

AMENDED RESOLUTION NO. 6-2019

A RESOLUTION BY THE COUNCIL OF THE CITY OF NEW PHILADELPHIA, TUSCARAWAS COUNTY, OHIO, AUTHORIZING AND DIRECTING THE MAYOR OF THE CITY OF NEW PHILADELPHIA TO ACT AS THE SIGNATURE DESIGNEE AND TO SUBMIT THE GRANT APPLICATION FOR THE OHIO AIRPORT GRANT PROGRAM TO THE OHIO DEPARTMENT OF TRANSPORTATION (HEREINAFTER REFERRED TO AS ODOT) IN THE AMOUNT OF \$95,000.00, THE DETAILS OF WHICH ARE MARKED COLLECTIVELY AS APPENDIX A, WHICH IS INCORPORATED HEREIN AS IF FULLY REWRITTEN, AND AUTHORIZING THE ACCEPTANCE OF THE GRANT FROM ODOT IN THE EVENT THE SAME IS AWARDED TO THE CITY OF NEW PHILADELPHIA, OHIO, AND DECLARING AN EMERGENCY.

WHEREAS; the City of New Philadelphia is desirous of obtaining funding from the ODOT Ohio Airport Grant Program in the amount of \$95,000.00, the details of which are marked collectively as Appendix A, which is incorporated herein as if fully rewritten, and accepting the same if said grant is awarded to the City of New Philadelphia, Ohio.


NOW THEREFORE, BE IT RESOLVED BY THE CITY OF NEW PHILADELPHIA, OHIO, AS FOLLOWS:

SECTION 1. The Mayor of the City of New Philadelphia is hereby authorized and directed to act on the behalf of the City of New Philadelphia as a signature designee of the City and to submit the grant application to the Ohio Department of Transportation (ODOT) for the Ohio Airport Grant Program in the amount of \$95,000.00, the details of which are marked collectively as Appendix A, which is incorporated herein as if fully rewritten.

Section 2. The City of New Philadelphia hereby further authorizes the acceptance of the grant funds from ODOT for the Ohio Airport Grant Program referenced herein should the City be awarded the same.

SECTION 2. This Resolution shall take effect and be in force immediately upon its passage and approval.

PASSED: April 30, 2019


SAM HITCHCOCK
PRESIDENT OF COUNCIL

ATTEST:


JULIE COURTRIGHT
CLERK OF COUNCIL

APPROVED:


MAYOR JOEL B. DAY

SPONSORED BY: SALARY COMMITTEE



City of New Philadelphia
Mayor Joel Day
150 East High Avenue
New Philadelphia, Ohio 44663
Phone: 330-364-4491 Fax: 330-343-2489

APPENDIX A

April 17, 2019

James Bryant, Administrator
Office of Aviation
Ohio Department of Transportation
2829 W. Dublin-Granville Road
Columbus, Ohio 43235-2786

RE: Application for funding from the Ohio Airport Grant Program for
Harry Clever Field Airport

Dear Mr. Bryant:

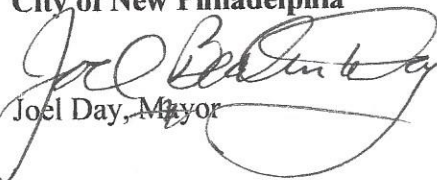
The **City of New Philadelphia** hereby requests **Ninety Five Thousand and 00/100 Dollars (\$ 95,000.00)** in state funds under the Ohio Airport Grant Program for a project(s) that includes **PAPI Replacement** to be performed at the **New Philadelphia Airport – Harry Clever Field**. This amount represents 95% of the total eligible project costs (construction plus construction engineering and inspections).

The following documents, IN DUPLICATE, are ENCLOSED:

- A detailed description of the need for the requested grant funds (Appendix B)
- Project cost estimate(s) and detailed project description, including cost of engineering services (Appendix C)
- The Standard Assurances (Appendix D), with signature
- A certified copy of a Resolution from the City authorizing the Application
- A completed Project Schedule (Appendix G)
- A Project Drawing detailing areas on the airport where the project work is to be completed (Appendix F)
- A Non-Compliance Correction Plan for correcting areas of non-compliance based on the most recent Airport Inspection Report (Appendix O)
- A current Pavement Maintenance Plan (Appendix K), and a Pavement Work History (Appendix K.2)
- A current GA Airport Security Plan which is consistent with the most recent security guidelines published by the Transportation Security Administration (Appendix L)

Should you have any questions or need further information, please call Mr. Jeff Erb, City of New Philadelphia Information Specialist, at (330) 364-4491 Ext. 1277.

Respectfully,
City of New Philadelphia


Joel Day, Mayor

APPENDIX B

DESCRIPTION OF NEED – OHIO AIRPORT GRANT PROJECTS

The existing PAPIs on Runway 15-33 were flight checked by the FAA on February 27, 2018 and the flight check was unsuccessful. The Runway 15 PAPIs would not go to high intensity. These PAPIs have an optical sensor and they are supposed to be on high intensity when it's light outside and low intensity during the darker times of the day and night. This sensor is no longer produced and therefore the PAPIs must be replaced in order to function as intended.

A portion of the Runway 33 PAPIs light path was blocked by trees off airport property on land owned and maintained by the Ohio History Connection, thereby making these trees unlikely to be removed due to the historical significance of the land. This issue can be mitigated if baffles are installed on the PAPIs. The existing PAPIs are unable to be retrofitted with baffles, therefore they need to be replaced in order to guide pilots into Runway 33 safely.

Since these existing PAPIs have reached the end of their useful life and they are both in need of repair to potentially achieve a successful flight check, replacing them with new PAPIs system will be a better solution in the short-term to pass a flight check and in the long-term financially.

Additionally, new PAPIs will increase the level of safety for air traffic coming in to Harry Clever Field Airport (PHD). Modern LED PAPIs increase the visibility of the approach angle, especially at longer distances. LED PAPIs are also much more efficient than the existing incandescent PAPIs and will provide an energy cost savings for the airport.

Harry Clever Field Airport is a general aviation airport. According to the Airport 5010 found on ODOT's website, the following aircraft are based at the airport: 40 single engines and 2 multi-engines. During a 12-month period, the airport had 21,350 operations.

APPENDIX C

PROJECT COST ESTIMATE - OHIO AIRPORT GRANT PROJECTS

PROJECT PRIORITY NUMBER: 1
(i.e., Priority Number 1, Priority Number 2, etc.)

PROJECT DESCRIPTION: Runway 15 and 33 PAPI Replacement

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL
1	FURNISH PAPI SYSTEM	EA	2	\$25,000.00	\$50,000.00
2	INSTALLATION AND ASSEMBLY OF PAPI SYSTEM	EA	2	\$10,000.00	\$20,000.00
3	PAPI FLIGHT CHECK	LS	1	\$10,000.00	\$10,000.00
SUBTOTAL:					\$80,000.00
ENGINEERING DESIGN AND CONSTRUCTION ADMINISTRATION:					\$20,000.00
TOTAL					100,000.00
ODOT SHARE (95%)					\$95,000.00
LOCAL SHARE (5%)					\$5,000.00

APPENDIX D

STANDARD ASSURANCES

Upon execution of the Grant Contract, these Standard Assurances are incorporated in and become part of the Grant Contract. Pursuant to the Ohio Airport Grant Program Standard Grant Application Procedure, the undersigned:

City of New Philadelphia hereby assure the Ohio Department of Transportation that:

1. The Grant Funds will be used for the project described in the application.
2. The Airport for which Grant Funds are requested is not eligible to receive FAA Air Carrier Enplanement Funds or FAA Cargo Funds.
3. The Applicant will inform ODOT if any grants from non-ODOT sources (other than the Applicant) will be used to pay for any part of the project.
4. The Applicant will inform ODOT of any program income, that is, any income directly generated by a grant supported activity, or earned as a result of the grant agreement, during the grant period. An example would be income from the sale of trees that were cut as part of an obstruction removal project. ODOT grant funding will be reduced by 95% of the amount of any program income.
5. The Applicant will comply with all federal, state and local laws, rules and executive orders, as they apply to Airports and to the performance of the project.
6. The Applicant's Governing Body has passed a resolution authorizing the original Application.
7. The Applicant has sufficient funds available for that portion of the project costs which will not be paid by ODOT, and the required local funding for the project as described in the application has been appropriated.
8. The Applicant will perform the project in accordance with the Ohio Airport Grant Program Procedure for the relevant Fiscal Year.
9. The public shall be afforded use of the Airport and of its facilities for aviation purposes as fully and equally as all other parties, in accordance with Ohio Revised Code 4561.11. If the facilities cease to be an airport within 20 years from the date of the Grant Contract, the Applicant agrees to return the full amount of the Grant Funds to the State or in the case of real property, the appraised fair market value at the time the facility ceases to be an airport.
10. Any equipment purchased with ODOT grant funds will be operated for at least 20 years from the date of the Grant Contract unless the Applicant receives written permission from the Director of Transportation to discontinue operating the equipment. Such written permission shall include instructions on how to dispose of the equipment and what to do with the proceeds of any sale of the equipment. The equipment, with ODOT approval, may be transferred to any other publicly owned General Aviation airport in this state.

11. The Grant Funds will be used for improvements on publicly owned property only. Applicant affirms that it is the owner of the property and/or facility associated with this project for which grant funds will be used, or in the case of obstruction removal projects, on property for which an ODOT approved, recorded easement or temporary construction easement has been obtained and submitted with the application. If Applicant does not own the property and/or facility associated with this project, an ODOT approved lease for the use of that property and/or facility has been obtained and submitted with the application. Said lease shall be for the useful life of the facilities developed or equipment acquired under the grant project, but in any event shall be for at least twenty (20) years from the date of the Grant Contract.
12. The Applicant has submitted an executed Ohio Airport Protection Act Compliance Form (Appendix O on the Office of Aviation grant web page).
13. The Applicant agrees to maintain all Airport owned or controlled Part 77 surfaces free of obstructions that can feasibly be removed or provide a formal airspace review of the obstruction completed by the FAA.
14. The Applicant assures or certifies that it has implemented an effective airport pavement maintenance program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with ODOT funds.
15. The Applicant will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved to/by ODOT for the project.
16. During the performance of the project the Applicant will comply with all applicable Ohio Environmental Protection Agency and U.S. Army Corps of Engineers regulations concerning streams, wetlands and water quality, and with all applicable provisions of the Endangered Species Act and state species protection rules.
17. Applicant agrees to comply with all applicable state and federal laws regarding drug-free workplace. Applicant shall make a good faith effort to ensure that all Applicant employees, while working on state property, will not purchase, transfer, use or possess illegal drugs or alcohol or abuse prescription drugs in any way.

APPLICANT/SPONSOR: City of New Philadelphia

PRINTED
NAME OF SIGNER: Joel Beahm Day

PRINTED
TITLE OF SIGNER: Mayor

SIGNATURE: 

DATE: 4/18/19

APPENDIX G

PROJECT SCHEDULE FOR OHIO AIRPORT GRANT PROJECTS

AIRPORT NAME: Harry Clever Field Airport

PROJECT SCOPE OF WORK: PAPI Replacement

CONTACT PERSON: Jeff Erb PHONE NO. (330) 364-4491

	<u>Proposed Date</u>	<u>Completed Date</u> (for ODOT use)
Submit Plans and Specs to ODOT, within 90 days after receipt of Notice of Project Approval, include copy of safety/phasing plan (Allow minimum of 2 weeks for ODOT approval and response)	7/15/2019 <hr/>	 <hr/>
Advertise for Bid	8/1/2019 <hr/>	 <hr/>
Award Bid (Notify ODOT of bid amount within three (3) working days)	9/1/2019 <hr/>	 <hr/>
Submit Bid Tabulations and Name of Contractor Selected to ODOT (Within three (3) working days from bid opening)	9/1/2019 <hr/>	 <hr/>
ODOT Grant Execution (Allow two (2) weeks from notification of bid amount) MUST BE COMPLETED BY MAY 31.	9/15/2019 <hr/>	 <hr/>
Pre-Construction Meeting (Notify ODOT so that an ODOT representative can be present)	10/1/2019 <hr/>	 <hr/>
Begin Project (Notify ODOT so that an ODOT representative can be present)	10/8/2019 <hr/>	 <hr/>
Project Completion (Notify ODOT)	11/8/2019 <hr/>	 <hr/>
Request ODOT Final Inspection	11/15/2019 <hr/>	 <hr/>
Submit ODOT Request for Payment with requested information and Record Drawings, as per App. E & F (Within 30 days of Project Completion)	11/30/2019 <hr/>	 <hr/>

Harry Clever Field Airport (PHD)
New Philadelphia, OH
Pavement Maintenance Plan

Pavement (per ODOT PCI)	Pavement Area (SF)	PCI (ODOT 2016)	Last Major Work	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Runway 15-33	396,500	47	2017			\$ 118,950 ²				\$ 118,950 ¹			\$ 237,900 ^{1,2}
Twy A	19,200	54	2002			\$ 172,800 ⁴				\$ 5,760 ²			\$ 11,520 ^{1,2}
Twy B	127,716	66	2002			\$1,149,444 ⁴				\$ 38,315 ²			\$ 76,630 ^{1,2}
Twy C	2,280	63	2017			\$ 684 ²				\$ 684 ¹			\$ 1,368 ^{1,2}
T/H A	16,649	66	2005			\$ 4,995 ¹				\$ 9,989 ^{1,2}			\$ 4,995 ¹
T/H B	8,702	22	1963			\$ 2,611 ¹						\$ 78,318 ⁴	
T/H C	27,796	70	2005			\$ 16,678 ^{1,2}				\$ 8,339 ¹			\$ 83,388 ³
T/H D	17,500	70	2006			\$ 10,500 ^{1,2}				\$ 5,250 ¹			\$ 52,500 ³
APR A1	42,500	99	2009			\$ 12,750 ²				\$ 25,500 ^{1,2}			\$ 127,500 ³
APR A2	37,500	90	2010			\$ 11,250 ²				\$ 22,500 ^{1,2}			\$ 112,500 ³
APR B	22,500	89	2008			\$ 6,750 ²				\$ 13,500 ^{1,2}			\$ 67,500 ³
APR C	2,800	86	2002			\$ 840 ²				\$ 1,680 ^{1,2}			\$ 840 ¹
HAP B	3,500	22	1963			\$ 1,050 ¹						\$ 31,500 ⁴	

LEGEND
1 - Crack Seal
2 - Seal Coat
3 - Mill and Overlay
4 - Reconstruction

Notes
All costs shown in 2018 dollars
All projects shall be verified with actual conditions prior to proceeding
Costs shown do not include engineering design or construction inspection

Appendix K.2

Five Year History of Preventive Pavement Maintenance for Harry Clever Field Airport

Year	Description of Pavement Maintenance Performed	Approximate Cost
2017	Crack Seal and Remark Taxiway and Apron	\$20,000.00*
2017	Rehabilitate Runway 15-33 (Local match of FAA Grant)	\$57,398.68

*Cost estimated; the materials and labor for this project were donated by the City of New Philadelphia

GA Airport Security Procedures

Harry Clever Field Airport
(PHD)

Original
(24 April 2018)

CONTENTS

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Appendix A: Airport Layout Diagram

Section 1: Disclosure Statement/Security Responsibilities

Distribution of this security plan and its procedures is restricted to those individuals with a legitimate need for access to them. The City of New Philadelphia is responsible for the development, upkeep and administration of the Harry Clever Field Airport Security Procedures (HCFASP).

Section II: General Information

1. Forward

The City of New Philadelphia is responsible for all airport upkeep, security, and general airport activities.

2. Introduction and Purpose

The intent of this security plan is to minimize risk at a reasonable cost and minimize undue inconvenience to the operator, tenants, and users of the airport. In addition, it will be used as a template in protecting the airport and its facilities from damage and theft, protecting aircraft and passengers, and preventing unauthorized personnel from gaining entry.

3. Distribution

The following agencies and individuals shall receive copies of the HCFASP:

- City of New Philadelphia
- Tuscarawas County Sheriff Dept.
- Individual Tenants as requested
- Tuscarawas County Emergency Management
- New Philadelphia Police Department

4. Name and Location of Airport

Harry Clever Field Airport is located at 1834 E High Ave, New Philadelphia, OH 44663. On-site personnel can be reached at 330-339-6078 during regular business hours (8am – 6pm). In the event of an emergency, the airport manager can be reached 24-hours at 330-827-0820. The airport is 27 NM S of KCAK.

FAA Identifier: PHD
Lat/Long: 40-28-12.6000N / 081-25-11.8000W
Elevation: 894.4 ft. / 272.6 m (estimated)
From city: 3 miles SE of New Philadelphia, OH
Time zone: UTC -4 (UTC -5 during Standard Time)
Zip code: 44663

5. Airport Activities

Harry Clever Field Airport serves both the GA community as well as corporate aircraft. A listing of airport operational statistics is included below.

Aircraft based on the field:	42
Single engine airplanes:	40
Multi Engine airplanes:	2
Aircraft operations:	34,500 for 12 months ending 06/16/2017
Local general aviation	28,150
Itinerant general aviation	5,425
Military	140

6. Airport Description

Harry Clever Field Airport consists of the following facilities and surfaces. An airport layout has been included in Appendix A.

Facilities

- FBO Hangar
- Fuel Farm
- Hangars
- T-Hangers
- Maintenance Hangar

Surfaces

Runway 15/33

Dimensions: 3951 x 100 ft. / 1204 x 30 m

Surface: asphalt, in good condition

Runway edge lights: medium intensity

Latitude: 40-28.500858N / 40-28.007618N

Longitude: 081-25.462670W / 081-24.907118W

Elevation: 894.4 ft. / 886.1 ft.

Traffic pattern: left / left

Runway heading: 147 magnetic, 139 true / 327 magnetic, 319 true

Markings: nonprecision, in good condition

Visual slope indicator: 4-light PAPI on right / 4-light PAPI on left

Runway end identifier lights: yes/yes

Touchdown point: yes, no lights

Obstructions: 55 ft trees, 415 ft from runway, 255 ft left of centerline, 3:1 slope to clear / 6 ft crops, 201 ft from runway, 125 ft both sides of centerline

Runway 12/30

Dimensions: 1907 x 70 ft. / 281 x 21 m

Surface: turf, in fair condition

Runway edge lights: unlit edge markers

Latitude: 40-28.166893N / 40-28.067007N

Longitude: 081-25.415647W / 081-25.025773W

Elevation: 890.4 ft. / 885.9 ft.

Traffic pattern: left / left

Runway heading: 117 magnetic, 109 true / 297 magnetic, 289 true

Runway end identifier lights: no/no

Touchdown point: yes, no lights

Obstructions: 8 ft crops, 1 ft from runway, 33 ft left and right of centerline, 85 ft trees, 600 ft from runway, 140 ft right of centerline, 7:1 slope to clear

7. Emergency Phone Numbers

All Emergencies	911
• Local Police – Tuscarawas County Sheriff	330.339.7743
• New Philadelphia Fire Department	330.343.4432
• Airport Manager	330-827-0820
• Federal Bureau of Investigation Local Field Office (Cleveland)	216.522.1400
• Federal Bureau of Investigation Task Force Office (Canton)	330.454.6488
• FAA Flight Standards District Office (FSDO-Cleveland)	440.686.2001
• TSA Airport Watch Hot-Line	866-427-3287

Section III: Definitions and Terms

The following is a list of frequently used terminology and acronyms used to enhance clarity within the document.

PHD	Harry Clever Field Airport
HCFASP	Harry Clever Field Airport Security Procedures
HSAS	Homeland Security Advisory System
TSA	Transportation Security Commission

Section IV: Administration

The City of New Philadelphia is responsible for all airport operations. The airport manager, along with individuals under his/her direction, are responsible for all airport security. These duties include, but are not limited to the following:

- Maintaining a complete and current list of all individuals with aircraft based on the airfield.
- Maintaining documentation of all flight school certificates for all personnel who work with flight students.
- Maintaining and updating the Airport Security Procedures to reflect the current state of conditions at the airport.
- Timely distribution of the Airport Security Procedures or specific parts thereof, to appropriate persons or entities.
- Proper dissemination of all correspondence or other communications with airport tenants and others on security related matters.
- Daily oversight of security provisions at the airport and ensuring compliance with the Security Procedures.

Section V: Aircraft Movement Area / Security Control

1. Aircraft Movement Area
The aircraft maneuvering area at Harry Clever Field Airport consists of one (1) 3,951 x 100 ft paved runway, one (1) 2,050 x 70 ft turf runway, parallel taxiway and a 133,500 SF paved Apron with two connector taxiways.
2. Security Controls
All airport buildings, hangars and storage facilities are locked except during those times of use. This includes all fuel farms and maintenance equipment. Those individuals or organizations with private hangars are encouraged to do the same. The airport is fenced and gated with combination locks on all the gates.

Section VI: Airport Security Procedures

All aircraft operated and/or owned by individuals using the airport are encouraged to keep their aircraft locked at all times to prevent unauthorized access or tampering. Aircraft stored in hangars are secured with the use of locking doors. Those aircraft utilizing tie-downs are encouraged to use an auxiliary lock to further protect aircraft from unauthorized use. These include locks for propellers, throttle, and control. Ignition keys are advised not to be kept in the aircraft.

Most recreational GA pilots that use Harry Clever Field Airport are known to airport personnel. We expect corporate flight departments that may use the airport to be familiar with those onboard their respective aircraft. Airport personnel will challenge any unknown individual or vehicle that it deems necessary for security reasons.

Section VII: Airport Emergency Grid Map

An airport layout map has been included as Appendix A. The HCFASP has been distributed to all relevant emergency organizations.

Section VIII: Law Enforcement

The Tuscarawas County Sheriffs Dept. conducts periodic nightly patrols of the Harry Clever Field Airport grounds. They have been provided a copy of the HCFASP and 24-hour contact information.

Section IX: Increased Security Threats

During those periods where the Dept. of Homeland Security has elevated the HSAS, regular patrols of buildings, aircraft, and property are conducted and diligence is taken to challenge any suspicious activity or person. Positive ID of all pilots, guests and airport patrons is also conducted.

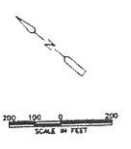
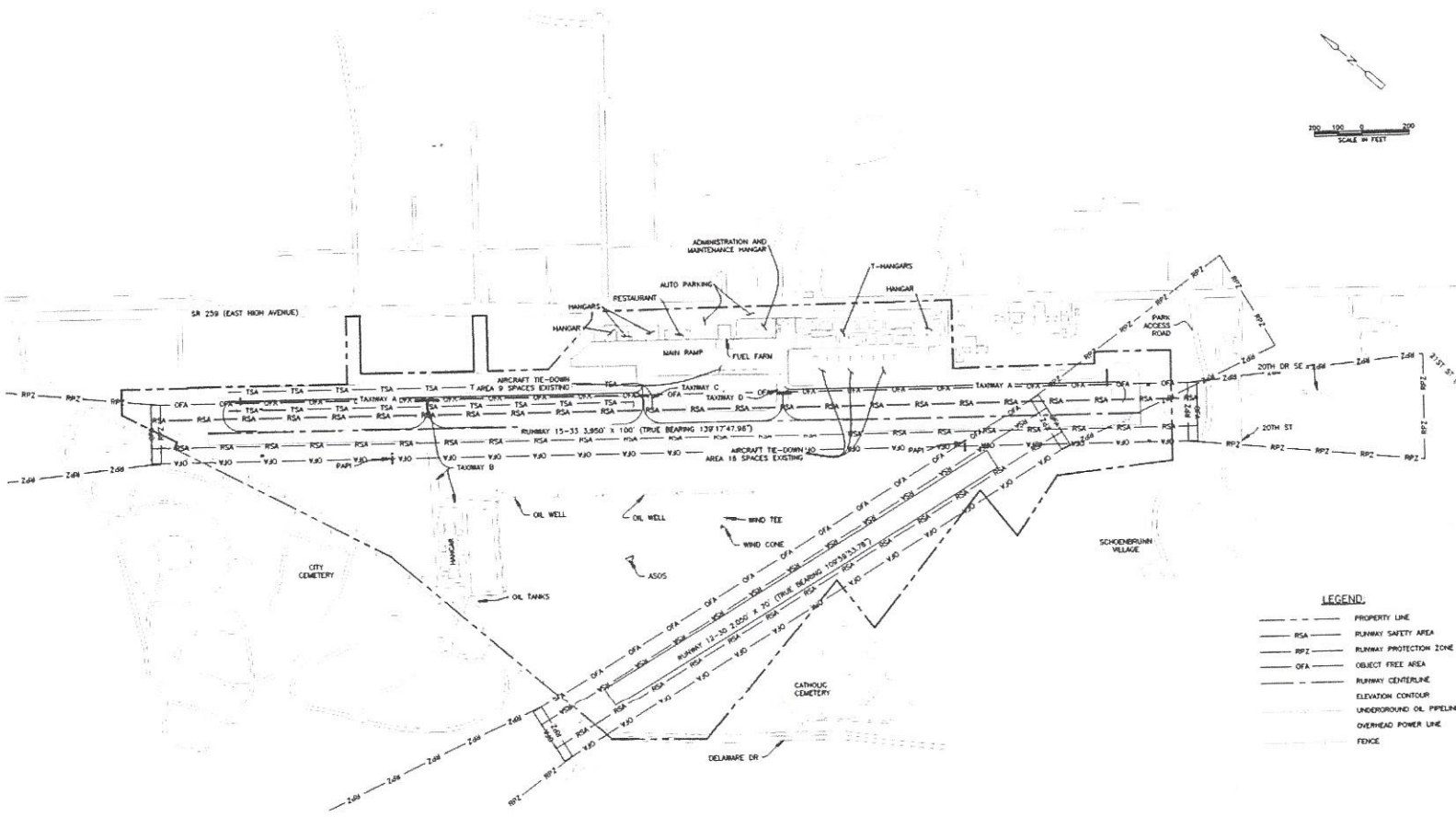
Section X: Aviation Security Contingency Plans

All security incidents or threats, either real or false, are taken seriously. Initial action is the contact of both state and local law enforcement, along with the FBI local offices in Cleveland, and the TSA.

Contingency plans and procedures have been established for the following security incidents:
Initial action for all listed is the contact of both state and local law enforcement, along with the FBI local offices in Cleveland, and the TSA, in conjunction with the following specific actions.

- Air Piracy (Hijacking) Actual or Attempted
Contact of surrounding approach/departure Control (Erie, Youngstown, Cleveland)
- Suspicious/Unidentified Items
Perimeter will be established and isolated and all personnel and patrons shall be removed from area.

Appendix A – Harry Clever Field Airport (PHD) Layout Map



LEGEND

- PROPERTY LINE
- RUNWAY SAFETY AREA
- RUNWAY PROTECTION ZONE
- OBJECT FREE AREA
- RUNWAY CENTERLINE
- ELEVATION CONTOUR
- UNDERGROUND OIL PIPELINE
- OVERHEAD POWER LINE
- FENCE

NON-COMPLIANCE CORRECTION PLAN

The most recent Airport/Heliport Inspection Report dated 09/12/2014 lists the following areas of non-compliance:

- Runway 14 approach slope is insufficient to the primary surface. Suggest removal using FAR Part 77 Imaginary Surfaces to allow a 20 to 1 slope. Approach slope obstructions include but are not limited to: trees, roads, fence, building, obstruction poles and tomb stones.
- Runway 32 approach slope is insufficient to the primary surface. Suggest obstruction removal using FAR Part 77 Imaginary Surfaces to allow a 20 to 1 slope. Approach slope obstructions include but are not limited to: trees and a road.
- Runway 11 approach slope is insufficient to the primary surface. Suggest obstruction removal using FAR Part 77 Imaginary Surface to allow a 20 to 1 slope. State minimum required runway length is 1800 ft. usable. Approach slope obstructions include but are not limited to: trees, roads, fence, and tomb stones.
- Runway 29 approach slope is insufficient to the primary surface. Suggest obstruction removal using the FAR Part 77 Imaginary Surfaces to allow a 20 to 1 slope. Approach slope obstructions include but are not limited to: trees and obstruction pole.
- Runway 14/32 has obstructions within the primary surface. Suggest that the primary surface be cleared of obstructions 250' either side of centerline extending 200' beyond runway end. Primary surface obstructions include but are not limited to: fences, cultivated areas (crops), buildings, aircraft ramp, parked aircraft, power line, roads and tomb stones.
- Runway 11/29 has obstructions within the primary surface. Suggest that the primary surface be cleared of obstructions 125' either side of centerline. Primary surface obstructions include but are not limited to: cultivated areas (crops), trees, tomb stones and fence.
- Runway 14/32 has obstructions within the transitional surface. Suggest that a 7 to 1 transitional slope be maintained to the primary and approach surfaces. Transitional surface obstructions include but are not limited to: cultivated areas, hangars, airport buildings, aircraft ramp, roads, power line and trees.
- Runway 11/29 has obstructions within the transitional surface. Suggest that a 7 to 1 transitional slope be maintained to the primary and approach surfaces. Transitional surface obstructions include but are not limited to: fences, cultivated areas, road and trees.

Harry Clever Field Airport (PHD) will look to address above issues in future projects.

COMPLIANCE FORM OHIO AIRPORT PROTECTION ACT

Upon execution of the Grant Contract under the Ohio Airport Grant Program, the undersigned Airport Sponsor:
City of New Philadelphia hereby assures
the Ohio Department of Transportation, Office of Aviation (ODOT) that:

1. Sponsor will appoint an Airspace Protection Representative to monitor all FAA aeronautical studies within the Airport's Part 77 airspace, and provide ODOT with that person's name and contact information (*see Page 2*).
2. The Airspace Protection Representative is encouraged to comment either favorably or unfavorably on all circularized notifications on proposed structures that penetrate the Part 77 airspace of the Sponsor's airport.
3. When an aeronautical study results in a determination of no hazard by the FAA but that determination is a concern to the Airport Sponsor, the Airspace Protection Representative will coordinate with ODOT to petition the FAA for a discretionary review of the aeronautical study within the 30 days provided by the FAA.
4. The Airspace Protection Representative will post in a public place, and announce at all public meetings of the sponsor, all aeronautical studies and circularized notifications to make the airport's users aware of the proposed impacts, and is encouraged to solicit input from the users when appropriate.

PRINTED
NAME OF SIGNER: Joel Beahm Day

PRINTED
TITLE OF SIGNER: Mayor

SIGNATURE: 

DATE: 4/18/19

AIRSPACE PROTECTION REPRESENTATIVE

AIRPORT: New Philadelphia Airport - Harry Clever Field

NAME: Joel Beahm Day

EMAIL ADDRESS: jday@newphilaoh.com

PHONE NUMBER: 330-364-4491 X1241

ADDRESS: 150 East High Ave.

CITY/STATE/ZIP: New Philadelphia, OH 44663