

# AIRPORT LAYOUT PLAN



<b>Airport Layout Plan Drawing Set</b> .....	<b>9-2</b>
<b>Sheet 1: Title Sheet</b> .....	<b>9-2</b>
<b>Sheet 2: Airport Data Sheet</b> .....	<b>9-2</b>
<b>Sheet 3A-3B: Airport Layout Plan</b> .....	<b>9-3</b>
<b>Sheet 4: Airport Airspace</b> .....	<b>9-3</b>
<b>Sheet 5: Runway Profile</b> .....	<b>9-3</b>
<b>6A-6C: Inner Portion of the Approach Surface</b> .....	<b>9-3</b>
<b>Sheet 7: Runway Departure Surface</b> .....	<b>9-3</b>
<b>Sheet 8A-8B: Terminal Area</b> .....	<b>9-3</b>
<b>Sheet 9A-9B: Land Use</b> .....	<b>9-3</b>
<b>Sheet 10: Photo and Contour</b> .....	<b>9-3</b>
<b>Sheet 11A-11B: Exhibit 'A'</b> .....	<b>9-4</b>
<b>Overview of Airport Layout Plan Changes</b> .....	<b>9-4</b>
Decommissioned Runway 8/26.....	9-4
West Parallel Taxiway .....	9-4
West Hangar Development Area and Air Cargo Apron .....	9-4
Corporate and General Aviation Hangar Development.....	9-4
Airport Traffic Control Tower .....	9-4



## CHAPTER NINE

# AIRPORT LAYOUT PLAN

The airport layout plan (**ALP**) is a comprehensive set of drawings depicting the current airport facilities and proposed development projects based on the FAA-approved forecast of aviation activity, facility requirements, and selected development alternatives. According to the Airport and Airway Improvement Act of 1982, it is necessary for airport layout plans to be reviewed and accepted by the FAA and adopted by the sponsor for an airport to receive federal financial assistance. Airports that receive Airport Improvement Program (**AIP**) grant funding are obligated by federal grant assurance requirements to have a current airport layout plan and to follow that plan. According to Advisory Circular (**AC**) 150-5070-6B, *Airport Master Plans*, the primary functions of an airport layout plan are:

- An airport layout plan creates a blueprint for airport development by depicting proposed facility improvements. It provides a guideline the airport sponsor can use to ensure development maintains airport design standards and safety requirements and is consistent with airport and community land use plans.
- The airport layout plan is a public document that serves as a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.
- The approved airport layout plan enables the airport sponsor and the FAA to plan for facility improvements. It also allows the FAA to anticipate budgetary and procedural needs. The approved airport layout plan will also allow the FAA to protect the airspace required for facility or approach procedure improvements.
- The airport layout plan can be a working tool for the airport's development and maintenance staff.



### 9.1. Airport Layout Plan Drawing Set

This chapter describes each sheet included in the *Cedar City Regional Airport 2025 Airport Layout Plan* and the major changes from the previous airport layout plan. All layout drawings were produced according to the standards included in FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, and Advisory Circular 150/5300-13B, *Airport Design*. The airport layout plan also complies with FAA ARP Standard Operating Procedure No. 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans*. The *Cedar City Regional Airport 2025 Airport Layout Plan*, which has been included in this airport master plan as Appendix E: Airport Layout Plan, includes the following sheets:

- Sheet 1: Title Sheet
- Sheet 2: Airport Data Sheet
- Sheet 3A: Airport Layout Plan—Existing
- Sheet 3B: Airport Layout Plan—Future
- Sheet 4: Airport Airspace
- Sheet 5: Runway 2/20 Profile and Runway 8/26 Profile
- Sheet 6A: Inner Portion of the Approach Surface—Runway Detail 2
- Sheet 6B: Inner Portion of the Approach Surface—Runway Detail 20
- Sheet 6C: Inner Portion of the Approach Surface—Runway 8/26
- Sheet 7: Runway Departure Surface—Runway 2/20
- Sheet 8A: Terminal Area—South
- Sheet 8B: Terminal Area—North
- Sheet 9A: Airport Land Use
- Sheet 9B: On-Airport Land Use
- Sheet 10: Photo and Contour
- Sheet 11A: Exhibit 'A'
- Sheet 11B: Exhibit 'A' Tables

### 9.2. Sheet 1: Title Sheet

The title sheet provides an index of the individual sheets in the airport layout plan and includes other essential elements like location and vicinity maps, title and revision blocks, and signature blocks for the FAA and the sponsor to show the plan has been accepted and approved.

### 9.3. Sheet 2: Airport Data Sheet

The airport data sheet includes the airport data tables, wind roses, and an abbreviations index. The data tables list critical information about the current and future safety area dimensions for each runway.

#### 9.4. Sheet 3A–3B: Airport Layout Plan

These sheets include a detailed graphical representation of both existing and future airport facilities. They depict the aircraft operating areas (e.g., runways, taxiways, helipads, aprons), required facility identifications, description labels, runway protection zones, runway and taxiway safety areas, runway and taxiway object free areas, runway obstacle free zones, building restriction lines, and navigational aids. Sheet 3B depicts the future and ultimate development projects planned for the airport. All features are shown as complying with FAA design standards corresponding to the critical aircraft.

#### 9.5. Sheet 4: Airport Airspace

The airport airspace drawing depicts the imaginary surfaces defined by 14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, and any objects penetrating those surfaces. It also includes an obstruction data table that lists each obstacle and the amount of each penetration.

#### 9.6. Sheet 5: Runway Profile

The runway profile sheet depicts detailed information for the two runways at the airport and includes elevation profiles and runway gradient data. This diagram also shows both the existing and future conditions as well as line-of-sight for each runway.

#### 9.7. 6A–6C: Inner Portion of the Approach Surface

These sheets show 1) a top-down view of the inner approach and departure surfaces for each runway end; 2) a profile drawing that displays the centerline ground profile detail and critical ground profile for the inner approach of each runway end; and 3) any obstructions to the inner approach and departure surfaces.

#### 9.8. Sheet 7: Runway Departure Surface

This drawing depicts the departure surfaces for each runway end. There are no published standard instrument departures for CDC. For runways without a standard instrument departure, the FAA recommends the application of a 40:1 departure surface. Accordingly, this is applied to Runway 2/20.

#### 9.9. Sheet 8A–8B: Terminal Area

These sheets depict the terminal facility and other general aviation areas. This includes the passenger terminal area, vehicle parking areas, general aviation facilities, and the apron used by the U.S. Bureau of Land Management (BLM). Apron configurations and aircraft tiedown parking positions are also depicted.

#### 9.10. Sheet 9A–9B: Land Use

The land use drawing sheet 9A depicts the land uses and zoning surrounding the airport. Particular attention is given to the area within the Part 77 imaginary surfaces. Sheet 9B depicts the on-airport land uses within the airport property boundary and defines the land uses that have been deemed aeronautical versus non-aeronautical. These drawings also show the day-night average sound level (DNL) 65 decibel noise contour, the runway protection zones, and the airport property boundary.

#### 9.11. Sheet 10: Photo and Contour

This sheet depicts terrain contours for the land around the airport using five-foot and two-foot contour intervals. These contour drawings are used to highlight possible terrain obstructions and penetrations of the approach and departure surfaces. This provides an important visual reference that is helpful when planning construction and earthwork. Both the existing and proposed airport facilities, as well as the airport property boundary and safety areas, are also included for reference.

### 9.12. Sheet 11A–11B: Exhibit ‘A’

Sheet 11A is a drawing that depicts the airport property boundary and the various tracts of land acquired to develop the airport. Sheet 11B contains tables that list the funding source used to acquire each tract of land and if the land has been sold. The Exhibit ‘A’ Property Map was produced according to the guidance provided in FAA ARP Standard Operating Procedure No. 3.00, *Standard Operating Procedure (SOP) for FAA Review of Exhibit ‘A’ Airport Property Inventory Maps*. Creation of Exhibit ‘A’ required a boundary survey and record of survey in compliance with Utah Code. This sheet is stamped by the licensed surveyor who oversaw the work.

### 9.13. Overview of Airport Layout Plan Changes

The current airport layout plan reflects the following significant changes that have occurred since the previous airport layout plan was completed in 2018.

#### 9.13.1. Decommissioned Runway 8/26

As discussed in [Chapter 6, Facility Requirements](#), Runway 8/26 is not eligible for federal funding because the primary runway provides sufficient wind coverage. As a result, it may soon become more desirable to decommission Runway 8/26 and convert it to a taxiway than it is to use local funds to maintain it. Therefore, converting Runway 8/26 to a taxiway is indicated as a future option on the airport layout plan. This allows for flexibility in its future use based on the evolving needs of the airport and how financially feasible it is to maintain it.

#### 9.13.2. West Parallel Taxiway

The addition of a full parallel taxiway on the west side of Runway 2/20 is depicted on the airport layout plan. This taxiway will likely be constructed in a phased approach that starts off as a partial parallel taxiway and is extended as additional access to the western side of the airport is needed. However, the full length is shown for planning purposes to ensure the land is reserved until it is completed.

#### 9.13.3. West Hangar Development Area and Air Cargo Apron

The west hangar development area is being carried forward from the previous airport layout plan so it will continue to be reserved until needed for future general aviation development. As the east side of the airport is built out, the west side will become the last large area available to be developed for general aviation purposes. A site has also been reserved for an air cargo apron on the west side of the airport to ensure an area large enough available when one is needed.

#### 9.13.4. Corporate and General Aviation Hangar Development

The area north of Runway 8/26 planned for future hangar development has been reconfigured from the plans shown in the previous airport layout plan. The new configuration was designed to allow development of large corporate hangars or a maintenance, repair, overhaul (MRO) and fixed base operator (FBO) facility with a large apron, landside access, and vehicle parking outside the airport fence. This layout is dependent on Runway 8/26 being decommissioned and converted to a taxiway.

#### 9.13.5. Airport Traffic Control Tower

It was determined, through the planning process and discussions with the sponsor and FAA, that the airport needs an airport traffic control tower (ATCT). Therefore, three potential three-acre sites are shown on the airport layout plan to ensure the airport has eligible sites available for consideration by the FAA when it is ready to begin the planning process. Several possible sites were considered during the development alternatives analysis, and these sites were determined to be the best options available.