Appendix G

Sustainable Airport Master Plan
<table>
<thead>
<tr>
<th>Runway</th>
<th>Declared Distances</th>
<th>Modifications from FAA Airport Design Standards</th>
<th>Obstacle Free Zone (OFZ) Object Penetrations</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-26</td>
<td>MAX. CERTIFIED TAKEOFF WEIGHT OF DESIGN A/C: 12,788'</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>3-21</td>
<td>MAX. CERTIFIED TAKEOFF WEIGHT OF DESIGN A/C: 10,397'</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>12-30</td>
<td>MAX. CERTIFIED TAKEOFF WEIGHT OF DESIGN A/C: 10,000'</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
ALBUQUERQUE INTERNATIONAL SUNPORT
AIRPORT AIRSPACE DRAWING
PART 77 RUNWAY APPROACH
 Albuquerque, New Mexico

GENERAL NOTES:
1. Distances, elevations, and locations are calculated from
   horizontal scale, map and diagrams and should not be
   used for construction, design, or engineering purposes.
2. Unless otherwise noted, all distances, elevations, and
   locations are in feet.
3. Distances and elevations calculated using the horizontal
   scale, map and diagrams and should not be used for
   construction, design, or engineering purposes.
4. Distances, elevations, and locations are calculated from
   the horizontal scale, map and diagrams and should not
   be used for construction, design, or engineering purposes.
5. Distances, elevations, and locations are calculated from
   the horizontal scale, map and diagrams and should not
   be used for construction, design, or engineering purposes.
6. Distances, elevations, and locations are calculated from
   the horizontal scale, map and diagrams and should not
   be used for construction, design, or engineering purposes.

(sheet of April 2018)

ALBUQUERQUE INTERNATIONAL SUNPORT
AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA
7/9/03 Coffman 3/24/03

ALP UPDATED and NARRATIVE REPORT
7/29/11 Coffman 7/29/11

RUNWAY 17-35 REMOVED - ALP UPDATED
-Molzen 1/15/13

AIRPORT LAYOUT PLAN UPDATED
Coffman 4/19/18

DRAFT
AIRPORT AIRSPACE DRAWING
PART 77 RUNWAY 3 APPROACH

TOPOGRAPHIC OBSTRUCTION

OBJECT PROFILES.

Group or Multiple Obstructions

Object Disposition

Object

Elevation

Surface

Obstructed

Penetration

Object

Proposed
RUNWAY 8 APPROACH PROFILE

GENERAL NOTES:
1. Distances, elevations, and locations are calculated from
   aircraft origin, takeoff direction, and simulate expected
   aircraft touchdown points.
2. Distances, elevations, and locations are calculated from
   aircraft origin, takeoff direction, and simulate expected
   aircraft touchdown points.
3. Distances, elevations, and locations are calculated from
   aircraft origin, takeoff direction, and simulate expected
   aircraft touchdown points.
4. Distances, elevations, and locations are calculated from
   aircraft origin, takeoff direction, and simulate expected
   aircraft touchdown points.

RUNWAY 26 APPROACH PROFILE

GENERAL NOTES:
1. Distances, elevations, and locations are calculated from
   aircraft origin, takeoff direction, and simulate expected
   aircraft touchdown points.
2. Distances, elevations, and locations are calculated from
   aircraft origin, takeoff direction, and simulate expected
   aircraft touchdown points.
3. Distances, elevations, and locations are calculated from
   aircraft origin, takeoff direction, and simulate expected
   aircraft touchdown points.
4. Distances, elevations, and locations are calculated from
   aircraft origin, takeoff direction, and simulate expected
   aircraft touchdown points.
EXISTING 40:1 APPROACH SURFACE PROFILE

GENERAL NOTES:
1. Obstructions, improvements, and boundaries are calculated from
   national survey and elevations and ultimate approach surfaces,
   from the description section.
2. Obstructions, improvements, and boundaries are calculated from
   the shortest distance from the terrain, transitional
   boundaries, and ultimate runways.
3. Obstructions, improvements, and boundaries are calculated from
   the description section.
4. Obstructions, improvements, and boundaries are calculated from
   the description section.
5. Obstructions, improvements, and boundaries are calculated from
   the description section.
6. Obstructions, improvements, and boundaries are calculated from
   the description section.

RUNWAY 8 OBSTRUCTION TABLE

<table>
<thead>
<tr>
<th>Obstruction</th>
<th>Description</th>
<th>Part of Surface</th>
<th>Elevation (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

RUNWAY APPROACH SURFACE DRAWINGS.

Depiction of features and objects within the outer portion of the ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted. Obstructions, clearances, and locations are calculated from the description section.
No. REVISIONS DATE BY APP'D.
1 AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA
7/9/03 Coffman 3/24/03
2 ALP UPDATED and NARRATIVE REPORT
7/29/11 Coffman 7/29/11
3 RUNWAY 17-35 REMOVED - ALP UPDATED
- Molzen 1/15/13
4 AIRPORT LAYOUT PLAN UPDATED
Coffman 4/19/18
DRAFT
AIR CARGO AREA DRAWING

DESCRIPTION
EXISTING BUILDINGS/FACILITIES

AVIS AUTO RENTAL - BUILDINGS C, E and F
THRIFTY CAR RENTAL - BUILDING T
HERTZ CORPORATION BLDG G, H, I, and JJ
E TERMINAL RENTAL SPACE
AIR CARGO BUILDING
RENTAL CAR TERMINAL

ATION

DESCRIPTION ULTIMATE
EXISTING
ABANDONED (To Be Removed)
LEGEND

AIRPORT ROTATING BEACON
NAVIGATIONAL AID INSTALLATION
SECTION CORNER
PAVEMENT FACILITY CONSTRUCTION
DRAINAGE
BUILDING
TOPOGRAPHY (2009)
DIRT ROAD
ULTIMATE ROAD N/A
PARCELS

RUNWAY SHADE
PAPI-4
REIL
RUNWAY PROTECTION ZONE (RPZ)
OBJECT FREE AREA
RUNWAY SAFETY AREA
BRL - BUILDING RESTRICTION LINE
xOFA
xRSA
x x x
x x x
FENCING
AIRPORT PROPERTY LINE
EXTD OFA
ULTIMATE ROAD
SAME
PARCELS

RUNWAY THRESHOLD LIGHTS
PAPI-4

GLIDE SLOPE ANTENNA
GLIDE SLOPE CRITICAL AREA
NAVIGATIONAL AID INSTALLATION (VASI-6)
PRECISION OBSTACLE FREE ZONE (POFZ)

MALSR APPROACH LIGHT SYSTEM (Existing)

ULT. BUILDINGS/FACILITIES

HANGAR (220' x 120')
AIR CARGO BUILDING (720' x 100')
HANGAR (General Aviation)
FUEL FARM
T-HANGAR (Building 22 Relocated)
T-HANGAR (Building 23 Relocated)

HANGAR (General Aviation 300' x 150')
AIR CARGO BUILDING (720' x 100')
HANGAR (General Aviation)
T-HANGAR (Building 22 Relocated)
T-HANGAR (Building 23 Relocated)

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

**Planned By:**

**Airport Layout Plan Updated Approved by FAA**

**Runway 17-35 Removed - ALP Updated**

### Parcel Data

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Description</th>
<th>Date</th>
<th>Elevation</th>
<th>Note</th>
</tr>
</thead>
<tbody>
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<td>Parcel C</td>
<td>4/27/1984</td>
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<tr>
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<tr>
<td>F</td>
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<tr>
<td>G</td>
<td>Parcel F</td>
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<tr>
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<td>Parcel G</td>
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</tr>
<tr>
<td>M</td>
<td>Parcel M</td>
<td>4/27/1984</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Control Monuments

- **C10**: 40°37'39" 330.00 234.00 122.16 N70°00'48" 229.13
- **C38**: 2°24'58" 25.00 38.58 N45°04'11" 34.86

### Control Table

- **T1**: N00°01'31" 843.00 588.53 306.83 N56°02'04" 290.00
- **T6**: N10°03'00" 1320.41 757.00
- **T17**: N67°49'42" 967.38 519.42 N70°00'48" 229.13

### Line Table

- **LINE BEARING LENGTH**: 96,661
- **LEVEL**: 0.6197
- **GH**: 12,402
- **ELEV**: 5322.83

### Notes

1. **Note**: The data in parentheses are record data.
2. **Note**: Lines through the schedule entries are insertions and cancellations of measurements made by this plat.