Chapter 7
Airport Layout Plan and Airport Capital Improvement Plan

7.0 INTRODUCTION

This chapter presents the Airport Layout Plan (ALP) Drawing Set, Project Phasing Plan, and Airport Capital Improvement Plan (ACIP), which comprise the final recommendations of the Saratoga County Airport Master Plan Update. The ALP Drawing Set incorporates the Preferred Airport Development that was determined through an extensive public review process including input provided by the Technical Advisory Committee (TAC) and community input obtained through two public information meetings. This chapter represents the projects recommended to meet current safety standards and accommodating existing and future aviation demand. Final concurrence and approval of the recommended projects shown on the ALP were obtained through the Saratoga County Board of Supervisors Buildings and Grounds Subcommittee on September 8, 2014. The subcommittee subsequently forwarded a resolution adopting the Master Plan and ALP to the County Board of Supervisors for final acceptance.

The ACIP presents a recommended phasing schedule for implementing the proposed improvements over the 20-year planning period. The ACIP details the funding mechanisms and costs for implementing the program, with an emphasis on the first five-year projects. Federal, State, Sponsor and private funding are also identified for each project, The ALP and ACIP documents will become the final recommendations of the MPU.

7.1 PUBLIC PARTICIPATION PROCESS

The contents of this chapter, including the ALP Drawing Set, the Project Phasing Plan, and the Airport Capital Improvement Plan, are the culmination of a planning process that consisted of number of planned steps to solicit comment from interested parties. The planning process included a series of four meetings by the TAC at key points to allow for review and comment of the MPU as it progressed. The TAC, with 18 members, is composed of elected officials from the Towns of Milton, Greenfield, Hadley, and Stillwater, as well as representatives of the Saratoga County Department of Public Works and Planning Department, the Federal Aviation Administration (FAA), the New York State Department of Transportation (NYSDOT), the U.S. Fish and Wildlife Service (USFWS), the New York State Department of Environmental Conservation (NYSDEC), the Capital District Regional Planning Commission, and tenants and users of the Airport.

Two Public Information Meetings were also held throughout the planning process to update the public on the status of the Master Plan Update and to solicit comments on the draft documents.. The schedule of the TAC and Public Information Meetings is as follows:

- Kickoff Meeting — January 29 2013
- TAC Meeting #1 — April 11, 2013
- TAC Meeting #2 — October 29, 2013
- Public Information Meeting #1 — January 13, 2014
- TAC Meeting #3 — May 8, 2014

- Public Information Meeting #2 May 20, 2014

7.2 AIRPORT LAYOUT PLAN DRAWING SET

The ALP Drawing Set has been prepared in accordance with generally accepted planning practices and with the following FAA guidance materials:

- FAA Advisory Circular 150/5300-13A, *Airport Design*
- FAA Advisory Circular 150/5070-6B, *Airport Master Plans*
- Federal Aviation Regulations, Part 77, *Objects Affecting Navigable Airspace*
- FAA Eastern Region ALP Checklist

The ALP Drawing Set for Saratoga County Airport consists of a Cover Sheet and 10 drawing sheets as follows:

Sheet	Title
1.	Existing Airport Layout
2.	Airport Layout Plan
3.	Terminal Area Plan
4.	Airport Airspace Plan
5.	Runway 5-23 Inner Approach Drawing
6.	Runway 5-23 Departure Surface Drawing
7.	Runway 14-32 Inner Approach Drawing
8.	Inner Approach Tables
9.	Airport Land Use and RPZ Control Plan
10.	Airport Property Map – “Exhibit A”

The ALP Drawing Set is provided at the end of this Master Plan Report. Narrative descriptions of the drawings prepared for Saratoga County Airport are provided below.

7.2.1 Cover Sheet

The Cover Sheet provides a listing of the sheets comprising the ALP set. It also includes both a location map of Saratoga County Airport’s Eastern New York setting and a vicinity map that shows the Airport and surrounding towns. Also presented on this sheet is information such as the FAA’s Airport Improvement Program project number and the New York State Department of Transportation PIN number.

7.2.2 Existing Airport Layout

The Existing Airport Layout (Sheet 1 of 10) illustrates the existing Airport facilities at Saratoga County Airport. This drawing depicts the Airport as it exists today and provides a comparison to the ALP. The drawing is based upon photogrammetric information assembled from aerial photography meeting the current Airport Geographic Information System standards outlined in AC’s 150/5300-17/18/19 and collected at the beginning of the project. The sheet depicts the entire Airport as well as neighborhoods, businesses, and local roads and highways that are adjacent to the Airport. Both airside and landside facilities are shown on the drawing. Buildings and other Airport related facilities are shown with numbers keyed to the Airport Facilities Tables that are used to identify each facility.

Airside facilities include the runways, taxiways, apron areas, and lighting and navigational aids serving each of the runways. Areas protected for safety and airspace, including the Runway Safety Areas, Runway Object Free Areas, and the Runway Protection Zones, are also shown. Landside areas include the North American Flight Service hangar and apron complex. The central terminal area encompasses a maintenance hangar, storage hangar, and several T-hangars, both glider club hangars, the based and itinerant aprons, pilot/passenger parking areas, and the main access road.

The existing Airport property boundary is shown prominently to define the Airport proper and other parcels owned by Saratoga County. The Airport property boundaries were determined using readily available data from Saratoga County; however, no "boundary survey" was completed for this project.

The Existing Airport Layout Sheet also includes the All Weather and IFR Wind Roses, Runway Data Table, Facilities Table, Airport Data Table, and a Legend. A Modification to Design Standards Table is also included, however, there are no modifications approved by the FAA.

7.2.3 Airport Layout Plan

The ALP (Sheet 2 of 10) illustrates the recommended development at Saratoga County Airport over the 20-year planning period. The ALP sheet is the most important sheet in the Master Plan Drawing Set as it serves as the official document presenting the Sponsor's proposed development plan for the Airport and is signed by the Airport Sponsor, NYSDOT, and FAA. Projects that are eligible for federal grant funding must also be shown on the ALP to be considered for federal funding in the future. The major recommended airside and landside improvements depicted on the ALP Sheet are described in Sections 7.2.3.1 and 7.2.3.2, respectively.

7.2.3.1 Airside Improvements

The preferred airside development focuses on maintaining the runways at their current lengths and widths, enhancements to the existing close-in airspace of Runway 5-23 and 14-32, a partial parallel taxiway to enhance operational safety, and staging areas for the glider operations. The proposed development is summarized below.

Runways

The existing runways at Saratoga County will remain at their current length. Runway 5-23 is 4,700 feet long, 100 feet wide, and provides adequate length to accommodate the majority of aircraft, including corporate turboprop and jet aircraft, using the Airport today and tomorrow. The larger jet aircraft using the Airport can operate on this length of runway, albeit with weight penalties which limit their overall range, but does not affect the safety of their operations.

Runway 14-32 remains at its current length of 4,000 feet and will continue to serve the smaller single and twin-engine aircraft and provide crosswind protection during certain wind and weather conditions. The Runway 32 threshold and Runway Protection Zone (RPZ) will also be maintained in their current location based upon discussions with the FAA related to the 2013 construction of a medical building within the Runway 32 RPZ.

A turf glider runway between Runway 32 and the Based Aircraft Apron was considered to enhance glider operations. However, the project was not adopted due to the large impact to Karner blue butterfly habitat. Discussions with the glider associations identified several

alternate options to enhance their operations and segregate glider aircraft from powered aircraft; those options are presented in the next sections.

Airspace Enhancements

The need for the airspace enhancements is to provide clear approaches to each runway at Saratoga County Airport. Since the completion of the 2003 Master Plan Update, Saratoga County initiated several safety related projects to remove tree penetrations to the existing approach areas to all four runway ends. Most of the work during this time focused on Runway 5 and 23. Easements were sought on adjacent properties to remove trees penetrating the inner approach areas and RPZ. Removing trees obstructing the approach areas has enhanced safety for aircraft using Saratoga County Airport.

As deficiencies remain in the existing airspace, easements are identified on the ALP in order to remove trees that continue to penetrate the approach areas and RPZs. Clearing standards for Federal Aviation Regulation (FAR) Part 77 airspace surfaces would require extensive clearing and as such, Runway End Siting Surfaces for each of the four runway ends were used to define the easements necessary to provide clear approaches to the existing runway ends. Trees currently penetrating the existing FAR Part 77 surfaces will continue to be monitored, as required by the FAA, to ensure the airspace remains clear and safe approaches maintained to the Airport's two runways.

Partial Parallel Taxiway

The need for the partial parallel taxiway is to segregate the powered aircraft and gliders operating on the Airport and enhances the operational safety and efficiency of Saratoga County Airport. The existing taxiway system on the east side of the Airport, comprised of Taxiway C and D, is circuitous and requires long taxi times when accessing the central terminal area to or from Runway 23. Additionally, with glider operations occurring on Runway 32 the majority of the soaring season, conflicts and congestion between gliders and powered aircraft have occurred on Taxiway C and D. This has reduced the efficiency of aircraft operating on the Airport. As such, a partial parallel taxiway was recommended between Taxiway B and Runway End 23 that will allow powered aircraft to access the central terminal area more efficiently while also effectively segregating glider activity from powered aircraft, allowing each to operate independently and with minimal conflict.

Glider Staging Area

The need for this project is to provide operational areas for glider staging and recover, which limit impacts to turf areas that are habitat for the Karner blue butterfly. Gliders must remain on paved surfaces to avoid impacting Karner blue butterfly habitat in the adjacent turf areas of the Airport. As the turf runway for the gliders was not adopted due to habitat impacts, several options were discussed with the glider clubs to enhance their operations under the current limitations.

When the partial parallel taxiway is built, Taxiway D will be abandoned in place. Portions of this taxiway will be used to stage gliders accessing Runway 32 and Runway 23. This option significantly enhances the glider operation, segregates the gliders from powered aircraft, and improves the operational safety and efficiency of aircraft operating on the ground.

In addition, a smaller staging area adjacent to Taxiway C and Runway 32 was also identified by the glider associations. This area is intended as an interim solution to allow glider staging to occur to the side of Taxiway C, thus reducing interaction between the gliders and powered

aircraft. Once the partial parallel taxiway is built, new staging areas will become available when Taxiway D is abandoned in place and this staging area will no longer be required. At that time the staging area will be restored to its current designation as wildlife habitat.

7.2.3.2 Landside Improvements

The landside improvements are comprised of the following projects:

- The addition of a conventional hangar and associated apron to provide additional overnight and long term storage of aircraft
- Construction of a new 6 unit T-hangar and taxilanes to meet current demand for T-hangar space at the Airport.
- In the long term, the need for additional itinerant apron will be required and is proposed north of the existing T-hangars.
- A new Jet-A fuel tank is recommended in the short term to manage fuel demands, especially during Track Season.

The need for these projects is to provide additional hangar storage and aircraft parking needs and to provide services to the aviation community using the Airport.

Saratoga County Airport has a surplus of land within the landside area. Two actions were taken to protect this land. First, a large area of the surplus land is identified for future aviation related development. This will provide flexibility for the Airport to accommodate new aviation related development such as hangars or aprons, should future aviation demand exceed the projections identified in the Chapter 3, *Forecasts*.

The second action identifies a strip of land along Geyser Road between the Airport entrance and the fire department for future non-aviation use. This land can be used as a revenue source for the Airport through the lease of land for non-aviation development such as business or offices space. This would also provide the community with additional services in this part of the Town of Milton.

7.2.4 Terminal Area Plan

The Terminal Area Plan (Sheet 3 of 10) depicts an expanded view of the terminal area development proposed for this master plan. The plan shows the recommended apron expansion to be used for aircraft tie-downs and storage, as well as the proposed conventional hangar expansion and additional T-hangar units. Apron space adjacent to these facilities is also illustrated, along with a new vehicle access road to the T-hangars. The sheet displays intended fuel farm improvements, which entail an additional Jet-A fuel tank and a vehicle turn-around to provide easier and more efficient access for fuel trucks. Lastly, the Terminal Area Plan depicts land areas on the Airport reserved for future aviation development, and those designated for future non-aviation development.

7.2.5 Airport Airspace Plan

Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace,* regulates the airspace surrounding airports through the establishment of “Imaginary Surfaces,” which include the Primary, Approach, Transitional, Horizontal, and Conical Surfaces. These surfaces were defined and discussed in Chapter 5, *Facility Requirements*.

The Airport Airspace Plan (Sheet 4 of 10), which is intended to identify obstructions to all FAR Part 77 Surfaces, depicts the Imaginary Surfaces for Saratoga County Airport. The surfaces are shown over the United States Geological Survey (USGS) map so as to orient them over the airfield and surrounding community. USGS quadrangles that make up the illustrated area are included on the plan. Additionally, an isometric view of the FAR Part 77 Surfaces is shown to provide an understanding of what is being depicted in three dimensional view.

Based on the FAR Part 77 analysis, Saratoga County Airport presently has obstructions to several of its surfaces. The tables shown on the Airport Airspace Plan list obstructions for the Conical and Horizontal Surfaces only, as the other surfaces are shown in more detail on separate sheets. The tables on the Airport Airspace Plan provide the number, description, elevation, amount of surface penetration, and proposed action for each of the obstructions identified in the analysis.

7.2.6 Inner Approach Drawings and Tables

The Inner Approach Drawings for Runway 5-23 (Sheet 5 of 10) and Runway 14-32 (Sheet 7 of 10) provide plan and profile views of the inner Part 77 Approach and Transition surfaces, as well as the Runway End Siting Surfaces (RESS) outlined in AC 150/5300-13A, *Airport Design*. The intent of these plans is to inventory any obstructions to the Part 77 Surfaces and identify the necessary action to address those obstructions, including removal or lighting of an object. Since there are two runways at Saratoga County Airport, there are two plan sheets, one for each runway.

These drawings are further supplemented by the Inner Approach Tables (Sheet 8 of 10), which provide the number, description, elevation, amount of surface penetration, and proposed action for each of the obstructions identified in the Runway 5-23 and Runway 14-32 Part 77 and RESS analyses. Obstructions are identified if they are within 10 feet of an approach surface, and are either shown as being under the surface, which is a negative difference between the object elevation and surface elevation, or a positive value, which identifies the amount of penetration above the surface.

Disposition of obstructions is based on several factors. The preference is to clear the Part 77 surfaces; however, if an obstruction cannot be removed, the FAA uses the RESS surfaces as an evaluation tool to identify the surface that must be clear to maintain or add a new approach. As described in Appendix 2 of AC 150/5300-13A, *Airport Design*, the FAA stipulates that objects penetrating most RESS surfaces should be removed. If they cannot be removed, there is the potential to displace runway thresholds, raise the minimums of an existing or new approach, increase the threshold crossing height of an existing instrument approach, or the prohibition of night activity.

Saratoga County Airport has been implementing an ongoing obstruction-removal program intended to maintain the existing approach conditions at the airfield for several years now. Many of the obstructions identified on the Inner Approach Drawings (Sheets 5 and 7), and Inner Approach Tables (Sheet 8), are part of that existing program. However, periodic updates to the surface analyses are required to identify any new or critical obstructions, and to confirm those that have been previously mitigated or removed. Using these analyses, the FAA ultimately makes the final determination on whether or not an obstacle is an obstruction and how that obstruction should be addressed (removal, lighting, easement, etc.) in order to comply with Part 77 and RESS standards.

7.2.7 Departure Surface Control Plan

The Departure Surface Control Plan (Sheet 6 of 10) depicts the 40:1 (slope) Departure Surface. This surface is used to clear departure areas for runways with Instrument Approach Procedures, thus a control plan is only required for Runway 5-23. Obstructions in these surfaces affect departure minimums (cloud height and visibility). Objects in the 40:1 Departure Surface should be removed to provide a clear surface and the lowest possible departure minimums for the Airport.

Obstructions to the departure surfaces can be addressed in two ways per FAA guidelines. If they cannot be removed, there is a potential to reduce the Takeoff Distance Available (TODA) and FAA provides a formula to determine this. Alternatively, if there is an existing instrument approach, FAA states that if the penetration is less than 35 feet, no action may be required, however, there could still be an impact to departure procedures or minimum climb gradients (existing and proposed). As such, objects exceeding 35' are called out in these plans. The disposition of all others will have to be further assessed, which is beyond the scope of this master plan.

7.2.8 Airport Land Use and RPZ Control Plan

The Airport Land Use and RPZ Control Plan (Sheet 9 of 10) provides general guidance for future land development both on Airport property and in the vicinity thereof. Since aircraft noise is a major factor influencing land use compatibility, the FAA's Integrated Noise Model (INM), Version 7.0b was used to predict noise levels in the year 2032 based upon forecasted aviation activity. The forecast chapter of this Master Plan Update predicted an estimated 42,302 total aircraft operations by the end of the forecast period, and the noise modeling accounts for each of these operations.

The INM estimates aircraft noise levels (in decibels – dB) at ground level. Noise levels were quantified according to the A-weighted scale (which approximates the range of human hearing) using the Day-Night Average Noise Level (DNL). A DNL of 65 dB is considered by the FAA to be the threshold of impact for noise sensitive areas. The INM output includes noise contours, which are lines of equal loudness, with higher levels centered on the runway and quieter levels expanding outward.

As shown on Sheet 9 of 10, the future noise contours for Runway 5-23 and Runway 14-32 at the 65, 70, and 75 dB levels all remain well within Airport property.

In addition to land use, this sheet contains the RPZ Control Plan for the Saratoga County Airport. The RPZ Control Plan identifies the existing avigation easements held by the Saratoga County Airport and lists them in a table with their numeric identifier, tax parcel number, acreage, and type of land use. Moreover, the RPZ Control Plan also delineates those parcels designated for potential avigation easement by the Airport, as necessary per existing Part 77 and RESS Surfaces. The proposed parcels are similarly listed in a table, and have been identified based on the location of obstructions within the Inner Approach Drawings. Easements of those properties are essential to maintaining the existing approach surfaces and ultimately complying with FAA standards.

7.2.9 Airport Property Map ("Exhibit A")

The Airport Property Map (Sheet 10 of 10) illustrates the Airport's current property boundaries as obtained from Saratoga County. The property map shows all of the existing land area that currently comprises the entire Airport, as well as property presently owned by the County. Additionally, all properties and easements surrounding the Airport that have been acquired to date are provided in their respective tables, and include a numerical identifier, tax parcel number, the grantor, acreage, date of acquisition, and the AIP grant number if the property was acquired through FAA funding. Finally, the Exhibit A also denotes the proposed avigation easements demarcated previously in the RPZ Control Plan. The suggested easements are listed in a numbered table and identified as being for the purpose of "height control." Aside from the proposed easements, there are no additional modifications to be made to the Airport Property Map at this time.

7.3 CAPITAL IMPROVEMENT PROGRAM AND PROJECT PHASING PLAN

The phasing plan presents the phased implementation of the planning projects identified on the Airport Layout Plan as well as other major projects such as environmental studies and vehicle acquisitions. Basic airfield maintenance improvements, with the exception of those necessary within the short-term and identified as part of the previous Capital Improvement Program, are not included as part of the phasing plan. The recommended phasing has been developed to coordinate with the aviation forecasts, as discussed in Chapter 3. The Phasing Plan has been divided into three phases:

- Phase I includes the short-term airport improvements (2015-2019).
- Phase II includes the mid-term airport improvements (2020-2024).
- Phase III includes the long-term airport improvements (2025-2034).

The overall phasing plan is depicted below in **Table 7-1**.

Table 7-1 - Project Phasing Plan

Phase I Projects (2015 – 2019)	
1.	Conduct Master Plan Phase I Environmental Assessment
2	Acquire Avigation Easement – Runway 23 Siting Surface 5
3.	Acquire Mowing Equipment
4.	Design/Construct Equipment Storage Building
5.	Construct Based Aircraft Tie-Down Rehabilitation
6.	Design/Construct T-Hangar Apron Rehabilitation
7.	Design/Construct Fuel Farm Improvements
8.	Aircraft Operational Enhancements/Environmental Mitigation
9.	Acquire Avigation Easements & Obstruction Removal – Phase I (Runways 23 and 32)
10.	Design/Construct Glider Staging Area
11.	Design/Construct Partial Parallel Taxiway
Phase II Projects (2020 – 2024)	
12.	Acquire Avigation Easements & Obstruction Removal – Phase II (Runways 5 and 14)
13.	Design/Construct 6-Unit T-Hangar and Apron
14.	Design/Construct Conventional Hangar and Apron
Phase III Projects (2025 – 2034)	
15.	Design/Construct Itinerant Apron Expansion

Source: McFarland Johnson

7.4 CAPITAL IMPROVEMENT PLAN

The ACIP for the twenty year planning period, 2015 through 2034, is presented below in **Table 7-2**. The ACIP incorporates estimated overall project costs and potential funding sources for all projects within Phases I, II and III. As of September 2014, projects eligible for funding through the FAA's Airport Improvement Program (AIP) can receive up to 90 percent of the total project cost from the FAA, with the remaining 10 percent split evenly between the Sponsor (Saratoga County) and the New York State Department of Transportation (NYSDOT). Funding is also currently available through NYSDOT's Aviation Capital Grant program. Projects eligible for a NYSDOT Aviation Capital Grant can receive up to 90% funding from NYSOT, with the remaining 10% to be provided by the Sponsor. Other projects that are not eligible for AIP or NYSDOT funding are indicated within the table for funding by private developers.

Project eligibility for FAA's AIP funds are generally restricted to projects that are for public use and are not revenue generating. Examples include taxiways, aprons, easement acquisition, and obstruction removal, as well as associated environmental assessments. Projects that are not eligible, or that have a very low funding priority for the FAA, include fuel facilities, parking lots, T-hangars, conventional hangars, and mowing equipment. For projects that may not be eligible for AIP funds, the NYSDOT Aviation Capital Grant program is a source of funding for many of the project types previously mentioned. These grants vary from year to year, but are generally geared to projects that are not AIP eligible.

There are also several projects that could be considered for private funding. These types of improvements are typically business decisions to expand or refurbish existing facilities and are primarily tenant related. In these instances, Saratoga County's involvement would be limited to land lease agreements and providing specific design requirements that will be incorporated into the project.

In conclusion, the 20-Year ACIP for Saratoga County Airport totals approximately $8.9 Million. When considering FAA, NYSDOT, and private investment, Saratoga County would be responsible for approximately $489,000, or 6% of the total ACIP.

Table 7-2 Capital Improvement Program

Project	Phase	Estimated Cost	FAA Share (90%)	NYSDOT Share (5% or 90%)	Sponsor Share (5% or 10%)	Private Share (100%)
Conduct Master Plan Phase I Environmental Assessment	I	$300,000	$270,000	$15,000	$15,000	$0
Acquire Avigation Easement – Runway 23 Siting Surface 5	I	$60,000	$54,000	$3,000	$3,000	$0
Acquire Mowing Equipment	I	$110,000	$0	$99,000	$11,000	$0
Design/Construct Equipment Storage Building	I	$390,000	$0	$351,000	$39,000	$0
Construct Based Aircraft Tie-Down Rehabilitation	I	$1,200,000	$1,080,000	$60,000	$60,000	$0
Design/Construct T-Hangar Apron Rehabilitation	I	$450,000	$405,000	$22,500	$22,500	$0
Design/Construct Fuel Farm Improvements	I	$660,000	$0	$594,000	$66,000	$0
Aircraft Operational Enhancements/Environmental Mitigation	I	$100,000	$90,000	$5,000	$5,000	$0
Acquire Avigation Easements & Obstruction Removal – Phase I (Runways 23 and 32)	I	$320,000	$288,000	$16,000	$16,000	$0
Design/Construct Glider Staging Area	I	$100,000	$0	$0	$0	$100,000
Design/Construct Partial Parallel Taxiway	I	$1,320,000	$1,188,000	$66,000	$66,000	$0
Acquire Avigation Easements & Obstruction Removal – Phase II (Runways 5 and 14)	II	$1,150,000	$1,035,000	$57,500	$57,500	$0
Design/Construct 6-Unit T-Hangar and Apron	II	$700,000	$0	$630,000	$70,000	$0
Design/Construct Conventional Hangar and Apron	II	$924,000	$0	$0	$0	$924,000
Design/Construct Itinerant Apron Expansion	III	$1,150,000	$1,035,000	$57,500	$57,500	$0

Source: McFarland Johnson

SARATOGA COUNTY AIRPORT

MASTER PLAN UPDATE

TOWN OF MILTON
SARATOGA COUNTY
NEW YORK

OCTOBER 2014

Location Map

DRAWING INDEX

SHEET NO.	TITLE
1	EXISTING AIRPORT LAYOUT
2	AIRPORT LAYOUT PLAN
3	TERMINAL AREA PLAN
4	AIRPORT AIRSPACE PLAN
5	RUNWAY 5-23 INNER APPROACH DRAWING
6	RUNWAY 5-23 DEPARTURE SURFACE DRAWING
7	RUNWAY 14-32 INNER APPROACH DRAWING
8	INNER APPROACH TABLES
9	AIRPORT LAND USE AND RPZ CONTROL PLAN
10	AIRPORT PROPERTY MAP EXHIBIT "A"

Vicinity Map

DRAFT

Prepared For:

SARATOGA COUNTY
DEPARTMENT OF PUBLIC WORKS

Prepared By:

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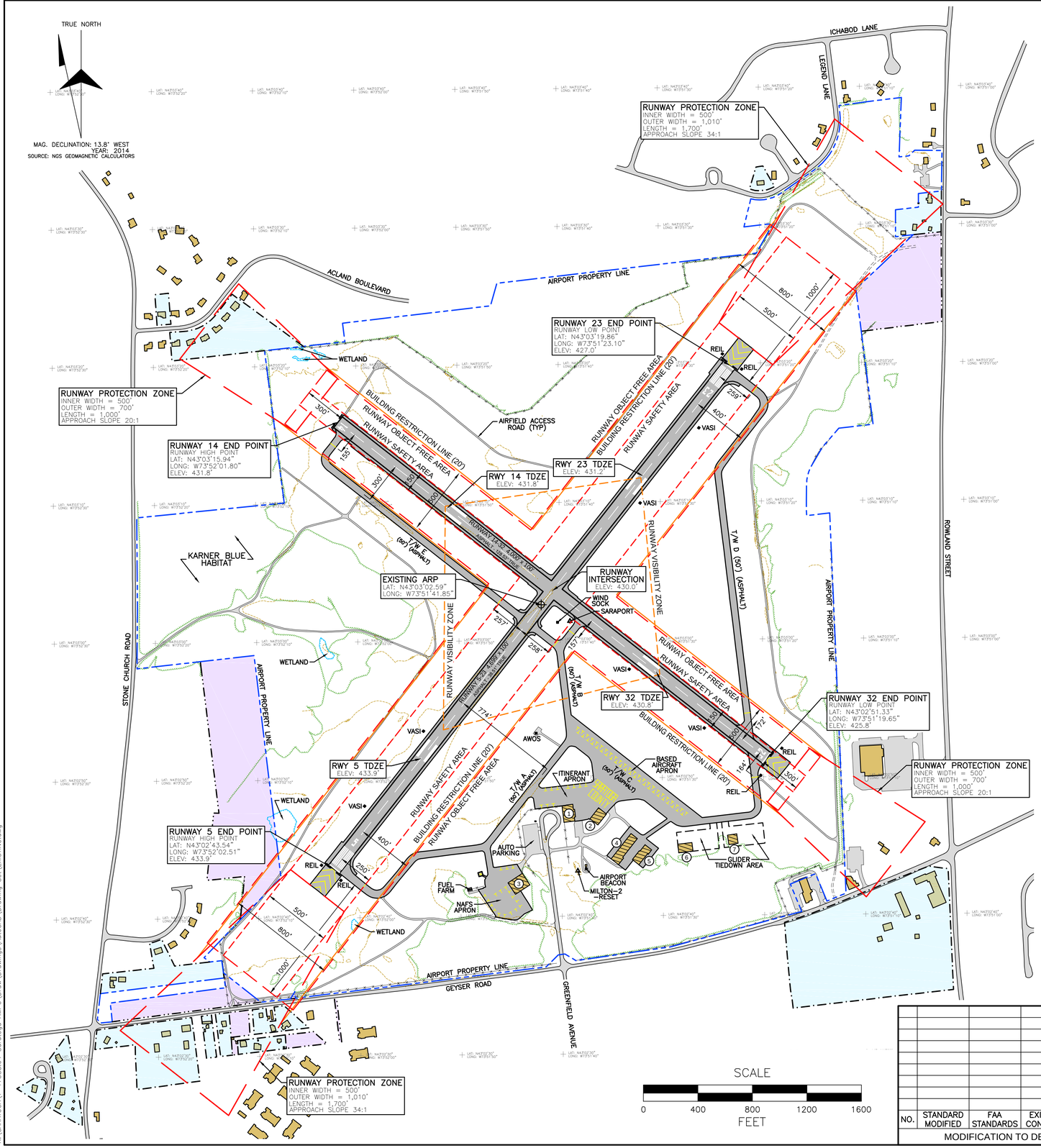
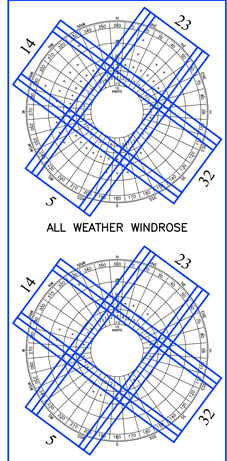
60 RAILROAD PLACE, SUITE 402
SARATOGA SPRINGS, NY 12866

FAA AIP PROJECT NO. 3-36-0004-27-12
NYSDOT PROJECT NO. 1902.47
MCFARLAND JOHNSON PROJECT NO. 17588.04



WIND COVERAGE



SOURCE:
NATIONAL CLIMACTIC DATA CENTER
72518 FLOYD BENNETT MEMORIAL AIRPORT, NY
PERIOD OF RECORD 2000-2009

WIND COVERAGE		
KNOTS	ALL WEATHER	IFR
10.5	99.70%	99.83%
13.0	99.95%	99.98%
16.0	99.99%	100.00%

FACILITIES TABLE

EXISTING		
ID	FACILITY NAME	TOP ELEV.
1	NAFS HANGAR	444'
2	NAFS HANGAR	454'
3	NAFS HANGAR	456'
4	T-HANGAR	446'
5	T-HANGAR	441'
6	ADIRONDACK SOARING ASSOCIATION HANGAR	443'
7	SARATOGA SOARING ASSOCIATION HANGAR	442'
8	FUEL FARM	438'

RUNWAY DATA TABLE

ITEM		RUNWAY 5-23 EXISTING	RUNWAY 14-32 EXISTING
EFFECTIVE RUNWAY GRADIENT		0.15%	0.15%
MAXIMUM GRADE CHANGE		0.42%	0.31%
WIND COVERAGE (%)	ALL WEATHER	10.5 KNOTS - 97.03%	10.5 KNOTS - 95.92%
	IFR	10.5 KNOTS - 99.30%	10.5 KNOTS - 97.92%
MAX. ELEVATION (MSL)		433.9'	431.8'
RUNWAY LENGTH		4,699'	4,000'
RUNWAY WIDTH		100'	100'
DISPLACED THRESHOLD		NONE	NONE
USABLE RUNWAY LENGTH		4,699'	4,000'
SURFACE TYPE		ASPHALT	ASPHALT
PAVEMENT STRENGTH	SINGLE WHEEL	30,000 LBS	30,000 LBS
	DUAL WHEEL	N/A	N/A
APPROACH SURFACE SLOPE		34:1 / 34:1	20:1 / 20:1
APPROACH MINIMUMS		426' 1 MILE / 314' 1 MILE	NONE / NONE
VISUAL APPROACH AIDS		REIL, VASI / REIL, VASI	NONE / REIL, VASI
INSTRUMENT APPROACH AIDS		NONE	NONE
DESIGNATED INSTRUMENT DEPARTURE RUNWAY		YES	NO
RUNWAY LIGHTING		MIRL	MIRL
RUNWAY MARKING		NON-PRECISION	VISUAL
RUNWAY DESIGN CODE (RDC)		C-II	B-II
CRITICAL AIRCRAFT		CITATION SOVEREIGN	KING AIR
TAXIWAY HOLD LINE DISTANCE		250'	150'
RUNWAY OBJECT FREE AREA (ROFA)			
	LENGTH BEYOND RUNWAY	1,000'	300'
	WIDTH	800'	500'
RUNWAY SAFETY AREA (RSA)			
	LENGTH BEYOND RUNWAY	1,000'	300'
	WIDTH	500'	150'
OBSTACLE FREE ZONE (OFZ)			
	LENGTH BEYOND RUNWAY	200'	200'
	WIDTH	400'	250'
FAR PART 77 CATEGORY		NPI / NPI	VIS / VIS
RUNWAY END COORDINATES	LATITUDE	5 - N43°02'43.54"	14 - N43°03'15.94"
	LONGITUDE	5 - W73°52'02.51"	14 - W73°52'01.80"
	LATITUDE	23 - N43°03'19.86"	32 - N43°02'51.33"
	LONGITUDE	23 - W73°51'23.10"	32 - W73°51'19.65"
RUNWAY END ELEVATIONS (MSL)		433.9' / 427.0'	431.8' / 425.8'
DISPLACED THRESHOLD ELEVATION (MSL)		N/A	N/A
TDZ ELEVATION (MSL)		433.9' / 431.2'	431.8' / 430.8'
LINE OF SIGHT VIOLATIONS		NONE	NONE

RUNWAY SAFETY AREA DETERMINATION

RUNWAY END ID	STANDARD RSA LENGTH BEYOND RUNWAY END	ACTUAL RSA		RSA DETERMINATION	DATE APPROVED
		LENGTH BEYOND RUNWAY END	VIOLATIONS TO RSA ALONG SIDE OF RUNWAY		
5	1,000'	1,000'	NONE	N/A	
23	1,000'	1,000'	NONE	N/A	
14	300'	300'	NONE	N/A	
32	300'	300'	NONE	N/A	

AIRPORT DATA TABLE

AIPORT DATA		EXISTING
AIRPORT ELEVATION/RUNWAY HIGH POINT (M.S.L.)		433.9'
AIRPORT REFERENCE POINT (NAD 83)	LATITUDE	N43°03'02.59"
	LONGITUDE	W73°51'41.85"
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		85°
AIRPORT TERMINAL AREA NAVAIDS		BEACON, AWOS
MAGNETIC VARIATION SOURCE: NGS GEOMAGNETIC CALCULATORS		13.8 WEST
DATE OF MAGNETIC VARIATION		2014
NPIAS SERVICE LEVEL		GA
STATE SERVICE LEVEL		N/A
COMBINED WIND COVERAGE (%)	ALL WEATHER	10.5 KNOTS - 99.70%
	IFR	10.5 KNOTS - 99.83%
RUNWAY DESIGN CODE (RDC)		C-II
DESIGN AIRCRAFT		CITATION SOVEREIGN
TAXIWAY LIGHTING		MITL
TAXIWAY MARKING		BASIC
TAXIWAY SURFACE TYPE		ASPHALT

LEGEND

DESCRIPTION	EXISTING
RUNWAY CENTERLINE	
HOLD LINE	
RUNWAY SAFETY AREA (RSA)	
RUNWAY OBJECT FREE AREA (ROFA)	
RUNWAY PROTECTION ZONE (RPZ)	
RUNWAY VISIBILITY ZONE (RVZ)	
BUILDING RESTRICTION LINE (20') (BRL)	
AIRPORT REFERENCE POINT	
AIRPORT PAVEMENT	
GROUND VEHICLE PAVEMENT	
AIRPORT BUILDINGS	
MISCELLANEOUS BUILDINGS	
AIRPORT PROPERTY	
AIRPORT EASEMENT	
COUNTY OF SARATOGA PROPERTY	
NGS MONUMENT	
FENCE	
TREE LINE	
GROUND ELEVATION CONTOURS (10')	

NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED

MODIFICATION TO DESIGN STANDARDS

DRAFT

REV	DATE	DESCRIPTION	BY	SPONSOR

McFarland Johnson
60 RAILROAD PLACE, SUITE 402
SARATOGA SPRINGS, NY 12866 www.mjnc.com

SARATOGA COUNTY AIRPORT
SARATOGA COUNTY, NEW YORK

EXISTING AIRPORT LAYOUT

SCALE:	1" = 400'	DESIGN:	DKS
DRAWN:	RGT	PROJECT:	17588.04
CHECKED:	JEP	DATE:	OCTOBER 2014

SHEET: 1

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SARATOGA COUNTY

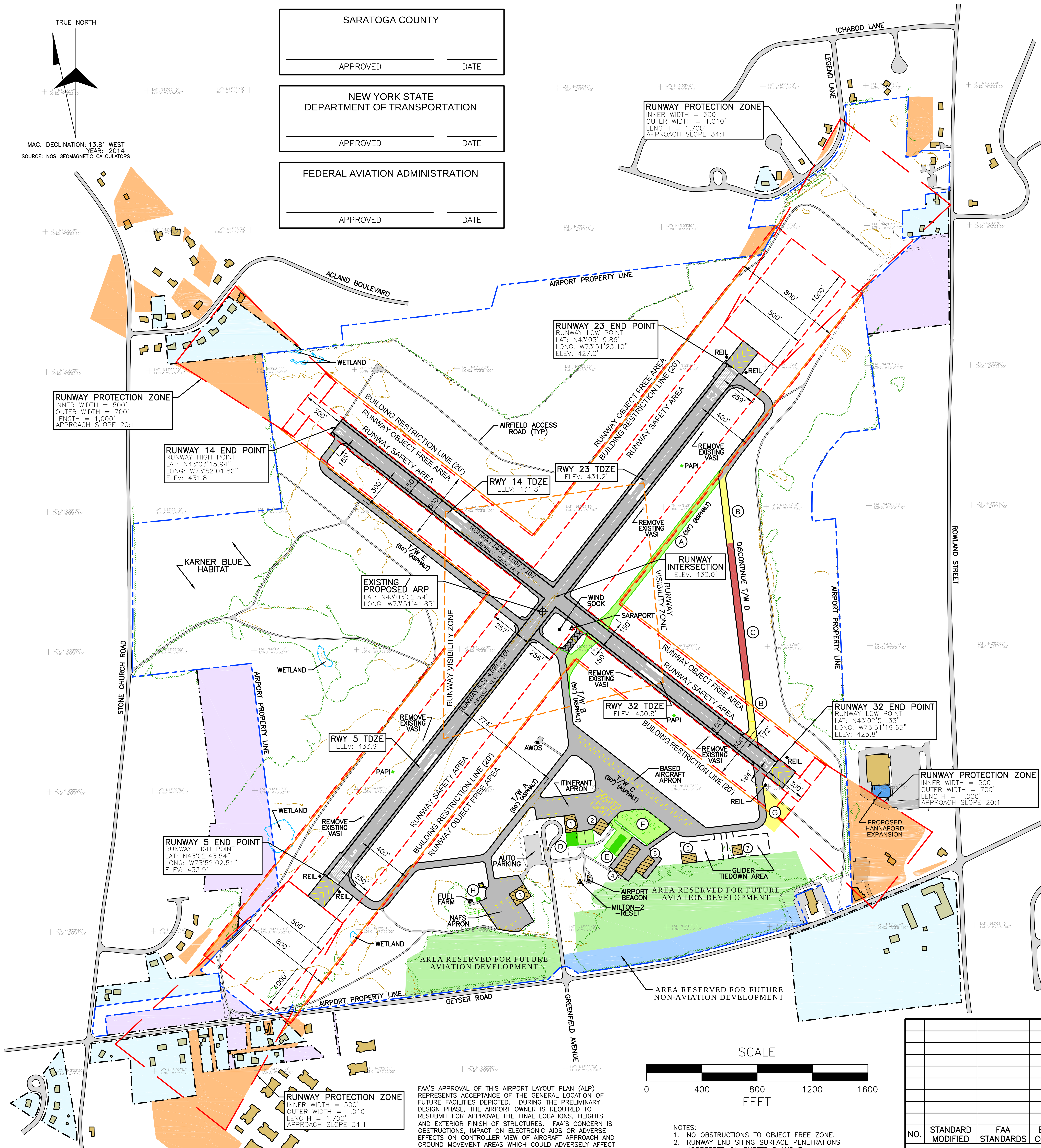
APPROVED ____ DATE ____

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

APPROVED ____ DATE ____

FEDERAL AVIATION ADMINISTRATION

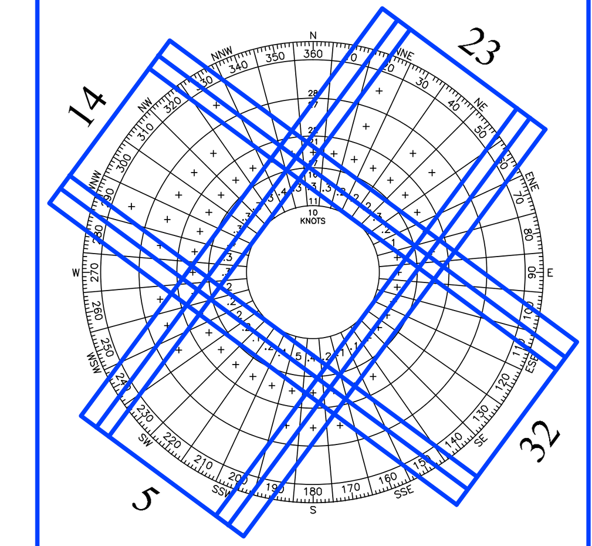
APPROVED ____ DATE ____



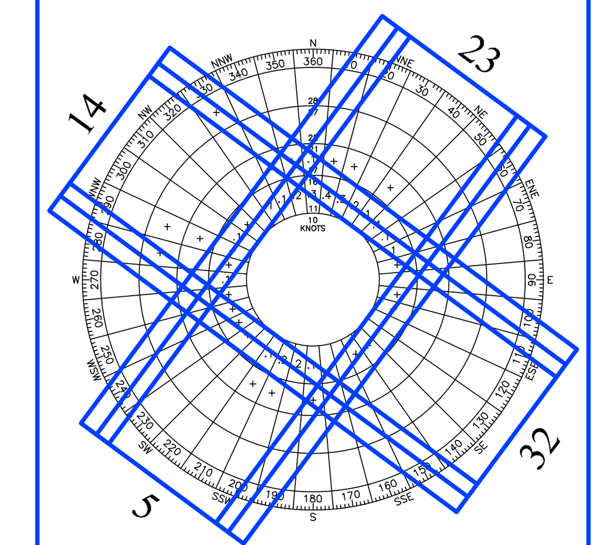
FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACH AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

NOTES:
1. NO OBSTRUCTIONS TO OBJECT FREE ZONE.
2. RUNWAY END SITING SURFACE PENETRATIONS ADDRESSED ON SHEETS 5 AND 7

WIND COVERAGE



ALL WEATHER WINDROSE



IFR WINDROSE

SOURCE:
NATIONAL CLIMACTIC DATA CENTER
72518 FLOYD BENNETT MEMORIAL AIRPORT, NY
PERIOD OF RECORD 2000–2009

WIND COVERAGE

KNOTS	ALL WEATHER	IFR
10.5	99.70%	99.83%
13.0	99.95%	99.98%
16.0	99.99%	100.00%

RUNWAY DATA TABLE

ITEM		RUNWAY 5–23 EXISTING	RUNWAY 14–32 EXISTING	RUNWAY 5–23 PROPOSED	RUNWAY 14–32 PROPOSED
EFFECTIVE RUNWAY GRADIENT		0.15%	0.15%	0.15%	0.15%
MAXIMUM GRADE CHANGE		0.42%	0.31%	0.42%	0.31%
WIND COVERAGE (%)	ALL WEATHER	10.5 KNOTS – 97.03%	10.5 KNOTS – 95.92%	10.5 KNOTS – 97.03%	10.5 KNOTS – 95.92%
	IFR	10.5 KNOTS – 99.30%	10.5 KNOTS – 97.92%	10.5 KNOTS – 99.30%	10.5 KNOTS – 97.92%
MAX. ELEVATION (MSL)		433.9'	431.8'	433.9'	431.8'
RUNWAY LENGTH		4,699'	4,000'	4,699'	4,000'
RUNWAY WIDTH		100'	100'	100'	100'
DISPLACED THRESHOLD		NONE	NONE	NONE	NONE
USABLE RUNWAY LENGTH		4,699'	4,000'	4,699'	4,000'
SURFACE TYPE		ASPHALT	ASPHALT	ASPHALT	ASPHALT
PAVEMENT STRENGTH	SINGLE WHEEL	30,000 LBS	30,000 LBS	30,000 LBS	30,000 LBS
	DUAL WHEEL	N/A	N/A	N/A	N/A
APPROACH SURFACE SLOPE		34:1 / 34:1	20:1 / 20:1	34:1 / 34:1	20:1 / 20:1
APPROACH MINIMUMS		426' 1 MILE / 314' 1 MILE	NONE / NONE	426' 1 MILE / 314' 1 MILE	NONE / NONE
VISUAL APPROACH AIDS		REIL, VASI / REIL, VASI	NONE / REIL, VASI	REIL, VASI / REIL, VASI	NONE / REIL, VASI
INSTRUMENT APPROACH AIDS		NONE	NONE	NONE	NONE
DESIGNATED INSTRUMENT DEPARTURE RUNWAY		YES	NO	YES	NO
RUNWAY LIGHTING		MIRL	MIRL	MIRL	MIRL
RUNWAY MARKING		NON–PRECISION	VISUAL	NON–PRECISION	VISUAL
RUNWAY DESIGN CODE (RDC)		C–II	B–II	C–II	B–II
CRITICAL AIRCRAFT		CITATION SOVEREIGN	KING AIR	CITATION SOVEREIGN	KING AIR
TAXIWAY HOLD LINE DISTANCE		250'	150'	250'	150'
RUNWAY OBJECT FREE AREA (ROFA)					
	LENGTH BEYOND RUNWAY	1,000'	300'	1,000'	300'
	WIDTH	800'	500'	800'	500'
RUNWAY SAFETY AREA (RSA)					
	LENGTH BEYOND RUNWAY	1,000'	300'	1,000'	300'
	WIDTH	500'	150'	500'	150'
OBSTACLE FREE ZONE (OFZ)					
	LENGTH BEYOND RUNWAY	200'	200'	200'	200'
	WIDTH	400'	250'	400'	250'
FAR PART 77 CATEGORY		NPI / NPI	VIS / VIS	NPI / NPI	VIS / VIS
RUNWAY END COORDINATES	LATITUDE	5 – N43°02'43.54"	14 – N43°03'15.94"	5 – N43°02'43.54"	14 – N43°03'15.94"
	LONGITUDE	5 – W73°52'02.51"	14 – W73°52'01.80"	5 – W73°52'02.51"	14 – W73°52'01.80"
	LATITUDE	23 – N43°03'19.86"	32 – N43°02'51.33"	23 – N43°03'19.86"	32 – N43°02'51.33"
	LONGITUDE	23 – W73°51'23.10"	32 – W73°51'19.65"	23 – W73°51'23.10"	32 – W73°51'19.65"
RUNWAY END ELEVATIONS (MSL)		433.9' / 427.0'	431.8' / 425.8'	433.9' / 427.0'	431.8' / 425.8'
DISPLACED THRESHOLD ELEVATION (MSL)		N/A	N/A	N/A	N/A
TDZ ELEVATION (MSL)		433.9' / 431.2'	431.8' / 430.8'	433.9' / 431.2'	431.8' / 430.8'
LINE OF SIGHT VIOLATIONS		NONE	NONE	NONE	NONE

FACILITIES TABLE

EXISTING

ID	FACILITY NAME	TOP ELEV.
1	NAFS HANGAR	444'
2	NAFS HANGAR	454'
3	NAFS HANGAR	456'
4	T–HANGAR	446'
5	T–HANGAR	441'
6	ADIRONDACK SOARING ASSOCIATION HANGAR	443'
7	SARATOGA SOARING ASSOCIATION HANGAR	442'
8	FUEL FARM	438'

PROPOSED

ID	FACILITY NAME	TOP ELEV.
A	PARTIAL PARALLEL TAXIWAY (50')	N/A
B	GLIDER STAGING AREA	N/A
C	TAXIWAY D TO BE ABANDONED	N/A
D	HANGAR STORAGE EXPANSION	N/A
E	6–UNIT T–HANGAR	N/A
F	APRON DEVELOPMENT	N/A
G	TURF RUN–UP AND GLIDER STAGING AREA	N/A
H	FUEL FARM IMPROVEMENTS	N/A

RUNWAY SAFETY AREA DETERMINATION

RUNWAY END ID	STANDARD RSA LENGTH BEYOND RUNWAY END	ACTUAL RSA: LENGTH BEYOND RUNWAY END	ACTUAL RSA: VIOLATIONS TO RSA ALONG SIDE OF RUNWAY	RSA DETERMINATION	DATE APPROVED
5	1,000'	1,000'	NONE	N/A	
23	1,000'	1,000'	NONE	N/A	
14	300'	300'	NONE	N/A	
32	300'	300'	NONE	N/A	

AIRPORT DATA TABLE

AIPORT DATA		EXISTING	PROPOSED
AIRPORT ELEVATION/RUNWAY HIGH POINT (M.S.L.)		433.9'	433.9'
AIRPORT REFERENCE POINT (NAD 83)	LATITUDE	N43°03'02.59"	N43°03'02.59"
	LONGITUDE	W73°51'41.85"	W73°51'41.85"
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		85°	85°
AIRPORT TERMINAL AREA NAVAIDS		BEACON, AWOS	BEACON, AWOS
MAGNETIC VARIATION SOURCE: NGS GEOMAGNETIC CALCULATORS		13.8 WEST	13.8 WEST
DATE OF MAGNETIC VARIATION		2014	2014
NPIAS SERVICE LEVEL		GA	GA
STATE SERVICE LEVEL		N/A	N/A
COMBINED WIND COVERAGE (%)	ALL WEATHER	10.5 KNOTS – 99.70%	10.5 KNOTS – 99.70%
	IFR	10.5 KNOTS – 99.83%	10.5 KNOTS – 99.83%
RUNWAY DESIGN CODE (RDC)		C–II	C–II
DESIGN AIRCRAFT		CITATION SOVEREIGN	CITATION SOVEREIGN
TAXIWAY LIGHTING		MITL	MITL
TAXIWAY MARKING		BASIC	BASIC
TAXIWAY SURFACE TYPE		ASPHALT	ASPHALT

LEGEND

DESCRIPTION	EXISTING	PROPOSED
RUNWAY CENTERLINE		N/A
HOLD LINE		
RUNWAY SAFETY AREA (RSA)		N/A
RUNWAY OBJECT FREE AREA (ROFA)		N/A
RUNWAY PROTECTION ZONE (RPZ)		N/A
RUNWAY VISIBILITY ZONE (RVZ)		N/A
BUILDING RESTRICTION LINE (20') (BRL)		N/A
AIRPORT REFERENCE POINT		N/A
AIRPORT PAVEMENT		
GROUND VEHICLE PAVEMENT		
GLIDER STAGING AREA	N/A	
AIRPORT BUILDINGS		
TO BE REMOVED	N/A	
TO BE ABANDONED	N/A	
MISCELLANEOUS BUILDINGS		N/A
AIRPORT PROPERTY		N/A
AIRPORT EASEMENT		
COUNTY OF SARATOGA PROPERTY		N/A
NGS MONUMENT		N/A
FENCE		N/A
TREE LINE		N/A
GROUND ELEVATION CONTOURS (10')	40	N/A

MODIFICATION TO DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED

DRAFT

REV	DATE	DESCRIPTION	BY	SPONSOR

McFarland Johnson
60 RAILROAD PLACE, SUITE 402
SARATOGA SPRINGS, NY 12866 www.mjinc.com

SARATOGA COUNTY AIRPORT

SARATOGA COUNTY, NEW YORK

AIRPORT LAYOUT PLAN

SCALE: 1" = 400'	DESIGN: DKS	SHEET: 2		
DRAWN: RGT	PROJECT: 17588.04			
CHECKED: JEP	DATE: OCTOBER 2014			

FACILITIES TABLE

EXISTING

ID	FACILITY NAME	TOP ELEV.
1	NAFS HANGAR	444'
2	NAFS HANGAR	454'
3	NAFS HANGAR	456'
4	T-HANGAR	446'
5	T-HANGAR	441'
6	ADIRONDACK SOARING ASSOCIATION HANGAR	443'
7	SARATOGA SOARING ASSOCIATION HANGAR	442'
8	FUEL FARM	438'

PROPOSED

ID	FACILITY NAME	TOP ELEV.
A	PARTIAL PARALLEL TAXIWAY	N/A
B	GLIDER STAGING AREA	N/A
C	TAXIWAY D TO BE ABANDONED	N/A
D	HANGAR STORAGE EXPANSION	N/A
E	6-UNIT T-HANGAR	N/A
F	APRON DEVELOPMENT	N/A
G	TURF RUN-UP AND GLIDER STAGING AREA	N/A
H	FUEL FARM IMPROVEMENTS	N/A

LEGEND

DESCRIPTION	EXISTING	PROPOSED
RUNWAY CENTERLINE		N/A
HOLD LINE		
RUNWAY SAFETY AREA (RSA)		N/A
RUNWAY OBJECT FREE AREA (ROFA)		N/A
RUNWAY PROTECTION ZONE (RPZ)		N/A
BUILDING RESTRICTION LINE (20') (BRL)		N/A
AIRPORT PAVEMENT		
GROUND VEHICLE PAVEMENT		
GLIDER STAGING AREA	N/A	
AIRPORT BUILDINGS		
MISCELLANEOUS BUILDINGS		N/A
AIRPORT PROPERTY		N/A
AIRPORT EASEMENT		
COUNTY OF SARATOGA PROPERTY		N/A
NGS MONUMENT		N/A
FENCE		N/A
TREE LINE		N/A
GROUND ELEVATION CONTOURS (10')	40'	N/A

TRUE NORTH

MAG. DECLINATION: 13.8° WEST
YEAR: 2014
SOURCE: NGS GEOMAGNETIC CALCULATORS

RUNWAY 14-32

DISCONTINUE T/W D

RUNWAY SAFETY AREA

RUNWAY OBJECT FREE AREA

BUILDING RESTRICTION LINE (20')

150'

635'

775'

500'

154'

300'

RUNWAY 32 END POINT
RUNWAY LOW POINT
LAT: N43°02'51.33"
LONG: W73°51'19.65"
ELEV: 425.8'

REIL

REIL

RUNWAY PROTECTION ZONE
INNER WIDTH = 500'
OUTER WIDTH = 700'
LENGTH = 1,000'
APPROACH SLOPE 20:1

AIRFIELD ACCESS ROAD (TYP)

RUNWAY 5-23

250'

400'

RUNWAY SAFETY AREA

BUILDING RESTRICTION LINE (20')

RUNWAY OBJECT FREE AREA

774'

281'

AWOS

T/W B (50') (ASPHALT)

T/W A (50') (ASPHALT)

T/W C (50') (ASPHALT)

SARATOGA COUNTY

BASED AIRCRAFT APRON
13,450 SY

256'

369'

64'

65'

275'

ITINERANT APRON
15,700 SY

AUTO PARKING

148'

124'

TOTAL COMBINED GLIDER TIEDOWN AREA
3,333 SY

GLIDER TIEDOWN AREA

GLIDER TIEDOWN AREA

MILTON-2 -RESET

AIRPORT BEACON

FUEL FARM

NAFS APRON
4,000 SY

AREA RESERVED FOR FUTURE AVIATION DEVELOPMENT

AREA RESERVED FOR FUTURE NON-AVIATION DEVELOPMENT

AREA RESERVED FOR FUTURE AVIATION DEVELOPMENT

AIRPORT PROPERTY LINE

GEYSER ROAD

GREENFIELD AVENUE

SCALE
0 100 200 300 400
FEET

DRAFT

REV	DATE	DESCRIPTION	BY	SPONSOR

McFarland Johnson
60 RAILROAD PLACE, SUITE 402
SARATOGA SPRINGS, NY 12866 www.mjnc.com

SARATOGA COUNTY AIRPORT
SARATOGA COUNTY, NEW YORK

TERMINAL AREA PLAN

SCALE: 1" = 100'	DESIGN: DKS	SHEET:	3
DRAWN: RGT	PROJECT: 17588.04		
CHECKED: JEP	DATE: OCTOBER 2014		

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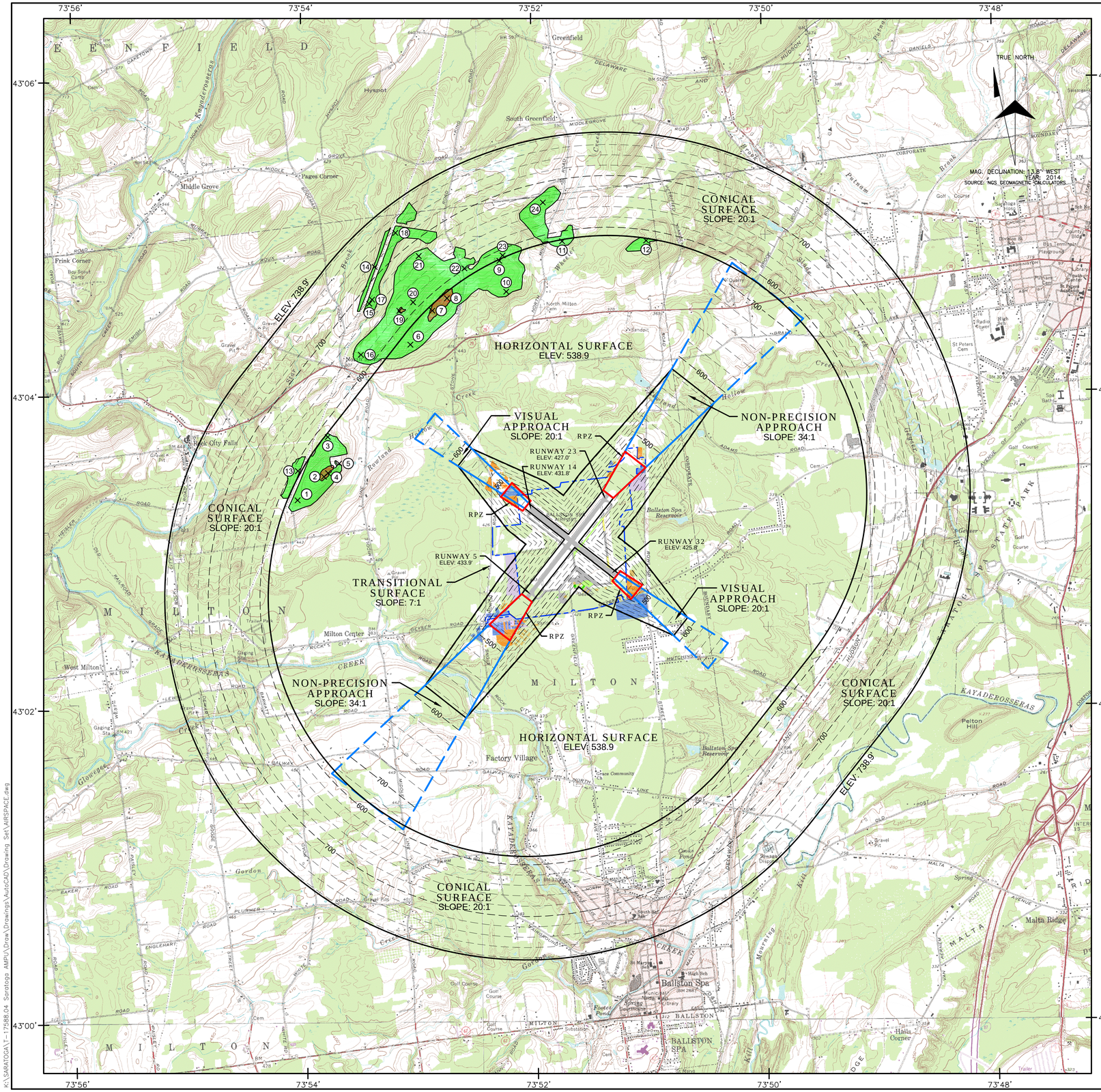
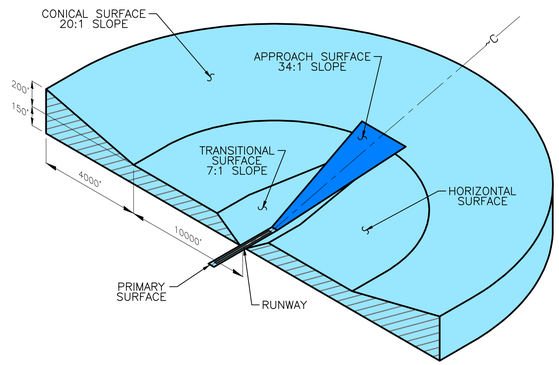


ISOMETRIC VIEW OF IMAGINARY SURFACES



EXISTING AIRPORT PROPERTY

EXISTING AIRPORT EASEMENT

COUNTY OF SARATOGA PROPERTY

PROPOSED AIRPORT EASEMENT

TREE OBSTRUCTIONS

GROUND OBSTRUCTIONS

FAR PART 77 SURFACE: CONICAL

FAR PART 77 SURFACE SLOPE: 20:1

LABEL	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPOSED ACTION
13	GROUP OF TREES	623'	33'	LIGHT
14	GROUP OF TREES	659'	32'	LIGHT
15	COMMUNICATION TOWER	771'	96'	LIGHT
16	GROUP OF TREES	707'	31'	LIGHT
17	GROUP OF TREES	728'	14'	LIGHT
18	GROUP OF TREES	761'	25'	LIGHT
19	GROUND	623'	2'	LIGHT
20	GROUP OF TREES	713'	100'	LIGHT
21	GROUP OF TREES	713'	41'	LIGHT
22	GROUP OF TREES	630'	29'	LIGHT
23	GROUP OF TREES	643'	55'	LIGHT
24	GROUP OF TREES	704'	42'	LIGHT

FAR PART 77 SURFACE: HORIZONTAL

FAR PART 77 SURFACE SLOPE: FLAT

LABEL	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1	GROUP OF TREES	620'	36'	LIGHT
2	GROUP OF TREES	679'	95'	LIGHT
3	GROUP OF TREES	615'	31'	LIGHT
4	GROUND	591'	7'	LIGHT
5	BUILDING	591'	7'	LIGHT
6	GROUP OF TREES	615'	31'	LIGHT
7	GROUP OF TREES	695'	111'	LIGHT
8	GROUND	602'	18'	LIGHT
9	GROUP OF TREES	638'	54'	LIGHT
10	GROUP OF TREES	607'	23'	LIGHT
11	GROUP OF TREES	606'	23'	LIGHT
12	GROUP OF TREES	628'	44'	LIGHT

SOURCE: USGS QUADRANGLES

MIDDLE GROVE, NEW YORK	SARATOGA SPRINGS, NEW YORK
BURNT HILLS, NEW YORK	ROUND LAKE, NEW YORK

SCALE

0 2000 4000 6000 8000

FEET

NOTES:
- FOR INNER APPROACH OBSTRUCTIONS PLEASE REFER TO SHEETS 5 TO 8.
- GROUND OBSTRUCTIONS BASED ON USGS NATIONAL ELEVATION DATASET.
- TOWN OF MILTON HAS AIRPORT OVERLAY ZONING THAT ADDRESSES AIRSPACE WITHIN RPZS.

DRAFT

REV	DATE	DESCRIPTION	BY	SPONSOR

SARATOGA COUNTY AIRPORT

SARATOGA COUNTY, NEW YORK

AIRPORT AIRSPACE PLAN

McFarland Johnson
60 RAILROAD PLACE, SUITE 402
SARATOGA SPRINGS, NY 12866 www.mjnc.com

SCALE:	1" = 2,000'	DESIGN:	DKS
DRAWN:	RGT	PROJECT:	17588.04
CHECKED:	JEP	DATE:	OCTOBER 2014

SHEET: 4

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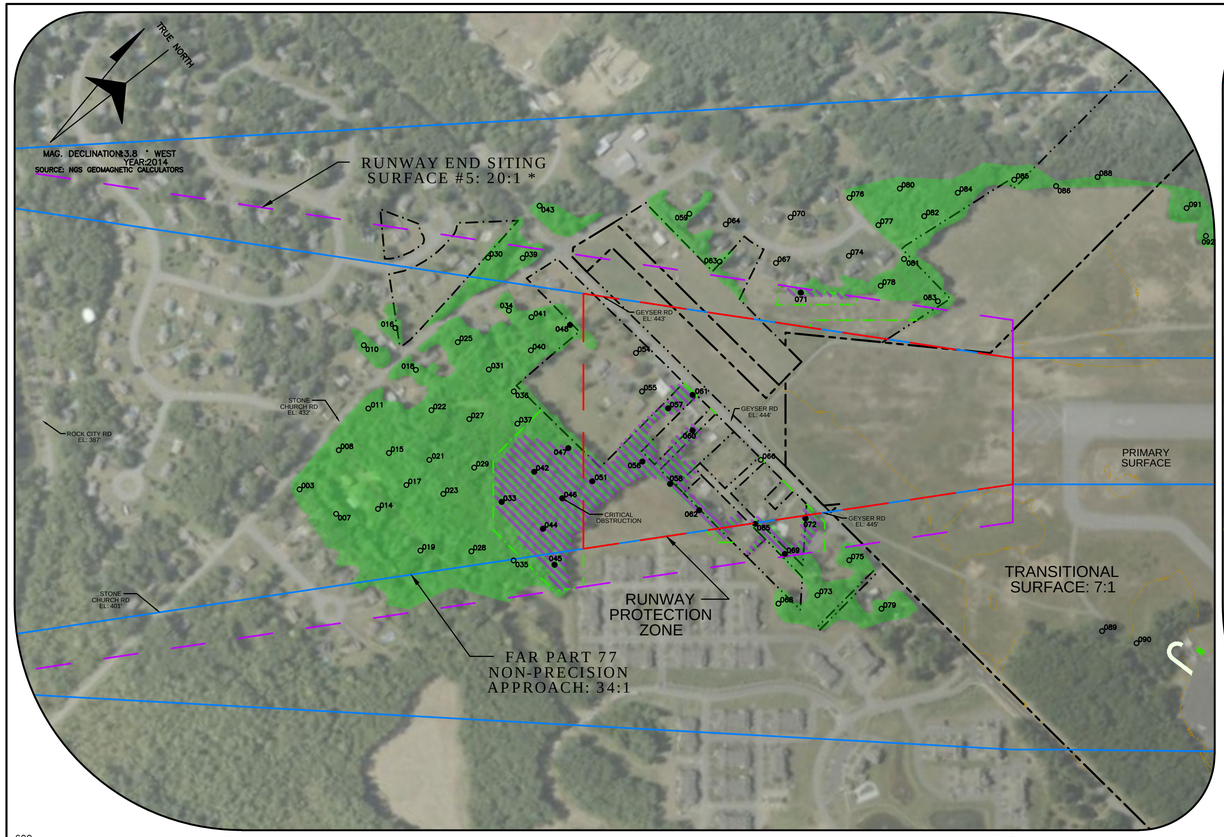
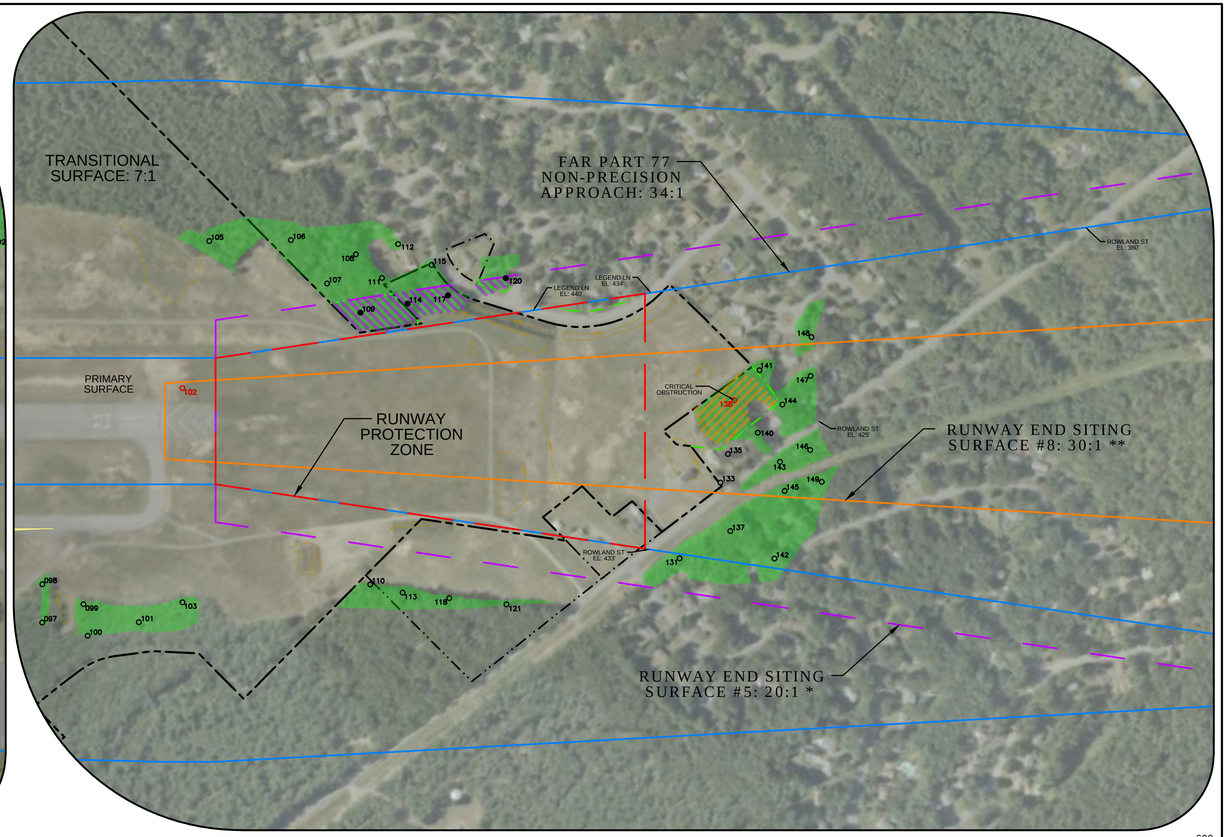
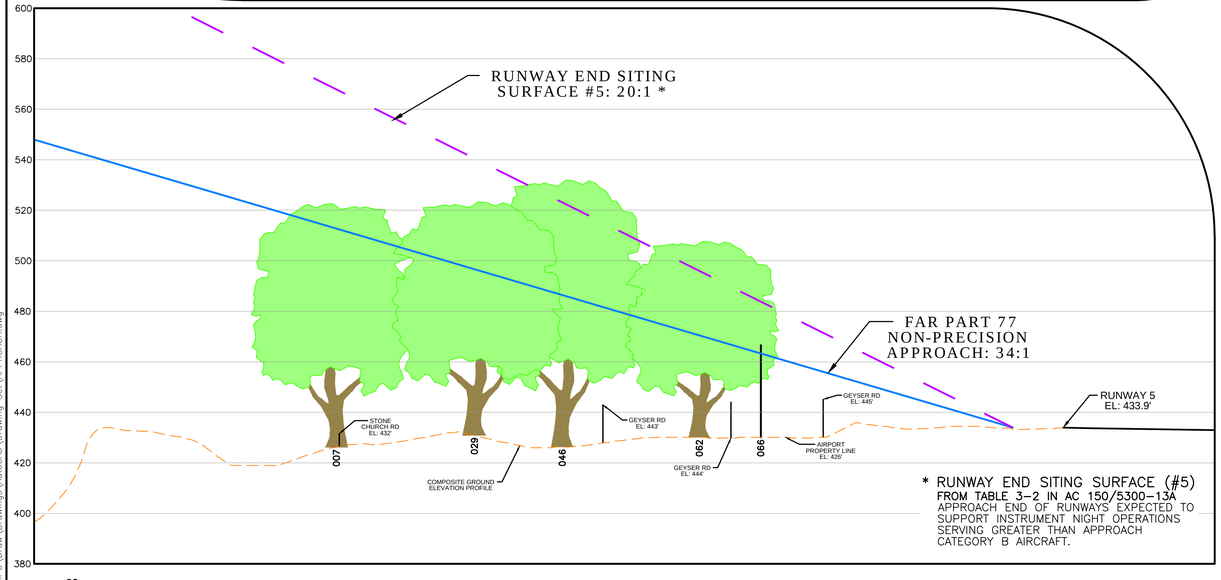
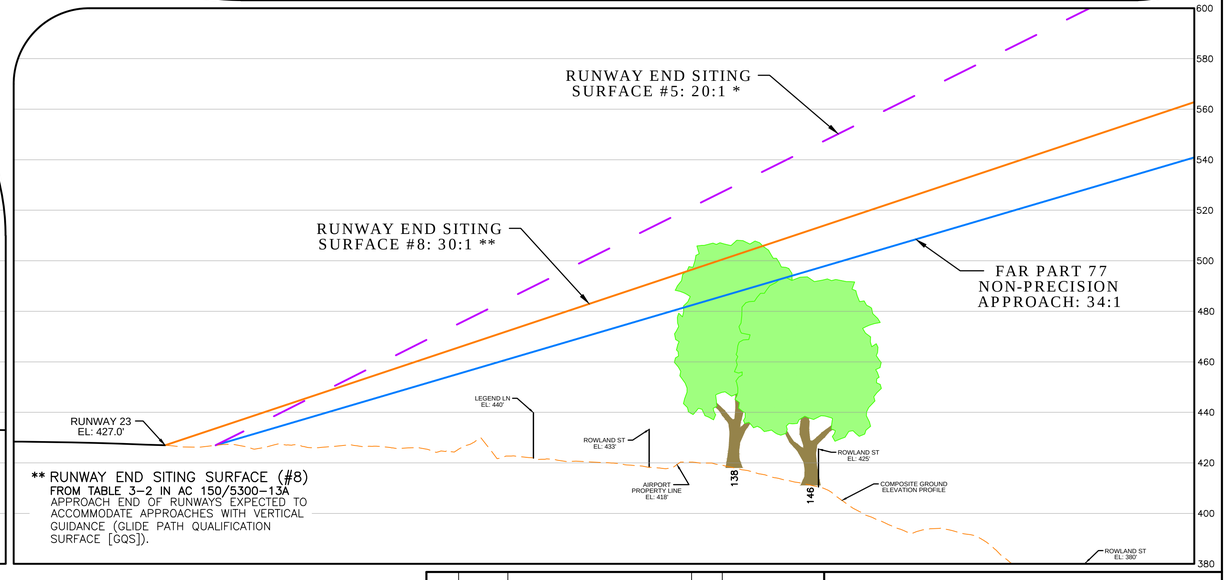


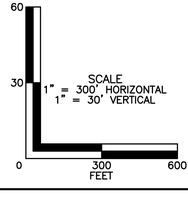




* RUNWAY END SITING SURFACE (#5) FROM TABLE 3-2 IN AC 150/5300-13A APPROACH END OF RUNWAYS EXPECTED TO SUPPORT INSTRUMENT NIGHT OPERATIONS SERVING GREATER THAN APPROACH CATEGORY B AIRCRAFT.



** RUNWAY END SITING SURFACE (#8) FROM TABLE 3-2 IN AC 150/5300-13A APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE APPROACHES WITH VERTICAL GUIDANCE (GLIDE PATH QUALIFICATION SURFACE [GQS]).



LEGEND					
DESCRIPTION	SYMBOL			DESCRIPTION	SYMBOL
RUNWAY PROTECTION ZONE (RPZ)		PROPOSED AIRPORT PAVEMENT		FAR PART 77 OBSTRUCTIONS	XX
AIRPORT PROPERTY		PROPOSED GROUND VEHICLE PAVEMENT		FAR PART 77 VEGETATION OBSTRUCTIONS	
EXISTING AIRPORT EASEMENT		PROPOSED BUILDINGS		RUNWAY END SITING SURFACE (#5) OBSTRUCTIONS	XX
PROPOSED AIRPORT EASEMENT		GLIDER STAGING AREA		RUNWAY END SITING SURFACE (#5) VEGETATION OBSTRUCTIONS	
COUNTY OF SARATOGA PROPERTY		GROUND ELEVATION CONTOURS (10')	40	RUNWAY END SITING SURFACE (#8) OBSTRUCTIONS	XX
				RUNWAY END SITING SURFACE (#8) VEGETATION OBSTRUCTIONS	

NOTES:

1. TREES WITHIN 10' OF SURFACE IDENTIFIED AS OBSTRUCTIONS.
2. ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER PART 77 (15' FOR ROAD).
3. COMPOSITE GROUND ELEVATION PROFILE LIMITED TO APPROACH SURFACE.

DRAFT

REV.	DATE	DESCRIPTION	BY	SPONSOR

McFarland Johnson
60 RAILROAD PLACE, SUITE 402
SARATOGA SPRINGS, NY 12866 www.mjnc.com

SARATOGA COUNTY AIRPORT
SARATOGA COUNTY, NEW YORK

RUNWAY 5-23 INNER APPROACH DRAWING

SCALE:	AS SHOWN	DESIGN:	DKS
DRAWN:	RGT	PROJECT:	17588.04
CHECKED:	JEP	DATE:	OCTOBER 2014

SHEET: 5

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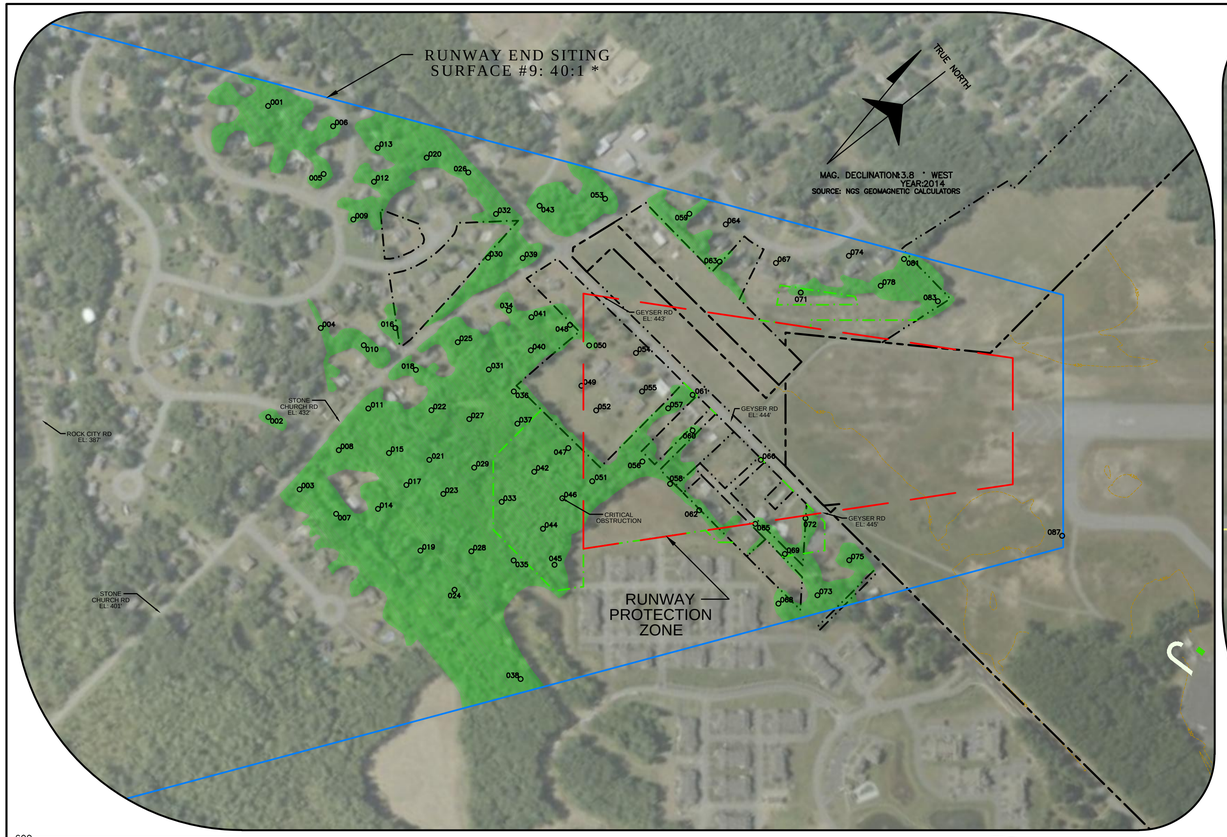
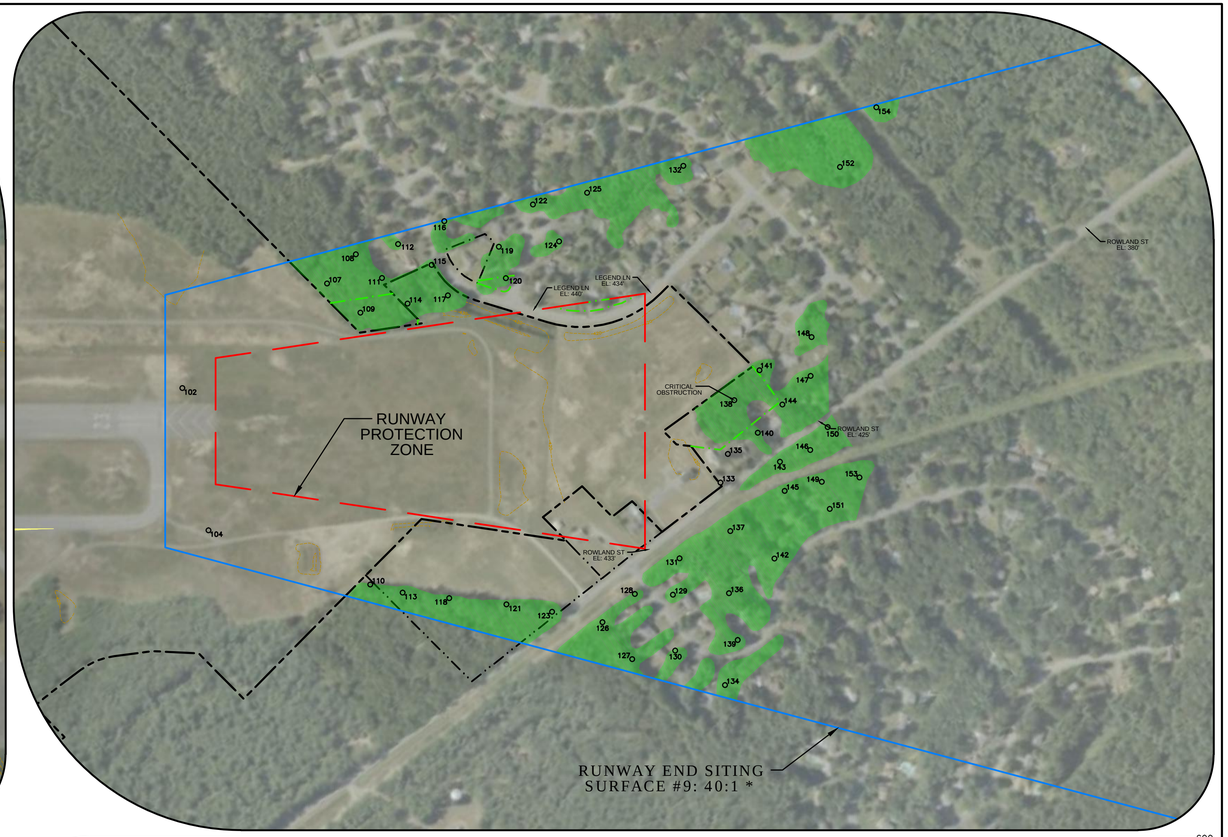
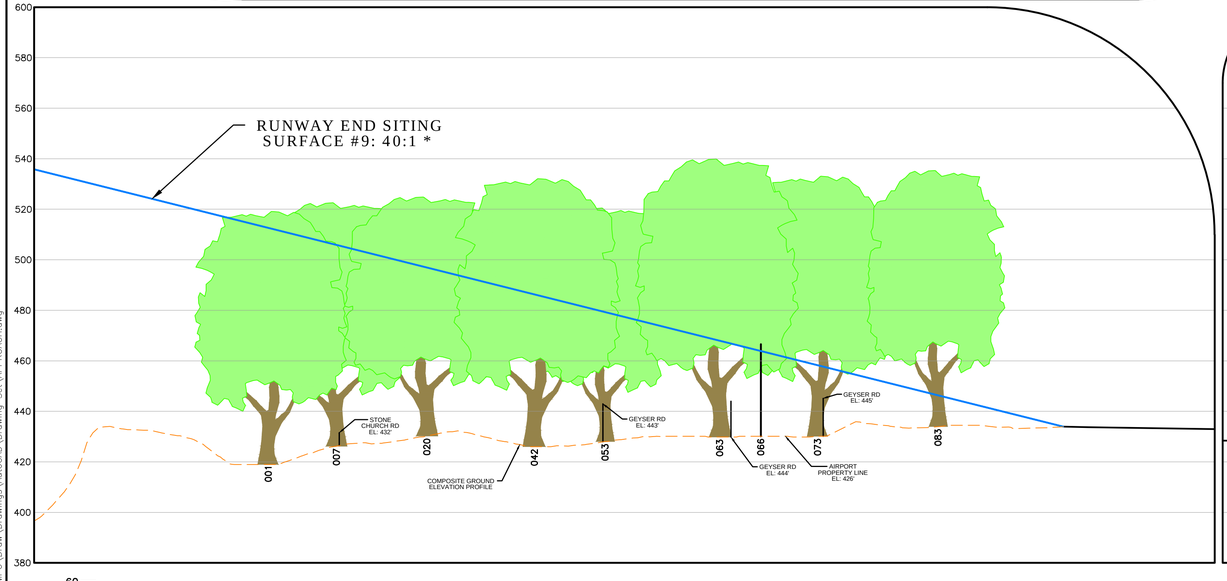
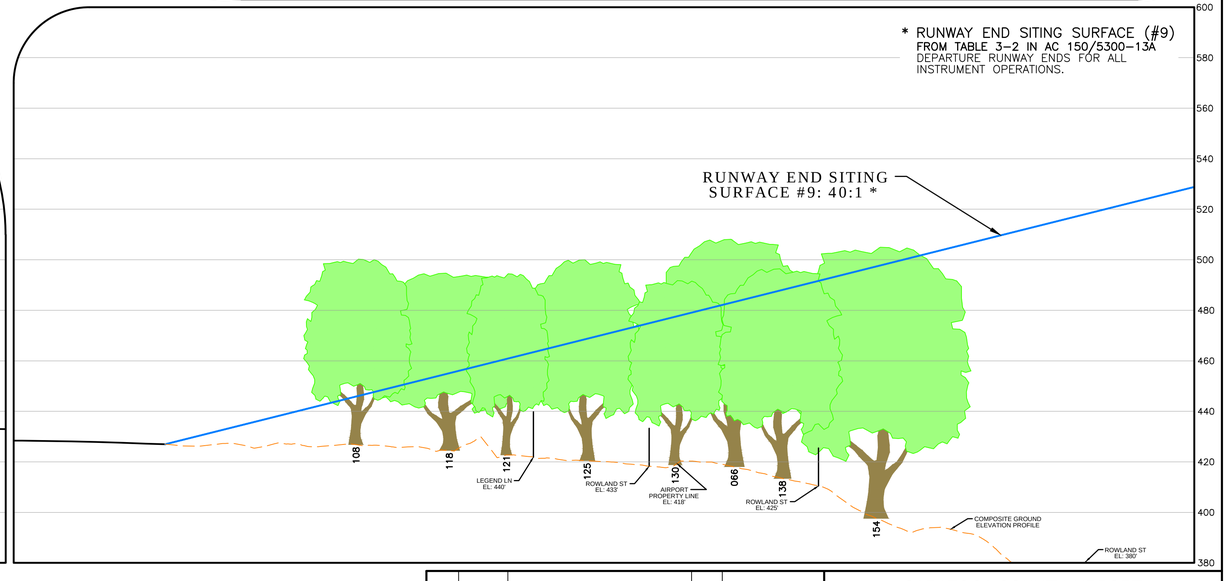
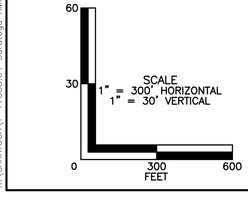








* RUNWAY END SITING SURFACE (#9)
FROM TABLE 3-2 IN AC 150/5300-13A
DEPARTURE RUNWAY ENDS FOR ALL
INSTRUMENT OPERATIONS.



LEGEND

DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL
RUNWAY PROTECTION ZONE (RPZ)		PROPOSED AIRPORT PAVEMENT		RUNWAY END SITING SURFACE (#9) OBSTRUCTIONS	○XX
AIRPORT PROPERTY		PROPOSED GROUND VEHICLE PAVEMENT		RUNWAY END SITING SURFACE (#9) VEGETATION OBSTRUCTIONS	
EXISTING AIRPORT EASEMENT		PROPOSED BUILDINGS			
PROPOSED AIRPORT EASEMENT		GLIDER STAGING AREA			
COUNTY OF SARATOGA PROPERTY		GROUND ELEVATION CONTOURS (10')	40		

NOTES:

1. TREES WITHIN 10' OF SURFACE IDENTIFIED AS OBSTRUCTIONS.
2. ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER PART 77 (15' FOR ROAD).
3. COMPOSITE GROUND ELEVATION PROFILE LIMITED TO APPROACH SURFACE.

DRAFT

REV	DATE	DESCRIPTION	BY	SPONSOR

McFarland Johnson
60 RAILROAD PLACE, SUITE 402
SARATOGA SPRINGS, NY 12866 www.mjinc.com

SARATOGA COUNTY AIRPORT
SARATOGA COUNTY, NEW YORK

RUNWAY 5-23 DEPARTURE SURFACE DRAWING

SCALE:	AS SHOWN	DESIGN:	DKS
DRAWN:	RGT	PROJECT:	17588.04
CHECKED:	JEP	DATE:	OCTOBER 2014

SHEET: 6

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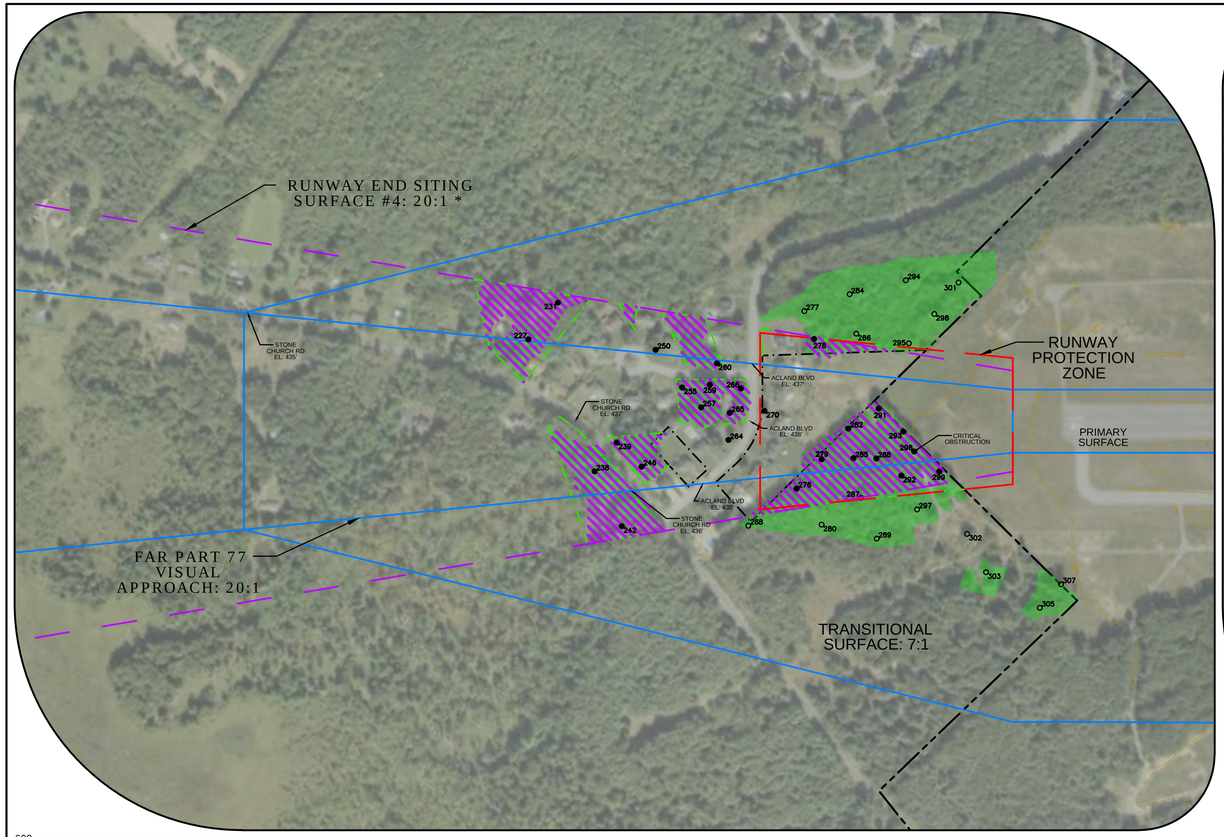

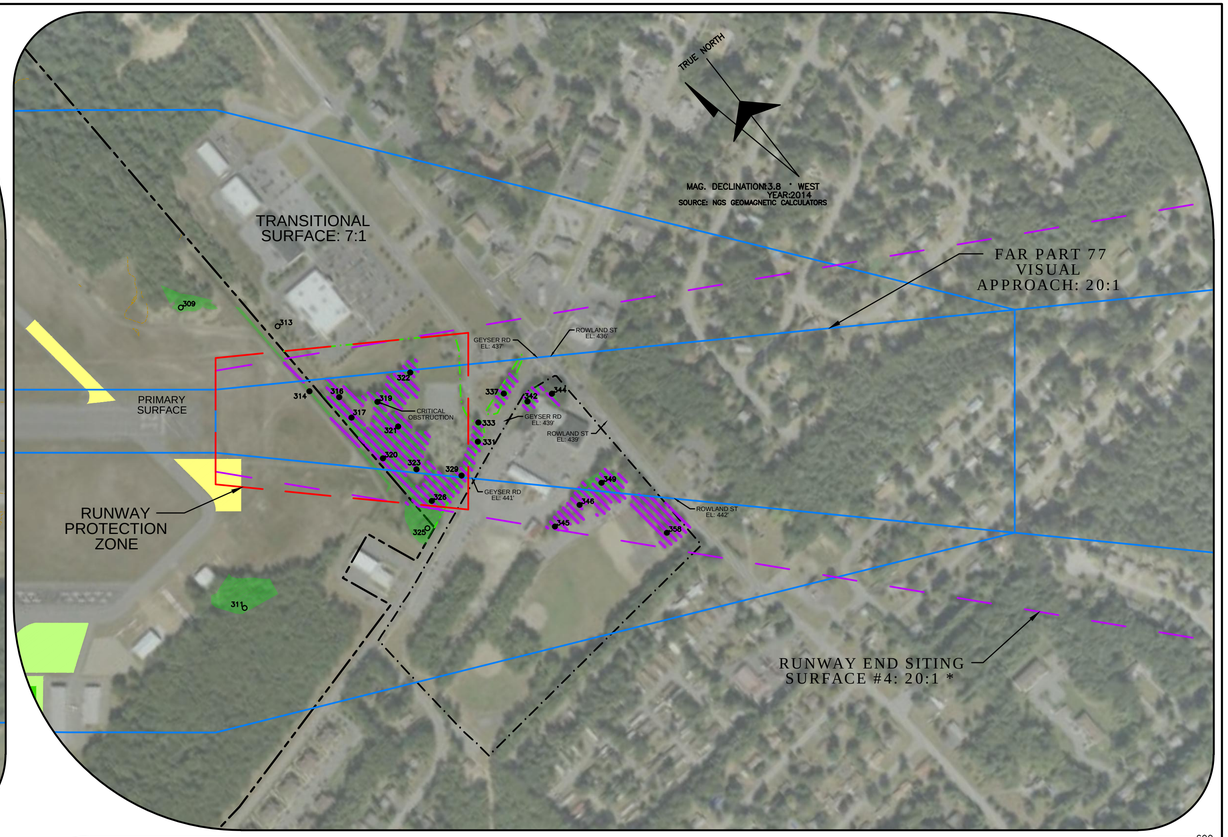

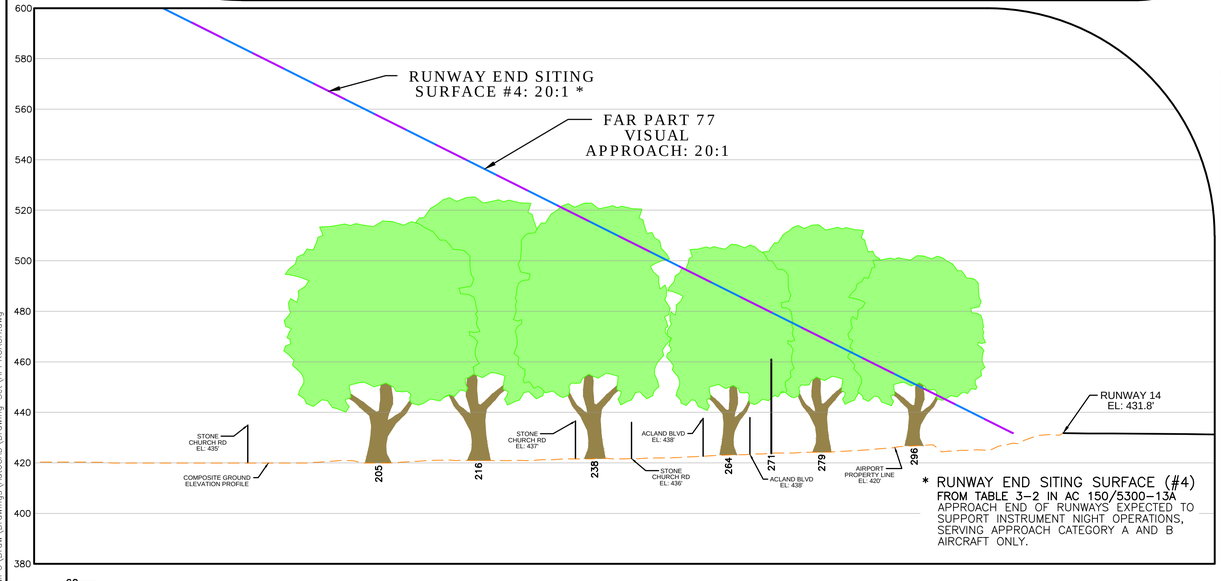

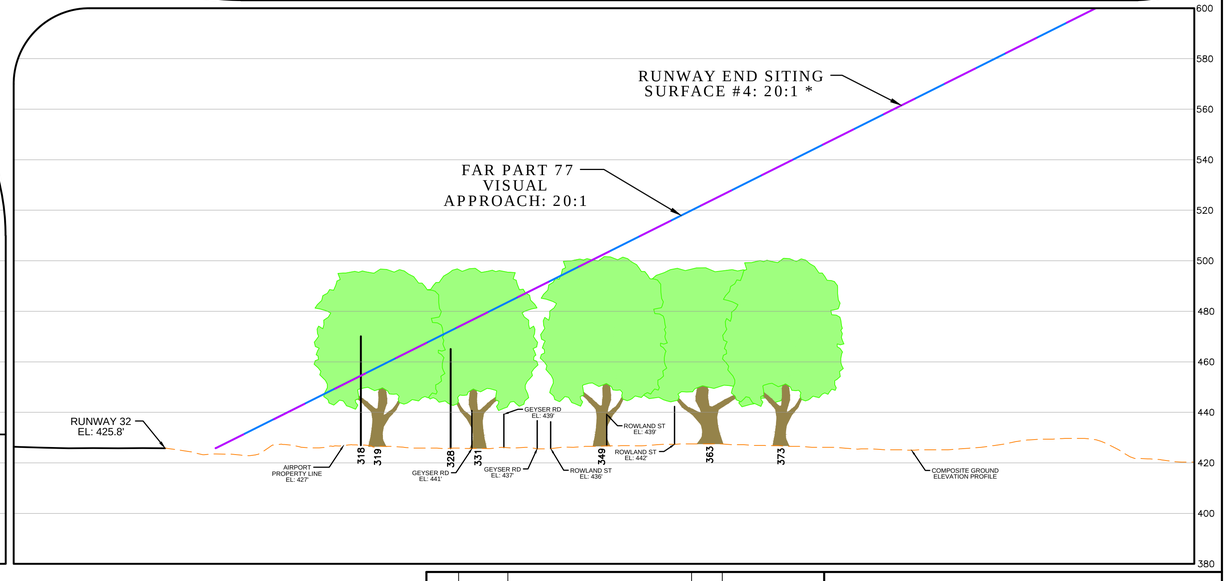

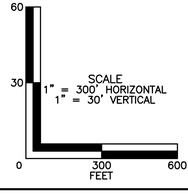

LEGEND					
DESCRIPTION	SYMBOL			DESCRIPTION	SYMBOL
RUNWAY PROTECTION ZONE (RPZ)		PROPOSED AIRPORT PAVEMENT		FAR PART 77 OBSTRUCTIONS	♂XX
AIRPORT PROPERTY		PROPOSED GROUND VEHICLE PAVEMENT		FAR PART 77 VEGETATION OBSTRUCTIONS	
EXISTING AIRPORT EASEMENT		PROPOSED BUILDINGS		RUNWAY END SITING SURFACE (#4) OBSTRUCTIONS	●XX
PROPOSED AIRPORT EASEMENT		GLIDER STAGING AREA		RUNWAY END SITING SURFACE (#4) VEGETATION OBSTRUCTIONS	
COUNTY OF SARATOGA PROPERTY		GROUND ELEVATION CONTOURS (10')	40		

NOTES:

1. TREES WITHIN 10' OF SURFACE IDENTIFIED AS OBSTRUCTIONS.
2. ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER PART 77 (15' FOR ROAD).
3. COMPOSITE GROUND ELEVATION PROFILE LIMITED TO APPROACH SURFACE.

DRAFT

REV.	DATE	DESCRIPTION	BY	SPONSOR

McFarland Johnson
60 RAILROAD PLACE, SUITE 402
SARATOGA SPRINGS, NY 12866 www.mjnc.com

SARATOGA COUNTY AIRPORT
SARATOGA COUNTY, NEW YORK

RUNWAY 14-32 INNER APPROACH DRAWING

SCALE:	AS SHOWN	DESIGN:	DKS
DRAWN:	RGT	PROJECT:	17588.04
CHECKED:	JEP	DATE:	OCTOBER 2014

SHEET: 7

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APPROACH SURFACE: RUNWAY 5

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
003	TREES	512.2	517.0	-4.8	*MONITOR*
007	TREES	522.5	512.7	9.8	*MONITOR*
009	TREES	514.4	512.4	2.0	*MONITOR*
010	TREES	500.9	509.5	-8.6	*MONITOR*
011	TREES	506.8	508.9	-2.1	*MONITOR*
014	TREES	511.7	507.8	3.9	*MONITOR*
015	TREES	522.1	506.6	15.5	*MONITOR*
016	TREES	506.3	505.8	0.5	*MONITOR*
017	TREES	525.1	504.6	20.5	*MONITOR*
018	TREES	499.7	503.5	-3.8	*MONITOR*
019	TREES	516.9	502.9	14.0	*MONITOR*
021	TREES	516.1	501.9	14.2	*MONITOR*
022	TREES	514.7	501.6	13.1	*MONITOR*
023	TREES	516.5	500.2	16.3	*MONITOR*
025	TREES	514.7	498.6	16.1	*MONITOR*
027	TREES	499.9	497.3	2.6	*MONITOR*
028	TREES	517.8	497.0	20.8	*MONITOR*
029	TREES	523.3	496.7	26.6	*MONITOR*
031	TREES	515.6	495.0	20.6	*MONITOR*
033	TREES	527.2	493.4	33.8	*MONITOR*
034	TREES	506.0	492.6	13.4	*MONITOR*
036	TREES	498.4	492.0	6.4	*MONITOR*
037	TREES	517.6	491.6	26.0	*MONITOR*
040	TREES	507.5	490.1	17.4	*MONITOR*
041	TREES	506.1	490.0	16.1	*MONITOR*
042	TREES	532.1	489.7	42.4	*MONITOR*
044	TREES	528.5	488.6	39.9	*MONITOR*
046	TREES	532.0	486.4	45.6	*MONITOR*
047	TREES	512.0	485.6	26.4	*MONITOR*
048	TREES	512.7	485.5	27.2	*MONITOR*
051	TREES	524.5	482.9	41.6	*MONITOR*
054	TREES	469.4	477.8	-8.4	*MONITOR*
055	TREES	472.6	477.1	-4.5	*MONITOR*
056	TREES	510.7	477.1	33.6	*MONITOR*
057	TREES	503.2	474.0	29.2	*MONITOR*
058	TREES	500.0	473.9	26.1	*MONITOR*
060	TREES	499.6	471.2	28.4	*MONITOR*
061	TREES	497.6	471.2	26.4	*MONITOR*
062	TREES	507.7	470.5	37.2	*MONITOR*
066	POLE	466.6	463.3	3.3	LIGHT

RUNWAY END SITING SURFACE #5: RUNWAY 5

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
033	TREES	527.2	535.1	-7.9	*MONITOR*
042	TREES	532.1	528.7	3.4	REMOVE
044	TREES	528.5	526.9	1.6	REMOVE
045	TREES	518.3	524.7	-6.4	*MONITOR*
046	TREES	532.0	523.2	8.8	REMOVE
047	TREES	512.0	521.9	-9.9	*MONITOR*
048	TREES	512.7	521.6	-8.9	*MONITOR*
051	TREES	524.5	517.2	7.3	REMOVE
056	TREES	510.7	507.3	3.4	REMOVE
057	TREES	503.2	502.1	1.1	REMOVE
058	TREES	500.0	501.8	-1.8	*MONITOR*
060	TREES	499.6	497.3	2.3	REMOVE
061	TREES	497.6	497.3	0.3	REMOVE
062	TREES	507.7	496.0	11.7	REMOVE
065	TREES	520.3	484.9	35.4	REMOVE
069	TREES	515.3	479.0	36.3	REMOVE
071	TREES	522.9	475.9	47.0	REMOVE
072	TREES	506.8	475.0	31.8	REMOVE

APPROACH SURFACE: RUNWAY 14

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
238	TREES	522.2	514.6	7.6	*MONITOR*
239	TREES	501.6	510.2	-8.6	*MONITOR*
246	TREES	515.0	505.2	9.8	*MONITOR*
255	TREES	490.0	497.2	-7.2	*MONITOR*
257	TREES	496.0	493.4	2.6	*MONITOR*
259	TREES	496.7	491.7	5.0	*MONITOR*
260	TREES	483.5	490.3	-6.8	*MONITOR*
264	TREES	506.5	488.0	18.5	*MONITOR*
265	TREES	490.1	487.8	2.3	*MONITOR*
266	TREES	493.4	485.6	7.8	*MONITOR*
270	TREES	471.7	480.9	-9.2	*MONITOR*
279	TREES	514.3	469.6	44.7	*MONITOR*
282	TREES	502.4	464.3	38.1	*MONITOR*
285	TREES	499.9	463.3	36.6	*MONITOR*
288	TREES	495.8	458.8	37.0	*MONITOR*
291	TREES	503.3	458.3	45.0	*MONITOR*
293	TREES	490.6	453.5	37.1	*MONITOR*
296	TREES	502.0	451.2	50.8	*MONITOR*

RUNWAY END SITING SURFACE #4: RUNWAY 14

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
227	TREES	525.9	527.7	-1.8	*MONITOR*
231	TREES	516.6	521.8	-5.2	*MONITOR*
238	TREES	522.2	514.6	7.6	REMOVE
239	TREES	501.6	510.2	-8.6	*MONITOR*
242	TREES	514.7	509.1	5.6	REMOVE
246	TREES	515.0	505.2	9.8	REMOVE
250	TREES	500.4	502.5	-2.1	*MONITOR*
255	TREES	490.0	497.2	-7.2	*MONITOR*
257	TREES	496.0	493.4	2.6	REMOVE
259	TREES	496.7	491.7	5.0	REMOVE
260	TREES	483.5	490.3	-6.8	*MONITOR*
264	TREES	506.5	488.0	18.5	REMOVE
265	TREES	490.1	487.8	2.3	REMOVE
266	TREES	493.4	485.6	7.8	REMOVE
270	TREES	471.7	480.9	-9.2	*MONITOR*
276	TREES	500.1	474.5	25.6	REMOVE
278	TREES	514.7	471.1	43.6	REMOVE
279	TREES	514.3	469.6	44.7	REMOVE
282	TREES	502.4	464.3	38.1	REMOVE
285	TREES	499.9	463.3	36.6	REMOVE
288	TREES	495.8	458.8	37.0	REMOVE
291	TREES	503.3	458.3	45.0	REMOVE
292	TREES	479.0	453.8	25.2	REMOVE
293	TREES	490.6	453.5	37.1	REMOVE
296	TREES	502.0	451.2	50.8	REMOVE
299	TREES	500.6	446.3	54.3	REMOVE

APPROACH SURFACE: RUNWAY 23

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
133	TREES	482.0	485.8	-3.8	*MONITOR*
135	TREES	486.8	486.6	0.2	*MONITOR*
137	TREES	489.6	486.9	2.7	*MONITOR*
138	TREES	508.1	487.3	20.8	*MONITOR*
140	TREES	489.3	490.1	-0.8	*MONITOR*
141	TREES	489.7	490.3	-0.6	*MONITOR*
142	TREES	489.3	492.0	-2.7	*MONITOR*
143	TREES	485.5	492.7	-7.2	*MONITOR*
144	TREES	496.4	493.0	3.4	*MONITOR*
145	TREES	492.4	493.2	-0.8	*MONITOR*
146	TREES	493.6	496.2	-2.6	*MONITOR*
147	TREES	489.1	496.2	-7.1	*MONITOR*
148	TREES	486.8	496.4	-9.6	*MONITOR*
149	TREES	489.1	497.5	-8.4	*MONITOR*

RUNWAY END SITING SURFACE #5: RUNWAY 23

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
109	TREES	491.8	455.6	36.2	REMOVE
114	TREES	492.1	464.9	27.2	REMOVE *
117	TREES	484.1	472.9	11.2	REMOVE *
120	TREES	488.2	484.4	3.8	REMOVE

* HAS BEEN REMOVED

RUNWAY END SITING SURFACE #8: RUNWAY 23

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
102	BUSH	429.0	429.2	-0.2	*MONITOR*
138	TREES	508.1	502.1	6.0	REMOVE

APPROACH SURFACE: RUNWAY 32

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
314	TREES	440.9	444.3	-3.4	*MONITOR*
316	TREES	464.9	450.2	14.7	*MONITOR*
317	TREES	475.7	452.6	23.1	*MONITOR*
319	TREES	496.7	457.8	38.9	*MONITOR*
320	TREES	487.6	458.8	28.8	*MONITOR*
321	TREES	492.7	461.9	30.8	*MONITOR*
322	TREES	481.2	464.3	16.9	*MONITOR*
323	TREES	484.2	465.5	18.7	*MONITOR*
329	TREES	493.2	474.4	18.8	*MONITOR*
331	TREES	497.0	477.7	19.3	*MONITOR*
333	TREES	480.3	477.8	2.5	*MONITOR*
337	TREES	491.9	482.8	9.1	*MONITOR*
342	TREES	480.8	487.5	-6.7	*MONITOR*
344	TREES	483.0	492.3	-9.3	*MONITOR*
349	TREES	501.7	502.2	-0.5	*MONITOR*

RUNWAY END SITING SURFACE #4: RUNWAY 32

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
314	TREES	440.9	444.3	-3.4	*MONITOR*
316	TREES	464.9	450.2	14.7	REMOVE
317	TREES	475.7	452.6	23.1	REMOVE
319	TREES	496.7	457.8	38.9	REMOVE
320	TREES	487.6	458.8	28.8	REMOVE
321	TREES	492.7	461.9	30.8	REMOVE
322	TREES	481.2	464.3	16.9	REMOVE
323	TREES	484.2	465.5	18.7	REMOVE
326	TREES	491.4	468.6	22.8	REMOVE
329	TREES	493.2	474.4	18.8	REMOVE
331	TREES	497.0	477.7	19.3	REMOVE
333	TREES	480.3	477.8	2.5	REMOVE
337	TREES	491.9	482.8	9.1	REMOVE
342	TREES	480.8	487.5	-6.7	*MONITOR*
344	TREES	483.0	492.3	-9.3	*MONITOR*
345	TREES	484.7	492.9	-8.2	*MONITOR*
346	TREES	490.1	497.8	-7.7	*MONITOR*
349	TREES	501.7	502.2	-0.5	*MONITOR*
358	TREES	520.5	515.1	5.4	REMOVE

PRIMARY SURFACE - RUNWAY 5-23

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
094	BUSH	435.4	431.2	4.2	REMOVE
102	BUSH	429.0	426.9	2.1	REMOVE

TRANSITIONAL SURFACE - RUNWAY 5-23

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
030	TREES	521.2	507.2	14.0	*MONITOR*
035	TREES	515.1	492.8	22.3	*MONITOR*
039	TREES	509.1	505.9	3.2	*MONITOR*
043	TREES	527.0	534.9	-7.9	*MONITOR*
045	TREES	518.3	494.0	24.3	*MONITOR*
059	TREES	539.6	525.7	13.9	*MONITOR*
063	TREES	539.9	497.6	42.3	*MONITOR*
064	TREES	512.8	518.5	-5.7	*MONITOR*
065	TREES	520.3	464.5	55.8	*MONITOR*
067	TREES	510.1	495.1	15.0	*MONITOR*
068	TREES	519.3	508.8	10.5	*MONITOR*
069	TREES	515.3	480.6	34.7	*MONITOR*
070	TREES	523.1	520.6	2.5	*MONITOR*
071	TREES	522.9	477.7	45.2	*MONITOR*
072	TREES	506.8	459.8	47.0	*MONITOR*
073	TREES	533.0	502.8	30.2	*MONITOR*
074	TREES	525.8	496.9	28.9	*MONITOR*
075	TREES	505.9	482.1	23.8	*MONITOR*
076	TREES	525.0	529.6	-4.6	*MONITOR*
077	TREES	527.5	513.4	14.1	*MONITOR*
078	TREES	528.9	478.9	50.0	*MONITOR*
079	TREES	509.7	508.5	1.2	*MONITOR*
080	TREES	530.1	533.3	-3.2	*MONITOR*
081	TREES	532.6	493.3	39.3	*MONITOR*
082	TREES	527.6	516.9	10.7	*MONITOR*
083	TREES	535.3	468.3	67.0	*MONITOR*
084	TREES	527.0	529.1	-2.1	*MONITOR*
085	TREES	542.9	534.7	8.2	*MONITOR*
086	TREES	524.5	531.2	-6.7	*MONITOR*
088	TREES	526.8	536.1	-9.3	*MONITOR*
089	TREES	513.3	516.6	-3.3	*MONITOR*
090	TREES	513.4	523.3	-9.9	*MONITOR*
091	TREES	515.4	517.8	-2.4	*MONITOR*
092	TREES	505.9	502.0	3.9	*MONITOR*
093	TREES	510.5	514.2	-3.7	*MONITOR*
095	TREES	492.8	499.2	-6.4	*MONITOR*
096	BUSH	437.2	445.9	-8.7	*MONITOR*
097	TREES	497.5	506.4	-8.9	*MONITOR*
098	TREES	475.0	484.8	-9.8	*MONITOR*
099	TREES	487.1	495.8	-8.7	*MONITOR*
100	TREES	504.0	513.8	-9.8	*MONITOR*
101	TREES	501.8	505.4	-3.6	*MONITOR*
103	TREES	498.1	493.7	4.4	*MONITOR*
105	TREES	488.7	493.0	-4.3	*MONITOR*
106	TREES	493.9	496.0	-2.1	*MONITOR*
107	TREES	492.7	472.6	20.1	*MONITOR*
108	TREES	500.2	490.0	10.2	*MONITOR*
109	TREES	491.8	457.1	34.7	*MONITOR*
110	TREES	491.9	488.6	3.3	*MONITOR*
111	TREES	493.3	477.5	15.8	*MONITOR*
112	TREES	492.1	497.1	-5.0	*MONITOR*
113	TREES	494.3	494.1	0.2	*MONITOR*
114	TREES	492.1	463.7	28.4	*MONITOR*
115	TREES	489.4	486.4	3.0	*MONITOR*
117	TREES	484.1	469.7	14.4	*MONITOR*
118	TREES	494.7	498.8	-4.1	*MONITOR*
120	TREES	488.2	481.2	7.0	*MONITOR*
121	TREES	494.5	504.1	-9.6	*MONITOR*
131	TREES	485.4	483.5	1.9	*MONITOR*

TRANSITIONAL SURFACE - RUNWAY 14-32

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
227	TREES	525.9	528.6	-2.7	*MONITOR*
250	TREES	500.4	504.8	-4.4	*MONITOR*
268	TREES	501.4	510.4	-9.0	*MONITOR*
276	TREES	500.1	482.6	17.5	*MONITOR*
277	TREES	506.1	505.6	0.5	*MONITOR*
278	TREES	514.7	488.4	26.3	*MONITOR*
280	TREES	496.3	499.5	-3.2	*MONITOR*
284	TREES	524.4	508.6	15.8	*MONITOR*
286	TREES	528.2	485.4	42.8	*MONITOR*
287	TREES	493.6	478.8	14.8	*MONITOR*
289	TREES	496.8	499.6	-2.8	*MONITOR*
292	TREES	479.0	460.5	18.5	*MONITOR*
294	TREES	515.3	508.6	6.7	*MONITOR*
295	TREES	507.9	472.5	35.4	*MONITOR*
297	TREES	488.1	477.3	10.8	*MONITOR*
298	TREES	518.6	485.6	33.0	*MONITOR*
299	TREES	500.6	452.8	47.8	*MONITOR*
301	TREES	506.0	499.8	6.2	*MONITOR*
302	TREES	481.0	484.1	-3.1	*MONITOR*
303	TREES	499.7	503.2	-3.5	*MONITOR*
305	TREES	513.6	519.4	-5.8	*MONITOR*
307	TREES	511.2	506.2	5.0	*MONITOR*
308	BUSH	429.8	429.0	0.8	*MONITOR*
309	TREES	470.7	472.1	-1.4	*MONITOR*
311	TREES	510.3	517.7	-7.4	*MONITOR*
313	TREES	466.0	470.3	-4.3	*MONITOR*
325	TREES	497.6	498.5	-0.9	*MONITOR*
326	TREES	491.4	483.6	7.8	*MONITOR*

RUNWAY END SITING SURFACE #9: RUNWAY 5

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
001	TREES	519.1	512.6	6.5	*MONITOR*
002	TREES	505.1	512.6	-7.5	*MONITOR*
003	TREES	512.2	509.6	2.6	*MONITOR*
004	TREES	497.7	507.4	-9.7	*MONITOR*
005	TREES	511.6	507.1	4.5	*MONITOR*
006	TREES	512.7	506.2	6.5	*MONITOR*
007	TREES	522.5	505.9	16.6	*MONITOR*
008	TREES	514.4	505.7	8.7	*MONITOR*
009	TREES	515.0	504.2	10.8	*MONITOR*
010	TREES	500.9	503.2	-2.3	*MONITOR*
011	TREES	506.8	502.7	4.1	*MONITOR*
012	TREES	515.4	502.1	13.3	*MONITOR*
013	TREES	518.9	501.8	17.1	*MONITOR*
014	TREES	511.7	501.7	10.0	*MONITOR*
015	TREES	522.1	500.7	21.4	*MONITOR*
016	TREES	506.3	500.1	6.2	*MONITOR*
017	TREES	525.1	499.0	26.1	*MONITOR*
018	TREES	499.7	498.0	1.7	*MONITOR*
019	TREES	516.9	497.5	19.4	*MONITOR*
020	TREES	524.9	497.0	27.9	*MONITOR*
021	TREES	516.1	496.7	19.4	*MONITOR*
022	TREES	514.7	496.4	18.3	*MONITOR*
023	TREES	516.5	495.2	21.3	*MONITOR*
024	TREES	499.4	494.2	5.2	*MONITOR*
025	TREES	514.7	493.9	20.8	*MONITOR*
026	TREES	525.1	492.8	32.3	*MONITOR*
027	TREES	499.9	492.8	7.1	*MONITOR*
028	TREES	517.8	492.6	25.2	*MONITOR*
029	TREES	523.3	492.3	31.0	*MONITOR*
030	TREES	521.2	490.9	30.3	*MONITOR*
031	TREES	515.6	490.8	24.8	*MONITOR*
032	TREES	514.9	490.1	24.8	*MONITOR*
033	TREES	527.2	489.5	37.7	*MONITOR*
034	TREES	506.0	488.8	17.2	*MONITOR*
035	TREES	515.1	488.3	26.8	*MONITOR*
036	TREES	498.4	488.3	10.1	*MONITOR*
037	TREES	517.6	487.9	29.7	*MONITOR*
038	TREES	495.4	487.6	7.8	*MONITOR*
039	TREES	509.1	487.4	21.7	*MONITOR*
040	TREES	507.5	486.7	20.8	*MONITOR*
041	TREES	506.1	486.6	19.5	*MONITOR*
042	TREES	532.1	486.3	45.8	*MONITOR*
043	TREES	527.0	485.7	41.3	*MONITOR*
044	TREES	528.5	485.4	43.1	*MONITOR*
045	TREES	518.3	484.3	34.0	*MONITOR*
046	TREES	532.0	483.6	48.4	*MONITOR*
047	TREES	512.0	482.9	29.1	*MONITOR*
048	TREES	512.7	482.7	30.0	*MONITOR*
049	TREES	472.5	481.6	-9.1	*MONITOR*
050	TREES	473.0	480.9	-7.9	*MONITOR*
051	TREES	524.5	480.6	43.9	*MONITOR*
052	TREES	470.9	480.1	-9.2	*MONITOR*
053	TREES	520.5	479.3	41.2	*MONITOR*
054	TREES	469.4	476.3	-6.9	*MONITOR*
055	TREES	472.6	475.6	-3.0	*MONITOR*
056	TREES	510.7	475.6	35.1	*MONITOR*
057	TREES	503.2	473.0	30.2	*MONITOR*
058	TREES	500.0	472.9	27.1	*MONITOR*
059	TREES	539.6	470.9	68.7	*MONITOR*
060	TREES	499.6	470.6	29.0	*MONITOR*
061	TREES	497.6	470.6	27.0	*MONITOR*
062	TREES	507.7	470.0	37.7	*MONITOR*
063	TREES	539.9	468.0	71.9	*MONITOR*
064	TREES	512.8	467.4	45.4	*MONITOR*
065	TREES	520.3	464.4	55.9	*MONITOR*
066	POLE	466.6	463.9	2.7	LIGHT
067	TREES	510.1	462.4	47.7	*MONITOR*
068	TREES	519.3	462.1	57.2	*MONITOR*
069	TREES	515.3	461.5	53.8	*MONITOR*
071	TREES	522.9	459.9	63.0	*MONITOR*
072	TREES	506.8	459.5	47.3	*MONITOR*
073	TREES	533.0	458.2	74.8	*MONITOR*
074	TREES	525.8	455.2	70.6	*MONITOR*
075	TREES	505.9	455.1	50.8	*MONITOR*
078	TREES	528.9	452.0	76.9	*MONITOR*
081	TREES	532.6	449.7	82.9	*MONITOR*
083	TREES	535.3	446.3	89.0	*MONITOR*
087	BUSH	438.9	434.1	4.8	*MONITOR*

RUNWAY END SITING SURFACE #9: RUNWAY 23

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
102	BUSH	429.0	428.6	0.4	*MONITOR*
104	BUSH	432.6	431.2	1.4	*MONITOR*
107	TREES	492.7	443.0	49.7	*MONITOR*
108	TREES	500.2	445.8	54.4	*MONITOR*
109	TREES	491.8	446.3	45.5	*MONITOR*
110	TREES	491.9	447.3	44.6	*MONITOR*
111	TREES	493.3	448.4	44.9	*MONITOR*
112	TREES	492.1	450.0	42.1	*MONITOR*
113	TREES	494.3	450.4	43.9	*MONITOR*
114	TREES	492.1	450.9	41.2	*MONITOR*
115	TREES	489.4	453.4	36.0	*MONITOR*
116	TREES	491.4	454.6	36.8	*MONITOR*
117	TREES	484.1	454.9	29.2	*MONITOR*
118	TREES	494.7	455.1	39.6	*MONITOR*
119	TREES	482.0	460.0	22.0	*MONITOR*
120	TREES	488.2	460.6	27.6	*MONITOR*
121	TREES	494.5	460.8	33.7	*MONITOR*
122	TREES	488.9	463.4	25.5	*MONITOR*
123	TREES	495.5	465.2	30.3	*MONITOR*
124	TREES	486.7	465.9	20.8	*MONITOR*
125	TREES	500.0	468.7	31.3	*MONITOR*
126	TREES	498.0	470.3	27.7	*MONITOR*
127	TREES	493.8	473.2	20.6	*MONITOR*
128	TREES	479.9	473.5	6.4	*MONITOR*
129	TREES	482.8	477.3	5.5	*MONITOR*
130	TREES	491.8	477.5	14.3	*MONITOR*
131	TREES	485.4	477.9	7.5	*MONITOR*
132	TREES	496.8	478.3	18.5	*MONITOR*
133	TREES	482.0	482.0	0.0	*MONITOR*
134	TREES	484.8	482.3	2.5	*MONITOR*
135	TREES	486.8	482.6	4.2	*MONITOR*
136	TREES	489.8	482.8	7.0	*MONITOR*
137	TREES	489.6	482.9	6.7	*MONITOR*
138	TREES	508.1	483.3	24.8	*MONITOR*
139	TREES	490.2	483.6	6.6	*MONITOR*
140	TREES	489.3	485.6	3.7	*MONITOR*
141	TREES	489.7	485.8	3.9	*MONITOR*
142	TREES	489.3	487.2	2.1	*MONITOR*
143	TREES	485.5	487.8	-2.3	*MONITOR*
144	TREES	496.4	488.1	8.3	*MONITOR*
145	TREES	492.4	488.2	4.2	*MONITOR*
146	TREES	493.6	490.8	2.8	*MONITOR*
147	TREES	489.1	490.8	-1.7	*MONITOR*
148	TREES	486.8	491.0	-4.2	*MONITOR*
149	TREES	489.1	491.9	-2.8	*MONITOR*
150	TREES	483.3	492.6	-9.3	*MONITOR*
151	TREES	486.3	492.8	-6.5	*MONITOR*
152	TREES	505.3	493.8	11.5	*MONITOR*
153	TREES	486.5	495.7	-9.2	*MONITOR*
154	TREES	505.0	497.4	7.6	*MONITOR*

NOTES:

1. HIGHLIGHTED TABLES REPRESENT TREE OBSTRUCTIONS TO BE PURSUED AND REMOVED.

DRAFT

REV	DATE	DESCRIPTION	BY	SPONSOR

SARATOGA COUNTY AIRPORT

SARATOGA COUNTY, NEW YORK

INNER APPROACH TABLES

McFarland Johnson
60 RAILROAD PLACE, SUITE 402
SARATOGA SPRINGS, NY 12866 www.mjinc.com

SCALE:	NONE	DESIGN:	DKS
DRAWN:	RGT	PROJECT:	17588.04
CHECKED:	JEP	DATE:	OCTOBER 2014

SHEET: 8

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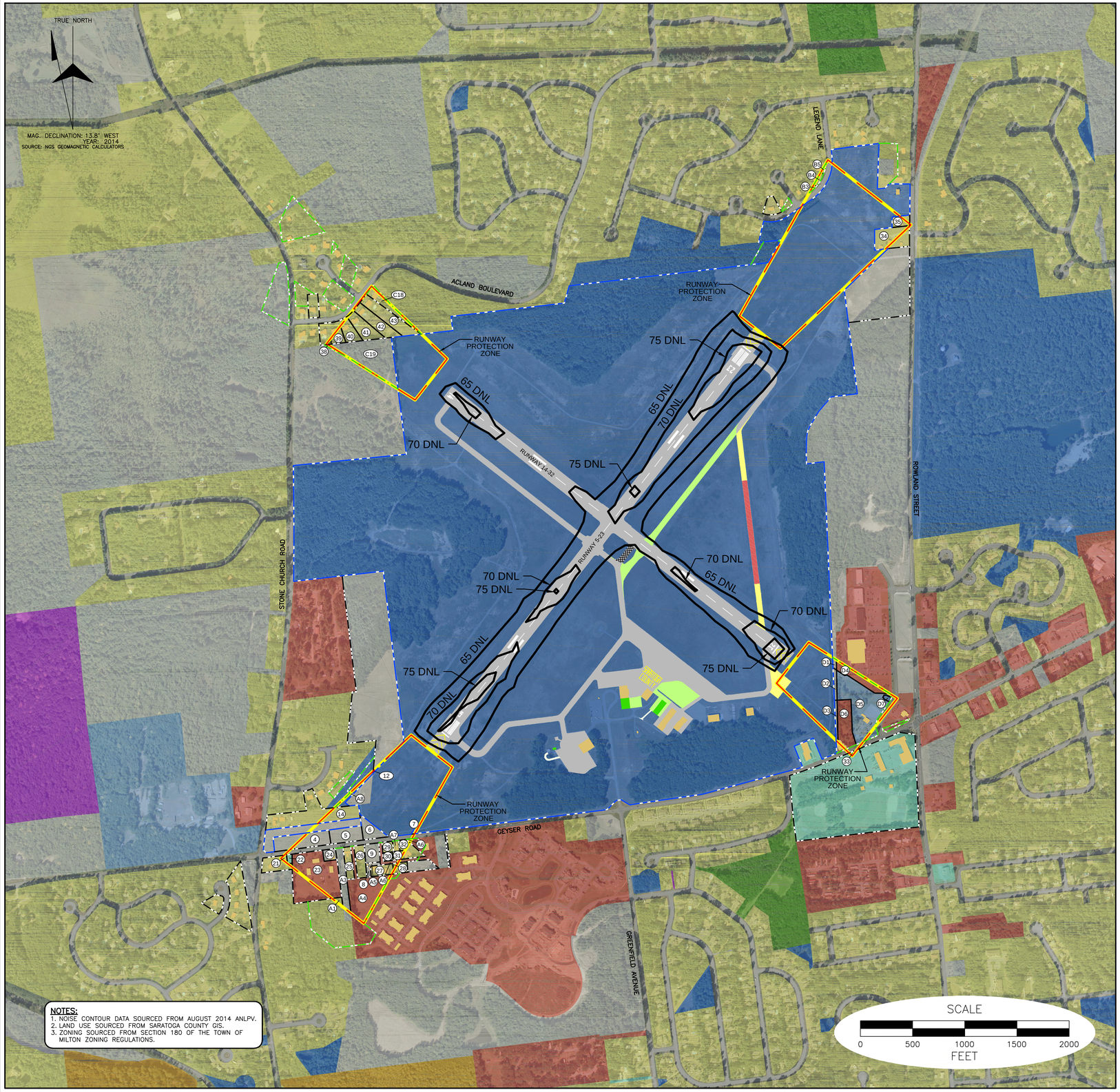

NOTES:
1. NOISE CONTOUR DATA SOURCED FROM AUGUST 2014 ANLPV.
2. LAND USE SOURCED FROM SARATOGA COUNTY GIS.
3. ZONING SOURCED FROM SECTION 180 OF THE TOWN OF MILTON ZONING REGULATIONS.

RPZ CONTROL PLAN

REFERENCE NUMBER	TAX PARCEL NUMBER	OWNER	ACREAGE	LAND USE	PROPOSED ACTION
RUNWAY 5					
COUNTY OF SARATOGA PROPERTY					
4	189.12-1-7	COUNTY OF SARATOGA	0.95	VACANT	NONE
5	189.12-1-8	COUNTY OF SARATOGA	1.05	VACANT	NONE
6	189.-2-8.2	COUNTY OF SARATOGA	0.76	VACANT	NONE
7	189.-2-8.3	COUNTY OF SARATOGA	0.02	VACANT	NONE
8	189.12-1-18	COUNTY OF SARATOGA	0.10	VACANT	NONE
9	189.12-1-43	COUNTY OF SARATOGA	0.60	VACANT	NONE
12	189.-2-8.1	COUNTY OF SARATOGA	0.05	VACANT	NONE
EXISTING EASEMENT					
14	189.12-1-4	MULLER, COLLEEN	0.96	RESIDENTIAL	NONE
21	189.12-1-28.1	DOTEN, EVERETT	0.08	RESIDENTIAL	NONE
22	189.12-1-28.2	MILTON CENTER CEMETERY	0.10	COMMUNITY SERVICES	NONE
23	189.12-1-34	SIANO, RALPH D	3.02	COMMERCIAL	NONE
24	189.12-1-23	SIANO, RALPH A	0.30	VACANT	NONE
25	189.12-1-22	SIANO, RALPH A	0.57	RESIDENTIAL	NONE
26	189.12-1-36	SIANO, RALPH	0.71	RESIDENTIAL	NONE
27	189.12-1-17	CURRIER, STEPHEN	0.49	RESIDENTIAL	NONE
28	190.9-1-13	BALLESTERO, ANTONIO	0.04	RESIDENTIAL	NONE
29	189.12-1-10	WILLARD, JEROME	0.24	RESIDENTIAL	NONE
30	189.12-1-15	WILLARD, JEROME & MARIE	0.17	VACANT	NONE
31	190.9-1-10	ZARRO, JAMES & LORRI	0.18	RESIDENTIAL	NONE
32	190.9-1-11	JONES, HENRY	0.19	RESIDENTIAL	NONE
PROPOSED EASEMENT					
A1	189.-2-10	ANDERSON, ROBERT H	0.10	RESIDENTIAL	EASEMENT
A3	189.-2-9.12	TEN EYCK, TERRY	0.97	VACANT	EASEMENT
A4	190.-1-30.11	KAYDEROSS VILLAGE - LOT 2 LLC	2.79	COMMERCIAL	EASEMENT
A5	189.12-1-41.1	CURRIER, STEPHEN & KATHLEEN	0.10	VACANT	EASEMENT
A6	190.9-1-3.1	BRIGGS, RICHARD L	0.28	COMMERCIAL	EASEMENT
A7	189.12-1-9	WIEBICKE, HUGO	0.14	RESIDENTIAL	EASEMENT
A8	189.12-1-3.11	TOWN OF MILTON	0.32	PUBLIC SERVICES	EASEMENT
RUNWAY 23					
EXISTING EASEMENT					
34	177.-1-17.11	DEERE, DENISE	1.01	RESIDENTIAL	NONE
35	177.14-2-21.2	WAGNER, JOSEPH J & PATRICIA	0.30	RESIDENTIAL	NONE
PROPOSED EASEMENT					
B3	177.14-1-20	GEARING, ZACHARY D & ERIN M	0.04	RESIDENTIAL	EASEMENT
B4	177.14-1-19	WAGNER, DAVID J & TERRI A	0.10	RESIDENTIAL	EASEMENT
B5	177.14-1-18	ROSE, CAROL A & WILLIAM J	0.04	RESIDENTIAL	EASEMENT
RUNWAY 14					
EXISTING EASEMENT					
38	176.16-1-12	PUMA, LINDA	0.03	RESIDENTIAL	NONE
39	176.16-1-11	KOSHGARIAN, MICHAEL G	0.33	RESIDENTIAL	NONE
40	176.16-1-10	GARGIULO, RICHARD A & ANNA E	0.62	RESIDENTIAL	NONE
41	176.16-1-9	CHRISTENSEN, AMY S & IANNON, PHILLIP A	1.00	RESIDENTIAL	NONE
42	176.16-1-8	PIROLI, ANDREW P	1.17	RESIDENTIAL	NONE
43	176.16-1-7	CHENEY, FREDERICK D & LISA V	1.48	RESIDENTIAL	NONE
PROPOSED EASEMENT					
C18	176.16-1-6	ZALOGA, JAMES M & DEBRA J	0.68	RESIDENTIAL	EASEMENT
C19	176.-2-10	CISAR, PAULINE	3.51	VACANT	EASEMENT
RUNWAY 32					
EXISTING EASEMENT					
33	190.-7-5	TOWN OF MILTON	0.04	COMMUNITY SERVICES	NONE
PROPOSED EASEMENT					
D1	190.-7-10.2	MARTINS FOODS OF SOUTH BURLINGTON INC	0.08	VACANT	EASEMENT
D2	190.-7-10.31	MILL CREEK GROUP LLC	0.20	VACANT	EASEMENT
D3	190.-7-10.32	MILL CREEK GROUP LLC	0.19	VACANT	EASEMENT
D4	190.-7-11	MARTINS FOODS	0.88	COMMERCIAL	EASEMENT
D5	190.-7-15.1	MILL CREEK GROUP LLC	3.89	RECREATION / ENTERTAINMENT	EASEMENT
D6	190.-7-15.2	MILL CREEK GROUP LLC	1.47	COMMERCIAL	EASEMENT
D7	190.-7-16	MILL CREEK GROUP LLC	0.07	PUBLIC SERVICES	EASEMENT

LEGEND

DESCRIPTION	EXISTING	PROPOSED
RUNWAY PROTECTION ZONE (RPZ)		N/A
NOISE CONTOUR		N/A
AIRPORT PAVEMENT		
GROUND VEHICLE PAVEMENT	N/A	
GLIDER STAGING AREA	N/A	
AIRPORT BUILDINGS	N/A	
TO BE REMOVED	N/A	
TO BE ABANDONED	N/A	
AIRPORT PROPERTY		N/A
AIRPORT EASEMENT		
COUNTY OF SARATOGA PROPERTY		N/A
PARCEL BOUNDARY		N/A
RPZ OVERLAY ZONING DISTRICT		N/A
LAND USE – AGRICULTURAL		N/A
LAND USE – COMMERCIAL		N/A
LAND USE – COMMUNITY SERVICES		N/A
LAND USE – INDUSTRIAL		N/A
LAND USE – PUBLIC SERVICES		N/A
LAND USE – RECREATION / ENTERTAINMENT		N/A
LAND USE – RESIDENTIAL		N/A
LAND USE – WILD, FORESTED, PARKS		N/A
LAND USE – VACANT		N/A

DRAFT

REV	DATE	DESCRIPTION	BY	SPONSOR

McFarland Johnson
60 RAILROAD PLACE, SUITE 402
SARATOGA SPRINGS, NY 12866 www.mjnc.com

SARATOGA COUNTY AIRPORT
SARATOGA COUNTY, NEW YORK

AIRPORT LAND USE AND RPZ CONTROL PLAN

SCALE: 1" = 500'	DESIGN: DKS	SHEET: 9	
DRAWN: RGT	PROJECT: 17588.04		
CHECKED: JEP	DATE: OCTOBER 2014		

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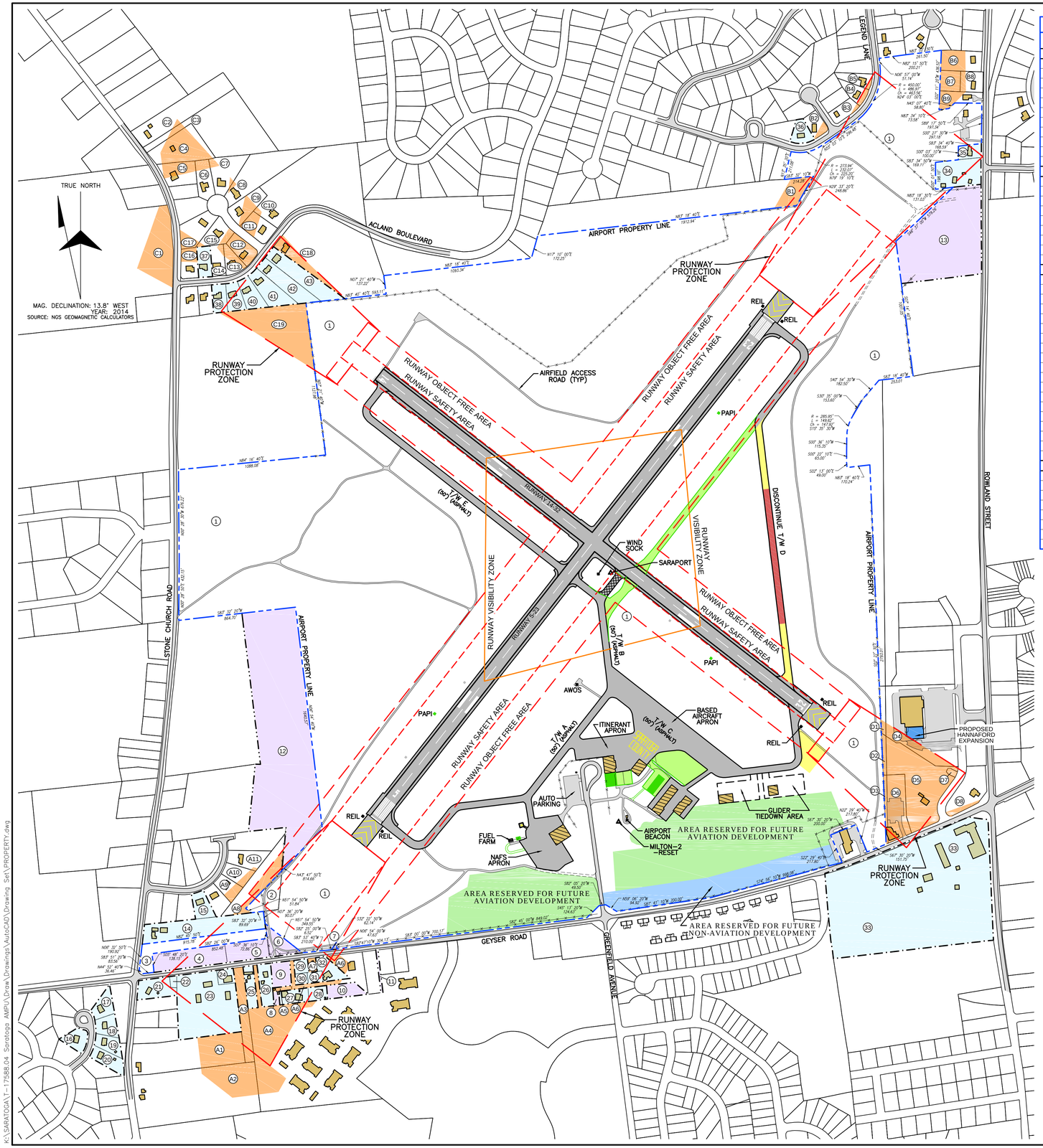

SCALE
0 400 800 1200 1600
FEET

PROPOSED AIRPORT PROPERTY - EASEMENT

REFERENCE NUMBER	TAX PARCEL NUMBER	GRANTOR	ACERAGE	PURPOSE
RUNWAY 5				
A1	189.-2-10	ANDERSON, ROBERT H	1.71	HEIGHT CONTROL
A2	189.-2-11	SHARADIN , KENNETH	1.76	HEIGHT CONTROL
A3	189.-2-9.12	TEN EYCK, TERRY	1.16	HEIGHT CONTROL
A4	190.-1-30.11	KAYDEROSS VILLAGE - LOT 2 LLC	3.78	HEIGHT CONTROL
A5	189.12-1-41.1	CURRIER, STEPHEN & KATHLEEN	0.10	HEIGHT CONTROL
A6	190.9-1-3.1	BRIGGS, RICHARD L	0.67	HEIGHT CONTROL
A7	189.12-1-9	WIEBICKE, HUGO	0.14	HEIGHT CONTROL
A8	189.12-1-3.11	TOWN OF MILTON	0.79	HEIGHT CONTROL
A9	189.12-1-52	CLAPPER, JOHN	0.21	HEIGHT CONTROL
A10	189.12-1-51	WETTIG, SEAN M & JUDITH S	0.16	HEIGHT CONTROL
A11	189.12-1-50	GOODNESS, CHRIS & MURPHY, SHEILA	0.02	HEIGHT CONTROL
RUNWAY 23				
B1	177.-1-17.2	ROWLAND HOLLOW WATERWORKS	0.76	HEIGHT CONTROL
B2	177.14-1-28	DAVIDSON, MARK C	0.12	HEIGHT CONTROL
B3	177.14-1-20	GEARING, ZACHARY D & ERIN M	0.04	HEIGHT CONTROL
B4	177.14-1-19	WAGNER, DAVID J & TERRI A	0.10	HEIGHT CONTROL
B5	177.14-1-18	ROSE, CAROL A & WILLIAM J	0.04	HEIGHT CONTROL
B6	177.14-2-32	TERRELL, CLAUDE G & DONNA R	0.62	HEIGHT CONTROL
B7	177.14-2-18	IMPERATO, MARIANNE	0.52	HEIGHT CONTROL
B8	177.14-2-19	ISHAM, ROBERT C & TAMMY	0.14	HEIGHT CONTROL
B9	177.14-2-20	D ALONZO, JOHN	0.40	HEIGHT CONTROL
RUNWAY 14				
C1	176.-2-18.11	BROWNYARD, VIRGINIA	2.26	HEIGHT CONTROL
C2	176.-2-7	SEYMOUR, MICHAEL R	0.04	HEIGHT CONTROL
C3	176.-2-17	CAREY ETAL, CLOVIS A	0.12	HEIGHT CONTROL
C4	176.-2-8	CAREY ETAL, CLOVIS A	1.39	HEIGHT CONTROL
C5	176.16-1-1	MILLARSON, AGNES	0.52	HEIGHT CONTROL
C6	176.16-1-2	MACIAG, ROBERT & PAULA	0.17	HEIGHT CONTROL
C7	176.16-1-3	HAGADORN, SCOTT A	0.11	HEIGHT CONTROL
C8	176.16-1-4	DELNICKI, CORRIE	0.04	HEIGHT CONTROL
C9	176.16-1-22	KOPPI, JEFFREY A & SUSAN W	0.30	HEIGHT CONTROL
C10	176.16-1-5	KIELB, RICHARD L & STACEY L	0.05	HEIGHT CONTROL
C11	176.16-1-21	ROONEY, JUDITH	0.34	HEIGHT CONTROL
C12	176.16-1-20	FORD, DENNIS P	0.64	HEIGHT CONTROL
C13	176.16-1-19	DOTI, CHRISTOPHER	0.27	HEIGHT CONTROL
C14	176.16-1-18	HARRISON, JULIE A	0.06	HEIGHT CONTROL
C15	176.16-1-23	MALONEY, CRAIG A	0.16	HEIGHT CONTROL
C16	176.16-1-16	SMITH, BLAIN D	0.27	HEIGHT CONTROL
C17	176.16-1-24	RUSCIO, VITTORIANO & ST-PIERRE, JOSEE	0.27	HEIGHT CONTROL
C18	176.16-1-6	ZALOGA, JAMES M & DEBRA J	0.75	HEIGHT CONTROL
C19	176.-2-10	CISAR, PAULINE	3.58	HEIGHT CONTROL
RUNWAY 32				
D1	190.-7-10.2	MARTINS FOODS OF SOUTH BURLINGTON INC	0.08	HEIGHT CONTROL
D2	190.-7-10.31	MILL CREEK GROUP LLC	0.27	HEIGHT CONTROL
D3	190.-7-10.32	MILL CREEK GROUP LLC	0.25	HEIGHT CONTROL
D4	190.-7-11	MARTINS FOODS	0.88	HEIGHT CONTROL
D5	190.-7-15.1	MILL CREEK GROUP LLC	4.01	HEIGHT CONTROL
D6	190.-7-15.2	MILL CREEK GROUP LLC	1.53	HEIGHT CONTROL
D7	190.-7-16	MILL CREEK GROUP LLC	0.07	HEIGHT CONTROL
D8	190.-7-1.12	BOGHOSIAN, THOMAS A	0.17	HEIGHT CONTROL

EXISTING AIRPORT PROPERTY - FEE SIMPLE

REFERENCE NUMBER	TAX PARCEL NUMBER	BOOK/PAGE	GRANTOR	ACERAGE	ACQUISITION DATE	AIP NUMBER
1	177.-1-36.1	1602/69	UNKNOWN	523.64	10/28/1981	UNKNOWN
2	189.12-1-3.3	1029/227	UNKNOWN	0.80	11/02/1981	UNKNOWN
3	189.12-1-35	1298/386	UNKNOWN	1.90	10/15/1990	UNKNOWN

COUNTY OF SARATOGA PROPERTY

REFERENCE NUMBER	TAX PARCEL NUMBER	BOOK/PAGE	GRANTOR	ACERAGE	ACQUISITION DATE	AIP NUMBER
4	189.12-1-7	1639/472	COUNTY OF SARATOGA	1.62	02/19/2003	3-36-0004-21-08
5	189.12-1-8	1667/371	COUNTY OF SARATOGA	1.05	12/19/2003	3-36-0004-21-07
6	189.-2-8.2	1029/222	COUNTY OF SARATOGA	0.76	10/28/1981	UNKNOWN
7	189.-2-8.3	1602/69	COUNTY OF SARATOGA	0.02	10/28/1981	UNKNOWN
8	189.12-1-18	1100/47	COUNTY OF SARATOGA	0.10	10/21/1985	UNKNOWN
9	189.12-1-43	1353/178	COUNTY OF SARATOGA	0.60	01/11/1993	UNKNOWN
10	190.9-1-12	1353/186	COUNTY OF SARATOGA	0.57	01/11/1993	UNKNOWN
11	190.9-1-5	1353/184	COUNTY OF SARATOGA	0.11	01/11/1993	UNKNOWN
12	189.-2-8.1	1029/222	COUNTY OF SARATOGA	17.30	10/28/1981	UNKNOWN
13	177.-1-23.11	1044/697	COUNTY OF SARATOGA	7.50	03/31/1983	UNKNOWN

EXISTING AIRPORT PROPERTY - EASEMENT

REFERENCE NUMBER	TAX PARCEL NUMBER	BOOK/PAGE	GRANTOR	ACERAGE	ACQUISITION DATE	AIP NUMBER
14	189.12-1-4	1772/143	MULLER, COLLEEN	2.53	09/26/2006	3-36-0004-21-06
15	189.12-1-54	2010/14093	KOLODZIEJSKI, WARREN A	0.54	05/06/2010	UNKNOWN
16	189.12-2-19	1368/461	GIBNEY, KARIN M	0.52	10/04/1993	UNKNOWN
17	189.12-2-24	1368/461	DRISCOLL, JOHN R	0.55	10/04/1993	UNKNOWN
18	189.12-2-25	1368/461	SOMMA, SCOTT W & CLARAVALL, CYNTHIA O	0.50	10/04/1993	UNKNOWN
19	189.12-2-26	1368/461	DYMOND, KEITH W & SUSAN A	0.50	10/04/1993	UNKNOWN
20	189.12-2-27	1368/461	WHEELER, CARLTON J	0.62	10/04/1993	UNKNOWN
21	189.12-1-28.1	1774/374	DOTEN, EVERETT	0.88	10/19/2006	3-36-0004-21-18
22	189.12-1-28.2	1774/374	MILTON CENTER CEMETERY	0.10	10/19/2006	3-36-0004-21-18
23	189.12-1-34	1770/164	SIANO, RALPH D	4.57	09/07/2006	3-36-0004-21-20
24	189.12-1-23	1770/158	SIANO, RALPH A	0.30	09/07/2006	3-36-0004-21-13
25	189.12-1-22	1770/170	SIANO, RALPH A	0.57	09/07/2006	3-36-0004-21-12
26	189.12-1-36	1770/176	SIANO, RALPH	0.71	09/07/2006	3-36-0004-21-11
27	189.12-1-17	2007/5838	CURRIER, STEPHEN	0.50	02/08/2007	3-36-0004-21-16
28	190.9-1-13	1766/583	BALLESTERO, ANTONIO	0.32	08/21/2006	3-36-0004-21-17
29	189.12-1-10	1770/150	WILLARD, JEROME	0.24	09/07/2006	3-36-0004-21-10
30	189.12-1-15	1770/150	WILLARD, JEROME & MARIE	0.17	09/07/2006	3-36-0004-21-15
31	190.9-1-10	1765/202	ZARRO, JAMES & LORRI	0.20	08/08/2006	3-36-0004-21-14
32	190.9-1-11	1766/577	JONES, HENRY	0.60	08/21/2006	3-36-0004-21-09
33	190.-7-5	2009/26768	TOWN OF MILTON	22.06	07/28/2009	3-36-0004-22-13
34	177.-1-17.11	1064/564	DEERE, DENISE	1.53	08/04/1982	UNKNOWN
35	177.14-2-21.2	1770/144	WAGNER, JOSEPH J & PATRICIA	0.39	09/07/2006	3-36-0004-21-05
36	177.14-1-29	1774/383	MONTGOMERY, ALLEN	0.45	10/19/2006	3-36-0004-21-19
37	176.16-1-17	2007/15505	KRAWCZUK, STANLEY J & NANCY M	0.52	04/17/2007	3-36-0004-22-12
38	176.16-1-12	2008/19207	PUMA, LINDA	0.50	05/29/2008	3-36-0004-22-06
39	176.16-1-11	2007/32340	KOSHGARIAN, MICHAEL G	0.55	08/20/2007	3-36-0004-22-07
40	176.16-1-10	2008/4157	GARGIULO, RICHARD A & ANNA E	0.67	02/01/2008	3-36-0004-22-08
41	176.16-1-9	2008/4155	CHRISTENSEN, AMY S & IANNON, PHILLIP A	1.01	02/01/2008	3-36-0004-22-09
42	176.16-1-8	2008/4159	PIROLI, ANDREW P	1.17	02/01/2008	3-36-0004-22-10
43	176.16-1-7	2007/23996	CHENEY, FREDERICK D & LISA V	1.48	06/20/2007	3-36-0004-22-11

LEGEND

DESCRIPTION	EXISTING	PROPOSED
RUNWAY CENTERLINE		N/A
RUNWAY SAFETY AREA (RSA)		N/A
RUNWAY OBJECT FREE AREA (ROFA)		N/A
RUNWAY PROTECTION ZONE (RPZ)		N/A
RUNWAY VISIBILITY ZONE (RVZ)		N/A
AIRPORT PAVEMENT		
GROUND VEHICLE PAVEMENT		
GLIDER STAGING AREA	N/A	
AIRPORT BUILDINGS		
TO BE REMOVED	N/A	
TO BE ABANDONED	N/A	
MISCELLANEOUS BUILDINGS		N/A
AIRPORT PROPERTY		N/A
AIRPORT EASEMENT		
COUNTY OF SARATOGA PROPERTY		N/A
NGS MONUMENT		N/A
FENCE		N/A

NOTES:
1. AIRPORT PROPERTY BOUNDARY SOURCED FROM GILBERT VANGUILDER & ASSOCIATES SURVEY, DATED 10/30/2001.
2. OFF-AIRPORT PROPERTY BOUNDARIES SOURCED FROM SARATOGA COUNTY GIS.

DRAFT

REV	DATE	DESCRIPTION	BY	SPONSOR

SARATOGA COUNTY AIRPORT
SARATOGA COUNTY, NEW YORK

AIRPORT PROPERTY MAP EXHIBIT "A"

McFarland Johnson
60 RAILROAD PLACE, SUITE 402
SARATOGA SPRINGS, NY 12866 www.mjnc.com

SCALE:	1" = 400'	DESIGN:	DKS
DRAWN:	RGT	PROJECT:	17588.04
CHECKED:	JEP	DATE:	OCTOBER 2014

SHEET: 10

K:\SARATOGA\17588.04 Saratoga AMPU\Drawings\AutoCAD\Drawing Set\PROPERTY.dwg, 2014-10-29 12:09:45 PM, rtorney

McFarland Johnson