

May 2013

The following are notes of comments by the FAA ADO as items to be addressed with the completion of the ALP:

- Areas to be evaluated for layout configuration to resolve “hot spots” and to comply with current design standards:
 - The connection of Taxiways H and K into the Runways 19L and 13-31 intersection.
 - The large area of pavement at the confluence of Taxiways B, V and D.
 - The Runway 1L high speed exit at Taxiway M and connection on to Taxiway E.
 - The close connection at Taxiway M between the Terminal Ramp and Runway 19R-1L
 - The combination high speed exit and straight across taxiway connections (such as at Taxiways S and A3.
 - Taxiways R, Q and Runway 1L-19R separation dimensions.
- Use the RGL-5070-1 guidance and checklist (dated June 2011).
- Provide an aerial background on the ALP.
- Include/update disposition of Noise property on Exhibit A.

Sheet 2:

- Rwy 19R approach should be a 50:1 not 34:1
- Show chevrons on overrun on North end of Rwy 19R if it is considered unusable pavement.
- Rwy 7R/25L states the existing rwy length is 8012' which isn't the same when scaling it. What is the correct length?
- Rwy 25L RPZ shows a precision RPZ when it should be a 500'x1700'x1010' non-precision RPZ (design group D @ 500-1 visibility)

Sheet 3:

- Rwy 13/31 states ultimate rwy length = 5868' which page 4 state 5334'. Which is correct?
- Rwy 31 states there is 330' relocation which would = a 5538' rwy?
- Rwy 7C/25C state ultimate rwy length =8761' which page 4 states 8473'. Which is correct?
- Rwy 7C/25C states existing rwy length = 8012' however it doesn't scale out correctly?
- Note 2: states rwy 1R/19L = D-IV design group, however page 4 states it is a D-V design group. Which is correct?

Sheet 4:

- Runway Data Table:
 - Column 1: Existing Rwy 19R should be a 50:1 approach slope NOT 34:1 (need to revise 4th & 19th rows of table)
 - Column 1: The RSA & OFA's depicted for existing Rwy 1L/19R & 7R/25L: is it actual or design? State so in "item" description and then in the RSA DATA table either make that the other actual or design?
 - Column 2: Ultimate Rwy 1L states there will be a 300' displaced threshold, however the displaced threshold coordinates state "No change" how can that be when it states the existing runway has no displaced threshold. Therefore coordinates for the ultimate Rwy 1L displaced threshold should be indicated.
 - Column 3: Existing Rwy 1R/19L should state the Instrument runway minimums are "GPS 400-1" instead of the "Non-precision" you presently show.
 - Column 5: Existing Rwy 7L/25R should state the runway minimums are "GPS 500-1" instead of "visual".
 - Column 7: the existing Rwy 7R/25L is no longer 8012'. What is the correct length? And does any of the other runway data change also? Rwy end elevation? Rwy end Coord? Still have inadequate RSA & OFA?
 - Column 7: Rwy 25L approach category (19th row in table) should state Non-precision 34:1

- Column 8: the Rwy 7C/25C runway ultimate runway length states 8761' on the plan sheet. What is correct? Does the impact the rest of the runway data? Rwy end coord, etc?
 - Column 8: Ultimate Rwy 25C Instrument minimums should state CAT 1 200- ½ instead of "no change"
 - Column 8: Ultimate Rwy 25L (actually 25C) approach cat should state precision 50:1 instead of "no change" since the existing 25L should be 34:1
 - Column 10: How can you state there is "no change" to the displaced threshold coordinates when the runway never existed before and there is no disp threshold.
 - Column 11: Is the existing Rwy 13/31 OFA shown "actual" or "design"? Then the OFA data table should be the other one listed "actual" or "design".
 - Column 12: The ultimate runway 13/31 length states 5,334' however the plan sheet #3 shows 5,868' with a relocated 330' therefore it should be 5,538'. What is correct?
- Declared Distance Table:
 - I am not sure why there are "future" 1L and 19R columns. It appears those "future" columns should be labeled "ultimate" and then delete the Rwy 1L & 19R ultimate columns since those ultimate lengths are incorrect.
 - I believe the Rwy 1L existing ASDA & LDA should = 9,130' not 9,690'. (9690' minus inadequate north end RSA 560' = 9,130', since you need full RSA and the end of the ASDA and LDA's and according to the runway data table there is only a 440' RSA provided on the north end).
 - Rwy 1L ultimate TORA = 9,990', TODA = 9,990', ASDA = 9,430' (9990' - 560'RSA), LDA = 9,130' (9990' - 300'DispTh - 560'RSA). Please confirm because the ALP is different than what I calculated.
 - Rwy 19R existing ASDA = 9020' (9690' - 670'RSA), LDA = 8235' (9690' - 785'DispTh - 670'RSA)
 - Rwy 19R ultimate should be TORA=9990', TODA =9990', ASDA =9990', LDA = 9205' (change the future to ultimate and then delete the ultimate column)
 - Rwy 7R/25L existing length is no longer 8011'. Therefore need to revise all declared distances accordingly for the existing Rwy 7R & 25L.
 - Rwy 7C/25C declared distance lengths all appear incorrect. According to my calculations:
 - Rwy 7C: TORA = 8761', TODA =8761', ASDA =8301' (8761'-460'RSA), LDA=8301' (8761'-460' RSA)
 - Rwy 25C: TORA = 8761', TODA=8761', ASDA = 8761', LDA = 8016' (8761'-745'DispTh).
 - Rwy 13/31 declared distances all appear incorrect. Please confirm my calculations.
 - Existing Rwy 13 TORA = 5868', TODA=5868', ASDA=5868', LDA= 5127' (5868'-741' DispTh)
 - Ult Rwy 13 TORA=5538', TODA=5538', ASDA=5538', LDA=4797' (5538'-741'dispTh)

- Existing Rwy 31 TORA = 5868', TODA=5868', ASDA=5868', LDA= 5334' (5868'-534' DispTh)
 - Ult Rwy 31 TORA=5538', TODA=5538', ASDA=5538', LDA=5334' (5538'-204'Disp Th)

- Existing RPZ/OFA/RSA Table:
 - Rwy 19R should state a "Precision" approach NOT non-precision, therefore 50:1 not 34:1, OFA "R" should = 1000' not 800', RSA "T" should = 1000' Not 500'
 - Rwy 7R should state a "Precision" approach NOT non-precision, OFA "R" should =785' not 1000', RSA "T" should =840' not 1000'
 - Rwy 25L RPZ should be 1700'x1000'x1510', OFA 465' & 800' should swap column locations so it is 800' x 465', RSA dimension T = 840' not 540'.

- Future RPZ /OFA/RSA Table (should actually state "Ultimate" instead of "future":
 - Rwy 19R OFA "Q" = 800' instead of 420', OFA "R" = 1000' instead of 800' unless this is an "actual" table and the other runway table is your "design" dimensions then R = 420', RSA "s" = 500' instead of 440', RSA "T" =1000' instead of 500' unless this is an "actual" table then T = 440'.
 - Rwy 25C Q = 800', R=1000' or 465'?, RSA T=1000' or 540'?
 - Rwy 7R **and** 25L OFA = 800' x 1000' NOT 1000' x 1750' and RSA 500'x1000' NOT 1000' x 1750'.

Sheet #5:

- Scale shows 1"=150' which it should show 1"=300'
- Existing rwy 7R is labeled 8012' which it is incorrect.

Sheet #6 :

- states Rwy 7C/25C length = 8472'. Isn't it suppose to be 8761'?

Sheets #7 thru #18:

- Please verify the approach surfaces shown coincide with the runway data tables.
- Please verify all other corrections listed above are correctly on the approach sheets.