CRATER LAKE
KLAMATH
REGIONAL AIRPORT

Master Plan

February 2021



Mead&Hunt

Appendix A

Airport Layout Plan



Appendix A:
Airport Layout Plan/Exhibit A

Attachment A1: Airport Layout Plan (ALP)
Attachment A2: Exhibit ‘A’ Airport Property Map
Attachment A3: SOP No. 2.00, ALP Review Checklist
Attachment A4: SOP No. 3.00, Review of Exhibit ‘A’ Airport Property Inventory Maps

** Standard Operating Procedure (SOP)*

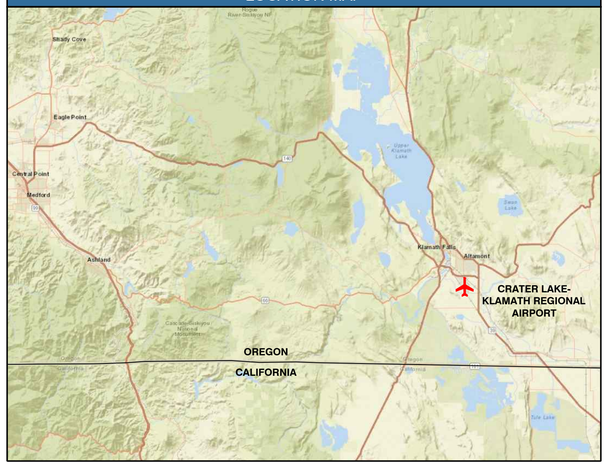
Crater Lake-Klamath Regional Airport
Airport Layout Plan

Klamath Falls, Oregon

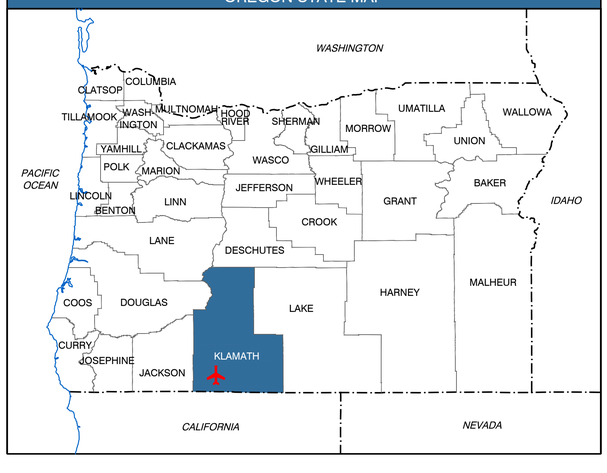
February 2021

AIP Grant #3-41-0030-038-2018

LOCATION MAP



OREGON STATE MAP



SHEET INDEX

1. INDEX
2. AIRPORT LAYOUT PLAN
3. AIRPORT DATA
4. AIRPORT AIRSPACE DRAWING
5. RUNWAY 14 OUTER APPROACH PLAN
6. RUNWAY 32 OUTER APPROACH PLAN
7. PART 77 AIRSPACE PROFILES
8. INNER APPROACH PLAN AND PROFILE RUNWAY 14
9. INNER APPROACH PLAN AND PROFILE RUNWAY 32
10. INNER APPROACH PLAN AND PROFILE RUNWAY 7
11. INNER APPROACH PLAN AND PROFILE RUNWAY 25
12. INNER APPROACH PLAN AND PROFILE RUNWAY 14 FUTURE
13. INNER APPROACH PLAN AND PROFILE RUNWAY 7 FUTURE
14. INNER APPROACH PLAN AND PROFILE RUNWAY 25 FUTURE
15. DEPARTURE PLAN AND PROFILE RUNWAY 14/32
16. DEPARTURE PLAN AND PROFILE RUNWAY 25
17. RUNWAY CENTERLINE PROFILES
18. BUILDING AREA PLAN - NORTHWEST
19. BUILDING AREA PLAN - WEST
20. BUILDING AREA PLAN - EAST
21. LAND USE MAP
22. ALP & EXHIBIT 'A' ACCEPTANCE LETTER

REVISION BLOCK

#	DESCRIPTION	BY	DATE
1	2018 Master Plan	M&H	02/21

VICINITY MAP



ALP APPROVAL & EXHIBIT A ACCEPTANCE

Crater Lake-Klamath Regional Airport (LMT), Klamath Falls, OR

February 19, 2021

(EXCERPT: SEE SHEET 22 FOR FULL LETTER)

Background

Airport Improvement Program (AIP) Grant No. 3-41-0030-038-2018 funded the update of the Crater Lake-Klamath Regional Airport (LMT) Master Plan, Airport Layout Plan (ALP), and Exhibit A Property Map (Exhibit A). The LMT Aviation Forecasts were approved by the FAA on February 11, 2019, and the conclusions of the updated Master Plan serves as the basis of the 2021 ALP and Exhibit A. The 2021 ALP (Sheets 1 through 21) and Exhibit A (Sheets 1 through 10) were approved by the FAA on February 19, 2021.

An aeronautical study (no. 2020-ANM-3007-NRA) was conducted on the proposed ALP development. The FAA issued an ALP 7460 No Objection Letter (Final Determination) on February 8, 2021. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

Signature Blocks

The FAA signature below acknowledges approval of the ALP and acceptance of the Exhibit A.

FAA:

BENJAMIN JOSEPH MELLO — Digitally signed by BENJAMIN JOSEPH MELLO Date: 2021.02.19 08:20:43 -08'00'

Airport Sponsor:

John T. Barsalou — Digitally signed by John T. Barsalou Date: 2021.02.18 10:07:16 -08'00'

Consultant:

Maranda Thompson — Digitally signed by Maranda Thompson DN: CN=Maranda Thompson Date: 2021.02.18 09:22:25-08'00'

Mead & Hunt

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CRATER LAKE KLAMATH REGIONAL AIRPORT

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do 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 development is environmentally acceptable or would have justification in accordance with appropriate public laws.

CRATER LAKE - KLAMATH REGIONAL AIRPORT

KLAMATH FALLS, OREGON

REVISIONS

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: MT
DRAWN BY: TE, DL
CHECKED BY: MT, KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

INDEX

SHEET NO.

1 of 22

NOT FOR CONSTRUCTION

\\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\1115200\170983.01\TECHCAD\DRAWINGS\ALP 2020\LMT-ALP-AIRPORT LAYOUT-2020.DWG
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EXISTING FACILITIES

ALP #	BLDG #	MSL HEIGHT	FACILITY
1	27	4,103.5'	Administration Building
2	3	4,111.4'	Airport Maintenance Building
3	1	4,113.7'	Passenger Terminal
4	4-C	4,130.0'	FBO Hangar
5	4-A, 4-B	4,142.0'	Corporate Hangar
6	24(A-C)	4,100.6' - 4,101.0'	Fuel Tanks
7	23	4,115.2'	Conventional Hangars
8	25, 26	4,099.3' - 4,101.5'	T-Hangars
9	22	4,102.2'	T-Hangars
10	21	4,111.9'	Conventional Hangars
11	20	4,102.60	T-Hangars
12	19	4,102.40	T-Hangars
13	12-18	4,104.9' - 4,114.4'	Conventional Hangars
14	5, 6	4,104.9'	Car Wash / Aircraft Wash
15	7	4,121.2'	Corporate Hangar
16	8-C, 8-D	4,103.7' - 4,103.8'	Fuel Tanks
17	8-A, 8-B	4,136.2'	Corporate Hangar
18	N/A	N/A	West FBO Ramp (65,000 Sq Ft)
19	N/A	4,102.2'	City Water Pump Station
20	9	4,117.8'	Corporate Hangar
21	N/A	N/A	Airline Ramp (90,000 Sq Ft)
22	N/A	N/A	South FBO Ramp (165,000 Sq Ft)
23	N/A	N/A	Cargo & FBO Ramp (130,000 Sq Ft)
24	N/A	N/A	North FBO Ramp (100,000 Sq Ft)
25	10	4,119.8'	Office
26	11-A, 11-B	4,112.1'	Flight School
27	N/A	N/A	Flight School Ramp (45,000 Sq Ft)
28	N/A	N/A	North Arm / De-Arm Apron
29	N/A	N/A	Northeast Aircraft Tiedown (45,000 Sq Ft)
30	N/A	N/A	Hangar Ramp (136,500 Sq Ft)
31	28 - 30	4,106.1' - 4,107.2'	Portable Hangars
32	31 - 32	4,103.3' - 4,105.8'	T-Hangars
33	34	4,098.5' - 4,099.0'	T-Hangars
34	N/A	N/A	USFS Ramp (60,000 Sq Ft)
35	38	4,112.5'	USFS Memorial
36	37	4,116.0'	USFS Administration Building
37	36	4,109.7'	USFS Operational Building
38	35	4,113.3'	USFS Warehouse Building
39	N/A	4,098.3'	USFS Storage
40	N/A	4,100.5' - 4,103.6'	USFS Facilities/Retardant
41	N/A	4,167.9'	Air Traffic Control Tower (ATCT)
42	N/A	4,100.4'	Agricultural Spray Operations
43	N/A	4,100.4'	Agricultural Spray Operations
44	N/A	N/A	Agricultural Spray Ops Ramp (35,000 Sq Ft)
45	42	4,114.7"	ASOS
46	N/A	N/A	South Arm / De-Arm Apron
47	43	4,118.6'	ARFF Building (OANG Owned)

OANG FACILITIES

ALP #	BLDG #	MSL HEIGHT	FACILITY
G1	400	4,121.5'	Phase Maintenance Hangar / Wash Rack
G2	404	4,101.9'	Phase Administration
G3	535 - 541	4,102.1' - 4,111.7'	Munitions Admin / Maintenance/ Magazines
G4	573	4,115.5'	270th ATCS
G5	585 / 4086	4,105.8'	CATM Facility / Rifle Range Storage
G6	585 / 4086	4,111.7'	Hush House
G7	See Sheets 18 - 20 for Details		OANG Facilities

FUTURE FACILITIES

ALP #	OWNER	FACILITY
F1	Airport	Airport Operations Building
F2	Airport	Building 4-B Expansion
F3	Airport	Hangar
F4	OANG/FAA	Runwa 14 Localizer
F5	OANG/FAA	Runwa 14 Glideslope
F6	OANG/FAA	Runway 14 MALS-R
F7	OANG	OANG Building / Hangar
F8	OANG	1/4 Mile Track
F9	OANG	Building 127 Addition
F10	OANG	Building 210 Addition
F11	OANG	Operations Patio
F12	OANG	Pump House & Maintenance
F13	OANG	POL
F14	OANG	Delta Barns
F15	OANG	Indoor Range
F16	OANG	Shasta Shelter
F17	Airport	Runway 8 PAPI-4L

NONSTANDARD CONDITIONS

	EXISTING CONDITION	DISPOSITION
N1	Southwest GA hangars penetrate Taxilane OFAs.	TSAs remain clear. Area limited to ADG I aircraft.
N2	Taxiway A: Direct access to Runway 14. Acute angled entrance to Runway 14.	Break direct access and form a 90 degree turn into Runway 14.
N3	Taxiway C: Direct access to Runway 14. Convergence of Taxiway C and EOR ramp creates expanse of pavement in ROFA.	Break direct access and form a 90 degree turn into Runway 14. Remove expanse of pavement and expand EOR ramp south.
N4	Taxiway E: Direct access to Runway 14/32. Acute angled intersection with Runway 14/32 and Taxiway B3.	Break direct access and form a 90 degree turn into Runway 14/32.
N5	Taxiway D: Direct access to Runway 7. Non-standard bypass to Runway 7 end.	Break direct access to Runway 7 and remove bypass.
N6	Taxiway F: Non-standard bypass to Runway 25 end. Taxiway width is 50' between Taxiways D and G. Taxiway width is 50' east of Runway 14/32.	Taxiway width between Taxiways D and G will increase to 75' to accommodate OANG aircraft. Taxiway Width east of Runway 14/32 will reduce to 35' for TDG 2 aircraft. Bypass will be removed.
N7	Taxiway H: Direct access between ramp and Runway 7/25.	Break direct access between ramp and Runway 7/25.
N8	Road goes through Runway 7/25 ROFA and RSA.	Runway 25 end shifting west 257' to keep road out of ROFA and RSA.
N9	Actual ROFA length not D-III-2400 standard length of 1,000'	Nonstandard condition will be corrected and standard ROFA length will be provided. Brett Way and fence line will be relocated out of ROFA.

VISUAL AND NAVAIDS

ALP #	MSL HEIGHT	FACILITY
A1	4,090.8'	Runway 32 Localizer
A2 (j)	4,090.5'	Runway 14 MALS-F
A3	4,088.7'	Runway 14 PAPI-4L
A4	4,086.7'	Runway 25 REILs
A5	4084.9'	Runway 25 PAPI-4L
A6	4,090.2'	VORTAC Station
A7	4,085.7'	Runway 32 Glideslope
A8	4,092.5'	Runway 32 VASI-4L
A9	4,095.4'	Runway 32 MALS-R

ALP NOTES

(a) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A Change 1, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.

(b) All coordinates NAD83 and all elevations NAVD88. Horizontal and vertical datum source: AGIS Survey (Quantum, December 2018).

(c) Magnetic Declination source: National Geophysical Data Center, July 2020.

(d) Future development and hangars are conceptual based on facility requirements. Exact layout and dimensions may vary based on market demand and hangar developer.

(e) Taxiways proposed to be renamed based on naming conventions recommended in Engineering Brief 89.

(f) Signs and lights will need to be realigned to accommodate proposed runway and taxiway changes (geometry and fillet upgrades). Sign and light realignments will be finalized and incorporated during engineering design.

(g) Contingent development identifies areas reserved for ultimate aeronautical development (beyond 20-years).

(h) Building Restriction Line (BRL) is based on a composite of Part 77 vertical clearance requirements and airfield critical design surfaces. BRL is set to provide a vertical clearance of approximately 35' above ground level. Buildings under 35' tall may be located inside the BRL with Airport and FAA approval. Portion of ARFF building (#47) inside 35' BRL is below Part 77 surfaces. Future structures should also maintain a clear line of sight between the airport traffic control tower and the all airfield movement areas. FAA 7460 (Obstruction Evaluation / Airport Airspace Analysis) approval is required before any construction.

(i) The VORTAC has two radii to provide clearance for signals from the station. The 1,000' radius provides clearance from metal structures. The 1,200' radius provides clearance from wooden structures.

(j) Runway 14/32 hold lines are located 291' from runway centerline. Runway 7/25 hold lines are 250' from runway centerline and will change to 200' in the future.

(k) Aircraft arresting system on Runway 14/32 for use by Oregon Air National Guard. Constructed in 2009.

(l) The FAA has no plans to upgrade the MALS-F (A2) to a MALS-R. The FAA has appraoved the MALS-F to be decommissioned but has not proceeded yet.

MONUMENTS

ALP #	STATION	ID
M1	Primary Control Point	LMT A, AD9165
M2	Secondary Control Point	LMT E2, AA7992
M3	Secondary Control Point	LMT D2, AA7991

The horizontal coordinates for PACS and SACs were established by the GPS observation and adjusted by the National Geodetic Survey in June 2012.

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
UNUSABLE PAVEMENT		N/A
PAVEMENT TO BE REMOVED (AIRFIELD)	N/A	
AIRPORT PROPERTY		
AIRPORT REFERENCE POINT		
EASEMENT		N/A
MUNITIONS BOUNDARY		N/A
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA
OBSTACLE FREE ZONE (OFZ)	OFZ	OFZ
PRECISION OFZ	OFZ	N/A
INNER-TRANSITIONAL OFZ	OFZ	OFZ
INNER-APPROACH OFZ	OFZ	OFZ
BUILDING RESTRICTION LINE (BRL) (h)	BRL	BRL
FAR PART 77 APPROACH SURFACE	P77	P77
THRESHOLD SITING SURFACE (TSS)	TSS	TSS
GLIDE PATH QUALIFICATION SURFACE (GQS)	GQS	GQS
RUNWAY VISIBILITY ZONE (RVZ)	RVZ	RVZ
ATCT LINE OF SIGHT		N/A
TAXIWAY / LANE MARKING (e)		
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA
BUILDING - ON AIRPORT (d)		
BUILDING - TO BE REMOVED	N/A	
BUILDING - OFF AIRPORT		N/A
BUILDING - OREGON AIR NATIONAL GUARD		
BUILDING - CONTINGENT (g)	N/A	
DEVELOPMENT RESERVE - FUEL	N/A	
DEVELOPMENT RESERVE - RETARDANT	N/A	
DEVELOPMENT RESERVE - DEICING	N/A	
AERONAUTICAL RESERVE	N/A	
NONAERONAUTICAL RESERVE	N/A	
MONUMENT (PACS and SACS)		N/A
LIGHTS (EDGE / GROUP / THRESHOLD / REIL)		(f)
MEDIUM INTENSITY APPR. LIGHTING (MALS)		
AIRPORT BEACON		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		
RUNWAY / TAXIWAY SIGN		(f)
WIND CONE		
SEGMENTED CIRCLE		
GLIDE SLOPE ANTENNA		
GLIDE SLOPE CRITICAL AREA (GCA)	GCA	GCA
LOCALIZER		
LOCALIZER CRITICAL AREA (LCA)	LCA	LCA
AUTO. SURFACE OBSERVING SYSTEM (ASOS)		N/A
ASOS CRITICAL AREA (ACA)	ACA	N/A
REMOTE TRANSMITTER / RECEIVER (RTR)		N/A
ROAD/PARKING		
TREE		N/A
AIRPORT SERVICE ROAD		
RAILROAD		N/A
FENCE (8 FEET) / GATE		
CHANNEL / DITCH / POND		N/A
TERRAIN CONTOUR		N/A
CENTER SECTION MARKER		N/A

Mead & Hunt

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CRATER LAKE - KLAMATH REGIONAL AIRPORT

KLAMATH FALLS, OREGON

REVISIONS

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: MT
DRAWN BY: TE, DL
CHECKED BY: MT, KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

AIRPORT LAYOUT PLAN

SHEET NO.

2 of 22

NOT FOR CONSTRUCTION

\\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\1115200\170983.01\TECHICAD\DRAWINGS\ALP 2020\LMT-ALP-AIRPORT LAYOUT-2020.DWG
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RUNWAY DATA

	RUNWAY 14		RUNWAY 32		RUNWAY 7 (j)	RUNWAY 8 (j)	RUNWAY 25 (j)	RUNWAY 26 (j)
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
FAA RUNWAY CLASSIFICATION	PRIMARY		PRIMARY		CROSSWIND		CROSSWIND	
RUNWAY DESIGN CODE	D-III-2400	D-IV-2400	D-III-2400	D-IV-2400	B-II-VIS	SAME	B-II-VIS	SAME
RUNWAY REFERENCE CODE	D-III-2400	D-IV-2400	D-III-2400	D-IV-2400	B-II-VIS	SAME	B-II-VIS	SAME
STRENGTH BY WHEEL LOADING (IN 1000 LBS.)	315,000 LBS DTWG	SAME	315,000 LBS DTWG	SAME	17,500 LBS (S) 50,000 LBS (DWG)	SAME	17,500 LBS (S) 50,000 LBS (DWG)	SAME
STRENGTH BY PCN (i)	41/F/A/X/T	SAME	41/F/A/X/T	SAME	19/F/B/Y/U	SAME	19/F/B/Y/U	SAME
RUNWAY SURFACE TYPE	GROOVED ASPHALT		GROOVED ASPHALT		ASPHALT		ASPHALT	
EFFECTIVE RUNWAY GRADIENT %	0.04%	SAME	-0.04%	SAME	0.03%	SAME	-0.03%	SAME
RUNWAY LENGTH AND WIDTH	10,302' X 150'	10,302' X 150'	10,302' X 150'	10,302' X 150'	5,258' X 100'	5,000' X 75'	5,258' X 100'	5,000' X 75'
RUNWAY SHOULDER WIDTH	20'	25'	20'	25'	NONE	10'	NONE	10'
DISPLACED THRESHOLD COORDINATES (b)	NONE NONE	NONE NONE	NONE NONE	NONE NONE	42° 09' 22.72" N 121° 44' 29.28" W	NONE NONE	42° 09' 22.41" N 121° 43' 30.35" W	NONE NONE
DISPLACED THRESHOLD ELEVATION (b)	N/A	N/A	N/A	N/A	4091.38	N/A	4,088.1	N/A
RUNWAY SAFETY AREA LENGTH BEYOND RW END	1,000' BEYOND x 500' WIDE		1,000' BEYOND x 500' WIDE		300' BEYOND x 150' WIDE		300' BEYOND x 150' WIDE	
RUNWAY SAFETY AREA WIDTH	500'	SAME	500'	SAME	150'	SAME	150'	SAME
RUNWAY END COORDINATES (b)	42° 10' 09.14" N 121° 44' 25.46" W	SAME	42° 08' 34.65" N 121° 43' 34.74" W	SAME	42° 09' 22.75" N 121° 44' 33.34" W	SAME SAME	42° 09' 22.37" N 121° 43' 23.56" W	42° 09' 22.39" N 121° 43' 26.85" W
RUNWAY END ELEVATIONS (b)	4091.0'	SAME	4095.4'	SAME	4091.9'	SAME	4,089.1	4,089.1
RUNWAY LIGHTING TYPE	HIRL	SAME	HIRL	SAME	MIRL	SAME	MIRL	SAME
RUNWAY PROTECTION ZONE DIMENSIONS (APPROACH)	1,000' X 1,700' X 1,510'	SAME	1,000' x 1,750' x 2,500'	SAME	1,000' x 500' x 700'	SAME	1,000' x 500' x 700'	SAME
RUNWAY PROTECTION ZONE DIMENSIONS (DEPARTURE)	500' x 1,010' x 1,700'	SAME	500' x 1,010' x 1,700'	SAME	1,000' x 500' x 700'	SAME	1,000' x 500' x 700'	SAME
RUNWAY MARKING TYPE	PRECISION	SAME	PRECISION	SAME	VISUAL-BASIC	SAME	VISUAL BASIC	SAME
14 CFR PART 77 APPROACH CATEGORY (h)	NONPRECISION (D)	PRECISION [PIR]	PRECISION [PIR]	SAME	VISUAL [B(V)]	SAME	VISUAL [B(V)]	SAME
14 CFR PART 77 APPROACH SLOPE (h)	34:1 (50:1 MILITARY)	50:1 @ 10,000' | 40:1 @ 40,000'	50:1 @ 10,000' | 40:1 @ 40,000'	SAME	20:1	SAME	20:1	SAME
APPROACH VISIBILITY MINIMUMS (h)	3/4 MILE	SAME	1/2 MILE	SAME	VISUAL	SAME	VISUAL	SAME
TYPE OF AERONAUTICAL SURVEY REQUIRED	VERTICALLY GUIDED	SAME	VERTICALLY GUIDED	SAME	NON-VERTICALY GUIDED	SAME	NON-VERTICALLY GUIDED	SAME
RUNWAY DEPARTURE SURFACE (h)	TYPE 7 (40:1)	SAME	TYPE 7 (40:1)	SAME	N/A	SAME	N/A	SAME
RUNWAY OBJECT FREE AREA LENGTH BEYOND RW END	(N9) 715'	1,000'	1,000'	SAME	300'	SAME	300'	SAME
RUNWAY OBJECT FREE AREA WIDTH	800'	SAME	800'	SAME	500'	SAME	500'	SAME
OBSTACLE FREE ZONE LENGTH BEYOND RW END	200'	SAME	200'	SAME	200'	SAME	200'	SAME
OBSTACLE FREE ZONE WIDTH	400'	SAME	400'	SAME	400'	SAME	400'	SAME
THRESHOLD SITING SURFACE	TYPE 4 / (6 VERTICAL)	SAME	TYPE 5 / (6 VERTICAL)	SAME	TYPE 3	SAME	TYPE 3	SAME
THRESHOLD SITING SURFACE SLOPE	20:1 (30:1)	SAME	34:1 (30:1)	SAME	20:1	SAME	20:1	SAME
INNER APPROACH OBSTACLE FREE ZONE LENGTH (BEYOND LAST LIGHT UNIT IN ALS)	200'	SAME	200'	SAME	N/A	SAME	N/A	SAME
INNER APPROACH OBSTACLE FREE ZONE WIDTH	400'	SAME	400'	SAME	N/A	SAME	N/A	SAME
INNER-TRANSITIONAL OBSTACLE FREE ZONE WIDTH	N/A	SAME	869'	901'	N/A	SAME	N/A	SAME
PRECISION OBSTACLE FREE ZONE DIMENSIONS	NONE	SAME	200' X 800'	SAME	N/A	SAME	N/A	SAME
VISUAL AND INSTRUMENT NAVAIDS	MALS-F (FAA) | PAPI-4L (FAA)	MALS-R | Localizer | Glideslope (OANG/FAA)	MALS-R | VASI-4L (FAA) | Localizer | Glideslope (FAA)	Same	NONE	PAPI-4L (LMT) | REIL (LMT)	PAPI-4L (LMT) | REIL (FAA)	SAME
TOUCHDOWN ZONE ELEVATIONS	4,091.0'	SAME	4,095.4'	SAME	4,091.4'	SAME	4,090.4'	SAME
TAXIWAY DESIGN GROUP	TDG 3	TDG 5	TDG 3	TDG 5	TDG 2	SAME	TDG 2	SAME
PARALLEL/CONNECTOR TAXIWAY WIDTH	75'	SAME	75'	SAME	35'	SAME	35'	SAME
RUNWAY CL TO TAXIWAY CL SEPARATION	787'	SAME	787'	SAME	525'	SAME	525'	SAME
RUNWAY CL TO HOLDLINE SEPARATIONS (k)	291'	SAME	291'	SAME	250'	200'	250'	200'
RUNWAY CL TO AIRCRAFT PARKING SEPARATIONS	500 FEET	SAME	500 FEET	SAME	500 FEET	SAME	500 FEET	SAME
VERTICAL AND HORIZONTAL DATUM	NAVD88, NAD83				NAVD88, NAD83			
CRITICAL AIRCRAFT (d)	F-15 (D-II) | BOEING MD-87 SERIES (C-III)	F-15 (D-II) | DC-10-30 SERIES (D-IV)	F-15 (D-II) | BOEING MD-87 SERIES (C-III)	F-15 (D-II) | DC-10-30 SERIES (D-IV)	KING AIR 350 / 1900 SERIES	SAME	KING AIR 350 / 1900 SERIES	SAME
WINGSPAN	107.85'	165'	107.85'	165'	58'	SAME	58'	SAME
TAIL HEIGHT	31.17'	57'	31.17'	57	16'	SAME	16'	SAME
APPROACH SPEED	CATEGORY D (141 TO <166 KNOTS)	SAME	CATEGORY D (141 TO <166 KNOTS)	SAME	CATEGORY B (91 TO <121 KNOTS)	SAME	CATEGORY B (91 TO <121 KNOTS)	SAME
MAIN GEAR WIDTH	20.4'	35'	20.4'	35'	17'	SAME	17'	SAME
COCKPIT TO MAIN GEAR	62.92'	88'	62.92'	88'	16'	SAME	16'	SAME
MAXIMUM TAKEOFF WEIGHT	149,500 LBS	555,000 LBS	149,500 LBS	555,000 LBS	17,200 LBS	SAME	17,200 LBS	SAME

EXISTING TAXIWAY DATA

NAME	WIDTH	SHOULDER	ADG	TDG	TSA	TOFA	TESM	LIGHTING	OBJECTS INSIDE TSA AND TOFA	SEPARATION FROM TAXIWAY CL TO FIXED MOVABLE OBJECT
TAXIWAY A	75'	0'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY B	75'	30'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY B1	75'	30'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY B2	75'	30'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY B3	75'	30'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY C	75'	30'	III	5	118'	186'	15'	MITL	N/A	N/A
TAXIWAY D	75'	30'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY E	75'	20'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY F (BETWEEN Twy D and Twy G	50'	0'	III	3	118'	186'	15'	MITL	N/A	N/A
TAXIWAY F (BETWEEN TWY G AND 14/32)	75'	10'	III	5	118'	186'	15'	MITL	N/A	N/A
TAXIWAY F (EAST OF Rwy 14/32	50'	10'	II	2	79'	131'	7.5'	MITL	N/A	65.5'
TAXIWAY G	75'	15'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY H	35'	7.5'	II	2	79'	131'	7.5'	NONE	N/A	N/A
TAXIWAY K	75'	20'	III	5	118'	186'	15'	MITL	N/A	93'

FUTURE TAXIWAY DATA

NAME	WIDTH	SHOULDER	ADG	TDG	TSA	TOFA	TESM	LIGHTING	OBJECTS INSIDE TSA AND TOFA	SEPARATION FROM TAXIWAY CL TO FIXED MOVABLE OBJECT
TAXIWAY A	75'	0'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY B	75'	30'	IV	5	171'	259'	15'	MITL	N/A	129.5'
TAXILANE B (BETWEEN TAXIWAYS B1 AND B2) (S1)	75'	30'	IV	5	171'	225'	15'	MITL	N/A	112.5'
TAXIWAY B1	75'	30'	IV	5	171'	259'	15'	MITL	N/A	129.5'
TAXIWAY B2	75'	30'	IV	5	171'	259'	15'	MITL	N/A	129.5'
TAXIWAY B3	75'	30'	IV	5	171'	259'	15'	MITL	N/A	129.5'
TAXIWAY D	75'	30'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY D1*	75'	30'	III	5	118'	186'	15'	MITL	N/A	N/A
TAXIWAY E	75'	20'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY F* BETWEEN TWY D AND RWY 14/32	75'	10'	III	5	118'	186'	15'	MITL	N/A	N/A
TAXIWAY F (BETWEEN RWY 14/32 AND RWY 25)	35'	10'	II	2	79'	131'	7.5'	MITL	N/A	65.5'
TAXIWAY F1*	50'	10'	III	3	118'	186'	10'	MITL	N/A	93'
TAXIWAY F2*	35'	10'	II	2	72'	131'	7.5	MITL	N/A	65.5'
TAXIWAY G*	75'	30'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY G2*	75'	31'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY G3*	75'	32'	III	5	118'	186'	15'	MITL	N/A	93'
TAXIWAY H	35'	15'	II	2	79'	131'	7.5'	NONE	N/A	65.5'

* Future Taxiway/Taxilanes will be renamed following conventions in FAA Engineering Brief No. 89

ALP NOTES

(a) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A Change 1, Airport Design; FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.

(b) All coordinates NAD83 and all elevations NAVD88. Horizontal and vertical datum source: AGIS Survey (Quantum, December 2018).

(c) Temperature data source: National Weather Service (NWS), Climate Meteorological Summary, Klamath Falls Station (2007-2016)

(d) Design aircraft based on Chapter 2 - Aviation Activity Forecasts, of the Master Plan update. Forecasts approved February 11, 2019.

(e) Magnetic Declination source: National Geophysical Data Center, July 2020.

(f) Service level sources: FAA National Plan of Integrated Airport Systems (NPIAS), 2019-2023 Report, and Oregon Department of Transportation (ODOT), Oregon Aviation System Airports map.

(g) Property calculations based on 2021 LMT Exhibit 'A' and Klamath County title records. Fee simple total excludes a 60-acre offsite wetlands mitigation area.

(h) Existing approach minimums, approach category and departure procedures based on published approach plates (FAA Airport/Facility Directory and FAA Instrument Flight Procedures Information Gateway) on July 29, 2020.

(i) Pavement Design Strength Source: FAA 5010.

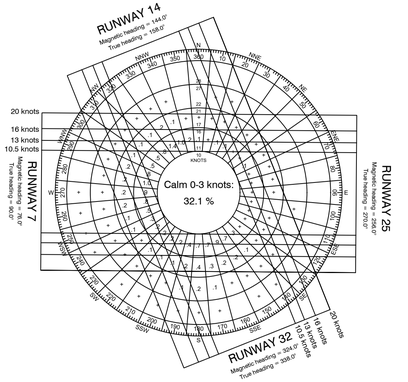
(j) Because of magnetic declination, runway end numbers will change in the future.

(k) Runway 14/32 hold lines are located 291' from runway centerline. Runway 7/25 hold lines are 250' from runway centerline and will change to 200' in the future.

NONSTANDARD CONDITIONS

EXISTING CONDITION	DISPOSITION
(N1) Southwest GA hangars penetrate Taxilane OFAs.	TSAs remain clear. Area limited to ADG I aircraft.
(N2) Taxiway A: Direct access to Runway 14. Acute angled entrance to Runway 14.	Break direct access and form a 90 degree turn into Runway 14.
(N3) Taxiway C: Direct access to Runway 14. Convergence of Taxiway C and EOR tamp creates expanse of pavement in ROFA.	Break direct access and form a 90 degree turn into Runway 14. Remove expanse of pavement and expand EOR ramp south.
(N4) Taxiway E: Direct access to Runway 14/32. Acute angled intersection with Runway 14/32 and Taxiway B3.	Break direct access and form a 90 degree turn into Runway 14/32.
(N5) Taxiway D: Direct access to Runway 7. Non-standard bypass to Runway 7 end.	Break direct access to Runway 7 and remove bypass.
(N6) Taxiway F: Non-standard bypass to Runway 25 end. Taxiway width is 50' between Taxiways D and G. Taxiway width is 50' east of Runway 14/32.	Taxiway width between Taxiways D and G will increase to 75' to accommodate OANG aircraft. Taxiway Width east of Runway 14/32 will reduce to 35' for TDG 2 aircraft. Bypass will be removed.
(N7) Taxiway H: Direct access between ramp and Runway 7/25.	Break direct access between ramp and Runway 7/25.
(N8) Road goes through Runway 7/25 ROFA and RSA.	Runway 25 end shifting west 257' to keep road out of ROFA and RSA.
(N9) Actual ROFA length not D-III-2400 standard length of 1,000'	Nonstandard condition will be corrected and standard ROFA length will be provided. Brett Way and fence line will be relocated out of ROFA.

ALL WEATHER WIND ROSE



ALL WEATHER WIND COVERAGE

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
14/32	93.80%	96.50%	98.80%	99.70%
7/25	90.10%	93.90%	97.40%	99.10%
Combined	99.00%	99.60%	99.90%	100.00%
Number of Observations:	102,488			

Wind Data Source:Klamath Falls Airport (Station # 725895)
Period of Time:2007 - 2016
Note:Windrose compass headings are true north.

AIRPORT DATA

	EXISTING	FUTURE
AIRPORT REFERENCE CODE	D-III (LARGE AIRCRAFT)	D-IV (HEAVY AIRCRAFT)
MEAN MAX. TEMPERATURE (HOTTEST MONTH) (c)	83.0° F (JULY)	N/A
AIRPORT ELEVATION (AMSL NAVD88)	4,095.4' (RUNWAY AGIS SURVEY) RUNWAY 32 HIGH POINT	4,095.4' (RUNWAY AGIS SURVEY) RUNWAY 32 HIGH POINT
ELECTRONIC NAVIGATION AIDS	ILS, RNAV GPS, VOR, NDB (offsite)	SAME
UNICOM (MHz)	122.950	SAME
CONTROL TOWER (MHz)*	121.9 348.6 (GRND) / 133.975 257.8 (TWR) / 123.675 270.8 (APPCH/DEP)	SAME
AIRPORT REFERENCE POINT (ARP)	42° 09' 22.1" N 121° 43' 59.5" N	42° 09' 22.1" N 121° 44' 00.1" N
MISCELLANEOUS FACILITIES	PAPI, VASI, REIL, ASOS, WINDCONE	PAPI, REIL, ASOS, WINDCONE
CRITICAL AIRCRAFT (d)	F-15 (D-II) / MD-87 (C-III)	F-15 (D-II) / DC-10-30 (D-IV)
AIRPORT MAGNETIC VARIATION (JULY 2020) (e)	14° 11' EAST (±0° 22') JULY 2020	MOVING 0° 5' WEST / YEAR
NPIAS CATEGORY (f)	REGIONAL	SAME
STATE EQUIVALENT SERVICE ROLE (f)	COMMERCIAL SERVICE	SAME
AIRPORT ACREAGE (g)	FEE SIMPLE: 1,250.74 EASEMENTS: 670.25	FEE SIMPLE: 1,783.29 (+472.55) EASEMENTS: 670.25 (+0)

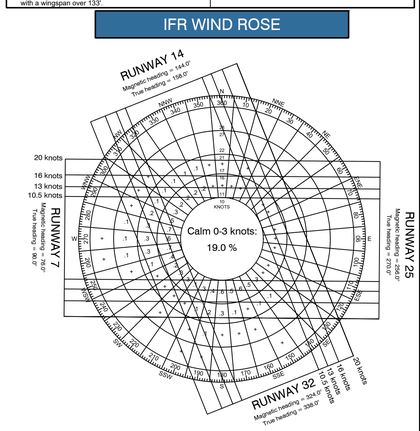
DECLARED DISTANCES

EXISTING	RUNWAY 14	RUNWAY 32	RUNWAY 7	RUNWAY 25
TAKEOFF RUN AVAILABLE (TORA)	10,302'	10,302'	5,258'	5,258'
TAKEOFF DISTANCE AVAILABLE (TODA)	10,302'	10,302'	5,258'	5,258'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	10,302'	10,302'	5,258'	5,258'
LANDING DISTANCE AVAILABLE (LDA)	10,302'	10,302'	4,952'	4,746'
FUTURE	**RUNWAY 14**	**RUNWAY 32**	**RUNWAY 7**	**RUNWAY 25**
TAKEOFF RUN AVAILABLE (TORA)	10,302'	10,302'	5,000'	5,000'
TAKEOFF DISTANCE AVAILABLE (TODA)	10,302'	10,302'	5,000'	5,000'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	10,302'	10,302'	5,000'	5,000'
LANDING DISTANCE AVAILABLE (LDA)	10,302'	10,302'	5,000'	5,000'

MODIFICATION TO STANDARDS

STANDARD TO BE MODIFIED	DESCRIPTION
(S1) Future Glideslope antenna and equipment shelter set 285' east of Runway 14/32 centerline and within ROFA and TOFA. Most of antenna to be sited 110.5' from Taxiway B centerline. Portion of Taxiway B between Taxiways B1 and B2 reclassified as a taxilane for aircraft with a wingspan over 133'.	Pending FAA approval.

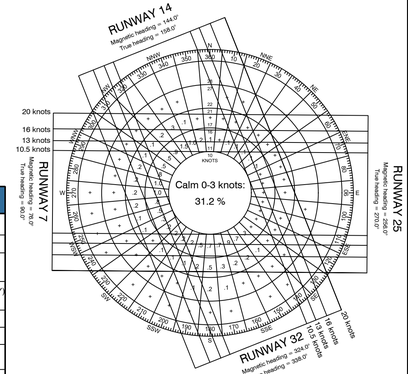
IFR WIND ROSE



IFR WIND COVERAGE

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
14/32	94.60%	96.70%	98.70%	99.60%
7/25	94.70%	96.70%	98.60%	99.60%
Combined	99.10%	99.70%	99.90%	100.00%
Number of Observations:	11,104			

VFR WIND ROSE



VFR WIND COVERAGE

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
14/32	93.80%	96.50%	98.80%	99.70%
7/25	90.10%	94.00%	97.50%	99.10%
Combined	99.00%	99.70%	99.90%	100.00%
Number of Observations:	91,472			

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CRATER LAKE KLAMATH REGIONAL AIRPORT

CRATER LAKE - KLAMATH REGIONAL AIRPORT

KLAMATH FALLS, OREGON

REVISIONS

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M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: MT
DRAWN BY: TE, DL
CHECKED BY: MT, KM
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SHEET CONTENTS

AIRPORT DATA

SHEET NO.

3 of 22

NOT FOR CONSTRUCTION

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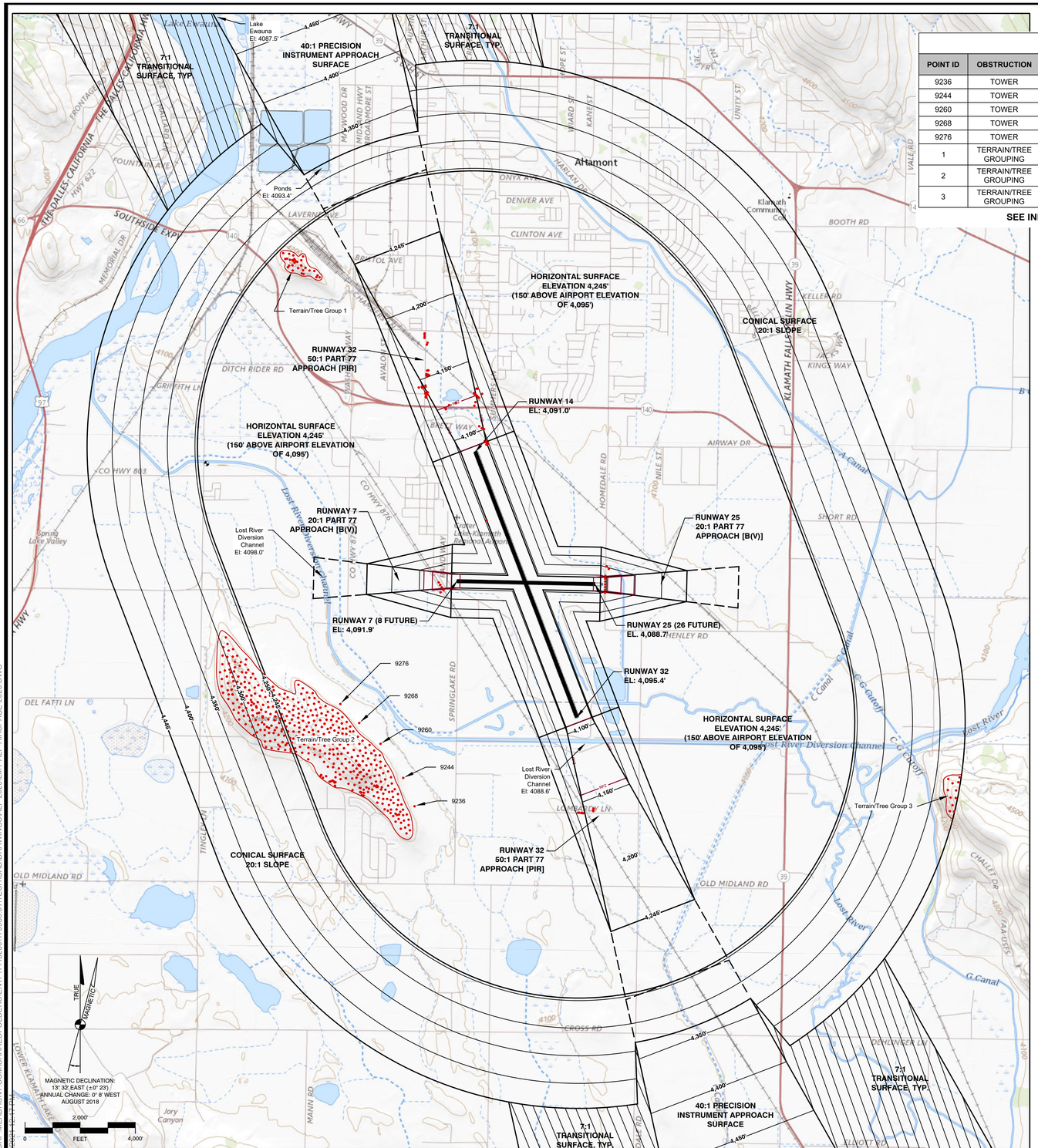
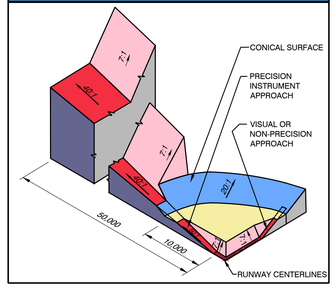


PART 77 OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	PENETRATION	ABOVE GROUND	PROPOSED ACTION
9236	TOWER	HORIZONTAL	4258.0	12.6	122.8	*TO BE DETERMINED
9244	TOWER	HORIZONTAL	4260.8	15.4	124.9	*TO BE DETERMINED
9260	TOWER	HORIZONTAL	4266.7	21.3	123.5	*TO BE DETERMINED
9268	TOWER	HORIZONTAL	4267.8	22.4	107.3	*TO BE DETERMINED
9276	TOWER	HORIZONTAL	4257.7	12.3	104.7	*TO BE DETERMINED
1	TERRAIN/TREE GROUPING	HORIZONTAL	4247-4351	1-105		TO REMAIN
2	TERRAIN/TREE GROUPING	HORIZONTAL/ CONICAL	4247-4657	1-353		TO REMAIN
3	TERRAIN/TREE GROUPING	CONICAL	4457-4679	15-239		TO REMAIN

SEE INNER APPROACH SHEETS FOR CLOSE-IN OBSTRUCTIONS

TYPICAL FAR PART 77 SURFACES



LEGEND

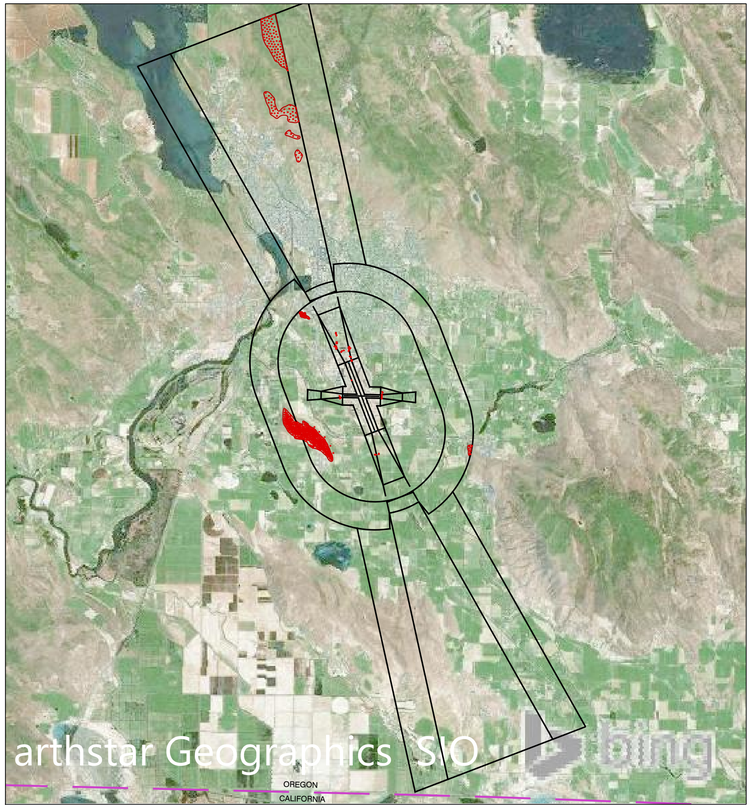
- Runway
- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Avigation Easement
- Part 77 Surfaces
- Part 77 Surface Contour
- Threshold Siting Surface
- Glideslope Qualification Surface
- Terrain Contours
- Terrain/Tree Group Penetration

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Horizontal and vertical datum source: Quantum Spatial (December 2018).
- Basemap source: USGS Topographic maps (7.5 Minute Series).
- Airspace surfaces associated with future runway ends and instrument approach procedures are illustrated and analyzed: removal of displaced thresholds on Runway 7/25 and relocating Runway 25 End for a future total length of 5,000'.
- For outer approach plans: see Sheets 5 and 6.
- For close-in obstruction detail near each runway end, see Inner-Approach Plans.
- For departure surfaces, see Sheets 15 and 16.

* To be further studied in individual airspace case.

** Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.



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CRATER LAKE KLAMATH REGIONAL AIRPORT

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KLAMATH FALLS, OREGON

REVISIONS

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CHECKED BY: MT, KM
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SHEET CONTENTS

AIRPORT AIRSPACE DRAWING

SHEET NO.

4 of 22

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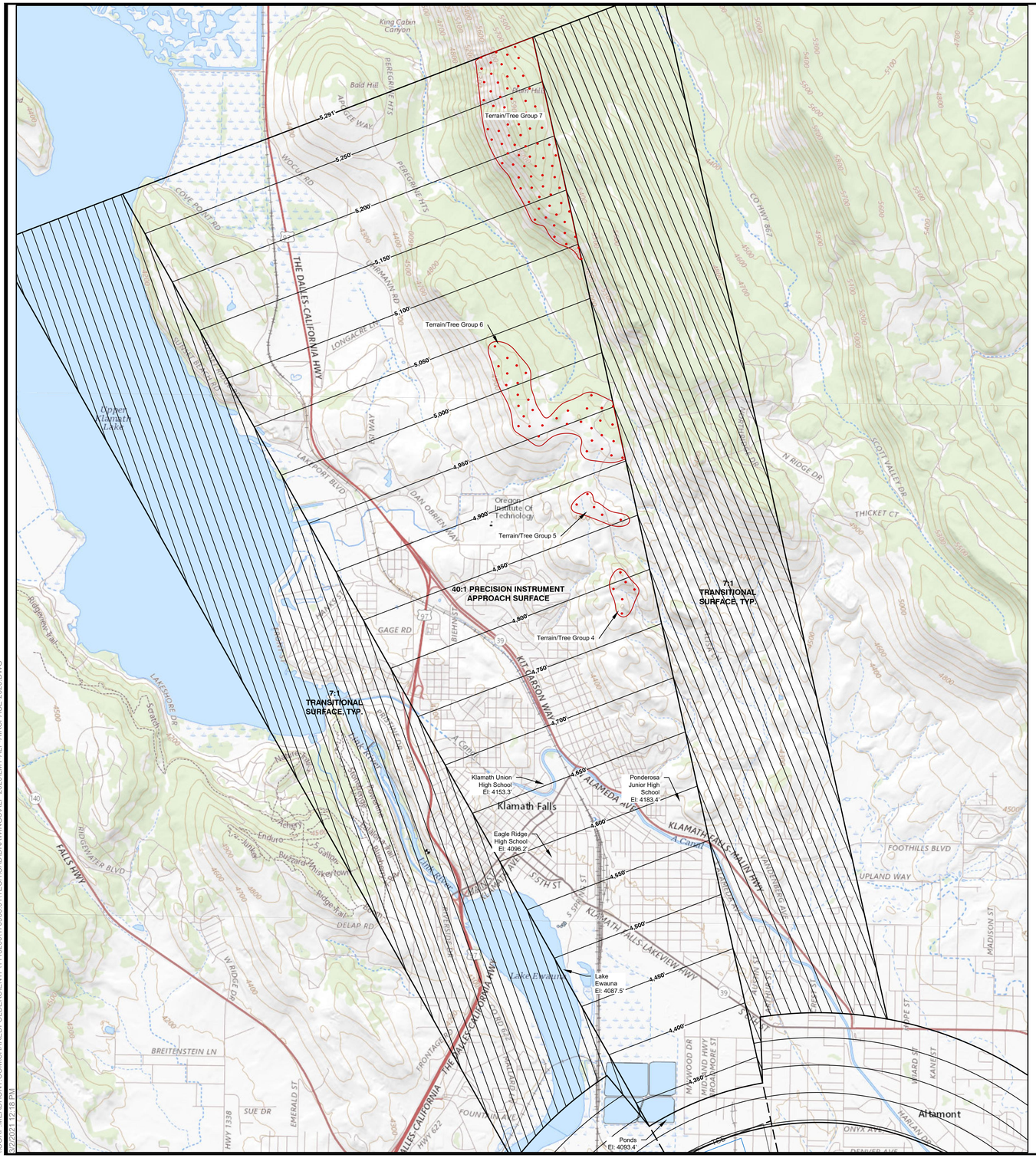
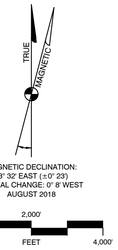




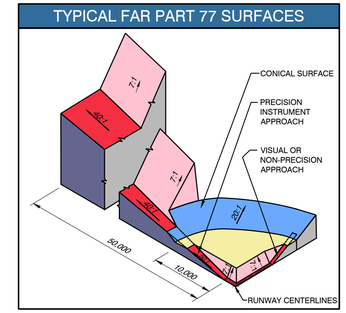
MAGNETIC DECLINATION:
13° 32' EAST (±0° 23')
ANNUAL CHANGE: 0° 8' WEST
AUGUST 2018

2,000'
0 FEET 4,000'

LEGEND

- Runway
- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Avigation Easement
- Part 77 Surfaces
- Part 77 Surface Contour
- TSS — Threshold Siting Surface
- GQS — Glideslope Qualification Surface
- 3000 — Terrain Contours
- Terrain/Tree Group Penetration

TYPICAL FAR PART 77 SURFACES



NOTES:

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- Horizontal and vertical datum source: Quantum Spatial (December 2018).
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PART 77 OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	PENETRATION	ABOVE GROUND	PROPOSED ACTION
4	TERRAIN/TREE GROUPING	RUNWAY 14 APPROACH	4820-4925	35-128		TO REMAIN
5	TERRAIN/TREE GROUPING	RUNWAY 14 APPROACH	4862-4932	4-47		TO REMAIN
6	TERRAIN/TREE GROUPING	RUNWAY 14 APPROACH	4939-5102	1-110		TO REMAIN
7	TERRAIN/TREE GROUPING	RUNWAY 14 APPROACH	5118-5983	4-737		TO REMAIN

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SHEET CONTENTS

RUNWAY 14 OUTER APPROACH PLAN

SHEET NO.

5 of 22

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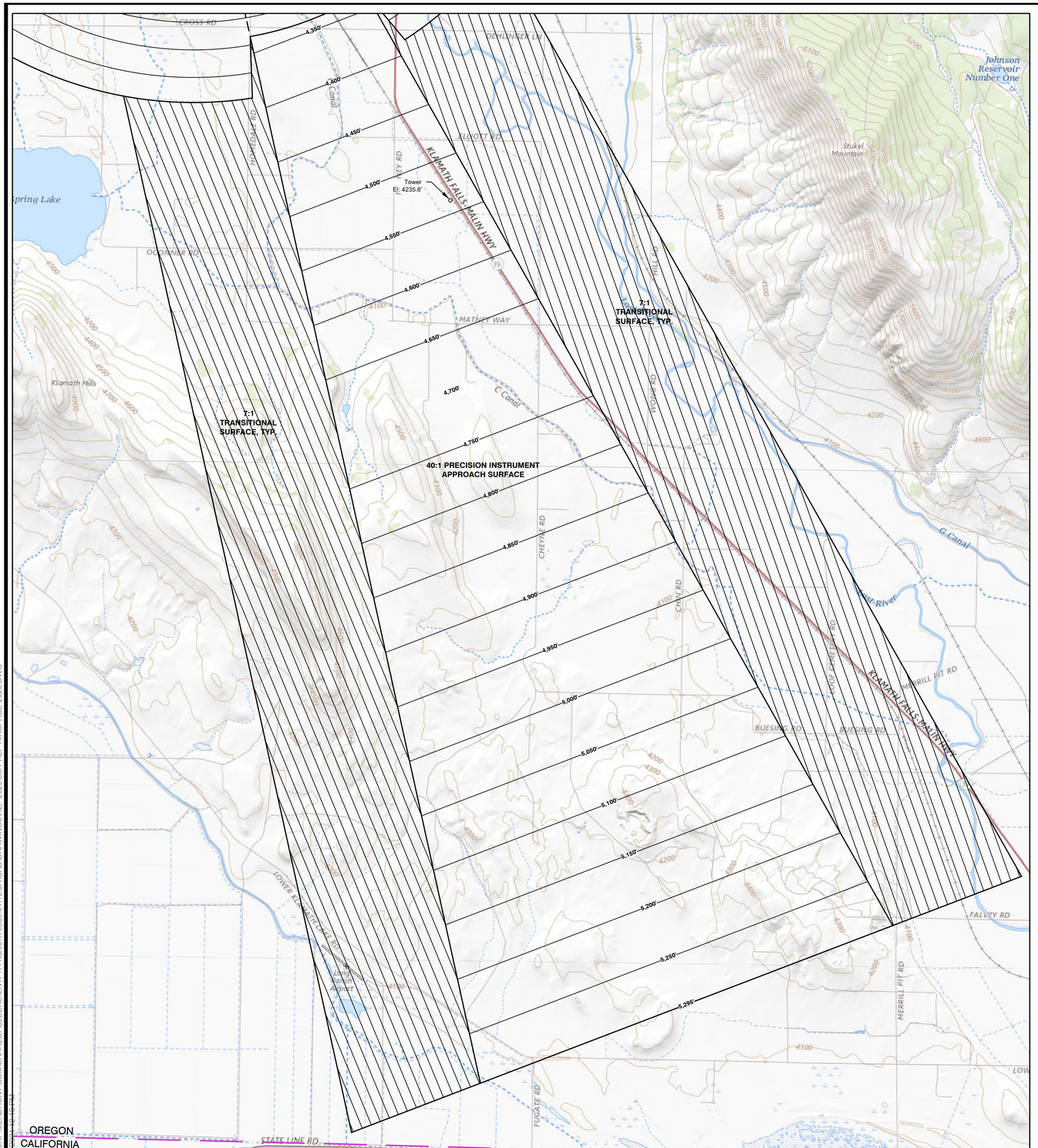
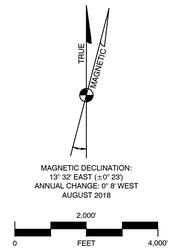
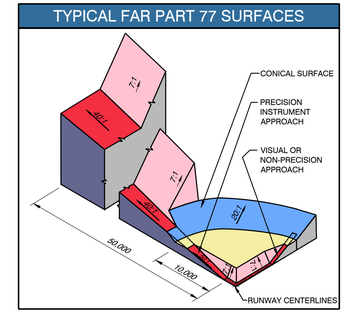




TYPICAL FAR PART 77 SURFACES



LEGEND: PLAN VIEW

- Runway
- Existing Airport Property Boundary
- Future Airport Property Boundary
- Existing Avigation Easement
- State Boundary
- Part 77 Surfaces
- Part 77 Surface Contour
- Threshold Siting Surface
- Glideslope Qualification Surface
- Terrain Contours
- Terrain/Tree Group Penetration

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Horizontal and vertical datum source: Quantum Spatial (December 2018).
- Basemap source: USGS Topographic maps (7.5 Minute Series).
- Airspace surfaces associated with future runway ends and instrument approach procedures are illustrated and analyzed: removal of displaced thresholds on Runway 7/25 and relocating Runway 25 End for a future total length of 5,000'.
- For outer approach plans: see Sheets 5 and 6.
- For close-in obstruction detail near each runway end, see Inner-Approach Plans.
- For departure surfaces, see Sheets 15 and 16.

* To be further studied in individual airspace case.

** Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.

Mead & Hunt

Mead and Hunt, Inc.
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CRATER LAKE KLAMATH REGIONAL AIRPORT

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CRATER LAKE - KLAMATH REGIONAL AIRPORT

KLAMATH FALLS, OREGON

REVISIONS

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: MT
DRAWN BY: TE, DL
CHECKED BY: MT, KM
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SHEET CONTENTS

RUNWAY 32
OUTER
APPROACH PLAN

SHEET NO.

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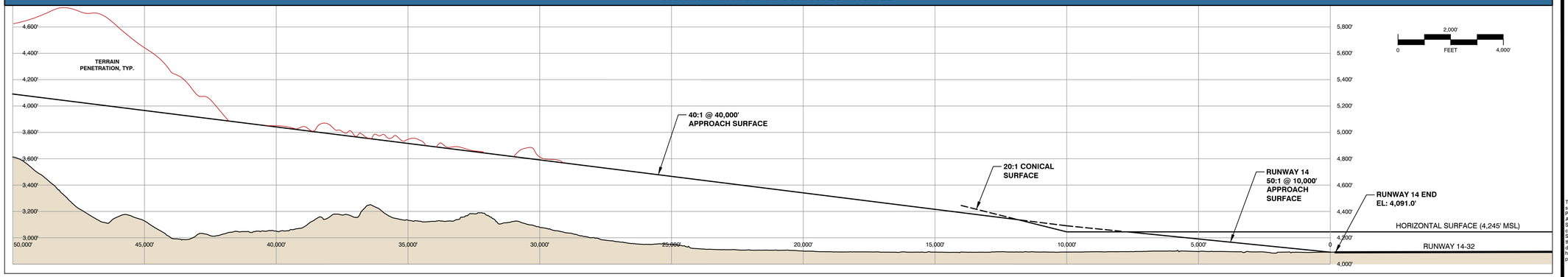
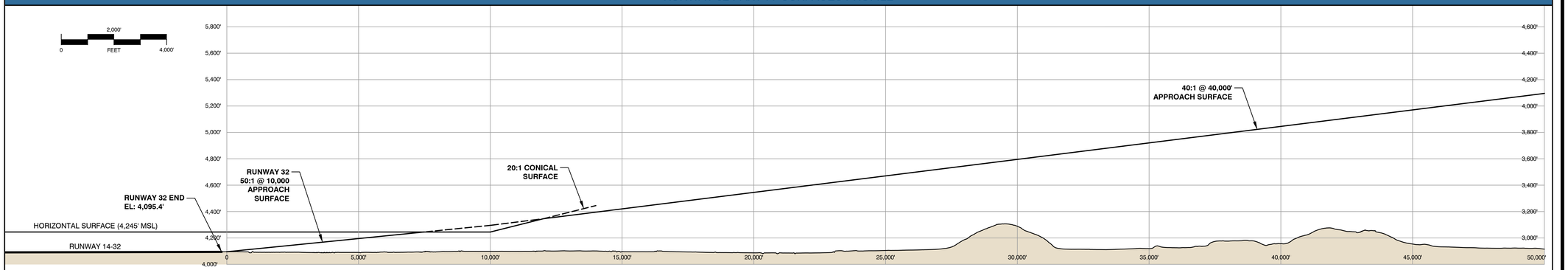
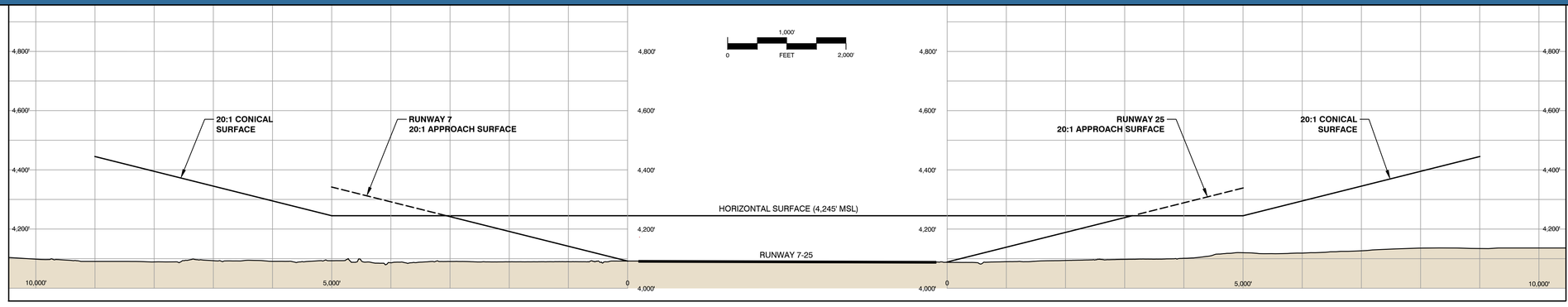
RUNWAY 14 PART 77 SURFACES PROFILE



RUNWAY 32 PART 77 SURFACES PROFILE



RUNWAY 7-25 PART 77 SURFACES PROFILE



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SHEET CONTENTS

PART 77 AIRSPACE PROFILES

SHEET NO.

7 of 22

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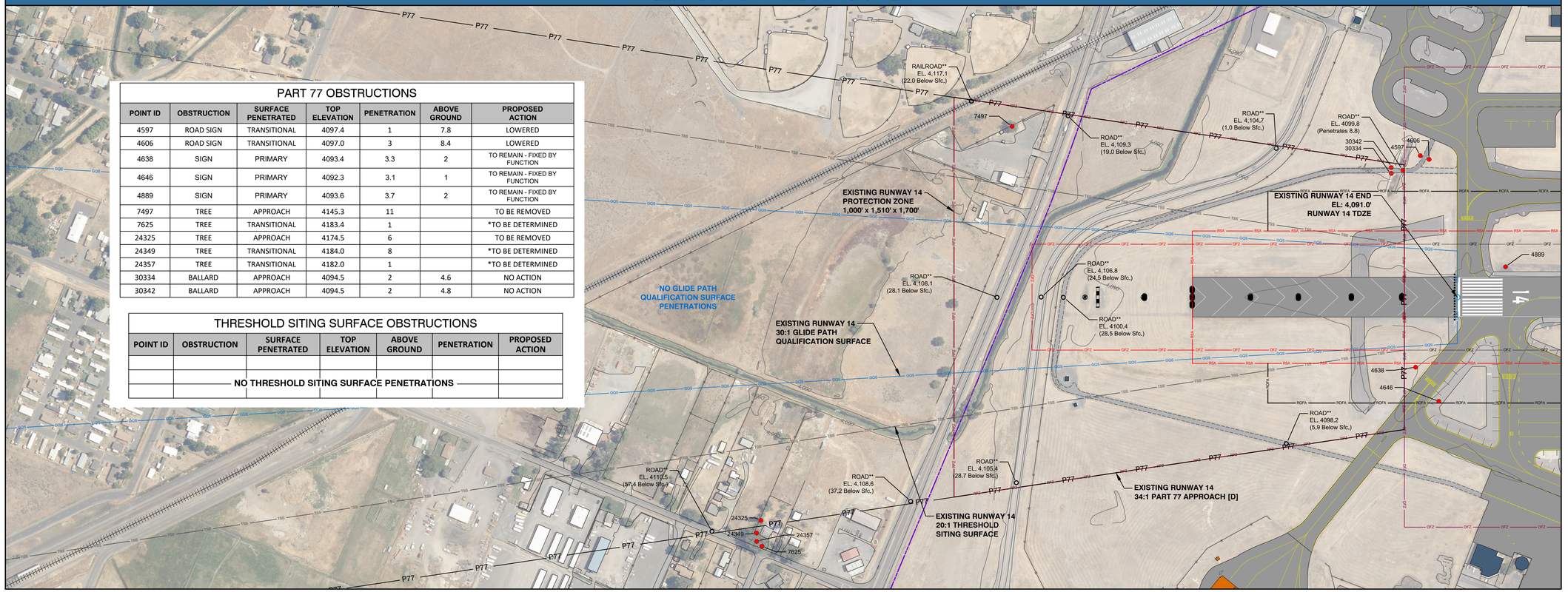
EXISTING RUNWAY 14 INNER APPROACH PLAN

PART 77 OBSTRUCTIONS

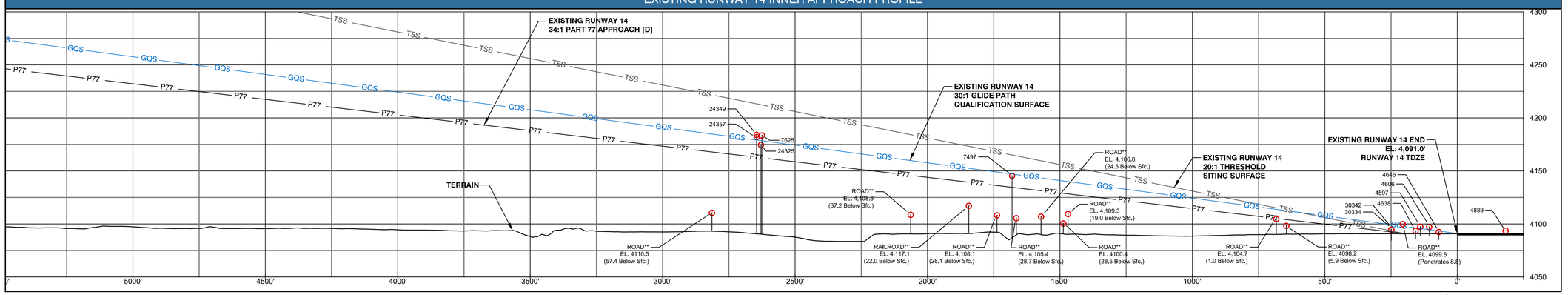
POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	PENETRATION	ABOVE GROUND	PROPOSED ACTION
4597	ROAD SIGN	TRANSITIONAL	4097.4	1	7.8	LOWERED
4606	ROAD SIGN	TRANSITIONAL	4097.0	3	8.4	LOWERED
4638	SIGN	PRIMARY	4093.4	3.3	2	TO REMAIN - FIXED BY FUNCTION
4646	SIGN	PRIMARY	4092.3	3.1	1	TO REMAIN - FIXED BY FUNCTION
4889	SIGN	PRIMARY	4093.6	3.7	2	TO REMAIN - FIXED BY FUNCTION
7497	TREE	APPROACH	4145.3	11		TO BE REMOVED
7625	TREE	TRANSITIONAL	4183.4	1		*TO BE DETERMINED
24325	TREE	APPROACH	4174.5	6		TO BE REMOVED
24349	TREE	TRANSITIONAL	4184.0	8		*TO BE DETERMINED
24357	TREE	TRANSITIONAL	4182.0	1		*TO BE DETERMINED
30334	BALLARD	APPROACH	4094.5	2	4.6	NO ACTION
30342	BALLARD	APPROACH	4094.5	2	4.8	NO ACTION

THRESHOLD SITING SURFACE OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
		NO THRESHOLD SITING SURFACE PENETRATIONS				



EXISTING RUNWAY 14 INNER APPROACH PROFILE



LEGEND

- Airport Property Boundary
- Future Airport Property
- P77 — Part 77 Approach Surface (P77)
- TSS — Threshold Siting Surface (TSS)
- GQS — 30:1 Glide Path Qualification Surface
- Part 77 Obstruction
- Non Penetrating Obstacle
- RPZ — Runway Protection Zone (RPZ)
- RSA — Runway Safety Area (RSA)
- OFZ — Obstacle Free Zone (OFZ)
- Terrain Contours

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
- Horizontal and vertical datum source: Quantum Spatial (December 2018).
- Aerial Source: Quantum Spatial (December 2018).

* To be further studied in individual airspace case.

** Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.

TRUE / MAGNETIC

MAGNETIC DECLINATION:
14° 12' EAST (±0° 22')
ANNUAL CHANGE: 0° 5' WEST
JULY 2020

200' 0 FEET 400'

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KLAMATH FALLS, OREGON

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CHECKED BY:	MT, KM

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SHEET CONTENTS

INNER APPROACH PLAN AND PROFILE RUNWAY 14

SHEET NO.

8 of 22

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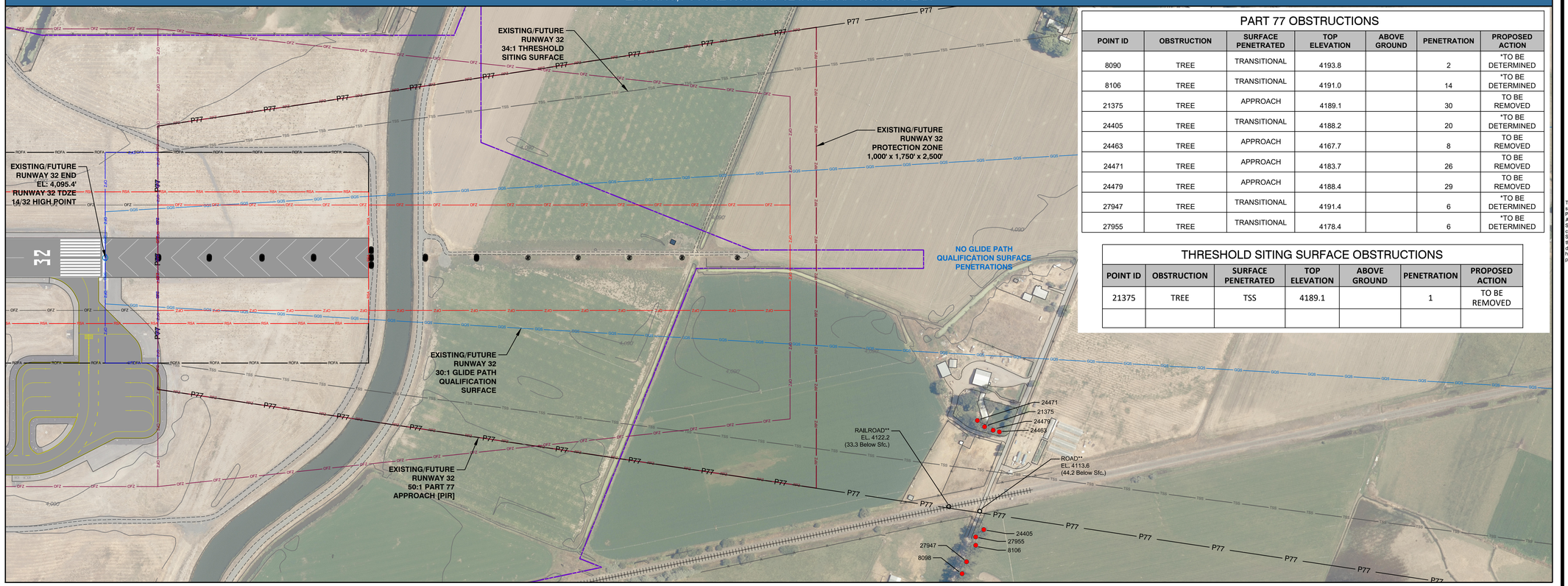
EXISTING/FUTURE RUNWAY 32 INNER APPROACH PLAN



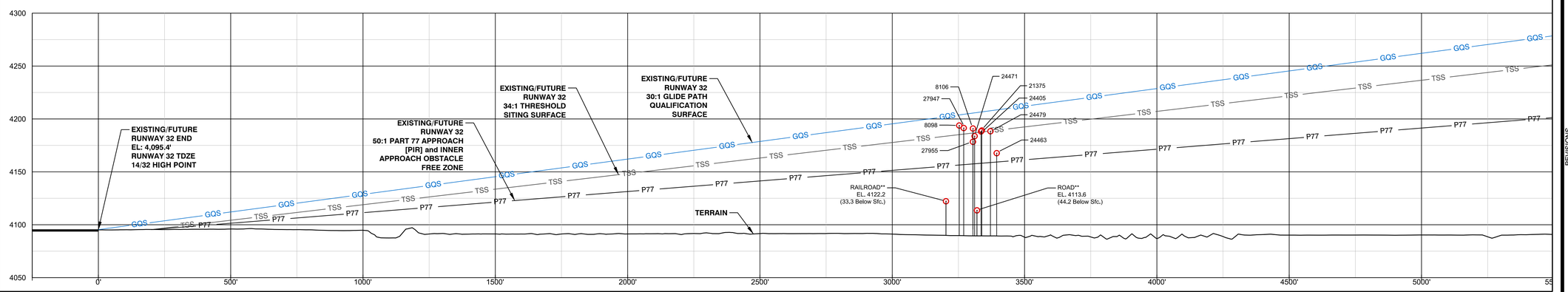
PART 77 OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
8090	TREE	TRANSITIONAL	4193.8		2	*TO BE DETERMINED
8106	TREE	TRANSITIONAL	4191.0		14	*TO BE DETERMINED
21375	TREE	APPROACH	4189.1		30	TO BE REMOVED
24405	TREE	TRANSITIONAL	4188.2		20	*TO BE DETERMINED
24463	TREE	APPROACH	4167.7		8	TO BE REMOVED
24471	TREE	APPROACH	4183.7		26	TO BE REMOVED
24479	TREE	APPROACH	4188.4		29	TO BE REMOVED
27947	TREE	TRANSITIONAL	4191.4		6	*TO BE DETERMINED
27955	TREE	TRANSITIONAL	4178.4		6	*TO BE DETERMINED

THRESHOLD SITING SURFACE OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
21375	TREE	TSS	4189.1		1	TO BE REMOVED

EXISTING/FUTURE RUNWAY 32 INNER APPROACH PROFILE



LEGEND

- Airport Property Boundary
- Future Airport Property
- Part 77 Approach Surface (P77)
- Threshold Siting Surface (TSS)
- 30:1 Glide Path Qualification Surface
- Part 77 Obstruction
- Non Penetrating Obstacle
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NOTES:

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- Aerial Source: Quantum Spatial (December 2018).

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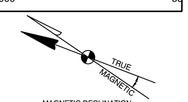

MAGNETIC DECLINATION:
14° 12' EAST (±0° 22')
ANNUAL CHANGE: 0° 5' WEST
JULY 2020



Mead & Hunt

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KLAMATH FALLS, OREGON

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SHEET CONTENTS

INNER APPROACH PLAN AND PROFILE RUNWAY 32

SHEET NO.

9 of 22

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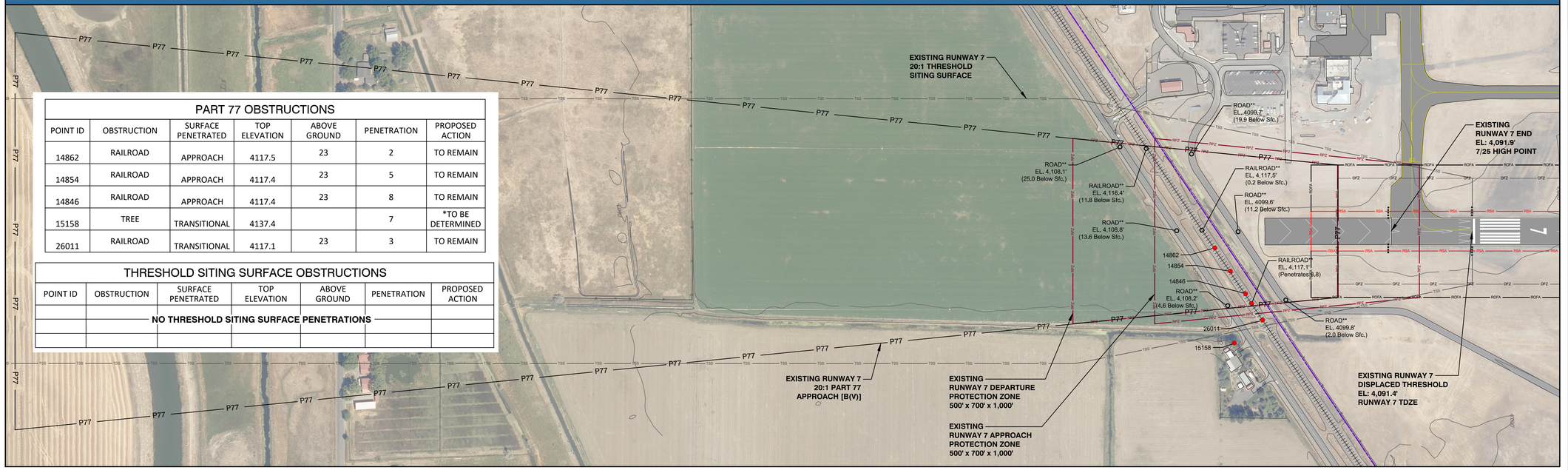
EXISTING RUNWAY 7 INNER APPROACH PLAN

PART 77 OBSTRUCTIONS

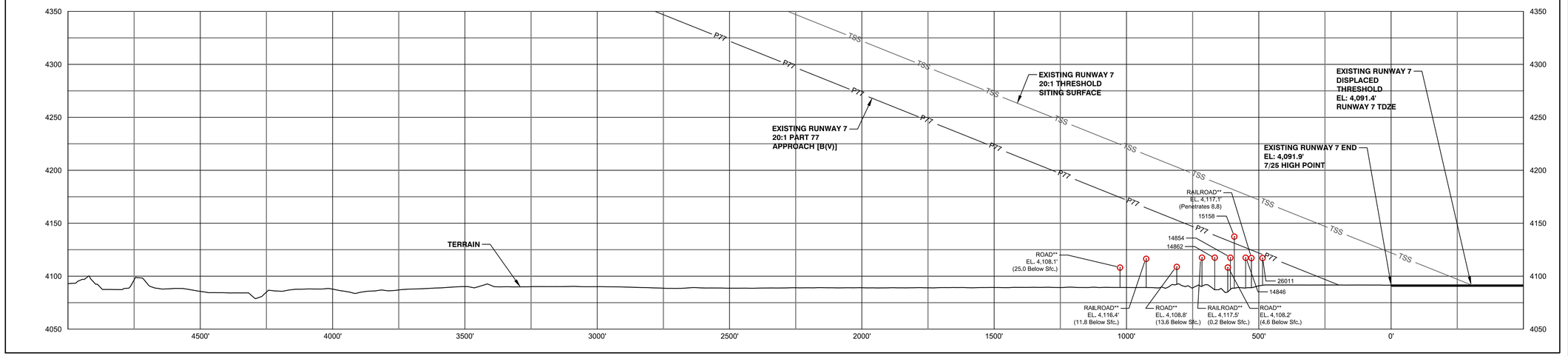
POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
14862	RAILROAD	APPROACH	4117.5	23	2	TO REMAIN
14854	RAILROAD	APPROACH	4117.4	23	5	TO REMAIN
14846	RAILROAD	APPROACH	4117.4	23	8	TO REMAIN
15158	TREE	TRANSITIONAL	4137.4		7	*TO BE DETERMINED
26011	RAILROAD	TRANSITIONAL	4117.1	23	3	TO REMAIN

THRESHOLD SITING SURFACE OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
		NO THRESHOLD SITING SURFACE PENETRATIONS				



EXISTING RUNWAY 7 INNER APPROACH PROFILE



LEGEND:

- Airport Property Boundary
- Future Airport Property
- Part 77 Approach Surface (P77)
- Threshold Siting Surface (TSS)
- Part 77 Obstruction
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SHEET CONTENTS
INNER APPROACH PLAN AND PROFILE RUNWAY 7 EXISTING

SHEET NO.

10 of 22

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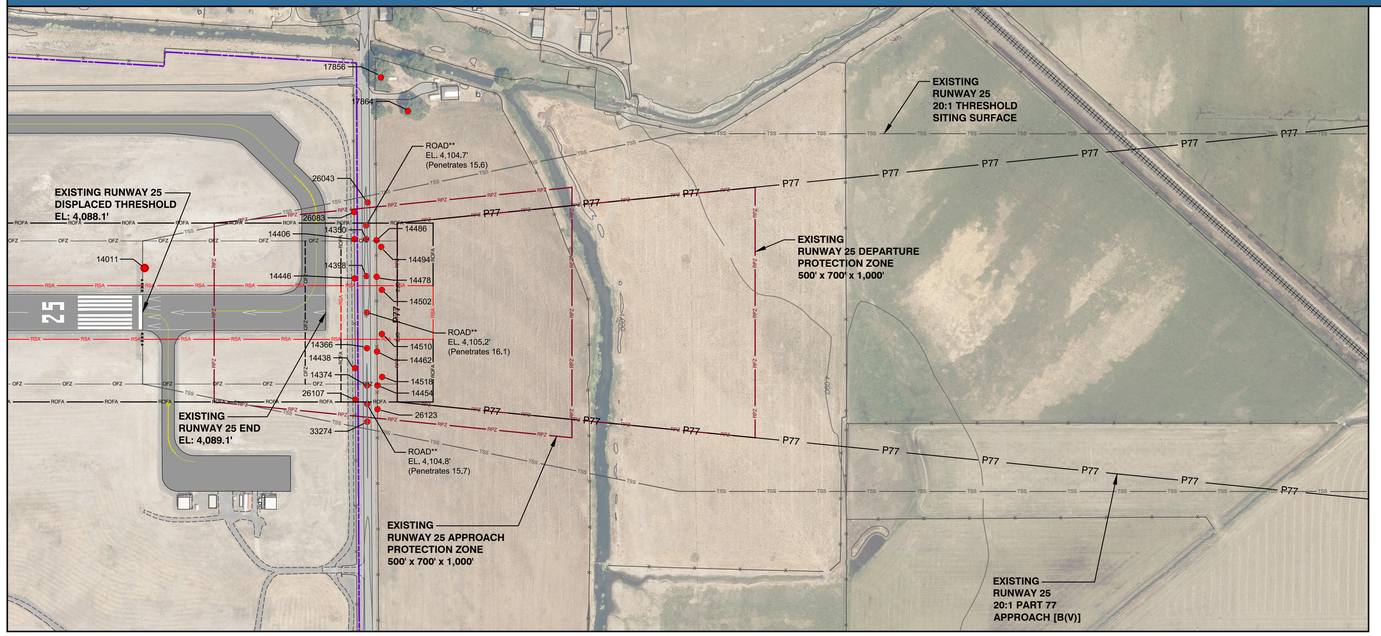
EXISTING RUNWAY 25 INNER APPROACH PLAN



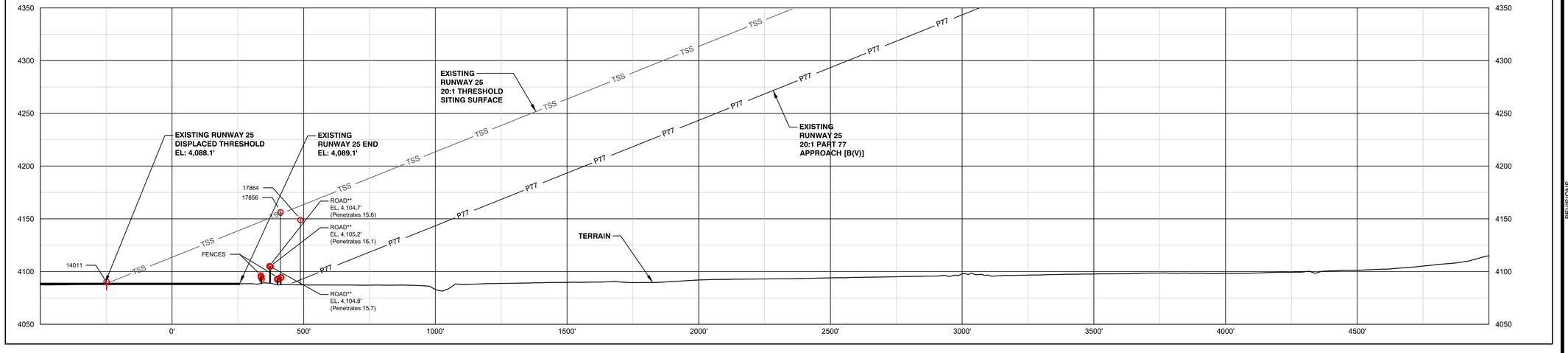
PART 77 OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
14011	FENCE	PRIMARY	4090.4	3.6	1	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14350	ROAD	PRIMARY	4105.1	15	16	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14366	ROAD	PRIMARY	4105.0	15.0	16	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14374	ROAD	PRIMARY	4105.0	15.0	16	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14398	ROAD	PRIMARY	4105.1	15.0	16	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14406	FENCE	PRIMARY	4094.3	6.4	5	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14438	FENCE	PRIMARY	4095.1	7.4	6	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14446	FENCE	PRIMARY	4095.1	7.3	6	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14454	FENCE	PRIMARY	4092.1	4.7	3	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14462	FENCE	PRIMARY	4092.8	5.3	4	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14478	FENCE	PRIMARY	4092.2	5.1	3	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14486	FENCE	PRIMARY	4093.0	5.3	4	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14494	AG. EQUIP.	PRIMARY	4094.5	6.4	5	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14502	AG. EQUIP.	PRIMARY	4094.8	6.9	6	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14510	AG. EQUIP.	PRIMARY	4094.3	6.9	5	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
14518	AG. EQUIP.	PRIMARY	4094.4	7.4	5	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
17856	TREE	TRANSITIONAL	4156.2		9	*TO BE DETERMINED
17864	TREE	TRANSITIONAL	4148.9		14	*TO BE DETERMINED
26043	ROAD	TRANSITIONAL	4104.7	15.0	7	*TO BE DETERMINED
26083	FENCE	TRANSITIONAL	4096.4	7.8	3	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
26107	FENCE	PRIMARY	4092.8	5.2	4	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
26123	FENCE	TRANSITIONAL	4093.2	5.3	1	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
33274	ROAD	TRANSITIONAL	4104.8	15.0	8	TO BE REMOVED WITH FUTURE RWY 25 RELOCATION
	ROAD	PRIMARY	4104.7	15.0	15.6	*TO BE DETERMINED
	ROAD	PRIMARY	4105.2	15.0	16.1	*TO BE DETERMINED
	ROAD	PRIMARY	4104.8	15.0	15.7	*TO BE DETERMINED

THRESHOLD SITING SURFACE OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
14011	FENCE	TSS	4090.4	3.6	1	TO BE RELOCATED

RUNWAY 25 INNER APPROACH PROFILE



LEGEND

- Airport Property Boundary
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- Part 77 Obstruction
- Non Penetrating Obstacle
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NOTES:

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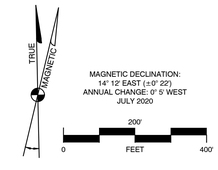

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SHEET CONTENTS
INNER APPROACH PLAN AND PROFILE RUNWAY 25 EXISTING

SHEET NO.
11 of 22

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PART 77 OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
4597	ROAD SIGN	TRANSITIONAL	4097.4	7.8	1	LOWERED
4606	ROAD SIGN	TRANSITIONAL	4097.0	8.4	3	LOWERED
4614	ROAD SIGN	PRIMARY	4094.0	4.4	2	TO REMAIN
4622	ROAD SIGN	PRIMARY	4094.3	4.6	3	TO REMAIN
4638	SIGN	APPROACH	4093.4	3.3	2	TO REMAIN - FIXED BY FUNCTION
4646	SIGN	APPROACH	4092.3	3.1	1	TO REMAIN - FIXED BY FUNCTION
4889	SIGN	APPROACH	4093.6	3.7	2	TO REMAIN - FIXED BY FUNCTION
7297	TREE	APPROACH	4190.3		18	TO BE REMOVED
7305	TREE	APPROACH	4192.8		19	TO BE REMOVED
7345	TREE	APPROACH	4197.8		20	TO BE REMOVED
7353	TREE	APPROACH	4206.5		28	TO BE REMOVED
7361	TREE	APPROACH	4207.6		27	TO BE REMOVED
7369	TREE	APPROACH	4202.2		21	TO BE REMOVED
7497	TREE	APPROACH	4145.3		24	TO BE REMOVED
7545	TREE	TRANSITIONAL	4165.8		8	*TO BE DETERMINED
7625	TREE	TRANSITIONAL	4183.4		32	*TO BE DETERMINED
7641	TREE	TRANSITIONAL	4175.3		22	*TO BE DETERMINED
17888	TREE	APPROACH	4137.9		12	TO BE REMOVED
17912	TREE	APPROACH	4127.6		2	TO BE REMOVED
24309	TREE	APPROACH	4134.1		7	TO BE REMOVED
24317	TREE	APPROACH	4142.0		16	TO BE REMOVED
24325	TREE	APPROACH	4174.5		34	TO BE REMOVED

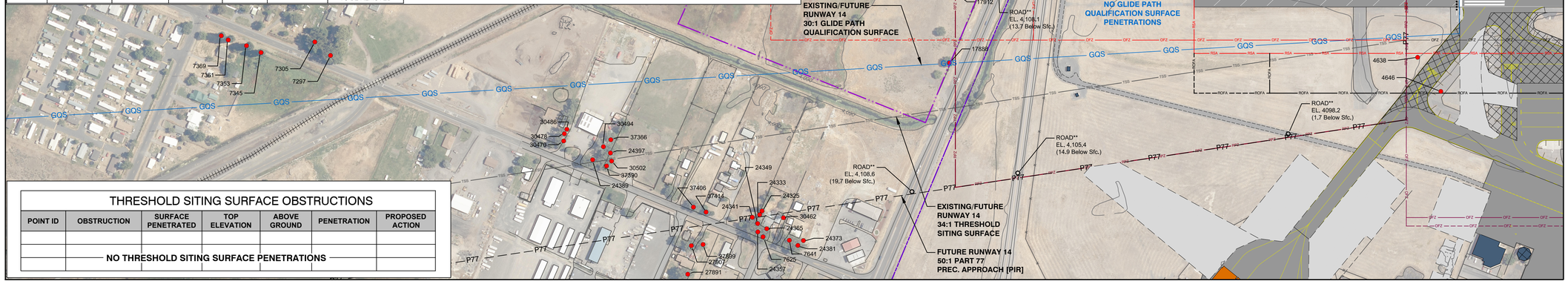
PART 77 OBSTRUCTIONS CONT'D

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
24333	TREE	APPROACH	4169.6		29	TO BE REMOVED
24341	TREE	APPROACH	4155.6		15	TO BE REMOVED
24389	TREE	APPROACH	4173.3		20	TO BE REMOVED
24397	TREE	APPROACH	4172.3		21	TO BE REMOVED
27454	TREE	APPROACH	4131.4		4	TO BE REMOVED
27462	TREE	APPROACH	4132.6		5	TO BE REMOVED
27510	POLE UTIL	APPROACH	4122.0	29	3	TO BE LIGHTED
30334	BALLARD	APPROACH	4094.5	5	2	NO ACTION
30342	BALLARD	APPROACH	4094.5	5	2	NO ACTION
30470	TREE	APPROACH	4168.2		13	TO BE REMOVED
30478	TREE	APPROACH	4166.7		12	TO BE REMOVED
30486	TREE	APPROACH	4166.5		12	TO BE REMOVED
30502	TREE	APPROACH	4163.4		12	TO BE REMOVED
37366	TREE	APPROACH	4158.0		6	TO BE REMOVED
37390	TREE	APPROACH	4152.5		1	TO BE REMOVED
37406	TREE	APPROACH	4155.6		10	TO BE REMOVED
37414	TREE	APPROACH	4147.8		4	TO BE REMOVED
37470	TREE	APPROACH	4129.0		2	TO BE REMOVED
37478	TREE	APPROACH	4131.8		6	TO BE REMOVED
37486	TREE	APPROACH	4127.1		1	TO BE REMOVED

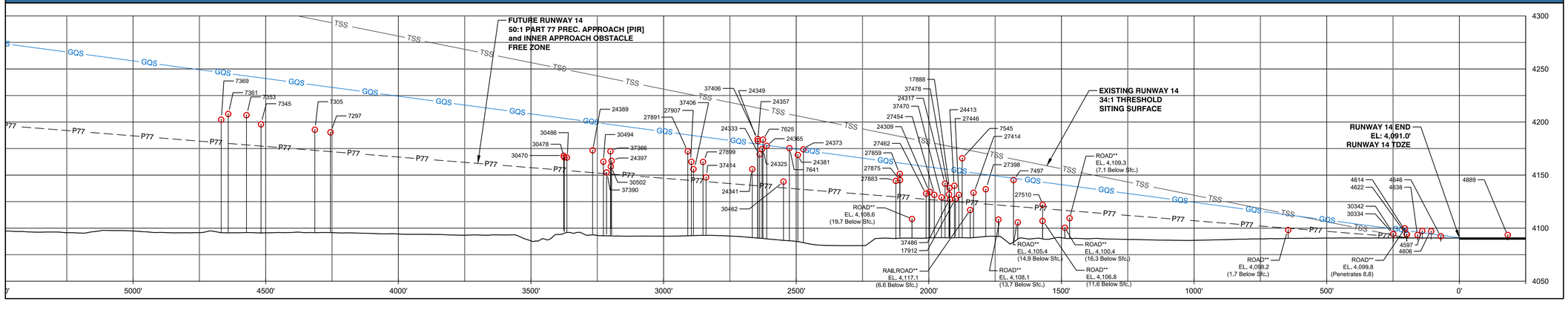
THRESHOLD SITING SURFACE OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
NO THRESHOLD SITING SURFACE PENETRATIONS						

FUTURE RUNWAY 14 INNER APPROACH PLAN



FUTURE RUNWAY 14 INNER APPROACH PROFILE



LEGEND

- Airport Property Boundary
- Future Airport Property
- Part 77 Approach Surface (P77)
- Threshold Siting Surface (TSS)
- 30:1 Glide Path Qualification Surface (GQS)
- Part 77 Obstruction
- Non Penetrating Obstacle
- Runway Protection Zone (RPZ)
- Runway Safety Area (RSA)
- Obstacle Free Zone (OFZ)
- Terrain Contours

NOTES:

- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
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- Aerial Source: Quantum Spatial (December 2018).
- * To be further studied in individual airspace case.
- ** Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.

TRUE / MAGNETIC

MAGNETIC DECLINATION:
14° 12' EAST (±0° 22')
ANNUAL CHANGE: 0° 5' WEST
JULY 2020

200'
0 FEET 400'

Mead & Hunt
Mead and Hunt, Inc.
9600 NE Cascades Parkway,
Suite 100
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CRATER LAKE KLAMATH REGIONAL AIRPORT

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CRATER LAKE - KLAMATH REGIONAL AIRPORT

KLAMATH FALLS, OREGON

REVISIONS

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: MT
DRAWN BY: TE, DL
CHECKED BY: MT, KM
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SHEET CONTENTS
INNER APPROACH PLAN AND PROFILE RUNWAY 14 FUTURE

SHEET NO.
12 of 22

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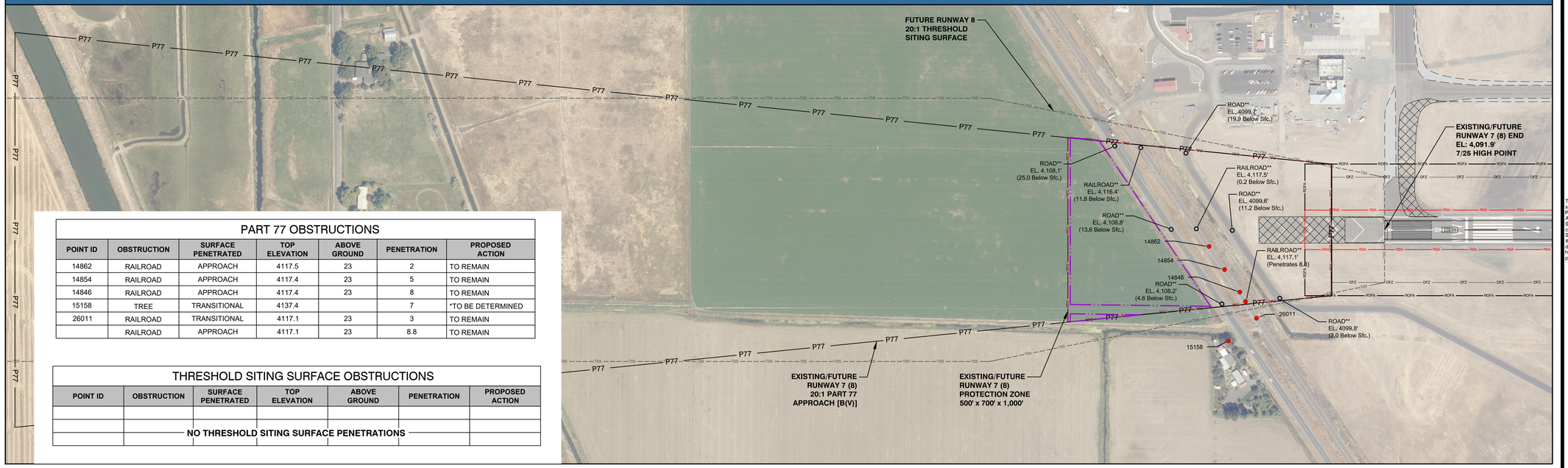
FUTURE RUNWAY 8 INNER APPROACH PLAN



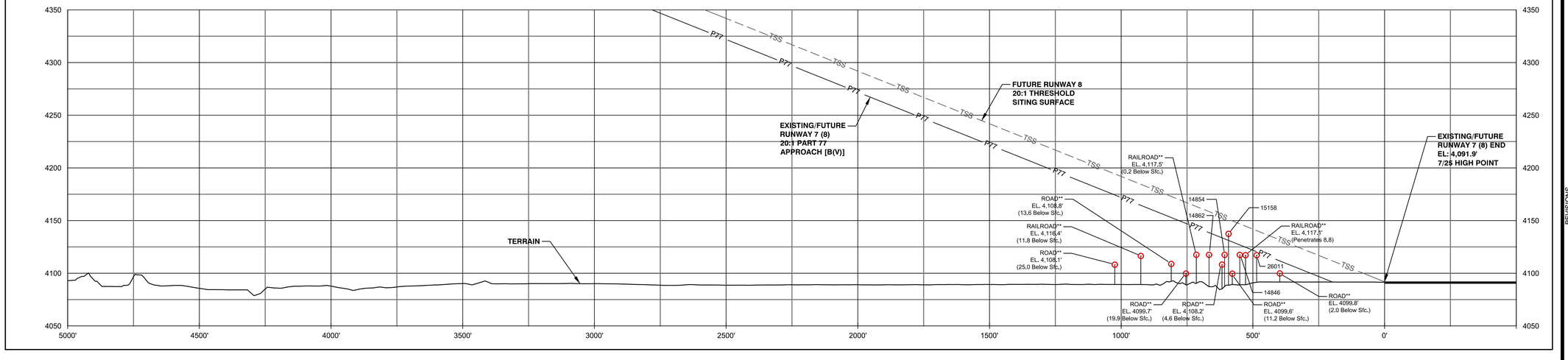
PART 77 OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
14862	RAILROAD	APPROACH	4117.5	23	2	TO REMAIN
14854	RAILROAD	APPROACH	4117.4	23	5	TO REMAIN
14846	RAILROAD	APPROACH	4117.4	23	8	TO REMAIN
15158	TREE	TRANSITIONAL	4137.4		7	*TO BE DETERMINED
26011	RAILROAD	TRANSITIONAL	4117.1	23	3	TO REMAIN
	RAILROAD	APPROACH	4117.1	23	8.8	TO REMAIN

THRESHOLD SITING SURFACE OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
		NO THRESHOLD SITING SURFACE PENETRATIONS				

FUTURE RUNWAY 8 INNER APPROACH PROFILE



LEGEND

- Airport Property Boundary
- Future Airport Property
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- Future Threshold Siting Surface (TSS)
- Part 77 Obstruction
- Non Penetrating Obstacle
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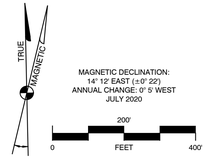

Mead & Hunt

Mead and Hunt, Inc.
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CRATER LAKE - KLAMATH REGIONAL AIRPORT

KLAMATH FALLS, OREGON

REVISIONS

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CHECKED BY: MT, KM
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SHEET CONTENTS
INNER APPROACH PLAN AND PROFILE RUNWAY 7 FUTURE

SHEET NO.
13 of 22

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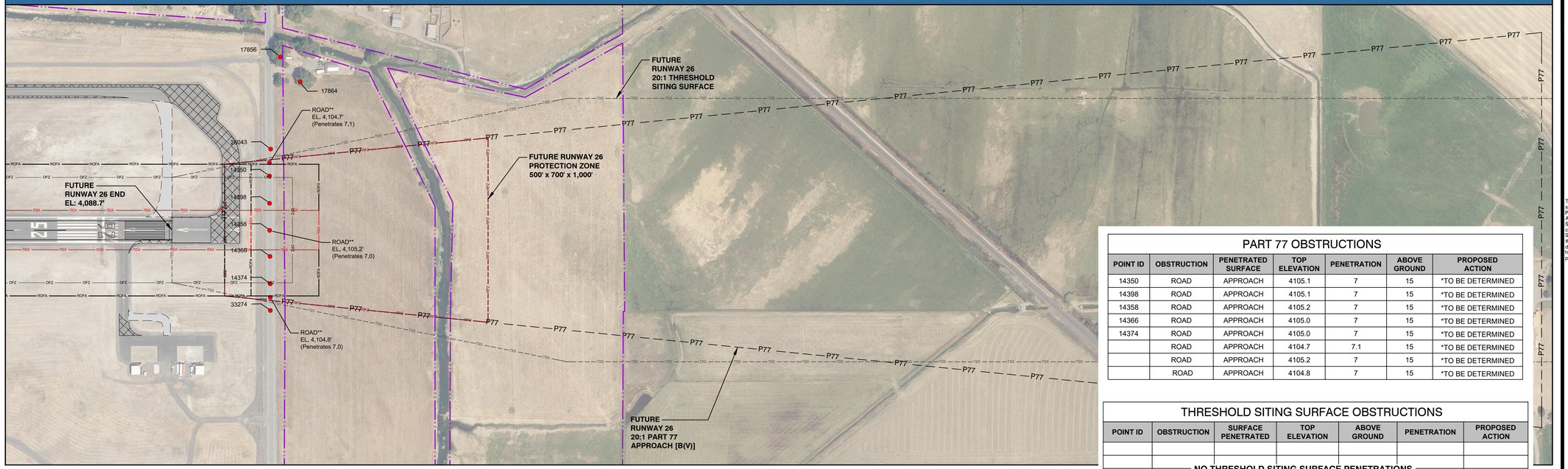
FUTURE RUNWAY 26 INNER APPROACH PLAN



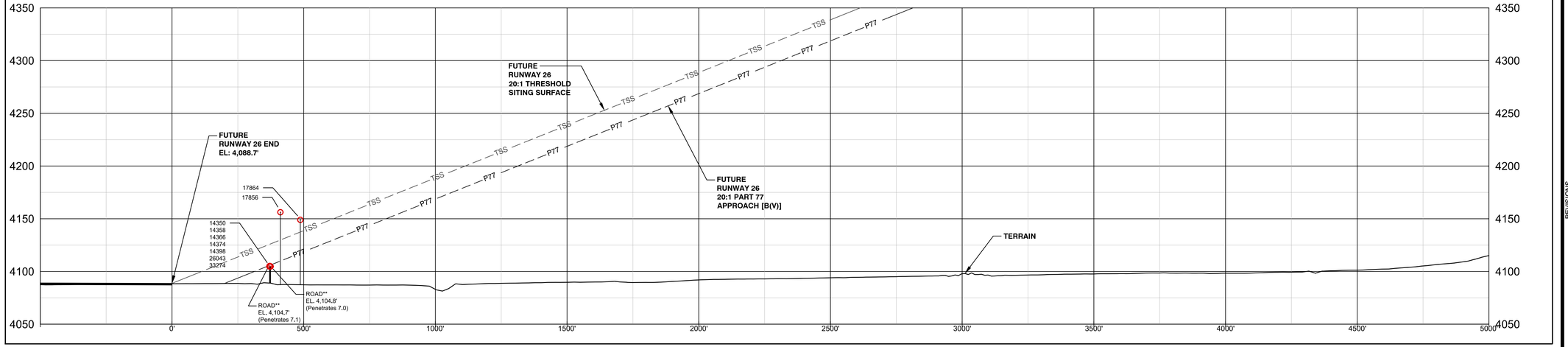
PART 77 OBSTRUCTIONS

POINT ID	OBSTRUCTION	PENETRATED SURFACE	TOP ELEVATION	PENETRATION	ABOVE GROUND	PROPOSED ACTION
14350	ROAD	APPROACH	4105.1	7	15	*TO BE DETERMINED
14398	ROAD	APPROACH	4105.1	7	15	*TO BE DETERMINED
14358	ROAD	APPROACH	4105.2	7	15	*TO BE DETERMINED
14366	ROAD	APPROACH	4105.0	7	15	*TO BE DETERMINED
14374	ROAD	APPROACH	4105.0	7	15	*TO BE DETERMINED
	ROAD	APPROACH	4104.7	7.1	15	*TO BE DETERMINED
	ROAD	APPROACH	4105.2	7	15	*TO BE DETERMINED
	ROAD	APPROACH	4104.8	7	15	*TO BE DETERMINED

THRESHOLD SITING SURFACE OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	ABOVE GROUND	PENETRATION	PROPOSED ACTION
		NO THRESHOLD SITING SURFACE PENETRATIONS				

FUTURE RUNWAY 26 INNER APPROACH PROFILE



LEGEND

- Airport Property Boundary
- Future Airport Property
- Future Part 77 Approach Surface (P77)
- Future Threshold Siting Surface (TSS)
- Part 77 Obstruction
- Non Penetrating Obstacle
- Runway Protection Zone (RPZ)
- Runway Safety Area (RSA)
- Obstacle Free Zone (OFZ)
- Terrain Contours

NOTES:

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MAGNETIC ↄ

MAGNETIC DECLINATION:
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ANNUAL CHANGE: 0° 5' WEST
JULY 2020

200'
0 FEET 400'

Mead & Hunt

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CRATER LAKE - KLAMATH REGIONAL AIRPORT

KLAMATH FALLS, OREGON

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CHECKED BY: MT, KM
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SHEET CONTENTS
INNER APPROACH PLAN AND PROFILE RUNWAY 25 FUTURE

SHEET NO.
14 of 22

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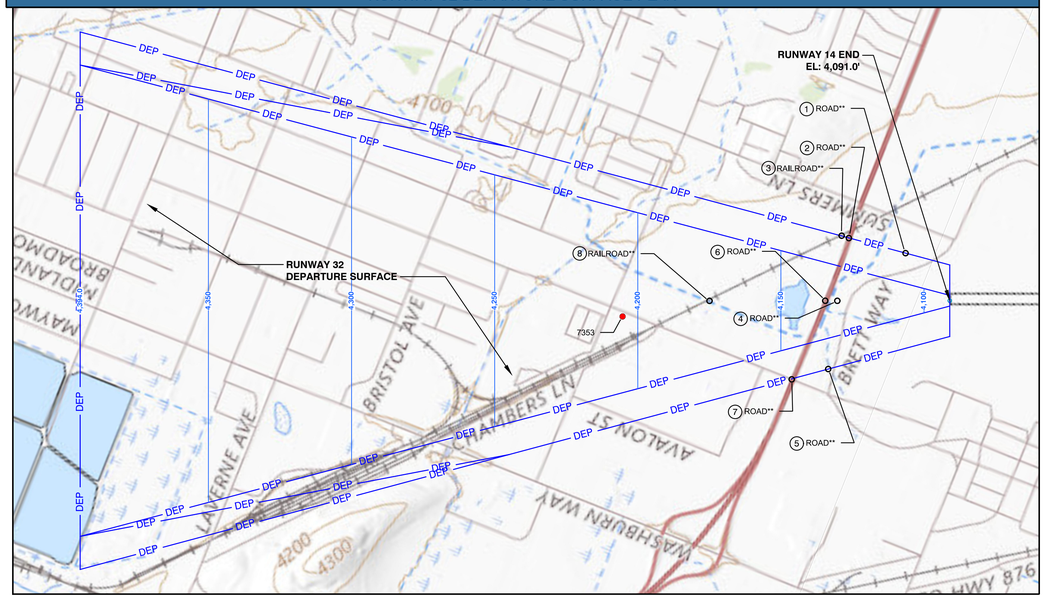
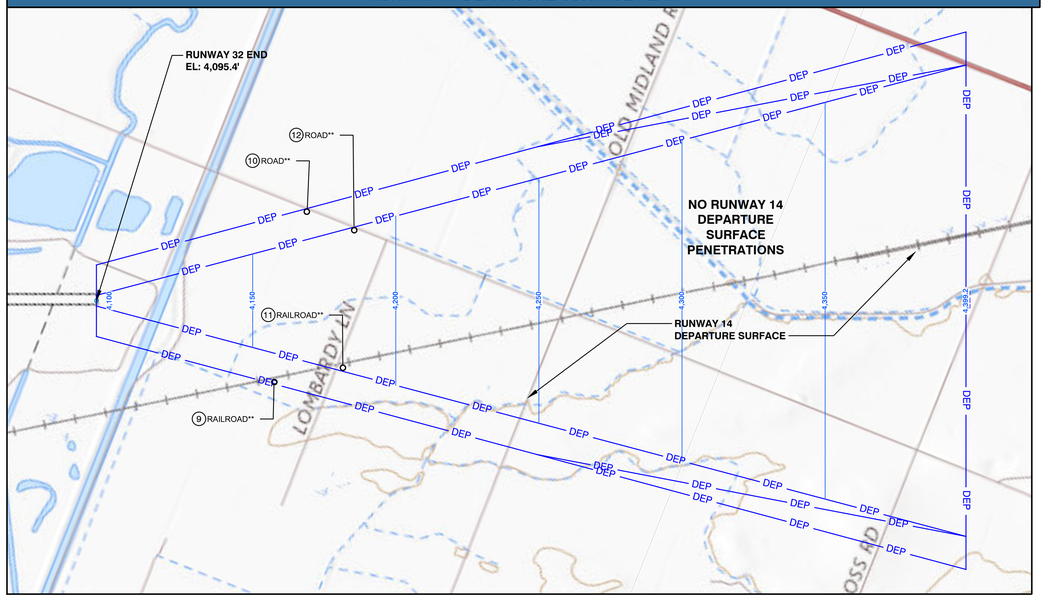
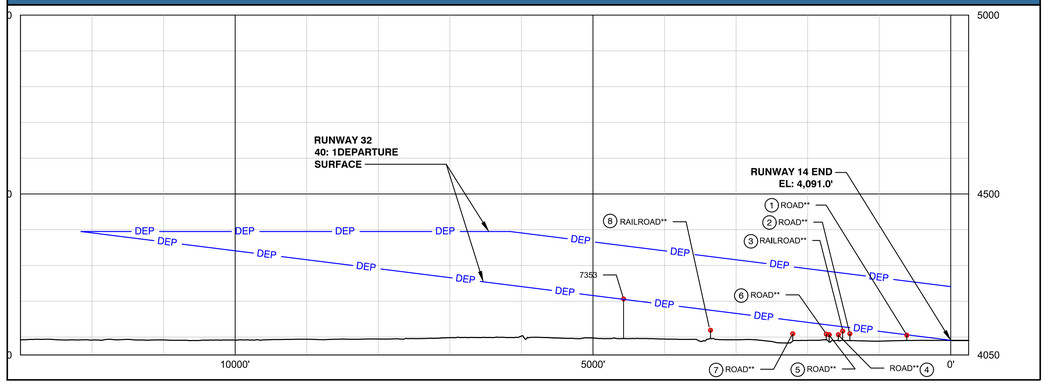
RUNWAY 32 DEPARTURE SURFACE PLAN



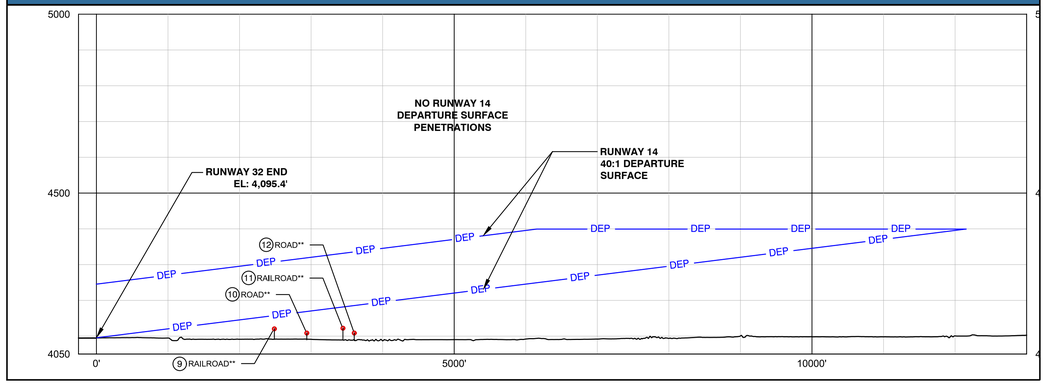
RUNWAY 14 DEPARTURE SURFACE PLAN



RUNWAY 32 DEPARTURE SURFACE PROFILE



RUNWAY 14 DEPARTURE SURFACE PROFILE



RUNWAY 32 DEPARTURE SURFACE OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	PENETRATION	ABOVE GROUND	PROPOSED ACTION
1	ROAD	DEPARTURE	4105.2	-150.5	15	
2	ROAD	DEPARTURE	4109.3	-165.0	15	
3	RAILROAD	DEPARTURE	4116.6	-160.2	23	
4	ROAD	DEPARTURE	4106.8	-23.5	15	
5	ROAD	DEPARTURE	4106.5	-175.0	15	
6	ROAD	DEPARTURE	4108.1	-26.3	15	
7	ROAD	DEPARTURE	4109.2	-184.2	15	
8	RAILROAD	DEPARTURE	4119.0	-55.0	23	
7353	TREE	DEPARTURE	4206.5	1.0		TO BE REMOVED

RUNWAY 14 DEPARTURE SURFACE OBSTRUCTIONS

POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	PENETRATION	ABOVE GROUND	PROPOSED ACTION
9	RAILROAD	DEPARTURE	4120.4	-182.1	23	
10	ROAD	DEPARTURE	4108.7	-203.6	15	
11	RAILROAD	DEPARTURE	4122.2	-59.2	23	
12	ROAD	DEPARTURE	4108.7	-76.7	15	

NO RUNWAY 14 DEPARTURE SURFACE PENETRATIONS

LEGEND:

- Airport Property Boundary
- Departure Surface
- Departure Surface Penetration
- Non Penetrating Obstacle

NOTES:

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- Horizontal and vertical datum source: Quantum Spatial (December 2018).
- Basemap source: USGS Topographic maps (7.5 Minute Series).
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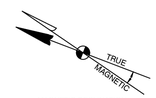

MAGNETIC DECLINATION:
14° 12' EAST (±0° 22')
ANNUAL CHANGE: 0° 5' WEST
JULY 2020



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KLAMATH FALLS, OREGON

REVISIONS

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SHEET CONTENTS

DEPARTURE PLAN AND PROFILE RUNWAY 14-32

SHEET NO.

15 of 22

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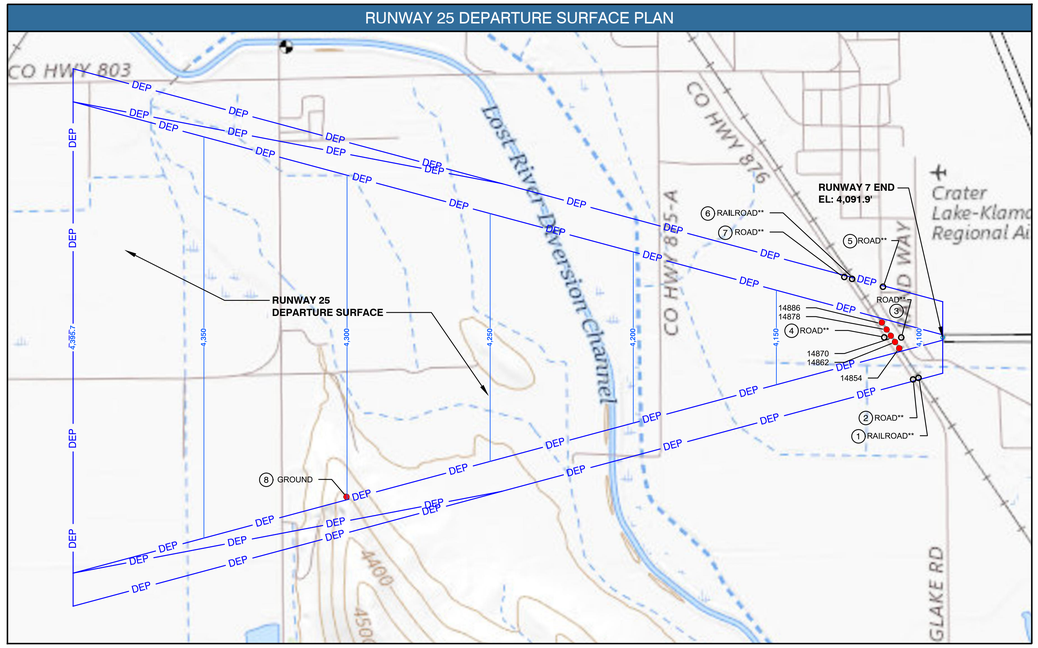
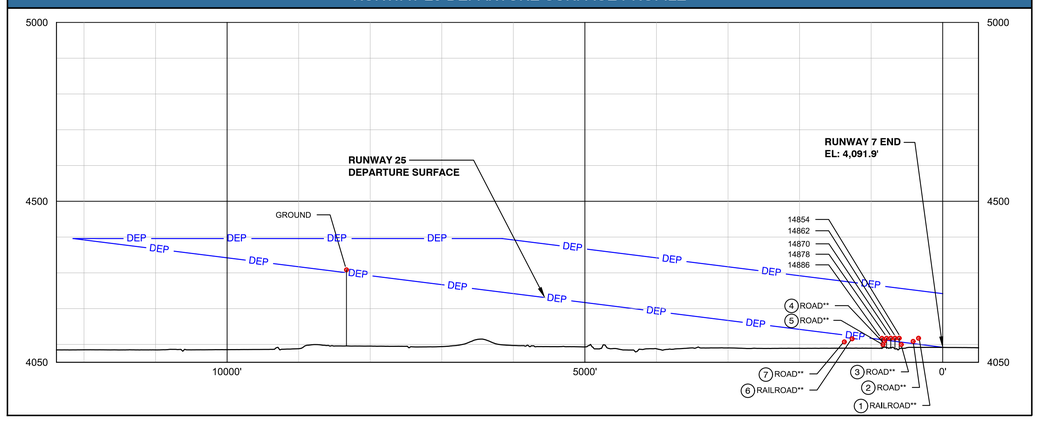
2/2/2021 12:45 PM

RUNWAY 25 DEPARTURE SURFACE OBSTRUCTIONS						
POINT ID	OBSTRUCTION	SURFACE PENETRATED	TOP ELEVATION	PENETRATION	ABOVE GROUND	PROPOSED ACTION
1	RAILROAD	DEPARTURE	4117.2	-130.0	23	
2	ROAD	DEPARTURE	4108.4	-141.7	15	
3	ROAD	DEPARTURE	4099.6	-6.7	10	
4	ROAD	DEPARTURE	4109.0	-3.3	15	
5	ROAD	DEPARTURE	4099.5	-156.9	10	
6	RAILROAD	DEPARTURE	4115.6	-150.5	23	
7	ROAD	DEPARTURE	4107.1	-161.0	15	
8	GROUND	DEPARTURE	4308.5	8.0		NO ACTION
14854	RAILROAD	DEPARTURE	4117.4	10.1	23	TO REMAIN
14862	RAILROAD	DEPARTURE	4117.5	8.6	23	TO REMAIN
14870	RAILROAD	DEPARTURE	4117.3	7.2	23	TO REMAIN
14878	RAILROAD	DEPARTURE	4117.1	5.4	23	TO REMAIN
14886	RAILROAD	DEPARTURE	4116.9	3.3	23	TO REMAIN

RUNWAY 25 DEPARTURE SURFACE PLAN



RUNWAY 25 DEPARTURE SURFACE PROFILE



LEGEND:

- Airport Property Boundary
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- Departure Surface Penetration
- Non Penetrating Obstacle

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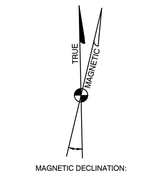

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0 FEET 2,000'

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SHEET CONTENTS

DEPARTURE PLAN AND PROFILE RUNWAY 25

SHEET NO.

16 of 22

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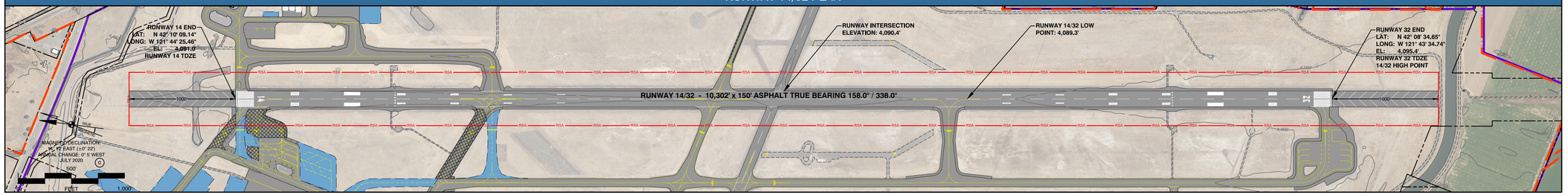
RUNWAY 14/32 PLAN



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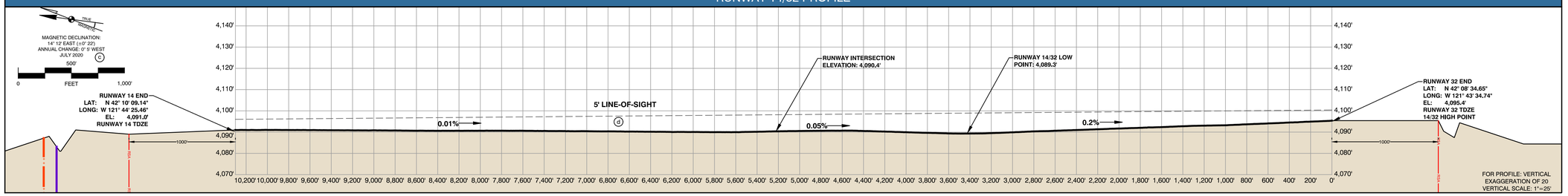
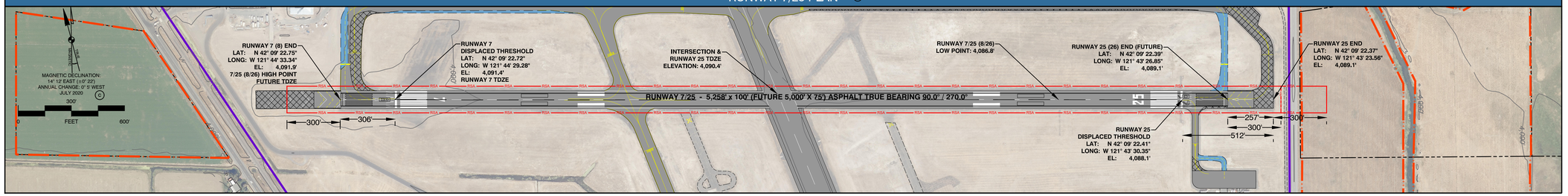
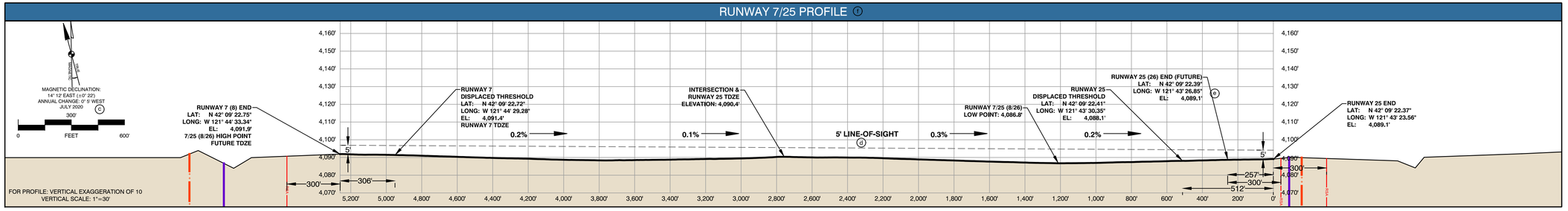


RUNWAY 7/25 PLAN (f)



RUNWAY 7/25 PROFILE (f)



PLAN LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
UNUSABLE PAVEMENT		N/A
PAVEMENT TO BE REMOVED (AIRFIELD)	N/A	
AIRPORT PROPERTY		
EASEMENT		N/A
RUNWAY SAFETY AREA (RSA)	RSA	RSA
AIRPORT SERVICE ROAD		
TERRAIN CONTOUR	2400	N/A

PROFILE LEGEND

	EXISTING	FUTURE
RUNWAY		N/A
AIRPORT PROPERTY		
5' LINE-OF-SIGHT		N/A
RUNWAY SAFETY AREA (RSA)	RSA	RSA

ALP & RUNWAY PROFILE NOTES

(a) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A Change 1, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.

(b) All coordinates NAD83 and all elevations NAVD88. Horizontal and vertical datum source: AGIS Survey (Quantum, December 2018).

(c) Magnetic Declination source: National Geophysical Data Center, July 2020.

(d) Line of sight standards along individual runways: Runways with a Full Parallel Taxiway: Any point 5 feet above Runways centerline must be mutually visible with any other point 5 feet above runway centerline that is located at a distance that is less than one half the length of the runway. Runways without a Full Parallel Taxiway: Any point 5 feet above Runways centerline must be mutually visible with any other point 5 feet above runway centerline.

(e) Future Runway 26 end elevation is based on surveyed runway centerline (Quantum, December 2018). Design should consider clear line-of-sight requirements.

(f) The runway landing designations of 7/25 will change to 8/26.

Mead & Hunt

Mead and Hunt, Inc.
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CRATER LAKE KLAMATH REGIONAL AIRPORT

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CRATER LAKE - KLAMATH REGIONAL AIRPORT

KLAMATH FALLS, OREGON

REVISIONS

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: MT
DRAWN BY: TE, DL
CHECKED BY: MT, KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

RUNWAY CENTERLINE PROFILES

SHEET NO.

17 of 22

NOT FOR CONSTRUCTION

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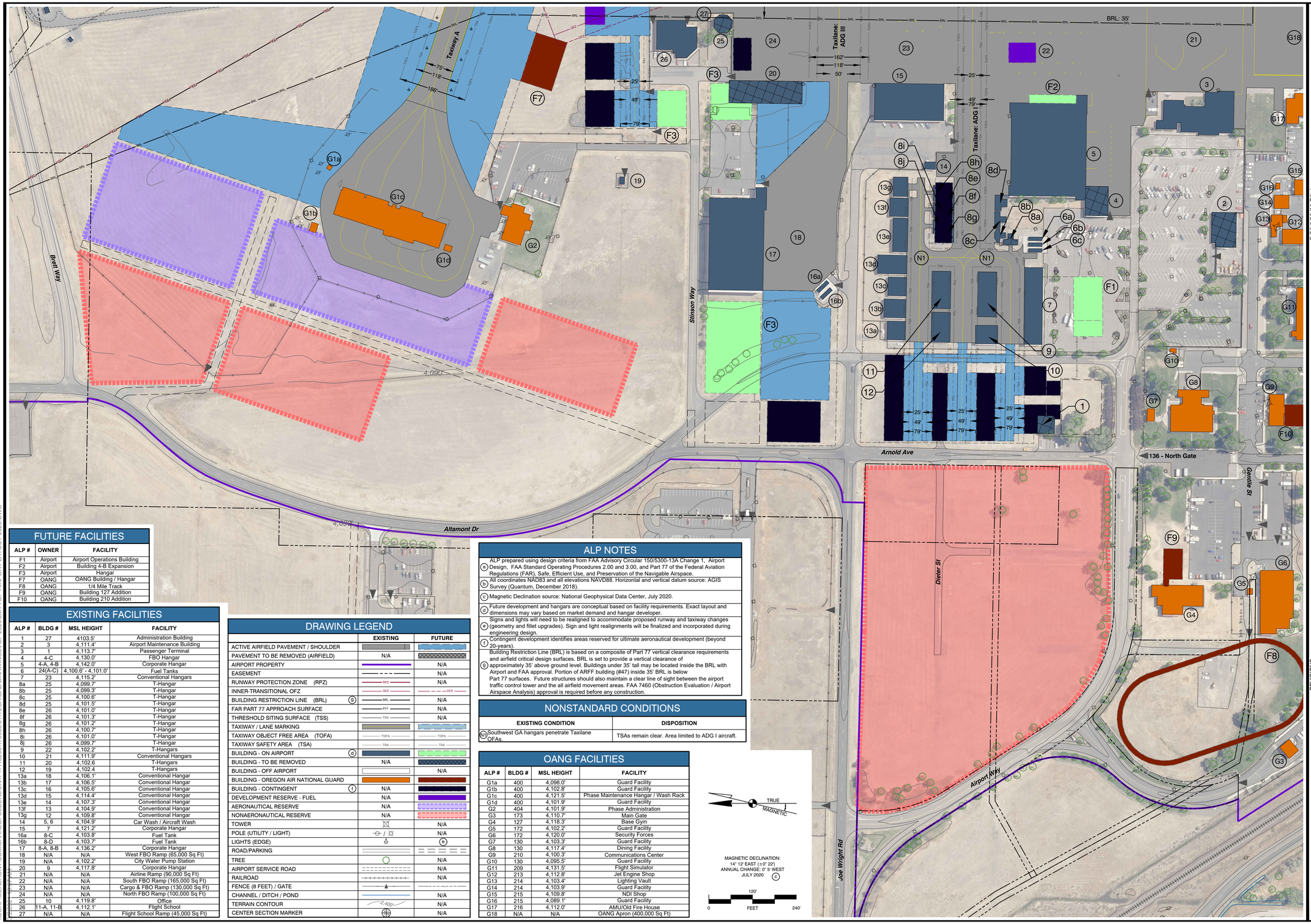

FUTURE FACILITIES

ALP #	OWNER	FACILITY
F1	Airport	Airport Operations Building
F2	Airport	Building 4-B Expansion
F3	Airport	Hangar
F7	OANG	OANG Building / Hangar
F8	OANG	1/4 Mile Track
F9	OANG	Building 127 Addition
F10	OANG	Building 210 Addition

EXISTING FACILITIES

ALP #	BLDG #	MSL HEIGHT	FACILITY
1	27	4103.5'	Administration Building
2	3	4,111.4'	Airport Maintenance Building
3	1	4,113.7'	Passenger Terminal
4	4-C	4,130.0'	FBO Hangar
5	4-A, 4-B	4,142.0'	Corporate Hangar
6	24(A-C)	4,100.6' - 4,101.0'	Fuel Tanks
7	23	4,115.2'	Conventional Hangars
8a	25	4,099.7'	T-Hangar
8b	25	4,099.3'	T-Hangar
8c	25	4,100.6'	T-Hangar
8d	25	4,101.5'	T-Hangar
8e	26	4,101.0'	T-Hangar
8f	26	4,101.3'	T-Hangar
8g	26	4,101.2'	T-Hangar
8h	26	4,100.7'	T-Hangar
8i	26	4,101.0'	T-Hangar
8j	26	4,099.7'	T-Hangar
9	22	4,102.2'	T-Hangars
10	21	4,111.9'	Conventional Hangars
11	20	4,102.6	T-Hangars
12	19	4,102.4	T-Hangars
13a	18	4,106.1'	Conventional Hangar
13b	17	4,106.5'	Conventional Hangar
13c	16	4,105.6'	Conventional Hangar
13d	15	4,114.4'	Conventional Hangar
13e	14	4,107.3'	Conventional Hangar
13f	13	4,104.9'	Conventional Hangar
13g	12	4,109.8'	Conventional Hangar
14	5, 6	4,104.9'	Car Wash / Aircraft Wash
15	7	4,121.2'	Corporate Hangar
16a	8-C	4,103.8'	Fuel Tank
16b	8-D	4,103.7'	Fuel Tank
17	8-A, 8-B	4,136.2'	Corporate Hangar
18	N/A	N/A	West FBO Ramp (65,000 Sq Ft)
19	N/A	4,102.2'	City Water Pump Station
20	9	4,117.8'	Corporate Hangar
21	N/A	N/A	Airline Ramp (90,000 Sq Ft)
22	N/A	N/A	South FBO Ramp (165,000 Sq Ft)
23	N/A	N/A	Cargo & FBO Ramp (130,000 Sq Ft)
24	N/A	N/A	North FBO Ramp (100,000 Sq Ft)
25	10	4,119.8'	Office
26	11-A, 11-B	4,112.1'	Flight School
27	N/A	N/A	Flight School Ramp (45,000 Sq Ft)

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
PAVEMENT TO BE REMOVED (AIRFIELD)	N/A	
AIRPORT PROPERTY		N/A
EASEMENT		N/A
RUNWAY PROTECTION ZONE (RPZ)	RPZ	N/A
INNER-TRANSITIONAL OFZ	OFZ	OFZ
BUILDING RESTRICTION LINE (BRL) (g)	BRL	N/A
FAR PART 77 APPROACH SURFACE	P77	N/A
THRESHOLD SITING SURFACE (TSS)	TSS	N/A
TAXIWAY / LANE MARKING		
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA
TAXIWAY SAFETY AREA (TSA)	TSA	TSA
BUILDING - ON AIRPORT (d)		
BUILDING - TO BE REMOVED	N/A	
BUILDING - OFF AIRPORT		N/A
BUILDING - OREGON AIR NATIONAL GUARD		
BUILDING - CONTINGENT (f)	N/A	
DEVELOPMENT RESERVE - FUEL	N/A	
AERONAUTICAL RESERVE	N/A	
NONAERONAUTICAL RESERVE	N/A	
TOWER		N/A
POLE (UTILITY / LIGHT)	/	N/A
LIGHTS (EDGE)		(e)
ROAD/PARKING		
TREE		N/A
AIRPORT SERVICE ROAD		N/A
RAILROAD		N/A
FENCE (8 FEET) / GATE		
CHANNEL / DITCH / POND		N/A
TERRAIN CONTOUR	2,400	N/A
CENTER SECTION MARKER		N/A

ALP NOTES

(a) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A Change 1, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.

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(f) Contingent development identifies areas reserved for ultimate aeronautical development (beyond 20-years).

(g) Building Restriction Line (BRL) is based on a composite of Part 77 vertical clearance requirements and airfield critical design surfaces. BRL is set to provide a vertical clearance of approximately 35' above ground level. Buildings under 35' tall may be located inside the BRL with Airport and FAA approval. Portion of ARFF building (#47) inside 35' BRL is below Part 77 surfaces. Future structures should also maintain a clear line of sight between the airport traffic control tower and the all airfield movement areas. FAA 7460 (Obstruction Evaluation / Airport Airspace Analysis) approval is required before any construction.

NONSTANDARD CONDITIONS

	EXISTING CONDITION	DISPOSITION
(N1)	Southwest GA hangars penetrate Taxilane OFAs.	TSAs remain clear. Area limited to ADG I aircraft.

OANG FACILITIES

ALP #	BLDG #	MSL HEIGHT	FACILITY
G1a	400	4,098.0'	Guard Facility
G1b	400	4,102.8'	Guard Facility
G1c	400	4,121.5'	Phase Maintenance Hangar / Wash Rack
G1d	400	4,101.9'	Guard Facility
G2	404	4,101.9'	Phase Administration
G3	173	4,110.7'	Main Gate
G4	127	4,118.3'	Base Gym
G5	172	4,102.2'	Guard Facility
G6	172	4,120.0'	Security Forces
G7	130	4,103.3'	Guard Facility
G8	130	4,117.4'	Dining Facility
G9	210	4,100.3'	Communications Center
G10	130	4,095.5'	Guard Facility
G11	209	4,131.5'	Flight Simulator
G12	213	4,112.8'	Jet Engine Shop
G13	214	4,103.4'	Lighting Vault
G14	214	4,103.9'	Guard Facility
G15	215	4,109.8'	NDI Shop
G16	215	4,089.1'	Guard Facility
G17	216	4,112.0'	AMU/Old Fire House
G18	N/A	N/A	OANG Apron (400,000 Sq Ft)

TRUE / MAGNETIC

MAGNETIC DECLINATION:
14° 12' EAST (±0° 22')
ANNUAL CHANGE: 0° 5' WEST
JULY 2020 (c)

0 120' 240' FEET

Mead & Hunt

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CRATER LAKE KLAMATH REGIONAL AIRPORT

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CRATER LAKE - KLAMATH REGIONAL AIRPORT

KLAMATH FALLS, OREGON

REVISIONS

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: MT
DRAWN BY: TE, DL
CHECKED BY: MT, KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

BUILDING AREA PLAN - NORTHWEST

SHEET NO.

18 of 22

NOT FOR CONSTRUCTION

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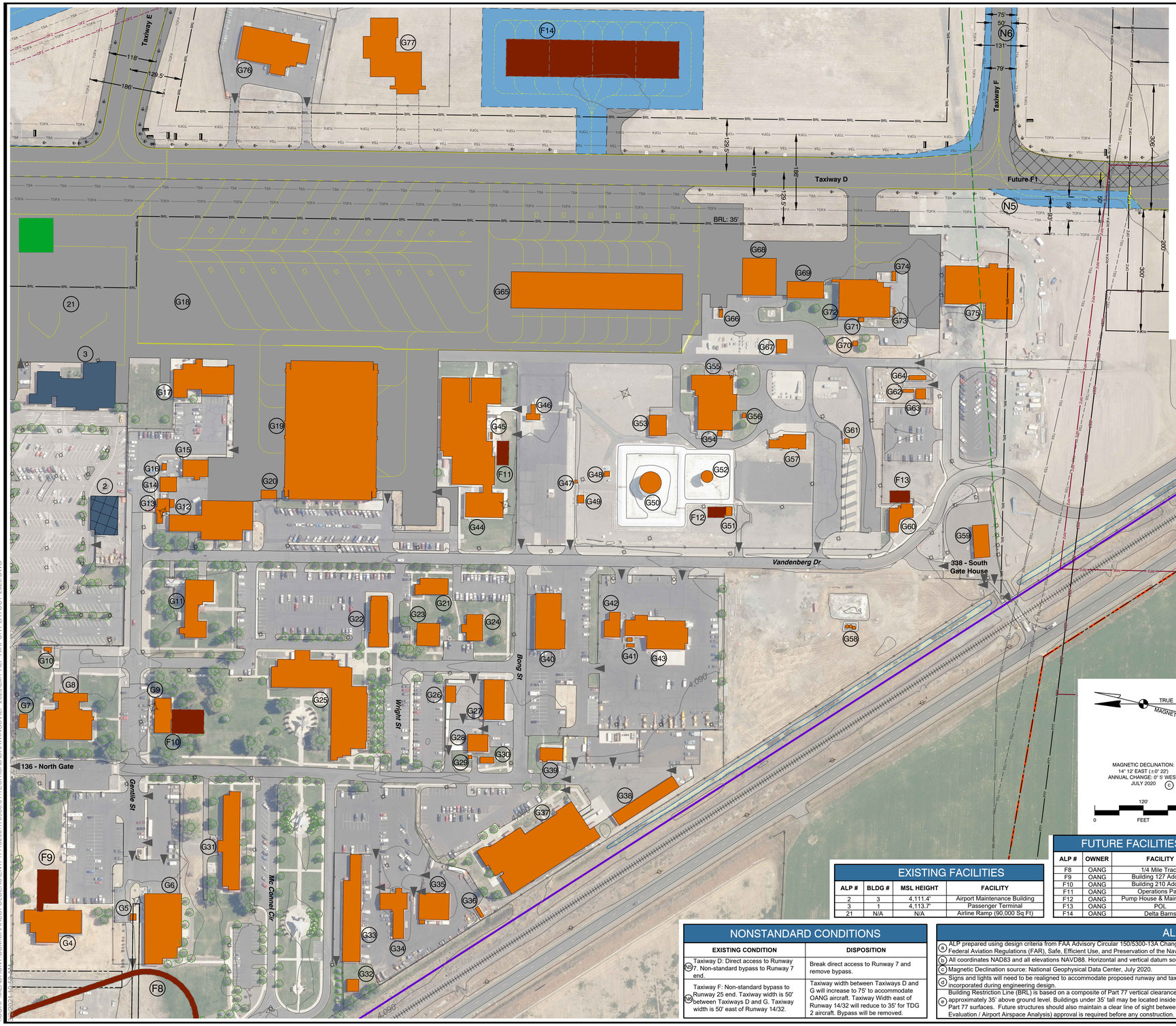

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
PAVEMENT TO BE REMOVED (AIRFIELD)	N/A	
AIRPORT PROPERTY		
EASEMENT		N/A
RUNWAY SAFETY AREA (RSA)	RSA	N/A
RUNWAY PROTECTION ZONE (RPZ)	RPZ	N/A
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	N/A
OBSTACLE FREE ZONE (OFZ)	OFZ	N/A
INNER-TRANSITIONAL OFZ	OFZ	OFZ
BUILDING RESTRICTION LINE (BRL) (e)	BRL	N/A
FAR PART 77 APPROACH SURFACE	P77	N/A
ATCT LINE OF SIGHT		N/A
THRESHOLD SITING SURFACE (TSS)	TSS	TSS
TAXIWAY / LANE MARKING		
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA
TAXIWAY SAFETY AREA (TSA)	TSA	TSA
BUILDING - ON AIRPORT		N/A
BUILDING - TO BE REMOVED	N/A	
BUILDING - OREGON AIR NATIONAL GUARD		
DEVELOPMENT RESERVE - DEICING	N/A	
TOWER		N/A
POLE (UTILITY / LIGHT)		N/A
LIGHTS (EDGE)		(d)
RUNWAY / TAXIWAY SIGN		(d)
ROAD/PARKING		N/A
TREE		N/A
RAILROAD		N/A
FENCE (8 FEET) / GATE		N/A
CHANNEL / DITCH / POND		N/A
TERRAIN CONTOUR	2,400	N/A

OANG FACILITIES

ALP #	BLDG #	MSL HEIGHT	FACILITY
G4	127	4,118.3'	Base Gym
G5	172	4,102.2'	Guard Facility
G6	172	4,120.0'	Security Forces
G7	130	4,103.3'	Guard Facility
G8	130	4,117.4'	Dining Facility
G9	210	4,100.3'	Communications Center
G10	130	4,095.5'	Guard Facility
G11	209	4,131.5'	Flight Simulator
G12	213	4,112.8'	Jet Engine Shop
G13	214	4,103.4'	Lighting Vault
G14	214	4,103.9'	Guard Facility
G15	215	4,109.8'	NDI Shop
G16	215	4,089.1'	Guard Facility
G17	216	4,112.0'	AMU/Old Fire House
G18	N/A	N/A	OANG Apron (400,000 Sq Ft)
G19	219	4,149.4'	Hangar Maintenance
G20	219	4,108.1'	Guard Facility
G21	230	4,103.6'	Parachute Shop
G22	229	4,115.1'	Base Theater
G23	231	4,101.6'	Photo Lab
G24	242	4,101.3'	Shadow Control
G25	211	4,117.5'	Wing HQ/Medical Clinic
G26	239	4,100.2'	Guard Facility
G27	239	4,108.7'	ARNG / Shipping
G28	238	4,112.0'	Army National Guard
G29	238	4,101.8'	Guard Facility
G30	238	4,100.7'	Guard Facility
G31	208	4,120.4'	Camp Troop / Billeting
G32	222	4,102.3'	Gas Mask Training
G33	220	4,105.3'	CE Shops
G34	221	4,111.1'	CE Administration
G35	234	4,109.3'	CE Storage
G36	234	4,102.7'	Guard Facility
G37	223	4,119.7'	Supply Warehouse
G38	224	4,108.6'	Outside Storage Shed
G39	226	4,107.8'	Hazmat Pharmacy
G40	302	4,113.2'	BX
G41	303	4,101.1' - 4,104.2'	Guard Facility
G42	303	4,112.5'	Guard Facility
G43	303	4,122.0'	Vehicle Wash Rack
G44	243	4,131.1'	Squadron Operations
G45	243	4,096.2'	Guard Facility
G46	3031	4,111.3'	Fill Stand
G47	330	4,102.2'	Guard Facility
G48	330	4,098.9'	Guard Facility
G49	306	4,097.5'	POL Pump House
G50	313	4,141.7'	Guard Facility
G51	313	4,100.9'	POL Utility Vault
G52	313	4,133.6'	Guard Facility
G53	307	4,111.5'	Tire Shop
G54	331	4,098.7'	Guard Facility
G55	331	4,106.8'	Avionics Shop
G56	331	4,101.0'	Guard Facility
G57	311	4,105.2'	Drivers Shed
G58	310	4,096.6' - 4,096.7'	Guard Facility
G59	310	4,110.7'	Guard Facility
G60	310	4,105.6'	Fuels Administration and Lab
G61	310	4,100.8'	Guard Facility
G62	310	4,098.6'	Guard Facility
G63	310	4,101.3'	Guard Facility
G64	310	4,098.7'	Guard Facility
G65	325	4,130.8'	Aircraft Shelter
G66	332	4,100.6'	Guard Facility
G67	332	4,104.2'	Guard Facility
G68	332	4,123.6'	AGE Shop
G69	334	4,112.4'	AGE Storage
G70	333	4,098.9'	Guard Facility
G71	333	4,098.7'	Guard Facility
G72	333	4,121.3'	Fuel Tank Maintenance
G73	333	4,100.8'	Guard Facility
G74	333	4,099.7'	Guard Facility
G75	333	4,118.6'	ARFF
G76	500	4,101.0'	Weapons Release
G77	500	N/A	Corrosion Control Hangar

EXISTING FACILITIES

ALP #	BLDG #	MSL HEIGHT	FACILITY
2	3	4,111.4'	Airport Maintenance Building
3	1	4,113.7'	Passenger Terminal
21	N/A	N/A	Airline Ramp (90,000 Sq Ft)

FUTURE FACILITIES

ALP #	OWNER	FACILITY
F8	OANG	1/4 Mile Track
F9	OANG	Building 127 Addition
F10	OANG	Building 210 Addition
F11	OANG	Operations Patio
F12	OANG	Pump House & Maintenance
F13	OANG	POL
F14	OANG	Delta Barns

NONSTANDARD CONDITIONS

EXISTING CONDITION	DISPOSITION
(N7) Taxiway D: Direct access to Runway 7. Non-standard bypass to Runway 7 end.	Break direct access to Runway 7 and remove bypass.
(N8) Taxiway F: Non-standard bypass to Runway 25 end. Taxiway width is 50' between Taxiways D and G. Taxiway width is 50' east of Runway 14/32.	Taxiway width between Taxiways D and G will increase to 75' to accommodate OANG aircraft. Taxiway Width east of Runway 14/32 will reduce to 35' for TDG 2 aircraft. Bypass will be removed.

ALP NOTES

(a) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A Change 1, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.

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(c) Magnetic Declination source: National Geophysical Data Center, July 2020.

(d) Signs and lights will need to be realigned to accommodate proposed runway and taxiway changes (geometry and fillet upgrades). Sign and light realignments will be finalized and incorporated during engineering design.

(e) Building Restriction Line (BRL) is based on a composite of Part 77 vertical clearance requirements and airfield critical design surfaces. BRL is set to provide a vertical clearance of approximately 35' above ground level. Buildings under 35' tall may be located inside the BRL with Airport and FAA approval. Portion of ARFF building (#47) inside 35' BRL is below Part 77 surfaces. Future structures should also maintain a clear line of sight between the airport traffic control tower and the all airfield movement areas. FAA 7460 (Obstruction Evaluation / Airport Airspace Analysis) approval is required before any construction.

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KLAMATH FALLS, OREGON

REVISIONS

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: MT
DRAWN BY: TE, DL
CHECKED BY: MT, KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

BUILDING AREA PLAN - WEST

SHEET NO.

19 of 22

NOT FOR CONSTRUCTION

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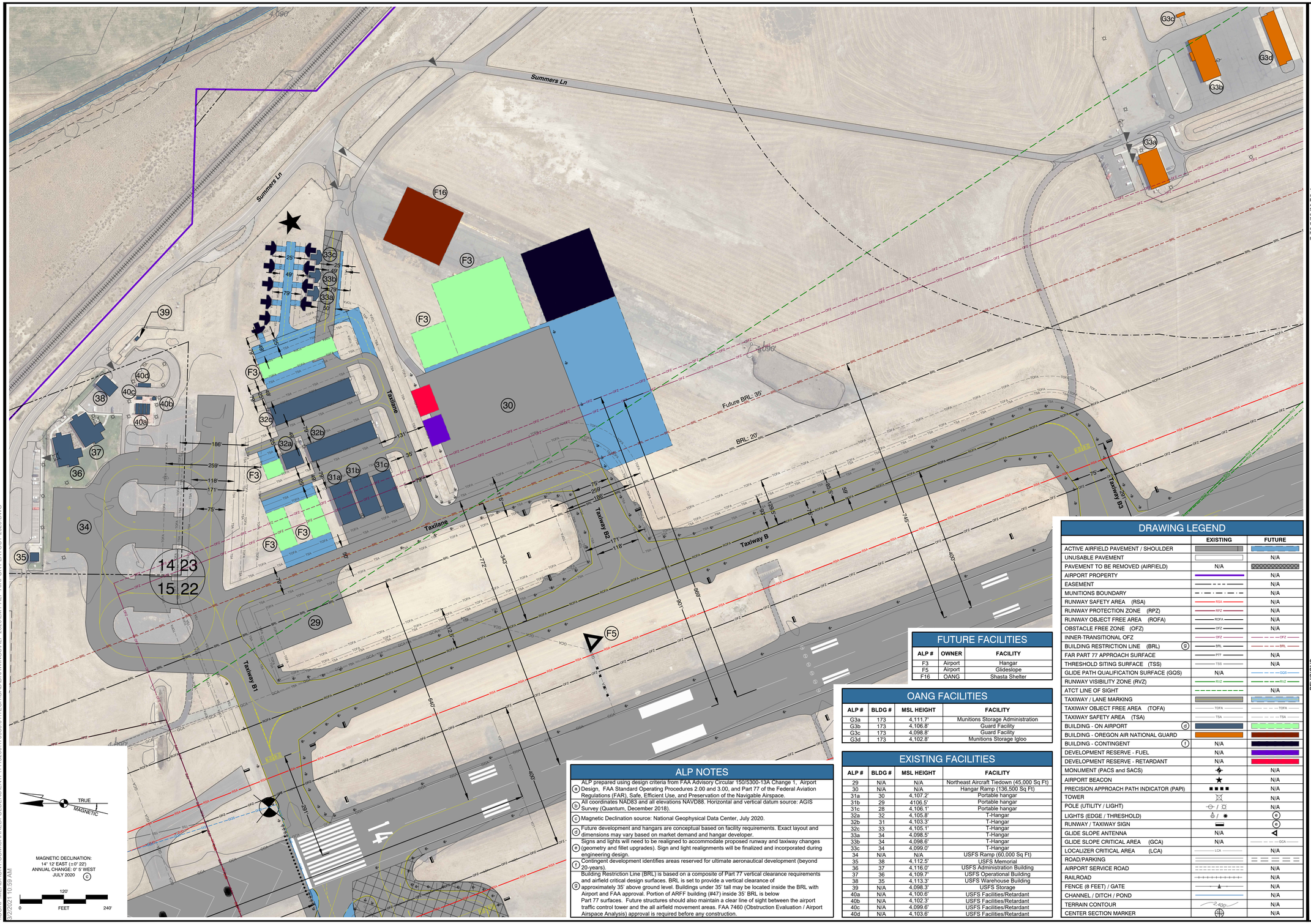

TRUE
MAGNETIC

MAGNETIC DECLINATION:
14° 12' EAST (±0° 22')
ANNUAL CHANGE: 0° 5' WEST
JULY 2020 (c)

120'
0 FEET 240'

ALP NOTES

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FUTURE FACILITIES

ALP #	OWNER	FACILITY
F3	Airport	Hangar
F5	Airport	Glideslope
F16	OANG	Shasta Shelter

OANG FACILITIES

ALP #	BLDG #	MSL HEIGHT	FACILITY
G3a	173	4,111.7'	Munitions Storage Administration
G3b	173	4,106.8'	Guard Facility
G3c	173	4,098.8'	Guard Facility
G3d	173	4,102.8'	Munitions Storage Igloo

EXISTING FACILITIES

ALP #	BLDG #	MSL HEIGHT	FACILITY
29	N/A	N/A	Northeast Aircraft Tiedown (45,000 Sq Ft)
30	N/A	N/A	Hangar Ramp (136,500 Sq Ft)
31a	30	4,107.2'	Portable hangar
31b	29	4106.5'	Portable hangar
31c	28	4,106.1'	Portable hangar
32a	32	4,105.8'	T-Hangar
32b	31	4,103.3'	T-Hangar
32c	33	4,105.1'	T-Hangar
33a	34	4,098.5'	T-Hangar
33b	34	4,098.6'	T-Hangar
33c	34	4,099.0'	T-Hangar
34	N/A	N/A	USFS Ramp (60,000 Sq Ft)
35	38	4,112.5'	USFS Memorial
36	37	4,116.0'	USFS Administration Building
37	36	4,109.7'	USFS Operational Building
38	35	4,113.3'	USFS Warehouse Building
39	N/A	4,098.3'	USFS Storage
40a	N/A	4,100.6'	USFS Facilities/Retardant
40b	N/A	4,102.3'	USFS Facilities/Retardant
40c	N/A	4,099.6'	USFS Facilities/Retardant
40d	N/A	4,103.6'	USFS Facilities/Retardant

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
UNUSABLE PAVEMENT		N/A
PAVEMENT TO BE REMOVED (AIRFIELD)	N/A	
AIRPORT PROPERTY		N/A
EASEMENT		N/A
MUNITIONS BOUNDARY		N/A
RUNWAY SAFETY AREA (RSA)	RSA	N/A
RUNWAY PROTECTION ZONE (RPZ)	RPZ	N/A
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	N/A
OBSTACLE FREE ZONE (OFZ)	OFZ	N/A
INNER-TRANSITIONAL OFZ	OFZ	OFZ
BUILDING RESTRICTION LINE (BRL) (g)	BRL	BRL
FAR PART 77 APPROACH SURFACE	P77	N/A
THRESHOLD SITING SURFACE (TSS)	TSS	N/A
GLIDE PATH QUALIFICATION SURFACE (GQS)	N/A	GQS
RUNWAY VISIBILITY ZONE (RVZ)	RVZ	RVZ
ATCT LINE OF SIGHT		N/A
TAXIWAY / LANE MARKING		
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA
TAXIWAY SAFETY AREA (TSA)	TSA	TSA
BUILDING - ON AIRPORT (d)		
BUILDING - OREGON AIR NATIONAL GUARD		
BUILDING - CONTINGENT (f)	N/A	
DEVELOPMENT RESERVE - FUEL	N/A	
DEVELOPMENT RESERVE - RETARDANT	N/A	
MONUMENT (PACS and SACS)		N/A
AIRPORT BEACON		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		N/A
TOWER		N/A
POLE (UTILITY / LIGHT)		N/A
LIGHTS (EDGE / THRESHOLD)		(e)
RUNWAY / TAXIWAY SIGN		(e)
GLIDE SLOPE ANTENNA	N/A	
GLIDE SLOPE CRITICAL AREA (GCA)	N/A	GCA
LOCALIZER CRITICAL AREA (LCA)	LCA	N/A
ROAD/PARKING		
AIRPORT SERVICE ROAD		N/A
RAILROAD		N/A
FENCE (8 FEET) / GATE		N/A
CHANNEL / DITCH / POND		N/A
TERRAIN CONTOUR	2,400'	N/A
CENTER SECTION MARKER		N/A

Mead & Hunt

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CRATER LAKE KLAMATH REGIONAL AIRPORT

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CRATER LAKE - KLAMATH REGIONAL AIRPORT

KLAMATH FALLS, OREGON

REVISIONS

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: MT
DRAWN BY: TE, DL
CHECKED BY: MT, KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

BUILDING AREA PLAN - EAST

SHEET NO.

20 of 22

NOT FOR CONSTRUCTION

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2/2/2021 10:59 AM

ALP & LAND USE NOTES

(a) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A Change 1, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.

(b) Noise Source: City of Klamath Falls, Kingsley Field Noise Impact Boundary Study, December 1980. Noise contour reflected in current land use plans (e.g., Airport Safety and Hazard Prevention Overlay District and 2016 Kingsley Field Joint Land Use Study) and used by City and Oregon Air National Guard for local land use planning purposes.

(c) Magnetic Declination source: National Geophysical Data Center, July 2020.

(d) Perimeter B is based on guidance in Advisory Circular 150/5200-33C, Hazardous Wildlife Attractants on or near Airports, for an airport serving turbine-powered aircraft, and it is recommended that hazardous wildlife attractants be 10,000 feet from the nearest aircraft operations area. It is recommended that the Airport also follow guidance for Perimeter C, a 5-mile range to protect approach, departure, and circling airspace. To ensure that agricultural crops do not create airfield obstructions or other safety hazards, it is recommended that the Airport follow guidance in Advisory Circular 150/5300-13A, Airport Design, to prevent agricultural crops from growing or penetrating any design surfaces for runways, taxiways, or Part 77 airspace. Design surfaces will set the Crop Restriction Line (CRL) for the Airport.

(e) Source: Klamath County Land Use Zoning Map, August 2018. Visit Klamath County GIS Portal for current zoning data.

(f) Source: City of Klamath Falls, December 2015. Visit City of Klamath Falls Web Map for current zoning data.

LIVING FAITH FELLOWSHIP
BRIXNER JR. HIGH SCHOOL
PETERSON ELEMENTARY SCHOOL
ST PIUS X CATHOLIC CHURCH
HOSANNA CHRISTIAN SCHOOL
KLEIN PARK

RUNWAY 25 END
LAT: N 42° 09' 22.37"
LONG: W 121° 43' 23.56"
EL: 4,089.1'

RUNWAY 25 (26) END (FUTURE)
LAT: N 42° 09' 22.39"
LONG: W 121° 43' 26.85"
EL: 4,089.1'

RUNWAY 25
DISPLACED THRESHOLD
LAT: N 42° 09' 22.41"
LONG: W 121° 43' 30.35"
EL: 4,088.1'

RUNWAY 32 END
LAT: N 42° 08' 34.65"
LONG: W 121° 43' 34.74"
EL: 4,095.4'
RUNWAY 32 TDZE
14/32 HIGH POINT

RUNWAY 14 END
LAT: N 42° 10' 09.14"
LONG: W 121° 44' 25.46"
EL: 4,091.0'
RUNWAY 14 TDZE

RUNWAY 7
DISPLACED THRESHOLD
LAT: N 42° 09' 22.72"
LONG: W 121° 44' 29.28"
EL: 4,091.4'
RUNWAY 7 TDZE

RUNWAY 7 (8) END
LAT: N 42° 09' 22.75"
LONG: W 121° 44' 33.34"
EL: 4,091.9'
7/25 (8/26) HIGH POINT
FUTURE TDZE

PERIMETER B

Homedale Rd
Summers Ln
Vandenberg Dr
Arnold Ave
Allamont Dr
Spruce St
Spring St
Simon Way
Pat Hobson Rd
Dieter St
Zuzzy Ln
Siyan Ct
Wright St
McConnell Dr
Southside Expy
Springlake Rd

TRUE
MAGNETIC

MAGNETIC DECLINATION:
14° 12' EAST (±0° 22')
ANNUAL CHANGE: 0° 5' WEST
JULY 2020 (c)

0 900' 1,800' FEET

AIRPORT LAND USES

AIRPORT BUSINESS PARK	
AIRFIELD	
AIRFIELD SUPPORT	
MILITARY	
TERMINAL	

COUNTY LAND USE LEGEND (e)

RESIDENTIAL	
COMMERCIAL	
FARM USE	
LIGHT INDUSTRIAL	
HEAVY INDUSTRIAL	
RURAL INDUSTRIAL	
NON RESOURCE	
WETLANDS	
WATER BODY	

CITY LAND USE LEGEND (f)

CITY LIMITS	
URBAN GROWTH BOUNDARY (UGB)	
SINGLE FAMILY RESIDENTIAL (SF)	
MEDIUM DENSITY RESIDENTIAL (MD)	
APARTMENT RESIDENTIAL (A)	
PUBLIC FACILITY (PF)	
PLANNED UNIT DEVELOPMENT (PUD)	
INDUSTRIAL (I)	
LIGHT INDUSTRIAL (LI)	
RAILROAD PROPERTY	

DRAWING LEGEND

	EXISTING	FUTURE
AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED (AIRFIELD)	N/A	
AIRPORT PROPERTY		
AIRPORT REFERENCE POINT		
EASEMENT		N/A
MUNITIONS BOUNDARY		N/A
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
RUNWAY VISIBILITY ZONE (RVZ)	RVZ	RVZ
BUILDING - ON AIRPORT		
BUILDING - TO BE REMOVED	N/A	
BUILDING - OFF AIRPORT		N/A
BUILDING - CONTINGENT	N/A	
DEVELOPMENT RESERVE - FUEL	N/A	
DEVELOPMENT RESERVE - RETARDANT	N/A	
DEVELOPMENT RESERVE - DEICING	N/A	
AERONAUTICAL RESERVE	N/A	
NONAERONAUTICAL RESERVE	N/A	
MEDIUM INTENSITY APPR. LIGHTING (MALS)		
GLIDE SLOPE ANTENNA		
LOCALIZER		
ROAD/PARKING		
AIRPORT SERVICE ROAD		
RAILROAD		N/A
CHANNEL / DITCH / POND		N/A
CENTER SECTION MARKER		N/A
65 DAY-NIGHT AVERAGE SOUND LEVEL (DNL) (b)		N/A
HAZARDOUS WILDLIFE BOUNDARY (d)		N/A

Mead & Hunt

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CRATER LAKE KLAMATH REGIONAL AIRPORT

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CRATER LAKE - KLAMATH REGIONAL AIRPORT

KLAMATH FALLS, OREGON

REVISIONS

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: MT
DRAWN BY: TE, DL
CHECKED BY: MT, KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

LAND USE MAP

SHEET NO.

21 of 22

NOT FOR CONSTRUCTION

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ALP Approval & Exhibit A Acceptance

Crater Lake-Klamath Regional Airport (LMT), Klamath Falls, OR

February 19, 2021

Background

Airport Improvement Program (AIP) Grant No. 3-41-0030-038-2018 funded the update of the Crater Lake-Klamath Regional Airport (LMT) Master Plan, Airport Layout Plan (ALP), and Exhibit A Property Map (Exhibit A). The LMT Aviation Forecasts were approved by the FAA on February 11, 2019, and the conclusions of the updated Master Plan serves as the basis of the 2021 ALP and Exhibit A. The 2021 ALP (Sheets 1 through 21) and Exhibit A (Sheets 1 through 10) were approved by the FAA on February 19, 2021.

An aeronautical study (no. 2020-ANM-3007-NRA) was conducted on the proposed ALP development. The FAA issued an ALP 7460 No Objection Letter (Final Determination) on February 8, 2021. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

ALP

The 2021 ALP (Sheets 1 through 21) was prepared in accordance with FAA Advisory Circular 150/5300-13A, *Airport Design* (September 2012), and FAA Standard Operating Procedure (SOP) 2.00, *Standard Procedures for FAA Review and Approval of Airport Layout Plans* (October 2013). Major differences in this 2021 ALP from the previous FAA-approved ALP (January 2015) include:

→ **Airport**
- Updated base mapping (new aerial photo and AGIS survey approved by FAA June 13, 2019).
- Downgraded NPIAS category from Primary Commercial Service (Non-Hub) to Regional.
- Downgraded existing Airport Reference Code (ARC) from D-IV to D-III (Large Aircraft). Future ARC D-IV (Heavy Aircraft) is identical in both ALPs.
- Reduced future land acquisition footprint east of the airport to coincide with the future reduction of the crosswind runway length. Expanded the footprint north of the airport to protect for the future Runway 14 ILS and MALS-R.

→ **Runway 14/32 (Primary)**
- Increased runway length from 10,301' to 10,302' because of new AGIS survey.
- Downgraded existing Critical Aircraft/ARC from DC-10 (D-IV) to F-15 (D-III) and Boeing MD-87 (C-III). Revised future Critical Aircraft to F-15 (D-II) and DC-10-30 (D-IV).
- Identified Runway 14 ROFA length as nonstandard. Brett Way (public road) and airport perimeter fence and road realigned outside of ROFA.
- Proposed future Runway 14 ILS and MALS-R (Oregon Air National Guard 'OANG' project). Future glideslope antenna and equipment shelter located inside ROFA. FAA approval of a Modification to Standard is pending.

→ **Runway 7/25 (Crosswind)**
- Downgraded existing Critical Aircraft/ARC from Q-200 (B-III) to King Air 300 (B-II).
- Reduced future runway length and width from 5,258'x100' to 5,000'x75'. Existing displaced thresholds to be eliminated. Future Threshold Siting Surface (TSS) and Runway Protection Zone (RPZ) shift to new runway ends. Future runway to be renumbered as Runway 8/26 due to magnetic deviation.
- Omitted previous ALP's future Runway 25 RPZ for ¾ mile approach minimums; FAA airspace study identified high terrain east of LMT as limiting factor to lowering instrument approach minimums.

→ **Taxiway System**
- Updated future taxiway naming per FAA Engineering Brief No. 89, *Taxiway Nomenclature Convention* (March 2012).
- Proposed future Taxiway D1 to correct convergence of Taxiway A and Taxiway C within RSA. Issues with direct access, acute angles, nonstandard TDG 5 radius, OFZ and future POFZ penetrations, and crossing alignment with Taxiway B1 are also corrected.
- Reduced future Taxiway G extension to north to accommodate future expansion of OANG north arm/de-arm apron.
- Proposed future Taxiway G1 to replace Taxiway E to correct acute angle and direct access issues.
- Reduced future Taxiway F width (east of Runway 14/32) from 50' to 35' (TDG 2).
- Increased future Taxiway F width (between Taxiways D and G) from 50' to 75 (TDG 5).
- Relocated future Taxiway F1 and F2 to new Runway 7/25 (8/26) thresholds and to correct direct access issues. Reduced Taxiway F1 connector from 75' to 50' (TDG 3).
- Realigned future Taxiway H to correct direct access issues.
- Omitted previous ALP's future Taxiway J (full length parallel east of Runway 14/32).

→ **Building Area (BA)**
- Northwest BA (Bldg. 400 site):
  - Retained OANG Alert Hangar (Bldg. 400). Previous ALP identified removal of hangar.
  - Replaced GA hangars with mix of OANG and nonaeronautical development.
- West BA:
  - Expanded future small GA hangars further west into Airport Business Park.
  - Consolidated future Airport Administration and Operations Building nearer to terminal parking lot.
  - Proposed SASO, common hangars, fuel farm, flight training school, and remarking of aircraft parking areas.
- Northeast BA:
  - Omitted prior ALP's proposal to remove OANG munitions area and provide significant future aviation development.
  - Proposed limited future development including mix of individual, common hangars, and fuel/retardant tanks.

→ **Oregon Air National Guard (OANG)**
- Reflected 5-year capital improvement plan in ALP to streamline FAA review process. Major projects include:
  - Future Runway 14 ILS (glideslope antenna and localizer),
  - Replacing Runway 14 MALS-F with future MALS-R,
  - North arm/de-arm ramp expansion,
  - Corrosion Control and Delta Barns on west side and Shasta Shelter (temporary) on east side, and
  - Miscellaneous improvements in main leasehold area west of airfield.

This ALP approval is conditioned on the acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. The FAA recognizes that the City of Klamath is adopting land use and height restrictive zoning (Airport Safety and Hazard Prevention Overlay) based on this ALP.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to the FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical, and operational issues can be addressed in a timely manner.

Exhibit A

The 2021 Exhibit A Property Map (Sheets 1 through 10) has been prepared in accordance with FAA Standard Operating Procedure (SOP) 3.00, *Standard Procedures for FAA Review of Exhibit 'A' Airport Property Inventory Maps*. Major differences in this 2021 Exhibit A from the previous version (May 2009) include:

→ Missing parcel data from the 2009 Exhibit A has been updated based on research from title records (Klamath County Clerk's office and Ameritittle, November 2018). Data gaps are shaded yellow. Updated data are shown in red.

→ Missing parcels records for four parcels are identified on Exhibit A Sheet 10. Presumed parcel condition is provided based on best available data and professional opinion.

→ New parcel data are shown in blue (see Exhibit A Sheet 8 for fourteen new parcel entries).

→ Future airport property interests have been added consistent with the 2021 ALP.

→ Existing and future airfield development have been updated consistent with the 2021 ALP.

Signature Blocks

The FAA signature below acknowledges approval of the ALP and acceptance of the Exhibit A.

FAA:

BENJAMIN JOSEPH MELLO — Digitally signed by BENJAMIN JOSEPH MELLO Date: 2021.02.19 08:20:43 -08'00'

Airport Sponsor:

John T. Barsalou — Digitally signed by John T. Barsalou Date: 2021.02.18 10:07:16 -08'00'

Consultant:

Maranda Thompson — Digitally signed by Maranda Thompson DN: CN=Maranda Thompson Date: 2021.02.18 09:22:25-08'00'

Mead & Hunt

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CRATER LAKE KLAMATH REGIONAL AIRPORT

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CRATER LAKE - KLAMATH REGIONAL AIRPORT

KLAMATH FALLS, OREGON

REVISIONS

M&H NO.: 1115200-170983.01
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DESIGNED BY: MT
DRAWN BY: TE, DL
CHECKED BY: MT, KM
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SHEET CONTENTS

ALP & EXHIBIT 'A' ACCEPTANCE LETTER

SHEET NO.

22 of 22

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CRATER LAKE - KLAMATH REGIONAL AIRPORT
EXHIBIT 'A'
CITY OF KLAMATH FALLS, OREGON
FEBRUARY 2021

ALP APPROVAL & EXHIBIT A ACCEPTANCE

Crater Lake-Klamath Regional Airport (LMT), Klamath Falls, OR

February 19, 2021

Background

Airport Improvement Program (AIP) Grant No. 3-41-0030-038-2018 funded the update of the Crater Lake-Klamath Regional Airport (LMT) Master Plan, Airport Layout Plan (ALP), and Exhibit A Property Map (Exhibit A). The LMT Aviation Forecasts were approved by the FAA on February 11, 2019, and the conclusions of the updated Master Plan serves as the basis of the 2021 ALP and Exhibit A. The 2021 ALP (Sheets 1 through 21) and Exhibit A (Sheets 1 through 10) were approved by the FAA on February 19, 2021.

An aeronautical study (no. 2020-ANM-3007-NRA) was conducted on the proposed ALP development. The FAA issued an ALP 7460 No Objection Letter (Final Determination) on February 8, 2021. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

Exhibit A

The 2021 Exhibit A Property Map (Sheets 1 through 10) has been prepared in accordance with FAA Standard Operating Procedure (SOP) 3.00, *Standard Procedures for FAA Review of Exhibit 'A' Airport Property Inventory Maps*. Major differences in this 2021 Exhibit A from the previous version (May 2009) include:

- Missing parcel data from the 2009 Exhibit A has been updated based on research from title records (Klamath County Clerk's office and Ameritille, November 2018). Data gaps are shaded yellow. Updated data are shown in red.
- Missing parcels records for four parcels are identified on Exhibit A Sheet 10. Presumed parcel condition is provided based on best available data and professional opinion.
- New parcel data are shown in blue (see Exhibit A Sheet 8 for fourteen new parcel entries).
- Future airport property interests have been added consistent with the 2021 ALP.
- Existing and future airfield development have been updated consistent with the 2021 ALP.

Signature Blocks

The FAA signature below acknowledges approval of the ALP and acceptance of the Exhibit A.

FAA:

BENJAMIN JOSEPH MELLO — Digitally signed by BENJAMIN JOSEPH MELLO Date: 2021.02.19 08:20:43 -08'00'

Airport Sponsor:

John T. Barsalou — Digitally signed by John T. Barsalou Date: 2021.02.18 10:07:16 -08'00'

Consultant:

Maranda Thompson — Digitally signed by Maranda Thompson DN: CN=Maranda Thompson Date: 2021.02.18 09:22:25-08'00'

CRATER LAKE KLAMATH REGIONAL AIRPORT

CITY OF KLAMATH FALLS

SHEET INDEX

SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	EXHIBIT 'A' PROPERTY MAP - NORTH
3	EXHIBIT 'A' PROPERTY MAP - SOUTH
4	EXHIBIT 'A' PROPERTY MAP - OFFSITE
5	EXHIBIT 'A' PROPERTY MAP - DATA TABLE
6	EXHIBIT 'A' PROPERTY MAP - DATA TABLE (CONTINUED)
7	EXHIBIT 'A' PROPERTY MAP - DATA TABLE (CONTINUED)
8	EXHIBIT 'A' PROPERTY MAP - DATA TABLE (CONTINUED)
9	EXHIBIT 'A' PROPERTY MAP - DATA TABLE (CONTINUED)
10	EXHIBIT 'A' PROPERTY MAP - MISSING PARCEL RECORDS

Mead & Hunt

ADKINS ENGINEERING & SURVEYING

1435 ESPLANADE AVENUE
KLAMATH FALLS, OR 97601

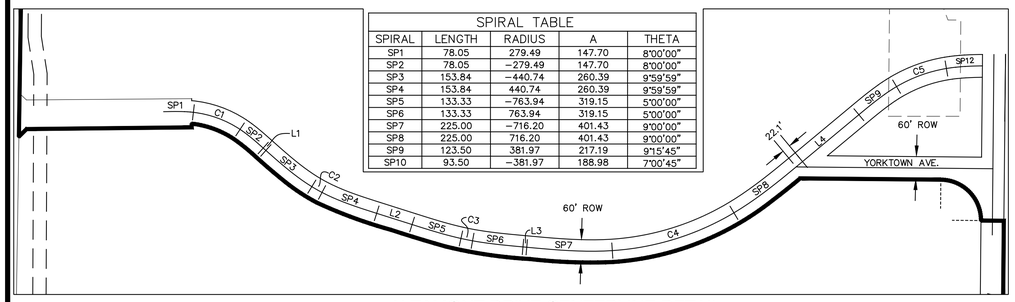
o / 541.884.4666
w / AdkinsEngineering.com

ENGINEERING · PLANNING · SURVEYING

LINE TABLE		
LINE	LENGTH	BEARING
L1	9.46	N41°34'30"E
L2	97.58	N17°34'38"E
L3	10.00	N05°14'23"E
L4	192.49	N39°45'37"W

CURVE TABLE					
CURVE	LENGTH	RADIUS	CH BEARING	CHORD	DELTA
C1	131.70	279.49	N20°04'32"E	130.48	26°59'55"
C2	30.76	440.74	S29°34'34"W	30.75	3°59'56"
C3	31.17	763.94	S11°24'30"W	31.17	2°20'16"
C4	337.50	716.20	S17°15'37"E	334.39	27°00'00"
C5	140.00	381.97	N19°59'51"W	139.22	21°00'00"

SPIRAL TABLE				
SPIRAL	LENGTH	RADIUS	A	THETA
SP1	78.05	279.49	147.70	8°00'00"
SP2	78.05	−279.49	147.70	8°00'00"
SP3	153.84	−440.74	260.39	9°59'59"
SP4	153.84	440.74	260.39	9°59'59"
SP5	133.33	−763.94	319.15	5°00'00"
SP6	133.33	763.94	319.15	5°00'00"
SP7	225.00	−716.20	401.43	9°00'00"
SP8	225.00	716.20	401.43	9°00'00"
SP9	123.50	381.97	217.19	9°15'45"
SP10	93.50	−381.97	188.98	7°00'45"



ALTAMONT DRIVE CENTERLINE DETAIL

(NOT TO SCALE)

SEE SHEET 3 FOR CONTINUATION

SEE SHEET 3

SEE DETAIL THIS SHEET FOR ALTAMONT DRIVE CENTERLINE INFORMATION

BASIS OF BEARINGS CS 4324, CS 4361, CS 4325, CS 4327

BURLINGTON NORTHERN SANTA FE RAILROAD 100' R/W

HOMEDALE ROAD 60' R/W

S00°02'40"W 1027.17

S00°17'51"W 689.04

S00°03'06"W 2652.26

S47°47'15"E 1788.35

S47°47'15"E 1176.69

S47°47'15"E 763.09

RUNWAY CL 158°13'20.0" (TRUE)

RUNWAY CL 90°23'54.3" (TRUE)

RUNWAY CL 158°13'20.0" (TRUE)

RUNWAY CL 90°23'54.3" (TRUE)

S00°03'33"W 328.59

S89°02'02"E 369.49

S86°46'00"E 96.13

N00°17'25"W 53.62

N86°44'56"W 26.41

R=8500.00
L=611.75
Δ=4°07'25"
Cb=N88°48'38"E
Ch=611.62

S89°07'35"E 1460.34

N00°35'14"W 433.63

S89°24'46"W 9.78

N44°42'39"W 28.35

N00°31'13"E 369.27

N00°31'13"E 60.00

R=106.42
L=167.16
Δ=90°00'00"
Cb=N45°31'13"E
Ch=150.50

S89°48'30"W 61.33'

N00°31'47"W 336.71

S89°28'47"E 1277.37

N85°49'16"W 90.07'

R=370.00
L=337.83
Δ=52°18'51"
Cb=N59°39'49"W
Ch=326.22

R=221.50
L=292.91
Δ=75°46'00"
Cb=N04°22'37"E
Ch=272.03

R=305.00
L=356.26
Δ=66°55'29"
Cb=S08°47'52"W
Ch=336.35

N3°44'10"E 40.00

S86°15'50"E 538.37

S86°15'50"E 505.85

S82°45'18"E 283.49

N33°32'12"W 5196.27

PUBLIC ROADS NOT DEPICTED WITHIN AIRPORT BOUNDARY ARE NOT DEDICATED OR PUBLIC RIGHT-OF-WAY.

PUBLIC ROADS NOT DEPICTED WITHIN AIRPORT BOUNDARY ARE NOT DEDICATED OR PUBLIC RIGHT-OF-WAY.

RUNWAY CL

SUMMERS LANE 6.0' R/W

CREST ST. 40' R/W

BISBEE ST. 50' R/W

ANDERSON STREET 60' R/W

ALTAMONT DRIVE 60' R/W

AVALON STREET 40' R/W

SOUTH SIDE EXPRESSWAY R/W VARIES

BNSF RR R/W VARIES

JOE WRIGHT ROAD 60' R/W

SPRING LAKE ROAD 60' R/W

UNION PACIFIC RAILROAD 100' R/W

PARCEL 2
LP 27-98

MAGNETIC
TRUE
DECLINATION:
14° 21' 00" E
JANUARY 2018
ANNUAL RATE OF CHANGE
0° 07' 00" W

0 500' 1,000' FEET

LEGEND	
AIRPORT PROPERTY BOUNDARY	
PARCEL BOUNDARY	
SECTION & 1/4 SECTION LINES	
FEE SIMPLE	123
EASEMENT	
USA (United States of America) - IN FEE	
FUTURE AIRPORT PROPERTY	
RUNWAY PROTECTION ZONE	
RUNWAY SAFETY AREAS	
RUNWAY OBJECT FREE AREAS	

GENERAL NOTES:

1. AIRPORT EXHIBIT "A" PROPERTY MAP PREPARED IN ACCORDANCE WITH FAA STANDARD OPERATING PROCEDURE (SOP 3.00) CHECKLIST DATED OCTOBER, 2013. EXHIBIT "A" DOES NOT SHOW LEASED AREAS PER FAA SOP 3.00 GUIDANCE.
2. EXHIBIT "A" PARCEL NUMBERING IN ACCORDANCE WITH FAA APPROVED LMT EXHIBIT "A" PROPERTY MAP (DATED MAY, 2009).
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4. PRIMARY (PAC) AND SECONDARY (SAC) SURVEY CONTROLS PREVIOUSLY ESTABLISHED FOR AIRPORT.
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6. TITLE OPINION, OR EQUIVALENT, RECOMMENDED FOR MISSING OR UNVERIFIED PARCEL DATA.

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RUNWAY SAFETY AREA DIMENSIONS (EXISTING/FUTURE CONDITIONS):

RUNWAY PROTECTION ZONE (RPZ) DIMENSION (INNER WIDTH x LENGTH x OUTER WIDTH):
RWY 14 RPZ: 1,000' x 1,700' x 1,510'
RWY 32 RPZ: 1,000' x 2,500' x 1,750'
RWY 7 RPZ: 500' x 1,000' x 700'
RWY 25 RPZ: 500' x 1,000' x 700'

RUNWAY SAFETY AREA (RSA) DIMENSION (LENGTH BEYOND RUNWAY END x WIDTH):
RWY 14 RSA: 1,000' x 500'
RWY 32 RSA: 1,000' x 500'
RWY 7 RSA: 300' x 150'
RWY 25 RSA: 300' x 150'

RUNWAY OBJECT FREE AREA (ROFA) DIMENSION (LENGTH BEYOND RUNWAY END x WIDTH):
RWY 14 ROFA: 1,000' x 800'
RWY 32 ROFA: 1,000' x 800'
RWY 7 ROFA: 300' x 500'
RWY 25 ROFA: 300' x 500'

SURVEY COORDINATES (EXISTING CONDITION):

RUNWAY END COORDINATES (2018 AGIS SURVEY):
RWY 14 END: 42° 10' 09.1377" N | 121° 44' 25.4597" W
RWY 32 END: 42° 08' 34.6486" N | 121° 43' 34.7355" W
RWY 7 END: 42° 09' 22.7471" N | 121° 44' 33.3444" W
RWY 25 END: 42° 09' 22.3725" N | 121° 43' 30.3501" W

RUNWAY SURVEY MONUMENTS (PAC AND SACS):
PAC: 42° 09' 28.5577" N | 121° 43' 55.6486" W
SAC: 42° 10' 09.9820" N | 121° 44' 23.4036" W
SAC: 42° 08' 35.0930" N | 121° 43' 32.4680" W

Mead & Hunt

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1435 ESPLANADE AVENUE
KLAMATH FALLS, OR 97601
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ENGINEERING • PLANNING • SURVEYING

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CRATER LAKE KLAMATH REGIONAL AIRPORT

CRATER LAKE - KLAMATH REGIONAL AIRPORT
EXHIBIT 'A' PROPERTY MAP

KLAMATH FALLS, OREGON

#	DESCRIPTION	REVISIONS	BY	DATE
1.	Exhibit 'A' Property Map Update		Mead & Hunt	May 2009
2.	Exhibit 'A' Property Map Update		Mead & Hunt/Adkins	April 2019

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: JS
DRAWN BY: AP
CHECKED BY: MH
DO NOT SCALE DRAWINGS

SHEET CONTENTS
EXHIBIT 'A' PROPERTY MAP - NORTH

SHEET NO.
2 of 10

NOT FOR CONSTRUCTION

I:\CORP MEAD\HUNT.COM\SHARED\FOLDERS\ENTP\1115200\170983.01\TECH\CAD\DRAWINGS\ALP 2020\EXHIBIT A\DWG\MT_2009 EXHIBIT A UPDATED 2021.DWG
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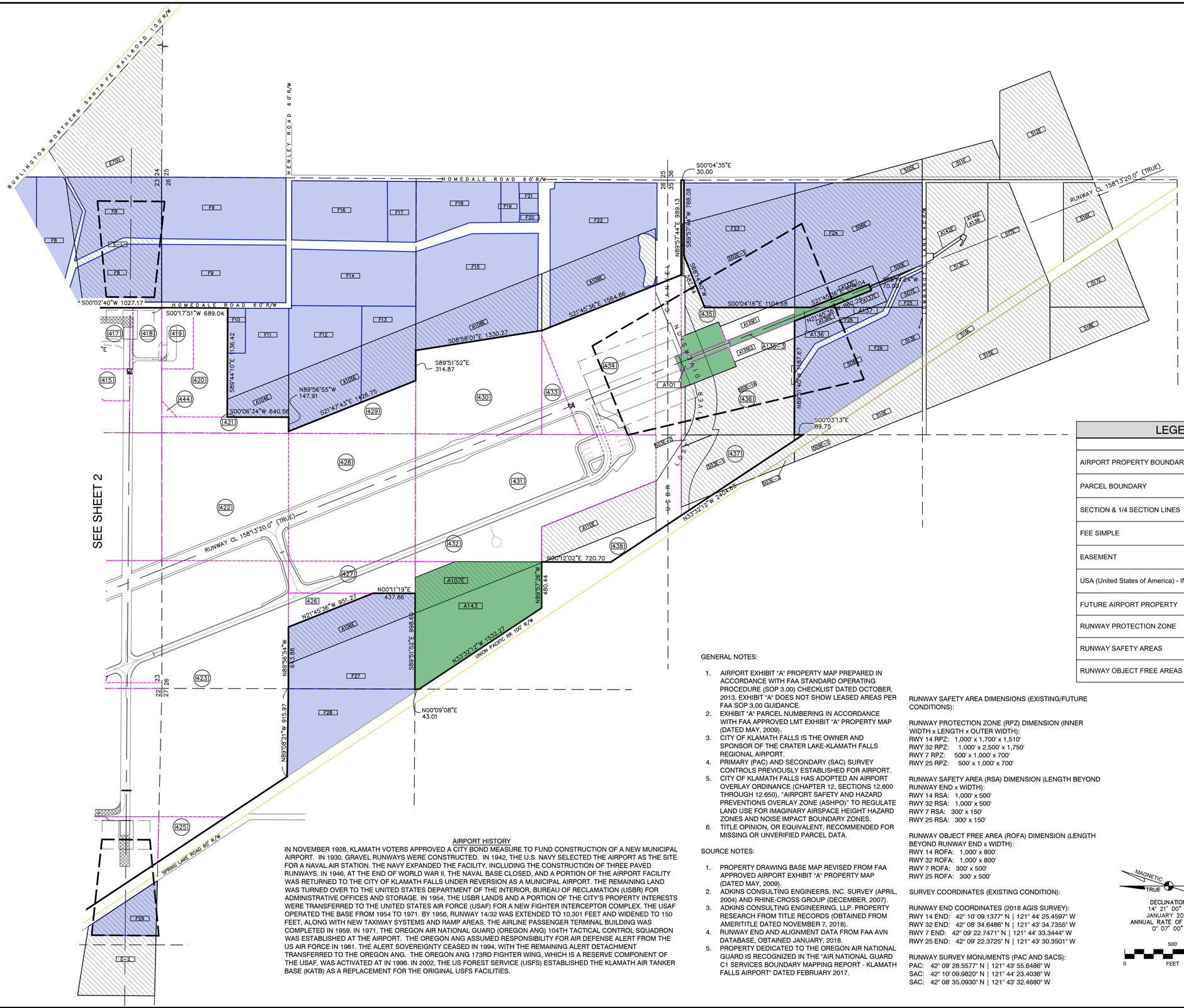

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PARCEL BOUNDARY	
SECTION & 1/4 SECTION LINES	
FEE SIMPLE	123
EASEMENT	
USA (United States of America) - IN FEE	
FUTURE AIRPORT PROPERTY	
RUNWAY PROTECTION ZONE	
RUNWAY SAFETY AREAS	
RUNWAY OBJECT FREE AREAS	

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TRUE
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14° 21' 00" E
JANUARY 2018
ANNUAL RATE OF CHANGE
0° 07' 00" W

500'
0 FEET 1,000'

AIRPORT HISTORY

IN NOVEMBER 1928, KLAMATH VOTERS APPROVED A CITY BOND MEASURE TO FUND CONSTRUCTION OF A NEW MUNICIPAL AIRPORT. IN 1930, GRAVEL RUNWAYS WERE CONSTRUCTED. IN 1942, THE U.S. NAVY SELECTED THE AIRPORT AS THE SITE FOR A NAVAL AIR STATION. THE NAVY EXPANDED THE FACILITY, INCLUDING THE CONSTRUCTION OF THREE PAVED RUNWAYS. IN 1946, AT THE END OF WORLD WAR II, THE NAVAL BASE CLOSED, AND A PORTION OF THE AIRPORT FACILITY WAS RETURNED TO THE CITY OF KLAMATH FALLS UNDER REVERSION AS A MUNICIPAL AIRPORT. THE REMAINING LAND WAS TURNED OVER TO THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF RECLAMATION (USBR) FOR ADMINISTRATIVE OFFICES AND STORAGE. IN 1954, THE USBR LANDS AND A PORTION OF THE CITY'S PROPERTY INTERESTS WERE TRANSFERRED TO THE UNITED STATES AIR FORCE (USAF) FOR A NEW FIGHTER INTERCEPTOR COMPLEX. THE USAF OPERATED THE BASE FROM 1954 TO 1971. BY 1956, RUNWAY 14/32 WAS EXTENDED TO 10,301 FEET AND WIDENED TO 150 FEET, ALONG WITH NEW TAXIWAY SYSTEMS AND RAMP AREAS. THE AIRLINE PASSENGER TERMINAL BUILDING WAS COMPLETED IN 1959. IN 1971, THE OREGON AIR NATIONAL GUARD (OREGON ANG) 104TH TACTICAL CONTROL SQUADRON WAS ESTABLISHED AT THE AIRPORT. THE OREGON ANG ASSUMED RESPONSIBILITY FOR AIR DEFENSE ALERT FROM THE US AIR FORCE IN 1981. THE ALERT SOVEREIGNTY CEASED IN 1994, WITH THE REMAINING ALERT DETACHMENT TRANSFERRED TO THE OREGON ANG. THE OREGON ANG 173RD FIGHTER WING, WHICH IS A RESERVE COMPONENT OF THE USAF, WAS ACTIVATED AT IN 1996. IN 2002, THE US FOREST SERVICE (USFS) ESTABLISHED THE KLAMATH AIR TANKER BASE (KATB) AS A REPLACEMENT FOR THE ORIGINAL USFS FACILITIES.

Mead & Hunt

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CRATER LAKE KLAMATH REGIONAL AIRPORT

CRATER LAKE - KLAMATH REGIONAL AIRPORT
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KLAMATH FALLS, OREGON

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2	Exhibit 'A' Property Map Update	Mead & Hunt/Adkins	April 2019

REVISIONS

M&H NO.: 1115200-170983.01
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CHECKED BY: MH
DO NOT SCALE DRAWINGS

SHEET CONTENTS
EXHIBIT 'A' PROPERTY MAP - SOUTH

SHEET NO.
3 of 10

NOT FOR CONSTRUCTION

\\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\1115200170983.01\TECH\CAD\DRAWINGS\ALP 2020\EXHIBIT A\DWG\LMT_2009 EXHIBITA (UPDATED 2021.DWG
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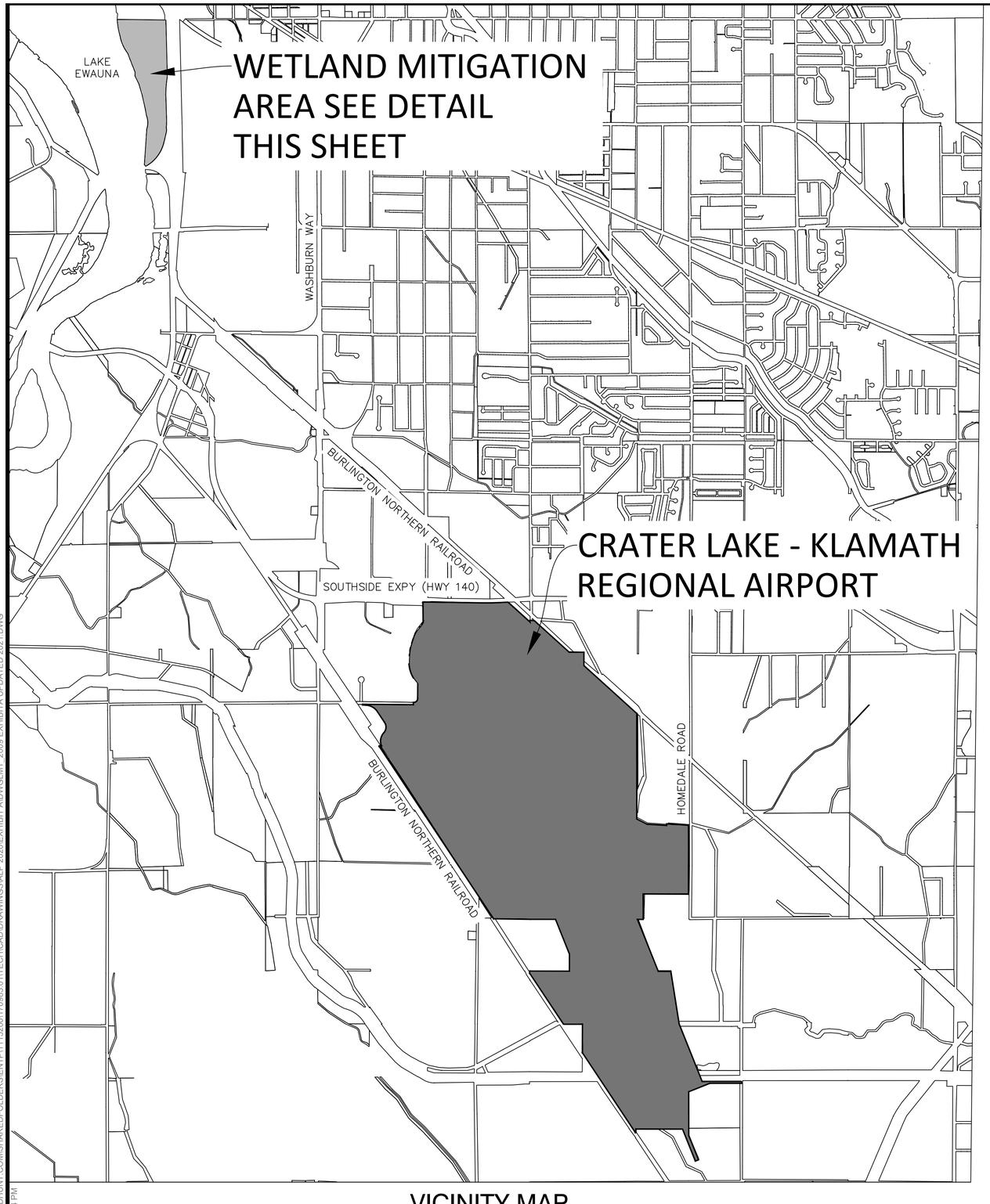
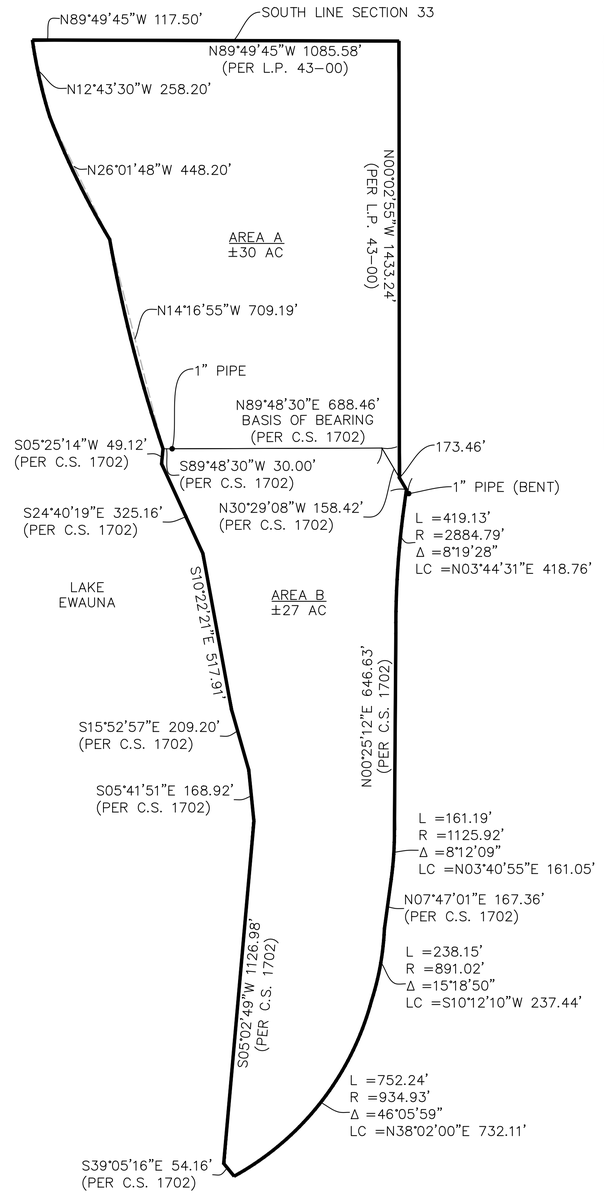


VICINITY MAP



OFFSITE WETLAND
MITIGATION AREA DETAIL
RETRACED PER C.S. 1702
AND LP 43-00

LEGEND	
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PARCEL BOUNDARY	
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6. BASE MAP SOURCE U.S.G.S 7.5' TOPO QUAD.

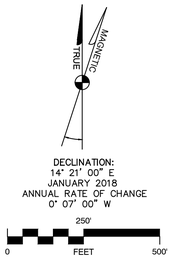

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EXHIBIT 'A'
PROPERTY MAP -
OFFSITE

SHEET NO.
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NOT FOR CONSTRUCTION

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EXHIBIT 'A' PROPERTY MAP
PROPERTY INVENTORY TABLE

Recording Date	2019 Property Map Parcel #	Grantor	Grantee	Property Interest (Fee or Easement)	Parcel Acreage	Parcel Fee	Parcel Easement	Recorded Liber (Book/Page)	Instrument of Title	Purpose	Federal Acquired	Transferred or Released	Surplus
1/6/2006	E-8 (11)	City of Klamath Falls	City of Klamath Falls	Easement	--	--	*0.42*	Land Partition 56-07	Land Partition	Waterline Easement	--	--	NA
1/6/2006	E-7 (11)	City of Klamath Falls	City of Klamath Falls	Easement	--	--	*0.42*	Land Partition 56-07	Land Partition	Waterline Easement	--	--	NA
03/26/2002	E-6	United States of America (USA)	City of Klamath Falls	Easement	--	--	--	M02, pg 17561	Quitclaim Deed	Land Conveyance & Road Easement	--	--	Yes
03/26/2002	408	United States of America (USA)	City of Klamath Falls	Fee	23.64	23.64	--	M02, pg 17561	Quitclaim Deed	Deeded Former Base to City with Avigation Easement	--	--	Yes
02/1/2002	435	Ross T. Fleming	City of Klamath Falls	Fee	8.08	8.08	--	M02, pg 6284	Warranty Deed	Rwy 14-32 Safety Area	AIP 3-41-0030-13	--	No
02/1/2002	436	Ross T. Fleming	City of Klamath Falls	Fee	22.94	22.94	--	M02, pg 6284	Warranty Deed	Rwy 14-32 Safety Area	AIP 3-41-0030-13	--	No
12/5/2001	437	Joseph J. Bair & Mary Ellen Bair	City of Klamath Falls	Fee	12.14	12.14	--	M01, pg 62212	Warranty Deed	Rwy 14-32 Safety Area	AIP 3-41-0030-13	--	No
08/2/2001	438 (11)	Born Properties (An Assumed Business Name)	City of Klamath Falls	Fee	*14.79*	*14.79*	--	M01, pg 38783	Warranty Deed	Rwy 14-32 Safety Area	AIP 3-41-0030-13	--	No
12/14/1998	E-3	General Services Admin (GSA)	City of Klamath Falls	Easement	--	--	--	Land Partition 27-98	Land Partition	Sewer Easement	--	--	NA
12/14/1998	E-4	General Services Admin (GSA)	United States of America (USA)	Easement	--	--	--	Land Partition 27-98	Land Partition	Guard Access Road	--	--	NA
06/29/1998	E-5	United States of America (USA)	City of Klamath Falls	Easement	0.25	--	0.25	M98, pg 22834	Easement	Airport Entrance Access/Utility Road	--	--	Yes
06/13/1997	A100E1	United States of America (USA)	City of Klamath Falls	Fee	37.54	37.54	--	M97, pg 18201	Quitclaim Deed	--	--	--	Yes
03/27/1997	439	City of Klamath Falls	United States of America (USA)	Fee	30.94	30.94	--	M97, pg 8953	Quitclaim Deed	Returned land described in m87, pg 3983 back to the United States	--	--	No
03/27/1997	443 (5)	City of Klamath Falls	United States of America (USA)	Easement	--	--	--	M80, pg 12752	Quitclaim Deed	Avigation & Hazard Easement	--	--	No
04/9/1996	404	Art Davina	City of Klamath Falls	Fee	8.6	8.6	--	M96, pg 9941	Warranty Deed	Development	AIP 3-41-0030-08	--	No
06/22/1992	403 (11)	Raymond K. Ingold, Trustee of the Ingold Family Trust dated 6-19-86, Oregon Tech Foundation, et al	City of Klamath Falls	Fee	*7.04*	*7.04*	--	M92, pg 13610	Statutory Warranty Deed	Land Conveyance	--	--	No
12/28/1987	A146E	United States of America (USA)	Antonio Mazzier, Amelia A. Massier	Fee	0.08	0.08	0.08	M87 22996	Quitclaim Deed	USA Surplus land	--	--	Yes
06/19/1987	440	United States of America (USA)	City of Klamath Falls	Fee	1.58	1.58	--	M87, pg 10611	Quitclaim Deed	USA Surplus land	--	--	Yes
07/10/1980	E-1 (11)	Gerald S. Whitlatch	City of Klamath Falls	Easement	--	--	*27.3*	M80, pg 12752	Deed	Avigation & Hazard Easement - Rwy 25	--	--	No
11/28/1978	E-2 (11)	Wayne N. Horton, Shirley Y. Horton & James H. Patton	Peter Janelli, Jr. & Eva Janelli	Easement	--	--	*16.36*	M78, pg 26690	Easement	Avigation & Hazard Easement - Rwy 7	--	--	No
08/2/1967	A143	Guy A. Galletti	United States of America (USA)	Fee	29.38	29.38	--	M-67 5942	Sale – Warranty Deed	Warranty Deed (Sale to USA)	--	--	No
2/15/1966	505E	Martin John Greene, Thomas Francis Greene, Dorothy Cecelia Greene	United States of America (USA)	Easement	2.11	--	2.11	M-66 1275	Warranty Easement	Warranty Clearance Easement	--	--	NA
2/15/1966	506E	Martin John Greene, Thomas Francis Greene, Dorothy Cecelia Greene	United States of America (USA)	Easement	32.14	--	32.14	M-66 1275	Warranty Easement	Warranty Clearance Easement	--	--	NA
12/15/1965	B210E	Great Northern Railway	United States of America (USA)	Easement	28.5	--	28.5	M-65 4689	Warranty Easement	Warranty Clearance Easement	--	--	NA
12/15/1965	B258-1	Great Northern Railway	United States of America (USA)	Fee	0.04	0.04	--	M-65 4684	Sale	Warranty Easement	--	--	No
12/15/1965	B258-2	Great Northern Railway	United States of America (USA)	Fee	0.04	0.04	--	M-65 4684	Sale	Warranty Easement	--	--	No
12/15/1965	B258E1	Great Northern Railway	United States of America (USA)	Easement	0.3	--	0.3	M-65 4686	Warranty Easement	Warranty Clearance Easement	--	--	NA
12/15/1965	B258E2	Great Northern Railway	United States of America (USA)	Easement	0.26	--	0.26	M-65 4686	Warranty Easement	Warranty Clearance Easement	--	--	NA
12/15/1965	B258E3	Great Northern Railway	United States of America (USA)	Easement	0.33	--	0.33	M-65 4686	Warranty Easement	Warranty Clearance Easement	--	--	NA
11/23/1965	519L	Southern Pacific Company	United States of America (USA)	Easement	9.36	--	9.36	Vol 912, pg 331	N/A	Avigation Easement	--	--	
9/29/1965	C328E	George A. McDonald & Alice G. McDonald; R.H. Ellis & Blanche Day Ellis; Klamath Irrigation District	United States of America (USA)	Easement	2.19	--	N/A	Civil No. 65-494	Declaration of Taking	Avigation Easement - Rwy 14 Approach	--	--	NA
9/29/1965	502E-1	Dale A. Fleming & Janice M. Fleming; Federal Land Bank of Spokane; Peter R. Garske; Klamath Irrigation District	United States of America (USA)	Easement	30.48	--	N/A	Civil No. 65-494	Declaration of Taking	Avigation Easement - Rwy 32 ALS	--	--	NA
9/29/1965	502E-1A	Dale A. Fleming & Janice M. Fleming; Federal Land Bank of Spokane; Peter R. Garske; Klamath Irrigation District	United States of America (USA)	Easement	20.2	--	N/A	Civil No. 65-494	Declaration of Taking	Avigation Easement - Rwy 32 RPZ/ALS	--	--	NA
9/29/1965	511E	William D. Dingler & Patricia Dingler; Edith Smith, Stanley C. Smith & Mildred P. Smith; Edith Hale & E.W. Hale; Sabina Smith; Dewitt C. Smith & Esther Armstrong Smith; Klamath Irrigation District	United States of America (USA)	Easement	17.45	--	N/A	Civil No. 65-494	Declaration of Taking	Avigation Easement - Rwy 32 ALS	--	--	NA
9/20/1965	B247E	James T. Weldon & Margaret E. Weldon	United States of America (USA)	Easement	0.64	--	0.64	M65-1779	Easement	Avigation Easement	--	--	No
8/20/1965	A142E	Tony Mazzier & Amelia Mazzier	United States of America (USA)	Easement	0.22	--	0.22	M-65 1076	Easement	Rwy 32 Line-of-Sight Easement - Navaid	--	--	No
8/18/1965	C-335E	Bert Larka, Astrid J. Larka	United States of America (USA)	Easement	0.27	--	0.27	M-65 1031	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/30/1965	B248E	Mona J. Hadley / Robert A. Stewart/Robert O. Stewart & Marilyn J. Stewart	United States of America (USA)	Easement	0.54	--	0.54	Vol 362, pg 536	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/30/1965	508E	Buford E. Boyd, Margaret A. Boyd	United States of America (USA)	Easement	26.14	--	26.14	Vol 362, pg 533	Warranty Easement	Warranty Clearance Easement	--	--	NA
3/26/1965	B237E	Russell J. Walsh & Edith Walsh	United States of America (USA)	Easement	4.47	--	4.47	Vol 360, pg 335	Warranty Easement	Warranty Clearance Easement	--	--	NA
3/26/1965	B238E	Russell J. Walsh & Edith Walsh	United States of America (USA)	Easement	4.2	--	4.2	Vol 360, pg 335	Warranty Easement	Warranty Clearance Easement	--	--	NA
3/26/1965	C320E	Hubert W. Bratton, Bertra M. Bratton	United States of America (USA)	Easement	0.44	--	0.44	Vol 360, pg 332	Warranty Easement	Warranty Clearance Easement	--	--	NA
3/12/1965	503E-1	Edmund G. Born, Dorothy R. Born, Joseph J Bair, Mary Ellen Bair	United States of America (USA)	Easement	10.72	--	10.72	Vol 360-pg 120	Warranty Easement	Warranty Clearance Easement	--	--	NA
3/12/1965	503E-2	E.G Born, Dorothy R. Born, Joseph J Bair, Mary Ellen Bair	United States of America (USA)	Easement	0.38	--	0.38	Vol 360, pg 120	Warranty Easement	Warranty Clearance Easement	--	--	NA
3/12/1965	503E-3	E.G Born, Dorothy R. Born, Joseph J Bair, Mary Ellen Bair	United States of America (USA)	Easement	0.5	--	0.5	Vol 360, pg 120	Warranty Easement	Warranty Clearance Easement	--	--	NA
3/12/1965	509E-1	Joseph J Bair, Mary Ellen Bair	United States of America (USA)	Easement	1.74	--	1.74	Vol 360, pg 117	Warranty Easement	Warranty Clearance Easement	--	--	NA
3/12/1965	509E-2	Joseph J Bair, Mary Ellen Bair	United States of America (USA)	Easement	0.07	--	0.07	Vol 360, pg 117	Warranty Easement	Warranty Clearance Easement	--	--	NA
11/16/1964	B259E	Klamath County, Oregon	United States of America (USA)	Easement	1.55	--	1.55	Vol 355, pg 523	Easement	Utility Cable Line Easement - RR	--	--	Unknown

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CRATER LAKE KLAMATH REGIONAL AIRPORT

CRATER LAKE - KLAMATH REGIONAL AIRPORT
EXHIBIT 'A' PROPERTY MAP
KLAMATH FALLS, OREGON

#	DESCRIPTION	DATE	BY
REVISIONS			
1.	Exhibit A Property Map Update	May 2009	Mead & Hunt
2.	Exhibit A Property Map Update	April 2019	Mead & Hunt/Adkins

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: JS
DRAWN BY: AP
CHECKED BY: MH
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SHEET CONTENTS
EXHIBIT 'A' PROPERTY MAP - DATA TABLE

SHEET NO.
5 of 10

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Recording Date	2019 Property Map Parcel #	Grantor	Grantee	Property Interest (Fee or Easement)	Parcel Acreage	Parcel Fee	Parcel Easement	Recorded Liber (Book/Page)	Instrument of Title	Purpose	Federal Acquired	Transferred or Released	Surplus
11/10/1964	C326E	Arthur L. Gabrielson, Ruby J. Gabrielson	United States of America (USA)	Easement	6.79	--	6.79	Vol 357, pg 394	Warranty Easement	Warranty Clearance Easement	--	--	NA
11/4/1964	A110E	E.G Born, Dorothy R. Born	United States of America (USA)	Easement	10.45	--	10.45	Vol 357, pg 332	Warranty Easement	Warranty Clearance Easement - BRL	--	--	NA
10/12/1964	B256E	Christian Litzenberger & Thelma Litzenberger	United States of America (USA)	Easement	3.42	--	3.42	Vol 356, pg 613	Warranty Easement	Warranty Clearance Easement	--	--	NA
10/6/1964	A109E	C.E.Atwater, Emma Atwater, White Bros. Construction Co. Inc	United States of America (USA)	Easement	15.39	--	15.39	Vol 356, pg 519	Warranty Easement	Warranty Clearance Easement	--	--	NA
10/2/1964	C327E	C. C. Bowles/ C. C. Bawles & Nadine Bowles/Bawles/ E. C. Ravert	United States of America (USA)	Easement	1.28	--	1.28	Vol 356, pg 467	Warranty Easement	Warranty Clearance Easement	--	--	NA
9/22/1964	B230E	Quentin Trump	United States of America (USA)	Easement	0.27	--	0.27	Vol 356, pg 302	Warranty Easement	Warranty Clearance Easement	--	--	NA
9/16/1964	C330E	Albert J. Jeschke, Grace A Jeschke	United States of America (USA)	Easement	0.54	--	0.54	Vol 356, pg 209	Warranty Easement	Warranty Clearance Easement	--	--	NA
9/1/1964	C337E	G. H. Stiles	United States of America (USA)	Easement	2.43	--	2.43	Vol 355, pg 634	Warranty Easement	Warranty Clearance Easement	--	--	NA
8/25/1964	B201E	Carl R. Jacobson & Grace LaVern Jacobson	United States of America (USA)	Easement	1.94	--	1.94	Vol 355, pg 515	Warranty Easement	Warranty Clearance Easement	--	--	NA
8/25/1964	B203E	Everett Dennis & Frances Dennis	United States of America (USA)	Easement	0.27	--	0.27	Vol 355, pg 521	Warranty Easement	Warranty Easement (Covers Portion)	--	--	NA
8/25/1964	B261E	Everett Dennis & Frances Dennis	United States of America (USA)	Easement	0.27	--	0.27	Vol 355, pg 521	Warranty Easement	Warranty Easement	--	--	NA
8/25/1964	C325E	Walter W. French & Laura French	United States of America (USA)	Easement	1.19	--	1.19	Vol 355, pg 518	Warranty Easement	Warranty clearance Easement	--	--	NA
8/20/1964	B207E	Klamath County School District	United States of America (USA)	Easement	2.42	--	2.42	Vol 356, pg 305	Warranty Easement	Warranty Clearance Easement	--	--	NA
8/13/1964	B257E	Lloyd E. McFarland & Emma R. McFarland; Abner H. Gilcrist & Edna Gilcrist	United States of America (USA)	Easement	0.1	--	0.1	Vol 355, pg 320	Warranty Easement	Warranty Clearance Easement	--	--	NA
8/3/1964	C334E	Harry J. Waggoner, Norma C. Waggoner	United States of America (USA)	Easement	8.34	--	8.34	Vol 355, pg 317	Warranty Easement	Warranty Clearance Easement	--	--	NA
7/27/1964	A107E	Guy A. Galletti	United States of America (USA)	Easement	7.44	--	7.44	Vol 355, pg 18	Warranty Easement	Warranty Clearance Easement	--	--	NA
7/27/1964	B252E	L.C. Wishard & Ruth W. Wishard	United States of America (USA)	Easement	2.56	--	2.56	Vol 355, pg 24	Warranty Easement	Warranty Clearance Easement	--	--	NA
7/21/1964	C321E	Roland D. Bechtold, Ruth Ann Bechtold, Minne E. Grizzle	United States of America (USA)	Easement	2.57	--	2.57	Vol 355, pg 21	Warranty Easement	Warranty Clearance Easement	--	--	NA
7/16/1964	C318E	Ronald E Phair, Lorrayne Phair	United States of America (USA)	Easement	0.11	--	0.11	Vol 354, pg 499	Warranty Easement	Warranty Clearance Easement	--	--	NA
7/11/1964	A104E	R.J. Sumner A& Pauline H. Sumner; Michael R. Quade & Fonda L. Quade,	United States of America (USA)	Easement	4.6	--	4.6	Vol 356, pg 131	Warranty Easement	Warranty Clearance Easement	--	--	NA
7/10/1964	C333E	Cecil F. Bell	United States of America (USA)	Easement	2.71	--	2.71	Vol 354, pg 406	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/30/1964	B200E	Jack Mulkey & Leota Mulkey	United States of America (USA)	Easement	7.53±	--	7.53±	Vol 354, pg 196	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/24/1964	C331E	Phil D. Schroeder, Gertrude M. Schroeder, Ronald A. Croxford, Alice F. Croxford	United States of America (USA)	Easement	0.54	--	0.54	Vol 354, pg 105	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/19/1964	A108E	L.C.Wicks, Ruby Lee Wicks	United States of America (USA)	Easement	12.91	--	12.91	Vol 354, pg 30	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/19/1964	B206E	Effie D. Hodges	United States of America (USA)	Easement	0.97	--	0.97	Vol 354, pg 12	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/19/1964	B241E	Arlie E. Ayers & Mary I. Ayers	United States of America (USA)	Easement	0.39	--	0.39	Vol 354, pg 21	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/19/1964	B245E	Leroy Mills/Roy Mills & Vera L. Mills	United States of America (USA)	Easement	0.55	--	0.55	Vol 354, pg 24	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/19/1964	B250E	Edgar H. Lawrence, Alice V. Lawrence	United States of America (USA)	Easement	0.54	--	0.54	Vol 354, pg 15	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/19/1964	C322E	Drenna A Raulston	United States of America (USA)	Easement	2.2	--	2.2	Vol 354, pg 18	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/19/1964	C332E	Elmer Gober, Louise Gober	United States of America (USA)	Easement	1.61	--	1.61	Vol 354, pg 27	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/18/1964	507E	Eli South & Jessie Marie South; Percy L. Baird & Ramona J. Baird	United States of America (USA)	Easement	2.2	--	2.2	Vol 353, pg 605	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/12/1964	B251E	Roy Lewis & Rachel Lewis	United States of America (USA)	Easement	0.54	--	0.54	Vol 353, pg 446	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/12/1964	C314E	Harry F. Sweeney, Mildred B. Sweeney	United States of America (USA)	Easement	1.34	--	1.34	Vol 353, pg 449	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/12/1964	C315E	Richard J. Sumner & Pauline Sumner	United States of America (USA)	Easement	1.48	--	1.48	Vol 353, pg 452	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/12/1964	C316E	Jack Reed	United States of America (USA)	Easement	2.02	--	2.02	Vol 353, pg 443	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/12/1964	C324E	Walter L. Galloway ; Jennie H. Galloway	United States of America (USA)	Easement	2.68	--	2.68	Vol 353, pg 455	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/12/1964	512E	William F Wong, Esther M Wong	United States of America (USA)	Easement	18.58	--	18.58	Vol 353, pg 458	Warranty Easement	Warranty Clearance Easement	--	--	NA
5/26/1964	C317E	Calvin C. Crumrine & Irma Crumine	United States of America (USA)	Easement	1.11	--	1.11	Vol 353, pg 224	Warranty Easement	Warranty Clearance Easement	--	--	NA
5/26/1964	510E	Walter L. Bliss, Della C. Bliss	United States of America (USA)	Easement	6.66	--	6.66	Vol 353, pg 218	Warranty Easement	Warranty Clearance Easement	--	--	NA
5/21/1964	B202E	Joe Davis & Cora Davis	United States of America (USA)	Easement	0.38	--	0.38	Vol 353, pg 157	Warranty Easement	Warranty Clearance Easement	--	--	NA
5/21/1964	B205E	Klamath County, OR	United States of America (USA)	Easement	64.69	--	64.69	Vol 353, pg 154	Easement	Clearance Easement - Rwy 14 End	--	--	NA
5/21/1964	B249E	Ralph W. Baker & Mary Alma Banker	United States of America (USA)	Easement	0.54	--	0.54	Vol 353, pg 221	Warranty Easement	Warranty Clearance Easement	--	--	NA
5/21/1964	515E	Eudora Morris, Dan M. McAulliffe, Shirley C. McAulliffe	United States of America (USA)	Easement	18.55	--	18.55	Vol 353, pg 160	Warranty Easement	Warranty Clearance Easement	--	--	NA
5/21/1964	517E	Edgar D. Hoffman, Sarrah E. Hoffman	United States of America (USA)	Easement	10	--	10	Vol 353, pg 163	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/27/1964	C-303E	Wilfred E. Ralston & Jennie L. Ralston; Harold L. Hollis & Elizabeth L. Hollis	United States of America (USA)	Easement	0.57	--	0.57	Vol 351, pg 475	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/27/1964	C336E	Delbert R. Broyles, Mildred Y. Broyles, D.W. Starkey, Olive V. Starkey	United States of America (USA)	Easement	5.23	--	5.23	Vol 354, pg 473	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/20/1964	C313E	Kenneth Eugene Baker & Margaret Ann Baker	United States of America (USA)	Easement	2.2	--	2.2	Vol 352, pg 387	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/20/1964	C329E	Edgar H. Lawrence & Alice V. Lawrence	United States of America (USA)	Easement	1.52	--	1.52	Vol 352, pg 376	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/20/1964	516E	Margaret R. Prime, Jon D. Prime (John)	United States of America (USA)	Easement	6.79	--	6.79	Vol 352, pg 390	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/20/1964	518E	Melecio Rodriquez, Epifamia O. Rodriquez	United States of America (USA)	Easement	8.46	--	8.46	Vol 352, pg 396	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/17/1964	513E	Tony Mazzier, Amelia Mazzier	United States of America (USA)	Easement	25.09	--	25.09	Vol 352, pg 393	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/10/1964	A105E	R.J. Sumner, Pauline M. Sumner	United States of America (USA)	Easement	18.04	--	18.04	Vol 352, pg 277	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1964	A106E	Marion Reginato, Leslie Reginato	United States of America (USA)	Easement	10.48	--	10.48	Vol 352, pg 217	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1964	C305E	Wesley Harsey, Pearle Harsey	United States of America (USA)	Easement	0.76	--	0.76	Vol 352, pg 214	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1964	C309E	Lydia J. Knotts or Lydia Knotts	United States of America (USA)	Easement	1.24	--	1.24	Vol 352, pg 220	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/7/1964	C304E	Jasper G. Moore, Helen C Moore, Miles E Cain	United States of America (USA)	Easement	2	--	2	Vol 352, pg 478	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/2/1964	C306E	Steve Wilson & Mary F. Wilson	United States of America (USA)	Easement	2.52	--	2.52	Vol 352, pg 131	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/2/1964	C311E	Ray G. Oren, Ray G. Oren, Jr. Mildred I. Oren	United States of America (USA)	Easement	1.06	--	1.06	Vol 352, pg 134	Warranty Easement	Warranty Clearance Easement	--	--	NA
3/30/1964	C301E	Mathew Del Fatti & Julia Mae Del Fatti	United States of America (USA)	Easement	1.01	--	1.01	Vol 351, pg 56	Warranty Easement	Warranty Clearance Easement	--	--	NA
3/30/1964	C310E	Dorothy Thomas / Dorothy Bennett/Dorothy Bennett Thomas & Clifford A. Thomas	United States of America (USA)	Easement	2.57	--	2.57	Vol 352, pg 53	Warranty Easement	Warranty Clearance Easement	--	--	NA

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CRATER LAKE KLAMATH REGIONAL AIRPORT

CRATER LAKE - KLAMATH REGIONAL AIRPORT EXHIBIT 'A' PROPERTY MAP

KLAMATH FALLS, OREGON

#	DESCRIPTION	BY	DATE
1	Exhibit 'A' Property Map Update	Mead & Hunt	May 2009
2	Exhibit 'A' Property Map Update	Mead & Hunt/Adkins	April 2019

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EXHIBIT 'A' PROPERTY MAP - DATA TABLE (CONTINUED)

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6 of 10

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Recording Date	2019 Property Map Parcel #	Grantor	Grantee	Property Interest (Fee or Easement)	Parcel Acreage	Parcel Fee	Parcel Easement	Recorded Liber (Book/Page)	Instrument of Title	Purpose	Federal Acquired	Transferred or Released	Surplus
3/30/1964	C312E	Ray Thomas Dorrell & Verdie Adeline Dorrell	United States of America (USA)	Easement	0.65	--	0.65	Vol 352, pg 59	Warranty Easement	Warranty Clearance Easement	--	--	NA
2/20/1963	A137E	Green, et al	United States of America (USA)	Fee	5.87	5.87	--	Vol 343, pg 279	Judgement/Condemnation (Civil No. 60-372)	Approach Light System - Rwy 14	--	--	Unknown
5/14/1962	500E	Martin Greene & Anita M. Green, Klamath County and Klamath Irrigation District	United States of America (USA)	Easement	0.3	--	0.3	Vol 337, pg 372	Judgement/Condemnation (Civil No. 60-163)	Easement Cable Line - Rwy 32 ALS	--	--	No
12/20/1960	A-135E1	Leo A. Garske & Sophie A. Garske	United States of America (USA)	Fee	2.16	2.16	--	Vol 326, pg 239	Warranty Deed	Land Conveyance - Rwy 32 ALS	--	--	No
12/20/1960	A-135E2	Leo A. Garske & Sophie A. Garske	United States of America (USA)	Fee	2.68	2.68	--	Vol 326, pg 239	Warranty Deed	Land Conveyance - Rwy 32 ALS	--	--	No
12/20/1960	A135E3	Leo A. Garske & Sophie A. Garske	United States of America (USA)	Fee	1.12	1.12	--	Vol 326, pg 239	Warranty Deed	Land Conveyance - Rwy 32 ALS	--	--	No
8/26/1960	A136E	Buford E. Boyd & Margaret A. Boyd	United States of America (USA)	Easement	2.31	--	2.31	Vol 323, pg 583	Warranty Easement	Warranty Clearance Easement	--	--	NA
8/16/1960	A-138	Tony Mazzier & Amelia Mazzier	United States of America (USA)	Fee	0.08	0.08	--	Vol 323, pg 382	Warranty Deed	Land Conveyance - Rwy 32 ALS	--	--	No
8/31/1959	A131	State of Oregon, ONG	United States of America (USA)	Fee	2.61	2.61	--	Vol 315, pg 346	Quitclaim Deed	Conveyance - Business Park Area	--	--	No
3/19/1959	A129E	Great Northern Railway Co.	United States of America (USA)	Easement	5.68	--	5.68	Vol 310, pg 631	Restrictive Easement Deed	Easement	--	--	NA
10/18/1957	B209E	Lawrence C. Bullard, Dorothy Helen Bullard & Klamath County	United States of America (USA)	Easement	18.66	--	18.66	Civil No. 9408	Judgement on the Declaration of Taking & Order of Possession	Avigation Easement - Rwy 14 Approach	--	--	NA
9/11/1957	B225E	Ira M. Foster & Minnie B. Foster/Minnie Bell Foster	United States of America (USA)	Easement	2.63	--	2.63	Vol 294, pg 283	Warranty Easement	Warranty Clearance Easement	--	--	NA
8/23/1957	B208E	Charles H. Young & June L. Young	United States of America (USA)	Easement	1.9	--	1.9	Vol 294, pg 71	Warranty Easement	Warranty Clearance Easement	--	--	NA
7/26/1957	B214E	H.S. Vaden & Lydia Vaden	United States of America (USA)	Easement	1.31	--	1.31	Vol 293, pg 366	Warranty Easement	Warranty Clearance Easement	--	--	NA
7/15/1957	B244E	James R. Orr & Thelma B. Orr	United States of America (USA)	Easement	1.01	--	1.01	Vol 293, pg 95	Warranty Easement	Warranty Clearance Easement	--	--	NA
7/12/1957	B234E	H. A. Nitschelm & Melvene D. Nitschelm	United States of America (USA)	Easement	5.45	--	5.45	Vol 293, pg 91	Warranty Easement	Warranty Clearance Easement	--	--	NA
7/11/1957	B224E	Donald D. Phelps & Viola Phelps	United States of America (USA)	Easement	0.42	--	0.42	Vol 293, pg 60	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/13/1957	B211E	Iona James, Victor Bednar, Claudia Kay Bednar	United States of America (USA)	Easement	2.6	--	2.6	Vol 292, pg 316	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/13/1957	B227E	Lizzie P. Lord; Thomas A. Wasson Ramona A. Wasson	United States of America (USA)	Easement	5.27	--	5.27	Vol 293, pg 56	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/12/1957	B232E	Willard L. Polson & M. Eunice Polson	United States of America (USA)	Easement	0.51	--	0.51	Vol 292, pg 320	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/11/1957	B220E	Carl E. Peterson & Ruby June Peterson; Dallas William Fanning & Vera Mae Fanning	United States of America (USA)	Easement	0.89	--	0.89	Vol 292, pg 278	Warranty Easement	Warranty Clearance Easement	--	--	NA
6/11/1957	B253E	Elven McNabb & Marjorie McNabb	United States of America (USA)	Easement	2.55	--	2.55	Vol 292, pg 273	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/15/1957	B246E	H. F. Jarrard & Lona Jarrard	United States of America (USA)	Easement	2.65	--	2.65	Vol 291, pg 191	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/12/1957	B243E	William M. Jameson	United States of America (USA)	Easement	0.21	--	0.21	Vol 291, pg 186	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/11/1957	B242E	Murrell L. Wise	United States of America (USA)	Easement	0.23	--	0.23	Vol 291, pg 160	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/9/1957	B222E	Marie Hanel; Elroy E. Krueger & Elizabeth Krueger	United States of America (USA)	Easement	1.1	--	1.1	Vol 291, pg 121	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/9/1957	B229E	Donald D. Phelps & Viola Phelps	United States of America (USA)	Easement	0.01	--	0.01	Vol 291, pg 95	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/9/1957	B231E	Dean Sheldon & Geraldine May Sheldon	United States of America (USA)	Easement	0.16	--	0.16	Vol 291, pg 116	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/9/1957	B240E	Charles F. Mitchell & Naomi G. Mitchell	United States of America (USA)	Easement	4.47	--	4.47	Vol 291, pg 111	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1957	B212E	Crescencio Herrera & Thodora Herrera; Donald Kucera & Nancy I Kucera; Larry A. Kinney	United States of America (USA)	Easement	2.61	--	2.61	Vol 291, pg 64	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1957	B213E	Edward J. Charas & Irene T. Charas; Donald Kucera/Donald E. Kucera	United States of America (USA)	Easement	1.31	--	1.31	Vol 291, pg 44	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1957	B215E	Floyd Case & Dorothy Case	United States of America (USA)	Easement	1.31	--	1.31	Vol 291, pg 54	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1957	B218E	W. R. Oldham & Mary Oldham	United States of America (USA)	Easement	1.32	--	1.32	Vol 291, pg 21	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1957	B219E	Floyd G. Young & Mildred F. Young	United States of America (USA)	Easement	3.16	--	3.16	Vol 291, pg 34	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1957	B221E	Elizabeth M. Sheehy/Elizabeth M. Kellison & Thomas Sheehy	United States of America (USA)	Easement	0.32	--	0.32	Vol 291, pg 59	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1957	B223E	Donald E. Gourley & Leda R. Gourley	United States of America (USA)	Easement	1.09	--	1.09	Vol 292, pg 289	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1957	B226E	John D. Burg & Vivian Burg	United States of America (USA)	Easement	1.95	--	1.95	Vol 291, pg 16	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1957	B235E	Elmer Leroy Bleak & Ethel Bleak	United States of America (USA)	Easement	5.3	--	5.3	Vol 291, pg 6	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1957	B236E	Howard J. Smith & Bertha F. Smith	United States of America (USA)	Easement	2.65	--	2.65	Vol 291, pg 49	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/8/1957	B239E	Ed S. Hawkins & Minnie W. Hawkins	United States of America (USA)	Easement	0.22	--	0.22	Vol 291, pg 39	Warranty Easement	Warranty Clearance Easement	--	--	NA
4/4/1957	B216E	Henry E. Miksch & Rose D. Miksch; Vernon H. Gauthier & Josephine Gauther	United States of America (USA)	Easement	1.32	--	1.32	Vol 292, pg 256	Warranty Easement	Warranty Clearance Easement	--	--	NA
3/28/1957	B217E	James A. Durand & Josephine Durand	United States of America (USA)	Easement	1.32	--	1.32	Vol 290, pg 507	Warranty Easement	Warranty Clearance Easement	--	--	NA
3/28/1957	B228E	George W. Tedrick & Maida N. Tedrick	United States of America (USA)	Easement	5.3	--	5.3	Vol 290, pg 512	Warranty Easement	Warranty Clearance Easement	--	--	NA
7/26/1956	A100E1	City of Klamath Falls	United States of America (USA)	Easement	37.54	--	37.54	Vol 285, pg 253	Restrictive Easement	Assignment of Restrictive Easements	--	--	NA
7/26/1956	A100E2	City of Klamath Falls	United States of America (USA)	Easement	49.85	--	49.85	Vol 285, pg 253	Restrictive Easement	Assignment of Restrictive Easements	--	--	NA
9/21/1955	434	Jack C. Hayes & Leona C. Hayes	City of Klamath Falls	Fee	32.28	32.28	--	Vol 277, pg 468	Warranty Deed	Rwy 14 End	--	--	No
8/24/1955	A131	United States of America (USA)	State of Oregon	Fee	2.61	2.61	--	Vol 277, pg 1	Quitclaim Deed	Conveyance - Business Park Area	--	--	No
2/17/1955	401	W. M. Raymond & Ruth Raymond	City of Klamath Falls	Fee	45.38	45.38	--	Vol 272, pg 338	Warranty Deed	Aeronautical Development Area	--	--	No
2/16/1955	433	Jack C. Hayes & Leona C. Hayes/Leona A. Hayes	City of Klamath Falls	Fee	4.3	4.3	--	Vol 272, pg 328	Warranty Deed	Rwy 25 End	--	--	No
2/15/1955	429	Melvin C. Keener & Maude Maurine Keener	City of Klamath Falls	Fee	8.72	8.72	--	Vol 272, pg 310	Warranty Deed	Rwy East Side	--	--	No
2/14/1955	426	John Reginato & Ida Reginato	City of Klamath Falls	Fee	3.7	3.7	--	Vol 272, pg 291	Warranty Deed	Rwy 25 / Taxiway System	--	--	No
2/14/1955	431	E. G. Born & Dorothy Born	City of Klamath Falls	Fee	20.02	20.02	--	Vol 272, pg 297	Warranty Deed	Rwy 25 / Taxiway System	--	--	No
2/14/1955	432	A. M. Ager & Clarice W. Ager	City of Klamath Falls	Fee	0.79	0.79	--	Vol 272, pg 293	Warranty Deed	Rwy 25 / Taxiway System	--	--	No
1/14/1955	430	Dean Hall & Oralee Hall	City of Klamath Falls	Fee	29.26	29.26	--	Vol 272, pg 295	Warranty Deed	Rwy 25 End	--	--	No
9/15/1953	442 (4)	United States of America (USA)	City of Klamath Falls	Fee / Easement	8.3	8.3	--	Vol 263, pg 88	Deed and Easement	Drainage Canal Conveyance - Midfield	--	--	No
6/4/1953	410	United States of America (USA)	City of Klamath Falls	Fee	38.59	38.59	--	Vol 261, pg 226	Patent	Guard Base Area	--	--	No
1/14/1948	441/409/407 (3) (11)	United States of America (USA)	City of Klamath Falls	Fee	*44.5*	*44.5*	--	Vol 221, pg 282	Correction Deed	Landside Area (441/409 - Guard) 407 (Civilian Apron)	--	--	Yes
2/19/1945	428	E. G. Born & Dorothy	City of Klamath Falls	Fee	40	40	--	Vol 173, pg 373	Warranty Deed	Rwy 25 / Taxiway System	--	--	No
2/16/1945	427	John Reginato & Ida Reginato	City of Klamath Falls	Fee	10	10	--	Vol 173, pg 315	Warranty Deed	Taxiway System	--	--	No
4/3/1942	416	N. B. Huffman and Emma Ellen Huffman	City of Klamath Falls	Fee	5	5	--	Vol 146, pg 367	Warranty Deed	Rwy 25 End	--	--	No

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The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do 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 development is environmentally acceptable or would have justification in accordance with appropriate public laws.

CRATER LAKE KLAMATH REGIONAL AIRPORT

CRATER LAKE - KLAMATH REGIONAL AIRPORT
EXHIBIT 'A' PROPERTY MAP

KLAMATH FALLS, OREGON

#	DESCRIPTION	REVISIONS	BY	DATE
1	Exhibit 'A' Property Map Update		Mead & Hunt	May 2009
2	Exhibit 'A' Property Map Update		Mead & Hunt/Adkins	April 2019

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: JS
DRAWN BY: AP
CHECKED BY: MH
DO NOT SCALE DRAWINGS

SHEET CONTENTS

EXHIBIT 'A' PROPERTY MAP - DATA TABLE (CONTINUED)

SHEET NO.

7 of 10

NOT FOR CONSTRUCTION

\\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\1115200\170983.01\TECH\CAD\DRAWINGS\ALP 2020\EXHIBIT A\DWG\MT_2009 EXHIBITA UPDATED 2021.DWG
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Recording Date	2019 Property Map Parcel #	Grantor	Grantee	Property Interest (Fee or Easement)	Parcel Acreage	Parcel Fee	Parcel Easement	Recorded Liber (Book/Page)	Instrument of Title	Purpose	Federal Acquired	Transferred or Released	Surplus
2/27/1942	418 (11)	Mona Irene Horn, G. W. Horn/G.W. Horn/Geo W. Born	City of Klamath Falls	Fee	*9.52*	*9.52*	--	Vol 145, pg 356	Warranty Deed	Rwy 25 End	--	--	No
1/21/1942	417	Howard C. Walker & Ruth M. Walker	City of Klamath Falls	Fee	5.5	5.5	--	Vol 144, pg 317	Warranty Deed	Rwy 25 End	--	--	No
1/12/1942	412	C. H. Kelly & Carolyn Kelly, J. F. Kelly	City of Klamath Falls	Fee	36.94	36.94	--	Vol 144, pg 89	Quitclaim Deed	Guard Munition Storage Area	--	--	No
1/6/1942	419	James A. Rowley & alma I. Rowley	City of Klamath Falls	Fee	5	5	--	Vol 143, pg 617	Warranty Deed	Aeronautical Development Area	--	--	No
12/30/1941	415	N. J. Rowley	City of Klamath Falls	Fee	16.58	16.58	--	Vol 143, pg 520	Warranty Deed	Rwy 25 End	--	--	No
12/30/1941	420	N. J. Rowley	City of Klamath Falls	Fee	16.58	16.58	--	Vol 143, pg 520	Warranty Deed	Rwy 25 End	--	--	No
11/17/1941	425	H. W. Waits & Ada F. Waits	City of Klamath Falls	Fee	2	2	--	Vol 142, pg 493	Warranty Deed	Rwy 7 South Side	--	--	No
6/25/1941	421	N. J. Rowley	City of Klamath Falls	Fee	5	5	--	Vol 139, pg 79	Warranty Deed	Rwy 25 End	--	--	No
6/8/1941	424	J. F. Maguire	City of Klamath Falls	Fee	26	26	--	Vol 138, pg 393	Warranty Deed	Guard Base Area	--	--	No
6/7/1941	409	W. Claude Adams and Kyra L. Adams	City of Klamath Falls	Fee	2	2	--	Vol 138, pg 401	Warranty Deed	Guard Base Area	--	--	No
5/21/1941	413 (11)	R. H. Kelly/ Rolland H. Kelly & Viola B. Kelly	City of Klamath Falls	Fee	*21.68*	*21.68*	--	Vol 138, pg 150	Warranty Deed	Guard Ammunition Storage	--	--	No
5/13/1941	407	Mike Zupan and Anna Zupan	City of Klamath Falls	Fee	38	38	--	Vol 137, pg 589	Warranty Deed	General Aviation Ramp Area	--	--	No
5/12/1941	423	E. G. Born & Dorothy Born	City of Klamath Falls	Fee	89.9	89.9	--	Vol 137, pg 561	Warranty Deed	Engine Testing	--	--	No
5/8/1941	405	George W. McAnulty and Emma May McAnulty	City of Klamath Falls	Fee	20	20	--	Vol 137, pg 403	Warranty Deed	Aeronautical Development Area	--	--	No
5/8/1941	414 (11)	Otis O. Smith	City of Klamath Falls	Fee	*41.09*	*41.09*	--	Vol 137, pg 515	Warranty Deed	Rwy 25 End	--	--	No
5/6/1941	422	Nelson J. Rowley/N.J. Rowley	City of Klamath Falls	Fee	35	35	--	Vol 137, pg 427	Warranty Deed	Rwy 25	--	--	No
4/11/1941	402	Balsiger Motor Company	City of Klamath Falls	Fee	54	54	--	Vol 139, pg 342	Warranty Deed	Rwy 25	--	--	No
2/21/1935	411 (11)	R. H. Kelly, C.H. Kelly & J.F. Kelly	City of Klamath Falls	Fee	*22.57*	*22.57*	--	Vol 104, pg 392	Deed	Guard Munition Storage Area	--	--	No
4/12/1930	406 (11)	R.S. Moore & Clara A. Moore	City of Klamath Falls	Fee	*287.52*	*287.52*	--	Vol 90, pg 177	Deed	Northeast General Aviation Area	--	--	No
N/A	444 (6)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Rwy 25 End - South Side	N/A	N/A	N/A
N/A	445 (7)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Rwy 25 End - North Side	N/A	N/A	N/A
10/19/1999	446 (8)	Secretary of the Air Force	State of Oregon	N/A	21.1	N/A	N/A	N/A	N/A	Training and Support of Oregon Air National Guard	N/A	N/A	N/A
N/A	447 (9)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	North of Guard Munitions Storage Area	N/A	N/A	N/A
6/11/2007	Area A (13)	Oregon Department of State Lands	City of Klamath Falls	Fee	30.2	30.2	--	N/A	Memorandum of Understanding	Wetland Mitigation Site (Ore.Cir.Ct. Judgement in Condemnation, 2010)	3-41-0030-23/24	--	No
6/11/2007	Area B (13)	Oregon Department of State Lands	City of Klamath Falls	Fee	29.8	29.8	--	N/A	Memorandum of Understanding	Wetland Mitigation Site (Ore.Cir.Ct. Judgement in Condemnation, 2010)	3-41-0030-23/24	--	No
NEW PARCELS SINCE 2009 EXHIBIT A PROPERTY MAP													
3/2/2009	102	City of Klamath Falls	State of Oregon	Fee	2.69	2.69	--	DN 2009-003096	Bargain and Sale Deed	Airport Business Park Area	N/A	N/A	No
3/2/2009	104 (1) (2)	City of Klamath Falls	State of Oregon	Fee	7.89	7.89	7.89	DN 2009-003095	Bargain and Sale Deed	Airport Business Park Area	N/A	N/A	No
6/16/1994	901 (1) (11)	Klamath County	City of Klamath Falls	Fee	--	*0.48*	--	M94, pg 19011	Quitclaim Deed	Tract crossing BNSF RR	N/A	N/A	No
TOTAL (13)					**2019.46**	**1310.74**	**670.25**						
PARCEL CONVEYANCES IDENTIFIED SINCE 2009 EXHIBIT A PROPERTY MAP (PER 2018 TITLE SEARCH DATA)													
6/2/2008	443 (5) (10)	United States of America (USA)	City of Klamath Falls	Fee	--	0.66	--	DN 2008-007979	Quitclaim Deed	Airport Business Park Area	--	--	Yes
4/30/2008	Parcel 2 (10) LP 27-98	Calvary Chapel of Klamath Falls	City of Klamath Falls	Fee	--	2.69	--	DN 2008-006266	Warranty Deed	No purpose listed.	--	--	NA
9/28/1995	-- (10)	United States Air Force	City of Klamath Falls	Easement	--	--	0.14	M95, pg 27034	Easement	City Utility Line - Guard Leased Area	--	--	NA
9/1/1994	N/A (10)	City of Klamath Falls	Pacific Gas Transmission Company	Easement	--	--	2.33	M94, pg 29744 rerecorded M94, pg 39209	Right-of-Way Agreement	Gas Pipeline - North Rwy 14 End	--	--	NA
8/26/1994	404 (10)	Art Davina	Pacific Gas Transmission Company	Easement	--	--	0.15	M94, pg 26701	Right-of-Way Agreement	Gas Pipeline - Near USFS	--	--	NA
3/12/1987	408 / A131 (10)	United States of America (USA)	City of Klamath Falls	Fee	--	30.94	--	M87, pg 3983	Quitclaim Deed	Airport Business Park Area	--	M87, pg 8953 back to United States	Yes
1/21/1980	E-700 (10)	City of Klamath Falls	Gerald S. Whitlatch	Fee & Easement	24.53	24.53	24.53	M80, pg 3464	Deed	Easement East Rwy 25 End	--	--	No
12/20/1960	A135E1 (10)	Leo A. Garske & Sophie A. Garske	United States of America (USA)	Easement	--	--	2.91	Vol 326, pg 342	Warranty Easement	Rwy 32 ALS	--	--	NA
12/20/1960	A135E2 (10)	Leo A. Garske & Sophie A. Garske	United States of America (USA)	Easement	--	--	2.56	Vol 326, pg 342	Warranty Easement	Rwy 32 ALS	--	--	NA
8/26/1960	A136 (10)	Buford E. Boyd & Margaret A. Boyd	United States of America (USA)	Fee	0.54	0.54	--	Vol 323, pg 581	Warranty Deed	Rwy 14 ALS	--	--	No
2/15/1955	A100E1 (10)	W. M. Raymond & Ruth Raymond	City of Klamath Falls	Easement	--	--	37.54	Vol 272, pg 340	Restrictive Easement	Land West of Altamont Drive and North of Brett Way	--	--	NA

LEGEND

Data Gap	Parcel Data Missing from the 2009 LMT Exhibit "A" Property Map.
Data Update	Parcel Data Updated or Revised from the 2009 LMT Exhibit "A" Property Map
New Data	Parcel Data Added from the 2009 LMT Exhibit "A" Property Map
Stricken	Parcel Data Removed from the 2009 LMT Exhibit "A" Property Map
N/A	Parcel Data Not Available
--	Parcel Data Not Applicable
Italics Acreage	Parcel Size Determined from Drawing Boundary

TABLE NOTES

(1) PARCELS 104 & 901 WERE DISCOVERED DURING REVIEW OF TITLE RECORD OBTAINED FROM AMERITITLE DATED NOVEMBER 7, 2018.
(2) PARCELS 408 & 104: A PORTION OF PARCEL 408 WAS TRANSFERRED TO THE STATE OF OREGON. REFER TO PARCEL 104 & 102.
(3) PARCELS 441, 408 & 407 WERE RECONVEYED IN JANUARY 14, 1948 TO CORRECT A LEGAL DESCRIPTION IN BOOK 215, PAGE 459.
(4) PARCEL 442 INCLUDES CONVEYANCE OF THE A-3-N LATERAL AND 1-E DRAIN WITH A FEE INTEREST AS WELL AS AN 8.3 ACRE EASEMENT FOR HIGHWAY PURPOSES IN THE SAME DOCUMENT.
(5) PARCEL 443 AS SHOWN ON THE ORIGINAL 2009 TABLE INCLUDED REFERENCE TO A NONEXISTENT DEED RECORD. THE PARCEL WAS DEEDED TO THE CITY OF KLAMATH FALLS AS SHOWN IN ADDITIONAL CONVEYANCES.
(6) PARCEL 444: TITLE SEARCH AND COUNTY COURTHOUSE RECORD VISIT ON 03-21-2019 DID NOT REVEAL PARCEL DEED RECORD.
(7) PARCEL 445: TITLE SEARCH AND COUNTY COURTHOUSE RECORD VISIT ON 03-21-2019 DID NOT REVEAL PARCEL DEED RECORD.
(8) PARCEL 446: TITLE SEARCH AND COUNTY COURTHOUSE RECORD VISIT ON 03-21-2019 DID NOT REVEAL PARCEL DEED RECORD.
(9) PARCEL 447: TITLE SEARCH AND COUNTY COURTHOUSE RECORD VISIT ON 03-21-2019 DID NOT REVEAL PARCEL DEED RECORD.
(10) ADDITIONAL CONVEYANCES INCLUDE FEE INTEREST CHAIN OF TITLE ITEMS AND EASEMENTS ENCUMBERING AIRPORT LANDS PER TITLE RECORD OBTAINED FROM AMERITITLE DATED NOVEMBER 7, 2018.
(11) PARCEL OR EASEMENT ACREAGE TOTALS CALCULATED BY RETRACING DEED OR SURVEY RECORDS IS DENOTED WITH ITALICS.
(12) THE ABSENCE OF PARCEL ACREAGE TOTAL NOT SHOWN FOR EASEMENTS INDICATES EASEMENT IS CONTAINED WITHIN A PORTION OF A FEE SIMPLE PARCEL.
(13) FEE SIMPLE TOTAL OF 1,310.74 ACRES INCLUDES 1,250.74 ACRES OF CONTIGUOUS LMT PROPERTY PLUS AN ADDITIONAL 60 ACRES OF OFFSITE WETLAND MITIGATION AREA.

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CRATER LAKE KLAMATH REGIONAL AIRPORT

CRATER LAKE - KLAMATH REGIONAL AIRPORT
EXHIBIT 'A' PROPERTY MAP
KLAMATH FALLS, OREGON

#	DESCRIPTION	BY	DATE
1	Exhibit 'A' Property Map Update	Mead & Hunt	May 2009
2	Exhibit 'A' Property Map Update	Mead & Hunt/Adkins	April 2019

REVISIONS

M&H NO.: 1115200-170983.01
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SHEET CONTENTS
EXHIBIT 'A' PROPERTY MAP - DATA TABLE (CONTINUED)

SHEET NO.
8 of 10

NOT FOR CONSTRUCTION

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Recording Date	2019 Property Map Parcel #	Grantor	Grantee	Property Interest (Fee or Easement)	Parcel Acreage	Parcel Fee	Parcel Easement	Recorded Liber (Book/Page)	Instrument of Title	Purpose	Federal Acquired	Transferred or Released	Surplus
FUTURE AIRPORT PROPERTY													
N/A	F1	KUCERA ENTERPRISES LLC	City of Klamath Falls	Fee	18.52	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F2	BUTLER SEWER & DRAIN CLEANING INC	City of Klamath Falls	Fee	1.77	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F3	MURPHY DENNIS J & SHIREEN L	City of Klamath Falls	Fee	18.03	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F4	HENZEL DAVID P TRUSTEE	City of Klamath Falls	Fee	34.71	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F5	FERGUSON BRIAN & AMY	City of Klamath Falls	Fee	5.14	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F6	DAVID JOE A & KASANDRA L	City of Klamath Falls	Fee	22.62	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F7	DAVID JOE A & KASANDRA L	City of Klamath Falls	Fee	0.87	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F8	HARTMAN RYAN & JENNIFER L	City of Klamath Falls	Fee	36.52	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F9	HARTMAN RYAN & JENNIFER L	City of Klamath Falls	Fee	36.34	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F10	KENDALL MELVIN B TRUSTEE	City of Klamath Falls	Fee	2.36	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F11	KLAMATH CASCADE GROUP LLC	City of Klamath Falls	Fee	14.69	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F12	STREEBY HAROLD D	City of Klamath Falls	Fee	19.99	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F13	WALSH FAMILY TRUST ET AL	City of Klamath Falls	Fee	11.83	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F14	WALSH FAMILY TRUST ET AL	City of Klamath Falls	Fee	16.74	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F15	KLAMATH IRRIGATION DISTRICT	City of Klamath Falls	Fee	31.52	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F16	WALSH FAMILY TRUST ET AL	City of Klamath Falls	Fee	14.32	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F17	MC'AULIFFE PATRICK & NEWELL CHERYL	City of Klamath Falls	Fee	4.03	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F18	KELLY-CASTILLO MICHELLE L	City of Klamath Falls	Fee	9.98	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F19	HUNTER DARREN LEE & TARA L	City of Klamath Falls	Fee	1.71	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F20	TAYLOR DEBBIE	City of Klamath Falls	Fee	0.42	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F21	SIMMONS ELLIS W & MARILYN R	City of Klamath Falls	Fee	1.49	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F22	PARKER RAYMOND E	City of Klamath Falls	Fee	32.3	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F23	FLEMING ROSS T & ANNA M	City of Klamath Falls	Fee	33.1	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F24	BAIR EDWARD T & VIRGINIA LEE	City of Klamath Falls	Fee	36.09	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F25	NEESE DAVID L & KATHY L	City of Klamath Falls	Fee	2	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F26	FLEMING ROSS T & ANNA M	City of Klamath Falls	Fee	27.01	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F27	BAIR DEBRA LYNN	City of Klamath Falls	Fee	26.52	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F28	BAIR DEBRA LYNN	City of Klamath Falls	Fee	35.42	N/A	0	N/A	N/A		N/A	N/A	N/A
N/A	F29	BAIR EDWARD T & VIRGINIA L	City of Klamath Falls	Fee	45.94	N/A	0	N/A	N/A		N/A	N/A	N/A

Mead & Hunt

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CRATER LAKE KLAMATH REGIONAL AIRPORT

CRATER LAKE - KLAMATH REGIONAL AIRPORT
EXHIBIT 'A' PROPERTY MAP

KLAMATH FALLS, OREGON

#	DESCRIPTION	BY	DATE
REVISIONS			
1.	Exhibit 'A' Property Map Update	Mead & Hunt	May 2009
2.	Exhibit 'A' Property Map Update	Mead & Hunt/Adkins	April 2019

M&H NO.: 1115200-170983.01
DATE: FEBRUARY 2021
DESIGNED BY: JS
DRAWN BY: AP
CHECKED BY: MH
DO NOT SCALE DRAWINGS

SHEET CONTENTS

EXHIBIT 'A' PROPERTY MAP - DATA TABLE (CONTINUED)

SHEET NO.

9 of 10

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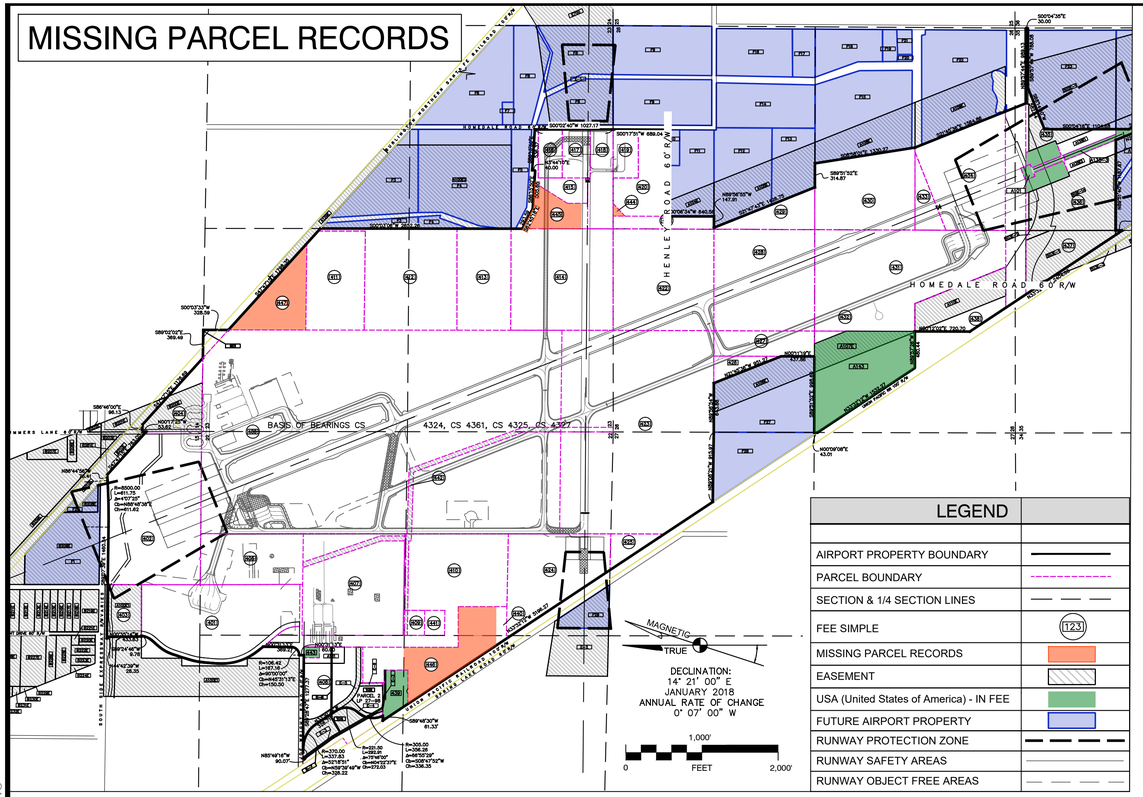
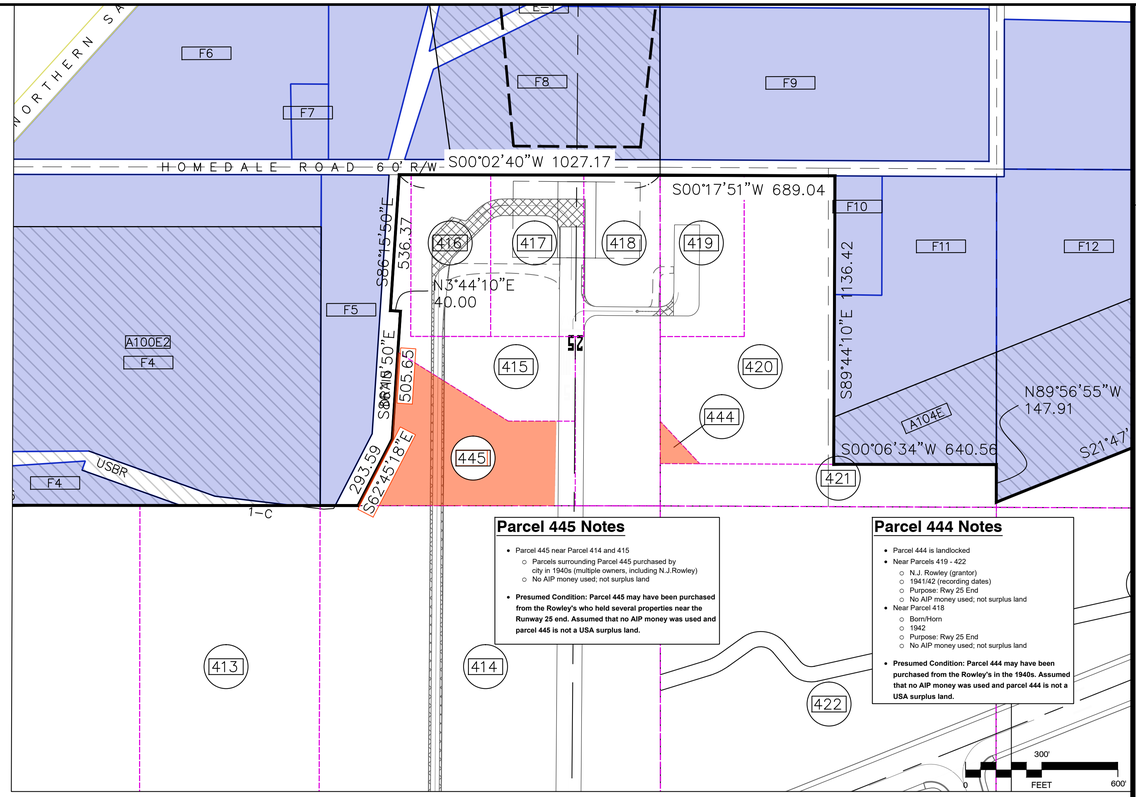
MISSING PARCEL RECORDS



LEGEND	
AIRPORT PROPERTY BOUNDARY	
PARCEL BOUNDARY	
SECTION & 1/4 SECTION LINES	
FEE SIMPLE	123
MISSING PARCEL RECORDS	
EASEMENT	
USA (United States of America) - IN FEE	
FUTURE AIRPORT PROPERTY	
RUNWAY PROTECTION ZONE	
RUNWAY SAFETY AREAS	
RUNWAY OBJECT FREE AREAS	

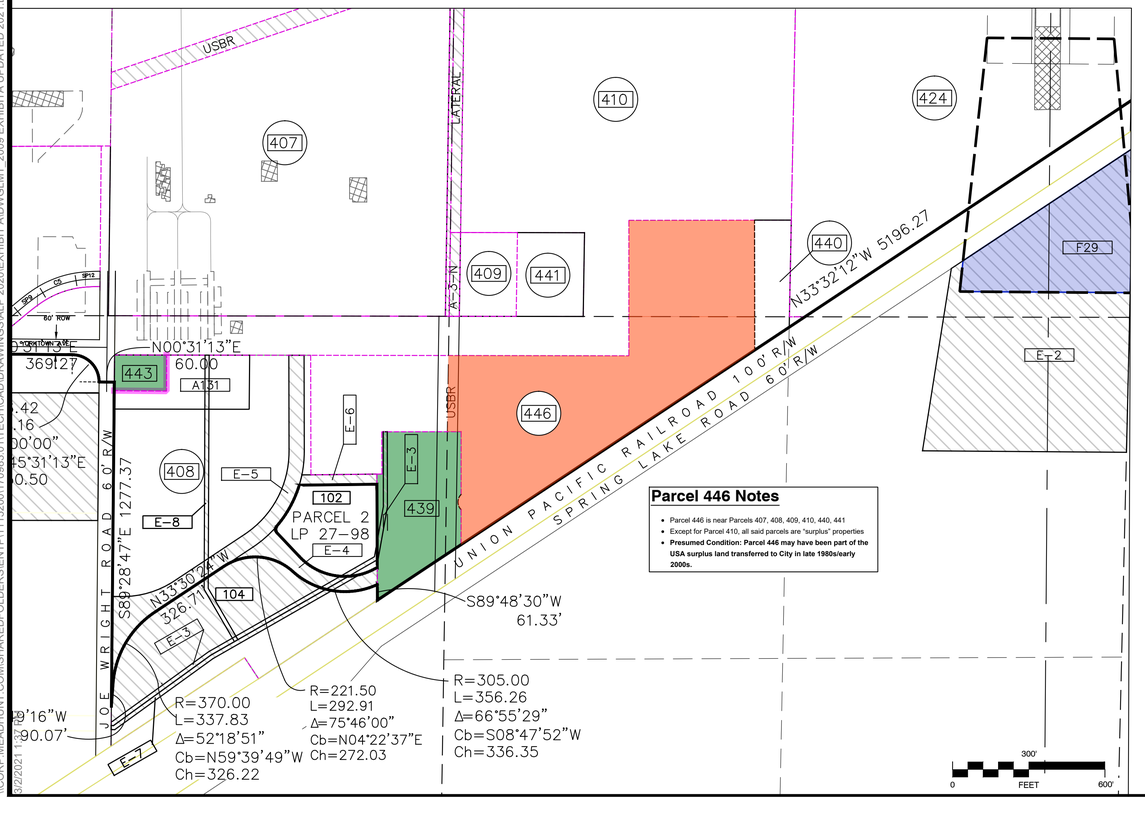


Parcel 445 Notes

- Parcel 445 near Parcel 414 and 415
  - Parcels surrounding Parcel 445 purchased by city in 1940s (multiple owners, including N.J Rowley)
  - No AIP money used; not surplus land
- **Presumed Condition: Parcel 445 may have been purchased from the Rowley's who held several properties near the Runway 25 end. Assumed that no AIP money was used and parcel 445 is not a USA surplus land.**

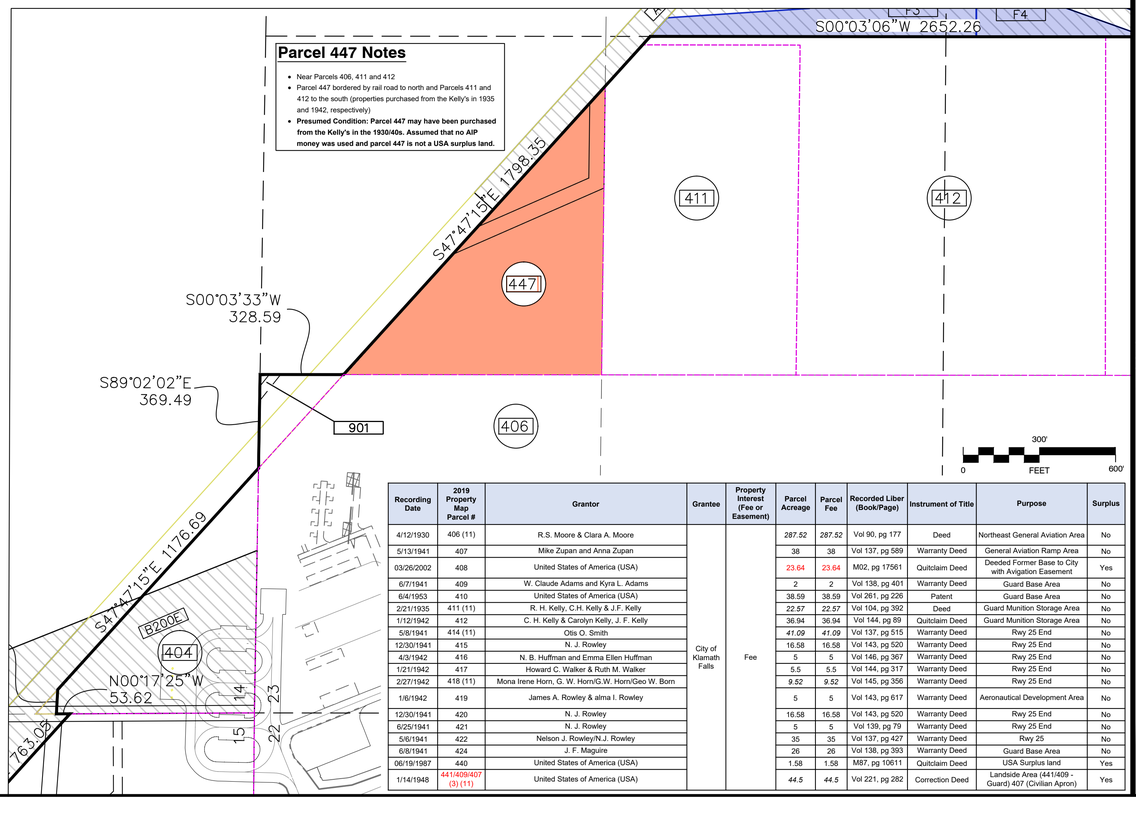
Parcel 444 Notes

- Parcel 444 is landlocked
- Near Parcels 419 - 422
  - N.J. Rowley (grantor)
  - 1941/42 (recording dates)
  - Purpose: Rwy 25 End
  - No AIP money used; not surplus land
- Near Parcel 418
  - Born/Horn
  - 1942
  - Purpose: Rwy 25 End
  - No AIP money used; not surplus land
- **Presumed Condition: Parcel 444 may have been purchased from the Rowley's in the 1940s. Assumed that no AIP money was used and parcel 444 is not a USA surplus land.**



Parcel 446 Notes

- Parcel 446 is near Parcels 407, 408, 409, 410, 440, 441
- Except for Parcel 410, all said parcels are "surplus" properties
- **Presumed Condition: Parcel 446 may have been part of the USA surplus land transferred to City in late 1980s/early 2000s.**



Parcel 447 Notes

- Near Parcels 406, 411 and 412
- Parcel 447 bordered by rail road to north and Parcels 411 and 412 to the south (properties purchased from the Kelly's in 1935 and 1942, respectively)
- **Presumed Condition: Parcel 447 may have been purchased from the Kelly's in the 1930/40s. Assumed that no AIP money was used and parcel 447 is not a USA surplus land.**

Recording Date	2019 Property Map Parcel #	Grantor	Grantee	Property Interest (Fee or Easement)	Parcel Acreage	Parcel Fee	Recorded Liber (Book/Page)	Instrument of Title	Purpose	Surplus
4/12/1930	406 (11)	R.S. Moore & Clara A. Moore	City of Klamath Falls	Fee	*287.52*	*287.52*	Vol 90, pg 177	Deed	Northeast General Aviation Area	No
5/13/1941	407	Mike Zupan and Anna Zupan			38	38	Vol 137, pg 589	Warranty Deed	General Aviation Ramp Area	No
03/26/2002	408	United States of America (USA)			23.64	23.64	M02, pg 17561	Quitclaim Deed	Deeded Former Base to City with Avigation Easement	Yes
6/7/1941	409	W. Claude Adams and Kyra L. Adams			2	2	Vol 138, pg 401	Warranty Deed	Guard Base Area	No
6/4/1953	410	United States of America (USA)			38.59	38.59	Vol 261, pg 226	Patent	Guard Base Area	No
2/21/1935	411 (11)	R. H. Kelly, C.H. Kelly & J.F. Kelly			*22.57*	*22.57*	Vol 104, pg 392	Deed	Guard Munition Storage Area	No
1/12/1942	412	C. H. Kelly & Carolyn Kelly, J. F. Kelly			36.94	36.94	Vol 144, pg 89	Quitclaim Deed	Guard Munition Storage Area	No
5/8/1941	414 (11)	Otis O. Smith			*41.09*	*41.09*	Vol 137, pg 515	Warranty Deed	Rwy 25 End	No
12/30/1941	415	N. J. Rowley			16.58	16.58	Vol 143, pg 520	Warranty Deed	Rwy 25 End	No
4/3/1942	416	N. B. Huffman and Emma Ellen Huffman			5	5	Vol 146, pg 367	Warranty Deed	Rwy 25 End	No
1/21/1942	417	Howard C. Walker & Ruth M. Walker			5.5	5.5	Vol 144, pg 317	Warranty Deed	Rwy 25 End	No
2/27/1942	418 (11)	Mona Irene Horn, G. W. Horn/G.W. Horn/Geo W. Born			*9.52*	*9.52*	Vol 145, pg 356	Warranty Deed	Rwy 25 End	No
1/6/1942	419	James A. Rowley & alma I. Rowley			5	5	Vol 143, pg 617	Warranty Deed	Aeronautical Development Area	No
12/30/1941	420	N. J. Rowley			16.58	16.58	Vol 143, pg 520	Warranty Deed	Rwy 25 End	No
6/25/1941	421	N. J. Rowley			5	5	Vol 139, pg 79	Warranty Deed	Rwy 25 End	No
5/6/1941	422	Nelson J. Rowley/N.J. Rowley			35	35	Vol 137, pg 427	Warranty Deed	Rwy 25	No
6/8/1941	424	J. F. Maguire			26	26	Vol 138, pg 393	Warranty Deed	Guard Base Area	No
06/19/1987	440	United States of America (USA)			1.58	1.58	M87, pg 10611	Quitclaim Deed	USA Surplus land	Yes
1/14/1948	441/409/407 (3) (11)	United States of America (USA)			*44.5*	*44.5*	Vol 221, pg 282	Correction Deed	Landside Area (441/409 - Guard) 407 (Civilian Apron)	Yes

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CRATER LAKE KLAMATH REGIONAL AIRPORT

CRATER LAKE - KLAMATH REGIONAL AIRPORT EXHIBIT 'A' PROPERTY MAP

KLAMATH FALLS, OREGON

#	DESCRIPTION	BY	DATE
1	Exhibit A Property Map Update	Mead & Hunt	May 2009
2	Exhibit A Property Map Update	Mead & Hunt/Adkins	April 2019

REVISIONS

M&H NO.: 1115200-170983.01
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CHECKED BY: MH
DO NOT SCALE DRAWINGS

SHEET CONTENTS

EXHIBIT 'A' PROPERTY MAP - MISSING PARCEL RECORDS

SHEET NO.

10 of 10

NOT FOR CONSTRUCTION

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APPENDIX A. ALP REVIEW CHECKLIST

The following checklist shall be used in lieu of FAA AC 150/5070-6B, Appendix F, Airport Layout Plan Drawing set. This checklist is intended for use when submitting a new or updated ALP to the FAA for review and approval. Consultants and/or sponsors should indicate "Yes," "No" or "N/A" (not applicable) for every item on the checklist. The same checklist shall be provided to FAA for review and verification. For all reviewers: It is important that each item listed be shown on the respective plan.

Airport Identification (to be completed by Sponsor or Consultant)			
Airport	Crater Lake – Klamath Regional Airport		
City and State	Klamath Falls, OR	Location Identifier	LMT
Airport Owner	City of Klamath Falls, OR		

ALP Submission Information (to be completed by Sponsor or Consultant)		
ALP Prepared by	Mead & Hunt Name of Consulting Firm Daniel Lumetta Name of Individual 909-467-8533 Telephone daniel.lumetta@meadhunt.com Email address	October 9, 2020 Date
Consulting QA/QC Review	Kelly Maddoux Name and Title of Individual	October 9, 2020 Date
Sponsor Review	John Barsalou Airport Director Name and Title of Individual	October 8, 2020 Date

FAA Review (to be completed by FAA)	
Name and Title of Individual	Date

Critical Design Aircraft or Family of Aircraft:

	Make	Model	Annual Itinerant Operations
Existing	Civlian and Military Fleet	AAC D	17,538
		ADG III	500
Future	Boeing (McDonnell Douglas)	DC-10-30	184

Forecasted Year: 2038

Airport Reference Code (ARC): Existing D-III / Future D-IV

Runway Design Code (RDC) & Runway Reference (RRC):

Runway	RDC	RRC
Runway 14/32	D-IV-2400	D/IV/2400
Runway 7/25	B-II-VIS	B/II/VIS

Approach Minimums:

Rwy End	Minimum	Rwy End	Minimum
Runwy 14	3/4-Mile	Runway 32	½-Mile
Runway 7	Visual	Runway 25	Visual
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.

Runways (Existing and Future):

Runway	Existing		Future		Departure Surface (Y or N/A)
	Length (ft)	Width (ft)	Length (ft)	Width (ft)	
Runway 14/32	10,302	150	10,302	150	Y
Runway 7/25	5,258	100	5,000	75	Y
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.

Runway	Existing		Future		Departure Surface (Y or N/A)
	Length (ft)	Width (ft)	Length (ft)	Width (ft)	
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.

For the balance of the checklist, enter a mark (✔ or X) to confirm inclusion.

A.1. Narrative Report

Narrative Report					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Executive Summary – A concise summary of the findings/ recommendations of the master planning effort or changes to the ALP. This should include a description of planned projects, an implementation plan/timeline, and identification of benchmarks or actions that will be conducted to either verify the original planning assumptions or proceed with project implementation.	From AC 150/5070-6, Section 202: An accompanying ALP Narrative Report should explain and document those changes and contain at least the following elements: – Basic aeronautical forecasts. – Basis for the proposed items of development. – Rationale for unusual design features and/or modifications to FAA Airport Design Standards. – Summary of the various stages of airport development and layout sketches of the major items of development in each stage. – An environmental overview to document environmental conditions that should be considered in the identification and analysis of airport development alternatives and proposed projects.			✕	
1. Identify Projects along with description				✕	
2. Create a Timeline for each Project				✕	
3. Identify and List:				✕	
a. Proposed Projects (e.g., Hangar development)				✕	
b. Milestones/ Triggering Events (e.g., 1. All hangars are full, 2. There is a waiting list long enough to fill a new development, 3. Hangars have reached their useful life, etc.)				✕	
c. Action items/Next Steps (e.g., 1. Maintain log and gather data, 2. Discuss plan with ADO, 3. Coordinate with ADO regarding potential for inclusion in FAA ACIP (Airports Capital Improvement Program), 4. Identify funding sources.)				✕	
d. Funding Plan	Capital Improvement Plan for the forecast horizons. See AC 150/5070-6, Chapter 11. Only a rough, order-of-magnitude report is needed in the executive summary.			✕	

Narrative Report					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
B. Basic aeronautical forecasts (0-5, 6-10, 11-20 years): Basic aeronautical forecasts (0-5, 6-10, 11-20 years):	Forecasts of future levels of aviation activity as approved by the FAA. These projections are used to determine the need for new or expanded facilities. See AC 150/5070-6, Chapter 7.			×	
1. Total annual operations	Total local and itinerant aircraft operations at the airport.			×	
2. Annual itinerant operations by all aircraft	Itinerant operations by aircraft that leaves the local airspace, generally 25 miles or more from the airport. See AC 150/5070-6, Chapter 7, Section 702.a. and Figure 7-2.			×	
3. Annual itinerant operations by current critical aircraft				×	
4. Annual itinerant operations by future critical aircraft				×	
5. Number of based aircraft	Aircraft that use the subject airport as a home base, i.e., have hangar or tie-down space agreements. See AC 150/5070-6, Chapter 7, Section 702.a. and Figure 7-2.			×	
6. Annual instrument approaches	Number of instrument approaches expected to be executed during a 12-month period. See AC 150/5070-6, Chapter 7, Section 702.a. and Figure 7-2.			×	
7. Number of enplanements	See AC 150/5070-6, Chapter 7, Section 702.a. and Figure 7-2.			×	

Narrative Report					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
8. Critical Aircraft (also referred as “design aircraft” or “critical design aircraft)	The critical aircraft is the most demanding aircraft identified in the forecast that will use the airport. Federally funded projects require that the critical aircraft will make substantial use of the airport in the planning period. Substantial use means either 500 or more annual itinerant operations or scheduled service. The critical aircraft may be a single aircraft or a composite of the most demanding characteristics of several aircraft. Provide the aircraft, AAC, and ADG. (e.g. Boeing 737-400, C-III) See AC 150/5300-13A, Paragraph 105(b) and FAA Order 5090.3C, 3-4.			×	
9. Runway Design Code (RDC)	Describe the RDC for each runway. For the purpose of airport geometric design, each runway will contain a RDC which signifies the design standards to which the runway is to be built. The RDC consists of three parameters: Aircraft Approach Category (AAC), Airplane Design Group (ADG) and the approach visibility minimums. These parameters represent the aircraft that are intended to be accommodated by the airport, regardless of substantial use. See AC 150/5300-13A, Paragraph 105(c).			×	
10. Runway Reference Code (RRC)	Describe the RRC for each runway. The RRC describes the current operational capabilities of a runway where no special operating procedures are necessary. The RRC consists of the same three components as the RDC, but is based on planned development and has no operational application. See AC 150/5300-13A, Paragraph 318.			×	
C. Alternatives/Proposed Development				×	

Narrative Report					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
11. Explanation of proposed development items	Specific projects can be described as project listings on a master table, on individual project data sheets, or in projects booklets.			×	
12. Discuss near-term and future Approach Procedure Requirements or effects (e.g., LPV, Circling, etc.)	Based on existing or forecast usage. See FAA Order 7400.2, Figures 6-6-3 and 6-3-9.			×	
13. Navigational Aids or Other Equipment Needs (e.g., Approach Lights, Wind Cones, AWOS, etc.)	The need for new or additional navigational aids is a function of the fleet mix, the percentage of time that poor weather conditions are present, and the cost to the users of not being able to use the airport while it is not accessible.			×	
14. Wind coverage. Is it adequate for existing and future runway layouts? Has wind data been updated?	This analysis determines if additional runways are needed to provide the necessary wind coverage. Reference AC 150/5300-13A, Appendix 2 for guidance on wind coverage analysis techniques.			×	
D. Modification to Standards.	Any approved nonconformance to FAA standards, other than dimensional standards for RSAs and OFZs, require FAA approval. A description of all approved modification to standards shall be provided. See AC 150/5300-13A, Paragraph 106(b) and FAA Order 5300.1.			×	
E. Obstruction Surfaces (14 CFR Part 77 and Threshold Siting Surface)	Reference 14 CFR Part 77 and AC 150/5300-13A, Paragraph 303.			×	
F. Runway Protection Zone	A description of any incompatible land uses inside the RPZ shall be provided. Prior to including new or modified land use in the RPZ, the Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400. This policy is exempt from existing land uses in the RPZ. See AC 150/5300-13A, Paragraph 310 and FAA memorandum dated September 27, 2012.			×	

Narrative Report					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
G. Development summary (including sketches, schedules, and cost estimates) for stages of construction for: Development summary (including sketches, schedules, and cost estimates) for stages of construction for:	Documentation provided should include any electronic spreadsheets and files to facilitate in modifying the financial plan on an as-needed basis.			×	
15. Development Projects Completed Since Last ALP				×	
16. 0-5 years				×	
17. 6-10 years				×	
18. 11-20 years				×	
H. Shadow or line-of-sight study for towered airports (negative or positive statements are required).	Reference FAA Order 6480.4. This can be from the Airway Facilities Tower Integration Laboratory (AFTIL) or simpler GIS-generated studies.			×	
I. Letters of coordination with all levels of government, as needed.	Affected private and/or governmental groups, agencies, commissions, etc., that may have input on the plans. See AC 150/5070-6, Chapter 3.			×	
J. Wildlife Hazard Management Issues Review (in narrative).	Reference AC 150/5200-33.			×	
K. Preliminary Identification of Environmental Features	Potential or known features only. Further environmental analysis will be necessary. Reference FAA Order 5050.4B. Begin framework for NEPA analysis.			×	
19. Major airport drainage ditches				×	
20. Wetlands				×	
21. Flood Zones				×	
22. Historic or Cultural features				×	
23. Section 4(f) features				×	
24. Flora/Fauna				×	

Narrative Report					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
25. Natural Resources				✕	
26. Etc. (other features identified in Order 5050.4B)				✕	
L. Note Action Items from Runway Safety Program Office	List and note status of items from Runway Safety Program Office or Runway Safety Action Plan.			✕	
M. Declared Distance (DD)	The narrative on declared distances is used to aid in understanding the maximum distances available and suitable for meeting takeoff, rejected takeoff, and landing distances performance requirements for turbine powered aircraft. The narrative shall also provide clarification on why declared distances have been implemented. Declared distances data must be listed for all runway ends. The TORA, TODA, ASDA, and LDA will be equal to the runway length in cases where a runway does not have displaced thresholds, stopways, or clearway, and have standard RSAs, ROFAs, RPZs, and TSS. Reference AC 150/5300-13A, Paragraph 323.			✕	
Remarks					
See Master Plan Update					

A.2. Title Sheet

- The scale of the Title Sheet should be developed to include the items listed below.
- The minimum size for the final drawing set is 22" X 34" (ANSI D) and 24" X 36" (ARCH D). Coordinate use of 34" x 44" (ANSI E) and 26" X 48" (ARCH E) with FAA. Color drawings may be acceptable if they are still usable if reproduced in grey scale.

Title Sheet					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
A. Title and revision blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	×			
B. Airport sponsor approval block	Provide an approval block for the sponsoring authority's representative to sign. Include space for name, title, and date.	×			
C. Date of ALP (date the airport sponsor signs the ALP)	The month and year of signature prominently shown near the title.	×			
D. Index of sheets (including revision date column)	Airport Layout Drawing, Airport Airspace Drawing, Inner Portion of the Approach Surface Drawing, Terminal Area Drawing, Land Use Drawing, Airport Property Map, Airport Departure Surface, etc.	×			
E. State Aeronautics Agency Approval Block (as needed)	Provide an approval block for the sponsoring authority's representative to sign. Include space for name, title, and date.			×	
F. State outline with county boundaries. County in which airport is located should be highlighted.	Provide as needed.	×			
G. Location map (general area)		×			
H. Vicinity map (specific airport area)		×			
Remarks					

A.3. Airport Data Sheet

- For smaller airports, some of the ALP sheets may be combined if practical and approved FAA.

Airport Data Sheet					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	×			
B. Wind Rose (all weather and IFR) with appropriate airport reference code and runway orientation depicted, crosswind coverage, and combined coverage, source of wind information and time period covered (for IFR runways applicable minimums should be included):	Assembly and analysis of wind data to determine ultimate runway orientation and also provides the operational impact of winds on existing runways. If instrument procedures are present or will be requested then both all-weather and instrument meteorological condition wind roses are required. See AC 150/5300-13A, Appendix 2.	×			
1. 10.5, 13, 16, 20 knots wind rose (based on appropriate airport reference code)	When a runway orientation provides less than 95 percent wind coverage for any aircraft forecasted to use the airport on a regular basis, a crosswind runway is recommended. The 95 percent wind coverage is computed on the basis of the crosswind not exceeding 10.5 knots for Airport Reference Codes A-I and B-I, 13 knots for Airport Reference Codes A-II and B-II, 16 knots for Airport Reference Codes A-III, B-III, and C-I through D-III, and 20 knots for Airport Reference Codes A-IV through D-VI. See also AC 150/5300-13A, Paragraph 302(c)(3) and AC 150/5300-13A, Appendix 2.	×			
2. Percentage of wind coverage/crosswind		×			
3. Source of data	Wind data may be obtained from NOAA at http://www.ncdc.noaa.gov/ Reference AC 150/5300-13A, Appendix 2, Paragraph A2-5 and A2-6.	×			

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
4. Age of data (last 10 consecutive years of data with most current data no older than 10 years)	Data must be from the latest 10-year period from the reporting station closest to the airport. Reference AC 150/5300-13A, Appendix 2, Paragraph A2-5.	×			
C. Airport Data Table		×			
1. ARC for Airport	List the Airport Reference Code (ARC) for airport. 5300-13AARC is an airport designation that signifies the airport's highest Runway Design Code (RDC), minus the third (visibility) component of the RDC. Reference AC 150/5300-13A.	×			
2. Mean maximum temperature of hottest month	List the mean maximum temperature and the hottest month for the airport location as listed in "Monthly Station Normals of Temperature, Precipitation, and Heating and Cooling Degree-Days" (Climatography of the United States No. 81). See AC 150/5325-4, 506.b.	×			
3. Airport elevation (highest point of the landing areas, nearest 0.1 foot) – using North American Vertical Datum of 1988 (NAVD88)	List the Airport Elevation, the highest point on an airport's usable runway expressed in feet above mean sea level (MSL). Use NAVD88. Reference AC 150/5300-13A, Paragraph 102(g) All elevations shall be in NAVD88. A note shall be put on the Airport Layout Drawing that denotes that the NAVD88 vertical control datum was used.	×			
4. Airport Navigational Aids, including ownership (NDB, TVOR, ASR, Beacon, etc.)	List the electronic aids available at the airport.	×			

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
5. Airport reference point coordinates, nearest second (existing, future if appropriate, and ultimate) - NAD83	List the Airport Reference Point, the latitude and longitude of the approximate center of the airport. Use the North American Datum of 1983 (NAD83) coordinate system. See AC 150/5300-13A, Paragraph 207. All latitude/longitude coordinates shall be in NAD83. A note shall be put on the Airport Layout Drawing that denotes that the NAD83 coordinate system was used.	×			
6. Miscellaneous facilities (taxiway lighting, lighted wind cone(s), AWOS, etc.) [Including type/model and any facility critical areas]	List any other facilities available at the airport.	×			
7. Airport Reference Code and Critical Aircraft (existing & future)	List the existing and ultimate Airport Reference Code and Critical Aircraft, the most demanding aircraft identified in the forecast that will use the airport. Federally funded projects require that critical design airplanes have at least 500 or more annual itinerant operations at the airport (landings and takeoffs are considered as separate operations) for an individual airplane or a family grouping of airplanes. See AC 150/5325-4, 102.a.(8) and AC 150/5070-6, 702.a. Indicated dimensions for wingspan and undercarriage, along with approach speed.	×			
8. Airport magnetic variation, date and source	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination. This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.	×			
9. NPIAS service level (GA, RL, P, CS, etc.)	See FAA Order 5090.3C.	×			

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
10. State equivalent service role	As applicable pursuant to State Aviation Department System Plan.	✕			
D. Runway Data Table	The Runway Data Table should show information for both existing and ultimate runways.	✕			
1. Runway identification (Include identifying runways that are “utility”)	A column for each runway end should be present. List the runway end number and if pavement strength is less than 12,500 pounds (single-wheel), then note as utility.	✕			
2. Runway Design Code (RDC)	5300-13AThe first component, depicted by a letter, is the AAC and relates to aircraft approach speed (operational characteristics). The second component, depicted by a Roman numeral, is the ADG and relates to either the aircraft wingspan or tail height (physical characteristics); whichever is more restrictive. The third component relates to the visibility minimums expressed by RVR values in feet of 1200, 1600, 2400, and 4000. List the RDC for each runway. See AC 150/5300-13A, Paragraph 105(c).	✕			
3. Runway Reference Code (RRC)	The RRC describes the current operational capabilities of a runway where no special operating procedures are necessary. Like the RDC, it is composed of three components: AAC, ADG, and visibility minimums. List the RRC for each Runway. See AC 150/5300-13A, Paragraph 318.	✕			
4. Pavement Strength & Material Type	Indicate the runway surface material type, e.g., turf, asphalt, concrete, water, etc.	✕			
a. Strength by wheel loading	List the existing and ultimate design strength of the landing surface. See AC 150/5320-6, Chapter 3.	✕			
b. Strength by PCN	See AC 150/5335-5.	✕			

Airport Data Sheet					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
c. Surface treatment	Note any surface treatment: grooved, PFC, etc.	×			
5. Effective Runway Gradient (%) Author to note maximum grade within runway length. Note to included statement that the runway meets line of sight requirements	List the maximum longitudinal grade of each runway centerline. See AC 150/5300-13A, Paragraph 313.	×			
6. Percent (%) Wind Coverage (each runway)	List the percent wind coverage for each runway for each Aircraft Approach Category. See AC 150/5300-13A, Appendix 2.	×			
7. Runway dimensions (length and width)	Dimensions determined for the Critical Design Aircraft by using graphical information in AC 150/5325-4.	×			
8. Displaced Threshold	Provide the pavement elevation of the runway pavement at any displaced threshold. See AC 150/5300-13A, Paragraph 303(2).	×			
9. Runway safety area dimensions (actual existing and design standard)	List the existing and ultimate dimensions of the Runway Safety Area (RSA). See AC 150/5300-13A, Paragraph 307.	×			
10. Runway end coordinates (NAD83) (include displaced threshold coordinates, if applicable) to the nearest 0.01 second and 0.1 foot of elevation.	Show the latitude and longitude of the threshold center and end of pavement (if different) to the nearest .01 of a second and 0.1 foot of elevation.	×			
11. Runway lighting type (LIRL, MIRL, HIRL)	List the existing and ultimate type of runway lighting system for each runway, e.g., Reflectors, Low Intensity Runway Lighting (LIRL), Medium Intensity Runway Lighting (MIRL), or High Intensity Runway Lighting (HIRL). LIRLs will typically not be shown for new systems. See AC 150/5340-30, Ch. 2.	×			

Airport Data Sheet					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
12. Runway Protection Zone (RPZ) Dimensions	List the existing and ultimate Runway Protection Zone (RPZ) dimensions. See AC 150/5300-13A, Paragraph 310. Prior to including new or modified land use in the RPZ, the Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400. This policy is exempt from existing land uses in the RPZ. See AC 150/5300-13A, Paragraph 310 and FAA memorandum dated September 27, 2012.	×			
13. Runway marking type (visual or basic, non-precision, precision)	Indicate the existing and ultimate pavement markings for each runway. See AC 150/5340-1, Section 2.	×			
14. 14 CFR Part 77 approach category (50:1; 34:1; 20:1) Existing and Future	List the existing and ultimate approach surface slope. See FAA Order 7400.2, Figures 6-6-3 and 6-3-9.	×			
15. Approach Type (precision, non-precision, visual)	List the existing and ultimate Part 77 Approach Use Types. See FAA Order 7400.2, Figures 6-6-3 and 6-3-9.	×			
16. Visibility minimums (existing and future)	List the existing and ultimate visibility minimums for each runway. See AC 150/5300-13A, Table 1-3.	×			
17. Type of Aeronautical Survey Required for Approach (Vertically Guided, not Vert. Guided)	List the type of aeronautical survey required for the visibility minimums given. See AC 150/5300-18, Section 2.7 and AC 150/5300-13A, Table 3-4 and Table 3-5.	×			
18. Runway Departure Surface (Yes or N/A)"	Determine applicability of 40:1 Departure Obstacle Clearance Surface (OCS) as defined in Paragraph 303(c) of AC 150/5300-13A.	×			

Airport Data Sheet					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
19. Runway Object Free Area	List the existing and ultimate dimensions of the Runway Object Free Area (OFA). See AC 150/5300-13A, Paragraph 309. Objects non-essential for air navigation or aircraft ground maneuvering purposes must not be placed in the ROFA, unless a modification to standard has been approved.	×			
20. Obstacle Free Zone	The OFZ clearing standard precludes aircraft and other object penetrations, except for frangible NAVAIDs that need to be located in the OFZ because of their function. Modification to standards does not apply to the OFZ.	×			
	List the Runway OFZ, Inner-approach OFZ, Inner-transitional OFZ, and Precision OFZ if applicable.				
21. Threshold siting surface (TSS)	List the existing and ultimate threshold siting surface (i.e. approach and departure surfaces). Identify any objects penetrating the surface. If none, state “No TSS Penetrations”. Reference AC 150/5300-13A, Paragraph 303.	×			
22. Visual and instrument NAVAIDs (Localizer, GS, PAPI, etc.)	List the existing and ultimate visual navigational aids serving each runway.	×			
23. Touchdown Zone Elevation	List the highest runway centerline elevation in the existing and ultimate first 3000 feet from landing threshold. See FAA Order 8260.3, Appendix 1.	×			
23. Taxiway and Taxilane width	List the existing and ultimate width of the taxiways and taxilane. Reference AC 150/5300-13A, Paragraph 403 and Table 4-2.	×			
24. Taxiway and Taxilane Safety Area dimensions	List the existing and ultimate taxiway and taxilane safety area dimensions. Reference AC 150/5300-13A, Paragraph 404(c) and Table 4-1.	×			

Airport Data Sheet					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
25. Taxiway and Taxilane Object Free Area	List the existing and ultimate taxiway and taxilane object free area dimensions. Reference AC 150/5300-13A, Paragraph 404(b) and Table 4-1.	×			
26. Taxiway and Taxilane Separation	List any objects located inside the Taxiway/Taxilane Safety Area and Taxiway/Taxilane Object Free Area. Also provide the distance from the taxiway/taxilane centerline to the fixed or movable object. Reference Paragraph 404(a) and Table 4-1.	×			
27. Taxiway/Taxilane lighting	List the existing and ultimate type of taxiway lighting system, e.g., Reflectors, Low Intensity Taxiway Lighting (LITL), Medium Intensity Taxiway Lighting (MITL), or High Intensity Taxiway Lighting (HITL). LITLs will typically not be shown for new systems. See AC 150/5340-30, Chapter 4.	×			
28. Identify the vertical and horizontal datum	All latitude/longitude coordinates shall be in North American Datum of 1983 (NAD 83). A note shall be put on the Airport Layout Drawing that denotes that the NAD 83 coordinate system was used. All elevations shall be NAVD88. A note shall be put on the Airport Layout Drawing that denotes that the NAVD88 vertical control datum was used.	×			
E. Modification to Standards Approval Table (if applicable, a separate written request, including justification, should accompany the modification to standards). Show: Approval Date/ Airspace Case No. / Standard to be Modified / Description	Provide a table to list all FAA approved Modifications to Standards. See AC 150/5300-13A, Paragraph 106(b), and FAA Order 5300.1. List "None Required" on the table if no Modifications have yet been proposed or approved.			×	

Airport Data Sheet					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
F. Declared Distances Table	Required even if Declared Distances are not in effect. Declared distances are only to be used for runways with turbine-powered aircraft. The TORA, TODA, ASDA, and LDA will be equal to the runway length in cases where a runway does not have displaced thresholds, stopways, or clearways, and have standard RSAs, ROFAs, RPZs, and TSS. Reference AC 150/5300-13A, Paragraph 323.	×			
1. Take Off Run Available (TORA)	List the runway length declared available and suitable for the ground run of an airplane taking off, i.e., Take Off Run Available (TORA). The TORA may be reduced such that it ends prior to the runway to resolve incompatible land uses in the departure RPZ, and/or to mitigate environmental effects. Reference AC 150/5300-13A, Paragraph 323(d)(1).	×			
2. Take Off Distance Available (TODA)	List the length of remaining runway or clearway (CWY) beyond the far end of the TORA ADDED TO the TORA. The resulting sum is the Take Off Distance Available (TODA) for the runway. The TODA may be reduced to mitigate penetrations to the 40:1 instrument departure surface, if applicable. The TODA may also extend beyond the runway end through the use of a clearway Reference AC 150/5300-13A, Paragraph 323(d)(2).	×			
3. Accelerate Stop Distance Available (ASDA)	5300-13A List the length the length of runway plus stopway (if any) declared available and suitable for satisfying accelerate-stop distance requirements for a rejected takeoff. Additional RSA and ROFA can be obtained by reducing the ASDA. Reference AC 150/5300-13A, Paragraph 323(d)(3).	×			

Airport Data Sheet					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
4. Landing Distance Available (LDA)	5300-13A List the length of runway declared available and suitable for satisfying landing distance requirements. The LDA may be reduced to satisfy the approach RPZ, RSA, and ROFA requirements. Reference AC 150/5300-13A, Paragraph 323(e).	×			
G. Legend	Provide a Legend that identifies all symbols and line types used on the drawing. Lines must be clear and readable with sufficient scale and quality to discern details.		×		
Remarks					
B.4. Wind data used latest 10-year data available when originally analyzed for the Master Plan Update (i.e., 2007-2016).					
D.23-27. All taxiway data contained in the Taxiway Data Block.					
E. No Modification to Standards required; a Non-Standard Conditions Table is included.					
G. Legends provided on each individual sheet.					

A.4. Airport Layout Plan Drawing

- For smaller airports, some of the ALP sheets may be combined if practical and approved by FAA.
- Two, or more, sheets may be necessary for clarity, existing and proposed. The reviewer should be able to differentiate between existing, future, and ultimate development. If clarity is an issue, some features of this drawing may be placed in tabular format. North should be pointed towards the top of the page or to the left. (scale 1"=200' to 1"=600')

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	×			
B. Space for the FAA approval stamp	Leave a blank four-inch by four-inch area for the FAA approval stamp.	×			
C. Layout of existing and proposed facilities and features:	To assure full consideration of future airport development in 14 CFR Part 77 studies, airport owners must have their plans on file with the FAA. The necessary plan data includes, as a minimum, planned runway end coordinates, elevation, and type of approach for any new runway or runway extension. See AC 150/5300-13A, Paragraph 106.	×			
1. True and magnetic North arrow with year of magnetic declination	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination. This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.	×			
2. Airport reference point – locate by symbol a Lat./Long. To nearest second (existing, future, and ultimate) NAD 83	List the Airport Reference Point, the latitude and longitude of the approximate center of the airport. Use the NAD 83 coordinate system. See AC 150/5300-13A, Paragraph 207.	×			
3. Wind cones, segmented circle, beacon, AWOS, etc.	Show as applicable pursuant to AC 150/5300-13A, Chapter 6.	×			

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
4. Contours (showing only significant terrain differences)	Topography, budget, and future uses of the base mapping, will dictate what intervals of topographical contours to use on the maps. Topographic issues may be important in the alternatives analysis, which may require that reduced contour intervals be used. See AC 150/5070-6, 1005.	×			
5. Elevations: All NAVD88	All latitude/longitude coordinates shall be in NAD83/NAVD88.	×			
a. Runway – existing, future, and ultimate ends (nearest 0.1 ft.)	Show the latitude and longitude of the threshold center and end of pavement.	×			
b. Touchdown Zone Elevation (highest point in first 3,000 ft. of runway)	List the highest runway centerline elevation in the existing and ultimate first 3000 feet from landing threshold. See FAA Order 8260.3, Appendix 1.	×			
c. Runway high/low points (existing and future)	For all runways identify high and low points (centerline) and provide elevation information.	×			
d. Label runway/runway intersection elevations	Label the pavement elevation of runway intersections where the centerlines cross.	×			
e. Displaced Thresholds (if any)	Label the pavement elevation and coordinates of the runway pavement at any displaced threshold. See AC 150/5300-13A, Paragraph 303(a)(2).	×			
f. Roadways & Railroads (where they intersect Approach surfaces, the extended runway centerline, and at the most critical points)	Provide elevation information for the traverse ways' centerline elevation where they intersect the Part 77 Approach surfaces (existing and ultimate). Note whether this elevation is the actual elevation or the traverseway elevation plus the traverseway adjustment (23' for railways, 17' for interstate highways, 15' for other public roads, or 10' for private roads). See also 14 CFR Part 77.	×			

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
g. Structures, Buildings, and Facilities	All buildings on the Airport Layout Drawing should be identified by an alphanumeric character. List these identifiers in a table and give a description of the building. If no Terminal Area drawing is done, also include the top of structure elevation in MSL. If any of the structures violate any airport or approach surfaces give an ultimate disposition to remedy the violation. Don't forget navigation aid shelters, AWOS/ASOS, RVRs, PAPIs, Fueling systems, REILs, etc. Also identify the structure use (hangar, FBO, crew quarters, etc.), as needed. Some lesser objects may be identified by symbols in the legend.	×			
h. Define features to include: trees streams, water bodies, etc.	Provide information and delineate trees, streams, water bodies, etc., on or near airport property and approach surfaces.	×			
6. Runway Details					
a. Runway Design – runway length, runway width, shoulder width, blast pad width, blast pad length, and cross wind component. (existing, future, and ultimate)	AC 150/5325-4 describes procedures for establishing the appropriate runway length. AC 150/5300-13A, Table 3-4 and Table 3-5 provides the minimum runway length. AC 150/5300-13A, Table 3-8 provides the standard dimensions of the runway width, shoulder width, blast pad width, blast pad length, and crosswind component based on RDC. Clearly denote the runway numbers at the thresholds. Show location of existing and future threshold lights.	×			
b. Orientation – true bearing to nearest 0.01 second (and runway numbers)	Show the true bearing to the nearest .01 of a degree of the runway centerline.	×			

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
c. End Coordinates – existing, future, and ultimate degrees, minutes, seconds (to the nearest 0.01 second)	Show the latitude and longitude of the threshold center and end of pavement (if different) to the nearest .01 of a second.	×			
d. Runway Safety Areas (RSA) – actual, existing, future, and ultimate (including dimensions)	Show the extents of the existing and ultimate RSA 5300-13A. Reference AC 150/5300-13A, Paragraph 307.	×			
e. Runway Object Free Areas (ROFA)	Show the extents of the existing and ultimate ROFA. Reference AC 150/5300-13A, Paragraph 309.	×			
f. Precision Obstacle Free Zone (POFZ)	Show the extents of the existing and ultimate POFZ. Reference AC 150/5300-13A, Paragraph 308(d).	×			
g. Obstacle Free Zone (OFZ)	Show the extents of the existing and ultimate OFZ. Reference AC 150/5300-13A, Paragraph 308.	×			
h. Clearways and Stopways	Show any/all clearways and stopways/overruns and the markings used to denote these areas. See AC 150/5300-13A, Paragraph 311 and 312; and AC 150/5340-1, Section 2, Paragraph 14.			×	
i. Runway Protection Zone (RPZ) - Dimensions (existing, future, and ultimate)	Show existing and ultimate RPZ. See AC 150/5300-13A, Paragraph 310. Show the existing and ultimate protective area/zone type of ownership. Identify any incompatible objects and activities inside the RPZ. Prior to including new or modified land use in the RPZ, the Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400. This policy is exempt from existing land uses in the RPZ. See AC 150/5300-13A, Paragraph 310 and FAA memorandum dated September 27, 2012.	×			

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
j. 14 CFR Part 77 Approach Surfaces	Show the portion of the existing and ultimate approach surfaces that are over airport and adjacent property and identify the approach surface dimensions and slope. See FAA Order 7400.2, Figure 6-3-9.	×			
k. Threshold Siting Criteria: Approach/Departure Surface (existing, future, and ultimate) 5300-13A	Determine and identify pursuant to AC 150/5300-13A, Paragraph 303(b) and 303(c).	×			
l. Terminal Instrument Procedures (TERPS)surface and TERPS GQS, if applicable.	Determine and identify pursuant to AC 150/5300-13A, Paragraph 303(a)(4)(a), Table 3-4, and Table 3-5. Reference FAA Order 8260.3.	×			
m. Navigation Aids (NAVAIDS) – PAPI, ILS, GS, LOC, ALS, MALSR, REIL, etc., (plus facility critical area's)	Show all NAVAIDS and provide clearance distances from runways, taxiways, etc. Reference AC 150/5300-13A, Chapter 6.	×			
n. Marking – thresholds, hold lines, etc.	Show on the runway the type and location of markings, existing and ultimate. See AC 150/5340-1, Section 2.	×			
o. Displaced threshold coordinates and elevation	Show the latitude, longitude, and the pavement elevation of the runway pavement at any displaced threshold. See AC 150/5300-13A, Paragraph 303(a)(2).5300-13A.	×			
p. Runway centerline separation distances	Show the runway centerline separation distances to parallel runway centerline, holding position, parallel taxiway/taxilane centerline, aircraft parking area, and helicopter touchdown pad, if applicable. Reference AC 150/5300-13A, Paragraph 321 and Table 3-8.	×			
7. Taxiway Details	Show the taxiway centerline separation distances to parallel taxiway/taxilane centerlines, fixed or movable objects.	×			

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
a. Dimensions – width (existing & ultimate)	Taxiway width based on Taxiway Design Group (TDG). See AC 150/5300-13A, Table 4-2.	×			
b. Taxiway Edge Safety Margin (TESM)	TESM dimension based on TDG. See AC 150/5300-13A, Table 4-2.		×		
c. Taxiway Shoulder Width	Taxiway shoulder width based on TDG. See AC 150/5300-13A, Table 4-2.		×		
b. Taxiway/Taxilane Object Free Area (TOFA)	TOFA width based on Taxiway Design Group (TDG). TOFA extend the entire length of taxiway. See AC 150/5300-13A, Table 4-1.	×			
c. Taxiway/Taxilane Safety Area (TSA)	TSA width based on TDG. TSA extend the entire length of taxiway. See AC 150/5300-13A, Table 4-1.	×			
d. Taxiway/Taxilane Centerline Separation from:		×			
i. Runway centerline	Show the distance from centerline of runway to centerline of taxiway. See AC 150/5300-13A, Table 4-1.	×			
ii. Parallel taxiway	Show the distance from centerline of taxiway to centerline of parallel taxiway. See AC 150/5300-13A, Table 4-1.	×			
iii. Aircraft parking	Show the distance from centerline of taxiway to marked aircraft parking/tie downs. See AC 150/5300-13A, Table 4-1.	×			
iv. Fixed or Movable Objects	Show the distance from centerline of taxiway to airport objects such as buildings, facilities, poles, etc. See AC 150/5300-13A, Table 4-1.	×			
8. Fences (identify height)	Show the location of existing and ultimate fences and identify height.	×			

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
9. Aprons					
a. Dimensions (square footage, dimension, or length and width)	Include dimensions of apron and distance from runway and taxiway centerlines. Apron should be sized using activity forecast and the apron design spreadsheet. See AC 150/5300-13A, Chapter 5 and FAA Engineering Brief No. 75.	×			
b. Identify aircraft tie-down layout	Show proposed tie-down layout on the apron area. See AC 150/5300-13A, Figure A5-1, AC 20-35, and AC 150/5340-1.	×			
c. Identify Special Use Areas (e.g., deicing or aerial application areas on or near apron)	Show as applicable and pursuant to representative ACs.	×			
10. Roads	Label all roads.	×			
11. Legend	Provide a Legend that identifies all symbols and line types used on the drawing. Lines must be clear and readable with sufficient scale and quality to discern details.	×			
12. Items to be identified with distinct line types	Use distinct line types to identify different items and differentiate between existing and ultimate.				
a. NAVAID Critical Areas (Glide Slope, Localizer, AWOS, ASOS, VOR, RVR, etc.)	Show the critical area outline for all Instrument Landing System and other electronic Navigational Aids located on the airport. See AC 150/5300-13A, Chapter 6 for general guidance and FAA Order 5750.16 for critical area dimensions.	×			
b. Building Restriction Lines 5300-13A(BRL)	The BRL is the line indicating where airport buildings must not be located, limiting building proximity to aircraft movement areas. See AC 150/5300-13A, Paragraph 213(a).	×			
c. Runway Visibility Zone (RVZ)	Show the RVZ for the existing and ultimate airport configurations. See AC 150/5300-13A, 305(c).	×			

Airport Layout Plan Drawing					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
d. Airport Property Lines and Easements (existing, future, and ultimate)	Show the airport property boundaries, including easements, for the existing and ultimate airport configurations.	×			
13. Survey Documentation		×			
a. Survey Monuments (PACS/SACS, see AC 150/5300-16)	Show the location of all established survey monuments located on or near the airport property. Identify Primary and Secondary Airport Control Stations (PACS/SACS) if they exist. See AC 150/5300-16.	×			
	Show the location of all section corners on or near the airport property.				
b. Offsets, stations, etc.	Show as applicable.			×	
14. Any Air Traffic Control Tower (ATCT) line of sight/shadow study areas (use separate sheet if necessary)	Reference FAA Order 6480.4.	×			
15. General Aviation development area (e.g., fuel facilities, FBO, hangars, etc.) – greater detail can be shown on the terminal area drawing	Show as applicable.	×			
16. Facilities and movement areas that are to be phased out, if any, are described	Show as applicable.	×			

Remarks

6.a. Runway Shoulder Width listed in Runway Data Table on Data Sheet
6.k. Departure Surfaces provided in the Departure Surface Drawing.
6.l. GQS shown on Inner Portion of the Approach Surface Drawings where applicable.
7.b., c. Taxiway details listed in Taxiway Data Table on Data Sheet but not shown on ALP for drawing clarity.
7.d.iii., iv Taxiway details illustrated on Building Area Plans.
9.a., b. Apron square footages provided in Existing Facilities Table and details illustrated on Building Area Plans.

A.5. Airport Airspace Drawing

- A required drawing.
- Scale 1" = 2000' plan view, 1" = 1000' approach profiles, 1"=100' (vertical) for approach profiles.
- 14 CFR Part 77, Objects Affecting Navigable Airspace, defines this as a drawing depicting obstacle identification surfaces for the full extent of all airport development. It should also depict airspace obstructions for the portions of the surfaces excluded from the Inner Portion of the Approach Surface Drawing.

Airport Airspace Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Block	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	×			
B. Plan view (based on ultimate runway lengths) Include location of water or sewage facilities if inside horizontal surface.					
1. U.S. Geological Survey (USGS) Quad Sheet for base map	Use the most current USGS Quadrangle(s) as a base map for the airspace drawing.	×			
2. Runway end numbers	Show the ultimate runways and runway numbers. Contact the FAA before renumbering existing runways.	×			
3. Part 77 Surfaces (Horizontal, Conical, Transition, based on ultimate). Including elevations at the point where surfaces change.	Show the extents of the Part 77 imaginary surfaces. For airports that have precision approach runways show balance of the 40,000' approach on a second sheet, if necessary. See 14 CFR Part 77.19.	×			
4. 50' elevation contours on sloping surfaces (NAVD88)	Show contour lines on all sloping Part 77 imaginary surfaces. See 14 CFR Part 77.19.	×			
5. Top elevations of penetrating objects for the inner portion of the approach surface drawing	Identify by unique alphanumeric symbol all objects beyond the Runway Protection Zones that penetrate any of the Part 77 surfaces. See 14 CFR Part 77.	×			
6. Note specifying height restriction (ordinances/statutes)	List any local zoning restrictions that are in place to protect the airport and surrounding airspace. See AC 150/5190-4.	×			

Airport Airspace Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
7. North Arrow with magnetic declination and year	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination. This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.	X			
C. Profile view					
1. Airport Elevation	List the Airport Elevation, the highest point on an airport's usable runway expressed in feet above mean sea level (MSL). Use NAVD88 datum. See AC 150/5300-13A, Chapter 1, Paragraph 102(g).	X			
2. Composite Ground Profile along extended Runway Centerline (Representing the composite profile, based on the highest terrain across the width and along the length of the approach surface)	Depict the ground profile along the extended runway centerline representing the composite profile, based on the highest terrain across the width and along the length of the approach surface.	X			
3. Significant objects (bluffs, rivers, roads, schools, towers, etc.) and elevations	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions. Use the objects' same alphanumeric identifier that was used on the plan view. Identify the top elevations of all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions.	X			
4. Existing, future, and ultimate runway ends and approach slopes	Show existing and ultimate runway ends and FAR Part 77 approach surface slopes. See 14 CFR Part 77.19.	X			

Airport Airspace Drawing					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
D. Obstruction Data Tables (identify obstacles not depicted on the Inner Portion of the Approach Surface Drawing)					
1. Object identification number	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions. Use the objects alphanumeric identifier that was used on the plan view.	×			
	Identify the top elevations of all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions.				
2. Description	Provide a brief description of the object, e.g., Power Pole, Cell Tower, Natural Gas Flare, etc.	×			
3. Date of Obstruction Survey	Provide the date of latest obstruction survey.	×			
4. Ground Surface Elevation	Provide the ground surface elevation (MSL) at the base of each object.	×			
5. Object Elevation	List the above ground level (AGL) height and the top of object elevation (above mean sea level / AMSL / MSL) for each object.	×			
6. Amount of surface penetration	List the surface that is penetrated and the amount the object protrudes above the surface. See 14 CFR Part 77.	×			
7. Proposed or existing disposition of the obstruction	Provide a proposed or existing disposition of the object to remedy the penetration. See AC 70/7460-1.				
a. Proposed Disposition (existing)		×			
b. Proposed Disposition (future)		×			
Remarks					

A.6. Inner Portion of the Approach Surface Drawing

- A required drawing.
- Scale 1"=200' Horizontal, 1"=20' Vertical, two sheets may be necessary for clarity. Typically, the plan view is on the top half of the drawing and the profile view is on the bottom half. Views should be drawn from the runway threshold to a point on the approach slope 100 feet above the runway threshold elevation, at a minimum, or the limits of the RPZ, whichever is further.
- Drawings containing the plan and profile view of the inner portion of the approach surface to the runway and a tabular listing of all surface penetrations. The drawing will depict the obstacle identification approach surfaces contained in 14 CFR Part 77, Objects Affecting Navigable Airspace. The drawing may also depict other surfaces, including the threshold-siting surface, Glideslope Qualification Surface (GQS), those surfaces associated with United States Standards for Instrument Procedures (TERPS), or those required by the local FAA office or state agency. The extent of the approach surface and the number of airspace obstructions shown may restrict each sheet to only one runway end or approach.

Inner Portion of the Approach Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Block	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	×			
B. Plan View (existing, future, and ultimate)					
1. Inner portion of approach surface	Show the area from the runway threshold out to where the ultimate approach surface slope is 100 feet above the threshold elevation.	×			
2. Aerial photo for base map	Use an aerial photograph for the base map.	×			
3. Objects (identified by numbers)	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions using an alphanumeric character.	×			
4. Property line within approaches	Show the property lines that are within the area/portion of airport shown.	×			

Inner Portion of the Approach Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
5. Road & railroad elevations, plus movable object heights	Provide elevation information for the traverse ways' centerline elevation where they intersect the Part 77 Approach surfaces (existing and ultimate). Note whether this elevation is the actual elevation or the traverse way elevation plus the traverse way adjustment (23' for railways, 17' for interstate highways, 15' for other public roads, or 10' for private roads). See also 14 CFR Part 77.	×			
6. Part 77 Approach Surface clearance over Roads and Railroads at the most critical points, the Centerline and Edge of the surface.	Provide elevation information for the traverse ways where they intersect the edges and centerline of the Part 77 Approach surfaces (existing and ultimate). Note whether this elevation is the actual elevation or the traverseway elevation plus the traverseway adjustment (23' for railways, 17' for interstate highways, 15' for other public roads, or 10' for private roads). See also 14 CFR Part 77.	×			
7. Physical end of runway, end number, elevation (NAVD88) Nearest 0.1 foot	Show the existing and ultimate runway end, runway number, and the elevation of the threshold center.	×			
8. Airport Design Surfaces					
a. Runway Safety Area	Show the extents of the existing and ultimate Runway Safety Area (RSA). See AC 150/5300-13A, Paragraph 307 and Table 3-8.	×			
b. Runway Object Free Area	Show the extents of the existing and ultimate Object Free Area (OFA). See AC 150/5300-13A, Paragraph 309 and Table 3-8.	×			
c. Runway Obstacle Free Zone (OFZ)	Show the extents of the existing and ultimate OFZ which includes the inner-approach OFZ, inner-transitional OFZ, and the Precision OFZ (POFZ), if applicable. See AC 150/5300-13A, Paragraph 308.	×			

Inner Portion of the Approach Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
d. Runway Protection Zone (RPZ)	Show the extents of the existing and ultimate RPZ. Prior to including new or modified land use in the RPZ, the Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400. This policy is exempt from existing land uses in the RPZ. See AC 150/5300-13A, Paragraph 310, Table 3-5 and FAA memorandum dated September 27, 2012.	×			
e. NAVAID critical area	Show the critical area outline for all Instrument Landing System and other electronic Navigational Aids located on the airport. See AC 150/5300-13A, Chapter 6 for general guidance and FAA Order 5750.16 for critical area dimensions.	×			
9. Ground contours	Show ground contour lines in 2', 5', or 10' intervals. Topographic issues may be important in the alternatives analysis, which may require that reduced contour intervals be used. See AC 150/5070-6, Paragraph 1005.	×			
10. North arrow with magnetic declination and year	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination. This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, Chapter 2, Section 5, for further information.	×			
C. Profile view					
1. Existing and proposed runway centerline ground profile (list elevations at runway ends & at all points of grade changes) (representing the composite profile based on the highest terrain across the width and along the length of the approach surface)	Depict the ground profile along the extended runway centerline representing the composite profile, based on the highest terrain across the width and along the length of the approach surface to where the ultimate approach surface slope is 100 feet above the threshold elevation. A more effective presentation may be a rendering of a composite critical profile.	×			

Inner Portion of the Approach Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
2. Future development from plan view	Identify future development using same alphanumeric identifier that was used on the plan view.	×			
3. Part 77 Approach/transition surface; existing and future VASI/PAPI siting surface	Show the boundaries of the existing and ultimate Part 77 Approach Surface. See FAA Order 7400.2, Figure 6-3-9, See also 14 CFR Part 77.	×			
4. Threshold Siting Surface	Depict any applicable siting requirements pursuant to Table 3-2 of FAA AC 150/5300-13A.	×			
5. Terrain in approach area (fences, streams, etc.)	Show all significant terrain(fences, streams, mountains, etc.) within the approach surfaces, regardless of whether or not they are obstructions	×			
6. Objects – identify the controlling object (same numbers as plan view)	Show all significant objects (roads, rivers, railroads, towers, sign and power poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions.	×			
	Identify the objects using same alphanumeric identifier that was used on the plan view.				
7. Cross section of road & railroad	Show the cross-section of any roads and/or railroads that cross the area shown. Indicate cross section elevations of roads and railroads at edges and extended centerlines that cross the area shown.	×			
8. Existing and proposed property and easement lines	Show the airport property boundaries, including easements, for the existing and ultimate airport configurations. AC 5300-13A Note easements for pipelines and residential through the fence gateways.	×			
D. Obstruction tables for each approach surface (surface should be identified)	A separate table for each runway end must be used to enhance information clarity.				
1. Object identification number	List each object by the same alphanumeric symbol used in the plan view.	×			

Inner Portion of the Approach Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
2. Description	Provide a brief description of the object, e.g., Power Pole, Cell Tower, Natural Gas Flare, etc.	×			
3. Date of Obstruction Survey and Survey Accuracy	Provide the date of latest obstruction survey.	×			
4. Surface Penetrations	5300-13A For any object that penetrates the Part 77 surface, the approach surface, or the obstacle free zone, describe the vertical length the object protrudes.	×			
5. Proposed disposition of surface penetrations	Provide a proposed disposition of the object to remedy the penetration as described in item 4 above. See AC 70/7460-1 for Part 77 violations. "Removal" and/or "Lower" should be listed for any Airports safety area/zone violations. See AC 150/5300-13A, Paragraph 303 and 308.	×			
6. Object elevation	List the Above Ground Level (AGL) height and the top of object elevation in MSL for each object.	×			
7. Triggering Event (e.g., a runway extension) – Timeframe/expected date for removal	List the surface that is penetrated and the amount the object protrudes above the surface. See 14 CFR Part 77 and AC 150/5300-13A, Paragraphs 303 and 308.	×			
8. Allowable approach surface elevation (if applicable)		×			
9. Amount of approach surface penetration (if applicable)		×			
10. Proposed disposition of approach surface obstruction (if applicable)	Provide a proposed disposition of the object to remedy the penetration. See AC 70/7460-1 for Part 77 violations. "Removal" and/or "Lower" should be listed for any Airports safety area/zone violations. See AC 150/5300-13A, Paragraph 303.	×			

Inner Portion of the Approach Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
11. Obstacle Free Zone (OFZ)	Determine and depict the applicable OFZ surfaces, see AC 150/5300-13A, Paragraph 308. Provide a proposed disposition of the object to remedy the penetration. Note: Modification to the OFZ standard is not permitted.	×			
E. Runway Centerline Profile	This may be shown on the Inner Portion of the Approach Surface drawing if there is space to show the runway and Runway Safety Area in sufficient detail otherwise a separate sheet may be necessary. At a minimum this drawing is to show the full length of the runway and Runway Safety Area including: runway elevations, runway and Runway Safety Area gradients, all vertical curves, and a line representing the 5' line-of-sight. See AC 150/5300-13A, Paragraph 305.	×			
1. Scale	The vertical scale of this drawing must be able to show the separation of the runway surface and the 5' Line-of-Sight line. See AC 150/5300-13A, Paragraph 305.	×			
2. Elevation	Show runway elevations, runway and Runway Safety Area gradients, and all vertical curve data. See AC 150/5300-13A, Paragraph 318.	×			
3. Line of Sight	The vertical scale of this drawing must be able to show the separation of the runway surface and the 5' Line-of-Sight line. See AC 150/5300-13A, Section 305.	×			
Remarks					
E. Runway centerline profiles illustrated on Runway Centerline Profiles drawing.					

A.7. Runway Departure Surface Drawing

- Required where applicable. For each runway that is designated for instrument departures.
- This drawing depicts the applicable departure surfaces as defined in Paragraph 303 of FAA AC 150/5300-13A. The surfaces are shown for runway end(s) designated for instrument departures.
- 40:1 for Instrument Procedure Runways (Scale, 1" = 1000' Horizontal, 1" = 100' Vertical, Out to 10,200' beyond Runway threshold) 62.5:1 for Commercial Service Runways (Scale, 1" = 2000' Horizontal, 1" = 100' Vertical, Out to 50,000' beyond Runway threshold).
- Contact the FAA if the scale does not allow the entire area to fit on a single sheet. The depiction of the One Engine Inoperative (OEI) surface is optional; it is not currently required.

Runway Departure Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	×			
B. Plan view (existing & future)	See AC 150/5300-13A, Paragraph 303(c).				
1. Aerial Photo for base map	Use an aerial photograph for the base map. A USGS 7.5 minute series map is also acceptable.	X			
2. Runway end numbers and elevations (nearest 1/10 of a foot)	Show the existing and ultimate runway end, runway number, and the elevation of the threshold center. For runways that have a clearway, depict this surface and the relocated departure surface. Reference AC 150/5300-13A, Paragraph 303(c)(1).	×			
3. 50' elevation contours on sloping surfaces (NAVD88)	Show contour lines on the Part 77 imaginary surfaces. See 14 CFR Part 77.19.	×			
4. Depict property line, including easements	Show the property line(s) that are within the area/portion of airport shown.	×			
5. Identify, by numbers, all traverse ways with elevations and computed vertical clearance in the departure surface	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the departure surfaces, regardless of whether or not they are obstructions using unique alphanumeric characters.	×			

Runway Departure Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
6. Ground contours	Show ground contour lines in 2', 5', or 10' intervals. Topographic issues may be important in the alternatives analysis, which may require that reduced contour intervals be used.	×			
C. Profile view (existing & future)					
1. Ground profile	Depict the ground profile along the extended runway centerline representing the composite profile, based on the highest terrain across the width and along the length of the departure surface to extents of the surface dimensions.	×			
2. Significant objects (bluffs, rivers, roads, buildings, fences, structures, etc.)	Show all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions using an alphanumeric character.	×			
3. Identify obstructions with numbers on the plan view	Identify the objects using same alphanumeric identifier that was used on the plan view.	×			
4. Show roads and railroads with dashed lines at edge of the departure surface	Show the cross-section of any roads and/or railroads that cross the area shown.	×			
D. Obstruction Data Tables					
1. Object identification number	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the departure surfaces, regardless of whether or not they are obstructions using unique alphanumeric characters. List each object by the same alphanumeric symbol used in the plan view.	×			
2. Description	Provide a brief description of the object, e.g., Power Pole, Cell Tower, Tree, Natural Gas Flare, etc.	×			
3. Object Elevation	List the Above Ground Level (AGL) height and the top of object elevation in MSL for each object.	×			

Runway Departure Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
4. Amount of surface penetration	List the object protrudes above the departure surface. See AC 150/5300-13A, Paragraph 303(c).	✕			
5. Proposed or existing disposition of the obstruction	Provide a proposed disposition of the object to remedy the penetration. See AC 150/5300-13A, Paragraph 303(c).	✕			
6. Separate table for each departure surface	A separate table for each runway end must be used to enhance information clarity.	✕			
Remarks					
B.1 USGS quad sheets used for base map as aerial photographs do not extend to full length of departure surfaces.					

A.8. Terminal Area Drawing

- Scale 1"=50' or 1"=100'. Plan view of aprons, buildings, hangars, parking lots, roads.
- This plan consists of one or more drawings that present a large-scale depiction of areas with significant terminal facility development. Such a drawing is typically an enlargement of a portion of the ALP. At a commercial service airport, the drawing would include the passenger terminal area, but might also include general aviation facilities and cargo facilities. See AC 150/5300-13A, Appendix 5.
- Use scale that allows the extent of the terminal/FBO apron area to best fit the chosen sheet size, e.g., typical GA airports may be able to use 1"=50' scale on a 22" X 34" sheet, but a complex hub airport with multiple terminal areas may require a 1"=100' scale on a 36" X 48" sheet. Contact FAA if an airport layout requires scaling or sheet sizing other than what is listed.
- This drawing is not needed at every airport type and is therefore optional.

Terminal Area Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	×			
B. Building data table	All buildings on the Airport Layout Drawing should be identified by an alphanumeric character. List these identifiers in a table and give a description of the building.				
1. Structure identification number		×			
2. Top elevation of structures (AMSL)	If no Terminal Area drawing is done, also include the top of structure elevation in MSL.	×			
3. Obstruction marking/lighting (existing/future)	Show the location of existing and ultimate hangars. Include dimensions of apron and distance from runway and taxiway centerlines. See AC 150/5300-13A, Appendix 5. Show the elevation of the highest point of each structure.	×			
C. Buildings to be removed or relocated noted	If any of the structures violate any airport or approach surfaces give an ultimate disposition to remedy the violation.	×			
D. Fueling facilities, existing and future	Show the location of existing and ultimate fueling facilities. Include dimensions of apron and distance from runway and taxiway centerlines.	×			

Terminal Area Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
E. Air carrier gates positions shown (existing/future)	Show the existing and ultimate air carrier gate positions. See AC 150/5300-13A, Chapter 5.			×	
F. Existing and future security fencing with gates	Show the existing and ultimate security fencing and gates. See AC 150/5300-13A, Paragraph 606.	×			
G. Building restriction line (BRL)	Show the Building Restriction Line (BRL) that is within the area/portion of airport shown. The BRL identifies suitable building area locations on airports. This should be located where the Part 77 surfaces are at 35' above the airport elevation unless a different height is coordinated with the FAA. See AC 150/5300-13A, Paragraph 213(a).	×			
H. Taxiway or Taxilane centerlines designated	Show centerlines of all taxiway and taxilanes within the area/portion of airport shown.	×			
I. Dimensions					
1. Clearance Dimensions between runway, taxiway, and taxilane centerlines and hangars, buildings, aircraft parking, and other objects. 2. Dimensions of aprons, taxiways, etc.	Show the location of existing and ultimate apron. Include dimensions of apron and distance from runway and taxiway centerlines. Apron should be sized using activity forecast and the apron design spreadsheet. See AC 150/5300-13A, Chapter 5 and FAA Engineering Brief No. 75.	×			
Apron/Hangar areas that do not meet dimensional standards of the critical aircraft should be identified and the wingspan/design group of the aircraft that can use that area depicted. Include tie down location with clearances	Show the dimensions between existing and ultimate runway, taxiway, and taxilane centerlines and existing and ultimate hangars, buildings, aircraft parking, and other fixed or movable objects. See AC 150/5300-13A, Chapter 3 and Chapter 4. Show proposed tie-down layout on the apron area as well as taxilane marking plan. See AC 150/5300-13A, Appendix 5, AC 20-35, and AC 150/5340-1.	×			
J. Property Line	Show the property line(s) that are within the area/portion of airport shown.	×			

Terminal Area Drawing					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
K. Auto parking (existing & ultimate)	Show the existing and ultimate auto parking areas. See AC 150/5300-13A, Appendix 5.	✕			
L. Major airport drainage ditches or storm sewers	Show any significant airport drainage ditches or storm sewers within the area/portion of airport shown.	✕			
M. Special Use Area (e.g., Agricultural spraying support, Deicing, or Containment)	Show any special use areas within the area/portion of airport shown.	✕			
N. North Arrow with magnetic declination and year	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination. This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.	✕			
O. Fence	Show the existing and ultimate perimeter fencing or general area fencing.	✕			
P. Entrance Road	Show the existing and ultimate entrance road. See 5300-13AFAA Order 5100.38, Chapter 6, Section 2.	✕			
Remarks					

A.9. Land Use Drawing

- Scale 1"=200' to 1"=600'.
- A drawing depicting on- and off-airport land uses and zoning in the area around the airport. At a minimum, the drawing must contain land within the 65 DNL noise contour. For medium or high activity commercial service airports, on-airport land use and off-airport land use may be on separate drawings. The Airport Layout Drawing should be used as a base map.
- Drawing optional. Need based on scope of work.

Land Use Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	×			
B. Airport boundaries/property, existing & future (fee and easement)	Show the existing and ultimate property lines. If known, show property lines for parcels surrounding the airport.	×			
C. Plan view of land uses by category (Agricultural, Aeronautical, Commercial, Residential, etc.). Use local land use categories.					
1. On-Airport (existing & future)	Label existing and ultimate on-airport property by usage, e.g., Terminal Area, Air Cargo, Public Ramp, Airfield - Movement, Airfield - Non-movement, etc. Include existing and future airport features (e.g., runways, taxiways, aprons, safety areas/zones, terminal buildings and navigational aids).	×			
2. Off-Airport (existing & future) [to the 65 DNL Contour at a minimum, if contour known]	Label existing and ultimate off-airport property by usage and zoning, e.g., Agricultural, Industrial, Residential, Commercial, etc.	×			
D. Boundaries of local government	List any local zoning restrictions that are in place to protect the airport and surrounding airspace. See AC 150/5190-4.	×			
E. Land use legend	Provide a legend that identifies all symbols and line types used on the drawing. Lines must be clear and readable with sufficient scale and quality to discern details.	×			

Land Use Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
F. Public facilities (schools, hospitals, parks, churches etc.)	Identify public facilities, e.g., schools, parks, etc.	×			
G. Runway visibility zone for intersecting runways	Show the Runway Visibility Zone(s) for the existing and ultimate airport configurations. See AC 150/5300-13A, Section 305.	×			
H. Show off-airport property out to 65 DNL if available	Label existing and ultimate off-airport property by usage and zoning, e.g., Agricultural, Industrial, Residential, Commercial, etc.	×			
I. Airport Overlay Zoning or Zoning Restrictions	List any local zoning restrictions that are in place to protect the airport and surrounding airspace. See AC 150/5190-4.	×			
J. North arrow with magnetic declination and year	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination. This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.	×			
K. Drawing details to include runways, taxiways, aprons, RPZ, terminal buildings and NAVAIDS	Show existing and future airport features (e.g., runways, taxiways, aprons, safety areas/zones, terminal buildings and navigational aids, etc.). See AC 150/5300-13A.	×			
L. Crop Restrictions	Show the Crop Restriction Line (CRL). See AC 150/5300-13A, Paragraph 322 and AC 150/5200-33.	×			
Remarks					

A.10. Airport Property Map / Exhibit A

- Scale 1"=200' to 1"=600'.

Airport Property Map / Exhibit A					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
A. Will Property Map serve as Exhibit A? – **If YES,** follow the directions to the right. – **If NO,** go to item B below.	If prepared in accordance with AC 150/5100-17, Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects, use ARP SOP no. 3.00 Exhibit A guidance instead of below checklist.	×			
If Property Map *will not* serve as Exhibit A:					
B. Title and Revision Blocks					
C. Plan view showing parcels of land (existing, future, and ultimate)					
1. Fee land interests (existing and future)					
2. Easement interests (existing and future)					
a. Part 77 protection					
b. Compatible Land Use					
c. RPZ protection					
3. Airport Property Line					
D. Legend – shading/cross hatching, survey monuments, etc.					
E. Data Table					
1. Depiction of various tracts of land acquired to develop airport	If any obligations were incurred as a result of obtaining property, or an interest therein, they should be noted. Obligations that stem from Federal grant or an FAA-administered land transfer program, such as surplus property programs, should also be noted. The drawing should also depict easements beyond the airport boundary.				

Airport Property Map / Exhibit A					
Item	**Instructions**	**Sponsor/Consultant**			**FAA**
		Yes	**No**	**N/A**	
2. Method of acquisition or property status (fee simple, easement, etc.)					
3. Type of Acquisition Indicated	(e.g., AIP-noise, AIP-entitlement, PFC, surplus property, local purchase, local donation, condemnation, other)				
4. Acreage					
F. Access point(s) for through-the-fence arrangements including residential					
Remarks					

APPENDIX B. EXHIBIT 'A' REVIEW CHECKLIST

Checklist	Sponsor/Consultant			FAA
Review Item	**Yes**	**No**	**N/A**	**Agree**
1. Existing Dedicated Airport Property Boundary Line identified. This can consist of a combination of fee interest, easements and/or leases. It may include lands that are not contiguous with the airport boundary. Identify source of base map data.	✕			
Airports Specialist Comments:				
2. All the airport property parcels are shown and have a unique designation. Parcels with designations from previous Exhibit 'A's should not be changed. However, a new system of designations may be used for new and future property acquisitions. Parcel designations must be consistent with grant descriptions.	✕			
Airports Specialist Comments:				
3. Each segment of a parcel's boundary is described in some manner. Metes and bounds, township/range/section, lot and block, plat or other appropriate property description (may be an attachment to the Exhibit 'A' plan sheet or checklist). Points of reference may also be included to further describe the parcel.	✕			
Airports Specialist Comments:				
4. Parcels that were once airport property are shown. The date they were released from federal obligations by the FAA and the date of disposal must be included.			✕	
Airports Specialist Comments:				
5. Parcel information includes: (often in table format)				
a. Grantor (selling owner)	✕			
b. Type of interest acquired (fee simple, easement, etc.)	✕			
c. Acreage	✕			
d. Type of conveyance instrument	✕			
e. Liber/book and page of recording	✕			
Airports Specialist Comments:				
6. Each airport property parcel shows: (often in table format)				
a. FAA grant number, including year if acquired under a grant	✕			
b. PFC Project Number if acquired with Passenger Facility Charge funds (recommended)	✕			
c. Surplus Property Transfer, Government Land Transfer or other statutory federal agreements/conditions. See FAA Order 5010.4 and form 5010-1 Data Element #25 for additional information.	✕			
d. Type of easement (clearing, avigation, utility, right of way, expiration date, easement held by others, subordination agreement, etc.)	✕			

Checklist	Sponsor/Consultant			FAA
Review Item	**Yes**	**No**	**N/A**	**Agree**
e. Date and type of release/land use change approval (aeronautical use, interim use, concurrent use, etc.). This can also include any release from federal obligations such as a release from the National Emergency Use Provision (NEUP), mineral rights, liens, residential through-the-fence access agreements, etc.	✕			
f. Date of property disposal	✕			
g. Public land references, if applicable (PIN #/Assessors #, date of recording, book and page, etc.)	✕			
h. Any known encumbrances on the property	✕			
Airports Specialist Comments:				
7. Purpose of acquisition (current/future development, concurrent use, noise, revenue production, etc.), often in table format. Interim use can be identified with an attached reference.	✕			
Airports Specialist Comments:				
8. The plan shows the following for both existing and future configurations based upon the approved Airport Layout Plan:				
a. Runway Protection Zones (RPZ)	✕			
b. Runways	✕			
c. Runway Safety Areas (RSA)	✕			
d. Runway Object Free Areas (OFA)	✕			
e. Taxiways		✕		
f. Other airport design surfaces (as necessary, must maintain a legible map)				
g. Road/railroad right-of-ways	✕			
h. Bearing and distance of airport property lines	✕			
Airports Specialist Comments:				
9. North arrow, legend and graphic/numerical scale is shown	✕			
Airports Specialist Comments:				
10. If the Exhibit 'A' is being submitted as part of a land acquisition project, the parcels being acquired are shown			✕	
Airports Specialist Comments:				
11. Title block clearly labeled as Exhibit "A" Airport Property Inventory Maps and dated	✕			
Airports Specialist Comments:				
12. Revision block/table, Sponsor approval block, Preparer's block, dated	✕			

Checklist	Sponsor/Consultant			FAA
Review Item	**Yes**	**No**	**N/A**	**Agree**
Airports Specialist Comments:				
13. Understandable and legible legend, including all linetypes and symbols used	✕			
Airports Specialist Comments:				
14. Parcel table is legible	✕			
Airports Specialist Comments:				
Provide an explanation for any checklist item marked 'No'.				

Accepted By: _____ Date: Click here to enter a date.

Airports Specialist

CRATER LAKE
KLAMATH
REGIONAL AIRPORT

Mead&Hunt

