Capital City Airport
Runway Obstruction Removal Project
History

• Opened in mid-1930
• Owned and Operated by SARAA since 1999
• Designated reliever and sister airport of Harrisburg International
• Home airport for PA Bureau of Aviation and State Police.
• Home to Cargill Aeronautics, Aircraft and Avionics Sales, Inc., and SkyPort Aviation
• Generates nearly $24 Million a year in economic output
Goals

• Runway 8 Approach & Runway 26 Departure
• FAA Requirement - Maintain approach and departure surfaces identified by:
  • *Advisory Circular (AC) 150/5300-13A, Airport Design*
  • *FAA Order 8260.3B United States Standard for Terminal Instruments Procedures (TERPS)*
Goals

• Maintain and Enhance the Safety, Capacity, and Efficiency of Capital City Airport
• Clear Obstacles to Approach/Departure Paths
• Safety for Public and Pilots
• Environmental Stewardship
  • Minimize Impacts
• Community Involvement
Background

- Annual Tree Trimming/ Routine Maintenance
- FAA Funding for Obstruction Removal Program
- 2017 Aerial Survey
- 2018-2019 Obstruction Analysis
- Obstructions Identified
## FAA Runway Approach Surfaces

<table>
<thead>
<tr>
<th>SURFACE</th>
<th>REFERENCE</th>
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<tbody>
<tr>
<td>20:1 Approach Surface</td>
<td>Table 3-2, Row 4</td>
</tr>
<tr>
<td>30:1 Obstacle Clearance Surface (formerly Glideslope Qualification Surface (GSQS))</td>
<td>Table 3-2, Row 6, EB No. 99</td>
</tr>
<tr>
<td>&quot;W&quot; OCS – Final Approach Segment – 34:1</td>
<td>Section 10-2</td>
</tr>
<tr>
<td>&quot;X&quot; OCS – Final Approach Segment</td>
<td>Section 10-2</td>
</tr>
<tr>
<td>&quot;Y&quot; OCS – Final Approach Segment</td>
<td>Section 10-2</td>
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<tr>
<td>Departure Surface (Climb Gradient) 300’ per NM (20.25371:1)</td>
<td>Table 3-2, Row 7, EB No. 99, CXY Departure Procedures</td>
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</tbody>
</table>
Obstruction Mitigation Plan

RW 8 – 20:1 APPROACH
Obstruction Mitigation Plan

RW 8 – 30:1 APPROACH
Obstruction Mitigation Plan

RW 8 – DEPARTURE WITH CLIMB GRADIENT
Obstruction Mitigation Plan

RW 8 – TERPS FINAL APPROACH
Obstruction Mitigation Plan

RW 8 – TERPS FINAL APPROACH
# Obstruction/ Property Summary

<table>
<thead>
<tr>
<th>SURFACE</th>
<th># OF OBSTRUCTIONS POINTS</th>
<th># OF PROPERTIES IMPACTED</th>
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</thead>
<tbody>
<tr>
<td>20:1 (EB 99 ROW 4)</td>
<td>2</td>
<td>1</td>
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<tr>
<td>30:1 (EB 99 ROW 6)</td>
<td>31</td>
<td>10</td>
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<td>CLIMB DEPARTURE 300 FT PER NM (20.2537:1)</td>
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<td>TERPS FINAL APPROACH</td>
<td>314</td>
<td>44</td>
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</tbody>
</table>

*Clearing to TERPS Final Approach and Climb Departure provides clearance of all other surfaces

*Tree canopies are located within clearing limits. The obstruction point for each canopy is the highest point in the canopy.

*Total properties impacted: 45
Community Coordination

- Existing Easements
- Identify New Easements Required
- Meetings with Individual Property Owners
- Determine Tree Trimming Requirements
- Minimize site impacts and restore site after Trimming
## Obstruction and Easement Data

<table>
<thead>
<tr>
<th>ID</th>
<th>NO.</th>
<th>DESCRIPTION</th>
<th>NORTHING</th>
<th>EASTING</th>
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<th>TYPE OF SURFACE</th>
<th>SURFACE ELEV.</th>
<th>PENETRATION</th>
<th>GROUND ELEV.</th>
<th>OBJECT HEIGHT</th>
<th>EASEMENT FOR PROPERTY?</th>
<th>EASEMENT NUMBER</th>
<th>EASEMENT ELEVATION</th>
<th>ADDRESS</th>
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<tbody>
<tr>
<td>47</td>
<td>1094</td>
<td>TREETOP</td>
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**GOAL IS TO TRIM TO THE EASEMENT ELEVATION**
Schedule

- Summer 2020: Property Owner Coordination
- July 2020 – May 2021: Final Design/Permitting
- June 2021: Obtain FAA Grant
- October 2021: Award Contract
- Winter 2021/Spring 2022: Tree Trimming
- Project Completion: December 2022

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DSpaulding@saraa.org

Presentation Location
http://www.flyhia.com
At bottom of Home page click on Airport Authority
Questions?

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