

CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD

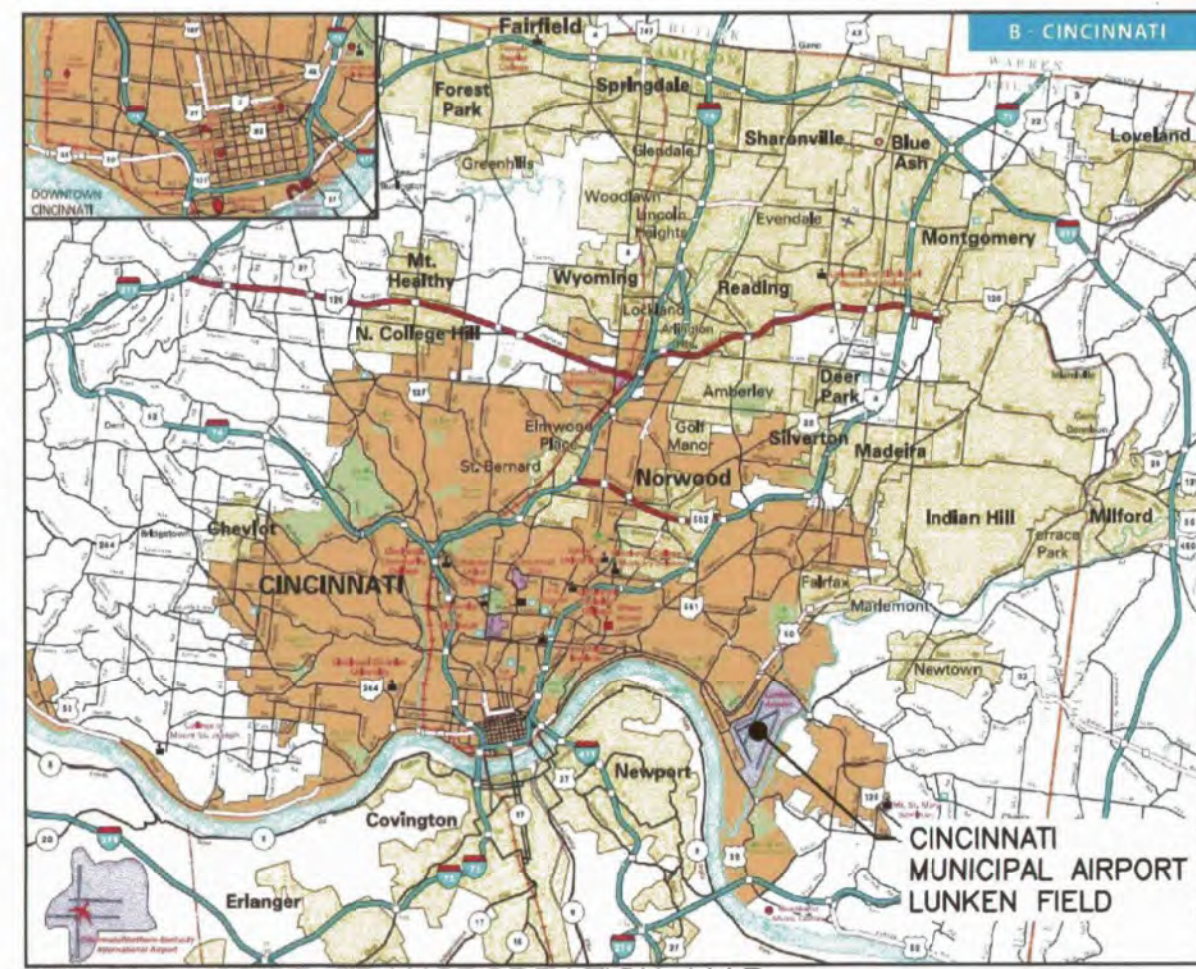
CINCINNATI, OHIO

AIRPORT LAYOUT PLAN

SEPTEMBER 2024

AIP 3-39-0018-0022-2014

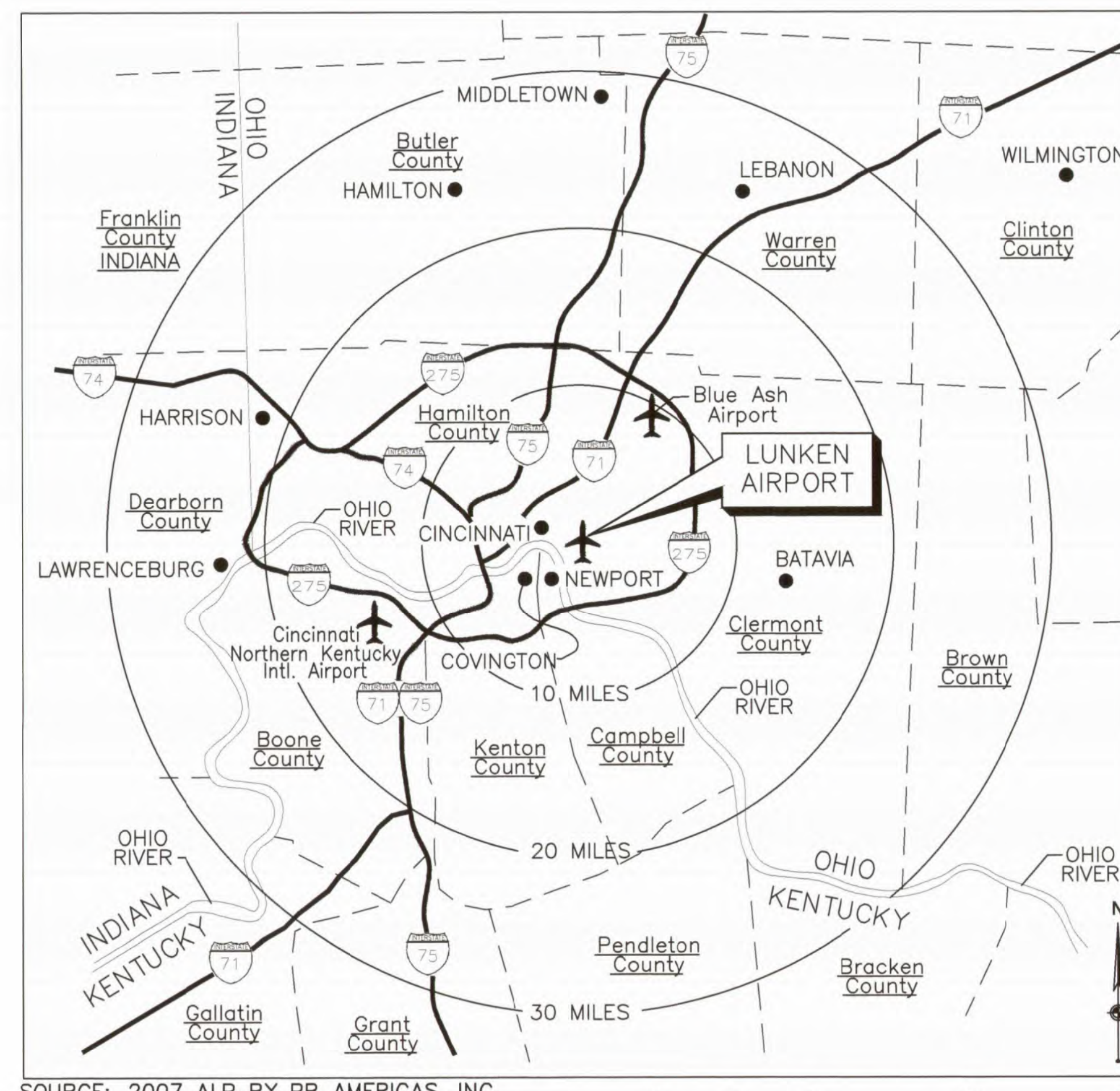
AIRPORT LOCATION MAP



SOURCE: ODOT TRANSPORTATION MAP

NOT TO SCALE

VICINITY MAP



SOURCE: 2007 ALP BY PB AMERICAS, INC.

SCALE: NAUTICAL MILES



FAA APPROVAL LETTER

Detroit Airport District Office
 11677 S. Wayne Road, Ste. 107
 Romulus, MI 48174

October 23, 2024

James Egan
 Division Manager - Cincinnati Municipal Airport
 Lunken Field
 City of Cincinnati
 4850 River Avenue
 Cincinnati, OH 45226

Cincinnati Municipal Airport - Lunken Field
 Cincinnati, Ohio
 Airport Layout Plan (ALP) Approval
 2024 A05 7481-08A

Dear Mr. Egan:

The Master Plan (MP) documents for the Cincinnati Municipal Airport - Lunken Field (LUN) are acceptable from a contractual standpoint with respect to Federal Aviation Administration (FAA) planning policies, applicable Advisory Circulars, and Standard Operating Procedures. The content of the MP reflects the views of the City of Cincinnati, who is responsible for the accuracy of the document. The MP does not constitute an FAA approval or endorsement of the project, and the determination of acceptability does not imply the FAA agrees with the MP conclusions and recommendations.

The FAA Reauthorization Act of 2024 has limited the FAA's review and approval authority for ALPs. The FAA's approval of this ALP is limited to existing facilities for which the FAA retains approval authority. The FAA has not determined whether it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter (unless otherwise noted). FAA will determine whether it retains approval authority for ALP changes reflecting future facilities when such facilities are required for consideration (such as facilities needed to be built), and such approvals, if required, must be granted before construction occurs.

Although FAA's review and approval authority of proposed projects depicted on an ALP is limited, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. 47103(d)(5).

The airport sponsor is responsible for monitoring obstructions within the departure surface. Examples of projects which may require a review include the following: obstruction removal, runway threshold changes, and land acquisition within the departure surface. If an obstruction is identified, it is the airport sponsor's responsibility to submit the obstruction to the OAS/ASAS system for an airspace evaluation and determination.

Enclosed is one (1) conditionally approved copy of the subject ALP, dated September 2024. This letter constitutes an approval of prior ALP approvals. The ALP approval is based upon recognition of and adherence to the following:

The approval of this ALP is conditional upon the receipt of Federal funding for the proposed development. The FAA has no authority to provide funding for planning purposes only based on current safety, utility, and efficiency standards. Actual development should comply with approved standards applicable at the time of construction. The FAA approved forecast dated February 1, 2025, and critical aircraft review recognize the following:

- The existing and future Runway Design Code(s) (RDC) are:
 - Runway 3/21 (Improvised RDC) 21L: Existing and Future
 - Runway 7/25: R-4 Small Existing, R-1 Future
 - Note Runway 3/21R was permanently closed on July 11, 2024.
- The airfield designation based on Airport Reference Code (ARC) of Category D-II.

It is FAA policy that the Runway Protection Zone (RPZ) should be acquired in fee simple. It appears LUK owns the entire RPZ for runway ends 3, 21, and 25 and portions of the RPZ for runway end 7. The FAA recommends the Airport Sponsor have an acquisition statement for those portions of the RPZ where fee simple ownership is not currently identified. The Airport Sponsor should ensure there is no encroachment of areas within the RPZ. Advisory Circular 150/5300-8 "Airport Land Use Compatibility Planning" requires the Airport Sponsor to develop an alternatives analysis when the following is proposed:

- An airfield project (e.g., runway extension, runway RMT)
- A change in the critical design aircraft that increases the RPZ dimensions
- A new or revised instrument approach procedure that increases the RPZ dimensions
- A local development proposal in the RPZ (either new or reconfigured)

This Alternatives Analysis must be reviewed by the ADO, Regional Office, and APP-603.

This ALP approval extends the partial ALP update approval letter dated September 12, 2022 covering the Decommissioning of Runway 3/21R. Runway 3/21R closed on July 11, 2024 prior to completion of the attached ALP update. Grant 3-39-0018-0022-2014 for the Decommissioning of Runway 3/21R was executed on August 13, 2024. As a condition of the grant closed, the ALP must be updated to reflect the as-built conditions of the runway decommissioning project. An As-Built update of the attached ALP is required.

If any of the design critical aircraft or airport group changes, this ALP must be reevaluated.

FAA's approval does not refer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements (including):

- All development programs should be reasonably consistent with the plans of local and state planning agencies for the development in the airport vicinity.
- That for consideration has been given to the interest of communities in or near the airport.
- That development programs provide for the protection and enhancement of the environment.

The FAA offers no objection to the proposed alternate airspace utilization as depicted on the ALP based on considerations of safe and efficient use of airspace. The ALP has the status of "Plan on File" for the purpose of 14 CFR Part 77, Obstruction Evaluation, and 14 CFR Part 152, Airport Del Program. A review of the airfield layout plan development was conducted according to the following 14 CFR Parts - 77, 152, and 155. Notice of Construction, Obstruction, Activation, and Deactivation of Airports Reference Aeronautical Study Number 2024-A05-7481-08A. It should be noted that FAA cannot prevent erection of any structure near an airport. Airport operations can only be protected through state and local zoning ordinances, building regulations, and like requirements.

To avoid conflicts with future development, the FAA recommends updating the ALP where proposed. We further recommend providing copies to the local state planning zoning boards and county and city officials, and encouraging adoption of compatible land use criteria in and around the airport. Copies should be distributed to local State Operators (SBOs) and airport users.

The Airport and Airway Improvement Act (AAIA) 49 USC 47103(d)(5)(B) requires the sponsor to eliminate any adverse effects on federal facilities, or their air users to include those facilities, that are a result of an airport change. However, if ALP eligible construction/development terms adversely affect FAA facilities, the cost of relocating the facilities may be eligible under ALP.

This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-2) consistent with 14 CFR Part 77 must be filed with the office. This approval does not include approval for temporary construction equipment, which may be used during actual construction (e.g., cranes, equipment staging areas, site access routes, etc.). A separate construction safety/quality plan for any project should be reviewed by the FAA no less than 60 days prior to beginning any project.

If development is planned without aviation trust fund investments that will change the status or geometry of runways, taxiways, aprons, or other operating airport surfaces, the proposal must meet the FAA by submitting an ALP.

We trust this letter provides a clear explanation of the conditions and terms of our approval. If you desire further clarification, please contact the office at (734) 229-2900.

Sincerely,
Stephanie R. Swann Digitally signed by Stephanie R. Swann
 Date: 2024.10.23 14:52:59 -0400

Stephanie R. Swann
 Acting Manager
 Detroit Airport District Office

CC: AIG-603
 Consultant
 ODOT Aviation

SHEET INDEX	
Sheet Number	Sheet Title
1	COVER SHEET
2	AIRPORT DATA SHEET
3	AIRPORT LAYOUT PLAN - EXISTING
4	AIRPORT LAYOUT PLAN - FUTURE
5	AIRPORT AIRSPACE DRAWING
6	AIRPORT AIRSPACE DRAWING - RUNWAY PROFILES
7	AIRPORT AIRSPACE DRAWING - OBSTRUCTION TABLES
8	RUNWAY 03R INNER PORTION OF THE APPROACH SURFACE DRAWING
9	RUNWAY 21L INNER PORTION OF THE APPROACH SURFACE DRAWING
10	RUNWAY 03R-21L INNER PORTION OF THE APPROACH SURFACE DRAWING - OBSTRUCTION TABLES
11	RUNWAY 03L-21R INNER PORTION OF THE APPROACH SURFACE DRAWING
12	RUNWAY 03L-21R INNER PORTION OF THE APPROACH SURFACE DRAWING - OBSTRUCTION TABLES
13	RUNWAY 07-25 INNER PORTION OF THE APPROACH SURFACE DRAWING
14	RUNWAY 07-25 INNER PORTION OF THE APPROACH SURFACE DRAWING - OBSTRUCTION TABLES
15	RUNWAY 03R-21L DEPARTURE
16	RUNWAY 03L-21R DEPARTURE
17	RUNWAY 07-25 DEPARTURE
18	DEPARTURE OBSTRUCTION TABLES
19	TERMINAL AREA PLAN - NORTH
20	TERMINAL AREA PLAN - WEST
21	ON AIRPORT LAND USE MAP
22	OFF AIRPORT LAND USE MAP
23	AIRPORT BOUNDARY MAP



STATE COUNTY MAP

DEPARTMENT OF TRANSPORTATION

James E. Egan, ADMINISTRATOR

10/15/2024

FAA DISCLAIMER

"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (AIP 3-39-0018-0022-2014) AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD
 APPROVED AND ADOPTED

John S. Bragioni 10/25/24
 DIRECTOR OF TRANSPORTATION DATE

[Signature] 10/25/2024
 AIRPORT MANAGER DATE

<p>7635 Interactive Way Suite 100 Indianapolis, IN 46278 317.299.7500 FAX: 317.291.5805</p>	SHEET NO. <h1>1</h1>	No.	DATE	REVISION
		DESIGNED BY: GCF	DRAWN BY: GCF	
CERTIFIED BY: <i>[Signature]</i> 10/25/24 GREGORY A. SHUTTLEWORTH DATE		CHECKED BY: MJM	APPROVED BY: GAS	

Layout Tab Name: COVER SHEET, Images: Cincinnati: 0007.jpg; FAA seal.jpg; Xrefs: ...
 W:\S\Projects\2024\AIP\3-39-0018-0022-2014\Cincinnati_Municipal_Airport-Lunken_Field_OH_LUK\074488_LUK_ALP_Update\Cadd\Cadd\C474488_SHO1_cover_sheet.dwg Plotted: September 6, 2024, 12:39:41 PM

RUNWAY DATA TABLE		EXISTING				FUTURE				EXISTING				FUTURE									
RUNWAY		RWY 3R		RWY 21L		RWY 3R*		RWY 21L*		RWY 3L		RWY 21R		NA		RWY 7		RWY 25		RWY 7		RWY 25	
RUNWAY END IDENTIFICATION		D-III-4000		D-III-4000		D-III-2400		D-III-2400		B-II-VIS		B-II-VIS		RUNWAY TO BE DECOMMISSIONED		B-II-5000		B-II-5000		B-II-5000		B-II-5000	
RUNWAY DESIGN CODE (RDC)		D-III-4000		D-III-4000		D-III-2400		D-III-2400		B-II-VIS		B-II-VIS		RUNWAY TO BE DECOMMISSIONED		B-II-5000		B-II-5000		B-II-5000		B-II-5000	
PAVEMENT STRENGTH & MATERIAL TYPE		ASPHALT		ASPHALT		ASPHALT		ASPHALT		ASPHALT		ASPHALT		RUNWAY TO BE DECOMMISSIONED		ASPHALT		ASPHALT		ASPHALT		ASPHALT	
SURFACE MATERIAL		ASPHALT		ASPHALT		ASPHALT		ASPHALT		ASPHALT		ASPHALT		RUNWAY TO BE DECOMMISSIONED		ASPHALT		ASPHALT		ASPHALT		ASPHALT	
STRENGTH BY WHEEL LOADING (LBS. THOUSANDS)		60,000 LBS. SW; 70,000 LBS. DW; 140,000 LBS. DTW		60,000 LBS. SW; 70,000 LBS. DW; 140,000 LBS. DTW		60,000 LBS. SW; 70,000 LBS. DW; 140,000 LBS. DTW		60,000 LBS. SW; 70,000 LBS. DW; 140,000 LBS. DTW		11,000 LBS. SW		11,000 LBS. SW		RUNWAY TO BE DECOMMISSIONED		11,000 LBS. SW; 20,000 LBS. DW; 55,000 LBS. DTW		11,000 LBS. SW; 20,000 LBS. DW; 55,000 LBS. DTW		11,000 LBS. SW; 20,000 LBS. DW; 55,000 LBS. DTW		11,000 LBS. SW; 20,000 LBS. DW; 55,000 LBS. DTW	
CLASSIFICATION (UTILITY/OTHER THAN UTILITY)		OTHER THAN UTILITY		OTHER THAN UTILITY		OTHER THAN UTILITY		OTHER THAN UTILITY		UTILITY		UTILITY		RUNWAY TO BE DECOMMISSIONED		UTILITY		UTILITY		UTILITY		UTILITY	
PCN (FOR BEARING STRENGTH OF 12,500 LBS OR GREATER)		PCN = 42 R/C/X/T		PCN = 42 R/C/X/T		PCN = 42 R/C/X/T		PCN = 42 R/C/X/T		PCN = 6 F/C/N/T		PCN = 6 F/C/N/T		RUNWAY TO BE DECOMMISSIONED		PCN = 38 R/C/X/T		PCN = 38 R/C/X/T		PCN = 38 R/C/X/T		PCN = 38 R/C/X/T	
SURFACE TREATMENT		GROOVED		GROOVED		GROOVED		GROOVED		GROOVED		GROOVED		RUNWAY TO BE DECOMMISSIONED		GROOVED		GROOVED		GROOVED		GROOVED	
EFFECTIVE GRADIENT (%)		0.10%		0.10%		0.08%		0.08%		0.13%		0.13%		RUNWAY TO BE DECOMMISSIONED		0.13%		0.13%		0.15%		0.15%	
MAXIMUM GRADIENT (%)		0.36%		0.36%		0.36%		0.36%		0.33%		0.33%		RUNWAY TO BE DECOMMISSIONED		0.42%		0.42%		0.42%		0.42%	
LINE OF SIGHT CRITERIA MET (YES/NO)		YES		YES		YES		YES		YES		YES		RUNWAY TO BE DECOMMISSIONED		YES		YES		YES		YES	
PERCENT WIND COVERAGE (COMBINED ALL WEATHER)		96.23%		96.23%		96.23%		96.23%		96.23%		96.23%		RUNWAY TO BE DECOMMISSIONED		96.70%		96.70%		96.70%		96.70%	
A-I AND B-I (10.5 KTS)		97.99%		97.99%		97.99%		97.99%		97.99%		97.99%		RUNWAY TO BE DECOMMISSIONED		98.50%		98.50%		98.50%		98.50%	
A-II AND B-II (13 KTS)		99.45%		99.45%		99.45%		99.45%		99.45%		99.45%		RUNWAY TO BE DECOMMISSIONED		99.71%		99.71%		99.71%		99.71%	
A-III, B-III, C-I THROUGH D-III, D-I THROUGH D-III (16 KTS)		99.88%		99.88%		99.88%		99.88%		99.88%		99.88%		RUNWAY TO BE DECOMMISSIONED		99.94%		99.94%		99.94%		99.94%	
A-IV, B-IV, C-IV THROUGH C-VI, D-IV THROUGH D-VI (20 KTS)		6,101 x 150		6,101 x 150		7,200 x 150**		7,200 x 150**		3,801 x 100		3,801 x 100		RUNWAY TO BE DECOMMISSIONED		5,128 x 100		5,128 x 100		5,128 x 100		5,128 x 100	
DISPLACED THRESHOLD (FT)		NA		NA		699.0		400.0		NA		NA		RUNWAY TO BE DECOMMISSIONED		439.0		439.0		439.0		439.0	
RUNWAY SAFETY AREA (RSA)		1,000		1,000		SAME		SAME		300		300		RUNWAY TO BE DECOMMISSIONED		300		300		300		300	
WIDTH (FT)		500		500		SAME		SAME		150		150		RUNWAY TO BE DECOMMISSIONED		150		150		150		150	
RUNWAY END COORDINATES		N39° 05' 33.79"		N39° 06' 30.09"		N39° 05' 27.34"		N39° 06' 33.78"		N39° 05' 58.61"		N39° 06' 33.27"		RUNWAY TO BE DECOMMISSIONED		N39° 06' 09.30"		N39° 06' 33.02"		SAME		N39° 06' 30.70"	
RUNWAY END LONGITUDE		W84° 25' 10.18"		W84° 24' 42.43"		W84° 25' 13.36"		W84° 24' 40.61"		W84° 25' 26.98"		W84° 25' 08.37"		RUNWAY TO BE DECOMMISSIONED		W84° 25' 40.54"		W84° 24' 43.06"		SAME		W84° 24' 50.21"	
DISPLACED THRESHOLD LATITUDE		NA		NA		NA		NA		NA		NA		RUNWAY TO BE DECOMMISSIONED		NA		NA		SAME		SAME	
DISPLACED THRESHOLD LONGITUDE		NA		NA		W84° 25' 10.18"		W84° 24' 42.43"		NA		NA		RUNWAY TO BE DECOMMISSIONED		W84° 25' 35.62"		NA		SAME		SAME	
RUNWAY END (FT)		481.1		475.1		482.5		476.5		483.3		478.4		RUNWAY TO BE DECOMMISSIONED		481.1		477.8		SAME		476.5	
TOUCHDOWN ZONE (TDZ) (FT)		481.1		475.1		481.1		475.1		483.3		481.1		RUNWAY TO BE DECOMMISSIONED		481.6		477.8		SAME		476.5	
DISPLACED THRESHOLD (FT)		NA		NA		481.1		475.1		NA		NA		RUNWAY TO BE DECOMMISSIONED		481.6		NA		SAME		SAME	
HIGH POINT (FT)		481.1		481.1		482.5		482.5		483.3		481.1		RUNWAY TO BE DECOMMISSIONED		482.1		482.1		SAME		SAME	
LOW POINT (FT)		470.9		470.9		474.6		474.6		474.6		474.6		RUNWAY TO BE DECOMMISSIONED		474.5		474.5		SAME		SAME	
RUNWAY LIGHTING TYPE		HIRL		HIRL		SAME		SAME		MIRL		MIRL		RUNWAY TO BE DECOMMISSIONED		MIRL		MIRL		SAME		SAME	
LENGTH (FT)		1,700		1,700		1,700		2,500		1,000		1,000		RUNWAY TO BE DECOMMISSIONED		1,000		1,000		1,000		1,000	
INNER WIDTH (FT)		500		500		500		1,000		250		250		RUNWAY TO BE DECOMMISSIONED		250		250		500		500	
OUTER WIDTH (FT)		1,010		1,010		1,510		1,750		450		450		RUNWAY TO BE DECOMMISSIONED		450		450		700		700	
RUNWAY MARKING TYPE		NON-PRECISION		PRECISION		SAME		SAME		BASIC		BASIC		RUNWAY TO BE DECOMMISSIONED		NON-PRECISION		NON-PRECISION		SAME		SAME	
APPROACH TYPE		NON-PRECISION (> 3/4 MI VIS)		PRECISION		NON-PRECISION (3/4 MI VIS)		PRECISION		VISUAL		VISUAL		RUNWAY TO BE DECOMMISSIONED		NON-PRECISION		NON-PRECISION (>= 3/4 MI VIS)		SAME		SAME	
APPROACH SURFACE DIMENSIONS (FT)		1,000 x 3,500 x 10,000		1,000 x 16,000 x 50,000		1,000 x 4,000 x 10,000		1,000 x 4,000 x 10,000		250 x 1,250 x 5,000		250 x 1,250 x 5,000		RUNWAY TO BE DECOMMISSIONED		500 x 1,250 x 5,000		500 x 2,000 x 5,000		500 x 1,500 x 5,000		500 x 3,500 x 10,000	
APPROACH SURFACE SLOPE		34:1		50:1 / 40:1		34:1		34:1		20:1		20:1		RUNWAY TO BE DECOMMISSIONED		20:1		20:1		SAME		34:1	
RUNWAY VISUAL RANGE (RVR) (FT)		5,000		4,000		4,000		4,000		NA		NA		RUNWAY TO BE DECOMMISSIONED		5,000		5,000		SAME		SAME	
INSTRUMENT FLIGHT VISIBILITY CATEGORY (SM)		1 SM (RNAV/GPS)		3/4 SM (ILS)		3/4 SM (LPV)		1/2 SM (ILS)		NA		NA		RUNWAY TO BE DECOMMISSIONED		1 1/4 SM (LPV)		1 1/4 SM (LPV)		SAME		SAME	
TYPE OF AERONAUTICAL SURVEY FOR APPROACH		NON-VERTICAL		VERTICAL		VERTICAL		SAME		NON-VERTICAL		NON-VERTICAL		RUNWAY TO BE DECOMMISSIONED		NON-VERTICAL		VERTICAL		SAME		SAME	
RUNWAY DEPARTURE SURFACE (YES OR N/A)		YES		YES		SAME		SAME		YES		YES		RUNWAY TO BE DECOMMISSIONED		YES		YES		SAME		SAME	
LENGTH BEYOND RUNWAY END (FT)		1,000		1,000		SAME		SAME		300		300		RUNWAY TO BE DECOMMISSIONED		300		300		SAME		SAME	
WIDTH (FT)		800		800		SAME		SAME		500		500		RUNWAY TO BE DECOMMISSIONED		500		500		SAME		SAME	
RUNWAY OBSTACLE FREE ZONE (ROFZ)		200		200		SAME		SAME		200		200		RUNWAY TO BE DECOMMISSIONED		200		200		SAME		SAME	
LENGTH BEYOND RUNWAY END (FT)		400		400		SAME		SAME		250		250		RUNWAY TO BE DECOMMISSIONED		250		250		400		400	
WIDTH (FT)		400		400		SAME		SAME		250		250		RUNWAY TO BE DECOMMISSIONED		250		250		400		400	
SURFACE DIMENSIONS (FT)		A:200; B:400; C:3,400; D:10,000		SFC 5-A:200; B:400; C:3,400; D:10,000		SFC 6-A:0; B:350; C:1,520; D:10,200		SFC 5-A:200; B:400; C:3,400; D:10,000		A:250; B:700; C:2,250; D:2,750		A:250; B:700; C:2,250; D:2,750		RUNWAY TO BE DECOMMISSIONED		SFC 5-A:200; B:400; C:3,400; D:10,000		SFC 6-A:0; B:300; C:1,520; D:10,200		A:400; B:1,000; C:1,500; D:8,500		SAME	
SURFACE TYPE		SURFACE 4		SURFACE 5; SURFACE 6		SURFACE 5; SURFACE 6		SURFACE 5; SURFACE 6		SURFACE 2		SURFACE 2		RUNWAY TO BE DECOMMISSIONED		SURFACE 2		SURFACE 5; SURFACE 6		SURFACE 3		SAME	
SLOPE		20:1		SFC 5 - 20:1 SFC 6 - 30:1		SFC 5 - 20:1 SFC 6 - 30:1		SFC 5 - 20:1 SFC 6 - 30:1		20:1		20:1		RUNWAY TO BE DECOMMISSIONED		20:1		SFC 5 - 20:1 SFC 6 - 30:1		SAME		SAME	
PENETRATION		SEE SHEET 8		SEE SHEET 9		SEE SHEET 9		SEE SHEET 9		SEE SHEET 11		SEE SHEET 11		RUNWAY TO BE DECOMMISSIONED		SEE SHEET 13		SEE SHEET 13		SEE SHEET 13		SEE SHEET 13	
VISUAL AND INSTRUMENT NAV AIDS (FOR EACH RUNWAY END)		REIL, PAPI-4R, RNAV(GPS); LOC BC		MALSR, PAPI-4L, ILS OR LOC; RNAV(GPS)		REIL, PAPI-4R, RNAV(GPS); LPV; LOC BC		SAME		NA		VASI-4L		RUNWAY TO BE DECOMMISSIONED		NA		VASI-4L		PAPI		PAPI	

AIRPORT DATA TABLE		
ITEM	EXISTING	FUTURE
AIRPORT REFERENCE CODE (ARC)	D-III	SAME
MEAN MAX TEMPERATURE OF THE HOTTEST MONTH	86.6° F	SAME
AIRPORT ELEVATION (MSL)(FT)	483.3	482.5
AIRPORT NAVIGATIONAL AIDS	ILS (FED), VOR-T (FED), ATCT, ATIS, CLEARANCE DELIVERY	SAME
AIRPORT REFERENCE POINT (ARP)	LATITUDE: N 39° 06' 12.04" LONGITUDE: W 084° 25' 07.00"	LATITUDE: N 39° 06' 06.90" LONGITUDE: W 084° 25' 04.62"
MISCELLANEOUS FACILITIES	HIRL, MIRL, MITL, ASOS (FED), WINDCONES, BEACON, PAPI, MALSR, REIL, ODAL	HIRL, MIRL, MITL, ASOS (FED), WINDCONES, BEACON, PAPI, MALSR, REIL, ODAL
CRITICAL AIRCRAFT	CRITICAL AIRCRAFT: Gulfstream G-550	CRITICAL AIRCRAFT: Gulfstream G-500
AIRPORT MAGNETIC VARIATION	VARIATION: 6° 06' W +/- 0° 23' CHANGING BY 0° 02' W PER YEAR DATE: OCTOBER 12, 2023 SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION	SAME
NPIAS SERVICE LEVEL	GA - NATIONAL	SAME
STATE EQUIVALENT SERVICE ROLE	GA LEVEL 1	SAME

TAXIWAY AND TAXILANE DATA TABLE - EXISTING							
ITEM	TAXIWAY A	TAXIWAY B	TAXIWAY C	TAXIWAY D	TAXIWAY E	TAXIWAY G	TAXIWAY H
TAXIWAY DESIGN GROUP (TDG)	3	3	3	3	3	3	3
AIRPLANE DESIGN GROUP (ADG)	III	III	III	III	III	III	III
TAXIWAY WIDTH STANDARD/ACTUAL (FT)	50/75	50/75	50/100	50/50	50/75	50/50	50/50
TAXIWAY SAFETY AREA (TSA) WIDTH STANDARD/ACTUAL (FT)	118/118	118/118	118/118	118/118	118/118	118/118	118/118
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH (FT)	171	171	171	171	171	171	171
TAXIWAY CENTERLINE TO FIXED OR MOVEABLE OBJECT (FT)	85.5	85.5	85.5	85.5	85.5	85.5	85.5
TAXILANE OBJECT FREE AREA (FT)	158						
TAXILANE CENTERLINE TO FIXED OR MOVEABLE OBJECT (FT)	79						

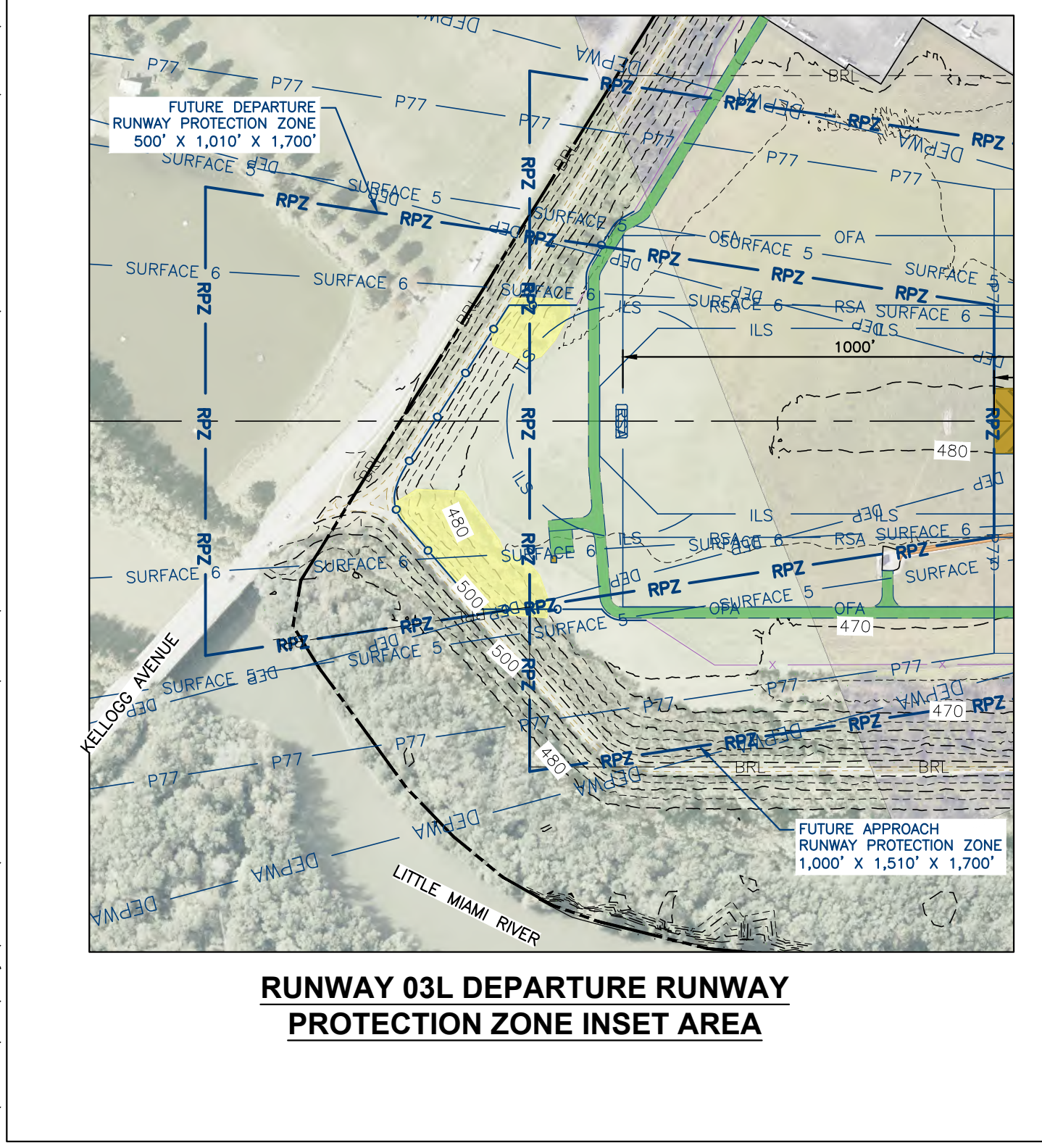
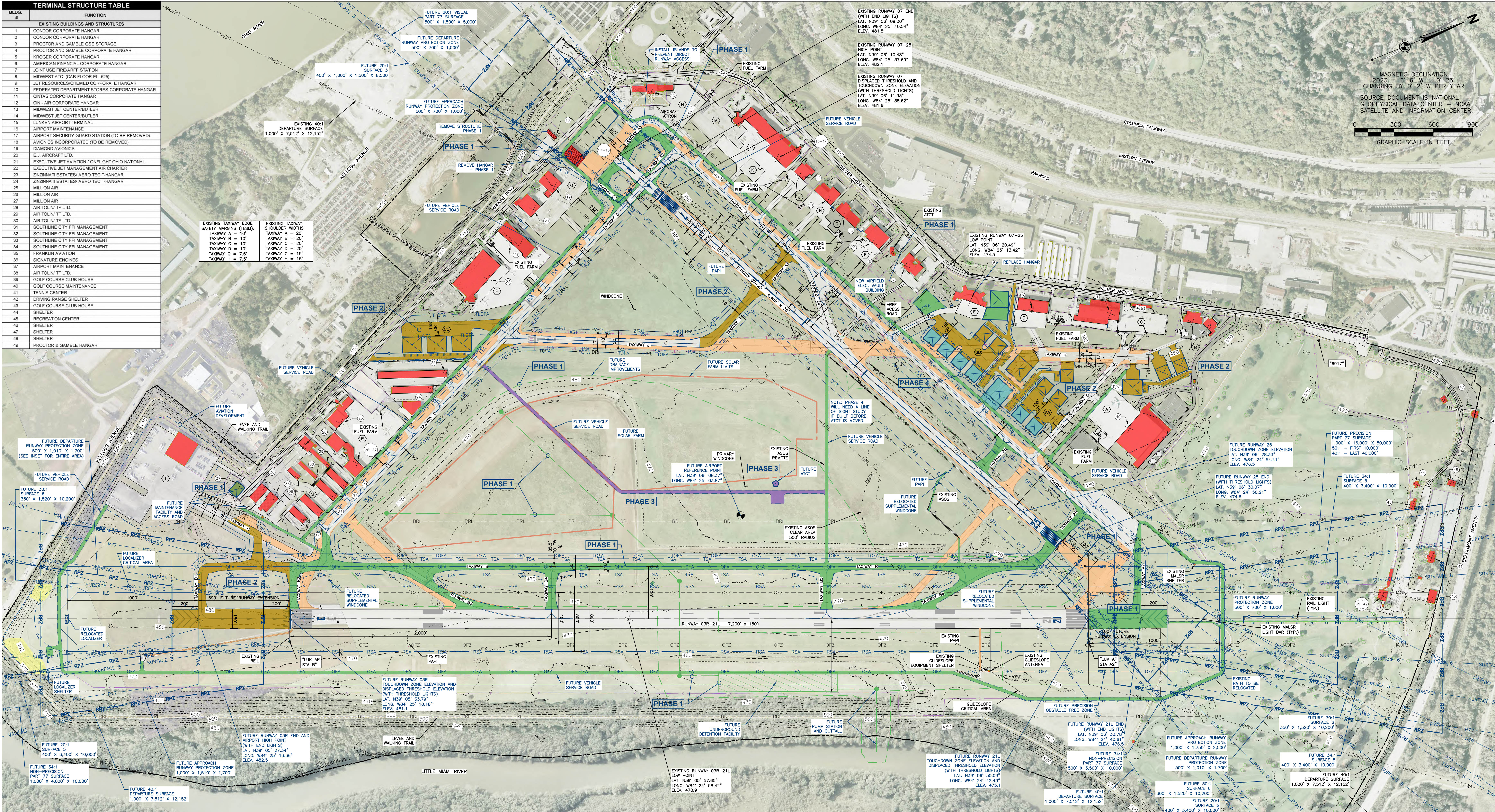
TAXIWAY AND TAXILANE DATA TABLE - FUTURE									
ITEM	TAXIWAY A	TAXIWAYS A1-A7	TAXIWAY B	TAXIWAYS B1-B6	TAXIWAY C	TAXIWAYS C1-C2	TAXIWAY D	TAXIWAY G	TAXIWAY H
TAXIWAY DESIGN GROUP (TDG)	3	3	3	3	3	3	3	3	3
AIRPLANE DESIGN GROUP (ADG)	III	III	III	III	III	III	III	III	III
TAXIWAY WIDTH STANDARD/ACTUAL (FT)	50/50	50/50	50/50	50/50	50/50	50/50	50/50	50/50	50/50
TAXIWAY SAFETY AREA (TSA) WIDTH STANDARD/ACTUAL (FT)	118/118	118/118	118/118	118/118	118/118	118/118	118/118	118/118	118/118
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH (FT)	171	171	171	171	171	171	171	171	171
TAXIWAY CENTERLINE TO FIXED OR MOVEABLE OBJECT (FT)	85.5	85.5	85.5	85.5	85.5	85.5	85.5	85.5	85.5
TAXILANE OBJECT FREE AREA (FT)	158								
TAXILANE CENTERLINE TO FIXED OR MOVEABLE OBJECT (FT)	79								

DECLARED DISTANCES					
	RUNWAY ID	TAKE OFF RUN AVAILABLE (TORA) (FT)	TAKE OFF DISTANCE AVAILABLE (TODA) (FT)	ACCELERATED STOP DISTANCE AVAILABLE (ASDA) (FT)	LANDING DISTANCE AVAILABLE (LDA) (FT)
EXISTING	RUNWAY 3R	6,101	6,101		

BLDG. #	FUNCTION
1	CONDOR CORPORATE HANGAR
2	CONDOR CORPORATE HANGAR
3	PROCTOR AND GAMBLE GSE STORAGE
4	PROCTOR AND GAMBLE CORPORATE HANGAR
5	KROGER CORPORATE HANGAR
6	AMERICAN FINANCIAL CORPORATE HANGAR
7	CONT USE FREIGHT STATION
8	MIDWEST ATC (CAB FLOOR EL. 525)
9	JET RESOURCES/SCHEMED CORPORATE HANGAR
10	FEDERATED DEPARTMENT STORES CORPORATE HANGAR
11	ONTAS CORPORATE HANGAR
12	CIN. AIR CORPORATE HANGAR
13	MIDWEST JET CENTER/BUTLER
14	MIDWEST JET CENTER/BUTLER
15	LUNKEN AIRPORT TERMINAL
16	AIRPORT MAINTENANCE
17	AIRPORT SECURITY GUARD STATION (TO BE REMOVED)
18	AVIONICS INCORPORATED (TO BE REMOVED)
19	DIAMOND AVIONICS
20	E.J. AIRCRAFT LTD.
21	EXECUTIVE JET AVIATION/O'NEILL OHIO NATIONAL
22	EXECUTIVE JET MANAGEMENT AIR CHARTER
23	ZINZINATI ESTATES/ AERO TEC THANGAR
24	ZINZINATI ESTATES/ AERO TEC THANGAR
25	MILLON AIR
26	MILLON AIR
27	MILLON AIR
28	AIR TOLIN TF LTD.
29	AIR TOLIN TF LTD.
30	AIR TOLIN TF LTD.
31	SOUTHLINE CITY FFI MANAGEMENT
32	SOUTHLINE CITY FFI MANAGEMENT
33	SOUTHLINE CITY FFI MANAGEMENT
34	SOUTHLINE CITY FFI MANAGEMENT
35	FRANKLIN AVIATION
36	SIGNATURE ENGINES
37	AIRPORT MAINTENANCE
38	AIR TOLIN TF LTD.
39	GOLF COURSE CLUB HOUSE
40	GOLF COURSE MAINTENANCE
41	TEENIS CENTER
42	DRIVING RANGE SHELTER
43	GOLF COURSE CLUB HOUSE
44	SHELTER
45	RECREATION CENTER
46	SHELTER
47	SHELTER
48	SHELTER
49	PROCTOR & GAMBLE HANGAR

EXISTING TAXIWAY EDGE SAFETY MARGINS (ESM)	EXISTING TAXIWAY WIDTHS
TAXIWAY A = 10'	TAXIWAY A = 20'
TAXIWAY B = 10'	TAXIWAY B = 20'
TAXIWAY C = 10'	TAXIWAY C = 20'
TAXIWAY D = 10'	TAXIWAY D = 20'
TAXIWAY E = 10'	TAXIWAY E = 15'
TAXIWAY F = 7.5'	TAXIWAY F = 15'
TAXIWAY G = 7.5'	TAXIWAY G = 15'
TAXIWAY H = 7.5'	TAXIWAY H = 15'

Layout Tab Name: AIRPORT LAYOUT PLAN - FUTURE, Images: LUK airport only.tif; Base Update-APRON.jpg; Base Update-North.jpg; Xrefs: LUK-055.dwg; LUK-X.dwg; 74488.tbl.dwg; 74488-P.dwg; 74488-P-AIRSPACE.dwg
 Last Saved By: feigen, 9/27/2024 11:45:26 AM
 W:\S\m\m\DE\indy\Clients\Cincinnati Municipal Airport-Lunken Field OH LUK\074488 LUK A.L.P. Update\Cadd\Cad\74488 SH04 Future Layout.dwg Plotted By: feigen, Amy Plotted: September 6, 2024, 12:35:49 PM



AREA DESIGNATION	DESCRIPTION	AREA (SQ)
EXISTING PAVEMENT AREAS		
A	APRON	10,898
B	APRON	2,299
C	APRON	6,834
D	APRON	3,396
E	APRON	2,587
F	APRON	3,142
G	APRON	3,754
H	APRON	3,815
J	APRON	1,834
K	FBO APRON (CONCRETE)	2,053
L	FBO APRON (CONCRETE)	11,754
M	FBO APRON (ASPHALT)	8,964
N	PUBLIC AIRCRAFT PARKING APRON	15,126
O	SASO APRON	14,851
P	SASO APRON	16,621
Q	THANGAR PAVEMENT	13,160
R	FBO APRON	15,914
S	SASO APRON	9,745
T	AIRCRAFT TIEDOWN AREA	28,802

AREA DESIGNATION	DESCRIPTION	AREA (SQ)
PAVEMENT AREAS		
FUTURE PAVEMENT AREAS		
AA	TAXILANE	5,511
BB	TAXILANE	7,982
CC	TAXILANE	6,433

LEGEND: SYMBOLS		
EXISTING	FACILITY	FUTURE
[Red Box]	BUILDING	[Blue Box]
[Green Box]	TREE/POLE/BUILDING/ROAD ELEVATION	[Green Box]
[Star]	MED INTENSITY RUNWAY EDGE LIGHT	[Star]
[Star]	MED INTENSITY RUNWAY THRESHOLD LIGHT	[Star]
[Circle]	REL	[Circle]
[Circle]	MED INTENSITY TAXIWAY LIGHT	[Circle]
[Triangle]	PAPI/VASI	[Triangle]
[Square]	GUIDANCE SIGN	[Square]
[Circle]	WINDCONE	[Circle]
[Circle]	AWOS/BEACON/GLIDESLOPE	[Circle]
[Circle]	AIRCRAFT REFERENCE POINT	[Circle]
[Circle]	AIRCRAFT REF DOWN	[Circle]
[Circle]	TREE	[Circle]
[Circle]	ODALS	[Circle]
[Red Box]	REMOVE BUILDING/STRUCTURE	[Red Box]
[Red Box]	REMOVE PAVEMENT	[Red Box]
[Red Box]	REMOVE OTHER	[Red Box]

EXISTING MONUMENTS		
[Symbol]	LUK AP STA A2 (PACS)	N 39° 06' 29.46" W 084° 24' 40.36" ELEV. = 472.8'
[Symbol]	LUK AP STA B (SACS)	N 39° 06' 33.17" W 084° 25' 08.11" ELEV. = 476.2'
[Symbol]	6917 (SACS)	N 39° 06' 53.84" W 084° 24' 59.62" ELEV. = 473.4'

LEGEND: LINETYPE		
EXISTING	FACILITY	FUTURE
[Dashed]	AIRPORT PROPERTY LINE	[Dashed]
[Dashed]	RUNWAY/TAXIWAY CENTERLINE	[Dashed]
[Dashed]	CONTOURS	[Dashed]
[Dashed]	EDGE OF PAVEMENT/PAVEMENT	[Dashed]
[Dashed]	FENCE LINE	[Dashed]
[Dashed]	CFR PART 77 SURFACES	[Dashed]
[Dashed]	SURFACE 2	[Dashed]
[Dashed]	SURFACE 3	[Dashed]
[Dashed]	SURFACE 4	[Dashed]
[Dashed]	SURFACE 5	[Dashed]
[Dashed]	SURFACE 6	[Dashed]
[Dashed]	DEPARTURE SURFACES	[Dashed]
[Dashed]	DEPARTURE SURFACE WING AREA	[Dashed]
[Dashed]	RUNWAY PROTECTION ZONE	[Dashed]
[Dashed]	RUNWAY SAFETY AREA	[Dashed]
[Dashed]	RUNWAY OBJECT FREE AREA	[Dashed]
[Dashed]	RUNWAY OBSTACLE FREE ZONE	[Dashed]
[Dashed]	RUNWAY PRECISION OBSTACLE FREE ZONE	[Dashed]
[Dashed]	INTER-APPROACH OBSTACLE FREE ZONE	[Dashed]
[Dashed]	TAXIWAY SAFETY AREA	[Dashed]
[Dashed]	TAXIWAY OBJECT FREE AREA	[Dashed]
[Dashed]	TAXILANE OBJECT FREE AREA	[Dashed]
[Dashed]	35' BUILDING RESTRICTION LINE	[Dashed]
[Dashed]	ILS CRITICAL AREA	[Dashed]
[Dashed]	POTENTIAL SOLAR PANEL FIELD LOCATION	[Dashed]
[Dashed]	STORM DRAINAGE	[Dashed]

GENERAL NOTES

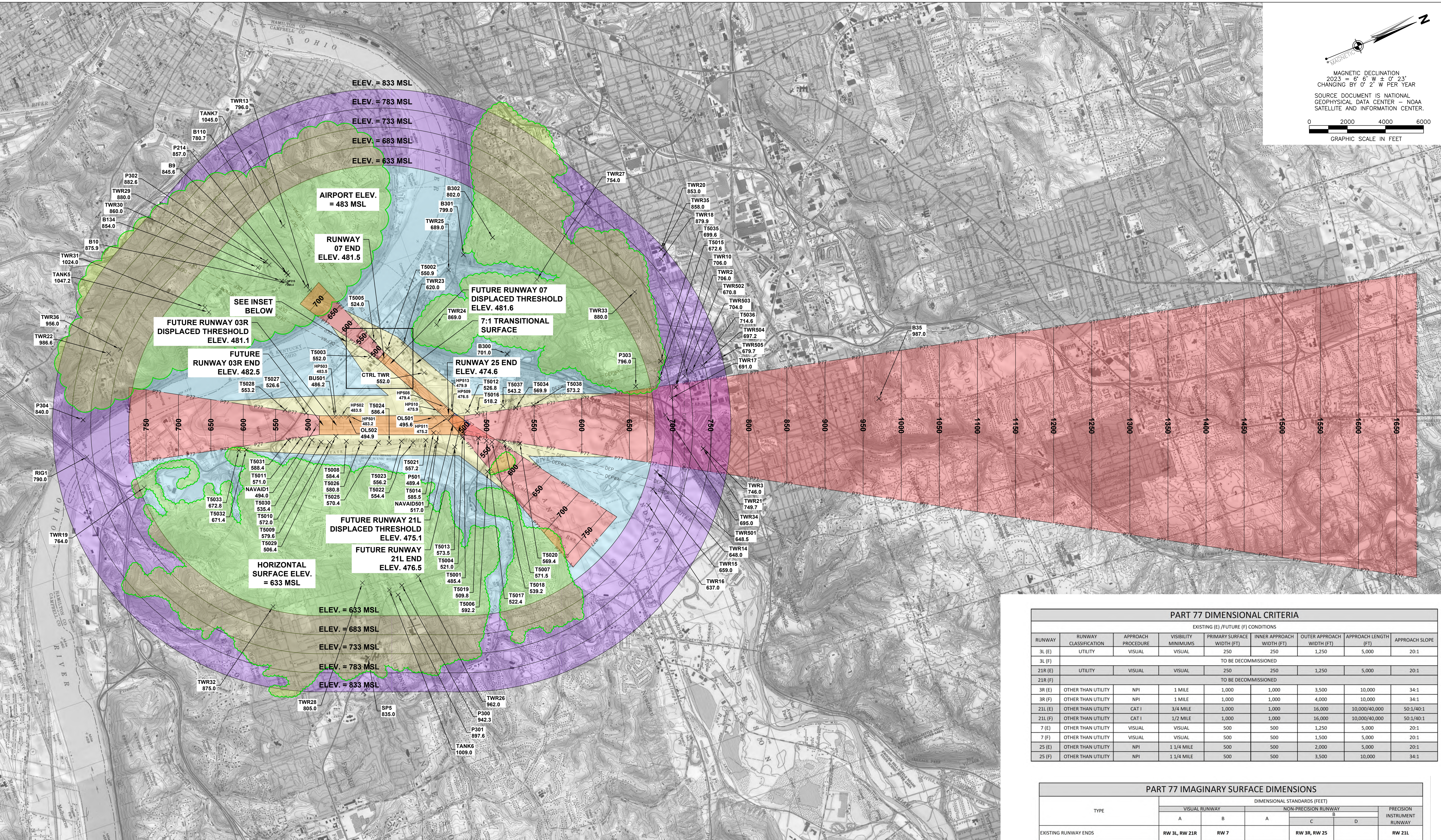
- ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13B. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2.00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
- SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
- ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
- RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 BARRIAGE SURFACES AND THE 400-5 PROTECTION AREA. DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
- AIRFIELD PERIMETER FENCE IS TYPICALLY 8' TALL. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.
- SEE PROPERTY MAP FOR EXISTING EASEMENT INFORMATION AND LOCATIONS.
- FUTURE TAXIWAY B1 HAS BEEN DESIGNED TO AVOID SHADOW FROM EXISTING ATCT.
- EXISTING ATCT LINE OF SIGHT ANALYSIS TO FUTURE RUNWAY ENDS TO BE CONSIDERED IN FUTURE HANGAR DEVELOPMENT.
- PROPOSED ATCT SHOULD BE CONSIDERED TO BE A PLACEHOLDER FOR A FUTURE POTENTIAL RELOCATION; THE FAA HAS NOT COMMITTED TO OR AGREED TO RELOCATE THE EXISTING ATCT.
- AN AIRSPACE STUDY IS NEEDED WHEN DECLARED DISTANCES ARE TO BE IMPLEMENTED.
- ALL FUTURE AIRPORT FENCING AND GATES WILL ADHERE TO STANDARD AIRPORT SECURITY AND WILDLIFE SPECIFICATIONS (E.G., 10' FENCING WITH 3-STRAND BARBED WIRE).

LEGEND: SYMBOLS	
[Green Box]	FUTURE PHASE 1
[Orange Box]	FUTURE PHASE 2
[Blue Box]	FUTURE PHASE 3
[Purple Box]	FUTURE PHASE 4

RESERVED FOR FAA APPROVAL STAMP

<p>CERTIFIED BY: _____ DATE: _____</p> <p>DESIGNED BY: GCF</p> <p>CHECKED BY: M.M</p> <p>APPROVED BY: GAS</p>	<p>PROJECT No: _____</p> <p>DATE: 09-06-24</p> <p>AIP No: _____</p> <p>HORIZ. SCALE: 1" = 300'</p> <p>VERT. SCALE: _____</p> <p>SHEET NO. _____</p>															
<p>333 North Alabama Street Suite 200 Indianapolis, IN 46204 317.299.7500 FAX: 317.291.5605</p> <p>WOOLPERT</p>	<p>REVISION</p> <table border="1" style="width: 100%;"> <thead> <tr> <th>No.</th> <th>DATE</th> <th>REVISION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> <p>UPDATED ELEMENTS CARRIED OVER FROM PB ALP MARCH 2007</p>	No.	DATE	REVISION												
No.	DATE	REVISION														
<p>TERMINAL SITE PLAN</p> <p>AIRPORT LAYOUT PLAN - FUTURE</p> <p>CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD</p> <p>CINCINNATI, OHIO</p>																

Layout Tab Name: AIRPORT AIRSPACE DRAWING; Images: LUK_mmp; Xrefs: 74488.tbl.dwg; LUK-X-AIRSPACE.dwg; 74488-P-AIRSPACE.dwg; 74488-P-OBSTRUCTIONS-7-25.dwg; 74488-P-OBSTRUCTIONS-7-21.dwg; 74488-SH13A.RW.07-25.Fut.Approaches.dwg; 74488-SHO7.RW.03R-21.Fut.Approaches.dwg; LUK-X.dwg
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MAGNETIC DECLINATION
 2023 = 6° 5' W = 0° 23'
 CHANGING BY 2" W PER YEAR
 SOURCE DOCUMENT IS NATIONAL
 GEOPHYSICAL DATA CENTER - NOAA
 SATELLITE AND INFORMATION CENTER.

0 2000 4000 6000
 GRAPHIC SCALE IN FEET

CERTIFIED BY: _____ DATE: _____
 DESIGNED BY: GCF DRAWN BY: GCF
 CHECKED BY: M.M. APPROVED BY: GAS

333 North Alabama Street
 Suite 200
 Indianapolis, IN 46204
 317.299.7500
 FAX: 317.291.5605

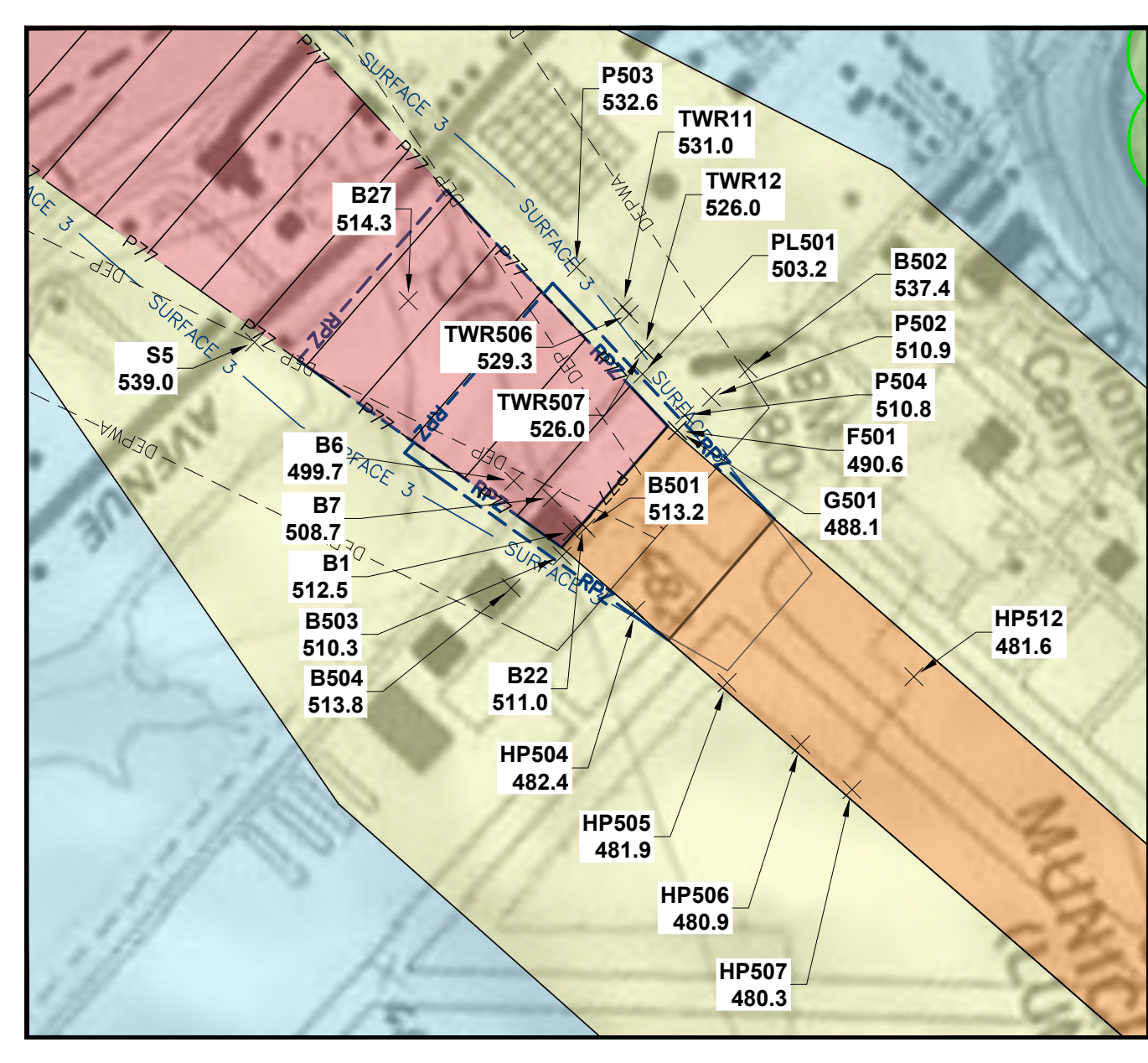
WOOLPERT

NO.	DATE	REVISION

PART 77 DIMENSIONAL CRITERIA								
EXISTING (E) / FUTURE (F) CONDITIONS								
RUNWAY	RUNWAY CLASSIFICATION	APPROACH PROCEDURE	VISIBILITY MINIMUMS	PRIMARY SURFACE WIDTH (FT)	INNER APPROACH WIDTH (FT)	OUTER APPROACH WIDTH (FT)	APPROACH LENGTH (FT)	APPROACH SLOPE
3L (E)	UTILITY	VISUAL	VISUAL	250	250	1,250	5,000	20:1
3L (F)	TO BE DECOMMISSIONED							
21R (E)	UTILITY	VISUAL	VISUAL	250	250	1,250	5,000	20:1
21R (F)	TO BE DECOMMISSIONED							
3R (E)	OTHER THAN UTILITY	NPI	1 MILE	1,000	1,000	3,500	10,000	34:1
3R (F)	OTHER THAN UTILITY	NPI	1 MILE	1,000	1,000	4,000	10,000	34:1
21L (E)	OTHER THAN UTILITY	CAT I	3/4 MILE	1,000	1,000	16,000	10,000/40,000	50:1/40:1
21L (F)	OTHER THAN UTILITY	CAT I	1/2 MILE	1,000	1,000	16,000	10,000/40,000	50:1/40:1
7 (E)	OTHER THAN UTILITY	VISUAL	VISUAL	500	500	1,250	5,000	20:1
7 (F)	OTHER THAN UTILITY	VISUAL	VISUAL	500	500	1,500	5,000	20:1
25 (E)	OTHER THAN UTILITY	NPI	1 1/4 MILE	500	500	2,000	5,000	20:1
25 (F)	OTHER THAN UTILITY	NPI	1 1/4 MILE	500	500	3,500	10,000	34:1

PART 77 IMAGINARY SURFACE DIMENSIONS						
TYPE	DIMENSIONAL STANDARDS (FEET)					
	VISUAL RUNWAY		NON-PRECISION RUNWAY			PRECISION INSTRUMENT RUNWAY
	A	B	A	C	D	
EXISTING RUNWAY ENDS	RW 3L, RW 21R	RW 7		RW 3R, RW 25	RW 3R	RW 21L
FUTURE RUNWAY ENDS		RW 7		RW 25	RW 3R	RW 21L
WIDTH OF PRIMARY SURFACE & APPROACH SURFACE AT INNER END (FT)	250	500	500	500	1,000	1,000
PRIMARY SURFACE BEYOND RW END (FT)	200	200	200	200	200	200
RADIUS OF HORIZONTAL SURFACE (FT)	5,000	5,000	5,000	10,000	10,000	10,000
APPROACH SURFACE WIDTH AT END (FT)	1,250	1,500	2,000	3,500	4,000	16,000
APPROACH SURFACE LENGTH (FT)	5,000	5,000	5,000	10,000	10,000	10,000
APPROACH SURFACE SLOPE	20:1	20:1	20:1	34:1	34:1	50:1/40:1*
TRANSITIONAL SURFACE SLOPE	7:1	7:1	7:1	7:1	7:1	7:1
CONICAL SURFACE HORIZONTAL DISTANCE (FT)	4,000	4,000	4,000	4,000	4,000	4,000
CONICAL SURFACE SLOPE	20:1	20:1	20:1	20:1	20:1	20:1

RUNWAY TYPE: A - UTILITY RUNWAY; B - OTHER THAN UTILITY RUNWAY
 VISIBILITY TYPE: C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE; D - VISIBILITY AS LOW AS 3/4 MILE
 * THE PRECISION APPROACH SURFACE EXTENDS 10,000' @ 50:1, THEN EXTENDS ANOTHER 40,000' @ 40:1



- DRAWING LEGEND**
- PART 77 IMAGINARY SURFACES
 - APPROACH SURFACE
 - PRIMARY SURFACE
 - CONICAL SURFACE
 - HORIZONTAL SURFACE
 - TRANSITIONAL SURFACE
 - SURROUNDING HILLS AND TREE OBSTRUCTIONS

- NOTES:**
- PART 77 IMAGINARY AIRSPACE SURFACES USED TO DEPICT THE LIMITS OF RECOMMENDED LAND USE CONTROLS TO REGULATE THE HEIGHT OF OBJECTS IN THE AIRPORT VICINITY. PART 77 OBSTRUCTION ANALYSIS EVALUATED PER ULTIMATE RUNWAY DIMENSIONS AND ELEVATIONS UNLESS OTHERWISE NOTED. ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ACTUAL GROUND ELEVATION AT OBJECT MAY VARY FROM GROUND ELEVATION DEPICTED ALONG RUNWAY CENTERLINE, AS DEPICTED. ROADWAY ELEVATIONS INCLUDE RECOMMENDED PART 77 CLEARANCE ELEVATION, RECOMMENDED CLEARANCES: 23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS.
 - REFER TO THE INNER-APPROACH DRAWINGS FOR CLOSE-IN OBSTRUCTION INFORMATION.
 - IT IS RECOMMENDED THE AIRPORT SPONSOR ADOPT REGULATIONS OR LAND USE MEASURES TO CONTROL THE HEIGHT OF OBJECTS IN THE AIRPORT VICINITY IN COOPERATION WITH OTHER GOVERNMENTAL ENTITIES WITH JURISDICTION UNDERLYING THE PART 77 AIRSPACE SURFACES DEPICTED BY THIS DRAWING.
 - THE OVERALL RUNWAY PROFILE IS DISPLAYED ON THE CENTER SECTION PLAN AND PROFILE DRAWINGS.

THE AIRPORT IS SURROUNDED ON THREE SIDES BY HILLS, WHICH ARE OBSTRUCTIONS TO FAR PART 77 AIRSPACE OBSTRUCTION CONTROL CRITERIA. THE AREA TO THE NORTHEAST OF THE AIRPORT INCLUDES THE LITTLE MIAMI RIVER VALLEY, WHICH PROVIDES CLEAR AIRSPACE APPROACHES TO THE THREE RUNWAYS. DUE TO THE CLOSE PROXIMITY OF HILLS TO THE AIRPORT, THE FAA HAS REQUIRED WAIVERS TO THE FAR PART 77 CRITERIA TO COMPLY WITH THE WAIVERS, THE CITY OF CINCINNATI AND THE FAA HAVE INSTALLED RED OBSTRUCTION LIGHTS ON THE TOP OF THE HIGHEST OBJECTS LOCATED ON THE SURROUNDING HILLS. THE FAA HAS ALSO APPLIED AIRCRAFT DESCENT HEIGHT LIMITATIONS TO THE AIRPORT'S PUBLISHED PRECISION AND NONPRECISION INSTRUMENT APPROACH PROCEDURES.

AIRPORT MASTER PLAN UPDATE, CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD, PB AVIATION, OCTOBER 2004

DATE OF SURVEY:
 MARCH, 2015

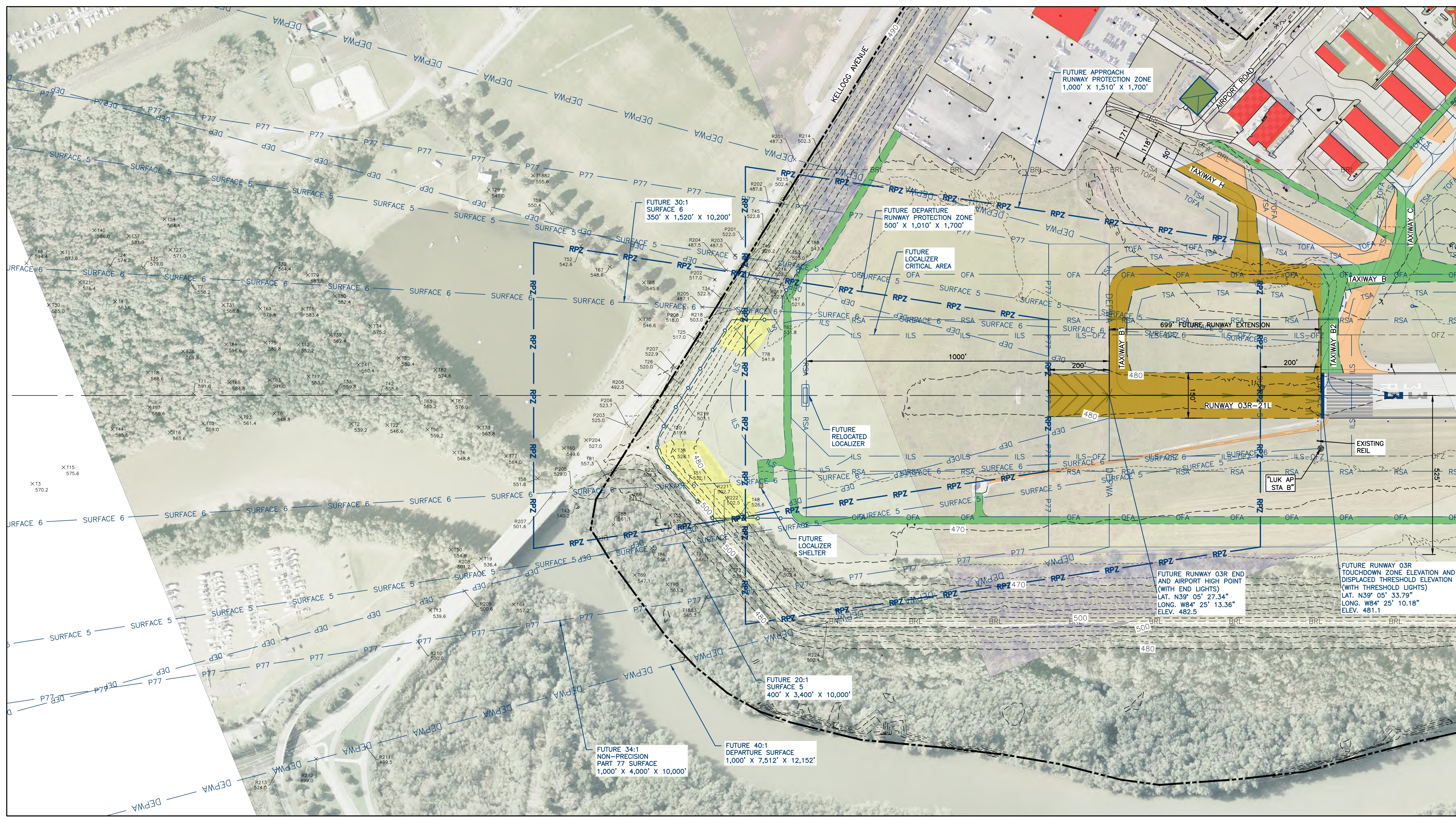
- WILDLIFE ATTRACTANTS:**
- FAA REQUIREMENT AC 150/5200-33B THAT HAZARDOUS WILDLIFE ATTRACTANTS NOT BE LOCATED WITHIN 5,000 FEET OF AN AIRPORT SERVING PISTON POWERED AIRCRAFT; WITHIN 10,000 FEET OF AN AIRPORT SERVING TURBINE POWERED AIRCRAFT AND WITHIN 5 STATUTE MILES IF IT COULD CAUSE WILDLIFE TO MOVE INTO OR ACROSS THE APPROACH OR DEPARTURE AIRSPACE. ADDITIONALLY, FEDERAL LAW PROHIBITS A NEW LANDFILL WITHIN 6 MILES OF AN AIRPORT IF THE AIRPORT MEETS CERTAIN CRITERIA.

PROJECT No: _____
 DATE: 09-06-24
 AIP No: _____
 HORIZ. SCALE: 1" = 2000'
 VERT. SCALE: N/A
 SHEET NO. **5**

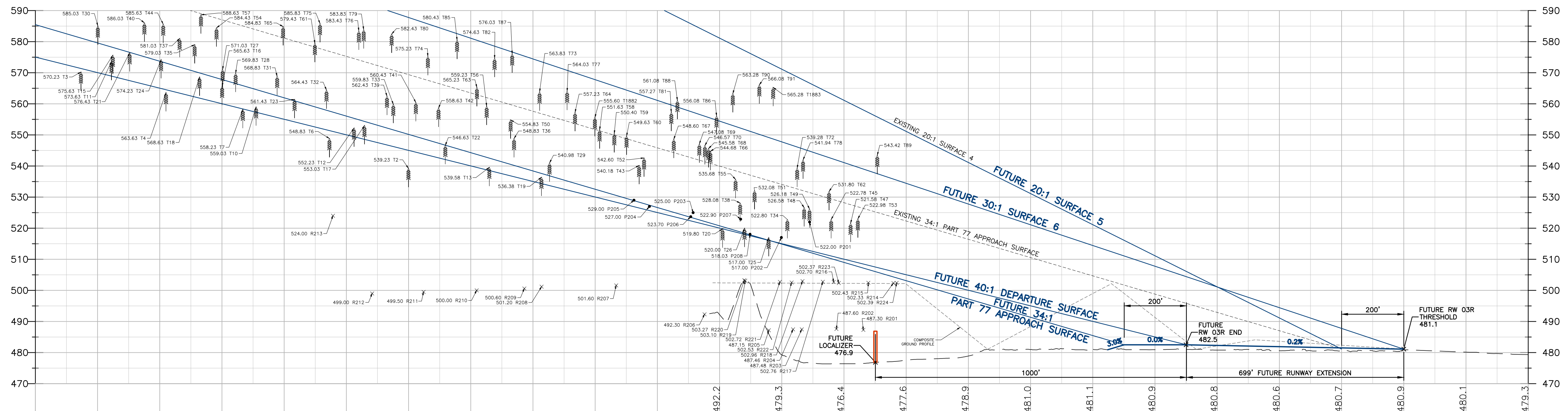
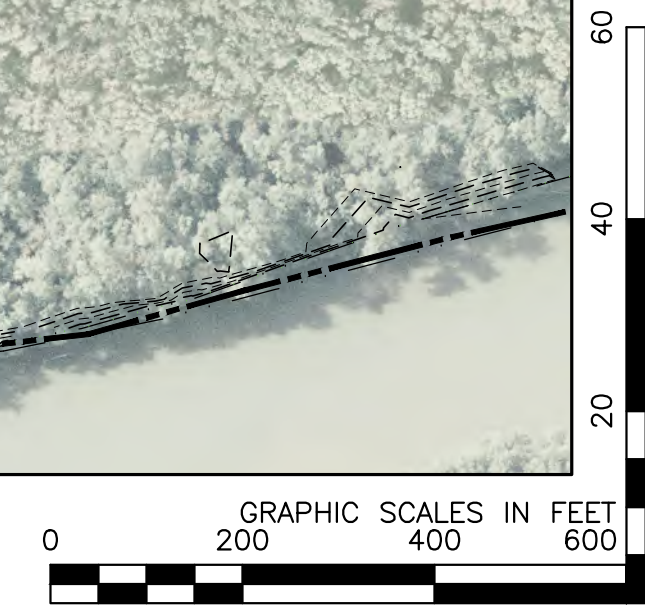
TERMINAL SITE PLAN
AIRPORT AIRSPACE DRAWING
CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD
CINCINNATI, OHIO

07/25 APPROACH SURFACE PENETRATING OBSTRUCTIONS										
DISPLAY ID	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (MSL)	EXISTING OF VS-B APPROACH PENETRATION DEPTH	EXISTING OF 07/25 SURFACE 3 APPROACH PENETRATION DEPTH	PROPOSED 25 NP-C APPROACH PENETRATION DEPTH	PROPOSED 25 SURFACE 4 APPROACH PENETRATION DEPTH	PROPOSED 25 SURFACE 4 APPROACH PENETRATION DEPTH	DISPOSITION
B1	VENT ON BLDG	483.08	29.41	512.49	30.48	-1.54	N/A	N/A	N/A	MARK/LIGHT
B2	BUILDING	481.37	12.61	493.98	1.52	-30.50	N/A	N/A	N/A	MARK/LIGHT
B4	BUILDING	483.32	12.56	495.88	2.03	-29.98	N/A	N/A	N/A	MARK/LIGHT
B5	BUILDING	484.40	13.92	498.32	3.54	-26.48	N/A	N/A	N/A	MARK/LIGHT
B6	BUILDING	483.54	16.15	499.69	5.73	-26.31	N/A	N/A	N/A	MARK/LIGHT
B7	BUILDING	482.84	25.84	508.68	20.89	-11.12	N/A	N/A	N/A	MARK/LIGHT
B8	BUILDING	482.84	25.84	508.68	20.89	-11.12	N/A	N/A	N/A	MARK/LIGHT
B9	BUILDING	482.15	21.43	503.58	18.18	-8.18	N/A	N/A	N/A	MARK/LIGHT
B10	BUILDING	834.76	41.18	875.93	N/A	51.51	N/A	N/A	N/A	MARK/LIGHT
B11	BUILDING	483.05	25.85	508.88	N/A	4.07	N/A	N/A	N/A	NO ACTION
B12	BUILDING	483.02	25.85	508.88	N/A	4.44	N/A	N/A	N/A	NO ACTION
B14	BUILDING	483.99	12.19	496.18	-2.14	-34.16	N/A	N/A	N/A	NO ACTION
B15	BUILDING	483.99	496.18	496.18	-2.14	-34.16	N/A	N/A	N/A	NO ACTION
B20	BUILDING	483.02	27.86	510.88	N/A	-1.85	N/A	N/A	N/A	NO ACTION
B22	BUILDING	482.98	29.00	510.98	N/A	-2.49	N/A	N/A	N/A	NO ACTION
B24	BUILDING	482.98	27.90	510.88	N/A	-1.87	N/A	N/A	N/A	NO ACTION
B25	BUILDING	496.30	17.57	513.87	10.82	-42.84	N/A	N/A	N/A	NO ACTION
B28	BUILDING	482.99	27.99	510.98	N/A	-2.60	N/A	N/A	N/A	NO ACTION
B27	BUILDING	496.78	14.99	514.27	10.51	-42.51	N/A	N/A	N/A	NO ACTION
B28	BUILDING	482.94	27.94	510.88	N/A	-2.67	N/A	N/A	N/A	NO ACTION
B80	BUILDING	482.91	27.96	510.88	N/A	-2.61	N/A	N/A	N/A	NO ACTION
B110	BUILDING	756.11	24.63	780.73	N/A	-1.99	N/A	N/A	N/A	NO ACTION
B134	BUILDING	826.84	27.16	854.00	N/A	14.83	N/A	N/A	N/A	NO ACTION
E3	FENCE	486.55	4.85	491.40	1.26	N/A	N/A	N/A	N/A	NO ACTION
HP115	NATURAL HIGH POINT	830.76	0.00	829.40	N/A	-5.01	N/A	N/A	N/A	REMOVE/TOP
P204	OL ON POLE	484.45	19.77	504.21	4.33	-27.69	N/A	N/A	N/A	MARK/LIGHT
P206	OL ON POLE	484.02	19.86	504.88	4.87	-27.05	N/A	N/A	N/A	MARK/LIGHT
P214	POWER TRANSMISSION POLE	820.37	36.62	857.00	N/A	13.24	N/A	N/A	N/A	MARK/LIGHT
T1	TREE	632.45	26.88	659.33	-11.81	N/A	N/A	N/A	N/A	REMOVE/TOP
T3	TREE	639.07	24.26	713.33	4.14	N/A	N/A	N/A	N/A	REMOVE/TOP
T5	TREE	628.99	59.40	688.33	-6.05	N/A	N/A	N/A	N/A	REMOVE/TOP
T7	TREE	621.52	78.21	699.73	-1.40	N/A	N/A	N/A	N/A	REMOVE/TOP
T9	TREE	656.68	64.65	704.51	1.74	N/A	N/A	N/A	N/A	REMOVE/TOP
T10	TREE	668.42	61.33	729.93	3.30	-28.72	N/A	N/A	N/A	REMOVE/TOP
T11	TREE	654.58	71.99	726.53	3.78	N/A	N/A	N/A	N/A	REMOVE/TOP
T12	TREE	631.88	80.65	712.53	4.47	N/A	N/A	N/A	N/A	REMOVE/TOP
T13	TREE	663.55	71.38	734.93	4.56	-27.46	N/A	N/A	N/A	REMOVE/TOP
T14	TREE	653.39	72.73	726.13	8.03	N/A	N/A	N/A	N/A	REMOVE/TOP
T15	TREE	681.98	51.95	733.93	8.22	-23.81	N/A	N/A	N/A	REMOVE/TOP
T16	TREE	663.19	53.74	716.93	8.82	N/A	N/A	N/A	N/A	REMOVE/TOP
T17	TREE	660.37	68.69	729.06	8.81	-23.18	N/A	N/A	N/A	REMOVE/TOP
T18	TREE	647.42	51.46	698.83	9.10	N/A	N/A	N/A	N/A	REMOVE/TOP
T19	TREE	675.92	55.81	731.73	9.12	-22.91	N/A	N/A	N/A	REMOVE/TOP
T20	TREE	640.31	59.62	706.93	11.91	N/A	N/A	N/A	N/A	REMOVE/TOP
T21	TREE	670.40	70.90	741.30	15.12	N/A	N/A	N/A	N/A	REMOVE/TOP
T24	TREE	611.06	60.27	705.33	18.85	-13.18	N/A	N/A	N/A	REMOVE/TOP
T27	TREE	682.22	62.93	742.93	22.48	N/A	N/A	N/A	N/A	REMOVE/TOP
T28	TREE	629.46	75.04	704.49	23.20	-8.32	N/A	N/A	N/A	REMOVE/TOP
T29	TREE	628.09	70.29	700.30	23.60	N/A	N/A	N/A	N/A	REMOVE/TOP
T31	TREE	650.12	77.21	727.33	24.37	N/A	N/A	N/A	N/A	REMOVE/TOP
T33	TREE	665.41	71.92	737.33	29.34	N/A	N/A	N/A	N/A	REMOVE/TOP
T34	TREE	680.89	76.69	756.53	31.20	-6.32	N/A	N/A	N/A	REMOVE/TOP
T35	TREE	693.85	70.28	764.13	33.04	1.02	N/A	N/A	N/A	REMOVE/TOP
T36	TREE	682.10	64.93	746.13	33.43	N/A	N/A	N/A	N/A	REMOVE/TOP
T37	TREE	684.00	77.74	761.73	34.42	1.40	N/A	N/A	N/A	REMOVE/TOP
T38	TREE	688.09	51.04	739.13	38.30	N/A	N/A	N/A	N/A	REMOVE/TOP
T39	TREE	715.07	54.46	770.13	38.78	6.76	N/A	N/A	N/A	REMOVE/TOP
T40	TREE	714.45	770.33	770.33	41.80	9.88	N/A	N/A	N/A	REMOVE/TOP
T41	TREE	660.33	72.43	732.73	45.07	13.05	N/A	N/A	N/A	REMOVE/TOP
T42	TREE	692.32	61.42	753.73	45.20	N/A	N/A	N/A	N/A	REMOVE/TOP
T43	TREE	728.40	78.33	778.33	48.13	17.10	N/A	N/A	N/A	REMOVE/TOP
T44	TREE	708.98	51.76	760.73	52.97	N/A	N/A	N/A	N/A	REMOVE/TOP
T45	TREE	685.39	61.74	747.13	65.69	N/A	N/A	N/A	N/A	REMOVE/TOP
T46	TREE	680.90	68.19	769.09	79.53	N/A	N/A	N/A	N/A	REMOVE/TOP
T47	TREE	685.81	94.08	779.89	89.62	N/A	N/A	N/A	N/A	REMOVE/TOP
T48	TREE	692.33	78.13	770.46	93.18	N/A	N/A	N/A	N/A	REMOVE/TOP
T49	TREE	724.76	61.97	786.73	N/A	-7.51	N/A	N/A	N/A	REMOVE/TOP
T50	TREE	767.19	114.03	881.21	N/A	-7.31	N/A	N/A	N/A	REMOVE/TOP
T51	TREE	709.59	86.94	796.53	N/A	-2.72	N/A	N/A	N/A	REMOVE/TOP
T52	TREE	778.75	77.04	855.80	N/A	-2.68	N/A	N/A	N/A	REMOVE/TOP
T53	TREE	699.15	64.78	763.93	N/A	-2.63	N/A	N/A	N/A	REMOVE/TOP
T54	TREE	783.80	81.89	821.80	N/A	-2.52	N/A	N/A	N/A	REMOVE/TOP
T55	TREE	773.06	24.47	797.53	N/A	-1.48	N/A	N/A	N/A	REMOVE/TOP
T56	TREE	681.40	49.21	730.61	N/A	-1.40	N/A	N/A	N/A	REMOVE/TOP
T57	TREE	729.31	78.73	808.04	N/A	-0.26	N/A	N/A	N/A	REMOVE/TOP
T58	TREE	700.87	93.06	793.93	N/A	0.04	N/A	N/A	N/A	REMOVE/TOP
T59	TREE	693.88	87.40	781.28	N/A	2.05	N/A	N/A	N/A	REMOVE/TOP
T60	TREE	752.64	26.10	778.73	N/A	2.30	N/A	N/A	N/A	REMOVE/TOP
T61	TREE	814.85	36.15	851.00	N/A	2.39	N/A	N/A	N/A	REMOVE/TOP
T62	TREE	798.33	78.33	876.66	N/A	2.62	N/A	N/A	N/A	REMOVE/TOP
T63	TREE	751.75	61.18	812.93	N/A	7.09	N/A	N/A	N/A	REMOVE/TOP
T64	TREE	766.19	31.54	797.73	N/A	8.10	N/A	N/A	N/A	REMOVE/TOP
T65	TREE	790.75	87.09	877.80	N/A	8.19	N/A	N/A	N/A	REMOVE/TOP
T66	TREE	730.20	76.13	806.33	N/A	8.56	N/A	N/A	N/A	REMOVE/TOP
T67	TREE	724.45	58.29	782.73	N/A	8.76	N/A	N/A	N/A	REMOVE/TOP
T68	TREE	795.75	71.85	869.60	N/A	9.74	N/A	N/A	N/A	REMOVE/TOP
T69	TREE	674.00	82.93	756.93	N/A	11.00	N/A	N/A	N/A	REMOVE/TOP
T70	TREE	813.80	86.20	899.93	N/A	11.20	N/A	N/A	N/A	REMOVE/TOP
T71	TREE	814.37	50.23	864.60	N/A	12.27	N/A	N/A	N/A	REMOVE/TOP
T72	TREE	737.52	43.62	781.13	N/A	14.30	N/A	N/A	N/A	REMOVE/TOP
T73	TREE	805.56	87.40	892.96	N/A	14.48	N/A	N/A	N/A	REMOVE/TOP
T74	TREE	778.12	72.48	850.60	N/A	17.77	N/A	N/A	N/A	REMOVE/TOP
T75	TREE	734.99	70.34	805.33	N/A	18.30	N/A	N/A	N/A	REMOVE/TOP
T76	TREE	796.95	87.01	883.96	N/A	18.80	N/A	N/A	N/A	REMOVE/TOP
T77	TREE	740.40	76.93	817.33	N/A	18.84	N/A	N/A	N/A	REMOVE/TOP
T78	TREE	766.58	34.15	794.73	N/A	18.92	N/A	N/A	N/A	REMOVE/TOP
T79	TREE	806.31	83.60	890.90	N/A	20.46	N/A	N/A	N/A	REMOVE/TOP
T80	TREE	749.01	42.32	791.33	N/A	20.81	N/A	N/A	N/A	REMOVE/TOP
T81	TREE	781.95	71.08	853.00	N/A	20.96	N/A	N/A	N/A	REMOVE/TOP
T82	TREE	786.02	85.71	871.73	N/A	22.21	N/A	N/A	N/A	REMOVE/TOP
T83	TREE	798.02	65.78	863.80	N/A	22.21	N/A	N/A	N/A	REMOVE/TOP
T84	TREE	857.37	80.93	938.30	N/A	22.57	N/A	N/A	N/A	REMOVE/TOP
T85	TREE	800.10	69.50	869.60	N/A	22.63	N/A	N/A	N/A	REMOVE/TOP
T86	TREE	747.84	70.29	818.13	N/A	22.69	N/A	N/A	N/A	REMOVE/TOP
T87	TREE	772.52	84.54	857.06	N/A	24.08	N/A	N/A	N/A	REMOVE/TOP
T88	TREE	829.22	26.78	856.00	N/A	26.05	N/A	N/A	N/A	REMOVE/TOP
T89	TREE	796.07	66.52	862.60	N/A	26.69	N/A	N/A	N/A	REMOVE/TOP
T90	TREE	808.48	88.20	896.68	N/A	29.46	N/A	N/A	N/A	REMOVE/TOP
T91	TREE	748.25	62.77	811.02	N/A	29.67	N/A	N/A	N/A	REMOVE/TOP
T92	TREE	817.88	46.52	864.40	N/A	30.28	N/A	N/A	N/A	REMOVE/TOP
T93	TREE	743.02	83.84	826.86	N/A	30.55	N/A	N/A	N/A	REMOVE/TOP
T94	TREE	756.65	71.08	827.73	N/A	32.79	N/A	N/A	N/A	REMOVE/TOP
T95	TREE	763.32	74.61	837.93	N/A	34.83	N/A	N/A	N/A	REMOVE/TOP
T96	TREE	814.36	80.83	895.19	N/A	37.40	N/A	N/A	N/A	REMOVE/TOP
T97	TREE	813.44	67.38	880.80	N/A	37.99	N/A	N/A	N/A	REMOVE/TOP
T98	TREE	822.15	67.38	889.53	N/A	39.18	N/A	N/A	N/A	REMOVE/TOP
T99	TREE	811.09	70.10	881.20	N/A	41.48	N/A	N/A	N/A	REMOVE/TOP
T100	TREE	780.25	78.29	858.53	N/A	46.42	N/A	N/A	N/A	REMOVE/TOP
T101	TREE	830.47	89.60	920.07	N/A	50.17	N/A	N/A	N/A	REMOVE/TOP
T102	TREE	831.30	41.63	872.93	N/A	50.77	N/A	N/A	N/A	REMOVE/TOP
T103	TREE	825.65	31.49	857.13	N/A	51.18	N/A	N/A	N/A	REMOVE/TOP
T104	TREE	818.36	45.43	863.80	N/A	51.18	N/A	N/A	N/A	REMOVE/TOP
T105	TREE	761.26	57.47	818.73	N/A	53.24	N/A	N/A	N/A	REMOVE/TOP
T106	TREE	796.42	78.58	875.00	N/A	55.97	N/A	N/A	N/A	REMOVE/TOP
T107	TREE	830.21	43.30	873.53	N/A	56.71	N/A	N/A	N/A	REMOVE/TOP
T108	TREE	814.43	69.17	883.60	N/A	58.34	N/A	N/A	N/A	REMOVE/TOP
T109	TREE	799.07	70.77	869.83	N/A	59.68	N/A	N/A	N/A	REMOVE/TOP
T110	TREE	774.82	62.11	836.93	N/A	59.80	N/A	N/A	N/A	REMOVE/TOP
T111	TREE	827.00	62.40	889.40	N/A	60.24	N/A	N/A	N/A	REMOVE/TOP
T112	TREE									

Layout Tab Name: RUNWAY 03R FUTURE APPROACH; Images: LUK Airport only.tif; Base Update-APRON.jpg; Xrefs: LUK-X.dwg; 74488-1b.dwg; 74488-P-ARSPACE.dwg; 74488-F.dwg; 74488-X-ARSPACE.dwg
 Last Saved By: teigen, 9/3/2024 11:44:52 AM
 W:\Swin\DE\indy\Clients\Cincinnati Municipal Airport-Lunken Field OH LUK\ALP Update\Cadd\Cad\74488 SH08 RW 03R-21L Fut. Approaches.dwg Plotted By: teigen, Any Plotted: September 6, 2024, 10:08:51 PM



MAGNETIC DECLINATION
 2023 = 6° 05' W ± 0' 23"
 CHANGING BY 0' 2" W PER YEAR
 SOURCE DOCUMENT IS NATIONAL
 GEOPHYSICAL DATA CENTER - NOAA
 SATELLITE AND INFORMATION CENTER.



NOTE: SEE SHEET 10 FOR OBSTRUCTION TABLES

LEGEND: SYMBOLS		
EXISTING	FACILITY	FUTURE
[Red Box]	BUILDING	[Blue Box]
[Yellow Box]	TREE/POLE/BUILDING/ROAD ELEVATION	
[Star]	MED INTENSITY RUNWAY EDGE LIGHT	
[Star]	MED INTENSITY RUNWAY THRESHOLD LIGHT	
[Circle]	RAIL	
[Circle]	MED INTENSITY TAXIWAY LIGHT	
[Triangle]	PAPI/VASI	
[Square]	GUIDANCE SIGN	
[Circle]	WINDCONE	
[Circle]	AWOS/BEACON/GLIDESLOPE	
[Circle]	AIRPORT REFERENCE POINT	
[Circle]	AIRCRAFT TIE DOWN	
[Circle]	TREE	
[Circle]	ODALS	
[Red Box]	REMOVE BUILDING/STRUCTURE	SAME
[Yellow Box]	REMOVE PAVEMENT	SAME
[Green Box]	REMOVE OTHER	SAME

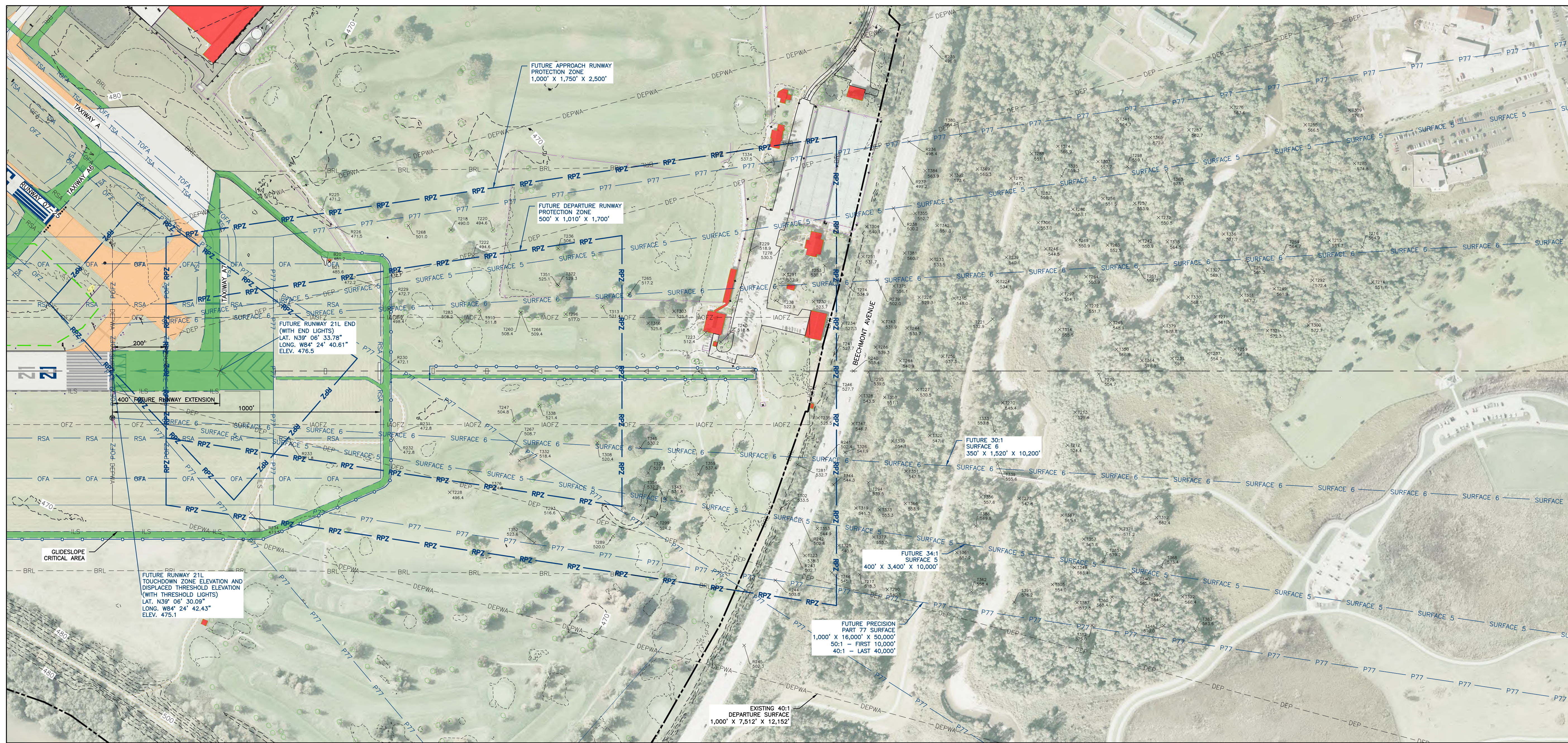
LEGEND: SYMBOLS	
[Green Box]	FUTURE PHASE 1
[Yellow Box]	FUTURE PHASE 2
[Purple Box]	FUTURE PHASE 3
[Blue Box]	FUTURE PHASE 4

LEGEND: LINETYPE		
EXISTING	FACILITY	FUTURE
[Dashed Line]	AIRPORT PROPERTY LINE	
[Dashed Line]	RUNWAY/TAXIWAY CENTERLINE	
[Dashed Line]	CONTOURS	
[Dashed Line]	EDGE OF PAVEMENT/PAVEMENT	
[Dashed Line]	FENCE LINE	
[Dashed Line]	CFR PART 77 SURFACES	P77
[Dashed Line]	SURFACE 2	SURFACE 2
[Dashed Line]	SURFACE 3	SURFACE 3
[Dashed Line]	SURFACE 4	SURFACE 4
[Dashed Line]	SURFACE 5	SURFACE 5
[Dashed Line]	SURFACE 6	SURFACE 6
[Dashed Line]	DEPARTURE SURFACES	DEP
[Dashed Line]	DEPARTURE SURFACE WING AREA	DEPWA
[Dashed Line]	RUNWAY PROTECTION ZONE	RPZ
[Dashed Line]	RUNWAY SAFETY AREA	RSA
[Dashed Line]	RUNWAY OBJECT FREE AREA	OFA
[Dashed Line]	RUNWAY OBSTACLE FREE ZONE	OFZ
[Dashed Line]	RUNWAY PRECISION OBSTACLE FREE ZONE	POFZ
[Dashed Line]	INTER-APPROACH OBSTACLE FREE ZONE	
[Dashed Line]	TAXIWAY SAFETY AREA	TSA
[Dashed Line]	TAXIWAY OBJECT FREE AREA	TOFA
[Dashed Line]	TAXIWAY OBSTACLE FREE AREA	TLOFA
[Dashed Line]	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)	
[Dashed Line]	35' BUILDING RESTRICTION LINE	BRL
[Dashed Line]	ILS CRITICAL AREA	ILS
[Dashed Line]	POTENTIAL SOLAR PANEL FIELD LOCATION	
[Dashed Line]	STORM DRAINAGE	

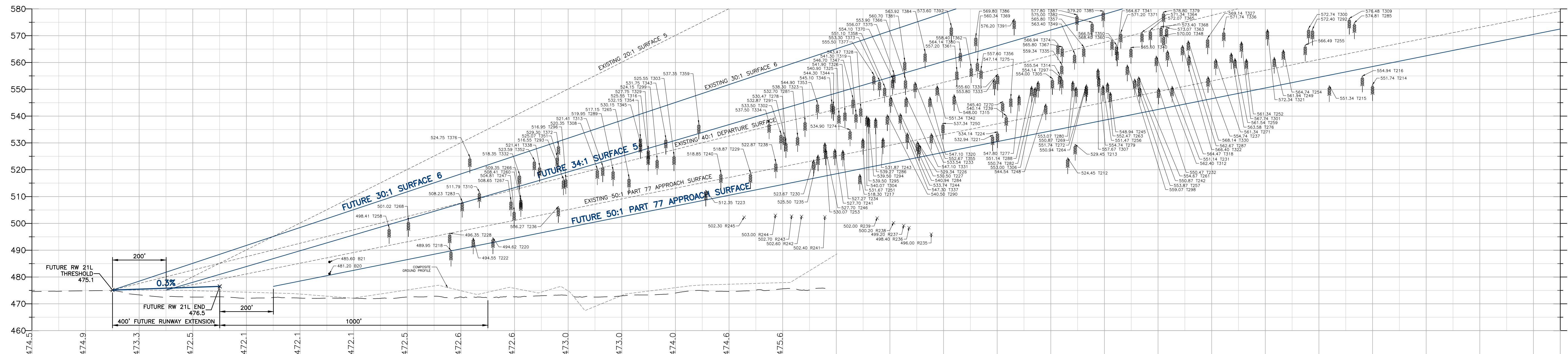
- GENERAL NOTES**
- ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13B. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2100) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYING INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
 - SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
 - ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVELWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
 - RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 MAGNARY SURFACES AND THE ADO-3 PROTECTION AREA. DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
 - AIRFIELD PERIMETER FENCE IS TYPICALLY 8' TALL. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.
 - THE BUILDINGS, POLES AND TREE OBSTACLES INDICATED IN PLAN VIEWS ARE ALSO PENETRATIONS/OBSTRUCTIONS TO AT LEAST ONE OF THE SURFACES DISPLAYED WITHIN THE SHEET.

CERTIFIED BY: DESIGN ENGINEER: GCF DESIGNED BY: GCF CHECKED BY: M.M.M. APPROVED BY: GAS	PROJECT No: DATE: 09-06-24 AIP No: HORIZ. SCALE: 1" = 200' VERT. SCALE: 1" = 20' SHEET NO.
	333 North Alabama Street Suite 200 Indianapolis, IN 46204 317.299.7500 FAX: 317.291.5605 WOOLPERT
	TERMINAL SITE PLAN RUNWAY 03R INNER PORTION OF THE APPROACH SURFACE DRAWING CINCINNATI, OHIO CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD

Layout Tab Name: RUNWAY 21L FUTURE APPROACH; Images: LUK-airport-only.tif; Base: Update-APRON.jpg; Xrefs: LUK-X.dwg, 74488_tbk.dwg, 74488-P-ARSPACE.dwg, 74488-P.dwg, LUK-X-ARSPACE.dwg
 Last Saved By: teigen, 9/3/2024 11:44:52 AM
 W:\S\m\DE\Indy\Clients\Cincinnati Municipal Airport-Lunken Field OH LUK\A\Update_Cadd\Cad\74488_SHO8_RW_03R-21L_Fut_Approaches.dwg Plotted By: teigen, Arty Plotter: September 6, 2024, 12:57:20 PM



MAGNETIC DECLINATION
 2023 = 6° 0' W = 0° 23'
 CHANGING BY 0° 2' W PER YEAR
 SOURCE DOCUMENT IS NATIONAL
 GEOPHYSICAL DATA CENTER - NOAA
 SATELLITE AND INFORMATION CENTER.



NOTE: SEE SHEET 10 FOR OBSTRUCTION TABLES

LEGEND: SYMBOLS

EXISTING	FACILITY	FUTURE
[Red Box]	BUILDING	[Blue Box]
[Red Box]	TREE/POLE/BUILDING/ROAD ELEVATION	[Blue Box]
[Red Box]	MED INTENSITY RUNWAY EDGE LIGHT	[Blue Box]
[Red Box]	MED INTENSITY RUNWAY THRESHOLD LIGHT	[Blue Box]
[Red Box]	RAIL	[Blue Box]
[Red Box]	MED INTENSITY TAXIWAY LIGHT	[Blue Box]
[Red Box]	PAPI/VASI	[Blue Box]
[Red Box]	GUIDANCE SIGN	[Blue Box]
[Red Box]	WINDCONE	[Blue Box]
[Red Box]	AWOS/BEACON/GLIDESLOPE	[Blue Box]
[Red Box]	AIRCRAFT REFERENCE POINT	[Blue Box]
[Red Box]	AIRCRAFT TIE DOWN	[Blue Box]
[Red Box]	TREE	[Blue Box]
[Red Box]	COALS	[Blue Box]
[Red Box]	REMOVE BUILDING/STRUCTURE	SAME
[Red Box]	REMOVE PAVEMENT	SAME
[Red Box]	REMOVE OTHER	SAME

LEGEND: SYMBOLS

[Green Box]	FUTURE PHASE 1
[Yellow Box]	FUTURE PHASE 2
[Purple Box]	FUTURE PHASE 3
[Blue Box]	FUTURE PHASE 4

LEGEND: LINETYPE

EXISTING	FACILITY	FUTURE
[Dashed Line]	AIRPORT PROPERTY LINE	[Dashed Line]
[Dashed Line]	RUNWAY/TAXIWAY CENTERLINE	[Dashed Line]
[Dashed Line]	CONTOURS	[Dashed Line]
[Dashed Line]	EDGE OF PAVEMENT/PAVEMENT	[Dashed Line]
[Dashed Line]	FENCE LINE	[Dashed Line]
[Dashed Line]	CFR PART 77 SURFACES	P77
[Dashed Line]	SURFACE 2	SURFACE 2
[Dashed Line]	SURFACE 3	SURFACE 3
[Dashed Line]	SURFACE 4	SURFACE 4
[Dashed Line]	SURFACE 5	SURFACE 5
[Dashed Line]	SURFACE 6	SURFACE 6
[Dashed Line]	DEPARTURE SURFACES	DEP
[Dashed Line]	DEPARTURE SURFACE WING AREA	DEPWA
[Dashed Line]	RUNWAY PROTECTION ZONE	RPZ
[Dashed Line]	RUNWAY SAFETY AREA	RSA
[Dashed Line]	RUNWAY OBJECT FREE AREA	OFA
[Dashed Line]	RUNWAY OBSTACLE FREE ZONE	OFZ
[Dashed Line]	RUNWAY PRECISION OBSTACLE FREE ZONE	POFZ
[Dashed Line]	INTER-APPROACH OBSTACLE FREE ZONE	
[Dashed Line]	TAXIWAY SAFETY AREA	TSA
[Dashed Line]	TAXIWAY OBJECT FREE AREA	TOFA
[Dashed Line]	TAXILANE OBJECT FREE AREA	TLOFA
[Dashed Line]	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)	
[Dashed Line]	35' BUILDING RESTRICTION LINE	BRL
[Dashed Line]	ILS CRITICAL AREA	ILS
[Dashed Line]	POTENTIAL SOLAR PANEL FIELD LOCATION	
[Dashed Line]	STORM DRAINAGE	

GENERAL NOTES

- ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13B. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (SOP 2100) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPS, AND SUPPORTING ALP DATA.
- SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
- ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
- RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 MAGINARY SURFACES AND THE ADO-3 PROTECTION AREA. DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
- AIRFIELD PERIMETER FENCE IS TYPICALLY 8' TALL. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.
- THE BUILDINGS, POLES AND TREE OBSTACLES INDICATED IN PLAN VIEWS ARE ALSO PENETRATIONS/OBSTRUCTIONS TO AT LEAST ONE OF THE SURFACES DISPLAYED WITHIN THE SHEET.

TERMINAL SITE PLAN
RUNWAY 21L INNER PORTION OF THE APPROACH
SURFACE DRAWING
 CINCINNATI, OHIO

PROJECT No: 09-06-24
DATE: 09-06-24
AIP No:
HORIZ. SCALE:
VERT. SCALE:
SHEET NO. 9

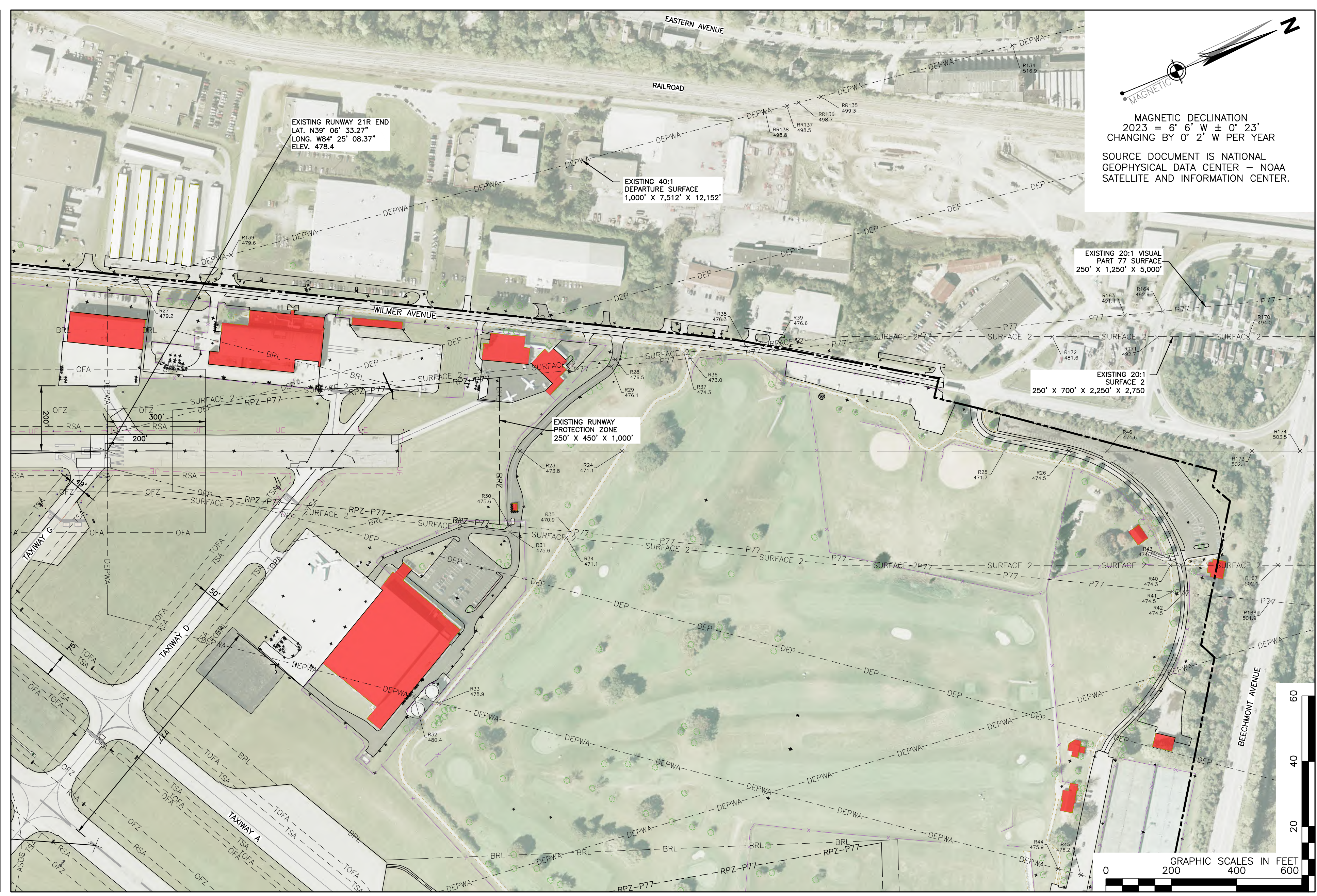
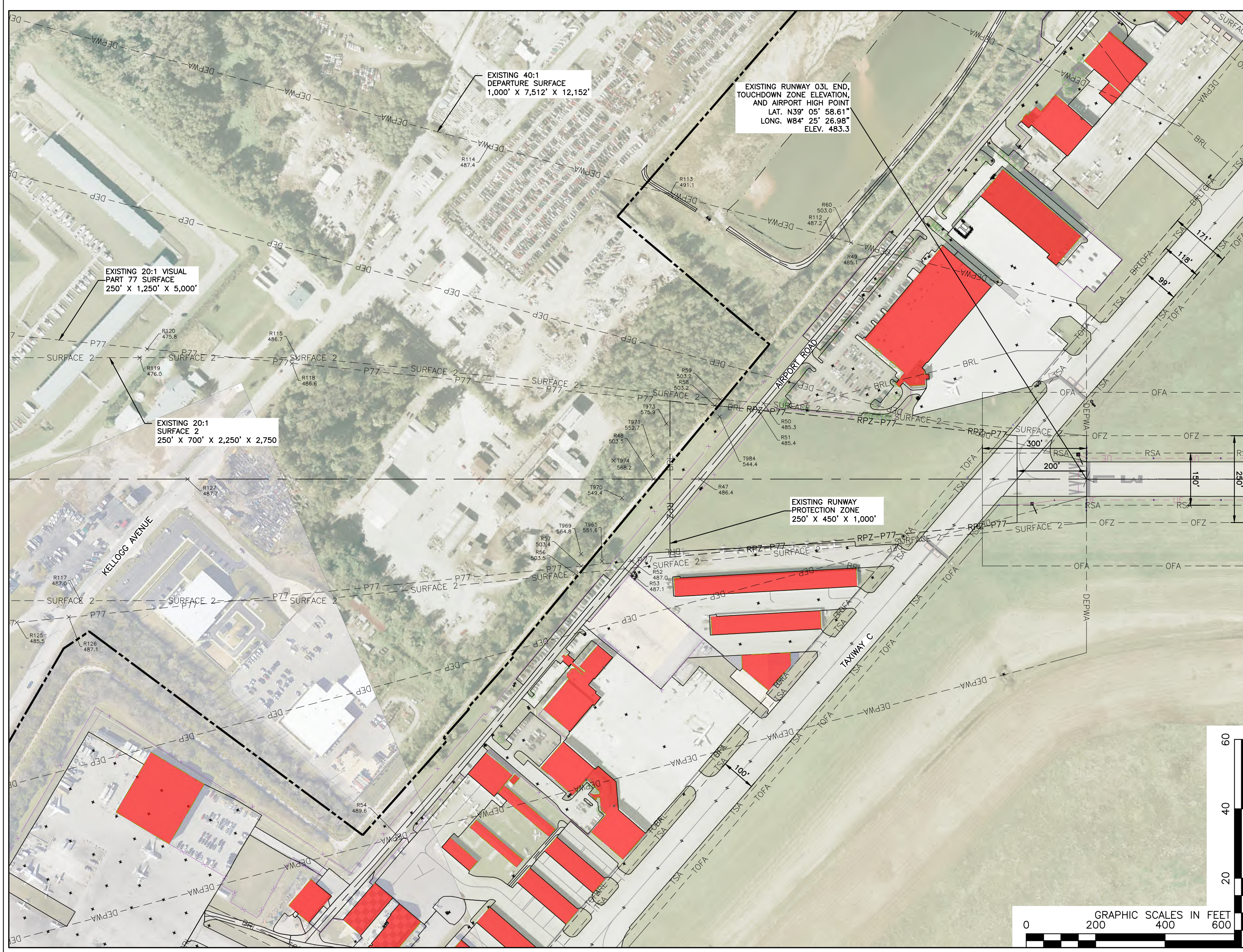
WOLPERT
 333 North Alabama Street
 Suite 200
 Indianapolis, IN 46204
 317.299.7500
 FAX: 317.291.5605

CERTIFIED BY: DESIGN ENGINEER DATE
DESIGNED BY: GCF
CHECKED BY: M.M. APPROVED BY: GAS

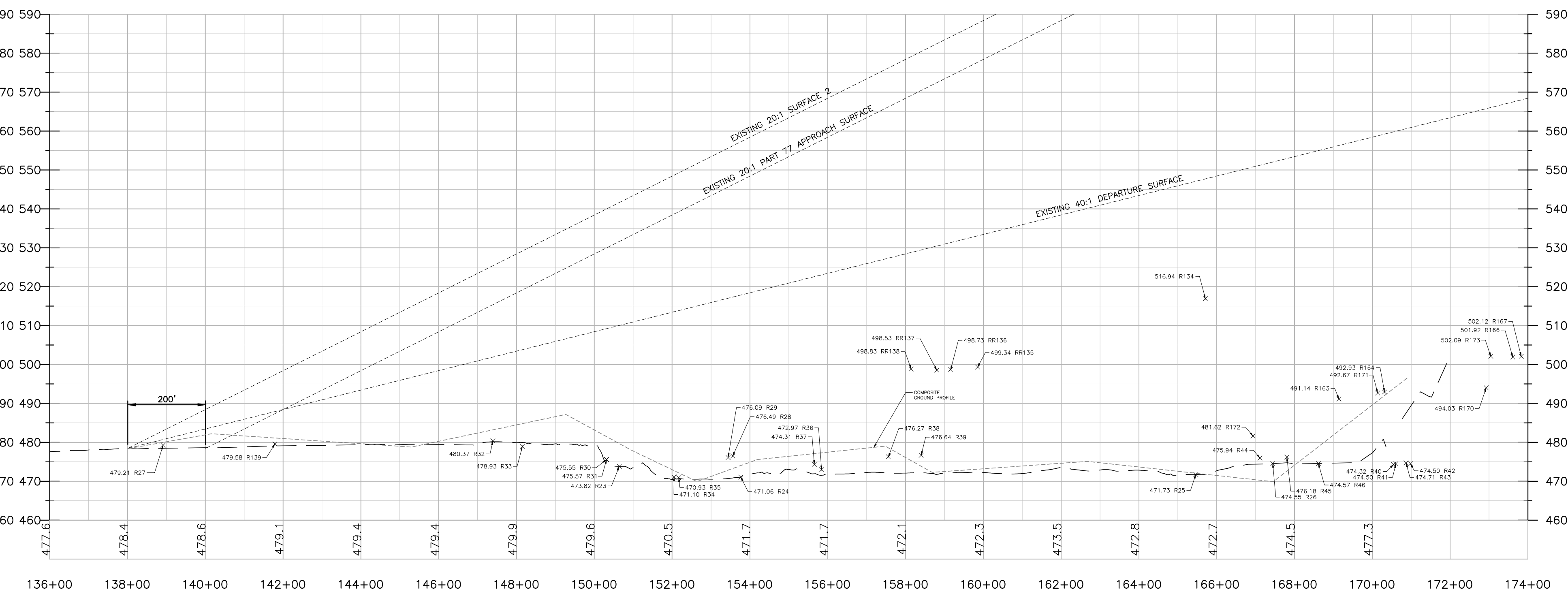
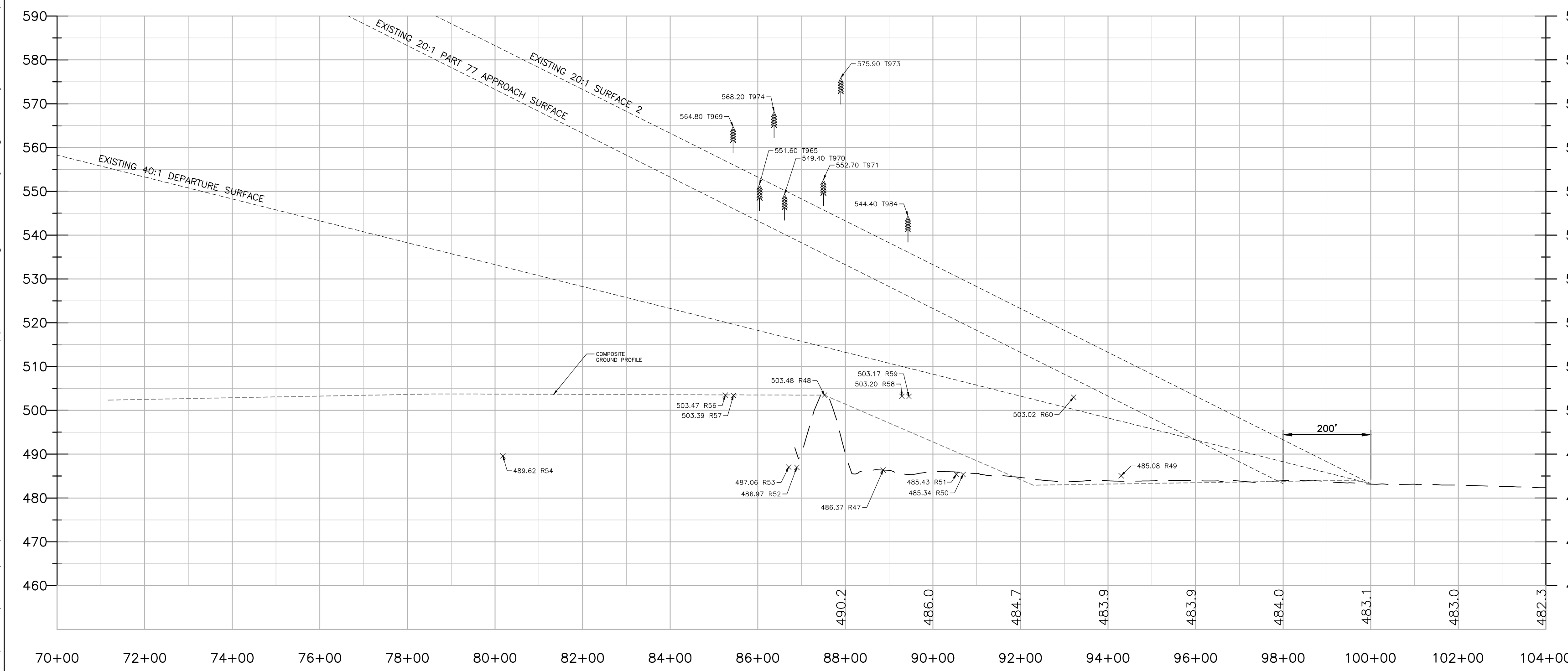
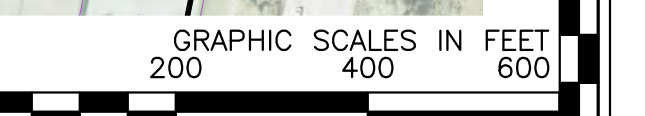
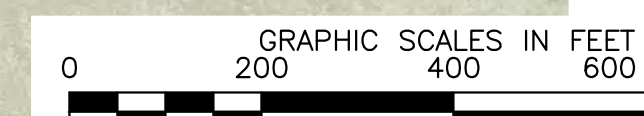
RUNWAY END 03R INNER APPROACH OBSTRUCTION TABLE									
DISPLAY ID	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBSTACLE ELEVATION (MSL)	PROPOSED 03R NP-D APPROX PENETRATION DEPTH	PROPOSED 03R SURFACE 5 (D01) PENETRATION DEPTH	PROPOSED 03R SURFACE 6 (D01) PENETRATION DEPTH	DISPOSITION	
P201	POLE 30-00051	487.71	34.29	522.00	0.76	N/A	N/A	MARK/LIGHT	
P202	T1 TWR 30-02426	487.42	33.98	521.40	2.09	N/A	N/A	MARK/LIGHT	
P203	POLE 30-02420	486.29	28.72	525.00	1.74	NO ACTION	NO ACTION		
P204	POLE 30-02420	487.07	29.03	527.00	0.39	NO ACTION	NO ACTION		
P205	POLE 30-02420	487.06	43.94	529.00	0.15	65.86	34.80	MARK/LIGHT	
P206	LIGHT POLE	485.92	27.77	523.70	0.21	-62.04	-33.83	MARK/LIGHT	
P207	POLE	489.64	23.26	522.90	4.54	54.81	29.37	MARK/LIGHT	
P208	POWER TRANSMISSION POLE	487.75	30.28	518.03	0.16	-58.17	-33.14	MARK/LIGHT	
T2	TREE	477.04	62.20	539.23	-10.95	-93.89	-85.55	NO ACTION	
T3	TREE	477.42	92.82	570.23	-13.54	-82.65	-74.00	NO ACTION	
T4	TREE	477.45	86.19	563.63	-9.48	-106.46	-50.13	NO ACTION	
T6	TREE	476.59	19.86	548.83	-8.82	-84.99	-47.42	NO ACTION	
T21	TREE	476.43	81.80	558.23	-7.63	-99.51	-47.30	NO ACTION	
T10	TREE	478.46	80.57	559.03	-5.56	-86.58	-45.97	NO ACTION	
T11	TREE	477.22	96.22	573.43	-4.63	-105.23	N/A	NO ACTION	
T12	TREE	477.37	74.87	552.23	1.10	87.84	-41.38	NO ACTION	
T13	TREE	487.72	41.86	539.58	2.95	N/A	N/A	NO ACTION	
T15	TREE	476.88	80.84	557.63	2.53	-106.30	-43.89	NO ACTION	
T16	TREE	478.19	40.48	528.67	-2.17	95.45	-42.12	NO ACTION	
T17	TREE	476.60	76.44	553.03	-1.31	85.15	39.46	NO ACTION	
T18	TREE	476.74	92.90	569.63	-1.39	-86.07	N/A	NO ACTION	
T19	TREE	483.59	52.79	536.38	-1.22	-78.96	50.07	NO ACTION	
T20	TREE	479.94	19.86	519.80	-0.88	-60.82	-34.31	NO ACTION	
T21	TREE	476.72	99.72	576.43	-0.13	99.50	-41.22	NO ACTION	
T22	TREE	476.30	70.33	546.63	-0.06	-78.56	-52.51	NO ACTION	
T23	TREE	477.49	83.95	561.43	0.48	-87.99	-38.15	REMOVE/TOP	
T24	TREE	477.08	91.16	568.23	0.66	-87.24	-42.06	REMOVE/TOP	
T25	TREE	487.10	19.80	517.00	0.89	-56.20	-32.10	REMOVE/TOP	
T26	TREE	489.12	20.48	520.60	1.61	-57.08	31.76	REMOVE/TOP	
T27	TREE	476.71	94.32	571.03	1.28	-89.97	N/A	REMOVE/TOP	
T28	TREE	476.75	93.09	569.83	3.31	-89.07	-36.47	REMOVE/TOP	
T29	TREE	486.92	48.06	534.98	4.14	N/A	N/A	REMOVE/TOP	
T30	TREE	477.22	107.82	585.03	5.48	-86.03	-36.04	REMOVE/TOP	
T31	TREE	476.98	91.86	568.83	6.23	-83.39	-33.02	REMOVE/TOP	
T32	TREE	476.77	87.66	564.43	6.50	-87.87	-42.06	REMOVE/TOP	
T33	TREE	477.14	82.70	559.83	8.22	-73.72	-29.57	REMOVE/TOP	
T34	TREE	489.94	32.46	522.40	8.45	-47.40	N/A	REMOVE/TOP	
T35	TREE	477.22	103.82	581.03	8.83	-86.45	-42.06	REMOVE/TOP	
T36	TREE	477.15	71.68	548.83	8.84	-63.31	-27.63	REMOVE/TOP	
T37	TREE	489.12	20.48	520.60	9.27	-86.07	N/A	REMOVE/TOP	
T38	TREE	489.61	38.47	528.07	9.27	-49.71	-24.15	REMOVE/TOP	
T39	TREE	476.39	86.05	562.43	10.22	-72.14	-27.65	REMOVE/TOP	
T40	TREE	476.98	88.64	565.63	10.22	-72.14	-27.65	REMOVE/TOP	
T41	TREE	477.41	83.03	560.43	10.95	-69.50	-26.55	REMOVE/TOP	
T42	TREE	476.59	82.04	558.63	11.29	-67.66	-25.93	REMOVE/TOP	
T43	TREE	476.99	61.70	548.63	11.86	-64.44	-24.15	REMOVE/TOP	
T44	TREE	476.54	109.09	585.63	12.26	-88.43	-38.47	REMOVE/TOP	
T45	TREE	489.02	32.76	522.76	12.58	N/A	N/A	REMOVE/TOP	
T46	TREE	477.76	116.48	594.23	13.71	-90.31	N/A	REMOVE/TOP	
T47	TREE	480.90	40.68	521.58	13.21	-38.45	N/A	REMOVE/TOP	
T48	TREE	480.26	41.53	526.58	13.82	-40.92	N/A	REMOVE/TOP	
T49	TREE	490.65	35.53	526.18	13.93	-40.66	N/A	REMOVE/TOP	
T50	TREE	477.27	77.56	554.83	14.11	-58.86	N/A	REMOVE/TOP	
T51	TREE	486.81	33.37	520.18	14.63	-43.40	-18.63	REMOVE/TOP	
T52	TREE	481.25	51.36	542.60	14.70	-50.64	N/A	REMOVE/TOP	
T53	TREE	489.36	33.63	522.98	15.30	N/A	N/A	REMOVE/TOP	
T54	TREE	476.45	107.99	584.43	15.10	-77.54	N/A	REMOVE/TOP	
T55	TREE	482.78	52.90	535.68	16.44	-42.84	N/A	REMOVE/TOP	
T56	TREE	478.18	81.06	559.23	16.45	-59.31	-20.16	REMOVE/TOP	
T57	TREE	476.50	112.13	588.63	18.83	-75.85	-31.99	REMOVE/TOP	
T58	TREE	479.32	72.31	551.63	19.53	-48.75	-15.86	REMOVE/TOP	
T59	TREE	483.98	57.04	540.98	19.69	-48.75	-15.86	REMOVE/TOP	
T60	TREE	490.09	59.55	549.63	20.08	-46.42	-14.77	REMOVE/TOP	
T61	TREE	477.36	107.08	579.43	20.40	-66.73	-18.37	REMOVE/TOP	
T62	TREE	489.77	43.03	531.80	21.39	-41.20	N/A	REMOVE/TOP	
T63	TREE	476.45	88.79	565.23	21.53	-54.88	-15.21	REMOVE/TOP	
T64	TREE	476.78	80.46	557.23	22.80	N/A	N/A	REMOVE/TOP	
T65	TREE	476.95	107.88	584.83	22.80	-66.44	-16.18	REMOVE/TOP	
T66	TREE	485.11	59.57	544.68	23.05	-37.90	-10.74	REMOVE/TOP	
T67	TREE	489.51	55.09	548.00	23.51	-39.86	N/A	REMOVE/TOP	
T68	TREE	482.59	53.00	545.58	23.77	-37.80	N/A	REMOVE/TOP	
T69	TREE	476.96	70.12	547.08	24.41	N/A	N/A	REMOVE/TOP	
T70	TREE	489.83	56.75	546.57	24.42	-38.89	-9.44	REMOVE/TOP	
T71	TREE	476.77	114.27	591.03	25.52	-64.15	-24.13	REMOVE/TOP	
T72	TREE	487.93	51.35	539.28	25.86	N/A	N/A	REMOVE/TOP	
T73	TREE	487.07	87.07	564.03	26.03	-62.21	-9.80	REMOVE/TOP	
T74	TREE	476.61	98.62	575.23	26.89	-52.76	-10.46	REMOVE/TOP	
T75	TREE	477.83	106.03	585.83	27.29	-59.50	-11.43	REMOVE/TOP	
T76	TREE	477.72	108.62	588.63	28.42	-64.48	N/A	REMOVE/TOP	
T77	TREE	477.05	86.99	564.03	28.86	-41.58	-6.74	REMOVE/TOP	
T78	TREE	494.07	47.87	541.94	29.08	-25.74	-3.55	REMOVE/TOP	
T79	TREE	478.02	105.82	588.83	29.42	-64.48	N/A	REMOVE/TOP	
T80	TREE	477.95	104.49	582.43	30.66	-51.39	-7.15	REMOVE/TOP	
T81	TREE	480.28	66.99	537.27	31.95	-31.59	-2.34	REMOVE/TOP	
T82	TREE	480.43	94.21	574.63	31.99	-42.64	-3.92	REMOVE/TOP	
T83	TREE	476.32	114.71	591.03	31.98	-55.75	-5.75	REMOVE/TOP	
T84	TREE	476.84	120.20	596.63	31.28	-49.84	N/A	REMOVE/TOP	
T85	TREE	476.71	103.73	580.43	31.85	-42.87	-2.34	REMOVE/TOP	
T86	TREE	476.81	79.27	556.08	35.04	N/A	N/A	REMOVE/TOP	
T87	TREE	476.87	89.37	556.63	35.63	-46.83	-8.63	REMOVE/TOP	
T88	TREE	476.94	84.14	561.08	36.34	-26.80	N/A	REMOVE/TOP	
T89	TREE	480.65	62.76	543.42	37.57	N/A	N/A	REMOVE/TOP	
T90	TREE	476.30	88.98	563.29	41.79	N/A	N/A	REMOVE/TOP	
T91	TREE	476.78	89.30	566.08	46.08	N/A	N/A	REMOVE/TOP	
T1882	TREE	484.23	61.37	555.60	23.05	N/A	N/A	REMOVE/TOP	
T1883	TREE	476.07	89.21	566.28	49.99	N/A	N/A	REMOVE/TOP	

RUNWAY END 21L INNER APPROACH OBSTRUCTION TABLE									
DISPLAY ID	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBSTACLE ELEVATION (MSL)	PROPOSED 21L PIR APPROX PENETRATION DEPTH	PROPOSED 21L SURFACE 5 (D01) PENETRATION DEPTH	PROPOSED 21L SURFACE 6 (D01) PENETRATION DEPTH	DISPOSITION	
810	BUILDING	471.40	9.81	481.21	0.52	N/A	N/A	MARK/LIGHT	
811	AVIATION LIGHT	471.40	9.81	481.21	0.52	N/A	N/A	MARK/LIGHT	
R202	TREE	476.74	24.45	477.19	-69.38	N/A	N/A	REMOVE/TOP	
R203	TREE	476.53	52.92	529.45	-6.85	-85.40	-65.36	NO ACTION	
R204	TREE	476.36	53.74	531.10	-6.74	-85.24	-65.20	NO ACTION	
R205	TREE	482.94	55.34	538.28	-3.92	-85.39	N/A	NO ACTION	
R206	TREE	479.13	75.81	554.94	-2.79	-51.42	N/A	NO ACTION	
R207	TREE	478.43	51.83	530.26	0.20	N/A	N/A	REMOVE/TOP	
R208	TREE	471.84	22.78	494.62	1.75	N/A	N/A	REMOVE/TOP	
R209	TREE	477.36	53.78	531.14	2.79	-52.62	N/A	REMOVE/TOP	
R210	TREE	473.34	49.15	522.49	1.15	N/A	N/A	REMOVE/TOP	
R211	TREE	476.70	35.65	512.35	3.59	-21.99	-36.55	REMOVE/TOP	
R212	TREE	476.40	53.61	520.01	3.62	-51.20	-31.02	REMOVE/TOP	
R213	TREE	476.53	52.80	529.34	4.67	-28.40	-46.08	REMOVE/TOP	
R214	TREE	476.42	54.09	530.51	5.97	-27.04	-44.69	REMOVE/TOP	
R215	TREE	477.66	49.35	527.01	6.70	-49.35	-33.69	REMOVE/TOP	
R216	TREE	475.67	43.20	518.87	6.78	-20.37	N/A	REMOVE/TOP	
R217	TREE	475.79	47.88	523.67	6.88	-22.49	-38.62	REMOVE/TOP	
R218	TREE	477.09	55.14	532.23	7.90	-24.95	-38.62	REMOVE/TOP	
R219	TREE	475.97	7.95	483.92	7.95	-33.52	N/A	REMOVE/TOP	
R220	TREE	476.43	57.11	533.54	7.96	-25.54	N/A	REMOVE/TOP	
R221	TREE	482.43	44.86	527.27	8.30	-24.69	-38.66	REMOVE/TOP	
R222	TREE	487.51	38.00	525.51	8.38	-21.14	-37.34	REMOVE/TOP	
R223	TREE	472.09	34.38	506.27	8.52	N/A	N/A	REMOVE/TOP	
R224	TREE	477.24	44.86	529.74	8.53	-24.68	N/A	REMOVE/TOP	
R225	TREE	475.02	47.85	522.87	8.89	-19.15	-34.73	REMOVE/TOP	
R226	TREE	472.09	34.38	506.27	8.52	N/A	N/A	REMOVE/TOP	
R227	TREE	476.47	63.35	540.14	8.97	-27.36	N/A	REMOVE/TOP	
R228	TREE	476.47	61.89	538.89	8.97	-27.36	N/A	REMOVE/TOP	
R229	TREE	483.60	44.11	527.71	9.33	-20.78	-37.23	REMOVE/TOP	
R230	TREE	478.29	72.59	550.87	9.75	-18.06	N/A	REMOVE/TOP	
R231	TREE	476.59	51.82	538.41	9.75	-39.06	N/A	REMOVE/TOP	
R232	TREE	476.59	57.15	533.74	9.75	-22.68	-40.18	REMOVE/TOP	
R233	TREE	476.48	22.45	548.94	10.01	-22.77	-50.25	REMOVE/TOP	
R234	TREE	481.77	24.50	527.27	10.02	-25.47	-38.08	REMOVE/TOP	
R235	TREE	472.25	32.56	504.81	10.35	8.50	-20.26	REMOVE/TOP	
R236	TREE	477.81	46.67	544.48	10.35	-27.09	N/A		

Layout Tab Name: RUNWAY 03L-21R APPROACHES; Images: LUK-airporth; Base Update-APRON.jpg; Base Update-North.jpg; Xrefs: LUK-OBS.dwg; LUK-X.dwg; LUK-X-AIRSPACE.dwg; 74488-OBSTRUCTIONS-3-21.dwg; 74488-P-OBSTRUCTIONS-7-25.dwg
 Last Saved By: feigen, 9/3/2024 12:01:04 PM
 W:\Swin\DE\indy\Cincinnati Municipal Airport-Lunken Field OH LUK\03L-21R Approaches.dwg Plotted By: feigen, Amy Plotted: September 6, 2024, 12:51:08 PM



MAGNETIC DECLINATION
 2023 = 6° 6' W ± 0' 23"
 CHANGING BY 0' 2' W PER YEAR
 SOURCE DOCUMENT IS NATIONAL
 GEOPHYSICAL DATA CENTER - NOAA
 SATELLITE AND INFORMATION CENTER.



NOTE: SEE SHEET 12 FOR OBSTRUCTION TABLES

LEGEND: SYMBOLS	
[Red Box]	EXISTING FACILITY
[Red Box]	BUILDING
[Red Box]	TREE/POLE/BUILDING/TOWER ELEVATION
[Red Box]	MED INTENSITY RUNWAY EDGE LIGHT
[Red Box]	MED INTENSITY RUNWAY THRESHOLD LIGHT
[Red Box]	REL
[Red Box]	MED INTENSITY TAXIWAY LIGHT
[Red Box]	PAPI/VASI
[Red Box]	GUIDANCE SIGN
[Red Box]	WINDCONE
[Red Box]	AWOS/BEACON/GLIDESLOPE
[Red Box]	AIRPORT REFERENCE POINT
[Red Box]	AIRCRAFT TIE DOWN
[Red Box]	TREE
[Red Box]	REMOVE BUILDING/STRUCTURE
[Red Box]	REMOVE PAVEMENT
[Red Box]	REMOVE OTHER

LEGEND: LINETYPE	
[Solid Line]	EXISTING FACILITY
[Dashed Line]	AIRPORT PROPERTY LINE
[Dashed Line]	RUNWAY/TAXIWAY CENTERLINE
[Dashed Line]	CONTOURS
[Dashed Line]	EDGE OF PAVEMENT
[Dashed Line]	FENCE LINE
[Dashed Line]	CFR PART 77 SURFACES
[Dashed Line]	SURFACE 2
[Dashed Line]	SURFACE 3
[Dashed Line]	SURFACE 4
[Dashed Line]	SURFACE 5
[Dashed Line]	SURFACE 6
[Dashed Line]	DEP
[Dashed Line]	DEPWA
[Dashed Line]	RPZ
[Dashed Line]	RSA
[Dashed Line]	OFA
[Dashed Line]	OFZ
[Dashed Line]	IAOFZ
[Dashed Line]	TSA
[Dashed Line]	TOFA
[Dashed Line]	TLOFA
[Dashed Line]	AWOS
[Dashed Line]	BRL
[Dashed Line]	ILS

- GENERAL NOTES**
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 - AIRFIELD PERIMETER FENCE IS TYPICALLY 8' TALL. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.
 - (*) INNER WIDTH OF PART 77 APPROACH TO MATCH SURFACE PER FAA ORDER JO 7400.2K, CHANGE 1 (DATED 7-24-2014).
 - THE BUILDINGS, POLES AND TREE OBSTACLES INDICATED IN PLAN VIEWS ARE ALSO PENETRATIONS/OBSTRUCTIONS TO AT LEAST ONE OF THE SURFACES DISPLAYED WITHIN THE SHEET.

CERTIFIED BY:	DESIGN ENGINEER	DATE
DESIGNED BY:	GCF	DRAWN BY: GCF
CHECKED BY:	M.M	APPROVED BY: GAS
PROJECT No: 09-06-24		
DATE: 09-06-24		
AIP No:		
HORIZ. SCALE: 1" = 200'		
VERT. SCALE: 1" = 20'		
SHEET NO.		
333 North Alabama Street Suite 200 Indianapolis, IN 46204 317.599.7500 FAX: 317.291.5605		
WOLPERT		
TERMINAL SITE PLAN		
RUNWAY 03L-21R INNER PORTION OF THE APPROACH SURFACE DRAWING		
CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD		
CINCINNATI, OHIO		

RUNWAY END 03L-21R INNER APPROACH OBSTRUCTION TABLE									
DISPLAY ID	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (MSL)	PROPOSED 03L V APPROACH (20:1) PENETRATION DEPTH	PROPOSED 03L SURFACE 2 (20:1) PENETRATION DEPTH	PROPOSED 21R V APPROACH (20:1) PENETRATION DEPTH	PROPOSED 21R SURFACE 2 (20:1) PENETRATION DEPTH	DISPOSITION
T965	TREE	490.31	61.29	551.60	8.5	N/A	N/A	N/A	NO ACTION *
T969	TREE	492.70	62.10	554.80	18.7	N/A	N/A	N/A	NO ACTION *
T970	TREE	494.49	54.91	549.40	9.2	N/A	N/A	N/A	NO ACTION *
T971	TREE	487.08	65.42	552.70	16.9	N/A	N/A	N/A	NO ACTION *
T973	TREE	488.25	90.65	579.90	42.1	32.1	N/A	N/A	NO ACTION *
T974	TREE	491.82	76.38	568.20	26.8	N/A	N/A	N/A	NO ACTION *
T981	TREE	493.65	50.75	544.40	18.3	N/A	N/A	N/A	NO ACTION *

* RUNWAY 03L-21R TO BE DECOMMISSIONED AND CLOSED

NOTES:
 1. THERE ARE NO PENETRATIONS TO OBSTACLE FREE ZONE
 2. DATE OF SURVEY: MARCH, 2015

OBSTRUCTION TABLE LEGEND & NOTES

B=BUILDING
 F= FENCE
 HP=HIGH POINT
 P=POLE
 PL=PARKING LOT
 R=ROAD
 S=SIGN
 SP=SPIRE
 T=TREE
 TWR=TOWER

— NEGATIVE OBSTRUCTION VALUES INDICATES BELOW IMAGINARY SURFACE.
 POSITIVE OBSTRUCTION VALUES INDICATES ABOVE IMAGINARY SURFACE.

RUNWAY 03L-21R TRAVERSEWAY TABLE									
DISPLAY ID	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	TRAVERSEWAY ELEVATION (MSL)	CLEARANCE REQUIRED (AGL)	EXISTING 03L-21R SURFACE 1 DEPARTURE (40:1) PENETRATION DEPTH	PROPOSED 03L-21R SURFACE 2 (20:1) PENETRATION DEPTH	PROPOSED 03L-21R V APPROACH (20:1) PENETRATION DEPTH	DISPOSITION	
R23	ROADWAY	473.82	488.83	15	-21.31	-22.79	-42.79	NO ACTION	
R24	ROADWAY	471.06	471.06	10	-36.78	-76.17	-66.17	NO ACTION	
R25	ROADWAY	471.73	471.73	10	-45.35	-133.99	-123.99	NO ACTION	
R26	ROADWAY	474.55	474.55	15	-62.48	-136.06	-126.06	NO ACTION	
R27	ROADWAY	479.21	479.21	15	13.50	N/A	N/A	NO ACTION *	
R28	ROADWAY	476.49	476.49	15	N/A	-64.70	N/A	NO ACTION *	
R29	ROADWAY	476.09	476.09	15	N/A	N/A	-54.51	NO ACTION *	
R30	ROADWAY	475.55	475.55	15	N/A	N/A	-39.42	NO ACTION	
R31	ROADWAY	475.57	475.57	15	N/A	-49.43	N/A	NO ACTION	
R32	ROADWAY	480.37	480.37	10	-11.54	N/A	N/A	NO ACTION	
R33	ROADWAY	478.93	478.93	10	-14.87	N/A	N/A	NO ACTION	
R34	ROADWAY	471.10	471.10	10	N/A	-47.57	N/A	NO ACTION	
R35	ROADWAY	479.93	479.93	10	N/A	N/A	-58.31	NO ACTION	
R36	ROADWAY	472.97	472.97	10	N/A	N/A	-74.64	NO ACTION	
R37	ROADWAY	474.31	474.31	10	N/A	-82.37	N/A	NO ACTION	
R38	ROADWAY	476.27	476.27	15	N/A	-84.95	N/A	NO ACTION	
R39	ROADWAY	476.64	476.64	15	N/A	N/A	-78.77	NO ACTION	
R40	ROADWAY	474.50	474.50	10	N/A	-136.81	N/A	NO ACTION	
R41	ROADWAY	474.50	474.50	10	N/A	N/A	-146.93	NO ACTION	
R42	ROADWAY	474.50	474.50	15	N/A	-143.81	N/A	NO ACTION	
R43	ROADWAY	474.71	474.71	15	N/A	N/A	-150.03	NO ACTION	
R44	ROADWAY	475.94	475.94	10	-65.27	N/A	N/A	NO ACTION	
R45	ROADWAY	476.18	476.18	10	-66.76	N/A	N/A	NO ACTION	
R46	ROADWAY	474.57	474.57	10	-70.39	-146.91	-136.91	NO ACTION	
R47	ROADWAY	486.37	486.37	15	-9.73	-37.56	-27.56	NO ACTION	
R48	ROADWAY	503.48	503.48	10	-0.97	-32.16	-22.16	NO ACTION	
R49	ROADWAY	485.08	485.08	15	2.57	N/A	N/A	NO ACTION *	
R50	ROADWAY	485.34	485.34	15	N/A	-29.46	N/A	NO ACTION	
R51	ROADWAY	485.43	485.43	15	N/A	N/A	-20.14	NO ACTION	
R52	ROADWAY	486.97	486.97	15	N/A	N/A	-36.82	NO ACTION	
R53	ROADWAY	487.06	487.06	15	N/A	-47.66	N/A	NO ACTION	
R54	ROADWAY	489.62	489.62	15	28.19	N/A	N/A	NO ACTION	
R56	ROADWAY	503.47	503.47	10	N/A	-43.69	N/A	NO ACTION	
R57	ROADWAY	503.39	503.39	10	N/A	N/A	-32.65	NO ACTION	
R58	ROADWAY	503.20	503.20	10	N/A	N/A	-13.59	NO ACTION	
R59	ROADWAY	503.17	503.17	10	N/A	-22.82	N/A	NO ACTION	
R60	ROADWAY	503.02	503.02	10	12.81	N/A	N/A	NO ACTION *	
R112	ROADWAY	487.18	487.18	10	-4.42	N/A	N/A	NO ACTION	
R113	ROADWAY	491.07	491.07	10	-12.23	N/A	N/A	NO ACTION	
R114	ROADWAY	487.44	487.44	15	-23.93	N/A	N/A	NO ACTION	
R115	ROADWAY	486.75	486.75	15	N/A	-95.26	N/A	NO ACTION	
R117	ROADWAY	487.04	487.04	15	N/A	-126.19	N/A	NO ACTION	
R118	ROADWAY	486.65	486.65	15	N/A	N/A	-86.10	NO ACTION	
R119	ROADWAY	476.05	476.05	10	N/A	-133.63	N/A	NO ACTION	
R120	ROADWAY	475.81	475.81	10	N/A	N/A	-122.79	NO ACTION	
R125	ROADWAY	485.52	485.52	10	N/A	N/A	-131.87	NO ACTION	
R126	ROADWAY	487.11	487.11	15	N/A	N/A	-117.79	NO ACTION	
R127	ROADWAY	487.71	487.71	15	-45.34	-110.09	-100.09	NO ACTION	
R134	ROADWAY	516.94	516.94	15	-15.80	N/A	N/A	NO ACTION	
RR135	RAILROAD	499.34	499.34	21	-12.76	N/A	N/A	NO ACTION	
RR136	RAILROAD	498.73	498.73	21	-11.64	N/A	N/A	NO ACTION	
RR137	RAILROAD	498.53	498.53	21	-10.94	N/A	N/A	NO ACTION	
RR138	RAILROAD	498.83	498.83	21	-8.90	N/A	N/A	NO ACTION	
R139	ROADWAY	479.58	479.58	15	6.64	N/A	N/A	NO ACTION *	
R163	ROADWAY	491.14	491.14	15	N/A	N/A	-118.00	NO ACTION	
R164	ROADWAY	492.93	492.93	15	N/A	N/A	-122.07	NO ACTION	
R166	ROADWAY	501.92	501.92	15	N/A	N/A	-129.56	NO ACTION	
R167	ROADWAY	502.12	502.12	15	N/A	-140.46	N/A	NO ACTION	
R170	ROADWAY	494.03	494.03	15	N/A	-144.05	N/A	NO ACTION	
R171	ROADWAY	492.67	492.67	15	N/A	-131.45	N/A	NO ACTION	
R172	ROADWAY	481.62	481.62	15	N/A	-126.47	N/A	NO ACTION	
R173	ROADWAY	502.09	502.09	15	-48.99	-126.56	-126.56	NO ACTION	
R174	ROADWAY	503.45	503.45	15	51.80	-142.55	-132.55	NO ACTION	

NOTES: GROUND SURFACE ELEVATIONS ARE ACTUAL ELEVATIONS. PENETRATIONS INCLUDE TRAVERSEWAY CLEARANCE REQUIRED.
 * RUNWAY 03L-21R TO BE DECOMMISSIONED AND CLOSED

No. DATE REVISION

TERMINAL SITE PLAN

RUNWAY 03L-21R INNER PORTION OF THE APPROACH SURFACE DRAWING - OBSTRUCTIONS TABLES

CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD CINCINNATI, OHIO

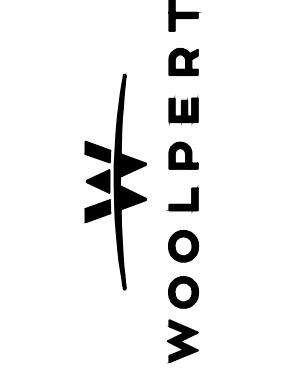
PROJECT No:
 DATE: 09-06-24
 AIP No:
 HORIZ. SCALE: N/A
 VERT. SCALE: N/A

SHEET No.

12

CERTIFIED BY: DESIGN ENGINEER DATE
 DESIGNED BY: GCF DRAWN BY: GCF
 CHECKED BY: MJM APPROVED BY: GAS

333 North Abilene Street
 Suite 200
 Indianapolis, IN 46204
 317.299.7500
 FAX: 317.291.5605



RUNWAY END 07/25 INNER APPROACH OBSTRUCTION TABLE											
DISPLAY ID	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (MSL)	EXISTING 07 VS-B APPROACH PENETRATION DEPTH	EXISTING 07 SURFACE 3 (20:1) PENETRATION DEPTH	PROPOSED 25 NP-C APPROACH PENETRATION DEPTH	PROPOSED 25 SURFACE 5 (20:1) PENETRATION DEPTH	PROPOSED 25 SURFACE 6 (30:1) PENETRATION DEPTH	DISPOSITION	
B3	BUILDING	483.85	16.33	500.18	1.89	-30.13	N/A	N/A	N/A	MARK/LIGHT	
B39	BUILDING	496.64	18.23	514.87	-9.86	-41.86	N/A	N/A	N/A	NO ACTION	
B152	BUILDING	483.24	30.91	514.15	32.14	0.11	N/A	N/A	N/A	MARK/LIGHT	
F1	FENCE	483.37	8.11	491.50	1.21	-30.81	N/A	N/A	N/A	MARK/LIGHT	
F2	FENCE	486.55	4.85	491.40	1.26	N/A	N/A	N/A	N/A	MARK/LIGHT	
F4	FENCE	482.86	6.44	489.30	1.65	-30.37	N/A	N/A	N/A	MARK/LIGHT	
F5	FENCE	482.82	6.58	489.40	1.61	-30.21	N/A	N/A	N/A	MARK/LIGHT	
F6	FENCE	485.98	5.53	491.50	1.89	N/A	N/A	N/A	N/A	MARK/LIGHT	
HP1	NATURAL HIGH POINT	503.43	0.00	503.30	0.12	-31.90	N/A	N/A	N/A	GRADE/LOWER	
HP2	NATURAL HIGH POINT	503.59	0.00	503.40	0.24	-31.76	N/A	N/A	N/A	GRADE/LOWER	
HP3	NATURAL HIGH POINT	503.05	0.00	503.00	0.26	-31.76	N/A	N/A	N/A	GRADE/LOWER	
HP4	NATURAL HIGH POINT	503.34	0.00	503.30	1.25	N/A	N/A	N/A	N/A	GRADE/LOWER	
HP8	NATURAL HIGH POINT	502.77	0.00	502.90	-0.12	-32.15	N/A	N/A	N/A	NO ACTION	
HP9	NATURAL HIGH POINT	503.24	0.00	503.10	-0.16	-32.19	N/A	N/A	N/A	NO ACTION	
HP927	NATURAL HIGH POINT	475.58	0.00	476.39	N/A	N/A	0.25	-0.82	-6.62	NO ACTION	
HP1738	NATURAL HIGH POINT	476.11	0.00	476.39	N/A	N/A	N/A	0.74	N/A	NO ACTION	
P201	OBSTRUCTION POLE	484.45	18.58	503.02	3.14	-28.88	N/A	N/A	N/A	NO ACTION	
P202	OBSTRUCTION POLE	484.92	18.76	503.68	3.77	-28.26	N/A	N/A	N/A	NO ACTION	
P203	CL ON BELLS	483.08	30.19	513.23	N/A	0.45	N/A	N/A	N/A	NO ACTION	
P205	CL ON POLE	484.44	19.79	504.23	4.35	-27.67	N/A	N/A	N/A	NO ACTION	
P207	CL ON POLE	484.93	19.88	504.81	4.89	-27.03	N/A	N/A	N/A	NO ACTION	
P208	CL ON POLE	486.22	19.60	505.82	5.85	-26.17	N/A	N/A	N/A	NO ACTION	
P213	POLE	486.11	17.89	504.00	3.54	-28.48	N/A	N/A	N/A	MARK/LIGHT	
PL1	PARKING LOT	484.09	14.87	499.76	10.94	N/A	N/A	N/A	N/A	MARK/LIGHT	
PL2	PARKING LOT	486.64	15.12	501.76	11.71	N/A	N/A	N/A	N/A	MARK/LIGHT	
T2	TREE	486.09	27.11	513.20	-8.63	-40.85	N/A	N/A	N/A	NO ACTION	
T4	TREE	490.30	47.60	537.90	-6.50	N/A	N/A	N/A	N/A	NO ACTION	
T6	TREE	489.58	41.27	530.85	-4.60	N/A	N/A	N/A	N/A	NO ACTION	
T8	TREE	484.84	33.56	518.40	1.69	-30.33	N/A	N/A	N/A	REMOVE/TOP	
T22	TREE	483.60	48.40	532.00	16.63	-13.39	N/A	N/A	N/A	REMOVE/TOP	
T23	TREE	490.43	55.52	545.95	17.73	N/A	N/A	N/A	N/A	REMOVE/TOP	
T25	TREE	489.95	58.61	548.55	20.65	-11.38	N/A	N/A	N/A	REMOVE/TOP	
T26	TREE	493.63	54.37	548.00	-21.39	-10.63	N/A	N/A	N/A	REMOVE/TOP	
T30	TREE	488.88	57.92	544.80	23.97	-8.04	N/A	N/A	N/A	REMOVE/TOP	
T31	TREE	485.88	54.80	544.80	25.20	-6.82	N/A	N/A	N/A	REMOVE/TOP	
T1666	TREE	476.62	80.77	557.39	N/A	N/A	-11.99	-78.34	-31.30	NO ACTION	
T1667	TREE	473.72	50.72	528.44	N/A	N/A	-11.83	-54.97	-26.70	NO ACTION	
T1668	TREE	474.20	38.79	512.99	N/A	N/A	-11.62	-46.11	-25.03	NO ACTION	
T1669	TREE	475.43	53.21	530.64	N/A	N/A	-11.66	-59.04	N/A	NO ACTION	
T1672	TREE	474.02	52.62	526.64	N/A	N/A	-11.31	-55.65	-26.42	NO ACTION	
T1673	TREE	474.44	78.35	524.79	N/A	N/A	-11.21	-76.19	-30.26	NO ACTION	
T1674	TREE	476.68	81.11	557.79	N/A	N/A	-11.12	-77.13	-30.36	NO ACTION	
T1675	TREE	476.48	81.51	557.99	N/A	N/A	-10.90	-76.90	-30.13	NO ACTION	
T1676	TREE	474.14	39.80	514.94	N/A	N/A	-10.44	-45.70	N/A	NO ACTION	
T1678	TREE	495.61	53.29	548.91	N/A	N/A	-9.90	-68.84	N/A	NO ACTION	
T1679	TREE	474.27	44.33	518.60	N/A	N/A	-9.74	-47.35	-23.07	NO ACTION	
T1681	TREE	474.08	47.16	521.24	N/A	N/A	-9.39	-48.41	N/A	NO ACTION	
T1683	TREE	477.04	86.15	561.19	N/A	N/A	-8.98	-77.28	N/A	NO ACTION	
T1686	TREE	473.54	50.05	523.59	N/A	N/A	-8.36	-48.50	-22.67	NO ACTION	
T1687	TREE	474.68	64.56	539.24	N/A	N/A	-8.05	-58.53	N/A	NO ACTION	
T1688	TREE	492.27	63.52	555.79	N/A	N/A	-7.99	-68.89	-25.53	NO ACTION	
T1689	TREE	490.46	66.73	557.19	N/A	N/A	-7.69	-69.72	N/A	NO ACTION	
T1691	TREE	472.51	45.84	518.35	N/A	N/A	-6.45	N/A	N/A	NO ACTION	
T1693	TREE	474.81	81.29	558.11	N/A	N/A	-6.21	-69.00	N/A	NO ACTION	
T1694	TREE	475.30	60.31	535.61	N/A	N/A	-6.15	N/A	N/A	NO ACTION	
T1696	TREE	477.03	88.96	565.99	N/A	N/A	-6.00	-74.17	-25.65	NO ACTION	
T1702	TREE	495.43	61.56	556.99	N/A	N/A	-5.20	-66.51	-23.54	NO ACTION	
T1703	TREE	474.38	54.66	529.04	N/A	N/A	-4.99	-45.58	-18.91	NO ACTION	
T1704	TREE	477.02	90.97	567.99	N/A	N/A	-4.31	-72.71	-24.01	NO ACTION	
T1705	TREE	486.80	53.41	540.21	N/A	N/A	-3.75	-47.44	N/A	NO ACTION	
T1706	TREE	474.08	48.36	522.44	N/A	N/A	-2.17	N/A	N/A	NO ACTION	
T1710	TREE	477.28	95.11	572.39	N/A	N/A	0.91	-66.91	-18.68	REMOVE/TOP	
T1712	TREE	474.92	76.48	551.41	N/A	N/A	-0.87	-65.07	-15.01	REMOVE/TOP	
T1713	TREE	472.73	52.02	524.75	N/A	N/A	3.24	-29.59	N/A	REMOVE/TOP	
T1714	TREE	476.73	94.78	573.51	N/A	N/A	4.57	N/A	N/A	REMOVE/TOP	
T1725	TREE	493.90	56.79	567.69	N/A	N/A	4.93	-56.57	N/A	REMOVE/TOP	
TWR1	TOWER	489.37	39.64	529.00	-10.14	N/A	N/A	N/A	N/A	NO ACTION	
TWR2	TOWER	761.64	30.94	792.58	N/A	22.54	N/A	N/A	N/A	MARK/LIGHT	

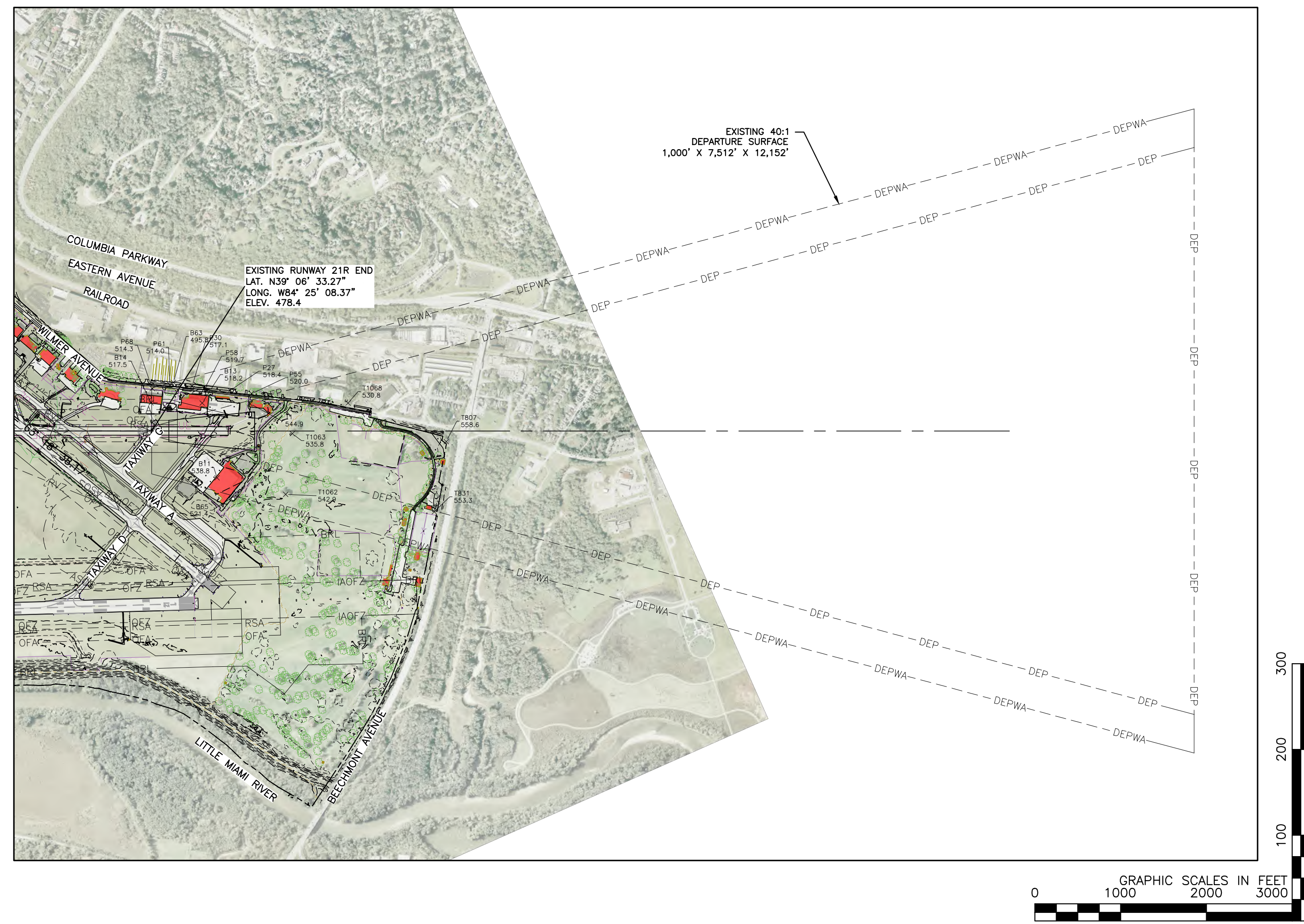
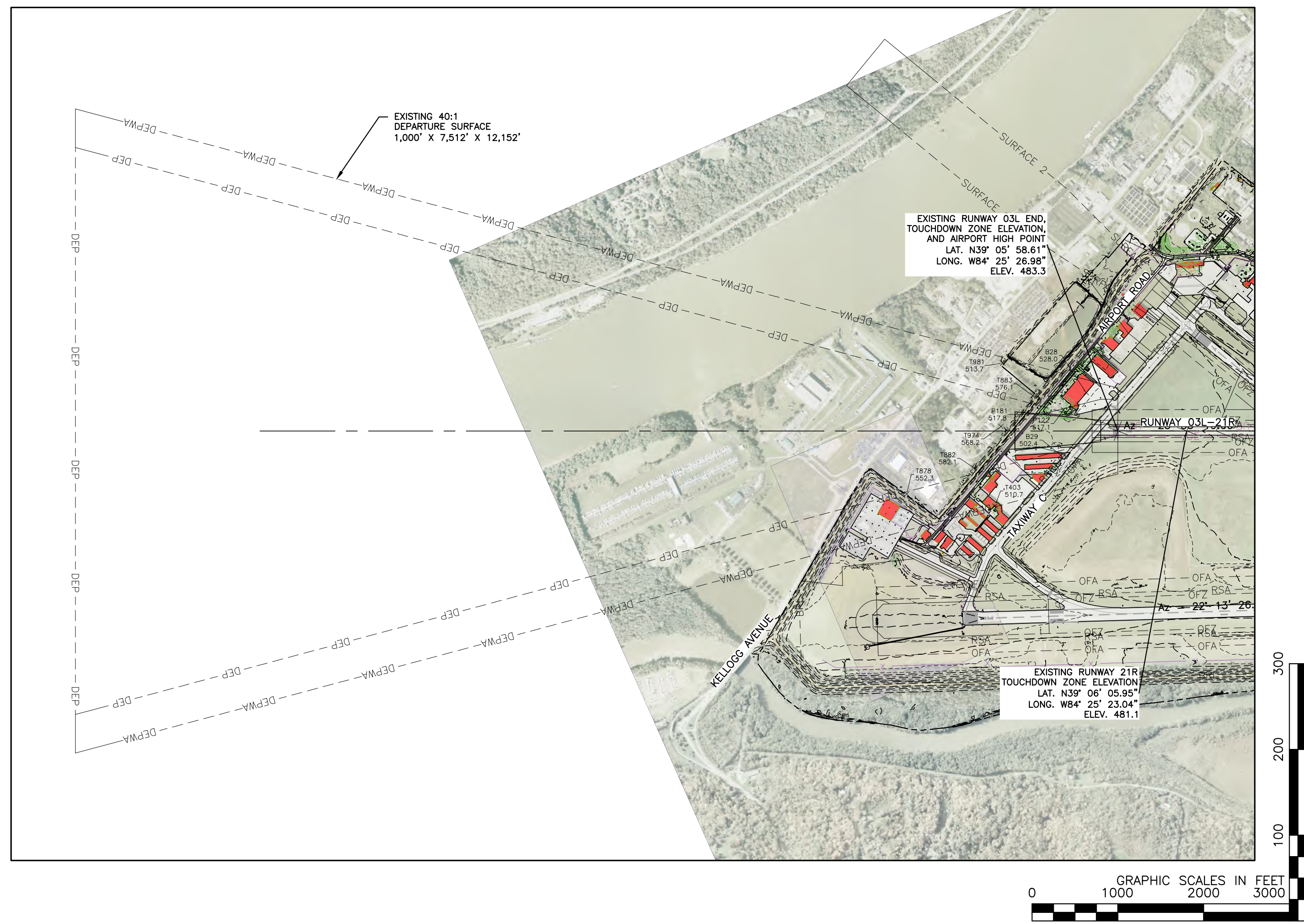
NOTES:
 1. THERE ARE NO PENETRATIONS TO OBSTACLE FREE ZONE
 2. DATE OF SURVEY: MARCH, 2015

OBSTRUCTION TABLE LEGEND & NOTES
 B=BUILDING
 F=FENCE
 HP=HIGH POINT
 P=POLE
 PL=PARKING LOT
 R=ROAD
 S=SIGN
 SP=SPIRE
 T=TREE
 TWR=TOWER

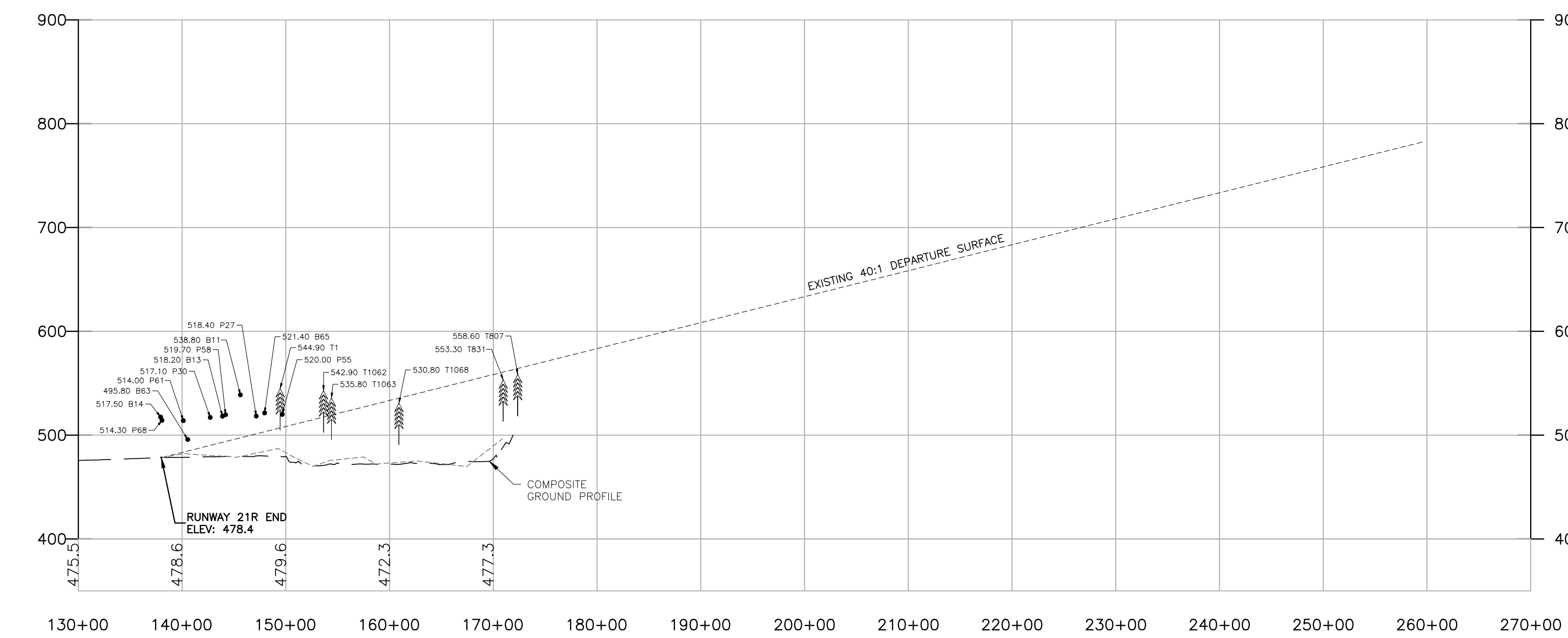
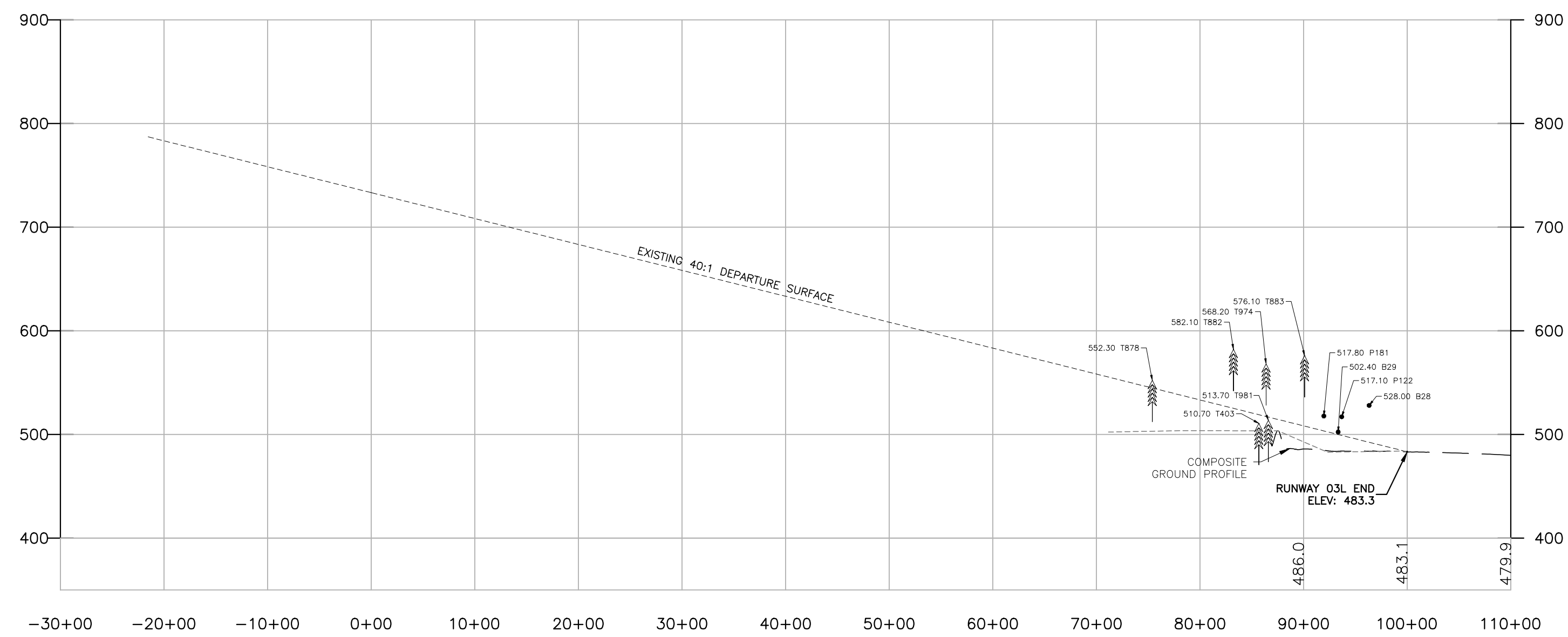
— NEGATIVE OBSTRUCTION VALUES INDICATES BELOW IMAGINARY SURFACE.
 POSITIVE OBSTRUCTION VALUES INDICATES ABOVE IMAGINARY SURFACE.

RUNWAY 07-25 TRAVERSEWAY TABLE												
DISPLAY ID	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	TRAVERSEWAY ELEVATION (MSL)	CLEARANCE REQUIRED (AGL)	EXISTING 07 VS-B APPROACH PENETRATION DEPTH	EXISTING 07 SURFACE 3 (20:1) PENETRATION DEPTH	EXISTING 07 SURFACE 5 (20:1) PENETRATION DEPTH	PROPOSED 25 NP-C APPROACH PENETRATION DEPTH	PROPOSED 25 SURFACE 5 (20:1) PENETRATION DEPTH	PROPOSED 25 SURFACE 6 (30:1) PENETRATION DEPTH	PROPOSED 25 SURFACE 7 DEPARTURE (40:1) PENETRATION DEPTH	DISPOSITION
R303	ROADWAY	490.00	505.00	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R304	ROADWAY	504.85	504.85	15	N/A	-63.92	N/A	N/A	N/A	N/A	N/A	NO ACTION
R304	ROADWAY	504.80	504.80	15	-32.06	-64.08	-6.40	N/A	N/A	N/A	N/A	NO ACTION
R305	ROADWAY	502.00	502.00	15	-36.53	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R306	ROADWAY	502.50	502.50	15	-38.54	-70.56	N/A	N/A	N/A	N/A	N/A	NO ACTION
R307	ROADWAY	502.45	502.45	15	N/A	-70.94	-14.01	N/A	N/A	N/A	N/A	NO ACTION
R308	ROADWAY	502.40	502.40	15	N/A	-71.59	-41.87	N/A	N/A	N/A	N/A	NO ACTION
R310	ROADWAY	504.70	504.70	15	N/A	-44.32	-60.67	N/A	N/A	N/A	N/A	NO ACTION
R312	ROADWAY	514.34	514.34	15	N/A	-17.07	-49.96	N/A	N/A	N/A	N/A	NO ACTION
R313	ROADWAY	518.47	518.47	15	16.23	-13.79	-7.41	N/A	N/A	N/A	N/A	MARK/LIGHT
R314	ROADWAY	517.95	517.95	15	14.85	-17.17	-7.41	N/A	N/A	N/A	N/A	MARK/LIGHT
R315	ROADWAY	518.26	518.26	15	15.09	-16.93	-20.90	N/A	N/A	N/A	N/A	MARK/LIGHT
R316	ROADWAY	518.18	518.18	15	15.08	-16.94	-20.86	N/A	N/A	N/A	N/A	MARK/LIGHT
R317	ROADWAY	518.26	518.26	15	15.76	-16.26	-21.24	N/A	N/A	N/A	N/A	MARK/LIGHT
R318	ROADWAY	518.29	518.29	15	16.59	-15.43	-7.89	N/A	N/A	N/A	N/A	MARK/LIGHT
R319	ROADWAY	518.11	518.11	15	N/A	-14.47	-46.24	N/A	N/A	N/A	N/A	NO ACTION
R322	ROADWAY	505.39	505.39	15	N/A	-17.59	-58.30	N/A	N/A	N/A	N/A	NO ACTION
R323	ROADWAY	501.90	501.90	15	10.82	-21.20	-30.29	N/A	N/A	N/A	N/A	MARK/LIGHT
R324	ROADWAY	499.66	499.66	15	8.46	-23.56	-8.24	N/A	N/A	N/A	N/A	MARK/LIGHT
R325	ROADWAY	498.53	498.53	15	7.43	-24.61	-7.20	N/A	N/A	N/A	N/A	MARK/LIGHT
R326	ROADWAY	497.78	497.78	15	6.15	-25.87	-6.18	N/A	N/A	N/A	N/A	MARK/LIGHT
R327	ROADWAY	497.66	497.66	15	5.98	-26.04	-34.63	N/A	N/A	N/A	N/A	MARK/LIGHT
R328	ROADWAY	497.78	497.78	15	N/A	-26.12	-66.12	N/A	N/A	N/A	N/A	NO ACTION
R331	ROADWAY	487.34	487.34	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R332	ROADWAY	487.12	487.12	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R333	ROADWAY	487.07	487.07	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R334	ROADWAY	487.51	487.51	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R336	ROADWAY	488.19	488.19	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R337	ROADWAY	488.56	488.56	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R338	ROADWAY	488.64	488.64	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R339	ROADWAY	488.69	488.69	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R342	ROADWAY	502.90	517.90	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R343	ROADWAY	502.90	517.90	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R344	ROADWAY	502.80	517.80	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R345	ROADWAY	502.10	517.10	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R346	ROADWAY	502.20	518.20	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R347	ROADWAY	502.10	517.10	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R348	ROADWAY	502.00	517.00	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R349	ROADWAY	502.20	517.20	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R350	ROADWAY	502.10	517.10	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R355	ROADWAY	471.43	486.43	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NO ACTION
R301	ROADWAY	489.40	504.40	15	N/A	N/A	-159.64	N/A	N/A	N/A	N/A	NO ACTION
R309	ROADWAY	487.30	502.30	15	N/A	N/A	-164.96	N/A	N/A	N/A	N/A	NO ACTION
R311	ROADWAY	486.35	511.35	15	N/A	N/A	-155.80	N/A	N/A	N/A	N/A	NO ACTION
R321	ROADWAY	487.16	502.16	15	N/A	N/A	-137.68	N/A	N/A	N/A	N/A	NO ACTION
R320	ROADWAY	502.79	517.79	15	N/A	N/A	-127.26	N/A	N/A	N/A	N/A	NO ACTION
R329	ROADWAY	483.43	498.43	15	N/A	N/A	-143.37	N/A	N/A</			

Layout Tab Name: 03L-21R DEPARTURE Images: LUK airport only.rvt; Base Update:APRON.rvt; Base Update:North.rvt; Xrefs: LUK-OBS.dwg; LUK-X.dwg; LUK-X-ARSPACE.dwg; 74488.tbl.dwg
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MAGNETIC DECLINATION
2023 = 6° 6' W ± 0' 23"
CHANGING BY 0' 2' W PER YEAR
SOURCE DOCUMENT IS NATIONAL GEOPHYSICAL DATA CENTER - NOAA SATELLITE AND INFORMATION CENTER.



LEGEND: SYMBOLS		
EXISTING	FACILITY	FUTURE
[Red Box]	BUILDING	[Blue Box]
[X]	TREE/POLE/BUILDING/ROAD ELEVATION	
[Dashed Line]	MED INTENSITY RUNWAY EDGE LIGHT	
[Star]	MED INTENSITY RUNWAY THRESHOLD LIGHT	
[Circle]	REL	
[Circle]	MED INTENSITY TAXIWAY LIGHT	
[Triangle]	PAPI/VASI	
[Square]	GUIDANCE SIGN	
[Circle]	WINDCONE	
[Triangle]	AWOS/BEACON/GLIDESLOPE	
[Circle]	AIRPORT REFERENCE POINT	
[Circle]	AIRCRAFT TIE DOWN	
[Circle]	TREE	
[Circle]	ODALS	
[Red Box]	REMOVE BUILDING/STRUCTURE	SAME
[Orange Box]	REMOVE PAVEMENT	SAME
[Yellow Box]	REMOVE OTHER	SAME

LEGEND: SYMBOLS	
[Green Box]	FUTURE PHASE 1
[Purple Box]	FUTURE PHASE 2
[Blue Box]	FUTURE PHASE 3
[Light Blue Box]	FUTURE PHASE 4

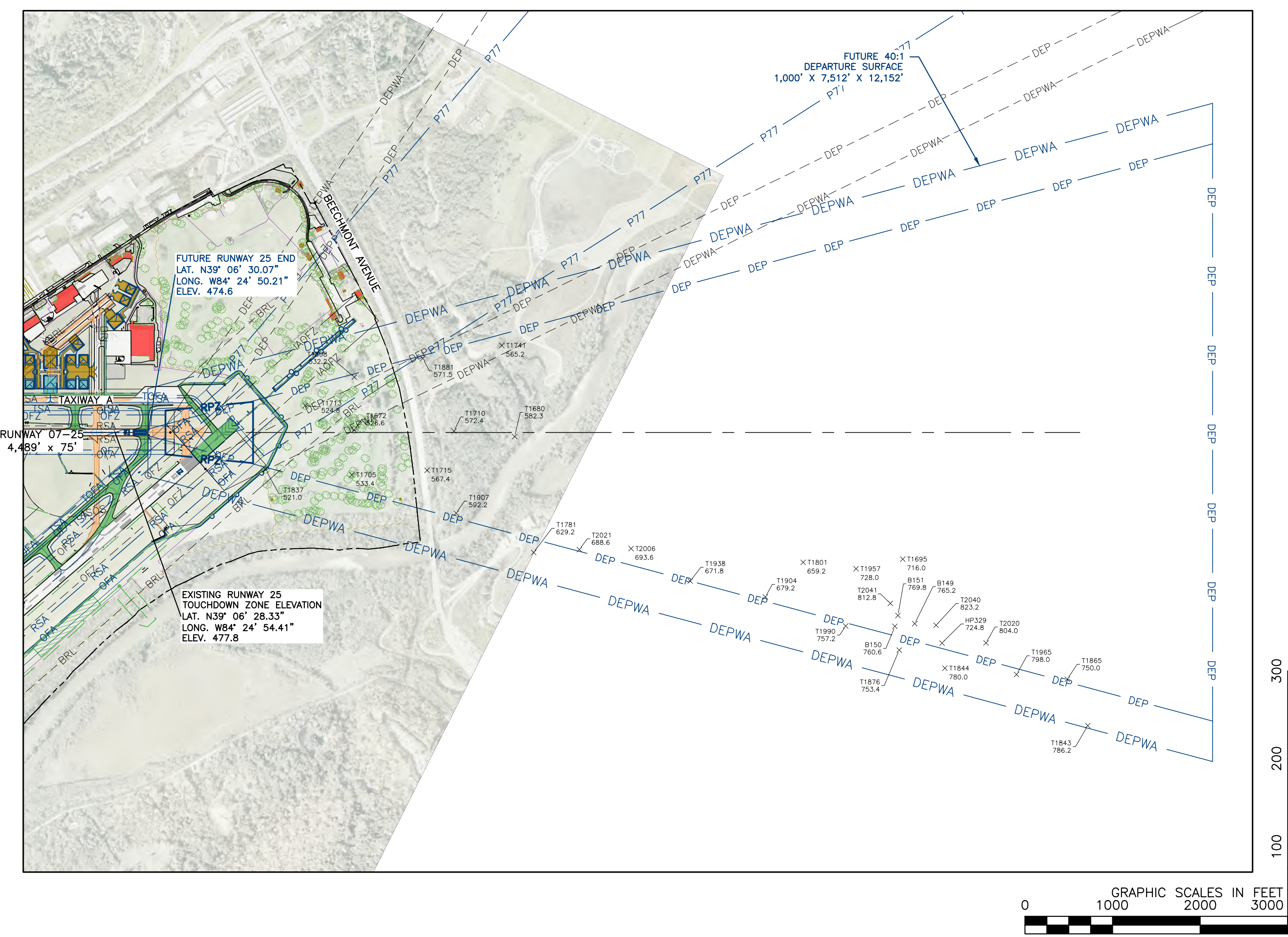
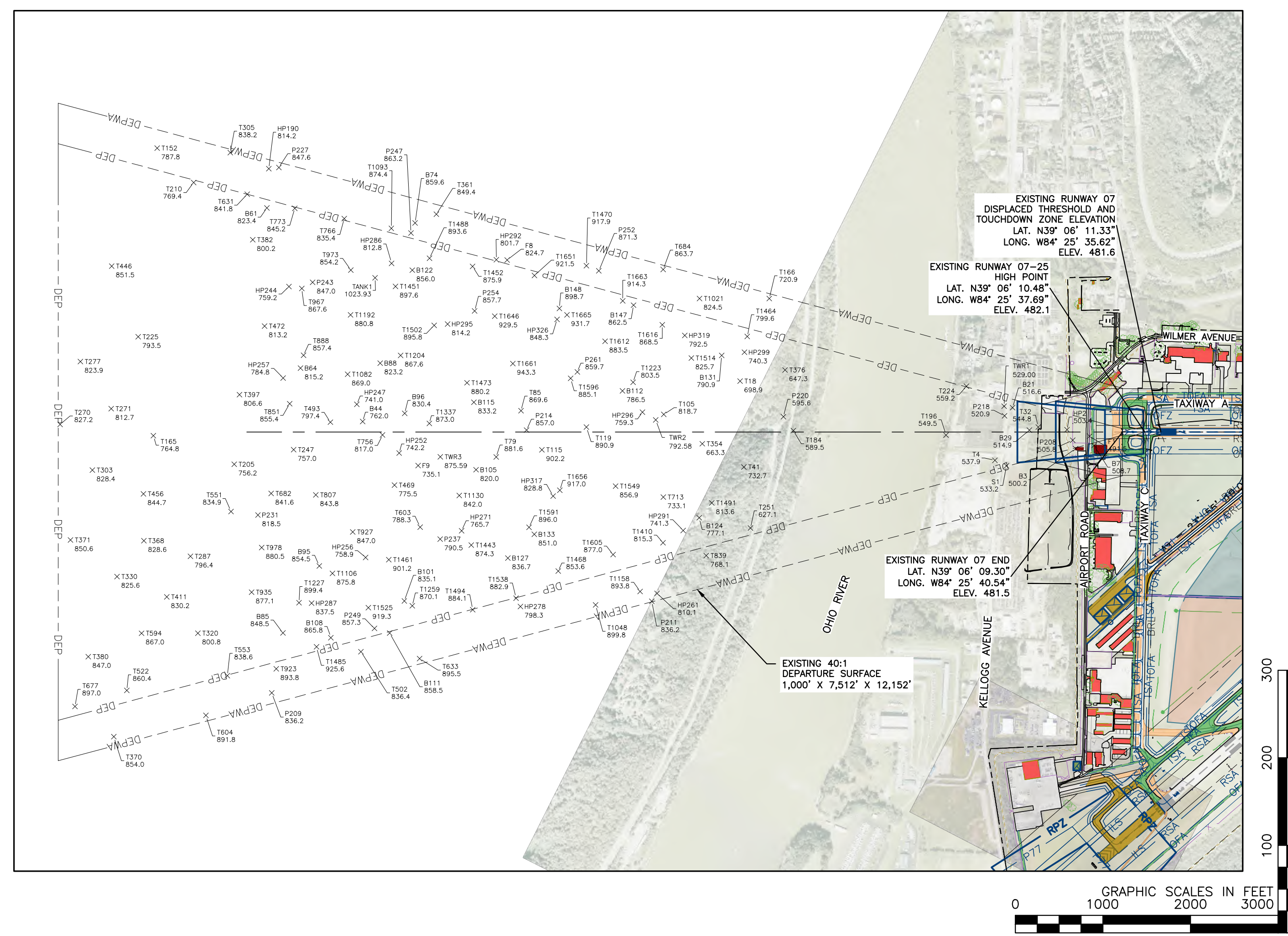
LEGEND: LINETYPE		
EXISTING	FACILITY	FUTURE
[Dashed Line]	AIRPORT PROPERTY LINE	
[Dashed Line]	RUNWAY/TAXIWAY CENTERLINE	
[Dashed Line]	CONTOURS	
[Dashed Line]	EDGE OF PAVEMENT/PAVEMENT	
[Dashed Line]	FENCE LINE	
[Dashed Line]	CFR PART 77 SURFACES	
[Dashed Line]	SURFACE 2	
[Dashed Line]	SURFACE 3	
[Dashed Line]	SURFACE 4	
[Dashed Line]	SURFACE 5	
[Dashed Line]	SURFACE 6	
[Dashed Line]	DEPARTURE SURFACES	
[Dashed Line]	DEPARTURE SURFACE WING AREA	
[Dashed Line]	DEPARTURE SURFACE WING AREA	
[Dashed Line]	RUNWAY PROTECTION ZONE	
[Dashed Line]	RUNWAY SAFETY AREA	
[Dashed Line]	RUNWAY OBJECT FREE AREA	
[Dashed Line]	RUNWAY OBSTACLE FREE ZONE	
[Dashed Line]	RUNWAY OBSTACLE FREE ZONE	
[Dashed Line]	RUNWAY PRECISION OBSTACLE FREE ZONE	
[Dashed Line]	INTER-APPROACH OBSTACLE FREE ZONE	
[Dashed Line]	TAXIWAY SAFETY AREA	
[Dashed Line]	TAXIWAY OBJECT FREE AREA	
[Dashed Line]	TAXIWAY OBJECT FREE AREA	
[Dashed Line]	TAXIWAY OBJECT FREE AREA	
[Dashed Line]	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)	
[Dashed Line]	35' BUILDING RESTRICTION LINE	
[Dashed Line]	ILS CRITICAL AREA	
[Dashed Line]	POTENTIAL SOLAR PANEL FIELD LOCATION	
[Dashed Line]	STORM DRAINAGE	

- GENERAL NOTES**
- ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13B. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (509-2300) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
 - SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
 - ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
 - RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 MAGNARY SURFACES AND THE ASOS-3 PROTECTION AREA. DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
 - AIRFIELD PERIMETER FENCE IS TYPICALLY 8' TALL. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.

CERTIFIED BY: DESIGN ENGINEER DATE:	DESIGNED BY: GCF	CHECKED BY: MJM	APPROVED BY: GAS				
				333 North Alabama Street Suite 200 Indianapolis, IN 46204 317.299.7500 FAX: 317.291.5605			
				WOLPERT			

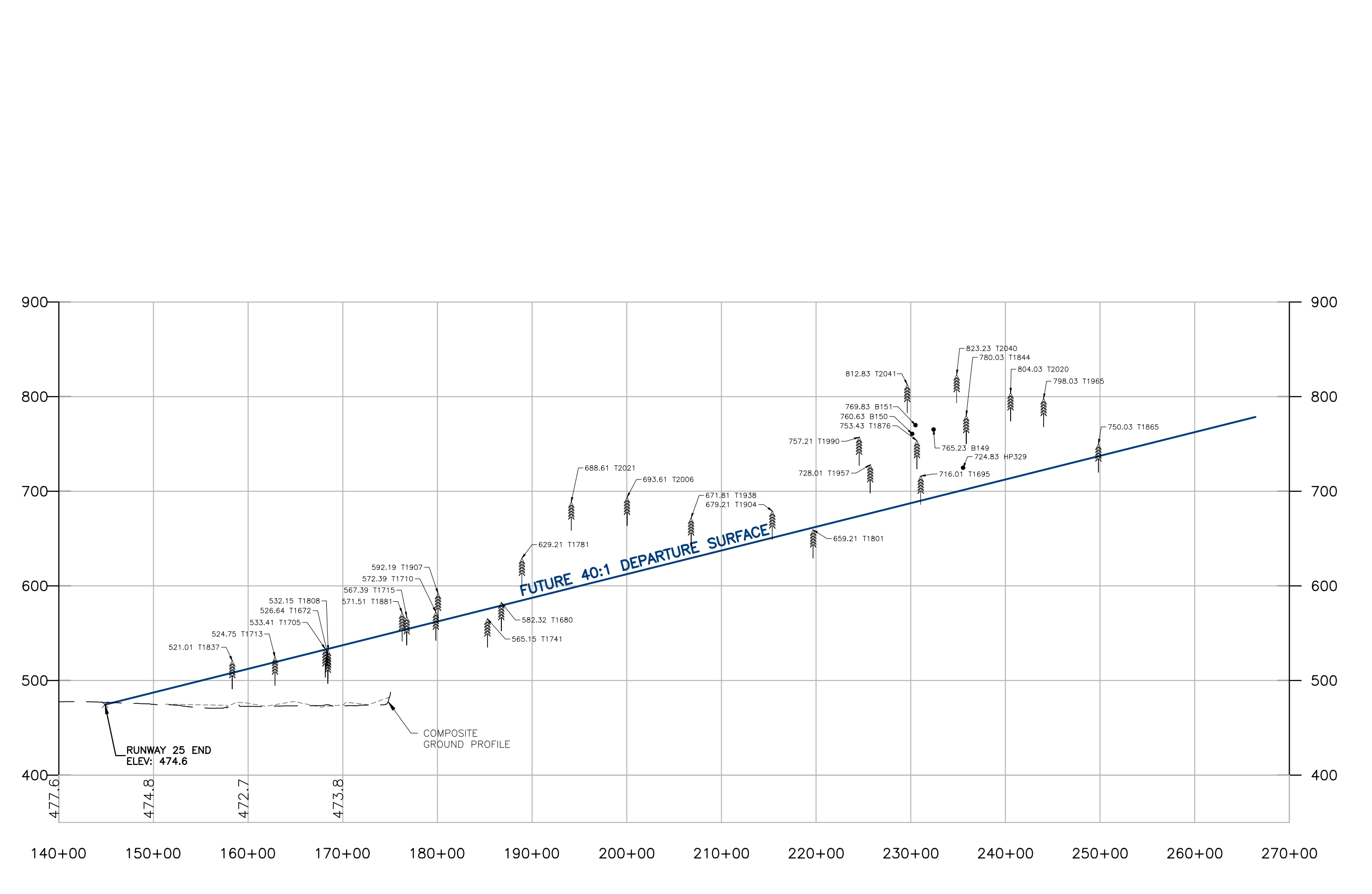
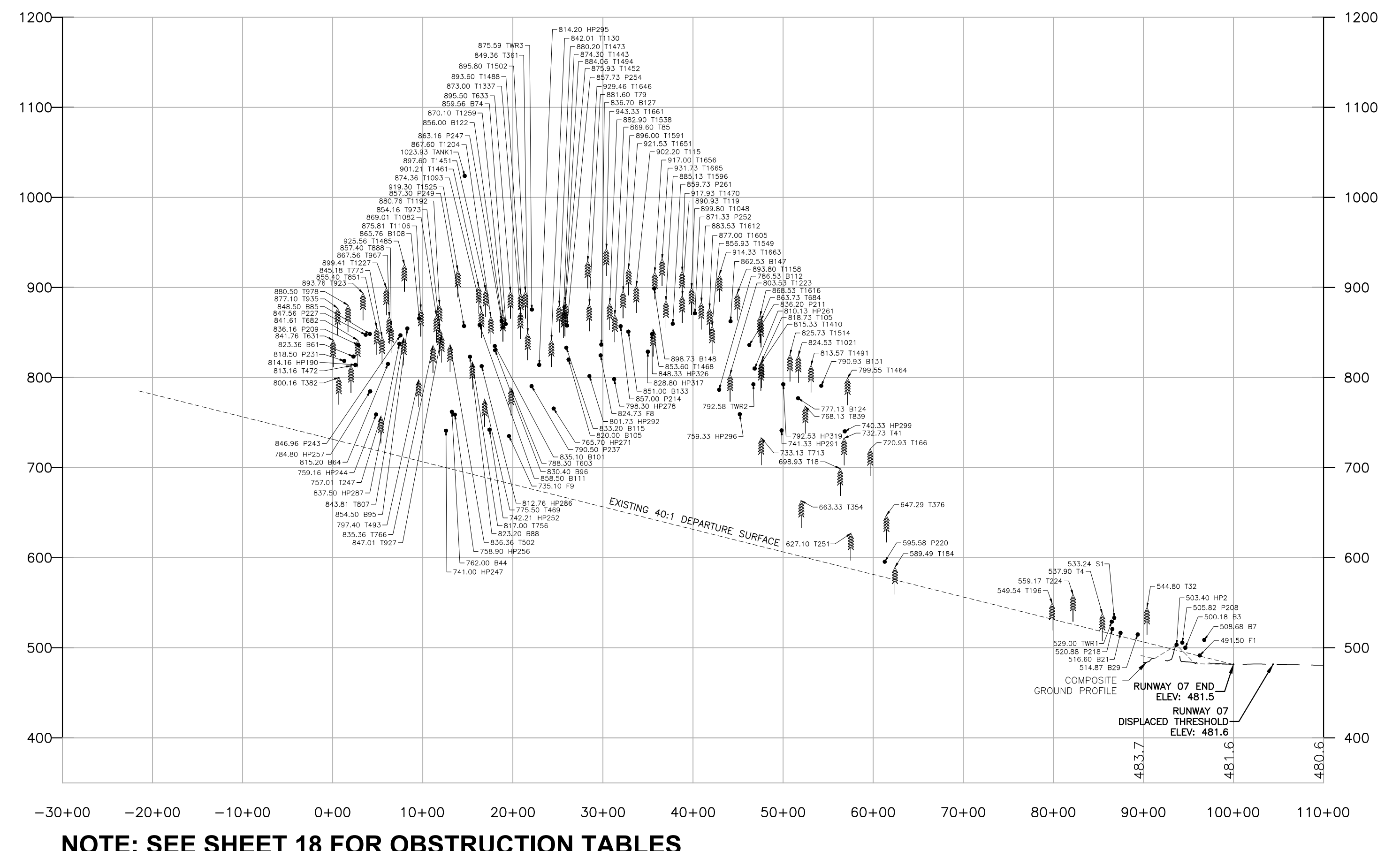
No.	DATE	REVISION

PROJECT No:	09-06-24
DATE:	09-06-24
AIP No:	
HORIZ. SCALE:	
VERT. SCALE:	
SHEET No.	16



MAGNETIC DECLINATION
2023 = 6° 6' W ± 0' 23"
CHANGING BY 0' 2" W PER
YEAR

SOURCE DOCUMENT IS
NATIONAL GEOPHYSICAL DATA
CENTER - NOAA SATELLITE
AND INFORMATION CENTER.



NOTE: SEE SHEET 18 FOR OBSTRUCTION TABLES

LEGEND: SYMBOLS		
EXISTING	FACILITY	FUTURE
[Red Box]	BUILDING	[Blue Box]
[X Symbol]	TREE/POLE/BUILDING/ROAD ELEVATION	
[Dashed Line]	MED INTENSITY RUNWAY EDGE LIGHT	
[Star Symbol]	MED INTENSITY TAXIWAY LIGHT	
[Circle Symbol]	REL	
[Circle with Dot]	MED INTENSITY TAXIWAY LIGHT	
[Triangle]	PAPI/VASI	
[Square]	GUIDANCE SIGN	
[Wavy Line]	WINDCONE	
[Triangle with Line]	AWOS/BEACON/GUIDESLOPE	
[Circle with Arrow]	AIRPORT REFERENCE POINT	
[Circle with Arrow]	AIRCRAFT TIE DOWN	
[Circle]	TREE	
[Circle]	ODALS	[Blue Circle]
[Red Box]	REMOVE BUILDING/STRUCTURE	SAME
[Orange Box]	REMOVE PAVEMENT	SAME
[Yellow Box]	REMOVE OTHER	SAME

LEGEND: SYMBOLS	
[Green Box]	FUTURE PHASE 1
[Purple Box]	FUTURE PHASE 2
[Blue Box]	FUTURE PHASE 3
[Light Blue Box]	FUTURE PHASE 4

LEGEND: LINETYPE		
EXISTING	FACILITY	FUTURE
[Dashed Line]	AIRPORT PROPERTY LINE	
[Dashed Line]	RUNWAY/TAXIWAY CENTERLINE	
[Dashed Line]	CONTOURS	
[Dashed Line]	EDGE OF PAVEMENT/PAVEMENT	
[Dashed Line]	FENCE LINE	
[Dashed Line]	CFR PART 77 SURFACES	P77
[Dashed Line]	SURFACE 2	SURFACE 2
[Dashed Line]	SURFACE 3	SURFACE 3
[Dashed Line]	SURFACE 4	SURFACE 4
[Dashed Line]	SURFACE 5	SURFACE 5
[Dashed Line]	SURFACE 6	SURFACE 6
[Dashed Line]	DEPARTURE SURFACES	DEP
[Dashed Line]	DEPARTURE SURFACE WING AREA	DEPWA
[Dashed Line]	RUNWAY PROTECTION ZONE	RPZ
[Dashed Line]	RUNWAY SAFETY AREA	RSA
[Dashed Line]	RUNWAY OBJECT FREE AREA	OFA
[Dashed Line]	RUNWAY OBSTACLE FREE ZONE	OFZ
[Dashed Line]	RUNWAY PRECISION OBSTACLE FREE ZONE	POFZ
[Dashed Line]	INTER-APPROACH OBSTACLE FREE ZONE	IAOFZ
[Dashed Line]	TAXIWAY SAFETY AREA	TSA
[Dashed Line]	TAXIWAY OBJECT FREE AREA	TOFA
[Dashed Line]	TAXIWAY OBJECT FREE AREA	TLOFA
[Dashed Line]	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)	
[Dashed Line]	35' BUILDING RESTRICTION LINE	BRL
[Dashed Line]	ILS CRITICAL AREA	ILS
N/A	POTENTIAL SOLAR PANEL FIELD LOCATION	
N/A	STORM DRAINAGE	

GENERAL NOTES	
1.	ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13B. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (509-2300) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
2.	SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
3.	ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSING ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
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5.	AIRFIELD PERIMETER FENCE IS TYPICALLY 8' TALL. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.

Layout Tab Name: 07-25 Departure, Images: LUK-airport, only: hfr: Base Update-APRON.jpg; Base Update-North.jpg; Xrefs: LUK-X-airspace.dwg; 74488-APRON.dwg; 74488-P.dwg; 74488-P-airspace.dwg
Last Saved By: feigen, 9/3/2024 12:05:50 PM
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CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD TERMINAL SITE PLAN RUNWAY 07-25 DEPARTURE	PROJECT No: _____ DATE: 09-06-24 AIP No: _____ HORIZ. SCALE: _____ VERT. SCALE: _____ SHEET NO. 17
	DESIGN ENGINEER: _____ DATE: _____ DRAWN BY: GCF CHECKED BY: MJM APPROVED BY: GAS
	333 North Alabama Street Suite 200 Indianapolis, IN 46204 317.299.7500 FAX: 317.291.15005 WOOLPERT

RUNWAY 08R/21L DEPARTURE SURFACE OBSTRUCTION TABLE							
DISPLAY ID	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (MSL)	PROPOSED 20R SURFACE 7 DEPARTURE (60-1) PENETRATION DEPTH	PROPOSED 21L SURFACE 7 DEPARTURE (60-1) PENETRATION DEPTH	DISPOSITION
B31	BUILDING	830.26	34.62	864.87	78.57	N/A	OE/AAA ANALYSIS*
B32	BUILDING	658.64	21.95	720.60	N/A	8.41	OE/AAA ANALYSIS*
B33	BUILDING	658.64	32.61	694.00	3.43	N/A	OE/AAA ANALYSIS*
NAV01	NAVAD 39-002400	481.39	34.29	523.00	-32.64	N/A	NO ACTION
P001	POLE 39-000515	487.71	29.56	517.00	1.56	N/A	OE/AAA ANALYSIS*
P002	T.L. TWR 39-020208	497.62	28.72	526.00	2.85	N/A	OE/AAA ANALYSIS*
P003	POLE 39-020202	496.29	29.03	527.00	1.34	N/A	OE/AAA ANALYSIS*
P004	POLE 39-020203	497.97	41.94	539.00	2.10	N/A	OE/AAA ANALYSIS*
P005	POLE 39-020204	497.08	27.77	523.70	1.36	N/A	OE/AAA ANALYSIS*
P006	LIGHT POLE	489.64	33.26	522.90	4.58	N/A	OE/AAA ANALYSIS*
P007	POLE	489.64	30.28	518.03	0.47	N/A	OE/AAA ANALYSIS*
P008	POWER TRANSMISSION POLE	487.75	70.56	884.41	98.11	N/A	OE/AAA ANALYSIS*
P009	POLE	813.85	69.53	877.61	130.25	N/A	OE/AAA ANALYSIS*
P010	POLE	808.09	71.73	881.60	81.33	N/A	OE/AAA ANALYSIS*
P011	POLE	717.51	70.27	887.77	132.02	N/A	OE/AAA ANALYSIS*
SP1	SPIRE 21-022280	818.50	41.86	539.58	-10.65	N/A	NO ACTION
T13	TREE	497.72	41.86	539.58	6.84	N/A	OE/AAA ANALYSIS*
T14	TREE	478.83	98.80	578.63	6.84	N/A	OE/AAA ANALYSIS*
T46	TREE	477.76	116.68	594.43	22.59	N/A	OE/AAA ANALYSIS*
T92	TREE	491.25	51.36	542.60	16.51	N/A	OE/AAA ANALYSIS*
T78	TREE	494.07	47.87	541.94	28.63	N/A	OE/AAA ANALYSIS*
T84	TREE	476.44	120.20	596.63	41.26	N/A	OE/AAA ANALYSIS*
T87	TREE	478.87	99.17	578.03	39.34	N/A	OE/AAA ANALYSIS*
T88	TREE	476.94	84.14	561.08	37.07	N/A	OE/AAA ANALYSIS*
T101	TREE	657.00	113.33	770.33	-9.22	N/A	NO ACTION
T102	TREE	567.66	100.29	667.95	-8.64	N/A	NO ACTION
T120	TREE	477.51	106.10	583.61	-4.07	N/A	NO ACTION
T128	TREE	523.45	104.54	628.00	-1.08	N/A	NO ACTION
T139	TREE	567.35	118.00	677.35	11.20	N/A	OE/AAA ANALYSIS*
T150	TREE	523.83	126.74	650.57	-5.10	N/A	OE/AAA ANALYSIS*
T155	TREE	680.74	81.07	761.81	27.63	N/A	OE/AAA ANALYSIS*
T176	TREE	513.79	118.98	632.77	58.00	N/A	OE/AAA ANALYSIS*
T186	TREE	738.85	69.99	808.84	82.54	N/A	OE/AAA ANALYSIS*
T190	TREE	727.43	80.21	807.64	100.42	N/A	OE/AAA ANALYSIS*
T193	TREE	709.24	87.08	796.33	103.19	N/A	OE/AAA ANALYSIS*
T195	TREE	780.50	98.43	878.93	104.61	N/A	OE/AAA ANALYSIS*
T199	TREE	815.68	58.85	874.53	133.25	N/A	OE/AAA ANALYSIS*
T209	TREE	707.43	71.30	778.73	112.62	N/A	OE/AAA ANALYSIS*
T211	TREE	809.59	80.52	890.11	168.04	N/A	OE/AAA ANALYSIS*
T212	TREE	476.74	47.73	524.45	N/A	-31.11	NO ACTION
T268	TREE	473.32	26.19	499.51	6.12	N/A	OE/AAA ANALYSIS*
T291	TREE	475.36	57.53	532.87	N/A	3.73	OE/AAA ANALYSIS*
T300	TREE	475.56	96.17	571.74	N/A	-5.28	NO ACTION
T309	TREE	488.43	88.03	576.46	N/A	-5.14	NO ACTION
T311	TREE	589.68	98.72	688.40	N/A	-33.03	NO ACTION
T332	TREE	473.51	45.84	519.35	N/A	13.91	OE/AAA ANALYSIS*
T358	TREE	477.16	73.94	551.11	N/A	12.62	OE/AAA ANALYSIS*
T359	TREE	473.53	63.82	537.35	N/A	16.19	OE/AAA ANALYSIS*
T365	TREE	478.60	95.48	574.07	N/A	8.81	OE/AAA ANALYSIS*
T372	TREE	472.97	56.33	529.30	N/A	21.23	OE/AAA ANALYSIS*
T377	TREE	477.06	78.45	555.51	N/A	18.03	OE/AAA ANALYSIS*
T379	TREE	476.49	102.31	578.80	N/A	14.31	OE/AAA ANALYSIS*
T382	TREE	476.75	126.85	603.60	N/A	16.13	OE/AAA ANALYSIS*
T391	TREE	477.02	92.58	569.60	N/A	25.64	OE/AAA ANALYSIS*
T392	TREE	479.10	94.50	573.60	N/A	28.50	OE/AAA ANALYSIS*
T396	TREE	659.46	108.73	768.20	N/A	-12.10	NO ACTION
T435	TREE	638.63	83.57	722.20	N/A	29.62	OE/AAA ANALYSIS*
T466	TREE	688.79	92.80	781.60	N/A	64.94	OE/AAA ANALYSIS*
T512	TREE	725.17	67.43	792.60	N/A	85.48	OE/AAA ANALYSIS*
T513	TREE	675.36	89.64	765.00	N/A	86.03	OE/AAA ANALYSIS*
T523	TREE	717.23	97.16	814.40	N/A	109.13	OE/AAA ANALYSIS*
T532	TREE	748.12	83.80	831.90	N/A	155.58	OE/AAA ANALYSIS*
TWR1	TOWER 21-000434	840.05	77.20	917.25	135.57	N/A	OE/AAA ANALYSIS*
TWR2	TOWER 21-000405	813.37	158.98	972.34	206.93	N/A	OE/AAA ANALYSIS*
TWR4	T.L. TWR 39-000605	524.27	181.73	706.00	N/A	-53.55	NO ACTION

* PER FAA AC 150-5300-13B, SECTION 3.6.2.3, ANY OBSTACLE THAT PENETRATES THE 40:1 DEPARTURE SURFACE MUST BE EVALUATED THROUGH THE OE/AAA PROCESS.

RUNWAY 08L/21R DEPARTURE SURFACE OBSTRUCTION TABLE						
DISPLAY ID	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (MSL)	EXISTING SURFACE 7 DEPARTURE (60-1) PENETRATION DEPTH	DISPOSITION
B11	BUILDING	479.96	58.84	538.80	41.28	NO ACTION*
B13	BUILDING	479.62	38.58	518.20	24.99	NO ACTION*
B14	BUILDING	479.42	39.88	519.30	39.10	NO ACTION*
B28	BUILDING	488.65	41.35	528.00	35.53	NO ACTION*
B29	BUILDING	488.98	17.42	506.40	2.43	NO ACTION*
B64	BUILDING	480.40	15.40	495.80	10.95	NO ACTION*
B65	BUILDING	480.95	40.45	521.40	18.04	NO ACTION*
P02	POLE	478.12	37.78	515.90	17.05	NO ACTION*
P50	POLE	479.60	37.00	516.60	26.84	NO ACTION*
P53	POLE	480.60	39.40	520.00	12.39	NO ACTION*
P58	POLE	479.88	39.82	519.70	25.73	NO ACTION*
P61	POLE	478.83	35.17	514.00	30.21	NO ACTION*
P68	POLE	477.93	36.37	514.30	35.65	NO ACTION*
P82	POLE	483.95	33.15	517.10	18.00	NO ACTION*
P181	POLE	483.80	32.00	515.80	14.38	NO ACTION*
T1	TREE	480.83	48.07	544.90	37.78	NO ACTION*
T403	TREE	487.60	23.50	510.70	8.41	NO ACTION*
T807	TREE	476.39	82.21	558.60	-5.75	NO ACTION*
T831	TREE	471.04	78.78	549.80	7.86	NO ACTION*
T878	TREE	488.04	64.26	552.30	7.49	NO ACTION*
T882	TREE	492.08	90.02	582.10	56.87	NO ACTION*
T883	TREE	484.53	61.53	546.00	68.03	NO ACTION*
T974	TREE	491.82	76.38	568.20	50.84	NO ACTION*
T981	TREE	490.63	23.07	513.70	-3.11	NO ACTION*
T1062	TREE	471.12	71.78	542.90	25.95	NO ACTION*
T1063	TREE	473.42	62.38	535.80	16.31	NO ACTION*
T1088	TREE	478.00	64.20	542.20	4.90	NO ACTION*

* RUNWAY 08L/21R TO BE DECOMMISSIONED AND FLOODED

RUNWAY 07/25 DEPARTURE SURFACE OBSTRUCTION TABLE															
DISPLAY ID	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (MSL)	EXISTING OF SURFACE 7 DEPARTURE (60-1) PENETRATION DEPTH	PROPOSED 25 SURFACE 7 DEPARTURE (60-1) PENETRATION DEPTH	DISPOSITION	DISPLAY ID	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (MSL)	EXISTING OF SURFACE 7 DEPARTURE (60-1) PENETRATION DEPTH	PROPOSED 25 SURFACE 7 DEPARTURE (60-1) PENETRATION DEPTH	DISPOSITION
B1	BUILDING	483.85	16.33	500.18	2.10	N/A	OE/AAA ANALYSIS*	B82	TREE	728.05	76.11	800.16	70.32	N/A	OE/AAA ANALYSIS*
B7	BUILDING	483.84	50.84	534.68	3.75	N/A	OE/AAA ANALYSIS*	B83	TREE	731.75	74.44	806.60	73.76	N/A	OE/AAA ANALYSIS*
B21	BUILDING	491.65	24.95	516.60	3.71	N/A	OE/AAA ANALYSIS*	B84	TREE	731.28	98.93	830.21	75.84	N/A	OE/AAA ANALYSIS*
B29	BUILDING	496.64	18.23	514.87	6.73	N/A	OE/AAA ANALYSIS*	T446	TREE	759.39	92.14	851.52	81.43	N/A	OE/AAA ANALYSIS*
B44	BUILDING	492.20	22.61	514.81	6.35	N/A	OE/AAA ANALYSIS*	T447	TREE	743.01	84.72	827.73	71.33	N/A	OE/AAA ANALYSIS*
B61	BUILDING	798.28	25.08	823.36	7.69	N/A	OE/AAA ANALYSIS*	T469	TREE	742.47	33.02	775.50	86.13	N/A	OE/AAA ANALYSIS*
B64	BUILDING	796.35	18.84	815.20	9.90	N/A	OE/AAA ANALYSIS*	T472	TREE	740.25	63.91	813.16	86.72	N/A	OE/AAA ANALYSIS*
B74	BUILDING	833.39	26.97	860.36	5.38	N/A	OE/AAA ANALYSIS*	T523	TREE	742.01	53.38	795.40	89.21	N/A	OE/AAA ANALYSIS*
B85	BUILDING	817.10	31.39	848.50	127.28	N/A	OE/AAA ANALYSIS*	T502	TREE	815.94	20.42	836.36	91.21	N/A	OE/AAA ANALYSIS*
B88	BUILDING	806.00	17.19	823.20	129.75	N/A	OE/AAA ANALYSIS*	T522	TREE	772.40	88.02	860.41	94.63	N/A	OE/AAA ANALYSIS*
B95	BUILDING	819.99	34.55	854.50	143.87	N/A	OE/AAA ANALYSIS*	T527	TREE	814.50	77.02	891.50	98.88	N/A	OE/AAA ANALYSIS*
B96	BUILDING	804.45	25.94	830.40	143.93	N/A	OE/AAA ANALYSIS*	T533	TREE	739.71	98.90	838.61	99.01	N/A	OE/AAA ANALYSIS*
B101	BUILDING	807.77	27.33	835.10	148.54	N/A	OE/AAA ANALYSIS*	T594	TREE	787.73	79.29	867.01	105.43	N/A	OE/AAA ANALYSIS*
B105	BUILDING	778.49	43.50	822.00	152.81	N/A	OE/AAA ANALYSIS*	T610	TREE	745.12	788.30	158.25	N/A	OE/AAA ANALYSIS*	
B108	BUILDING	835.80	29.96	865.76	158.24	N/A	OE/AAA ANALYSIS*	T604	TREE	826.21	65.60	891.81	106.46	N/A	OE/AAA ANALYSIS*
B111	BUILDING	819.15	39.84	859.00	161.97	N/A	OE/AAA ANALYSIS*	T611	TREE	776.53	71.23	847.76	109.94	N/A	OE/AAA ANALYSIS*
B112	BUILDING	785.11	21.43	786.53	162.34	N/A	OE/AAA ANALYSIS*	T612	TREE	815.20	80.90	895.50	110.15	N/A	OE/AAA ANALYSIS*
B115	BUILDING	799.30	33.90	833.20	166.49	N/A	OE/AAA ANALYSIS*	T617	TREE	813.90	83.11	897.01	116.43	N/A	OE/AAA ANALYSIS*
B122	BUILDING	815.30	36.00	851.30	177.69	N/A	OE/AAA ANALYSIS*	T620	TREE	796.71	81.90	878.61	117.02	N/A	OE/AAA ANALYSIS*
B124	BUILDING	785.42	31.72	774.75	174.75	N/A	OE/AAA ANALYSIS*	T684	TREE	813.89	49.84	863.73	117.17	N/A	OE/AAA ANALYSIS*
B127	BUILDING	806.35	30.34	836.70	179.71	N/A	OE/AAA ANALYSIS*	T713	TREE	640.35	92.78	733.13	120.53	N/A	OE/AAA ANALYSIS*
B133	BUILDING	785.20	34.73	789.93	184.98	N/A	OE/AAA ANALYSIS*	T756	TREE	741.83	75.38	817.00	124.23	N/A	OE/AAA ANALYSIS*
B137	BUILDING	816.08	34.91	851.00	201.53	N/A	OE/AAA ANALYSIS*	T766	TREE	780.63	54.73	835.36	125.54	N/A	OE/AAA ANALYSIS*
B147	BUILDING	835.03	27.53	862.53	241.41	N/A	OE/AAA ANALYSIS*	T773	TREE	780.56	64.62	845.18	127.35	N/A	OE/AAA ANALYSIS*
B148	BUILDING	833.54	45.99	879.53	256.44	N/A	OE/AAA ANALYSIS*	T807	TREE	778.67	67.14	845.81	131.80	N/A	OE/AAA ANALYSIS*
B149	BUILDING	753.27	11.96	765.23	N/A	71.83	NO ACTION	T819	TREE	690.41	77.72	768.13	135.00	N/A	OE/AAA ANALYSIS*
B150	BUILDING	746.04	14.59	760.63	N/A	72.88	NO ACTION	T851	TREE	765.41	89.99	855.40	136.10	N/A	OE/AAA ANALYSIS*
B151	BUILDING	746.04	14.59	760.63	N/A	72.88	NO ACTION	T888	TREE	786.36	64.47	850.83	141.00	N/A	OE/AAA ANALYSIS*
F1	FENCE	483.37	8.13	491.50	0.58	N/A	OE/AAA ANALYSIS*	T893	TREE	811.94	89.76	891.76	145.12	N/A	OE/AAA ANALYSIS*
F8	FENCE BACKSTOP	804.65	20.08	824.73	152.98	N/A	OE/AAA ANALYSIS*	T927	TREE	771.33	75.68	847.01	145.72	N/A	OE/AAA ANALYSIS*
FP	FENCE POST	722.87	2.22	725.10	52.48	N/A	OE/AAA ANALYSIS*	T917							

Layout Tab Name: FUTURE_TERMINAL_PLAN - NORTH; Images: Base Update-APRON.jng; Base Update-NORTH.jng; Xrefs: LUK-OBS.dwg; LUK-X.dwg; LUK-Y-AIRSPACE.dwg; 74488.tbl.dwg; 74488-P.dwg; 74488-P-AIRSPACE.dwg
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LEGEND: SYMBOLS		
EXISTING	FACILITY	FUTURE
[Red Box]	BUILDING	[Blue Box]
[Green Box]	TREE/POLE/BUILDING/ROAD ELEVATION	
[Yellow Box]	MED INTENSITY RUNWAY EDGE LIGHT	
[Blue Box]	MED INTENSITY TAXIWAY LIGHT	
[Red Box]	REIL	
[Green Box]	PAPI/WASI	
[Blue Box]	GUIDANCE SIGN	
[Yellow Box]	WINDCONE	
[Red Box]	AWOS/BEACON/GLIDESLOPE	
[Blue Box]	AIRCRAFT REFERENCE POINT	
[Green Box]	AIRCRAFT TIE DOWN	
[Red Box]	TREE	
[Green Box]	REMOVE BUILDING/STRUCTURE	SAME
[Yellow Box]	REMOVE PAVEMENT	SAME
[Red Box]	REMOVE OTHER	SAME

LEGEND: SYMBOLS		
[Green Box]	FUTURE PHASE 1	
[Yellow Box]	FUTURE PHASE 2	
[Blue Box]	FUTURE PHASE 3	
[Red Box]	FUTURE PHASE 4	

OBSTRUCTION TABLE LEGEND & NOTES	
B=BUILDING	- NEGATIVE OBSTRUCTION VALUES INDICATES BELOW IMAGINARY SURFACE.
F=FENCE	POSITIVE OBSTRUCTION VALUES INDICATES ABOVE IMAGINARY SURFACE.
HP=HIGH POINT	
P=POLE	
PL=PARKING LOT	
R=ROAD	
S=SIGN	
T=TREE	
TWR=TOWER	

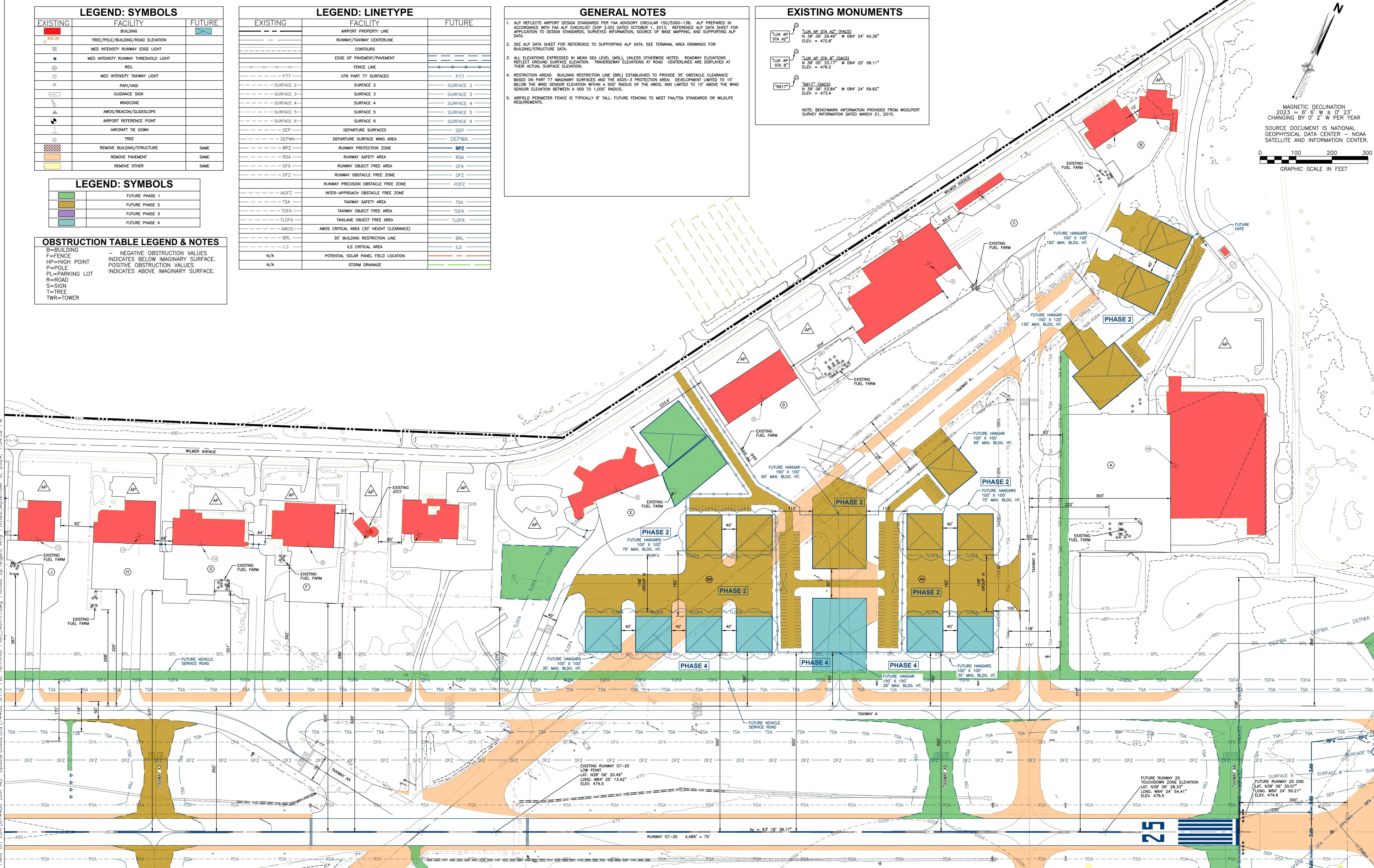
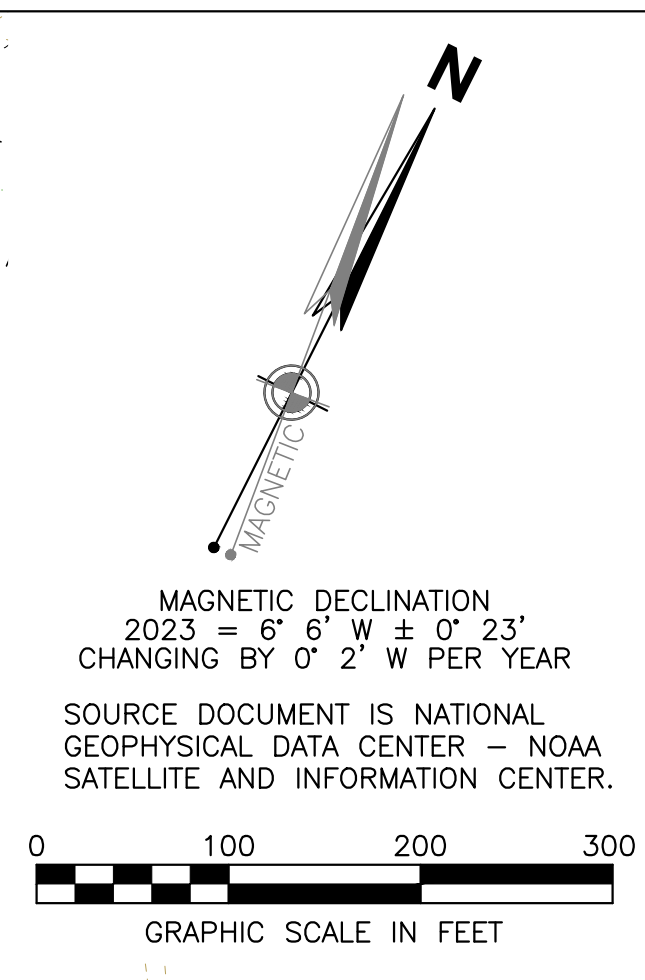
LEGEND: LINETYPE		
EXISTING	FACILITY	FUTURE
[Dashed Line]	AIRPORT PROPERTY LINE	
[Dashed Line]	RUNWAY/TAXIWAY CENTERLINE	
[Dashed Line]	CONTOURS	
[Dashed Line]	EDGE OF PAVEMENT/PAVEMENT	
[Dashed Line]	FENCE LINE	
[Dashed Line]	CFR PART 77 SURFACES	P77
[Dashed Line]	SURFACE 2	SURFACE 2
[Dashed Line]	SURFACE 3	SURFACE 3
[Dashed Line]	SURFACE 4	SURFACE 4
[Dashed Line]	SURFACE 5	SURFACE 5
[Dashed Line]	SURFACE 6	SURFACE 6
[Dashed Line]	DEP	DEP
[Dashed Line]	DEPWA	DEPWA
[Dashed Line]	RPZ	RPZ
[Dashed Line]	RUNWAY PROTECTION ZONE	RSA
[Dashed Line]	RUNWAY SAFETY AREA	OFA
[Dashed Line]	RUNWAY OBJECT FREE AREA	OFA
[Dashed Line]	RUNWAY OBSTACLE FREE ZONE	POFZ
[Dashed Line]	RUNWAY PRECISION OBSTACLE FREE ZONE	POFZ
[Dashed Line]	INTER-APPROACH OBSTACLE FREE ZONE	
[Dashed Line]	TAXIWAY SAFETY AREA	TSA
[Dashed Line]	TAXIWAY OBJECT FREE AREA	TOFA
[Dashed Line]	TAXIWAY OBSTACLE FREE AREA	TLOFA
[Dashed Line]	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)	
[Dashed Line]	35' BUILDING RESTRICTION LINE	BRL
[Dashed Line]	ILS CRITICAL AREA	ILS
[Dashed Line]	POTENTIAL SOLAR PANEL FIELD LOCATION	
[Dashed Line]	STORM DRAINAGE	

GENERAL NOTES

- ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13B. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (509 2/00) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
- SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
- ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
- RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE ASOS-3 PROTECTION AREA. DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
- AIRFIELD PERIMETER FENCE IS TYPICALLY 8' TALL. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.

EXISTING MONUMENTS

LUK AP STA A2
 LUK AP STA A2 (PAC3)
 N 39° 06' 29.48" W 084° 24' 40.36"
 ELEV. = 472.8'
 LUK AP STA B1
 LUK AP STA B1 (SAC5)
 N 39° 05' 33.17" W 084° 25' 08.11"
 ELEV. = 476.2'
 6917
 6917 (SAC5)
 N 39° 06' 53.84" W 084° 24' 59.62"
 ELEV. = 473.4'
 NOTE: BENCHMARK INFORMATION PROVIDED FROM WOOLPERT SURVEY INFORMATION DATED MARCH 21, 2015.



PAVEMENT AREAS - TERMINAL AREA NORTH		
AREA DESIGNATION	DESCRIPTION	AREA (S'Y)
EXISTING PAVEMENT AREAS		
A	APRON	10,856
B	APRON	2,269
C	APRON	6,834
D	APRON	3,386
E	APRON	2,587
F	APRON	3,142
G	APRON	3,754
H	APRON	3,615
J	APRON	1,834
FUTURE PAVEMENT AREAS		
AA	TAXILANE	5,511
BB	TAXILANE	7,982

TERMINAL AREA STRUCTURES - NORTH						
BLDG. #	FUNCTION	HEIGHT (FT. AGL)	TOP ELEVATION (FT. MSL)	DISTANCE TO RUNWAY CENTERLINE	PART 77 CLEARANCE	DISPOSITION
EXISTING BUILDINGS AND STRUCTURES						
1	CONDOR CORPORATE HANGAR	22.5	503.4	171' (RW 03L-21R)	-32.0	NO ACTION
2	CONDOR CORPORATE HANGAR	24.8	505.4	265' (RW 03L-21R)	-31.1	NO ACTION
3	PROCTOR AND GAMBLE GSE STORAGE	11.3	491.5	373' (RW 03L-21R)	-46.9	NO ACTION
4	PROCTOR AND GAMBLE CORPORATE HANGAR	38.6	518.2	240' (RW 03L-21R)	-2.7	NO ACTION
5	KROGER CORPORATE HANGAR	39.1	517.5	311' (RW 03L-21R)	10.0	NO ACTION - RUNWAY TO BE CLOSED UPON CONSTRUCTION OF PARALLEL TAXIWAY
6	AMERICAN FINANCIAL CORPORATE HANGAR	38.4	511.6	345' (RW 03L-21R)	-4.9	NO ACTION
7	JOINT USE FIRE/ARFF STATION	31.6	508.6	807' (RW 07-25)	-45.1	NO ACTION
8	MIDWEST ATC (CAB FLOOR EL. 525)	62.1	536.7	815' (RW 07-25)	-25.7	NO ACTION
9	JET RESOURCES/CHEMED CORPORATE HANGAR	34.6	510.5	790' (RW 07-25)	-46.3	NO ACTION
10	FEDERATED DEPARTMENT STORES CORPORATE HANGAR	39.2	514.7	799' (RW 07-25)	-42.9	NO ACTION
11	CINTAS CORPORATE HANGAR	37.3	515.1	801' (RW 07-25)	-46.4	NO ACTION
12	CIN - AIR CORPORATE HANGAR	35.1	512.9	808' (RW 07-25)	-47.2	NO ACTION
49	PROCTOR & GAMBLE HANGAR	58.8	538.8	825' (RW 07-25)	-46.7	NO ACTION

CERTIFIED BY:	DESIGN ENGINEER	DATE
DESIGNED BY:	GC	DRAWN BY: GC
CHECKED BY:	MJM	APPROVED BY: GAS

333 North Alabama Street
 Suite 200
 Indianapolis, IN 46204
 317.295.7500
 FAX: 317.291.5605

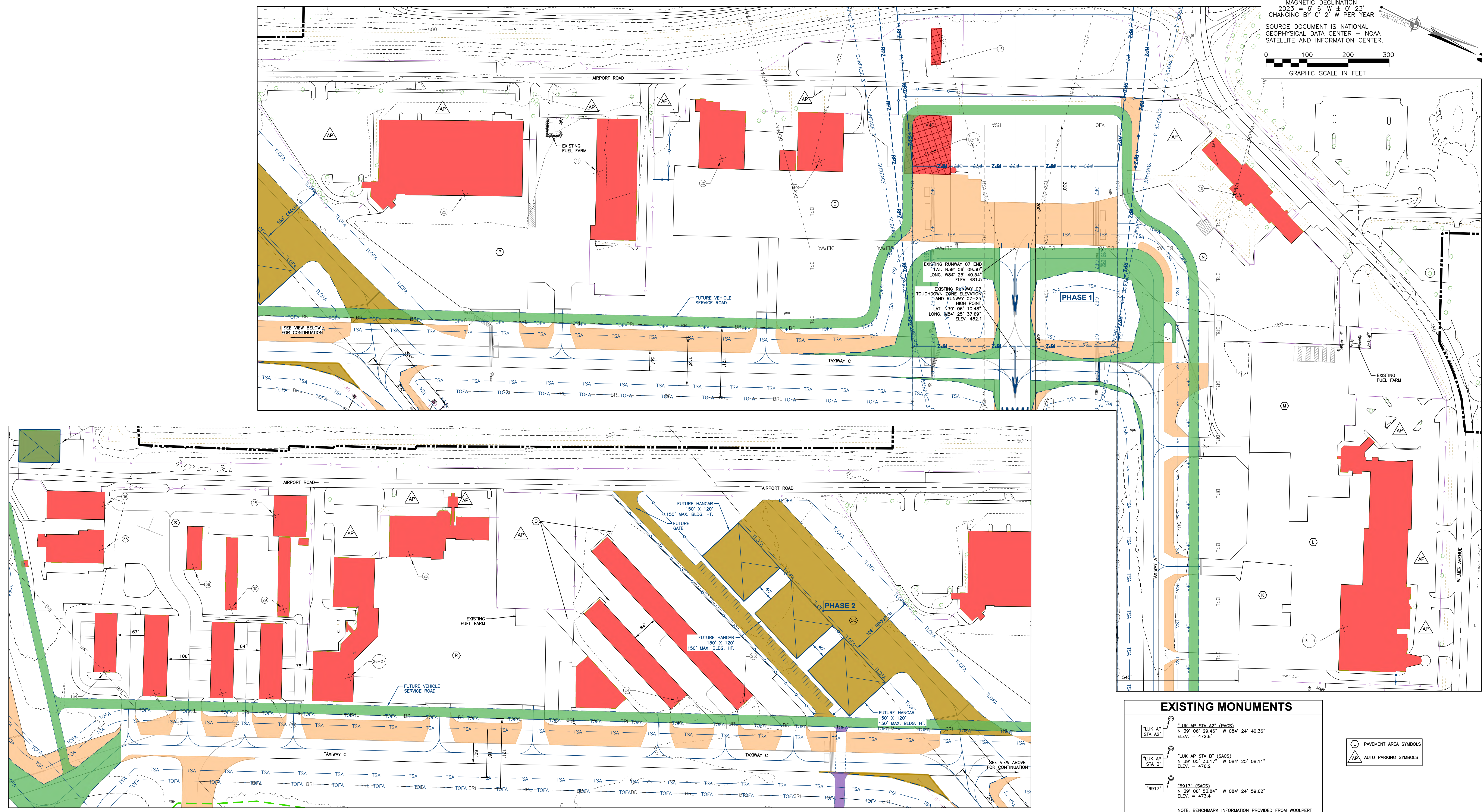
W
WOOLPERT

REVISION	DATE	DESCRIPTION
1		UPDATED FUTURE CONDITION. ALL OTHER DRAWING ELEMENTS CARRIED OVER FROM PB ALP MARCH 2007

PROJECT No: _____
 DATE: 09-06-24
 AIP No: _____
 HORIZ. SCALE: 1" = 100'
 VERT. SCALE: N/A
 SHEET NO.

19

Layout Tab Name: EXISTING AND FUTURE TERMINAL PLAN - WEST; Images: Base Update - APRON; Base Update - North; Xrefs: LUK-X.dwg; LUK-X-AIRSPACE.dwg; 74488-TK.dwg; 74488-P-AIRSPACE.dwg; 74488-P.dwg
 Last Saved By: feigen, 9/3/2024 12:20:56 PM
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MAGNETIC DECLINATION
 2023 = 6° 6' W ± 0' 23"
 CHANGING BY 0' 2" W PER YEAR

SOURCE DOCUMENT IS NATIONAL
 GEOPHYSICAL DATA CENTER - NOAA
 SATELLITE AND INFORMATION CENTER.

0 100 200 300
 GRAPHIC SCALE IN FEET

PAVEMENT AREAS - TERMINAL AREA WEST		
AREA DESIGNATION	DESCRIPTION	AREA (SY)
EXISTING PAVEMENT AREAS		
K	FBO APRON (CONCRETE)	2,053
L	FBO APRON (CONCRETE)	11,754
M	FBO APRON (ASPHALT)	8,964
N	PUBLIC AIRCRAFT PARKING APRON	15,126
O	SASO APRON	14,851
P	SASO APRON	16,621
Q	T-HANGAR PAVEMENT	13,160
R	FBO APRON	15,914
S	SASO APRON	9,745
FUTURE PAVEMENT AREAS		
CC	TAXILANE	6,433

LEGEND: SYMBOLS		
EXISTING	FACILITY	FUTURE
[Symbol]	BUILDING	[Symbol]
[Symbol]	TREE/POLE/BUILDING/ROAD ELEVATION	[Symbol]
[Symbol]	MED INTENSITY RUNWAY EDGE LIGHT	[Symbol]
[Symbol]	MED INTENSITY RUNWAY THRESHOLD LIGHT	[Symbol]
[Symbol]	REL	[Symbol]
[Symbol]	MED INTENSITY TAXIWAY LIGHT	[Symbol]
[Symbol]	PAPI/VASI	[Symbol]
[Symbol]	GUIDANCE SIGN	[Symbol]
[Symbol]	WINDCOKE	[Symbol]
[Symbol]	AWOS/BEACON/GLIDESLOPE	[Symbol]
[Symbol]	AIRPORT REFERENCE POINT	[Symbol]
[Symbol]	AIRCRAFT TIE DOWN	[Symbol]
[Symbol]	TREE	[Symbol]
[Symbol]	REMOVE BUILDING/STRUCTURE	SAME
[Symbol]	REMOVE PAVEMENT	SAME
[Symbol]	REMOVE OTHER	SAME

LEGEND: SYMBOLS	
[Symbol]	FUTURE PHASE 1
[Symbol]	FUTURE PHASE 2
[Symbol]	FUTURE PHASE 3
[Symbol]	FUTURE PHASE 4

LEGEND: LINETYPE		
EXISTING	FACILITY	FUTURE
[Linetype]	AIRPORT PROPERTY LINE	[Linetype]
[Linetype]	RUNWAY/TAXIWAY CENTERLINE	[Linetype]
[Linetype]	CONTOURS	[Linetype]
[Linetype]	EDGE OF PAVEMENT/PAVEMENT	[Linetype]
[Linetype]	FENCE LINE	[Linetype]
[Linetype]	CPR PART 77 SURFACES	[Linetype]
[Linetype]	SURFACE 2	[Linetype]
[Linetype]	SURFACE 3	[Linetype]
[Linetype]	SURFACE 4	[Linetype]
[Linetype]	SURFACE 5	[Linetype]
[Linetype]	SURFACE 6	[Linetype]
[Linetype]	DEPARTURE SURFACES	[Linetype]
[Linetype]	DEPARTURE SURFACE WING AREA	[Linetype]
[Linetype]	RUNWAY PROTECTION ZONE	[Linetype]
[Linetype]	RUNWAY SAFETY AREA	[Linetype]
[Linetype]	RUNWAY OBJECT FREE AREA	[Linetype]
[Linetype]	RUNWAY OBSTACLE FREE ZONE	[Linetype]
[Linetype]	RUNWAY OBSTACLE FREE ZONE	[Linetype]
[Linetype]	INTER-APPROACH OBSTACLE FREE ZONE	[Linetype]
[Linetype]	TAXIWAY SAFETY AREA	[Linetype]
[Linetype]	TAXIWAY OBJECT FREE AREA	[Linetype]
[Linetype]	TAXIWAY OBJECT FREE AREA	[Linetype]
[Linetype]	AWOS CRITICAL AREA (30' HEIGHT CLEARANCE)	[Linetype]
[Linetype]	35' BUILDING RESTRICTION LINE	[Linetype]
[Linetype]	ILS CRITICAL AREA	[Linetype]
[Linetype]	POTENTIAL SOLAR PANEL FIELD LOCATION	[Linetype]
[Linetype]	STORM DRAINAGE	[Linetype]

GENERAL NOTES

- ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13B. ALP PREPARED IN ACCORDANCE WITH FAA ALP CHECKLIST (OOP 200) DATED OCTOBER 1, 2013. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
- SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE DATA.
- ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND SURFACE ELEVATION. TRAVERSEWAY ELEVATIONS AT ROAD CENTERLINES ARE DISPLAYED AT THEIR ACTUAL SURFACE ELEVATION.
- RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES AND THE A505-3 PROTECTION AREA. DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS OF THE AWOS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500' TO 1000' RADIUS.
- AIRFIELD PERIMETER FENCE IS TYPICALLY 6' TALL. FUTURE FENCING TO MEET FAA/TSA STANDARDS OR WILDLIFE REQUIREMENTS.

OBSTRUCTION TABLE LEGEND & NOTES

B=BUILDING
 F= FENCE
 HP=HIGH POINT
 P=POLE
 PL=PARKING LOT
 R=ROAD
 S=SIGN
 T=TREE
 TWR=TOWER

- NEGATIVE OBSTRUCTION VALUES INDICATES BELOW IMAGINARY SURFACE.
 - POSITIVE OBSTRUCTION VALUES INDICATES ABOVE IMAGINARY SURFACE.

TERMINAL AREA STRUCTURES - WEST						
BLDG. #	FUNCTION	HEIGHT (FT. AGL)	TOP ELEVATION (FT. MSL)	DISTANCE TO RUNWAY CENTERLINE	PART 77 CLEARANCE	DISPOSITION
EXISTING BUILDINGS AND STRUCTURES						
13	MIDWEST JET CENTER/BUTLER	40.3	518.7	795' (RW 07-25)	-40.8	NO ACTION
14	MIDWEST JET CENTER/BUTLER	40.3	518.7	795' (RW 07-25)	-40.8	NO ACTION
15	LUNKEN AIRPORT TERMINAL	39.3	523.4	495' (RW 07-25)*	-14.0	NO ACTION
16	AIRPORT MAINTENANCE	16.7	499.7	180' (RW 07-25)*	-16.3	NO ACTION
17	AIRPORT SECURITY GUARD STATION	28.3	511.5	143' (RW 07-25)*	6.4	OBSTRUCTION LIGHTING
18	AVIONICS INCORPORATED	28.3	511.5	143' (RW 07-25)*	-18.5	NO ACTION
19	DIAMOND AVIONICS	27.4	511.4	420' (RW 07-25)*	-48.3	NO ACTION
20	E. J. AIRCRAFT LTD.	32.0	516.0	660' (RW 07-25)*	-78.2	NO ACTION
21	EXECUTIVE JET AVIATION / ONFLIGHT OHIO NATIONAL	43.4	528.1	516' (RW 03L-21L)*	-42.4	NO ACTION
22	EXECUTIVE JET MANAGEMENT AIR CHARTER	41.4	528.0	265' (RW 03L-21R)*	-7.3	NO ACTION
23	ZINCINNATI ESTATES/ AERO TEC T-HANGAR	17.4	502.4	256' (RW 03L-21R)*	-20.1	NO ACTION
24	ZINCINNATI ESTATES/ AERO TEC T-HANGAR	17.5	502.5	379' (RW 03L-21R)*	-41.2	NO ACTION
25	MILLION AIR	26.0	514.9	478' (RW 03L-21R)*	-93.6	NO ACTION
26	MILLION AIR	32.1	520.4	1081' (RW 03R-21L)*	-94.2	NO ACTION
27	MILLION AIR	32.1	520.4	1081' (RW 03R-21L)*	-94.2	NO ACTION
28	AIR TOLIN TF LTD.	21.9	509.1	1273' (RW 03R-21L)*	-123.3	NO ACTION
29	AIR TOLIN TF LTD.	12.4	499.6	1155' (RW 03R-21L)*	-113.5	NO ACTION
30	AIR TOLIN TF LTD.	11.9	499.7	1067' (RW 03R-21L)*	-99.9	NO ACTION
31	SOUTHLINE CITY FFI MANAGEMENT	17.3	504.6	987' (RW 03R-21L)*	-84.8	NO ACTION
32	SOUTHLINE CITY FFI MANAGEMENT	16.9	504.3	899' (RW 03R-21L)*	-73.2	NO ACTION
33	SOUTHLINE CITY FFI MANAGEMENT	19.8	507.3	778' (RW 03R-21L)*	-52.5	NO ACTION
34	SOUTHLINE CITY FFI MANAGEMENT	17.2	504.8	726' (RW 03R-21L)*	-47.2	NO ACTION
35	FRANKLIN AVIATION	25.3	516.3	814' (RW 03R-21L)*	-63.6	NO ACTION
36	SIGNATURE ENGINES	26.4	516.7	885' (RW 03R-21L)*	-73.4	NO ACTION
37	AIRPORT MAINTENANCE	14.9	506.7	925' (RW 03R-21L)*	-86.9	NO ACTION
38	AIR TOLIN TF LTD.	16.6	504.8	1061' (RW 03R-21L)*	-94.3	NO ACTION

* = RUNWAY CENTERLINE EXTENDED

TERMINAL SITE PLAN
TERMINAL AREA PLAN - WEST
CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD
CINCINNATI, OHIO

PROJECT No: _____
 DATE: 09-06-24
 AIP No: _____
 HORIZ. SCALE: 1" = 100'
 VERT. SCALE: N/A
 SHEET NO. _____

CERTIFIED BY: _____ DESIGN ENGINEER DATE: _____
 DESIGNED BY: GCF DRAWN BY: GCF
 CHECKED BY: M.M.M. APPROVED BY: GAS

333 North Alabama Street
 Suite 200
 Indianapolis, IN 46204
 317.299.7500
 FAX: 317.291.5605

WOOLPERT

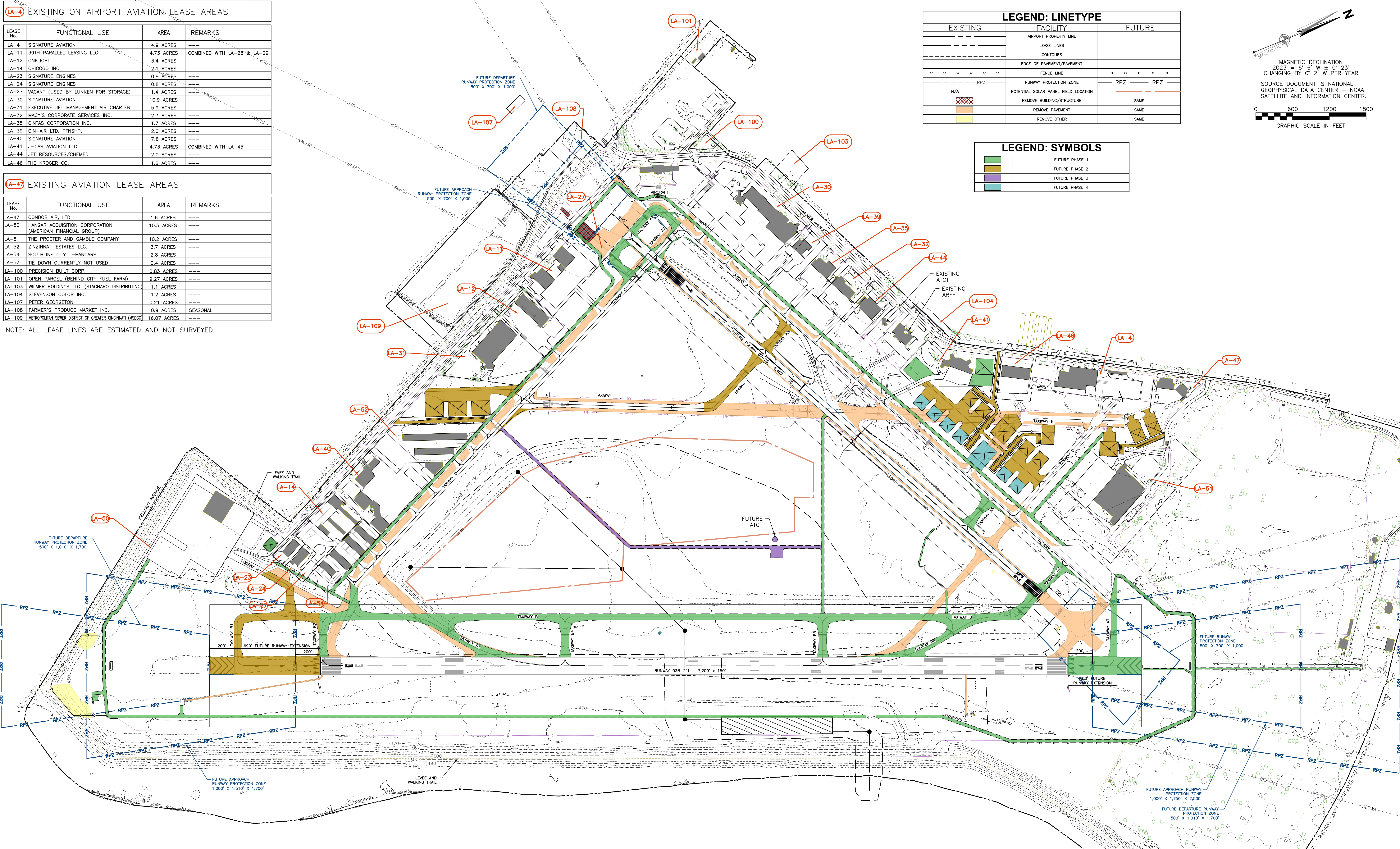
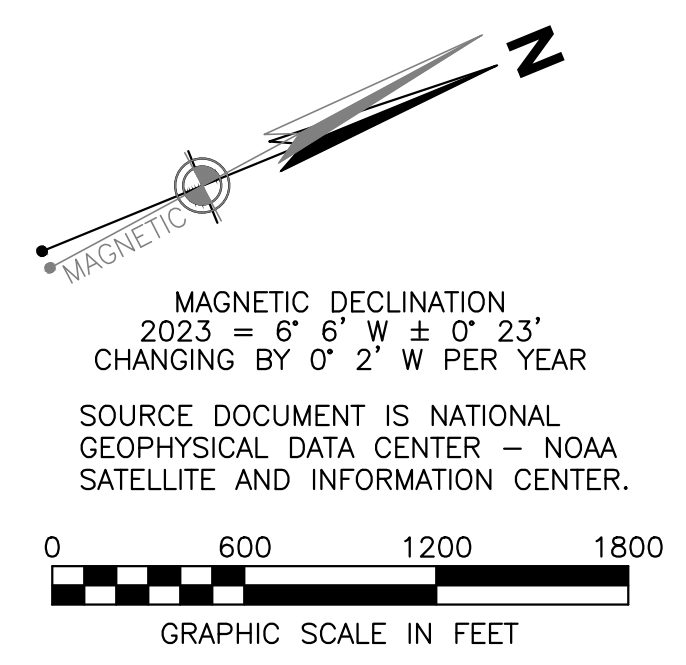
EXISTING ON AIRPORT AVIATION LEASE AREAS			
LEASE No.	FUNCTIONAL USE	AREA	REMARKS
LA-4	SIGNATURE AVIATION	4.9 ACRES	---
LA-11	39TH PARALLEL LEASING LLC.	4.73 ACRES	COMBINED WITH LA-28 & LA-29
LA-12	ONFLIGHT	3.4 ACRES	---
LA-14	CHICAGO INC.	2.1 ACRES	---
LA-23	SIGNATURE ENGINES	0.8 ACRES	---
LA-24	SIGNATURE ENGINES	0.8 ACRES	---
LA-27	VACANT (USED BY LUNKEN FOR STORAGE)	1.4 ACRES	---
LA-30	SIGNATURE AVIATION	10.9 ACRES	---
LA-31	EXECUTIVE JET MANAGEMENT AIR CHARTER	5.9 ACRES	---
LA-32	MACY'S CORPORATE SERVICES INC.	2.3 ACRES	---
LA-35	CINTAS CORPORATION INC.	1.7 ACRES	---
LA-39	CIN-AIR LTD. PTNSHP.	2.0 ACRES	---
LA-40	SIGNATURE AVIATION	7.6 ACRES	---
LA-41	J-GAS AVIATION LLC.	4.73 ACRES	COMBINED WITH LA-45
LA-44	JET RESOURCES/CHEMED	2.0 ACRES	---
LA-46	THE KROGER CO.	1.6 ACRES	---

EXISTING AVIATION LEASE AREAS			
LEASE No.	FUNCTIONAL USE	AREA	REMARKS
LA-47	CONDOR AIR, LTD.	1.6 ACRES	---
LA-50	HANGAR ACQUISITION CORPORATION (AMERICAN FINANCIAL GROUP)	10.5 ACRES	---
LA-51	THE PROCTER AND GAMBLE COMPANY	10.2 ACRES	---
LA-52	ZINZINATI ESTATES LLC.	3.7 ACRES	---
LA-54	SOUTHLINE CITY T-HANGARS	2.8 ACRES	---
LA-57	TIE DOWN CURRENTLY NOT USED	0.4 ACRES	---
LA-100	PRECISION BUILT CORP.	0.83 ACRES	---
LA-101	OPEN PARCEL (BEHIND CITY FUEL FARM)	9.27 ACRES	---
LA-103	WILMER HOLDINGS LLC (STAGNARO DISTRIBUTING)	1.1 ACRES	---
LA-104	STEVENSON COLOR INC.	1.2 ACRES	---
LA-107	PETER GEORGETON	0.21 ACRES	---
LA-108	FARMER'S PRODUCE MARKET INC.	0.9 ACRES	SEASONAL
LA-109	METROPOLITAN SEWER DISTRICT OF GREATER CINCINNATI (MSD)	16.07 ACRES	---

NOTE: ALL LEASE LINES ARE ESTIMATED AND NOT SURVEYED.

LEGEND: LINETYPE		
EXISTING	FACILITY	FUTURE
---	AIRPORT PROPERTY LINE	---
---	LEASE LINES	---
---	CONTOURS	---
---	EDGE OF PAVEMENT/PAVEMENT	---
---	FENCE LINE	---
---	RUNWAY PROTECTION ZONE	RPZ RPZ
---	POTENTIAL SOLAR PANEL FIELD LOCATION	---
---	REMOVE BUILDING/STRUCTURE	SAME
---	REMOVE PAVEMENT	SAME
---	REMOVE OTHER	SAME

LEGEND: SYMBOLS	
■	FUTURE PHASE 1
■	FUTURE PHASE 2
■	FUTURE PHASE 3
■	FUTURE PHASE 4



CERTIFIED BY:	DESIGN ENGINEER	DATE
DESIGNED BY:	GCF	DRAWN BY: GCF
CHECKED BY:	MJM	APPROVED BY: GAS

333 North Alabama Street
 Suite 200
 Indianapolis, IN 46204
 317.299.7500
 FAX: 317.291.5605

WOOLPERT

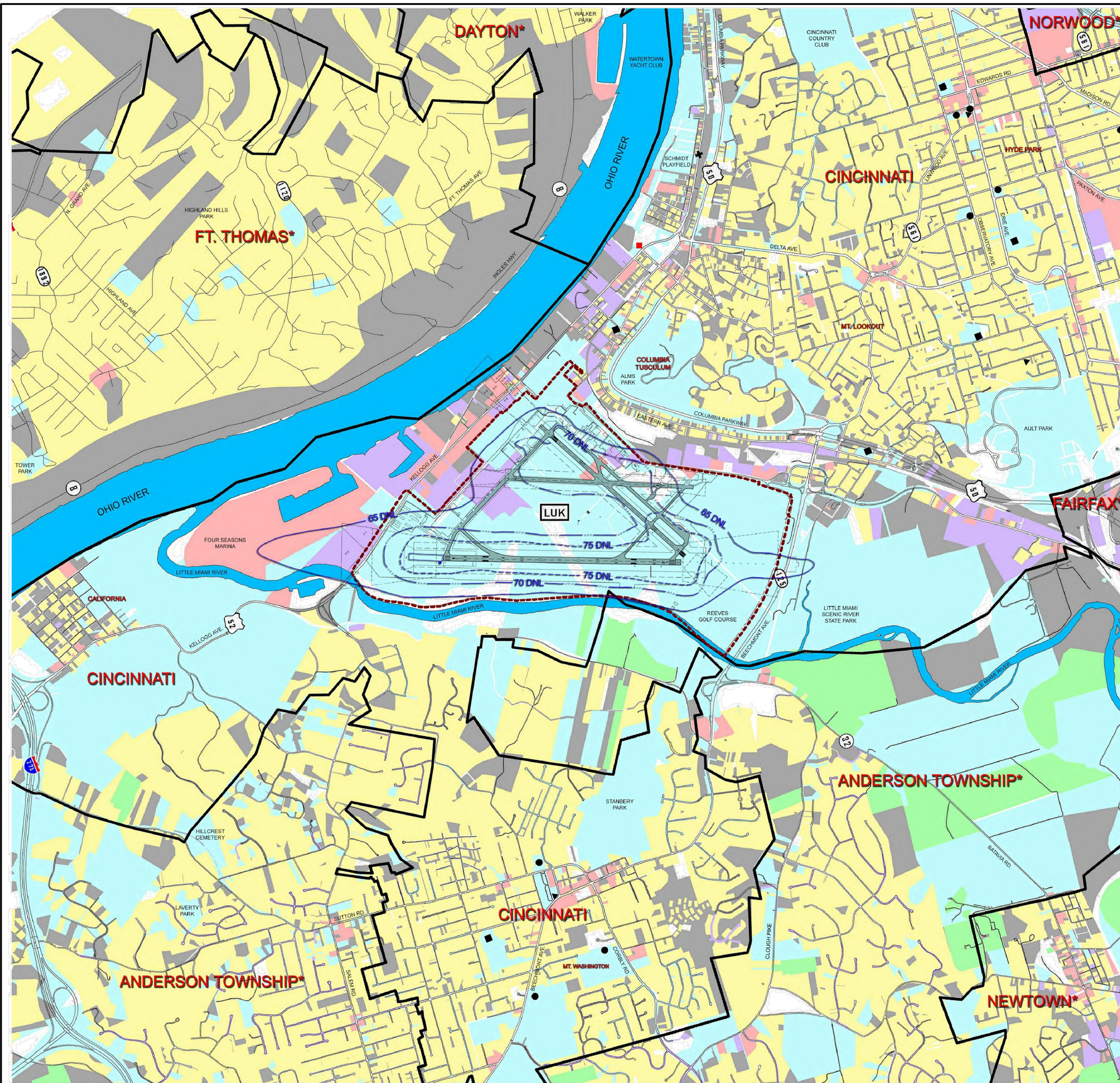
REVISION	DATE
1. DRAWING ELEMENTS CARRIED OVER FROM PB ALP MARCH 2007	
2. UPDATED FUTURE CONDITION. ALL OTHER	

TERMINAL SITE PLAN
ON AIRPORT LAND USE MAP
 CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD
 CINCINNATI, OHIO

PROJECT No:
 DATE: 09-06-24
 AIP No:
 HORIZ. SCALE: 1" = 600'
 VERT. SCALE: N/A

Layout Tab Name: ON AIRPORT LAND USE MAP; Images: Base Update-APRON.jpg; Base Update-North.jpg; LUK airport only.tif; Xrefs: 74488-ibk.dwg; 74488-P-ARSPACE.dwg; 74488-P.dwg; LUK-X.dwg; LUK LEASE LINES.dwg; Last Saved By: teigen, 9/3/2024 12:22:35 PM; W:\S\win\DE\indy\clients\Cincinnati Municipal Airport-Lunken Field OH LUK\074488 LUK ALP Update\Cadd\Cad\74488 SH21 On Air Land Use.dwg Plotted By: teigen, Amy Plotted: September 6, 2024, 1:43:41 PM

Layout Tab Name: OFF AIRPORT LAND USE MAP Images: 74488 bhk.dwg
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LEGEND

- Roads
- Municipal Boundaries
- Airport Boundary
- River
- LUK Lunken Airport

COMMUNITY FACILITIES

- Church
- School (Under Construction)
- Daycare
- Library

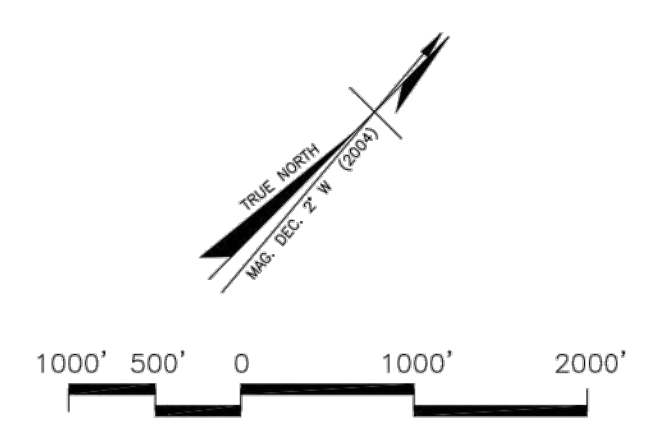
LAND USE

- Agriculture
- Commercial
- Industrial
- Park/Rec/Institutional
- Residential
- Unclassified
- Undeveloped

65 DNL (DESIGN YR 2022)
 70 DNL (DESIGN YR 2022)
 75 DNL (DESIGN YR 2022)

NOTE: The base information depicted from Cincinnati Area Geographic Information System (CAGIS) was provided by the City of Cincinnati.

No community facilities information available for these areas.



REVISIONS	
DATE	BY

Off-Airport Land Use Plan

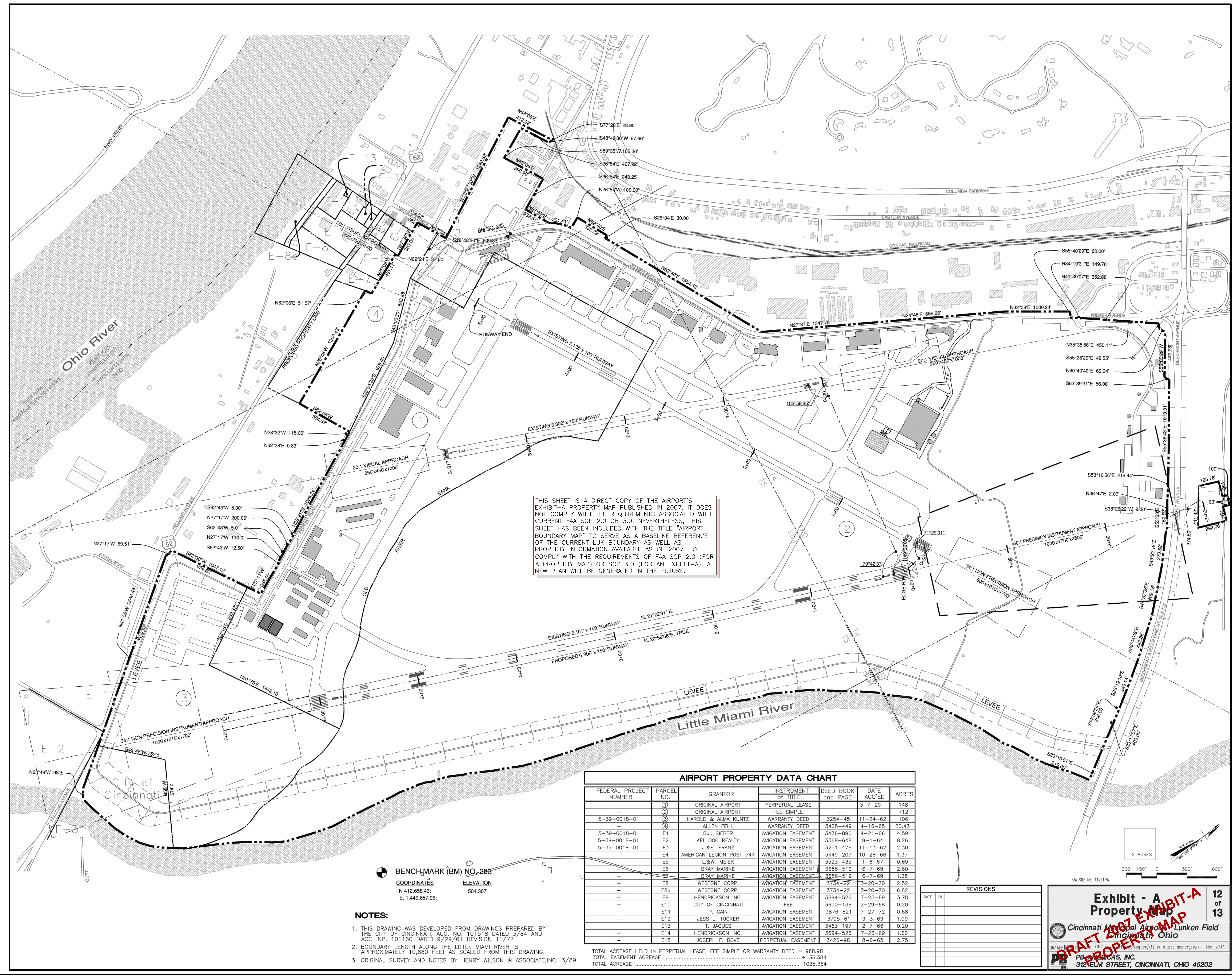
Cincinnati Municipal Airport - Lunken Field
 Cincinnati, Ohio

DATE: AUGUST, 2024

PROJECT No:	DESIGN ENGINEER	DATE
	DESIGNED BY: GCF	DRAWN BY: GCF
DATE: 09-06-24	CHECKED BY: M.M.	APPROVED BY: GAS
AIP No:		
HORIZ. SCALE: N.T.S.		
VERT. SCALE: N/A		
SHEET No.		
22		

TERMINAL SITE PLAN
 OFF AIRPORT LAND USE MAP
 CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD
 CINCINNATI, OHIO

Layout Tab Name: PROPERTY MAP Images: Xrefs: 74488 ibk.dwg
 Last Saved By: teigen, 9/3/2024 1:24:11 PM
 W:\S\m\DE\indy\Cincinnati Municipal Airport-Lunken Field OH LUK\074488 LUK A/LP Update\Cadd\Cad\74488 SH23 Property Map.dwg Plotted By: teigen, Amy Plotted: September 6, 2024, 1:42:03 PM



THIS SHEET IS A DIRECT COPY OF THE AIRPORT'S EXHIBIT-A PROPERTY MAP PUBLISHED IN 2007. IT DOES NOT COMPLY WITH THE REQUIREMENTS ASSOCIATED WITH CURRENT FAA SOP 2.0 OR 3.0. NEVERTHELESS, THIS SHEET HAS BEEN INCLUDED WITH THE TITLE "AIRPORT BOUNDARY MAP" TO SERVE AS A BASELINE REFERENCE OF THE CURRENT LUK BOUNDARY AS WELL AS PROPERTY INFORMATION AVAILABLE AS OF 2007. TO COMPLY WITH THE REQUIREMENTS OF FAA SOP 2.0 (FOR A PROPERTY MAP) OR SOP 3.0 (FOR AN EXHIBIT-A), A NEW PLAN WILL BE GENERATED IN THE FUTURE.

FEDERAL PROJECT NUMBER	PARCEL NO.	GRANTOR	INSTRUMENT NO. of TITLE	DEED BOOK and PAGE	DATE ACQ'ED	ACRES
-	①	ORIGINAL AIRPORT	PERPETUAL LEASE	-	3-7-29	148
-	②	ORIGINAL AIRPORT	FEE SIMPLE	-	-	712
5-39-0018-01	③	HAROLD & ALMA KUNTZ	WARRANTY DEED	3254-45	11-24-62	106
-	④	ALLEN FEHL	WARRANTY DEED	3408-449	4-16-65	20.43
5-39-0018-01	E1	R.J. SIEBER	AVIGATION EASEMENT	3476-896	4-21-66	4.59
5-39-0018-01	E2	KELLOGG REALTY	AVIGATION EASEMENT	3368-648	9-1-64	8.26
5-39-0018-01	E3	J.&E. FRANZ	AVIGATION EASEMENT	3251-476	11-13-62	2.30
5-39-0018-01	E4	AMERICAN LEGION POST 744	AVIGATION EASEMENT	3449-207	10-28-66	1.37
5-39-0018-01	E5	L.&W. MEIER	AVIGATION EASEMENT	3523-435	1-6-67	0.69
-	E6	BRAY MARINE	AVIGATION EASEMENT	3686-519	6-7-69	2.60
-	E7	BRAY MARINE	AVIGATION EASEMENT	3686-519	6-7-69	1.38
-	E8	WESTONE CORP.	AVIGATION EASEMENT	3734-22	3-20-70	2.52
-	E8a	WESTONE CORP.	AVIGATION EASEMENT	3734-22	3-20-70	6.82
-	E9	HENDRICKSON INC.	AVIGATION EASEMENT	3694-526	7-23-69	3.78
-	E10	CITY OF CINCINNATI	FEE	3600-138	2-29-68	0.20
-	E11	P. CAIN	AVIGATION EASEMENT	3876-821	7-27-72	0.68
-	E12	JESS L. TUCKER	AVIGATION EASEMENT	3705-61	9-3-69	1.00
-	E13	T. JACQUES	AVIGATION EASEMENT	3463-197	2-7-66	0.20
-	E14	HENDRICKSON INC.	AVIGATION EASEMENT	3694-526	7-23-69	1.60
-	E15	JOSEPH F. BOVE	PERPETUAL LEASE	3426-98	8-6-65	2.75

TOTAL ACRES HELD IN PERPETUAL LEASE, FEE SIMPLE OR WARRANTY DEED = 988.98
 TOTAL EASEMENT ACRES + 36.384
 TOTAL ACRES 1025.364

BENCH-MARK (BM) NO. 283
 COORDINATES ELEVATION
 N 412,658.43; 504.307
 E. 1,448,657.96;

- NOTES:**
- THIS DRAWING WAS DEVELOPED FROM DRAWINGS PREPARED BY THE CITY OF CINCINNATI, ACC. NO. 101518 DATED 3/84 AND ACC. NO. 101160 DATED 9/29/61 REVISION 11/72
 - BOUNDARY LENGTH ALONG THE LITTLE MIAMI RIVER IS APPROXIMATELY 10,680 FEET AS SCALED FROM THIS DRAWING.
 - ORIGINAL SURVEY AND NOTES BY HENRY WILSON & ASSOCIATE, INC. 3/89

REVISIONS	
DATE	BY

FAA SITE NO: 11731-A

Exhibit - A
Property Map

12 of 13

Cincinnati Municipal Airport - Lunken Field
 Cincinnati, Ohio

PEPPAS, INC.
 312 ELM STREET, CINCINNATI, OHIO 45202

PROJECT No:	DATE:	DESIGNED BY:	DESIGN ENGINEER:	DATE:	CHECKED BY:	APPROVED BY:
09-06-24		GCF			M.M	GAS
		GCF			M.M	GAS
		GCF			M.M	GAS

CINCINNATI MUNICIPAL AIRPORT - LUNKEN FIELD
 CINCINNATI, OHIO

23