

FIGURE E1  
 AIRSIDE ALTERNATIVE CONCEPT ONE - RETAIN EXISTING CONDITIONS



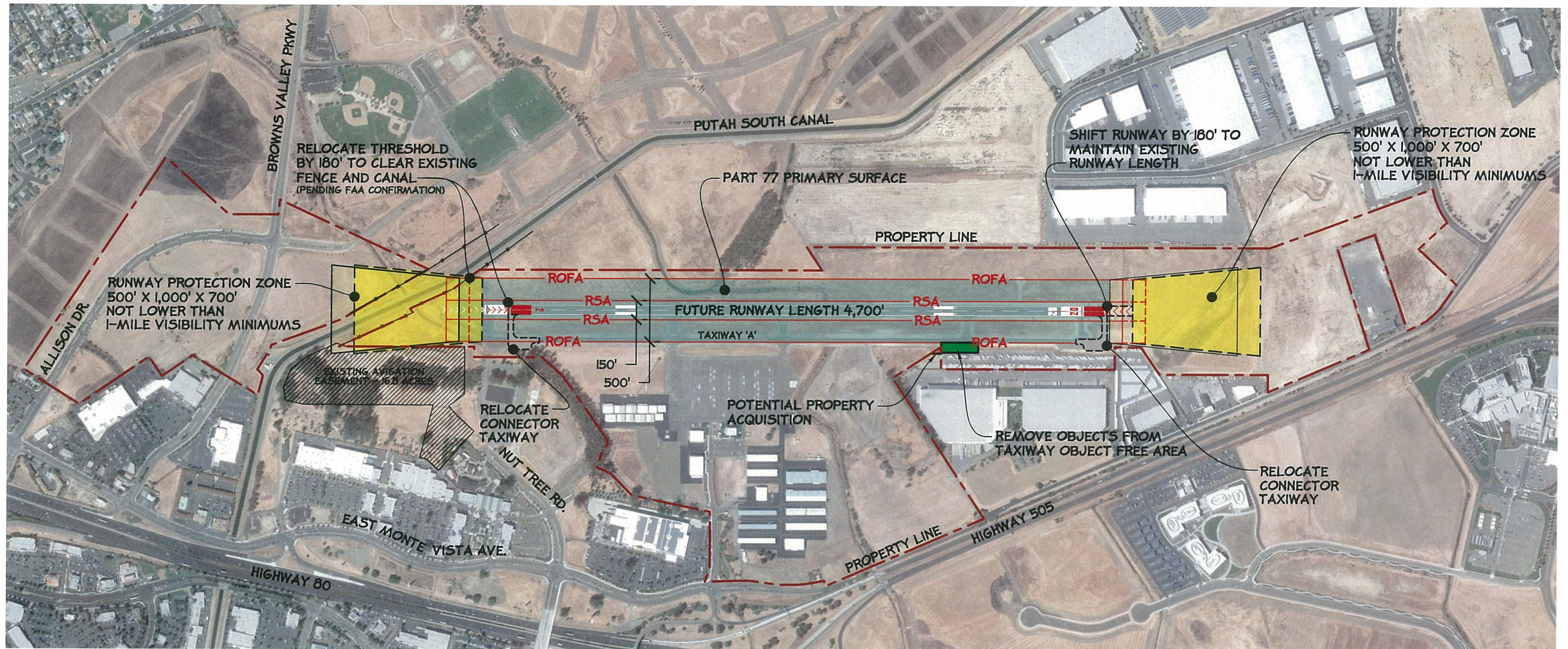


FIGURE E2  
AIRSIDE ALTERNATIVE CONCEPT TWO - SHIFT THE RUNWAY 180' NORTH FOR FAA ROFA COMPLIANCE



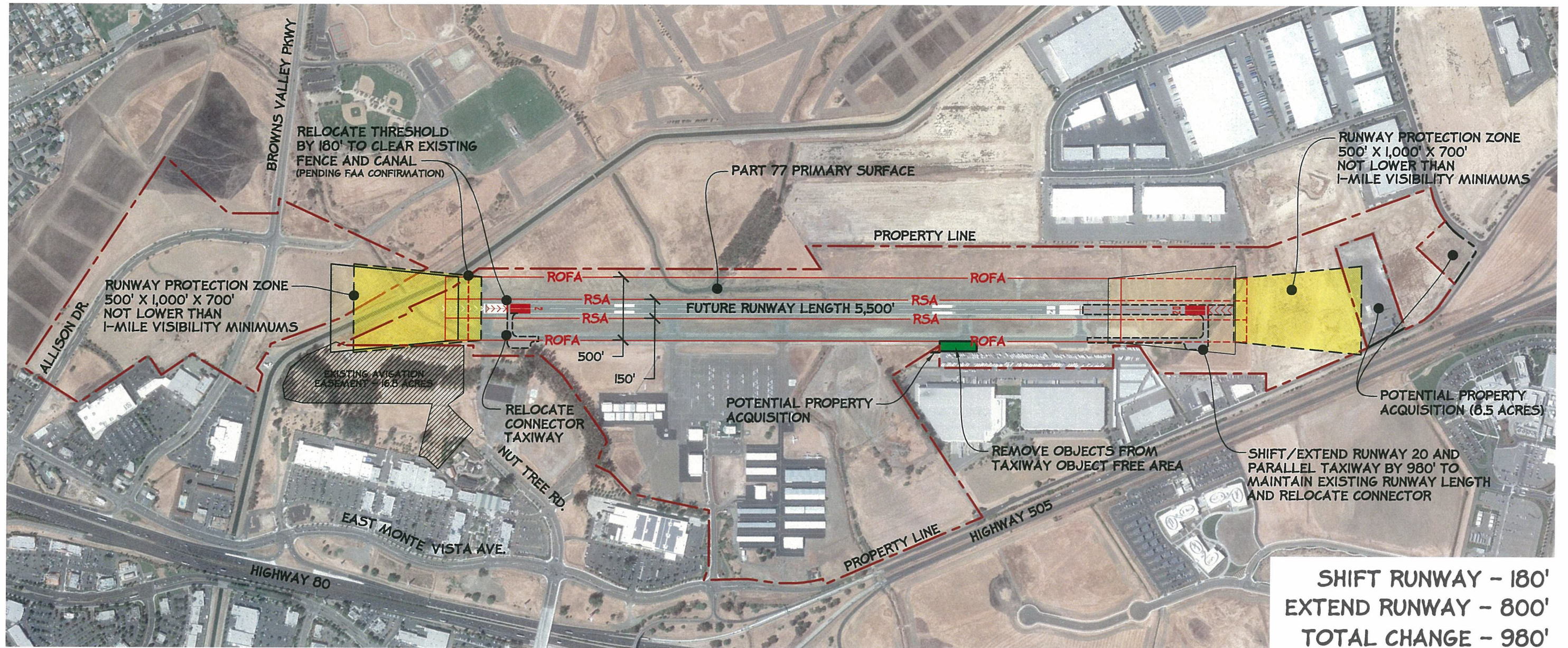


FIGURE E3  
AIRSIDE ALTERNATIVE CONCEPT THREE - SHIFT & EXTEND RUNWAY TO 5,500'



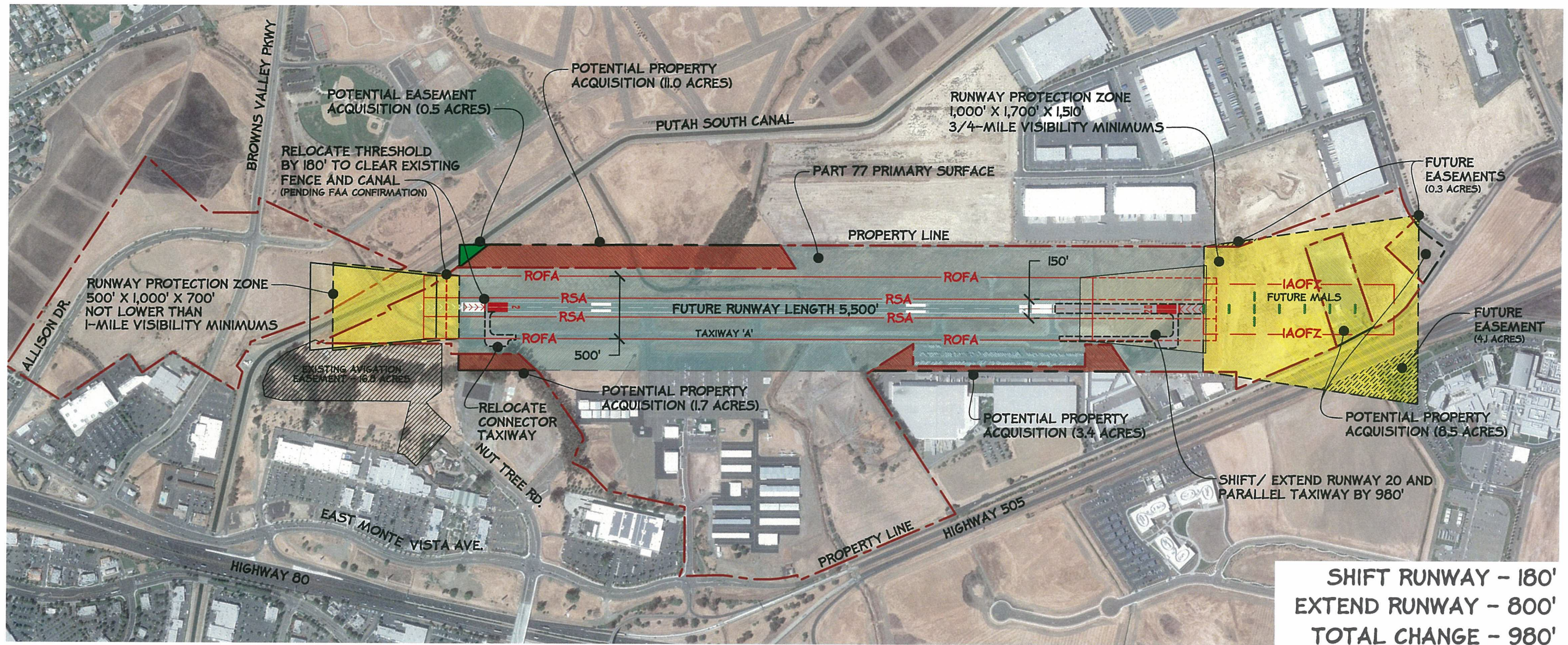
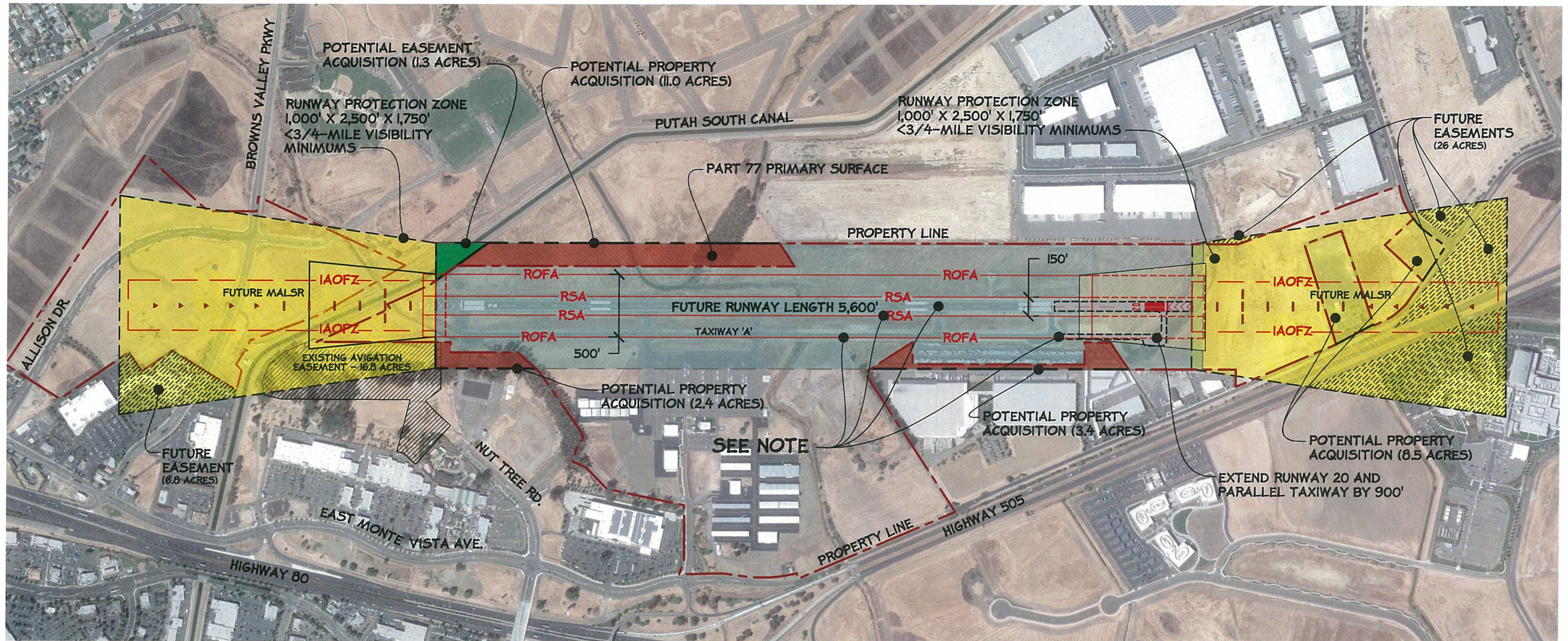


FIGURE E4

AIRSIDE ALTERNATIVE CONCEPT FOUR - SHIFT & EXTEND RUNWAY TO 5,500', INCLUDING IMPROVED INSTRUMENT APPROACH CAPABILITIES





NOTE: IN ORDER TO ACHIEVE PRECISION APPROACH MINIMUMS, A NUMBER OF DIMENSIONAL CRITERIA CHANGES WOULD BE REQUIRED, INCLUDING AN INCREASE IN RUNWAY WIDTH FROM 75' TO 100', AN INCREASE IN RUNWAY/TAXIWAY SEPARATION FROM 240' TO 300', AN INCREASE IN RSA SIZE, AN INCREASE IN THE SIZE OF THE ROFA, AMONG OTHER THINGS. THESE DIMENSIONAL CRITERIA ARE NOT ILLUSTRATED ON THE EXISTING ALP.

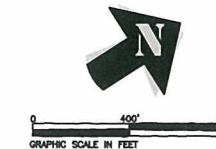


FIGURE E5

AIRSIDE ALTERNATIVE CONCEPT FIVE - RETAIN RECOMMENDATIONS FROM EXISTING PLANNING DOCUMENTS