



Illinois Department of Transportation

Division of Aeronautics

1 Langhorne Bond Drive / Capital Airport / Springfield, Illinois / 62707-8415

June 25, 2007

Mr. Chris Patrick, Chairman
Edgar County Airport Committee
15651 Airport Road
Paris, Illinois 61944

Re: Edgar County Airport
Paris, Illinois
Airport Layout Plan Approval

Dear Mr. Patrick:

Enclosed is one "conditionally approved" copy of the Edgar County Airport's Layout Plan dated May 29, 2007. This approval cancels or supersedes all prior Airport Layout Plan approvals. The airport development plan approval is based upon recognition of and adherence to the following:

1. Approval of this Airport Layout Plan is not to be considered a determination of necessity or as a commitment of Federal and/or State funding for accomplishment of the projected development. Inclusion of the proposed development signifies a concurrence for planning purposes based on review of conformance with current standards for safety, utility, and efficiency. Actual facility development will be governed by adherence to development standards applicable at the time the development is undertaken. If any of the design critical aircraft or aircraft groups change, this Airport Layout Plan must be reevaluated by the Federal Aviation Administration (FAA) and the Illinois Department of Transportation, Division of Aeronautics (IDOT).
2. Approval of this Airport Layout Plan does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate that:
 - A. All development programs should be reasonably consistent with the plans of local 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.
3. The FAA has offered no objection to the proposed ultimate airspace utilization as depicted on the Airport Layout Plan based on considerations of safe and efficient use of airspace. The Airport Layout Plan has the status of a "Plan on File" for the purpose of 14 CFR 77, Obstruction Evaluations, and 14 CFR 152, Airport Aid Program. A review of the airside landing area development was conducted according to the following: 14 CFR 77, 14 CFR 152 and 14 CFR 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports (Aeronautical Study Numbers 2006-ADL-548-NRA).

This review was forwarded to the IDOT through the FAA's IOE/AAA computer program and a Determination To Proceed was issued for Airspace Case Number 2006-ADL-548-NRA on December 18, 2006 and contained in our December 21, 2006 correspondence. It should be noted that the FAA cannot prevent erection of any structure near an airport. Airport environs maybe protected through State erected

Hazard Zoning Regulations and/or local zoning ordinances, building regulations, and like requirements.

4. The following items must have a specific environmental approval prior to accomplishment:
 - A. Land and/or Avigation Easement acquisition including relocation assistance associated with any of the following development items.
 - B. Construct a 498-foot long by 75-foot wide extension to Runway 09. This action will provide a total Runway 09-27 dimension of 5,000 feet by 75 feet.
 - C. Construct a complete parallel taxiway (35-foot width) 400 feet south of the runway centerline to serve the full length of Runway 09-27. Construct connecting taxiways to the new parallel taxiway.
 - D. Install Runway End Identifier Lights (REIL) to serve extended Runway 09.
 - E. Install Precision Approach Path Indicators (PAPI) to serve both runway thresholds.
 - F. Install wind cones adjacent to both thresholds of Runway 09-27.
 - G. Construct a 3,200-foot long by 75-foot wide Runway 18-36.
 - H. Construct a complete parallel taxiway (35-foot width) 300-feet west of the runway centerline to serve the full length of the Runway 18-36.
 - I. Install Runway End Identifier Lights (REIL) to serve Runway 18-36.
 - J. Install Precision Approach Path Indicators (PAPI) to serve both thresholds of Runway 18-36.
 - K. Install Wind Cones adjacent to both thresholds of Runway 18-36.
 - L. Construct additional corporate and general aviation aircraft parking and hanger facilities in the southwestern airfield quadrant.
 - M. Construct additional auto parking facilities.

Any of the aforementioned development, requiring the use of Federal funds, shall not take place until the appropriate environmental processing has been approved by the FAA and/or the IDOT.

To avoid conflicts with future development, we recommend that you utilize the ALP when preparing leases. We further recommend you provide copies to the local and regional planning zoning boards and county and city officials and 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. The Airport and Airway Improvement Act (Section 511(a) (15)) requires the sponsor to eliminate any adverse effects on Federal facilities, or bear all costs to relocate those facilities, that are a result of an airport change. However, if AIP eligible construction / development items adversely affect FAA facilities, then the cost of relocating the facilities may be eligible under AIP.

This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-1) consistent with 14 CFR 77 must be filed with the FAA and the IDOT. This approval does not include approval for temporary construction equipment which may be used during actual construction, e.g., cranes, equipment staging areas, site access routes, etc. A separate construction safety/phasing plan for any project (unless specifically approved by attachment to this letter) should be reviewed by the FAA no less than 60 days prior to the beginning of any project.

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

Approval of this Airport Layout Plan by the State of Illinois is authorized by the Federal Aviation Administration through the State Block Grant Program. Approval of this ALP will not terminate if the State Block Grant Program ceases to exist. Distribution of all approved documents is based on the Great Lakes Region Planning and Coordination Procedures Desk Guide Dated January 10, 2003. We trust the foregoing provides a reasonable explanation of the conditions and terms of our approval.

If you desire further clarification, please contact Mr. Terrence L. Schaddel of my staff at (217) 785-5177 (voice), or by facsimile at (217) 785-4533 or via e-mail at Terrence.Schaddel@Illinois.gov.

Sincerely,


Steven J. Long, P.E.
Acting Chief Engineer

SJ/TLS
Enclosure

cc: Jimmy Wells; Manager, Edgar County Airport (Letter)
Robert Waller, Hanson Professional Services, Inc.; w/enc. (1 ALP & Letter)
Manager, FAA CHI-ADO; w/enc. (1 ALP & Letter)
Manager, FAA FTW FPO; w/enc. (1 ALP & Letter)
Manager, FAA AGL-471; w/enc. (1 ALP & Letter)
Manager, XOA-SMO; w/enc. (1 ALP & Letter)