

Seburg Regional Airport Airport Layout Plan

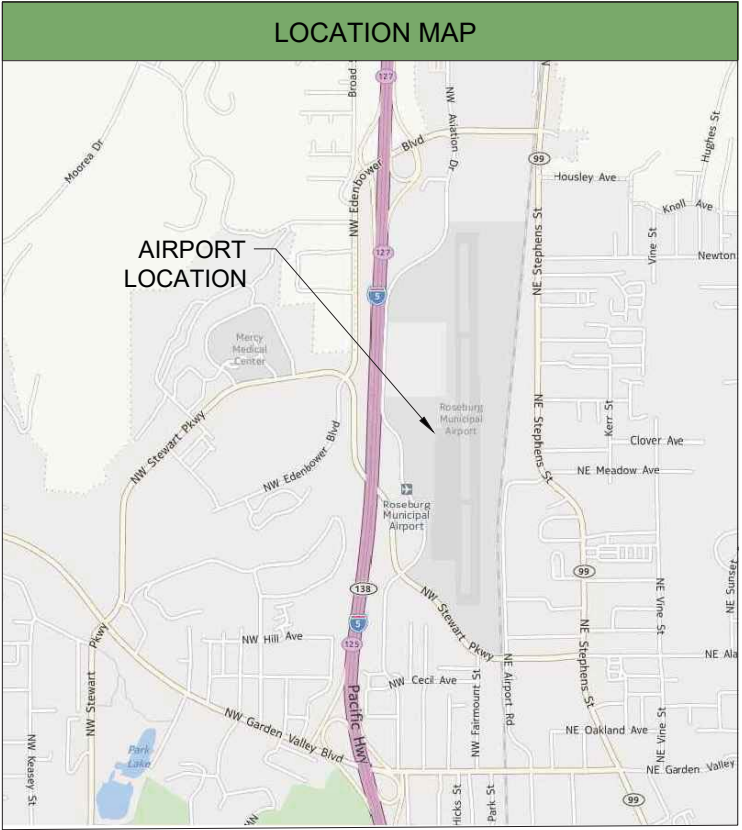
Roseburg, Oregon

DECEMBER 2019

AIP GRANT 3-41-0054-023



DOUGLAS COUNTY, OREGON

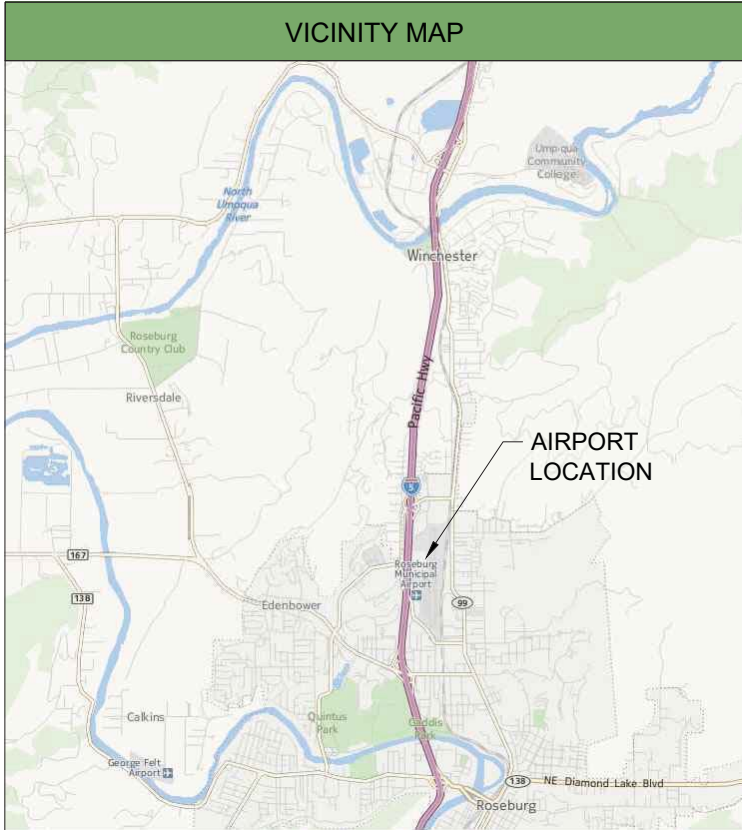


SUBMITTED BY:
CITY OF ROSEBURG

By _____

Title _____ Date _____

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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 (AIP #03-41-0054-023) 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 require justification in accordance with appropriate public laws.

ROSEBURG REGIONAL AIRPORT AIRPORT LAYOUT PLAN

City of Roseburg

City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

[illegible]

M&H NO.: 1821200-170097.01
DATE: DECEMBER 2019
DESIGNED BY: SHR
DRAWN BY: SHR
CHECKED BY: KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

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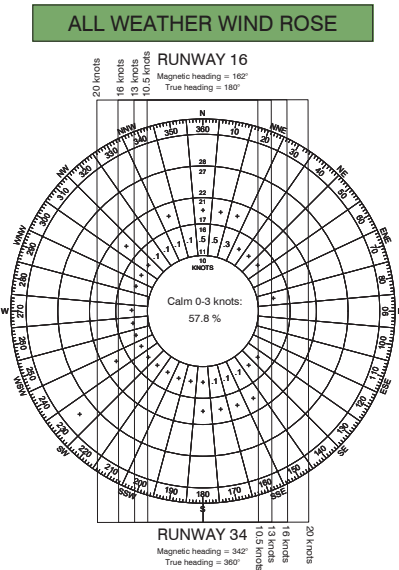
RUNWAY DATA			
RUNWAY 16-34			
		EXISTING	FUTURE
UTILITY / GREATER THAN UTILITY		Greater than Utility	No Change
RUNWAY DESIGN CODE		B-II	No Change
APPROACH REFERENCE CODE		B/II/8000	No Change
CRITICAL AIRCRAFT	AIRCRAFT	Cessna Citation XLS	No Change
	WINGSPAN	56.3'	No Change
	APPROACH SPEED (kts)	117 knots	No Change
	MAX. TAKEOFF WT. (lbs.)	20,200 lbs	No Change
	COCKPIT TO MAIN GEAR	21.9'	No Change
	MAIN GEAR WIDTH	15.6'	No Change
	TAXIWAY DESIGN GROUP	2	No Change
PAVEMENT STRENGTH AND MATERIAL TYPE	SURFACE MATERIAL	Asphalt	No Change
	DESIGN STRENGTH (1,000 PSI) - S/D/DT	42/ 54 / 88	No Change
	STRENGTH BY PCN	16/F/D/X/T	No Change
	^(c) SURFACE TREATMENT	Non-Grooved	No Change
EFFECTIVE GRADIENT (%)		0.6%	No Change
VERTICAL LINE OF SIGHT PROVIDED		Yes	No Change
RUNWAY LENGTH		5,003'	No Change
RUNWAY WIDTH		100'	75'
RUNWAY END ELEVATIONS	16	533.5'	16 No Change
	34	500.8'	34 No Change
	16	1,100'	16 No Change
DISPLACED THRESHOLD	34	372'	34 No Change
	16	523.8'	16 No Change
DISPLACED THRESHOLD ELEVATIONS	34	503.9'	34 No Change
	16	523.8'	16 No Change
RUNWAY TOUCHDOWN ZONE ELEVATIONS	34	520.3'	34 No Change
	16	533.5'	No Change
RUNWAY HIGH POINT		500.8'	No Change
RUNWAY LOW POINT			
RUNWAY SAFETY AREA (RSA) LENGTH BEYOND RUNWAY END	REQUIRED	16 300'	16 No Change
		34 300'	34 No Change
	ACTUAL	16 300'	16 No Change
		34 300'	34 No Change
RUNWAY SAFETY AREA WIDTH	REQUIRED	150'	No Change
	ACTUAL	150'	No Change
RUNWAY EDGE LIGHTING		Medium Intensity	No Change
RUNWAY PROTECTION ZONE (RPZ) APPROACH (Inner Width x Outer Width x Length)	16	500x700x1,000'	16 No Change
	34	500x700x1,000'	34 No Change
RUNWAY PROTECTION ZONE (RPZ) DEPARTURE (Inner Width x Outer Width x Length)	16	500x700x1,000'	16 No Change
	34	500x700x1,000'	34 No Change
RUNWAY MARKING	16	Non-Precision	16 No Change
	34	Non-Precision	34 No Change
PART 77 APPROACH CATEGORY	16	Non-Precision [C(NP)]	16 No Change
	34	Non-Precision [C(NP)]	34 No Change
PART 77 APPROACH SLOPE	16	34:1	16 No Change
	34	34:1	34 No Change
APPROACH VISIBILITY MINIMUMS	16	1 1/2 - Mile	16 No Change
	34	1 1/2 - Mile	34 No Change
AERONAUTICAL SURVEY REQUIRED (VERTICALLY GUIDED OR NOT)	16	No	16 No Change
	34	No	34 No Change
RUNWAY DEPARTURE SURFACE	16	N/A	16 No Change
	34	N/A	34 No Change
RUNWAY OBJECT FREE AREA (ROFA) (Length Beyond Runway End)	16	300'	16 No Change
	34	300'	34 No Change
RUNWAY OBJECT FREE AREA WIDTH ^(N)	16	500'	16 No Change
	34	390'	34 500'
OBSTACLE FREE ZONE (OFZ) (Length Beyond Runway End)	16	200'	16 No Change
	34	200'	34 No Change
OBSTACLE FREE ZONE WIDTH	16	400'	No Change
	34	N/A	16 No Change
INNER-APPROACH OFZ LENGTH (For Runways w/ Approach Lighting System, Begins 200' from Run End @ 50:1)	16	N/A	16 No Change
	34	N/A	34 No Change
INNER-APPROACH OFZ WIDTH	16	N/A	No Change
	34	N/A	16 No Change
INNER-TRANSITIONAL OFZ WIDTH (For Runways w/ <3/4-mile Approach Visibility Minimums)	16	N/A	16 No Change
	34	N/A	34 No Change
PRECISION OBSTACLE FREE ZONE (Length x Width) (For Runways w/vert. guided approach and <250' ceiling/<3/4 mile visibility)	16	N/A	16 No Change
	34	N/A	34 No Change
THRESHOLD SITING SURFACE (Per AC 150/5300-13A, Table 3-2. Change 1. See Airspace Plan for more information.)	16	20:1 Approach end expected to serve large airplanes (visual day/night), or instrument minimums ≥ 1 statute mile (day only)	16 No Change
	34	20:1 Approach end with instrumented night operations serving approach category A and B aircraft only	34 No Change
NAVIGATION AIDS	16	N/A	16 No Change
	34	RNAV (GPS)-B, VOR-A	34 No Change
VISUAL AIDS	16	REIL	16 Supplemental Wind Cone
	34	PAPI-4R, REIL, Primary Wind Cone	34 No Change
RUNWAY C.L. TO:	PARALLEL RUNWAY C.L.	N/A	N/A
	HOLDING POSITION	200'	No Change
	PARALLEL TAXIWAY C.L.	240'	No Change
	AIRCRAFT PARKING AREA	250'	No Change
	HELICOPTER TOUCHDOWN PAD	N/A	No Change

DECLARED DISTANCES				
	RUNWAY 16		RUNWAY 34	
	EXISTING	FUTURE	EXISTING	FUTURE
TAKEOFF RUN AVAILABLE (TORA)	5,003'	No Change	5,003'	No Change
TAKEOFF DISTANCE AVAILABLE (TODA)	5,003'	No Change	5,003'	No Change
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	5,003'	No Change	5,003'	No Change
LANDING DISTANCE AVAILABLE (LDA)	3,902'	No Change	4,631'	No Change

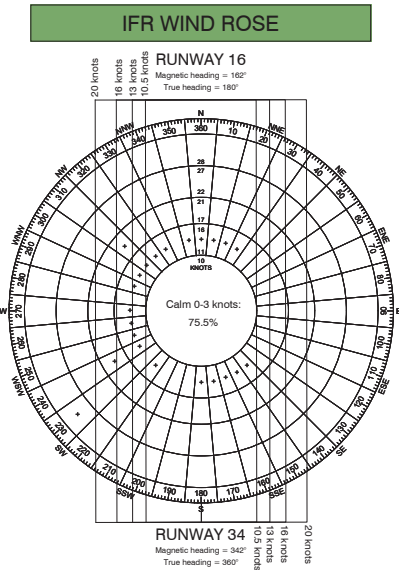
RUNWAY END COORDINATES			
		EXISTING	FUTURE
16	LAT.	43° 14' 46.308" N	No Change
	LONG.	123° 21' 21.107" W	No Change
34	LAT.	43° 13' 56.905" N	No Change
	LONG.	123° 21' 21.031" W	No Change
16 DT	LAT.	43° 14' 35.442" N	No Change
	LONG.	123° 21' 21.090" W	No Change
34 DT	LAT.	43° 14' 00.568" N	No Change
	LONG.	123° 21' 21.037" W	No Change

TAXIWAY DATA														
	A ^(N)		A1 ⁽¹⁾		A2		A3 ^(N2)		A4 ^(N2)		A5 ^(N2)		A6	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAXIWAY DESIGN GROUP	2	No Change	N/A	2	2	No Change	2	No Change	2	No Change	2	No Change	2	No Change
AIRCRAFT DESIGN GROUP	II	No Change	N/A	II	II	No Change	II	No Change	II	No Change	II	No Change	II	No Change
WIDTH	35'	No Change	N/A	35'	100'	35'	36'	35'	36'	35'	36'	35'	100'	35'
TAXIWAY SAFETY AREA WIDTH	79'	No Change	N/A	79'	79'	No Change	79'	No Change	79'	No Change	79'	No Change	79'	No Change
TAXIWAY EDGE SAFETY MARGIN	7.5'	No Change	N/A	7.5'	7.5'	No Change	7.5'	No Change	7.5'	No Change	7.5'	No Change	7.5'	No Change
TAXIWAY OBJECT FREE AREA WIDTH	131'	No Change	N/A	131'	131'	No Change	131'	No Change	131'	No Change	131'	No Change	131'	No Change
DISTANCE FROM TWY. C to FIXED/MOVABLE OBJECT	65.5'	No Change	N/A	65.5'	65.5'	No Change	65.5'	No Change	65.5'	No Change	65.5'	No Change	65.5'	No Change
TAXIWAY WINGTIP CLEARANCE	26'	No Change	N/A	26'	26'	No Change	26'	No Change	26'	No Change	26'	No Change	26'	No Change
DISTANCE FROM RUNWAY C to TAXIWAY C	240'	No Change	N/A	240'	240'	No Change	240'	No Change	240'	No Change	240'	No Change	240'	No Change
TAXIWAY LIGHTING	Medium	No Change	N/A	Medium	Medium	No Change	Medium	No Change	Medium	No Change	Medium	No Change	Medium	No Change
DISTANCE FROM RUNWAY C to HOLD BARS	N/A	No Change	N/A	N/A	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change
NOTES:														
(1) Future Taxiway Connector														

NON-STANDARD CONDITIONS	
EXISTING CONDITION	DISPOSITION
^(N1) The ROFA at the South End of Runway 34 does not meet standards. NW Stewart Parkway lies within the ROFA.	Reroute NW Stewart Parkway outside ROFA when the road reaches the end of its useful life and will need to be constructed. A modification to standards will be submitted.
^(N2) Taxiways connect directly from Runway 16/34 to apron.	Existing taxiways will be relocated to break direct connection.
^(N3) No full length parallel Taxiway for Runway 16/34	Extend Taxiway A and construct Taxiway A1



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.)
16-34	99.87%	99.96%	100.00%	100.00%
Number of Observations:		111,273		



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.)
16-34	99.94%	99.97%	99.99%	100.00%
Number of Observations:		24,581		

Wind Data Source: FAA AGIS Wind Data Observations (Station # 726930)
Period of Time: 2006 - 2017
Note: Windrose compass headings are true north. Crosswind component computed using Runway True Bearings (179.921 - 359.921).

AIRPORT DATA		
		EXISTING
AIRPORT IDENTIFIER		RBG
AIRPORT REFERENCE CODE		B-II
MEAN MAX. TEMP. (Hottest Month)		^(b) 85.5° F (July)
AIRPORT ELEVATION (Above Mean Sea Level)		533.5'
AIRPORT NAVIGATIONAL AIDS		^(a) PAPI, REILs
AIRPORT REFERENCE POINT	LATITUDE	43° 14' 21.6102° N
	LONGITUDE	123° 21' 21.0569 W
MISCELLANEOUS FACILITIES		^(a) 100LL, Jet A, Tie-downs, Primary Wind Cone, ASOS, ^(d) Supplemental Wind Cone
CRITICAL AIRCRAFT		Cessna Citation XLS
MAGNETIC DECLINATION		^(e) 14° 49' East (±0° 21') MAY 2019
NPIAS SERVICE LEVEL		Regional
STATE SERVICE LEVEL		Category III: Regional GA
AIRPORT ACREAGE	^(f) Fee Simple	187 acres
	Avigation Easement	11.5 acres

ALP NOTES	
<ul style="list-style-type: none">ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, "Airport Design", 150/5070-6A, 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."All coordinates NAD83 and all elevations NAVD88. Horizontal and vertical datum source: AGIS Survey, Geoterra, October 2017, performed for this ALP update.	
^(a) All Navigational Aids and Miscellaneous Facilities are owned by the Airport.	
^(b) Temperature data source: Western Regional Climate Center, Station ID: Eugene, Oregon (726930).	
^(c) Existing pavement design strength source: 5010 Master Record and Airport AVN Data Sheet and comments from Airport.	
^(d) The ASOS has a Critical Area of 500 feet.	
^(e) Magnetic Declination source: National Geophysical Data Center.	
^(f) Airport Property Boundary Source: Approved 2015 ALP. Property lines and acreages retained from previous ALP.	

ROSEBURG REGIONAL AIRPORT
AIRPORT LAYOUT PLAN
City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

REVISIONS	
DATE	DESCRIPTION
09/15/18	1. Initial Design
09/15/18	2. Updated Aug. 2017 ALP Update
12/18/19	3. 2018 Master Plan ALP Update

MSH NO: 1821200-170097.01
DATE: DECEMBER 2019
DESIGNED BY: SHR
DRAWN BY: SHR
CHECKED BY: KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS
DATA SHEET

SHEET NO.

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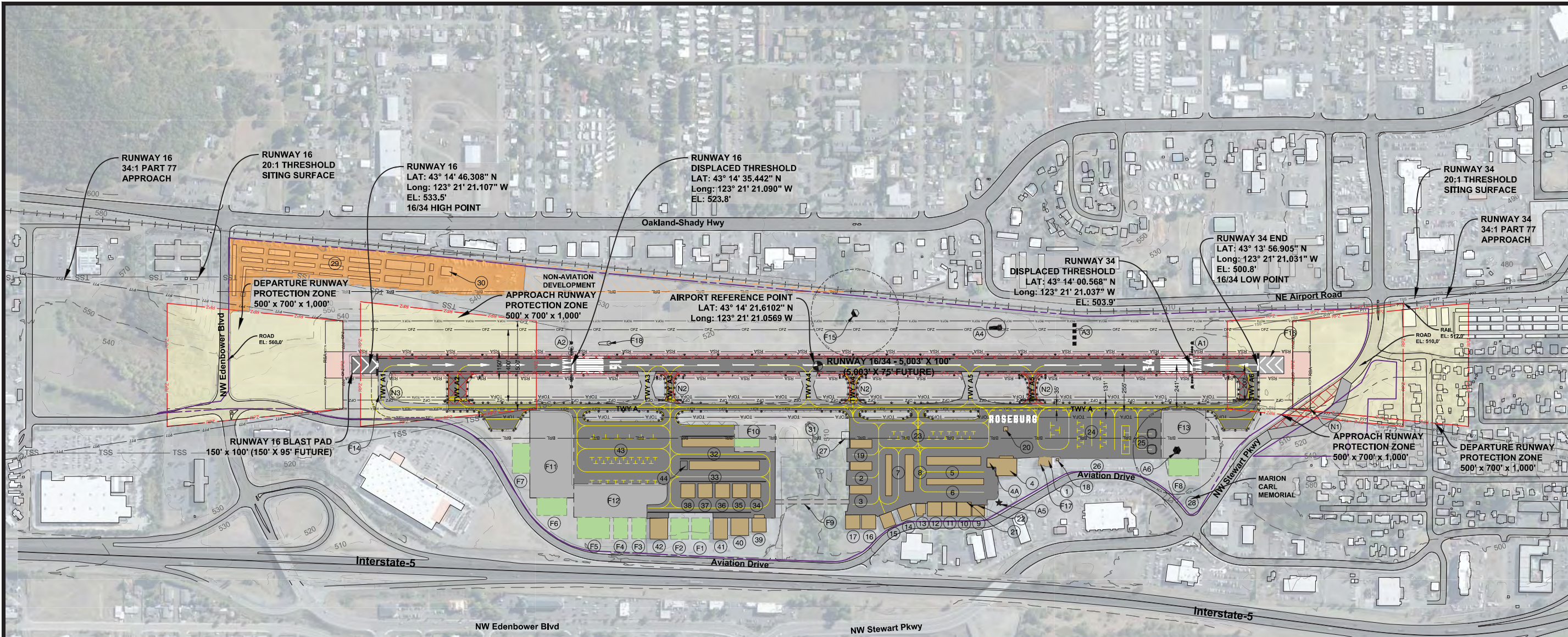
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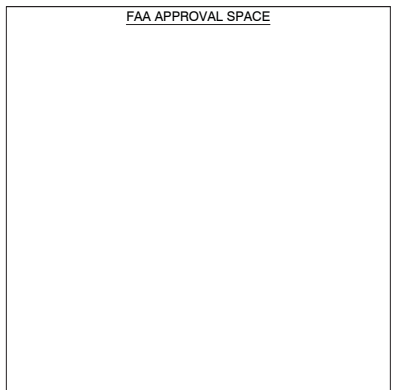
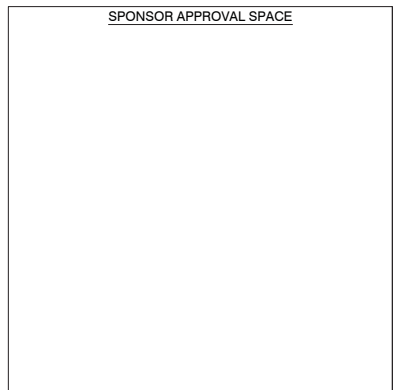
ROSEBURG REGIONAL AIRPORT
AIRPORT LAYOUT PLANCity of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

DRAWING LEGEND		
	EXISTING	FUTURE
AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
PAVEMENT SHOULDER		N/A
AIRPORT PROPERTY		N/A
AIRPORT REFERENCE POINT		N/A
RUNWAY SAFETY AREA (RSA)		N/A
RUNWAY PROTECTION ZONE (RPZ)		N/A
RUNWAY OBJECT FREE AREA (ROFA)		N/A
OBSTACLE FREE ZONE (OFZ)		N/A
FAR PART 77 APPROACH SURFACE		N/A
THRESHOLD SITING SURFACE (TSS)		N/A
BUILDING - ON AIRPORT		
BUILDING - OFF AIRPORT		N/A
BUILDING RESTRICTION LINE (BRL)		N/A
TAXIWAY / LANE MARKING		
TAXIWAY OBJECT FREE AREA (TOFA)		N/A
RUNWAY LIGHTS (EDGE/THRESHOLD/TAXIWAY)		N/A
RUNWAY END IDENTIFIER LIGHT		N/A
AIRPORT BEACON		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		N/A
RUNWAY / TAXIWAY SIGN		N/A
WIND CONE		N/A
MONUMENT		N/A
AUTO. SURFACE OBSERVING SYSTEM (ASOS)		N/A
ASOS CRITICAL AREA (ACA)		N/A
RAILROAD		N/A
ROAD		
GRAVEL ROAD		N/A
FENCE (6 Feet)		N/A
TERRAIN CONTOURS		N/A
NON-AERONAUTICAL DEVELOPMENT		

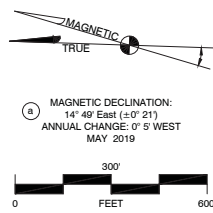
EXISTING FACILITIES			
FACILITY	ELEVATION	FACILITY	ELEVATION
(1) Aviation Suites	537'	(23) Aircraft Tiedown Apron	513'
(2) G T-Hangers (Single)	526'	(24) Aircraft Tiedown Apron	507'
(3) H T-Hangers (Single)	525'	(25) Helicopter Parking	503'
(4) FBO (2251)	541'	(26) Auto Parking	506'
(4A) Lear Hangar (2251A)	541'	(27) Aircraft Wash Rack	513'
(5) B T-Hangers (Single)	528'	(28) Marion Carl Memorial	500'
(6) C T-Hangers (Single)	527'	(29) Mini Storage Facility (Leased)	580'
(7) D T-Hangers (Twin)	528'	(30) Shop (Leased)	567'
(8) E T-Hangers (Single)	532'	(31) Fish Passage	498'
(9) Corporate Hangar (2311)	543'	(32) J T-Hangers (Twin)	534'
(10) Corporate Hangar (2321)	534'	(33) I T-Hangers (Single)	530'
(11) Corporate Hangar (2331)	532'	(34) Corporate Hangar (2777)	530'
(12) Corporate Hangar (2341)	535'	(35) Corporate Hangar (2785)	530'
(13) Corporate Hangar (2351)	532'	(36) Corporate Hangar (2795)	533'
(14) Corporate Hangar (2361)	533'	(37) Corporate Hangar (2805)	534'
(15) Corporate Hangar (2371)	535'	(38) Corporate Hangar (2815)	536'
(16) Corporate Hangar (2381)	536'	(39) Corporate Hangar (2775)	530'
(17) Corporate Hangar (2391)	535'	(40) Corporate Hangar (2787)	534'
(18) Electrical Vault	519'	(41) Corporate Hangar (2797)	533'
(19) F T-Hangers	527'	(42) Corporate Hangar (2825)	543'
(20) Fuel Farm	528'	(43) Aircraft Tiedown Apron	517'
(21) Fuel Tanks (Private)	--	(44) Aircraft Wash Rack	513'
(22) Fuel Tanks (Private)	--		

FUTURE FACILITIES	
(F1) Corporate Hangar	
(F2) Corporate Hangar	
(F3) Corporate Hangar	
(F4) Corporate Hangar	
(F5) Corporate Hangar	
(F6) Corporate Hangar	
(F7) Corporate Hangar	
(F8) Corporate Hangar	
(F9) Vehicle Access Road	
(F10) J T-Hangers Extension	
(F11) Aviation Reserve 1	
(F12) Aviation Reserve 2	
(F13) Aviation Reserve 3	
(F14) Taxiway A Extension	
(F15) ASOS Location	
(F16) Runway 34 Blast Pad (150' X 95')	
(F17) Acquire Aviation Suites	
(F18) Supplemental Wind Cone	

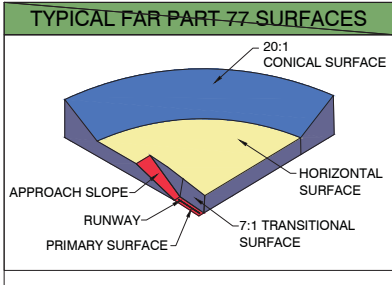
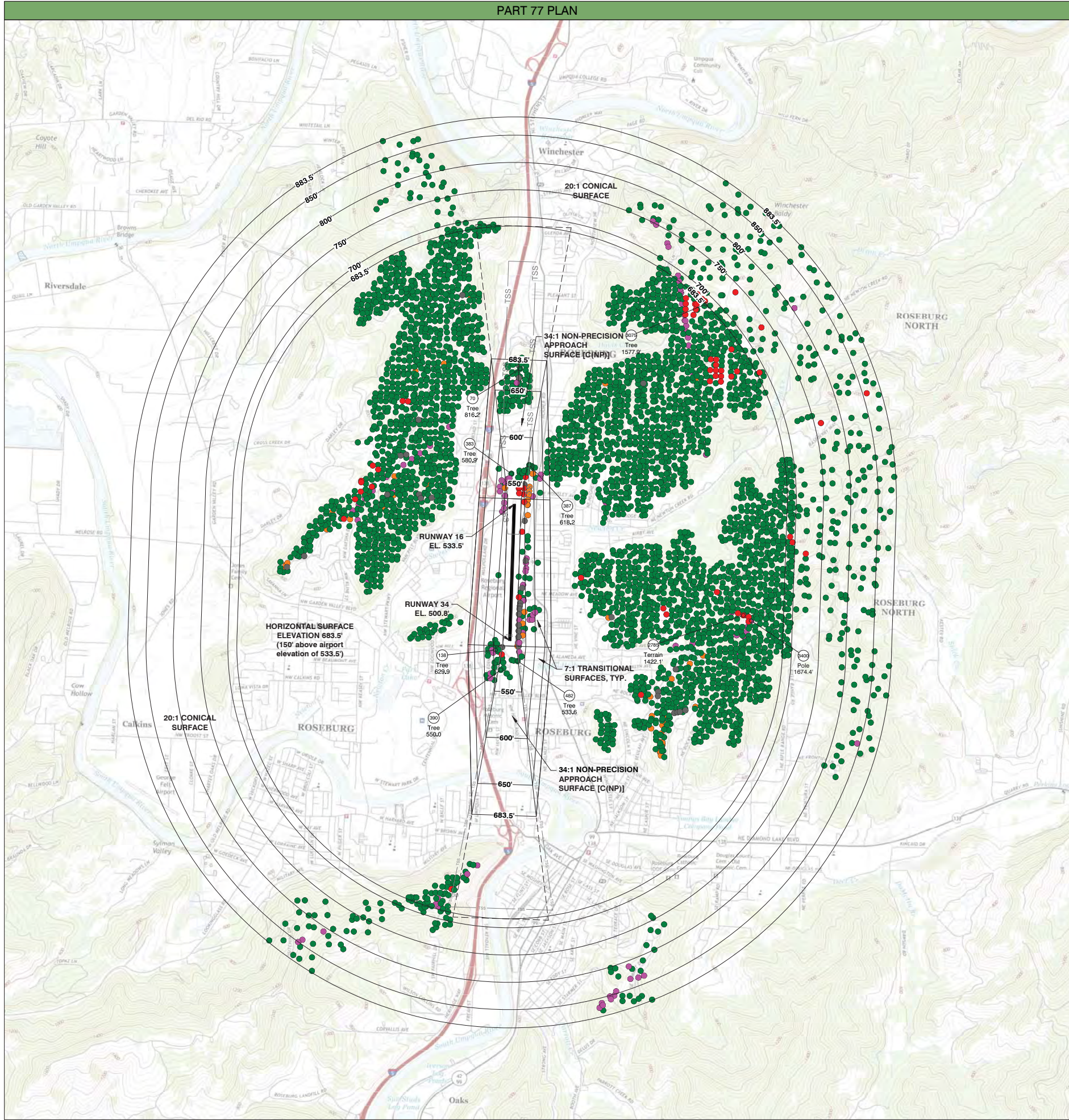
VISUAL AND NAVAIDS	
(A1) Runway 16 End Identifier Lights (REILs)	
(A2) Runway 34 End Identifier Lights (REILs)	
(A3) Runway 34 Precision Approach Path Indicator (PAPI)	
(A4) Primary Wind Cone and Segmented Circle	
(A5) Non-directional Rotating Light Beacon	
(A6) Automated Surface Observing System (ASOS)	



ALP NOTES	
<ul style="list-style-type: none">ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, "Airport Design", 150/5070-6A, 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."All coordinates NAD83 and all elevations NAVD88. Horizontal and vertical datum source: AGIS Survey, Geoterra, October 2017, performed for this ALP update.Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.	
(a) Magnetic Declination source: National Geophysical Data Center, May 2019.	
(b) Hangar layout footprints are conceptual based on facility requirements. Exact layout and dimensions may vary based on hangar developer.	
(c) Specific facility development not conceptually shown will need to undergo a planning analysis to determine eligibility, layout and justification for the purposes of FAA AIP funding support. If the development is proposed within a 1-5 year time frame, such a planning study may not be able to be supported through AIP funding by the FAA.	



REVISIONS	
DATE	DESCRIPTION
05/15/2019	Initial Design
08/15/2019	Final Design
12/15/2019	Final Design
MESH NO: 1821200-170097.01	
DATE: DECEMBER 2019	
DESIGNED BY: SHR	
DRAWN BY: SHR	
CHECKED BY: KM	
DO NOT SCALE DRAWINGS	
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AIRPORT LAYOUT PLAN	
SHEET NO.	



PART 77 PROFILES NOTES

- 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*.
- All coordinates NAD83 and all elevations NAVD88. Horizontal and vertical datum source: AGIS Survey, Geoterra, October 2017, performed for this ALP update.
- Basemap source: USGS Topographic maps.
- For outer approach plans to Runway 16 and 34, see Sheet 5.
- For close-in obstruction detail near each runway end, see Inner-Approach Plans, Sheet 6.

(a) Magnetic Declination source: National Geophysical Data Center, May 2019.

DRAWING LEGEND

	EXISTING
PART 77 SURFACE	
THRESHOLD SITING SURFACE	
RUNWAY	
TERRAIN CONTOURS	
TREES / VEGETATION	
TERRAIN	
BUILDING / VERTICAL STRUCTURE	
TOWER / POLE	
ROAD / RAILROAD	

COMPREHENSIVE PART 77 AGIS PENETRATIONS

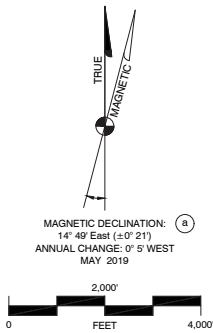
	APPROACHES		PRIMARY	TRANSITION	HORIZONTAL	CONICAL
	16	34				
# TREES / VEGETATION THAT PENETRATE PART 77 SURFACE	66	9	0	57	3,297	512
# TERRAIN THAT PENETRATE PART 77 SURFACE	3	1	0	5	42	11
# BUILDINGS THAT PENETRATE PART 77 SURFACE	0	0	0	13	39	0
# TOWERS / POLES THAT PENETRATE PART 77 SURFACE	7	0	0	31	50	22
# ROADS / RAILROADS THAT PENETRATE PART 77 SURFACE	2	0	0	13	19	0

Note: All penetrations from the 2017 AGIS survey are represented on this table. For detail on close-in obstructions in RPZ areas and lateral transitional surface, see Inner-Approach Plans.

PART 77 AGIS OBJECTS

Point	OBJECT DESCRIPTION	OBJECT ELEVATION (feet)	PART 77 SURFACE	PART 77 SURFACE ELEVATION (feet)	PART 77 SURFACE PENETRATION (feet)	TSS SURFACE ELEVATION (feet)	TSS PENETRATION (feet)	DISPOSITION
3400	Pole	1674.4	Horizontal	683.5	950.6	Object Not Under Surface	--	Light
3375	Tree	1577.3	Horizontal	683.5	893.8	Object Not Under Surface	--	Remove
2785	Terrain	1442.1	Horizontal	683.5	758.6	Object Not Under Surface	--	Remove
387	Tree	618.2	Transitional	567.7	50.5	Object Not Under Surface	--	Remove
132	Tree	629.9	Transitional	579.5	50.4	Object Not Under Surface	--	Remove
482	Tree	533.6	RWY 34 Approach	516.7	16.8	549.5	-16.8	Remove
390	Tree	555.0	RWY 34 Approach	526.8	28.1	566.8	-11.8	Remove
70	Tree	576.2	RWY 16 Approach	673.7	142.5	827.1	-150.9	Remove
383	Tree	580.9	RWY 16 Approach	500.4	20.6	634.5	-53.5	Remove

Note: A negative penetration value indicates the object is clear of the airspace surface.



Mead & Hunt

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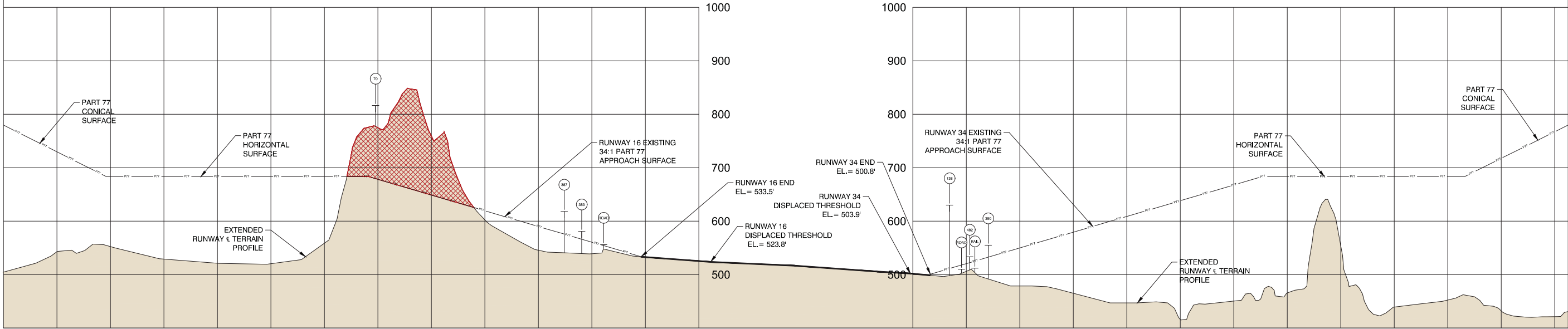
ROSEBURG REGIONAL AIRPORT AIRPORT LAYOUT PLAN

City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

DATE	BY	DESCRIPTION
03/11/19	M&H	Initial Design
05/11/19	M&H	Design Update
07/11/19	M&H	Design Update
09/11/19	M&H	Design Update
11/11/19	M&H	Design Update
01/20/20	M&H	Design Update
03/20/20	M&H	Design Update
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01/67/67	M&H	Design Update

X:\1821200-170087\1\1\TECHNICAL\1821200-170087 PART 77 PART 77 PROFILES.DWG
02/20/2019 11:49:03 AM

RUNWAY 16/34 OUTER APPROACH PROFILE



PART 77 AGIS OBJECTS

Point#	OBJECT DESCRIPTION	OBJECT ELEVATION (feet)	PART 77 SURFACE	PART 77 SURFACE ELEVATION (feet)	PART 77 SURFACE PENETRATION (feet)	TSS SURFACE ELEVATION (feet)	TSS PENETRATION (feet)	DISPOSITION
387	Tree	618.2	Transitional	567.7	50.5	Object Not Under Surface	--	Remove
138	Tree	629.9	Transitional	579.5	50.4	Object Not Under Surface	--	Remove
482	Tree	533.6	RWY 34 Approach	516.7	16.8	549.5	-16.0	Remove
390	Tree	555.0	RWY 34 Approach	526.9	28.1	566.8	-11.8	Remove
70	Tree	816.2	RWY 16 Approach	673.7	142.5	827.1	-10.9	Remove
383	Tree	580.9	RWY 16 Approach	560.4	20.6	634.5	-53.5	Remove

Note: A negative penetration value indicates the object is clear of the airspace surface.

DRAWING LEGEND

	EXISTING
PART 77 SURFACE	---
TERRAIN PENETRATION	XXXXXX

PART 77 PROFILES NOTES

- 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.
- All coordinates NAD83 and all elevations NAVD88. Horizontal and vertical datum source: AGIS Survey, Geoterra, October 2017, performed for this ALP update.
- Magnetic Declination source: National Geophysical Data Center, May 2019.



MAGNETIC DECLINATION:
14° 49' East (±0° 21')
ANNUAL CHANGE: 0° 5' WEST
MAY 2019

PROFILE VIEW:
VERTICAL EXAGGERATION OF 100
VERTICAL SCALE: 1"=100'



ROSEBURG REGIONAL AIRPORT
AIRPORT LAYOUT PLAN

City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470



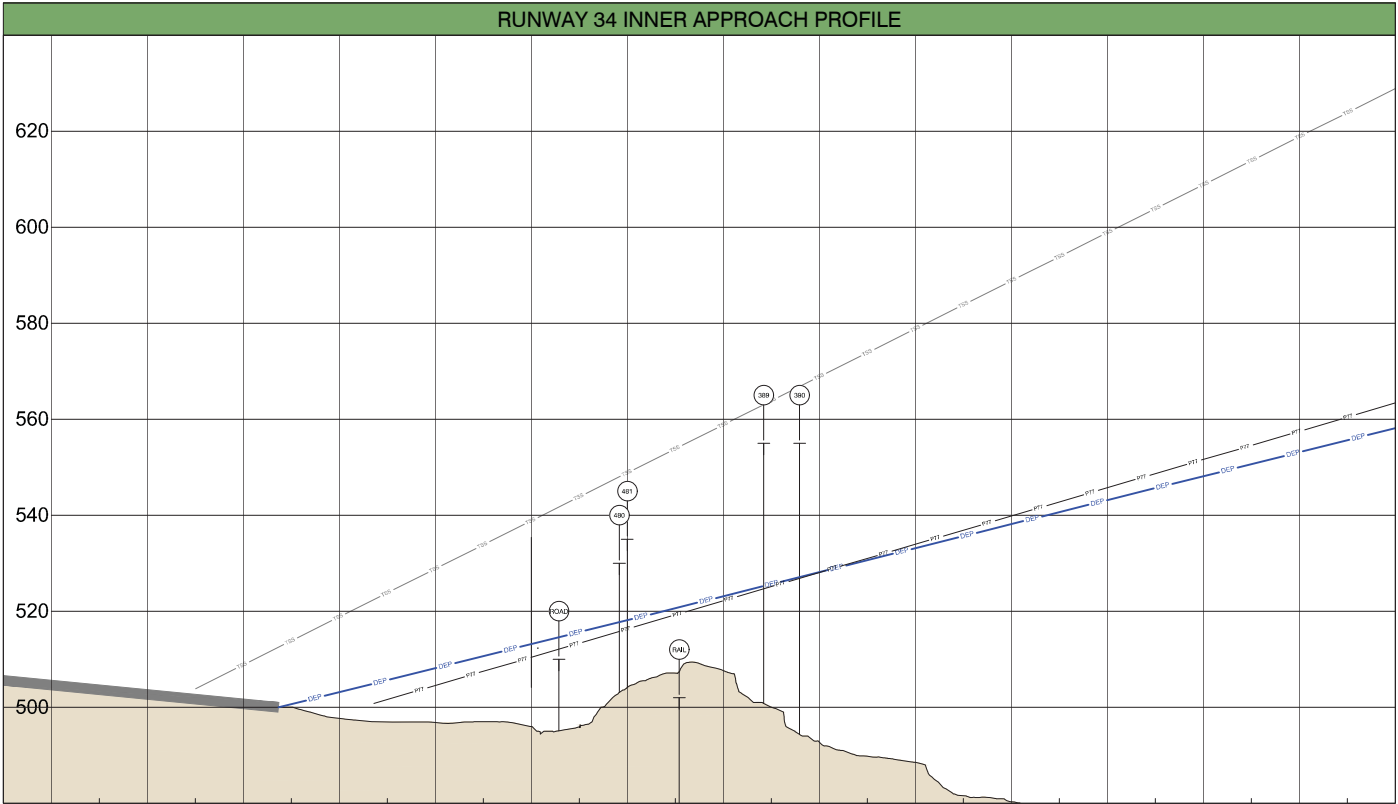
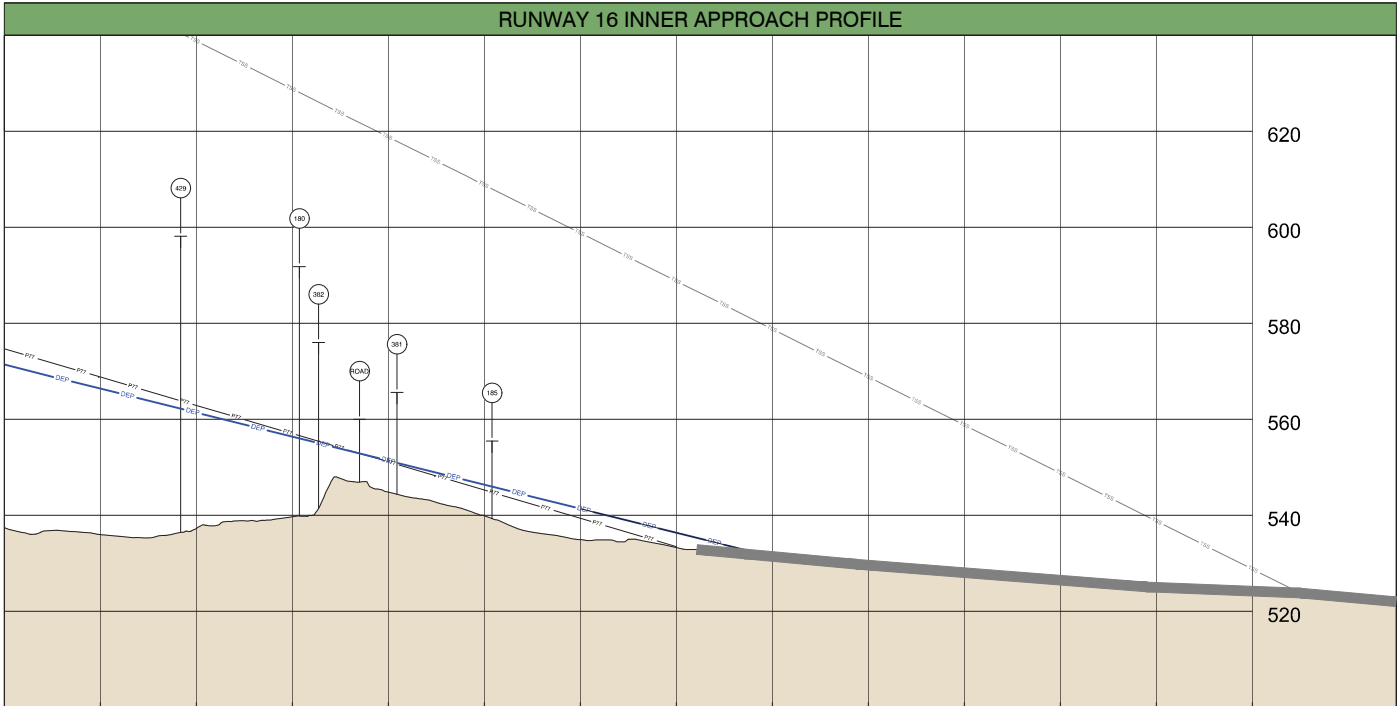
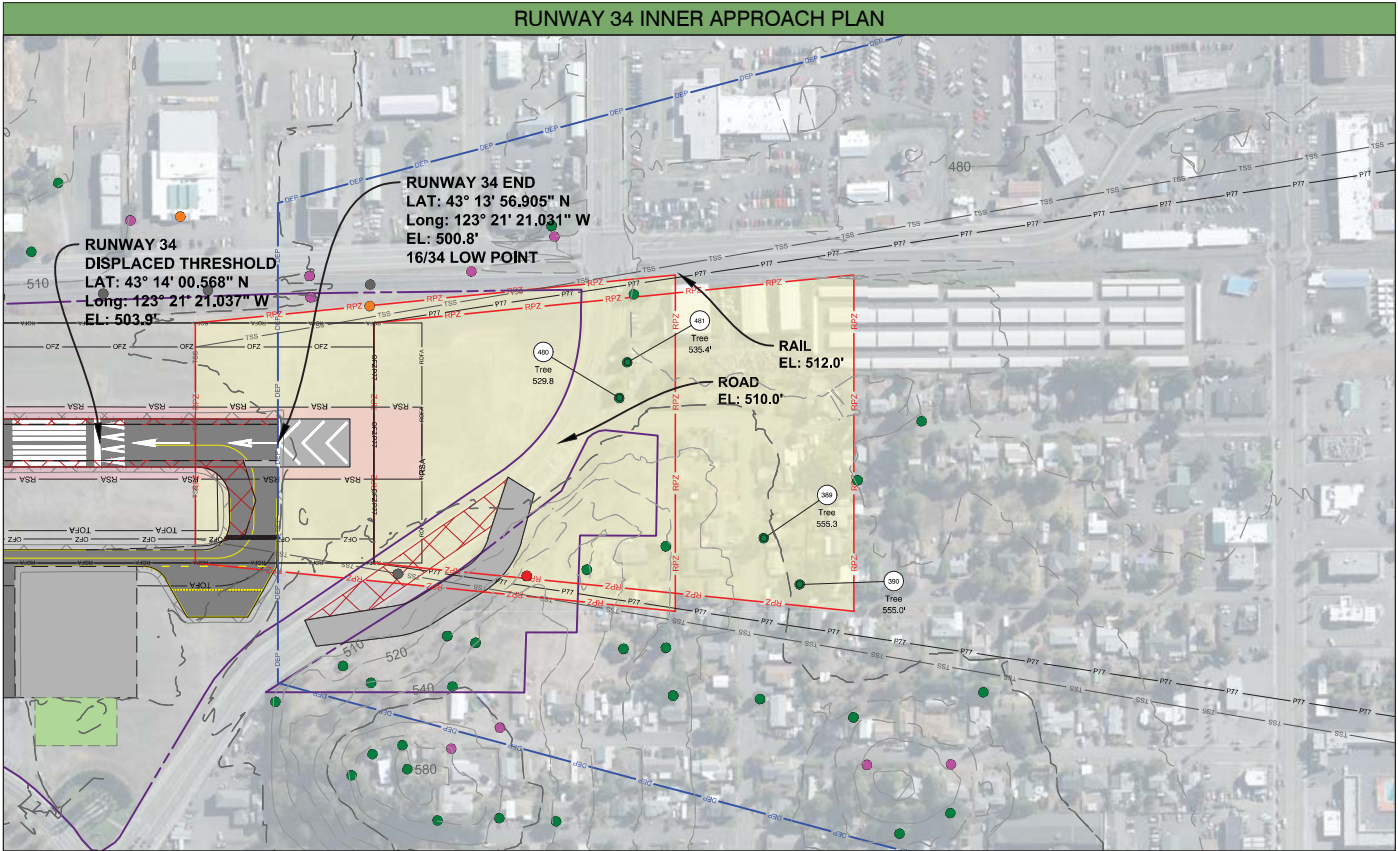
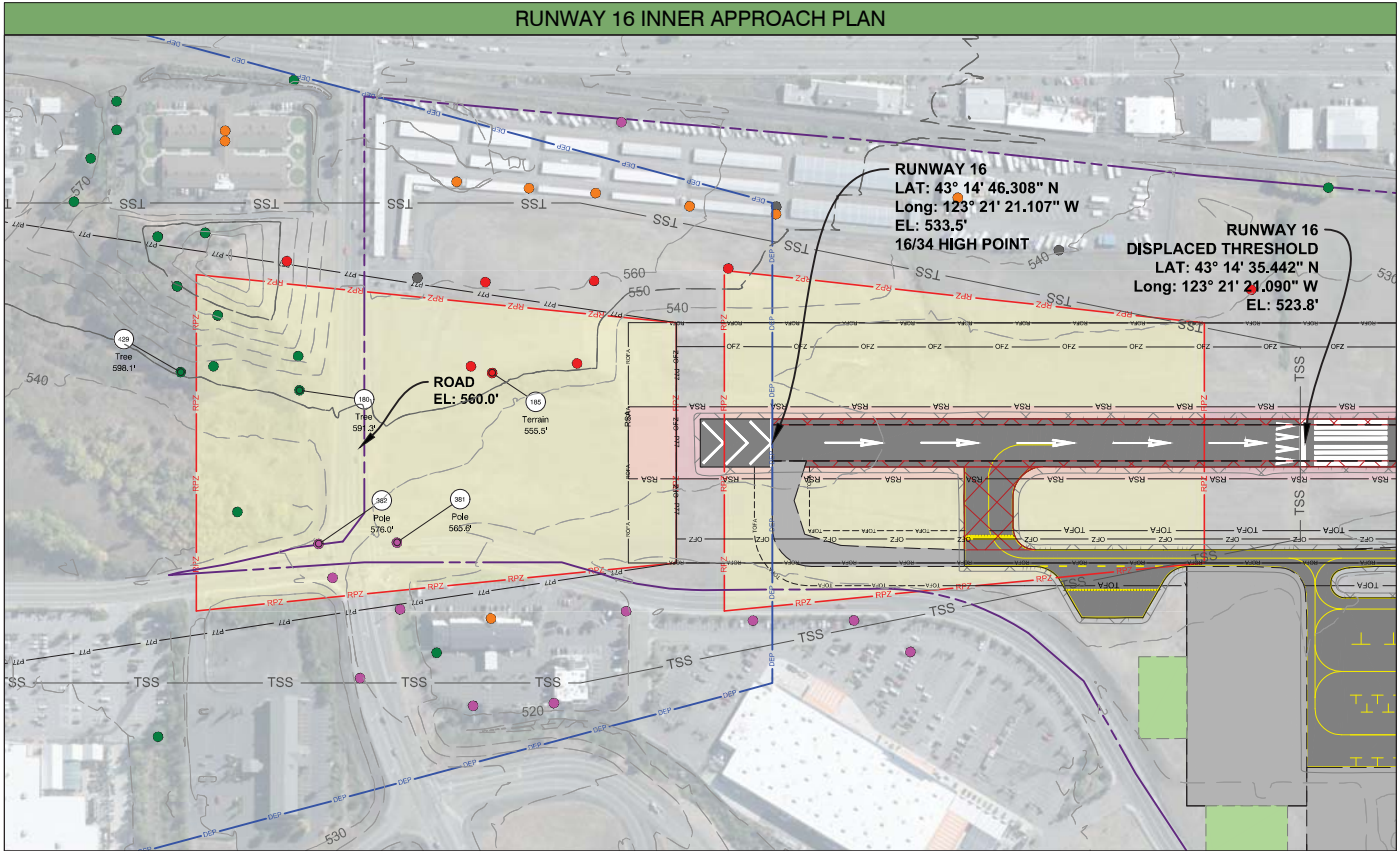
The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (AIP #03-41-0004-020) as provided under Title 49 U.S.C. Section 47104. The contents do not in any way constitute a commitment on the 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.

REVISIONS	DATE	BY	DESCRIPTION
1	09/15/2019	MSH	Initial Design
2	10/15/2019	MSH	Updated Master Plan - ALP Update
3	12/19/2019	MSH	2019 Master Plan - ALP Update

MSH NO.: 1821200-170087.01
DATE: DECEMBER 2019
DESIGNED BY: SHR
DRAWN BY: SHR
CHECKED BY: KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS
PART 77 PROFILES

SHEET NO.



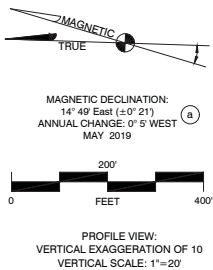
DRAWING LEGEND	
AIRPORT PROPERTY	
PART 77 SURFACE	
THRESHOLD SITING SURFACE	
DEPARTURE SURFACE	
AIRFIELD PAVEMENT	
FUTURE AIRFIELD PAVEMENT	
FUTURE BUILDING - ON AIRPORT	
OBJECT	
TREES / VEGETATION	
TERRAIN	
BUILDING / VERTICAL STRUCTURE	
TOWER / POLE	
ROAD / RAILROAD	
TERRAIN CONTOURS	

- INNER APPROACH NOTES**
- 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*.
 - All coordinates NAD83 and all elevations NAVD88. Horizontal and vertical datum source: AGIS Survey, Geoterra, October 2017, performed for this ALP update.
 - Per Part 77, 15 feet vertical clearance added to road elevations and 23 feet added to railroads.
 - Magnetic Declination source: National Geophysical Data Center, May 2019.

RUNWAY 16 AGIS OBJECTS								
Point#	OBJECT DESCRIPTION	OBJECT ELEVATION (feet)	PART 77 SURFACE	PART 77 SURFACE ELEVATION (feet)	PART 77 SURFACE PENETRATION (feet)	TSS SURFACE ELEVATION (feet)	TSS PENETRATION (feet)	DISPOSITION
185	Terrain	555.5	RWY 16 Approach	544.8	10.7	608.0	-52.5	Light
180	Tree	591.3	RWY 16 Approach	556.6	34.7	628.0	-36.8	Remove
429	Tree	598.1	RWY 16 Approach	563.9	34.3	640.4	-42.3	Remove
382	Pole	576.0	RWY 16 Approach	555.5	20.5	626.0	-50.0	Light
381	Pole	565.6	RWY 16 Approach	510.2	55.4	617.9	-52.3	Light

Note: A negative penetration value indicates the object is clear of the airspace surface.

RUNWAY 34 AGIS OBJECTS								
Point#	OBJECT DESCRIPTION	OBJECT ELEVATION (feet)	PART 77 SURFACE	PART 77 SURFACE ELEVATION (feet)	PART 77 SURFACE PENETRATION (feet)	TSS SURFACE ELEVATION (feet)	TSS PENETRATION (feet)	DISPOSITION
480	Tree	529.8	RWY 34 Approach	515.8	14.0	548.0	-18.2	Remove
481	Tree	535.4	RWY 34 Approach	516.3	19.1	548.8	-13.4	Remove
389	Tree	555.3	RWY 34 Approach	524.7	30.6	563.1	-7.8	Remove
390	Tree	555.0	RWY 34 Approach	526.9	28.1	566.8	-11.8	Remove
Note: A negative penetration value indicates the object is clear of the airspace surface.								



Mead & Hunt

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meadhunt.com

ROSEBURG

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**ROSEBURG REGIONAL AIRPORT
AIRPORT LAYOUT PLAN**

City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

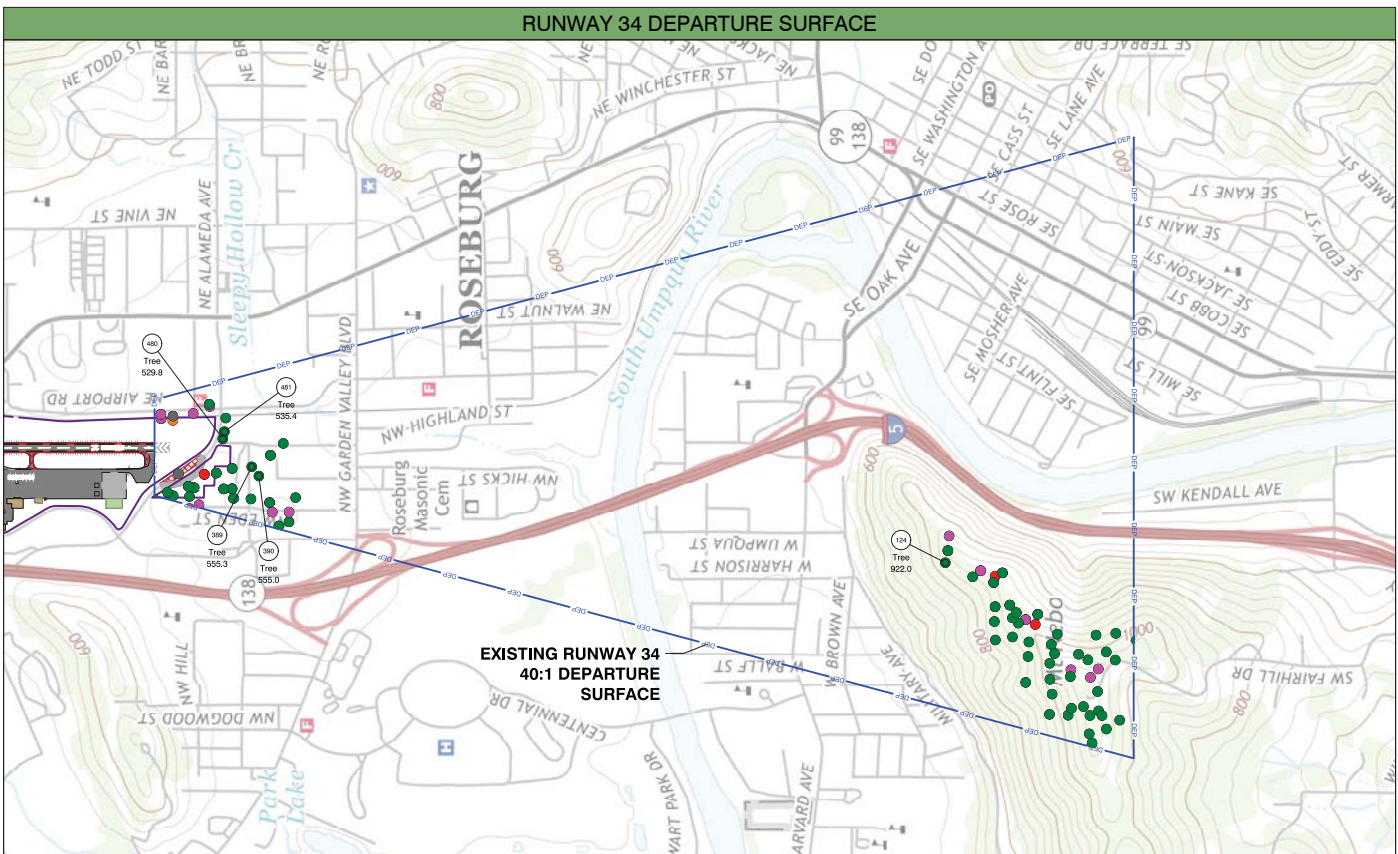
REVISIONS		DATE	BY	DESCRIPTION
1	08/15/2019	08/15/2019	MSH	Initial Release
2	09/11/2019	09/11/2019	MSH	Update to Part 77
3	12/19/2019	12/19/2019	MSH	2019 Master Plan ALP Update

MSH NO: 1821200-170097.01
DATE: DECEMBER 2019
DESIGNED BY: SHR
DRAWN BY: SHR
CHECKED BY: KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

INNER APPROACH RUNWAY 16-34

SHEET NO.



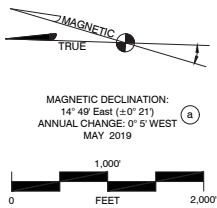
RUNWAY 34 AGIS OBJECTS					
Point#	OBJECT DESCRIPTION	OBJECT ELEVATION (feet)	DEPARTURE SURFACE ELEVATION (feet)	DEPARTURE SURFACE PENETRATION (feet)	DISPOSITION
480	Tree	529.8	518.6	11.2	Remove
481	Tree	535.4	519.0	16.4	Remove
389	Tree	555.3	526.1	29.2	Remove
390	Tree	555.0	528.0	27.0	Remove
124	Tree	922.0	706.7	215.3	Remove

Note: A negative penetration value indicates the object is clear of the airspace surface.

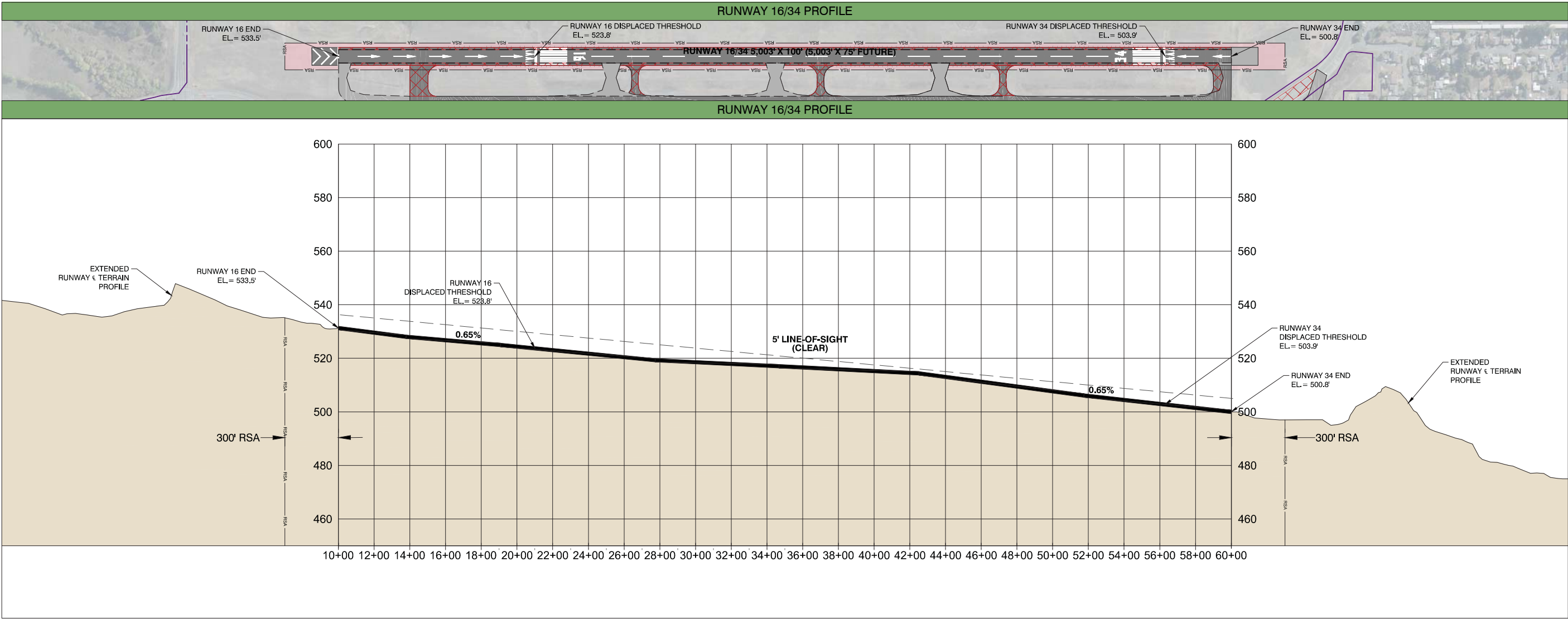
DEPARTURE NOTES

- 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*.
- All coordinates NAD83 and all elevations NAVD88. Horizontal and vertical datum source: AGIS Survey, Geoterra, October 2017, performed for this ALP update.
- Published Departure Procedures for Runway 16 and Runway 34 have a minimum climb rate of 500 feet per Nautical mile to 4500. This climb rate is significantly greater than the 40:1 Departure surface.

● Magnetic Declination source: National Geophysical Data Center, May 2019.



X:\1821200-170087-1\1\TECHNICAL\PIB01 ALP SHEET & RUNWAY PROFILE.DWG
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DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
AIRPORT PROPERTY		N/A
AVIGATION EASEMENT		N/A
EXISTING 5' LINE-OF-SIGHT (a)		N/A
RUNWAY SAFETY AREA (RSA)		N/A

RUNWAY PROFILES NOTES

- 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*.
- All coordinates NAD83 and all elevations NAVD88. Horizontal and vertical datum source: AGIS Survey, Geoterra, October 2017, performed for this ALP update.

(a) Line of sight standards along individual runways: Runways with a Full Parallel Taxiway. Any point 5 feet above the runway centerline must be mutually visible with any other point 5 feet above the runway centerline that is located at a distance that is less than one half the length of the runway.

(b) Magnetic Declination source: National Geophysical Data Center, May 2019.



MAGNETIC DECLINATION:
14° 49' East (±0° 21')
ANNUAL CHANGE: 0° 5' WEST
MAY 2019

PROFILE VIEW:
VERTICAL EXAGGERATION OF 15
VERTICAL SCALE: 1"=20'



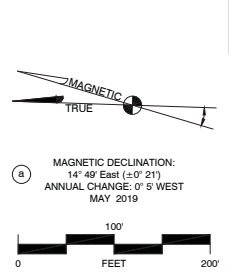
Mead & Hunt
Mead & Hunt, Inc.
9600 NE Cascades Parkway
Suite 100
Portland, OR 97220
phone: 503-548-1494
meadhunt.com

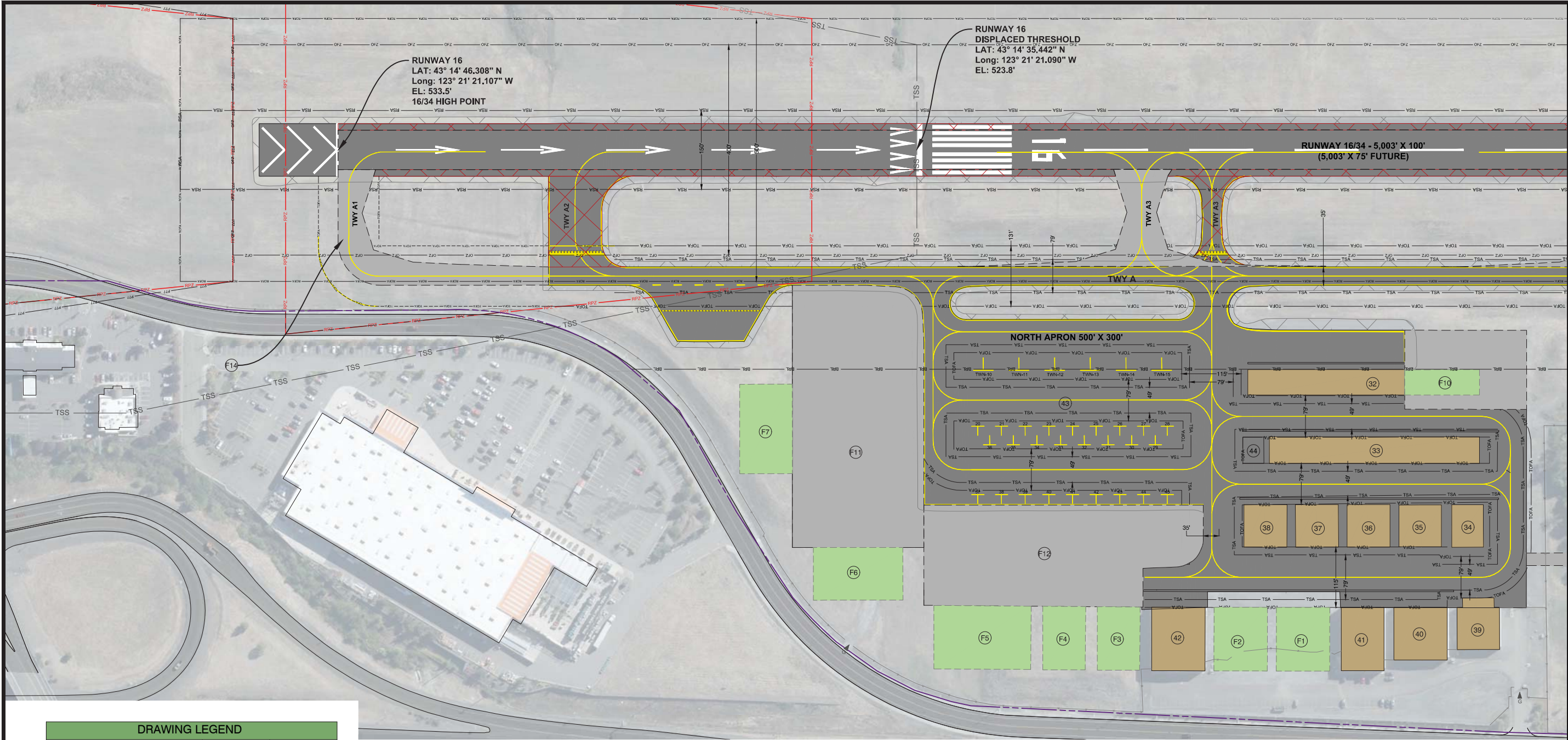
THE CITY OF ROSEBURG
OFFICIAL SEAL

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**ROSEBURG REGIONAL AIRPORT
AIRPORT LAYOUT PLAN**
City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

#	DESCRIPTION	REVISIONS	DATE	BY
1	Updated 2018 Master Plan - ALP Update	01/2018 Master Plan - ALP Update	08/15	MSH
2	Updated Aug. 2018 ALP Update	02/2018 Master Plan - ALP Update	09/15	MSH
3	2018 Master Plan - ALP Update	03/2018 Master Plan - ALP Update	12/19	MSH





DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
PAVEMENT SHOULDER		N/A
AIRPORT PROPERTY		N/A
AIRPORT REFERENCE POINT		N/A
RUNWAY OBJECT FREE AREA (ROFA)		N/A
OBSTACLE FREE ZONE (OFZ)		N/A
FAR PART 77 APPROACH SURFACE		N/A
THRESHOLD SITING SURFACE (TSS)		N/A
BUILDING - ON AIRPORT		
BUILDING - OFF AIRPORT		N/A
BUILDING RESTRICTION LINE (BRL)		N/A
TAXIWAY / LANE MARKING		
TAXIWAY / LANE SAFETY AREA (TSA)		N/A
TAXIWAY / LANE OBJECT FREE AREA (TOFA)		N/A
ROAD		N/A
GRAVEL ROAD		N/A
FENCE (6 Feet)		N/A
GATE		N/A

EXISTING FACILITIES

FACILITY	ELEVATION	FACILITY	ELEVATION
(32) J T-Hangers (Twin)	534'	(39) Corporate Hangar (2775)	530'
(33) I T-Hangers (Single)	530'	(40) Corporate Hangar (2787)	534'
(34) Corporate Hangar (2777)	530'	(41) Corporate Hangar (2797)	533'
(35) Corporate Hangar (2785)	530'	(42) Corporate Hangar (2825)	543'
(36) Corporate Hangar (2795)	533'	(43) Aircraft Tiedown Apron	517'
(37) Corporate Hangar (2805)	534'	(44) Aircraft Wash Rack	513'
(38) Corporate Hangar (2815)	536'		

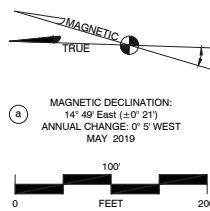
FUTURE FACILITIES

(F1) Corporate Hangar
(F2) Corporate Hangar
(F3) Corporate Hangar
(F4) Corporate Hangar
(F5) Corporate Hangar
(F6) Corporate Hangar
(F7) Corporate Hangar
(F8) J T-Hangers Extension
(F9) Aviation Reserve 1
(F10) Aviation Reserve 2
(F11) Taxiway A Extension
(F12) Supplemental Wind Cone

ALP NOTES

- ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, 'Airport Design', 150/5070-6A, 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.'
- All coordinates NAD83 and all elevations NAVD88. Horizontal and vertical datum source: AGIS Survey, Geoterra, October 2017, performed for this ALP update.

- (a) Magnetic Declination source: National Geophysical Data Center, May 2019.
- (b) Hangar layout footprints are conceptual based on facility requirements. Exact layout and dimensions may vary based on hangar developer.
- (c) Specific facility development not conceptually shown will need to undergo a planning analysis to determine eligibility, layout and justification for the purposes of FAA AIP funding support. If the development is proposed within a 1-5 year time frame, such a planning study may not be able to be supported through AIP funding by the FAA.



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ROSEBURG REGIONAL AIRPORT AIRPORT LAYOUT PLAN

City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

DATE	BY	DESCRIPTION
08/15/19	MSH	01/19 Master Plan ALP Update
09/15/19	MSH	02/19 Master Plan ALP Update
12/15/19	MSH	03/19 Master Plan ALP Update

MSH NO: 1821200-170097.01
DATE: DECEMBER 2019
DESIGNED BY: SHR
DRAWN BY: SHR
CHECKED BY: KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

BUILDING AREA PLAN NORTH

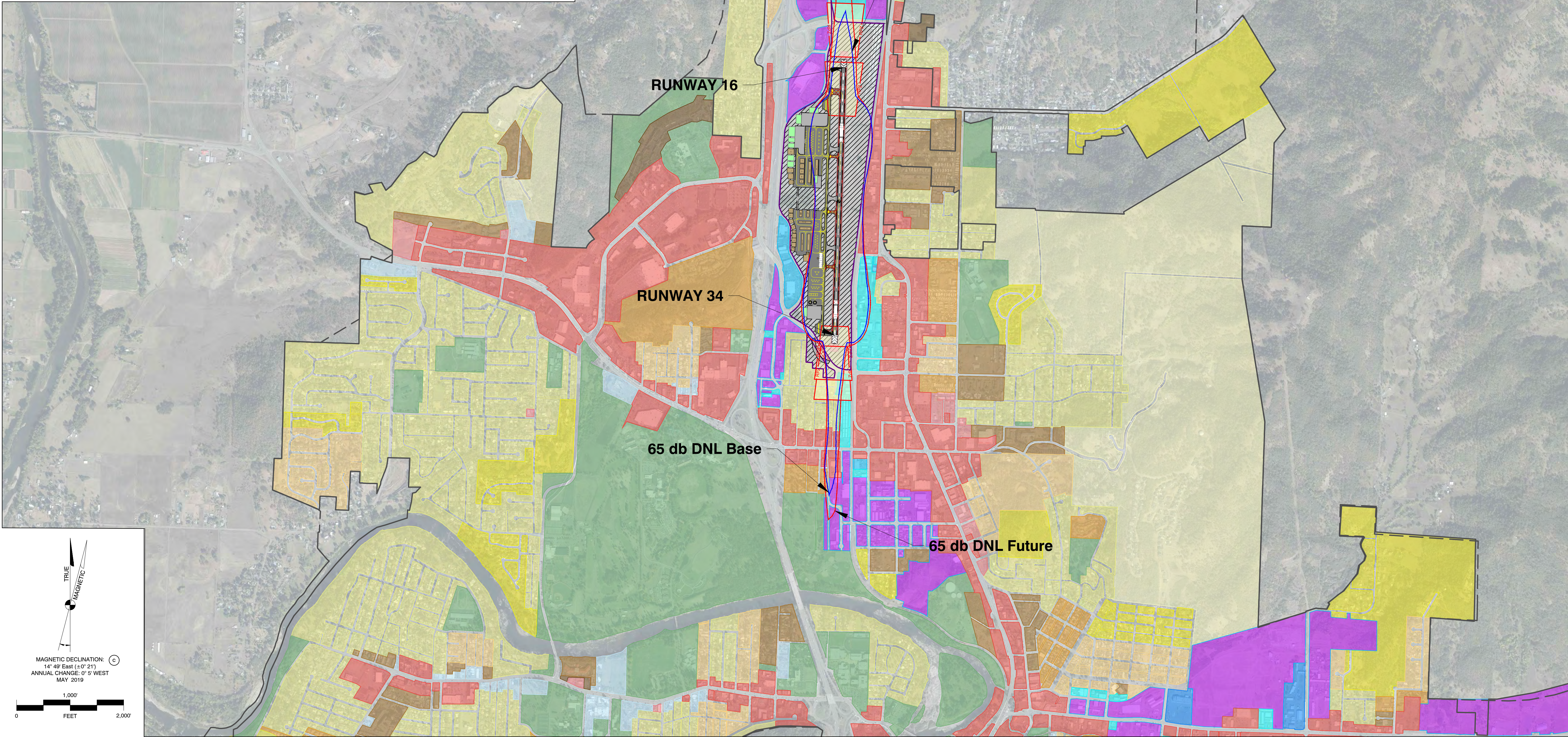
SHEET NO.

DRAWING LEGEND	
AIRPORT PROPERTY	
AIRFIELD PAVEMENT	
FUTURE AIRFIELD PAVEMENT	
FUTURE BUILDING - ON AIRPORT	
65 db DNL: 2016 BASE YEAR OPERATIONS	
65 db DNL: 2036 OPERATIONS	
CITY OF ROSEBURG LIMITS BOUNDARY	
URBAN GROWTH BOUNDARY	
CITY OF ROSEBURG ZONING	
AP [AIRPORT DISTRICT]	
C-1 [LIMITED COMMERCIAL]	
C-2 [COMMUNITY COMMERCIAL]	
C-3 [GENERAL COMMERCIAL]	
CBD [CENTRAL BUSINESS DISTRICT]	
M-1 [LIGHT INDUSTRIAL]	
M-2 [MEDIUM INDUSTRIAL]	
M-3 [HEAVY INDUSTRIAL]	
MR-14 [LIMITED MULTI-FAMILY RES.]	
MR-18 [MEDIUM-DENSITY MULTI-FAMILY RES.]	
MR-29 [MULTI-FAMILY RES.]	
MR-40 [HIGH-DENSITY MULTI-FAMILY RES.]	
PO [PROFESSIONAL OFFICE]	
MU [MIXED USE]	
PR [PUBLIC RESERVE]	
R-1-6 [SINGLE-FAMILY RES. >6,000 SF]	
R-1-7.5 [SINGLE-FAMILY RES. >7,500 SF]	
R-1-10 [SINGLE-FAMILY RES. >10,000 SF]	
RO [RESIDENTIAL OPEN SPACE]	

LAND USE NOTES

- 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.
- Airport Impact Overlay:** The Airport Impact Overlay District is intended to protect the public health, safety, and welfare by assuring that development within areas impacted by airport operations is appropriately planned to mitigate the impact of such operations, and to prevent the establishment of air space obstructions in air approaches through height restrictions and other land use controls as specified in Article 8 of Chapter 2 (See City of Roseburg Land Use and Development Ordinance Section 2.6.010).

- (a) Noise contour source: Aviation Environmental Design Tool (AEDT) Version 2D. Operation totals and fleet mix match 2018 Master Plan approved forecasts. Existing contours reflect 31,869 operations in 2016. Future contours reflect 38,350 operations in 2036.
- (b) Roseburg Land Use source: City of Roseburg
- (c) Magnetic Declination source: National Geophysical Data Center, May 2019.



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ROSEBURG REGIONAL AIRPORT
AIRPORT LAYOUT PLAN

City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

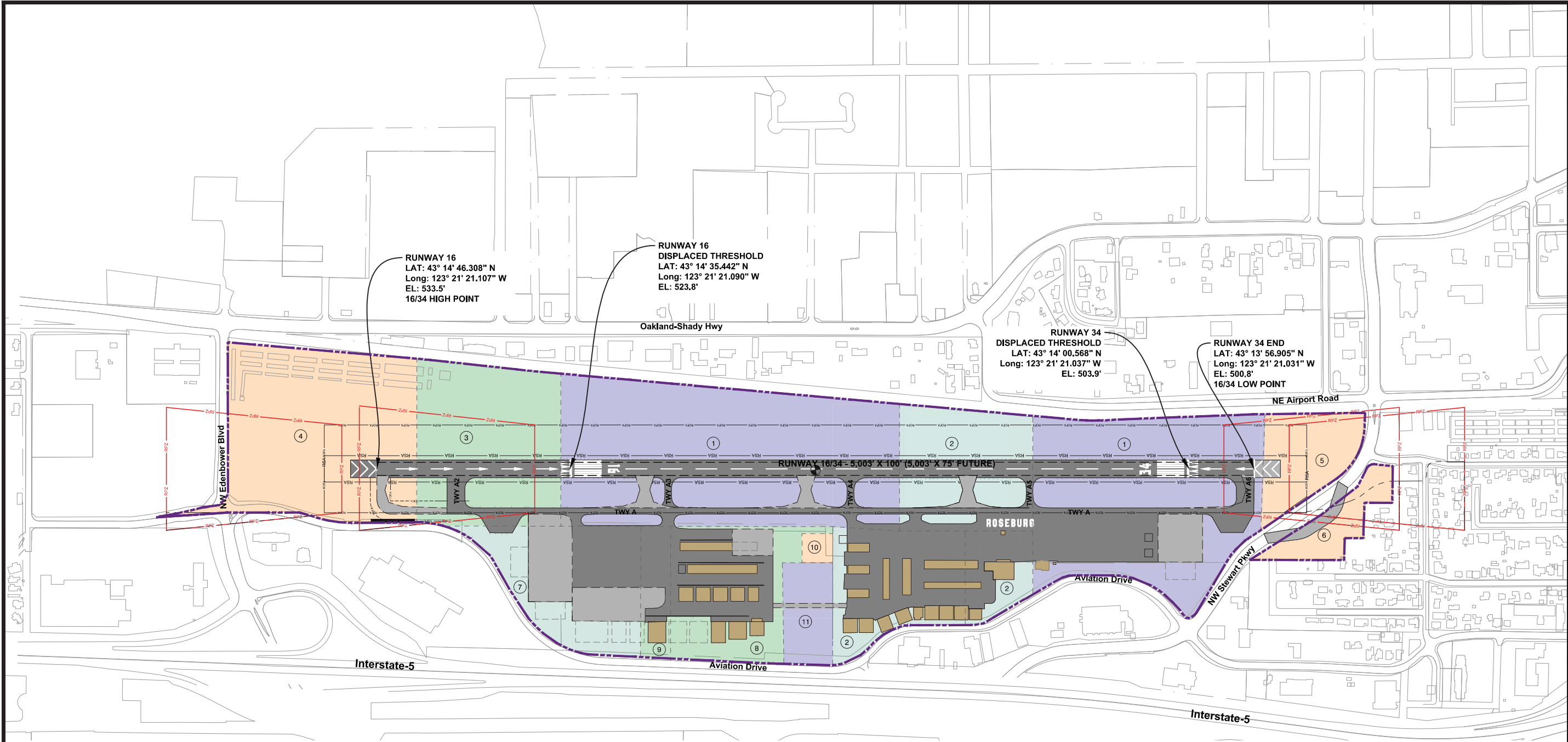
REVISIONS	
#	DESCRIPTION
1	Initial Design
2	Updated Plan, 2018 ALP Update
3	2018 Master Plan - ALP Update

M&H NO.: 1821200-170087.01
DATE: DECEMBER 2019
DESIGNED BY: SHR
DRAWN BY: SHR
CHECKED BY: KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

LAND USE
PLAN

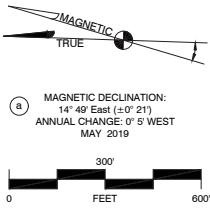
SHEET NO.



EXISTING AIRPORT PROPERTY DATA								
IDENTIFICATION NO. (PLAN)	PARCEL REFERENCE PER AGREEMENT	OWNER (PREVIOUS)	RECORDING INFO	INTEREST	AREA (ACRES)	DATE ACQUIRED	TYPE OF ACQUISITION	FEDERAL AGREEMENT
1	PARCEL 1	EDENBOWER ORCH. L. CO.	V227 P942 (188897)	FEE SIMPLE	62.6±	6-19-29	LOCAL PURCHASE	NONE
2	PARCEL 2	ARTHUR TUCK, ET.UX.	V671 P722 (78-06443)	FEE SIMPLE	26.7±	6-13-29	LOCAL PURCHASE	NONE
3	PARCEL 3	J.M. HOUSLEY, ET.UX.	V191 P515 (120396)	FEE SIMPLE	17.1±	12-30-50	LOCAL PURCHASE	NONE
4	PARCEL 4	N. BOUCOCK, ET.UX.	V564 P477 (75-2300)	FEE SIMPLE	23.8±	12-30-50	LOCAL PURCHASE	NONE
5	PARCEL 5	U.S. PLYWOOD CORP.	V329 P114 (330564)	FEE SIMPLE	6.0±	10-3-63	LOCAL PURCHASE	NONE
6	PARCEL 6	L. ANDERSON, ET.AL.	V569 P935 (75-5914)	FEE SIMPLE	3.7±	5-5-75	AIP-ENTITLEMENT	F.A.A. #8-41-0054-01
		G. KINMAN, ET.UX.	V569 P941 (75-5915)	FEE SIMPLE		4-15-75	AIP-ENTITLEMENT	F.A.A. #8-41-0054-01
		N.F. REED, ET.UX.	V569 P 946 (75-5916)	FEE SIMPLE		4-15-75	AIP-ENTITLEMENT	F.A.A. #8-41-0054-01
7	PARCEL 7	ROSEBURG URBAN RENEWAL	V1432 P175 (96-19694)	FEE SIMPLE	12.4±	9-17-96	AIP-ENTITLEMENT	F.A.A. #3-41-0054-07
8	PARCEL 8	A & R WEST FAMILY L.L.C.	V1893 P179 (2002-20638)	FEE SIMPLE	14.9±	8-1-02	AIP-ENTITLEMENT	F.A.A. #3-41-0054-10
9	PARCEL 9	A & R WEST FAMILY L.L.C.	V1893 P179 (2002-20638)	FEE SIMPLE	2.9±	8-1-02	AIP-ENTITLEMENT	F.A.A. #3-41-0054-11
10	PARCEL 10	A & R WEST FAMILY L.L.C.	V7 P56 (2005-0060)	FEE SIMPLE	0.7±	1-3-05	LOCAL PURCHASE	NONE
11	PARCEL 11	A & R WEST FAMILY L.L.C.	V7 P56 (2011-10623)	FEE SIMPLE	3.8±	7-18-11	AIP-ENTITLEMENT	F.A.A. #3-41-0054-021

AIRPORT PROPERTY MAP NOTES	
• ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A Change 1, <i>Airport Design</i> , FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), <i>Safe, Efficient Use, and Preservation of the Navigable Airspace</i> .	
• All coordinates NAD83 and all elevations NAVD88. Horizontal and vertical datum source: AGIS Survey (Quantum, September 2014) supplemented with survey of removed obstructions (2017). Road and railroad elevations shown with Part 77 penalty added. See Airspace Plan (Sheets 4-11) for more detail and full list of obstructions.	
⑤ Magnetic Declination source: National Geophysical Data Center, May 2019.	

DRAWING LEGEND		
	EXISTING	FUTURE
AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	N/A
AIRPORT PARCELS (COLOR VARIES)		N/A
AIRPORT PROPERTY		N/A
AIRPORT REFERENCE POINT		N/A
RUNWAY SAFETY AREA (RSA)		N/A
RUNWAY PROTECTION ZONE (RPZ)		N/A
RUNWAY OBJECT FREE AREA (ROFA)		N/A
BUILDING - ON AIRPORT		N/A
BUILDING - OFF AIRPORT		N/A
ROAD		



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THE CITY OF

ROSEBURG

OFFICIAL SEAL OF THE CITY

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ROSEBURG REGIONAL AIRPORT
AIRPORT LAYOUT PLAN

City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

DATE	BY	DESCRIPTION
08/15/19	MSH	Initial Design
09/15/19	MSH	Design Update
12/19	MSH	Final Design

MSH NO: 1821200-170087.01
DATE: DECEMBER 2019
DESIGNED BY: SHR
DRAWN BY: SHR
CHECKED BY: KM
DO NOT SCALE DRAWINGS

AIRPORT
PROPERTY
MAP

SHEET NO.

12 of 12

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