

MODIFICATIONS OF FAA STANDARDS

NO.	DESCRIPTION	FAA STANDARD	MITIGATION	APPROVAL DATE
1	GRADIENT OF PROPOSED TAXIWAY T-4 EXTENSION	1.5% GRADIENT	TAXIWAY GRADIENTS WILL BE ADDRESSED AS PAVEMENT IS OVERLAYED OR STRENGTHENED	MAY 1993
2	LOCALIZER SITING CRITERIA, RUNWAY 2C	ONLY OBJECTS FIXED BY FUNCTION MAY BE LOCATED WITHIN RUNWAY SAFETY AREA	FAA TO INSTALL FRANGIBLE LOCALIZER ANTENNA AND DECLARE 'FIXED BY FUNCTION'	DECEMBER 1993
3	RUNWAY 2C-20C, 13-31 & 2R-20L SHOULDER WIDTHS	35 FOOT PAVED OR STABILIZED SHOULDERS	NO MODIFICATION, BUT RUNWAY SHOULDERS TO BE ADDRESSED WITH FUTURE PROJECTS	JULY 2004
4	TAXIWAY A, A-1, K-2, L SHOULDER WIDTHS / C-1 FILLET DIMENSIONS	35 FOOT PAVED OR STABILIZED SHOULDERS	TAXIWAY SHOULDERS TO BE ADDRESSED IN FUTURE PROJECTS	JULY 2004
5	TAXIWAY A, B, L, R-4 TAXIWAY SAFETY AREA TRANSVERSE GRADIENTS	1.5% TO 3% GRADIENT	TAXIWAY SAFETY AREA TRANSVERSE GRADIENTS WILL BE ADDRESSED AS PAVEMENT IS OVERLAYED OR STRENGTHENED	JULY 2004
6	RUNWAY VISIBILITY ZONE ASSOCIATED WITH INTERSECTION OF EXTENDED RUNWAY 2L AND RUNWAY 13	NO OBJECTS PERMITTED WITHIN RVZ	MODIFICATION WAS GRANTED FOR FUTURE RVZ	OCTOBER 2004
7	TAXIWAY T-4 LONGITUDINAL GRADES BETWEEN TAXIWAYS KILO AND RUNWAY 13-31	0.015	NONE	JUNE 2009

ABBREVIATIONS

RUNWAY RPZ/OFA/RSA/POFZ DATA

[illegible]

* Drainage swales have been allowed in safety area to minimize erosion. Once drainage patterns have been addressed, these areas will be re-graded to fully comply with applicable standards.

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#1101

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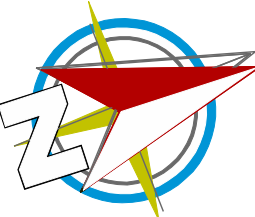
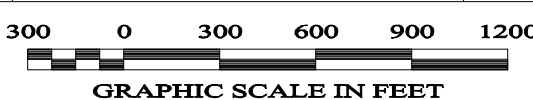
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[illegible]

MAGNETIC DECLINATION 3° 31' W
ANNUALLY 5' W - FEBRUARY 2013

Title:

2013 Master Plan Update

Date: December 13, 2013

Sheet Title:

Airport Data Sheet

Sheet Numbers: 2 of 15