

AIRPORT LAYOUT PLANS

The purpose of this section is to present the graphic representation of the items addressed and recommended in the Demand Capacity Analysis/Facility Requirements (page 66). The ALP drawing set components consist of the following:

- Cover Sheet
- Existing Conditions
- ALP
- TAP
- Airport Airspace Drawing (Part 77)
- Inner Portion Approach Surface Drawing
- Runway Departure Surfaces Drawing
- Runway Centerline Plan and Profile Drawing
- Land Use Plan
- Exhibit 'A' (property map)

7.1 Cover Sheet

The cover sheet is included as the first drawing of the ALP drawing set. The cover sheet includes the following information:

- Project Title
- Airport Name
- Location
- Sponsor
- Funding Agency Project Identification Numbers
- Preparer's Project Identification Number
- Date
- Sheet Index
- Preparer



- Vicinity Map
- Location Map

7.2 Existing Conditions Plan

The existing conditions plan is a graphic representation, to scale, of existing airport facilities, location, and pertinent dimensional information. The existing conditions are shown on Drawing No. 2 of 16.

7.3 Airport Layout Plan

The ALP drawing represents a 20-year, three-phased program, which is required to support the projected activity for JQF. Data blocks on the drawing present pertinent information including wind coverage, airport elevations, navigational aids, pavement data, selected design standards, approach data, approach zone dimensions, runway declared distances, runway coordinates, plan drawing legends, and other data. Most important to the ALP is the design increase from C-III to D-III. This change dictates several of the plan's development elements including the following:

- New terminal area
- T-hangars and corporate hangar areas
- Apron expansion
- New automobile parking areas
- Land acquisition

The ALP is shown on Drawing No. 2 of 16 and presented at a scale of 1 inch = 400 feet and a contour interval of two feet, provided by aerial photography.

7.4 Terminal Area Plan

The TAP is a larger-scaled representation of the ALP, focusing on development around the terminal building. The TAP includes such features as existing and proposed aprons, buildings, hangars, parking lots, etc., and their location. The various phases for each improvement project are also shown on this plan. The TAP is presented at a scale of 1 inch = 200 feet and is shown on Drawing No. 4 of 16.



Additional information regarding the proposed development of the terminal area can be found in Appendix D of this document. The improvements represented on this drawing include the following:

- New terminal area
- T-hangars and corporate hangar areas
- Apron expansion
- New automobile parking areas

7.5 Airport Airspace Drawing

The airport airspace surface drawing depicts the proposed FAR Part 77 imaginary surfaces for the Airport. The drawing includes topography, which underlies the FAR Part 77 surfaces, and a graphical and tabular representation of the surfaces. The surrounding topography was taken from USGS quadrangle sheets and encompasses the area within the proposed FAR Part 77 imaginary surfaces. Beyond 3,500 feet from the runway ends, the search for possible surface penetrations was centered around man-made structures, such as towers, buildings, power lines, etc. (Drawing Nos. 5 through 8 of 16).

7.6 Airport Airspace Profile And Inner Approach Surface Drawing

This drawing illustrates the Part 77 approaches in profile as well as approaches for displaced thresholds. The inner approach surface drawing depicts the "close-in" approach surfaces and runway protection zones. The surfaces are imposed over the existing terrain to determine the number and magnitude of any penetrations to the surfaces. The drawing includes the proposed conditions (Drawing Nos. 9 through 14 of 16).

6.7 Land Use Plan

The land use plan is a graphic representation, to scale, of airport facilities overlaid on the current land use as provided by Cabarrus County and the City of Concord. The land uses are depicted by general land use categories (i.e., agricultural, recreational, industrial, commercial, etc.). This drawing has been developed to show both existing and recommended land use conditions (Drawing No. 15 of 16).



6.8 Airport Property Map

The airport property map (formerly Exhibit "A") illustrates ownership or interest in each tract within the airport boundaries. How and when the airport property was obtained is noted by parcel number and described separately in tabular form. Exhibit "A" is prepared at a scale of 1 inch = 400 feet on Drawings No. 16 of 16.

A number of parcels are shown on the airport property map for fees simple acquisition. These areas include the residential neighborhood adjacent to and west of the airport property as well as the parcels on the east side of the runway between the Airport and Interstate 85. The residential area was identified for acquisition during the previous Master Plan Update study. This area will be used for future airport development as well as stormwater management and environmental best management practices. The Airport has been acquiring parcels in this neighborhood as they become available. The acquisition of these parcels also eliminates a non-compatible land use adjacent to the Airport as residential areas are not considered to be compatible with airport operations.

The parcels located east of the Runway 02/20 will also be used for future airport development including hangars and apron areas. This new development will also include an extended access roadway and auto parking facilities.

Avigation easements are recommended for the approach areas to Runway 20. These easements will allow for the removal of Part 77 obstructions as identified on the Inner Approach Surface Drawing sheets.

5.9 Reduced Drawing Set

The drawings bound within this document represent approximately half the scale noted.











CONCORD-PADGETT REGIONAL AIRPORT Master plan update





CONCORD-PADGETT REGIONAL AIRPORT MASTER PLAN UPDATE



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CONCORD-PADGETT REGIONAL AIRPORT MASTER PLAN UPDATE









REGIONAL AIRPORT









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1" = 2000'









CONCORD-PADGETT REGIONAL AIRPORT Master plan update





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| 21.91 | L | | REMOVE | | | | | | |
| 16.41 | | | REMOVE | | | | | | |
| 19.75 | - | | REMOVE | | | | | | |
| 20.05 | - | | REMOVE | | | | | 7 | |
| 2.4/ | - | | REMOVE | | | | | | |
| 12.0/ | - | ⊢ − − + | REMOVE | | | | | | |
| 9.50 | | | REMOVE | | | | | | |
| 7.10 | - | | REMOVE | | | 1 | | 1 | E I |
| 23.89 | | | REMOVE | | | | | \triangleleft | 2 |
| 22.45 | | | REMOVE | | | . \ | | 1 | ٦ |
| 35.41 | | | REMOVE | | | | | - | ום |
| 9.95 | | | REMOVE | | | C | 2 | | 2 |
| 17.58 | | | REMOVE | | | 1 | 0 | 2 | |
| 21.78 | | | REMOVE | | | N | 4 | 1 | 4 |
| 15.98 | | | REMOVE | | | | 5 | | Ļ |
| 50.39 | 15.01 | | REMOVE | | | | 2 | ~ | < |
| 44.72 | | | REMOVE | | | - | 7 | т | Z |
| 40.89 | 4.80 | | REMOVE | | | | 2 | - | |
| 31.54 | | | REMOVE | | | | 1 | ~ | |
| 17.05 | | | NA | | | | 1 | 0 | Ξ |
| 7.32 | | | NA | | | | 2 | zl | 2 |
| 15.40 | | | NA | | I V | | 2 | | - |
| 11.47 | | | NA | | I K | | - | 1 | |
| 19.37 | | | NA | | I ľ | 1 | | | |
| 9.90 | | | NA | | 1 | | - | | |
| 7.24 | | | NA | | 1 | | - | | |
| 23.75 | | | NA | | | • | | | |
| 39.94 | 2.88 | | REMOVE | | | | | | |
| 43.46 | 7.63 | | REMOVE | | | | | | |
| 20.87 | L | | NA | | | | | | |
| 12.19 | L | | NA | | | | | | |
| 15.87 | L | | NA | | _ | _ | | _ | |
| 18.34 | - | | NA | | | | | Т | |
| 16.75 | | | NA | | | | pr. | | z |
| 58.03 | 26.05 | | REMOVE | | | | Ö | | MOH |
| 31.47 | | | REMOVE | | | | Ľ. | | 5 |
| 3,19 | | | NA | | | | ά. | | AS |
| 34.74 | - | | REMOVE | | _ | | B | | ij |
| 17.48 | - | | REMOVE | | Į | | ÷. | | SCA |
| 18.44 | L | | REMOVE | | 2 | | 5 | 4۲ | |
| ETS 6 THROUGH MBER 7, 2018 2 DN TO FA | A DESIGN | RSPACE PLAN AN E WITH VGS ACCU STANDARD WAIVER | D PROFILE RACY | TE | AIRPORT MASTER | | UNWAY 20 INNER APPRC | PLAN AND PHO | IAME: 1501-IAD |
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