# HUNTINGTON TRI-STATE AIRPORT
## MILTON J. FERGUSON FIELD
### HUNTINGTON, WEST VIRGINIA

HTS HUNTINGTON TRI-STATE AIRPORT

# AIRPORT LAYOUT PLAN

FAA AIP PROJECT 3-54-0010-45

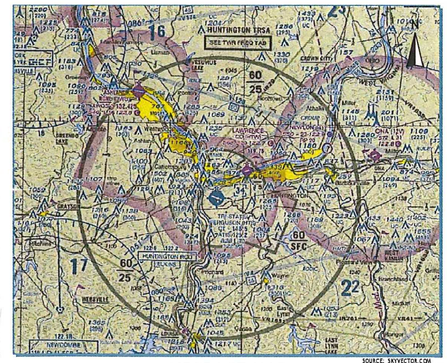
1 SEPTEMBER, 2021

FINAL DRAWING SET

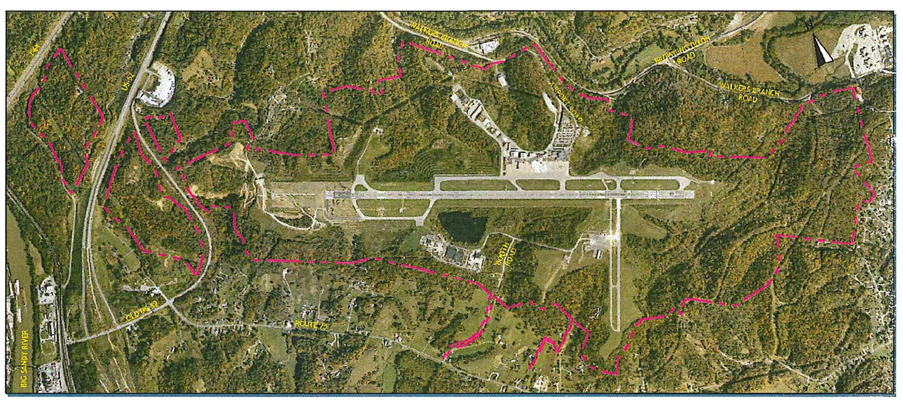
FAA APPROVAL LETTER

LOCATION MAP
SCALE: 1 inch = 30 miles

VICINITY MAP
SCALE: 1 inch = 3 miles




AIRSPACE MAP
NOT TO SCALE
SOURCE: SKYVECTOR.COM
DATE: RETRIEVED MARCH 2012




NOTE: THE PROPERTY LINE SHOWN HEREON WAS OBTAINED FROM PREVIOUS PROPERTY MAP (APPROVED JANUARY, 2005) AND DOES NOT REFLECT THE RESULT OF A CURRENT FIELD SURVEY.

PROPERTY MAP
NOT TO SCALE
DATE OF AERIAL PHOTO:
JANUARY 2011

**SHEET INDEX**


| SHEET NUMBER | DESCRIPTION |
|---|---|
| 1 | TITLE SHEET |
| 2 | AIRPORT DATA |
| 3 | EXISTING FACILITIES - 2011 |
| 4 | AIRPORT LAYOUT PLAN |
| 5 | TERMINAL AREA PLAN - EXISTING TERMINAL |
| 6 | TERMINAL AREA PLAN - SOUTH SIDE |
| 7 | FUTURE ON-AIRPORT LAND USE PLAN |


NOTE: FAR PART 77 AIRSPACE PLAN, HEIGHT RESTRICTION PLAN, APPROACH PLAN AND PROFILES AND PROPERTY MAP WERE NOT UPDATED AS PART OF THIS PROJECT. PLEASE REFER TO PREVIOUS ALP SET APPROVED JANUARY 25, 2005.

| REVISION | DESCRIPTION | DATE | BY |
|---|---|---|---|
| 1 | ALP UPDATE | 09/2021 | LAC |

**FEDERAL AVIATION ADMINISTRATION**

APPROVED _____ DATE _____
Matthew Di Giulian
MANAGER, BECKLEY AIRPORTS FIELD OFFICE

**TRI-STATE AIRPORT AUTHORITY**

APPROVED _____ DATE _____
Jerry Brienza, AIRPORT DIRECTOR


PLANS PREPARED BY:
CHA (Formerly RW Armstrong)
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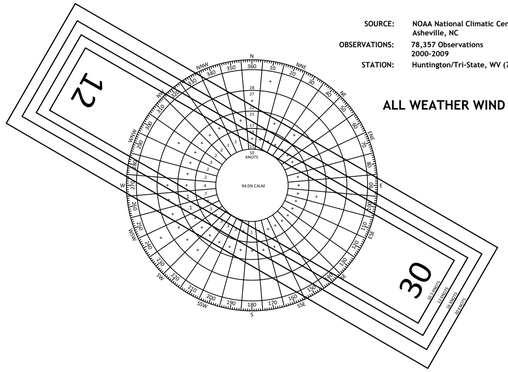
DRAWN BY: LSB / AJL
REVIEWED BY: KSC / DJS
APPROVED BY: PSP



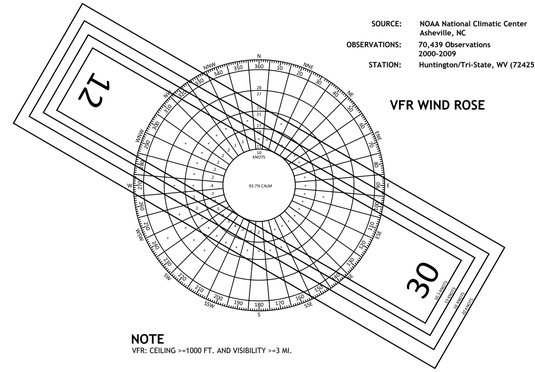
File Name: W:\Projects\2015\40\10-003 HTS Master Plan Study Phase 1\Drawings\Production\ALP\HTS-ALP-TITL-3042.dwg - TITL
Modified By: February 18, 2014 10:04:22 AM | ALafurne
Plotted By: February 18, 2014 10:06:03 AM | lewis.labon




SOURCE: NOAA National Climatic Center Asheville, NC
OBSERVATIONS: 78,357 Observations 2000-2009
STATION: Huntington/Tri-State, WV (72425)

## ALL WEATHER WIND ROSE

| ALL WEATHER WIND COVERAGE | | | | |
|---|---|---|---|---|
| RUNWAY | 10.5 KNOTS | 13 KNOTS | 16 KNOTS | 20 KNOTS |
| RUNWAY 12 | 58.85% | 59.34% | 59.86% | 59.92% |
| RUNWAY 30 | 61.53% | 62.61% | 63.34% | 63.45% |
| COMBINED | 97.01% | 98.57% | 99.80% | 99.97% |

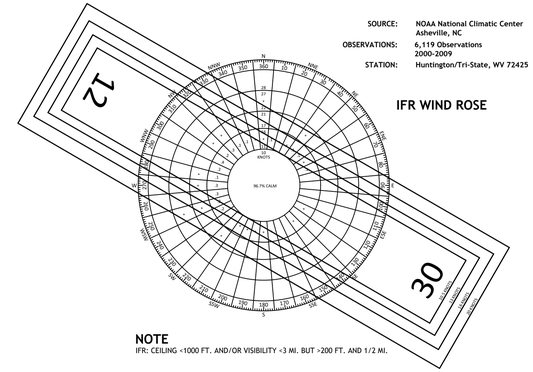



SOURCE: NOAA National Climatic Center Asheville, NC
OBSERVATIONS: 70,439 Observations 2000-2009
STATION: Huntington/Tri-State, WV (72425)

## VFR WIND ROSE

**NOTE**
VFR: CEILING >=1000 FT. AND VISIBILITY >=3 MI.

| VFR WIND COVERAGE | | | | |
|---|---|---|---|---|
| RUNWAY | 10.5 KNOTS | 13 KNOTS | 16 KNOTS | 20 KNOTS |
| RUNWAY 12 | 57.76% | 58.29% | 58.85% | 58.91% |
| RUNWAY 30 | 60.51% | 61.68% | 62.47% | 62.60% |
| COMBINED | 96.76% | 98.45% | 99.79% | 99.97% |




SOURCE: NOAA National Climatic Center Asheville, NC
OBSERVATIONS: 6,119 Observations 2000-2009
STATION: Huntington/Tri-State, WV 72425

## IFR WIND ROSE

**NOTE**
IFR: CEILING <1000 FT. AND/OR VISIBILITY <3 MI. BUT >200 FT. AND 1/2 MI.

| IFR WIND COVERAGE | | | | |
|---|---|---|---|---|
| RUNWAY | 10.5 KNOTS | 13 KNOTS | 16 KNOTS | 20 KNOTS |
| RUNWAY 12 | 64.41% | 64.58% | 64.74% | 64.76% |
| RUNWAY 30 | 68.78% | 69.12% | 69.29% | 63.32% |
| COMBINED | 99.08% | 99.60% | 99.92% | 99.98% |

## AIRPORT DATA TABLE

HUNTINGTON TRI-STATE AIRPORT
1449 AIRPORT ROAD
HUNTINGTON, WEST VIRGINIA
WAYNE COUNTY

| ITEM | EXISTING | FUTURE |
|---|---|---|
| AIRPORT REFERENCE CODE (ARC) | C-IV | C-IV |
| NPIAS SERVICE LEVEL | NON-HUB PRIMARY | NON-HUB PRIMARY |
| STATE SERVICE LEVEL | PRIMARY COMMERCIAL | PRIMARY COMMERCIAL |
| AIRPORT OWNER | TRI-STATE AIRPORT AUTHORITY (WV, KY, OH) | |
| AIRPORT ELEVATION (MSL) NAVD 88 STANDARDS | 828.3 FT. | |
| AIRPORT REFERENCE POINT (ARP) NAD 83 STANDARDS | LAT. 38°22'06.6" LONG. 82°33'37.3" | |
| MEAN DAILY MAXIMUM TEMPERATURE | 69.4° F | |
| AIRPORT & TERMINAL NAVIGATIONAL AIDS | ATCT, ASR, ILS (GS, LOC, MALSR), RVRs, GPS, PAPIs, REILs, ASOS, LOM, VOR, ROTATING BEACON, LIGHTED WINDCONE, PCL (*fut.*) | |
| MAGNETIC DECLINATION | 6°31' W | |
| DATE OF MAGNETIC VARIATION | NOVEMBER 2011 | |
| SOURCE OF MAGNETIC VARIATION | NOAA DATA CENTER | |

## RUNWAY DATA

| DESCRIPTION | RUNWAY 12-30 EXISTING | RUNWAY 12-30 FUTURE |
|---|---|---|
| RUNWAY LENGTH | 7,017 FT. | SAME |
| RUNWAY WIDTH | 150 FT. | SAME |
| PAVEMENT SURFACE TYPE | ASPHALT (GROOVED) | SAME |
| PAVEMENT DESIGN STRENGTH (SINGLE) | 110,000 LBS. | SAME |
| PAVEMENT DESIGN STRENGTH (DUAL) | 190,000 LBS. | SAME |
| PAVEMENT DESIGN STRENGTH (DUAL TANDEM) | 275,000 LBS. | SAME |
| PAVEMENT DESIGN STRENGTH (DUAL DUAL TANDEM) | 630,000 LBS. | SAME |
| RUNWAY LIGHTING | HIRL | SAME |
| RUNWAY MARKINGS | PRECISION | SAME |
| EFFECTIVE RUNWAY GRADIENT | 0.01% | SAME |
| MAXIMUM GRADE CHANGE | 0.13% | SAME |
| MEETS LINE OF SIGHT REQUIREMENTS (Y/N) | YES | SAME |
| AIRCRAFT APPROACH CATEGORY | C | SAME |
| AIRCRAFT DESIGN GROUP | IV | SAME |
| DESIGN AIRCRAFT (PAVEMENT) | B757-200 | SAME |
| DESIGN AIRCRAFT (GEOMETRICS) | B757-200 | SAME |
| STAGE LENGTH | 400 MI. | SAME |

## TAXIWAY DATA

| TAXIWAY NAME | | TAXIWAY LIGHTING | | AIRPLANE DESIGN GROUP | | TAXIWAY WIDTH (FT.) | | | TAXIWAY SAFETY AREA (FT.) | | | TAXIWAY OBJECT FREE AREA (FT.) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | FUTURE | EXISTING | FUTURE | EXISTING | FUTURE | EXISTING | FUTURE | FUTURE STANDARD | EXISTING | FUTURE | FUTURE STANDARD | EXISTING | FUTURE | FUTURE STANDARD |
| A | A | MITL | SAME | III | IV | 47-60 | 60* | 75 | 118 | 125** | 171 | 186 | 259 | 259 |
| B | B | MITL | SAME | III | IV | 60 | 75 | 75 | 118 | 171 | 171 | 186 | 259 | 259 |
| C | C | MITL | SAME | III | IV | 90 | SAME | 75 | 118 | 171 | 171 | 186 | 259 | 259 |
| E | E | MITL | SAME | III | SAME | 50 | SAME | 60 | 118 | SAME | 118 | 186 | SAME | 186 |
| F | F | MITL | SAME | II | SAME | 35 | SAME | 35 | 79 | SAME | 79 | 131 | SAME | 131 |
| G | G | MITL | SAME | III | IV | 50-80 | 60* | 75 | 118 | 125** | 171 | 186 | 259 | 259 |
| G1 | G1 | MITL | N/A | III | N/A | 50 | N/A | N/A | 118 | N/A | N/A | 186 | N/A | N/A |
| H | H | MITL | N/A | III | N/A | 66 | N/A | N/A | 118 | N/A | N/A | 186 | N/A | N/A |
| M | M | MITL | SAME | III | IV | 81 | SAME | 75 | 118 | 171 | 171 | 186 | 259 | 259 |

* MODIFIED TAXIWAY WIDTH FOR B757 AIRCRAFT (SEE MODIFICATIONS TO FAA DESIGN STANDARDS TABLE)
** MODIFIED TAXIWAY SAFETY AREA WIDTH FOR B757 AIRCRAFT (SEE MODIFICATIONS TO FAA DESIGN STANDARDS TABLE)

## RUNWAY END DATA

| | | RUNWAY 12-30 EXISTING 12 | RUNWAY 12-30 EXISTING 30 | RUNWAY 12-30 FUTURE 12 | RUNWAY 12-30 FUTURE 30 |
|---|---|---|---|---|---|
| RUNWAY END COORDINATES NAD 83 STANDARDS | LATITUDE | 38°22'19.8217"N | 38°21'53.4124"N | SAME | SAME |
| | LONGITUDE | 82°34'18.0066"W | 82°32'56.5367"W | SAME | SAME |
| RUNWAY END ELEVATIONS (MSL) | | 827.9 FT. | 828.1 FT. | SAME | SAME |
| DISPLACED LANDING THRESHOLD DISTANCE | | N/A | 501 FT. | SAME | SAME |
| DISPLACED THRESHOLD COORDINATES (NAD 83) | LATITUDE | N/A | 38°21'55.2987"N | N/A | SAME |
| | LONGITUDE | N/A | 82°33'02.3534"W | N/A | SAME |
| DISPLACED THRESHOLD ELEVATION (MSL) | | N/A | 828.3 FT. | N/A | SAME |
| TOUCHDOWN ZONE ELEVATIONS (MSL) | | 828.45 FT. | 829.00 FT. | SAME | SAME |
| PART 77 APPROACH CATEGORY / SLOPE | | PIR / 50:1 | PIR / 50:1 | SAME | SAME |
| APPROACH VISIBILITY MINIMUMS | | 3/4 MILE | 3/4 MILE | 1/2 MILE | SAME |
| VISUAL APPROACH AIDS | | PAPI-4 | PAPI-4, REILS | SAME | SAME |
| INSTRUMENT APPROACH AIDS | | LOC, GS, MALSR | LOC, GS | SAME | SAME |
| DESIGNATED INSTRUMENT DEPARTURE RUNWAY | | NO | NO | SAME | SAME |

## MODIFICATIONS TO FAA DESIGN STANDARDS

| NO. | DESCRIPTION | FAA STANDARDS | EXISTING CONDITION | PROPOSED ACTION | DATE APPROVED |
|---|---|---|---|---|---|
| 1 | RUNWAY CENTERLINE TO PARALLEL TAXIWAY CENTERLINE | 400 FT. | 325 FT. | MAINTAIN EXISTING MODIFICATION OF STANDARD. ALL AIRCRAFT ON THE EXISTING TAXIWAY ARE CLEAR OF THE RUNWAY SAFETY AREA AND OBJECT FREE ZONE. PORTIONS OF THE PARALLEL TAXIWAY MAY BE SHIFTED TO MEET THE FULL STANDARD IF DETERMINED FEASIBLE IN THE FUTURE. | JUNE 16, 2004 |
| 2 | TAXIWAY WIDTH | 75 FT. | 50-60 FT. | MODIFIED GROUP IV TAXIWAY WIDTH OF 60 FEET WITH 15 FOOT SAFETY EDGE MARGIN PER AC 150, 5300-13 TO ACCOMMODATE B-757 CRITICAL AIRCRAFT. | |
| 3 | TAXIWAY SAFETY AREA WIDTH | 171 FT. | 125 FT. | MODIFIED GROUP IV TAXIWAY SAFETY AREA OF 125' FOR PORTIONS OF TAXIWAYS 'A' AND 'G' TO ACCOMMODATE B-757 CRITICAL AIRCRAFT PER AC 150/5400-13. | |
| 4 | RUNWAY SAFETY AREA WIDTH | 500 FT. | ±400-440 FT. | MODIFIED GROUP IV RUNWAY SAFETY AREA FOR LAST ±1,600 FT. ON THE RUNWAY 30 END. | |

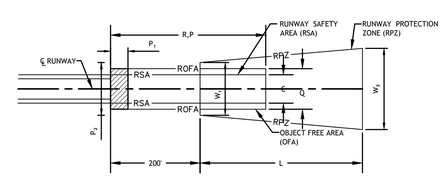
## DECLARED DISTANCES

| DESCRIPTION | RUNWAY 12-30 EXISTING 12 | RUNWAY 12-30 EXISTING 30 | RUNWAY 12-30 FUTURE 12 | RUNWAY 12-30 FUTURE 30 |
|---|---|---|---|---|
| TAKEOFF RUN AVAILABLE (TORA) | 7,017 FT. | 7,017 FT. | SAME | SAME |
| TAKEOFF DISTANCE AVAILABLE (TODA) | 7,017 FT. | 7,017 FT. | SAME | SAME |
| ACCELERATE-STOP DISTANCE AVAILABLE (ASDA) | 6,516 FT. | 7,017 FT. | SAME | SAME |
| LANDING DISTANCE AVAILABLE (LDA) | 6,516 FT. | 6,516 FT. | SAME | SAME |
| LDA - APPROACH END RSA LENGTH | 1,000 FT. | 1,000 FT. | SAME | SAME |
| LDA - STOP END RSA LENGTH | 1,000 FT. | 1,000 FT. | SAME | SAME |
| ASDA - RSA LENGTH | 8,516 FT. | 9,017 FT. | SAME | SAME |

NOTE: Declared Distances derived from updated runway data provided in the resubmitted AGIS survey (April 2013).

## RUNWAY RPZ/ROFA/RSA/POFZ DATA

| R/W | APPROACH CATEGORY | RPZ (FT.) EXISTING L | RPZ EXISTING $W_1$ | RPZ EXISTING $W_2$ | RPZ FUTURE L | RPZ FUTURE $W_1$ | RPZ FUTURE $W_2$ | ROFA (FT.) Q | ROFA R | RSA (FT.) C | RSA P | POFZ (FT.) $P_1$ | POFZ $P_2$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | PRECISION | 1,700 | 1,000 | 1,510 | 2,500 | 1,000 | 1,750 | 800 | 1,000 | 500 | 1,000 | 200 | 800 |
| 30 | PRECISION | 1,700 | 1,000 | 1,510 | SAME | SAME | SAME | 800 | 1,000 | 500 | 1,000 | 200 | 800 |




## ABBREVIATIONS

| ABB. | DESCRIPTION | ABB. | DESCRIPTION |
|---|---|---|---|
| ALSF-2 | HIGH INTENSITY APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHERS CATEGORY II | MALSR | MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS |
| ARC | AIRPORT REFERENCE CODE | OFA | OBJECT FREE AREA |
| ARP | AIRPORT REFERENCE POINT | OFZ | OBSTACLE FREE ZONE |
| ASR-3 | AIRPORT SURVEILLANCE RADAR | PAPI | PRECISION APPROACH PATH INDICATOR (4 BOX) |
| ASOS | AUTOMATIC SURFACE OBSERVING SYSTEM | PCL | PILOT-CONTROLLED LIGHTING |
| ATCT | AIR TRAFFIC CONTROL TOWER | PIR | PRECISION INSTRUMENT RUNWAY |
| AWOS | AUTOMATED WEATHER OBSERVING SYSTEM | POFZ | PRECISION OBSTACLE FREE ZONE |
| BRL | BUILDING RESTRICTION LINE | REIL | RUNWAY END IDENTIFIER LIGHTS |
| EX | EXISTING | ROFA | RUNWAY OBJECT FREE AREA |
| FUT or ULT | FUTURE OR ULTIMATE | RPZ | RUNWAY PROTECTION ZONE |
| GPS | GLOBAL POSITIONING SYSTEM | RSA | RUNWAY SAFETY AREA |
| GS | GLIDE SLOPE ANTENNA CRITICAL AREA | RTR | REMOTE TRANSMITTER/RECIEVER |
| HIRL | HIGH INTENSITY RUNWAY LIGHTS | RVR | RUNWAY VISUAL RANGE |
| IFR | INSTRUMENT FLIGHT RULES | R/W | RUNWAY |
| ILS | INSTRUMENT LANDING SYSTEM | TSA | TAXIWAY SAFETY AREA |
| LOC | LOCALIZER | TOFA | TAXIWAY OBJECT FREE AREA |
| LOM | LOCATOR OUTER MARKER | T/W | TAXIWAY |
| MIRL | MEDIUM INTENSITY RUNWAY LIGHTS | TDZE | TOUCHDOWN ZONE ELEVATION |
| MITL | MEDIUM INTENSITY TAXIWAY LIGHTS | VHF | VERY HIGH FREQUENCY |
| NDB | NONDIRECTIONAL BEACON | VOR | VHF OMNIDIRECTIONAL RANGE |

## NOTE

1. FIELD SURVEY DATE WAS OCTOBER 11, 2010 - OCTOBER 15, 2010.
2. COORDINATES SHOWN ARE BASED ON NAD 83.
3. VERTICAL DATUM BASED ON GEOID09 AND ALL VERTICAL DATA IS GPS DERIVED NAVD 88.

| REV | DESCRIPTION | DATE | BY |
|---|---|---|---|
| 1 | ALP UPDATE | 09/2021 | LAC |

FINAL

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HUNTINGTON TRI-STATE AIRPORT
AIRPORT DATA
HUNTINGTON TRI-STATE AIRPORT AUTHORITY
HUNTINGTON, WEST VIRGINIA

PROJECT NO: 20104010.3 | DRAWN: LSB / AJL | DESIGNED: KSC / AJL | REVIEWED: DJS | APPROVED: PSP | DATE: FEBRUARY 2014



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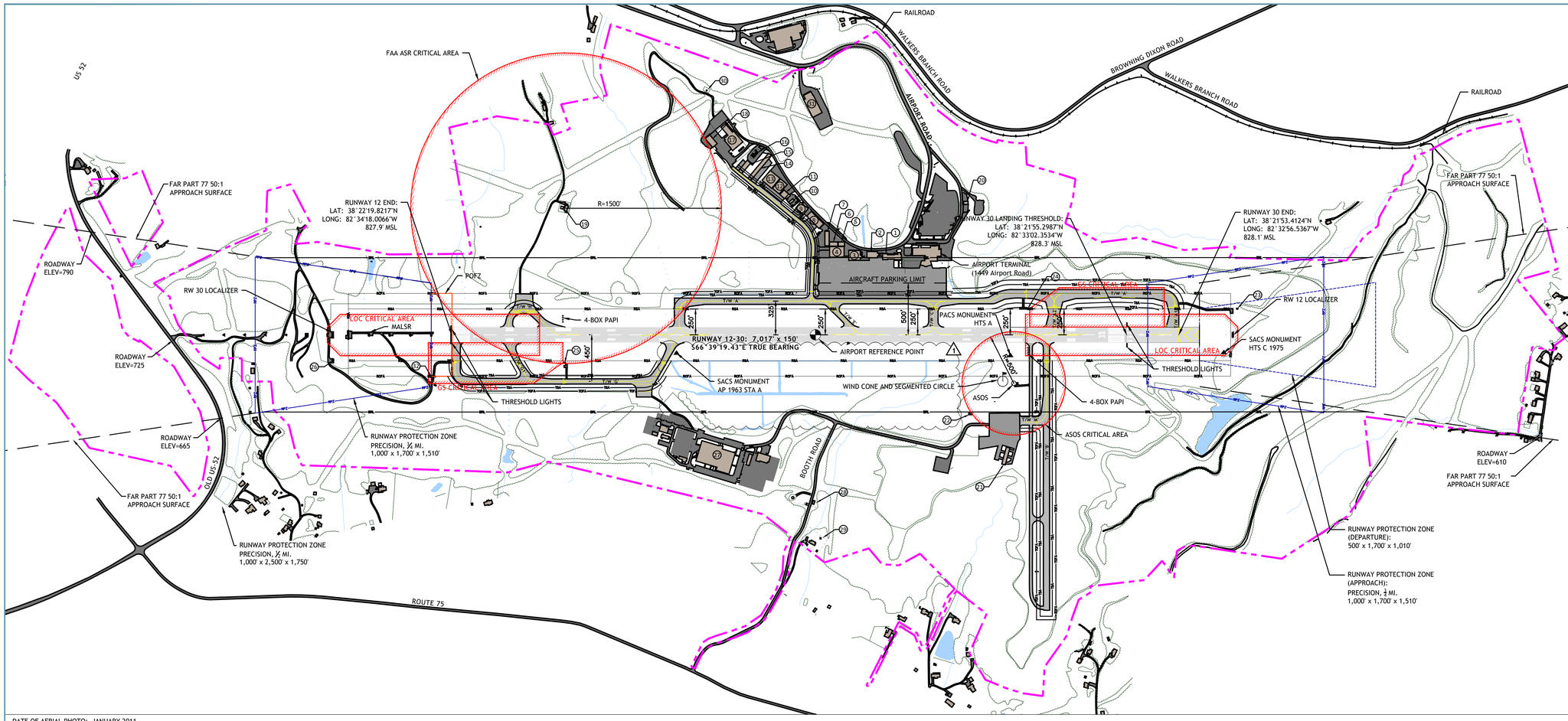
Modified By: October 30, 2019 1:52:12 PM / Louis Campbell
Plotted By: June 16, 2021 1:09:31 PM / Campbell, Louis




DATE OF AERIAL PHOTO: JANUARY 2011

## EXISTING FACILITIES TABLE

| BUILDING NO. | DESCRIPTION | TOP ELEV. (MSL) |
|---|---|---|
| 1 | FBO / ARFF BUILDING | 843.040 |
| 2 | HEATED BOX HANGAR | 843.940 |
| 3 | HEATED BOX HANGAR | 855.610 |
| 4 | FEDEX HANGAR | 858.780 |
| 5 | MAINTENANCE / STORAGE | 834.820 |
| 6 | MAINTENANCE / SHOP | 833.840 |
| 7 | MAINTENANCE / STORAGE | 835.680 |
| 8 | BOX HANGAR | 843.530 |
| 9 | BOX HANGAR | 847.030 |
| 10 | FAA ANTENNAE ARRAY TRANSMITTER | 832.400 |
| 11 | HEATED BOX HANGAR | 841.070 |
| 12 | HEATED COMMUNITY BOX HANGAR | 853.640 |
| 13 | COMMUNITY BOX HANGAR | 850.720 |
| 14 | T-HANGARS | 840.820 |
| 15 | T-HANGARS | 841.890 |
| 16 | FUEL FARM | 838.600 |
| 17 | OLD NATIONAL GUARD BUILDING | 853.640 |
| 18 | SNOW REMOVAL EQUIPMENT BUILDING | 853.890 |
| 19 | FAA RADAR SITE | 881.330 |
| 20 | RENTAL CAR WASH BUILDING | UNAVAILABLE |
| 21 | SOUTHSIDE T-HANGARS | 843.640 |
| 22 | AIRFIELD LIGHTING ELECTRICAL VAULT | UNAVAILABLE |
| 23 | RUNWAY 30 LOCALIZER SHELTER | UNAVAILABLE |
| 24 | RUNWAY 30 GLIDE SLOPE SHELTER | 850.450 |
| 25 | RUNWAY 12 GLIDE SLOPE SHELTER | 867.560 |
| 26 | RUNWAY 12 LOCALIZER SHELTER | 834.930 |
| 27 | WEST VIRGINIA NATIONAL GUARD | 833.700 |
| 28 | BOOTH ROAD WATER STORAGE/PUMP STATION | UNAVAILABLE |
| 29 | RESIDENTIAL STRUCTURE WITHOUT BUILDINGS | UNAVAILABLE |
| 30 | AIRPORT ROAD CELL PHONE TOWER | 981.160 |
| 31 | FEDEX GROUND BUILDING | UNAVAILABLE |
| 32 | FAA EQUIPMENT SHELTER | UNAVAILABLE |

MAGNETIC DECLINATION 6°31' W
ANNUALLY 0.3' W - OCTOBER 2011

GRAPHIC SCALE (FEET)
0 200 400 800

## DECLARED DISTANCES

| DESCRIPTION | RUNWAY 12-30 | | | |
|---|---|---|---|---|
| | EXISTING | | FUTURE | |
| | 12 | 30 | 12 | 30 |
| TAKEOFF RUN AVAILABLE (TORA) | 7,017 FT. | 7,017 FT. | SAME | SAME |
| TAKEOFF DISTANCE AVAILABLE (TODA) | 7,017 FT. | 7,017 FT. | SAME | SAME |
| ACCELERATE-STOP DISTANCE AVAILABLE (ASDA) | 6,516 FT. | 7,017 FT. | SAME | SAME |
| LANDING DISTANCE AVAILABLE (LDA) | 6,516 FT. | 6,516 FT. | SAME | SAME |
| LDA - APPROACH END RSA LENGTH | 1,000 FT. | 1,000 FT. | SAME | SAME |
| LDA - STOP END RSA LENGTH | 1,000 FT. | 1,000 FT. | SAME | SAME |
| ASDA - RSA LENGTH | 8,516 FT. | 9,017 FT. | SAME | SAME |

NOTE: Declared Distances derived from updated runway data provided in the resubmitted AGIS survey (April 2013).

## PACS & SACS MONUMENTATION TABLE

| MONUMENT NAME | MONUMENT TYPE | LATITUDE | LONGITUDE | NORTHING | EASTING | ELEVATION |
|---|---|---|---|---|---|---|
| AP 1963 STA A | SACS | N 38° 22' 10.0547" | W 082° 33' 53.6648" | N 502458.0540 | E 1519874.8120 | 822.199 FT |
| HTS A | PACS | N 38° 21' 57.7127" | W 082° 33' 16.3582" | N 501159.7760 | E 1522824.4280 | 825.191 FT |

## LEGEND

- EXISTING BUILDING
- EXISTING RUNWAY PAVEMENT
- EXISTING TAXIWAY PAVEMENT
- EXISTING APRON PAVEMENT
- EXISTING ROADWAYS
- EXISTING TREES
- EXISTING WATER/DITCH/DETENTION AREA
- EXISTING NAVAID CRITICAL AREAS
- RPZ — EXISTING RUNWAY PROTECTION ZONE *(APPROACH)*
- EXISTING RUNWAY PROTECTION ZONE *(DEPARTURE)*
- RSA — EXISTING RUNWAY SAFETY AREA
- ROFA — EXISTING RUNWAY OBJECT FREE AREA
- TSA — EXISTING TAXIWAY SAFETY AREA
- TOFA — EXISTING TAXIWAY OBJECT FREE AREA
- POFZ — EXISTING PRECISION OBSTACLE FREE ZONE
- BRL — EXISTING 35' BUILDING RESTRICTION LINE
- EXISTING PROPERTY LINE
- AIRPORT REFERENCE POINT
- EXISTING WINDCONE
- EXISTING PAPI
- EXISTING APPROACH SURFACE
- EXISTING RAILROAD
- X — EXISTING FENCE

## NOTE

1. FIELD SURVEY DATE WAS OCTOBER 11, 2010 - OCTOBER 15, 2010.
2. VERTICAL DATUM BASED ON GEOID09 AND ALL VERTICAL DATA IS GPS DERIVED NAVD 88.
3. THE PROPERTY LINE SHOWN HEREON WAS OBTAINED FROM PREVIOUS PROPERTY MAP (APPROVED JANUARY, 2005) AND DOES NOT REFLECT THE RESULT OF A CURRENT FIELD SURVEY.
4. NO OFZ PENETRATIONS.

| REV | DESCRIPTION | DATE | BY |
|---|---|---|---|
| 1 | ALP UPDATE | 09/2021 | LAC |

FINAL

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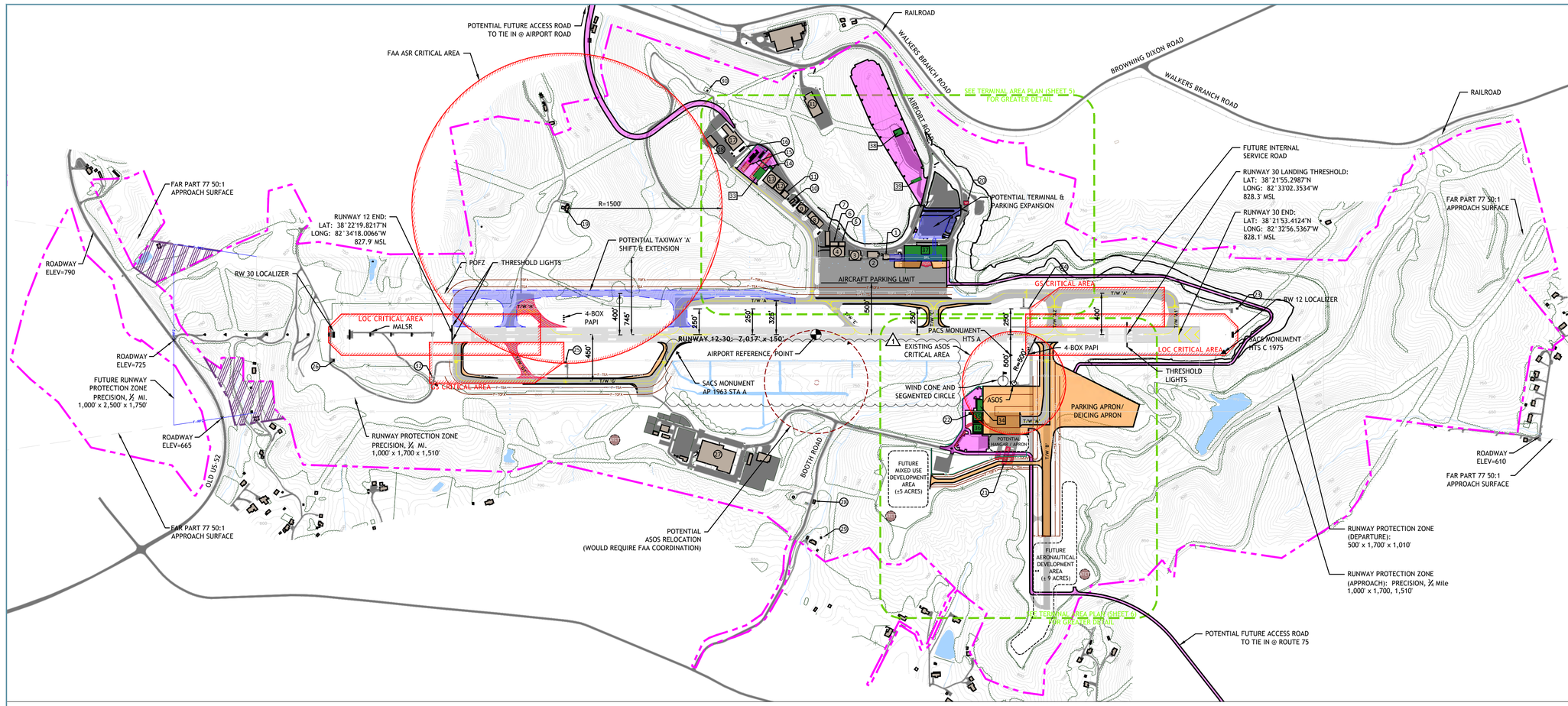
HUNTINGTON TRI-STATE AIRPORT
EXISTING FACILITIES - 2011
HUNTINGTON TRI-STATE AIRPORT AUTHORITY
HUNTINGTON, WEST VIRGINIA

| DRAWN | DESIGNED | REVIEWED | APPROVED | DATE |
|---|---|---|---|---|
| LSR / AJL | RCC / AJL | GJS | JSP | FEBRUARY 2014 |

PROJECT NO: 2016047.0.3



File Name: K:\den_aviation\hts tri-state airport_hts reference\ALP\2021-08 rsa improvements update\CADD\HTS-ALP-EX-FACL.dwg - C3
Modified / By: June 16, 2021 10:35:43 AM / Louis Campbell
Plotted / By: December 14, 2021 8:50:02 AM / Campbell, Louis




## EXISTING FACILITIES TABLE

| BUILDING NO. | DESCRIPTION | TOP ELEV. (MSL) |
|---|---|---|
| 1 | FBO / ARFF BUILDING | 843.040 |
| 2 | HEATED BOX HANGAR | 843.940 |
| 3 | HEATED BOX HANGAR | 855.610 |
| 4 | FEDEX HANGAR | 858.780 |
| 5 | MAINTENANCE / STORAGE | 834.820 |
| 6 | MAINTENANCE / SHOP | 833.840 |
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| 8 | BOX HANGAR | 843.530 |
| 9 | BOX HANGAR | 847.030 |
| 10 | FAA ANTENNAE ARRAY TRANSMITTER | 832.400 |
| 11 | HEATED BOX HANGAR | 841.070 |
| 12 | HEATED COMMUNITY BOX HANGAR | 853.640 |
| 13 | COMMUNITY BOX HANGAR | 850.720 |
| 14 | T-HANGARS | 840.820 |
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| 16 | FUEL FARM | 838.600 |
| 17 | OLD NATIONAL GUARD BUILDING | 853.640 |
| 18 | SNOW REMOVAL EQUIPMENT BUILDING | 853.890 |
| 19 | FAA RADAR SITE | 881.330 |
| 20 | RENTAL CAR WASH BUILDING | UNAVAILABLE |
| 21 | SOUTHSIDE T-HANGARS | 843.640 |
| 22 | AIRFIELD LIGHTING ELECTRICAL VAULT | UNAVAILABLE |
| 23 | RUNWAY 30 LOCALIZER SHELTER | UNAVAILABLE |
| 24 | RUNWAY 30 GLIDE SLOPE SHELTER | 850.450 |
| 25 | RUNWAY 12 GLIDE SLOPE SHELTER | 867.560 |
| 26 | RUNWAY 12 LOCALIZER SHELTER | 834.930 |
| 27 | WEST VIRGINIA NATIONAL GUARD | 833.700 |
| 28 | BOOTH ROAD WATER STORAGE/PUMP STATION | UNAVAILABLE |
| 29 | RESIDENTIAL STRUCTURE WITHOUT BUILDINGS | UNAVAILABLE |
| 30 | AIRPORT ROAD CELL PHONE TOWER | 981.160 |
| 31 | FEDEX GROUND BUILDING | UNAVAILABLE |
| 32 | FAA EQUIPMENT SHELTER | UNAVAILABLE |

## FUTURE FACILITIES TABLE

| BUILDING NO. | DESCRIPTION | MAX. ALLOWABLE HEIGHT (MSL) |
|---|---|---|
| 33 | MAINTENANCE/EQUIPMENT STORAGE BUILDING | ±971 |
| 34 | RELOCATED ARFF BUILDING | ±847 |
| 35 | 1-2 LEVEL GA TERMINAL | ±863 |
| 36 | 10,000 SQ. FT. HANGAR | ±879 |
| 37 | REHABILITATED AND EXPANDED PASSENGER TERMINAL BUILDING | ±869 |
| 38 | RELOCATED RENTAL CARWASH BUILDING | ±1030 |
| 39 | AUTOMATED PAY STATION | ±966 |

## TAXIWAY DATA

| TAXIWAY NAME | | TAXIWAY LIGHTING | | AIRPLANE DESIGN GROUP | | TAXIWAY WIDTH (FT.) | | | TAXIWAY SAFETY AREA (FT.) | | | TAXIWAY OBJECT FREE AREA (FT.) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EXISTING | FUTURE | EXISTING | FUTURE | EXISTING | FUTURE | EXISTING | FUTURE | FUTURE STANDARD | EXISTING | FUTURE | FUTURE STANDARD | EXISTING | FUTURE | FUTURE STANDARD |
| A | A | MITL | SAME | III | IV | 47-60 | 60* | 75 | 118 | 125** | 171 | 186 | 259 | 259 |
| B | B | MITL | SAME | III | IV | 60 | 75 | 75 | 118 | 171 | 171 | 186 | 259 | 259 |
| C | C | MITL | SAME | III | IV | 90 | SAME | 75 | 118 | 171 | 171 | 186 | 259 | 259 |
| E | E | MITL | SAME | III | SAME | 50 | SAME | 60 | 118 | SAME | 118 | 186 | SAME | 186 |
| F | F | MITL | SAME | II | SAME | 35 | SAME | 35 | 79 | SAME | 79 | 131 | SAME | 131 |
| G | G | MITL | SAME | III | IV | 50-80 | 60* | 75 | 118 | 125** | 171 | 186 | 259 | 259 |
| G1 | G1 | MITL | N/A | III | N/A | 50 | N/A | N/A | 118 | N/A | N/A | 186 | N/A | N/A |
| H | H | MITL | N/A | III | N/A | 66 | N/A | N/A | 118 | N/A | N/A | 186 | N/A | N/A |
| M | M | MITL | SAME | III | IV | 81 | SAME | 75 | 118 | 171 | 171 | 186 | 259 | 259 |

* MODIFIED TAXIWAY WIDTH FOR B757 AIRCRAFT
** MODIFIED TAXIWAY SAFETY AREA WIDTH FOR B757 AIRCRAFT

## RUNWAY DATA

| DESCRIPTION | RUNWAY 12-30 | |
|---|---|---|
| | EXISTING | FUTURE |
| RUNWAY LENGTH | 7,017 FT. | SAME |
| RUNWAY WIDTH | 150 FT. | SAME |
| PAVEMENT SURFACE TYPE | ASPHALT (GROOVED) | SAME |
| PAVEMENT DESIGN STRENGTH (SINGLE) | 110,000 LBS. | SAME |
| PAVEMENT DESIGN STRENGTH (DUAL) | 190,000 LBS. | SAME |
| PAVEMENT DESIGN STRENGTH (DUAL TANDEM) | 275,000 LBS. | SAME |
| PAVEMENT DESIGN STRENGTH (DUAL DUAL TANDEM) | 630,000 LBS. | SAME |
| RUNWAY LIGHTING | HIRL | SAME |
| RUNWAY MARKINGS | PRECISION | SAME |
| EFFECTIVE RUNWAY GRADIENT | 0.01% | SAME |
| MAXIMUM GRADE CHANGE | 0.13% | SAME |
| MEETS LINE OF SIGHT REQUIREMENTS (Y/N) | YES | SAME |
| AIRCRAFT APPROACH CATEGORY | C | SAME |
| AIRCRAFT DESIGN GROUP | IV | SAME |
| DESIGN AIRCRAFT (PAVEMENT) | B757-200 | SAME |
| DESIGN AIRCRAFT (GEOMETRICS) | B757-200 | SAME |
| STAGE LENGTH | 400 MI. | SAME |

## DECLARED DISTANCES

| DESCRIPTION | RUNWAY 12-30 | | | |
|---|---|---|---|---|
| | EXISTING | | FUTURE | |
| | 12 | 30 | 12 | 30 |
| TAKEOFF RUN AVAILABLE (TORA) | 7,017 FT. | 7,017 FT. | SAME | SAME |
| TAKEOFF DISTANCE AVAILABLE (TODA) | 7,017 FT. | 7,017 FT. | SAME | SAME |
| ACCELERATE-STOP DISTANCE AVAILABLE (ASDA) | 6,516 FT. | 7,017 FT. | SAME | SAME |
| LANDING DISTANCE AVAILABLE (LDA) | 6,516 FT. | 6,516 FT. | SAME | SAME |
| LDA - APPROACH END RSA LENGTH | 1,000 FT. | 1,000 FT. | SAME | SAME |
| LDA - STOP END RSA LENGTH | 1,000 FT. | 1,000 FT. | SAME | SAME |
| ASDA - RSA LENGTH | 8,516 FT. | 9,017 FT. | SAME | SAME |

NOTE: Declared Distances derived from updated runway data provided in the resubmitted AGIS survey (April 2013).

## PACS & SACS MONUMENTATION TABLE

| MONUMENT NAME | MONUMENT TYPE | LATITUDE | LONGITUDE | NORTHING | EASTING | ELEVATION |
|---|---|---|---|---|---|---|
| AP 1963 STA A | SACS | N 38° 22' 10.0547" | W 082° 33' 53.6648" | N 502458.0540 | E 1519874.8120 | 822.199 FT |
| HTS A | PACS | N 38° 21' 57.7127" | W 082° 33' 16.3582" | N 501159.7760 | E 1522824.4280 | 825.191 FT |

## LEGEND

- EXISTING BUILDING
- EXISTING RUNWAY PAVEMENT
- EXISTING TAXIWAY PAVEMENT
- EXISTING APRON PAVEMENT
- EXISTING ROADWAYS
- EXISTING TREES
- EXISTING WATER/DITCH/DETENTION AREA
- EXISTING NAVAID CRITICAL AREAS
- RPZ — EXISTING RUNWAY PROTECTION ZONE *(APPROACH)*
- EXISTING RUNWAY PROTECTION ZONE *(DEPARTURE)*
- RSA — EXISTING RUNWAY SAFETY AREA
- ROFA — EXISTING RUNWAY OBJECT FREE AREA
- TSA — EXISTING TAXIWAY SAFETY AREA
- TOFA — EXISTING TAXIWAY OBJECT FREE AREA
- OFZ — EXISTING OBSTACLE FREE ZONE
- POFZ — EXISTING PRECISION OBSTACLE FREE ZONE
- BRL — EXISTING 35' BUILDING RESTRICTION LINE
- EXISTING PROPERTY LINE
- AIRPORT REFERENCE POINT
- EXISTING WINDCONE
- EXISTING PAPI
- EXISTING APPROACH SURFACE
- EXISTING RAILROAD
- X — EXISTING FENCE
- X — FUTURE FENCE
- 800 — EXISTING CONTOURS
- POTENTIAL ASOS RELOCATION
- FUTURE TERMINAL / BUILDING IMPROVEMENTS
- FUTURE PARKING AND ACCESS
- FUTURE AIRFIELD PAVEMENT
- POTENTIAL ULTIMATE IMPROVEMENTS
- FUTURE PROPERTY ACQUISITION
- FUTURE AIRPORT PROPERTY LINE
- F—RPZ — FUTURE RUNWAY PROTECTION ZONE
- F—TOFA — FUTURE TAXIWAY OBJECT FREE AREA
- F—TSA — FUTURE TAXIWAY SAFETY AREA
- PAVEMENT REMOVAL
- BUILDING REMOVAL
- ATCT — POTENTIAL AIR TRAFFIC CONTROL TOWER LOCATION SITE

## NOTES

1. NO OFZ OBJECT PENETRATIONS.
2. SEE SHEETS 5 AND 6 FOR GREATER DETAIL OF TERMINAL AREA AND SOUTH SIDE.
3. COORDINATES SHOWN ARE BASED ON NAD 83.
2. VERTICAL DATUM BASED ON GEOID09 AND ALL VERTICAL DATA IS GPS DERIVED NAVD 88.
3. RUNWAY DATA TABLE AND TAXIWAY DATA TABLE SHOWN ON THIS SHEET ARE DUPLICATIONS FROM THE TABLES FOUND ON SHEET 2.
4. THE PROPERTY LINE SHOWN HEREON WAS OBTAINED FROM PREVIOUS PROPERTY MAP (APPROVED JANUARY, 2005) AND DOES NOT REFLECT THE RESULT OF A CURRENT FIELD SURVEY.

MAGNETIC DECLINATION 6°31'W
ANNUALLY 0.3' W - OCTOBER 2011

N

GRAPHIC SCALE (FEET)
0 200 400 800

| REV | DESCRIPTION | DATE | BY |
|---|---|---|---|
| 1 | ALP UPDATE | 09/2021 | LJC |

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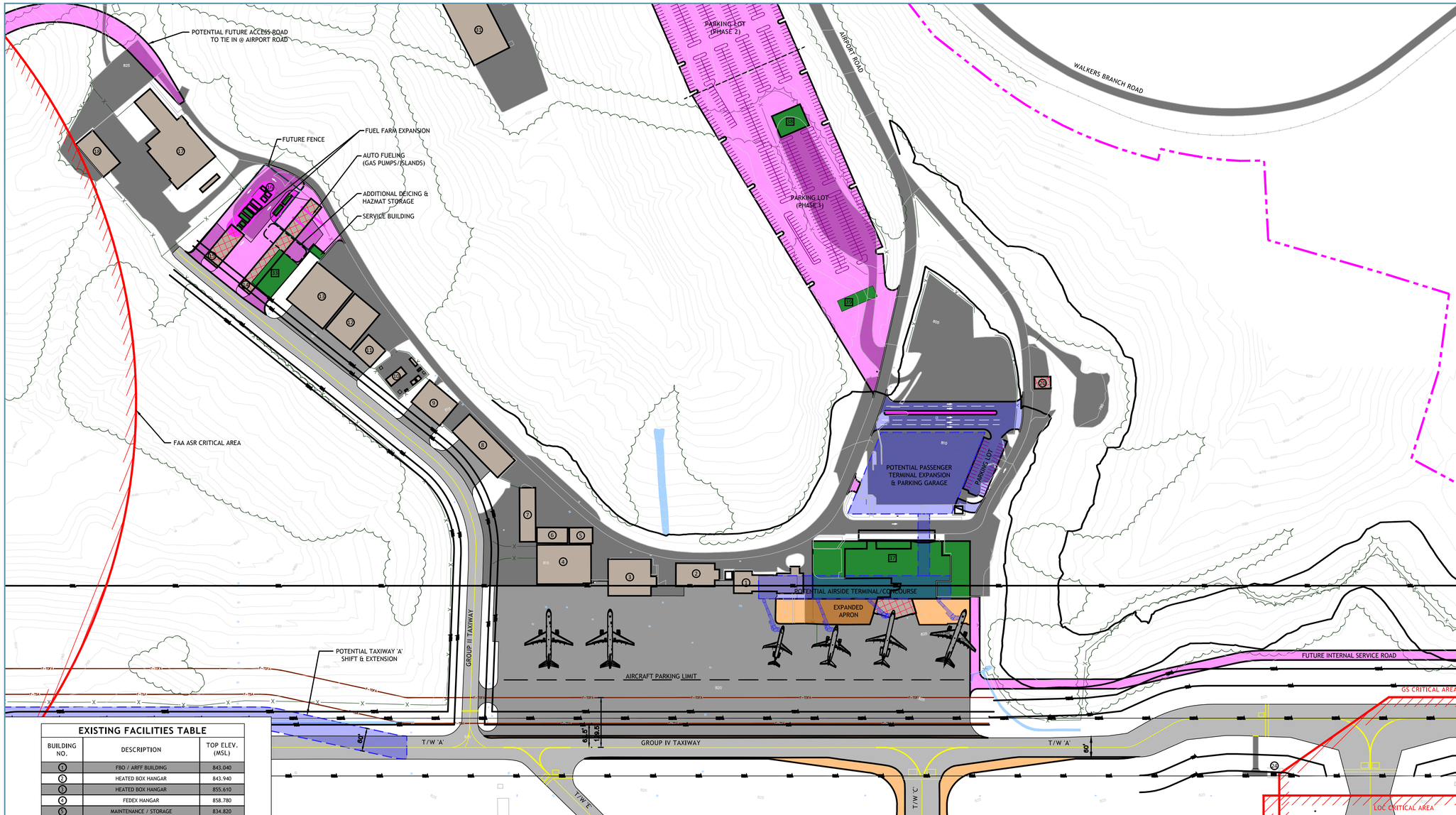
HUNTINGTON TRI-STATE AIRPORT
AIRPORT LAYOUT PLAN
HUNTINGTON TRI-STATE AIRPORT AUTHORITY
HUNTINGTON, WEST VIRGINIA

DATE: FEBRUARY 2014
APPROVED PSP
REVIEWED DJS
DESIGNED KSC / AJL
DRAWN LSB / AJL
PROJECT NO: 20160410.3



File Name: K:\CEA_Aviation\HTS Tri-State Airport - HTS Reference\ALP\2021-09 RSA Improvements Update\CAD\HTS-ALP-ALP.dwg - C4
Modified By: June 16, 2021 10:54:39 AM / Louis Campbell
Plotted By: December 14, 2021 8:54:00 AM / Campbell, Louis




## EXISTING FACILITIES TABLE

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| 22 | AIRFIELD LIGHTING ELECTRICAL VAULT | UNAVAILABLE |
| 23 | RUNWAY 30 LOCALIZER SHELTER | UNAVAILABLE |
| 24 | RUNWAY 30 GLIDE SLOPE SHELTER | 850.450 |
| 25 | RUNWAY 12 GLIDE SLOPE SHELTER | 867.560 |
| 26 | RUNWAY 12 LOCALIZER SHELTER | 834.930 |
| 27 | WEST VIRGINIA NATIONAL GUARD | 833.700 |
| 28 | BOOTH ROAD WATER STORAGE/PUMP STATION | UNAVAILABLE |
| 29 | RESIDENTIAL STRUCTURE WITHOUT BUILDINGS | UNAVAILABLE |
| 30 | AIRPORT ROAD CELL PHONE TOWER | 981.160 |
| 31 | FEDEX GROUND BUILDING | UNAVAILABLE |
| 32 | FAA EQUIPMENT SHELTER | UNAVAILABLE |

## FUTURE FACILITIES TABLE

| BUILDING NO. | DESCRIPTION | MAX. ALLOWABLE HEIGHT (MSL) |
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MAGNETIC DECLINATION 6°31'W
ANNUALLY 0.3' W - OCTOBER 2011

GRAPHIC SCALE (FEET)
0 50 100 200

## LEGEND

- EXISTING BUILDING
- EXISTING RUNWAY PAVEMENT
- EXISTING TAXIWAY PAVEMENT
- EXISTING APRON PAVEMENT
- EXISTING ROADWAYS
- EXISTING TREES
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- EXISTING PROPERTY LINE
- EXISTING RAILROAD
- X — EXISTING FENCE
- X — FUTURE FENCE
- 800 — EXISTING CONTOURS
- FUTURE TERMINAL / BUILDING IMPROVEMENTS
- FUTURE PARKING AND ACCESS
- FUTURE AIRFIELD PAVEMENT
- POTENTIAL ULTIMATE IMPROVEMENTS
- F—TOFA — FUTURE TAXIWAY OBJECT FREE AREA
- F—TSA — FUTURE TAXIWAY SAFETY AREA
- PAVEMENT REMOVAL
- BUILDING REMOVAL

| REV | DESCRIPTION | DATE | BY |
|---|---|---|---|
| 1 | ALP UPDATE | 09/2021 | LAC |

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Chantilly, VA 20151
ph 703.230.0300 // fx 703.230.0299
www.chacompanies.com

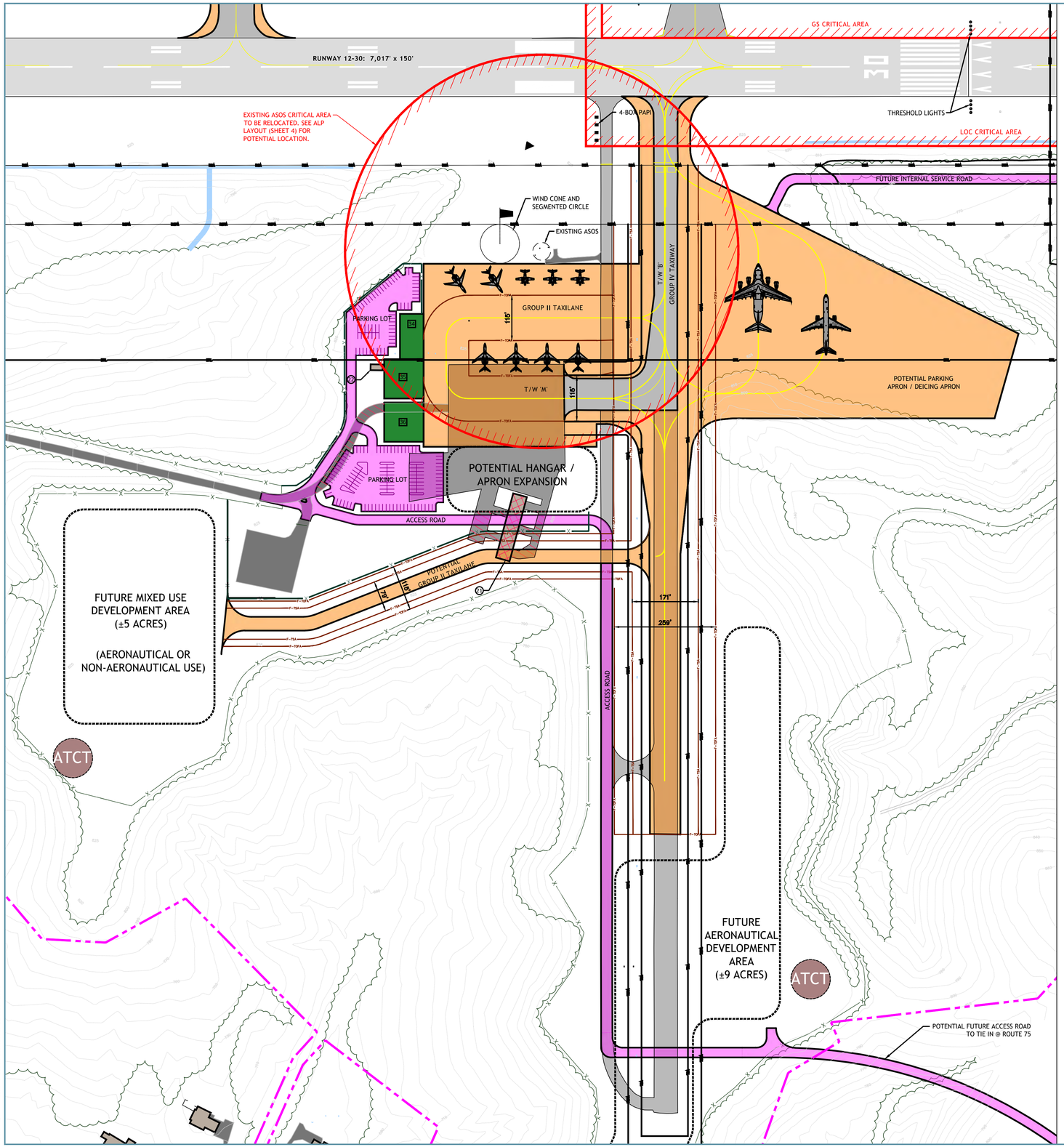
HUNTINGTON TRI-STATE AIRPORT
TERMINAL AREA PLAN - EXISTING TERMINAL
HUNTINGTON, WEST VIRGINIA

HUNTINGTON TRI-STATE AIRPORT AUTHORITY

| PROJECT NO: | DRAWN | DESIGNED | REVIEWED | APPROVED | DATE: |
|---|---|---|---|---|---|
| 20190410.3 | LSB / AJL | KSC / AJL | DJS | PSP | FEBRUARY 2014 |



File Name: K:\den_aviation\hts tri-state airport_hts reference\ALP\2021-08 rsa improvements update\CADD\HTS-ALP-TERM.dwg - C5
Modified By: September 8, 2020 5:00:25 PM / Lucas Campbell
Plotted By: June 16, 2021 1:02:26 AM / Campbell, Lucas




MAGNETIC DECLINATION 6°31'W
ANNUALLY 0.3' W - OCTOBER 2011

GRAPHIC SCALE (FEET)
0 50 100 200

## LEGEND

- EXISTING BUILDING
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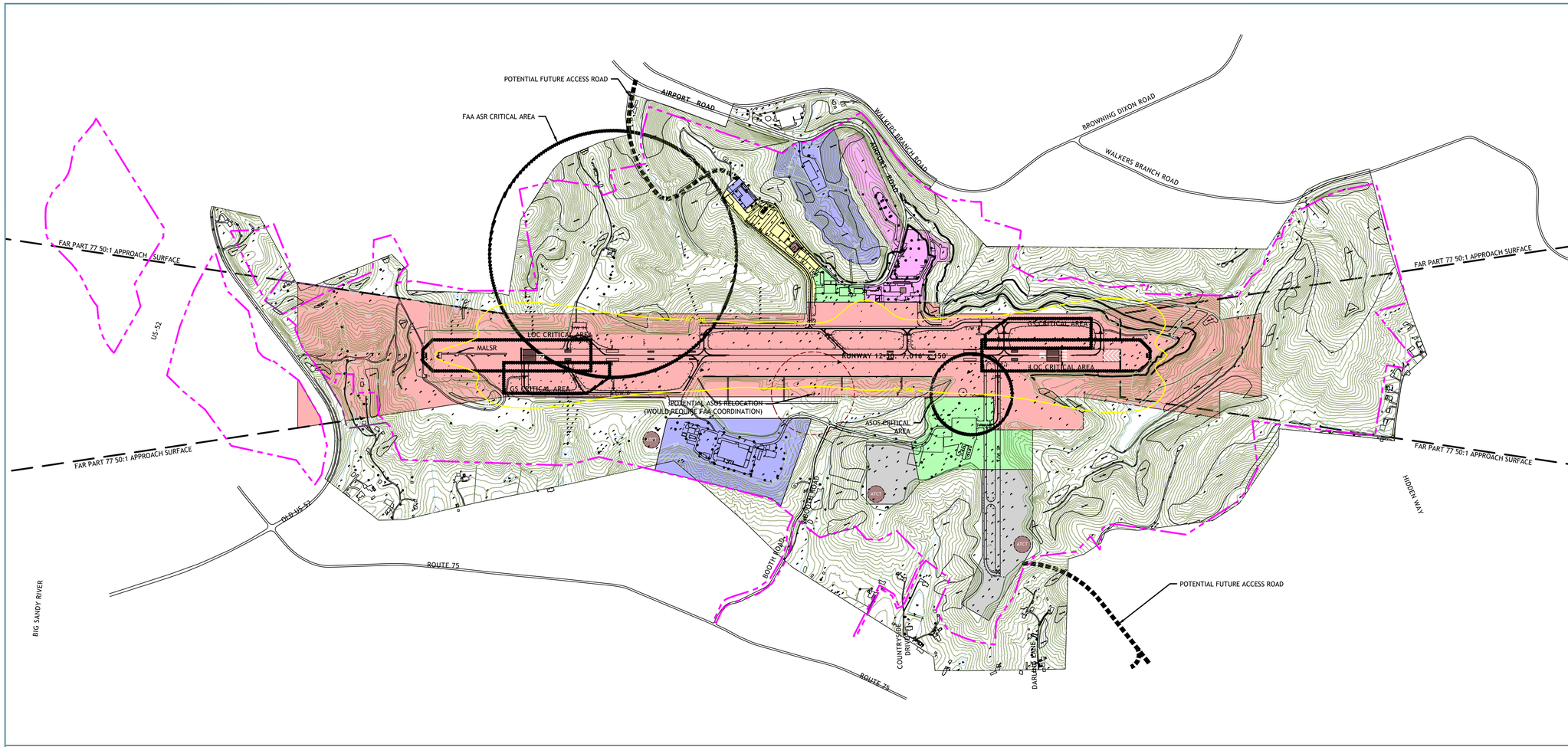
HUNTINGTON TRI-STATE AIRPORT
TERMINAL AREA PLAN - SOUTH SIDE
HUNTINGTON TRI-STATE AIRPORT AUTHORITY
HUNTINGTON, WEST VIRGINIA

PROJECT NO: 20104010.3 | DRAWN LSB / AJL | DESIGNED KSC / AJL | REVIEWED DJS | APPROVED PSP | DATE: FEBRUARY 2014



File Name: K:\den_aviation\hts tri-state airport_hts reference\ALP\2021-08 rsa improvements update\CADD\HTS-ALP-TERM.dwg - C6
Modified By: September 8, 2020 5:20:25 PM // Lucas Campbell
Plotted By: June 16, 2021 1:10:44 AM // Campbell, Lucas




DATE OF AERIAL PHOTO: JANUARY 2011

MAGNETIC DECLINATION 6°31'W
ANNUALLY 0.3' W - OCTOBER 2011

M N

GRAPHIC SCALE (FEET)

0 250 500 1000

## LEGEND

- AIRFIELD OPERATIONS
- PASSENGER TERMINAL AND PARKING
- AERONAUTICAL USE
- AERONAUTICAL SUPPORT
- FEDERAL AVIATION ADMINISTRATION (FAA) USE
- NON-AERONAUTICAL USE
- MIXED USE (AERONAUTICAL OR NON-AERONAUTICAL)
- EXISTING NAVAID CRITICAL AREAS
- EXISTING PROPERTY LINE
- FUTURE AIRPORT PROPERTY LINE
- 65 DNL (BASED ON 2010 TRAFFIC)
- POTENTIAL AIR TRAFFIC CONTROL TOWER SITES (ATCT)
- POTENTIAL ASOS RELOCATION

## NOTE

1. THE PROPERTY LINE SHOWN HEREON WAS OBTAINED FROM THE PREVIOUS PROPERTY MAP (APPROVED JANUARY, 2005) AND DOES NOT REFLECT THE RESULT OF A CURRENT FIELD SURVEY.

| REV | DESCRIPTION | DATE | BY |
|---|---|---|---|
| 1 | ALP UPDATE | 09/2021 | LAC |

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HUNTINGTON TRI-STATE AIRPORT

# FUTURE ON-AIRPORT LAND USE PLAN

HUNTINGTON TRI-STATE AIRPORT AUTHORITY — HUNTINGTON, WEST VIRGINIA

| PROJECT NO: | DRAWN | DESIGNED | REVIEWED | APPROVED | DATE: |
|---|---|---|---|---|---|
| 20104010.3 | LSB / AJL | KSC / AJL | DJS | PSP | FEBRUARY 2014 |



File Name: K:\dan_aviation\hts tri-state airport_hts reference\ALP-2021-08 rsa improvements update\CADD\HTS-ALP-LAND USE.dwg - C7
Modified By: October 30, 2019 12:53:31 PM / Austin Ripley
Plotted By: June 16, 2021 1:04:17 PM / Campbell, Louis