	PAVEMENT STRENGTH
6/24	5,505'	100'	812.4'	777.5'	0.52%	BITUMINOUS	DOUBLE WHEEL 51,000 LBS SINGLE WHEEL 44,000 LBS

FUTURE NAVIGATIONAL AIDS

RUNWAY END	MARKING	LIGHTING	NAVAIDS
6	NON-PRECISION	MIRL	VOR, GPS, PAPI, REILS
24	NON-PRECISION	MIRL	VOR, GPS, PAPI, ODALS

FUTURE CRITICAL AIRCRAFT

RUNWAY	ARC*	DESIGN AIRCRAFT	APRCH SPEED	WING SPAN	LENGTH	TAIL HEIGHT	MAXIMUM T/O WEIGHT
6/24	C-II	CESSNA CITATION X	139	64.0'	72.4'	19.3'	36,100#

* ARC-AIRPORT REFERENCE CODE. DESIGN AIRCRAFT BASED UPON CRITERIA OF:

C SPEED OF AT LEAST 121 KNOTS, BUT LESS THAN 141 KNOTS.
WINGSPAN DESIGNATION:
II WINGSPAN OF AT LEAST 49 FEET, BUT LESS THAN 79 FEET.

FUTURE FAR PART 77 APPROACH DATA

RUNWAY END	INSTRUMENTATION	APPROACH SURFACE	SLOPE DESIGN	SLOPE CLEAR	CONTROLLING OBJECT
6	NON-PRECISION	500'x 3,500'x 10,000'	34:1	<20:1	6G,6H
24	NON-PRECISION	500'x 3,500'x 10,000'	34:1	<34:1	24Z,24AA

1. DIMENSIONS REPORTED HERE REPRESENT SURFACE OUT TO A HEIGHT OF 50' ABOVE RUNWAY END. SEE PART 77 SURFACES SHEET FOR COMPLETE SURFACE DIMENSIONS.

FUTURE RUNWAY DESIGN STANDARDS

RUNWAY END	RUNWAY PROTECTION ZONE	RUNWAY SAFETY AREA LENGTH*	RUNWAY SAFETY AREA WIDTH	OBJECT FREE AREA LENGTH*	OBJECT FREE AREA WIDTH
6	W:500'xL:1,700'xDW:1,010'	1000'	400'**	1000'	800'
24	W:500'xL:1,700'xDW:1,010'	1000'	400'**	1000'	800'

* LENGTH BEYOND RUNWAY END.
** FAA ADVISORY CIRCULAR 150/5300-CHG 13, TABLE 3-3
NOTE #4 STATES, FOR ARC C-I AND C-II, A RSA WIDTH OF 400' IS PERMISSIBLE.

DATE	REVISION

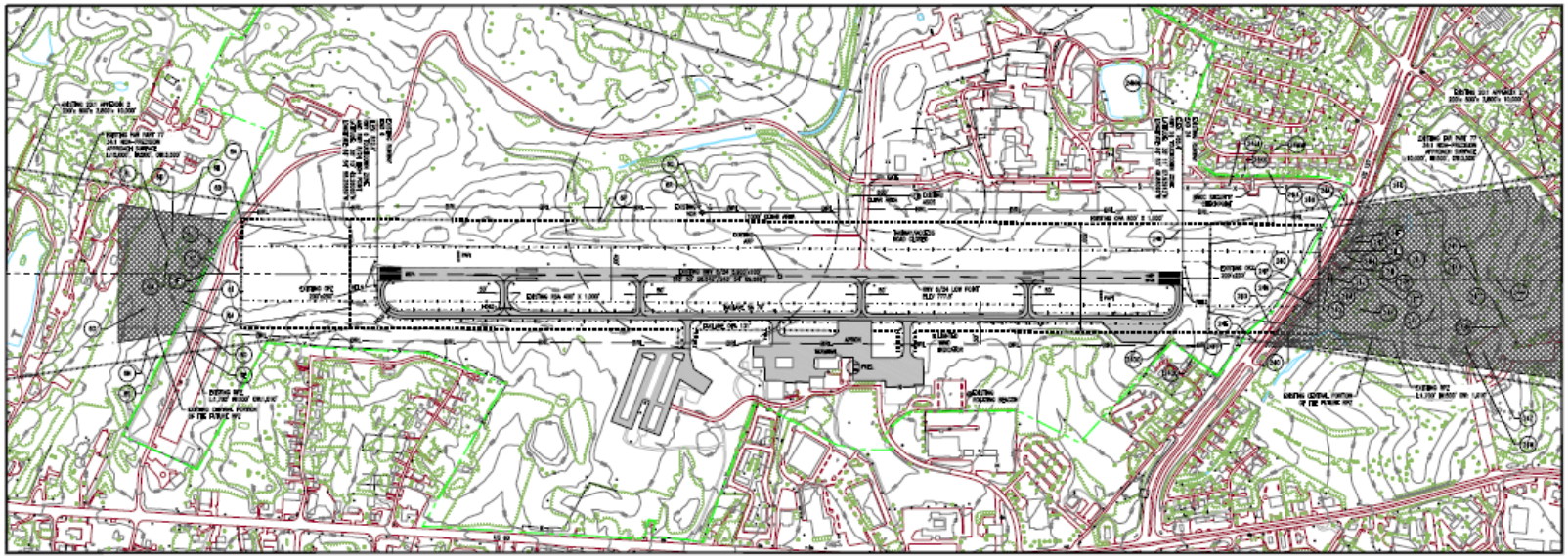
CAPITAL CITY AIRPORT
COMMONWEALTH OF KENTUCKY
FRANKFORT, KY
AIRPORT LAYOUT PLAN

FAA PROJECT	3-21-0016-08-2009		
KENTUCKY PROJECT	2009-07		
HANSON PROJECT	09A0085		
SCALE	N/A	DATE	08/11
LAYOUT	JLB2	6/08	
DRAWN	JLB2	7/08	
REVIEWED	TSH	9/13/10	

HANSON

©Copyright Hanson Professional Services Inc. 2011

AIRPORT DATA SHEET



OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
2. CLEAR APPROACH SURFACE DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTROLLING OBJECT.
3. EXISTING THE FAR PART 77 SURFACES SHOWN, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THE ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
4. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM MAPPING AND RECORD DRAWINGS, NOTED.
4. MAPPING DATED APRIL 8, 2010.
5. EXISTING INFORMATION CONFIRMED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED JUNE 3 – JULY 1, 2010.
6. FUTURE NAMES TO BE SITED UNDER FUTURE PROJECTS.
7. EXISTING LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, OBTAINED FROM GRW INC.
8. FUTURE LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, PICKED FROM BASE DRAWING.
9. EXISTING & FUTURE AIRPORT STRUCTURES ARE IDENTIFIED IN DETAIL ON THE AIRPORT TERMINAL DRAWING.

EXISTING FAR PART 77 APPROACH CLEARANCES

SYMBOL	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (A) VARIANCE (V)
6A	HAND BEAM ON @ L3	169	835	839+15=854	+1
6C	HANDBEAM ON @ EL	637	838	839+15=853	+6
6D	HANDBEAM ON @ RT	1127	841	839+15=857	+17
6F	PEDE @ EL	1364	843	855	+12
8A	TREE	1362	841	860	-22
8B	TREE	1162	847	858	-22
8I	TREE	1217	847	861	-4
8J	TREE	1260	848	854	+4
8K	TREE	1267	850	863	-13
8L	TREE	1335	851	853	-4
8M	TREE	1342	851	852	-1
8N	TREE	1462	855	875	-20
8O	TREE	1490	855	862	-7
31B	US 127 @ RT	830	812	769+15=884	+4
31C	US 127 @ EL	835	808	770+15=785	+14
31D	US 127 @ LT	838	787	769+15=770	+31
34E	BUILDING	1044	815	812	+3
33B	BUILDING	1038	815	808	+8
31B	BUILDING	867	811	803	+11
38	HANGAR	840	812	798	+15
34I	BUILDING	899	813	796	+22
34L	POLE	691	814	814	0
33H	POLE	860	811	808	+3
31H	POLE	743	808	805	+3
31G	POLE	518	802	805	-3
33F	PEDE @ EL	867	802	794	+8
33G	POLE	879	803	814	-4
31E	POLE	1085	815	818	-3
31D	POLE	1038	821	824	-3
31F	POLE	1334	821	824	-3
31G	POLE	1338	821	822	-1
31F	POLE	1662	833	844	-11
31H	BUILDING	1671	833	842	-9
31E	POLE	1665	833	847	-8
31C	POLE	1665	833	845	-3
31E	POLE	2011	844	855	-11
31H	TREE	2031	845	858	-13
31HH	POLE	2122	847	855	-8
31GG	POLE	2130	848	855	-8

1. LT=LEFT SIDE OF SURFACE, CL=RUNWAY CENTERLINE, RT=RIGHT SIDE OF SURFACE
* – TO BE REMOVED OR LOWERED, AS PART OF FUTURE PROJECTS.
# – TO BE REMOVED OR LOWERED AS A RESULT OF RWY 24 THRESHOLD RELOCATION.

EXISTING APPENDIX 2 THRESHOLD SITING SURFACES

SYMBOL	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (A) VARIANCE (V)
6A	HAND BEAM ON @ L3	671	843	839+15=854	+5
6C	HANDBEAM ON @ EL	637	838	839+15=853	+38
6D	HANDBEAM ON @ RT	1127	841	839+15=857	+41
6F	PEDE @ EL	1364	843	855	+46
8I	TREE	1217	847	861	-1
8K	TREE	1267	850	863	+17
8L	TREE	1335	851	853	+21
8M	TREE	1342	851	852	+27
8N	TREE	1462	855	875	+10
8O	TREE	1490	855	862	+24
31A	US 127 @ RT	867	811	769+15=823	+31
31C	US 127 @ EL	835	808	770+15=785	+28
31E	US 127 @ LT	841	802	769+15=771	+31
34F	BUILDING	1044	827	813	+24
33B	BUILDING	1038	826	808	+30
31B	BUILDING	867	821	803	+31
38	HANGAR	840	822	798	+36
34I	BUILDING	899	823	796	+46
31E	POLE	1085	840	818	+12
31L	POLE	691	824	814	+20
31H	POLE	860	822	808	+21
31G	POLE	743	822	805	+16
33G	POLE	518	812	805	+8
33F	PEDE @ EL	867	811	794	+11
33G	POLE	879	825	814	+14
31F	TREE	1085	839	818	+21
31E	TREE	1334	845	824	+21
31F	TREE	1334	845	824	+21
31G	TREE	1338	845	822	+23
31F	TREE	1662	853	844	+9
31H	BUILDING	1671	853	842	+11
31E	TREE	1665	853	847	+26
31F	TREE	1665	853	845	+28
31E	POLE	2011	865	855	+10
31H	TREE	2031	865	858	+7
31HH	POLE	2122	867	855	+12
31GG	POLE	2130	868	855	+13

1. LT=LEFT SIDE OF SURFACE, CL=RUNWAY CENTERLINE, RT=RIGHT SIDE OF SURFACE
* – TO BE REMOVED OR LOWERED, AS PART OF FUTURE PROJECTS.

EXISTING FAR PART 77 TRANSITIONAL SURFACE CLEARANCES

SYMBOL	DESCRIPTION	DISTANCE FROM SURFACE EDGE	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (A) VARIANCE (V)
6F	TREE	126	818	827	-9
6G	VOR ANTENNA	250	820	838	-18
6H	VOR	212	823	823	-1
6I	TREE	172	821	829	-8
34B	GROUND BOX POINT	117	821	822	-1
34A	POLE	418	826	844	-18
34H	TREE	481	831	836	-5
34L	TREE	410	829	836	-7
34M	TREE	515	832	834	-2
34N	TREE	546	833	834	0
34O	TREE	541	833	837	-7
34P	TREE	546	833	833	-1
34Q	TREE	551	833	842	-9

* – TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECTS.
# – TO BE REMOVED AS A RESULT OF RWY 24 THRESHOLD RELOCATION.

EXISTING DECLARED DISTANCES

DECLARED DISTANCE	RUNWAY 6	RUNWAY 24
TAKEOFF RUN AVAILABLE (TORA)	5,500'	5,900'
TAKEOFF DISTANCE AVAILABLE (TODA)	5,500'	5,900'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	5,500'	5,900'
LANDING DISTANCE AVAILABLE (LDA)	5,500'	5,900'

EXISTING RSA/OFA VIOLATIONS

RUNWAY END	OBJECT	DISTANCE OF VIOLATION RSA	OFA
6/24	TREES	N/A	58'
24	LONGITUDINAL GRADE	400'	N/A
24	US 127	N/A	165'

1. DISTANCES VARY, MAXIMUM DISTANCE OF VIOLATION GIVEN.
2. RSA/OFA VIOLATIONS TO BE MITIGATED AS PART OF FUTURE PROJECTS.

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

400 0 400 800

SCALE: 1"=400'

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	CONNECTION AIRFIELD BUILDING	
	AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)	
	VOR DME PRECISION DME-DIRECTIONAL, NAVAIL (VOR)	
	PRECISION APPROACH PATH INDICATOR (PAPI)	
	RUNWAY END	
	RUNWAY END PROTECTED LIGHT POLE	
	LIGHTED WIND INDICATOR	
	AIRPORT REFERENCE POINT (ARP)	
	APPROACH 2 SURFACE	
	BUILDING RESTRICTION LINE (BRL) PER 24' BLDG.	
	FAR PART 77 SURFACE	
	RUNWAY/RUNWAY OBJECT FREE AREA (ROFA/TOFA)	
	CRITICAL FREE ZONE (CFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/RUNWAY SAFETY AREA (RSA/TSA)	
	TO BE REMOVED	
	DOW-DIRECTIONAL APPROACH LIGHTING SYSTEM (DALS)	

DATE	REVISION

Kentucky UNBRIDLED SPIRIT

CAPITAL CITY AIRPORT
COMMONWEALTH OF KENTUCKY
FRANKFORT, KY
AIRPORT LAYOUT PLAN

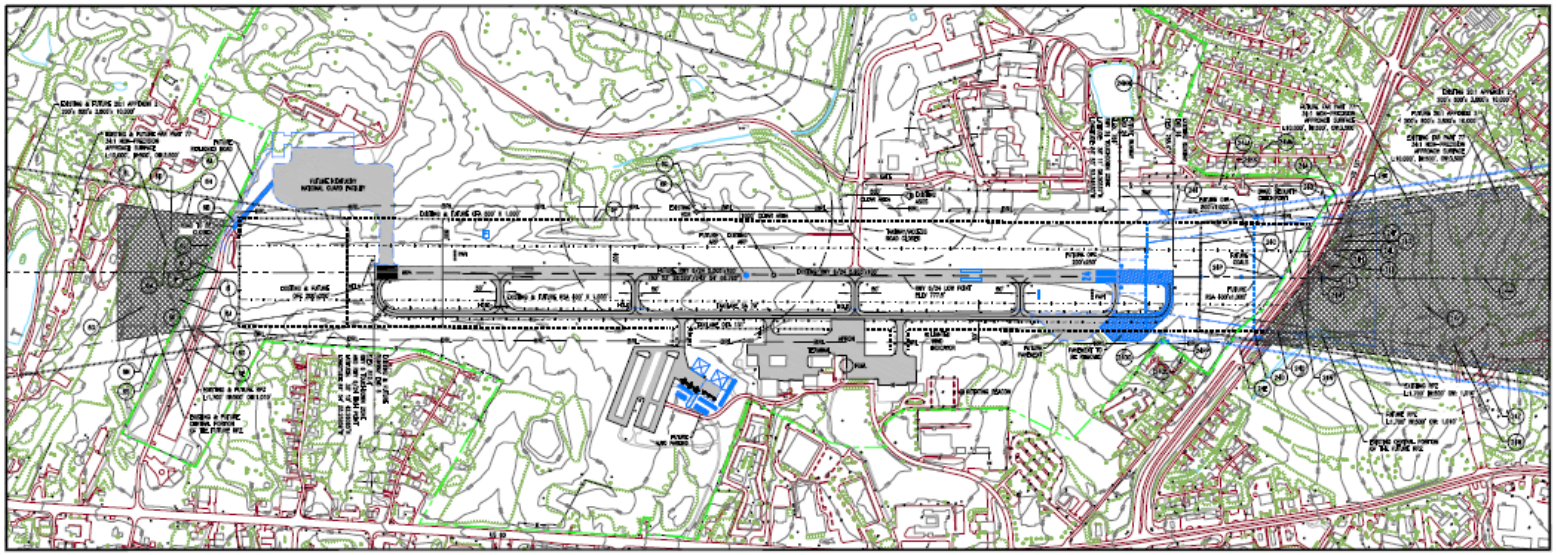
FAA PROJECT	3-21-0016-08-2009	
KENTUCKY PROJECT	2009-07	
HANSON PROJECT	09A0085	
SCALE	1:400	DATE 06/11
LAYOUT	JLB2	6/11/10
DRAWN	JLB2	6/11/10
REVIEWED	TSH	9/13/10

HANSON

©Copyright Hanson Professional Services Inc. 2011

EXISTING AIRPORT LAYOUT DRAWING

3



OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
2. CLEAR APPROACH SURFACE DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTROLLING OBJECT.
3. EXCEPTING THE FAR PART 77 SURFACES SHOWN, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
4. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM MAPPING AND RECORD DRAWINGS, ROUNDED.
4. MAPPING DATED APRIL 8, 2010.
5. EXISTING INFORMATION CONFIRMED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED JUNE 3 — JULY 1, 2010.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.
7. EXISTING LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, OBTAINED FROM GRM INC.
8. FUTURE LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, PROVIDED FROM BASE DRAWING.
9. EXISTING & FUTURE AIRPORT STRUCTURES ARE IDENTIFIED IN DETAIL ON THE AIRPORT TERMINAL DRAWING.

FUTURE FAR PART 77 APPROACH CLEARANCES

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	DISTANCE FROM CLOSEST ELEVATION	OBJECT ELEVATION	CLEARANCE (A) VIOLATION (-)
60	HANGARS SW @ L2	833	838	8104+15m834	+2
61	HANGARS SW @ OL	537	838	8104+15m838	+6
63	HANGARS SW @ RT	1121	838	8104+15=837	+17
67	RPCC CL	1363	843	833	+16
72	TWR*	1363	847	851	-2
81	TWR*	1192	847	838	-22
6	TWR*	1217	847	851	-4
7	TWR*	1250	848	854	-6
8	TWR*	1267	850	853	-13
11	TWR*	1320	850	853	-3
58	TWR*	1342	851	852	-1
84	TWR*	1460	855	875	-20
85	TWR*	1489	855	862	-7
319	US 127 @ RT	1247	833	7834+15m833	+17
320	US 127 @ CL	1275	833	7834+15=840	+20
320	US 127 @ LT	759	837	7834+15m779	+21
247	ALDG	1484	838	813	+23
335	ALDG	1475	838	808	+26
318	ALDG	1387	838	803	+21
34	ALDG	1340	838	798	+27
242	ALDG	1299	838	798	+23
245	POLE	1291	838	814	+16
246	POLE	1260	838	808	+23
249	POLE	1161	817	803	+14
253	POLE	976	813	809	+7
257	POLE	1067	813	884	+69
347	TWR	2039	833	844	-3
348	ALDG	2277	833	882	-46
352	POLE	2411	833	888	-1
354	TWR	2403	833	888	-1

1. LT=LEFT SIDE OF SURFACE, CL=CENTER CENTERLINE, RT=RIGHT SIDE OF SURFACE.
* — TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECTS.

FUTURE APPENDIX 2 THRESHOLD SITING SURFACES

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	DISTANCE FROM CLOSEST ELEVATION	OBJECT ELEVATION	CLEARANCE (A) VIOLATION (-)
6A	HANGARS SW @ L2	789	850	8104+15m850	+10
6C	HANGARS SW @ OL	537	850	8104+15m838	+26
6E	HANGARS SW @ RT	1127	850	8104+15=837	+41
6F	RPCC CL	1363	855	833	+40
6G	TWR	1363	862	851	-1
6H	TWR	1192	871	859	+2
6I	TWR	1217	872	851	+21
6J	TWR	1250	874	854	+20
6K	TWR*	1267	877	853	+14
6L	TWR*	1320	878	853	+25
6M	TWR*	1342	879	852	+27
6N	TWR*	1460	885	875	+10
6O	TWR*	1489	886	862	+24
6PA	US 127 @ RT	1434	854	7834+15=813	+41
6R	US 127 @ CL	1376	857	7834+15=836	+41
6SC	US 127 @ LT	984	858	7834+15=771	+47
6UT	ALDG	1484	868	813	+55
6V	ALDG	1475	868	808	+60
6W	ALDG	1387	868	803	+65
6X	ALDG	1340	868	798	+70
6Y	ALDG	1299	868	798	+70
6Z	POLE	1291	868	814	+54
6AA	POLE	1260	868	808	+60
6AB	POLE	1161	867	803	+64
6AC	POLE	976	862	809	+53
6AD	POLE	1067	862	884	+22
6AE	RPCC CL	1927	874	844	+30
6AF	TWR	2039	884	844	+40
6AG	ALDG	2277	897	882	+15
6AH	POLE	2411	904	888	+16
6AIA	TWR	2401	905	888	+17
6AJ	GROUND BOX FRONT	184	905	892	-3

1. LT=LEFT SIDE OF SURFACE, CL=CENTER CENTERLINE, RT=RIGHT SIDE OF SURFACE.
* — TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECTS.

FUTURE FAR PART 77 TRANSITIONAL SURFACE CLEARANCES

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE EDGE	DISTANCE FROM CLOSEST ELEVATION	OBJECT ELEVATION	CLEARANCE (A) VIOLATION (-)
87	TWR	128	818	812	+6
90	VOR ANTENNA	258	818	818	-1
91	VOR	213	818	813	-1
93	TVSP	127	811	818	-6
118	GROUND BOX FRONT	18	811	812	-1
244J	POLE	206	811	818	+13
244K	TVSP	811	811	818	-1
244M	TVSP	300	811	818	-6
244N	TVSP	1320	811	818	+1
244O	TVSP	232	811	817	-6
244P	TVSP	314	811	812	-1
244Q	TVSP	281	811	812	-6

* — TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECTS.

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

400 0 400 800

SCALE: 1"=400'

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	OBSTRUCTION MARKER MARKING	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	VERY HIGH FREQUENCY OMNI-DIRECTIONAL RANGE (VOR)	
	PRECISION APPROACH PATH INDICATOR (PAPI)	
	TOPPING BARCON	
	RUNWAY END PROTECTED LIGHT (REDL)	
	LANDING FREE ACCESSORY	
	AIRPORT REFERENCE POINT (ARP)	
	APPROACH 1 SURFACE	
	RUNWAY PROTECTION ZONE (RPZ) FOR 34" BLUE	
	5:1 PART 77 SURFACE	
	RUNWAY/RUNWAY OBJECT FREE AREA (ROFA/ROA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/RUNWAY SAFETY AREA (RSA/RSA)	
	TO BE REMOVED	
	OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM (ODALS)	

DATE	REVISION

Kentucky UNBRIDLED SPIRIT

CAPITAL CITY AIRPORT
COMMONWEALTH OF KENTUCKY
FRANKFORT, KY
AIRPORT LAYOUT PLAN

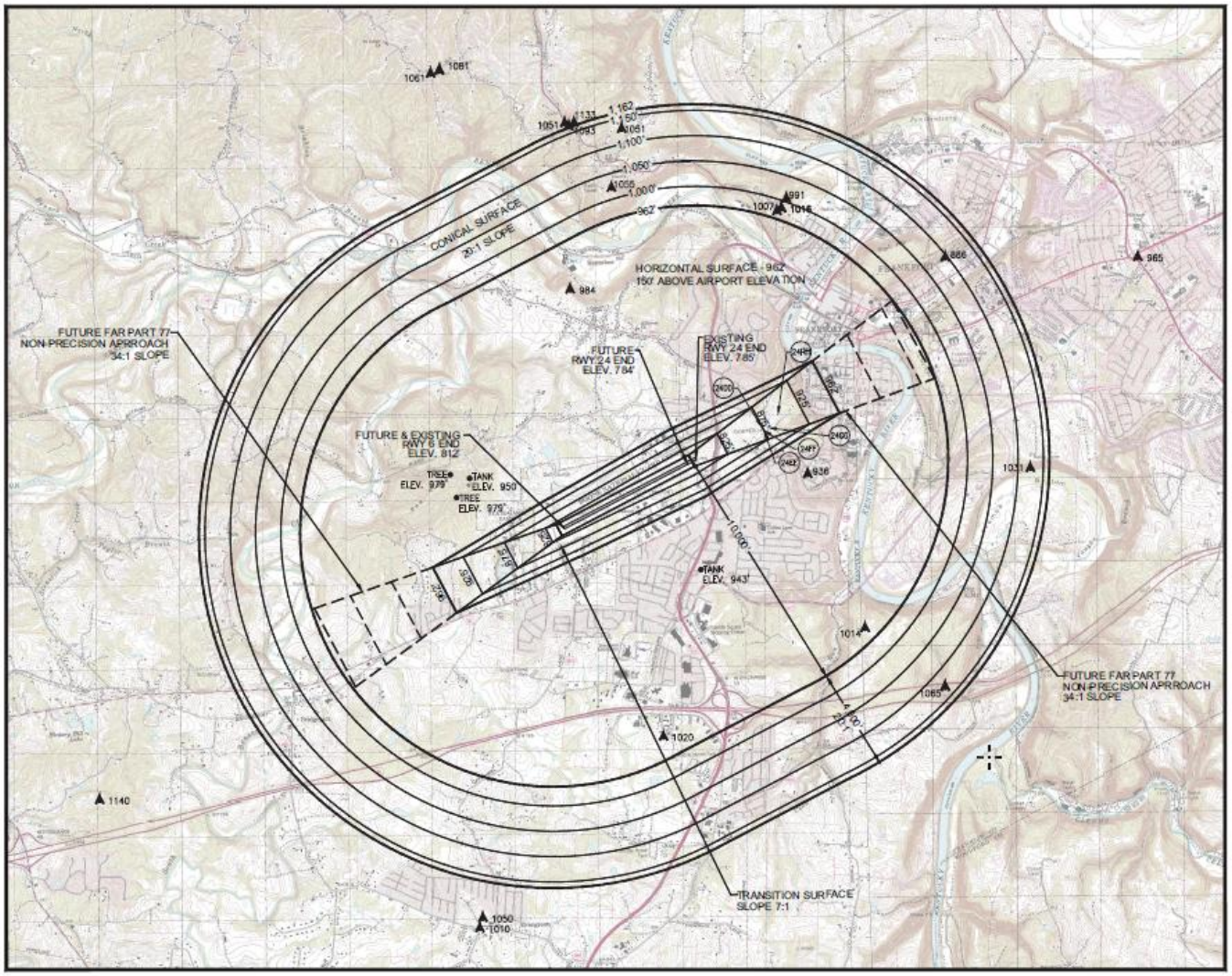
FAA PROJECT 3-21-0016-08-2009		
KENTUCKY PROJECT	2009-07	
HANSON PROJECT	090085	
SCALE 1:400	DATE	06/11
LAYOUT	JJB2	6/11/10
DRAWN	JJB2	9/13/10
REVIEWED	TSH	9/13/10

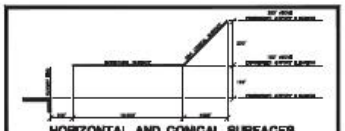
HANSON

©Copyright Hanson Professional Services Inc. 2011

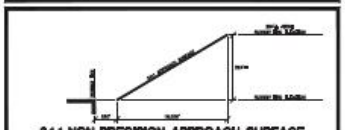
FUTURE AIRPORT LAYOUT DRAWING

4





HORIZONTAL AND CONICAL SURFACES
TO RUNWAY ENDS 6 AND 24



34:1 NON-PRECISION APPROACH SURFACE
TO RUNWAY ENDS 6 AND 24

GENERAL NOTES

APPROACH SURFACE TO PAVED RUNWAY END BEGINS 200' BEYOND RUNWAY END.

ANY HEIGHT WITHIN A TERMINAL OBSTACLE CLEARANCE AREA, INCLUDING AN INITIAL APPROACH SEGMENT, AND A DEPARTURE AREA, WHICH WOULD RESULT IN THE VERTICAL DISTANCE BETWEEN ANY POINT ON THE OBJECT AND AN ESTABLISHED MINIMUM INSTRUMENT FLIGHT ALTITUDE WITHIN THAT AREA OR SEGMENT TO BE LESS THAN THE REQUIRED OBSTACLE CLEARANCE IS AN OBSTRUCTION TO AIR NAVIGATION.

ELEVATIONS APPROXIMATE FEET ABOVE MEAN SEA LEVEL.

SEE RUNWAY PROFILE SHEETS FOR OBSTRUCTIONS IN INNER PORTION OF APPROACH SURFACES.

▲ DENOTES TOWER/TANK LOCATION WITH ELEVATION NOTED.

● DENOTES OBJECT LOCATION WITH TYPE AND ELEVATION NOTED.

EXISTING FAR PART 77 APPROACH CLEARANCES

OBJECT	DESCRIPTION	SURFACE DIST. APPROACH END	SURFACE DIST. DEPARTURE	OBJECT ELEVATION	CLEARANCE (') VALUE (-)
2400	TRUCK	2800	843	888	-4
2402	TRUCK	2687	844	871	-7
2417	TRUCK	2724	865	888	-4
2400	TRUCK	3240	871	875	-4
2400	TRUCK	2900	880	883	-1

1. OBSTRUCTIONS SHOWN ARE SUPPLEMENTAL TO THOSE SHOWN ON THE EXISTING AIRPORT LAYOUT DRAWING AND MORE PORTION OF APPROACH SURFACE PLAN AND PROFILE DRAWINGS. REFER TO THE EXISTING AIRPORT LAYOUT DRAWING AND MORE PORTION OF THE APPROACH SURFACE PLAN AND DETAILS FOR CLOSE-IN OBSTRUCTIONS.

FUTURE FAR PART 77 APPROACH CLEARANCES

OBJECT	DESCRIPTION	SURFACE DIST. APPROACH END	SURFACE DIST. DEPARTURE	OBJECT ELEVATION	CLEARANCE (') VALUE (-)
2400	TRUCK	2800	874	882	-8
2402	TRUCK	2687	874	871	+3
2417	TRUCK	2724	875	888	-7
2400	TRUCK	3240	882	875	+8
2400	TRUCK	2900	890	883	+7

1. OBSTRUCTIONS SHOWN ARE SUPPLEMENTAL TO THOSE SHOWN ON THE FUTURE AIRPORT LAYOUT DRAWING AND MORE PORTION OF APPROACH SURFACE PLAN AND PROFILE DRAWINGS. REFER TO THE FUTURE AIRPORT LAYOUT DRAWING AND MORE PORTION OF THE APPROACH SURFACE PLAN AND DETAILS FOR CLOSE-IN OBSTRUCTIONS.

EXISTING/FUTURE FAR PART 77 HORIZONTAL SURFACE PENETRATIONS

DESCRIPTION	FAR SURFACE DIST. DEPARTURE END (APPROX.)	SURFACE DIST. DEPARTURE	OBJECT ELEVATION	CLEARANCE (') VALUE (-)
TREE	2776	862	979	-117
TREE	2776	862	979	-117
TANK	3170	862	950	-88
TANK	3340	862	1030	-168
TANK	3340	862	1010	-168

FUTURE FAR PART 77 CONICAL SURFACE PENETRATIONS

DESCRIPTION	FAR SURFACE DIST. HORIZ. SURFACE	SURFACE DIST. DEPARTURE	OBJECT ELEVATION	CLEARANCE (') VALUE (-)
TANK	1160	1000	1030	-30
TANK	280	810	1010	-30
TANK	420	862	1010	-34

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

DATE	REVISION

Kentucky UNBRIDLED SPIRIT

CAPITAL CITY AIRPORT
COMMONWEALTH OF KENTUCKY
FRANKFORT, KY
AIRPORT LAYOUT PLAN

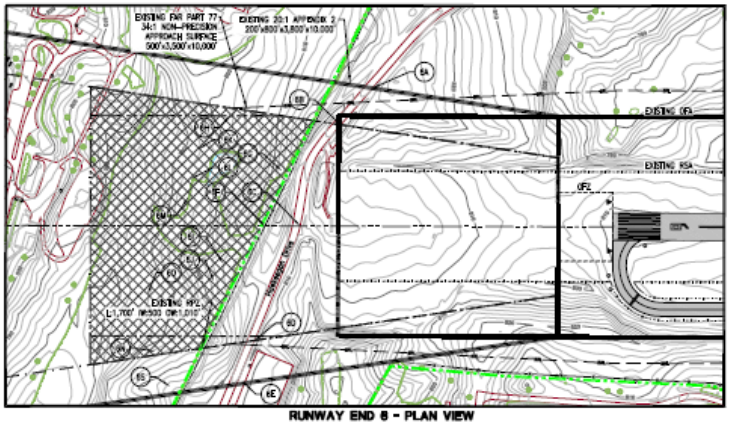
FAA PROJECT 3-21-0016-08-2009		
KENTUCKY PROJECT		2009-07
HANSON PROJECT		0940085
SCALE 1:2,000'	DATE	08/11
LAYOUT	JLB2	9/08
DRAWN	JLB2	9/08
REVIEWED	TRH	9/13/10

HANSON

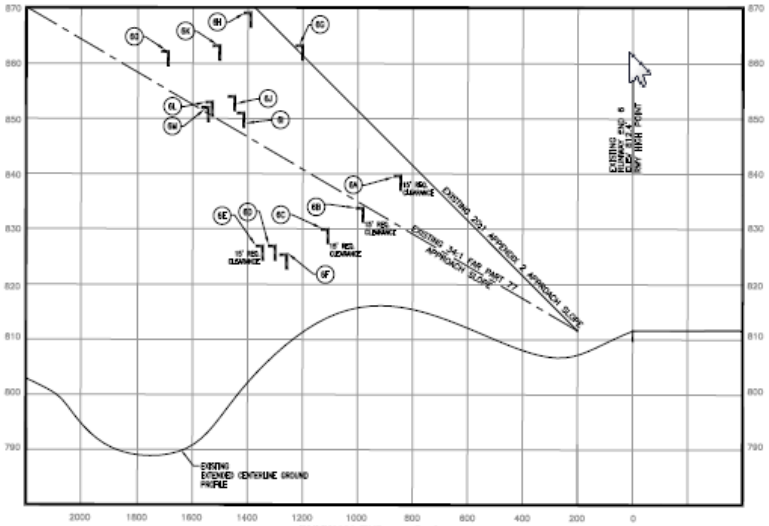
©Copyright Hanson Professional Services Inc. 2011

FAR PART 77 SURFACES

5



RUNWAY END 6 - PLAN VIEW



RUNWAY END 6 - PROFILE

EXISTING FAR PART 77 APPROACH CLEARANCES

SHEET	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
6A	BARRICADE (8' @ 12')	796	830	8:24+13=843	31
6C	BARRICADE (8' @ 12')	871	836	8:24+13=843	49
6D	BARRICADE (8' @ 12')	1161	844	8:24+13=857	417
6F	POLE (L)	1363	847	850	216
6G	TOP	1395	851	853	-22
6H	TOP	1195	847	850	-22
6I	TOP	1217	847	851	-4
6J	TOP	1250	848	854	-4
6K	TOP	1307	850	853	-13
6L	TOP	1330	851	853	-3
6M	TOP	1343	851	852	-1
6N	TOP	1355	851	879	-32
6O	TOP	1496	856	852	-7

1. (L-LEFT SIDE OF SURFACE, CL-CENTER CENTERLINE, R-RIGHT SIDE OF SURFACE.
2. – TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECT.

EXISTING APPENDIX 2 THRESHOLD SITING SURFACES

SHEET	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
6A	BARRICADE (8' @ 12')	871	845	8:24+13=843	49
6C	BARRICADE (8' @ 12')	941	850	8:24+13=857	242
6D	BARRICADE (8' @ 12')	1171	866	8:24+13=857	441
6F	POLE (L)	1363	880	850	216
6G	TOP	1395	882	853	-1
6H	TOP	1195	871	859	42
6I	TOP	1217	872	851	421
6J	TOP	1250	874	854	242
6K	TOP	1307	877	853	414
6L	TOP	1330	878	853	425
6M	TOP	1343	879	852	407
6N	TOP	1355	880	879	412
6O	TOP	1496	888	852	304

1. (L-LEFT SIDE OF SURFACE, CL-CENTER CENTERLINE, R-RIGHT SIDE OF SURFACE.
2. – TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECT.

EXISTING FAR PART 77 TRANSITIONAL SURFACE CLEARANCES

SHEET	DESCRIPTION	DISTANCE FROM SURFACE EDGE	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
6I	TOP	127	871	879	-4

1. – TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECT.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM MAPPING AND RECORD DRAWINGS, ROUNDED.
4. MAPPING DATED APRIL 8, 2010.
5. EXISTING INFORMATION COMPARED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED JUNE 3 – JULY 1, 2010.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.
7. EXISTING LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, OBTAINED FROM GPS INC.
8. FUTURE LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, PROVIDED FROM BASE DRAWING.
9. EXISTING & FUTURE AIRPORT STRUCTURES ARE IDENTIFIED IN DETAIL ON THE AIRPORT TERMINAL DRAWING.

OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
2. CLEAR APPROACH SURFACE DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTROLLING OBJECT.
3. EXCEPTING THE FAR PART 77 SURFACES SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
4. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	OBSTRUCTION ABOVE INSIGNIFICANT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	VERY HIGH FREQUENCY OMNI-DIRECTIONAL RANGE (VOR)	
	PRECISION APPROACH PATH INDICATOR (PAPI)	
	SEGMENTED CIRCLE	
	RUNWAY END PRECISION LIGHT (REIL)	
	LIGHTED WIND INDICATOR	
	AIRPORT BEACON (FAA LIGHT)	
	APPENDIX 2 SURFACE	
	BUILDING RESTRICTION LINE (BRL) FOR 20' BLDG.	
	FAR PART 77 SURFACE	
	RUNWAY/RUNWAY OBJECT FREE AREA (ROFA/ROFZ)	
	CONTROL PROJ. LINE (CPL)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/RUNWAY OBJECT AREA (ROA/ROZ)	
	TO BE REMOVED	
	NON-DIRECTIONAL APPROACH LIGHTING SYSTEM (SALS)	

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

0 100 200 400

SCALE: 1" = 200'

DATE	REVISION

Kentucky UNBRIDLED SPIRIT

CAPITAL CITY AIRPORT
COMMONWEALTH OF KENTUCKY
FRANKFORT, KY
AIRPORT LAYOUT PLAN

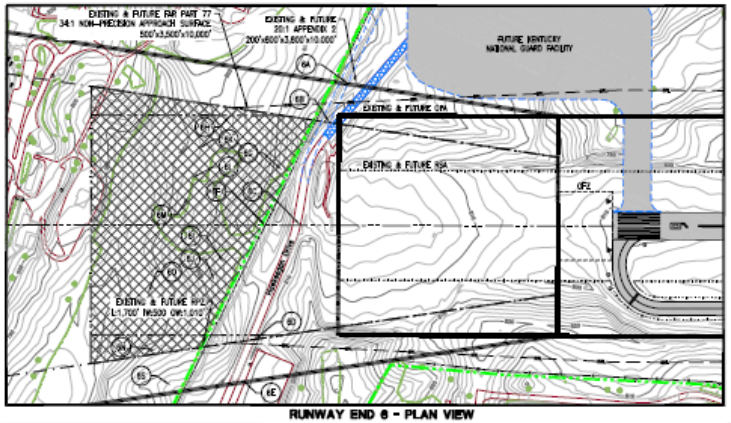
FAA PROJECT	3-21-0016-06-2009		
KENTUCKY PROJECT		2009-07	
HANSON PROJECT		09A0085	
SCALE	1:200	DATE	06/11
LAYOUT	JLB2		7/21/10
DRAWN	JLB2		7/23/10
REVIEWED	TSH		9/13/10

HANSON

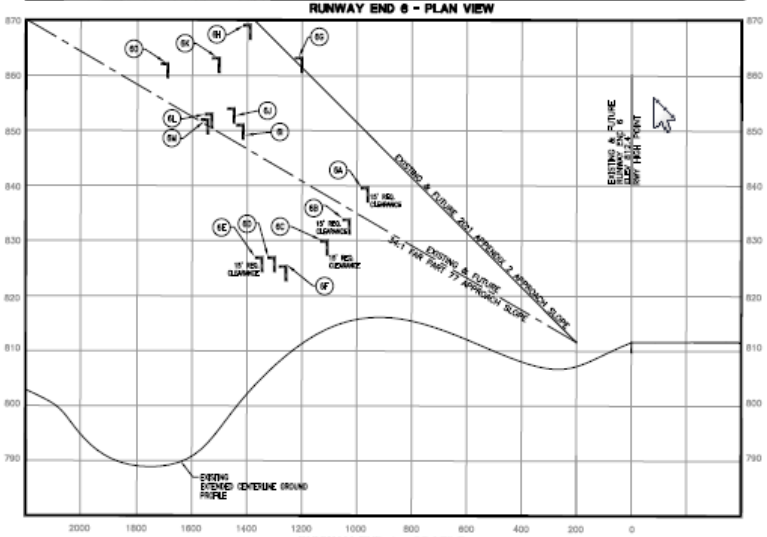
©Copyright Hanson Professional Services Inc. 2011

EXISTING RUNWAY 6 INNER PORTION
OF APPROACH SURFACE

6



RUNWAY END 6 - PLAN VIEW



RUNWAY END 6 - PROFILE

FUTURE FAR PART 77 APPROACH CLEARANCES

SHEET	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
6A	BARRICADE OR @ LF	833	838	859+15=874	+2
6C	BARRICADE OR @ CL	831	838	859+15=873	+4
6D	BARRICADE OR @ RT	1163	844	859+15=857	+17
6F	FENCE CL	1363	845	855	+10
6G	TVOR	1305	851	863	-12
6H	TVOR	1195	847	859	-12
6J	TVOR	1217	847	851	-4
6L	TVOR	1239	848	854	-4
6M	TVOR	1337	850	863	-13
6N	TVOR	1339	851	853	-2
6P	TVOR	1341	851	852	-1
6Q	TVOR	1152	852	875	-23
6R	TVOR	1495	852	852	-2

1. (L)-LEFT EDGE OF SURFACE, CL=RUNWAY CENTERLINE, (R)=RIGHT EDGE OF SURFACE
* – TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECTS.

FUTURE APPENDIX 2 THRESHOLD SITING SURFACES

SHEET	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
6A	BARRICADE OR @ LF	700	855	859+15=874	+11
6C	BARRICADE OR @ CL	831	852	859+15=873	+16
6D	BARRICADE OR @ RT	1173	860	859+15=857	-4.1
6F	FENCE CL	1363	861	855	+10
6G	TVOR	1305	863	863	-1
6H	TVOR	1195	871	859	+2
6J	TVOR	1217	870	851	+21
6L	TVOR	1239	874	854	+22
6M	TVOR	1337	877	863	+14
6N	TVOR	1339	878	853	+25
6P	TVOR	1341	878	852	+27
6Q	TVOR	1152	883	875	+12
6R	TVOR	1495	883	852	+32

1. (L)-LEFT EDGE OF SURFACE, CL=RUNWAY CENTERLINE, (R)=RIGHT EDGE OF SURFACE
* – TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECTS.

FUTURE FAR PART 77 TRANSITIONAL SURFACE CLEARANCES

SHEET	DESCRIPTION	DISTANCE FROM SURFACE EDGE	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
6S	TVOR	127	871	875	-4

* – TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECTS.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14, AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM MAPPING AND RECORD DRAWINGS, ROUNDED.
4. MAPPING DATED APRIL 8, 2010.
5. EXISTING INFORMATION COMPARED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED JUNE 3 – JULY 1, 2010.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.
7. EXISTING LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, OBTAINED FROM GPN INC.
8. FUTURE LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, FEDED FROM BASE DRAWING.
9. EXISTING & FUTURE AIRPORT STRUCTURES ARE IDENTIFIED IN DETAIL ON THE AIRPORT TERMINAL DRAWING.

OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
2. CLEAR APPROACH SURFACE DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTROLLING OBJECT.
3. EXCEPTING THE FAR PART 77 SURFACES SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSES LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
4. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	OBSTRUCTION MARKING MATERIAL	
	AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)	
	VERY HIGH FREQUENCY OMNI-DIRECTIONAL RANGE (VOR)	
	PRECISION APPROACH PATH INDICATOR (PAPI)	
	WINDSOCK WINDCONE	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	LIGHTED SIGNS MAGNETIC	
	AIRPORT REFERENCE POINT (ARP)	
	ARTICLE 3 SURFACE	
	RUNWAY DEFINITION LINE (RDL) FOR 34' ELEV.	
	FAR PART 77 SURFACE	
	RUNWAY/RUNWAY OBJECT FREE AREA (ROFA/TOFA)	
	DISTANCE FREE ZONE (DFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/RUNWAY SAFETY AREA (RSA/TSA)	
	TO BE REMOVED	
	CLOSE-IN OBSTACLE APPROACH LIGHTING SYSTEM (SALS)	

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

0 100 200 400
SCALE: 1" = 200'

DATE	REVISION

Kentucky UNBRIDLED SPIRIT

CAPITAL CITY AIRPORT
COMMONWEALTH OF KENTUCKY
FRANKFORT, KY
AIRPORT LAYOUT PLAN

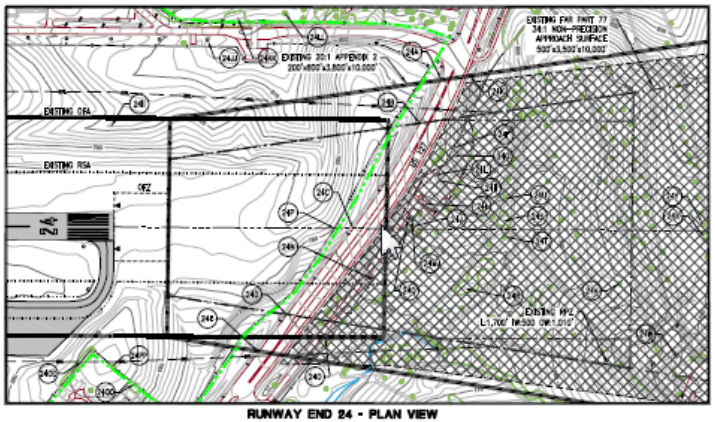
FAA PROJECT 3-21-0016-08-2009		
KENTUCKY PROJECT		2009-07
HANSON PROJECT		0940085
SCALE 1:200	DATE	06/11
LAYOUT	JJB2	7/21/10
DRAWN	JJB2	7/23/10
REVIEWED	TSH	9/13/10

HANSON

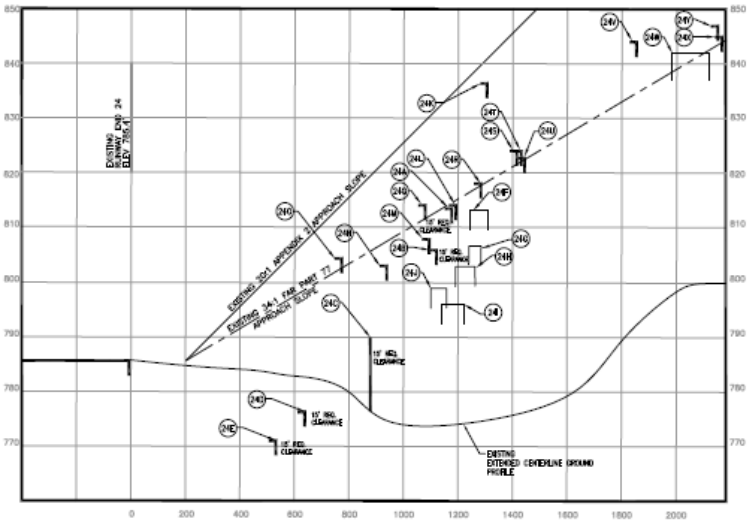
©Copyright Hanson Professional Services Inc. 2011

FUTURE RUNWAY 6 INNER PORTION
OF APPROACH SURFACE

7



RUNWAY END 24 - PLAN VIEW



RUNWAY END 24 - PROFILE

EXISTING FAR PART 77 APPROACH CLEARANCES

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
240	US 127 @ RT	650	812	769+0=769	+6
242	US 127 @ CL	975	803	769+13=782	+21
243	US 127 @ LT	470	787	769+15=784	+31
247	BUILDING	1044	815	813	+2
243	BUILDING	1338	815	806	+9
244	BUILDING	987	814	803	+11
18	BUILDING	840	812	785	+28
241	BUILDING	898	811	788	+23
241	POLE	691	814	816	0
244	POLE	860	811	808	+3
244	POLE	742	808	803	+5
243	POLE*	570	802	805	-3
247	POLE @ CL	867	802	788	+15
243	POLE*	570	810	814	-4
248	TREE*	1380	816	835	-3
245	TREE*	1334	821	858	-3
247	TREE*	1324	821	858	-3
243	TREE*	1338	821	855	-1
247	TREE*	1356	833	844	-11
249	BUILDING	1871	843	843	-3
241	TREE*	1380	842	842	-3
247	TREE*	1400	842	843	-3

L - LT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE.
* - TO BE REMOVED AS A RESULT OF RWY 24 THRESHOLD RELOCATION.

EXISTING APPENDIX 2 THRESHOLD SITING SURFACES

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
246	US 127 @ RT	697	824	769+0=769	+55
242	US 127 @ CL	675	818	769+5=782	+36
243	US 127 @ LT	341	800	769+20=777	+23
247	BUILDING	1044	837	813	+24
243	BUILDING	1338	838	806	+32
244	BUILDING	987	834	803	+31
18	BUILDING	840	832	785	+47
241	BUILDING	898	828	788	+40
244	POLE	1100	833	827	+6
243	POLE	991	824	814	+10
246	POLE	893	828	808	+21
243	POLE	715	822	803	+19
242	POLE	578	823	805	+18
247	POLE @ CL	867	815	788	+27
242	POLE	679	828	814	+14
246	TREE	1355	838	858	+20
245	TREE	1335	838	858	+22
247	TREE	1324	838	858	+22
243	TREE	1338	838	855	+23
247	TREE	1356	848	844	+24
249	TREE	1856	857	843	+23
249	BUILDING	1871	858	843	+28
242	TREE	1380	860	842	+28
247	TREE	1400	860	843	+28

L - LT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE.
* - TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECTS.
** - TO BE REMOVED AS A RESULT OF RWY 24 THRESHOLD RELOCATION.

EXISTING FAR PART 77 TRANSITIONAL SURFACES CLEARANCES

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE EDGE	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
248	GROUND HOLE POINT	117	831	830	-2
2441	POLE*	415	845	858	-13
2440	TREE*	405	851	858	-7
2441	TREE*	415	854	858	-3
2430	TREE*	345	833	837	-7
2479	TREE*	345	833	833	-2
2430	TREE*	335	831	840	-9

* - TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECTS.
** - TO BE REMOVED AS A RESULT OF RWY 24 THRESHOLD RELOCATION.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM MAPPING AND RECORD DRAWINGS, ROUNDED.
4. MAPPING DATED APRIL 8, 2010.
5. EXISTING INFORMATION COMPARED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED JUNE 3 – JULY 1, 2010.
6. FUTURE HAZARDS TO BE SITED UNDER FUTURE PROJECTS.
7. EXISTING LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, OBTAINED FROM GRW INC.
8. FUTURE LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, PROVIDED FROM BASE DRAWING.
9. EXISTING & FUTURE AIRPORT STRUCTURES ARE IDENTIFIED IN DETAIL ON THE AIRPORT TERMINAL DRAWING.

OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
2. CLEAR APPROACH SURFACE DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTROLLING OBJECT.
3. EXCEPTING THE FAR PART 77 SURFACES SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
4. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	OBSTRUCTION AVOIDANCE DIAGRAMS	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	VERY HIGH FREQUENCY OMNI-DIRECTIONAL RANGE (VOR)	
	PRECISION APPROACH PATH INDICATOR (PAPI)	
	WINDSOCK	
	RUNWAY END PRESERVED LIGHTS (REL)	
	LIGHTED WIND INDICATOR	
	AIRPORT REFERENCE POINT (ARP)	
	APPROACH 1 SURFACE	
	BUILDING RESTRICTION LINE (BRL) FOR 20' BLDG.	
	FAR PART 77 SURFACE	
	RUNWAY/RUNWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/RUNWAY HOLD LINES (RHL/THL)	
	TO BE REMOVED	
	NON-DIRECTIONAL APPROACH LIGHTING SYSTEM (SSALR)	

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

0 100 200 400

SCALE: 1" = 200'

DATE	REVISION

Kentucky UNBRIDLED SPIRIT

CAPITAL CITY AIRPORT
COMMONWEALTH OF KENTUCKY
FRANKFORT, KY
AIRPORT LAYOUT PLAN

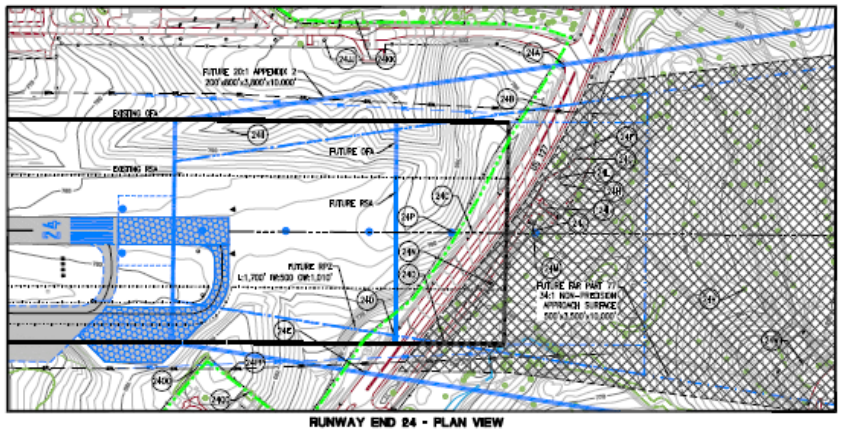
FAA PROJECT 3-21-0016-08-2009		
KENTUCKY PROJECT	2008-07	
HANSON PROJECT	09A0085	
SCALE	1:200	DATE 08/11
LAYOUT	JLB2	7/21/10
DRAWN	JLB2	7/23/10
REVIEWED	TSH	9/13/10

HANSON

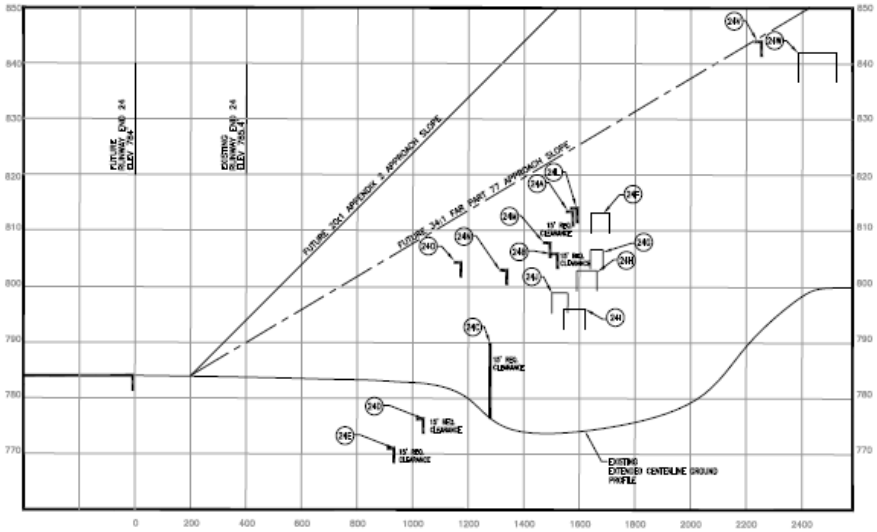
Copyright Hanson Professional Services Inc. 2011

EXISTING RUNWAY 24 INNER PORTION OF APPROACH SURFACE

8



RUNWAY END 24 - PLAN VIEW



RUNWAY END 24 - PROFILE

FUTURE FAR PART 77 APPROACH CLEARANCES

OBJECT	DESCRIPTION	SURFACE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
240	US 127 @ RY	1347	813	769+15=784	+29
242	US 127 @ CL	1570	815	770+15=785	+28
243	US 127 @ CL	769	807	761+15=776	+31
247	BLDG	1441	808	813	+33
253	BLDG	1438	808	806	+38
248	BLDG	1361	814	803	+11
24I	BLDG	1346	813	795	+27
24J	BLDG	1289	813	789	+32
24L	POLE	1301	814	811	+13
24M	POLE	1290	812	805	+17
24N	POLE	1143	817	803	+14
24O	POLE	978	812	805	+7
24P	FENCE	1081	813	784	+29
24Y	TOWER	2550	841	841	0
24W	BLDG	2371	850	845	+5
24Z	POLE	2411	853	855	-1
24AA	TOWER	2487	852	856	-1

1. CL=CENT. LINE OF SURFACE, EL=RUNWAY CENTERLINE, RY=NEAR EDGE OF SURFACE
* – TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECTS.

FUTURE APPENDIX 2 THRESHOLD SITING SURFACES

OBJECT	DESCRIPTION	SURFACE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
24A	US 127 @ RY	1408	814	769+15=813	+1
24C	US 127 @ CL	1635	815	770+15=785	+27
24D	US 127 @ CF	884	818	764+15=771	+47
24F	BLDG	1446	808	813	+13
24G	BLDG	1438	809	808	+10
24H	BLDG	1367	813	803	+10
24I	BLDG	1349	811	796	+25
24J	BLDG	1289	813	788	+25
24L	POLE	1301	814	814	+30
24M	POLE	1290	812	808	+13
24N	POLE	1143	817	803	+14
24O	POLE	978	812	808	+27
24P	FENCE CL	1007	814	784	+30
24Y	TOWER	2554	838	841	+12
24W	BUILDING	2371	837	840	+33
24Z	POLE	2411	834	855	+13
24AA	TOWER	2487	834	856	+10
24B	GROUND FOR FUTURE	108	763	830	-3

1. CL=CENT. LINE OF SURFACE, EL=RUNWAY CENTERLINE, RY=NEAR EDGE OF SURFACE.
* – TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECTS.

FUTURE FAR PART 77 TRANSITIONAL SURFACE CLEARANCES

OBJECT	DESCRIPTION	SURFACE FROM SURFACE EDGE	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
24B	GROUND FOR FUTURE	48	821	830	-2
24J	POLE	308	831	808	-15
24AB	FENCE	416	833	808	-2
24AC	FENCE	555	835	834	-2
24AD	TOWER	1030	835	834	-2
24AE	FENCE	1135	839	837	-2
24AF	FENCE	1315	839	843	-3
24AG	FENCE	1315	839	843	-3

* – TO BE REMOVED OR LOWERED AS PART OF FUTURE PROJECTS.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14, AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. ALL CLEARANCES AND DISTANCES IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM MAPPING AND RECORD DRAWINGS, ROUNDED.
4. MAPPING DATED APRIL 8, 2010.
5. EXISTING INFORMATION COMPARED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED JUNE 1 – JULY 1, 2010.
6. FUTURE NAMES TO BE USED UNDER FUTURE PROJECTS.
7. EXISTING LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, OBTAINED FROM GRW INC.
8. FUTURE LAT/LONGS CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, PROVIDED FROM BASE DRAWING.
9. EXISTING & FUTURE AIRPORT STRUCTURES ARE IDENTIFIED IN DETAIL ON THE AIRPORT TERMINAL DRAWING.

OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10', ON HIGHEST OBJECT USING ROAD.
2. CLEAR APPROACH SURFACE DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTROLLING OBJECT.
3. EXCEPTING THE FAR PART 77 SURFACES SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
4. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDING	
	DESTRUCTION AFTERNOON DAYLIGHT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	VERY HIGH FREQUENCY OMNI-DIRECTIONAL RANGE (VOR)	
	PRECISION APPROACH PATH INDICATOR (PAPI)	
	WINDSOCK	
	RUNWAY END REMOTELY MONITORED (REMO)	
	LIGHTED TAXI DIRECTION	
	AIRPORT REFERENCE POINT (ARP)	
	APPROACH 2 SURFACE	
	RUNWAY PROTECTION ZONE (RPZ) FOR 24 BLDG	
	FAR PART 77 SURFACE	
	RUNWAY/RUNWAY OBJECT FREE AREA (ROFA/FOZ)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/RUNWAY SAFETY AREA (RSA/TSA)	
	TO BE REMOVED	
	NON-DIRECTIONAL APPROACH LIGHTING SYSTEM (SSALR)	

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

0 100 200 400
SCALE: 1" = 200'

DATE	REVISION

Kentucky UNBRIDLED SPIRIT

CAPITAL CITY AIRPORT
COMMONWEALTH OF KENTUCKY
FRANKFORT, KY
AIRPORT LAYOUT PLAN

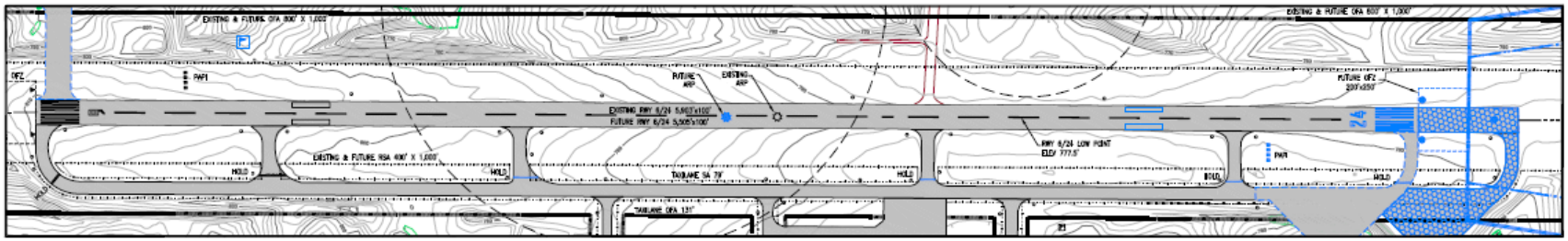
FAA PROJECT	3-21-0016-08-2009		
KENTUCKY PROJECT	2008-07		
HANSON PROJECT	09A0085		
SCALE	1:200	DATE	08/11
LAYOUT	JLB2		7/21/10
DRAWN	JLB2		7/23/10
REVIEWED	TSH		9/13/10

HANSON

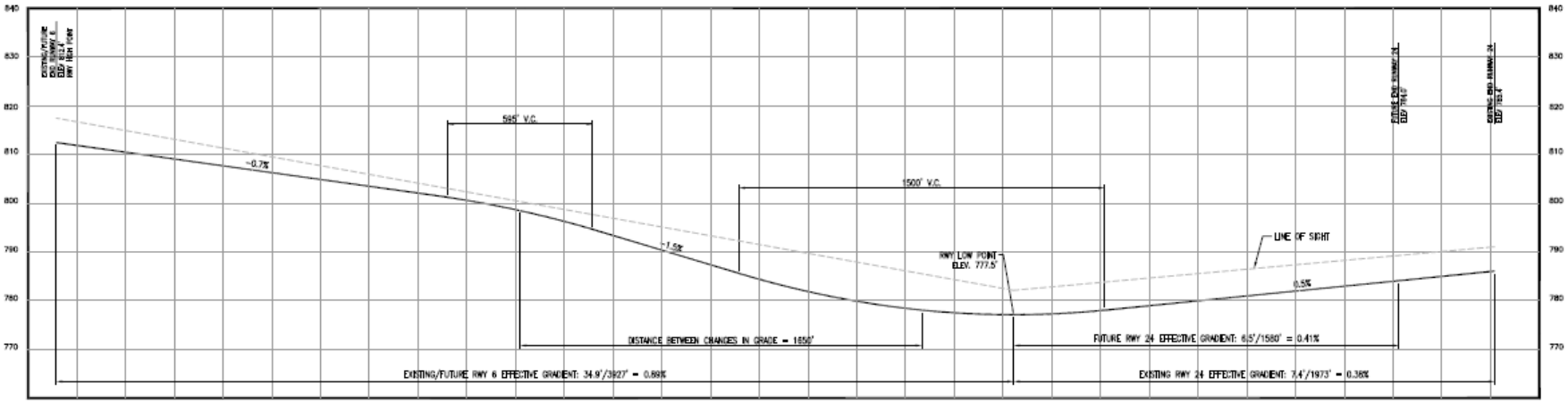
©Copyright Hanson Professional Services Inc. 2011

FUTURE RUNWAY 24 INNER PORTION OF APPROACH SURFACE

9



RUNWAY 6/24 - PLAN VIEW



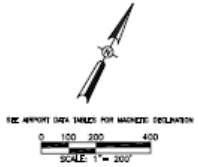
RUNWAY 6/24 - PROFILE VIEW

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM MAPPING AND RECORD DRAWINGS, ROUNDED.
4. MAPPING DATED APRIL 8, 2010.
5. EXISTING INFORMATION COMPARED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED JUNE 3 – JULY 1, 2010.
6. FUTURE MARKS TO BE SHED UNDER FUTURE PROJECTS.
7. EXISTING LAT/LONG CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, OBTAINED FROM GRW INC.
8. FUTURE LAT/LONG CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, FEDED FROM BASE DRAWING.
9. EXISTING & FUTURE AIRPORT STRUCTURES ARE IDENTIFIED IN DETAIL ON THE AIRPORT TERMINAL DRAWING.

OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
2. CLEAR APPROACH SURFACE DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTROLLING OBJECT.
3. EXCEPTING THE FAR PART 77 SURFACES SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSES LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
4. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.



EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	CONTOUR INTERVAL DECIMAL	
	ALTERNATE WINDS (WEATHER WATCH) (AWW)	
	VOR DME FREQUENCY (VHF-OMNI-DIRECTIONAL RANGE) (VOR)	
	PRECISION APPROACH PATH INDICATOR (PAPI)	
	TOPOGRAPHIC CONTOUR	
	RUNWAY END PROTECTED LIGHTS (REIL)	
	LOCALIZER (LOC)	
	AIRPORT REFERENCE POINT (ARP)	
	APPROACH 1 SURFACE	
	SLOPING PROTECTION ZONE (SPZ) FOR 20' BLDG.	
	FAR PART 77 SURFACE	
	RUNWAY/RUNWAY SAFETY AREA (RSA/RWSA)	
	CONTROLLED ZONE (CTZ)	
	SLOPED PROTECTION ZONE (PTZ)	
	RUNWAY/RUNWAY SAFETY AREA (RSA/RSA)	
	TO BE REMOVED	
	OVER-DIRECTIONAL APPROACH LIGHTING SYSTEM (SALS)	

DATE	REVISION

Kentucky UNBRIDLED SPIRIT

CAPITAL CITY AIRPORT
COMMONWEALTH OF KENTUCKY
FRANKFORT, KY
AIRPORT LAYOUT PLAN

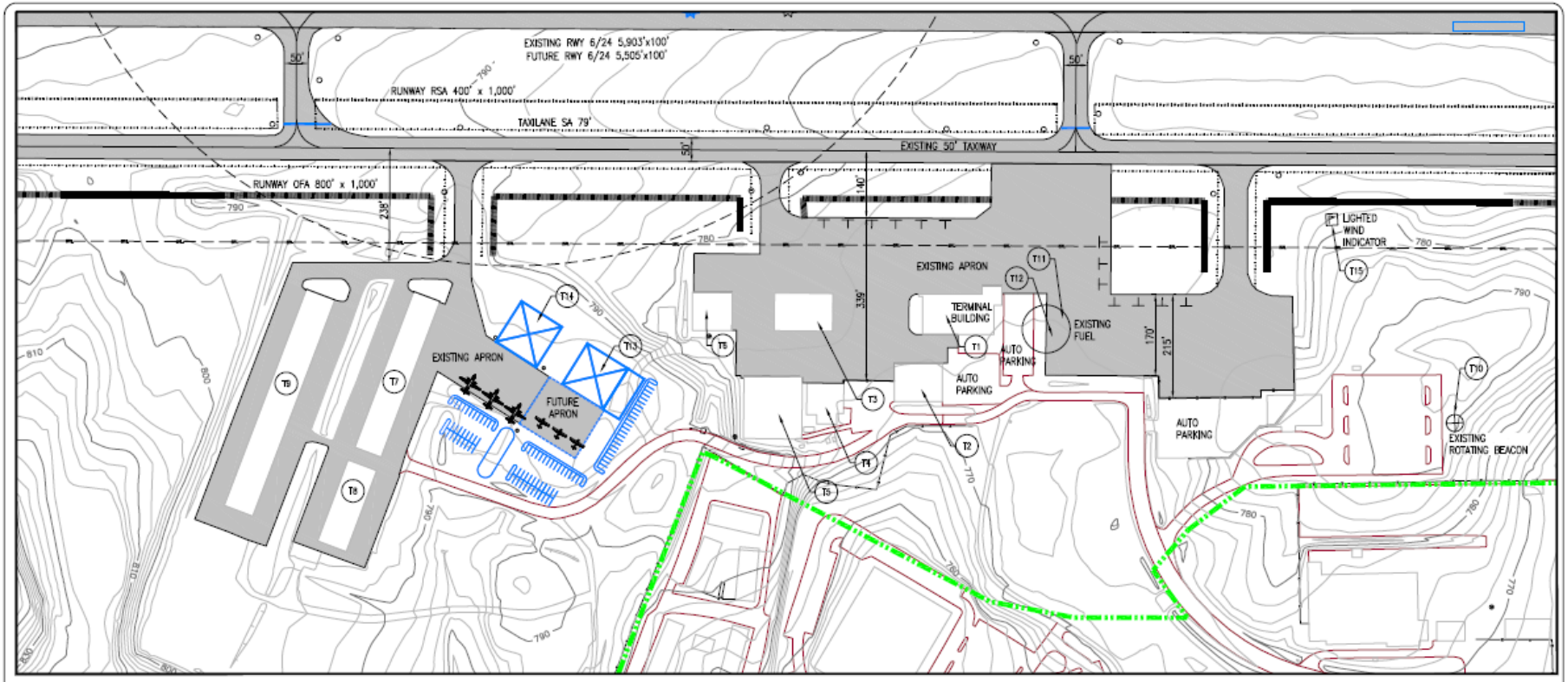
FAA PROJECT	3-21-0016-08-2009		
KENTUCKY PROJECT	2009-07		
HANSON PROJECT	09A0085		
SCALE	1:200	DATE	06/11
LAYOUT	JLB2		7/29/10
DRAWN	JLB2		7/29/10
REVIEWED	TSH		9/13/10

HANSON

©Copyright Hanson Professional Services Inc. 2011

EXISTING AND FUTURE RWY 6/24 PROFILE

10



FUTURE FAR PART 77 TERMINAL TRANSITIONAL CLEARANCES

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE EDGE	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (−)
1	EXISTING TERMINAL BUILDING	328	803	810	+11
2	EXISTING BAGGIE	186	845	867	+22
3	EXISTING BAGGIE	240	828	867	+19
4	EXISTING BAGGIE	331	832	865	+33
5	EXISTING BAGGIE	518	851	916	+65
6	EXISTING BAGGIE	544	859	867	+32
7	EXISTING T-HANGAR	348	838	916	+93
8	EXISTING T-HANGAR	697	859	915	+74
9	EXISTING T-HANGAR	741	848	915	+90
10	EXISTING FUELING BOOTH	610	865	880	+15
11	EXISTING FUEL TANK	383	833	794	−40
12	EXISTING FUEL TANK	432	838	786	−52
13	FUTURE 100'x100' BAGGIE	148	844	864	+20
14	FUTURE 100'x100' BAGGIE	280	841	854	+13
15	WIND INDICATOR	153	834	864	0

NOTES:
DISTANCE IS FROM EDGE OF PRIMARY SURFACE, PERPENDICULAR TO RUNWAY CENTERLINE.
SURFACE ELEV CALCULATED USING HIGHEST RUNWAY ELEV FOR RUNWAY NEAREST OBJECT.
PRIMARY SURFACE IS 500' WIDE.
EXISTING ELEVATIONS OBTAINED FROM GRW, INC.
FUTURE T-HANGAR HEIGHTS WERE CALCULATED USING THE EXISTING GROUND CONTOURS + 20'.
FUTURE 10'x10' HANGAR HEIGHTS WERE CALCULATED USING THE EXISTING GROUND CONTOURS + 25'.
FUTURE 100'x100' HANGAR HEIGHTS WERE CALCULATED USING THE EXISTING GROUND CONTOURS + 30'.

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

100 0 100 200
1"=100'

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	OBSTRUCTION MARKER BUILDING	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	VERY HIGH FREQUENCY OMNI-DIRECTIONAL RANGE (VOR)	
	PRECISION APPROACH PATH INDICATOR (PAPI)	
	TOPPED BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	LIGHTED WIND INDICATOR	
	AIRPORT REFERENCE POINT (ARP)	
	APPROACH 2 SURFACE	
	RUNWAY PROTECTION ZONE (RPZ) FOR 20' BLDG.	
	FAR PART 77 SURFACE	
	RUNWAY/RUNWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/RUNWAY OBJECT AREA (ROA/TOA)	
	TAXI GUIDANCE	
	OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM (ODALS)	

DATE	REVISION

Kentucky UNBRIDLED SPIRIT

CAPITAL CITY AIRPORT
COMMONWEALTH OF KENTUCKY
FRANKFORT, KY
AIRPORT LAYOUT PLAN

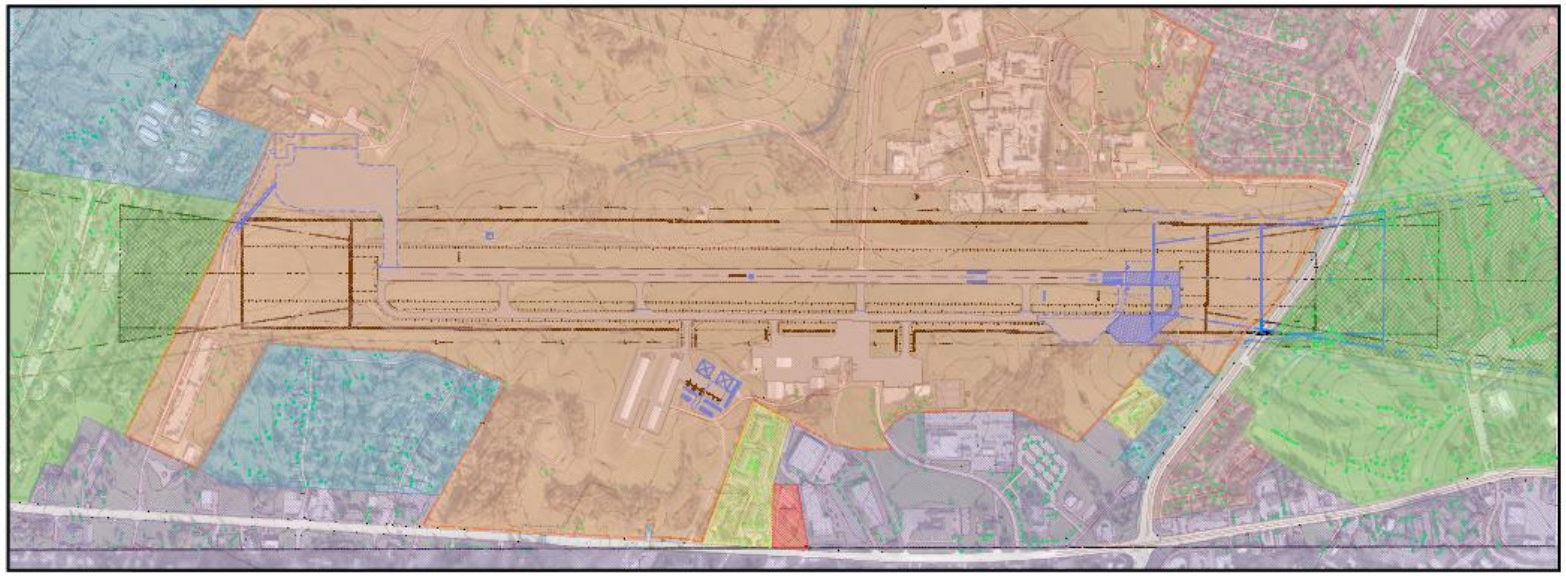
FAA PROJECT	3-21-0016-08-2009	
KENTUCKY PROJECT	2009-07	
HANSON PROJECT	0940085	
SCALE	1:100	DATE 06/11
LAYOUT	JJB2	6/30/10
DRAWN	JJB2	7/7/10
REVIEWED	TSH	9/13/10

HANSON

©Copyright Hanson Professional Services Inc. 2011

AIRPORT TERMINAL DRAWING

11

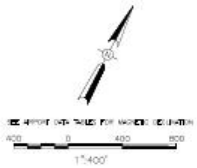


OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10', OR HIGHER OBJECT LIKE TREES.
2. CLEAR APPROACH SURFACE, DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTINUING OBJECT.
3. EXCEPT IN THE FAR PART 77 SURFACE SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACE WILL BE VISUALIZED ON THE ALP SET, UNLESS LIMITED TO OBJECT WITHIN THE LOWER PORTION OF THE SURFACE.
4. OBSTRUCTIONS TO BE REMOVED OR RELOCATED AS PART OF FUTURE PROJECTS.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13, AIRPORT DESIGN, CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. ALL ELEVATIONS AND DISTANCE IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM AERIALS AND RECORD DRAWINGS, REVISED.
4. AERIALS DATED APRIL 8, 2010.
5. EXISTING INFORMATION COMPARED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED JUNE 3 – JULY 1, 2010.
6. FUTURE NAMES TO BE SITE UNDER FUTURE PROJECTS.
7. EXISTING LAT/LONG CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, OBTAINED FROM CITY INC.
8. FUTURE LAT/LONG CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, FOUND FROM SALE DRAWING.
9. EXISTING & FUTURE AIRPORT STRUCTURES ARE IDENTIFIED IN DETAIL ON THE AIRPORT TERMINAL DRAWING.



DESIGN	USE	DESIGN
	CONDEMNATION OF PROPERTY PERMIT	
	RUNWAY	
	TAXIWAY	
	APRON & PARKING	
	AIRPORT BOUNDARY	
	COMMERCIAL DATA (XXX)	
	GOVERNMENT DATA (XXX)	
	HIGHER APPROACH SURFACE (HAS)	
	AIRPORT BEACON	
	RUNWAY DIRECTIONAL LIGHT	
	RUNWAY DIRECTIONS	
	AIRPORT REFERENCE POINT (ARP)	
	PART 77 SURFACE	
	CLEAR ZONE (FAR PART 77 SURFACE)	
	PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (OFA)	
	RUNWAY OBJECT FREE AREA	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY AREA OF INFLUENCE	
	PRIVATE GRADE	
	PER FAR PART 77 OBSTRUCTIONS (XXX)	
	CONDEMNATION OF PROPERTY PERMIT	
	COMMERCIAL USE (XXX)	
	GOVERNMENT TERMINAL RESERVED USE	
	RESERVED TERMINAL RESERVED USE	
	HOSPITAL RESERVED USE	
	HELIPORT RESERVED	
	RUNWAY USE	

DATE	REVISION

Kentucky UNBRIDLED SPIRIT

CAPITAL CITY AIRPORT
COMMONWEALTH OF KENTUCKY
FRANKFORT, KY
AIRPORT LAYOUT PLAN

FAA PROJECT	3-21-0016-18-2009	
KENTUCKY PROJECT	2009-07	
HANSON PROJECT	0042085	
SCALE	1"=400'	DATE 08/11
LAYOUT	LJG2	8/11/10
DRAWN	LJG2	8/3/10
REVIEWED	TTH	9/13/10

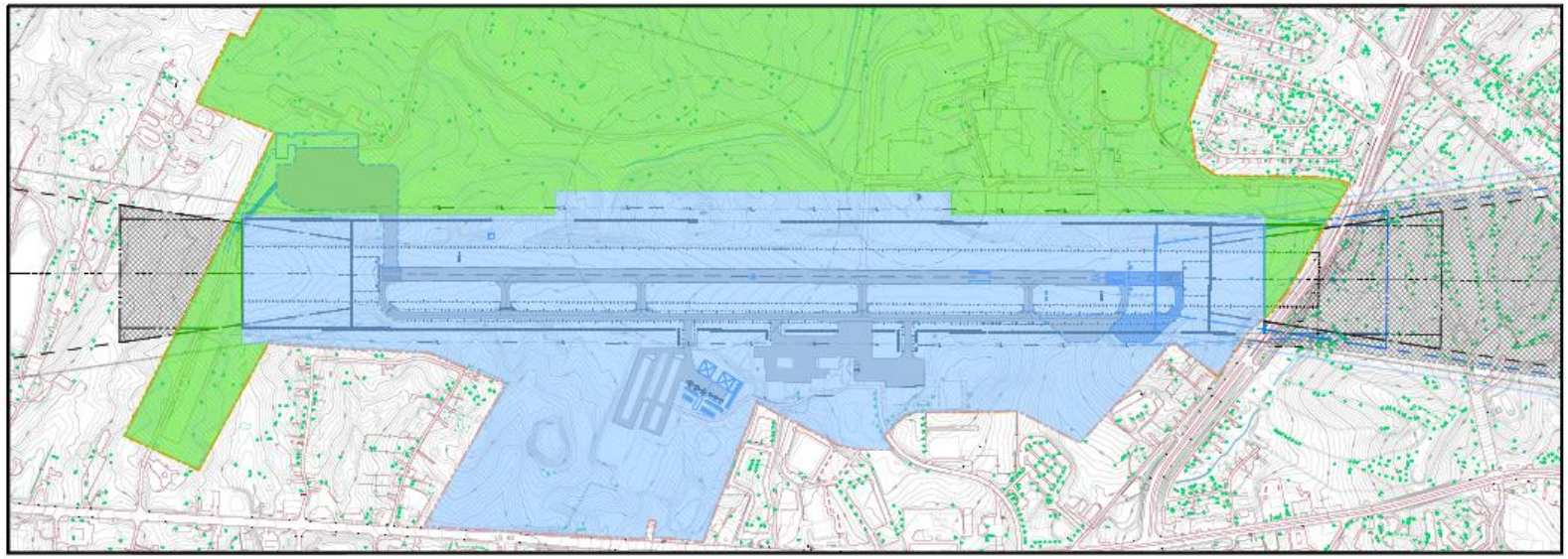
HANSON

© Hanson Professional Services Inc. 2011

AIRPORT LAND USE DRAWING

12

12 of 18



OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS ARE "D" OBSTRUCTIONS, PRIVATE ROADS AS "E", OR HIGHER OBJECT USING ROAD.
2. CLEAR APPROACH SURFACE DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTROLLING OBJECT.
3. EXISTING THE FAR PART 77 SURFACES, HEREIN, ONLY THE LOWEST OR REST OF THE FAR PART 77 SURFACES WILL BE HEREIN DEFINED IN THE ALL NEW AVIATION LIMITED TO OBJECTS WITHIN THE LOWER PORTION OF THE SURFACES.
4. OBSTRUCTIONS TO BE REMOVED OR RELOCATED AS PART OF FUTURE PROJECTS.

GENERAL NOTES

1. ALL PREPARED USING TERPS CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13, AIRPORT DESIGN, CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. ALL ELEVATIONS ARE ESTIMATED IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM MAPPING AND RECORD DRAWINGS, ROUNDED.
4. MAPPING DATED APRIL 8, 2010.
5. EXISTING INFORMATION CONFIRMED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED JUNE 3 – JULY 1, 2010.
6. FUTURE HANGARS TO BE SITED UNDER FUTURE PROJECTS.
7. EXISTING LATITUDES CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, OBTAINED FROM CAD FILE.
8. FUTURE LATITUDES CONVERTED FROM STATE PLANE COORDINATES, KENTUCKY NORTH ZONE, NAD83, OBTAINED FROM CAD DRAWING.
9. EXISTING & FUTURE AIRPORT STRUCTURES ARE IDENTIFIED IN DETAIL ON THE AIRPORT TERMINAL DRAWING.

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

400 0 400 800

1"=400'

SYMBOL	USE	FUTURE
	COMMONWEALTH OF KENTUCKY PROPERTY	
	HANGAR	
	HANGAR	
	OPEN TIE-DOWN AIRCRAFT	
	AVIATION RELATED BUSINESS	
	NON-AVIATION BUSINESS	
	PRIVATE AVIATION RELATED USE	
	AVIATION USE	
	AIRPORT TERMINAL	
	AIRPORT TERMINAL	
	AIRPORT TERMINAL	
	AIRPORT TERMINAL	
	SELECT OBJECTS DEFINED FOR 77 LIST	
	SELECT OBJECTS	
	CONTOURS DEFINED BY TERPS	
	CONTOURS DEFINED BY TERPS	
	INTERSECTION LINE (A)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY LIGHT WELL (RWLTW)	
	RPZ OR PRE RPZ	
	SELECT PRE RPZ OBJECTS (NOT ALL PRE RPZ)	
	LAND WHERE RPZ OWNERSHIP IS PRIVATE	
	LAND WHERE RPZ IS PUBLIC	

DATE	REVISION

Kentucky UNBRIDLED SPIRIT

CAPITAL CITY AIRPORT
COMMONWEALTH OF KENTUCKY
FRANKFORT, KY
AIRPORT LAYOUT PLAN

FAA PROJECT	3-21-0011-39-2009	
FRANKFORT PROJECT	2009-39	
HANSON PROJECT	0140283	
SCALE	1"=400'	DATE 08/11
LAYOUT	LJG	8/8/10
DRAWN	LJG	8/8/10
REVIEWED	TJH	8/13/10

HANSON

© Copyright Hanson Professional Services Inc. 2011

AIRPORT PROPERTY DRAWING

13

18 of 18