

- GENERAL NOTES:**
- EXISTING RUNWAY END ELEVATIONS, END COORDINATES, BEARINGS, AND LENGTHS NOTED IN THIS ALP FROM SURVEY PERFORMED BY WILSON AND COMPANY, KANSAS CITY, MO, AND PROCESSED BY MARTINEZ GEOSPATIAL, EAGAN, MN.
  - HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
  - SEE TERMINAL AREA DRAWING, SHEETS 32 AND 33 FOR LANDSIDE DETAILS.
  - SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR THRESHOLD SITING SURFACE PENETRATIONS.
  - MAGNETIC DECLINATION FROM NOAA NATIONAL GEOPHYSICAL DATA CENTER.
  - CURRENT ELEVATIONS AT ROADWAY/APPROACH SURFACE INTERSECTIONS ARE ACTUAL ELEVATIONS AND DO NOT REFLECT 17, 15, OR 10' ADJUSTMENTS.
  - 5' LINE OF SIGHT NOT MET BETWEEN ALL RUNWAYS.
  - SELF SERVE FUEL PUMP TO BE RELOCATED. FUEL PUMP HOUSE TO BE DEMOLISHED AND RELOCATED.
  - UP TO 12 BOX HANGARS TO BE DEVELOPED IN AREA 35.

**NGS SURVEY CONTROL STATIONS**

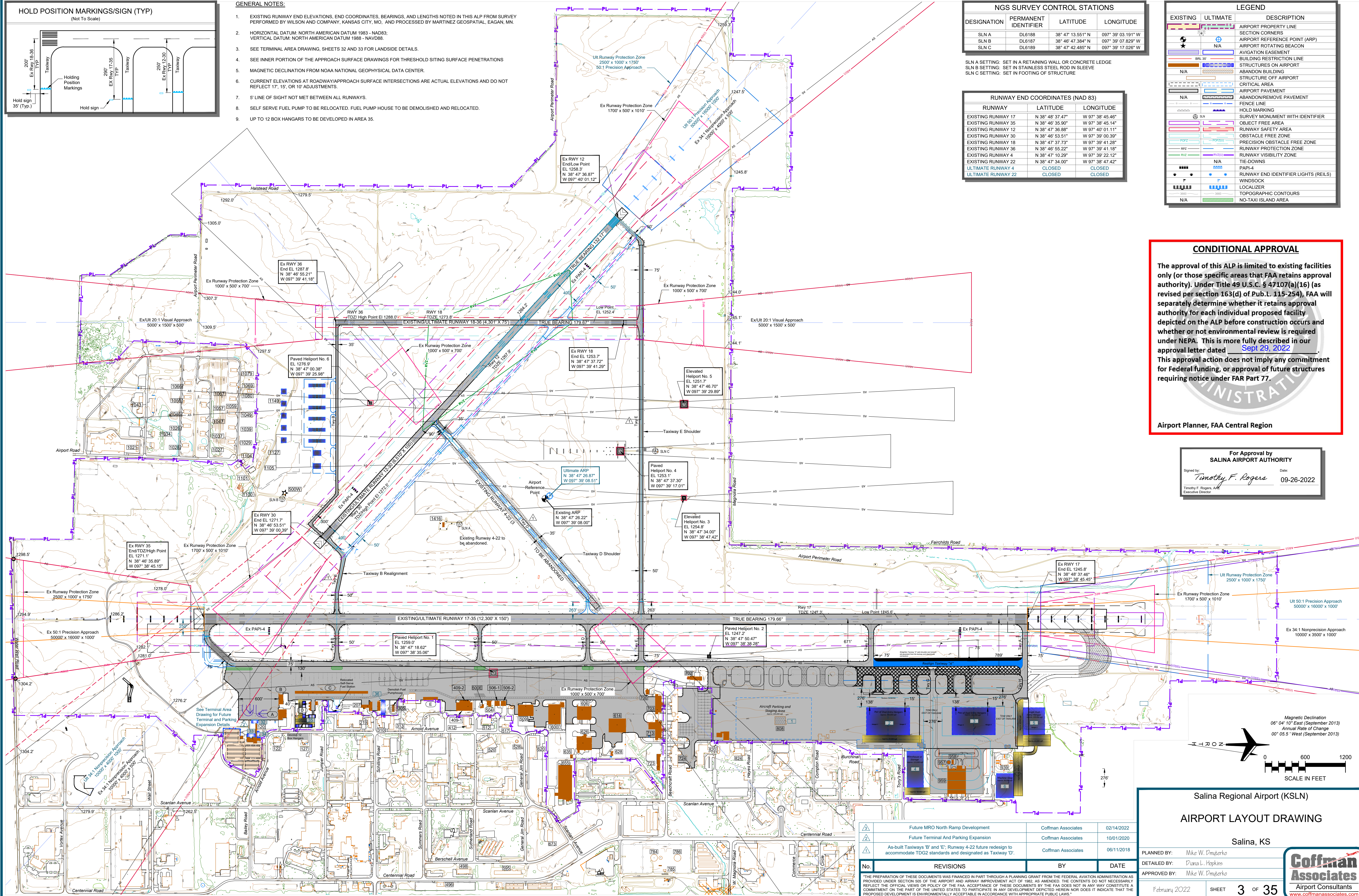
DESIGNATION	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
SLN A	DL6188	38° 47' 13.551" N	097° 39' 03.191" W
SLN B	DL6187	38° 46' 47.394" N	097° 39' 07.829" W
SLN C	DL6189	38° 47' 42.485" N	097° 39' 17.026" W

**RUNWAY END COORDINATES (NAD 83)**

RUNWAY	LATITUDE	LONGITUDE
EXISTING RUNWAY 17	N 38° 48' 37.47"	W 97° 38' 45.46"
EXISTING RUNWAY 35	N 38° 46' 35.90"	W 97° 38' 45.14"
EXISTING RUNWAY 12	N 38° 47' 36.88"	W 97° 40' 01.11"
EXISTING RUNWAY 30	N 38° 46' 53.51"	W 97° 39' 00.39"
EXISTING RUNWAY 18	N 38° 47' 37.73"	W 97° 39' 41.28"
EXISTING RUNWAY 36	N 38° 46' 55.22"	W 97° 39' 41.18"
EXISTING RUNWAY 4	N 38° 47' 10.29"	W 97° 39' 22.12"
EXISTING RUNWAY 22	N 38° 47' 34.00"	W 97° 38' 47.42"
ULTIMATE RUNWAY 4	CLOSED	CLOSED
ULTIMATE RUNWAY 22	CLOSED	CLOSED

**LEGEND**

EXISTING	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	SECTION CORNERS
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	AIRPORT ROTATING BEACON
[Symbol]	[Symbol]	AVIGATION EASEMENT
[Symbol]	[Symbol]	BUILDING RESTRICTION LINE
[Symbol]	[Symbol]	STRUCTURES ON AIRPORT
[Symbol]	[Symbol]	ABANDON BUILDING
[Symbol]	[Symbol]	STRUCTURE OFF AIRPORT
[Symbol]	[Symbol]	CRITICAL AREA
[Symbol]	[Symbol]	AIRPORT PAVEMENT
[Symbol]	[Symbol]	ABANDON/REMOVE PAVEMENT
[Symbol]	[Symbol]	FENCE LINE
[Symbol]	[Symbol]	HOLD MARKING
[Symbol]	[Symbol]	SURVEY MONUMENT WITH IDENTIFIER
[Symbol]	[Symbol]	OBJECT FREE AREA
[Symbol]	[Symbol]	RUNWAY SAFETY AREA
[Symbol]	[Symbol]	OBSTACLE FREE ZONE
[Symbol]	[Symbol]	PRECISION OBSTACLE FREE ZONE
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE
[Symbol]	[Symbol]	RUNWAY VISIBILITY ZONE
[Symbol]	[Symbol]	TIE-DOWNS
[Symbol]	[Symbol]	PAPI-4
[Symbol]	[Symbol]	RUNWAY END IDENTIFIER LIGHTS (REILS)
[Symbol]	[Symbol]	WINDSOCK
[Symbol]	[Symbol]	LOCALIZER
[Symbol]	[Symbol]	TOPOGRAPHIC CONTOURS
[Symbol]	[Symbol]	NO-TAXI ISLAND AREA



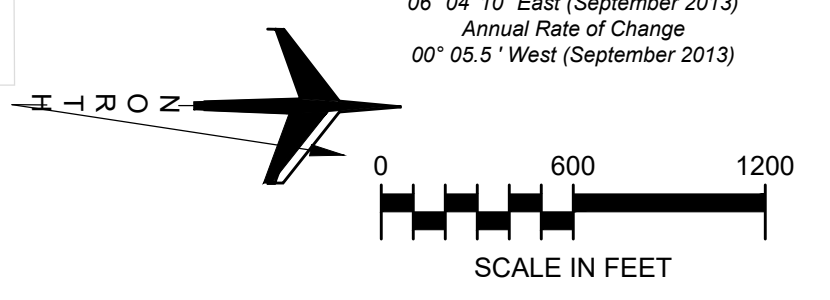
**CONDITIONAL APPROVAL**

The approval of this ALP is limited to existing facilities only (or those specific areas that FAA retains approval authority). Under Title 49 U.S.C. § 47107(a)(16) (as revised per section 163(d) of Pub.L. 115-254), FAA will separately determine whether it retains approval authority for each individual proposed facility depicted on the ALP before construction occurs and whether or not environmental review is required under NEPA. This is more fully described in our approval letter dated Sept 29, 2022. This approval action does not imply any commitment for Federal funding, or approval of future structures requiring notice under FAR Part 77.

Airport Planner, FAA Central Region

For Approval by  
**SALINA AIRPORT AUTHORITY**

Signed by: *Timothy F. Rogers* Date: 09-26-2022  
Timothy F. Rogers, AIA  
Executive Director



Salina Regional Airport (KSLN)  
**AIRPORT LAYOUT DRAWING**  
Salina, KS

PLANNED BY:	Mike W. Dmperko
DETAILED BY:	Diana L. Hopkins
APPROVED BY:	Mike W. Dmperko

February 2022 SHEET 3 OF 35

**Coffman Associates**  
Airport Consultants  
www.coffmanassociates.com

No.	REVISIONS	BY	DATE
1	Future MRO North Ramp Development	Coffman Associates	02/14/2022
2	Future Terminal And Parking Expansion	Coffman Associates	10/01/2020
3	As-built Taxiways 'B' and 'E'; Runway 4-22 future redesign to accommodate TDG2 standards and designated as Taxiway 'D'.	Coffman Associates	06/11/2018

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 OR 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.

Coffman Associates: C:\Temp\NorthRamp\ALP\_Study\Draw\ALP\_082322\SLN\_ALP\_082322\SLN\_ALP\_082322.dwg Printed Date: 8-23-22 10:04:18 AM cadman