



Airport Layout Plan

DAYTON - WRIGHT BROTHERS AIRPORT

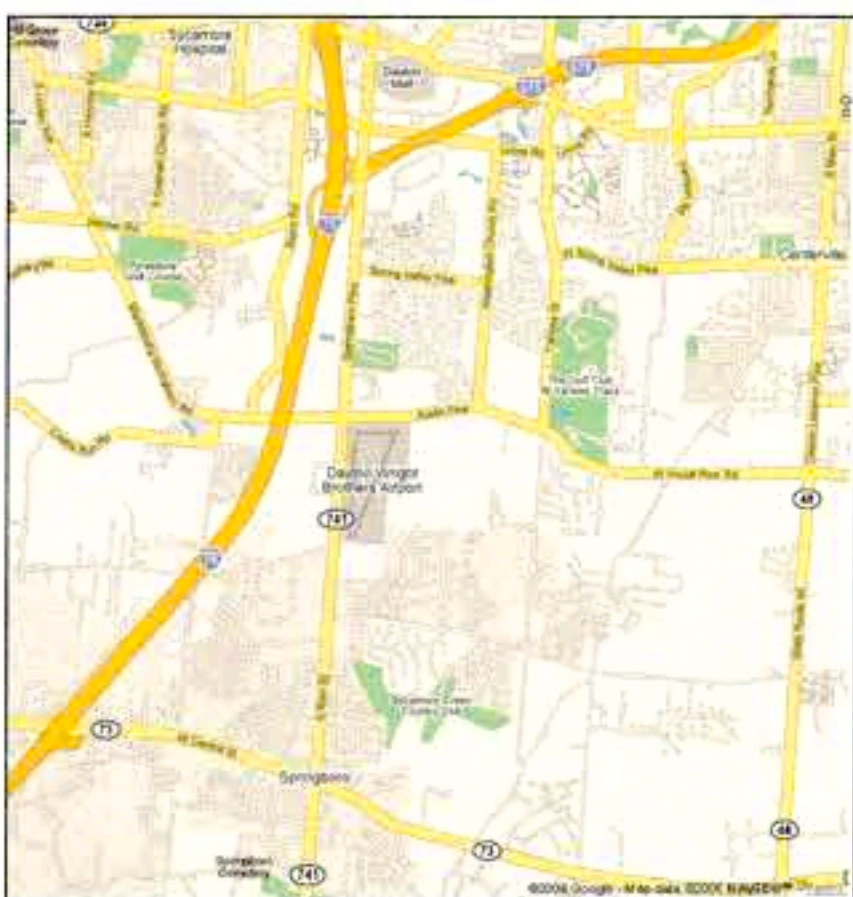
STATE MAP



LOCATION MAP



VICINITY MAP



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Mr. Terrence Slaybaugh
Director of Aviation
1600 Terminal Drive, Suite 300
Vandalia, OH 45377-1095

SEP 25 2018

Dayton-Wright Brothers Airport (DAY)
Dayton, OH
Airport Layout Plan Approval
Aircraft Case Number 2018-AGL-1941-NRA

The Master Plan (MP) documents for the DAY Airport are acceptable from a conceptual standpoint with respect to the needs and conditions of the airport. The content of the MP reflects the views of the DAY Airport, who is responsible for the accuracy of the document. The MP does not necessarily reflect the views or policies of the Federal Aviation Administration (FAA), and the determination of acceptability does not imply the FAA agrees with the MP conclusions and recommendations.

Enclosed is one conditionally approved copy of the subject Airport Layout Plan (ALP), dated August 2018. This letter cancels or supersedes all prior ALP approvals. The ALP approval is based upon receipt of and adherence to the following:

The approval is not considered a commitment of Federal funding for the proposed development. The FAA has conducted the proposed development for planning purposes only based on current safety, utility, and efficiency standards. Actual development should comply with approved 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 project:

- A 500' extension for Runway 20 with the relocation of Austin Road to the southeast of the runway.
- Development of additional taxiway, apron, and taxiway to the east of the existing runway with a parallel taxiway system.
- Development of additional taxiway, apron, and taxiway to the west of the existing runway with a full parallel taxiway system.
- FAA 737-200 non-standard Runway Object Free Area (DOFA) as proposed on the Ultimate ALP sheet.
- A proposed change in critical aircraft designation and runway extension shift.

No design standard modifications have been proposed to existing, future, or ultimate conditions.

It is the FAA policy that the Runway Protection Zone (RPZ) should be acquired in the single. It is expected that the Airport Sponsor will acquire the RPZ for Runway 2 and Runway 20. The Airport Sponsor should have a complete acquisition agreement for that portion of the RPZ where the single ownership is not currently identified. The Airport Sponsor should review the land use in the RPZ and ensure that it has adequate controls in place. The Airport Sponsor should ensure there is no co-ownership of people within the RPZ. Subsequent to the RPZ acquisition analysis to the ACO with consideration of the Runway and APO-400 Offices is required in accordance with the same dated September 27, 2013 "Downing Guidance on Land Use Within a Runway Protection Zone" when the following is proposed:

- As an airport project (e.g., runway extension, runway shift).
- A change in the critical aircraft designation that increases the RPZ dimensions.
- A new or revised instrument approach procedure that increases the RPZ dimensions.
- A local development project in the RPZ (either new or reconfigured).

These 12 potential "Property Map" is not considered the issue or referenced in an Exhibit "A" for the grant assurance purposes. An Exhibit "A" is considered a separate document from the aforementioned ALP and will require a separate review and concurrence.

If any of the design critical aircraft or aircraft group change, this ALP must be re-evaluated. Our approval does not imply or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate:

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

The FAA offers no objection to the proposed ultimate airport expansion as depicted on the ALP based on consideration of safety and efficient use of airspace. The ALP has the status of "Plan on File" for the purpose of 14 CFR Part 77, Obstruction Evaluation, and 14 CFR Part 155, Airport Adherence. A review of the airport layout plan development was conducted according to the following 14 CFR Part 77, 155, and 157, Notices of Construction, Alteration, Acquisition, and Construction of Airport (including the National Study Number 2017-AGL-0023-NRA). It should be noted that FAA cannot prevent operation of any structure that is airport. Airport operations can only be protected through state and local zoning ordinances, building regulations, and other requirements.

All development depicted on this ALP must comply with the National Environmental Policy Act (NEPA) of 1969. FAA requirements approval is required for all airport development actions depicted on this ALP. This would apply to development projects, even if they are not FAA.

Funding involved in the project: Additional requirements concerning FAA NEPA approval can be found in FAA Order 5050.4B, "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions."

To avoid conflict with future development, we recommend you utilize the ALP when preparing future. We further recommend you provide copies to the local and state planning meeting health and safety and city officials and encourage them to adopt compatible land use criteria in and around the airport. Copies should be distributed to Final Review Officers (FROs) and airport users.

The Airport and Runway Improvement Act (49 USC 47107-107107107107) requires the sponsor to eliminate any adverse effects on Federal facilities, or their use, to relocate those facilities, that are a result of an airport change. However, if AD eligible construction development (such as runway extension, taxiway, etc.) is located within the facilities and the eligible ALP. This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 1400-1) consistent with 14 CFR Part 77 must be filed with this office. This approval does not include approval for the necessary construction equipment which may be used during actual construction, e.g., cranes, equipment, staging areas, etc. A separate construction safety planning plan for any project should be reviewed by the FAA no less than 60 days prior to beginning any project.

The planned runway development will require new FAA flight procedures. If the FAA concurs with these developments then will need to be clear coordination with different FAA offices. Development of new approaches will not begin until environmental approval has been given and the sponsor requests the FAA Flight Procedures Office to initiate design of new approaches. Publication of revised instrument approach procedures (IAP) could take from 18 months to two years, after runway construction is completed. Review of this ALP does not constitute an automatic request for standard procedures.

If development is planned without runway that will change the status of the airport or present a safety hazard, runway, apron, or other operating airport surface, notice (FAA Form 1400-1) must be filed with this office consistent with 14 CFR Part 157.

We trust this letter provides a clear explanation of the conditions and terms of our approval. If you desire further clarification, please contact this office at (781) 226-3900.

Sincerely,
John L. McFarland, III
Manager
Director, Airport District Office

Cc: Passero Associates

Dayton-Wright Brothers Airport (DAY)
Dayton, OH
1600 Terminal Drive, Suite 300
Vandalia, OH 45377-1095

SEP 25 2018

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Dayton, OH
Airport Layout Plan Approval
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Sincerely,
John L. McFarland, III
Manager
Director, Airport District Office

Cc: Passero Associates

Prepared For:

Department of Aviation
City of Dayton, Ohio

Prepared By:

Passero Associates

In Association With

LWC, Incorporated.

Updated: August 2018

On behalf of Passero Associates, this Airport Layout Plan (ALP) was prepared for Dayton-Wright Brothers 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 with FAA design standards, except as noted.

SPONSOR REVIEW

Terrence Slaybaugh, Director, Department of Aviation

8/31/18
Date

FEDERAL AVIATION ADMINISTRATION

Signature of Approval

Date

OHIO DEPARTMENT OF TRANSPORTATION

Signature of Approval

Date

AIRPORT DATA			
AIRPORT DATA	EXISTING	INTERIM	ULTIMATE
Airport Elevation (MSL)	956.6'	SAME	SAME
Airport Reference Point (NAD 83)			
Latitude	39° 35' 20.304" N	SAME	39° 35' 22.512"
Longitude	84° 13' 29.450" W	SAME	84° 13' 28.242"
Mean Max Temperature of Hottest Month	86° F	SAME	SAME
Airport Terminal Area NAVAIDS	LOC, VGSI, Beacon	SAME	SAME
Airport Reference Code (ARC)	B-II	C-II	C-II
Critical Aircraft	C650 / C550	C750, Lear 44	C750, Lear 45
Taxiway Design Group (TDG)	II	SAME	SAME
Misc. Facilities	ASOS, Windcone/Tee	SAME	SAME
Magnetic Variation		06° 05' 19" W	
Date of Magnetic Variation		March 2014	
NPIAS Service Level	Reliever		SAME
State Service Level	Level 1		SAME
Wind Coverage Crosswind Component			
VFR (Note wind speed)		99.55 (16kts)	
IFR (note wind speed)		99.59 (16kts)	
All Weather (note wind speed)		99.55 (16kts)	

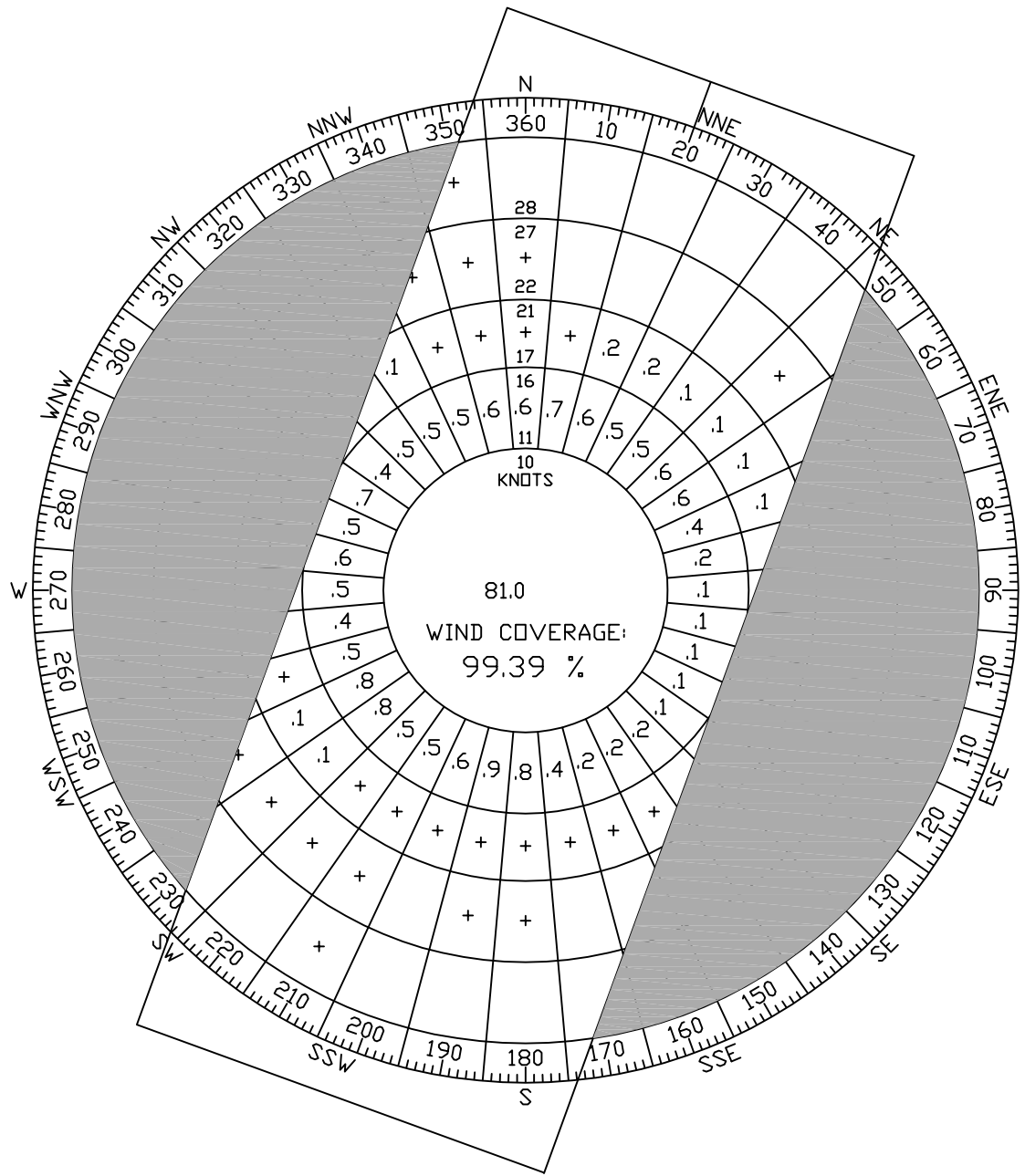
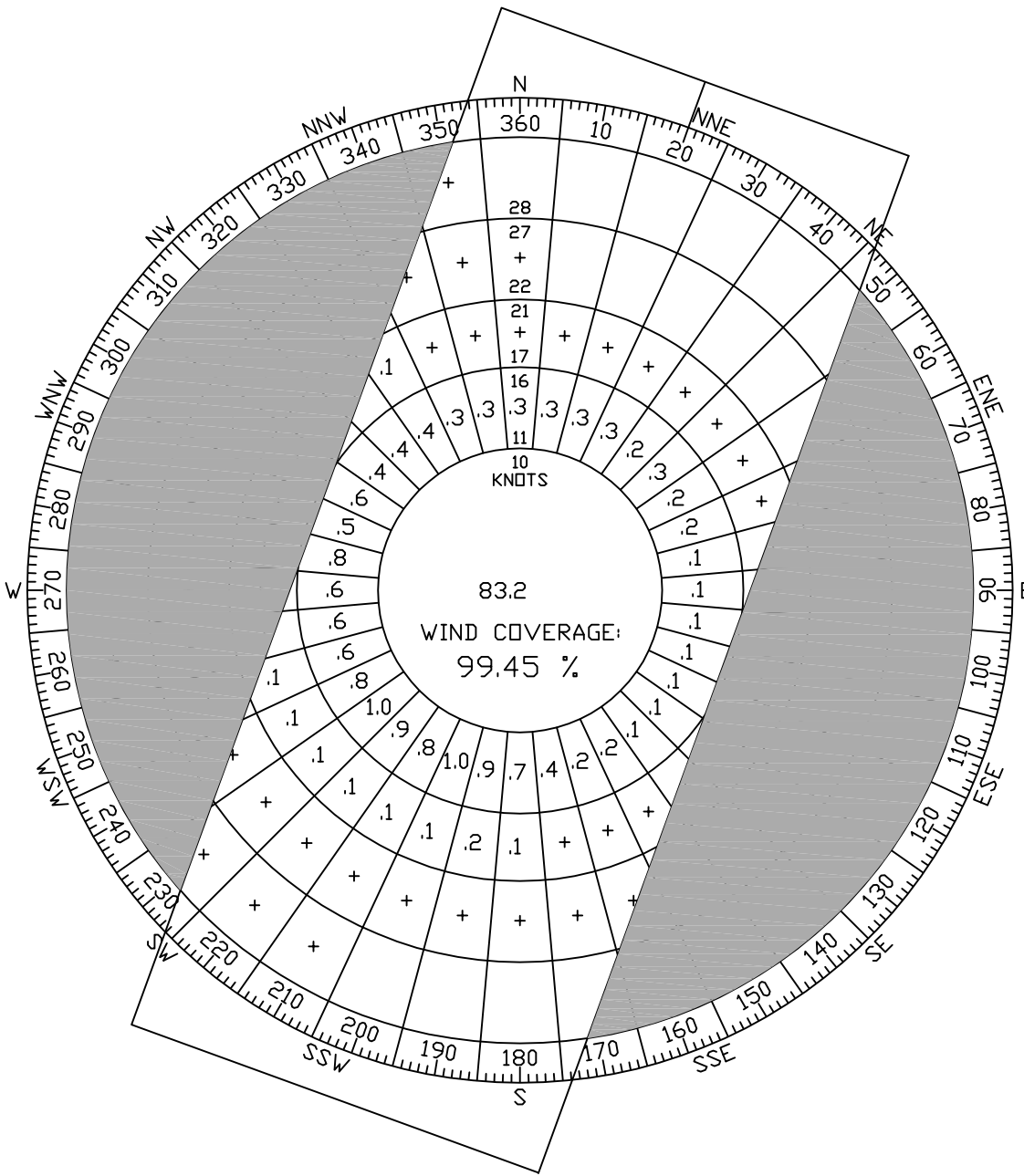
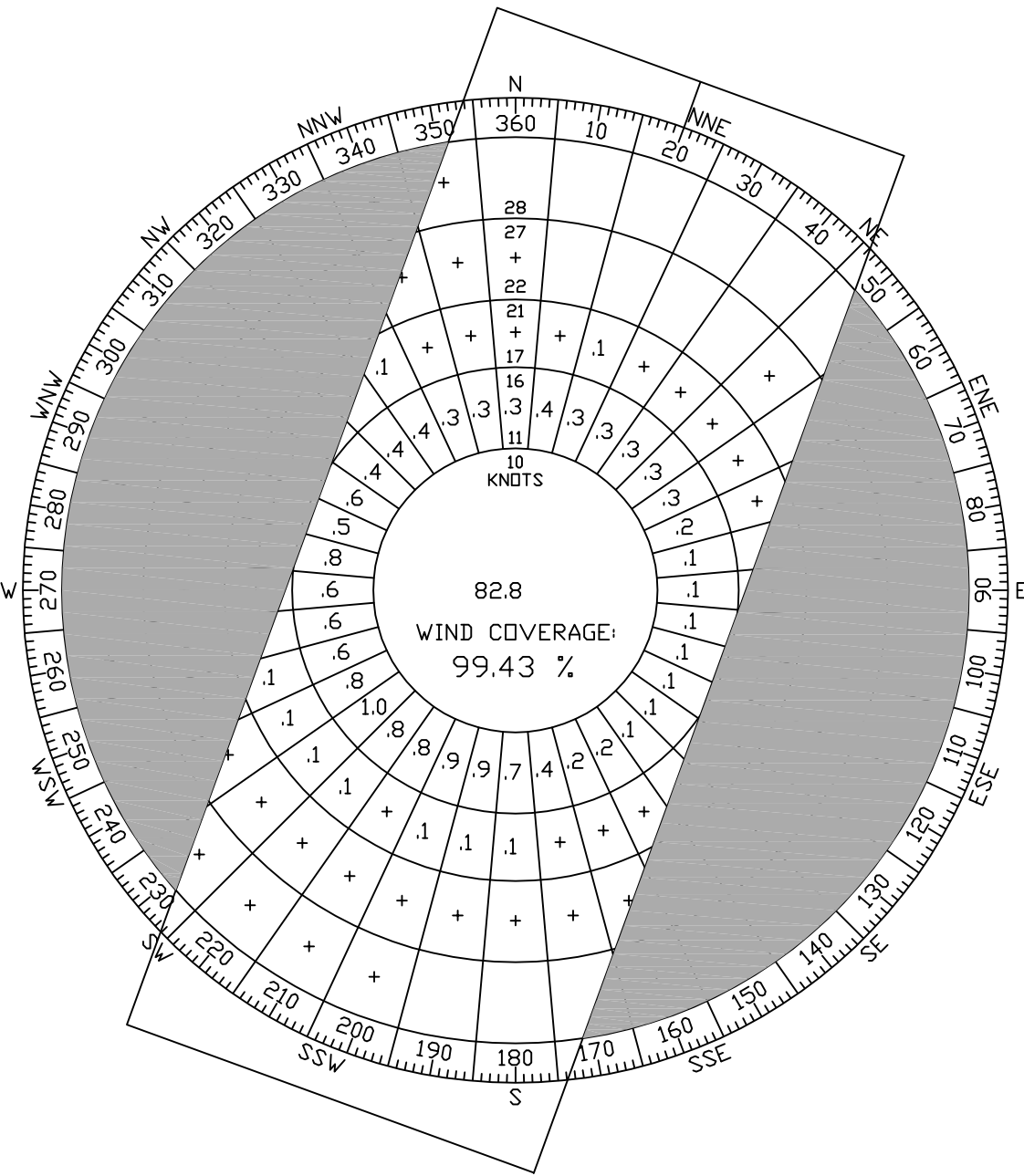
RUNWAY DATA						
RUNWAY DATA	Runway 2		Runway 20		Runway 21	
	Existing	Runway 20	Interim	Runway 20	Ultimate	Runway 21
Runway Design Code (RDC)*	B-II		C-II		C-II	
Pavement Strength & Material Type	ASPHALT		SAME		SAME	
Strength by Wheel Loading	50K lbs SW / 60K lbs DW		SAME		SAME	
Strength by PCN	20/F/B/W/U		SAME		SAME	
Surface Treatment	GROOVED		SAME		SAME	
Effective Runway Gradient (%)	0.40%		SAME		0.51%	
Wind Coverage @ 16kt (%)	99.55%		SAME		SAME	
Runway Dimensions	5,000' x 100'		5,000' x 100'		5,500' x 100'	
Displaced Threshold Elevation (MSL)	N/A	956.0'	SAME	SAME	N/A	N/A
Runway Safety Area (RSA)						
Width	150'		400'	400'	400'	
Length Prior to Threshold	300'		1000'	1000'	600'	
Length Beyond Runway End	300'		400'	600'	1000'	
Violation along side			None	None		
RSA Determination			APPLY DECLARED DISTANCES			
Runway End Coordinates (NAD 83)						
Latitude	39°34'57.390"	39°35'43.217"	SAME	SAME	SAME	39°35'47.792"
Longitude	84°13'41.555"	84°13'17.344"	SAME	SAME	SAME	84°13'14.926"
Runway Lighting Type	MIRL		MIRL		MIRL (LEDs)	
Runway Protection Zone (RPZ)						
Inner Width	500'	500'	400'	400'	500'	500'
Length	1000'	1000'	600'	600'	1010'	1010'
Outer Width	700'	700'	1000'	1000'	1700'	1700'
Runway Marking Type	Non-Precision	Non-Precision	SAME	SAME	SAME	SAME
14 CFR Part 77 Approach Category	34:1	34:1	SAME	SAME	SAME	SAME
Approach Type	GPS	LOC, GPS	SAME	SAME	SAME	SAME
Visibility Minimums	Not <1 mile	Not <1 mile	SAME	SAME	SAME	SAME
Type of Aeronautical Survey Required	Non Vert. Guided	Non Vert. Guided	SAME	SAME	SAME	SAME
Runway Departure Surface Required	Yes	Yes	SAME	SAME	SAME	SAME
Runway Object Free Area (ROFA)						
Width	500'		800'		800'	
Length Prior to Threshold	300'		600'		600'	
Length Beyond Runway End	300'		1000'		1000'	
Obstacle Free Zone (OFZ)	400' wide & 200' past runway ends		SAME		SAME	
Threshold Siting Surface (TSS)	20:1	20:1	SAME	SAME	SAME	SAME
Visual and Instrument NAVAIDS	PAPI	LOC, MALS, VASI	SAME	SAME	SAME	SAME
Touchdown Zone Elevation (TDZE)	948.6'	956.6'	SAME	960'	SAME	960'
Taxiway and Taxilane Width	50' / 50'		50' / 50'		35'	
Taxiway Safety Area	79'		79'		79'	
Taxiway and Taxilane Object Free Area	131' / 115'		131' / 115'		131' / 115'	
Taxiway and Taxilane Separation	105'		105'		105'	
Taxiway/Taxilane Lighting	MTL		MTL		MTL (LEDs)	
Horizontal/Vertical Datum	NAD 83 / NVD 88		SAME		SAME	

*Existing RDC C-II substantiated by existing operational activities and validated through FAA forecast review 04.06.15

Runway Safety Area Determination							
Runway End Number	Standard RSA		Actual RSA		Violations to RSA* along side of runway	RSA Determination*	Date Approved
	Length beyond rwy	Width	Length beyond rwy	Width			
Existing	2	300'	150'	1,000'	500'	NONE	NO
Ultimate	2	1,000	500'	1,000	500'	NONE	NO
Existing	20	300'	150'	475'	500'	NONE	NO
Ultimate	20	1,000'	400'	1000'	500'	NONE	NO

Modifications of Design Standards					
No.	Standard Modified	FAA standards	Existing Condition	Proposed Action	Date Approved
PROP #1	ROFA	800' Wide & 1,000' Beyond each RW end.	SW CORNER OF RWY 2/20 ROFA FAILS TO MEET CLEARANCE REQUIREMENTS.	REQUEST MOS FOR NON-COMPLIANT ROFA AREA SO AS TO NOT IMPACT RUNWAY UTILITY.	

DECLARED DISTANCES																
Existing (B-II)						Interim/Future (C-II)						Ultimate (C-II)				
	TORA	TODA	ASDA	LDA			TORA	TODA	ASDA	LDA			TORA	TODA	ASDA	LDA
Runway 2	5,000	5,000	5,000	5,000		Runway 2	5,000	5,000	4,380	4,380		Runway 3	5,500	5,500	5,500	5,500
Runway 20	5,000	5,000	5,000	4,410		Runway 20	5,000	5,000	4,600	4,010		Runway 21	5,500	5,500	5,500	5,500
NOTE: APPLIED TO EXISTING FOR THE DISPLACED THRESHOLD ON RUNWAY 20.						NOTE: APPLIED TO BOTH ENDS TO PROVIDE 1,000' ROFA.						NOTE: ASDA/LDA RUNWAY 21 SUBJECT TO CHANGE BASED ON ALTERNATIVE CHOSEN FOR ROFA PRIOR TO RUNWAY 3.				



All Weather			
Runway	10.5 knots	13 knots	16 knots
2	44.39	45.38	48.18
20	60.75	62.88	63.60
2-20	94.94	97.55	99.55

Source: NOAA, MDT ASOS 2000-2009.

VFR			
Runway	10.5 knots	13 knots	16 knots
2	43.78	44.73	45.53
20	61.52	63.19	64.44
2-20	94.89	97.52	99.55

Source: NOAA, MDT ASOS 2000-2009.

IFR			
Runway	10.5 knots	13 knots	16 knots
2	50.12	51.40	52.27
20	53.51	54.73	55.61
2-20	95.35	97.85	99.59

Source: NOAA, MDT ASOS 2000-2009.



PASSERO ASSOCIATES

Engineering

Architecture

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Client:



Passero Associates

242 W. Main Street
Rochester, NY 14614

(585) 325-1000
Fax: (585) 325-1691

Principal-in-Charge

Andrew M. Holesko

Project Manager

Zach E. Nelson

Designed by

Zach E. Nelson

Revisions

No.	Date	By	Description
1	5/4/18		UPDATED DATA

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Airport Layout
Plan

AIRPORT DATA SHEET

Dayton-Wright
Brothers Airport

Town/City: Dayton

County: Montgomery

State: Ohio

Project No.

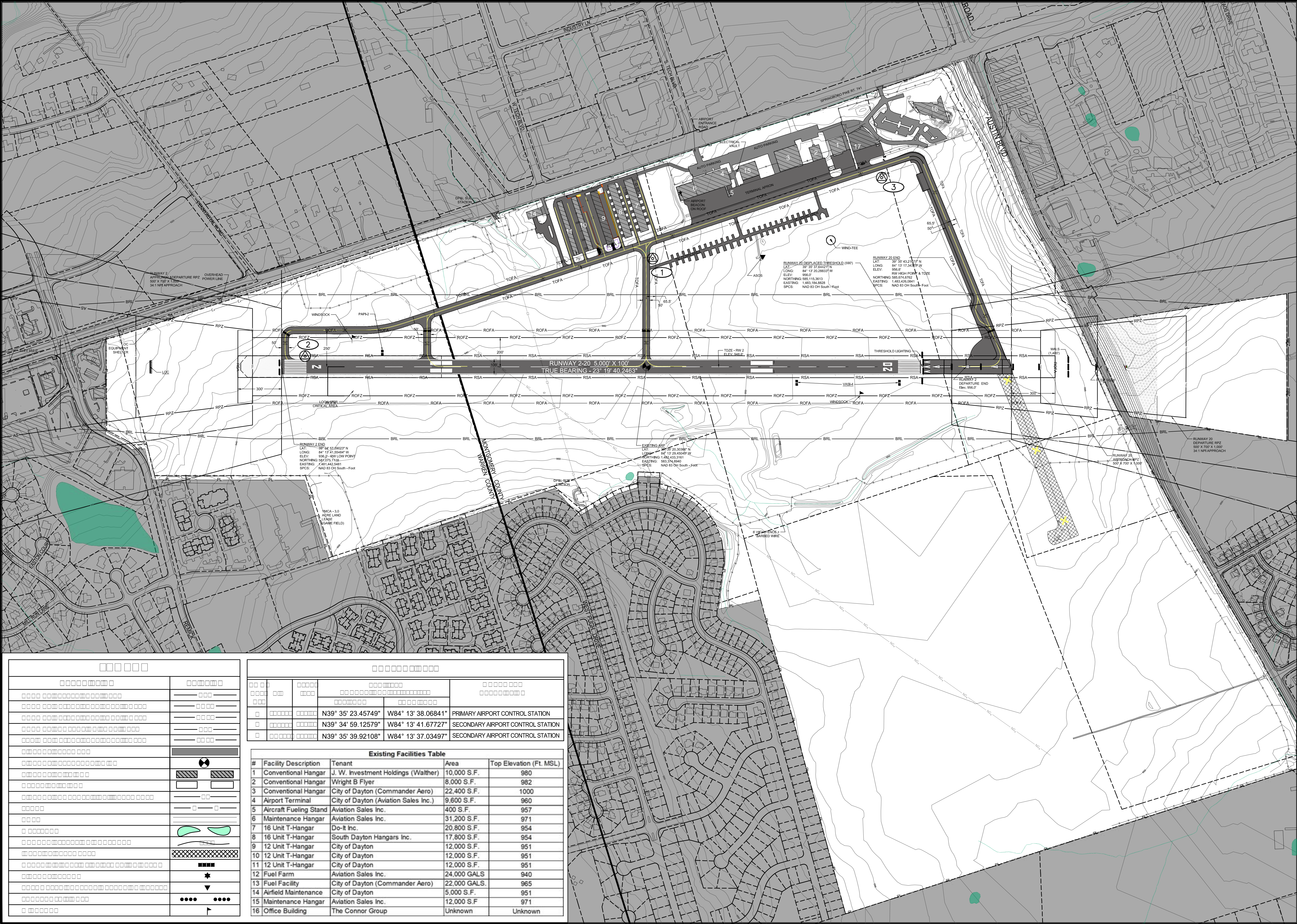
20111339.0003

Drawing No.

2 OF 12

Date

JUNE 2018



PASSERO ASSOCIATES

Engineering • Architecture

www.passero.com

06° 05' 19"

Client:

Passero Associates

242 W. Main Street
Rochester, NY 14614

(585) 325-1000
Fax: (585) 325-1691

Principal-in-Charge: Andrew M. Holesko
Project Manager: Zach E. Nelson
Designed by: Zach E. Nelson

Revisions

No.	Date	By	Description
1			

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Airport Layout Plan

EXISTING ALP

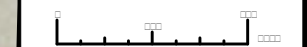
Dayton-Wright Brothers Airport

Town/City: Dayton
County: Montgomery State: Ohio

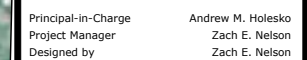
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Drawing No.

March 2018



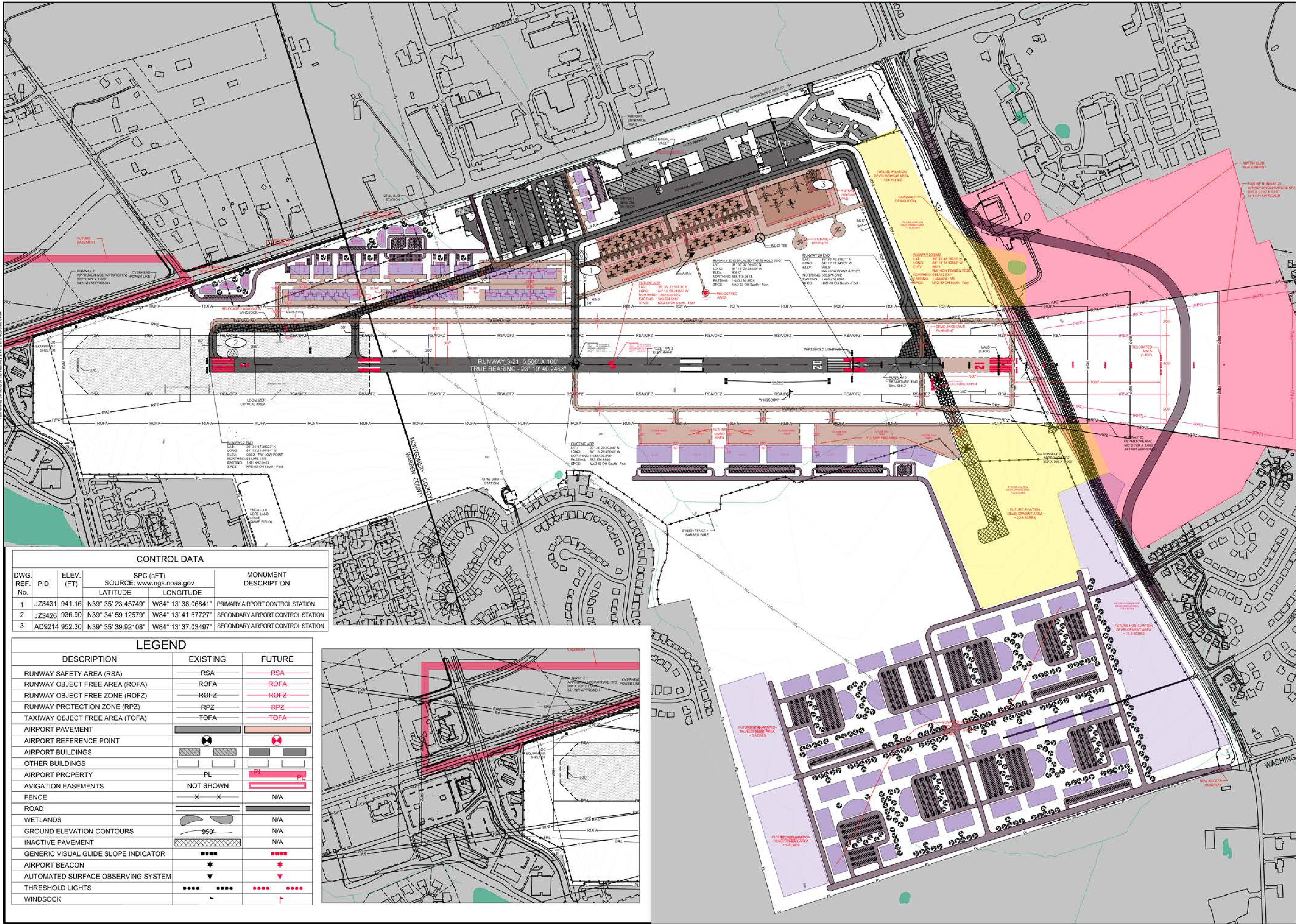
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JUNE 2018

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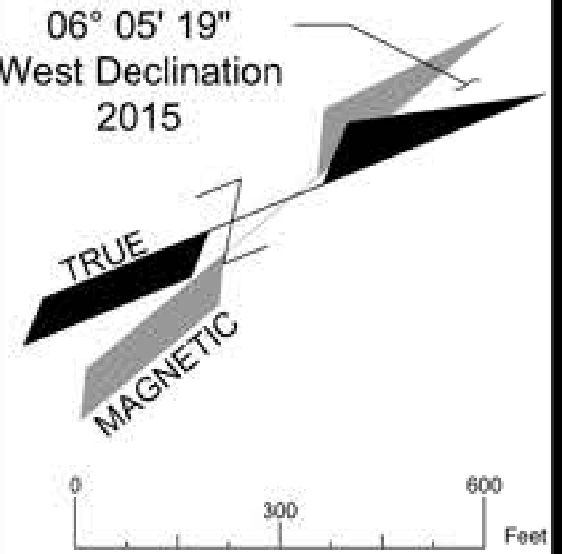


CONTROL DATA

DWG. REF. No.	PID	ELEV. (FT)	SPC (sFT)		MONUMENT DESCRIPTION
			SOURCE: www.ngs.noaa.gov	LONGITUDE	
1	JZ3431	941.16	N39° 35' 23.45749"	W84° 13' 38.06841"	PRIMARY AIRPORT CONTROL STATION
2	JZ3426	936.90	N39° 34' 59.12579"	W84° 13' 41.67727"	SECONDARY AIRPORT CONTROL STATION
3	AD9214	952.30	N39° 35' 39.92108"	W84° 13' 37.03497"	SECONDARY AIRPORT CONTROL STATION

LEGEND

DESCRIPTION	EXISTING	FUTURE
RUNWAY SAFETY AREA (RSA)	— RSA	— RSA
RUNWAY OBJECT FREE AREA (ROFA)	— ROFA	— ROFA
RUNWAY OBJECT FREE ZONE (ROFZ)	— ROFZ	— ROFZ
RUNWAY PROTECTION ZONE (RPZ)	— RPZ	— RPZ
TAXIWAY OBJECT FREE AREA (TOFA)	— TOFA	— TOFA
AIRPORT PAVEMENT	—	—
AIRPORT REFERENCE POINT	—	—
AIRPORT BUILDINGS	—	—
OTHER BUILDINGS	—	—
AIRPORT PROPERTY	— PL	— PL
AVIGATION EASEMENTS	NOT SHOWN	—
FENCE	— X —	N/A
ROAD	—	—
WETLANDS	—	N/A
GROUND ELEVATION CONTOURS	— 950' —	N/A
INACTIVE PAVEMENT	—	N/A
GENERIC VISUAL GLIDE SLOPE INDICATOR	—	—
AIRPORT BEACON	—	—
AUTOMATED SURFACE OBSERVING SYSTEM	—	—
THRESHOLD LIGHTS	—	—
WINDSOCK	—	—



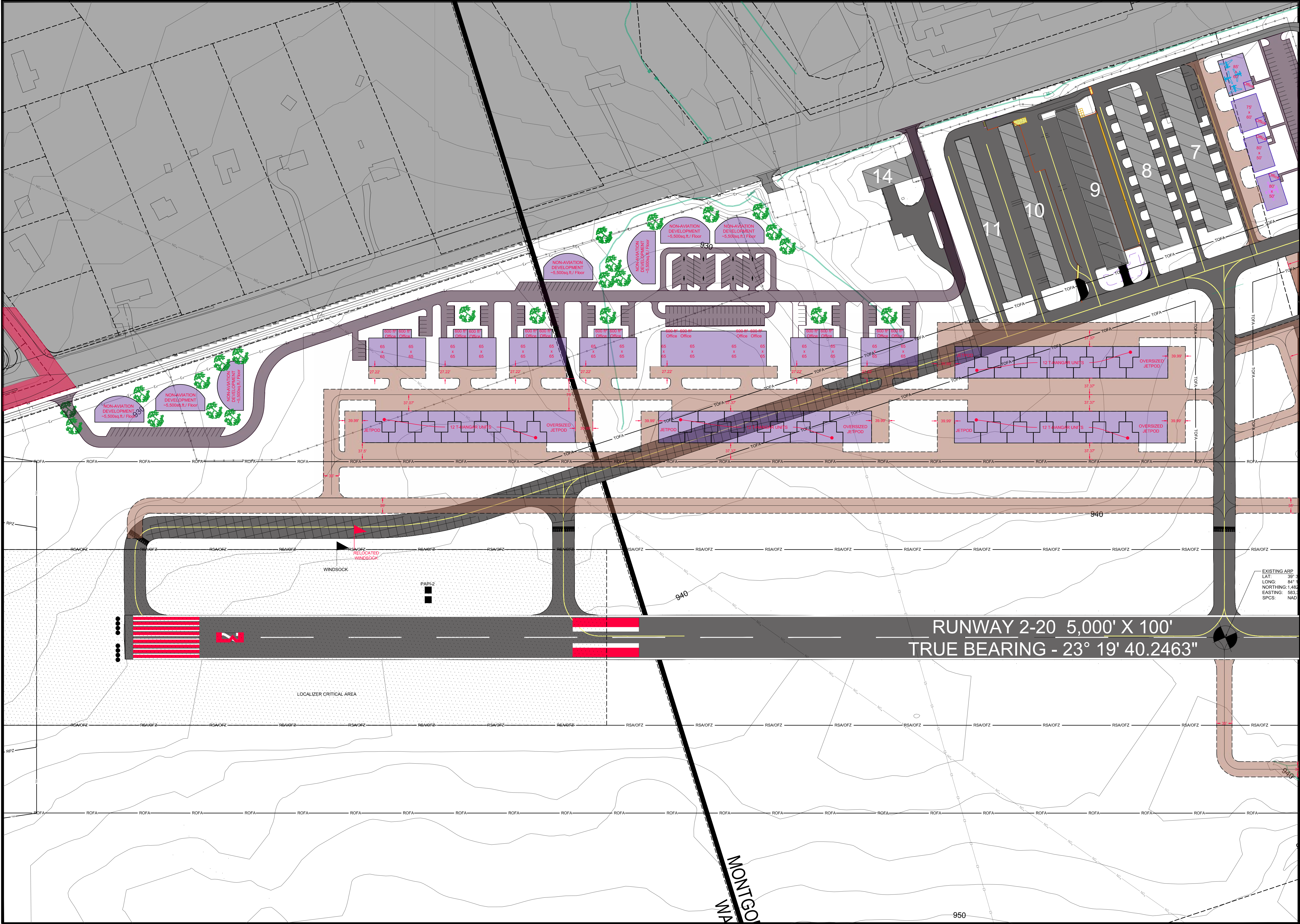
- NOTES:
1. RUNWAY 2 ROFA WILL REQUIRE ALTERNATIVE EVALUATION, INCLUDING ENVIRONMENTAL IMPACTS, PRIOR TO CONSTRUCTION OF THE RUNWAY EXTENSION.
 2. SUBMIT REQUEST TO FAA PROCEDURES 24 MONTHS PRIOR TO CONSTRUCTION FOR COORDINATION OF NEW IFP TO NEW RUNWAY END.
 3. A NOTAM SHOULD BE ISSUED FOR THE ASOS AFTER ITS RELOCATION, WHEN CONSTRUCTING THE PROPOSED APRON. NOTAM: "CAUTION INACCURATE OR UNRELIABLE ASOS READING."
 4. RPZ ANALYSIS WILL BE REQUIRED WHEN A THRESHOLD LOCATION IS IMPACTED.
 5. THE RSA IS C-II AT 400 FEET WIDE.



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Project Manager: Zach E. Nelson
Designed by: Zach E. Nelson

Revisions			
No.	Date	By	Description
1			

Airport Layout Plan
ULTIMATE AIRPORT LAYOUT PLAN
Dayton-Wright Brothers Airport
Town/City: Dayton
County: Montgomery State: Ohio
Project No. 20111339.0003
Drawing No. 4 OF 12
Date: JUNE 2018



PASSERO ASSOCIATES
Engineering Architecture
www.passero.com

06° 05' 19"

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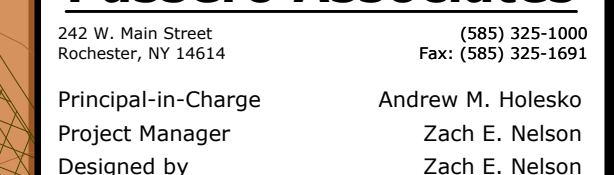
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Airport Layout Plan

Dayton-Wright Brothers Airport
Town/City: Dayton
County: Montgomery State: Ohio
Project No. 20111339.0003
Drawing No.
Date March 2018



Client:



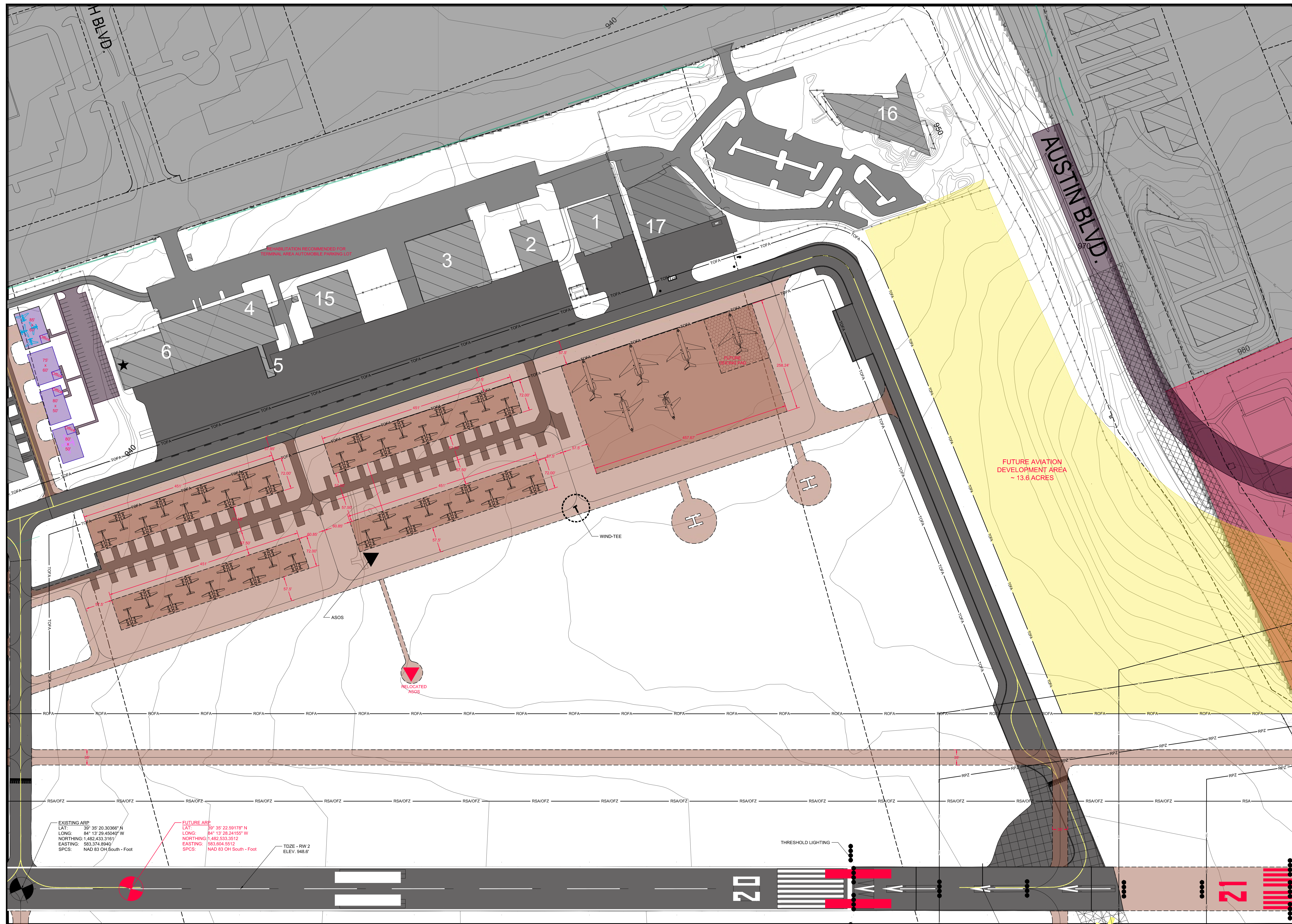
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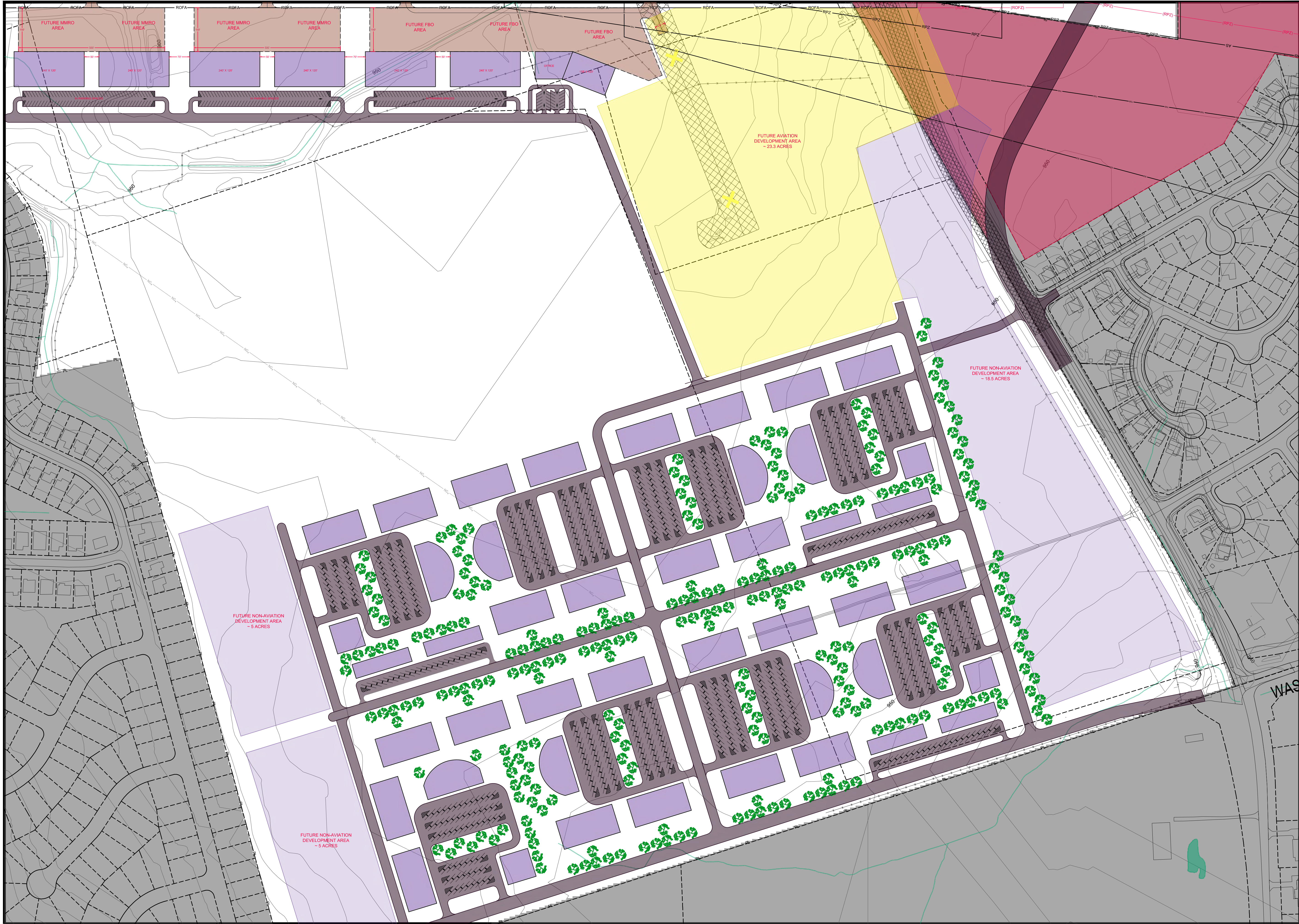
Town/City: Dayton
County: Montgomery State: Ohio

Project No.
20111339.0003

	Drawing No.

Date **March 2018**

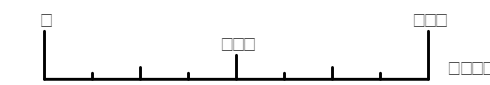
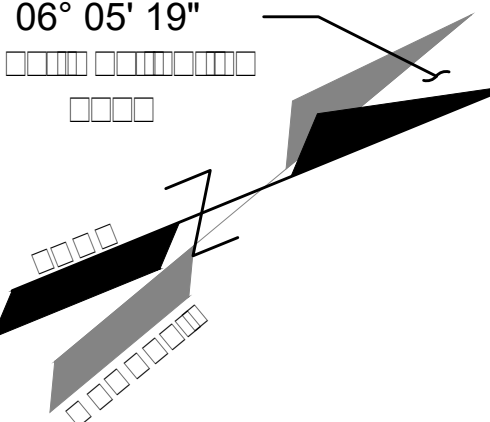






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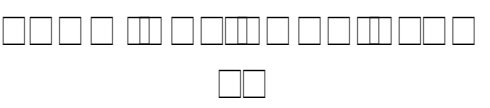


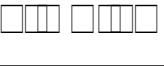
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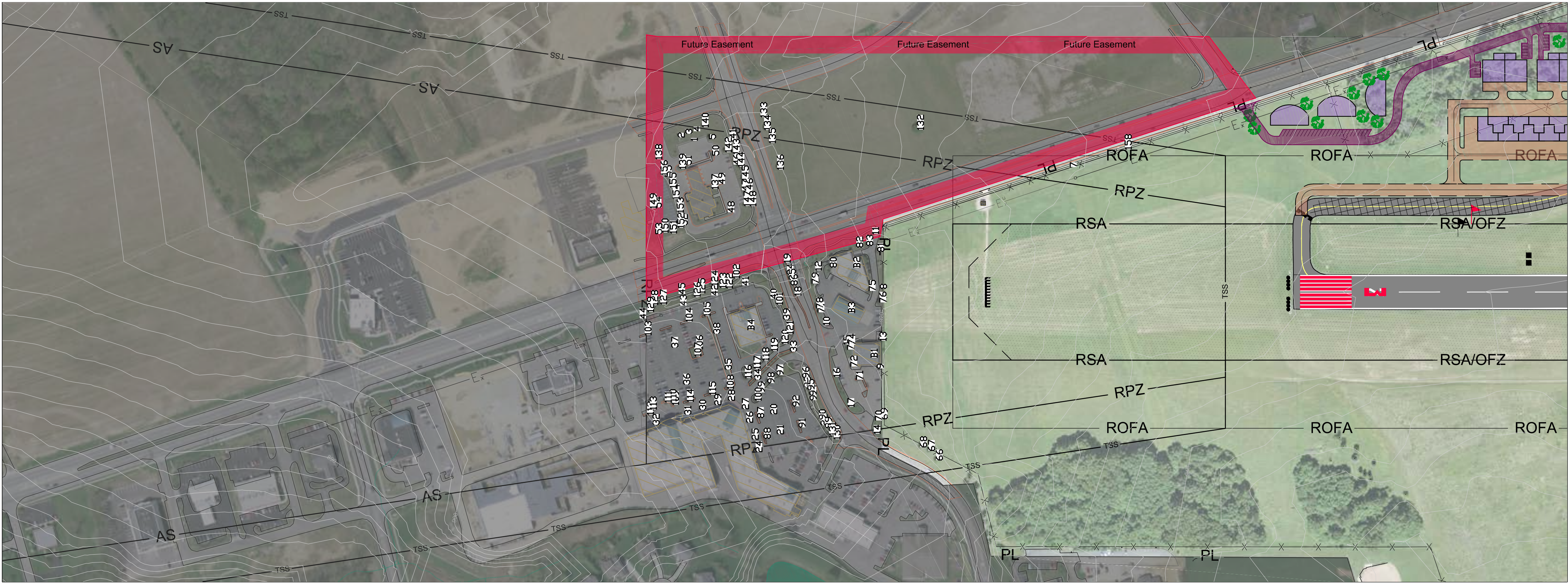
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Airport Layout Plan

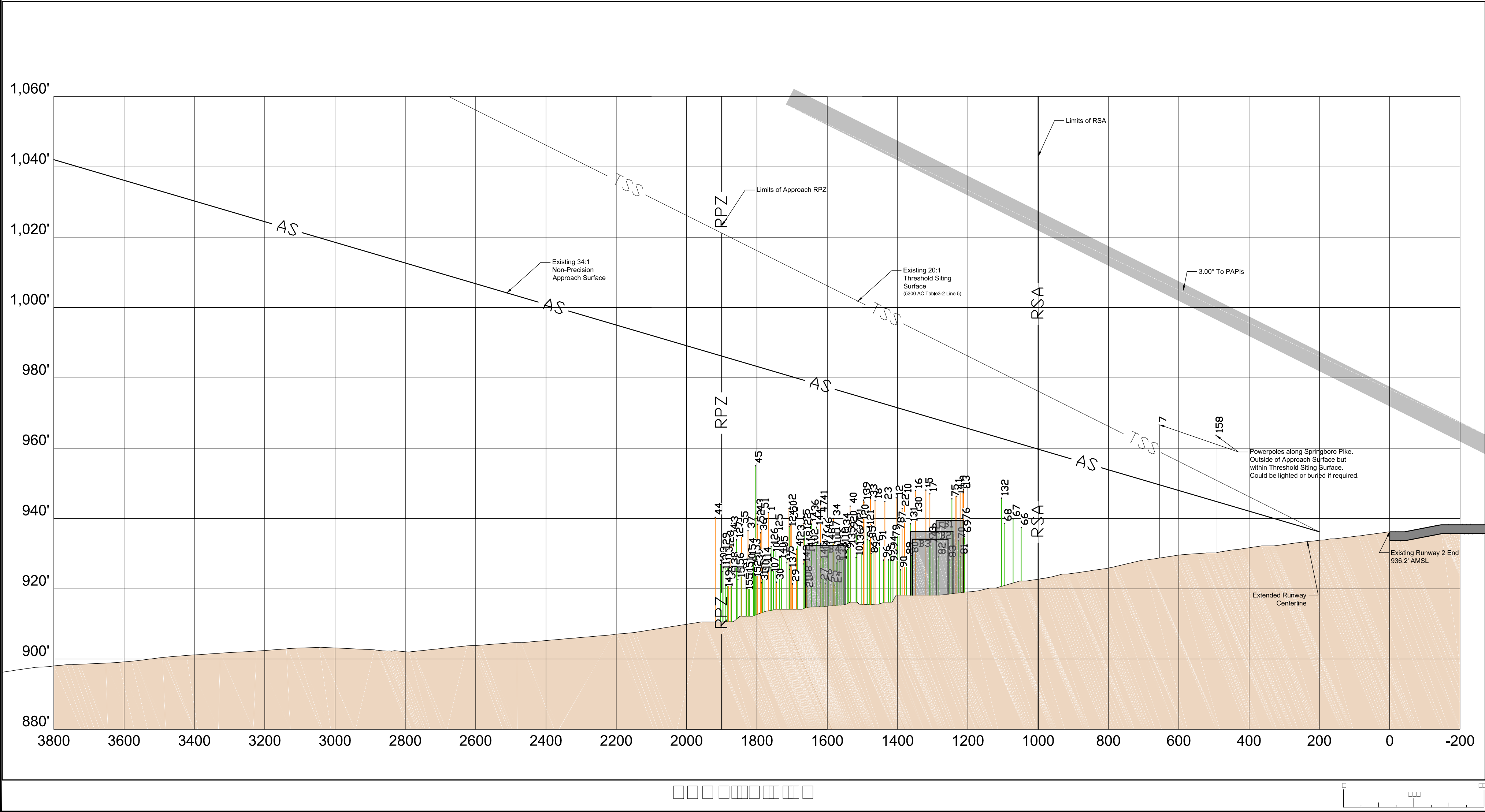


Dayton-Wright Brothers Airport
Town/City: Dayton
County: Montgomery State: Ohio
Project No. 20111339.0003
Drawing No. 
Date March 2018



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0 10 20 30 40 50 60 70 80 90 100



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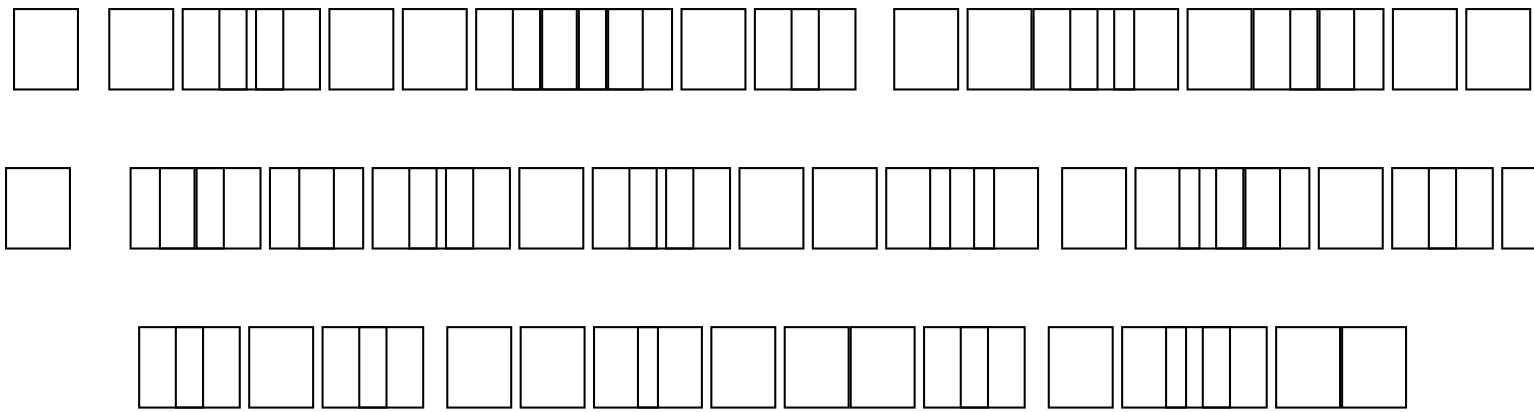
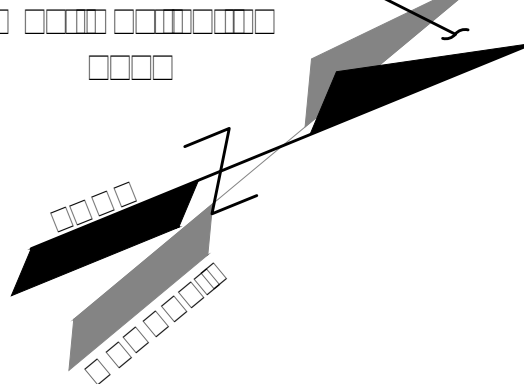
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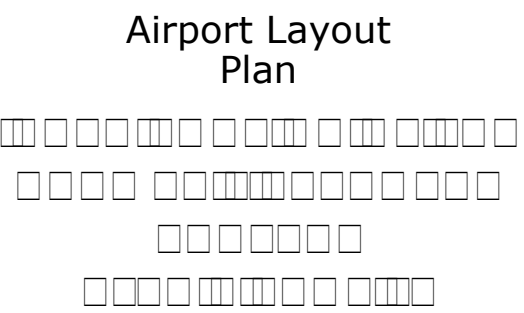
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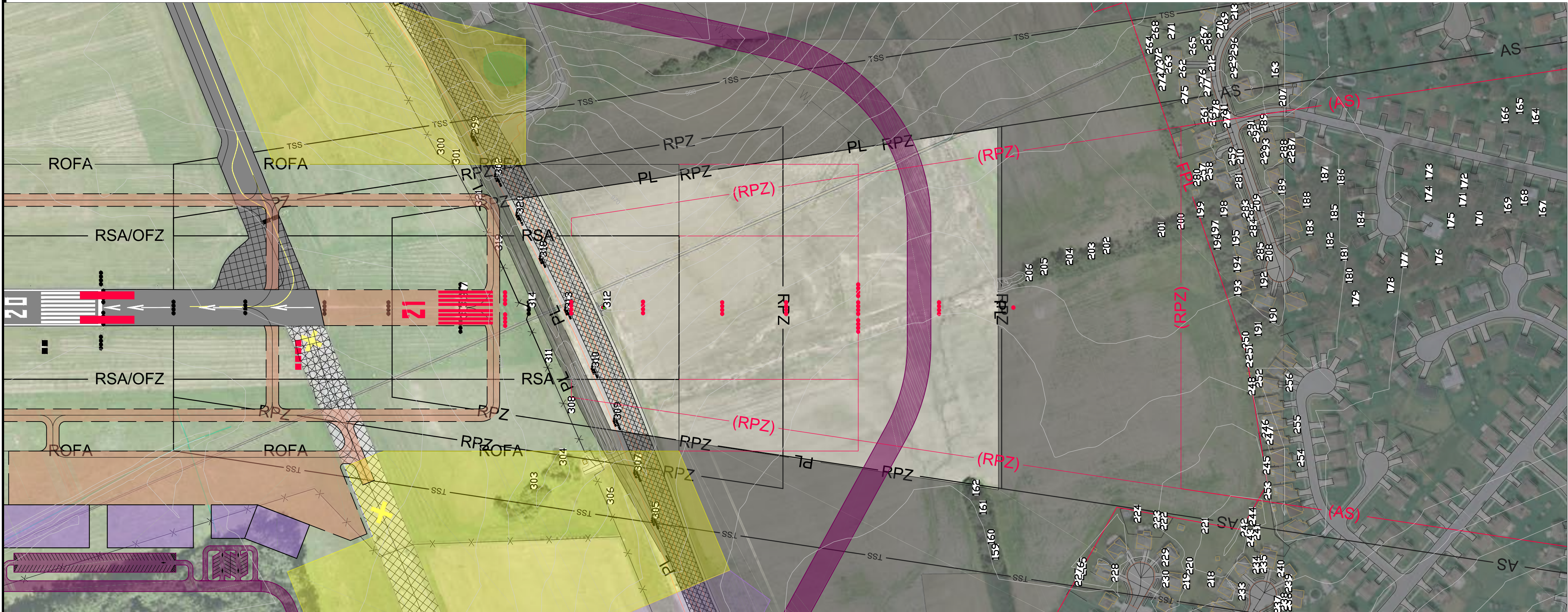
**Dayton-Wright
Brothers Airport**

Town/City: Dayton
County: Montgomery State: Ohio

Project No.
20111339.0003

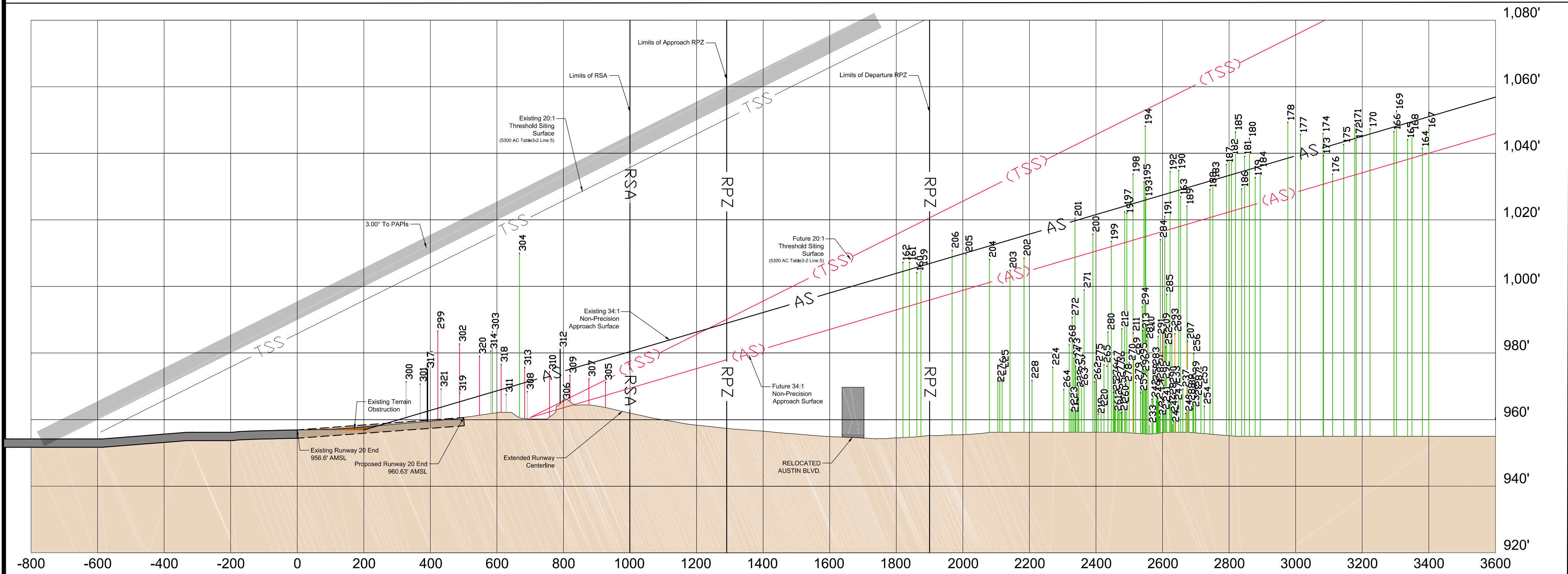
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Date
March 2018



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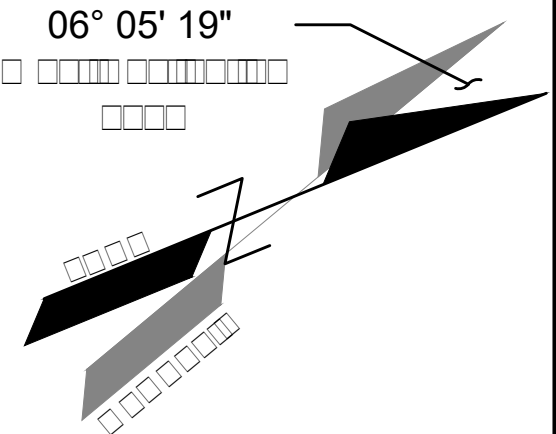
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0 100 200 300 400 500 600 700 800 900 1000

0 100 200 300 400 500 600 700 800 900 1000

KEY	DESCRIPTION	ELEVATION (AMSL)	+ Moving Object Elevation	PART 77 SURFACE ELEVATION (AMSL)	APPROACH SURFACE PENETRATION	DESPOSITION
300	Airport Fence	971.29	N/A	960.33	10.96	RELOCATE
301	Airport Fence	970.83	N/A	961.58	9.05	RELOCATE
316	MALS	974.7	N/A	962.20	12.50	RELOCATE
315	MALS	975	N/A	962.21	12.79	RELOCATE
317	MALS	975.12	N/A	962.24	12.88	RELOCATE
299	Austin Road	986.53	1001.53	963.14	23.39	RELOCATE
321	Fence	969.13	N/A	963.42	5.71	RELOCATE
302	Austin Road	982.7	997.7	965.07	17.64	RELOCATE
319	Fence	967.88	N/A	965.07	2.81	RELOCATE
320	Austin Road	978.97	993.97	966.83	12.14	RELOCATE
314	Airport Fence	980.55	N/A	967.82	12.73	RELOCATE
303	Tree	986.39	1001.39	967.96	18.43	APPLY TSS
318	Austin Road	976.56		968.74	7.82	RELOCATE
311	Airport Fence	967.5		969.18	1.68	RELOCATE
304	Tree	1009.91		970.36	39.55	REMOVE
313	Austin Road	975.63	990.63	970.81	4.82	RELOCATE
308	Airport Fence	968.36		971.04	2.68	RELOCATE
310	Austin Road	974.32	959.32	973.01	1.31	RELOCATE
312	MALS	981.08		956.60	24.48	RELOCATE
306	Airport Fence	965.4		956.60	8.80	RELOCATE
309	Austin Road	973.26		974.82	1.56	RELOCATE
307	Austin Road	972.17		976.49	4.32	RELOCATE
305	Austin Road	971.19		977.95	6.76	RELOCATE
162	Tree	1007.18		1004.24	2.94	APPLY TSS
161	Tree	1007.18		1004.82	2.36	APPLY TSS
160	Tree	1004.09		1005.47	1.38	APPLY TSS
159	Tree	1005.85		1005.83	0.02	APPLY TSS
206	Tree	1010.81		1008.59	2.22	APPLY TSS
205	Tree	1009.65		1009.81	0.16	NONE
204	Tree	1008.06		1011.89	3.83	NONE
203	Tree	1004.83		1013.70	8.87	NONE
202	Tree	1008.5		1014.94	6.44	NONE
201	Tree	1020.43		1019.45	0.98	APPLY TSS
200	Tree	1015.68		1021.03	5.35	NONE
199	Tree	1013.49		1022.65	9.16	NONE
197	Tree	1022.39		1023.84	1.45	NONE
196	Tree	1021.98		1024.03	2.05	NONE
198	Tree	1033.75		1024.57	9.18	APPLY TSS
195	Tree	1031.38		1025.55	5.83	APPLY TSS
194	Tree	1048.13		1025.66	22.47	APPLY TSS
193	Tree	1026.53		1025.71	0.82	APPLY TSS
191	Tree	1020.95		1027.38	6.43	NONE
192	Tree	1034.44		1027.85	6.59	APPLY TSS
190	Tree	1034.77		1028.61	6.16	APPLY TSS
163	Tree	1026.93		1028.78	1.85	NONE
189	Tree	1024.09		1029.34	5.25	NONE
188	Tree	1029.06		1031.37	2.31	NONE
183	Tree	1032.04		1031.63	0.41	APPLY TSS
187	Tree	1036.61		1032.84	3.77	APPLY TSS
182	Tree	1038.95		1033.27	5.68	APPLY TSS
185	Tree	1046.36		1033.62	12.74	APPLY TSS
186	Tree	1029.32		1034.18	4.86	NONE
181	Tree	1039.01		1034.44	4.57	APPLY TSS
180	Tree	1044.41		1034.86	9.55	APPLY TSS
179	Tree	1032.68		1035.37	2.69	NONE
184	Tree	1035.25		1035.81	0.56	NONE
178	Tree	1049.27		1038.25	11.02	APPLY TSS
177	Tree	1045.59		1039.37	6.22	APPLY TSS
174	Tree	1045.9		1041.37	4.53	APPLY TSS
173	Tree	1039.32		1041.41	2.09	NONE
176	Tree	1033.69		1042.21	8.52	NONE
175	Tree	1042.61		1043.20	0.59	NONE
171	Tree	1048.53		1044.17	4.36	APPLY TSS
172	Tree	1043.92		1044.30	0.38	NONE
170	Tree	1047.33		1045.52	1.81	APPLY TSS
166	Tree	1046.47		1047.64	1.17	NONE
169	Tree	1052.68		1047.86	4.82	APPLY TSS
165	Tree	1044.02		1048.84	4.82	NONE
168	Tree	1046.44		1049.23	2.79	NONE
164	Tree	1041.55		1050.14	8.59	NONE
167	Tree	1047.15		1050.72	3.57	NONE

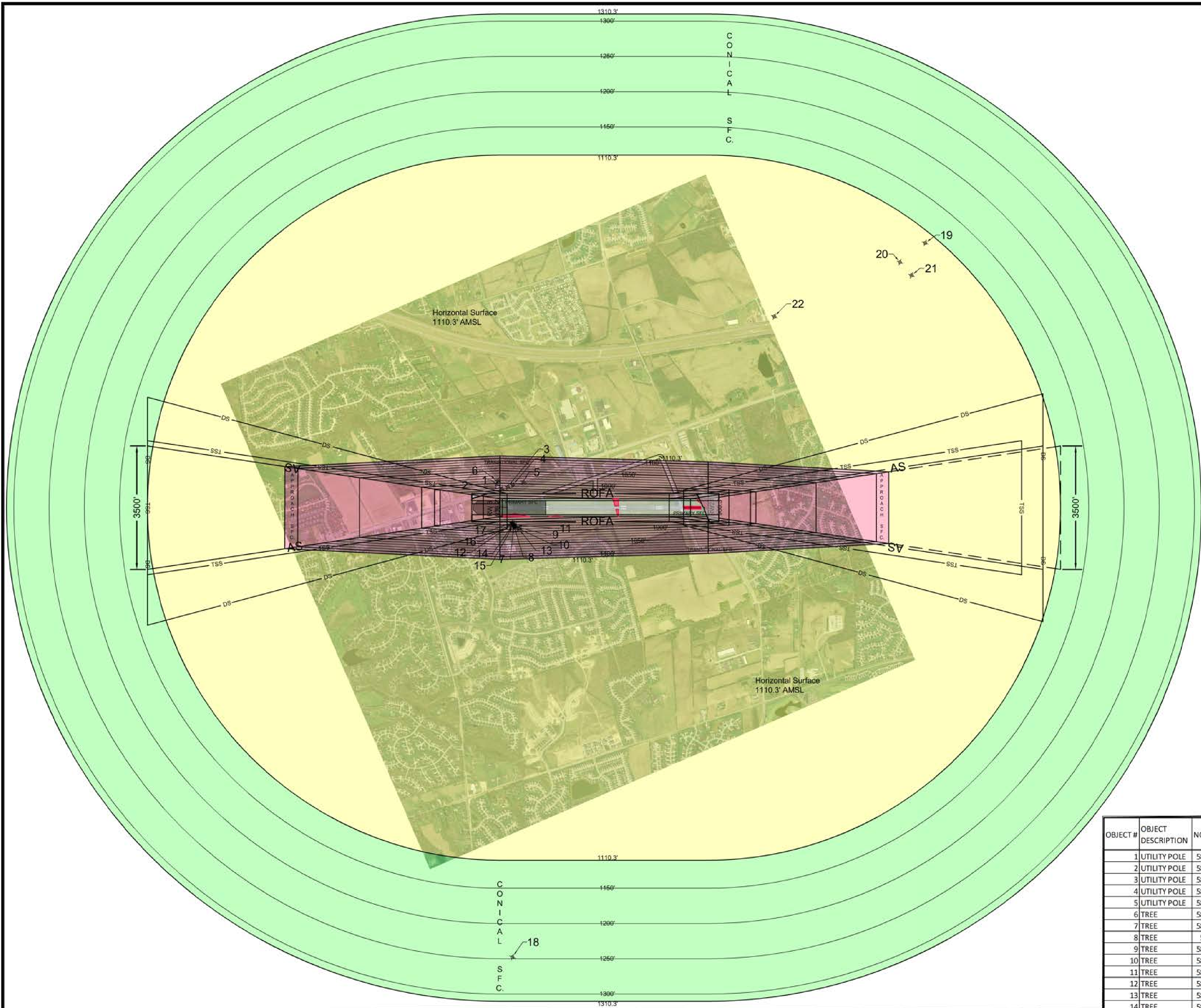


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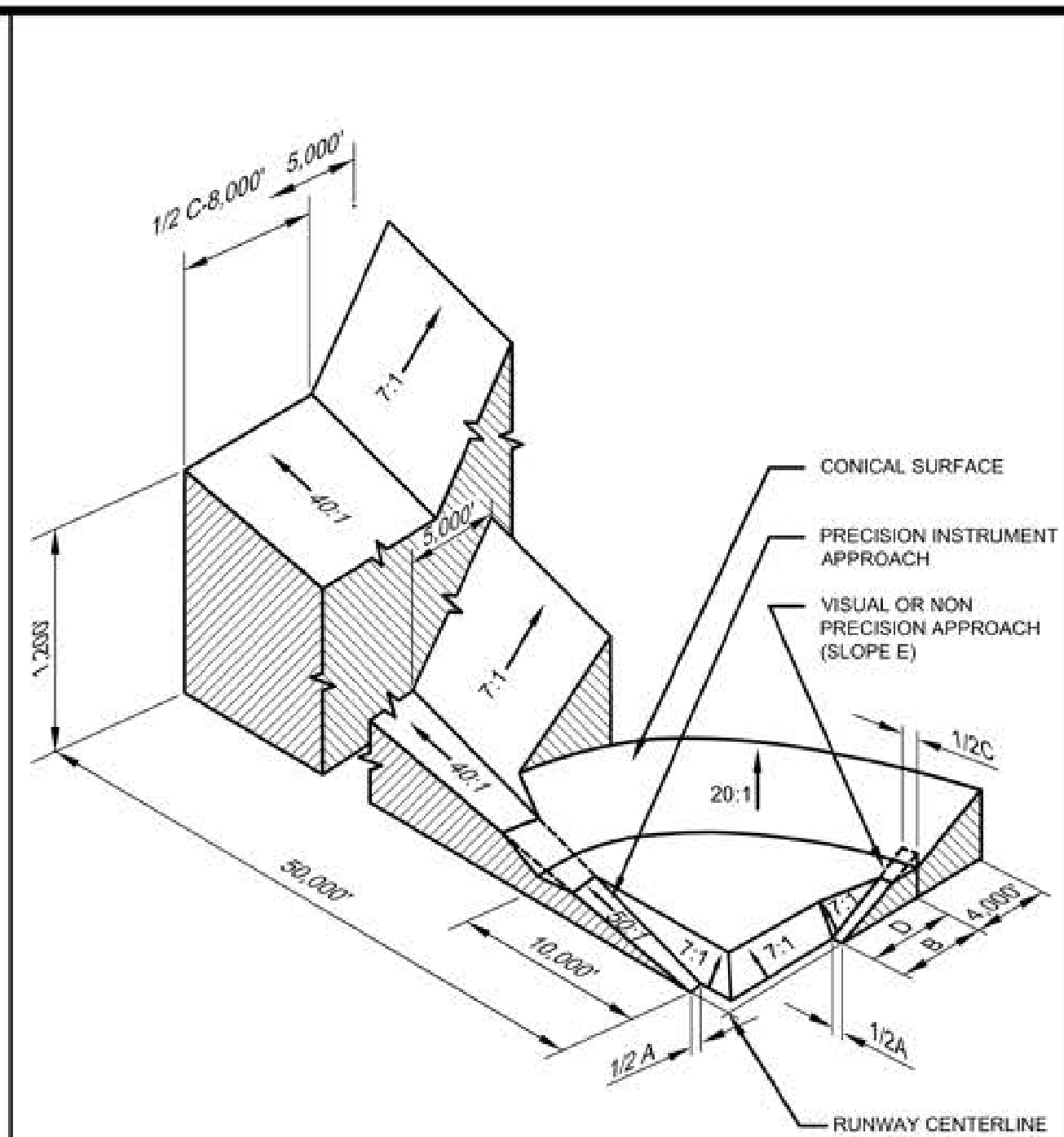
Airport Layout Plan
Dayton-Wright Brothers Airport
Town/City: Dayton
County: Montgomery State: Ohio
Project No. 20111339.0003
Drawing No.
Date March 2018



FEDERAL AVIATION REGULATIONS PART 77, STATES THAT A STRUCTURE IS PRESUMED TO HAVE A SUBSTANTIAL ADVERSE EFFECT UPON THE SAFE AND EFFICIENT USE OF NAVIGABLE AIRSPACE IF ITS HEIGHT EXCEEDS THE FOLLOWING STANDARDS:

1. A HEIGHT OF FIVE HUNDRED (500) FEET ABOVE GROUND LEVEL AT THE SITE OF THE OBJECT ANYWHERE IN THE STATE.
2. A HEIGHT THAT IS TWO HUNDRED (200) FEET ABOVE GROUND LEVEL OR ABOVE THE ESTABLISHED AIRPORT ELEVATION, WHICHEVER IS HIGHER, WITHIN THREE (3) NAUTICAL MILES OF THE ESTABLISHED REFERENCED POINT OF A PUBLIC-USE AIRPORT, EXCLUDING HELIPORTS, AND THE HEIGHT INCREASES IN THE PROPORTION OF ONE HUNDRED (100) FEET FOR EACH ADDITIONAL NAUTICAL MILE OF DISTANCE FROM THE AIRPORT UP TO A MAXIMUM OF FIVE HUNDRED (500) FEET.
3. A HEIGHT WITHIN A TERMINAL OBSTACLE CLEARANCE AREA, INCLUDING AN INITIAL APPROACH SEGMENT, A DEPARTURE AREA, AND A CIRCLING APPROACH AREA, AS DEFINED BY FEDERAL LAWS AND REGULATIONS, 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.
4. A HEIGHT WITHIN AN EN ROUTE OBSTACLE CLEARANCE AREA, AS DEFINED BY FEDERAL LAWS AND REGULATIONS, INCLUDING TURN AND TERMINATION AREAS, OF A FEDERAL AIRWAY OR APPROVED OFF-AIRWAY ROUTE, THAT WOULD INCREASE THE MINIMUM OBSTACLE CLEARANCE ALTITUDE.
5. THE SURFACE OF A TAKEOFF AND LANDING AREA OF A PUBLIC-USE AIRPORT OR ANY IMAGINARY SURFACE AS ESTABLISHED BY FAR PART 77. HOWEVER, NO PART OF THE TAKEOFF OR LANDING AREA ITSELF WILL BE CONSIDERED TO BE AN OBSTRUCTION.

NOTE: FAR PART 77 IMAGINARY SURFACES ARE AS SHOWN ON THIS SHEET FOR THE DAYTON-WRIGHT BROTHERS AIRPORT. THESE SURFACES ARE DEPICTED BASED UPON ULTIMATE AIRPORT DEVELOPMENT. OBSTRUCTION DATA COLLECTED OCTOBER 2013.



ISOMETRIC VIEW OF SECTION

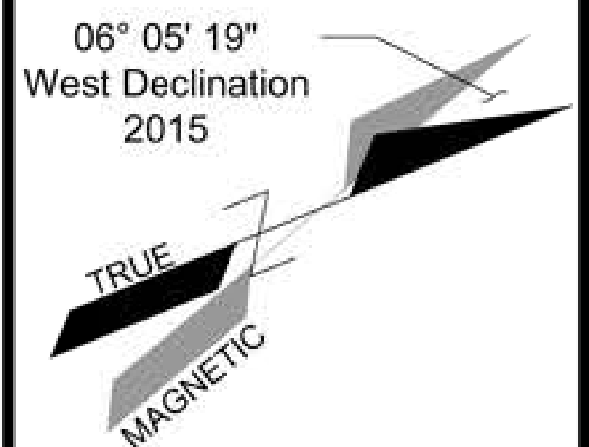
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
		A	B	A	B	C	D
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
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 MILES
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
E - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

LEGEND

OBSTRUCTING TERRAIN	
OBSTRUCTION POINTS	

OBJECT #	OBJECT DESCRIPTION	NORTHING	EASTING	IMPACTED PT-77 SURFACE	PT-77 ELEV (FT. AMSL)	OBJECT HEIGHT (FT. AMSL)	PENETRATION HEIGHT (FT)	DISPOSITION
1	UTILITY POLE	581071.713	1480718.541	TRANSITIONAL	961	968.838	7.84	REMOVE
2	UTILITY POLE	581142.162	1480893.787	TRANSITIONAL	941	971.837	30.84	REMOVE
3	UTILITY POLE	581322.754	1480910.095	TRANSITIONAL	949.5	972.025	22.53	REMOVE
4	UTILITY POLE	581475.526	1480924.055	TRANSITIONAL	957	968.508	11.51	REMOVE
5	UTILITY POLE	581787.042	1480952.579	TRANSITIONAL	972	973.359	1.36	REMOVE
6	TREE	581130.154	1480636.983	TRANSITIONAL	975	991.004	16.00	TRIM/REMOVE
7	TREE	581045.816	1482003.168	TRANSITIONAL	941	965.129	24.13	TRIM/REMOVE
8	TREE	581055.06	1482015.763	TRANSITIONAL	941.5	967.303	25.80	TRIM/REMOVE
9	TREE	581067.349	1482023.885	TRANSITIONAL	941.5	966.858	25.36	TRIM/REMOVE
10	TREE	581065.595	1482036.728	TRANSITIONAL	942	967.451	25.45	TRIM/REMOVE
11	TREE	581093.264	1481998.422	TRANSITIONAL	938.5	960.634	22.13	TRIM/REMOVE
12	TREE	580980.355	1481941.239	PRIMARY	938	958.582	20.58	REMOVE
13	TREE	581142.186	1482118.544	TRANSITIONAL	952	962.777	10.78	TRIM/REMOVE
14	TREE	581062.262	1481939.394	PRIMARY	938	964.601	26.60	REMOVE
15	TREE	581046.273	1481962.373	PRIMARY	938	966.668	28.67	REMOVE
16	TREE	581030.588	1481916.181	PRIMARY	938	965.27	27.27	REMOVE
17	TREE	581030.106	1481888.705	PRIMARY	938	973.356	35.36	REMOVE
18	TOWER	576170.357	1493205.758	CONICAL	1247.5	1349	101.50	LIGHT
19	TOWER	594941.673	1479247.009	HORIZONTAL	1110.3	1165	54.70	LIGHT
20	TOWER	594068.228	1479463.435	HORIZONTAL	1110.3	1214	103.70	LIGHT
21	TOWER	594220.02	1479937.505	HORIZONTAL	1110.3	1111	0.70	LIGHT
22	TOWER	590181.16	1479468.533	HORIZONTAL	1110.3	1120	9.70	LIGHT



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Airport Layout Plan

PART 77
AIRSPACE PLAN

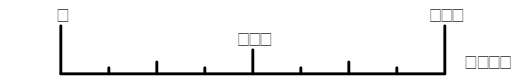
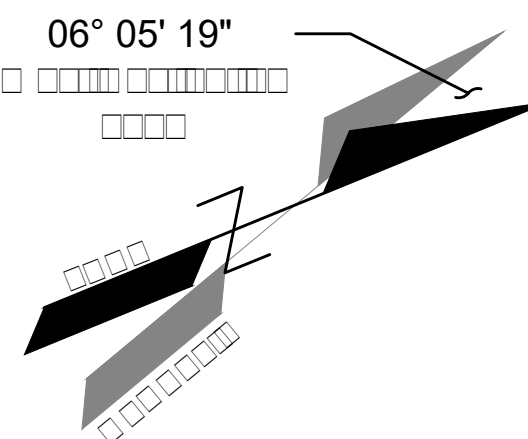
Dayton-Wright
Brothers Airport

Town/City: Dayton
County: Montgomery State: Ohio

Project No.
20111339.0003

Drawing No.
10 OF 12

Date
JUNE 2018



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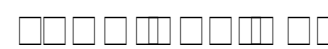
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Airport Layout Plan

Dayton-Wright
Brothers Airport

Town/City: Dayton
County: Montgomery State: Ohio

Project No.
20111339.0003

Drawing No.



Dat

March 2018

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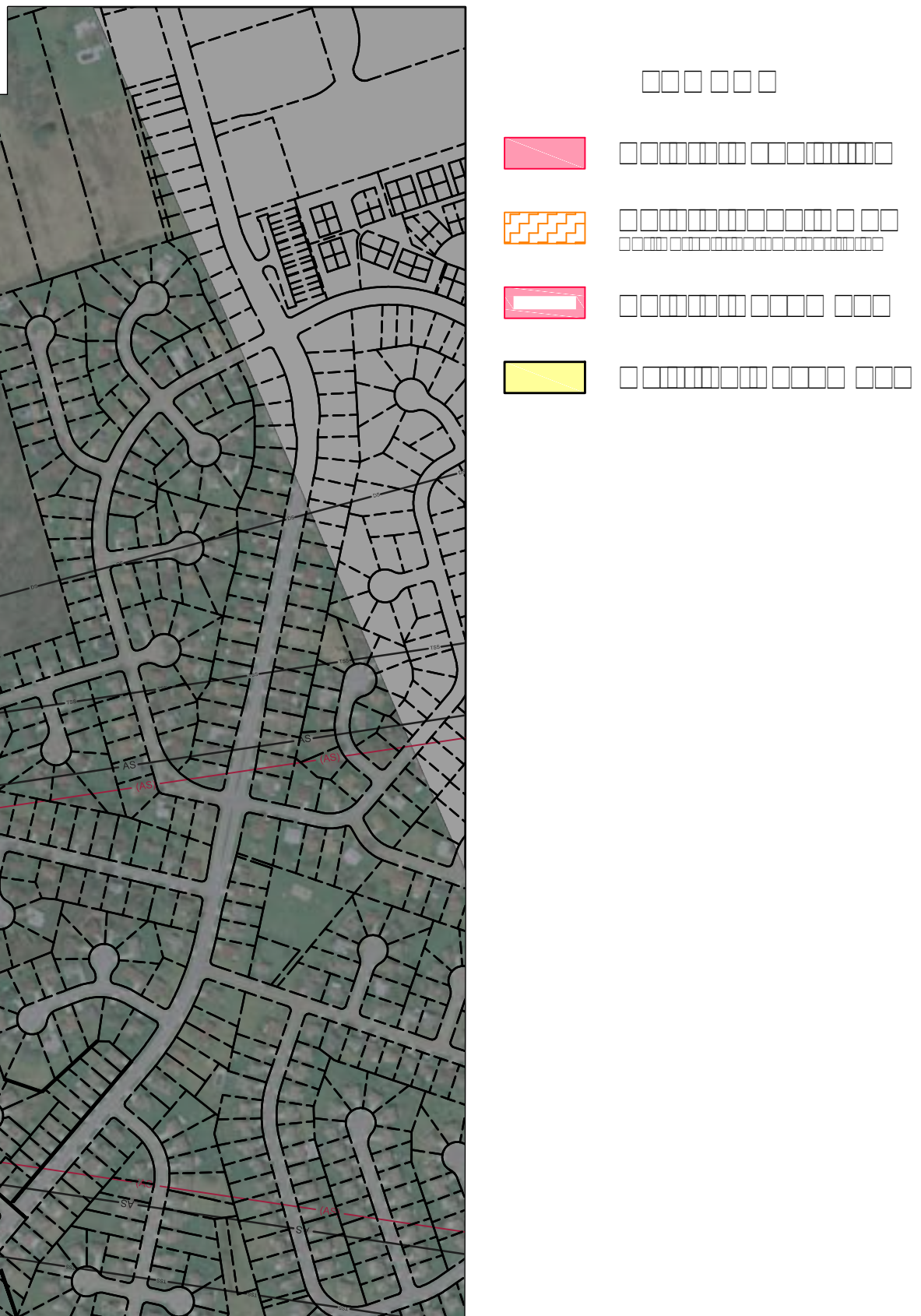
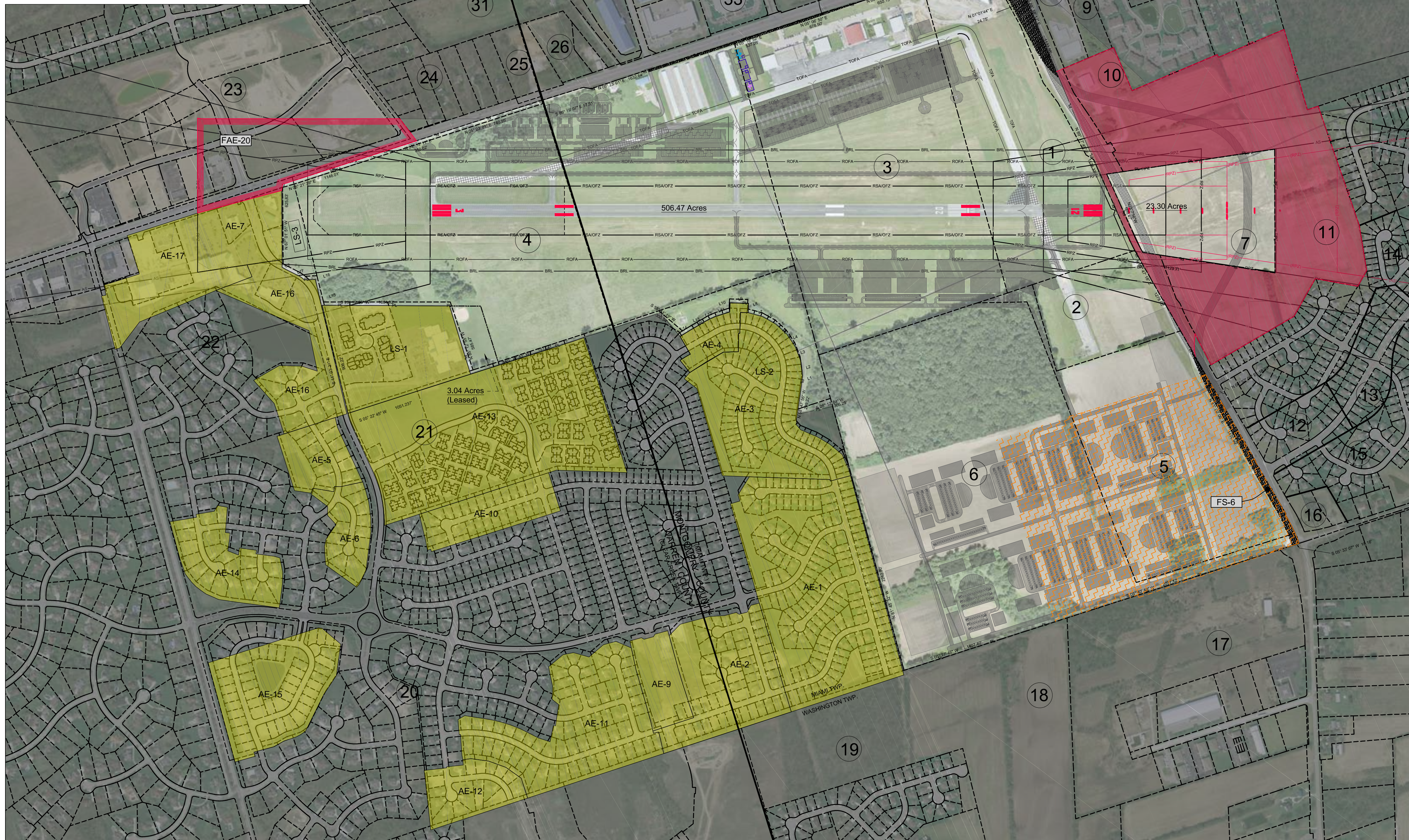
FEE SIMPLE LAND OWNERSHIP PROGRAM			
PARCEL #	ORIGINAL OWNER	ACREAGE	DEED
1	City of Dayton	57.72	74-0023 D06
2	City of Dayton	16.7	74-0023 D07
3	City of Dayton	100	74-0023 D06
4	City of Dayton	167.943	74-0036 B06
5	City of Dayton	118.3	86-0547 C12
6	City of Dayton	53.6	86-0547 D10
7	City of Dayton	23.744	83-0011 B03
8	Robet House & Margaret House	7.1	DB 1250 PG 278
9	Farm Properties	4.458	78-0254 E04
10	George Wimpey of Ohio, Inc.	4.275	86-0751 C03
11	George Wimpey of Ohio, Inc.	60.517	86-0751 C03
12	George Wimpey of Ohio, Inc.	7.39	86-0751 C03
13	George Wimpey of Ohio, Inc.	8.356	86-0751 C03
14	George Wimpey of Ohio, Inc.	8	86-0751 C03
15	George Wimpey of Ohio, Inc.	21.228	86-0751 C03
16	Ray D. Kershner & Therese A. Kershner	3.386	DB 2209 PG 242
17	Donald L. Philpot & Jeannine E. Philpot	48.348	82-0139 B12
18	Richard F. Glennon	42.768	75-0476 C05
19	Richard F. Glennon	43.27	93-0092 B03
20	Lester E. Stolle	233.98	82-0525 D05
21	Lester E. Stolle	201.14	DB 1925 PG 34
22	John R. Remick & Carole E. Remick	62.12	OR 613 PG 295
23	Bank One, Dayton, N/A/ & Polly H. Gardner	82.7212	VOL 481 PG 899
24	Welsh Woods Subdivision	26.077	VOL 351 PG 89
25	John V. Lakes & Ruth E. Lakes	5.129	OR 313 PG 488
26	Peral N. Metcalf	5.128	88-0101 C12
27	Danis Properties Co., Ltd.	54.9824	87-0002 E04
28	Danis Properties Holding Co.	46.39	92-0639 B12
29	Robert P. House	0.379	92-0596 A01
30	The Mead Corporation	43.894	76-0586 B10
31	Carl & Lucille A. Gross	5.492	82-525 D09
32	Danis Properties Co., Ltd.	5.492	82-525 D09
33	South Tech Section One	6.2388	P.B. 132 PG 32 AUD.BK. 265 PG 2

FEDERAL GRANT PROPERTY ACQUISITION		
Federal Grant Number	Description	Dollar Amount
ADAP 5-39-0030-01	Partial reimbursement for the acquisition of Montgomery County Airport (approx. 344.85 acres)	\$ 100,000
ADAP 5-39-0030-02	Partial reimbursement for the acquisition of Dayton General South Airport (approx 344.85 acres)	\$ 661,433
ADAP 5-39-0030-03	Partial reimbursement for the acquisition of Montgomery County Airport (approx. 344.85 acres)	\$ 240,400
ADAP 5-39-0030-04	Partial reimbursement for the acquisition of Dayton General South Airport (approx 344.85 acres). Acquire clear zone land interest for RW's 2-20 and 9-27	\$ 990,000
ADAP 5-39-0030-05	Partial reimbursement for the acquisition of Dayton General South Airport (approx 344.85 acres). Acquire clear zone land interest for RW's 2-20	\$ 802,500
ADAP 5-39-0030-05 Amendment 01	Partial reimbursement for the acquisition of Dayton General South Airport (approx 344.85 acres). Acquire clear zone land interest for RW 27 (fee, approx. 52 acres, Parcel B). Special condition requiring clear zone land interest for RW 2 and RW 9	\$ 100,000

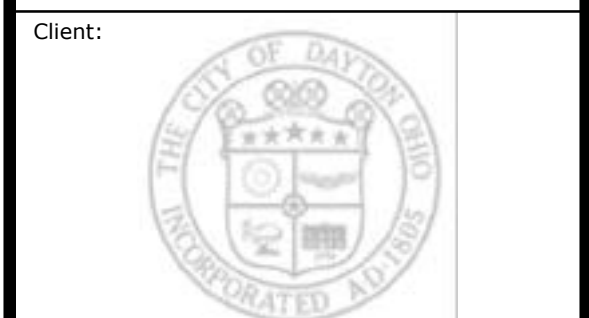
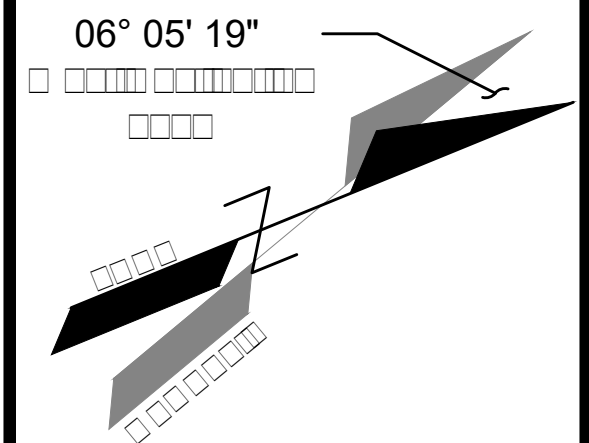
CITY OF DAYTON, OHIO PROPOSED LAND SWAP AND AVIGATION EASEMENT PROGRAM ***			
No.	LAND TRANSFER (TO/FROM)	ACRES	DESCRIPTION
LS-1	To the YMCA to the City of Dayton	17.50	PB 1741, Pg 419, Warren Co. Filled 4/20/99 Land Swap & Avigation Easement
LS-2	To the City of Dayton from the YMCA	10.08	MF 99-385-E06 Montgomery Co. Filled 6/11/99 Land Swap
LS-3	To the City of Dayton from the YMCA	2.93	PB 1741, Pg 425, Warren Co. Filled 4/20/99 Land Swap & Avigation Easement
FS-4	To Miami Township Trustees from City of Dayton	12.00	Proposed land swap and Avigation Easement
FS-5	To the City of Dayton from Miami Township Trustees	40.90	Proposed land swap and Avigation Easement
FS-6	To Miami Township Trustees from City of Dayton	7.80	Proposed land swap and Avigation Easement
*** Land swap transaction described in a letter from the City of Dayton to FAA Detroit ADO dated 12/4/98. Land release letter from the FAA Detroit ADO to the City of Dayton			

LINE CHART		
L1	N 60° 42' 41" W	61.44
L2	N 73° 38' 56" W	122.92
L3	N 87° 29' 47" W	122.92
L4	S 79° 23' 19" W	122.92
L5	S 65° 32' 28" W	122.92
L6	S 52° 25' 33" W	122.92
L7	S 38° 34' 42" W	122.92
L8	N 64° 32' 13" W	75.00
L9	S 25° 27' 47" W	149.49
L10	S 64° 32' 13" E	75.00
L11	S 05° 23' 06" W	123.21
L12	S 00° 51' 31" E	61.16
L13	S 06° 37' 15" E	153.45
L14	S 08° 20' 22" E	114.93
L15	N 80° 45' 05" W	222.10
L16	S 20° 43' 42" W	95.22
L17	S 50° 23' 25" W	104.80
L18	S 05° 40' 40" W	70.33
L19	S 82° 57' 40" W	106.60
L20	N 68° 13' 48" W	20.74
L21	N 07° 02' 30" W	10.25

CURVE 1 (C1)		CURVE 3 (C3)	
CENTRAL ANGLE	12° 05' 01"	CENTRAL ANGLE	7° 32' 21"
CHORD DIRECTION	S 56° 25' 57" W	CHORD DIRECTION	N 88° 38' 10" W
RADIUS	246.00'	RADIUS	1228.24'
LENGTH	72.97'	LENGTH	161.61'
TANGENT	36.62'	TANGENT	80.92'
CHORD DIRECTION	72.84'	CHORD DIRECTION	161.50'
EXTERNAL	1.93'	EXTERNAL	2.66'
MIDDLE ORDINATE	1.92'	MIDDLE ORDINATE	2.66'
CURVE 2 (C2)		CURVE 4 (C4)	
CENTRAL ANGLE	5° 43' 34"	CENTRAL ANGLE	7° 38' 27"
CHORD DIRECTION	S 53° 15' 11" W	CHORD DIRECTION	N 88° 40' 03" E
RADIUS	295.00'	RADIUS	1273.24'
LENGTH	29.48'	LENGTH	169.80'
TANGENT	14.75'	TANGENT	85.02'
CHORD DIRECTION	29.47'	CHORD DIRECTION	169.67'
EXTERNAL	0.37'	EXTERNAL	2.84'
MIDDLE ORDINATE	0.37'	MIDDLE ORDINATE	2.83'



AVIGATION EASEMENT OWNERSHIP LEGEND*				
EASEMENT #	TRANSFER FROM/TO	ACREAGE	DATE	TRANSFER
AE-1	Coffman Development CO. to City of Dayton	40.632	3/12/1999	Ease-99-0038470-000 Warren County
AE-2	Coffman Development CO. to City of Dayton	18.093	3/12/1999	Ease-99-038470-0007 Montgomery County
AE-3	Henderson Construction Inc. to City of Dayton	22.974	4/15/1999	Ease-99-033920-0007 Montgomery County
AE-4	Henderson Construction Inc. to City of Dayton	3.607	4/15/1999	Ease-99-033920-0007 Montgomery County
AE-5	Coffman Development CO. to City of Dayton	6.311	4/17/1999	EasePt-04-09-463-004 Warren County
AE-6	Coffman Development CO. to City of Dayton	5.014	4/17/1999	EasePt-04-09-463-004 Warren County
AE-7	Coffman Development CO. to City of Dayton	8.424	3/12/1999	Pt04-09-371-023 Warran County
AE-9	Coffman Development CO. to City of Dayton	5.681	4/17/1999	EasePt-04-09-230-002 Warren County
AE-10	Coffman Development CO. to City of Dayton	8.648	4/17/1999	EasePt-04-09-200-001 Warren County
AE-11	Coffman Development CO. to City of Dayton	24.422	4/17/1999	EastPt-04-09-275-020 Warren County
AE-12	Coffman Development CO. to City of Dayton	7.251	4/17/1999	EasePt-04-09-374-021 Warren County
AE-13	Coffman Development CO. to City of Dayton	45.000	4/17/1999	EasePt-04-09-100-005 Warren County
AE-14	Coffman Development CO. to City of Dayton	10.014	4/12/1999	EasePt-04-09-463-004 Warren County
AE-15	Coffman Development CO. to City of Dayton	18.899	4/12/1999	EastPt-04-09-453-004 Warren County
AE-16	Coffman Development CO. to City of Dayton	21.737	4/14/1999	EasePt-04-09-371-022 Warren County
AE-17	Coffman Development CO. to City of Dayton	16.061	4/14/1999	EasePt-04-09-370-029 Warren County
FAE-20	Bank One Dayton National & Poly N. Gardner to City of Dayton	20.994		
* Avigation Easement transaction described in a letter from the City of Dayton to FAA Detroit ADO dated 12/4/98.				



Passero Associates
242 W. Main Street
Rochester, NY 14614
(585) 325-1000
Fax: (585) 325-1691
Principal-in-Charge: Andrew M. Holesko
Project Manager: Zach E. Nelson
Designed by: Zach E. Nelson

Revisions			
No.	Date	By	Description
1			

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Airport Layout Plan
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Dayton-Wright Brothers Airport
Town/City: Dayton State: Ohio
County: Montgomery
Project No. **20111339.0003**
Drawing No. □ □ □ □ □ □ □ □
Date **March 2018**