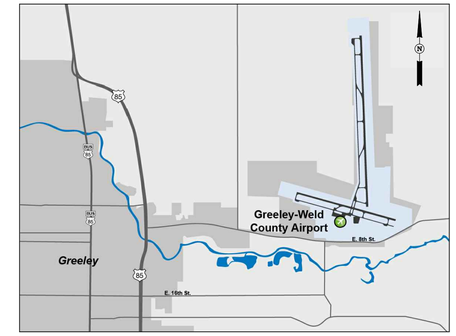
GREELEY-WELD COUNTY AIRPORT

GREELEY, COLORADO

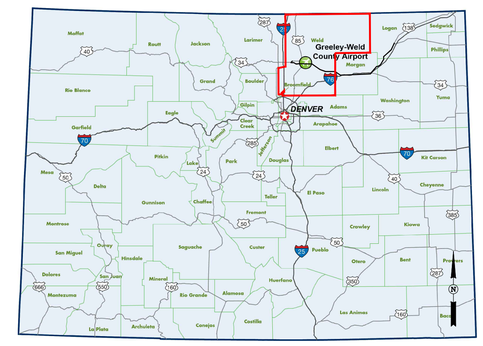
AIRPORT LAYOUT PLAN DRAWING SET

RESERVED FOR FAA APPROVAL LETTER

NOT TO SCALE



VICINITY MAP
NOT TO SCALE



LOCATION MAP
NOT TO SCALE

INDEX OF DRAWINGS

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DES: S.V.B.
DR: R.L.B.
CH: S.V.B.
APP: D.F.N.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION
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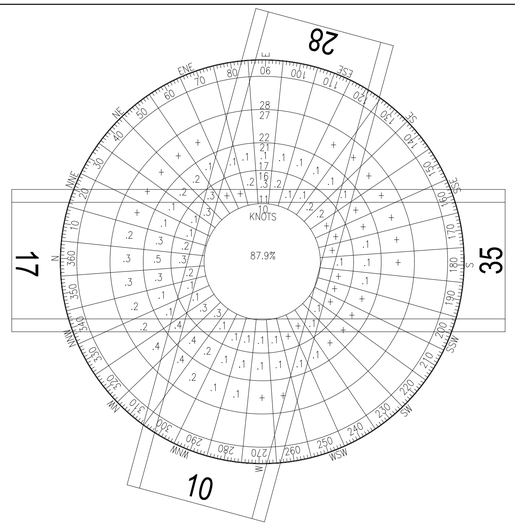
AIRPORT LAYOUT PLAN

COVER SHEET

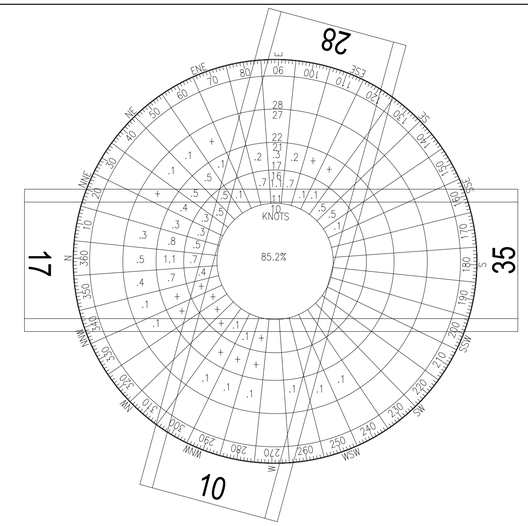
JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016

SHEET NO.
01 of 21



SOURCE: NATIONAL CLIMATIC DATA CENTER (NCDC) NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA)
STATION: #72467 GREELEY, CO
PERIOD: 1993–2002 (20–25 OBS/DAY)
IFR CEILING < 1000 FT AND/OR VISIBILITY < 3 MILES
BUT CEILING > 200 FT AND VISIBILITY > 1/2 MILE



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PERIOD: 1993–2002 (20–25 OBS/DAY)
IFR CEILING < 1000 FT AND/OR VISIBILITY < 3 MILES
BUT CEILING > 200 FT AND VISIBILITY > 1/2 MILE

RUNWAY DATA TABLE

ITEM	RUNWAY 10		RUNWAY 28		RUNWAY 17		RUNWAY 35	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY DESIGN CODE (RDC)	C–II–4000	SAME	C–II–4000	SAME	C–II–4000	SAME	C–II–4000	SAME
RUNWAY REFERENCE CODE (RRC)	C–II–4000	SAME	C–II–4000	SAME	C–II–4000	SAME	C–II–4000	SAME
RUNWAY WIDTH AND LENGTH	100' x 5,801'	SAME	100' x 5,801'	SAME	100' x 10,000'	SAME	100' x 10,000'	SAME
RUNWAY SURFACE COMPOSITION	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME
PAVEMENT DESIGN STRENGTH (LBS)								
SINGLE WHEEL GEAR (SWG)	18,000	SAME	18,000	SAME	30,000	SAME	30,000	SAME
DUAL WHEEL GEAR (DWG)	30,000	SAME	30,000	SAME	45,000	SAME	45,000	SAME
DUAL TANDEM GEAR (DTG)	N/A	SAME	N/A	SAME	N/A	SAME	N/A	SAME
PCN NUMBER	71–85	SAME	71–85	SAME	71–85	SAME	71–85	SAME
SURFACE TREATMENT	BITUMINOUS	SAME	BITUMINOUS	SAME	BITUMINOUS	SAME	BITUMINOUS	SAME
PERCENT EFFECTIVE GRADIENT	0.16	SAME	0.16	SAME	0.44	SAME	0.44	SAME
MAXIMUM GRADE WITHIN RUNWAY	0.36	SAME	0.36	SAME	0.68	SAME	0.68	SAME
LINE OF SIGHT REQUIREMENTS	ACCEPTABLE	SAME	ACCEPTABLE	SAME	ACCEPTABLE	SAME	ACCEPTABLE	SAME
PERCENT WIND COVERAGE								
10.5 KNOT ALL WEATHER	90.87%	SAME	90.87%	SAME	94.98%	SAME	94.98%	SAME
IMC	94.32%	SAME	94.32%	SAME	91.69%	SAME	91.69%	SAME
20 KNOT ALL WEATHER	98.46%	SAME	98.46%	SAME	99.75%	SAME	99.75%	SAME
IMC	98.83%	SAME	98.83%	SAME	99.80%	SAME	99.80%	SAME
RUNWAY								
DISPLACED THRESHOLD ELEVATION	N/A	SAME	N/A	SAME	N/A	SAME	4,652.9	SAME
RUNWAY SAFETY AREA DIMENSIONS	500' x 7,801'	SAME	500' x 7,801'	SAME	500' x 12,000'	SAME	500' x 12,000'	SAME
RUNWAY LIGHTING	MEDIUM (MIRL)	SAME	MEDIUM (MIRL)	SAME	MEDIUM (MIRL)	SAME	MEDIUM (MIRL)	SAME
APPROACH RUNWAY PROTECTION ZONE (RPZ)	1,000' x 1,510' x 1,700'	SAME	1,000' x 1,510' x 1,700'	SAME	1,000' x 1,010' x 1,700'	SAME	1,000' x 1,510' x 1,700'	SAME
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)	500' x 1,010' x 1,700'	SAME	500' x 1,010' x 1,700'	SAME	500' x 1,010' x 1,700'	SAME	500' x 1,010' x 1,700'	SAME
RUNWAY MARKING	PRECISION	SAME	PRECISION	SAME	PRECISION	SAME	PRECISION	SAME
APPROACH CATEGORY	34:1	SAME	34:1	SAME	34:1	SAME	50:1	SAME
APPROACH TYPE	NON–PRECISION	SAME	NON–PRECISION	SAME	NON–PRECISION	SAME	PRECISION	SAME
VISIBILITY MINIMUMS	3/4 MILE	SAME	3/4 MILE	SAME	3/4 MILE	SAME	3/4 MILE	SAME
TYPE OF AERONAUTICAL SURVEY REQUIRED FOR APPROACH	VERTICALLY GUIDED	SAME	VERTICALLY GUIDED	SAME	VERTICALLY GUIDED	SAME	VERTICALLY GUIDED	SAME
RUNWAY DEPARTURE SURFACE	YES	SAME	YES	SAME	YES	SAME	YES	SAME
RUNWAY OBJECT FREE AREA	800' x 7,801'	SAME	800' x 7,801'	SAME	800' x 12,000'	SAME	800' x 12,000'	SAME
OBSTACLE FREE ZONE	200' X 400'	SAME	200' X 400'	SAME	200' X 400'	SAME	200' X 400'	SAME
THRESHOLD SITTING SURFACE (TSS)	30:1	SAME	30:1	SAME	30:1	SAME	30:1	SAME
TSS PENETRATIONS	YES	SAME	NO	SAME	YES	SAME	NO	SAME
VISUAL AND INSTRUMENT NAVAIDS	PAPI, REIL, GPS, LPV	SAME	VASI, REIL, GPS, LPV	SAME	PAPI, REIL, GPS, LPV	SAME	PAPI, REIL, ILS, GPS, LPV	SAME

RUNWAY END DATA

ITEM	RUNWAY 10/28		RUNWAY 17/35	
	EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY END ELEVATIONS	(10) 4661.1 (28) 4644.6	SAME SAME	(17) 4696.8 (35) 4648.5	SAME SAME
TOUCHDOWN ZONE ELEVATIONS	(10) 4661.1 (28) 4649.7	SAME SAME	(17) 4696.8 (35) 4664.9	SAME SAME
RUNWAY END COORDINATES	(10) LAT: 40°25'50.4735" N LONG: 104°38'46.0193" W	SAME SAME	(17) LAT: 40°27'22.4975" N LONG: 104°37'56.0522" W	SAME SAME
	(28) LAT: 40°25'35.2314" LONG: 104°37'33.7248" W	SAME SAME	(35) LAT: 40°25'43.7774" LONG: 104°37'51.1032" W	SAME SAME
DISPLACED THRESHOLD ELEVATIONS	(10) N/A (28) N/A	SAME SAME	(17) N/A (35) 4652.9	SAME SAME
DISPLACED THRESHOLD COORDINATES	(10) LAT: N/A LONG: N/A	SAME SAME	(17) LAT: N/A LONG: N/A	SAME SAME
	(28) LAT: N/A LONG: N/A	SAME SAME	(35) LAT: 40°25'54.6370" LONG: 104°37'51.6474" W	SAME SAME

NOTE: ALL HORIZONTAL COORDINATES – NAD83/2011 [2010.0]
ALL VERTICAL COORDINATES – NAVD88

AIRPORT DATA TABLE

ITEM	EXISTING	FUTURE
AIRPORT REFERENCE CODE (ARC)	C–II	SAME
MEAN MAX. TEMP. – HOTTEST MONTH	JULY 91.1° F	SAME
AIRPORT ELEVATION (MSL)	4,696.8	SAME
AIRPORT & TERMINAL NAVAIDS	VOR (GILL) TRANSMITTER	SAME
AIRPORT REFERENCE POINT (ARP)	LATITUDE 40°26'14.70" LONGITUDE 104°37'59.60"	SAME SAME
CRITICAL AIRCRAFT	GULFSTREAM 350	SAME
WINGSPAN	77.8'	SAME
TAIL HEIGHT	25.2'	SAME
MAX. T.O. WEIGHT	70,900 LBS	SAME
UNDERCARRIAGE	D.W.	SAME
APPROACH SPEED	136 KNOTS	SAME
* MAGNETIC VARIATION	8°23' E CHANGING BY 0°6W PER YEAR	SAME
NPIAS SERVICE LEVEL	GENERAL AVIATION	SAME
NPIAS STATE EQUIVALENT SERVICE ROLE	GENERAL AVIATION	SAME

* SOURCE: "NATIONAL GEOPHYSICAL DATA CENTER" 10/2014

TAXIWAY DATA TABLE

WIDTH	35'– 40'	SAME
SAFETY AREA DIMENSIONS	79'	SAME
OBJECT FREE AREA	131'	SAME
TAXIWAY EDGE SAFETY MARGIN	7.5'	SAME
SEPARATION DISTANCE (CENTERED TO FIXED/MOVEABLE OBJECT)	100'	SAME
OBJECTS WITHIN TAXIWAY SAFETY AREA	WINDCONE	SAME
LIGHTING	LOW INTENSITY (LITL)	SAME
TAXILANE SEPARATION	97'	SAME
TAXILANE WIDTH	35'–40'	SAME
TAXILANE OBJECT FREE AREA	115'	SAME
VERTICAL AND HORIZONTAL DATUM	NAVD88 (V), NAD83 (H)	SAME

NON–STANDARD CONDITIONS

RUNWAY	ITEM	STANDARD	DISPOSITION
17/35	HIGH SPEED EXIT TAXIWAY	ADVISORY CIRCULAR 150/5300–13A, CHANGE 1, CHAPTER 4 TAXIWAY AND TAXILANE DESIGN, PARAGRAPH 409 EXIT TAXIWAYS, SECTION B HIGH–SPEED EXIT TAXIWAYS	PARALLEL TAXIWAY C TO RUNWAY 17/35 SEPARATION IS 400'. A PERMANENT MODIFICATION TO STANDARDS WAS ISSUED FOR THE AIRPORT UNDER AIP NO. 3–08–0028–08 ON AUGUST 4, 1997 REGARDING THE DESIGN OF THE NON–STANDARD HIGH SPEED EXIT TAXIWAY. THESE TAXIWAYS HAVE BEEN DESIGNED UTILIZING CIRCULAR HORIZONTAL CURVES VERSUS THE REQUIRED SPIRAL CURVE DESIGN.

DECLARED DISTANCES

RUNWAY	TAKEOFF RUN AVAILABLE (TORA)		TAKEOFF DIST. AVAILABLE (TODA)		ACCELERATE STOP DIST. AVAILABLE (ASDA)		LANDING DIST. AVAILABLE (LDA)	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
10	5,801	SAME	5,801	SAME	5,801	SAME	5,801	SAME
28	5,801	SAME	5,801	SAME	5,801	SAME	5,801	SAME
17	10,000	SAME	10,000	SAME	10,000	SAME	10,000	SAME
35	10,000	SAME	10,000	SAME	10,000	SAME	8,900	SAME

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DES: S.V.B.
DR: R.L.B.
CH: S.V.B.
APP: D.F.N.

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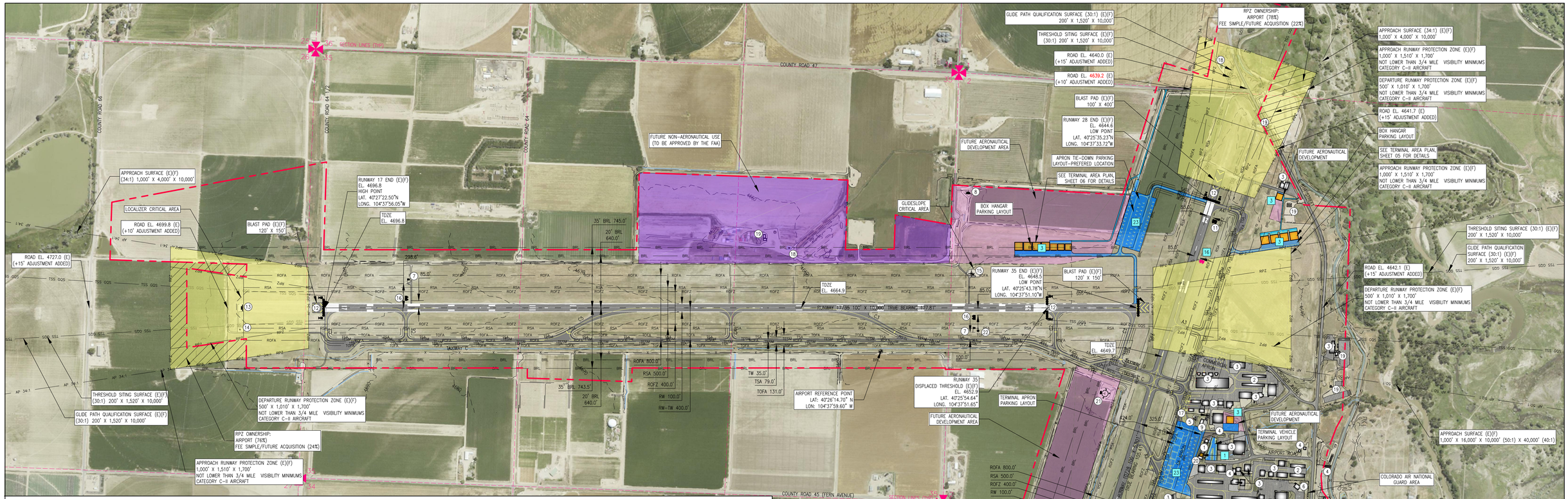
AIRPORT LAYOUT PLAN

AIRPORT DATA SHEET

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016



DRAWING LEGEND

ITEM	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE			
AIRPORT PAVEMENT (AERONAUTICAL USE)			
AIRPORT PAVEMENT (NON-AERONAUTICAL USE)			
ROAD			
BUILDING/HANGAR			
RUNWAY PROTECTION ZONE (RPZ)	RPZ		
PRECISION OBSTACLE FREE ZONE (POFZ)	POFZ		
BUILDING RESTRICTION LINE	BRL		
RUNWAY OBJECT FREE AREA (ROFA)	ROFA		
RUNWAY SAFETY AREA (RSA)	RSA		
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA(F)	
TAXIWAY SAFETY AREA (TSA)	TSA	TSA(F)	
TAXIWAY EDGE SAFETY MARGIN (TESM)	TESM	TESM(F)	
OBJECT FREE ZONE - RUNWAY (ROFZ)	ROFZ		
THRESHOLD SITING SURFACE (TSS)	TSS		
GLIDE PATH QUALIFICATION SURFACE (GQS)	GQS		
APPROACH SURFACE (34:1)	AP 34:1		
APPROACH SURFACE (40:1)	AP 40:1		
APPROACH SURFACE (50:1)	AP 50:1		
FENCE (8' HEIGHT)	X		
AWOS			
RUNWAY END LIGHT			
RUNWAY END IDENTIFIER LIGHTS (REIL)			
ROTATING BEACON			
GLIDE SLOPE ANTENNA			
DME ANTENNA			
LOCALIZER			
PAPI			
VASI			
WINDCONE			
SEGMENTED CIRCLE			
AIRPORT REFERENCE POINT (ARP)			

AIRPORT FACILITY LEGEND

EXISTING ID	ITEM	ELEVATION	FUTURE ID
1	TERMINAL / AIRPORT ADMINISTRATION BUILDING	4671.2'	1
2	T HANGAR	4677.5'	2
3	FBO/CORPORATE/STORAGE HANGAR	4675.5'	3
4	MAINTENANCE BUILDING	4653.2'	
5	FUEL FACILITY	4653.4'	
6	COLORADO AIR NATIONAL GUARD	4679.7'	
7	WIND CONE	4696.6'	
8	AIRPORT ROTATING BEACON	4705.6'	
9	ARFF/FIRESTATION/ADMISTRATION	4660.3'	
10	HELICOPTER PAD	4643.6'	
11	VASI	4649.4'	
12	REIL	4698.9'	
13	LOCALIZER ANTENNA	4702.7'	
14	LOCALIZER TRANSMITTER BUILDING	4705.0'	
15	GLIDE SLOPE ANTENNA	4679.5'	
16	PAPI	4691.2'	16
17	ELECTRICAL VAULT	4654.7'	
18	OIL AND GAS TANKS, RIGS, AND WELLS	4716.0'	
19	MISCELLANEOUS BUILDINGS	4700.8'	
20	AVI FUEL STATION	4656.9'	
21	WINDCONE AND SEGMENTED CIRCLE	4669.5'	
22	AWOS	4670.5'	
	AIRCRAFT TIE-DOWN APRON	4642.0' (EST.)	23

*FEET IN MSL
ELEVATIONS SHOWN ARE TALLEST STRUCTURE

NOTES:

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

SOURCE:

1. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

FAA APPROVAL

SUBJECT TO LETTER DATED:_____

FEDERAL AVIATION ADMINISTRATION
DENVER AIRPORTS DISTRICT OFFICE

DATED:_____

CASE NO:_____

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AIRPORT LAYOUT PLAN

AIRPORT LAYOUT PLAN

JVIATION PROJ. NO. 2013.GXY.02

DATE: DECEMBER, 2016

MATCHLINE SEE SHEET 05

DRAWING LEGEND

ITEM	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE			
AIRPORT PAVEMENT (AERONAUTICAL USE)			
AIRPORT PAVEMENT (NON-AERONAUTICAL USE)			
ROAD			
BUILDING/HANGAR			
RUNWAY PROTECTION ZONE (RPZ)	RPZ		
PRECISION OBSTACLE FREE ZONE (POFZ)	POFZ		
BUILDING RESTRICTION LINE	BRL		
RUNWAY OBJECT FREE AREA (ROFA)	ROFA		
RUNWAY SAFETY AREA (RSA)	RSA		
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA(F)	
TAXIWAY SAFETY AREA (TSA)	TSA	TSA(F)	
TAXIWAY EDGE SAFETY MARGIN (TESM)	TESM	TESM(F)	
OBJECT FREE ZONE - RUNWAY (ROFZ)	ROFZ		
THRESHOLD SITING SURFACE (TSS)	TSS		
GLIDE PATH QUALIFICATION SURFACE (GQS)	GQS		
APPROACH SURFACE (34:1)	AP 34:1		
APPROACH SURFACE (40:1)	AP 40:1		
APPROACH SURFACE (50:1)	AP 50:1		
FENCE (8' HEIGHT)	X		
AWOS			
RUNWAY END LIGHT			
RUNWAY END IDENTIFIER LIGHTS (REIL)			
ROTATING BEACON			
GLIDE SLOPE ANTENNA			
DME ANTENNA			
LOCALIZER			
PAPI			
VASI			
WINDCONE			
SEGMENTED CIRCLE			
AIRPORT REFERENCE POINT (ARP)			

*NOT ALL ITEMS SHOWN ON THIS SHEET

AIRPORT FACILITY LEGEND

EXISTING ID	ITEM	ELEVATION	FUTURE ID
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17	ELECTRICAL VAULT	4654.7'	
	AIRCRAFT TIE-DOWN APRON	4642.0' (EST.)	23

* FEET IN MSL
ELEVATIONS SHOWN ARE TALLEST STRUCTURE

SOURCE:

1. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

8°23' E MAGNETIC TRUE

GRAPHIC SCALE
0 50 100 200
(IN FEET)

DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

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AIRPORT LAYOUT PLAN

TERMINAL AREA PLAN (AREA 1)

JVIATION PROJ. NO. 2013.GXY.02

DATE: DECEMBER, 2016

SHEET NO. 04 of 21

MATCHLINE SEE SHEET 04

DRAWING LEGEND

ITEM	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE			
AIRPORT PAVEMENT (AERONAUTICAL USE)			
AIRPORT PAVEMENT (NON-AERONAUTICAL USE)			
ROAD			
BUILDING/HANGAR			
RUNWAY PROTECTION ZONE (RPZ)	RPZ RPZ		
PRECISION OBSTACLE FREE ZONE (POFZ)	POFZ POFZ		
BUILDING RESTRICTION LINE	BRL		
RUNWAY OBJECT FREE AREA (ROFA)	ROFA		
RUNWAY SAFETY AREA (RSA)	RSA		
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA(F)	
TAXIWAY SAFETY AREA (TSA)	TSA	TSA(F)	
TAXIWAY EDGE SAFETY MARGIN (TESM)	TESM	TESM(F)	
OBJECT FREE ZONE – RUNWAY (ROFZ)	ROFZ		
THRESHOLD SITING SURFACE (TSS)	TSS		
GLIDE PATH QUALIFICATION SURFACE (GQS)	GQS		
APPROACH SURFACE (34:1)	AP 34:1		
APPROACH SURFACE (40:1)	AP 40:1		
APPROACH SURFACE (50:1)	AP 50:1		
FENCE (8' HEIGHT)	X		
AWOS			
RUNWAY END LIGHT			
RUNWAY END IDENTIFIER LIGHTS (REIL)			
ROTATING BEACON			
GLIDE SLOPE ANTENNA			
DME ANTENNA			
LOCALIZER			
PAPI			
VASI			
WINDCONE			
SEGMENTED CIRCLE			
AIRPORT REFERENCE POINT (ARP)			

*NOT ALL ITEMS SHOWN ON THIS SHEET

AIRPORT FACILITY LEGEND

EXISTING ID	ITEM	ELEVATION	FUTURE ID
2	T HANGAR	4677.5'	2
3	FBO/CORPORATE/STORAGE HANGAR	4675.5'	3
4	MAINTENANCE BUILDING	4653.2'	
5	FUEL FACILITY	4653.4'	
6	COLORADO AIR NATIONAL GUARD	4679.7'	

* FEET IN MSL
ELEVATIONS SHOWN ARE TALLEST STRUCTURE

SOURCE:

1. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

8°23' E MAGNETIC
TRUE

GRAPHIC SCALE
0 50 100 200
(IN FEET)

DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

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1	S.V.B.	12/14/16	FINAL

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AIRPORT LAYOUT PLAN

TERMINAL AREA PLAN (AREA 2)

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016

SHEET NO.
05 of 21

DRAWING LEGEND

ITEM	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE			
AIRPORT PAVEMENT (AERONAUTICAL USE)			
AIRPORT PAVEMENT (NON-AERONAUTICAL USE)			
ROAD			
BUILDING/HANGAR			
RUNWAY PROTECTION ZONE (RPZ)	RPZ RPZ		
PRECISION OBSTACLE FREE ZONE (POFZ)	POFZ POFZ		
BUILDING RESTRICTION LINE	BRL		
RUNWAY OBJECT FREE AREA (ROFA)	ROFA		
RUNWAY SAFETY AREA (RSA)	RSA		
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA(F)	
TAXIWAY SAFETY AREA (TSA)	TSA	TSA(F)	
TAXIWAY EDGE SAFETY MARGIN (TESM)	TESM	TESM(F)	
OBJECT FREE ZONE – RUNWAY (ROFZ)	ROFZ		
THRESHOLD SITING SURFACE (TSS)	TSS		
GLIDE PATH QUALIFICATION SURFACE (GQS)	GQS		
APPROACH SURFACE (34:1)	AP 34:1		
APPROACH SURFACE (40:1)	AP 40:1		
APPROACH SURFACE (50:1)	AP 50:1		
FENCE (8' HEIGHT)	X		
AWOS			
RUNWAY END LIGHT			
RUNWAY END IDENTIFIER LIGHTS (REIL)			
ROTATING BEACON			
GLIDE SLOPE ANTENNA			
DME ANTENNA			
LOCALIZER			
PAPI			
VASI			
WINDCONE			
SEGMENTED CIRCLE			
AIRPORT REFERENCE POINT (ARP)			

*NOT ALL ITEMS SHOWN ON THIS SHEET

AIRPORT FACILITY LEGEND

EXISTING ID	ITEM	ELEVATION	FUTURE ID
3	FBO/CORPORATE/STORAGE HANGAR	4675.5'	3
11	VASI	4649.4'	
12	REIL	4698.9'	
19	MISCELLANEOUS BUILDINGS	4700.8'	

* FEET IN MSL
ELEVATIONS SHOWN ARE TALLEST STRUCTURE

NOTES:

1. FUTURE HANGAR LOCATIONS ARE BASED ON 20' BUILDING HEIGHT. IF HEIGHTS ARE TALLER THAN SHOWN, SET BACK LOCATION TO APPROPRIATE FAA STANDARDS.

SOURCE:

1. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

8°23' E MAGNETIC TRUE

GRAPHIC SCALE
0 50 100 200
(IN FEET)

DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

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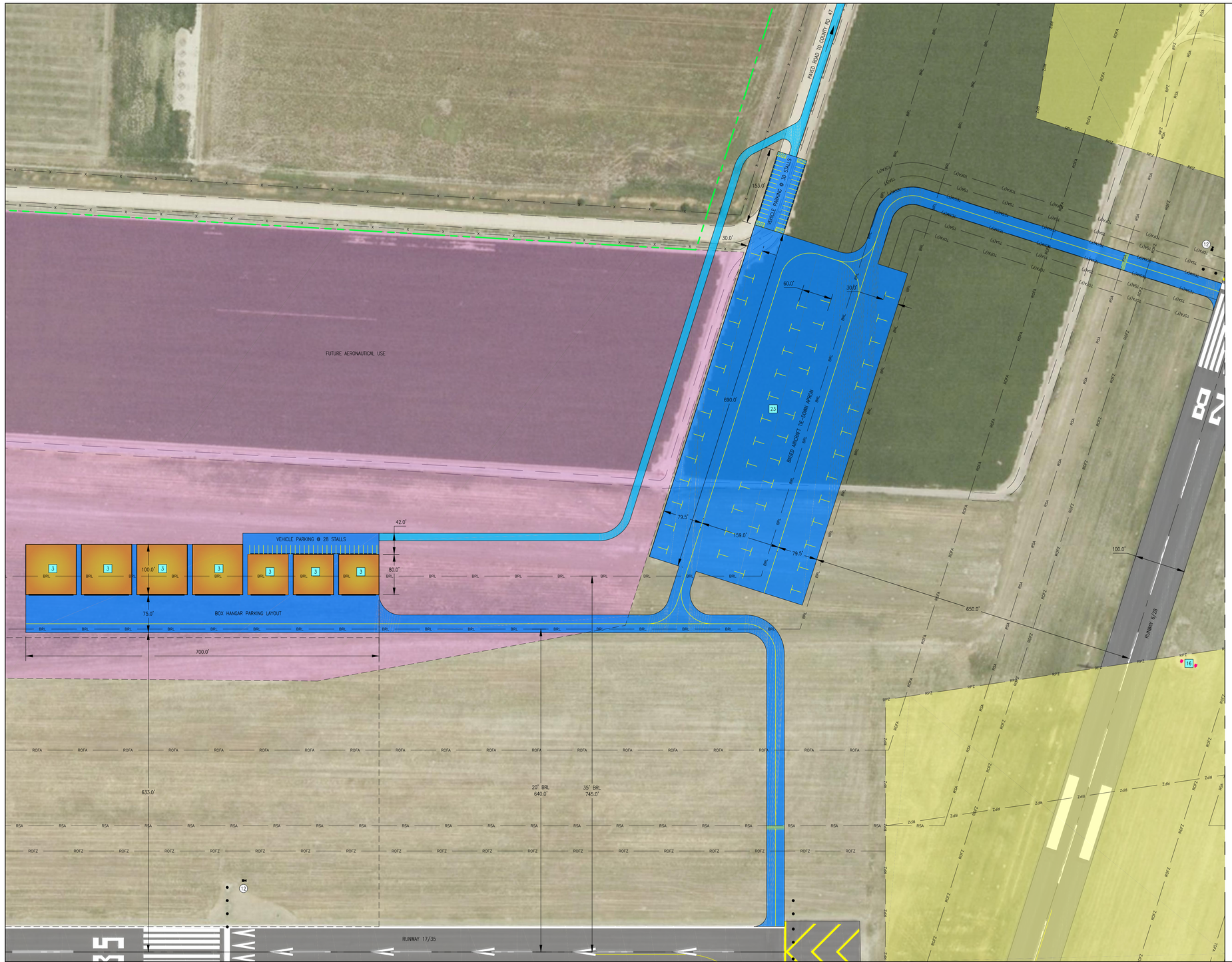
AIRPORT LAYOUT PLAN

TERMINAL AREA PLAN (AREA 3)

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016

SHEET NO.
06 of 21



MATCHLINE SEE SHEET 06

DRAWING LEGEND

ITEM	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE			
AIRPORT PAVEMENT (AERONAUTICAL USE)			
AIRPORT PAVEMENT (NON-AERONAUTICAL USE)			
ROAD			
BUILDING/HANGAR			
RUNWAY PROTECTION ZONE (RPZ)	RPZ		
PRECISION OBSTACLE FREE ZONE (POFZ)	POFZ		
BUILDING RESTRICTION LINE	BRL		
RUNWAY OBJECT FREE AREA (ROFA)	ROFA		
RUNWAY SAFETY AREA (RSA)	RSA		
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA(F)	
TAXIWAY SAFETY AREA (TSA)	TSA	TSA(F)	
TAXIWAY EDGE SAFETY MARGIN (TESM)	TESM	TESM(F)	
OBJECT FREE ZONE – RUNWAY (ROFZ)	ROFZ		
THRESHOLD SITING SURFACE (TSS)	TSS		
GLIDE PATH QUALIFICATION SURFACE (GQS)	GQS		
APPROACH SURFACE (34:1)	AP 34:1		
APPROACH SURFACE (40:1)	AP 40:1		
APPROACH SURFACE (50:1)	AP 50:1		
FENCE (8' HEIGHT)	X		
AWOS			
RUNWAY END LIGHT			
RUNWAY END IDENTIFIER LIGHTS (REIL)			
ROTATING BEACON			
GLIDE SLOPE ANTENNA			
DME ANTENNA			
LOCALIZER			
PAPI			
VASI			
WINDCONE			
SEGMENTED CIRCLE			
AIRPORT REFERENCE POINT (ARP)			

*NOT ALL ITEMS SHOWN ON THIS SHEET

AIRPORT FACILITY LEGEND

EXISTING ID	ITEM	ELEVATION	FUTURE ID
3	FBO/CORPORATE/STORAGE HANGAR	4675.5'	3
12	REIL	4698.9'	
	PAPI	4691.2'	16
	AIRCRAFT TIE-DOWN APRON	4645.0' (EST.)	23

* FEET IN MSL
ELEVATIONS SHOWN ARE TALLEST STRUCTURE

NOTES:

1. FUTURE HANGAR LOCATIONS ARE BASED ON 20' BUILDING HEIGHT. IF HEIGHTS ARE TALLER THAN SHOWN, SET BACK LOCATION TO APPROPRIATE FAA STANDARDS.

SOURCE:

1. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

8°23' E MAGNETIC TRUE

GRAPHIC SCALE
0 50 100 200
(IN FEET)

DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

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AIRPORT LAYOUT PLAN

TERMINAL AREA PLAN (AREA 4)

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016

SHEET NO.
07 of 21

LEGEND

- APPROACH SURFACE
- CONICAL SURFACE
- HORIZONTAL SURFACE
- PRIMARY SURFACE
- TRANSITIONAL SURFACE

NOTES:

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

SOURCE:

1. THE OBSTRUCTION DATA SHOWN WAS SURVEYED AND COMPILED BY MARTINEZ GEOSPATIAL IN 2014.
2. THE QUAD MAP IMAGERY WAS OBTAINED FROM THE USGS WEB SITE IN MARCH, 2015.

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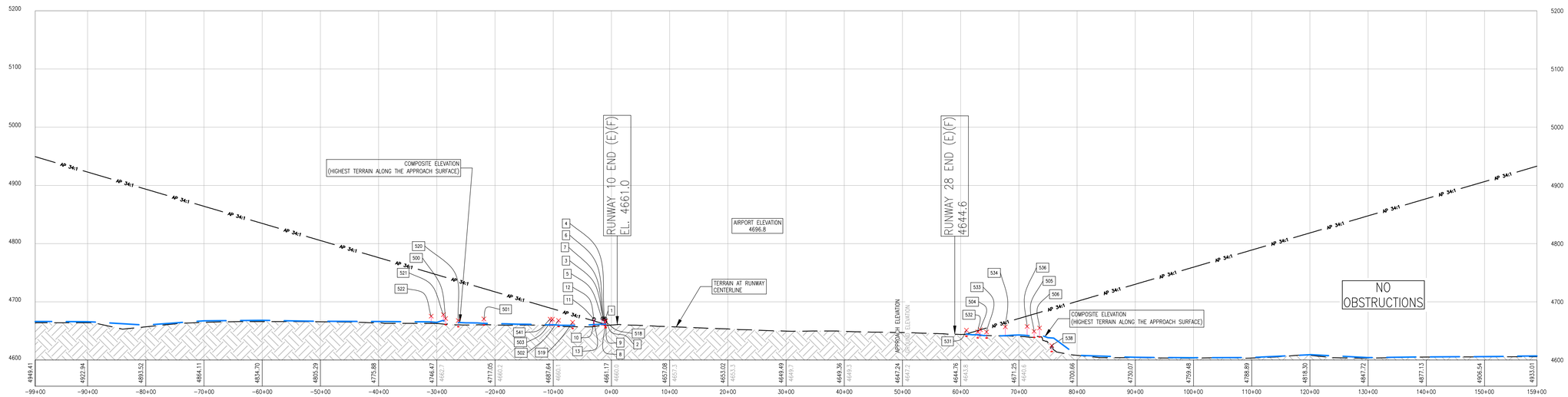
AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE DRAWING

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016



PROFILE
HORIZ: 1" = 1,000'
VERT: 1" = 100'

APPROACH SURFACE OBSTRUCTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	SURFACE PENETRATED	DISPOSITION
1	RD(IN)_10_FEET_ADDED	4660.82'	4671.10'	4661.27'	9.83'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
2	RD(IN)_10_FEET_ADDED	4661.04'	4670.90'	4661.26'	9.64'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
3	RD(IN)_10_FEET_ADDED	4662.19'	4671.90'	4662.27'	9.53'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
4	FENCE_SPOT_HEIGHT	4661.12'	4669.60'	4661.60'	8.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
5	RD(IN)_10_FEET_ADDED	4661.78'	4670.90'	4662.88'	8.02'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
6	FENCE_SPOT_HEIGHT	4661.15'	4669.90'	4661.85'	7.95'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
7	FENCE_SPOT_HEIGHT	4661.13'	4670.10'	4662.30'	7.80'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
8	RD(IN)_10_FEET_ADDED	4655.92'	4665.80'	4661.23'	4.57'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
9	RD(IN)_10_FEET_ADDED	4655.47'	4665.80'	4661.23'	4.57'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
10	RD(IN)_10_FEET_ADDED	4660.01'	4670.30'	4666.99'	3.31'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
11	RD(IN)_10_FEET_ADDED	4659.99'	4670.30'	4667.10'	3.20'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
12	RD(IN)_10_FEET_ADDED	4660.06'	4669.70'	4666.99'	2.71'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
13	RD(IN)_10_FEET_ADDED	4660.03'	4669.70'	4667.12'	2.58'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*

APPROACH ROAD INTERSECTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	SURFACE PENETRATED	DISPOSITION
501	ROAD +10'	4660.50'	4670.50'	4722.68'	-52.19'		
502	ROAD +10'	4657.92'	4667.92'	4684.94'	-17.02'		
503	ROAD +10'	4659.99'	4669.99'	4688.02'	-18.02'		
504	ROAD +10'	4642.11'	4652.11'	4651.74'	0.37'	RUNWAY END 28 APPROACH	TO BE LIT/REMOVED*
505	ROAD +10'	4639.24'	4649.24'	4678.96'	-29.73'		
506	ROAD +15'	4639.97'	4654.97'	4681.71'	-26.74'		
518	ROAD +10'	4656.34'	4666.34'	4661.17'	5.18'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
519	ROAD +10'	4654.67'	4664.67'	4677.82'	-13.15'		
520	ROAD +10'	4657.68'	4667.68'	4735.64'	-67.96'		
521	ROAD +10'	4667.88'	4677.88'	4743.13'	-65.25'		
522	ROAD +10'	4665.30'	4675.30'	4749.30'	-74.00'		
531	ROAD +10'	4641.19'	4651.19'	4644.76'	6.44'	RUNWAY END 28 APPROACH	TO BE LIT/REMOVED*
532	ROAD +10'	4638.48'	4648.48'	4650.47'	-1.99'		
533	ROAD +10'	4638.12'	4648.12'	4654.94'	-6.82'		
534	ROAD +15'	4641.92'	4656.92'	4664.38'	-7.46'		
536	ROAD +15'	4642.57'	4657.57'	4675.43'	-17.86'		
541	ROAD +10'	4660.08'	4670.08'	4689.18'	-19.10'		

*FINAL DETERMINATION PENDING FAA AERONAUTICAL STUDY

NOTES:

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

SOURCE:

1. THE OBSTRUCTION DATA SHOWN WAS SURVEYED AND COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

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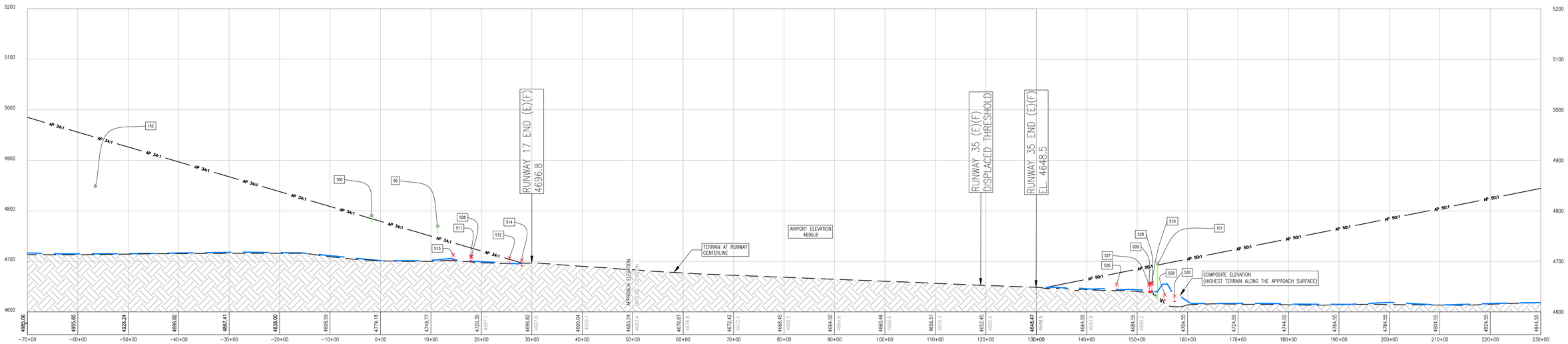
AIRPORT
LAYOUT PLAN

AIRPORT AIRSPACE PROFILE
RUNWAY 10/28

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016



PROFILE
HORIZ: 1" = 1,000'
VERT: 1" = 100'

APPROACH SURFACE OBSTRUCTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	SURFACE PENETRATED	DISPOSITION
99	TREETOP	NO DATA	4769.60'	4745.76'	23.84'	RUNWAY END 17 APPROACH	TO BE LIT/REMOVED*
100	TREETOP	NO DATA	4790.50'	4784.30'	6.20'	RUNWAY END 17 APPROACH	TO BE LIT/REMOVED*
101	TREETOP	4625.81'	4695.00'	4692.67'	2.33'	RUNWAY END 35 APPROACH	TO BE LIT/REMOVED*
152	OIL RIG DERRICK	NO DATA	4848.30'	4945.47'	-97.17'		

APPROACH ROAD INTERSECTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	SURFACE PENETRATED	DISPOSITION
507	ROAD +15'	NO DATA	NO DATA	4716.21'	0.00'		
508	ROAD +10'	4699.84'	4709.84'	4725.94'	-16.10'		
509	ROAD +15'	4639.05'	4654.05'	4689.40'	-35.35'		
510	ROAD +15'	4642.13'	4657.13'	4690.38'	-33.25'		
511	ROAD +10'	4699.14'	4709.14'	4726.61'	-17.47'		
512	ROAD +10'	4695.99'	4705.99'	4703.98'	2.02'	RUNWAY END 17 APPROACH	T
513	ROAD +10'	4702.72'	4712.72'	4736.69'	-23.97'		
514	ROAD +10'	4691.83'	4701.83'	4696.82'	5.00'	RUNWAY END 17 APPROACH	T
526	ROAD +10'	4644.34'	4654.34'	4676.48'	-22.14'		
527	ROAD +15'	4640.41'	4655.41'	4689.31'	-33.90'		
528	ROAD +15'	4640.44'	4655.44'	4690.38'	-34.94'		
529	ROAD +10'	4623.80'	4633.80'	4695.48'	-61.68'		
530	ROAD +10'	4621.13'	4631.13'	4699.39'	-68.25'		

*FINAL DETERMINATION PENDING FAA AERONAUTICAL STUDY

NOTES:

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

SOURCE:

1. THE OBSTRUCTION DATA SHOWN WAS SURVEYED AND COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

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AIRPORT
LAYOUT PLAN

AIRPORT AIRSPACE PROFILE
RUNWAY 17/35

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016

AIRPORT AIRSPACE OBSTRUCTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	SURFACE PENETRATED	DISPOSITION
1	RD(N)_10_FEET_ADDED	4660.82'	4671.10'	4661.27'	9.83'	R/W 10 APPROACH	TO BE LIT/REMOVED*
2	RD(N)_10_FEET_ADDED	4661.04'	4670.90'	4661.26'	9.64'	R/W 10 APPROACH	TO BE LIT/REMOVED*
3	RD(N)_10_FEET_ADDED	4662.19'	4671.90'	4662.37'	9.53'	R/W 10 APPROACH	TO BE LIT/REMOVED*
4	FENCE_SPOT_HEIGHT	4661.12'	4669.60'	4661.60'	8.00'	R/W 10 APPROACH	TO BE LIT/REMOVED*
5	RD(N)_10_FEET_ADDED	4661.77'	4670.90'	4662.88'	8.02'	R/W 10 APPROACH	TO BE LIT/REMOVED*
6	FENCE_SPOT_HEIGHT	4661.15'	4669.90'	4661.95'	7.95'	R/W 10 APPROACH	TO BE LIT/REMOVED*
7	FENCE_SPOT_HEIGHT	4661.13'	4670.10'	4662.30'	7.80'	R/W 10 APPROACH	TO BE LIT/REMOVED*
8	RD(N)_10_FEET_ADDED	4655.92'	4665.80'	4661.23'	4.57'	R/W 10 APPROACH	TO BE LIT/REMOVED*
9	RD(N)_10_FEET_ADDED	4655.47'	4665.80'	4661.23'	4.57'	R/W 10 APPROACH	TO BE LIT/REMOVED*
10	RD(N)_10_FEET_ADDED	4660.01'	4670.30'	4666.99'	3.31'	R/W 10 APPROACH	TO BE LIT/REMOVED*
11	RD(N)_10_FEET_ADDED	4659.99'	4670.30'	4667.10'	3.20'	R/W 10 APPROACH	TO BE LIT/REMOVED*
12	RD(N)_10_FEET_ADDED	4660.06'	4669.70'	4666.99'	2.71'	R/W 10 APPROACH	TO BE LIT/REMOVED*
13	RD(N)_10_FEET_ADDED	4660.03'	4669.70'	4667.12'	2.58'	R/W 10 APPROACH	TO BE LIT/REMOVED*
14	BLDG_PEAK_ELEV	4645.91'	4664.10'	4649.58'	14.52'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
15	WSK	4651.97'	4670.50'	4656.71'	13.79'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
16	AFFIXED_BLDG_OBJECT	4646.37'	4661.10'	4649.61'	11.49'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
17	RD(N)_10_FEET_ADDED	4660.86'	4671.10'	4661.17'	9.53'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
18	RD(N)_10_FEET_ADDED	4660.95'	4670.90'	4661.17'	9.73'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
19	RD(N)_10_FEET_ADDED	4658.82'	4668.80'	4659.44'	9.36'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
20	RD(N)_10_FEET_ADDED	4659.10'	4669.30'	4660.16'	9.14'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
21	RD(N)_10_FEET_ADDED	4659.07'	4669.30'	4660.13'	9.17'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
22	RD(N)_10_FEET_ADDED	4659.92'	4670.30'	4661.14'	9.16'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
23	RD(N)_10_FEET_ADDED	4659.99'	4670.30'	4661.17'	9.13'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
24	RD(N)_10_FEET_ADDED	4656.48'	4666.70'	4657.52'	9.18'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
25	RD(N)_10_FEET_ADDED	4658.60'	4669.30'	4660.16'	9.14'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
26	RD(N)_10_FEET_ADDED	4656.50'	4666.70'	4657.54'	9.16'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
27	RD(N)_10_FEET_ADDED	4658.60'	4669.30'	4660.13'	9.17'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
28	RD(N)_10_FEET_ADDED	4657.19'	4667.50'	4658.40'	9.10'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
29	RD(N)_10_FEET_ADDED	4657.20'	4667.50'	4658.42'	9.08'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
30	RD(N)_10_FEET_ADDED	4657.92'	4668.30'	4659.29'	9.01'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
31	RD(N)_10_FEET_ADDED	4659.29'	4668.80'	4659.81'	8.99'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
32	RD(N)_10_FEET_ADDED	4658.17'	4668.30'	4659.32'	8.98'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
33	RD(N)_10_FEET_ADDED	4658.00'	4668.40'	4659.32'	9.08'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
34	RD(N)_10_FEET_ADDED	4656.81'	4667.40'	4658.42'	8.98'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
35	RD(N)_10_FEET_ADDED	4658.00'	4668.30'	4659.29'	9.01'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
36	RD(N)_10_FEET_ADDED	4656.78'	4667.40'	4658.40'	9.00'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
37	RD(N)_10_FEET_ADDED	4659.58'	4670.20'	4661.17'	9.03'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
38	RD(N)_10_FEET_ADDED	4659.52'	4670.20'	4661.14'	9.06'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
39	RD(N)_10_FEET_ADDED	4656.37'	4666.50'	4657.54'	8.96'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
40	RD(N)_10_FEET_ADDED	4656.37'	4666.50'	4657.52'	8.98'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
41	RD(N)_10_FEET_ADDED	4655.27'	4665.10'	4656.72'	8.38'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
42	RD(N)_10_FEET_ADDED	4655.25'	4665.10'	4656.71'	8.39'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
43	RD(N)_10_FEET_ADDED	4655.10'	4664.80'	4656.71'	8.09'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
44	RD(N)_10_FEET_ADDED	4655.15'	4664.80'	4656.72'	8.08'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
45	RD(N)_10_FEET_ADDED	4654.96'	4664.60'	4656.71'	7.89'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
46	RD(N)_10_FEET_ADDED	4654.94'	4664.60'	4656.72'	7.88'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
47	RD(N)_10_FEET_ADDED	4654.62'	4664.70'	4656.81'	7.89'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
48	RD(N)_10_FEET_ADDED	4654.53'	4664.50'	4656.71'	7.79'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
49	RD(N)_10_FEET_ADDED	4654.45'	4664.50'	4656.73'	7.77'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
50	FENCE_SPOT_HEIGHT	4660.96'	4668.90'	4661.17'	7.73'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
51	RD(N)_10_FEET_ADDED	4654.38'	4664.40'	4656.74'	7.66'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
52	BLDG_PEAK_ELEV	4646.21'	4655.90'	4649.59'	6.31'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
53	FENCE_SPOT_HEIGHT	4655.49'	4663.00'	4656.82'	6.18'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
54	FENCE_SPOT_HEIGHT	4657.35'	4664.60'	4658.58'	6.02'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
55	FENCE_SPOT_HEIGHT	4654.06'	4662.50'	4656.47'	6.03'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
56	FENCE_SPOT_HEIGHT	4659.22'	4666.30'	4660.77'	5.53'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
57	FENCE_SPOT_HEIGHT	4659.60'	4666.60'	4661.17'	5.43'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
58	FENCE_SPOT_HEIGHT	4656.27'	4662.60'	4657.23'	5.33'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
59	FENCE_SPOT_HEIGHT	4657.89'	4664.40'	4659.06'	5.32'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
60	FENCE_SPOT_HEIGHT	4658.71'	4665.40'	4660.29'	5.11'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
61	FENCE_SPOT_HEIGHT	4658.04'	4664.60'	4659.46'	5.14'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
62	FENCE_SPOT_HEIGHT	4656.42'	4662.70'	4657.70'	5.00'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
63	FENCE_SPOT_HEIGHT	4657.17'	4663.00'	4658.13'	4.87'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
64	RD(N)_10_FEET_ADDED	4655.61'	4666.00'	4661.17'	4.83'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
65	RD(N)_10_FEET_ADDED	4655.91'	4665.80'	4661.17'	4.63'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
66	RD(N)_10_FEET_ADDED	4655.47'	4665.80'	4661.17'	4.63'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
67	RD(N)_10_FEET_ADDED	4655.41'	4665.50'	4661.17'	4.33'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
68	FENCE_SPOT_HEIGHT	4658.46'	4664.20'	4659.89'	4.31'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
69	FENCE_SPOT_HEIGHT	4658.24'	4663.30'	4661.17'	2.13'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
70	WALL_SPOT_HEIGHT	4648.32'	4650.60'	4649.51'	1.09'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
71	GRD	4649.21'	4650.50'	4649.51'	0.99'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
72	WALL_SPOT_HEIGHT	4646.36'	4650.10'	4649.51'	0.59'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
73	GRD	4647.00'	4647.40'	4646.95'	0.45'	R/W 10/28 PRIMARY	TO BE LIT/REMOVED*
74	AFFIXED_BLDG_OBJECT	4646.46'	4673.00'	4650.83'	22.17'	TRANSITIONAL	TO BE LIT/REMOVED*
75	AFFIXED_BLDG_OBJECT	4645.95'	4669.00'	4649.75'	19.25'	TRANSITIONAL	TO BE LIT/REMOVED*
76	AFFIXED_BLDG_OBJECT	4645.75'	4663.10'	4651.33'	11.77'	TRANSITIONAL	TO BE LIT/REMOVED*

*FINAL DETERMINATION PENDING FAA AERONAUTICAL STUDY

AIRPORT AIRSPACE OBSTRUCTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	SURFACE PENETRATED	DISPOSITION
77	RD(N)_15_FEET_ADDED	4645.96'	4661.30'	4650.12'	11.18'	TRANSITIONAL	TO BE LIT/REMOVED*
78	RD(N)_15_FEET_ADDED	4645.80'	4661.30'	4651.18'	10.12'	TRANSITIONAL	TO BE LIT/REMOVED*
79	AFFIXED_BLDG_OBJECT	4646.38'	4664.20'	4657.67'	6.53'	TRANSITIONAL	TO BE LIT/REMOVED*
80	LT_POLE	4643.67'	4667.60'	4662.76'	4.84'	TRANSITIONAL	TO BE LIT/REMOVED*
81	TREETOP	4656.30'	4725.90'	4721.04'	4.86'	TRANSITIONAL	TO BE LIT/REMOVED*
82	RD(N)_10_FEET_ADDED	4655.57'	4666.00'	4661.41'	4.59'	TRANSITIONAL	TO BE LIT/REMOVED*
83	RD(N)_10_FEET_ADDED	4655.39'	4665.50'	4661.42'	4.08'	TRANSITIONAL	TO BE LIT/REMOVED*
84	BLDG_PEAK_ELEV	4645.27'	4668.00'	4663.96'	4.04'	TRANSITIONAL	TO BE LIT/REMOVED*
85	SIGN	4646.38'	4650.70'	4649.88'	0.82'	TRANSITIONAL	TO BE LIT/REMOVED*
86	TREETOP	4651.31'	4691.30'	4664.04'	27.26'	TRANSITIONAL	TO BE LIT/REMOVED*
87	WSK	4649.46'	4671.60'	4653.77'	17.83'	TRANSITIONAL	TO BE LIT/REMOVED*
88	TREETOP	4652.87'	4683.60'	4667.99'	15.61'	TRANSITIONAL	TO BE LIT/REMOVED*
89	TREETOP	4649.62'	4690.80'	4676.52'	14.28'	TRANSITIONAL	TO BE LIT/REMOVED*
90	RD(N)_10_FEET_ADDED	4662.24'	4671.90'	4662.77'	9.13'	TRANSITIONAL	TO BE LIT/REMOVED*
91	RD(N)_10_FEET_ADDED	4658.76'	4668.80'	4660.07'	8.73'	TRANSITIONAL	TO BE LIT/REMOVED*
92	RD(N)_10_FEET_ADDED	4659.28'	4668.80'	4660.41'	8.39'	TRANSITIONAL	TO BE LIT/REMOVED*
93	RD(N)_10_FEET_ADDED	4661.83'	4670.90'	4663.16'	7.74'	TRANSITIONAL	TO BE LIT/REMOVED*
94	RD(N)_10_FEET_ADDED	4654.62'	4664.60'	4657.00'	7.60'	TRANSITIONAL	TO BE LIT/REMOVED*
95	RD(N)_10_FEET_ADDED	4654.35'	4664.40'	4656.94'	7.46'	TRANSITIONAL	TO BE LIT/REMOVED*
96	LOCATED_OBJECT	4658.87'	4665.50'	4661.97'	3.53'	TRANSITIONAL	TO BE LIT/REMOVED*
97	LOCATED_OBJECT	4658.75'	4665.30'	4661.90'	3.40'	TRANSITIONAL	TO BE LIT/REMOVED*
98	LOCATED_OBJECT	4658.65'	4665.20'	4662.03'	3.17'	TRANSITIONAL	TO BE LIT/REMOVED*
99	TREETOP	NO DATA	4769.60'	4745.76'	23.84'	R/W 17 APPROACH	TO BE LIT/REMOVED*
100	TREETOP	NO DATA	4790.50'	4784.30'	6.20'	R/W 17 APPROACH	TO BE LIT/REMOVED*
101	TREETOP	4625.81'	4695.00'	4692.67'	2.33'	R/W 35 APPROACH	TO BE LIT/REMOVED*
102	TWR	4652.21'	4685.80'	4656.51'	29.29'	R/W 17/35 PRIMARY	TO BE LIT/REMOVED*
103	TWR	4651.78'	4680.30'	4656.63'	23.67'	R/W 17/35 PRIMARY	TO BE LIT/REMOVED*
104	WSK	4651.78'	4668.40'	4656.57'	11.83'	R/W 17/35 PRIMARY	TO BE LIT/REMOVED*
105	WSK	4684.65'	4699.90'	4689.94'	9.96'	R/W 17/35 PRIMARY	TO BE LIT/REMOVED*
106	LOCATED_OBJECT	4651.61'	4664.30'	4656.69'	7.61'	R/W 17/35 PRIMARY	TO BE LIT/REMOVED*
107	BLDG_PEAK_ELEV	4652.07'	4662.60'	4656.57'	6.03'	R/W 17/35 PRIMARY	TO BE LIT/REMOVED*
108	LOCATED_OBJECT	4651.73'	4657.60'	4656.69'	0.91'	R/W 17/35 PRIMARY	TO BE LIT/REMOVED*
109	RD(N)_15_FEET_ADDED	4676.74'	4692.20'	4690.90'	1.30'	TRANSITIONAL	TO BE LIT/REMOVED*
110	RD(N)_15_FEET_ADDED	4676.69'	4692.20'	4691.06'	1.14'	TRANSITIONAL	TO BE LIT/REMOVED*
111	TREETOP	4656.62'	4720.20'	4719.11'	1.09'	TRANSITIONAL	TO BE LIT/REMOVED*
112	FENCE_SPOT_HEIGHT	4693.98'	4700.40'	4700.32'	0.08'	TRANSITIONAL	TO BE LIT/REMOVED*
113	TREETOP	4698.26'	4771.30'	4750.86'	20.44'	TRANSITIONAL	TO BE LIT/REMOVED*
114	TREETOP	4697.92'	4767.40'	4747.59'	19.81'	TRANSITIONAL	TO BE LIT/REMOVED*
115	TREETOP	4697.92'	4765.70'	4746.58'	19.12'	TRANSITIONAL	TO BE LIT/REMOVED*
116	TREETOP	4698.99'	4770.60'	4752.00'	18.60'	TRANSITIONAL	TO BE LIT/REMOVED*
117	TREETOP	4699.11'	4769.80'	4751.66'	18.14'	TRANSITIONAL	TO BE LIT/REMOVED*
118	TREETOP	4699.27'	4770.70'	4753.02'	17.68'	TRANSITIONAL	TO BE LIT/REMOVED*
119	TREETOP	4698.45'	4770.80'	4753.14'	17.66'	TRANSITIONAL	TO BE LIT/REMOVED*
120	TREETOP	4699.28'	4769.40'	4752.49'	16.91'	TRANSITIONAL	TO BE LIT/REMOVED*
121	TREETOP	4698.68'	4768.20'	4751.58'	16.62'	TRANSITIONAL	TO BE LIT/REMOVED*
122	TREETOP	4699.84'	4769.80'	4753.75'	16.05'	TRANSITIONAL	TO BE LIT/REMOVED*
123	TREETOP	4699.05'	4768.30'	4752.69'	15.61'	TRANSITIONAL	TO BE LIT/REMOVED*
124	TREETOP	4699.65'	4771.50'	4756.94'	14.56'	TRANSITIONAL	TO BE LIT/REMOVED*
125	TREETOP	4698.18'	4764.40'	4750.22'	14.18'	TRANSITIONAL	TO BE LIT/REMOVED*
126	TREETOP	4698.01'	4762.30'	4749.63'	12.67'	TRANSITIONAL	TO BE LIT/REMOVED*
127	TREETOP	4699.48'	4767.00'	4754.43'	12.57'	TRANSITIONAL	TO BE LIT/REMOVED*
128	TREETOP	4697.91'	4759.80'	4748.98'	10.82'	TRANSITIONAL	TO BE LIT/REMOVED*
129	TREETOP	4697.89'	4761.50'	4751.22'	10.28'	TRANSITIONAL	TO BE LIT/REMOVED*
130	TREETOP	4698.21'	4763.40'	4753.29'	10.11'	TRANSITIONAL	TO BE LIT/REMOVED*
131	TREETOP	4698.92'	4763.30'	4753.48'	9.82'	TRANSITIONAL	TO BE LIT/REMOVED*
132	TREETOP	4698.30'	4759.80'	4750.22'	9.58'	TRANSITIONAL	TO BE LIT/REMOVED*
133	TREETOP	4761.24'	4768.70'	4761.24'	7.46'	TRANSITIONAL	TO BE LIT/REMOVED*
134	TREETOP	4699.18'	4758.10'	4751.53'	6.57'	TRANSITIONAL	TO BE LIT/REMOVED*
135	TREETOP	4697.60'	4754.50'	4748.06'	6.44'	TRANSITIONAL	TO BE LIT/REMOVED*
136	TREETOP	4697.94'	4760.30'	4754.09'	6.21'	TRANSITIONAL	TO BE LIT/REMOVED*
137	TREETOP	4699.72'	4755.80'	4752.18'	3.62'	TRANSITIONAL	TO BE LIT/REMOVED*
138	TREETOP	4698.22'	4758.80'	4755.85'	2.95'	TRANSITIONAL	TO BE LIT/REMOVED*
139	TREETOP	4754.28'	4756.60'	4754.28'	2.32'	TRANSITIONAL	TO BE LIT/REMOVED*
140	TREETOP	4697.80'	4756.00'	4754.18'	1.82'	TRANSITIONAL	TO BE LIT/REMOVED*
141	RD(N)_10_FEET_ADDED	4689.84'	4699.90'	4699.17'	0.73'	TRANSITIONAL	TO BE LIT/REMOVED*
142	RD(N)_10_FEET_ADDED	4688.23'	4698.50'	4697.80'	0.70'	TRANSITIONAL	TO BE LIT/REMOVED*
143	RD(N)_10_FEET_ADDED	4689.85'	4699.90'	4699.23'	0.67'	TRANSITIONAL	TO BE LIT/REMOVED*
144	RD(N)_10_FEET_ADDED	4688.16'	4698.40'	4697.73'	0.67'	TRANSITIONAL	TO BE LIT/REMOVED*
145	RD(N)_10_FEET_ADDED	4654.77'	4667.10'	4666.60'	0.50'	TRANSITIONAL	TO BE LIT/REMOVED*
146	RD(N)_10_FEET_ADDED	4654.76'	4667.10'	4666.64'	0.46'	TRANSITIONAL	TO BE LIT/REMOVED*
147	FENCE_SPOT_HEIGHT	4685.97'	4695.70'	4695.57'	0.13'	TRANSITIONAL	TO BE LIT/REMOVED*
148	RD(N)_10_FEET_ADDED	4690.48'	4700.60'	4700.43'	0.17'	TRANSITIONAL	TO BE LIT/REMOVED*
149	RD(N)_10_FEET_ADDED	4690.48'	4700.60'	4700.52'	0.08'	TRANSITIONAL	TO BE LIT/REMOVED*
150	OIL_RIG_DERRICK	NO DATA	4889.70'	4873.77'	15.93'	CONICAL	TO BE LIT/REMOVED*
151	OIL_RIG_DERRICK	NO DATA	4856.90'	4846.82'	10.08'	HORIZONTAL	TO BE LIT/REMOVED*
152	OIL_RIG_DERRICK	NO DATA	4848.30'	4945.47'	-97.17'	R/W 17 APPROACH	

*FINAL DETERMINATION PENDING FAA AERONAUTICAL STUDY

SOURCE:

1. THE OBSTRUCTION DATA SHOWN WAS SURVEYED AND COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

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GREELEY-WELD COUNTY AIRPORT™

DES: S.V.B.
DR: R.L.B.
CH: S.V.B.
APP: D.F.N.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION
1	S.V.B.	12/14/16	FINAL

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AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE OBSTRUCTION TABLES

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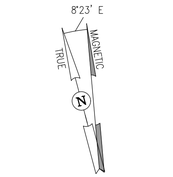
DATE: DECEMBER, 2016

SHEET NO. 11 of 21



GRAPHIC SCALE
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(IN FEET)

DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

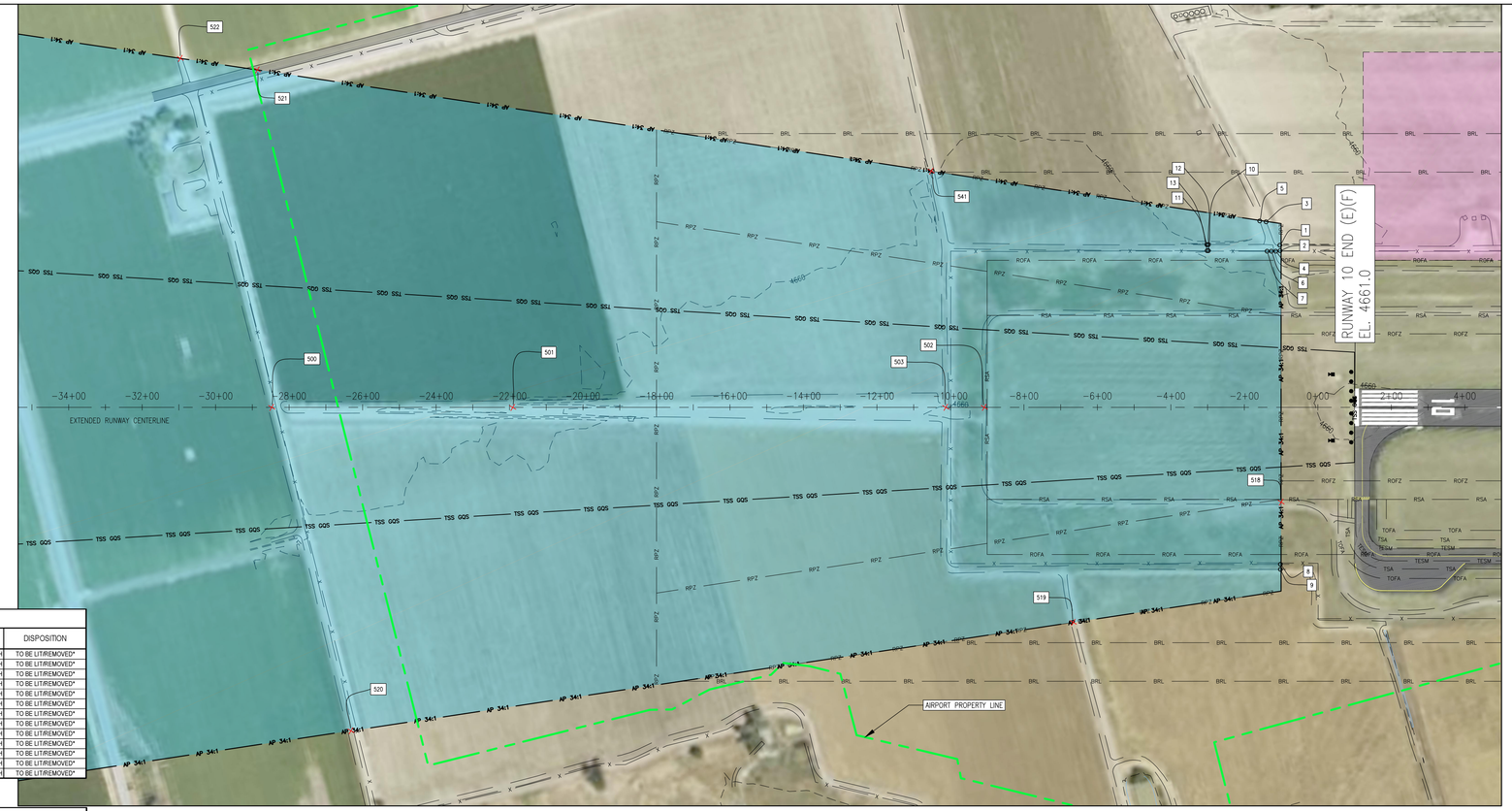
PROFILE
HORIZ: 1" = 200'
VERT: 1" = 20'

NOTES:

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

SOURCE:

1. THE OBSTRUCTION DATA SHOWN WAS SURVEYED AND COMPILED BY MARTINEZ GEOSPATIAL IN 2014.
2. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.



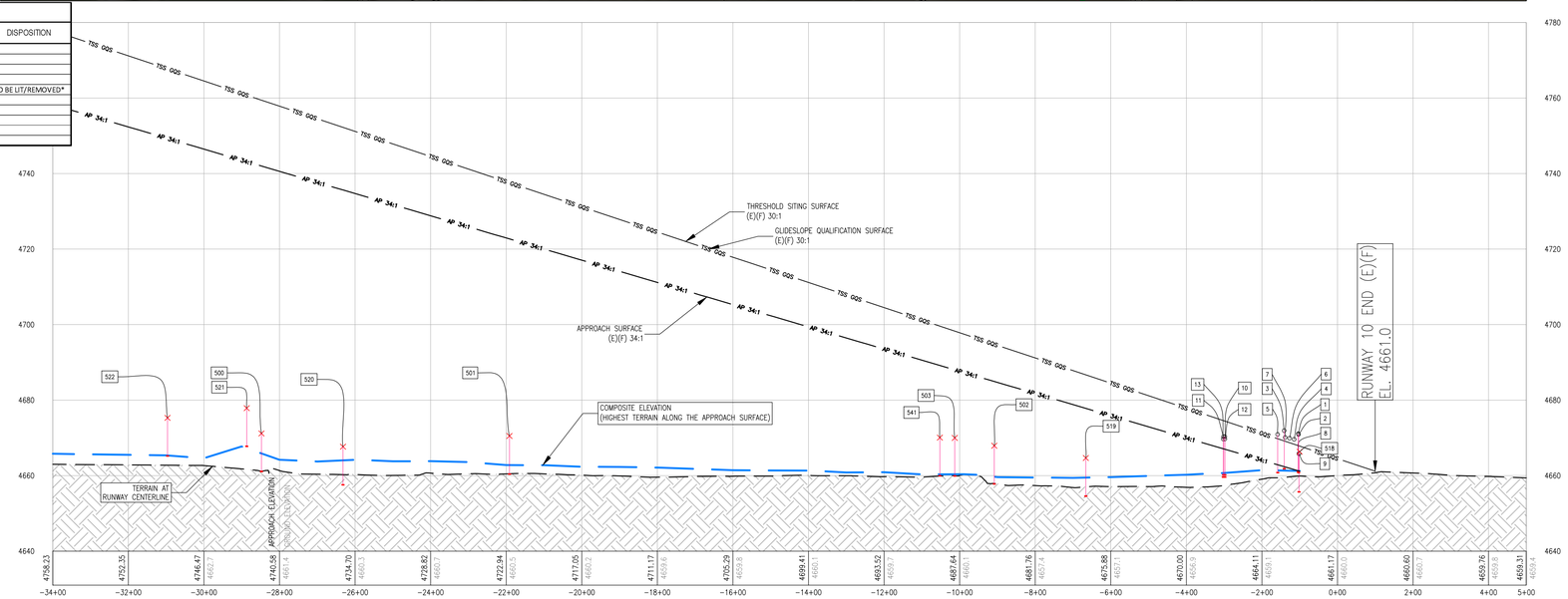
APPROACH SURFACE OBSTRUCTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	EXISTING GQS PENETRATION	EXISTING TSS PENETRATION	SURFACE PENETRATED	DISPOSITION
1	RD(N)_10_FEET_ADDED	4660.82'	4671.10'	4661.27'	9.83'	0.0	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
2	RD(N)_10_FEET_ADDED	4661.04'	4670.90'	4661.26'	9.64'	0.00	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
3	RD(N)_10_FEET_ADDED	4662.19'	4671.90'	4662.37'	9.53'	0.00	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
4	FENCE_SPOT_HEIGHT	4661.12'	4669.60'	4661.60'	8.00'	0.00	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
5	RD(N)_10_FEET_ADDED	4661.78'	4670.90'	4662.88'	8.02'	0.00	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
6	FENCE_SPOT_HEIGHT	4661.15'	4669.90'	4661.95'	7.95'	0.00	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
7	FENCE_SPOT_HEIGHT	4661.13'	4670.10'	4662.30'	7.80'	0.00	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
8	RD(N)_10_FEET_ADDED	4655.92'	4665.80'	4661.23'	4.57'	0.00	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
9	RD(N)_10_FEET_ADDED	4655.47'	4665.80'	4661.23'	4.57'	0.00	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
10	RD(N)_10_FEET_ADDED	4660.01'	4670.30'	4666.99'	3.31'	0.00	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
11	RD(N)_10_FEET_ADDED	4659.99'	4670.30'	4667.10'	3.20'	0.00	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
12	RD(N)_10_FEET_ADDED	4660.06'	4669.70'	4666.99'	2.71'	0.00	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
13	RD(N)_10_FEET_ADDED	4660.03'	4669.70'	4667.12'	2.58'	0.00	0.00'	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*

APPROACH ROAD INTERSECTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	EXISTING GQS PENETRATION	EXISTING TSS PENETRATION	SURFACE PENETRATED	DISPOSITION
500	ROAD +10'	4661.18'	4671.18'	4741.98'	-70.81'	-88.25	-88.25		
501	ROAD +10'	4660.50'	4670.50'	4722.68'	-52.19'	-67.05	-67.05		
502	ROAD +10'	4657.92'	4667.92'	4684.94'	-17.02'	-26.86	-26.86		
503	ROAD +10'	4659.99'	4669.99'	4688.02'	-18.02'	-28.27	-28.27		
518	ROAD +10'	4656.34'	4666.34'	4661.17'	5.16'	0.00	0.00	RUNWAY END 10 APPROACH	TO BE LIT/REMOVED*
519	ROAD +10'	4654.67'	4664.67'	4677.82'	-13.15'	0.00	0.00		
520	ROAD +10'	4657.68'	4667.68'	4735.64'	-67.96'	0.00	0.00		
521	ROAD +10'	4667.88'	4677.88'	4743.13'	-65.25'	0.00	0.00		
522	ROAD +10'	4665.30'	4675.30'	4749.30'	-74.00'	0.00	0.00		
541	ROAD +10'	4660.08'	4670.08'	4689.18'	-19.10'	0.00	0.00		

*FINAL DETERMINATION PENDING FAA AERONAUTICAL STUDY



JVIATION®

GREELEY-WELD COUNTY AIRPORT™

DES: S.V.B.
DR: R.L.B.
CH: S.V.B.
APP: D.F.N.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION
1	S.V.B.	12/14/16	FINAL

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 NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN 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 OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

INNER APPROACH SURFACE DRAWING
RUNWAY 10

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016

SHEET NO.
12 of 21

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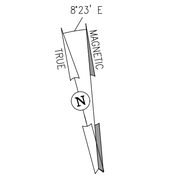
12- 15- CDX-ALP-IASD.dwg
Dec 14, 2016 - 9:10am
robert.bell



GRAPHIC SCALE
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(IN FEET)

DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

PROFILE
HORIZ: 1" = 200'
VERT: 1" = 20'

NOTES:

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

SOURCE:

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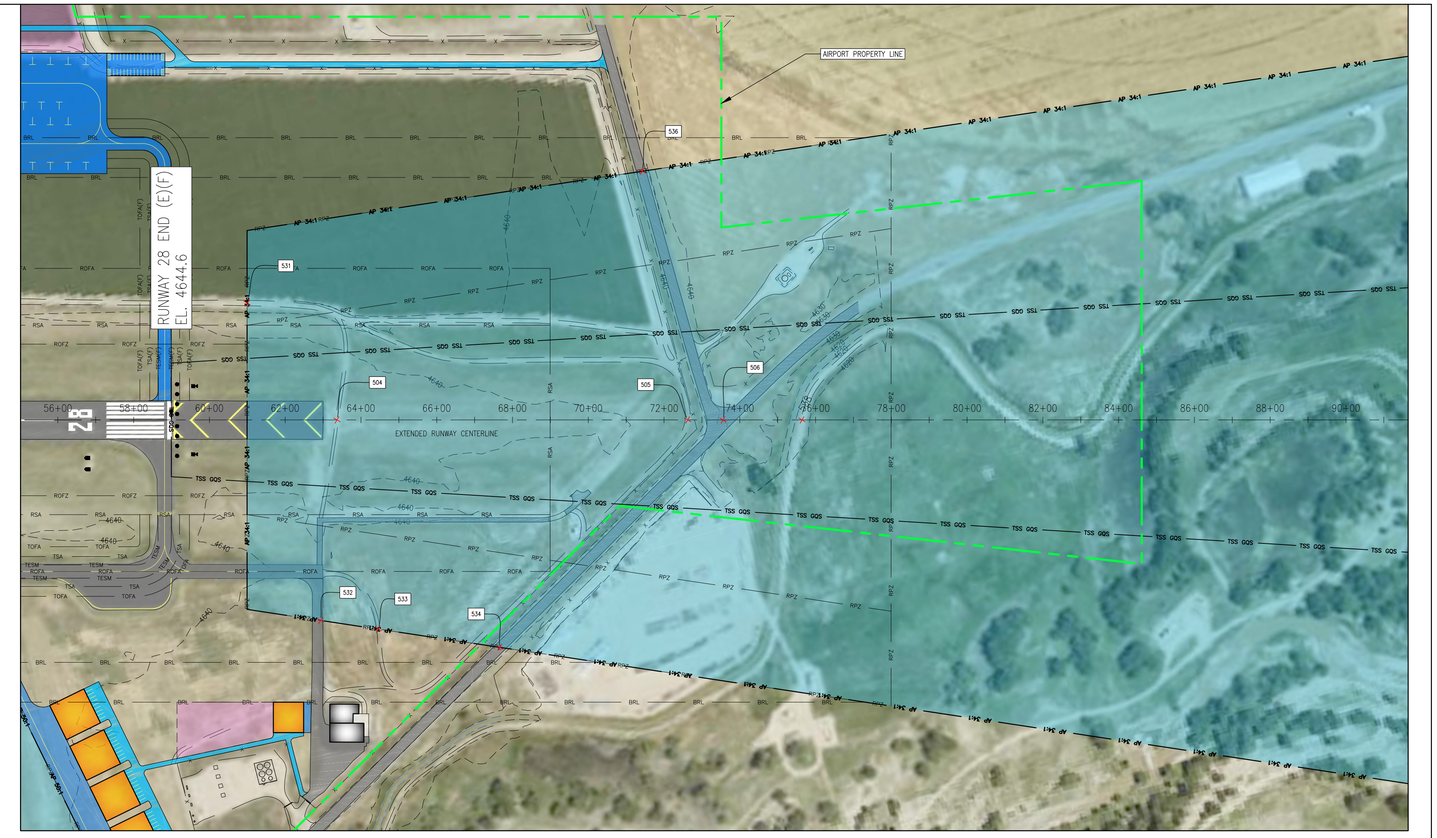
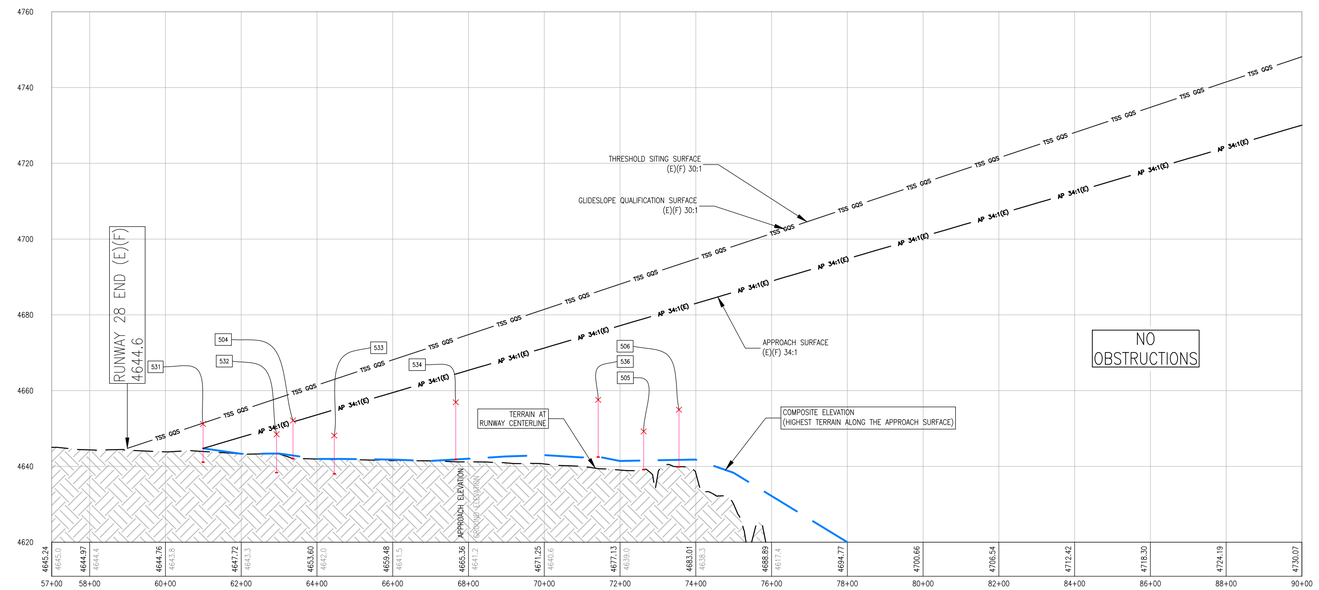
2. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

APPROACH ROAD INTERSECTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	EXISTING GQS PENETRATION	EXISTING TSS PENETRATION	SURFACE PENETRATED	DISPOSITION
504	ROAD +10'	4642.11'	4652.11'	4651.74'	0.37'	-7.23	-7.23	RUNWAY END 28 APPROACH	TO BE LIT.REMOVED*
505	ROAD +10'	4639.24'	4649.24'	4678.96'	-29.73'	-40.96	-40.96		
506	ROAD +15'	4639.97'	4654.97'	4681.71'	-26.74'	-38.34	-38.34		
531	ROAD +10'	4641.19'	4651.19'	4644.76'	6.44'	0.00	0.00	RUNWAY END 28 APPROACH	TO BE LIT.REMOVED*
532	ROAD +10'	4638.48'	4648.48'	4650.47'	-1.99'	0.00	0.00		
533	ROAD +10'	4638.12'	4648.12'	4654.94'	-6.82'	0.00	0.00		
534	ROAD +15'	4641.92'	4656.92'	4664.38'	-7.46'	0.00	0.00		
536	ROAD +15'	4642.57'	4657.57'	4675.43'	-17.86'	0.00	0.00		

*FINAL DETERMINATION PENDING FAA AERONAUTICAL STUDY





JVIATION®

GREELEY-WELD COUNTY AIRPORT™

DES: S.V.B.
DR: R.L.B.
CH: S.V.B.
APP: D.F.N.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION
1	S.V.B.	12/14/16	FINAL

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AIRPORT LAYOUT PLAN

INNER APPROACH SURFACE DRAWING RUNWAY 28

JVIATION PROJ. NO. 2013.GXY.02

DATE: DECEMBER, 2016

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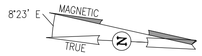
12-15-2016 - 9:14am
robert.bell



GRAPHIC SCALE

0 100 200 400

(IN FEET)

DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

PROFILE
HORIZ: 1" = 200'
VERT: 1" = 20'

NOTES:

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

SOURCE:

1. THE OBSTRUCTION DATA SHOWN WAS SURVEYED AND COMPILED BY MARTINEZ GEOSPATIAL IN 2014.
2. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

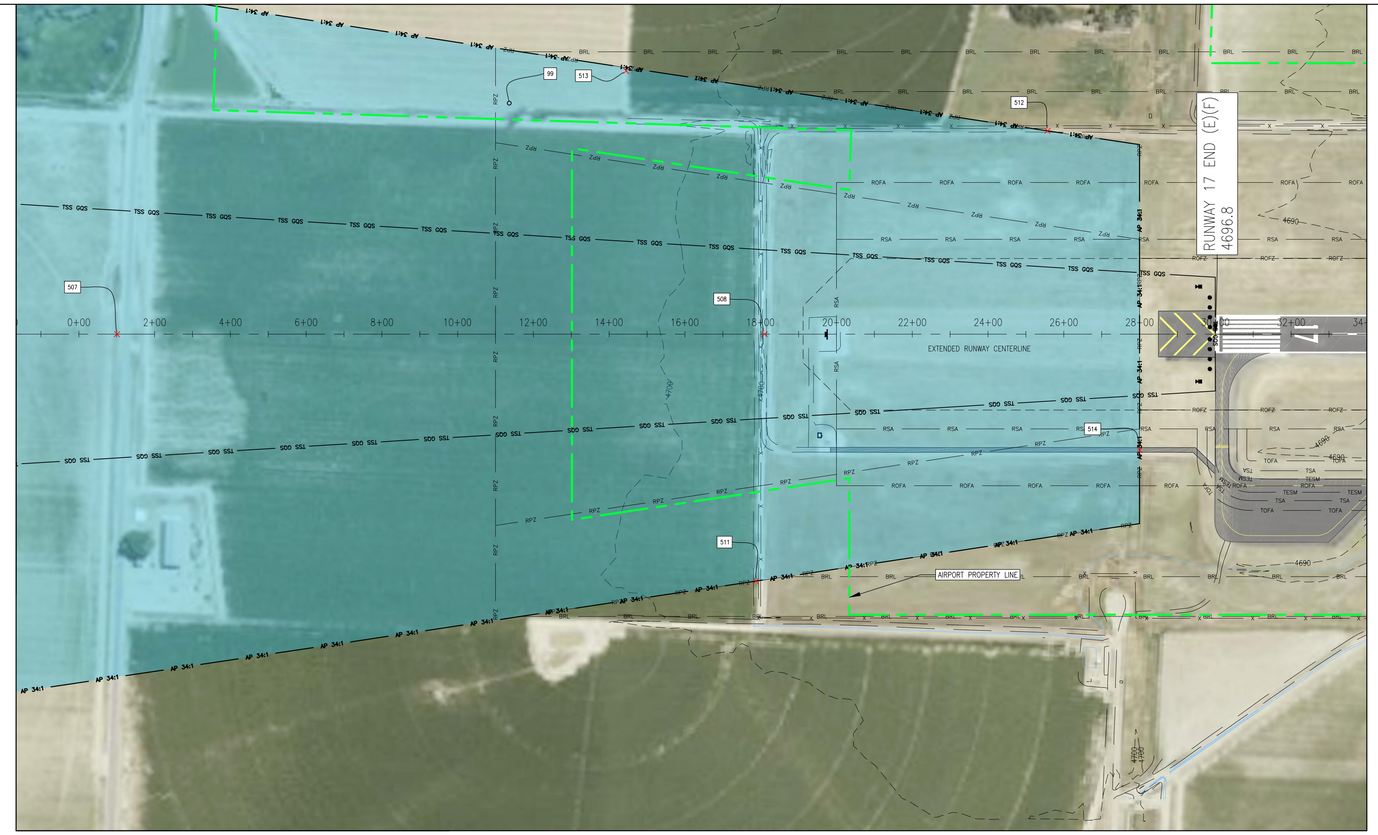
APPROACH SURFACE OBSTRUCTION TABLE

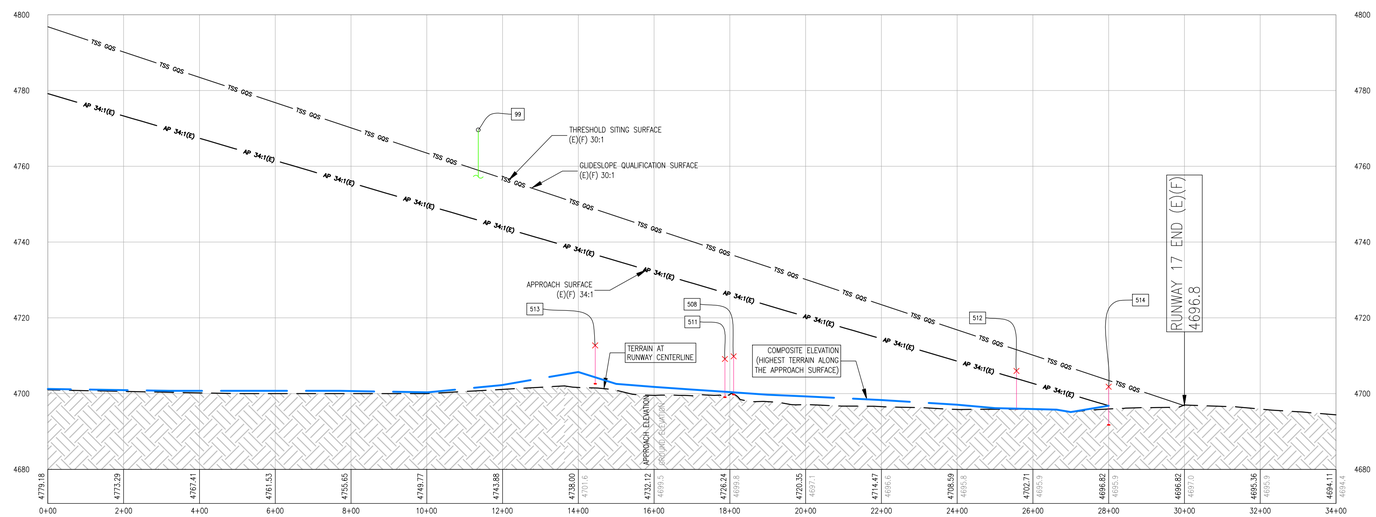
NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	EXISTING GQS PENETRATION	EXISTING TSS PENETRATION	SURFACE PENETRATED	DISPOSITION
99	TREETOP	NO DATA	4769.60'	4745.76'	23.84'	0.00	0.00'	RUNWAY END 17 APPROACH	TO BE LIT/REMOVED*

APPROACH ROAD INTERSECTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	EXISTING GQS PENETRATION	EXISTING TSS PENETRATION	SURFACE PENETRATED	DISPOSITION
507	ROAD +15'	NO DATA	NO DATA	4776.21'	0.00'	0.00	0.00		
508	ROAD +10'	4699.84'	4709.84'	4725.94'	-16.10'	-26.65	-26.65		
511	ROAD +10'	4699.14'	4709.14'	4726.61'	-17.47'	0.00	0.00		
512	ROAD +10'	4695.99'	4705.99'	4703.98'	2.02'	0.00	0.00	RUNWAY END 17 APPROACH	TO BE LIT/REMOVED*
513	ROAD +10'	4702.72'	4712.72'	4736.69'	-23.97'	0.00	0.00		
514	ROAD +10'	4691.83'	4701.83'	4696.82'	5.00'	0.00	0.00	RUNWAY END 17 APPROACH	TO BE LIT/REMOVED*

*FINAL DETERMINATION PENDING FAA AERONAUTICAL STUDY





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GREELEY-WELD COUNTY AIRPORT™

DES: S.V.B.
DR: R.L.B.
CH: S.V.B.
APP: D.F.N.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION
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AIRPORT LAYOUT PLAN

INNER APPROACH SURFACE DRAWING
RUNWAY 17

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016

SHEET NO.
14 of 21

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Dec 14, 2016 - 9:14am
robert.bell

8°23' E MAGNETIC TRUE

GRAPHIC SCALE
0 100 200 400
(IN FEET)

DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

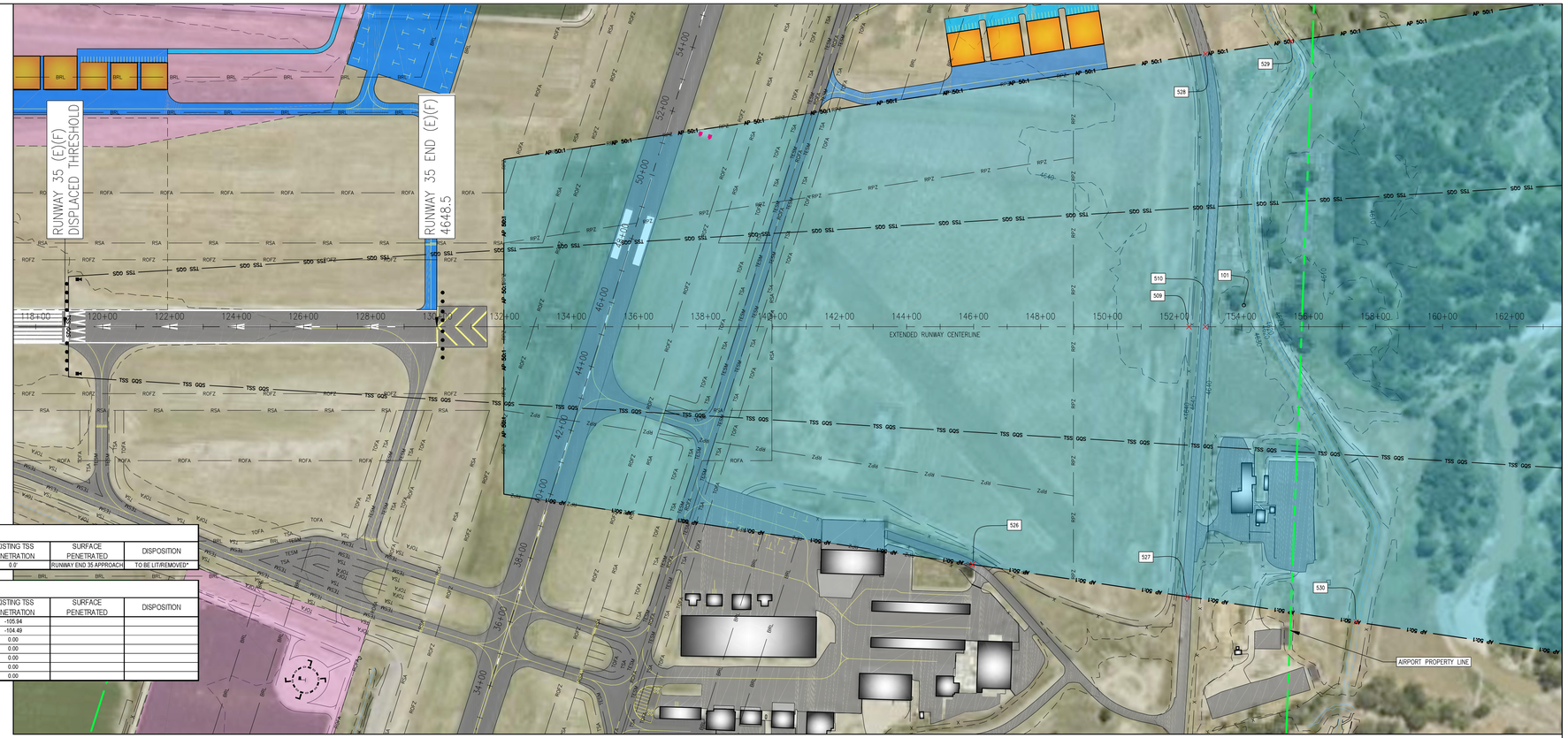
PROFILE
HORIZ: 1" = 200'
VERT: 1" = 20'

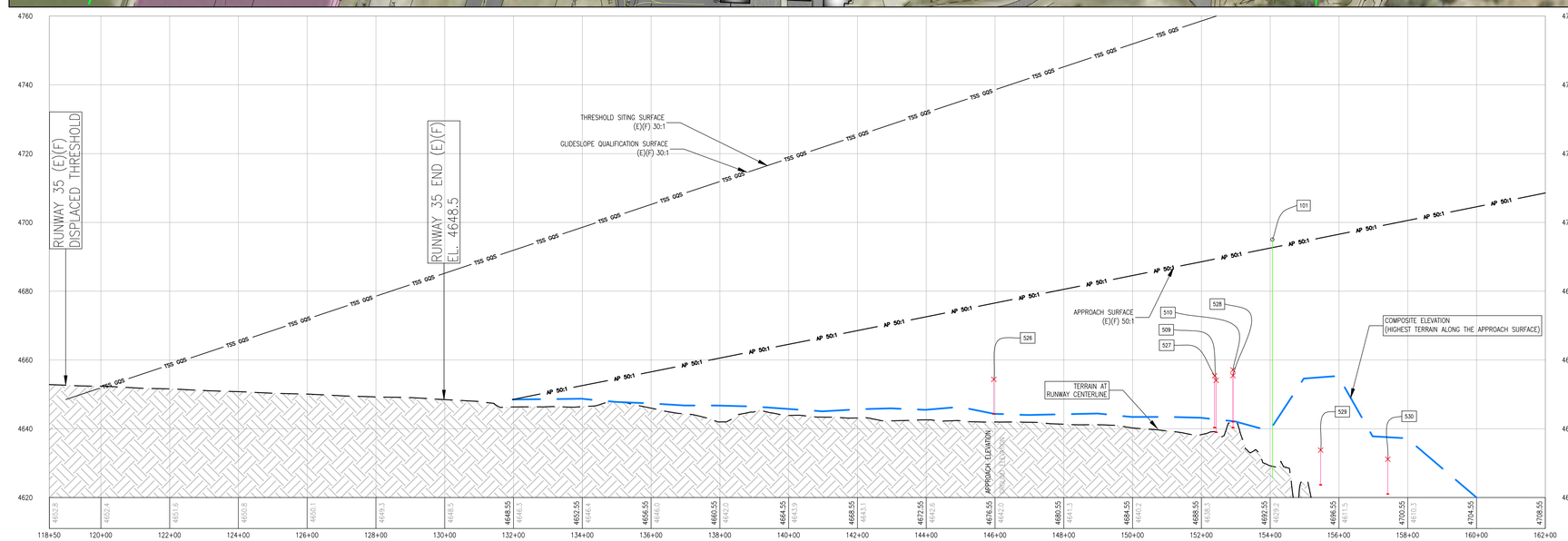
NOTES:

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

SOURCE:

1. THE OBSTRUCTION DATA SHOWN WAS SURVEYED AND COMPILED BY MARTINEZ GEOSPATIAL IN 2014.
2. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.





APPROACH SURFACE OBSTRUCTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	EXISTING GQS PENETRATION	EXISTING TSS PENETRATION	SURFACE PENETRATED	DISPOSITION
101	TREETOP	4625.81'	4695.00'	4692.67'	2.33'	0.0'	0.0'	RUNWAY END 35 APPROACH	TO BE LIT/REMOVED*

APPROACH ROAD INTERSECTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	EXISTING GQS PENETRATION	EXISTING TSS PENETRATION	SURFACE PENETRATED	DISPOSITION
509	ROAD +15'	4639.05'	4654.05'	4669.40'	-35.35'	-105.94	-105.94		
510	ROAD +15'	4642.13'	4657.13'	4690.38'	-33.25'	-104.49	-104.49		
526	ROAD +10'	4644.34'	4654.34'	4676.48'	-22.14'	0.00	0.00		
527	ROAD +15'	4640.41'	4655.41'	4689.31'	-33.90'	0.00	0.00		
528	ROAD +15'	4640.44'	4655.44'	4690.38'	-34.94'	0.00	0.00		
529	ROAD +10'	4623.80'	4633.80'	4695.48'	-61.68'	0.00	0.00		
530	ROAD +10'	4621.13'	4631.13'	4699.39'	-68.25'	0.00	0.00		

*FINAL DETERMINATION PENDING FAA AERONAUTICAL STUDY

JVIATION®

GREELEY-WELD COUNTY AIRPORT™

DES: S.V.B.
DR: R.L.B.
CH: S.V.B.
APP: D.F.N.

ISSUE RECORD

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AIRPORT LAYOUT PLAN

INNER APPROACH SURFACE DRAWING
RUNWAY 35

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016

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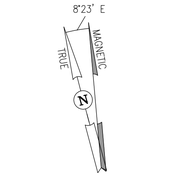
Dec 14, 2016 - 9:15am
robertb



GRAPHIC SCALE
0 500 1000 2000
(IN FEET)

DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

PROFILE
HORIZ: 1" = 1000'
VERT: 1" = 100'

NOTES:

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

SOURCE:

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2. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

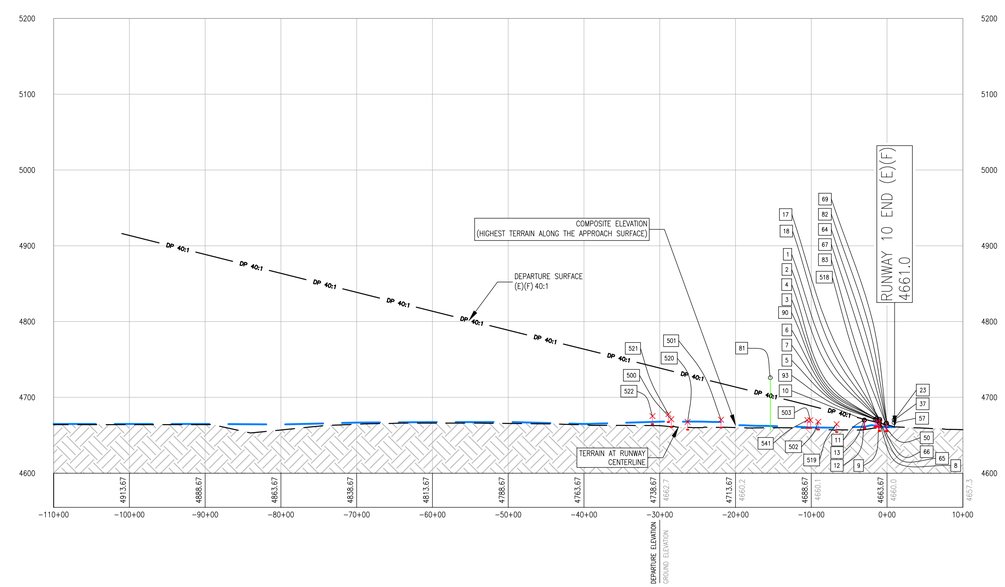
DEPARTURE SURFACE OBSTRUCTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING DEPARTURE SURFACE ELEVATION	EXISTING DEPARTURE PENETRATION	SURFACE PENETRATED	DISPOSITION
1	RD(IN)_10_FEET_ADDED	4660.82'	4671.10'	4666.25'	4.85'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
2	RD(IN)_10_FEET_ADDED	4661.04'	4670.90'	4666.24'	4.66'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
3	RD(IN)_10_FEET_ADDED	4662.19'	4671.90'	4667.19'	4.71'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
4	FENCE_SPOT_HEIGHT	4661.12'	4669.60'	4666.53'	3.07'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
5	RD(IN)_10_FEET_ADDED	4661.77'	4670.90'	4667.62'	3.28'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
6	FENCE_SPOT_HEIGHT	4661.15'	4669.90'	4666.83'	3.07'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
7	FENCE_SPOT_HEIGHT	4661.13'	4670.10'	4667.13'	2.97'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
8	RD(IN)_10_FEET_ADDED	4655.92'	4665.80'	4666.22'	-0.42'		
9	RD(IN)_10_FEET_ADDED	4655.47'	4665.80'	4666.22'	-0.42'		
10	RD(IN)_10_FEET_ADDED	4660.01'	4670.30'	4671.12'	-0.81'		
11	RD(IN)_10_FEET_ADDED	4659.99'	4670.30'	4671.20'	-0.90'		
12	RD(IN)_10_FEET_ADDED	4660.06'	4669.70'	4671.11'	-1.41'		
13	RD(IN)_10_FEET_ADDED	4660.03'	4669.70'	4671.22'	-1.52'		
17	RD(IN)_10_FEET_ADDED	4660.86'	4671.10'	4666.09'	5.01'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
18	RD(IN)_10_FEET_ADDED	4660.95'	4670.90'	4666.06'	4.84'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
23	RD(IN)_10_FEET_ADDED	4659.99'	4670.30'	4661.29'	9.01'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
37	RD(IN)_10_FEET_ADDED	4659.58'	4670.20'	4661.29'	8.91'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
50	FENCE_SPOT_HEIGHT	4660.96'	4668.90'	4666.07'	2.84'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
57	FENCE_SPOT_HEIGHT	4659.60'	4666.60'	4661.34'	5.26'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
64	RD(IN)_10_FEET_ADDED	4655.61'	4666.00'	4663.80'	2.20'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
65	RD(IN)_10_FEET_ADDED	4655.91'	4665.80'	4666.12'	-0.32'		
66	RD(IN)_10_FEET_ADDED	4655.47'	4665.80'	4666.11'	-0.31'		
67	RD(IN)_10_FEET_ADDED	4655.41'	4665.50'	4664.08'	1.42'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
69	FENCE_SPOT_HEIGHT	4656.24'	4663.30'	4663.66'	-0.36'		
81	TREETOP	4656.30'	4725.90'	4702.19'	23.71'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
82	RD(IN)_10_FEET_ADDED	4655.57'	4666.00'	4663.79'	2.21'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
83	RD(IN)_10_FEET_ADDED	4655.39'	4665.50'	4664.08'	1.42'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
90	RD(IN)_10_FEET_ADDED	4662.24'	4671.90'	4667.23'	4.67'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*
93	RD(IN)_10_FEET_ADDED	4661.83'	4670.90'	4667.66'	3.24'	RUNWAY END 10 DEPARTURE	TO BE LIT/REMOVED*

DEPARTURE SURFACE ROAD INTERSECTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING DEPARTURE SURFACE ELEVATION	EXISTING DEPARTURE PENETRATION	SURFACE PENETRATED	DISPOSITION
500	ROAD +10'	4661.18'	4671.18'	4734.66'	-63.68'		
501	ROAD +10'	4660.50'	4670.50'	4716.45'	-47.96'		
502	ROAD +10'	4657.92'	4667.92'	4686.37'	-18.45'		
503	ROAD +10'	4659.99'	4669.99'	4688.99'	-19.00'		
518	ROAD +10'	4656.34'	4666.34'	4666.11'	0.17'	RUNWAY 10 DEPARTURE	TO BE LIT/REMOVED*
519	ROAD +10'	4654.67'	4664.67'	4680.32'	-15.65'		
520	ROAD +10'	4657.68'	4667.68'	4729.46'	-61.78'		
521	ROAD +10'	4667.88'	4677.88'	4735.83'	-57.96'		
522	ROAD +10'	4665.30'	4675.30'	4741.06'	-65.78'		
541	ROAD +10'	4660.08'	4670.08'	4689.98'	-19.90'		

*FINAL DETERMINATION PENDING FAA AERONAUTICAL STUDY



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DR: R.L.B.
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APP: D.F.N.

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1	S.V.B.	12/14/16	FINAL

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AIRPORT
LAYOUT PLAN

RUNWAY DEPARTURE SURFACE DRAWING
RUNWAY 10

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016

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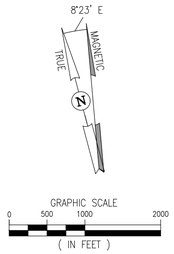


DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

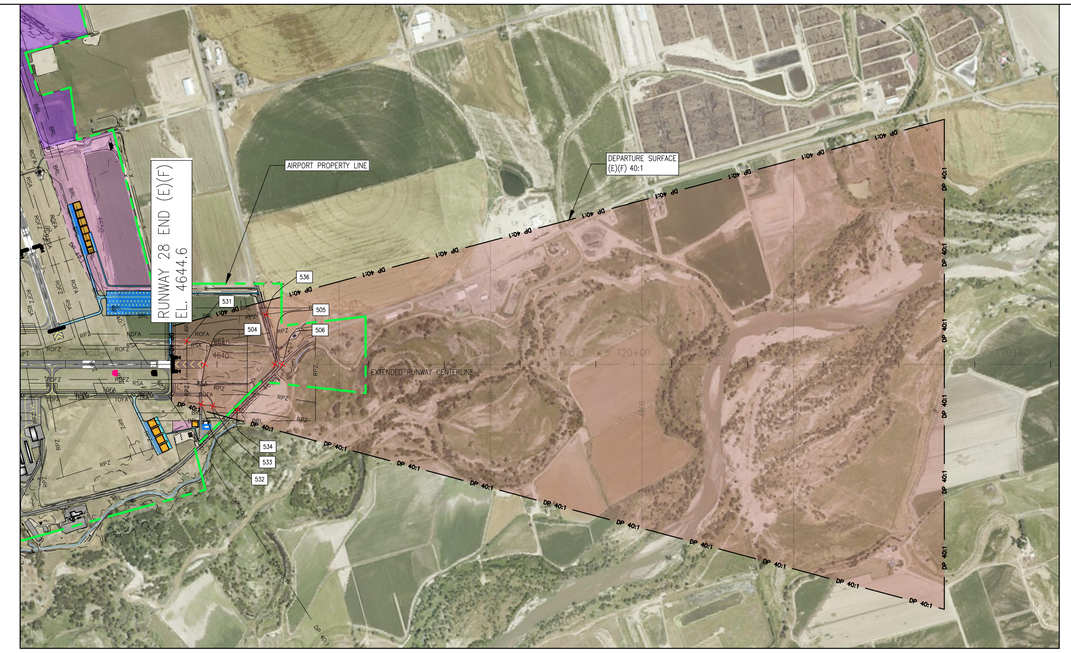
PROFILE
HORIZ: 1" = 1000'
VERT: 1" = 100'

NOTES:

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

SOURCE:

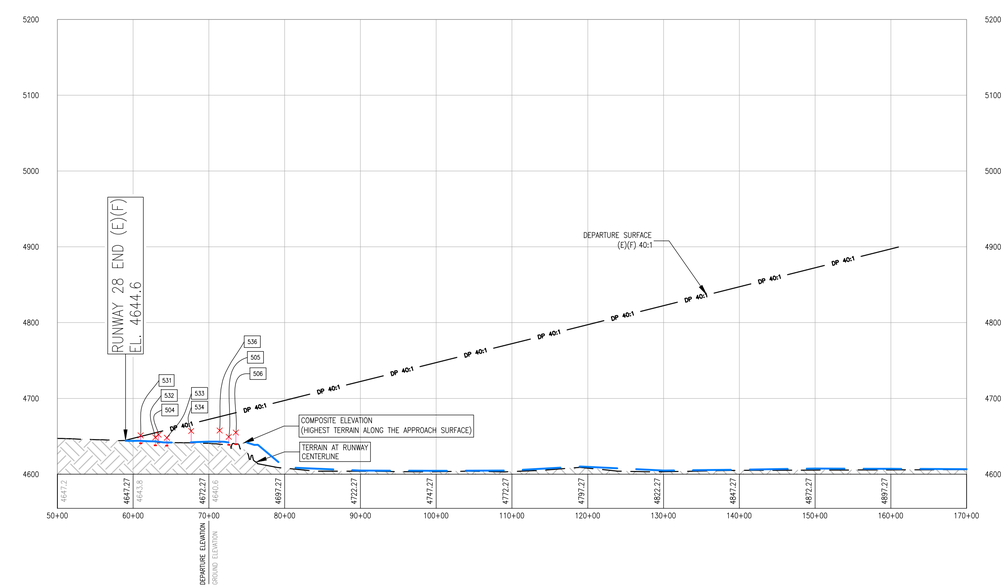
1. THE OBSTRUCTION DATA SHOWN WAS SURVEYED AND COMPILED BY MARTINEZ GEOSPATIAL IN 2014.
2. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.



DEPARTURE SURFACE ROAD INTERSECTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING DEPARTURE SURFACE ELEVATION	EXISTING DEPARTURE PENETRATION	SURFACE PENETRATED	DISPOSITION
504	ROAD +10'	4642.11'	4652.11'	4655.65'	-3.58'		
505	ROAD +10'	4639.24'	4649.24'	4678.83'	-29.59'		
506	ROAD +15'	4639.97'	4654.97'	4681.16'	-26.19'		
531	ROAD +10'	4641.19'	4651.19'	4649.75'	1.44'	RUNWAY 28 DEPARTURE	TO BE LIT/REMOVED*
532	ROAD +10'	4638.48'	4648.48'	4654.61'	-6.13'		
533	ROAD +10'	4638.12'	4648.12'	4658.41'	-10.29'		
534	ROAD +15'	4641.92'	4656.92'	4666.43'	-9.51'		
536	ROAD +15'	4642.57'	4657.57'	4675.83'	-18.26'		

*FINAL DETERMINATION PENDING FAA AERONAUTICAL STUDY



DES: S.V.B.	ISSUE RECORD				AIRPORT LAYOUT PLAN	RUNWAY DEPARTURE SURFACE DRAWING RUNWAY 28	SHEET NO. 17 of 21
DR: R.L.B.	NO.	BY	DATE	DESCRIPTION		JVIATION PROJ. NO. 2013.GXY.02	DATE: DECEMBER, 2016
CH: S.V.B.	1	S.V.B.	12/14/16	FINAL			
APP: D.F.N.	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 NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN 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 OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.						

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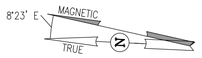


GRAPHIC SCALE

0 500 1000 2000

(IN FEET)

DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

PROFILE
HORIZ: 1" = 1000'
VERT: 1" = 100'

NOTES:

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

SOURCE:

1. THE OBSTRUCTION DATA SHOWN WAS SURVEYED AND COMPILED BY MARTINEZ GEOSPATIAL IN 2014.
2. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

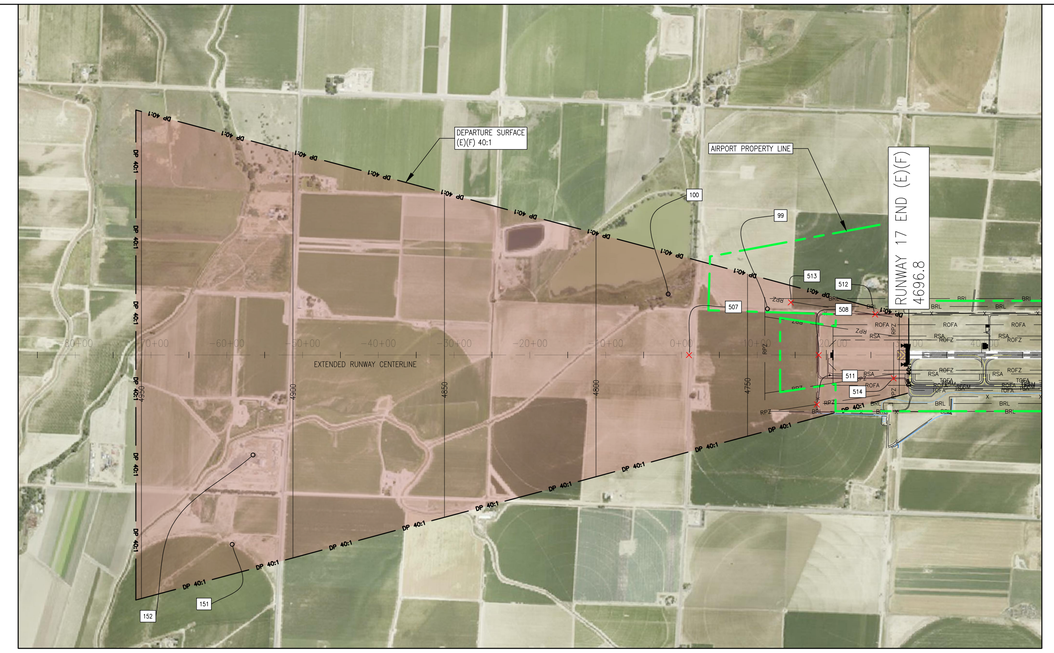
DEPARTURE SURFACE OBSTRUCTION TABLE

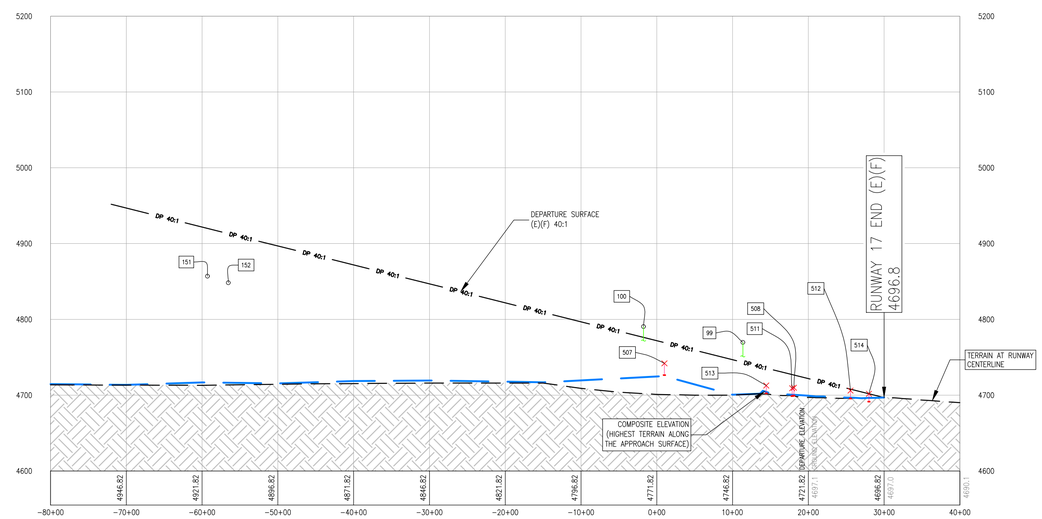
NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING DEPARTURE SURFACE ELEVATION	EXISTING DEPARTURE PENETRATION	SURFACE PENETRATED	DISPOSITION
99	TREETOP	NO DATA	4769.60'	4743.42'	26.18'	RUNWAY END 17 DEPARTURE	TO BE LIT/REMOVED*
100	TREETOP	NO DATA	4790.50'	4776.18'	14.32'	RUNWAY END 17 DEPARTURE	TO BE LIT/REMOVED*
151	OIL_RIG_DERRICK	NO DATA	4856.90'	4920.03'	-63.13'		
152	OIL_RIG_DERRICK	NO DATA	4848.30'	4913.17'	-64.87'		

DEPARTURE SURFACE ROAD INTERSECTION TABLE

NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING DEPARTURE SURFACE ELEVATION	EXISTING DEPARTURE PENETRATION	SURFACE PENETRATED	DISPOSITION
507	ROAD +15'	NO DATA	NO DATA	4769.30'	NO DATA		
508	ROAD +10'	4699.84'	4709.84'	4726.57'	-16.73'		
511	ROAD +10'	4699.14'	4709.14'	4727.15'	-18.00'		
512	ROAD +10'	4695.99'	4705.99'	4707.90'	-1.91'		
513	ROAD +10'	4702.72'	4712.72'	4735.71'	-22.99'		
514	ROAD +10'	4691.83'	4701.83'	4701.82'	0.00'		

*FINAL DETERMINATION PENDING FAA AERONAUTICAL STUDY





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AIRPORT LAYOUT PLAN

RUNWAY DEPARTURE SURFACE DRAWING
RUNWAY 17

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016

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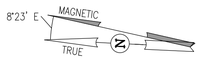


GRAPHIC SCALE

0 500 1000 2000

(IN FEET)

DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

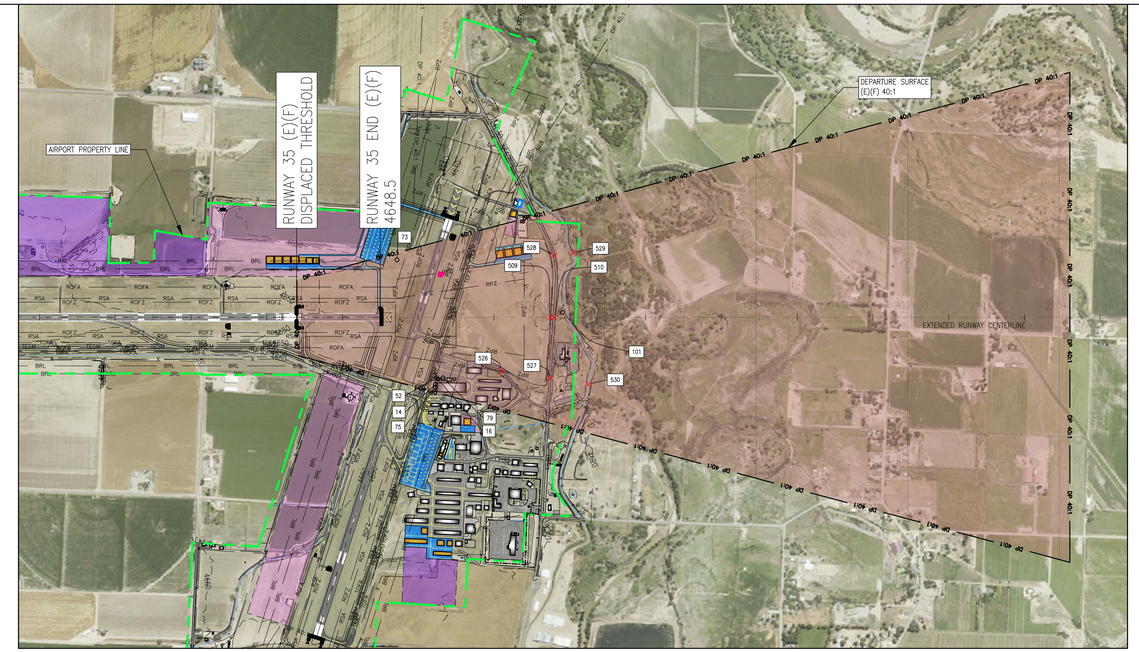
PROFILE
HORIZ: 1" = 1000'
VERT: 1" = 100'

NOTES:

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

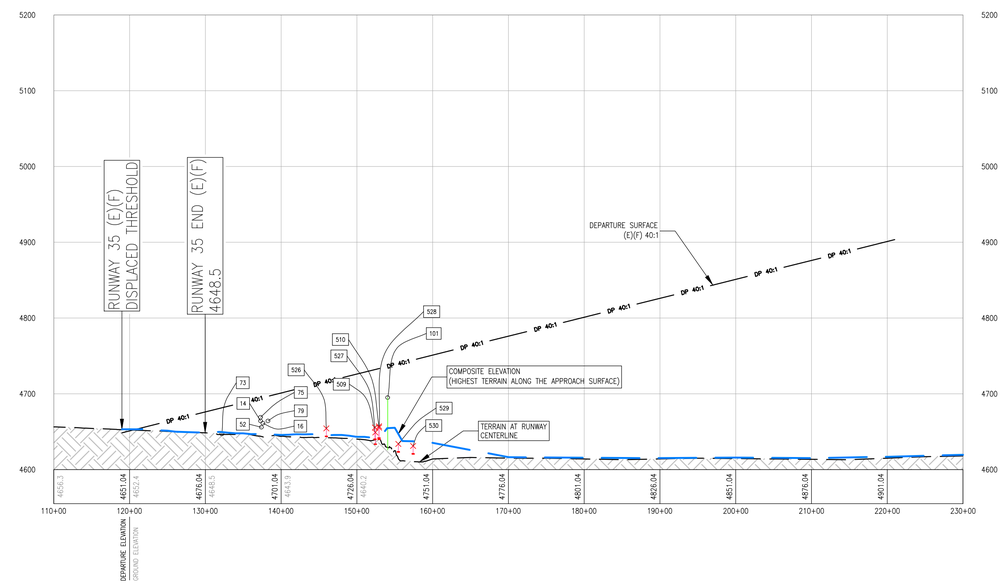
SOURCE:

1. THE OBSTRUCTION DATA SHOWN WAS SURVEYED AND COMPILED BY MARTINEZ GEOSPATIAL IN 2014.
2. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.



DEPARTURE SURFACE OBSTRUCTION TABLE							
NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING DEPARTURE SURFACE ELEVATION	EXISTING DEPARTURE PENETRATION	SURFACE PENETRATED	DISPOSITION
14	BLDG_PEAK_ELEV	4645.91'	4664.10'	4694.25'	-30.15'		
16	AFFIXED_BLDG_OBJECT	4646.37'	4661.10'	4695.06'	-33.96'		
52	BLDG_PEAK_ELEV	4646.21'	4655.99'	4694.55'	-38.65'		
73	GRD	4647.00'	4647.40'	4681.51'	-34.11'		
75	AFFIXED_BLDG_OBJECT	4645.95'	4669.00'	4694.26'	-25.26'		
79	AFFIXED_BLDG_OBJECT	4646.38'	4664.20'	4696.72'	-32.52'		
101	TREETOP	4625.81'	4695.00'	4736.20'	-41.20'		

DEPARTURE SURFACE ROAD INTERSECTION TABLE							
NO.	OBJECT TYPE	GROUND ELEVATION	OBJECT ELEVATION	EXISTING DEPARTURE SURFACE ELEVATION	EXISTING DEPARTURE PENETRATION	SURFACE PENETRATED	DISPOSITION
509	ROAD +15'	4639.05'	4654.05'	4732.1148	-78.06		
510	ROAD +15'	4642.13'	4657.13'	4733.3353	-76.21		
526	ROAD +10'	4644.34'	4654.34'	4715.96'	-61.61		
527	ROAD +15'	4640.41'	4655.41'	4732.00'	-76.59		
528	ROAD +15'	4640.44'	4655.44'	4733.34'	-77.90		
529	ROAD +10'	4623.80'	4633.80'	4739.71'	-105.91		
530	ROAD +10'	4621.13'	4631.13'	4744.59'	-113.46		



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AIRPORT
LAYOUT PLAN

RUNWAY DEPARTURE SURFACE DRAWING
RUNWAY 35

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016

LEGEND

AP	AIRPORT PROPERTY	I	INDUSTRIAL HIGH INTENSITY
AG	OPEN SPACE/AGRICULTURAL	C	COMMERCIAL
I	INDUSTRIAL	FW	RIVER/FLOODWAY

EXISTING 2013 65 DNL NOISE CONTOUR

NOTES

1. LAND USE INFORMATION WAS OBTAINED FROM GOOGLE EARTH AERIAL IMAGERY AND SITE VISIT.

SOURCE

1. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.
2. PARCEL INFORMATION OBTAINED FROM THE CITY OF GREELEY OFFICIAL 2015 ZONING MAP

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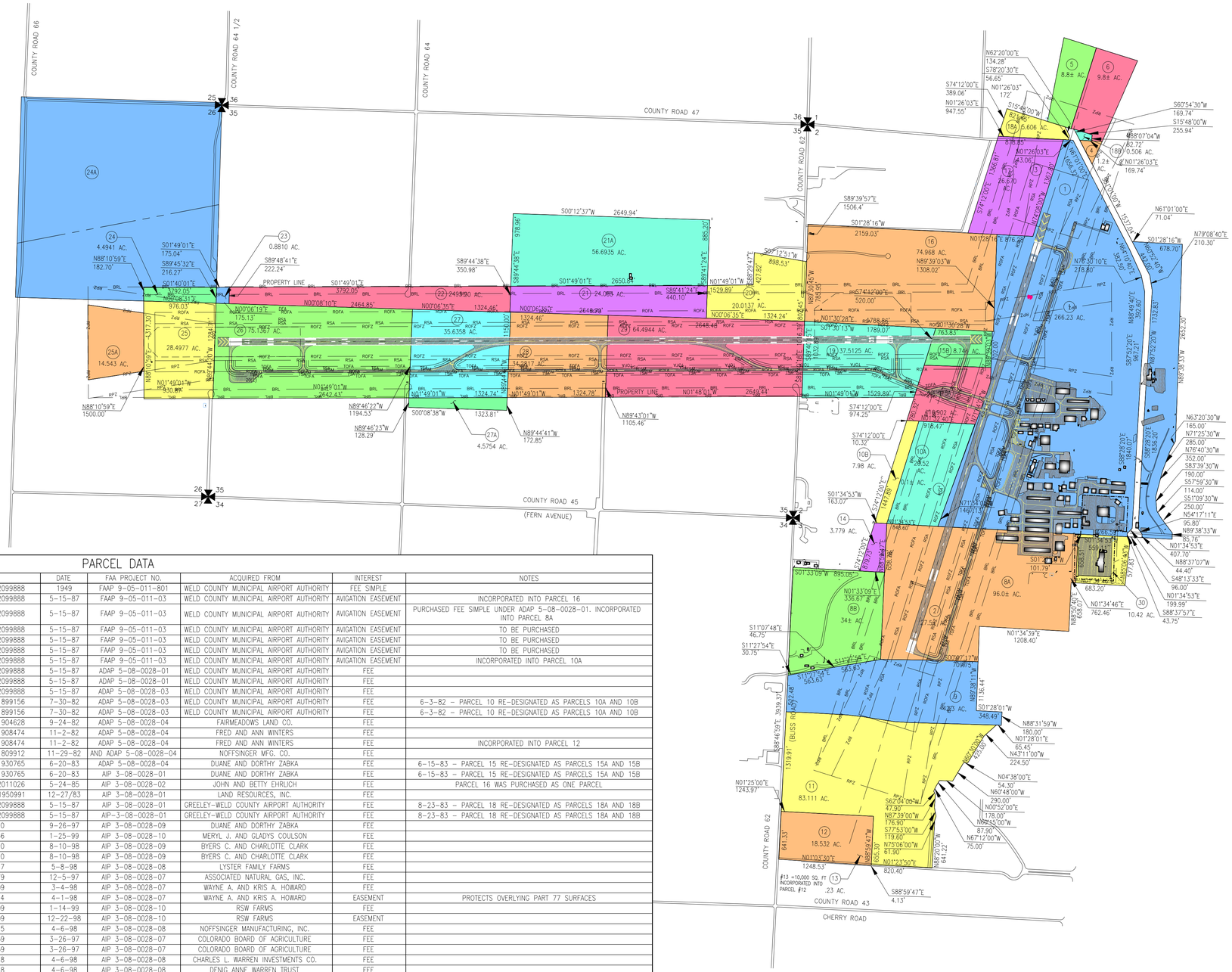
AIRPORT LAYOUT PLAN

LAND USE PLAN

JVIATION PROJ. NO. 2013.GXY.02

DATE: DECEMBER, 2016



PARCEL DATA

PARCEL	ACRES	AVIATION USE	RECORDING DATA	DATE	FAA PROJECT NO.	ACQUIRED FROM	INTEREST	NOTES
1	266.23	AIRFIELD	BOOK 1156 RECEPTION 02099888	1949	FAAP 9-05-011-801	WELD COUNTY MUNICIPAL AIRPORT AUTHORITY	FEE SIMPLE	
2	27.5±	AIRFIELD	BOOK 1156 RECEPTION 02099888	5-15-87	FAAP 9-05-011-03	WELD COUNTY MUNICIPAL AIRPORT AUTHORITY	AVIGATION EASEMENT	INCORPORATED INTO PARCEL 16
3	1.6±	APPROACH PROTECTION	BOOK 1156 RECEPTION 02099888	5-15-87	FAAP 9-05-011-03	WELD COUNTY MUNICIPAL AIRPORT AUTHORITY	AVIGATION EASEMENT	PURCHASED FEE SIMPLE UNDER ADAP 5-08-0028-01. INCORPORATED INTO PARCEL 8A
4	1.2±	APPROACH PROTECTION	BOOK 1156 RECEPTION 02099888	5-15-87	FAAP 9-05-011-03	WELD COUNTY MUNICIPAL AIRPORT AUTHORITY	AVIGATION EASEMENT	TO BE PURCHASED
5	8.8±	APPROACH PROTECTION	BOOK 1156 RECEPTION 02099888	5-15-87	FAAP 9-05-011-03	WELD COUNTY MUNICIPAL AIRPORT AUTHORITY	AVIGATION EASEMENT	TO BE PURCHASED
6	9.8±	APPROACH PROTECTION	BOOK 1156 RECEPTION 02099888	5-15-87	FAAP 9-05-011-03	WELD COUNTY MUNICIPAL AIRPORT AUTHORITY	AVIGATION EASEMENT	TO BE PURCHASED
7	0.1±	AIRFIELD	BOOK 1156 RECEPTION 02099888	5-15-87	FAAP 9-05-011-03	WELD COUNTY MUNICIPAL AIRPORT AUTHORITY	AVIGATION EASEMENT	INCORPORATED INTO PARCEL 10A
8A	96±	AIRFIELD	BOOK 1156 RECEPTION 02099888	5-15-87	ADAP 5-08-0028-01	WELD COUNTY MUNICIPAL AIRPORT AUTHORITY	FEE	
8B	34±	APPROACH PROTECTION	BOOK 1156 RECEPTION 02099888	5-15-87	ADAP 5-08-0028-01	WELD COUNTY MUNICIPAL AIRPORT AUTHORITY	FEE	
9	42.704	APPROACH PROTECTION	BOOK 1156 RECEPTION 02099888	5-15-87	ADAP 5-08-0028-03	WELD COUNTY MUNICIPAL AIRPORT AUTHORITY	FEE	
10A	20.52	AIRFIELD	BOOK 0973 RECEPTION 01899156	7-30-82	ADAP 5-08-0028-03	WELD COUNTY MUNICIPAL AIRPORT AUTHORITY	FEE	6-3-82 – PARCEL 10 RE-DESIGNATED AS PARCELS 10A AND 10B
10B	7.98	AIRFIELD	BOOK 0973 RECEPTION 01899156	7-30-82	ADAP 5-08-0028-03	WELD COUNTY MUNICIPAL AIRPORT AUTHORITY	FEE	6-3-82 – PARCEL 10 RE-DESIGNATED AS PARCELS 10A AND 10B
11	83.111	APPROACH PROTECTION	BOOK 0978 RECEPTION 01904628	9-24-82	ADAP 5-08-0028-04	FAIRMEADOWS LAND CO.	FEE	
12	18.532	APPROACH PROTECTION	BOOK 0981 RECEPTION 01908474	11-2-82	ADAP 5-08-0028-04	FRED AND ANN WINTERS	FEE	
13	0.230	APPROACH PROTECTION	BOOK 0981 RECEPTION 01908474	11-2-82	ADAP 5-08-0028-04	FRED AND ANN WINTERS	FEE	INCORPORATED INTO PARCEL 12
14	3.779	AIRFIELD	BOOK 0982 RECEPTION 01809912	11-29-82	AND ADAP 5-08-0028-04	NOFFSINGER MFG. CO.	FEE	
15A	16.902	AIRFIELD	BOOK 0999 RECEPTION 01930765	6-20-83	ADAP 5-08-0028-04	DUANE AND DORTHY ZABKA	FEE	6-15-83 – PARCEL 15 RE-DESIGNATED AS PARCELS 15A AND 15B
15B	8.746	AIRFIELD	BOOK 0999 RECEPTION 01930765	6-20-83	AIP 3-08-0028-01	DUANE AND DORTHY ZABKA	FEE	6-15-83 – PARCEL 15 RE-DESIGNATED AS PARCELS 15A AND 15B
16	74.968	AIRFIELD	BOOK 1070 RECEPTION 02011026	5-24-85	AIP 3-08-0028-02	JOHN AND BETTY EHRLICH	FEE	PARCEL 16 WAS PURCHASED AS ONE PARCEL
17	26.670	APPROACH PROTECTION	BOOK 1016 RECEPTION 01950991	12-27/83	AIP 3-08-0028-01	LAND RESOURCES, INC.	FEE	
18A	5.606	APPROACH PROTECTION	BOOK 1156 RECEPTION 02099888	5-15-87	AIP 3-08-0028-01	GREELEY-WELD COUNTY AIRPORT AUTHORITY	FEE	8-23-83 – PARCEL 18 RE-DESIGNATED AS PARCELS 18A AND 18B
18B	0.506	APPROACH PROTECTION	BOOK 1156 RECEPTION 02099888	5-15-87	AIP-3-08-0028-01	GREELEY-WELD COUNTY AIRPORT AUTHORITY	FEE	8-23-83 – PARCEL 18 RE-DESIGNATED AS PARCELS 18A AND 18B
19	37.5125	AIRFIELD	RECEPTION 02570990	9-26-97	AIP 3-08-0028-09	DUANE AND DORTHY ZABKA	FEE	
20	20.0137	AIRFIELD/APPROACH PROTECTION	RECEPTION 02684136	1-25-99	AIP 3-08-0028-10	MERYL J. AND GLADYS COULSON	FEE	
21	24.053	AIRFIELD	RECEPTION 02632090	8-10-98	AIP 3-08-0028-09	BYERS C. AND CHARLOTTE CLARK	FEE	
21A	56.6935	AIRFIELD	RECEPTION 02632090	8-10-98	AIP 3-08-0028-09	BYERS C. AND CHARLOTTE CLARK	FEE	
22	24.9520	AIRFIELD	RECEPTION 02611617	5-8-98	AIP 3-08-0028-08	LYSTER FAMILY FARMS	FEE	
23	0.8810	APPROACH PROTECTION	RECEPTION 02582779	12-5-97	AIP 3-08-0028-07	ASSOCIATED NATURAL GAS, INC.	FEE	
24	4.4941	APPROACH PROTECTION	RECEPTION 02598009	3-4-98	AIP 3-08-0028-07	WAYNE A. AND KRIS A. HOWARD	FEE	
24A		APPROACH PROTECTION	RECEPTION 02603594	4-1-98	AIP 3-08-0028-07	WAYNE A. AND KRIS A. HOWARD	EASEMENT	PROTECTS OVERLYING PART 77 SURFACES
25	28.4977	APPROACH PROTECTION	RECEPTION 02667109	1-14-99	AIP 3-08-0028-10	RSW FARMS	FEE	
25A	14.543	APPROACH PROTECTION	RECEPTION 02667109	12-22-98	AIP 3-08-0028-10	RSW FARMS	EASEMENT	
26	75.1387	AIRFIELD	RECEPTION 02604415	4-6-98	AIP 3-08-0028-08	NOFFSINGER MANUFACTURING, INC.	FEE	
27	35.6356	AIRFIELD	RECEPTION 02539559	3-26-97	AIP 3-08-0028-07	COLORADO BOARD OF AGRICULTURE	FEE	
27A	4.5754	AIRFIELD	RECEPTION 02539559	3-26-97	AIP 3-08-0028-07	COLORADO BOARD OF AGRICULTURE	FEE	
28	34.2817	AIRFIELD	RECEPTION 02604418	4-6-98	AIP 3-08-0028-08	CHARLES L. WARREN INVESTMENTS CO.	FEE	
29	64.4944	AIRFIELD	RECEPTION 02604418	4-6-98	AIP 3-08-0028-08	DENIG ANNE WARREN TRUST	FEE	
30	10.42	DEVELOPMENT	RECEPTION 02610360	5-4-98	---	CITY OF GREELEY	FEE	
31	20.028	APPROACH PROTECTION	RECEPTION 03008812	11-25-02	---	WELD COUNTY SCHOOL DISTRICT NO. 6	AVIGATION EASEMENT	SEE LAND USE PLAN (SHEET 8) FOR LOCATION
32	---	APPROACH PROTECTION	RECEPTION 02928727	2-27-98	---	LEROY AND PHYLLIS JOHNSON	AVIGATION EASEMENT	SEE LAND USE PLAN (SHEET 8) FOR LOCATION
33	---	APPROACH PROTECTION	RECEPTION 03024937	1-17-03	---	BRETT G. & CHRIS ANN REESE	AVIGATION EASEMENT	SEE LAND USE PLAN (SHEET 8) FOR LOCATION
34	---	APPROACH PROTECTION	RECEPTION 02928728	2-27-02	---	MIKE SIGG & DAVE KEISER	AVIGATION EASEMENT	SEE LAND USE PLAN (SHEET 8) FOR LOCATION

8°23' E MAGNETIC TRUE

GRAPHIC SCALE
0 375 750 1,500
(IN FEET)

DATE: MARCH/2015
ANNUAL RATE OF CHANGE: 0° 6' W.
SOURCE: U.S. NGDC

SPONSOR APPROVAL

ACCEPTED: WELD COUNTY

DATE

SOURCE:

THE INFORMATION CONTAINED IN THIS DOCUMENT WAS REPRODUCED FROM THE EXHIBIT "A" BY CARTER BURGESS DATED MARCH 2004. JVIATION, INC. HAS NOT SURVEYED OR VERIFIED THIS INFORMATION

THE SITE PLAN LINE WORK IS BASED ON THE PLANIMETRIC MAPPING INFORMATION COMPILED BY MARTINEZ GEOSPATIAL IN 2014.

E:\Projects\GXY\CAD\ALP\2014\PLANS\
21-GXY-ALP-EXHA.dwg
Dec 14, 2016 - 10:53am
robertbell

JVIATION®

GREELEY-WELD COUNTY AIRPORT™

DES: S.V.B.
DR: R.L.B.
CH: S.V.B.
APP: D.F.N.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION
1	S.V.B.	12/14/16	FINAL

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 NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN 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 OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

EXHIBIT A PROPERTY MAP

JVIATION PROJ. NO.
2013.GXY.02

DATE:
DECEMBER, 2016

SHEET NO.
21 of 21