APPENDIX A

GLOSSARY OF TERMS

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A

Above Ground Level: The elevation of a point or surface above the ground.

Accelerate-Stop Distance Available (ASDA): See declared distances.

Advisory Circular: External publications issued by the FAA consisting of non-regulatory material providing for the recommendations relative to a policy, guidance and information relative to a specific aviation subject.

Air Carrier: An operator which: (1) performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week, and places between which such flights are performed; or (2) transports mail by air pursuant to a current contract with the U.S. Postal Service. Certified in accordance with Federal Aviation Regulation (FAR) Parts 121 and 127.

Air Route Traffic Control Center (ARTCC): A facility established to provide air traffic control service to aircraft operating on an IFR flight plan within controlled airspace and principally during the enroute phase of flight.

Air Taxi: An air carrier certificated in accordance with FAR Part 121 and FAR Part 135 and authorized to provide, on demand, public transportation of persons and property by aircraft. Generally operates small aircraft "for hire" for specific trips.

Air Traffic Control: A service operated by an appropriate organization for the purpose of providing for the safe, orderly, and expeditious flow of air traffic.

Air Traffic Control System Command Center: A facility operated by the FAA which is responsible for the central flow control, the central altitude reservation system, the airport reservation position system, and the air traffic service contingency command for the air traffic control system.

Air Traffic Hub: A categorization of commercial service airports or group of commercial service airports in a metropolitan or urban area based upon the proportion of annual national enplanements existing at the airport or airports. The categories are large hub, medium hub, small hub, or non-hub. It forms the basis for the apportionment of entitlement funds.

Air Transport Association Of America: An organization consisting of the principal U.S. airlines that represents the interests of the airline industry on major aviation issues before federal, state, and local government bodies. It promotes air transportation safety by coordinating industry and governmental safety programs and it serves as a focal point for industry efforts to standardize practices and enhance the efficiency of the air transportation system.

Aircraft: A transportation vehicle that is used or intended for use for flight.

Aircraft Approach Category: A grouping of aircraft based on 1.3 times the stall speed in their landing configuration at their maximum certificated landing weight. The categories are as follows:

- **Category A:** Speed less than 91 knots.
- **Category B:** Speed 91 knots or more, but less than 121 knots.
- **Category C:** Speed 121 knots or more, but less than 141 knots.

- **Category D:** Speed 141 knots or more, but less than 166 knots.
- **Category E:** Speed greater than 166 knots

Aircraft Operation: The landing, takeoff, or touch-and-go procedure by an aircraft on a runway at an airport.

Aircraft Operations Area (AOA): A restricted and secure area on the airport property designed to protect all aspects related to aircraft operations.

Aircraft Owners And Pilots Association: A private organization serving the interests and needs of general aviation pilots and aircraft owners.

Aircraft Rescue And Fire Fighting: A facility located at an airport that provides emergency vehicles, extinguishing agents, and personnel responsible for minimizing the impacts of an aircraft accident or incident.

Airfield: The portion of an airport which contains the facilities necessary for the operation of aircraft.

Airline Hub: An airport at which an airline concentrates a significant portion of its activity and which often has a significant amount of connecting traffic.

Airplane Design Group (ADG): A grouping of aircraft based upon wingspan. The groups are as follows:

- **Group I:** Up to but not including 49 feet.
- **Group II:** 49 feet up to but not including 79 feet.
- **Group III:** 79 feet up to but not including 118 feet.
- **Group IV:** 118 feet up to but not including 171 feet.
- **Group V:** 171 feet up to but not including 214 feet.
- **Group VI:** 214 feet or greater.

Airport Authority: A quasi-governmental public organization responsible for setting the policies governing the management and operation of an airport or system of airports under its jurisdiction.

Airport Beacon: A navigational aid located at an airport which displays a rotating light beam to identify whether an airport is lighted.

Airport Beacon

Airport Capital Improvement Plan: The planning program used by the Federal Aviation Administration to identify, prioritize, and distribute funds for airport development and the needs of the National Airspace System to meet specified national goals and objectives.

Airport Elevation: The highest point on the runway system at an airport expressed in feet above mean sea level (MSL).

Airport Improvement Program: A program authorized by the Airport and Airway Improvement Act of 1982 that provides funding for airport planning and development.

Airport Layout Drawing (ALD): The drawing of the airport showing the layout of existing and proposed airport facilities.

Airport Layout Plan (ALP): A scaled drawing of the existing and planned land and facilities necessary for the operation and development of the airport.

Airport Layout Plan Drawing Set: A set of technical drawings depicting the current and future airport conditions. The individual sheets comprising the set can vary with the complexities of the airport, but the FAA-required drawings include the Airport Layout Plan (sometimes referred to as the Airport Layout Drawing (ALD), the Airport Airspace Drawing, and the Inner Portion of the Approach Surface Drawing, On-Airport Land Use Drawing, and Property Map.

Airport Master Plan: A local planning document that serves as a guide for the long-term development of an airport.

Airport Movement Area Safety System: A system that provides automated alerts and warnings of potential runway incursions or other hazardous aircraft movement events.

Airport Obstruction Chart: A scaled drawing depicting the Federal Aviation Regulation (FAR) Part 77 surfaces, a representation of objects that penetrate these surfaces, runway, taxiway, and ramp areas, navigational aids, buildings, roads and other detail in the vicinity of an airport.

Airport Reference Code (ARC): A coding system used to relate airport design criteria to the operational (Aircraft Approach Category) to the physical characteristics (Airplane Design Group) of the airplanes intended to operate at the airport.

Airport Reference Point (ARP): The latitude and longitude of the approximate center of the airport.

Airport Sponsor: The entity that is legally responsible for the management and operation of an airport, including the fulfillment of the requirements of laws and regulations related thereto.

Airport Surface Detection Equipment: A radar system that provides air traffic controllers with a visual representation of the movement of aircraft and other vehicles on the ground on the airfield at an airport.

Airport Surveillance Radar: The primary radar located at an airport or in an air traffic control terminal area that receives a signal at an antenna and transmits the signal to air traffic control display equipment defining the location of aircraft in the air. The signal provides only the azimuth and range of aircraft from the location of the antenna.

Airport Traffic Control Tower (ATCT): A central operations facility in the terminal air traffic control system, consisting of a tower, including an associated instrument flight rule (IFR) room if radar equipped, using air/ground communications and/or radar, visual signaling and other devices to provide safe and expeditious movement of terminal air traffic.

Airside: The portion of an airport that contains the facilities necessary for the operation of aircraft.

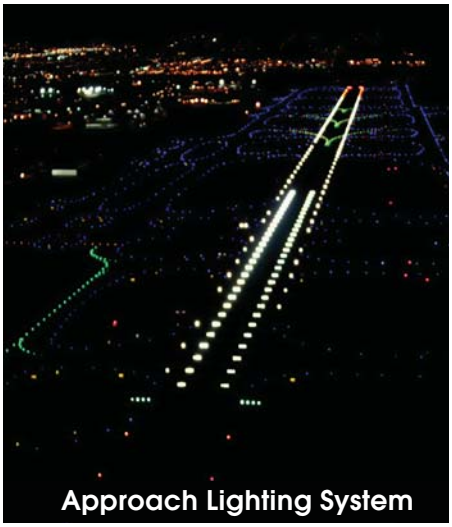
Airspace: The volume of space above the surface of the ground that is provided for the operation of aircraft.

Alert Area: See special-use airspace.

Altitude: The vertical distance measured in feet above mean sea level.

Annual Instrument Approach (AIA): An approach to an airport with the intent to land by an aircraft in accordance with an IFR flight plan when visibility is less than three miles and/or when the ceiling is at or below the minimum initial approach altitude.

Approach Lighting System (ALS): An airport lighting facility which provides visual guidance to landing aircraft by radiating light beams by which the pilot aligns the aircraft with the extended centerline of the runway on final approach and landing.


Approach Lighting System

Approach Minimums: The altitude below which an aircraft may not descend while on an IFR approach unless the pilot has the runway in sight.

Approach Surface: An imaginary obstruction limiting surface defined in FAR Part 77 which is longitudinally centered on an extended runway centerline and extends outward and upward from the primary surface at each end of a runway at a designated slope and distance based upon the type of available or planned approach by aircraft to a runway.

Apron: A specified portion of the airfield used for passenger, cargo or freight loading and unloading, aircraft parking, and the refueling, maintenance and servicing of aircraft.

Area Navigation: The air navigation procedure that provides the capability to establish and maintain a flight path on an arbitrary course that remains within the coverage area of navigational sources being used.

Automated Terminal Information Service (ATIS): The continuous broadcast of recorded non-control information at towered airports. Information typically includes wind speed, direction, and runway in use.

Automated Surface Observation System (ASOS): A reporting system that provides frequent airport ground surface weather observation data through digitized voice broadcasts and printed reports.

Automated Weather Observation System (AWOS): Equipment used to automatically record weather conditions (i.e., cloud height, visibility, wind speed and direction, temperature, dew point, etc.)

Automatic Direction Finder (ADF): An aircraft radio navigation system which senses and indicates the direction to a non-directional radio beacon (NDB) ground transmitter.

Avigation Easement: A contractual right or a property interest in land over which a right of unobstructed flight in the airspace is established.

Azimuth: Horizontal direction expressed as the angular distance between true north and the direction of a fixed point (as the observer's heading).

B

Base Leg: A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline. See "traffic pattern."

Based Aircraft: The general aviation aircraft that use a specific airport as a home base.

Bearing: The horizontal direction to or from any point, usually measured clockwise from true north or magnetic north.

Blast Fence: A barrier used to divert or dissipate jet blast or propeller wash.

Blast Pad: A prepared surface adjacent to the end of a runway for the purpose of eliminating the erosion of the ground surface by the wind forces produced by airplanes at the initiation of takeoff operations.

Building Restriction Line (BRL): A line which identifies suitable building area locations on the airport.

Blast Fence

C

Capital Improvement Plan: The planning program used by the Federal Aviation Administration to identify, prioritize, and distribute Airport Improvement Program funds for airport development and the needs of the National Airspace System to meet specified national goals and objectives.

Cargo Service Airport: An airport served by aircraft providing air transportation of property only, including mail, with an annual aggregate landed weight of at least 100,000,000 pounds.

Ceiling: The height above the ground surface to the location of the lowest layer of clouds which is reported as either broken or overcast.

Circling Approach: A maneuver initiated by the pilot to align the aircraft with the runway for landing when flying a predetermined circling instrument approach under IFR.

Class A Airspace: See Controlled Airspace.

Class B Airspace: See Controlled Airspace.

Class C Airspace: See Controlled Airspace.

Class D Airspace: See Controlled Airspace.

Class E Airspace: See Controlled Airspace.

Class G Airspace: See Controlled Airspace.

Clear Zone: See Runway Protection Zone.

Commercial Service Airport: A public airport providing scheduled passenger service that enplanes at least 2,500 annual passengers.

Common Traffic Advisory Frequency (CTAF): A radio frequency identified in the appropriate aeronautical chart which is designated for the purpose of transmitting airport advisory information and procedures while operating to or from an uncontrolled airport.

Compass Locator (LOM): A low power, low/medium frequency radio-beacon installed in conjunction with the instrument landing system at one or two of the marker sites.

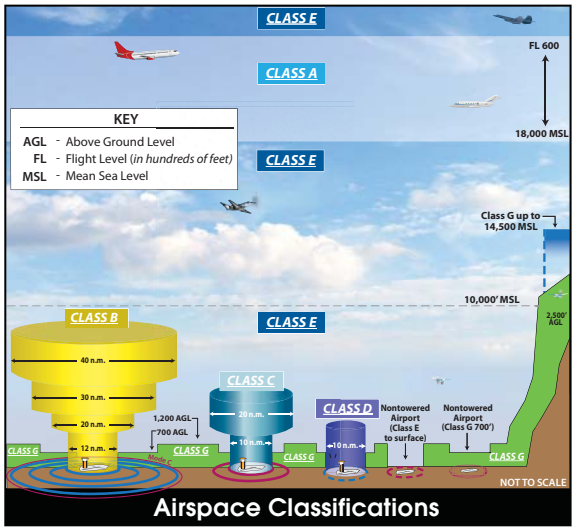
Conical Surface: An imaginary obstruction- limiting surface defined in FAR Part 77 that extends from the edge of the horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

Controlled Airport: An airport that has an operating airport traffic control tower.

Controlled Airspace: Airspace of defined dimensions within which air traffic control services are provided to instrument flight rules (IFR) and visual flight rules (VFR) flights in accordance with the airspace classification. Controlled airspace in the United States is designated as follows:

CLASS A: Generally, the airspace from 18,000 feet mean sea level (MSL) up to but not including flight level FL600. All persons must operate their aircraft under IFR.

CLASS B: Generally, the airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports. The configuration of Class B airspace is unique to each airport, but typically consists of two or more layers of air space and is designed to contain all published instrument approach procedures to the airport. An air traffic control clearance is required for all aircraft to operate in the area.



CLASS C: Generally, the airspace from the surface to 4,000 feet above the airport elevation (charted as MSL) surrounding those airports that have an operational control tower and radar approach control and are served by a qualifying number of IFR operations or passenger enplanements. Although individually tailored for each airport, Class C airspace typically consists of a surface area with a five nautical mile (nm) radius and an outer area with a 10 nautical mile radius that extends from 1,200 feet to 4,000 feet above the airport elevation. Two-way radio communication is required for all aircraft.

CLASS D: Generally, that airspace from the surface to 2,500 feet above the airport elevation (charted as MSL) surrounding those airports that have an operational control tower. Class D airspace is individually tailored and configured to encompass published instrument approach procedure. Unless otherwise authorized, all persons must establish two-way radio communication.

CLASS E: Generally, controlled airspace that is not classified as Class A, B, C, or D. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures. Class E airspace encompasses all Victor Airways. Only aircraft following instrument flight rules are required to establish two-way radio communication with air traffic control.

CLASS G: Generally, that airspace not classified as Class A, B, C, D, or E. Class G airspace is uncontrolled for all aircraft. Class G airspace extends from the surface to the overlying Class E airspace.

Controlled Firing Area: See special-use airspace.

Crosswind: A wind that is not parallel to a runway centerline or to the intended flight path of an aircraft.

Crosswind Component: The component of wind that is at a right angle to the runway centerline or the intended flight path of an aircraft.

Crosswind Leg: A flight path at right angles to the landing runway off its upwind end. See "traffic pattern."

D

Decibel: A unit of noise representing a level relative to a reference of a sound pressure 20 micro newtons per square meter.

Decision Height/Decision Altitude: The height above the end of the runway surface at which a decision must be made by a pilot during the ILS or Precision Approach Radar approach to either continue the approach or to execute a missed approach.

Declared Distances: The distances declared available for the airplane's takeoff runway, takeoff distance, accelerate-stop distance, and landing distance requirements. The distances are:

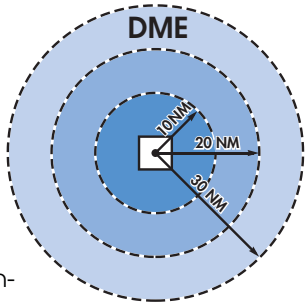
- **Takeoff Run Available (TORA):** The runway length declared available and suitable for the ground run of an airplane taking off.
- **Takeoff Distance Available (TODA):** The TORA plus the length of any remaining runway and/or clear way beyond the far end of the TORA.
- **Accelerate-stop Distance Available (ASDA):** The runway plus stopway length declared available for the acceleration and deceleration of an aircraft aborting a takeoff.
- **Landing Distance Available (LDA):** The runway length declared available and suitable for landing.

Department Of Transportation: The cabinet level federal government organization consisting of modal operating agencies, such as the Federal Aviation Administration, which was established to promote the coordination of federal transportation programs and to act as a focal point for research and development efforts in transportation.

Discretionary Funds: Federal grant funds that may be appropriated to an airport based upon designation by the Secretary of Transportation or Congress to meet a specified national priority such as enhancing capacity, safety, and security, or mitigating noise.

Displaced Threshold: A threshold that is located at a point on the runway other than the designated beginning of the runway.

Distance Measuring Equipment (DME): Equipment (airborne and ground) used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigational aid.



DNL: The 24-hour average sound level, in decibels, obtained after the addition of ten decibels to sound levels for the periods between 10 p.m. and 7 a.m. as averaged over a span of one year. It is the FAA standard metric for determining the cumulative exposure of individuals to noise.

Downwind Leg: A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg. Also see "traffic pattern."

E

Easement: The legal right of one party to use a portion of the total rights in real estate owned by another party. This may include the right of passage over, on, or below the property; certain air rights above the property, including view rights; and the rights to any

specified form of development or activity, as well as any other legal rights in the property that may be specified in the easement document.

Elevation: The vertical distance measured in feet above mean sea level.

Enplaned Passengers: The total number of revenue passengers boarding aircraft, including originating, stop-over, and transfer passengers, in scheduled and nonscheduled services.

Enplanement: The boarding of a passenger, cargo, freight, or mail on an aircraft at an airport.

Entitlement: Federal funds for which a commercial service airport may be eligible based upon its annual passenger enplanements.

Environmental Assessment (EA): An environmental analysis performed pursuant to the National Environmental Policy Act to determine whether an action would significantly affect the environment and thus require a more detailed environmental impact statement.

Environmental Audit: An assessment of the current status of a party's compliance with applicable environmental requirements of a party's environmental compliance policies, practices, and controls.

Environmental Impact Statement (EIS): A document required of federal agencies by the National Environmental Policy Act for major projects or legislative proposals affecting the environment. It is a tool for decision-making describing the positive and negative effects of a proposed action and citing alternative actions.

Essential Air Service: A federal program which guarantees air carrier service to selected small cities by providing subsidies as needed to prevent these cities from such service.

F

Federal Aviation Regulations: The general and permanent rules established by the executive departments and agencies of the Federal Government for aviation, which are published in the Federal Register. These are the aviation subset of the Code of Federal Regulations.

Federal Inspection Services: The provision of customs and immigration services including passport inspection, inspection of baggage, the collection of duties on certain imported items, and the inspections for agricultural products, illegal drugs, or other restricted items.

Final Approach: A flight path in the direction of landing along the extended runway centerline. The final approach normally extends from the base leg to the runway. See "traffic pattern."

Final Approach and Takeoff Area (FATO): A defined area over which the final phase of the helicopter approach to a hover, or a landing is completed and from which the takeoff is initiated.

Final Approach Fix: The designated point at which the final approach segment for an aircraft landing on a runway begins for a non-precision approach.

Finding Of No Significant Impact (FONSI): A public document prepared by a Federal agency that presents the rationale why a proposed action will not have a significant effect on the environment and for which an environmental impact statement will not be prepared.

Fixed Base Operator (FBO): A provider of services to users of an airport. Such services include, but are not limited to, hangaring, fueling, flight training, repair, and maintenance.

Flight Level: A measure of altitude used by aircraft flying above 18,000 feet. Flight levels are indicated by three digits representing the pressure altitude in hundreds of feet. An airplane flying at flight level 360 is flying at a pressure altitude of 36,000 feet. This is expressed as FL 360.

Flight Service Station (FSS): An operations facility in the national flight advisory system which utilizes data interchange facilities for the collection and dissemination of Notices to Airmen, weather, and administrative data and which provides preflight and in-flight advisory services to pilots through air and ground based communication facilities.

Frangible Navaid: A navigational aid which retains its structural integrity and stiffness up to a designated maximum load, but on impact from a greater load, breaks, distorts, or yields in such a manner as to present the minimum hazard to aircraft.

G

General Aviation: That portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate of convenience and necessity, and large aircraft commercial operators.

General Aviation Airport: An airport that provides air service to only general aviation.

Glideslope (GS): Provides vertical guidance for aircraft during approach and landing. The glideslope consists of the following:

- Electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as ILS; or
- Visual ground aids, such as PAPI, which provide vertical guidance for VFR approach or for the visual portion of an instrument approach and landing.

Global Positioning System (GPS): A system of satellites used as reference points to enable navigators equipped with GPS receivers to determine their latitude, longitude, and altitude.

Ground Access: The transportation system on and around the airport that provides access to and from the airport by ground transportation vehicles for passengers, employees, cargo, freight, and airport services.

Ground Based Augmentation System (GBAS): A program that augments the existing GPS system by providing corrections to aircraft in the vicinity of an airport in order to improve the accuracy of these aircrafts' GPS navigational position

H

Helipad: A designated area for the takeoff, landing, and parking of helicopters.

High Intensity Runway Lights (HIRL): The highest classification in terms of intensity or brightness for lights designated for use in delineating the sides of a runway.

High-speed Exit Taxiway: An acute-angled exit taxiway forming a 30 degree angle with the runway centerline, designed to allow an aircraft to exit a runway without having to decelerate to typical taxi speed.

Horizontal Surface: An imaginary obstruction-limiting surface defined in FAR Part 77 that is specified as a portion of a horizontal plane surrounding a runway located 150 feet above the established airport elevation. The specific horizontal dimensions of this surface are a function of the types of approaches existing or planned for the runway.

Hot Spot: A location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.

I

Initial Approach Fix: The designated point at which the initial approach segment begins for an instrument approach to a runway.

Instrument Approach Procedure: A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.

Instrument Flight Rules (IFR): Procedures for the conduct of flight in weather conditions below Visual Flight Rules weather minimums. The term IFR is often also used to define weather conditions **and the type of flight plan under which an aircraft is operating.**

Instrument Landing System (ILS): A precision instrument approach system which normally consists of the following electronic components and visual aids:

1. Localizer
2. Glide Slope
3. Outer Marker
4. Middle Marker
5. Approach Lights

Instrument Meteorological Conditions: Meteorological conditions expressed in terms of specific visibility and ceiling conditions that are less than the minimums specified for visual meteorological conditions.

Itinerant Operations: Operations by aircraft that are arriving from outside the traffic pattern or departing the airport traffic pattern.

K

Knots: A unit of speed length used in navigation that is equivalent to the number of nautical miles traveled in one hour.

L

Landside: The portion of an airport that provides the facilities necessary for the processing of passengers, cargo, freight, and ground transportation vehicles.

Landing Distance Available (LDA): See declared distances.

Large Airplane: An airplane that has a maximum certified takeoff weight in excess of 12,500 pounds.

Local Operations: Aircraft operations performed by aircraft that operate in the local traffic pattern or within sight of the airport, that are known to be departing for or arriving from flights in local practice areas within a prescribed distance from the airport, or that execute simulated instrument approaches at the airport. Typically, this includes touch and-go training operations.

Localizer: The component of an ILS which provides course guidance to the runway.

Localizer Type Directional Aid (LDA): A facility of comparable utility and accuracy to a localizer but is not part of a complete ILS and is not aligned with the runway.

Localizer

Low Intensity Runway Lights: The lowest classification in terms of intensity or brightness for lights designated for use in delineating the sides of a runway.

M

Medium Intensity Runway Lights: The middle classification in terms of intensity or brightness for lights designated for use in delineating the sides of a runway.

Military Operations: Aircraft operations that are performed in military aircraft.

Military Operations Area (MOA): See special-use airspace

Military Training Route: An air route depicted on aeronautical charts for the conduct of military flight training at speeds above 250 knots.

Missed Approach Course (MAC): The flight route to be followed if, after an instrument approach, a landing is not affected, and occurring normally:

- When the aircraft has descended to the decision height and has not established visual contact; or
- When directed by air traffic control to pull up or to go around again.

Movement Area: The runways, taxiways, and other areas of an airport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports with a tower, air traffic control clearance is required for entry onto the movement area.

N

National Airspace System (NAS): The network of air traffic control facilities, air traffic control areas, and navigational facilities through the U.S.

National Plan Of Integrated Airport Systems (NPIAS): The national airport system plan developed by the Secretary of Transportation on a biannual basis for the development of public use airports to meet national air transportation needs.

National Transportation Safety Board: A federal government organization established to investigate and determine the probable cause of transportation accidents, to recommend equipment and procedures to enhance transportation safety, and to review on appeal the suspension or revocation of any certificates or licenses issued by the Secretary of Transportation.

Nautical Mile: A unit of length used in navigation which is equivalent to the distance spanned by one minute of arc in latitude, that is, 1,852 meters or 6,076 feet. It is equivalent to approximately 1.15 statute mile.

Navaid: A term used to describe any electrical or visual air navigational aids, lights, signs, and associated supporting equipment (i.e., PAPI, VASI, ILS, etc.)

Navigational Aid: A facility used as, available for use as, or designed for use as an aid to air navigation.

Noise Contour: A continuous line on a map of the airport vicinity connecting all points of the same noise exposure level.

Non-directional Beacon (NDB): A beacon transmitting non-directional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine their bearing to and from the radio beacon and home on, or track to, the station. When the radio beacon is installed in conjunction with the Instrument Landing System marker, it is normally called a Compass Locator.

Non-precision Approach Procedure: A standard instrument approach procedure in which no electronic glide slope is provided, such as VOR, TACAN, NDB, or LOC.

Notice To Air Missions (NOTAM): A notice containing information concerning the establishment, condition, or change in any component of or hazard in the National Airspace System, the timely knowledge of which is considered essential to personnel concerned with flight operations.

NDB

O

Object Free Area (OFA): An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Obstacle Free Zone (OFZ): The airspace below 150 feet above the established airport elevation and along the runway and extended runway centerline that is required to be kept clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance for aircraft landing or taking off from the runway, and for missed approaches.

Operation: The take-off, landing, or touch-and-go procedure by an aircraft on a runway at an airport.

Outer Marker (OM): An ILS navigation facility in the terminal area navigation system located four to seven miles from the runway edge on the extended centerline, indicating to the pilot that he/she is passing over the facility and can begin final approach.

P

Pilot-controlled Lighting: Runway lighting systems at an airport that are controlled by activating the microphone of a pilot on a specified radio frequency.

Precision Approach: A standard instrument approach procedure which provides runway alignment and glide slope (descent) information. It is categorized as follows:

- **CATEGORY I (CAT I):** A precision approach which provides for approaches with a decision height of not less than 200 feet and visibility not less than 1/2 mile or Runway Visual Range (RVR) 2400 (RVR 1800) with operative touchdown zone and runway centerline lights.
- **CATEGORY II (CAT II):** A precision approach which provides for approaches with a decision height of not less than 100 feet and visibility not less than 1200 feet RVR.
- **CATEGORY III (CAT III):** A precision approach which provides for approaches with minimal less than Category II.

Precision Approach Path Indicator (PAPI): A lighting system providing visual approach slope guidance to aircraft during a landing approach. A PAPI normally consists of four light units but an abbreviated system of two lights is acceptable for some categories of aircraft.


Precision Approach Path Indicator

Precision Approach Radar: A radar facility in the terminal air traffic control system used to detect and display with a high degree of accuracy the direction, range, and elevation of an aircraft on the final approach to a runway.

Precision Object Free Zone (POFZ): An area centered on the extended runway centerline, beginning at the runway threshold and extending behind the runway threshold that is 200 feet long by 800 feet wide. The POFZ is a clearing standard which requires the POFZ to be kept clear of above ground objects protruding above the runway safety area edge elevation (except for frangible NAVAIDS). The POFA is only in effect when the approach includes vertical guidance, the reported ceiling is below 250 feet, and an aircraft is on final approach within two miles of the runway threshold.

Primary Airport: A commercial service airport that enplanes at least 10,000 annual passengers.

Primary Surface: An imaginary obstruction limiting surface defined in FAR Part 77 that is specified as a rectangular surface longitudinally centered about a runway. The specific dimensions of this surface are a function of the types of approaches existing or planned for the runway.

Prohibited Area: See special-use airspace.

PVC: Poor visibility and ceiling. Used in determining Annual Service Volume. PVC conditions exist when the cloud ceiling is less than 500 feet and visibility is less than one mile.

R

Radial: A navigational signal generated by a Very High Frequency Omni-directional Range or VORTAC station that is measured as an azimuth from the station.

Regression Analysis: A statistical technique that seeks to identify and quantify the relationships between factors associated with a forecast.

Remote Communications Outlet (RCO): An unstaffed transmitter receiver/facility remotely controlled by air traffic personnel. RCOs serve flight service stations (FSSs). RCOs were established to provide ground-to-ground communications between air traffic control specialists and pilots at satellite airports for delivering enroute clearances, issuing departure authorizations, and acknowledging instrument flight rules cancellations or departure/landing times.

Remote Transmitter/receiver (RTR): See remote communications outlet. RTRs serve ARTCCs.

Reliever Airport: An airport to serve general aviation aircraft which might otherwise use a congested air-carrier served airport.

Restricted Area: See special-use airspace.

RNAV: Area navigation - airborne equipment which permits flights over determined tracks within prescribed accuracy tolerances without the need to overfly ground-based navigation facilities. Used enroute and for approaches to an airport.

Runway: A defined rectangular area on an airport prepared for aircraft landing and takeoff. Runways are normally numbered in relation to their magnetic direction, rounded off to the nearest 10 degrees. For example, a runway with a magnetic heading of 180 would be designated Runway 18. The runway heading on the opposite end of the runway is 180 degrees from that runway end. For example, the opposite runway heading for Runway 18 would be Runway 36 (magnetic heading of 360). Aircraft can takeoff or land from either end of a runway, depending upon wind direction.

Runway Alignment Indicator Light (RAIL): A series of high intensity sequentially flashing lights installed on the extended centerline of the runway usually in conjunction with an approach lighting system.

Runway Design Code: A code signifying the FAA design standards to which the runway is to be built.

Runway End Identification Lighting (REIL): Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.

REIL

Runway Gradient: The average slope, measured in percent, between the two ends of a runway.

Runway Protection Zone (RPZ): An area off the runway end to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape. Its dimensions are determined by the aircraft approach speed and runway approach type and minimal.

Runway Reference Code: A code signifying the current operational capabilities of a runway and taxiway.

Runway Safety Area (RSA): A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

Runway Visibility Zone (RVZ): An area on the airport to be kept clear of permanent objects so that there is an unobstructed line of sight from any point five feet above the runway centerline to any point five feet above an intersecting runway centerline.

Runway Visual Range (RVR): An instrumentally derived value, in feet, representing the horizontal distance a pilot can see down the runway from the runway end.

S

Scope: The document that identifies and defines the tasks, emphasis, and level of effort associated with a project or study.

Segmented Circle: A system of visual indicators designed to provide traffic pattern information at airports without operating control towers, often co-located with a wind cone.

Shoulder: An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface; support for aircraft running off the pavement; enhanced drainage; and blast protection. The shoulder Does Not Necessarily Need To Be Paved.

Slant-range Distance: The straight line distance between an aircraft and a point on the ground.

Small Aircraft: An aircraft that has a maximum certified takeoff weight of up to 12,500 pounds.

Special-use Airspace: Airspace of defined dimensions identified by a surface area wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities. Special-use airspace classifications include:

- **ALERT AREA:** Airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity, neither of which is hazardous to aircraft.
- **CONTROLLED FIRING AREA:** Airspace wherein activities are conducted under conditions so controlled as to eliminate hazards to nonparticipating aircraft and to ensure the safety of persons or property on the ground.
- **MILITARY OPERATIONS AREA (MOA):** Designated airspace with defined vertical and lateral dimensions established outside Class A airspace to separate/segregate certain military activities from instrument flight rule (IFR) traffic and to identify for visual flight rule (VFR) traffic where these activities are conducted.
- **PROHIBITED AREA:** Designated airspace within which the flight of aircraft is prohibited.
- **RESTRICTED AREA:** Airspace designated under Federal Aviation Regulation (FAR) 73, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use. When not in use by the using agency, IFR/VFR operations can be authorized by the controlling air traffic control facility.
- **WARNING AREA:** Airspace which may contain hazards to nonparticipating aircraft.

Standard Instrument Departure (SID): A preplanned coded air traffic control IFR departure routing, preprinted for pilot use in graphic and textual form only.

Standard Instrument Departure Procedures: A published standard flight procedure to be utilized following takeoff to provide a transition between the airport and the terminal area or enroute airspace.

Standard Terminal Arrival Route (STAR): A preplanned coded air traffic control IFR arrival routing, preprinted for pilot use in graphic and textual or textual form only.

Stop-and-go: A procedure wherein an aircraft will land, make a complete stop on the runway, and then commence a takeoff from that point. A stop-and-go is recorded as two operations: one operation for the landing and one operation for the takeoff.

Stopway: An area beyond the end of a takeoff runway that is designed to support an aircraft during an aborted takeoff without causing structural damage to the aircraft. It is not to be used for takeoff, landing, or taxiing by aircraft.

Straight-in Landing/approach: A landing made on a runway aligned within 30 degrees of the final approach course following completion of an instrument approach.

T

Tactical Air Navigation (TACAN): An ultrahigh frequency electronic air navigation system which provides suitably equipped aircraft a continuous indication of bearing and distance to the TACAN **station.**

Takeoff Runway Available (TORA): See declared distances.

Takeoff Distance Available (TODA): See declared distances.

Taxilane: A taxiway designed for low speed and precise taxiing. Taxilanes are usually, but not always, located outside the movement area and provide access to from taxiways to aircraft parking positions and other terminal areas.

Taxiway: A defined path established for the taxiing of aircraft from one part of an airport to another.

Taxiway Design Group: A classification of airplanes based on outer to outer Main Gear Width (MGW) and Cockpit to Main Gear (CMG) distance.

Taxiway Safety Area (TSA): A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.

Terminal Instrument Procedures: Published flight procedures for conducting instrument approaches to runways under instrument meteorological conditions.

Terminal Radar Approach Control: An element of the air traffic control system responsible for monitoring the enroute and terminal segment of air traffic in the airspace surrounding airports with moderate to high levels of air traffic.

Tetrahedron: A device used as a landing direction indicator. The small end of the tetrahedron points in the direction of landing.

Tetrahedron

Threshold: The beginning of that portion of the runway available for landing. In some instances, the threshold may be displaced.

Touch-and-go: An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway. A touch-and-go is recorded as two operations: one operation for the landing and one operation for the takeoff.

Touchdown: The point at which a landing aircraft makes contact with the runway surface.

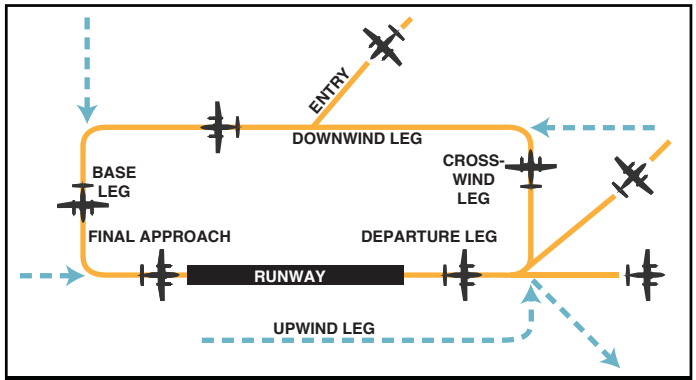
Touchdown and Lift-off Area (TLOF): A load bearing, generally paved area, normally centered in the FATO, on which a helicopter lands or takes off.

Touchdown Zone (TDZ): The first 3,000 feet of the runway beginning at the threshold.

Touchdown Zone Elevation (TDZE): The highest elevation in the touchdown zone.

Touchdown Zone Lighting: Two rows of transverse light bars located symmetrically about the runway centerline normally at 100-foot intervals. The basic system extends 3,000 feet along the runway.

Traffic Pattern: The traffic flow that is prescribed for aircraft landing at or taking off from an airport. The components of a typical traffic pattern are the upwind leg, crosswind leg, downwind leg, base leg, and final approach.



Traffic Pattern

U

Uncontrolled Airport: An airport without an airport traffic control tower at which the control of Visual Flight Rules traffic is not exercised.

Uncontrolled Airspace: Airspace within which aircraft are not subject to air traffic control.

Universal Communication (UNICOM): A non-government communication facility which may provide airport information at certain airports. Locations and frequencies of UNICOMs are shown on aeronautical charts and publications.

Upwind Leg: A flight path parallel to the landing runway in the direction of landing. See "traffic pattern."

V

Vector: A heading issued to an aircraft to provide navigational guidance by radar.

Very High Frequency Omni-directional Range (VOR): A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. Used as the basis for navigation in the national airspace system. The VOR periodically identifies itself by Morse Code and may have an additional voice identification feature.

Very High Frequency Omni-directional Range/Tactical Air Navigation (VORTAC): A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance-measuring equipment (DME) at one site.

Victor Airway: A system of established routes that run along specified VOR radials, from one VOR station to another.

Visual Approach: An approach wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of an air traffic control facility and having an air traffic control authorization, may proceed to the airport of destination in VFR conditions.

Visual Approach Slope Indicator (VASI): An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing. The VASI is now obsolete and is being replaced with the PAPI.

Visual Flight Rules (VFR): Rules that govern the procedures for conducting flight under visual conditions. The term VFR is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

Visual Meteorological Conditions: Meteorological conditions expressed in terms of specific visibility and ceiling conditions which are equal to or greater than the threshold values for instrument meteorological conditions.

Visual Runway: A runway without an existing or planned instrument approach.

VOR: See "Very High Frequency Omni-directional Range."

VORTAC: See "Very High Frequency Omni-directional Range/Tactical Air Navigation."

W

Warning Area: See special-use airspace.

Wide Area Augmentation System: An enhancement of the Global Positioning System that includes integrity broadcasts, differential corrections, and additional ranging signals for the purpose of providing the accuracy, integrity, availability, and continuity required to support all phases of flight.

Windsock/Windcone: A visual aid that indicates the prevailing wind direction and intensity at a particular location.

Windsock/Windcone

Abbreviations

AC: advisory circular

ACIP: airport capital improvement program

ADF: automatic direction finder

ADG: airplane design group

AFSS: automated flight service station

AGL: above ground level

AIA: annual instrument approach

AIP: Airport Improvement Program

AIR-21: Wendell H. Ford Aviation Investment and Reform Act for the 21st Century

ALS: approach lighting system

ALSF-1: standard 2,400-foot high intensity approach lighting system with sequenced flashers (CAT I configuration)

ALSF-2: standard 2,400-foot high intensity approach lighting system with sequenced flashers (CAT II configuration)

AOA: Aircraft Operation Area

APRC: approach reference code

APV: instrument approach procedure with vertical guidance

ARC: airport reference code

ARFF: aircraft rescue and fire fighting

ARP: airport reference point

ARTCC: air route traffic control center

ASDA: accelerate-stop distance available

ASR: airport surveillance radar

ASOS: automated surface observation station

ASV: annual service volume

ATC: airport traffic control

ATCT: airport traffic control tower

ATIS: automated terminal information service

AVGAS: aviation gasoline - typically 100 low lead (100LL)

AWOS: automated weather observation station

BRL: building restriction line

CFR: Code of Federal Regulation

CIP: capital improvement program

DME: distance measuring equipment

DNL: day-night noise level

DPRC: departure reference code

DWL: runway weight bearing capacity of aircraft with dual-wheel type landing gear

DTWL: runway weight bearing capacity of aircraft with dual-tandem type landing gear

FAA: Federal Aviation Administration

FAR: Federal Aviation Regulation

FBO: fixed base operator

FY: fiscal year

GA: general aviation

GPS: global positioning system

GS: glide slope

HIRL: high intensity runway edge lighting

IFR: instrument flight rules (FAR Part 91)

ILS: instrument landing system

IM: inner marker

LDA: localizer type directional aid

LDA: landing distance available

LIRL: low intensity runway edge lighting

LMM: compass locator at middle marker

LNAV: lateral navigation

LOC: localizer

LOM: compass locator at outer marker

LP: localizer performance

LPV: localizer performance with vertical guidance

MALS: medium intensity approach lighting system

MALSR: MALS with runway alignment indicator lights

MALSF: MALS with sequenced flashers

MIRL: medium intensity runway edge lighting

MITL: medium intensity taxiway edge lighting

MLS: microwave landing system

MM: middle marker

MOA: military operations area

MSL: mean sea level

MTOW: maximum takeoff weight

NAVAID: navigational aid

NDB: non-directional radio beacon

NEPA: National Environmental Policy Act

NM: nautical mile (6,076.1 feet)

NPDES: National Pollutant Discharge Elimination System

NPIAS: National Plan of Integrated Airport Systems

NPRM: notice of proposed rule making

ODALS: omni-directional approach lighting system

OFA: object free area

OFZ: obstacle free zone

OM: outer marker

PAPI: precision approach path indicator

PFC: porous friction course

PFC: passenger facility charge

PCI: pavement condition index

PCL: pilot-controlled lighting

PIW: public information workshop

POFZ: precision object free zone

PVC: poor visibility and ceiling

RCO: remote communications outlet

RDC: runway design code

REIL: runway end identification lighting

RNAV: area navigation

RPZ: runway protection zone

RSA: runway safety area

RTR: remote transmitter/receiver

RVR: runway visibility range

RVZ: runway visibility zone

SALS: short approach lighting system

SASP: state aviation system plan

SEL: sound exposure level

SID: standard instrument departure

SM: statute mile (5,280 feet)

SRE: snow removal equipment

SSALF: simplified short approach lighting system with runway alignment indicator lights

STAR: standard terminal arrival route

SWL: runway weight bearing capacity for aircraft with single-wheel tandem type landing gear

TACAN: tactical air navigational aid

TAF: Federal Aviation Administration (FAA) Terminal Area Forecast

TDG: taxiway design group

TLOF: Touchdown and lift-off

TDZ: touchdown zone

TDZE: touchdown zone elevation

TODA: takeoff distance available

TORA: takeoff runway available

TRACON: terminal radar approach control

VASI: visual approach slope indicator

VFR: visual flight rules (FAR Part 91)

VHF: very high frequency

VOR: very high frequency omni-directional range

VORTAC: very high frequency omni-directional range/tactical air navigation

WAAS: wide area augmentation system

APPENDIX B

AIRPORT LAYOUT PLANS

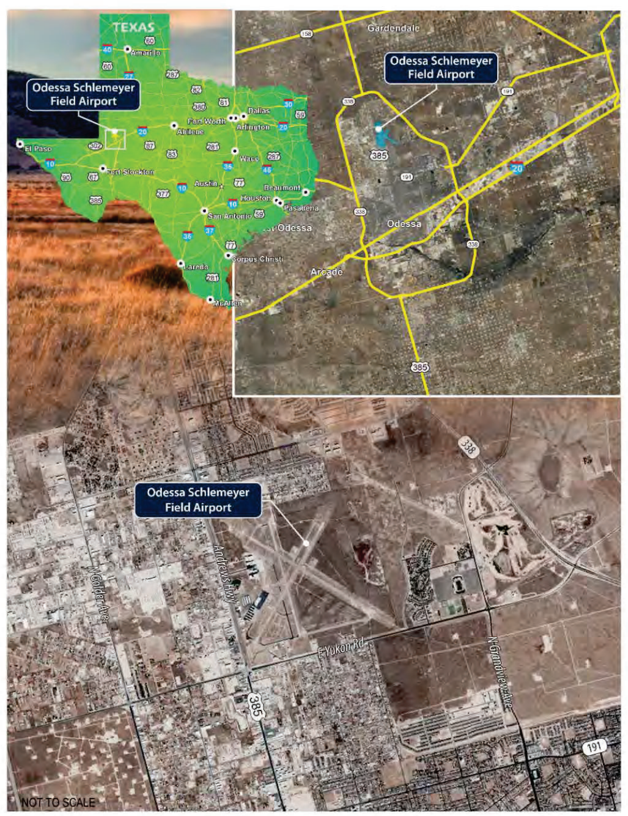
AIRPORT LAYOUT PLAN

for

ODESSA-SCHLEMEYER FIELD

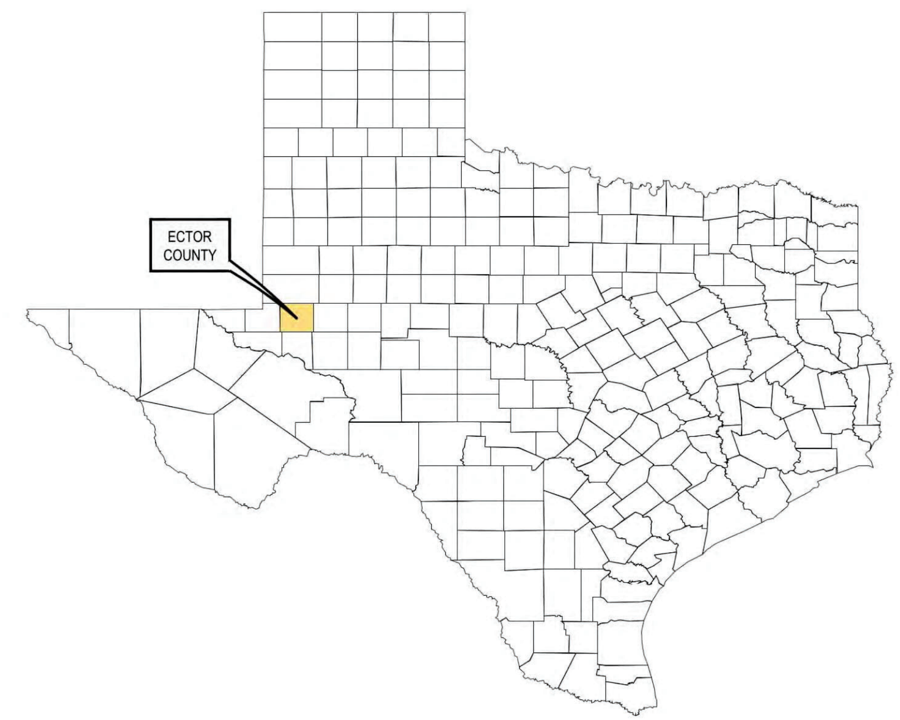
Odessa, Texas

Prepared for
Ector County , Texas



LOCATION & VICINITY MAP

DRAWING INDEX



NO.	REVISIONS	BY	CHK'D	DATE

TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

ALP APPROVED ACCORDING TO FAA AC 150/5300-13A 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.

10/13/2023
Dan Harmon, DIRECTOR, AVIATION DIVISION — DATE

AIRPORT SPONSOR

CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR

SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY TXDOT DOES NOT CONSTITUTE A COMMITMENT TO FUNDING.

mark merritt — 10/17/2023
SIGNATURE — DATE

Ector County Airport Manager
TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

PREPARED BY:
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Overland Park, KS. 66213
(816) 524-3500, Fax (816) 524-2575
Coffman Phoenix Office:
4835 E. Cactus Road
Suite 235
Scottsdale, Az. 85254
(602) 993-6999, Fax (7196)

Coffman Associates
Airport Consultants
www.coffmanassociates.com

C. BURKS — JUNE 2023
DESIGNED BY — DATE

D. PRZYBYCIEN — JUNE 2023
DRAWN BY — DATE

TITLE SHEET

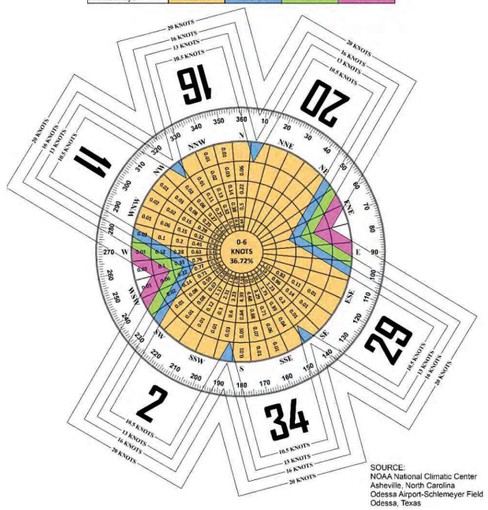
ODESSA-SCHLEMEYER FIELD

ODESSA, TEXAS

Texas Department of Transportation
Aviation Division

SHEET 1 OF 20

ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 11-29	76.93%	87.13%	95.63%	99.02%
Runway 2-20	87.06%	93.39%	97.76%	99.38%
Runway 16-34	86.06%	91.72%	96.82%	99.07%
All Runways	98.57%	99.54%	99.89%	99.98%

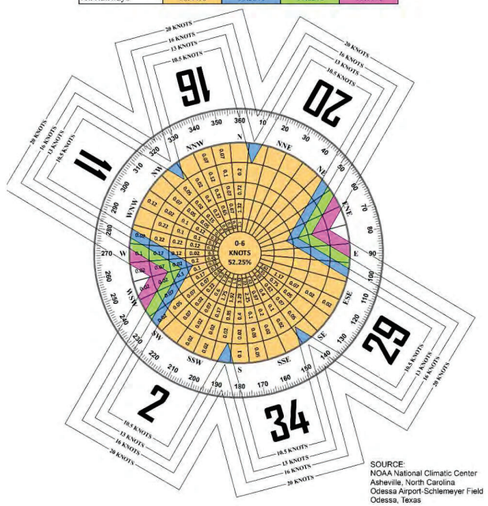


SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Odessa Airport-Schlemeyer Field
Odessa, Texas

OBSERVATIONS:
96,360 All Weather Observations
Jan. 1, 2013 - Dec, 31 2022

RUNWAY DATA TABLE		RUNWAY 11-29				RUNWAY 2-20				RUNWAY 16-34			
		EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
Runway Identification		11	29	11	29	2	20	2	20	16	34	16	34
Runway Design Code (RDC)		B-II-4000		C-II-4000		B-II-5000		C-II-2400		B-II-VIS		B-II-5000	
Approach Reference Code (APRC)		D/IV/4000 & D/V/4000		Same		B/III/4000 & D/II/4000		B/IV/2400 & D/V/2400		B/III/4000 & D/II/4000		Same	
Departure Reference Code (DPRC)		D/IV, D/V		Same		B/III, D/II		Same		B/III, D/II		Same	
Runway Surface Material		Asphalt		Same		Asphalt		Same		Asphalt		Same	
Runway Pavement Strength By Wheel Loading (in thousands of lbs.)		30 (S)		60(D)		14 (S)		60(D)		14 (S)		Same	
Runway Pavement Strength by PCN		N/A		Same		N/A		Same		N/A		Same	
Runway Surface Treatment		None		Same		None		Same		None		Same	
Runway Effective Gradient		0.10%		0.08%		0.90%		0.84%		0.57%		Same	
All Weather Runway Percent Wind Coverage	10.5 knots	76.93		Same		87.06		Same		86.06		Same	
	13 knots	87.13		Same		93.39		Same		91.72		Same	
	16 knots	95.63		Same		97.76		Same		96.82		Same	
	20 knots	99.02		Same		99.38		Same		99.07		Same	
Runway Dimensions (L x W)		6200'x100'		6800'x100'		5703'x75'		7003'x100'		5003'x75'		Same	
Runway End Coordinates	Latitude	31°55'34.71"	31°55'03.35"	31°55'37.74"	Same	31°54'50.64"	31°55'03.35"	Same	31°55'50.85"	31°55'40.78"	31°54'53.04"	Same	Same
	Longitude	102°23'36.78"	102°22'34.95"	102°23'42.76"	Same	102°22'33.63"	102°22'34.95"	Same	102°22'53.42"	102°23'26.95"	102°23'11.61"	Same	Same
Runway End Elevation		2973.6' msl	2958.2' msl	2974.0' msl	Same	2952.4' msl	3003.6' msl	Same	3002.0' msl	2986.6' msl	2958.2' msl	Same	Same
Runway Displaced Threshold Coordinates	Latitude	N/A	N/A	31°55'34.71"	N/A	N/A	N/A	31°55'01.80"	N/A	N/A	N/A	Same	Same
	Longitude	N/A	N/A	102°23'36.78"	N/A	N/A	N/A	102°23'26.18"	N/A	N/A	N/A	Same	Same
Runway Displaced Threshold Distance		N/A	N/A	600.0'	N/A	N/A	N/A	1298.0'	N/A	N/A	N/A	Same	Same
Runway Displaced Threshold Elevation		N/A	N/A	2973.6'	N/A	N/A	N/A	2958.2'	NA	N/A	N/A	Same	Same
Runway Safety Area Dimensions (width x length beyond end) - Design Std.		150'x300'	150'x300'	500'x1000'	500'x1000'	150'x300'	150'x300'	500'x1000'	500'x1000'	150'x300'	150'x300'	Same	Same
Runway Safety Area Dimensions (width x length beyond end) - Actual		150'x300'	150'x300'	500'x1000'	500'x1000'	150'x300'	150'x300'	500'x1000'	500'x1000'	150'x300'	150'x300'	Same	Same
Runway Lighting Type		MIRL		Same		MIRL		Same		MIRL		Same	
Runway Protection Zone Dimensions		1700'x1000'x1510'	1700'x1000'x1510'	Same	Same	1000'x500'x700'	1000'x500'x700'	1700'x500'x1010	2500'x1000'x1750	1000'x500'x700'	1000'x500'x700'	Same	Same
Runway Marking Type		Nonprecision		Same		Nonprecision		Same		Nonprecision		Same	
14 CFR Part 77 Approach Slope		34:1	34:1	Same	Same	20:1	34:1	34:1	34:1	20:1	20:1	34:1	34:1
14 CFR Part 77 Approach Type		Nonprecision	Nonprecision	Same	Same	Visual	Nonprecision	Nonprecision	Nonprecision	Visual	Visual	Nonprecision	Nonprecision
Approach Visibility Minimums		3/4 Mile	3/4 Mile	Same	Same	Visual	1 Mile	1 Mile	1/2 Mile	Visual	Visual	1 Mile	1 Mile
Type of Aeronautical Survey Required for Approach		VG	VG	Same	Same	NVG	NVG	VG	VG	NVG	NVG	Same	Same
Departure Surface (Yes or N/A)*		Yes	Yes	Same	Same	Yes	Yes	Same	Same	N/A	N/A	Yes	Yes
Runway Object Free Area Dimensions (width x length beyond end)		500'x300'	500'x300'	800'X1000'	800'X1000'	500'x300'	500'x300'	800'x1000'	800'x1000'	500'x300'	500'x300'	Same	Same
Runway Obstacle Free Zone Dimension (width x length beyond end)		400'x200'	400'x200'	Same	Same	400'x200'	400'x200'	Same	Same	400'x200'	400'x200'	Same	Same
13B Approach Surfaces*		5,6	5,6	Same	Same	3	4,6	5,6	5,6	3	3	4	4
Runway Visual and Instrument Navaids		MALS, MIRL PAPI-4, LPV	MALS, MIRL, PAPI-4, LPV	Same	Same	MIRL, PVASI, Windcone	MIRL, PVASI, Windcone, LNAV	LPV, PAPI-4, REIL's	MALSR, LPV, PAPI-4	PAPI-2, Windcone	PAPI-2, Windcone	PAPI-2, REIL's, Windcone	PAPI-2, REIL's, Windcone
Touchdown Zone Elevation (TDZE)		2977.6' msl	2979.5' msl	2977.5' msl	Same	2970.9' msl	3003.6' msl	Same	Same	2986.6' msl	2971.7' msl	Same	Same
Vertical Datum		NAD 83											
Horizontal Datum		NAVD 88											

IFR WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 11-29	72.47%	83.02%	93.13%	98.02%
Runway 2-20	92.52%	96.07%	98.35%	99.75%
Runway 16-34	77.60%	86.65%	95.32%	98.72%
All Runways	98.44%	99.53%	99.85%	99.97%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Odessa Airport-Schlemeyer Field
Odessa, Texas

OBSERVATIONS:
10,012 IFR Observations
Jan. 1, 2013 - Dec, 31 2022

AIRPORT DATA			
City: Odessa		Owner: Ector County	
Airport Name & ID: Odessa-Schlemeyer Field (KODO)		EXISTING	ULTIMATE
Airport Reference Code (ARC)		B-II	C-II
Mean Maximum Temperature of Hottest Month		95.3 July	Same
Airport Elevation (NAVD 88)		3003.6'	Same
Airport Navigational Aids		Airport Beacon, MALS (11,29), PAPI-4 (11,29), PAPI-2 (16,34), PVASI (2,20), LPV (11,29), LNAV (20), VOR-A	Airport Beacon, MALS (11,29), MALSR (20), PAPI-4 (11,29,2,20), PAPI-2 (16,34), REILs (2,16,34), LPV (11,29,2,20), LNAV (16,34), VOR-A, Taxiway Reflectors (16,34)
Airport Reference Point (ARP) Coordinates	Latitude	31°55'17.09"	31°55'19.62"
	Longitude	102°23'25.05"	102°23'13.37"
Miscellaneous Facilities		ASOS, MIRL (11,29,2,20,16,34), Segmented Circle/Lighted Windcone, Supplemental Windcone (2,20,16,34), Taxiway CL Reflectors, Tetrahedron	ASOS, MIRL (11,29,2,20,16,34), Segmented Circle/Lighted Windcone, Supplemental Windcone (2,20,16,34), MITL, Taxiway CL Reflectors, Tetrahedron
Design Critical Aircraft		King Air 200/300/350	Gulfstream 280
Wingspan of Design Aircraft (Feet)		57.92	63
Approach Speed of Design Aircraft (Knots)		107	125
Undercarriage Width of Design Aircraft (Feet)		18.5	12.6
Magnetic Declination (Degrees)		5°50'E Changing 0°7' per year	
Declination Date		25-Oct-22	
Declination Source		NOAA NCEI	
NPIAS Code		GA	Same
State System Plan Role		BC	Same

GA - General Aviation
BC - Business Corporate

Taxiway Data Table[1]					
Existing 2A/Ultimate 2A Taxiway/Taxilane Designation	Width (in feet)	Taxiway/Taxilane Safety Area Dimension	Taxiway Object Free Area	Taxilane Object Free Area	Taxiway/Taxilane Lighting	Taxiway & Taxilane CL to Fixed or Moveable Object[2]
A	35-45	79	124	110	None/MITL	62 & 55
C	50	79	124	110	None/MITL	62 & 55
D	40	79	124	110	None/MITL	62 & 55
E	35-50	79	124	110	None/MITL	62 & 55
F	35	79	124	110	None/MITL	62 & 55
G	35	79	124	110	None/MITL	62 & 55

[1] All dimensions in Feet

[2] Objects located inside the TSA & TOFA/Distance from object to taxiway/taxilane centerline. See Table 4-1 in AC 150/5300-13B

ELECTRONIC AIRPORT NAVAID OWNERSHIP	
NAVAID	OWNER
Rotating Beacon	Ector County
ASOS	FAA
MALS	Ector County
MIRL	Ector County
PAPI-4	Ector County
PAPI-2	Ector County
Lighted Windcone/Segmented Circle	Ector County
Taxiway CL Reflectors	Ector County
Tetrahedron	Ector County
Windcones	Ector County

RUNWAY DECLARED DISTANCE (in feet)	EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	11	29	11	29	2	20	2	20	16	34	16	34
Takeoff Run Available (TORA)	6200	6200	6800	6200	5703	5703	7003	5705	5003	5003	Same	Same
Takeoff Distance Available (TODA)	6200	6200	6800	6800	5703	5703	7003	5705	5003	5003	Same	Same
Accelerate-Stop Distance Available (ASDA)	6200	6200	6800	6800	5703	5703	7003	6250	5003	5003	Same	Same
Landing Distance Available (LDA)	6200	6200	6200	6800	5703	5703	5705	6250	5003	5003	Same	Same

MODIFICATIONS TO STANDARDS APPROVAL TABLE			
APPROVAL DATE	AIRSPACE CASE NUMBER	STANDARD MODIFIED	DESCRIPTION
None Required			

NO.	REVISIONS	BY	CHK'D	DATE

TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

ALP APPROVED ACCORDING TO FAA AC 150/5300-13A 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.

Dan Harmon, DIRECTOR, AVIATION DIVISION — DATE 10/13/2023

AIRPORT SPONSOR

CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR

SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY TXDOT DOES NOT CONSTITUTE A COMMITMENT TO FUNDING.

SIGNATURE — DATE 10/17/2023
Ector County Airport Manager
TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

PREPARED BY:
12920 Metcalf Avenue
Suite 200
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(816) 524-3500, Fax (816) 524-2575
Coffman Phoenix Office:
4835 E. Cactus Road
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Scottsdale, Az. 85254
(602) 993-6999, Fax (7196)

Coffman Associates — Airport Consultants — www.coffmanassociates.com

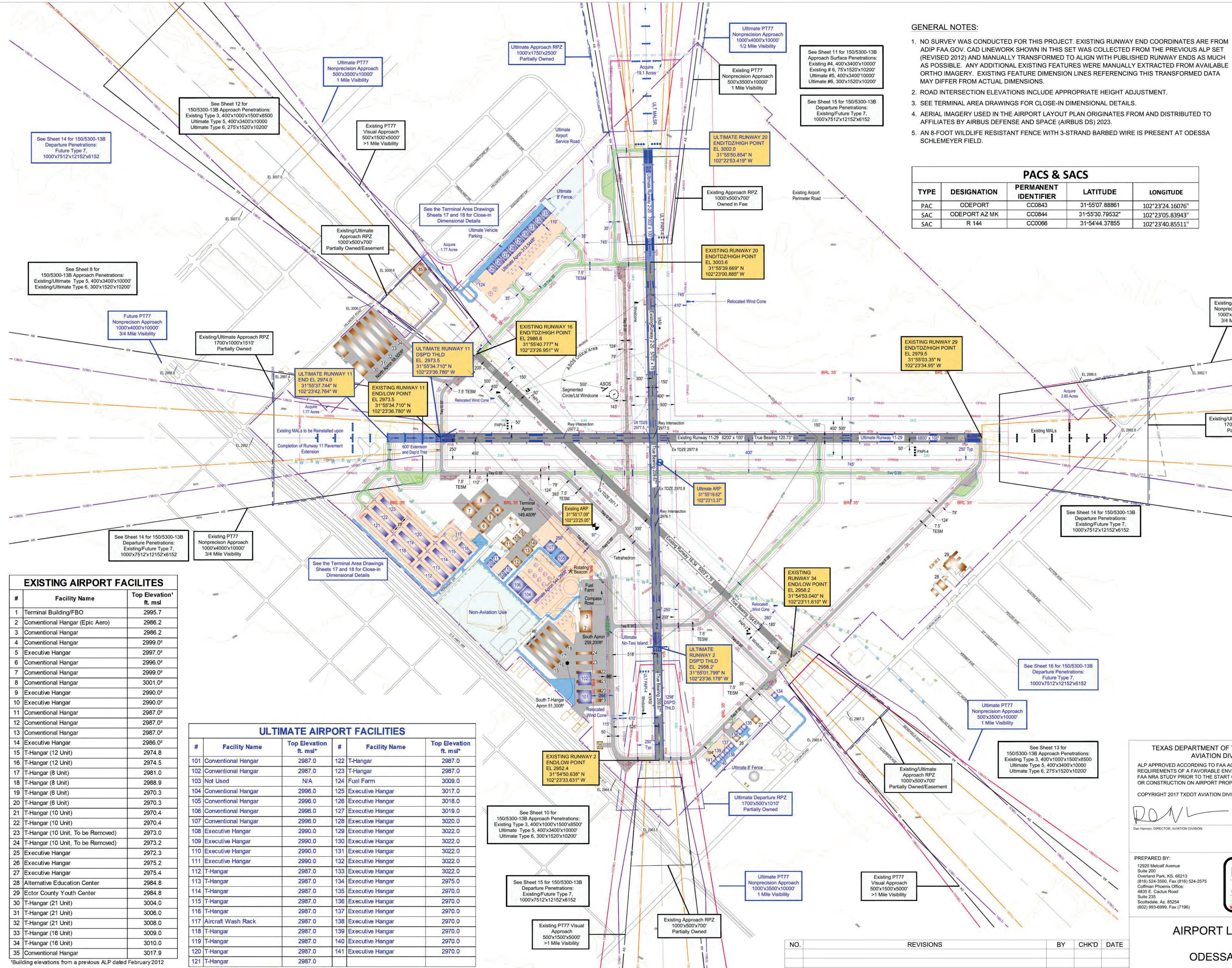
C. BURKS — DESIGNED BY — JUNE 2023 — DATE
D. PRZYBYCIEN — DRAWN BY — JUNE 2023 — DATE

AIRPORT DATA SHEET

ODESSA-SCHLEMEYER FIELD

ODESSA, TEXAS

Texas Department of Transportation — Aviation Division



GENERAL NOTES:

1. NO SURVEY WAS CONDUCTED FOR THIS PROJECT. EXISTING RUNWAY END COORDINATES ARE FROM ADIP FAA.GOV. CAD LINEWORK SHOWN IN THIS SET WAS COLLECTED FROM THE PREVIOUS ALP SET (REVISED 2012) AND MANUALLY TRANSFORMED TO ALIGN WITH PUBLISHED RUNWAY ENDS AS MUCH AS POSSIBLE. ANY ADDITIONAL EXISTING FEATURES WERE MANUALLY EXTRACTED FROM AVAILABLE ORTHO IMAGERY. EXISTING FEATURE DIMENSION LINES REFERENCING THIS TRANSFORMED DATA MAY DIFFER FROM ACTUAL DIMENSIONS.
2. ROAD INTERSECTION ELEVATIONS INCLUDE APPROPRIATE HEIGHT ADJUSTMENT.
3. SEE TERMINAL AREA DRAWINGS FOR CLOSE-IN DIMENSIONAL DETAILS.
4. AERIAL IMAGERY USED IN THE AIRPORT LAYOUT PLAN ORIGINATES FROM AND DISTRIBUTED TO AFFILIATES BY AIRBUS DEFENSE AND SPACE (AIRBUS DS) 2023.
5. AN 8-FOOT WILDLIFE RESISTANT FENCE WITH 3-STRAND BARBED WIRE IS PRESENT AT ODESSA SCHLEMEYER FIELD.

PACS & SACS

TYPE	DESIGNATION	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
PAC	ODEPORT	CC0843	31°55'07.88861	102°23'24.16076"
SAC	ODEPORT AZ MK	CC0844	31°55'30.79532"	102°23'05.83943"
SAC	R 144	CC0066	31°54'44.37855	102°23'40.85511"

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
N/A		AVIATION RESERVE
		AIRPORT REFERENCE POINT (ARP)
	SAME	AIRPORT ROTATING BEACON
ESMT	ESMT(U)	AVIGATION EASEMENT
BRL 35'		BUILDING RESTRICTION LINE (35')
		STRUCTURES ON AIRPORT
N/A		STRUCTURE TO BE REMOVED
		STRUCTURE OFF AIRPORT
N/A		ABANDON/REMOVE PAVEMENT
	SAME	CRITICAL AREA
		RUNWAY PAVEMENT
		TAXIWAY PAVEMENT
		APRON PAVEMENT
		FENCE LINE
		HOLD MARKING
		RUNWAY TAXIWAY APRON MARKING
		ROADS AND PARKING PAVEMENT
DESIGNATION		SURVEY MONUMENT WITH IDENTIFIER
OFA	OFA(U)	OBJECT FREE AREA
RSA	RSA(U)	RUNWAY SAFETY AREA
OFZ	OFZ(U)	OBSTACLE FREE ZONE
RPZ	RPZ(U)	RUNWAY PROTECTION ZONE
RVZ	RVZ(U)	RUNWAY VISIBILITY ZONE
TOFA	TOFA (U)	TAXIWAY OBJECT FREE AREA
TSA	TSA (U)	TAXIWAY SAFETY AREA
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		TIE-DOWNS
		PAPI-4
		WINDSOCK
		ROADS, PARKING LOTS
3660		TOPOGRAPHIC CONTOURS

EXISTING AIRPORT FACILITES

#	Facility Name	Top Elevation[1] ft. msl
1	Terminal Building/FBO	2995.7
2	Conventional Hangar (Epic Aero)	2986.2
3	Conventional Hangar	2986.2
4	Conventional Hangar	2999.0[2]
5	Executive Hangar	2997.0[2]
6	Conventional Hangar	2996.0[2]
7	Conventional Hangar	2999.0[2]
8	Conventional Hangar	3001.0[2]
9	Executive Hangar	2990.0[2]
10	Executive Hangar	2990.0[2]
11	Conventional Hangar	2987.0[2]
12	Conventional Hangar	2987.0[2]
13	Conventional Hangar	2987.0[2]
14	Executive Hangar	2986.0[2]
15	T-Hangar (12 Unit)	2974.8
16	T-Hangar (12 Unit)	2974.5
17	T-Hangar (8 Unit)	2981.0
18	T-Hangar (8 Unit)	2988.9
19	T-Hangar (6 Unit)	2970.3
20	T-Hangar (6 Unit)	2970.3
21	T-Hangar (10 Unit)	2970.4
22	T-Hangar (10 Unit)	2970.4
23	T-Hangar (10 Unit, To be Removed)	2973.0
24	T-Hangar (10 Unit, To be Removed)	2973.2
25	Executive Hangar	2972.3
26	Executive Hangar	2975.2
27	Executive Hangar	2975.4
28	Alternative Education Center	2984.8
29	Ector County Youth Center	2984.8
30	T-Hangar (21 Unit)	3004.0
31	T-Hangar (21 Unit)	3006.0
32	T-Hangar (21 Unit)	3008.0
33	T-Hangar (16 Unit)	3009.0
34	T-Hangar (16 Unit)	3010.0
35	Conventional Hangar	3017.9

[1]Building elevations from a previous ALP dated February 2012

[2]Top elevation estimated

ULTIMATE AIRPORT FACILITIES

#	Facility Name	Top Elevation ft. msl*	#	Facility Name	Top Elevation ft. msl*
101	Conventional Hangar	2987.0	122	T-Hangar	2987.0
102	Conventional Hangar	2987.0	123	T-Hangar	2987.0
103	Not Used	N/A	124	Fuel Farm	3009.0
104	Conventional Hangar	2996.0	125	Executive Hangar	3017.0
105	Conventional Hangar	2996.0	126	Executive Hangar	3018.0
106	Conventional Hangar	2996.0	127	Executive Hangar	3019.0
107	Conventional Hangar	2996.0	128	Executive Hangar	3020.0
108	Executive Hangar	2990.0	129	Executive Hangar	3022.0
109	Executive Hangar	2990.0	130	Executive Hangar	3022.0
110	Executive Hangar	2990.0	131	Executive Hangar	3022.0
111	Executive Hangar	2990.0	132	Executive Hangar	3022.0
112	T-Hangar	2987.0	133	Executive Hangar	3022.0
113	T-Hangar	2987.0	134	Executive Hangar	2975.0
114	T-Hangar	2987.0	135	Executive Hangar	2970.0
115	T-Hangar	2987.0	136	Executive Hangar	2970.0
116	T-Hangar	2987.0	137	Executive Hangar	2970.0
117	Aircraft Wash Rack	2987.0	138	Executive Hangar	2970.0
118	T-Hangar	2987.0	139	Executive Hangar	2970.0
119	T-Hangar	2987.0	140	Executive Hangar	2970.0
120	T-Hangar	2987.0	141	Executive Hangar	2970.0
121	T-Hangar	2987.0			

*Top elevation estimated based off common structure height

NO.	REVISIONS	BY	CHK'D	DATE

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[signature] 10/13/2023
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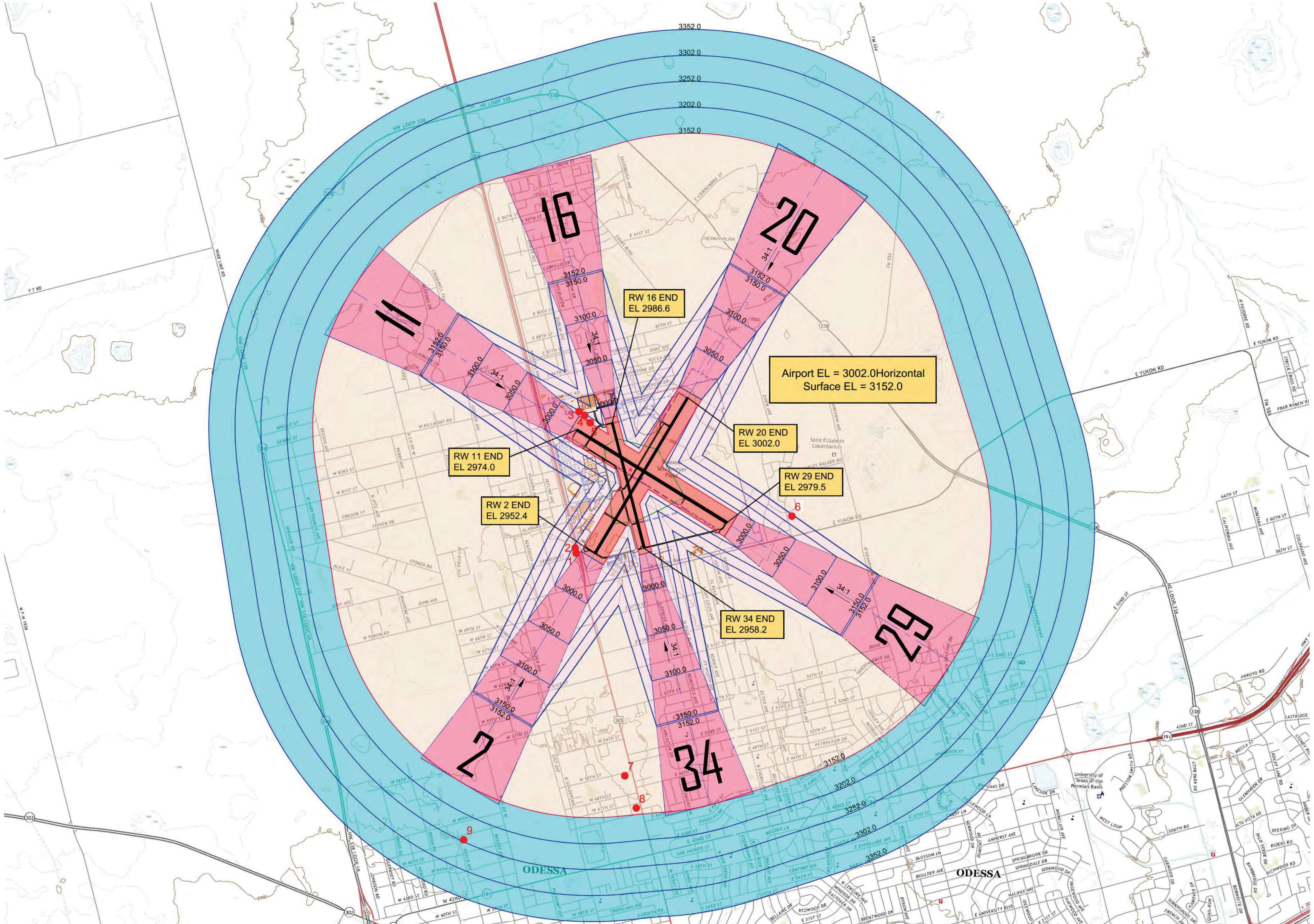
C. BURKS — JUNE 2023
DESIGNED BY — DATE
D. PRZYBYCIEN — JUNE 2023
DRAWN BY — DATE

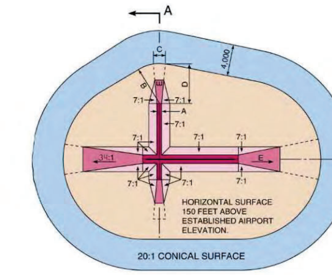
AIRPORT LAYOUT PLAN DRAWING

ODESSA-SCHLEMEYER FIELD

ODESSA, TEXAS

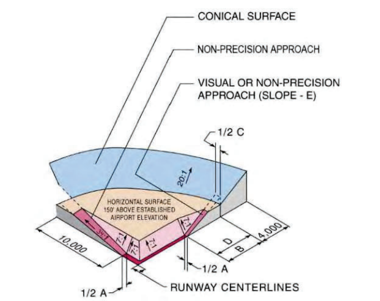
Texas Department of Transportation
Aviation Division





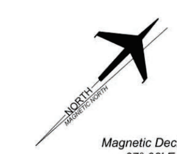
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000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



ISOMETRIC VIEW OF SECTION A-A

SOURCE: 14 CFR Part 77, Section 77.25, Civil Airport Imaginary Surfaces.



Magnetic Declination
07° 00' East
Annual Rate of Change
00° 00' West
(Source: NOAA, NCEI, Month Year)

0 2000 4000
SCALE IN FEET

Runway 2 Outer Approach Obstructions

ID	Feature	Source	ADIP ID	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation	Notes
1	Pole	adip.faa.gov	48-013799	2002-ASW-4001-OE	2,949.00	40.00	2,989.00	Transitional	16.14	Light Pole/Relocate	Prev. ALP Study may not apply with ultimate condition airspace
2	Pole	adip.faa.gov	48-013798	2002-ASW-4000-OE	2,951.00	40.00	2,991.00	Transitional	0.93	Light Pole/Relocate	Prev. ALP Study may not apply with ultimate condition airspace
3	Pole	adip.faa.gov	48-029929	N/A	2,980.00	24.00	3,004.00	Transitional	7.42	Lower/Relocate	
4	Tree	adip.faa.gov	48-042652	N/A	2,980.00	27.00	3,007.00	Transitional	13.19	Remove Tree	
5	Terrain	adip.faa.gov	48-042676	N/A	2,983.00	0.00	2,983.00	Transitional	7.57	Re-Grade	
6	Tower	adip.faa.gov	48-010099	2009-ASW-2937-OE	2,990.00	154.00	3,144.00	Transitional	1.12	None Required	Tower lighted w/ med intensity lighting
7	Tower	adip.faa.gov	48-000677	2005-ASW-504-OE	2,951.00	310.00	3,261.00	Horizontal	107.40	None Required	Tower lighted w/ red obstruction lighting
8	Tower	adip.faa.gov	48-006279	N/A	3,060.00	145.00	3,205.00	Horizontal	51.40	Add Obstruction Lighting	
9	Tower	adip.faa.gov	48-004149	N/A	2,947.00	318.00	3,265.00	Conical	14.99	None Required	Tower lighted w/ red obstruction lighting

GENERAL NOTES:

1. LAND USE DECISIONS ARE MADE BY A CITY-COUNTY JOINT AIRPORT ZONING BOARD (JAZB) IN ACCORDANCE WITH TEXAS LOCAL GOVERNMENT CODE § 241.014 AND CITY OF ODESSA CODE § 2-35.1 (ORD. 86-43). HEIGHT RESTRICTIONS ARE CODIFIED UNDER ODESSA AIRPORT - SCHLEMEYER FIELD ZONING ORDER, HA-86-1 (ADOPTED 9/15/1986).
2. NO SURVEY WAS CONDUCTED FOR THIS PROJECT. EXISTING RUNWAY END COORDINATES AND AIRPORT ELEVATION ARE FROM ADIP.FAA.GOV.
3. THIS AIRSPACE WAS ANALYZED AGAINST OBSTRUCTION POINTS PUBLISHED BY ADIP.FAA.GOV.
4. CLOSE IN APPROACH OBSTRUCTIONS ARE DETAILED ON INNER-APPROACH DRAWINGS.
5. PROFILE VIEW CHECKLIST ITEMS ARE ON SHEETS 5-7 OF THIS SET.

NO.	REVISIONS	BY	CHK'D	DATE

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[signature] 10/13/2023
Dan Harmon, DIRECTOR, AVIATION DIVISION — DATE

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mark merritt 10/17/2023
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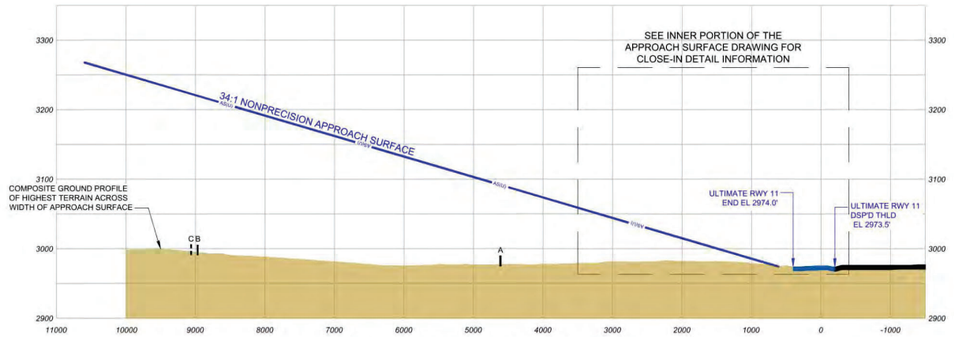
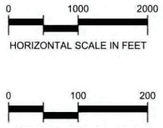
C. BURKS — JUNE 2023
DESIGNED BY — DATE
D. PRZYBYCIEN — JUNE 2023
DRAWN BY — DATE

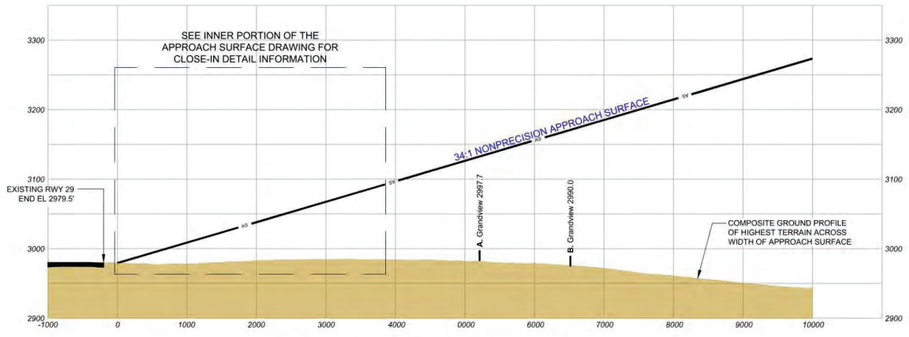
AIRPORT AIRSPACE DRAWING
ODESSA-SCHLEMEYER FIELD
ODESSA, TEXAS

Texas Department of Transportation
Aviation Division



RUNWAY 11 APPROACH PROFILE





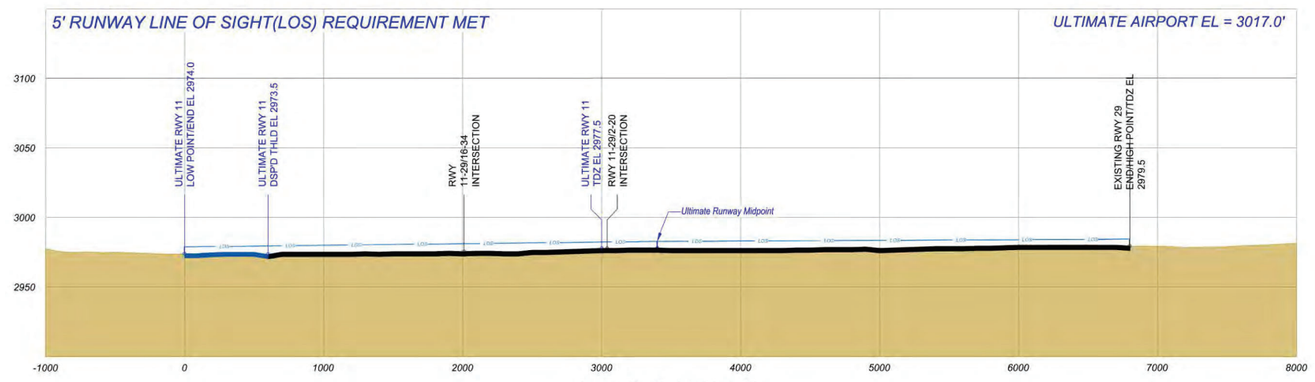
RUNWAY 29 APPROACH PROFILE

Runway 11 Outer-Approach Road Points						
ID	Feature	Ground Elevation (ft. msl.)	Adjustment Height (ft.)	Top Elevation (ft. msl)	Clearance Value (ft.) Ultimate Part 77 Approach (34:1 Slope)	
A	87th St	2975.2	15.0	2990.2	101.7	
B	N County Rd W	2990.8	15.0	3005.8	214.3	
C	N County Rd W	2991.5	15.0	3006.5	216.4	

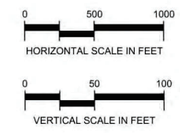
Runway 29 Outer-Approach Road Points						
ID	Feature	Ground Elevation (ft. msl.)	Adjustment Height (ft.)	Top Elevation (ft. msl)	Clearance Value (ft.) Ultimate Part 77 Approach (34:1 Slope)	
A	Grandview	2982.7	15.0	2997.7	141.0	
B	Grandview	2974.9	15.0	2989.9	187.2	

Runway 11 Outer Approach Obstructions										
ID	Feature	Source	ADIP ID	FAA Study #	Ground Elevation	AGL (ft.)	Top Elevation	Penetration Value (ft.) Existing	Ultimate	Remediation
No Obstructions										

Runway 29 Outer Approach Obstructions										
ID	Feature	Source	ADIP ID	FAA Study #	Ground Elevation	AGL (ft.)	Top Elevation	Penetration Value (ft.) Existing	Ultimate	Remediation
No Obstructions										

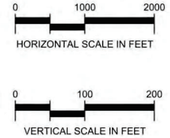


RUNWAY 11-29 PROFILE



GENERAL NOTES:

1. NO SURVEY WAS CONDUCTED FOR THIS PROJECT. EXISTING RUNWAY END COORDINATES AND AIRPORT ELEVATION ARE FROM ADIP.FAA.GOV.
2. ROAD INTERSECTION GROUND ELEVATIONS AND GROUND PROFILE TAKEN FROM USGS 1/3 ARC SECOND PUBLISHED AUGUST 19, 2022.
3. THE PART 77 AIRSPACE SURFACES SHOWN ARE BASED ON ULTIMATE CONDITIONS PER FAA SOP NO. 2, A.5. AIRPORT AIRSPACE DRAWING, ITEM B.
4. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
5. ALL ELEVATIONS IN MSL FEET.



NO.	REVISIONS	BY	CHK'D	DATE

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Jan Harmon, DIRECTOR, AVIATION DIVISION — DATE 10/13/2023

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mark merritt — SIGNATURE — DATE 10/17/2023

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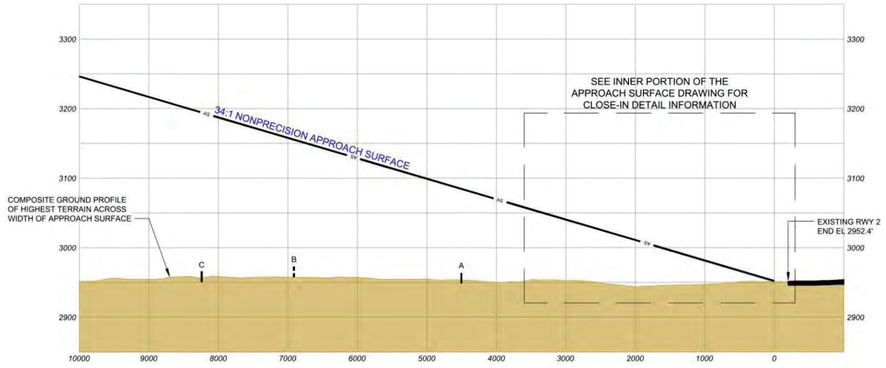
C. BURKS — DESIGNED BY — JUNE 2023 DATE

D. PRZYBYCIEN — DRAWN BY — JUNE 2023 DATE

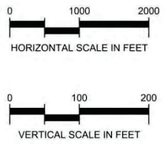
AIRPORT AIRSPACE
APPROACH PROFILE RUNWAY 11-29
ODESSA-SCHLEMEYER FIELD
ODESSA, TEXAS

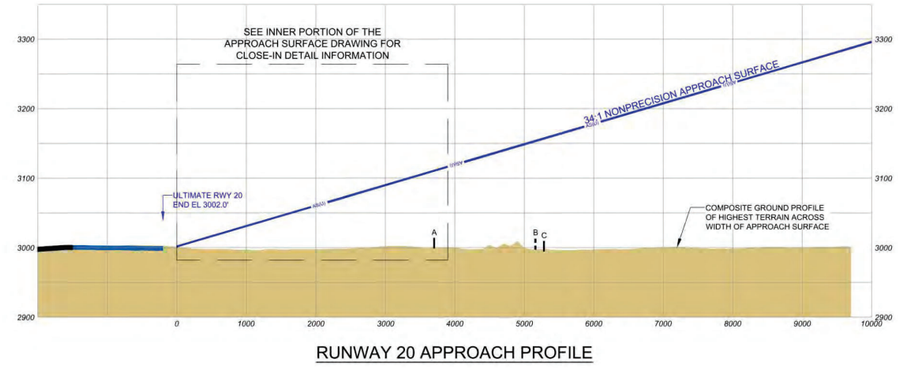
Texas Department of Transportation — Aviation Division

SHEET 5 OF 20



RUNWAY 2 APPROACH PROFILE





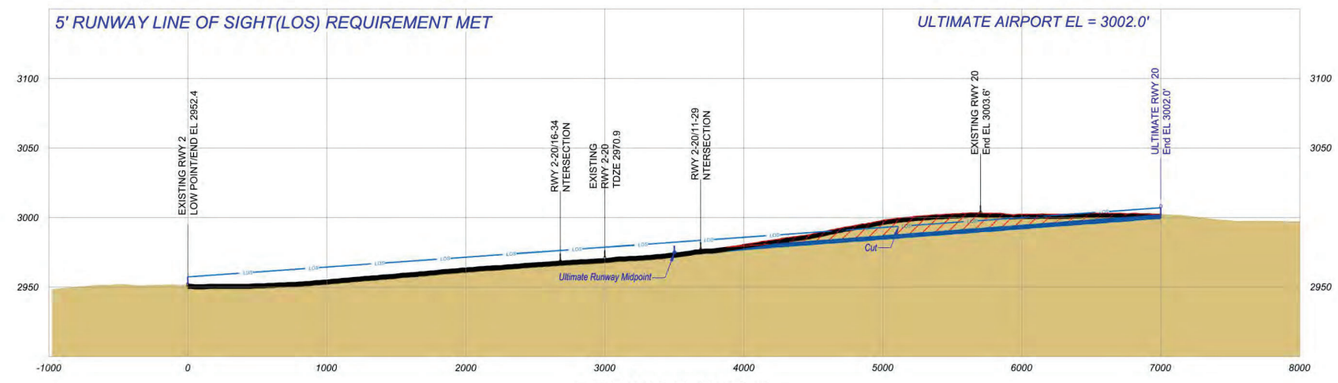
RUNWAY 20 APPROACH PROFILE

Runway 2 Outer-Approach Road Points						
ID	Feature	Ground Elevation (ft. msl.)	Adjustment Height (ft.)	Top Elevation (ft. msl)	Clearance Value (ft.) Ultimate Part 77 Approach (34:1 Slope)	
A	Golder Rd	2,948.80	15.00	2,963.80	149.93	
B	N County Hwy W	2,957.75	15.00	2,972.75	221.08	
C	N County Hwy W	2,950.94	15.00	2,965.94	240.23	

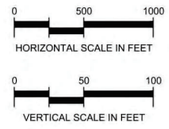
Runway 2 Outer Approach Obstructions									
ID	Feature	Source	ADIP ID	FAA Study #	Ground Elevation	AGL (ft.)	Top Elevation	Penetration Value (ft.) Existing	Penetration Value (ft.) Ultimate	Remediation
No Obstructions										

Runway 20 Outer-Approach Road Points					
ID	Feature	Ground Elevation (ft. msl.)	Adjustment Height (ft.)	Top Elevation (ft. msl)	Clearance Value (ft.) Ultimate Part 77 Approach (34:1 Slope)
A	87th St	2,999.21	15.00	3,014.21	121.73
B	John Ben Shepperd	2,997.76	15.00	3,012.76	126.46
C	John Ben Shepperd	2,994.70	15.00	3,009.70	155.88

Runway 20 Outer Approach Obstructions									
ID	Feature	Source	ADIP ID	FAA Study #	Ground Elevation	AGL (ft.)	Top Elevation	Penetration Value (ft.) Existing	Penetration Value (ft.) Ultimate	Remediation
No Obstructions										



RUNWAY 2-20 PROFILE



GENERAL NOTES:

1. NO SURVEY WAS CONDUCTED FOR THIS PROJECT. EXISTING RUNWAY END COORDINATES AND AIRPORT ELEVATION ARE FROM ADIP.FAA.GOV.
2. ROAD INTERSECTION GROUND ELEVATIONS AND GROUND PROFILE TAKEN FROM USGS 1/3 ARC SECOND PUBLISHED AUGUST 19, 2022.
3. THE PART 77 AIRSPACE SURFACES SHOWN ARE BASED ON ULTIMATE CONDITIONS PER FAA SOP NO. 2, A.5. AIRPORT AIRSPACE DRAWING, ITEM B.
4. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
5. ALL ELEVATIONS IN MSL FEET.

NO.	REVISIONS	BY	CHK'D	DATE

TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

ALP APPROVED ACCORDING TO FAA AC 150/5300-13A 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.

Dan Hannon, DIRECTOR, AVIATION DIVISION — DATE 10/13/2023

AIRPORT SPONSOR

CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR

SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY TXDOT DOES NOT CONSTITUTE A COMMITMENT TO FUNDING.

SIGNATURE — DATE 10/17/2023

Ector County Airport Manager
TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

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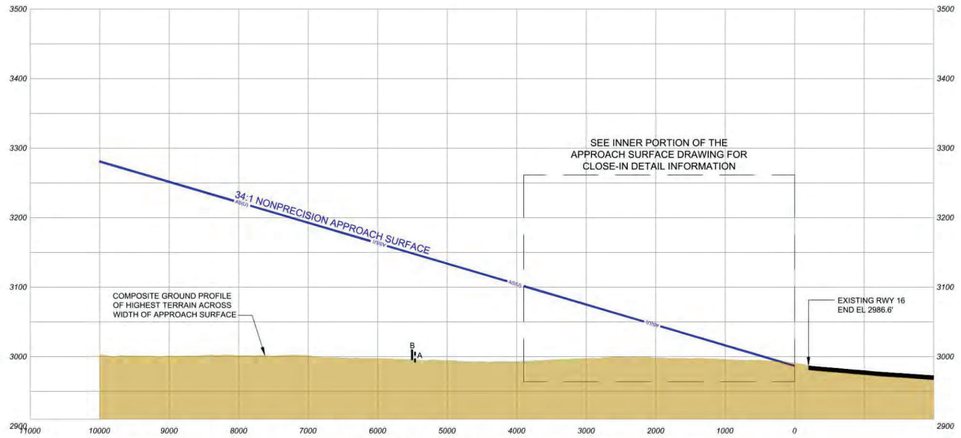
Coffman Associates
Airport Consultants
www.coffmanassociates.com

C. BURKS — DESIGNED BY — JUNE 2023 — DATE
D. PRZYBYCIEN — DRAWN BY — JUNE 2023 — DATE

AIRPORT AIRSPACE
APPROACH PROFILE RUNWAY 2-20
ODESSA-SCHLEMEYER FIELD
ODESSA, TEXAS

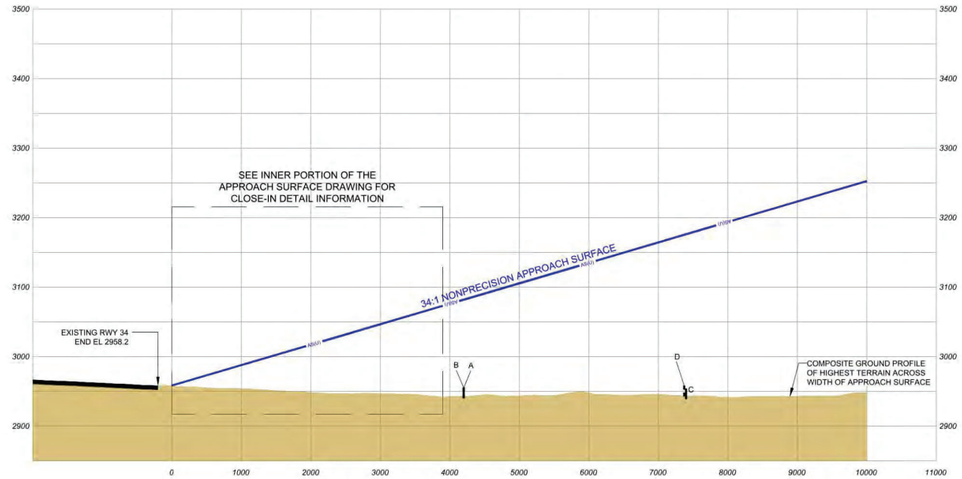
Texas Department of Transportation
Aviation Division



RUNWAY 16 APPROACH PROFILE

0 1000 2000
HORIZONTAL SCALE IN FEET

0 100 200
VERTICAL SCALE IN FEET



RUNWAY 34 APPROACH PROFILE

Runway 16 Outer-Approach Road Points

ID	Feature	Ground Elevation (ft. msl.)	Adjustment Height (ft.)	Top Elevation (ft. msl)	Clearance Value (ft.) Ultimate Part 77 Approach (34:1 Slope)
A	91st St	2,991.94	15.00	3,006.94	140.32
B	91st St	2,994.98	15.00	3,009.68	138.46

Runway 16 Outer Approach Obstructions

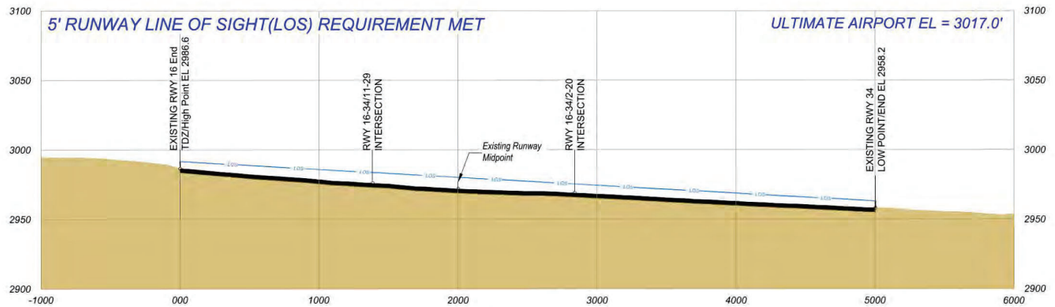
ID	Feature	Source	ADIP ID	FAA Study #	Ground Elevation	AGL (ft.)	Top Elevation	Penetration Value (ft.) Existing	Penetration Value (ft.) Ultimate	Remediation
No Obstructions										

Runway 34 Outer-Approach Road Points

ID	Feature	Ground Elevation (ft. msl.)	Adjustment Height (ft.)	Top Elevation (ft. msl)	Clearance Value (ft.) Ultimate Part 77 Approach (34:1 Slope)
A	61st St	2,939.99	15.00	2,954.99	51.40
B	61st St	2,940.53	15.00	2,955.53	60.85
C	52nd St	2,938.72	15.00	2,953.72	146.37
D	52nd St	2,942.80	15.00	2,957.80	149.09

Runway 34 Outer Approach Obstructions

ID	Feature	Source	ADIP ID	FAA Study #	Ground Elevation	AGL (ft.)	Top Elevation	Penetration Value (ft.) Existing	Penetration Value (ft.) Ultimate	Remediation
No Obstructions										



RUNWAY 16-34 PROFILE

0 500 1000
HORIZONTAL SCALE IN FEET

0 50 100
VERTICAL SCALE IN FEET

GENERAL NOTES:

1. NO SURVEY WAS CONDUCTED FOR THIS PROJECT. EXISTING RUNWAY END COORDINATES AND AIRPORT ELEVATION ARE FROM ADIP.FAA.GOV.
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NO.	REVISIONS	BY	CHK'D	DATE

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mark merritt — SIGNATURE — DATE: 10/17/2023

Ector County Airport Manager — TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

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C. BURKS — DESIGNED BY — JUNE 2023 — DATE

D. PRZYBYCIEN — DRAWN BY — JUNE 2023 — DATE

AIRPORT AIRSPACE
APPROACH PROFILE RUNWAY 16-34
ODESSA-SCHLEMEYER FIELD
ODESSA, TEXAS

Texas Department of Transportation — Aviation Division