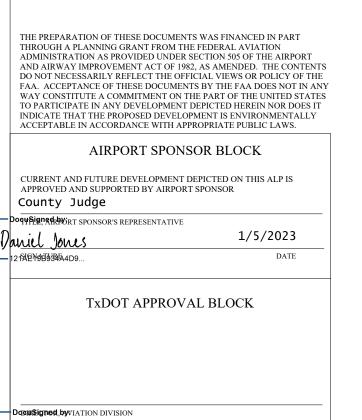


| AIRFIELD MONUMENTS  |      |                |                  |                  |
|---|------|----------------|------------------|------------------|
| NO.   | TYPE | DESIGNATION    | LAT.             | LONG.            |
| 1   | N/A  | FREDPORT AZ MK | 30° 14' 25.65" N | 98° 54' 23.92" W |
| 2   | N/A  | FREDPORT       | 30° 14' 56.13" N | 98° 54' 47.31" W |
| 3   | PAC  | T82 A          | 30° 14' 57.83" N | 98° 54' 46.54" W |
| 4   | PAC  | T82 B          | 30° 14' 40.63" N | 98° 54' 34.05" W |
| 5   | N/A  | W 464          | 30° 14' 53.00" N | 98° 54' 40.00" W |
| 6   | N/A  | X 464          | 30° 14' 56.00" N | 98° 54' 37.00" W |
| 7   | SAC  | Y 464          | 30° 15' 05.97" N | 98° 54' 34.17" W |
| ALL COORDINATES AND ELEVATIONS HORIZONTAL NAD 83, VERTICAL NAVD 88. |      |                |                  |                  |



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1/6/2023 DATE

- 10. NO DISPLACED THRESHOLDS IN THE EXISTING OR ULTIMATE CONDITION.

- 14. T82 HAS NO CLEARWAYS OR STOPWAYS IN THE EXISTING OR ULTIMATE CONDITION.

11. RUNWAY 14/32 DOES NOT HAVE PAVED SHOULDERS OR BLAST PADS IN THE EXISTING OR ULTIMATE CONDITION.

12. RUNWAY 14/32 IS AN RDC B-II-5,000 RUNWAY IN THE EXISTING AND ULTIMATE CONDITION. USING THE 13 KNOT CROSS WIND COMPONENT APPLICABLE TO THIS RDC, THE CURRENT WIND COVERAGE FOR RUNWAY 14/32 IS 98.49% IN THE ALL WEATHER CONDITIONS CATEGORY. 13. T82 CURRENTLY HAS A RUNWAY OBJECT FREE AREA PENETRATION AT THE APPROACH END OF RUNWAY 14. THE AIRPORT PERIMETER FENCE PROTRUDES THROUGH THE ROFA. THE AREA IS TRIANGULAR IN SHAPE AND ENCOMPASSES APPROXIMATELY 0.18 ACRES. THE PROTRUSION EXTENDS 161' PAST THE END OF THE RUNWAY AND IS 95' WIDE AT ITS WIDEST POINT. DUE TO PROPERTY OWNERSHIP LIMITATIONS AND WILDLIFE HAZARDS, THE AIRPORT PLANS TO REQUEST A MODIFICATION TO STANDARDS TO ALLOW THE FENCE TO REMAIN IT | GROUND CONTOURS

IS CURRENT POSITION. ADDITIONALLY, A SMALLER TRIANGULAR PIECE OF PROPERTY IN THIS AREA IS NOT UNDER THE EXISTING EASEMENT. SEE TRIANGULAR AREA OUTLINE IN YELLOW. THE AIRPORT ULTIMATELY EXPECTS TO OBTAIN AN EASEMENT FOR THIS AREA.

15. ALL APPROACH AND DEPARTURE RPZ'S HAVE THE SAME DIMENSIONS IN THE EXISTING AND ULTIMATE CONDITIONS.

16. DIMENSIONS OF ALL APRONS SHOWN IN THE TERMINAL AREA DRAWING TO REDUCE CLUTTER ON THE ALD. SQUARE FOOTAGE OF EACH MAIN APRON IS NOTED ON THE ALD.

17. AIRCRAFT TIE-DOWN LAYOUTS ARE SHOWN ON THE TERMINAL AREA DRAWING TO REDUCE CLUTTER ON THE ALD. THESE AREAS HAVE BEEN GENERALLY NOTED WITH CALLOUTS ON THE ALD. PROPOSED NEW TIE-DOWNS ARE SHOWN.

18. ALL CLEARANCES HAVE BEEN ADJUSTED FOR HEIGHT OF NATURAL OBJECTS, 10 FEET FOR PRIVATE ROADS, 15 FEET FOR PUBLIC ROADS, 17 FEET FOR INTERSTATE HIGHWAYS, AND 23 FEET FOR RAILROADS.

19. SOME TIE-DOWN POSITIONS ON THE EXISTING NORTH APRON MAY NEED TO BE REMOVED TO ACCOMMODATE ADG III OPERATIONS IN THE MID-FIELD DEVELOPMENT AREA.

20. THE PROPERTY SURROUNDING BUSINESS CT. HAS BEEN RELEASED BY THE FAA FOR NON-AERONAUTICAL USE PER A LETTER DATED AUGUST 2, 1999 FROM THE FAA. THIS PROPERTY IS SHOWN AS TRACT S ON THE EXHIBIT A.

21. THE PROPERTY SURROUNDING THE ENTRANCE TO THE PARK IS EXPECTED TO BE SOLD TO THE CITY OF FREDERICKSBURG IN THE ULTIMATE CONDITION.

22. THE EXISTING AIRPORT FENCE LINE EXTENDS OFF OF AIRPORT PROPERTY. THE AIRPORT EXPECTS TO OBTAIN AN EASEMENT FOR THE FENCE IN THIS AREA.

23. AS OF THE PUBLICATION OF THIS ALP, THE FAA DOES NOT HAVE PUBLISHED STANDARDS RELATED TO ALTERNATE OPERATING AREAS (AOA). THE PROPOSED LAYOUT OF THE AOA IS BASED ON REGIONAL GUIDANCE PUBLISHED BY THE FAA NORTHWEST MOUNTAIN REGION. THIS GUIDANCE WAS PUBLISHED ON MARCH 1, 2019 AND WAS ENTITLED "ANM REGIONAL GUIDANCE NO. 2019-01 - CONSIDERATIONS FOR THE ALTERNATIVE OPERATING AREAS." THIS GUIDANCE HAS BEEN CANCELLED AND A NATIONAL POLICY IS EXPECTED TO BE ISSUED. THE ABILITY TO ESTABLISH AN AOA AT T82 AS SHOWN IN THIS ALP MAY NOT BE POSSIBLE PENDING THE REQUIREMENTS SET FORTH UNDER THE UPCOMING NATIONAL POLICY.

24. RUNWAY THRESHOLD LIGHTS ARE LOCATED 10 FT. FROM THE END OF THE RUNWAY IN THE EXISTING AND ULTIMATE CONDITION. THERE IS 90 FT. OF LATERAL DISTRANCE FROM THE RUNWAY CENTERLINE TO THE PAPI SYSTEMS IN THE EXISTING AND ULTIMATE CONDITION.

THRESHOLD LIGHTS RUNWAY PROTECTION ZONE (RPZ) RUNWAY SAFETY AREA (RSA) RUNWAY OBJECT FREE AREA (OFA) RUNWAY OBSTACLE FREE ZONE (OFZ) PART 77 APPROACH SURFACE DEPARTURE SURFACE

HOLDLINES & SIGNS AIRPORT REFERENCE POINT (ARP) EASEMENT

VEGETATION

BUILDINGS

AWOS

LIGHTED WIND CONE & SEGMENTED CIRCLE

PRECISION APPROACH PATH INDICATOR (PAPI)

GLIDE SLOPE QUALIFICATION SURFACE

THRESHOLD SITING SURFACE

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SAME

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AIRPORT LAYOUT

JOB NO.: 18231130

DATE: JUNE 2022

DRAWN BY: JJL

DESIGNED BY: NRP

BAR IS ONE INCH ON

ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET,

ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

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