

AIRPORT LAYOUT PLAN CLEVELAND HOPKINS INTERNATIONAL AIRPORT

Going places.



DECEMBER, 2013



Airport Location Map
N.T.S.



Airport Vicinity Map
N.T.S.

DRAWING INDEX	
SHEET NUMBER	TITLE
1 OF 17	EXISTING AIRPORT LAYOUT PLAN
2 OF 17	PROPOSED AIRPORT LAYOUT PLAN
3 OF 17	AIRPORT DATA SHEET
4 OF 17	PART 77 AIRSPACE PLAN (1:2000 SCALE)
5 OF 17	PART 77 AIRSPACE PLAN (1:1000 SCALE)
6 OF 17	INNER PORTION OF THE APPROACH SURFACE - RUNWAY 6L
7 OF 17	INNER PORTION OF THE APPROACH SURFACE - RUNWAY 24R
8 OF 17	INNER PORTION OF THE APPROACH SURFACE - RUNWAY 6R
9 OF 17	INNER PORTION OF THE APPROACH SURFACE - RUNWAY 24L
10 OF 17	INNER PORTION OF THE APPROACH SURFACE - RUNWAY 10
11 OF 17	INNER PORTION OF THE APPROACH SURFACE - RUNWAY 28
12 OF 17	TERMINAL AREA PLAN
13 OF 17	CARGO AREA PLAN
14 OF 17	ON-AIRPORT LAND USE PLAN
15 OF 17	OFF-AIRPORT LAND USE PLAN
16 OF 17	AIRPORT PROPERTY MAP
17 OF 17	AIRPORT PROPERTY MAP DETAILS

**U.S. Department of Transportation
Federal Aviation Administration**

Mr. Ricky Smith
Director of Port Control
Cleveland-Hopkins International Airport
P.O. Box 81099
Cleveland, OH 44181-0099

Dear Mr. Smith:

Cleveland-Hopkins International Airport, Cleveland, Ohio
Airport Layout Plan (ALP) Approval
Airspace Case No. 2013-AGL-495-NRA

Enclosed is a conditionally approved copy of the Airport Layout Plan (ALP) for Cleveland-Hopkins International (CLE) Airport, dated December 2013 and approved by the sponsor in December 2013. This letter cancels or supersedes all prior ALP approvals and is based on recognition of and adherence to the following.

This approval is not to be considered a commitment of Federal funding for the proposed development. The Federal Aviation Administration (FAA) has concurred with the proposed development for planning purposes only, based on current safety, utility, and efficiency standards. Actual development should comply with approved standards applicable at the time of construction. The sponsor will need to provide FAA justification of need before seeking FAA financial participation in the development projects depicted on this ALP.

FAA review comments concerning the Master Plan were provided by letter dated December 21, 2011 and March 14, 2012.

Additional guidance concerning development depicted on this ALP was provided by letter dated July 11, 2013.

It is FAA policy the Runway Protection Zone (RPZ) should be acquired in fee simple. It appears portions of the RPZ for Runways 10/28 and Runway 24R are not owned by the airport. The Airport Sponsor should review the land use in the area and ensure it has adequate controls in place. The Airport Sponsor should ensure there is no congregation of people within the RPZ.

Sheets 16 and 17, *Airport Property Map* and *Airport Property Map Details* has been included for informational purposes only and does not replace the required Exhibit A for grant assurances purposes.

If any design critical aircraft or aircraft groups changes, the FAA must reevaluate the ALP.

Our approval does not infer or imply the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate:

- a. All development programs should be reasonably consistent with the plans and state planning agencies for the development in the airport vicinity.
- b. That fair consideration has been given to the interest of communities in or near the airport.
- c. That development programs provide for the protection and enhancement of the environment.

The FAA offers no objections to the proposed ultimate airspace utilization as depicted on the ALP based on considerations of safe and efficient use of airspace. The ALP has the status of "Plan on File" for the purposes of 14 CFR 77, *Obstruction Evaluations*, and 14 CFR 152, *Airport Aids Program*. A review of the airside landing area development was conducted in accordance with 14 CFR 77, 14 CFR 152, and 14 CFR 157, *Notice of Construction, Alteration, Activation, and Deactivation of Airports* (reference Aeronautical Study Number 2013-AGL-495-NRA). The FAA cannot prevent erection of any structure near an airport. Airport environs can only be protected through state and local zoning ordinances, building regulations, and like requirements.

To avoid conflicts with future development, we recommend you utilize the ALP when preparing leases. We further recommend that you provide copies of the ALP to State and local planning and zoning boards as well as county, city, and township officials. We recommend that you encourage them to adopt compatible land use criteria in and around the airport. Copies should also be distributed to Fixed Base Operators (FBO's) and airport users.

This review does not include a detailed evaluation of actual construction. Prior to constructing any structures on the airport (especially hangars), a notice (FAA Form 7460-1) must be filed with this office. See www.faa.gov for additional details. This review does not include approval for temporary construction equipment used on site during actual construction (cranes, equipment staging areas, site access routes, etc.). The FAA must review a separate construction safety-phasing plan for any project no less than 60 days prior to the beginning of construction. Each proposed construction activity identified on the ALP shall be submitted as a separate study. FAA must approve the safety-phasing plan before any construction activity can begin. The airport must take all measures necessary during construction to ensure there are no runway incursions.

If planned development, with or without aviation trust fund investments, will change the status or geometrics of runways, taxiways, aprons, or other operating airport surfaces, notice (FAA Form 7480-1) must be filed with this office consistent with 14 CFR 157.

All development depicted on this ALP must comply with the National Environmental Policy Act (NEPA) of 1969, (Public Law 91-190) and have FAA environmental approval prior to construction. This applies to development, even if no FAA funding is involved. Additional requirements concerning FAA NEPA approval can be found in FAA Order 5050.4B, "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions".

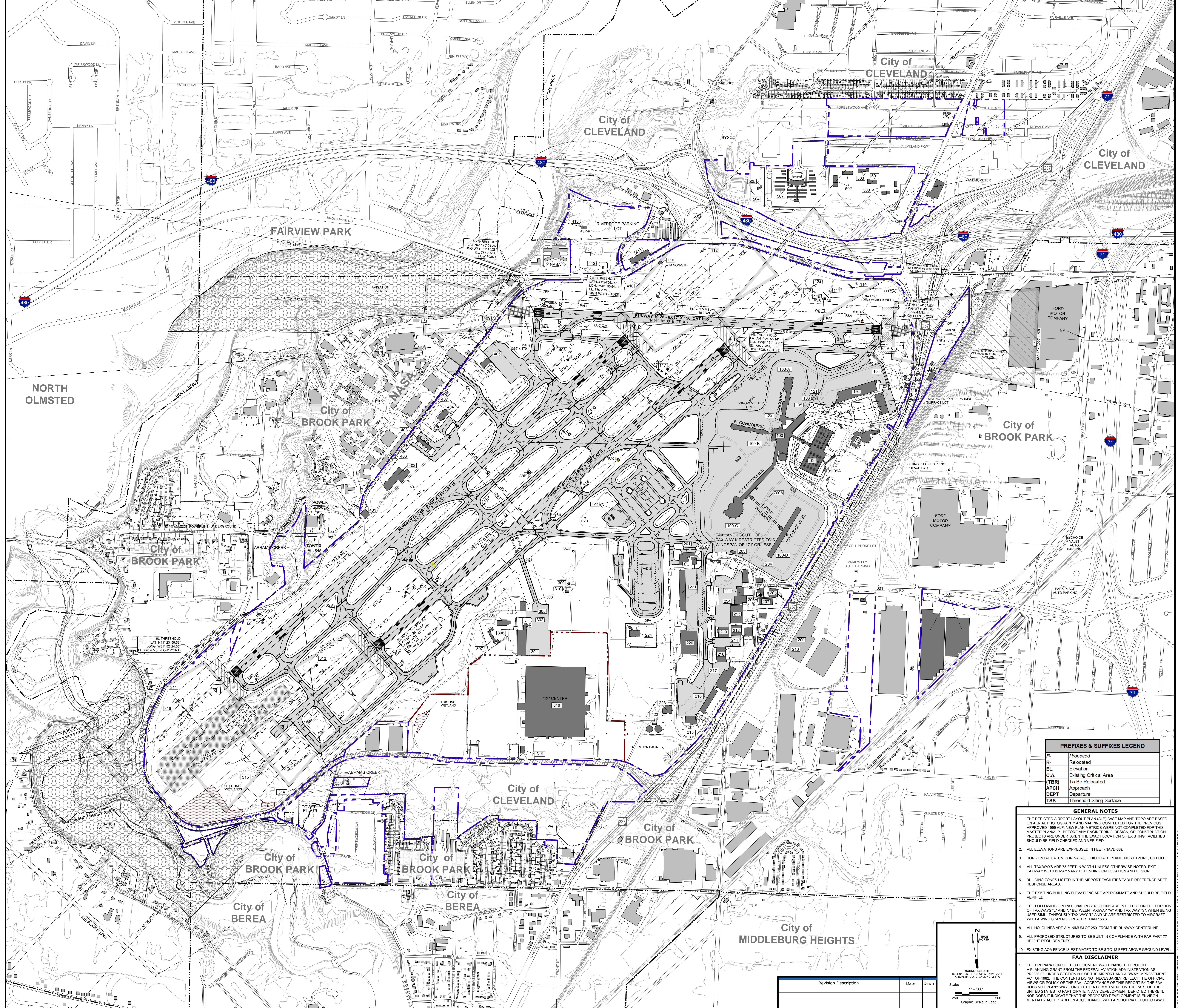
We trust this letter provides a clear explanation of the conditions and terms of our approval. If you desire further clarification, please contact this office at (734) 229-2900.

Sincerely,
John L. Mayfield Jr.
John L. Mayfield Jr.
Manager, Detroit Airports District Office

FAA DISCLAIMER

1. THE FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF PROPOSED FACILITIES DEPICTED DURING THE PRELIMINARY DESIGN PHASE. THE AIRPORT OWNER SHALL SUBMIT, FOR FAA APPROVAL, FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISH OF ALL STRUCTURES. THE FAA'S CONCERN IS OBSTRUCTION & IMPACT ON ELECTRONIC FACILITIES, AND ADVERSE IMPACT ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS THE CH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY, OR UTILITY OF THE AIRPORT.

ON BEHALF OF THE CLEVELAND HOPKINS INTERNATIONAL AIRPORT, THIS AIRPORT LAYOUT PLAN (ALP) WAS PREPARED BY LANDRUM & BROWN, INC., ACCORDING TO THE APPLICABLE FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT ADVISORY CIRCULARS, THE JUNE 28, 2011 VERSION OF THE FAA GREAT LAKES REGIONAL ALP CHECKLIST, AND ACCURATELY DEPICTS THE PROPOSED USE OF AIRSPACE AT THE TIME OF SUBMITTAL. THE ALP CONFORMS WITH FAA DESIGN STANDARDS, EXCEPT AS NOTED.			
1			
2			
3			
NO.	DATE	REVISIONS	BY
CITY OF CLEVELAND APPROVAL			
		DATE 4/23/14	
OHIO DEPARTMENT OF TRANSPORTATION OFFICE OF AVIATION			
		DATE 4/22/14	
LANDRUM AND BROWN			
		DATE 4-18-14	



EXISTING AIRPORT FACILITIES		
NO.	FACILITY	TOP ELEV. (MSL)
ZONE 1 NORTH OF KILO, EAST OF PAD-3 (SEE NOTE NO. 3)		
100	PASSSENGER TERMINAL	841.2
100-A	A-CONCOURSE	-
100-B	B-CONCOURSE	-
100-C	C-CONCOURSE	-
100-D	D-CONCOURSE	-
101	PRIMARY HANGAR	854.8
102	SECONDARY HANGAR	831.5
103	DPC ELECTRICAL VAULT MS-1 / EV-0	802.3
104	BP FUEL FARM	793.6
105	EAST OHIO GAS EMERGENCY SHUTOFF	601.9
106	PUMP HOUSE-2	800.1
109	SHORT TERM PARKING	844.5
109A	PARKING MANAGEMENT OFFICE	-
110	RWY 24R ALSF SHACK	-
111	RWY 24L MALSR SHACK	-
112	RWY 6L LOC SHACK	-
113	RWY 6R LOC SHACK	-
114	RWY 24L	-
115	RWY 28 GS SHACK	-
116	RWY 28 MALSR SHACK	-
117	RWY 24L GS & OFFSET GS SHACK	802.6
118	PUMP HOUSE-1	802.5
119	SHERRON HOPKINS HOTEL	891.5
120	RTA MAINTENANCE FACILITY	-
121	CITY INCINERATOR	799.2
122	FAA AIR TRAFFIC CONTROL TOWER (ATCT)	926.0
123	CENTRALIZED DE-ICING FACILITY	-
124	RWY 6R LOC OFFSET SHACK	-
125	AIR FIELD MAINTENANCE FACILITY	807.1

ZONE 2 SOUTH OF KILO, EAST OF PAD-3		
201	APFF	806.7
202	EV-9	800.7
203	PARKER HANFMAN	-
204	DPC S CONTOUR GARAGE/HAZMAT	808.8
205	DPC CENTRAL RECEIVING	808.1
206	DPC BOMB SQUAD	804.0
207	DPC BOMB SQUAD GARAGE	-
208	LSG / SKY CHEFS	807.0
209	SERVISAIR	807.7
210	ASIG ABOVE GROUND FUEL STORAGE	-
211	ASIG MAINTENANCE	803.0
212	CONSTANT AVIATION HANGAR (SOUTH)	833.7
213	UNITED HANGAR	805.9
214	UNITED HANGAR-1	869.9
215	UNITED TRAINING CENTER (CTC)	807.9
216	KEY CAMP HANGAR	802.8
217	CARGO BUILDING (SOUTH)	819.9
218	CARGO BUILDING (NORTH)	811.4
219	CHELSEA CATERING	825.8
220	UNITED VEHICLE MAINTENANCE	822.1
221	USPS MAIL FACILITY	812.6
222	FEDEX EXPRESS	812.0
223	GLYCOL RECOVERY TANKS AND SUPPORT BUILDING	-
224	ELECTRICAL VAULT MS-2	-
225	FAA AIR TRAFFIC CONTROL TOWER (ATCT)	-
226	UNITED HANGAR	855.0

ZONE 3 SOUTH OF KILO, WEST OF PAD-3		
301	ATLANTIC AVIATION CENTER	857.5
302	ATLANTIC AVIATION FUEL FARM	812.1
303	DPC SNOW BARN	808.5
304	DPC / FBI / TSA HAZMAT STORAGE AREA	-
305	DPC FUEL TANKS	-
306	DPC VEHICLE MAINTENANCE BUILDING	814.9
307	DPC OLD FIELD MAINTENANCE	796.7
308	LIB BATTERY STORAGE/HAZMAT	800.6
309	FAA RTMG SHACK	-
310	FAA ASR-9 SHACK (DECOMMISSIONED)	-
311	GLE BL OFF	-
312	RWY 6R GS & OFFSET GS SHACK	-
313	RWY 6R MALSR SHACK	-
314	RWY 6R IDF	-
315	RWY 24L LOC & OFFSET LOC SHACK	-
316	RWY 24L LOC & OFFSET ALSF SHACK	-
317	RWY 6L GS SHACK	-
318	IX CENTER	-
319	POWER SUBSTATION	-

ZONE 4 NORTH OF KILO (INCLUDING EV-10 & CML WEST OF PAD-3)		
401	EV-10	-
402	DPC CONSOLIDATED MAINTENANCE FACILITY	-
403	DPC FIELD MAINTENANCE STORAGE BUILDING	788.5
404	P&B CASUALTY/P&PAA TRAINING/CAA	791.9
405	UPS	-
406	FAA PRM TOWER	-
407	NOVA DOPPLER RADAR	876.1
408	RWY 24R GS	-
409	RWY 28 LOC	-
410	RWY 24R IDF	-
411	BOMBER SQUADRON RESTAURANT	-
412	RTR	-
413	NEW FAA ASR	-

ZONE 5 NORTH PROPERTIES (RENTAL CAR FACILITIES)		
501	NATIONAL / ALAMO RENTAL CAR MAINTENANCE	-
502	HERTZ RENTAL CAR MAINTENANCE	-
503	AVIS RENTAL CAR MAINTENANCE	-
504	ADVANTAGE CAR RENTAL	-
505	BUDGET RENTAL CAR MAINTENANCE	-
506	CONSOLIDATED RENTAL CAR FACILITY MAIN BUILDING	-
507	ENTERPRISE RENTAL CAR MAINTENANCE	-
508	EAST OF BEREA HIGHWAY SOUTH OF SNOW ROAD	-
509	PARK PLACE	-
510	EAST PARK	-

NORTH OF KILO/SOUTH OF KILO, EAST OF PAD 3		
100A	COL/WATER SEPARATOR (NORTH)	-
100B	COL/WATER SEPARATOR (SOUTH)	-

DRAWING LEGEND	
EXISTING	ITEM
[Symbol]	STRUCTURES
[Symbol]	ON-AIRPORT BUILDINGS
[Symbol]	OFF-AIRPORT BUILDINGS
[Symbol]	SECURITY FENCE
[Symbol]	PAVEMENT
[Symbol]	AIRFIELD PAVEMENT
[Symbol]	SERVICE ROAD
[Symbol]	100MM OVERLAY UNPAVED PAVEMENT
[Symbol]	AIRPORT SAFETY AREAS
[Symbol]	RUNWAY PROTECTION ZONE (RPZ)
[Symbol]	OBJECT FREE AREA (OFA)
[Symbol]	RUNWAY SAFETY AREA (RSA)
[Symbol]	"BSC" (B)
[Symbol]	NAVIGATIONAL AIDS
[Symbol]	AIRPORT BEACON
[Symbol]	WS (WIND SOCK)
[Symbol]	PAPI (PRECISION APPROACH PATH INDICATOR)
[Symbol]	GS (GLIDE SLOPE)
[Symbol]	ASOS (AUTOMATICALLY OBSERVED SYSTEM)
[Symbol]	PROPERTY / EASEMENTS
[Symbol]	CITY AND TOWNSHIP BOUNDARIES
[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	IX CENTER LEASE LINE
[Symbol]	IX CENTER DRIVE AEROSPACE PRVY EASEMENT
[Symbol]	EASEMENT AS PART OF LAND TRANSFER FROM U.S. TO CITY OF CLEVELAND IN PROPERTY
[Symbol]	AVIATION EASEMENT
[Symbol]	OWNERSHIP AND CONTROL OF RPZ BY OTHERS
[Symbol]	TRANSPORTATION
[Symbol]	RAILROAD
[Symbol]	ENVIRONMENT
[Symbol]	GROUND CONTOURS
[Symbol]	DETERMINED WETLANDS
[Symbol]	TREES
[Symbol]	OTHER
[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	CELL POWER LINES
[Symbol]	PORTABLE SNOW MELTER
[Symbol]	P&B (PRIMARY AIRPORT CONTROL STATION) OR B&S (SECONDARY AIRPORT CONTROL STATION)

PREFIXES & SUFFIXES LEGEND	
P	Proposed
R	Relocated
EL	Elevation
C.A.	Existing Critical Area
(TBR)	To Be Relocated
APCH	Approach
DEPT	Departure
TSS	Threshold Siting Surface

- GENERAL NOTES**
1. THE DEPICTED AIRPORT LAYOUT PLAN (ALP) BASE MAP AND TOPO ARE BASED ON AERIAL PHOTOGRAPHY AND MAPPING COMPLETED FOR THE PREVIOUS APPROVED 1999 ALP. NEW PLANNING ITEMS WERE NOT COMPLETED FOR THIS MASTER PLAN. BEFORE ANY ENGINEERING, DESIGN OR CONSTRUCTION PROJECTS ARE UNDERTAKEN THE EXACT LOCATION OF EXISTING FACILITIES SHOULD BE FIELD CHECKED AND VERIFIED.
 2. ALL ELEVATIONS ARE EXPRESSED IN FEET (NAVD-88).
 3. HORIZONTAL DATUM IS IN NAD-83 OHIO STATE PLANE, NORTH ZONE, US FOOT.
 4. ALL TAXIWAYS ARE 75 FEET IN WIDTH UNLESS OTHERWISE NOTED. EXIT TAXIWAY WIDTHS MAY VARY DEPENDING ON LOCATION AND DESIGN.
 5. BUILDING ZONES LISTED IN THE AIRPORT FACILITIES TABLE REFLECT RESPONSE AREAS.
 6. THE EXISTING BUILDING ELEVATIONS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED.
 7. THE FOLLOWING OPERATIONAL RESTRICTIONS ARE IN EFFECT ON THE PORTION OF TAXIWAYS "1" AND "J" BETWEEN TAXIWAY "M" AND TAXIWAY "S" WHEN BEING USED SIMULTANEOUSLY TAXIWAY "1" AND "J" ARE RESTRICTED TO AIRCRAFT WITH A WING SPAN NO GREATER THAN 156.6'.
 8. ALL HOLDLINES ARE A MINIMUM OF 250' FROM THE RUNWAY CENTERLINE.
 9. ALL PROPOSED STRUCTURES TO BE BUILT IN COMPLIANCE WITH FAR PART 77 HEIGHT REQUIREMENTS.
 10. EXISTING ADA FENCE IS ESTIMATED TO BE 8 TO 12 FEET ABOVE GROUND LEVEL.

FAA DISCLAIMER

1. THE PREPARATION OF THIS DOCUMENT WAS FINANCED THROUGH A FUNDING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 605 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL POSITION OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN. NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

CLEVELAND HOPKINS INTERNATIONAL AIRPORT

EXISTING AIRPORT LAYOUT PLAN

Going places.

CLEVELAND HOPKINS INTERNATIONAL AIRPORT

Drawn by: R.D.J.	Checked by: R.P.E./M.S.G.
Issue Date: DECEMBER-2013	

1 OF 17

Revision Description	Date	Drawn

Table with 7 columns: ITEM, RUNWAY 6L, RUNWAY 24R, RUNWAY 6R, RUNWAY 24L, RUNWAY 10, RUNWAY 28. Rows include PHYSICAL LENGTH (FT), RUNWAY WIDTH (FT), RUNWAY END ELEVATION (MSL), EFFECTIVE RUNWAY GRADIENT (%), RUNWAY END COORDINATE (LATITUDE, LONGITUDE), DISPLACED THRESHOLD (FT), DISPLACED THRESHOLD COORDINATE (LATITUDE, LONGITUDE), AIRPORT REFERENCE CODE (ARC), CRITICAL DESIGN AIRCRAFT, CRITICAL DESIGN AIRCRAFT TAIL HEIGHT, ENGINEERED MATERIALS ARRESTOR SYSTEM (EMAS), UNOBSTRUCTED APPROACH RATIO, TOUCHDOWN ZONE ELEVATION (MSL), PAVEMENT STRENGTH (X 1,000LB.F²), RUNWAY APPROACH LIGHTING, RUNWAY LIGHTING, RUNWAY MARKING, RUNWAY APPROACH CATEGORY-TYPE, RUNWAY CEILING (FT), RUNWAY VISIBILITY, RUNWAY SURFACE COMPOSITION, RUNWAY TRUE BEARING, RUNWAY SURFACE TREATMENT, PRECISION OBSTACLE FREE ZONE (POFZ), TAXIWAY LIGHTING, and NAVDAS AND VISUAL AIDS.

1. Horizontal Datum is NAD83 Ohio State Plane, North Zone, US Foot. All elevations are expressed in Feet (NAVD83).

2. Pavement strengths denoted as (S) Single, (D) Dual, (DT) Dual-Tandem, and (DOT) Double-Dual Tandem, wheel-loading capacities. Numbers shown in thousands.

Table with 4 columns: ITEM, EXISTING, FUTURE. Rows include CLEVELAND HOPKINS INTERNATIONAL AIRPORT (CLE), CITY: CLEVELAND, OHIO, OWNER, DISTANCE ADIRECTION FROM CLEVELAND, AIRPORT REFERENCE POINT, MEAN MAX. TEMP. HOTTEST MONTH, COMBINED WIND COVERAGE (ALL WIND), MAGNETIC DECLINATION / ANNUAL RATE OF DECLINATION, LAND OWNED IN FEE (ACRES), AVIATION EASEMENT (ACRES), AIRPORT NAVIGATIONAL AIDS, and MISCELLANEOUS FACILITIES.

Table with 4 columns: REQUEST, APPROVAL DATE (WRITTEN), EXPIRATION DATE OF FAA APPROVAL, CONDITIONS. Includes a note: As part of the Runway 28 Runway Safety Area (RSA) improvement project, the use of a Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF) will replace the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.

Table with 2 columns: DESIGN DEFICIENCY, CORRECTIVE ACTIONS. Lists deficiencies for Runway Y, Taxilane J, Runway Z, and Runway G, along with their respective corrective actions during reconstruction.

Table with 14 columns: RUNWAY, APPROACH CATEGORY, INNER WIDTH (W1) (FT), OUTER WIDTH (W2) (FT), LENGTH (L) (FT), RSA LENGTH R (FT), WIDTH Q (FT), RSA DESIGN STANDARD, WIDTH R (FT), OFA LENGTH R (FT), WIDTH S (FT), OFA DESIGN STANDARD, OFZ, POFZ, POFZ DIMENSION. Includes a note: RSA length reduced due to use of EMAS.

Table with 2 columns: DISPOSITION, SQUARE FOOTAGE. Rows include EXISTING (2,400,000), DEMOLISHING (196,000), PROPOSED (706,400), and PROPOSED TOTAL (2,910,400).

Table with 5 columns: RUNWAY, TORA, TODA, ASDA, LDA. Rows include RWY 6L, RWY 24R, RWY 6R, RWY 24L, RWY 10, RWY 28.

Note:

As part of the FAA 2000 Record of Decision (ROD), the FAA approved the use of a displaced threshold for Runway 6R with a Category I instrument approach, finding that it did not adversely affect airport operations while providing environmental benefits.

Table with 8 columns: Weather Categories, Ceiling/Visibility (Feet/Statute Miles or Feet of Runway Visual Range), Weather Occurance, Runway 06, Runway 10, Runway 24, Runway 28, Total Combined (Any Runway). Rows include All Weather, IFR, CAT I, CAT II, CAT III, CAT IIIa, CAT IIIb, CAT IIIc.

Data Source: National Climatic Data Center, Asheville, N.C.

Period of Record: 1991-2010

No. of Observations: 163,003

Station: Cleveland Hopkins International Airport

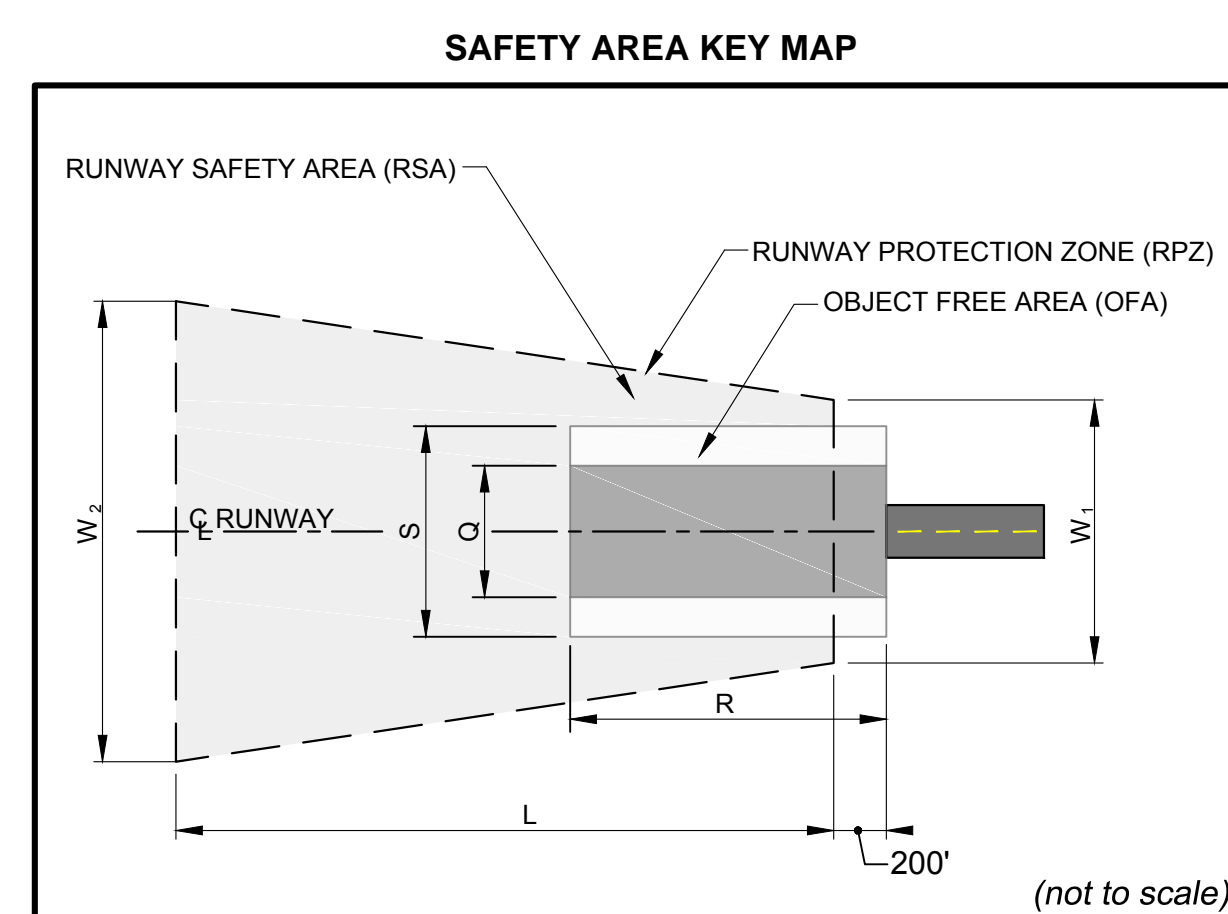


Table with 4 columns: TAXIWAY NAME, WIDTH (FT), AIRPORT DESIGN GROUP, TOFA DESIGN STANDARD WIDTH (FT). Rows include A through Y1.

Table with 2 columns: ACRONYM, TERMINOLOGY. Lists abbreviations such as ALSF-II, ASDE, ASR, ATCT, ASOS, AWOS, CAT I, CAT II, CA, CL, FFM, GPS, GS, HIRL, HTL, ILS, IM, LDA, LDN, LLVOR, LLWAS, LOC, MALSR, MI, NDB, NPI, OFA, OM, PACS, PAPI, PRM, REIL, RNAV, RPZ, RSA, RTR, SACS, SODA, SSALR, TDZE, TDZL, TRACON, TVOR, VASI, and VORTAC.

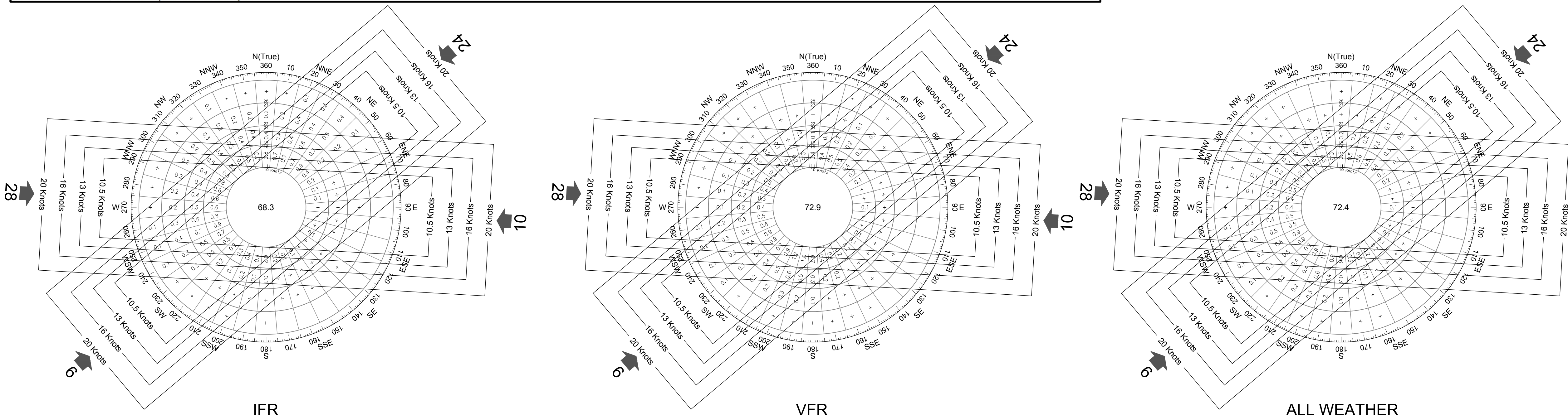


Table with 2 columns: PREFIXES & SUFFIXES, LEGEND. Lists symbols and their meanings: P (Proposed), R (Revised), EL (Elevation), C.A. (Existing Critical Area), TBR (To Be Relocated), APCH (Approach), DEP (Departure), TSS (Threshold Staging Surface).

CLEVELAND HOPKINS INTERNATIONAL AIRPORT AIRPORT DATA SHEET. Includes CLE logo, 'Going places.' slogan, and contact information for R.P.E./M.S.G. Drawn by R.D.J. Issue Date: DECEMBER-2013. Sheet 3 OF 17.