Appendix G

ALP SET

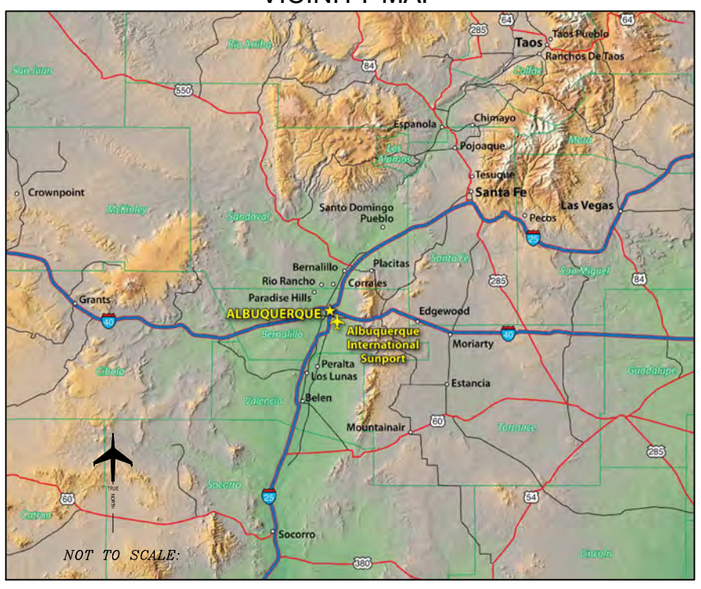
ABQ INTERNATIONAL SUNPORT

Sustainable Airport Master Plan

AIRPORT LAYOUT PLAN
FOR
ALBUQUERQUE INTERNATIONAL SUNPORT
ALBUQUERQUE, NEW MEXICO

Prepared for the
City of Albuquerque

VICINITY MAP



LOCATION MAP

INDEX OF DRAWINGS

1. COVER SHEET
2. AIRPORT DATA
3. AIRPORT LAYOUT PLAN DRAWING
4. AIRPORT AIRSPACE DRAWING PART 77 CONICAL SURFACE
5. AIRPORT AIRSPACE DRAWING PART 77 RUNWAY 8 APPROACH
6. AIRPORT AIRSPACE DRAWING PART 77 RUNWAY 3 APPROACH
7. RUNWAY 8-26 PART 77 APPROACH SURFACE PROFILES
8. RUNWAY 8 PART 77 (40:1) APPROACH SURFACE PROFILE
9. RUNWAY 3-21 PART 77 APPROACH SURFACE PROFILES
10. RUNWAY 3 PART 77 (40:1) APPROACH SURFACE PROFILE
11. RUNWAY 12-30 PART 77 APPROACH SURFACE PROFILES
12. INNER PORTION OF RUNWAY 8-26 APPROACH SURFACE DRAWING
13. INNER PORTION OF RUNWAY 3-21 APPROACH SURFACE DRAWING
14. INNER PORTION OF RUNWAY 12-30 APPROACH SURFACE DRAWING
15. AIRLINE TERMINAL AREA DRAWING
16. AIR CARGO AREA DRAWING
17. ON-AIRPORT LAND USE DRAWING
18. RUNWAY 8-26 DEPARTURE SURFACE DRAWING
19. RUNWAY 3-21 DEPARTURE SURFACE DRAWING
20. RUNWAY 12-30 DEPARTURE SURFACE DRAWING
21. AIRPORT PROPERTY DATA
22. AIRPORT PROPERTY MAP EXHIBIT A

County Map

0 100 200 300
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

COVER SHEET

DRAFT

Albuquerque, New Mexico

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018 SHEET 1 OF 22

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/ 18 - 8:15am - ljohnson - R:\CAD\ljohnson\Projects\abq-2016\ALP\ABQ-sht1_Cover.dwg

RUNWAY DATA

RUNWAY DATA	RUNWAY 8-26				RUNWAY 3-21				RUNWAY 12-30			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
RUNWAY IDENTIFICATION	Primary (D-V)		Primary (D-V)		Secondary (D-IV)		Secondary (D-IV)		GA (B-III)		GA (B-III)	
APPROACH REFERENCE CODE (APRC)	D/IV/2400, D/V/2400		D/IV/2400, D/V/2400		D/IV/2400, D/V/2400		D/IV/2400, D/V/2400		B/III/VIS, D/II/VIS		B/III/5000 D/II/5000	
DEPARTURE REFERENCE CODE (DPRC)	D/IV, D/V		D/IV, D/V		D/IV, D/V		D/IV, D/V		B/III, D/II		B/III, D/II	
RUNWAY DESIGN CODE (RDC)	D-V-2400		D-V-2400		D-V-2400		D-V-2400		B-III-VIS		B-III-5000	
DESIGN CRITICAL AIRCRAFT	D-V-5		D-V-5		D-IV-5		D-IV-5		B-III-4		B-III-4	
CRITICAL DESIGN AIRCRAFT TYPE	B747-400		B747-400		B767-300F		B767-300F		Q-400		Q-400	
MAX. CERTIFIED TAKEOFF WEIGHT OF DESIGN A/C	875,000 lbs		875,000 lbs		408,000 lbs		408,000 lbs		64,500 lbs		64,500 lbs	
FAR PART 77 APPROACH SURFACES	1,000' x 50,000' x 16,000' (8) 1,000' x 10,000' x 3,500' (26)		1,000' x 50,000' x 16,000' (8) 1,000' x 10,000' x 3,500' (26)		1,000' x 50,000' x 16,000' (3) 1,000' x 10,000' x 3,500' (21)		1,000' x 50,000' x 16,000' (3) 1,000' x 10,000' x 3,500' (21)		500' x 5,000' x 1,500' (12) 500' x 5,000' x 1,500' (30)		500' x 5,000' x 1,500' (12) 500' x 10,000' x 3,500' (30)	
RUNWAY WIND COVERAGE (16 KNOTS)	97.70%		97.70%		95.69%		95.69%		97.42%		97.42%	
RUNWAY DIMENSIONS (L x W) Airport 5010	13,788' x 150'		13,788' x 150'		9,997' x 150'		11,000' x 150'		5,998' x 150'		5,400' x 150'	
RUNWAY SHOULDER WIDTH	35'		35'		25'		25'		20'		20'	
RUNWAY GEODETIC AZIMUTH	90.6384° / 270.6384°		90.6384° / 270.6384°		45.0053° / 225.0053°		45.0053° / 225.0053°		129.0619° / 309.0619°		129.0619° / 309.0619°	
RUNWAY BEARING (True Bearing)	N 89° 21' 41.65" W		N 89° 21' 41.65" W		N 45° 0' 19.214" E		N 45° 0' 19.214" E		N 50° 56' 17.174" W		N 50° 56' 17.174" W	
RUNWAY LIGHTING	HIRL, TDZ/CL		HIRL, TDZ/CL		HIRL, RCL, TDL		HIRL, RCL, TDL		MIRL		MIRL	
RUNWAY SAFETY AREA (RSA)	15,788' x 500'		15,788' x 500'		11,997' x 500'		13,000' x 500'		7,198' x 300'		6,600' x 300'	
RUNWAY OBJECT FREE AREA (OFA)	15,788' x 800'		15,788' x 800'		11,997' x 800'		13,000' x 800'		7,198' x 800'		6,600' x 800'	
RUNWAY OBSTACLE FREE ZONE (OFZ)	14,188' x 400'		14,188' x 400'		10,397' x 400'		11,400' x 400'		6,398' x 400'		5,800' x 400'	
RUNWAY EFFECTIVE GRADIENT / MAXIMUM GRADIENT	0.312%		0.312%		0.112%		0.112%		0.020%		0.020%	
RUNWAY LOW POINT (NAVD 88)	5311.8' MSL		5311.8' MSL		5305.0' MSL		5305.0' MSL		5312.4' MSL		5312.4' MSL	
RUNWAY MAXIMUM ELEVATION / HIGH POINT (NAVD 88)	5354.9' MSL		5354.9' MSL		5316.2' MSL		5316.2' MSL		5316.1' MSL		5316.1' MSL	
RUNWAY PAVEMENT SURFACE MATERIAL	Concrete		Concrete		Concrete		Concrete		Concrete		Concrete	
RUNWAY PAVEMENT SURFACE TREATMENT	Grooved		Grooved		Grooved		Grooved		Grooved		Grooved	
RUNWAY PAVEMENT STRENGTH (in thousand lbs.) [1]	100(S), 210(D), 360(2D), 720(2D/2D2)		100(S), 210(D), 360(2D), 720(2D/2D2)		100(S), 210(D), 360(2D), 720(2D/2D2)		100(S), 210(D), 360(2D), 720(2D/2D2)		65(S), 120(D), 155(2D)		65(S), 120(D), 155(2D)	
RUNWAY PAVEMENT STRENGTH (PCN)	71/R/B/W/T		71/R/B/W/T		78/R/B/W/T		78/R/B/W/T		41/R/C/W/T		41/R/C/W/T	
RUNWAY PROTECTION ZONE	1000' x 2500' x 1750' (8) 500' x 1700' x 1010' (26)		1000' x 2500' x 1750' (8) 500' x 1700' x 1010' (26)		1000' x 2500' x 1750' (3) 500' x 1700' x 1010' (21)		1000' x 2500' x 1750' (3) 500' x 1700' x 1010' (21)		500' x 1000' x 700' 500' x 1000' x 700'		500' x 1000' x 700' 500' x 1000' x 700'	
RUNWAY LINE OF SIGHT REQUIREMENT MET	Yes		Yes		Yes		Yes		Yes		Yes	
RUNWAY CL TO PARALLEL TAXIWAY CENTERLINE	500'		500'		500'		500'		300'		300'	
TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT	160'		160'		129.5'		129.5'		93'		93'	
TAXIWAY SHOULDER WIDTH	40'		40'		40'		40'		20'		20'	
TAXIWAY EDGE SAFETY MARGIN	15'		15'		15'		15'		10'		10'	
TAXIWAY WIDTH (TDG)	75' (Varies)		75' (Varies)		75' (Varies)		75' (Varies)		75' (Varies)		75' (Varies)	
TAXIWAY LIGHTING	MITL		MITL		MITL		MITL		MITL		MITL	
TAXIWAY MARKING	Centerline, Signage, Holding Mrkg		Centerline, Signage, Holding Mrkg		Centerline, Signage, Holding Mrkg		Centerline, Signage, Holding Mrkg		Centerline, Signage, Holding Mrkg		Centerline, Signage, Holding Mrkg	
TAXIWAY SURFACE MATERIAL	Concrete		Concrete		Concrete		Concrete		Concrete		Concrete	
TAXIWAY AND TAXILANE SAFETY AREA WIDTH	214'		214'		171'		171'		118'		118'	
TAXIWAY AND TAXILANE OBJECT FREE AREA WIDTH	320' / 276'		320'		259'		259'		186'		186'	
TAXIWAY HOLDING POSITION MARKING/SIGN	334'		334'		304'		304'		203'		203'	
	RUNWAY 8	RUNWAY 26	RUNWAY 8	RUNWAY 26	RUNWAY 3	RUNWAY 21	RUNWAY 3	RUNWAY 21	RUNWAY 12	RUNWAY 30	RUNWAY 12	RUNWAY 30
14 CFR PART 77 APPROACH CATEGORY (Type Used)	Precision [PIR]	Nonprecision [C]	Precision [PIR]	Nonprecision [C]	Precision [PIR]	Nonprecision [C]	Precision [PIR]	Nonprecision [C]	Visual [BV]	Visual [BV]	Visual [BV]	Nonprecision [C]
RUNWAY APPROACH VISIBILITY MINIMUMS (LOWEST)	1/2 mile	1 1/4 mile	1/2 mile	1 1/4 mile	1/2 mile	1 1/2 mile	1/2 mile	1 mile	Visual	Visual	Visual	1 mile
FAR PART 77 APPROACH SLOPE	50:1/40:1	34:1	50:1/40:1	34:1	50:1/40:1	34:1	50:1/40:1	34:1	20:1	20:1	20:1	34:1
RUNWAY END ELEVATION (NAVD 88)	5311.9' MSL	5354.9' MSL	5311.9' MSL	5354.9' MSL	5305.1' MSL	5316.1' MSL	5305.0' MSL	5316.1' MSL	5312.4' MSL	5313.6' MSL	5314.0' MSL	5313.6' MSL
RUNWAY MARKING	Precision	Precision	Precision	Precision	Precision	Precision	Precision	Precision	Basic	Basic	Nonprecision	Nonprecision
RUNWAY THRESHOLD DISPLACEMENT	1000'	N/A	400'	None	None	None	None	None	None	None	None	None
RUNWAY DISPLACED THRESHOLD ELEVATION	5314.7' MSL	N/A	5313.1' MSL	None	None	None	None	None	None	None	None	None
RUNWAY APPROACH LIGHTING	MALSR	None	MALSR	None	MALSR	None	MALSR	None	None	None	None	None
RUNWAY TOUCHDOWN ZONE ELEVATION (NAVD 88)	5319.9' MSL	5354.9' MSL	5318.3' MSL	5354.9' MSL	5312.2' MSL	5316.2' MSL	5310.6' MSL	5316.2' MSL	5314.5' MSL	5316.1' MSL	5315.6' MSL	5316.1' MSL
TYPE OF AERONAUTICAL SURVEY REQUIRED	VGS	VGS	VGS	VGS	VGS	VGS	VGS	VGS	VGS	VGS	VGS	VGS
PRECISION OBJECT FREE ZONE (200' x 800')	Yes	N/A	Yes	N/A	Yes	N/A	Yes	N/A	N/A	N/A	N/A	N/A
RUNWAY BLAST PAD	520' x 220'	1000' x 225'	520' x 220'	1000' x 225'	401' x 221'	None	None	None	None	None	None	None
THRESHOLD SITING SURFACE OBJECTS PENETRATION	None	None	None	None	None	None	None	None	None	None	None	None
THRESHOLD SITING REQUIREMENTS (AC 150/5300-13A)	34:1 Rw Type 7	20:1 Rw Type 5	34:1 Rw Type 7	20:1 Rw Type 5	34:1 Rw Type 7	20:1 Rw Type 5	34:1 Rw Type 7	20:1 Rw Type 5	20:1 Rw Type 3	20:1 Rw Type 3	20:1 Rw Type 3	20:1 Rw Type 4
RUNWAY DEPARTURE SURFACE (Yes / No)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
RUNWAY SAFETY AREA (Standard Beyond Runway End)	1000' x 500'	1000' x 500'	1000' x 500'	1000' x 500'	1000' x 500'	1000' x 500'	1000' x 500'	1000' x 500'	600' x 300'	600' x 300'	600' x 300'	600' x 300'
OBJECT FREE AREA (Standard Beyond Runway End)	1000' x 800'	1000' x 800'	1000' x 800'	1000' x 800'	1000' x 800'	1000' x 800'	1000' x 800'	1000' x 800'	600' x 800'	600' x 800'	600' x 800'	600' x 800'
OBSTACLE FREE ZONE (Standard Beyond Runway End)	200' x 400'	200' x 400'	200' x 400'	200' x 400'	200' x 400'	200' x 400'	200' x 400'	200' x 400'	200' x 400'	200' x 400'	200' x 400'	200' x 400'
RUNWAY SAFETY AREA (Actual RSA Beyond Runway End)	1000' x 500'	1000' x 500'	1000' x 500'	1000' x 500'	1000' x 500'	1000' x 500'	1000' x 500'	1000' x 500'	600' x 300'	600' x 300'	600' x 300'	600' x 300'
OBJECT FREE AREA (Actual OFA Beyond Runway End)	1000' x 800'	1000' x 800'	1000' x 800'	1000' x 800'	1000' x 800'	1000' x 800'	1000' x 800'	1000' x 800'	600' x 800'	600' x 800'	600' x 800'	600' x 800'
INSTRUMENT NAVIGATIONAL AIDS	HI-ILS or LOC ILS or LOC VOR OR TACAN HI-TACAN ASR-9 RNAV (RNP) Z RNAV (GPS) Y	RNAV (RNP) Y RNAV (RNP) Z	HI-ILS or LOC ILS or LOC VOR OR TACAN HI-TACAN ASR-9 RNAV (RNP) Z RNAV (GPS) Y	RNAV (RNP) Y RNAV (RNP) Z	ILS or LOC RNAV (RNP) Z RNAV (GPS) Y ASR-9	RNAV (RNP) Y RNAV (RNP) Z	ILS or LOC RNAV (RNP) Z RNAV (GPS) Y ASR-9	RNAV (RNP) Y RNAV (RNP) Z	None	None	None	RNAV (GPS)
RUNWAY VISUAL NAVIGATIONAL AIDS	VASI-6	PAPI-4 REIL	VASI-6	PAPI-4 REIL	PAPI-4	PAPI-4 REIL	PAPI-4	PAPI-4 REIL	None	PAPI-4 REIL	None	PAPI-4 REIL

[1] Pavement strengths are expressed in Single (S), Dual (D), Dual Tandem (2D), and/or Double Dual Tandem (2D/2D2) wheel loading capacities.
[2] AUTHORIZATION REQUIRED RNAV (RNP) Y & RNAV (RNP) Z

AIRPORT DATA

CITY: Albuquerque, New Mexico	COUNTY: Bernalillo, New Mexico	NPIAS SERVICE LEVEL: (P)
RANGE: 3-4 East TOWNSHIP: 9-10 North	CIVIL TOWNSHIP: Albuquerque	

ALBUQUERQUE INTERNATIONAL SUNPORT (ABQ)		EXISTING	ULTIMATE
AIRPORT REFERENCE CODE		D-V	Same
CRITICAL DESIGN AIRCRAFT WINGSPAN / UNDERCARRIAGE / APPROACH SPEED		B747-400 213' / 86.7' / 157 knots	Same
AIRPORT ELEVATION (NAVD 88)		5354.9' MSL	Same
STATE SERVICE ROLE		Primary Commercial Service	Primary Commercial Service
TAXIWAY LIGHTING AND MARKING (See Runway Data)		MITL	Same
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		92 ° F	Same
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD83)	Latitude Longitude	35° 02' 20.154" N 106° 36' 29.744" W	35° 02' 17.75" N 106° 36' 31.72" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		HI-ILS or LOC (8) ILS or LOC (3, 8) VOR OR TACAN (8) HI-TACAN (8) ASR-9 (3, 8)	HI-ILS or LOC (8) ILS or LOC (3, 8) VOR OR TACAN (8) HI-TACAN (8) ASR-9 (3, 8)
RNAV GPS APPROACH		RNAV (RNP) Y (21, 26) RNAV (RNP) Z (8, 26) RNAV (RNP) Z (3, 21) RNAV (GPS) Y (3, 8)	RNAV (RNP) Y (21, 26) RNAV (RNP) Z (8, 26) RNAV (RNP) Z (3, 21) RNAV (GPS) Y (3, 8) LPV CAT I (RWY 3) RNAV GPS (30)
MISCELLANEOUS FACILITIES		ATCT ROTATING BEACON ASR, ASOS	ATCT ROTATING BEACON ASOS

RUNWAY END COORDINATES (NAD 83)

RUNWAY		SURVEYED	ULTIMATE
Runway 8 (EL. 5311.9)	Latitude Longitude	35° 02' 39.670" N 106° 37' 17.718" W	SAME
Runway 8 Ext. 1000' Displaced Threshold (EL. 5314.7) Ult. 400' Dspd Thr (EL. 5313.1)	Latitude Longitude	35° 02' 39.596" N 106° 37' 05.691" W	35° 02' 39.64" N 106° 37' 12.91" W
Runway 26 (EL. 5354.9)	Latitude Longitude	35° 02' 38.626" N 106° 34' 31.886" W	SAME
Runway 3 (EL. 5305.1) Ultimate Rw 3 (EL. 5305.0)	Latitude Longitude	35° 01' 20.093" N 106° 37' 50.166" W	35° 01' 13.059" N 106° 37' 58.655" W
Runway 21 (EL. 5316.1)	Latitude Longitude	35° 02' 30.267" N 106° 36' 25.463" W	SAME
Runway 12 (EL. 5312.4) Ultimate Rw 12 (EL. 5314.0)	Latitude Longitude	35° 02' 36.720" N 106° 37' 14.705" W	35° 2' 33.01" N 106° 37' 9.10" W
Runway 30 (EL. 5313.6)	Latitude Longitude	35° 01' 59.500" N 106° 36' 18.529" W	SAME

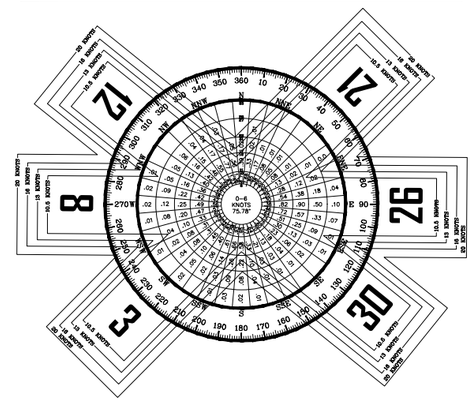
Airport Facilities (FAA Owned)
ASOS
VASI-6 (Rwy 8)
PAPI-4 (Rwy 3, 21, 12, 30, 26)
REIL (Rwy 21, 26, 30)
MALSR (Rwy 3, 8)
Glide Slope (Rwy 8, 3)
Localizer (Rwy 21, 26)

ALL WEATHER WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 3-21	85.15%	90.61%	95.69%	98.62%
Runway 8-26	90.01%	93.89%	97.70%	99.23%
Runway 12-30	88.26%	93.35%	97.42%	99.23%
Runway 8-26/3-21/12-30	98.43%	99.43%	99.82%	98.88%

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Albuquerque International (ABQ)
Albuquerque, New Mexico

OBSERVATIONS:
79,880 All Weather Observations
2000-2009

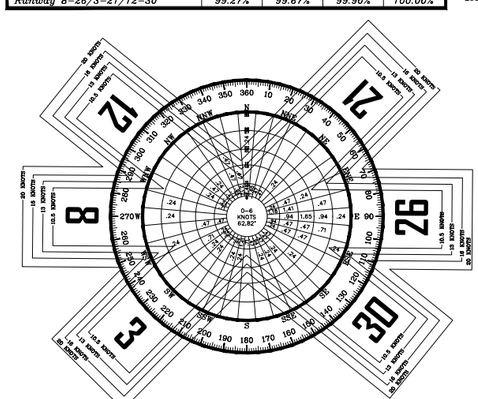


IFR WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 3-21	88.65%	91.39%	94.97%	97.78%
Runway 8-26	96.40%	98.00%	99.08%	99.51%
Runway 12-30	91.34%	95.21%	97.42%	99.03%
Runway 8-26/3-21/12-30	99.27%	99.67%	99.90%	100.00%

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Albuquerque International (ABQ)
Albuquerque, New Mexico

OBSERVATIONS:
425 IFR Observations
2000-2009



DECLARED DISTANCES

	Runway 8-26				Runway 3-21				Runway 12-30			
	Existing		Ultimate		Existing		Ultimate		Existing		Ultimate	
TAKEOFF RUN AVAILABLE (TORA)	13,788'	13,788'	13,788'	13,788'	10,000'	10,000'	11,000'	11,000'	6,000'	6,000'	5,400'	5,400'
TAKEOFF DISTANCE AVAILABLE (TODA)	13,788'	13,788'	13,788'	13,788'	10,000'	10,000'	11,000'	11,000'	6,000'	6,000'	5,400'	5,400'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	13,788'	13,788'	13,788'	13,788'	10,000'	10,000'	11,000'	11,000'	6,000'	6,000'	5,400'	5,400'
LANDING DISTANCE AVAILABLE (LDA)	12,788'	13,788'	13,388	13,788'	10,000'	10,000'	11,000'	11,000'	6,000'	6,000'	5,400'	5,400'

THRESHOLD SITING SURFACE OBJECT PENETRATIONS

OBJECT	PENETRATION	DISPOSITION
Roadway on 26	11' (Vehicle)	Vehicle Access Control

OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS

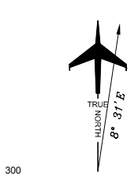
OBJECT	PENETRATION	DISPOSITION
No Obstacle Free Zone Object Penetrations		

MODIFICATIONS FROM FAA AIRPORT DESIGN STANDARDS

MODIFICATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
None				

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the Federal Aviation Regulations (FAR) Part 77 Approach Surface are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING.
3. Vertical Datum NAVD 88 and Horizontal Datum NAD 83.



0 100 200 300
SCALE IN FEET

Magnetic Declination
8° 31'East (March 2018)
Annual Rate of Change 6' West

No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

AIRPORT DATA

DRAFT

Albuquerque, New Mexico

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018 SHEET 2 OF 22

Coffman Associates
Airport Consultants
www.coffmanassociates.com

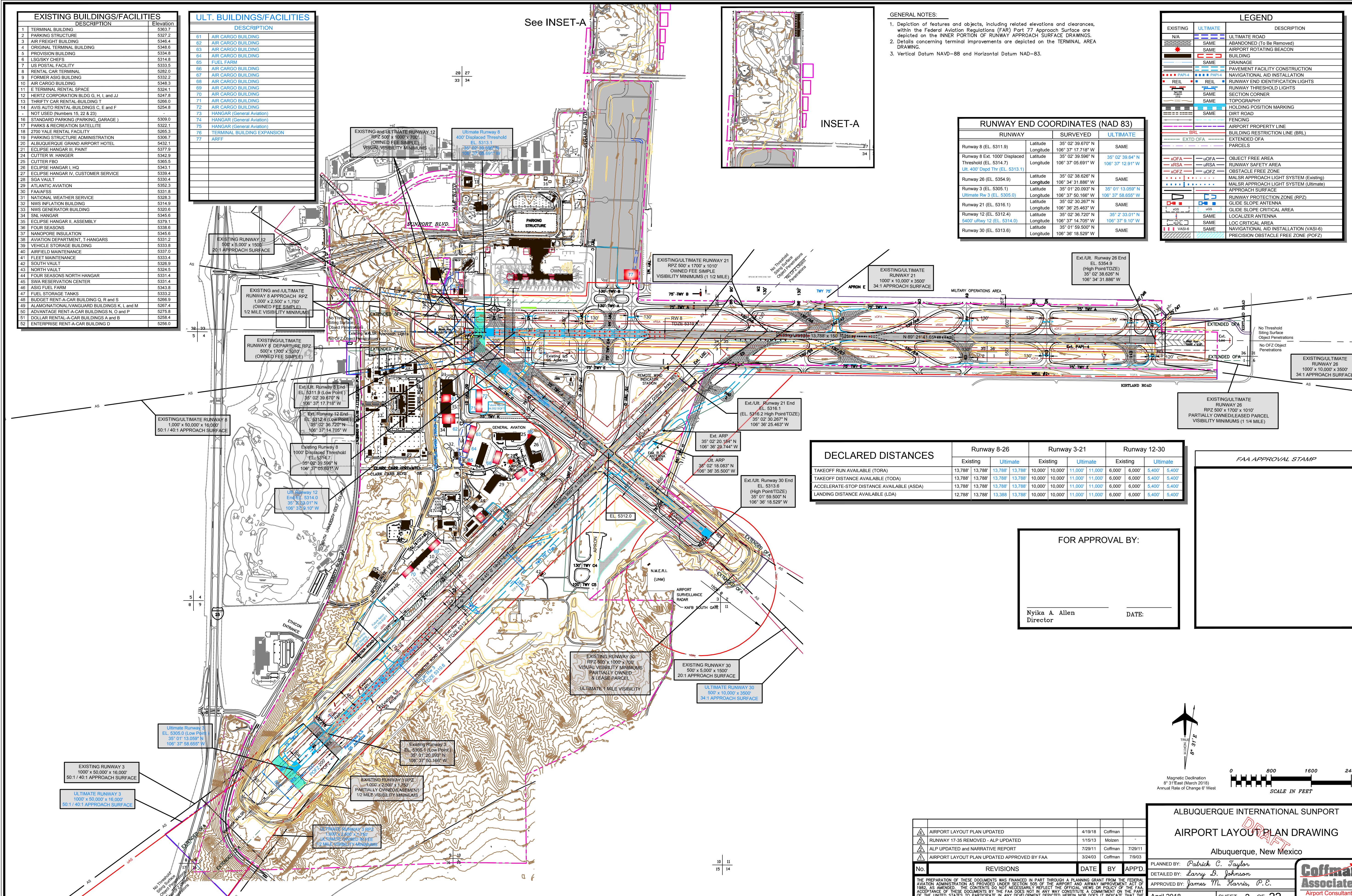
04/23/18 - 8:10am - ljohnson - R:\CAD\ljohnson\LP\projects\abq2016\ALP\abq-alp2_DATA.dwg

EXISTING BUILDINGS/FACILITIES

	DESCRIPTION	Elevation
1	TERMINAL BUILDING	5363.7
2	PARKING STRUCTURE	5327.2
3	AIR FREIGHT BUILDING	5346.4
4	ORIGINAL TERMINAL BUILDING	5348.6
5	PROVISION BUILDING	5334.8
6	LSG/SKY CHEFS	5314.8
7	US POSTAL FACILITY	5333.5
8	RENTAL CAR TERMINAL	5282.0
9	FORMER ASIG BUILDING	5332.2
10	AIR CARGO BUILDING	5348.3
11	E TERMINAL RENTAL SPACE	5324.1
12	HERTZ CORPORATION BLDG G, H, I, and JJ	5247.8
13	THRIFTY CAR RENTAL-BUILDING T	5266.0
14	AVIS AUTO RENTAL-BUILDINGS C, E and F	5254.8
-	NOT USED (Numbers 15, 22 & 23)	-
16	STANDARD PARKING (PARKING_GARAGE)	5309.0
17	PARKS & RECREATION SATELLITE	5322.1
18	2700 YALE RENTAL FACILITY	5265.3
19	PARKING STRUCTURE ADMINISTRATION	5306.7
20	ALBUQUERQUE GRAND AIRPORT HOTEL	5432.1
21	ECLIPSE HANGAR III, PAINT	5377.9
24	CUTTER W. HANGER	5342.9
25	CUTTER FBO	5365.5
26	ECLIPSE HANGAR I, HQ	5343.1
27	ECLIPSE HANGAR IV, CUSTOMER SERVICE	5339.4
28	SGA VAULT	5330.4
29	ATLANTIC AVIATION	5352.3
30	FAA/AFSS	5331.8
31	NATIONAL WEATHER SERVICE	5328.3
32	NWS INFLATION BUILDING	5314.9
33	NWS GENERATOR BUILDING	5320.6
34	SNL HANGAR	5345.6
35	ECLIPSE HANGAR II, ASSEMBLY	5379.1
36	FOUR SEASONS	5338.6
37	NANOPORE INSULATION	5345.6
38	AVIATION DEPARTMENT, T-HANGARS	5331.2
39	VEHICLE STORAGE BUILDING	5333.8
40	AIRFIELD MAINTENANCE	5337.0
41	FLEET MAINTENANCE	5333.4
42	SOUTH VAULT	5326.9
43	NORTH VAULT	5324.5
44	FOUR SEASONS NORTH HANGAR	5331.4
45	SWA RESERVATION CENTER	5331.4
46	ASIG FUEL FARM	5343.8
47	FUEL STORAGE TANKS	5333.2
48	BUDGET RENT-A-CAR BUILDING Q, R and S	5266.9
49	ALAMO/NATIONAL/VANGUARD BUILDINGS K, L and M	5267.4
50	ADVANTAGE RENT-A-CAR BUILDINGS N, O and P	5275.8
51	DOLLAR RENTAL-A-CAR BUILDINGS A and B	5258.4
52	ENTERPRISE RENT-A-CAR BUILDING D	5256.0

ULT. BUILDINGS/FACILITIES

	DESCRIPTION
61	AIR CARGO BUILDING
62	AIR CARGO BUILDING
63	AIR CARGO BUILDING
64	AIR CARGO BUILDING
65	FUEL FARM
66	AIR CARGO BUILDING
67	AIR CARGO BUILDING
68	AIR CARGO BUILDING
69	AIR CARGO BUILDING
70	AIR CARGO BUILDING
71	AIR CARGO BUILDING
72	AIR CARGO BUILDING
73	HANGAR (General Aviation)
74	HANGAR (General Aviation)
75	HANGAR (General Aviation)
76	TERMINAL BUILDING EXPANSION
77	ARFF



GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the Federal Aviation Regulations (FAR) Part 77 Approach Surface are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING.
3. Vertical Datum NAVD-88 and Horizontal Datum NAD-83.

RUNWAY END COORDINATES (NAD 83)

RUNWAY		SURVEYED	ULTIMATE
Runway 8 (EL. 5311.9)	Latitude Longitude	35° 02' 39.670" N 106° 37' 17.718" W	SAME
Runway 8 Ext. 1000' Displaced Threshold (EL. 5314.7) Ult. 400' Dspd Thr (EL. 5313.1)	Latitude Longitude	35° 02' 39.596" N 106° 37' 05.691" W	35° 02' 39.64" N 106° 37' 12.91" W
Runway 26 (EL. 5354.9)	Latitude Longitude	35° 02' 38.626" N 106° 34' 31.886" W	SAME
Runway 3 (EL. 5305.1) Ultimate Rw 3 (EL. 5305.0)	Latitude Longitude	35° 01' 20.093" N 106° 37' 50.166" W	35° 01' 13.059" N 106° 37' 58.655" W
Runway 21 (EL. 5316.1)	Latitude Longitude	35° 02' 30.267" N 106° 36' 25.463" W	SAME
Runway 12 (EL. 5312.4) 5400' uRwy 12 (EL. 5314.0)	Latitude Longitude	35° 02' 36.720" N 106° 37' 14.705" W	35° 2' 33.01" N 106° 37' 9.10" W
Runway 30 (EL. 5313.6)	Latitude Longitude	35° 01' 59.500" N 106° 36' 18.529" W	SAME

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
N/A		ULTIMATE ROAD
	SAME	ABANDONED (To Be Removed)
	SAME	AIRPORT ROTATING BEACON
		BUILDING
	SAME	DRAINAGE
		PAVEMENT FACILITY CONSTRUCTION
PAPI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION
REIL	REIL	RUNWAY END IDENTIFICATION LIGHTS
		RUNWAY THRESHOLD LIGHTS
34 35 / 3 2	SAME	SECTION CORNER
5350	SAME	TOPOGRAPHY
		HOLDING POSITION MARKING
	SAME	DIRT ROAD
		FENCING
		AIRPORT PROPERTY LINE
BRL		BUILDING RESTRICTION LINE (BRL)
EXTD OFA		EXTENDED OFA
		PARCELS
xOFA	uOFA	OBJECT FREE AREA
xRSA	uRSA	RUNWAY SAFETY AREA
xOFZ	uOFZ	OBSTACLE FREE ZONE
		MALSR APPROACH LIGHT SYSTEM (Existing)
		MALSR APPROACH LIGHT SYSTEM (Ultimate)
		APPROACH SURFACE
		RUNWAY PROTECTION ZONE (RPZ)
		GLIDE SLOPE ANTENNA
xGS	uGS	GLIDE SLOPE CRITICAL AREA
	SAME	LOCALIZER ANTENNA
xLOC	SAME	LOC CRITICAL AREA
VASI-6	SAME	NAVIGATIONAL AID INSTALLATION (VASI-6)
		PRECISION OBSTACLE FREE ZONE (POFZ)

DECLARED DISTANCES

	Runway 8-26 Existing		Runway 8-26 Ultimate		Runway 3-21 Existing		Runway 3-21 Ultimate		Runway 12-30 Existing		Runway 12-30 Ultimate	
TAKEOFF RUN AVAILABLE (TORA)	13,788'	13,788'	13,788'	13,788'	10,000'	10,000'	11,000'	11,000'	6,000'	6,000'	5,400'	5,400'
TAKEOFF DISTANCE AVAILABLE (TODA)	13,788'	13,788'	13,788'	13,788'	10,000'	10,000'	11,000'	11,000'	6,000'	6,000'	5,400'	5,400'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	13,788'	13,788'	13,788'	13,788'	10,000'	10,000'	11,000'	11,000'	6,000'	6,000'	5,400'	5,400'
LANDING DISTANCE AVAILABLE (LDA)	12,788'	13,788'	13,388	13,788'	10,000'	10,000'	11,000'	11,000'	6,000'	6,000'	5,400'	5,400'

FAA APPROVAL STAMP

FOR APPROVAL BY:

Nyika A. Allen
Director

DATE:

No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

AIRPORT LAYOUT PLAN DRAWING

DRAFT

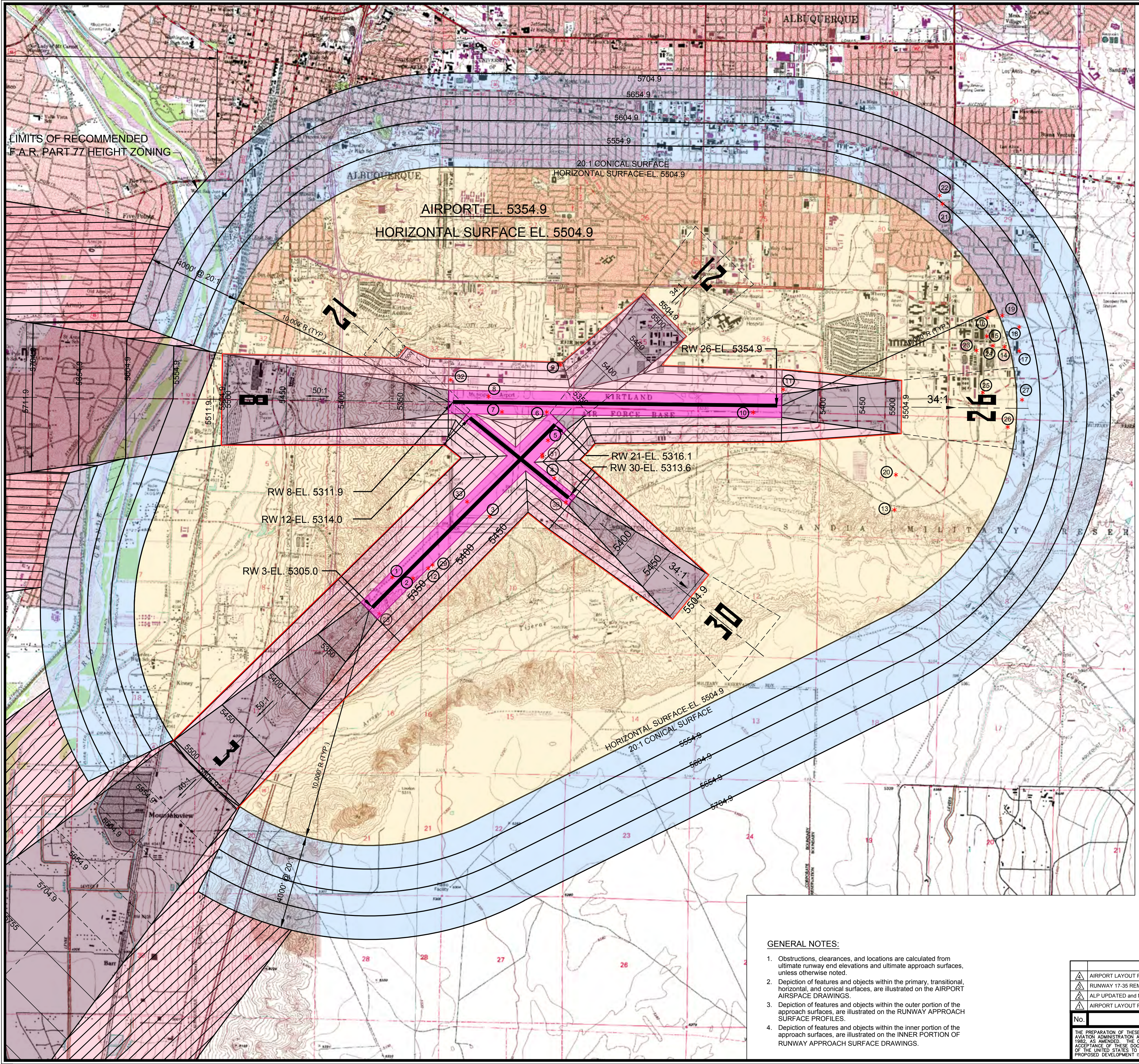
Albuquerque, New Mexico

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/ 18 - 10:27am - ljohnson - R:\CAD\JohnsonL\Project\abq-2016\ALP\abq-sht3_ALPd.dwg



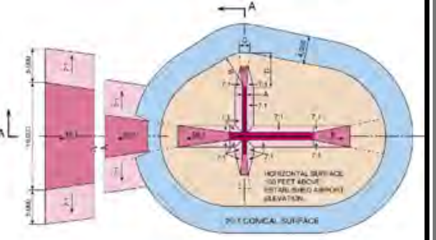
OBSTRUCTION TABLE

Object Description and Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Disposition
1 OL WINDSOCK-EL. 5327.0	PRIMARY SURFACE	5306.4 MSL	20.6'	"NO ACTION"
2 OL GLIDE SLOPE-EL. 5332.1	PRIMARY SURFACE	5307.9 MSL	24.2'	"NO ACTION"
3 PIPE ON BUILDING-EL. 5356.7	TRANSITIONAL SURFACE	5352.7 MSL	4'	2001ASW03007OE
4 OL WINDSOCK-EL. 5331.4	TRANSITIONAL SURFACE	5315 MSL	16.4'	"NO ACTION"
5 OL WINDSOCK-EL. 5334.9	PRIMARY SURFACE	5315 MSL	14'	"NO ACTION"
6 ANT ON BUILDING-EL. 5324.1	PRIMARY SURFACE	5320.2 MSL	3.9'	"NO ACTION"
7 OL GLIDE SLOPE-EL. 5363.7	PRIMARY SURFACE	5316.5 MSL	47.2'	"NO ACTION"
8 OL WINDSOCK-EL. 5319.3	PRIMARY SURFACE	5316.1 MSL	3.2'	"NO ACTION"
9 ANTENNA ON OL ATCT-EL. 5525.0	TRANSITIONAL SURFACE	5489.0 MSL	36'	"NO ACTION"
10 OL LTD WINDSOCK-EL. 5364.7	PRIMARY SURFACE	5349.8 MSL	14.9'	"NO ACTION"
11 LIGHT POLE-EL. 5393.8	TRANSITIONAL SURFACE	5384.6 MSL	9.2'	RELOCATE
12 ROAD-EL. 5325.2	PRIMARY SURFACE	5312.1 MSL	13.1'	RELOCATE
13 TOWER-EL. 5511.7	HORIZONTAL SURFACE	5504.9 MSL	6.8'	REQUEST DONH *
14 BUILDING-EL. 5533.5	HORIZONTAL SURFACE	5504.9 MSL	28.6'	REQUEST DONH *
15 POLE-EL. 5533.5	HORIZONTAL SURFACE	5504.9 MSL	28.6'	REQUEST DONH *
16 POLE-EL. 5505.1	HORIZONTAL SURFACE	5504.9 MSL	0.2'	REQUEST DONH *
17 CRANE-EL. 5637	CONICAL SURFACE	5523.6 MSL	113.5'	DISMANTLED 1/12/2005
18 TANK-EL. 5606	CONICAL SURFACE	5537.3 MSL	68.7'	REQUEST DONH *
19 TOWER-EL. 5592	CONICAL SURFACE	5511.9 MSL	80.1'	REQUEST DONH *
20 LIGHT POLE-EL. 5504.5	HORIZONTAL SURFACE	5504.9 MSL	-0.4' (CLEAR)	REQUEST DONH *
21 TOWER-EL. 5559	CONICAL SURFACE	5505.8 MSL	53.2'	2004ASW03769OE
22 TOWER-EL. 5563	CONICAL SURFACE	5561.7 MSL	-1.3' (CLEAR)	2009ASW03224OE
23 T-L TOWER-EL. 5504	HORIZONTAL SURFACE	5504.9 MSL	.9'	2006ASW07331OE
24 BUILDING-EL. 5532	HORIZONTAL SURFACE	5504.9 MSL	27.1'	REQUEST DONH *
25 POLE-EL. 5504	HORIZONTAL SURFACE	5504.9 MSL	.9'	REQUEST DONH *
26 TOWER-EL. 5540	HORIZONTAL SURFACE	5504.9 MSL	4.1'	2002ASW04289OE
27 POLE-EL. 5509	CONICAL SURFACE	5516.8 MSL	-7.8' (CLEAR)	"NO ACTION"
28 BUILDING-EL. 5316	PRIMARY SURFACE	5305 MSL	11'	RELOCATE
29 FENCE-EL. 5320	TRANSITIONAL SURFACE	5310.8 MSL	9.2'	RELOCATE FENCE
30 ELECTRICAL-EQUIP.-EL. 5315	PRIMARY SURFACE	5313.6 MSL	1.4'	RELOCATE
31 TOWER-EL. 5351	TRANSITIONAL SURFACE	5324.2 MSL	26.8'	RELOCATE/REQUEST DONH *
32 TOWER-EL. 5393	TRANSITIONAL SURFACE	5355.9 MSL	37.1'	RELOCATE/REQUEST DONH *
33 POLE-EL. 5316	TRANSITIONAL SURFACE	5312.2 MSL	3.8'	RELOCATE/REQUEST DONH *

* FAA Determination of No Hazard

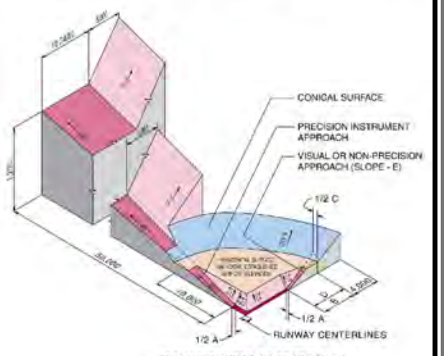
OBSTRUCTION LEGEND

- * OBSTRUCTION
- OL LTD OBJECTS
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION



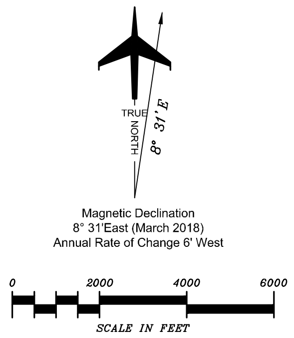
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B C	B 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
8° 31'East (March 2018)
Annual Rate of Change 6' West

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.

No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

AIRPORT AIRSPACE DRAWING
PART 77 CONICAL SURFACE
Albuquerque, New Mexico

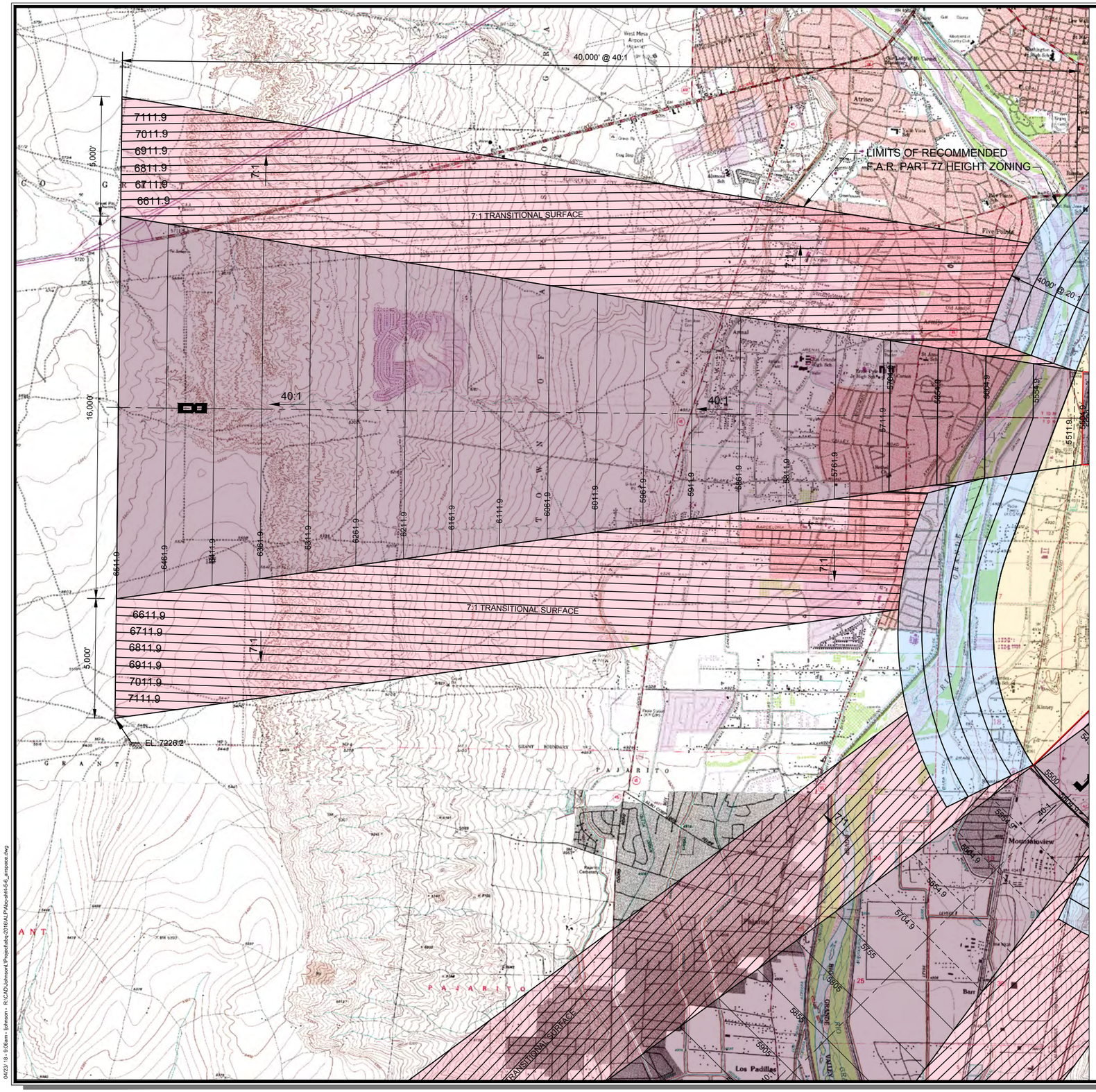
DRAFT

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018 | SHEET 4 OF 22

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/ 18 - 9:05am - ljohnson - R:\CAD\JohnsonL\Projects\abq-2016\ALP\Abq-sht4-5-6_airspace.dwg



RUNWAY 8 OBSTRUCTION TABLE

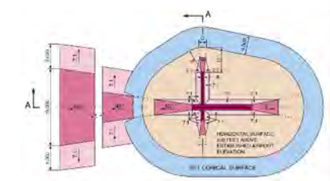
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
-- None	--	--	--	--	--

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.

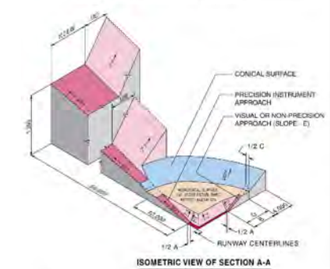
OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION



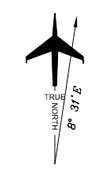
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B C	B 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
8° 31'East (March 2018)
Annual Rate of Change 6' West

0 2000 4000 6000
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

AIRPORT AIRSPACE DRAWING
PART 77 RUNWAY 8 APPROACH

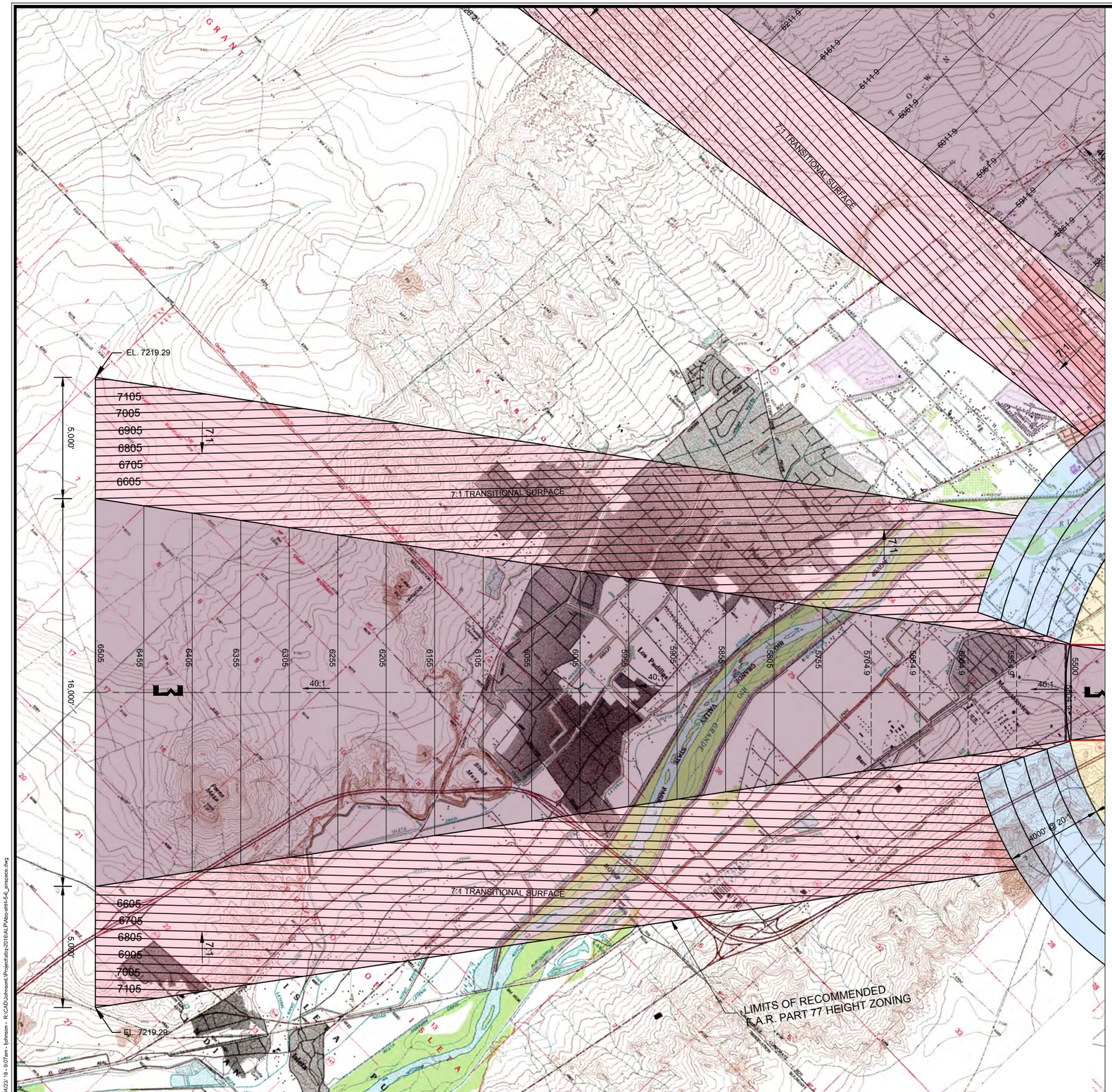
Albuquerque, New Mexico

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/18 - 9:06am - ljohnson - R:\CAD\Johnson\Projects\hdrg\2016\ALP\Abq\abq14-5-8_airspace.dwg



RUNWAY 3 OBSTRUCTION TABLE

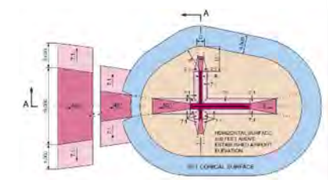
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
-- None	--	--	--	--	--

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.

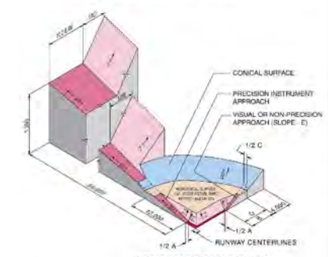
OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION



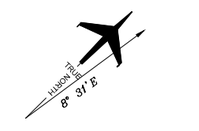
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	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
8° 31'East (March 2018)
Annual Rate of Change 6' West

0 2000 4000 6000
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
3	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
2	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	"
1	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
0	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

AIRPORT AIRSPACE DRAWING
PART 77 RUNWAY 3 APPROACH

Albuquerque, New Mexico

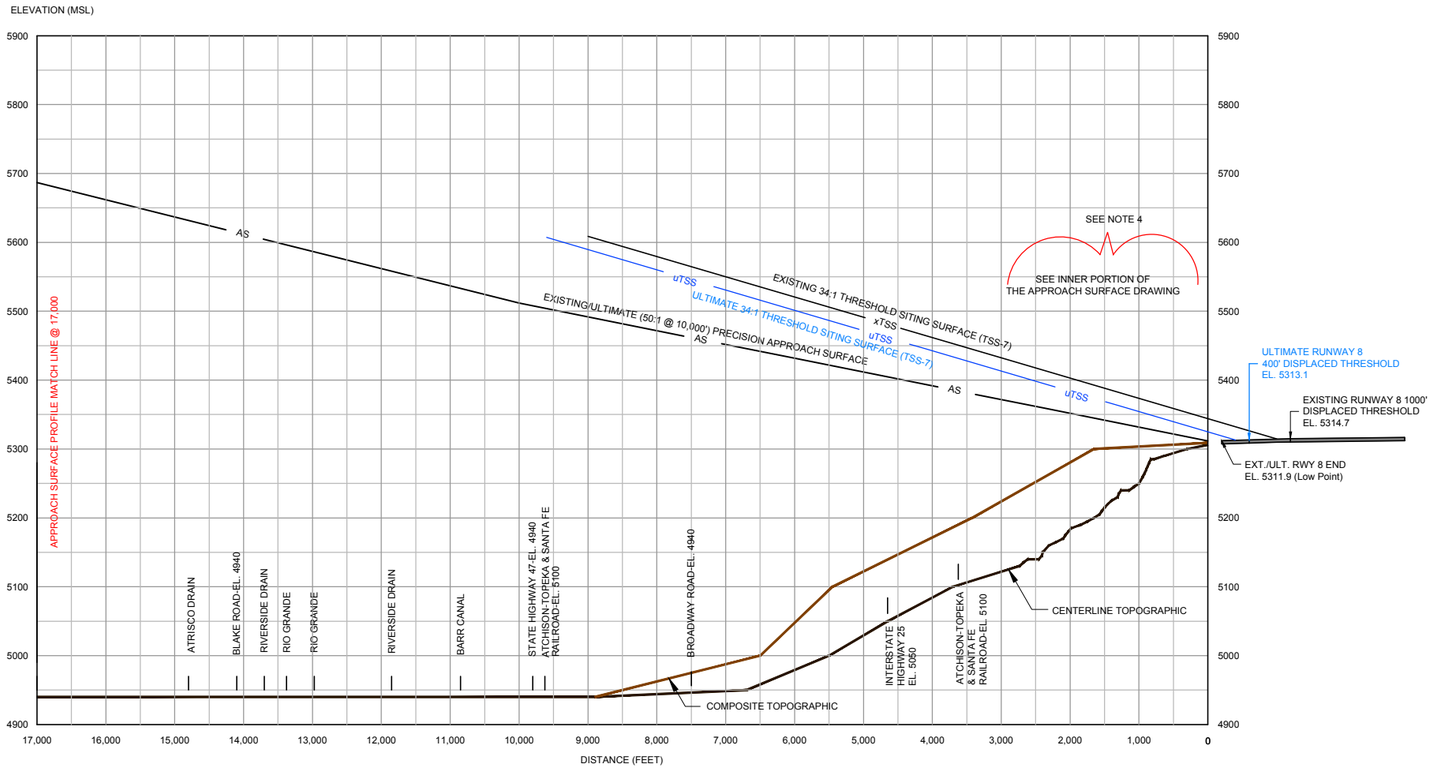
PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018 SHEET 6 OF 22

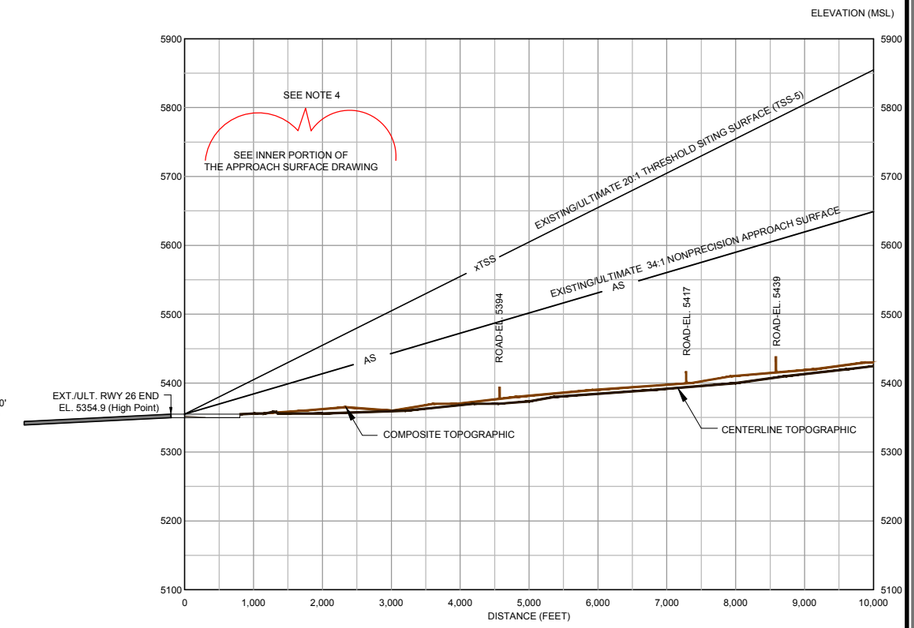
Coffman Associates
Airport Consultants
www.coffmanassociates.com

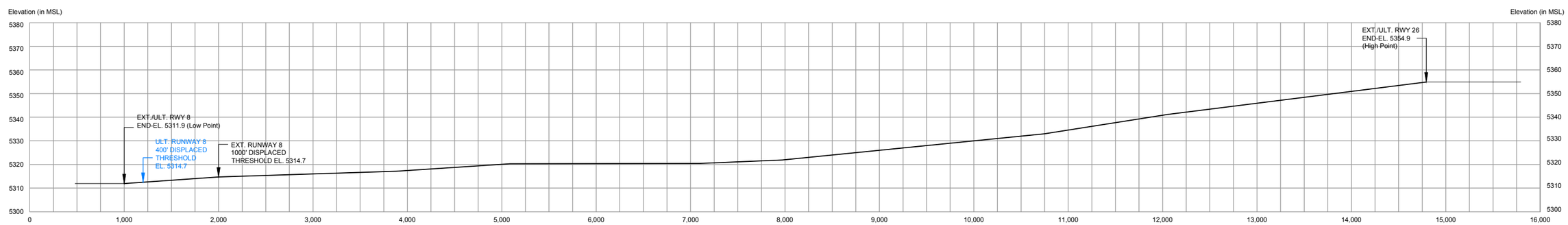
04/23/19 - 9:07am - ljohnson - R:\CAD\Johnson\Projects\fy2016\ALP\Abq\alt4-5-6_airspace.dwg

RUNWAY 8 APPROACH PROFILE



RUNWAY 26 APPROACH PROFILE





RUNWAY 8 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE FOUND					

RUNWAY 26 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE FOUND					

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.

TRUE NORTH
8° 31' E

Magnetic Declination
8° 31'East (March 2018)
Annual Rate of Change 6' West

0 1000 2000 3000
HORIZONTAL SCALE IN FEET

0 100 200 300
VERTICAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
1	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	"
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

RUNWAY 8-26
APPROACH SURFACE PROFILES

Albuquerque, New Mexico

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018 SHEET 7 OF 22

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/ 18 - 9:39am - ljohnson - R:\CAD-Johnson\Projects\finity-2016\ALP\Abc-sht11_AS_profiles.dwg

EXISTING 40:1 APPROACH SURFACE PROFILE

RUNWAY 8 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE FOUND					

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.

TRUE NORTH
8° 31' E

Magnetic Declination
8° 31'East (March 2018)
Annual Rate of Change 6' West

0 1000 2000 3000
HORIZONTAL SCALE IN FEET

0 100 200 300
VERTICAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT
RUNWAY 8
(40:1) APPROACH SURFACE PROFILE
Albuquerque, New Mexico

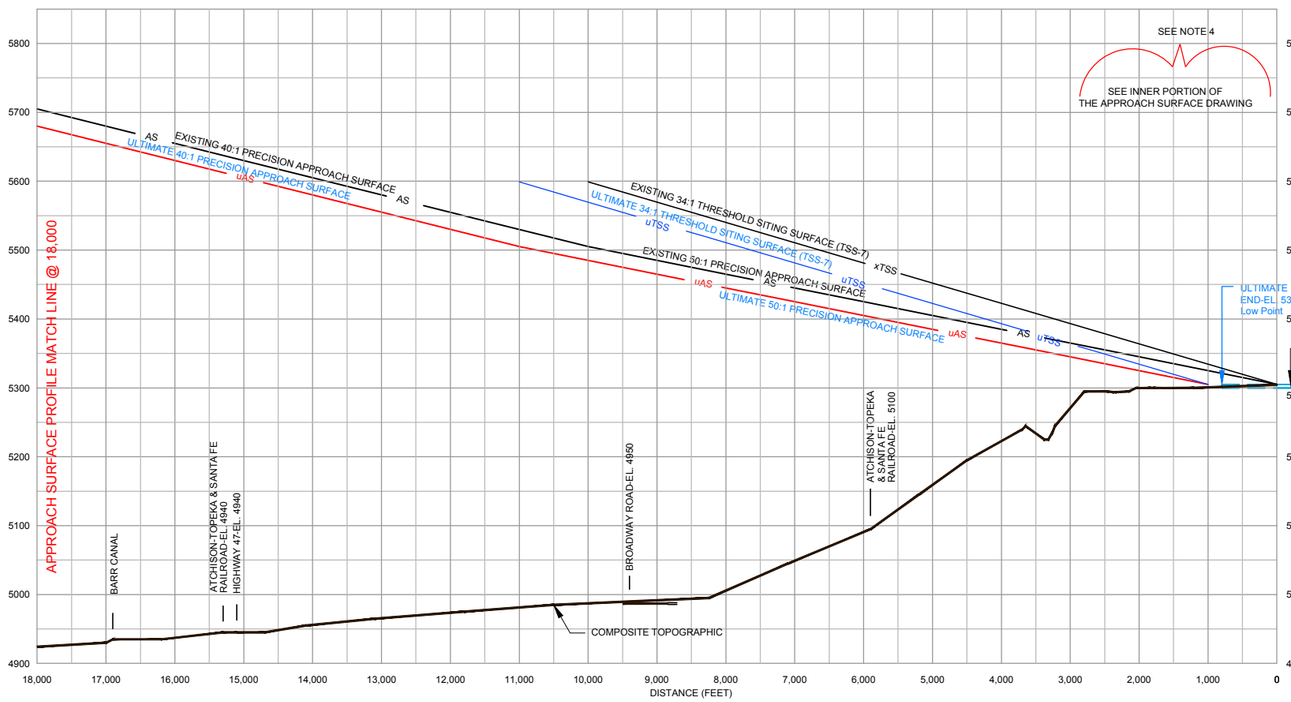
PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018 SHEET 8 OF 22

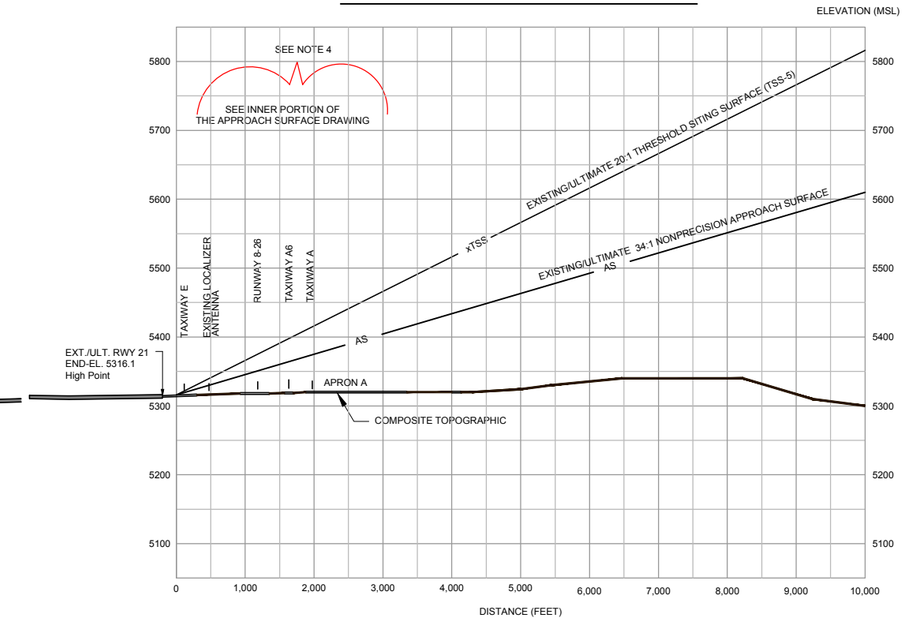
Coffman Associates
Airport Consultants
www.coffmanassociates.com

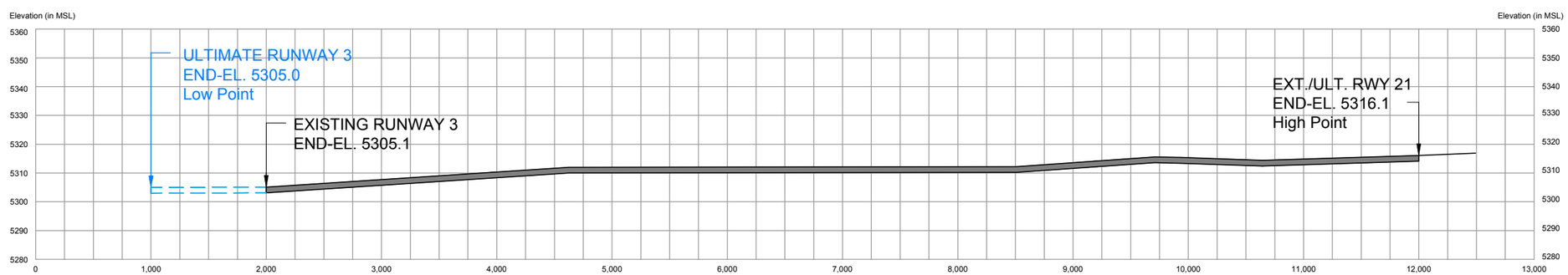
04/23/ 18 - 9:30am - ljohnson - R:\CAD\Johnson\Projects\dwg-2018\AIP\Abc-ref\7-11_AS_profiles.dwg

RUNWAY 3 APPROACH PROFILE



RUNWAY 21 APPROACH PROFILE





RUNWAY 3 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE FOUND					

RUNWAY 21 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE FOUND					

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.

TRUE NORTH
8° 31' E

Magnetic Declination
8° 31'East (March 2018)
Annual Rate of Change 6' West

0 1000 2000 3000
HORIZONTAL SCALE IN FEET

0 100 200 300
VERTICAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
1	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT
RUNWAY 3-21
APPROACH SURFACE PROFILES
Albuquerque, New Mexico

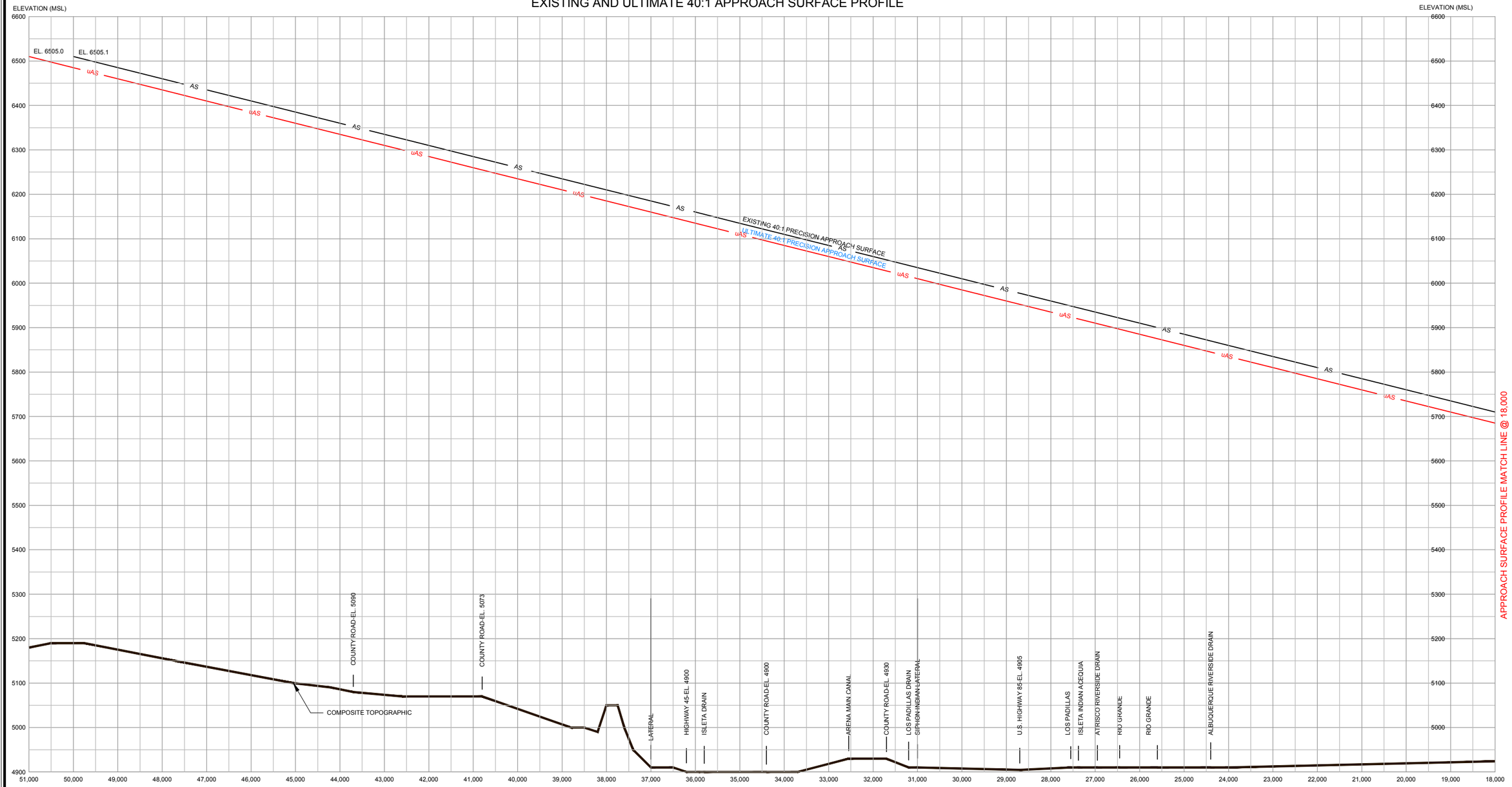
PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018 SHEET 9 OF 22

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/ 18 - 9:31am - ljohnson - R:\CAD\Johnson\Projects\Albq-2016\ALP\Albq-sht9-11_A5_profiles.dwg

EXISTING AND ULTIMATE 40:1 APPROACH SURFACE PROFILE

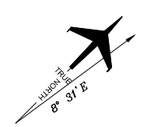


RUNWAY 3 OBSTRUCTION TABLE

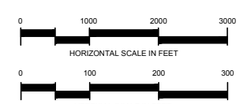
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE FOUND					

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.



Magnetic Declination
8° 31'East (March 2018)
Annual Rate of Change 6' West



No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT
RUNWAY 3
(40:1) APPROACH SURFACE PROFILE
Albuquerque, New Mexico

DRAFT

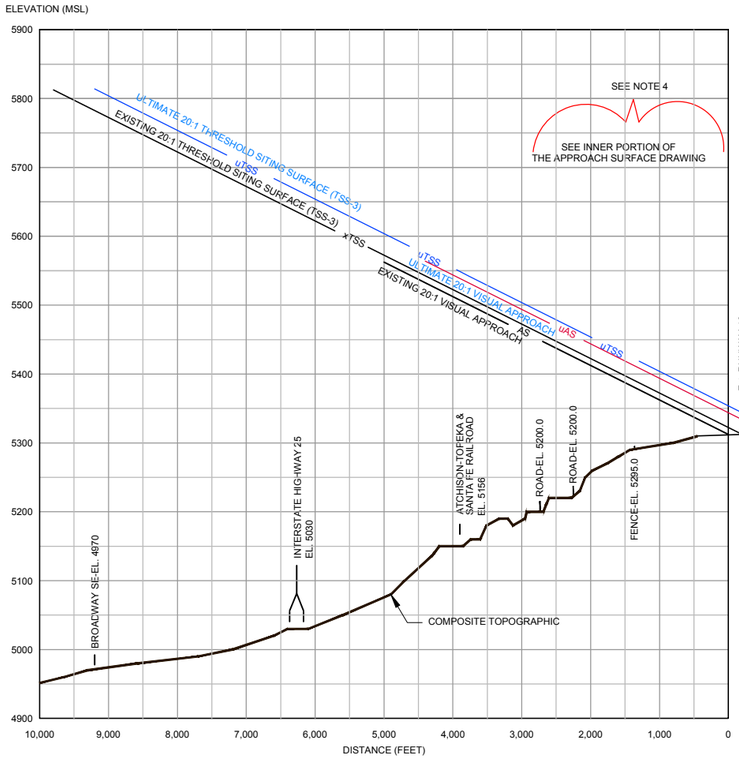
PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018 SHEET 10 OF 22

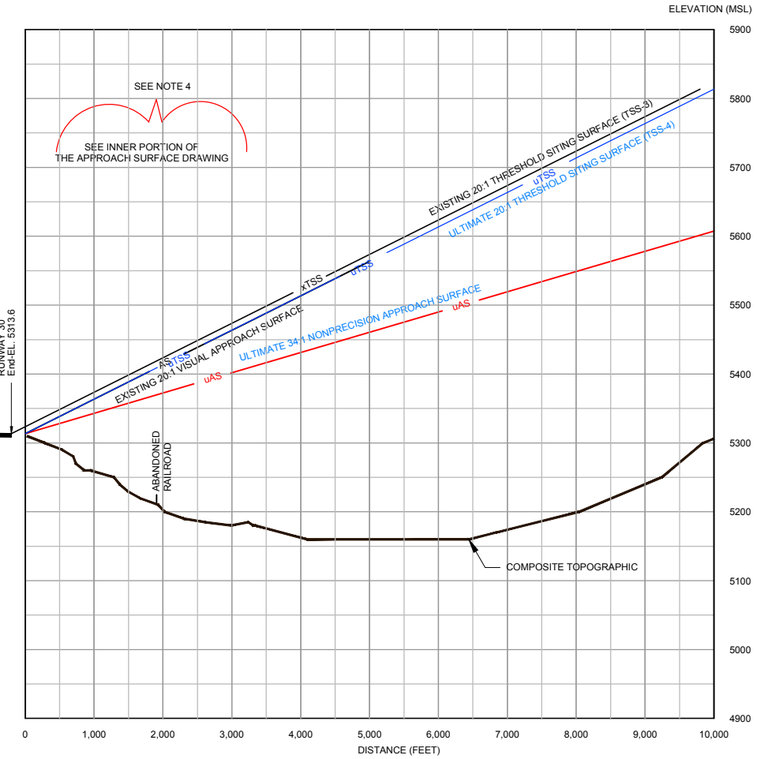
Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/18 - 9:33am - ljohnson - R:\CAD\Johnson\Projects\alb-2016\ALP\Abq-sht3-1_A5_profiles.dwg

RUNWAY 12 APPROACH PROFILE

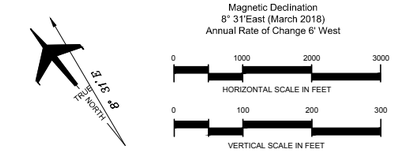


RUNWAY 30 APPROACH PROFILE



GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.



RUNWAY 12 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE FOUND					

RUNWAY 30 OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE FOUND					

No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

RUNWAY 12-30
APPROACH SURFACE PROFILES

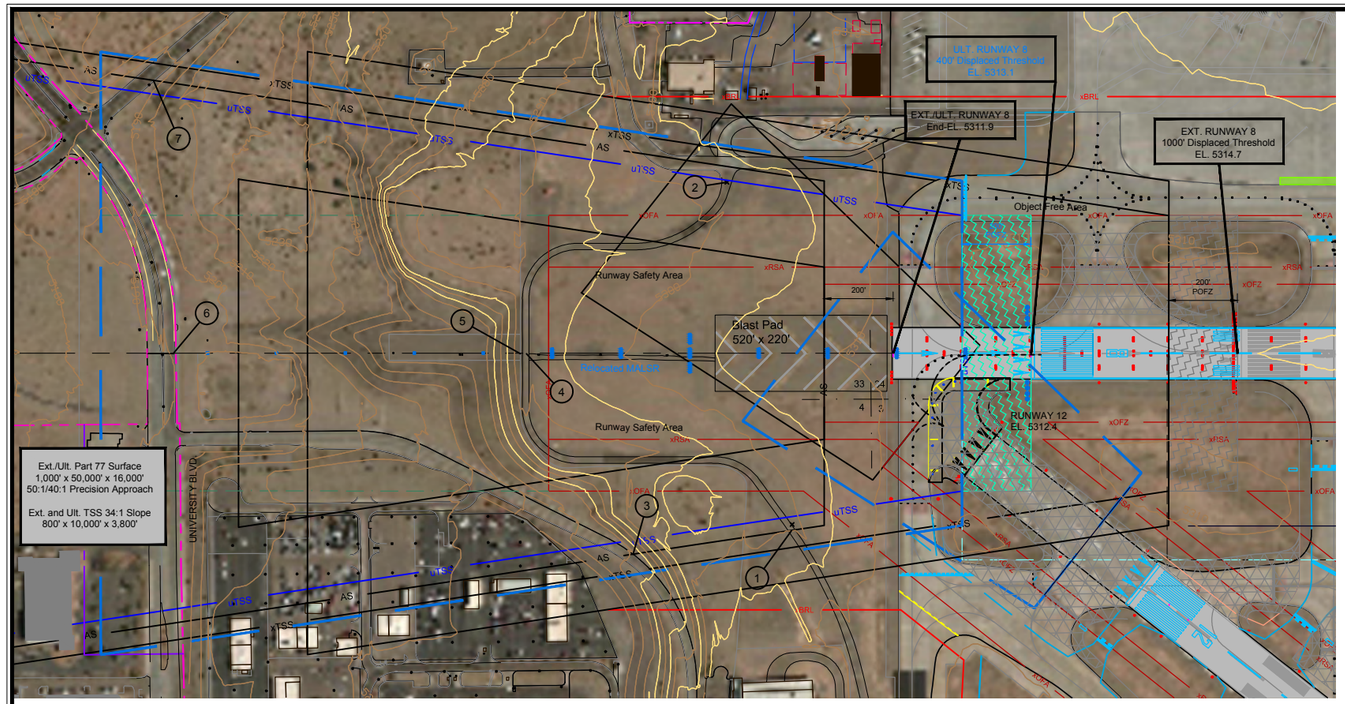
Albuquerque, New Mexico

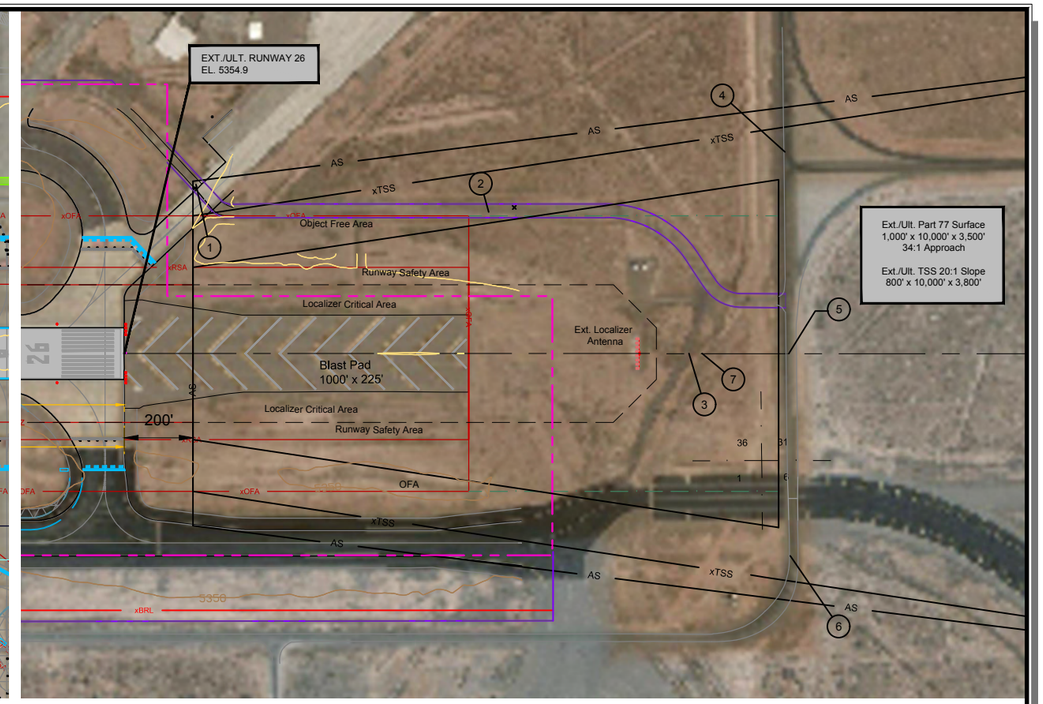
PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

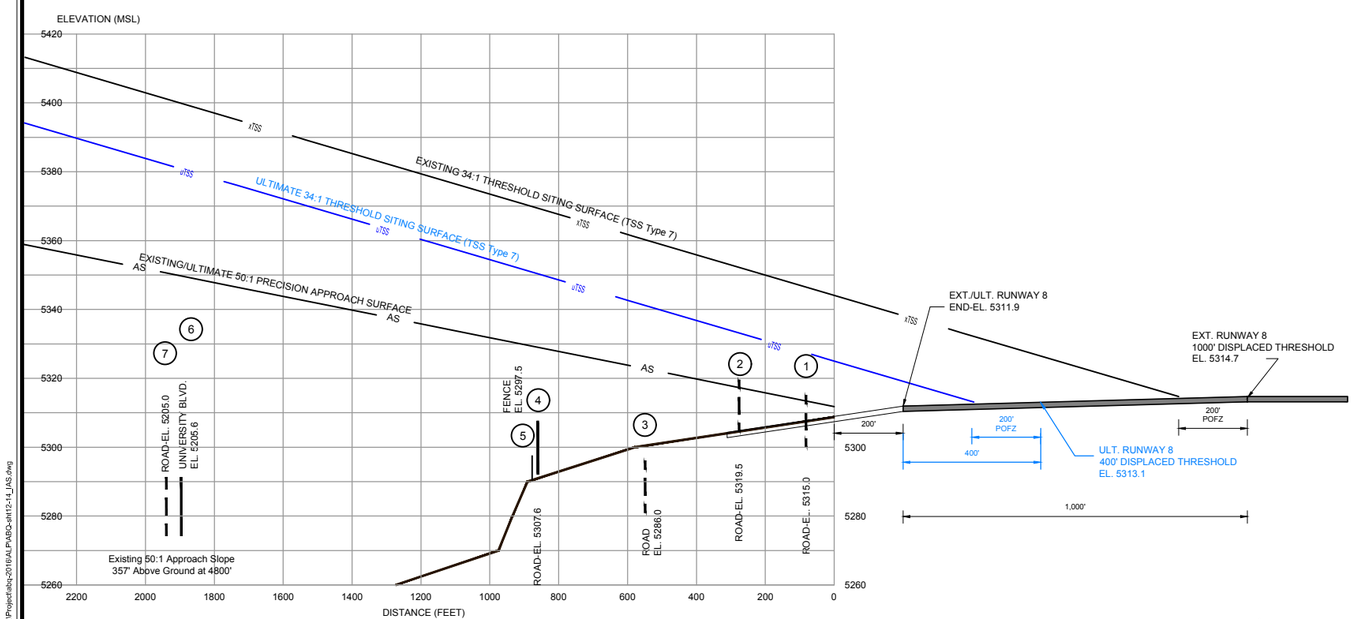
April 2018

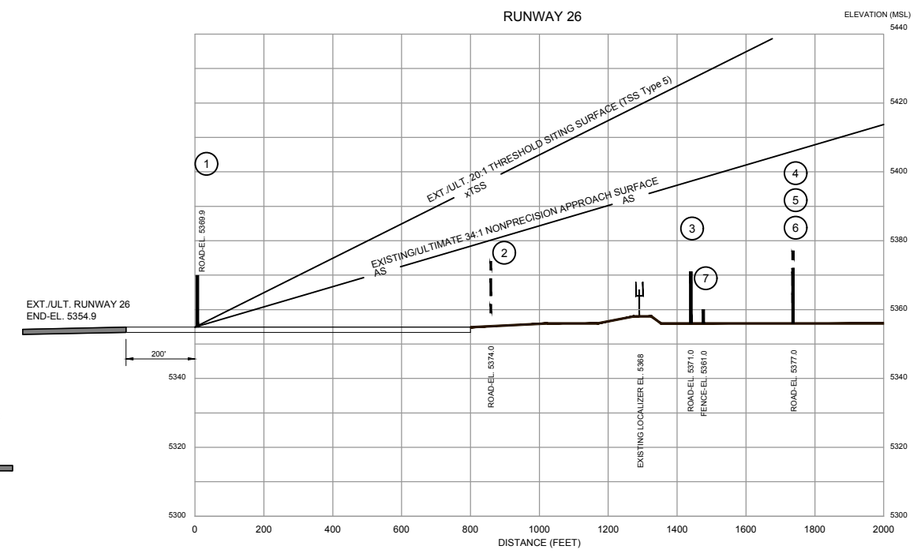
Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/ 18 - 9:34am - ljohnson - R:\CAD\Johnson\Projects\Italy-2016\ALP\Abq-sht11-12_AS_profiles.dwg









RUNWAY 26 OBSTRUCTION TABLE

Object Description/Elevation	Obstructed Part 77 Surface	Approach Penetration	TSS Penetration	Proposed Object Disposition
1. ROAD-EL. 5369.9	20:1 VISUAL APPROACH	15'	0'	RELOCATE ROAD
- -	-	-	-	-

RUNWAY 8 OBSTRUCTION TABLE

Object Description/Elevation	Obstructed Part 77 Surface	Approach Penetration	TSS Penetration	Proposed Object Disposition
1. ROAD-EL. 5315.0	50:1 PRECISION APPROACH	2'	0'	NO ACTION (Displaced Threshold)
2. ROAD-EL. 5319.5	50:1 PRECISION APPROACH	2'	0'	NO ACTION (Displaced Threshold)

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted. Road obstructions reflect a safety clearance of 10' for dirt roads or private roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroad. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated AIRPORT AIRSPACE DRAWING.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the AIRPORT AIRSPACE DRAWING, sheet 4.

TRUE NORTH
8° 31' E

Magnetic Declination
8° 31'East (March 2018)
Annual Rate of Change 6' West

0 200 400 600
HORIZONTAL SCALE IN FEET

0 20 40 60
VERTICAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
3	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
2	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	"
1	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
0	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

INNER PORTION OF RUNWAY 8-26 APPROACH SURFACE DRAWING

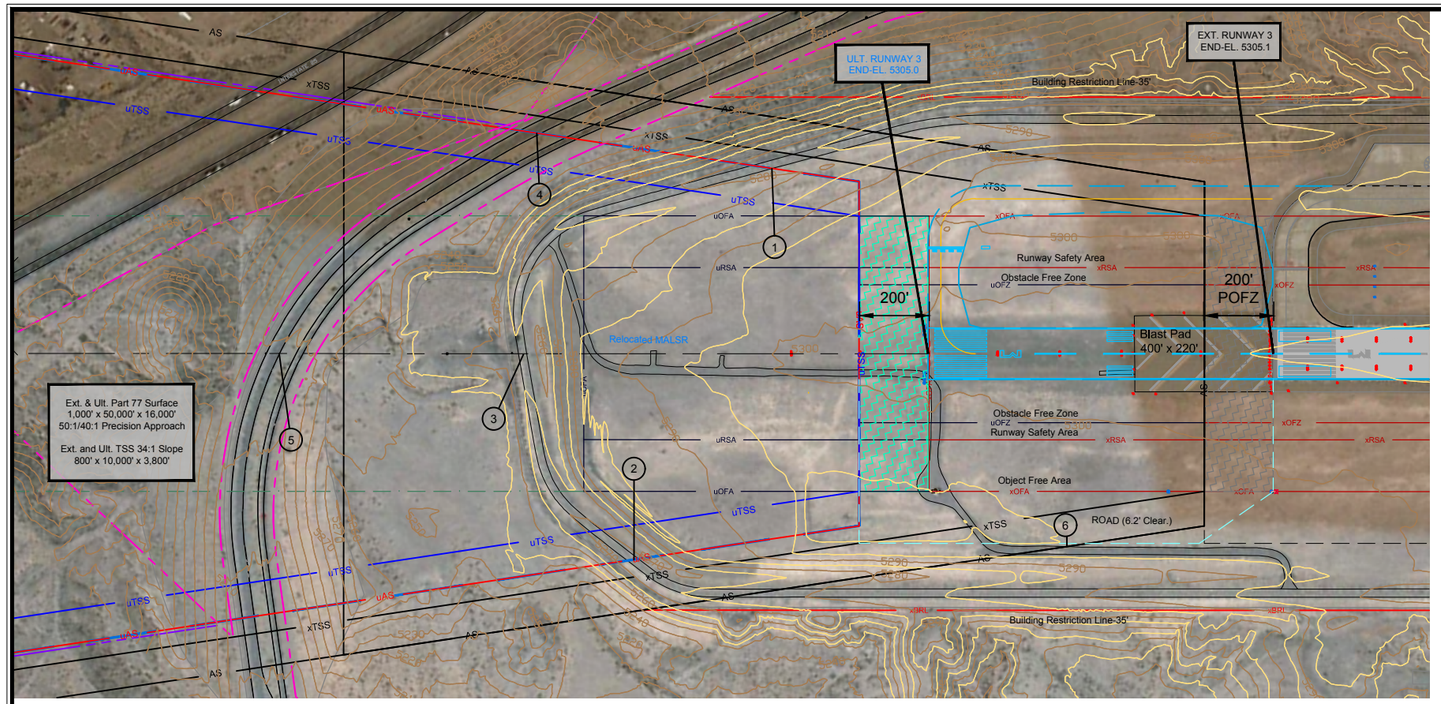
Albuquerque, New Mexico

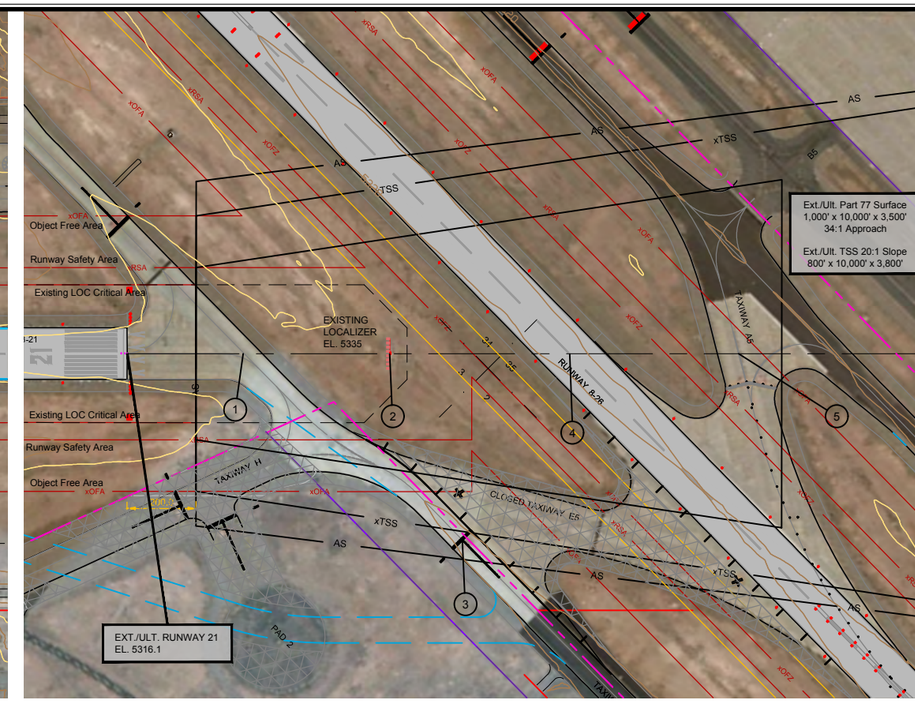
PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

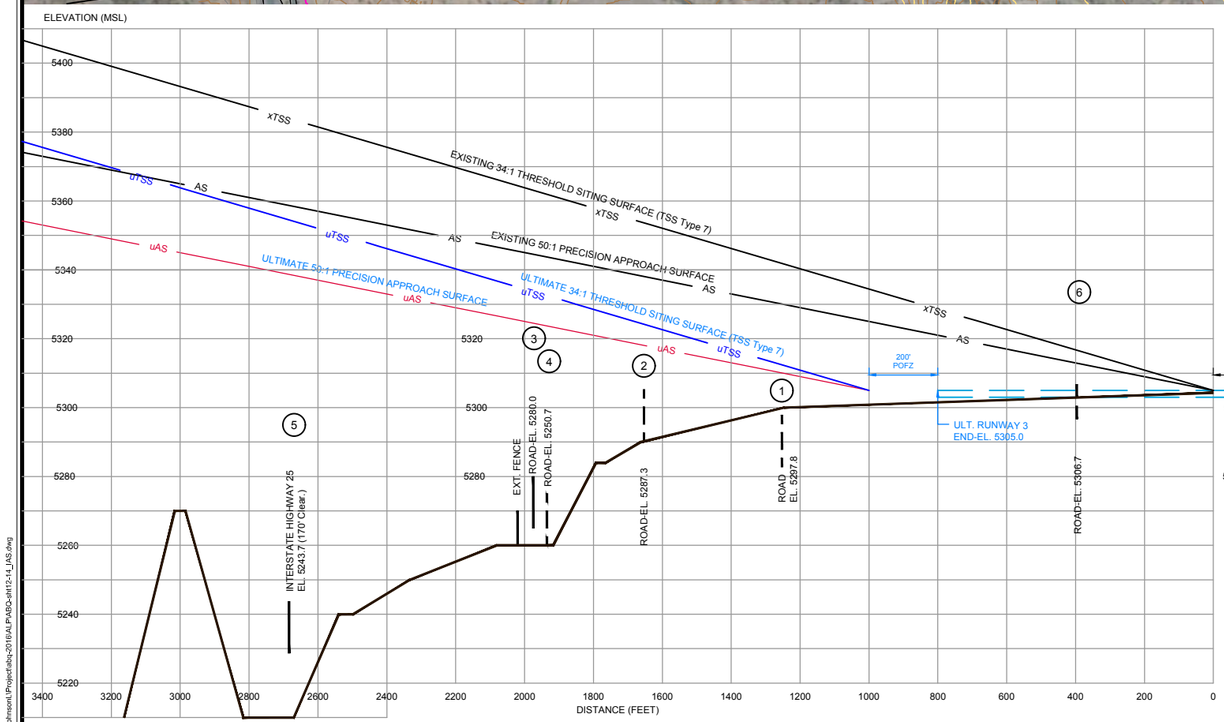
April 2018 SHEET 12 OF 22

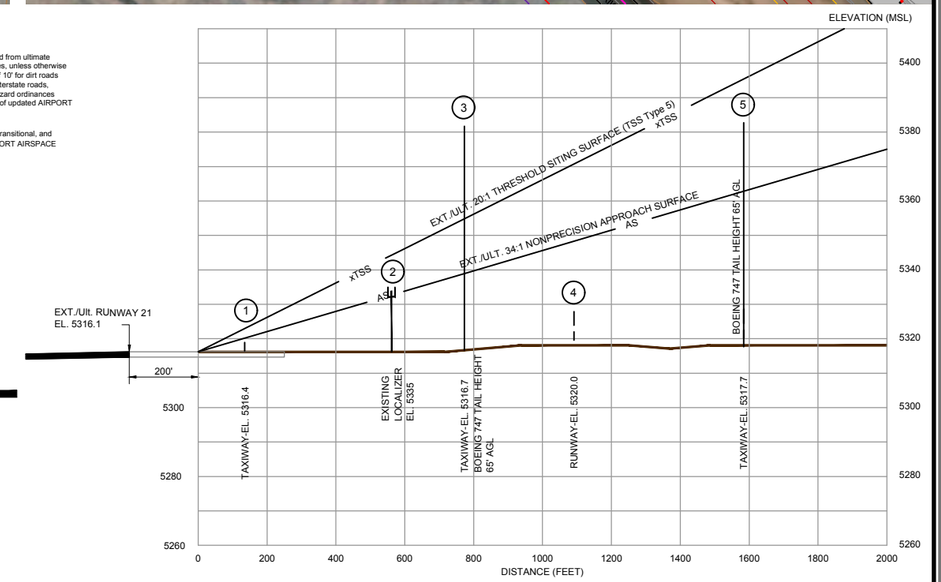
Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/18 - 9:36am - ljohnson - R:\CAD\johnson\Projects\abq-2016\ALP\ABQ-alt12-14_LAS.dwg









GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted. Road obstructions reflect a safety clearance of 10' for dirt roads or private roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroad. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated AIRPORT AIRSPACE DRAWING.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the AIRPORT AIRSPACE DRAWING, sheet 4.

Magnetic Declination
8° 31'East (March 2018)
Annual Rate of Change 6' West

HORIZONTAL SCALE IN FEET (0, 200, 400, 600)

VERTICAL SCALE IN FEET (0, 20, 40, 60)

RUNWAY 3 OBSTRUCTION TABLE

Object Description/Elevation	Obstructed Part 77 Surface	Approach Penetration	TSS Penetration	Proposed Object Disposition
- NONE	-	-	-	-
- -	-	-	-	-

RUNWAY 21 OBSTRUCTION TABLE

Object Description/Elevation	Obstructed Part 77 Surface	Approach Penetration	TSS Penetration	Proposed Object Disposition
2. LOCALIZER ANTENNA EL. 5335	34:1 APPROACH	2.6'	0'	-
3. BOEING 747 TAIL HEIGHT 65' AGL	34:1 APPROACH	43'	0'	-
5. BOEING 747 TAIL HEIGHT 65' AGL	34:1 APPROACH	20'	0'	-

No.	REVISIONS	DATE	BY	APP'D.
3	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
2	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	"
1	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
0	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

INNER PORTION OF RUNWAY 3-21 APPROACH SURFACE DRAWING

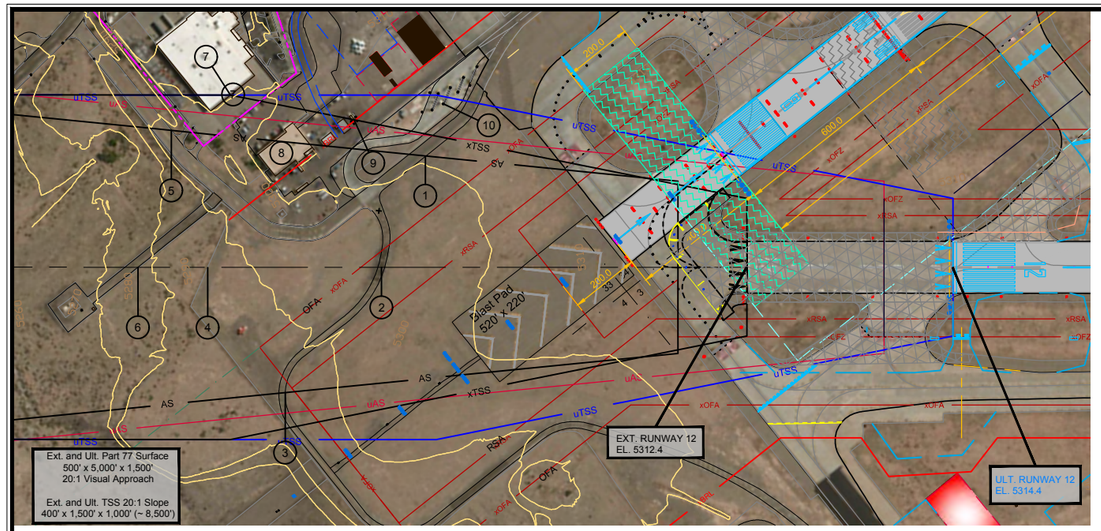
Albuquerque, New Mexico

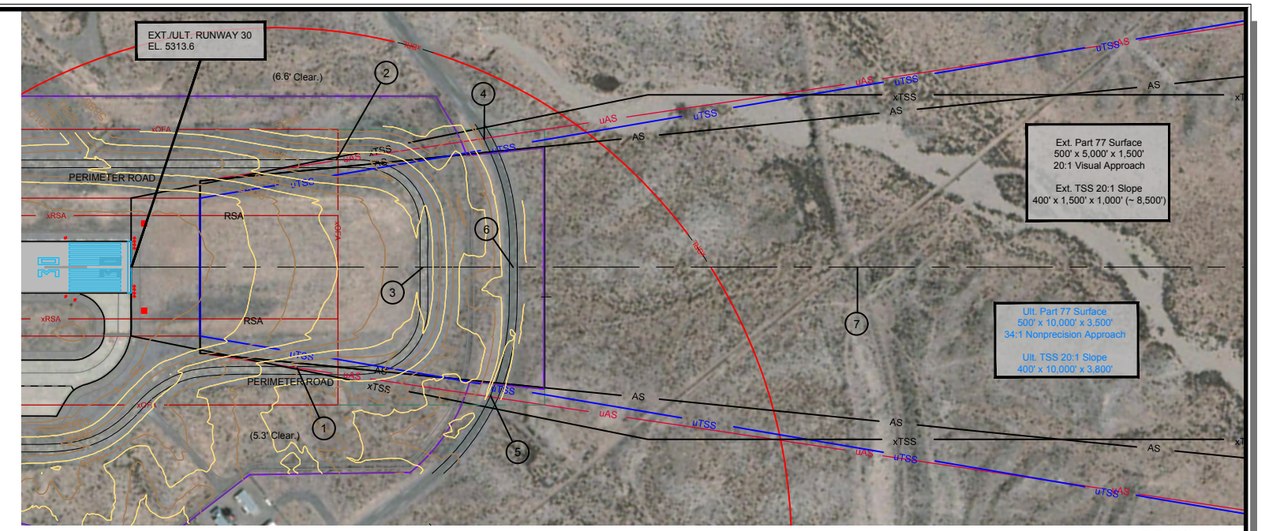
PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

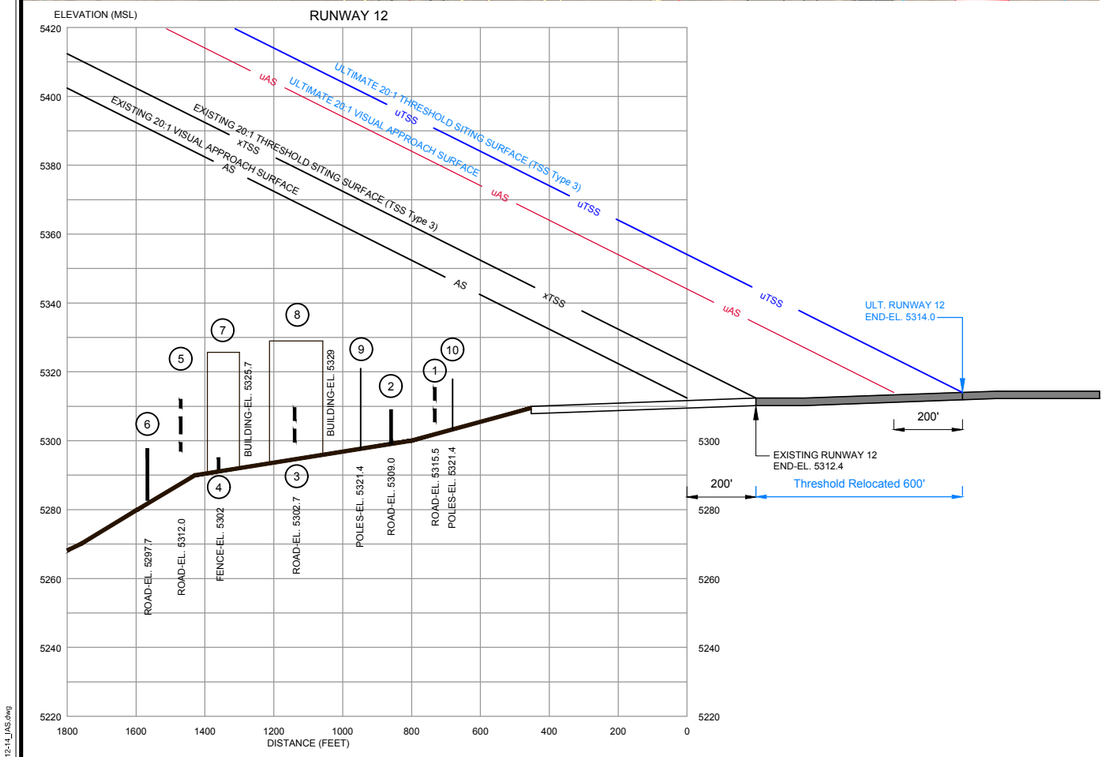
April 2018 — SHEET 13 OF 22

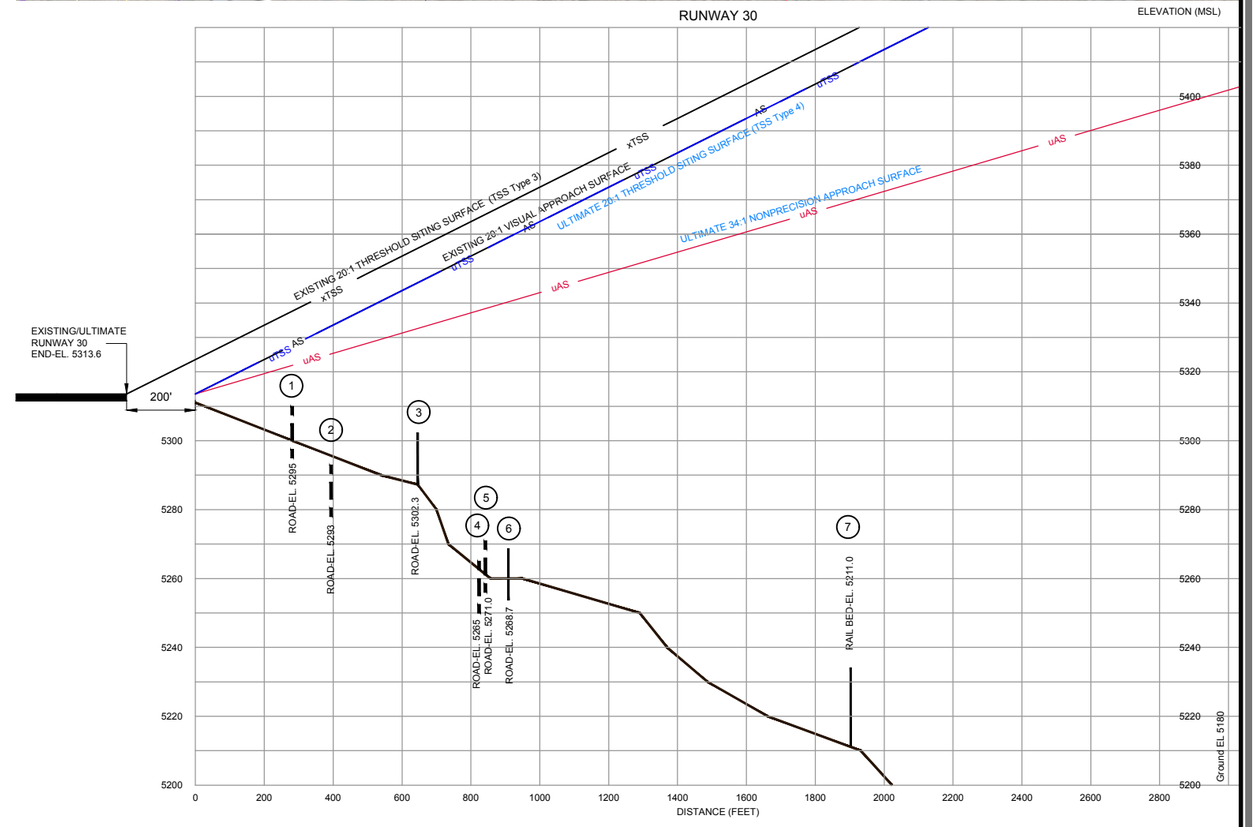
Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/ 18 - 9:36am - ljohnson - R:\CAD\Johnson\Projects\faa\2018\ALP\ABQ-alt13-21-LJ\S3.dwg









RUNWAY 12 OBSTRUCTION TABLE

Object Description/Elevation	Obstructed Part 77 Surface	Approach Penetration	AC 5300-13 CHG 18 TSS Penetration	Proposed Object Disposition
- NONE	-	-	-	-
- -	-	-	-	-

RUNWAY 30 OBSTRUCTION TABLE

Object Description/Elevation	Obstructed Part 77 Surface	Approach Penetration	AC 5300-13 CHG 18 TSS Penetration	Proposed Object Disposition
- NONE	-	-	-	-
- -	-	-	-	-

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted. Road obstructions reflect a safety clearance of 10' for dirt roads or private roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroad. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated AIRPORT AIRSPACE DRAWING.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the AIRPORT AIRSPACE DRAWING, sheet 4.

TRUE NORTH

8° 31' E

Magnetic Declination
8° 31'East (March 2018)
Annual Rate of Change 6' West

HORIZONTAL SCALE IN FEET: 0 200 400 600

VERTICAL SCALE IN FEET: 0 20 40 60

No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	"
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

INNER PORTION OF RUNWAY 12-30 APPROACH SURFACE DRAWING

Albuquerque, New Mexico

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018 SHEET 14 OF 22

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/18 - 9:37am - ljohnson - R:\CAD\Johnson\Projects\dwg-2016\ALP\ABQ-alnl12-14_LAS.dwg

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
N/A		ULTIMATE ROAD
None		ABANDONED (To Be Removed)
	Same	AIRPORT ROTATING BEACON
		BUILDING
	Same	DRAINAGE
		PAVEMENT FACILITY CONSTRUCTION
1050	Same	TOPOGRAPHY (2009)
		AIRPORT PROPERTY LINE
BRL		BUILDING RESTRICTION LINE (BRL)

EXISTING BUILDINGS/FACILITIES

	DESCRIPTION	Elevation
1	TERMINAL BUILDING	5363.7
2	PARKING STRUCTURE	5327.2
3	AIR FREIGHT BUILDING	5346.4
4	ORIGINAL TERMINAL BUILDING	5348.6
5	PROVISION BUILDING	5334.8
6	LSG/SKY CHEFS	5314.8
7	US POSTAL FACILITY	5333.5
9	FORMER ASIG BUILDING	5332.2
11	E TERMINAL RENTAL SPACE	5324.1
16	STANDARD PARKING (PARKING_GARAGE)	5309.0
17	PARKS & RECREATION SATELLITE	5322.1
18	2700 YALE RENTAL FACILITY	5265.3
19	PARKING STRUCTURE ADMINISTRATION	5306.7
20	ALBUQUERQUE GRAND AIRPORT HOTEL	5432.1

ULT. BUILDINGS/FACILITIES

	DESCRIPTION
74	HANGAR
75	HANGAR
76	TERMINAL BUILDING EXPANSION
77	ARFF

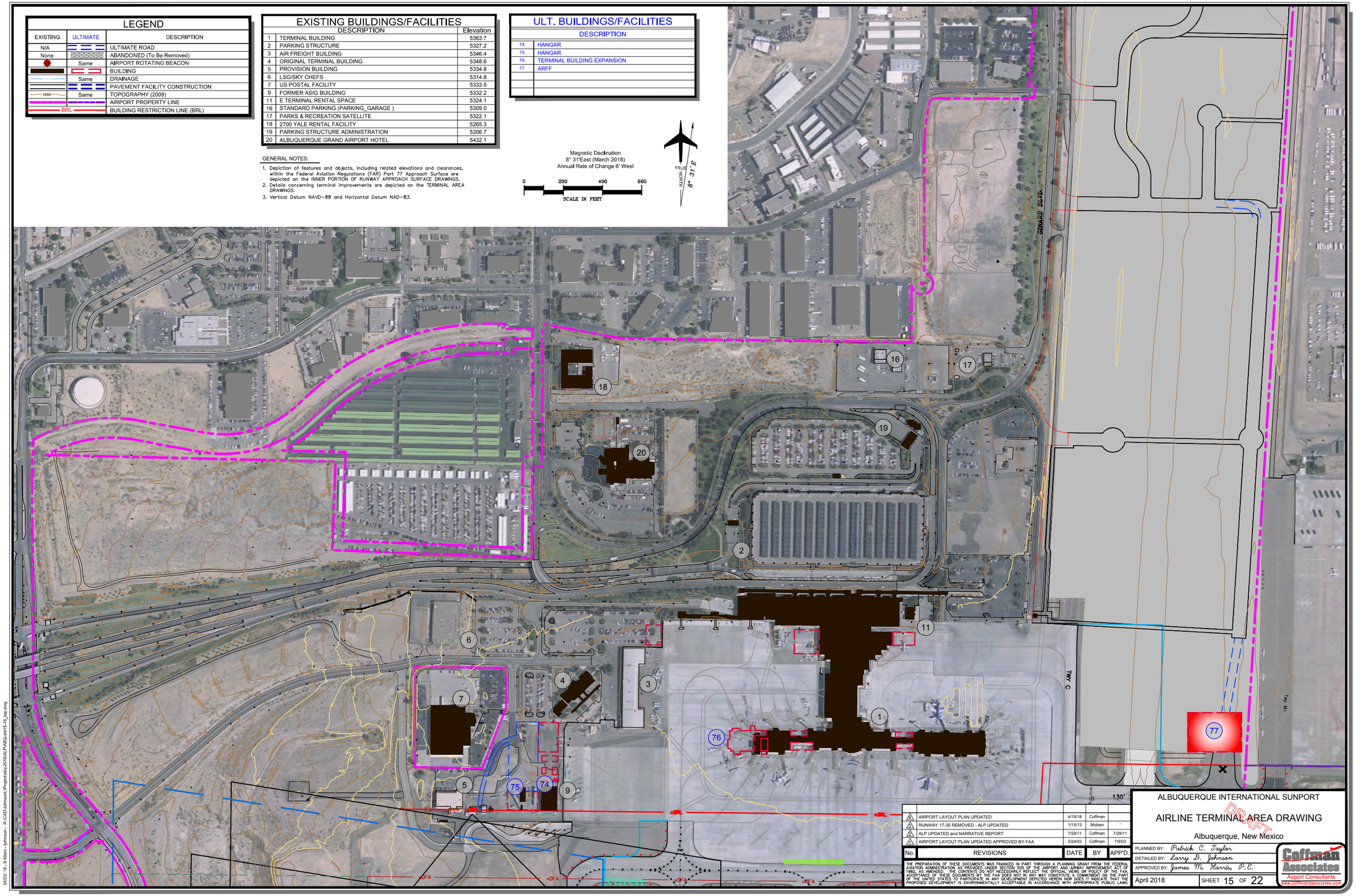
GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the Federal Aviation Regulations (FAR) Part 77 Approach Surface are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWINGS.
3. Vertical Datum NAVD-88 and Horizontal Datum NAD-83.

Magnetic Declination
8° 31'East (March 2018)
Annual Rate of Change 6' West

0 200 400 600
SCALE IN FEET

TRUE NORTH
8° 31' E



No.	REVISIONS	DATE	BY	APP'D.
1	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
1	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	"
1	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

AIRLINE TERMINAL AREA DRAWING

DRAFT

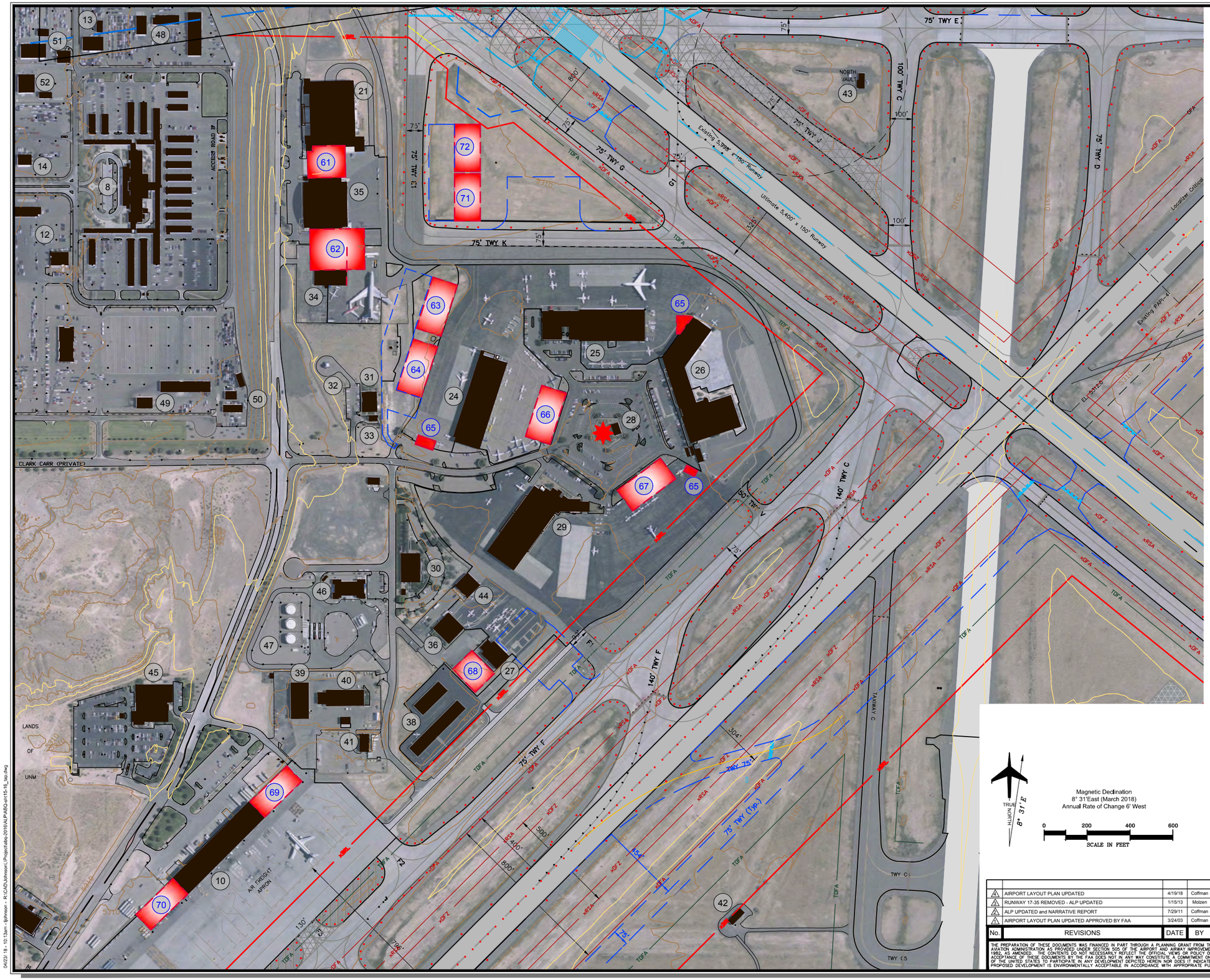
Albuquerque, New Mexico

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018 SHEET 15 OF 22

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/18 - 9:49am - bjohnson - R:\CAD\Johnson\Projects\dfw-2018\ALP\ABQ-airt15-16_lay.dwg



LEGEND

EXISTING	ULTIMATE	DESCRIPTION
N/A		ULTIMATE ROAD
None		ABANDONED (To Be Removed)
	Same	AIRPORT ROTATING BEACON
		BUILDING
	Same	DRAINAGE
		PAVEMENT FACILITY CONSTRUCTION
PAPI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION
REIL	REIL	RUNWAY END IDENTIFICATION LIGHTS
		RUNWAY THRESHOLD LIGHTS
34 18 / 17	Same	SECTION CORNER
1080	Same	TOPOGRAPHY (2009)
		HOLDING POSITION MARKING
	Same	DIRT ROAD
		FENCING
		AIRPORT PROPERTY LINE
BRL		BUILDING RESTRICTION LINE (BRL)
EXTD OFA		EXTENDED OFA
		PARCELS
xOFA	uOFA	OBJECT FREE AREA
xRSA	uRSA	RUNWAY SAFETY AREA
xOFZ	uOFZ	OBSTACLE FREE ZONE
		MALSR APPROACH LIGHT SYSTEM (Existing)
		MALSR APPROACH LIGHT SYSTEM (Ultimate)
		RUNWAY SHADE
		RUNWAY PROTECTION ZONE (RPZ)
		GLIDE SLOPE ANTENNA
xGS	uGS	GLIDE SLOPE CRITICAL AREA
VASI-6	SAME	NAVIGATIONAL AID INSTALLATION (VASI-6)
		PRECISION OBSTACLE FREE ZONE (POFZ)

EXISTING BUILDINGS/FACILITIES

	DESCRIPTION	Elevation
8	RENTAL CAR TERMINAL	5282.0
10	AIR CARGO BUILDING	5348.3
11	E TERMINAL RENTAL SPACE	5324.1
12	HERTZ CORPORATION BLDG G, H, I, and JJ	5247.8
13	THRIFTY CAR RENTAL-BUILDING T	5266.0
14	AVIS AUTO RENTAL-BUILDINGS C, E and F	5254.8
21	ECLIPSE HANGAR III, PAINT	5377.9
24	CUTTER W. HANGER	5342.9
25	CUTTER FBO	5365.5
26	ECLIPSE HANGAR I, HQ	5343.1
27	ECLIPSE HANGAR IV, CUSTOMER SERVICE	5339.4
28	SGA VAULT	5330.4
29	ATLANTIC AVIATION	5352.3
30	FAA/AFSS	5331.8
31	NATIONAL WEATHER SERVICE	5328.3
32	NWS INFLATION BUILDING	5314.9
33	NWS GENERATOR BUILDING	5320.6
34	SNL HANGAR	5345.6
35	ECLIPSE HANGAR II, ASSEMBLY	5379.1
36	FOUR SEASONS	5338.6
37	NANOPORE INSULATION	5345.6
38	AVIATION DEPARTMENT, T-HANGARS	5331.2
39	VEHICLE STORAGE BUILDING	5333.8
40	AIRFIELD MAINTENANCE	5337.0
42	SOUTH VAULT	
43	NORTH VAULT	5324.5
44	FOUR SEASONS NORTH HANGAR	5331.4
45	SWA RESERVATION CENTER	5331.4
46	ASIG FUEL FARM	5343.8
47	FUEL STORAGE TANKS	5333.2
48	BUDGET RENT-A-CAR BUILDING Q, R and S	5266.9
49	ALAMO/NATIONAL/VANGUARD BUILDINGS K, L and M	5267.4
50	ADVANTAGE RENT-A-CAR BUILDINGS N, O and P	5275.8
51	DOLLAR RENTAL-A-CAR BUILDINGS A and B	5258.4
52	ENTERPRISE RENT-A-CAR BUILDING D	5256.0

ULT. BUILDINGS/FACILITIES

	DESCRIPTION
61	HANGAR (220' x 120')
62	AIR CARGO BUILDING (720' x 100')
63	T-HANGAR (Building 22 Relocated)
64	T-HANGAR (Building 23 Relocated)
65	FUEL FARM
66	HANGAR (General Aviation)
67	AIR CARGO BUILDING (720' x 100')
68	T-HANGAR (Building 22 Relocated)
69	T-HANGAR (Building 23 Relocated)
70	HANGAR (General Aviation 300' x 150')
71	HANGAR (General Aviation)
72	AIR CARGO BUILDING (720' x 100')
77	T-HANGAR (Building 22 Relocated)
78	T-HANGAR (Building 23 Relocated)
79	HANGAR (General Aviation 300' x 150')
80	HANGAR (General Aviation)

TRUE
MAGNETIC
8° 31' E

Magnetic Declination
8° 31'East (March 2018)
Annual Rate of Change 6' West

0 200 400 600
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

AIR CARGO AREA DRAWING

DRAFT

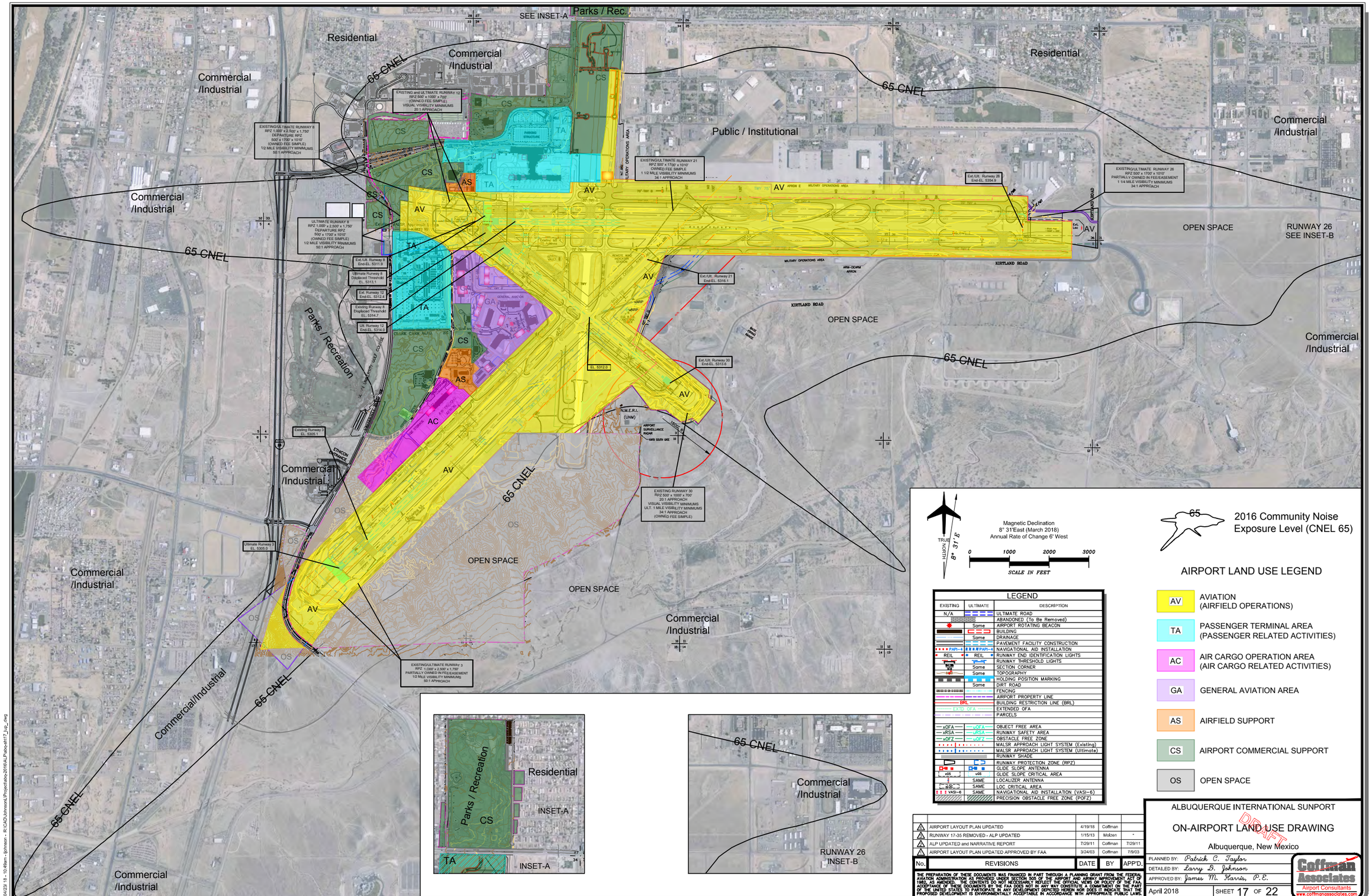
Albuquerque, New Mexico

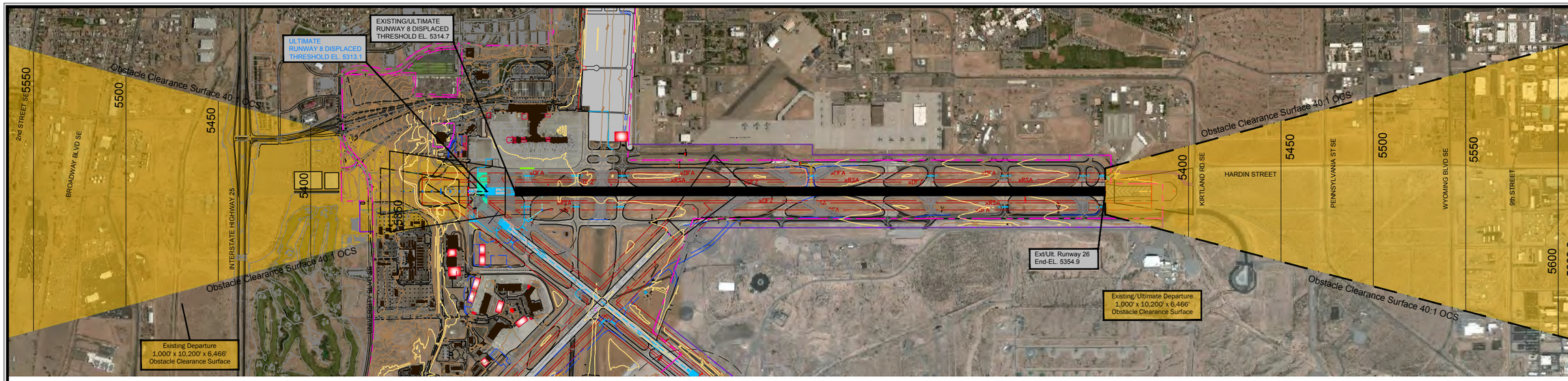
PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018 SHEET 16 OF 22

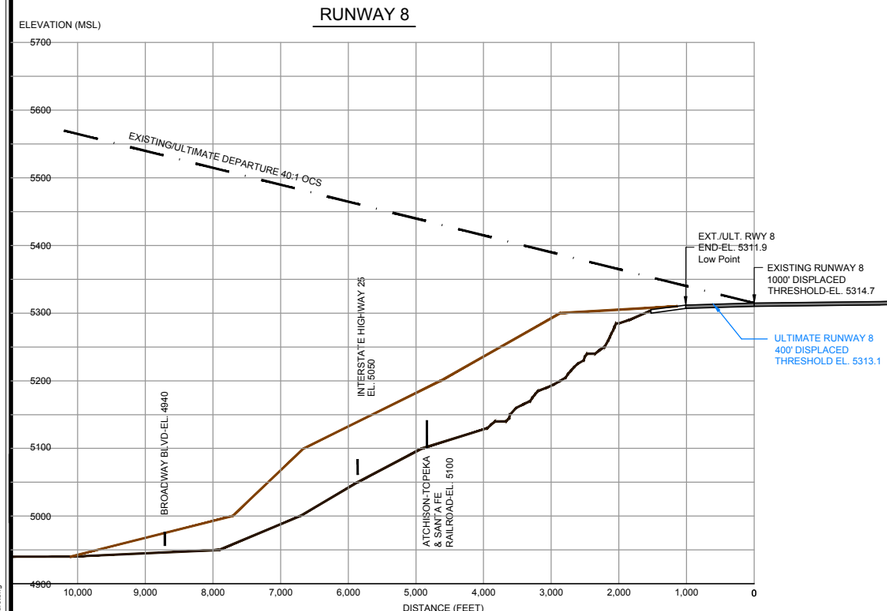
Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/ 18 - 10:13am - ljohnson - R:\CAD\Johnson\Projects\albq-2016\ALP\ARG-sht15-16_fav.dwg

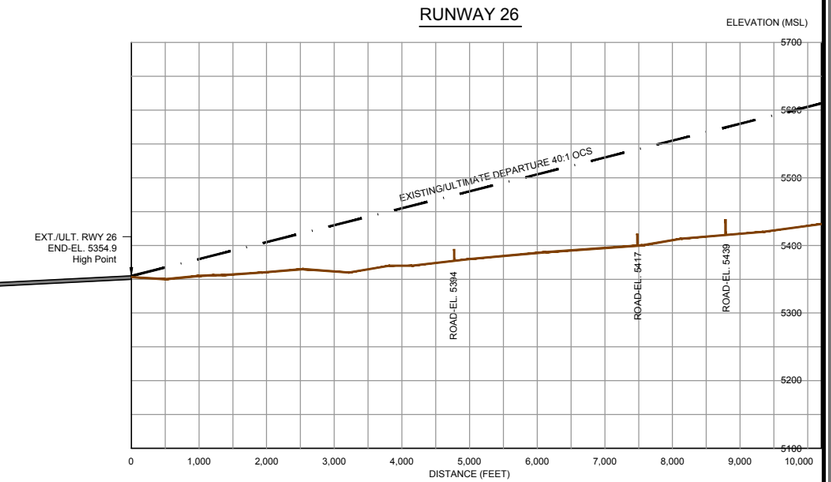

SEE INSET-A
Parks / Rec.
Residential
Commercial /Industrial
65 CNEL
Public / Institutional
OPEN SPACE
RUNWAY 26 SEE INSET-B
KIRTLAND ROAD
Parks / Recreation
EXISTING and ULTIMATE RUNWAY 12 RPZ 500' x 1000' x 700' (OWNED FEE SIMPLE) VISUAL VISIBILITY MINIMUMS 20:1 APPROACH
EXISTING/ULTIMATE RUNWAY 8 RPZ 1,000' x 2,500' x 1,750' DEPARTURE RPZ 500' x 1700' x 1010' (OWNED FEE SIMPLE) 1/2 MILE VISIBILITY MINIMUMS 50:1 APPROACH
ULTIMATE RUNWAY 8 RPZ 1,000' x 2,500' x 1,750' DEPARTURE RPZ 500' x 1700' x 1010' (OWNED FEE SIMPLE) 1/2 MILE VISIBILITY MINIMUMS 50:1 APPROACH
EXISTING/ULTIMATE RUNWAY 21 RPZ 500' x 1700' x 1010' OWNED FEE SIMPLE 1 1/2 MILE VISIBILITY MINIMUMS 34:1 APPROACH
EXISTING/ULTIMATE RUNWAY 26 RPZ 500' x 1700' x 1010' PARTIALLY OWNED IN FEE/EASEMENT 1 1/4 MILE VISIBILITY MINIMUMS 34:1 APPROACH
EXISTING RUNWAY 30 RPZ 500' x 1000' x 700' 20:1 APPROACH VISUAL VISIBILITY MINIMUMS ULT. 1 MILE VISIBILITY MINIMUMS 34:1 APPROACH (OWNED FEE SIMPLE)
EXISTING/ULTIMATE RUNWAY 3 RPZ 1,000' x 2,500' x 1,750' PARTIALLY OWNED IN FEE/EASEMENT 1/2 MILE VISIBILITY MINIMUMS 50:1 APPROACH
Ext./Ult. Runway 8 End-EL. 5311.9
Ultimate Runway 8 Displaced Threshold EL. 5313.1
Ext. Runway 12 End-EL. 5312.4
Existing Runway 8 Displaced Threshold EL. 5314.7
Ult. Runway 12 End-EL. 5314.0
Existing Runway 3 EL. 5305.1
Ultimate Runway 3 EL. 5305.0
Ext./Ult. Runway 21 End-EL. 5316.1
Ext./Ult. Runway 26 End-EL. 5354.9
Ext./Ult. Runway 30 End-EL. 5313.6
EL. 5312.0
N.M.E.R.J. (UNM)
ARPORT SURVEILLANCE RADAR
ARFF SOUTH SITE
ETHYLON DRAINAGE
AV
TA
CS
AS
GA
AC
OS
Magnetic Declination
8° 31'East (March 2018)
Annual Rate of Change 6' West
TRUE
MAGNETIC
8° 31' E
0 1000 2000 3000
SCALE IN FEET
65
2016 Community Noise Exposure Level (CNEL 65)
AIRPORT LAND USE LEGEND
AV AVIATION (AIRFIELD OPERATIONS)
TA PASSENGER TERMINAL AREA (PASSENGER RELATED ACTIVITIES)
AC AIR CARGO OPERATION AREA (AIR CARGO RELATED ACTIVITIES)
GA GENERAL AVIATION AREA
AS AIRFIELD SUPPORT
CS AIRPORT COMMERCIAL SUPPORT
OS OPEN SPACE
LEGEND
EXISTING ULTIMATE DESCRIPTION
N/A ULTIMATE ROAD
ABANDONED (To Be Removed)
Same AIRPORT ROTATING BEACON
BUILDING
Same DRAINAGE
PAVEMENT FACILITY CONSTRUCTION
PAPI-4 PAPI-4 NAVIGATIONAL AID INSTALLATION
REIL REIL RUNWAY END IDENTIFICATION LIGHTS
RUNWAY THRESHOLD LIGHTS
Same SECTION CORNER
Same TOPOGRAPHY
HOLDING POSITION MARKING
Same DIRT ROAD
FENCING
AIRPORT PROPERTY LINE
BRL BUILDING RESTRICTION LINE (BRL)
EXTENDED OFA
PARCELS
xOFA uOFA OBJECT FREE AREA
xRSA uRSA RUNWAY SAFETY AREA
xOFZ uOFZ OBSTACLE FREE ZONE
MALSR APPROACH LIGHT SYSTEM (Existing)
MALSR APPROACH LIGHT SYSTEM (Ultimate)
RUNWAY SHADE
RUNWAY PROTECTION ZONE (RPZ)
GLIDE SLOPE ANTENNA
x65 u65 GLIDE SLOPE CRITICAL AREA
SAME LOCALIZER ANTENNA
SAME LOC CRITICAL AREA
VASI-6 SAME NAVIGATIONAL AID INSTALLATION (VASI-6)
PRECISION OBSTACLE FREE ZONE (POFZ)
Residential
Parks / Recreation
CS
INSET-A
TA
INSET-A
65 CNEL
Commercial /Industrial
RUNWAY 26 INSET-B
No. REVISIONS DATE BY APP'D.
1 AIRPORT LAYOUT PLAN UPDATED 4/19/18 Coffman
2 RUNWAY 17-35 REMOVED - ALP UPDATED 1/15/13 Molzen "
3 ALP UPDATED and NARRATIVE REPORT 7/29/11 Coffman 7/29/11
4 AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA 3/24/03 Coffman 7/9/03
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.
ALBUQUERQUE INTERNATIONAL SUNPORT
ON-AIRPORT LAND USE DRAWING
DRAFT
Albuquerque, New Mexico
PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.
April 2018
SHEET 17 OF 22
Coffman Associates
Airport Consultants
www.coffmanassociates.com
04/23/18 - 10:48am - ljohnson - R:\CAD\Johnson\LP\projects\abq-2016\ALP\abq-alt17_alp_dwg



RUNWAY 8



RUNWAY 26



RUNWAY 8 OBSTRUCTION TABLE

Object Description and Elevation	Obstructed Departure Surface	Object Penetration	Proposed Object Disposition
NONE FOUND			

RUNWAY 26 OBSTRUCTION TABLE

Object Description and Elevation	Obstructed Departure Surface	Object Penetration	Proposed Object Disposition
NONE FOUND			

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
5. Roads and Buildings Clearance of more than 50 feet AGL are not detail in Departure Surface Profiles.

TRUE NORTH
MAGNETIC NORTH
8° 31' E

Magnetic Declination
8° 31' East (March 2018)
Annual Rate of Change 6' West

0 1000 2000 3000
HORIZONTAL SCALE IN FEET

0 100 200 300
VERTICAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

RUNWAY 8-26
DEPARTURE SURFACE DRAWING

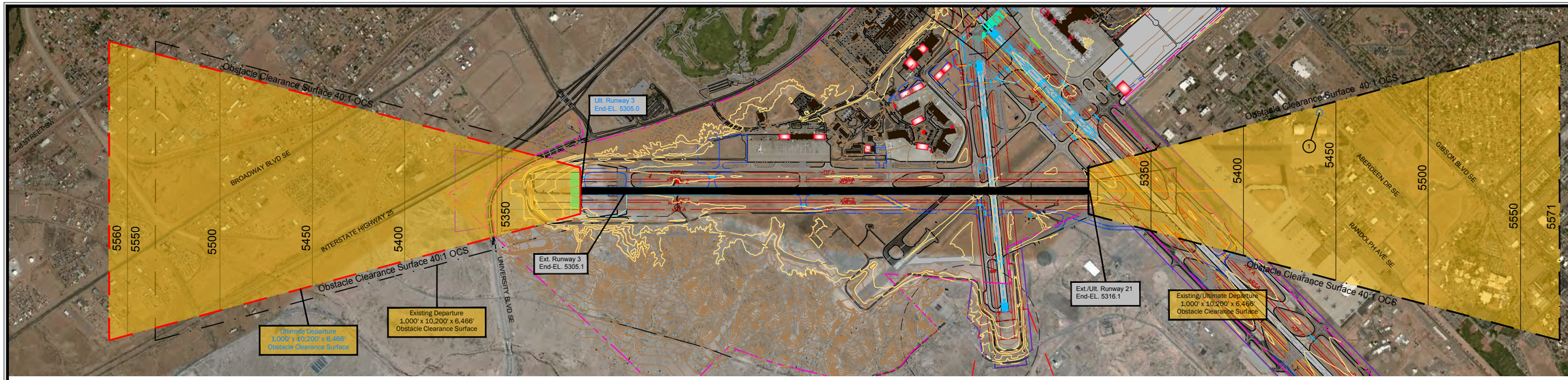
Albuquerque, New Mexico

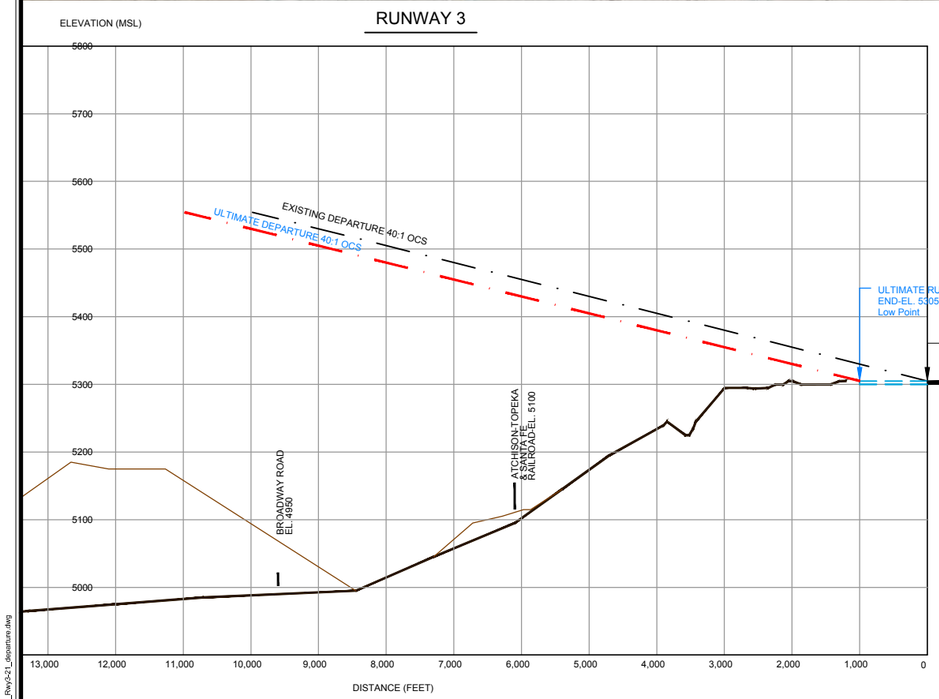
PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

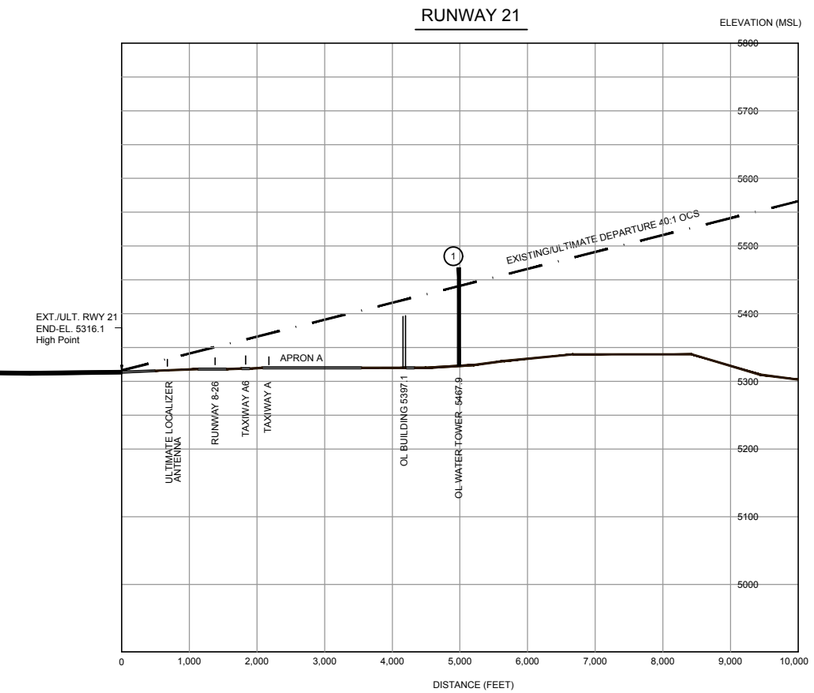
April 2018 SHEET 18 OF 22

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/ 18 - 10:32am - ljohnson - R:\CAD\Johnson\Projects\abq-2016\ALP\Abq-alt18_Rwy8-26_departure.dwg







RUNWAY 3 OBSTRUCTION TABLE

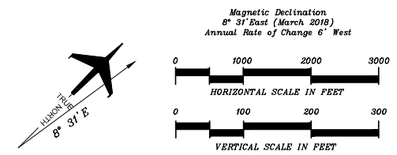
Object Description and Elevation	Obstructed Departure Surface	Object Penetration	Proposed Object Disposition
NONE FOUND			

RUNWAY 21 OBSTRUCTION TABLE

Object Description and Elevation	Obstructed Departure Surface	Object Penetration	Proposed Object Disposition
1. WATER TOWER-EL 5467.9	40:1 Departure Surface	27.8'	NO ACTION

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
5. Roads and Buildings Clearance of more than 50 feet AGL are not detail in Departure Surface Profiles.



No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS OF THIS DOCUMENT DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

RUNWAY 3-21 DEPARTURE SURFACE DRAWING

Albuquerque, New Mexico

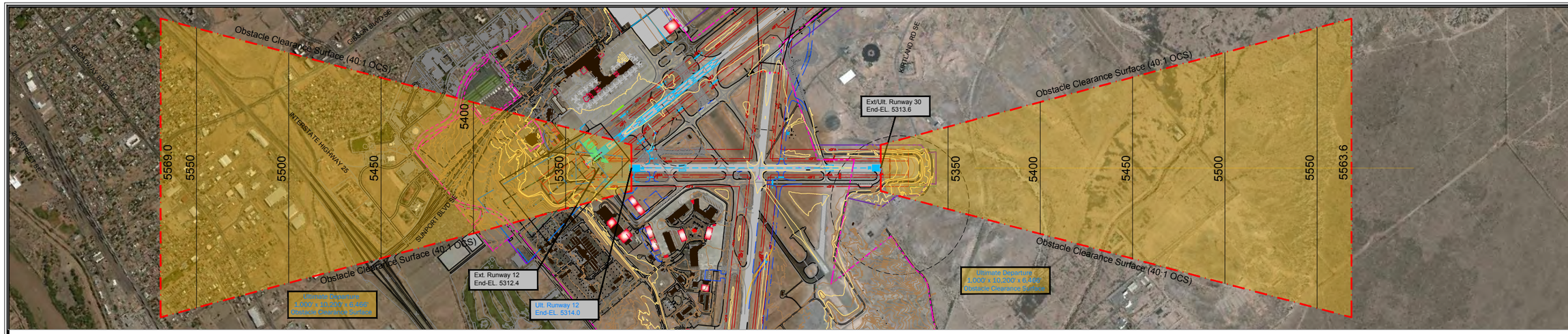
DRAFT

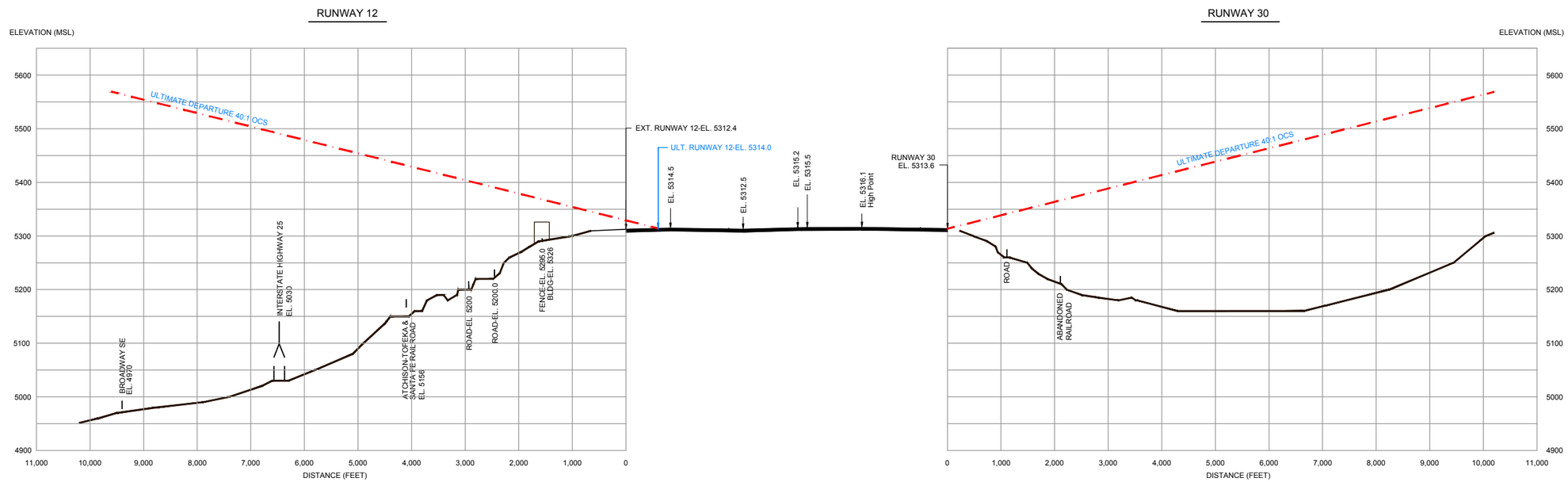
PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

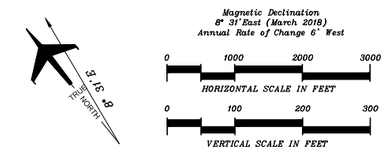
April 2018 SHEET 19 OF 22

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/18 - 10:31am - ljohnson - R:\CAD\Johnson\Projectables-2016\ALP\Abq-alt19_Rwy3-21_departure.dwg







RUNWAY 12 OBSTRUCTION TABLE

Object Description and Elevation	Obstructed Departure Surface	Object Penetration	Proposed Object Disposition
NONE FOUND			

RUNWAY 30 OBSTRUCTION TABLE

Object Description and Elevation	Obstructed Departure Surface	Object Penetration	Proposed Object Disposition
NONE FOUND			

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
5. Roads and Buildings Clearance of more than 50 feet AGL are not detail in Departure Surface Profiles.

No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	"
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

RUNWAY 12-30 DEPARTURE SURFACE DRAWING

Albuquerque, New Mexico

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018 SHEET 20 OF 22

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/18 - 10:22am - ljohnson - R:\CAD\Johnson\L\Projects\albq\2018\ALP\albq-alp20-rw12-30_departure.dwg

LINE TABLE			LINE TABLE(RECORD)	
LINE	BEARING	LENGTH	BEARING	LENGTH
L1	N00°08'03"W	75.49		
L2	N88°41'01"W	66.10		
L3	N79°35'55"W	338.42	(S79°56'00"E)	(338.50)
L4	S47°27'10"W	101.10	(N47°07'00"E)	(101.10)
L5	N89°47'49"W	83.51	(S89°38'00"W)	(91.50)
L6	S00°12'19"W	25.00	(N00°22'00"W)	(25.00)
L7	N89°47'41"W	142.00	(N89°38'00"E)	(142.00)
L8	S00°12'19"W	49.95		
L9	S89°47'41"E	142.00	(S89°38'00"W)	(142.00)
L10	S00°12'19"W	25.05		
L11	S89°47'49"E	83.51	(S89°38'00"W)	(91.50)
L12	N47°27'10"E	101.10	(S47°07'00"W)	(101.10)
L13	S79°35'55"E	338.42	(N79°56'00"W)	(338.50)
L14	S49°41'59"W	6.46	(S49°42'36"W)	(6.46)
L15	N89°40'22"W	105.15	(N89°39'45"W)	(105.80)
L16	N00°23'53"W	594.83	(N00°17'24"W)	(594.10)
L17	S40°19'50"E	217.79	(S40°17'24"E)	(218.46)
L18	S89°40'22"E	105.15	(S89°39'45"E)	
L19	N49°41'59"E	5.81	(N49°42'36"E)	(5.81)
L20	S00°18'01"E	277.86		(280.41)
L21	S00°02'18"E	208.53		
L22	N89°18'58"E	208.65		
L23	S56°02'04"E	290.00	(N56°02'04"W)	(290.00)
L24	N33°57'56"E	230.00	(S33°57'56"W)	(230.00)
L25	N56°02'04"W	290.00	(S56°02'04"E)	(290.00)
L26	S33°57'56"W	230.00	(N33°57'56"E)	(230.00)
L27	S52°52'43"E	220.36	(N52°52'43"W)	
L28	S13°28'26"W	224.64	(N13°28'26"E)	(224.64)
L29	S21°20'58"W	833.97	(N21°20'58"E)	(833.97)
L30	S30°45'20"W	78.59	(N30°45'20"E)	(78.59)
L31	N00°57'23"E	17.37		
L32	S88°55'20"E	78.14		
L35	N00°02'49"W	298.46	(N00°01'31"W)	(297.81)
L36	S89°50'01"E	479.74	(S89°50'01"E)	(479.31)
L37	N03°44'00"E	4.22	(N03°48'25"E)	(4.21)
L38	S89°49'15"E	30.06	(S89°49'15"E)	(30.06)
L39	N03°53'01"E	59.64	(N03°53'01"E)	(59.64)
L40	N89°52'08"W	30.07	(N89°52'08"W)	(30.07)
L41	S11°58'41"E	24.22	(S11°58'41"E)	(24.22)
L42	S30°11'00"W	627.80	(S30°11'19"W)	(627.78)
L43	N00°09'00"W	30.54	(N00°21'36"W)	(40.75)
L45	N58°28'45"W	32.44	(N58°42'29"W)	(25.00)
L46	N00°06'28"E	33.23		
L47	N00°05'22"E	8.75	(N00°06'08"E)	(8.76)
L48	N10°11'56"E	69.30	(N10°11'56"E)	(69.30)
L49	N00°07'16"E	40.00	(N00°07'16"E)	(40.00)
L50	S89°52'44"E	5.00	(S89°52'44"E)	(5.00)
L51	N00°07'16"E	20.00	(N00°07'16"E)	(20.00)
L52	N89°52'44"W	5.00	(N89°52'44"W)	(5.00)
L53	N10°00'33"W	69.32	(N10°00'33"W)	(69.32)
L54	N00°06'08"E	18.67	(N00°06'08"E)	(18.67)
L55	N89°37'55"W	8.06		
L56	N88°53'43"W	136.01		
L57	S00°27'49"W	83.04	(S00°27'00"W)	
L58	S89°38'04"E	200.01		(200.00)
L59	S00°31'37"W	270.76	(S00°27'00"W)	(270.00)
L60	N89°32'44"W	199.71		(200.00)
L61	N00°27'49"E	270.45	(S00°27'00"W)	(270.00)
L62	S89°33'30"E	150.10		(150.00)
L63	S00°27'49"W	269.82	(S00°27'00"W)	(270.00)
L64	N89°33'50"W	150.10		(150.00)
L65	N00°27'49"E	269.84	(S00°27'00"W)	(270.00)
L66	S89°33'30"E	100.20		
L67	S00°27'49"W	269.42	(S00°27'00"W)	(270.00)
L68	N89°31'27"W	100.20		
L69	N00°27'49"E	269.36	(S00°27'00"W)	(270.00)
L70	S89°33'30"E	70.16		
L71	S00°27'49"W	135.08	(S00°27'00"W)	(135.00)
L72	N89°29'41"W	10.00		
L73	S00°30'49"W	134.96	(S00°27'00"W)	(135.00)
L74	N89°25'53"W	60.04		
L75	N00°27'49"E	269.89	(S00°27'00"W)	(270.00)
L76	S89°33'30"E	50.00		
L77	S00°27'49"W	248.35	(S00°27'00"W)	
L78	N88°51'37"W	50.00		
L79	N00°27'49"E	247.74	(S00°27'00"W)	
L80	S89°54'03"E	72.66	(S89°59'42"E)	(69.11)
L81	S88°40'46"E	50.01		
L82	N00°07'00"W	29.77		
L83	N16°23'57"E	41.95		
L84	N49°01'15"E	488.01		
L85	N35°28'26"E	307.55		
L86	N26°37'35"E	375.49		
L87	N37°18'44"E	412.60		
L88	N29°38'23"E	906.27		
L89	N44°56'55"E	1913.34		
L90	N47°37'43"W	193.60		
L91	N58°53'49"W	77.19		
L92	N30°50'25"W	193.72		
L93	N32°39'12"W	476.49		
L94	N89°11'41"E	585.72		
L95	N73°44'01"E	475.71		
L96	N89°36'26"E	348.14		
L97	N28°13'06"E	199.48		
L98	N90°00'00"E	158.35		
L99	N00°35'45"E	543.02		
L100	N22°06'13"E	162.92		
L101	N00°19'23"E	90.28		
L102	N18°56'41"W	426.82		
L103	N32°53'22"W	197.22		
L104	N18°10'48"W	290.63		
L105	S81°01'43"W	228.28		
L106	N18°20'59"W	842.84		
L107	N89°16'49"E	91.37		
L108	S00°44'07"E	85.29		
L109	S89°16'40"W	68.47		

CURVE TABLE							CURVE TABLE(RECORD)		
CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD BEARING	CHORD	DELTA	RADIUS	LENGTH
C1	40°13'07"	666.74	468.02	244.12	S80°17'31"W	458.47	(40°13'50")	(666.74)	(468.16)
C2	53°01'52"	652.75	604.16	325.67	S73°56'47"W	582.83	(52°57'00")	(653.79)	(604.19)
C3	42°45'14"	1226.98	915.57	480.28	S68°49'42"W	894.47	(42°31'00")	(1223.56)	(907.95)
C4	42°45'14"	1326.98	990.19	519.42	N68°49'42"E	967.38		(1323.56)	
C5	53°02'25"	552.80	511.74	275.86	N73°57'00"E	493.67	(52°57'00")	(553.79)	(511.79)
C6	41°39'11"	766.74	557.41	291.66	N79°34'29"E	545.21		(766.74)	
C7	90°38'25"	60.00	94.92	60.67	S04°22'46"W	85.33	(90°00'00")	(60.00)	(94.25)
C8	40°37'39"	270.00	191.45	99.95	S70°00'48"W	187.47	(40°37'39")	(270.00)	(191.45)
C9	21°40'32"	843.12	318.96	161.41	S29°27'45"E	317.06	21°40'32"	(843.00)	(318.11)
C10	40°37'39"	330.00	234.00	122.16	N70°00'48"E	229.13	(40°37'39")	(330.00)	(234.00)
C11	92°28'01"	60.00	96.83	62.64	S84°04'00"E	86.66	(92°28'01")	(60.00)	(96.83)
C12	37°31'59"	757.00	495.89	257.21	S19°04'00"E	487.07		(757.00)	
C13	66°15'56"	1078.00	1246.76	703.62	S19°39'32"E	1178.43	(66°15'56")	(1078.00)	(1246.77)
C14	7°52'32"	2578.00	354.36	177.46	S17°24'42"W	354.08	(7°52'32")	(2578.00)	(354.35)
C15	9°24'23"	1178.00	193.40	96.92	S26°03'09"W	193.18	(9°24'23")	(1178.00)	(182.22)
C16	90°14'53"	100.00	157.51	100.43	S14°22'06"E	141.73	(90°14'53")	(100.00)	(157.51)
C17	22°43'35"	1023.30	405.89	205.65	S69°28'08"E	403.23		(1023.00)	
C19	259°14'16"	55.00	248.85	66.44	N50°20'03"E	84.73			
C20	12°06'48"	1209.98	255.81	128.38	N06°03'50"E	255.34	(12°05'19")	(1209.98)	(255.29)
C21	78°02'44"	25.00	34.05	20.26	N51°08'37"E	31.48	(77°55'03")	(25.00)	(34.00)
C22	15°30'00"	954.93	258.33	129.96	S04°13'41"E	257.55	(15°29'59")	(954.93)	(258.33)
C23	42°10'57"	572.96	421.83	220.99	S09°06'47"W	412.36	(42°37'38")	(573.64)	(426.78)
C24	12°26'32"	954.61	207.30	104.06	S23°56'32"W	206.89	(12°26'22")	(954.61)	(207.25)
C25	6°43'23"	2825.00	331.49	165.93	S61°50'54"W	331.30	(6°44'17")	(2664.79)	(313.38)
C26	66°15'56"	922.00	1066.34	601.80	N19°39'32"W	1007.90	(66°21'09")	(922.00)	(1067.74)
C27	7°52'32"	2422.00	332.91	166.72	N17°24'42"E	332.65	(7°52'32")	(2422.00)	(332.92)
C28	9°24'23"	1022.00	167.78	84.08	N26°03'09"E	167.60	(9°24'21")	(1022.00)	(167.77)
C29	5°44'16"	3861.85	386.75	193.53	N28°39'57"E	386.58			
C30	25°41'21"	5782.58	2592.68	1318.50	N12°57'08"E	2571.02			
C31	40°00'00"	843.00	588.53	306.83	N20°18'01"W	576.65	(40°00'00")	(843.00)	(588.53)
C32	22°30'22"	724.00	284.39	144.05	N11°33'12"W	282.57			
C33	71°49'56"	25.00	31.34	18.11	N38°55'58"E	29.33	(71°49'23")	(25.00)	(31.34)
C34	120°00'00"	40.00	83.78	69.28	S00°27'49"W	69.28			
C35	65°17'35"	334.12	380.75		N03°00'24"W	360.48			
C36	15°18'56"	980.00	261.96		N37°17'27"E	261.18			
C37	42°22'48"	757.00	559.93	293.47	N21°29'25"W	547.25			
C38	88°24'58"	25.00	38.58		S45°04'11"W	34.86			

TRACT TIES TO CONTROL MONUMENTS	
TIE NO.	
T1	N28°38'56"E, 4422.82' FROM MONUMENT "I-25-31"
T2	S20°05'51"W, 13,273.76' FROM MONUMENT "KIRTLAND-3"
T3	N01°48'10"E, 702.94' FROM MONUMENT "19-L16"
T4	N67°59'05"E, 172.39' FROM MONUMENT G-7A"
T5	N08°07'32"E, 1647.17' FROM MONUMENT "G-7A"
T6	N10°03'00"E, 1320.41' FROM MONUMENT "G-7A"
T7	N13°12'07"E, 996.76' FROM MONUMENT "G-7A"
T8	N19°18'55"E, 679.36' FROM MONUMENT "G-7A"
T9	N35°31'01"E, 382.28' FROM MONUMENT "G-7A"
T10	S07°10'06"W, 985.11' FROM MONUMENT "19-L16"
T11	N28°15'49"E, 4492.26' FROM MONUMENT "I-25-31"
T12	N49°11'01"E, 2759.32' FROM MONUMENT "I-25-31"
T13	N40°17'41"E, 3223.18' FROM MONUMENT "I-25-31"
T14	S00°37'28"E, 6361.37' FROM MONUMENT "I-25-31"
T15	S21°05'38"W, 13,368.79' FROM MONUMENT "KIRTLAND-3"
T16	S71°22'12"E, 4200.18' FROM MONUMENT "I-25-31"
T17	S06°47'19"W, 5446.70' FROM MONUMENT "KIRTLAND-3"
T18	S41°58'14"E, 4527.74' FROM MONUMENT "I-25-31"

NEW MEXICO COORDINATE SYSTEM, CENTRAL ZONE CONTROL MONUMENTS		
DESIGNATION	*NAD 27/NGVD 29 DATA	**NAD 83/NAVD 88 DATA
"I-25-31" (NMSHC)	N: 1470261.57 E: 384123.93 ELEV: 5062.528 G-G FACTOR: 0.99967323 △◯00°13'20"	N: 1470324.85 E: 1524369.62 ELEV: 5065.20 G-G FACTOR: 0.99967321 △◯00°13'21.4"
"G-7A"(ACS)	N: 1476657.56 E: 392629.11 ELEV: 5320.093 G-G FACTOR: 0.9996587 △◯00°12'22"	N: 1476720.81 E: 1532874.76 ELEV: 5322.83 G-G FACTOR: 0.99965872 △◯00°12'23.1"
"19-L16"(ACS)	N: 1478628.94 E: 391509.99 ELEV: 5294.836 G-G FACTOR: 0.9996602 △◯00°12'30"	N: 1478692.19 E: 1531755.64 ELEV: 5297.56 G-G FACTOR: 0.99966020 △◯00°12'31.0"
"KIRTLAND-3"(ACS)	N: 1473296.86 E: 389482.30 ELEV: 5314.96 G-G FACTOR: 0.9996598 : -00°12'43"	N: 1473360.13 E: 1529727.97 ELEV: 5317.68 G-G FACTOR: 0.99991402 △◯00°12'44.6"

* OFFICIAL CONTROL MONUMENT DATA PUBLISHED BY THE CITY OF ALBUQUERQUE SURVEY SECTION

** PROJECT SURVEY DATA DERIVED BY FIELD OBSERVATION OR BY CONVERSION PROGRAM "CORPSCON".

AREA TABLE		
TRACT	ACRES	SQ. FT.
A	2337.5965	101,825,706
B	72.3558	3,151,818
C	1.9846	86,449
D	1.2416	54,084
E	0.9298	40,501
F	0.6197	26,993
G	0.4037	17,583
H	0.2847	12,402
J	6.0663	264,247
K	2.2190	96,661
L	8.7054	379,206
M	24.9196	1,085,498
TOTAL	2457.3267	107,041,148

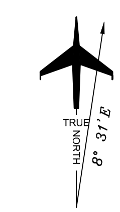
Tract & Parcel			***Acreage***	***Date Recorded***	***Book & Page***			***COMMENTS***	***Federal Project No.***	***Grantor***	***Grantee***	
TRACT	OLD ALP LABELS											
TRACT A		TRACT A-1		6/12/1986	BK C30, PG146		MUNICIPAL ADDITION NO. 9					
TRACT L	TRACT A-2	TRACT A-2		6/12/1986	BK C30, PG146		MUNICIPAL ADDITION NO. 9					
TRACT L	TRACT A-3	TRACT A-3		6/12/1986	BK C30, PG146		MUNICIPAL ADDITION NO. 9					
		TRACT A-1-C		10/7/1996	BK 96C, PG421		AIRPORT PARK					
TRACT A	TRACT A-4	TRACT A-4		6/12/1986	BK C30, PG146		MUNICIPAL ADDITION NO. 9					
		PARCEL 2A		1/18/1996	BK 96C, PG 22		SUNPORT PARK					
TRACT A		TRACT E-1		3/9/2001	BK 2001C, PG 72		MUNICIPAL ADDITION NO. 9					
TRACT A		TRACT G-1		2/25/1992	BK 92C, PG 27		MUNICIPAL ADDITION NO. 9					
TRACT A		TRACT J		2/5/1965	BK D3, PG 106		MUNICIPAL ADDITION NO. 9					
TRACT A	PARCEL 6	PORTION OF TRACT C		2/5/1965	BK D3, PG 106		MUNICIPAL ADDITION NO. 9					
TRACT C		PORTION OF TRACT C		2/5/1965	BK D3, PG 106		MUNICIPAL ADDITION NO. 9					
TRACT A	TRACT 36			5/25/1983	BK C21, PG 82		AIRPORT BUSINESS PARK					
TRACT A	TRACT 27			5/25/1983	BK C21, PG 82		AIRPORT BUSINESS PARK					
TRACT A	TRACT 26			5/25/1983	BK C21, PG 82		AIRPORT BUSINESS PARK					
TRACT A	PARCEL 4	TRACT C		2/5/1965	BK D3, PG 106		MUNICIPAL ADDITION NO. 9					
TRACT A	PARCEL 5	TRACT C		2/5/1965	BK D3, PG 106		MUNICIPAL ADDITION NO. 9					
TRACT B		TRACT B		2/5/1965	BK D3, PG 106		MUNICIPAL ADDITION NO. 9	TRACT B (Tract 1, B, 17, 19, 24, 25)				
TRACT B	TRACTS 24 & 25	TRACT 1		10/5/1965	BK C6,PG 89		SUNPORT LODGINGS ADDITION					
TRACT B	TRACTS 17,19			1/11/1926	BK B2, PG 52		KNOB HEIGHTS BLOCK 21 & PORTION OF BLOCK 17					
EASEMENT	TRACT 9			2/5/1965	BK D3, PG 106		AVIGAION EASEMENT					
EASEMENT	TRACT 10			2/5/1965	BK D3, PG 106		AVIGAION EASEMENT					
EASEMENT	TRACT 11			2/5/1965	BK D3, PG 106		AVIGAION EASEMENT					
EASEMENT	TRACT 2 & 3	TRACT 2B		6/26/1978	BK C13, PG 134		SUNPORT LODGINGS ADDITION					
TRACT M												
TRACT D												
TRACT E												
TRACT F												
TRACT G												
TRACT H												
LEASE PARCEL 1	PARCEL 1	LEASE PARCEL 1					RUNWAY 30 EXTENSION/RPZ					
LEASE PARCEL 2	PARCEL 2	LEASE PARCEL 2					TAXIWAY E					
LEASE PARCEL 3	PARCEL 3	LEASE PARCEL 3					TAXIWAY B					
LEASE PARCEL 5	PARCEL 5	LEASE PARCEL 5					PERIMETER ROAD/FENCE					
LEASE PARCEL 6	PARCEL 6	LEASE PARCEL 6					PERIMETER ROAD/FENCE					
TRACT A	TRACT 30-32	PARCEL A, TRACTS 30-32		4/27/1984	D210A, PG 349		CITY OF ALBUQUERQUE AIRPORT					
TRACT A	TRACT 33	PARCEL B, TRACT 33		4/27/1984	D210A, PG 350-351		CITY OF ALBUQUERQUE AIRPORT					
TRACT A	TRACET 34	PARCEL B, TRACT 34		4/27/1984	D210A, PG 350-351		CITY OF ALBUQUERQUE AIRPORT					
TRACT A	TRACT 35	PARCEL B, TRACT 35		4/27/1984	D210A, PG 349		CITY OF ALBUQUERQUE AIRPORT					
		PARCEL E		11/22/1985	D256A, PG 67		CITY OF ALBUQUERQUE AIRPORT					
TRACT A	PARCEL C1	PARCEL C		4/27/1984	D210A, PG 349		CITY OF ALBUQUERQUE AIRPORT					
TRACT A	PARCEL C2	PARCEL C		4/27/1984	D210A, PG 349		CITY OF ALBUQUERQUE AIRPORT					
TRACT A		TRACT A		10/9/1980	BK C17, PG 99-1&2		CITY OF ALBUQUERQUE AIRPORT					
TRACT A		TRACT A		6/25/1998	BK 9811, PG 7436		UNIVERSITY BLVD EXTENSION					

NOTES:
1. ALL DATA IN PARENTHESES ARE RECORD DATA.
2. LINES L82 THROUGH L106 AND CURVES C35, C36 LISTED ABOVE ARE CENTERLINE OF EASEMENTS GRANTED BY THIS PLAT.

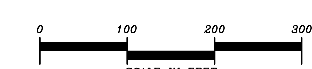
FOR APPROVAL BY:

Nyika A. Allen
Director

DATE:



Magnetic Declination
8° 31'East (March 2018)
Annual Rate of Change 6' West



No.	REVISIONS	DATE	BY	APP'D.
4	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
3	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	-
2	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

AIRPORT PROPERTY DATA

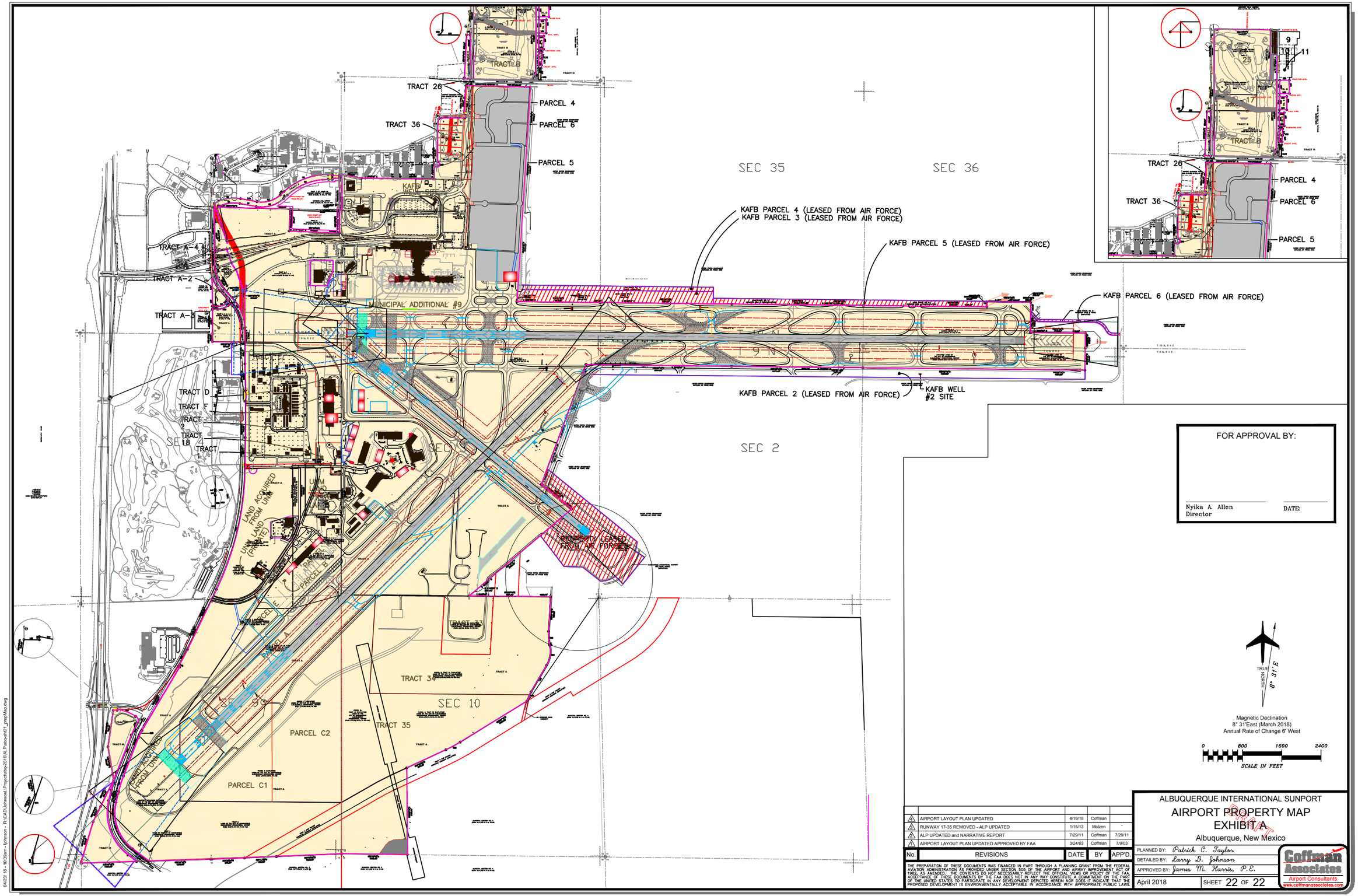
DRAFT

Albuquerque, New Mexico

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: James M. Harris, P.E.

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/ 18 - 10:34am - ljohnson - R:\CAD\JohnsonL\Project\abq-2016\ALP\abq-sht21_propMap.dwg



FOR APPROVAL BY:

Nyika A. Allen
Director

DATE:

No.	REVISIONS	DATE	BY	APP'D.
5	AIRPORT LAYOUT PLAN UPDATED	4/19/18	Coffman	
4	RUNWAY 17-35 REMOVED - ALP UPDATED	1/15/13	Molzen	
3	ALP UPDATED and NARRATIVE REPORT	7/29/11	Coffman	7/29/11
1	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA	3/24/03	Coffman	7/9/03

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ALBUQUERQUE INTERNATIONAL SUNPORT

AIRPORT PROPERTY MAP EXHIBIT A

Albuquerque, New Mexico

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry L. Johnson
APPROVED BY: James M. Harris, P.E.

April 2018

SHEET 22 OF 22

Coffman Associates
Airport Consultants
www.coffmanassociates.com

04/23/18 - 10:39am - ljohnson - R:\CAD\Johnson\LP\projects\abq-2016\ALP\abq-alt21_prop\Map.dwg