Appendix G Airport Layout Plan

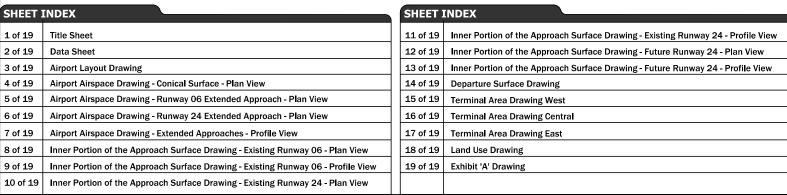
July 2016 Page G-1

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Page G-2 July 2016

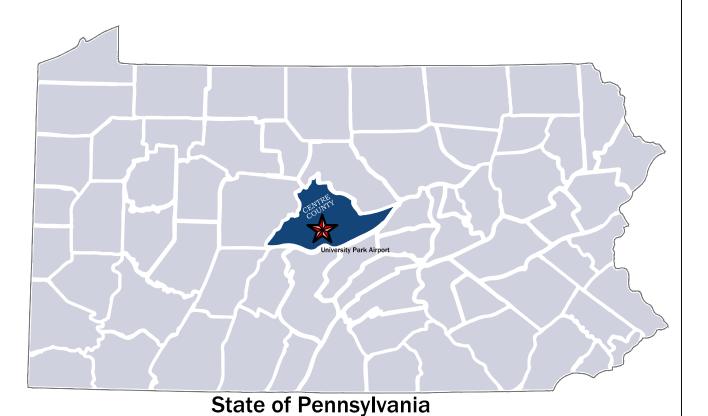


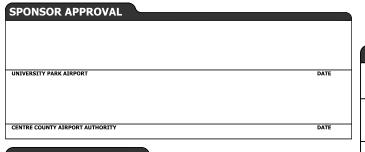
Airport Layout Set - April 2016
AIP # 3-42-0096-053-2012











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University Park Airport State College, Pennsylvania

TITLE SHEET



LANSING 2605 Port Lansing Road Lansing, Michigan 48906 517.321.8334 APR 2016

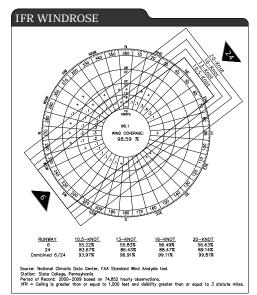
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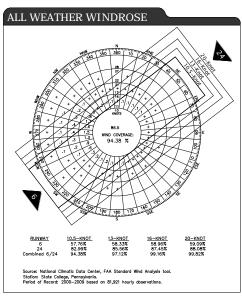
SHEET NO.
1 of 19

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AIRPORT DATA	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	1,231.2'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT.40°51'0.04"N LON.77°50'51.30"W	LAT.40°51'04.53"N LON.77°50'43.53"W
COUNTY	CENTRE	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	85°	SAME
COMBINED WIND COVERAGE (10.5kt,13kt,16kt,20kt)	94.38%/97.12%/99.16%/99.82%	SAME
MAGNETIC VARIATION (DATE)*	0°22'W (JAN 2015)	SAME
AIRPORT REFERENCE CODE	C-III	D-IV
PENNSYLVANIA STATEWIDE AIRPORT SYSTEM ROLE	ADVANCED	SAME
CRITICAL AIRCRAFT	BOEING 737-900	BOEING 757-300
NPIAS SERVICE LEVEL	COMMERCIAL/PRIMARY	SAME
TAXIWAY LIGHTING	MITL	SAME
TAXIWAY MARKING	YES	SAME
AIRPORT & TERMINAL NAVAIDS	ROT BEACON, REILS, PAPI-4, AWOS, MALSR, SEG. CIRCLE, ILS, GPS, WINDCONE	SAME
* - SOURCE: WORLD MAGNETIC MODEL (WMM)		

BUI	LDING LEGEND				
NO.	DESCRIPTION	TOP ELEVATION	NO.	DESCRIPTION	TOP ELEVATION
1	FEDEX (AIR CARGO FACILITIES)	1259.1'	A	FUTURE CORPORATE FACILITIES	
2	AIR CARRIER TERMINAL	1278.6'	В	FUTURE T-HANGARS	
3	AIR TRAFFIC CONTROL TOWER	1320.5'	С	FUTURE FUEL FACILITY	
4	AIRCRAFT RESCUE & FIRE FIGHTING	1261.1'	D	FUTURE GA EXPANSION	
5	ELECTRICAL VAULT	1244.3'	E	FUTURE AIR CARGO FACILITY	
6	SNOW REMOVAL EQUIPMENT BUILDING	1262.0'	F	FUTURE TERMINAL	
7	PSU LINE SERVICE	1255.9'	G	FUTURE CONCOURSE	
8	GENERAL AVIATION TERMINAL	1264.3'	Н	FUTURE COMMERCIAL FACILITIES	
9	PSU HANGAR	1272.4'	J	FUTURE ARFF/SRE FACILITIES	
10	SHANER HANGAR	1257.4'			
11	PSU HANGAR	1252.0'			
12	PSU HANGAR	1248.2'			
13	FUEL FARM	1229.3'			
14	DEICING EQUIPMENT STORAGE BLDG.	1247.1'			
15	HANGAR "M"	1204.0'			
16	HANGAR "N"	1203.2'			
17	HANGAR "O"	1202.1'			
18	HANGAR "P"	1201.8'			
19	HANGAR "Q"	1200.8'			
20	SELF SERVE FUEL FACILITY	1194.9'			





RUNWAY DATA	RUNWAY 6/24				
		TING		TURE	
APPROACH VISIBILITY TYPE		ECISION		ON/SAME	
PZ DIMENSIONS	1000'X1700'X1510'	/1000'X2500'X1750'		X1750'/SAME	
AR PART 77 APPROACH SLOPE		/50:1	50:1/SAME		
PPROACH VISIBILITY MINIMUMS	3/4-MILE	/1/2-MILE		LE/SAME	
EPARTURE SURFACE	YES	/ YES	NO CHANGE		
UNWAY WIDTH X LENGTH	150' X	6,701'	150')	(8,201	
UNWAY SHOULDER WIDTH	NO.	ONE	2	25'	
UNWAY PAVEMENT TYPE	ASPHALT	GROOVED)	SA	AME	
AXIWAY PAVEMENT TYPE	ASP	HALT	SA	AME	
AVEMENT STRENGTH* (IN 1000 LBS.)	SW 50,	DW110	SA	AME	
UNWAY LIGHTING	H	RL	S.F	AME	
UNWAY MARKING	PREC	ISION	S/	AME	
FFECTIVE RUNWAY GRADIENT %	0.	58	0	.57	
UNWAY 06 WIND COVERAGE	57.76%/58.33%			AME	
UNWAY 24 WIND COVERAGE		/87.45% /88.08%		AME	
UNWAY LINE-OF-SIGHT VIOLATION		ES .		AME	
HRESHOLD SITING SURFACE PENETRATIONS	1		ITERIA MET		
ISUAL APPROACH AIDS (OWNED BY AIRPORT)	WINDCOME DELIC DAD	I-4/WINDCONE.PAPI-4		Z/SAME	
ISUAL APPROACH AIDS (OWNED BY FAA)		MALSR		R/SAME	
		(GPS)			
NSTRUMENT APPROACH AIDS (OWNED BY AIRPORT) NSTRUMENT APPROACH AIDS (OWNED BY FAA)		(GPS) LOC, VOR	SAME SAME		
YPE OF AERONAUTICAL SURVEY		LY GUIDED	SAME D-IV		
IRPORT REFERENCE CODE		III		D-1V PRECISION/SAME	
PPROACH CATEGORY		ON/PRECISION			
UNWAY DESIGN CODE			- 2400		
RUNWAY END COORDINATES	LAT.40°50'40.01"N			T.40°51'29.05"N I.77°50'01.07"W	
RUNWAY END ELEVATION	1231.2'/	1191.7'	SAME	SAME/1184.0'	
UNWAY HIGH/LOW POINT ELEVATION	1231.2'/1191.7'		SAME/1184.0'		
OUCHDOWN ZONE ELEVATION (TDZE)	1231.2'/	1217.6'	SAME/	1202.3'*	
ESIGN AIRCRAFT	AAC CATEGORY C	ADG CATEGORY III	AAC CATEGORY D	ADG CATEGORY I	
EXAMPLE	CRJ-200	DASH 8-100	GULFSTREAM G400	757-300	
APPROACH SPEED	140.8 KNOTS	100 KNOTS	150.8 KNOTS	143 KNOTS	
WINGSPAN	69.5'	85'	77'10"	125'	
MAXIMUM TAKE-OFF WEIGHT	53,000 LBS	34,502 LBS	73,200 LBS	270,000 LBS	
UNDER-CARRIAGE WIDTH	12'	27'	13'8"	28.2'	
UNWAY SAFETY AREA (RSA) WIDTH		00'	SI	AME	
SA LENGTH BEYOND STOP END		/1.000'		AME	
UNWAY OBJECT FREE AREA (OFA) WIDTH		00'		AME	
FA LENGTH BEYOND STOP END		/1,000'		AME	
BSTACLE FREE ZONE (OFZ) WIDTH		00'		AME	
FZ LENGTH BEYOND STOP END		90,		AME	
BSTACLE FREE ZONE	2		JECT PENETRATIONS	AME	
				AME	
UNWAY CENTERLINE TO HOLD LINE		50'			
UNWAY & TO PARALLEL TAXIWAY &		00'		AME	
AXIWAY/TAXILANE WIDTH		5'/F-50'+/G-95'/H-37'/J-95'		AME	
AXIWAY OBJECT FREE AREA WIDTH		86'		59'	
AXIWAY SAFETY AREA WIDTH		18'		71'	
AXIWAY & TAXIWAY SEPARATION		Г/W'B') 220'		AME	
AXIWAY & TAXILANE LIGHTING		ITL		AME	
AKE-OFF DISTANCE AVAILABLE (TODA)		/6,701'		'/8,201'	
AKE-OFF RUN AVAILABLE (TORA)	6,701	/6,701'	8,201	'/8,201'	
CCELERATE-STOP DISTANCE AVAILABLE (ASDA)	6,701	/6,701'	8,201	'/8,201'	
ANDING DISTANCE AVAILABLE (LDA)	6,701	/6,701'	8,201	'/8,201'	
- ESTIMATED USING AUTOCAD CIVIL 3D, V2013.	•		•		

MO	ODIFICATION OF STANDARDS	
NO.	DESCRIPTION	APPROVAL DATE
1	LINE-OF-SIGHT RUNWAY 6-24, 6 FEET HEIGHT INSTEAD OF 5 FEET FOR 1/2 RUNWAY	1/26/95
2	RUNWAY TAXIWAY GRADING	11/3/97
3	RWY 6-24 GROOVING WIDTH OF 80 FEET IN A 150 FEET RUNWAY	10/16/00

DECLARED DISTANCES		
ITEM	EXISTING	FUTURE
TAKE-OFF RUN AVAILABLE (TORA)	6,701'/6,701'	8,201'/8,201'
TAKE-OFF DISTANCE AVAILABLE (TODA)	6,701'/6,701'	8,201'/8,201'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	6,701'/6,701'	8,201'/8,201'
LANDING DISTANCE AVAILABLE (LDA)	6,701'/6,701'	8,201'/8,201'

MONUMEN	NTS			
NO	DESIGNATION	PID NUMBER	LATITUDE	LONGITUDE
1 (PRIMARY)	UNV D	AA5439	N 40°51'05.499"	W 77°50'53.459"
2 (SECONDARY)	UNV E	AH7846	N 40°51'00.011"	W 77°51'11.798"
-				

EVISIONS		
ITEM	BY	DATE

University Park Airport State College, Pennsylvania

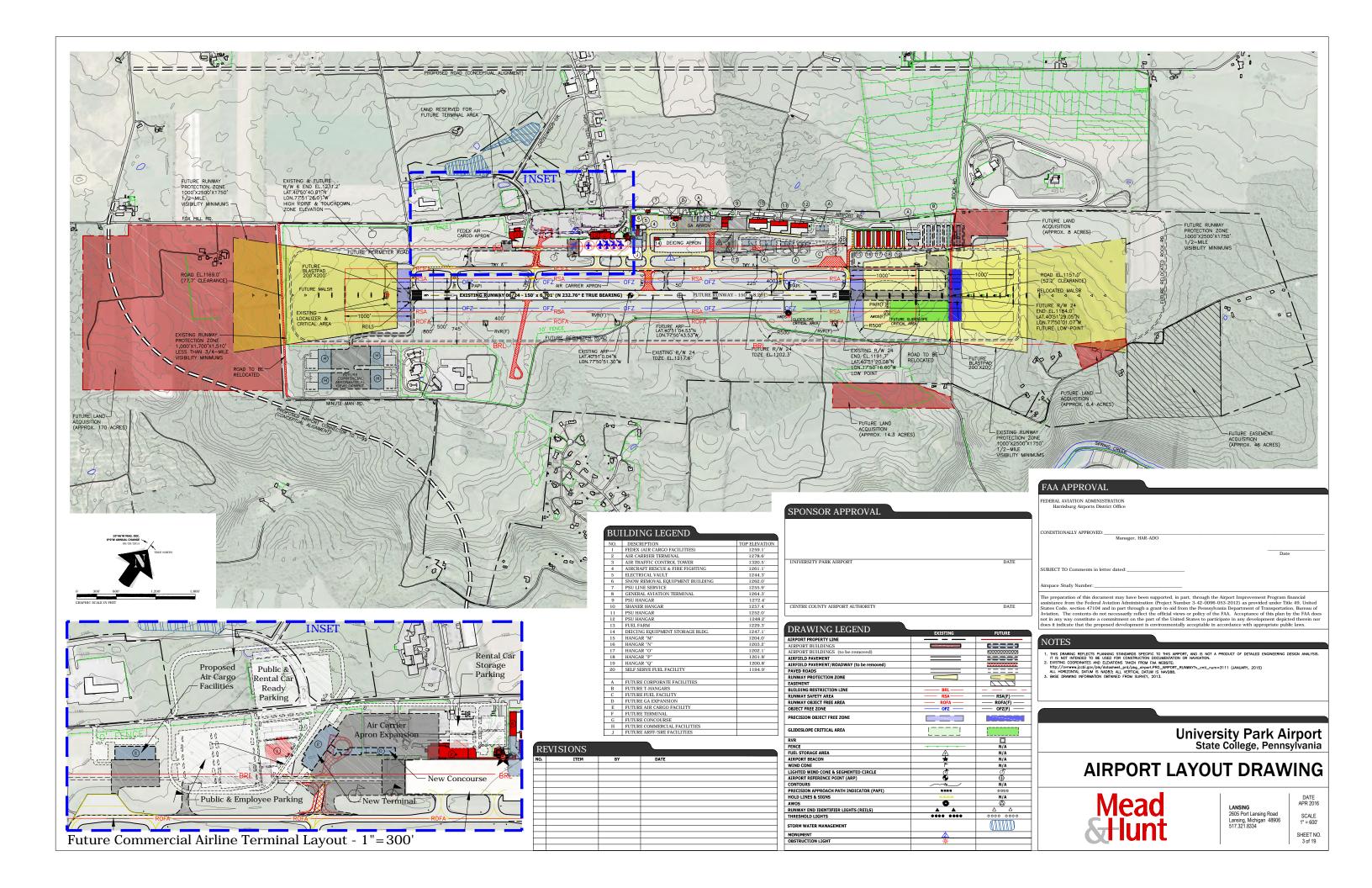
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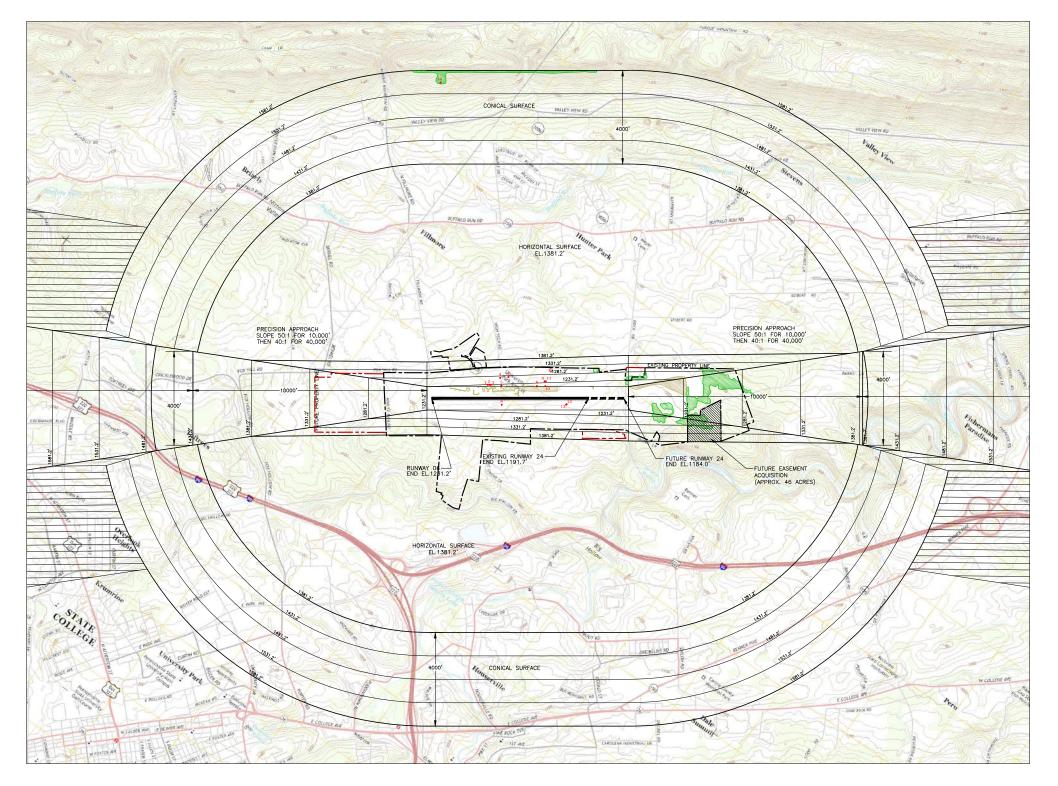
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SHEET NO. 2 of 19

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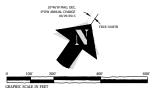


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CONICAL SURFACE Plan View 1" = 2,000'





OF	BSTR	UCTIONS					
No.	NAI	ИЕ	ELEVATION	PENETRATION	ALLOWABLE HT.	SURFACE	DISPOSITION
1	SEC	MENTED CIRCLE	1239.2	2	1237.2	6/24 TRANSITIONAL	LIGHTED
2	WII	NDSOCK	1263.4	26	1237.4	6/24 TRANSITIONAL	LIGHTED
3	SEC	SMENTED CIRCLE	1238.7	2	1236.7	6/24 TRANSITIONAL	LIGHTED
4	TER	RMINAL LT_POLE	1278.0	0	1278.0	6/24 TRANSITIONAL	N/A
5	DR	AINAGE VALVE	1231.7	2	1229.7	6/24 TRANSITIONAL	TO REMAIN
6	TRE	Έ	1230.2	6	1224.2	6/24 PRIMARY	REMOVE
7	ATO	T	1321.5	41	1280.5	6/24 TRANSITIONAL	LIGHTED
8	ELE	C. MANHOLE STRUCTURE	1215.6	4	1211.6	6/24 TRANSITIONAL	TO REMAIN
9	FUE	L FARM LT POLE	1238.2	1	1237.2	6/24 TRANSITIONAL	TO REMAIN
10	ELE	CTRICAL METER	1213.1	6	1207.1	6/24 TRANSITIONAL	TO REMAIN
11	FUE	L FARM LT POLE	1237.5	1	1236.5	6/24 TRANSITIONAL	TO REMAIN
12	GLI	DESLOPE ANTENNA	1232.8	35	1197.8	6/24 PRIMARY	LIGHTED
13	AW	OS ANTENNA	1224.6	27	1197.6	6/24 PRIMARY	LIGHTED
14	MUI	TIPLE TREES	1561.3	6.4	1554.9	CONICAL	TO REMAIN
		TERRAIN PENETRATION	VARIES	VARIES	VARIES	VARIES	N/A
-		TREE TOP AREA	VARIES	VARIES	VARIES	VARIES	REMOVE

RE	EVISIONS		
NO.	ITEM	BY	DATE

NOTES

- 1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS.

 IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAMOATION.

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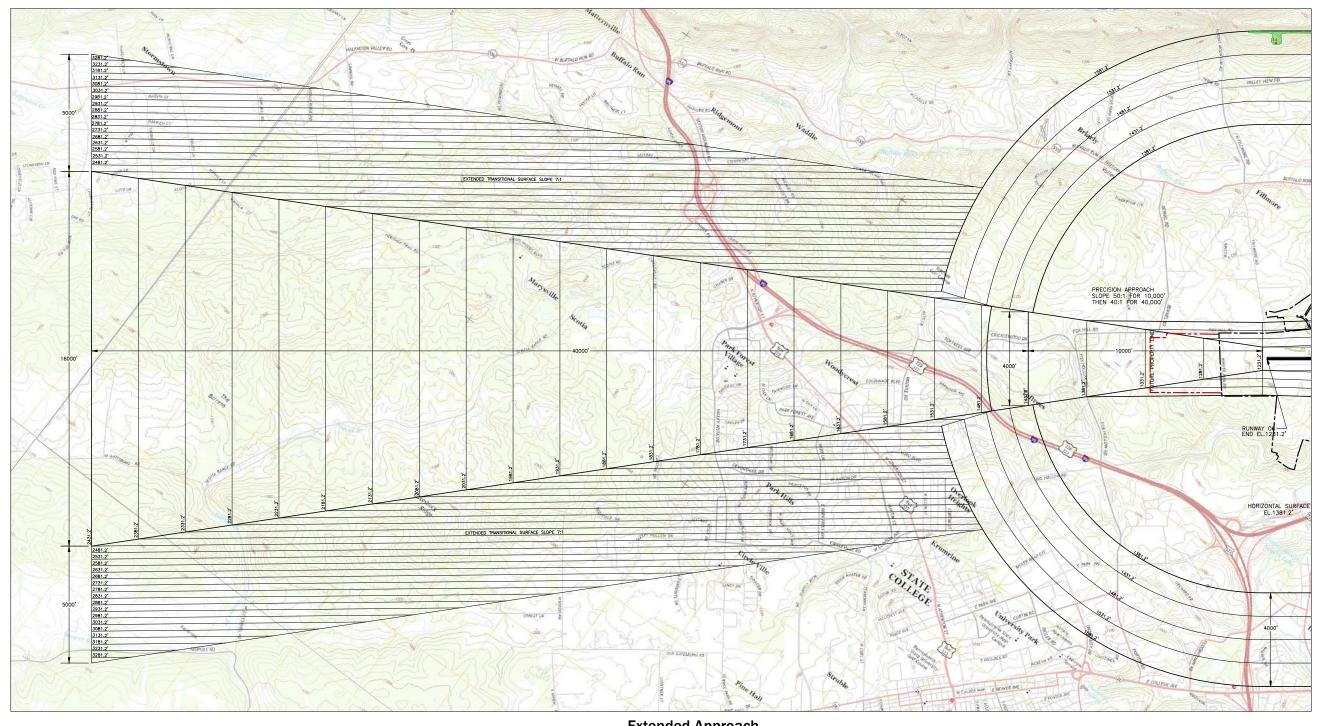
University Park Airport State College, Pennsylvania

AIRPORT AIRSPACE DRAWING CONICAL SURFACE - PLAN VIEW



DATE APR 2016 SCALE 1" = 2000'

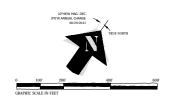
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Extended Approach Runway 06 - Plan View

OBSTRUCTIONS DISPOSITION TO REMAIN ELEVATION PENETRATION ALLOWABLE HT. 1554.9 CONICAL TERRAIN PENETRATION VARIES VARIES VARIES VARIES TREE TOP AREA PENETRATION REMOVE VARIES VARIES VARIES

DRAWING LEGEND		
DIAWING LEGEND	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
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NO.	ITEM	BY	DATE

- 1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETALLE DEGINEERING DESIGN AMALYSIS.

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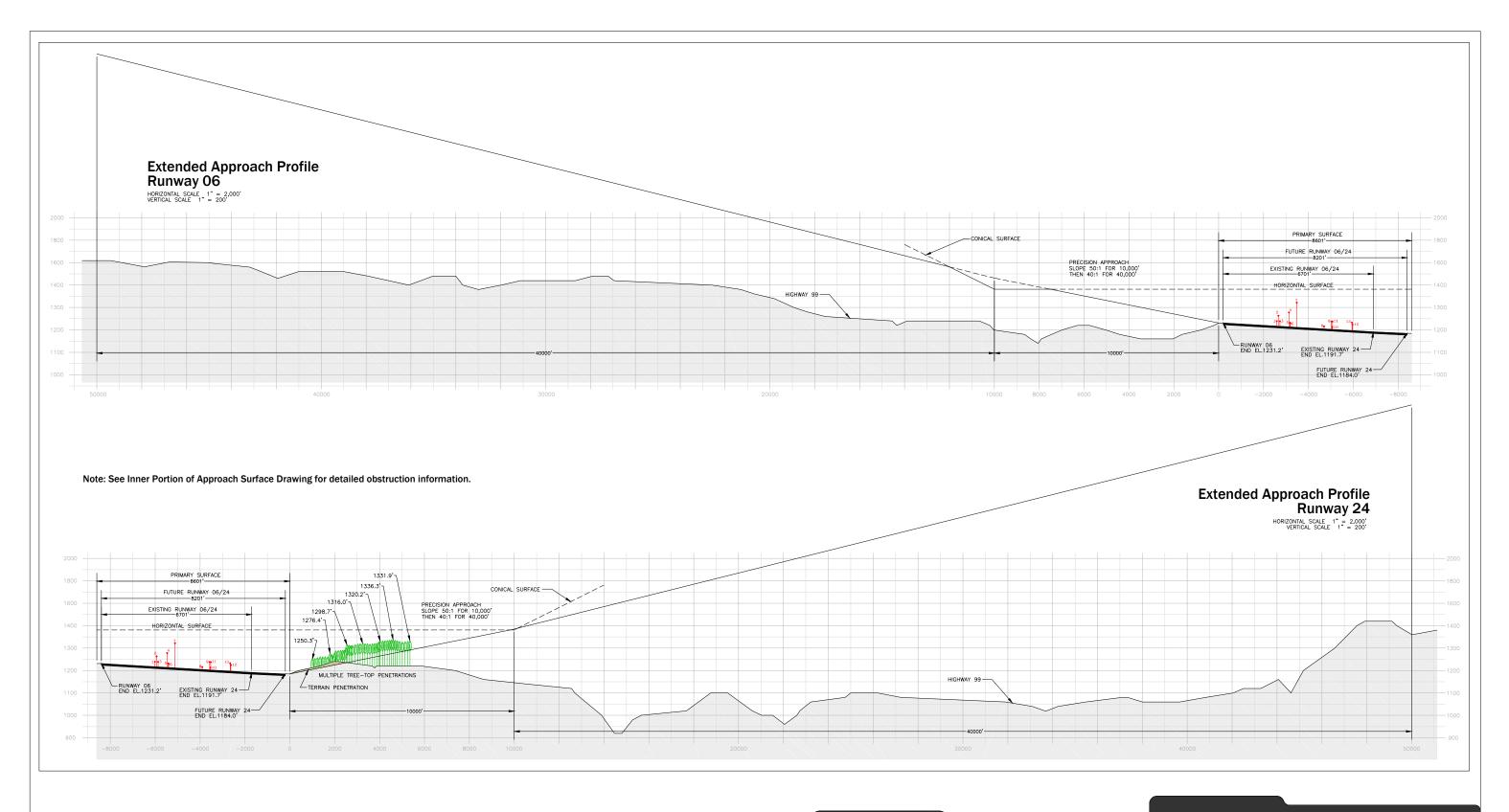
AIRPORT AIRSPACE DRAWING R/W 06 EXTENDED APPROACH - PLAN VIEW



LANSING 2605 Port Lansing Road Lansing, Michigan 48906 517.321.8334

DATE APR 2016 SCALE 1" = 2000'

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No.	NAME	ELEVATION	PENETRATION	ALLOWABLE HT.	SURFACE	DISPOSITION
1	SEGMENTED CIRCLE	1239.2	2	1237.2	6/24 TRANSITIONAL	LIGHTED
2	WINDSOCK	1263.4	26	1237.4	6/24 TRANSITIONAL	LIGHTED
3	SEGMENTED CIRCLE	1238.7	2	1236.7	6/24 TRANSITIONAL	LIGHTED
4	TERMINAL LT_POLE	1278.0	0	1278.0	6/24 TRANSITIONAL	N/A
5	DRAINAGE VALVE	1231.7	2	1229.7	6/24 TRANSITIONAL	TO REMAIN
6	TREE	1230.2	6	1224.2	6/24 PRIMARY	REMOVE
7	ATCT	1321.5	41	1280.5	6/24 TRANSITIONAL	LIGHTED
8	ELEC. MANHOLE STRUCTURE	1215.6	4	1211.6	6/24 TRANSITIONAL	TO REMAIN
9	FUEL FARM LT_POLE	1238.2	1	1237.2	6/24 TRANSITIONAL	TO REMAIN
10	ELECTRICAL METER	1213.1	6	1207.1	6/24 TRANSITIONAL	TO REMAIN
11	FUEL FARM LT POLE	1237.5	1	1236.5	6/24 TRANSITIONAL	TO REMAIN
12	GLIDESLOPE ANTENNA	1232.8	35	1197.8	6/24 PRIMARY	LIGHTED
13	AWOS ANTENNA	1224.6	27	1197.6	6/24 PRIMARY	LIGHTED
\neg						

OBSTRUCTIONS

-		OBSTRUCTIONS						
-	N	NO. OB:	DECT DESCRIPTION	TOP ELEVATION	PENETRATION	ALLOWABLE HT.	SURFACE PENETRATED	PROPOSED DISPOSITION
-	-		TERRAIN PENETRATION	VARIES	VARIES	VARIES	VARIES	REMOVE BELOW THRESHOLD SITING SURFACE, LIGHT PART 77 PENETRATIONS
	(0000000	TREE TOP AREA PENETRATION	VARIES	VARIES	VARIES	VARIES	N/A
7								

VO.	ITEM	BY	DATE

- 1. THIS DAMINO RETLECTS PLANING STADLARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN AMALYSIS. IT'S NOT INSTRUCTED OF BY CONSTRUCTION DOCUMENTATION OF NUMBRITON.

 2. EXISTING COORDINATES AND ELEVATIONS TAKEN FROM FAM WEISSTIE:
 http://orwww.occidicolory/big/dischebet_pdf/pig_night-pffc_airport_roundaty_cont_inim=3111 (JANLARY, 2015)
 ALL HORIZONTAL, DATUM IS NADSS, ALL VERTICAL DATUM IS NAVDSR.

 3. GESTRUCTION INFORMATION DEFINED FROM MATTERS COSPANIA, SURVEY, EAGNI, MINNESOTA, JANLARY 2014.

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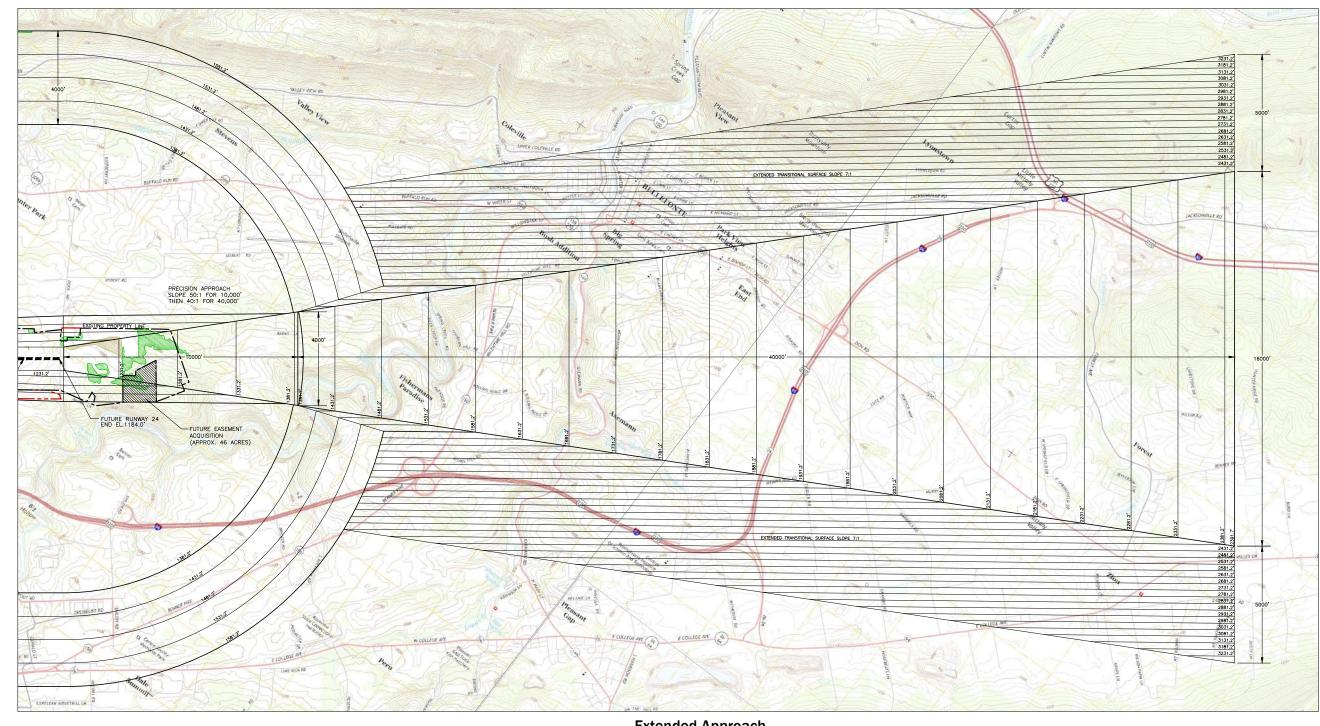
AIRPORT AIRSPACE DRAWING EXTENDED APPROACH - PROFILE VIEW



DATE APR 2016 SCALE 1" = 2000'

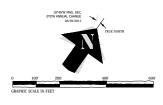
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Page G-14 July 2016



Extended Approach Runway 24 - Plan View

OBSTRUCTIONS NOTE: SEE RUNWAY 24 EXISTING AND FUTURE INNER APPROACH DRAWINGS FOR PART 77 OBSTRUCTIONS TERRAIN PENETRATION VARIES VARIES VARIES VARIES TREE TOP AREA PENETRATION VARIES



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NO.	ITEM	·	BY	DATE

- 1. THIS DRAWING REFLECTS ELANNING STANDARDS PRECEDE OF THE AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS.

 1. THIS DRAWING REFLECTS ELANNING STANDARDS PRECEDED OF MARKETING OF MARKETING.

 2. EXSTING CODEDINATES AND ELANTINGS TAKEEN FROM FAM. MEESTING OF MARKETING AND ELANTING THE MARKETING ANALYSIS.

 1. THIS DRAWING PRODUCT OF THE MARKETING AND FAMILY FA

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AIRPORT AIRSPACE DRAWING R/W 24 EXTENDED APPROACH - PLAN VIEW

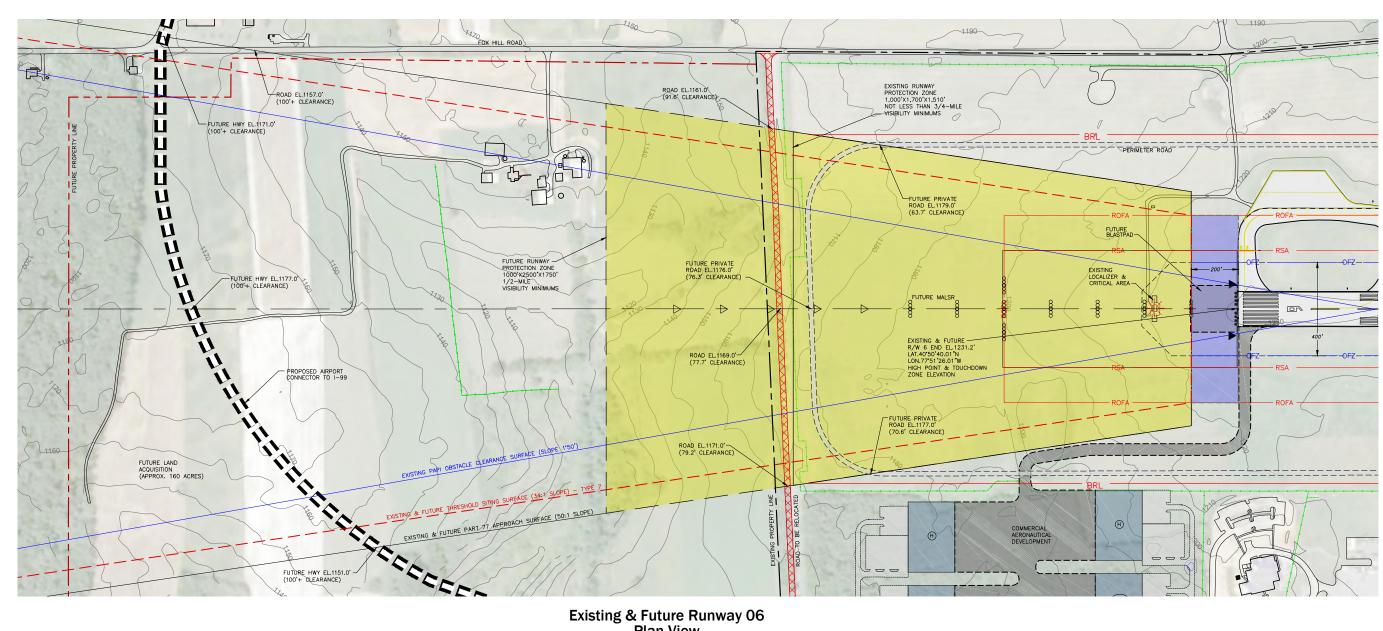


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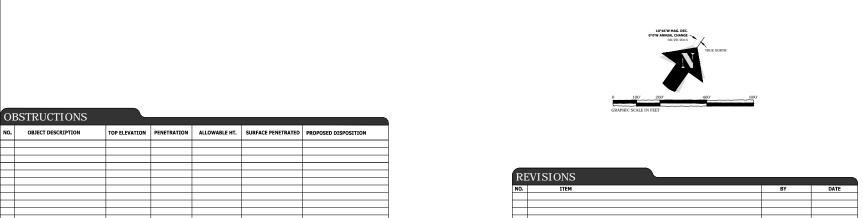
DATE APR 2016 SCALE 1" = 2000'

DRAWING LEGEND	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
EASEMENT		

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DRAWING LEGEND	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
AIRPORT BUILDINGS		
AIRPORT BUILDINGS (to be removed)		EXXXXXXXXX
AIRFIELD PAVEMENT		12221
AIRFIELD PAVEMENT/ROADWAY (to be removed)		***************************************
PAVED ROADS		
RUNWAY PROTECTION ZONE		
EASEMENT		
BUILDING RESTRICTION LINE	BRL	
RUNWAY SAFETY AREA	RSA	RSA(F)
RUNWAY OBJECT FREE AREA	— ROFA —	ROFA(F)
OBJECT FREE ZONE	ofz	— OFZ(F) —
PRECISION OBJECT FREE ZONE		
GLIDESLOPE CRITICAL AREA		
RVR		
FENCE	* * * *	N/A
FUEL STORAGE AREA	A	N/A
AIRPORT BEACON	*	N/A
WIND CONE	F	N/A
LIGHTED WIND CONE & SEGMENTED CIRCLE	<i>₫</i>	Ø.
AIRPORT REFERENCE POINT (ARP)	•	Ť
CONTOURS	~~0	N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		0000
HOLD LINES & SIGNS		N/A
AWOS	•	△
RUNWAY END IDENTIFIER LIGHTS (REILS)	A A	ΔΔ
THRESHOLD LIGHTS	****	0000 0000
STORM WATER MANAGEMENT		
MONUMENT	<u> </u>	
OBSTRUCTION LIGHT	*	

NOTES

- 1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS.
 IT IS NOT INTERNED TO BE USED FOR CONSTRUCTION DOCUMENTATION ON NAVGATION.
 2. EXISTING CODERDARIES AND ELEVATIONS TRAKEN FROM FAN WEISSTE:
 http://orways.col.dog/of/se/detainell.pd/plag=aident/ff0_airror/ff_airwa/ny_cnil_num=3111 (January, 2015)
 http://orways.col.dog/of/se/detainell.pd/plag=aident/ff0_airror/ff_airwa/ny_cnil_num=3111 (January, 2015)
 http://orways.col.dog/of/se/detainell.pd/plag=aident/ff0_airror/ff0_airwa/ny_cnil_num=3111 (January, 2015)
 https://orways.col.dog/of/se/detainell-production-se/detainell-p

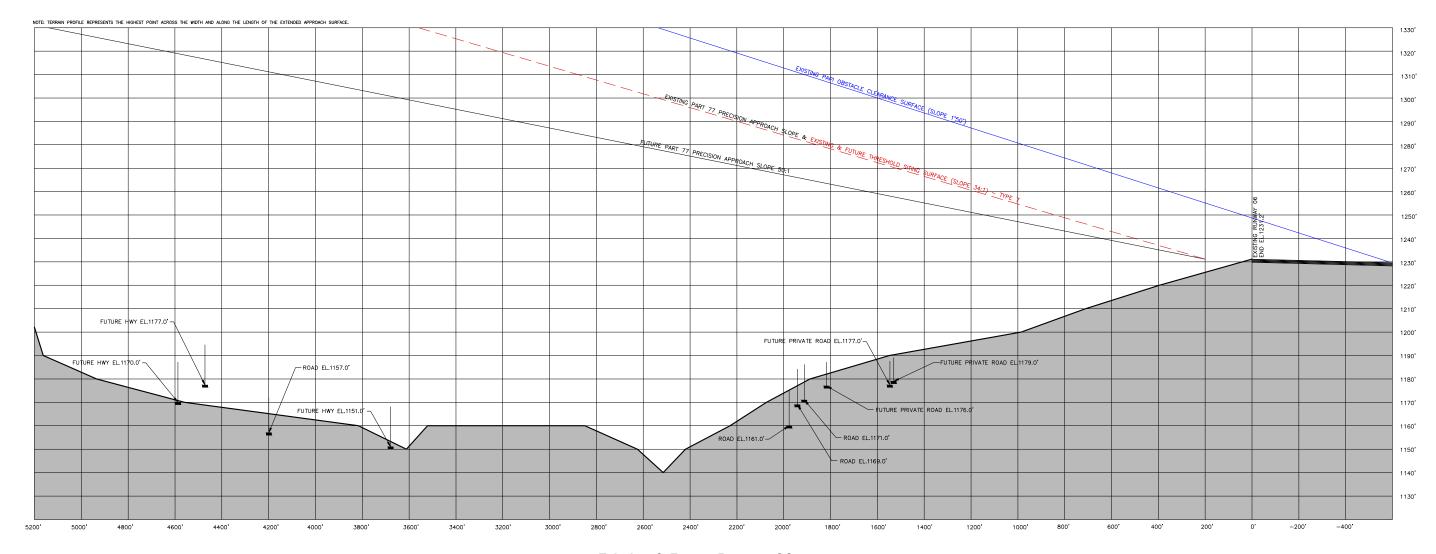
University Park Airport State College, Pennsylvania

INNER PORTION OF THE APPROACH SURFACE DRAWING Existing Runway 06 - Plan View



DATE APR 2016 SCALE 1" = 200'

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Existing & Future Runway 06 **Profile View**

1" = 200' HORIZONTALLY 1" = 20' VERTICALLY

NO.	OBJECT DESCRIPTION	TOP ELEVATION	PENETRATION	ALLOWABLE HT.	SURFACE PENETRATED	PROPOSED DISPOSITION
_						
_						
\rightarrow						
\rightarrow						
\rightarrow						
\rightarrow						
_						
_						
_						
_						

NO.	ITEM		BY	DATE

- 1. THE GRAINIC REFLECTS PLANNING STANDARDS SPECIFIC TO THE MIRPORE, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESGIN ANALYSIS.

 IT IS NOT INTENDED TO BE LISED FOR CONSTRUCTION DOCUMENTATION ON ANYGATION.

 2. DISTING CORDINATES AND ELECTIONS TAKEN FROM FAX WEIGHTS:

 http://owwww.jcchi.go/vjo/vjs/docta/not_rc/pig__diport_PPO_JREGORT_RUNWAYPy_cntl_num=3111 (JANUARY, 2015)

 ALL HORIZONTAL DATUM IS NOTATION OFFINED FROM SURVEY, 2013.

 3. BASE DRAWING INFORMATION OFFINED FROM SURVEY, 2013.

 5. HERE ARE NO OF OBJECT PENETRATIONS.

 5. THERE ARE NO OF OBJECT PENETRATIONS.

 6. FIFTEEN FEET (15) IS ADDED TO PUBLIC ROAD ELEVATIONS AND TEN FEET (10') IS ADDED TO PRIVATE ROAD ELEVATIONS TO DETERMINE CLEARANCE PER FAA CRITERIA.

University Park Airport State College, Pennsylvania

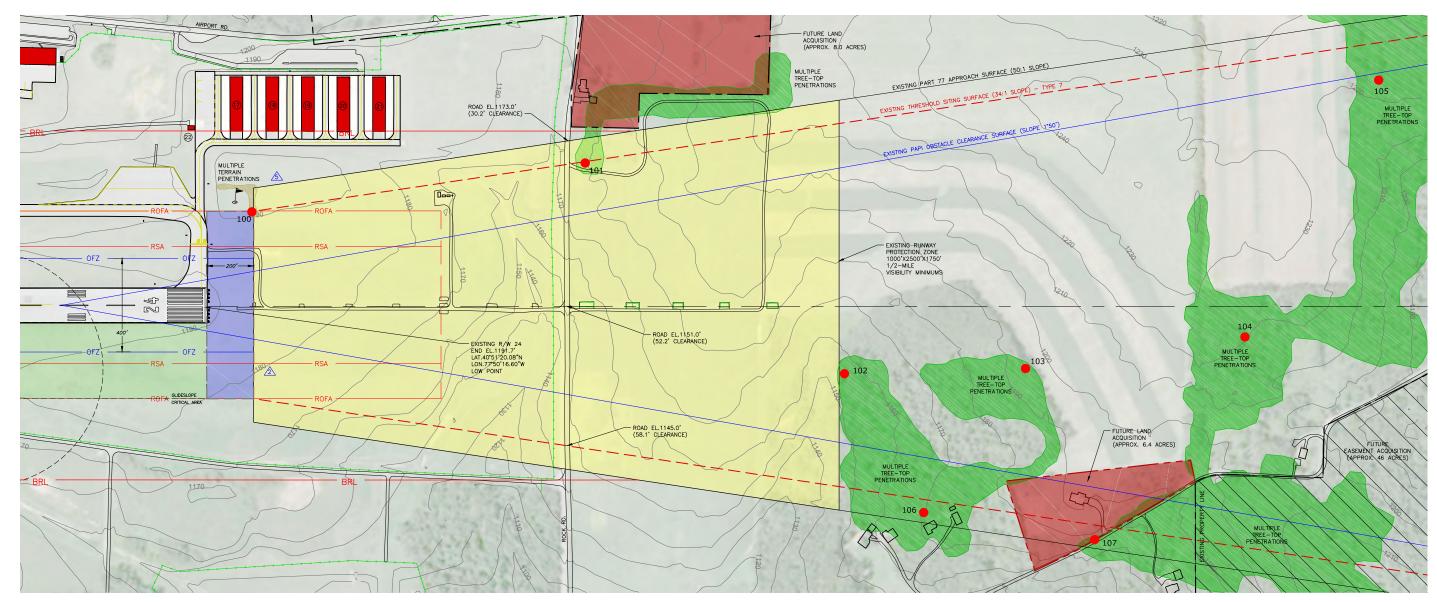
INNER PORTION OF THE APPROACH SURFACE DRAWING Existing Runway 06 - Plan View



517.321.8334			LANSING 2605 Port Lansing Road Lansing, Michigan 48900 517, 321, 8334
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DATE APR 2016 SCALE AS NOTED

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Existing Runway 24 Plan View 1" = 200'

NOTE: THE EXCESSIVE NUMBER OF TREE TOP PENETRATIONS TO THE APPROACH SURFACE EXCEEDS THE ABILITY TO SHOW THEM ALL AND MAINTAIN CLARITY OF ILLUSTRATION. THEREFORE, A FEW SELECTED ELEVATIONS ARE SPECIFIED AMONG THE MULTIPLE PENETRATIONS.

OF	35Tk	CUCTIONS					
NO.	OBJEC	T DESCRIPTION	TOP ELEVATION	PENETRATION	ALLOWABLE HT.	SURFACE PENETRATED	PROPOSED DISPOSITION
100	GROUN	D	1192.2'	0.5'	1191.7'	RUNWAY 24 APPROACH	TO REMAIN
101	1 MULTIPLE TREES		1225.9'	5.9'	1220.0'	RUNWAY 24 APPROACH	TO BE REMOVED
102	MULTIP	LE TREES	1250,3'	8.3'	1242.0'	RUNWAY 24 APPROACH	TO BE REMOVED
103	03 MULTIPLE TREES		1276.4'	18.5'	1257.9'	RUNWAY 24 APPROACH	TO BE REMOVED
104	MULTIP	LE TREES	1311.8'	37.3'	1274.5'	RUNWAY 24 APPROACH	TO BE REMOVED
105	MULTIP	LE TREES	1318.3'	33.9'	1284.4'	RUNWAY 24 APPROACH	TO BE REMOVED
106 MULTIPLE TREES		1260.6'	11.4'	1249.2'	RUNWAY 24 APPROACH	TO BE REMOVED	
107	07 MULTIPLE TREES		1287.3'	24.5'	1262.8'	RUNWAY 24 APPROACH	TO BE REMOVED
		TERRAIN PENETRATION	VARIES	VARIES	VARIES	VARIES	TO REMAIN
-		TREE TOP AREA PENETRATION	VARIES	VARIES	VARIES	VARIES	TO BE REMOVED



RE	VISIONS		
NO.	ITEM	ВҮ	DATE
\rightarrow			
-			

DRAWING LEGEND	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
AIRPORT BUILDINGS		
AIRPORT BUILDINGS (to be removed)		EXXXXXXXXX
AIRFIELD PAVEMENT		12221
AIRFIELD PAVEMENT/ROADWAY (to be removed)		***************************************
PAVED ROADS		=====
RUNWAY PROTECTION ZONE		
EASEMENT		
BUILDING RESTRICTION LINE	BRL	I
RUNWAY SAFETY AREA	RSA	RSA(F)
RUNWAY OBJECT FREE AREA	ROFA	ROFA(F)
OBJECT FREE ZONE	OFZ	— OFZ(F) —
PRECISION OBJECT FREE ZONE		16855
GLIDESLOPE CRITICAL AREA		
RVR		
FENCE	* * * *	N/A
FUEL STORAGE AREA	A	N/A
AIRPORT BEACON		N/A
WIND CONE	-	N/A
LIGHTED WIND CONE & SEGMENTED CIRCLE	₫	<i>(f</i>
AIRPORT REFERENCE POINT (ARP)	•	\Box
CONTOURS	~~20	N/A
PRECISION APPROACH PATH INDICATOR (PAPI)	***	0000
HOLD LINES & SIGNS		N/A
AWOS	•	\triangle
RUNWAY END IDENTIFIER LIGHTS (REILS)	A A	ΔΔ
THRESHOLD LIGHTS	**** ****	0000 0000
STORM WATER MANAGEMENT		
MONUMENT		
OBSTRUCTION LIGHT	*	

NOTES

- THIS DRAWNO REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS.
 IT IS NOT INTERDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OF INMIGRATION.
 2. EMISTING COORDINATES AND ELEVATIONS TAKEN FROM FAN WESSITE:
 http://company.ecology/pc/go/demister_up/go/pc_airpor/ferc_air

University Park Airport State College, Pennsylvania

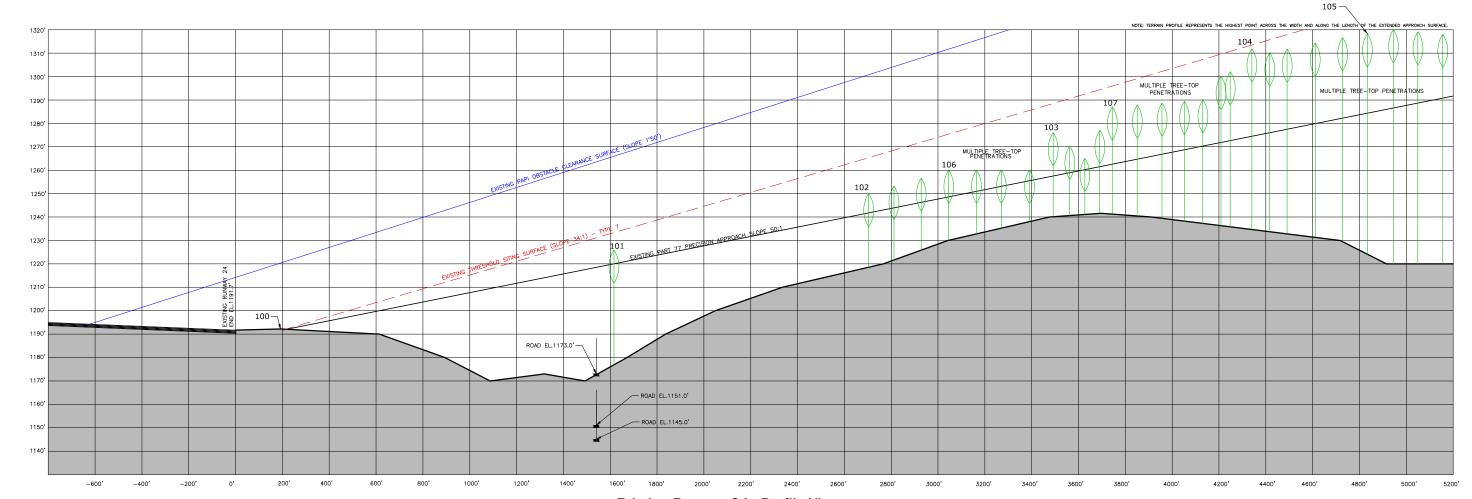
INNER PORTION OF THE APPROACH SURFACE DRAWING Existing Runway 24 - Plan View



LANSING 2605 Port Lansing Lansing, Michigan	
517.321.8334	

DATE APR 2016 SCALE 1" = 200'

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Existing Runway 24 - Profile View

REVISIONS

1" = 200' HORIZONTALLY 1" = 20' VERTICALLY

NOTE: THE EXCESSIVE NUMBER OF TREE TOP PENETRATIONS TO THE APPROACH SURFACE EXCEEDS THE ABILITY TO SHOW THEM ALL AND MAINTAIN CLARITY OF ILLUSTRATION. THEREFORE, A FEW SELECTED ELEVATIONS ARE SPECIFIED AMONG THE MULTIPLE PENETRATIONS.

OI	BSTR	CUCTIONS					
NO.	ОВЈЕСТ	T DESCRIPTION	TOP ELEVATION	PENETRATION	ALLOWABLE HT.	SURFACE PENETRATED	PROPOSED DISPOSITION
100	GROUN	D	1192.2'	0.5'	1191.7'	RUNWAY 24 APPROACH	TO REMAIN
101	MULTIP	LE TREES	1225.9'	5.9'	1220.0'	RUNWAY 24 APPROACH	TO BE REMOVED
102	MULTIP	LE TREES	1250,3'	8.3'	1242.0'	RUNWAY 24 APPROACH	TO BE REMOVED
103	MULTIP	LE TREES	1276.4	18.5'	1257.9'	RUNWAY 24 APPROACH	TO BE REMOVED
104	MULTIP	LE TREES	1311.8'	37.3'	1274.5'	RUNWAY 24 APPROACH	TO BE REMOVED
105	MULTIP	LE TREES	1318.3'	33.9'	1284.4'	RUNWAY 24 APPROACH	TO BE REMOVED
106	MULTIP	LE TREES	1260.6'	11.4'	1249.2'	RUNWAY 24 APPROACH	TO BE REMOVED
107	MULTIP	LE TREES	1287.3'	24.5'	1262.8'	RUNWAY 24 APPROACH	TO BE REMOVED
		TERRAIN PENETRATION	VARIES	VARIES	VARIES	VARIES	TO REMAIN
900	99999	TREE TOP AREA PENETRATION	VARIES	VARIES	VARIES	VARIES	TO BE REMOVED

NOTES

DATE

- 1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN AMALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OF INAVIGATION.

 2. EXISTING COORDINATES AND ELEVATIONS THEM. FROM FAX MESSITE:

 2. EXISTING COORDINATES AND ELEVATIONS THEM. FROM FAX MESSITE.

 3. HAVE PROVIDED TO THE PROVIDENCY OF THE PROVIDENCY

University Park Airport State College, Pennsylvania

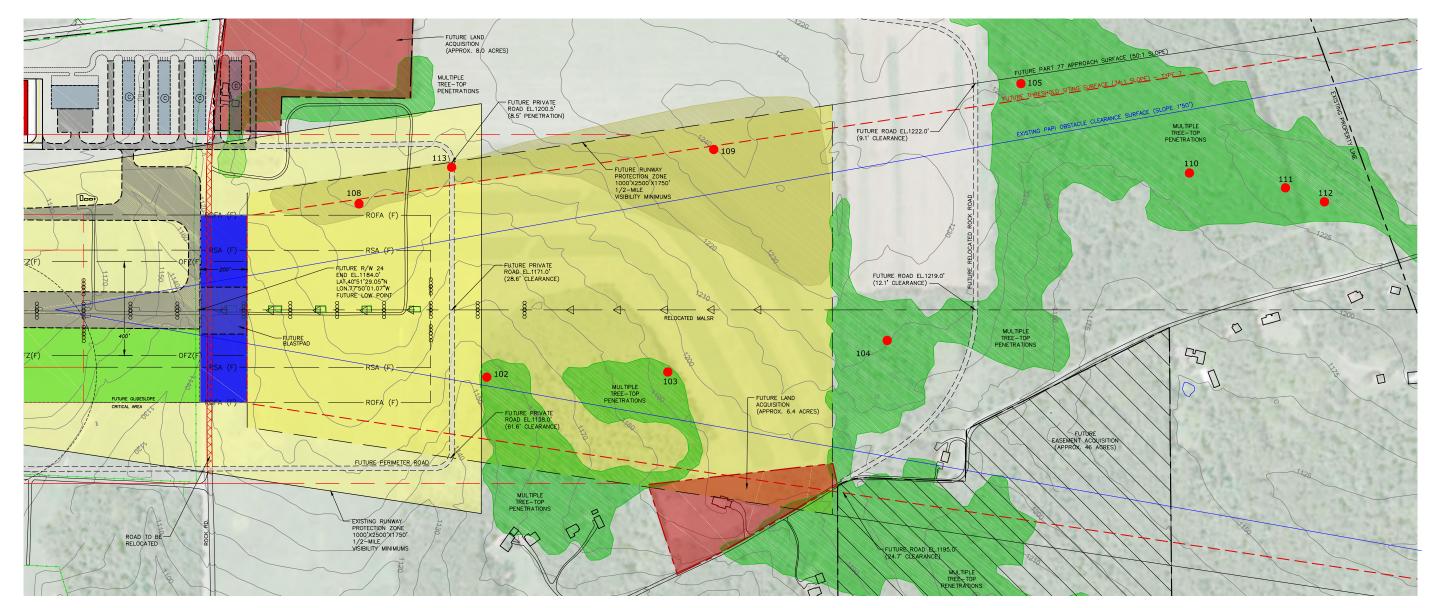
INNER PORTION OF THE APPROACH SURFACE DRAWING Existing Runway 24 - Profile View



LANSING 2605 Port Lansing Road Lansing, Michigan 48906 517.321.8334
517.321.0334

DATE APR 2016 SCALE AS NOTED

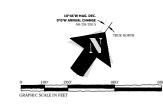
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Future Runway 24 Plan View

NOTE: THE EXCESSIVE NUMBER OF TREE TOP PENETRATIONS TO THE APPROACH SURFACE EXCEEDS THE ABILITY TO SHOW THEM IN ALL AND MAINTAIN CLARITY OF ILLUSTRATION. THEREFORE, A FEW SELECTED ELEVATIONS ARE SPECIFIED AMONG THE MULTIPLE PENETRATIONS.

OI	BSTRUCTIONS						
NO.	OBJECT DESCRIPTION	TOP ELEVATION	FUTURE RUNWAY 24 PART 77 APPROACH SURFACE PENETRATION	FUTURE RUNWAY 24 PART 77 APPROACH SURFACE ALLOWABLE HT.	FUTURE RUNWAY 24 THRESHOLD SITING SURFACE PENETRATION	FUTURE RUNWAY 24 THRESHOLD SITING SURFACE ALLOWABLE HT.	PROPOSED DISPOSITION
102	MULTIPLE TREES	1250.3'	45.9'	1204.4'	36.4'	1213.9'	TO BE REMOVED
103	MULTIPLE TREES	1276.4'	56.2'	1220.2'	39.1'	1237.3'	TO BE REMOVED
104	MULTIPLE TREES	1311.8'	75.0'	1236.8'	50.1'	1261.7'	TO BE REMOVED
105	MULTIPLE TREES	1318.3'	71.5'	1246.8'	42.0'	1276.3'	TO BE REMOVED
108	GROUND	1202'	8'	1194'	4'	1198'	TO BE REMOVED BELOW TSS, TO BE LIGHTED FOR PART 77
109	GROUND	1240'	16'	1224'	2'	1238'	TO BE REMOVED BELOW TSS, TO BE LIGHTED FOR PART 77
110	MULTIPLE TREES	1329.4'	65.4'	1264.0'	27.4'	1302.0'	TO BE REMOVED
111	MULTIPLE TREES	1334.2'	61.5'	1272.7'	19.7'	1314.5'	TO BE REMOVED
112	MULTIPLE TREES	1336,3'	59.9'	1276.4'	16.7'	1319.6'	TO BE REMOVED
113	FUTURE ROAD (ELEV. 1200.5'))	1210.5'	±8.5'	±1202'	0'	1210.5	TO BE LIGHTED FOR PART 77
	TERRAIN PENETRATION	VARIES	VARIES	VARIES	VARIES	VARIES	TO BE REMOVED BELOW THRESHOLD SURFACE TO BE LIGHTED FOR PART 77 PENETRATION
	TREE TOP AREA PENETRATION	VARIES	VARIES	VARIES	VARIES	VARIES	TO BE REMOVED



RE	EVISIONS			. !	۳
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NO.	ITEM	BY	DATE	1 /	R
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DRAWING LEGEND	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
AIRPORT BUILDINGS		
AIRPORT BUILDINGS (to be removed)		EXXXXXXXXX
AIRFIELD PAVEMENT		12201
AIRFIELD PAVEMENT/ROADWAY (to be removed)		***************************************
PAVED ROADS		=====
RUNWAY PROTECTION ZONE		
EASEMENT		
BUILDING RESTRICTION LINE	BRL	
RUNWAY SAFETY AREA	RSA	RSA(F)
RUNWAY OBJECT FREE AREA	ROFA	ROFA(F)
OBJECT FREE ZONE	—— OFZ ——	OFZ(F)
PRECISION OBJECT FREE ZONE		
GLIDESLOPE CRITICAL AREA		
RVR		
FENCE	· · · · · ·	N/A
FUEL STORAGE AREA	A	N/A
AIRPORT BEACON	*	N/A
WIND CONE	-	N/A
LIGHTED WIND CONE & SEGMENTED CIRCLE		Ø.
AIRPORT REFERENCE POINT (ARP)	•	Φ
CONTOURS	~20	N/A
PRECISION APPROACH PATH INDICATOR (PAPI)	****	0000
HOLD LINES & SIGNS		N/A
AWOS	0	△
RUNWAY END IDENTIFIER LIGHTS (REILS)	A A	ΔΔ
THRESHOLD LIGHTS	****	0000 0000
STORM WATER MANAGEMENT		
MONUMENT		
OBSTRUCTION LIGHT	*	

- 1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS.
 IT IS NOT INTERNED TO BE LYEED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 2. EASTING COORDINATES AND ELECATIONS TAKEN FROM FAX WEBSITE:
 3. EAST DRAWING ADMAIL SO COMMENT, POPULATION OF THE CONTROL OF T

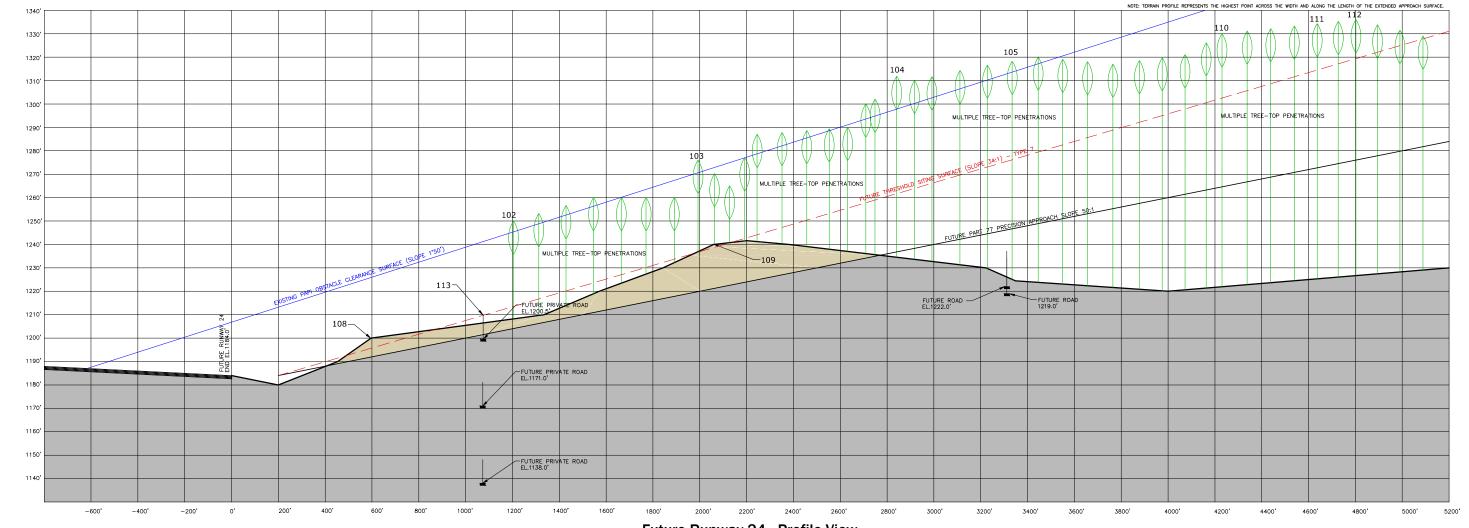
University Park Airport State College, Pennsylvania

INNER PORTION OF THE APPROACH SURFACE DRAWING Future Runway 24 - Plan View



DATE APR 2016 SCALE 1" = 200'

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Future Runway 24 - Profile View

1" = 200' HORIZONTALLY 1" = 20' VERTICALLY

REVISIONS

NOTE: THE EXCESSIVE NUMBER OF TREE TOP PENETRATIONS TO THE APPROACH SURFACE EXCEEDS THE ABILITY TO SHOW THEM ALL AND MAINTAIN CLARITY OF ILLUSTRATION. THEREFORE, A FEW SELECTED ELEVATIONS ARE SPECIFIED AMONG THE MULTIPLE PENETRATIONS.

OI	BSTRUCTIONS						
NO.	OBJECT DESCRIPTION	TOP ELEVATION	FUTURE RUNWAY 24 PART 77 APPROACH SURFACE PENETRATION	FUTURE RUNWAY 24 PART 77 APPROACH SURFACE ALLOWABLE HT.	FUTURE RUNWAY 24 THRESHOLD SITING SURFACE PENETRATION	FUTURE RUNWAY 24 THRESHOLD SITING SURFACE ALLOWABLE HT.	PROPOSED DISPOSITION
102	MULTIPLE TREES	1250.3'	45.9'	1204.4'	36.4'	1213.9'	TO BE REMOVED
103	MULTIPLE TREES	1276.4'	56.2'	1220.2'	39.1'	1237.3'	TO BE REMOVED
104	MULTIPLE TREES	1311.8'	75.0'	1236.8'	50.1	1261.7'	TO BE REMOVED
105	MULTIPLE TREES	1318.3'	71.5'	1246.8'	42.0'	1276.3'	TO BE REMOVED
108	GROUND	1202'	8'	1194'	4'	1198'	TO BE REMOVED BELOW TSS, TO BE LIGHTED FOR PART 77
109	GROUND	1240'	16'	1224'	2'	1238'	TO BE REMOVED BELOW TSS, TO BE LIGHTED FOR PART 77
110	MULTIPLE TREES	1329.4'	65.4'	1264.0'	27.4'	1302.0'	TO BE REMOVED
111	MULTIPLE TREES	1334.2'	61.5'	1272.7'	19.7'	1314.5'	TO BE REMOVED
112	MULTIPLE TREES	1336.3'	59.9'	1276.4'	16.7'	1319.6'	TO BE REMOVED
113	FUTURE ROAD (ELEV. 1200.5'))	1210.5	±8.5'	±1202'	0'	1210.5'	TO BE LIGHTED FOR PART 77
	TERRAIN PENETRATION	VARIES	VARIES	VARIES	VARIES	VARIES	TO BE REMOVED BELOW THRESHOLD SURFACE TO BE LIGHTED FOR PART 77 PENETRATION
	TREE TOP AREA PENETRATION	VARIES	VARIES	VARIES	VARIES	VARIES	TO BE REMOVED

- 1. THIS DRIMING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS.

 IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OF NAVIGATION.

 2. EXISTING CORDONATES AND ELECTIONS TAKEN FROM FAM WEBSITE

 http://ownwww.jccb.go/py/sh/databhedl.pd/shg_diport.PRO_AIRPORT_RUNNAY?y_cmit_num=3111 (JANUARY, 2015)

 ALL HORIZONIA CATULU IS NANDES, ALL VERTICAL CHUIL IS NAVIBB.

 3. BASE DRAWNG INFORMATION GETAINED FROM SURVEY, 2013.

 5. THERE ARE NO OFZ OBJECT PENETRATIONS.

- 6. FIFTEEN FEET (15") IS ADDED TO PUBLIC ROAD ELEVATIONS AND TEN FEET (10") IS ADDED TO PRIVATE ROAD ELEVATIONS TO DETERMINE CLEARANCE PER FAA CRITERIA.

University Park Airport State College, Pennsylvania

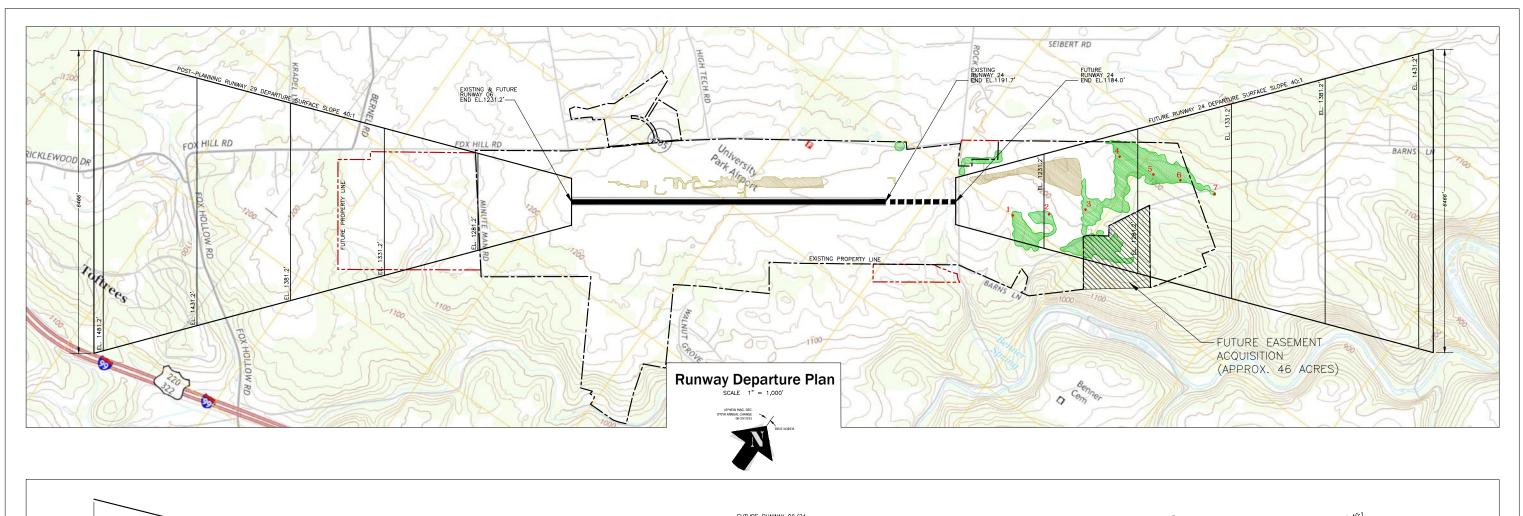
INNER PORTION OF THE APPROACH SURFACE DRAWING Future Runway 24 - Profile View

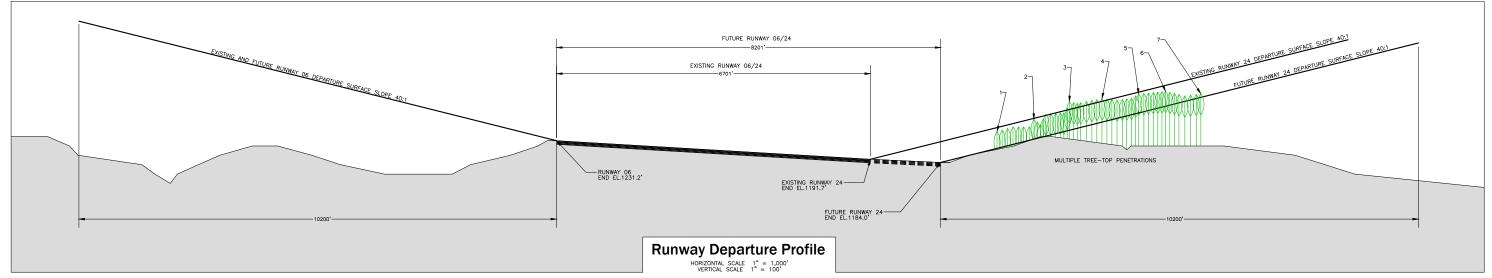


LANSING
2605 Port Lansing Road
Lansing, Michigan 48906
517.321.8334
011.021.0004

DATE APR 2016 SCALE AS NOTED

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OF	BSTRU	JCTIONS					
No.	NAM	IE .	ELEVATION	PENETRATION	ALLOWABLE HT.	SURFACE	DISPOSITION
1	TREE		1250.3	35.9	1214.4	DEPARTURE	TO BE REMOVED
2	TREE		1276.4	41.5	1234.9	DEPARTURE	TO BE REMOVED
3	TREE		1298.7	61.3	1237.4	DEPARTURE	TO BE REMOVED
4	TREE		1316.0	49.9	1266.1	DEPARTURE	TO BE REMOVED
5	TREE		1320.2	40.3	1279.9	DEPARTURE	TO BE REMOVED
6	TREE		1336.3	32.0	1304.3	DEPARTURE	TO BE REMOVED
7	TREE		1331.9	8.2	1323.7	DEPARTURE	TO BE REMOVED
		TERRAIN PENETRATION	VARIES	VARIES	VARIES	VARIES	N/A
		TREE TOP AREA PENETRATION	VARIES	VARIES	VARIES	VARIES	REMOVE

ı	UŁ	STR	UCTIONS RW 6						
	No.	ID	NAME	ELEVATION	PENETRATION	SURFACE	DISPOSITION		
-									
ŀ									
t									
	NO.	TE: THERE	ARE NO KNOWN OBSTRUCTION	S FOR RUNWAY 06 D	EPARTURE SURFAC	E			

DRAWING LEGEND REVISIONS

NOTES

University Park Airport State College, Pennsylvania

DEPARTURE SURFACE DRAWING

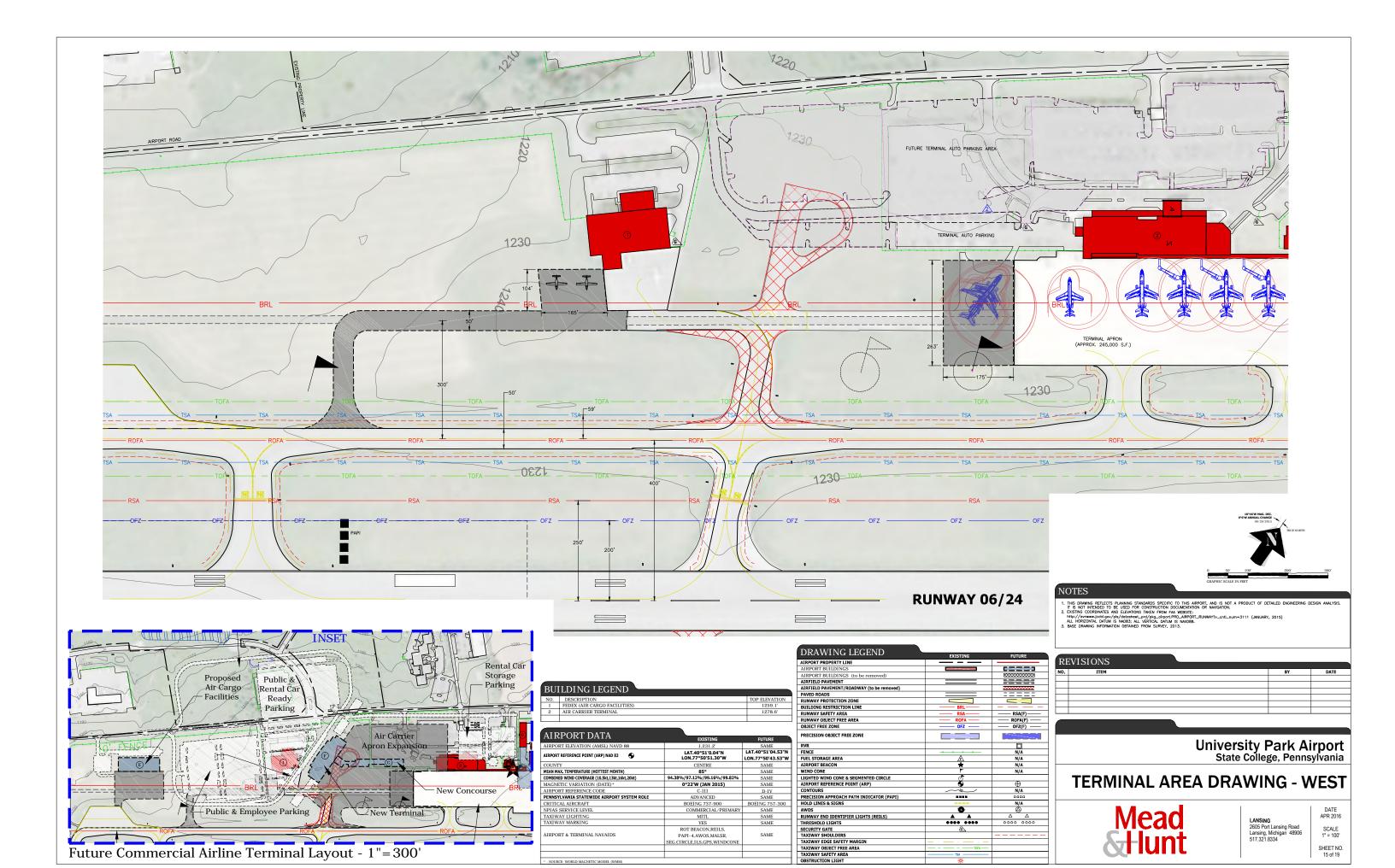


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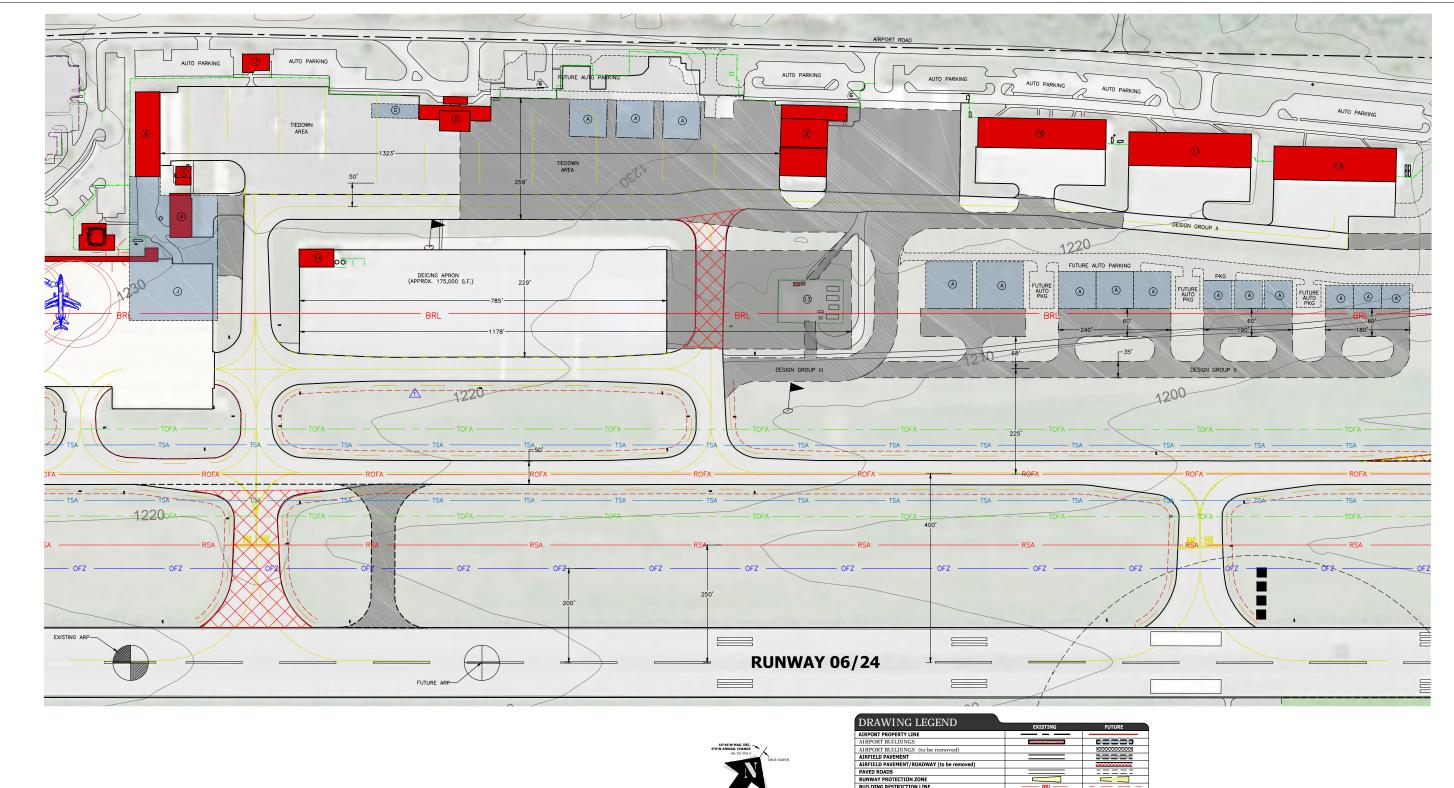
DATE APR 2016 SCALE 1" = 2000'

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Page G-30 July 2016



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AIRPORT DATA	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	1,231.2'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT.40°51'0.04"N LON.77°50'51.30"W	LAT.40°51'04.53"N LON.77°50'43.53"W
COUNTY	CENTRE	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	85°	SAME
COMBINED WIND COVERAGE (10.5kt,13kt,16kt,20kt)	94.38%/97.12%/99.16%/99.82%	SAME
MAGNETIC VARIATION (DATE)*	0°22'W (JAN 2015)	SAME
AIRPORT REFERENCE CODE	C-III	D-IV
PENNSYLVANIA STATEWIDE AIRPORT SYSTEM ROLE	ADVANCED	SAME
CRITICAL AIRCRAFT	BOEING 737-900	BOEING 757-300
NPIAS SERVICE LEVEL	COMMERCIAL/PRIMARY	SAME
TAXIWAY LIGHTING	MITL	SAME
TAXIWAY MARKING	YES	SAME
AIRPORT & TERMINAL NAVAIDS	ROT BEACON, REILS, PAPI-4, AWOS, MALSR, SEG. CIRCLE, ILS, GPS, WINDCONE	SAME

NO.	DESCRIPTION	TOP ELEVATION
3	AIR TRAFFIC CONTROL TOWER	1320.5'
4	AIRCRAFT RESCUE & FIRE FIGHTING	1261.1'
5	ELECTRICAL VAULT	1244.3'
6	SNOW REMOVAL EQUIPMENT BUILDING	1262.0'
7	PSU LINE SERVICE	1255.9'
8	GENERAL AVIATION TERMINAL	1264.3'
9	PSU HANGAR	1272.4'
10	SHANER HANGAR	1257.4'
11	PSU HANGAR	1252.0'
12	PSU HANGAR	1248.2'
13	FUEL FARM	1229.3'
14	DEICING EQUIPMENT STORAGE BLDG.	1247.1'
A	FUTURE CORPORATE FACILITIES	
D	FUTURE GA EXPANSION	
J	FUTURE ARFF/SRE FACILITIES	

EGEND		1101
EGEND		1, THIS
	TOP ELEVATION	IT IS
NTROL TOWER	1320.5'	2. EXIST http:/
UE & FIRE FIGHTING	1261.1'	ALL F
ULT	1244.3'	3. BASE
L EQUIPMENT BUILDING	1262.0'	
CE	1255.9'	
TON TERMINAL	1264.3'	
	1272.4'	
R	1257.4'	REV
	1252.0'	KE V
	1248.2'	NO.
	1229.3'	
MENT STORAGE BLDG	1247 1'	

			•		RUNWAY SAFETY AREA RUNWAY OBJECT FREE AREA
		0 50' 100'	200'	300'	OBJECT FREE ZONE
NC	OTES	GRAPHIC SCALE IN FEET			PRECISION OBJECT FREE ZONE
170	/IES				RVR
1. 1	HIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS	AIRPORT, AND IS NOT A PRODUCT OF DE	TAILED ENGINEERING D	ESIGN ANALYSIS.	FENCE
- 1	I IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENT	ATION OR NAVIGATION.			FUEL STORAGE AREA
	XISTING COORDINATES AND ELEVATIONS TAKEN FROM FAA WEBSIT ttp://avnwww.jccbi.gov/pis/datasheet_prd/pkg_airport.PRO_AIRP		2015)		AIRPORT BEACON
	LL HORIZONTAL DATUM IS NADB3; ALL VERTICAL DATUM IS NAVD		, 2010)		WIND CONE
3. 6	ASE DRAWING INFORMATION OBTAINED FROM SURVEY, 2013.				LIGHTED WIND CONE & SEGMENTED
					AIRPORT REFERENCE POINT (ARP)
					CONTOURS
					PRECISION APPROACH PATH INDICA
_					HOLD LINES & SIGNS
DI	VISIONS				AWOS
IVI	VISIONS				SECURITY GATE
NO.	ITEM	•	BY	DATE	TAXIWAY SHOULDERS
					TAXIWAY EDGE SAFETY MARGIN

DRAWING LEGEND	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
AIRPORT BUILDINGS		C===3
AIRPORT BUILDINGS (to be removed)		100000000000000000000000000000000000000
AIRFIELD PAVEMENT		
AIRFIELD PAVEMENT/ROADWAY (to be removed)		***************************************
PAVED ROADS		=====
RUNWAY PROTECTION ZONE		
BUILDING RESTRICTION LINE	BRL	
RUNWAY SAFETY AREA	RSA	RSA(F)
RUNWAY OBJECT FREE AREA	ROFA	ROFA(F)
OBJECT FREE ZONE	OFZ	OFZ(F)
PRECISION OBJECT FREE ZONE		162991
RVR		
FENCE		N/A
FUEL STORAGE AREA	F	N/A
AIRPORT BEACON	*	N/A
WIND CONE	F	N/A
LIGHTED WIND CONE & SEGMENTED CIRCLE	Ø.	
AIRPORT REFERENCE POINT (ARP)	•	Φ
CONTOURS	~20_	N/A
PRECISION APPROACH PATH INDICATOR (PAPI)	****	0000
HOLD LINES & SIGNS		N/A
AWOS	•	Á
SECURITY GATE	í <u>c</u>	
TAXIWAY SHOULDERS		
TAXIWAY EDGE SAFETY MARGIN		
TAXIWAY OBJECT FREE AREA		
TAXIWAY SAFETY AREA	TSA	
DEVELOPMENT AREA		
OBSTRUCTION LIGHT	*	

University Park Airport State College, Pennsylvania

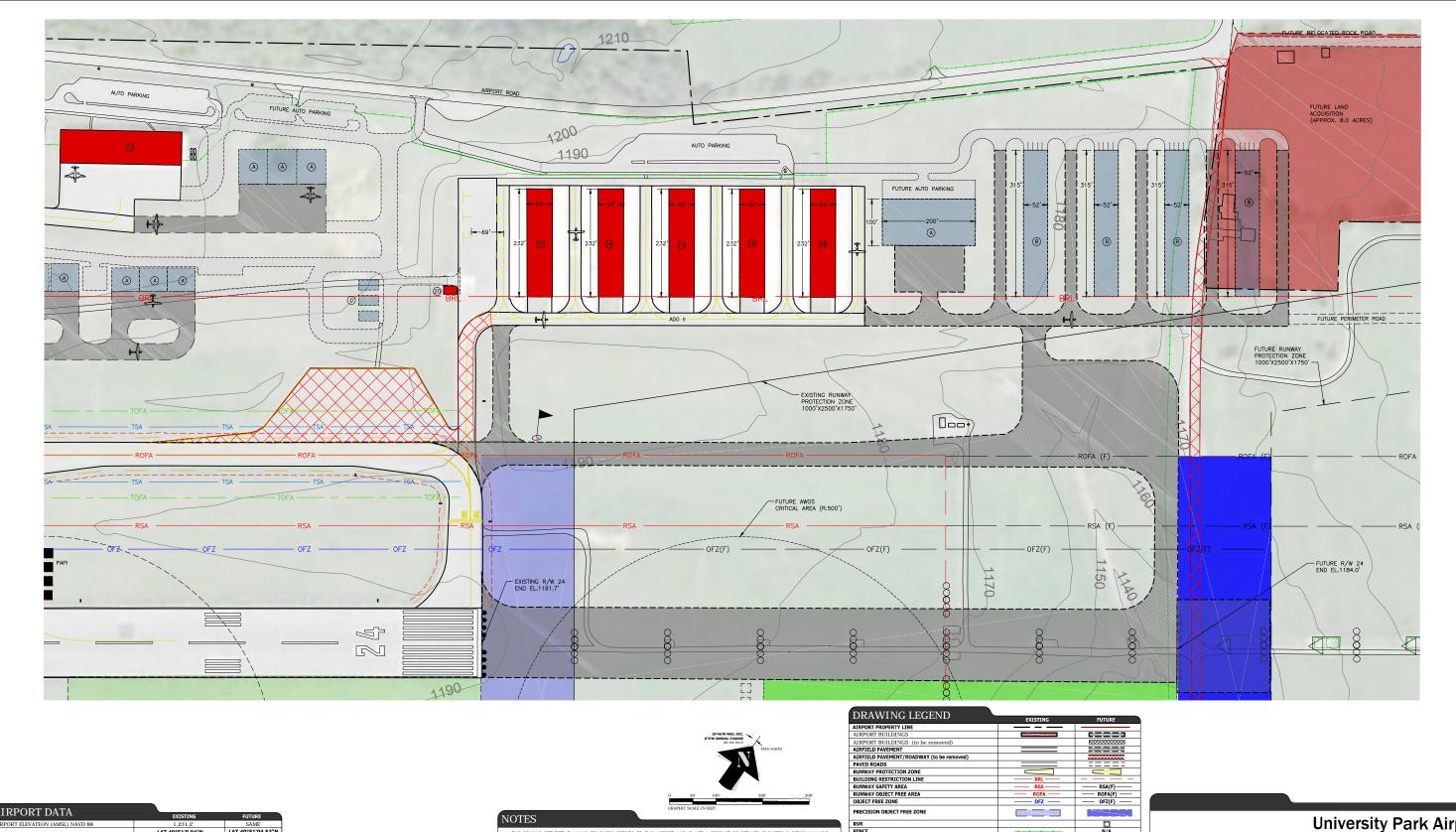
TERMINAL AREA DRAWING - CENTRAL



DATE APR 2016

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Page G-34 July 2016



AIRPORT DATA	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	1,231.2'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT.40°51'0.04"N LON.77°50'51.30"W	LAT.40°51'04.53"N LON.77°50'43.53"W
COUNTY	CENTRE	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	85°	SAME
COMBINED WIND COVERAGE (10.5kt,13kt,16kt,20kt)	94.38%/97.12%/99.16%/99.82%	SAME
MAGNETIC VARIATION (DATE)*	0°22'W (JAN 2015)	SAME
AIRPORT REFERENCE CODE	C-III	D-IV
PENNSYLVANIA STATEWIDE AIRPORT SYSTEM ROLE	ADVANCED	SAME
CRITICAL AIRCRAFT	BOEING 737-900	BOEING 757-300
NPIAS SERVICE LEVEL	COMMERCIAL/PRIMARY	SAME
TAXIWAY LIGHTING	MITL	SAME
TAXIWAY MARKING	YES	SAME
AIRPORT & TERMINAL NAVAIDS	ROT BEACON, REILS, PAPI-4, AWOS, MALSR, SEG. CIRCLE, ILS, GPS, WINDCONE	SAME

BUILDING LEGEND NO. DESCRIPTION
12 PSU HANGAR
15 HANGAR "M"
16 HANGAR "N"
17 HANGAR "O"
18 HANGAR "O"
19 HANGAR "Q"
20 SELF SERVE FUEL FACILITY 1248.2' 1204.0' 1203.2' 1202.1' 1201.8' 1200.8' 1194.9' A FUTURE CORPORATE FACILITIES
B FUTURE T-HANGARS
C FUTURE FUEL FACILITY

1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN AMALYSIS.

IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAWGATION.

2. EXISTING CORROMINETS AND ELEVITORION STAKES FROM FAW MESTE:

http://owwww.jcobloo/plp/documenel_pd/plp_oiport.PRO_ARPORT_RUNNAY?v_cnll_num=3111 (JANNJARY, 2015)

ALL HORZONTAL DATIM IS NORSE, ALL VERTIOLA, DATIM IS NAVDER.

3. BASE DRAWING INFORMATION OBTAINED FROM SURVEY, 2013.

R	EVISIONS		
NO.	ITEM	BY	DATE

DIWITTING ELGEND	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
AIRPORT BUILDINGS		02223
AIRPORT BUILDINGS (to be removed)		KXXXXXXXXX
AIRFIELD PAVEMENT		
AIRFIELD PAVEMENT/ROADWAY (to be removed)		************
PAVED ROADS		
RUNWAY PROTECTION ZONE		
BUILDING RESTRICTION LINE	BRL	
RUNWAY SAFETY AREA	RSA	RSA(F)
RUNWAY OBJECT FREE AREA	ROFA	ROFA(F)
OBJECT FREE ZONE	—— OFZ ——	OFZ(F)
PRECISION OBJECT FREE ZONE		168221
RVR		
FENCE		N/A
FUEL STORAGE AREA	A	N/A
AIRPORT BEACON	*	N/A
WIND CONE	F	N/A
LIGHTED WIND CONE & SEGMENTED CIRCLE		
AIRPORT REFERENCE POINT (ARP)	<u> </u>	Φ
CONTOURS	~~20	N/A
PRECISION APPROACH PATH INDICATOR (PAPI)	***	0000
HOLD LINES & SIGNS		N/A
AWOS	0	△
RUNWAY END IDENTIFIER LIGHTS (REILS)	A A	ΔΔ
THRESHOLD LIGHTS	****	0000 0000
SECURITY GATE	<u>@</u>	
TAXIWAY SHOULDERS		
TAXIWAY EDGE SAFETY MARGIN	- · · · -	
TAXIWAY OBJECT FREE AREA		
TAXIWAY SAFETY AREA	TSA	
OBSTRUCTION LIGHT	*	

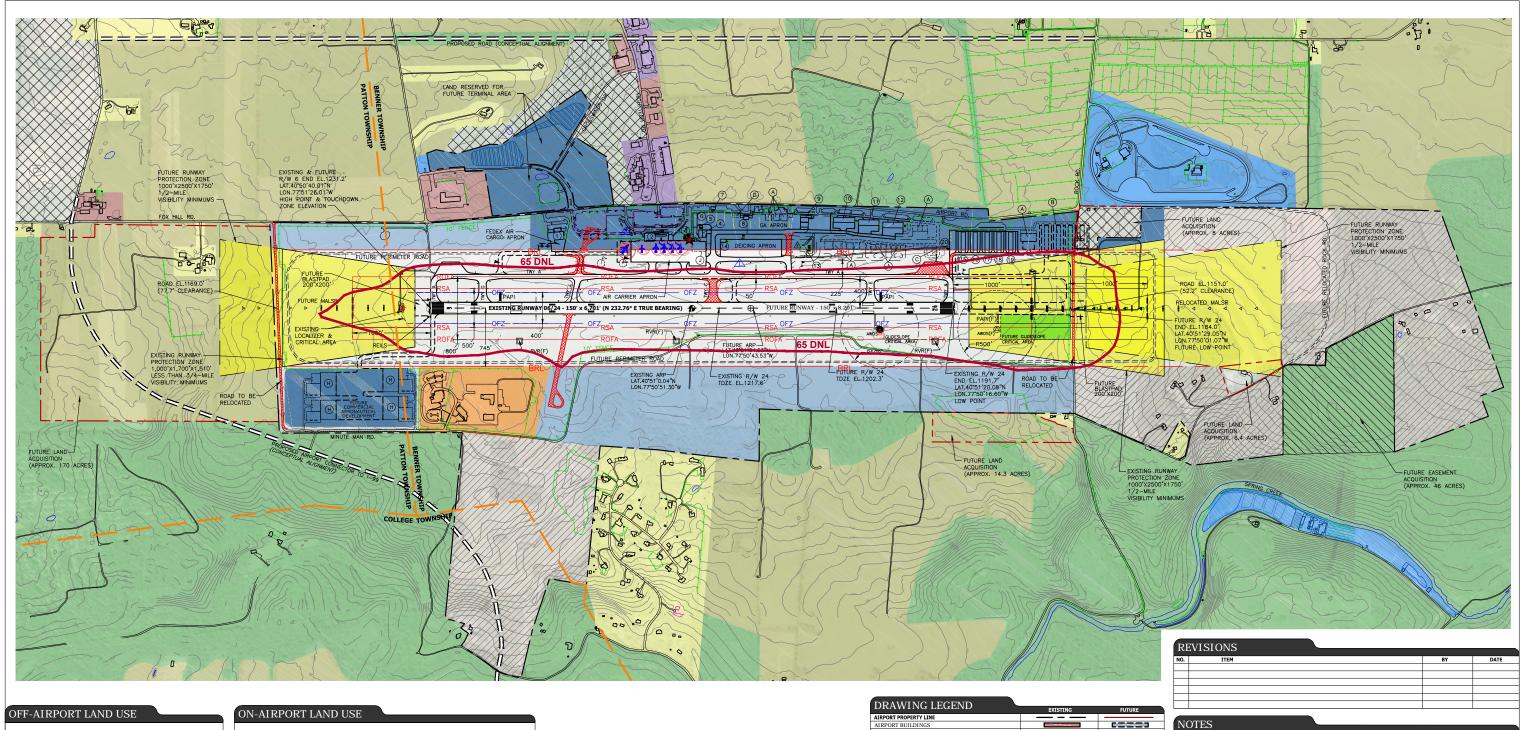
University Park Airport State College, Pennsylvania

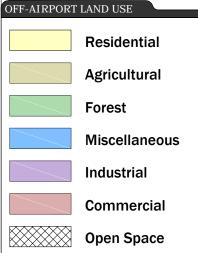
TERMINAL AREA DRAWING - EAST

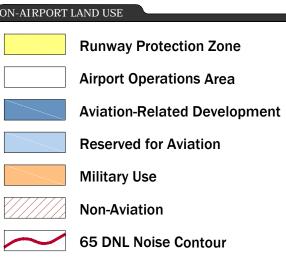


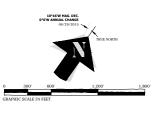
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AIRPORT PROPERTY LINE AIRPORT BUILDINGS AIRPORT BUILDING BUILDING AIRPORT BUILDING BUILDING BRIL ARWAY APPORTECTION ZONE BRIL B			
AIRPORT PROPERTY LINE AIRPORT BUILDINGS AIRPORT BUILDING SET	DRAWING LEGEND	EXISTING	FUTURE
AIRPORT BUILDINGS (to be removed) AIRFELD PAVEMENT	AIRPORT PROPERTY LINE		
AIRFIELD PAVEMENT AIRFIELD PAVEMENT/ROADWAY (to be removed) AIRFIELD REASHEATT BRIL AIRANDAY SAFETY AREA ROAD	AIRPORT BUILDINGS		02223
AIRFEEL PAVEMENT/ROADWAY (to be removed) PAVED ROADS RUNWAY PROTECTION ZONE BRL BRL RUNWAY PROTECTION ZONE BRL RUNWAY SAFETY AREA RSA RSA(F) ROPA ROPA(F) ROBLECT FREE ZONE ROPA ROPA ROPA(F) ROPA ROPA ROPA(F) ROBLECT FREE ZONE ROPA	AIRPORT BUILDINGS (to be removed)		
PAVED ROADS RANNWAY PROTECTION ZONE EASEMENT BUILDING RESTRICTION LINE BURL BURL BRL BRA RSA(F) RSA RSA(F) RSA RSA(F) ROPA ROPA(F) OFZ OFZ(F) PRECISION OBJECT FREE ZONE GLIDESLOPE CRITICAL AREA RVR RVR FENCE ANA AIRPORT REFACE NIA AIRPORT REFERENCE POINT (ARP) CHORD LIGHES & SIGNS NIA RVR PRECISION APPROACH PATH INDICATOR (PAPI) BRANNAY END LIGHTS ANOS ANOS ANOS ANOS ANOS THRESHOLD LIGHTS (REILS) A A A A ANOS THRESHOLD LIGHTS (REILS) AND A A AND A A AND A A A A A A A A A A A A A A A A A A A	AIRFIELD PAVEMENT		12221
RUNWAY PROTECTION ZONE ASSEMENT BUILDING RESTRICTION LINE RUNWAY SAFETY AREA RUNWAY OSBECT FREE AREA ROFA RO	AIRFIELD PAVEMENT/ROADWAY (to be removed)		***************************************
EASEMENT BUILDING RESTRICTION LINE RUNWAY SAFETY AREA RUNWAY OBJECT FREE AREA ROPA ROPA(F) RO	PAVED ROADS		=====
BUILDING RESTRICTION LINE BBIL BUILDING RESTRICTION LINE BBIL RSA RSA(F) RSA RSA(F) ROPA(F) R	RUNWAY PROTECTION ZONE		
RUNWAY SAFETY AREA RUNWAY OBJECT FREE AREA ROFA ROFA ROFA ROFA(F) ROFA ROFA ROFA(F) ROFA ROFA ROFA ROFA ROFA ROFA ROFA ROFA	EASEMENT		
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OBJECT FREE ZONE OFZ. N/A N/A N/A N/A ANOS OCOCOCOCOCO STORM WATER MANAGEMENT MONUMENT MONUM	RUNWAY SAFETY AREA	RSA	RSA(F)
RECISION OBJECT FREE ZONE GLIDESLOPE CRITICAL AREA RVR FENCE N/A AIRPORT BEACON N/A AIRPORT REFERENCE POINT (ARP) CURTOURS PRECISION APPROACH PATH INDICATOR (PAPI) MINA ANOS N/A N/A ANOS N/A N/A ANOS N/A N/A ANOS N/A N/A N/A N/A N/A N/A N/A N/	RUNWAY OBJECT FREE AREA	— ROFA —	ROFA(F)
GLIDESLOPE CRITICAL AREA RVR FENCE PUELS STORAGE AREA AIRPORT BEACON N/A NI/A NI/A NI/A NI/A NI/A AIRPORT REFERENCE POINT (ARP) AIRPORT REFERENCE POINT (ARP) PUELSTORAGE AS SEGMENTED CIRCLE AIRPORT REFERENCE POINT (ARP) PUELSTORAGE AS SEGMENTED CIRCLE AIRPORT REFERENCE POINT (ARP) PUELSTORAGE AS SEGMENTED CIRCLE AIRPORT REFERENCE POINT (ARP) PUELSTORAGE NI/A ANOS NI/A NI/A ANOS NI/A NI/A ANOS NI/A NI/A ANOS NI/A ANOS NI/A ANOS NI/A ANOS NI/A NI/A ANOS NI/A ANOS NI/A NI/A ANOS NI/A NI/A ANOS NI/A NI	OBJECT FREE ZONE	—— OFZ ——	— OFZ(F) —
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FUEL STORAGE AREA A N/A AIRPORT BEACON T N/A UNIO CONE T N/A LICHTER WIND CONE & SEGMENTED CIRCLE AIRPORT REFERENCE POINT (ARP) CONTOURS N/A PRECISION APPROACH PATH INDICATOR (PAPI) HOLD LINES & SIGNS N/A AWOS AWOS THRESHOLD LIGHTS (RELS) A A A THRESHOLD LIGHTS STORR WATER MANAGEMENT MONUMENT OBSTRUCTION LIGHT WE N/A MONUMENT	RVR		
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AIRPORT REFERENCE POINT (ARP) PRECTISION APPROACH PATH INDICATOR (PAPI) PRECTISION APPROACH PATH INDICATOR (PAPI) BUBBLE BUBB	WIND CONE	F	
CONTOURS PRECISION APPROACH PATH INDICATOR (PAPI) PRECISION APPROACH PATH INDICATOR (PAPI) PROBLEM CONTROL OF THE PARISH CONTROL	LIGHTED WIND CONE & SEGMENTED CIRCLE		<u></u>
PRECISION APPROACH PATH INDICATOR (PAPI) HOLD LINES & SIGNS W/A AWOS RUNWAY END IDENTIFIER LIGHTS (REILS) A A A A A THERSHOLD LIGHTS *** MONUMENT MONUMENT *** *** *** *** *** *** ***	AIRPORT REFERENCE POINT (ARP)	•	Φ
HOLD LINES & SIGNS AWOS AWOS AWOS AWOS THRESHOLD LIGHTS STORM WATER MANAGEMENT OBSTRUCTION LIGHT WE AWOS NA A A A A A A A A A A A A	CONTOURS	~~20	N/A
AWOS RUNWAY END IDENTIFIER LIGHTS (REILS) A A A A THRESHOLD LIGHTS STORM WATER MANAGEMENT MONUMENT MONUMENT SESTRUCTION LIGHT	PRECISION APPROACH PATH INDICATOR (PAPI)	***	
RUNWAY END IDENTIFIER LIGHTS (REILS) A A A A THRESHOLD LIGHTS OCCUPANT OCCUPANT ONDININATION ONDININATION OBSTRUCTION LIGHT	HOLD LINES & SIGNS		
THRESHOLD LIGHTS 0000 0000 0000 0000 0000 0000 0000 0	AWOS	•	
MONUMENT ADDRESS TRUCTION LIGHT	RUNWAY END IDENTIFIER LIGHTS (REILS)	A A	ΔΔ
MONUMENT STRUCTION LIGHT	THRESHOLD LIGHTS	****	0000 0000
OBSTRUCTION LIGHT *	STORM WATER MANAGEMENT		
	MONUMENT		
TOWNSHIP LINE — — —	OBSTRUCTION LIGHT	*	
	TOWNSHIP LINE		

- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
- EXISTING COORDINATES AND ELEVATIONS TAKEN FROM FAA WEBSITE: http://avnwww.jccbi.gov/pis/datasheet_prd/pkg_airport.PRO_AIRPORT_RUNWAY?v_cntl_num=3111 (JANUARY, 201
- L HORIZONTAL DATUM IS NADB3; ALL VERTICAL DATUM IS NAVDBB.
 ASE DRAWING INFORMATION OBTAINED FROM SURVEY, 2013.

University Park Airport State College, Pennsylvania

LAND USE DRAWING

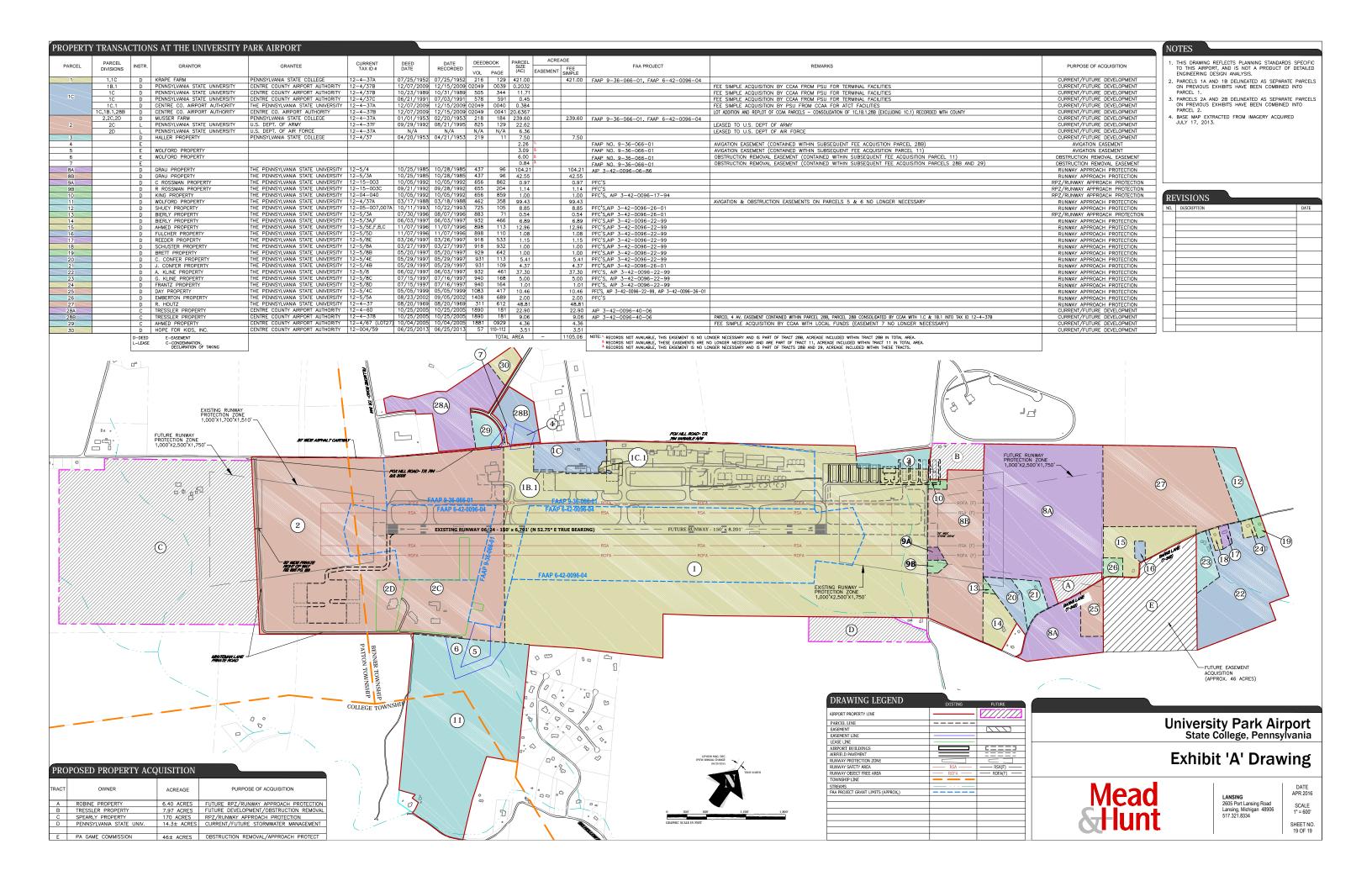


LANSING 2605 Port Lansing Road Lansing, Michigan 48906 517.321.8334 APR 2016

SCALE
1" = 600'

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