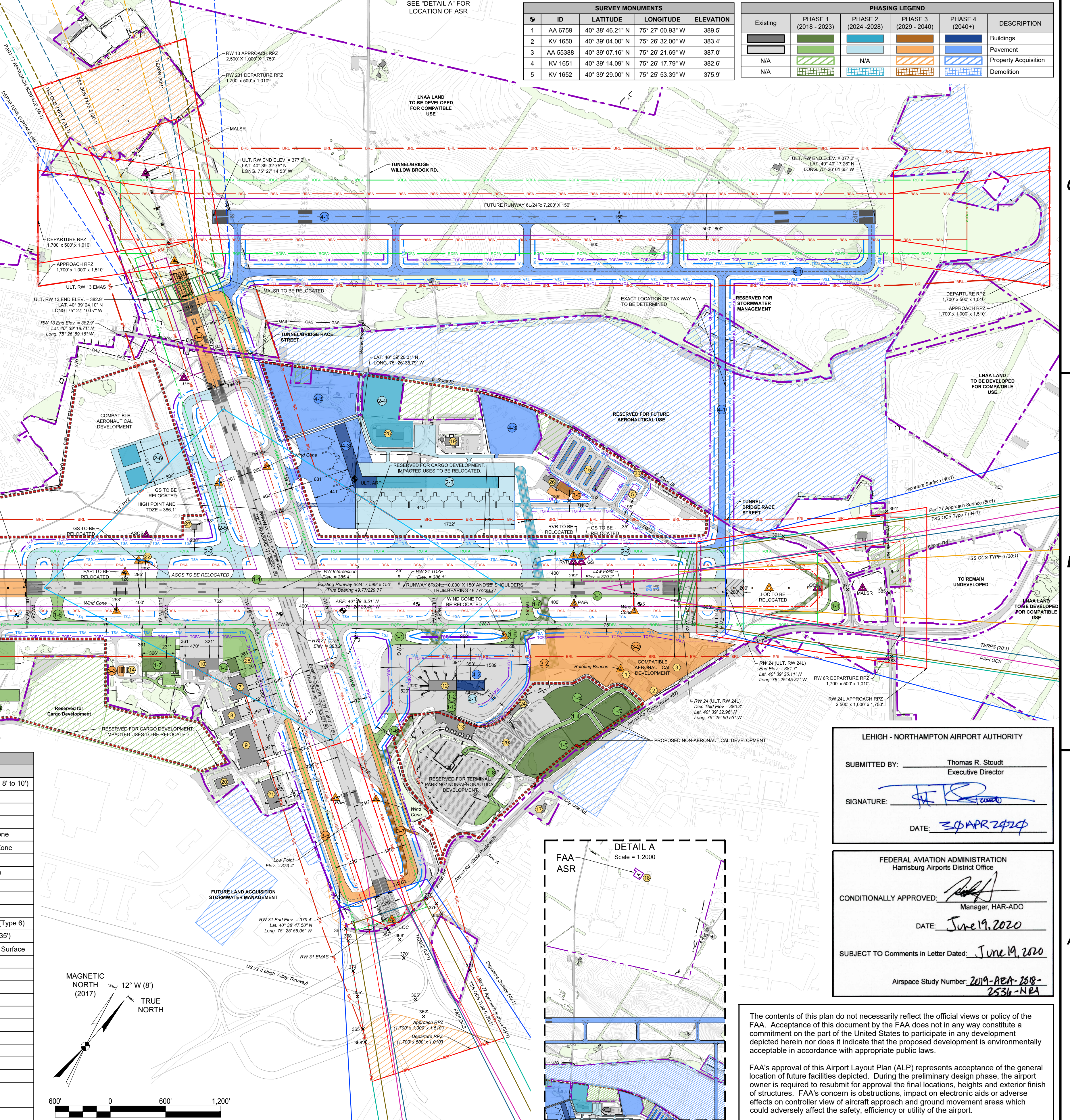


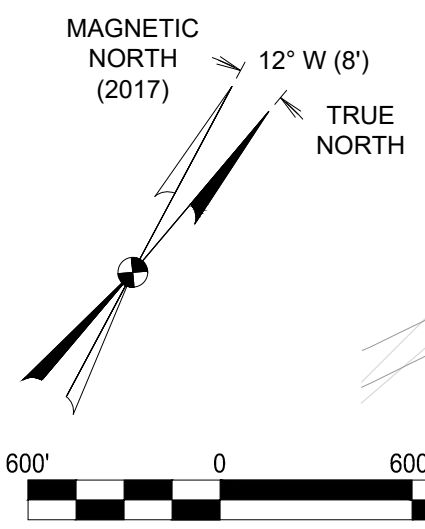
EXISTING FACILITIES			
ID	FACILITY DESCRIPTION	TOP ELEV. (MSL)	OBSTRUCTION MARKING/LIGHTING
1	Rental Car QTA / Former Aircraft Hangar No. 1	413.8'	None
2	Aircraft Hangar No. 2	410.5'	None
3	Aircraft Hangar No. 3	411.4'	None
4	Light Aircraft Hangar No. 4 (DEMOLISHED)	408.9'	None
5	LVFC Hangar No. 5	413.0'	None
6	T-Hangars No. 1-8 (DEMOLISHED)	407.1'	None
7	FBO Hangar No. 7	434.8'	Lighting
8	Aircraft Hangar No. 8	418.6'	None
9	Aircraft Hangar No. 9	424.7'	Lighting
10	Aircraft Hangar No. 10	424.0'	Lighting
11	Satellite Wiley Concourse	407.4'	n/a
12	Main Terminal	407.4'	n/a
13	LNAA Fuel Farm	376.0'	None
14	T-Hangars No. 16-65	412.1'	None
15	Federal Express (TO BE DEMOLISHED)	411.3'	None
16	Bank	375.8'	n/a
17	FAA Airport Surveillance Radar (ASR)	433.9'	Lighting
18	FAA Air Traffic Control Tower (ATCT)	526.9'	Lighting
19	995 Postal Road	385.2'	None
20	997 Postal Road	393.7'	None
21	FAA ASOS Facility (TO BE RELOCATED)	N/A	Lighting
22	Federal Express (TO BE DEMOLISHED)	398.1'	n/a
23	Vacant Government Building (TO BE DEMOLISHED OR REPURPOSED FOR TERMINAL/NO-AERO USE.)	431.8'	None
24	LNAA Maintenance Building (TO BE RELOCATED)	408.2'	None
25	ARFF Facility	422.1'	None
26	Airfield Electrical Vault	402.6'	Lighting
27	Line Service Building (TO BE DEMOLISHED)	402.6'	Lighting
28	Multimodal Center	364.0'	None
29	FAA Remote Transmitter/Receiver (RTR)	446.0'	Lighting

- Notes:
- Road elevations are actual elevations. To determine clearance from approach surfaces, apply traverseway elevation of 23 feet for runways, 17 feet for interstate highways, 15 feet for other public roads, and 10 feet for private roads.
 - Aerial Survey by Quantum (12/09/2016). Accuracy 1.0 foot horizontal/vertical relative to NAD83 (NRSRS 2011)/NAVD 88.
 - The western expansion of the Cargo Apron was completed after the survey and has been added using a georeferenced image as well as as-built drawings provided by the Airport. Additional projects that occurred after the survey were the demolition of facilities 4 and 6 and the construction of facility 30.
 - Facility numbers are carried forward from the 2004 ALP. Missing numbers reflect facilities that have been demolished prior to September 2016 (i.e. facility 11); while new facilities have been added to the end of the table (i.e. facility 29, the Multimodal Center).
 - This project began in 2016 and all Threshold Siting Surfaces are drawn in accordance with the standards found in FAA AC 150/5300-13A, Change 1, Table 3-2.



PROPOSED PROJECTS			
ID	FACILITY DESCRIPTION	TOP ELEV. (MSL)	
PHASE 1: 0 - 5 YEARS (2018 - 2023)			
1-1	Runway 6-24 Rehabilitation & Related Projects	N/A	
1-2	Terminal Circulation Improvements	N/A	
1-3	Expand Existing Cargo Area	434'	
1-4	Landside Circulation Improvements	N/A	
1-5	Land Use Development	N/A	
1-6	Taxiway Stub Projects	N/A	
1-7	Hangar 11	424'	
1-8	Parking and Ticket Booth Improvements	N/A	
1-9	FBO Building and Improvements	434'	
1-10	Terminal Security Checkpoint Improvements	N/A	
PHASE 2: 6 - 10 YEARS (2024 - 2028)			
2-1	Terminal International Arrivals Facility	N/A	
2-2	Northside Parallel Taxiway for Runway 6-24	N/A	
2-3	New Northside Cargo Facility	436'	
2-4	Northside Compatible Development	N/A	
2-5	Runway 13-31 West Side Parallel Taxiway (Northern Phase)	N/A	
2-6	Bulk Hangars (2)	453'	
PHASE 3: 11 - 22 YEARS (2029 - 2040)			
3-1	Runway 6-24 Extension (2,400 FT)	N/A	
3-2	Remain Overnight Apron, Deicing Pad, or Compatible Aeronautical Development	N/A	
3-3	Fuel Farm Expansion	N/A	
3-4	Runway 13-31 Extension (1,002 FT)	N/A	
3-5	Runway 13-31 West Side Parallel Taxiway (Southern Phase)	N/A	
3-6	ARFF Building Expansion	423'	
3-7	Realign Portion of Taxiway B	N/A	
PHASE 4: 23+ YEARS (2040+)			
4-1	3rd Runway and Connecting Taxiways	N/A	
4-2	Terminal Concourse Expansion	407'	
4-3	Northside Cargo Expansion	436'	

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
--- Same ---	--- Same ---	Fence (Height varies from 8' to 10')
--- Same ---	--- Same ---	Airport Property Line
--- RSA ---	--- RSA ---	Runway Safety Area
--- ROFA ---	--- ROFA ---	Runway Object Free Area
--- ROFA ---	--- ROFA ---	Runway Obstacle Free Zone
--- TSZ ---	--- TSZ ---	Precision Obstacle Free Zone
--- TOSA ---	--- TOSA ---	Taxiway Safety Area
--- TOFA ---	--- TOFA ---	Taxiway Object Free Area
--- TOW ---	--- TOW ---	Runway Protection Zone
--- TOW ---	--- TOW ---	Part 77 Approach Surface
--- TSS ---	--- TSS ---	Threshold Siting Surface
--- TSS ---	--- TSS ---	Threshold Siting Surface (Type 6)
--- BRL ---	--- BRL ---	Building Restriction Line (35')
--- PAPI ---	--- PAPI ---	PAPI Obstacle Clearance Surface
--- 20:1 ---	--- 20:1 ---	20:1 TERPS Surface
--- LOC ---	--- LOC ---	LOC Critical Area
--- GS ---	--- GS ---	GS Critical Area
--- ARP ---	--- ARP ---	Tree Stand Area
--- ULT. ARP ---	--- ULT. ARP ---	Airport Reference Point
--- S ---	--- S ---	Survey Monument
--- NAV ---	--- NAV ---	Navigational Aid
--- SE ---	--- SE ---	Spot Elevation (MSL) ²
--- R ---	--- R ---	Railroad Tracks
--- EMAS ---	--- EMAS ---	EMAS
--- GAS ---	--- GAS ---	Gas Pipeline
--- W ---	--- W ---	30" H.P. Water Line
--- L ---	--- L ---	Lehigh River



SURVEY MONUMENTS				
ID	LATITUDE	LONGITUDE	ELEVATION	
1	AA 6759	40° 39' 46.21" N	75° 27' 00.93" W	389.5'
2	KV 1650	40° 39' 04.00" N	75° 26' 32.00" W	383.4'
3	AA 55388	40° 39' 07.16" N	75° 26' 21.69" W	387.0'
4	KV 1651	40° 39' 14.09" N	75° 26' 17.79" W	382.6'
5	KV 1652	40° 39' 29.00" N	75° 25' 53.39" W	375.9'

PHASING LEGEND					
Existing	PHASE 1 (2018 - 2023)	PHASE 2 (2024 - 2028)	PHASE 3 (2029 - 2040)	PHASE 4 (2040+)	DESCRIPTION
—	—	—	—	—	Buildings
—	—	—	—	—	Pavement
—	—	—	—	—	Property Acquisition
—	—	—	—	—	Demolition



LEHIGH - NORTHAMPTON AIRPORT AUTHORITY

SUBMITTED BY: Thomas R. Stoult
Executive Director

SIGNATURE: *[Signature]*

DATE: 23 APR 2020

FEDERAL AVIATION ADMINISTRATION
Harrisburg Airports District Office

CONDITIONALLY APPROVED: *[Signature]*
Manager, HAR-ADO

DATE: June 19, 2020

SUBJECT TO Comments in Letter Dated: June 19, 2020

Airspace Study Number: 2019-PEA-2518-2536-NEA

The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this document by the FAA does not in any way constitute a commitment on 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.

FAA's approval of this Airport Layout Plan (ALP) represents acceptance of the general location of future facilities depicted. During the preliminary design phase, the airport owner is required to resubmit for approval the final locations, heights and exterior finish of structures. FAA's concern is obstructions, impact on electronic aids or adverse effects on controller view of aircraft approach and ground movement areas which could adversely affect the safety, efficiency or utility of the airport.



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AIRPORT LAYOUT PLAN UPDATE
LEHIGH VALLEY INTERNATIONAL AIRPORT
ALLENTOWN, PENNSYLVANIA

FAA AIP NO.: 03-42-0001-101-2016
DATE: APRIL 2020
DRAWN BY: J.J.S.
DESIGNED BY: J.J.S.
CHECKED BY: F.P.K.

A

REVISIONS

MARK	DATE	DESCRIPTION

AIRPORT LAYOUT PLAN

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