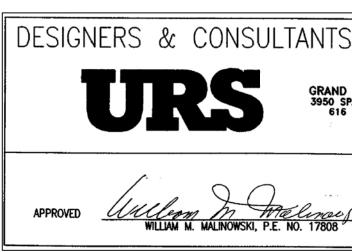


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STATE OF MICHIGAN

ANN ARBOR MUNICIPAL AIRPORT WASHTENAW COUNTY ANN ARBOR, MI AIRPORT LAYOUT PLAN

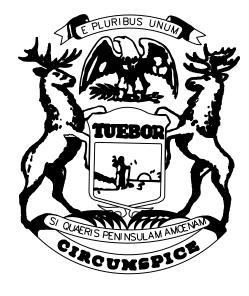
	REVISION BLOCK	
DATE	MODIFICATIONS	INITIALS



AIRPORT TYPE - GENERAL AVIATION

NOTE: SIGNATURE IN CONSULTANT BLOCK CEF ALP WAS PREPARED USING ALP CHECKL

DEPARTMENT OF TRANSPORTATION AIRPORTS DIVISION LANSING, MICHIGAN



				ANN / AIRPORT LAY
	10	FAR PART 77 SURFACES		
5	9	AIRPORT PROPERTY PLAN		
	8	TERMINAL AREA PLAN		SITE NO.
	7	RUNWAY PROTECTION ZONE DRAWING (RWY 13/31)		
D RAPIDS, MI. SPARKS DR. S.E. 5 574-8500	6	RUNWAY PROTECTION ZONE DRAWING (RWY 6/24)		81-1
	5	AIRPORT LAYOUT AERIAL		
	4	AIRPORT LAYOUT PLAN (FUTURE)		
	3	AIRPORT LAYOUT PLAN (EXISTING)		DRAWING
di philos	2	AIRPORT DATA SUMMARY		1 OF 10
DATE	1	TITLE & SIGNATURE PAGE		
IFIES ST.	SHEET NUMBER	INDEX OF SHEETS	LATEST REVISION DATE	12940723

I ARI	ANN ARBOR MUNICIPAL A	IRPORT		D/E JW X PM RJC X SQC DR X	
IRPORT LAYOUT PLAN	PLAN	ANN ARBOR, MICHIGAN	GRAND RAPIDS, ML, 3950 SPARKS DR. S.E. 616 574-8500	×	06/27/08 ALP PUBLICATION 03/21/08 FAA AIRSPACE REVIEW
SIGNATI	TITLE & SIGNATURE PAGE			W. MALINOWSKI 12/1	12/17/07 MDOT DRAFT REVIEW

MODIFICATIONS TO FAA DESIGN STANDARDS

DATE OF FAA LET MARCH 27, 199

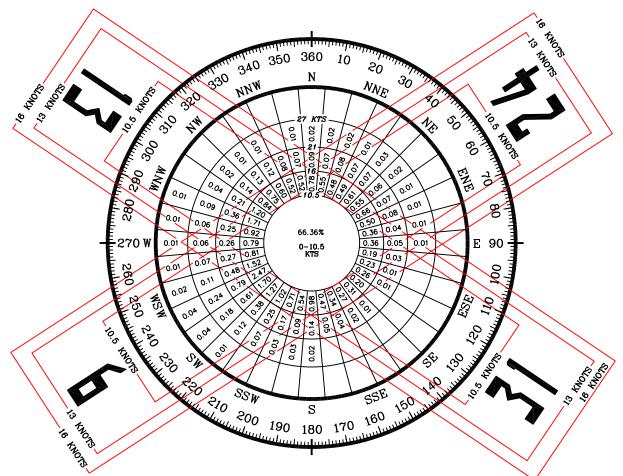
MARCH 27, 199

TTER	DESCRIPTION
995	CATEGORY C APPROACH MINIMA GRANDFATHERED FAA AIRSPACE NO. 92–AGL–698–NRA
	TAXIWAY WIDTH AT 30', NOT STANDARD 35'
	NORTHEAST FBO HANGAR ATCT LINE OF SITE TO END OF PARALLEL TAXIWAY
995	TWO T-HANGARS IN NORTHEAST CORNER OF AIRPORT ATCT LINE OF SITE TO END OF PARALLEL TAXIWAY

AIF	RPORT DAT	A TABLE
COUNTY: WASHTENAW TO	OWNSHIP: PITTSFIELD	TOWN: T 3 S
MEAN MAXIMUM TEMPERATURE:	83°F JULY	RANGE: R 6 E
AIRPORT REFERENCE POINT:	LAT: 42°13'20.67" N.	LONG: 83°44'47.82" W
AIRPORT REFERENCE CODE:	ARB	
	EXISTING	FUTURE
AIRPORT ELEVATION (MSL)	829	829
AIRPORT AND TERMINAL NAVAIDS	ROTATING BEACON VOR, ATCT, ASOS	ROTATING BEACON VOR, ATCT, ASOS
SERVICE LEVEL	GENERAL AVIATION	GENERAL AVIATION
AIRPORT ROLE	GENERAL UTILITY	GENERAL UTILITY
APPROACH CATEGORY	В	В
AIRPLANE DESIGN GROUP	I	II

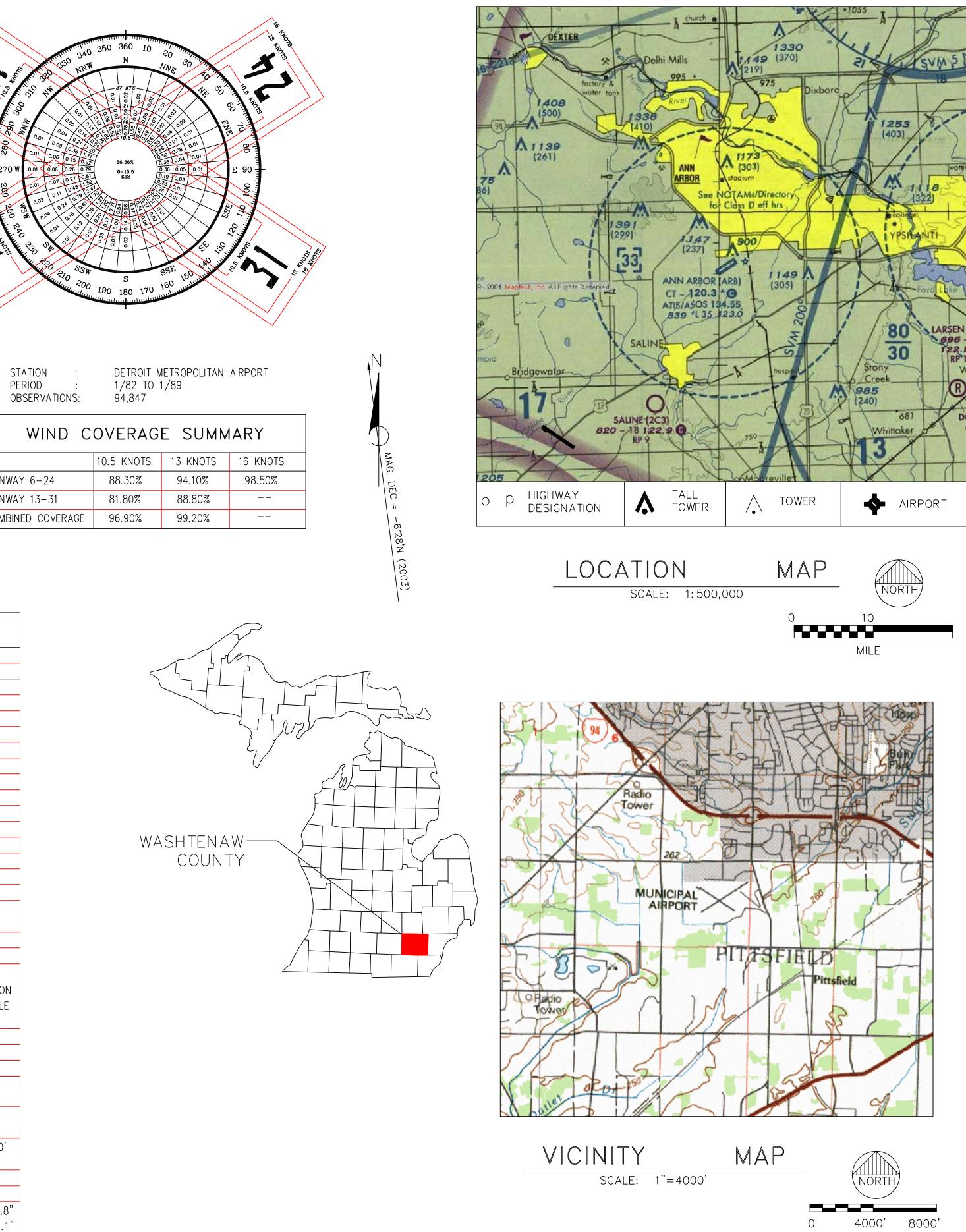
[RUN	IWAY	AND	APPI	ROACH	DAT	ΓA		
RUNWAY			5	2	24	1	2	3	0
		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY LENGTH		3505'	4300'	3505'	4300'	2750'	2750'	2750'	2750'
RUNWAY WIDTH		75'	75'	75'	75'	110'	110'	110'	110'
DISPLACED THRESHOLD									
EFFECTIVE LANDING LENGTH		3505'	4300'	3505'	4300'	2750'	2750'	2750'	2750'
EFFECTIVE TAKEOFF LENGTH		3505'	4300'	3505'	4300'	2750'	2750'	2750'	2750'
TORA									
TODA									
ASDA									
LDA									
STOPWAY									
CLEARWAY									
RUNWAY CATEGORY		NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	UTILITY	UTILITY	UTILITY	UTILITY
RUNWAY GRADIENT		0.17%	0.17%	0.17%	0.17%	0.61%	0.61%	0.61%	0.61%
PAVEMENT TYPE		CONCRETE	CONCRETE	CONCRETE	CONCRETE	TURF	TURF	TURF	TURF
PAVEMENT STRENGTH:		SW 45	SW 45	SW 45	SW 45	NONE	NONE	NONE	NONE
GEAR/LOAD(X 1000)		DW 70	DW 70	DW 70	DW 70	NONE	NONL		NONL
RUNWAY LIGHTING		MIRL	MIRL	MIRL	MIRL	NONE	NONE	NONE	NONE
RUNWAY MARKING		N.P.I.	N.P.I.	N.P.I.	N.P.I.	NONE	NONE	NONE	NONE
NAVIGATIONAL AIDS		PAPI	PAPI	VASI	PAPI				
		ROT. BEACON	ROT. BEACON	ROT. BEACON	ROT. BEACON	ROT. BEACON	ROT. BEACON	ROT. BEACON	ROT. BEACON
		SEG. CIRCLE	SEG. CIRCLE	SEG. CIRCLE	SEG. CIRCLE	SEG. CIRCLE	SEG. CIRCLE	SEG. CIRCLE	SEG. CIRCLE
		REIL	REIL						
APPROACH LIGHTING		_	_	ODALS	ODALS	NONE	NONE	NONE	NONE
AIRCRAFT APPROACH CATEGORY		В	В	В	B	В	В	В	В
AIRPLANE DESIGN GROUP		II	II	II	II	I	I	I	I
CRITICAL AIRCRAFT		BEECH KING	CESSNA	BEECH KING	CESSNA	CESSNA	CESSNA	CESSNA	CESSNA
		AIR C90-1	CITATION II	AIR C90-1	CITATION II	172	172	172	172
APPROACH					NON-PRECISION RNAV(GPS)/VOR	VISUAL	VISUAL	VISUAL	VISUAL
RPZ		500'x 700'	500'x 700'	500'x 700'	500'x 700'	250'x 450'	250'x 450'	250'x 450'	250'x 450'
		x 1000'	x 1000'	x 1000'	x 1000'	x 1000'	x 1000'	x 1000'	x 1000'
APPROACH RATIO FAR PART 77		20:1	34:1	20:1	34:1	20:1	20:1	20:1	20:1
APPROACH VISIBILITY MINIMUMS		1 MILE	1 MILE	1 MILE	1 MILE	VISUAL	VISUAL	VISUAL	VISUAL
RUNWAY END COORDINATE (NAD 83)	LAT:	N 42°13'12.88"	N 42°13'07.46"	N 42°13'32.97"	N 42°13'32.11"	N 42°13'29.3"	N 42°13'29.3"	N 42°13'14.8"	N 42°13'14.8'
· · · · · ·	LONG:				W 83°44'24.07"		W 83°45'04.0"	W 83°44'33.1"	W 83°44'31.1'

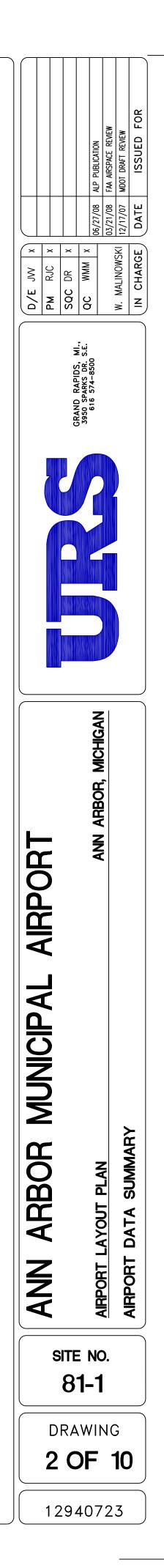
EX. RUNWAY COORDINATES ARE FROM 2005 NOAA APPROACH SURVEY ODALS – OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM



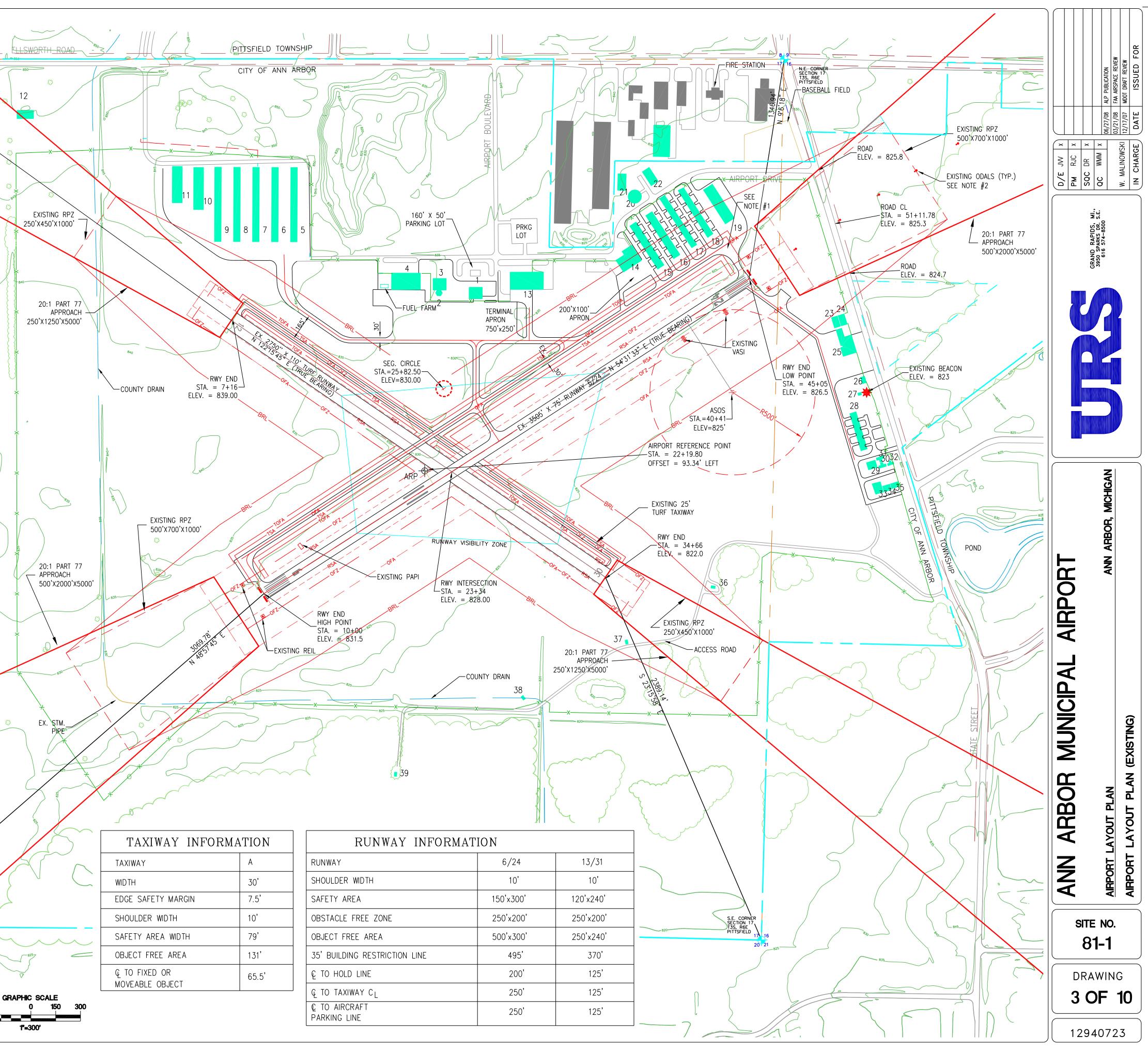
WIND C	OVERAG	E SUMM	ARY
	10.5 KNOTS	13 KNOTS	16 KNOTS
RUNWAY 6-24	88.30%	94.10%	98.50%
RUNWAY 13-31	81.80%	88.80%	
COMBINED COVERAGE	96.90%	99.20%	







	BUILDING ELEVATION	TABLE
	NO. DESCRIPTION	ELEVATION
	1ADMINISTRATION/TERMINAL BUILDING2AIR TRAFFIC CONTROL TOWER (ATCT)	849.56 893.29
	3 AIR TRAFFIC ADMINISTRATION BUILDING 4 CORPORATE HANGAR (AV. GAS CO.)	864.52 866.72
	5 T-HANGAR	858.03
	6 T-HANGAR 7 T-HANGAR	857.98 857.12
	8 T-HANGAR	857.95
	9 T-HANGAR 10 T-HANGAR (NESTED)	858.01 863.58
	11 T-HANGAR (NESTED) 12 BARN	863.56 894.80
	13 CORPORATE HANGAR (MICHIGAN UNIVERSITY)	861.57
	14FIXED BASE OPERATION HANGAR15T-HANGAR	862.57 846.73
	16 T-HANGAR	846.47
	17T-HANGAR18T-HANGAR	843.65 846.30
	19T-HANGAR (NESTED)20ROTATING FLOOR HANGAR	849.13 850.89
	21 CONVENTIONAL HANGAR	851.15
	22 CONVENTIONAL HANGAR 23 CONVENTIONAL HANGAR	847.51 838.92
	24 CONVENTIONAL HANGAR	838.87
	25 FIXED BASE OPERATION HANGAR 26 OFFICE BUILDING	846.03 837.91
	27 CITY WATER FACILITY 28 T-HANGAR	823.35 836.39
	29 CONVENTIONAL HANGAR	842.77
	30 T-HANGAR 31 T-HANGAR	834.98 835.85
	32 T-HANGAR	836.80
	33CONVENTIONAL HANGAR34CONVENTIONAL HANGAR	843.80 842.34
	35 CONVENTIONAL HANGAR 36 CITY WATER FACILITY	841.81 837.20
	37 CITY WATER FACILITY	837.60
	38 CITY WATER FACILITY 39 CITY WATER FACILITY	834.09 836.12
	LEGEND	1
	AIRPORT PROPERTY LINE	BM
	EASEMENT	
	SECTION LINES	NER
	FU. RUNWAYS, PARKING, TAXIWAYS	<u> </u>
		EX-BUILD
	FUTURE BUILDINGS	FU-BUILD
	ROADS	
	CENTERLINES — -	
	EX. RUNWAY SAFETY AREA ————RSA—	·
Бж	EX. TAXIWAY SAFETY AREA	
	EX. OBJECT FREE AREA OFA	
6mp.70mm/ 1904	EX. TAXIWAY OBJECT FREE AREA TOFA - EX. BUILDING RESTRICTION LINE	
	EXISTING TREES AND TREE LINES $\[Bar{lines}\]$ Tree $\[bar{lines}\]$	
INT02=/	EXISTING FENCE LINE	<u>х х </u> L
	EX. VASI OR PAPI 👼 🗔 VA	. .
	EX. SEGMENTED CIRCLE	SEG PP -O- F-PP
civi \prop.awg	RUNWAY VISIBILITY ZONE	
-		
	<u>NOTE #1</u>	
	TWO T-HANGARS IN NORTHEAST CORNER (AND NORTHEAST FBO HANGAR OBSCURE LI	
	TO END OF PARALLEL TAXIWAY	
	<u>NOTE #2</u> OADLS – OMNIDIRECTIONAL APPROACH LIGI	ITING
	SYSTEM	

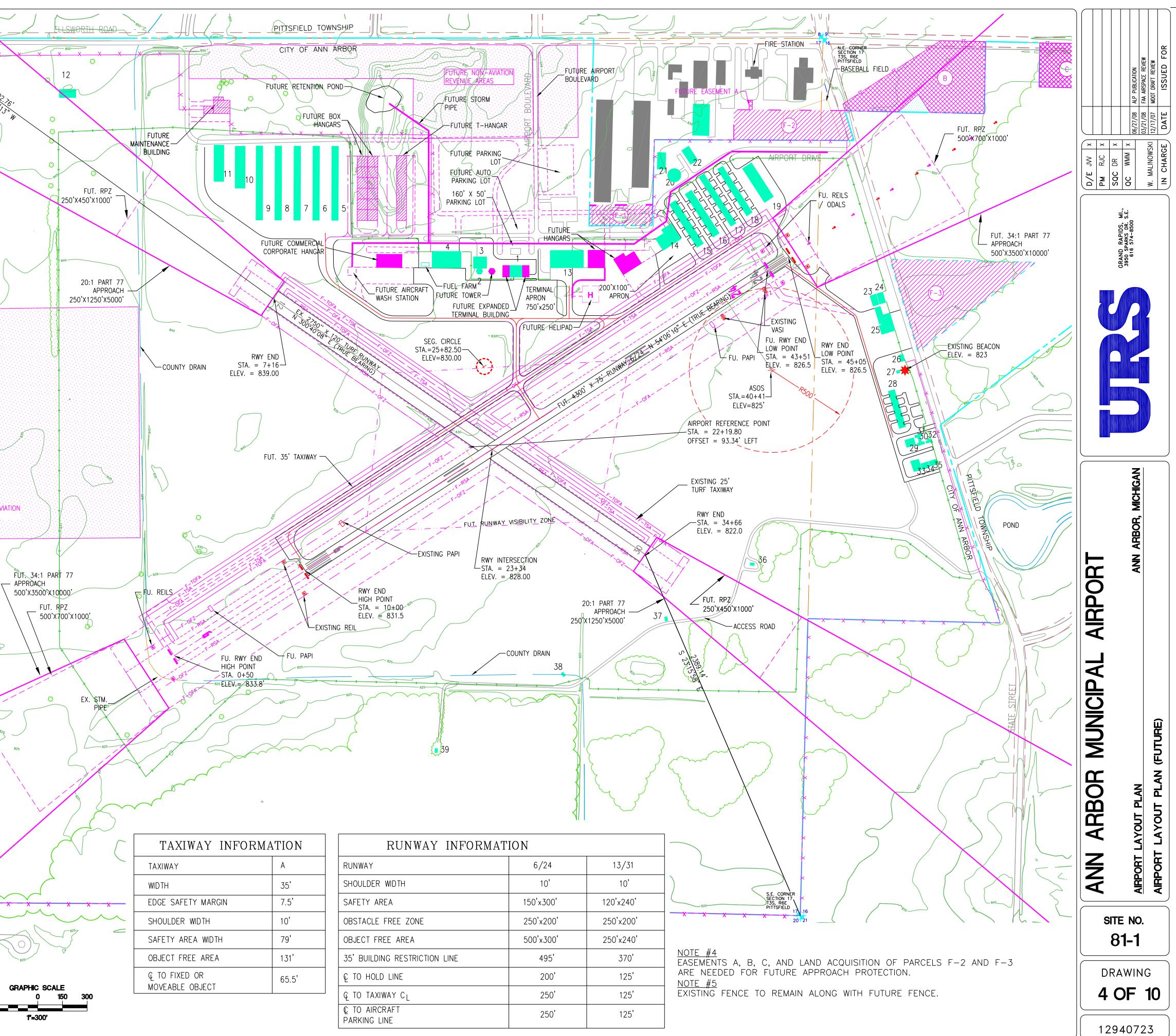


TAXIWAY INFORMA	TION
TAXIWAY	А
WIDTH	30'
EDGE SAFETY MARGIN	7.5'
SHOULDER WIDTH	10'
SAFETY AREA WIDTH	79'
OBJECT FREE AREA	131'
ଦୂ TO FIXED OR MOVEABLE OBJECT	65.5 '

RUNWAI INFORMAII	ION	
VAY	6/24	13/3
ILDER WIDTH	10'	10
TY AREA	150'x300'	120'x24
	250'200'	250'2

SAFETY AREA	150°x300°	120°x240°
OBSTACLE FREE ZONE	250'x200'	250'x200'
OBJECT FREE AREA	500'x300'	250'x240'
35' BUILDING RESTRICTION LINE	495'	370'
င့ TO HOLD LINE	200'	125'
φ το ταχίψαγ c _l	250'	125'
© TO AIRCRAFT PARKING LINE	250'	125'

BUILDING ELEVATION 7 DESCRIPTION ADMINISTRATION/TERMINAL BUILDING AIR TRAFFIC CONTROL TOWER (ATCT) AIR TRAFFIC ADMINISTRATION BUILDING CORPORATE HANGAR (AV. GAS CO.) T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR (NESTED) T-HANGAR (NESTED) BARN CORPORATE HANGAR (MICHIGAN UNIVERSITY) FIXED BASE OPERATION HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR	ELEVATION849.56893.29864.52866.72858.03857.98857.98857.95858.01863.58863.56894.80861.57862.57846.73846.47845.80851.15846.30849.13850.89851.15847.51838.92838.87846.03846.03837.91823.35834.98835.85	PITTSFIELD TOWNSHIP
ADMINISTRATION/TERMINAL BUILDING AIR TRAFFIC CONTROL TOWER (ATCT) AIR TRAFFIC ADMINISTRATION BUILDING CORPORATE HANGAR (AV. GAS CO.) T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR (NESTED) T-HANGAR (NESTED) BARN CORPORATE HANGAR (MICHIGAN UNIVERSITY) FIXED BASE OPERATION HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR	849.56 893.29 864.52 866.72 858.03 857.98 857.98 857.95 858.01 863.58 863.56 894.80 861.57 862.57 846.73 846.73 846.47 845.00 846.73 846.47 845.51 846.30 8445.30 846.47 846.30 845.30 846.30 846.30 847.51 838.87 838.87 837.91 823.35 836.39 836.39 836.39 842.77 834.98 835.85	CITY OF AN
AIR TRAFFIC CONTROL TOWER (ATCT) AIR TRAFFIC ADMINISTRATION BUILDING CORPORATE HANGAR (AV. GAS CO.) T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR (NESTED) T-HANGAR (NESTED) T-HANGAR (NESTED) BARN CORPORATE HANGAR (MICHIGAN UNIVERSITY) FIXED BASE OPERATION HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR (NESTED) ROTATING FLOOR HANGAR CONVENTIONAL HANGAR T-HANGAR FIXED BASE OPERATION HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR	893.29 864.52 866.72 858.03 857.98 857.98 857.95 858.01 863.58 863.56 894.80 861.57 862.57 846.73 846.73 846.73 845.79 846.73 846.73 846.47 843.65 846.30 849.13 850.89 851.15 847.51 838.92 838.87 846.03 837.91 823.35 836.39 842.77 834.98 835.85	OF AN
AIR TRAFFIC ADMINISTRATION BUILDING CORPORATE HANGAR (AV. GAS CO.) T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR (NESTED) T-HANGAR (NESTED) T-HANGAR (NESTED) BARN CORPORATE HANGAR (MICHIGAN UNIVERSITY) FIXED BASE OPERATION HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR T-HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR T-HANGAR T-HANGAR T-HANGAR	864.52 866.72 858.03 857.98 857.98 857.95 857.95 858.01 863.58 863.56 894.80 861.57 862.57 846.73 846.73 846.73 846.73 846.73 846.73 846.73 846.73 846.73 846.73 846.73 846.30 847.51 838.92 838.87 846.03 837.91 823.35 836.39 842.77 834.98 835.85	OF AN
CORPORATE HANGAR (AV. GAS CO.) T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR (NESTED) T-HANGAR (NESTED) T-HANGAR (NESTED) BARN CORPORATE HANGAR (MICHIGAN UNIVERSITY) FIXED BASE OPERATION HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR (NESTED) ROTATING FLOOR HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR	866.72 858.03 857.98 857.95 857.95 858.01 863.58 863.56 894.80 861.57 862.57 846.47 846.30 845.89 850.89 851.15 847.51 838.92 838.87 846.03 837.91 823.35 836.39 836.39 834.98 835.85	OF AN
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T-HANGAR (NESTED) BARN CORPORATE HANGAR (MICHIGAN UNIVERSITY) FIXED BASE OPERATION HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR (NESTED) ROTATING FLOOR HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR	863.56 894.80 861.57 862.57 846.73 846.73 846.47 843.65 846.30 845.15 846.30 845.15 846.30 845.30 846.30 845.30 846.30 847.51 838.92 838.87 846.03 837.91 823.35 836.39 842.77 834.98 835.85	OF AN
CORPORATE HANGAR (MICHIGAN UNIVERSITY) FIXED BASE OPERATION HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR (NESTED) ROTATING FLOOR HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR	861.57 862.57 846.73 846.47 843.65 844.30 845.00 845.13 850.89 851.15 847.51 838.92 838.87 846.03 837.91 823.35 836.39 842.77 834.98 835.85	OF AN
FIXED BASE OPERATION HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR (NESTED) ROTATING FLOOR HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR T-HANGAR T-HANGAR T-HANGAR	862.57 846.73 846.47 843.65 844.30 843.65 845.30 845.30 845.30 845.30 845.30 845.30 845.30 845.30 845.30 845.30 850.89 851.15 847.51 838.92 838.87 838.87 838.87 837.91 823.35 836.39 842.77 834.98 835.85	OF AN
T-HANGAR T-HANGAR T-HANGAR T-HANGAR T-HANGAR (NESTED) ROTATING FLOOR HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR T-HANGAR T-HANGAR T-HANGAR	846.73 846.47 843.65 844.30 849.13 850.89 851.15 847.51 838.92 838.87 846.03 837.91 823.35 834.98 835.85	
T-HANGAR T-HANGAR T-HANGAR T-HANGAR (NESTED) ROTATING FLOOR HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR T-HANGAR	846.47 843.65 843.65 846.30 849.13 850.89 851.15 847.51 838.92 838.87 846.03 837.91 823.35 836.39 842.77 834.98 835.85	
T-HANGAR T-HANGAR (NESTED) ROTATING FLOOR HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR T-HANGAR	843.65 846.30 849.13 850.89 851.15 847.51 838.92 838.87 846.03 837.91 823.35 836.39 842.77 834.98 835.85	ARBOR
T-HANGAR (NESTED) ROTATING FLOOR HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR	849.13 850.89 851.15 847.51 838.92 838.87 846.03 837.91 823.35 836.39 842.77 834.98 835.85	OR
ROTATING FLOOR HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR	850.89851.15847.51838.92838.87846.03837.91823.35836.39842.77834.98835.85	
CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR	851.15 847.51 838.92 838.87 846.03 837.91 823.35 836.39 842.77 834.98 835.85	
CONVENTIONAL HANGAR CONVENTIONAL HANGAR CONVENTIONAL HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR	847.51 838.92 838.87 846.03 837.91 823.35 836.39 842.77 834.98 835.85	
CONVENTIONAL HANGAR CONVENTIONAL HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR	838.92 838.87 846.03 837.91 823.35 836.39 842.77 834.98 835.85	
CONVENTIONAL HANGAR FIXED BASE OPERATION HANGAR OFFICE BUILDING CITY WATER FACILITY T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR T-HANGAR	838.87 846.03 837.91 823.35 836.39 842.77 834.98 835.85	
OFFICE BUILDING CITY WATER FACILITY T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR T-HANGAR	837.91 823.35 836.39 842.77 834.98 835.85	S
CITY WATER FACILITY T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR T-HANGAR	823.35 836.39 842.77 834.98 835.85	
T-HANGAR CONVENTIONAL HANGAR T-HANGAR T-HANGAR T-HANGAR	836.39 842.77 834.98 835.85	
CONVENTIONAL HANGAR T-HANGAR T-HANGAR T-HANGAR	842.77 834.98 835.85	
T–HANGAR T–HANGAR T–HANGAR	834.98 835.85	
T-HANGAR		
		<pre>/</pre>
	836.80	
CONVENTIONAL HANGAR	843.80 842.34	
CONVENTIONAL HANGAR	841.81	
CITY WATER FACILITY	837.20	, ()
CITY WATER FACILITY	837.60	
CITY WATER FACILITY CITY WATER FACILITY	834.09 836.12	· /
EXISTING FENCE LINE EX. REIL EX. VASI OR PAPI EX. SEGMENTED CIRCLE FUTURE ROADS FUT. TAXIWAY SAFETY AREA EX. SEGMENTED CIRCLE	G. DEC. = -6°28'N	COHR ROAD
FUT. OBJECT FREE AREA — — F-OFA — — FUTURE CENTERLINES — – – – – – – – – – – – – – – – – – –	- PP - 4 LFT TO 34:1 APPROACH JNWAY ED AND END OF THE	H
- - T	EX. TAXIWAY OBJECT FREE AREA EX. BUILDING RESTRICTION LINE XISTING TREES AND TREE LINES EXISTING FENCE LINE EX. REIL EX. VASI OR PAPI EX. SEGMENTED CIRCLE FUTURE ROADS FUT. TAXIWAY SAFETY AREA UTURE RWY PROTECTION ZONES FUT. RUNWAY SAFETY AREA UTURE RWY PROTECTION ZONES FUT. RUNWAY SAFETY AREA FUT. RUNWAY S	EX. TAXIWAY OBJECT FREE AREA TOFA EX. BUILDING RESTRICTION LINE BRL XISTING TREES AND TREE LINES TREE TREELINE EXISTING FENCE LINE EX. REIL REAL EX. VASI OR PAPI EX. SEGMENTED CIRCLE FUTURE ROADS FUT. TAXIWAY SAFETY AREA F-TSA JT. TAXIWAY OBJECT FREE AREA F-TOFA UTURE RWY PROTECTION ZONES F-TOFA FUT. RUNWAY SAFETY AREA F-TOFA FUT. OBJECT FREE AREA F-TOFA FUT. OBJECT FREE AREA F-TOFA FUT. RUNWAY SAFETY AREA F-TOFA FUT. FENCE X X #3 AY 24 END TO BE SHORTENED BY 154 LFT TO DE 15' CLEARANCE FOR THE FUTURE 34:1 APPROACH STATE STREET. EXISTING 154' OF RUNWAY ENT AND CONNECTORS TO BE REMOVED AND CED WITH NEW CONNECTORS AT THE END OF THE ENED RUNWAY. EXISTING ODALS WILL BE RELOCATE



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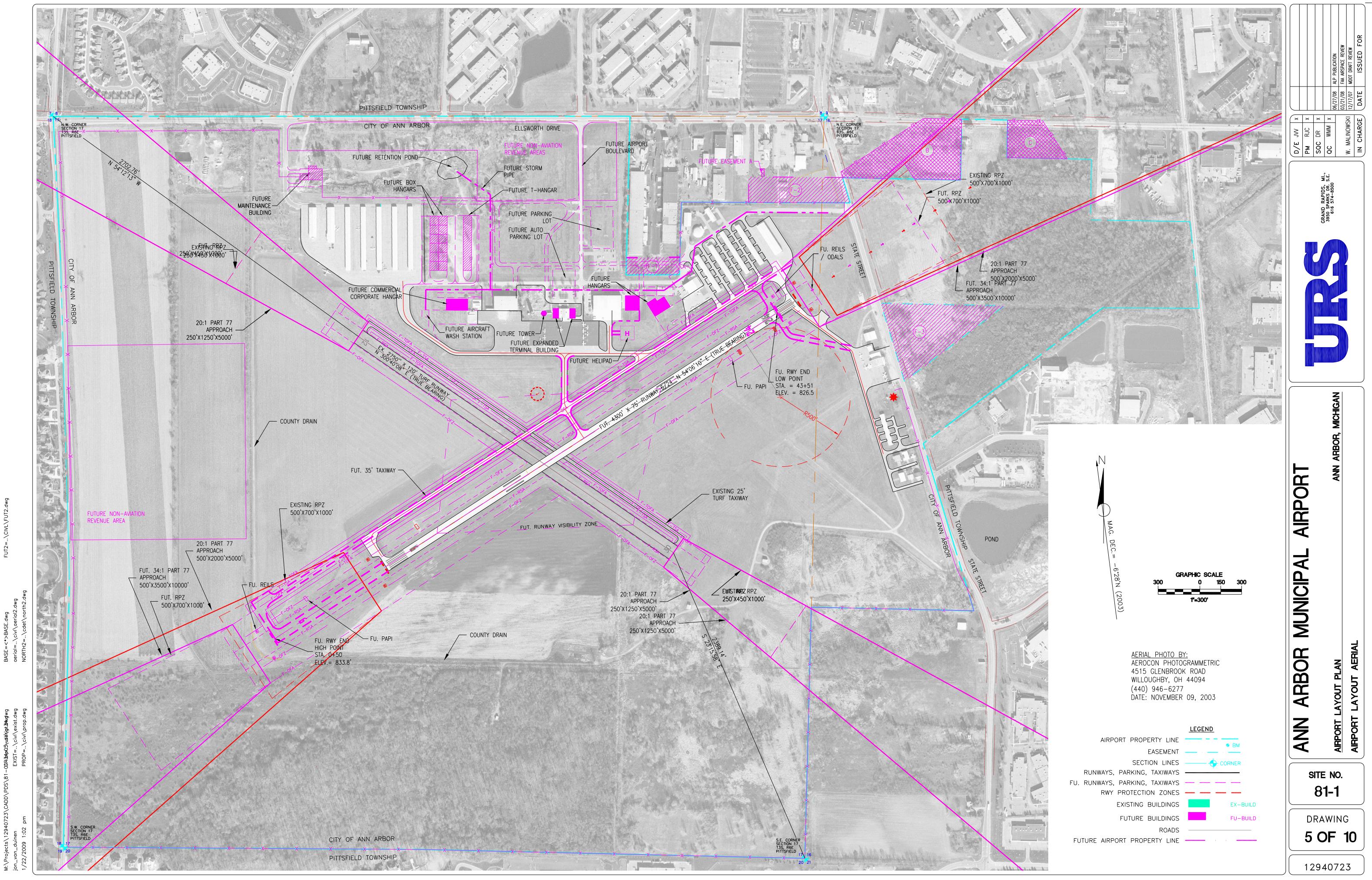
RUNWAY INFORMAT	ION	
RUNWAY	6/24	13/31
SHOULDER WIDTH	10'	10'
SAFETY AREA	150'x300'	120'x240'
OBSTACLE FREE ZONE	250'x200'	250'x200'
OBJECT FREE AREA	500'x300'	250'x240'
35' BUILDING RESTRICTION LINE	495'	370'
င့် TO HOLD LINE	200'	125'
ϕ TO TAXIWAY CL	250'	125'
© TO AIRCRAFT PARKING LINE	250'	125'

N 54.12:16. 13:00

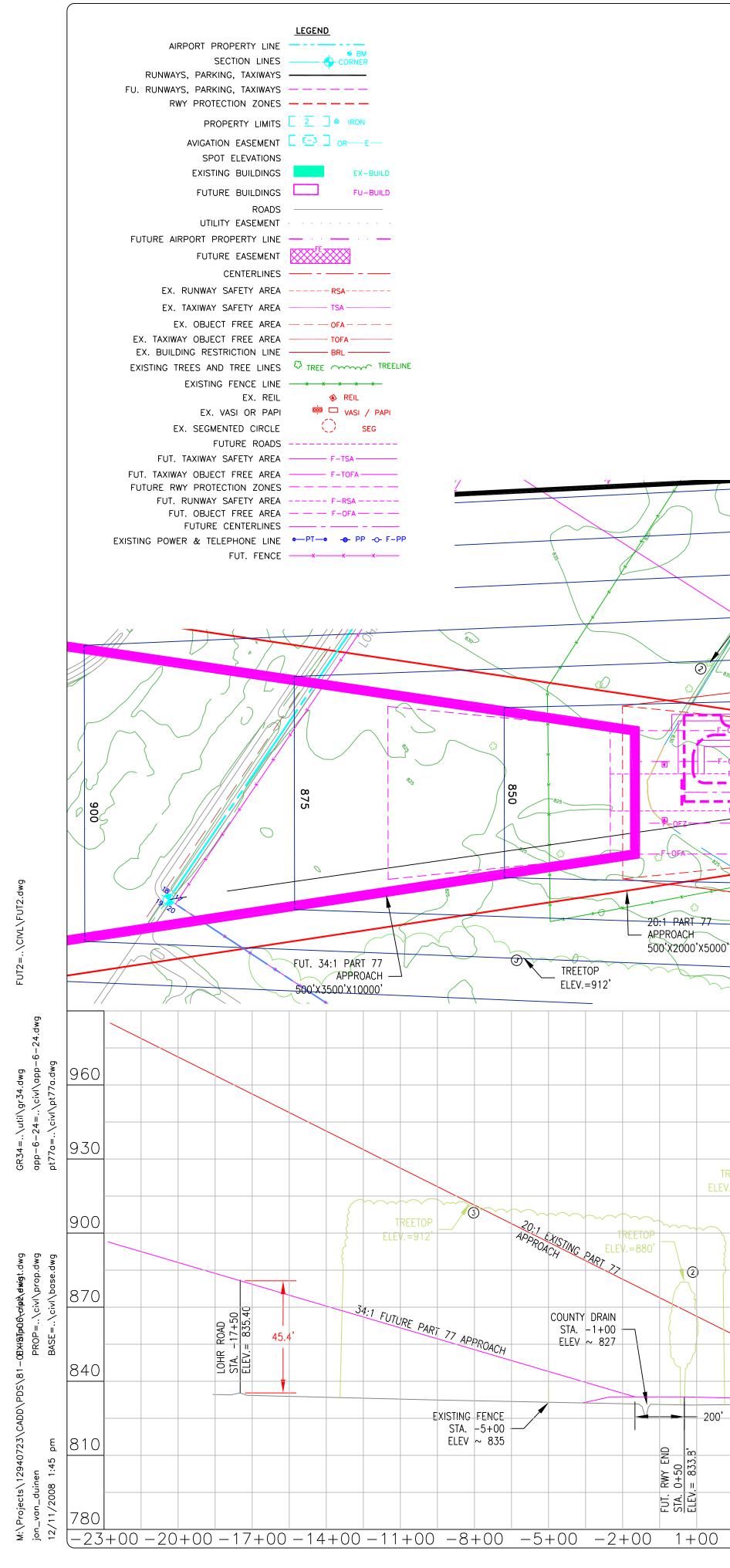
FUTURE NON-AVIATION REVENUE AREA

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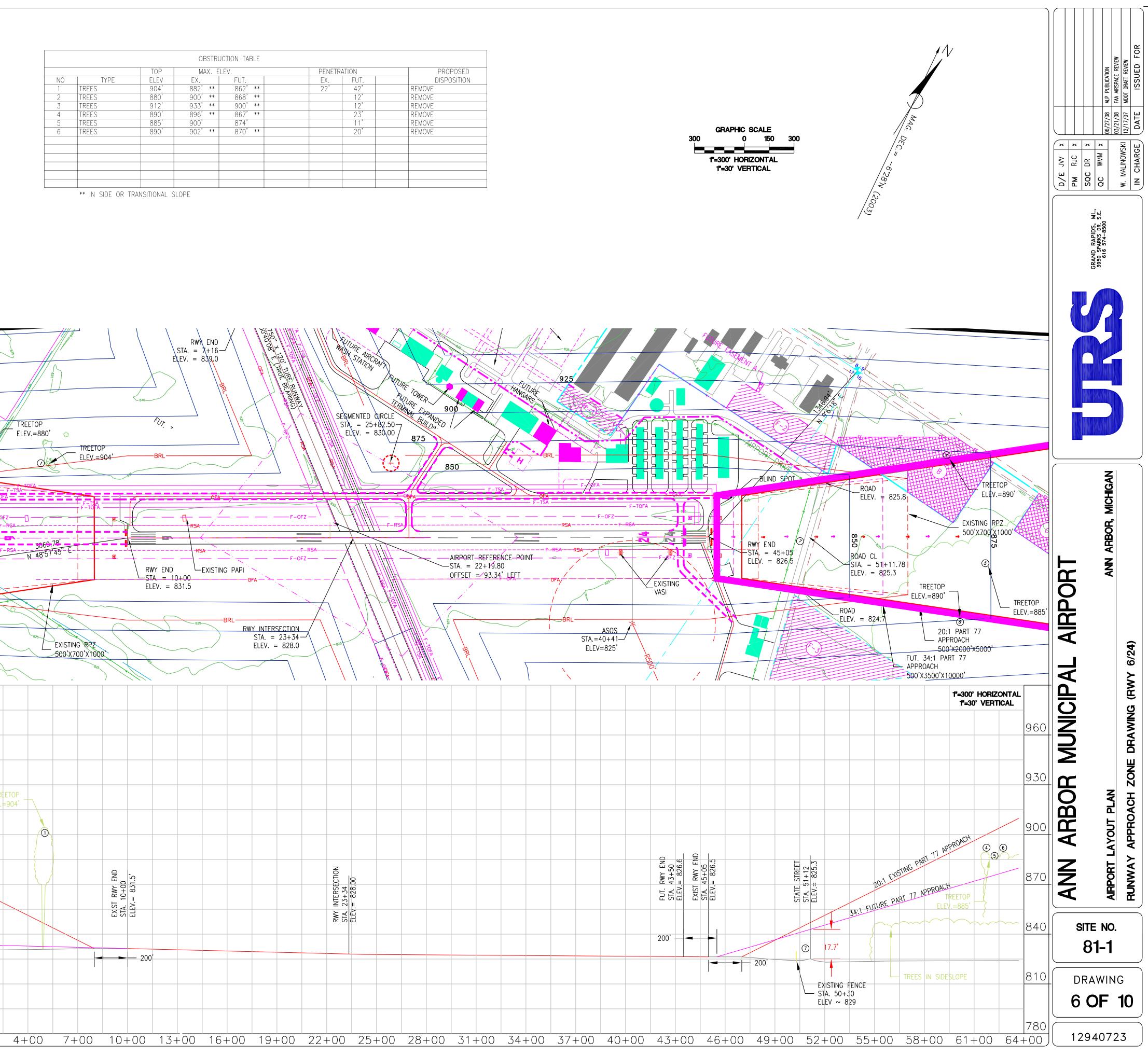
EXIST

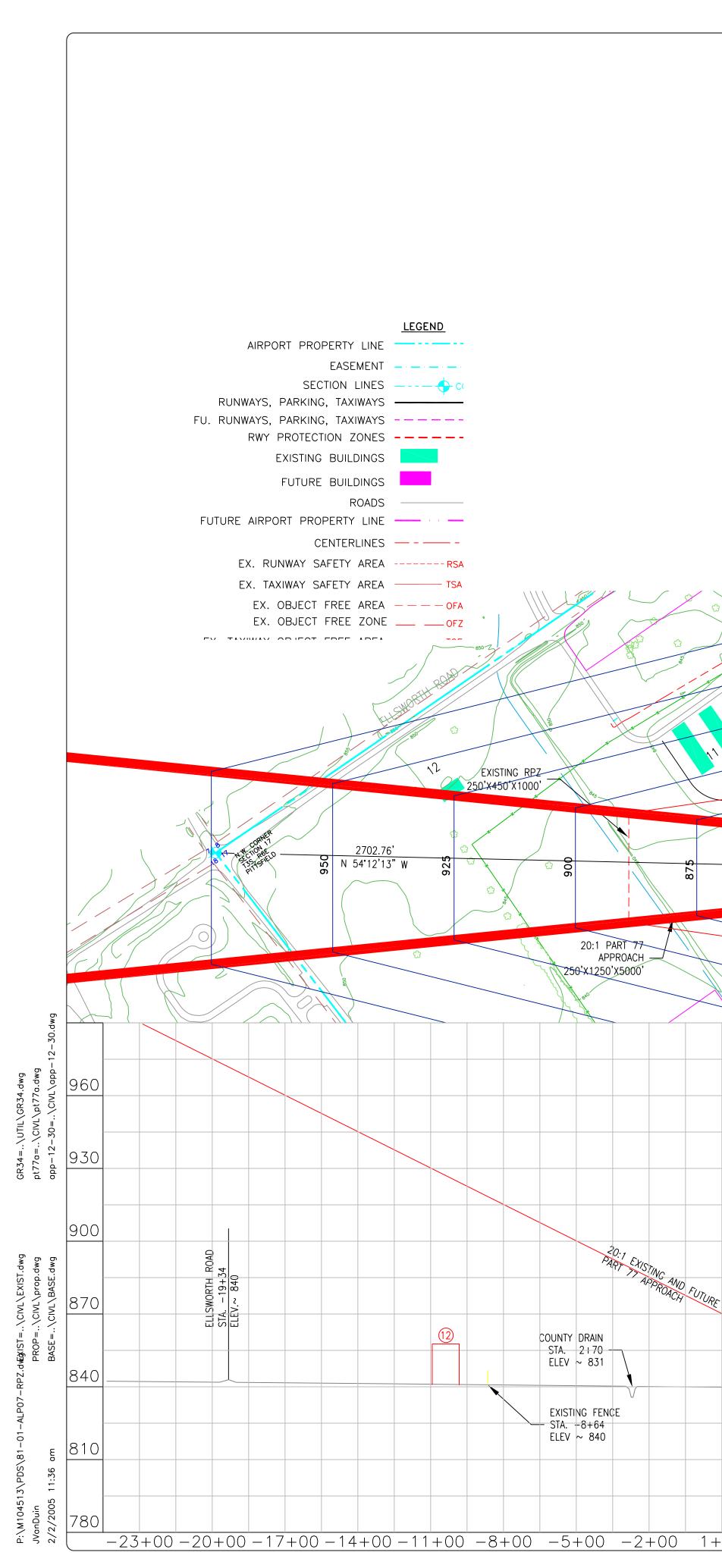


			OBSTRU	JCTION TABLE			
		TOP	MAX. E	LEV.	PENET	RATION	PROPOSED
NO	TYPE	ELEV	EX.	FUT.	EX.	FUT.	DISPOSITION
1	TREES	904'	882'**	862'**	22'	42'	REMOVE
2	TREES	880'	900'**	868'**		12'	REMOVE
3	TREES	912'	933'**	900'**		12'	REMOVE
4	TREES	890'	896'**	867'**		23'	REMOVE
5	TREES	885'	900'	874'		11'	REMOVE
6	TREES	890'	902'**	870'**		20'	REMOVE

** IN SIDE OR TRANSITIONAL SLOPE

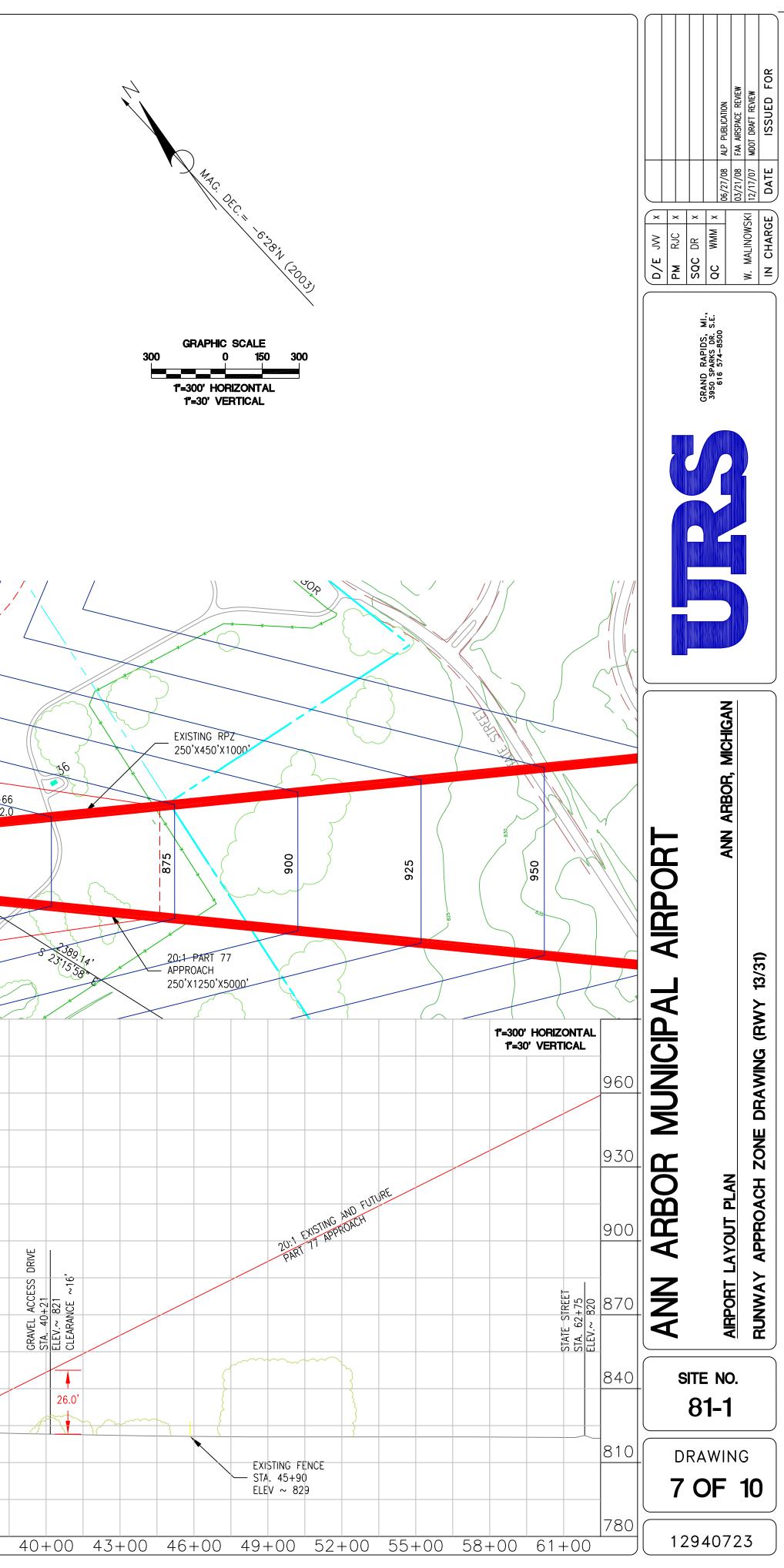
	REETOP LEV.=880		TREETC ELEV.=		840_	FUT ,	STA. =	(END 7+16	835	150 0 FE	A LEAST TURE BEARING)		SEGN	$\frac{V_{RE}}{ST_{A}TTO_{V}}$ $MENTED$ $= 25$ $EV. = 3$	1	875	PANDED JUDINED	50		THANG THANG	TURE TRS TRS BR			
F-0FA -F-0FZ	1	.78'	F – TSA T F – TOFA		Ć		RSA				F – OI	-z	Teo I		- F-RS		· · · · · · · · · · · · · · · · · · ·				— F-TSA	RSA	F	-0FZ
F-RSA-	3069 N 48'5	835.	NG RPZ 700'X160		SI	/Y END A. = 10 EV. = 8)+00	EXISTING	0	FA Y INTER STA. = ELEV. =	SECTION 23+34- 828.0		829				\sim	STA. =	REFERE 22+19.8 =/93.34	0			STA.=4 ELEV:	ASOS 40+41 =825'
			825.											\ . 										
TREETOP EV.=904'		}																						
				EX ST_RWY_END STA. 10+00	ELEV.= 831.5'								RWY INTERSECTION STA. 23+34	ELEV.= 828.00										
) .					<u> </u>	,																		
) 4	+00	7-	+00	10+	-00	13-	-00	16+	-00	19-	+00	22-	+00	25-	+00	28-	+00	31-	+00	34-	+00	37-	-00	40-





				and the second sec	3	000 006	050 050		0 45 4 5 7 5 4 5 7 5 7 5 7 7 7 7 7 7 7 7	E CO	Not and the second seco			
11 10	9	1		BRL 855 OFA -	SEGMENTED CI STA: = 25+8 ELEV. = 8.	32.50 — 🗸 🍡		(5) (5) (5) (5)		5.54' <u>/LEFT</u> BR ECTION - 34	/ TUR	TING 25' F TAXIWAY RWY END -STA. = 34+6 ELEV. = 822.	6	
	840		RWY EN STA. =	110' TURF RUNW E (IRUE BEARIN D 7+16 = 839.0 BRL	AY G) RSA	B30	RR RR		823 235	OFA	RSA	51	000	
		EXIST RWY END STA. 7+16 ELEV.= 839.00					RWY INTERSECTION STA. 23+34	ELEV.= 020.00			EXIST RWY END STA. 34+66 FLEV.= 822.00		GRAVEL ACCESS DRIVE STA 40+21	
+00	4+00	7+00	10+00	13+00	16+00	19+00	22+00	25+00	28+00	31+00	34+00	37+00	40-	

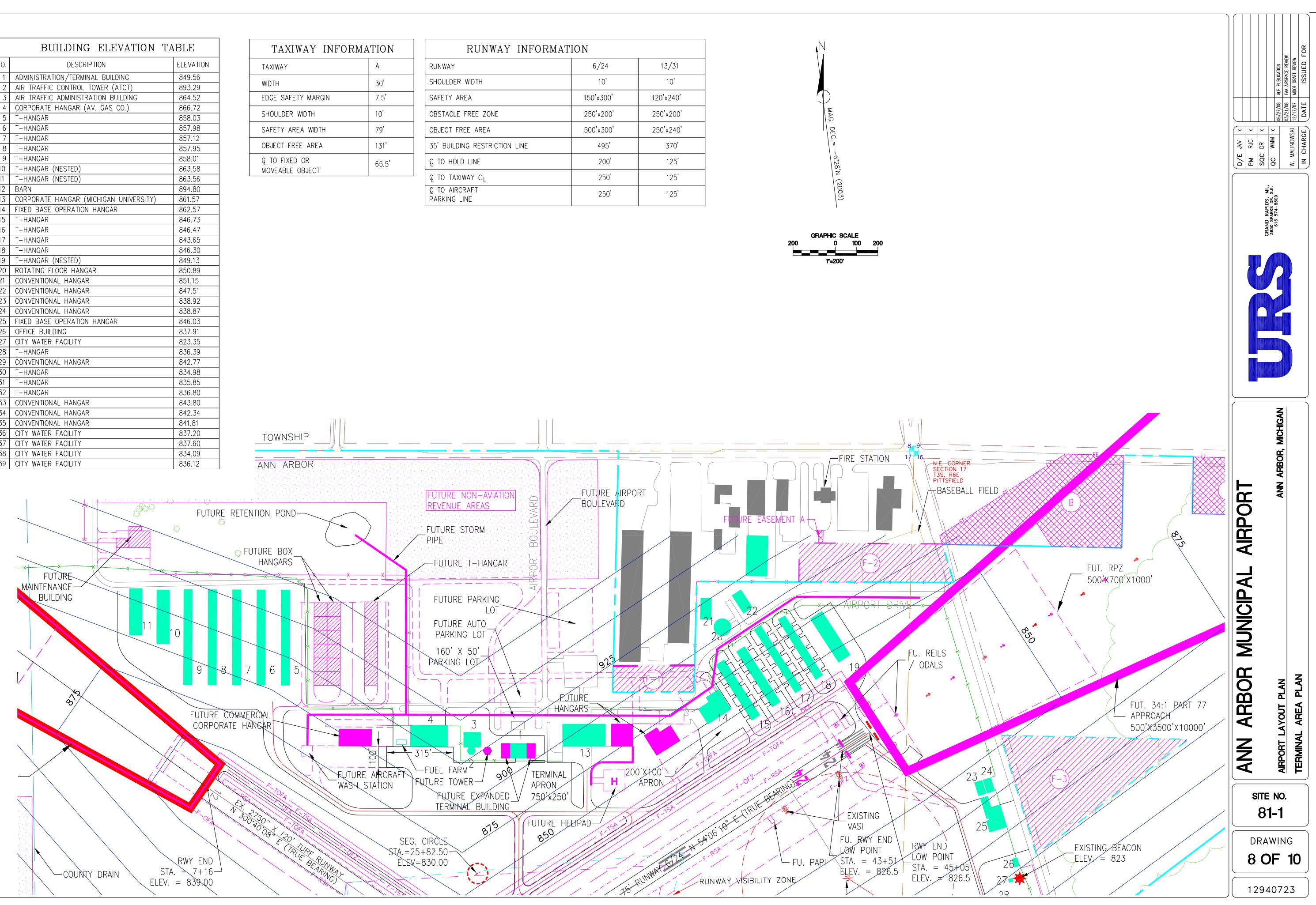
NOTE: RWY 13/31 APPROACHES WERE SURVEYED IN 2003, NO OBSTRUCTIONS OBSERVED.



	BUILDING ELEVATION 7	ABLE
۷O.	DESCRIPTION	ELEVATION
1	ADMINISTRATION/TERMINAL BUILDING	849.56
2	AIR TRAFFIC CONTROL TOWER (ATCT)	893.29
3	AIR TRAFFIC ADMINISTRATION BUILDING	864.52
4	CORPORATE HANGAR (AV. GAS CO.)	866.72
5	T–HANGAR	858.03
6	T–HANGAR	857.98
7	T-HANGAR	857.12
8	T-HANGAR	857.95
9	T–HANGAR	858.01
10	T-HANGAR (NESTED)	863.58
11	T-HANGAR (NESTED)	863.56
12	BARN	894.80
13	CORPORATE HANGAR (MICHIGAN UNIVERSITY)	861.57
14	FIXED BASE OPERATION HANGAR	862.57
15	T–HANGAR	846.73
16	T–HANGAR	846.47
17	T–HANGAR	843.65
18	T–HANGAR	846.30
19	T-HANGAR (NESTED)	849.13
20	ROTATING FLOOR HANGAR	850.89
21	CONVENTIONAL HANGAR	851.15
22	CONVENTIONAL HANGAR	847.51
23	CONVENTIONAL HANGAR	838.92
24	CONVENTIONAL HANGAR	838.87
25	FIXED BASE OPERATION HANGAR	846.03
26	OFFICE BUILDING	837.91
27	CITY WATER FACILITY	823.35
28	T–HANGAR	836.39
29	CONVENTIONAL HANGAR	842.77
30	T-HANGAR	834.98
31	T-HANGAR	835.85
32	T-HANGAR	836.80
33	CONVENTIONAL HANGAR	843.80
34	CONVENTIONAL HANGAR	842.34
35	CONVENTIONAL HANGAR	841.81
36	CITY WATER FACILITY	837.20
37	CITY WATER FACILITY	837.60
38	CITY WATER FACILITY	834.09
39	CITY WATER FACILITY	836.12



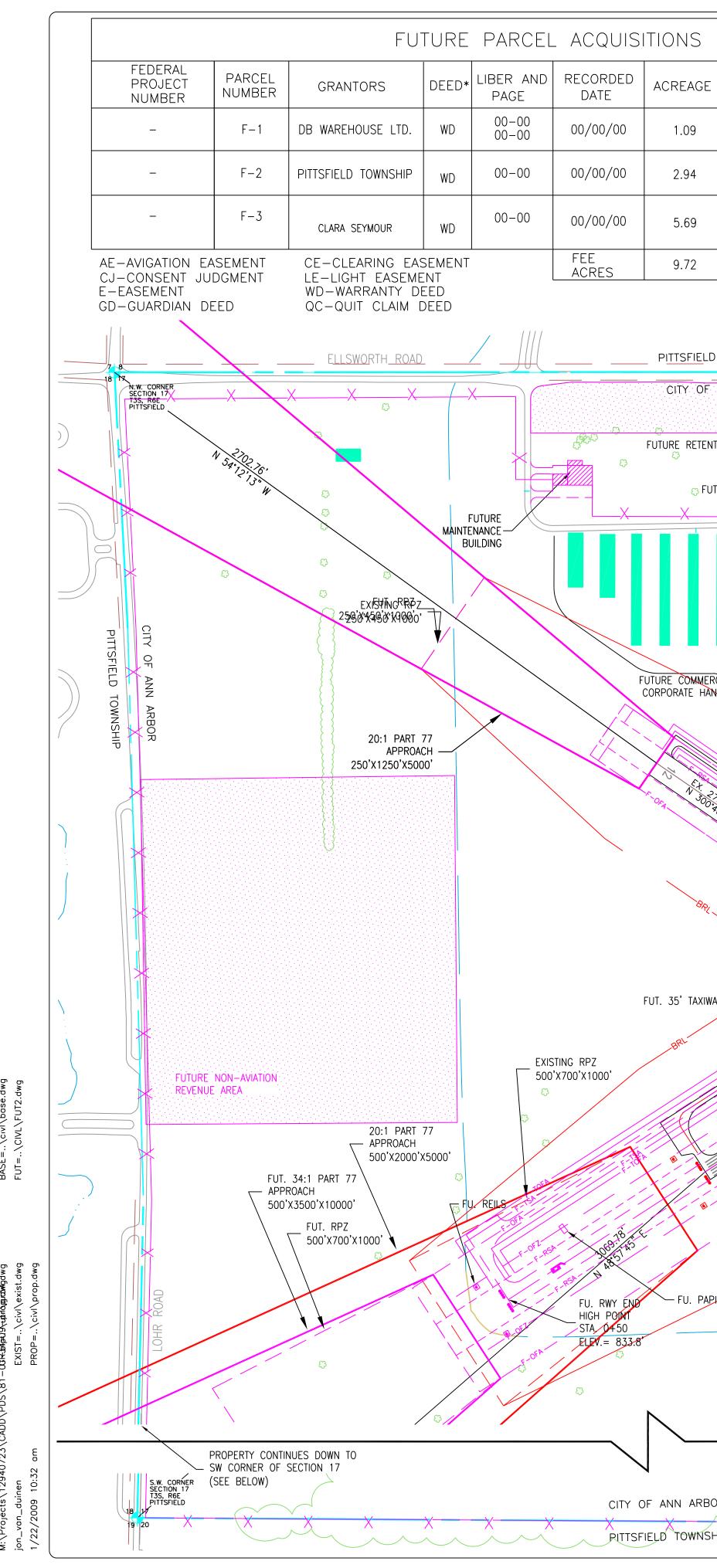
TAXIWAY	А
WIDTH	30'
EDGE SAFETY MARGIN	7.5'
SHOULDER WIDTH	10'
SAFETY AREA WIDTH	79'
OBJECT FREE AREA	131'
ଜୁ TO FIXED OR MOVEABLE OBJECT	65.5'



EXIST=..\civI\exist.dwg FUT2=..\civI\fut2.dwg PROP=..\CIVL\PROP.dwy info2=..\cdet\info2.dwg BASE=..\civI\base.dwg PT77A=..\civI\pt77a.dwg gdwg north2 .dwg det∖r info1 ~ <u>†</u> NORTH np. 60

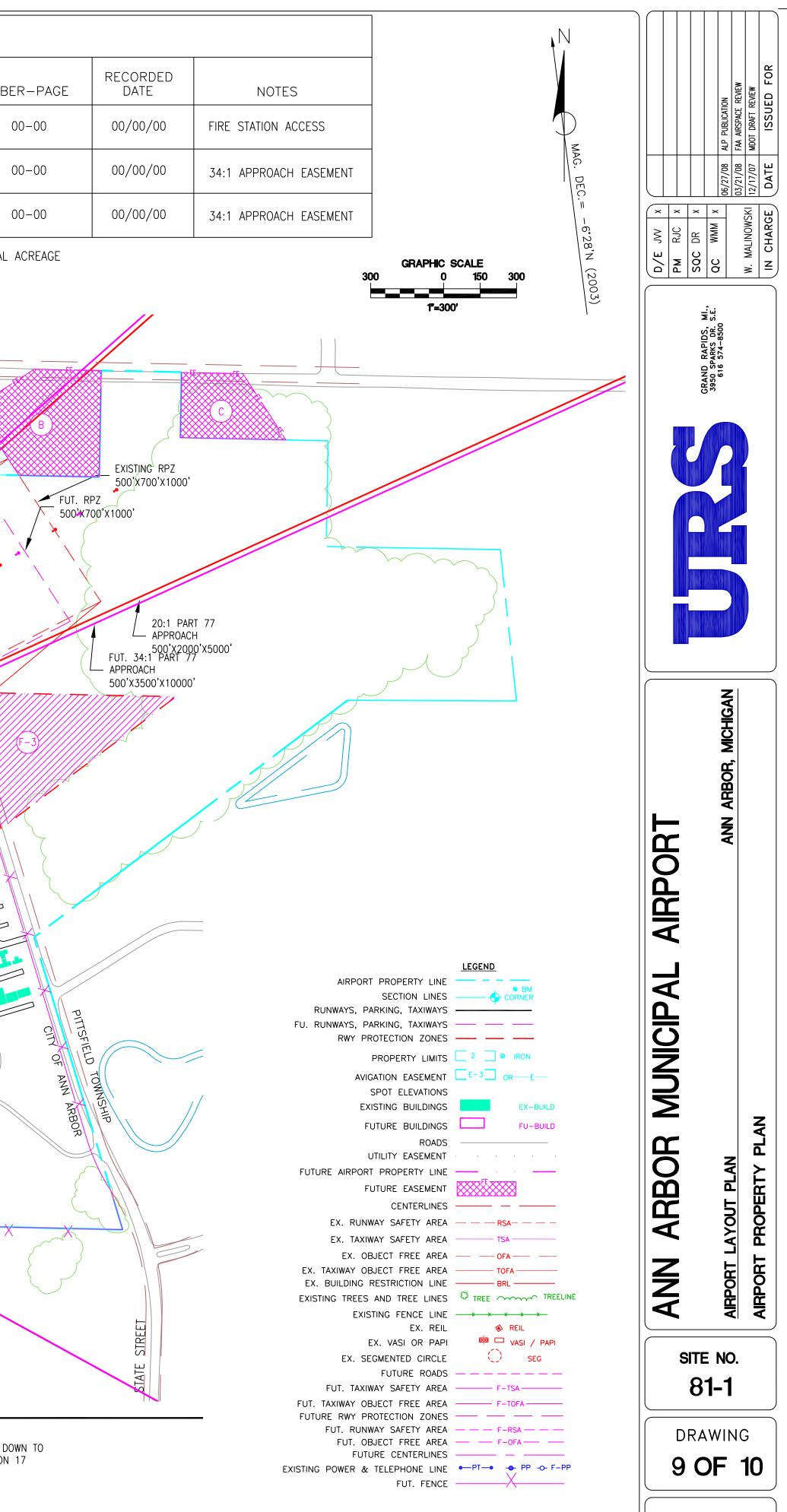
RUNWAY	6/24	13/31
SHOULDER WIDTH	10'	10'
SAFETY AREA	150'x300'	120'x240'
OBSTACLE FREE ZONE	250'×200'	250'x200'
OBJECT FREE AREA	500'x300'	250'x240'
35' BUILDING RESTRICTION LINE	495'	370'
င့္ TO HOLD LINE	200'	125'
ૡ TO TAXIWAY CL	250'	125'
© TO AIRCRAFT PARKING LINE	250'	125'



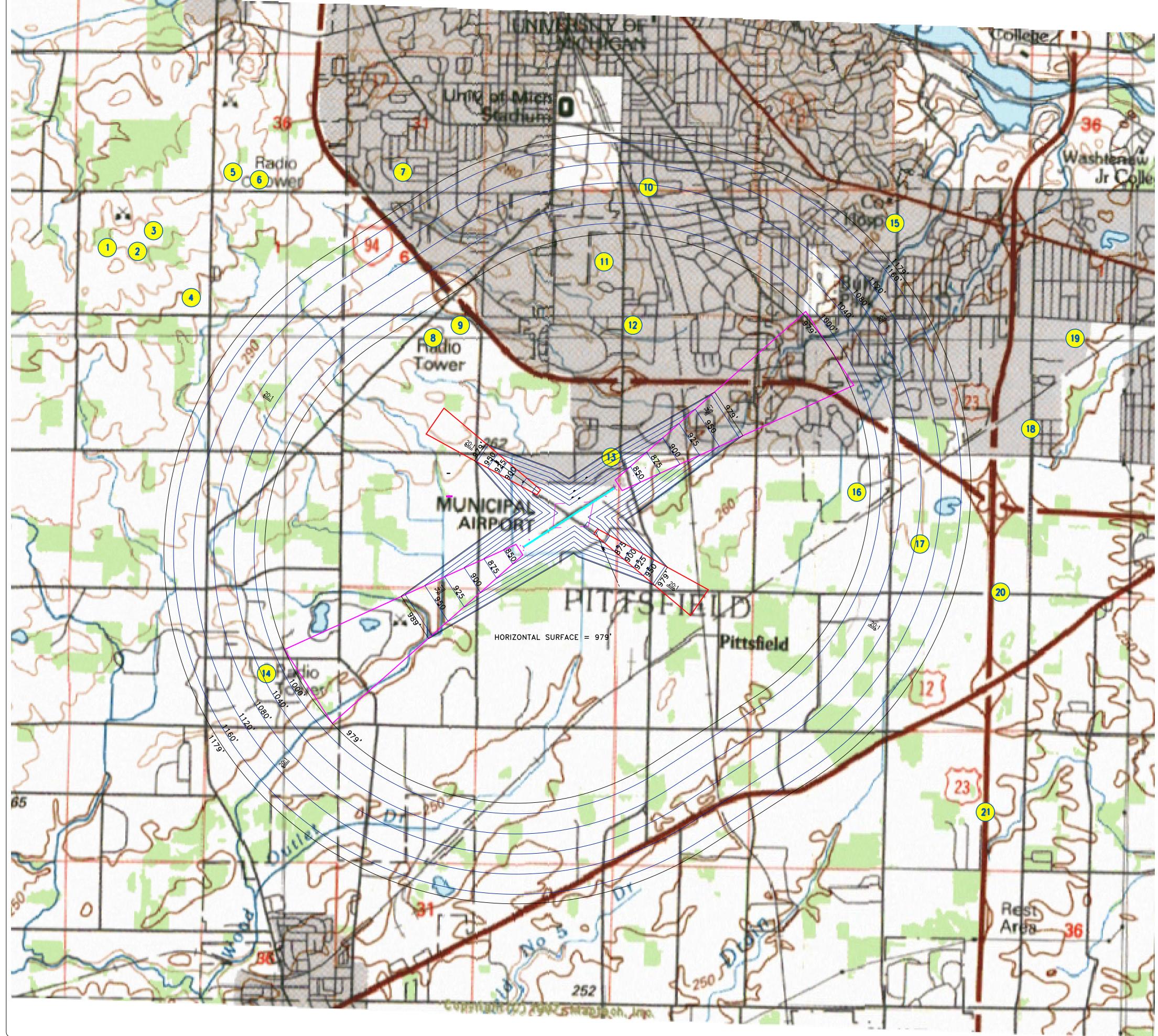


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)					1	FUTURE EASEMENT	INTEREST	-S
θE	NOTES *	CONTROLLING HEIGHT	NO.	PARCEL	TYPE	GRANTEE	ACREAGE	LIBE
	_	_	A	_	EE EASEMENT	PITTSFIELD TOWNSHIP	0.028	0
	_	_	В	_	AE EASEMENT	PITTSFIELD TOWNSHIP	5.98	0
	_	_	С	_	AE EASEMENT	PITTSFIELD TOWNSHIP	2.12	0
				1		DE – DRAINAGE EASEMENT EE – ACCESS EASEMENT	8.128	TOTAL A
						AE – AVIGATION EASEMENT		
	TOWNSHIP							
DF A	NN ARBOR						16 N.E. CORNER SECTION 17 T3S, R6E PITTSFIELD	
ΓΕΝΤΙΟ)N POND	FUTURE NON-AVIATIO	VARD		PORT	FUTURE EASEMENT A		
FUTUI	RE BOX_	FUTURE STORM PIPE	T BOULEVARD					<u> </u>
H.			AIRPORT					
		FUTURE PARKING LOT FUTURE AUTO		-		AIRPORT DRIVE		`` •
				[. REILS ODALS	•
							•	
MERCI HANG				GARS				
	FUTURE A WASH STA	IRCRAFT FUTURE TOWER			BRI			
	NOFA BR	FUTURE EXPANDED				FORT FERNING		
0.40°C	21: DB ⁺ 120: E (R)JRF RUNMAY BEARNON ROJE		FUTURE HE	LIPAD	N N 54'06	FU. RWY END		
	E BEARMAN RARNG				S RUNWAT SIL	FU. PAPI STA 43+51 ELEV. = 826.5		*
RE	r orz			FUT- 4300 K	F-OFA	8500.		Ę
					-1			52
XIWAY	\times	F-OT						
		F-RSA OFZ			J BRI	EXISTING 25' TURF TAXIWAY		
		FUT. RUNWAY	VISIBILITY ZONE					
				F-OFA				
		BRL		BRI				\sim
•				20:1 AF	PARI 77 PPROACH	EMISTIRIEZ RPZ 250'X450'X1000'		
				250'X125	20:1 PART 77 APPROACH		× ×	— X
PAPI				25	50'X1250'X5000'	S 12:13:53 12:13:53 14:		
							L.	
				Ì	\sim			
	C	JT) .				
RBOR			Z	\langle			PROPERTY CON SE CORNER O (SEE BELOW)	NTINUES DOV F SECTION 1
ISHIF	χ	XXX	$\sim \chi$		XX	S.E. CORNER SECTION 17 T3S, R6E PITTSFIELD 17 16 20 21	、	
		~				20.2.		



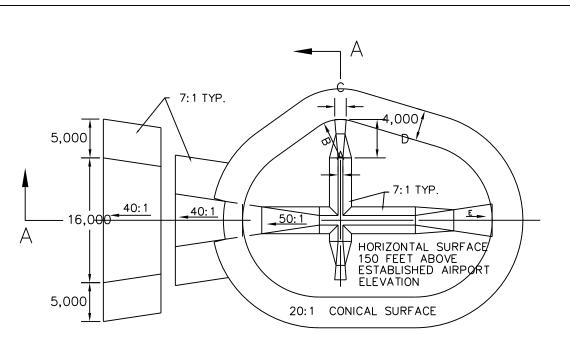
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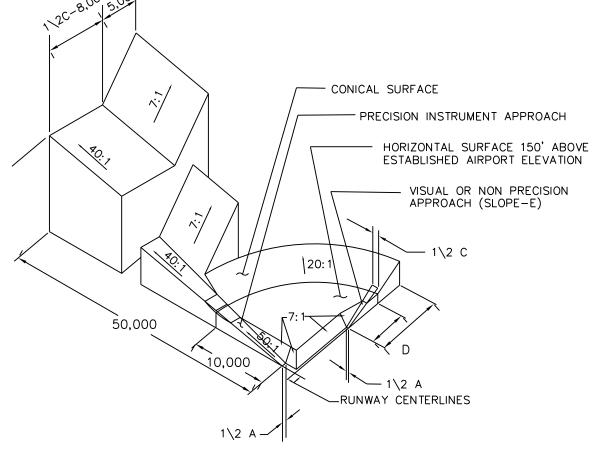
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			D	IMENSIO	nal Sta	ANDARD:	S (FEET,)
	DIM	ITEM	VISUAL	RUNWAY	. –	N-PRECIS		PRECISION
			А	В	А	ш	3	INSTRUMENT
				D	A	С	D	RUNWAY
	Α	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
Γ	В	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
			VISUAL		VISUAL NON-PE APPROACH INSTRUMEN			PRECISION
				(UACI)		E	}	INSTRUMENT
			A	В		С	D	AFFRUACH
Γ	С	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
Γ	D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
Γ	Е	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3\4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3\4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ESTABLISHED AIRPORT EL.= 829' AIRPORT REFERENCE POINT

LAT: 42°13'20.67"N. Long: 83°44'47.82"W

NO.	AGL	AMSL
1	210	1282
2	210	1282
2 3	299	1391
4	222	1222
5	118	1181
6	279	1319
7	274	1240
8	237	1147
9	185	1079
10	107	950
11	165	1062
12	100	939'
13	70	900
14	174	1029
15	100	930
16	240	1090
17	197	1047
18	250	1088
19	190	1015
20	305	1149
21	189	1021

