The FAA's concerns are obstructions, impact on electronic facilities, and adverse impact on controller view of aircraft approaches and ground development is environmentally acceptable with appropriate public laws. During the March 4, 2020, FAA's approval of this airport layout plan (ALP) represents acceptance of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed future location of facilities depicted. During the preparation of this document, the city of Austin aviation department and the Federal aviation administration issued a report, which is dated March 4, 2020. The contents do not necessarily reflect the official views or policy of the Federal Aviation Administration.

Notes:
1. Used NAD 83 State Plane Coordinate System
2. NAVD88 Vertical Control Datum used for elevation.
3. WAIVER OF DESIGN STANDARDS FOR PAVED OVERRUN AREA OF Runway 17R
4. AIRPORT ELEVATION: 541.5' NAVD88 (MSL)
5. THE COLORED HATCH LIMITS DEPICTED ON THIS DRAWING CORRESPOND TO THE PART 77 APPROACH SURFACE (50:1)
6. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN, NOR DOES IT INDICATE THAT THE PROPOSED FUTURE EAST BOUND SH 71 RUNWAY 17C END IS ENVIRONMENTALLY ACCEPTABLE WITH APPROPRIATE PUBLIC LAWS.
7. The MAGNETIC DECLINATION is 3° 44' EAST.
8. The FAA's concerns are obstructions, impact on electronic facilities, and adverse impact on controller view of aircraft approaches and ground development is environmentally acceptable with appropriate public laws.
9. The MAGNETIC DECLINATION is 3° 44' EAST.