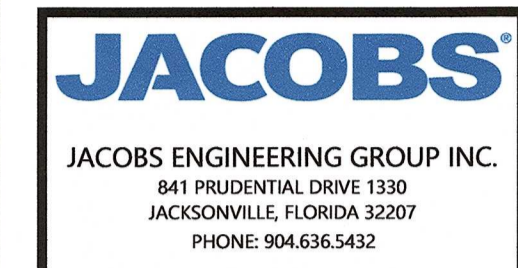
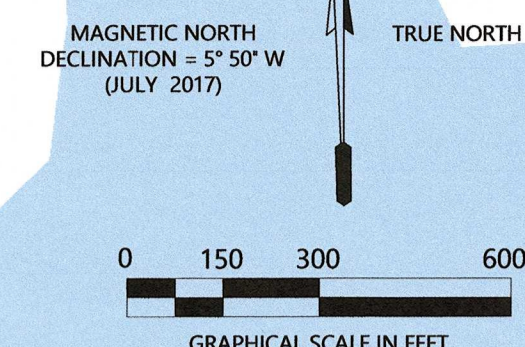
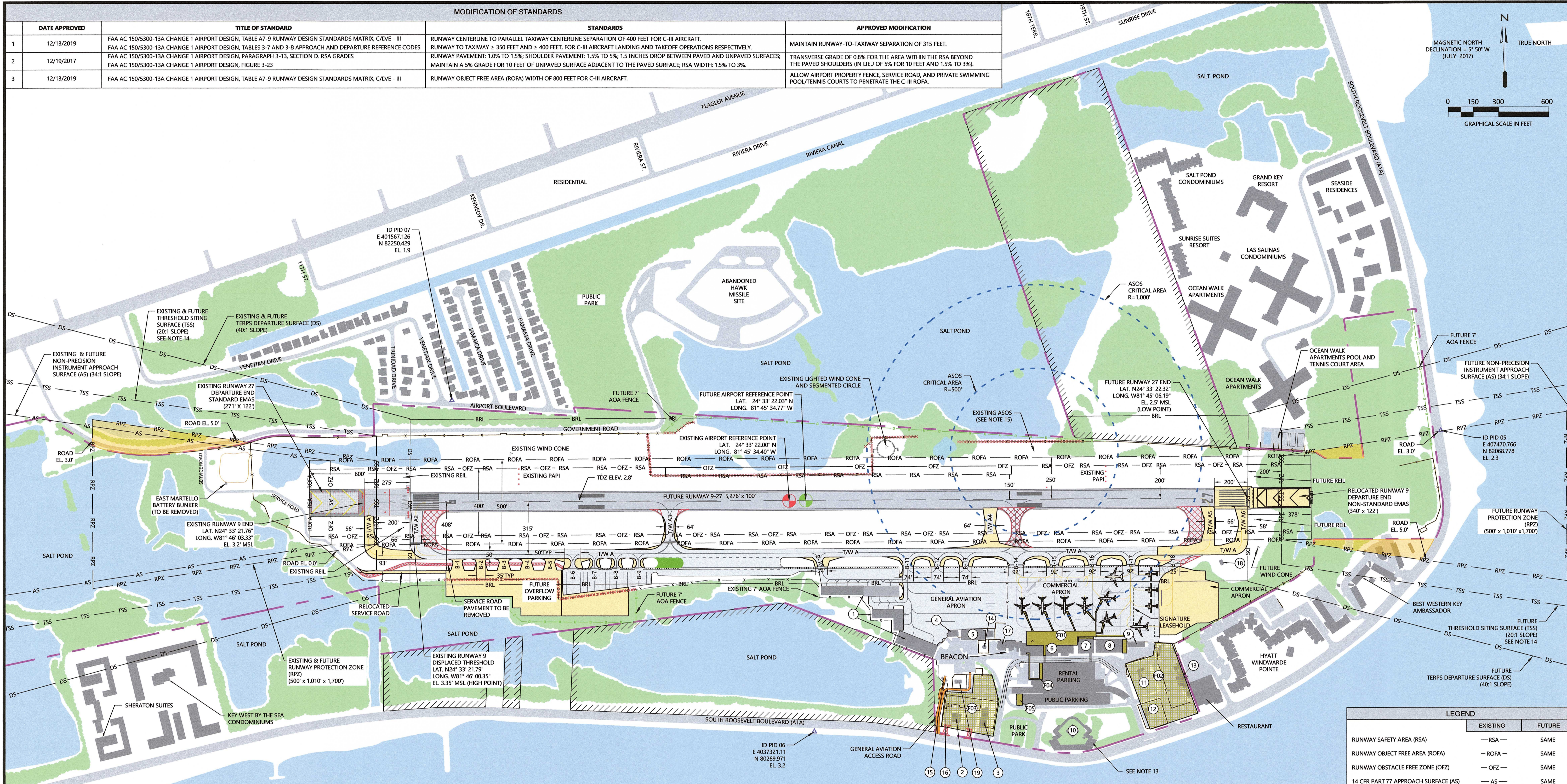


DATE APPROVED	TITLE OF STANDARD	MODIFICATION OF STANDARDS	APPROVED MODIFICATION
12/13/2019	FAA AC 150/5300-13A CHANGE 1 AIRPORT DESIGN, TABLE A7-9 RUNWAY DESIGN STANDARDS MATRIX, C/D/E - III	RUNWAY CENTERLINE TO PARALLEL TAXIWAY CENTERLINE SEPARATION OF 400 FEET FOR C-III AIRCRAFT.	MAINTAIN RUNWAY-TO-TAXIWAY SEPARATION OF 315 FEET.
12/19/2017	FAA AC 150/5300-13A CHANGE 1 AIRPORT DESIGN, TABLES 3-7 AND 3-8 APPROACH AND DEPARTURE REFERENCE CODES	RUNWAY TO TAXIWAY > 350 FEET AND > 400 FEET FOR C-III AIRCRAFT LANDING AND TAKEOFF OPERATIONS RESPECTIVELY.	TRANSVERSE GRADE OF 0.8% FOR THE AREA WITHIN THE RSA BEYOND THE PAVED SHOULDERS (IN LIEU OF 5% FOR 10 FEET AND 1.5% TO 3%).
12/13/2019	FAA AC 150/5300-13A CHANGE 1 AIRPORT DESIGN, FIGURE 3-23	RUNWAY PAVEMENT: 1.0% TO 1.5%; SHOULDER PAVEMENT: 1.5% TO 5%; 1.5 INCHES DROP BETWEEN PAVED AND UNPAVED SURFACES; MAINTAIN A 5% GRADE FOR 10 FEET OF UNPAVED SURFACE ADJACENT TO THE PAVED SURFACE; RSA WIDTH: 1.5% TO 3%.	ALLOW AIRPORT PROPERTY FENCE, SERVICE ROAD, AND PRIVATE SWIMMING POOL/TENNIS COURTS TO PENETRATE THE C-III ROFA.
12/13/2019	FAA AC 150/5300-13A CHANGE 1 AIRPORT DESIGN, TABLE A7-9 RUNWAY DESIGN STANDARDS MATRIX, C/D/E - III	RUNWAY OBJECT FREE AREA (ROFA) WIDTH OF 800 FEET FOR C-III AIRCRAFT.	



NO.	REVISIONS	DATE



FUTURE AIRPORT LAYOUT PLAN
KEY WEST INTERNATIONAL AIRPORT
KEY WEST, FLORIDA

<p style="text-align: center;">FEDERAL AVIATION APPROVAL STAMP</p> <p style="text-align: center;">CONDITIONALLY APPROVED FEDERAL AVIATION ADMINISTRATION</p> <p>This approval is subject to review as conditions change and is subject to the limitations contained in our letter.</p> <p>dated <u>1/21/20</u></p> <p>APPROVED BY: </p> <p>Orlando Airports District Office Date</p>	<p style="text-align: center;">GENERAL NOTES</p> <ol style="list-style-type: none"> REFER TO SHEET 2 FOR TAXIWAY DATA AND ADDITIONAL AIRFIELD INFORMATION. REFER TO SHEET 3 FOR EXISTING CONDITIONS. REFER TO SHEET 5 FOR ULTIMATE CONDITIONS. REFER TO SHEET 11 FOR TERMINAL AREA PLAN AND APRON AREA DIMENSIONS. EXISTING AND FUTURE RUNWAY 9-27 LIGHTED WITH MIRL. TAXIWAY GUIDANCE SIGNS ARE NOT SHOWN. ALL ELEVATIONS ARE LISTED IN HEIGHT ABOVE MEAN SEA LEVEL (MSL, NAVD 88). ALL COORDINATES ARE BASED ON THE NORTH AMERICAN DATUM 1983 (NAD 83). APPROACH SLOPES AND RUNWAY PROTECTION ZONES CONFORM WITH FEDERAL AVIATION ADMINISTRATION AIRPORT DESIGN STANDARDS AND 14 CFR PART 77 CRITERIA. THE BUILDING RESTRICTION LINE (BRL) DEPICTED ON THE ALP PROVIDES 35 FEET OF CLEARANCE UNDER APPLICABLE 14 CFR PART 77 SURFACES. THE BRL ENCOMPASSES THE RUNWAY PROTECTION ZONES (RPZ), TAXIWAY OBJECT FREE AREAS (TOFA), AND NAVAID CRITICAL AREAS AS APPLICABLE. THE RUNWAY SAFETY AREA (RSA) DIMENSIONS AS SHOWN REFLECT EXISTING CONDITIONS AND ARE IN ACCORDANCE WITH THE "RUNWAY SAFETY AREA IMPROVEMENTS" RECORD DRAWINGS DATED JUNE 30, 2011 (AIP#3-12-0037-033-2007 & AIP#3-12-0037-034-2007 AND PEC NO. 13 & 14). ALL AIRPORT FEATURES HAVE BEEN DIGITIZED USING AERIAL PHOTOGRAPHY COLLECTED IN NOVEMBER 2016, AS PART OF EYW MASTER PLAN UPDATE. HISTORIC SITE UNDER SECTION 4(F) OF THE US DOT ACT OF 1966. TYPE 4 PER ENGINEERING BRIEF (EB) #99. ALL OBSTRUCTIONS MUST BE AT LEAST 15 FEET LOWER THAN THE HEIGHT OF THE ASOS SENSOR (30 FEET) WITHIN THE 500 FOOT RADIUS AND BE NO GREATER THAN 10 FEET ABOVE THE SENSOR FROM 500 TO 1000 FEET. (SOURCE: FAA ORDER 6560.20C, DATED 09/06/2017) 	<table border="1" style="width: 100%;"> <thead> <tr> <th colspan="3">EXISTING BUILDING INDEX</th> </tr> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>ELEV.*</th> </tr> </thead> <tbody> <tr><td>1</td><td>AIRCRAFT STORAGE HANGARS</td><td>24'</td></tr> <tr><td>2</td><td>DEPARTMENT OF MOTOR VEHICLES</td><td>29'</td></tr> <tr><td>3</td><td>VACANT</td><td>29'</td></tr> <tr><td>4</td><td>FBO OFFICE</td><td>15'</td></tr> <tr><td>5</td><td>FBO MAINTENANCE HANGAR</td><td>24'</td></tr> <tr><td>6</td><td>AIRPORT PASSENGER TERMINAL</td><td>55**</td></tr> <tr><td>7</td><td>TERMINAL ANNEX</td><td>16'</td></tr> <tr><td>8</td><td>U.S. CUSTOM AND BORDER PROTECTION</td><td>35'</td></tr> <tr><td>9</td><td>FEDERAL EXPRESS CARGO TERMINAL</td><td>20'</td></tr> <tr><td>10</td><td>FORT EAST MARTELLO GALLERY AND MUSEUM (HISTORIC SITE)</td><td>40'</td></tr> <tr><td>11</td><td>AVIS RENTAL CAR</td><td>16'</td></tr> <tr><td>12</td><td>DOLLAR RENTAL CAR</td><td>16'</td></tr> <tr><td>13</td><td>DEPARTMENT OF PUBLIC WORKS (TO BE DEMOLISHED)</td><td>20'</td></tr> <tr><td>14</td><td>AIR TRAFFIC CONTROL TOWER</td><td>68'</td></tr> <tr><td colspan="2">TOP ELEVATION INCLUDING ANTENNA:</td><td></td></tr> <tr><td colspan="2">- CAB ROOF ELEVATION:</td><td>59'</td></tr> <tr><td colspan="2">- CAB FLOOR ELEVATION:</td><td>49'</td></tr> <tr><td colspan="2">- CAB LEVEL ELEVATION:</td><td>44'</td></tr> <tr><td>15</td><td>MAINTENANCE STORAGE BUILDING</td><td>7'</td></tr> <tr><td>16</td><td>STORAGE BUILDING</td><td>15'</td></tr> <tr><td>17</td><td>AIRFIELD STATION</td><td>39'</td></tr> <tr><td>18</td><td>FORMER NWS BALLOON LAUNCH FACILITY (AIRPORT STORAGE) (TO BE DEMOLISHED)</td><td>37'</td></tr> <tr><td>19</td><td>AVIATION FUEL FARM</td><td>19'</td></tr> </tbody> </table> <table border="1" style="width: 100%;"> <thead> <tr> <th colspan="3">FUTURE BUILDING INDEX</th> </tr> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>ELEV.*</th> </tr> </thead> <tbody> <tr><td>F01</td><td>AIRSIDE PASSENGER TERMINAL</td><td>TBD</td></tr> <tr><td>F02</td><td>RENTAL CAR / PUBLIC PARKING FACILITY</td><td>TBD</td></tr> <tr><td>F03</td><td>RENTAL CAR / PUBLIC PARKING FACILITY</td><td>TBD</td></tr> <tr><td>F04</td><td>LANDSIDE TERMINAL EXPANSION</td><td>TBD</td></tr> <tr><td>F05</td><td>CONSOLIDATED MAINTENANCE STORAGE FACILITY</td><td>TBD</td></tr> </tbody> </table> <p>* - APPROXIMATE TOP ELEVATION (MSL)</p>	EXISTING BUILDING INDEX			NO.	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