

## OBSTRUCTION NOTES:

1. Reference Drawings No. MP-06 & MP-07 for elevations and clearances of roads in approach surface at the extended runway centerline and approach surface edge.

2. With the Approach Minimums for Runway 23 going from 1 mile on the previous Master Plan to <sup>3</sup>/<sub>4</sub> mile currently, the Primary Surface width of Runway 5-23 has increased from 500 feet to 1,000 feet, which has in turn yielded additional Primary and Transitional Surface Obstructions. Some of the notable obstructions are identified via leader on the Master Plan drawings and include the Airport Perimeter Fence at the Runway 5 End, Hangar #14, and a portion of the overflow Terminal Building parking area. In the future, the FAA and the Airport Authority will need to discuss and to determine if all obstructions associated with a 1,000 Primary Surface will be determined and addressed or will the Approach Minimums be increased to 1 mile and the Primary Surface reduced to a 500 feet width.

FAA AIRSPACE CASE NO. 2016-AEA-1041-NRA





CAD FILE:

P JST AIRSPACE 14-0131.dwg

CHECKED BY: CCC



PLAN LEGEND							
FAR PART 77 APPROACH SURFACE							
7:1 TRANSITIONAL SURFACE (50' INDEX)	2350.0'						



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