



U. S. Department
of Transportation

**Federal Aviation
Administration**

New York Airports District Office
600 Old Country Rd, Suite 446
Garden City, New York 11530
Telephone: 516-227-3800
Fax: 516-227-3813

October 20, 2006

Mr. Robert J. Buerkle, P.E.
Deputy Superintendent of Highways
County of Cortland
60 Central Avenue
Cortland, New York 13045

Dear Mr. Buerkle:

Cortland County Airport - Chase Field(N03)
Cortland, New York
Approval of Modification To Standards

This office, in conjunction with the FAA Eastern Region Safety & Standards Branch (AEA-620), has reviewed your Consultants July 11, 2006 request for a Modification Of Airport Design Standards (MOS) for the Runway 6-24 to Taxiway "A" Separation Standard at Cortland County Airport - Chase Field, Cortland, New York.

Pursuant to this review we advise you that this Modification Of Airport Design Standards (MOS) has been approved as follows:

- A modification to the Runway 6-24 to parallel Taxiway "A" separation. This consists of leaving the 200' R/W to T/W separation in lieu of the 225' required by the Airport Design Standards. This MOS would remain in effect until the Phase II development is undertaken sometime during the 2011 to 2015 timeframe.

Attached for your records is one (1) copy of the Modification Of Airport Design Standards as approved by the FAA Eastern Region.

Please include this Modification Of Airport Design Standards in the Modification Of Standards Block on the approved Airport Layout Plan (ALP) for Cortland.

RECEIVED

NOV 2 2006

Cortland County Highway

Should you have any questions concerning this matter, please contact me at (516) 227-3810.

Sincerely,

A handwritten signature in black ink, appearing to read "Lawrence W. A'Hearn", with a long horizontal line extending to the right.

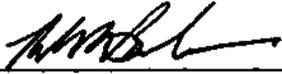
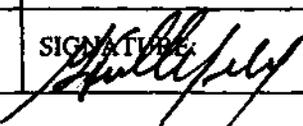
Lawrence W. A'Hearn
NY Airports District Office

Attachment

**FAA EASTERN REGION
MODIFICATIONS OF AIRPORT DESIGN STANDARDS**

BACKGROUND		
1. AIRPORT: Cortland County	2. LOCATION (CITY, STATE): Cortland, NY	3. IOC ID: N03
4. EFFECTED RUNWAY/TAXIWAYS: Runway 6-24 & Taxiway A	5. APPROACH (EACH RUNWAY): _____ PIR X NPI _____ VISUAL	6. AIRPORT R. CODE (ARC): B-I
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Existing: Piper Cheyenne; Future: Cessna Citation I		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE, DOCUMENT): Runway Centerline to Taxiway Centerline Separation (AC 150/5300-13, Table 2-1)		
9. STANDARD/REQUIREMENT: 225'		
10. PROPOSED: 200'		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1E): Taxiway A is currently in good condition. The 2005 Airport Master Plan Update proposes a construction project relocating Taxiway A in 2015 to meet FAA design standards. This MOS would be temporary until that construction occurs.		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1E): Alternative 1: Do Nothing Alternative 2: Move now; cost prohibitive; pavement in good condition Alternative 3: Move in 10 years; preferred; temporary non-standard		
13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY (FAA ORDER 5300.1E): The temporary MOS for a 200' runway to taxiway centerline separation would provide an acceptable level of safety for the based and itinerant aircraft that typically operate at the airport. The critical design aircraft (existing: Piper Cheyenne; future: Cessna Citation I) with wingspans less than 48' will be able to taxi on Taxiway A without penetrating the ROFZ or RSA.		
ATTACH ADDITIONAL SHEETS AS NECESSARY - INCLUDE SKETCH/PLAN		

**FAA EASTERN REGION
MODIFICATIONS OF AIRPORT DESIGN STANDARDS**

MODIFICATION: Rwy/Twy Separation	LOCATION: Cortland County Airport			
14. SIGNATURE OF ORIGINATOR:  Robert Buerkle, P.E.	15. ORIGINATOR'S ORGANIZATION: Cortland County	16. TELEPHONE: 607-753-9377		
17. DATE OF LATEST FAA SIGNED ALP: 5/1/91				
18. ADO RECOMMENDATION: RECOMMENDED	19. SIGNATURE: 	20. DATE: 7/25/06		
21. FAA DIVISIONAL REVIEW (AT, AF, FS):				
ROUTING SYMBOL	SIGNATURE	DATE	CONCUR	NON-CONCUR
COMMENTS:				
22. AIRPORT DIVISION'S FINAL ACTION: <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <p>AC: 0-1 WF 1205</p> <p>1) RSA: $60 + \frac{110}{2} = 84'$ OK 2) OFZ: $125 + 24 = 149'$ OK</p> </div> <div> <p>APP speed 110: WS 427 FH 17.0 RSA: 60' OFZ: 125'</p> </div> </div>				
<input checked="" type="checkbox"/> UNCONDITIONAL APPROVAL	<input type="checkbox"/> CONDITIONAL APPROVAL	<input type="checkbox"/> DISAPPROVAL		
DATE: 10/20/04	SIGNATURE: 	TITLE: Acting Manager Safety & Standards Branch		
CONDITIONS OF APPROVAL:				



U. S. Department
of Transportation

**Federal Aviation
Administration**

July 31, 2006

Mr. Robert J. Buerkle, P.E.
Deputy Superintendent of Highways
County of Cortland
Department of Highways
60 Central Avenue
Cortland, New York 13045

Dear Mr. Buerkle:

Cortland County Airport (N03)
Cortland, New York
Airport Layout Plan Approval

New York Airports District Office
600 Old Country Rd, Suite 446
Garden City, New York 11530
Telephone: 516-227-3800
Fax: 516-227-3813

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**CORTLAND COUNTY
HIGHWAY ENGINEERING**

We have reviewed the Airport Layout Plan (ALP) for Cortland County Airport (N03) submitted to this office by your Consultant and it appears that ours, and New York States, comments/concerns have been satisfactorily addressed. Based on this fact we have determined that the ALP is acceptable and are therefore approving the Airport Layout Plan (ALP) for Cortland County Airport subject to the following condition:

The following future project(s) are not included in this ALP approval as they require additional justification and therefore are not supported by the FAA at this time:

- Any extension to Runway 6-24 and parallel taxiway with all associated marking, lighting, signage and drainage.
- The required NEPA environmental review for the Runway 6-24 extension and associated projects.
- The land and/or easement acquisition for the Runway 6-24 extension and all associated projects.

Approval of this Airport Layout Plan (ALP) by the FAA does not in any way constitute a commitment on the part of the United States to participate in any recommended development. Necessary justification shall be provided for those items of development for which Federal participation is requested. The FAA's participation in eligible project costs, of course, will be subject to availability of Airport Improvement Program (AIP) funding.

The approval indicated by my signature is given subject to the condition that every significant item of airport development identified on the Airport Layout Plan (ALP) may not be undertaken without appropriate environmental review and issuance of a formal written environmental finding by the Federal Aviation Administration.

It is anticipated that, due to changing conditions, anticipated development, etc., it may be necessary to revise the Airport Layout Plan (ALP). Please note, that prior to undertaking any construction that would require an ALP revision, this office must be contacted for prior approval.

This being done, the Airport Layout Plan (ALP) should be revised and the revision noted on the Revision Table on the Airport Layout Plan (ALP). The revised Airport Layout Plan (ALP) should then be forwarded to the FAA for review and approval as was done for this Airport Layout Plan (ALP). The exception to this process would be small changes that can be recorded as a "Pen and Ink" change on copies of the Airport Layout Plan (ALP) now in hand. Those exceptions would be authorized on a case-by-case basis.

Also, please note that the following statement is required to be placed on all Airport Layout Plans, has been placed by your Consultant on the Cortland Airport Layout Plan (ALP), and is incorporated into this Airport Layout Plan (ALP) approval letter.

"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 Sponsor is required to resubmit for approval the final locations, heights and exterior finishes of structures. FAA concern is obstructions, impact on electronic aids or adverse effect on controller view of aircraft approaches and ground movement areas which could adversely effect the safety, efficiency or utility of the airport."

Attached for your records are four (4) copies of the Airport Layout Plan (ALP) for Cortland County Airport as approved by the New York Airports District Office.

This approval will also serve to acknowledge our receipt and acceptance of the Cortland County Airport Master Plan Update Final Report.

Please note that this approval letter and two (2) copies of the approved Airport Layout Plan (ALP) Drawing Set are being provided to the New York State Department of Transportation, Passenger Transportation Division.

Should you have any questions regarding this Airport Layout Plan (ALP) approval please contact Larry A'Hearn of my staff at (516) 227-3810.

Sincerely,



Otto N. Suriani
Acting Manager, New York
Airports District Office

Attachment