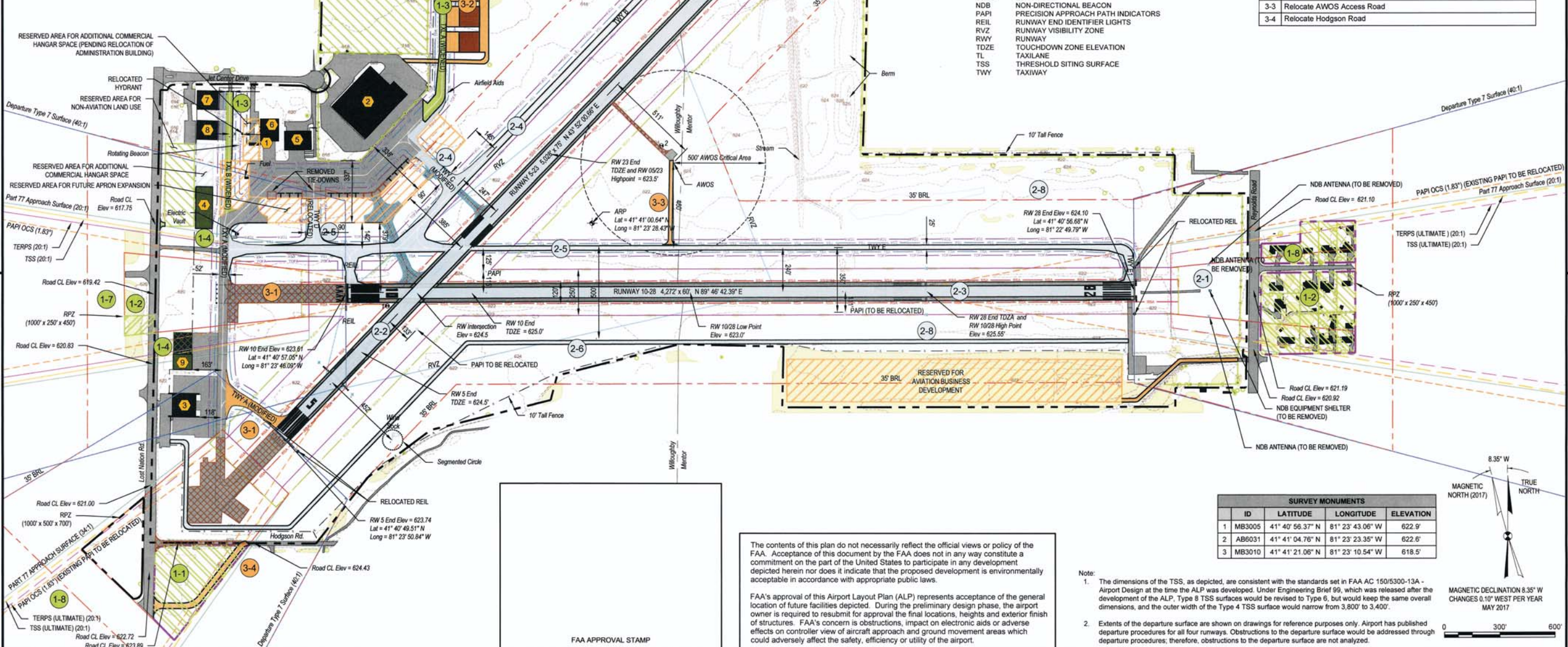


LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
- - -	- - -	Fence
- - -	- - -	Airport Property Line
- - -	- - -	Runway Safety Area (RSA)
- - -	- - -	Runway Object Free Area (ROFA)
- - -	- - -	SAME Runway Obstacle Free Zone (ROFZ)
- - -	- - -	Taxiway Safety Area (TSA)
- - -	- - -	Taxiway Object Free Area (TOFA)
- - -	- - -	SAME Runway Visibility Zone (RVZ)
- - -	- - -	SAME PAPI Obstacle Clearing Surface (OCS)
- - -	- - -	SAME Runway Protection Zone (RPZ)
- - -	- - -	SAME Part 77 Approach Surface
- - -	- - -	SAME Departure Surface
- - -	- - -	Threshold Siting Surface (TSS) OCS
- - -	- - -	Terminal Instrument Procedures (TERPS)
- - -	- - -	SAME Building Restriction Line (BRL 35')
- - -	- - -	SAME Tree Stand Area
+	+	SAME Airport Reference Point
⊙	⊙	SAME Survey Monument
- - -	- - -	SAME Ground Elevation Contours
- - -	- - -	SAME Stream/Wetlands
- - -	- - -	SAME Runway lights

PROPOSED FACILITIES TABLE						
ID	FACILITY DESCRIPTION	TOP ELEV (MSL)	OBSTRUCTION MARKING/ LIGHTING	DISTANCE FROM RUNWAY CENTERLINE (FT)	DISTANCE FROM TAXIWAY CENTERLINE (FT)	PHASE
1	Administration Building	632.3	None	927'	196'	N/A
2	Lost Nation Sports Park	639.4	Lighting	784'	143'	N/A
3	Classic Jet Center FBO	643.7	Lighting	455'	118'	N/A
4	Cold Storage Hangar (New Construction)	640 +/-	None	367 +/-	68 +/-	1
5	Turbine Storage	641.6	None	800'	139'	N/A
6	Evergreen Properties	644.2	None	902'	187'	N/A
7	Kelly Aerospace	638.2	None	1208'	482'	N/A
8	Storage Air	642	None	1081'	368'	N/A
9	SRE Building (New Construction)	643 +/-	None	857 +/-	163 +/-	1
10	T-hangar development	644 +/-	None	830 +/-	588 +/-	1
11	T-hangar development	644 +/-	None	982 +/-	742 +/-	2
12	Commercial hangar development	640 +/-	None	669 +/-	429 +/-	3

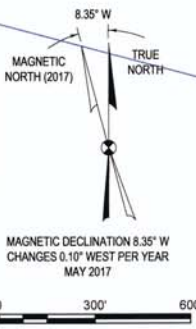
LEGEND				
Existing	PHASE 1 (2018 - 2023)	PHASE 2 (2024 - 2028)	PHASE 3 (2029 - 2040)	DESCRIPTION
█	█	█	█	Buildings
█	█	█	█	Pavement
█	█	█	█	Property Acquisition
█	█	█	█	Easement Acquisition
█	█	█	█	Reserved - Aviation Use
█	█	█	█	Reserved - Nonaviation Use
█	█	█	█	Demolition



DEVELOPMENT PROJECT PHASING	
Phase 1 - Short Term (0-5 Years)	
1-1	Land Acquisition for RPZ Control RWY 5
1-2	Land and Easement Acquisition for RPZ Control (RWY 10 & RWY 28)
1-3	Widen Taxiways A/B to 35'
1-4	Relocate Building 4/SRE Building
1-5	Fence Improvements
1-6	New T-hangars and Kennedy Parkway Extension
1-7	Runway 10 Obstruction Removal
1-8	Runways 5, 23, and 28 Obstruction Removal
Phase 2 - Mid-Term (6 - 10 Years)	
2-1	Remove Non-Directional Beacon Obstructions
2-2	Relocate Runway 5 Displaced Threshold and Resurface Runway 5-23
2-3	Relocate Runway 28 Displaced Threshold and Resurface Runway 10-28
2-4	Parallel Taxiway for Runway 5-23 (Incl. partial demo of TWY C)
2-5	Parallel Taxiway for Runway 10-28 (Incl. relocation of TWY D)
2-6	Install Perimeter Road
2-7	New T-hangars
2-8	Airfield Drainage Improvements
Phase 3 - Long Term (11 - 20 Years)	
3-1	Runway 5 End and Runway 10 End Pavement Removal
3-2	New Conventional Hangars
3-3	Relocate AWOS Access Road
3-4	Relocate Hodgson Road

ABBREVIATIONS	
ARP	AIRPORT REFERENCE POINT
AWOS	AUTOMATED WEATHER OBSERVING STATION
BRL	BUILDING RESTRICTION LINE
CL	CENTERLINE
ELEV	ELEVATION
EQUIP	EQUIPMENT
LAT	LATITUDE
LONG	LONGITUDE
NDB	NON-DIRECTIONAL BEACON
PAPI	PRECISION APPROACH PATH INDICATORS
REIL	RUNWAY END IDENTIFIER LIGHTS
RVZ	RUNWAY VISIBILITY ZONE
RWY	RUNWAY
TDZE	TOUCHDOWN ZONE ELEVATION
TL	TAXILANE
TSS	THRESHOLD SITING SURFACE
TWY	TAXIWAY

SURVEY MONUMENTS			
ID	LATITUDE	LONGITUDE	ELEVATION
1	MB3005 41° 40' 56.37" N	81° 23' 43.06" W	622.9'
2	AB6031 41° 41' 04.76" N	81° 23' 23.35" W	622.6'
3	MB3010 41° 41' 21.06" N	81° 23' 10.54" W	618.5'



The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this document by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

FAA's approval of this Airport Layout Plan (ALP) represents acceptance of the general location of future facilities depicted. During the preliminary design phase, the airport owner is required to submit for approval the final locations, heights and exterior finish of structures. FAA's concern is obstructions, impact on electronic aids or adverse effects on controller view of aircraft approach and ground movement areas which could adversely affect the safety, efficiency or utility of the airport.

Note:

- The dimensions of the TSS, as depicted, are consistent with the standards set in FAA AC 150/5300-13A - Airport Design at the time the ALP was developed. Under Engineering Brief 99, which was released after the development of the ALP, Type 8 TSS surfaces would be revised to Type 6, but would keep the same overall dimensions, and the outer width of the Type 4 TSS surface would narrow from 3,800' to 3,400'.
- Extents of the departure surface are shown on drawings for reference purposes only. Airport has published departure procedures for all four runways. Obstructions to the departure surface would be addressed through departure procedures; therefore, obstructions to the departure surface are not analyzed.

FAA APPROVAL STAMP

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Lake County Ohio  
PORT AND ECONOMIC  
DEVELOPMENT AUTHORITY  
AN OHIO PORT AUTHORITY

**AIRPORT LAYOUT PLAN UPDATE  
LAKE COUNTY EXECUTIVE AIRPORT**  
  
**CITY OF WILLOUGHBY AND CITY OF MENTOR  
LAKE COUNTY, OHIO**

REVISIONS		
MARK	DATE	DESCRIPTION

PROJECT NO: Q06.001.001  
DATE: NOVEMBER 2019  
DRAWN BY: K. R. YOUNG  
DESIGNED BY: K. R. YOUNG  
CHECKED BY: J. J. SHURER

**AIRPORT LAYOUT PLAN**

**SHEET 4 OF 15**

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