

Local Funding

The local share required for the 20 year ACIP is estimated at 5 percent of the total project development costs. Hangar construction costs have been included in the ACIP. It has been assumed that FAA funds will not be used for hangar construction since the other proposed capital improvements exceed the projected level of AIP funding over the twenty year planning period. The FAA has indicated that funding hangars projects with AIP funds is considered only when the airport has no other higher priority project needs for a period of several years.

As currently defined, the locally funded portion for twenty year planning period is estimated to be just over \$410,000. It is noted that the City costs could increase significantly if an investment in hangar construction and or other infrastructure development (utilities) was made.

The majority of local matching funds are generated through airport revenues, including fuel flowage fees, land leases and sale proceeds from non-aviation parcels in the airport industrial park. The City reviews Florence Municipal Airport's rates and fees schedule and land lease terms annually to ensure that the airport is generating fair and reasonable revenue for its facilities. Property appraisals are also recommended to periodically gauge local market valuation.

Chapter Seven

ALP Drawings

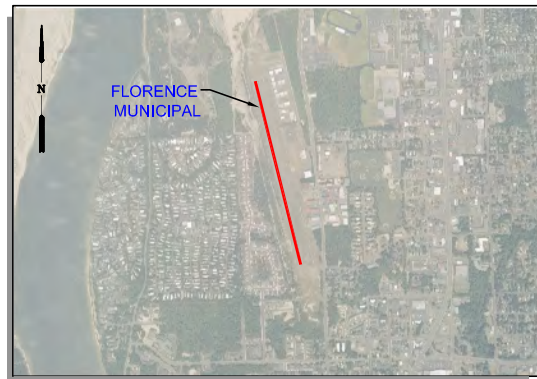
CHAPTER SEVEN

AIRPORT LAYOUT PLAN DRAWINGS

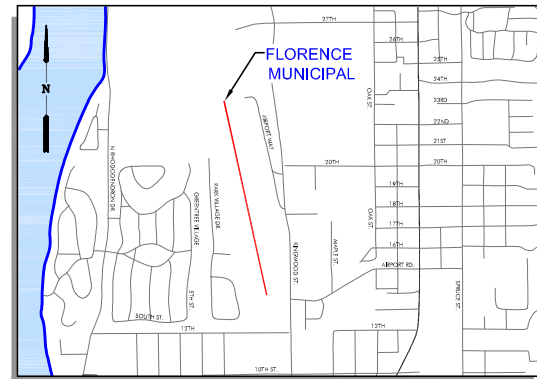
Introduction

The options that were considered for the long-term development of Florence Municipal Airport resulted in the selection of a preferred alternative. The preferred alternative has been incorporated into the airport layout plan drawings, which are depicted in this chapter. The set of airport plans, which is referred to in aggregate as the “Airport Layout Plan” (ALP) has been prepared in accordance with FAA guidelines. The drawings illustrate existing conditions, recommended changes in airfield facilities, existing and recommended property ownership, land use, and obstruction removal. The ALP set is presented at the end of this chapter:

- *Sheet 1 – Cover Sheet*
- *Sheet 2 – Airport Data Sheet*
- *Sheet 3 – Airport Layout Plan*
- *Sheet 4 – Terminal Area Plan*
- *Sheet 5 - FAR Part 77 Airspace Plan*
- *Sheet 6 – Runway 15/33 RPZ & Inner Approach Plan & Profile*
- *Sheet 7 – Airport Land Use Plan w/20 year Noise Contours*
- *Sheet 8 – Exhibit “A” Airport Property Plan*



AERIAL PHOTO



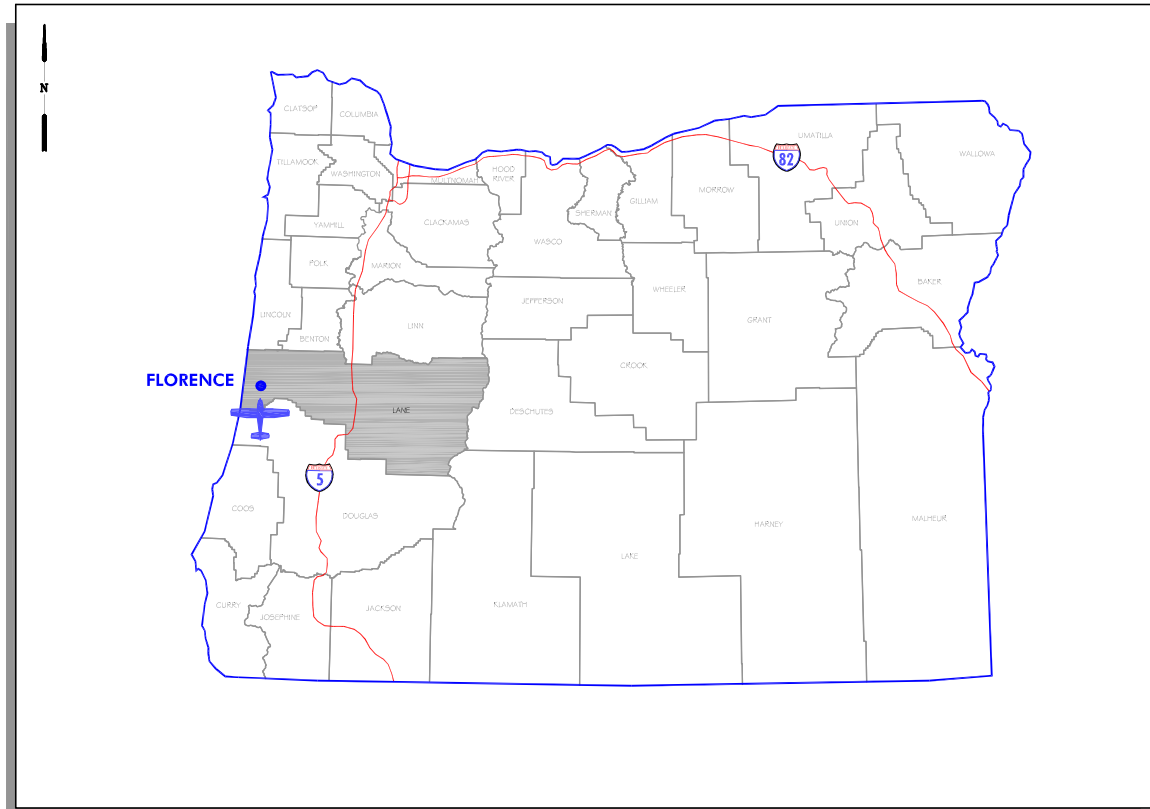
VICINITY MAP

FLORENCE MUNICIPAL AIRPORT MASTER PLAN

FLORENCE, OREGON
CWEC PROJECT NO. 4130101001
AIP NO. 3-41-0019-009
MARCH 2010

SHEET INDEX

<u>NUMBER</u>	<u>CONTENTS</u>
1	COVER SHEET
2	AIRPORT DATA SHEET
3	AIRPORT LAYOUT PLAN
4	TERMINAL AREA PLAN
5	FAR PART 77 AIRSPACE PLAN
6	RUNWAY 15/33 RPZ AND INNER APPROACH PLAN & PROFILE
7	AIRPORT LAND USE PLAN WITH 2029 NOISE CONTOURS
8	EXHIBIT "A" AIRPORT PROPERTY PLAN



LOCATION MAP

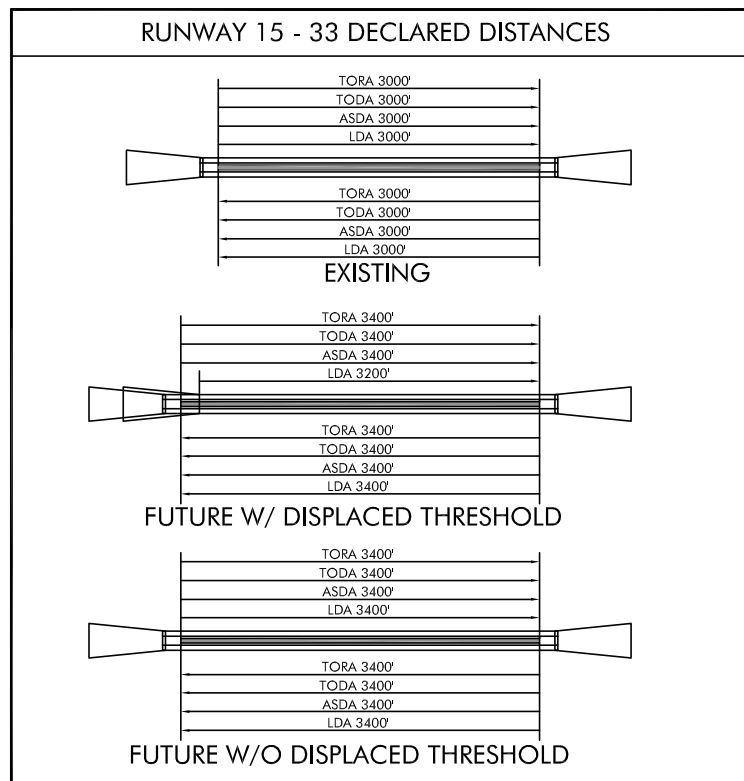
AIRPORT DATA TABLE		
DESCRIPTION	EXISTING	FUTURE
AIRPORT ELEVATION	50.8'	51.5'
AIRPORT ACREAGE	139.77	SAME
ARP COORDINATES	LAT. N 43° 58' 58.14" LONG. W 124° 06' 40.93"	LAT. N 43° 59' 00.07" LONG. W 124° 06' 41.52"
MAGNETIC DECLINATION	16°17E (2009 VALUE)	ANNUAL RATE OF CHANGE 0° 8' W
MEAN MAX. DAILY TEMPERATURE	69.3° F	SAME
FAA IDENTIFIER	6S2	SAME
DATUM	NAD83/NAVD 88	SAME
	EXISTING CONDITIONS RUNWAY 15 - 33	FUTURE CONDITIONS RUNWAY 15 - 33
AIRPORT REFERENCE CODE (ARC)	B-I (SMALL)	SAME
FAR PART 77 DESIGNATION	UTILITY-VISUAL	UTILITY-VISUAL
NPIAS ROLE / SERVICE LEVEL	LOCAL GENERAL AVIATION	SAME
TERMINAL NAVAIDS	NONE	SAME
TAXIWAY LIGHTING	NONE	MITL
TAXIWAY MARKING	VISUAL	SAME

RUNWAY DATA TABLE		
	EXISTING CONDITIONS RUNWAY 15 - 33	FUTURE CONDITIONS RUNWAY 15 - 33
RUNWAY LENGTH AND WIDTH	3000' X 60'	3400' X 60'
RUNWAY STRENGTH (IN 1000 LBS)	12.5 SW	SAME
RUNWAY PAVEMENT TYPE	ASPHALT	SAME
RUNWAY PERCENT GRADIENT / MAXIMUM GRADE	0.36%	0.33%
RUNWAY PERCENT WIND COVERAGE	NOT AVAILABLE	SAME

RUNWAY 15-33				
(SEE NOTE 1)	EXISTING CONDITIONS	EXISTING STANDARD	FUTURE CONDITIONS	FUTURE STANDARD
RUNWAY SAFETY AREA LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	3480' X 120' 240'	3480' X 120' 240'	3880' X 120' 240'	3880' X 120' 240'
OBJECT FREE AREA LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	3480' X 250' 240'	3480' X 250' 240'	3880' X 250' 240'	3880' X 250' 240'
OBSTACLE FREE ZONE LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	3400' X 250' 200'	3400' X 250' 200'	3800' X 250' 200'	3800' X 250' 200'

		EXISTING CONDITIONS		FUTURE CONDITIONS	
RUNWAY LIGHTING		MIRL		SAME	
RUNWAY END		15	33	15	33
RUNWAY APPROACH CATEGORY		A-VISUAL	A-VISUAL	A-VISUAL	A-VISUAL
RUNWAY APPROACH SLOPE	PART 77 REQUIRED	20:1	20:1	20:1	20:1
	ACTUAL	20:1	13:1/20:1 W/OCS	20:1 (NOTE 2)	20:1 (NOTE 2)
APPROACH VISIBILITY MINIMUMS		VISUAL	VISUAL	VISUAL	VISUAL
RUNWAY MARKINGS		VISUAL	VISUAL	SAME	SAME
TRUE RUNWAY BEARING		N 12° 29' 56.5" W		SAME	
RUNWAY END COORDINATES	LAT. LONG	N 43° 59'12.60" W 124° 06'45.37"	N 43° 58'43.68" W 124° 06'36.49"	N 43° 59'16.46" W 124° 06'46.55"	SAME AS EXISTING 33
INSTRUMENTATION AND APPROACH AIDS		NONE	NONE	GPS/WAAS	GPS/WAAS
VISUAL AIDS		NONE	PAPI	PAPI, REIL	PAPI, REIL
CRITICAL AIRCRAFT (ARC)		B-I (SMALL)		B-I (SMALL)	
WINGSPAN	(ADG I)	LESS THAN 49'		SAME	
WEIGHT		LESS THAN 12,500 LBS		SAME	
APPROACH SPEED		LESS THAN 91 KNOTS		SAME	
LENGTH OF HAUL		LESS THAN 500 MILES		SAME	
OFZ PENETRATION		NO		NO	
OBSTACLE CLEARANCE SURFACE (OCS) RUNWAY CATEGORY		SMALL AC 50 KTS VISUAL DAY/NIGHT		SAME	

MODIFICATION TO STANDARDS			
NO.	ITEM	DESCRIPTION	DISPOSITION
1	TAXILANE OFA	LESS THAN STANDARD ADG I SPACING FOR HANGAR ROWS	FAA ALTERNATIVE OFA CLEARANCE FORMULA
2	TAXILANE OFA	LESS THAN STANDARD ADG I SPACING FOR APRON (TIEDOWNS, FUEL FACILITY, HANGAR, ETC.)	RECONFIGURE APRON




DECLARED DISTANCES								
EXISTING			FUTURE W/DT			FUTURE W/O/DT		
	RW 15	RW 33		RW 15	RW 33		RW 15	RW 33
LDA	3000'	3000'	LDA	3200'	3400'	LDA	3400'	3400'
ASDA	3000'	3000'	ASDA	3400'	3400'	ASDA	3400'	3400'
TORA	3000'	3000'	TORA	3400'	3400'	TORA	3400'	3400'
TODA	3000'	3000'	TODA	3400'	3400'	TODA	3400'	3400'

NOTES

1. EXISTING AND FUTURE RUNWAY MEETS STANDARD FOR OFA, OFZ, AND RSA.
2. 20:1 OBSTACLE CLEARANCE SURFACES (OCS) ON FUTURE RUNWAY 15 AND EXISTING RUNWAY 33 TO BE ELIMINATED WHEN APPROACH OBSTRUCTION SURVEY/REMOVAL IS COMPLETED.

"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0019-009) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NO.	DATE	BY	APPR	REVISIONS	<div>VERIFY SCALES</div> <div>BAR IS ONE INCH ON ORIGINAL DRAWING. 0" ████████ 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.</div>	<div>FEDERAL AVIATION ADMINISTRATION APPROVAL</div> <div>APPROVAL DATE: _____</div> <div>_____ MANAGER, SEATTLE ADO</div>	<div>CITY OF FLORENCE APPROVAL</div> <div>APPROVAL DATE: _____</div> <div>_____ SIGNATURE</div>	<div><div><div></div><div><div>CENTURY WEST ENGINEERING CORPORATION</div><div>6650 S.W. Redwood Lane, Suite 350 Portland, Oregon 97224 503-419-2130 phone • 503-639-2710 fax www.centurywest.com</div></div></div><div><div>DESIGNED BY: DM</div><div>DRAWN BY: JLS</div><div>CHECKED BY: SLK</div><div>SCALE: AS SHOWN</div></div><div><div>DATE: MARCH 2010</div><div>PROJECT NO: 4130101001</div></div></div>	<div>FLORENCE MUNICIPAL AIRPORT</div> <div>AIRPORT DATA SHEET</div>	FIGURE NO. .				
										SHEET NO. 2 OF 8				

BUILDING/FACILITY KEY			
①	RELOCATED SEGMENTED CIRCLE	⑨	HELICOPTER PARKING PAD (FUTURE)
②	FBO	⑩	FUEL ISLAND (FUTURE)
③	HANGAR (EXISTING)	⑪	AWOS
④	HANGAR (FUTURE)	⑫	AIRPORT INDUSTRIAL PARK (NON-AVIATION)
⑤	COMMERCIAL HANGAR (FUTURE)	⑬	AUTO PARKING (EXISTING)
⑥	T-HANGAR (FUTURE)	⑭	AUTO PARKING (FUTURE)
⑦	TIEDOWN APRON (EXISTING)	⑮	FUEL ISLAND (TO BE RELOCATED)
⑧	AIRCRAFT APRON (FUTURE)	⑯	RELOCATED WIND INDICATOR

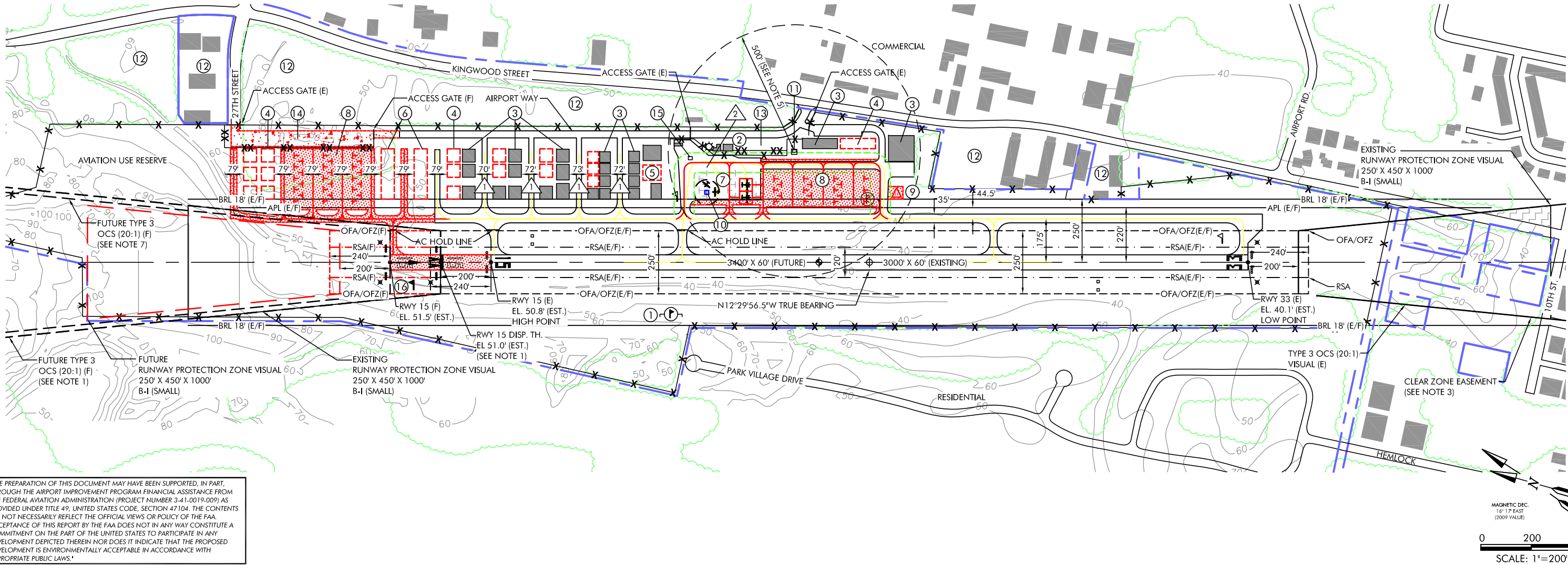
NOTES

1. ELIMINATION OF FUTURE RUNWAY 15 DISPLACED THRESHOLD AND ITS OCS IS DEPENDENT ON APPROACH OBSTRUCTION (SAND DUNE) REMOVAL.
2. BUILDING HEIGHTS RANGE FROM 18' TO 26'.
3. AVIGATION EASEMENTS ACQUIRED FOR PORTIONS OF RWY 33 NOT IN CITY OWNERSHIP.
4. SEE SHEET 8 FOR NORTH AIRPORT PROPERTY BOUNDARY.
5. THE EXISTING AWOS SITE DOES NOT MEET FAA CLEAR AREA STANDARD DUE TO ABSENCE OF ALTERNATIVE SITE LOCATIONS ON AIRPORT.
6. SEE EXHIBIT A (SHEET 8) FOR EXISTING AVIGATION EASEMENTS ASSOCIATED WITH AIRPORT.
7. FUTURE RUNWAY 15 OCS MAY BE REQUIRED (DEPENDENT ON AMOUNT OF SAND DUNE REMOVAL).

MODIFICATION TO STANDARDS			
NO.	ITEM	DESCRIPTION	DISPOSITION
①	TAXILANE OFA	LESS THAN STANDARD ADG I SPACING FOR HANGAR ROWS	FAA ALTERNATIVE OFA CLEARANCE FORMULA
②	TAXILANE OFA	LESS THAN STANDARD ADG I SPACING FOR APRON (TIEDOWNS, FUEL FACILITY, HANGAR, ETC.)	RECONFIGURE APRON

ARP COORDINATES			
⊕ EXISTING	LAT.	N 43° 58' 58.14"	
	LONG.	W 124° 06' 40.93"	
⊕ FUTURE	LAT.	N 43° 59' 00.07"	
	LONG.	W 124° 06' 41.52"	

LEGEND		
FACILITIES	EXISTING	FUTURE
BUILDINGS		
RUNWAY		
BUILDING RESTRICTION LINE (BRL)		
AIRCRAFT PARKING LINE (APL)		
AIRPORT PROPERTY LINE		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE AREA (OFA)		
OBSTACLE FREE ZONE (OFZ)		
TAXIWAY OBJECT FREE AREA (TOFA)		
RUNWAY PROTECTION ZONE (RPZ)		
GROUND CONTOURS		
AIRPORT REFERENCE POINT (ARP)		
REIL		
VISUAL GUIDANCE INDICATORS		
WIND INDICATOR		
SEGMENTED CIRCLE WIND INDICATOR		
FENCE		
BEACON		
THRESHOLD LIGHTS		
PROPOSED AIRFIELD PAVEMENT	N/A	
VEHICLE PARKING	N/A	
TREES/BRUSH		
AVIGATION EASEMENT		



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APPROVAL DATE: _____

MANAGER, SEATTLE ADO

CITY OF FLORENCE
APPROVAL

APPROVAL DATE: _____

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FLORENCE MUNICIPAL AIRPORT

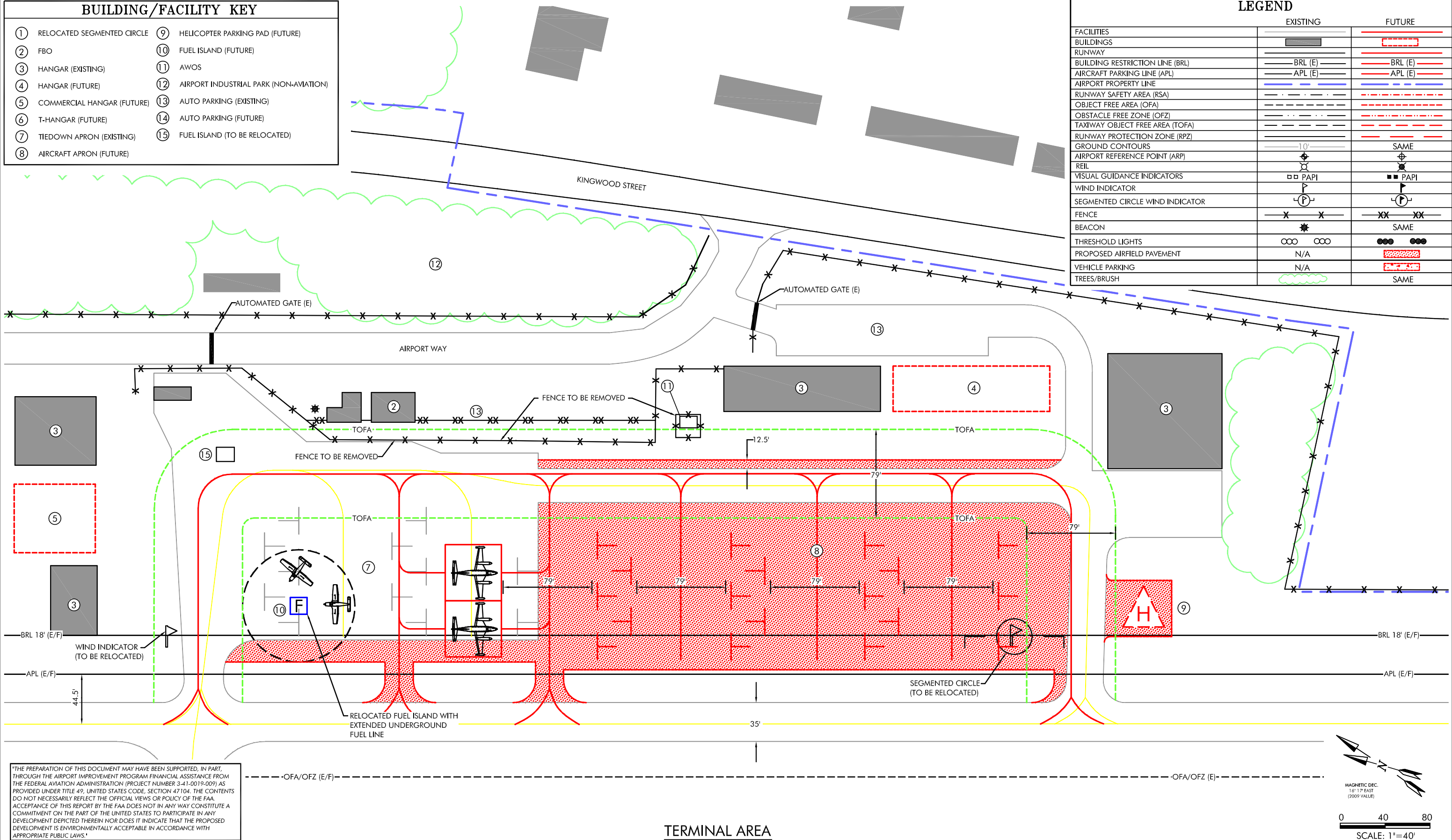
AIRPORT LAYOUT PLAN

FIGURE NO.
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SHEET NO.
3 OF 8

BUILDING/FACILITY KEY			
①	RELOCATED SEGMENTED CIRCLE	⑨	HELICOPTER PARKING PAD (FUTURE)
②	FBO	⑩	FUEL ISLAND (FUTURE)
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⑧	AIRCRAFT APRON (FUTURE)		

FACILITIES	EXISTING	FUTURE
BUILDINGS		
RUNWAY		
BUILDING RESTRICTION LINE (BRL)		
AIRCRAFT PARKING LINE (APL)		
AIRPORT PROPERTY LINE		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE AREA (OFA)		
OBSTACLE FREE ZONE (OFZ)		
TAXIWAY OBJECT FREE AREA (TOFA)		
RUNWAY PROTECTION ZONE (RPZ)		
GROUND CONTOURS		SAME
AIRPORT REFERENCE POINT (ARP)		
REIL		
VISUAL GUIDANCE INDICATORS		
WIND INDICATOR		
SEGMENTED CIRCLE WIND INDICATOR		
FENCE		
BEACON		SAME
THRESHOLD LIGHTS		
PROPOSED AIRFIELD PAVEMENT	N/A	
VEHICLE PARKING	N/A	
TREES/BRUSH		SAME



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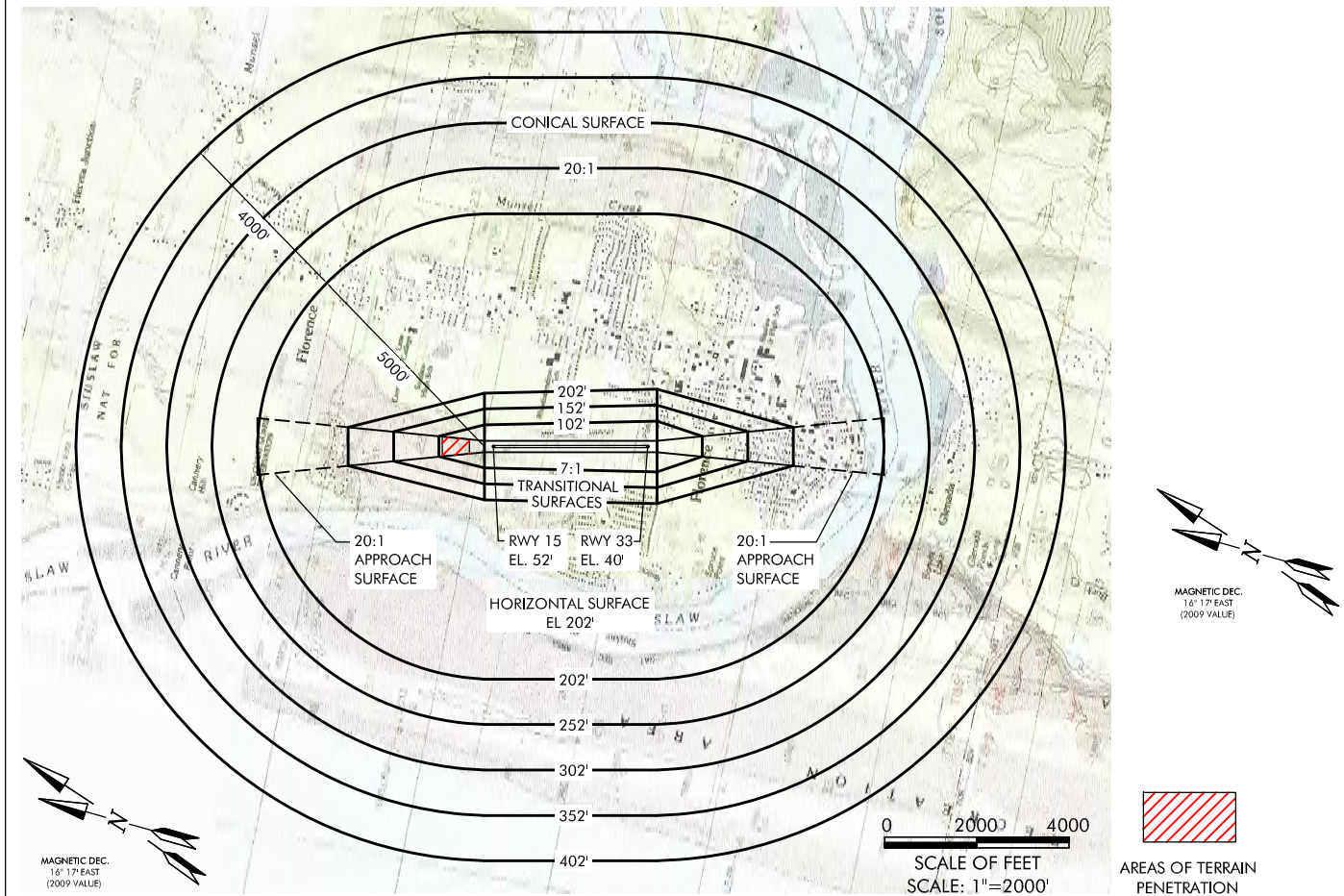
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FLORENCE MUNICIPAL AIRPORT

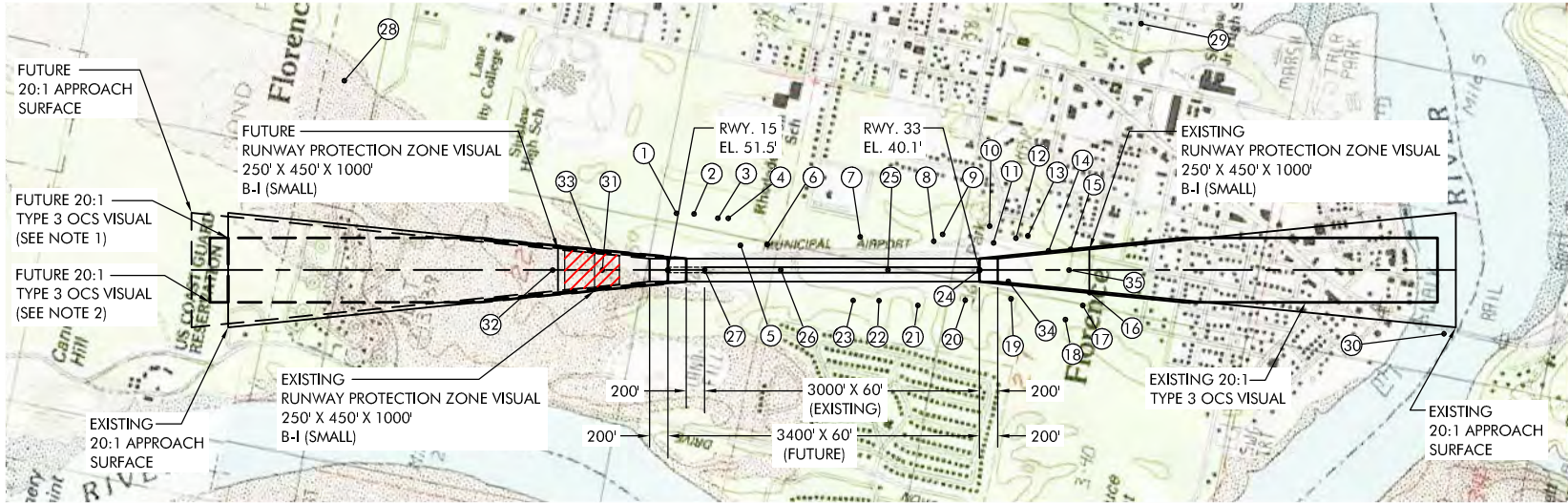
TERMINAL AREA PLAN

FIGURE NO.
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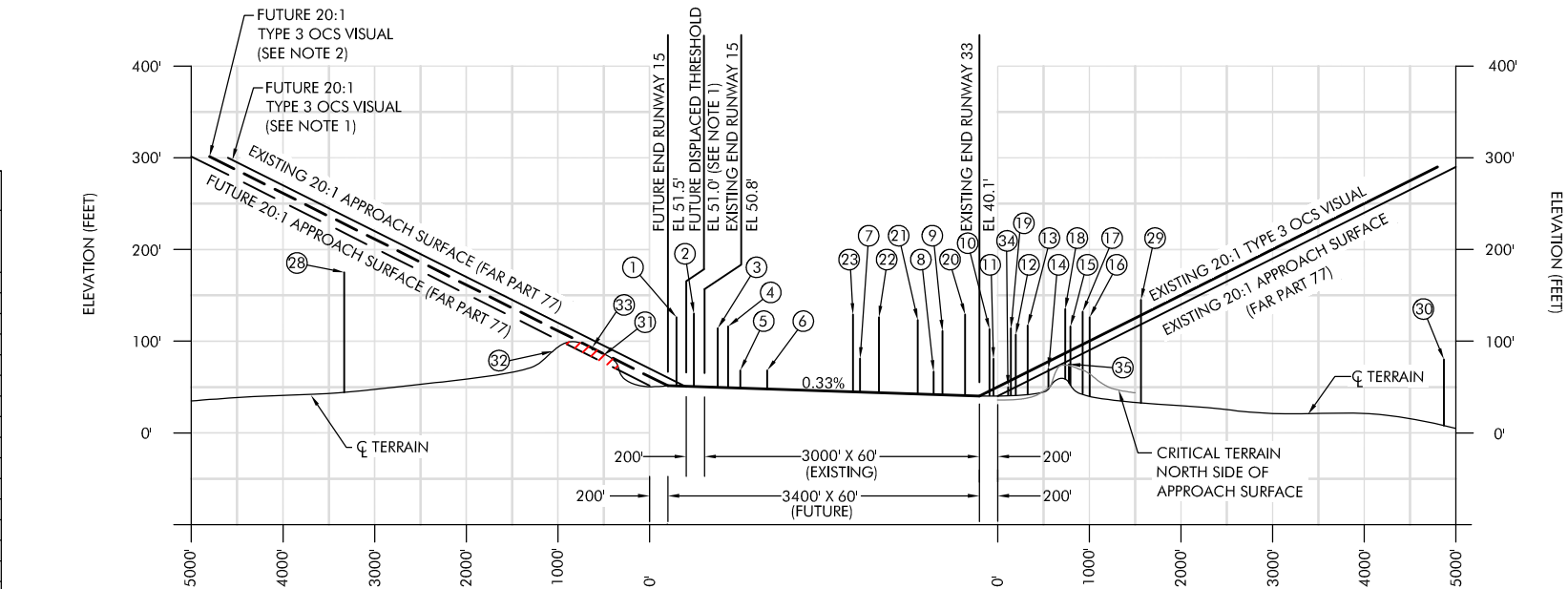
SHEET NO.
4 OF 8



OBSTRUCTION CHART								
NO.	ITEM	PART 77 SURFACE	MSL ELEV	DISTANCE FROM RWY CL	DISTANCE FROM RWY END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
1	TREE GROUP	TRANSITIONAL	126'	619' L	-93'	6'	NO	NONE
2	TREE GROUP	TRANSITIONAL	130'	613' L	-284'	11'	NO	NONE
3	TREE GROUP	TRANSITIONAL	114'	566' L	-546'	2'	NO	NONE
4	TREE GROUP	TRANSITIONAL	116'	565' L	-659'	5'	NO	NONE
5	BUILDINGS	TRANSITIONAL	68'	271' L	-792'	-1'	YES	NO OBSTRUCTION, REFERENCE ONLY
6	BUILDINGS	TRANSITIONAL	68'	281' L	-1084'	-1'	YES	NO OBSTRUCTION, REFERENCE ONLY
7	TREE GROUP	TRANSITIONAL	81'	363' R	-1302'	3'	YES	NONE
8	BUILDINGS	TRANSITIONAL	67'	315' R	-498'	-2'	YES	NO OBSTRUCTION, REFERENCE ONLY
9	TREE GROUP	TRANSITIONAL	111'	391' R	-401'	31'	NO	NONE
10	TREE GROUP	TRANSITIONAL	113'	481' R	-110'	22'	NO	NONE
11	POWER POLE	TRANSITIONAL	81'	297' R	154'	16'	YES	LIGHT
12	TREE GROUP	TRANSITIONAL	107'	348' R	398'	28'	NO	NONE
13	TREE GROUP	TRANSITIONAL	117'	375' R	528'	30'	NO	NONE
14	KINGWOOD STREET	TRANSITIONAL	70'	211' R	755'	-2'	YES	LIGHT
15	TREE GROUP	TRANSITIONAL	116'	227' R	995'	33'	NO	NONE
16	TREE GROUP	TRANSITIONAL	126'	247' L	1202'	33'	NO	NONE
17	TREE GROUP	TRANSITIONAL	132'	358' L	1127'	22'	NO	NONE
18	TREE GROUP	TRANSITIONAL	135'	540' L	938'	10'	NO	NONE
19	TREE GROUP	TRANSITIONAL	114'	312' L	345'	42'	NO	NONE
20	TREE GROUP	TRANSITIONAL	129'	328' L	154'	59'	NO	NONE
21	TREE GROUP	TRANSITIONAL	123'	385' L	673'	43'	NO	NONE
22	TREE GROUP	TRANSITIONAL	126'	334' L	1097'	52'	NO	CLEAR TREES
23	TREE GROUP	TRANSITIONAL	129'	331' L	1378'	55'	NO	NONE
24 ✱	RWY SPOT ELEVATION	PRIMARY	40'	0'	0'	N/A	YES	NO OBSTRUCTION, REFERENCE ONLY
25 ✱	RWY SPOT ELEVATION	PRIMARY	43'	0'	-999'	N/A	YES	NO OBSTRUCTION, REFERENCE ONLY
26 ✱	RWY SPOT ELEVATION	PRIMARY	48'	0'	-1232'	N/A	YES	NO OBSTRUCTION, REFERENCE ONLY
27 ✱	RWY SPOT ELEVATION	PRIMARY	51'	0'	400'	N/A	YES	NO OBSTRUCTION, REFERENCE ONLY
28	WATER TANKS	HORIZONTAL	175'	2066' L	3531'	-26'	NO	NO OBSTRUCTION, REFERENCE ONLY
29	WATER TANK	HORIZONTAL	145'	2616' R	1672'	-56'	NO	NO OBSTRUCTION, REFERENCE ONLY
30	BRIDGE	HORIZONTAL	80'	695' L	5069'	-121'	NO	NO OBSTRUCTION, REFERENCE ONLY
31	GROUND	APPROACH (RWY 15)	84'	0'	709'	13'	YES	REMOVE
32	GROUND	APPROACH (RWY 15)	91'	0'	1258'	-129'	YES	NONE
33	GROUND	TRANSITIONAL	93'	207' L	824'	13'	YES	REMOVE
34	TREES	APPROACH (RWY 33)	50'	123' L	315'	8'	YES	LOWER/REMOVE
35	DUNE/SHRUBS	APPROACH (RWY 33)	75'	0'	977'	7'	NO	NONE



RUNWAY 15-33 PLAN VIEW



RUNWAY 15-33 PROFILE VIEW

SCALE OF FEET
VERTICAL SCALE 1"=100'

SCALE OF FEET
HORIZONTAL SCALE 1"=1000'

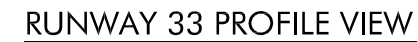
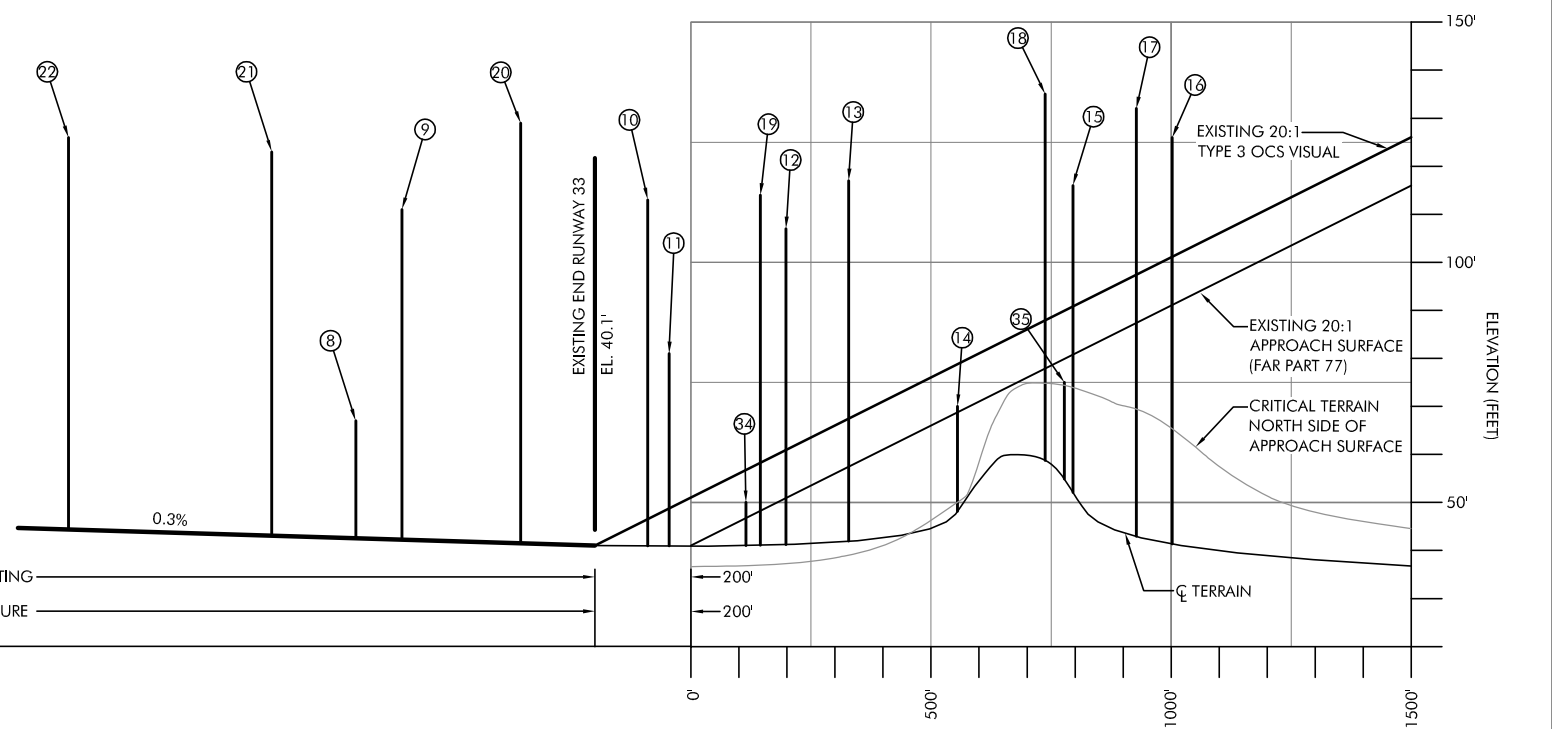
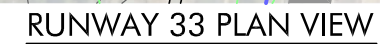
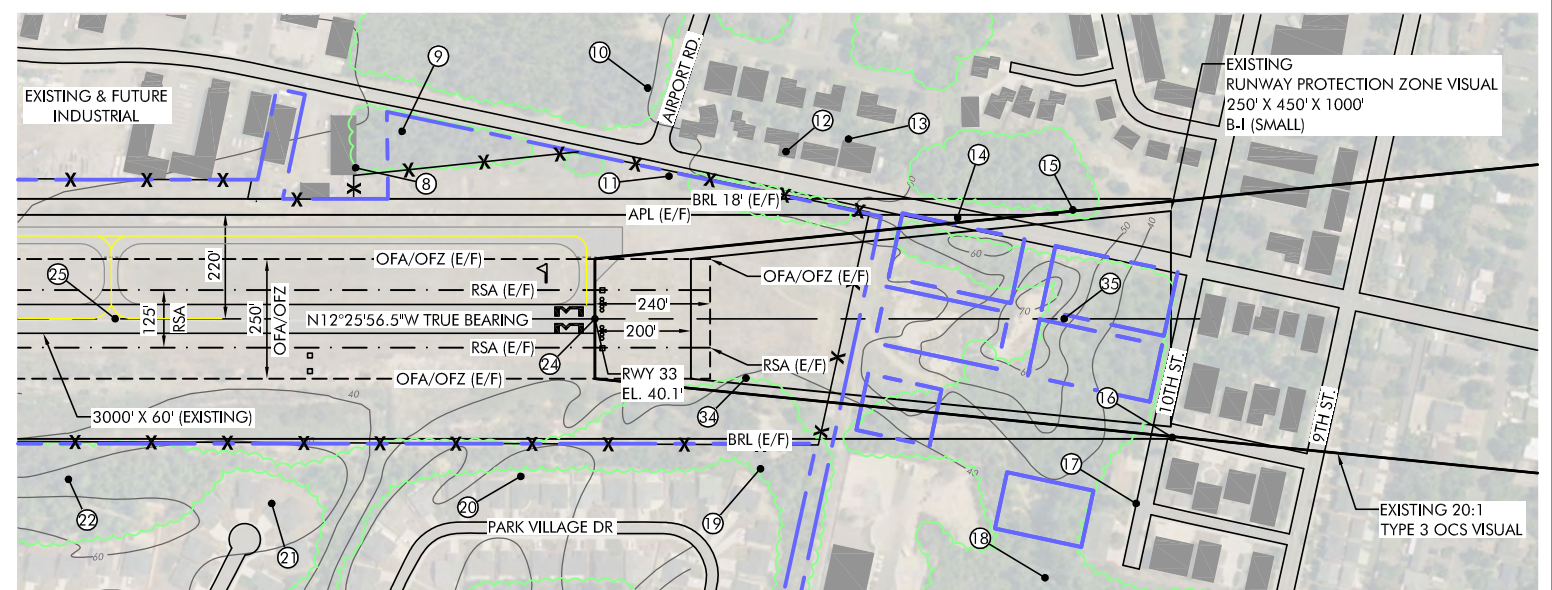
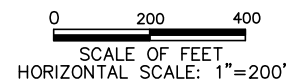
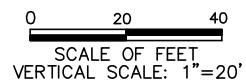
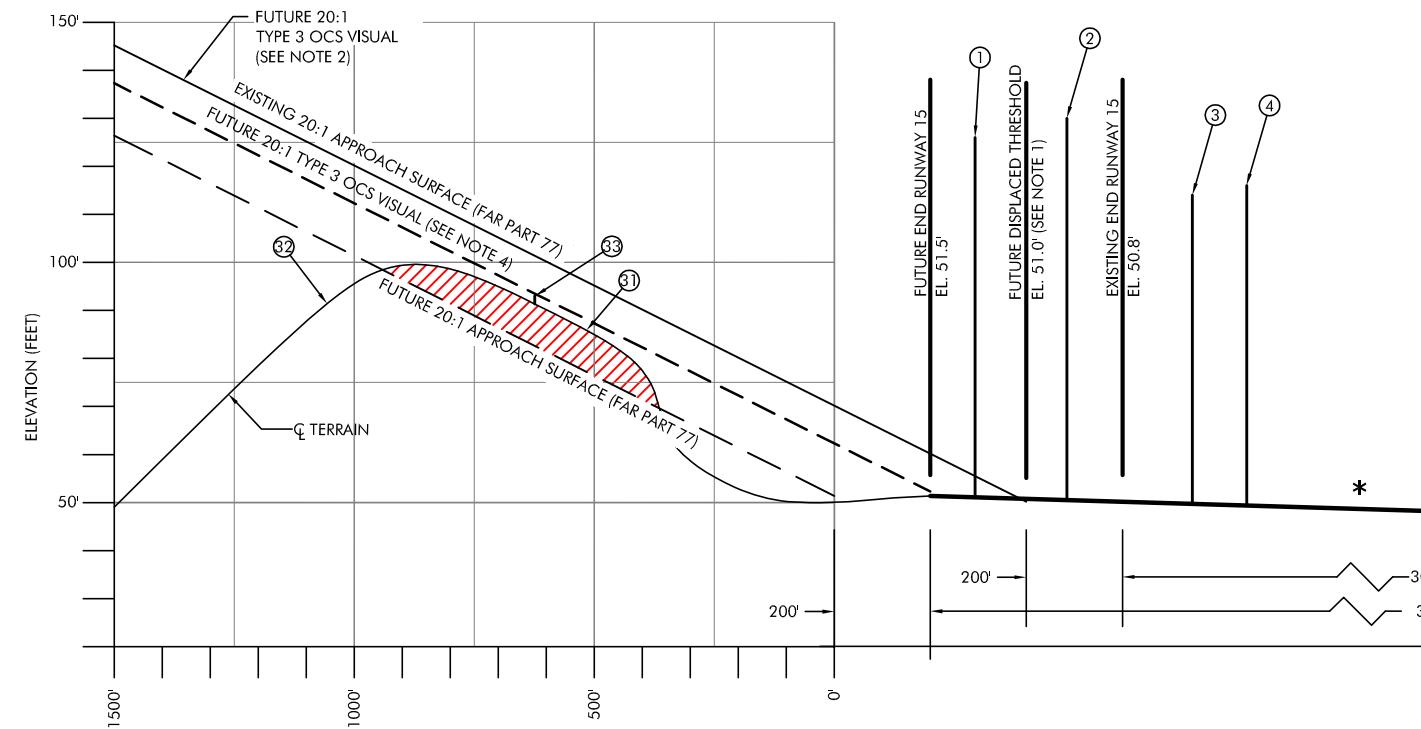
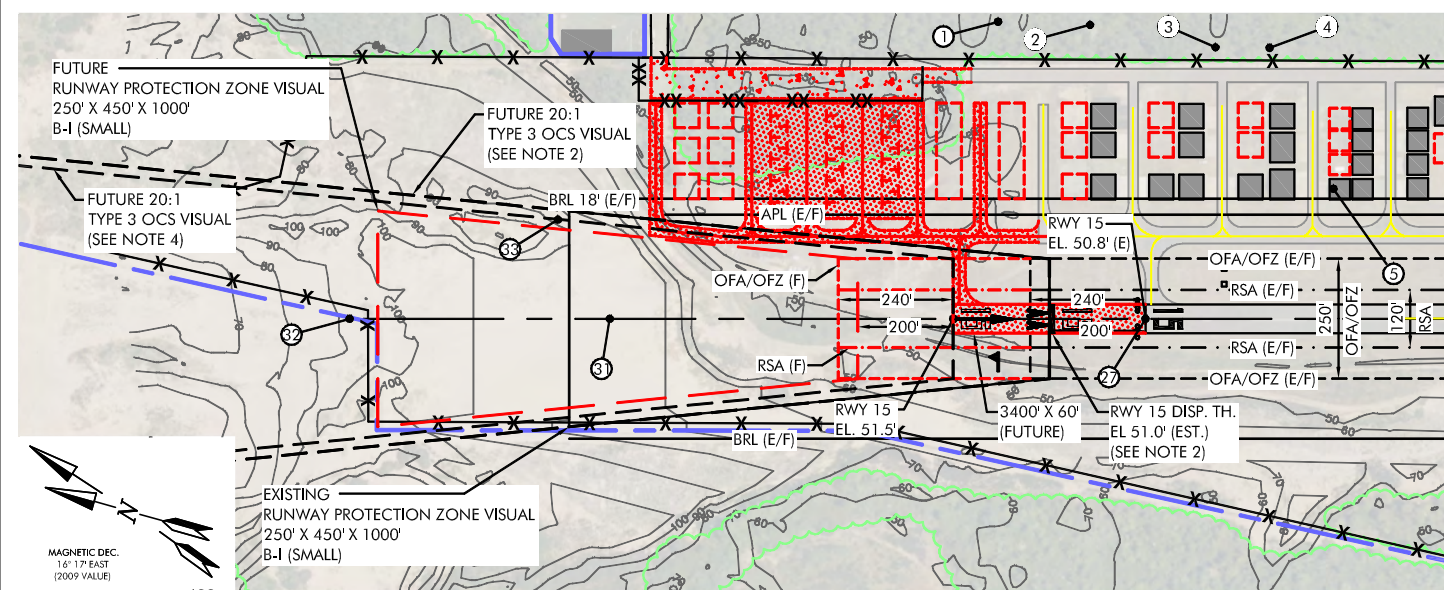
✱ SPOT ELEVATIONS 24-27 NOT SHOWN IN PROFILE VIEW FOR CLARITY.

- NOTES:
- ELIMINATION OF FUTURE RUNWAY 15 DISPLACED THRESHOLD AND ITS OCS IS DEPENDENT ON APPROACH OBSTRUCTION (SAND DUNE) REMOVAL.
 - FUTURE RUNWAY 15 OCS MAY BE REQUIRED (DEPENDENT ON AMOUNT OF SAND DUNE REMOVAL).
 - DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE FUTURE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCE FROM RUNWAY END TO BEGINNING OF APPROACH.

PART 77 DIMENSIONAL STANDARDS	
RUNWAY TYPE = VISUAL, UTILITY	
PRIMARY SURFACE WIDTH = 250'	
APPROACH SURFACE INNER WIDTH = 250'	
APPROACH SURFACE OUTER WIDTH = 1,250'	
APPROACH SURFACE LENGTH = 5,000'	
RADIUS OF HORIZONTAL SURFACE = 5,000'	
APPROACH SLOPE = 20:1	

"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0019-009) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NO.	DATE	BY	APPR	REVISIONS	VERIFY SCALES BAR IS ONE INCH ON ORIGINAL DRAWING. 0" = 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.	FEDERAL AVIATION ADMINISTRATION APPROVAL APPROVAL DATE: _____ MANAGER, SEATTLE ADO	FLORENCE MUNICIPAL APPROVAL APPROVAL DATE: _____ SIGNATURE	 CENTURY WEST ENGINEERING CORPORATION 6650 S.W. Redwood Lane, Suite 350 Portland, Oregon 97224 503-419-2130 phone • 503-639-2710 fax www.centurywest.com	DESIGNED BY: DM DRAWN BY: JLS CHECKED BY: SLK SCALE: AS SHOWN DATE: MARCH 2010 PROJECT NO: 4130101001	FLORENCE MUNICIPAL AIRPORT FAR PART 77 AIRSPACE PLAN	FIGURE NO. . SHEET NO. 5 OF 8
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* SPOT ELEVATIONS 24-27 NOT SHOWN IN PROFILE VIEW FOR CLARITY.

NOTES:

1. COMPLETE OBSTRUCTION CHART IS LOCATED ON SHEET 5, FAR PART 77 AIRSPACE PLAN & RUNWAY 15/33 APPROACH & PROFILE.
2. ELIMINATION OF FUTURE RUNWAY 15 DISPLACED THRESHOLD AND ITS OCS IS DEPENDENT ON APPROACH OBSTRUCTION (SAND DUNE) REMOVAL.
3. OBSTRUCTION SURVEY REQUIRED TO VERIFY ELEVATIONS OF HOMES/TREES AT SOUTH END OF RUNWAY 15/33.
4. FUTURE RUNWAY 15 OCS MAY BE REQUIRED (DEPENDENT ON AMOUNT OF SAND DUNE REMOVAL).

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NO.	DATE	BY	APPR	REVISIONS

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0"  1"
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY.

FEDERAL AVIATION
ADMINISTRATION APPROVAL

APPROVAL DATE: _____

MANAGER, SEATTLE ADO

CITY OF FLORENCE
APPROVAL

APPROVAL DATE: _____

SIGNATURE



DESIGNED BY: DM	DRAWN BY: JLS	CHECKED BY: SLK	SCALE: AS SHOWN
DATE: MARCH 2010		PROJECT NO: 4130101001	

FLORENCE MUNICIPAL AIRPORT

RUNWAY 15/33 RPZ AND INNER APPROACH PLAN & PROFILE

FIGURE NO.

SHEET NO.

6 OF 8

ZONING BOUNDARY

AIRPORT TRAFFIC PATTERN (TYP.)

RUNWAY PROTECTION ZONE

APPROACH SURFACE

AIRPORT PROPERTY LINE

CITY LIMIT BOUNDARY

URBAN GROWTH BOUNDARY

2029 CONTOURS
DAY-NIGHT LEVEL (DNL)

AVIGATION EASEMENT IN PLACE

CITY OF FLORENCE ZONING

AP

AIRPORT DEVELOPMENT

MD

MARINE DISTRICT

R1

SINGLE-FAMILY RESIDENTIAL

LI

LIMITED INDUSTRIAL

I

INDUSTRIAL

GC

GENERAL COMMERCIAL

MR

MULTI FAMILY RESIDENTIAL

PO

PROFESSIONAL OFFICE/INSTITUTIONAL

HD

HIGHWAY DISTRICT

MS

MAIN STREET

OS

OPEN SPACE

NO.	DATE	BY	APPR	REVISIONS

VERIFY SCALES
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APPROVAL DATE: _____

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SIGNATURE

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www.centurywest.com

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DM

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JLS

CHECKED BY:
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PROJECT NO:
4130101001

FLORENCE MUNICIPAL AIRPORT
AIRPORT LAND USE PLAN
WITH 2029 NOISE CONTOURS

FIGURE NO.
.
SHEET NO.
7 OF 8