Appendix C

Airport Layout Plan (ALP)

Federal Aviation Administration (FAA) Approval – August 8, 2013
Airspace Study Number (ASN): 2013-ASO-715-NRA

U.S. Department
of Transportation
**Federal Aviation
Administration**

Memphis Airports District Office
2600 Thousand Oaks Blvd, Suite 2250
Memphis, TN 38118

Phone: 901-322-8180

August 8, 2013

Mr. Mark Day, PE, AAE
Blue Grass Airport
4000 Terminal Drive
Suite 206
Lexington, KY 40510

Dear Mr. Day:

Re: Blue Grass Airport, Lexington, KY
Conditional Approval of Airport Layout Plan (ALP)
ASN: 2013-ASO-715-NRA

The Federal Aviation Administration (FAA) conditionally approves your Airport Layout Plan (ALP) for the Blue Grass Airport, dated August 2, 2013. This approval is subject to the condition that the proposed airport development listed below requires environmental processing and may not be undertaken without the FAA's prior written environmental approval.

- Future runway/taxiway projects
- Future improvements/changes to passenger terminal building
- Future auto parking facilities
- Future road construction and relocations (including perimeter roads)
- Future hangars and aircraft parking facilities
- Future lighting/navigation/weather aid development
- Future aircraft rescue and firefighting (ARFF) and air traffic control (ATC) facilities

FAA approval of your ALP means that the proposed airport development shown on the plan and noted above was reviewed on the basis of safety, utility and efficiency.

However, our approval does not represent a commitment to provide federal financial assistance to implement any development or air navigation facilities shown on the plan, nor does it mean that we find funding of the proposed airport development justified.

At the present time, the FAA does not consider the following project justified to accommodate existing or future aviation demand:

- Extension of Runway 9/27

Projects associated with this development item, such as parallel taxiways and road relocations, are also considered to be not justified at this time.

Please be aware that you are required to notify this office at least 60 days prior to the start of any construction on the airport. In addition, you must submit proper notification to our office and receive FAA airspace approval. Furthermore, the design and location of any storm water retention/detention facilities on or near the airport must comply with FAA Advisory Circular 150/5200-33 "Hazardous Wildlife Attractants on or Near Airports", and must be approved on the ALP prior to construction.

If you have any questions concerning the approval, please contact me at 901-322-8192.

Sincerely,

Aaron Braswell
Environmental Protection Specialist

Enclosure

C: Doug Gregory, CMT (w/enclosure)
Allan Young, FAA (w/enclosure)
Stephanie Gadson, FAA (w/enclosure)
Shafat Ahmad, FAA (w/enclosure)
Glenn Finnegan, FAA (w/enclosure [electronic copy])
Diane English, FAA (w/enclosure)
Ron Patton, FAA (w/enclosure)

LEXINGTON AIR TRAFFIC CONTROL TOWER,
BLUE GRASS AIRPORT AND
DELTA AIRLINES AND CONTRACTED GROUND HANDELER

LETTER OF AGREEMENT

EFFECTIVE: November 23, 2010

SUBJECT: GATES B7 AND B8 PUSH BACK

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1. PURPOSE: This Agreement establishes procedures to be used for controlling aircraft push backs from specified gates requiring clearance through controlled movement areas. Any signatory may withdraw from the provisions of this Letter of Agreement upon written notification to the other signatories.

2. CANCELLATION: Letter of Agreement dated September 20, 2010.

3. BACKGROUND: Expansion of Terminal Concourse B added several new gates and extended this concourse toward Taxiway C, a controlled movement area. This action created an area of non-visibility on Taxiway C and of aircraft parked at Gates B7 and B8. Taxiway C is the only taxiway connecting General Aviation parking areas with the runway environment. The close proximity of Gates B7 and B8 to the controlled movement area requires an infringement of Taxiway C during push back maneuvers. As a result, operations from Gates B7 and B8 were subjected to a Safety Risk Management (SRM) Panel. To mitigate risk associated with operations from Gates B7 and B8, the SRM Panel recommended a Letter of Agreement establishing proper push back procedures.

4. SCOPE: The procedures contained herein are for the control of aircraft pushing back from Terminal Concourse B Gates B7 and B8.

5. DISTRIBUTION: This Letter of Agreement is distributed to Lexington Air Traffic Control Tower, Lexington-Fayette Urban County Airport Board, Delta Airlines, subsidiary operators of Delta Airlines, and CVG Hub Manager.

FEDERAL AVIATION ADMINISTRATION
JAN 28 2011

FAA APPROVAL JEM
INSPECTOR

6. RESPONSIBILITIES:

   a. Delta Airlines / Contracted Below-Wing Handlers:
      i. Delta Airlines or its Contracted Below Wing personnel shall be responsible for:
         1. Ensuring that the flight crew members have received permission from local ATCT Ground Control on 121.9 to push-back in the movement area of Taxiway C.
         2. Ensuring that aircraft pushing back from Gates B7 and B8 have no obstructions that would prevent aircraft from pushing into the requested taxi spot clear of Taxiway C.
         3. Ensuring that all flight crews and maintenance crews operating at Gates B7 and B8 comply with the procedures of this Letter of Agreement.
         4. Ensuring that wing walkers are used during all push backs.
         5. Ensuring that all ground personnel, including maintenance crews, responsible for aircraft push backs receive initial training as well as annual refresher training on the contents of this Letter of Agreement.
   b. Lexington Tower:
      i. Lexington Tower personnel shall be responsible for:
         1. For all aircraft movement on Taxiway "C".
         2. Controlling aircraft pushing back from Gates B7 and B8. Ensure that all controllers receive initial training as well as annual refresher training on the contents of this Letter of Agreement.
   c. Blue Grass Airport:
      i. Blue Grass Airport personnel shall be responsible for:
         1. Ensuring pavement markings include taxi lines and/or push back spots which guarantee obstruction clearances for aircraft conducting push back operations.

7. PROCEDURES:

   a. Flight Crews and Maintenance Taxi Crews:
      i. Shall advise Clearance Delivery or Ground Control of their gate location, B7 or B8, at the time their IFR departure clearance is requested.
      ii. Shall contact Ground Control on frequency 121.9 to request push back.
      iii. Shall state call-sign, gate number, and push back destination spot when requesting push back.
      Example: *"Lexington Ground, aircraft call-sign, Gate B8, request push back to spot 2."*

FEDERAL AVIATION ADMINISTRATION

JAN 2 8 2011

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INSPECTOR

b. Lexington Air Traffic Control Tower:
   i. Shall ensure that potential conflicts between aircraft taxiing on Taxiway "C" and aircraft requesting push backs are resolved prior to approving a push back clearance request.
   ii. Shall not taxi aircraft on Taxiway "C" past aircraft pushing back through the controlled movement area until the push back aircraft is observed clear of the controlled movement area.

Vincent Marsh
Delta Station Manager
Delta Airlines

Kristine Tucker
Air Traffic Manager
Lexington Air Traffic Control Tower

Eric J. Frankl, AAE
Executive Director
Blue Grass Airport

FEDERAL AVIATION ADMINISTRATION

JAN 28 2011

JEM
INSPECTOR

FAA APPROVAL_____

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA

U.S. Department of Transportation
Federal Aviation Administration

Memphis Airports District Office
2002 Democrat Drive Blvd, Suite 2250
Memphis, TN 38118
Phone: 901-322-8190

July 29, 2013

Mr. Mark Day, PE, AAE
Blue Grass Airport
4000 Terminal Drive
Suite 200
Lexington, KY 40510

Dear Mr. Day:

Re: Blue Grass Airport, Lexington, KY
Airport Layout Plan (ALP) Review

The Federal Aviation Administration (FAA) has reviewed the revised Airport Layout Plan (ALP) for the Blue Grass Airport, in Lexington, Kentucky. Based on our review, we have the following comments:

1) All structures listed on the Airport Part 77 report for BLUE GRASS Airport generated on 07/03/13 were checked for impact. The VFR traffic patterns were reviewed for CAT I. No action is required for any of the obstacles listed in the Part 77 report. However, any existing structures that have not been studied but meet filing criteria because of the proposed runway extension will have to be filed and studied prior to that extension.

2) RWY 9 Extension will require new survey to support vertical guidance (LPV, LNAV/VNAV). Amendments to all procedures to RWY 9 will be required. Plans prepare survey 18 months in advance of desired publication date. Plan Amendments (as built runway data) to FAA Flight Procedures a minimum of 15 months prior to required publication. Takeoffs on RWY 27 will require re-evaluation based on new runway end coordinates.

Please submit eight (8) final copies of the ALP to our office for final coordination. The final copies must be signed by the airport sponsor. One ALP set will be returned back to you once signed by our office. As part of coordinating the final ALP, we ask that you submit meeting minutes or a letter from the Airport Board Authority indicating their acceptance of the ALP. If you have any questions concerning our comments, please contact me at (901) 322-8192.

Sincerely,

Original signed by

Aaron Brunwell
Environmental Protection Specialist

c: Doug Gregory, CMT (electronic copy)
James Williams, FAA

U.S. Department of Transportation
Federal Aviation Administration

Memphis Airports District Office
2002 Democrat Drive Blvd, Suite 2250
Memphis, TN 38118
Phone: 901-322-8190

August 8, 2013

Mr. Mark Day, PE, AAE
Blue Grass Airport
4000 Terminal Drive
Suite 200
Lexington, KY 40510

Dear Mr. Day:

Re: Blue Grass Airport, Lexington, KY
Conditional Approval of Airport Layout Plan (ALP)
ASN: 2013-ASO-715-NRA

The Federal Aviation Administration (FAA) conditionally approves your Airport Layout Plan (ALP) for the Blue Grass Airport, dated August 2, 2013. This approval is subject to the condition that the proposed airport development listed below requires environmental processing and may not be undertaken without the FAA's prior written environmental approval.

- Future runway/taxiway projects
- Future improvements/changes to passenger terminal building
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However, our approval does not represent a commitment to provide federal financial assistance to implement any development or air navigation facilities shown on the plan, nor does it mean that we find funding of the proposed airport development justified.

At the present time, the FAA does not consider the following project justified to accommodate existing or future aviation demand:

- Extension of Runway 9/27

Projects associated with this development item, such as parallel taxiways and road relocations, are also considered to be not justified at this time.

2

Please be aware that you are required to notify this office at least 60 days prior to the start of any construction on the airport. In addition, you must submit proper notification to our office and receive FAA airspace approval. Furthermore, the design and location of any storm water retention/detention facilities on or near the airport must comply with FAA Advisory Circular 150/5200-33 "Hazardous Wildlife Attractants on or Near Airports", and must be approved on the ALP prior to construction.

If you have any questions concerning the approval, please contact me at 901-322-8192.

Sincerely,

original signed by

Aaron Brunwell
Environmental Protection Specialist

Enclosure

C: Doug Gregory, CMT (w/enclosure)
Allen Young, FAA (w/enclosure)
Stephanie Gadson, FAA (w/enclosure)
Shalle Alvstad, FAA (w/enclosure)
Glen Flanigan, FAA (w/enclosure)
Diane English, FAA (w/enclosure)

Airport Layout Plan (ALP)

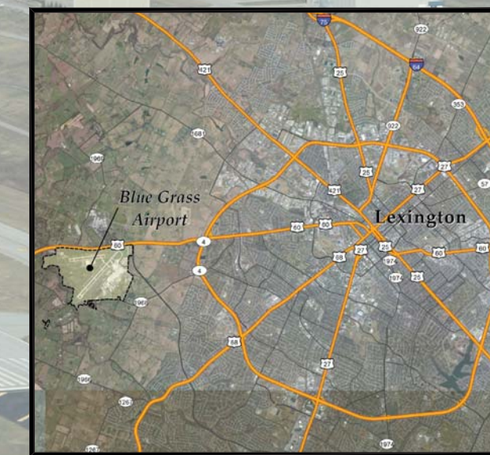
2013 Update

Blue Grass Airport
LEXINGTON, KENTUCKY

Airport Reference Code - Runway 4/22: C/D-III (Existing/Future)
Airport Reference Code - Runway 9/27: B-II (Existing) & C-II (Future)

Location Map

Index To Sheets



Vicinity Map

No.	Date	By	Description

Revisions

U.S. Department of Transportation
Federal Aviation Administration

Approved _____ Chief Engineer
Date _____ 20 ____

Blue Grass Airport
LEXINGTON, KENTUCKY

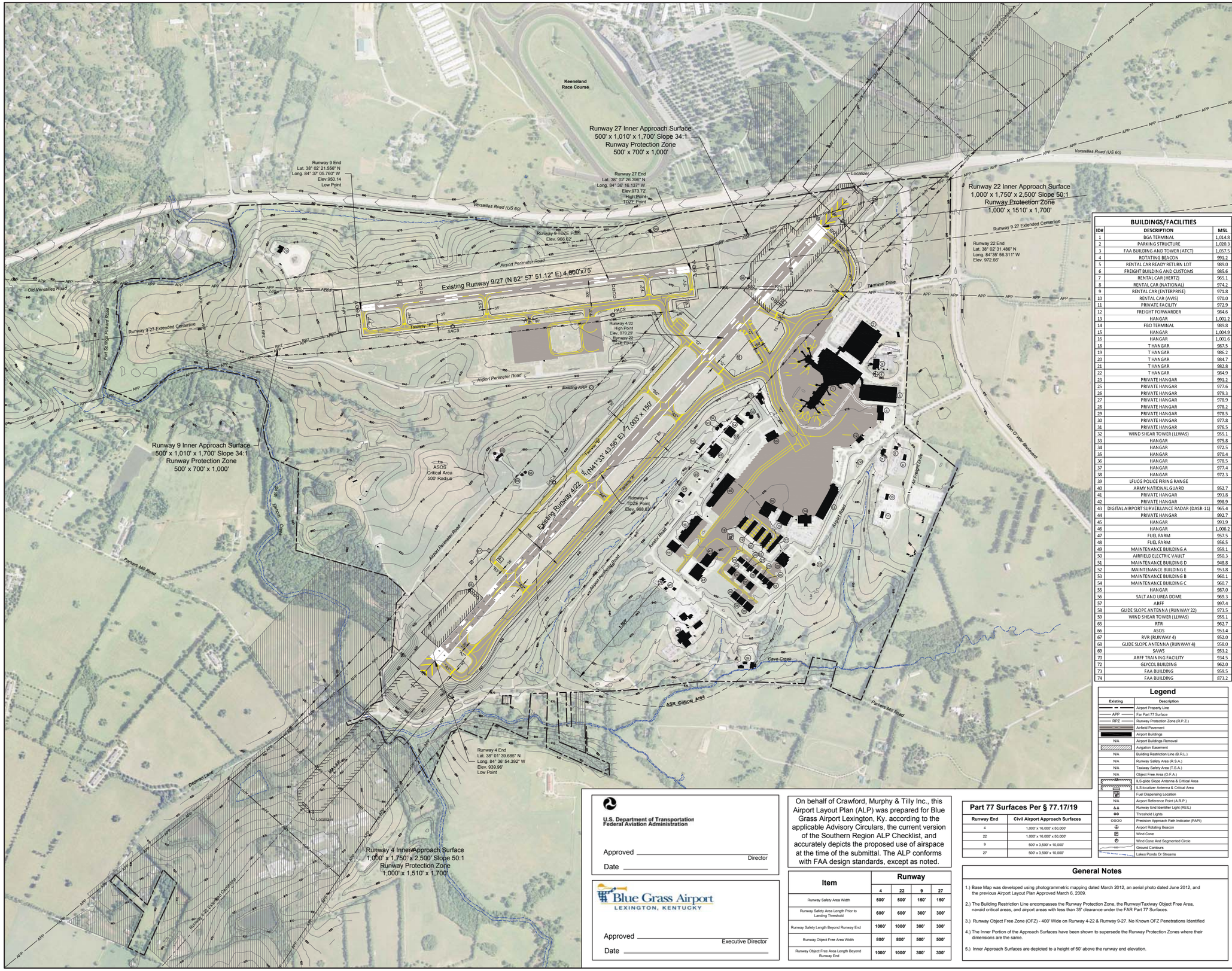
Approved Mark Day Director Of Engineering
Date 8-2-13
Approved _____ Airport Manager
Date 8-2-13

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

- Springfield, Illinois
- Aurora, Illinois
- Chicago, Illinois
- Rockford, Illinois
- Peoria, Illinois
- Edwardsville, Illinois
- St. Louis, Missouri
- Springfield, Missouri
- Indianapolis, Indiana
- Columbus, Ohio

Submitted By Bradley M. Thornton
Date July 31, 2013

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA



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CONSULTING ENGINEERS

Springfield, Illinois
Aurora, Illinois
Rockford, Illinois
Peoria, Illinois
St. Louis, Missouri
Chicago, Illinois
Edwardsville, Illinois
Springfield, Missouri
Indianapolis, Indiana
Columbus, Ohio

Blue Grass Airport
LEXINGTON, KENTUCKY

Existing Airport Layout Drawing

BUILDINGS/FACILITIES		
ID#	DESCRIPTION	MSL
1	BGA TERMINAL	1,014.8
2	PARKING STRUCTURE	1,020.3
3	FAA BUILDING AND TOWER (ATCT)	1,057.5
4	ROTATING BEACON	991.2
5	RENTAL CAR READY RETURN LOT	989.0
6	FREIGHT BUILDING AND CUSTOMS	985.6
7	RENTAL CAR (HERTZ)	965.1
8	RENTAL CAR (NATIONAL)	974.2
9	RENTAL CAR (ENTERPRISE)	971.8
10	RENTAL CAR (AVIS)	970.0
11	PRIVATE FACILITY	972.9
12	FREIGHT FORWARDER	984.6
13	HANGAR	1,001.1
14	FBO TERMINAL	989.8
15	HANGAR	1,004.9
16	HANGAR	1,001.6
18	T HANGAR	987.5
19	T HANGAR	986.2
20	T HANGAR	984.7
21	T HANGAR	982.8
22	T HANGAR	984.9
23	PRIVATE HANGAR	991.2
25	PRIVATE HANGAR	977.6
26	PRIVATE HANGAR	979.3
27	PRIVATE HANGAR	978.9
28	PRIVATE HANGAR	978.2
29	PRIVATE HANGAR	978.5
30	PRIVATE HANGAR	977.8
31	PRIVATE HANGAR	976.5
32	WIND SHEAR TOWER (LLWAS)	955.1
33	HANGAR	975.8
34	HANGAR	972.5
35	HANGAR	970.4
36	HANGAR	978.5
37	HANGAR	977.4
38	HANGAR	972.3
39	LFUCG POLICE FIRING RANGE	
40	ARMY NATIONAL GUARD	952.7
41	PRIVATE HANGAR	993.8
42	PRIVATE HANGAR	998.9
43	DIGITAL AIRPORT SURVEILLANCE RADAR (DASR-11)	965.4
44	PRIVATE HANGAR	992.7
45	HANGAR	993.9
46	HANGAR	1,006.2
47	FUEL FARM	957.5
48	FUEL FARM	956.5
49	MAINTENANCE BUILDING A	959.1
50	AIRFIELD ELECTRIC VAULT	950.3
51	MAINTENANCE BUILDING D	948.8
52	MAINTENANCE BUILDING E	953.8
53	MAINTENANCE BUILDING B	960.1
54	MAINTENANCE BUILDING C	960.7
55	HANGAR	987.0
56	SALT AND UREA DOME	969.3
57	ARFF	997.4
58	GLIDE SLOPE ANTENNA (RUNWAY 22)	973.5
59	WIND SHEAR TOWER (LLWAS)	955.1
65	RTR	962.7
66	ASOS	953.4
67	RVR (RUNWAY 4)	952.0
68	GLIDE SLOPE ANTENNA (RUNWAY 4)	958.0
69	SAWS	953.2
70	ARFF TRAINING FACILITY	934.5
72	GLYCOL BUILDING	962.0
73	FAA BUILDING	959.5
74	FAA BUILDING	873.2

NORTH
0 400 800
Scale in Feet
Declination: 5° 30' 35" W (12/31/2014)
Rate of Change: 4.6' per Year

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\Lexington\ALP Update\2012 Fcs\ALP\Sheets
FILE: 02 Existing Airport Layout Drawing
LAYOUT: 02 Existing Airport Layout Drawing
UPDATES BY: Douglas Gregory
SURVEY BOOK #
DATE: 4/3/2013 8:43 AM
XREF DWG:

Legend

Existing	Description
	Airport Property Line
APP	Far Part 77 Surface
RPZ	Runway Protection Zone (R.P.Z.)
	Airfield Pavement
	Airport Buildings
N/A	Airport Buildings Removal
	Avigation Easement
N/A	Building Restriction Line (B.R.L.)
N/A	Runway Safety Area (R.S.A.)
N/A	Taxiway Safety Area (T.S.A.)
N/A	Object Free Area (O.F.A.)
	ILS-glide Slope Antenna & Critical Area
	ILS-localizer Antenna & Critical Area
	Fuel Dispensing Location
N/A	Airport Reference Point (A.R.P.)
	Runway End Identifier Light (REIL)
	Threshold Lights
	Precision Approach Path Indicator (PAPI)
	Airport Rotating Beacon
	Wind Cone
	Wind Cone And Segmented Circle
	Ground Contours
	Lakes Ponds Or Streams

U.S. Department of Transportation
Federal Aviation Administration

Approved _____ Director
Date _____

Blue Grass Airport
LEXINGTON, KENTUCKY

Approved _____ Executive Director
Date _____

On behalf of Crawford, Murphy & Tilly Inc., this Airport Layout Plan (ALP) was prepared for Blue Grass Airport Lexington, Ky. 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 the submittal. The ALP conforms with FAA design standards, except as noted.

Item	Runway			
	4	22	9	27
Runway Safety Area Width	500'	500'	150'	150'
Runway Safety Area Length Prior to Landing Threshold	600'	600'	300'	300'
Runway Safety Length Beyond Runway End	1000'	1000'	300'	300'
Runway Object Free Area Width	800'	800'	500'	500'
Runway Object Free Area Length Beyond Runway End	1000'	1000'	300'	300'

Part 77 Surfaces Per § 77.17/19	
Runway End	Civil Airport Approach Surfaces
4	1,000' x 16,000' x 50,000'
22	1,000' x 16,000' x 50,000'
9	500' x 3,500' x 10,000'
27	500' x 3,500' x 10,000'

General Notes

1.) Base Map was developed using photogrammetric mapping dated March 2012, an aerial photo dated June 2012, and the previous Airport Layout Plan Approved March 6, 2009.

2.) The Building Restriction Line encompasses the Runway Protection Zone, the Runway/Taxiway Object Free Area, navaid critical areas, and airport areas with less than 35' clearance under the FAR Part 77 Surfaces.

3.) Runway Object Free Zone (OFZ) - 400' Wide on Runway 4-22 & Runway 9-27. No Known OFZ Penetrations Identified

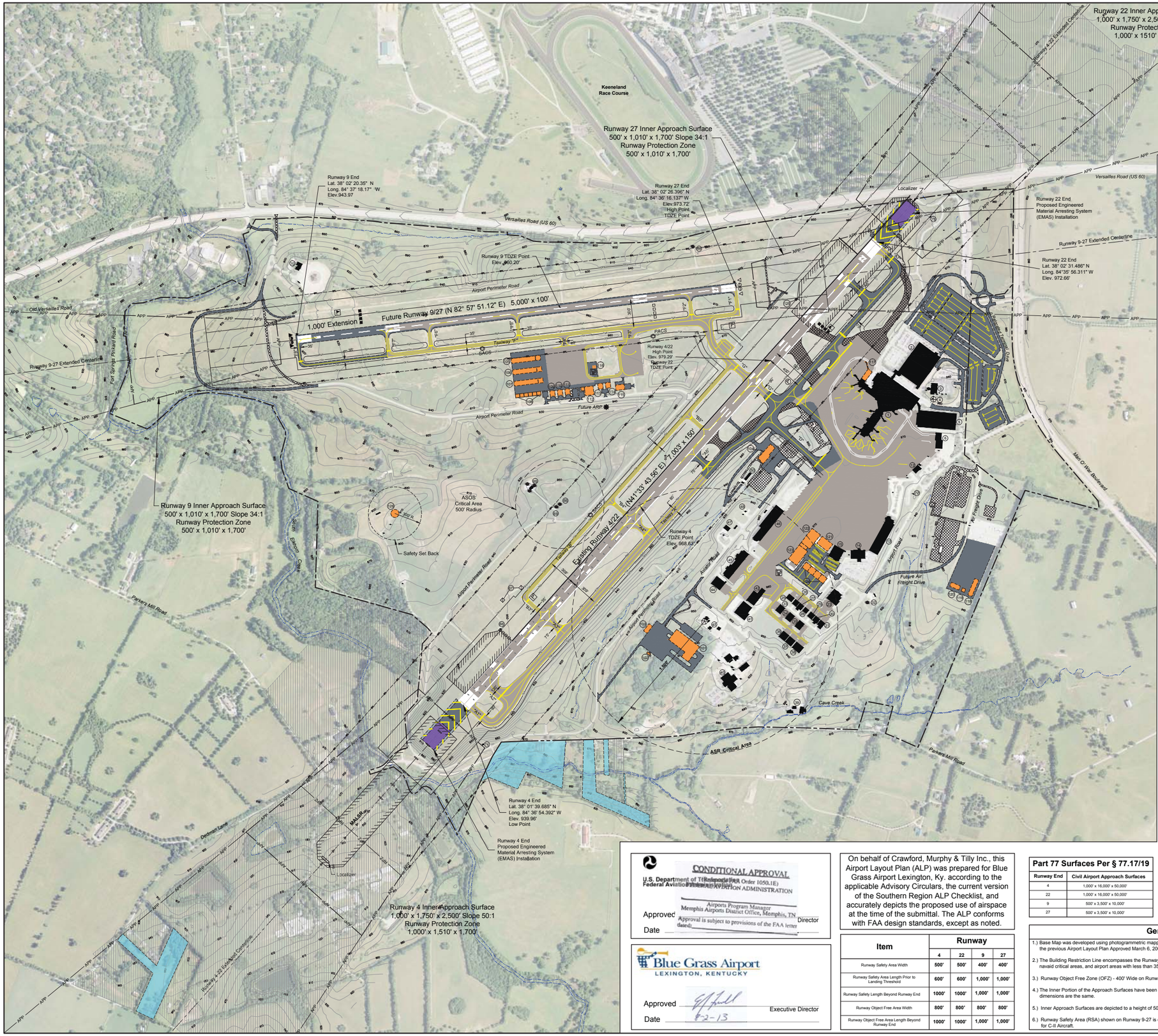
4.) The Inner Portion of the Approach Surfaces have been shown to supersede the Runway Protection Zones where their dimensions are the same.

5.) Inner Approach Surfaces are depicted to a height of 50' above the runway end elevation.

REVISIONS		
NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA



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CONSULTING ENGINEERS
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Rockford, Illinois
Peoria, Illinois
St. Louis, Missouri
Chicago, Illinois
Edwardsville, Illinois
Springfield, Missouri
Indianapolis, Indiana
Columbus, Ohio

Blue Grass Airport
LEXINGTON, KENTUCKY

Future Airport Layout Drawing

BUILDINGS/FACILITIES		
ID#	DESCRIPTION	MSL
1	BGA TERMINAL	1,014.8
2	PARKING STRUCTURE	1,020.3
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65	RTR	962.7
66	ASOS	953.4
67	RVR (RUNWAY 4)	952.0
68	GLIDE SLOPE ANTENNA (RUNWAY 4)	958.0
69	SAWS	953.2
70	ARFF TRAINING FACILITY	934.5
72	GLYCOL BUILDING	962.0
73	FAA BUILDING	959.5
74	FAA BUILDING	873.2
101	SNOW REMOVAL EQUIPMENT (SRE)	958.0' ±
102	ABOVE GROUND FUEL TANKS	953.0' ±
103	MATERIAL STORAGE	947.0' ±
104	AIRCRAFT RESCUE & FIREFIGHTING (ARFF)	998.0' ±
105	T-HANGAR	976.0' ±
106	T-HANGAR	976.0' ±
107	T-HANGAR	976.0' ±
108	EXECUTIVE HANGARS	976.0' ±
109	CORPORATE HANGAR	980.0' ±
110	CORPORATE HANGAR	980.0' ±
111	CORPORATE HANGAR	981.0' ±
112	COMMUNITY HANGAR	990.0' ±
113	CORPORATE HANGAR	981.0' ±
114	CORPORATE HANGAR	982.0' ±
115	CORPORATE HANGAR	984.0' ±
116	ABOVE GROUND FUEL TANKS	970.0' ±
117	TERMINAL BUILDING EXPANSION/FIS FACILITY	1001.0' ±
118	RENTAL CAR - MAINTENANCE BUILDING	985.0' ±
119	RENTAL CAR - FUELING LOCATION	985.0' ±
120	RENTAL CAR - WASHING FACILITY	985.0' ±
121	CORPORATE HANGAR	1002.0' ±
122	CORPORATE HANGAR	1002.0' ±
123	CORPORATE HANGAR	1002.0' ±
124	EXECUTIVE HANGARS	990.0' ±
125	RUNWAY 22 GLIDESLOPE	974.0' ±
126	AIR TRAFFIC CONTROL TOWER	1160.0' ±

CONDITIONAL APPROVAL
(Reference FAA Order 1050.1E)
FEDERAL AVIATION ADMINISTRATION
Airports Program Manager
Memphis Airports District Office, Memphis, TN
Approval is subject to provisions of the FAA letter dated: 8-8-2013

NORTH
0 400 800
Scale in Feet
Declination 5° 30' 35" W (12/31/2014)
Rate of Change: 4.6' per Year

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\LEXINGTON\ALP UPDATE\2012 FULL ALP\SHEETS
FILE: 03 Future Airport Layout Drawing
LAYOUT: 03 Future Airport Layout Drawing
UPDATE BY: Ryan Johnson
SURVEY BOOK:
DATE: 8/30/2013 11:36 AM
XREF DWG:

Legend

Existing	Future	Description
		Airport Property Line
N/A		Parcels To Be Disposed
APP	APP	Far Part 77 Surface
RPZ	RPZ	Runway Protection Zone (R.P.Z.)
		Airfield Pavement
N/A		Airfield Pavement Removal
		Airport Buildings
N/A		Airport Buildings Removal
		Avigation Easement
N/A		Building Restriction Line (B.R.L.)
N/A		Runway Safety Area (R.S.A.)
N/A		Taxiway Safety Area (T.S.A.)
N/A		Object Free Area (O.F.A.)
		ILS-glide Slope Antenna & Critical Area
		ILS-localizer Antenna & Critical Area
		Fuel Dispensing Location
N/A		Airport Reference Point (A.R.P.)
		Runway End Identifier Light (REIL)
		Threshold Lights
		Precision Approach Path Indicator (PAPI)
	N/A	Airport Rotating Beacon
		Wind Cone
	N/A	Wind Cone And Segmented Circle
	N/A	Ground Contours
	N/A	Lakes Ponds Or Streams

CONDITIONAL APPROVAL
U.S. Department of Transportation
Federal Aviation Administration
(Reference FAA Order 1050.1E)
FEDERAL AVIATION ADMINISTRATION
Airports Program Manager
Memphis Airports District Office, Memphis, TN
Approval is subject to provisions of the FAA letter dated:
Approved _____ Director
Date _____

Blue Grass Airport
LEXINGTON, KENTUCKY
Approved _____ Executive Director
Date 8-2-13

On behalf of Crawford, Murphy & Tilly Inc., this Airport Layout Plan (ALP) was prepared for Blue Grass Airport Lexington, Ky. 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 the submittal. The ALP conforms with FAA design standards, except as noted.

Item	Runway 4	Runway 22	Runway 9	Runway 27
Runway Safety Area Width	500'	500'	400'	400'
Runway Safety Area Length Prior to Landing Threshold	600'	600'	1,000'	1,000'
Runway Safety Length Beyond Runway End	1000'	1000'	1,000'	1,000'
Runway Object Free Area Width	800'	800'	800'	800'
Runway Object Free Area Length Beyond Runway End	1000'	1000'	1,000'	1,000'

Part 77 Surfaces Per § 77.17/19

Runway End	Civil Airport Approach Surfaces
4	1,000' x 16,000' x 50,000'
22	1,000' x 16,000' x 50,000'
9	500' x 3,500' x 10,000'
27	500' x 3,500' x 10,000'

General Notes

1.) Base Map was developed using photogrammetric mapping dated March 2012, an aerial photo dated June 2012, and the previous Airport Layout Plan Approved March 6, 2009.

2.) The Building Restriction Line encompasses the Runway Protection Zone, the Runway/Taxiway Object Free Area, navaid critical areas, and airport areas with less than 35' clearance under the FAR Part 77 Surfaces.

3.) Runway Object Free Zone (OFZ) - 400' Wide on Runway 4-22 & Runway 9-27. No Known OFZ Penetrations Identified

4.) The Inner Portion of the Approach Surfaces have been shown to supersede the Runway Protection Zones where their dimensions are the same.

5.) Inner Approach Surfaces are depicted to a height of 50' above the runway end elevation.

6.) Runway Safety Area (RSA) shown on Runway 9-27 is depicted at a 400' width in accordance with Design Standards for C-II Aircraft.

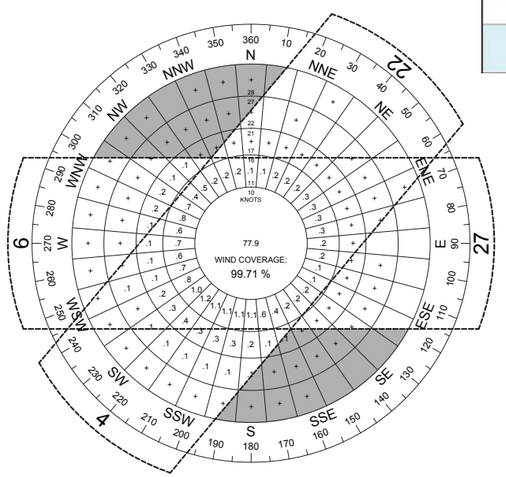
REVISIONS

NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	*4/2/2013*
JOB No:	*1100129*

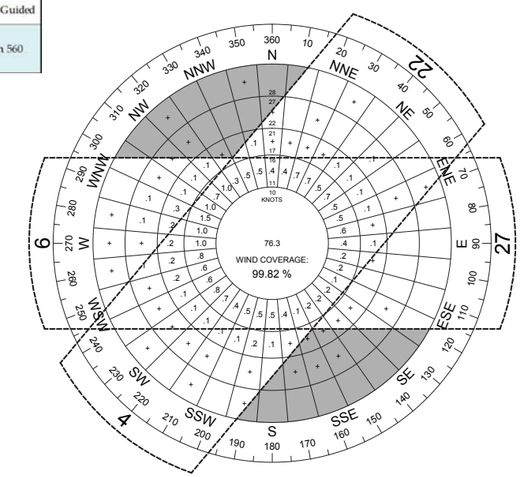
FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA

Runway Data	Runway 04		Runway 22		Runway 09		Runway 27	
	Existing	Future	Existing	Future	Existing	Future	Existing	Future
Approach Category and Design Group	C/D-III	C/D-III	C/D-III	C/D-III	B-II	C-II	B-II	C-II
Runway (Length/Width)	7,003' x 150'	7,003' x 150'	7,003' x 150'	7,003' x 150'	4,000' x 75'	5,000' x 100'	4,000' x 75'	5,000' x 100'
Touchdown Zone Elevation (TDZE)	968.63'	968.63'	979.29'	979.29'	966.62'	960.20'	973.72'	973.72'
Approach Use Type	Precision	Precision	Precision	Precision	Non-Precision	Non-Precision	Non-Precision	Non-Precision
Approach Surface (Slope)	50:1	50:1	50:1	50:1	34:1	34:1	34:1	34:1
Visibility Minimums	3/4-Mile	3/4-Mile	1-Mile	1-Mile	1-Mile	1-Mile	1-Mile	1-Mile
Runway Pavement Material	Asphalt	Asphalt	Asphalt	Asphalt	PCC	PCC	PCC	PCC
Pavement Design Strength	SW: 140,000 lbs. DW: 169,000 lbs. DT: 275,000 lbs.	SW: 140,000 lbs. DW: 169,000 lbs. DT: 275,000 lbs.	SW: 140,000 lbs. DW: 169,000 lbs. DT: 275,000 lbs.	SW: 140,000 lbs. DW: 169,000 lbs. DT: 275,000 lbs.	SW: 30,000 lbs.	SW: 30,000 lbs.	SW: 30,000 lbs.	SW: 30,000 lbs.
Runway Lighting	HIRL	HIRL	HIRL	HIRL	MIRL	MIRL	MIRL	MIRL
Runway Markings	Precision	Precision	Precision	Precision	Non-Precision	Non-Precision	Non-Precision	Non-Precision
Taxiway Lighting	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL
Taxiway Width	75'	75'	75'	75'	35'	35'	35'	35'
Electronic Aids	ILS/GPS	ILS/GPS	ILS/GPS	ILS/GPS	GPS	GPS	GPS	GPS
Visual Aids	PAPI/MALSR	PAPI/MALSR	PAPI/REIL	PAPI/REIL	PAPI/REIL	PAPI/REIL	PAPI/REIL	PAPI/REIL
Runway Safety Area (Length/Width)	9,003' x 500'	9,003' x 500'	9,003' x 500'	9,003' x 500'	4,600' x 150'	7,000' x 400'	4,600' x 150'	7,000' x 400'
Object Free Area (Length/Width)	9,003' x 800'	9,003' x 800'	9,003' x 800'	9,003' x 800'	4,600' x 500'	7,000' x 800'	4,600' x 500'	7,000' x 800'
Runway Obstacle Free Zone (Length/Width)	7,403' x 400'	7,403' x 400'	7,403' x 400'	7,403' x 400'	4,400' x 400'	5,400' x 400'	4,400' x 400'	5,400' x 400'
Runway Gradient	+0.46%	+0.46%	-0.46%	-0.46%	+0.59%	+0.60%	-0.59%	-0.60%
Aeronautical Survey Type	Vertically Guided	Vertically Guided	Vertically Guided	Vertically Guided	Vertically Guided	Vertically Guided	Vertically Guided	Vertically Guided
Critical Aircraft	McDonald Douglas MD-80 Series	Boeing 737-700W/800W	McDonald Douglas MD-80 Series	Boeing 737-700W/800W	King Air 350	Citation 560	King Air 350	Citation 560



ALL WEATHER WIND ROSE

Runway Safety Area (RSA) Deviations & Modification To Design Standards (MTDS)			
Runway	Object	Deviation	FAA Approval
Runway 4-22	Runway Safety Area (RSA)	Encroached by Versailles Road, Parkers Mill Road, Etc.	**RSA Study Completed & FAA Determination Issued 2/6/2013** Previous Correspondence (Airspace Case: 92-MEM-179-NRA & FAA Letter Dated 23-Aug-01)
Runway 4-22	Runway Safety Area (RSA)	Grading Standards	**RSA Study Completed & FAA Determination Issued 2/6/2013** Previous Correspondence (Airspace Case: 92-MEM-179-NRA & FAA Letter Dated 23-Aug-01)
Runway 4-22	Taxiway A	<400' Runway Separation	Airspace Case: (To be Provided by ADO)
Runway 27	Runway 22 Glideslope	Penetration to Threshold Siting Surface	Airspace Case: 2005-ASO-451-NRA (Runway 9-27 ALP Airspace Case: 2008-ASO-914-NRA)
Runway 9-27 (Future)	Service Road (North Side)	Runway Object Free Area (ROFA)	Modification To Design Standard To Be Requested At Appropriate Time of Project Implementation
Runway 9-27 (Future)	Airport Access Road (From Versailles Road)	Runway Object Free Area (ROFA)	Modification To Design Standard To Be Requested At Appropriate Time of Project Implementation



IFR WIND ROSE

All-Weather Wind Coverage Table			
Runway	Cross Wind Component		
	10.5-Knots	13-Knots	16-Knots
Runway 4-22	92.38%	95.92%	98.75%
Runway 9-27	89.12%	93.65%	97.64%
Combined	97.12%	98.97%	99.71%

Note: All-Weather Wind Analysis Based on 93,044 Records Provided by National Climatic Data Center for Lexington, KY (Blue Grass Airport): 2002-2012

Threshold Siting Surface Penetrations
Runway 22 Glideslope (Airspace Case: 2005-ASO-451-NRA) Runway 9-27 ALP (Airspace Case: 2008-ASO-914-NRA)

Runway Obstacle Free Zone Penetrations
No Obstacle Free Zone Penetrations Identified

IFR Wind Coverage Table			
Runway	Cross Wind Component		
	10.5-Knots	13-Knots	16-Knots
Runway 4-22	89.73%	94.46%	98.48%
Runway 9-27	91.35%	95.60%	98.86%
Combined	97.14%	99.16%	99.82%

Note: IFR Wind Analysis Based on 7,700 Records Provided by National Climatic Data Center for Lexington, KY (Blue Grass Airport): 2002-2012

Existing Runway End Coordinates & Elevations			
Runway End	Latitude (N)	Longitude (W)	Elevation (MSL)
4	38° 01' 39.685"	84° 36' 54.392"	939.96'
22	38° 02' 31.486"	84° 35' 56.311"	972.66'
9	38° 02' 21.556"	84° 37' 05.760"	950.14'
27	38° 02' 26.396"	84° 36' 16.137"	973.72'

Note: Runway Coordinates & Elevations Obtained Through Field Surveys (AGIS -18 Standards) - April 20.

Future Runway End Coordinates & Elevations			
Runway End	Latitude (N)	Longitude (W)	Elevation (MSL)
4	38° 01' 39.685"	84° 36' 54.392"	939.96'
22	38° 02' 31.486"	84° 35' 56.311"	972.66'
9	38° 02' 20.350"	84° 37' 18.170"	943.97'
27	38° 02' 26.396"	84° 36' 16.137"	973.72'

Note: Runway Coordinates & Elevations Obtained Through Field Surveys (AGIS -18 Standards) - April 2012

Future Runway 9 Coordinates Calculated by CMT, Inc. & Proposed Elevation Based on Design

Airport Data			
		Existing	Future
Airport Elevation		979.29'	979.29'
Airport Reference Point	Latitude	38° 02' 12.27"	38° 02' 13.00"
	Longitude	84° 36' 31.02"	84° 36' 34.43"
Airport Electronic Aids		ILS/GPS/NDB Beacon/ASOS	ILS/GPS/NDB Beacon/ASOS
Mean Max. Tempature		86°	86°
Airport Reference Code		C/D-III	C/D-IV

FAA - Declared Distances Data Table								
Item	Runway 04		Runway 22		Runway 09		Runway 27	
	Existing	Future	Existing	Future	Existing	Future	Existing	Future
Takeoff Run Available (TORA)	7,003'	7,003'	7,003'	7,003'	4,000'	5,000'	4,000'	5,000'
Takeoff Distance Available (TODA)	7,003'	7,003'	7,003'	7,003'	4,000'	5,000'	4,000'	5,000'
Accelerate Stop Distance Available (ASDA)	7,003'	7,003'	7,003'	7,003'	4,000'	5,000'	4,000'	5,000'
Landing Distance Available (LDA)	6,603'	7,003'	6,603'	7,003'	4,000'	5,000'	4,000'	5,000'

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Aurora, Illinois
Rockford, Illinois
Peoria, Illinois
St. Louis, Missouri
Chicago, Illinois
Edwardsville, Illinois
Springfield, Missouri
Indianapolis, Indiana
Columbus, Ohio

Blue Grass Airport
LEXINGTON, KENTUCKY

Data Tables

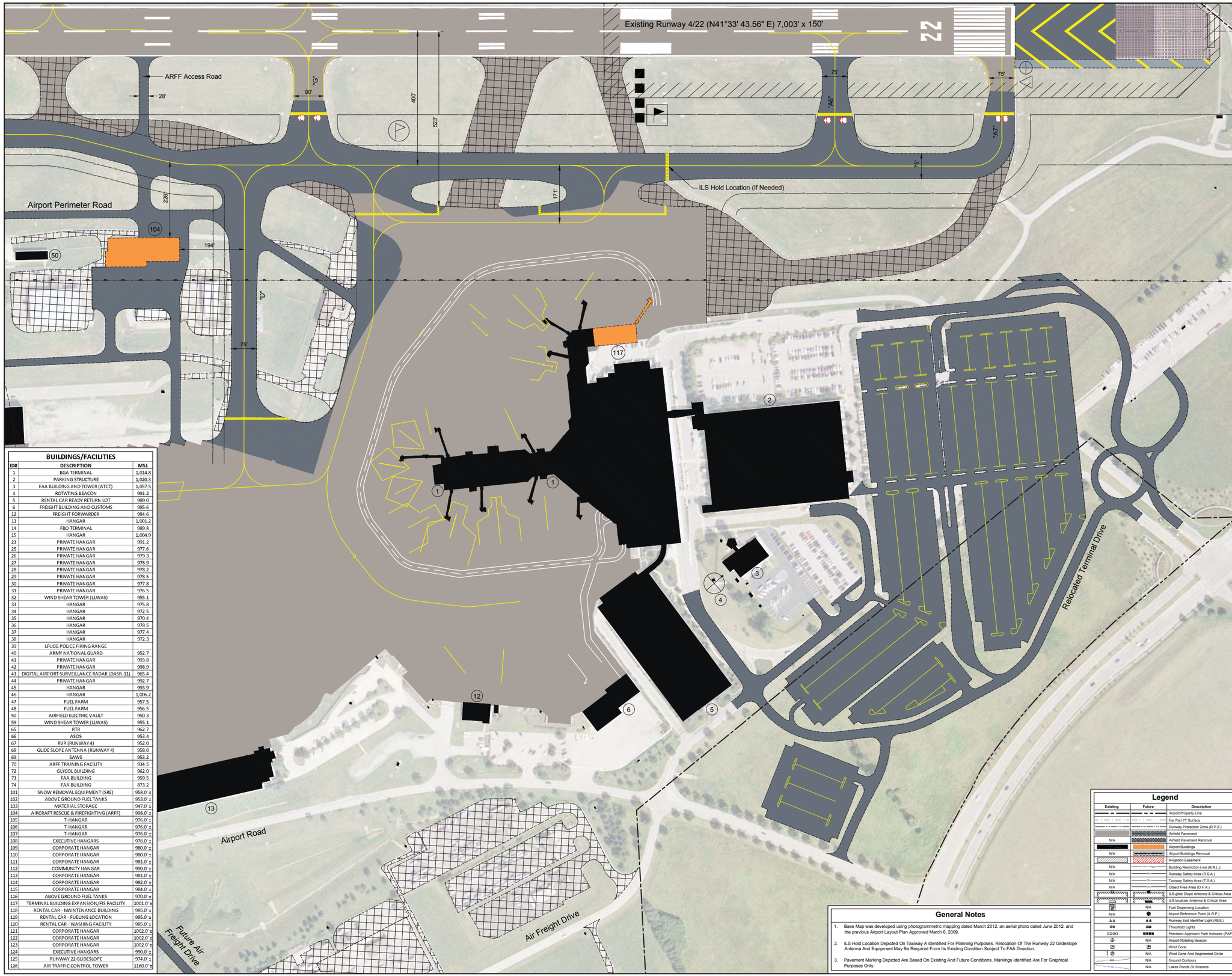
0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\Lexington\ALP Update\2012 Full ALP\Sheets
FILE: 04 Data Tables
LAYOUT: 04 Data Tables
UPDATE BY: Ryan Johnson
SURVEY BOOK #
DATE: 4/20/13 9:50 AM
XREF DWG:

REVISIONS		
NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA



BUILDINGS/FACILITIES		
ID#	DESCRIPTION	MSL
1	BGA TERMINAL	1,014.8
2	PARKING STRUCTURE	1,020.3
3	FAA BUILDING AND TOWER (ATCT)	1,057.5
4	ROTATING BEACON	991.2
5	RENTAL CAR READY RETURN LOT	989.0
6	FREIGHT BUILDING AND CUSTOMS	985.6
12	FREIGHT FORWARDER	984.6
13	HANGAR	1,001.2
14	FBO TERMINAL	989.8
15	HANGAR	1,004.9
23	PRIVATE HANGAR	991.2
25	PRIVATE HANGAR	977.6
26	PRIVATE HANGAR	979.3
27	PRIVATE HANGAR	978.9
28	PRIVATE HANGAR	978.2
29	PRIVATE HANGAR	978.5
30	PRIVATE HANGAR	977.8
31	PRIVATE HANGAR	976.5
32	WIND SHEAR TOWER (LLWAS)	955.1
33	HANGAR	975.8
34	HANGAR	972.5
35	HANGAR	970.4
36	HANGAR	978.5
37	HANGAR	977.4
38	HANGAR	972.3
39	LFUCG POLICE FIRING RANGE	
40	ARMY NATIONAL GUARD	952.7
41	PRIVATE HANGAR	993.8
42	PRIVATE HANGAR	998.9
43	DIGITAL AIRPORT SURVEILLANCE RADAR (DASR-11)	965.4
44	PRIVATE HANGAR	992.7
45	HANGAR	993.9
46	HANGAR	1,006.2
47	FUEL FARM	957.5
48	FUEL FARM	956.5
50	AIRFIELD ELECTRIC VAULT	950.3
59	WIND SHEAR TOWER (LLWAS)	955.1
65	RTR	962.7
66	ASOS	953.4
67	RVR (RUNWAY 4)	952.0
68	GLIDE SLOPE ANTENNA (RUNWAY 4)	958.0
69	SAWS	953.2
70	ARFF TRAINING FACILITY	934.5
72	GLYCOL BUILDING	962.0
73	FAA BUILDING	959.5
74	FAA BUILDING	873.2
101	SNOW REMOVAL EQUIPMENT (SRE)	958.0' ±
102	ABOVE GROUND FUEL TANKS	953.0' ±
103	MATERIAL STORAGE	947.0' ±
104	AIRCRAFT RESCUE & FIREFIGHTING (ARFF)	998.0' ±
105	T-HANGAR	976.0' ±
106	T-HANGAR	976.0' ±
107	T-HANGAR	976.0' ±
108	EXECUTIVE HANGARS	976.0' ±
109	CORPORATE HANGAR	980.0' ±
110	CORPORATE HANGAR	980.0' ±
111	CORPORATE HANGAR	981.0' ±
112	COMMUNITY HANGAR	990.0' ±
113	CORPORATE HANGAR	981.0' ±
114	CORPORATE HANGAR	982.0' ±
115	CORPORATE HANGAR	984.0' ±
116	ABOVE GROUND FUEL TANKS	970.0' ±
117	TERMINAL BUILDING EXPANSION/FIS FACILITY	1001.0' ±
118	RENTAL CAR - MAINTENANCE BUILDING	985.0' ±
119	RENTAL CAR - FUELING LOCATION	985.0' ±
120	RENTAL CAR - WASHING FACILITY	985.0' ±
121	CORPORATE HANGAR	1002.0' ±
122	CORPORATE HANGAR	1002.0' ±
123	CORPORATE HANGAR	1002.0' ±
124	EXECUTIVE HANGARS	990.0' ±
125	RUNWAY 22 GLIDESLOPE	974.0' ±
126	AIR TRAFFIC CONTROL TOWER	1160.0' ±

General Notes

1. Base Map was developed using photogrammetric mapping dated March 2012, an aerial photo dated June 2012, and the previous Airport Layout Plan Approved March 6, 2009.
2. ILS Hold Location Depicted On Taxiway A Identified For Planning Purposes. Relocation Of The Runway 22 Glideslope Antenna And Equipment May Be Required From Its Existing Condition Subject To FAA Direction.
3. Pavement Marking Depicted Are Based On Existing And Future Conditions. Markings Identified Are For Graphical Purposes Only.

Legend

Existing	Future	Description
		Airport Property Line
		Far Part 77 Surface
		Runway Protection Zone (R.P.Z.)
		Airfield Pavement
N/A		Airfield Pavement Removal
		Airport Buildings
N/A		Airport Buildings Removal
		Avigation Easement
N/A		Building Restriction Line (B.R.L.)
N/A		Runway Safety Area (R.S.A.)
N/A		Taxiway Safety Area (T.S.A.)
N/A		Object Free Area (O.F.A.)
		ILS-glide Slope Antenna & Critical Area
		ILS-localizer Antenna & Critical Area
	N/A	Fuel Dispensing Location
N/A		Airport Reference Point (A.R.P.)
		Runway End Identifier Light (REIL)
		Threshold Lights
		Precision Approach Path Indicator (PAPI)
	N/A	Airport Rotating Beacon
		Wind Cone
	N/A	Wind Cone And Segmented Circle
	N/A	Ground Contours
	N/A	Lakes Ponds Or Streams

CMT
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Springfield, Illinois
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Chicago, Illinois
Edwardsville, Illinois
Springfield, Missouri
Indianapolis, Indiana
Columbus, Ohio

Blue Grass Airport
LEXINGTON, KENTUCKY

Terminal Area-Passenger Terminal

NORTH
0 100 200
Scale in Feet

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\Lexington\ALP Update\2012 Fv3 ALP\Drawings
FILE: 05 Terminal Area-Passenger Terminal
LAYOUT: 05 Terminal Area-Passenger Terminal
UPDATE BY: Douglas Gregory
SURVEY BOOK #
DATE: 4/30/13 9:27 AM
XREF DWG:

REVISIONS		
NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA

BUILDINGS/FACILITIES		
ID#	DESCRIPTION	MSL
1	BGA TERMINAL	1,014.8
2	PARKING STRUCTURE	1,020.3
3	FAA BUILDING AND TOWER (ATCT)	1,057.5
4	ROTATING BEACON	991.2
5	RENTAL CAR READY RETURN LOT	989.0
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12	FREIGHT FORWARDER	984.6
13	HANGAR	1,001.2
14	FBO TERMINAL	989.8
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72	GLYCOL BUILDING	962.0
73	FAA BUILDING	959.5
74	FAA BUILDING	873.2
101	SNOW REMOVAL EQUIPMENT (SRE)	958.0 ±
102	ABOVE GROUND FUEL TANKS	953.0 ±
103	MATERIAL STORAGE	947.0 ±
104	AIRCRAFT RESCUE & FIREFIGHTING (ARFF)	998.0 ±
105	T-HANGAR	976.0 ±
106	T-HANGAR	976.0 ±
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108	EXECUTIVE HANGARS	976.0 ±
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114	CORPORATE HANGAR	982.0 ±
115	CORPORATE HANGAR	984.0 ±
116	ABOVE GROUND FUEL TANKS	970.0 ±
117	TERMINAL BUILDING EXPANSION/FIS FACILITY	1001.0 ±
118	RENTAL CAR - MAINTENANCE BUILDING	985.0 ±
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124	EXECUTIVE HANGARS	990.0 ±
125	RUNWAY 22 GLIDESLOPE	974.0 ±
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Legend

Existing	Future	Description
		Airport Property Line
		Far Part 77 Surface
		Runway Protection Zone (RLP.Z.)
		Airfield Pavement
N/A		Airfield Pavement Removal
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N/A		Airport Buildings Removal
		Avigation Easement
N/A		Building Restriction Line (B.R.L.)
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N/A		Object Free Area (O.F.A.)
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		ILS-localizer Antenna & Critical Area
	N/A	Fuel Dispensing Location
N/A		Airport Reference Point (A.R.P.)
		Runway End Identifier Light (REIL)
		Threshold Lights
		Precision Approach Path Indicator (PAPI)
	N/A	Airport Rotating Beacon
		Wind Cone
	N/A	Wind Cone And Segmented Circle
	N/A	Ground Contours
	N/A	Lakes Ponds Or Streams

General Notes

1. Base Map was developed using photogrammetric mapping dated March 2012, an aerial photo dated June 2012, and the previous Airport Layout Plan Approved March 6, 2009.
2. Pavement Marking Depicted Are Based On Existing And Future Conditions. Markings Identified Are For Graphical Purposes Only.

CMT
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Peoria, Illinois
St. Louis, Missouri
Chicago, Illinois
Edwardsville, Illinois
Springfield, Missouri
Indianapolis, Indiana
Columbus, Ohio

Blue Grass Airport
LEXINGTON, KENTUCKY

Terminal Area- East General Aviation

NORTH
0 100 200
Scale in Feet

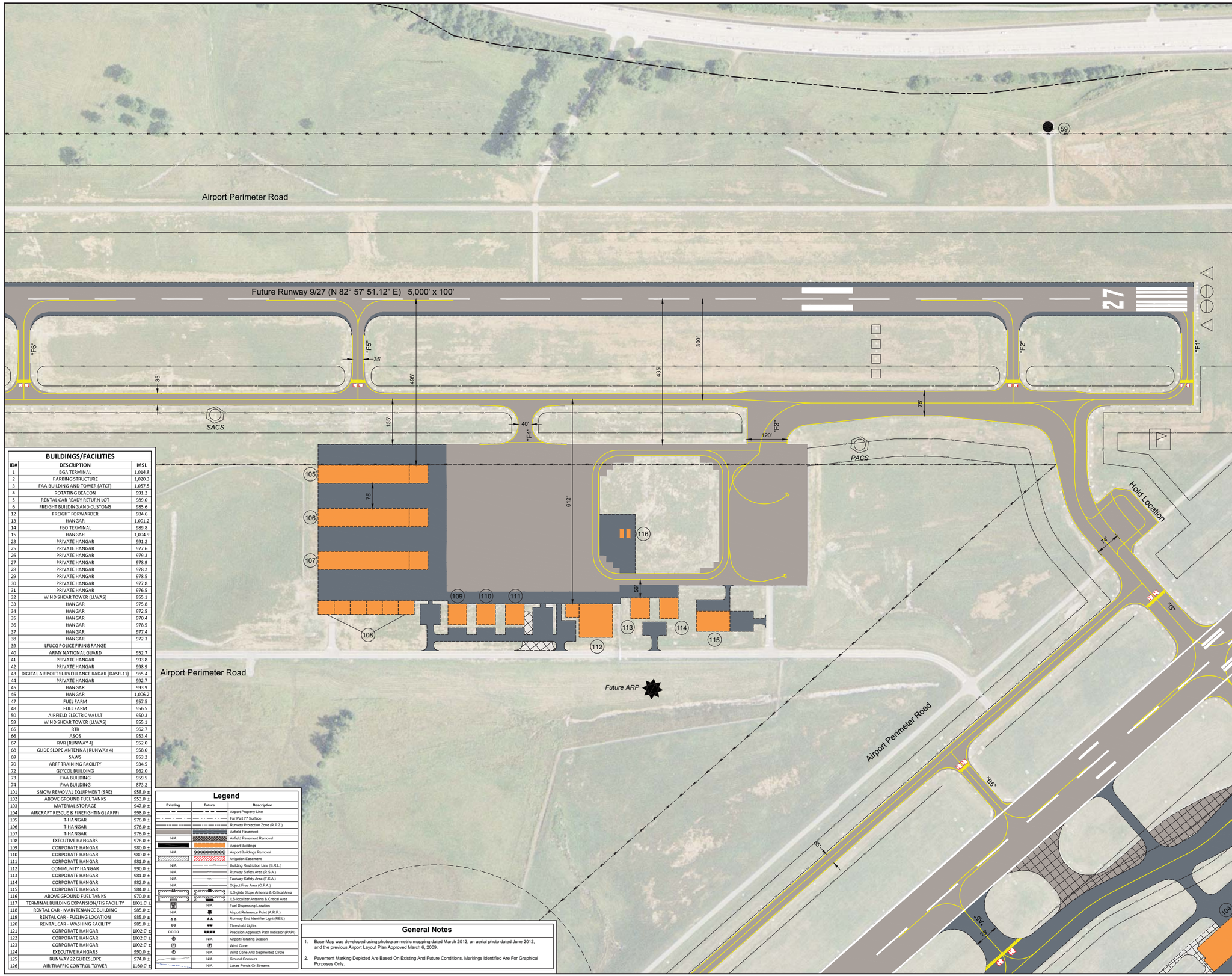
0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\Lexington\ALP Update\2012 Fs4 ALP\Sheets
FILE: 06 Terminal Area-East General Aviation
LAYOUT: 06 Terminal Area-East General Aviation
UPDATE BY: Douglas Gregory
SURVEY BOOK #
DATE: 4/30/2013 9:36 AM
XREF DWG:

REVISIONS		
NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA



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48	FUEL FARM	956.5
50	AIRFIELD ELECTRIC VAULT	950.3
59	WIND SHEAR TOWER (LLWAS)	955.1
65	RTR	962.7
66	ASOS	953.4
67	RVR (RUNWAY 4)	952.0
68	GLIDE SLOPE ANTENNA (RUNWAY 4)	958.0
69	SAWS	953.2
70	ARFF TRAINING FACILITY	934.5
72	GLYCOL BUILDING	962.0
73	FAA BUILDING	959.5
74	FAA BUILDING	873.2
101	SNOW REMOVAL EQUIPMENT (SRE)	958.0' ±
102	ABOVE GROUND FUEL TANKS	953.0' ±
103	MATERIAL STORAGE	947.0' ±
104	AIRCRAFT RESCUE & FIREFIGHTING (ARFF)	998.0' ±
105	T-HANGAR	976.0' ±
106	T-HANGAR	976.0' ±
107	T-HANGAR	976.0' ±
108	EXECUTIVE HANGARS	976.0' ±
109	CORPORATE HANGAR	980.0' ±
110	CORPORATE HANGAR	980.0' ±
111	CORPORATE HANGAR	981.0' ±
112	COMMUNITY HANGAR	990.0' ±
113	CORPORATE HANGAR	981.0' ±
114	CORPORATE HANGAR	982.0' ±
115	CORPORATE HANGAR	984.0' ±
116	ABOVE GROUND FUEL TANKS	970.0' ±
117	TERMINAL BUILDING EXPANSION/FIS FACILITY	1001.0' ±
118	RENTAL CAR - MAINTENANCE BUILDING	985.0' ±
119	RENTAL CAR - FUELING LOCATION	985.0' ±
120	RENTAL CAR - WASHING FACILITY	985.0' ±
121	CORPORATE HANGAR	1002.0' ±
122	CORPORATE HANGAR	1002.0' ±
123	CORPORATE HANGAR	1002.0' ±
124	EXECUTIVE HANGARS	990.0' ±
125	RUNWAY 22 GLIDESLOPE	974.0' ±
126	AIR TRAFFIC CONTROL TOWER	1160.0' ±

Legend

Existing	Future	Description
		Airport Property Line
		Far Part 77 Surface
		Runway Protection Zone (R.P.Z.)
		Airfield Pavement
N/A		Airfield Pavement Removal
		Airport Buildings
N/A		Airport Buildings Removal
		Avigation Easement
N/A		Building Restriction Line (B.R.L.)
N/A		Runway Safety Area (R.S.A.)
N/A		Taxiway Safety Area (T.S.A.)
N/A		Object Free Area (O.F.A.)
		ILS-glide Slope Antenna & Critical Area
		ILS-localizer Antenna & Critical Area
	N/A	Fuel Dispensing Location
N/A		Airport Reference Point (A.R.P.)
		Runway End Identifier Light (REIL)
		Threshold Lights
		Precision Approach Path Indicator (PAPI)
	N/A	Airport Rotating Beacon
		Wind Cone
	N/A	Wind Cone And Segmented Circle
	N/A	Ground Contours
	N/A	Lakes Ponds Or Streams

General Notes

1. Base Map was developed using photogrammetric mapping dated March 2012, an aerial photo dated June 2012, and the previous Airport Layout Plan Approved March 6, 2009.
2. Pavement Marking Depicted Are Based On Existing And Future Conditions. Markings Identified Are For Graphical Purposes Only.

Blue Grass Airport
LEXINGTON, KENTUCKY

Terminal Area- West General Aviation

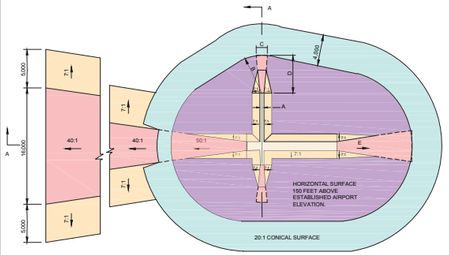
0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\Lexington\ALP Update\2012 Fy8 ALP\Sheets
FILE: 07 Terminal Area-West General Aviation
LAYOUT: 07 Terminal Area-West General Aviation
UPDATE BY: Douglas Gregory
SURVEY BOOK #:
DATE: 4/3/2013 9:56 AM
XREF DWG:

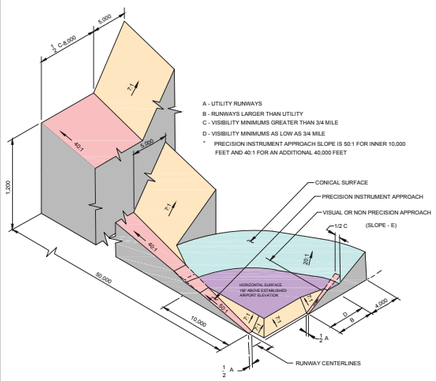
REVISIONS		
NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B C	B D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*



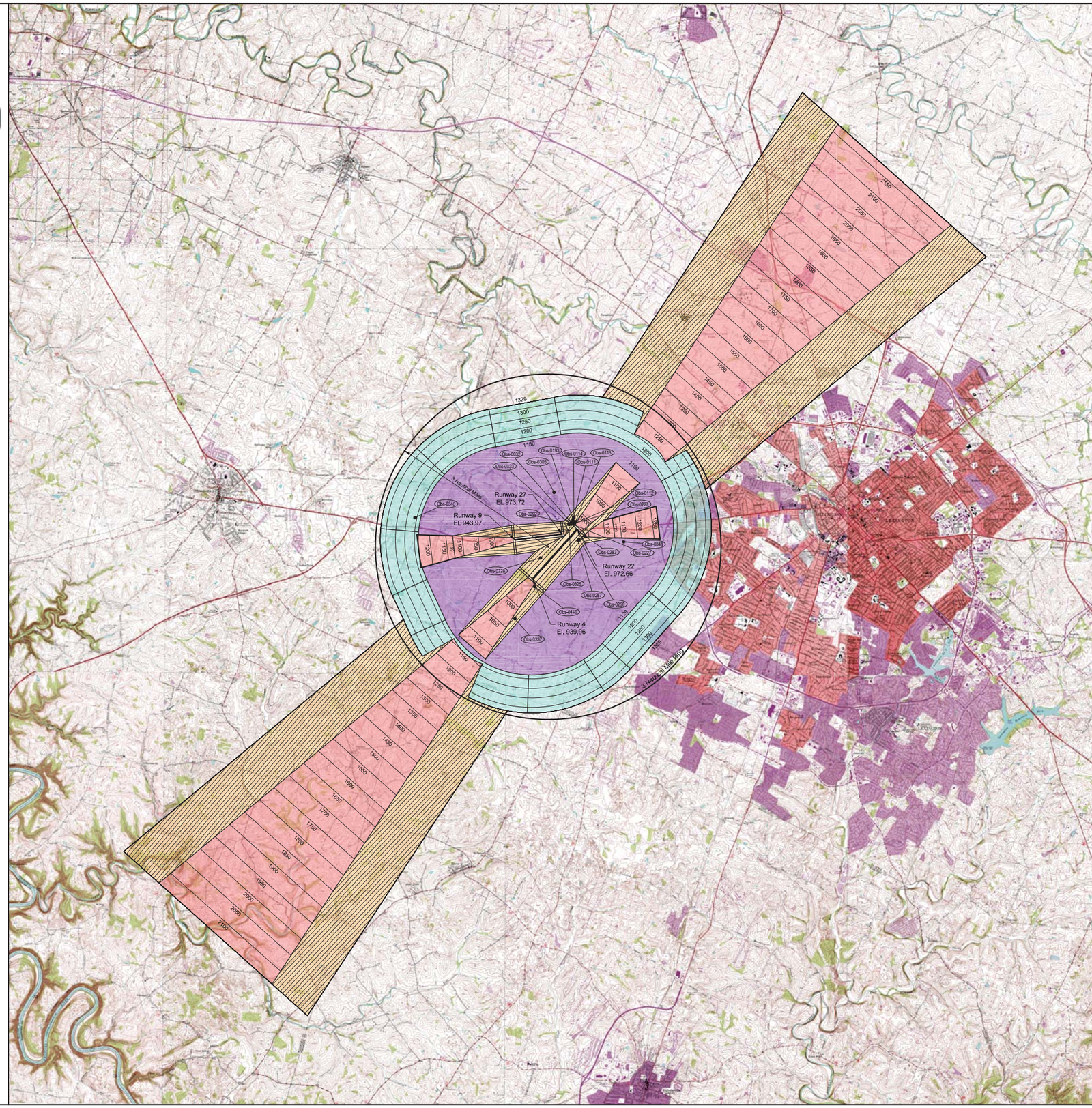
ISOMETRIC VIEW OF SECTION A - A
77.25 CIVIL AIRPORT IMAGINARY SURFACES

General Notes

1. Obstacles identified from 2012 aerial mapping, collected in accordance with AC 150/5300-18B standards are numbered starting with (Obs-001) according to the GIS database created for the FAA AGIS.
2. Road points were created and developed for the analysis of FAR Part 77 Surfaces from the USGS maps and the 2012 aerial mapping
3. Road elevations are estimated and include a 15 foot (Public road) or a 17 foot (Interstate) clearance per FAR Part 77 Obstruction Standard
4. Digital Obstruction Points (DOF) were acquired through the FAA web site with an effective date of December 10, 2012 DOF objects identified by (21-____)
5. Manmade objects located within 25' vertically of the Part 77 Surface were identified for informational purposes.
6. Airport Navaids and Signage not identified as these objects are fixed by function.
7. See Inner Approach Profile sheets for information regarding objects located in close proximity to the Runways (sheets #11-16).
8. Base map taken from the following U.S.G.S. 7.5 minute quadrangle maps:

Lexington East, Ky. 1965 Revised 1993	Georgetown, Ky. 1965 Revised 1993
Lexington West, Ky. 1965 Revised 1993	Midway, Ky. 1954 Photo revised 1978
Nicholasville, Ky. 1965 Revised 1993	Frankfort East, Ky. 1996
Keene, Ky. 1952Photo revised 1978	Versailles, Ky. 1965 Photo Revised 1978
Salvisa, Ky. 1967 Photo Revised 1976	Tyrone, Ky. 1967
Centerville, Ky. 1954 Photo Revised 1978	Coletown, Ky. 1965 Revised 1993

Object ID	Description	Object Elevation (MSL)	Part 77 Analysis (Future)		Disposition
			Surface Penetration	Penetration/ Clearance	
OBS-0032	Trees	1,037.22'	1,030.23'	7.01'	To Be Studied
OBS-0033	Trees	1,020.83'	1,028.06'	-7.23'	No Action
OBS-0111	Trees	1,049.94'	1,025.90'	24.04'	To Be Studied
OBS-0112	Trees	1,010.89'	987.07'	23.82'	To Be Studied
OBS-0113	Trees	1,009.32'	993.41'	15.91'	To Be Studied
OBS-0114	Trees	1,056.95'	1,057.31'	-0.36'	No Action
OBS-0149	Trees	964.56'	970.09'	-5.52'	No Action
OBS-0193	Trees	1,052.81'	1,048.34'	4.47'	To Be Studied
OBS-0227	Power Transmission Pole	1,008.65'	1,024.95'	-16.30'	No Action
OBS-0228	Power Transmission Pole	984.29'	1,002.07'	-17.78'	No Action
OBS-0235	Power Transmission Pole	1,021.23'	1,043.83'	-22.61'	No Action
OBS-0237	Power Transmission Pole	992.52'	995.62'	-3.05'	No Action
OBS-0257	Poke	1,014.98'	1,020.03'	-5.05'	No Action
OBS-0258	Pole	1,014.79'	1,021.52'	-6.73'	No Action
OBS-0283	Pole	1,015.92'	1,038.10'	-22.18'	No Action
OBS-0292	Catenary	1,019.22'	1,042.72'	-23.50'	No Action
OBS-0305	Water Tower	1,111.72'	1,129.00'	-17.28'	Previously StudiedSame Location as 21-00018Z
OBS-0337	Antenna	1,072.79'	1,060.97'	16.82'	Previously StudiedSame Location as 21-00016Z
OBS-0341	Communication Tower	1,106.89'	1,129.00'	-22.11'	No Action
OBS-0346	Communication Tower	1,214.74'	1,359.56'	55.18'	To Be Studied



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Blue Grass Airport
LEXINGTON, KENTUCKY

Part 77 Sheet

NORTH
0 4000 8000
Scale in Feet

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\Lexington\ALP Update\2012 Fcl\ALP\Sheets
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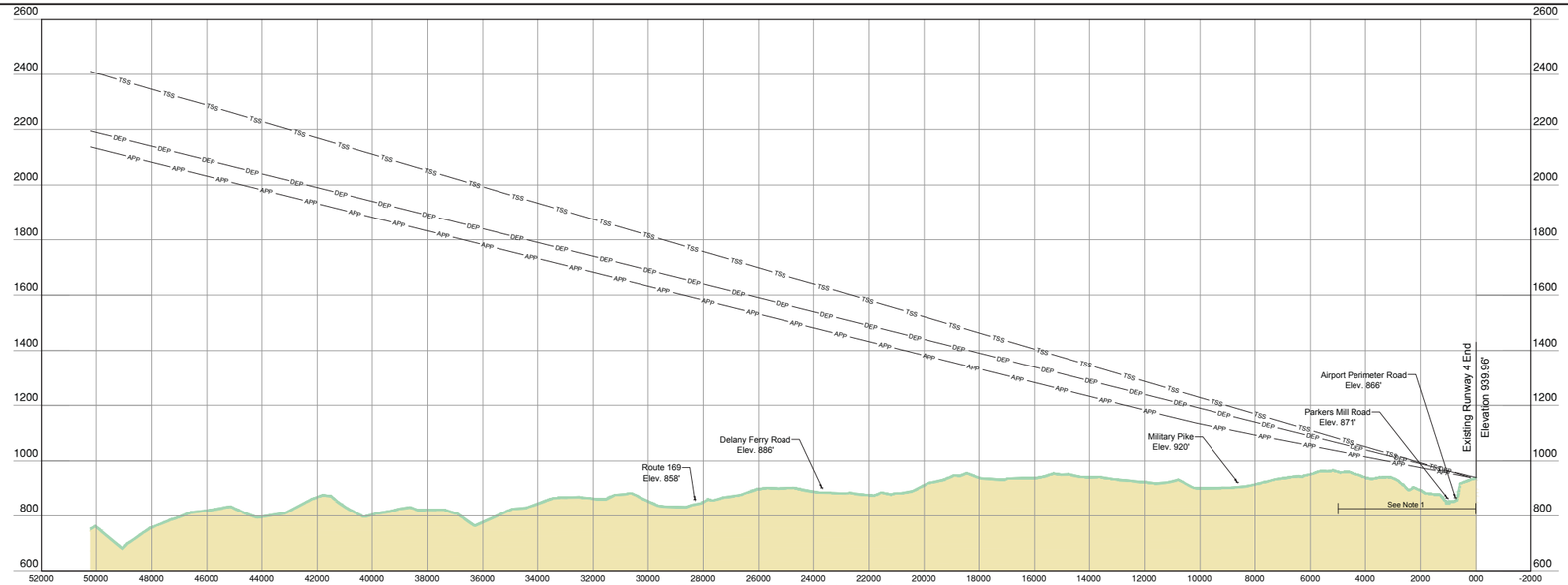
LAYOUT: 08 Part 77 Sheet
UPDATE BY: Douglas Gregory
SURVEY BOOK #
DATE: 4/30/2013 10:28 AM
XREF DWG:

REVISIONS

NO.	BY	DATE

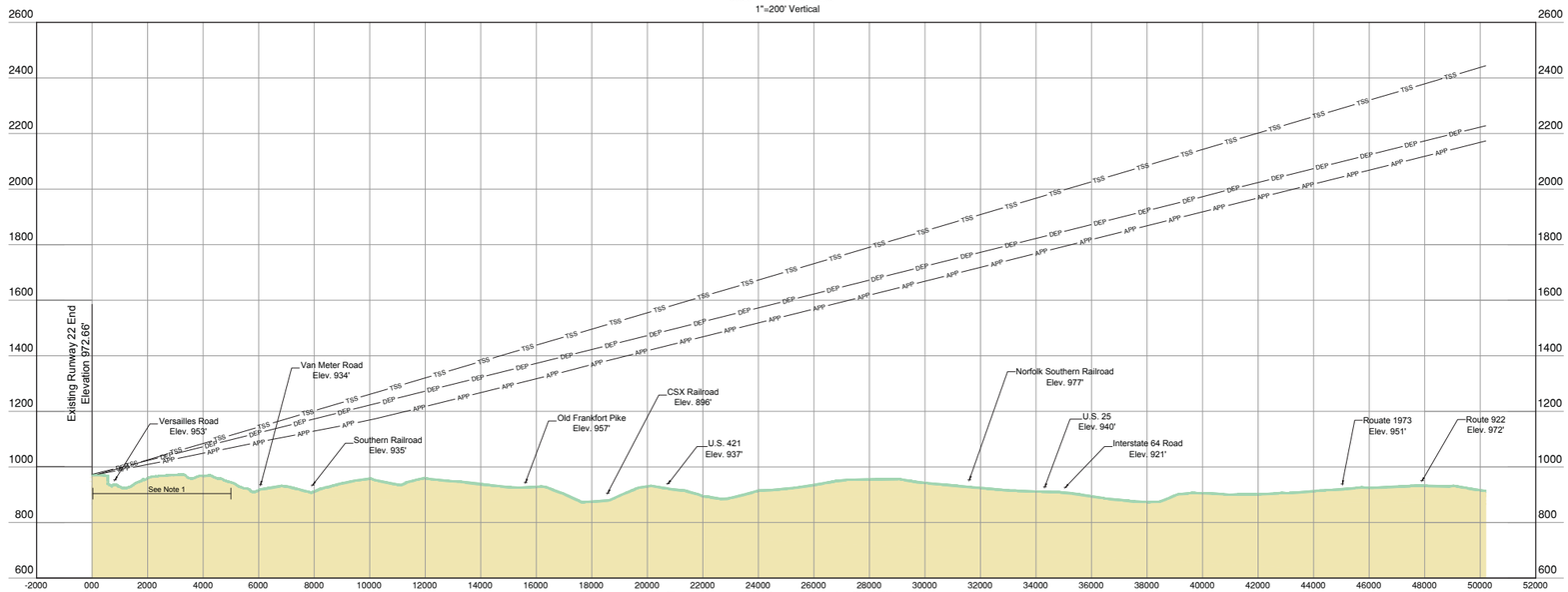
DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA



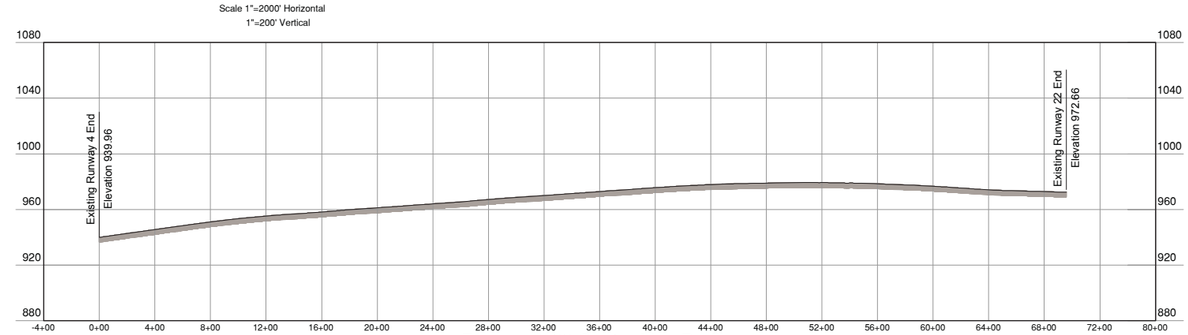
Runway 4 Approach Profile

Scale 1"=2000' Horizontal
1"=200' Vertical



Runway 22 Approach Profile

Scale 1"=2000' Horizontal
1"=200' Vertical



Runway 4-22 Center Line Profile

Scale 1"=400' Horizontal
1"=40' Vertical

General Notes

1. See Inner Approach Profile Sheets For Information On Objects Located In Close Proximity, 0 to 5,000' From The Runway End (Sheets #11-16).
2. Road Elevations Are Estimated And Include A 15 Foot (Public Road), A 17 Foot (Interstate), Or A 23 Foot (Railroad) Clearance Per FAR Part 77 Obstruction Standard
3. Digital Obstruction Points (DOF) Were Acquired Through The FAA Web Site With An Effective Date Of December 10, 2012 DOF objects identified by (21-____)
4. Airport Navaids And Signage Not Identified As These Objects Are Fixed By Function.
5. Runway Profile Developed Off Of Field Survey Data Collected In Accordance With AC 150/5300-18B Standards.
6. Ground Profile Along Centerline Collected From Aerial Mapping And Digital Elevation Models Available To The Public. Ground Profiles Beyond Aerial Mapping Limits Are Depicted For Planning Purposes.

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LEXINGTON, KENTUCKY

Runway 4-22 Approach & Runway Profile

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\Lexington\ALP Update\2012 Fs\8 ALP\Sheets
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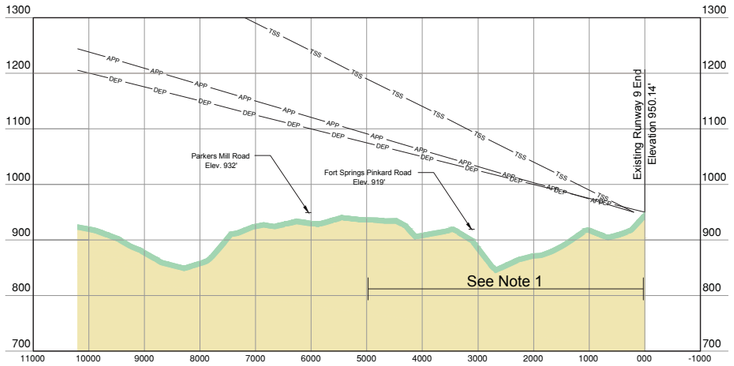
LAYOUT: 09 Runway 4-22 Approach & Runway Profile
UPDATE BY: Douglas Gregory
SURVEY BOOK #
DATE: 4/2/2013 10:28 AM
XREF DWG:

REVISIONS

NO.	BY	DATE

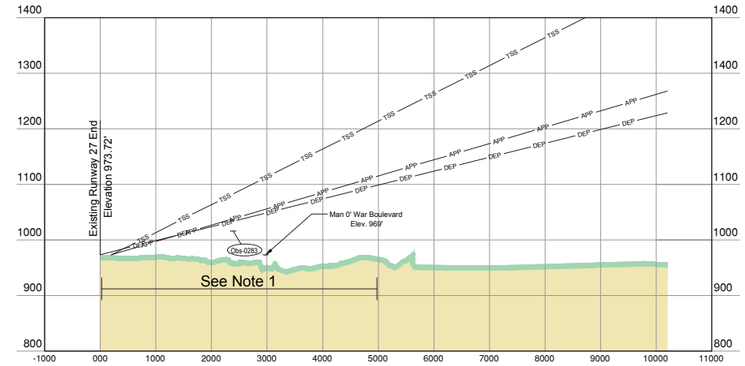
DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	*4/2/2013*
JOB No:	*1100129*

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA



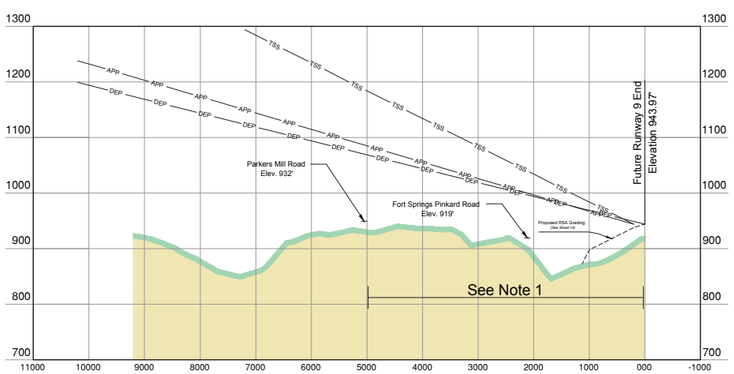
Runway 9 Approach Profile (Existing)

Scale 1"=1000' Horizontal
1"=100' Vertical



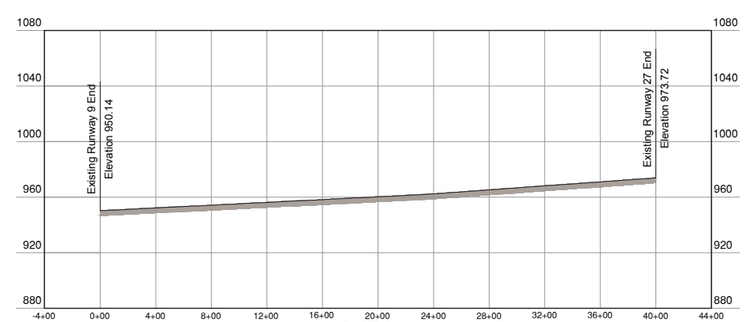
Runway 27 Approach Profile (Existing/Future)

Scale 1"=1000' Horizontal
1"=100' Vertical



Runway 9 Approach Profile (Future)

Scale 1"=1000' Horizontal
1"=100' Vertical



Runway 9-27 Center Line Profile

Scale 1"=400' Horizontal
1"=40' Vertical

General Notes

1. See Inner Approach Profile Sheets For Information On Objects Located In Close Proximity, 0 to 5,000' From The Runway End (Sheets #11-16).
2. Road Elevations Are Estimated And Include A 15 Foot (Public Road) Or A 17 Foot (Interstate) Clearance Per FAR Part 77 Obstruction Standard
3. Digital Obstruction Points (DOF) Were Acquired Through The FAA Web Site With An Effective Date Of December 10, 2012 DOF objects identified by (21,___)
4. Airport Navaids And Signage Not Identified As These Objects Are Fixed By Function.
5. Runway Profile Developed Off Of Field Survey Data Collected In Accordance With AC 150/5300-18B Standards.
6. Ground Profile Along Centerline Collected From Aerial Mapping And Digital Elevation Models Available To The Public. Ground Profiles Beyond Aerial Mapping Limits Are Depicted For Planning Purposes.

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Blue Grass Airport
LEXINGTON, KENTUCKY

Runway 9-27 Approach & Runway Profile

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\Lexington\ALP Update\2012 Fcll ALP\Sheets
FILE: 10 Runway 9-27 Approach & Runway Profile (2)
LAYOUT: 10 Runway 9-27 Approach & Runway Profile (2)
UPDATE BY: Douglas Gregory
SURVEY BOOK #
DATE: 1/20/2011/46 AM
XREF DWG:

REVISIONS

NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

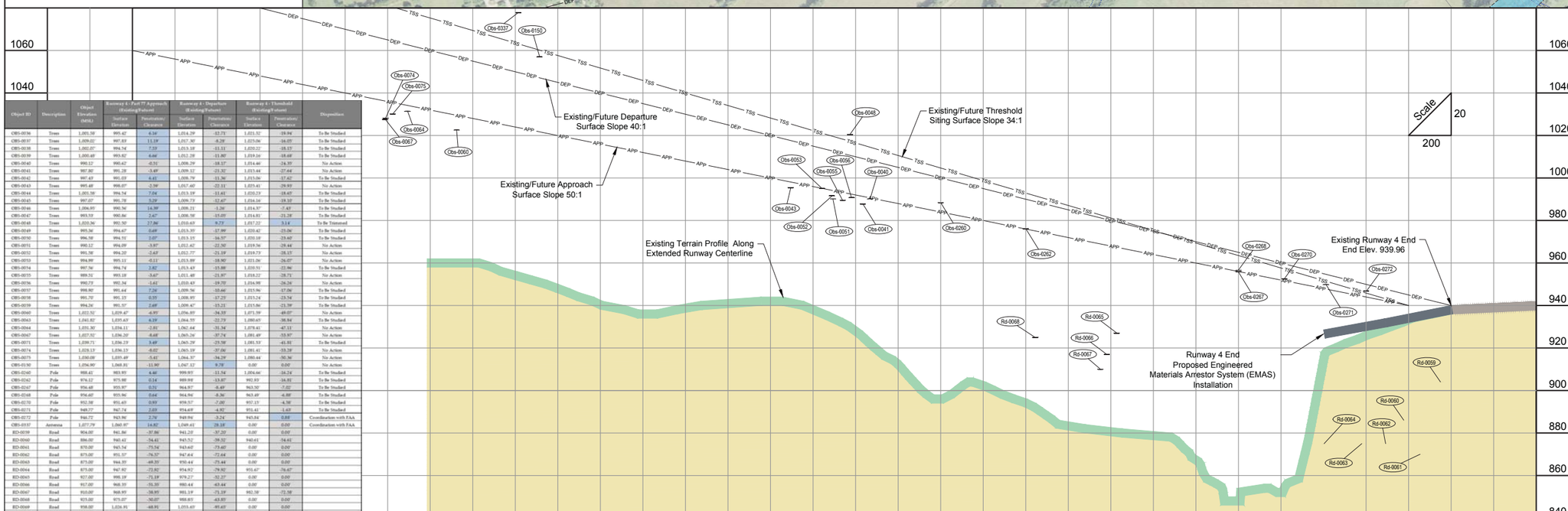
FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA

Legend

Existing	Future	Description
		Airport Property Line
N/A		Parcels To Be Disposed
APP	APP	FAR Part 77 Surface
RPZ	RPZ	Runway Protection Zone (R.P.Z.)
TSS	TSS	Threshold Siting Surface
DEP	DEP	Departure Surface
		Airfield Pavement
		Airport Buildings
		Runway Safety Area (R.S.A.)
		Taxiway Safety Area (T.S.A.)
		Object Free Area (O.F.A.)
∆ ∆	▲▲	Runway End Identifier Light (REIL)
⊖⊖	⊖⊖	Threshold Lights
920	N/A	Ground Contours
	N/A	Lakes Ponds Or Streams

General Notes

1. Base map was developed using photogrammetric mapping dated (March) 2012, and aerial photo dated (June)2012, and the previous Airport Layout Plan approved March 6, 2009.
2. Obstacles identified from 2012 aerial mapping, collected in accordance with AC 150/5300-18B standards are numbered starting with (Obs-001) according to the GIS database created for the FAA AGIS.
3. The road points were created and depicted for the analysis of FAR Part 77 surfaces from the 2012 aerial imagery at 3" pixel resolution, and are numbered starting with (Rd-0001).
4. Road elevations are estimated and include a 15 foot (public road) or a 10 foot (service road) clearance per FAR Part 77 Obstruction standards.
5. The inner approach surface drawing is depicted to a height of 100' above the runway end elevation. See sheet 8, the Airport Airspace Drawing for a complete depiction of Part 77 surfaces.
6. The inner portion of the approach surfaces have been shown to supersede Runway Protection Zones where their dimensions are the same.
7. Runway 4 was evaluated utilizing AC 150/5300-13A Table 3-2, Criteria #7 (Existing/Future).
8. Airport Threshold Siting Surface Penetrations to be mitigated by Airport.
9. Trees within 10' of the Part 77 Surface, are identified for planning purposes.



Object ID	Description	Object Elevation (MSL)	Runway 4 - Part 77 Approach (Existing/Future) Surface Elevation	Penetration/ Clearance	Runway 4 - Departure (Existing/Future) Surface Elevation	Penetration/ Clearance	Runway 4 - Threshold (Existing/Future) Surface Elevation	Penetration/ Clearance	Disposition
OBS-0036	Trees	1,001.50'	995.42'	6.16'	1,014.29'	-12.71'	1,021.52'	-19.94'	To Be Studied
OBS-0037	Trees	1,009.02'	997.83'	11.19'	1,017.30'	-8.28'	1,023.06'	-14.05'	To Be Studied
OBS-0038	Trees	1,002.07'	994.54'	7.53'	1,013.18'	-11.11'	1,020.22'	-18.15'	To Be Studied
OBS-0039	Trees	1,000.48'	993.82'	6.66'	1,012.28'	-11.80'	1,019.16'	-18.68'	To Be Studied
OBS-0040	Trees	990.12'	990.42'	-0.31'	1,008.29'	-18.17'	1,014.46'	-24.35'	No Action
OBS-0041	Trees	987.80'	991.28'	-3.48'	1,009.12'	-21.32'	1,015.44'	-27.64'	No Action
OBS-0042	Trees	997.43'	991.03'	6.41'	1,008.79'	-11.36'	1,015.06'	-17.63'	To Be Studied
OBS-0043	Trees	995.48'	998.07'	-2.59'	1,017.60'	-22.11'	1,023.41'	-29.93'	No Action
OBS-0044	Trees	1,001.58'	994.54'	7.04'	1,013.19'	-11.61'	1,020.23'	-18.65'	To Be Studied
OBS-0045	Trees	997.07'	991.78'	5.29'	1,009.73'	-12.67'	1,016.16'	-19.10'	To Be Studied
OBS-0046	Trees	1,006.95'	990.56'	16.39'	1,008.21'	-1.26'	1,014.37'	-7.42'	To Be Studied
OBS-0047	Trees	993.53'	990.86'	2.67'	1,008.58'	-15.05'	1,014.81'	-21.28'	To Be Studied
OBS-0048	Trees	1,020.36'	992.50'	27.86'	1,010.63'	9.73'	1,017.22'	3.14'	To Be Trimmed
OBS-0049	Trees	995.36'	994.67'	0.69'	1,013.35'	-17.99'	1,020.42'	-25.06'	To Be Studied
OBS-0050	Trees	996.58'	994.51'	2.07'	1,013.15'	-16.57'	1,020.18'	-23.60'	To Be Studied
OBS-0051	Trees	990.12'	994.09'	-3.97'	1,011.42'	-21.30'	1,018.56'	-28.44'	No Action
OBS-0052	Trees	991.58'	994.20'	-2.62'	1,012.77'	-21.19'	1,019.73'	-28.15'	No Action
OBS-0053	Trees	994.89'	995.11'	-0.11'	1,013.89'	-18.90'	1,021.06'	-26.07'	No Action
OBS-0054	Trees	997.56'	994.74'	2.82'	1,013.43'	-15.88'	1,020.51'	-22.96'	To Be Studied
OBS-0055	Trees	989.31'	993.18'	-3.87'	1,011.48'	-21.87'	1,018.22'	-28.71'	No Action
OBS-0056	Trees	990.73'	992.34'	-1.61'	1,010.43'	-19.70'	1,016.98'	-26.26'	No Action
OBS-0057	Trees	998.80'	991.64'	7.16'	1,009.56'	-10.66'	1,015.96'	-17.06'	To Be Studied
OBS-0058	Trees	991.70'	991.15'	0.55'	1,008.95'	-17.25'	1,015.24'	-23.54'	To Be Studied
OBS-0059	Trees	994.26'	991.57'	2.69'	1,009.47'	-15.21'	1,015.86'	-21.59'	To Be Studied
OBS-0060	Trees	1,022.52'	1,029.47'	-6.95'	1,056.85'	-34.33'	1,071.59'	-49.07'	No Action
OBS-0063	Trees	1,041.82'	1,035.63'	6.19'	1,064.55'	-22.73'	1,080.65'	-38.84'	To Be Studied
OBS-0064	Trees	1,031.30'	1,034.11'	-2.81'	1,062.64'	-31.34'	1,078.41'	-47.11'	No Action
OBS-0067	Trees	1,027.52'	1,036.20'	-8.68'	1,065.26'	-37.74'	1,081.49'	-53.97'	No Action
OBS-0071	Trees	1,039.71'	1,036.23'	3.48'	1,065.28'	-25.58'	1,081.53'	-41.82'	To Be Studied
OBS-0074	Trees	1,028.13'	1,036.13'	-8.02'	1,065.19'	-37.06'	1,081.41'	-53.28'	No Action
OBS-0075	Trees	1,030.08'	1,035.49'	-5.41'	1,064.37'	-34.29'	1,080.44'	-50.36'	No Action
OBS-0150	Trees	1,056.90'	1,068.81'	-11.90'	1,047.12'	9.78'	0.00'	0.00'	No Action
OBS-0260	Pole	988.41'	983.95'	4.46'	999.95'	-11.54'	1,004.66'	-16.24'	To Be Studied
OBS-0262	Pole	976.12'	975.98'	0.14'	989.98'	-13.87'	992.93'	-16.81'	To Be Studied
OBS-0267	Pole	956.48'	955.87'	0.51'	964.97'	-8.49'	963.30'	-7.02'	To Be Studied
OBS-0268	Pole	974.40'	955.96'	0.64'	964.96'	-8.36'	963.49'	-6.88'	To Be Studied
OBS-0270	Pole	952.38'	951.63'	0.93'	959.57'	-7.00'	957.13'	-4.38'	To Be Studied
OBS-0271	Pole	949.77'	947.74'	2.03'	954.69'	-4.92'	951.41'	-1.63'	To Be Studied
OBS-0272	Pole	946.72'	943.96'	2.76'	949.96'	-3.24'	945.84'	0.88'	Coordination with FAA
OBS-0337	Antenna	1,077.79'	1,060.87'	16.92'	1,049.61'	28.18'	0.00'	0.00'	Coordination with FAA
RD-0059	Road	904.00'	941.86'	-37.86'	941.20'	-37.20'	0.00'	0.00'	
RD-0060	Road	886.00'	940.41'	-54.41'	945.52'	-59.52'	940.61'	-54.61'	
RD-0061	Road	870.00'	945.74'	-75.74'	943.60'	-73.60'	0.00'	0.00'	
RD-0062	Road	875.00'	951.57'	-76.57'	947.64'	-72.64'	0.00'	0.00'	
RD-0063	Road	875.00'	944.35'	-69.35'	950.44'	-75.44'	0.00'	0.00'	
RD-0064	Road	875.00'	947.82'	-72.82'	954.92'	-79.92'	951.67'	-76.67'	
RD-0065	Road	827.00'	998.19'	-71.19'	979.27'	-52.27'	0.00'	0.00'	
RD-0066	Road	917.00'	968.35'	-51.35'	980.44'	-63.44'	0.00'	0.00'	
RD-0067	Road	910.00'	968.95'	-58.95'	981.19'	-71.19'	982.38'	-72.38'	
RD-0068	Road	925.00'	975.07'	-50.07'	988.65'	-63.65'	0.00'	0.00'	
RD-0069	Road	958.00'	1,026.91'	-68.91'	1,053.65'	-95.65'	0.00'	0.00'	
RD-0100	Road	978.00'	1,036.42'	-58.42'	1,065.34'	-87.34'	1,081.82'	-103.82'	

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Columbus, Ohio

Blue Grass Airport
LEXINGTON, KENTUCKY

Inner Approach Profile– Runway 4 (Existing-Future)

NORTH

0 200 400
Scale in Feet

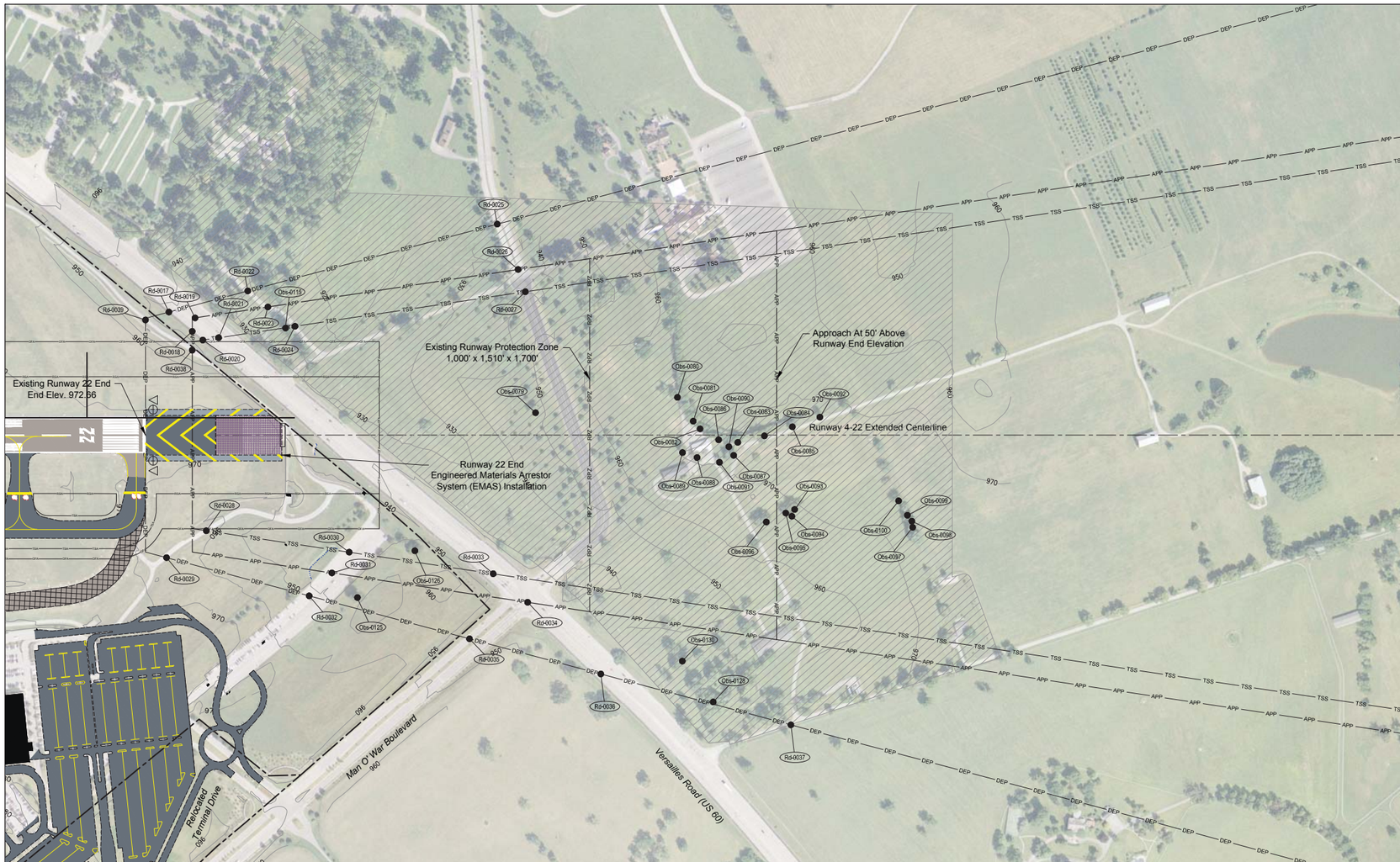
0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

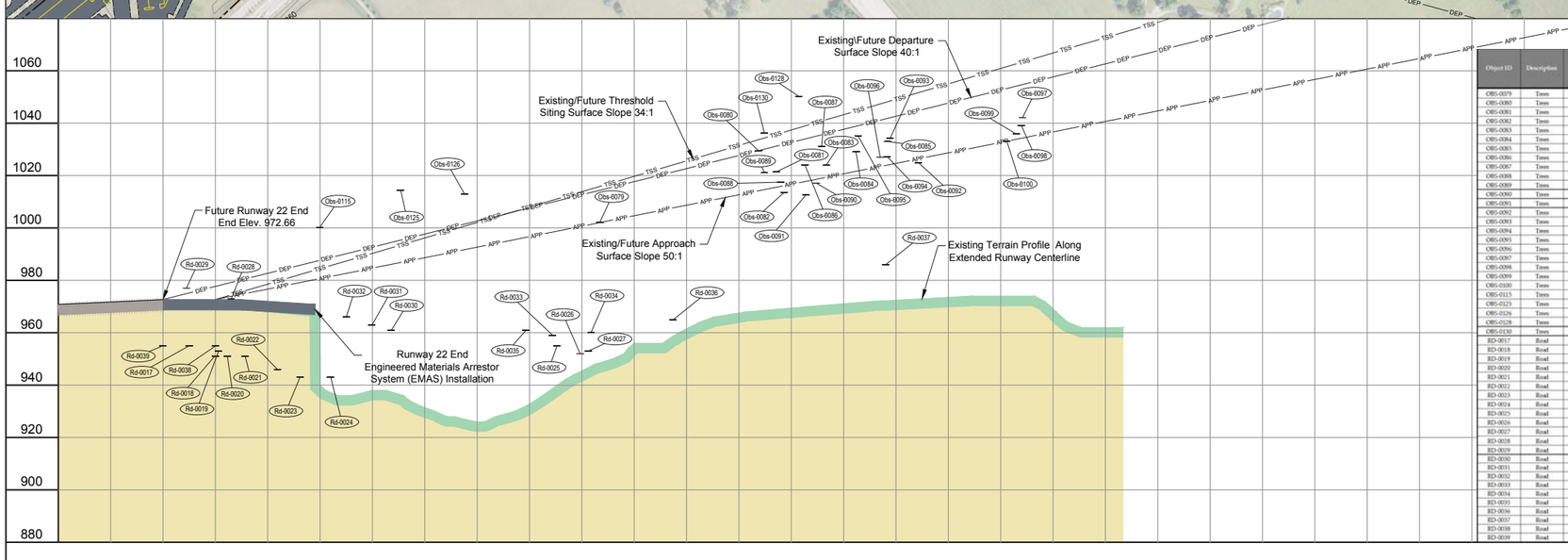
K:\Lexington\ALP Update\2012 FAB ALP\Sheets
FILE: 11 Inner Approach Profile-Runway 4 (Existing-Future)
LAYOUT: 11 Inner Approach Profile-Runway 4 (Existing-Future)
UPDATE BY: Ryan Johnson
SURVEY BOOK #
DATE: 7/30/2012 2:16 PM
XREF DWG:

REVISIONS		
NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA





Legend

Existing	Future	Description
		Airport Property Line
APP	APP	FAR Part 77 Surface
RPZ	RPZ	Runway Protection Zone (R.P.Z.)
TSS	TSS	Threshold Siting Surface
DEP	DEP	Departure Surface
		Airfield Pavement
		Airport Buildings
		Runway Safety Area (R.S.A.)
		Taxiway Safety Area (T.S.A.)
		Object Free Area (O.F.A.)
		Runway End Identifier Light (REIL)
		Threshold Lights
920	N/A	Ground Contours
	N/A	Lakes Ponds Or Streams

General Notes

1. Base map was developed using photogrammetric mapping dated (March) 2012, and aerial photo dated (June)2012, and the previous Airport Layout Plan approved March 6, 2009.
2. Obstacles identified from 2012 aerial mapping, collected in accordance with AC 150/5300-18B standards are numbered starting with (Obs-001) according to the GIS database created for the FAA AGIS.
3. The road points were created and depicted for the analysis of FAR Part 77 surfaces from the 2012 aerial imagery at 3" pixel resolution, and are numbered starting with (Rd-0001).
4. Road elevations are estimated and include a 15 foot (public road) or a 10 foot (service road) clearance per FAR Part 77 Obstruction standards.
5. The inner approach surface drawing is depicted to a height of 100' above the runway end elevation. See sheet 8, the Airport Airspace Drawing for a complete depiction of Part 77 surfaces.
6. The inner portion of the approach surfaces have been shown to supersede Runway Protection Zones where their dimensions are the same.
7. Runway 22 was evaluated utilizing AC 150/5300-13A Table 3-2, Criteria #7 (Existing/Future).
8. Airport Threshold Siting Surface Penetrations to be mitigated by Airport.
9. Trees within 10' of the Part 77 Surface, are identified for planning purposes.

Object ID	Description	Object Elevation (MSL)	Runway 22 - Part 77 Approach (Existing/Future) Surface Elevation	Penetration/ Clearance	Runway 22 - Departure (Existing/Future) Surface Elevation	Penetration/ Clearance	Runway 22 - Threshold (Existing/Future) Surface Elevation	Penetration/ Clearance	Disposition
OBS-0079	Trees	1,002.13'	1,002.03'	0.09'	1,014.38'	-12.25'	1,015.86'	-13.73'	To Be Studied
OBS-0080	Trees	1,029.48'	1,014.13'	15.35'	1,029.55'	-0.07'	1,033.71'	-4.23'	To Be Studied
OBS-0081	Trees	1,021.41'	1,015.53'	5.88'	1,031.24'	-9.83'	1,035.69'	-14.29'	To Be Studied
OBS-0082	Trees	1,013.57'	1,016.11'	-2.53'	1,031.97'	-18.40'	1,036.55'	-22.98'	No Action
OBS-0083	Trees	1,023.94'	1,019.34'	4.60'	1,036.01'	-12.07'	1,041.31'	-17.37'	To Be Studied
OBS-0084	Trees	1,029.12'	1,021.62'	7.50'	1,038.86'	-9.74'	1,044.66'	-15.54'	To Be Studied
OBS-0085	Trees	1,032.99'	1,024.01'	8.98'	1,041.85'	-8.86'	1,048.17'	-15.19'	To Be Studied
OBS-0086	Trees	1,024.06'	1,017.70'	6.36'	1,033.96'	-9.90'	1,038.89'	-14.84'	To Be Studied
OBS-0087	Trees	1,031.17'	1,018.98'	12.18'	1,035.57'	-4.40'	1,040.79'	-9.62'	To Be Studied
OBS-0088	Trees	1,017.43'	1,015.85'	1.58'	1,031.65'	-14.22'	1,036.18'	-18.75'	To Be Studied
OBS-0089	Trees	1,021.04'	1,014.61'	6.44'	1,030.10'	-9.05'	1,034.35'	-13.30'	To Be Studied
OBS-0090	Trees	1,017.07'	1,018.52'	-1.50'	1,035.04'	-17.98'	1,040.17'	-23.10'	No Action
OBS-0091	Trees	1,012.61'	1,017.77'	-5.16'	1,034.05'	-21.44'	1,039.00'	-26.39'	No Action
OBS-0092	Trees	1,024.78'	1,026.36'	-1.58'	1,044.79'	-20.01'	1,051.63'	-26.85'	No Action
OBS-0093	Trees	1,034.30'	1,024.20'	10.11'	1,042.08'	-7.78'	1,048.47'	-14.17'	To Be Studied
OBS-0094	Trees	1,027.19'	1,023.97'	3.22'	1,041.80'	-14.61'	1,048.12'	-20.93'	To Be Studied
OBS-0095	Trees	1,026.93'	1,023.44'	3.51'	1,041.14'	-14.19'	1,047.34'	-20.39'	To Be Studied
OBS-0096	Trees	1,035.13'	1,021.78'	13.37'	1,039.06'	-3.93'	1,044.89'	-9.74'	To Be Studied
OBS-0097	Trees	1,042.07'	1,034.30'	7.78'	1,054.71'	-12.63'	1,063.31'	-21.23'	To Be Studied
OBS-0098	Trees	1,039.12'	1,034.23'	4.89'	1,054.62'	-15.50'	1,063.21'	-24.08'	To Be Studied
OBS-0099	Trees	1,035.87'	1,033.85'	2.02'	1,054.13'	-18.28'	1,062.64'	-26.78'	To Be Studied
OBS-0100	Trees	1,033.10'	1,033.10'	0.00'	1,053.21'	-20.11'	1,061.54'	-28.43'	No Action
OBS-0115	Trees	1,000.28'	980.63'	19.64'	987.64'	12.64	994.40'	15.88'	To Be Trimmed/Removed
OBS-0125	Trees	1,014.37'	999.48'	14.89'	995.33'	19.04'	0.00'	0.00'	No Action
OBS-0126	Trees	1,012.92'	991.71'	21.21'	1,001.47'	11.45'	1,003.67'	13.25'	To Be Trimmed/Removed
OBS-0128	Trees	1,050.23'	1,061.16'	-10.93'	1,033.38'	16.86'	0.00'	0.00'	No Action
OBS-0130	Trees	1,036.18'	1,036.40'	-0.22'	1,030.07'	6.11'	0.00'	0.00'	No Action
RD-0017	Road	955.00'	976.49'	-21.49'	975.16'	-20.16'	0.00'	0.00'	
RD-0018	Road	951.00'	972.66'	-21.66'	977.66'	-26.66'	0.00'	0.00'	
RD-0019	Road	953.00'	972.90'	-19.90'	977.96'	-24.96'	0.00'	0.00'	
RD-0020	Road	951.00'	973.57'	-22.57'	978.79'	-27.79'	973.98'	-22.99'	
RD-0021	Road	951.00'	974.92'	-23.92'	980.49'	-29.49'	975.98'	-24.98'	
RD-0022	Road	946.00'	989.03'	-43.03'	983.60'	-37.60'	0.00'	0.00'	
RD-0023	Road	943.00'	979.13'	-36.13'	985.73'	-42.73'	0.00'	0.00'	
RD-0024	Road	943.00'	981.43'	-38.43'	988.67'	-45.67'	985.58'	-42.58'	
RD-0025	Road	955.00'	1,028.48'	-73.48'	1,010.28'	-55.28'	0.00'	0.00'	
RD-0026	Road	952.00'	1,000.54'	-48.54'	1,012.51'	-60.51'	0.00'	0.00'	
RD-0027	Road	953.00'	1,001.16'	-48.16'	1,013.29'	-60.29'	1,014.57'	-61.57'	
RD-0028	Road	973.00'	973.87'	-0.87'	979.17'	-6.17'	974.43'	-1.43'	
RD-0029	Road	977.00'	976.10'	0.90'	974.91'	2.09'	0.00'	0.00'	To Be Studied
RD-0030	Road	961.00'	986.09'	-25.09'	994.45'	-33.45'	992.41'	-31.41'	
RD-0031	Road	963.00'	984.61'	-21.61'	992.39'	-29.39'	0.00'	0.00'	
RD-0032	Road	966.00'	998.76'	-32.76'	990.17'	-24.17'	0.00'	0.00'	
RD-0033	Road	959.00'	998.41'	-39.41'	1,009.83'	-50.83'	1,010.53'	-51.53'	
RD-0034	Road	960.00'	1,001.36'	-41.36'	1,013.53'	-53.53'	0.00'	0.00'	
RD-0035	Road	961.00'	1,024.02'	-63.02'	1,007.31'	-46.31'	0.00'	0.00'	
RD-0036	Road	965.00'	1,044.73'	-79.73'	1,021.36'	-56.36'	0.00'	0.00'	
RD-0037	Road	986.00'	1,074.68'	-88.68'	1,041.68'	-55.68'	0.00'	0.00'	
RD-0038	Road	955.00'	972.66'	-17.66'	977.66'	-22.66'	972.66'	-17.66'	
RD-0039	Road	955.00'	972.66'	-17.66'	972.66'	-17.66'	0.00'	0.00'	

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Blue Grass Airport
LEXINGTON, KENTUCKY

Inner Approach Profile– Runway 22 (Existing-Future)

NORTH

0 200 400
Scale in Feet

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\Lexington\ALP Update\2012 Full ALP\Sheets
FILE: 12 Inner Approach Profile-Runway 22 (Existing-Future)
LAYOUT: 12 Inner Approach Profile-Runway 22 (Existing-Future)
UPDATE BY: Ryan Johnson
SURVEY BOOK #
DATE: 4/30/13 10:19 AM
XREF DWG:

REVISIONS

NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

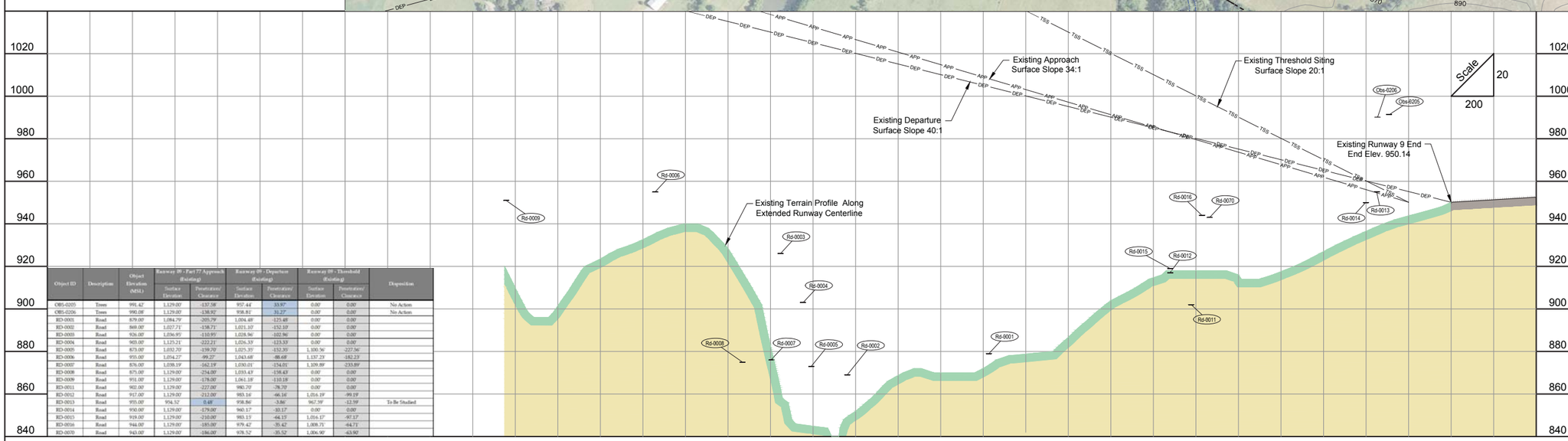
FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA

Legend

Existing	Future	Description
		Airport Property Line
APP	APP	FAR Part 77 Surface
RPZ	RPZ	Runway Protection Zone (R.P.Z.)
TSS	TSS	Threshold Siting Surface
DEP	DEP	Departure Surface
		Airfield Pavement
		Airport Buildings
		Runway Safety Area (R.S.A.)
		Taxiway Safety Area (T.S.A.)
		Object Free Area (O.F.A.)
△△	▲▲	Runway End Identifier Light (REIL)
⊖⊖	⊖⊖	Threshold Lights
920	N/A	Ground Contours
	N/A	Lakes Ponds Or Streams

General Notes

1. Base map was developed using photogrammetric mapping dated (March) 2012, and aerial photo dated (June)2012, and the previous Airport Layout Plan approved March 6, 2009.
2. Obstacles identified from 2012 aerial mapping, collected in accordance with AC 150/5300-18B standards are numbered starting with (Obs-001) according to the GIS database created for the FAA AGIS.
3. The road points were created and depicted for the analysis of FAR Part 77 surfaces from the 2012 aerial imagery at 3" pixel resolution, and are numbered starting with (Rd-0001).
4. Road elevations are estimated and include a 15 foot (public road) or a 10 foot (service road) clearance per FAR Part 77 Obstruction standards.
5. The inner approach surface drawing is depicted to a height of 100' above the runway end elevation. See sheet 8, the Airport Airspace Drawing for a complete depiction of Part 77 surfaces.
6. The inner portion of the approach surfaces have been shown to supersede Runway Protection Zones where their dimensions are the same.
7. Runway 9 was evaluated utilizing AC 150/5300-13A Table 3-2, Criteria #3 (Existing) - Day Only.
8. Airport Threshold Siting Surface Penetrations to be mitigated by Airport.
9. Trees within 10' of the Part 77 Surface, are identified for planning purposes.



Object ID	Description	Object Elevation (MSL)	Runway 09 - Part 77 Approach (Existing)		Runway 09 - Departure (Existing)		Runway 09 - Threshold (Existing)		Disposition
			Surface Elevation	Penetration/ Clearance	Surface Elevation	Penetration/ Clearance	Surface Elevation	Penetration/ Clearance	
OBS-0205	Trees	991.42'	1,129.00'	-137.58'	957.44'	33.97'	0.00'	0.00'	No Action
OBS-0206	Trees	990.08'	1,129.00'	-138.92'	958.81'	31.27'	0.00'	0.00'	No Action
RD-0001	Road	879.00'	1,084.79'	-205.79'	1,004.48'	-125.48'	0.00'	0.00'	
RD-0002	Road	869.00'	1,027.71'	-158.71'	1,021.10'	-152.10'	0.00'	0.00'	
RD-0003	Road	926.00'	1,036.95'	-110.95'	1,028.96'	-102.96'	0.00'	0.00'	
RD-0004	Road	903.00'	1,125.21'	-222.21'	1,026.35'	-123.35'	0.00'	0.00'	
RD-0005	Road	873.00'	1,032.70'	-159.70'	1,025.35'	-152.35'	1,100.56'	-227.56'	
RD-0006	Road	955.00'	1,054.27'	-99.27'	1,043.68'	-88.68'	1,137.23'	-182.23'	
RD-0007	Road	876.00'	1,038.19'	-162.19'	1,030.01'	-154.01'	1,109.89'	-233.89'	
RD-0008	Road	875.00'	1,129.00'	-254.00'	1,033.43'	-158.43'	0.00'	0.00'	
RD-0009	Road	951.00'	1,129.00'	-178.00'	1,061.10'	-110.10'	0.00'	0.00'	
RD-0011	Road	902.00'	1,129.00'	-227.00'	980.70'	-78.70'	0.00'	0.00'	
RD-0012	Road	917.00'	1,129.00'	-212.00'	983.16'	-66.16'	1,016.19'	-99.19'	
RD-0013	Road	955.00'	954.52'	0.48'	958.86'	-3.86'	967.59'	-12.59'	To Be Studied
RD-0014	Road	950.00'	1,129.00'	-179.00'	960.17'	-10.17'	0.00'	0.00'	
RD-0015	Road	919.00'	1,129.00'	-210.00'	983.13'	-64.13'	1,016.17'	-97.17'	
RD-0016	Road	944.00'	1,129.00'	-185.00'	979.42'	-35.42'	1,008.71'	-64.71'	
RD-0070	Road	943.00'	1,129.00'	-186.00'	978.52'	-35.52'	1,006.90'	-63.90'	

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Blue Grass Airport
LEXINGTON, KENTUCKY

Inner Approach Profile– Runway 9 (Existing)

NORTH

0 200 400
Scale in Feet

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\Lexington\ALP Update\2012 Full ALP\Sheets
FILE: 13 Inner Approach Profile–Runway 9 (Existing)
LAYOUT: 13 Inner Approach Profile–Runway 9 (Existing)
UPDATE BY: Ryan Johnson
SURVEY BOOK #
DATE: 7/30/2012 9:18 PM
XREF DWG:

REVISIONS		
NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

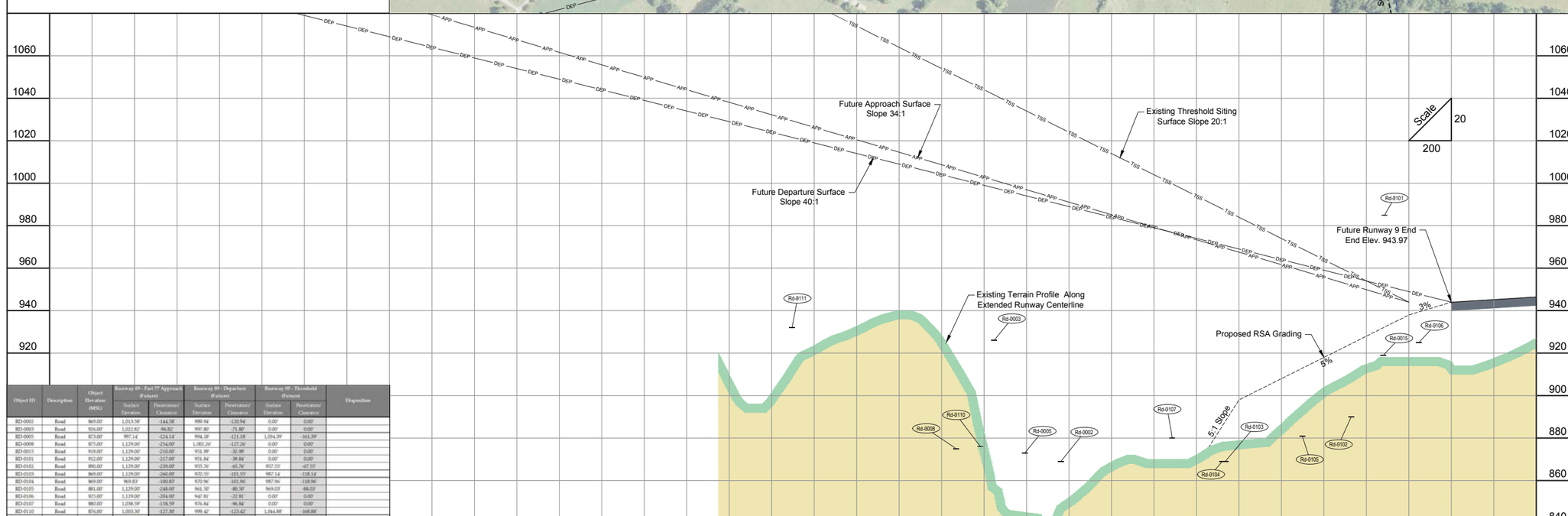
FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA

Legend

Existing	Future	Description
		Airport Property Line
APP	APP	FAR Part 77 Surface
RPZ	RPZ	Runway Protection Zone (R.P.Z.)
TSS	TSS	Threshold Siting Surface
DEP	DEP	Departure Surface
		Airfield Pavement
		Airport Buildings
		Runway Safety Area (R.S.A.)
		Taxiway Safety Area (T.S.A.)
		Object Free Area (O.F.A.)
△△	▲▲	Runway End Identifier Light (REIL)
⊙⊙	◆◆	Threshold Lights
920	N/A	Ground Contours
	N/A	Lakes Ponds Or Streams

General Notes

1. Base map was developed using photogrammetric mapping dated (March) 2012, and aerial photo dated (June)2012, and the previous Airport Layout Plan approved March 6, 2009.
2. Obstacles identified from 2012 aerial mapping, collected in accordance with AC 150/5300-18B standards are numbered starting with (Obs-001) according to the GIS database created for the FAA AGIS.
3. The road points were created and depicted for the analysis of FAR Part 77 surfaces from the 2012 aerial imagery at 3" pixel resolution, and are numbered starting with (Rd-0001).
4. Road elevations are estimated and include a 15 foot (public road) or a 10 foot (service road) clearance per FAR Part 77 Obstruction standards.
5. The inner approach surface drawing is depicted to a height of 100' above the runway end elevation. See sheet 8, the Airport Airspace Drawing for a complete depiction of Part 77 surfaces.
6. The inner portion of the approach surfaces have been shown to supersede Runway Protection Zones where their dimensions are the same.
7. Runway 9 was evaluated utilizing AC 150/5300-13A Table 3-2, Criteria #5 (Future).
8. Airport Threshold Siting Surface Penetrations to be mitigated by Airport.
9. Trees within 10' of the Part 77 Surface, are identified for planning purposes.



Object ID	Description	Object Elevation (MSL)	Runway 09 - Part 77 Approach (Future)		Runway 09 - Departure (Future)		Runway 09 - Threshold (Future)		Disposition
			Surface Elevation	Penetration/ Clearance	Surface Elevation	Penetration/ Clearance	Surface Elevation	Penetration/ Clearance	
RD-0002	Road	869.00'	1,013.58'	-144.58'	989.94'	-120.94'	0.00'	0.00'	
RD-0003	Road	926.00'	1,022.82'	-96.82'	997.80'	-71.80'	0.00'	0.00'	
RD-0005	Road	873.00'	997.14'	-124.14'	994.18'	-121.18'	1,034.39'	-161.39'	
RD-0008	Road	875.00'	1,129.00'	-254.00'	1,002.26'	-127.26'	0.00'	0.00'	
RD-0015	Road	919.00'	1,129.00'	-210.00'	951.99'	-32.99'	0.00'	0.00'	
RD-0101	Road	912.00'	1,129.00'	-217.00'	951.84'	-39.84'	0.00'	0.00'	
RD-0102	Road	890.00'	1,129.00'	-239.00'	955.76'	-65.76'	957.55'	-67.55'	
RD-0103	Road	869.00'	1,129.00'	-260.00'	970.55'	-101.55'	987.14'	-118.14'	
RD-0104	Road	869.00'	969.83'	-100.83'	970.96'	-101.96'	987.96'	-118.96'	
RD-0105	Road	881.00'	1,129.00'	-248.00'	961.50'	-80.50'	969.03'	-88.03'	
RD-0106	Road	925.00'	1,129.00'	-204.00'	947.81'	-22.81'	0.00'	0.00'	
RD-0107	Road	880.00'	1,038.59'	-158.59'	976.84'	-96.84'	0.00'	0.00'	
RD-0110	Road	876.00'	1,003.30'	-127.30'	999.42'	-123.42'	1,044.88'	-168.88'	
RD-0111	Road	932.00'	1,129.00'	-197.00'	1,021.57'	-89.57'	0.00'	0.00'	

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Columbus, Ohio

Blue Grass Airport
LEXINGTON, KENTUCKY

Inner Approach Profile– Runway 9 (Future)

NORTH

0 200 400
Scale in Feet

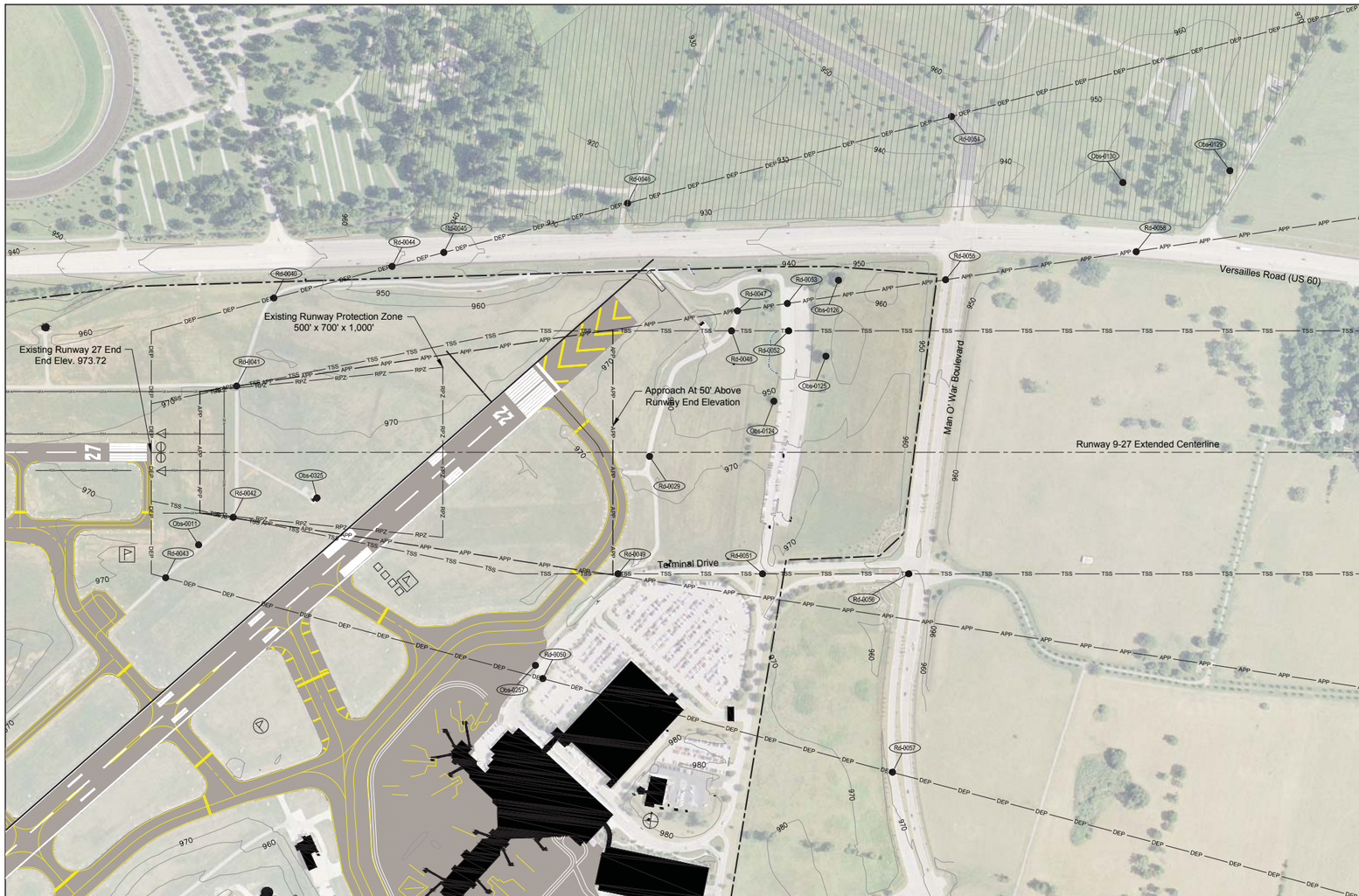
0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

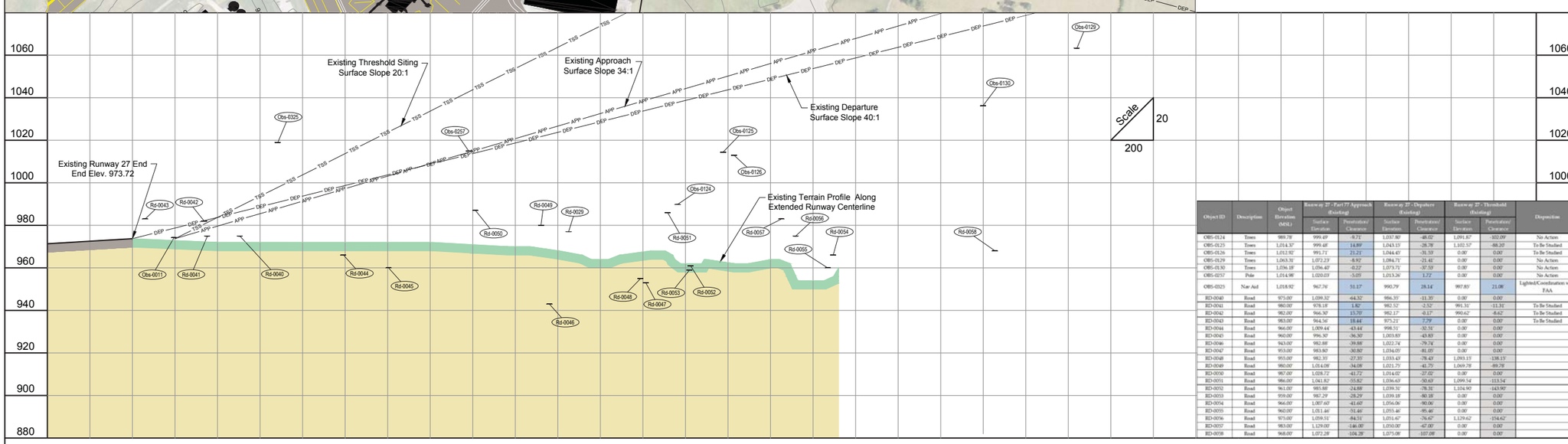
K:\Lexington\ALP Update\2012 Full ALP\Sheets
FILE: 14 Inner Approach Profile--Runway 9 (Future)
LAYOUT: 14 Inner Approach Profile--Runway 9 (Future)
UPDATE BY: Ryan Johnson
SURVEY BOOK #
DATE: 7/30/2013 2:46 PM
XREF DWG:

REVISIONS		
NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA





Legend

Existing	Future	Description
		Airport Property Line
APP	APP	FAR Part 77 Surface
RPZ	RPZ	Runway Protection Zone (R.P.Z.)
TSS	TSS	Threshold Siting Surface
DEP	DEP	Departure Surface
		Airfield Pavement
		Airport Buildings
RSA	RSA	Runway Safety Area (R.S.A.)
TSA	TSA	Taxiway Safety Area (T.S.A.)
OFA	OFA	Object Free Area (O.F.A.)
		Runway End Identifier Light (REIL)
		Threshold Lights
920	N/A	Ground Contours
	N/A	Lakes Ponds Or Streams

General Notes

1. Base map was developed using photogrammetric mapping dated (March) 2012, and aerial photo dated (June)2012, and the previous Airport Layout Plan approved March 6, 2009.
2. Obstacles identified from 2012 aerial mapping, collected in accordance with AC 150/5300-18B standards are numbered starting with (Obs-001) according to the GIS database created for the FAA AGIS.
3. The road points were created and depicted for the analysis of FAR Part 77 surfaces from the 2012 aerial imagery at 3" pixel resolution, and are numbered starting with (Rd-0001).
4. Road elevations are estimated and include a 15 foot (public road) or a 10 foot (service road) clearance per FAR Part 77 Obstruction standards.
5. The inner approach surface drawing is depicted to a height of 100' above the runway end elevation. See sheet 8, the Airport Airspace Drawing for a complete depiction of Part 77 surfaces.
6. The inner portion of the approach surfaces have been shown to supersede Runway Protection Zones where their dimensions are the same.
7. Runway 27 was evaluated utilizing AC 150/5300-13A Table 3-2, Criteria #3 (Existing) - Day Only.
8. Airport Threshold Siting Surface Penetrations to be mitigated by Airport.
9. Trees within 10' of the Part 77 Surface, are identified for planning purposes.

Object ID	Description	Object Elevation (MSL)	Runway 27 - Part 77 Approach (Existing)		Runway 27 - Departure (Existing)		Runway 27 - Threshold (Existing)		Disposition
			Surface Elevation	Penetration/ Clearance	Surface Elevation	Penetration/ Clearance	Surface Elevation	Penetration/ Clearance	
OBS-0124	Trees	989.78'	999.49'	-9.71'	1,037.80'	-48.02'	1,091.87'	-102.09'	No Action
OBS-0125	Trees	1,014.37'	999.48'	14.89'	1,043.15'	-28.78'	1,102.57'	-88.20'	To Be Studied
OBS-0126	Trees	1,012.92'	991.71'	21.21'	1,044.43'	-31.51'	0.00'	0.00'	To Be Studied
OBS-0129	Trees	1,063.31'	1,072.23'	-8.92'	1,084.71'	-21.41'	0.00'	0.00'	No Action
OBS-0130	Trees	1,036.18'	1,036.40'	-0.22'	1,073.71'	-37.53'	0.00'	0.00'	No Action
OBS-0257	Pole	1,014.98'	1,020.03'	-5.05'	1,013.26'	1.72'	0.00'	0.00'	No Action
OBS-0325	Nav Aid	1,018.92'	967.76'	51.17'	990.79'	28.14'	997.85'	21.08'	Lighted/Coordination with FAA
RD-0040	Road	975.00'	1,039.32'	-64.32'	986.35'	-11.35'	0.00'	0.00'	
RD-0041	Road	980.00'	978.18'	1.82'	982.52'	-2.52'	991.31'	-11.31'	To Be Studied
RD-0042	Road	982.00'	966.30'	15.70'	982.17'	-0.17'	990.62'	-8.62'	To Be Studied
RD-0043	Road	983.00'	964.56'	18.44'	975.21'	7.79'	0.00'	0.00'	To Be Studied
RD-0044	Road	966.00'	1,009.44'	-43.44'	998.51'	-32.51'	0.00'	0.00'	
RD-0045	Road	960.00'	996.30'	-36.30'	1,003.83'	-43.83'	0.00'	0.00'	
RD-0046	Road	943.00'	982.88'	-39.88'	1,022.74'	-79.74'	0.00'	0.00'	
RD-0047	Road	953.00'	983.80'	-30.80'	1,034.05'	-81.05'	0.00'	0.00'	
RD-0048	Road	955.00'	982.35'	-27.35'	1,033.43'	-78.43'	1,093.15'	-138.15'	
RD-0049	Road	980.00'	1,014.08'	-34.08'	1,021.75'	-41.75'	1,069.78'	-89.78'	
RD-0050	Road	987.00'	1,028.72'	-41.72'	1,014.02'	-27.02'	0.00'	0.00'	
RD-0051	Road	986.00'	1,041.82'	-55.82'	1,036.63'	-50.63'	1,099.54'	-113.54'	
RD-0052	Road	961.00'	985.88'	-24.88'	1,039.31'	-78.31'	1,104.90'	-143.90'	
RD-0053	Road	959.00'	987.29'	-28.29'	1,039.18'	-80.18'	0.00'	0.00'	
RD-0054	Road	966.00'	1,007.60'	-41.60'	1,056.06'	-90.06'	0.00'	0.00'	
RD-0055	Road	960.00'	1,011.46'	-51.46'	1,055.46'	-95.46'	0.00'	0.00'	
RD-0056	Road	975.00'	1,039.31'	-64.31'	1,051.67'	-76.67'	1,129.62'	-154.62'	
RD-0057	Road	983.00'	1,129.00'	-146.00'	1,050.00'	-67.00'	0.00'	0.00'	
RD-0058	Road	968.00'	1,072.28'	-104.28'	1,075.08'	-107.08'	0.00'	0.00'	

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Blue Grass Airport
LEXINGTON, KENTUCKY

Inner Approach Profile– Runway 27 (Existing)

NORTH

0 200 400
Scale in Feet

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

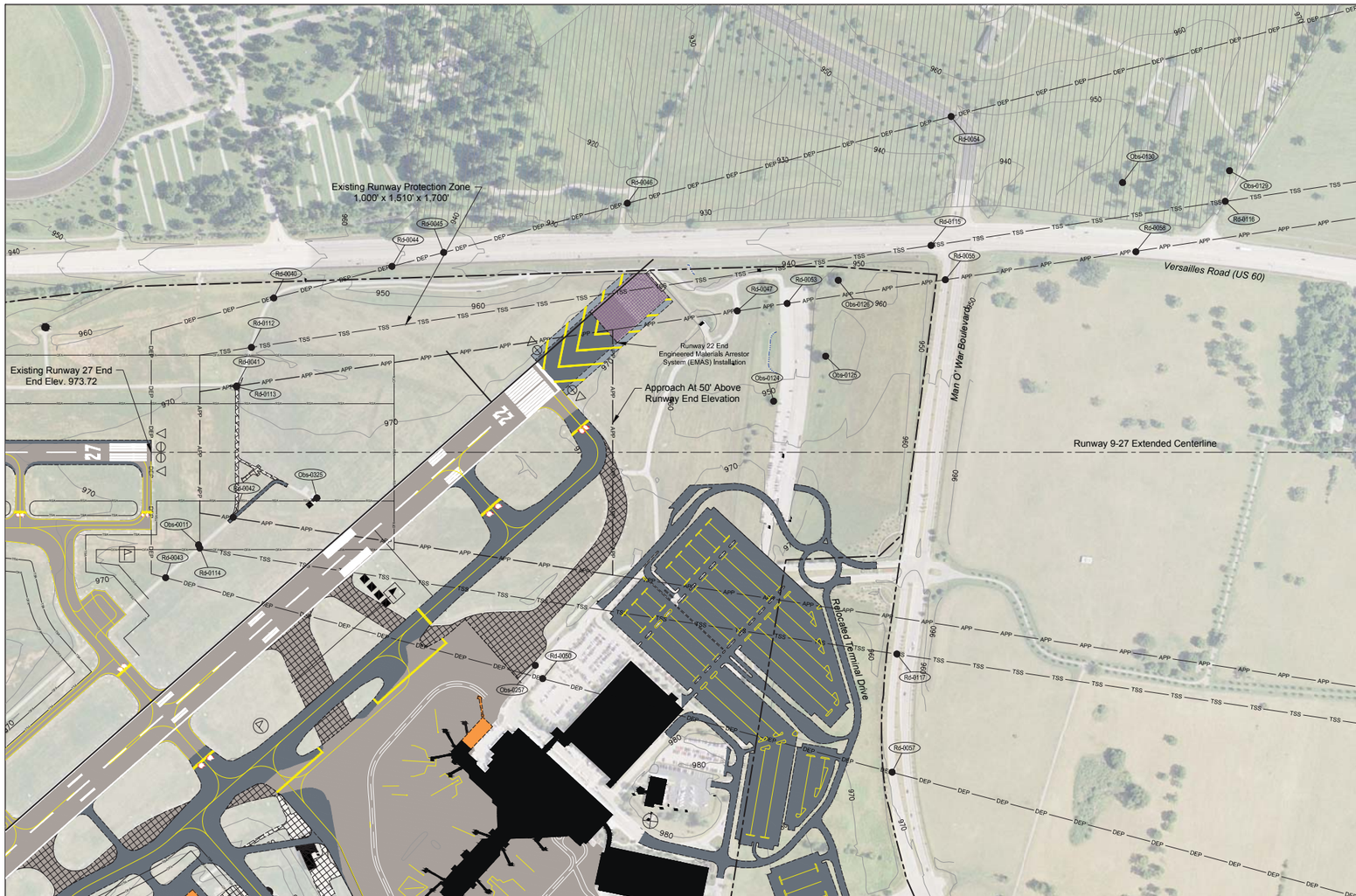
K:\Lexington\ALP Update\2012 Full ALP\Sheets
FILE: 15 Inner Approach Profile–Runway 27 (Existing)
LAYOUT: 15 Inner Approach Profile–Runway 27 (Existing)
UPDATE BY: Ryan Johnson
SURVEY BOOK #
DATE: 7/30/2012 4:06 PM
XREF DWG:

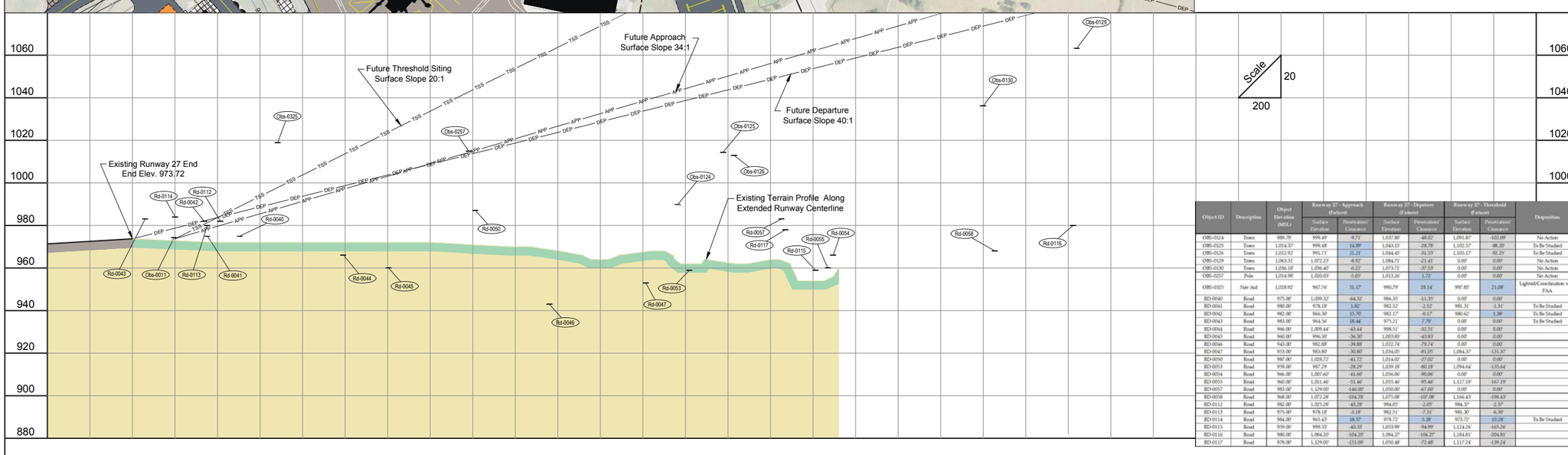
REVISIONS

NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA





Legend

Existing	Future	Description
		Airport Property Line
APP	APP	FAR Part 77 Surface
RPZ	RPZ	Runway Protection Zone (R.P.Z.)
TSS	TSS	Threshold Siting Surface
DEP	DEP	Departure Surface
		Airfield Pavement
		Airport Buildings
RSA	RSA	Runway Safety Area (R.S.A.)
TSA	TSA	Taxiway Safety Area (T.S.A.)
OFA	OFA	Object Free Area (O.F.A.)
△△	▲▲	Runway End Identifier Light (REIL)
⊖⊖	⊖⊖	Threshold Lights
920	N/A	Ground Contours
	N/A	Lakes Ponds Or Streams

General Notes

1. Base map was developed using photogrammetric mapping dated (March) 2012, and aerial photo dated (June)2012, and the previous Airport Layout Plan approved March 6, 2009.
2. Obstacles identified from 2012 aerial mapping, collected in accordance with AC 150/5300-18B standards are numbered starting with (Obs-001) according to the GIS database created for the FAA AGIS.
3. The road points were created and depicted for the analysis of FAR Part 77 surfaces from the 2012 aerial imagery at 3" pixel resolution, and are numbered starting with (Rd-0001).
4. Road elevations are estimated and include a 15 foot (public road) or a 10 foot (service road) clearance per FAR Part 77 Obstruction standards.
5. The inner approach surface drawing is depicted to a height of 100' above the runway end elevation. See sheet 8, the Airport Airspace Drawing for a complete depiction of Part 77 surfaces.
6. The inner portion of the approach surfaces have been shown to supersede Runway Protection Zones where their dimensions are the same.
7. Runway 27 was evaluated utilizing AC 150/5300-13A Table 3-2, Criteria #5 (Existing).
8. Airport Threshold Siting Surface Penetrations to be mitigated by Airport.
9. Trees within 10' of the Part 77 Surface, are identified for planning purposes.

Object ID	Description	Object Elevation (MSL)	Runway 27 - Approach (Future)		Runway 27 - Departure (Future)		Runway 27 - Threshold (Future)		Disposition
			Surface Elevation	Penetration/ Clearance	Surface Elevation	Penetration/ Clearance	Surface Elevation	Penetration/ Clearance	
OBS-0124	Trees	989.78'	999.49'	-9.71'	1,037.80'	-48.02'	1,091.87'	-102.09'	No Action
OBS-0125	Trees	1,014.37'	999.48'	14.89'	1,043.15'	-28.78'	1,102.57'	-88.20'	To Be Studied
OBS-0126	Trees	1,012.92'	991.71'	21.21'	1,044.45'	-31.53'	1,105.17'	-92.25'	To Be Studied
OBS-0129	Trees	1,063.31'	1,072.23'	-8.92'	1,084.71'	-21.41'	0.00'	0.00'	No Action
OBS-0130	Trees	1,036.18'	1,036.40'	-0.22'	1,073.71'	-37.53'	0.00'	0.00'	No Action
OBS-0257	Pole	1,014.98'	1,020.03'	-5.05'	1,013.26'	1.72'	0.00'	0.00'	No Action
OBS-0325	Nav Aid	1,018.92'	967.76'	51.17'	990.79'	28.14'	997.85'	21.08'	Lighted/Coordination with FAA
RD-0040	Road	975.00'	1,039.32'	-64.32'	986.35'	-11.35'	0.00'	0.00'	
RD-0041	Road	980.00'	978.18'	1.82'	982.52'	-2.52'	981.31'	-1.31'	To Be Studied
RD-0042	Road	982.00'	966.30'	15.70'	982.17'	-0.17'	980.62'	1.38'	To Be Studied
RD-0043	Road	983.00'	964.56'	18.44'	975.21'	7.79'	0.00'	0.00'	To Be Studied
RD-0044	Road	966.00'	1,009.44'	-43.44'	998.51'	-32.51'	0.00'	0.00'	
RD-0045	Road	960.00'	996.30'	-36.30'	1,003.83'	-43.83'	0.00'	0.00'	
RD-0046	Road	943.00'	982.88'	-39.88'	1,022.74'	-79.74'	0.00'	0.00'	
RD-0047	Road	933.00'	983.80'	-50.80'	1,034.05'	-81.05'	1,084.37'	-131.37'	
RD-0050	Road	987.00'	1,028.72'	-41.72'	1,014.65'	-27.65'	0.00'	0.00'	
RD-0053	Road	939.00'	967.29'	-28.29'	1,039.18'	-80.18'	1,094.44'	-155.44'	
RD-0054	Road	966.00'	1,007.60'	-41.60'	1,056.06'	-90.06'	0.00'	0.00'	
RD-0055	Road	960.00'	1,011.46'	-51.46'	1,055.46'	-95.46'	1,127.19'	-167.19'	
RD-0057	Road	983.00'	1,129.00'	-146.00'	1,050.00'	-67.00'	0.00'	0.00'	
RD-0058	Road	968.00'	1,072.28'	-104.28'	1,075.98'	-107.98'	1,166.43'	-198.43'	
RD-0112	Road	982.00'	1,025.28'	-43.28'	984.05'	-2.05'	984.37'	-2.37'	
RD-0113	Road	975.00'	978.18'	-3.18'	982.51'	-7.51'	981.30'	-6.30'	
RD-0114	Road	984.00'	963.43'	18.57'	978.72'	5.28'	973.72'	10.28'	To Be Studied
RD-0115	Road	939.00'	999.33'	-60.33'	1,033.99'	-94.99'	1,124.26'	-165.26'	
RD-0116	Road	980.00'	1,084.20'	-104.20'	1,084.27'	-104.27'	1,184.81'	-204.81'	
RD-0117	Road	978.00'	1,129.00'	-151.00'	1,050.48'	-72.48'	1,117.24'	-139.24'	

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Columbus, Ohio

Blue Grass Airport
LEXINGTON, KENTUCKY

Inner Approach Profile– Runway 27 (Future)

NORTH

0 200 400
Scale in Feet

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\Lexington\ALP Update\2012 Full ALP\Sheets
FILE: 16 Inner Approach Profile–Runway 27 (Future)
LAYOUT: 16 Inner Approach Profile–Runway 27 (Future)
UPDATE BY: Ryan Johnson
SURVEY BOOK #
DATE: 7/30/2012 5:19 PM
XREF DWG:

REVISIONS

NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA

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LEXINGTON, KENTUCKY

Land Use

NORTH
0 400 800
Scale in Feet

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

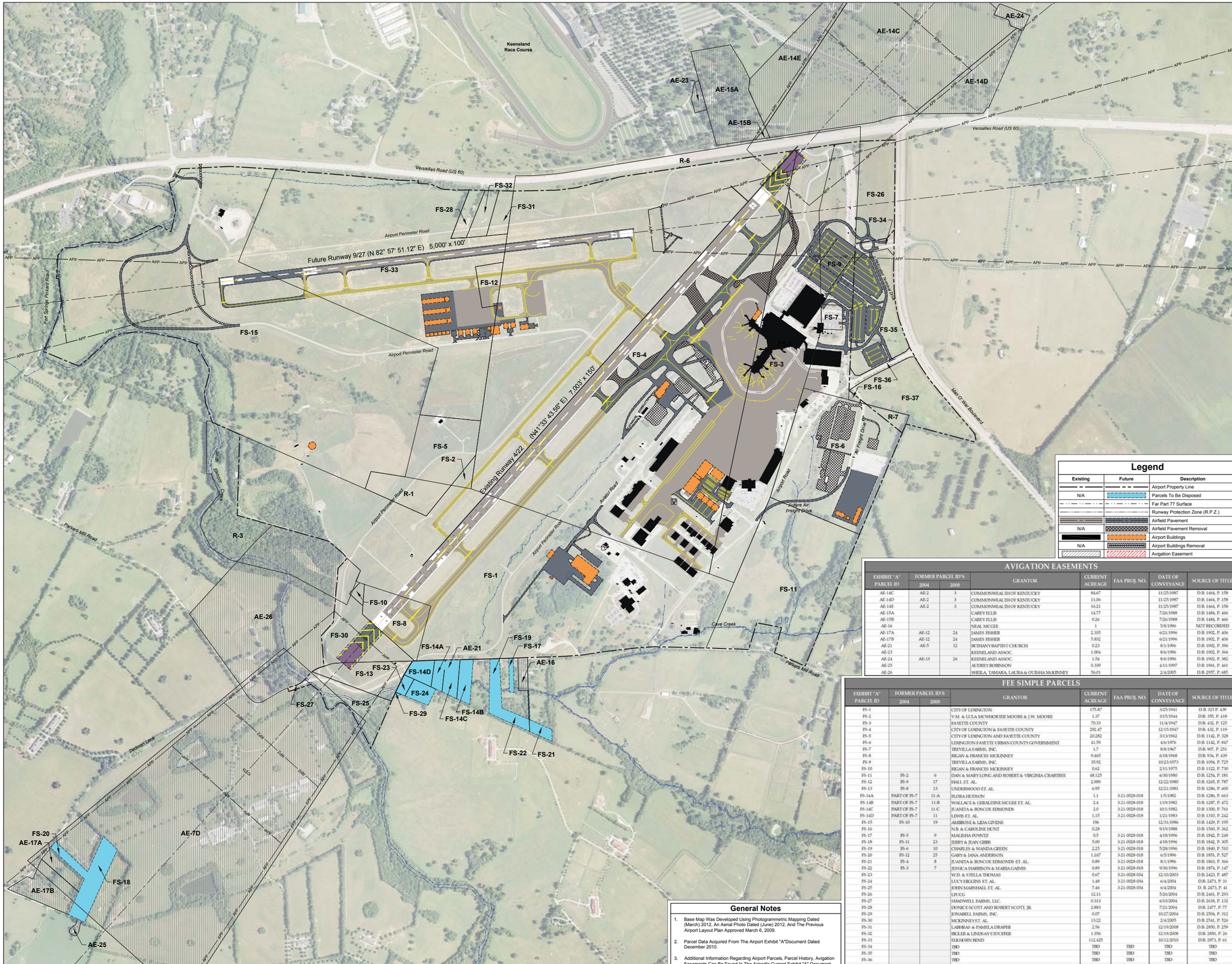
K:\Lexington\ALP Update\2012 Fcll ALP\Sheets
FILE: 17 Land Use (Existing-Future)
LAYOUT: 17 Land Use (Existing-Future)
UPDATE BY: Douglas Gregory
SURVEY BOOK #
DATE: 4/2/2013 10:12 AM
XREF DWG:

REVISIONS		
NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129

SHEET 17 OF 18 SHEET

FAA Approved (8/2/2013) - ASN: 2013-ASO-715-NRA



Legend

Existing	Future	Description
		Airport Property Line
N/A		Parcels To Be Disposed
		Far Part 77 Surface
		Runway Protection Zone (R.P.Z.)
		Airfield Pavement
N/A		Airfield Pavement Removal
		Airport Buildings
N/A		Airport Buildings Removal
		Avigation Easement

AVIGATION EASEMENTS

EXHIBIT "A" PARCEL ID	FORMER PARCEL ID'S 2004	FORMER PARCEL ID'S 2000	GRANTOR	CURRENT ACREAGE	FAA PROJ. NO.	DATE OF CONVEYANCE	SOURCE OF TITLE
AE-14C	AE-2	3	COMMONWEALTH OF KENTUCKY	84.67		11/25/1987	D.B. 1464, P. 158
AE-14D	AE-2	3	COMMONWEALTH OF KENTUCKY	11.06		11/25/1987	D.B. 1464, P. 158
AE-14E	AE-2	3	COMMONWEALTH OF KENTUCKY	16.21		11/25/1987	D.B. 1464, P. 158
AE-15A			CAREY ELLIS	14.77		7/26/1988	D.B. 1484, P. 466
AE-15B			CAREY ELLIS	0.26		7/26/1988	D.B. 1484, P. 466
AE-16			NEAL MCGEE	1		5/8/1996	NOT RECORDED
AE-17A	AE-12	24	JAMES ISSHER	2.335		6/21/1996	D.B. 1902, P. 406
AE-17B	AE-12	24	JAMES ISSHER	5.832		6/21/1996	D.B. 1902, P. 406
AE-21	AE-5	12	BETHANY BAPTIST CHURCH	0.23		8/1/1996	D.B. 1902, P. 396
AE-23			KEENELAND ASSOC.	1.004		8/6/1996	D.B. 1902, P. 366
AE-24	AE-13	26	KEENELAND ASSOC.	1.54		8/6/1996	D.B. 1902, P. 382
AE-25			AUDREY ROBINSON	0.339		4/11/1997	D.B. 1961, P. 461
AE-26			SHEILA, TAMARA, LAURA & OUISHA McKINNEY	56.01		2/4/2005	D.B. 2957, P. 685

FEE SIMPLE PARCELS

EXHIBIT "A" PARCEL ID	FORMER PARCEL ID'S 2004	FORMER PARCEL ID'S 2000	GRANTOR	CURRENT ACREAGE	FAA PROJ. NO.	DATE OF CONVEYANCE	SOURCE OF TITLE
FS-1			CITY OF LEXINGTON	175.87		3/25/1941	D.B. 325 P. 439
FS-2			V.M. & LULA MCWHORTER MOORE & J.W. MOORE	1.37		3/15/1944	D.B. 355, P. 418
FS-3			FAYETTE COUNTY	70.33		11/4/1947	D.B. 432, P. 125
FS-4			CITY OF LEXINGTON & FAYETTE COUNTY	292.47		12/15/1947	D.B. 432, P. 119
FS-5			CITY OF LEXINGTON AND FAYETTE COUNTY	20.282		3/13/1962	D.B. 1142, P. 328
FS-6			LEXINGTON FAYETTE URBAN COUNTY GOVERNMENT	41.59		4/6/1976	D.B. 1142, P. 847
FS-7			TREVILLA FARMS, INC.	1.7		8/8/1967	D.B. 957, P. 251
FS-8			REGAN & FRANCES MCKINNEY	9.465		6/18/1968	D.B. 934, P. 439
FS-9			TREVILLA FARMS, INC.	35.92		10/23/1973	D.B. 1094, P. 725
FS-10			REGAN & FRANCES MCKINNEY	0.62		2/11/1975	D.B. 1122, P. 730
FS-11	FS-2	6	DAN & MARY LONG AND ROBERT & VIRGINIA CRABTREE	48.125		6/30/1980	D.B. 1234, P. 181
FS-12	FS-9	17	HALL ET. AL.	2.989		12/22/1980	D.B. 1265, P. 787
FS-13	FS-8	13	UNDERWOOD ET. AL.	6.95		12/21/1981	D.B. 1286, P. 600
FS-14A	PART OF FS-7	11-A	FLORA HUDSON	1.1	3-21-0028-018	1/5/1982	D.B. 1286, P. 663
FS-14B	PART OF FS-7	11-B	WALLACE & GERALDINE MCGEE ET. AL.	2.4	3-21-0028-018	1/19/1982	D.B. 1287, P. 472
FS-14C	PART OF FS-7	11-C	JUANITA & ROSCOE EDMONDS	2.0	3-21-0028-018	10/1/1982	D.B. 1300, P. 761
FS-14D	PART OF FS-7	11	LEWIS ET. AL.	1.15	3-21-0028-018	1/21/1983	D.B. 1310, P. 242
FS-15	FS-10	19	AMBROSE & LIDA GIVENS	196		12/31/1986	D.B. 1429, P. 195
FS-16			N.B. & CAROLINE HUNT	0.28		9/19/1988	D.B. 1560, P. 362
FS-17	FS-5	9	MALISHA POYNTZ	0.5	3-21-0028-018	4/18/1996	D.B. 1842, P. 249
FS-18	FS-11	23	JERRY & JEAN GIBBS	5.00	3-21-0028-018	4/18/1996	D.B. 1842, P. 305
FS-19	FS-6	10	CHARLES & WANDA GREEN	2.25	3-21-0028-018	5/28/1996	D.B. 1849, P. 510
FS-20	FS-12	25	GARY & JANA ANDERSON	1.167	3-21-0028-018	6/5/1996	D.B. 1851, P. 527
FS-21	FS-4	8	JUANITA & ROSCOE EDMONDS ET. AL.	0.89	3-21-0028-018	8/1/1996	D.B. 1863, P. 366
FS-22	FS-3	7	JESSICA HARRISON & MARIA GAINES	0.89	3-21-0028-018	9/30/1996	D.B. 1874, P. 147
FS-23			W.D. & STELLA THOMAS	0.67	3-21-0028-034	12/10/2003	D.B. 2423, P. 487
FS-24			LUCY HIGGINS ET. AL.	1.48	3-21-0028-034	6/4/2004	D.B. 2473, P. 31
FS-25			JOHN MARSHALL ET. AL.	7.46	3-21-0028-034	6/4/2004	D. B. 2473, P. 41
FS-26			LPUCG	12.11		5/26/2004	D.B. 2461, P. 293
FS-27			SHADWELL FARMS, LLC.	0.313		6/10/2004	D.B. 2618, P. 132
FS-28			DONICE SCOTT AND ROBERT SCOTT, JR.	2.883		7/21/2004	D.B. 2477, P. 77
FS-29			JONABELL FARMS, INC.	0.07		10/27/2004	D.B. 2504, P. 312
FS-30			MCKINNEY ET. AL.	13.22		2/4/2005	D.B. 2541, P. 526
FS-31			LARIBAS & PAMELA DRAPER	2.56		12/19/2008	D.B. 2830, P. 259
FS-32			BIGLER & LINDSAY STOUFFER	1.356		12/19/2008	D.B. 2850, P. 26
FS-33			ELKHORN BEND	112.425		10/12/2010	D.B. 2973, P. 61
FS-34			TBD	TBD	TBD	TBD	TBD
FS-35			TBD	TBD	TBD	TBD	TBD
FS-36			TBD	TBD	TBD	TBD	TBD
FS-37			TBD	TBD	TBD	TBD	TBD

General Notes

1. Base Map Was Developed Using Photogrammetric Mapping Dated (March) 2012, An Aerial Photo Dated (June) 2012, And The Previous Airport Layout Plan Approved March 6, 2009.
2. Parcel Data Acquired From The Airport Exhibit "A"Document Dated December 2010.
3. Additional Information Regarding Airport Parcels, Parcel History, Avigation Easements Can Be Found In The Airport's Current Exhibit "A" Document.

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

Springfield, Illinois
Aurora, Illinois
Rockford, Illinois
Peoria, Illinois
St. Louis, Missouri
Chicago, Illinois
Edwardsville, Illinois
Springfield, Missouri
Indianapolis, Indiana
Columbus, Ohio

Blue Grass Airport
LEXINGTON, KENTUCKY

Property Map

NORTH
0 400 800
Scale in Feet

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22x34).

K:\Lexington\ALP Update\2012 Fall ALP\Sheets
FILE: 18 Property Map
LAYOUT: 18 Property Map
UPDATE BY: Ryan Johnson
SURVEY BOOK #
DATE: 9/10/2013 1:03 PM
XREF: DWG:

REVISIONS

NO.	BY	DATE

DESIGN BY:	DRG/RPJ
DRAWN BY:	MRW
CHECKED BY:	DRG
APPROVED BY:	BMH
DATE:	4/2/2013
JOB No:	1100129