AIRPORT LAYOUT PLAN
FOR THE
MOUNT VERNON AIRPORT
MOUNT VERNON AIRPORT AUTHORITY
MOUNT VERNON, JEFFERSON COUNTY, ILLINOIS

MARCH 8, 2010

Illinois Department of Transportation
Division of Aeronautics
1 Langhorne Bond Drive / Capital Airport / Springfield, Illinois / 62707-9415

March 18, 2010

Mr. Christopher E. Collins, Director
Mt. Vernon Outland Airport
100 Aviation Drive
Mt. Vernon, Illinois 62864

Re: Mt. Vernon Outland Airport (MVN)
Mt. Vernon, Illinois
Airport Layout Plan Approval

Dear Mr. Collins:

Enclosed is one "conditionally approved" copy of the Mt. Vernon Outland Airport's Layout Plan dated March 9, 2010 (date signed by Airport Sponsor). This approval cancels or supersedes all prior Airport Layout Plan approvals. The airport development plan approval is based upon recognition of and adherence to the following:

1. Approval of this Airport Layout Plan is not to be considered a determination of necessity or as a commitment of Federal and/or State funding for accomplishment of the projected development. Inclusion of the proposed development signifies a concurrence for planning purposes based on review of conformance with current standards for safety, utility, and efficiency. Actual facility development will be governed by adherence to development standards applicable at the time the development is undertaken. If any of the design critical aircraft or aircraft groups change, this Airport Layout Plan must be reevaluated by the Federal Aviation Administration (FAA) and the Illinois Department of Transportation, Division of Aeronautics (IDOT).

2. Approval of this Airport Layout Plan does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate that:

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

3. The FAA has offered no objection to the proposed ultimate airspace utilization as depicted on the Airport Layout Plan based on considerations of safe and efficient use of airspace. The Airport Layout Plan has the status of a **"Plan on File"** for the purpose of 14 CFR 77, Obstruction Evaluations, and 14 CFR 152, Airport Aid Program. A review of the airside landing area development was conducted according to the following: 14 CFR 77; 14 CFR 152; and 14 CFR 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports **(Aeronautical Study Numbers 2009-AGL-1832-NRA)**.

This review was forwarded to IDOT through the FAA's IOE/AAA computer program and a **Determination to Proponent** was issued for **Airspace Case Number 2009-AGL-1832-NRA** on **November 30, 2009** and contained in our **December 7, 2009** correspondence. This approval is also based on FAA's approval of **Modification of Standards (MOS)** for Mt. Vernon Outland Airport approved on **March 5, 2010.**

Mr. Christopher E. Collins, Director
Mt. Vernon Outland Airport
Airport Layout Plan Approval
March 18, 2010
Page 2

It should be noted that the FAA cannot prevent erection of any structure near an airport. Airport environs maybe protected through State enacted Hazard Zoning Regulations and/or local zoning ordinances, building regulations, and like requirements.

4. The following items must have a specific environmental approval prior to accomplishment:

A. Acquire sufficient land in fee simple title and avigation easements to protect or provide appropriate runway design area and FAR Part 77 Surfaces.
B. Extend Runway 23, 1,004 feet to the northeast and remove 1,000 feet of pavement southwest of the threshold of Runway 05 for a total runway dimension of 6,500 feet by 150 feet.
C. Construct approximately 1,004 feet of new pavement to the northeastern end of Taxiway "A" and remove approximately 1,000 feet of pavement on the southwestern end of Taxiway "A" for a complete parallel taxiway to serve the revitalized Runway 05-23.
D. Construct a new taxiway connector to the proposed Runway 05-23 threshold.
E. Construct new drainage improvements beneath the extended Runway 23 Runway Safety Area.
F. Relocate the existing localizer that is beyond the threshold of Runway 05 to a location northeast of the threshold of Runway 23 and removal of existing MALSR access roads.
G. Relocate the existing Glide Slope antenna adjacent to the threshold of Runway 23 to a location adjacent to the threshold of Runway 05.
H. Relocate the existing Medium Intensity Approach Light System-Runway Alignment Indicator Lights (MALSR) beyond the threshold of Runway 23 to beyond the threshold of Runway 05.
I. Create a new Precision Standard Instrument Approach Procedure (SIAP) for Runway 05.
J. Decommission the Runway 23 precision Instrument Landing System SIAP.
K. Create a new Non-Precision SIAP for Runway 23 based on existing GPS.
L. Install Runway End Identifier Lights (REIL) adjacent to the relocated threshold for Runway 23.
M. Install Pulsating Visual Approach Slope Indicator (PVASI) lights to serve pilots on approach to all runway ends.
N. Construct additional Corporate and General Aviation aircraft parking and hangar facilities in the eastern and southern airfield quadrants.
O. Removal of old T-hangar pavements in the southern airfield quadrant that is beneath the relocated FAR Part 77 surfaces.
P. Relocated the Automatic Weather Observation Station to position near the mid-field of the airport.
Q. Relocate the existing entrance road to Illinois Route 15 to match the intersection with 1575 Road.

Any of the aforementioned development, requiring the use of Federal funds, shall not take place until the appropriate environmental processing has been approved by the FAA and/or the IDOT.

To avoid conflicts with future development, we recommend that you utilize the ALP when preparing leases. We further recommend you provide copies to the local and regional planning zoning boards and county and city officials and encourage them to

Mr. Christopher E. Collins, Director
Mt. Vernon Outland Airport
Airport Layout Plan Approval
March 18, 2010
Page 3

adopt compatible land use criteria in and around the airport. Copies should also be distributed to Fixed Base Operators (FBO's) and airport users. The Airport and Airway Improvement Act (Section 511[a] [15]) requires the sponsor to eliminate any adverse effects on Federal facilities, or bear all costs to relocate those facilities, that are a result of an airport change. However, if AIP eligible construction/development items adversely affect FAA facilities, then the cost of relocating the facilities may be eligible under AIP.

This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-1) consistent with 14 CFR 77 must be filed with the FAA and the IDOT. 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/phasing plan for any project (unless specifically approved by attachment to this letter) should be reviewed by the FAA no less than 60 days prior to the beginning of any project.

If development is planned without aviation trust fund investments that will change the status or geometrics of runways, taxiways, aprons, or other operating airport surfaces, notice (FAA Form 7480-1) must be filed with the FAA and the IDOT consistent with 14 CFR 157.

Approval of this Airport Layout Plan by the State of Illinois is authorized by the Federal Aviation Administration through the State Block Grant Program. Approval of this ALP will not terminate if the State Block Grant Program ceases to exist. Distribution of all approved documents is based on the Great Lakes Region Planning and Coordination Procedures Desk Guide Dated January 10, 2003. We trust the foregoing provides a reasonable explanation of the conditions and terms of our approval.

If you desire further clarification, please contact Mr. Terrence L. Schaddel of my staff at (217) 785-5177 (voice), or by facsimile at (217) 785-4533 or via e-mail at Terrence.Schaddel@illinois.gov.

Sincerely,

Steven J. Long, P.E.
Acting Chief Engineer

SJL/TLS
Enclosure

cc: Tim Haskell, Hanson Professional Services, Inc; w/encl. (1 ALP & Letter)
Manager, FAA CHI-ADO; w/encl. (1 ALP & Letter)
Manager, FAA FYRO; w/encl. (1 ALP & Letter)
Manager, FAA AGL-ATI; w/encl. (1 ALP & Letter)
Manager, FAA-CHI-530G; w/encl. (1 ALP & Letter)

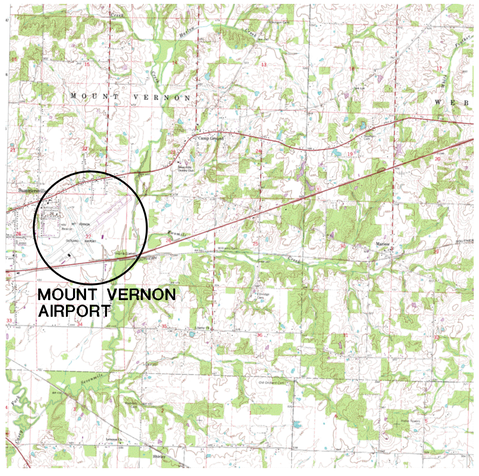
DATE	REVISION

INDEX TO SHEETS

FUTURE AIRPORT REFERENCE POINT
LAT 38° 19' 27" LONG 88° 51' 26"

LOCATION MAP

AIRPORT IDENTIFIER CODE - MVN
AIRPORT CLASSIFICATION - C-III



VICINITY MAP

MARCH 9, 2010
MOUNT VERNON AIRPORT MANAGER — DATE

MT. VERNON AIRPORT AUTHORITY

On behalf of Hanson Professional Services, Inc., this Airport Layout Plan (ALP) was prepared for Mount Vernon Airport according to the applicable Advisory Circulars, the current version of the Great Lakes Region ALP Checklist, and accurately depicts the proposed use of airspace at the time of submittal. The ALP conforms to FAA design standards, except at noted.

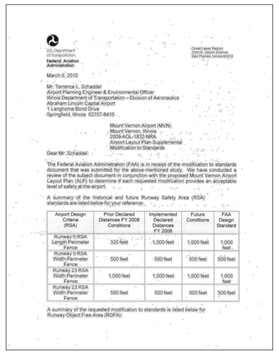
MARCH 10, 2010
CONSULTANT — DATE

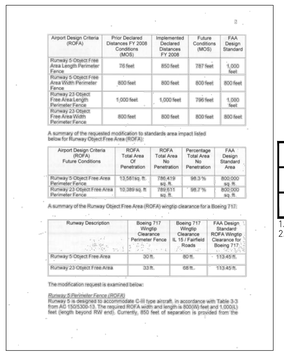
HANSON

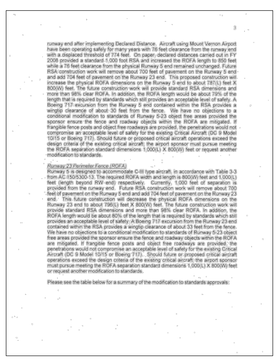
HANSON PROFESSIONAL SERVICES INC.
1525 South Sixth Street
Springfield, Illinois 62703
Offices Nationwide www.hanson-inc.com

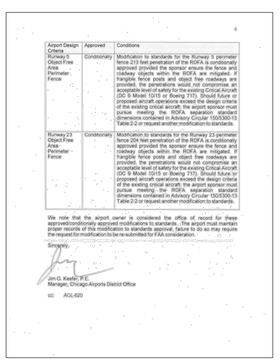
March 11, 2010
CHIEF ENGINEER — DATE

Illinois Department of Transportation
Division of Aeronautics









EXISTING AIRPORT LOCATION

AIRPORT REFERENCE POINT (ARP)	LATITUDE 38° 19' 24"
	LONGITUDE 88° 51' 30"
ESTABLISHED AIRPORT ELEV.	480 FT MSL

1. ARP DETERMINED BY HANSON USING GEO83 PROGRAM.

RWY 5 DISPLACED THRESHOLD DATA

RUNWAY 5	LATITUDE 38° 19' 09.05108"
	LONGITUDE 88° 51' 52.87224"
ELEVATION	467.8 FT MSL

1. RUNWAY 5 THRESHOLD CURRENTLY DISPLACED 774'.

EXISTING RUNWAY END COORDINATES

RUNWAY END	LATITUDE	LONGITUDE	ELEVATION	BEARING
5	38° 19' 04.14692"	88° 52' 00.31017"	466.8	50° 03' 43.73"
23	38° 19' 45.37034"	88° 50' 57.79729"	467.8	
15	38° 19' 36.10721"	88° 51' 43.53700"	480.4	150° 01' 18.30"
33	38° 19' 09.15780"	88° 51' 23.80564"	457.0	

1. EXISTING LAT/LONGS OBTAINED FROM IDOT, DIVISION OF AERONAUTICS 1995 GPS SURVEY.
2. HORIZONATAL DATUM NAD83, VERTICAL NAVD88.
3. EXISTING ELEVATIONS FROM AERIAL MAPPING.
4. RUNWAY 5 THRESHOLD CURRENTLY DISPLACED 774'.

EXISTING RUNWAY DATA

RUNWAY	LENGTH	WIDTH	HIGH POINT ELEV	LOW POINT ELEV	EFFECTIVE GRADIENT	SURFACE MATERIAL	WEIGHT BEARING
5/23	6,496'	150'	468.7	466.5	0.1%	BITUMINOUS	DOUBLE WHEEL 90,000 LBS SINGLE WHEEL 12,000 LBS
15/33	3146'	100'	480.4	457.0	0.8%	BITUMINOUS	SINGLE WHEEL 12,000 LBS

1. EXISTING DATA FROM PREVOUS PROJECTS.
2. RUNWAY 5 THRESHOLD CURRENTLY DISPLACED 774'.

EXISTING NAVIGATIONAL AIDS

RUNWAY END	MARKING	LIGHTING	NAVAIDS
5	PRECISION	HIRL	VOR, GPS, VASI
23			ILS (LOCALIZER, MALSR, GUDE SLOPE), VOR, GPS
15	VISUAL	MIRL	–
33			–

EXISTING/FUTURE TAXIWAY DATA

RUNWAY	LIGHTING	WIDTH	TAXIWAY SAFETY AREA WIDTH	TAXIWAY OFA WIDTH
5/23	HITL	50'	118'	186'
15/33	MITL	40'	49'	89'

EXISTING CRITICAL AIRCRAFT

RUNWAY	ARC*	DESIGN AIRCRAFT	APRCH SPEED	WING SPAN	LENGTH	TAIL HEIGHT	MAXIMUM T/O WEIGHT
5/23	C-III	DC-9 (MDC-DC-9-10)	134	89.4	104.4	27.6	90,700#
15/33	B-I	BEECHCRAFT KING AIR B100	111	45.8	39.9	15.3	11,800#

* ARC-AIRPORT REFERENCE CODE. DESIGN AIRCRAFT BASED UPON CRITERIA OF:
APPROACH SPEED DESIGNATION:
B SPEED OF AT LEAST 91 KNOTS, BUT LESS THAN 121 KNOTS.
C SPEED OF AT LEAST 121 KNOTS, BUT LESS THAN 141 KNOTS.
WINGSPAN DESIGNATION:
I WINGSPAN OF LESS THAN 49 FEET.
III WINGSPAN OF AT LEAST 79 FEET, BUT LESS THAN 118 FEET.

EXISTING RUNWAY DESIGN STANDARDS

RUNWAY END	RUNWAY PROTECTION ZONE	RUNWAY SAFETY AREA		OBJECT FREE AREA	
		LENGTH*	WIDTH	LENGTH*	WIDTH
5	500'x1,010'x1,700'	1,000'	500'	1,000'	800'
23	1,000'x1,750'x2,500'	1,000'	500'	1,000'	800'
15	250'x450'x1,000'	240'	120'	240'	250'
33	250'x450'x1,000'	240'	120'	240'	250'

* LENGTH BEYOND RUNWAY END.

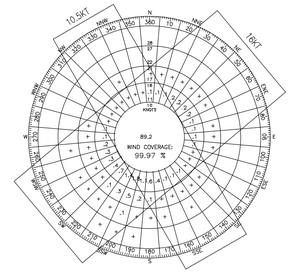
EXISTING FAR PART 77 APPROACH DATA

RUNWAY END	INSTRUMENTATION	APPROACH SURFACE	SLOPE DESIGN	CONTROLLING OBJECT
5	NON-PRECISION ≥ 1 MILE	1,000'x3,500'x10,000'*	34:1	5C
23	PRECISION >= 1/2 MI	1,000'x16,000'x50,000'**	50:1*	23G
15	VISUAL	250'x1,250'x5,000'	20:1	15A
33	VISUAL	250'x1,250'x5,000'	20:1	33D

1. SURFACE REPORTED HERE REPRESENTS DIMENSIONS OUT TO A HEIGHT OF 50' ABOVE RUNWAY END.
* INNER WIDTH OF FAR PART 77 FOR RWY 5 IS 1,000' TO MATCH RWY 23 END.
** PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000' AND 40:1 FOR ADDITIONAL 40,000'.

EXISTING DECLARED DISTANCES

DECLARED DISTANCE	RUNWAY 5	RUNWAY 23
TAKEOFF RUN AVAILABLE (TORA)	6,496'	5,572'
TAKEOFF DISTANCE AVAILABLE (TODA)	6,496'	5,572'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	6,496'	5,572'
LANDING DISTANCE AVAILABLE (LDA)	5,722'	5,572'



WIND ROSE COMBINED RUNWAYS FUTURE AND EXISTING ALL WEATHER CONDITIONS

EXISTING FAR PART 77 APPROACH SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
5C	IL ROUTE 15 @ RT	487	481	463+15=478	+3
5D	RAILROAD @ RT	686	487	460+23=483	+4
5E	IL ROUTE 15 @ CL	1398	508	461+15=476	+32
5F	RAILROAD @ CL	1694	516	461+23=484	+32
5G	BILLBOARD	1818	520	493	+27
5H	LOCALIZER ANTENNA	1113	499	471	+28
5I	LIEBENGOOD RD @ LT	2282	534	455+15=470	+64
5K	BUILDING	2248	533	473	+60
23A	FAIRFIELD ROAD @ RT	967	487	461+15=476	+11
23B	FAIRFIELD ROAD @ ALP	1668	501	460+15=475	+26
23C	FAIRFIELD ROAD @ CL	2008	507	465+15=480	+27
23D	COUNTRY CLUB RD @ LT	2500	517	495+15=510	+7
23E	BARN	2770	523	513	+10
23F	FAIRFIELD ROAD @ CL	3897	545	510+15=525	+20
23G	POLE	952	486	491	-5
23H	POLE	1328	494	483	+11
23I	POLE	2675	521	510	+11
23J	POLE	2113	510	486	+24
15A	STINSON DRIVE @ RT	456	502	491+15=506	-4
15B	STINSON DRIVE @ CL	739	516	493+15=508	+8
15C	FAIRFIELD ROAD @ LT	806	520	492+15=507	+13
15F	STRUCTURE	690	514	503	+11
15G	POLE	853	522	523	-1
15I	STRUCTURE	968	528	512	+16
15J	POLE	803	520	518	+2
15K	STRUCTURE	731	516	492	+24
15L	FAIRFIELD RD @ CL	825	521	496+15=511	+10
33A	IL ROUTE 15 @ LT	289	471	456+15=471	0
33B	IL ROUTE 15 @ CL	349	473	456+15=471	+2
33C	IL ROUTE 15 @ RT	417	477	456+15=471	+6
33D	RAILROAD @ LT	412	477	455+23=478	-1
33E	RAILROAD @ CL	478	480	455+23=478	+2
33F	RAILROAD @ RT	549	484	455+23=478	+6
33N	SERVICE ROAD @ LT	130	463	453+10=463	0
33L	SERVICE ROAD @ CL	206	467	453+10=463	+4
33O	SERVICE ROAD @ RT	271	470	453+10=463	+7
33P	STRUCTURE	570	485	466	+19
33Q	STRUCTURE	685	491	473	+18
33R	STRUCTURE	803	497	470	+27
33S	STRUCTURE	901	502	475	+27
33T	STRUCTURE	991	506	476	+30
33U	STRUCTURE	1055	509	469	+40
33V	STRUCTURE	1103	512	469	+43
33W	STRUCTURE	1285	521	481	+40
33X	STRUCTURE	933	503	474	+29
33Y	N CHESTNUT LN @ CL	1077	510	449+15=464	+46
33Z	N CHESTNUT LN @ LT	1521	533	448+15=463	+70
33CC	N CHESTNUT LN @ RT	727	490	452+15=467	+23

1. LT-LEFT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE.
ALP- EDGE OF APPROACH LIGHT PLANE.
2. SEE FUTURE RUNWAY PROFILE SHEETS FOR FUTURE FAR PART 77 APPROACH SURFACE.

AIRPORT DATA

AIRPORT IDENTIFIER CODE	MVN
AIRPORT-OWNING MUNICIPALITY	MT. VERNON AIRPORT AUTHORITY
TOWNSHIP	MT. VERNON
COUNTY	JEFFERSON
AVERAGE DAILY HIGHEST TEMP.	88 °F
MAGNETIC DECLINATION	1° 13' WEST OF NORTH
AIRFIELD NAVAIDS	AWOS WIND INDICATORS

1. MAGNETIC DECLINATION DETERMINED USING NOAA SOFTWARE.

WIND COVERAGE

RUNWAY	ALL WEATHER			IFR		
	10.5KT	13KT	16KT	10.5KT	13KT	16KT
5/23	98.06%	99.33%	99.89%	98.97%	99.68%	99.97%
15/33	93.52%	96.72%	N/A	N/A	N/A	N/A
COMBINED	99.97%			99.97%		

1. NOAA DATA FROM MT. VERNON AIRPORT AWOS, ANNUAL PERIOD OF OBSERVATION RECORD 1998-2007, 24 OBS/DAY.
2. IFR CONDITIONS: CEILING <1000' AND/OR VISIBILITY <3 MILE, BUT CEILING >=200' AND VISIBILITY >=0.5 MILE.
3. CROSSWIND COMPONENTS PER AC 150/5300-13, PAGE 10, PARAGRAPH 203 B.
4. COMBINED COVERAGE DETERMINED USING LARGEST CROSSWIND COMPONENT FOR EACH RESPECTIVE RUNWAY.

EXISTING APPENDIX 2 THRESHOLD SITING SURFACES

RUNWAY END	CAT	THRESHOLD SITING SURFACE DIMENSIONS	SLOPE DESIGN	CONTR. OBJECT	DISPL. DIST.
5	6	200'x800'x3,800'x10,000'	20:1	5B	774'
23	9	200'x800'x3,800'x10,000'	34:1	–	N/A
15	2	250'x700'x2,250', CONTINUE 700' TO 5000'	20:1	15D	N/A
33	2	250'x700'x2,250', CONTINUE 700' TO 5000'	20:1	33G	N/A

1. SURFACES DEFINED IN AC 150/5300-13 CHANGE 14, APPENDIX 2.
2. THRESHOLD SITING SURFACE (34:1 SLOPE) FOR RUNWAY END 23 NOT EVALUATED, AS FAR PART 77 APPROACH SURFACE (50:1 SLOPE) IS IS MORE RESTRICTIVE.

FUTURE APPENDIX 2 THRESHOLD SITING SURFACES

RUNWAY END	CAT	THRESHOLD SITING SURFACE DIMENSIONS	SLOPE DESIGN	CONTR. OBJECT	DISPL. DIST.
5	9	200'x800'x3,800'x10,000'	34:1	5B	NONE
23	6	200'x800'x3,800'x10,000'	20:1	23K	NONE
15	2	250'x700'x2,250', CONTINUE 700' TO 5000'	20:1	15D	NONE
33	2	250'x700'x2,250', CONTINUE 700' TO 5000'	20:1	33I	NONE

1. SURFACES DEFINED IN AC 150/5300-13 CHANGE 14, APPENDIX 2, THRESHOLD SITING SURFACES.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14, AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. EXISTING INFORMATION COMPARED WITH FAA PUBLICATIONS AIRPORT/FACILITY DIRECTORY, DATED 9/25/08, AND TERMINAL PROCEDURES, DATED 9/25/08.
3. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
4. ELEVATIONS AND DISTANCES FROM MAPPING AEROMETRIC, 2008 UNLESS OTHERWISE NOTED.
5. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.

OBSTRUCTION NOTES

1. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
2. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", RAILROADS CONSIDERED AS 23' OBJECTS, PUBLIC ROADS AS 15', PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
3. CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT.
4. EXCEPTING THE "FAR PART 77 SURFACES" SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
5. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
6. THERE ARE NO OBSTRUCTIONS IN THE OBJECT FREE ZONE. OFZ IS 400' WIDE AND EXTENDS 200' BEYOND RWY.
7. RWY 15/33 FUTURE AND EXISTING SAME. SEE EXISTING ALD FOR OBSTRUCTION DATA.
8. 8' AIRPORT FENCE DOES NOT PENETRATE APPROACH SURFACES.

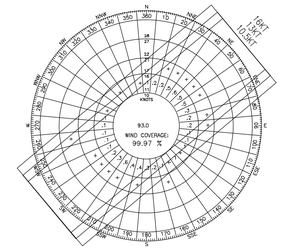
RUNWAY 5/23 NOTES

1. EXISTING OBSTRUCTIONS HAVE RESULTED IN A DISPLACED THRESHOLD FOR RUNWAY 5.
2. EXISTING OBSTRUCTIONS HAVE THE POTENTIAL TO RESULT IN REDUCED MINIMUMS ON THE ILS TO RUNWAY 23.
3. FUTURE PROJECT TO ADDRESS OBSTRUCTION CONCERNS, RELOCATE THE ILS AND THE PRECISION APPROACH TO RUNWAY END 5.

RWY INTERSECTION

RUNWAY	ELEVATION
5/23	468.7
15/33	

1. DISTANCES PICKED FROM BASE DRAWING.
2. ELEVATION FROM AERIAL MAPPING, AEROMETRIC 2008.



WIND ROSE RUNWAY 5/23 FUTURE AND EXISTING IFR CONDITIONS

EXISTING APPENDIX 2 THRESHOLD SITING SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
5A	IL ROUTE 15 @ RT	598	498	465+15=478	+18
5B	RAILROAD @ RT	785	506	461+23=484	+22
5E	IL ROUTE 15 @ CL	1393	507	461+15=476	+29
5F	RAILROAD @ CL	1694	516	461+23=484	+32
5G	BILLBOARD	1818	520	493	+27
5H	LOCALIZER ANTENNA	1113	499	471	+28
5J	IL ROUTE 15 @ LT	2592	596	455+15=470	+126
15A	STINSON ROAD @ RT	656	512	493+15=508	+6
15B	STINSON ROAD @ CL	939	526	493+15=508	+18
15C	FAIRFIELD ROAD @ LT	1006	530	492+15=507	+23
15D	FAIRFIELD ROAD @ RT	619	510	491+15=506	+4
15E	FAIRFIELD ROAD @ LT	1004	530	492+15=507	+23
15F	STRUCTURE	890	524	503	+21
15G	POLE	1053	532	523	+9
15I	STRUCTURE	1168	538	512	+26
15J	POLE	1003	530	518	+12
15K	STRUCTURE	931	526	492	+34
15L	FAIRFIELD RD @ CL	1025	531	496+15=511	+20
33B	IL ROUTE 15 @ CL	551	483	456+15=471	+12
33E	RAILROAD @ CL	678	490	455+23=478	+12
33G	IL ROUTE 15 @ LT	482	480	456+15=471	+9
33H	IL ROUTE 15 @ RT	626	487	456+15=471	+16
33I	RAILROAD @ LT	604	486	455+23=478	+8
33J	RAILROAD @ RT	757	494	455+23=478	+16
33K	SERVICE ROAD @ LT	319	472	453+10=463	+9
33L	SERVICE ROAD @ CL	406	476	453+10=463	+13
33M	SERVICE ROAD @ RT	467	479	453+10=463	+16
33AA	N CHESTNUT LN @ LT	1800	548	448+15=463	+85
33BB	N CHESTNUT LN @ RT	950	505	452+15=467	+38

1. LT-LEFT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE.
2. SEE FUTURE RUNWAY PROFILE SHEETS FOR FUTURE APPENDIX 2 THRESHOLD SITING SURFACE.
3. EXISTING RWY 23 APPENDIX 2 (34:1) NOT CALCULATED FOR PART 77 SURFACE (50:1) IS MORE RESTRICTIVE.

EXISTING TRAVERSE WAYS FAR PART 77 SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (-)
5C	IL ROUTE 15 @ RT	487	481	463+15=478	+3
5D	RAILROAD @ RT	686	487	460+23=483	+4
5E	IL ROUTE 15 @ CL	1398	508	461+15=476	+32
5F	RAILROAD @ CL	1694	516	461+23=484	+32
5I	LIEBENGOOD RD @ LT	2282	534	455+15=470	+64
23A	FAIRFIELD ROAD @ RT	967	487	461+15=476	+11
23B	FAIRFIELD ROAD @ ALP	1668	501	460+15=475	+26
23C	FAIRFIELD ROAD @ CL	2008	508	465+15=480	+28
23D	COUNTRY CLUB RD @ LT	2500	518	495+15=510	+8
23F	FAIRFIELD ROAD @ CL	3897	545	510+15=525	+20
15A	STINSON DRIVE @ RT	448	502	491+15=506	-4
15B	STINSON DRIVE @ CL	742	517	493+15=508	+9
15C	FAIRFIELD ROAD @ LT	807	520	492+15=507	+13
15L	FAIRFIELD RD @ CL	830	521	496+15=511	+10
33A	IL ROUTE 15 @ LT	289	471	456+15=471	0
33B	IL ROUTE 15 @ CL	349	473	456+15=471	+2
33C	IL ROUTE 15 @ RT	417	477	456+15=471	+6
33D	RAILROAD @ LT	412	477	455+23=478	-1
33E	RAILROAD @ CL	478	480	455+23=478	+2
33F	RAILROAD @ RT	549	484	455+23=478	+6
33N	SERVICE ROAD @ LT	130	463	453+10=463	0
33L	SERVICE ROAD @ CL	206	467	453+10=463	+4
33O	SERVICE ROAD @ RT	271	470	453+10=463	+7
33Y	N CHESTNUT LN @ CL	1077	510	449+15=464	+46
33Z	N CHESTNUT LN @ LT	1521	533	448+15=463	+70

1. LT-LEFT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE.
2. SEE FUTURE AIRPORT LAYOUT DRAWING FOR FUTURE TRAVERSE WAYS FAR PART 77 SURFACE.

FUTURE AIRPORT LOCATION

AIRPORT REFERENCE POINT (ARP)	LATITUDE 38° 19' 27"
	LONGITUDE 88° 51' 26"
ESTABLISHED AIRPORT ELEV.	480.2 FT MSL

1. ARP DETERMINED BY HANSON USING GEO83 PROGRAM

FUTURE RUNWAY END COORDINATES

RUNWAY END	LATITUDE	LONGITUDE	ELEVATION	BEARING
5	38° 19' 08.57026"	88° 51' 53.58314"	468.1	50° 23' 34.75"
23	38° 19' 49.81265"	88° 50' 51.03600"	475.4	
15	38° 19' 36.10721"	88° 51' 43.53700"	480.4	150° 01' 18.30"
33	38° 19' 09.15780"	88° 51' 23.80564"	457.0	

1. FUTURE LAT/LONGS OBTAINED FROM HANSON EMPLOYEES USING NAD83, NAVD88.
2. FUTURE ELEVATIONS FROM MAPPING.
3. BEARING FROM CONVERSION OF LAT/LONG TO STATE PLANE COORDS, IL EAST NAD83.
4. FUTURE LAT/LONGS PICKED FROM BASE DRAWING AND CONVERTED TO STATE PLANE COORDS, IL EAST NAD83.

FUTURE RUNWAY DATA

RUNWAY	LENGTH	WIDTH	HIGH POINT ELEV	LOW POINT ELEV	EFFECTIVE GRADIENT	SURFACE MATERIAL	WEIGHT BEARING
5/23	6500'	150'	475.4	466.5	0.2%	BITUMINOUS	DOUBLE WHEEL 90,000 LBS SINGLE WHEEL 12,000 LBS
15/33	3146'	100'	480.4	457.0	0.8%	BITUMINOUS	SINGLE WHEEL 12,000 LBS

1. NO DECLARED DISTANCES IN FUTURE RUNWAY CONDITIONS.

EXISTING AND FUTURE OBSTACLE FREE ZONE

RUNWAY END	INNER-APPROACH OBSTACLE FREE ZONE			INNER-TRANSITIONAL OFZ	PRECISION OFZ	
	LENGTH	WIDTH	SLOPE	HEIGHT	LENGTH	WIDTH
5	200' BEYOND LAST LIGHT	400	50:1	49	200	800
23		400	50:1	51	200	800

1. INNER-APPROACH OBJECT FREE ZONE APPLIES TO RUNWAY ENDS WITH APPROACH LIGHT SYSTEM.
2. INNER-TRANSITIONAL OBJECT FREE ZONE AND PRECISION OBJECT FREE ZONE APPLIES TO RUNWAY ENDS WITH A PRECISION APPROACH. EXISTING PRECISION APPROACH IS RWY END 23. FUTURE PRECISION APPROACH IS ON RWY END 5.
3. AC 150/4300-13 PARAGRAPH 306 C. (2) (A), RWY 5 H=49.444, RWY 23 H=51.1924

FUTURE NAVIGATIONAL AIDS

RUNWAY END	MARKING	LIGHTING	NAVAIDS
5	PRECISION	HIRL	VOR, CAT I ILS (LOCALIZER, MALSR, GUDE SLOPE), GPS (WAAS), VASI, REIL
23			VOR, GPS (WAAS), VASI, REIL
15	VISUAL	MIRL	PAPI
33			PAPI, REIL

FUTURE CRITICAL AIRCRAFT

RUNWAY	ARC*	DESIGN AIRCRAFT	APRCH SPEED	WING SPAN	LENGTH	TAIL HEIGHT	MAXIMUM T/O WEIGHT
5/23	C-III	DC-9 (MDC-DC-9-10)	134	89.4	104.4	27.6	90,700#
		BOEING 717	139	108	133.2	34.3	121,000#
15/33	B-I	BEECHCRAFT KING AIR B100	111	45.8	39.9	15.3	11,800#

* ARC-AIRPORT REFERENCE CODE. DESIGN AIRCRAFT BASED UPON CRITERIA OF:
APPROACH SPEED DESIGNATION:
B SPEED OF AT LEAST 91 KNOTS, BUT LESS THAN 121 KNOTS.
C SPEED OF AT LEAST 121 KNOTS, BUT LESS THAN 141 KNOTS.
WINGSPAN DESIGNATION:
I WINGSPAN OF LESS THAN 49 FEET.
III WINGSPAN OF AT LEAST 79 FEET, BUT LESS THAN 118 FEET.

FUTURE RUNWAY DESIGN STANDARDS

RUNWAY END	RUNWAY PROTECTION ZONE	RUNWAY SAFETY AREA		OBJECT FREE AREA	
		LENGTH*	WIDTH	LENGTH*	WIDTH
5	1000' x 1750' x 2500'	1000'	500'	1000'	800'
23	1000' x 1510' x 1700'	1000'	500'	1000'	800'
15	250' x 450' x 1000'	240'	120'	240'	250'
33	250' x 450' x 1000'	240'	120'	240'	250'

*LENGTH BEYOND RUNWAY END.

FUTURE FAR PART 77 APPROACH DATA

RUNWAY END	INSTRUMENTATION	APPROACH SURFACE	SLOPE DESIGN	CONTROLLING OBJECT
5	PRECISION >= 1/2 MI	1,000'x16,000'x50,000'*	50:1*	5C
23	NON-PRECISION >= 3/4 MI	1,000'x4,000'x10,000	34:1	23G
15	VISUAL	250' x 1,250' x 5,000'	20:1	15A
33	VISUAL	250' x 1,250' x 5,000'	20:1	33D

1. SURFACE REPORTED HERE REPRESENTS DIMENSIONS OUT TO A HEIGHT OF 50' ABOVE RUNWAY END.
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000' AND 40:1 FOR ADDITIONAL 40,000'.

DATE	REVISION

MT. VERNON AIRPORT AUTHORITY

MOUNT VERNON AIRPORT
MOUNT VERNON AIRPORT AUTHORITY
MOUNT VERNON, JEFFERSON COUNTY, ILLINOIS

HANSON PROJECT:			09A0084
SCALE:	NOT TO SCALE	DATE:	MARCH 8, 2010
LAYOUT	JLB2		MAY 2009
DRAWN	JLB2		MAY 2009
REVIEWED	TSH		JULY 20, 2009

HANSON

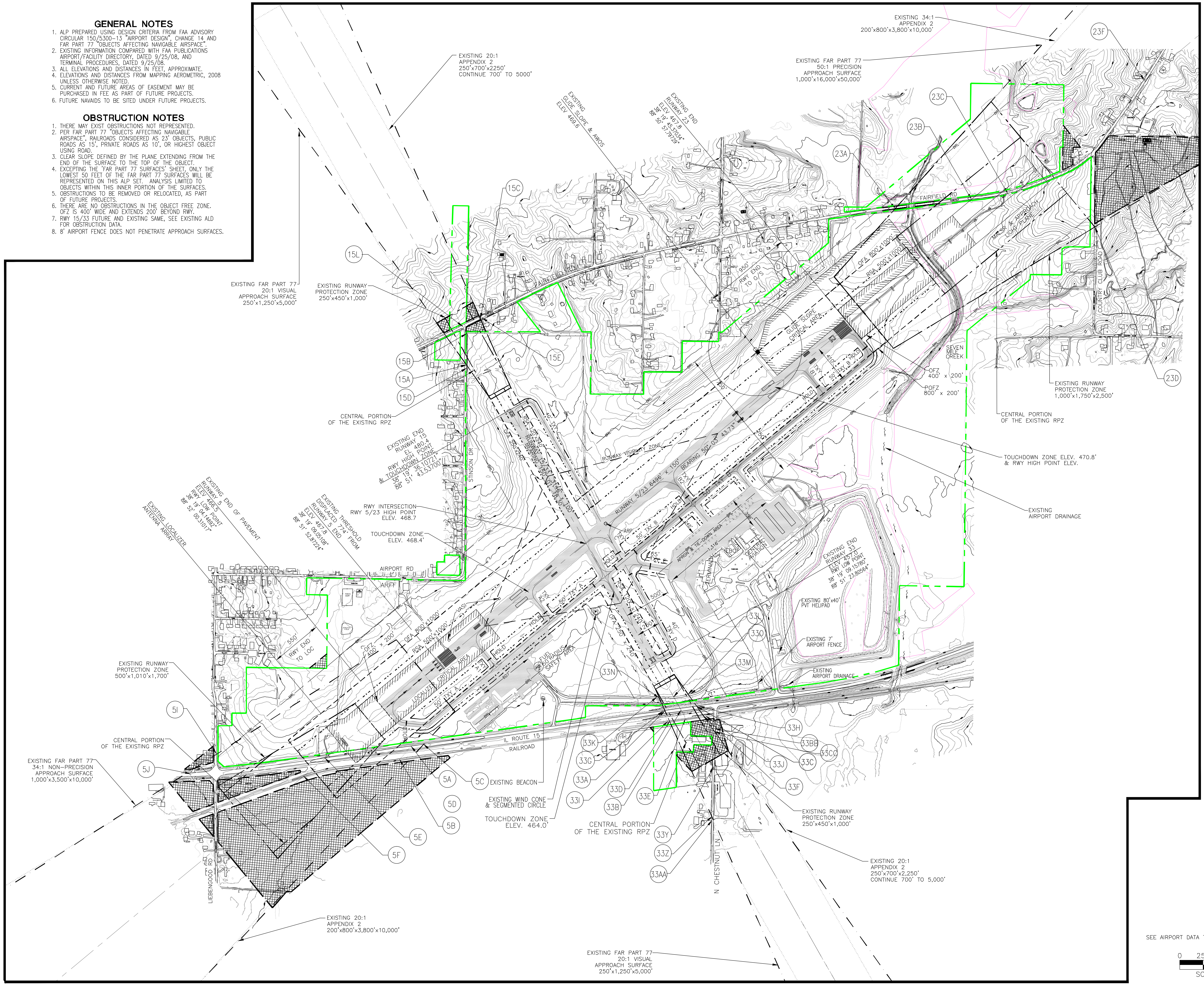
AIRPORT DATA SHEET

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. EXISTING INFORMATION COMPARED WITH FAA PUBLICATIONS AIRPORT/FACILITY DIRECTORY, DATED 9/25/08, AND TERMINAL PROCEDURES, DATED 9/25/08.
3. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
4. ELEVATIONS AND DISTANCES FROM MAPPING AEROMETRIC, 2008 UNLESS OTHERWISE NOTED.
5. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.

OBSTRUCTION NOTES

1. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
2. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", RAILROADS CONSIDERED AS 23' OBJECTS, PUBLIC ROADS AS 15', PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
3. CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT.
4. EXCEPTING THE 'FAR PART 77 SURFACES' SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
5. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
6. THERE ARE NO OBSTRUCTIONS IN THE OBJECT FREE ZONE. OFZ IS 400' WIDE AND EXTENDS 200' BEYOND RWY.
7. RWY 15/33 FUTURE AND EXISTING SAME, SEE EXISTING ALD FOR OBSTRUCTION DATA.
8. 8' AIRPORT FENCE DOES NOT PENETRATE APPROACH SURFACES.



EXISTING TRAVERSE WAYS FAR PART 77 SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (−)
5C	IL ROUTE 15 @ RT	487	481	463+15=478	+3
5D	RAILROAD @ RT	686	487	460+23=483	+4
5E	IL ROUTE 15 @ CL	1398	508	461+15=476	+32
5F	RAILROAD @ CL	1694	516	461+23=484	+32
5I	LIEBENGOOD RD @ LT	2282	534	455+15=470	+64
23A	FAIRFIELD ROAD @ RT	967	487	461+15=476	+11
23B	FAIRFIELD ROAD @ ALP	1668	501	460+15=475	+26
23C	FAIRFIELD ROAD @ CL	2008	508	465+15=480	+28
23D	COUNTRY CLUB RD @ LT	2500	518	495+15=510	+8
23F	FAIRFIELD ROAD @ CL	3897	545	510+15=525	+20
15A	STINSON DRIVE @ RT	448	502	491+15=506	−4
15B	STINSON DRIVE @ CL	742	517	493+15=508	+9
15C	FAIRFIELD ROAD @ LT	807	520	492+15=507	+13
15L	FAIRFIELD RD @ CL	830	521	496+15=511	+10
33A	IL ROUTE 15 @ LT	289	471	456+15=471	0
33B	IL ROUTE 15 @ CL	349	473	456+15=471	+2
33C	IL ROUTE 15 @ RT	417	477	456+15=471	+6
33D	RAILROAD @ LT	412	477	455+23=478	−1
33E	RAILROAD @ CL	478	480	455+23=478	+2
33F	RAILROAD @ RT	549	484	455+23=478	+6
33N	SERVICE ROAD @ LT	130	463	453+10=463	0
33L	SERVICE ROAD @ CL	206	467	453+10=463	+4
33O	SERVICE ROAD @ RT	271	470	453+10=463	+7
33Y	N CHESTNUT LN @ CL	1077	510	449+15=464	+46
33Z	N CHESTNUT LN @ LT	1521	533	448+15=463	+70

1. LT-LEFT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE. ALP- EDGE OF APPROACH LIGHT PLANE.

EXISTING TRAVERSE WAYS APPENDIX 2 THRESHOLD SITING SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (−)
5A	IL ROUTE 15 @ RT	598	496	465+15=478	+18
5B	RAILROAD @ RT	785	506	461+23=484	+22
5E	IL ROUTE 15 @ CL	1393	507	461+15=478	+29
5F	RAILROAD @ CL	1694	516	461+23=484	+32
5J	IL ROUTE 15 @ LT	2592	596	455+15=470	+126
15B	STINSON ROAD @ CL	942	527	493+15=508	+19
15D	STINSON ROAD @ RT	618	511	491+15=506	+5
15E	FAIRFIELD ROAD @ LT	1006	530	492+15=507	+23
33B	IL ROUTE 15 @ CL	551	483	456+15=471	+12
33E	RAILROAD @ CL	678	490	455+23=478	+12
33G	IL ROUTE 15 @ LT	482	480	456+15=471	+9
33H	IL ROUTE 15 @ RT	626	487	456+15=471	+16
33I	RAILROAD @ LT	604	486	455+23=478	+8
33J	RAILROAD @ RT	757	494	455+23=478	+16
33K	SERVICE ROAD @ LT	319	472	453+10=463	+9
33L	SERVICE ROAD @ CL	406	476	453+10=463	+13
33M	SERVICE ROAD @ RT	467	479	453+10=463	+16
33AA	N CHESTNUT LN @ LT	1800	548	448+15=463	+85
33BB	N CHESTNUT LN @ RT	950	505	452+15=440	+65
33CC	IL ROUTE 15 @ RT	650	490	452+15=440	+50

1. LT-LEFT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE.
2. EXISTING APPENDIX 2, THRESHOLD SITING SURFACE FOR RUNWAY END 5/23 NOT EVALUATED, AS FAR PART 77 APPROACH SURFACE IS MORE RESTRICTIVE.

EXISTING	LEGEND	FUTURE
— - - —	AIRPORT PROPERTY LINE	
▨	PAVEMENT	
▨	BUILDINGS	
⊠⊠⊠	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
□	PULSATING VISUAL APPROACH SLOPE INDICATOR (PVASI)	
⊕	ROTATING BEACON	
△	RUNWAY END IDENTIFIER LIGHTS (REIL)	
⊕	SURVEY MONUMENT	
⚐	WIND CONE	
✪	AIRPORT REFERENCE POINT (ARP)	
···········	APPENDIX 2 SURFACE	
—BRL—	35' BUILDING RESTRICTION LINE (BRL)	
—— · ——	FAR PART 77 SURFACE	
— —— —	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
- - - - - - -	OBSTACLE FREE ZONE (OFZ)	
—— - · - ——	RUNWAY PROTECTION ZONE (RPZ)	
— · — * —	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
— —— —	RUNWAY VISIBILITY ZONE (RVZ)	
	ITEMS TO BE REMOVED	
——	WETLANDS	
～ ～ ～	DRAINAGE	
	OFA PENETRATION	

N

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

0 250 500 1000

SCALE: 1"= 500'

DATE	REVISION

MT. VERNON AIRPORT AUTHORITY

MOUNT VERNON AIRPORT
MOUNT VERNON AIRPORT AUTHORITY
MOUNT VERNON, JEFFERSON COUNTY, ILLINOIS

HANSON PROJECT:			09A0084
SCALE:	1"=500'	DATE:	MARCH 8, 2010
LAYOUT	JLB2		JUNE 4, 2009
DRAWN	JLB2		JUNE 4, 2009
REVIEWED	TSH		JULY 20, 2009

HANSON

EXISTING AIRPORT LAYOUT DRAWING

3

3 of 12

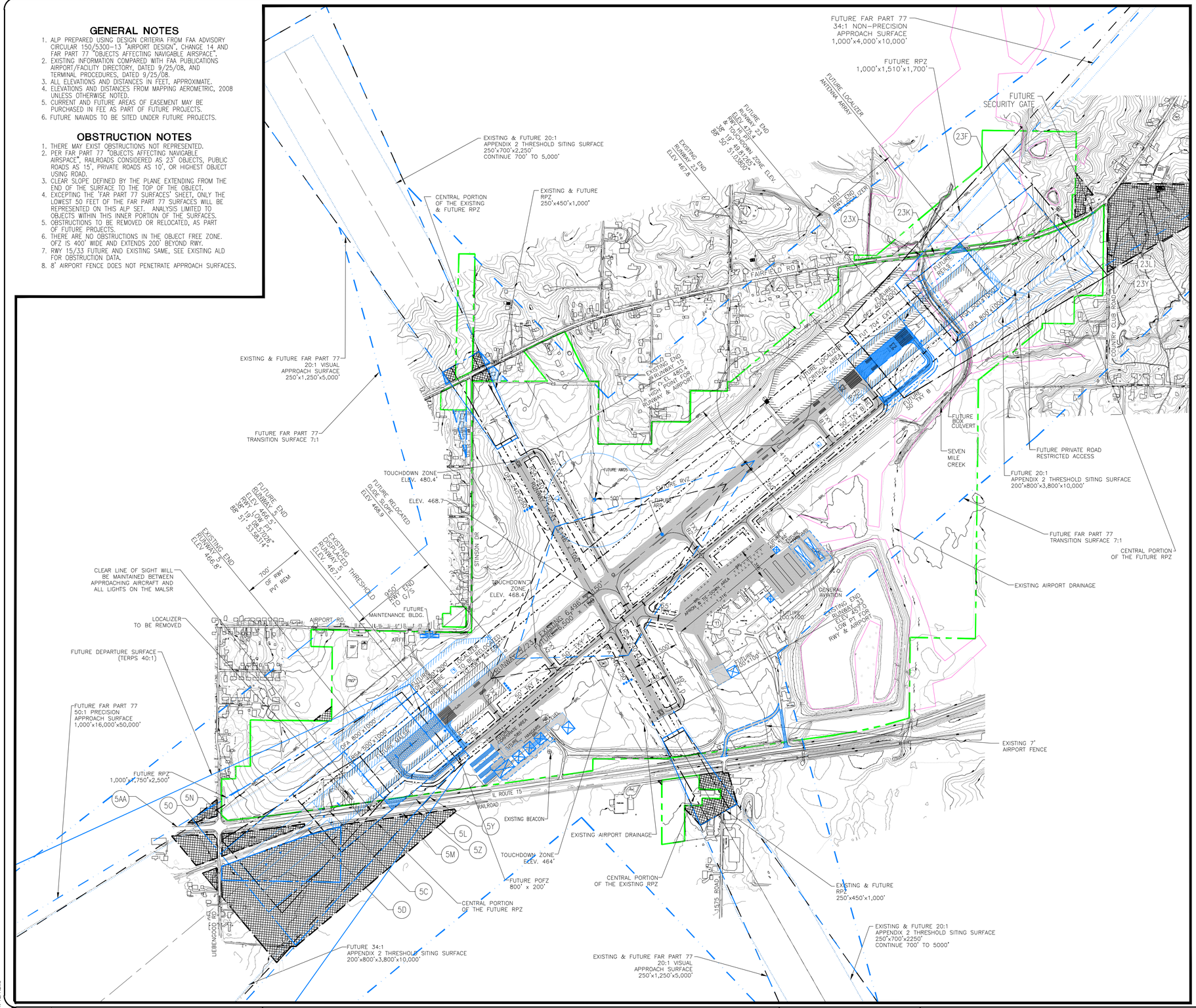
MAR 12, 2010 9:13 AM BINGH01213
C:\TEMP\ACPUBLISH_1888\MVN-ALPE.DWG

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14, AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. EXISTING INFORMATION COMPARED WITH FAA PUBLICATIONS AIRPORT/FACILITY DIRECTORY, DATED 9/25/08, AND TERMINAL PROCEDURES, DATED 9/25/08.
3. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
4. ELEVATIONS AND DISTANCES FROM MAPPING AEROMETRIC, 2008 UNLESS OTHERWISE NOTED.
5. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.

OBSTRUCTION NOTES

1. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
2. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", RAILROADS CONSIDERED AS 23' OBJECTS, PUBLIC ROADS AS 15', PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
3. CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT.
4. EXCEPTING THE 'FAR PART 77 SURFACES' SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
5. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
6. THERE ARE NO OBSTRUCTIONS IN THE OBJECT FREE ZONE. OFZ IS 400' WIDE AND EXTENDS 200' BEYOND RWY.
7. RWY 15/33 FUTURE AND EXISTING SAME, SEE EXISTING ALD FOR OBSTRUCTION DATA.
8. 8' AIRPORT FENCE DOES NOT PENETRATE APPROACH SURFACES.



FUTURE RSA/OFA PENETRATIONS

RUNWAY END	OBJECT	DISTANCE OF PENETRATION RSA	DISTANCE OF PENETRATION OFA	MODIFICATION TO STANDARDS AIRSPACE APPROVAL CASE
5	FENCE (END OF RWY)	0	213'	
	IL ROUTE 15	0	135'	
23	FENCE (END OF RWY)	0	204'	
	FAIFIELD ROAD	0	153'	

FUTURE TRAVERSE WAYS FAR PART 77 SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (−)
5Y	IL ROUTE 15 @ RT	410	474	462+15=477	−3
5Z	RAILROAD @ RT	602	478	461+23=484	−6
5C	IL ROUTE 15 @ CL	1316	492	461+15=476	+16
5D	RAILROAD @ CL	1621	498	461+23=484	+14
5AA	IL ROUTE 15 @ LT	2676	520	452+15=467	+53
23X	FAIRFIELD ROAD @ RT	401	487	461+15=476	+11
23Y	COUNTRY CLUB RD @ LT	1881	530	498+15=513	+17
23F	FAIRFIELD ROAD @ CL	1304	513	465+15=480	+33

1. LT-LEFT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE.

FUTURE TRAVERSE WAYS APPENDIX 2 THRESHOLD SITING SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (−)
5C	IL ROUTE 15 @ CL	1316	505	461+15=476	+29
5D	RAILROAD @ CL	1621	514	461+23=484	+30
5L	IL ROUTE 15 @ RT	528	482	463+15=478	+4
5M	RAILROAD @ RT	730	487	460+23=483	+4
5N	LIEBENGOOD RD @ LT	2229	532	456+15=471	+61
5O	IL ROUTE 15 @ LT	2496	539	456+15=471	+68
23F	FAIRFIELD RD @ CL	1304	540	465+15=480	+60
23K	FAIRFIELD RD @ RT	525	501	461+15=476	+25
23L	COUNTRY CLUB @ LT	1952	573	498+15=513	+60

1. LT-LEFT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE.

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

0 250 500 1000

SCALE: 1" = 500'

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	PULSATING VISUAL APPROACH SLOPE INDICATOR (PVASI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	SURVEY MONUMENT	
	WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	35' BUILDING RESTRICTION LINE (BRL)	BRL
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	RUNWAY VISIBILITY ZONE (RVZ)	
	ITEMS TO BE REMOVED	
	WETLANDS	
	DRAINAGE	
	OFA PENETRATION	

DATE	REVISION

MOUNT VERNON AIRPORT
MOUNT VERNON AIRPORT AUTHORITY
MOUNT VERNON, JEFFERSON COUNTY, ILLINOIS

HANSON PROJECT:		09A0084
SCALE: 1"=500'	DATE:	MARCH 8, 2010
LAYOUT	JLB2	MAR. 14, 2008
DRAWN	JLB2	MAR. 17, 2008
REVIEWED	TSH	JULY 20, 2009

HANSON

FUTURE AIRPORT LAYOUT DRAWING

4

MAR 12, 2010 9:32 AM BNICHOI213
C:\TEMP\ACPUBLISH_1888\MVN-ALP.DWG

GENERAL NOTES

APPROACH SURFACE TO PAVED RUNWAY END BEGIN 200' BEYOND RUNWAY END.

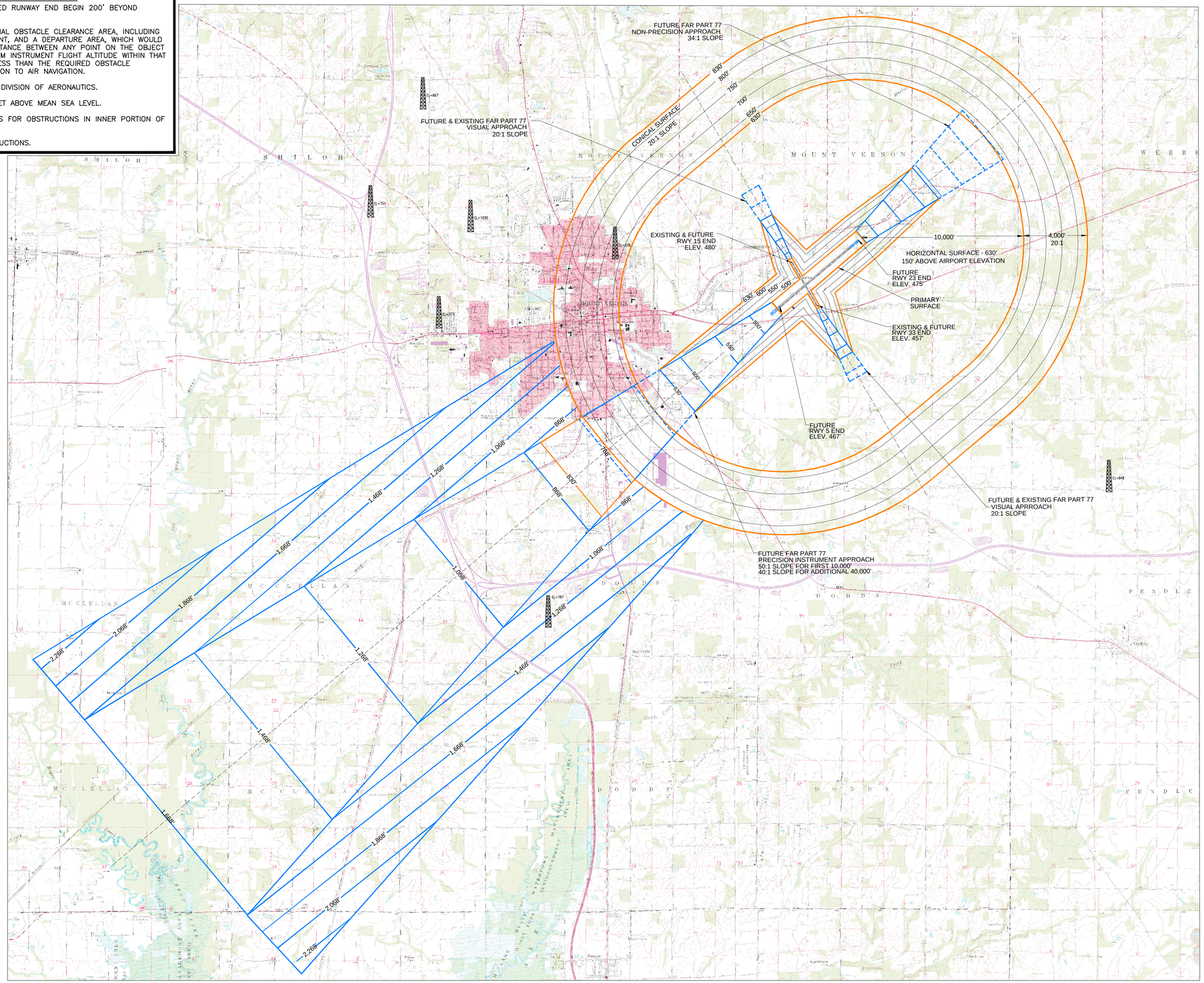
ANY HEIGHT WITHIN A TERMINAL OBSTACLE CLEARANCE AREA, INCLUDING AN INITIAL APPROACH SEGMENT, AND A DEPARTURE AREA, WHICH WOULD RESULT IN THE VERTICAL DISTANCE BETWEEN ANY POINT ON THE OBJECT AND AN ESTABLISHED MINIMUM INSTRUMENT FLIGHT ALTITUDE WITHIN THAT AREA OR SEGMENT TO BE LESS THAN THE REQUIRED OBSTACLE CLEARANCE IS AN OBSTRUCTION TO AIR NAVIGATION.

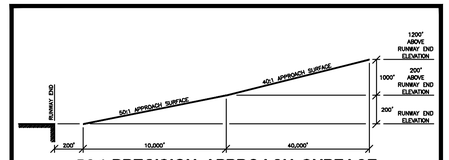
OBJECT DATA FROM ILLINOIS DIVISION OF AERONAUTICS.

ELEVATIONS APPROXIMATE FEET ABOVE MEAN SEA LEVEL.

SEE RUNWAY PROFILE SHEETS FOR OBSTRUCTIONS IN INNER PORTION OF APPROACH SURFACES.

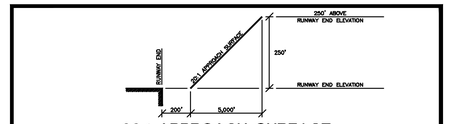
NO TERRAIN OR TREE OBSTRUCTIONS.





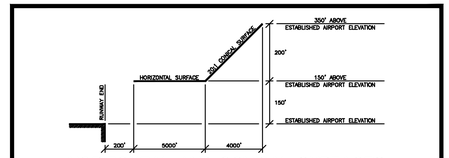
50:1 PRECISION APPROACH SURFACE TO RUNWAY END 5

NO SCALE



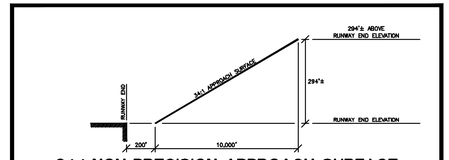
20:1 APPROACH SURFACE TO RUNWAY ENDS 15 AND 33

NO SCALE



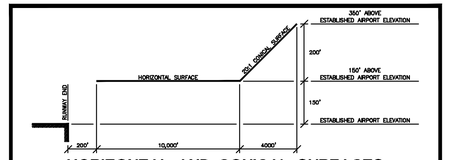
HORIZONTAL AND CONICAL SURFACES TO RUNWAY ENDS 15 AND 33

NO SCALE



34:1 NON-PRECISION APPROACH SURFACE TO RUNWAY END 23

NO SCALE



HORIZONTAL AND CONICAL SURFACES TO RUNWAY END 23

NO SCALE

DENOTES EXISTING TOWER LOCATION AND ELEVATION.

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	PULSATING VISUAL APPROACH SLOPE INDICATOR (PVASI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	SURVEY MONUMENT	
	WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	35' BUILDING RESTRICTION LINE (BRL)	BRL
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	RUNWAY VISIBILITY ZONE (RVZ)	
	ITEMS TO BE REMOVED	
	WETLANDS	
	DRAINAGE	
	OFA PENETRATION	

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

MAR 12, 2010 1:25 PM BNORD1213
C:\TEMP\ACPUBLISH_2836\MVN-P77.DWG

DATE	REVISION

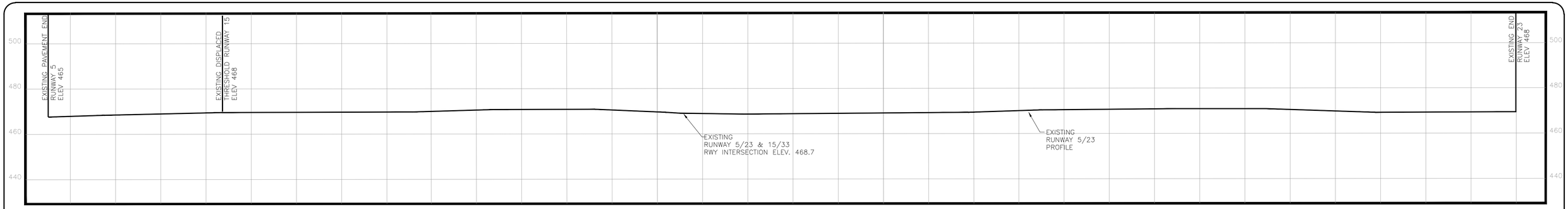
MOUNT VERNON AIRPORT
MOUNT VERNON AIRPORT AUTHORITY
MOUNT VERNON, JEFFERSON COUNTY, ILLINOIS

HANSON PROJECT:			09A0084
SCALE:	1"=2,000'	DATE:	MARCH 8, 2010
LAYOUT	JLB2		MAR. 14, 2008
DRAWN	JLB2		MAR. 17, 2008
REVIEWED	TSH		JULY 20, 2009

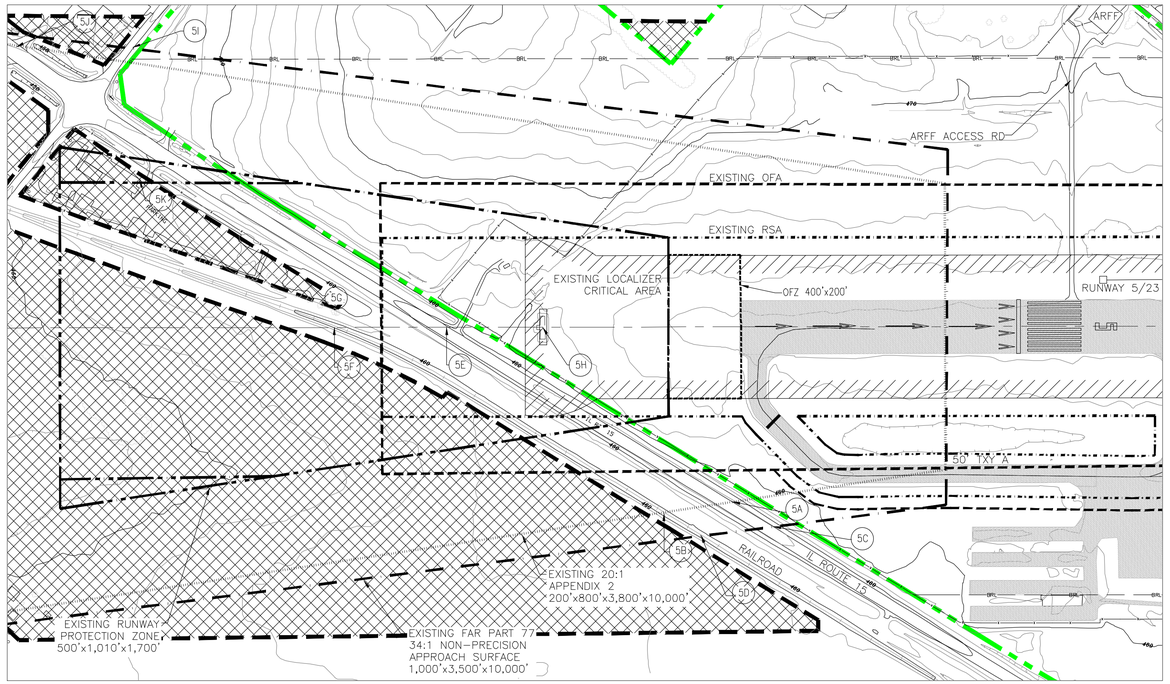
HANSON

AIRPORT AIRSPACE DRAWING

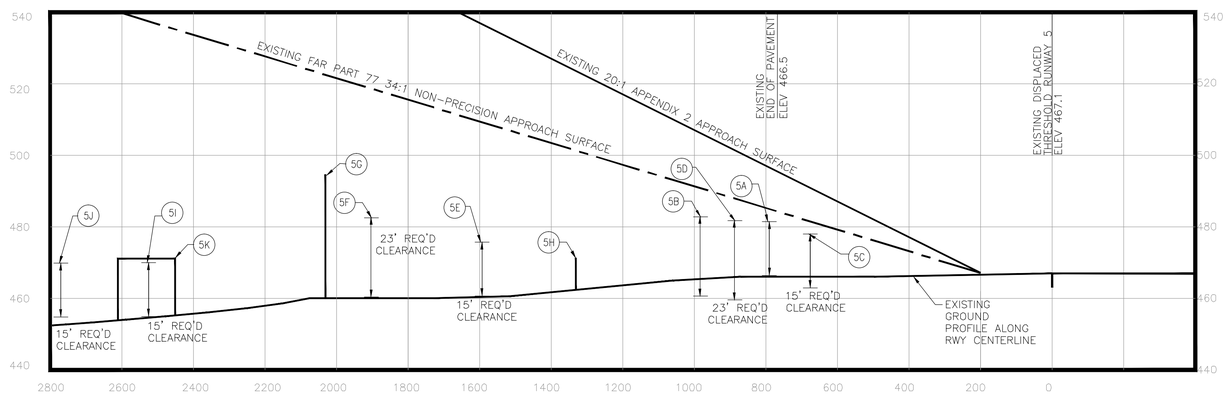
5



EXISTING RUNWAY 5/23 PROFILE



RUNWAY END 5 - PLAN VIEW



RUNWAY END 5 - PROFILE VIEW

EXISTING FAR PART 77 APPROACH SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (–)
5C	IL ROUTE 15 @ RT	487	481	463+15=478	+3
5D	RAILROAD @ RT	686	487	460+23=483	+4
5E	IL ROUTE 15 @ CL	1398	508	461+15=476	+32
5F	RAILROAD @ CL	1694	516	461+23=484	+32
5G	BILLBOARD	1818	520	493	+27
5H	LOCALIZER ANTENNA	1113	499	471	+28
5I	LIEBENGOOD RD @ LT	2282	534	455+15=470	+64
5K	BUILDING	2248	533	473	+60

1. LT–LEFT EDGE OF SURFACE, CL–RUNWAY CENTERLINE, RT–RIGHT EDGE OF SURFACE. ALP– EDGE OF APPROACH LIGHT PLANE.
2. SEE FUTURE RUNWAY PROFILE SHEETS FOR FUTURE FAR PART 77 APPROACH SURFACE.

EXISTING APPENDIX 2 THRESHOLD SITING SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (–)
5A	IL ROUTE 15 @ RT	598	496	465+15=478	+18
5B	RAILROAD @ RT	785	506	461+23=484	+22
5E	IL ROUTE 15 @ CL	1393	507	461+15=478	+29
5F	RAILROAD @ CL	1694	516	461+23=484	+32
5G	BILLBOARD	1818	520	493	+27
5H	LOCALIZER ANTENNA	1113	499	471	+28
5J	IL ROUTE 15 @ LT	2592	596	455+15=470	+126

1. LT–LEFT EDGE OF SURFACE, CL–RUNWAY CENTERLINE, RT–RIGHT EDGE OF SURFACE.
2. SEE FUTURE RUNWAY PROFILE SHEETS FOR FUTURE APPENDIX 2 THRESHOLD SITING SURFACE.

NOTE: EXISTING TOUCHDOWN ZONE ELEVATION FOR RWY 5 IS 468.4'

SEE AIRPORT DATA TABLES SHEET FOR MAGNETIC DECLINATION

0 100 200 400

SCALE: 1"= 200'

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	PULSATING VISUAL APPROACH SLOPE INDICATOR (PVASI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	SURVEY MONUMENT	
	WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	35' BUILDING RESTRICTION LINE (BRL)	
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	RUNWAY VISIBILITY ZONE (RVZ)	
	ITEMS TO BE REMOVED	
	WETLANDS	
	DRAINAGE	
	OFA PENETRATION	

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300–13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. EXISTING INFORMATION COMPARED WITH FAA PUBLICATIONS AIRPORT/FACILITY DIRECTORY, DATED 9/25/08, AND TERMINAL PROCEDURES, DATED 9/25/08.
3. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
4. ELEVATIONS AND DISTANCES FROM MAPPING AEROMETRIC, 2008 UNLESS OTHERWISE NOTED.
5. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.

OBSTRUCTION NOTES

1. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
2. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", RAILROADS CONSIDERED AS 23' OBJECTS, PUBLIC ROADS AS 15', PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
3. CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT.
4. EXCEPTING THE "FAR PART 77 SURFACES" SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
5. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
6. THERE ARE NO OBSTRUCTIONS IN THE OBJECT FREE ZONE. OFZ IS 400' WIDE AND EXTENDS 200' BEYOND RWY.
7. RWY 15/33 FUTURE AND EXISTING SAME, SEE EXISTING ALD FOR OBSTRUCTION DATA.
8. 8' AIRPORT FENCE DOES NOT PENETRATE APPROACH SURFACES.

MAR 12, 2010 1:49 PM BWDROP213
C:\TEMP\ACPUBLISH_28356\MVN-RWY5.DWG

DATE	REVISION

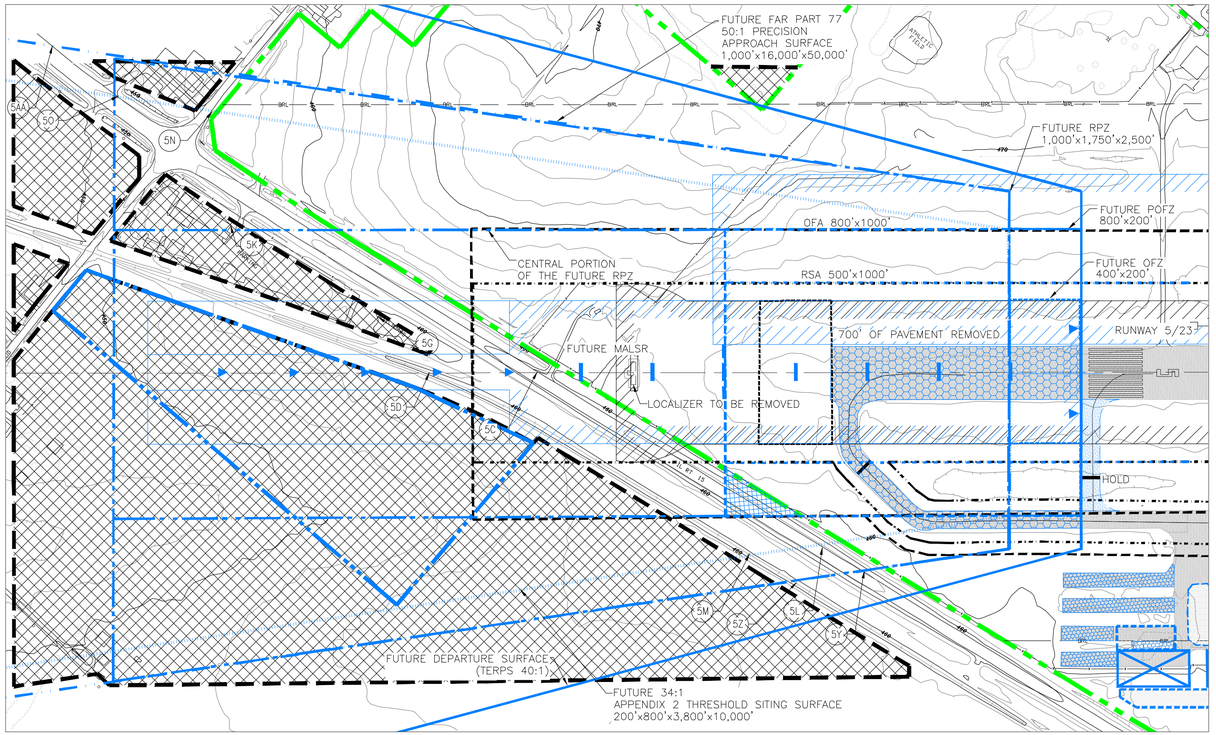
MOUNT VERNON AIRPORT
MOUNT VERNON AIRPORT AUTHORITY
MOUNT VERNON, JEFFERSON COUNTY, ILLINOIS

HANSON PROJECT:		09A0084
SCALE: 1"=200'	DATE:	MARCH 8, 2010
LAYOUT	JLB2	MAY 2009
DRAWN	JLB2	MAY 2009
REVIEWED	TSH	JULY 20, 2009

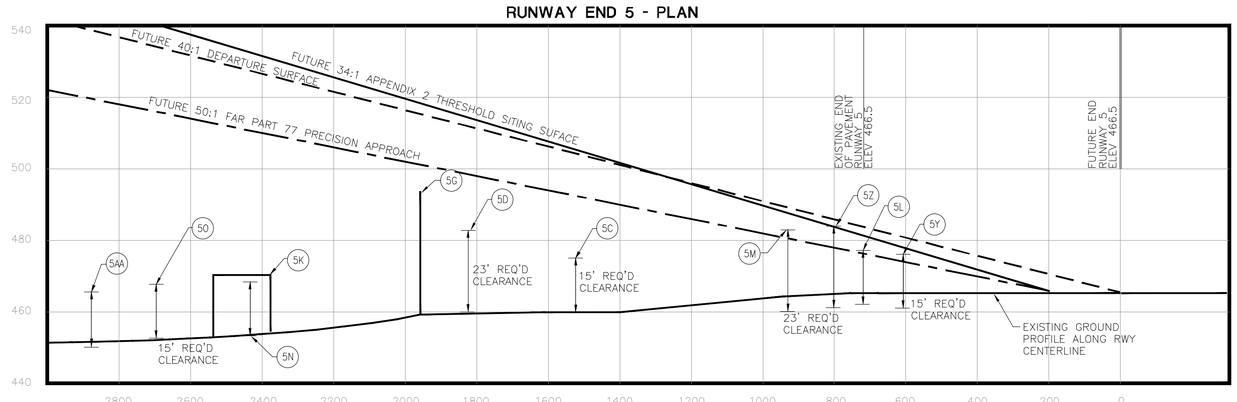
HANSON

INNER PORTION OF APPROACH SURFACE DRAWING - EXISTING RUNWAY 5

FUTURE RUNWAY 5/23 PROFILE



RUNWAY END 5 - PLAN



RUNWAY END 5 - PROFILE

FUTURE FAR PART 77 APPROACH SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (−)
5C	IL ROUTE 15 @ CL	1316	492	461+15=476	+16
5D	RR @ CL	1621	498	461+23=484	+14
5G	BILLBOARD	1951	505	493	+12
5K	BUILDING	2172	509	473	+36
5L	IL ROUTE 15 @ RT	528	477	463+15=478	−1
5M	RR @ RT	730	481	460+23=483	−2
5N	LIEBENGOOD RD @ LT	2229	511	456+15=471	+40
5O	IL ROUTE 15 @ LT	2496	516	456+15=471	+45
5Y	IL ROUTE 15 @ RT	410	474	462+15=477	−3
5Z	RR @ RT	602	478	461+23=484	−6
5AA	IL ROUTE 15 @ LT	2676	520	452+15=467	+14

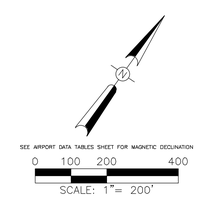
1. LT–LEFT EDGE OF SURFACE, CL–RUNWAY CENTERLINE, RT–RIGHT EDGE OF SURFACE.

FUTURE APPENDIX 2 THRESHOLD SITING SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (−)
5C	IL ROUTE 15 @ CL	1316	505	461+15=476	+29
5D	RR @ CL	1621	514	461+23=484	+30
5G	BILLBOARD	1951	523	493	+30
5K	IL ROUTE 15 @ LT	2172	530	473	+57
5L	IL ROUTE 15 @ RT	528	482	463+15=478	+4
5M	RR @ RT	730	487	460+23=483	+4
5N	LIEBENGOOD RD @ LT	2229	532	456+15=471	+61
5O	IL ROUTE 15 @ LT	2496	539	456+15=471	+68

1. LT–LEFT EDGE OF SURFACE, CL–RUNWAY CENTERLINE, RT–RIGHT EDGE OF SURFACE.

NOTE: FUTURE TOUCHDOWN ZONE ELEVATION FOR RWY 5 IS 468.4'



EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	PULSATING VISUAL APPROACH SLOPE INDICATOR (PVASI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	SURVEY MONUMENT	
	WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
	35' BUILDING RESTRICTION LINE (BRL)	
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	RUNWAY VISIBILITY ZONE (RVZ)	
	ITEMS TO BE REMOVED	
	WETLANDS	
	DRAINAGE	
	OFA PENETRATION	

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. EXISTING INFORMATION COMPARED WITH FAA PUBLICATIONS AIRPORT/FACILITY DIRECTORY, DATED 9/25/08, AND TERMINAL PROCEDURES, DATED 9/25/08.
3. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
4. ELEVATIONS AND DISTANCES FROM MAPPING AEROMETRIC, 2008 UNLESS OTHERWISE NOTED.
5. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.

OBSTRUCTION NOTES

1. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
2. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", RAILROADS CONSIDERED AS 23' OBJECTS, PUBLIC ROADS AS 15', PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
3. CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT.
4. LOCATIONS OF FAR PART 77 SURFACES SHOWN ONLY THE LOWER 500 FEET OF THE FAR 77 SURFACES. SURFACES WILL BE REPRESENTED ON THIS "ALP SET" ANALYSIS/PLANS ONLY OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
5. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
6. THERE ARE NO OBSTRUCTIONS IN THE OBJECT FREE ZONE. OFZ IS 400' WIDE AND EXTENDS 200' BEYOND RWY.
7. RWY 15/33 FUTURE AND EXISTING SAME, SEE EXISTING ALD FOR OBSTRUCTION DATA.
8. 8' AIRPORT FENCE DOES NOT PENETRATE APPROACH SURFACES.

RUNWAY 5/23 NOTES

1. EXISTING OBSTRUCTIONS HAVE RESULTED IN A DISPLACED THRESHOLD FOR RUNWAY 5.
2. EXISTING OBSTRUCTIONS HAVE THE POTENTIAL TO RESULT IN REDUCED MINIMUMS ON THE ILS TO RUNWAY 23.
3. FUTURE PROJECT TO ADDRESS OBSTRUCTION CONCERNS, RELOCATE THE ILS AND THE PRECISION APROACH TO RUNWAY END 5.

DATE	REVISION

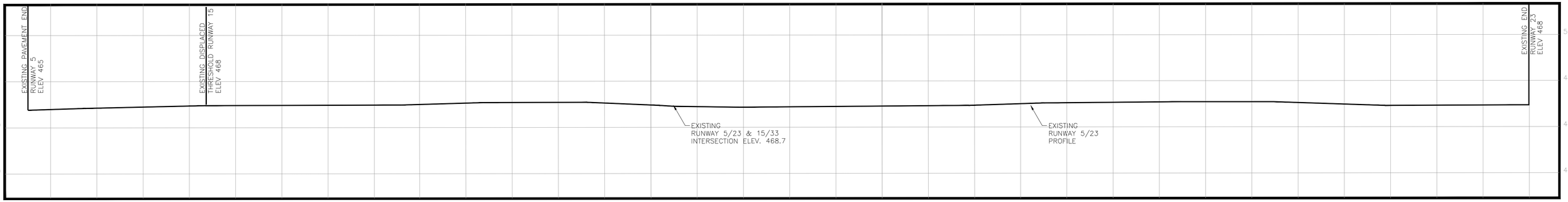
MOUNT VERNON AIRPORT
MOUNT VERNON AIRPORT AUTHORITY
MOUNT VERNON, JEFFERSON COUNTY, ILLINOIS

HANSON PROJECT:		09A0084
SCALE: 1:200'	DATE:	MARCH 8, 2010
LAYOUT	JLB2	MAY 2009
DRAWN	JLB2	MAY 2009
REVIEWED	TSH	JULY 20, 2009

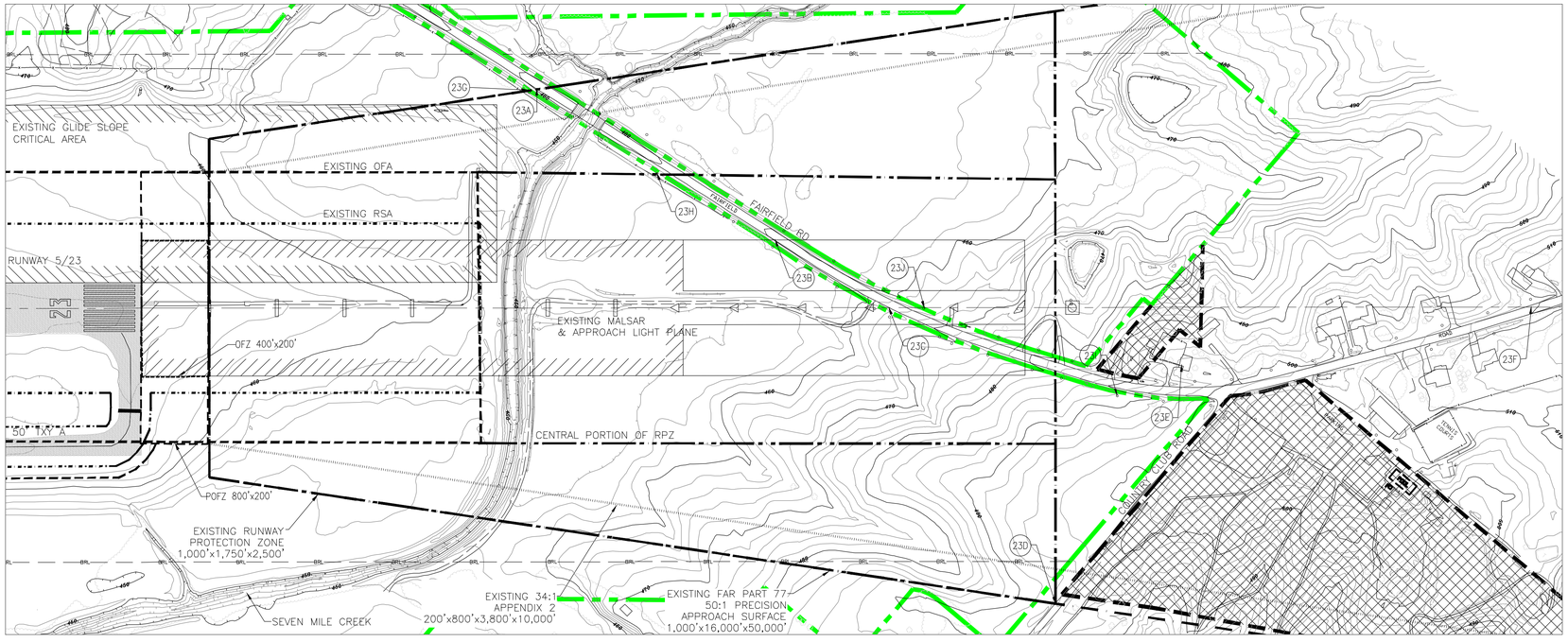
HANSON

INNER PORTION OF THE APPROACH SURFACE DRAWING - FUTURE RUNWAY 5

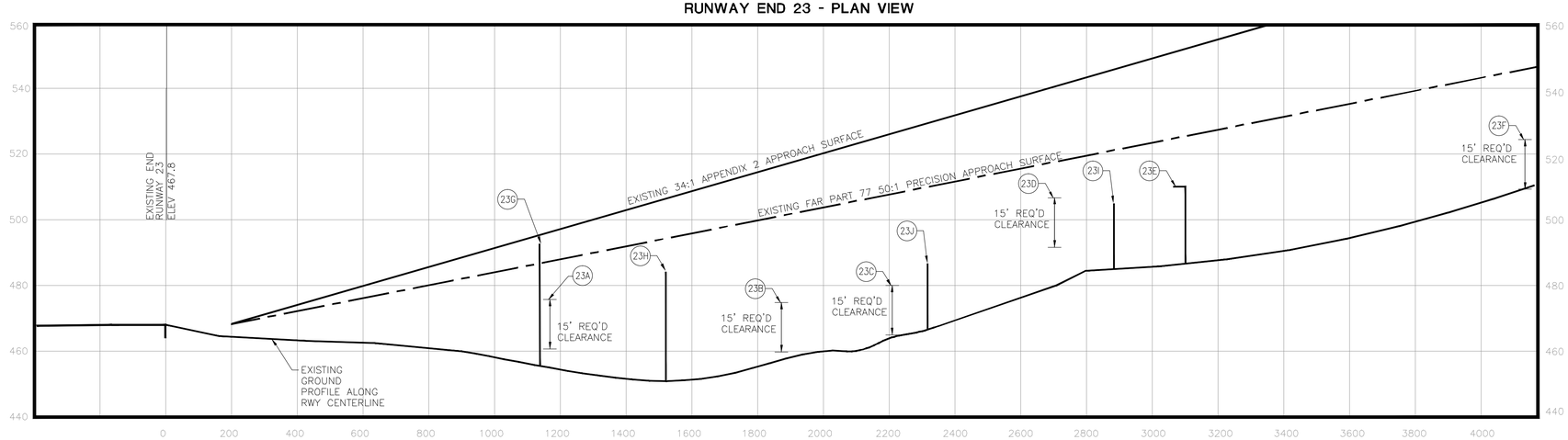
MAR 15, 2010 8:00 AM BNOHO7213
C:\TEMP\ACPUBLISH_4812\MVN-RWY.DWG



EXISTING RUNWAY 5/23 PROFILE



RUNWAY END 23 - PLAN VIEW



RUNWAY END 23 - PROFILE VIEW

EXISTING FAR PART 77 APPROACH SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (−)
23A	FAIRFIELD ROAD @ RT	967	487	461+15=476	+11
23B	FAIRFIELD ROAD @ ALP	1668	501	460+15=475	+26
23C	FAIRFIELD ROAD @ CL	2008	507	465+15=480	+27
23D	COUNTRY CLUB RD @ LT	2500	517	495+15=510	+7
23E	BARN	2770	523	513	+10
23F	FAIRFIELD ROAD @ CL	3897	545	510+15=525	+20
23G	POLE	952	486	491	−5
23H	POLE	1328	494	483	+11
23I	POLE	2675	521	510	+11
23J	POLE	2113	510	486	+24

1. LT–LEFT EDGE OF SURFACE, CL–RUNWAY CENTERLINE, RT–RIGHT EDGE OF SURFACE. ALP– EDGE OF APPROACH LIGHT PLANE.

NOTES:
1. EXISTING TOUCHDOWN ZONE ELEVATION FOR RWY 23 IS 470.8'
2. APPENDIX 2 CALCULATIONS NOT DEPICTED FOR FAR PART 77 SURFACE IS MORE RESTRICTIVE.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. EXISTING INFORMATION COMPARED WITH FAA PUBLICATIONS AIRPORT/FACILITY DIRECTORY, DATED 9/25/08, AND TERMINAL PROCEDURES, DATED 9/25/08.
3. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
4. ELEVATIONS AND DISTANCES FROM MAPPING AEROMETRIC, 2008 UNLESS OTHERWISE NOTED.
5. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.

OBSTRUCTION NOTES

1. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
2. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", RAILROADS CONSIDERED AS 23' OBJECTS, PUBLIC ROADS AS 15', PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
3. CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT.
4. EXCEPTING THE "FAR PART 77 SURFACES" SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
5. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
6. THERE ARE NO OBSTRUCTIONS IN THE OBJECT FREE ZONE. OFZ IS 400' WIDE AND EXTENDS 200' BEYOND RWY.
7. RWY 15/33 FUTURE AND EXISTING SAME, SEE EXISTING ALD FOR OBSTRUCTION DATA.
8. 8' AIRPORT FENCE DOES NOT PENETRATE APPROACH SURFACES.

SEE AIRPORT DATA TABLES SHEET FOR MAGNETIC DECLINATION

0 100 200 400
SCALE: 1"= 200'

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	PULSATING VISUAL APPROACH SLOPE INDICATOR (PVASI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	SURVEY MONUMENT	
	WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	35' BUILDING RESTRICTION LINE (BRL)	
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	RUNWAY VISIBILITY ZONE (RVZ)	
	ITEMS TO BE REMOVED	
	WETLANDS	
	DRAINAGE	
	OFA PENETRATION	

DATE	REVISION

MOUNT VERNON AIRPORT
MOUNT VERNON AIRPORT AUTHORITY
MOUNT VERNON, JEFFERSON COUNTY, ILLINOIS

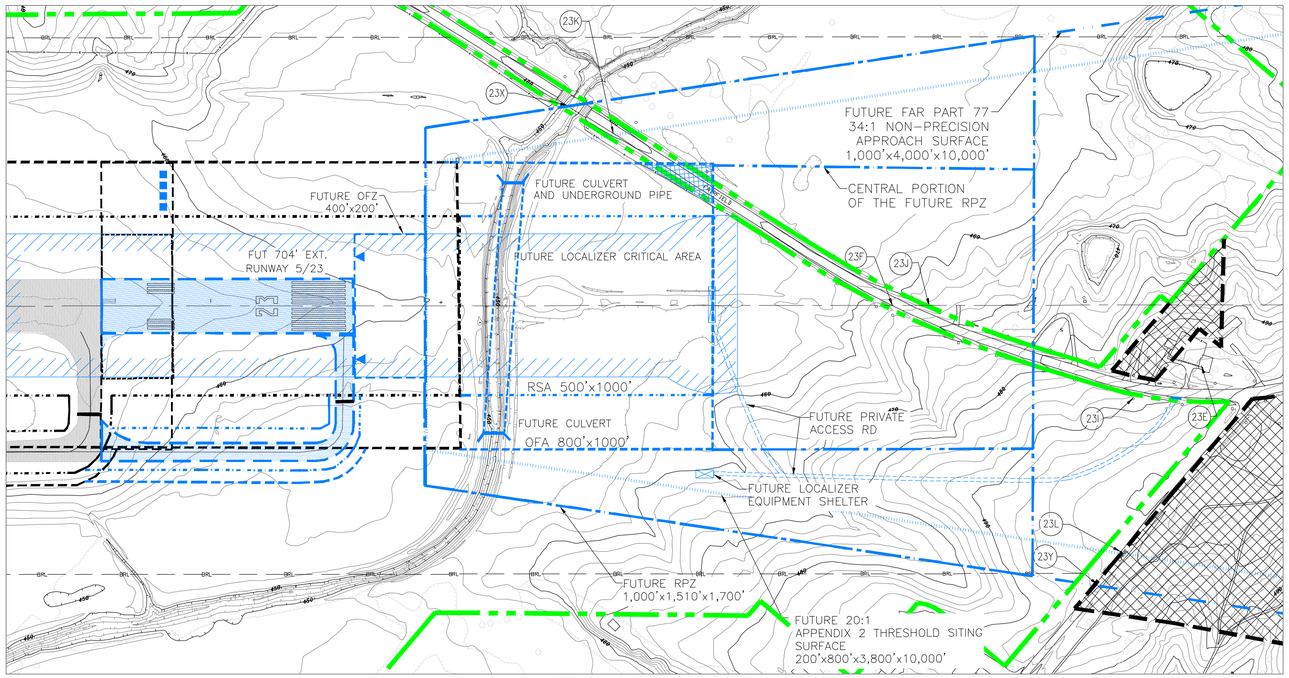
HANSON PROJECT:		09A0084
SCALE: 1"=200'	DATE:	MARCH 8, 2010
LAYOUT	JLB2	MAY 2009
DRAWN	JLB2	MAY 2009
REVIEWED	TSH	JULY 20, 2009

HANSON

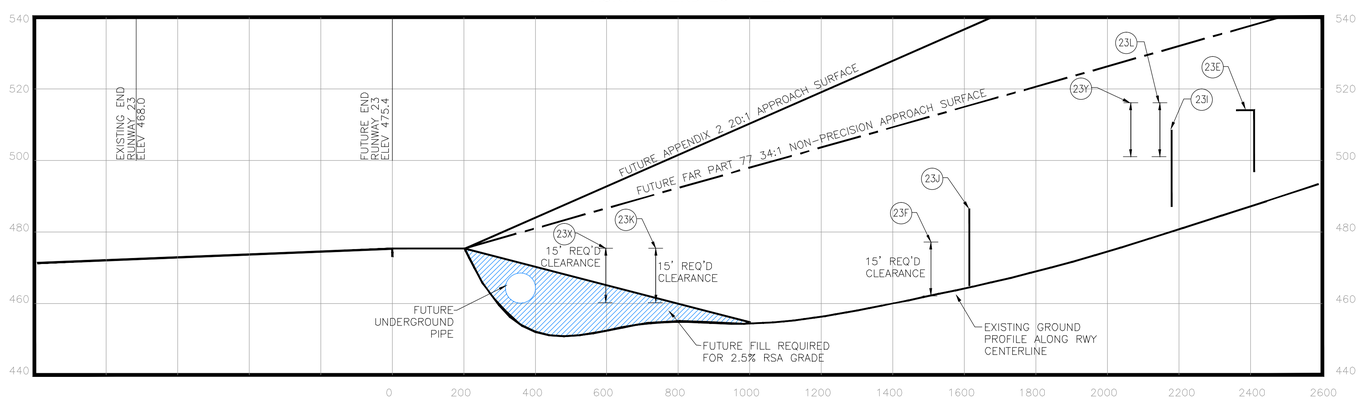
INNER PORTION OF THE APPROACH SURFACE DRAWING - EXISTING RUNWAY 23

MAR 12, 2010 2:30 PM RNOAR0313
I:\AIRPORTS\MVERNON\09A0084\CADD\SHEETS\MVA-RWY23.DWG

FUTURE RUNWAY 5/23 PROFILE



RUNWAY END 23 - PLAN



RUNWAY END 23 - PROFILE

FUTURE FAR PART 77 APPROACH SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (–)
23E	BARN	2152	538	513	+25
23F	FAIRFIELD RD @ CL	1304	513	462+15=477	+36
23I	POLE	1971	533	510	+23
23J	POLE	2068	536	486	+50
23K	FAIRFIELD RD @ RT	525	490	460+15=475	+15
23L	COUNTRY CLUB @ LT	1937	532	501+15=516	+16
23X	FAIRFIELD RD @ RT	394	486	460+15=475	+11
23Y	COUNTRY CLUB @ LT	1873	530	501+15=516	+14

1. LT–LEFT EDGE OF SURFACE, CL–RUNWAY CENTERLINE, RT–RIGHT EDGE OF SURFACE.

FUTURE APPENDIX 2 THRESHOLD SITING SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (–)
23E	BARN	2152	583	513	+70
23F	FAIRFIELD RD @ CL	1304	540	462+15=477	+63
23I	POLE	1971	573	510	+63
23J	POLE	2068	578	486	+92
23K	FAIRFIELD RD @ RT	525	501	460+15=475	+26
23L	COUNTRY CLUB @ LT	1937	572	501+15=516	+56

1. LT–LEFT EDGE OF SURFACE, CL–RUNWAY CENTERLINE, RT–RIGHT EDGE OF SURFACE.

NOTE: FUTURE TOUCHDOWN ZONE ELEVATION FOR RWY 23 IS 475.4'

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300–13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. EXISTING INFORMATION COMPARED WITH FAA PUBLICATIONS AIRPORT/FACILITY DIRECTORY, DATED 9/25/08, AND TERMINAL PROCEDURES, DATED 9/25/08.
3. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
4. ELEVATIONS AND DISTANCES FROM MAPPING AEROMETRIC, 2008 UNLESS OTHERWISE NOTED.
5. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.

OBSTRUCTION NOTES

1. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
2. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", RAILROADS CONSIDERED AS 23' OBJECTS, PUBLIC ROADS AS 15', PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
3. CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT.
4. EXCEPTING THE 'FAR PART 77 SURFACES' SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
5. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
6. THERE ARE NO OBSTRUCTIONS IN THE OBJECT FREE ZONE. OFZ IS 400' WIDE AND EXTENDS 200' BEYOND RWY.
7. RWY 15/33 FUTURE AND EXISTING SAME, SEE EXISTING ALD FOR OBSTRUCTION DATA.
8. 8' AIRPORT FENCE DOES NOT PENETRATE APPROACH SURFACES.

RUNWAY 5/23 NOTES

1. EXISTING OBSTRUCTIONS HAVE RESULTED IN A DISPLACED THRESHOLD FOR RUNWAY 5.
2. EXISTING OBSTRUCTIONS HAVE THE POTENTIAL TO RESULT IN REDUCED MINIMUMS ON THE ILS TO RUNWAY 23.
3. FUTURE PROJECT TO ADDRESS OBSTRUCTION CONCERNS, RELOCATE THE ILS AND THE PRECISION APRROACH TO RUNWAY END 5.

SEE AIRPORT DATA TABLES SHEET FOR MAGNETIC DECLINATION

0 100 200 400

SCALE: 1"= 200'

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	PULSATING VISUAL APPROACH SLOPE INDICATOR (PVASI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	SURVEY MONUMENT	
	WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	35' BUILDING RESTRICTION LINE (BRL)	BRL
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	RUNWAY VISIBILITY ZONE (RVZ)	
	ITEMS TO BE REMOVED	
	WETLANDS	
	DRAINAGE	
	OFA PENETRATION	

MAR 16, 2010 1:26 PM BRADKO1213
C:\TEMP\ACPUBLISH_2876\MVN-RWY.DWG

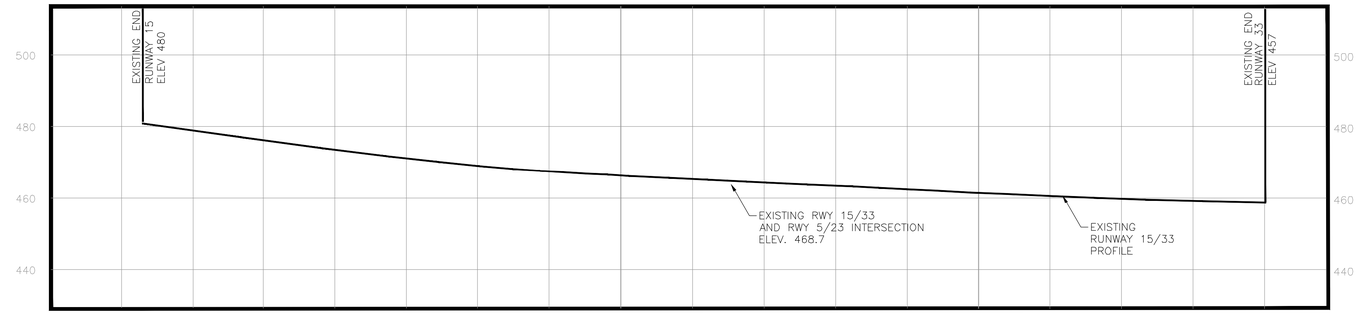
DATE	REVISION

MOUNT VERNON AIRPORT
MOUNT VERNON AIRPORT AUTHORITY
MOUNT VERNON, JEFFERSON COUNTY, ILLINOIS

HANSON PROJECT:			09A0084
SCALE:	1:200'	DATE:	MARCH 8, 2010
LAYOUT	JLB2		MAY 2009
DRAWN	JLB2		MAY 2009
REVIEWED	TSH		JULY 20, 2009

HANSON

INNER PORTION OF THE APPROACH SURFACE DRAWING - FUTURE RUNWAY 23



EXISTING RUNWAY 15/33 PROFILE

EXISTING APPENDIX 2 THRESHOLD SITING SURFACE

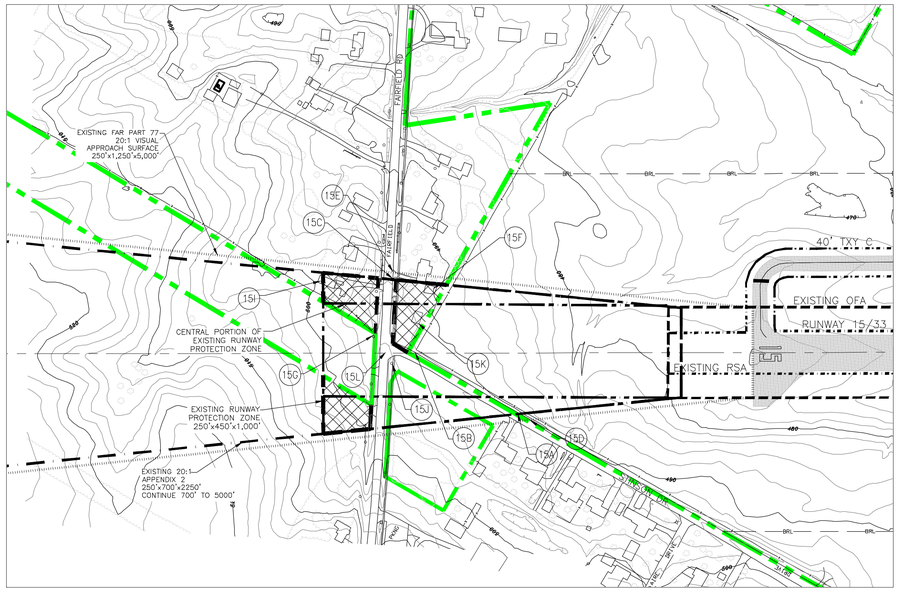
OBJECT	DESCRIPTION	DISTANCE FROM SURFACE END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (–)
15B	STINSON ROAD @ CL	939	526	493+15=508	+18
15C	FAIRFIELD ROAD @ LT	1006	530	492+15=507	+23
15D	FAIRFIELD ROAD @ RT	619	510	491+15=506	+4
15E	FAIRFIELD ROAD @ LT	1004	530	492+15=507	+23
15F	STRUCTURE	890	524	503	+21
15G	POLE	1053	532	523	+9
15I	STRUCTURE	1168	538	512	+26
15J	POLE	1003	530	518	+12
15K	STRUCTURE	931	526	492	+34
15L	FAIRFIELD RD @ CL	1025	531	496+15=511	+20
33B	IL ROUTE 15 @ CL	551	483	456+15=471	+12
33E	RAILROAD @ CL	678	490	455+23=478	+12
33G	IL ROUTE 15 @ LT	482	480	456+15=471	+9
33H	IL ROUTE 15 @ RT	626	487	456+15=471	+16
33I	RAILROAD @ LT	604	486	455+23=478	+8
33J	RAILROAD @ RT	757	494	455+23=478	+16
33K	SERVICE ROAD @ LT	319	472	453+10=463	+9
33L	SERVICE ROAD @ CL	406	476	453+10=463	+13
33M	SERVICE ROAD @ RT	467	479	453+10=463	+16
33AA	N CHESTNUT LN @ LT	1800	548	448+15=463	+85
33BB	N CHESTNUT LN @ RT	950	505	452+15=467	+38

1. LT–LEFT EDGE OF SURFACE, CL–RUNWAY CENTERLINE, RT–RIGHT EDGE OF SURFACE.
2. SEE FUTURE RUNWAY PROFILE SHEETS FOR FUTURE APPENDIX 2 THRESHOLD SITING SURFACE.
3. EXISTING RWY 23 APPENDIX 2 (34:1) NOT CALCULATED FOR PART 77 SURFACE (50:1) IS MORE RESTRICTIVE.

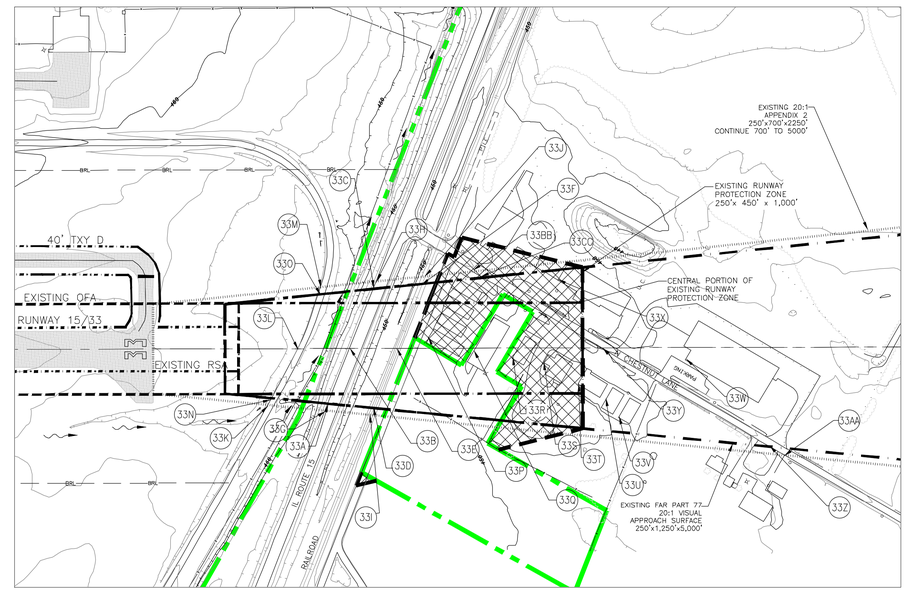
EXISTING FAR PART 77 APPROACH SURFACE

OBJECT	DESCRIPTION	DISTANCE FROM APPROACH END	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (–)
15F	STRUCTURE	690	514	503	+11
15G	POLE	853	522	523	–1
15I	STRUCTURE	968	528	512	+16
15J	POLE	803	520	518	+2
15K	STRUCTURE	731	516	492	+24
15L	FAIRFIELD RD @ CL	825	521	496+15=511	+10
33A	IL ROUTE 15 @ LT	289	471	456+15=471	0
33B	IL ROUTE 15 @ CL	349	473	456+15=471	+2
33C	IL ROUTE 15 @ RT	417	477	456+15=471	+6
33D	RAILROAD @ LT	412	477	455+23=478	–1
33E	RAILROAD @ CL	478	480	455+23=478	+2
33F	RAILROAD @ RT	549	484	455+23=478	+6
33N	SERVICE ROAD @ LT	130	463	453+10=463	0
33L	SERVICE ROAD @ CL	206	467	453+10=463	+4
33O	SERVICE ROAD @ RT	271	470	453+10=463	+7
33P	STRUCTURE	570	485	466	+19
33Q	STRUCTURE	685	491	473	+18
33R	STRUCTURE	803	497	470	+27
33S	STRUCTURE	901	502	475	+27
33T	STRUCTURE	991	506	476	+30
33U	STRUCTURE	1055	509	469	+40
33V	STRUCTURE	1103	512	469	+43
33W	STRUCTURE	1285	521	481	+40
33X	STRUCTURE	933	503	474	+29
33Y	N CHESTNUT LN @ CL	1077	510	449+15=464	+46
33Z	N CHESTNUT LN @ LT	1521	533	448+15=463	+70
33CC	N CHESTNUT LN @ RT	727	490	452+15=467	+23

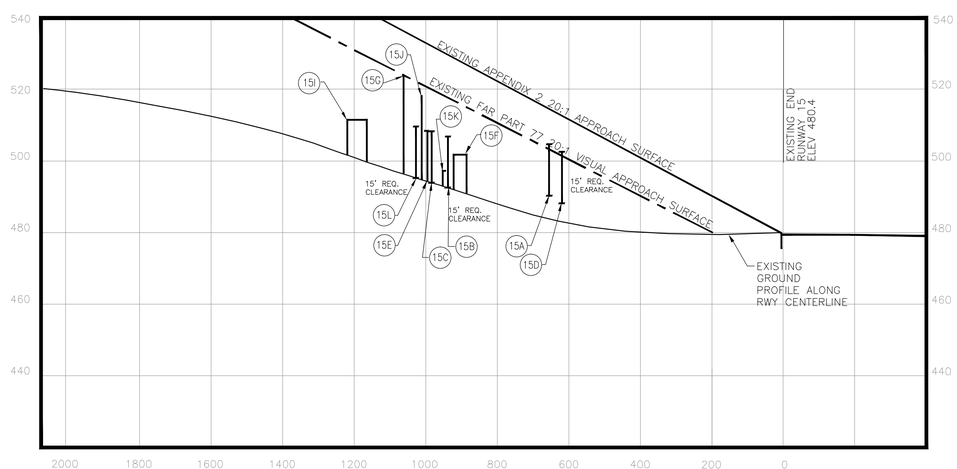
1. LT–LEFT EDGE OF SURFACE, CL–RUNWAY CENTERLINE, RT–RIGHT EDGE OF SURFACE.
   AP– EDGE OF APPROACH LIGHT PLANE.
2. SEE FUTURE RUNWAY PROFILE SHEETS FOR FUTURE FAR PART 77 APPROACH SURFACE.



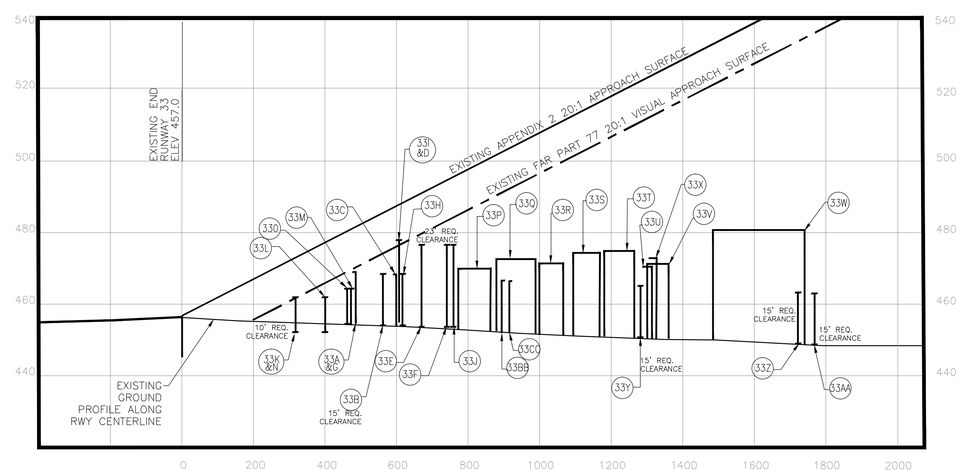
RUNWAY END 15 - PLAN VIEW



RUNWAY END 33 - PLAN VIEW



RUNWAY END 15 - PROFILE



RUNWAY END 33 - PROFILE

NOTE: EXISTING TOUCHDOWN ZONE ELEVATION FOR RWY 33 IS 464.0'
RWY 15 IS 480.4'

SEE AIRPORT DATA TABLES SHEET FOR MAGNETIC DECLINATION

0 100 200 400

SCALE: 1"= 200'

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	PULSATING VISUAL APPROACH SLOPE INDICATOR (PVASI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	SURVEY MONUMENT	
	WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	35' BUILDING RESTRICTION LINE (BRL)	
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	RUNWAY VISIBILITY ZONE (RVZ)	
	ITEMS TO BE REMOVED	
	WETLANDS	
	DRAINAGE	
	OFA PENETRATION	

DATE	REVISION

MAR 12, 2010 2:19 PM BNOW0713
C:\TEMP\ACPUBLISH_2836\MVA-RWYE.DWG

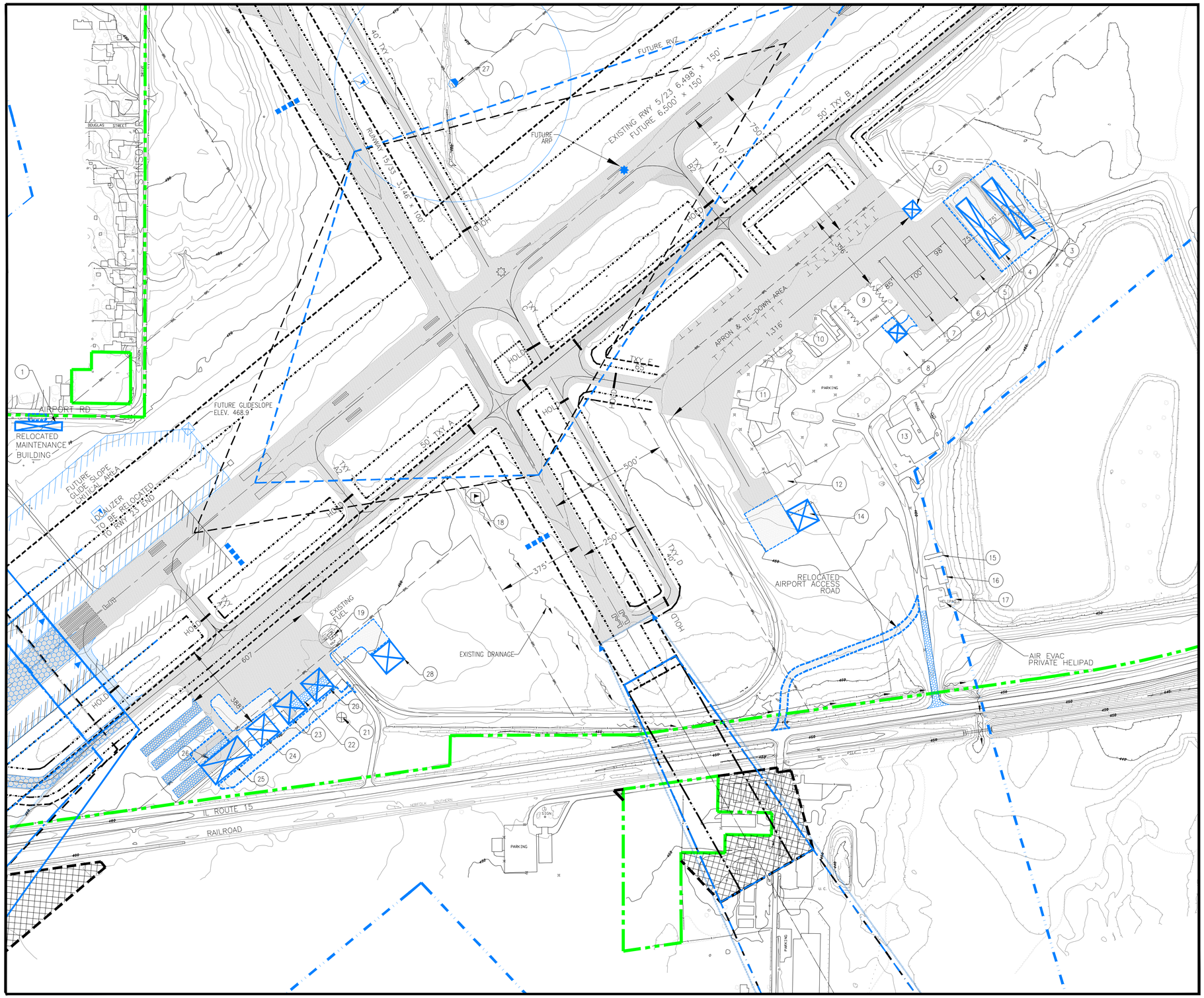
MT. VERNON AIRPORT AUTHORITY

MOUNT VERNON AIRPORT
MOUNT VERNON AIRPORT AUTHORITY
MOUNT VERNON, JEFFERSON COUNTY, ILLINOIS

HANSON PROJECT:		09A0084
SCALE: 1"=200'	DATE:	MARCH 8, 2010
LAYOUT	JLB2	MAR. 14, 2008
DRAWN	JLB2	MAR. 17, 2008
REVIEWED	TSH	JULY 20, 2009

HANSON

INNER PORTION OF THE APPROACH SURFACE
DRAWING - EXISTING RUNWAY 15-33



EXISTING AND FUTURE FAR PART 77 TERMINAL TRANSITIONAL CLEARANCES

OBJECT	DESCRIPTION	DISTANCE FROM SURFACE EDGE*	SURFACE ELEVATION	OBJECT ELEVATION	CLEARANCE (+) VIOLATION (−)
1	FUTURE MAINTENANCE BLDG.	187	494	494	0
2	FUTURE 60' x 60'	250	501	492	+9
3	FUTURE T-HANGAR	490	538	487	+51
4	FUTURE T-HANGAR	490	538	487	+51
5	EXISTING T-HANGAR	490	538	486	+52
6	EXISTING T-HANGAR	460	532	482	+50
7	EXISTING T-HANGAR	460	532	481	+51
8	FUTURE 60' x 60'	710	567	497	+70
9	EXISTING HANGAR	500	537	493	+44
10	EXISTING HANGAR	510	539	494	+45
11	EXISTING TERMINAL BLDG.	460	532	491	+41
12	EXISTING HANGAR	574	537	500	+37
13	EXISTING BLDG.	1010	609	483	+126
14	FUTURE 100' x 100' HANGAR	574	537	500	+37
15	EXISTING AIR-EVAC BLDG.	990	596	470	+126
16	EXISTING AIR-EVAC BLDG.	1000	597	480	+117
17	AIR-EVAC PRIVATE HELIPAD	950	590	457	+133
18	EXISTING WIND TEE	20	467	461	+6
19	EXISTING FUEL SYSTEM	180	493	472	+21
20	FUTURE 100' x 100'	291	509	490	+19
21	EXISTING ROTATING BEACON	489	536	518	+18
22	EXISTING HANGAR	300	510	481	+29
23	FUTURE 100' x 100'	291	509	490	+19
24	FUTURE 100' x 100'	291	509	490	+19
25	FUTURE 200' x 100' BLDG.	291	509	490	+19
26	EXISTING MAINTENANCE BLDG.	240	502	481	+21
27	FUTURE AWOS	266	505	505	0
28	FUTURE 100' x 100'	388	775	490	+285

SURFACE ELEV CALCULATED USING HIGHEST RUNWAY ELEV FOR RUNWAY NEAREST OBJECT.
DISTANCE IS FROM EDGE OF PRIMARY SURFACE, PERPENDICULAR TO RUNWAY CENTERLINE.
RUNWAY 15/33 PRIMARY SURFACE IS 500' WIDE.
RUNWAY 5/23 PRIMARY SURFACE IS 1,000' WIDE.
FUTURE T-HANGAR HEIGHTS WERE CALCULATED USING THE EXISTING GROUND CONTOURS + 20'.
FUTURE 60' x 60' HANGAR HEIGHTS WERE CALCULATED USING THE EXISTING GROUND CONTOURS + 25'.
FUTURE 80' x 80' HANGAR HEIGHTS WERE CALCULATED USING THE EXISTING GROUND CONTOURS + 25'.
FUTURE 100' x 100' HANGAR HEIGHTS WERE CALCULATED USING THE EXISTING GROUND CONTOURS + 30'.
FUTURE MAINTENANCE BUILDING HEIGHT WAS CALCULATED USING THE EXISTING GROUND CONTOURS + 22'.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14, AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. EXISTING INFORMATION COMPARED WITH FAA PUBLICATIONS AIRPORT/FACILITY DIRECTORY, DATED 9/25/08, AND TERMINAL PROCEDURES, DATED 9/25/08.
3. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
4. ELEVATIONS AND DISTANCES FROM MAPPING AEROMETRIC, 2008 UNLESS OTHERWISE NOTED.
5. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.

OBSTRUCTION NOTES

1. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
2. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", RAILROADS CONSIDERED AS 23' OBJECTS, PUBLIC ROADS AS 15', PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
3. CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT.
4. EXCEPTING THE "FAR PART 77 SURFACES" SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
5. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
6. THERE ARE NO OBSTRUCTIONS IN THE OBJECT FREE ZONE. OFZ IS 400' WIDE AND EXTENDS 200' BEYOND RWY.
7. RWY 15/33 FUTURE AND EXISTING SAME, SEE EXISTING ALD FOR OBSTRUCTION DATA.
8. 8' AIRPORT FENCE DOES NOT PENETRATE APPROACH SURFACES.

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

200 0 200 400
SCALE 1:200'

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	PULSATING VISUAL APPROACH SLOPE INDICATOR (PVASI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	SURVEY MONUMENT	
	WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	35' BUILDING RESTRICTION LINE (BRL)	BRL
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	RUNWAY VISIBILITY ZONE (RVZ)	
	ITEMS TO BE REMOVED	
	WETLANDS	
	DRAINAGE	
	OFA PENETRATION	

DATE	REVISION

MAR 15, 2010 1:12 PM BRIGHO9213
C:\TEMP\ACPUBLISH_3848\MVN-TERM.DWG

MOUNT VERNON AIRPORT
MOUNT VERNON AIRPORT AUTHORITY
MOUNT VERNON, JEFFERSON COUNTY, ILLINOIS

HANSON PROJECT:		09A0084
SCALE: 1"=200'	DATE:	MARCH 8, 2010
LAYOUT	JLB2	JUNE 4, 2009
DRAWN	JLB2	JUNE 4, 2009
REVIEWED	TSH	JULY 20, 2009

HANSON

TERMINAL AREA DRAWING

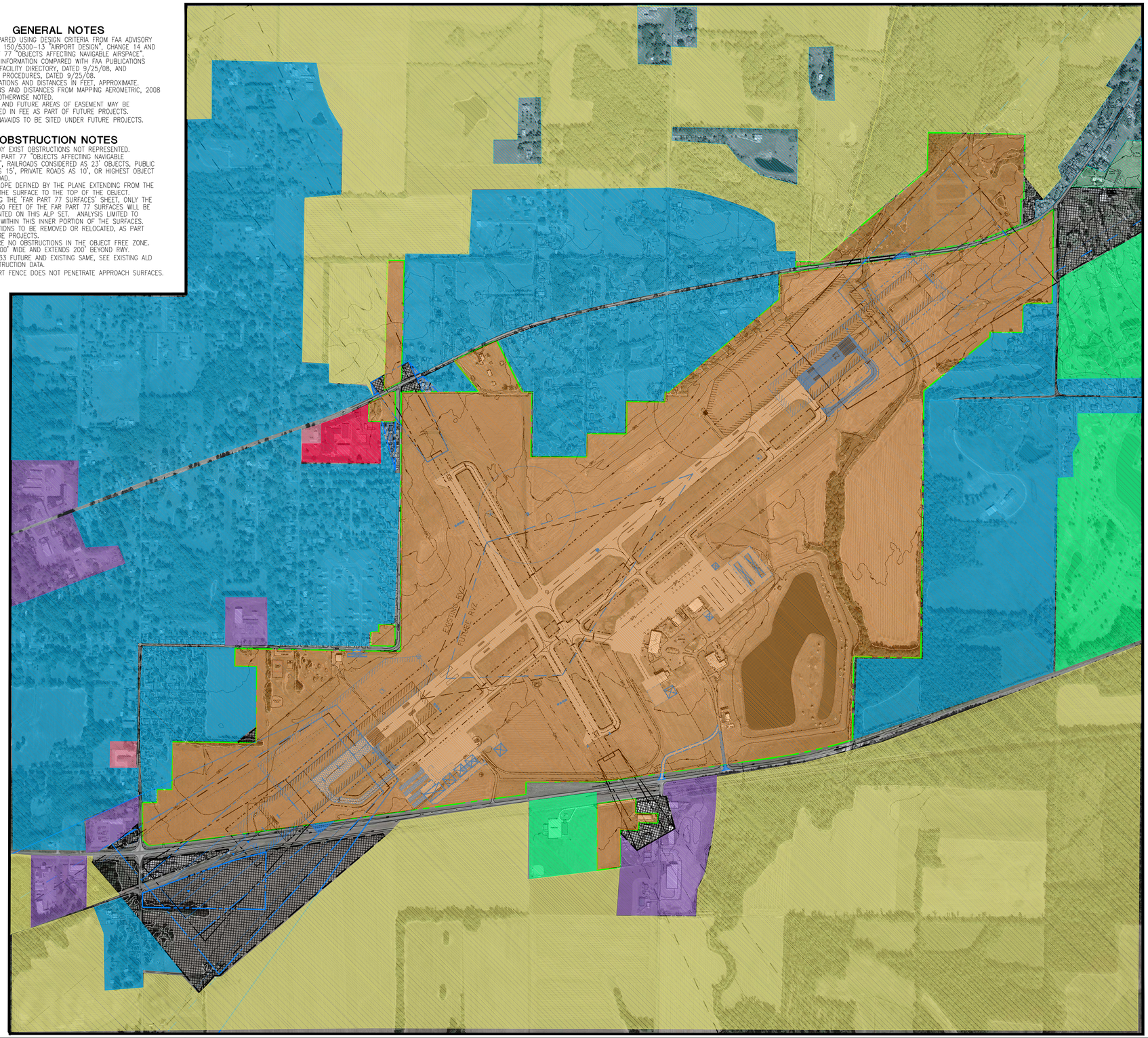
11

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. EXISTING INFORMATION COMPARED WITH FAA PUBLICATIONS AIRPORT/FACILITY DIRECTORY, DATED 9/25/08, AND TERMINAL PROCEDURES, DATED 9/25/08.
3. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
4. ELEVATIONS AND DISTANCES FROM MAPPING AEROMETRIC, 2008 UNLESS OTHERWISE NOTED.
5. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
6. FUTURE NAVAIDS TO BE SITED UNDER FUTURE PROJECTS.

OBSTRUCTION NOTES

1. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
2. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", RAILROADS CONSIDERED AS 23' OBJECTS, PUBLIC ROADS AS 15', PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
3. CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT.
4. EXCEPTING THE "FAR PART 77 SURFACES" SHEET, ONLY THE LOWEST 50 FEET OF THE FAR PART 77 SURFACES WILL BE REPRESENTED ON THIS ALP SET. ANALYSIS LIMITED TO OBJECTS WITHIN THIS INNER PORTION OF THE SURFACES.
5. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
6. THERE ARE NO OBSTRUCTIONS IN THE OBJECT FREE ZONE. OFZ IS 400' WIDE AND EXTENDS 200' BEYOND RWY.
7. RWY 15/33 FUTURE AND EXISTING SAME, SEE EXISTING ALD FOR OBSTRUCTION DATA.
8. 8' AIRPORT FENCE DOES NOT PENETRATE APPROACH SURFACES.



NOTES:
65 DNL NOISE CONTOUR IS NOT AVAILABLE AT THIE AIRPORT.
NO PUBLIC FACILITIES WITHIN MAPPING AREA.
MAPPING AREA WITHIN UNICORPORATED JEFFERSON COUNTY.

EXISTING	LEGEND	FUTURE
	AIRPORT PROPERTY LINE	
	PAVEMENT	
	BUILDINGS	
	AVIGATION EASEMENT	
	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)	
	PULSATING VISUAL APPROACH SLOPE INDICATOR (PVASI)	
	ROTATING BEACON	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	
	SURVEY MONUMENT	
	WIND TEE/WIND CONE	
	AIRPORT REFERENCE POINT (ARP)	
	APPENDIX 2 SURFACE	
BRL	35' BUILDING RESTRICTION LINE (BRIL)	BRL
	FAR PART 77 SURFACE	
	RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)	
	OBSTACLE FREE ZONE (OFZ)	
	RUNWAY PROTECTION ZONE (RPZ)	
	RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)	
	RUNWAY VISIBILITY ZONE (RVZ)	
	ITEMS TO BE REMOVED	
	AIRPORT LAND USE/AIRPORT AUTHORITY PROPERTY	
	COMMERCIAL/INDUSTRIAL LAND USE	
	RESIDENTIAL LAND USE	
	RECREATIONAL LAND USE	
	RELIGIOUS LAND USE	
	EDUCATIONAL LAND USE	
	AGRICULTURAL/WOODED OR OPEN SPACE	

N

SEE AIRPORT DATA TABLES FOR MAGNETIC DECLINATION

0 250 500 1000

SCALE: 1"= 500'

DATE	REVISION

MAR 12, 2010 9:41 AM BNORD1213
C:\TEMP\ACPUBLISH_1888\MVN-LANDUSE.DWG

MOUNT VERNON AIRPORT
MOUNT VERNON AIRPORT AUTHORITY
MOUNT VERNON, JEFFERSON COUNTY, ILLINOIS

HANSON PROJECT:		09A0084
SCALE: 1"=500'	DATE:	MARCH 8, 2010
LAYOUT	JLB2	MAR. 14, 2008
DRAWN	JLB2	MAR. 17, 2008
REVIEWED	TSH	JULY 20, 2009

HANSON

AIRPORT LAND USE MAP