Siskiyou County
Department of General Services
190 Greenhorn Road
Yreka, California 96097
Phone: (530) 842-8220

Notice of Intent (NOI)

Project Name:	**FAA – Airport Improvement Program (AIP) Grant for Scott Valley Airport Layout Plan (ALP) Narrative Update with Aeronautical Survey**
Amount of Grant:	**$ 478,947**
Department:	**Airports**
Last Updated:	**June 17, 2025**
Project Manager:	**Angie Stumbaugh**
Director:	**Adam Filippone**

Project Description:

The AIP funds are used to develop an Airport Layout Plan with Narrative report and Airport Geographic Information Systems (AGIS) data collection that will follow the guidelines contained in Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B (Change 2), Airport Master Plans. The overall goal of this project is to develop a roadmap for the next 20 years at Scott Valley Airport.

Summary:

ALP with Narrative & Aeronautical Survey for the development of the Scott Valley Airport. The current Scott Valley ALP is from 1987. FAA is funding 95% of project. The county match is $1,197 and the State match is $22,750.

APPROVALS

Prepared By DocuSigned by: Angie Stumbaugh FB85329465E241D... 6/17/2025
Angela Stumbaugh, Project Manager

Approved By Signed by: Adam Filippone 3A17AE2E366349D... 6/17/2025
Adam Filippone, Director of General Services

Approved By: DocuSigned by: Angela Davis F2688EA8968C43D... 6/17/2025
Angela Davis, County Administrator Officer

ATTACHMENT
Grant Summary Form

This form is available on the County's Intranet.

County of Siskiyou

GRANT SUMMARY FORM

GENERAL INFORMATION

Grant Title			Grant No.(CFDA)
FAA – Airport Improvement Program (AIP) Grant for Scott Valley Airport Layout Plan (ALP) Narrative Update with Aeronautical Survey			
General Description of Grant Work scope			
The AIP funds are to used to develop an Airport Layout Plan with Narrative report and Airport Geographic Information Systems (AGIS) data Collection that will follow the guidelines contained in Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B (Change 2), Airport Master Plans. The overall goal of this project is to develop a roadmap for the next 20 years at Scott Valley Airport.			
Granting Agency [X] FED [ ] STATE [ ] OTHER		Agency Contact	Phone No.
FAA Airport Department Officer		Anneliese Taing	925-546-6451
Responsible Department		Department Contact	Extension No.
Department of General Services/Airports		Angie Stumbaugh	530-842-8297
Board Approval Date	Application Date	Award Date	Est'd Completion Date
	June 12, 2025		

GRANT COST AND REVENUE SUMMARY

Program Cost Summary	Total	Grant Portion
Revenue (Please display with brackets <>)	-455,000	
Soft/hard cash match or In kind (<>)		
Staffing		
Contract Services		455,000
Supplies & Other Operating Expenditures		
Capital Outlay		
Indirect Cost@ % of Direct Costs		
TOTAL GRANT COSTS AND REVENUES	$ -455,000	$ 455,000
How Was Grant Portion Determined?		
This grant funds 95% of a project's cost. State match is $ 22,750, Local match is $ 1,197		
Funded by the department directly. The project total amount is $478,947		

public entities upon request for expenditure on pre-approved eligible projects."
Budget Amendment Request Required? ☐ Yes ☑ No If yes, please attach copy of Budget Appropriation Transfer

Does this grant allow for supplanting? ☐ Yes ☑ No
Does this grant allow for program income? ☐ Yes ☑ No
Will this require an advance of grant dollars? ☐ Yes ☑ No

OTHER COMMENTS (note any significant or unusual compliance requirements)

Use reverse side if necessary to provide additional information

Prepared By: Angie Stumbaugh

June 17, 2025

****Please attach a copy of the grant guidelines and all supporting documents that relate to the program cost summary section.

RESOLUTION NO. _____

RESOLUTION OF THE BOARD OF SUPERVISORS

OF THE COUNTY OF SISKIYOU

A RESOLUTION OF THE SISKIYOU COUNTY BOARD OF SUPERVISORS AUTHORIZING THE RATIFICATION OF AN FAA AIRPORT IMPROVEMENT PROGRAM (AIP) GRANT AND AUTHORIZING THE SUBMITTAL OF AN APPLICATION, ACCEPTANCE OF AN ALLOCATION OF FUNDS AND
EXECUTION OF A GRANT AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, FOR THE AIRPORT LAYOUT PLAN (ALP) FOR SCOTT VALLEY AIRPORT.

WHEREAS, the County of Siskiyou and the Federal Aviation Administration are parties to federal Airport Improvement Program (AIP) for an ALP at Scott Valley Airport; and

WHEREAS, the California Department of Transportation, pursuant to the Public Utilities Code section 21683.1, provides grants of 4.5% of Federal Aviation Administration grants to airports; and

WHEREAS, the California Department of Transportation requires the Board of Supervisors to adopt a resolution authorizing the submission of an application for an AIP Matching grant;

NOW, THEREFORE BE IT RESOLVED that the Board of Supervisors of the County of Siskiyou, State of California:

1. Authorizes filing an application for a state AIP Matching grant for this project.

2. Authorizes accepting the allocation of state AIP Matching funds for the project.

3. Authorizes execution of an AIP Matching Grant Agreement for this project; and

BE IT FURTHER RESOLVED, that the Board of Supervisors of the County of Siskiyou does hereby authorize Angela Davis, County Administrator, to sign any documents required to apply for and accept these subject funds on behalf of the County of Siskiyou.

I hereby certify the foregoing resolution was introduced and read at the regular meeting of the County Board of Supervisors of the County of Siskiyou on the 12th day of August 2025, and the resolution was duly adopted at said meeting by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
NANCY OGREN, Chair
Siskiyou County Board of Supervisors

_____
ATTEST:
Laura Bynum, County Clerk
County of Siskiyou, State of California

_____

OMB Number: 4040-0004
Expiration Date: 12/31/2022

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

4. Applicant Identifier: A30

5a. Federal Entity Identifier: 20-106

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Siskiyou County - Scott Valley Airport

* b. Employer/Taxpayer Identification Number (EIN/TIN): 94-6000537

* c. Organizational DUNS: 0778839100000

d. Address:

* Street1: 190 Greenhorn Road
Street2:
* City: Yreka
County/Parish: County of Siskiyou
* State: CA: California
Province:
* Country: USA: UNITED STATES
* Zip / Postal Code: 96097-9679

e. Organizational Unit:

Department Name: General Services

Division Name: Transportation

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Ms.
* First Name: Jessica
Middle Name:
* Last Name: Skillen
Suffix:

Title: Director of General Services

Organizational Affiliation: County of Siskiyou

* Telephone Number: 530 842 8259
Fax Number:

* Email: jnskillen@co.siskiyou.ca.us

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

FAA

11. Catalog of Federal Domestic Assistance Number:

20-106

CFDA Title:

Airport Improvement Program (AIP)

*** 12. Funding Opportunity Number:**

* Title:

13. Competition Identification Number:

AIP

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

1) ALP Update with Narrative& Aeronautical Survey

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: 1 * b. Program/Project: 1

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 08/06/2025 * b. End Date: 08/06/2027

18. Estimated Funding ($):

* a. Federal	455,000.00
* b. Applicant	1,197.00
* c. State	22,750.00
* d. Local	
* e. Other	
* f. Program Income	
* g. TOTAL	478,947.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name: Angela

Middle Name:

* Last Name: Davis

Suffix:

* Title: County Administrator

* Telephone Number: (530) 842-8005 Fax Number:

* Email: adavis@co.siskiyou.ca.us

* Signature of Authorized Representative: DocuSigned by: Angela Davis F2688EA8968C43D... * Date Signed: 6/17/2025

U.S. Department
of Transportation

**Federal Aviation
Administration**

FAA Form 5100-101, Application for Federal Assistance (Planning Projects)

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 28 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200; no assurance of confidentiality is provided. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

INSTRUCTIONS FOR FORM 5100-101, Application for Federal Assistance (Planning Projects)

Part I of the Application for Federal Assistance consists of a completed Standard Form (SF) 424. The remaining parts of Form 5100-101 (Parts II, III, and IV) represent continuation pages that the Sponsor must attach to the SF-424 form. The signature of the Sponsor's authorized representative on the associated SF-424 form represents acceptance of the representations and certifications made within the corresponding FAA 5100-101 form.

Part II – Project Approval Information

Section A. Statutory Requirements

This information is necessary for the Federal Aviation Administration to evaluate this request for Federal assistance. Responses do not require an explanation unless explicitly requested by the question. As necessary, provide any supplemental information by attaching sheets to this application.

Item 1 – Indicate whether the Sponsor maintains an active registration in the Federal System for Award Management (SAM). Pursuant to 2 CFR §25.200(b), a Sponsor must maintain an active registration in the Central Contractor Registration repository (housed within www.SAM.gov) with current information at the time of the application and during the active period of the Federal award.

Item 2 – Indicate whether the Sponsor can commence the project within the same fiscal year the grant is made or within 6 months of when the grant is made, whichever is later. Attach explanation for negative responses. This information is considered when allocating available discretionary funds. (49 U.S.C. § 47115(d)(2))

Item 3 – Indicate whether the Sponsor can complete the project without unreasonable delays. If applicable, provide listing of foreseeable events (e.g. sponsor share issues, controversial issues, coordination delays, etc.) that have potential to delay completion of the project. (49 USC § 47106(a))

Item 4 – Indicate whether the project covered by this request is also covered by another Federal assistance program .If the project, or portions thereof, is covered by another Federal assistance program, identify the Federal assistance program by name and the Catalog of Federal Domestic Assistance (CFDA) number.

Item 5 – Indicate whether the Sponsor intends to seek reimbursement of indirect costs as defined by 2 CFR §200.414 and 2 CFR Appendix VII to Part 200. This information request does not include the indirect costs claimed by a for-profit entity (e.g. consultant).

The De Minimis rate may only be used if the Sponsor has not previously received a negotiated Indirect Cost Rate (ICR) and does not exceed the limitations prescribed in Appendix VII to Part 200.

A Sponsor with an existing approved negotiated ICR must identify the ICR value, the name of the cognizant agency that approved the ICR and the date of approval.

Limitations of use: Per policy, Sponsor's may only apply an approved ICR to allowable direct salary expenses that are reasonable and necessary to carry out the project.

Section B. Certification Regarding Lobbying

This section addresses the Sponsor's declaration regarding lobbying activities. The declaration made in the section are under signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached

Title 31 U.S.C. § 1352 establishes that no appropriated funds may be expended by a recipient of a Federal grant to pay any person for influencing or attempting to influence an officer or employee of any agency, Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this covered Federal assistance action. Pursuant to 40 CFR part 20, this certification attests that the Sponsor has not made, and will not make, any payment prohibited payment by 31 U.S.C. § 1352.

Part III – Budget Information

This form section is designed so that application can be made for funds from one or more assistance programs. Include budget estimates for the whole project when completing Sections A, B, C, and D. All applications must contain a breakdown by the object class categories shown in Lines a-e of Section B.

Section A. Budget Summary

Lines 1-2, Columns (a) and (b) – For applications pertaining to a single grant program, enter on Line 1 under Column (a) the catalog program title and the Catalog of Federal Domestic Assistance (CFDA) number in Column (b). For applications pertaining to two funding programs, enter the program title on each line in Column (a) and the respective CFDA number (if applicable) on each line in Column (b).

Lines 1-2, Columns (c) through (e) – For each line entry in Columns (a) and (b), enter in Columns (c), (d), and (e) the appropriate amounts of funds needed to support the project. For changes to an existing application, enter new budget values in Columns (c), (d), and (e).

Line 3 – Show the totals for all columns used.

Section B. Budget Categories

The column headings (1) and (2) correspond to the program titles shown for Lines 1-2, Column (a), Section A. For each program, fill in the total requirements for funds (both Federal and non-Federal) by object class categories. The sub-columns address the "amount" and "adjusted amount". The sub-column for "adjusted amount" need only be completed when revising a previously submitted application. The Total column represents the sum across all columns.

Lines 4 a-d – Show the estimated amount for each cost budget (object class) category for each column with program heading.

Line 4e – Enter the subtotal of lines 4a through 4d.

Line 4f – Enter the estimated amount of program income, if any, the Sponsor expects to generate from this project.

Line 4g – Subtract line 4f from line 4e. For all applications, the total amount in Total column, line 4g, must equal the total amount shown in Section A, Column (e), Line 3.

Section C. Source of Non-Federal Resources

Line 5-6 – Enter amounts of non-Federal resources that will be used on the grant. If in-kind contributions are included, provide a brief explanation on a separate sheet.

Column (a) - Enter the program titles identical to Column (a), Section A.

Column (b) - Enter the amount of cash and in-kind contributions to be made by the applicant.

Column (c) - Enter the State contribution if the applicant is not a State or State agency. Applicants that are a State or State agencies should leave this column blank.

Column (d) - Enter the amount of cash and inn-kind contributions to be made from all other sources.

Column (e) - Enter the totals of Columns (b), (c), and (d).

Line 7 – Enter the total for each of Columns (b)-(e). The amount in Column (e) should be equal to the amount on Line 3, Column (d), Section A.

Section D. Forecasted Cash Needs

Line 8 –

a. **Column "Total for Project"** - Enter the amount of cash needed from the grantor agency for the project.
b. **Columns 1st Year through 4th Year** – Enter the anticipated cash need from grantor agency per fiscal year. The sum of years 1-4 must equal the value shown under Column "Total for Project."
   Lines 814 - Enter the amount of cash from all other sources needed by quarter during the first year.

Line 9 –

a. **Column "Total for Project"** - Enter the amount of cash needed from non-Federal sources for the project.
b. **Columns 1st Year through 4th Year** – Enter the anticipated cash need from non-Federal sources per fiscal year. The sum of years 1-4 must equal the value shown under Column "Total for Project."

Line 10 – Enter the amount of cash from all other sources needed by fiscal year.

Section E. Budget Estimates of Federal Funds Needed for Balance of the Project

Section E. Other Budget Information

Line 11 – Provide any other explanations required herein or any other comments deemed necessary.

Part IV – Program Narrative

Prepare the program narrative statement in accordance with the following instructions for all new grant programs. Requests for supplemental assistance should be responsive to Item 5b only. Requests for continuation or refunding or other changes of an approved project should be responsive to Item 5c only.

1. Objectives and Need for This Assistance

Provide a short and concise description of the proposed planning effort. Include a brief narrative on the objective of the planning effort and why it is needed.

2. Results or Benefits Expected

Identify anticipated results and benefits to be derived from this planning project.

3. Approach

a. Outline a plan of action pertaining to the scope and detail of how the Sponsor proposes to accomplish the work.

b. Identify any factors that might accelerate or impede progress of the planning effort.

c. Provide list of activities in chronological order to show the anticipated schedule of accomplishments and their target milestone dates.

d. Identify project monitoring and oversight mechanisms the Sponsor proposes to implement.

e. List key individuals and entities such as consultant, Sponsor personnel and contractor who will work on the project. Provide a short description of the nature of their effort or contribution.

4. Geographic Location

Identify the location of the project and surrounding area to be served by the proposed project.

5. If Applicable, Provide the Following Information:

Describe the relationship between this project and other work planned, anticipated, or underway under the Federal Assistance listed under Part II, Section A. If scope objectives change, explain the circumstances surrounding the need to revise the application scope of work.

Application for Federal Assistance (Planning Projects)

Part II – Project Approval Information

Section A – Statutory Requirements

The term "Sponsor" refers to the applicant name as provided in box 8 of the associated SF-424 form.

Item 1 Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)?	☒ Yes ☐ No
Item 2 Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later?	☒ Yes ☐ No ☐ N/A
Item 3 Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events.	☐ Yes ☒ No ☐ N/A
Item 4 Is the project covered by another Federal assistance program? If yes, please identify other funding sources by the Catalog of Federal Domestic Assistance (CFDA) number. **CFDA:** _____	☐ Yes ☒ No ☐ N/A
Item 5 Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals?	☐ Yes ☒ No ☐ N/A

If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply:

☐ De Minimis rate of 10% as permitted by 2 CFR § 200.414

☐ Negotiated Rate equal to ____% as approved by _____ (the Cognizant Agency) on _____ (Date) (2 CFR part 200, appendix VII)

Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.

Section B – Certification Regarding Lobbying

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term “Sponsor” refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Sponsor, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the Authorized Representative shall complete and submit Standard Form-LLL, ‘‘Disclosure Form to Report Lobbying,’’ in accordance with its instructions

(3) The Authorized Representative shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Part III – Budget Information

Section A – Budget Summary

Grant Program (a)	Federal Catalog No (b)	New or Revised Budget		
		Federal (c)	Non-Federal (d)	Total (e)
1. Airport Improvement Program	20-106	$ 455,000	$ 23,947	$ 478,947
2.				
3. TOTALS		$ 455,000	$ 23,947	$ 478,947

Section B – Budget Categories (All Grant Programs)

4. Object Class Categories	Airport Improvement Program (1)		Other Program (2)		Total
	Amount	Adjustment + or (-) Amount (Use only for revisions)	Amount	Adjustment + or (-) Amount (Use only for revisions)	
a. Administrative expense	$ 55,000	$	$	$	$ 55,000
b. Airport Planning					
c. Environmental Planning					
d. Noise Compatibility Planning					
e. Subtotal					
f. Program Income					
g. TOTALS (line e minus line f)	$ 55,000	$	$	$	$ 55,000

Section C – Non-Federal Resources

Grant Program (a)	Applicant (b)	State (c)	Other Sources (d)	Total (e)
5.	$ 1,197	$ 22,750	$	$ 23,947
6.				
7. TOTALS	$ 1,197	$ 22,750	$	$ 23,947

Section D – Forecasted Cash Needs

Source of funds	Total for Project	1st Year	2nd Year	3rd Year	4th Year
8. Federal	$	$	$	$	$
9. Non-Federal					
10. TOTAL	$	$	$	$	$

Section E – Other Budget Information

11. Other Remarks: (attach sheets if necessary)

IFE $5,000
Grant Admin $15,000
are included in Admin Expensess.

Part IV - Program Narrative

(Suggested Format)

PROJECT: 1) ALP Narrative Update with Aeronautical Survey

AIRPORT: Scott Valley/ Fort Jones Airport (A30) in Siskiyou County

1. Objective:

1) ALP Narrative Update with Aeronautical Survey - the County wishes to bring documents up to date.

2. Benefits Anticipated:

Recently, Scott ValleyAirport (A30) was used extensively by US Forest Service for extensive firefighting. The lack of a current ALP hampers developing this gem of an airport for enhanced activities in the name of public safety.

3. Approach: *(See approved Scope of Work in Final Application)*

4. Geographic Location:

Fort Jones, Siskiyou County,CA

5. If Applicable, Provide Additional Information:

6. Sponsor's Representative: *(include address & telephone number)*

Jessica Skillen, 190 Greenhorn Road,Yreka, CA 530 842 8220

Submit by Email

U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-130, Drug-Free Workplace – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

Drug-Free Workplace
Airport Improvement Program Sponsor Certification

Sponsor: County of Siskiyou

Airport: Scott Valley (A30)

Project Number:

Description of Work: ALP w Narrative and Aeronautical Survey

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on the drug-free workplace within federal grant programs are described in 2 CFR part 182. Sponsors are required to certify they will be, or will continue to provide, a drug-free workplace in accordance with the regulation. The AIP project grant agreement contains specific assurances on the Drug-Free Workplace Act of 1988.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A statement has been or will be published prior to commencement of project notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition (2 CFR § 182.205).

   ☒ Yes ☐ No ☐ N/A

2. An ongoing drug-free awareness program (2 CFR § 182.215) has been or will be established prior to commencement of project to inform employees about:

   a. The dangers of drug abuse in the workplace;

   b. The sponsor's policy of maintaining a drug-free workplace;

   c. Any available drug counseling, rehabilitation, and employee assistance programs; and

   d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.

   ☒ Yes ☐ No ☐ N/A

3. Each employee to be engaged in the performance of the work has been or will be given a copy of the statement required within item 1 above prior to commencement of project (2 CFR § 182.210).

   ☒ Yes ☐ No ☐ N/A

4. Employees have been or will be notified in the statement required by item 1 above that, as a condition employment under the grant (2 CFR § 182.205(c)), the employee will:

   a. Abide by the terms of the statement; and

   b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.

   ☒ Yes ☐ No ☐ N/A

5. The Federal Aviation Administration (FAA) will be notified in writing within 10 calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction (2 CFR § 182.225). Employers of convicted employees must provide notice, including position title of the employee, to the FAA (2 CFR § 182.300).

   ☒ Yes ☐ No ☐ N/A

6. One of the following actions (2 CFR § 182.225(b)) will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted:

   a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; and

   b. Require such employee to participate satisfactorily in drug abuse assistance or rehabilitation programs approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.

   ☒ Yes ☐ No ☐ N/A

7. A good faith effort will be made, on a continuous basis, to maintain a drug-free workplace through implementation of items 1 through 6 above (2 CFR § 182.200).

   ☒ Yes ☐ No ☐ N/A

Site(s) of performance of work (2 CFR § 182.230):

Location 1
Name of Location: Scott Valley Airport
Address: 8202 Island Rd, Etna, CA 96027

Location 2 (if applicable)
Name of Location:
Address:

Location 3 (if applicable)
Name of Location:
Address:

Attach documentation clarifying any above item marked with a "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this 29 day of April , 2025 .

Name of Sponsor: County of Siskiyou

Name of Sponsor's Authorized Official: Angela Davis

Title of Sponsor's Authorized Official: CountyAdministrator

Signature of Sponsor's Authorized Official: Angela Davis

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-135, Certification and Disclosure Regarding Potential Conflicts of Interest – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

Certification and Disclosure Regarding Potential Conflicts of Interest
Airport Improvement Program Sponsor Certification

Sponsor: County of Siskiyou

Airport: Weed Airport O46

Project Number:

Description of Work: ALP w Narrative and Aeronautical Survey

Application

Title 2 CFR § 200.112 and § 1201.112 address Federal Aviation Administration (FAA) requirements for conflict of interest. As a condition of eligibility under the Airport Improvement Program (AIP), sponsors must comply with FAA policy on conflict of interest. Such a conflict would arise when any of the following have a financial or other interest in the firm selected for award:

a) The employee, officer or agent,

b) Any member of his immediate family,

c) His or her partner, or

d) An organization which employs, or is about to employ, any of the above.

Selecting "Yes" represents sponsor or sub-recipient acknowledgement and confirmation of the certification statement. Selecting "No" represents sponsor or sub-recipient disclosure that it cannot fully comply with the certification statement. If "No" is selected, provide support information explaining the negative response as an attachment to this form. This includes whether the sponsor has established standards for financial interest that are not substantial or unsolicited gifts are of nominal value (2 CFR § 200.318(c)). The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance.

Certification Statements

1. The sponsor or sub-recipient maintains a written standards of conduct governing conflict of interest and the performance of their employees engaged in the award and administration of contracts (2 CFR § 200.318(c)). To the extent permitted by state or local law or regulations, such standards of conduct provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the sponsor's and sub-recipient's officers, employees, or agents, or by contractors or their agents.

   ☒ Yes ☐ No

2. The sponsor's or sub-recipient's officers, employees or agents have not and will not solicit or accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub-agreements (2 CFR § 200.318(c)).

   ☒ Yes ☐ No

3. The sponsor or sub-recipient certifies that is has disclosed and will disclose to the FAA any known potential conflict of interest (2 CFR § 1200.112).

   ☒ Yes ☐ No

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have the explanation for any item marked "no" is correct and complete.

Executed on this 29 day of April , 2025 .

Name of Sponsor: County of Siskiyou

Name of Sponsor's Authorized Official: Amgela Davis

Title of Sponsor's Authorized Official: County Administrator

Signature of Sponsor's Authorized Official: Angela Davis

Digitally signed by Angela Davis
DN: CN=Angela Davis, O=County of Siskiyou, OU=County Administrator, E=adav-siskiyou.ca.us, C=US
Reason: I am approving this document with my legally binding signature
Location:
Date: 2025.04.30 08:58:13 -07'00'
Foxit PDF Editor Version: 13.0.1

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

INDIVIDUAL PROJECT ORDER NUMBER 8

Describing a specific agreement between Kimley-Horn and Associates, Inc. (the Consultant), and Siskiyou County (the Client) in accordance with the terms of the Master Agreement for Continuing Professional Services dated February 2, 2021, which is incorporated herein by reference.

Identification of Project:

Project Name: Scott Valley Airport Layout Plan Update with Narrative Report
KH Project Manager: Andrew Scanlon
Project Number: T.B.D.

Specific scope of basic Services:

See Scope of Services in Attachment A.

Additional Services if required:

None

Schedule:

Anticipated to be 24 months in duration.

Deliverables:

See Deliverables in Attachment A.

Terms of compensation:

See fee schedule in Attachment B.

Other special terms of Individual Project Order:

None

ACCEPTED:

CLIENT

BY:_____

TITLE:Director of General Services

DATE:_____

KIMLEY-HORN AND ASSOCIATES, INC.

BY:_____

TITLE: Associate

P.E. No.: C 71966

DATE: June 19, 2025

ATTACHMENT A

Scott Valley Airport ALP with Narrative Report for Siskiyou County

The Siskiyou County (County) requires a robust Airport Layout Plan (ALP) with Narrative Report, Airports Geographic Information Systems (AGIS) data collection, and Exhibit 'A' Map (Project) for the Scott Valley Airport (A30 or Airport). The County has selected Kimley-Horn and Associates, Inc. (Kimley-Horn or Consultant) to be its on-call planning consultant. This Scope of Services is to be executed as a Task Order through the on-call planning consultant Master Services Agreement.

The most recent Master Plan and ALP is from 1987. Due to the age of the past study, there is not a current ALP or Exhibit 'A' Map, nor is there AGIS data available for the Airport. This project develops a new ALP with Narrative Report, similar in nature and scope as a full master plan update and Exhibit 'A' Map, and AGIS data for the Airport. These data will form the basis of future development, engineering design and construction projects to maintain and enhance the Airport facilities.

The robust ALP with Narrative Report will follow the guidelines contained in Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B (Change 2), Airport Master Plans. The overall goal of this Project is to develop a roadmap for the next 20 years at A30. Specific objectives include:

- Develop a robust ALP with Narrative Report that serves as a significant update to the current master plan.
- Establishing a strategic vision to guide future development at the Airport.
- Develop AGIS data and base mapping of the Airport to form the basis of this planning analysis and future studies as current information is 38 years old.
- Identify airfield geometry improvements to comply with current FAA design standards.
- Define a Capital Improvement Program which considers maintenance and demand driven development needs.

There are four (4) primary tasks:

1. ALP with Narrative Report
2. Airports GIS Survey and GIS Data
3. Stakeholder Engagement
4. Project Management and Quality Control

A listing of FAA ACs and FAA Orders that are to be used throughout the course of this Project is defined in Appendix A.

Amendments: The potential exists for stakeholders to raise concerns that require analysis beyond what is included in this Scope of Services. Response to concerns and work products not covered under this Scope of Services may require an amendment or new agreement between the County and the Consultant.

1 ALP with Narrative Report

This task represents the core of this Project and develops an ALP with a robust Narrative Report for the Airport. The following elements are included in Task 1 and are in line with most of the elements of a Master Plan Study as noted in AC 150/5070-6B:

1. Study Design
2. Inventory of Existing Conditions
3. Forecasts of Aviation Demand
4. Demand/Capacity and Facility Requirements
5. Alternatives Development and Evaluation
6. Facilities Implementation Plan

1.1 STUDY DESIGN

This task involves defining the scope using the most current information, expectations, and budgetary parameters. The final scope is anticipated to be the result of several review iterations completed in short succession.

1.1.1 Pre-planning

Pre-planning is required to understand the concerns and specific needs of the County to establish the context and purpose of the Project. This consists of dialogue and coordination with County representatives on the primary issues and requirements to be addressed in the Project. Previous study documents, as provided by the County, and readily available information will be reviewed to provide additional insight and understanding of the issues. Any resources or studies considered will be documented within the Narrative Report. This coordination will be performed via teleconferences with County staff and the Consultant.

1.1.2 Define Scope of Services, Budget, and Schedule

The Consultant will work with the County to develop a detailed Scope of Services to address the Project issues, finalize goals and objectives, and fully document the planning process. This will be completed through iterations of a draft scope and fee presented to the County and then revised based upon County and then FAA input.

Scoping meetings with the County and the FAA staff will be virtual with up to two (2) meetings with the County to discuss this Scope of Services and the level of effort expected. Additionally, up to one (1) meeting with the San Francisco Airports District Office is included in this task to discuss the Scope of Services and schedule. On average, meetings are anticipated to be 1.5 hours in duration and will be attended by key Consultant staff.

Also included is up to one (1) virtual coordination meeting with the County's selected Independent Fee Estimate (IFE) consultant, anticipated to be two (2) hours in duration.

Task 1.1 – Deliverables:

- Draft Scope of Services (Word) and fee (PDF).

- Draft schedule (PDF).
- Draft Scope of Services (PDF) with fee template (Excel) for concurrent IFE development.
- Executed task order with final Scope of Services (PDF), fee (PDF), and schedule (PDF).

Task 1.1 – Assumptions and Constraints

- Up to two (2) Consultant staff may participate in scoping meetings.
- Meetings are assumed to be virtual.

1.2 INVENTORY OF EXISTING CONDITIONS

As existing data for the Airport is 38 years old, the inventory establishes a fresh baseline of conditions of the Airport. This task will collect current data (as of the time of Notice to Proceed) and information from which to establish the baseline conditions for the Project. The data collection will utilize aerial photography, publicly available information, and a site visit to conduct a visual inspection.

1.2.1 General Data Collection

Existing data for the Airport is dated and limited. Copies of existing reports; plans; electronic imagery; or other documents that may provide data on the history of the Airport, area transportation systems, utilities, jurisdictional boundaries or other data and information pertinent to the ALP with Narrative will be obtained by the Consultant. Where possible, the County will provide copies of existing studies for the Consultant's reference and use.

With input from the County, a brief overview of the history of the Airport and its aeronautical role in the national aviation system infrastructure will be documented. A 10-year history of all FAA Airport Improvement Program (AIP) and state grants will be gathered.

The Consultant will collect information that will be used to identify and attribute the Airports GIS database compiled in Task 2. Airports GIS information to be provided by the County includes, but is not limited to, the following:

- Building name/number and use documentation
- Building lease information
- Existing underground utility CAD files

Data will be collected as it is reasonably available. Data will be requested in its native file format, to the extent practical.

The Consultant will assess data gathered to determine to what extent the data can be used in the execution of this Scope of Services. It is understood that some of the data requested may be considered Security Sensitive Information (SSI) and the Consultant will handle this information in accordance with agreed upon protocols.

1.2.2 Area Profile and Setting

The Consultant will conduct research and summarize the character of the Airport area in terms of its geographic setting, climate/weather, and socioeconomic composition. This will include:

- Landform and topography

- Population and demography
- Economy
- Economic outlook
- On- and off-airport land uses

1.2.3 Existing Airport

This task describes the overall existing airport and conditions of facilities including:

- Airport role (National, State, and County)
- Airside facilities
  - Runway/taxiway system
    - Runway pavement condition and strength (based on existing data)
    - Runway gradient (runway profile survey from Task 2.5.2)
    - Runway safety areas (RSAs)
    - Taxiways
  - Approach surfaces and runway protection zones (RPZs) (description of current sizes, land use, and review of existing obstacles using data from Task 2.6.2)
  - Navigational aids
    - Electronic
    - Visual
  - Airfield lighting
  - Airspace and air traffic control
    - Flight rules
    - Airspace structure and definitions
    - Local airspace configurations
    - Published instrument procedures
  - Meteorological considerations
- Landside facilities
  - General aviation terminal and Airport administration facilities
  - Aircraft hangars
  - Apron areas
  - Transient aircraft facilities
  - Airport maintenance facilities
  - Airport support facilities (including aviation fuel storage)
  - Fixed Base Operators (FBOs) and flight schools
  - United States Forest Service (USFS) facilities
- Ground access facilities
  - Off-airport road system
  - On-airport road system

  - Vehicle parking
- Existing utilities
  - Drainage
  - Domestic water supply
  - Electrical power distribution
  - Sanitary waste
  - Communications (including internet)
- Access control and perimeter fencing
- Non-aviation use areas
  - On-airport land use
  - Off-airport land use

1.2.4 Environmental Conditions (Compiled from Existing Data)

The Consultant will collect and compile existing published information that can be used to determine the presence/absence of environmental resources located on and in the vicinity of the Airport. The objective of this task is to identify and describe environmental resources that are present and to prepare a corresponding environmental opportunities and constraints map (for use later in Task 1.7.1 as a baseline for identifying probable impacts on those resources). The following information, to the extent available, will be collected for the general environs of the Airport:

- Federal and State inventories of endangered and threatened species
- State inventories of historic and archaeological sites
- Water resources including coastal zones, flood plains, wetlands, wild and scenic rivers, and waters of the U.S.
- On-Airport and adjacent to Airport soil information
- Federal and State air quality data
- Section 4(f) resources (e.g. public parks)
- Hazardous materials sites (e.g. RCRA, CERCLA, UST/AST)
- Noise sensitive land uses (e.g. churches, schools, hospitals)
- Previous on-site environmental studies or National Environmental Policy Act (NEPA) or California Environmental Quality Act (CEQA) documents
- Stormwater Pollution Prevention (SWPPP) and Spill Prevention Control & Countermeasures (SPCC) Plans

Work performed under this task will be based on a desktop review and analysis of existing information provided by the County, agency resource mapping available online, and other industry and published sources. No field investigations, biological assessments, computer modeling, quantitative studies, or any other technical analysis are included in this Scope of Services, unless specifically stated otherwise.

Task 1.2 – Deliverables

- Analysis from Task 1.2 will be Draft Chapter 1 of the Narrative Report.

Task 1.2 – Assumptions and Constraints

- Data sources will include County records, aerial photography, public data, and a field visit. The field visit will be conducted as part of the trip for the first TAC meeting.
- It is understood data is limited. Data will be collected as it is reasonably available. To the extent practicable, data will be requested in its native file format.
- Existing noise contours will not be developed.

1.3 FORECASTS OF AVIATION DEMAND

Current operations at the Airport are less than 90,000 operations annually, and not expected to exceed 90,000 operations in the foreseeable future. Therefore, preparation of a detailed operations forecast is not warranted. Instead, the analysis will identify the existing critical aircraft and if there is any expected change to the future critical aircraft in the foreseeable future. Based aircraft forecasts will be prepared. The base year will be 2024. Forecasts will be prepared for the short-term (5-year), intermediate-term (10-year) and long-term (20-year) intervals.

1.3.1 Historical Aviation Activity

Historical aviation activities at the Airport will be collected from the County. This information will provide the historical background and baseline conditions for the forecast development and analysis as needed:

- Annual aircraft operations (local and itinerant)
- Based aircraft and fleet mix
- Flight training and touch and go activity
- Itinerant general aviation fleet mix (to extent available)
- Existing and future Critical Aircraft

1.3.2 Evaluate Trends and Factors that Impact Aviation Demand

The Consultant will review local, regional, and national trends that have the potential to influence aviation demand at the Airport. Socioeconomic trends such as demographics, income and employment as well as aviation related factors such as fuel prices, pilot certificates/training, aircraft sales/production, NextGen technologies, the Airport's role in the County system, and wildfire activity.

1.3.3 Aviation Demand Forecasts

Forecasts for the following components will be developed. The base year is 2024 with 5-, 10-, and 20-year forecasts developed for each component. A range of forecasts (low growth, baseline, and high growth scenarios) will be prepared for based aircraft and annual airport operations. A general basis for the forecasts will also be described for each forecast component:

- Based aircraft totals and fleet mix
- Annual general aviation aircraft operations (local and itinerant)
- Operational fleet mix
- Annual military operations
- Percentage of touch and go operations

Forecasting methodologies and techniques to be employed may include:

- Trend analysis and extrapolation
- Socioeconomic factor comparison
- Market share analysis

Additionally, this forecasting effort will include the selection and recommendation of a design aircraft to be used in subsequent facility planning evaluation. This determination will be made consistent with the FAA's AC 150/5000-17 Critical Aircraft and Regular Use Determination.

Task 1.3 – Deliverables

- Analysis from Task 1.3 will be Draft Chapter 2 of the Narrative Report.

Task 1.3 – Assumptions and Constraints

- To the extent that it is available, data sources include the FAA TFMSC, County records, ADSB data.
- Draft Chapter 2 will be used to secure FAA approval of the forecasts of aviation demand.
- A comparison with the FAA Terminal Area Forecast (TAF) is not required for a non-towered/low activity airport such as Scott Valley. A comparison with FAA Forecasts is excluded from this Scope of Services.

1.4 DEMAND/CAPACITY AND FACILITY REQUIREMENTS

Upon completion of the Inventory of Existing Conditions and Forecasts of Aviation Demand tasks (1.2 and 1.3, respectively), the Consultant will determine new and/or improved facilities necessary to accommodate expected demand in each of the planning horizons. This task begins with an assessment of the existing facilities to satisfy the safety requirements of the current design aircraft, which will be determined based on historical and forecast activity. The facility requirements will include the following.

1.4.1 Airfield Requirements

- Airport service role
- Critical/design aircraft
- Design standards for the critical/design aircraft
  - Airport reference code
  - Runway design code
  - Taxiway design group
- Airfield capacity requirements using FAA AC 150/5060-5 methodology
  - Runway hourly capacity
  - Annual service volume
  - Demand versus capacity

- Airfield geometry
  - Weather and wind analysis
  - Compliance with FAA airport design standards
  - Runway system
    - Runway length analysis
    - Runway width
    - Runway shoulders
    - Runway blast pads
    - Lighting, markings, and signage
    - Runway grades
    - RSAs
    - Runway obstacle free zones (ROFZs)
    - Runway object free areas (ROFAs)
    - RPZs
    - Approach and departure surfaces
    - Operational improvements for improved runway/taxiway utilization/capacity
    - Navigational aids
      - Electronic
      - Visual
  - Taxiway system
    - Locations
    - Widths
    - Taxiway safety area
    - Taxiway object free area
    - Taxiway edge safety margin
    - Lighting, markings, and signage
  - Pavement strength
  - Airspace
- Summary of airfield requirements

1.4.2 Airspace Protection

- Instrument procedure requirements
- Runway end siting criteria
- Local airspace configurations

1.4.3 Landside Facility Requirements

- General aviation terminal and Airport administration facilities
- Based aircraft storage facilities
- Transient aircraft parking facilities
- Airport support and maintenance facilities (including aviation fuel storage)

- FBOs and flight schools
- Summary of landside facility requirements

1.4.4 Ground Access Facility Requirements

- Off-airport road system
- On-airport road system
- Vehicle parking
- Summary of ground access requirements

1.4.5 Utilities

Description of utility system requirements.

1.4.6 Access Control and Perimeter Fencing

Description of access control and perimeter fencing requirements.

1.4.7 Aeronautical Land Areas

Land requirements for items defined in Tasks 1.4.1 through 1.4.6 will be summarized and compared against existing land area for the Airport. This will form the basis of the minimum land required to support aviation activity during the 20-year planning period. Airport land in excess of this amount would then be available for aviation supporting and non-aeronautical revenue generation uses. Task 1.5.4 will define the Recommended Development Plan (RDP) which will inform the County as to what lands are available for non-aeronautical revenue generation uses.

Task 1.4 – Deliverables

- Analysis from Task 1.4 will be Draft Chapter 3 of the Narrative Report.

Task 1.4 – Assumptions and Constraints

- None.

1.5 ALTERNATIVES DEVELOPMENT AND EVALUATION

The objective of this task is to identify feasible alternative development plans for the Airport based on the previous tasks. The Consultant will utilize an organized approach when executing this task. Overall, the process will be undertaken using the following method:

- Identification of alternative ways to address deficiencies associated with previously identified facility requirements (Task 1.4)
- Evaluation of the alternatives
- Selection of the RDP

The alternatives analysis will satisfy the Airport's development needs while remaining responsive to regulatory, environmental, fiscal, and other objectives.

1.5.1 Basis of Concept Development

A description of the basis for the development of alternatives will be provided which explains the focus of the alternatives to be developed based upon the analysis performed in Task 1.1 through 1.4.

1.5.2 Alternatives

Alternatives for the key components of the airport system will be defined in this task, per the quantities noted below.

1.5.2.1 Airside

Up to three (3) alternatives are included in this Scope of Services. These alternatives may address:

- FAA Airport Design standards compliance
- Number of runways
- Runway length, orientation, and width
- Operational and safety enhancements
- Approach capabilities
- Runway incursion mitigations

1.5.2.2 Landside

Up to three (3) alternatives are included in this Scope of Services. These alternatives may address:

- General aviation terminal and Airport administration facilities
- Based aircraft storage and transient aircraft parking facilities
- Airport support and maintenance facilities (including fuel storage)
- FBO locations
- Non-aeronautical revenue generation areas

1.5.2.3 Ground Access

Ground access alternatives will be developed in concert with the Landside alternatives and will depict ground access to support these facilities. The ground access alternatives may include:

- Off-airport road system improvements
- On-airport road system improvements
- Vehicle parking locations

1.5.3 Evaluation of Alternatives

The alternatives developed in Task 1.5.2 will be evaluated in this task. Up to two (2) additional alternatives may be developed as a result of the alternatives evaluation process. This task includes:

- Description of evaluation methodology
- Definition of evaluation criteria; preliminary criteria may include:
    - Compliance with FAA Airport Design standards (quantitative)
    - Meeting facility requirements (quantitative)
    - Airspace impacts (qualitative)
    - Environmental considerations (qualitative)

- Rough order of magnitude costs (quantitative)/feasibility (qualitative)
- Construction/phasing considerations (qualitative)
- Social impact (qualitative)
- Operational benefits (qualitative)
- Stakeholder input (qualitative)
- Long-term flexibility (qualitative)

- Evaluation of alternatives against selected criteria

1.5.4 Define Recommended Development Plan

Based upon any refinements made in Task 1.5.3, a RDP will be defined from the preferred alternatives from each element of the Airport.

Task 1.5 – Deliverables

- Analysis from Task 1.5 will be Draft Chapter 4 of the Narrative Report.

Task 1.5 – Assumptions and Constraints

- Preliminary alternatives will be presented to the TAC for input and feedback.
- The third workshop for the TAC will be held after the Consultant completes the evaluation of the first set of alternatives as noted in Task 1.5.3. Input from the TAC will be used as the basis for the two optional alternatives defined in Task 1.5.3.

1.6 FACILITIES IMPLEMENTATION PLAN

This task delineates the phased development of the RDP defined in Task 1.5.4 into short-term (5-year), intermediate-term (10-year), and long-term (20-year) planning horizons. Although phasing is normally associated with a timeline, it is understood that planned development beyond five (5) years will be predicated on the actual future conditions being met (e.g. condition of facilities and activity levels). This task will also indicate any additional property needed to implement the plan (fee simple or easement) and property not required to meet foreseeable aviation demand that may be used for non-aviation, revenue generation purposes.

Several subtasks will be performed concurrently to define the phased airport development plan.

1.6.1 Environmental Overview

Using the environmental inventory prepared earlier in Task 1.2.4, the Consultant will identify the environmental impacts likely to occur as a result of the RDP, options to reduce or minimize the potential for adverse effects (where applicable), and a permitting strategy for project implementation.

1.6.1.1 Probable Impacts and Mitigation

This task will identify the potential environmental impacts of the preferred development plan, the nature and extent of the impacts, and options for mitigation, if applicable. The environmental impact categories reviewed will be the same as were defined in Task 1.2.4. Descriptions will be limited to probable impacts. If a category will not potentially be impacted, it will not be addressed.

Work performed under this task will be based on a desktop analysis and qualitative discussion of existing information provided by the County, agency resource mapping available online, industry published sources, and the preferred development plans generated as part of this Scope of Services. No field investigations, biological assessments, computer modeling, quantitative studies, or any other technical analysis are included in this Scope of Services, unless specifically stated otherwise.

1.6.1.2 Strategies for National Environmental Policy Act (NEPA) Compliance

Implementation of projects included in the preferred development plan will be subject to FAA environmental review and approval pursuant. The Consultant will outline the environmental processes and present a strategy for project implementation that is consistent with other elements within Task 1.6. The information to be provided under this task does not include preparing NEPA nor California Environmental Quality Act (CEQA) documentation but is intended to facilitate the environmental scoping processes when the project(s) are programmed for funding and development.

1.6.2 Financial Feasibility Analysis/Funding Plan

This task provides the County with a 20-year financial plan to fund the improvements identified in the short- and intermediate-terms of the RDP. This will assist the County in budgeting for expenditures as anticipated demand is achieved. As the County manages a system of airports, the funding plan will consider the totality of the County's system in determining project schedule and funding feasibility of projects at the Airport.

1.6.2.1 Capital Improvement Costs

The Consultant will develop high-level Opinions of Probable Cost (OPC) estimates for the individual projects identified. OPC estimates will include environmental documentation (as required), design (as required), Airports-GIS (as required), and construction/acquisition (including construction management). OPC estimates will be completed by an engineer, architect, or environmental scientist; depending on the nature of the project. The Consultant may rely on bid tabulations of other projects completed within California to validate reasonableness.

OPC estimates will be submitted to the County for one (1) round of review and comment.

1.6.2.2 Capital Funding Sources

Various potential sources to fund the RDP will be documented along with the County's historical use of these sources (to the extent that the information is available from the County).

- Grants-in-Aid Programs
  - FAA AIP
  - Other federal grants
  - Caltrans
- Private capital
- Local sources

1.6.2.3 Funding Plan

A potential 10-year funding plan will be developed for the RDP. This will document and consider the:

- Schedule of capital improvements
- Funding eligibility of capital projects
- Schedule of grants-in-aid program funding requirements
- Schedule of third-party-funded improvements
- Summary of the capital improvement project funding program
- County maintenance projects and equipment purchases for the Airport
- County system wide capital investment program

Task 1.6 – Deliverables

- Analysis from Task 1.6 will be included in Draft Chapter 5 of the Narrative Report.

Task 1.6 – Assumptions and Constraints

- No field investigations, biological assessments, computer modeling, quantitative studies, or any other technical analysis are included in this Scope of Services, unless specifically stated otherwise.
- Noise modeling is not included in this Scope of Services.
- Project OPCs developed in Task 1.6.2.1 may be included in a separate document to the County or as an appendix to the Narrative Report.
- OPCs developed for this ALP with Narrative Report are planning level and must be reevaluated by the County prior to requesting project funding.
- Because the Consultant does not control the cost of labor, materials, equipment or services furnished by others, methods of determining prices, or competitive bidding or market conditions, any opinions rendered as to costs, including but not limited to opinions as to the costs of construction and materials, shall be made on the basis of its experience and represent its judgment as an experienced and qualified professional, familiar with the industry. The Consultant cannot and does not guarantee that proposals, bids or actual costs will not vary from its opinions of cost. If the Client wishes greater assurance as to the amount of any cost, it shall employ an independent cost estimator. Consultant's services required to bring costs within any limitation established by the Client will be paid for as Additional Services.

1.7 FINAL NARRATIVE REPORT (DELIVERABLES)

The draft chapters referenced in Tasks 1.2 through 1.6 will be compiled into a complete Narrative Report. Two (2) iterations of this document will be prepared, as described below.

1.7.1 Draft Chapters

Analysis and results from Tasks 1.2 through 1.6 will form the basis of Draft Chapters 1 through 5. Draft Chapter titles and content are assumed to be as follows:

- Draft Chapter 1 – Inventory of Existing Conditions – documents analysis from Task 1.2
- Draft Chapter 2 – Forecasts of Aviation Demand – documents analysis from Task 1.3

- Draft Chapter 3 – Demand/Capacity and Facility Requirements – documents analysis from Task 1.4
- Draft Chapter 4 – Alternatives Development and Evaluation – documents analysis from Task 1.5
- Draft Chapter 5 – Phased Airport Development Plan – documents analysis from Task 1.6

Draft copies of the Chapters will be submitted to the County for review and comment prior to dissemination to the TAC. The Consultant will revise the Draft Chapters based on the County's feedback prior to distribution. Review time for each Draft Chapter is to be four (4) weeks in duration.

Draft Chapters will be draft in nature and will not be updated as new information becomes available during the Project. Rather, updates will be made to the content when the Draft Chapters are incorporated into the Draft Final Narrative Report (Task 1.7.2).

1.7.2 Draft Final Narrative Report

The Consultant will make appropriate updates to the Draft Chapters and assemble them in a Draft Final Narrative Report and an Introduction added. The Draft Final Narrative Report will be submitted to the County for review and comment. Review time is to be four (4) weeks in duration.

The Consultant will make revisions to the Draft Final Narrative Report as appropriate based upon County feedback. The revised report will then be distributed to the FAA for their review and comment. Submission of this report to the FAA will be concurrent with the Draft ALP set for FAA review. FAA review time is assumed to be ninety (90) days.

1.7.3 Final Narrative Report

The Consultant will revise the Draft Final Narrative Report based upon comments received from the FAA. The Final Narrative Report will contain a copy of the approved ALP set as an appendix.

Task 1.7 – Deliverables

- Draft Chapters 1 through 5 in electronic (PDF) format only.
- Draft Narrative Report in electronic (PDF) format only.
- Final Narrative Report in electronic (PDF) format only.

Task 1.7 – Assumptions and Constraints

- Draft Chapters and the Draft Final Narrative Report will be developed in Microsoft Word. The Final Narrative Report may be developed in Adobe InDesign or similar publishing software.
- Assumed County and FAA review times are as noted in Tasks 1.7.1 and 1.7.2.

1.8 AIRPORT LAYOUT PLAN SET

The Consultant will develop an ALP drawing set in compliance with the FAA Standard Operating Procedure (SOP) 2.00 (Appendix B). ALP drawings will be developed from the base Airports GIS data collected in Task 2 of this Scope of Services. All drawings will be North American ARCH E1 size sheets (24 inch x 36 inch). Below is a summary of the drawing sheets and anticipated number of sheets required for each drawing (a total of 17 drawing sheets is anticipated). The Consultant will provide the County with AutoCAD files for the final version of the ALP drawing set at the completion of the Project.

- Cover Sheet (1 sheet)
- Airport Data Sheet (1 sheets)
- Existing Airport Layout Drawing (1 sheet)
- Future Airport Layout Drawing (1 sheet)
- Airport Airspace Drawing Sheet (plan view - 1 sheets, profile view – 1 sheets)
- Runway Centerline Profile Drawing (profile view – 1 sheet)
- Inner Portion of the Approach Surface Drawing (plan and profile views - 2 sheets)
- Runway Departure Surface Drawing (plan and profile views - 2 sheets)
- Obstacle Data Tables (2 sheets)
- Declared Distance Drawing (1 sheet)
- Building Area Drawings (1 sheet)
- Land Use Drawing (1 sheet)
- Exhibit 'A' (1 sheet)

This task provides the detail for the applicable sheets that will be developed to produce the ALP drawing set.

1.8.1 Cover Sheet

This plan will be developed to serve as the cover sheet and provide a drawing sheet index, a location map and vicinity map, and listing of all applicable abbreviations used throughout the ALP drawing set.

1.8.2 Airport Data Sheet

This plan will be developed to include all required tables, including: Airport Data Table, Runway Data Table, Taxiway Data Table, Wind Data Table, NAVAID Data Table, Modification to Standard Data Table, Deviation from Standards Data Table (if applicable), and Declared Distance Table. Additionally, wind rose information will be provided for All Weather, Visual Flight Rule (VFR), and Instrument Flight Rule (IFR) conditions.

1.8.3 Existing Airport Layout Drawing

This plan will be a large-scale drawing (anticipated scale of drawing will be one [1] inch equals 200 to 300 feet horizontal), which will graphically present the existing layout of the Airport.

1.8.4 Future Airport Layout Drawing

This plan will be a large-scale drawing (anticipated scale of drawing will be one [1] inch equals 200 to 300 feet horizontal), which will indicate the staging of various future recommendations that will be prepared for the Airport and will graphically present the RDP.

1.8.5 Airport Airspace Drawing Sheet

This plan will present the 14 CFR Part 77 airspace surfaces in a large-scale graphic presenting all Part 77 imaginary surfaces based on planned development. The Part 77 airspace surfaces will be superimposed over a base map of current United States Geological Survey (USGS) quad sheets at an appropriate scale for the planned sheet size. Profile views of the Part 77 approach surfaces for each runway end will be developed. Anticipated scale of drawing will be one (1) inch equals 2,000 feet horizontal and one (1)-inch equals 200 feet vertical.

1.8.6 Runway Centerline Profile Drawing

Using the runway centerline survey data collected in Task 2, runway centerline profiles will be created. This drawing will show the profile of the length of the runway and RSA. Runway end elevations, RSA gradients, vertical curves, and the five (5)-foot runway line of sight will be included on this drawing.

1.8.7 Inner Portion of the Approach Surface Drawing

A plan and profile view of each runway end will be developed for the inner portion of the Part 77 approach surface out to a point where the approach surface reaches a height that is approximately 100 feet above the runway end elevation. Anticipated scale of drawing will be one (1)-inch equals 200 feet horizontal and one (1) inch equals 20 feet vertical.

Plan views will consist of the various airport safety areas listed herein: RPZs; RSAs; ROFAs; and ROFZs. Traverse ways crossing the approach surface will be identified based on available information as well as other objects within the approach area.

Profile views of the corresponding plan views will be prepared. Surfaces shown will include the threshold siting surface (TSS), precision approach path indicator (PAPI) obstacle clearance surface, and United States Standards for Terminal Instrument Procedures (TERPS) surfaces, as appropriate.

1.8.8 Runway Departure Surface Drawing

This plan will present the departure surfaces for each runway end. The AC 150/5300-13B Instrument Departure Surface (Surface 7) will be depicted in plan and profile view and obstructions will be identified. Anticipated scale of drawing will be one (1) inch equals 1,000 feet horizontal and one (1) inch equals 100 feet vertical.

1.8.9 Obstacle Data Tables

Data tables will be compiled of obstruction information for the surfaces depicted in Tasks 1.8.5 through 1.8.8. The source of the obstacle data will be from Task 2.3.2. Tabular information will include obstruction type, elevation, penetration of the applicable surfaces, and proposed action and will be prepared by the Consultant. Current and recommended disposition information will be presented to the County for review and approval. Once the County input has been provided, disposition information will be refined on the data tables.

1.8.10 Declared Distance Drawing

This drawing will depict the RSA, ROFA, RPZ, and departure surface (plan and profile) that supports the calculated declared distances which will be included in the Declared Distance Data Table on the Airport Data Sheet (Task 1.8.2). The drawing will focus on the approach and departure ends of the runway. Anticipated scale of drawing will be one (1) inch equals 200 feet horizontal and one (1) inch equals 20 feet vertical.

The AGIS survey collected in Task 2 will be the source for this drawing sheet and the associated declared distance calculations.

1.8.11 Building Area Drawing

This drawing will depict the aviation development areas and associated aprons in a small scale format to provide applicable detail as required by the FAA SOP 2.00 Checklist.

Data table source information for each building will be provided by data developed during Task 2.4.2. The County will provide additional information as required to complete data table requirements.

1.8.12 Land Use Drawing

These drawings will depict existing and proposed land uses within the Airport property boundary on a drawing sheet. Approximate scale of this drawing will be similar to the ALP (e.g., anticipated scale of drawing of one [1] inch equals 200 to 300 feet horizontal). Additional sheets may be developed to depict future land uses.

1.8.13 Exhibit 'A'

An Exhibit 'A' will be prepared for the Airport per the FAA SOP 3.00 Checklist. Consultant will perform a boundary survey and title record search. These data will form the basis of the Exhibit 'A' map and tabular data.

1.8.14 ALP Meeting

The Consultant will participate in a preliminary review of the ALP drawing set with the FAA and the County in a workshop format prior to submission to the FAA. This virtual workshop will enable the FAA to preview the drawing set and offer initial thoughts on the product prior to formal submission to the FAA for review.

Task 1.8 – Deliverables

- Draft ALP Drawing Set, Draft FAA SOP 2.00 Checklist, and Draft FAA SOP 3.00 Checklist for County review (two [2] ARCH D size sets).
- Resolve County comments and submit to FAA.
- Draft Final ALP Drawing Set, Draft Final FAA SOP 2.00 Checklist, and Draft Final FAA SOP 3.00 Checklist for FAA review (electronic submission through OE/AAA website [oeaa.faa.gov]).
- Resolve FAA comments and re-submit to FAA (electronic submission through the OE/AAA website).
- Final ALP Drawing Set, Final FAA SOP 2.00 Checklist, and Final FAA SOP 3.00 Checklist for FAA approval (five [5] ARCH D size prints).

Task 1.8 – Assumptions and Constraints

- The survey information collected in this Project will prevail in the event of discrepancies between the existing published data (i.e. runway end coordinates, etc.).
- GIS data collected in Task 2 is to form the basis of the ALP drawing set.
- County review time of the Draft ALP Drawing Set is assumed to be four (4) weeks.
- FAA review time of the Draft Final and Final ALP Drawing Set is assumed to be ninety (90) days.

2 Airports GIS Survey and GIS Data

Airports GIS survey and GIS data will be collected to satisfy the minimum requirements within the FAA Airports GIS system.

2.1 TASK INITIATION AND SETUP

2.1.1 Task Coordination Meeting

The Consultant will coordinate with the County the overall Airports GIS task, data needs, and access requirements.

One (1) virtual coordination meeting, up to one (1) hour in length, will be conducted between the Consultant and the County. The task scope and schedule will be clearly articulated and documented as well as necessary airfield access requirements.

2.1.2 Airports GIS Website Project Setup

The Consultant will assist County staff in creating an FAA Airport Data Information Portal (ADIP) project. The Consultant will manage, on behalf of the County, communication, and submittals to the FAA, including information posted and reviewed through the FAA ADIP website at https://adip.faa.gov/agis/public/#/public.gov.

2.1.3 Statement of Work

The Consultant will develop the Statement of Work (SOW), which is the first deliverable for any Airports GIS project. The SOW outlines what is to be provided to FAA for review and is different from this Scope of Services document. The SOW serves as a checklist between the FAA and NGS as to what will be delivered and what the NGS is obligated to review. The SOW is generated inside ADIP by completing the SOW form.

2.1.4 Imagery Control Plan

The Consultant will develop and submit the Imagery Control Plan to the FAA ADIP website for FAA review and approval.

2.1.5 Survey and Quality Control Plan

The Consultant will develop and submit the Survey and Quality Control Plan to the FAA ADIP website for FAA review and approval.

Task 2.1 – Deliverables (Approving Entity)

- Statement of Work (FAA through ADIP website)
- Imagery Control Plan (FAA through ADIP website)
- Survey and Quality Control Plan (FAA through ADIP website)

Task 2.1 – Assumptions and Constraints

- The field survey crew will not be required to complete any specialized airport security badging and airfield driver training. If escorts are needed, the County will provide them.

2.2 FIELD DATA COLLECTION AND INVENTORY

The Consultant will complete the following for the Airport in accordance with AC-16B, AC-17C, and AC-18B. Activities to be performed under this task include those noted in Appendix C. Data developed as part of this task will support information to be uploaded to the FAA ADIP website to complete Tasks 1.7 and 2.4

2.2.1 Geodetic Control Surveys

The Consultant will establish temporary control points to provide geodetic control in accordance with AC-16B. Surveying work will be in accordance with the approved Survey Quality and Control Plan (Task 2.4.3). The Consultant will develop required documentation, digital images, and other data as specified in AC-18B for airport surveys.

2.2.2 Runway Surveys

The following items will be collected and determined through appropriate ground surveying techniques in accordance with AC-18B. These data will be included in the FAA ADIP submission.

- Runway ends
- Runway centerline profile surveys at 50-foot stations
- Runway length and width
- Runway touchdown zone elevations (derived from the runway centerline profile survey)
- Electronic and visual navigational aids (NAVAIDS) (includes collection of NAVAIDS associated with the Airport within ten [10] nautical miles, see Appendix D)

This task also includes:

- Setting monuments at runway ends

Task 2.2 – Deliverables

- Data developed in this task is used to support development of other tasks within this Scope of Services.

Task 2.2 – Assumptions and Constraints

- Establishment of PACS and SACS are not included in this Scope of Services.
- The survey information collected in this Project will prevail in the event of discrepancies between the existing published data (i.e. runway end coordinates, elevations, etc.).
- The field survey crew will not be required to complete any specialized airport security badging and airfield driver training. If escorts are needed, the County will provide them.
- All existing utility data is at Quality Level “D” and is NAD 83.

2.3 AERIAL IMAGERY ACQUISITION, FEATURE COMPILATION, AND DATA DELIVERY

The Consultant will submit a completed AC-17C compliant Imagery Plan (Task 2.1.4) for FAA approval for the acquisition of the aerial imagery. Color aerial imagery acquisition will be performed using appropriate camera equipment and techniques to comply with the approved Imagery Plan and in accordance with AC-17C.

2.3.1 Aerial Imagery Acquisition

Aerial imagery will be acquired when appropriate weather and ground conditions occur simultaneously per AC-17C imagery acquisition guidelines. The Consultant will process and perform appropriate quality checks of the color aerial imagery in accordance with AC-17C. Under this task, the Consultant will determine proper control points, comply with flight guidance, imagery quality, weather/seasonal considerations, and produce the required deliverables for NGS review. Aerial acquisition will be collected in a single "block of imagery." Imagery will be of a sufficient resolution to perform remote sensed airspace analysis, planimetric, and topographic mapping.

2.3.2 Obstruction Survey/Airport Airspace Analysis

The Consultant will collect and attribute obstacles within the boundaries provided in Figure 1. It is anticipated that the obstacle data will be collected for each set of surfaces defined in:

- AC-18B Runways with Vertical Guidance
- Title 14 CFR Part 77 Subpart C – Standards for Determining Obstructions to Air Navigation or Navigational Aids or Facilities (Part 77)
- AC-13B Approach and Departure surfaces

2.3.2.1 Obstacle Analysis – AC-18B

An Obstruction Survey/Airport Airspace Analysis (OS/AAA) will be completed for existing Runway 17/35 in accordance with AC-18B for runways with vertical guidance.

Surfaces included in the analysis are:

- Vertically Guided Runway Primary Surface (VGRPS)
- Vertically Guided Primary Connection Surface (VGPCS)
- Vertically Guided Approach Surface (VGAS)
- Vertically Guided Protection Surface (VGPS)
- Vertically Guided Approach Transitional Surface (VGATS)
- Vertically Guided Horizontal Surface (VGHS)
- Vertically Guided Conical Surface (VGCS)

Obstacle data developed as part of this task will be used under Task 2.4.1 and submitted to NGS for review and approval.

2.3.2.2 Obstacle Analysis – Part 77 Imaginary Surfaces

Three-dimensional surfaces representing the Part 77 Imaginary Surfaces will be generated for the existing runways using survey data collected in Task 2.2.2. The analysis will identify penetrations to the existing surfaces. A blended set of Part 77 surfaces will be developed for the existing and future conditions of the runways. Surfaces that will be generated include:

- Primary surface
- Approach surface
- Transitional surface
- Conical surface
- Horizontal surface

Applicable Part 77 surfaces, by runway, are:

- Existing Runway 16/34 – Visual Runway
- Future Runway 16/34 – Non-Precision Instrument Runway with visibility greater than ¾ mile

Obstacle data developed as part of this task will be used in Tasks 1.8.5 through 1.8.9.

2.3.2.3 Obstacle Analysis – AC-13B Surfaces

Three-dimensional surfaces representing the existing and future AC-13B approach and departure surfaces will be generated for the existing runways using survey data collected in Task 2.2.2 and future runway ends as defined in Task 1.5.4. The analysis will identify all penetrations to the AC-13B surfaces. In situations where large sections of terrain or vegetation are found to penetrate the surface, a bounding polygon will be used to identify the area obstruction and a single point located at the highest location will be identified and placed.

Applicable AC-13B Surfaces, by runway, are:

Runway Configuration	Approach	Departure
Existing Runway 16/34	Surface 3	Not applicable
Future Runway 16/34	Surface 5 (greater than ¾ mile)	Surface 7

Obstacle data developed as part of this task will be used under Task 1.8.7.

2.3.3 Feature Mapping/Compilation and Quality Assurance

The Consultant will collect and provide basic attribution of airport planimetric features within the airport property boundary (see Figure 2) in compliance with AC-18B. The list of features to be collected is provided in Appendix E. Data collected as part of this task will be used under Task 2.7.2. The Consultant will perform proper QA/QC of all data collected from aerial imagery and obstruction analysis.

2.3.4 Topographic Mapping/Elevation Contour Generation and Compilation

The Consultant will collect and provide basic attribution of one (1)-foot interval elevation contours of the Airport boundary in compliance with AC-18B. Data collected as part of this task will be used under Task 2.4.2.

Task 2.3 – Deliverables

- The Consultant will collect imagery and obstruction data to be submitted to NGS via the FAA ADIP website for independent verification, validation, and approval.
- Color digital orthophotos in GeoTIFF.
- Other data developed in this task will be used to support development of other tasks.

Task 2.3 – Assumptions and Constraints

- NGS review and approval of the aerial imagery used for the obstacle data collection is required.
- High altitude imagery must be collected between, and including, later spring through summer.

2.4 DATA DEVELOPMENT AND DATA DELIVERY

This task assembles data collected under Tasks 2.2 and 2.3, converts it into ESRI file format for the final stages of processing. Two (2) different sets of data deliverables are expected to be developed as part of this task. These are outlined as follows:

- Existing Safety Critical Data and Planimetric Base-Mapping
- Future Projects Data Development

The Future Projects Data will be developed for County uses and will not be uploaded into the ADIP website. In addition to the above items, a Final Survey Report will also be developed. Task details are described below.

2.4.1 Safety Critical Data and Planimetric Base-Mapping Processing and Attribution

The Consultant will process the Safety Critical information collected during the field survey (Task 2.2) and obstruction data collected as part of the obstacle analysis (Task 2.3.2) and convert into ESRI file format. Planimetric base-mapping data will be converted into ESRI file format. Data attribution will meet minimum FAA requirements and will be provided per the attribution responsibility matrix (Appendix E). The Consultant will submit ESRI shapefiles to the FAA ADIP website. The Consultant will perform internal quality reviews of the data prior to submission into the ADIP website. The NGS reviews Safety Critical Data. The Consultant will correct any “critical” comments noted by the NGS and reupload the data to the ADIP website.

2.4.1.1 Final Survey Report

A Final Survey Report will be prepared in accordance with FAA AC-18B. This Final Survey Report is to be included with the data submission to the NGS via the ADIP website. The Final Survey Report provides supporting documentation that appropriate means, methods, and locations were used to field survey the safety critical information. This will be reviewed directly by NGS as part of the data submission. Revisions made based upon NGS feedback with resubmission to the NGS through the ADIP website as appropriate.

2.4.2 Future Projects Data Development

The Consultant will develop future data from the RDP into ESRI file format and will follow the AC-18B schema. Data attribution will meet minimum FAA requirements. Future Projects Data is not required in the FAA ADIP website. Therefore, this information will be developed, internal quality reviews performed, and transitioned to the County at the end of the Project for their own uses.

Task 2.4 – Deliverables

- Safety Critical Data and Planimetric Base-Mapping Data.
- Future Projects Data.

Task 2.4 – Assumptions and Constraints

- A wetland delineation survey is not included in this Scope of Services.
- No utility location services are provided in this Scope of Services.

3 Stakeholder Engagement

The overall effectiveness and perceived success of an ALP with Narrative Report is often predicated on the level of participation engendered with businesses, aviation users, and executive and legislative stakeholders. Securing buy-in to the process is a continuous process of promotion, education, and collaboration.

3.1 TECHNICAL ADVISORY COMMITTEE

A Technical Advisory Committee (TAC) will be formed to provide input and insight on technical issues in the aviation elements of Project. The TAC is to be comprised of County staff, FAA Airports District Office (ADO) Staff, key tenants as identified by the County, key users as identified by the County, and other interested parties the County deems appropriate. The TAC will be comprised of about 10 to 15 people. The specific roles of the TAC will be clearly defined before the first gathering of the group and explained at the first meeting to avoid misunderstandings as the Project progresses.

Four (4) in person workshop-style meetings will be held with the TAC and are anticipated to be scheduled as follows:

- At the beginning of the project during the inventory collection and data gathering phase of the project
- After development of the facility requirements and at the beginning of alternatives development
- At the midpoint of the alternatives development and evaluation process
- Toward the end of the project to review final outcomes

Before each meeting, an agenda will be developed with content to be covered in the meeting. Additionally, the meeting approaches for obtaining input and managing the meetings will be developed before each meeting. The Consultant will prepare necessary meeting materials such as PowerPoint presentations, handouts, sign-in sheets, and meeting summaries. Meeting summaries will be preserved for the record. The County will be responsible for meeting room arrangements.

Task 3 – Deliverables

- Stakeholder Engagement Plan
- PowerPoints, sign in sheets, agendas, and meeting summaries from the TAC meetings

Task 3 – Assumptions and Constraints

- The TAC will be comprised of approximately 10 to 15 members
- The County will be responsible for securing meeting venues/rooms.
- Consultant staff for the TAC meetings may include up to two (2) Consultant staff.

4 Project Management and Quality Control

Appropriate direction and project management will be provided in the development of the ALP with Narrative Report as each element is undertaken and completed. This includes:

- Project kickoff meeting with the County to articulate scope, budget, schedule, and approach to the project.
- Holding up to 24 monthly calls between the County and Consultant project manager and Consultant staff to discuss strategy, resolve issues, and coordinate progress and schedule.
- Holding regular in-house meetings and internal Team coordination to manage workflow and quality control of deliverables.
- Tracking, actively managing, and updating project schedules.
- Providing quality reviews of all written and graphic communication produced in the form of draft chapters, technical memorandums, draft reports, final reports, presentations, and other materials, as needed.
- Monitoring, tracking, and actively managing the Consultant's project and task budgets, and associated office expenses.
- Monitoring, tracking, and actively managing sub consultants schedule and deliverables.
- Preparing project status reports (as reasonably appropriate) that will be submitted with monthly invoices.

Task 4 – Deliverables

- Up to monthly coordination calls
- Schedule maintenance
- Monthly invoicing and status reports
- Assistance preparing FAA's Quarterly Performance Reports

Task 4 – Assumptions and Constraints

- 24-month project duration.

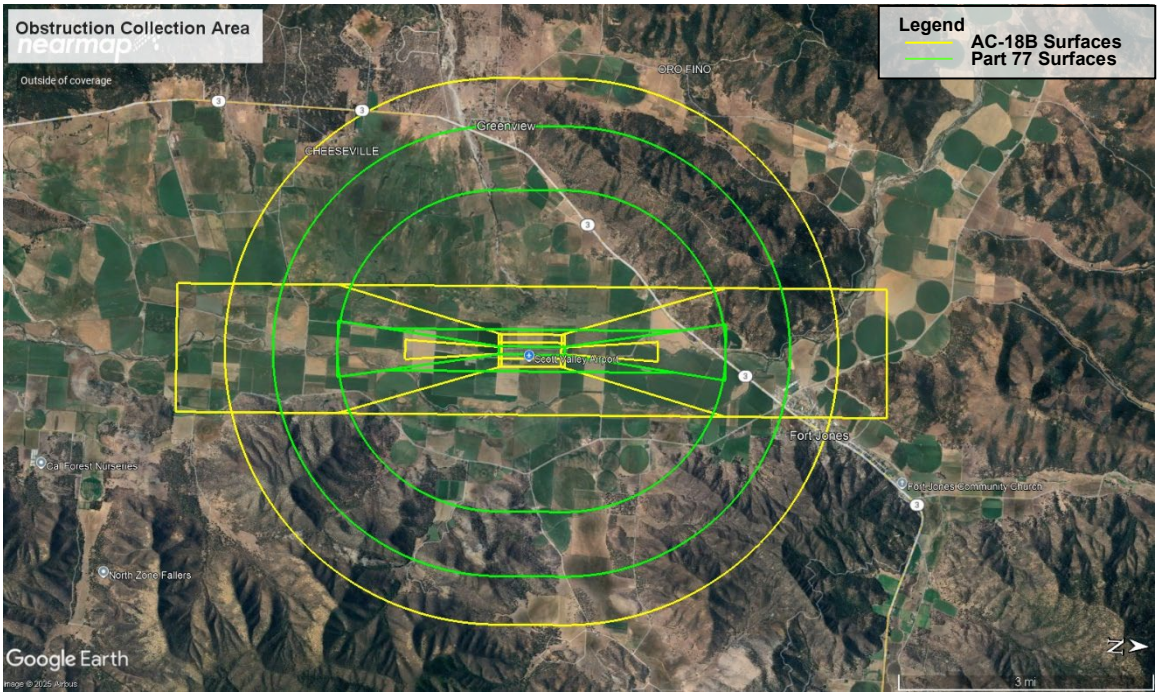

Figure 1

Figure 2

Appendix A FAA Advisory Circulars and Internal Orders and their Respective Versions and Other Criteria to be Used for this Project

FAA Advisory Circulars (ACs)

- AC 150/5000-17, Critical Aircraft and Regular Use Determination
- AC 150/5060-5, Airport Capacity and Delay
- AC 150/5070-6B, Change 2, Airport Master Plans
- AC 150/5220-22B, Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns
- AC 150/5300-13B, Change 1, Airport Design
- AC 150/5300-16B, General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey
- AC 150/5300-17C, Change 1, Standards for Using Remote Sensing Technologies in Airport Surveys
- AC 150/5300-18B, Change 1, General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards Document Information
- AC 150/5325-4B, Runway Length Requirements for Airport Design
- AC 150/5340-1M, Change 1, Standards for Airport Markings
- AC 150/5340-18H, Standards for Airport Sign Systems
- AC 150/5360-13A, Airport Terminal Planning

FAA Orders

- Order 1050.1F, Environmental Impacts: Policies and Procedures
- Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions
- Order 5100.38D, Change 1, Airport Improvement Program Handbook
- Order 5200.8, Runway Safety Area Program
- Order 5300.1G, Modifications to Agency Airport Design, Construction, and Equipment Standards

Engineering Briefs (EBs)

- EB 89A, Taxiway Nomenclature Convention
- EB 95, Additional Siting and Survey considerations for Precision Approach Path Indicator (PAPI) and Other Visual Glide Slope Indicators (VGSI)
- EB 100A, Holding Position Sign and Marking for Runway Approach/Departure Areas

Note: Versions of all FAA ACs, Orders, and EBs not referenced above, but used during the course of this Project, will be as of the execution date of this Contract.

Appendix B FAA SOP 2.00 ALP Checklist

A.2. Title Sheet

• The scale of the Title Sheet should be developed to include the items listed below.

• The minimum size for the final drawing set is 22” X 34” (ANSI D) and 24” X 36” (ARCH D). Coordinate use of 34” x 44” (ANSI E) and 26” X 48” (ARCH E) with FAA. Color drawings may be acceptable if they are still usable if reproduced in grey scale.

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

A.3. Airport Data Sheet

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

Airport Data Sheet

Item	Instructions	Comments	Scoped	
			Yes	No
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.		X	
B. Wind Rose (all weather and IFR) with appropriate airport reference code and runway orientation depicted, crosswind coverage, and combined coverage, source of wind information and time period covered (for IFR runways applicable minimums should be included):	Assembly and analysis of wind data to determine ultimate runway orientation and also provides the operational impact of winds on existing runways. If instrument procedures are present or will be requested then both all-weather and instrument meteorological condition wind roses are required. See AC 150/5300-13A, Appendix 2.	SIY wind data will be used; it is the closest weather station to A30. O86 wind data may also be evaluated for suitability.	X	
1. 10.5, 13, 16, 20 knots wind rose (based on appropriate airport reference code)	When a runway orientation provides less than 95 percent wind coverage for any aircraft forecasted to use the airport on a regular basis, a crosswind runway is recommended. The 95 percent wind coverage is computed on the basis of the crosswind not exceeding 10.5 knots for Airport Reference Codes A-I and B-I, 13 knots for Airport Reference Codes A-II and B-II, 16 knots for Airport Reference Codes A-III, B-III, and C-I through D-III, and 20 knots for Airport Reference Codes A-IV through D-VI. See also AC 150/5300-13A, Paragraph 302(c)(3) and AC 150/5300-13A, Appendix 2.		X	
2. Percentage of wind coverage/crosswind			X	
3. Source of data	Wind data may be obtained from NOAA at http://www.ncdc.noaa.gov/ Reference AC 150/5300-13A, Appendix 2, Paragraph A2-5 and A2-6.	Wind data will be acquired through ADIP.	X	
4. Age of data (last 10 consecutive years of data with most current data no older than 10 years)	Data must be from the latest 10- year period from the reporting station closest to the airport. Reference AC 150/5300-13A, Appendix 2, Paragraph A2-5.		X	
C. Airport Data Table			X	
1. ARC for Airport	List the Airport Reference Code (ARC) for airport. 5300-13AARC is an airport designation that signifies the airport's highest Runway Design Code (RDC), minus the third (visibility) component of the RDC. Reference AC 150/5300-13A.		X	

Airport Data Sheet				
Item	Instructions	Comments	Scoped	
			Yes	No
2. Mean maximum temperature of hottest month	List the mean maximum temperature and the hottest month for the airport location as listed in "Monthly Station Normals of Temperature, Precipitation, and Heating and Cooling Degree- Days" (Climatography of the United States No. 81). See AC 150/5325-4, 506.b.		X	
3. Airport elevation (highest point of the landing areas, nearest 0.1 foot) – using North American Vertical Datum of 1988 (NAVD88)	List the Airport Elevation, the highest point on an airport's usable runway expressed in feet above mean sea level (MSL). Use NAVD88. Reference AC 150/5300-13A, Paragraph 102(g) All elevations shall be in NAVD88. A note shall be put on the Airport Layout Drawing that denotes that the NAVD88 vertical control datum was used.		X	
4. Airport Navigational Aids, including ownership (NDB, TVOR, ASR, Beacon, etc.)	List the electronic aids available at the airport.		X	
5. Airport reference point coordinates, nearest second (existing, future if appropriate, and ultimate) - NAD83	List the Airport Reference Point, the latitude and longitude of the approximate center of the airport. Use the North American Datum of 1983 (NAD83) coordinate system. See AC 150/5300-13A, Paragraph 207. All latitude/longitude coordinates shall be in NAD83. A note shall be put on the Airport Layout Drawing that denotes that the NAD83 coordinate system was used.		X	
6. Miscellaneous facilities (taxiway lighting, lighted wind cone(s), AWOS, etc.) [Including type/model and any facility critical areas]	List any other facilities available at the airport.		X	
7. Airport Reference Code and Critical Aircraft (existing & future)	List the existing and ultimate Airport Reference Code and Critical Aircraft, the most demanding aircraft identified in the forecast that will use the airport. Federally funded projects require that critical design airplanes have at least 500 or more annual itinerant operations at the airport (landings and takeoffs are considered as separate operations) for an individual airplane or a family grouping of airplanes. See AC 150/5325-4, 102.a.(8) and AC 150/5070-6, 702.a. Indicated dimensions for wingspan and undercarriage, along with approach speed.		X	
8. Airport magnetic variation, date and source	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination. This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.		X	

SCOPE OF SERVICES

APPENDIX B

Airport Data Sheet				
Item	Instructions	Comments	Scoped	
			Yes	No
9. NPIAS service level (GA, RL, P, CS, etc.)	See FAA Order 5090.3C.		X	
10. State equivalent service role	As applicable pursuant to State Aviation Department System Plan.		X	
D. Runway Data Table	The Runway Data Table should show information for both existing and ultimate runways.		X	
1. Runway identification (Include identifying runways that are “utility”)	A column for each runway end should be present. List the runway end number and if pavement strength is less than 12,500 pounds (single-wheel), then note as utility.		X	
2. Runway Design Code (RDC)	5300-13AThe first component, depicted by a letter, is the AAC and relates to aircraft approach speed (operational characteristics). The second component, depicted by a Roman numeral, is the ADG and relates to either the aircraft wingspan or tail height (physical characteristics); whichever is more restrictive. The third component relates to the visibility minimums expressed by RVR values in feet of 1200, 1600, 2400, and 4000. List the RDC for each runway. See AC 150/5300- 13A, Paragraph 105(c).		X	
3. Runway Reference Code (RRC)	The RRC describes the current operational capabilities of a runway where no special operating procedures are necessary. Like the RDC, it is composed of three components: AAC, ADG, and visibility minimums. List the RRC for each Runway. See AC 150/5300-13A, Paragraph 318.	RRC is no longer used. Approach and Departurre Reference Codes will be noted instead.	X	
4. Pavement Strength & Material Type	Indicate the runway surface material type, e.g., turf, asphalt, concrete, water, etc.		X	
a. Strength by wheel loading	List the existing and ultimate design strength of the landing surface. See AC 150/5320-6, Chapter 3.		X	
b. Strength by PCN	See AC 150/5335-5.	Scope of Services does not include generation of PCN data.	X	
c. Surface treatment	Note any surface treatment: grooved, PFC, etc.		X	
5. Effective Runway Gradient (%) Author to note maximum grade within runway length. Note to included statement that the runway meets line of sight requirements	List the maximum longitudinal grade of each runway centerline. See AC 150/5300-13A, Paragraph 313.	Source will be Airport GIS survey data.	X	
6. Percent (%) Wind Coverage (each runway)	List the percent wind coverage for each runway for each Aircraft Approach Category. See AC 150/5300-13A, Appendix 2.	Will be listed in a standalone wind data table.	X	
7. Runway dimensions (length and width)	Dimensions determined for the Critical Design Aircraft by using graphical information in AC 150/5325-4.	Per Airport GIS survey information.	X	

Airport Data Sheet				
Item	Instructions	Comments	Scoped	
			Yes	No
8. Displaced Threshold	Provide the pavement elevation of the runway pavement at any displaced threshold. See AC 150/5300-13A, Paragraph 303(2).		X	
9. Runway safety area dimensions (actual existing and design standard)	List the existing and ultimate dimensions of the Runway Safety Area (RSA). See AC 150/5300-13A, Paragraph 307.		X	
10. Runway end coordinates (NAD83) (include displaced threshold coordinates, if applicable) to the nearest 0.01 second and 0.1 foot of elevation.	Show the latitude and longitude of the threshold center and end of pavement (if different) to the nearest .01 of a second and 0.1 foot of elevation.	Source will be Airport GIS survey data.	X	
11. Runway lighting type (LIRL, MIRL, HIRL)	List the existing and ultimate type of runway lighting system for each runway, e.g., Reflectors, Low Intensity Runway Lighting (LIRL), Medium Intensity Runway Lighting (MIRL), or High Intensity Runway Lighting (HIRL). LIRLs will typically not be shown for new systems. See AC 150/5340- 30, Ch. 2.		X	
12. Runway Protection Zone (RPZ) Dimensions	List the existing and ultimate Runway Protection Zone (RPZ) dimensions. See AC 150/5300- 13A, Paragraph 310. Prior to including new or modified land use in the RPZ, the Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400. This policy is exempt from existing land uses in the RPZ. See AC 150/5300-13A, Paragraph 310 and FAA memorandum dated September 27, 2012.		X	
13. Runway marking type (visual or basic, non- precision, precision)	Indicate the existing and ultimate pavement markings for each runway. See AC 150/5340-1, Section 2.		X	
14. 14 CFR Part 77 approach category (50:1; 34:1; 20:1) Existing and Future	List the existing and ultimate approach surface slope. See FAA Order 7400.2, Figures 6-6-3 and 6-3-9.		X	
15. Approach Type (precision, non-precision, visual)	List the existing and ultimate Part 77 Approach Use Types. See FAA Order 7400.2, Figures 6-6-3 and 6-3-9.		X	
16. Visibility minimums (existing and future)	List the existing and ultimate visibility minimums for each runway. See AC 150/5300-13A, Table 1-3.		X	
17. Type of Aeronautical Survey Required for Approach (Vertically Guided, not Vert. Guided)	List the type of aeronautical survey required for the visibility minimums given. See AC 150/5300-18, Section 2.7 and AC 150/5300-13A, Table 3-4 and Table 3-5.		X	
18. Runway Departure Surface (Yes or N/A)"	Determine applicability of 40:1 Departure Obstacle Clearance Surface (OCS) as defined in Paragraph 303(c) of AC 150/5300-13A.		X	

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

Airport Data Sheet				
Item	Instructions	Comments	Scoped	
			Yes	No
28. Taxiway/Taxilane lighting	List the existing and ultimate type of taxiway lighting system, e.g., Reflectors, Low Intensity Taxiway Lighting (LITL), Medium Intensity Taxiway Lighting (MITL), or High Intensity Taxiway Lighting (HITL). LITLs will typically not be shown for new systems. See AC 150/5340-30, Chapter 4.	Taxiway details will be provided in a separate table.	X	
29. Identify the vertical and horizontal datum	All latitude/longitude coordinates shall be in North American Datum of 1983 (NAD 83). A note shall be put on the Airport Layout Drawing that denotes that the NAD 83 coordinate system was used. All elevations shall be NAVD88. A note shall be put on the Airport Layout Drawing that denotes that the NAVD88 vertical control datum was used.		X	
E. Modification to Standards Approval Table (if applicable, a separate written request, including justification, should accompany the modification to standards). Show: Approval Date/ Airspace Case No. / Standard to be Modified / Description	Provide a table to list all FAA approved Modifications to Standards. See AC 150/5300- 13A, Paragraph 106(b), and FAA Order 5300.1. List “None Required” on the table if no Modifications have yet been proposed or approved.		X	
F. Declared Distances Table	Required even if Declared Distances are not in effect. Declared distances are only to be used for runways with turbine- powered aircraft. The TORA, TODA, ASDA, and LDA will be equal to the runway length in cases where a runway does not have displaced thresholds, stopways, or clearways, and have standard RSAs, ROFAs, RPZs, and TSS. Reference AC 150/5300-13A, Paragraph 323.	None published for A30; to be determined as part of this Project.	X	
1. Take Off Run Available (TORA)	List the runway length declared available and suitable for the ground run of an airplane taking off, i.e., Take Off Run Available (TORA). The TORA may be reduced such that it ends prior to the runway to resolve incompatible land uses in the departure RPZ, and/or to mitigate environmental effects. Reference AC 150/5300-13A, Paragraph 323(d)(1).		X	
2. Take Off Distance Available (TODA)	List the length of remaining runway or clearway (CWY) beyond the far end of the TORA ADDED TO the TORA. The resulting sum is the Take Off Distance Available (TODA) for the runway. The TODA may be reduced to mitigate penetrations to the 40:1 instrument departure surface, if applicable. The TODA may also extend beyond the runway end through the use of a clearway Reference AC 150/5300-13A, Paragraph 323(d)(2).		X	

Airport Data Sheet				
Item	Instructions	Comments	Scoped	
			Yes	No
3. Accelerate Stop Distance Available (ASDA)	5300-13A List the length the length of runway plus stopway (if any) declared available and suitable for satisfying accelerate- stop distance requirements for a rejected takeoff. Additional RSA and ROFA can be obtained by reducing the ASDA. Reference AC 150/5300-13A, Paragraph 323(d)(3).		X	
4. Landing Distance Available (LDA)	5300-13A List the length of runway declared available and suitable for satisfying landing distance requirements. The LDA may be reduced to satisfy the approach RPZ, RSA, and ROFA requirements. Reference AC 150/5300-13A, Paragraph 323(e).		X	
G. Legend	Provide a Legend that identifies all symbols and line types used on the drawing. Lines must be clear and readable with sufficient scale and quality to discern details.	Not applicalbe on this sheet.		X

A.4. Airport Layout Plan Drawing

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

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

Airport Layout Plan Drawing				
Item	Instructions	Comments	Scoped	
			Yes	No
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.		X	
B. Space for the FAA approval stamp	Leave a blank four-inch by four- inch area for the FAA approval stamp.		X	
C. Layout of existing and proposed facilities and features:	To assure full consideration of future airport development in 14 CFR Part 77 studies, airport owners must have their plans on file with the FAA. The necessary plan data includes, as a minimum, planned runway end coordinates, elevation, and type of approach for any new runway or runway extension. See AC 150/5300-13A, Paragraph 106.	Existing and future features will be shown on their respective drawing sheets. The source of existing airport features will be the Airport GIS mapping.	X	
1. True and magnetic North arrow with year of magnetic declination	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination. This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.		X	
2. Airport reference point – locate by symbol a Lat./Long. To nearest second (existing, future, and ultimate) NAD 83	List the Airport Reference Point, the latitude and longitude of the approximate center of the airport. Use the NAD 83 coordinate system. See AC 150/5300-13A, Paragraph 207.	Will be calculated based upon surveyed runway ends from the Airport GIS survey data.	X	
3. Wind cones, segmented circle, beacon, AWOS, etc.	Show as applicable pursuant to AC 150/5300-13A, Chapter 6.		X	
4. Contours (showing only significant terrain differences)	Topography, budget, and future uses of the base mapping, will dictate what intervals of topographical contours to use on the maps. Topographic issues may be important in the alternatives analysis, which may require that reduced contour intervals be used. See AC 150/5070-6, 1005.	Source will be Airport GIS survey data.	X	
5. Elevations: All NAVD88	All latitude/longitude coordinates shall be in NAD83/NAVD88.	Source will be Airport GIS survey data.	X	
a. Runway – existing, future, and ultimate ends (nearest 0.1 ft.)	Show the latitude and longitude of the threshold center and end of pavement.	Source will be Airport GIS survey data.	X	
b. Touchdown Zone Elevation (highest point in first 3,000 ft. of runway)	List the highest runway centerline elevation in the existing and ultimate first 3000 feet from landing threshold. See FAA Order 8260.3, Appendix 1.	Source will be Airport GIS survey data.	X	

Airport Layout Plan Drawing				
Item	Instructions	Comments	Scoped	
			Yes	No
c. Runway high/low points (existing and future)	For all runways identify high and low points (centerline) and provide elevation information.	Source will be Airport GIS survey data.	X	
d. Label runway/runway intersection elevations	Label the pavement elevation of runway intersections where the centerlines cross.	Not applicable at A30.		X
e. Displaced Thresholds (if any)	Label the pavement elevation and coordinates of the runway pavement at any displaced threshold. See AC 150/5300- 13A, Paragraph 303(a)(2).		X	
f. Roadways & Railroads (where they intersect Approach surfaces, the extended runway centerline, and at the most critical points)	Provide elevation information for the traverse ways' centerline elevation where they intersect the Part 77 Approach surfaces (existing and ultimate). Note whether this elevation is the actual elevation or the traverseway elevation plus the traverseway adjustment (23' for railways, 17' for interstate highways, 15' for other public roads, or 10' for private roads). See also 14 CFR Part 77.	This information will be displayed on the Inner Approach Drawing sheets.		X
g. Structures, Buildings, and Facilities	All buildings on the Airport Layout Drawing should be identified by an alphanumeric character. List these identifiers in a table and give a description of the building. If no Terminal Area drawing is done, also include the top of structure elevation in MSL. If any of the structures violate any airport or approach surfaces give an ultimate disposition to remedy the violation. Don't forget navigation aid shelters, AWOS/ASOS, RVRs, PAPIs, Fueling systems, REILs, etc. Also identify the structure use (hangar, FBO, crew quarters, etc.), as needed. Some lesser objects may be identified by symbols in the legend.	Building Area Drawing will be provided. Simplified Building/Facility list may be provided on this sheet.	X	
h. Define features to include: trees streams, water bodies, etc.	Provide information and delineate trees, streams, water bodies, etc., on or near airport property and approach surfaces.		X	
6. Runway Details			X	
a. Runway Design – runway length, runway width, shoulder width, blast pad width, blast pad length, and cross wind component. (existing, future, and ultimate)	AC 150/5325-4 describes procedures for establishing the appropriate runway length. AC 150/5300-13A, Table 3-4 and Table 3-5 provides the minimum runway length. AC 150/5300-13A, Table 3-8 provides the standard dimensions of the runway width, shoulder width, blast pad width, blast pad length, and crosswind component based on RDC. Clearly denote the runway numbers at the thresholds. Show location of existing and future threshold lights.		X	
b. Orientation – true bearing to nearest 0.01 second (and runway numbers)	Show the true bearing to the nearest .01 of a degree of the runway centerline.		X	

SCOPE OF SERVICES

APPENDIX B

Airport Layout Plan Drawing				
Item	Instructions	Comments	Scoped	
			Yes	No
c. End Coordinates – existing, future, and ultimate degrees, minutes, seconds (to the nearest 0.01 second)	Show the latitude and longitude of the threshold center and end of pavement (if different) to the nearest .01 of a second.	Source will be Airport GIS survey data.	X	
d. Runway Safety Areas (RSA) – actual, existing, future, and ultimate (including dimensions)	Show the extents of the existing and ultimate RSA 5300-13A. Reference AC 150/5300-13A, Paragraph 307.		X	
e. Runway Object Free Areas (ROFA)	Show the extents of the existing and ultimate ROFA. Reference AC 150/5300-13A, Paragraph 309.		X	
f. Precision Obstacle Free Zone (POFZ)	Show the extents of the existing and ultimate POFZ. Reference AC 150/5300-13A, Paragraph 308(d).	Not applicable at A30.		X
g. Obstacle Free Zone (OFZ)	Show the extents of the existing and ultimate OFZ. Reference AC 150/5300-13A, Paragraph 308.		X	
h. Clearways and Stopways	Show any/all clearways and stopways/overruns and the markings used to denote these areas. See AC 150/5300-13A, Paragraph 311 and 312; and AC 150/5340-1, Section 2, Paragraph 14.	Not applicable at A30.		X
i. Runway Protection Zone (RPZ) - Dimensions (existing, future, and ultimate)	Show existing and ultimate RPZ. See AC 150/5300-13A, Paragraph 310. Show the existing and ultimate protective area/zone type of ownership. Identify any incompatible objects and activities inside the RPZ. Prior to including new or modified land use in the RPZ, the Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400. This policy is exempt from existing land uses in the RPZ. See AC 150/5300-13A, Paragraph 310 and FAA memorandum dated September 27, 2012.		X	
j. 14 CFR Part 77 Approach Surfaces	Show the portion of the existing and ultimate approach surfaces that are over airport and adjacent property and identify the approach surface dimensions and slope. See FAA Order 7400.2, Figure 6-3-9.		X	
k. Threshold Siting Criteria: Approach/Departure Surface (existing, future, and ultimate) 5300-13A	Determine and identify pursuant to AC 150/5300-13A, Paragraph 303(b) and 303(c).		X	
l. Terminal Instrument Procedures (TERPS)surface and TERPS GQS, if applicable.	Determine and identify pursuant to AC 150/5300-13A, Paragraph 303(a)(4)(a), Table 3-4, and Table 3-5. Reference FAA Order 8260.3.	No existing instrument approach procudures. If Project recommends instrument approach procedures; these will be shown.	X	
m. Navigation Aids (NAVAIDS) – PAPI, ILS, GS, LOC, ALS, MALSR, REIL, etc., (plus facility critical area's)	Show all NAVAIDS and provide clearance distances from runways, taxiways, etc. Reference AC 150/5300-13A, Chapter 6.	No existing NAVAIDs are present at A30. Assuming some may be recommended as part of this Project.	X	

SCOPE OF SERVICES

APPENDIX B

Airport Layout Plan Drawing				
Item	**Instructions**	**Comments**	**Scoped**	
			Yes	**No**
n. Marking – thresholds, hold lines, etc.	Show on the runway the type and location of markings, existing and ultimate. See AC 150/5340-1, Section 2.		X	
o. Displaced threshold coordinates and elevation	Show the latitude, longitude, and the pavement elevation of the runway pavement at any displaced threshold. See AC 150/5300-13A, Paragraph 303(a)(2).5300-13A.		X	
p. Runway centerline separation distances	Show the runway centerline separation distances to parallel runway centerline, holding position, parallel taxiway/taxilane centerline, aircraft parking area, and helicopter touchdown pad, if applicable. Reference AC 150/5300-13A, Paragraph 321 and Table 3-8.		X	
7. Taxiway Details	Show the taxiway centerline separation distances to parallel taxiway/taxilane centerlines, fixed or movable objects.	Taxiway Details are shown in the Taxiway Data table.	X	
a. Dimensions – width (existing & ultimate)	Taxiway width based on Taxiway Design Group (TDG). See AC 150/5300-13A, Table 4-2.		X	
b. Taxiway Edge Safety Margin (TESM)	TESM dimension based on TDG. See AC 150/5300-13A, Table 4- 2.		X	
c. Taxiway Shoulder Width	Taxiway shoulder width based on TDG. See AC 150/5300-13A, Table 4-2.		X	
b. Taxiway/Taxilane Object Free Area (TOFA)	TOFA width based on Taxiway Design Group (TDG). TOFA extend the entire length of taxiway. See AC 150/5300-13A, Table 4-1.		X	
c. Taxiway/Taxilane Safety Area (TSA)	TSA width based on TDG. TSA extend the entire length of taxiway. See AC 150/5300-13A, Table 4-1.		X	
d. Taxiway/Taxilane Centerline Separation from:			X	
i. Runway centerline	Show the distance from centerline of runway to centerline of taxiway. See AC 150/5300- 13A, Table 4-1.		X	
ii. Parallel taxiway	Show the distance from centerline of taxiway to centerline of parallel taxiway. See AC 150/5300-13A, Table 4-1.		X	
iii. Aircraft parking	Show the distance from centerline of taxiway to marked aircraft parking/tie downs. See AC 150/5300-13A, Table 4-1.	Will be included on the Building Area Drawing.		X
iv. Fixed or Movable Objects	Show the distance from centerline of taxiway to airport objects such as buildings, facilities, poles, etc. See AC 150/5300-13A, Table 4-1.	Will be included on the Building Area Drawing.		X
8. Fences (identify height)	Show the location of existing and ultimate fences and identify height.		X	
9. Aprons			X	
a. Dimensions (square footage, dimension, or length and width)	Include dimensions of apron and distance from runway and taxiway centerlines. Apron should be sized using activity forecast and the apron design spreadsheet. See AC 150/5300- 13A, Chapter 5 and FAA Engineering Brief No. 75.	Will be included on the Building Area Drawing.		X

Airport Layout Plan Drawing				
Item	Instructions	Comments	Scoped	
			Yes	No
b. Identify aircraft tie- down layout	Show proposed tie-down layout on the apron area. See AC 150/5300-13A, Figure A5-1, AC 20-35, and AC 150/5340-1.	Will be included on the Building Area Drawing.		X
c. Identify Special Use Areas (e.g., deicing or aerial application areas on or near apron)	Show as applicable and pursuant to representative ACs.	Not applicable at A30.		X
10. Roads	Label all roads.		X	
11. Legend	Provide a Legend that identifies all symbols and line types used on the drawing. Lines must be clear and readable with sufficient scale and quality to discern details.		X	
12. Items to be identified with distinct line types	Use distinct line types to identify different items and differentiate between existing and ultimate.		X	
a. NAVAID Critical Areas (Glide Slope, Localizer, AWOS, ASOS, VOR, RVR, etc.)	Show the critical area outline for all Instrument Landing System and other electronic Navigational Aids located on the airport. See AC 150/5300-13A, Chapter 6 for general guidance and FAA Order 5750.16 for critical area dimensions.	There are no existing NAVAIDs at A30. Proposed NAVAIDs and critical areas will be shown if recommended in the Project.	X	
b. Building Restriction Lines 5300- 13A(BRL)	The BRL is the line indicating where airport buildings must not be located, limiting building proximity to aircraft movement areas. See AC 150/5300-13A, Paragraph 213(a).		X	
c. Runway Visibility Zone (RVZ)	Show the RVZ for the existing and ultimate airport configurations. See AC 150/5300-13A, 305(c).	Not applicable at A30.		X
d. Airport Property Lines and Easements (existing, future, and ultimate)	Show the airport property boundaries, including easements, for the existing and ultimate airport configurations.		X	
13. Survey Documentation				X
a. Survey Monuments (PACS/SACS, see AC 150/5300-16)	Show the location of all established survey monuments located on or near the airport property. Identify Primary and Secondary Airport Control Stations (PACS/SACS) if they exist. See AC 150/5300-16. Show the location of all section corners on or near the airport property.	There are no PACS and SACS at A30.		X
b. Offsets, stations, etc.	Show as applicable.			X
14. Any Air Traffic Control Tower (ATCT) line of sight/shadow study areas (use separate sheet if necessary)	Reference FAA Order 6480.4.	Not applicable at A30.		X
15. General Aviation development area (e.g., fuel facilities, FBO, hangars, etc.) – greater detail can be shown on the terminal area drawing	Show as applicable.	Will be included on the Building Area Drawing.		X
16. Facilities and movement areas that are to be phased out, if any, are described	Show as applicable.		X	

A.5. Airport Airspace Drawing

• A required drawing.

• Scale 1” = 2000’ plan view, 1” = 1000’ approach profiles, 1”=100’ (vertical) for approach profiles.

• 14 CFR Part 77, Objects Affecting Navigable Airspace, defines this as a drawing depicting obstacle identification surfaces for the full extent of all airport development. It should also depict airspace obstructions for the portions of the surfaces excluded from the Inner Portion of the Approach Surface Drawing.

Airport Airspace Drawing				
Item	Instructions	Comments	Scoped	
			Yes	No
A. Title and Revision Block	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as- builts, the revision block should show the current revision number and date of revision.		X	
B. Plan view (based on ultimate runway lengths) Include location of water or sewage facilities if inside horizontal surface.			X	
1. U.S. Geological Survey (USGS) Quad Sheet for base map	Use the most current USGS Quadrangle(s) as a base map for the airspace drawing.		X	
2. Runway end numbers	Show the ultimate runways and runway numbers. Contact the FAA before renumbering existing runways.		X	
3. Part 77 Surfaces (Horizontal, Conical, Transition, based on ultimate). Including elevations at the point where surfaces change.	Show the extents of the Part 77 imaginary surfaces. For airports that have precision approach runways show balance of the 40,000’ approach on a second sheet, if necessary. See 14 CFR Part 77.19.		X	
4. 50’ elevation contours on sloping surfaces (NAVD88)	Show contour lines on all sloping Part 77 imaginary surfaces. See 14 CFR Part 77.19.		X	
5. Top elevations of penetrating objects for the inner portion of the approach surface drawing	Identify by unique alphanumeric symbol all objects beyond the Runway Protection Zones that penetrate any of the Part 77 surfaces. See 14 CFR Part 77.	Obstruction data will be based on Airport GIS data.	X	
6. Note specifying height restriction (ordinances/statutes)	List any local zoning restrictions that are in place to protect the airport and surrounding airspace. See AC 150/5190-4.		X	
7. North Arrow with magnetic declination and year	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination. This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.		X	
C. Profile view				
1. Airport Elevation	List the Airport Elevation, the highest point on an airport's usable runway expressed in feet above mean sea level (MSL). Use NAVD88 datum. See AC 150/5300-13A, Chapter 1, Paragraph 102(g).	Source will be Airport GIS survey data.	X	

Airport Airspace Drawing				
Item	Instructions	Comments	Scoped	
			Yes	No
2. Composite Ground Profile along extended Runway Centerline (Representing the composite profile, based on the highest terrain across the width and along the length of the approach surface)	Depict the ground profile along the extended runway centerline representing the composite profile, based on the highest terrain across the width and along the length of the approach surface.		X	
3. Significant objects (bluffs, rivers, roads, schools, towers, etc.) and elevations	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions. Use the objects' same alphanumeric identifier that was used on the plan view. Identify the top elevations of all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions.		X	
4. Existing, future, and ultimate runway ends and approach slopes	Show existing and ultimate runway ends and FAR Part 77 approach surface slopes. See 14 CFR Part 77.19.		X	
D. Obstruction Data Tables (identify obstacles not depicted on the Inner Portion of the Approach Surface Drawing)		Obstruction Data Tables will be on separate sheets.	X	
1. Object identification number	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions. Use the objects alphanumeric identifier that was used on the plan view. Identify the top elevations of all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions.		X	
2. Description	Provide a brief description of the object, e.g., Power Pole, Cell Tower, Natural Gas Flare, etc.		X	
3. Date of Obstruction Survey	Provide the date of latest obstruction survey.		X	
4. Ground Surface Elevation	Provide the ground surface elevation (MSL) at the base of each object.		X	
5. Object Elevation	List the above ground level (AGL) height and the top of object elevation (above mean sea level / AMSL / MSL) for each object.		X	
6. Amount of surface penetration	List the surface that is penetrated and the amount the object protrudes above the surface. See 14 CFR Part 77.		X	
7. Proposed or existing disposition of the obstruction	Provide a proposed or existing disposition of the object to remedy the penetration. See AC 70/7460-1.	Disposition data to be provided by the County.	X	
a. Proposed Disposition (existing)			X	

SCOPE OF SERVICES

APPENDIX B

Airport Airspace Drawing				
Item	Instructions	Comments	Scoped	
			Yes	No
b. Proposed Disposition (future)			X	

A.6. Inner Portion of the Approach Surface Sheet

• A required drawing.

• Scale 1”=200’ Horizontal, 1”=20’ Vertical, two sheets may be necessary for clarity. Typically, the plan view is on the top half of the drawing and the profile view is on the bottom half. Views should be drawn from the runway threshold to a point on the approach slope 100 feet above the runway threshold elevation, at a minimum, or the limits of the RPZ, whichever is further.

• Drawings containing the plan and profile view of the inner portion of the approach surface to the runway and a tabular listing of all surface penetrations. The drawing will depict the obstacle identification approach surfaces contained in 14 CFR Part 77, Objects Affecting Navigable Airspace. The drawing may also depict other surfaces, including the threshold- siting surface, Glideslope Qualification Surface (GQS), those surfaces associated with United States Standards for Instrument Procedures (TERPS), or those required by the local FAA office or state agency. The extent of the approach surface and the number of airspace obstructions shown may restrict each sheet to only one runway end or approach.

Inner Portion of the Approach Surface Sheet				
Item	Instructions	Comments	Scoped	
			Yes	No
A. Title and Revision Block	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as- builts, the revision block should show the current revision number and date of revision.		X	
B. Plan View (existing, future, and ultimate)			X	
1. Inner portion of approach surface	Show the area from the runway threshold out to where the ultimate approach surface slope is 100 feet above the threshold elevation.		X	
2. Aerial photo for base map	Use an aerial photograph for the base map.		X	
3. Objects (identified by numbers)	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions using an alphanumeric character.		X	
4. Property line within approaches	Show the property lines that are within the area/portion of airport shown.		X	
5. Road & railroad elevations, plus movable object heights	Provide elevation information for the traverse ways’ centerline elevation where they intersect the Part 77 Approach surfaces (existing and ultimate). Note whether this elevation is the actual elevation or the traverse way elevation plus the traverse way adjustment (23’ for railways, 17’ for interstate highways, 15’ for other public roads, or 10’ for private roads). See also 14 CFR Part 77.	Source will be Airport GIS survey data.	X	
6. Part 77 Approach Surface clearance over Roads and Railroads at the most critical points, the Centerline and Edge of the surface.	Provide elevation information for the traverse ways where they intersect the edges and centerline of the Part 77 Approach surfaces (existing and ultimate). Note whether this elevation is the actual elevation or the traverseway elevation plus the traverseway adjustment (23’ for railways, 17’ for interstate highways, 15’ for other public roads, or 10’ for private roads). See also 14 CFR Part 77.		X	

Inner Portion of the Approach Surface Sheet				
Item	Instructions	Comments	Scoped	
			Yes	No
7. Physical end of runway, end number, elevation (NAVD88) Nearest 0.1 foot	Show the existing and ultimate runway end, runway number, and the elevation of the threshold center.	Source will be Airport GIS survey data.	X	
8. Airport Design Surfaces			X	
a. Runway Safety Area	Show the extents of the existing and ultimate Runway Safety Area (RSA). See AC 150/5300-13A, Paragraph 307 and Table 3-8.		X	
b. Runway Object Free Area	Show the extents of the existing and ultimate Object Free Area (OFA). See AC 150/5300-13A, Paragraph 309 and Table 3-8.		X	
c. Runway Obstacle Free Zone (OFZ)	Show the extents of the existing and ultimate OFZ which includes the inner-approach OFZ, inner-transitional OFZ, and the Precision OFZ (POFZ), if applicable. See AC 150/5300- 13A, Paragraph 308.		X	
d. Runway Protection Zone (RPZ)	Show the extents of the existing and ultimate RPZ. Prior to including new or modified land use in the RPZ, the Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400. This policy is exempt from existing land uses in the RPZ. See AC 150/5300-13A, Paragraph 310, Table 3-5 and FAA memorandum dated September 27, 2012.		X	
e. NAVAID critical area	Show the critical area outline for all Instrument Landing System and other electronic Navigational Aids located on the airport. See AC 150/5300-13A, Chapter 6 for general guidance and FAA Order 5750.16 for critical area dimensions.		X	
9. Ground contours	Show ground contour lines in 2', 5', or 10' intervals. Topographic issues may be important in the alternatives analysis, which may require that reduced contour intervals be used. See AC 150/5070-6, Paragraph 1005.	Source will be Airport GIS survey data.	X	
10. North arrow with magnetic declination and year	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination. This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, Chapter 2, Section 5, for further information.		X	
C. Profile view			X	

Inner Portion of the Approach Surface Sheet				
Item	Instructions	Comments	Scoped	
			Yes	No
1. Existing and proposed runway centerline ground profile (list elevations at runway ends & at all points of grade changes) (representing the composite profile based on the highest terrain across the width and along the length of the approach surface)	Depict the ground profile along the extended runway centerline representing the composite profile, based on the highest terrain across the width and along the length of the approach surface to where the ultimate approach surface slope is 100 feet above the threshold elevation. A more effective presentation may be a rendering of a composite critical profile.		X	
2. Future development from plan view	Provide a brief description of the object, e.g., Power Pole, Cell Tower, Natural Gas Flare, etc.		X	
3. Part 77 Approach/transition surface; existing and future VASI/PAPI siting surface	Provide the date of latest obstruction survey.		X	
4. Threshold Siting Surface	5300-13A For any object that penetrates the Part 77 surface, the approach surface, or the obstacle free zone, describe the vertical length the object protrudes.		X	
5. Terrain in approach area (fences, streams, etc.)	Provide a proposed disposition of the object to remedy the penetration as described in item 4 above. See AC 70/7460-1 for Part 77 violations. “Removal” and/or “Lower” should be listed for any Airports safety area/zone violations. See AC 150/5300- 13A, Paragraph 303 and 308.		X	
6. Objects – identify the controlling object (same numbers as plan view)	List the Above Ground Level (AGL) height and the top of object elevation in MSL for each object.	Source will be Airport GIS survey data.	X	
7. Cross section of road & railroad	List the surface that is penetrated and the amount the object protrudes above the surface. See 14 CFR Part 77 and AC 150/5300-13A, Paragraphs 303 and 308.		X	
8. Existing and proposed property and easement lines			X	
D. Obstruction tables for each approach surface (surface should be identified)		Obstruction Data Tables will be on separate sheets.	X	
1. Object identification number	Provide a proposed disposition of the object to remedy the penetration. See AC 70/7460-1 for Part 77 violations. “Removal” and/or “Lower” should be listed for any Airports safety area/zone violations. See AC 150/5300- 13A, Paragraph 303.		X	
2. Description	Provide a brief description of the object, e.g., Power Pole, Cell Tower, Natural Gas Flare, etc.		X	
3. Date of Obstruction Survey and Survey Accuracy	Provide the date of latest obstruction survey.		X	
4. Surface Penetrations	5300-13A For any object that penetrates the Part 77 surface, the approach surface, or the obstacle free zone, describe the vertical length the object protrudes.	Source will be Airport GIS survey data.	X	

Inner Portion of the Approach Surface Sheet				
Item	Instructions	Comments	Scoped	
			Yes	No
5. Proposed disposition of surface penetrations	Provide a proposed disposition of the object to remedy the penetration as described in item 4 above. See AC 70/7460-1 for Part 77 violations. "Removal" and/or "Lower" should be listed for any Airports safety area/zone violations. See AC 150/5300- 13A, Paragraph 303 and 308.	Disposition data to be provided by the County.	X	
6. Object elevation	List the Above Ground Level (AGL) height and the top of object elevation in MSL for each object.	Source will be Airport GIS survey data.	X	
7. Triggering Event (e.g., a runway extension) – Timeframe/expected date for removal	List the surface that is penetrated and the amount the object protrudes above the surface. See 14 CFR Part 77 and AC 150/5300-13A, Paragraphs 303 and 308.		X	
8. Allowable approach surface elevation (if applicable)			X	
9. Amount of approach surface penetration (if applicable)		Source will be Airport GIS survey data.	X	
10. Proposed disposition of approach surface obstruction (if applicable)	Provide a proposed disposition of the object to remedy the penetration. See AC 70/7460-1 for Part 77 violations. "Removal" and/or "Lower" should be listed for any Airports safety area/zone violations. See AC 150/5300- 13A, Paragraph 303.	Disposition data to be provided by the County.	X	
11. Obstacle Free Zone (OFZ)	Determine and depict the applicable OFZ surfaces, see AC 150/5300-13A, Paragraph 308. Provide a proposed disposition of the object to remedy the penetration. Note: Modification to the OFZ standard is not permitted.	Source will be Airport GIS survey data. Disposition data to be provided by the County.	X	
E. Runway Centerline Profile	This may be shown on the Inner Portion of the Approach Surface drawing if there is space to show the runway and Runway Safety Area in sufficient detail otherwise a separate sheet may be necessary. At a minimum this drawing is to show the full length of the runway and Runway Safety Area including: runway elevations, runway and Runway Safety Area gradients, all vertical curves, and a line representing the 5' line-of-sight. See AC 150/5300-13A, Paragraph 305.	This will be a separate draing sheet. Source will be Airport GIS survey data.	X	
1. Scale	The vertical scale of this drawing must be able to show the separation of the runway surface and the 5' Line-of-Sight line. See AC 150/5300-13A, Paragraph 305.		X	
2. Elevation	Show runway elevations, runway and Runway Safety Area gradients, and all vertical curve data. See AC 150/5300-13A, Paragraph 318.	Source will be Airport GIS survey data.	X	

Inner Portion of the Approach Surface Sheet				
Item	Instructions	Comments	Scoped	
			Yes	No
3. Line of Sight	The vertical scale of this drawing must be able to show the separation of the runway surface and the 5' Line-of-Sight line. See AC 150/5300-13A, Section 305.		X	

A.7. Runway Departure Surface Drawing

• Required where applicable. For each runway that is designated for instrument departures.

• This drawing depicts the applicable departure surfaces as defined in Paragraph 303 of FAA AC 150/5300-13A. The surfaces are shown for runway end(s) designated for instrument departures.

• 40:1 for Instrument Procedure Runways (Scale, 1" = 1000' Horizontal, 1" = 100' Vertical, Out to 10,200' beyond Runway threshold) 62.5:1 for Commercial Service Runways
(Scale, 1" = 2000' Horizontal, 1" = 100' Vertical, Out to 50,000' beyond Runway threshold).

• Contact the FAA if the scale does not allow the entire area to fit on a single sheet. The depiction of the One Engine Inoperative (OEI) surface is optional; it is not currently required.

Title Sheet				
Item	**Instructions**	**Comments**	**Scoped**	
			Yes	**No**
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	This drawing will be included if future instrument approach procedures are recommended for A30.	X	
B. Plan view (existing & future)	See AC 150/5300-13A, Paragraph 303(c).		X	
1. Aerial Photo for base map	Use an aerial photograph for the base map. A USGS 7.5 minute series map is also acceptable.		X	
2. Runway end numbers and elevations (nearest 1/10 of a foot)	Show the existing and ultimate runway end, runway number, and the elevation of the threshold center. For runways that have a clearway, depict this surface and the relocated departure surface. Reference AC 150/5300-13A, Paragraph 303(c)(1).	Source will be Airport GIS survey data.	X	
3. 50' elevation contours on sloping surfaces (NAVD88)	Show contour lines on the Part 77 imaginary surfaces. See 14 CFR Part 77.19.		X	
4. Depict property line, including easements	Show the property line(s) that are within the area/portion of airport shown.		X	
5. Identify, by numbers, all traverse ways with elevations and computed vertical clearance in the departure surface	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the departure surfaces, regardless of whether or not they are obstructions using unique alphanumeric characters.	Source will be Airport GIS survey data.	X	
6. Ground contours	Show ground contour lines in 2', 5', or 10' intervals. Topographic issues may be important in the alternatives analysis, which may require that reduced contour intervals be used.	Source will be Airport GIS survey data.	X	
C. Profile view (existing & future)			X	
1. Ground profile	Depict the ground profile along the extended runway centerline representing the composite profile, based on the highest terrain across the width and along the length of the departure surface to extents of the surface dimensions.		X	

SCOPE OF SERVICES

APPENDIX B

Title Sheet				
Item	**Instructions**	**Comments**	**Scoped**	
			Yes	**No**
2. Significant objects (bluffs, rivers, roads, buildings, fences, structures, etc.)	Show all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions using an alphanumeric character.		X	
3. Identify obstructions with numbers on the plan view	Identify the objects using same alphanumeric identifier that was used on the plan view.		X	
4. Show roads and railroads with dashed lines at edge of the departure surface	Show the cross-section of any roads and/or railroads that cross the area shown.		X	
D. Obstruction Data Tables		Obstruction Data Tables will be on separate sheets.	X	
1. Object identification number	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the departure surfaces, regardless of whether or not they are obstructions using unique alphanumeric characters. List each object by the same alphanumeric symbol used in the plan view.	Source will be Airport GIS survey data.	X	
2. Description	Provide a brief description of the object, e.g., Power Pole, Cell Tower, Tree, Natural Gas Flare, etc.		X	
3. Object Elevation	List the Above Ground Level (AGL) height and the top of object elevation in MSL for each object.	Source will be Airport GIS survey data.	X	
4. Amount of surface penetration	List the object protrudes above the departure surface. See AC 150/5300-13A, Paragraph 303(c).	Source will be Airport GIS survey data.	X	
5. Proposed or existing disposition of the obstruction	Provide a proposed disposition of the object to remedy the penetration. See AC 150/5300- 13A, Paragraph 303(c).	Disposition data to be provided by the County.	X	
6. Separate table for each departure surface	A separate table for each runway end must be used to enhance information clarity.		X	

A.8. Terminal Area Drawing (Building Area Plan)

• Scale 1”=50’ or 1”=100’. Plan view of aprons, buildings, hangars, parking lots, roads.

• This plan consists of one or more drawings that present a large-scale depiction of areas with significant terminal facility development. Such a drawing is typically an enlargement of a portion of the ALP. At a commercial service airport, the drawing would include the passenger terminal area, but might also include general aviation facilities and cargo facilities.

• Use scale that allows the extent of the terminal/FBO apron area to best fit the chosen sheet size, e.g., typical GA airports may be able to use 1”=50’ scale on a 22” X 34” sheet, but a complex hub airport with multiple terminal areas may require a 1”=100’ scale on a 36” X 48” sheet. Contact FAA if an airport layout requires scaling or sheet sizing other than what is listed.

• This drawing is not needed at every airport type and is therefore optional.

Terminal Area Drawing				
Item	Instructions	Comments	Scoped	
			Yes	No
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.		X	
B. Building data table	All buildings on the Airport Layout Drawing should be identified by an alphanumeric character. List these identifiers in a table and give a description of the building. If no Terminal Area drawing is done, also include the top of structure elevation in MSL. Show the location of existing and ultimate hangars. Include dimensions of apron and distance from runway and taxiway centerlines. See AC 150/5300		X	
1. Structure identification number			X	
2. Top elevation of structures (AMSL)		Source will be Airport GIS survey data.	X	
3. Obstruction marking/lighting (existing/future)		Source will be Airport GIS survey data.	X	
C. Buildings to be removed or relocated noted	If any of the structures violate any airport or approach surfaces give an ultimate disposition to remedy the violation.		X	
D. Fueling facilities, existing and future	Show the location of existing and ultimate fueling facilities. Include dimensions of apron and distance from runway and taxiway centerlines.		X	
E. Air carrier gates positions shown (existing/future)	Show the existing and ultimate air carrier gate positions. See AC 150/5300-13A, Chapter 5.			X
F. Existing and future security fencing with gates	Show the existing and ultimate security fencing and gates. See AC 150/5300-13A, Paragraph 606.		X	
G. Building restriction line (BRL)	Show the Building Restriction Line (BRL) that is within the area/portion of airport shown. The BRL identifies suitable building area locations on airports. This should be located where the Part 77 surfaces are at 35’ above the airport elevation unless a different height is coordinated with the FAA. See AC 150/5300-13A, Paragraph 213(a).		X	
H. Taxiway or Taxilane centerlines designated	Show centerlines of all taxiway and taxilanes within the area/portion of airport shown.		X	
I. Dimensions			X	
1. Clearance Dimensions between runway, taxiway, and taxilane centerlines and hangars,	Show the location of existing and ultimate apron. Include dimensions of apron and distance from runway and taxiway centerlines. Apron should be		X	

Terminal Area Drawing				
Item	Instructions	Comments	Scoped	
			Yes	No
2. Dimensions of aprons, taxiways, etc. Apron/Hangar areas that do not meet dimensional standards of the critical aircraft should be identified and the wingspan/design group of the aircraft that can use that area depicted. Include tie down location with clearances	sized using activity forecast and the apron design spreadsheet. See AC 150/5300-13A, Chapter 5 and FAA Engineering Brief No. 75. Show the dimensions between existing and ultimate runway, taxiway, and taxilane centerlines and existing and ultimate hangars, buildings, aircraft parking, and other fixed or movable objects. See AC 150/5300-13A, Chapter 3 and Chapter 4. Show proposed tie-down layout on the apron area as well as taxilane marking plan. See AC 150/5300-13A, Appendix 5, AC		X	
J. Property Line	Show the property line(s) that are within the area/portion of airport shown.		X	
K. Auto parking (existing & ultimate)	Show the existing and ultimate auto parking areas. See AC 150/5300-13A, Appendix 5.		X	
L. Major airport drainage ditches or storm sewers	Show any significant airport drainage ditches or storm sewers within the area/portion of airport shown.		X	
M. Special Use Area (e.g., Agricultural spraying support, Deicing, or Containment)	Show any special use areas within the area/portion of airport shown.		X	
N. North Arrow with magnetic declination and year	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination. This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.		X	
O. Fence	Show the existing and ultimate perimeter fencing or general area fencing.		X	
P. Entrance Road	Show the existing and ultimate entrance road. See 5300- 13AFAA Order 5100.38, Chapter 6, Section 2.		X	

A.9. Land Use Drawing

• Scale 1”=200’ to 1”=600’.

• A drawing depicting on- and off-airport land uses and zoning in the area around the airport. At a minimum, the drawing must contain land within the 65 DNL noise contour.
For medium or high activity commercial service airports, on-airport land use and off-airport land use may be on separate drawings. The Airport Layout Drawing should be used as a base map.

• Drawing optional. Need based on scope of work.

Land Use Drawing				
Item	Instructions	Comments	Scoped	
			Yes	No
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.		X	
B. Airport boundaries/property, existing & future (fee and easement)	Show the existing and ultimate property lines. If known, show property lines for parcels surrounding the airport.		X	
C. Plan view of land uses by category (Agricultural, Aeronautical, Commercial, Residential, etc.). Use local land use categories.		Land Use data (on- and off-airport) to be provided by the County.	X	
1. On-Airport (existing & future)	Label existing and ultimate on- airport property by usage, e.g., Terminal Area, Air Cargo, Public Ramp, Airfield - Movement, Airfield - Non-movement, etc. Include existing and future airport features (e.g., runways, taxiways, aprons, safety areas/zones, terminal buildings and navigational aids).		X	
2. Off-Airport (existing & future) [to the 65 DNL Contour at a minimum, if contour known]	Label existing and ultimate off- airport property by usage and zoning, e.g., Agricultural, Industrial, Residential, Commercial, etc.	No noise modeling is included within this Scope of Services		X
D. Boundaries of local government	List any local zoning restrictions that are in place to protect the airport and surrounding airspace. See AC 150/5190-4.		X	
E. Land use legend	Provide a legend that identifies all symbols and line types used on the drawing. Lines must be clear and readable with sufficient scale and quality to discern details.		X	
F. Public facilities (schools, hospitals, parks, churches etc.)	Identify public facilities, e.g., schools, parks, etc.		X	
G. Runway visibility zone for intersecting runways	Show the Runway Visibility Zone(s) for the existing and ultimate airport configurations. See AC 150/5300-13A, Section 305.	Not applicable at A30.		X
H. Show off-airport property out to 65 DNL if available	Label existing and ultimate off- airport property by usage and zoning, e.g., Agricultural, Industrial, Residential, Commercial, etc.	No noise modeling is included within this Scope of Services		X

SCOPE OF SERVICES

APPENDIX B

Land Use Drawing				
Item	Instructions	Comments	Scoped	
			Yes	No
I. Airport Overlay Zoning or Zoning Restrictions	List any local zoning restrictions that are in place to protect the airport and surrounding airspace. See AC 150/5190-4.		X	
J. North arrow with magnetic declination and year	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination. This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.		X	
K. Drawing details to include runways, taxiways, aprons, RPZ, terminal buildings and NAVAIDS	Show existing and future airport features (e.g., runways, taxiways, aprons, safety areas/zones, terminal buildings and navigational aids, etc.). See AC 150/5300-13A.		X	
L. Crop Restrictions	Show the Crop Restriction Line (CRL). See AC 150/5300-13A, Paragraph 322 and AC 150/5200-33.		X	

A.10. Airport Property Map / Exhibit A

• Scale 1”=200’ to 1”=600’.

Title Sheet				
Item	**Instructions**	**Comments**	**Scoped**	
			Yes	**No**
A. Will Property Map serve as Exhibit A? ✓ **If YES,** follow the directions to the right. ✓ **If NO,** go to item B below.	If prepared in accordance with AC 150/5100-17, Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects, use ARP SOP no. 3.00 Exhibit A guidance instead of below checklist.	An Exhibit A will be prepared in accordance with the SOP 3.00 Checklist	**X**	
If Property Map *will not* serve as Exhibit A: B. Title and Revision Blocks				
C. Plan view showing parcels of land (existing, future, and ultimate)				
1. Fee land interests (existing and future)				
2. Easement interests (existing and future)				
a. Part 77 protection				
b. Compatible Land Use				
c. RPZ protection				
3. Airport Property Line				
D. Legend – shading/cross				
E. Data Table				
1. Depiction of various tracts of land acquired to develop airport	If any obligations were incurred as a result of obtaining property, or an interest therein, they should be noted. Obligations that stem from Federal grant or an FAA- administered land transfer program, such as surplus property programs, should also be noted. The drawing should also depict easements beyond the airport boundary.			
2. Method of acquisition or property status (fee simple, easement, etc.)				
3. Type of Acquisition Indicated	(e.g., AIP-noise, AIP-entitlement, PFC, surplus property, local purchase, local donation, condemnation, other)			
4. Acreage				
F. Access point(s) for through- the-fence arrangements including residential				

Appendix C Survey Requirements Matrix

OBJECTIVE → / REQUIRED TASKS ↓ RESET	Airport Layout Plan (ALP)	Comments
Provide a Survey and Quality Control Plan	✓	
Establish or validate Airport Geodetic Control	✓	
Perform, document, and report the tie to National Spatial Reference System (NSRS)	✓	
Survey runway end(s)/threshold(s)	✓	
Monument runway end(s)/threshold(s)	✓	
Document runway end(s)/threshold location(s)	✓	
Identify and survey any displaced threshold(s)	✓	
Monument displaced threshold(s)	✓[1]	
Document displaced threshold location(s)	✓	
Determine or validate runway length	✓	
Determine or validate runway width	✓	
Determine runway profile using 50-foot stations	✓[2]	
Determine runway profile using 10-foot stations	✓[2]	N/A
Determine the touchdown zone elevation (TDZE)	✓	
Determine and document the intersection point of all specially prepared hard surface (SPHS) runways	✓	N/A
Determine and document the horizontal extents of any Stopways	✓	N/A
Determine any Stopway profiles	✓	N/A
Determine if the runway has an associated clearway	✓	N/A
Survey clearway to determine objects penetrating the slope	✓	N/A
Determine and document the taxiway intersection to threshold distance	✓	
Determine runway true azimuth	✓	
Determine or validate and document the position of navigational aids	✓	
Determine or validate and document the position of runway abeam points of navigational aids		Not in scope
Determine potential navigational aid screening objects		Not in scope
Collect and document VOR receiver checkpoint location and associated data		Not in scope
Perform or validate and document an airport airspace analysis	✓	
Collect and document helicopter touchdown lift off area (TLOF)	✓	N/A
Collect and document helicopter final approach and takeoff area (FATO)	✓	N/A
Collect or validate and document airport planimetric data	✓	
Determine or validate the elevation of the Airport Traffic Control Tower Cab Floor (if one is on the airport)	✓	N/A
Perform or validate a topographical survey	✓	
Collect and document runway and taxiway lighting	✓	
Collect and document parking stand coordinates		Not in scope
Collect cultural and natural features of landmark value	✓	
Determine elevation of roadways at the intersecting point of the Runway Protection Zone (RPZ) or the runway centerline extended	✓	
Determine all Land Use to 65 DNL contour	✓	Not in scope
Document features requiring digital photographs	✓	
Document features requiring sketches	✓	
Collect position and type of runway markings	✓	
Collect position and type of taxiway markings		Included in scope
Locate, collect, and document photo ID points		
Identify, collect, and document wetlands or environmentally sensitive areas	✓	Does not include a Wetland Delineation Survey
Collect imagery	✓	
Provide a final Project Report	✓	

Source: FAA AC 150/5300-18B, Change 1

[1] Only when runway construction is involved.

[2] All 14 CFR Part 139 airports require 10-foot stations. All other airports should use stations between 10 and 50 feet to meet local requirements.

[3] Only required for the identified Category II and III special topographic survey.

[4] For Category II and III radar altimeter or if specifically requested.

Appendix D Listing of NAVAIDS to be Surveyed

Navaid Survey Listing Matrix			
	Navaid Type	**Associated Runway**	**Notes**
Electronic	None		
Misc.	None		
Visual	Airport Beacon	N/A	
	Wind Sock	N/A	Inside the Segemented Circle

Appendix E Data Attribution Responsibility Matrix

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APPENDIX E

Airport Data Feature:		5.4 Airfield			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.4.1 AIRCRAFT GATE STAND		N/A			Not present at A30
5.4.2 AIRCRAFT NONMOVEMENT AREA		N/A			Will not be collected
5.4.3 AIR OPERATIONS AREA		N/A			Will not be collected
5.4.4 AIRFIELD LIGHT		Planimetric	MTZ	Kimley-Horn	
	NAME	CADD	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	LIGHTINGTYPE	Planimetric	MTZ	Kimley-Horn	
	COLOR	Planimetric	MTZ	Kimley-Horn	
	LUMINESCENCE	N/A			
	PILOTCONTROLFREQUENCY	N/A			
	STATUS	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.4.5 ARRESTING GEAR		N/A			Not present at A30
5.4.6 FREQUENCY AREA		N/A			Will not be collected
5.4.7 PASSENGER LOADING BRIDGE		N/A			Not present at A30

Safety Critical

5.4.8 RUNWAYCENTERLINE		Survey	MTZ	Kimley-Horn	
	NAME	Facility Info	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	RUNWAYDESIGNATOR	Facility Info	MTZ	Kimley-Horn	
	ISDERIVED	Survey	MTZ	Kimley-Horn	
	STATUS	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.4.9 RUNWAY HELIPAD DESIGN SURFACE		N/A			
	NAME	Facility Info	Kimley-Horn	Kimley-Horn	
	DESCRIPTION	Facility Info	Kimley-Horn	Kimley-Horn	
	DESIGNSURFACETYPE	Facility Info	Kimley-Horn	Kimley-Horn	
	ZONEUSE	Facility Info	Kimley-Horn	Kimley-Horn	
	DETERMINATION	FAA	FAA	Kimley-Horn	
	DETERMINATIONDATE	FAA	FAA	Kimley-Horn	
	ZONEINNERWIDTH	Facility Info	Kimley-Horn	Kimley-Horn	
	ZONEOUTERWIDTH	Facility Info	Kimley-Horn	Kimley-Horn	
	ZONELENGTH	Facility Info	Kimley-Horn	Kimley-Horn	
	SLOPE	Facility Info	Kimley-Horn	Kimley-Horn	
	STATUS	Facility Info	Kimley-Horn	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	County	County	Kimley-Horn	
5.4.10 RUNWAY INTERSECTION		N/A			Not present at A30
5.4.11 RUNWAY LAHSO		N/A			Not present at A30

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Airport Data Feature:		5.4 Airfield			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.4.12 RUNWAY ELEMENT		Planimetric	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	Calculated	System		
	STATUS	Facility Info	County	Kimley-Horn	
	SURFACETYPE	N/A			
	SURFACEMATERIAL	N/A			
	PAVEMENTCLASSIFICATIONNUMBER	N/A			
	SURFACECONDITION	N/A			
	ALTERNATIVE	N/A			
	RUNWAYDESIGNATOR	Facility Info	MTZ	Kimley-Horn	
	USERFLAG	N/A			
5.4.13 STOPWAY		N/A			Not present at A30
5.4.14 TAXIWAY HOLDING POSITION		Planimetric	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	Planimetric	MTZ	Kimley-Horn	
	RUNWAYDESIGNATOR	Planimetric	MTZ	Kimley-Horn	
	TAXIWAYDESIGNATOR	Planimetric	MTZ	Kimley-Horn	
	LOWVISIBILITYCATEGORY	Facility Info	County	Kimley-Horn	
	STATUS	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.4.15 AIRPORT SIGN		Planimetric	MTZ	Kimley-Horn	If present at A30, these will be collected.
	NAME	Survey	MTZ	Kimley-Horn	
	DESCRIPTION	Survey	MTZ	Kimley-Horn	
	SIGNTYPE	Planimetric	MTZ	Kimley-Horn	
	HEIGHT	Survey	MTZ	Kimley-Horn	
	MESSAGE	Planimetric	MTZ	Kimley-Horn	
	STATUS	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.4.16 APRON		Planimetric	MTZ	Kimley-Horn	
	NAME	CADD	County	Kimley-Horn	
	DESCRIPTION	N/A			
	APRONTYPE	N/A			
	NUMBEROFTIEDOWNS	N/A			
	STATUS	Facility Info	County	Kimley-Horn	
	SURFACETYPE	Facility Info	County	Kimley-Horn	
	SURFACEMATERIAL	Facility Info	County	Kimley-Horn	
	PAVEMENTCLASSIFICATIONNUMBER	N/A			
	SURFACECONDITION	N/A			
	FUEL	N/A			
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.4.17 DEICING AREA		N/A			Not present at A30
5.4.18 TOUCH DOWN LIFT OFF		N/A			Not present at A30

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Airport Data Feature:		5.4 Airfield			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.4.19 MARKING AREA		Planimetric	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	MARKINGFEATURETYPE	Planimetric	MTZ	Kimley-Horn	
	COLOR	Planimetric	MTZ	Kimley-Horn	
	STATUS	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.4.20 MARKING LINE		Planimetric	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	MARKINGFEATURETYPE	Planimetric	MTZ	Kimley-Horn	
	COLOR	Planimetric	MTZ	Kimley-Horn	
	STATUS	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.4.21 MOVEMENT AREA		N/A			Will not be collected
5.4.22 RUNWAY		Planimetric	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	RUNWAYDESIGNATOR	Planimetric	MTZ	Kimley-Horn	
	STATUS	Facility Info	County	Kimley-Horn	
	WIDTH	Facility Info	MTZ	Kimley-Horn	
	LENGTH	Facility Info	MTZ	Kimley-Horn	
	SURFACETYPE	Facility Info	County	Kimley-Horn	
	SURFACEMATERIAL	Facility Info	County	Kimley-Horn	
	PAVEMENTCLASSIFICATIONNUMBER	N/A			
	SURFACECONDITION	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.4.23 RESTRICTED ACCESS BOUNDARY		N/A			Not present at A30
5.4.24 RUNWAY ARRESTING AREA		N/A			Not present at A30
5.4.25 RUNWAY BLAST PAD		N/A			Not present at A30

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Airport Data Feature:	5.4 Airfield

Safety Critical

	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.4.26 RUNWAY END		Survey	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	ELLIPSOIDHEIGHT	Survey	MTZ	Kimley-Horn	
	STATUS	Facility Info	County	Kimley-Horn	
	APPROACHCATEGORY	Facility Info	Kimley-Horn	Kimley-Horn	
	APPROACHGUIDANCE	Facility Info	Kimley-Horn	Kimley-Horn	
	ACCELERATESTOPDISTANCEAVAIL	Facility Info	Kimley-Horn	Kimley-Horn	
	MAGNETICBEARING	Survey	MTZ	Kimley-Horn	
	TRUEBEARING	Survey	MTZ	Kimley-Horn	
	DESIGNGROUP	Facility Info	Kimley-Horn	Kimley-Horn	
	DISPLACEDDISTANCE	Survey	MTZ	Kimley-Horn	
	LANDINGDISTANCEAVAILABLE	Calculated	Kimley-Horn	Kimley-Horn	
	RUNWAYENDDESIGNATOR	Planimetric	MTZ	Kimley-Horn	
	RUNWAYSLOPE	Survey	MTZ	Kimley-Horn	
	TAKEOFFDISTANCEAVAILABLE	Calculated	Kimley-Horn	Kimley-Horn	
	TAKEOFFRUNWAYAVAILABLE	Calculated	Kimley-Horn	Kimley-Horn	
	TOUCHDOWNZONESLOPE	Survey	MTZ	Kimley-Horn	
	TOUCHDOWNZONEELEVATION	Survey	MTZ	Kimley-Horn	
	THRESHOLDTYPE	Planimetric	Kimley-Horn	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.4.27 RUNWAY LABEL		Planimetric	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	RUNWAYENDDESIGNATOR	Facility Info	MTZ	Kimley-Horn	
	STATUS	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.4.28 RUNWAY SAFETY AREA BOUNDARY		N/A			Will not be collected
5.4.29 SHOULDER		N/A			Not present at A30
5.4.30 TAXIWAY INTERSECTION		N/A			Not present at A30

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Airport Data Feature:		5.4 Airfield			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.4.31 TAXIWAY ELEMENT		Planimetric	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	TAXIWAYID	Facility Info	MTZ	Kimley-Horn	
	TAXIWAYTYPE	Facility Info	MTZ	Kimley-Horn	
	STATUS	N/A			
	SURFACEMATERIAL	N/A			
	PAVEMENTCLASSIFICATIONNUMBER	N/A			
	SURFACECONDITION	N/A			
	DIRECTIONALITY	Facility Info	MTZ	Kimley-Horn	
	SEQUENCE	N/A			
	SURFACETYPE	N/A			
	DESIGNGROUP	N/A			
	ALTERNATIVE	N/A			
	LENGTH	N/A			
	WIDTH	Planimetric	MTZ	Kimley-Horn	
	MAXIMUMSPEED	Facility Info	County	Kimley-Horn	
	WINGSPAN	Facility Info	Kimley-Horn	Kimley-Horn	
	USERFLAG	N/A			

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Airport Data Feature:		5.5 Airspace			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.5.1 LANDMARK SEGMENT		Planimetric	MTZ	Kimley-Horn	
	NAME	Facility Info	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	LANDMARKTYPE	Planimetric	MTZ	Kimley-Horn	
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			

Safety Critical

5.5.2 OBSTACLE		Planimetric/Survey	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	OBSTACLETYPE	Planimetric	MTZ	Kimley-Horn	
	OBSTACLESOURCE	Planimetric	MTZ	Kimley-Horn	
	OBSTRUCTIONNUMBER	N/A			
	ABOVEGROUNDLEVEL	Planimetric	MTZ	Kimley-Horn	
	DISPOSITION	Facility Info	County	Kimley-Horn	
	DISTANCEFROMDISPLACEDTHRESHOLD	Calculated	MTZ	Kimley-Horn	
	DISTANCEFROMRUNWAYCENTERLINE	Calculated	MTZ	Kimley-Horn	
	OISSURFACECONDITION	N/A			
	FAACOORDINATIONCODE	N/A			
	FRANGIBLE	N/A			
	DISTANCEFROMRUNWAYEND	Calculated	MTZ	Kimley-Horn	
	GROUPCODE	Planimetric	MTZ	Kimley-Horn	
	HEIGHTABOVEAIRPORT	Planimetric	MTZ	Kimley-Horn	
	HEIGHTABOVERUNWAY	Planimetric	MTZ	Kimley-Horn	
	HEIGHTABOVETOUCHDOWNZONE	Planimetric	MTZ	Kimley-Horn	
	LIGHTCODE	Planimetric	MTZ	Kimley-Horn	
	MARKINGFEATURETYPE	Planimetric	MTZ	Kimley-Horn	
	PENVALSPECIFIED	Planimetric	MTZ	Kimley-Horn	
	PENVALSUPPLEMENTAL	Planimetric	MTZ	Kimley-Horn	
	ELLIPSOIDHEIGHT	Planimetric	MTZ	Kimley-Horn	
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			

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Airport Data Feature:	5.5 Airspace

Safety Critical

	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.5.3 OBSTRUCTION AREA		Calculated	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	Planimetric	MTZ	Kimley-Horn	
	OBSTACLETYPE	Planimetric	MTZ	Kimley-Horn	
	OBSTACLESOURCE	Planimetric	MTZ	Kimley-Horn	
	ABOVEGROUNDLEVEL	Planimetric	MTZ	Kimley-Horn	
	DISTANCEFROMDISPLACEDTHRESHOLD	Calculated	MTZ	Kimley-Horn	
	DISTANCEFROMRUNWAYCENTERLINE	Calculated	MTZ	Kimley-Horn	
	DISTANCEFROMRUNWAYEND	Calculated	MTZ	Kimley-Horn	
	GROUPCODE	Planimetric	MTZ	Kimley-Horn	
	HEIGHTABOVEAIRPORT	Planimetric	MTZ	Kimley-Horn	
	HEIGHTABOVERUNWAY	Planimetric	MTZ	Kimley-Horn	
	HEIGHTABOVETOUCHDOWNZONE	Planimetric	MTZ	Kimley-Horn	
	LIGHTCODE	N/A			
	MARKINGFEATURETYPE	N/A			
	PENVALSPECIFIED	Planimetric	MTZ	Kimley-Horn	
	PENVALSUPPLEMENTAL	Planimetric	MTZ	Kimley-Horn	
	OBSTRUCTIONNUMBER	N/A			
	OBSTRUCTIONAREATYPE	Planimetric	MTZ	Kimley-Horn	
	DISPOSITION	Planimetric	County	Kimley-Horn	
	OISSURFACECONDITION	N/A			
	LENGTH	Planimetric	MTZ	Kimley-Horn	
	WIDTH	Planimetric	MTZ	Kimley-Horn	
	HEIGHT	Planimetric	MTZ	Kimley-Horn	
	FRANGIBLE	N/A			
	FAACOORDINATIONCODE	N/A			
	ELLIPSOIDHEIGHT	Planimetric	MTZ	Kimley-Horn	
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			

Safety Critical

5.5.4 OBSTRUCTION ID SURFACE		Planimetric	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	Planimetric	MTZ	Kimley-Horn	
	OISSURFACETYPE	Planimetric	MTZ	Kimley-Horn	
	OISZONETYPE	Planimetric	MTZ	Kimley-Horn	
	OISSURFACECONDITION	Planimetric	MTZ	Kimley-Horn	
	SAFETYREGULATION	Planimetric	MTZ	Kimley-Horn	
	ZONEUSE	Planimetric	MTZ	Kimley-Horn	
	APPROACHGUIDANCE	Planimetric	MTZ	Kimley-Horn	
	SLOPE	Planimetric	MTZ	Kimley-Horn	
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	RUNWAYDESIGNATOR	Facility Info	MTZ	Kimley-Horn	
	RUNWAYENDDESIGNATOR	Facility Info	MTZ	Kimley-Horn	
	USERFLAG	N/A			

5.5.5 RUNWAY PROTECT AREA	N/A			Will not be collected

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Airport Data Feature:		5.8 Geospatial			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.8.1 AIRPORT CONTROL POINT- Runway Intersection Point		N/A			Not present at A30
5.8.2 AIRPORT CONTROL POINT- Airport Elevation		Survey	MTZ	Kimley-Horn	
	NAME	Survey	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	PERMANENTID	Survey	MTZ	Kimley-Horn	
	POINTTYPE	Survey	MTZ	Kimley-Horn	
	MONUMENTTYPE	Survey	MTZ	Kimley-Horn	
	ELLIPSOIDHEIGHT	Survey	MTZ	Kimley-Horn	
	YEAROFSURVEY	Survey	MTZ	Kimley-Horn	
	DATERECOVERED	Survey	MTZ	Kimley-Horn	
	RECOVEREDCONDITION	Survey	MTZ	Kimley-Horn	
	FIELDBOOK	Survey	MTZ	Kimley-Horn	
	GLOBALPOSITIONSYSTEMSUITABLE	Survey	MTZ	Kimley-Horn	
	COORDINATEZONE	Survey	MTZ	Kimley-Horn	
	STAMPEDDESIGNATION	Survey	MTZ	Kimley-Horn	
	EPOCH	Survey	MTZ	Kimley-Horn	
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	RUNWAYDESIGNATOR	Survey	MTZ	Kimley-Horn	
	RUNWAYENDDESIGNATOR	Survey	MTZ	Kimley-Horn	
	USERFLAG	N/A			

5.8.3 AIRPORT CONTROL POINT- Centerline Perpendicular Points		Survey	MTZ	Kimley-Horn	
	NAME	Survey	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	PERMANENTID	Survey	MTZ	Kimley-Horn	
	POINTTYPE	Survey	MTZ	Kimley-Horn	
	MONUMENTTYPE	Survey	MTZ	Kimley-Horn	
	ELLIPSOIDHEIGHT	Survey	MTZ	Kimley-Horn	
	YEAROFSURVEY	Survey	MTZ	Kimley-Horn	
	DATERECOVERED	Survey	MTZ	Kimley-Horn	
	RECOVEREDCONDITION	Survey	MTZ	Kimley-Horn	
	FIELDBOOK	Survey	MTZ	Kimley-Horn	
	GLOBALPOSITIONSYSTEMSUITABLE	Survey	MTZ	Kimley-Horn	
	COORDINATEZONE	Survey	MTZ	Kimley-Horn	
	STAMPEDDESIGNATION	Survey	MTZ	Kimley-Horn	
	EPOCH	Survey	MTZ	Kimley-Horn	
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	RUNWAYDESIGNATOR	Survey	MTZ	Kimley-Horn	
	RUNWAYENDDESIGNATOR	Survey	MTZ	Kimley-Horn	
	USERFLAG	N/A			

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Airport Data Feature:		5.8 Geospatial			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.8.4 AIRPORT CONTROL POINT- Displaced Threshold Point		Survey	MTZ	Kimley-Horn	
	NAME	Survey	MTZ	Kimley-Horn	
	DESCRIPTION	Survey	MTZ	Kimley-Horn	
	PERMANENTID	Survey	MTZ	Kimley-Horn	
	POINTTYPE	Survey	MTZ	Kimley-Horn	
	MONUMENTTYPE	Survey	MTZ	Kimley-Horn	
	ELLIPSOIDHEIGHT	Survey	MTZ	Kimley-Horn	
	YEAROFSURVEY	Survey	MTZ	Kimley-Horn	
	DATERECOVERED	Survey	MTZ	Kimley-Horn	
	RECOVEREDCONDITION	Survey	MTZ	Kimley-Horn	
	FIELDBOOK	Survey	MTZ	Kimley-Horn	
	GLOBALPOSITIONSYSTEMSUITABLE	Survey	MTZ	Kimley-Horn	
	COORDINATEZONE	Survey	MTZ	Kimley-Horn	
	STAMPEDDESIGNATION	Survey	MTZ	Kimley-Horn	
	EPOCH	Survey	MTZ	Kimley-Horn	
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	RUNWAYDESIGNATOR	N/A			
	RUNWAYENDDESIGNATOR	N/A			
	USERFLAG	County	County	Kimley-Horn	
5.8.5 AIRPORT CONTROL POINT- Stopway Ends		N/A			Not present at A30
5.8.6 AIRPORT CONTROL POINT- Profile Points		Survey	MTZ	Kimley-Horn	50-foot stations
	NAME	Survey	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	PERMANENTID	Survey	MTZ	Kimley-Horn	
	POINTTYPE	Survey	MTZ	Kimley-Horn	
	MONUMENTTYPE	Survey	MTZ	Kimley-Horn	
	ELLIPSOIDHEIGHT	Survey	MTZ	Kimley-Horn	
	YEAROFSURVEY	Survey	MTZ	Kimley-Horn	
	DATERECOVERED	Survey	MTZ	Kimley-Horn	
	RECOVEREDCONDITION	Survey	MTZ	Kimley-Horn	
	FIELDBOOK	Survey	MTZ	Kimley-Horn	
	GLOBALPOSITIONSYSTEMSUITABLE	Survey	MTZ	Kimley-Horn	
	COORDINATEZONE	Survey	MTZ	Kimley-Horn	
	STAMPEDDESIGNATION	Survey	MTZ	Kimley-Horn	
	EPOCH	Survey	MTZ	Kimley-Horn	
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	RUNWAYDESIGNATOR	Survey	MTZ	Kimley-Horn	
	RUNWAYENDDESIGNATOR	Survey	MTZ	Kimley-Horn	
	USERFLAG	N/A			

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Airport Data Feature:	5.8 Geospatial

	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.8.7 AIRPORT CONTROL POINT- Touchdown Zone Elevation (TDZE)		Survey	MTZ	Kimley-Horn	
	NAME	Survey	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	PERMANENTID	Survey	MTZ	Kimley-Horn	
	POINTTYPE	Survey	MTZ	Kimley-Horn	
	MONUMENTTYPE	Survey	MTZ	Kimley-Horn	
	ELLIPSOIDHEIGHT	Survey	MTZ	Kimley-Horn	
	YEAROFSURVEY	Survey	MTZ	Kimley-Horn	
	DATERECOVERED	Survey	MTZ	Kimley-Horn	
	RECOVEREDCONDITION	Survey	MTZ	Kimley-Horn	
	FIELDBOOK	Survey	MTZ	Kimley-Horn	
	GLOBALPOSITIONSYSTEMSUITABLE	Survey	MTZ	Kimley-Horn	
	COORDINATEZONE	Survey	MTZ	Kimley-Horn	
	STAMPEDDESIGNATION	Survey	MTZ	Kimley-Horn	
	EPOCH	Survey	MTZ	Kimley-Horn	
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	RUNWAYDESIGNATOR	Survey	MTZ	Kimley-Horn	
	RUNWAYENDDESIGNATOR	Survey	MTZ	Kimley-Horn	
	USERFLAG	N/A			
5.8.8 AIRPORT CONTROL POINT- PACS/SACS		N/A			None at A30; not part of this scope.
5.8.9 COORDINATE GRID AREA		Planimetric	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	GRIDTYPE	Survey	MTZ	Kimley-Horn	
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A	County	Kimley-Horn	
5.8.10 ELEVATION CONTOUR		Planimetric	MTZ	Kimley-Horn	1' contours
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	LENGTH	N/A			
	CONTOURVALUE	Planimetric	MTZ	Kimley-Horn	
	STATUS	N/A			
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.8.11 IMAGE AREA		Planimetric	MTZ	Kimley-Horn	
	NAME	Planimetric	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	FRAMEID	Planimetric	MTZ	Kimley-Horn	
	PHOTODATE	Planimetric	MTZ	Kimley-Horn	
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			

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APPENDIX E

Airport Data Feature:		5.9 Man Made Structures			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.9.1 BUILDING		Planimetric	MTZ	Kimley-Horn	
	NAME	ALP	County	Kimley-Horn	
	DESCRIPTION	ALP	County	Kimley-Horn	
	BUILDINGNUMBER	ALP	County	Kimley-Horn	
	STRUCTURETYPE	ALP	County	Kimley-Horn	
	STATUS	Facility Info	County		
	NUMBERCURRENTOCCUPANTS	N/A			
	AREAINSIDE	N/A			
	STRUCTUREHEIGHT	Planimetric	MTZ	Kimley-Horn	
	AREAFLOOR	N/A			
	LIGHTINGTYPE	N/A			
	MARKINGFEATURETYPE	N/A			
	COLOR	N/A			
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.9.2 CONSTRUCTION AREA		N/A			Will not be collected
5.9.3 ROOF		N/A			Will not be collected
5.9.4 FENCE		Planimetric	MTZ	Kimley-Horn	
	NAME	CADD	County	Kimley-Horn	
	DESCRIPTION	N/A			
	TYPE	CADD	County	Kimley-Horn	
	HEIGHT	Planimetric	MTZ	Kimley-Horn	
	STATUS	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.9.5 GATE		Planimetric	MTZ	Kimley-Horn	
	NAME	CADD	County	Kimley-Horn	
	DESCRIPTION	N/A			
	TYPE	CADD	MTZ	Kimley-Horn	
	LENGTH	N/A			
	HEIGHT	Planimetric	MTZ	Kimley-Horn	
	ATTENDED	N/A			
	STATUS	N/A			
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.9.6 TOWER		Planimetric	MTZ	Kimley-Horn	
	NAME	ALP	County	Kimley-Horn	
	DESCRIPTION	N/A			
	STRUCTUREHEIGHT	Planimetric	MTZ	Kimley-Horn	
	VERTICALSTRUCTUREMATERIAL	N/A			
	LIGHTCODE	Survey	MTZ	Kimley-Horn	
	LIGHTINGTYPE	N/A			
	MARKINGFEATURETYPE	N/A			
	COLOR	N/A			
	STATUS	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			

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APPENDIX E

Airport Data Feature:		5.10 Navigational Aids			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.10.1 NAVAID CRITICAL AREA		N/A			Electronic NAVAIDs are not present at A30
5.10.2 - 5.10.30 NAVAID EQUIPMENT		Survey	MTZ	Kimley-Horn	
	NAME	Facilities Info	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	FAAFACILITYID	Facilities Info	MTZ	Kimley-Horn	
	NAVAIDEQUIPMENTTYPE	Survey	MTZ	Kimley-Horn	
	NAVIGATIONALAIDSYSTEMTYPE	Survey	MTZ	Kimley-Horn	
	USECODE	N/A			
	ANTENNATOTHRESHOLDDISTANCE	Survey	MTZ	Kimley-Horn	
	CENTERLINEDISTANCE	Survey	MTZ	Kimley-Horn	
	STOPENDDISTANCE	Survey	MTZ	Kimley-Horn	
	OFFSETDISTANCE	Survey	MTZ	Kimley-Horn	
	OFFSETDIRECTION	Survey	MTZ	Kimley-Horn	
	LIGHTINGTYPE	N/A			
	STATUS	Facility Info	FAA	Kimley-Horn	
	OWNER	N/A			
	RUNWAYENDID	Planimetric	MTZ	Kimley-Horn	
	REFERENCEPOINTELLIPSOIDHEIGHT	Survey	MTZ	Kimley-Horn	
	REFERENCEPOINTTHRESHOLD	Survey	MTZ	Kimley-Horn	
	THRESHOLDCROSSINGHEIGHT	Facility Info	FAA	Kimley-Horn	
	HIGHANGLE	N/A			
	ELLIPSOIDELEVATION	Survey	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.10.31 NAVAID SITE		N/A			Will not collect

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Airport Data Feature:		5.12 Security			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.12.1 SECURITY AREA		N/A			Will not be collected
5.12.2 SECURITY ID DISPLAY AREA		N/A			Not present at A30
5.12.3 SECURITY PERIMETER LINE		Planimetric	MTZ/County	Kimley-Horn	
	NAME	County	County	Kimley-Horn	
	DESCRIPTION	N/A			
	STATUS	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	County			
5.12.4 STERILE AREA		N/A			Not present at A30

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APPENDIX E

Airport Data Feature:		5.13 Surface Transportation			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.13.1 BRIDGE		Planimetric	MTZ	Kimley-Horn	
	NAME	Facility Info	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	SURFACEMATERIAL	N/A			
	BRIDGETYPE	Planimetric	MTZ	Kimley-Horn	
	VERTICALSTRUCTUREMATERIAL	N/A			
	DIRECTIONALITY	Facility Info	MTZ	Kimley-Horn	
	STATUS	Planimetric	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.13.2 DRIVEWAY AREA		Planimetric	MTZ	Kimley-Horn	
	NAME	CADD	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	SURFACEMATERIAL	Facilities Info	MTZ	Kimley-Horn	
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.13.3 DRIVEWAY CENTERLINE		Planimetric	MTZ	Kimley-Horn	Limited collection
	NAME	CADD	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.13.4 PARKING LOT		Planimetric	MTZ	Kimley-Horn	
	NAME	Parking Study	County	Kimley-Horn	
	DESCRIPTION	N/A			
	PARKINGLOTUSE	N/A			
	TOTALNUMBERSPACES	N/A			
	NUMBERHANDICAPSPACES	N/A			
	OWNER	N/A			
	SURFACETYPE	N/A			
	STATUS	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.13.5 RAILROAD CENTERLINE		Planimetric	MTZ	Kimley-Horn	
	NAME	Map/ALP	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	STATUS	Facility Info	MTZ	Kimley-Horn	
	NUMBEROFTRACKS	Planimetric	MTZ	Kimley-Horn	
	OWNER	N/A			
	ISBRIDGE	Planimetric	MTZ	Kimley-Horn	
	ISTUNNEL	Planimetric	MTZ	Kimley-Horn	
	DIRECTIONALITY	Facility Info	MTZ	Kimley-Horn	
	SEGMENTTYPE	Planimetric	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			

Airport Data Feature:		5.13 Surface Transportation			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.13.6 RAILROAD YARD		Planimetric	MTZ	Kimley-Horn	
	NAME	Map/ALP	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	OWNER	N/A			
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.13.7 ROAD CENTERLINE		Planimetric	MTZ	Kimley-Horn	
	NAME	Map/ALP	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	COLOR	Planimetric	MTZ	Kimley-Horn	
	USERFLAG	N/A			
5.13.8 ROAD POINT		Planimetric	MTZ	Kimley-Horn	
	NAME	Map/ALP	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.13.9 ROAD SEGMENT		Planimetric	MTZ	Kimley-Horn	
	NAME	Map/ALP	MTZ	Kimley-Horn	
	DESCRIPTION	N/A			
	ALTERNATENAME	N/A			
	ROUTE1NAME	Map/ALP	MTZ	Kimley-Horn	
	ROUTE1TYPE	N/A			
	ROUTE2NAME	N/A			
	ROUTE2TYPE	N/A			
	ROUTE3NAME	N/A			
	ROUTE3TYPE	N/A			
	NUMBEROFLANES	Planimetric	MTZ	Kimley-Horn	
	LENGTH	N/A			
	WIDTH	N/A			
	ISBRIDGE	N/A			
	ISTUNNEL	N/A			
	DIRECTIONALITY	Map/ALP	MTZ	Kimley-Horn	
	SEGMENTTYPE	Map/ALP	MTZ	Kimley-Horn	
	SURFACETYPE	N/A			
	SURFACEMATERIAL	N/A			
	STATUS	Facility Info	MTZ	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	N/A			

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Airport Data Feature:		5.13 Surface Transportation			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.13.10 SIDEWALK		Planimetric	MTZ	Kimley-Horn	
	NAME	N/A			
	DESCRIPTION	N/A			
	WALKUSE	Planimetric	MTZ	Kimley-Horn	
	AMERICANDISABILITIESACT	N/A			
	LENGTH	N/A			
	WIDTH	Planimetric	MTZ	Kimley-Horn	
	SURFACEMATERIAL	Planimetric	MTZ	Kimley-Horn	
	SEGMENTTYPE	N/A			
	STATUS	N/A			
	ALTERNATIVE	N/A			
	USERFLAG	N/A			
5.13.11 TUNNEL		N/A			Not present at A30

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Airport Data Feature:		5.6 Cadastral			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.6.1 AIRPORT BOUNDARY		N/A			Will not be collected
5.6.2 AIRPORT PARCEL		N/A			Will not be collected
5.6.3 COUNTY		N/A			Will not be collected
5.6.4 EASEMENTS AND RIGHTS OF WAY		N/A			Will not be collected
5.6.5 FAA REGION AREA		N/A			Will not be collected
5.6.6 LAND USE		N/A			Will not be collected
5.6.7 LEASE ZONE		N/A			Will not be collected
5.6.8 MUNICIPALITY		N/A			Will not be collected
5.6.9 PARCEL		N/A			Will not be collected
5.6.10 STATE		N/A			Will not be collected
5.6.11 ZONING		N/A			Will not be collected

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Airport Data Feature:	5.7 Environmental				
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.7.1 ENVIRONMENTAL CONTAMINATION AREA		N/A			Inclusion of Environmental data into ADIP is not recommended.
5.7.2 FAUNA HAZARD AREA		N/A			Inclusion of Environmental data into ADIP is not recommended.
5.7.3 FLOOD ZONE		N/A			Inclusion of Environmental data into ADIP is not recommended.
5.7.4 FLORA SPECIES SITE		N/A			Inclusion of Environmental data into ADIP is not recommended.
5.7.5 FOREST STAND AREA		N/A			Inclusion of Environmental data into ADIP is
5.7.6 HAZARDOUS MATERIAL STORAGE SITE		N/A			Inclusion of Environmental data into ADIP is not recommended.
5.7.7 NOISE CONTOUR		N/A			Inclusion of Environmental data into ADIP is not recommended.
5.7.8 NOISE INCIDENT		N/A			Inclusion of Environmental data into ADIP is not recommended.
5.7.9 NOISE MONITORING POINT		N/A			Inclusion of Environmental data into ADIP is not recommended.
5.7.10 SAMPLE COLLECTION POINT		N/A			Inclusion of Environmental data into ADIP is not recommended.
5.7.11 SHORELINE		N/A			Inclusion of Environmental data into ADIP is not recommended.
5.7.12 WETLAND		N/A			Inclusion of Environmental data into ADIP is not recommended.

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APPENDIX E

Airport Data Feature:	5.11 Seaplane				
	FAA Required Attribute				
Feature	Attribute	Source	Provider	Converted By	Notes, Comments, and Potential Source Documents
5.11.1 WATER OPERATING AREA		N/A			Not present at A30
5.11.2 WATER LANE END		N/A			Not present at A30
5.11.3 TAXI CHANNEL		N/A			Not present at A30
5.11.4 TURNING BASIN		N/A			Not present at A30
5.11.5 NAVIGATION BUOY		N/A			Not present at A30
5.11.6 SEA PLANE RAMP CENTERLINE		N/A			Not present at A30
5.11.7 SEA PLANE RAMP SITE		N/A			Not present at A30
5.11.8 DOCK AREA		N/A			Not present at A30
5.11.9 ANCHORAGE AREA		N/A			Not present at A30

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APPENDIX E

Airport Data Feature:		5.14 Utilities			
	FAA Required Attribute				
Feature	**Attribute**	**Source**	**Provider**	**Converted By**	**Notes, Comments, and Potential Source Documents**
5.14.1 TANK SITE		N/A			Will not be collected
5.14.2 UTILITY LINE		Planimetrics/ CADD	MTZ	Kimley-Horn	
	NAME	CADD	MTZ/ Kimley-Horn	Kimley-Horn	
	DESCRIPTION	CADD	MTZ/ Kimley-Horn	Kimley-Horn	
	UTILITYTYPE	CADD	MTZ/ Kimley-Horn	Kimley-Horn	
	DIRECTIONALITY	N/A	MTZ/ Kimley-Horn	Kimley-Horn	
	STATUS	Facility Info	MTZ/ Kimley-Horn	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	County	County	Kimley-Horn	
5.14.3 UTILITY POINT		Planimetrics/ CADD	MTZ	Kimley-Horn	
	NAME	Planimetrics/ CADD	MTZ/ Kimley-Horn	Kimley-Horn	
	DESCRIPTION	Planimetrics/ CADD	MTZ/ Kimley-Horn	Kimley-Horn	
	UTILITYTYPE	CADD	Kimley-Horn	Kimley-Horn	
	STATUS	Facility Info	MTZ/ Kimley-Horn	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	County	County	Kimley-Horn	
5.14.4 UTILITY POLYGON		Planimetrics/ CADD	MTZ	Kimley-Horn	
	NAME	CADD	County	Kimley-Horn	
	DESCRIPTION	CADD	County	Kimley-Horn	
	UTILITYTYPE	CADD	County	Kimley-Horn	
	STATUS	Facility Info	County	Kimley-Horn	
	ALTERNATIVE	N/A			
	USERFLAG	County	County	Kimley-Horn	

ATTACHMENT B

SCOTT VALLEY AIRPORT
ALP WITH NARRATIVE REPORT

FINAL
May 12, 2025

Task		Labor Hours	Labor Costs	Sub Costs	Expenses	Total
1	ALP with Narrative Report	934	$ 159,315	$ 6,930	$ 1,100	$ 167,345
2	Airports GIS Survey and GIS Data	48	$ 8,685	$ 99,077	$ -	$ 107,762
3	Public Involvement Program/Stakeholder Engagement Meeti	240	$ 66,000	$ -	$ 15,523	$ 81,523
4	Project Management and Quality Control	179	$ 42,912	$ -	$ -	$ 42,912
	Sub Totals	**1,401**	**$ 276,912**	**$ 106,007**	**$ 16,623**	**$399,542**

SCOTT VALLEY AIRPORT
ALP WITH NARRATIVE REPORT

FINAL
May 12, 2025

WBS	Task Name	Project Manager	Project Accountant	Intermediate Airport Planner	Junior Airport Planner	Intermediate Environmental Planner	Intermediate Civil Engineer	Clerical	Labor Totals		Subs	Expenses	Total Cost
		$360.00	$145.00	$190.00	$150.00	$165.00	$210.00	$125.00	Hours	Cost	Cost	Cost	
1	**ALP with Narrative Report**	**62**	**-**	**139**	**634**	**14**	**30**	**55**	**934**	**$ 159,315**	**$ 6,930**	**$ 1,100**	**$ 167,345**
1.1	**Study Design**	**14**	**-**	**-**	**-**	**-**	**-**	**-**	**14**	**$ 5,040**	**$ -**	**$ -**	**$ 5,040**
1.1.1	Pre-Planning	2	-	-	-	-	-	-	2	$ 720	$ -	$ -	$ 720
1.1.2	Define Scope of Services, Budget, and Schedule	12	-	-	-	-	-	-	12	$ 4,320	$ -	$ -	$ 4,320
1.2	**Inventory of Existing Conditions**	**4**	**-**	**6**	**76**	**2**	**-**	**-**	**88**	**$ 14,310**	**$ -**	**$ -**	**$ 14,310**
1.2.1	General Data Collection	-	-	-	4	-	-	-	4	$ 600	$ -	$ -	$ 600
1.2.2	Area Profile and Setting	1	-	-	12	-	-	-	13	$ 2,160	$ -	$ -	$ 2,160
1.2.3	Existing Airport	1	-	2	20	-	-	-	23	$ 3,740	$ -	$ -	$ 3,740
1.2.4	Existing Environmental Conditions	2	-	4	40	2	-	-	48	$ 7,810	$ -	$ -	$ 7,810
1.3	**Forecasts of Aviation Demand**	**6**	**-**	**14**	**52**	**-**	**-**	**-**	**72**	**$ 12,620**	**$ -**	**$ 1,100**	**$ 13,720**
1.3.1	Historical Aviation Activity	-	-	2	4	-	-	-	6	$ 980	$ -	$ 1,100	$ 2,080
1.3.2	Evaluate Trends and Factors that Impact Aviation Demand	2	-	4	8	-	-	-	14	$ 2,680	$ -	$ -	$ 2,680
1.3.3	Aviation Demand Forecasts	4	-	8	40	-	-	-	52	$ 8,960	$ -	$ -	$ 8,960
1.4	**Demand/Capacity and Facility Requirements**	**4**	**-**	**14**	**54**	**-**	**6**	**-**	**78**	**$ 13,460**	**$ -**	**$ -**	**$ 13,460**
1.4.1	Airfield Requirements	1	-	4	24	-	-	-	29	$ 4,720	$ -	$ -	$ 4,720
1.4.2	Airspace Protection	1	-	2	4	-	-	-	7	$ 1,340	$ -	$ -	$ 1,340
1.4.3	Landside Facility Requirements	-	-	2	4	-		-	6	$ 980	$ -	$ -	$ 980
1.4.4	Ground Access Facility Requirements	1	-	2	8	-	2	-	13	$ 2,360	$ -	$ -	$ 2,360
1.4.5	Utilities	-	-	1	2	-	4	-	7	$ 1,330	$ -	$ -	$ 1,330
1.4.6	Access Control and Perimeter Fencing	-	-	1	4	-	-	-	5	$ 790	$ -	$ -	$ 790
1.4.7	Aeronautical Land Areas	1	-	2	8	-	-	-	11	$ 1,940	$ -	$ -	$ 1,940
1.5	**Alternatives Development and Evaluation**	**4**	**-**	**28**	**78**	**-**	**-**	**-**	**110**	**$ 18,460**	**$ -**	**$ -**	**$ 18,460**
1.5.1	Basis of Concept Development	-	-	3	6	-	-	-	9	$ 1,470	$ -	$ -	$ 1,470
1.5.2	Alternatives	2	-	13	42	-	-	-	57	$ 9,490	$ -	$ -	$ 9,490
1.5.2.1	Airside	1	-	3	12	-	-	-	16	$ 2,730	$ -	$ -	$ 2,730
1.5.2.2	Landside	1	-	8	24	-	-	-	33	$ 5,480	$ -	$ -	$ 5,480
1.5.2.3	Ground Access	-	-	2	6	-	-	-	8	$ 1,280	$ -	$ -	$ 1,280
1.5.3	Evaluation of Alternatives	1	-	8	20	-	-	-	29	$ 4,880	$ -	$ -	$ 4,880
1.5.4	Define Recommended Development Plan	1	-	4	10	-	-	-	15	$ 2,620	$ -	$ -	$ 2,620
1.6	**Facilities Implementation Plan**	**4**	**-**	**6**	**34**	**12**	**20**	**-**	**76**	**$ 13,860**	**$ -**	**$ -**	**$ 13,860**
1.6.1	Environmental Overview	-	-	-	-	12	-	-	12	$ 1,980	$ -	$ -	$ 1,980
1.6.1.1	Probable Impacts and Mitigation	-	-	-	-	8	-	-	8	$ 1,320	$ -	$ -	$ 1,320
1.6.1.2	Strategies for NEPA Compliance	-	-	-	-	4	-	-	4	$ 660	$ -	$ -	$ 660
1.6.2	Financial Feasibility Analysis/Funding Plan	4	-	6	34	-	20	-	64	$ 11,880	$ -	$ -	$ 11,880
1.6.2.1	Capital Improvement Costs	1	-	-	10	-	20	-	31	$ 6,060	$ -	$ -	$ 6,060
1.6.2.2	Capital Funding Sources	1	-	4	16	-	-	-	21	$ 3,520	$ -	$ -	$ 3,520
1.6.2.3	Funding Plan	2	-	2	8	-	-	-	12	$ 2,300	$ -	$ -	$ 2,300
1.7	**Final Narrative Report (Deliverables)**	**6**	**-**	**15**	**72**	**-**	**-**	**35**	**128**	**$ 20,185**	**$ -**	**$ -**	**$ 20,185**
1.7.1	Draft Chapters	3	-	8	40	-	-	20	71	$ 11,100	$ -	$ -	$ 11,100
1.7.2	Draft Final Narrative Report	2	-	5	20	-	-	10	37	$ 5,920	$ -	$ -	$ 5,920
1.7.3	Final Narrative Report	1	-	2	12	-	-	5	20	$ 3,165	$ -	$ -	$ 3,165
1.8	**Airport Layout Plan Set**	**20**	**-**	**56**	**268**	**-**	**4**	**20**	**368**	**$ 61,380**	**$ 6,930**	**$ -**	**$ 68,310**
1.8.1	Cover Sheet (1 sheet)	-	-	-	2	-	-	-	2	$ 300	$ -	$ -	$ 300
1.8.2	Airport Data Sheet (1 sheet)	1	-	2	16	-	-	-	19	$ 3,140	$ -	$ -	$ 3,140
1.8.3	Existing Airport Layout Drawing (1 sheet)	2	-	8	32	-	-	-	42	$ 7,040	$ -	$ -	$ 7,040
1.8.4	Future Airport Layout Drawing (1 sheet)	1	-	4	20	-	-	-	25	$ 4,120	$ -	$ -	$ 4,120
1.8.5	Airport Airspace Drawing Sheet (2 sheets)	2	-	4	32	-	-	-	38	$ 6,280	$ -	$ -	$ 6,280
1.8.6	Runway Centerline Profile Drawing (1 sheet)	1	-	2	10	-	4	-	17	$ 3,080	$ -	$ -	$ 3,080
1.8.7	Inner Portion of the Approach Surface Drawing Sheet (2 sheets)	2	-	4	32	-	-	-	38	$ 6,280	$ -	$ -	$ 6,280
1.8.8	Runway Departure Surface Drawing Sheet (2 sheets)	1	-	2	20	-	-	-	23	$ 3,740	$ -	$ -	$ 3,740
1.8.9	Obstacle Data Tables (2 sheets)	1	-	2	20	-	-	-	23	$ 3,740	$ -	$ -	$ 3,740
1.8.10	Declared Distance Drawing (1 sheet)	1	-	2	10	-	-	-	13	$ 2,240	$ -	$ -	$ 2,240

SCOTT VALLEY AIRPORT
ALP WITH NARRATIVE REPORT

FINAL
May 12, 2025

WBS	Task Name	Project Manager	Project Accountant	Intermediate Airport Planner	Junior Airport Planner	Intermediate Environmental Planner	Intermediate Civil Engineer	Clerical	Labor Totals		Subs	Expenses	Total Cost
		$360.00	$145.00	$190.00	$150.00	$165.00	$210.00	$125.00	Hours	Cost	Cost	Cost	
1.8.11	Building Area Drawings (1 sheet)	1	-	2	16	-	-	-	19	$ 3,140	$ -	$ -	$ 3,140
1.8.12	Land Use Drawing (1 sheet)	1	-	4	20	-	-	-	25	$ 4,120	$ -	$ -	$ 4,120
1.8.13	Exhibit 'A'	4	-	20	36	-	-	20	80	$ 13,140	$ 6,930	$ -	$ 20,070
1.8.14	ALP Meeting	2	-	-	2	-	-	-	4	$ 1,020	$ -	$ -	$ 1,020
2	**Airports GIS Survey and GIS Data**	**7**	**-**	**-**	**40**	**1**	**-**	**-**	**48**	**$ 8,685**	**$ 99,077**	**$ -**	**$ 107,762**
2.1	**Task Initiation and Setup**	**4**	**-**	**-**	**-**	**-**	**-**	**-**	**4**	**$ 1,440**	**$ 12,477**	**$ -**	**$ 13,917**
2.1.1	Task Coordination Meeting	2	-	-	-	-	-	-	2	$ 720	$ 2,495	$ -	$ 3,215
2.1.2	Airports GIS Website Project Setup	1	-	-	-	-	-	-	1	$ 360	$ 2,495	$ -	$ 2,855
2.1.3	Statement of Work	1	-	-	-	-	-	-	1	$ 360	$ 2,495	$ -	$ 2,855
2.1.4	Imagery Control Plan	-	-	-	-	-	-	-	0	$ -	$ 2,495	$ -	$ 2,495
2.1.5	Survey and Quality Control Plan	-	-	-	-	-	-	-	0	$ -	$ 2,495	$ -	$ 2,495
2.2	**Field Data Collection and Inventory**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0**	**$ -**	**$ 44,993**	**$ -**	**$ 44,993**
2.2.1	Geodetic Control Surveys	-	-	-	-	-	-	-	0	$ -	$ 22,496	$ -	$ 22,496
2.2.2	Runway Surveys	-	-	-	-	-	-	-	0	$ -	$ 22,496	$ -	$ 22,496
2.3	**Aerial Imagery Acquistion, Feature Compilation, and Data Delivery**	**-**	**-**	**-**	**18**	**1**	**-**	**-**	**19**	**$ 2,865**	**$ 39,641**	**$ -**	**$ 42,506**
2.3.1	Aerial Imagery Acquisition	-	-	-	-	1	-	-	1	$ 165	$ 22,985	$ -	$ 23,150
2.3.2	Obstruction Survey/Airport Airspace Analysis	-	-	-	12	-	-	-	12	$ 1,800	$ 11,198	$ -	$ 12,998
2.3.2.1	Obstacle Analysis - AC-18B	-	-	-	4	-	-	-	4	$ 600	$ 3,733	$ -	$ 4,333
2.3.2.2	Obstacle Analysis - Part 77 Imaginary Surfaces	-	-	-	4	-	-	-	4	$ 600	$ 3,733	$ -	$ 4,333
2.3.2.3	Obstacle Analysis - AC-13B Surfaces	-	-	-	4	-	-	-	4	$ 600	$ 3,733	$ -	$ 4,333
2.3.3	Feature Mapping/Compilation and Quality Assurance	-	-	-	6	-	-	-	6	$ 900	$ 1,828	$ -	$ 2,728
2.3.4	Topographic Mapping/Elevation Contour Generation and Compilation	-	-	-	-	-	-	-	0	$ -	$ 1,828	$ -	$ 1,828
2.4	**Data Development and Data Delivery**	**3**	**-**	**-**	**22**	**-**	**-**	**-**	**25**	**$ 4,380**	**$ 3,769**	**$ -**	**$ 8,149**
2.4.1	Safety Critical Data Processing and Attribution	1	-	-	8	-	-	-	9	$ 1,560	$ 1,884	$ -	$ 3,444
2.4.1.1	Final Survey Report	1	-	-	8	-	-	-	9	$ 1,560	$ 1,884	$ -	$ 3,444
2.4.2	Non-Safety Critical (Existing Data or Planimetric Base-Mapping) Processing and Attribution	1	-	-	4	-	-	-	5	$ 960	$ 1,884	$ -	$ 2,844
2.4.3	Future Projects Data Development	1	-	-	10	-	-	-	11	$ 1,860	$ -	$ -	$ 1,860
3	**Public Involvement Program/Stakeholder Engagement Meetings**	**120**	**-**	**120**	**-**	**-**	**-**	**-**	**240**	**$ 66,000**	**$ -**	**$ 15,523**	**$ 81,523**
3.1	**Technical Advisory Committee**	120	-	**120**	-	-	-	-	**240**	**$ 66,000**	**$ -**	**$ 15,523**	**$ 81,523**
4	**Project Management and Quality Control**	**83**	**48**	**-**	**-**	**-**	**-**	**48**	**179**	**$ 42,912**	**$ -**	**$ -**	**$ 42,912**
	Subtotals	**272**	**48**	**259**	**674**	**15**	**30**	**103**	**1,401**	**$ 276,912**	**$ 106,007**	**$ 16,623**	**$ 399,542**
												Total	**$ 399,542**

Note 1: All travel costs are included in Task 3.1.