

APPENDIX B

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# AIRPORT LAYOUT PLAN DRAWINGS

## **Appendix B**

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As part of this Master Plan, the Federal Aviation Administration (FAA) and Texas Department of Transportation – Aviation Division (TxDOT) require the development of several computer drawings detailing specific parts of the airport and its environs. These drawings were created on a computer-aided drafting system (CAD) and serve as the official depiction of the current and planned condition of the airport. These drawings will be delivered to TxDOT for their review. TxDOT will critique the drawings from a technical perspective to be sure all applicable federal regulations are met. TxDOT will use the CAD drawings as the basis and justification for funding decisions.

It should be noted that FAA/TxDOT requires that any changes to the airfield (i.e., runway and taxiway system, navigational aids, etc.) be presented on the drawings. The landside configuration developed during the master planning process is also depicted on the drawings, but TxDOT recognizes that landside development is much more fluid and dependent upon developer needs. Thus, an updated drawing set is typically not necessary for future landside alterations.

The following is a description of the CAD drawings that make up the Airport Layout Plan (ALP) drawing set included with this Master Plan.

## **AIRPORT LAYOUT DRAWING**

An Airport Layout Drawing (ALD) has been developed for Cox Field Airport. The ALD graphically presents the existing and ultimate airport layout plan. The ALD includes such elements as the physical airport features, wind data tabulation, location of airfield facilities, and existing general aviation development. Also presented on the ALD are the runway safety areas, airport property boundary, and revenue support areas. The ALD is used by TxDOT to determine funding eligibility for future capital projects.

The computerized plan provides detailed information on existing and future facility layouts on multiple layers that permit the user to focus on any section of the airport at a desired scale. The plan can be used as base information for design and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys.

## **INNER PORTION OF THE RUNWAY APPROACH SURFACE DRAWINGS**

The Inner Portion of the Approach Surface Drawings contain the plan and profile view of the inner portion of the approach surface to the runway and a tabular listing of all surface violations. The drawings also contain other approach surfaces, such as the threshold siting surface. Detailed obstruction and facility data is provided to identify planned improvements and the disposition of the obstructions. A drawing of each runway end is provided.

## **TERMINAL AREA DRAWING**

The Terminal Area Drawing provides greater detail concerning landside improvements at a larger scale than on the ALD.

## **LAND USE DRAWING**

The Land Use Drawing is a depiction of the land use recommendations. The objective of this drawing is to coordinate uses of the airport property in a manner compatible with the functional design of the airport facility. When development is proposed, it should be directed to the appropriate land use area depicted on this plan.

## **AIRPORT PROPERTY MAP**

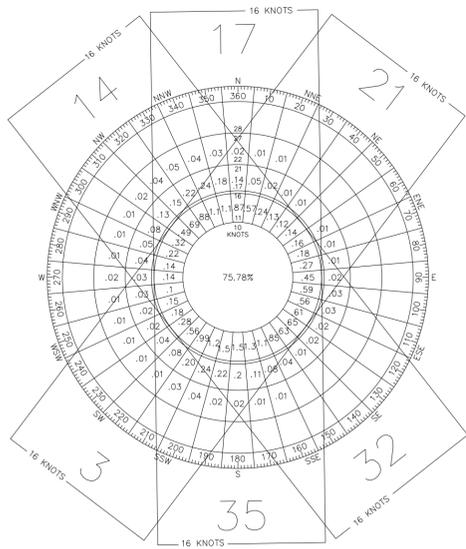
The Airport Property Map provides information on the acquisition and identification of all land tracts under the control of the airport. Easement interests in areas

outside the fee simple property line are also included. The primary purpose of the drawing is to provide information for analyzing the current and future aeronautical use of land acquired with federal funds.

**DRAFT ALP DISCLAIMER**

The ALP drawing set has been developed in accordance with accepted FAA and TxDOT standards. The ALP has not been approved by TxDOT and is subject to further airspace review. Land use and other changes may result. The airport sponsor and TxDOT have access to the most recent approved ALP.

BUILDING TABLE			
BLDG. #	EXISTING DESCRIPTION	ULTIMATE	TOP ELEVATION
1	BOX HANGAR		544.7'
2	T-HANGARS		543.7'
3	BOX HANGAR		542.6'
4	BOX HANGAR		547.0'
5	FUEL FARM		531.3'
6	CONVENTIONAL HANGAR		549.2'
7	MAINTENANCE & FUEL BLDG		540.3'
8	TERMINAL BUILDING		547.4'
9	CONVENTIONAL HANGAR		564.7'
10	BOX HANGAR		552.5'
11	BOX HANGAR		553.1'
12	BOX HANGAR		542.9'
13	AIRPORT MAINTENANCE		538.9'
14	BOX HANGAR		539.9'
15	BOX HANGAR		549.5'
16	SHADE & BOX HANGARS		542.0'
17	BOX HANGAR		548.0'
18	BOX HANGAR		548.0'
19	T-HANGARS		543.6'
20	T-HANGARS		543.2'
21			
22			
23			
24			
25			
101	T-HANGARS		540.0'
102	T-HANGARS		542.0'
103	T-HANGARS		544.0'
104	T-HANGARS		546.0'
105	T-HANGARS		548.0'
106	T-HANGARS		550.0'
107	T-HANGARS		552.0'
108	T-HANGARS		554.0'
109	BOX HANGARS		539.0'
110	BOX HANGARS		541.0'
111	BOX HANGARS		543.0'
112	BOX HANGARS		544.0'
113	BOX HANGARS		553.0'
114	BOX HANGARS		554.0'
115	BOX HANGARS		556.0'
116	BOX HANGARS		558.0'
117	BOX HANGARS		559.0'
118	BOX HANGARS		553.0'
119	BOX HANGARS		554.0'
120	BOX HANGARS		556.0'
121	BOX HANGARS		558.0'
122	BOX HANGARS		559.0'
123	T-HANGARS		543.0'
124	T-HANGARS		544.0'
125	T-HANGARS		545.0'
126	T-HANGARS		547.0'
127	T-HANGARS		547.0'
128	T-HANGARS		549.0'

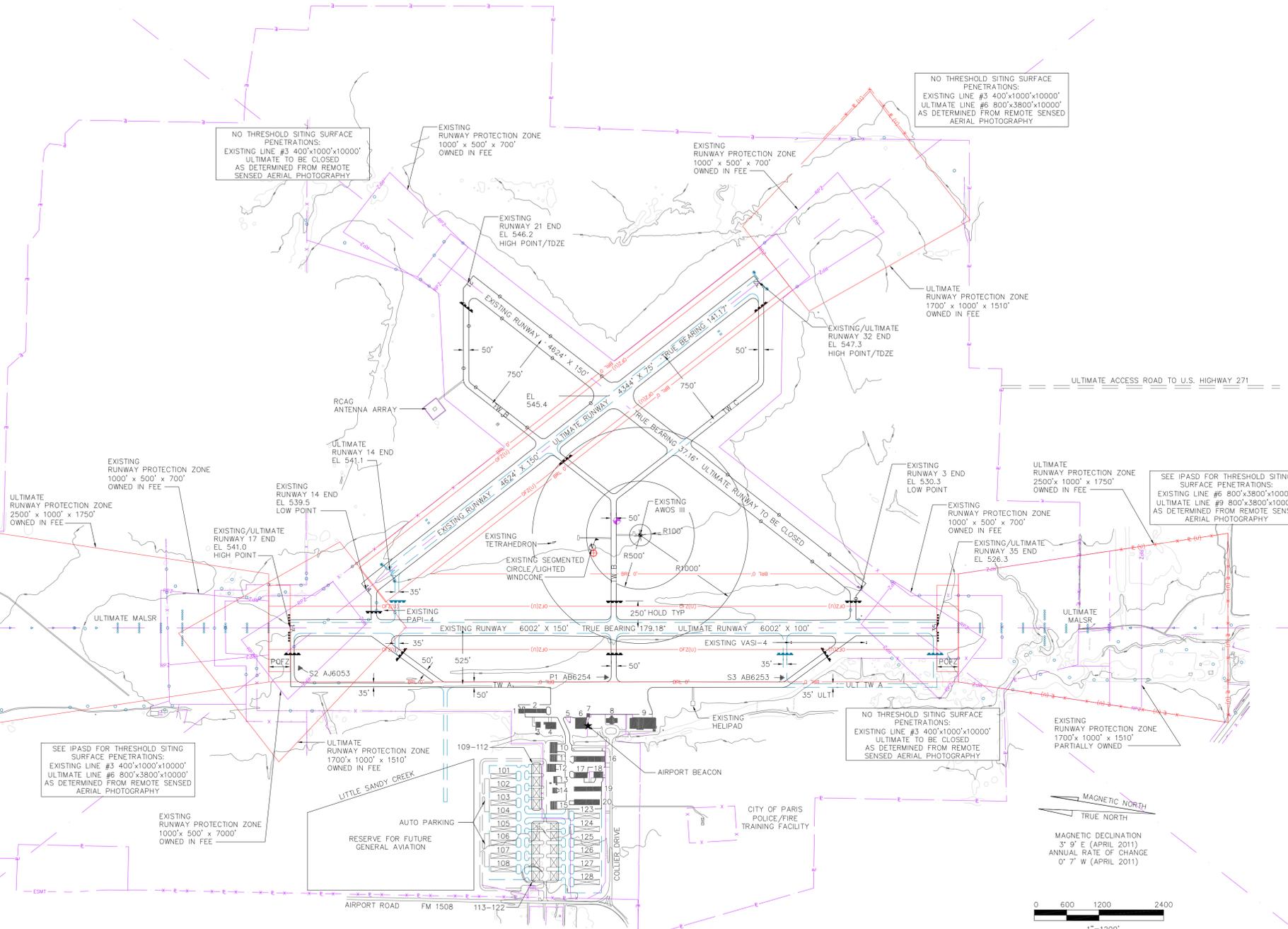


WIND COVERAGE			
RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
RUNWAY 17-35	93.84%	97.03%	99.35%
RUNWAY 14-32	92.13%	96.36%	99.07%
RUNWAY 3-21	87.87%	93.81%	98.46%
COMBINED COVERAGE	99.23%	99.84%	99.95%

RUNWAY END COORDINATES AND ELEVATIONS			
	LATITUDE	LONGITUDE	ELEVATION
EXISTING RWY 17 END	33°38'41.35"	095°27'15.95"	541.0'
EXISTING RWY 35 END	33°37'41.99"	095°27'14.93"	526.3'
EXISTING RWY 14 END	33°38'34.43"	095°27'11.64"	539.5'
ULTIMATE RWY 14 END	33°38'32.27"	095°27'09.59"	541.2'
EXISTING RWY 32 END	33°37'58.79"	095°26'37.35"	547.3'
EXISTING RWY 3 END	33°37'49.00"	095°27'10.85"	530.3'
EXISTING RWY 21 END	33°38'25.46"	095°26'37.81"	546.2'

SURVEY MONUMENT COORDINATES			
ID	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
P1	AB6254	33°38'12.28"	95°27'20.86"
S2	AJ6053	33°38'40.39"	95°27'20.33"
S3	AB6253	33°37'56.14"	95°27'20.61"

	RW 17-35		RW 14-32		RW 3-21		TO BE CLOSED					
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE						
DESIGN AIRCRAFT & ARC	Falcon 50	Challenger 600	King Air 200	King Air 200	King Air 200		TO BE CLOSED					
BALANCED FIELD LENGTH	5000'	5765'	5300'	5300'	5300'		TO BE CLOSED					
RUNWAY LENGTH & WIDTH (ft.)	6002' X 150'	6002' X 100'	4624' X 150'	4344' X 75'	4624' X 150'		TO BE CLOSED					
PAVEMENT DESIGN STRENGTH (thousands lbs.)	30 SW	60 SW	26 SW	30 SW	26 SW		TO BE CLOSED					
RUNWAY LIGHTING	MIRL	MIRL	NONE	MIRL	NONE		TO BE CLOSED					
PERCENT EFFECTIVE GRADIENT	0.2%	0.2%	0.2%	0.2%	0.3%		TO BE CLOSED					
PERCENT WIND COVERAGE	97.03% 13 kts	99.35% 16 kts	96.36% 13 kts	96.36% 13 kts	93.81% 13 kts		TO BE CLOSED					
MAXIMUM ELEVATION ABOVE MSL	541.0'	541.0'	547.3'	547.3'	546.2'		TO BE CLOSED					
RW SURFACE TYPE	ASPHALT	ASPHALT	CONCRETE	CONCRETE	CONCRETE		TO BE CLOSED					
RSA - LENGTH BEYOND RW END	300'	1000'	300'	300'	300'		TO BE CLOSED					
RSA - WIDTH	150'	500'	150'	150'	150'		TO BE CLOSED					
OFA - LENGTH BEYOND RW END	300'	1000'	300'	300'	300'		TO BE CLOSED					
OFA WIDTH	500'	800'	500'	500'	500'		TO BE CLOSED					
OFZ - LENGTH BEYOND RW END	200'	200'	200'	200'	200'		TO BE CLOSED					
OFZ WIDTH	400'	400'	400'	400'	400'		TO BE CLOSED					
RUNWAY END	17	35	17	35	14	32	14	32	3	21	3	21
APPROACH TYPE	LPV GPS	LPV GPS	LPV GPS	LPV GPS	VISUAL	VISUAL	RNAV GPS	RNAV GPS	VISUAL	VISUAL	TO BE CLOSED	TO BE CLOSED
APPROACH VISIBILITY MINIMA	1 MILE	3/4 MILE	1/2 MILE	1/2 MILE	VISUAL	VISUAL	3/4 MILE	3/4 MILE	VISUAL	VISUAL	TO BE CLOSED	TO BE CLOSED
THRESHOLD SITING SURFACE & SLOPE	#8 20:1	#8 20:1	#9 34:1	#9 34:1	#3 20:1	#3 20:1	#6 20:1	#6 20:1	#3 20:1	#3 20:1	TO BE CLOSED	TO BE CLOSED
RUNWAY MARKING	NP	NP	PIR	PIR	BASIC	BASIC	NP	NP	BASIC	BASIC	TO BE CLOSED	TO BE CLOSED
RUNWAY VISUAL AIDS	PAPI-4	VASI-4	PAPI-4	PAPI-4	NONE	NONE	PAPI-2	PAPI-2	NONE	NONE	TO BE CLOSED	TO BE CLOSED
TOUCHDOWN ZONE ELEVATION	541.0'	532.3'	541.0'	532.3'	547.6'	547.5'	547.1'	547.5'	545.7'	546.2'	TO BE CLOSED	TO BE CLOSED
FAR PART 77 APPROACH CATEGORY	C	D	PIR	PIR	BV	BV	D	D	BV	BV	TO BE CLOSED	TO BE CLOSED
FAR PART 77 APPROACH SURFACE SLOPE	34:1	34:1	50:1	50:1	20:1	20:1	34:1	34:1	20:1	20:1	TO BE CLOSED	TO BE CLOSED
TAKE-OFF RUN AVAILABLE (TORA)	6002'	6002'	6002'	6002'	4624'	4624'	4344'	4344'	4624'	4624'	TO BE CLOSED	TO BE CLOSED
TAKE-OFF DISTANCE AVAILABLE (TODA)	6002'	6002'	6002'	6002'	4624'	4624'	4344'	4344'	4624'	4624'	TO BE CLOSED	TO BE CLOSED
ACCELERATE STOP DISTANCE AVAIL. (ASDA)	6002'	6002'	6002'	6002'	4624'	4624'	4344'	4344'	4624'	4624'	TO BE CLOSED	TO BE CLOSED
LANDING DISTANCE AVAILABLE (LDA)	6002'	6002'	6002'	6002'	4624'	4624'	4344'	4344'	4624'	4624'	TO BE CLOSED	TO BE CLOSED

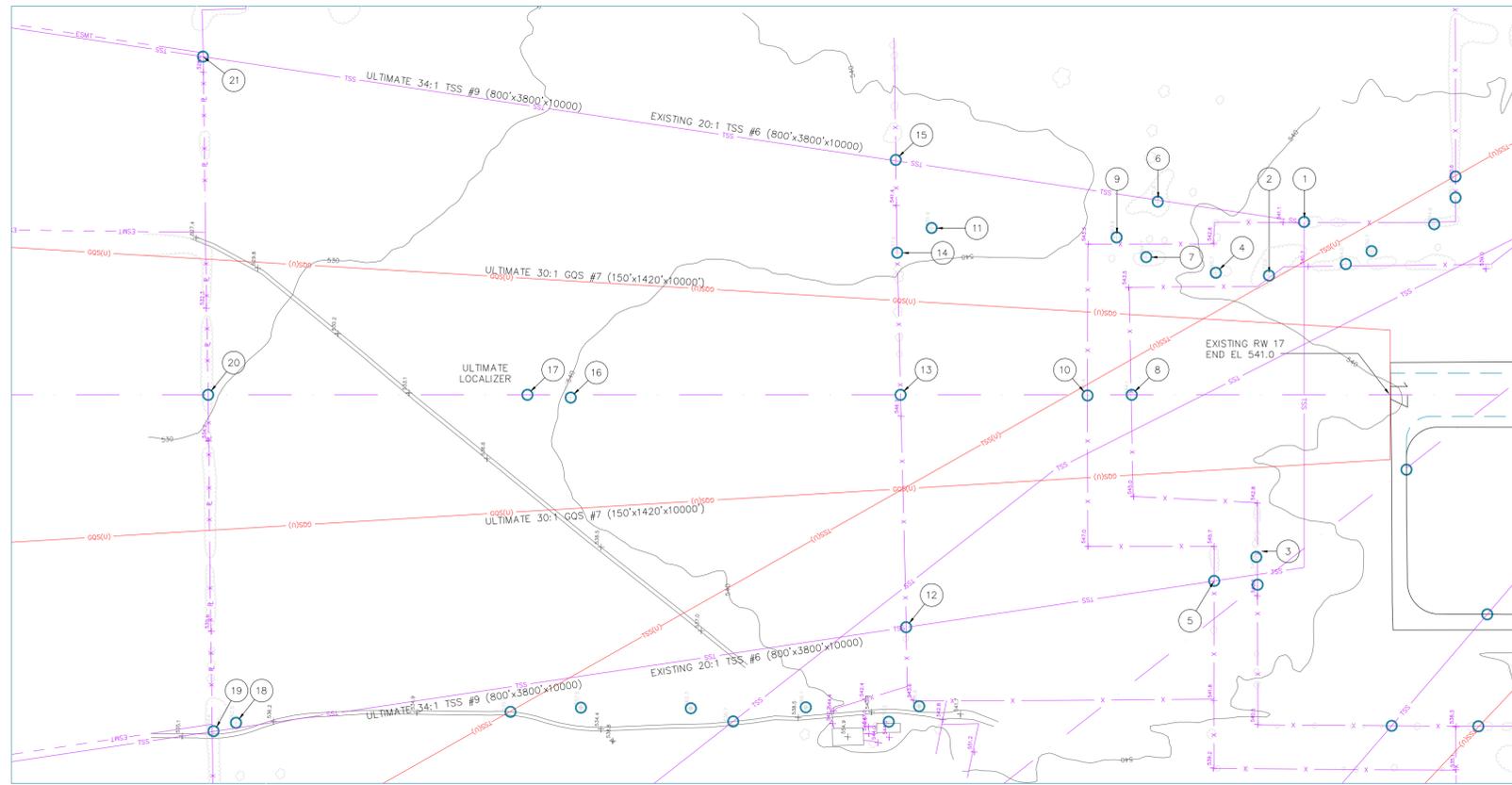


**GENERAL NOTES**  
 SURVEY PERFORMED BY GEODETIX, INC., SAN ANTONIO, TX.  
 BALANCED FIELD LENGTHS OBTAINED FROM <http://www.genav.com/>

AIRPORT DATA TABLE		
	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	547.6'	547.3'
AIRPORT NAVIGATION AIDS	VOR/DME, GPS	VOR/DME, GPS
MEAN MAX TEMP (Hottest Month °F)	94°	94°
AIRPORT REFERENCE CODE (ARC)	B-II	C-II/D-II
TAXIWAY MARKING	STD W/ε	STD W/ε
TAXIWAY LIGHTING	MILT	MILT
AIRPORT REFERENCE POINT COORDINATES	33°38'11.80" 095°27'02.70"	33°38'13.82" 095°27'06.32"
DATUM COORDINATE SYSTEMS - HORIZONTAL DATUM NAD 83 STATE PLANE TEXAS NORTH CENTRAL FIPS 4202 FEET; VERTICAL DATUM NAVD 88.		
THE EXISTING HEIGHT HAZARD ZONING ORDINANCE FOR COX FIELD, PARIS, TEXAS WAS ADOPTED 10 AUGUST 1977. RUNWAY 17-35 IS 6000' X 150' PIA; RUNWAY 3-21, IS 4625' X 150' X NPI; RUNWAY 14-32, IS 4624' X 150' X NPI; ADOPTED 10 AUGUST 1977		
ALL EXISTING COORDINATES, ELEVATIONS, AND BEARINGS SUPPLIED BY ASIS DATASHEET SYSTEM, <a href="http://avnwww.jccbi.gov/datasheet/">http://avnwww.jccbi.gov/datasheet/</a> .		
CAUTION ZONE LIGHTS ARE PRESENT AT COX FIELD, PARIS, TEXAS.		
NO OFZ PENETRATIONS		

	LEGEND	
	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE	—	—
BUILDINGS/FACILITIES	■	■
AIRPORT PROPERTY LINE	—	—
AIRPORT PROPERTY LINE WITH FENCE	—	—
AIRPORT REFERENCE POINT (ARP)	●	●
WIND CONE AND SEGMENTED CIRCLE	⊙	⊙
THRESHOLD LIGHTS	••••	••••
C&G BEACON	★	★
FENCE LINE	—	—
TELEPHONE/POWER POLE LINE	—	—
NONDIRECTIONAL BEACON (NDB)	⊙	⊙
RWY END IDENTIFIER LIGHTS (REILS)	⊙	⊙
VGSI	⊙	⊙
BUILDING RESTRICTION LOCATION (BRL)	—	—
GROUND CONTOURS	—	—
SIGNIFICANT OBJECT LOCATION	○	○
TREES/BRUSH	—	—
ASOS	■	■
HOLD POSITION AND SIGN	—	—
SURVEY MARKERS	▼	▼

TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION		AIRPORT SPONSOR	
ALP APPROVED ACCORDING TO FAA AC 150/5300-13 CH 16 PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA NHA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY		CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR	
DAVID FULTON, DIRECTOR, AVIATION DIVISION		SIGNATURE	
DATE		DATE	
PREPARED BY: 237 N.W. Blue Parkway Suite 100 Lee's Summit, Mo. 64063 (816) 924-3500, Fax (2575) Coffman Phoenix Office: 4835 E. Cactus Road Suite 235 Scottsdale, Az. 85254 (602) 993-6999, Fax (7196)		M QUICK DESIGNED BY DATE MAY 23, 2011	
		D HOPKINS DRAWN BY DATE MAY 23, 2011	
AIRPORT LAYOUT DRAWING COX FIELD (PRX) PARIS, TEXAS			
SHEET 1 OF 8			



RW 17 PLAN

Penetrations to Threshold Siting Surface								
No.	Object Description	Latitude (N)	Longitude (W)	Distance fm RW end	Offset fm RW C/L*	Top Elevation**	Amt of Penetration	REMEDATION
1	FENCE	33°38'43.40"	95°27'15.96"	200'	400' L	541'	<1'E/<1'U	REMOVE FENCE
2	VEGETATION	33°38'44.19"	95°27'12.74"	283'	276' L	572'	27'E/29'U	REMOVE VEGETATION
3	VEGETATION	33°38'44.39"	95°27'20.29"	312'	162' R	553'	6'E/9'U	REMOVE VEGETATION
4	VEGETATION	33°38'45.41"	95°27'12.68"	405'	83' L	566'	14'E/19'U	REMOVE VEGETATION
6	VEGETATION	33°38'46.77"	95°27'10.76"	541'	247' L	572'	14'E/21'U	REMOVE VEGETATION
7	VEGETATION	33°38'47.01"	95°27'12.28"	566'	119' L	565'	5'E/13'U	REMOVE VEGETATION
9	VEGETATION	33°38'47.70"	95°27'11.75"	635'	365' L	564'	1'E/10'U	REMOVE VEGETATION

\* OFFSETS FROM CENTERLINE ARE DESCRIBED RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND  
 \*\* ELEVATIONS ADJUSTED UPWARD 15' FOR PUBLIC ROADWAY, 17' FOR INTERSTATE HIGHWAY, 23' FOR RAILROADS

ANY OBSTRUCTION REMEDIATION TIME TABLE IS CONTINGENT UPON DEVELOPMENT, ACCEPTANCE AND IMPLEMENTATION OF AN ENGINEERED DESIGN OF THE ULTIMATE PLAN AS PROPOSED BY THIS ALP. LAND ACQUISITIONS, EASEMENTS AND AGREEMENTS BETWEEN PROPERTY OWNERS AND AIRPORT SPONSOR MAY ALSO FACTOR INTO THE TIME TABLE FOR OBSTRUCTION REMEDIATION. THEREFORE, THE FOLLOWING SUGGESTED TIME FRAMES FOR REMEDIATION SHOULD BE UNDERSTOOD TO BE ESTIMATES ONLY.

VEGETATION THAT PENETRATES EXISTING SURFACE TO BE REMOVED AS SOON AS FEASIBLE.

VEGETATION THAT WILL PENETRATE ULTIMATE SURFACES TO BE REMOVED PRIOR TO ESTABLISHMENT OF PRECISION APPROACH PROCEDURES.

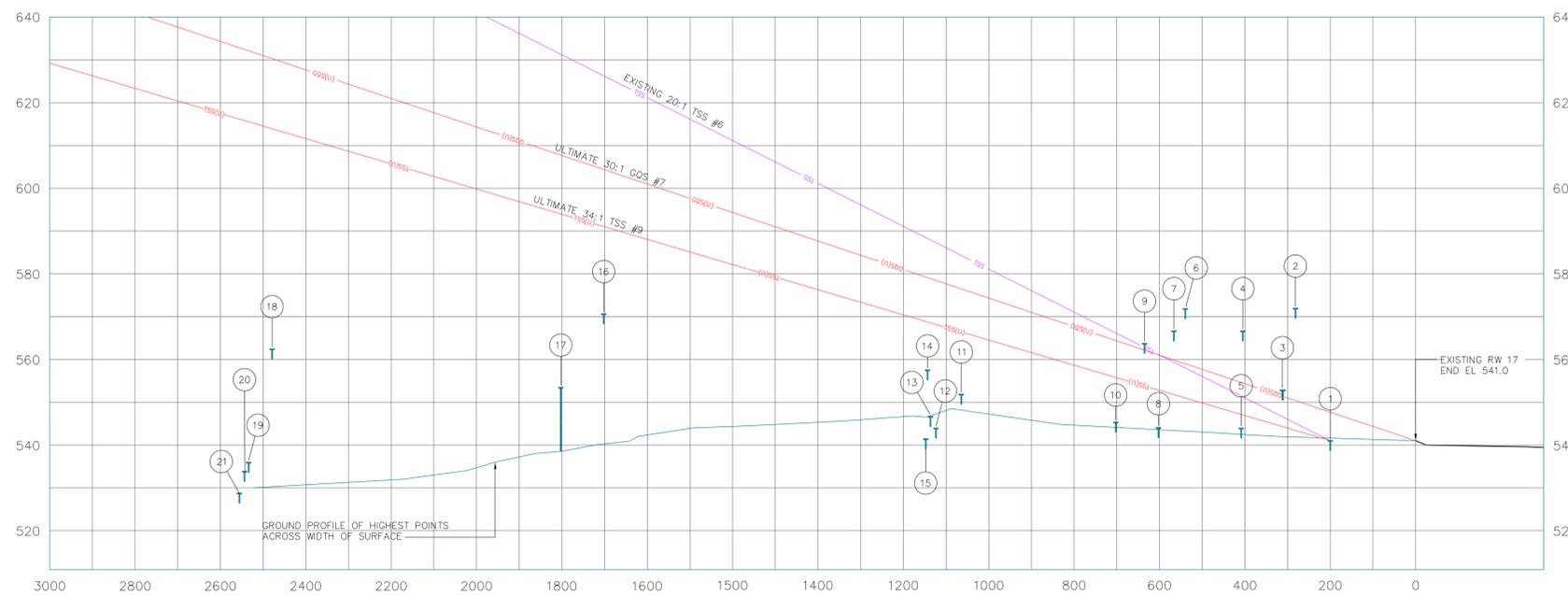
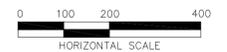
GENERAL NOTES

THE EXISTING HEIGHT HAZARD ZONING ORDINANCE FOR THIS AIRPORT WAS ADOPTED ON 10 AUGUST 1977. RUNWAY 17-35, ZONED 6000' X 150', PIA; RUNWAY 3-21, ZONED 4625' X 150', UTILITY NPI; RUNWAY 14-32, ZONED 4624' X 150', UTILITY NPI.

HORIZONTAL DATUM NAD 83 STATE PLANE, TEXAS CENTRAL FIPS 4202 SURVEY FEET; VERTICAL DATUM NAVD 88. DO NOT APPLY CORRECTION FACTOR.

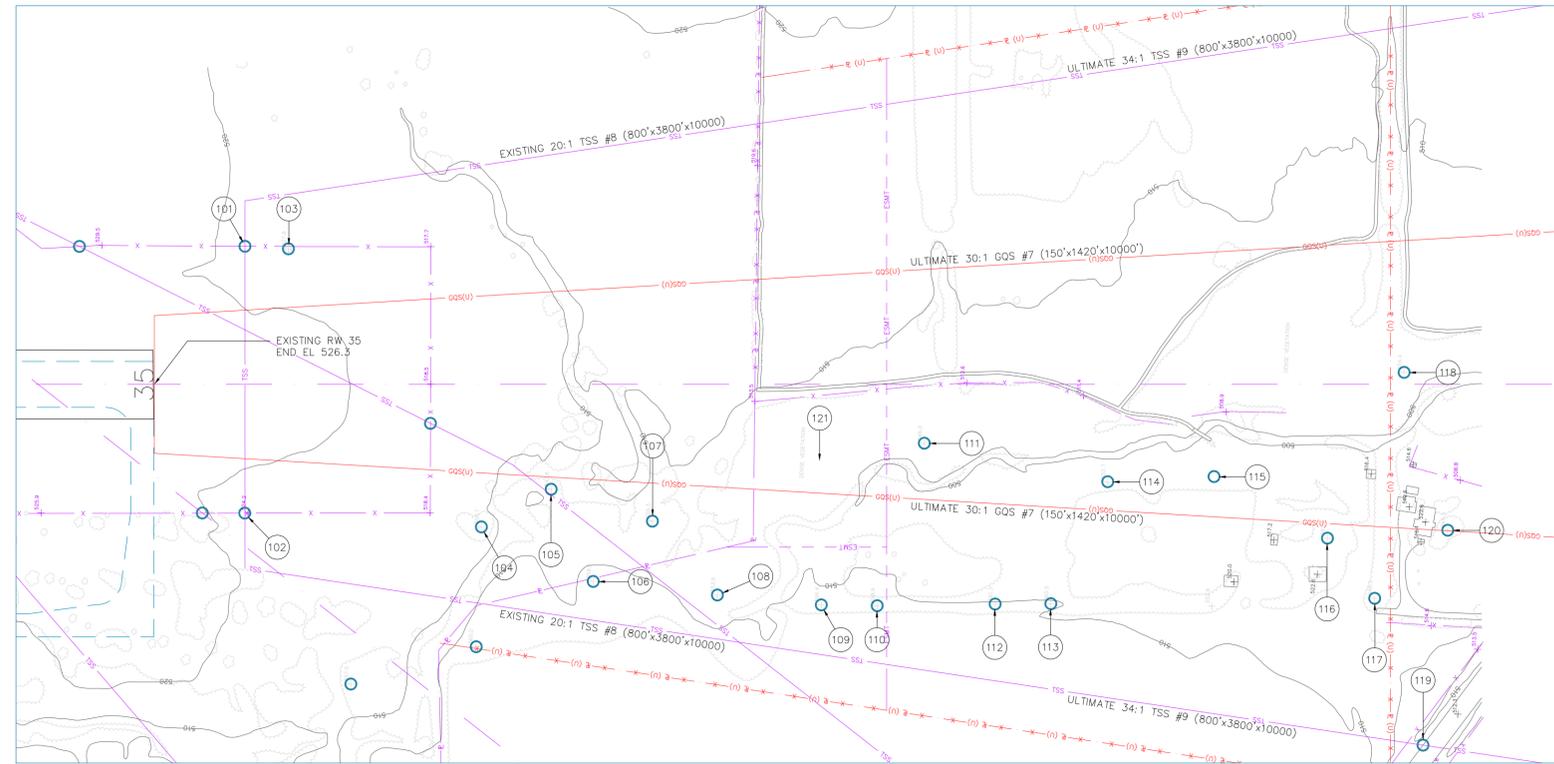
IPASD LEGEND		
FEATURE	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE	—	- - -
RUNWAY/TAXIWAY TO BE REMOVED	—	—
BUILDINGS/FACILITIES	■	■
AIRPORT PROPERTY LINE	—	—
AIRPORT PROPERTY LINE w/FENCE	—	—
APPROACH SURFACE	AS	AS
FENCE LINE	—	—
THRESHOLD LIGHTS	●●●●	●●●●
RW END IDENTIFIER LIGHTS (REILS)	●	●
GROUND CONTOURS	—	—
SIGNIFICANT OBJECT PLAN VIEW	○	○
SIGNIFICANT OBJECT PROFILE VIEW	T	T
TREES/BRUSH	○	○

MAGNETIC NORTH  
 TRUE NORTH  
 MAGNETIC DECLINATION  
 3° 16' E (APRIL 2010)  
 ANNUAL RATE OF CHANGE  
 0° 7' W (APRIL 2010)

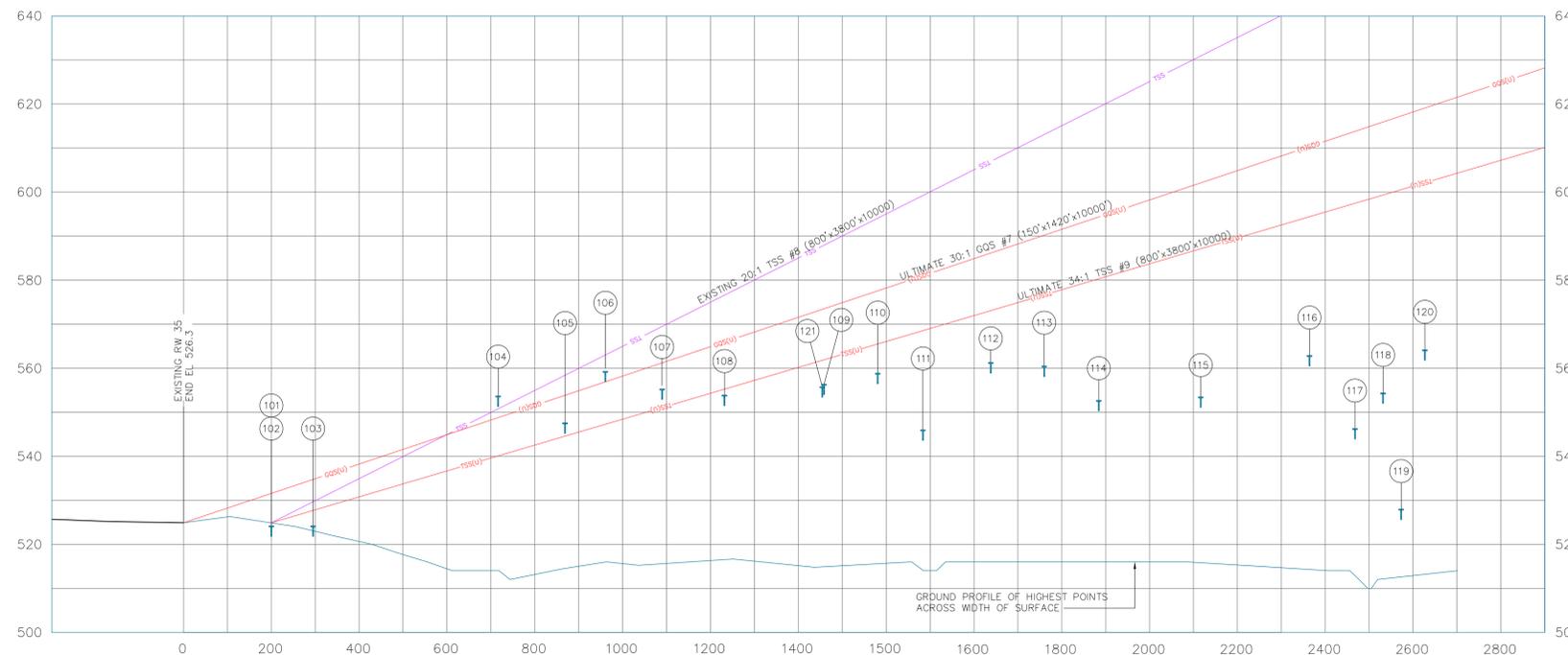


RW 17 PROFILE

<b>TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION</b> ALP APPROVED ACCORDING TO FAA AC 150/5300-13 CH 16 PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA NRA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY COPYRIGHT 2011, TEXAS DEPARTMENT OF TRANSPORTATION, ALL RIGHTS RESERVED. DAVID FULTON, DIRECTOR, AVIATION DIVISION		<b>AIRPORT SPONSOR</b> CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR SIGNATURE _____ DATE _____ TITLE, AIRPORT SPONSOR'S REPRESENTATIVE _____	
PREPARED BY: 237 N.W. Blue Parkway Suite 100 Lee's Summit, Mo. 64063 (816) 524-3500, Fax (2475) Coffman Phoenix Office: 4835 E. Cactus Road Suite 235 Scottsdale, Az. 85254 (602) 993-6999, Fax (7196)		 M. QUICK DESIGNED BY D. HOPKINS DRAWN BY MAY 23, 2011 DATE MAY 23, 2011 DATE	
<b>IPASD RUNWAY 17</b> <b>COX FIELD (PRX)</b> <b>PARIS, TEXAS</b>			
			 SHEET 2 OF 8



RW 35 PLAN



RW 35 PROFILE

Penetrations to Threshold Siting Surface								
No.	Object Description	Latitude (N)	Longitude (W)	Distance fm RW end	Offset fm RW C/L*	Top Elevation**	Amt of Penetration	REMEDATION
104	VEGETATION	33°37'34.86"	95°27'18.48"	715'	635' L	554'	2'E/12'U	REMOVE VEGETATION
105	VEGETATION	33°37'33.37"	95°27'17.49"	869'	593' L	548'	2'U	REMOVE VEGETATION
106	VEGETATION	33°37'32.43"	95°27'19.85"	961'	705' R	559'	11'U	REMOVE VEGETATION
107	VEGETATION	33°37'31.17"	95°27'18.27"	1090'	630' L	555'	3'U	REMOVE VEGETATION

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 \*\* ELEVATIONS ADJUSTED UPWARD 15' FOR PUBLIC ROADWAY, 17' FOR INTERSTATE HIGHWAY, 23' FOR RAILROADS

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VEGETATION THAT PENETRATES EXISTING SURFACE TO BE REMOVED AS SOON AS FEASIBLE.

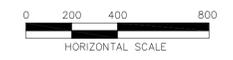
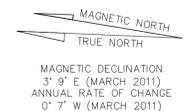
VEGETATION THAT WILL PENETRATE ULTIMATE SURFACES TO BE REMOVED PRIOR TO ESTABLISHMENT OF PRECISION APPROACH PROCEDURES.

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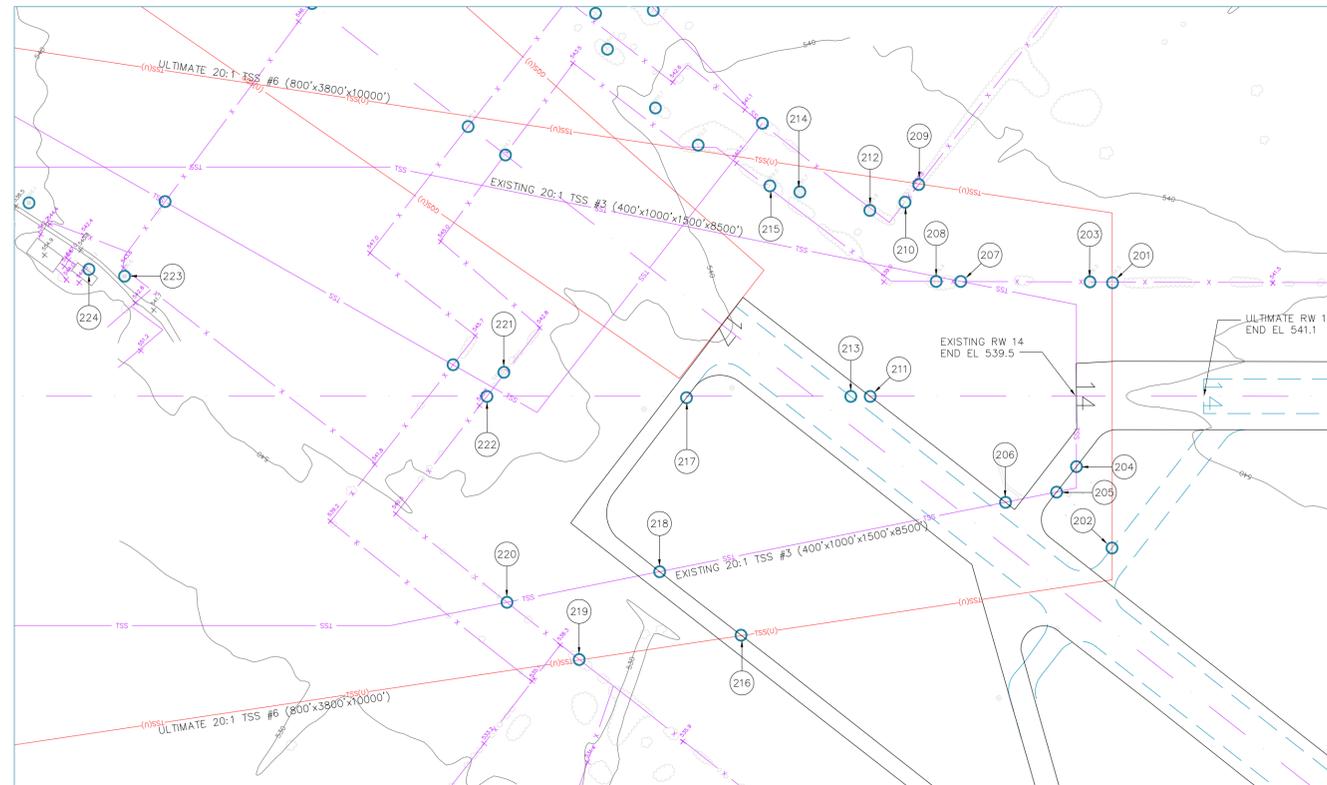
HORIZONTAL DATUM NAD 83 STATE PLANE, TEXAS CENTRAL FIPS 4202 SURVEY FEET; VERTICAL DATUM NAVD 88. DO NOT APPLY CORRECTION FACTOR.

IPASD LEGEND		
FEATURE	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE	—	---
RUNWAY/TAXIWAY TO BE REMOVED	—	---
BUILDINGS/FACILITIES	■	■
AIRPORT PROPERTY LINE	—	---
AIRPORT PROPERTY LINE w/FENCE	—	---
APPROACH SURFACE	AS	AS
FENCE LINE	—	---
THRESHOLD LIGHTS	●●●●	●●●●
RW END IDENTIFIER LIGHTS (REILS)	●	●
GROUND CONTOURS	—	---
SIGNIFICANT OBJECT PLAN VIEW	○	○
SIGNIFICANT OBJECT PROFILE VIEW	↑	↑
TREES/BRUSH	○	○

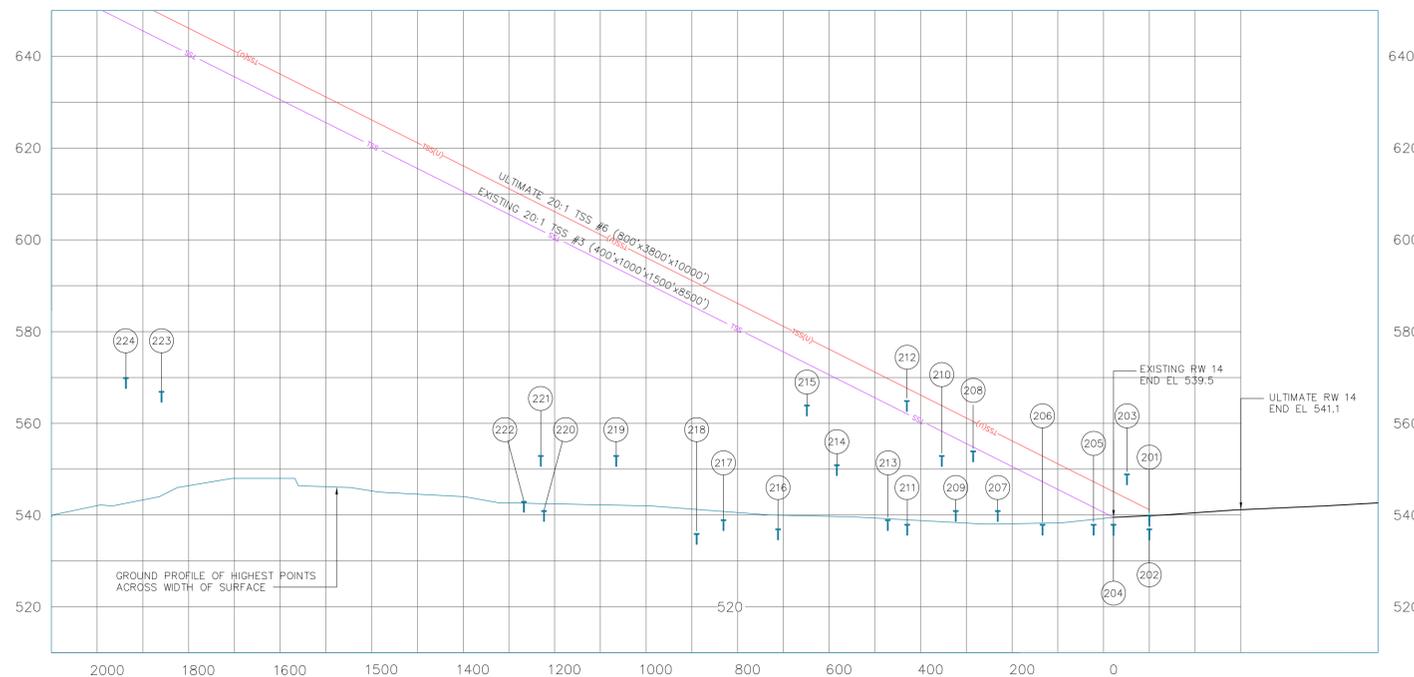


<b>TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION</b> ALP APPROVED ACCORDING TO FAA AC 150/5300-13 CH 16 PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA NRA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY COPYRIGHT 2011, TEXAS DEPARTMENT OF TRANSPORTATION, ALL RIGHTS RESERVED. DAVID FULTON, DIRECTOR, AVIATION DIVISION		<b>AIRPORT SPONSOR</b> CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR SIGNATURE _____ DATE _____ TITLE AIRPORT SPONSOR'S REPRESENTATIVE	
PREPARED BY: 237 N.W. Blue Parkway Suite 100 Lee's Summit, Mo. 64063 (816) 524-3500, Fax (2475) Coffman Phoenix Office: 4835 E. Cactus Road Suite 235 Scottsdale, Az. 85254 (602) 993-6999, Fax (7196)		 M. QUICK DESIGNED BY MAY 23, 2011 DATE D. HOPKINS DRAWN BY MAY 23, 2011 DATE	
<b>IPASD RUNWAY 35</b> <b>COX FIELD (PRX)</b> <b>PARIS, TEXAS</b>			
			 SHEET 3 OF 8

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RW 14 PLAN



RW 14 PROFILE

Penetrations to Threshold Siting Surface								
No.	Object Description	Latitude (N)	Longitude (W)	Distance fm RW end	Offset fm RW C/L*	Top Elevation**	Amt of Penetration	REMEDATION
203	VEGETATION	33°38'35.74"	95°27'09.13"	-29'	250' L	549'	21E/6U	REMOVE VEGETATION
204	EXISTING TAXIWAY	33°38'33.47"	95°27'13.06"	0'	153 R	538'	8'E	MOVE THRESHOLD
205	EXISTING TAXIWAY	33°38'33.46"	95°27'13.90"	43'	209' R	538'	6'E	MOVE THRESHOLD
208	VEGETATION	33°38'38.33"	95°27'11.62"	307'	251' L	554'	10' E	REMOVE VEGETATION
210	VEGETATION	33°38'39.93"	95°27'10.53"	375'	424' L	553'	5' E	REMOVE VEGETATION
212	VEGETATION	33°38'40.41"	95°27'11.25"	452'	292' L	565'	13' E	REMOVE VEGETATION

\* OFFSETS FROM CENTERLINE ARE DESCRIBED RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND  
 \*\* ELEVATIONS ADJUSTED UPWARD 15' FOR PUBLIC ROADWAY, 17' FOR INTERSTATE HIGHWAY, 23' FOR RAILROADS

ANY OBSTRUCTION REMEDIATION TIME TABLE IS CONTINGENT UPON DEVELOPMENT, ACCEPTANCE AND IMPLEMENTATION OF AN ENGINEERED DESIGN OF THE ULTIMATE PLAN AS PROPOSED BY THIS ALP. LAND ACQUISITIONS, EASEMENTS AND AGREEMENTS BETWEEN PROPERTY OWNERS AND AIRPORT SPONSOR MAY ALSO FACTOR INTO THE TIME TABLE FOR OBSTRUCTION REMEDIATION. THEREFORE, THE FOLLOWING SUGGESTED TIME FRAMES FOR REMEDIATION SHOULD BE UNDERSTOOD TO BE ESTIMATES ONLY.

VEGETATION THAT PENETRATES EXISTING SURFACE TO BE REMOVED AS SOON AS FEASIBLE.

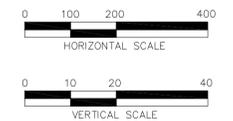
VEGETATION THAT WILL PENETRATE ULTIMATE SURFACES TO BE REMOVED PRIOR TO ESTABLISHMENT OF PRECISION APPROACH PROCEDURES.

GENERAL NOTES

THE EXISTING HEIGHT HAZARD ZONING ORDINANCE FOR THIS AIRPORT WAS ADOPTED ON 10 AUGUST 1977. RUNWAY 17-35, ZONED 6000' X 150', PIA; RUNWAY 3-21, ZONED 4625' X 150', UTILITY NPI; RUNWAY 14-32, ZONED 4624' X 150', UTILITY NPI.

HORIZONTAL DATUM NAD 83 STATE PLANE, TEXAS CENTRAL FIPS 4202 SURVEY FEET; VERTICAL DATUM NAVD 88. DO NOT APPLY CORRECTION FACTOR.

IPASD LEGEND		
FEATURE	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE	—	- - -
RUNWAY/TAXIWAY TO BE REMOVED	0-0-0	0-0-0
BUILDINGS/FACILITIES	■	■
AIRPORT PROPERTY LINE	—	—
AIRPORT PROPERTY LINE w/FENCE	—	—
APPROACH SURFACE	AS	AS
FENCE LINE	—	—
THRESHOLD LIGHTS	••••	••••
RW END IDENTIFIER LIGHTS (REILS)	•	•
GROUND CONTOURS	~	~
SIGNIFICANT OBJECT PLAN VIEW	○	○
SIGNIFICANT OBJECT PROFILE VIEW	↑	↑
TREES/BRUSH	□	□



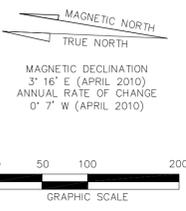
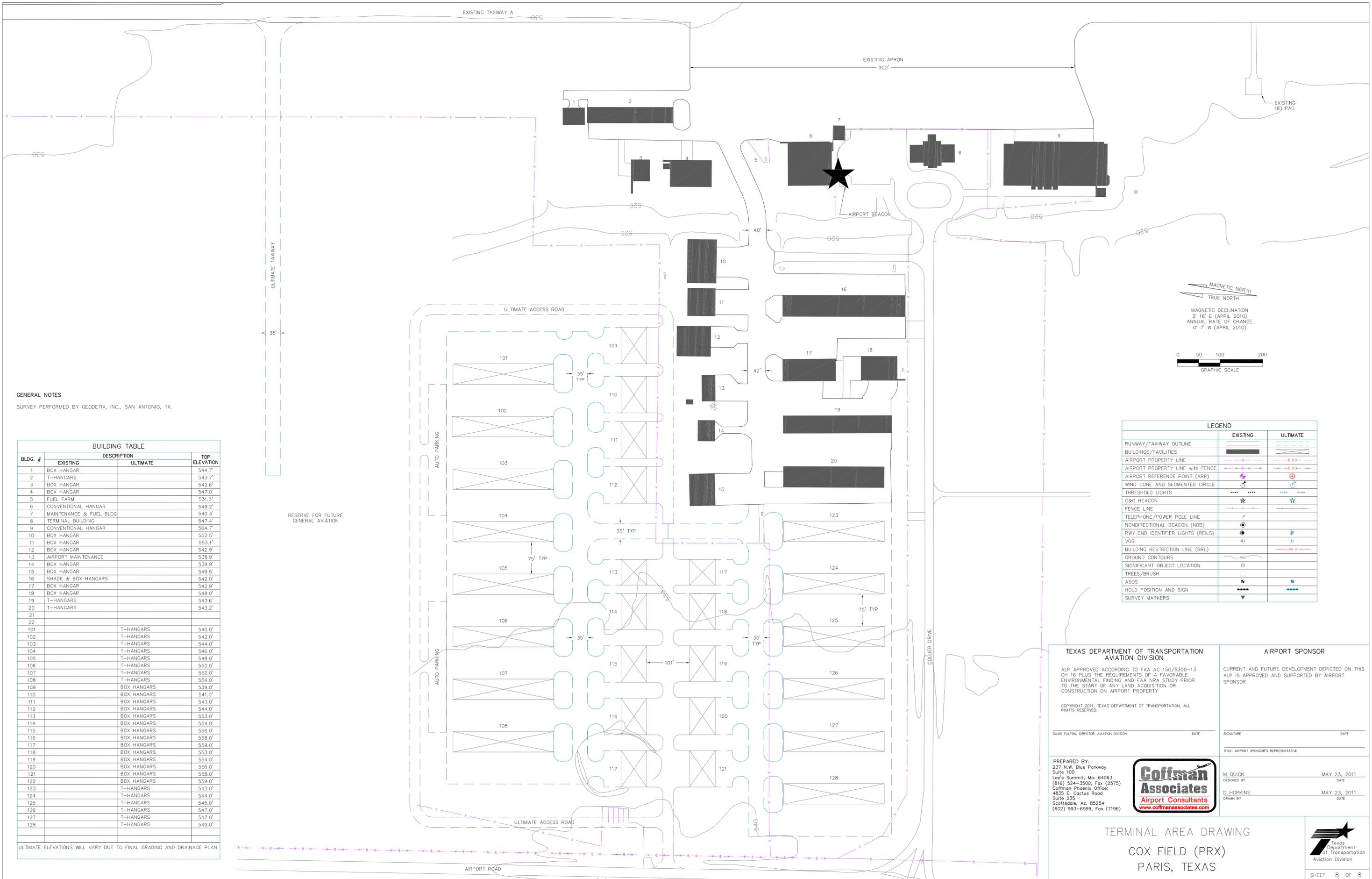
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<p>PREPARED BY: 237 N.W. Blue Parkway Suite 100 Lee's Summit, Mo. 64063 (816) 924-3500, Fax (2575) Coffman Phoenix Office: 4835 E. Cactus Road Suite 235 Scottsdale, Az. 85254 (602) 993-6999, Fax (7196)</p>	<p>M. QUICK DESIGNED BY MAY 23, 2011 DATE</p> <p>D. HOPKINS DRAWN BY MAY 23, 2011 DATE</p>











**GENERAL NOTES**  
 SURVEY PERFORMED BY GEODETIX, INC., SAN ANTONIO, TX.

BUILDING TABLE			
BLDG. #	DESCRIPTION		TOP ELEVATION
	EXISTING	ULTIMATE	
1	BOX HANGAR		544.7'
2	T-HANGARS		543.7'
3	BOX HANGAR		542.6'
4	BOX HANGAR		547.0'
5	FUEL FARM		531.3'
6	CONVENTIONAL HANGAR		549.2'
7	MAINTENANCE & FUEL BLDG		540.3'
8	TERMINAL BUILDING		547.4'
9	CONVENTIONAL HANGAR		564.7'
10	BOX HANGAR		552.5'
11	BOX HANGAR		553.1'
12	BOX HANGAR		542.9'
13	AIRPORT MAINTENANCE		538.9'
14	BOX HANGAR		539.9'
15	BOX HANGAR		549.5'
16	SHADE & BOX HANGARS		542.0'
17	BOX HANGAR		542.9'
18	BOX HANGAR		548.0'
19	T-HANGARS		543.6'
20	T-HANGARS		543.2'
21			
22			
101		T-HANGARS	540.0'
102		T-HANGARS	542.0'
103		T-HANGARS	544.0'
104		T-HANGARS	546.0'
105		T-HANGARS	548.0'
106		T-HANGARS	550.0'
107		T-HANGARS	552.0'
108		T-HANGARS	554.0'
109		BOX HANGARS	539.0'
110		BOX HANGARS	541.0'
111		BOX HANGARS	543.0'
112		BOX HANGARS	544.0'
113		BOX HANGARS	553.0'
114		BOX HANGARS	554.0'
115		BOX HANGARS	556.0'
116		BOX HANGARS	558.0'
117		BOX HANGARS	559.0'
118		BOX HANGARS	553.0'
119		BOX HANGARS	554.0'
120		BOX HANGARS	556.0'
121		BOX HANGARS	558.0'
122		BOX HANGARS	559.0'
123		T-HANGARS	543.0'
124		T-HANGARS	544.0'
125		T-HANGARS	545.0'
126		T-HANGARS	547.0'
127		T-HANGARS	547.0'
128		T-HANGARS	549.0'

ULTIMATE ELEVATIONS WILL VARY DUE TO FINAL GRADING AND DRAINAGE PLAN

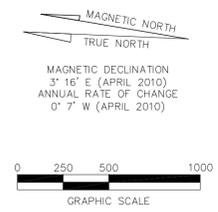
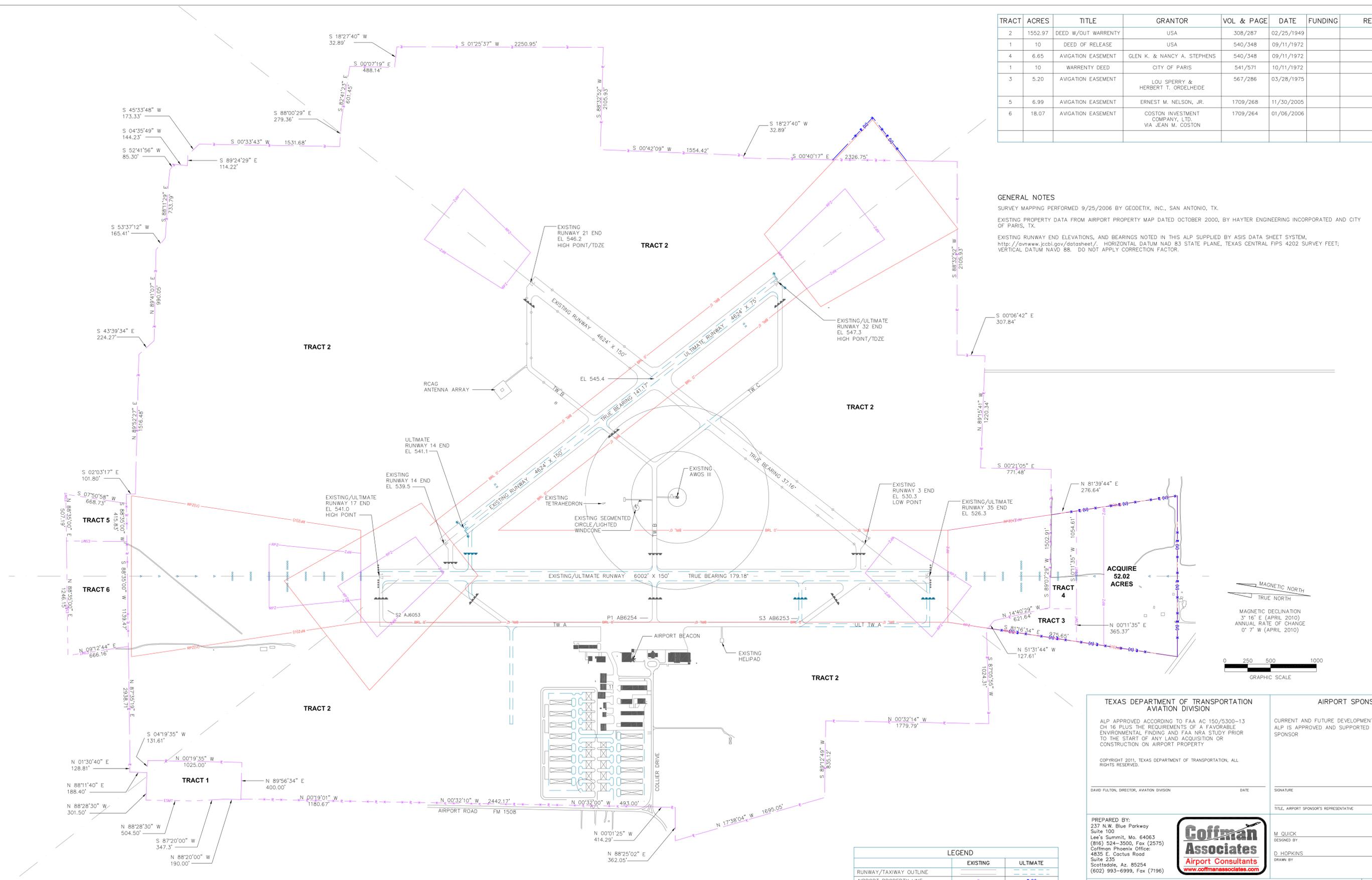
LEGEND		
	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE	---	---
BUILDINGS/FACILITIES	█	█
AIRPORT PROPERTY LINE	---	---
AIRPORT PROPERTY LINE with FENCE	---	---
AIRPORT REFERENCE POINT (ARP)	○	○
WIND CONE AND SEGMENTED CIRCLE	○	○
THRESHOLD LIGHTS	••••	••••
C&C BEACON	★	★
FENCE LINE	---	---
TELEPHONE/POWER POLE LINE	---	---
NONDIRECTIONAL BEACON (NDB)	○	○
RWY END IDENTIFIER LIGHTS (REILS)	○	○
VGSJ	○	○
BUILDING RESTRICTION LINE (BRL)	---	---
GROUND CONTOURS	---	---
SIGNIFICANT OBJECT LOCATION	○	○
TREES/BRUSH	---	---
ASOS	█	█
HOLD POSITION AND SIGN	---	---
SURVEY MARKERS	▼	▼

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M. QUICK DESIGNED BY _____ DATE MAY 23, 2011		D. HOPKINS DRAWN BY _____ DATE MAY 23, 2011	

TRACT	ACRES	TITLE	GRANTOR	VOL & PAGE	DATE	FUNDING	REMARKS
2	1552.97	DEED W/OUT WARRENTY	USA	308/287	02/25/1949		
1	10	DEED OF RELEASE	USA	540/348	09/11/1972		
4	6.65	AVIGATION EASEMENT	GLEN K. & NANCY A. STEPHENS	540/348	09/11/1972		
1	10	WARRENTY DEED	CITY OF PARIS	541/571	10/11/1972		
3	5.20	AVIGATION EASEMENT	LOU SPERRY & HERBERT T. ORDELHEIDE	567/286	03/28/1975		
5	6.99	AVIGATION EASEMENT	ERNEST M. NELSON, JR.	1709/268	11/30/2005		
6	18.07	AVIGATION EASEMENT	COSTON INVESTMENT COMPANY, LTD. VIA JEAN M. COSTON	1709/264	01/06/2006		

**GENERAL NOTES**

SURVEY MAPPING PERFORMED 9/25/2006 BY GEODETIX, INC., SAN ANTONIO, TX.  
 EXISTING PROPERTY DATA FROM AIRPORT PROPERTY MAP DATED OCTOBER 2000, BY HAYTER ENGINEERING INCORPORATED AND CITY OF PARIS, TX.  
 EXISTING RUNWAY END ELEVATIONS, AND BEARINGS NOTED IN THIS ALP SUPPLIED BY ASIS DATA SHEET SYSTEM.  
 http://avnwww.jccbi.gov/datasheet/ HORIZONTAL DATUM NAD 83 STATE PLANE, TEXAS CENTRAL FIPS 4202 SURVEY FEET;  
 VERTICAL DATUM NAVD 88. DO NOT APPLY CORRECTION FACTOR.



LEGEND		
	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE	---	---
AIRPORT PROPERTY LINE	---	---
AIRPORT PROPERTY LINE W/FENCE	---	---
BUILDING RESTRICTION LINE (BRL)	---	---
RUNWAY PROTECTION ZONE (RPZ)	---	---
EASEMENT	---	---

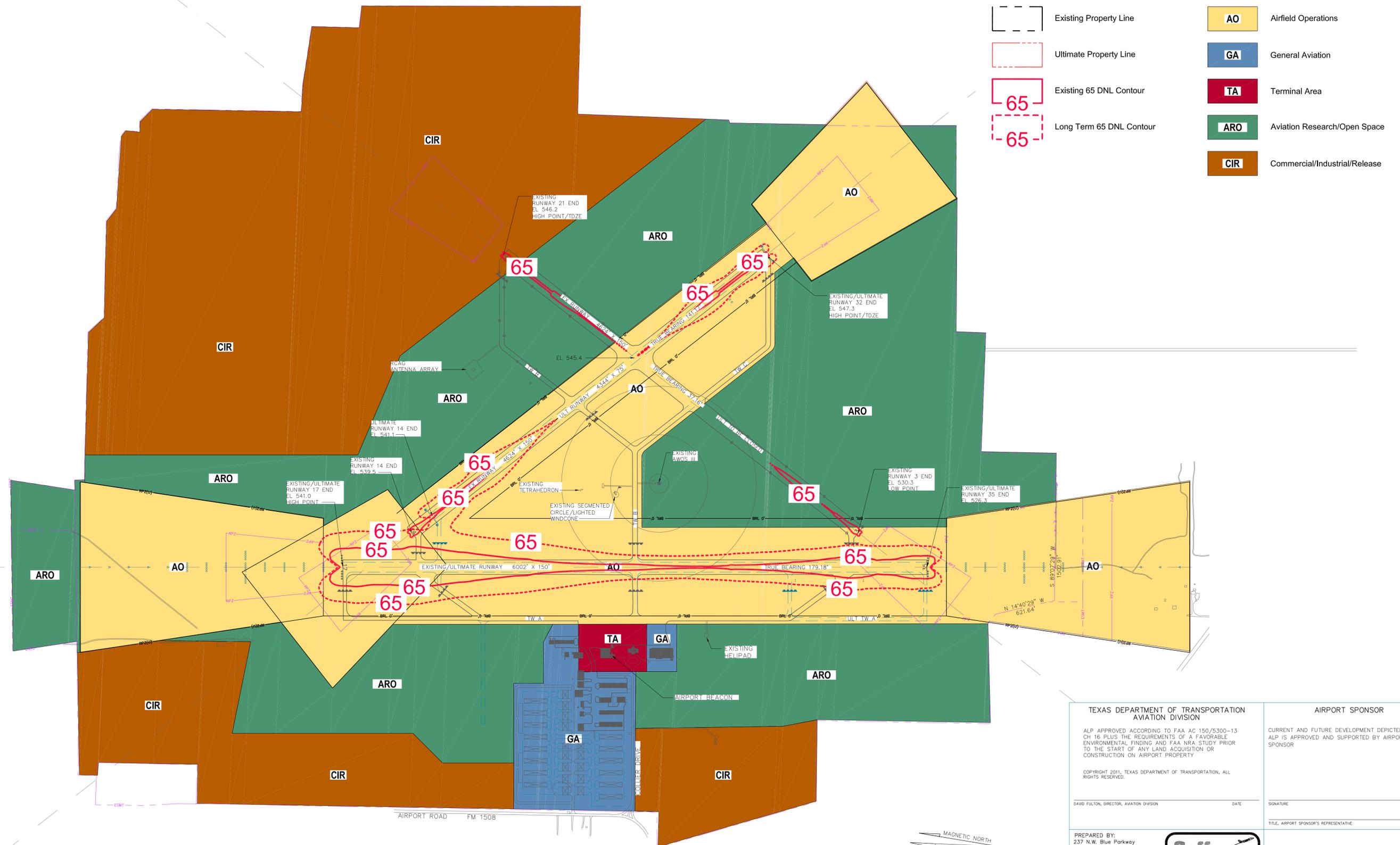
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**AIRPORT PROPERTY MAP  
 COX FIELD (PRX)  
 PARIS, TEXAS**



Coffman Associates R:\CAD\Hopkins\MP\PARIS\ALP\PARIS\_LU\_2011.dwg Printed Date: 5-25-11 10:21:52 AM Hopkins



- Existing Property Line
- Ultimate Property Line
- Existing 65 DNL Contour
- Long Term 65 DNL Contour
- AO Airfield Operations
- GA General Aviation
- TA Terminal Area
- ARO Aviation Research/Open Space
- CIR Commercial/Industrial/Release

MAGNETIC NORTH  
TRUE NORTH

MAGNETIC DECLINATION  
3° 16' E (APRIL 2010)  
ANNUAL RATE OF CHANGE  
0° 7' W (APRIL 2010)

0 250 500 1000  
GRAPHIC SCALE

<p>TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION</p> <p>ALP APPROVED ACCORDING TO FAA AC 150/5300-13 CH 16 PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA NRA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY</p> <p>COPYRIGHT 2011, TEXAS DEPARTMENT OF TRANSPORTATION, ALL RIGHTS RESERVED.</p> <p>DAVID FELTON, DIRECTOR, AVIATION DIVISION</p>		<p>AIRPORT SPONSOR</p> <p>CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR</p>	
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<p>COFFMAN ASSOCIATES <b>Airport Consultants</b> www.coffmanassociates.com</p>		<p>AIRPORT LAND USE</p> <p>COX FIELD (PRX) PARIS, TEXAS</p>	
<p>TEXAS DEPARTMENT OF TRANSPORTATION Aviation Division</p>		<p>TEXAS DEPARTMENT OF TRANSPORTATION Aviation Division</p>	
<p>SHEET 2 OF 2</p>		<p>SHEET 2 OF 2</p>	