

Appendix C

ALP Checklist



Delta Airport Consultants, Inc.

DRAFT
Airport Layout Plan Checklist

AIRPORT LAYOUT PLAN CHECKLIST
Washington Airports District Office
Federal Aviation Administration
November 28, 1997

This checklist is recommended for use by consultants, airport sponsors, and FAA Airports District Office (ADO) personnel to help insure that all pertinent information is reflected on the Airport Layout Plan (ALP) set of drawings. This checklist can be used for the small airports as well as for the larger, more complex ones and therefore every drawing or item in the checklist may not apply in all airport situations. However, certain drawings in the checklist are required in every case for FAA approval. These include (1) the Airport Layout Drawing, (2) the airport airspace drawing, and (3) the inner portion of the approach surface drawing. The need for the other drawings should be decided on a case-by-case basis. This decision as well as the determination as to which of the individual checklist items for each drawing apply to a given airport situation should be made at the time the workscope is prepared for the development of the new or updated ALP. This involves the ADO working closely with the airport sponsor and their consultant to evaluate and reach agreement on the use of the checklist in the ALP project. The individual checklist items as well as the case-by-case drawings that apply to a given airport situation depend on the nature and complexity of the facility and the evaluation during the ALP workscope determination process. Sound planning and understanding of local needs and conditions should be taken into account during this process. If during or after this process, the airport sponsor or their consultant disagrees with the ADO regarding the applicability of any element of the checklist to a given ALP project, they should provide the rationale for any such disagreement to the ADO. The ADO shall determine whether or not the rationale is acceptable and make the appropriate determination. In summary, this checklist can be used as part of the ALP Workscope process, during the preparation of the ALP, and in the draft and final ALP reviews.

AIRPORT: Virginia Highlands **LOCATION:** Abingdon, Virginia

SPONSOR: Virginia Highlands **DATE:** _____
Airport Commission

CONSULTANT: Delta Airport **DATE:** 02/05/2002
Consultants, Inc. 03/28/2003

DOAV/MAA: _____ **DATE:** _____

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

THIS CHECKLIST WAS COMPLETED FOR (check one):

- () ALP Workscope Purposes
- () ALP Preparation Purposes
- (X) ALP Review Purposes

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Note: The following information provides specific instructions on its use in terms of checking **YES** or **NO**, with or without **REMARKS**, for each of these purposes.

Specific Instructions:

1. If used for **ALP Workscope preparation purposes**, **YES** or **NO** should be checked for each checklist item to indicate whether or not it is required for the ALP drawings for the given airport. Or, to avoid having to check every single item and help facilitate the process, only check **NO** for items that are not required with the understanding that if an item is not checked **YES** or **NO** (i.e., left blank or unchecked), then it is required. This should be done as a joint effort by the airport sponsor (and their consultant) and the ADO in developing the ALP Workscope. Any item requiring explanations should be given as remarks.
2. If used for **ALP preparation purposes**, the preparer (airport sponsor and their consultant) should check **YES** or **NO** to indicate whether or not the appropriate checklist items are reflected on the ALP drawings. Any item requiring explanations should be given as remarks. The checklist completed by the preparer should (shall, if so stated in an agreed to ALP Workscope) be submitted to the ADO with the draft ALP drawings.
3. If used for **ALP review purposes**, the ADO reviewer should check **YES** or **NO** to indicate whether or not all appropriate checklist items were reflected on the ALP drawings in a satisfactory manner. Any item requiring explanations should be given as remarks. The checklist completed by the ADO should be submitted to the preparer with the marked-up draft ALP drawings.

References:

The ALP checklist below is based primarily on Appendix 7 of AC 150/5300-13, Airport Design, including changes 1 through 5. Change 5 is dated 2/14/97. Appendix 7 covers ALP components and preparation. The Airport Property Map (formerly Exhibit "A") component of the ALP checklist is based primarily on AC 150/5100-17, Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects, dated 3/29/96.

Use the space below for any detailed remarks.

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I. The ALP Set of Drawings.	Yes	No	REMARKS
1. Required Drawings.			
a. Airport Layout Drawing.	<input checked="" type="checkbox"/>	()	NEW
b. Airport Airspace Drawing	<input checked="" type="checkbox"/>	()	UPDATE
c. Inner Portion of the Approach Surface Drawing.	<input checked="" type="checkbox"/>	()	NEW (2)
2. Case-by-Case Drawings.			
a. Terminal Area Drawing.	<input checked="" type="checkbox"/>	()	UPDATE EAST GA
b. Land Use Drawing.	<input checked="" type="checkbox"/>	()	NEW WEST GA
c. Airport Property Map Drawing, (Formerly Exhibit. "A").	<input checked="" type="checkbox"/>	()	UPDATE (NEW NOISE)
	<input checked="" type="checkbox"/>	()	UPDATE

Note: Normally, the Airport Layout Drawing and the Airport Airspace Drawing should be presented on separate sheets. The Property Map (formerly Exhibit "A"), if done as part of a new or updated ALP set of drawings, should also be depicted on a separate sheet (or sheets for large airports). The other drawings do not necessarily need to be on separate sheets, depending on scale and size of the drawings.

II. AIRPORT LAYOUT DRAWING

	Yes	No	REMARKS
1. Features:			
a. Layout of existing and ultimate facilities and features.	<input checked="" type="checkbox"/>	()	UPDATE ✓
b. Wind rose and coverage analysis.	()	<input checked="" type="checkbox"/>	EXISTING ✓
c. Basic airport and runway data tables.	()	()	UPDATE
d. Legend and building tables.	()	()	"
e. Title and revision blocks.	()	()	"
f. Sponsor approval block.	()	()	"
g. List of approved modifications to FAA Airport Design Standards (with dates), including proposed and planned modification to Standards, i.e., use of declared distances for airport design, expected to approved as part of the ALP review and approval process.	()	()	UPDATE
h. List of non-std. conditions and proposed disposition.	()	()	UPDATE
2. Preparation Guidelines:			
a. Sheet Size, recommended 22"x34".	<input checked="" type="checkbox"/>	()	✓
b. Scale, Determined by airport size 1"=200' to 1"=600'			
(1) Show graphic Scale.	<input checked="" type="checkbox"/>	()	✓
(2) Metric conversion table, (opt. per Appendix 6, AC 150/5300-13, Airport Design)	()	<input checked="" type="checkbox"/>	N/A
c. North Point:			
(1) True	()	<input checked="" type="checkbox"/>	EXISTING ✓
(2) Magnetic and year of magnetic declination.	()	<input checked="" type="checkbox"/>	" ✓
(3) North is to top left of drawing.	()	<input checked="" type="checkbox"/>	" NO CHANGE TO ORIENTATION
d. Wind Rose: Explain in Remarks for Data source if wind data not available for ALP wind rose.			
(1) Data source and time period covered (latest 10-yr period, using 36 point) Individual & Combined coverage.	()	<input checked="" type="checkbox"/>	EXISTING ✓

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	Yes	No	REMARKS
(2) Individual and combined coverage, see paragraph 203b of AC 150/5300-13, Airport Design for information on wind conditions.			
(a). Runways with 10.5 knots crosswind	()	X	EXISTING ✓
(b). Runways with 13 knots crosswind	()	X	✓
(c). Runways with 16 knots crosswind	()	X	✓
(d). Runways with 20 knots crosswind	()	X	✓
(e). IFR Windrose.	()	X	✓
e. Airport Reference Point (ARP)			
(1) Existing (nearest second NAD 83)	X	()	✓
(2) Ultimate (nearest second NAD 83)	X	()	✓
f. Topographic Information - Ground contours at intervals of 2' to 10', lightly drawn. Show any principal drainage features	X	()	NEW ✓
g. Elevations:			
(1). Runways - Indicate at existing and ultimate ends, displaced thresholds, touchdown zones, intersections, high and low points - accuracy to the nearest 1/10 ft.	X	()	✓
(2). Structures on Airport - If no Terminal Area Plan Drawing, show top elevations on this sheet. Use table and numbering system.	()	X	TAP SHEETS ✓
h. Building Restriction Lines (BRL) and Runway Visibility Zone (NA)	()	X	N/A ✓
i. Runway Details - (existing/ultimate)			
(1). Dimensions - Length and width.	X	()	✓
(2). Orientation:			
(a). Show runway end numbers.	X	()	✓
(b). True bearing nearest 1/10 degree	X	()	✓
(3). Lighting,			
(a). Show threshold lights.	X	()	✓
(b). No runway edge lights on drawing.	X	()	✓
(4). Marking			
(5). Show stage lengths if new runway or if runway extensions will be developed in stages.	()	X	NA ✓
(a). Show interim stage lengths on stage development sketches in ALP Narrative Report.	()	X	NA ✓
(6). End Coordinates			
(a). Show surveyed existing runway end coordinates (nearest 1/10 second, NAD 83) and elevations (nearest 1/10 ft).	X	()	UPDATE ✓
(b). For interim stage runway development show end coordinates (nearest 0.01 second, NAD 83) and elevation (nearest 1/10 ft).	()	X	NA ✓

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	Yes	No	REMARKS
(7). Monuments - (Show location of all survey monuments and reference markers. Note how monuments are protected).	()	(X)	NA
(8). Declared Distances, for each runway direction. Identify any distances and clearway/stopway portions in the declared distances and any runway portions not included in the declared distances.	()	()	IF APPLICABLE (RW24) N/A
(9). Any displaced thresholds.	()	()	" " "
(10). Any clearways.	()	(X)	NA
(11). Any stopways.	()	(X)	NA
(12). Separation dimensions from BRL and any parallel runways.	()	(X)	NA
(j). Object Free Area (OFA)	(X)	()	
(k). Safety Areas.	(X)	()	
(l). Obstacle Free Zone (OFZ). - Specify "NO OFZ PENETRATIONS" when no object other than frangible NAVAIDS penetrates the OFZ. Otherwise show the object penetration and indicate how they will be eliminated. The OFZ may be depicted on the drawing with dimensions to facilitate identifying object penetrations.	(X)	()	SEE RW DATA TABL
(m). Threshold Details - Depict the threshold with coordinates - accuracy to nearest 0.01 second, elevation, displacement from runway end, and print "No Threshold Siting Surface Object Penetrations" with no object penetrations". Otherwise show the object penetrations and indicate how they will be eliminated.	(X)	()	
(n). RPZ details per paragraph 212, Table 2-4, and Fig 2-3 of AC 150/5300-13, Airport Design.	(X)	()	
(1). Show size with dim., (existing and ultimate)	(X)	()	
(2). Airport interest in RPZ (fee or easement, or non-airport). NOTE: Boundary of existing property interest may, or may not, coincide with current RPZ boundary.	(X)	()	
(3). For each RPZ, indicate in a note the approach visibility minimum and aircraft served (i.e., small aircraft, aircraft approach Cat A/B, Cat C/D, or all aircraft).	(X)	()	
(o). Holding position signs and markings. Depict the holding position signs and marking distance from runway centerline, with dimension lines.	()	(X)	HOLDLINE SHOWN
(p). Taxiway Details - Include the following:			
(1). Dimensions (width and length).	(X)	()	WIDTH ONLY
(2). Separation dimensions from parallel runways and taxilanes.	(X)	()	
(3). Clearance dimensions to objects, including aircraft parking areas.	(X)	()	
(q). Apron details (existing/ultimate)			
(1). Dimensions (width and length).	()	(X)	SEE TAP

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	Yes	No	REMARKS
(2). Aircraft parking arrangement.	()	<input checked="" type="checkbox"/>	
(3). Any taxilanes.	()	<input checked="" type="checkbox"/>	
r. Nav aids and landing light systems (existing/ultimate).			
(1). Location and type.	<input checked="" type="checkbox"/>	()	
(2). Critical area outlined and dimensioned	<input checked="" type="checkbox"/>	()	
s. Terminal area (existing/ultimate).			
(1). Show and identify all main structures. Also show and identify by using building table and numbering system if no terminal area drawing.	<input checked="" type="checkbox"/>	()	<i>No BLDG TABLE</i>
(2). Hangar areas and related taxiways.	<input checked="" type="checkbox"/>	()	
(3). Auto parking and entrance road.	<input checked="" type="checkbox"/>	()	
t. Wind cone/tee and segmented circle.	<input checked="" type="checkbox"/>	()	
u. Any weather equipment (e.g., AWOS, ASOS, etc., including related critical areas).	<input checked="" type="checkbox"/>	()	
v. Airport service roads.	<input checked="" type="checkbox"/>	()	
w. Airport fencing.	<input checked="" type="checkbox"/>	()	<i>UPDATE</i>
y. Airport Data Table			
(1). Airport elevation (nearest 1/10 ft).	<input checked="" type="checkbox"/>	()	
(2). ARP lat /long., nearest second/NAD-83.	<input checked="" type="checkbox"/>	()	
(3). Mean daily max temperature.	<input checked="" type="checkbox"/>	()	
(4). Combined wind coverage VFR/IFR (%).	<input checked="" type="checkbox"/>	()	
(5). Airport magnetic variation and date.	()	<input checked="" type="checkbox"/>	<i>EXISTING NORTH ARROW!</i>
(6). ARC for most demanding aircraft accommodated at the airport for approach purposes.	<input checked="" type="checkbox"/>	()	
(7). NPIAS service level, GA, RL, P, etc.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
(8). DOAV/MAA/DC equivalent service role (local, community, regional, etc.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
(9). Taxiway lighting.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
(10). Taxiway marking.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
(11). Airport and Terminal Nav aids.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
(12). Others (indicate in remarks).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
z. Runway Data Table for each runway ends (existing/ultimate.)			
(1). Approach visibility minimums (include existing/ultimate, i.e.; V, 1 mile, 3/4 mile, 1/2 mile, CAT II/III).	<input checked="" type="checkbox"/>	()	<i>UPDATE UPDATE</i>
(2). FAR Part 77 approach slope.	<input checked="" type="checkbox"/>	()	
(3). Dimensions (width and length).	<input checked="" type="checkbox"/>	()	
(4). Pavement type.	<input checked="" type="checkbox"/>	()	
(5). Pavement design strength.	<input checked="" type="checkbox"/>	()	
(6). Lighting.	<input checked="" type="checkbox"/>	()	
(7). Marking.	<input checked="" type="checkbox"/>	()	
(8). Percent gradient.	<input checked="" type="checkbox"/>	()	
(9). Maximum grade within runway length.	<input checked="" type="checkbox"/>	()	
(10). Line of sight requirements.	<input checked="" type="checkbox"/>	()	
(11). Percent wind coverage.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>NA EXISTING</i>
(12). Visual approach aids (PAPI, REIL, etc.)	<input checked="" type="checkbox"/>	()	
(13). Instrument approach aids (ILS, LOC, etc.)	<input checked="" type="checkbox"/>	()	

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	Yes	No	REMARKS
(14). ARC for the runway.	()	(X)	SEE AIRPORT TABLE ✓
(15). Identify the critical aircraft. If more than one aircraft involved, then identify further as follows:			
(a). Critical aircraft by wingspan.	()	(XX)	
(b). Critical aircraft by approach speed.	()	(XX)	
(c). Critical aircraft by weight.	()	(XX)	
(16). Length of haul if critical aircraft over 60Klb	()	(X)	NA ✓
(17). RSA dimensions.	(X)	(X)	
(18). OFA dimensions.	(X)	()	
(19). OFZ. Specify "No OFZ object penetrations" if no object other than frangible Nav aids penetrates the OFZ.	(X)	()	
(20). Surveyed end coordinates. (Nearest 0.01 second), NAD 83.	(X)	()	EXISTING ✓
(21). Runway elevations (nearest 0.01 ft.).			
(a). Existing end.	(X)	()	
(b). Ultimate end.	(X)	()	
(c). Displaced threshold.	(X)	()	
(d). Touchdown zone.	()	(X)	NO SURVEYS ✓
(e). Runway intersection.	()	(X)	" "
(f). High and low points.	()	(X)	" "
(22). Declared distances for each Runway direction.			
(a). TORA.	()	()	} IF APPLICABLE N/A
(b). TODA.	()	()	
(c). ASDA.	()	()	
(d). LDA.	()	()	
(23). Others (indicate in Remarks).	()	(X)	
(aa). Legend Table. Use standard symbols. (existing/ultimate).	(X)	()	UPDATE ✓
(bb). Building Table, identify by number and description. Show top building elevation if no terminal area drawing (existing/ultimate)	()	(X)	NO BLDG TABLE SEE TAP ✓
(cc). Location and vicinity maps.	()	(X)	EXISTING ✓
(dd). Title and Revision Blocks.	(X)	()	COVER SHEET ✓
(ee). Approval Block.	(X)	()	✓

III. AIRPORT AIRSPACE DRAWING

I. Includes:	Yes	No	REMARKS
a. Plan view of all Part 77 surfaces based on ultimate runway lengths.	(X)	()	UPDATE ✓
b. Profile views of Part 77 approaches (exist/ultimate).	(X)	()	UPDATE ✓
c. Obstruction Data Table, as appropriate.	()	(X)	NOT ON EXISTING ✓
2. Preparation Guidelines:			
a. Sheet Size, Same as ALP Drawing.	(X)	()	NEW QUAD SHEET BASE ✓

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	Yes	No	REMARKS
(g). Obstruction data table details.			
(1). List all obstructions shown in the plan and profile views.	()	(X)	NOT ON EXISTING
(2). Identify obstructions by number in plan & profile, description and amount of Part 77 surface penetrations and proposed disposition of the obstruction including no action.	()	(X)	"
(3). For any close-in obstructions in the approach areas, include note and refer to the obstruction tables on the inner portion of the approach surface drawing.	()	(X)	"

IV. INNER PORTION OF THE APPROACH SURFACE DRAWING

1. Includes:				
a. Show each runway end, large scale plan view of the inner portion of the approach (existing/ultimate). Limit to area where Part 77-approach surface reaches a 100-foot height above the runway end.			ONE SHEET RW 6 ONE SHEET RW 24	
b. Projected profile views of item a. above, for each runway end.	(X)	()	NEW SHEETS (2)	✓
c. Obstruction tables for the existing and ultimate inner portion of the approach area for each runway end.	(X)	()		✓
2. Preparation Guidelines:				
a. Sheet Size, Same as ALP Drawing.	(X)	()		✓
b. Scale, recommend; horizontal 1" = 200', Vertical 1" = 20'	(X)	()		1" = 300'
c. Title and Revision Blocks- Same format as ALP Drawing.	(X)	()		✓
d. Plan View Details				
(1). Use aerial photos for base maps when available.	(X)	()	AERIAL TOPO	✓
(2). Use numbering system to identify obstruction.	(X)	()		✓
(3). Depict property line when it is located within the area.	(X)	()		✓
(4). Show elevations and clearances for roads, railroads, waterways, etc., at the approach surface edges and extended runway centerline. Number these points and key to profile view and obstruction table, as appropriate.	(X)	()		✓
(5). Depict ends of runways, stopways, clearways, safety areas, and object free areas (existing/ultimate).	(X)	()		✓
(6). Show ground contours within the area.	(X)	()		✓
(7). Show existing/ultimate approach and departure RPZ's.	(X)	()		✓

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	Yes	No	REMARKS
(8). Indicate existing/ultimate Part 77 approach slopes.	<input checked="" type="checkbox"/>	()	✓
(e). Profile View Details			
(1). Depict the ground along runway safety area and significant items such as fences, stream beds, roadways, etc., regardless of whether the items are obstructions	<input checked="" type="checkbox"/>	()	EXCEPT FENCES ✓
(2). Identify obstructions with number from plan.	<input checked="" type="checkbox"/>	()	✓
(3). Depict cross- section of roads and railroads where they intersect outer edges of approach surface.	<input checked="" type="checkbox"/>	()	APPROX
(f) Runway Centerline Profile			
(1) Scale (vertical sufficient to show line-of-sight requirements)	()	<input checked="" type="checkbox"/>	RW ENDS
(2) Elevations (stations and elev. at runway ends and at all points of grade change)	()	<input checked="" type="checkbox"/>	RW ENDS
(g) Obstruction Table Details			
(1). Prepare separate table for each approach surface (existing /ultimate) and specify type and slope of the Part 77 approach surface.	<input checked="" type="checkbox"/>	()	✓
(2). List obstructions. by number in plan and amount of Part 77 surface penetrations and proposed disposition of obstructions, also no action.	<input checked="" type="checkbox"/>	()	✓

SCALE NOT APPR

SEE PART 77

V. TERMINAL AREA DRAWING

(The need for this plan will be decided on a case-by-case basis. For small airports, where the ALP Drawing is prepared to a fairly large scale, a separate drawing for the terminal area may not be needed.)

UPDATE EAST GA / NEW SHEET WEST GA

	Yes	No	REMARKS
1. Includes:			
a. Large scale plan view of the area (or areas) where the aprons, buildings, hangars, parking lots, etc., are located.	<input checked="" type="checkbox"/>	()	✓
2. Preparation Guidelines:			
a. Sheet Size, Same as ALP Drawing.	<input checked="" type="checkbox"/>	()	✓
b. Scale, 1" = 50' to 1" = 100'	<input checked="" type="checkbox"/>	()	✓
c. Large-scale plan view of terminal area (or areas) showing details of aprons, buildings, hangars, parking lots, etc. (Existing/Ultime.)	<input checked="" type="checkbox"/>	()	✓
d. Building restriction line.	<input checked="" type="checkbox"/>	()	✓
e. Depict separation between objects and taxiways, taxilanes, and tiedowns.	<input checked="" type="checkbox"/>	()	✓
f. Title and Revision Blocks, Same as ALP Drawing.	<input checked="" type="checkbox"/>	()	✓
g. Building Data Table			
(1). Structure identification number (identify structures on plan view with numbers instead of words)	<input checked="" type="checkbox"/>	()	✓

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	Yes	No	REMARKS
(2). Top elevation on structures.	<input checked="" type="checkbox"/>	()	
(3). Obstruction marking (Existing/Ulimate).	<input checked="" type="checkbox"/>	()	
h. Legend, Include symbol for planned removal, abandonment., etc.	<input checked="" type="checkbox"/>	()	

VI. LAND USE DRAWING

1. Definition
A drawing depicting existing and recommended use of all land within the ultimate airport property line (on airport) and in the vicinity of the airport (off airport) to at least 65 LDN.) Typical land use categories are; (e.g., agriculture, recreational, industrial, commercial, etc.)

2. Purposes
Provide plan for leasing revenue producing areas on the airport, for guidance on compatible land uses in close proximity to runways, for line of sight between runway ends and within runway visibility zones, and for guidance to local authorities for establishing appropriate zoning in the vicinity of the airport.

3. Preparation Guidelines:
 - a. Sheet Size, Same as ALP Drawing. () UPDATE
 - b. Scale, Same as ALP Drawing. () EXISTING
 - c. Title and Revision Blocks, Same as ALP Drawing
 - d. Base Map, Use aerial photos when available. () EXISTING
 - e. Legend, Use std. drafting symbols to show various parcels and/or areas on and off the airport (existing /ultimate). Show uses by general category. () "
 - f. Public Facilities
 - (1). Depict the location of all public facilities (e.g., schools, hospitals, prisons, parks, etc.) in the vicinity of the airport. () NOT ON EXISTING
 - (2). Show current noise contours, if available (date of data used). () NEW CONTOURS
 - g. Drawing Details
 - (1). Normally limited to existing and ultimate features (i.e., runways, taxiways, RPZ's, terminal buildings and Nav aids, etc.) ()
 - (2). Show details to determine aeronautical areas versus non-aeronautical areas. ()

VII. AIRPORT PROPERTY MAP (Formerly Exhibit "A")

- Purposes:
1. The primary intent of the airport property map (formerly Exhibit "A") drawing, is to identify all land which is designated airport property and to provide an inventory of all parcels which make up the airport. It is a document that must be on file in the ADO as part of the development project process. If it is not on file, or needs updating, this drawing can be prepared as part of the ALP set of drawings.

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		Yes	No	REMARKS
Definition:				
2.	As a minimum, the Property Map (formerly Exhibit "A") must show the current airport research, available mapping/surveys, and field verification, as required. Physical survey of boundaries is generally not required. In those instances where field survey may be considered necessary, the property line and runway should be tied to the State grid system. Standards for precision and accuracy would be part of this review			
	a. Sheet Size, Same as ALP drawing.	<input checked="" type="checkbox"/>	()	
	b. Scale, Same as ALP drawing.	<input checked="" type="checkbox"/>	()	1" = 400'
	c. Title and Revision Blocks, See ALP Drawing. Clearly label as Airport Property Map (formerly Exhibit "A")	<input checked="" type="checkbox"/>	()	/
	d. Legend, Use standard drafting symbols and legend table to indicate the type of acquisition involved with each tract or area.	<input checked="" type="checkbox"/>	()	/
4.	Specific Property Map required items:			
	a. Identify outside airport property boundary.	<input checked="" type="checkbox"/>	()	/
	b. Each parcel making up the entire airport must be shown and numbered. In addition, parcels, which were once airport property, must also be shown.	<input checked="" type="checkbox"/>	()	/
	c. Both fee and easement interest must be shown and separately designated.	<input checked="" type="checkbox"/>	()	/
	d. Delineate runways, taxiways, RPZ's, TSA's/RSA's, OFA's, BRL's, Terminal Buildings, and Nav aids (existing/ultimate).	<input checked="" type="checkbox"/>	()	No TSA, RSA, OFA, BRL /
	e. Magnetic and true north arrows.	<input checked="" type="checkbox"/>	()	/
	f. Show each line type that identifies airport boundary, parcel boundary, RPZ's, BRL's, easements, etc. clearly in the legend.	<input checked="" type="checkbox"/>	()	/
	g. The plan view with related data table and/or notes must show an inventory of all parcels by number, including the grantor, grantee, and type of interest, acreage, deed book and page, and date of recording. They must also show FAA project number if acquired under a grant; PFC application number if acquired with PFC; Surplus Property Transfer or AP-4 Agreement if applicable; type of easement (clearing, avigation, utility, right-of-way, etc.); and if released, date of FAA approval.	<input checked="" type="checkbox"/>	()	EXISTING /
	h. The purpose of acquisition if acquired under a Federal grant (approach protection., aeronautical, noise compatibility, current or future development.) based on the grant description must be indicated, plus any special conditions.	<input checked="" type="checkbox"/>	()	EXISTING /
	i. If the Property Map is being prepared for submittal as part of a land acquisition project, parcels being acquired must be shown.	()	<input checked="" type="checkbox"/>	NA /

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	Yes	No	REMARKS
j. The Property Map must be drawn to scale, all information must be on one sheet if possible, and should be no larger than the ALP drawing sheet size and be legible. There should be an index sheet if the Property Map (formerly Exhibit "A") involves several sheets for larger airports.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
k. The Property Map must be dated and amended whenever there is a change to any airport property.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
l. There should be sufficient descriptive data (i.e., section, city, county, lot and block, metes and bounds, etc.) to enable accurate location of current and future parcels on the drawing.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	TAX MAP INFO
m. Points of reference for tracing parcels from a deed description by scaling should be shown. As new parcels are acquired, the property map should add their associated bearings and lengths to enable quick confirmation of the parcel's location.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	WHEN SURVEYED
n. Fencing, if it does not obscure airport boundary lines.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	" "