

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#) - S/D/D/T	42/54/88	No Change		
	STRENGTH BY PCN	16/F/D/X/T	No Change		
	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	
DISPLACED THRESHOLD	16	1,100'	16	No Change	
	34	372'	34	No Change	
DISPLACED THRESHOLD ELEVATIONS	16	523.8'	16	No Change	
	34	503.9'	34	No Change	
RUNWAY TOUCHDOWN ZONE ELEVATIONS	16	523.8'	16	No Change	
	34	520.3'	34	No Change	
RUNWAY HIGH POINT	533.5'	No Change			
RUNWAY LOW POINT	500.8'	No Change			
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	16	150'	No Change	
	ACTUAL	16	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	
RUNWAY PROTECTION ZONE (RPZ) DEPARTURE (Inner Width x Outer Width x Length)	16	500x700x1,000'	16	No Change	
RUNWAY MARKING		16	Non-Precision	16	No Change
		34	Non-Precision [C(NP)]	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		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		400'			No Change
INNER-APPROACH OFZ LENGTH (For Runways w/ Approach Lighting System, Begins 200' from Runway End @ 50:1)		16	N/A	16	No Change
		34	N/A	34	No Change
INNER-APPROACH OFZ WIDTH		N/A			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 150/5030-13A, 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 instrument 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.
	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

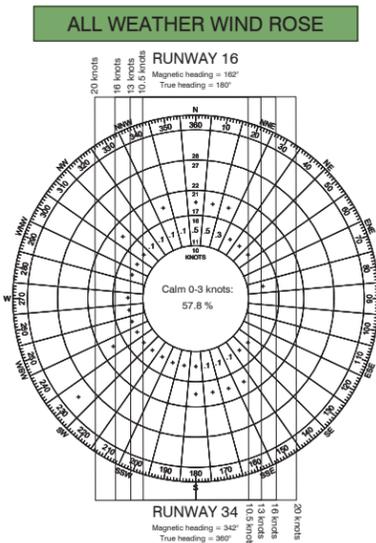
AIRPORT DATA			
		EXISTING	FUTURE
		AIRPORT IDENTIFIER	
AIRPORT REFERENCE CODE		B-II	No Change
MEAN MAX. TEMP. (Hottest Month)	(b)	85.5° F (July)	No Change
AIRPORT ELEVATION (Above Mean Sea Level)		533.5'	No Change
AIRPORT NAVIGATIONAL AIDS	(a)	PAPI, REILs	No Change
AIRPORT REFERENCE POINT	LATITUDE	43° 14' 21.6102" N	No Change
	LONGITUDE	123° 21' 21.0569" W	No Change
MISCELLANEOUS FACILITIES	(a)	100LL, Jet A, Tie-downs, Primary Wind Cone, ASOS	Supplemental Wind Cone
CRITICAL AIRCRAFT		Cessna Citation XLS	No Change
MAGNETIC DECLINATION	(e)	14° 49' East (±0° 21') MAY 2019	Moving 0° 5' West / Year
NPIAS SERVICE LEVEL		Regional	No Change
STATE SERVICE LEVEL		Category III: Regional GA	No Change
AIRPORT ACREAGE	(f)	Fee Simple	187 acres
		Aviation Easement	11.5 acres

TAXIWAY DATA															
		A (N2)		A1 (T1)		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								
AIRCRAFT DESIGN GROUP		II	No Change	N/A	II	II	No Change								
WIDTH		35'	No Change	N/A	35'	100'	35'	36'	No Change	36'	No Change	35'	100'	35'	100'
TAXIWAY SAFETY AREA WIDTH		79'	No Change	N/A	79'	79'	No Change								
TAXIWAY EDGE SAFETY MARGIN		7.5'	No Change	N/A	7.5'	7.5'	No Change								
TAXIWAY OBJECT FREE AREA WIDTH		131'	No Change	N/A	131'	131'	No Change								
DISTANCE FROM TWY. C to FIXED/MOVABLE OBJECT		65.5'	No Change	N/A	65.5'	65.5'	No Change								
TAXIWAY WING TIP CLEARANCE		26'	No Change	N/A	26'	26'	No Change								
DISTANCE FROM RUNWAY C to TAXIWAY C		240'	No Change	N/A	240'	240'	No Change								
TAXIWAY LIGHTING		Medium	No Change	N/A	Medium	Medium	No Change								
DISTANCE FROM RUNWAY C to HOLD BARS		N/A	No Change	N/A	N/A	N/A	No Change								

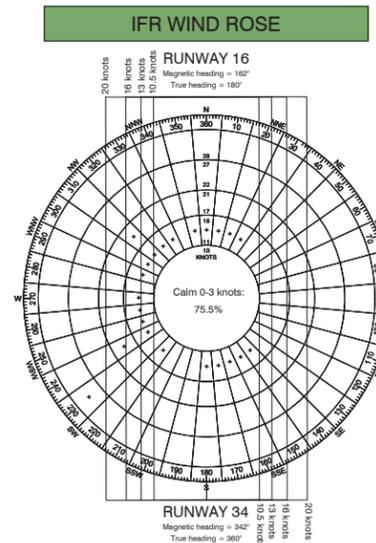
NOTES:
(T1) Future Taxiway Connector

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

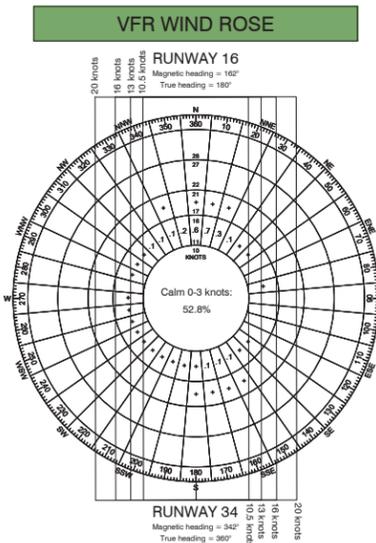
MODIFICATION TO STANDARDS			
APPROVAL DATE	AIRSPACE CASE NO.	STANDARD TO BE MODIFIED	DESCRIPTION
PENDING APPROVAL	PENDING SUBMITTAL	ROFA	PENDING SUBMITTAL



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: 24,591				



VFR WIND COVERAGE				
RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
16-34	99.85%	99.96%	100.00%	100.00%
Number of Observations: 87,088				

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).

- ### 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.
 - All Navigational Aids and Miscellaneous Facilities are owned by the Airport.
 - Temperature data source: Western Regional Climate Center, Station ID: Eugene, Oregon (726930).
 - Existing pavement design strength source: 5010 Master Record and Airport AVN Data Sheet and comments from Airport.
 - The ASOS has a Critical Area of 500 feet.
 - Magnetic Declination source: National Geophysical Data Center.
 - Airport Property Boundary Source: Approved 2015 ALP. Property lines and acreages retained from previous ALP.



The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (AIP #103-41-0054-029) 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.

ROSEBURG REGIONAL AIRPORT AIRPORT LAYOUT PLAN

City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

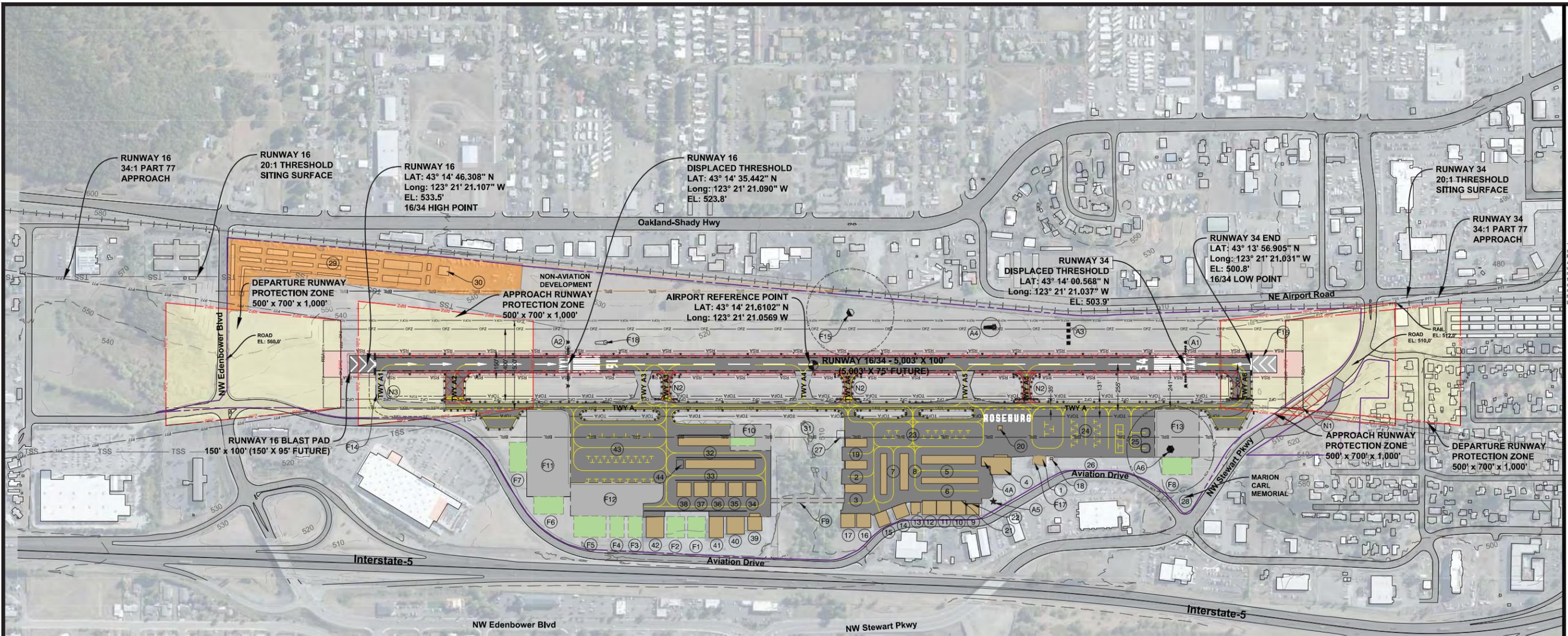
DATE	DESCRIPTION	BY	CHKD
03/15/18	Initial Design	MJM	MJM
05/15/18	Revisions	MJM	MJM
12/15/18	Final Design	MJM	MJM

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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**ROSEBURG REGIONAL AIRPORT
AIRPORT LAYOUT PLAN**

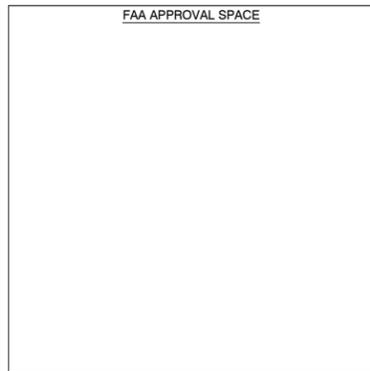
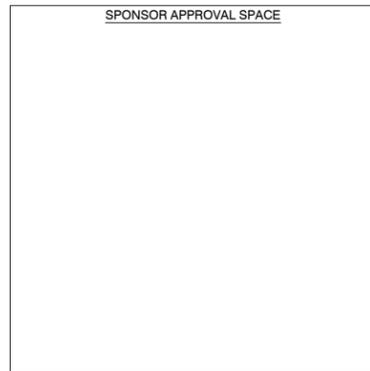
City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

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		N/A
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-Hangars (Single)	526	(24) Aircraft Tiedown Apron	507
(3) H T-Hangars (Single)	525	(25) Helicopter Parking	503
(4) FBO (2251)	541	(26) Auto Parking	506
(AA) Lear Hangar (2251A)	541	(27) Aircraft Wash Rack	513
(5) B T-Hangars (Single)	528	(28) Marion Carl Memorial	500
(6) C T-Hangars (Single)	527	(29) Mini Storage Facility (Leased)	580
(7) D T-Hangars (Twin)	528	(30) Shop (Leased)	567
(8) E T-Hangars (Single)	532	(31) Fish Passage	498
(9) Corporate Hangar (2311)	543	(32) J T-Hangars (Twin)	534
(10) Corporate Hangar (2321)	534	(33) I T-Hangars (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-Hangars	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-Hangars 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

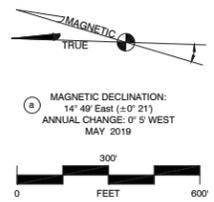
- ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, "Airport Design", 150/5070-6A, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."
- All coordinates 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.

NON-STANDARD CONDITIONS	
EXISTING CONDITION	DISPOSITION
(N1) The ROFA at the South End of Runway 34 does not meet standards. A portion of NW Stewart Parkway lies within the ROFA.	Reroute road outside ROFA when NW Stewart Parkway needs improvement.
(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



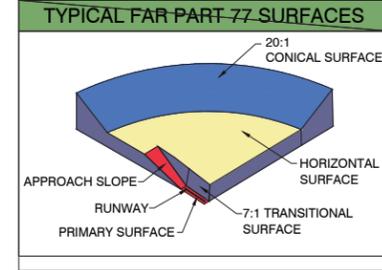
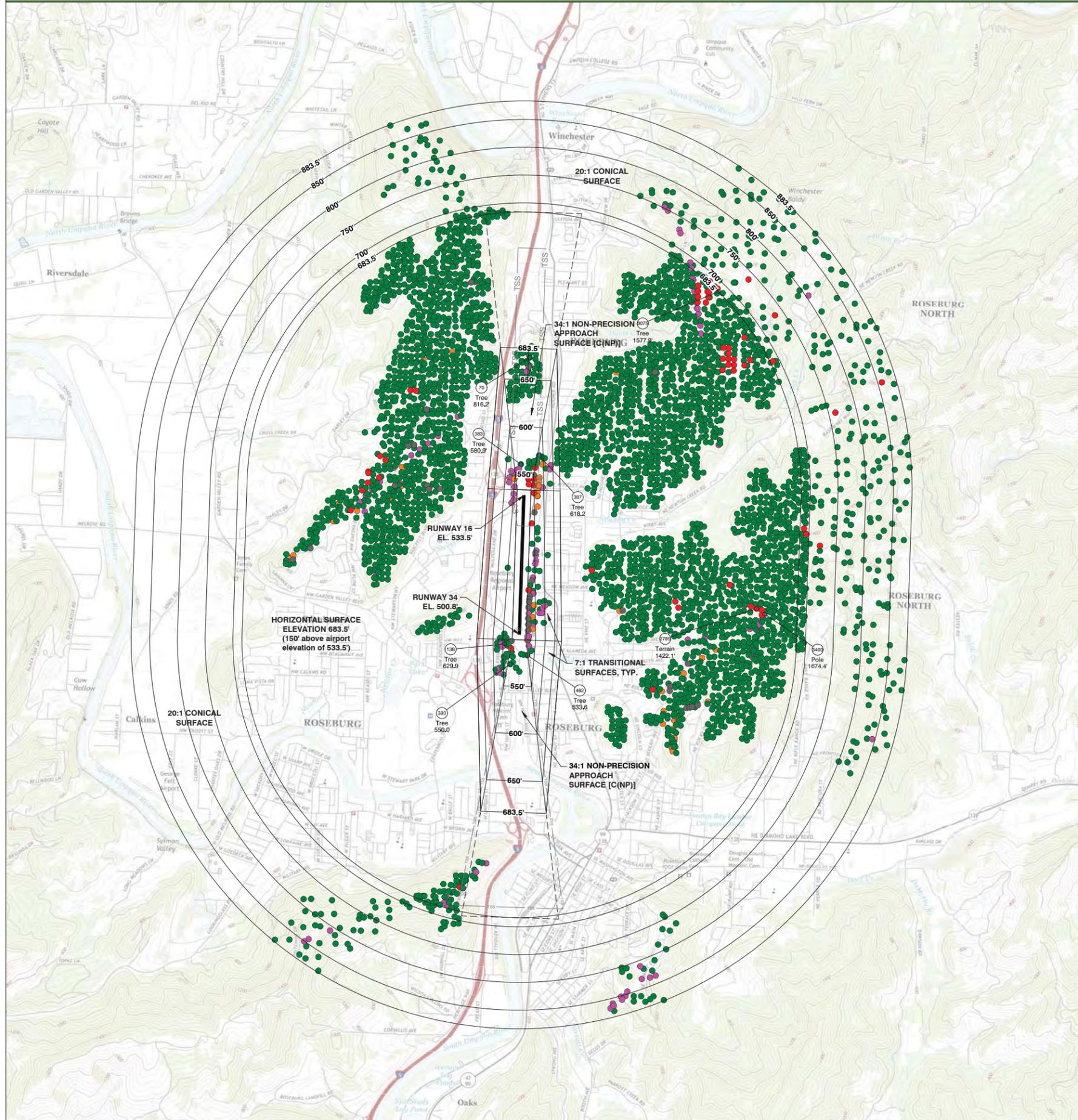
REVISIONS	
DATE	DESCRIPTION
08/15/19	1. Initial Issue
09/11/19	2. Updated May 2019 ALP Update
12/18/19	3. 2018 Master Plan - ALP Update

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

AIRPORT LAYOUT PLAN

SHEET NO.

PART 77 PLAN



- 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

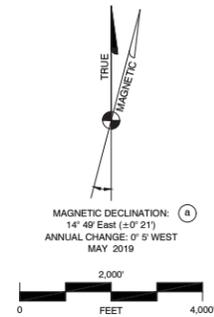
	APPROACHES		PRIMARY	TRANSITION	HORIZONTAL	CONICAL
	16	34				
# TREES / VEGETATION THAT PENETRATE PART 77 SURFACE	66	9	0	57	3,297	512
# TERRAIN THAT PENETRATE PART 77 SURFACE	3	1	0	5	42	11
# BUILDINGS THAT PENETRATE PART 77 SURFACE	0	0	0	13	39	0
# TOWERS / POLES THAT PENETRATE PART 77 SURFACE	7	0	0	31	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	1074.4	Horizontal	883.5	950.0	Object Not Under Surface	--	Light
3375	Tree	1577.3	Horizontal	883.5	893.8	Object Not Under Surface	--	Remove
2785	Terrain	1412.1	Horizontal	883.5	758.6	Object Not Under Surface	--	Remove
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	-16.8	Remove
390	Tree	555.0	RWY 34 Approach	526.8	28.1	566.8	-11.8	Remove
70	Tree	876.2	RWY 16 Approach	673.7	142.5	827.1	-10.9	Remove
383	Tree	580.9	RWY 16 Approach	500.4	20.0	634.5	-53.5	Remove

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



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

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

REVISIONS

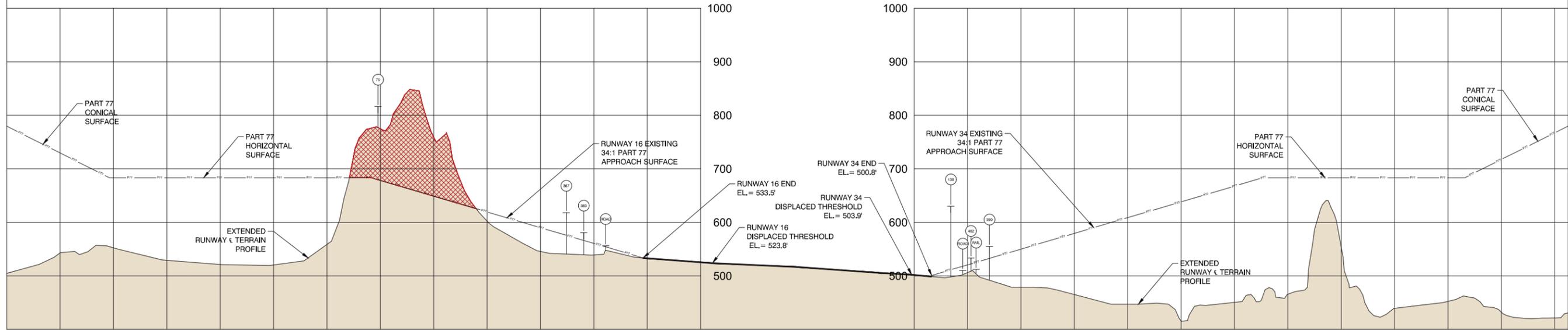
NO.	DESCRIPTION	DATE	BY	CHKD.
1	Issue for Review	08/15/19	MSH	MSH
2	Update for 2019 ALP Update	12/15/19	MSH	MSH
3	2018 Master Plan - ALP Update			

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

**PART 77
AIRSPACE
PLAN**

X:\1821200\170097\3\170097\1\1119 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.



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



The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (AIP #103-41-0054-029) 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.

ROSEBURG REGIONAL AIRPORT
AIRPORT LAYOUT PLAN

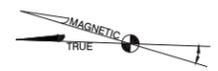
City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

NO.	DATE	BY	DESCRIPTION
1	08/15/19	M&H	Initial Design
2	10/15/19	M&H	Revised Aug. 2019 ALP Update
3	12/19/19	M&H	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

PART 77 PROFILES

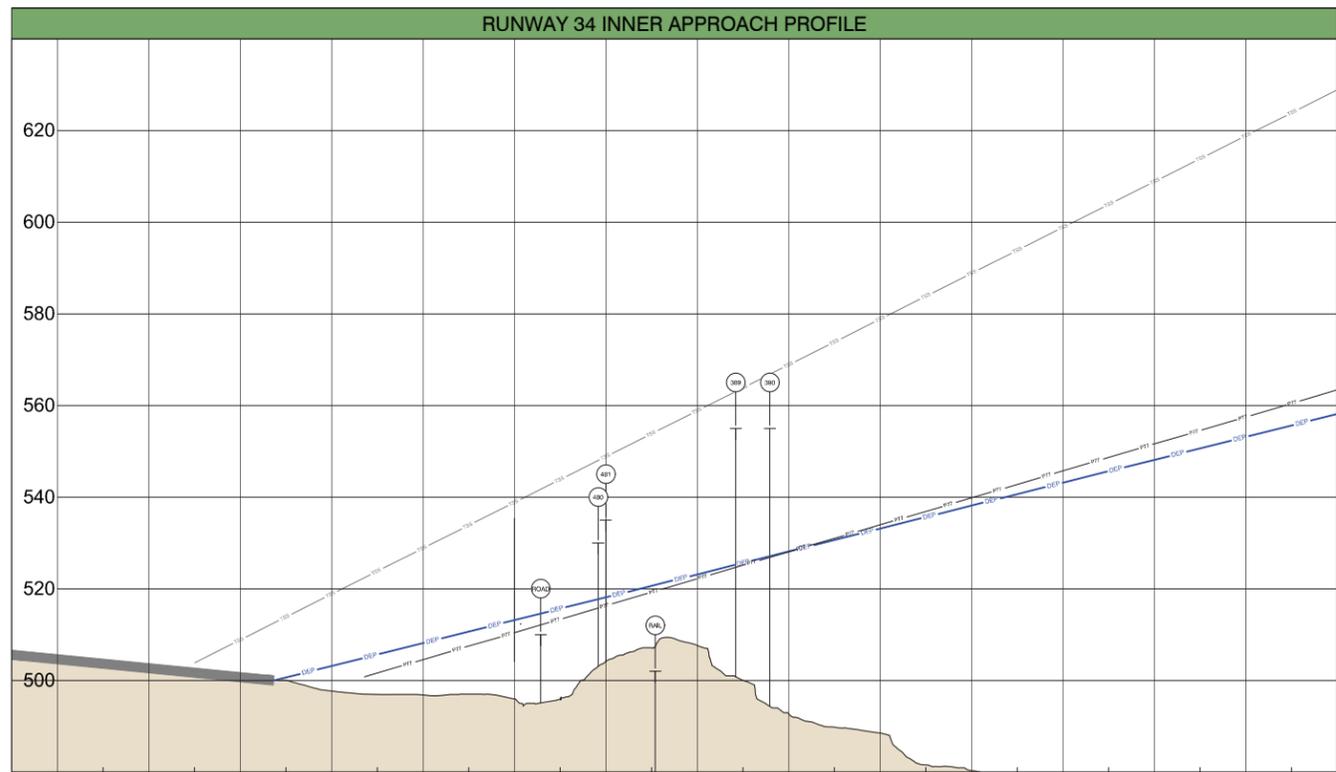
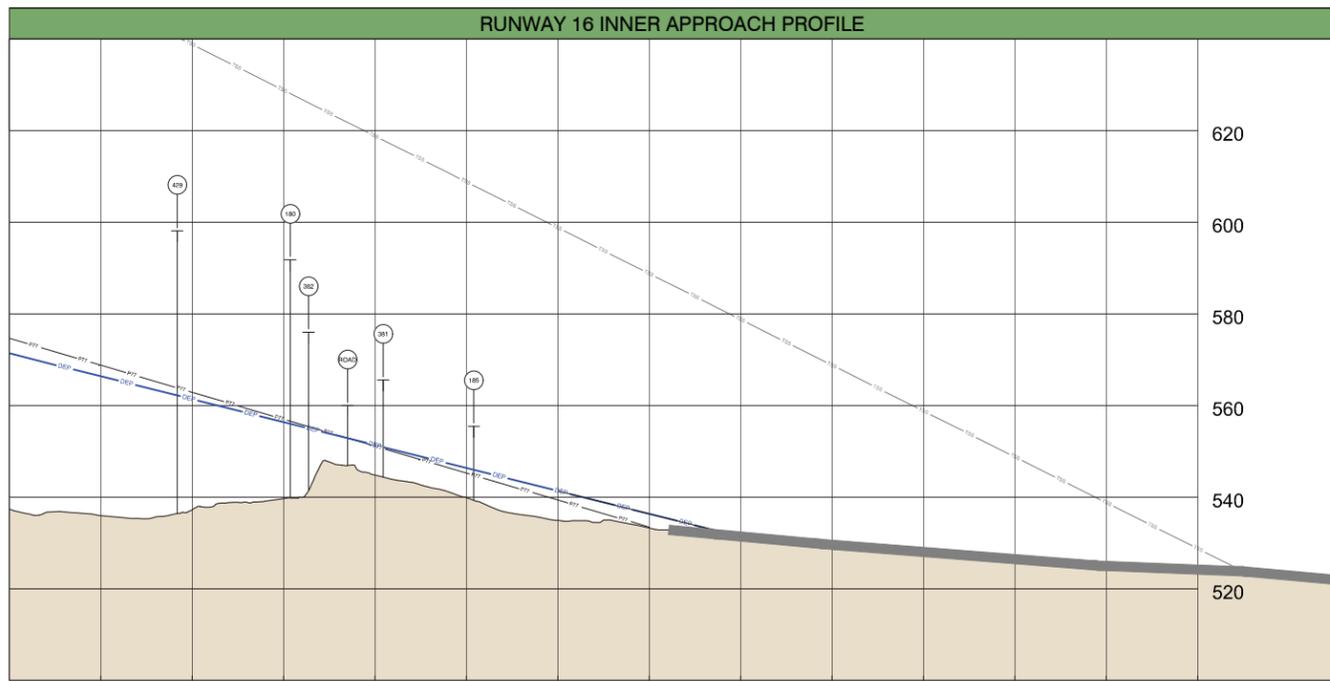
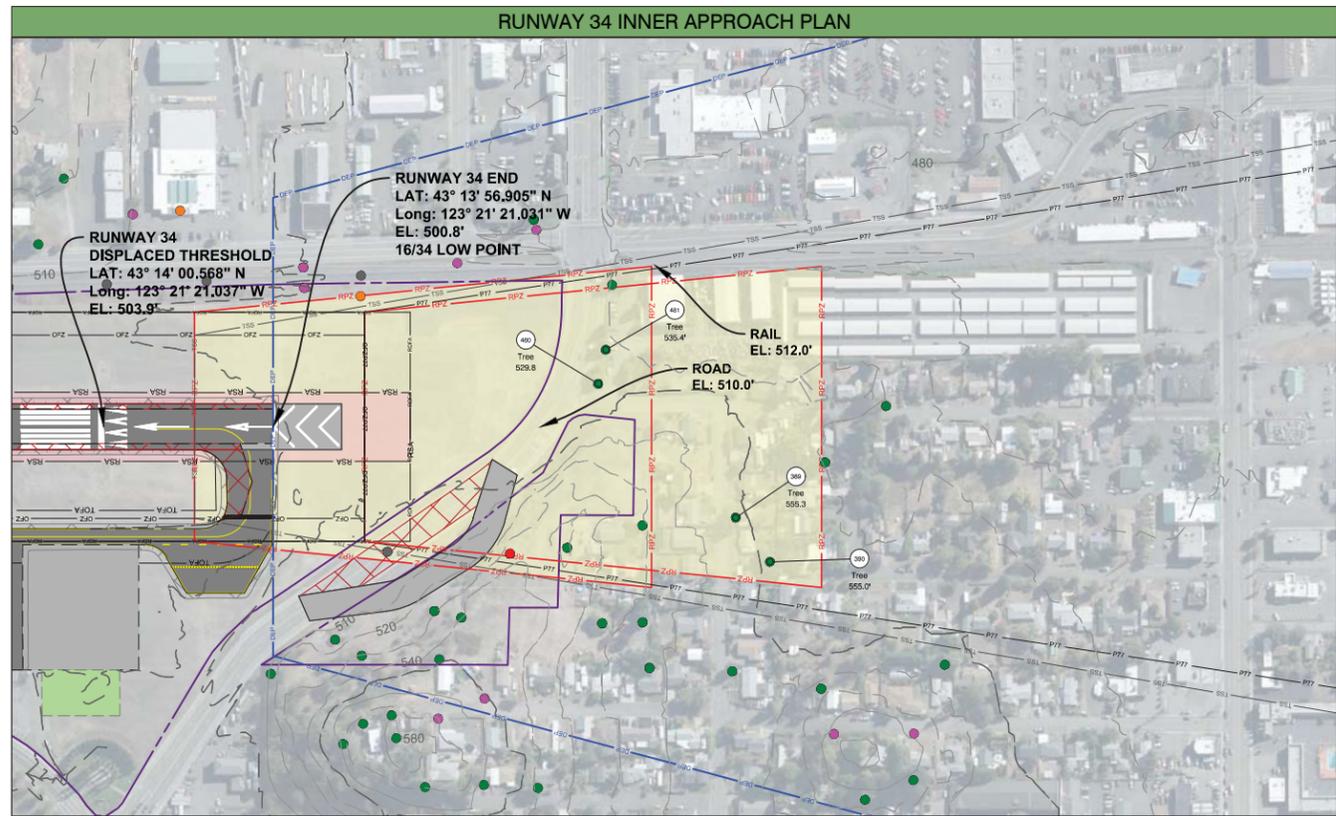
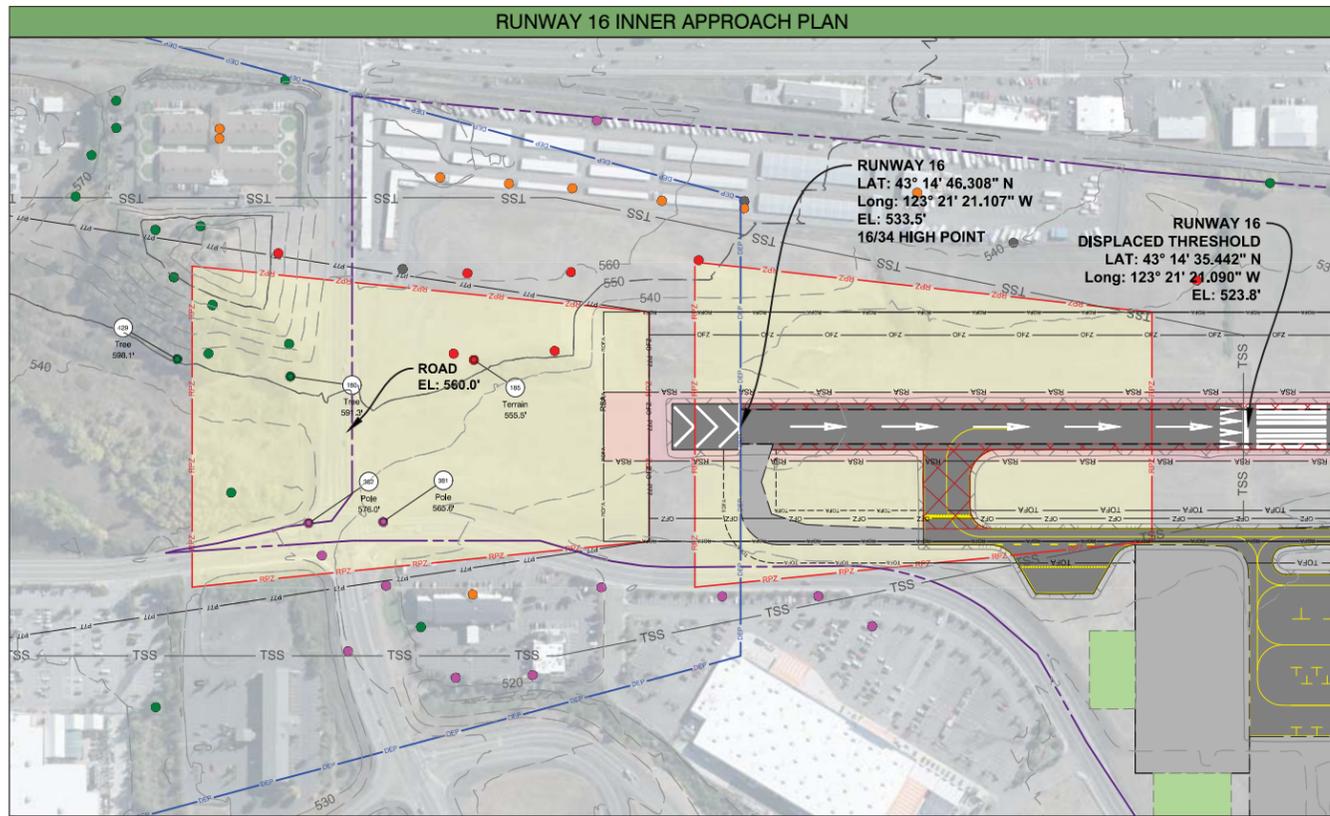
SHEET NO.



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

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





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

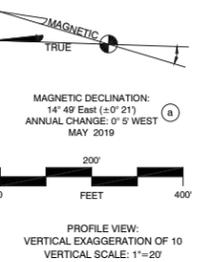
Point#	OBJECT DESCRIPTION	OBJECT ELEVATION (feet)	PART 77 SURFACE	PART 77 SURFACE ELEVATION (feet)	PART 77 SURFACE PENETRATION (feet)	TSS SURFACE ELEVATION (feet)	TSS PENETRATION (feet)	DISPOSITION
185	Terrain	555.5	RWY 16 Approach	544.8	10.7	608.0	-52.5	Light
180	Tree	591.3	RWY 16 Approach	556.6	34.7	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.



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

REVISIONS

NO.	DATE	DESCRIPTION	BY	CHKD
1	06/15/18	Initial Design	M&H	M&H
2	08/15/18	Updated Aug. 2018 AIP/ALP Update	M&H	M&H
3	12/15/19	2018 Master Plan - ALP Update	M&H	M&H

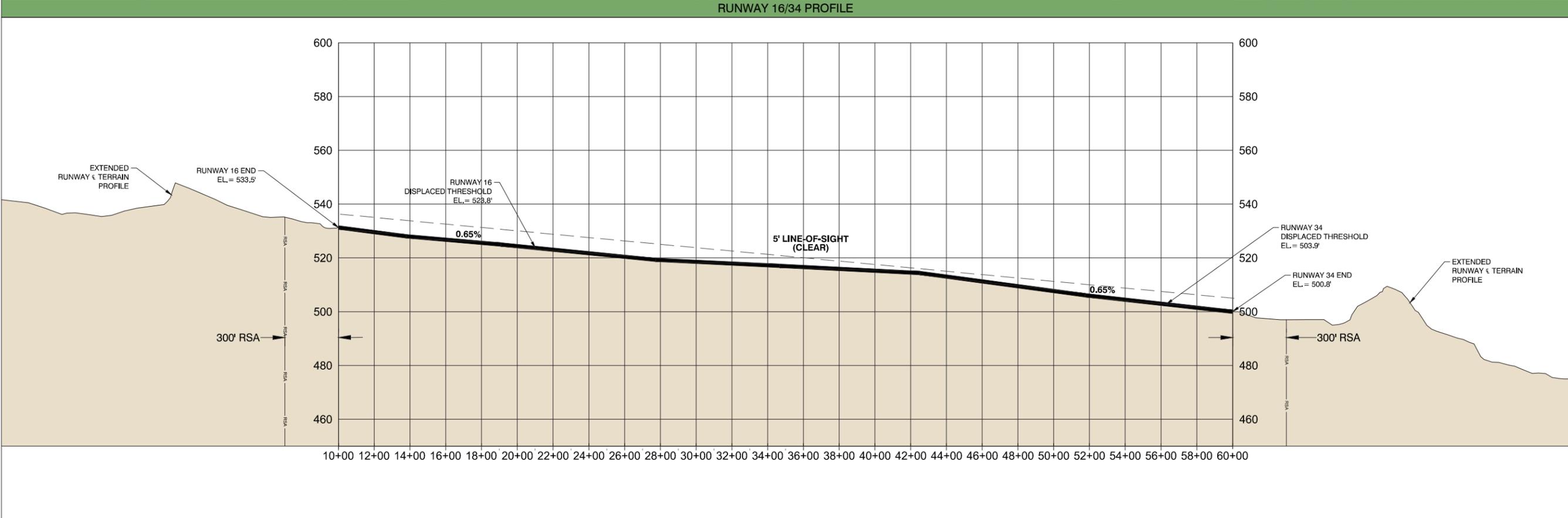
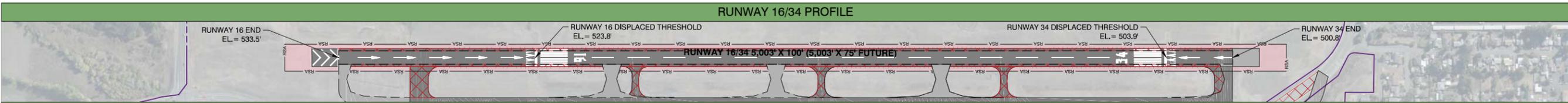
M&H NO.: 1821200-170097.01
 DATE: DECEMBER 2019
 DESIGNED BY: SHR
 DRAWN BY: SHR
 CHECKED BY: KM
 DO NOT SCALE DRAWINGS

**INNER
 APPROACH
 RUNWAY 16-34**

X:\1821200\170097\171TECH\ALP\ALP SHEET 6 INNER APPROACH RUNWAY 16 34.DWG
 12/15/2019 1:24:45 AM



The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (AP #13-054-023) 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 have justification in accordance with appropriate public laws.



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.

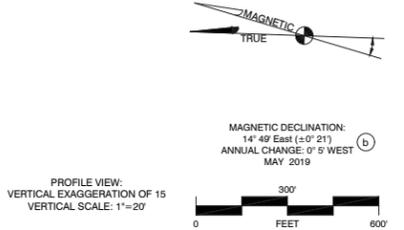
**ROSEBURG REGIONAL AIRPORT
AIRPORT LAYOUT PLAN**
City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470

DATE	BY	DESCRIPTION
08/15	MJH	1. Initial Design
09/15	MJH	2. Updated Aug. 2018 ALP/2019 ALP Update
12/19	MJH	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

**RUNWAY
CENTERLINE
PROFILE**

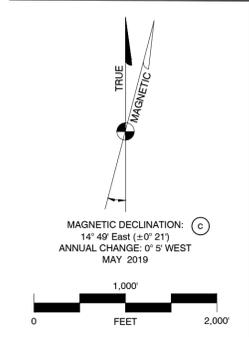
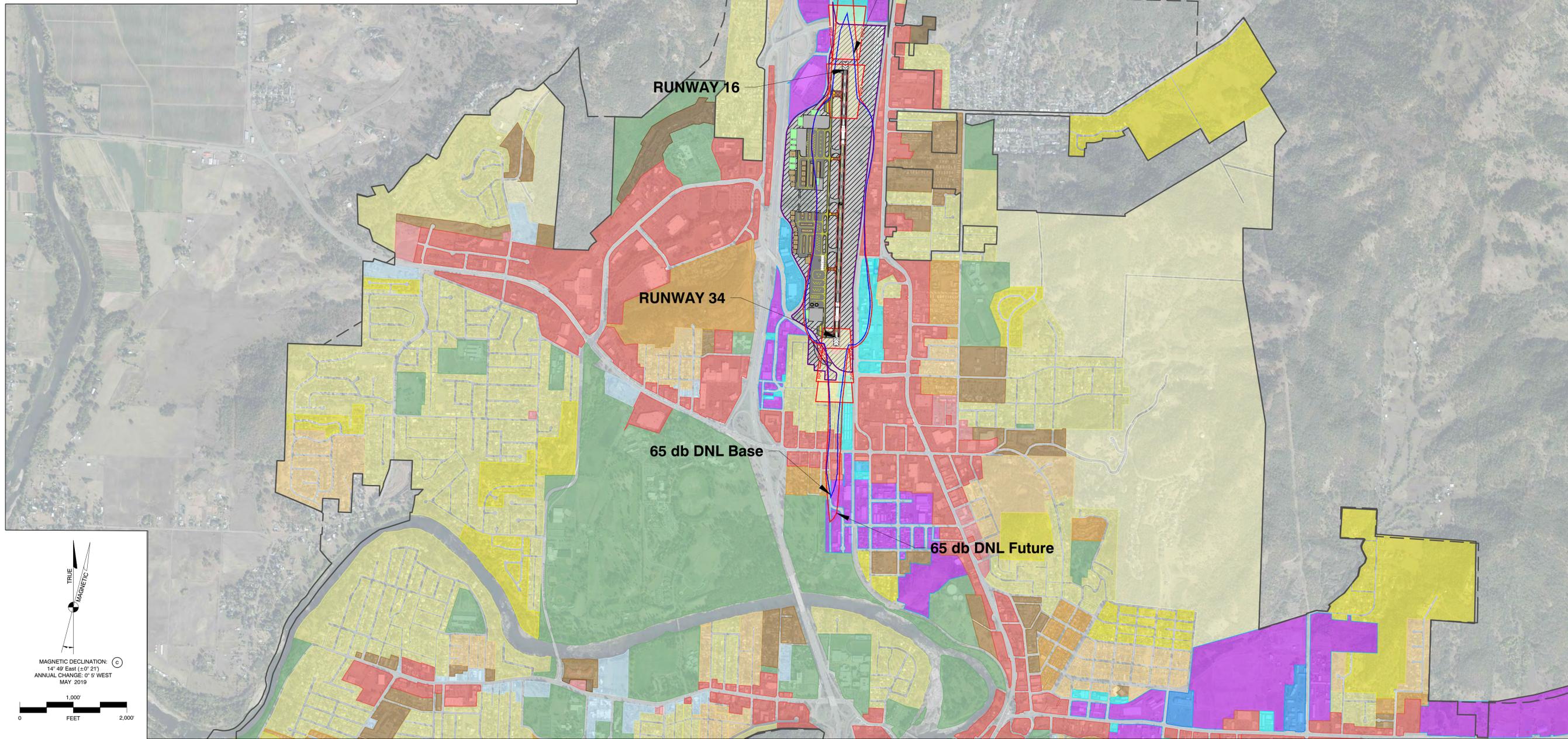
SHEET NO.



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 (b)	
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 2.8.010).
- (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.



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

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

REVISIONS	DATE	BY	CHKD	DESCRIPTION
1	08/15/19	M&H	M&H	Initial Design
2	12/19/19	M&H	M&H	2019 Master Plan - ALP Update

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

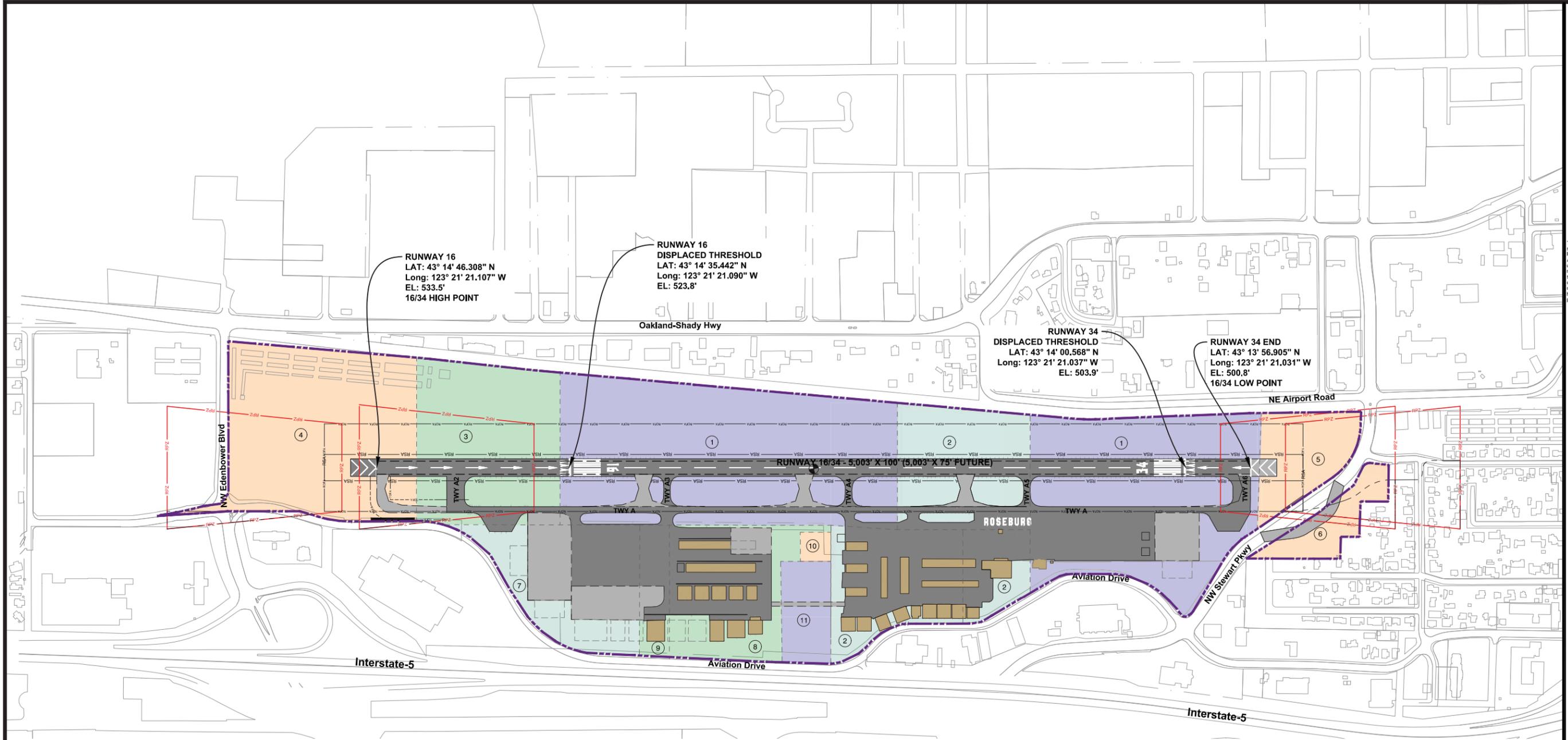
LAND USE PLAN

X:\1821200\170097\01\TECH\AD\ALP\ROSEBURG_ALP_SHEET_11_AIRPORT_NOISE_CONTOURS.DWG 12/20/2019 11:44:46 AM



The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (AIP #83-41-0054-023) 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 have justification in accordance with appropriate public laws.

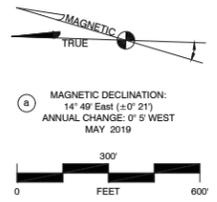
**ROSEBURG REGIONAL AIRPORT
AIRPORT LAYOUT PLAN**
City of Roseburg
900 SE Douglas Ave
Roseburg, Oregon 97470



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 (168887)	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. BOUCCOCK, 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 (330584)	FEE SIMPLE	6.0±	10-3-63	LOCAL PURCHASE	NONE
6	PARCEL 6	L. ANDERSON, ET.AL. G. KINMAN, ET.UX. N.F. REED, ET.UX.	V569 P935 (75-5914) V569 P941 (75-5915) V569 P 946 (75-5916)	FEE SIMPLE FEE SIMPLE FEE SIMPLE	3.7±	5-5-75 4-15-75 4-15-75	AIP-ENTITLEMENT AIP-ENTITLEMENT AIP-ENTITLEMENT	F.A.A. #8-41-0054-01 F.A.A. #8-41-0054-01 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 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 (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.
Ⓢ	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		
BUILDING - OFF AIRPORT		N/A
ROAD		



REVISIONS	
NO.	DESCRIPTION
1	Initial Issue
2	Update
3	Update

DATE: 12/15/19
 BY: MSH
 CHECKED BY: MSH
 DESIGNED BY: SHR
 DRAWN BY: SHR
 CHECKED BY: KM
 DO NOT SCALE DRAWINGS

**AIRPORT
PROPERTY
MAP**

SHEET NO.