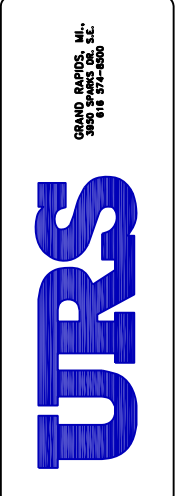


STATE OF MICHIGAN DEPARTMENT OF TRANSPORTATION AIRPORTS DIVISION LANSING, MICHIGAN



D/E	JW	X	PM	RIC	X	SQC	DR	X	OC	WM	X	W. MALINOWSKI	IN CHARGE



ANN ARBOR MUNICIPAL AIRPORT
 AIRPORT LAYOUT PLAN
 TITLE & SIGNATURE PAGE

GRAND RAPIDS, MI
 3650 SPARKS DR. S.E.
 49508
 616 574-6500

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

DEPARTMENT OF TRANSPORTATION
June 23, 2008

Mr. Matthew J. Kulhanek, Airport Manager
Ann Arbor Municipal Airport
501 Airport Road
Ann Arbor, Michigan 48104

Dear Mr. Kulhanek:

Subject: Ann Arbor Municipal Airport

Enclosed is a conditionally approved copy of the Ann Arbor Municipal Airport, Airport Layout Plan (ALP), dated April 2008. This letter cannot be considered an approval. The ALP approval is based on recognition of and adherence to the following:

- The approval is not to be considered a commitment of Federal funding for the proposed development. The FAA has concurred with the proposed development for planning purposes only based on current safety, utility, and efficiency standards. Actual development should comply with approval standards applicable at the time of construction. The airport will need to provide the FAA justification of need before seeking FAA financial participation in the following projects:
 - Shift and extension of runway 6-24 with proposed approach improvements;
 - Associated parallel taxiway construction for the above referenced runway;
 - Identification of a future terminal development area;
 - Achieving the lowest possible minimums for the airport including the installation of additional NAVADs; and
 - Purchasing additional land and clearing all objects necessary to meet approval and Part 77 requirements necessary for development and protection of FAA design criteria.
- No design standard modifications have been granted.
- We note the following:
 - If any runways are to be shifted or extended, the shift/extension must be designed such that Standard Runway Safety Areas and Object Free Areas are maintained.
 - If any design critical aircraft or aircraft group changes for the runway identified, this ALP must be reevaluated by the FAA.
- Our approval does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate:

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

5. The FAA offers no objections to the proposed ultimate airspace utilization as depicted on the ALP based on considerations of safe and efficient use of airspace. The ALP has the status of "Plan on File" for the purpose of 14 CFR 77, Obstruction Evaluation, and 14 CFR 152, Airport Aid Program. A review of the airspace landing area development was conducted according to the following 14 CFR: 77, 152, and 157, Notice of Construction, Abandonment, Activation, and Decommissioning of Airports (reference Aeronautical Study Number 2008-AGL-535-NRA). It should be noted that FAA cannot prevent erection of any structure near an airport. Airport environs can only be protected through state and local zoning ordinances, building regulations, and like requirements. Please refer to the FAA Airspace Approval letter dated June 8, 2008 for additional detailed information.

6. All development depicted on this ALP must comply with the National Environmental Policy Act (NEPA) of 1969. FAA environmental approval is required for all airport development actions depicted on this ALP. This would apply to development projects, even if there were no FAA funding involved in the project. Additional requirements concerning FAA NEPA approval can be found in FAA Order 5500.4b, "National Environmental Policy Act (NEPA) Implementing Instruction for Airport Actions."

7. To avoid conflicts with future development, we recommend you utilize the ALP when preparing issues. We further recommend you provide copies to the local and state planning zoning boards and county and city officials and encourage them to adopt compatible land use criteria in and around the airport. Copies should also be distributed to the Fixed Base Operators (FBO's) and airport users.

8. The Airport and Airway Improvement Act (49 USC 47107 (a)(16) (D)) requires the sponsor to eliminate any adverse effects on Federal facilities, or bear all costs to relocate these facilities, that are a result of an airport change. However, if AIP eligible construction/development items adversely affect FAA facilities, the cost of relocating the facilities may be eligible under AIP. If the proposed development requires any displaced or relocated FAA facility, the construction will have to be coordinated with the FAA in order to establish reimbursable funding for the engineering and relocation.

9. 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 this office. 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/shoring plan for any project should be reviewed by the FAA no less than 60 days prior to beginning any project. The airport must take all measures necessary during construction to ensure there are no runway incursions.

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

11. The planned runway developments will require new FAA flight procedures. If the FAA concurs with these developments there will need to be close coordination with different FAA offices. Development on new approaches will not begin until environmental approvals have been given and the sponsor requests the FAA Flight Procedures Office to initiate design of new approaches. Publication of revised Instrument Approach Procedures (APs) could take from 18 months to two years, after runway data is submitted. Review of this ALP does not constitute an automatic request for amended procedures.

We trust this letter provides a clear explanation of the conditions and terms of our approval. If you desire further clarification, please contact John D. Pierce at 517-335-9857.

Sincerely,

D.L.B.
David L. Baker, PE, Manager
AIP Programs
Airports Division
Bureau of Aeronautics and Freight Services

cc: FTW-FPO
AGL-AIP-C15A
AGL-520
DEE-AD0
B. Malinowski, URS

HEADOFFICE/AIP/AIRMAN/ARRA

ANN ARBOR AIRPORT
CITY OF ANN ARBOR

APPROVED _____ DATE _____
MATTHEW KULHANEK - AIRPORT MANAGER

APPROVED _____ DATE _____
JOHN HIEFTJE - MAYOR

MICHIGAN AERONAUTICS
COMMISSION

APPROVED _____ DATE _____
RICK HAMMOND - AIRPORTS DIV. ADMINISTRATOR

APPROVED _____ DATE _____
DAVID L. BAKER P.E. NO. 40936 - CHIEF ENGINEER

AIRPORT TYPE - GENERAL AVIATION

REVISION BLOCK		
DATE	MODIFICATIONS	INITIALS

DESIGNERS & CONSULTANTS

GRAND RAPIDS, MI
3650 SPARKS DR. S.E.
49508
616 574-6500

APPROVED _____ DATE _____
WILLIAM M. MALINOWSKI, P.E. NO. 17808

NOTE: SIGNATURE IN CONSULTANT BLOCK CERTIFIES ALP WAS PREPARED USING ALP CHECKLIST.

10	FAR PART 77 SURFACES	
9	AIRPORT PROPERTY PLAN	
8	TERMINAL AREA PLAN	
7	RUNWAY PROTECTION ZONE DRAWING (RWY 13/31)	
6	RUNWAY PROTECTION ZONE DRAWING (RWY 6/24)	
5	AIRPORT LAYOUT AERIAL	
4	AIRPORT LAYOUT PLAN (FUTURE)	
3	AIRPORT LAYOUT PLAN (EXISTING)	
2	AIRPORT DATA SUMMARY	
1	TITLE & SIGNATURE PAGE	
SHEET NUMBER	INDEX OF SHEETS	LATEST REVISION DATE

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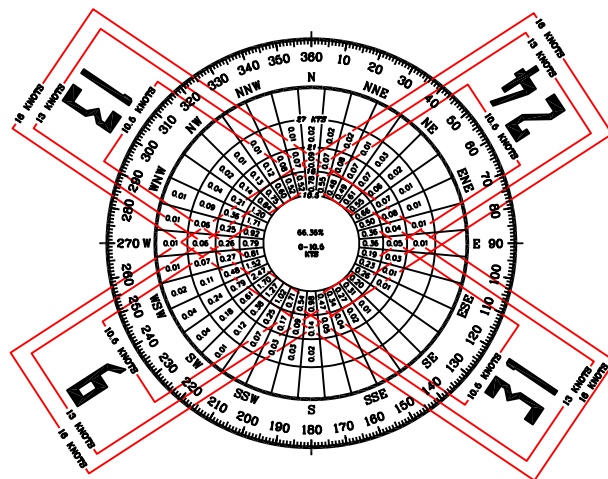
12940723

MODIFICATIONS TO FAA DESIGN STANDARDS

DATE OF FAA LETTER	DESCRIPTION
MARCH 27, 1995	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
MARCH 27, 1995	TWO T-HANGARS IN NORTHEAST CORNER OF AIRPORT ATCT LINE OF SITE TO END OF PARALLEL TAXIWAY

AIRPORT DATA TABLE

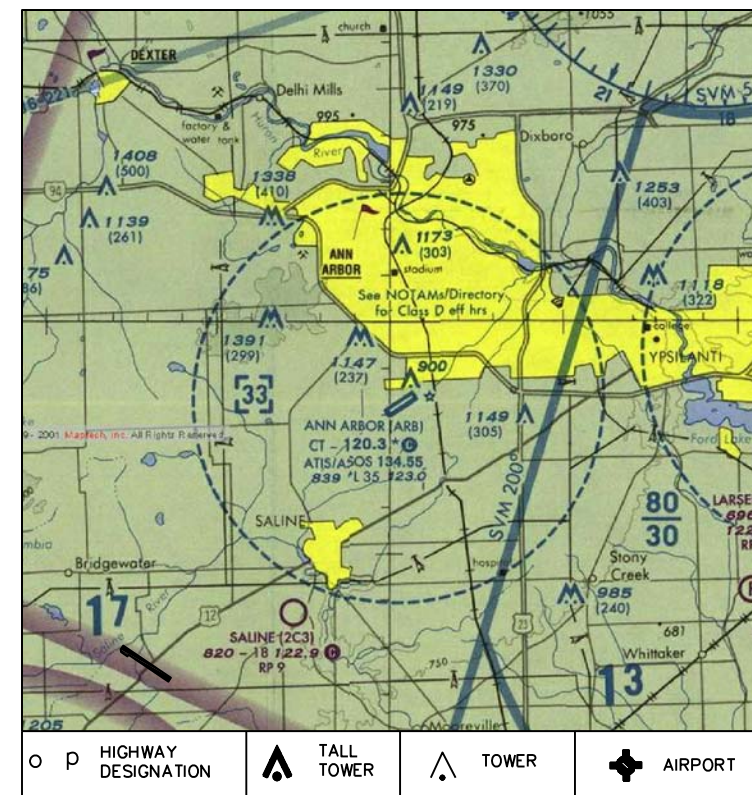
COUNTY:	WASHTENAW	TOWNSHIP:	PITTSFIELD	TOWN:	T 3 S
MEAN MAXIMUM TEMPERATURE:	83°F	JULY	RANGE:	R 6 E	
AIRPORT REFERENCE POINT:	LAT: 42°13'20.67" N.	LONG: 83°44'47.82" W			
AIRPORT REFERENCE CODE:	ARB				
AIRPORT ELEVATION (MSL)	EXISTING	829	FUTURE	829	
AIRPORT AND TERMINAL NAVAIDS	ROTATING BEACON VOR,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



STATION : DETROIT METROPOLITAN AIRPORT
 PERIOD : 1/82 TO 1/89
 OBSERVATIONS: 94,847

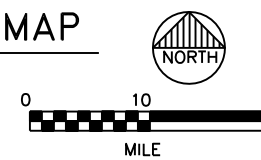
WIND COVERAGE SUMMARY

	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%	--



LOCATION MAP

SCALE: 1:500,000

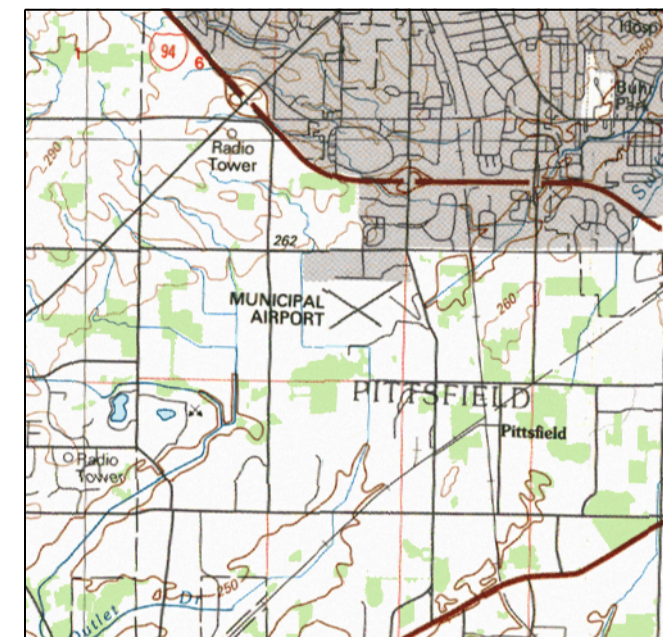


RUNWAY AND APPROACH DATA

RUNWAY	6		24		12		30	
	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	NONE	NONE	NONE
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 ROT. BEACON SEG. CIRCLE REIL	PAPI ROT. BEACON SEG. CIRCLE REIL	VASI AIR C90-1 SEG. CIRCLE	PAPI ROT. BEACON SEG. CIRCLE	ROT. BEACON SEG. CIRCLE	ROT. BEACON SEG. CIRCLE	ROT. BEACON SEG. CIRCLE	ROT. BEACON SEG. CIRCLE
APPROACH LIGHTING	-	-	ODALS	ODALS	NONE	NONE	NONE	NONE
AIRCRAFT APPROACH CATEGORY	B	B	B	B	B	B	B	B
AIRPLANE DESIGN GROUP	II	II	II	II	I	I	I	I
CRITICAL AIRCRAFT	BEECH KING AIR C90-1	CESSNA CITATION II	BEECH KING AIR C90-1	CESSNA CITATION II	CESSNA 172	CESSNA 172	CESSNA 172	CESSNA 172
APPROACH	NON-PRECISION RNAV(GPS)/VOR	NON-PRECISION RNAV(GPS)/VOR	NON-PRECISION RNAV(GPS)/VOR	NON-PRECISION RNAV(GPS)/VOR	VISUAL	VISUAL	VISUAL	VISUAL
RPZ	500' x 700' x 1000'	500' x 700' x 1000'	500' x 700' x 1000'	500' x 700' x 1000'	250' x 450' x 1000'	250' x 450' x 1000'	250' x 450' x 1000'	250' x 450' 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" LONG: W 83°45'00.38"	LAT: N 42°13'07.46" LONG: W 83°45'10.61"	LAT: N 42°13'32.97" LONG: W 83°44'22.45"	LAT: N 42°13'32.11" LONG: W 83°44'24.07"	LAT: N 42°13'29.3" LONG: W 83°45'04.0"	LAT: N 42°13'29.3" LONG: W 83°45'04.0"	LAT: N 42°13'14.8" LONG: W 83°44'33.1"	LAT: N 42°13'14.8" LONG: W 83°44'31.1"

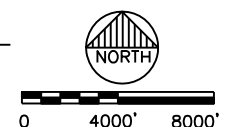
EX. RUNWAY COORDINATES ARE FROM 2005 NOAA APPROACH SURVEY

ODALS - OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM



VICINITY MAP

SCALE: 1"=4000'



DATE	ISSUED FOR
12/17/07	MOOT DRAFT REVIEW
06/27/08	AP PUBLICATION
03/21/08	FAA AIRSPACE REVIEW

D/E	JW	x	
PM	RC	x	
SOC	DR	x	
OC	WM	x	
IN	CHARGE		

GRAND RAPIDS, MI.
3600 SAKS DR. SE.
616 574-6800

ANN ARBOR MUNICIPAL AIRPORT
 AIRPORT LAYOUT PLAN
 AIRPORT DATA SUMMARY

SITE NO.
81-1

DRAWING
2 OF 10

12940723

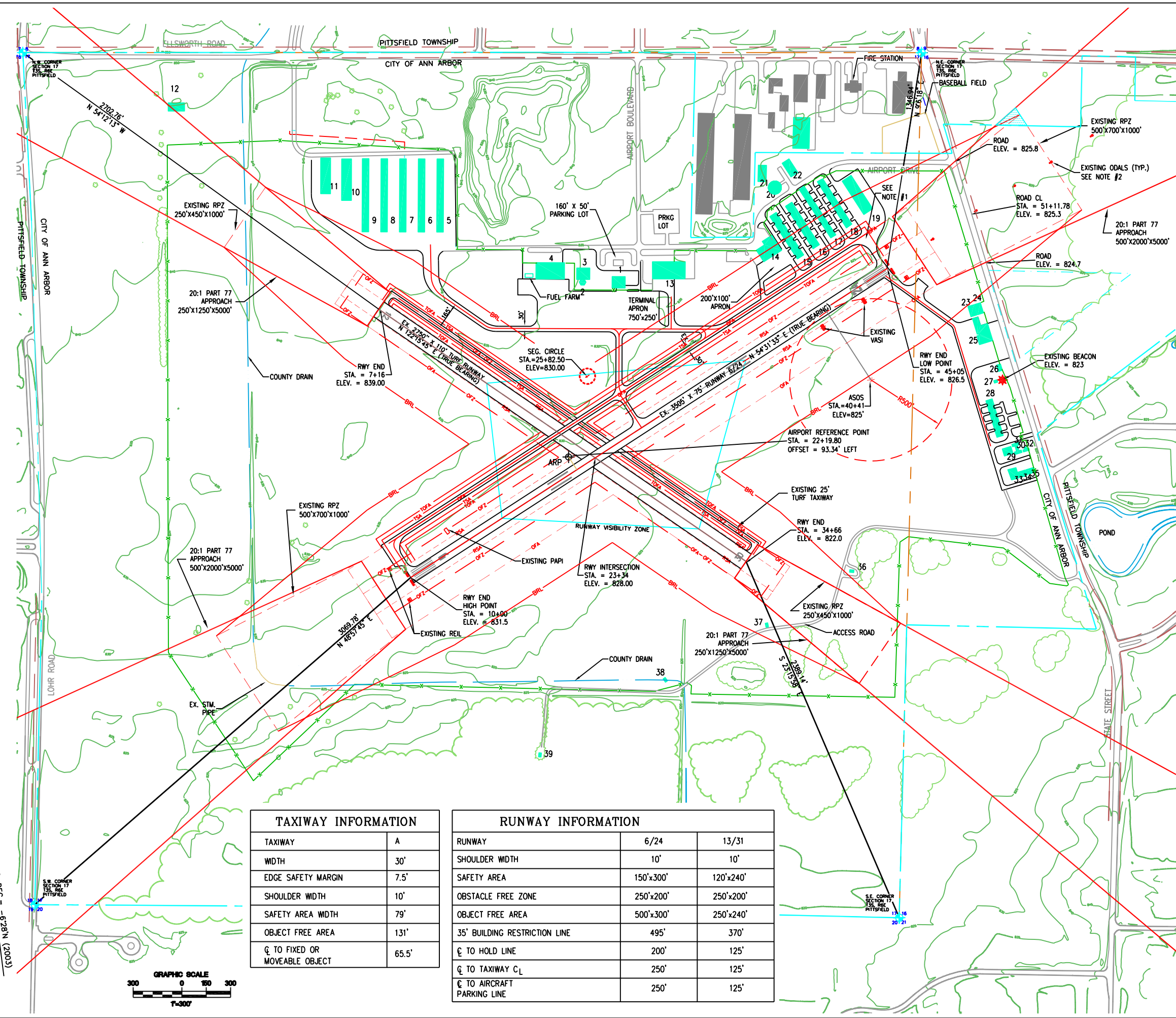
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BUILDING ELEVATION TABLE

NO.	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

LEGEND

- AIRPORT PROPERTY LINE: BM
- EASEMENT: CORNER
- SECTION LINES: CORNER
- RUNWAYS, PARKING, TAXIWAYS: ---
- FU. RUNWAYS, PARKING, TAXIWAYS: ---
- RWY PROTECTION ZONES: ---
- EXISTING BUILDINGS: EX-BUILD
- FUTURE BUILDINGS: FU-BUILD
- ROADS: ---
- FUTURE AIRPORT PROPERTY LINE: ---
- CENTERLINES: ---
- EX. RUNWAY SAFETY AREA: RSA
- EX. TAXIWAY SAFETY AREA: TSA
- EX. OBJECT FREE AREA: OFA
- EX. OBJECT FREE ZONE: OFZ
- EX. TAXIWAY OBJECT FREE AREA: TOFA
- EX. BUILDING RESTRICTION LINE: BRL
- EXISTING TREES AND TREE LINES: TREE, TREELIN
- EXISTING FENCE LINE: ---
- EX. REIL: REIL
- EX. VASI OR PAPI: VASI / PAPI
- EX. SEGMENTED CIRCLE: SEG
- EXISTING POWER & TELEPHONE LINE: PT, PP, F-PP
- RUNWAY VISIBILITY ZONE: ---



TAXIWAY INFORMATION

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

RUNWAY INFORMATION

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'
CL TO HOLD LINE	200'	125'
CL TO TAXIWAY CL	250'	125'
CL TO AIRCRAFT PARKING LINE	250'	125'

NOTE #1
TWO T-HANGARS IN NORTHEAST CORNER OF AIRPORT AND NORTHEAST FBO HANGAR OBSCURE LINE OF SITE TO END OF PARALLEL TAXIWAY

NOTE #2
OADLS - OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

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D/E	JW	X	X	X	X	X	X	X	X	DATE	ISSUED FOR
PM	RUC	SOC	DR	OC	WMM	W	W	W	W	12/17/07	MOOT DRAFT REVIEW

D/E	JW	X	X	X	X	X	X	X	X	DATE	ISSUED FOR
PM	RUC	SOC	DR	OC	WMM	W	W	W	W	12/17/07	MOOT DRAFT REVIEW

GRAND RAPIDS, MI.
 2800 SPARKS DR. S.E.
 49508
 616 974-8800

DRS

ANN ARBOR MUNICIPAL AIRPORT
 AIRPORT LAYOUT PLAN
 AIRPORT LAYOUT PLAN (EXISTING)

ANN ARBOR, MICHIGAN

SITE NO.
81-1

DRAWING
3 OF 10

12940723

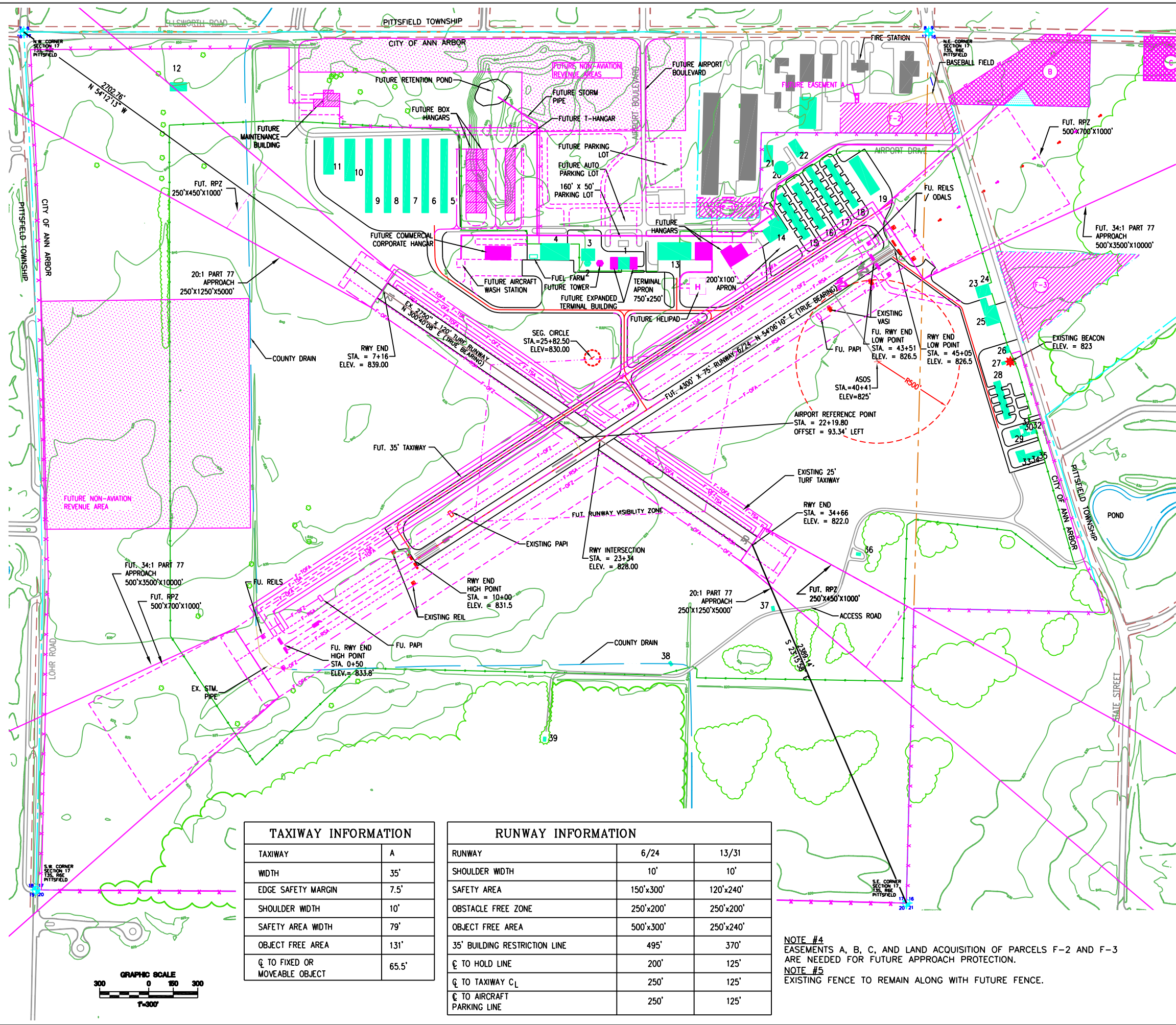
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37	CITY WATER FACILITY	837.60
38	CITY WATER FACILITY	834.09
39	CITY WATER FACILITY	836.12

LEGEND

- AIRPORT PROPERTY LINE
- SECTION LINES
- RUNWAYS, PARKING, TAXIWAYS
- FUTURE RUNWAYS, PARKING, TAXIWAYS
- RWY PROTECTION ZONES
- PROPERTY LIMITS
- AVIGATION EASEMENTS
- SPOT ELEVATIONS
- EXISTING BUILDINGS
- FUTURE BUILDINGS
- ROADS
- UTILITY EASEMENT
- FUTURE AIRPORT PROPERTY LINE
- FUTURE EASEMENT
- CENTERLINES
- EX. RUNWAY SAFETY AREA
- EX. TAXIWAY SAFETY AREA
- EX. OBJECT FREE AREA
- EX. TAXIWAY OBJECT FREE AREA
- EX. BUILDING RESTRICTION LINE
- EXISTING TREES AND TREE LINES
- EXISTING FENCE LINE
- EX. REIL
- EX. VASI OR PAPI
- EX. SEGMENTED CIRCLE
- FUTURE ROADS
- FUT. TAXIWAY SAFETY AREA
- FUT. TAXIWAY OBJECT FREE AREA
- FUTURE RWY PROTECTION ZONES
- FUT. RUNWAY SAFETY AREA
- FUT. OBJECT FREE AREA
- FUTURE CENTERLINES
- EXISTING POWER & TELEPHONE LINE
- FUT. FENCE

NOTE #3
 RUNWAY 24 END TO BE SHORTENED BY 154 LFT TO PROVIDE 15' CLEARANCE FOR THE FUTURE 34:1 APPROACH OVER STATE STREET. EXISTING 154' OF RUNWAY PAVEMENT AND CONNECTORS TO BE REMOVED AND REPLACED WITH NEW CONNECTORS AT THE END OF THE SHORTENED RUNWAY. EXISTING ODALS WILL BE RELOCATED FOR NEW RUNWAY END.



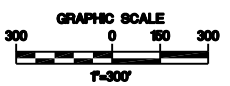
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35' BUILDING RESTRICTION LINE	495'	370'
Q TO HOLD LINE	200'	125'
Q TO TAXIWAY C _L	250'	125'
Q TO AIRCRAFT PARKING LINE	250'	125'

NOTE #4
 EASEMENTS A, B, C, AND LAND ACQUISITION OF PARCELS F-2 AND F-3 ARE NEEDED FOR FUTURE APPROACH PROTECTION.
NOTE #5
 EXISTING FENCE TO REMAIN ALONG WITH FUTURE FENCE.



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DRS

ANN ARBOR, MICHIGAN
 AIRPORT LAYOUT PLAN
 AIRPORT LAYOUT PLAN (FUTURE)

SITE NO. 81-1

DRAWING 4 OF 10

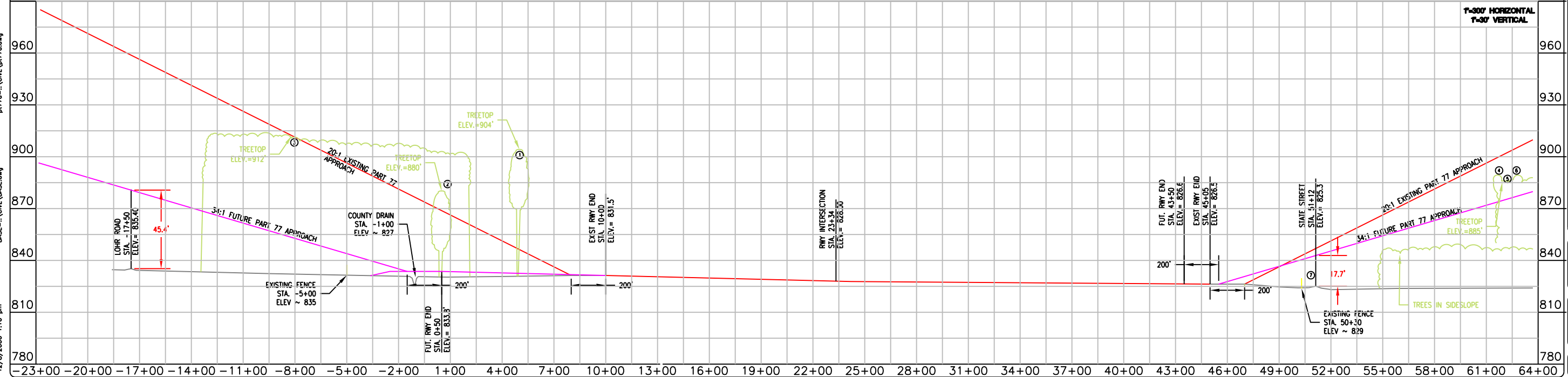
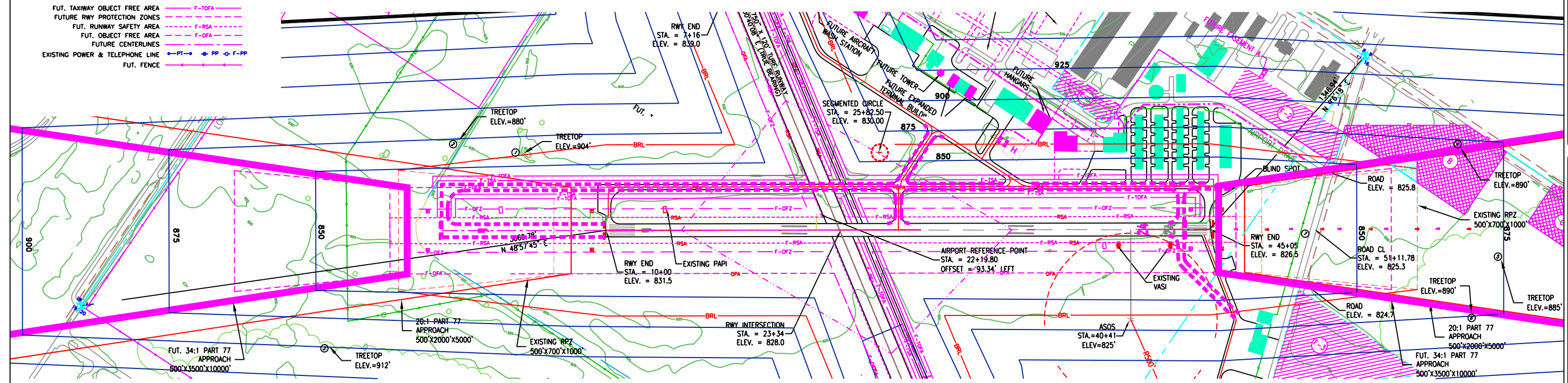
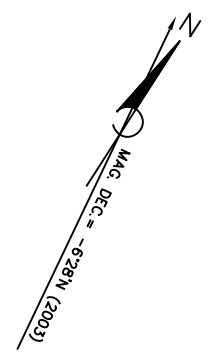
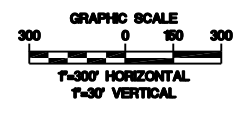
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DATE: 12/17/07
 ISSUED FOR: W. MALINOWSKI
 IN CHARGE: W. MALINOWSKI
 DATE: 06/27/08
 PUBLICATION: 06/27/08
 P. MALINOWSKI
 W. MALINOWSKI
 W. MALINOWSKI
 W. MALINOWSKI

- LEGEND**
- AIRPORT PROPERTY LINE
 - SECTION LINES
 - RUNWAYS, PARKING, TAXIWAYS
 - FU. RUNWAYS, PARKING, TAXIWAYS
 - RWY PROTECTION ZONES
 - PROPERTY LIMITS
 - AVIGATION EASEMENT
 - SPOT ELEVATIONS
 - EXISTING BUILDINGS
 - FUTURE BUILDINGS
 - ROADS
 - UTILITY EASEMENT
 - FUTURE AIRPORT PROPERTY LINE
 - FUTURE EASEMENT
 - CENTERLINES
 - EX. RUNWAY SAFETY AREA
 - EX. TAXIWAY SAFETY AREA
 - EX. OBJECT FREE AREA
 - EX. TAXIWAY OBJECT FREE AREA
 - EX. BUILDING RESTRICTION LINE
 - EXISTING TREES AND TREE LINES
 - EXISTING FENCE LINE
 - EX. REIL
 - EX. VASI OR PAPI
 - EX. SEGMENTED CIRCLE
 - FUTURE ROADS
 - FUT. TAXIWAY SAFETY AREA
 - FUT. TAXIWAY OBJECT FREE AREA
 - FUTURE RWY PROTECTION ZONES
 - FUT. RUNWAY SAFETY AREA
 - FUT. OBJECT FREE AREA
 - FUTURE CENTERLINES
 - EXISTING POWER & TELEPHONE LINE
 - FUT. FENCE

OBSTRUCTION TABLE									
NO	TYPE	TOP ELEV	MAX. ELEV.		PENETRATION		PROPOSED DISPOSITION		
			EX.	FUT.	EX.	FUT.			
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



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DATE	ISSUED FOR
12/17/07	MOO DRGT REVIEW
03/21/08	FAM INSPECTION REVIEW
06/27/08	A/P PUBLICATION

D/E	JW	X
PM	RC	X
SOC	DR	X
OC	WM	X

IN CHARGE

W. MALINOWSKI
 3850 SHERBOURNE BL. #2
 GRAND RAPIDS, MI 49508
 616 574-8800



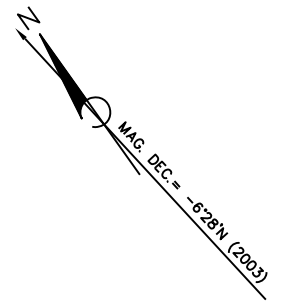
ANN ARBOR, MICHIGAN

ANN ARBOR MUNICIPAL AIRPORT
 AIRPORT LAYOUT PLAN
 RUNWAY APPROACH ZONE DRAWING (RWY 6/24)

SITE NO.
81-1

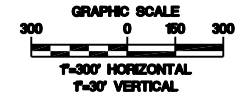
DRAWING
6 OF 10

12940723



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

- LEGEND**
- AIRPORT PROPERTY LINE
 - EASEMENT
 - SECTION LINES
 - RUNWAYS, PARKING, TAXIWAYS
 - FU. RUNWAYS, PARKING, TAXIWAYS
 - RWY PROTECTION ZONES
 - EXISTING BUILDINGS
 - FUTURE BUILDINGS
 - ROADS
 - FUTURE AIRPORT PROPERTY LINE
 - CENTERLINES
 - EX. RUNWAY SAFETY AREA (RSA)
 - EX. TAXIWAY SAFETY AREA (TSA)
 - EX. OBJECT FREE AREA (OFA)
 - EX. OBJECT FREE ZONE (OFZ)



DATE	ISSUED FOR
06/27/08	AP PUBLICATION
03/21/08	FAM AIRSPACE REVIEW
12/17/07	MOOT DRAFT REVIEW

D/E	JW	X			
PM	RIC	X			
SOC	DR	X			
QC	WAM	X			
	W	MALINOWSKI			
			IN CHARGE		

GRAND RAPIDS, MI.
3850 SANDS DR. S.E.
616 974-8800



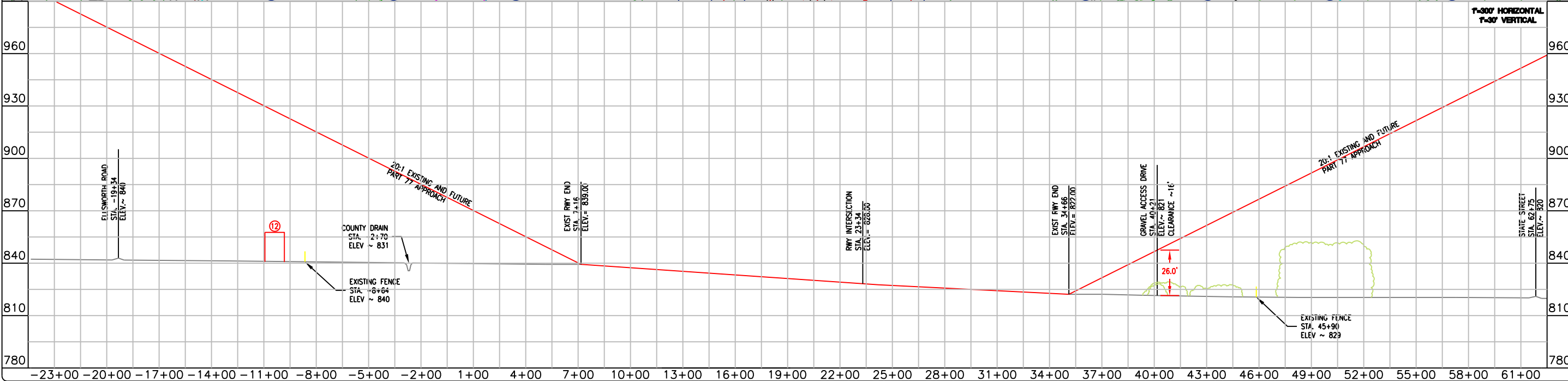
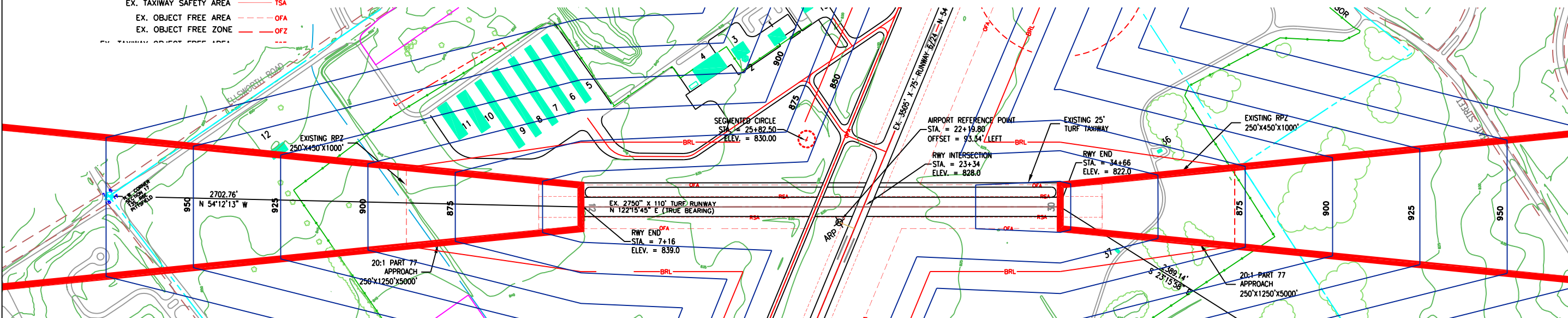
ANN ARBOR MUNICIPAL AIRPORT
ANN ARBOR, MICHIGAN

APPROACH ZONE DRAWING (RWY 13/31)

SITE NO. 81-1

DRAWING 7 OF 10

12940723



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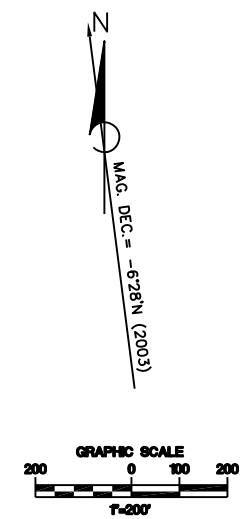
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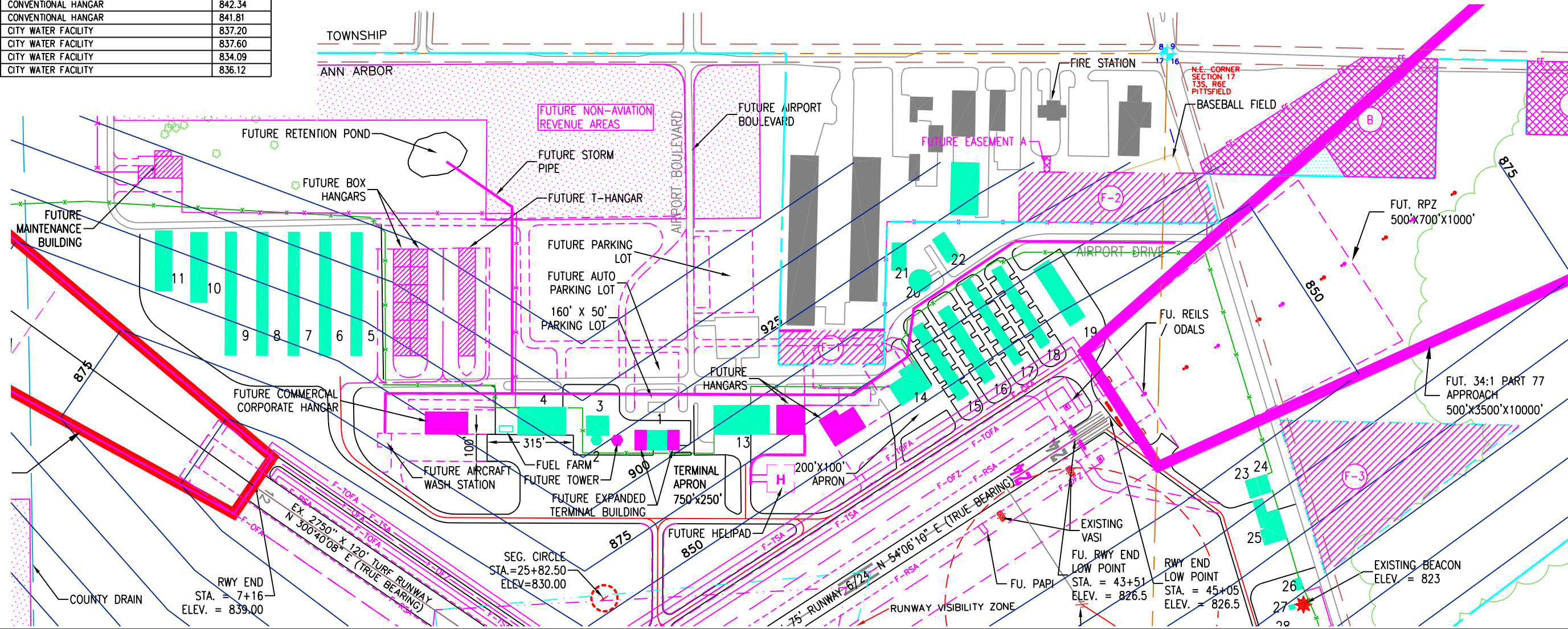
BUILDING ELEVATION TABLE		
NO.	DESCRIPTION	ELEVATION
1	ADMINISTRATION/TERMINAL BUILDING	849.56
2	AIR TRAFFIC CONTROL TOWER (ATCT)	893.29
3	AIR TRAFFIC ADMINISTRATION BUILDING	864.52
4	CORPORATE HANGAR (AV. GAS CO.)	866.72
5	T-HANGAR	858.03
6	T-HANGAR	857.98
7	T-HANGAR	857.12
8	T-HANGAR	857.95
9	T-HANGAR	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 INFORMATION	
TAXIWAY	A
WIDTH	30'
EDGE SAFETY MARGIN	7.5'
SHOULDER WIDTH	10'
SAFETY AREA WIDTH	79'
OBJECT FREE AREA	131'
CL TO FIXED OR MOVEABLE OBJECT	65.5'

RUNWAY INFORMATION		
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'
CL TO HOLD LINE	200'	125'
CL TO TAXIWAY CL	250'	125'
CL TO AIRCRAFT PARKING LINE	250'	125'



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D/E	J/V	X	P/M	R/C	X	S/O	C/D
X	X	X	X	X	X	X	X
W. MALINOWSKI		IN CHARGE		DATE		ISSUED FOR	
GRAND RAPIDS, MI. 3600 SPANGLER DR. S.E. 616 974-8800							
ANN ARBOR MUNICIPAL AIRPORT							
AIRPORT LAYOUT PLAN TERMINAL AREA PLAN							
SITE NO. 81-1							
DRAWING 8 OF 10							
12940723							

FUTURE PARCEL ACQUISITIONS

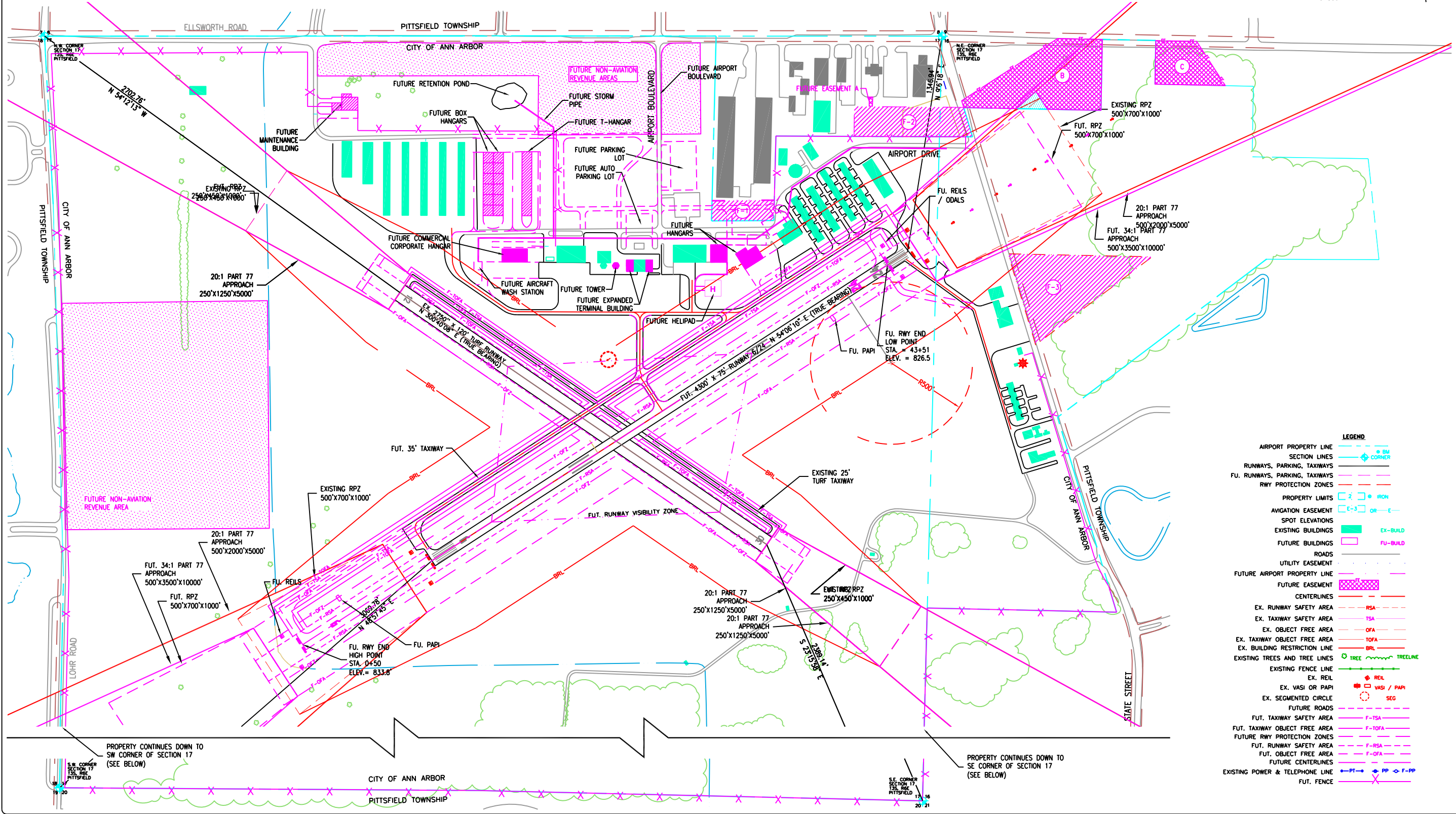
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-	F-1	DB WAREHOUSE LTD.	WD	00-00 00-00	00/00/00	1.09	-	-
-	F-2	PITTSFIELD TOWNSHIP	WD	00-00	00/00/00	2.94	-	-
-	F-3	CLARA SEYMOUR	WD	00-00	00/00/00	5.69	-	-
					FEE ACRES	9.72		

AE-AVIGATION EASEMENT
CJ-CONSENT JUDGMENT
E-EASEMENT
GD-GUARDIAN DEED
CE-CLEARING EASEMENT
LE-LIGHT EASEMENT
WD-WARRANTY DEED
QC-QUIT CLAIM DEED

FUTURE EASEMENT INTERESTS

NO.	PARCEL	TYPE	GRANTEE	ACREAGE	LIBER-PAGE	RECORDED DATE	NOTES
A	-	EE EASEMENT	PITTSFIELD TOWNSHIP	0.028	00-00	00/00/00	FIRE STATION ACCESS
B	-	AE EASEMENT	PITTSFIELD TOWNSHIP	5.98	00-00	00/00/00	34:1 APPROACH EASEMENT
C	-	AE EASEMENT	PITTSFIELD TOWNSHIP	2.12	00-00	00/00/00	34:1 APPROACH EASEMENT
				8.128	TOTAL ACREAGE		

DE - DRAINAGE EASEMENT
EE - ACCESS EASEMENT
AE - AVIGATION EASEMENT



LEGEND

- AIRPORT PROPERTY LINE
- SECTION LINES
- RUNWAYS, PARKING, TAXIWAYS
- FUT. RUNWAYS, PARKING, TAXIWAYS
- RWY PROTECTION ZONES
- PROPERTY LIMITS
- AVIGATION EASEMENT
- SPOT ELEVATIONS
- EXISTING BUILDINGS
- FUTURE BUILDINGS
- ROADS
- UTILITY EASEMENT
- FUTURE AIRPORT PROPERTY LINE
- FUTURE EASEMENT
- CENTERLINES
- EX. RUNWAY SAFETY AREA
- EX. TAXIWAY SAFETY AREA
- EX. OBJECT FREE AREA
- EX. TAXIWAY OBJECT FREE AREA
- EX. BUILDING RESTRICTION LINE
- EXISTING TREES AND TREE LINES
- EXISTING FENCE LINE
- EX. VASI OR PAPI
- EX. SEGMENTED CIRCLE
- FUTURE ROADS
- FUT. TAXIWAY SAFETY AREA
- FUT. TAXIWAY OBJECT FREE AREA
- FUTURE RWY PROTECTION ZONES
- FUT. RUNWAY SAFETY AREA
- FUT. OBJECT FREE AREA
- FUTURE CENTERLINES
- EXISTING POWER & TELEPHONE LINE
- FUT. FENCE

DATE	ISSUED FOR
12/17/07	MOO DRAFT REVIEW
03/27/08	FAM AIRSPACE REVIEW
06/27/08	A/P PUBLICATION

IN CHARGE	DATE
W. MALINOWSKI	

GRAND RAPIDS, MI.
3600 SARGENT DR. S.E.
616 574-6800

ANN ARBOR MUNICIPAL AIRPORT
ANN ARBOR, MICHIGAN
AIRPORT LAYOUT PLAN
AIRPORT PROPERTY PLAN

SITE NO.
81-1

DRAWING
9 OF 10

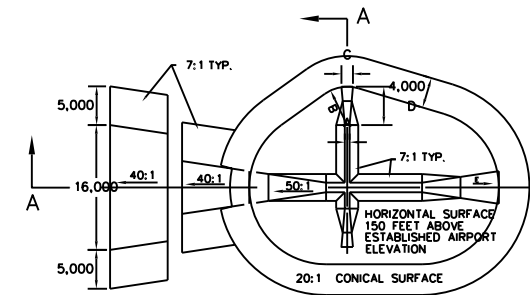
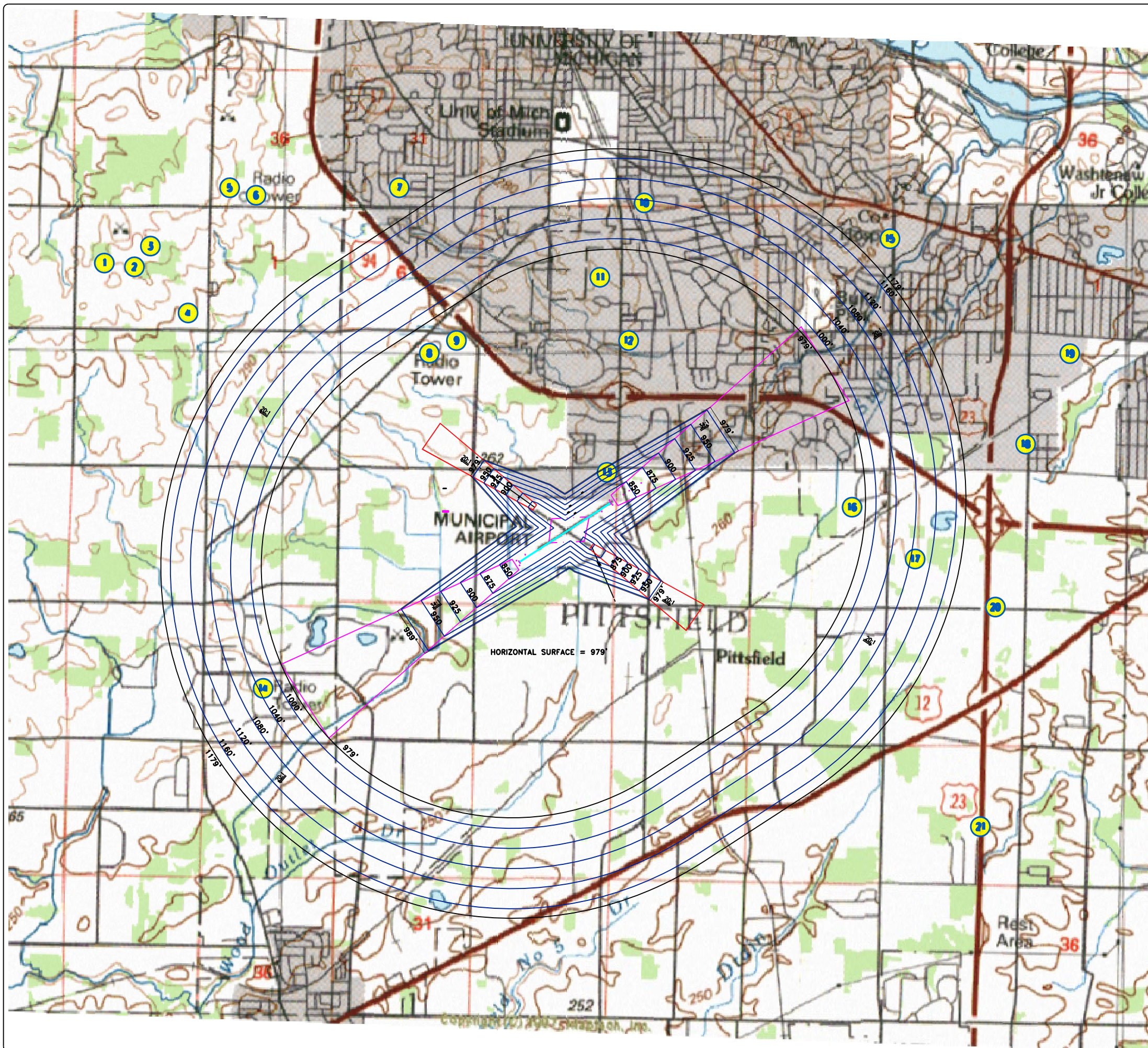
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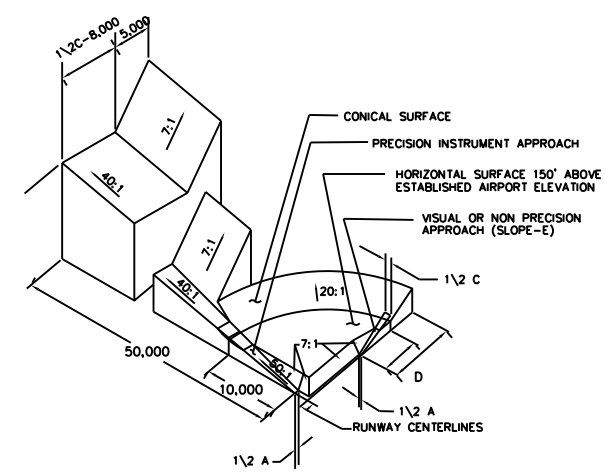
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DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
		A	B	A	B	C	D
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

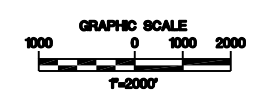
A- UTILITY RUNWAYS
 B- RUNWAYS LARGER THAN UTILITY
 C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
 D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
 * PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ESTABLISHED AIRPORT EL.= 829'
 AIRPORT REFERENCE POINT

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

TOWERS		
NO.	AGL	AMSL
1	210	1282
2	210	1282
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



DATE	ISSUED FOR
12/17/07	MOO DRAE REVIEW
03/21/08	FAM PUBLICATION
06/27/08	AP PUBLICATION

D/E	JV	x	IN CHARGE
PM	RIC	x	
SOC	DR	x	
QC	WAM	x	
	W. MALINOWSKI		

GRAND RAPIDS, MI.
 2850 SARGENT ST. S.E.
 616 974-8800

ANN ARBOR MUNICIPAL AIRPORT
 AIRPORT LAYOUT PLAN
 FAR PART 77 APPROACH SURFACES DRAWING

ANN ARBOR, MICHIGAN

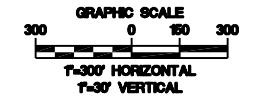
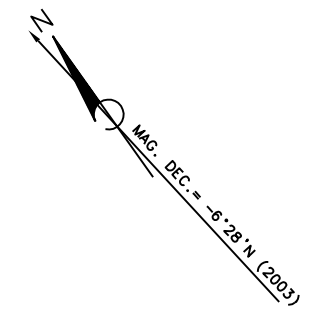
SITE NO.
81-1

DRAWING
10 OF 10

12940723

- LEGEND**
- AIRPORT PROPERTY LINE
 - EASEMENT
 - SECTION LINES
 - RUNWAYS, PARKING, TAXIWAYS
 - FU. RUNWAYS, PARKING, TAXIWAYS
 - RWY PROTECTION ZONES
 - EXISTING BUILDINGS EX-BUILD
 - FUTURE BUILDINGS FU-BUILD
 - ROADS
 - FUTURE AIRPORT PROPERTY LINE
 - CENTERLINES
 - EX. RUNWAY SAFETY AREA RSA
 - EX. TAXIWAY SAFETY AREA TSA
 - EX. OBJECT FREE AREA OFA
 - EX. OBJECT FREE ZONE OFZ
 - EX. TAXIWAY OBJECT FREE AREA TOFA
 - EX. BUILDING RESTRICTION LINE BRL
 - EXISTING TREES AND TREE LINES
 - EXISTING FENCE LINE
 - EX. REIL
 - EX. VASI OR PAPI
 - EX. SEGMENTED CIRCLE
 - FUTURE ROADS
 - FUT. TAXIWAY SAFETY AREA F-TSA
 - FUT. TAXIWAY OBJECT FREE AREA F-TOFA
 - FUTURE RWY PROTECTION ZONES
 - FUT. RUNWAY SAFETY AREA F-RSA
 - FUT. OBJECT FREE AREA F-OFA
 - FUTURE CENTERLINES
 - FUTURE RWY PROTECTION ZONES
 - EXISTING POWER & TELEPHONE LINE

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



APPROVED BY	DATE	ISSUED FOR
07/07/06		
07/07/06		
07/08/05		
07/14/04		

D/E	JW	X
PM	RC	X
SOC	KAU	X
OC	WMI	X
	W. MALINOWSKI	
	IN CHARGE	

GRAND RAPIDS, MI.
38918 E 57th AVE. S.E.

DRS

ANN ARBOR MUNICIPAL AIRPORT

ANN ARBOR, MICHIGAN

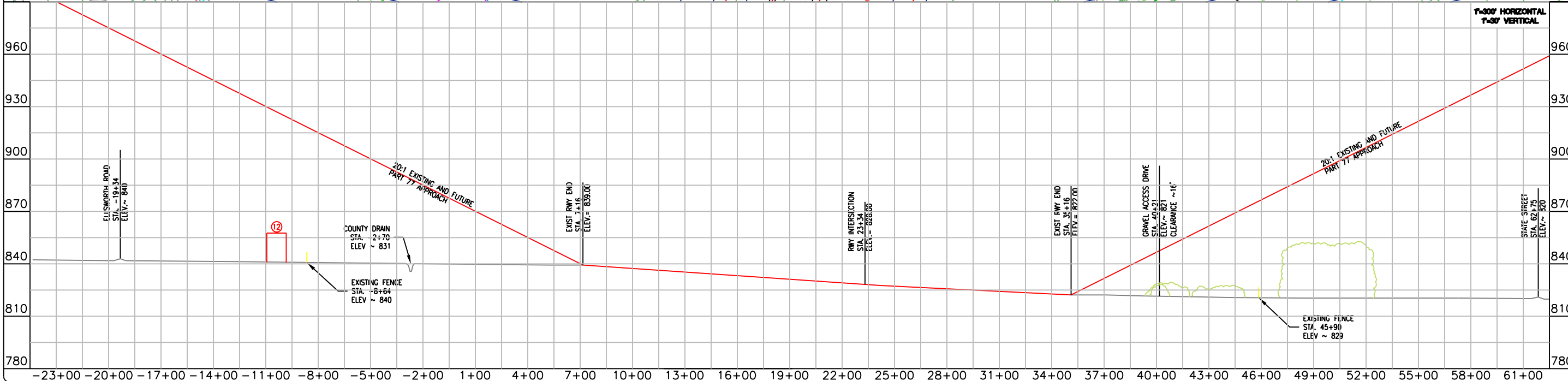
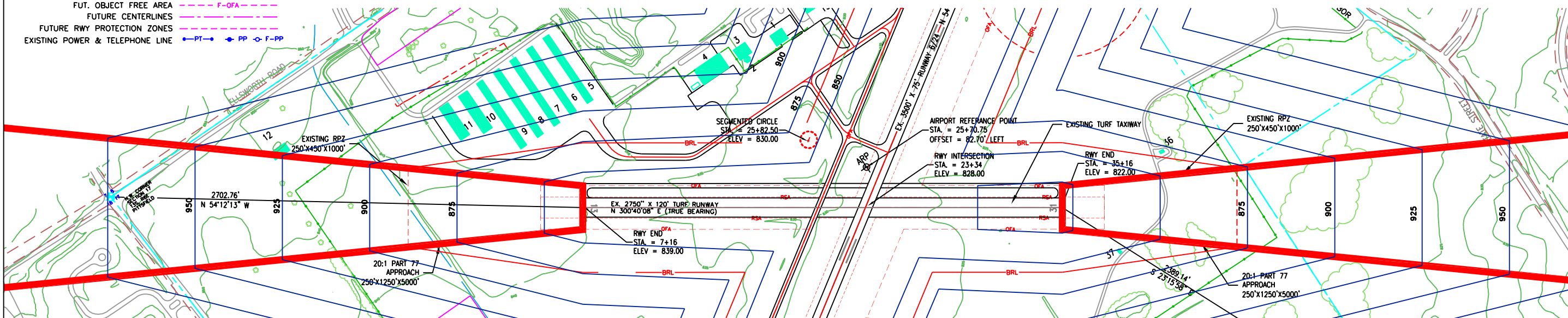
AIRPORT LAYOUT PLAN

RUNWAY APPROACH ZONE DRAWING (RWY 13/31)

SITE NO.
81-1

DRAWING
7 OF 10

12934808



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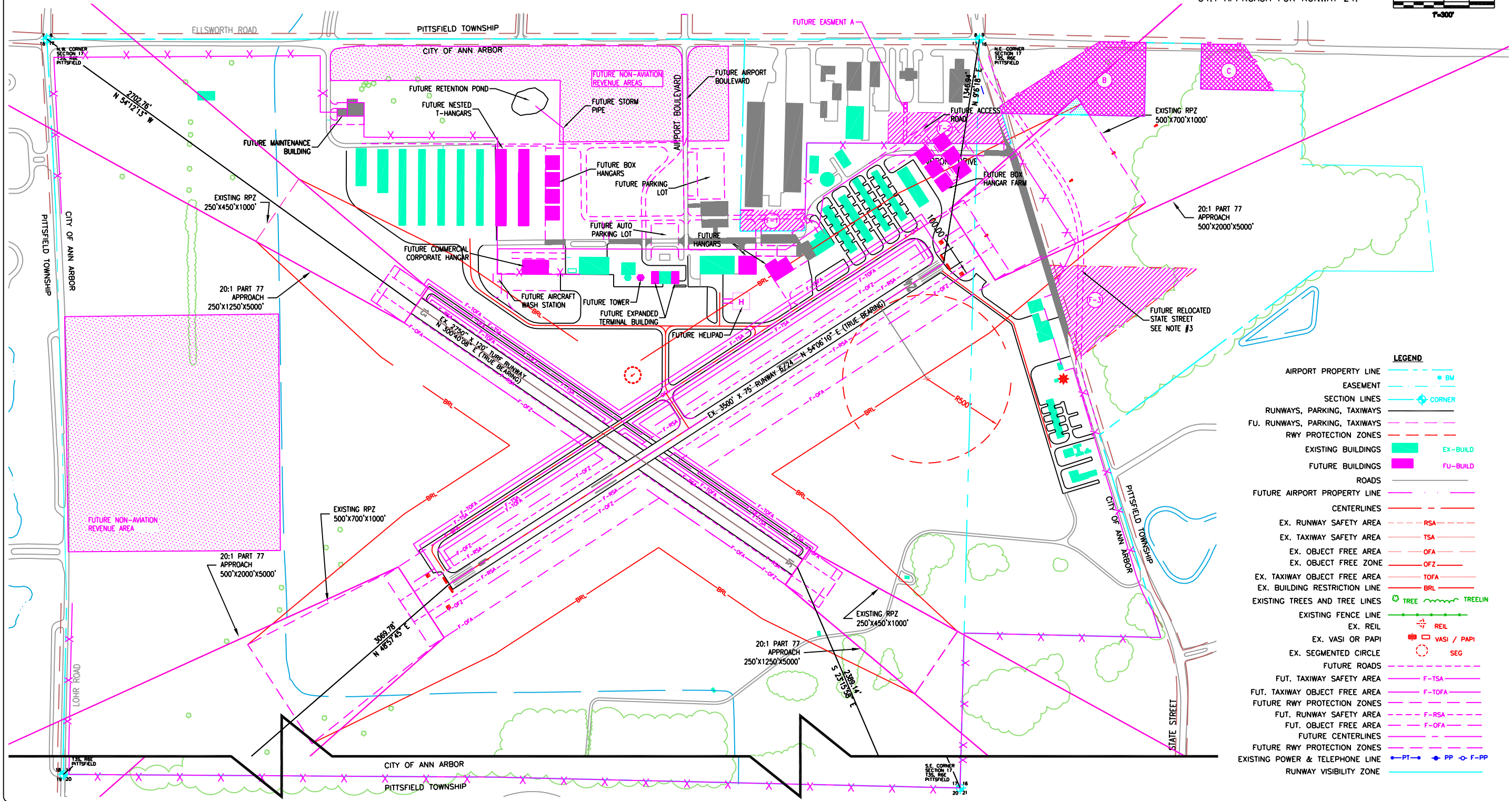
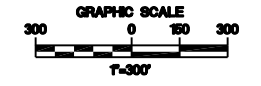
FUTURE PARCEL ACQUISITIONS								
FEDERAL PROJECT NUMBER	PARCEL NUMBER	GRANTORS	DEED*	LIBER AND PAGE	RECORDED DATE	ACREAGE	NOTES *	CONTROLLING HEIGHT
-	F-1	DB WAREHOUSE LTD.	WD	00-00 00-00	00/00/00	1.09	-	-
-	F-2	PITTSFIELD TOWNSHIP	WD	00-00	00/00/00	2.94	-	-
-	F-3	CLARA SEYMOUR	WD	00-00	00/00/00	5.69	-	-
						FEE ACRES	9.72	

AE-AVIGATION EASEMENT
 CJ-CONSENT JUDGMENT
 E-EASEMENT
 GD-GUARDIAN DEED
 CE-CLEARING EASEMENT
 LE-LIGHT EASEMENT
 WD-WARRANTY DEED
 QC-QUIT CLAIM DEED

FUTURE EASEMENT INTERESTS							
NO.	PARCEL	TYPE	GRANTEE	ACREAGE	LIBER-PAGE	RECORDED DATE	NOTES
A	-	EE EASEMENT	PITTSFIELD TOWNSHIP	0.028	00-00	00/00/00	FIRE STATION ACCESS
B	-	AE EASEMENT	PITTSFIELD TOWNSHIP	5.98	00-00	00/00/00	34:1 APPROACH EASEMENT
C	-	AE EASEMENT	PITTSFIELD TOWNSHIP	2.12	00-00	00/00/00	34:1 APPROACH EASEMENT
				8.128	TOTAL ACREAGE		

DE - DRAINAGE EASEMENT
 EE - ACCESS EASEMENT
 AE - AVIGATION EASEMENT

NOTE #3
 STATE STREET TO BE RELOCATED
 OR LOWERED TO PROVIDE 15'
 CLEARANCE FOR THE FUTURE
 34:1 APPROACH FOR RUNWAY 24.



LEGEND	
AIRPORT PROPERTY LINE	— (dashed blue)
EASEMENT	— (dashed red)
SECTION LINES	— (dashed green)
RUNWAYS, PARKING, TAXIWAYS	— (dashed black)
FU. RUNWAYS, PARKING, TAXIWAYS	— (dashed magenta)
RWY PROTECTION ZONES	— (dashed orange)
EXISTING BUILDINGS	■ EX-BUILD (green)
FUTURE BUILDINGS	■ FU-BUILD (magenta)
ROADS	— (solid black)
FUTURE AIRPORT PROPERTY LINE	— (dashed magenta)
CENTERLINES	— (dashed red)
EX. RUNWAY SAFETY AREA	— (dashed orange)
EX. TAXIWAY SAFETY AREA	— (dashed orange)
EX. OBJECT FREE AREA	— (dashed orange)
EX. OBJECT FREE ZONE	— (dashed orange)
EX. TAXIWAY OBJECT FREE AREA	— (dashed orange)
EX. BUILDING RESTRICTION LINE	— (dashed orange)
EXISTING TREES AND TREE LINES	● TREE (green), TREELIN (green)
EXISTING FENCE LINE	— (dashed green)
EX. REIL	— (dashed green)
EX. VASI OR PAPI	■ VASI / PAPI (red)
EX. SEGMENTED CIRCLE	○ SEG (red)
FUTURE ROADS	— (dashed magenta)
FUT. TAXIWAY SAFETY AREA	— (dashed magenta)
FUT. TAXIWAY OBJECT FREE AREA	— (dashed magenta)
FUTURE RWY PROTECTION ZONES	— (dashed magenta)
FUT. RUNWAY SAFETY AREA	— (dashed magenta)
FUT. OBJECT FREE AREA	— (dashed magenta)
FUTURE CENTERLINES	— (dashed magenta)
FUTURE RWY PROTECTION ZONES	— (dashed magenta)
EXISTING POWER & TELEPHONE LINE	— (dashed black)
RUNWAY VISIBILITY ZONE	— (dashed blue)

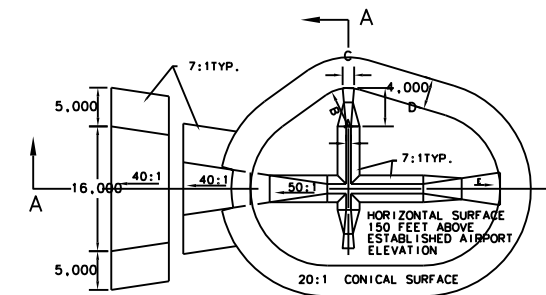
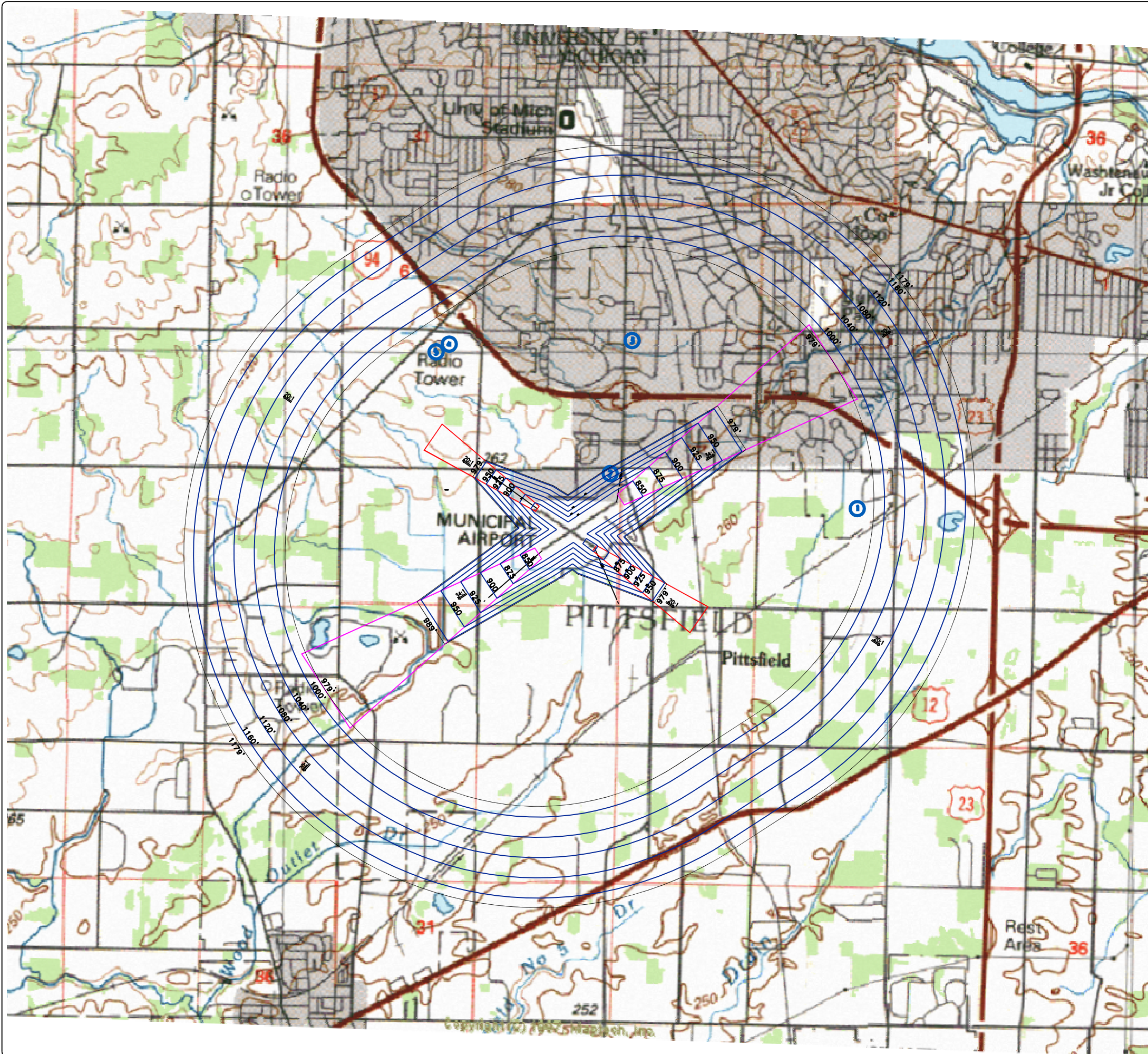
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 AD:ouan
 5/5/2004 8:57 am
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 PROP=M:\CIVIL\PROP.dwg

DATE	ISSUED FOR
01/07/08	APPROVED RP
01/07/08	FINAL APPROVAL
01/08/08	MOD. FINAL DRAFT
01/14/08	MOD. REVIEW & APPROVAL

GRAND RAPIDS, MI.
 3850 E. S. 117-4-8206 S.E.

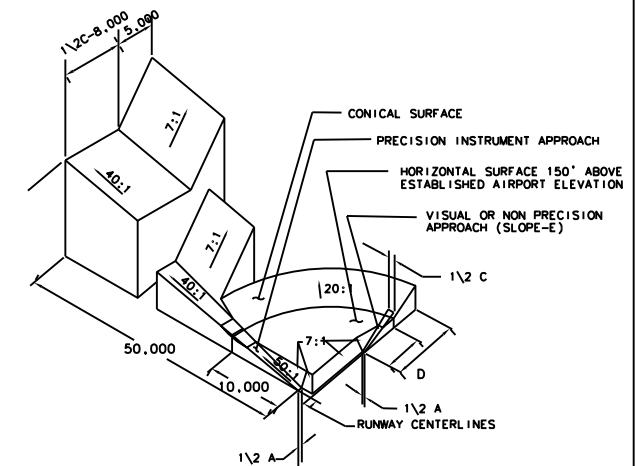
ANN ARBOR MUNICIPAL AIRPORT
 AIRPORT LAYOUT PLAN
 AIRPORT PROPERTY PLAN
 ANN ARBOR, MICHIGAN

SITE NO.
81-1
 DRAWING
9 OF 10
 12934808



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	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

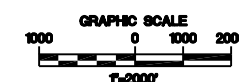


ESTABLISHED AIRPORT EL. = 829'

AIRPORT REFERENCE POINT

EXISTING
 LAT. 42°13'22.14" N.
 LONG. 83°44'39.79" W.

TOWERS	AGL	AMSL
1	240'	1090'
2	70'	900'
3	100'	939'
4	185'	1079'
5	237'	1147'



D/E	JW	x	PM	R/C	x	SOC	KAU	x	OC	WM	x	W. MALINOWSKI	DATE	ISSUED FOR

GRAND RAPIDS, MI.
 38518 E 574-8206 SL

DRS

ANN ARBOR MUNICIPAL AIRPORT
 AIRPORT LAYOUT PLAN
 FAR PART 77 APPROACH SURFACES DRAWING

ANN ARBOR, MICHIGAN

SITE NO.
 81-1

DRAWING
 10 OF 10

12934808

JENNIFER M. GRANHAM
VICE CHIEF

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

MAY 11, 2006

MRS. T. STEIGLE
DIRECTOR

Mr. James R. Hawley, Manager
Ann Arbor Municipal Airport
801 Airport Road
Ann Arbor, Michigan 48104

Dear Mr. Hawley:

Subject: Ann Arbor Municipal Airport, Ann Arbor, Michigan
Airport Layout Plan (ALP) Airspace Approval
Airspace Case No. 06-AGL-0008-NRA

Enclosed is one approved copy of the Ann Arbor Municipal Airport Layout Plan (ALP), dated January 10, 2006. This ALP is being approved on behalf of the FAA under the authority of Section 314 of the Airport and Airway Improvement Act (AAIA) of 1982 as amended, pursuant to the State Block Grant program. This letter certifies or supersedes all prior ALP approvals. The ALP approval is based on recognition of and adherence to the following:

- The approval is not to be considered a commitment of Federal funding for the proposed development. The FAA has concurred with the proposed development for planning purposes only based on current safety, utility, and efficiency standards. Actual development should comply with approval standards applicable at the time of construction. No design standard modifications have been granted.
- If any of the design critical aircraft or aircraft groups change, this ALP must be reevaluated by the FAA.
- Our approval does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate:
 - All development programs should be reasonably consistent with the plans of local and state planning agencies for the development in the airport vicinity.
 - That fair consideration has been given to the interest of communities in or near the airport.
 - That development programs provide for the protection and enhancement of the environment.
- The FAA offers no objections to the proposed ultimate airspace utilization as depicted on the ALP based on considerations of safe and efficient use of airspace. The ALP has the status of "Plan on File" for the purpose of 14 CFR 77, Obstruction Evaluations, and 14 CFR 79, Noise Abatement and Mitigation.

MICHIGAN AERONAUTICS COMMISSION

WWW.MICHIGAN.AIRPORTS.DOT.GOV

4. Approval is given subject to the condition that any proposed airport development requiring environmental processing shall not be undertaken without prior written environmental approval by the FAA. Any airport development action that falls within the scope of Paragraph 24 of FAA Order 5050.4A, or which involves any of the following:

- Runway End 24 currently has a NPI approach 20:1 with a displaced threshold.
- Purchase additional land in fee and easements for the approach to Runway End 24 to provide for a 15' clear access over State Road for a future 24:1 NPI approach. State Road is proposed to be relocated or lowered to provide this 15' clearance.
- Proposed new Air Traffic Control Tower (ATCT).
- Proposed new access road to the administration building area.
- Proposed additional hangars.
- Proposed new drainage system.
- Clear, lower or remove obstructions (refer to the Obstruction Table on Sheet 6).
- Land acquisition associated with any of the above items plus land acquisition which results in relocation of residential units where there is evidence of insufficient commensurate replacement dwellings, major disruption of business activities, or acquisition which involves land covered under Section 4(f) of the DOT Act (recited 49 USC Subtitle I, Section 303, January 12, 1983).
- Any airport development action that falls within the scope of Paragraph 24 of FAA Order 5050.4A, or which involves any of the following:
 - Use of Section 4(f) lands.
 - Effect on any properties included in or eligible for inclusion in the National Register of Historic Places or other property of state or local historical, architectural, archeological, or cultural significance.
 - Land acquisition for the conversion of farmland, which source more than 160 net Farm A7-1006 and is protected under the Farmland Protection Policy Act (FPPA), to nonagricultural use through federal financial assistance or through conveyance of government land.
 - Wetlands, coastal zones, or flood plains.
 - Endangered or threatened species.

Any items not covered above in item 4 shall not take place until the environmental processing has been approved by the FAA. All development items must comply with the National Environmental Policy Act of 1969 (P.L. 91-190).

To avoid conflicts with future development, we recommend you utilize the ALP when preparing leases. We further recommend you provide copies to the local and state planning, zoning boards and county and city officials and encourage them to adopt compatible land use criteria in and around the airport. Copies should also be distributed to the Fixed Base Operators (FBO's) and airport users.

The Airport and Airway Improvement Act (49 USC 47107(a)(16)(D)) 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, 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 this office. 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 should be reviewed by the FAA no less than 60 days prior to beginning any project.

If development is planned without aviation trust fund investments that will change the status or geometry of runways, taxiways, aprons, or other existing airport surfaces, notice (FAA Form 7460-1) must be filed with this office consistent with 14 CFR 157.

We trust we have provided a clear explanation of the conditions and terms of our approval. If you need further clarification, please contact John D. Pierce at (517) 355-9857.

Sincerely,

David L. Baker
David L. Baker, P.E., Manager
ALP Programs
Airports Division
Multi-Modal Transportation Services Bureau

Enclosure
or: ASW-520 (w/ALP on PDF file); FTH: FTO (w/ALP on PDF file); FAA-ADM (w/ALP); Superior SMO (w/ALP on PDF file); AGL-470 (w/ALP on PDF file); and B. Malinowski, URS Corp, Inc.

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
LANSING, MICHIGAN



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

ANN ARBOR AIRPORT
CITY OF ANN ARBOR

APPROVED _____ DATE _____
MATTHEW KULHANEK - AIRPORT MANAGER

APPROVED _____ DATE _____
JOHN HEFTJE - MAYOR

MICHIGAN AERONAUTICS
COMMISSION

APPROVED _____ DATE _____
RICK HAMMOND - AIRPORTS DIV. ADMINISTRATOR

APPROVED _____ DATE _____
DAVID L. BAKER P.E. NO. 40936 - CHIEF ENGINEER

REVISION BLOCK		
DATE	MODIFICATIONS	INITIALS

DESIGNERS & CONSULTANTS

URS

GRAND RAPIDS, MI.
3850 SPARKS DR. S.E.
616 574-8500

APPROVED _____ DATE _____
WILLIAM M. MALINOWSKI, P.E. NO. 17808

NOTE: SIGNATURE IN CONSULTANT BLOCK CERTIFIES ALP WAS PREPARED USING ALP CHECKLIST.

10	FAR PART 77 SURFACES	
9	AIRPORT PROPERTY PLAN	
8	TERMINAL AREA PLAN	
7	RUNWAY PROTECTION ZONE DRAWING (RWY 13/31)	
6	RUNWAY PROTECTION ZONE DRAWING (RWY 6/24)	
5	AIRPORT LAYOUT AERIAL	
4	AIRPORT LAYOUT PLAN (FUTURE)	
3	AIRPORT LAYOUT PLAN (EXISTING)	
2	AIRPORT DATA SUMMARY	
1	TITLE & APPROVAL SHEET	
SHEET NUMBER	INDEX OF SHEETS	LATEST REVISION DATE

AIRPORT TYPE - GENERAL AVIATION | SITE NO. - 81-1

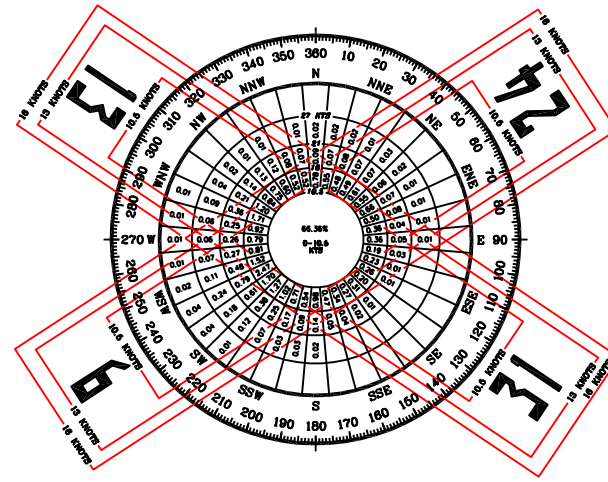
\\104333\pds\01-TITLE.dwg
J:\randun
8:20 am on Mar 1, 01

MODIFICATIONS TO FAA DESIGN STANDARDS

DATE OF FAA LETTER	DESCRIPTION
	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
	TWO T-HANGARS IN NORTHEAST CORNER OF AIRPORT ATCT LINE OF SITE TO END OF PARALLEL TAXIWAY

AIRPORT DATA TABLE

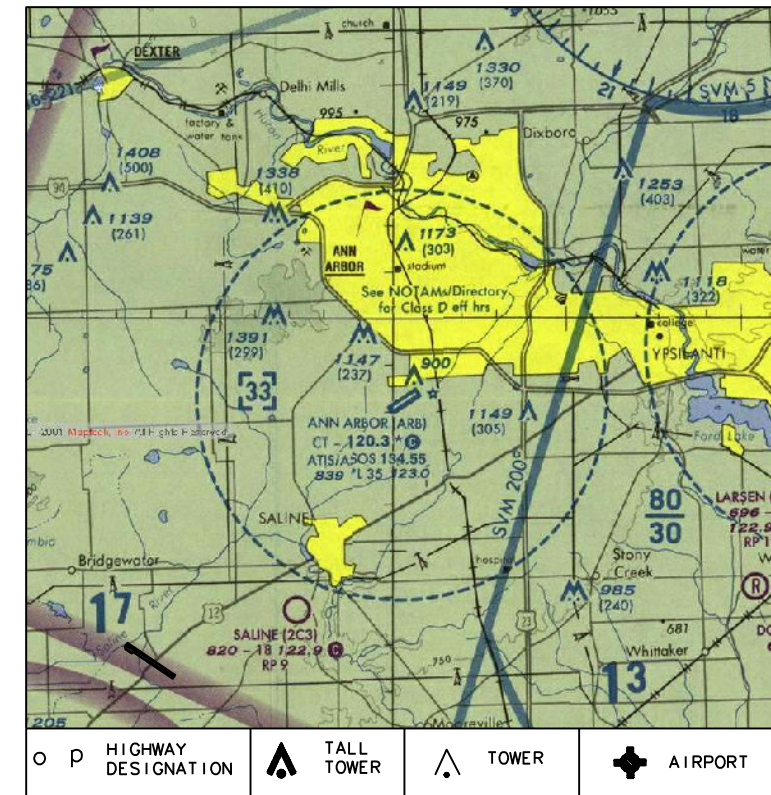
COUNTY:	WASHTENAW	TOWNSHIP:	PITTSFIELD	TOWN:	T 3 S
MEAN MAXIMUM TEMPERATURE:	83°F	JULY	RANGE:	R 6 E	
AIRPORT REFERENCE POINT:	LAT: 42°13'22.14" N.		LONG: 83°44'39.79" W		
AIRPORT REFERENCE CODE:	ARB				
AIRPORT ELEVATION (MSL)	EXISTING 829		FUTURE 829		
AIRPORT AND TERMINAL NAVAIDS	ROTATING BEACON VOR, ATCT		ROTATING BEACON VOR, ATCT		
SERVICE LEVEL	GENERAL AVIATION		GENERAL AVIATION		
AIRPORT ROLE	GENERAL UTILITY		GENERAL UTILITY		
APPROACH CATEGORY	B		B		
AIRPLANE DESIGN GROUP	II		II		



STATION : DETROIT METROPOLITAN AIRPORT
 PERIOD : 1/82 TO 1/89
 OBSERVATIONS : 94,847

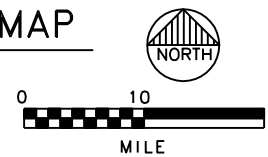
WIND COVERAGE SUMMARY

	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%	--



LOCATION MAP

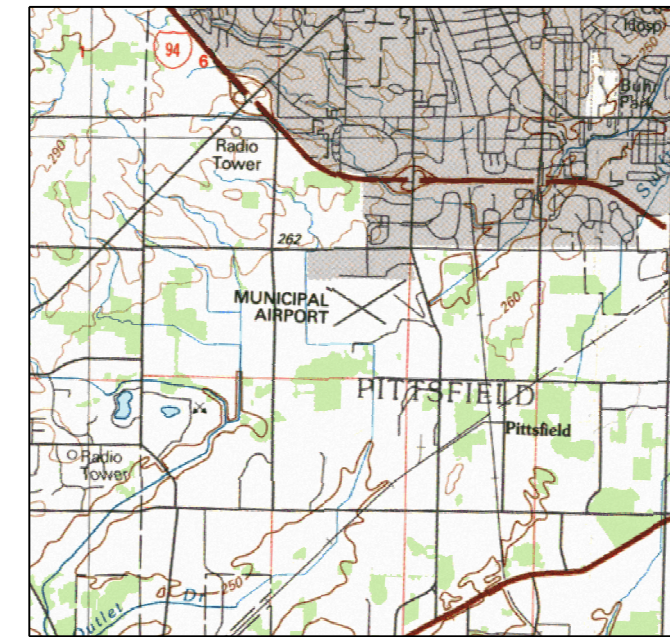
SCALE: 1:500,000



RUNWAY AND APPROACH DATA

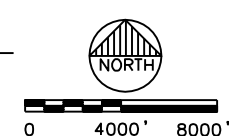
RUNWAY	6		24		13		31	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY LENGTH	3500'	3500'	3500'	3500'	2750'	2750'	2750'	2750'
RUNWAY WIDTH	75'	75'	75'	75'	110'	110'	110'	110'
DISPLACED THRESHOLD	--	--	--	--	--	--	--	--
EFFECTIVE LANDING LENGTH	3500'	3500'	3500'	3500'	2750'	2750'	2750'	2750'
EFFECTIVE TAKEOFF LENGTH	3500'	3500'	3500'	3500'	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	NONE	NONE	NONE
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	VOR, PAPI ROT. BEACON SEG. CIRCLE REIL, RNAV	VOR, PAPI ROT. BEACON SEG. CIRCLE REIL, RNAV	GPS, VOR, PAPI ROT. BEACON SEG. CIRCLE ODALS, RNAV	GPS, VOR, PAPI ROT. BEACON SEG. CIRCLE ODALS, RNAV	ROT. BEACON SEG. CIRCLE	ROT. BEACON SEG. CIRCLE	ROT. BEACON SEG. CIRCLE	ROT. BEACON SEG. CIRCLE
APPROACH LIGHTING	PAPI	PAPI	VASI	PAPI	NONE	NONE	NONE	NONE
AIRCRAFT APPROACH CATEGORY	B	B	B	B	B	B	B	B
AIRPLANE DESIGN GROUP	II	II	II	II	I	I	I	I
CRITICAL AIRCRAFT	BEECH KING AIR C90-1	CESSNA CITATION II	BEECH KING AIR C90-1	CESSNA CITATION II	CESSNA 172	CESSNA 172	CESSNA 172	CESSNA 172
APPROACH	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	VISUAL	VISUAL	VISUAL	VISUAL
RPZ	500' x 700' x 1000'	500' x 700' x 1000'	500' x 700' x 1000'	500' x 700' x 1000'	250' x 450' x 1000'	250' x 450' x 1000'	250' x 450' x 1000'	250' x 450' 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	> 1 MILE	> 1 MILE	> 1 MILE	> 1 MILE
RUNWAY END COORDINATE (NAD 83) LAT:	N 42°13'12.88"	N 42°13'12.88"	N 42°13'32.97"	N 42°13'32.97"	N 42°13'29.3"	N 42°13'29.3"	N 42°13'14.8"	N 42°13'14.8"
LONG:	W 83°45'00.38"	W 83°45'00.38"	W 83°44'22.45"	W 83°44'22.45"	W 83°45'04.0"	W 83°45'04.0"	W 83°44'33.1"	W 83°44'33.1"

RUNWAY 13/31 COORDINATES ARE FROM 2004 GPS SURVEY
 RUNWAY 6/24 COORDINATES ARE FROM PREVIOUS ALP



VICINITY MAP

SCALE: 1"=4000'



	APPROVED BY	DATE	ISSUED FOR
	APPROVED BY		
	APPROVED BY		
	APPROVED BY		
	APPROVED BY		

GRAND RAPIDS, MI.
 389 S. W. STATE ST.
 49503

DRS

ANN ARBOR MUNICIPAL AIRPORT
 AIRPORT LAYOUT PLAN
 AIRPORT DATA SUMMARY

ANN ARBOR, MICHIGAN

SITE NO.
81-1

DRAWING
2 OF 10

12934808

BUILDING ELEVATION TABLE

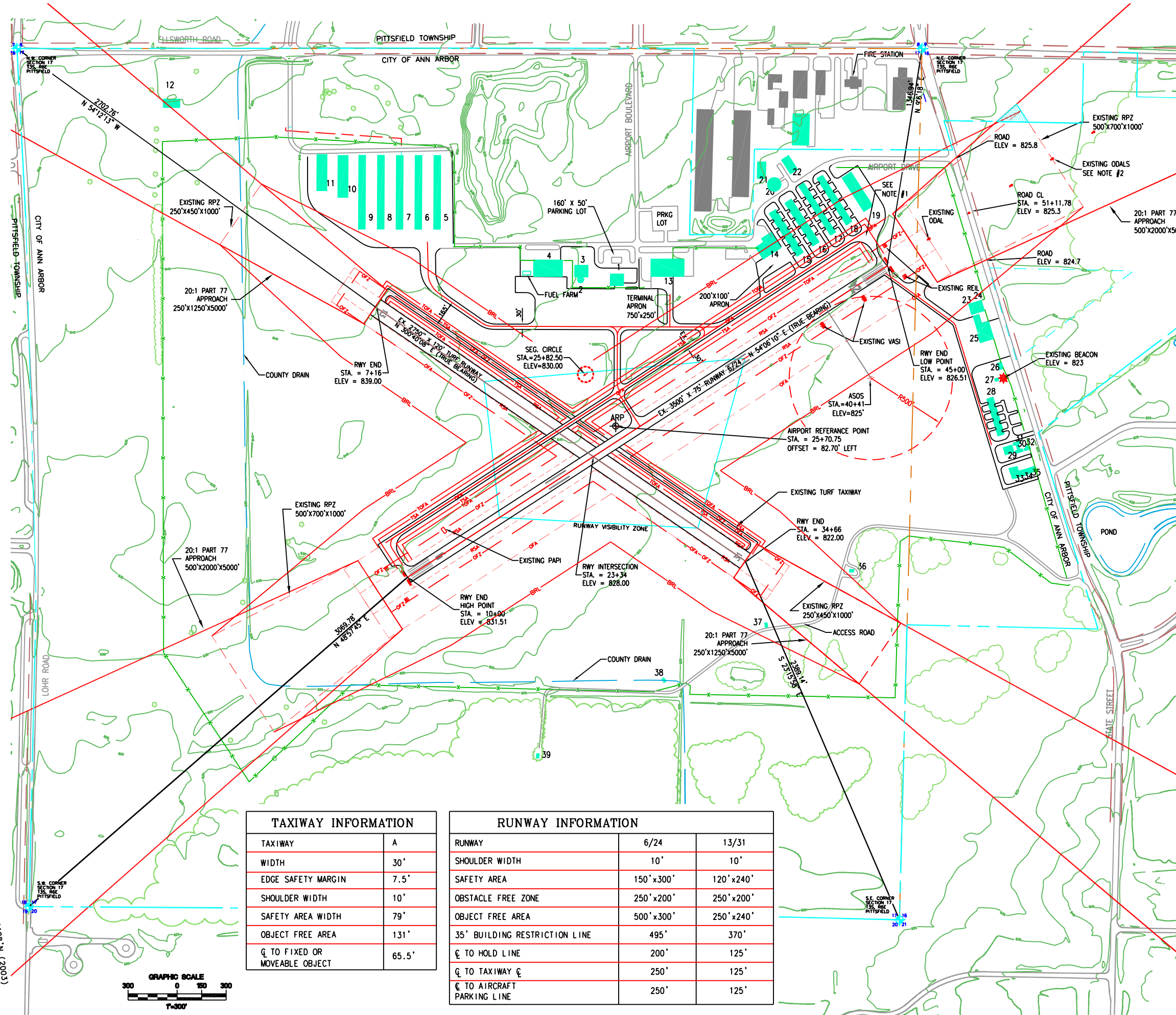
NO.	DESCRIPTION	ELEVATION
1	ADMINISTRATION/TERMINAL BUILDING	849.56
2	AIR TRAFFIC CONTROL TOWER (ATCT)	893.29
3	AIR TRAFFIC ADMINISTRATION BUILDING	864.52
4	CORPORATE HANGAR (AV. GAS CO.)	866.72
5	T-HANGAR	858.03
6	T-HANGAR	857.98
7	T-HANGAR	857.12
8	T-HANGAR	857.95
9	T-HANGAR	858.01
10	T-HANGAR (NESTED)	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

LEGEND

- AIRPORT PROPERTY LINE ———— BM
- EASEMENT ———— CORNER
- SECTION LINES ————
- RUNWAYS, PARKING, TAXIWAYS ————
- FU. RUNWAYS, PARKING, TAXIWAYS ————
- RWY PROTECTION ZONES ————
- EXISTING BUILDINGS ———— EX-BUILD
- FUTURE BUILDINGS ———— FU-BUILD
- ROADS ————
- FUTURE AIRPORT PROPERTY LINE ————
- CENTERLINES ————
- EX. RUNWAY SAFETY AREA ———— RSA
- EX. TAXIWAY SAFETY AREA ———— TSA
- EX. OBJECT FREE AREA ———— OFA
- EX. OBJECT FREE ZONE ———— OFZ
- EX. TAXIWAY OBJECT FREE AREA ———— TOFA
- EX. BUILDING RESTRICTION LINE ———— BRL
- EXISTING TREES AND TREE LINES ———— TREE TREELIN
- EXISTING FENCE LINE ————
- EX. REIL ———— REIL
- EX. VASI OR PAPI ———— VASI / PAPI
- EX. SEGMENTED CIRCLE ———— SEG
- FUTURE ROADS ————
- FUT. TAXIWAY SAFETY AREA ———— F-TSA
- FUT. TAXIWAY OBJECT FREE AREA ———— F-TOFA
- FUTURE RWY PROTECTION ZONES ————
- FUT. RUNWAY SAFETY AREA ———— F-RSA
- FUT. OBJECT FREE AREA ———— F-OFA
- FUTURE CENTERLINES ————
- FUTURE RWY PROTECTION ZONES ————
- EXISTING POWER & TELEPHONE LINE ———— PT PP F-PP
- RUNWAY VISIBILITY ZONE ————

NOTE #1
TWO T-HANGARS IN NORTHEAST CORNER OF AIRPORT AND NORTHEAST FBO HANGAR OBSCURE LINE OF SITE TO END OF PARALLEL TAXIWAY

NOTE #2
OADLS - OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM



TAXIWAY INFORMATION

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

RUNWAY INFORMATION

RUNWAY	6/24	13/31
SHOULDER WIDTH	10'	10'
SAFETY AREA	150' x 300'	120' x 240'
OBSTACLE FREE ZONE	250' x 200'	250' x 200'
OBJECT FREE AREA	500' x 300'	250' x 240'
35' BUILDING RESTRICTION LINE	495'	370'
CL TO HOLD LINE	200'	125'
CL TO TAXIWAY CL	250'	125'
CL TO AIRCRAFT PARKING LINE	250'	125'

BASE=...\\CVL\BASE.dwg
 info=...\\CDT\info1.dwg
 info2=...\\CDT\info2.dwg
 P:\M04513\PD5\B1-01-ALP03-EXIST.dwg
 J:\mduin
 3/13/2006 11:54 am
 MAG. DEC. = -6.28' N (2003)

DATE	ISSUED FOR

D/E	JW	X	PM	RC	X	SOC	KAU	X	OC	WM	X	W.	MALINOWSKI	IN CHARGE

GRAND RAPIDS, MI.
 3850 N.E. 57th ST.
DRS
 ANN ARBOR, MICHIGAN

ANN ARBOR MUNICIPAL AIRPORT
 AIRPORT LAYOUT PLAN
 AIRPORT LAYOUT PLAN (EXISTING)

SITE NO.
81-1
 DRAWING
3 OF 10
 12934808