

RUNWAY DATA TABLE				
ITEM	RUNWAY 4-22	RUNWAY 10-28	RUNWAY 4-22	RUNWAY 10-28
	EXISTING	EXISTING	EXISTING	EXISTING
RUNWAY REFERENCE CODE (RRC)	C-III-2400	B-II-VIS	C-III-2400	B-II-VIS
APPROACH REFERENCE CODE (APRC)	C-III-2400	B-II-VIS	C-III-2400	B-II-VIS
DEPARTURE REFERENCE CODE (DPRC)	C-III	B-II	C-III	B-II
CRITICAL AIRCRAFT	AIRBUS A320	CESSNA CITATION SOVEREIGN	AIRBUS A320	CESSNA CITATION SOVEREIGN
PAVEMENT STRENGTH	SINGLE WHEEL	133,000 LBS	58,000 LBS	133,000 LBS
	DUAL WHEEL	173,000 LBS	80,000 LBS	173,000 LBS
	DUAL TANDEM	300,000 LBS	125,000 LBS	300,000 LBS
	PCN	45 /F/A/X/T	41 /F/C/X/T	45 /F/A/X/T
SURFACE TYPE	ASPHALT GROOVED	ASPHALT GROOVED	ASPHALT GROOVED	ASPHALT GROOVED
EFFECTIVE RUNWAY GRADIENT	0.67%	0.29%	0.67%	0.29%
MAXIMUM GRADE CHANGE	0.83%	0.59%	0.83%	0.59%
WIND COVERAGE (%)	ALL WEATHER	99.12%	99.47%	99.12%
	16.0 KNOTS	99.16%	99.29%	99.16%
CROSSWIND COMPONENT	16.0 KNOTS	13.0 KNOTS	16.0 KNOTS	13.0 KNOTS
RUNWAY LENGTH	7,501'	4,300'	7,501'	4,300'
RUNWAY WIDTH	150'	150'	150'	150'
SHOULDER WIDTH	25'	0' - 25'	25'	0' - 25'
DISPLACED THRESHOLD	NONE	NONE	NONE	NONE
RUNWAY END COORDINATES	LATITUDE	4 - N41°19'43.31"	10 - N41°20'26.17"	4 - N41°19'43.31"
	LONGITUDE	4 - W75°43'53.51"	10 - W75°43'47.66"	4 - W75°43'53.51"
	LATITUDE	22 - N41°20'45.68"	28 - N41°20'24.89"	22 - N41°20'45.68"
	LONGITUDE	22 - W75°43'00.39"	28 - W75°42'51.31"	22 - W75°43'00.39"
RUNWAY LIGHTING	HIRL	MIRL	HIRL	MIRL
RUNWAY MARKING	PRECISION	NON-PRECISION	PRECISION	NON-PRECISION
CFR PART 77 APPROACH TYPE	PRECISION / PRECISION	VISUAL / VISUAL	PRECISION / PRECISION	VISUAL / VISUAL
CFR PART 77 APPROACH CATEGORY	50:1-40:1 / 50:1-40:1	20:1 / 20:1	50:1-40:1 / 50:1-40:1	20:1 / 20:1
VISIBILITY MINIMUMS	1/2 MILE / 3/4 MILE	VISUAL	1/2 MILE / 3/4 MILE	VISUAL
TYPE OF AERONAUTICAL SURVEY	VERTICALLY GUIDED	VERTICALLY GUIDED	VERTICALLY GUIDED	VERTICALLY GUIDED
RUNWAY DEPARTURE SURFACE	YES / YES	NO / NO	YES / YES	NO / NO
AIRPORT DESIGN APPROACH SURFACE	#5	#3	#5	#3
AIRPORT DESIGN APPROACH SURFACE OBSTRUCTIONS	NO OBSTRUCTIONS	NO OBSTRUCTIONS	NO OBSTRUCTIONS	NO OBSTRUCTIONS
	TERRAIN OBSTRUCTIONS	TERRAIN OBSTRUCTIONS	TERRAIN OBSTRUCTIONS	TERRAIN OBSTRUCTIONS
RUNWAY PROTECTION ZONE (RPZ)	INNER WIDTH	1,000' / 1,000'	500'	1,000' / 1,000'
	OUTER WIDTH	1,750' / 1,510'	700'	1,750' / 1,510'
	LENGTH	2,500' / 1,700'	1,000'	2,500' / 1,700'
RUNWAY OBJECT FREE AREA (ROFA)	LENGTH BEYOND RUNWAY	386' * / 198' *	300' / 300'	386' * / 198' *
	WIDTH	800'	500'	800'
RUNWAY SAFETY AREA (RSA)	LENGTH BEYOND RUNWAY	386' * / 198' *	300' / 300'	386' * / 198' *
	WIDTH	500'	150'	500'
OBSTACLE FREE ZONE (OFZ)	LENGTH BEYOND RUNWAY	200'	200'	200'
WIDTH	400'	400'	400'	400'
TAXIWAY SEPARATION	400'	300'	400'	300'
VISUAL APPROACH AIDS	MALSR, PAPI-4 / VASI	PAPI-2 / NONE	MALSR, PAPI-4 / PAPI-4	PAPI-4 / NONE
INSTRUMENT APPROACH AIDS	LOC, DME, GS / LOC, DME, GS	NONE	LOC, DME, GS / LOC, DME, GS	NONE
MAXIMUM ELEVATION	961.7'	934.6'	961.7'	934.6'
RUNWAY END ELEVATIONS	961.7' / 911.3'	921.9' / 934.5'	961.7' / 911.3'	921.9' / 934.5'
DISPLACED THRESHOLD ELEVATION	NONE	NONE	NONE	NONE
TOUCH DOWN ZONE (TDZ) ELEVATION	961.7' / 933.1'	930.6' / 934.6'	961.7' / 933.1'	930.6' / 934.6'
LINE OF SIGHT VIOLATIONS	NONE	NONE	NONE	NONE

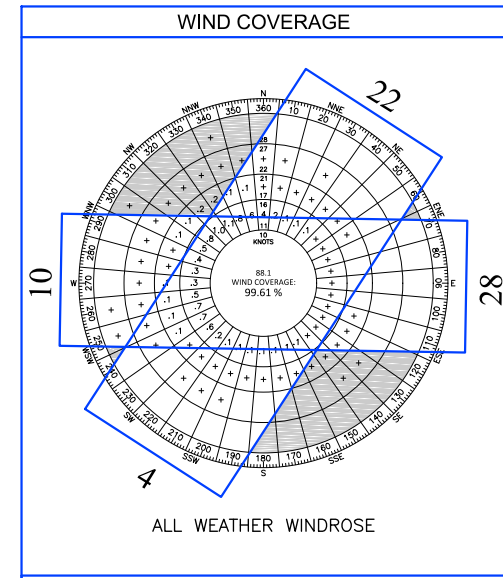
\* MITIGATED WITH EMAS

AIRPORT DATA TABLE		
ITEM	EXISTING	PROPOSED
AIRPORT REFERENCE CODE (ARC)	C-III	C-III
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	81.9°F	81.9°F
AIRPORT ELEVATION	961.7'	961.7'
AIRPORT NAVIGATIONAL AIDS*	LOC, GS, PAPI4, PAPI2, VGS14, REILS, BEACON	LOC, GS, PAPI4, PAPI2, VGS14, REILS, BEACON
AIRPORT REFERENCE POINT	LATITUDE: N41°20'18.52" LONGITUDE: W75°43'24.23"	LATITUDE: N41°20'18.52" LONGITUDE: W75°43'24.23"
MISCELLANEOUS FACILITIES	ASOS, LIGHTED WIND CONE	ASOS, LIGHTED WIND CONE
CRITICAL AIRCRAFT	AIRBUS A320	AIRBUS A320
MAGNETIC VARIATION (SOURCE: NGS, 2017)	12.2° W	12.2° W
NPIAS SERVICE LEVEL	PRIMARY	PRIMARY
STATE SERVICE LEVEL	SCHEDULED SERVICE AIRPORT	SCHEDULED SERVICE AIRPORT
COMBINED WIND COVERAGE (%)	ALL WEATHER: 99.82%	99.82%
16.0 KNOTS	IFR: 99.75%	99.75%
TAXIWAY DESIGN GROUP	2 / 3	2 / 3
TAXIWAY SAFETY AREA (TSA) WIDTH	79 / 118	79 / 118
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH	131 / 186	131 / 186
TAXILANE OBJECT FREE AREA (TLOFA) WIDTH	115 / 165	115 / 165
TAXIWAY EDGE SAFETY MARGIN (TESM)	7.5 / 10	7.5 / 10
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	CENTERLINE TRACKING	CENTERLINE TRACKING
TAXIWAY SURFACE TYPE	ASPHALT	ASPHALT

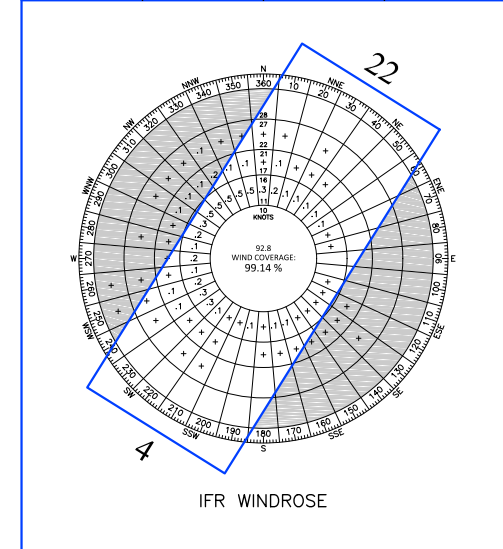
\* ALL AIRPORT NAVIGATIONAL AIDS ARE OWNED BY FAA EXCEPT THE BEACON WHICH IS OWNED BY THE AIRPORT.

RUNWAY SAFETY AREA DETERMINATION					
RUNWAY ID	STANDARD RSA LENGTH BEYOND RUNWAY END	ACTUAL RSA		RSA DETERMINATION	DATE APPROVED
		LENGTH BEYOND RUNWAY END	VIOLATIONS TO RSA ALONG SIDE OF RUNWAY		
<b>EXISTING</b>					
<b>RUNWAY 4-22</b>					
4	1,000'	386'*	NONE	N/A	N/A
22	1,000'	198'*	NONE	N/A	N/A
<b>RUNWAY 10-28</b>					
10	300'	300'	NONE	N/A	N/A
28	300'	300'	NONE	N/A	N/A
<b>PROPOSED</b>					
<b>RUNWAY 4-22</b>					
4	1,000'	386'*	NONE	N/A	N/A
22	1,000'	198'*	NONE	N/A	N/A
<b>RUNWAY 10-28</b>					
10	300'	300'	NONE	N/A	N/A
28	300'	300'	NONE	N/A	N/A

\* MITIGATED WITH EMAS



ALL WEATHER WIND COVERAGE			
KNOTS	4-22	10-28	COMBINED
10.5	93.80%	94.72%	97.37%
13.0	96.67%	97.39%	99.17%
16.0	99.12%	99.47%	99.82%



IFR WIND COVERAGE	
KNOTS	4-22
10.5	98.13%
13.0	99.23%
16.0	99.75%

SOURCE: NATIONAL CLIMATIC DATA CENTER  
725130 WILKES/BARRE SCRANTON AIRPORT, PA 2006-2015

DECLARED DISTANCES								
APPROACH END ID	TORA	TODA	ASDA	LDA	LDA		ASDA	DATE APPROVED
					APPROACH END RSA LENGTH	STOP END RSA LENGTH		
<b>EXISTING</b>								
<b>RUNWAY 4-22</b>								
4	15,3500	15,3500	15,3500	15,3500	198'*	386'*	386'*	
22	15,3500	15,3500	15,3500	15,3500	386'*	198'*	198'*	
<b>RUNWAY 10-28</b>								
10	4,300'	4,300'	4,300'	4,300'	300'	300'	300'	
28	4,300'	4,300'	4,300'	4,300'	300'	300'	300'	
<b>PROPOSED</b>								
<b>RUNWAY 4-22</b>								
4	15,3500	15,3500	15,3500	15,3500	198'*	386'*	386'*	
22	15,3500	15,3500	15,3500	15,3500	386'*	198'*	198'*	
<b>RUNWAY 10-28</b>								
10	4,300'	4,300'	4,300'	4,300'	300'	300'	300'	
28	4,300'	4,300'	4,300'	4,300'	300'	300'	300'	

\* MITIGATED WITH EMAS

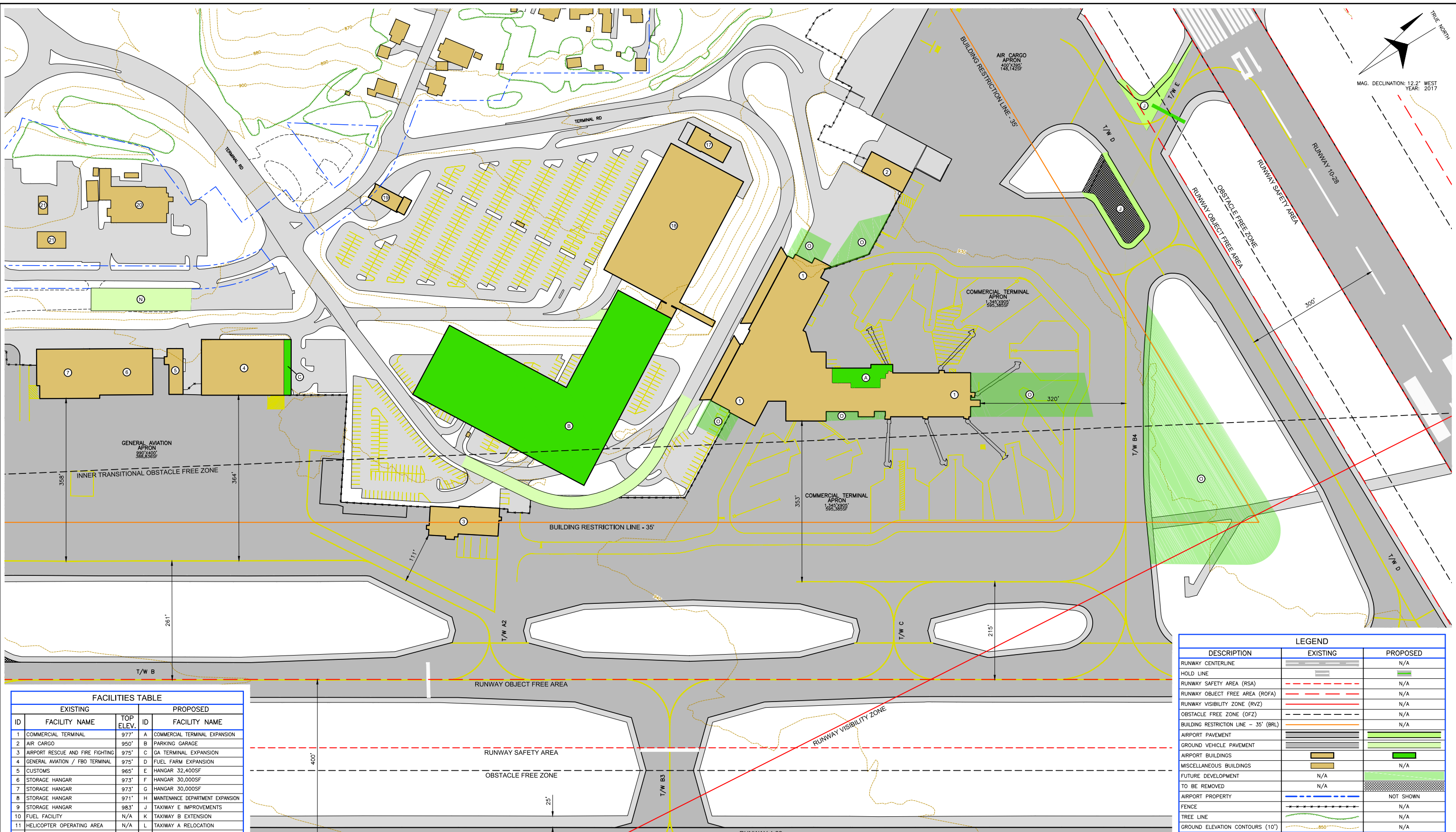
MODIFICATION TO DESIGN STANDARDS					
NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
1	FAA ADVISORY CIRCULAR, AC 150/5300-13A, AIRPORT DESIGN, SECTION 418 SURFACE GRADIENT AND LINE OF SIGHT (LOS), PARA. (1)	MAXIMUM LONGITUDINAL GRADE IS 1.50 PERCENT FOR AIRCRAFT APPROACH CATEGORIES C,D, AND E.	TAXIWAY C WAS RECONSTRUCTED WITH A 1.62 PERCENT LONGITUDINAL GRADE, A REDUCTION FROM ITS PREVIOUS LONGITUDINAL GRADE OF 1.92 PERCENT, BUT STILL NOT FULLY MEETING FAA STANDARD.	NO ACTION	6/26/2017
2	FULL-LENGTH PARALLEL TAXIWAY, FAA ADVISORY CIRCULAR, AC 150/5300-13AM AIRPORT DESIGN, TABLE 3-4	FULL-LENGTH PARALLEL TAXIWAY TO THE THRESHOLDS ARE REQUIRED FOR RUNWAYS WITH INSTRUMENT APPROACH PROCEDURES AND VISIBILITY MINIMUMS LESS THAN ONE STATUE MILE.	PARTIAL PARALLEL TAXIWAY B SUPPORTING RUNWAY 4-22 BUT NOT ACCESSING THE RUNWAY 4 OR 22 THRESHOLDS.	THE AIRPORT HAS COMPLETED CONSTRUCTION OF AN EXTENSION OF TAXIWAY B TO THE RUNWAY 22 THRESHOLD AND THE CURRENT MASTER PLAN AND PROPOSED ALP INCLUDE A PROJECT FOR THE EXTENSION OF TAXIWAY B TO THE RUNWAY 4 THRESHOLD AS WELL.	PENDING

WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT AVOCA, PENNSYLVANIA			
<b>AIRPORT DATA</b>			
REV	DATE	DESCRIPTION	BY SPONSOR
SCALE: NONE		DESIGN: ZEN	SHEET: 3
DRAWN: RGT		PROJECT: 18085.00	
CHECKED: JLM		DATE: JUNE 2019	

NOTES:  
• ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).  
• AERIAL MAPPING BY AECOM, 2016.

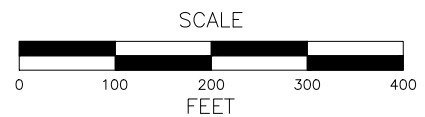


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FACILITIES TABLE				
EXISTING		PROPOSED		
ID	FACILITY NAME	TOP ELEV.	ID	FACILITY NAME
1	COMMERCIAL TERMINAL	977'	A	COMMERCIAL TERMINAL EXPANSION
2	AIR CARGO	950'	B	PARKING GARAGE
3	AIRPORT RESCUE AND FIRE FIGHTING	975'	C	GA TERMINAL EXPANSION
4	GENERAL AVIATION / FBO TERMINAL	975'	D	FUEL FARM EXPANSION
5	CUSTOMS	965'	E	HANGAR 32,400SF
6	STORAGE HANGAR	973'	F	HANGAR 30,000SF
7	STORAGE HANGAR	973'	G	HANGAR 30,000SF
8	STORAGE HANGAR	971'	H	MAINTENANCE DEPARTMENT EXPANSION
9	STORAGE HANGAR	983'	J	TAXIWAY E IMPROVEMENTS
10	FUEL FACILITY	N/A	K	TAXIWAY B EXTENSION
11	HELICOPTER OPERATING AREA	N/A	L	TAXIWAY A RELOCATION
12	AIR TRAFFIC CONTROL TOWER	1,068'	M	PARTIAL PARALLEL TAXIWAY
13	MAINTENANCE FACILITY / HANGAR	953'	N	AUTO PARKING EXPANSION
14	STORAGE BUILDING	945'	O	FUTURE DEVELOPMENT
15	SAND UREA BUILDING	959'	P	AIR CARGO
16	FUEL FACILITY (AUTO)	N/A		
17	GENERATOR BUILDING	917'		
18	PARKING GARAGE	951'		
19	TOLL PLAZA	927'		
20	OFFICE BUILDING	943'		
21	RENTAL CAR SERVICE GARAGE	932'		
22	STATE POLICE HANGAR	N/A		
23	RESTAURANT	952'		
24	HOTEL	986'		

LEGEND		
DESCRIPTION	EXISTING	PROPOSED
RUNWAY CENTERLINE		N/A
HOLD LINE		
RUNWAY SAFETY AREA (RSA)		N/A
RUNWAY OBJECT FREE AREA (ROFA)		N/A
RUNWAY VISIBILITY ZONE (RVZ)		N/A
OBSTACLE FREE ZONE (OFZ)		N/A
BUILDING RESTRICTION LINE - 35' (BRL)		N/A
AIRPORT PAVEMENT		
GROUND VEHICLE PAVEMENT		
AIRPORT BUILDINGS		
MISCELLANEOUS BUILDINGS		N/A
FUTURE DEVELOPMENT	N/A	
TO BE REMOVED	N/A	
AIRPORT PROPERTY		NOT SHOWN
FENCE		N/A
TREE LINE		N/A
GROUND ELEVATION CONTOURS (10')		N/A



NOTES:  
 • ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).  
 • AERIAL MAPPING BY WOOLPERT, 2016.

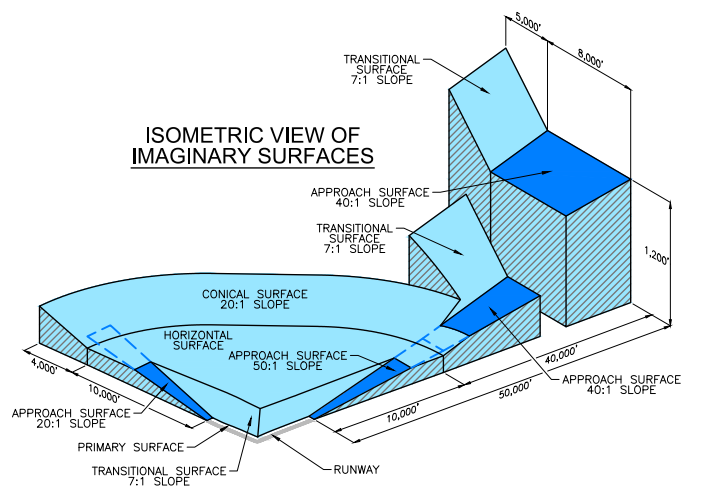
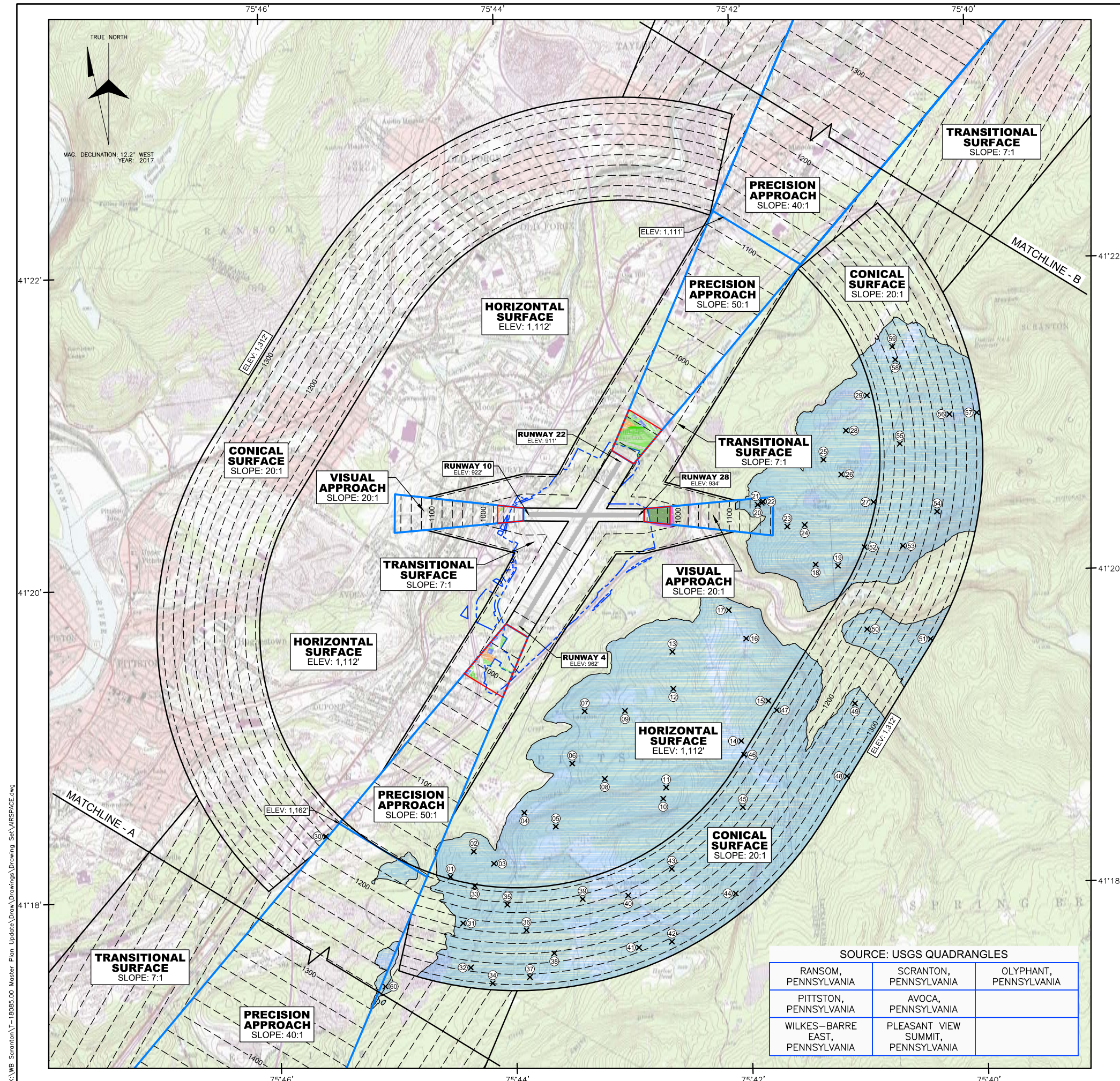
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT AVOCA, PENNSYLVANIA				
<b>TERMINAL AREA PLAN</b>				
REV	DATE	DESCRIPTION	BY	SPONSOR
SCALE: 1" = 100'		DESIGN: ZEN	SHEET: <b>4</b>	
DRAWN: RGT		PROJECT: 18085.00		
CHECKED: JLM		DATE: JUNE 2019		



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	NATIONAL ELEVATION DATASET OBSTRUCTIONS		RUNWAY PROTECTION ZONE
	EXISTING AIRPORT PROPERTY		PROPOSED AIRPORT PROPERTY
	EXISTING AIRPORT EASEMENT		PROPOSED AIRPORT EASEMENT
	RIGHT OF FIRST REFUSAL		

CFR PART 77 SURFACE: RUNWAY 28 APPROACH				
CFR PART 77 SURFACE SLOPE: 20:1				
LABEL	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPOSED ACTION
20	TREE	1160	6	TRIM/REMOVE

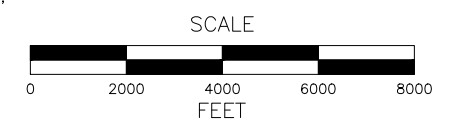
CFR PART 77 SURFACE: TRANSITIONAL				
CFR PART 77 SURFACE SLOPE: 7:1				
LABEL	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPOSED ACTION
60	TREE	1297	0	TRIM/REMOVE

CFR PART 77 SURFACE: HORIZONTAL				
CFR PART 77 SURFACE SLOPE: FLAT				
LABEL	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPOSED ACTION
01	TREE	1165	53	TRIM/REMOVE
02	NATURAL HIGH POINT	1151	39	LIGHT
03	PARKING LOT	1126	14	LIGHT
04	BUILDING	1140	28	LIGHT
05	TREE	1373	262	TRIM/REMOVE
06	TREE	1143	32	TRIM/REMOVE
07	LIGHT POLE	1152	40	LIGHT
08	LIGHT POLE	1164	73	LIGHT
09	TREE	1186	75	TRIM/REMOVE
10	TREE	1531	419	TRIM/REMOVE
11	TANK	1444	332	LIGHT
12	BUILDING	1311	199	LIGHT
13	TREE	1224	112	TRIM/REMOVE
14	BUILDING	1430	318	LIGHT
15	TREE	1540	429	TRIM/REMOVE
16	UTILITY POLE	1266	154	LIGHT
17	TREE	1223	112	TRIM/REMOVE
18	POLE	1463	351	LIGHT
19	TREE	1498	386	TRIM/REMOVE
20	TREE	1160	49	TRIM/REMOVE
21	NATURAL HIGH POINT	1113	1	LIGHT
22	UTILITY POLE	1154	43	LIGHT
23	UTILITY POLE	1197	85	LIGHT
24	TREE	1234	122	TRIM/REMOVE
25	TREE	1212	100	TRIM/REMOVE
26	BUILDING	1226	114	LIGHT
27	TREE	1396	285	TRIM/REMOVE
28	NATURAL HIGH POINT	1162	51	LIGHT
29	TREE	1163	51	TRIM/REMOVE

CFR PART 77 SURFACE: CONICAL				
CFR PART 77 SURFACE SLOPE: 20:1				
LABEL	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPOSED ACTION
30	TOWER	1292	134	LIGHT
31	TREE	1194	4	TRIM/REMOVE
32	BUILDING	1291	18	LIGHT
33	NATURAL HIGH POINT	1156	41	LIGHT
34	NATURAL HIGH POINT	1449	150	LIGHT
35	UTILITY POLE	1220	75	LIGHT
36	TREE	1334	140	TRIM/REMOVE
37	TREE	1477	192	TRIM/REMOVE
38	TANK	1583	340	LIGHT
39	TREE	1445	295	TRIM/REMOVE
40	UTILITY POLE	1419	249	LIGHT
41	TREE	1736	464	TRIM/REMOVE
42	BUILDING	1722	434	LIGHT
43	TREE	1587	423	TRIM/REMOVE
44	TREE	1870	593	TRIM/REMOVE
45	TREE	1484	315	TRIM/REMOVE
46	LIGHT POLE	1420	306	LIGHT
47	TREE	1582	459	TRIM/REMOVE
48	TREE	1547	240	TRIM/REMOVE
49	TREE	1263	16	TRIM/REMOVE
50	TREE	1264	73	TRIM/REMOVE
51	TREE	1535	228	TRIM/REMOVE
52	TREE	1464	351	TRIM/REMOVE
53	UTILITY POLE	1562	399	LIGHT
54	TREE	1669	437	TRIM/REMOVE
55	UTILITY POLE	1274	123	LIGHT
56	TREE	1556	304	TRIM/REMOVE
57	PARKING LOT	1577	272	LIGHT
58	TREE	1239	65	TRIM/REMOVE
59	BUILDING	1245	67	LIGHT

SOURCE: USGS QUADRANGLES

RANSOM, PENNSYLVANIA	SCRANTON, PENNSYLVANIA	OLYPHANT, PENNSYLVANIA
PITTSBURGH, PENNSYLVANIA	AVOCA, PENNSYLVANIA	
WILKES-BARRE EAST, PENNSYLVANIA	PLEASANT VIEW SUMMIT, PENNSYLVANIA	



NOTES:  
 • USGS NATIONAL ELEVATION DATASET SHOWN REPRESENT GROUND, POLES, TREES AND BUILDING OBSTRUCTIONS. (ASSUMED OBJECT HEIGHT OF 100' ABOVE GROUND).  
 • ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).  
 • AERIAL MAPPING BY WOOLPERT, 2016.

WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT AVOCA, PENNSYLVANIA				
<b>AIRPORT AIRSPACE PLAN</b>				
REV	DATE	DESCRIPTION	BY	SPONSOR
SCALE: 1" = 2,000'		DESIGN: ZEN	SHEET: <b>5</b>	
DRAWN: RGT		PROJECT: 18085.00		
CHECKED: JLM		DATE: JUNE 2019		



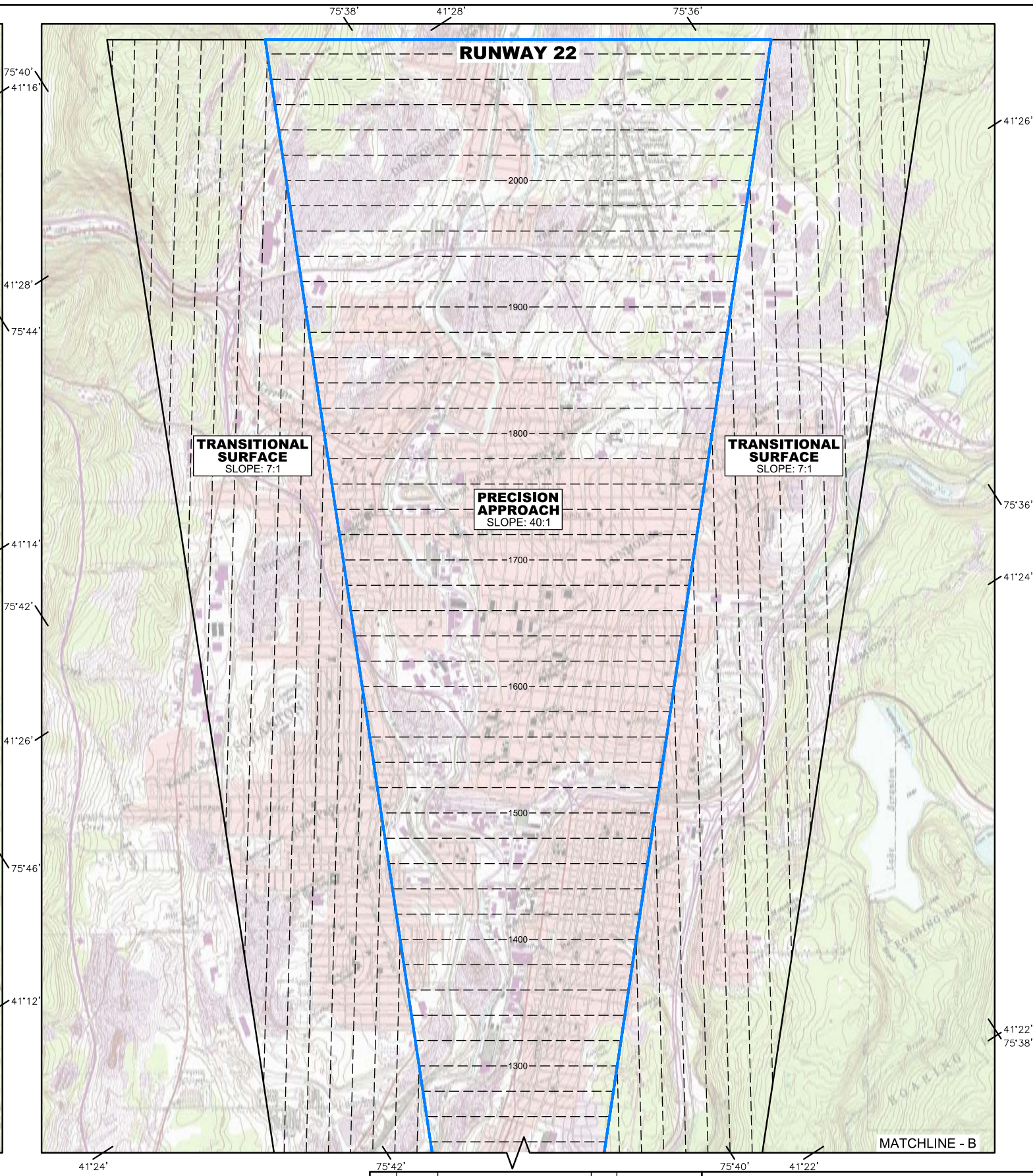
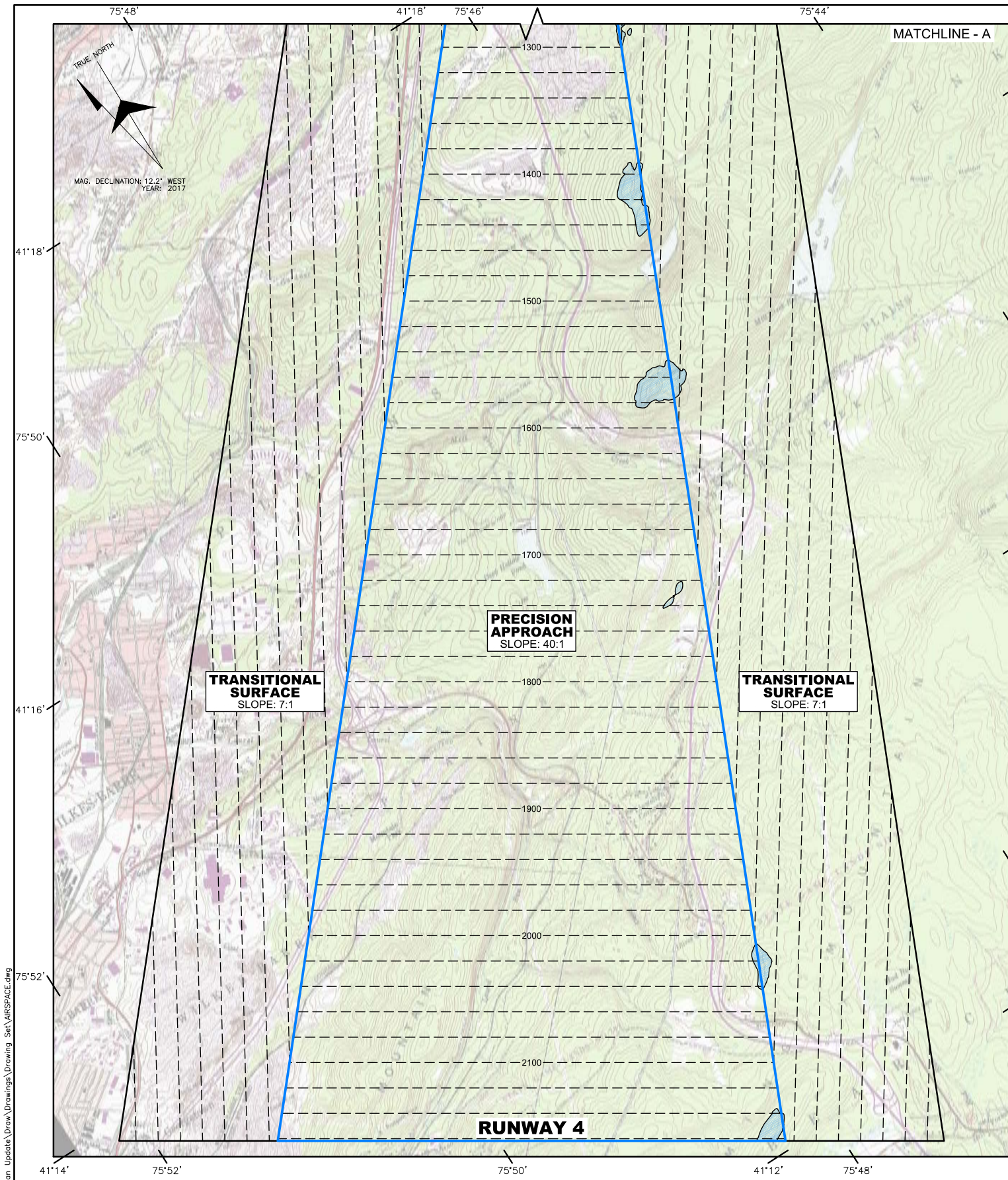
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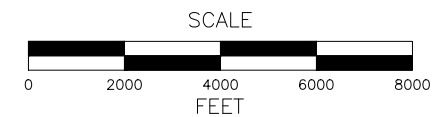


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NATIONAL ELEVATION DATASET OBSTRUCTIONS

- NOTES:
- USGS NATIONAL ELEVATION DATASET SHOWN REPRESENT GROUND, POLES, TREES AND BUILDING OBSTRUCTIONS. (ASSUMED OBJECT HEIGHT OF 100' ABOVE GROUND).
  - ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).
  - AERIAL MAPPING BY WOOLPERT, 2016.

REV	DATE	DESCRIPTION	BY	SPONSOR

WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT  
AVOCA, PENNSYLVANIA

**OUTER AIRPORT AIRSPACE PLAN**

SCALE: 1" = 2,000'  
DESIGN: ZEN  
DRAWN: RGT  
PROJECT: 18085.00  
CHECKED: JLM  
DATE: JUNE 2019

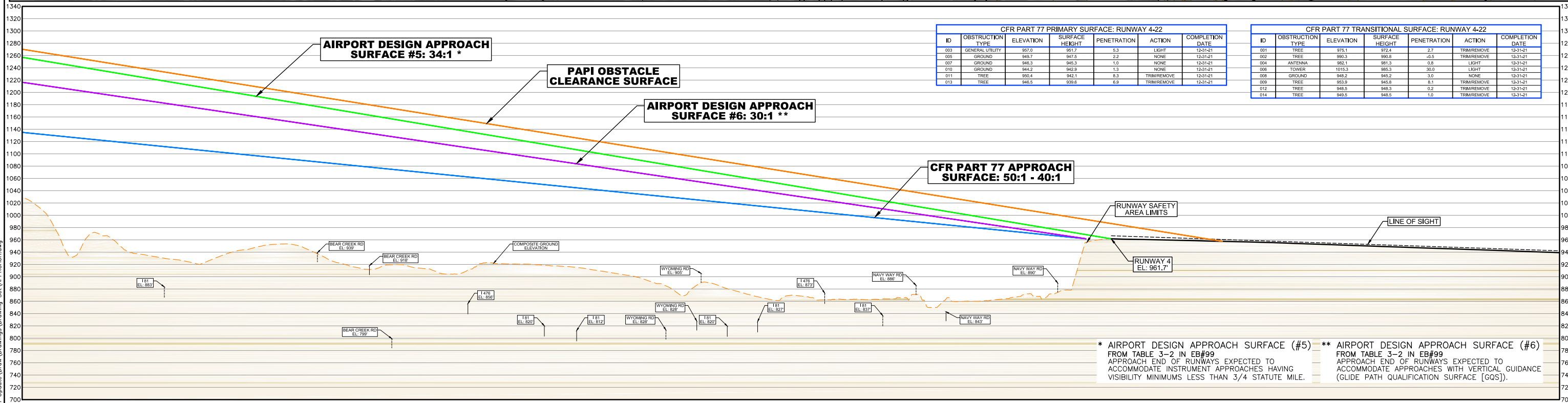
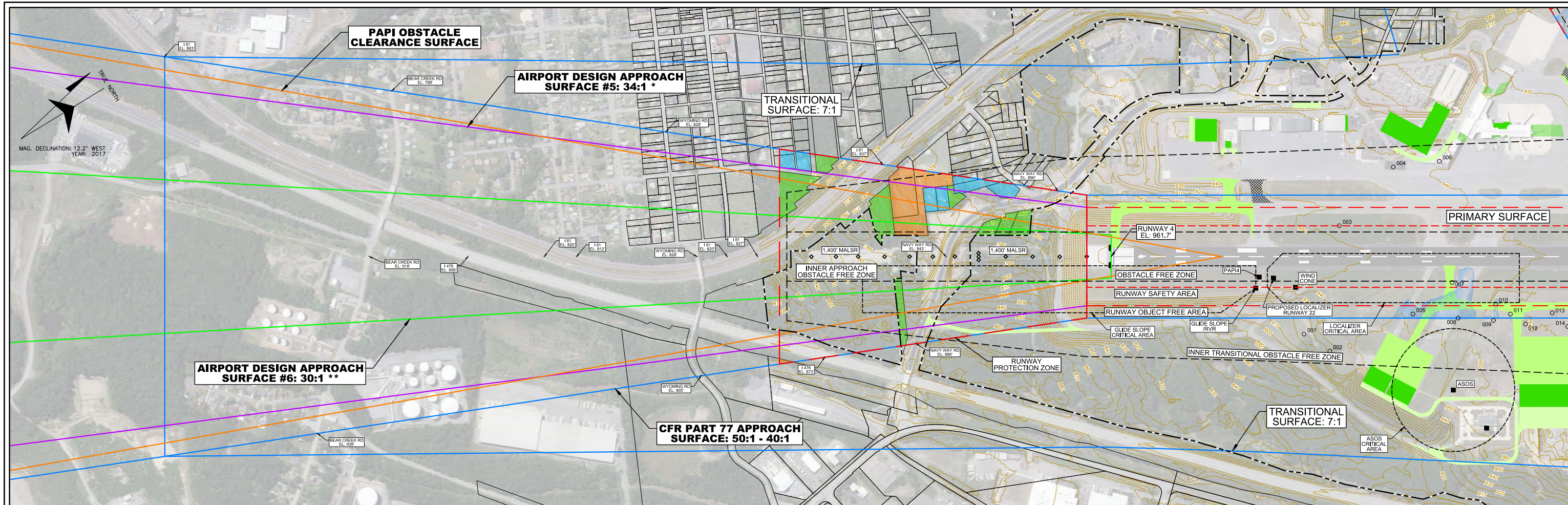
SHEET: **6**





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CFR PART 77 PRIMARY SURFACE: RUNWAY 4-22						
ID	OBSTRUCTION TYPE	ELEVATION	SURFACE HEIGHT	PENETRATION	ACTION	COMPLETION DATE
003	GENERAL UTILITY	957.0	951.7	5.3	LIGHT	12-31-21
006	GROUND	948.9	947.5	2.2	NONE	12-31-21
007	GROUND	946.3	945.3	1.0	NONE	12-31-21
010	GROUND	944.2	942.9	1.3	NONE	12-31-21
011	TREE	950.4	942.1	8.3	TRIM/REMOVE	12-31-21
013	TREE	948.5	939.8	8.8	TRIM/REMOVE	12-31-21

CFR PART 77 TRANSITIONAL SURFACE: RUNWAY 4-22						
ID	OBSTRUCTION TYPE	ELEVATION	SURFACE HEIGHT	PENETRATION	ACTION	COMPLETION DATE
001	TREE	975.1	972.4	2.7	TRIM/REMOVE	12-31-21
002	TREE	990.3	989.9	-0.5	TRIM/REMOVE	12-31-21
004	ANTENNA	982.1	981.3	0.8	LIGHT	12-31-21
006	TOWER	1016.3	985.3	30.0	LIGHT	12-31-21
008	GROUND	948.2	945.2	3.0	NONE	12-31-21
009	TREE	953.9	945.9	8.1	TRIM/REMOVE	12-31-21
012	TREE	948.5	948.3	0.2	TRIM/REMOVE	12-31-21
014	TREE	948.5	948.5	1.0	TRIM/REMOVE	12-31-21

LEGEND			
	DESCRIPTION	SYMBOL	DESCRIPTION
	RUNWAY SAFETY AREA (RSA)		RUNWAY PROTECTION ZONE (RPZ)
	RUNWAY OBJECT FREE AREA (ROFA)		CFR PART 77 OBSTRUCTIONS
	EXISTING AIRPORT PROPERTY		CFR PART 77 VEGETATION OBSTRUCTIONS
	PROPOSED AIRPORT PROPERTY		CFR PART 77 TERRAIN OBSTRUCTIONS
	PROPOSED AVIATION EASEMENT		
	PROPOSED AIRPORT PAVEMENT		
	EXISTING AVIATION EASEMENT		
	PROPOSED GROUND VEHICLE PAVEMENT		
	PROPOSED AIRPORT BUILDINGS		
	RIGHT OF FIRST REFUSAL		
	FUTURE DEVELOPMENT		
	PARCEL BOUNDARY		GROUND ELEVATION CONTOURS (10')

- NOTES:
- ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).
  - AERIAL MAPPING BY WOLPERT, 2016.
  - ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER CFR PART 77.
  - (15' FOR ROAD, 17' FOR INTERSTATE, 23' FOR RAILROAD)
  - TREES WITHIN 10' OF SURFACE IDENTIFIED AS OBSTRUCTIONS.
  - COMPOSITE GROUND ELEVATION PROFILE LIMITED TO APPROACH SURFACE.

WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT  
AVOCA, PENNSYLVANIA

### INNER APPROACH PLAN RUNWAY 4

REV	DATE	DESCRIPTION	BY	SPONSOR

SCALE: 1" = 400'

DRAWN: RGT

CHECKED: JLM

DESIGN: ZEN

PROJECT: 18085.00

DATE: JUNE 2019

SHEET: **7**

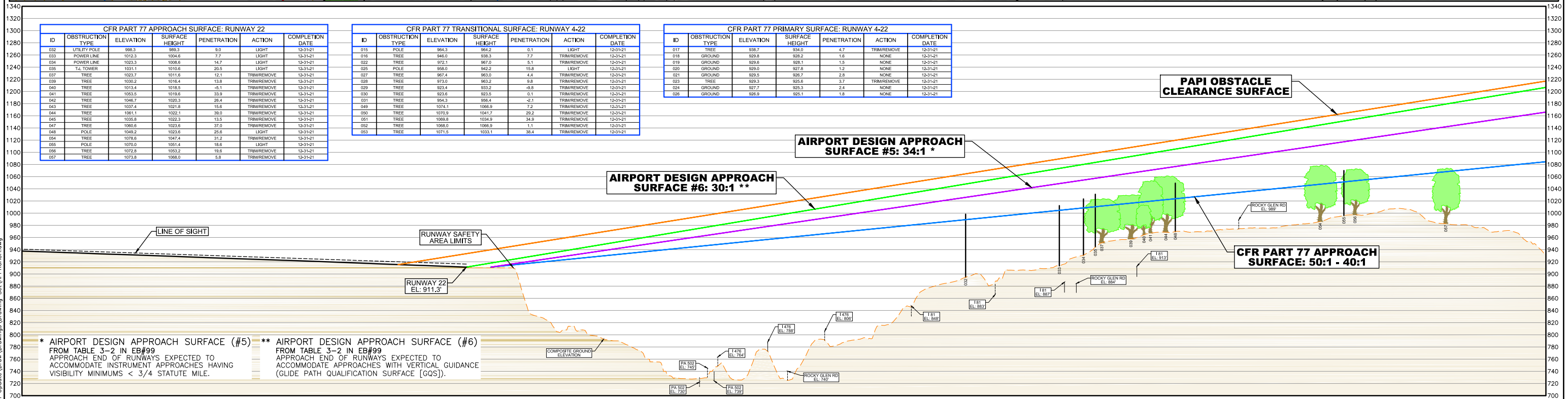
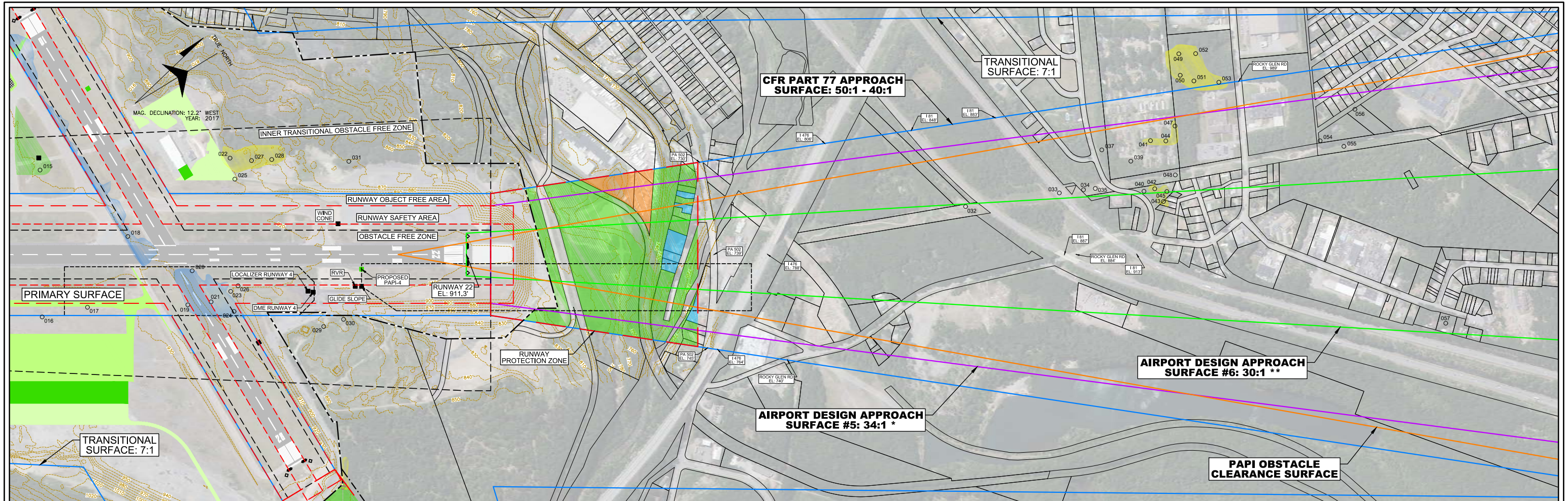
49 COURT STREET, METROCENTER, PO BOX 1980  
BINGHAMTON, NEW YORK 13902 www.mjinc.com

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ID	OBSTRUCTION TYPE	ELEVATION	SURFACE HEIGHT	PENETRATION	ACTION	COMPLETION DATE
032	UTILITY POLE	988.3	988.3	0.0	LIGHT	12-31-21
033	POWER LINE	1012.3	1004.6	7.7	LIGHT	12-31-21
034	POWER LINE	1023.3	1008.6	14.7	LIGHT	12-31-21
035	T-L TOWER	1031.1	1010.6	20.5	LIGHT	12-31-21
037	TREE	1023.7	1011.6	12.1	TRIM/REMOVE	12-31-21
039	TREE	1030.2	1016.4	13.8	TRIM/REMOVE	12-31-21
040	TREE	1013.4	1018.5	-5.1	TRIM/REMOVE	12-31-21
041	TREE	1053.5	1019.6	33.9	TRIM/REMOVE	12-31-21
042	TREE	1046.7	1020.3	26.4	TRIM/REMOVE	12-31-21
043	TREE	1037.4	1021.9	15.5	TRIM/REMOVE	12-31-21
044	TREE	1061.1	1022.1	39.0	TRIM/REMOVE	12-31-21
045	TREE	1035.8	1022.3	13.5	TRIM/REMOVE	12-31-21
047	TREE	1060.5	1023.6	37.0	TRIM/REMOVE	12-31-21
048	POLE	1049.2	1023.6	25.6	LIGHT	12-31-21
054	TREE	1078.6	1047.4	31.2	TRIM/REMOVE	12-31-21
055	POLE	1070.0	1051.4	18.6	LIGHT	12-31-21
056	TREE	1072.8	1053.2	19.6	TRIM/REMOVE	12-31-21
057	TREE	1073.8	1068.0	9.8	TRIM/REMOVE	12-31-21

ID	OBSTRUCTION TYPE	ELEVATION	SURFACE HEIGHT	PENETRATION	ACTION	COMPLETION DATE
015	POLE	964.3	964.2	0.1	LIGHT	12-31-21
016	TREE	948.0	938.3	7.7	TRIM/REMOVE	12-31-21
022	TREE	972.1	967.0	5.1	TRIM/REMOVE	12-31-21
025	POLE	958.0	942.2	15.8	LIGHT	12-31-21
027	TREE	967.4	963.0	4.4	TRIM/REMOVE	12-31-21
028	TREE	973.0	963.2	9.8	TRIM/REMOVE	12-31-21
029	TREE	923.4	933.2	-9.8	TRIM/REMOVE	12-31-21
030	TREE	923.6	923.5	0.1	TRIM/REMOVE	12-31-21
031	TREE	954.3	956.4	-2.1	TRIM/REMOVE	12-31-21
038	TREE	1071.1	1068.9	7.2	TRIM/REMOVE	12-31-21
050	TREE	1070.9	1041.7	29.2	TRIM/REMOVE	12-31-21
051	TREE	1069.8	1034.9	34.9	TRIM/REMOVE	12-31-21
052	TREE	1068.0	1066.9	1.1	TRIM/REMOVE	12-31-21
053	TREE	1071.6	1033.1	38.4	TRIM/REMOVE	12-31-21

ID	OBSTRUCTION TYPE	ELEVATION	SURFACE HEIGHT	PENETRATION	ACTION	COMPLETION DATE
017	TREE	938.7	934.0	4.7	TRIM/REMOVE	12-31-21
018	GROUND	929.8	929.8	1.8	NONE	12-31-21
019	GROUND	929.8	928.1	1.5	NONE	12-31-21
020	GROUND	929.8	927.8	1.2	NONE	12-31-21
021	GROUND	929.8	926.7	2.8	NONE	12-31-21
023	TREE	929.3	925.8	3.7	TRIM/REMOVE	12-31-21
024	GROUND	927.7	925.3	2.4	NONE	12-31-21
026	GROUND	928.9	925.1	1.8	NONE	12-31-21

\* AIRPORT DESIGN APPROACH SURFACE (#5) \*\* AIRPORT DESIGN APPROACH SURFACE (#6)  
 FROM TABLE 3-2 IN EB#99 APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE APPROACHES WITH VERTICAL GUIDANCE (GLIDE PATH QUALIFICATION SURFACE [GQS]).

LEGEND	
DESCRIPTION	SYMBOL
RUNWAY SAFETY AREA (RSA)	--- (Red Dashed)
RUNWAY OBJECT FREE AREA (ROFA)	--- (Red Dashed)
EXISTING AIRPORT PROPERTY	--- (Black Dashed)
PROPOSED AIRPORT PROPERTY	--- (Black Dashed)
EXISTING AVIATION EASEMENT	--- (Black Dashed)
PROPOSED AVIATION EASEMENT	--- (Black Dashed)
RIGHT OF FIRST REFUSAL	--- (Blue Dashed)
PARCEL BOUNDARY	--- (Black Dashed)
RUNWAY PROTECTION ZONE (RPZ)	--- (Red Solid)
OBSTACLE FREE ZONE (OFZ)	--- (Red Solid)
PROPOSED NAVIAD CRITICAL AREA	--- (Black Dashed)
PROPOSED AIRPORT PAVEMENT	--- (Green Solid)
PROPOSED GROUND VEHICLE PAVEMENT	--- (Green Solid)
PROPOSED AIRPORT BUILDINGS	--- (Green Solid)
FUTURE DEVELOPMENT	--- (Green Solid)
TO BE REMOVED	--- (Green Solid)
CFR PART 77 OBSTRUCTIONS	o (Black Circle)
CFR PART 77 VEGETATION OBSTRUCTIONS	o (Green Circle)
CFR PART 77 TERRAIN OBSTRUCTIONS	o (Black Circle)
GROUND ELEVATION CONTOURS (10')	--- (Brown Dashed)

NOTES:  
 • ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).  
 • AERIAL MAPPING BY WOOLPERT, 2016.  
 • ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER CFR PART 77. (15' FOR ROAD, 17' FOR INTERSTATE, 23' FOR RAILROAD)  
 • TREES WITHIN 10' OF SURFACE IDENTIFIED AS OBSTRUCTIONS.  
 • COMPOSITE GROUND ELEVATION PROFILE LIMITED TO APPROACH SURFACE.

WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT AVOCA, PENNSYLVANIA			
<b>INNER APPROACH PLAN RUNWAY 22</b>			
SCALE: 1" = 400'	DESIGN: ZEN	SHEET: 8	
DRAWN: RGT	PROJECT: 18085.00		
CHECKED: JLM	DATE: JUNE 2019		

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