CARBON COUNTY AIRPORT

MASTER PLAN

2017

CARBON COUNTY UTAH

PREPARED BY

JVIATION®

IN ASSOCIATION WITH WOOLPERT, INC.

The preparation of this document has been supported, in part, through the Airport Improvement Program (AIP) financial assistance from the Federal Aviation Administration (Project Number AIP No. 3-49-0026-016-2015, Airport Master Plan), as provided under Title 49 U.S.C., Section 47104.

The contents of the Airport Master Plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this Airport Layout Plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

Table of Contents

List of Figures

List of Tables

List of Appendices

EXECUTIVE SUMMARY

✈ Carbon County Airport (FAA identifier = PUC) is owned and operated by Carbon County, Utah. The County is the airport sponsor.

✈ This Airport Master Plan was undertaken with a grant issued by the FAA as well as by the County. The Master Plan was prepared in accordance with pertinent FAA advisory circulars and other guidance documents.

✈ PUC is classified by the FAA as a general aviation airport, which means that it does not accommodate airline service. The airport is served by daily regional freight service to/from Salt Lake City International (SLC) by turboprop aircraft (such as the Beech 99 and Cessna Caravan).

✈ PUC has a two-story terminal building/hangar that is occupied by the FBO, Redbird Aviation. Redbird also operates the airport on a day-to-day basis for the County.

✈ There are three paved runways, summarized below:

Table ES-1 Runway Data

Runway	Size	Approach	Lights	Visual Aids	Taxiway
1-19	8,310' x 100'	Rwy 1: Instrument Landing System (ILS). GPS & VOR non-precision. Rwy 19 Visual	HIRL. Rwy 1 – MALSF. Rwy 1 – REIL Rwy 19 - REIL	Rwy 1 PAPI (4) Rwy 19 PAPI (2)	Full parallel
15-33	4,514' x 75'	Visual	MIRL	Rwy 1 PAPI (4) Rwy 19 PAPI (2)	No
8-26	3,150' x 75'	Visual	No runway lights. Rwy 8 & 26 – REIL	Rwy 8 & 26 PAPI (2)	No

Notes: HIRL = high intensity runway lights. MIRL = medium intensity runway lights. MALSF = medium intensity approach light system with sequenced flashing lights. REIL = runway end identifier lights. PAPI = precision approach path indicator lights: (2) = 2 boxes; (4) = 4 boxes.

✈ There is a very high frequency (VHF) omni directional radio (VOR) transmitter situated on the airport between Runway 1 and 33, that serves as a navigation aid for pilots enroute in the vicinity of PUC, as well as for pilots landing at PUC.

✈ FAA records indicate that in 2015 there were 15 based aircraft at PUC, and approximately 4,430 aircraft operations (takeoffs and landings) per year, or approximately 12 operations per day on average.

✈ PUC meets FAA design standards for Airport Reference Code (ARC) C-II, which means it can accommodate all piston-engine GA airplanes, as well as mid-size corporate turboprops and jets such as the Beech King Air 350, TBM-700/800/930, Pilatus PC-12, Cessna Grand Caravan, Cessna Citation CJ-3, Excel, X, Challenger 604/300/350, and Hawker 800 (see Figure ES-1). Larger jets such

as the Gulfstream G-IV and Global Challenger also occasionally use PUC, but do not generate sufficient activity to meet FAA's 'substantial use threshold' of 500 itinerant operations per year.

FIGURE ES-1

RUNWAY DESIGN CODE (RDC)

✈ Runway 1-19 accommodates approximately 90% of all aircraft operations. Runway 15-33 and 8-26 are valuable for operations during strong crosswinds at certain times of the year, and also serve as overflow parking for firefighting aircraft during strong fire seasons.

✈ The forecasts of demand analyzed several scenarios that could affect future activity at PUC. The analysis concluded that FAA's Terminal Area Forecast (TAF) of approximately 4,431 annual operations (takeoffs and landings) through 2036 is consistent with historic trends, general aviation industry trends, and also anticipated business activity at the airport. For example, the analysis noted that the basing of a corporate flight department, opening a flight school, or basing a military aviation unit at PUC could significantly increase activity levels, but concluded that those events have a low probability of occurring based on present trends. The preferred forecast scenario projected that based aircraft would increase from 15 based aircraft in 2015 to a total of 22 by the year 2036.

✈ The operational capacity of the runway and taxiway system exceeds the existing and projected activity, and as a result there are no operational delays at the airport, which was also confirmed by the airport user survey.

✈ Mapping was prepared by Woolpert, Inc. to FAA's Airport Geographic Information System (AGIS) standards, and was uploaded on FAA's web site and accepted and approved by the FAA and the National Geodetic Survey (NGS). The mapping was used as the basis for developing the Airport Layout Plan (ALP) drawing set to FAA Standard Operating Procedures 2.00 and 3.00.

✈ Based on the forecasts of demand, it is recommended maintaining the airport's facilities to FAAs ARC C-II design standards. In addition, it was recommended that the three runways be maintained at their current size, and with their current instrument and visual approach procedures. In addition to meeting FAA design standards, airport users indicted that the runways are adequate for their purposes, and that the precision ILS approach to Runway 1 met their current and future needs.

✈ Lowering the visibility minimums on the ILS Runway 1 by ¼ mile (from ¾ to ½ mile) would require extending the existing MALSF approach light system to the south, to upgrade it to a MALSR (with runway alignment indicator lights). Due to the sloping terrain south of the airport it would be expensive to extend the existing MALSF, and the potential benefit in terms of reducing the visibility minimums by ¼ mile do not justify the cost. Airport users indicated that they do not need the visibility minimums reduced by ¼ mile.

✈ Airport users did indicate a need for better radar coverage and communications with Salt Lake Center air traffic control facility. Those improvements would need to be implemented by the FAA. In addition, airport users requested that FAA develop and distribute terminal weather forecasts (TAF) for PUC, which would be beneficial for all airport users, particularly those that operate under 14 CFR Part 135.

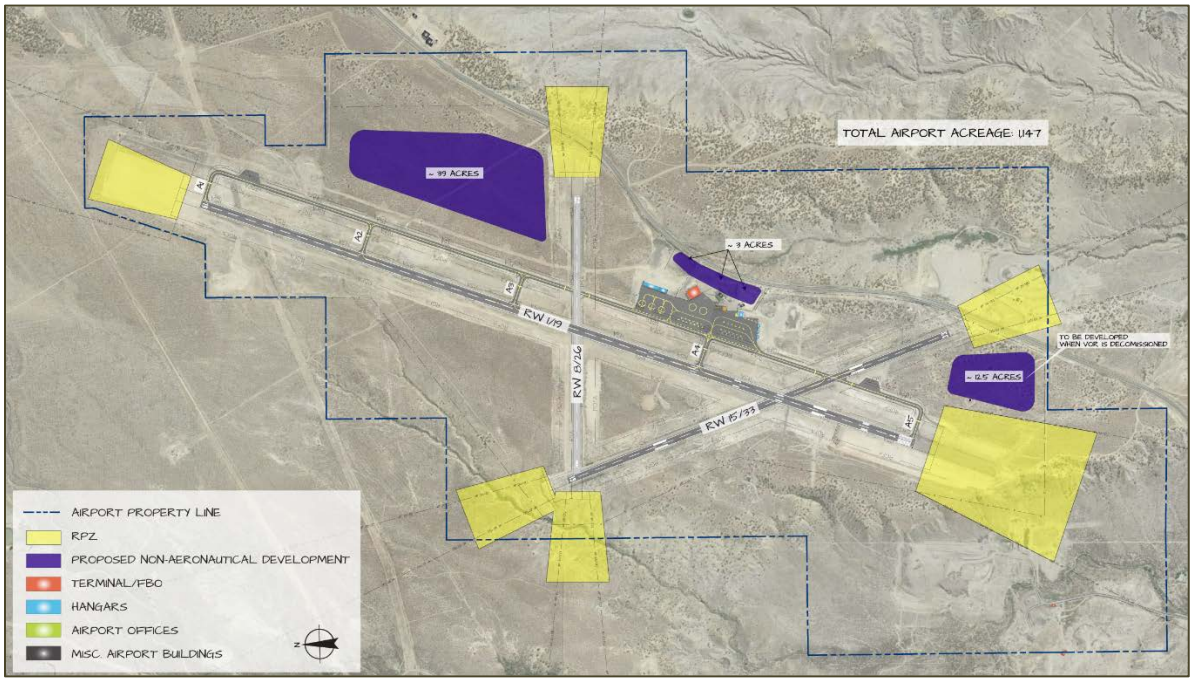
✈ The Master Plan identified the need for up to five new corporate/box hangars, approximately 80' x 80' in size. The hangars would be constructed north of the terminal building, in the area where the County had previously installed underground utilities (see Figure ES-2, Recommended Airport Development Plan). A new paved taxilane would need to be constructed to serve the hangars. The taxliane could be constructed by the County, a portion of which would be eligible for FAA grants, or it could be constructed by private parties. Since it is anticipated that the hangars will be constructed and operated by private parties, as opposed to the County, the timing of the hangar development, and the size of individual hangars, will depend on the demand expressed by developers/aircraft owners. An extension is also shown on the south side of the paved aircraft parking apron that could accommodate a future corporate hangar, or potentially six T-hangars, or else additional parking for based and transient aircraft, depending on the specific demand expressed by aircraft owners.

✈ The Master Plan identified approximately three parcels (approximately 56.5 acres of land) on the east side of the airport to be designated as surplus in relation to future aeronautical purposes, which could be developed for non-aeronautical uses such as light industrial, commercial, etc. (Figure ES-3). The County must ensure that all non-aeronautical development be fully compatible with aircraft and

airport activities and operations, and that the revenue generated by non-aeronautical development be dedicated to the airport for operations, maintenance, and capital improvements. The southern-most parcel(12.5 acres), between Runway 1 and 33, can only be developed after the FAA shuts down the Carbon VOR transmitter. FAA has given no schedule for decommissioning the Carbon VOR.

FIGURE ES-2 RECOMMENDED AIRPORT DEVELOPMENT PLAN

FIGURE ES-3 NON-AERONAUTICAL DEVELOPMENT PLAN



✈ The FAA requires that Master Plans include a reuse, recycle, and waste management plan. The Master Plan included best practices adopted at other airports regarding reuse, recycling and waste management programs, as well as recommendations made by the FAA.

✈ The Airport Layout Plan (ALP) is graphic depiction of the existing and proposed airport facilities. The ALP set consists of a number of drawings, to scale, depicting various aspects of the existing and proposed airport facilities, as well as the airspace and land use on and in the vicinity of the PUC Airport. The ALP drawing set was developed based on the AGIS mapping prepared by Woolpert, and was prepared in accordance with FAA Standard Operating Procedures 2,00, Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs), and SOP 3.00, Standard Procedure for FAA Review and Approval of Exhibit A Property Maps. The Title Sheet was signed by Carbon County as the airport sponsor, and the Airport Layout Plan drawing was signed by the FAA.

✈ PUC Airport's Capital Improvement Plan (CIP) was updated to include the projects recommended in the Master Plan. Existing projects such as rehabbing Runway 15-33 and on-going airfield maintenance were kept in the CIP. It was noted that FAA's share of eligible costs of future improvement projects is subject to requirements adopted by the U.S. Congress as the FAA's Airport Improvement Program (AIP) is reauthorized. The current Airport Improvement Program is authorized and funded through September 30, 2017. When a new AIP is adopted by Congress it could incorporate changes in funding levels, project eligibility criteria, priority ranking system, etc., which could impact funding availability for future projects at PUC.

✈ The airport's financial situation was examined. It was noted that airport-related revenue could be increased by increasing rates and charges on land and building leases, consistent with FAA policies regarding leases. The FAA grant assurances require airports to be as financially self-sufficient as possible. FAA policies also limit lease terms to a maximum of 50 years, and strongly recommend shorter lease terms to provide more control over land uses on an airport by sponsors. However, increases in airport fees (landing, tiedown fuel flowage, and land leases) could also negatively impact activity levels since airports and FBOs operate in a competitive environment. FAA requires that land and other leases for non-aeronautical tenants be based on fair market value (FMV).

1.0 INTRODUCTION

Carbon County Regional Airport (PUC or the Airport) is a public-use airport, owned and operated by Carbon County, Utah. The County has accepted Federal Aviation Administration (FAA) grants for airport improvements, and is therefore obligated to meet FAA requirements in the Sponsor Grant Assurances, advisory circulars, and FAA orders.

As noted in Chapter 1 of the FAA's AC 150/5070-6B, *Airport Master Plans*: "The elements of a master planning process will vary in complexity and level of detail, depending on the size, function, issues, and problems of the individual airport. The technical steps described in this AC are generally applicable, although each step should be undertaken only to the extent necessary to produce a meaningful product for a specific airport. The sponsor, the sponsor's consultant, and FAA representatives must carefully prepare a scope of work that reflects the circumstances (and requirements) of the individual airport."

The FAA requires that sponsors update their airport master plans on a regular basis, and that each airport master plan produce the following items:

- Forecasts of aviation demand – approved by FAA
- Airport Layout Plan (ALP) – signed by the FAA and Carbon County
- Airport Capital Improvement Plan (CIP)
- Airport Recycling, Reuse, and Waste Reduction Plan

The FAA formally approves the forecasts of aviation activity and the ALP. FAA approval of the ALP is accompanied with a set of conditions, including the need to obtain necessary environmental review and approvals, as well as the availability of federal funding. FAA also notes that its approval of an ALP is not a commitment to implement any of the projects shown on the ALP.

This Master Plan specifically addresses the dynamics in the aviation industry, the impact that trends in the local economy have had on demand for aviation services, and examines potential future aviation activity trends and airport facility needs.

This Master Plan and the accompanying ALP are being prepared in accordance with FAA regulations, Advisory Circulars (ACs) and guidance, including:

- FAA's Airports Standard Operating Procedure (SOP), Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs) (ARP SOP 2.00)
- FAA's Airports Standard Operating Procedure (SOP) for FAA Review and Approval of Exhibit 'A' Airport Property Inventory Maps (ARP SOP 3.00)
- FAA AC 150/5070-6B, *Airport Master Plans*
- AC 150/5300-13A, *Airport Design*
- AC 150/5060-5, *Airport Capacity and Delay*
- AC 150/5325-4B, *Runway Length Requirements for Airport Design*

- AC 150/5300-16A, -17C, -18B, *Aeronautical Surveys, Airport Geographic Information Systems (AGIS)*
- 14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*
- FAA Order 5100.38D, *AIP Handbook*
- FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*
- FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*

1.1 Master Plan Study Goals

The goals of the PUC Master Plan include the following:

- Ensure that PUC is currently and will remain in compliance with all appropriate FAA design standards, guidelines, and requirements.
- Ensure that PUC continues to operate safely and efficiently.
- Ensure that PUC continues to meet the needs of its users.
- Provide a useful and practical planning tool for the County.
- Ensure that the planning process is transparent and provides a forum for all interested parties to express their opinions about PUC and its future.

1.2 Master Plan Key Issues

The FAA strongly recommends that master plans be tailored to each individual airport. The PUC Master Plan is focused on the following specific issues:

- Define the Airport's infrastructure needs to accommodate existing and future activity.
- Analyze the Airport's ability to attract businesses, including competition from other airports
- Identify the highest and best use of current airport facilities.
- Define the optimum location for new airport facilities considering airport operational needs, FAA airport design standards, financial impacts.
- Analyze whether to designate PUC as a Community Development Area (CDA)[1] and recommend non-aeronautical land uses to increase revenues in those areas designated as surplus for aviation purposes.
- Present an airport financial plan consistent with FAA's stipulation that airports should be as financially self-sufficient as feasible.

1.3 Inventory Summary and Conclusions

- PUC meets FAA's airport design standards for airport reference code C-II, and the Airport can safely accommodate general aviation aircraft up to and including corporate jets and turboprops.
- Airfield operational capacity (the runway/taxiway system) exceeds existing demand.

[1] CDA is defined by the State of Utah for the purpose of creating a public benefit through community development.

- PUC currently accommodates a wide range of general aviation and corporate aircraft and helicopters, including a variety of firefighting fixed-wing aircraft and helicopters.
- Runway 1-19 accommodates 95% of all takeoffs and landings (operations). Both Runway 8-26 and 15-33 are also used by operators, particularly during periods of strong winds from the west and east.
- The length of Runway 1-19 (8,312 feet) is adequate for the existing operators and type of aircraft at the Airport.
- Aircraft operations and based aircraft are estimated to have declined between 2008 and 2015.
- The existing Runway 1 ILS precision instrument approach, and its current approach minimums of 200 feet and ¾ mile is adequate for the Airport's users.
- There is both hangar storage and aircraft tie-down capacity currently available, as well as utility hook-ups for future hangars.

1.4 Airport History

As noted in the Utah State History: "After World War II, Carbon County renewed its efforts to enlarge the airfield, constructing, with federal help and matching funds from state and county, a new runway and extending the other runways so larger planes could use the facility. In October 1948 construction crews finished the new runways. An airshow sponsored by the Carbon County Commission, featured planes from the U.S. Air Force, Castle Valley Flying Service, and Carbon-Emery Flying Service.

A little over a year later it became necessary to widen the taxi strip to the hangars as a safety measure in handling large planes. By 1951, the County had opened an airport in East Carbon for a short time. For several years the county leased the Price airport to a manager, who received his compensation from fees obtained through airport business. For many years, E.L. "Buck" Davis promoted and ran the airport.

Soon the County was in the midst of an energy boom that placed unusual demands on the small airport, including use by corporate jets. Some local businessmen also began chartering flights and taking flying lessons. The Carbon-Emery Aviation Company purchased two new airplanes for charter and rental, hired a chief pilot and a flight instructor, and began a modest advertising campaign. Trans West Airline wanted to expand its air services, including passenger service, to the Price airport. The airport manager told the County Commission that his facilities were too small and that he needed a commuter terminal. All of this activity stopped with the end of the energy boom, however, and the airport settled down into its former routine."

1.5 PUC Airport Role and Function

The FAA classifies PUC as a general aviation (GA) airport, which means it does not have scheduled airline service. Its role is Basic, which FAA defines as: "Supports general aviation activities, often serving aeronautical functions within the local community such as emergency response and access to remote communities. These airports have moderate levels of activity with an average of 10 propeller-driven (based) aircraft and no (based) jets."

The Utah Continuous Airport System Plan also classifies PUC as a GA airport, and its role as Regional. The Utah System Plan defines Regional as: "General Aviation Regional Airports (GA Regional) serve and support the local and regional economies and connect them to the state and national economies. Regional airports serve primarily general aviation activity, with a focus on serving business activity including jet and multi-engine aircraft. FAA Reliever airports are categorized as Regional. These airports support the system of International and National airports and should provide significant coverage to the state's population."

TABLE 1-1 - UTAH AIRPORT SYSTEM PLAN'S OBJECTIVES FOR REGIONAL AIRPORTS

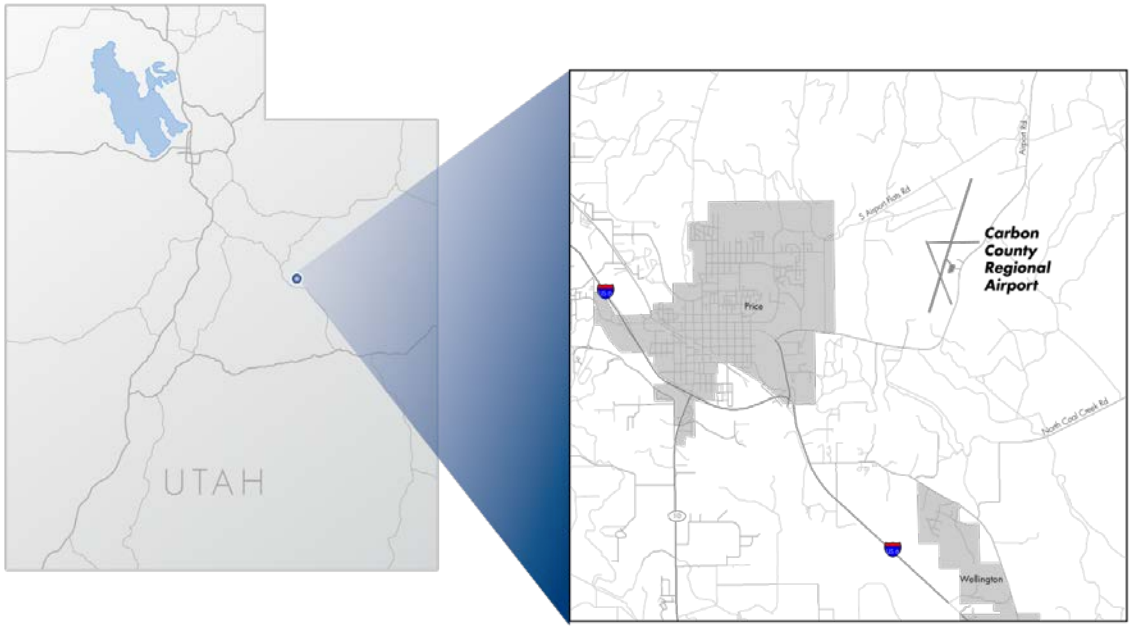
Airport Criteria	Minimum Objectives
ARC	– C-II or greater
Runway Length	– Accommodate 75% of large aircraft at 60% useful load
Runway Width	– To meet ARC
Runway Strength	– Single-wheel gear - 30,000 lbs., equivalent for dual wheel
Taxiway	– Partial Parallel
Navigational Aids	– Non-Precision Straight-In Approach
Visual Aids	– GVGIs, REILs
Lighting	– MIRL, Beacon, Windsock
Weather	– Automated Weather
Services	– Phone – Restrooms – FBO - Limited Service – Maintenance Facilities - limited service – On-site courtesy car – Perimeter fencing
Facilities	– Terminal with appropriate facilities – Hangars - 60% of based fleet and 25% of overnight aircraft – Apron - 40% of based fleet and 50% for transient – Auto Parking - Equal to 33% of based aircraft – Food - Limited service restaurant or vending service

Source: UCASPP, 2007, Chapter 3

2.0 INVENTORY

Carbon County Regional Airport (PUC or the Airport), also known as Buck Davis Field, is located in East Central Utah, 108 nautical miles (NM) southeast of Salt Lake City, and three NM east of Price, Utah (**Figure 2-1**). The Airport is owned by Carbon County. The Airport Reference Point (ARP) is Latitude 39° 36' 54.82" N and Longitude 110° 45' 04.06" W[1]. PUC's elevation is 5,957.4 feet MSL[2].

FIGURE 2-1 - PUC LOCATION MAP



Source: Jviation

2.1 Airfield Facilities

PUC has three paved runways: Runway 1/19 is the main runway, and Runways 8/26 and 15/33 operate as crosswind runways. Runway 1/19 has a full-length, paved, parallel taxiway, joined by five connector taxiways. Access to portions of Runways 8/26 and 15/33 is also provided by this taxiway system, but neither crosswind runway has a full parallel taxiway. **Table 2-1** provides additional detail about each runway: size, pavement type and runway design code (RDC). Also see Appendix 2 for pertinent FAA data on PUC airport facilities.

[1] Carbon County 2002 ALP
[2] Airnav. (15 October 2015). Carbon County Regional Airport/Buck Davis Field. Retrieved from http://www.airnav.com/airport/KPUC

FIGURE 2-2 - PUC AIRPORT LAYOUT

Source: PUC ALP, Jviation

TABLE 2-1 - PUC RUNWAY INFORMATION

Runway	Length (ft)	Width (ft)	Pavement Type	Pavement Condition Index (PCI)	Condition	Runway Design Code (RDC)
1/19	8,312	100	Grooved Asphalt	100	Good	CII-4000
8/26	3,150	60	Asphalt	100	Good	BI-Visual
15/33	4,511	75	Asphalt	62	Fair	BII-Visual

Source: Form 5010

Currently, each runway is in compliance with FAA's design standards for its specific runway design code (RDC), as shown in **Table 2-2**, **Table 2-3**, **Table 2-4**. The elements bolded in the tables below apply to PUC. The RDC consists of three components; the first is the aircraft approach category (AAC), which relates to the aircraft's approach speed when landing. The aircraft design group (ADG) is based on the aircraft's wingspan or tail height (whichever is most restrictive). The final criteria is the lowest visibility minimums to each runway end based on the instrument approach procedure in place.

TABLE 2-2 - AIRCRAFT APPROACH CATEGORY (AAC)

AAC	Vref/Approach Speed
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

Source: FAA AC 150/5300-13A, *Airport Design*
AAC = aircraft approach category

TABLE 2-3 - AIRPLANE DESIGN GROUP (ADG)

Group #	Tail Height (ft [m])	Wingspan (ft [m])
I	< 20' (< 6 m)	< 49' (< 15 m)
II	20' - < 30' (6 m- < 9 m)	49' - < 79' (15 m - < 24 m)
III	30' - <45' (9 m - < 13.5 m)	79' - < 118' (24 m - < 36 m)
IV	45' - < 60' (13.5 m - < 18.5 m)	118' - < 171' (36 m - < 52 m)
V	60' - < 66' (18.5 m - < 20 m)	171' - < 214' (52 m - < 65 m)
VI	66' - < 80' (20 m - < 24.5 m)	214' - < 262' (65 m - < 80 m)

Source: FAA AC 150/5300-13A, *Airport Design*

TABLE 2-4 - VISIBILITY MINIMUMS

RVR (ft)	Instrument Flight Visibility Category (statue mile)
5,000	Not lower than 1 mile
4,000	Lower than 1 mile but not lower than ¾ mile
2,400	Lower than 3/4 mile but not lower than 1/2 mile
1,600	Lower than 1/2 mile but not lower than 1/4 mile
1,200	Lower than 1/4 mile

Source: FAA AC 150/5300-13A, Airport Design
RVR = runway visibility range

FIGURE 2-3

RUNWAY DESIGN CODE (RDC)

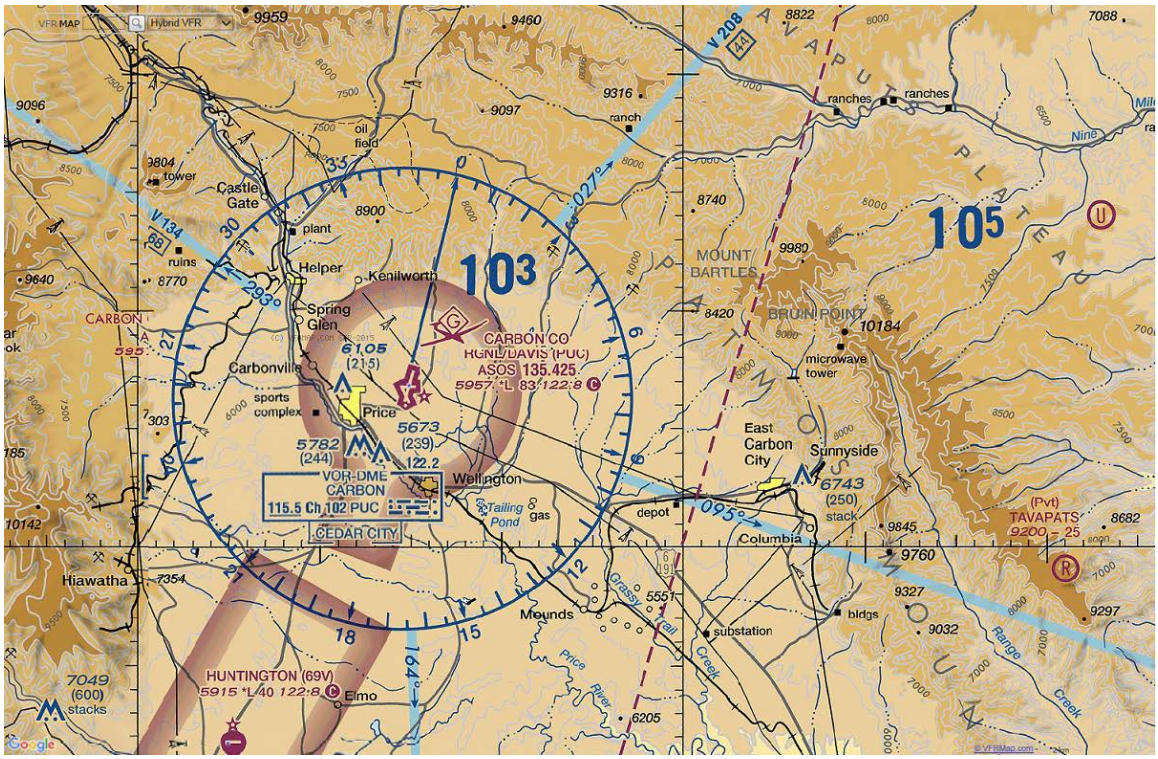
Source: Jviation

2.1 Airspace and Air Traffic Control (ATC)

There is no air traffic control tower at PUC. As a result, the Airport is situated in FAA-designated Class G airspace, which extends from ground level up to 700 feet above ground level (AGL). Class G is defined by FAA as uncontrolled, meaning that aircraft are not required to obtain an air traffic control (ATC) clearances prior to takeoff or landing at PUC, or while flying in the vicinity of the Airport. Above 700 feet AGL, the airspace transitions to Class E (see **Figure 2-4**). Aircraft are required to obtain ATC clearance when the weather is lower than three miles visibility and/or the ceiling is less than 1,000 feet AGL.

Figure 2-4 also illustrates the high terrain in the vicinity of the Airport. The blue circle is a compass rose, oriented towards magnetic north that represents the Carbon Very High Frequency Omni Radio Range (VOR). The VOR is a transmitter situated on the Airport that is used by pilots to navigate when they are within 40 miles of the VOR.

FIGURE 2-4 - PUC AIRSPACE



Source: SkyVector

There is a Unicom radio frequency for pilots to communicate with one another. The absence of a Control Tower means that there are no day-to-day counts of aircraft activity at the Airport, and therefore most activity levels are estimated versus counted, which is discussed in **Chapter 3, Aviation Activity Forecasts**.

Based on FAA's Advisory Circular 150/5060-5, *Airport Capacity and Delay*, the operational capacity of PUC's airfield is estimated to be 230,000 operations per year[3] based on its three runways, their configuration, the full parallel taxiway to Runway 1-19, and the type of aircraft operating at PUC. The FAA recently estimated that PUC's annual operations were approximately 4,431[4] takeoffs and landings, indicating that activity levels are well below operational capacity. This is confirmed by airport users who note that there are no delays to arriving or departing aircraft at the Airport.

One operational constraint reported by airport users is that there is no radar coverage below approximately 8,000 feet (MSL). Radar coverage is provided in that area by Salt Lake Air Route Traffic Control Center (ARTCC). Pilot-ATC communications frequency is 133.9 MHz, via Salt Lake ARTCC's Sunnyside sector. The Center's radar signals are limited by the high terrain. The minimum en route altitudes (MEA) for aircraft flying on instrument flight plans in the vicinity of PUC range from 10,000 feet to 13,000 feet, also due to the high terrain. The limited radar coverage

[3] Federal Aviation Administration. (1983). Airport Capacity and Delay (AC 150/5060-5). U.S. Department of Transportation.
[4] Federal Aviation Administration. (2015). APO Terminal Area Forecast Detail Report (Carbon County Rgnl/Buck Davis Field). Retrieved from https://www.faa.gov/data_research/aviation/taf/

affects the airspace capacity in instrument meteorological conditions (IMC) for aircraft arriving and departing PUC. However, because the prevailing weather is generally visual (VFR), and there are relatively few aircraft arriving or departing on IFR flight plans there are no reported delays due to the lack of radar coverage close to PUC. At altitudes higher than 8,000 feet MSL, pilots can receive radar coverage and communicate with Salt Lake Center Air Traffic Controllers.

2.2 Obstruction Analysis

PUC has accepted FAA grants for airport improvements, therefore, the County is legally encumbered by the FAA Sponsor Assurances. Assurance number 20, Hazard Removal and Mitigation, states:

> "It *[the airport sponsor - Carbon County]* will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards."

The FAA defines all penetrations to imaginary surfaces in the vicinity of an airport as obstacles, and requires airport sponsors to develop a plan to address the penetrations.

The 2005 Airport Master Plan identified relatively few penetrations to the imaginary surfaces in the vicinity of PUC. After that master plan was prepared, FAA adopted the Airports Geographic Information System (AGIS) program. Airports GIS helps the FAA collect airport and aeronautical data needed to meet the demands of the Next Generation National Airspace System (NextGen). FAA requires all airports preparing airport master plans to compile survey and mapping to the AGIS standards. The data is used by FAA Flight Procedures to develop new and update existing instrument approach procedures.

PUC undertook AGIS mapping prior to beginning the airport master plan, which has since been uploaded on FAA's web site for review and approval. The AGIS mapping was accomplished by Woolpert, Inc. Subsequent to the AGIS mapping, and upon the start of the master plan, Woolpert undertook the additional mapping needed for the master plan's Airport Layout Plan (ALP) drawing set. The new mapping will be used to prepare the airspace drawings as part of the ALP drawing set, as required by FAA. The AGIS mapping did identify penetrations to the imaginary surfaces, some of which are high terrain situated away from the airport.

2.3 Terminal Building and Hangars

PUC is currently served by Redtail Aviation, an FBO that provides multiple services, including both full and self-serve fuel, tie-downs and hangars for transient aircraft, as well as minor airframe and power plant maintenance. Redtail has been located at PUC for many years, and occupies the terminal building and attached hangar. The terminal building and hangar are owned by Carbon County and leased to Redtail.

PUC has three T-Hangars on the south side of the main ramp, all of which are owned by the County (**Figure 2-5**). Two Quonset buildings sit just north of the T-hangars. The larger of the two is occupied by aircraft, while the other contains offices.

The terminal building and hangar, occupied by Redtail Aviation, has offices and space for passengers and pilots to wait before or after flights. Most recently built was the "CAP Hangar", next to the FBO terminal. The northern most building consists of four separate hangars. Additional information can be found in **Figure 2-5** and **Table 2-5.**

FIGURE 2-5 - CARBON COUNTY REGIONAL AIRPORT TERMINAL AREA

Source: Jviation

The North Hangar and CAP Hangar are connected to one septic system, while the FBO, cottage and pavilion are connected to a separate septic system. The City of Price does have a sewer line, but currently it does not go out to the Airport.

Although most hangars are in good condition, it is shown in the previous ALP that the T-Hangars should be replaced or relocated. The main restriction on development would be the septic-tank capacity.

2.4 Utilities

The airport is served by a number of utilities. See **Table 2-5** for a list of the utilities. PUC extended water, sewer, and electrical hook-ups to the area north of the terminal building, behind existing hangars, for future development.

TABLE 2-5 - BUILDINGS AND UTILITIES

Building	Owner	Condition	Size	Water	Sewer	Electric	Cable	Natural Gas
T-Hangar (3)	County	Poor	756 sf ea.	*		X		
Quonset (Larger)	County	Fair	2,640 sf			X		
Quonset (smaller)	County	Fair				X		
Sun Shade for Fuel Trucks	County	Very Good				X		
Pavilion	County	Good		X	X	X		
Airport Cottage	County	Fair		X	X	X	X	X
Main FBO Hangar	County	Good	10,000 sf	X	X	X	X	X
CAP Hangar	County	Very Good	1,620sf	X	X	X		X
Northern Hangar	Private	Very Good	6,480sf	X	X	X		X

Source: Jviation
*Two of the T-Hangars have water hook-ups, but one does not

2.5 Airport Support Facilities

PUC's fuel farm is located between the FBO and the Quonset buildings, as shown in **Figure 2-5**. The fueling equipment is operated by Redtail Aviation, but owned by PUC. Currently there are two gallon above ground storage tanks (one tank for 100LL and one for Jet A). The FBO also utilizes one 3,000 gallon Jet A truck and one 1,000 gallon Avgas 100LL truck.

Carbon County owns and operates the airport maintenance equipment (mowers, snow removal equipment, etc.).

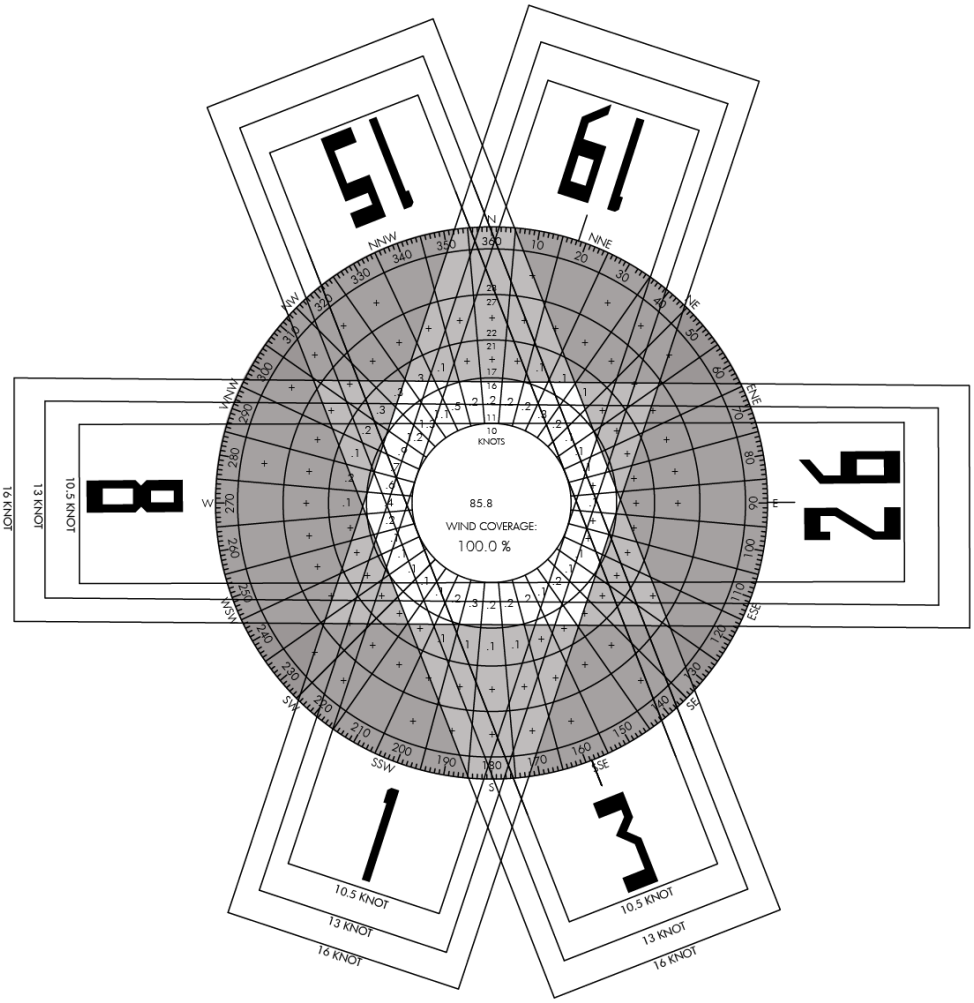
2.6 Airport Ground Access, Circulation, and Parking

PUC Airport is located 3.2 miles east of downtown Price. Airport Road serves as the primary ground access between Price and the airport. Route 191 is the primary north-south road serving Price. Northeast of Price, Route 191 connects with Route 6 and I-15 to Provo and Salt Lake City. A paved lot for vehicle parking is adjacent to the terminal building, as well as a large dirt parking lot, as shown in Figure 2-5. The parking lot is not marked or striped, and the parking capacity is approximately 30 vehicles.

2.7 Meteorological Data

Wind speed and direction at PUC has been collected and interpreted in the wind rose charts below. Crosswind coverage up to 16 kts. in all weather conditions is 95.35%[5], exceeding FAA's minimum requirements of 95%. **Figure 2-6** and **Figure 2-7** show the wind roses for All Weather and IFR Weather. Runway 1-19, alone, provides better than 95% wind coverage for allowable crosswinds of 10.5 and 13 knots.

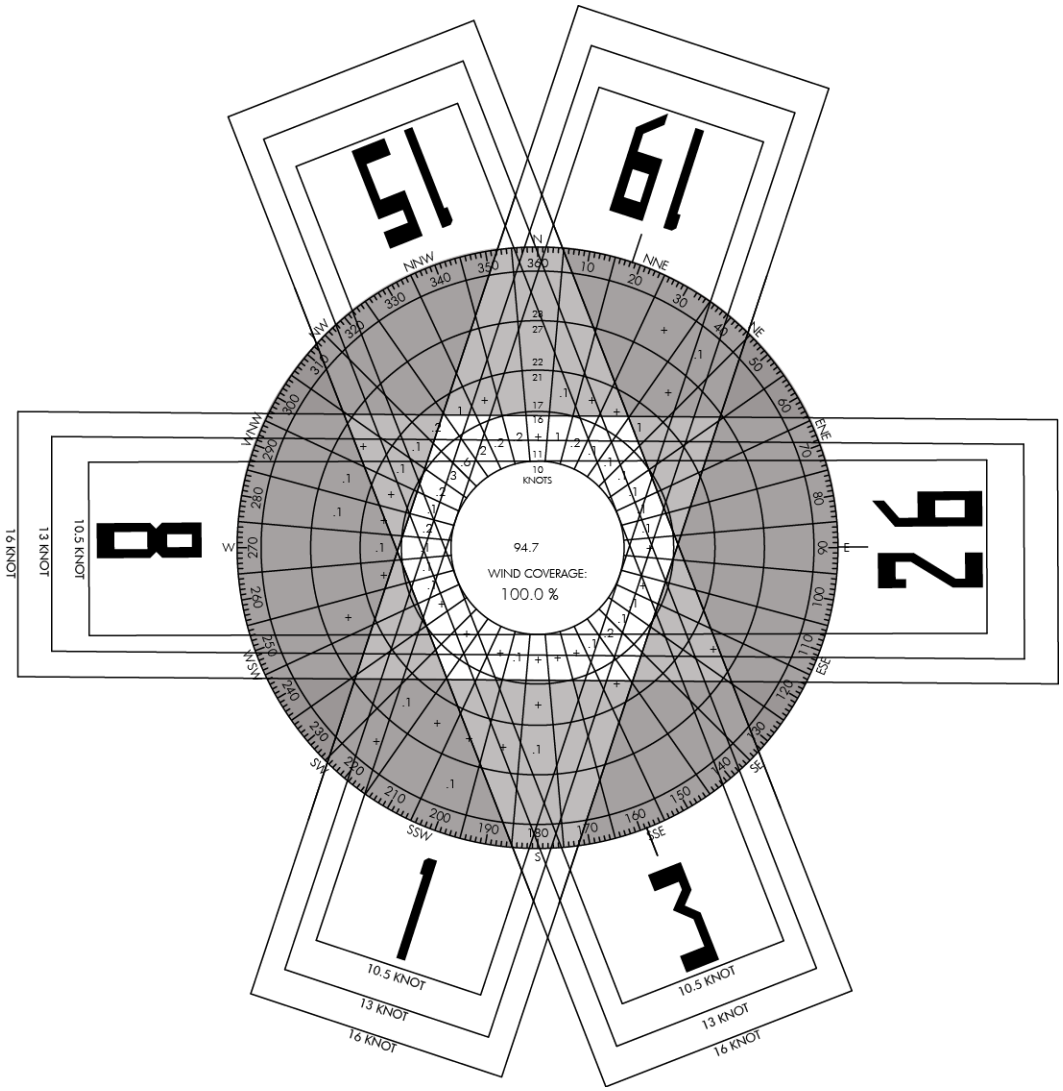
FIGURE 2-6 - PUC RW 15/33 & RW 1/19 ALL WEATHER WINDROSE



Sources: NCDC and FAA AGIS Wind Rose Form, https://airports-gis.faa.gov/airportsgis/publicToolbox/windroseForm.jsp

[5] FAA Airports GIS Program. (2015). Retrieved from http://arp-govcloud.jvs.aero:8080/windRose/; Federal Aviation Administration. (26 February 2014). Airport Design (AC 150/5300-13A, Appendix 2). U.S. Department of Transportation.

FIGURE 2-7 - PUC RW 15/33 & RW 1/19 IFR WINDROSE



Sources: NCDC and FAA AGIS Wind Rose Form, https://airports-gis.faa.gov/airportsgis/publicToolbox/windroseForm.jsp

TABLE 2-6 - RUNWAY 1/19 WIND ANALYSIS

Weather Type	Runway	10.5 knots	13 knots
VFR Weather	01	84.8%	87.94%
	19	72.96%	74.88%
	01/19	91.6%	95.2%
IFR Weather	01	94.66%	95.71%
	19	91.32%	91.97%
	01/19	97.04%	98.35%
All Weather	01	85.31%	88.36%
	19	73.96%	75.84%
	01/19	91.87%	95.35%

TABLE 2-7 RUNWAY 15/33 WIND ANALYSIS

Weather Type	Runway	10.5 knots	13 knots
VFR Weather	15	74.16%	74.97%
	33	87.13%	88.98%
	15/33	95.48%	97.66%
IFR Weather	15	90.97%	91.28%
	33	93.59	94.2%
	15/33	98.09%	98.7%
All Weather	15	75.02%	75.81%
	33	87.44%	89.24%
	15/33	95.57%	97.7%

TABLE 2-8 - RUNWAY 08/26 WIND ANALYSIS

Weather Type	Runway	10.5 knots	13 knots
VFR Weather	08	81.08%	82.52%
	26	85.22%	88.03%
	08/26	92.67%	96.01%
IFR Weather	08	92.5%	93.08%
	26	86.74%	87.64%
	08/26	97.27%	98.45%
All Weather	08	81.61%	83.02%
	26	85.29%	87.98%
	08/26	92.91%	96.14%

PUC's weather is reported by the on-field Automated Surface Observation System (ASOS). The ASOS gives the current weather data within a five-mile radius of the airport. Many airports have a Terminal Weather Forecast, which is a forecast for the five-mile area surrounding the airport and is valid for 30 hours. The FAA does not currently prepare a Terminal Weather Forecast for PUC. This can adversely impact aircraft operators, particularly those operating under FAR Part 135, flying into

the airport in instrument (IFR) conditions. Operators have indicated a need for Terminal Weather Forecasts at PUC.

2.8 On-Airport Navigation Aids (NAVAIDs)

Table 2-9 lists the radio navigation aids (NAVAIDS) and lighting situated on PUC, by each runway. In addition to the ground-based navigation aids listed, pilots also use satellite-based GPS for navigating in the vicinity of PUC. Only Runway 1 has published instrument approach procedures, including a precision Instrument Landing System (ILS), GPS RNAV, and VOR approach (Appendix 1). Aircraft using those instrument approaches can circle to land on other runways, depending on wind conditions. All of the runway ends other than Runway 1 are classified by the FAA to be visual. The instrument approach charts note that circle-to-landing at night on Runway 8/26 is not allowed because it is not lit.

TABLE 2-9 - NAVIGATION AND LIGHTING AIDS

Runway	NAVAID	Lighting
1/19	Rwy 1: ILS/DME, VOR/DME, GPS RNAV	HIRL, PAPI Rwy 1 & 19 Rwy 1 - MALSF
8/26	None	PAPI/REIL
15/33	None	MIRL

Sources: FAA Form 5010, FAA Airport Facility Directory, Jviation
PAPI = Precision approach path indicator lights; MALSF = medium intensity approach lights with sequenced flashers; REIL = runway end identifier lights; MIRL = medium intensity runway lights; HIRL = high intensity runway lights; ILS = (precision) instrument landing system; DME = distance measuring equipment; VOR = very high frequency radio range; GPS = global positioning system; RNAV = area navigation

The Carbon VOR-DME (Very High Frequency Radio Range) navigation transmitter is used by pilots to navigate in the vicinity of PUC. It is classified by the FAA as a high altitude VOR which means it is used to define both low and high altitude victor airways and jet routes used by aircraft on instrument flight plans. The transmitter antenna is situated on the airport between the Runway 33 and Runway 1 thresholds. The FAA has defined a critical area around the antenna of 1,000-foot radius within which no other objects should be erected in order to prevent interference with the VOR signals.

NAVAIDS at the airport are currently sufficient for the type and volume of traffic the airport receives, according to airport users. The FAA's Instrument Flight Procedures (IFP) Production Plan does not list any additional instrument approaches at PUC, or modifications to the existing published instrument approaches.

2.9 Environmental Overview

The FAA AC 150/5070-6B, *Airport Master Plans* states, "The principal objective of an environmental overview is to document environmental conditions that should be considered in the identification and analysis of airport development alternatives.". This section will address various environmental factors that specifically apply to PUC.

FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and Order 5050.4B, *National Environmental Policy Act: Implementation Instruction for Airport Actions* addresses specific environmental categories that are to be evaluated in environmental documents in accordance with the National Environmental Policy Act (NEPA). The following section inventories the applicable environmental categories and their existence at PUC. The following environmental categories are not discussed as they are not relevant to PUC and/or they relate to impacts from a specific project.

- Coastal Resources
- Climate
- Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks

2.9.1 Air Quality

Air quality analysis for federally funded projects must be prepared in accordance with applicable air quality statutes and regulations that include the Clean Air Act (CAA) of 1970[6], the 1977 Clean Air Act Amendments[7], the 1990 Clean Air Act Amendments[8], and the National Ambient Air Quality Standards[9] (NAAQS). In particular, the air pollutants of concern in the assessment of impacts from airport-related sources include six "criteria pollutants"; carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM-10 and PM-2.5), and sulfur dioxide (SO_2).

All areas within the State of Utah are designated with respect to the NAAQS as being in attainment, nonattainment, maintenance, or unclassifiable. An area with air quality better than the NAAQS is designated attainment, while an area with air quality worse than the NAAQS is designated nonattainment. An area may also be designated unclassifiable when there is a lack of data to form a basis of attainment status.

PUC is located in Carbon County, which is currently designated as an attainment area for NAAQS.

2.9.2 Biological Resource (Including Fish, Wildlife, and Plants)

Requirements have been set forth by The Endangered Species Act[10], The Sikes Act[11], The Fish and Wildlife Coordination Act[12], The Fish and Wildlife Conservation Act[13], and the Migratory Bird Treaty Act[14], for the protection of fish, wildlife, and plants of local and national significance. The U.S. Fish and Wildlife Service's (USFWS) Information, Planning, and Conservation (IPaC) System was used to identify species of concern.

[6] U.S. Code. The Clean Air Act of 1970. U.S. Congress, Public Law 91-604, 42 U.S.C. §7401
[7] U.S. Code. The 1977 Clean Air Act Amendments, U.S. Congress, Public Law 95-95, 42 U.S.C. §7401
[8] U.S. Code. The 1990 Clean Air Act Amendments, U.S. Congress, Public Law 101-549, 42 U.S.C. §7401
[9] 40 CFR Part 50, Section 121, National Ambient Air Quality Standard
[10] Endangered Species Act of 1973, U.S. Congress, Public Law 93-205, 16 U.S.C §1531-1544
[11] Sikes Act, Amendments of 1974, U.S. Congress, Public Law 93-452
[12] Fish and Wildlife Coordination Act of 1958, U.S. Congress, Public Law 85-624, 16 U.S.C §661-666c
[13] Fish and Wildlife Conservation Act of 1980, U.S. Congress, Public Law 96-366, 16 U.S.C §2901-2912
[14] Migratory Bird Treaty Act of 1981, 16 U.S.C §703-712

It was found that various species listed by the USFWS as being threatened, endangered, or candidates may be found in Carbon County. The identified species are depicted in **Table 2-10**. In addition to the species listed in **Table 2-10**, Carbon County is home to numerous migratory birds and eagles.

TABLE 2-10 - THREATENED AND ENDANGERED SPECIES - CARBON COUNTY

Group	Species	Scientific Name	Status
Birds			
	Mexican Spotted Owl	*Strix occidentalis lucida*	Threatened (Critical Habitat in Carbon County)
	Yellow-billed Cuckoo	*Coccyzus americanus*	Threatened
Fish			
	Bonytail Chub	*Gila elegans*	Endangered (Critical Habitat in Carbon County)
	Colorado Pikeminnow	*Ptychocheilus lucius*	Endangered (Critical Habitat in Carbon County)
	Humpback Chub	*Gila cypha*	Endangered (Critical Habitat in Carbon County)
	Razorback Sucker	*Xyrauchen texanus*	Endangered (Critical Habitat in Carbon County)
Flowering Plants			
	Uinta Basin Hookless Cactus	*Sclerocactus wetlandicus*	Threatened

Source: USFWS, Information, Planning, and Conservation System, Species Report, https://ecos.fws.gov, accessed January 2016

A survey would need to be completed prior to development to determine if any listed species occur on Airport property.

Wildlife Management Planning

In addition to the information presented in **Section 2.9.2**, the Utah Department of Transportation (UDOT) prepared a Programmatic Sensitive Habitat Management Plan (HMP) in 2010. The HMP evaluated the potential for federally listed threatened, endangered, or candidate species, or state sensitive species to be present at each Utah Airport. From this report it was found that four species have the potential to occur at PUC. **Table 2-11** depicts the species identified in the HMP.

TABLE 2-11 - POTENTIAL FOR SPECIES AT RISK - PUC

Common Name	Scientific Name	Status	Habitat Requirements
Burrowing Owl	*Athene cunicularia*	Wildlife Species of Concern	Usually inhabits open grassland and prairies, but also utilizes other open situations, such as golf courses, cemeteries, and airports; usually nests in mammal burrows, e.g., prairie dog, ground squirrel, or badger
Ferruginous Hawk	*Buteo regalis*	Wildlife Species of Concern	Open farmlands, grasslands, deserts, and shrub steppes; nest substrates may include trees and shrubs, cliffs, utility structures, ground outcrops, haystacks, or abandoned buildings; high elevations, forests, and

Common Name	Scientific Name	Status	Habitat Requirements
			narrow canyons are avoided; however, because of a strong preference for elevated nest sites, cliffs, buttes, and creek banks are usually present
Long-billed Curlew	*Numenius americanus*	Wildlife Species of Concern	Higher and drier meadowlands than many other shorebird species; four essential nesting habitat requirements are: (1) short grass (less than 30 cm tall), (2) bare ground components, (3) shade, and (4) abundant vertebrate prey; nest in mixed fields with adequate, but not tall, grass cover and fields with elevated points, uncultivated rangelands and pastures
White-tailed Prairie Dog	*Cynomys leucurus*	Wildlife Species of Concern	Open meadows and grassland with well drained soils and moist herbage; areas of brushy species are avoided

Source: UDOT, Programmatic Sensitive Habitat Management Plan, Volume II, May 2010

2.9.3 Department of Transportation Act, Section 4(f)

The Department of Transportation (DOT) Act, Section 4(f)[15] provides that the "Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land from an historic site of national, state, or local significance unless there is no feasible or prudent alternative and the use of such land includes all possible planning to minimize harm resulting from the use".

The FAA has adopted the regulations the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued in March 2008 (23 CFR Part 774)[16] to address project-related effects on Section 4(f) resources.

For Section 4(f) purposes, a proposed action would eliminate a resource's use in one of two ways.

Physical use. Here, the action physically occupies and directly uses the Section 4(f) resource. Here an action's occupancy or direct control (via purchase) causes a change in the use of the Section 4(f) resources. For example, building a runway safety area across a fairway of a publicly-owned golf course is a physical taking because the transportation facility physically used the course by eliminating the fairway.

Constructive use. Here, the action indirectly uses a Section 4(f) resource by substantially impairing the resource's intended use, features, or attributes. For example, a constructive use of an overnight camping area would occur when project-related aircraft noise eliminates the camping area's solitude. Although not physically occupying the area, the project indirectly uses the area by substantially

[15] U.S. Department of Transportation Act, section 4(f), recodified and renumbered as § 303(c) of 49 U.S.C.
[16] Vol. 73 Federal Register, page 13395, Mar. 2008.

impairing the features and attributes (i.e., solitude) that are necessary for the area to be used as an overnight camping area.[17]

PUC is located in a rural area, primarily surrounded by privately owned open land, and without any 4(f) properties in close proximity. According to the National Register of Historic Places (NRHP), there are 308 historic properties and archeological sites listed in and near the city of Price, located approximately 3 miles west of the Airport (see **Figure 2-8** for historic properties - archaeological sites not shown). However, none of these listed properties are on or adjacent to airport property.

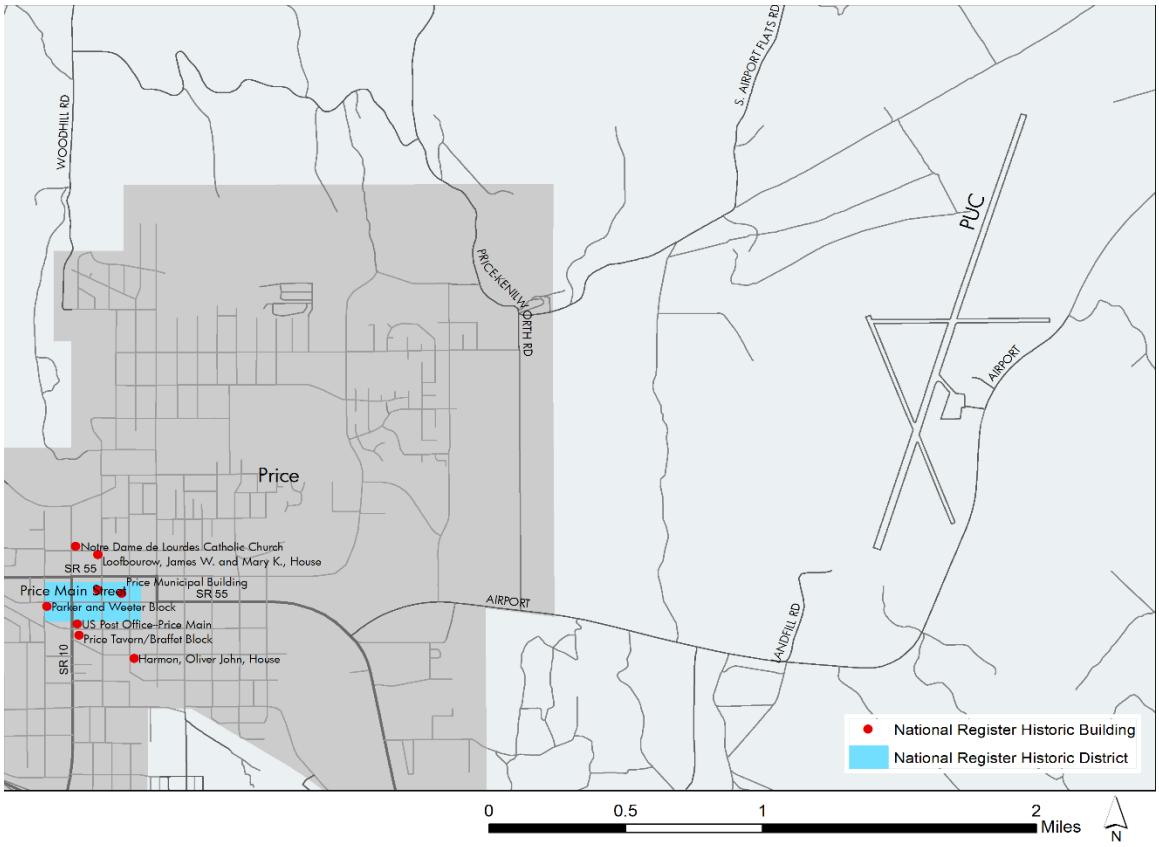
2.9.4 Farmlands

The Farmland Protection Policy Act (FPPA) regulates federal actions that may impact or convert farmland to a non-agricultural use. FPPA defines farmland as "prime or unique land as determined by the participating state or unit of local government and considered to be of statewide or local importance."

The Natural Resources Conservation Service (NRCS) Web Soil Survey was used to review soils on and around PUC. **Figure 2-9** depicts the soil types on Airport property classified as prime farmland. As shown, PUC is primarily located in an area with soil types designated as "Prime Farmland if Irrigated." However, none of the existing airport property is irrigated or actively being used as farmland.

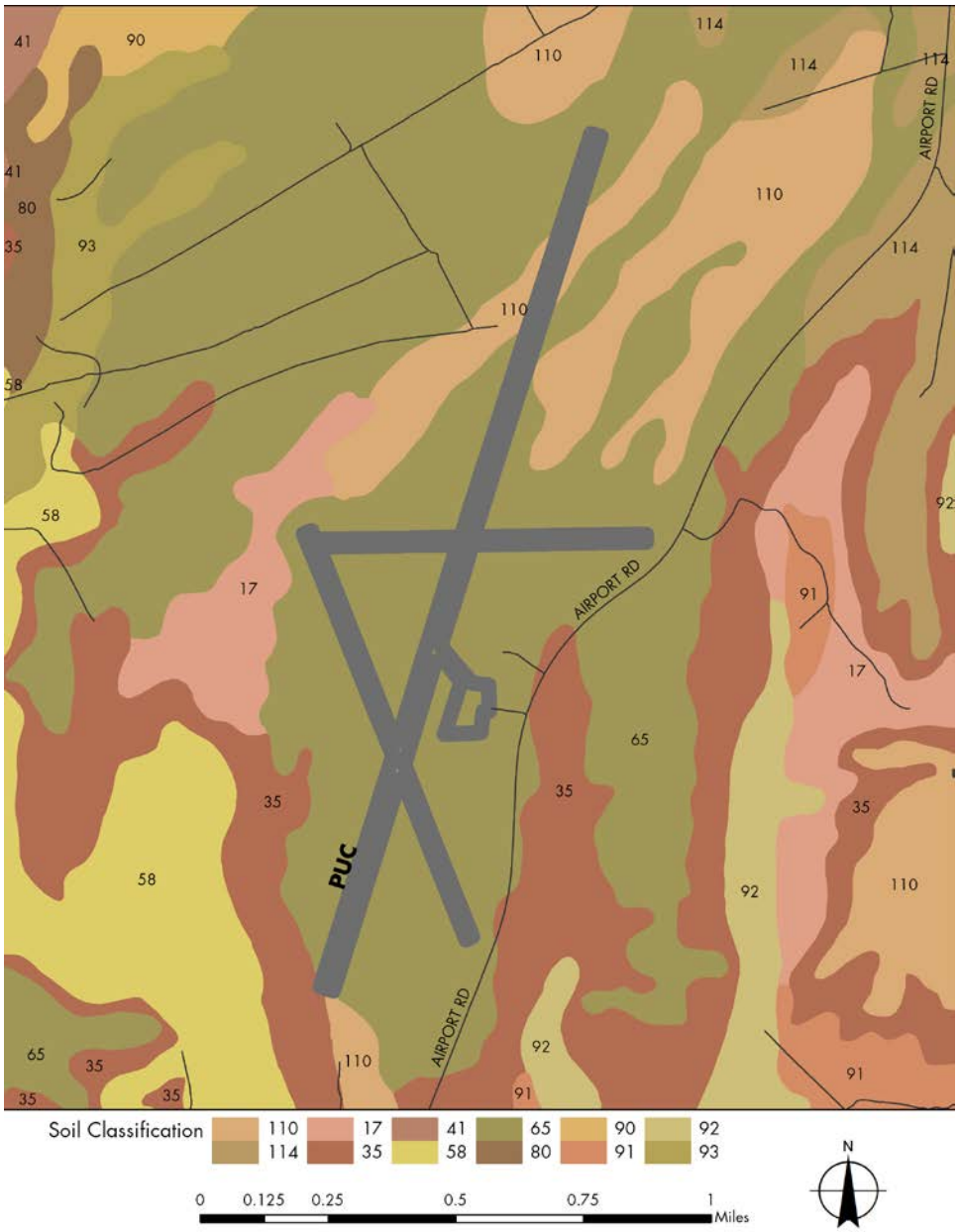
[17] A de minimis use cannot occur if a project constructively uses a Section 4(f) property. This is because the substantial impairment associated with a constructive use is more severe than the minor effects to which de minimis provisions apply.

FIGURE 2-8 - ADJACENT NATIONAL REGISTER OF HISTORIC PLACES



Sources: Jviation & National Register of Historic Places (National Park Service)

FIGURE 2-9 - USDA WEB SOIL SURVEY



Source: USDA Web Soil Survey Retrieved from http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

2.9.5 Hazardous Materials, Solid Waste, and Pollution Prevention

The Resource Conservation and Recovery Act (RCRA)[18], Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)[19], Superfund Amendments and Reauthorization Act (Superfund)[20], and the Community Environmental Response Facilitation Act (CERFA)[21] are the

[18] U.S. Code, 1976, Resource Conservation and Recovery Act, 42 USC, §6901
[19] U.S. Code 1980, Comprehensive Environmental Response, Compensation and Liability Act, 42 USC, §9601-9628
[20] U.S. Code 1986, Superfund Amendments and Reauthorization Act, 42 USC
[21] U.S. Code 1992, Community Environmental Response Facilitation Act, Public Law 102-426

four predominant laws regulating actions related to the use, storage, transportation, or disposal of hazardous materials, chemicals, substances, and wastes. Federal actions that pertain to the funding or approval of airport projects require the analysis of the potential for environmental impacts per the regulating laws. Furthermore, property listed or considered for the National Priority List (NPL) should be evaluated in relation to the Airport's location. According to the NPL, no sites are located on or near PUC.

2.9.6 Historical, Architectural, Archeological, and Cultural Resources

The National Historic Preservation Act[22] and the Archaeological and Historical Preservation Act[23] regulate the preservation of historical, architectural, archaeological and cultural resources. Federal actions and undertakings are required to evaluate the impact on these resources.

For the purposes of this Master Plan, historic, archaeological and cultural resources are districts, sites, buildings, structures, objects, landscapes, and Native American Traditional Cultural Properties (TCPs) that are on or eligible for listing on the National Register of Historic Places (NRHP). As stated in **Section 2.9.3**, the NRHP lists 308 historic properties and archeological sites in and near the city of Price, located approximately 3 miles west of the Airport (see **Figure 2-8** for historic properties - archaeological sites not shown). However, none of these listed properties are on or adjacent to airport property.

A cultural resource survey would be required prior to development to determine if any additional historic, archaeological and cultural resources occur on airport property.

2.9.7 Land Use and Zoning

The compatibility of land promotes the safety, health, and welfare of both airport users and surrounding neighbors by protecting airspace and ensuring appropriate use of land within airport property boundaries and surrounding an airport. Typically, development actions that may affect surrounding land uses are changes in airport fleet mix and/or the number of aircraft operations, air traffic changes, and new approaches.

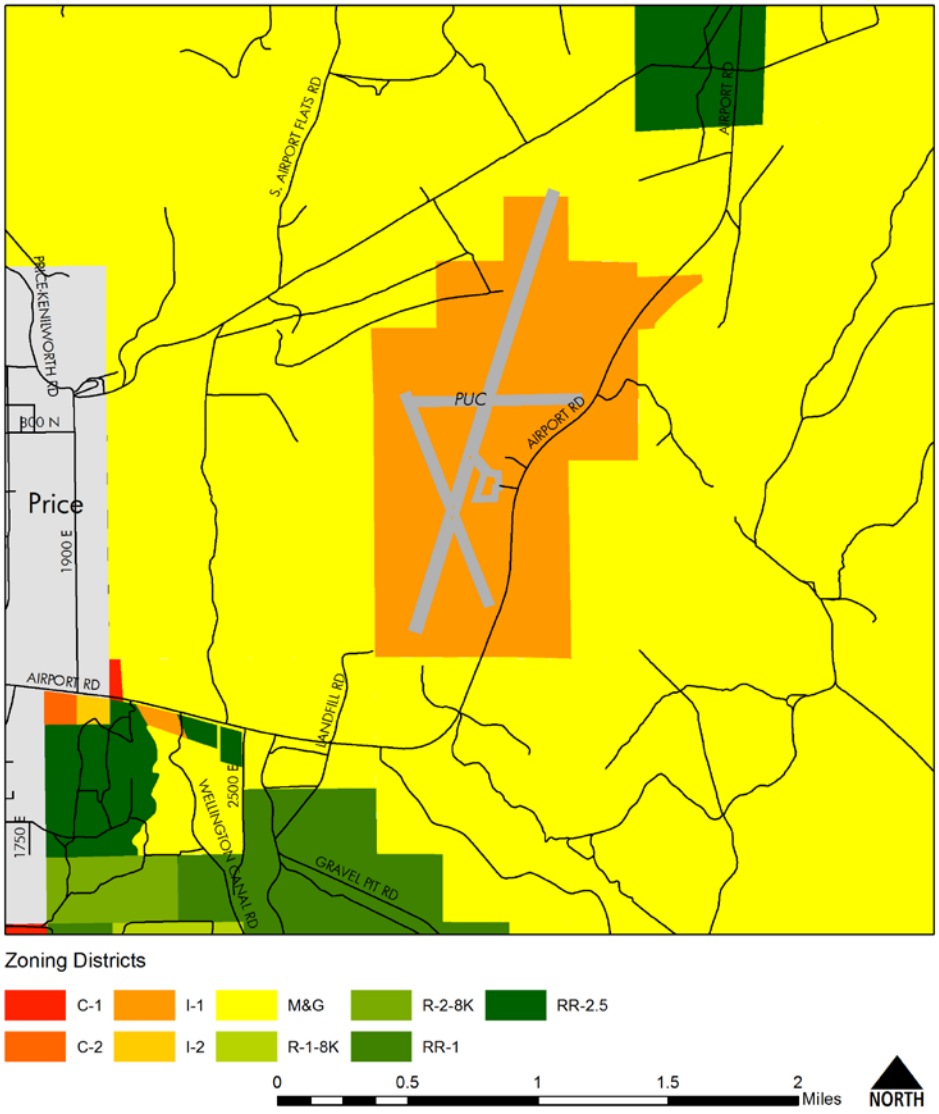
According to Carbon County's zoning descriptions and map, the Airport is designated as *I-1 light Industrial*[24], as shown below in **Figure 2-10**, and allows for "recreation, farmland or industrial" land uses. Land surrounding PUC is primarily zoned as *M&G Mining and Grazing*[25] which allows for agriculture, mining, and other industrial operations.

There are no indications of planned residential or commercial development surrounding airport property.

---

[22] U.S. Code, 1966, National Historic Preservation Act of 1966, Public Law 89-665
[23] U.S. Code, 1974, Archaeological and Historical Preservation Act of 1974, 16 USC 469
[24] Carbon County Utah Planning and Zoning. (12 March 2013). Carbon County Zoning Descriptions. Retrieved from http://www.carbon.utah.gov/Portals/0/DocsPlanning/Zone%20Descriptions.pdf
[25] Carbon County Utah Planning and Zoning. (12 March 2013). Carbon County Zoning Descriptions. Retrieved from http://www.carbon.utah.gov/Portals/0/DocsPlanning/Zone%20Descriptions.pdf

FIGURE 2-10 - CARBON COUNTY ZONING DISTRICTS MAP



Sources: Jviation & NSGIC GIS Inventory (Ramona Inventory)

2.9.8 Noise and Compatible Land Uses

Aircraft noise is often a contentious issue for neighbors in the vicinity of an airport. The FAA has identified compatible land uses in relation to aircraft noise, and has published 14 CFR Part 150, Airport Noise Compatibility Planning. The FAA acknowledges that airport sponsors typically do not control land uses off-airport, but strongly encourage airports to work with the agencies that adopt zoning ordinances and land use plans to direct compatible land use development near an airport. In general, the FAA, as well as the U.S. Department of Housing and Urban Development (HUD), use the day-night (Ldn) noise metric, and define the 65 Ldn noise contour as the threshold for compatible land uses. Certain land uses, particularly residential, institutional, and outdoor recreational, are not compatible with noise contours that are higher than 65 Ldn. On the other hand, commercial, industrial, agricultural, and transportation land uses are generally compatible with aircraft noise. The land use around Carbon Count Airport is almost exclusively open space,

which is fully compatible with airport and aircraft operations. The 2002 PUC Airport Master Plan developed aircraft noise contours, which did not encroach upon any noise sensitive or incompatible land uses. Aircraft activity levels were higher in 2002 than estimated in 2015, and turbine aircraft noise levels have been reduced over the last 10 years due to new engine technology.

2.9.9 Visual Effects (Including Light Emissions)

Federal regulations do not specifically regulate airport light emissions; however, the FAA does consider airport light emissions on communities and neighbors in the vicinity of the airport. A significant portion of light emissions at airports are a result of safety and security equipment and facilities. PUC Airport has four primary sources of light:

- Runway lighting (high and medium intensity): lights outlining the runway edges; classified by the intensity or brightness the lights are capable of producing. Runway 1-19 has high intensity lights, and Runway 15-33 has medium intensity lights. The runway lights are activated by pilots via the radio, and remain on for 15 minutes before automatically shutting off.
- Navigational/Approach Lighting: Runway End Identifier Lights (REILs), Precision Approach Path Indicators (PAPIs), and Medium-intensity Approach Lighting System with Sequenced Flashing lights (MALSF), are also activated by pilots using the unicom radio frequency.
- Airport beacon: a rotating light used to locate the airport – remains on all night
- Apron/Parking Lights: pole lighting on aprons and parking areas

All sources of light aid in the safe operation of the airport. Because the land use around PUC is open space, and most of the airport lights are on for very limited periods, the light emissions do not adversely affect surrounding land uses.

2.9.10 Water Resources

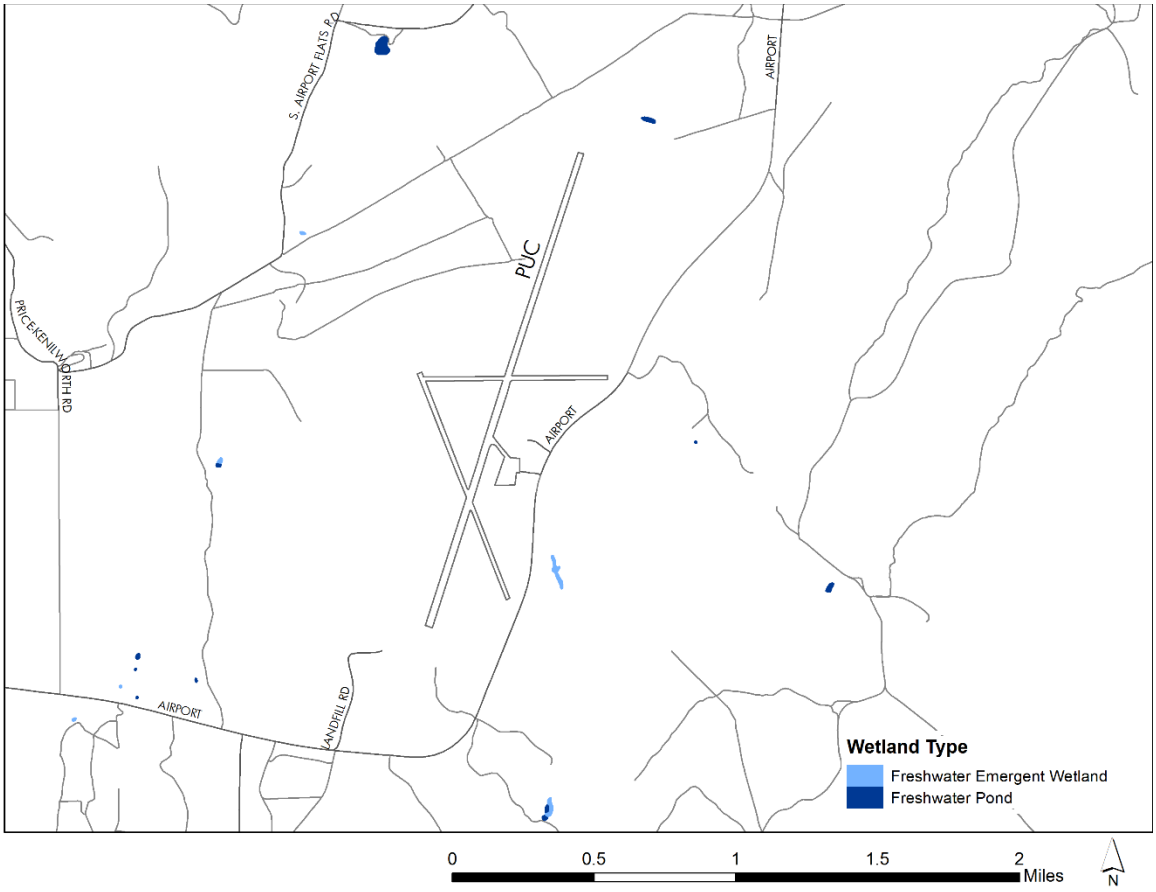
Water resources, to include wetlands, floodplains, surface waters, ground waters, and Wild and Scenic Rivers, are vital to society. They provide drinking water and support recreation, transportation and commerce, industry, agriculture, and aquatic ecosystems. The resources act together as one integrated natural system, and therefore, impacts to one resource can disrupt the entire system. Water resources in the vicinity of PUC are summarized in the following sections.

Wetlands

Executive Order 11990, *Protection of Wetlands*, defines wetlands as "those areas that are inundated by surface or groundwater with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction." Federal agencies are required to minimize the destruction, loss, or degradation of wetlands.

According to the U.S. Fish and Wildlife Service's National Wetlands Inventory (NWI), two wetlands and three freshwater ponds occur near PUC[26], as shown in **Figure 2-11**. A wetland delineation would need to be completed prior to development to determine if any wetlands occur on Airport property.

FIGURE 2-11 - WETLAND AREAS IN CLOSE PROXIMITY TO PUC



Sources: Jviation, U.S. Fish and Wildlife Service & the National Wetlands Inventory

Floodplains

Executive Order 11988, Floodplain Management[27], directs federal agencies to "avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative."

According to Flood Insurance Rate Maps (FIRMs) provided by the Federal Emergency Management Agency (FEMA), PUC is located on FIRM panels 49007C0425E, 49007C0700E, and 49007C0657E, all with effective dates of 5/2/2012. The Airport is not located in a floodplain;

[26] U.S Fish and Wildlife Services. (19 November 2015). [Map of Wetlands near PUC]. Wetlands Mapper. Retrieved from http://www.fws.gov/wetlands/data/mapper.html

[27] Executive Order 11988, Floodplain Management, 1977

however, flood zones A exist to the west. Flood Zone A is a "special flood hazard area subject to inundation by the 1% annual chance flood". The 1% annual flood (100-year flood), has a 1% change of being equaled or exceeded in any given year. The based flood elevations have not been determined for areas within Zone A.

Surface and Ground Waters

The *Federal Water Pollution Control Act*, as amended by the *Clean Water Act (CWA)*[28] and the Safe Drinking Water Act, as amended[29], protect and regulate Federal actions that have the potential to impact surface and ground waters.

Hayes Wash and Deadman Creek are located to the west of PUC, neither of which contain any flowing waters. No surface waters or groundwater are located within the vicinity of the Airport.

Spill Prevention, Control, and Countermeasures (SPCC) Plan

All facilities that store or have the potential to store more than 1,320 gallons of oil are required, per 40 CFR 112, to have a Spill Prevention, Control, and Countermeasure (SPCC) Plan in place. The Plans are designed to provide preventative measures to ensure that any oil spills are contained and avoid oil spills reaching navigable waters. PUC completed a SPCC Plan in 2012. The Plan includes:

- Basic overview of the Plan
- Overview of existing airport storage facilities and their location
- Discharge prevention, control, countermeasures, disposal & contact list
- Spill report and response procedures
- Spill contingency plan & spill control and removal commitment
- Failure prediction, containment, tanker loading/unloading, transfer operations & pumping, and dike drainage
- Training recommendations and requirements
- Spill prevention procedures and briefings
- Inspections and test/record procedures
- Security of facilities

Wild and Scenic Rivers

The Wild and Scenic Rivers Act, as amended, designates rivers and those eligible to be designated in the Wild and Scenic Rivers System. Wild and Scenic Rivers are designated as "*rivers having remarkable scenic, recreational, geological, fish, wildlife, historic, or cultural values.*" The Department of the Interior (National Park Service, U.S. Fish and Wildlife Service, and Bureau of Land Management) and the Department of Agriculture (U.S. Forest Service) are the oversight agencies for the Wild and Scenic Rivers System. Federal agencies with jurisdiction over lands the border upon, or

[28] 33 U.S.C. Chapter 26.
[29] 42 U.S.C. 300.f.

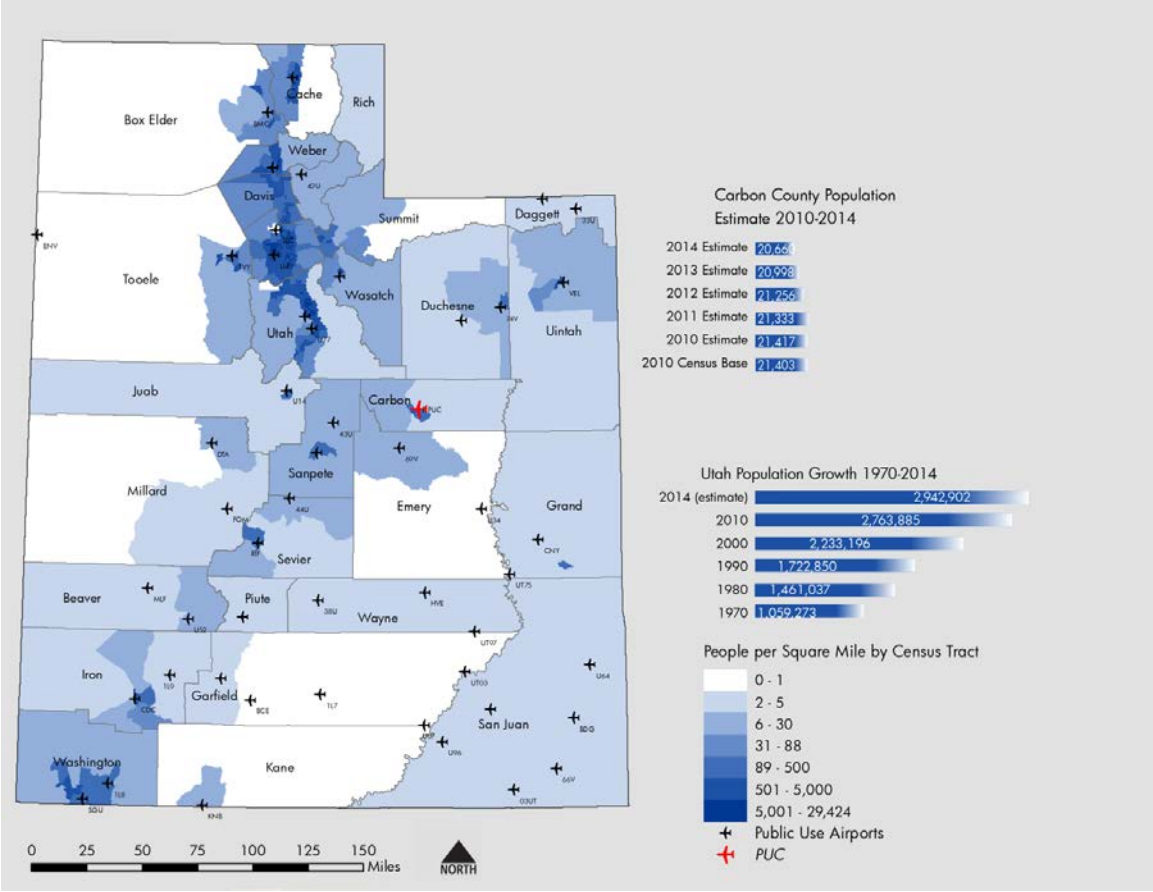
are adjacent to any designated rivers, are required to take the necessary actions to protect the rivers, as stated in Section 12 of the Wild and Scenic Rivers Act.

Utah has one river listed in the National Wild and Scenic Rivers System: the Virgin River. Only portions/select tributaries of the Virgin River are designated Wild and Scenic, with the nearest designated portion of the River located approximately 200 miles southwest of PUC.

2.10 Regional Socioeconomic Analysis

The population Carbon County decreased 3.5%[30] between 2010 and 2014. Over the same time period, the population of Utah increased 6.5%, with most of the growth occurring in the urban areas of Salt Lake City and Provo. **Figure 2-12** - Utah Population Density by Census Tract gives additional detail about population changes over the past four years in Carbon County and the state of Utah. The State projected that population in Carbon County would increase from 21,403 in 2010 to 23,582 by 2050, a 10% increase over 40 years, or compound annual growth rate of 0.24% per year.

FIGURE 2-12 - UTAH POPULATION DENSITY BY CENSUS TRACT

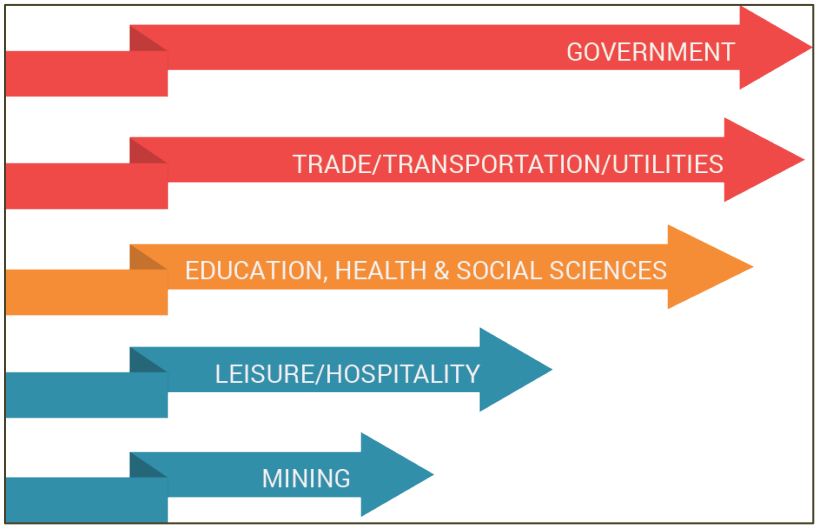


[30] Carbon County Utah State and County QuickFacts. (14 October 2015). Retrieved from http://quickfacts.census.gov/qfd/states/49/49007.html

Source: Jviation, US Census Bureau, Federal Aviation Administration (FAA), Office of the Assistant Secretary for Research and Technology's Bureau of Transportation Statistics (OST-R/BTS) & National Transportation Atlas Databases (NTAD) 2014.

The top five non-farm industries, according to the Economic Development Corporation of Utah[31], in Carbon County (respectively) are depicted in **Figure 2-13**.

FIGURE 2-13 - CARBON COUNTY TOP FIVE NON-FARM JOB INDUSTRIES

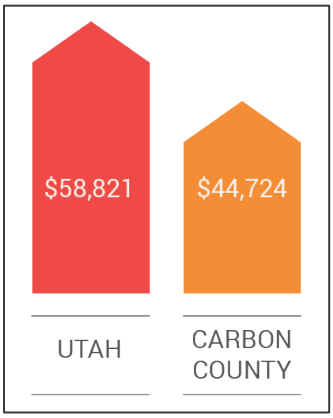


Source: Utah Department of Workforce Services, Jviation. Note: Data from June 2015

Carbon County's unemployment rate fluctuated between 5.1-5.7%[32] between 2014 and 2015. Since late 2014 and throughout 2015, the price of energy has dropped significantly. The decline in the price of oil, gas, and coal has resulted in lower retail energy prices, but it has also had a significant impact on energy companies. The drop in energy prices has forced energy companies to greatly reduce costs, such as labor and investment in exploration and production. Analysts anticipate the low prices continuing through 2016, which will likely result in energy companies restructuring or going out of business. Carbon County has historically been dependent on the energy industry. Because of the high volatility of the energy industry and the large number of people employed in this industry in Carbon County, changes in the energy industry directly impact all sectors of the County's economy.

[31] Economic Development Corporation of Utah. (2015). [Graphics and Tables about the Economy in Carbon County, Utah] Carbon County. Retrieved from http://www.edcutah.org/2015%20County%20Profiles/documents/Carbon.pdf
[32] Local Area Unemployment Statistics Map. (2015) Bureau of Labor Statistics. Retrieved from http://data.bls.gov/map/MapToolServlet

FIGURE 2-14 - AVERAGE MEDIAN INCOMES OF UTAH AND CARBON COUNTY (2009-2013)



Source: US Census Bureau- Quick Facts, Jviation

Figure 2-14 compares the median income of Utah to Carbon County[33]. Carbon County median household income is about 76% of Utah's median household income.

[33] Carbon County Utah State and County QuickFacts. (14 October 2015). Retrieved from http://quickfacts.census.gov/qfd/states/49/49007.html

FIGURE 2-15 - PUC FY16 CAPITAL IMPROVEMENT PLAN

Project Description & Cost Estimate										
Scheduled/ Requested Federal Fiscal Year	Project Description	Project Identification in ALP/MP	Comments	Sponsor Priority Number	Estimated Total Cost of Project	Cost Allocation $				
						Federal Participation	NP Entitlement	State Apportionment	State Participation	Sponsor Participation
Federally Funded Projects						90.63%			4.685%	4.685%
2016	Security Fencing & Gates				$ 277,934	$ 251,892	$ 251,892		$ 13,021	$ 13,021
2017	Bank GA Entitlement				$ -				$ -	$ -
2018	Bank GA Entitlement				$ -				$ -	$ -
2019	Bank GA Entitlement				$ -				$ -	$ -
2020	Rehabilitate Runway 15/33 Pavement & Lighting				$ 3,475,670	$ 3,150,000	$ 600,000	$2,550,000	$ 162,835	$ 162,835
2021	Bank GA Entitlement				$ -				$ -	$ -
2022	Bank GA Entitlement				$ -				$ -	$ -
					$ -				$ -	$ -
					$ -				$ -	$ -
Participation Totals					**$ 3,753,605**	**$ 3,401,892**	**$ 851,892**	**$ 2,550,000**	**$ 175,856**	**$ 175,856**
State Funded Projects									90.00%	10.00%
2017	Pavement Preservation RW 1/19 & TWY A				$ 250,000				$ 225,000	$ 25,000
2019	Pavement Preservation RW 8/26 & Aprons				$ 200,000				$ 180,000	$ 20,000
									$ -	$ -
									$ -	$ -
Participation Totals					**$ 450,000**				**$ 405,000**	**$ 45,000**
Note: Attach additional sheets as necessary to fully describe projects or to add information needed for a full understanding of project scope, location and costs.										

3.0 FORECASTS OF AVIATION ACTIVITY

3.1 Introduction

Aviation forecasting is an important element in an Airport Master Plan. As noted in FAA's Advisory Circular, Airport Master Plans:

> "Forecasts of future levels of aviation activity are the basis for effective decisions in airport planning. These projections are used to determine the need for new or expanded facilities. In general, forecasts should be realistic, based upon the latest available data, be supported by information in the study, and provide an adequate justification for airport planning and development. Any activity that could potentially create a facility need should be included in the forecast."[1]

Analyzing current and past aviation activity trends alongside trends within the broader aviation industry and the economy - locally, statewide, and nationally - helps to identify correlations that can be used to develop future outlooks. The forecasting process is a critical component for determining the need for airport facilities such as runways, taxiways, hangars, aprons, terminals and other airport facilities.

A number of unforeseen/unanticipated factors can influence future aviation activity, both positively and negatively. Changes in aviation fuel prices, new airport and airspace security regulations, pilot demographics, as well as changes in the local and regional economy can all affect future activity. For example, changes in the oil and coal markets have greatly impacted energy companies and communities that are dependent on energy resources, such as Carbon County. Those changes have had an impact on some airport activity trends, while at the same time reduced aviation fuel prices have helped stimulate aviation activity.

In addition to the broader trends, local events such as the opening of a new flight school or the basing of a new corporate flight department on the airport could have a significant impact on aircraft operations, as well as airport generated revenue, at Carbon County Regional Airport (PUC or the Airport). But it is difficult to accurately project local and regional triggers that will impact aviation activity levels. Given the potential impact of unanticipated events, it is important for airport sponsors to periodically revisit aviation forecasts on a regular basis, as well as the projects they justified. Analyzing past and current aviation trends, as well as socioeconomic trends, a realistic forecast can be created to determine future needs of PUC.

3.2 Historical and Current Aviation Activity at PUC

Aviation activity levels are estimated at PUC because there is not an Air Traffic Control Tower located at the airport. Estimates are based upon information from the FAA, the Utah Department of Transportation, airport management, the fixed base operator (FBO), as well as airport tenants and

[1] FAA AC 150/5070-6B, *Airport Master Plans*, Chapter 7, Aviation Forecasts, 701.

users. Surveys of airport management, the FBO, and airport users were conducted as part of this study to collect operational data.

Each year the FAA produces the Terminal Area Forecast (TAF), which is, "prepared (in order) to meet the budget and planning needs of the FAA and provide information for use by state and local authorities, the aviation industry, and the public." The FAA further notes: "The TAF assumes a demand driven forecast for aviation services based upon local and national economic conditions as well as conditions within the aviation industry. Forecasts of itinerant general aviation operations and local civil operations at FAA facilities are based primarily on time series analysis. For non-FAA facilities (such as Carbon County for example), historic operations in the TAF are from the Form 5010 data. These operations levels are held constant for the forecast unless otherwise specified by a local or regional FAA official."[2]

The FAA's TAF issued for PUC in January 2015 shows both historical activity data between CY 1990 and 2013, as well as forecasted activity between CY 2014 and 2040 (Appendix 3).

The FAA's TAF estimate of aircraft operations between 1990 and 2013 indicate a large decline occurred in 2005, and continued fluctuation in activity between 2006 and 2014 (**Figure 3-1**), but does not explain the cause of the changes. The reconstruction of Runway 1-19 in 2013-2014 impacted activity at PUC. However, the FAA does not explain why the variations in activity occurred in 2005. Typically an event such as a corporate flight department locating at the airport or the opening (or closing) of an FBO or flight school can trigger large changes in activity. The fixed base operator (FBO), Redtail Aviation, has been at PUC for a number of years. Personnel at Redtail Aviation indicated that FAA's estimate of current activity, approximately 4,431 annual operations (or an average of approximately 12 operations per day throughout the year), appears to accurately reflect current activity.

FIGURE 3-1 - HISTORY OF AIRCRAFT OPERATIONS AT PUC

[2] Source: FAA Terminal Area Forecast Summary, Fiscal Years 2015-2040

Source: Jviation

The FAA's Airport Master Record Form (Form 5010) for CY 2015 estimates traffic levels at PUC (**Table 3-1**). Airport master records are updated either by FAA personnel or representatives from the State DOT Aeronautics agency. They are based on site visits to the airport and discussions with airport management, FBOs, and tenants.

TABLE 3-1 - 2015 AVIATION ACTIVITY AT PUC

Based Aircraft	
Single Engine (SE)	11
Multi Engine (ME)	0
Jet (J)	0
Total Fixed Wing	11
Helicopters	0
Gliders	0
Military	0
Ultra-light	0

Operations	
Air Carrier	0
Air Taxi	1,200
General Aviation Local	1,533
General Aviation Itinerant	1,698
Military	0
Total Operations	4,431

Source: PUC Form 5010, Jviation. Operations data for 12 months ending 01/01/2012

Carbon County Regional Airport is a general aviation (GA) airport which means that it does not accommodate scheduled airline activity. There is a daily cargo flight between PUC and Salt Lake City International Airport (SLC) by turboprop aircraft. General aviation is a broad term that encompasses many different types of aviation activities, many of which are listed in **Table 3-2.**

TABLE 3-2 - TYPES OF GA ACTIVITY AT PUC

Personal/Discretionary Flying
Part 135 Air Taxi/Charter
Flight Training
Firefighting
Air Freight
Corporate (Business)
Aerial Survey/photography/filming
Emergency medical services (EMS)
Law Enforcement
Construction support/external load
Agricultural seeding/spraying/herding

Source: Jviation

The FBO, Redtail, Aviation, has noted that activity levels at PUC increase greatly during fire season, with activity at PUC proportional to the size of the fires and extent of aerial firefighting services

needed. During a busy fire season as many as 10 or more firefighting aircraft (both fixed wing and helicopters) are stationed at the Airport. During a recent large fire season, Redtail Aviation reported parking aircraft on seldom used taxiways and having to close one runway for a short period of time.

Firefighting aircraft are stationed at PUC only as long as needed to fight the fires. The U.S. Forest Service brings a number of their own aircraft support equipment with them, including fuel for helicopters. It is anticipated that the Forest Service will continue to stage aircraft and helicopters at PUC during fire season on an as-needed basis, although it is difficult to predict the volume of activity year-to-year. Based on recent large fire seasons, there is adequate operational and storage capacity at PUC to accommodate the necessary firefighting aircraft.

Although there is no air traffic control tower at PUC, the FAA and several flight tracking firms compile data from flight plans filed by pilots with the FAA. The data indicates the make and model of aircraft, the aircraft registration number, and the origin and destination of individual flights. Flight tracking companies also use the registration data to identify aircraft owners.

As shown below, aircraft fly non-stop to and from Carbon County throughout the United States. Because there are no U.S. customs or immigration services available at PUC, there are very few international flights at the Airport. According to the flight plan data, the companies, agencies, and aircraft owners that flew into the Airport include those listed in **Table 3-3**.

TABLE 3-3 - CARBON COUNTY REGIONAL AIRPORT USERS

Airport Users	
Condie Air LLC	Metair LLC
Banc Of America Leasing & Capital LLC	Pacificorp
Cardan Air LLC	Rivers Aviation LLC
Flax Services Corp	Spectrum Air LLC
Land Rover Denver East Inc	Utah Dot
Happytails Aviation LLC	Surgimark Inc
Maverick Aircraft Leasing LLC	Terwedo Financial Services LLC
Aero-Graphics Inc	Wcao Aviation LLC
Wilkinson Rose Investments Inc	Wkc Corporation
Ihc Health Services Inc	Mar-Tech Engineering LLC
Titanium Luxury Club LLC	U.S. Department Of Agriculture
Utah Valley State College	Wagner Equipment Co
Hunt Consolidated, Inc.	Utah Division Of Wildlife Resources
Strata Medical LLC	Usda Forest Service
Redtail Aviation	Avtrade Trustee
California Natural Products	Duenkel Enterprises Inc
Fnb Investments Inc	Maaco Enterprises Inc

Sources: Redtail Aviation, FAA, GCR Inc., Jviation survey

3.2.1 Carbon County Airport Users Survey

Jviation conducted a survey of the FBO and airport users. In addition to airport site visits, Jviation prepared and distributed an electronic survey, and also conducted a workshop that was held at

Redtail Aviation on the evening of Tuesday, November 17th, 2015. Six aircraft operators completed the written survey, and an equal number attended the workshop. The survey respondents operate a range of aircraft from a Cessna 185 up to Canadair Challengers 604 and 605. One operator based their aircraft at PUC, while the other aircraft operators based their airplanes elsewhere including SLC, PVU, etc.

Two of the operators said their activity had increased in 2015, while three operators said it had remained the same. They noted that Runway 1/19 is the primary use runway, followed by 15/33. The respondents feel the airport is in excellent condition, and that the FBO, Redtail Aviation, provides excellent service.

The respondents also felt that the airport rates and charges for fuel, parking, and hangars storage are reasonable and comparable to other airports in the state. One operator mentioned the need for flight training at the airport, and Redtail noted that it is looking for an experienced flight instructor. Some operators noted that radar and communications coverage by the Salt Lake City Center Air Traffic Control Facility only extends down approximately 8,000 in the vicinity of PUC. If there were a higher volume of aircraft arriving or departing on instrument flight plans to/from PUC, the lack of lower radar coverage could cause delays, but operators reported that there were in fact few operational delays.

Airport users presented several recommendations for improvements:

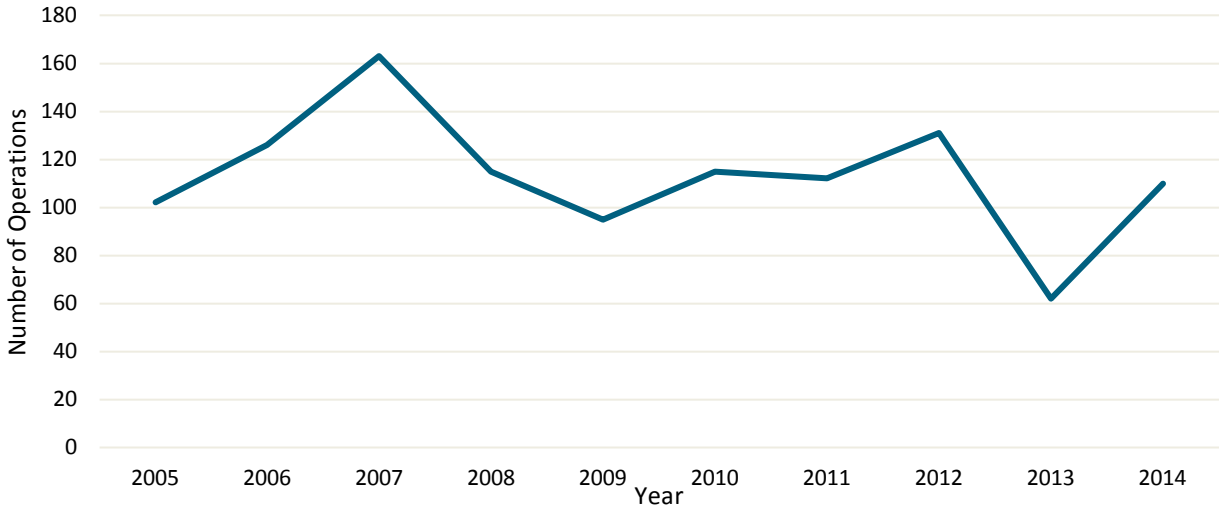
- Install a remote communications outlet (RCO) at the airport to allow aircraft on the ground and in the vicinity of Carbon County Airport to talk directly with Salt Lake Center controllers. That would both enhance and speed up communications between pilots and the Center.
- There is an automated surface observation system (ASOS) on the ground at PUC that collects and disseminates weather information for pilots. However, the FAA does not produce terminal weather forecasts for the Airport, which directly affects air taxi and other commercial aircraft operating under FAR Part 135. It was recommended that FAA produce terminal weather forecasts for PUC.
- Lower radar coverage by Salt Lake Center in the vicinity of PUC. FAA is in the process of implementing the Next Generation ATC system (NextGen). One part of that system is the use of Automated Dependent Beacon-Surveillance (ADS-B), which will allow air traffic controllers to monitor and control aircraft via satellite versus ground-based radar. FAA has mandated that all aircraft owners must install ADS-B "out" equipment by 2020 to allow FAA controllers to track all airplanes via satellite. Once that system is fully operational, FAA will have air traffic control coverage down to the ground level at PUC.

3.2.2 Corporate/Business Jet Activity at PUC

Business/corporate jet operations at PUC are tracked by the FAA by collecting data from flight plans filed by aircraft pilots. Most operators of turbine-powered aircraft file flight plans with the FAA, however, not all do, so the data does not capture all corporate activity at the Airport.

The FAA's data shows that business jet operations fluctuated between 2005 and 2014, and averaged approximately 110 operations (takeoffs and landings) per year, or approximately two jet operations per week. All of the jets were transient - there are no based jets at PUC. The majority of jets were relatively small (Cessna Citations, Mustangs, Embraer Phenom, and Beech Premier 1). The decline in activity in 2013 was likely due to work on Runway 1-19, which is the runway used primarily by corporate aircraft (**Figure 3-2**).

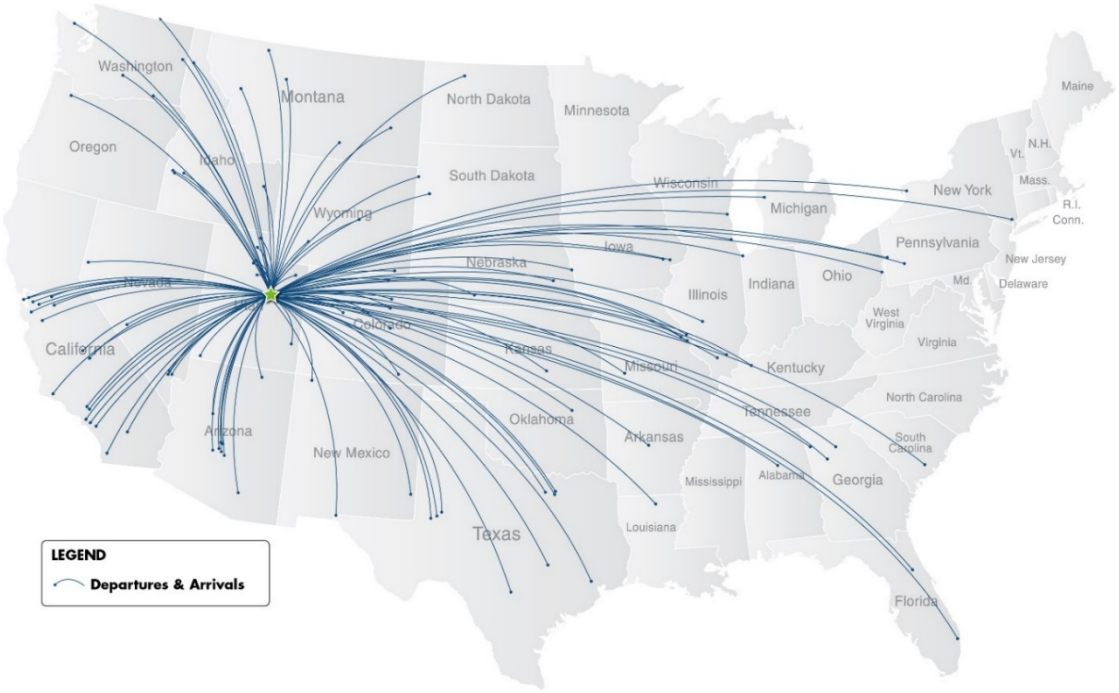
FIGURE 3-2 - ANNUAL BUSINESS JET OPERATIONS BY YEAR



Source: FAA TFMSC, Jviation

As shown in **Figure 3-3**, operators fly non-stop to/from PUC from points all across the United States. There is no U.S. customs or border patrol service at PUC, so flights arriving from international destinations must stop first at airports with on-site customs and border patrol.

FIGURE 3-3 - PUC IFR MAP DESTINATIONS



Source: AirportIQ-GCR Data, Jviation

3.3 Factors Impacting Aviation Activity

Activity levels at an airport are often affected by historic trends, national aviation trends, as well as local, regional and national socioeconomic trends. Discussed below are some of the trends that may impact activity at the Airport in the future.

3.3.1 Aviation Industry Factors

According to the FAA, between 2005 and 2014 the total number of licensed pilots decreased by 2.7 percent. The number of private pilots declined by 23.5 percent and commercial pilots declined by 13.5 percent over the same period. This decline impacts demand for aircraft activity throughout the country. The fewer number of pilots, the less demand there will be for flying airplanes, and fewer operations at airports.

The FAA has forecasted the number of licensed pilots to increase by 0.1-0.2 percent each year for the next 20 years. Although this will not bring the total number of pilots back to its previous peak, this may help increase the level of aviation activity and therefore the number of operations at airports across the country.[3]

[3]Federal Aviation Administration. (16 December 2015). [FAA Aerospace Forecasts]. *Previous FAA Forecasts.* Retrieved from: http://www.faa.gov/data_research/aviation/aerospace_forecasts/

TABLE 3-4 - NUMBER OF ACTIVE PILOTS IN THE UNITED STATES

Category	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005
Pilot--Total	593,499	599,086	610,576	617,128	627,588	594,285	613,746	590,349	597,109	609,737
Student	120,546	120,285	119,946	118,657	119,119	72,280	80,989	84,339	84,866	87,213
Recreational (only)	220	238	218	227	212	234	252	239	239	278
Sport (only)	5,157	4,824	4,493	4,066	3,682	3,248	2,623	2,031	939	134
Airplane										
Private	174,883	180,214	188,001	194,441	202,020	211,619	222,596	211,096	219,233	228,619
Commercial	104,322	108,206	116,400	120,865	123,705	125,738	124,746	115,127	117,610	120,614
Airline Transport	152,933	149,824	145,590	142,511	142,198	144,600	146,838	143,953	141,935	141,992
Rotorcraft (only)	15,511	15,114	15,126	15,220	15,377	15,298	14,647	12,290	10,690	9,518
Glider (only)	19,927	20,381	20,802	21,141	21,275	21,268	21,055	21,274	21,597	21,369
Flight Instructor Certificates	100,993	98,842	98,328	97,409	96,473	94,863	93,202	92,175	91,343	90,555
Instrument Ratings	306,066	307,120	311,952	314,122	318,001	323,495	325,247	309,865	309,333	311,828

Source: FAA U.S. Civil Airmen Statistics

In addition to the decline in the number of licensed pilots, the cost of fuel, purchase price of new airplanes, aircraft parts, and flight training have all been quickly increasing, at a higher pace than the overall rate of inflation. If aircraft ownership and operating costs continue to increase at a pace higher than inflation, the ability for pilots and students to continue flying will decrease, negatively impacting the total number of licensed pilots and overall operations at airports.

3.3.2 Local and Regional Socioeconomic Factors

The population of Carbon County decreased by an estimated 3.5 percent between 2010 and 2014[4]. As shown in **Figure 3-4**, projections indicate relatively little growth in population from approximately 21,400 people in 2010 to 22,900 by 2040, an increase of 1,500 residents over 30 years. By comparison, the State of Utah is projected to see a 77 percent increase in population over the same period. Economic changes in the area can influence the amount of people moving into or out of Carbon County, and contributes to the growth in income.

Redtail Aviation reported that a variety of companies operate their aircraft at PUC. Use of the airport by corporate aviation users may increase or decrease as the area's economy changes. Although the historical trend shows a decreasing population, the state of Utah's projected forecast for Carbon County is estimated to increase 10 percent by 2050[5]. This may increase the operational demand on the airport through corporate or leisure traffic.

It is important to note Figure 3-5 displays "Enterprise Zones" in the bright green sections. These areas are designated by the Utah Governor's Office of Economic Development to promote economic

[4] United States Census Bureau. (02 December 2015). *Carbon County, Utah Quick Facts.* Retrieved from: http://quickfacts.census.gov/qfd/states/49/49007.html

[5] Utah Foundation. (April 2015) *A Snapshot of 2050.* Retrieved from: http://www.utahfoundation.org/uploads/rr720.pdf

growth and activity. Development projects within the boundaries are eligible for certain tax breaks. This opportunity may persuade companies to increase investment and development in Carbon County, potentially increasing the amount of corporate aviation operations.

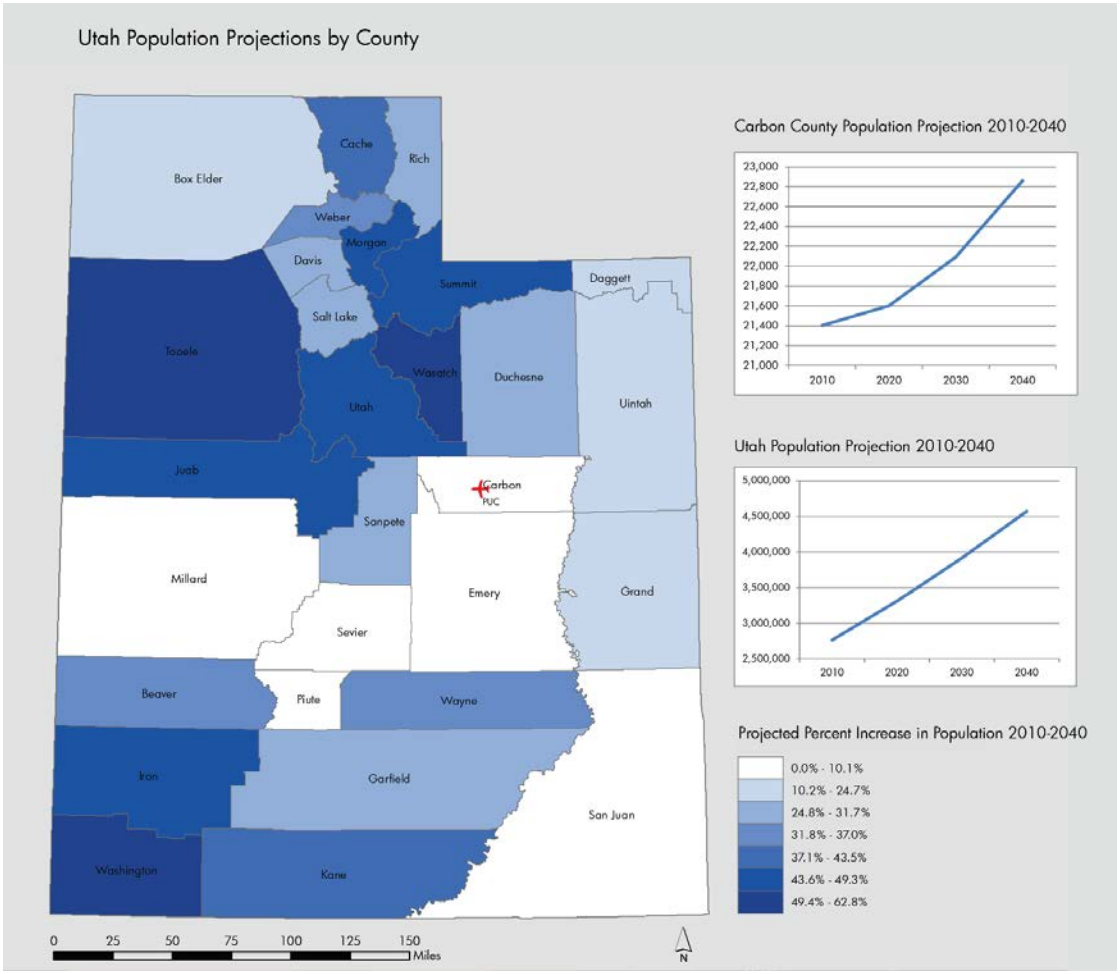
Figure 3-5 shows the concentration of active oil fields in Carbon County, and in the vicinity of Price. The County has relied on the energy market including coal, oil, and gas, for a large share of its economic development over much of its history. As noted elsewhere in this chapter, energy prices have declined significantly throughout 2015, and as a result energy companies are rapidly decreasing their operating budgets and capital investments, which is also impacting certain local economies. Aviation activity in those communities is showing signs of the impact.

The mining industry provides the largest payroll and is one of the top five employers in Carbon County[6]. This dependence on the energy industry by the County means that aviation activity at PUC is directly affected by the overall trends in the energy market. When the energy market is strong, oil and coal prices are higher, and energy companies are hiring employees, demand for aviation services increases. Conversely, when the energy market is soft, prices are lower, and energy companies decrease employment, demand for aviation services decrease.

The U.S. Energy Information Agency (EIA) notes that crude oil prices have declined by more than 60 percent since early 2014. The EIA does not anticipate that oil prices will rebound in 2016. The price of oil has forced many energy companies to cut back on drilling and reduce staff as well as their capital budgets. The average market price per short ton of coal has remained relatively stable in the last several years according to the EIA, but the thermal coal CAPP price has declined since January 2011.

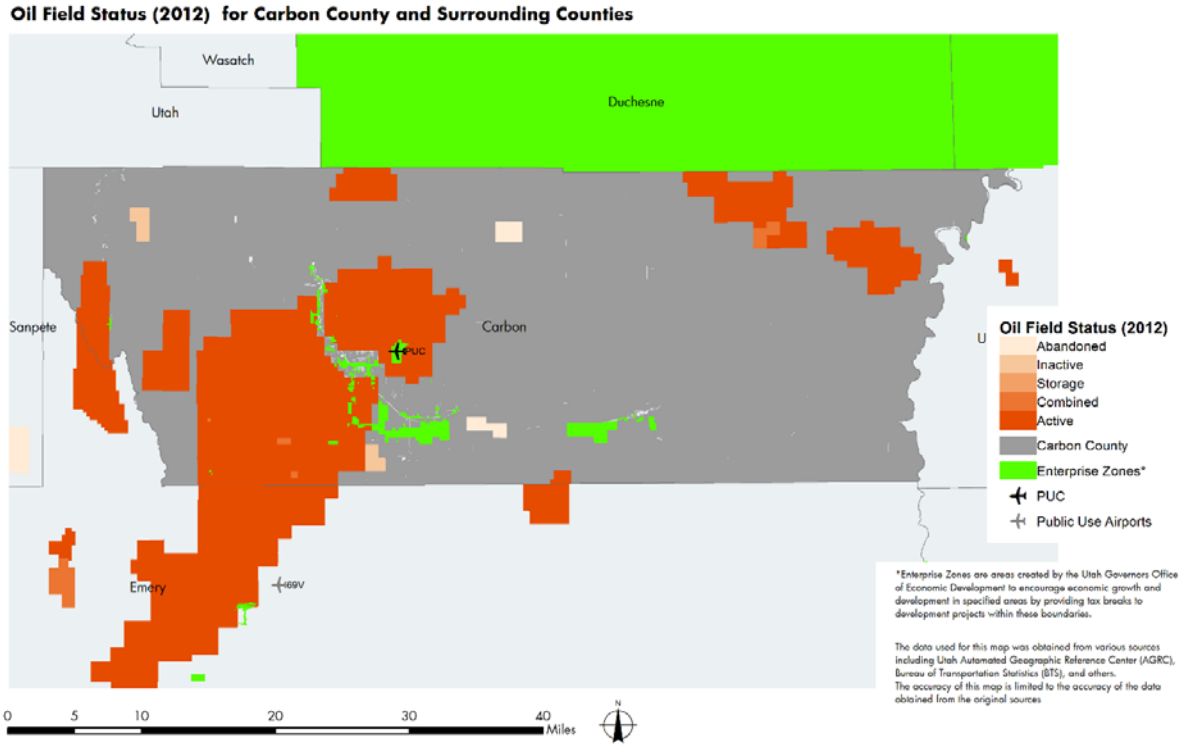
[6] Utah Department of Workforce Services (2015). *Industry Employment and Wages.* Retrieved from: https://jobs.utah.gov/jsp/wi/utalmis/industrydetail.do

FIGURE 3-4 - POPULATION PROJECTIONS FOR CARBON COUNTY



Source: U.S. Census Bureau, Jviation

FIGURE 3-5 - OIL FIELD STATUS IN CARBON COUNTY (2012)



Source: Utah Department of Natural Resources, Oil Gas and Mining Division, Jviation

Over the long term if oil and coal prices continue to decline the energy industry will continue to contract, adversely impacting the economy of Carbon County, particularly in terms of population, employment, and income. The decline in the energy market will impact many sectors of the County's economy, including demand for aviation services.

It is anticipated that the oil fields in central and western Carbon County will remain active, but continued low energy prices will adversely impact productivity, employment, and investment. A decline in the County's economy would adversely aviation activity at the Airport.

3.4 Forecasts of Aviation Activity

3.4.1 Forecast Periods

Forecasts are broken out into three different periods defined by the FAA:

- Short term - up to five years (2017-2021)
- Medium-term - a six- to ten-year time frame (2022-2026)
- Long-term - beyond ten years (2027-2036)

3.4.2 Previous Forecasts

As explained in **Section 3-1**, the FAA's Terminal Area Forecast (TAF) compiled historical operations as well as forecasted activity. The excerpt from the FAA's TAF (**Figure 3-6**) displays annual aircraft operations from 1999 through 2014, and forecasts through 2026. As noted previously aircraft activity data at PUC are estimated based on a variety of sources, however, aircraft operations were not counted or recorded.

The FAA's TAF does not explain the fluctuations in activity between 1999 and 2014, although some of the decline in activity was due to work on the runways, such the rehabilitation of Runway 1-19.

In 2006, the State of Utah updated their Continuous Airport System Plan (UCASP). Through this process they revised their forecast for aviation activity at each airport in the state.

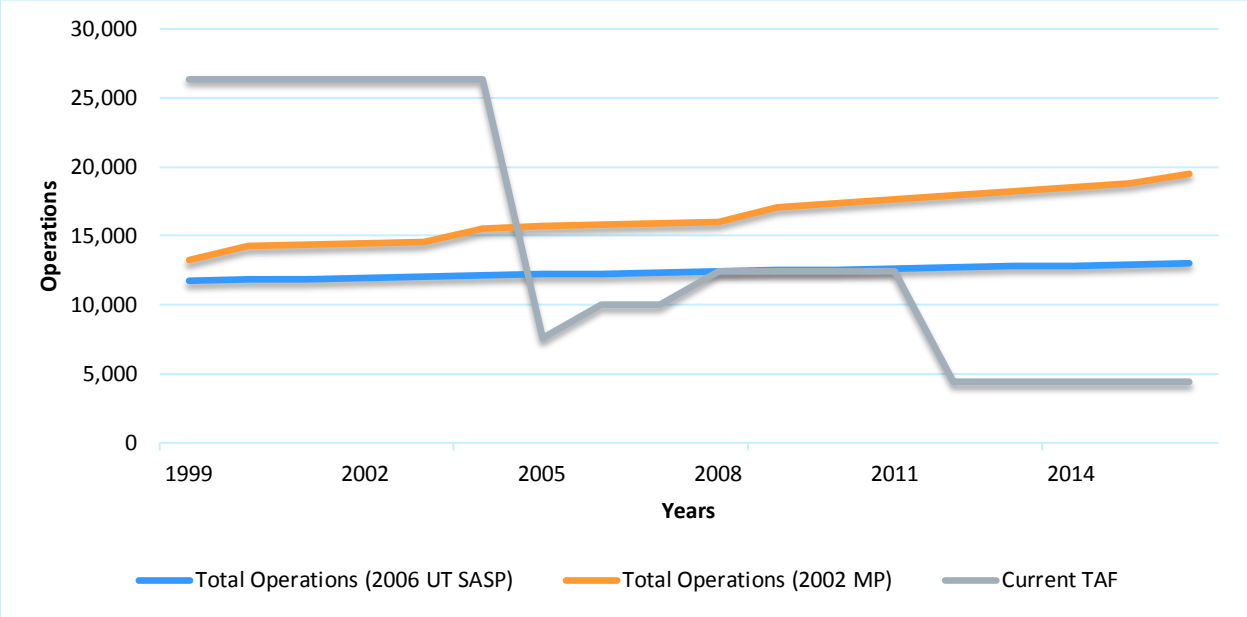
According to the UCASP "forecasts of aviation activity at Utah's system of airports are based on projected population growth rates in each county. The State's UCASP projected that aircraft operations and based aircraft at PUC would increase by 0.6 percent per year between 2006 and 2026.

The forecasts prepared for the previous PUC airport master plan, which was completed in 2002, projected a steady increase in annual operations, from 14,250 takeoffs and landings in 2000 to 22,300 through the year 2020, an increase of 56 percent, or a compound average annual growth rate of 2.26 percent per year over 20 years.

However, based on current FAA estimates, activity levels at PUC between 2002 and 2015 have not increased as projected by the State System Plan or the prior Master Plan.

Figure 3-6 compares the current FAA TAF, the 2006 UCASP and the 2002 PUC Master Plan.

FIGURE 3-6 - COMPARISON OF OPERATIONS FORECASTS

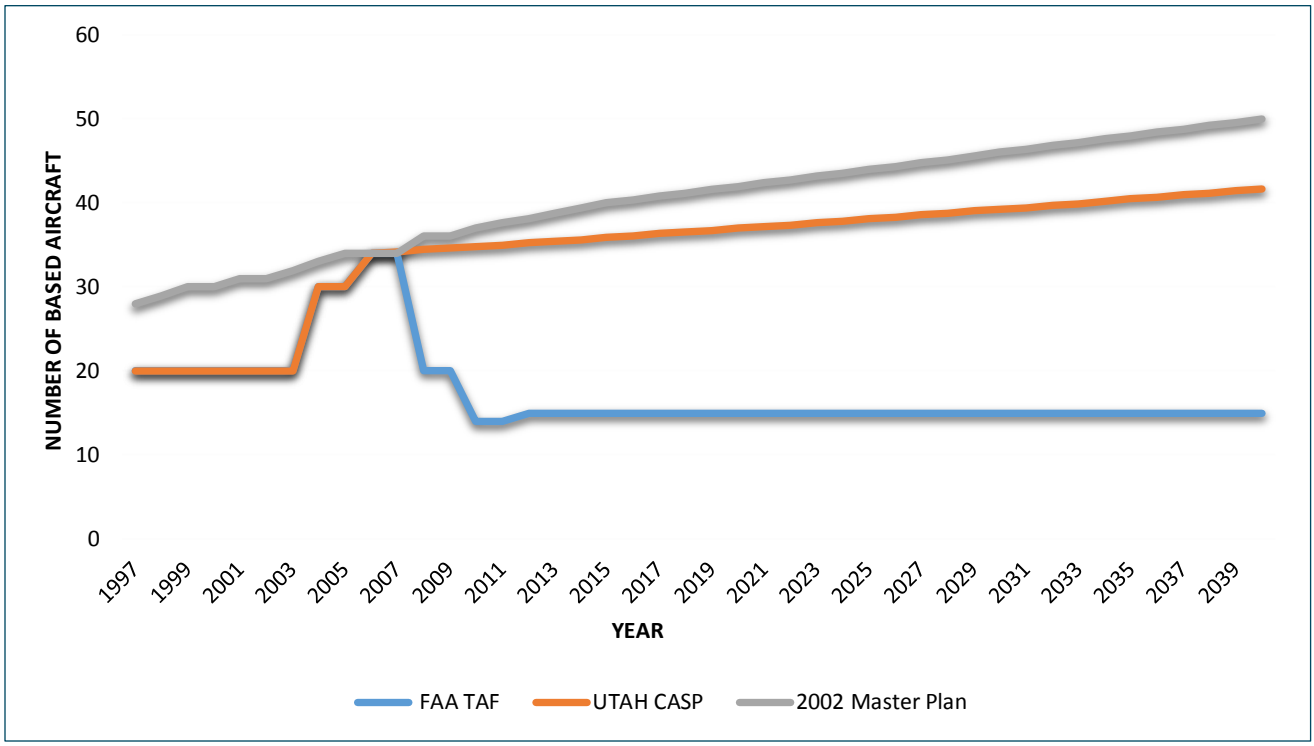


Source: 2006 Utah Continuous Airport System Plan, 2002 Carbon County Airport Master Plan, 2014 FAA TAF, Jviation

The number of based aircraft at PUC was also projected in all three forecasting sources. **Figure 3-7** compares these forecasts. The 2002 PUC Master Plan shows a .84 percent increase in the number of based aircraft each year, while the Utah CASP displays a .6 percent increase.

The FAA TAF is the most recent forecast for PUC. Based aircraft remain at 12 per year beginning in 2012, through the year 2040.

FIGURE 3-7 - COMPARISON OF BASED AIRCRAFT FORECASTS



Source: 2006 Utah Continuous Airport System Plan, 2002 Carbon County Airport Master Plan, 2014 FAA TAF, Jviation

3.4.3 Forecast Methodology and Scenarios

FAA AC 150/5070-6B states, "there are several appropriate methodologies and techniques for forecasting aviation activity." Trend analysis was chosen as the appropriate method for forecasting at PUC. It is described as "typically [using] the historical pattern of an activity and projects this trend into the future." Three trend analysis scenarios were developed for PUC to project future aircraft operations, shown in **Figure 3-8**.

In general, forecast methodologies that rely on statistical correlations require a substantial amount of data, which is often not available at GA airports. In addition, aviation activity at non-towered airports such as PUC are estimated, which further decreases statistical reliability.

Aviation activity at GA airports, and in many cases socio-economic measures such as population, employment and income in the region, represent a relatively small population compared to larger airports in metropolitan statistical areas (MSA), which also decreases statistical validity. As a result, forecast techniques such as applied growth rates, judgmental forecasts, and trend analysis are more appropriate for GA airports than statistical correlations or models.

Forecast scenarios are useful because they allow for the consideration of a variety of factors that may affect future aviation activity at PUC, such as fuel prices, the cost of new airplanes and parts, changing pilot demographics, county-wide population and employment outlook.

It is not possible to make strong statistical correlations between any one or series of factors noted above and aviation activity at PUC Airport, for several reasons: the level of aviation activity at PUC

is relatively small, aviation activity levels are estimated (versus counted), and there is not a direct cause-and-effect relationship between those factors and activity levels at PUC. However, aviation industry and socio-economic trends are useful indicators of potential future activity trends at PUC.

It should be noted that some factors, such as rising fuel prices, can counteract positive socio-economic indicators in terms of activity levels at the airport. In general, events such as the opening of a new FBO and/or a new flight school, the location of a new corporate flight department, or the location of a military aviation unit on PUC would have a significant impact on traffic in the short term. The likelihood that any of those events will occur at PUC is not considered to be high.

Scenario 1 - High Growth

There are a number of events that could stimulate aviation activity at Carbon County Airport. On the local level, the operation of a full time flight school, and/or the basing of an active corporate flight department, and/or the basing of a military aviation Guard unit at PUC could each generate a significant amount of new activity.

While possible, trends within the local market do not indicate that those events are likely to occur at PUC. Flight training may be offered on a part-time basis, but it does not appear that the market will support a full-time flight school, in addition, experienced flight instructors are becoming scarce.

A number of factors could stimulate aviation activity on a statewide and local level, including:

- the plateauing of price increases in aircraft ownership and operation (e.g. the price of new aircraft and parts)
- the lowering of aviation fuel prices
- maintaining the long-term availability of 100LL avgas
- an increase in student and private pilots
- no new airport or airspace security regulations imposed by the TSA or the FAA
- continued economic expansion and growth, would each stimulate aviation activity. One of the greatest stimulants of GA activity in the past, for example, was the federal governments' education benefits for veterans under the GI Bill (the Servicemen's Readjustment Act of 1944, P.L. 78-346), which previously paid for a large percentage of flight training for veterans.

While flight training is currently eligible for veterans' benefits, there are a number of restrictions and limitations that were not in place until the 1980s and 1990s. If the federal government were to restore the benefits for flight training that were in place prior to the 1990s that could serve as a large generator of GA activity. While each of those events and trends are possible, recent indicators do not support that type of growth.

The previous airport master plan for PUC, completed in 2002, applied the highest average growth rate of 2.26 percent per year of all of the forecasts examined in this study. Applying that growth rate to existing aircraft operations at PUC, by the year 2035 annual aircraft operations would be projected to be 7,000 per year. Also in this high growth scenario, based aircraft at PUC would increase 3.26 percent each year, to 20 based airplanes by 2035.

Scenario 2 - Status Quo

Scenario 2 represents a balance between the high growth scenario, and the low growth/decline outlook. It is common for both positive and negative trends on a local and national level to serve as balances. The FAA's Terminal Area Forecast (TAF) indicates no growth in based aircraft or aircraft operations through 2040 at PUC.

The FAA did not identify the factors behind their forecast, but it does represent a balanced outlook in response to the positive and negative trends affecting the general aviation industry. As a result, Scenario 2 applied the FAA's TAF as a projected growth rate.

This scenario has an overall positive outlook based on a number of assumptions:

- Demographic characteristics in Carbon County (population, employment, per capita income) will continue to grow throughout the forecast period
- The drop in energy prices, and the adverse impact on the energy industry, is short lived, and energy prices will rebound by late 2016 and throughout the forecast period.
- Aviation factors such as the price of fuel, the cost of new airplanes and parts, will increase only at the overall rate of inflation throughout the forecast period.
- No new restrictions on airport or airspace security, and no new regulations on aircraft operations or pilot licenses, will be adopted by the FAA.
- No new user fees will be adopted by the FAA.

Scenario 2 allows for some growth in the number of based aircraft. Starting at 15 based aircraft in 2015, the number grows by an average of 1.19 percent each year, to a total of 22 in the year 2036.

Scenario 3 - Low Growth/Decline

A number of factors could have negative consequences for aviation activity at PUC:

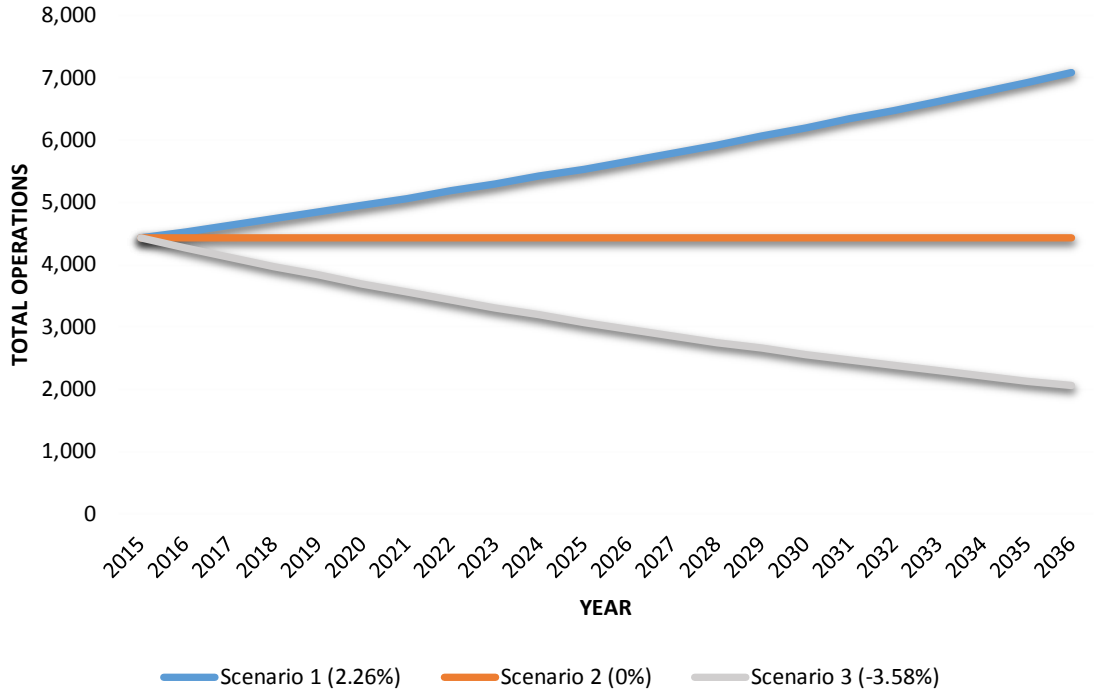
- rapidly rising fuel prices, as well as rising cost of airplane ownership
- the sudden discontinuance of 100LL avgas without an adequate replacement fuel
- a deep economic recession
- long-term decline in the oil, coal, and gas industry, and the subsequent impact on the County's economy
- the continued decline in the number, as well as the aging, of the pilot population
- the imposition of new airport and airspace security regulations.

It is unlikely that all of those trends will occur over the long-term, however, some of those trends will likely occur on a short-term basis during the forecast period. Because it is difficult to predict specific events, such as an economic recession, or future aircraft ownership and operating costs, it is important for airport sponsors to monitor actual activity levels and trends and compare them against the forecasts and assumptions used.

Assuming that all, or most of those negatives pressures were to occur, this scenario projected an average negative growth rate in aircraft operations of -3.58 percent each year. Based aircraft are also projected to decrease in this scenario, but at a lower percent average of -1.58 each year.

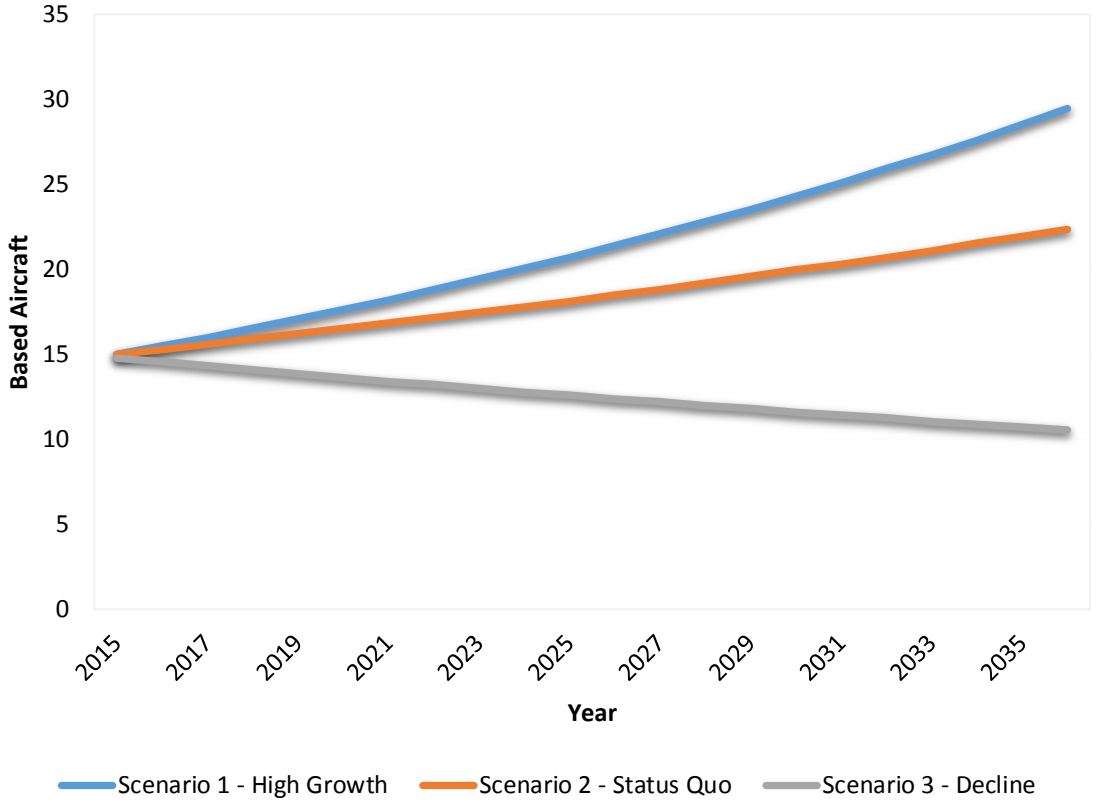
Figure 3-8 and **Figure 3-9** summarize the three forecast scenarios. While forecasts in general show trends in straight lines, in reality activity fluctuates over time. As noted above, it is difficult to predict specific events that will affect aviation activity, particularly in a given year, but based on historic data from airports across the country it is likely that activity levels at PUC will fluctuate as changes occur in the economy and the aviation industry.

FIGURE 3-8 - FORECAST OF PUC AIRCRAFT OPERATIONS BY SCENARIO



Source: 2014 FAA TAF, Utah Office of Management and Budget, 2002 Carbon County Airport Master Plan, Jviation

FIGURE 3-9 - FORECAST OF BASED AIRCRAFT AT PUC BY SCENARIO



Source: Jviation

3.4.4 Preferred Forecast Scenario

Based on recent trends in aviation activity at PUC, local and regional demographic trends, and certain indicators of future GA activity, Scenario 2 is the preferred scenario for the forecast period. This scenario represents modest growth throughout the forecast period, and is well within the range of consistency with the FAA's Terminal Area Forecast (TAF).

TABLE 3-5 – PUC PREFERRED FORECAST

Year	Total Operations	Based Aircraft
2015	4,431	15
2016	4,431	15
2017	4,431	16
2018	4,431	16
2019	4,431	16
2020	4,431	17
2021	4,431	17
2022	4,431	17
2023	4,431	18
2024	4,431	18
2025	4,431	18
2026	4,431	19
2027	4,431	19
2028	4,431	19
2029	4,431	20
2030	4,431	20
2031	4,431	20
2032	4,431	20
2033	4,431	21
2034	4,431	21
2035	4,431	21
2036	4,431	22

3.5 Future Critical Design Aircraft, Airport Reference Code, Runway Design Code

In order to qualify as the critical design aircraft, it must meet FAA's definition of substantial use, which is a minimum of 500 itinerant operations per calendar year. Based on the data available from FAA flight plans and flight tracking companies, the critical design aircraft is the Cessna Citation series, and the Raytheon/Beech King Air 200.

However, there are also occasional operations by larger corporate jets at PUC, but their level of activity does not meet FAA's threshold for substantial use. According to records from flight plans filed with the FAA, there were less than 50 operations per year by large corporate jets such as the Gulfstream G-IV, Challenger 605, Global Challenger, Hawker 800, Citation X, etc., at PUC in CY 2012, 2013 and 2014.

In addition to corporate aircraft, during fire season the U.S. Forest Department Fire & Aviation Management unit stages a variety of aircraft at PUC. The Forest Service operates a wide variety of fixed-wing aircraft and helicopters, from Beech King Airs up to Lockheed P-3 Orions, C-130s, Bae-146, and CH-54 Skycranes, etc.

The airport reference code (ARC) of the firefighting aircraft range from B-II up to C-III. Although firefighting aircraft only operate during brief periods at PUC, on an as-needed basis, they represent a critical safety mission, and therefore it is important to accommodate them even when they do not meet FAA's substantial use threshold. Therefore, PUC's current and future airport reference code (ARC) is and will continue to be C-II.

Runway 1-19 is currently meets FAA criteria for runway design code (RDC) C-II-4000, and it is recommended that it maintain its current Runway Design Code (RDC), C-II-4000, throughout the forecast period.

Runway 1 will continue to be served by a precision instrument landing system (ILS) approach with ¾ mile visibility minimums (as discussed in subsequent chapters, it is not feasible to upgrade the existing approach light system to Runway 1 to a MALSR, which is required to achieve ½ mile visibility minimums). Runway 19 will remain visual. Runways 8-26 and 15-33 are currently RDC B-II, and they will also remain B-II-visual.

ATTACHMENT

FAA APPROVAL OF MASTER PLAN FORECASTS

March 30, 2016

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

Denver Airports District Office
26805 E. 68th Avenue, Room 224
Denver, Colorado 80249
303-342-1254; FAX303-342-1260

March 30, 2016

Mr. Jae Potter
Carbon County
751 East 100 North
Price, UT 84501

Carbon County Regional/Buck Davis Field
Price, UT
AIP Project No. 3-49-0026-016-2015
Forecast Approval

Dear Mr. Potter,

The Federal Aviation Administration has completed review of forecast information for Carbon County Regional/Buck Davis Field received February 29, 2016. We found the forecast to be supported by reasonable planning assumptions and current data and developed using acceptable forecasting methodologies. Accordingly this forecast is approved for the use in the Carbon County/Buck Davis Field Airport Master Plan.

If you have any questions concerning this matter, please contact me at (303) 342-1263 or john.sweeney@faa.gov

Sincerely,

John Sweeney
Community Planner

ecc: UDOT
Jviation

4.0 DEMAND/CAPACITY ANALYSIS AND FACILITY REQUIREMENTS

4.1 Summary and Conclusions

- Carbon County Regional Airport's (PUC or the Airport) existing airfield facilities, including the three runways, the parallel taxiway to Runway 1-19, and the precision instrument approach to Runway 1, provide more than adequate operational capacity to meet existing and projected demand. Based on the forecasts of demand as well as input from airport users, the existing runways are long enough to meet users' needs.
- All of the Airport's facilities meet or exceed current FAA design standards for their respective design codes. The crosswind runways (8-26 and 15-33) are shorter than FAA guidelines, however, airport users indicated that both runways are of sufficient length for the type of aircraft that use them and the weather conditions in which they are used.
- Runway 1 has a precision instrument landing system (ILS) approach, as well as several non-precision instrument approaches. The other runways (19, 8, 26, 15, 33) are visual. Airport users indicated that the existing instrument approaches to Runway 1 meet their operational needs. Based on the forecast of activity as well as user input it was determined that there is insufficient justification to extend the medium intensity approach lighting system (MALSF) to Runway 1.
- Airport users indicated a need for additional radar coverage by Salt Lake City Air Traffic Control facility, as well as better radio communications in the vicinity of PUC. They also indicated a desire for the FAA to develop terminal weather forecasts (TAF) for PUC.
- There are existing underground utilities and sufficient space to accommodate existing tenants as well as a minimum of five future 80-feet-by-80-feet conventional (box) hangars. There is also space to accommodate a new 120-feet-by-80-feet box hangar south of the FBO terminal, or additional T-hangars, or transient parking, depending on the specific demand from aircraft operators. It is anticipated that all future hangars will be constructed by private parties.
- The existing terminal and hangar building occupied by the FBO is of sufficient size to accommodate current and anticipated activity levels. The second floor of the building is rough finished space, and could be finished if additional office and/or training space is needed in the future.
- The terminal apron is of sufficient size (approximately 42,000 square yards) to accommodate existing and projected transient parking demand. Based on current activity levels, there are an average of four to six transient aircraft parked on the apron at any one time. The apron can accommodate most private and corporate aircraft and also allows power-in, power-out parking, including occasional operations by large jets such as the Gulfstream G-550 and Global Challenger. During peak fire seasons one of the crosswind runways has been closed and used for parking by firefighting aircraft and helicopters, leaving the apron available for transient aircraft.
- There are three areas on PUC that can be designated for non-aeronautical development. The first area is approximately 39 acres, north of Runway 26 and adjacent to Airport Road. The second area is east of the existing terminal building and hangars, also adjacent to Airport Road, which encompasses approximately three acres. The third area is to the south, between Runway

33 and Runway 1, approximately 12.5 acres. The south area can only be developed after FAA decommissions the Carbon VOR. FAA has implemented a nationwide program to decommission ground based navigation aids such as VORs and NDBs, and use GPS satellite navigation as part of its Next Generation ATC system (NextGen). However, FAA has not set a schedule to decommission the Carbon VOR. Any future non-aeronautical development on-airport must be in full compliance with FAA requirements and guidance, discussed below.

4.2 Overview/Introduction

This chapter analyzes the ability of PUC's facilities to meet current and future demands of Airport users, as well as comply with appropriate FAA design standards. The demand-capacity analysis focuses on airside facilities, i.e. runways, taxiways, aircraft tie-down aprons, communications and navigation aids (NAVAIDs), aviation fuel, as well as on the Airport's landside facilities; the FBO/terminal building, hangars, access road and vehicle parking, and utilities.

The FAA notes that the need for airport facilities are primarily demand driven, and must adequately accommodate both existing and future demand. The County has made significant investments in the Airport since the year 2000, including reconstructing Runway 1-19 in 2011-2013, Runway 8-26 in 2013, and installing underground utilities to accommodate future hangar development.

The preferred forecast scenario projected that aircraft operations would remain constant through 2035 at 4,200 annual takeoffs and landings, an average of 11 operations per day. This is based on the FAA's latest Terminal Area Forecast (TAF) for PUC, as well as recent socio-economic and industry-wide trends. That generates approximately four to six parked transient aircraft on the apron at one time, although there are periods with fewer parked aircraft.

PUC currently meets FAA's airport reference code (ARC) design standards for C-II aircraft, and can accommodate a variety of small, mid-size, and large corporate jets, as well as piston-engine airplanes and a variety of helicopters. Runway 1-19 meets FAA's Runway Design Code (RDC) C-II-4000, and Runway 15-33 and 8-26 currently meet FAA's RDC B-II-VIS.

The facilities at PUC are also in compliance with recommendations presented in the previous airport master plan prepared in 2002, as well as the Utah Continuous Airport System Plan (UCASP), published in 2007 (see Appendix 6 for pertinent excerpts). The UCASP classified PUC as a Regional Airport, and notes that: "General Aviation Regional Airports (GA Regional) serve and support the local and regional economies and connect them to the state and national economies. Regional airports serve primarily general aviation activity, with a focus on serving business activity including jet and multi-engine aircraft." **Table 4-1** lists the objectives established by the UCASP for regional airports in Utah.

TABLE 4-1 - GENERAL AVIATION REGIONAL AIRPORT ROLE - STATE AIRPORT SYSTEM PLAN

Airport Criteria	Minimum Objective	PUC Objective Met
ARC	C-II or greater	Yes
Runway Length	Accommodate 75% of large aircraft at 60% useful load	Yes
Runway Width	To meet ARC	Yes
Runway Strength	Single-wheel gear - 30,000lbs., equivalent for dual wheel	Yes

Airport Criteria	Minimum Objective	PUC Objective Met
Taxiway	Partial Parallel	Yes; Full Parallel
Navigational Aids	Non-Precision Straight-in Approach	Yes; VOR, RNAV, ILS
Visual Aids	GVGIs, REILs	Yes
Lighting	MIRL, Beacon, Windsock	Yes
Weather	Automated Weather	Yes
Services	– Phone – Restrooms – FBO-Limited Service – Maintenance facilities - Limited Service – On-site courtesy car – Perimeter fencing	Yes
Facilities	– Terminal with appropriate facilities – Hangars - 60% of based fleet & 25% of overnight aircraft – Apron - 40% of based fleet & 50% for transient – Auto Parking - Equal to 33% of based aircraft – Food - Limited service restaurant or vending service	Yes

Source: UCASP 2007

4.3 Airfield and Airspace Requirements

4.3.1 Airfield Capacity

FAA Advisory Circular 150/5060-5, *Airport Capacity and Delay*, defines capacity as a measure of the maximum number of aircraft operations that can be accommodated on the Airport within given time periods without causing significant delays.

Annual Service Volume (ASV) is defined as a reasonable estimate of an airport's annual operational capacity.[1] Based on its three runways, the full parallel taxiway to 1-19, the type of aircraft using PUC, and the runway use characteristics, the annual service volume at PUC is estimated by FAA to be 230,000 operations (takeoffs and landings) per year (**Table 4-2**). FAA planning standards require airports to begin planning for projects to increase capacity when the airport reaches 60% of its total capacity.

At 4,200 operations per year, the activity level at PUC is less than 3% of its annual capacity. Runway 1-19 is the primary use runway and accommodates more than 90% of annual operations. The full parallel taxiway to Runway 1-19 provides five exit taxiways, plus two runway intersections, minimize runway occupancy time by landing and departing aircraft, thereby maximizing the operational capacity of the primary runway.

Peak hour capacity under visual (VFR) and instrument (IFR) meteorological conditions also greatly exceed existing and forecasted activity. Based on FAA's methodology, as well as the existing and projected levels of traffic at PUC, there is no need for improvements to the existing runways or taxiways to provide additional operational capacity.

[1] FAA AC 150/5060-5, September 23, 1983

TABLE 4-2 - PUC CAPACITY VS. DEMAND

Existing Operational Capacity	Existing & Future Demand (operations)
Annual service volume = 230,000 operations	4,200 operations
Peak hour visual (VFR) = 98 operations	4 operations
Peak hour instrument (IFR) = 59 operations	2 operations
Based aircraft = 15 Transient A/C parking PH demand: 5 +/- Note: high volume of transient F/W & Helo during fire season	Hangar storage capacity = 10 -20 aircraft Apron (approx. 47,000 S.Y.) = 28 tie-downs Corp. A/C/helo transient parking = 6

Source: FAA AC 150/5060, *Airport Capacity and Delay*

4.3.2 Runways

Runways 1-19, 15-33, and 8-26 are in compliance with FAA's standards for their respective runway design codes (RDC). As shown in **Table 4-3**, **Table 4-4**, and **Table 4-5**, due to its size and the type of aircraft that use it, Runway 1-19 has a different design code than Runways 8-26 and 15-33. Runway 1-19 is the largest runway, and accommodates more than 90% of annual aircraft operations at PUC. There is also a full parallel taxiway to Runway 1-19.

Runway 1-19 complies with the FAA's design standards for RDC C-II-4000. C-II can accommodate all piston engine aircraft, the large majority of corporate turboprops, as well as most corporate jets including the Hawker 700/800, Falcon 900/2000, Cessna Citation series, Challenger 300/350/605, Learjet 40/45/55/60, Embraer Phenom 100/300, and Gulfstream 280/300/400/450, among others.

Runway 1-19 has, and will continue to accommodate occasional operations by larger jet aircraft such as the Gulfstream G-550 and Canadair Global Challenger, which are classified as design group III aircraft. However, the number of operations by larger (design group III) jets at PUC do not meet FAA's "substantial use" threshold, which is a minimum of 500 itinerant operations per year. Therefore, Runway 1-19 will remain classified as RDC C-II-4000 throughout the planning period.

Given the operational capacity provided by Runway 1-19 and its parallel taxiway, the fact that Runway 1-19 accommodates the large majority of aircraft operations, and provides better than 95% wind coverage, the need for Runways 15-33 and 8-26 was discussed with Airport users as well as the fixed base operator (FBO). The users and the FBO noted that although Runway 1-19 is the primary runway and is used the majority of time, there are periods throughout the year when strong winds are aligned with 15-33 and 8-26, and those runways are needed even though Runway 1-19 provides greater than 95% wind coverage for 10.5 kt. up to 16 kt. crosswinds. A variety of aircraft also use Runways 8-26 and 15-33 when their arrival or departure direction is aligned with one of those runways.

The crosswind runways (8-26 and 15-33) are also used for overflow parking during busy fire season by a variety of firefighting aircraft and helicopters (up to Sikorsky S-64 Skycranes). As a result, it is recommended to maintain the runways as visual facilities. Runway 15-33 pavement is in "Fair" condition: it is well maintained, but it is programmed to be resurfaced in the next five to ten years (in the 2020-2025 time period).

TABLE 4-3 - RUNWAY 1-19 FAA RUNWAY RDC C-II-4000

	Existing Conditions	Design Standard	Deficiency or Meets Standards
Width	100'	100'	Meets Standards
Length	8,312' (based on AGIS survey by Woolpert)	– 7,100' (75% of fleet at 60% useful load) – 8,600' (75% of fleet at 90% useful load)	Meets Standards 290' Deficiency
Lighting & Markings	HIRL, Precision, 1-PAPI; 19-PAPI	NA	Meets Standards
Runway Safety Area (RSA)	1000' beyond runway end x 500' wide	1000' x 500'	Meets Standards
Runway Object Free Area (ROFA)	1000' beyond runway end x 800' wide	1000' x 800'	Meets Standards
Runway centerline to: - Taxiway centerline - Aircraft parking area	 400' 420'	 300' 400'	 Meets Standards Meets Standards

Source: FAA AC 150/5300-13A, *Airport Design,* FAA AC 150/5340-30H, *Design and Installation Details for Airport Visual Aids,* Form 5010

TABLE 4-4 - RUNWAY 8-26 - FAA RUNWAY DESIGN CODE B-I-VIS

	Existing Conditions	Design Standard	Deficiency or Meets Standards
Width	60'	60'	Meets Standards
Length	3,150'	7,100'	3,950' Deficiency
Lighting & Markings	MIRL/Visual, 8-PAPI; 26-PAPI	NA	Meets Standards
Runway Safety Area (RSA)	240 beyond runway end x 120' wide	240' x 120'	Meets Standards
Runway Object Free Area (ROFA)	240' beyond runway end x 400' wide	240' x 400'	Meets Standards
Runway centerline to: - Taxiway centerline - Aircraft parking area	 NA 710'	 225' 200'	 Meets Standards Meets Standards

Source: FAA AC 150/5300-13A, *Airport Design, FAA AC 150/5340-30H, Design and Installation Details for Airport Visual Aids,* Form 5010

TABLE 4-5 - RUNWAY 15-33 - FAA RUNWAY DESIGN CODE B-II-VIS

	Existing Conditions	Design Standard	Deficiency or Meets Standards
Width	75'	75'	Meets Standards
Length	4,511'	7,100'	2,589' Deficiency
Lighting & Markings	MIRL/Visual	NA	Meets Standards
Runway Safety Area (RSA)	300 beyond runway end x 150' wide	300' x 150'	Meets Standards
Runway Object Free Area (ROFA)	300' beyond runway end x 500' wide	300' x 500'	Meets Standards
Runway centerline to: - Taxiway centerline - Aircraft Parking Area	 NA 1,080'	 240' 250'	 Meets Standards Meets Standards

Source: FAA AC 150/5300-13A, *Airport Design,* FAA AC 150/5340-30H, *Design and Installation Details for Airport Visual Aids, Form 5010*

Runway Length

Runway 1-19 is currently 8,312 feet long (based on the AGIS survey by Woolpert). There are many variables that affect runway length requirements including field elevation (PUC is 5,957 feet above sea level), runway slope, ambient temperature, wind direction and speed, obstacle clearance requirements, among other factors. FAA AC 150/5325-4B, *Runway Length Requirements for Airports*, provides guidelines to determine the appropriate runway length to accommodate a variety of aircraft (**Table 4-6, Table 4-7, Table 4-8**). PUC's field elevation and mean maximum temperature (89^{0}F) were factored into the runway length requirements shown below.

Particularly during the summer months with high temperatures, some aircraft must reduce weight in order to takeoff from PUC. However, as noted in the Inventory chapter, some operators fly non-stop to and from PUC for distances up to 1,500 nautical miles (nm) in the summer, which indicates that Runway 1-19 provides adequate length for most general aviation and corporate aircraft operators, even though some operators take weight penalties under certain conditions.

That was further substantiated by the survey responses from aircraft operators at PUC who indicated that Runway 1-19 has adequate length (8,312 feet) for their missions. Users also indicated that because Runways 8-26 and 15-33 were typically used during periods of strong crosswinds, and/or by smaller aircraft with shorter takeoff requirements, those runways have adequate length, even though they are shorter than Runway 1-19.

TABLE 4-6 - RUNWAY TAKEOFF LENGTH - SMALL AIRPLANES < 10 PASSENGER SEATS

95% Fleet	100% Fleet
7,500'	7,600'
Representative airplanes include: Beech E90 King Air, Beech A100 King Air, Mitsubishi MU-2, Swearingen Merlin III, IV, Metro II	

TABLE 4-7 - RUNWAY TAKEOFF LENGTH - 75% OF GENERAL AVIATION FLEET

75% Fleet at 60% Useful Load	75% Fleet at 90% Useful Load
7,100'	8,600'
Representative airplanes include: BeechJet 400, Dassault Falcon 10/20/50/900, Learjet 31/35/40/45, Hawker 400, Cessna Citation Series (I, II, XL Encore, V Ultra, VII, Sovereign, Bombardier 300)	

TABLE 4-8 - RUNWAY TAKEOFF LENGTH - 100% GENERAL AVIATION FLEET

100% Fleet at 60% Useful Load	100% Fleet at 90% Useful Load
11,000'	11,000'
Representative airplanes include all of the above plus Cessna Citation X, Learjet 55/60/65, Hawker 800/1000, Bombardier 604, Sabreliner 65/75	

Source: FAA AC 150/5325-4B, *Runway Length Requirements for Airports*

Business & Commercial Aviation (BCA) provides detailed performance data for individual makes and models of corporate aircraft. The data is updated annually and published in BCA's Planning and Purchasing Handbook. Using aircraft manufacturers' data and typical operating characteristics, BCA calculated takeoff distances (balanced field length) for specific makes and models of corporate jets at an airport at 5,000 feet elevation and 77^{0}F.

At maximum takeoff weight, the takeoff distance for the following mid-size and large corporate jets shows that they can depart from PUC on Runway 1-19 with little if any weight penalty (**Table 4-9**).

TABLE 4-9 - RUNWAY TAKEOFF LENGTH AT MAXIMUM TAKEOFF WEIGHT

Aircraft Type	Takeoff Length	Aircraft Type	Takeoff Length
Citation XLS+	5,430'	Bombardier Challenger 350	6,890'
Embraer Phenom 300	5,114'	Gulfstream G-450	8,200'
Cessna Citation X	7,300'	Bombardier Global 5000	6,798'
Dassault Falcon 2000EX	6,050'	Dassault Falcon 7X	8,045'

Note: Field elevation = 5,000' MSL; Ambient temp. = 77^{0}F; Maximum takeoff weight; Zero wind; Runway slope = 0.
Source: Business & Commercial Aviation, Planning & Purchasing Handbook, May, 2014

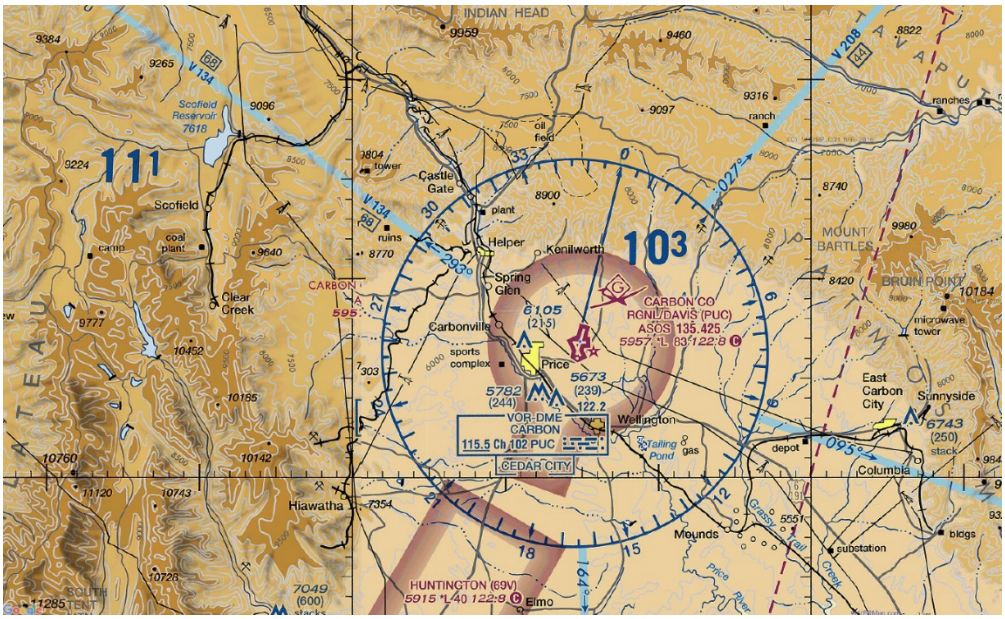
Another factor that directly impacts the takeoff weight of aircraft is the required climb performance after takeoff to clear obstacles. Turbine aircraft typically calculate climb performance with one engine inoperative (for airplanes that have more than one engine), and adjust their takeoff weight to assure adequate obstacle clearance with one engine inoperative during climb-out.

There are mountains within 30 miles, west of PUC, with a top elevation of 11,285 feet, which is almost 6,000 feet higher than PUC (**Figure 4-1**). Depending on the direction of flight and runway used, obstacle clearance must be factored into climb performance requirements on departure. Obstacle clearance requires some aircraft to reduce weight on takeoff, independent of the length of Runway 1-19.

In terms of day-to-day corporate aircraft operations across the country, the majority of all departures by corporate jets are conducted at reduced takeoff weight, even at airports with no constraints due to runway length or obstacles clearance requirements. That is because the typical corporate aircraft mission length is significantly less than the maximum range of the aircraft, and aircraft typically depart with less than full fuel, which reduces overall fuel consumption and runway length requirements. In addition, average passenger load factors on corporate aircraft are less than 50% of seating capacity[2], which further reduces takeoff weight and runway length requirements. As a result, the majority of corporate aircraft takeoff at significantly less than maximum takeoff weight in normal day-to-day operations.

[2] Business & Commercial Aviation and the National Business Aircraft Association

FIGURE 4-1 - HIGH TERRAIN IN VICINITY OF PUC



Source: Skyvector.com

Aircraft manufacturers have been developing new technologies (engines, aerodynamic design, and materials) that significantly improve aircraft performance in terms of reduced fuel burn, lower noise and emissions, and reduced runway length requirements. In addition to greater fuel efficiency and lower operating costs, a specific design goal of many corporate aircraft manufacturers is to reduce runway length requirements to allow corporate jets to operate at more airports, particularly those with runways of 4,000 feet or less.

For example, a recent operators survey and pilot report on the Falcon 7X, a large three-engine corporate jet[3], specifically noted that: "The Falcon 7X comfortably operates out of small general aviation airports. Departing off a 3,000-ft. runway, the aircraft can fly more than 1,500 nm."[4]

Based on these factors, the current length of Runway 1-19 (8,312 feet) is adequate for the existing and future aircraft and the missions flown at PUC. The crosswind runways (8-26 and 15-33) are significantly shorter than 1-19, and do not meet FAA guidelines for runway length (Table 4-3).

But the crosswind runways are used by aircraft that do not require 8,300 feet for takeoff, and they are used when strong winds favor those runways, thereby reducing takeoff and landing distances. Given that an estimated 90% of operations occur on Runway 1-19, and that Runway 8-26 and 15-33 are used primarily during strong wind conditions, both crosswind runways are of adequate length for existing and future Airport users and do not require any extension.

[3] Falcon 7X: 12 to 19 passenger seats; wingspan 86 feet - Design Group III; max. range 5,670 nm; max. takeoff weight 70,000 lbs.

[4] Source: Business & Commercial Aviation, March 24, 2016

Runway Safety Area

FAA requires airports to meet their current standards for runway safety areas (RSA), which are safety-related issues. The runway safety area (RSA) is a defined surface surrounding the runway that is specifically prepared turf or pavement, and that is graded, drained, and cleared of objects. RSAs are designed to bear the weight of an airplane and thereby reduce the risk of damage and injury in the event of a landing undershoot, takeoff overrun, or excursion from the runways paved surface.

RSAs should also support snow removal equipment (SRE) and emergency equipment in the event of an aircraft accident/incident. RSAs are required to be free of non-frangible objects except when fixed by a function. All RSAs at PUC meet current FAA standards (**Table 4-3**, **Table 4-4**, **Table 4-5**).

Runway Object Free Area

An object free area (OFA) is a defined imaginary surface that is centered on a runway, taxiway, or taxilane centerline. OFA's enhance the safety of aircraft operations by clearing the area of above-ground objects except those defined by FAA as "fixed by function." Objects allowed in the runway object free area (ROFA) are those required for air navigation or aircraft ground maneuvering purposes, such as Runway End Identifier Lights (REIL), Precision Approach Path Indicator (PAPI), Visual Approach Slope Indicator (VASI), the Inner Marker beacon, and all types of approach light systems.

However, any object in an OFA must be frangible, or less than three inches tall. It is important to note that like the runway safety area (RSA), the object free areas (OFA) extend behind the start of the takeoff and approach end of the runway. All runway and taxiway object free areas at PUC meet current FAA standards (**Table 4-3**, **Table 4-4**, **Table 4-5**).

4.3.3 Taxiways

Taxiways serve several important functions on an airport. In addition to providing ground access between runways and parking aprons and hangars, one of the most important functions is to enhance safety by reducing the amount of time that aircraft are taxiing on an active runway. Another function of taxiways is to increase operational capacity by allowing more aircraft to take off and land on a given runway within a given time period by shifting taxiing aircraft from runways to taxiways.

The full parallel taxiway to Runway 1-19 at PUC achieves both objectives. There are seven exits off of Runway 1-19, including Runway 8-26 and 15-33 and five exit taxiways. The parallel taxiway centerline is 400 feet from the runway centerline, which meets FAA airport reference code (ARC) Design Group II standards (**Table 4-10**).

The crosswind Runways 8-26 and 15-33 do not have parallel taxiways. Based on the fact that the crosswind runways accommodate less traffic than Runway 1-19, they are visual runways, and there are several exits from each runway at various intersections, parallel taxiways to those runways are not required.

FAA requires that taxiways also meet Taxiway Safety Area (TSA) and Taxiway Object Free Area (TOFA) standards. The TSA and TOFA are centered on the taxiway centerline, and the clearances

ensure that aircraft will not strike objects or other aircraft while taxiing. The parallel taxiway meets both TSA and TOFA standards, and also meets FAA criteria for taxiway width for taxiway design group (TDG) 2 aircraft, which includes most corporate jets (**Table 4-10**).

TABLE 4-10 - RUNWAY 1-19 PARALLEL TAXIWAY

	Existing Conditions	Design Standards	Deficiency or Meets FAA Standards
Taxiway Width	35'	35'	Meets Standards
Taxiway Safety Area Width	79'	79'	Meets Standards
Taxiway Object Free Area Width	131'	131'	Meets Standards

Source: FAA AC 150/5300-13A

4.3.4 Communications and Navigation Aids (NAVAIDs)

The existing communications and NAVAIDs at PUC were discussed in Chapter 2, Inventory. The level and type of activity at PUC does not meet FAA's criteria for an air traffic control tower. Based on user surveys, as well as discussions with Airport users, several communications needs were identified:

- Terminal weather forecasts (TAF) for PUC. Pilots currently obtain weather data from the automated weather observation station (AWOS) situated on the Airport, and use area forecasts (FA) developed by the FAA and National Weather Service (NWS) for weather outlooks. Terminal weather forecasts for PUC would be prepared by the FAA four times daily, and would be used by all pilots flying into PUC. Terminal weather forecasts would be particularly beneficial to aircraft operating under FAR Part 135 as air taxis, particularly in instrument or marginal meteorological conditions. It would provide more specific forecasts for the Airport than the current area forecasts. When operating under FAR Part 135, if the area forecasts indicate that weather conditions anywhere within the region will be lower than the minimums on the ILS Runway 1 approach, aircraft cannot depart to PUC and see if conditions have improved while in route. That causes pilots to cancel flights or use other destinations. Terminal weather forecasts are more precise, and may allow aircraft to land at PUC when they may not otherwise use just area forecasts.
- Installation of a remote communications outlet (RCO) to allow pilots to talk directly with Salt Lake Center while on the ground or in the vicinity of PUC. Currently pilots communicate with the flight service station (Cedar City Radio) via a RCO on 122.2 MHz, or with Salt Lake Center on the phone. A direct radio communications link (via an RCO) with Salt Lake Center would enhance efficiency for aircraft arriving and departing PUC, as well as safety. However, FAA recently announced that it is decommissioning a number of RCOs around the country due to lack of use[5], which may impact their level of support to install a new RCO at PUC.
- Lower radar coverage provided by Salt Lake Center air traffic control. Currently, radar coverage only extends down to approximately 9,000 feet, below which Salt Lake Center cannot provide radar vectors or communicate directly with aircraft flying into or out of PUC. The limitation is due to the location of the existing radar site and the high terrain in

[5] Federal Register, 04/28/2016, Agency Docket Number FAA-2016-4756, pgs. 25484-25486

the vicinity of PUC. The State of Colorado and the FAA installed a new Wide Area Multilateration (WAM) System, which uses sensors located in remote areas. WAM is part of FAA's Next Generation Air Traffic Control system (NextGen). The sensors send out signals that interrogate aircraft transponders which, in turn, transmit a response. Computers analyze those responses and triangulate the precise location of aircraft. Aircraft position and identification information are then transmitted to air traffic controllers, who use the surveillance data to safely separate aircraft. WAM is much less expensive than installing additional radar antennas, and provides equivalent tracking capabilities.

- The existing precision instrument landing system (ILS) approach to Runway 1, with approach minimums of 200 feet and ¾-mile visibility, adequately meets users' needs. The existing medium intensity approach light system with flashing lights (MALSF) to Runway 1 would need to be extended into an approach light system with runway alignment indicator lights (MALSR) in order to lower the visibility minimums to a half mile. However, the terrain drops steeply just south of the existing MALSF, and an extension of the existing approach light system would require a very large financial investment in light poles, electrical hookups, and an access road. As a result, it is not recommended that the existing MALSF be expanded.

4.3.5 Airspace - Obstruction Removal

PUC is situated in FAA designated Class G airspace. Aircraft do not require a clearance from air traffic control (ATC) to land or takeoff at PUC unless weather conditions are less than three miles visibility or clouds (ceiling) lower than 1,000 feet. Based on existing and projected operations over the forecast period, the Class G airspace will remain in place. PUC does not meet FAA's criteria to install or operate an ATC tower, which would require a change in airspace designation.

The FAA requires airport sponsors to protect the airspace in the vicinity of the airport. FAA's grant assurance 20 states:

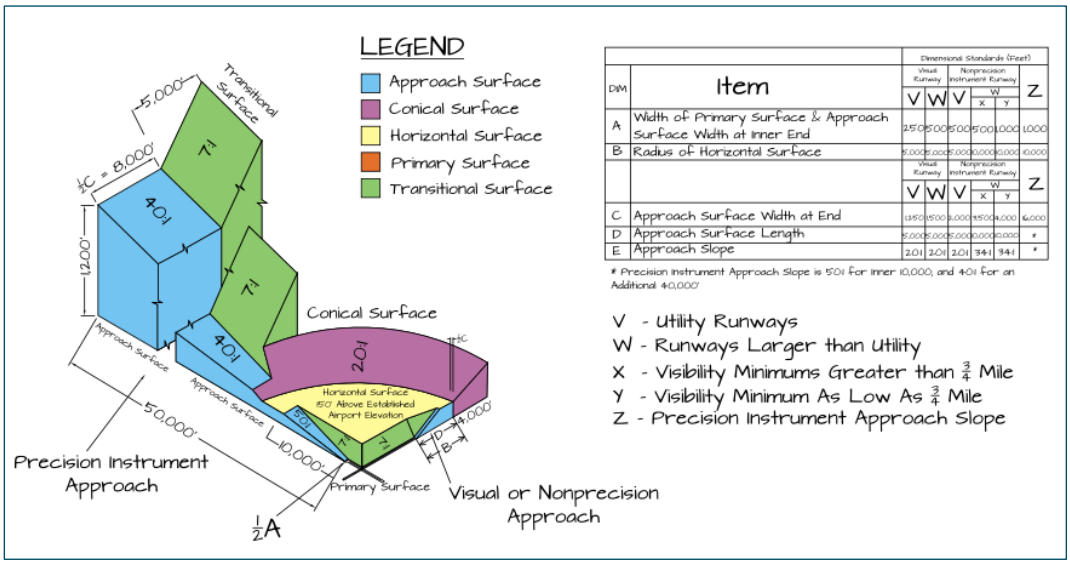
> 20. Hazard Removal and Mitigation
>
> It (i.e. the airport sponsor) will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

The airspace is defined in 14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. Five imaginary surfaces comprise the airspace: Primary, Horizontal, Approach, Conical, and Transitional. Each has a different dimension and slope.

As required by the FAA as part of this Master Plan, digital mapping of the Airport and surrounding area was compiled by Woolpert, Inc. to FAA's Airport Geographic Information System (AGIS) standards. The mapping was compiled in fall 2015, and was uploaded and accepted by the FAA and the National Geodetic Survey (NGS). That data is used by FAA Flight Procedures to analyze existing and future instrument approach procedures at PUC.

In addition, Woolpert also compiled mapping to analyze penetrations to the 14 CFR Part 77 imaginary surfaces. That mapping is shown on the airspace drawings in the Airport Layout Plan (ALP) drawing set. The FAA Part 77 surfaces around an airport are shown below. The FAA sponsor assurances require airport sponsors to protect the airspace around an airport, primarily by preventing penetrations to those imaginary surfaces, and removing or marking existing penetrations. The mapping compiled by Woolpert identifies the existing penetrations to those surfaces.

FIGURE 4-2 - PART 77 IMAGINARY SURFACES



Source: Jviation, FAA Part 77

FAA defines all penetrations of the imaginary surfaces as obstacles. FAA also presumes that all obstacles are hazards to air navigation unless it reviews and approves an aeronautical study that has examined the obstacles and presented recommendations to either remove, mark, or light them. Airports are responsible for preparing aeronautical studies, which are submitted to FAA for review and approval. An aeronautical study has not been prepared for PUC. FAA recognizes that sponsors cannot remove certain obstacles such as mountains, etc., but expects sponsors to attempt to install obstruction lights where feasible. Once aeronautical studies have been prepared by airports and accepted by FAA, the FAA sets deadlines for implementation of the recommendations to remove, mark, or light obstacles.

In general, in order for an airport sponsor to remove, mark, or light an obstacle situated off-airport property, the sponsor must negotiate and acquire an easement from the property owner. If the airport sponsor accepts an FAA grant to acquire easements, they must comply with FAA AC 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*. Among the steps required by FAA are obtaining two separate appraisals and negotiating with the property owner. In addition, the easement must comply with FAA requirements. If the sponsor and the property owner cannot reach agreement, one possible remedy is the use of eminent domain, if the sponsor chooses to do so. However, a number of airport sponsors do not have the legal authority to exercise eminent domain.

If an airport sponsor uses local funding (vs. FAA grants) to acquire easements and remove obstacles, they may use their local process to acquire the easements. In that situation, however, FAA will not contribute funding, and will also not provide any funding in the future to remove, mark, or light future obstacles on the same parcel.

4.3.6 Pavement Classification Number (PCN)

An evaluation of the pavement on Carbon County Airport was prepared by Jviation in the summer of 2016. The evaluation was done in conformance with FAA Advisory Circular 150/150/5335-5C, *Standardized Method of Reporting Airport Pavement Strength – PCN*, 8/14/2014. The AC defines certain values as:

- Aircraft Classification Number (ACN) - expresses the relative effect of an aircraft at a given configuration on a pavement structure for a specified standard subgrade strength.
- Pavement Classification Number (PCN) - expresses the load-carrying capacity of a pavement for unrestricted operations.

The pavement condition report is attached in Appendix 4. The report concluded that the PCN values are as follows:

- Runway 1/19 can be reported as **18/F/B/X/U**.
- Runway 15/33 can be reported as **13/F/B/X/U**.
- Runway 8/26 can be reported as **3/F/B/Z/U**.

The codes are defined as:

- 18/13/3 = Numerical value
- F = Flexible pavement
- B = Subgrade strength high. CBR ≥13
- X = High Pressure limited to 254 psi. Z = Low Pressure limited to 73 psi
- U = Usage by aircraft

While the majority of aircraft operations at PUC are conducted by piston-engine aircraft, the Airport accommodates occasional activity by corporate jets. The aircraft classification number (ACN) calculated for dual wheel aircraft up to 70,000 lbs. weight is 18.4. According to the FAA AC, "Under these conditions, any aircraft with an ACN equal to or less than the reported PCN value can safely operate on the pavement subject to any limitations on tire pressure."

4.3.7 Terminal Building Requirements

The existing terminal/FBO building and attached hangar, occupied by Red Tail Aviation, are in good condition, and sized adequately to meet current and forecasted demand. The building is a two-story metal structure, and is approximately 130 feet by 100 feet in size. The ground floor has FBO offices, training rooms, passenger waiting area, and restrooms, as well as the hangar. The second story of the terminal/FBO building has spaces that are rough finished, used primarily for storage.

Finishing this space would give the FBO additional office space, training rooms, or waiting areas for passengers and crew members, at such time that activity increases and there is a need for the space.

4.3.8 Aircraft Parking and Storage Requirements

For aircraft parking and storage there are 28 tie-down spaces on the apron, three conventional hangars, and three T-hangars. Combined there is the capacity to park and store approximately 40 aircraft depending on their type and size. As of 2016 there were 11 based aircraft. PUC also has adequate parking space for based and transient aircraft.

When needed, the U.S. Forest Service temporarily stage firefighting aircraft and helicopters at PUC during fire season. In order to fight large fires, they stage sufficient aircraft at PUC to require closing a crosswind runway (either Runway 8-26 or 15-33 depending on the number of aircraft to be parked), to provide temporary parking to accommodate the aircraft.

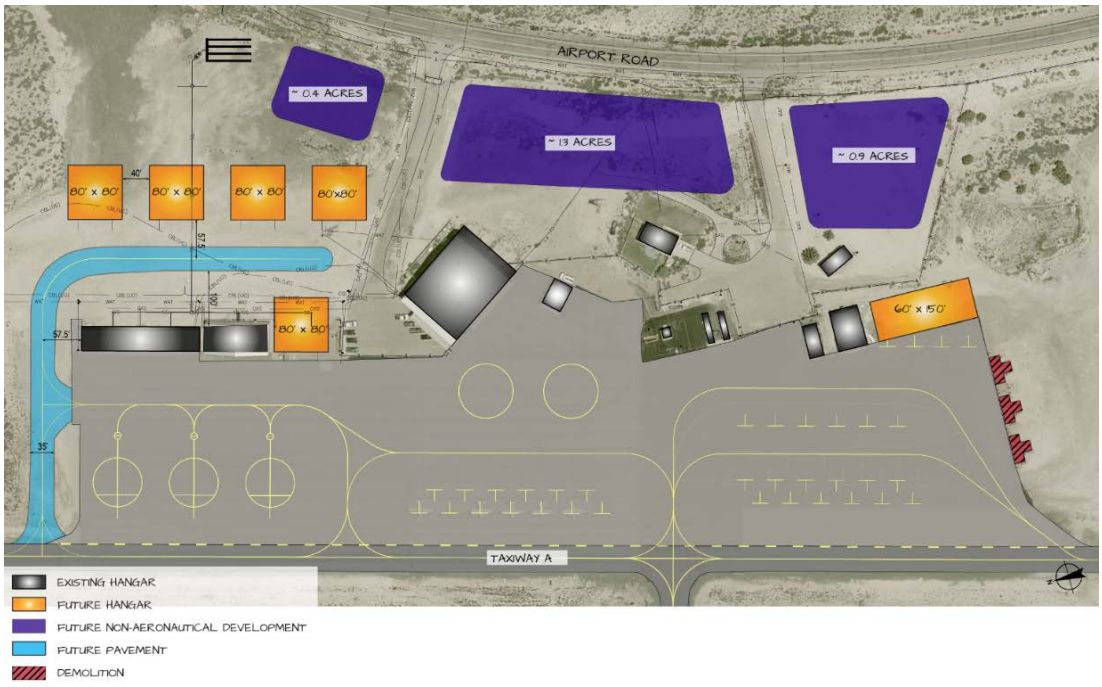
All of the terminal facilities on the Airport are located on the east side of the main runway. The facilities, including the FBO terminal, apron, hangars, and fuel farm are all easily accessible from all runways by way of the taxiway parallel to Runway 1-19. All future airfield development will be located in the same area as the current facilities.

Although there is hangar storage capacity available, there may be demand by aircraft operators in the future to construct new hangars, particularly for corporate turboprops and jets. The County has installed underground utilities behind the existing hangars on the north end of the apron, which will reduce construction costs for future hangars. **Figure 4-3** shows a potential layout of future hangars.

There is space available for five 80-feet-by-80-feet hangars, and one 60-feet-by-150-feet hangar on the south side of the apron. A new paved taxilane would be needed to the new hangars. The taxilane should meet TDG 2 design standards.

The south side of the apron could also be expanded either for paved tiedowns, transient parking, or T-hangars (versus a large corporate hangar), if aircraft owners or operators express demand for that type of parking or storage. The additional hangars and tiedowns would provide more than adequate capacity to meet future aviation demand through the end of the 20-year planning period. It is anticipated that the hangars would be constructed by private parties, and that the hangar developers will determine the actual size of hangars to be constructed, as well as the time frame for development.

FIGURE 4-3 - FUTURE HANGARS



The existing terminal area is served by Airport Road, a two-lane paved public road that connects the Airport with downtown Price, as well as the regional road network including Route 191.

4.4 Airport Support Equipment and Facilities

4.4.1 Airport Maintenance

PUC is owned by Carbon County, which also operates snow removal equipment and other maintenance equipment for the Airport on an as-needed basis. This equipment is currently stored off-site in a County storage building. As long as the County and Airport maintain this on-call snow removal and maintenance equipment relationship, there is no foreseen need for airport maintenance storage facilities on the airfield.

4.4.2 Aviation Fuel Storage and Dispensing

TABLE 4-11 - FUEL EQUIPMENT AND CAPACITY

Fuel Equipment	Capacity
100LL Fuel Tank - Above Ground	13,000 gallons
100LL Fuel Truck	1,000 gallons
Jet A Fuel Tank - Above Ground	12,000 gallons
Jet A Fuel Truck	3,000 gallons

Source: Redtail Aviation

The fuel storage tanks are owned by the County and managed by the FBO, Redtail Aviation. According to Redtail Aviation, both storage tanks are refilled fewer than ten times per year. Because of this, the fuel storage tanks and mobile fuelers have sufficient capacity to accommodate both

existing and future demand at PUC. The two fuel tanks were constructed in 1998 and are in good condition.

All fuel storage and handling requires specific quality control and monitoring for safety purposes. A variety of regulations and guidelines govern fuel storage and handling at airports, including the National Fire Protection Association (NFPA) 407, Standard for Aircraft Fueling, and FAA AC 150/5230-4C, *Aircraft Fuel Storage, Handling and Dispensing*.

In general, the quality of fuel deteriorates the longer it is stored in tanks, particularly Jet A. As a result, the amount of monitoring and quality control required increases the longer fuel is stored in order to ensure that the fuel maintains manufacturer specifications. As a result, fuel storage capacity should not be excessive in relation to demand - i.e. it is very useful to cycle fuel through storage tanks on a regular basis. For those reasons, it is not recommended that any additional fuel storage capacity be added at PUC. In addition, the construction/installation of fuel storage tanks and associated equipment requires a significant financial investment, which can only be amortized if there are sufficient fuel sales generating revenue.

The firefighting aircraft that stage at PUC during fire season provide some of their own fuel, particularly during peak fire seasons, as well as buy fuel from Redtail. Firefighting aircraft activity at PUC, including demand for fuel, is seasonal and tied to the extent of fires in the region each season, which makes it difficult to predict when they will require large volumes of fuel.

4.5 Ground Access, Circulation and Parking Requirements

4.5.1 Regional Transportation Network

The Airport is situated approximately five miles east of the City of Price. Public road access from downtown Price is via East Main Street to Airport Road. Based on current and projected levels of traffic, the existing road network will accommodate demand without any recurring delays. PUC is situated approximately 125 miles southeast of Salt Lake City, and connected via I-15 and Route 6. There is no bus or rail service to the Airport, although taxis located in Price are available. There is adequate signage to the Airport.

4.5.2 Airport Road Circulation and Vehicle Parking

Auto parking capacity at PUC is approximately 30 vehicles, and is a combination of paved and gravel parking. The number of parking spaces is adequate for the amount of use the Airport currently has and is forecasted to have over the next 20 years. Vehicles also park adjacent to hangars, and it is anticipated that future hangars will also provide vehicle parking as well, although aircraft owners frequently park their vehicles in the hangars for security and to protect them from the weather when they are using their aircraft.

4.6 Utilities

Utilities at PUC consist of those listed in Chapter 2 – Inventory, Table 2-5 – Buildings and Utilities. Carbon County extended underground utilities to the area behind existing hangars in preparation for future hangar development. The existing utilities are adequate for the type of aeronautical

development currently on and anticipated for the Airport. Future non-aeronautical tenants will need to determine their particular utility requirements and coordinate with the County to construct their utility hook-ups and utility upgrades if needed. It is anticipated that the non-aeronautical tenants will fund the utility hook-ups and upgrades.

4.7 Potential Non-Aeronautical Development On-Airport

The FAA requires that all airport property be used to accommodate existing and future aviation activity. FAA only permits non-aeronautical development on an airport under the following conditions:

- The facilities required for future aviation demand can be fully accommodated on the airport beyond the 20-year planning period.
- Leases and other agreements between the sponsor and each non-aeronautical tenant specify that the leasehold reverts to the airport in the event that the land is needed for aeronautical purposes.
- All non-aeronautical development is fully compatible with airport and aircraft operations, which is specified in the lease. The area between Runway 33 and Runway 1 could only be developed after FAA decommissions the Carbon VOR. FAA has not set a schedule for decommission, although it does have a plan in place to decommission 400 VORs by 20206.
- The airport sponsor receives fair market value (FMV) for the land and other leases from non-aeronautical tenants.
- All revenue generated on an airport, including from non-aeronautical sources, is dedicated to the airport.
- The area designated for non-aeronautical development are shown on an approved Airport Layout Plan.

Potential revenue from non-aeronautical development on the Airport could substantially increase income for the Airport. Non-Aeronautical development can help diversify an airport's revenue and increase their ability to become more self-sustaining, as directed in FAA Grant Assurance #24. Examples of non-aeronautical development on airports include: farming, advertising space (billboards), solar power farms, storage lots, vehicle parking lots, industrial and office parks, business centers, etc. Noise-sensitive land uses including residential, institutional (schools, hospitals), outdoor venues that attract crowds, etc., should not be allowed.

Any non-aeronautical development must be analyzed to ensure that it is compatible in relation to aircraft operations, i.e. not noise sensitive, does not generate electrical or visual signals, including smoke and light that may interfere with aircraft operations, and that does not penetrate any imaginary surface or interfere with any navigation or communications aids.

As shown in **Figure 4-4** and **Figure 4-5**, as much as 54 acres could be developed for airport-compatible, non-aeronautical uses such as light industrial, office space, storage areas, etc. That would maintain sufficient area for future aeronautical development such as hangars, etc., which would

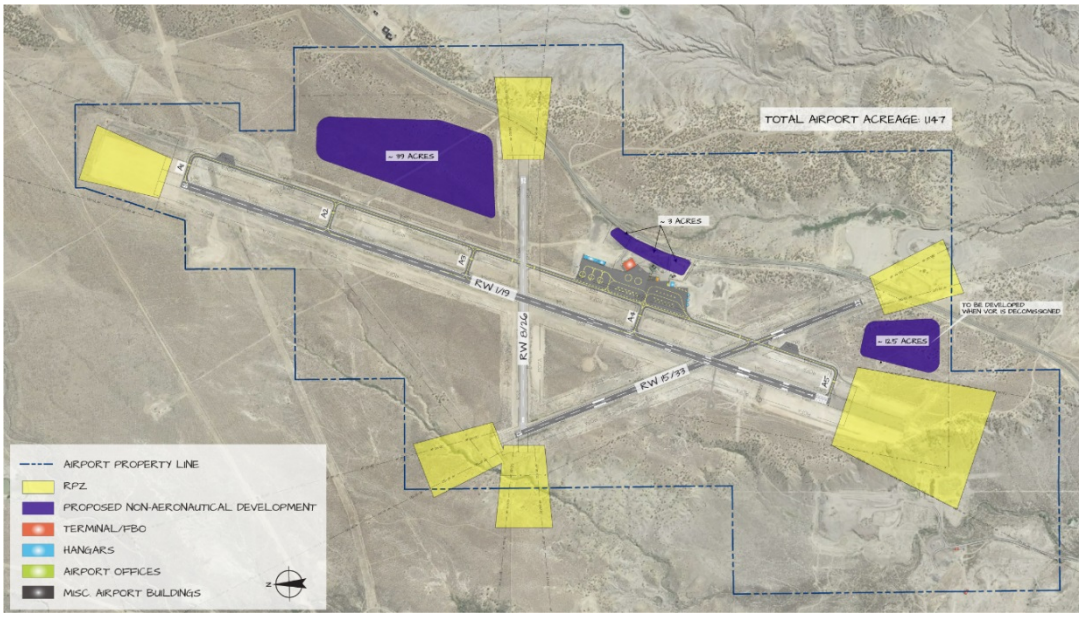
[6] Source: Federal Register, Thursday, December 11, 2011, Docket Number FAA-2011-1082, pg. 77939

provide more capacity than needed beyond the 20-year planning period based on the activity forecasts. Utilities required for non-aeronautical development can be routed to most areas, and the property is relatively level with good road access.

FIGURE 4-4 - TERMINAL AREA AVAILABLE FOR NON-AERONAUTICAL LAND USES

Source: Jviation

FIGURE 4-5 - AIRPORT AREAS AVAILABLE FOR NON-AERONAUTICAL LAND USES



Source: Jviation

4.8 Airport Security Considerations

The FAA and the Transportation Security Administration (TSA) do not require general aviation airports such as PUC to adopt security plans or procedures. PUC currently does not have a security fence surrounding the entire Airport perimeter, but does have a fence to keep wildlife off of the airfield. Carbon County plans to install a chain link wildlife fence along the airside of the Airport in the summer of 2016. In addition, security gates will be installed which will only grant access to the airfield to designated aircraft operators.

Because PUC does not serve scheduled air carriers and is not required to have an airport operating certificate issued under 14 CFR Part 139, the County is not required to have a security program approved by the TSA. In 2004 TSA published *Security Guidelines for General Aviation Airports, Information Publication A-001*, which provides recommendations on how a general aviation airport could improve security. The recommendations are not mandatory, although many general aviation airports have adopted a number of their recommendations.

Some corporate aircraft users of PUC expressed a desire for security fencing around the full perimeter of the Airport to prevent access by unauthorized users. Security measures adopted at other general aviation airports include installing electronic gates that require card readers to access the airfield, security cameras, area lighting for the parking aprons and hangar areas, training for Airport tenants and users to recognize potential security threats and how to take appropriate action, and coordination with local law enforcement agencies on Airport operations and potential security threats.

The Aircraft Owners and Pilots Association (AOPA) publishes guidelines and best practices for general aviation airport security, as well as training programs for general aviation pilots and Airport employees. The FAA requires security training for all certified flight instructors.

4.9 Alternatives Analysis

The alternatives that were identified and evaluated are summarized in Table 4-3. The existing airport facilities meet current FAA design standards for ARC C-II, which will also meet projected demand throughout the forecast period. The existing runway and taxiway system meets current and projected demand, and no changes are proposed to the airfield system.

The proposed airport improvements include the construction of five new corporate hangars and a paved taxilane in the area north of the terminal building where there are existing utilities, and the sites are graded.

A portion of the south apron could also be expanded to accommodate another corporate hangar, or T-hangars, or transient parking, depending on what demand warrants in the future. All of the proposed improvements would be consistent with the Airport's current role, design standards, and operating characteristics.

Hangar development in other parts of the Airport, such as to the west or north, would require installation of utilities, road access, and taxiways to access the airfield, which would require

significant capital investments. South of the Airport the terrain slopes significantly, making any airfield-related development expensive and impractical.

The proposed non-aeronautical development in the terminal area, and to the north between Runway 26 and 19, would be on property that is surplus for aeronautical purposes. The areas have road access, and the property is relatively flat.

Non-aeronautical development such as storage units, light industrial, and office space, for example, could be designed and constructed that would be fully compatible with airport and aircraft operations, and which would not constrain any future aeronautical-related development on PUC. An area to the south, between Runway 33 and Runway 1, could also be developed for non-aeronautical land use, but only after FAA decommissioned the Carbon VOR radio transmitter.

FAA has not set a schedule for decommissioning that VOR, although it has begun the process of discontinuing approximately 400 other VORs around the country as part of its Next Generation (NextGen) air traffic (ATC) program.

The proposed non-aeronautical development would generate revenue for the Airport, and utilize property otherwise not needed for aeronautical purposes. It would not be practical to designate areas west, north, or south of the Airport for non-aeronautical development due to lack of ground access, utility hookups, and sloping terrain.

TABLE 4-3 - SUMMARY OF ALTERNATIVES EVALUATION

Option	Pros	Cons
Expand current MALSF to MALSR.	Potentially lower visibility minimums on ILS 1 by ¼ mile	Due to sloping terrain to the south of the Airport, any expansion of the MALSF would be very expensive. Operators said the ¼ mile lower viz. not needed.
Develop future hangars within the existing terminal area (Figure 4-3).	The area is graded, there are utilities and road access, and the hangars would be close to the terminal building and fuel services. It is anticipated that the hangars will be developed by private parties, thereby requiring little investment by the County, except for the paved taxilane. New hangars would generate revenue for the Airport from land leases, and fuel sales from aircraft in the hangars.	None
Develop future hangars on the south, north, or west sides of the Airport.	None	Any sites to the south, north, or west of the Airport would require constructing new access roads, site preparation, and installation of utilities, which could require significant cost.
Non-aeronautical development on the east side of Airport (Figure 4-5).	The property is surplus for aviation purposes. Development would be compatible with Airport and aircraft operations. The development could generate significant revenue for the Airport. The areas have road access and are relatively flat.	None
Non-aeronautical development on the west, north, or south sides of the Airport.	Could generate revenue for the Airport.	Would require construction of new roads, significant site preparation, installation of utilities, and require very high investment costs.
Do not allow non-aeronautical development on the Airport	None.	County could lose significant revenue. Property is surplus for aviation purposes so will not be developed for hangars, parking aprons, or terminal buildings.

Notes: MALSF = medium intensity approach light system with flashing lights.
MALSR = medium intensity approach light system with runway alignment lights.
ILS = precision approach instrument landing system to Runway 1

5.0 AIRPORT FINANCIAL PLAN

5.1 Introduction

Many public-use airports, such as Carbon County Regional Airport (PUC or the Airport), are owned by Cities, Counties, and States, and are part of the local government's budgeting and financial accounting system, which typically operate in compliance with Generally Accepted Accounting Principles (GAAP). GAAP establishes appropriate measurement and classification criteria for financial reporting.

According to the Utah Continuous Airport System Plan (UCASP) (pages 7-16 and 7-17):

> Local public airport sponsors such as counties, cities, and airport authorities are responsible for costs associated with airport development projects that remain after federal and state shares have been applied. [*General aviation airport sponsors are typically responsible for half of the required federal matching share, and the state (Utah DOT) matches the other half.*]
>
> Local government funding for airport development projects is derived from the following sources:
>
> - Local General Fund Revenues
> - Bond Issues
> - Airport-Generated Revenues
> - Private Funding
>
> Of these, general fund revenues and general obligation bonds are by far the most common funding sources. Revenue bonds supported by airport-generated revenues are seldom used because most general aviation airports do not earn enough money to pay operating expenses plus the debt service of capital funding requirements.

Airports also have access to the State of Utah's Permanent Community Impact Fund Board. The Permanent Community Impact Fund Board provides loans and grants to counties, cities and towns that are impacted by mineral resource development on federal lands. Because local communities cannot collect taxes from federal lands, their ability to provide necessities like roads, municipal buildings, water and sewer service is diminished. To reduce that burden, a portion of the federal lease fees are returned to the Community Impact Board to distribute to the impacted communities.

Airport sponsors that accept FAA grants, including Carbon County, are legally encumbered by the sponsor assurances. Some of the sponsor assurances specifically address airport financial management:

> 22. Economic Nondiscrimination.
>
> a. It (the airport sponsor – Carbon County) will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and

classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to furnish said services on a reasonable, and not unjustly discriminatory, basis to 1) all users thereof, and charge reasonable, and not unjustly discriminatory, prices for each unit or 2) service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

24. Fee and Rental Structure. It (i.e. the airport sponsor – Carbon County) will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning … project for which a grant is made under Title 49, United States Code…shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it (the airport sponsor, Carbon County) for the capital or operating costs of the airport.

FAA acknowledges that each airport's financial situation is unique, as well as each airport sponsor's financial goals and objectives. However, FAA requires each airport to work towards the goal of achieving and maintaining financial self-sufficiency to the extent feasible given each airport's unique circumstances.

5.2 Airport Finances and Budgets

Airport finances and budgets are typically divided into two broad categories: operating and maintenance (O&M), and capital improvements. **Table 5-1** shows the relationship between revenues and expenses in each of the categories.

TABLE 5-1 - EXAMPLES OF AIRPORT REVENUES AND EXPENSES

Type of Expense/Revenue	Costs/Expenses	Revenue/Funds
Capital Improvements	– Airfield facility construction – Terminal area construction – Ground transportation infrastructure	– FAA, State Grants – Loans – Operating Surplus
Operating & Maintenance	– Repairs, supplies, equipment, etc. – Administration, personnel, overhead – Airport/air service marketing/promotion	– Aeronautical (landing fees, parking fees, fuel flowage, etc.)

Type of Expense/Revenue	Costs/Expenses	Revenue/Funds
		– Non-aeronautical (vehicle parking, concessions, advertising, non-aeronautical commercial uses, etc.)

Source: Airport Cooperative Research Program, Report 77

Grants issued by the FAA, as well as many grants issued by state aeronautics agencies, are restricted to capital improvement projects and cannot be used for operations and maintenance. In addition, only certain types of capital improvements are eligible for FAA and state grants, and the facilities must be available for public use (i.e. not sold or encumbered by an exclusive lease). As a result, airport O&M expenses must be covered by operating income, including revenue from fuel sales, aircraft landing and parking fees, land and building lease fees, vehicle parking, concessions, etc.

Grants issued by the FAA and state agencies also require airport sponsors to apply matching shares. Currently, FAA funds 90.63% of eligible airport projects in Utah. The airport sponsor pays half of the balance (4.685%), and the State of Utah pays the other half of the local share (4.685%).

In order to meet FAA's stipulation in the grant assurances that airports should be "as self-sustaining as possible under the circumstances existing at the particular airport," the sponsor needs to generate sufficient operating income from leases and user fees (fuel sales, land and tie-down fees, etc.) to match or exceed annual O&M expenses, as well as the local share of grants for capital improvements.

FAA and state grants received by an airport do not count as operating income, and can only be used for specific eligible projects. As a result, sponsors should examine the rates and charges in place at their airport to determine if the revenue from fuel sales (or fuel flowage fees), aircraft parking and landing fees, land and building lease rates, vehicle parking, and concession fees (restaurants, shops) etc., is equal to or exceeds O&M costs, and also the local share of grants.

FAA does not specify what rates and charges an airport may impose, except that they must be "reasonable and non-discriminatory." As discussed below, raising rates and charges to generate more revenue can potentially reduce traffic, particularly if adjacent airports are more price competitive. The fixed base operator (FBO) at PUC, Redtail Aviation, sells and pumps fuel, collects aircraft landing and tie-down fees, as well as hangar storage rent.

At general aviation airports like Carbon County Regional Airport (PUC), that is a common financial/management arrangement. Sponsors should receive a share of the revenue collected by the FBO, in addition to land and building lease revenue. However, that is determined on a case-by-case basis at each airport.

Carbon County's budget, adopted December 31, 2015, shows that between 2013 and 2015 the Airport budget decreased by 46.7%, from $471,800 to $251,300 (**Table 5-2**). In addition, in 2013 and 2014 actual expenses were less than budgeted. That is an indicator of cost controls, which is an important element of working towards FAA's goal of financial self-sufficiency. Additionally, there were not any large airport improvement projects undertaken requiring a large grant match.

TABLE 5-2 - PUC BUDGET

2013		2014		2015	
Budget	Actual	Budget	Actual	Budget	Actual
$471,800	$425,597	$395,300	$360,177	$251,300	NA

Source: Carbon County, UT

5.3 Airport Capital Improvement Plan (CIP)

The FAA is required by the U.S. Congress to prepare a capital improvement plan (CIP) for every airport in the National Plan of Integrated Airport Systems (NPIAS), including PUC. In turn, the FAA requires each airport sponsor to submit their individual CIP to FAA on an annual basis. FAA uses the CIPs to develop the NPIAS, which identifies airport funding needs for at least five years.

Each airport CIP is focused on facility improvements and development (i.e. capital projects), and not on airport operation and maintenance (O&M) expenses. The FAA requires each airport CIP to cover a minimum of a five-year period, however many CIPs cover longer periods. CIPs are updated every year, and sometimes more frequently depending on circumstances. Each CIP is required to identify:

- Individual improvement projects
- The cost estimate for the project
- Potential funding sources—typically FAA, Sponsor, State, Private, as appropriate
- The time period for implementation

5.3.1 PUC CIP Project List

PUC's current CIP Airport Development Plan Project List is shown in Table 5-3 and Table 5-4. Future projects are subject to funding availability on the federal, state, and local level. The 2016 security fencing and gates project has been completed.

TABLE 5-3 - PUC AIRPORT DEVELOPMENT PLAN PROJECT LIST

Utah Division of Aeronautics
Airport Development Plan Project List

Carbon County (PUC)

Project Description & Cost Estimate											
Scheduled/Requested Federal Fiscal Year	Project Description	Project Identification in ALP/MP	Comments	Sponsor Priority Number	Estimated Total Cost of Project	Cost Allocation $				
						Federal Participation	NP Entitlement	State Apportionment	State Participation	Sponsor Participation
Federally Funded Projects						90.63%			4.685%	4.685%
2016	Security Fencing & Gates				$ 277,934	$ 251,892	$ 251,892		$ 13,021	$ 13,021
2017	Bank GA Entitlement				$ -				$ -	$ -
2018	Bank GA Entitlement				$ -				$ -	$ -
2019	Bank GA Entitlement				$ -				$ -	$ -
2020	Rehabilitate Runway 15/33 Pavement & Lighting				$ 3,475,670	$ 3,150,000	$ 600,000	$ 2,550,000	$ 162,835	$ 162,835
2021	Bank GA Entitlement				$ -				$ -	$ -
2022	Bank GA Entitlement				$ -				$ -	$ -
					$ -				$ -	$ -
					$ -				$ -	$ -
Participation Totals					**$ 3,753,605**	**$ 3,401,892**	**$ 851,892**	**$ 2,550,000**	**$ 175,856**	**$ 175,856**
State Funded Projects									90.00%	10.00%
2017	Pavement Preservation RW 1/19 & TWY A				$ 250,000				$ 225,000	$ 25,000
2019	Pavement Preservation RW 8/26 & Aprons				$ 200,000				$ 180,000	$ 20,000
									$ -	$ -
									$ -	$ -
Participation Totals					**$ 450,000**				**$ 405,000**	**$ 45,000**

Note: Attach additional sheets as necessary to fully describe projects or to add information needed for a full understanding of project scope, location and costs.

For Planning Purposes Only

Source: Utah Division of Aeronautics

TABLE 5-4 – PUC PROJECT DESCRIPTIONS & COST ESTIMATES

Scheduled/ Requested Federal Fiscal Year	Project Description	Project ID in ALP/MP	Comments	Sponsor Priority Number	Estimated Total Cost of Project	Cost Allocation $					
						Federal Particip.	NP Entitlements	State Apportionment	State Participation	Sponsor Participation	Private Investment
Federally Funded Projects						90.63%			4.685%	4.685%	
PHASE I 2016-2020											
2016	Security fencing & GA gates (completed)		Completed		$277,934	$251,892			$13,021	$13,021	
2017	Bank GA Entitlements										
2018	Bank GA Entitlements										
2019	Bank GA Entitlements										
2020	Rehabilitate Rwy 15-33 Pavement & Lighting				$2,228,000	$2,019,236	$600,000	$1,419,232	$104,381	$104,381	
PHASE II 2021-2025											
2021	Construct taxilane to hangars		Amount of FAA participation dependent on hangar ownership/lease.		$591,000	$535,621*	$150,000	$385,621	$27,688	$27,688	
2021	Construct two box hangars (12,800 s.f. @ $165/s.f.)										$2,110,000
2022	Construct one box hangar (6,400 s.f. @ $165/s..f)										$1,056,000
2023	Construct one box hangar (6,400 s.f. @ $165/s.f.)										$1,056,000
2024	Construct one box hangar (6,400 s.f. @ $165/s.f.)										$1,056,000
2025	Bank GA Entitlements										
PHASE III 2026-2035											
2026-2035	Expand south apron (9,000 s.f.)				$152,000	$137,758	$137,758		$7,121	$7,121	
2026-2035	Bank GA Entitlements										
Participation Totals					$3,248,934	$2,044,507	$887,758	$1,804,853	$152,211	$152,211	$5,278,000
State Funded Projects									90%	10%	
2017	Pavement preservation RW 1/19 & Txwy A				$250,000				$225,000	$25,000	
2019	Pavement preservation RW 8/26 & Aprons				$200,000				$180,000	$20,000	
Participation Totals					$450,000				$405,000	$45,000	

Source: Jviation. Notes: Cost estimate for expansion of south apron parking shown. The site could potentially be used for corporate/box hangar or T-hangar area, depending on demand from aircraft owners. See Appendix 7 for cost estimate breakdowns. *The amount of eligible FAA participation in the hangar access taxilane will depend on the ownership and/or lease agreements with the hangar owners.

Airport Development Plan Project List Through 2035

The Master Plan recommended the following capital improvements to be undertaken through 2035. See Appendix 7 for the breakdown of the cost estimates.

1. Rehabilitate Runway 15-33, as currently shown on the CIP.
2. Construct five new corporate/box hangars on an as-needed basis, in addition to a new paved taxilane serving the hangars. The hangars are adjacent to the utilities that have been previously installed by the County. The actual number of hangars to be constructed, the timing for construction, and the specific size of each hangar, will be determined by the private entities that will pay for the hangars. FAA could participate in hangar development if they were constructed by the County and available to all aircraft owners. However, FAA will not participate in the cost of privately owned hangars, but a portion of the paved taxilane would be eligible for FAA participation. The amount of FAA participation in the taxilane construction would depend on whether the hangars were developed by private parties or the County. Depending on the extent of interest by private parties to construct new hangars, it is possible that some or all of the new taxilane could be also funded by private investment.
3. Construct an expansion of the parking apron on the south side, 60-feet-by-150-feet (9,000 square feet), if future parking demand warrants. The cost estimate in the CIP is shown for apron expansion which would be eligible for FAA participation. That area could also be the site of a new corporate/box hangar or possibly T-hangars, if an aircraft owner/developer expressed a need for hangars in that area. A corporate/box hangar could potentially generate more revenue for the airport than paved tiedowns or transient parking, particularly if turbine-powered aircraft were to be based at PUC.
4. Three areas on the airport were identified for future non-aeronautical development (**Figure 5-1** and **Figure 5-2**), representing a total of approximately 53 acres. As noted in previous chapters, all non-aeronautical development must be fully compatible with airport and aircraft operations. Approximately three acres were identified in the terminal area; approximately 39 acres between Runway 26 and 19; and approximately 12.5 acres between Runway 1 and 33. The last area (12.5 acres) can only be developed after the VOR transmitter situated in that area is shut down by the FAA. It is recommended that all of the development costs for the non-aeronautical development be paid for by private parties, including utility hookups, road improvements, etc. The County will receive land lease revenue from the development, which must be designated as airport-related revenue, and therefore used solely for airport purposes including capital improvements, operation and maintenance (O&M), etc. FAA also requires that the County charge fair market value for the land leases.
5. In addition to the capital improvements, the Master Plan recommends that the County continue its regular airfield maintenance program in conformance with the FAA grant assurances and the pertinent advisory circulars.

As noted, the County has installed the wildlife perimeter fencing, and Runway 15-33 is programmed in the CIP for a rehabilitation in 2020. The proposed hangars will be constructed by private parties on an as-needed basis over the next five to fifteen years.

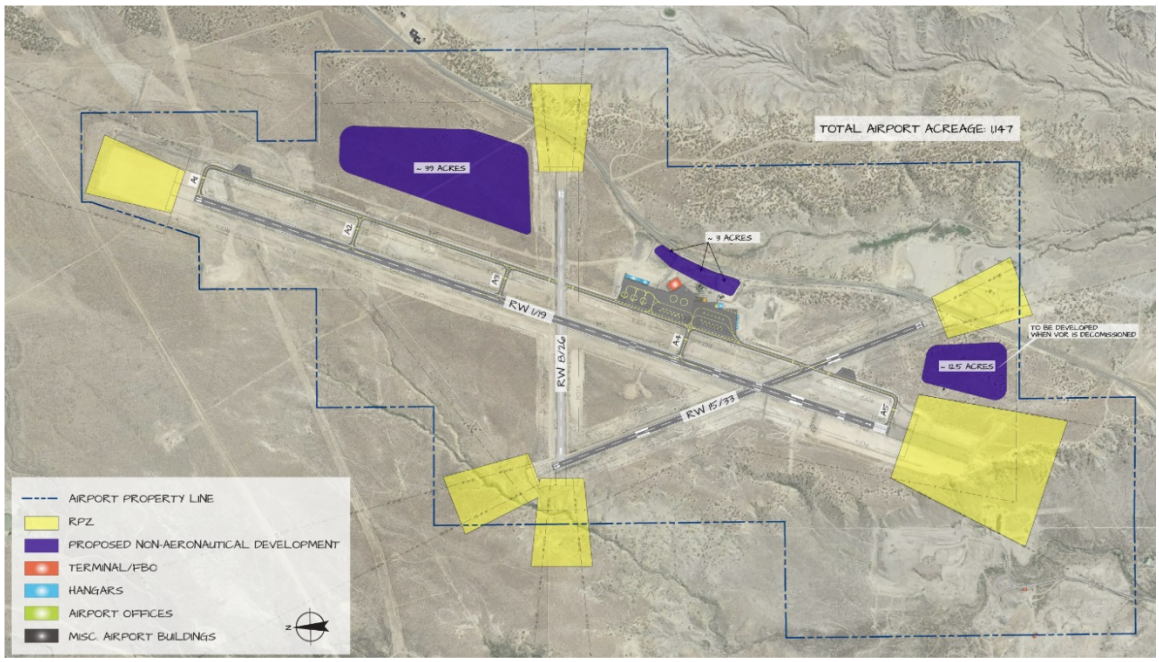
The area shown for possible non-aeronautical development to the south, between Runways 33 and 1, will occur only after the Carbon VOR[1] is decommissioned by the FAA. The FAA is implementing a long-term plan to decommission ground-based navigation aids including VORS, NDBs, etc. FAA does not have a specific schedule or time frame to decommission the Carbon VOR.

FIGURE 5-1 - FUTURE HANGAR LAYOUT PLAN AND NON-AERONAUTICAL DEVELOPMENT

Source: Jviation

[1] Very high frequency (VHF) omni-directional range transmitter. Used by pilots for navigation.

FIGURE 5-2 - FUTURE AREAS FOR NON-AERONAUTICAL DEVELOPMENT



Source: Jviation

A number of factors affect the availability of FAA funding for eligible projects in a given fiscal year. The FAA's priority ranking system (discussed below) determines how the agency disburses limited funding each fiscal year. Factors such as lead times for environmental review and approval, the sponsor's financial capability, also affect when FAA funding may be available for eligible projects.

At PUC, it not anticipated that any of the proposed projects shown on the ALP will require environmental assessments or permitting. However, depending on the type, extent, and timing of future non-aeronautical development that might occur on the airport, which is to be determined, environmental review and permitting may be required. Is it recommended that the County require developers to identify and obtain all necessary environmental reviews and permits prior to non-aeronautical development on the Airport.

Regarding FAA's priority ranking system, the FAA's Airport Improvement Program (AIP) is funded annually by the U.S. Congress, which also prescribes the funding formulas that FAA must apply to eligible projects. FAA Order 5100.38D, *Airport Improvement Handbook*, describes what projects are eligible for FAA funding, the FAA grant process, and the grant administration required by airport sponsors. As noted previously, general aviation airports receive annual entitlement grants from FAA (currently $150,000 per year, which can be rolled over for three years), as well as discretionary grants. FAA discretionary grants are subject to the agency's priority ranking system.

FAA Order 5100.39A, *Airports Capital Improvement Plan*, describes FAA's priority ranking system. Because the AIP does not provide enough funding to match demand from airports, FAA applies its priority ranking system to fund higher priority projects first. Lower ranked projects receive funding when it becomes available after funding higher ranked projects. FAA's priority ranking system involves detailed formulas, however, the broad priority rankings are shown below. Except for the

rehabilitation of runways and aprons, the capital projects shown on the PUC Airport Layout Plan would fall within the latter category.

- enhance safety or security (runway safety areas and meeting FAA design standards, , for example)
- enhance system capacity (additional runways and taxiways to meet existing or projected demand)
- enhance environment (meet the goals and guidelines of the National Environmental Policy Act – NEPA, as well as FAA guidance).
- enhance access to the airport system (roads, public transit, etc.)
- support state and local plans (e.g., priorities, system plan)

5.3.2 Cost Estimate of Each Capital Improvement Project

No site-specific survey, soils or pavement testing, or other engineering data was compiled as part of this task. Existing available data was used as part of developing the project cost estimates. The cost estimates are an order of magnitude to identify potential costs, but are not be used for project bid or grant application purposes.

The proposed hangars at PUC, discussed in Chapter 4 and shown in **Figure 5-1**, could cost approximately $6.7 million ($165/s.f.) There are six new hangars shown on the Plan which are corporate/box hangars, five of which will be approximately 80 feet by 80 feet (6,400 square feet), and one approximately 60 feet by 150 feet (9,000 square feet). The hangar sites are graded and have utility hookups, which will reduce construction costs. The actual hangar construction costs will vary depending on a variety of factors:

- The size, configuration, and layout of each hangar and associated apron.
- Whether hangars will be required to have sprinkler or other fire suppression/protection systems such as fire walls, etc.
- The cost of materials at the time the hangars are constructed. The cost of some construction materials such as copper, steel mill products, fabricated structural metal, and prefabricated metal buildings, for example, have been extremely volatile since 2006.
- The type and extent of interior and exterior fittings installed, included security systems.
- Whether multiple hangars are constructed at the same time by the same contractor, or built individually by multiple contractors over different periods. The former process is typically less expensive than the latter.

5.3.3 Potential Funding Sources

Potential funding sources include FAA, UDOT, EDA, Utah Community Impact Board (CIB) County, private, and potential share of each project cost. As noted previously, privately funded hangars and non-aeronautical development are not eligible for FAA grants. Only a portion of the paved taxilane would be eligible for FAA funding, but it would be a relatively low priority project. It is possible that the hangars and non-aeronautical development may eligible for CIB or EDA grants,

depending on the program criteria and funding availability. It is anticipated that private investment would be the primary source of funding for those projects.

Capital improvements that are privately funded, such as hangars, or subject to leases to private parties, such as airline ticketing and office space in a terminal building, are generally not eligible for FAA funding. As a result at PUC, only a portion of the proposed paved taxilane to the future hangars would be eligible for FAA funding, but that would be ranked relatively low priority.

The FAA has established criteria for what projects are eligible for FAA funding. Eligible projects must be shown on an approved Airport Layout Plan (ALP), and must be available for public use (i.e. not an exclusive-use facility or subject to a lease with a private entity).

The FAA uses "three basic tests" to determine funding eligibility for projects:

- The project advances an AIP policy (i.e. dealing with airport safety, security, capacity, meeting FAA standards, preserving infrastructure, etc.).
- There is an actual need (i.e. facility requirements are demand-driven).
- The project scope is appropriate.

When a project is determined to be eligible for FAA funding it is then subject to FAA's priority ranking system. Projects dealing with safety, security, standards, environment, and capacity are typically ranked highest. Projects with lower priority ranking (such as hangars, vehicle parking, airport access roads, etc.) receive FAA funding after higher ranked projects have been implemented. In addition, FAA will issue a grant for an eligible project only after all of the necessary environmental reviews and approvals have been obtained, and the sponsor has the local share of the project cost available.

Airport sponsors can also implement projects without FAA funding. Many airports rely on private investment for projects such as hangars, concessions in terminal buildings, non-aeronautical development, etc. It is proposed in this Master Plan that future hangars and any non-aeronautical commercial development be privately funded, and not built by the County.

It is important to note, however, that all development projects, including those that are privately funded and involve no funding from the FAA, must be shown on and consistent with the approved Airport Layout Plan (ALP).

There are potential risks associated with private investment on airports (**Table 5-5**). Airport sponsors can mitigate some of the risks with specific lease provisions. For example, sponsors can include reversion clauses in leases whereby all improvements made on leasehold property revert to the ownership of the airport sponsor at the end of the lease term. In addition, sponsors can require construction and performance bonds before private parties begin improvement projects.

TABLE 5-5 - PRIVATE INVESTMENT IN AIRPORTS

Pros	Cons
– Reduces capital outlay by the airport sponsor. – Reduces the risk associated with capital development projects.	– Facilities not eligible for FAA funding. – Sponsor typically receives less revenue from land lease compared to building & land lease it sponsor constructs project.

Pros	Cons
– Potentially improve the sponsors bond ratings.	– Investor may insist on long-term lease to amortize investment. – Without strong lease provisions, airport sponsors may have limited control over use of private facilities, sub-leasing, etc.

Source: Jviation, Inc.

Under the FAA's current Airport Improvement Program (AIP), general aviation airports such as PUC receive $150,000 per year in entitlement grants, which can be used on FAA-eligible capital improvement projects each year, or else banked for a maximum of three years, at which time the Airport has $450,000 available from FAA for eligible projects.

Entitlement grants for GA airports are dependent on Congressional appropriations each fiscal year. If annual appropriations were to fall below pre-determined levels, then GA airports would not receive their annual entitlements. To date Congress has appropriated sufficient money each year for GA airports to receive entitlement grants.

State DOT Funding

The Utah Division of Aeronautics (UDOA) has overall responsibility for coordinating, developing, and maintaining the Utah Continuous Airport System Plan (UCASP), and the Airport Capital Improvement Plan (ACIP) for all public use airports within the state of Utah. The DOA is the division within the DOT that has responsibility for all aeronautical and aviation-related transportation issues that impact the citizens of Utah. UDOA takes the lead within the Department in developing the UCASP and the related ACIP.

The ACIP is a five-year capital investment program for all Utah airports. The ACIP identifies and prioritizes projects at each public use airport by federal fiscal year. The ACIP is fiscally constrained to the amount of federal and state funding appropriated in a given year.

The ACIP is the DOT's program for implementing the UCASP. The ACIP is prepared in cooperation with federal, state, and local agencies and encompasses all public-use airports in Utah. It establishes priorities for airport planning, construction, improvement, and maintenance necessary to meet national, statewide, regional, and local objectives. This cooperative planning process ensures that development and maintenance projects for public use airports in the state are centrally coordinated to best serve the transportation, communication, and economic needs of the citizens of Utah.

The primary source of funding utilized by the Division is generated by aviation fuel taxes and registration fees on aircraft based in Utah. The revenue generated from these taxes and fees are deposited into a restricted account from which funds are appropriated annually by the Utah Legislature.

Table 5-6 identifies the amount of total federal and state funds that have been utilized in Utah for airport improvements between CY 2011 and 2015. It should be noted that over half of the federal funds allocated to Utah were directed towards capital improvements at Salt Lake City International Airport.

TABLE 5-6 - HISTORICAL AVIATION FUNDING IN UTAH

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Total Federal Funds	$63,893,891	$61,05,483	$53,708,107	$49,105,967	$44,572,328
Federal Funds for GA Airports	$18,554,173	$17,403,717	$21,258,391	$12,472,373	$7,467,965
State Funds	$2,100,933	$3,357,952	$2,458,686	$3,723,477	$2,229,870
Total Funds	$65,994,824	$64,413,435	$56,166,793	$52,829,444	$46,802,198

Source: FAA and Utah DOT

FAA Discretionary Grants

In addition to entitlement grants, FAA also issues discretionary grants. While the term discretionary implies flexibility in terms of which projects can be awarded grants, under the recently expired AIP program two thirds of all discretionary money was dedicated for specific types of projects, such as the military airport program (MAP), noise mitigation, and environmental projects, among others.

Discretionary grants are awarded on the basis of FAA's priority ranking system, which ranks all eligible projects at GA airports within the FAA's Northwest Mountain Region, and compares the needs against the funding available to issue each fiscal year as grants. In addition, the FAA requires a benefit-cost analysis (BCA) to demonstrate the merit of certain capacity projects for which airport sponsors are seeking AIP discretionary funds.

Because available AIP funding does not meet all of the financial needs identified throughout a given FAA region, lower ranked projects (such as hangars, access roads, etc.) will receive grants only after higher priority projects are funded. Due to the uncertainties of Congressional appropriations each fiscal year, the need to fund high priority projects, and fluctuations in the availability of local and state matching funds, it is difficult to anticipate when FAA will issue discretionary grants for lower priority ranked projects.

FAA's latest AIP program expired September 30, 2015, and the program has since been funded by short-term Continuing Resolutions (CR) passed by Congress. Congress is studying legislation to create a new AIP program, but it is currently not known. Some of the unknown factors of new legislation are:

- When the new AIP program will be passed and signed into law.
- How long it will remain in effect.
- How much money will be appropriated for airport development projects.
- If the entitlement and discretionary formulas will remain the same, or be changed.
- If FAA's priority ranking system or project eligibility criteria will remain the same, or be changed.
- If FAA's share of project costs (currently 90% for most eligible projects) will remain the same or change.
- As a result, once the new AIP program has been passed, the FAA, state aeronautics agencies, and each airport will need to re-examine their CIP and determine how changes

in the new program will impact their CIP, including funding for FAA's entitlement and discretionary grants.

- **Figure 5-1** illustrates the future hangars at PUC, as well as the proposed area to be developed for non-aeronautical land uses. As noted previously it is anticipated that all of the development will be funded by private sources, and therefore will not be impacted by the reauthorization of the AIP program, although the proposed rehabilitation of Runway 15-33 might be impacted by the new program, depending on its funding levels and criteria.

Airport Leases, Rates and Charges

In addition to revenue generated from fuel sales, aircraft parking and tie-down and hangar fees, revenue from land and building leases typically represent the largest source of revenue for general aviation airports. Revenue from building and land leases represent steadier long term income for airports compared to operations-related revenue such as fuel sales, aircraft landing and parking fees, etc., which fluctuate with traffic volumes.

It is up to the County to determine the appropriate rates and charges to negotiate with each tenant, within the provisions of FAA's sponsor grant assurances. Based on surveys of rates and charges at other GA airports, a general range of fees are shown.

- unimproved land lease: 10 cents to 25 cents per square foot, per year
- improved land (graded, with utility hookups): 25 cents to 30 cents per square foot, per year
- building lease: $1.00 to $2.00 per square foot, per year
- T-hangar rental rate: $120 - $200 per month
- Tie-downs: $70 to $100 per month
- Corporate hangar: $500 to $1,000 per month

There is no national benchmarking survey of general aviation airport rates and charges. The American Association of Airport Executives (AAAE) used to conduct national surveys of rates and charges every two years, however, has discontinued such surveys. Individual states such as Wyoming, Wisconsin, etc., conduct statewide airport rates and charges surveys.

One characteristic documented in the surveys is that rates and charges for every service and lease vary significantly between airports. For example, the rates and charges for Cedar City Airport are attached below (**Table 5-7**). Unlike PUC, CDC has airline service by Delta Connection to Salt Lake City, which provides more revenue sources than are typically available at general aviation airports. In addition, commercial airport sponsors typically charge more for terminal space than GA airports, but the rates and charges applicable to GA aircraft at CDC provide one guide for other airports.

The FAA does not typically review or approve leases, unless it is specifically requested to do so in response to complaints or issues raised by airport tenants. However, FAA guidance regarding leases notes that sponsors cannot enter into agreements with lease terms that exceed 50 years:

"Most tenant ground leases of 30 to 35 years are sufficient to retire a tenant's initial financing and provide a reasonable return for the tenant's development of major facilities. Leases that exceed 50 years may be considered a disposal of the property in that the term of the lease will likely exceed the useful life of the structures erected on the property. FAA offices should not consent to proposed lease terms that exceed 50 years."[2]

- The rates and charges set in leases should be "reasonable and not unjustly discriminatory." Sponsors should also charge fair market values (FMV) for leases. The determination of fair market value can be accomplished through surveys of comparable airport rates and charges, or hiring an appraiser to determine the value of the leasehold. FAA allows sponsors to set rates and charges that will allow the airport to be financially self-sufficient, including covering day-to-day operating as well as capital improvement costs.
- Sponsors cannot approve exclusive rights agreements (i.e. allow a monopoly) with aeronautical commercial service providers on the airport. The FAA specifically allows airport sponsors to provide aeronautical services on an exclusive basis, if it so chooses, as long as the services are provided directly by the sponsor and through a third party.
- Leases should have subordination clauses that specify that the lease is subordinate to an agreement between the sponsor and the federal government, as may be amended from time to time.
- Reversions clauses and titles: leases should include a provision whereby all improvements made on leasehold property (including titles) revert to the ownership of the airport at the expiration of the lease, or if and when the tenant (lessee) violates the lease provisions and is found in default of the lease.
- The sponsor should reserve the right to review and approve (or deny) any proposed assignment or subletting of the leasehold area by a tenant, prior to such agreements being finalized.
- Sponsors should reserve the right to relocate tenants and their improvements if required to accommodate aeronautical needs and/or comply with agreements with the federal government.
- Lease should have specified escalation clauses for all rates and charges, as well as dates for renegotiating lease rates prior to the end of the lease term, particularly if the term is greater than 10 years.

[2] Source: FAA Airport Compliance Manual, Chapter 12, Sect. 12.3 Review of Agreements, b. Form of Lease or Agreement, (3) Term.

TABLE 5-7 - CEDAR CITY AIRPORT RATES

Cedar City Airport Rates

Cedar City Corp.
10 N. Main St.
Cedar City, UT 84720

Revenue Source		Rate	Comments
Terminal Space sq ft	Main Floor - Lobby	$1.15 /s.f./mo	Skywest, Rental Car Counters
	2nd Floor	$0.71 /s.f./mo	TSA (Set by GSA)
Passenger Facility Charge		$4.50	Per Enplanement - Set by FAA
Rental Car Concession Fee		10 % gross	
Tie Down / Overnight Parking Fee	Daily	$10.00	First night free
	Monthly	$35.00	
	Annual	$300.00	
Land Leases	Raw Land	$0.15 /s.f./yr	
	Airside Paved Apron	$0.25 /s.f./yr	
	Survey Fee	$500	Non Refundable
Hangar Leases	FedEx	$ 391.25 /mo	
	Heli-Venture	$ 214.89 /mo	
	T-Hangars	$ 120 /mo	
Fuel Storage / Flowage	per gallon	$0.10 / Gal.	
Government contract Helicopter , or SEAT with fuel on airport not purchased from FBO.		$0.30 / Gal.	Paid to FBO by aircraft operator per Airport Manager direction. FBO to apply gals to the above rates and pay airport.
Landing Fees			Based on Max Takeoff Weight
	BLM - Hvy Tankers > 100,000 lbs	$100.00	C-130, MD-87 weight tankers
	BLM - Med Tankers < 100,000 lbs	$75.00	P2V, BAE-146 weight tankers
	BLM - SEAT	$20.00	
	General Aviation	n/a	No Charge
	Commercial Aviation	$.50 / 1000 lbs Max Take Off Weight	Commercial Airlines, Charter Operations, Cargo Operations
Flight School Operator Fees			Operator must select between monthly or per landing rate. Reviewed annually
	Helicopter/Rotorcraft	$7.50 per landing	or
		$3,750 per month	
Hazardous Waste Spill		$250	Airport portion only
Construction Clean up Fee		$1,000	Refundable
SASO Initial Application/Annual License Fee		$100	Non Refundable
FBO Initial License Application Fee		$5,000	Non Refundable

Source: Cedar City Corp.

In addition to the lease rates and other financial consideration, airport sponsors should include lease provisions that:

- Ensure the sponsor retains control over the land uses within the leasehold area, including having the right to review and approve or deny any changes to land uses prior to any changes.
- Specify that the sponsor has the right to review and approve or deny any sub-lease prior to entering into such agreements.
- For any lease with a term of 10 years or longer, specify the sponsor's right to renegotiate the lease term at specific intervals if conditions on the airport have changed, and/or FAA has amended their guidance to sponsors regarding leases and/or rates and charges within that time period. For lease terms greater than 30 years, request FAA review and comment prior to executing the lease.
- Specify who is responsible for maintenance of the leasehold area and the improvements situated on it, including a clear and unambiguous definition of "good condition."
- Include a reversion clause specifying that all improvements made to the leasehold area revert to the ownership of the airport sponsor at the termination of the lease. The owner typically retains the right of first refusal to negotiate a lease as a tenant on the leasehold if they have not previously violated any condition of the lease.
- Specify a fixed schedule of increases in rates and charges within specific time periods. Often such increases are tied to the Consumer Price Index (CPI), but other measures can also be used.
- Specify the conditions and time periods when the lease terms can be renegotiated.
- Include a subordination clause that specifies that all lease provisions are subordinate to any federal agreement entered into by the City, and as may be amended from time to time.
- Clearly stipulate that tenants must comply with all appropriate and pertinent federal, state, and local regulations dealing with environmental issues, licenses, permits, and approvals, building and fire codes, etc., as may be amended from time to time.
- Include a specific provision to allow the airport sponsor to enter and inspect the leasehold area and all improvements at sponsor's discretion.
- Specify that any and all tenants will ensure that their activities and improvements are fully compatible with airport and aircraft operations, including all pertinent FAA requirements, as well as the approved Airport Layout Plan (ALP).

Include specific references to the FAA Sponsor Assurances, in particular to the clauses requiring tenants to "furnish their services on a reasonable, and not unjustly discriminatory, basis to 1) all users of the airport, and 2) charge reasonable, and not unjustly discriminatory, prices for each unit or service."

FAA Guidance and Role in Airport Leases

Leases between airport sponsors and tenants are not formally approved by the FAA, but FAA may review and comment on leases if specifically requested to do so by the airport sponsor, or in response to complaints filed under 14 CFR Part 13 or Part 16 by airport tenants or parties wishing to be tenants (i.e. those entities with legal standing).

Leases are typically just one of a number of guiding documents adopted by airport sponsors, along with minimum standards and airport rules and regulations. Some of the more significant differences between leases and minimum standards include:

- Leases are legal contracts between the sponsor and individual legal entities situated on and/or doing business on the airport. Minimum standards are applicable to a broad class of commercial aeronautical service providers physically based on the airport, and standards also frequently identify exempted parties.
- Lease terms and rates are negotiated between the sponsor and each individual tenant, and are updated at specified intervals. Minimum standard terms and conditions are applicable to a broad class of commercial aeronautical service providers situated on the airport.
- Leases can only be updated/amended/extended at specified periods, unless otherwise mutually agreed to by both parties. Minimum standards can be amended or revised at the sole discretion of the airport sponsor at whatever interval or frequency determined solely by the sponsor.
- Every tenant situated and/or doing business on the airport has a lease or other agreement with the airport sponsor. Some airport tenants are excluded from the provisions of minimum standards, such as concessions, private non-commercial parties, and airlines.

Leases with airport tenants must be consistent with the following provisions of the FAA grant assurances:

- Grant Assurance 5 - Preserving Rights and Powers
- Grant Assurance 22 - Economic Nondiscrimination
- Grant Assurance 23 - Exclusive Rights
- Grant Assurance 24 - Fee and Rental Structure
- Grant Assurance 25 - Airport Revenues
- Grant Assurance 38 - Hangar Construction

Leases with non-aeronautical tenants on an airport should include provisions that specify that the land use is fully compatible with airport and aircraft operations, particularly regarding noise, penetrations of imaginary surfaces, creation of any visual or electronic interference with aircraft communications, navigation, or other instruments.

The Transportation Research Board (TRB) Airport Cooperative Research Program (ACRP) published the “Guidebook for Developing and Leasing Airport Property,” ACRP Report 47, in 2011. That report summarized the legal requirements for leases in terms of compliance with FAA

policies, noted above, as well as project development considerations, leases for FBO and specialized aviation service operators (SASO), airport finances, project analysis and lease agreement checklist, a list of best practices (presented below), as well as a number of specific case studies of leases executed by various airport sponsors.

The ACRP report notes:

> "A recommended best practice is that airport sponsors develop a standard Airport Leasing Policy that applies to both facility and land leases. The Leasing Policy must be flexible enough to allow for unanticipated development opportunities while being comprehensive enough to account for multiple tenant types and operations. A standard, comprehensive Leasing Policy provides for the equitable treatment of all airport tenants and will minimize questions, concerns, and potential conflict between the airport and its tenants. The Leasing Policy should include, at a minimum, the following provisions:
>
> - Land lease rates (per square foot), differentiated by area. Aeronautical versus non-aeronautical, for example, and consideration of the land's proximity to infrastructure.
> - Hangar lease rates (per square foot), with consideration to the gauge of aircraft that the hangar will accommodate in terms of hangar door size, height, and clear span distance.
> - Building and facility lease rates (per square foot).
> - Standard lease terms that are compliant with state and local law.
> - FBO/SASO (specialized aviation service operator) lease requirements, which are consistent with an airport's Minimum Standards.
> - Process for adjusting rents and fees (living clause).
> - Insurance requirements, preferably in one document and adopted by official action, of the governing body.
> - Consolidation of all insurance requirements applicable to the airport allows an airport to review, update, and have them reconsidered by the governing body from time to time.
> - Obligations of lessee as specified in a Rules and Regulations document.
> - Routine inspection provisions for safety and compliance of airport tenants and users.
> - Construction and improvement standards that outline pre-approval by the landlord and the airport sponsor, local permitting agency requirements, and FAA notification of proposed construction once all other approvals are secured.
> - Subletting policy.
>
> "Ensuring that any proposed project is in compliance with all applicable FAA, NEPA, state, and local regulations is the responsibility of the airport sponsor, and, as such, the sponsor must remain engaged throughout the project planning, development, and execution phases."

5.3.4 Revenue Enhancement Options

The FAA requires airports to be as "financially self-sustaining as possible under the circumstances existing at the particular airport, taking into account factors such as the volume of traffic and

economy of collection."[3] The two primary ways to achieve financial self-sustainability are to control costs and maximize revenue generation. FAA does not dictate what specific rates and charges should be in place.

The FAA requires airport sponsors to charge fair market value (FMV) for land and other leases, and the County is required by the FAA grant assurances to adopt appropriate restrictions on future non-aeronautical land uses to ensure that the development is fully compatible with both airport and aircraft operations.

There are approximately 53 acres on the east side of the airport divided into several areas that could be developed for revenue-producing, non-aeronautical commercial or light industrial land uses (**Figure 5-1** and **Figure 5-2**). If, for example, the County charged a land lease rate of 20 cents per square foot per year for all 53 acres, the non-aeronautical tenants could potentially generate $470,000 per year in revenue. FAA policy states that revenue must be dedicated to airport operation, maintenance, and capital improvements.

If all, or even the majority, of the area identified for future non-aeronautical development is leased and generates revenue, the income will cover the Airport's operating and maintenance (O&M) costs. As a result, the revenue generated by non-aeronautical development could allow the County to maintain current aviation-related rates and charges and still achieve FAA's recommendation that the airport be financially self-sustaining.

FAA's primary criteria is that the rates and charges in effect at an airport are "reasonable and non-discriminatory," and that they result in the Airport being as financially self-sufficient as possible. Grants issued by the FAA and states are typically limited to capital improvement projects and cannot be used for operating and maintenance (O&M) costs. **Table 5-8** lists capital vs. operating expenses and potential revenue sources for each.

TABLE 5-8 - EXAMPLES OF AIRPORT REVENUES AND EXPENSES

Type of Expense/Revenue	Costs/Expenses	Revenue/Funds
Capital	– Airfield construction – Terminal construction – Ground transportation infrastructure	– FAA, State Grants – Loans – Operating Surplus
Operating	– Operations & Maintenance (O&M) – Administration – Airport/air service marketing/promotion	– Aeronautical (landing fees, parking fees, fuel flowage, etc.) – Non-aeronautical (vehicle parking, concessions, advertising, non-aeronautical commercial uses, etc.)

Source: Airport Cooperative Research Program (ACRP) Report 77

In response to a number of filings from airport tenants around the country concerning the reasonableness of rates and charges, the FAA has held that airports are allowed to set rates and charges that recover the cost of maintaining and operating the airport. However, airport sponsors cannot set rates and charges to recover capital expenditures made with FAA grants.

[3] FAA Sponsor Assurance No. 24, Fee and Rental Structure

While increasing rates and charges on airport tenants and users typically result in higher revenues for the sponsor, there are a number of factors to be considered:

- Existing tenant leases and agreements: The provisions of the existing tenant leases and agreements serve as legal obligations, and terms and conditions can be renegotiated at periods specified within the lease, or when the lease/agreement expires and a new lease is negotiated. As noted previously, FAA does not allow tenant leases with terms of 50 years or greater since that constitutes de facto transfer of property, as well as the transfer of the airport sponsor's rights and powers.
- Competition from area airports: increases in rates and charges have an impact on aviation activity at the Airport. General aviation aircraft owners and operators are relatively price sensitive, and will shift their operations to other airports with lower hangar and tie-down fees, and fuel prices.
- FAA Sponsor Grant Assurances state that airport sponsors and its tenants must charge "reasonable and not unjustly discriminatory prices;" each FBO is subject to uniform rates and fees utilizing similar facilities; and the airport cannot enter into exclusive agreements for aeronautical services.
- It (i.e. the airport sponsor) will make the Airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities.
- In any agreement, contract, lease, or other arrangement…the sponsor will insert and enforce provisions requiring the contractor to furnish said services on a reasonable, and not unjustly discriminatory, basis to 1) all users thereof, and 2) charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- Each fixed-based operator (FBO) at the Airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
- It (i.e. the airport sponsor) will permit no exclusive right for the use of the Airport by any person providing or intending to provide aeronautical services to the public.

5.4 Summary and Conclusions

Financial management for airport sponsors is challenging. Airports operate in a highly regulated and competitive environment. In addition, capital investment costs are often high, and are made for facilities with a service life of 20 years. Activity levels at airports, along with airport-related revenues, on the other hand, fluctuate over time, sometimes over a very large range.

As discussed in previous chapters, aviation activity levels and revenues are subject to a wide variety of factors that are difficult to predict. As a result, airport sponsors must monitor activity on a regular basis, including aviation-related revenues, and adjust their capital investment plan as well as their operating and maintenance costs as needed.

In addition, the U.S. Congress is in the process of developing a new Airport Improvement Program (AIP), which serves as the funding source for FAA grants for airport development. The federal formulas and funding levels that have been in place since 2012 may change in the new program, which could directly impact funding availability for GA airports such as Carbon County. Once the new AIP program has been signed into law, changes in funding levels and formulas for the disbursement of the funds, including the GA entitlement grants, should be assessed for their impact on PUC's CIP.

The financial goals and strategy presented in this chapter are consistent with FAA's provision in the grant assurances that airports should be as financially self-sufficient as possible.

6.0 AIRPORT RECYCLING, REUSE, AND WASTE REDUCTION PLAN

6.1 Introduction

The U.S. Congress passed the FAA Modernization and Reform Act (FMRA) of 2012 was signed into law, which amended Title 49 of the United States Code. The law included a number of changes to the Airport Improvement Program (AIP), two of which related to recycling, reuse, and waste reduction at airports. Section 132(b) of the FMRA expanded the definition of airport planning to include "developing a plan for recycling and minimizing the generation of airport solid waste, consistent with applicable State and local recycling laws, including the cost of a waste audit." Section 133 of the FMRA added a provision requiring airports that have or plan to prepare a master plan, and that receive AIP funding for an eligible project, to ensure that the new or updated master plan addresses issues relating to solid waste recycling at the airport. This includes:

- The feasibility of solid waste recycling at the airport;
- Minimizing the generation of solid waste at the airport;
- Operation and maintenance requirements;
- Review of waste management contracts;
- The potential for cost savings or the generation of revenue.

As defined by Congress, “recycling” refers to any program, practice, or opportunity to reduce the amount of waste disposed in a landfill. This includes reuse and waste reduction as well as the recycling of materials.

The Federal Aviation Administration (FAA) issued a memorandum on September 30, 2014, to provide guidance on preparing airport recycling, reuse, and waste reduction plans as an element of airport master plans, as well as within a sustainability document, or as a standalone document. The guidance is mandatory when preparing an airport master plan.

The purpose of this chapter is to review Carbon County Regional Airport’s (PUC or the Airport) current recycling, reuse, and waste program, and to provide guidance on ways to reduce waste and improve recycling and reuse at the airport, in compliance with the FAA’s guidance.

6.2 Airport Description and Background

PUC is classified as a general aviation facility, and is situated east of Price, Utah. The Airport is owned and operated by Carbon County. The day-to-day airport manager is the fixed base operator (FBO) Redtail Aviation. Additional facility information is presented in Chapter 1, Introduction and Chapter 2, Inventory, of this Master Plan.

As noted in Chapter 3, Aviation Activity and Forecasts, the number of operations and based aircraft at PUC have fluctuated over the past ten years. In 2015, PUC had an estimated 4,431 general aviation operations and 15 based aircraft. It is forecasted that in 2035 PUC will have 4,431 operations and 22 based aircraft, which is consistent with the FAA’s Terminal Area Forecast (TAF)

for the airport. The Airport accommodates a variety of users, and also serves as a base for firefighting aircraft on an as-needed basis.

6.3 Existing Waste Sources

The identification and evaluation of sources of waste at an airport can be complicated. There are numerous groups, agreements, operational styles, and collection/disposal processes that play into the overall generation of waste at a given airport. The three primary sources of waste at PUC are the airfield, the terminal building, and hangars/tenants. The sources of waste, per the FAA's September 30, 2014 memo, can be further broken down by how much control the Airport has on the generation and disposal of waste. The three levels of control are:

1. Areas where the Airport has direct control of waste management (public space, office space, terminal building, airfield). These areas are controlled by the Airport and they are able to introduce recycling, reuse, and waste reduction programs directly.
2. Areas where the Airport has no direct control but can influence waste management (tenants). These are areas owned by the Airport; however, they are leased out to tenants. The Airport can recommend that recycling, reuse, and waste reduction programs be used and can include language in the tenant contracts, but realistically can't control what is done.
3. Areas where the Airport has no control or influence over waste management. These are areas the Airport neither owns or leases (none of which are included in this chapter).

Table 6-1 shows the identified areas of waste generation, what waste is generated, how the waste is collected, if any reduction and/or recycling programs are in place, and PUC's level of control.

TABLE 6-1 - WASTE GENERATION

Area	Waste Generated	Control
Area 1: Airfield	General debris found on airfield. Construction material (asphalt, concrete, wood, metal)	Direct Control
Area 2: Terminal Building	Plastic, glass, aluminum, oil, batteries, trash	Direct Control
Area 3: Hangars/Tenants	Plastic, glass, aluminum, oil, batteries, trash	No Direct Control but can Influence

6.4 Current Waste Management Programs

6.4.1 Local Programs

The "Green Team of Carbon County" actively promotes reuse and recycling. As noted on its web site (http://greenteamcarboncounty.org/about.php):

> "The Green Team of Carbon County wholly intends to be self-supporting and grow in phases proportionate to our ability to fund and maintain growth. The Green Team of Carbon County began as a group of volunteers in February 2009. Then, as now, our stated mission is to promote a system to reduce and effectively manage the local waste stream of the County by encouraging…

1. Education that develops respect for responsible use of all man-made resources
2. Reduction of materials that go into landfills
3. The reuse of materials whenever possible
4. Recycling of all cost effective recyclable materials
5. The most effective use of public landfills
6. And the proper disposal of hazardous materials

"Since our inception and with the support of donations from corporations, small businesses, and organizations, we have been able to…

1. Conduct a survey throughout Carbon County to gauge local support for recycling
2. Purchase, and place into operation, collection trailers for recyclables
3. Partner with existing businesses in profitable disposal of aluminum, paper, and cardboard
4. Promote education regarding recycling at local fairs, exhibits, and other community events
5. Purchase and provide teaching modules for each of the Elementary schools in Carbon County
6. Help promote the safe disposal of some hazardous materials
7. Present plans for recycling and invite participation from each of the major cities within the County
8. Explore the possibilities of composting green waste within the County
9. Write and submit grants for funds to support our mission

The Green Team of Carbon County also supports "Take Back Your Medicine" day, speaks as requested at local schools and other venues, and has supported "Arbor Day" annually at each of our local Elementary schools."

TABLE 6-2 – WHERE TO RECYCLE IN CARBON COUNTY

For more information call Jeanne McEvoy @ 435-637-6929; updated 5.13.11

WHAT	WHO	HOW TO PARTICIPATE	ADDRESS/CONTACT INFORMATION
Aluminum Cans	ABC Learning Center	Drop off bins in front	102 E Grassy Trail Rd., East Carbon
Aluminum Cans	USU-CEU	Call Kathy Murray	613-5284
Aluminum Cans	Howas	Check in at Howa's office	651 No. Carbonville Road, Price

WHAT	WHO	HOW TO PARTICIPATE	ADDRESS/CONTACT INFORMATION
Aluminum Cans	Market Express Chevron	Recycle trailer SW parking lot	121 No. Carbonville Road, Price
Aluminum Cans	Sutherlands	Recycle trailer NW parking lot	406 So. Highway 55, Price
Aluminum Cans	Walmart	Drop-off box at entrance	255 So. Highway 55, Price
Car Batteries	Carbon County Landfill	Check in at trailer office	636-0005 call for directions
Car Batteries & lead/acid batteries	Water and Waste Logistics	Bring to office for information	5145 N Hwy 6, Helper
Cell phones	Bruin Point Elementary	Bring to school office	Edgehill Drive, East Carbon
Cell phones	Castle Heights Elementary	Bring to school office	750 Homestead Blvd., Price
Glasses	Dr. Cook	Bring to Receptionist	92 North 400 East, Price
Ink Cartridges	Creekview Elementary	Bring to school office	590 W. 500 So., Price
Ink Cartridges	Office Etc.	Drop-off box at clerk's desk	55 East Main St., Price
Ink Cartridges	Price City Library	Bring to front desk	159 E. Main St., Price
Ink Cartridges	Wellington Elementary	Bring to school office	250 W. 200 No., Wellington
Metal-All Types	Carbon County Landfill	Check in at trailer office	2835 East Airport Road, Price
Metal-All Types	Price Metal	Bring to Price Metal	510 E. 1250 So., Price
Packaging Peanuts	Ceramic Fine Art & Design	Call Kathleen Royster 650-4318	187 So. Main St. Helper
Packaging Peanuts	The UPS Store	Bring in a bag to clerk	1179 E. Main St., Price
Paper-In bags	Recycling	Loren Unsworth 650-6530	1400 E. Airport Rd, Price
Paper-NO Shredded	ABC Learning Center	Drop off bins in front	102 E Grassy Trail Rd., East Carbon
Paper-NO Shredded	Creekview Elementary	Call school for arrangements	435-637-0828
Paper-NO Shredded	Helper City Hall	Recycle trailer West parking lot	73 S. Main St, Helper
Paper-NO Shredded	Market Express Chevron	Recycle trailer SW parking lot	121 No. Carbonville Road, Price
Paper-NO Shredded	Sutherlands	Recycle trailer NW parking lot	406 So. Highway 55, Price
Paper-NO Shredded	USU-CEU	Recycle trailer NW parking lot	3rd East 600 N, Price
Plastic Shopping Bags	Fresh Market Store	Drop-off box at entrance	760 Price River Drive, Price
Plastic Shopping Bags	J.C. Penney & Co.	Bring to bin downstairs	78 E. Main, Price
Plastic Shopping Bags	Walmart	Drop-off box at entrance	255 So. Highway 55, Price
Plastic Drinking Bottles #1	Walmart	Drop-off box at entrance	255 So. Highway 55, Price
Pop Tabs	USU-CEU	Call Kathy Murray	613-5284

WHAT	WHO	HOW TO PARTICIPATE	ADDRESS/CONTACT INFORMATION
Pop Tabs	Wellington Elementary	Bring to school office	250 W. 200 No., Wellington
Rechargeable Batteries - ALL	Office Etc.	Bring to clerk	55 East Main St., Price
Tires	Carbon County Landfill	Check in at trailer office	2835 East Airport Road, Price
Toner Cartridges	Office Etc.	Bring to clerk	55 East Main St., Price
Toner Cartridges	Creekview Elementary	Bring to school office	590 W. 500 So., Price
Unused Prescription Drugs	East Carbon City Police Dept.	Drop-off in East Carbon City Hall	105 E. Geneva Dr., East Carbon
Unused Prescription Drugs	Price City Police Dept.	Drop-off is in lobby	910 No. 700 E., Price
Used Oil	O'Reilly Auto Parts	Bring to O'Reilly Auto Parts	1268 E. Main St., Price
Used Oil	Tire King	Bring to Tire King	535 E. Main St., Price
Used Oil	Ultra Lube	Bring to Ultra Lube	955 E. 100 No., Price
Used Oil	Walmart	Bring to Automotive Dept.	255 So. Highway 55, Price
Event Recycle Trailer	To schedule the Event Recycle Trailer at your activity call 650-9249		
Useful Information on Rebates and Reducing Energy Consumption			
Energy Hog	Reduce electricity consumption & conservation		www.energyhog.org
National Energy Assistance	"Saving Energy" activity book for kids		www.projectenergysavers.com
Price Municipal Corporation	Rebates on Energy Star appliances		435-637-5010
Rocky Mountain Power	Rebates on Energy Star appliances		www.rockymountainpower.net
Therm-Wise	Reduce gas consumption & conservation		www.thermwise.com
Questar	Energy Audit & Rebates on Energy Star appliances		www.thermwise.com

Source: http://greenteamcarboncounty.org

6.5 Overview of Airport Recycling, Reuse, and Waste Management

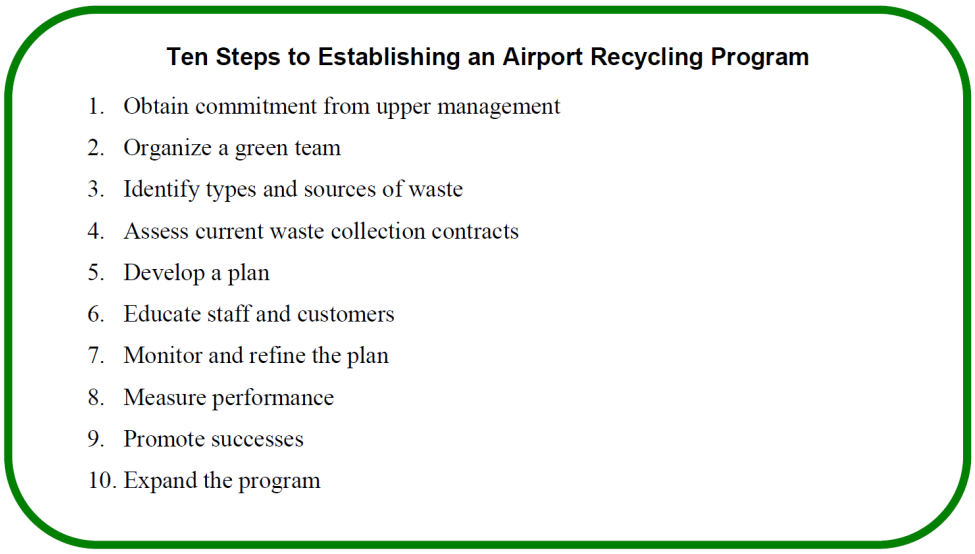
Airports throughout the United States are "greening" their operations. Both the FAA and the U.S. Congress have directed airports to develop reuse, recycling, and waste management programs. Airports, other government agencies, and private companies have seen financial as well as environmental benefits from adopting environmentally sustainable practices, including recycling, reuse, and waste management programs. In response, airports have installed solar panels and energy efficient light fixtures, use low-emission vehicles in their fleets, constructed LEED[1] certified buildings, and have changed their waste management programs.

[1] LEED = Leadership in Energy and Environmental Design

As one agency within a larger government entity (county, municipality, state), airports typically use the recycling, reuse, and waste management programs that are in place throughout the larger government entity, as is the case at PUC. A number of commercial service and general aviation airports have adopted their own individual reuse, recycling, and waste management programs, in part because of their financial benefits, and also because they reduce waste and energy usage.

The U.S. Environmental Protection Agency (EPA) published a guide titled *Developing and Implementing an Airport Recycling Program* to help airport managers who want to create a more environmentally-friendly waste operation. The EPA hierarchy of waste management prioritizes source reduction, then reuse, recycling, and finally disposal in landfills. However, the EPA's guide focuses on recycling as a positive first step for airports to take as they conquer their waste issues.

FIGURE 6-1 – EPA'S TEN STEPS TO ESTABLISHING AN AIRPORT RECYCLING PROGRAM



Source: EPA, *Developing and Implementing an Airport Recycling Program,* April 2009

FIGURE 6-2 – EPA'S SPECIAL CONSIDERATIONS FOR AIRPORTS

Special Considerations for Airports

Airport Security

The first priority for airports is to ensure that all program elements are consistent with security requirements. Including a recycling element in your waste management plan may require additional personnel in secure areas of the airport and on the airfield. Bins may need to be additionally secured and inspected. Bomb-proof receptacles may be required outside secure areas.

Facility Space Constraints

Airports have unique space considerations. Gates areas, tenant space, and concessionaires often do not have large amounts of additional space for bins, and staging areas are limited. The airfield generally has space constraints as well, leaving little area for additional bins. On the airfield, airports need to be aware of concerns recycling bins may raise such as foreign object debris (FOD), animal attractants, and stormwater contamination. However, a successful recycling program will reduce the amount of trash generated and the number of containers to store trash. This space can be used for recyclable materials.

Time

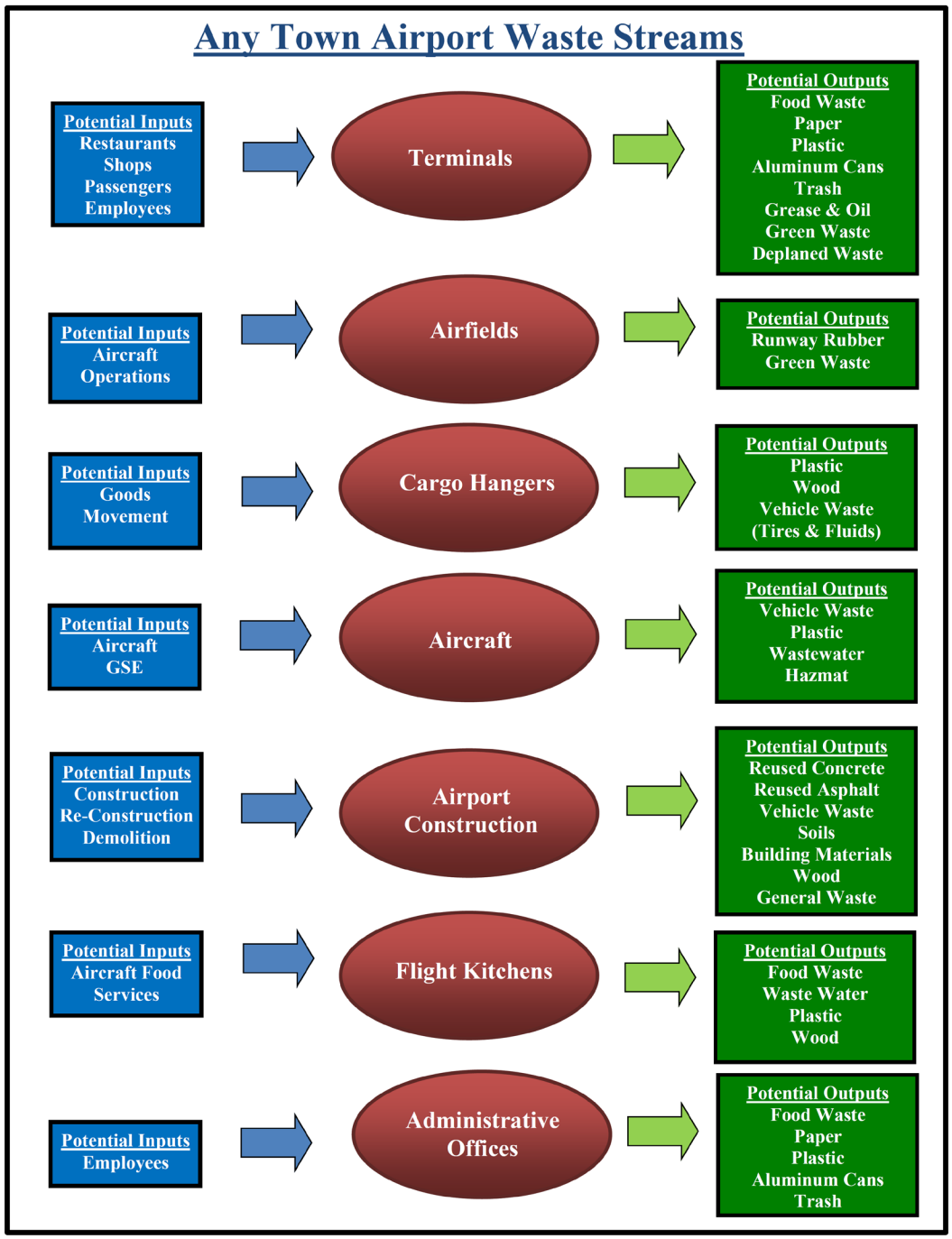
When airlines become involved with your recycling program, time is a primary concern. Airline staff or cleaning service providers have limited time to clean an aircraft before it is scheduled for another departure. A program with easily accessible collection receptacles (dumpsters, compactors, etc) and clear instructions make it easier for airlines to actively participate in recycling.

Working with Tenants

Establishing and maintaining consistent recycling practices and educating airport tenants (food/beverage, concessions, airlines and others) are key components of an airport's recycling program. Educational material that is readily available for easy distribution to all new employees allows tenants to stay involved.

Source: EPA, *Developing and Implementing an Airport Recycling Program,* April 2009

FIGURE 6-3 – FAA LIST OF AIRPORT WASTE STREAMS



Source: FAA, *Recycling, Reuse and Waste Reduction at Airports: A Synthesis Document*, April 24, 2013

FIGURE 6-4 - WASTE ASSESSMENT APPROACHES

Strengths	Limitations
Records Examination • Provides weights and volumes of waste generated • Tracks major potential waste from the point of origin • Identifies the expensive or valuable components of an organization's waste • Documents financial benefits of reuse and recycling including total revenues and avoided disposal costs • Requires the least time and effort • Establishes baseline for metrics	• Lack of quantitative data for specific waste components • Does not provide qualitative data on how or why wastes are generated • Substantial effort necessary to collect and analyze data
Facility Walk-Through • Requires less time and effort than waste sorts • Allows first-hand examination of facility operations • Provides qualitative information about major waste components and waste-generating processes • Reveals waste reduction activities • Develops appreciation of logistics and obstacles tenants encounter in their efforts to recycle	• Limited identification of wastes generated • Multiple attempts may be necessary for comprehensive evaluation • Relies on estimates of waste generation
Waste Sort • Provides quantitative data on total waste generation and specific waste components • Allows problem solving and design of recycling program to be site specific	• Requires more time and effort than other approaches • Multiple attempts may be necessary for comprehensive evaluation • Does not provide qualitative data on how or why wastes are generated

Source: USEPA, *Business Guide for Reducing Solid Waste*, 1993.

FIGURE 6-5 - COMMON RECYCLABLE MATERIALS FOUND AT AIRPORTS

	WHERE												
WHAT		Public Terminals	Ticketing	Security Gates	Food Service Areas	Offices	Cargo Shipping	Maintenance Areas	Airport Grounds	Aircraft	Airfield Ramps	Construction Areas	Concessionaires, Retailers, Rental Car Facilities
	Corrugated Cardboard				×	×	×	×		×			×
	Mixed Paper	×	×	×	×	×	×	×	×	×	×		×
	Newspaper	×	×	×		×				×			
	Glass	×	×	×	×	×	×	×		×			
	Aluminum Cans	×	×	×	×	×	×	×		×			
	Plastic Bottles	×	×	×	×	×	×	×		×			
	Pallets						×						
	Food Waste & Cooking Oil	×			×	×							
	Organics/ Green Waste								×				
	Electronics					×							
	Used Tires							×					
	Used Oil							×					
	Scrap Metal						×	×				×	
	Concrete											×	
	Lumber											×	
	Batteries					×							
	Toner Cartridges					×							×
	Plastic (non-bottles, e.g. film)						×	×					×

Source: EPA, *Developing and Implementing an Airport Recycling Program*, April 2009

7.0 AIRPORT LAYOUT PLAN DRAWING SET

7.1 Introduction

The Federal Aviation Administration (FAA) requires, in part, a current Airport Layout Plan (ALP) that has been approved by both the airport sponsor (Carbon County) and the FAA prior to the approval of an airport development project. The FAA further requires that the airport sponsor maintain an ALP that ensures the safety, utility and efficiency of the airport. FAA sponsor grant assurance number 29 also requires that the airport sponsor keep the ALP up to date at all times. As stated in FAA Order 5100.38, *Airport Improvement Program Handbook,* an ALP remains current for a five-year period, or longer, unless major changes at the airport are made or planned.

As noted in FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, the five primary functions of the ALP are:

- Create a blueprint for airport development by depicting proposed facility improvements. The ALP provides a guideline by which the airport sponsor can ensure that development maintains airport design standards and safety requirements, and is consistent with airport and community land use plans.
- A public document that serves as a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.
- To enable the airport sponsor and the FAA to plan for facility improvements at the airport. It also allows the FAA to anticipate budgetary and procedural needs. The approved ALP also allows the FAA to protect the airspace required for facility or approach procedure improvements.
- To serve as a working tool for the airport sponsor, particularly its development and maintenance staff.
- Requirement for the airport sponsor to receive financial assistance from the FAA.

The PUC ALP drawing set was developed in conformance with FAA SOP 2.00, ALP Review Checklist, dated October 1, 2013. The specific drawings included in the ALP set are determined by a number of factors, including the number of runways at the airport, and the type of instrument approaches.

7.2 Airport Layout Plan Drawing Set

The following is a brief description of the ALP drawing sheets. FAA SOP 2.00 provides a detailed checklist of items required to be included in each drawing.

- *Cover Sheet* – A separate cover sheet, with approval signature blocks, airport location maps, and other pertinent information as required by the local FAA Airports office.
- *Airport Layout Plan* –The drawing depicting the existing and future airport facilities. The drawing should include the depiction of all applicable design standards contained in the

latest version of Advisory Circular 150/5300-13, including but not limited to, landing areas, movement areas and aircraft parking areas (e.g., runways, taxiways, helipads, aprons, etc.), required facility identifications, description labels, imaginary surfaces, Runway Protection Zones, Runway and Taxiway Safety Areas, Runway and Taxiway Object Free Areas, Runway Obstacle Free Zones and basic airport and runway data tables. The various data tables are on a separate sheet.

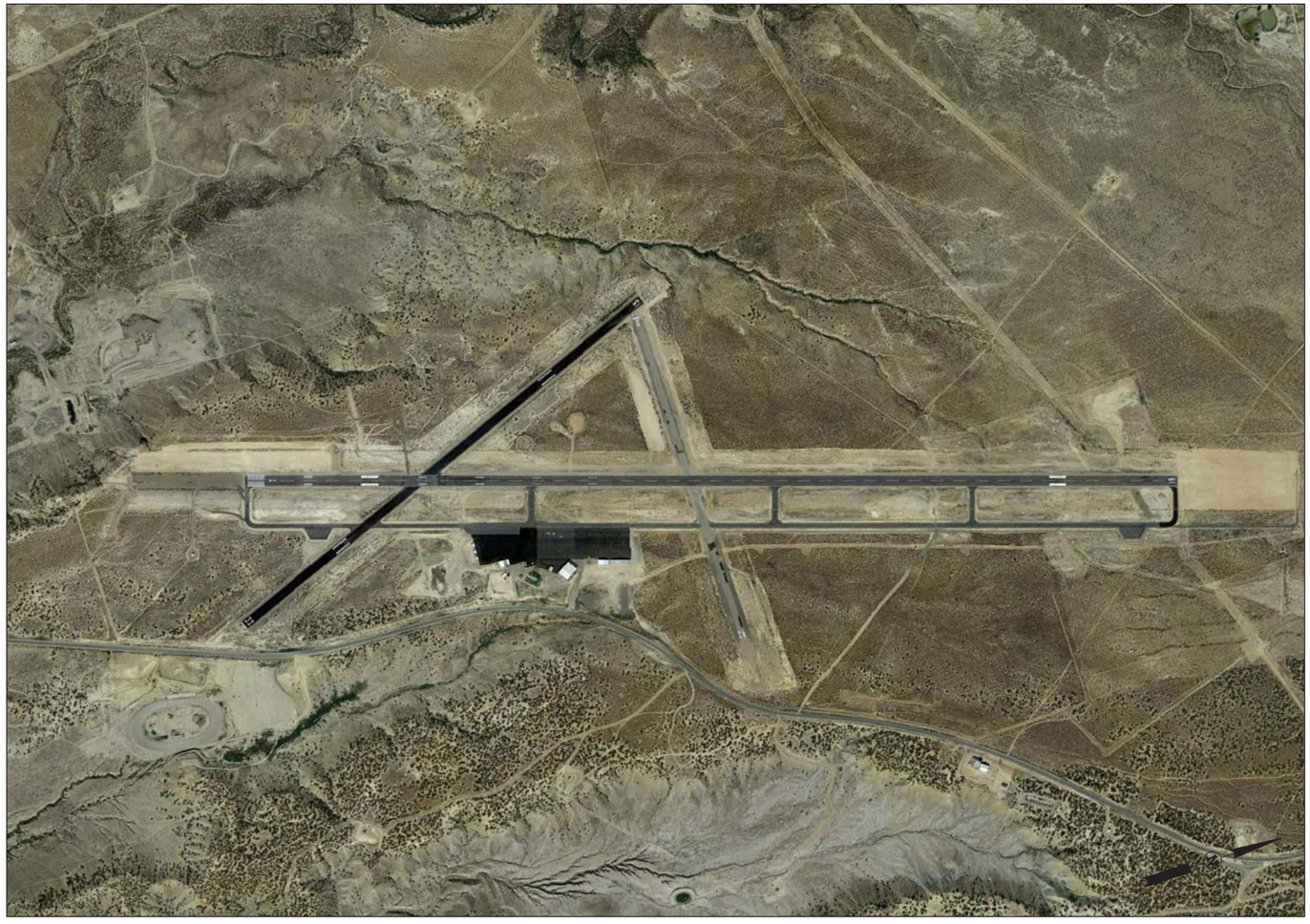
- ***Terminal Area Plan(s)*** – This plan present a large-scale depiction of areas with significant terminal facility development. The Terminal Area drawing is an enlargement of a portion of the ALP.
- ***Airport Airspace Drawing*** –14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, defines the five imaginary surfaces that are depicted for each runway and the airport as a whole. This drawing depicts the obstacle identification surfaces for the full extent of all airport development. It also depicts airspace obstructions for the portions of the surfaces excluded from the Inner Portion of the Approach Surface Drawing.
- ***Inner Portion of the Approach Surface Drawing*** – is the plan and profile view of the inner portion of the approach surface to the runway end, as well as a tabular listing of all of the imaginary surface penetrations. The drawing depicts the obstacle identification approach surfaces contained in 14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. The drawing also depicts other approach surfaces including the threshold-siting surface and those surfaces associated with United States Standards for Instrument Procedures (TERPS).
- ***Land Use Drawing*** –depicts the land uses within the airport property boundary. It also depicts land uses and zoning districts in the area around the airport, outside of the airport property boundary.
- ***Airport Property Map – Exhibit A*** depicts the Airport property boundary, the various tracts of land that were acquired to develop the airport, and the methods of acquisition (where appropriate). Obligations that were incurred by the airport sponsor as a result of obtaining property, or an interest therein, for the airport are noted. The obligations that stem from Federal grant or an FAA-administered land transfer program, such as surplus property programs, are also noted. The drawing also depicts easements beyond the airport boundary. An airport property map is not a substitute for an Exhibit A unless it is prepared in accordance with AC 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects.*
- ***Runway Departure Surface Drawing*** – This drawing depicts the applicable departure surfaces as defined in FAA AC 150/5300-13A, *Airport Design*. The departure surfaces are shown for runway end(s) designated primarily for instrument departures. At Carbon County Airport, the FAA does not allow instrument departures on Runway 8 due to obstacles in the vicinity of the departure surface (source: FAA Aeronautical Information Services, *IFR Takeoff Minimums And (Obstacle) Departure Procedures)*.

CARBON COUNTY REGIONAL AIRPORT

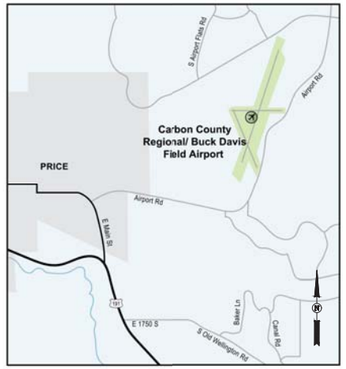
PRICE, UTAH

AIRPORT LAYOUT PLAN DRAWING SET

RESERVED FOR FAA APPROVAL LETTER



NOT TO SCALE



LOCATION MAP
NOT TO SCALE

VICINITY MAP
NOT TO SCALE

INDEX OF DRAWINGS

SHEET NO.	TITLE	REVISION DATE
01	COVER SHEET	
02	AIRPORT DATA SHEET	
03	AIRPORT LAYOUT PLAN	
04	TERMINAL AREA PLAN	
05	AIRPORT AIRSPACE DRAWING	
06	AIRPORT AIRSPACE PROFILE – RUNWAY 1/19	
07	AIRPORT AIRSPACE PROFILE – RUNWAY 15/33	
08	AIRPORT AIRSPACE PROFILE – RUNWAY 8/26	
09	AIRPORT AIRSPACE OBSTACLE TABLE – 1	
10	AIRPORT AIRSPACE OBSTACLE TABLE – 2	
11	AIRPORT AIRSPACE OBSTACLE TABLE – 3	
12	INNER APPROACH SURFACE DRAWING – RUNWAY 1	
13	INNER APPROACH SURFACE DRAWING – RUNWAY 19	
14	INNER APPROACH SURFACE DRAWING – RUNWAY 15	
15	INNER APPROACH SURFACE DRAWING – RUNWAY 33	
16	INNER APPROACH SURFACE DRAWING – RUNWAY 8	
17	INNER APPROACH SURFACE DRAWING – RUNWAY 26	
18	RUNWAY DEPARTURE SURFACE DRAWING – RUNWAY 1	
19	RUNWAY DEPARTURE SURFACE DRAWING – RUNWAY 19	
20	RUNWAY DEPARTURE SURFACE DRAWING – RUNWAY 15	
21	RUNWAY DEPARTURE SURFACE DRAWING – RUNWAY 33	
22	RUNWAY DEPARTURE SURFACE DRAWING – RUNWAY 26	
23	LAND USE PLAN	
24	EXHIBIT A – AIRPORT PROPERTY INVENTORY MAPS	

SPONSOR APPROVAL

SIGNATURE

DATE

L:\PAC\PUC-AIP-2016\DWG\PLANS\
01-PUC-ALP-COVER.dwg
Jan 31, 2017 - 2:46pm
robertl.bell

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD

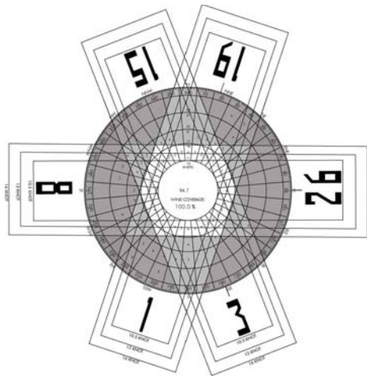
NO.	BY	DATE	DESCRIPTION

AIRPORT LAYOUT PLAN

COVER SHEET

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

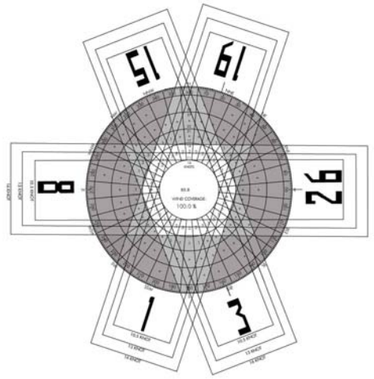
SHEET NO.
01 of 24



IFR WEATHER WINDROSE

RUNWAY DESIGNATION	16 KNOT CROSSWIND COMPONENT	13 KNOT CROSSWIND COMPONENT	10.5 KNOT CROSSWIND COMPONENT
RUNWAY 1/19	99.39%	98.35%	97.04%
RUNWAY 15/33	99.37%	98.77%	98.10%
RUNWAY 8/26	99.34%	98.47%	97.28%

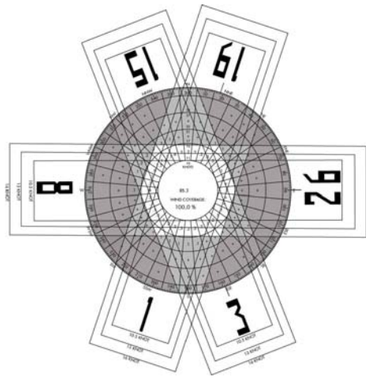
*AGE OF WIND DATA: 2006-2015



ALL WEATHER WINDROSE

RUNWAY DESIGNATION	16 KNOT CROSSWIND COMPONENT	13 KNOT CROSSWIND COMPONENT	10.5 KNOT CROSSWIND COMPONENT
RUNWAY 1/19	98.51%	95.36%	91.88%
RUNWAY 15/33	99.20%	97.71%	95.59%
RUNWAY 8/26	98.66%	96.16%	92.93%

*AGE OF WIND DATA: 2006-2015



VFR WEATHER WINDROSE

RUNWAY DESIGNATION	16 KNOT CROSSWIND COMPONENT	13 KNOT CROSSWIND COMPONENT	10.5 KNOT CROSSWIND COMPONENT
RUNWAY 1/19	98.46%	95.20%	91.60%
RUNWAY 15/33	99.20%	97.66%	95.48%
RUNWAY 8/26	98.62%	96.01%	92.67%

*AGE OF WIND DATA: 2006-2015

RUNWAY DATA TABLE

	RUNWAY 1/19				RUNWAY 15/33				RUNWAY 8/26			
	EXISTING		FUTURE		EXISTING		FUTURE		EXISTING		FUTURE	
RUNWAY IDENTIFIER	1	19	1	19	15	33	15	33	8	26	8	26
RUNWAY DESIGN CODE (RDC)	C-II-4,000	C-II-VISUAL	SAME	SAME	B-II-VISUAL	B-II-VISUAL	SAME	SAME	A/B-I-VISUAL	A/B-I-VISUAL	SAME	SAME
RUNWAY REFERENCE CODE (RRC)	C-II	C-II	SAME	SAME	B-II	B-II	SAME	SAME	A/B-I	A/B-I	SAME	SAME
RUNWAY WIDTH AND LENGTH	100' X 8,311.56'	100' X 8,311.56'	SAME	SAME	75' X 4,510.90'	75' X 4,510.90'	SAME	SAME	60' X 3,150.20'	60' X 3,150.20'	SAME	SAME
RUNWAY SURFACE COMPOSITION	ASPHALT- GROOVED	ASPHALT- GROOVED	SAME	SAME	ASPHALT	ASPHALT	SAME	SAME	ASPHALT	ASPHALT	SAME	SAME
PAVEMENT DESIGN STRENGTH (LBS)												
SINGLE WHEEL GEAR (SWG)	30,000	30,000	SAME	SAME	13,000	13,000	SAME	SAME	12,500	12,500	SAME	SAME
DUAL WHEEL GEAR (DWG)	30,000	30,000	SAME	SAME	N/A	N/A	SAME	SAME	N/A	N/A	SAME	SAME
PERCENT EFFECTIVE GRADIENT	1.75%	1.75%	SAME	SAME	1.06%	1.06%	SAME	SAME	0.96%	0.96%	SAME	SAME
PCN	18/F/B/X/U	18/F/B/X/U	SAME	SAME	13/F/B/X/U	13/F/B/X/U	SAME	SAME	3/F/B/Z/U	3/F/B/Z/U	SAME	SAME
SURFACE TREATMENT	GROOVED	GROOVED	SAME	SAME	NONE	NONE	SAME	SAME	NONE	NONE	SAME	SAME
PERCENT WIND COVERAGE												
10.5 KNOT ALL WEATHER	91.88%	91.88%	SAME	SAME	95.51%	95.51%	SAME	SAME	92.93%	92.93%	SAME	SAME
13 KNOT ALL WEATHER	95.36%	95.36%	SAME	SAME	97.71%	97.71%	SAME	SAME	96.16%	96.16%	SAME	SAME
16 KNOT ALL WEATHER	98.51%	98.51%	SAME	SAME	99.20%	99.20%	SAME	SAME	98.66%	98.66%	SAME	SAME
TOUCHDOWN ZONE ELEVATION (TDZE)	5,862.29'	5,956.60'	SAME	SAME	5,860.64'	5,847.00'	SAME	SAME	5,889.00'	5,890.00'	SAME	SAME
RUNWAY SAFETY AREA (RSA)												
LENGTH BEYOND RUNWAY END	1,000'	1,000'	SAME	SAME	300'	300'	SAME	SAME	240'	240'	SAME	SAME
RUNWAY SAFETY AREA (RSA)												
WIDTH	500'	500'	SAME	SAME	150'	150'	SAME	SAME	120'	120'	SAME	SAME
RUNWAY OBJECT FREE AREA (ROFA)												
LENGTH BEYOND RUNWAY END	1,000'	1,000'	SAME	SAME	300'	300'	SAME	SAME	240'	240'	SAME	SAME
RUNWAY OBJECT FREE AREA (ROFA)												
WIDTH	800'	800'	SAME	SAME	500'	500'	SAME	SAME	400'	400'	SAME	SAME
OBSTACLE FREE ZONE (OFZ)	400' X 10,113'	400' X 10,113'	SAME	SAME	250' X 4,911'	250' X 4,911'	SAME	SAME	250' X 3,550'	250' X 3,550'	SAME	SAME
RUNWAY END COORDINATES	LAT: 39°37'17.72"N LON: 110°45'18.77"W	LAT: 39°37'35.69"N LON: 110°44'45.32"W	SAME	SAME	LAT: 39°36'55.37"N LON: 110°45'24.25"W	LAT: 39°36'13.847"N LON: 110°45'03.31"W	SAME	SAME	LAT: 39°36'54.47"N LON: 110°45'24.16"W	LAT: 39°36'54.55"N LON: 110°44'43.90"W	SAME	SAME
RUNWAY LIGHTING	HIRL	HIRL	SAME	SAME	MIRL	MIRL	SAME	SAME	NONE	NONE	SAME	SAME
APPROACH RUNWAY PROTECTION ZONE (RPZ)												
LENGTH	1,700'	1,700'	SAME	SAME	1,000'	1,000'	SAME	SAME	1,000'	1,000'	SAME	SAME
INNER WIDTH	1,000'	500'	SAME	SAME	500'	500'	SAME	SAME	500'	500'	SAME	SAME
OUTER WIDTH	1,510'	1,010'	SAME	SAME	700'	700'	SAME	SAME	700'	700'	SAME	SAME
ACRES	48.978	29.465	SAME	SAME	13.770	13.770	SAME	SAME	13.770	13.770	SAME	SAME
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)												
LENGTH	1,700'	1,700'	SAME	SAME	1,000'	1,000'	SAME	SAME	1,000'	1,000'	SAME	SAME
INNER WIDTH	500'	500'	SAME	SAME	500'	500'	SAME	SAME	500'	500'	SAME	SAME
OUTER WIDTH	1,010'	1,010'	SAME	SAME	700'	700'	SAME	SAME	700'	700'	SAME	SAME
ACRES	29.465	29.465	SAME	SAME	13.770	13.770	SAME	SAME	13.770	13.770	SAME	SAME
RUNWAY MARKING	PRECISION	BASIC	SAME	SAME	BASIC	BASIC	SAME	SAME	BASIC	BASIC	SAME	SAME
APPROACH CATEGORY	50:1	20:1	SAME	SAME	20:1	20:1	SAME	SAME	20:1	20:1	SAME	SAME
APPROACH TYPE	PRECISION	VISUAL	SAME	SAME	VISUAL	VISUAL	SAME	SAME	VISUAL	VISUAL	SAME	SAME
VISIBILITY MINIMUMS	3/4 MILE	VISUAL	SAME	SAME	VISUAL	VISUAL	SAME	SAME	VISUAL	VISUAL	SAME	SAME
TYPE OF AERONAUTICAL SURVEY FOR APPROACH	VOS	NVOS	SAME	SAME	NVOS	NVOS	SAME	SAME	NVOS	NVOS	SAME	SAME
THRESHOLD SITING SURFACE (TSS)	NO TSS PENETRATIONS	NO TSS PENETRATIONS	SAME	SAME	NO TSS PENETRATIONS	NO TSS PENETRATIONS	SAME	SAME	NO TSS PENETRATIONS	NO TSS PENETRATIONS	SAME	SAME
RUNWAY DEPARTURE SURFACE	YES	YES	SAME	SAME	YES	YES	SAME	SAME	NO	YES	SAME	SAME
VISUAL AND INSTRUMENT NAVAIDS	PAPI, REIL, MALSF, GLIDESLOPE	PAPI, REIL, LOCALIZER	SAME	SAME	NONE	NONE	SAME	SAME	PAPI, REIL	PAPI, REIL	SAME	SAME

AIRPORT DATA TABLE

	EXISTING			FUTURE
AIRPORT REFERENCE CODE	C-II			SAME
MEAN MAX. TEMP. - HOTTEST MONTH	89°F			SAME
AIRPORT ELEVATION (NAD 83) LONG.	5957.40			SAME
AIRPORT & TERMINAL NAVAIDS	SEGMENTED CIRCLE, WIND SOCK, ROTATING BEACON, VOR, GPS, DME, ASOS			SAME
AIRPORT REFERENCE POINT (ARP)	LAT: 39°36'54.82"N LON: 110°45'04.06"W			SAME
CRITICAL AIRCRAFT	(1/19) GULFSTREAM G350	(15/33) KING AIR 200	(8/26) CESSNA 210	SAME
WINGSPAN	77.8'	54.5'	37.2'	SAME
TAIL HEIGHT	25.2'	15.0'	12.6'	SAME
MAX. T.O. WEIGHT	70,900 LBS	12,500 LBS	2,900 LBS	SAME
APPROACH SPEED	140 KTS	75 KTS	51 KTS	SAME
MAGNETIC VARIATION	10.92° E			SAME
NPIAS SERVICE LEVEL	G.A.			SAME
NPIAS STATE EQUIVALENT SERVICE ROLE	GA REGIONAL			SAME

TAXIWAY DATA TABLE

	EXISTING	FUTURE
TAXIWAY DESIGN GROUP (TDG)	II	SAME
WIDTH	35'	SAME
SAFETY AREA WIDTH (TSA)	79'	SAME
OBJECT FREE AREA (TOFA)	131'	SAME
TAXIWAY EDGE SAFETY MARGIN (TESM)	7.5'	SAME
SEPARATION DISTANCE (CENTERLINE TO FIXED/MOVEABLE OBJECT)	N/A	SAME
OBJECTS WITHIN TAXIWAY SAFETY AREA	NONE	SAME
LIGHTING	MITL	SAME

DECLARED DISTANCES

RUNWAY	TAKEOFF RUN AVAILABLE (TORA)		TAKEOFF DIST. AVAILABLE (TODA)		ACCELERATE STOP DIST. AVAILABLE (ASDA)		LANDING DIST. AVAILABLE (LDA)	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
1	8,311.56'	SAME	8,311.56'	SAME	8,311.56'	SAME	8,311.56'	SAME
19	8,311.56'	SAME	8,311.56'	SAME	8,311.56'	SAME	8,311.56'	SAME
15	4,510.90'	SAME	4,510.90'	SAME	4,510.90'	SAME	4,510.90'	SAME
33	4,510.90'	SAME	4,510.90'	SAME	4,510.90'	SAME	4,510.90'	SAME
8	3,150.20'	SAME	3,150.20'	SAME	3,150.20'	SAME	3,150.20'	SAME
26	3,150.20'	SAME	3,150.20'	SAME	3,150.20'	SAME	3,150.20'	SAME

MODIFICATION TO STANDARDS

APPROVAL DATE	AIRSPACE CASE NO.	STANDARD TO BE MODIFIED	DESCRIPTION
FEBRUARY 1, 1994	93-ANM/D-227-NRA RUNWAY LONGITUDINAL GRADE - RUNWAY 1/19	MAX GRADE - ± 1.5%	MAX GRADE - ± 2.03%
FEBRUARY 1, 1994	93-ANM/D-227-NRA RUNWAY LONGITUDINAL GRADE - RUNWAY 1/19	MAX GRADE WITHIN FIRST AND LAST QUARTER OF RUNWAY - ± 0.8%	MAX GRADE - ± 1.81%

SOURCE

1. NCDC, STATION 724700, ANNUAL PERIOD OF RECORD: 2006-2015
2. MAGNETIC VARIATION - NATIONAL CENTER FOR ENVIRONMENTAL INFORMATION (NCEI) 10/24/2016.
3. INFORMATION SHOWN IN DATA TABLES WAS TAKEN FROM THE AIRPORT LAYOUT PLAN FOR CARBON COUNTY AIRPORT, PREPARED BY CREAMER & NOBLE ENGINEERS IN MARCH, 2004.
4. ALL HORIZONTAL COORDINATES - NAD83/ 2011
   ALL VERTICAL COORDINATES - NAVD88
5. THE SITE PLAN LINEWORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO - IMAGERY INFORMATION COMPILED BY WOOLPERT, INC. IN MARCH, 2016.

L:\PUC\PUC-ALP-2016\(A0)PLANS\

02-PUC_ALP-DATA.dwg
Jan 31, 2017 - 9:25am
robertbell

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

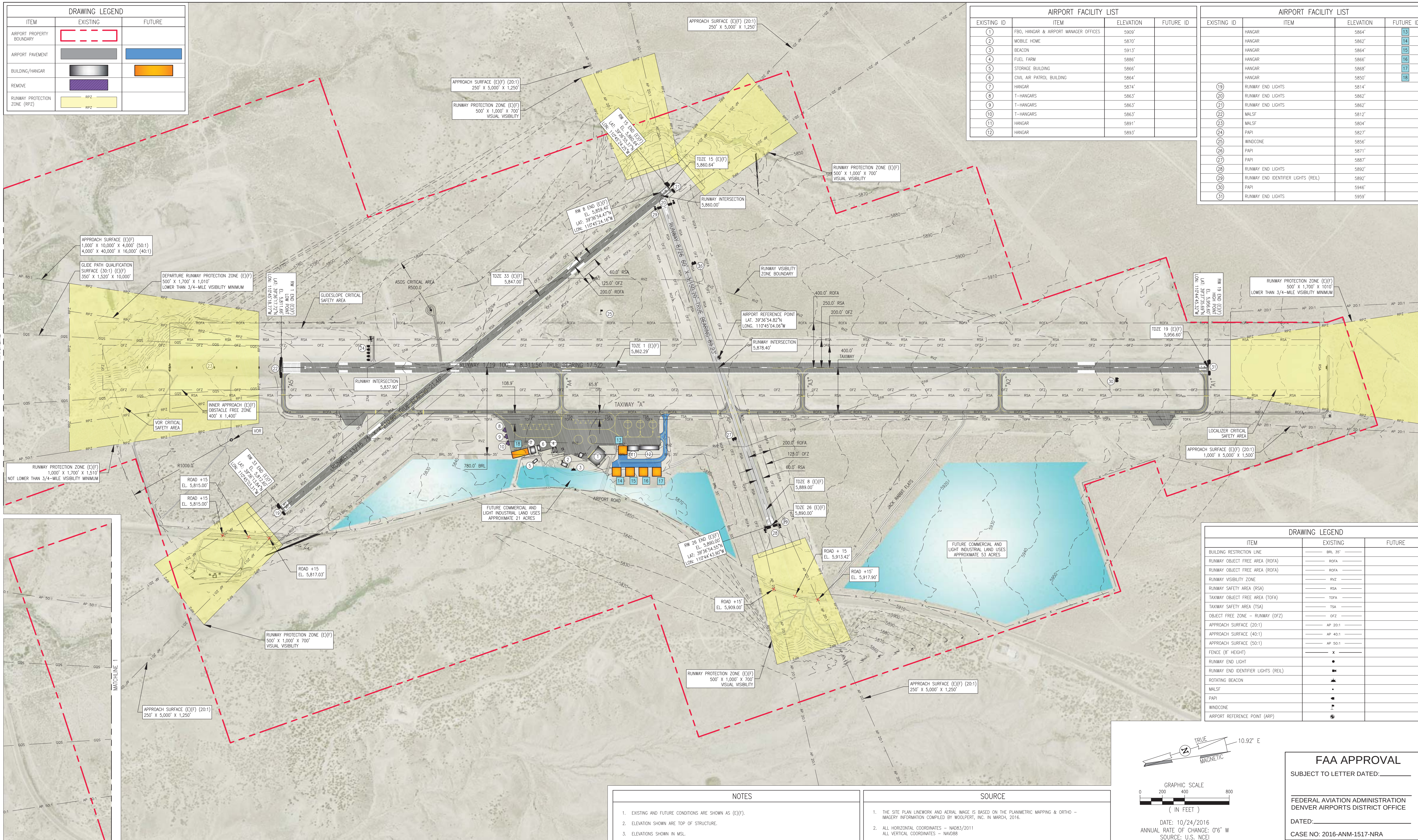
THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

AIRPORT DATA SHEET

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

SHEET NO.
02 of 24



DRAWING LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT PROPERTY BOUNDARY		
AIRPORT PAVEMENT		
BUILDING/HANGAR		
REMOVE		
RUNWAY PROTECTION ZONE (RPZ)	RPZ	

AIRPORT FACILITY LIST

EXISTING ID	ITEM	ELEVATION	FUTURE ID
1	FBO, HANGAR & AIRPORT MANAGER OFFICES	5909'	
2	MOBILE HOME	5870'	
3	BEACON	5913'	
4	FUEL FARM	5886'	
5	STORAGE BUILDING	5866'	
6	CIVIL AIR PATROL BUILDING	5864'	
7	HANGAR	5874'	
8	T-HANGARS	5863'	
9	T-HANGARS	5863'	
10	T-HANGARS	5863'	
11	HANGAR	5891'	
12	HANGAR	5893'	

AIRPORT FACILITY LIST

EXISTING ID	ITEM	ELEVATION	FUTURE ID
	HANGAR	5864'	13
	HANGAR	5862'	14
	HANGAR	5864'	15
	HANGAR	5866'	16
	HANGAR	5868'	17
	HANGAR	5850'	18
19	RUNWAY END LIGHTS	5814'	
20	RUNWAY END LIGHTS	5862'	
21	RUNWAY END LIGHTS	5862'	
22	MALSF	5812'	
23	MALSF	5804'	
24	PAPI	5827'	
25	WINDCONE	5856'	
26	PAPI	5871'	
27	PAPI	5887'	
28	RUNWAY END LIGHTS	5892'	
29	RUNWAY END IDENTIFIER LIGHTS (REIL)	5892'	
30	PAPI	5946'	
31	RUNWAY END LIGHTS	5959'	

DRAWING LEGEND		
ITEM	EXISTING	FUTURE
BUILDING RESTRICTION LINE	BRL 35'	
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	
RUNWAY VISIBILITY ZONE	RVZ	
RUNWAY SAFETY AREA (RSA)	RSA	
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	
TAXIWAY SAFETY AREA (TSA)	TSA	
OBJECT FREE ZONE – RUNWAY (OFZ)	OFZ	
APPROACH SURFACE (20:1)	AP 20:1	
APPROACH SURFACE (40:1)	AP 40:1	
APPROACH SURFACE (50:1)	AP 50:1	
FENCE (8' HEIGHT)	X	
RUNWAY END LIGHT		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
ROTATING BEACON		
MALSF		
PAPI		
WINDCONE		
AIRPORT REFERENCE POINT (ARP)		

TRUE 10.92° E MAGNETIC

GRAPHIC SCALE
0 200 400 800
(IN FEET)

DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI

NOTES

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).
2. ELEVATION SHOWN ARE TOP OF STRUCTURE.
3. ELEVATIONS SHOWN IN MSL.

SOURCE

1. THE SITE PLAN LINEWORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO – IMAGERY INFORMATION COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
2. ALL HORIZONTAL COORDINATES – NAD83/2011
ALL VERTICAL COORDINATES – NAVD88

FAA APPROVAL

SUBJECT TO LETTER DATED:______

FEDERAL AVIATION ADMINISTRATION
DENVER AIRPORTS DISTRICT OFFICE

DATED:______

CASE NO: 2016-ANM-1517-NRA

L:\PUC\PUC-ALP-2016\CAD\PLANS\
03-PUC-ALP-ALP.dwg
Jan 17, 2017 – 3:04pm
robert.belli

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD			
NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

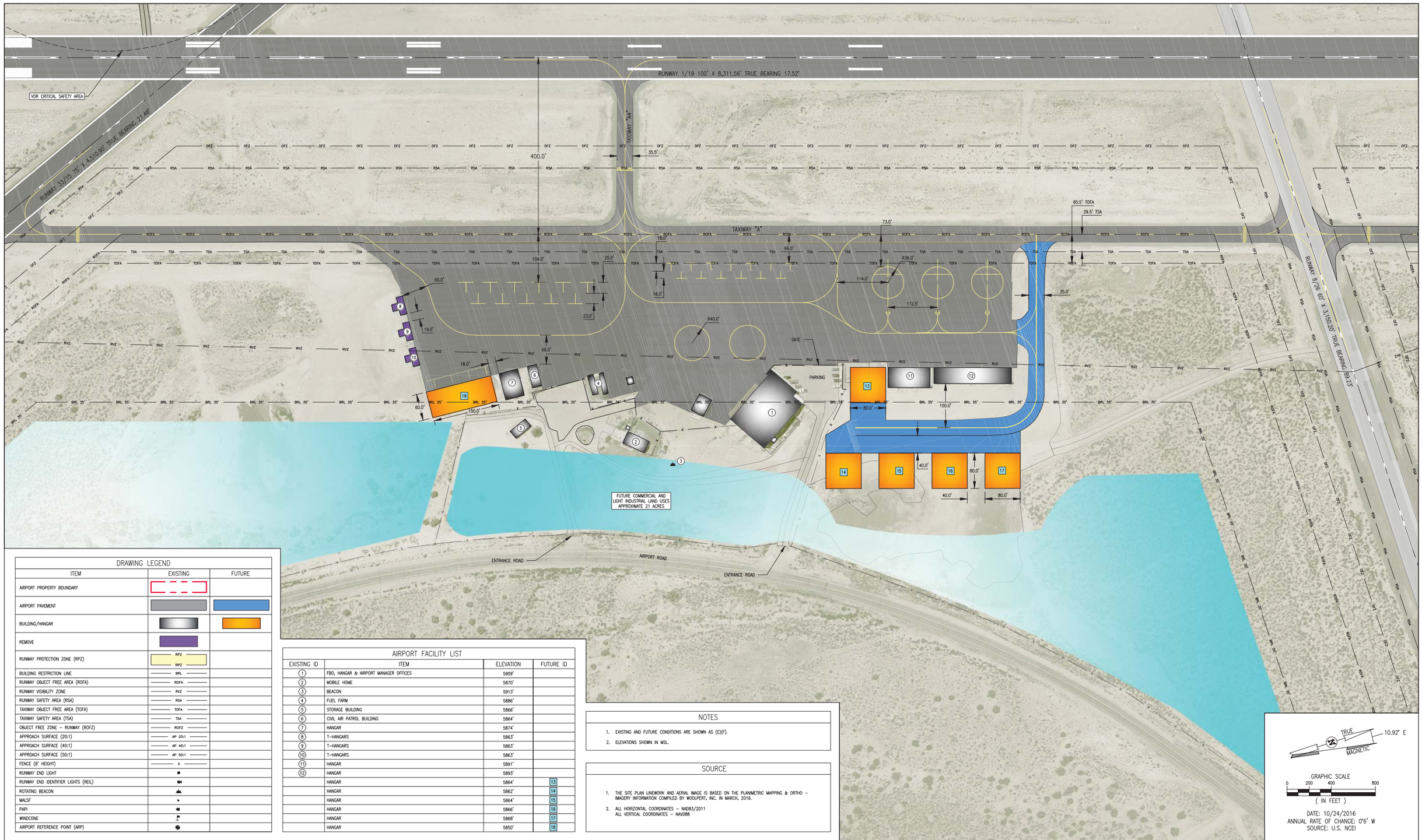
AIRPORT LAYOUT PLAN

AIRPORT LAYOUT PLAN

AIP PROJ. NO. 3-49-0026-016-2015

JVIATION PROJ. NO. 2015.PUC.01

DATE: JANUARY, 2017



DRAWING LEGEND

ITEM	EXISTING	FUTURE
AIRPORT PROPERTY BOUNDARY		
AIRPORT PAVEMENT		
BUILDING/HANGAR		
REMOVE		
RUNWAY PROTECTION ZONE (RPZ)	RPZ RPZ	
BUILDING RESTRICTION LINE	BRL	
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	
RUNWAY VISIBILITY ZONE	RVZ	
RUNWAY SAFETY AREA (RSA)	RSA	
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	
TAXIWAY SAFETY AREA (TSA)	TSA	
OBJECT FREE ZONE – RUNWAY (ROFZ)	ROFZ	
APPROACH SURFACE (20:1)	AP 20:1	
APPROACH SURFACE (40:1)	AP 40:1	
APPROACH SURFACE (50:1)	AP 50:1	
FENCE (8' HEIGHT)	X	
RUNWAY END LIGHT		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
ROTATING BEACON		
MALSF		
PAPI		
WINDCONE		
AIRPORT REFERENCE POINT (ARP)		

AIRPORT FACILITY LIST

EXISTING ID	ITEM	ELEVATION	FUTURE ID
1	FBO, HANGAR & AIRPORT MANAGER OFFICES	5909'	
2	MOBILE HOME	5870'	
3	BEACON	5913'	
4	FUEL FARM	5886'	
5	STORAGE BUILDING	5866'	
6	CIVIL AIR PATROL BUILDING	5864'	
7	HANGAR	5874'	
8	T-HANGARS	5863'	
9	T-HANGARS	5863'	
10	T-HANGARS	5863'	
11	HANGAR	5891'	
12	HANGAR	5893'	
	HANGAR	5864'	13
	HANGAR	5862'	14
	HANGAR	5864'	15
	HANGAR	5866'	16
	HANGAR	5868'	17
	HANGAR	5850'	18

NOTES

1. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).
2. ELEVATIONS SHOWN IN MSL.

SOURCE

1. THE SITE PLAN LINEWORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO – IMAGERY INFORMATION COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
2. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88

DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0'6" W
SOURCE: U.S. NCEI

L:\PROJ\PUC-ALP-2016\CAD\PLANS\

04-PUC-ALP-TERM.dwg
Jan 17, 2017 - 8:30am
robertw6

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

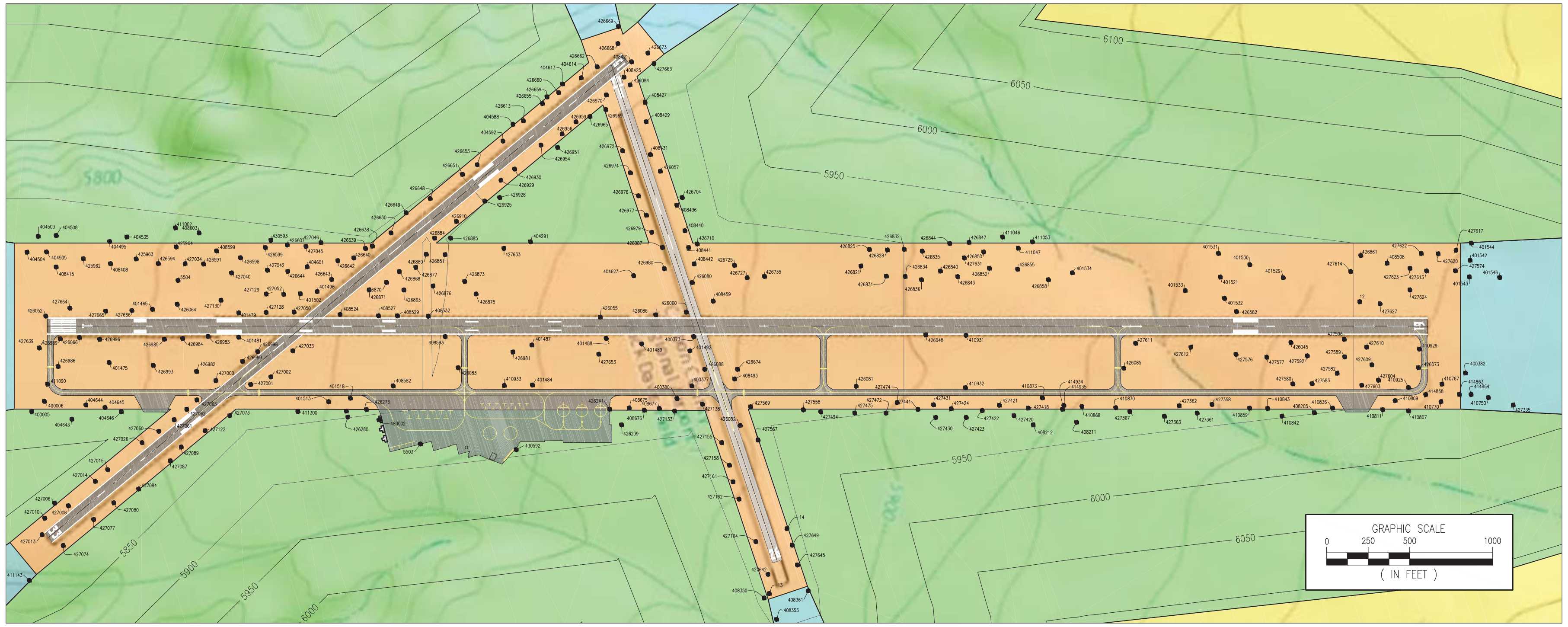
THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

TERMINAL AREA PLAN

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

SHEET NO.
04 of 24



LEGEND

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

NOTES

1. OBSTRUCTIONS WERE IDENTIFIED IN A 500' X 500' GRID OUTSIDE OF THE PRIMARY AND APPROACH SURFACES.
2. EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F).
3. THE NUMBERS SHOWN FOR EACH OBSTRUCTION CORRESPOND TO THE DATA TABLES ON SHEETS 6, 7 & 8.

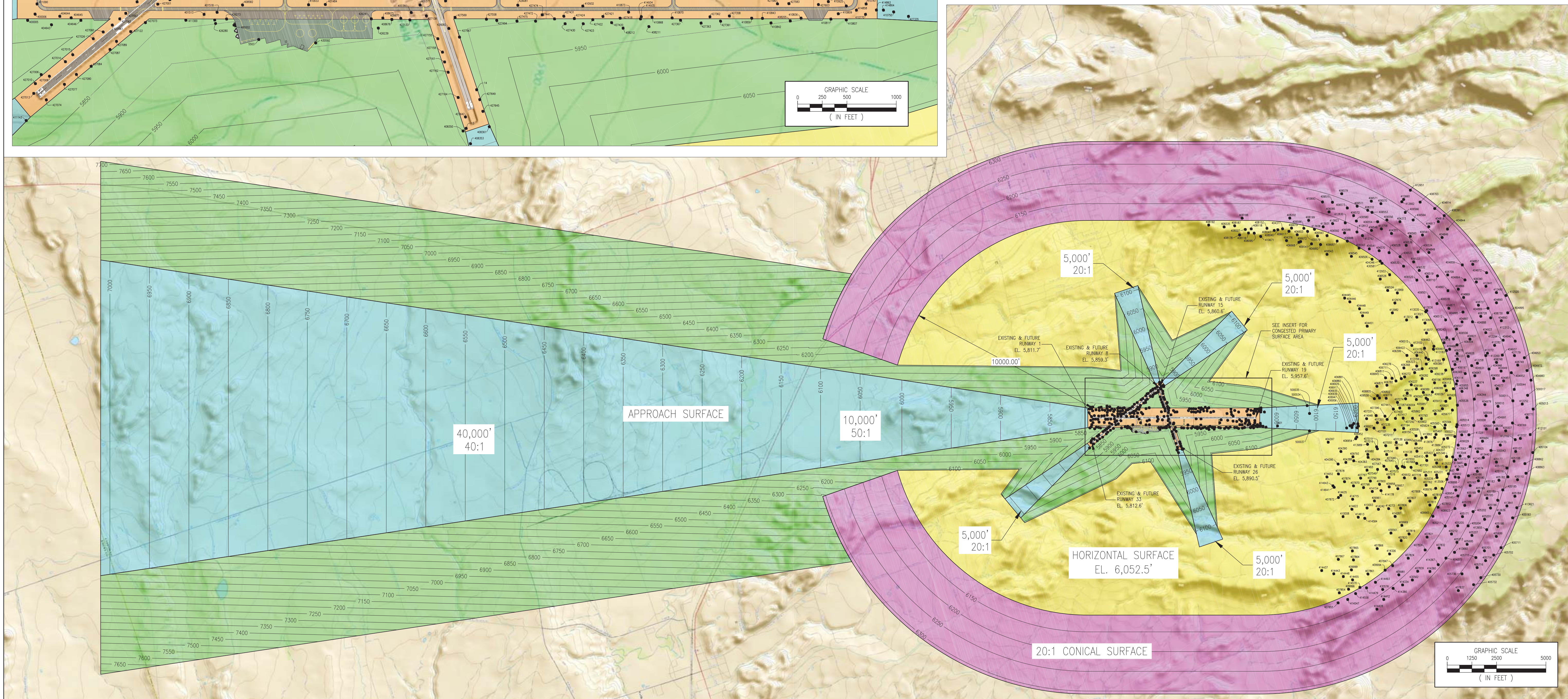
SOURCE

1. THE SITE PLAN LINE WORK IS BASED ON THE PLANIMETRIC MAPPING COMPILED BY WOOLPERT, INC. IN MARCH 2016.
2. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC IN MARCH, 2016.
3. THE QUAD MAP WAS OBTAINED FROM USGS WEB SITE IN APRIL, 2016.
4. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.

TRUE
MAGNETIC
10.92° E

GRAPHIC SCALE
0 200 400 800
(IN FEET)

DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI



L:\PUC\PUC-ALP-2016\CAD\PLANS\
05-PUC-ALP-AIRD.dwg
Jan 17, 2017 – 9:34am
robert.bell

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

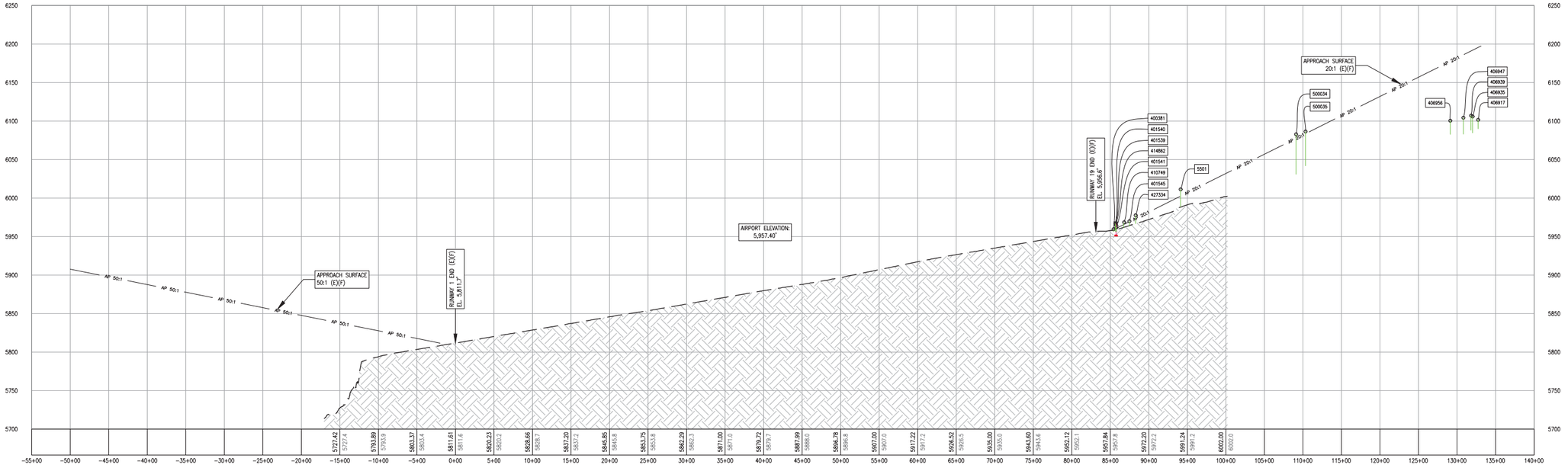
ISSUE RECORD			
NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE DRAWING

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017



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

AIRSPACE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
5501	OL ON DME	5992.40'	18.76'	6011.16'	RUNWAY 19 APPROACH	8.68'	*TO BE REMOVED, LOWERED, OR LIGHTED
400381	NATURAL HIGH POINT	5959.52'	0.00'	5959.52'	RUNWAY 19 APPROACH	0.56'	*TO BE REMOVED, LOWERED, OR LIGHTED
401539	BUSH	5962.59'	2.97'	5965.56'	RUNWAY 19 APPROACH	5.18'	*TO BE REMOVED, LOWERED, OR LIGHTED
401540	BUSH	5963.75'	3.34'	5967.09'	RUNWAY 19 APPROACH	6.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
401541	BUSH	5959.34'	2.29'	5961.63'	RUNWAY 19 APPROACH	0.89'	*TO BE REMOVED, LOWERED, OR LIGHTED
401545	BUSH	5968.11'	1.74'	5969.85'	RUNWAY 19 APPROACH	0.58'	*TO BE REMOVED, LOWERED, OR LIGHTED
406917	TREE	-	-	6101.45'	RUNWAY 19 APPROACH	-94.11'	
406935	TREE	-	-	6105.83'	RUNWAY 19 APPROACH	-86.13'	
406939	TREE	-	-	6106.95'	RUNWAY 19 APPROACH	-84.01'	
406947	TREE	-	-	6104.26'	RUNWAY 19 APPROACH	-81.73'	
406956	TREE	-	-	6100.33'	RUNWAY 19 APPROACH	-77.18'	
410749	NATURAL HIGH POINT	5968.50'	0.00'	5968.50'	RUNWAY 19 APPROACH	2.66'	*TO BE REMOVED, LOWERED, OR LIGHTED
414862	AIRPORT ACCESS ROAD	5966.64'	0.00'	5966.64'	RUNWAY 19 APPROACH	5.98'	*TO BE REMOVED, LOWERED, OR LIGHTED
427334	BUSH	5972.16'	5.40'	5977.56'	RUNWAY 19 APPROACH	4.24'	*TO BE REMOVED, LOWERED, OR LIGHTED
5000034	49-020947-POLE-61 FT AGL	6021.76'	61.00'	6082.76'	RUNWAY 19 APPROACH	5.29'	*TO BE REMOVED, LOWERED, OR LIGHTED
5000035	49-020948-POLE-49 FT AGL	6037.36'	49.00'	6086.36'	RUNWAY 19 APPROACH	2.79'	*TO BE REMOVED, LOWERED, OR LIGHTED

*FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

NOTES

1. EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F).
2. ONLY TOP OF OBJECT ELEVATION IS SHOWN FOR OBJECTS IN DENSE AREAS OUTSIDE OF THE INNER APPROACH SURFACES

SOURCE

1. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC IN MARCH, 2016.
2. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.

L:\PUC\PUC-ALP-2016\Q6\PLANS\
06-PUC_ALP_ARP.dwg
Jan 12, 2017 - 10:09am
robertbell

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD

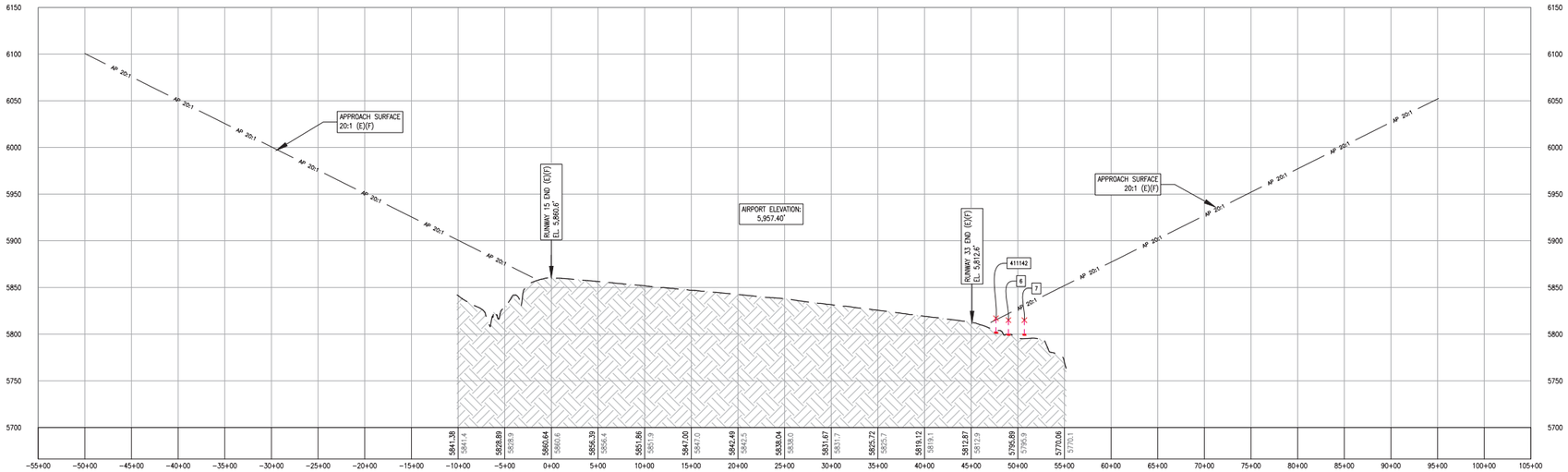
NO.	BY	DATE	DESCRIPTION

AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE PROFILE-
RUNWAY 1/19

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

SHEET NO.
06 of 24



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

AIRSPACE OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
6	ROAD +15'	5800.00'	15.00'	5815.00'	RUNWAY 33 APPROACH	-7.08'	
7	ROAD +15'	5800.00'	15.00'	5815.00'	RUNWAY 33 APPROACH	-15.56'	
411142	PRIMARY ROAD	5802.03'	15.00'	5817.03'	RUNWAY 33 APPROACH	1.65'	*TO BE REMOVED, LOWERED, OR LIGHTED

*FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

NOTES

1. EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F).
2. ONLY TOP OF OBJECT ELEVATION IS SHOWN FOR OBJECTS IN DENSE AREAS OUTSIDE OF THE INNER APPROACH SURFACES

SOURCE

1. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC IN MARCH, 2016.
2. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.

L:\PUC\PUC-ALP-2016\ADD\PLANS\
06-PUC_ALP_ARP.dwg
Jan 17, 2017 - 10:11am
robertbell

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD

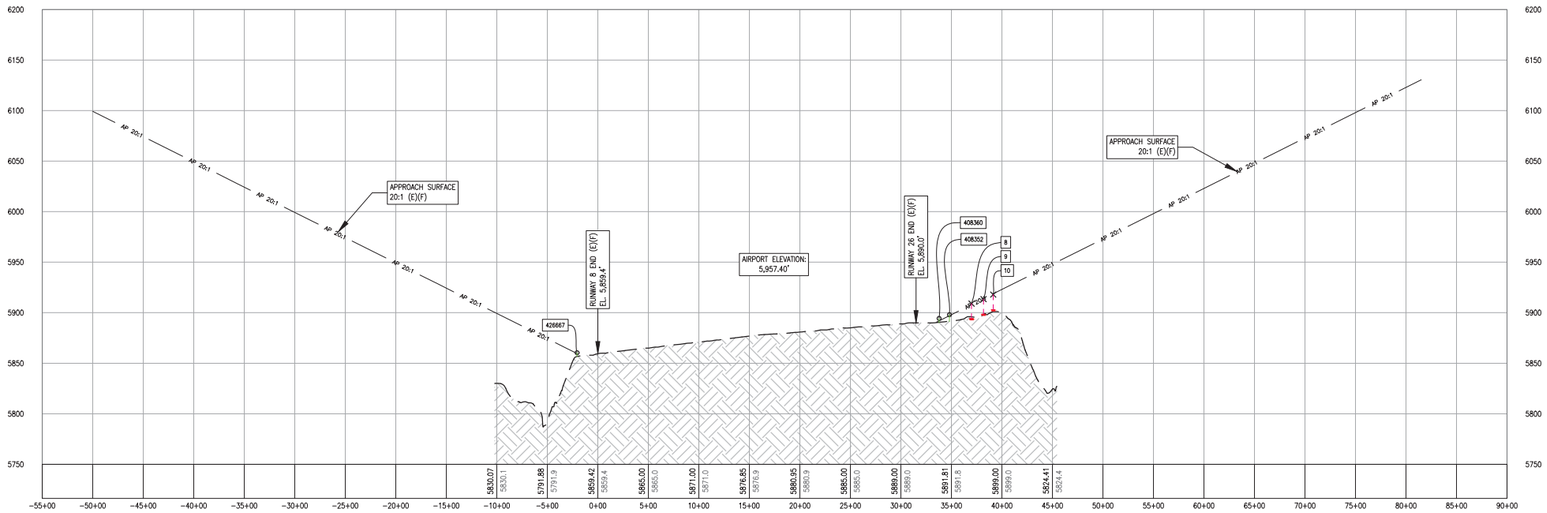
NO.	BY	DATE	DESCRIPTION

AIRPORT
LAYOUT PLAN

AIRPORT AIRSPACE PROFILE-
RUNWAY 15/33

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

SHEET NO.
07 of 24



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

AIRSPACE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
8	ROAD +15'	5894.00'	15.00'	5909.00'	RUNWAY 26 APPROACH	0.73'	*TO BE REMOVED, LOWERED, OR LIGHTED
9	ROAD +15'	5898.42'	15.00'	5913.42'	RUNWAY 26 APPROACH	-0.92'	
10	ROAD +15'	5902.90'	15.00'	5917.90'	RUNWAY 26 APPROACH	-0.86'	
408352	TREE	5891.49'	6.48'	5897.94'	RUNWAY 26 APPROACH	0.92'	*TO BE REMOVED, LOWERED, OR LIGHTED
408360	TREE	5890.72'	3.61'	5894.33'	RUNWAY 26 APPROACH	2.43'	*TO BE REMOVED, LOWERED, OR LIGHTED
426667	BUSH	5858.13'	2.22'	5860.33'	RUNWAY 8 APPROACH	0.71'	*TO BE REMOVED, LOWERED, OR LIGHTED

*FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

NOTES

1. EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F).
2. ONLY TOP OF OBJECT ELEVATION IS SHOWN FOR OBJECTS IN DENSE AREAS OUTSIDE OF THE INNER APPROACH SURFACES

SOURCE

1. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC IN MARCH, 2016.
2. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.

L:\PUC\PUC-ALP-2016\GIS\PLANS\
06-PUC_ALP-ARP.dwg
Jan 17, 2017 - 10:13am
robertbell

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

AIRPORT
LAYOUT PLAN

AIRPORT AIRSPACE PROFILE- RUNWAY 8/26

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

SHEET NO.
08 of 24

AIRSPACE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
6	ROAD +15'	5800.00'	15.00'	5815.00'	RUNWAY 33 APPROACH	-7.08'	
7	ROAD +15'	5800.00'	15.00'	5815.00'	RUNWAY 33 APPROACH	-15.56'	
8	ROAD +15'	5894.00'	15.00'	5909.00'	RUNWAY 26 APPROACH	0.73'	*TO BE REMOVED, LOWERED, OR LIGHTED
9	ROAD +15'	5898.42'	15.00'	5913.42'	RUNWAY 26 APPROACH	-0.50'	
10	ROAD +15'	5902.90'	15.00'	5917.90'	RUNWAY 26 APPROACH	-0.86'	u
5500	WSK	5851.02'	34.71'	5885.73'	TRANSITIONAL	5.84'	*TO BE REMOVED, LOWERED, OR LIGHTED
5501	OL ON DME	5992.40'	18.76'	6011.16'	RUNWAY 19 APPROACH	8.69'	*TO BE REMOVED, LOWERED, OR LIGHTED
5502	OL ON GS 01	5822.93'	35.38'	5858.31'	PRIMARY	33.18'	*TO BE REMOVED, LOWERED, OR LIGHTED
400003	TREE	5807.55'	7.50'	5815.05'	TRANSITIONAL	1.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
400004	TREE	5809.19'	5.99'	5815.18'	PRIMARY	3.51'	*TO BE REMOVED, LOWERED, OR LIGHTED
400372	NATURAL HIGH POINT	5878.42'	0.00'	5878.42'	PRIMARY	2.49'	*TO BE REMOVED, LOWERED, OR LIGHTED
400376	NATURAL HIGH POINT	5878.42'	0.00'	5878.42'	PRIMARY	1.35'	*TO BE REMOVED, LOWERED, OR LIGHTED
400379	NATURAL HIGH POINT	5876.66'	0.00'	5876.66'	PRIMARY	0.48'	*TO BE REMOVED, LOWERED, OR LIGHTED
400381	NATURAL HIGH POINT	5959.52'	0.00'	5959.52'	RUNWAY 19 APPROACH	0.56'	*TO BE REMOVED, LOWERED, OR LIGHTED
401464	BUSH	5821.54'	2.06'	5823.60'	PRIMARY	1.05'	*TO BE REMOVED, LOWERED, OR LIGHTED
401474	BUSH	5815.79'	2.47'	5818.26'	PRIMARY	0.11'	*TO BE REMOVED, LOWERED, OR LIGHTED
401478	BUSH	5830.37'	3.11'	5833.48'	PRIMARY	2.25'	*TO BE REMOVED, LOWERED, OR LIGHTED
401480	BUSH	5830.98'	2.61'	5833.59'	PRIMARY	2.36'	*TO BE REMOVED, LOWERED, OR LIGHTED
401482	BUSH	5860.59'	2.42'	5863.01'	PRIMARY	1.95'	*TO BE REMOVED, LOWERED, OR LIGHTED
401483	BUSH	5860.04'	1.92'	5861.96'	PRIMARY	0.97'	*TO BE REMOVED, LOWERED, OR LIGHTED
401485	BUSH	5868.40'	1.83'	5870.23'	PRIMARY	1.49'	*TO BE REMOVED, LOWERED, OR LIGHTED
401486	BUSH	5871.41'	2.29'	5873.70'	PRIMARY	1.57'	*TO BE REMOVED, LOWERED, OR LIGHTED
401491	BUSH	5877.33'	1.83'	5879.16'	PRIMARY	3.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
401495	BUSH	5837.33'	2.93'	5840.26'	PRIMARY	0.99'	*TO BE REMOVED, LOWERED, OR LIGHTED
401501	BUSH	5836.04'	2.24'	5838.28'	PRIMARY	0.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
401512	BUSH	5838.99'	4.03'	5843.02'	PRIMARY	2.56'	*TO BE REMOVED, LOWERED, OR LIGHTED
401517	BUSH	5841.41'	1.83'	5843.24'	PRIMARY	0.42'	*TO BE REMOVED, LOWERED, OR LIGHTED
401520	BUSH	5935.36'	2.33'	5937.69'	PRIMARY	1.42'	*TO BE REMOVED, LOWERED, OR LIGHTED
401523	BUSH	5938.37'	5.08'	5943.45'	PRIMARY	0.75'	*TO BE REMOVED, LOWERED, OR LIGHTED
401524	BUSH	5938.30'	2.42'	5940.72'	PRIMARY	1.43'	*TO BE REMOVED, LOWERED, OR LIGHTED
401525	BUSH	5931.95'	5.03'	5936.98'	PRIMARY	0.91'	*TO BE REMOVED, LOWERED, OR LIGHTED
401526	BUSH	5934.49'	4.12'	5938.61'	PRIMARY	1.91'	*TO BE REMOVED, LOWERED, OR LIGHTED
401527	BUSH	5929.82'	4.12'	5933.94'	PRIMARY	1.31'	*TO BE REMOVED, LOWERED, OR LIGHTED
401528	BUSH	5918.92'	3.16'	5922.08'	PRIMARY	1.35'	*TO BE REMOVED, LOWERED, OR LIGHTED
401539	BUSH	5962.59'	2.97'	5965.56'	RUNWAY 19 APPROACH	5.18'	*TO BE REMOVED, LOWERED, OR LIGHTED
401540	BUSH	5963.75'	3.34'	5967.09'	RUNWAY 19 APPROACH	6.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
401541	BUSH	5959.34'	2.29'	5961.63'	RUNWAY 19 APPROACH	0.89'	*TO BE REMOVED, LOWERED, OR LIGHTED
401545	BUSH	5968.11'	1.74'	5969.85'	RUNWAY 19 APPROACH	0.58'	*TO BE REMOVED, LOWERED, OR LIGHTED
404290	WSK	5854.43'	18.80'	5873.23'	TRANSITIONAL	11.67'	*TO BE REMOVED, LOWERED, OR LIGHTED
404337	TANK	-	-	6326.24'	HORIZONTAL	218.74'	*TO BE REMOVED, LOWERED, OR LIGHTED
404346	TANK	-	-	6153.92'	CONICAL	45.85'	*TO BE REMOVED, LOWERED, OR LIGHTED
404370	TELEPHONE PYLON/POLE	-	-	6164.09'	CONICAL	36.39'	*TO BE REMOVED, LOWERED, OR LIGHTED
404371	TELEPHONE PYLON/POLE	-	-	6273.97'	CONICAL	92.45'	*TO BE REMOVED, LOWERED, OR LIGHTED
404373	TELEPHONE PYLON/POLE	-	-	6344.41'	CONICAL	126.21'	*TO BE REMOVED, LOWERED, OR LIGHTED
404376	TELEPHONE PYLON/POLE	-	-	6167.04'	HORIZONTAL	59.55'	*TO BE REMOVED, LOWERED, OR LIGHTED
404377	TELEPHONE PYLON/POLE	-	-	6308.13'	HORIZONTAL	200.64'	*TO BE REMOVED, LOWERED, OR LIGHTED
404383	TELEPHONE PYLON/POLE	-	-	6170.70'	HORIZONTAL	63.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
404384	TELEPHONE PYLON/POLE	-	-	6186.63'	HORIZONTAL	79.14'	*TO BE REMOVED, LOWERED, OR LIGHTED
404388	TELEPHONE PYLON/POLE	-	-	6169.62'	HORIZONTAL	62.12'	*TO BE REMOVED, LOWERED, OR LIGHTED
404390	TELEPHONE PYLON/POLE	-	-	6139.32'	HORIZONTAL	31.83'	*TO BE REMOVED, LOWERED, OR LIGHTED
404395	TELEPHONE PYLON/POLE	-	-	6149.97'	HORIZONTAL	42.48'	*TO BE REMOVED, LOWERED, OR LIGHTED
404397	TELEPHONE PYLON/POLE	-	-	6120.43'	HORIZONTAL	12.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
404445	TELEPHONE PYLON/POLE	-	-	6113.33'	HORIZONTAL	5.83'	*TO BE REMOVED, LOWERED, OR LIGHTED
404446	TELEPHONE PYLON/POLE	-	-	6115.00'	HORIZONTAL	7.51'	*TO BE REMOVED, LOWERED, OR LIGHTED
404448	TELEPHONE PYLON/POLE	-	-	6121.37'	HORIZONTAL	13.87'	*TO BE REMOVED, LOWERED, OR LIGHTED
404449	TELEPHONE PYLON/POLE	-	-	6128.29'	HORIZONTAL	20.80'	*TO BE REMOVED, LOWERED, OR LIGHTED
404451	TELEPHONE PYLON/POLE	-	-	6123.04'	HORIZONTAL	15.55'	*TO BE REMOVED, LOWERED, OR LIGHTED
404494	TREE	5819.67'	5.03'	5824.70'	TRANSITIONAL	5.26'	*TO BE REMOVED, LOWERED, OR LIGHTED
404500	TREE	5810.54'	10.80'	5821.34'	TRANSITIONAL	3.94'	*TO BE REMOVED, LOWERED, OR LIGHTED
404501	TREE	5809.99'	14.37'	5824.36'	PRIMARY	12.69'	*TO BE REMOVED, LOWERED, OR LIGHTED
404502	TREE	5813.08'	5.58'	5818.66'	PRIMARY	6.99'	*TO BE REMOVED, LOWERED, OR LIGHTED
404507	TREE	5813.73'	7.05'	5820.78'	TRANSITIONAL	1.78'	*TO BE REMOVED, LOWERED, OR LIGHTED
404534	TREE	5819.81'	7.14'	5826.95'	TRANSITIONAL	1.83'	*TO BE REMOVED, LOWERED, OR LIGHTED
404587	TREE	5851.76'	7.78'	5859.54'	TRANSITIONAL	4.92'	*TO BE REMOVED, LOWERED, OR LIGHTED
404591	TREE	5850.93'	7.73'	5858.66'	PRIMARY	5.68'	*TO BE REMOVED, LOWERED, OR LIGHTED
404600	TREE	5833.75'	11.80'	5845.55'	PRIMARY	7.34'	*TO BE REMOVED, LOWERED, OR LIGHTED
404611	TREE	5855.08'	5.03'	5860.11'	TRANSITIONAL	2.40'	*TO BE REMOVED, LOWERED, OR LIGHTED
404612	TREE	5856.38'	5.49'	5861.87'	PRIMARY	3.51'	*TO BE REMOVED, LOWERED, OR LIGHTED
404622	TREE	5867.49'	5.81'	5873.30'	PRIMARY	1.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
404639	TREE	5813.13'	12.72'	5825.85'	TRANSITIONAL	1.27'	*TO BE REMOVED, LOWERED, OR LIGHTED
404640	TREE	5814.34'	8.10'	5822.44'	PRIMARY	6.73'	*TO BE REMOVED, LOWERED, OR LIGHTED
404641	TREE	5817.82'	5.72'	5823.54'	PRIMARY	5.81'	*TO BE REMOVED, LOWERED, OR LIGHTED
404642	TREE	5820.48'	7.91'	5828.39'	TRANSITIONAL	6.30'	*TO BE REMOVED, LOWERED, OR LIGHTED
404814	TREE	-	-	6380.83'	CONICAL	82.36'	*TO BE REMOVED, LOWERED, OR LIGHTED
404817	TREE	-	-	6547.84'	CONICAL	293.99'	*TO BE REMOVED, LOWERED, OR LIGHTED
404818	TREE	-	-	6591.10'	CONICAL	311.67'	*TO BE REMOVED, LOWERED, OR LIGHTED
404844	TREE	-	-	6336.01'	CONICAL	54.26'	*TO BE REMOVED, LOWERED, OR LIGHTED
404846	TREE	-	-	6280.50'	CONICAL	23.33'	*TO BE REMOVED, LOWERED, OR LIGHTED
404849	TREE	-	-	6228.62'	CONICAL	21.95'	*TO BE REMOVED, LOWERED, OR LIGHTED
404857	TREE	-	-	6467.86'	CONICAL	195.31'	*TO BE REMOVED, LOWERED, OR LIGHTED
404859	TREE	-	-	6319.81'	CONICAL	69.36'	*TO BE REMOVED, LOWERED, OR LIGHTED
404864	TREE	-	-	6571.29'	CONICAL	337.53'	*TO BE REMOVED, LOWERED, OR LIGHTED
404866	TREE	-	-	6498.10'	CONICAL	291.38'	*TO BE REMOVED, LOWERED, OR LIGHTED
404867	TREE	-	-	6307.25'	CONICAL	124.49'	*TO BE REMOVED, LOWERED, OR LIGHTED
404869	TREE	-	-	6542.90'	CONICAL	335.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
404871	TREE	-	-	6280.63'	CONICAL	119.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
404872	TREE	-	-	6619.53'	CONICAL	330.05'	*TO BE REMOVED, LOWERED, OR LIGHTED
404885	TREE	-	-	6369.24'	CONICAL	181.40'	*TO BE REMOVED, LOWERED, OR LIGHTED
404887	TREE	-	-	6499.98'	CONICAL	325.32'	*TO BE REMOVED, LOWERED, OR LIGHTED
404888	TREE	-	-	6522.27'	CONICAL	323.69'	*TO BE REMOVED, LOWERED, OR LIGHTED
404889	TREE	-	-	6560.64'	CONICAL	311.82'	*TO BE REMOVED, LOWERED, OR LIGHTED
404890	TREE	-	-	6564.63'	CONICAL	290.49'	*TO BE REMOVED, LOWERED, OR LIGHTED
404893	TREE	-	-	6507.86'	CONICAL	241.09'	*TO BE REMOVED, LOWERED, OR LIGHTED
404895	TREE	-	-	6528.26'	CONICAL	238.78'	*TO BE REMOVED, LOWERED, OR LIGHTED
404921	TREE	-	-	6492.09'	CONICAL	316.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
404923	TREE	-	-	6474.90'	CONICAL	255.65'	*TO BE REMOVED, LOWERED, OR LIGHTED
404928	TREE	-	-	6359.10'	CONICAL	201.15'	*TO BE REMOVED, LOWERED, OR LIGHTED
404931	TREE	-	-	6410.44'	CONICAL	250.16'	*TO BE REMOVED, LOWERED, OR LIGHTED
404937	TREE	-	-	6445.59'	CONICAL	203.57'	*TO BE REMOVED, LOWERED, OR LIGHTED
404940	TREE	-	-	6492.75'	CONICAL	209.78'	*TO BE REMOVED, LOWERED, OR LIGHTED

*FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

AIRSPACE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
404946	TREE	-	-	6424.00'	CONICAL	222.80'	*TO BE REMOVED, LOWERED, OR LIGHTED
404947	TREE	-	-	6391.71'	CONICAL	229.11'	*TO BE REMOVED, LOWERED, OR LIGHTED
404949	TREE	-	-	6432.59'	CONICAL	202.51'	*TO BE REMOVED, LOWERED, OR LIGHTED
404950	TREE	-	-	6426.97'	CONICAL	218.62'	*TO BE REMOVED, LOWERED, OR LIGHTED
404951	TREE	-	-	6408.68'	CONICAL	176.50'	*TO BE REMOVED, LOWERED, OR LIGHTED
404952	TREE	-	-	6422.56'	CONICAL	167.89'	*TO BE REMOVED, LOWERED, OR LIGHTED
404953	TREE	-	-	6471.04'	CONICAL	176.33'	*TO BE REMOVED, LOWERED, OR LIGHTED
404972	TREE	-	-	6402.62'	CONICAL	107.67'	*TO BE REMOVED, LOWERED, OR LIGHTED
404974	TREE	-	-	6385.13'	CONICAL	218.99'	*TO BE REMOVED, LOWERED, OR LIGHTED
404977	TREE	-	-	6365.74'	CONICAL	152.21'	*TO BE REMOVED, LOWERED, OR LIGHTED
404979	TREE	-	-	6335.04'	CONICAL	156.31'	*TO BE REMOVED, LOWERED, OR LIGHTED
404983	TREE	-	-	6437.77'	CONICAL	136.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
404991	TREE	-	-	6420.04'	CONICAL	219.41'	*TO BE REMOVED, LOWERED, OR LIGHTED
405006	TREE	-	-	6522.21'	CONICAL	313.68'	*TO BE REMOVED, LOWERED, OR LIGHTED
405007	TREE	-	-	6542.60'	CONICAL	311.28'	*TO BE REMOVED, LOWERED, OR LIGHTED
405013	TREE	-	-	6609.10'	CONICAL	308.88'	*TO BE REMOVED, LOWERED, OR LIGHTED
405104	TREE	-	-	6460.74'	CONICAL	156.17'	*TO BE REMOVED, LOWERED, OR LIGHTED
405107	TREE	-	-	6538.34'	CONICAL	277.14'	*TO BE REMOVED, LOWERED, OR LIGHTED
405108	TREE	-	-	6448.01'	CONICAL	187.18'	*TO BE REMOVED, LOWERED, OR LIGHTED
405110	TREE	-	-	6471.36'	CONICAL	192.40'	*TO BE REMOVED, LOWERED, OR LIGHTED
405115	TREE	-	-	6400.96'	CONICAL	154.68'	*TO BE REMOVED, LOWERED, OR LIGHTED
405116	TREE	-	-	6467.60'	CONICAL	214.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
405141	TREE	-	-	6328.94'	CONICAL	182.05'	*TO BE REMOVED, LOWERED, OR LIGHTED
405152	TREE	-	-	6433.85'	CONICAL	297.28'	*TO BE REMOVED, LOWERED, OR LIGHTED
405166	TREE	-	-	6455.76'	CONICAL	299.89'	*TO BE REMOVED, LOWERED, OR LIGHTED
405167	TREE	-	-	6298.50'	CONICAL	131.17'	*TO BE REMOVED, LOWERED, OR LIGHTED
405168	TREE	-	-	6354.72'	CONICAL	179.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
405169	TREE	-	-	6410.39'	CONICAL	217.76'	*TO BE REMOVED, LOWERED, OR LIGHTED
405170	TREE	-	-	6258.99'	CONICAL	86.71'	*TO BE REMOVED, LOWERED, OR LIGHTED
405171	TREE	-	-	6358.71'	CONICAL	179.88'	*TO BE REMOVED, LOWERED, OR LIGHTED
405173	TREE	-	-	6488.08'	CONICAL	342.49'	*TO BE REMOVED, LOWERED, OR LIGHTED
405174	TREE	-	-	6471.92'	CONICAL	296.98'	*TO BE REMOVED, LOWERED, OR LIGHTED
405177	TREE	-	-	6484.09'	CONICAL	266.79'	*TO BE REMOVED, LOWERED, OR LIGHTED
405180	TREE	-	-	6334.14'	CONICAL	150.31'	*TO BE REMOVED, LOWERED, OR LIGHTED
405182	TREE	-	-	6450.67'	CONICAL	216.94'	*TO BE REMOVED, LOWERED, OR LIGHTED
405183	TREE	-	-	6431.86'	CONICAL	220.56'	*TO BE REMOVED, LOWERED, OR LIGHTED
405184	TREE	-	-	6466.28'	CONICAL	182.64'	*TO BE REMOVED, LOWERED, OR LIGHTED
405185	TREE	-	-	6413.15'	CONICAL	163.65'	*TO BE REMOVED, LOWERED, OR LIGHTED
405189	TREE	-	-	6432.85'	CONICAL	187.31'	*TO BE REMOVED, LOWERED, OR LIGHTED
405193	TREE	-	-	6452.33'	CONICAL	156.05'	*TO BE REMOVED, LOWERED, OR LIGHTED
405195	TREE	-	-	6417.03'	CONICAL	198.88'	*TO BE REMOVED, LOWERED, OR LIGHTED
405196	TREE	-	-	6418.13'	CONICAL	182.98'	*TO BE REMOVED, LOWERED, OR LIGHTED
405198	TREE	-	-	6400.65'	CONICAL	130.25'	*TO BE REMOVED, LOWERED, OR LIGHTED
405201	TREE	-	-	6401.20'	CONICAL	168.79'	*TO BE REMOVED, LOWERED, OR LIGHTED
405202	TREE	-	-	6379.29'	CONICAL	181.45'	*TO BE REMOVED, LOWERED, OR LIGHTED
405204	TREE	-	-	6348.30'	CONICAL	146.31'	*TO BE REMOVED, LOWERED, OR LIGHTED
405205	TREE	-	-	6348.86'	CONICAL	170.12'	*TO BE REMOVED, LOWERED, OR LIGHTED
405207	TREE	-	-	6376.52'	CONICAL	154.53'	*TO BE REMOVED, LOWERED, OR LIGHTED
405211	TREE	-	-	6223.58'	CONICAL	72.21'	*TO BE REMOVED, LOWERED, OR LIGHTED
405212	TREE	-	-	6329.16'	CONICAL	153.66'	*TO BE REMOVED, LOWERED, OR LIGHTED
405213	TREE	-	-	6344.10'	CONICAL	145.81'	*TO BE REMOVED, LOWERED, OR LIGHTED
405226	TREE	-	-	6427.21'	HORIZONTAL	319.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
405231	TREE	-	-	6408.51'	HORIZONTAL	301.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
405248	TREE	-	-	6435.51'	HORIZONTAL	328.02'	*TO BE REMOVED, LOWERED, OR LIGHTED
405272	TREE	-	-	6432.96'	HORIZONTAL	325.47'	*TO BE REMOVED, LOWERED, OR LIGHTED
405311	TREE	-	-	6286.95'	HORIZONTAL	179.46'	*TO BE REMOVED, LOWERED, OR LIGHTED
405331	TREE	-	-	6313.81'	HORIZONTAL	206.32'	*TO BE REMOVED, LOWERED, OR LIGHTED
405346	TREE	-	-	6422.29'	HORIZONTAL	314.79'	*TO BE REMOVED, LOWERED, OR LIGHTED
405410	TREE	-	-	6278.93'	HORIZONTAL	171.43'	*TO BE REMOVED, LOWERED, OR LIGHTED
405422	TREE	-	-	6282.58'	HORIZONTAL	175.08'	*TO BE REMOVED, LOWERED, OR LIGHTED
405452	TREE	-	-	6260.03'	HORIZONTAL	152.53'	*TO BE REMOVED, LOWERED, OR LIGHTED
405488	TREE	-	-	6256.66'	HORIZONTAL	149.17'	*TO BE REMOVED, LOWERED, OR LIGHTED
405497	TREE	-	-	6292.47'	HORIZONTAL	184.98'	*TO BE REMOVED, LOWERED, OR LIGHTED
405513	TREE	-	-	6305.07'	HORIZONTAL	197.58'	*TO BE REMOVED, LOWERED, OR LIGHTED
405514	TREE	-	-	6277.66'	CONICAL	170.03'	*TO BE REMOVED, LOWERED, OR LIGHTED
405538	TREE	-	-	6296.45'	CONICAL	187.31'	*TO BE REMOVED, LOWERED, OR LIGHTED
405560	TREE	-	-	6315.24'	HORIZONTAL	207.75'	*TO BE REMOVED, LOWERED, OR LIGHTED
405584	TREE	-	-	6268.38'	HORIZONTAL	160.88'	*TO BE REMOVED, LOWERED, OR LIGHTED
405624	TREE	-	-	6284.40'	HORIZONTAL	176.91'	*TO BE REMOVED, LOWERED, OR LIGHTED
405677	TREE	-	-	6293.14'	HORIZONTAL	185.64'	*TO BE REMOVED, LOWERED, OR LIGHTED
405684	TREE	-	-	6417.71'	CONICAL	242.95'	*TO BE REMOVED, LOWERED, OR LIGHTED
405687	TREE	-	-	6447.00'	CONICAL	265.10'	*TO BE REMOVED, LOWERED, OR LIGHTED
405695	TREE	-	-	6357.06'	CONICAL	134.29'	*TO BE REMOVED, LOWERED, OR LIGHTED
405699	TREE	-	-	6340.40'	CONICAL	62.67'	*TO BE REMOVED, LOWERED, OR LIGHTED
405701	TREE	-	-	6360.02'	CONICAL	91.16'	*TO BE REMOVED, LOWERED, OR LIGHTED
405702	TREE	-	-	6390.26'	CONICAL	95.64'	*TO BE REMOVED, LOWERED, OR LIGHTED
405711	TREE	-	-	6403.62'	CONICAL	102.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
405714	TREE	-	-	6363.85'	CONICAL	79.61'	*TO BE REMOVED, LOWERED, OR LIGHTED
405715	TREE	-	-	6349.61'	CONICAL	90.05'	*TO BE REMOVED, LOWERED, OR LIGHTED
405716	TREE	-	-	6339.64'	CONICAL	63.43'	*TO BE REMOVED, LOWERED, OR LIGHTED
405730	TREE	-	-	6343.47'	CONICAL	44.83'	*TO BE REMOVED, LOWERED, OR LIGHTED
405732	TREE	-	-	6319.15'	CONICAL	24.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
405736	TREE	-	-	6306.44'	CONICAL	51.80'	*TO BE REMOVED, LOWERED, OR LIGHTED
405765	TREE	-	-	6247.86'	HORIZONTAL	140.37'	*TO BE REMOVED, LOWERED, OR LIGHTED
405793	TREE	-	-	6226.16'	HORIZONTAL	118.67'	*TO BE REMOVED, LOWERED, OR LIGHTED
405802	TREE	-	-	6217.84'	HORIZONTAL	110.35'	*TO BE REMOVED, LOWERED, OR LIGHTED
405831	TREE	-	-	6271.47'	HORIZONTAL	163.98'	*TO BE REMOVED, LOWERED, OR LIGHTED
405862	TREE	-	-	6288.11'	HORIZONTAL	180.62'	*TO BE REMOVED, LOWERED, OR LIGHTED
405913	TREE	-	-	6319.14'	HORIZONTAL	211.65'	*TO BE REMOVED, LOWERED, OR LIGHTED
405926	TREE	-	-	6331.06'	HORIZONTAL	223.57'	*TO BE REMOVED, LOWERED, OR LIGHTED
405955	TREE	-	-	6356.58'	HORIZONTAL	249.09'	*TO BE REMOVED, LOWERED, OR LIGHTED
405958	TREE	-	-	6368.95'	CONICAL	256.41'	*TO BE REMOVED, LOWERED, OR LIGHTED
405985	TREE	-	-	6309.81'	HORIZONTAL	202.32'	*TO BE REMOVED, LOWERED, OR LIGHTED
406004	TREE	-	-	6283.39'	HORIZONTAL	175.90'	*TO BE REMOVED, LOWERED, OR LIGHTED
406039	TREE	-	-	6337.47'	HORIZONTAL	229.97'	*TO BE REMOVED, LOWERED, OR LIGHTED
406053	TREE	-	-	6312.28'	HORIZONTAL	204.79'	*TO BE REMOVED, LOWERED, OR LIGHTED
406063	TREE	-	-	6307.34'	HORIZONTAL	199.84'	*TO BE REMOVED, LOWERED, OR LIGHTED
406078	TREE	-	-	6297.44'	HORIZONTAL	189.95'	*TO BE REMOVED, LOWERED, OR LIGHTED
406089	TREE	-	-	6319.37'	HORIZONTAL	211.87'	*TO BE REMOVED, LOWERED, OR LIGHTED
406099	TREE	-	-	6329.15'	HORIZONTAL	221.65'	*TO BE REMOVED, LOWERED, OR LIGHTED

*FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

AIRSPACE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
406113	TREE	-	-	6296.77'	HORIZONTAL	189.27'	*TO BE REMOVED, LOWERED, OR LIGHTED
406114	TREE	-	-	6360.29'	CONICAL	244.06'	*TO BE REMOVED, LOWERED, OR LIGHTED
406156	TREE	-	-	6337.69'	HORIZONTAL	230.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
406197	TREE	-	-	6373.22'	CONICAL	262.68'	*TO BE REMOVED, LOWERED, OR LIGHTED
406214	TREE	-	-	6385.92'	CONICAL	265.99'	*TO BE REMOVED, LOWERED, OR LIGHTED
406227	TREE	-	-	6325.78'	HORIZONTAL	218.28'	*TO BE REMOVED, LOWERED, OR LIGHTED
406272	TREE	-	-	6333.08'	HORIZONTAL	225.59'	*TO BE REMOVED, LOWERED, OR LIGHTED
406276	TREE	-	-	6328.92'	HORIZONTAL	221.43'	*TO BE REMOVED, LOWERED, OR LIGHTED
406285	TREE	-	-	6347.14'	HORIZONTAL	239.64'	*TO BE REMOVED, LOWERED, OR LIGHTED
406323	TREE	-	-	6237.07'	HORIZONTAL	129.57'	*TO BE REMOVED, LOWERED, OR LIGHTED
406344	TREE	-	-	6326.11'	CONICAL	173.22'	*TO BE REMOVED, LOWERED, OR LIGHTED
406348	TREE	-	-	6350.51'	CONICAL	226.54'	*TO BE REMOVED, LOWERED, OR LIGHTED
406349	TREE	-	-	6385.81'	CONICAL	246.03'	*TO BE REMOVED, LOWERED, OR LIGHTED
406368	TREE	-	-	6155.73'	HORIZONTAL	48.23'	*TO BE REMOVED, LOWERED, OR LIGHTED
406399	TREE	-	-	6140.50'	HORIZONTAL	33.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
406422	TREE	-	-	6196.53'	HORIZONTAL	89.03'	*TO BE REMOVED, LOWERED, OR LIGHTED
406440	TREE	-	-	6355.97'	HORIZONTAL	248.48'	*TO BE REMOVED, LOWERED, OR LIGHTED
406462	TREE	-	-	6418.02'	HORIZONTAL	310.53'	*TO BE REMOVED, LOWERED, OR LIGHTED
406478	TREE	-	-	6438.94'	CONICAL	327.34'	*TO BE REMOVED, LOWERED, OR LIGHTED
406494	TREE	-	-	6462.80'	CONICAL	322.74'	*TO BE REMOVED, LOWERED, OR LIGHTED
406506	TREE	-	-	6459.96'	CONICAL	323.03'	*TO BE REMOVED, LOWERED, OR LIGHTED
406507	TREE	-	-	6481.55'	CONICAL	327.30'	*TO BE REMOVED, LOWERED, OR LIGHTED
406512	TREE	-	-	6251.08'	CONICAL	111.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
406515	TREE	-	-	6145.61'	HORIZONTAL	38.12'	*TO BE REMOVED, LOWERED, OR LIGHTED
406518	TREE	-	-	6208.57'	CONICAL	67.02'	*TO BE REMOVED, LOWERED, OR LIGHTED
406519	TREE	-	-	6191.57'	CONICAL	29.09'	*TO BE REMOVED, LOWERED, OR LIGHTED
406520	TREE	-	-	6164.61'	CONICAL	27.92'	*TO BE REMOVED, LOWERED, OR LIGHTED
406524	TREE	-	-	6126.38'	HORIZONTAL	18.89'	*TO BE REMOVED, LOWERED, OR LIGHTED
406526	TREE	-	-	6120.12'	HORIZONTAL	12.63'	*TO BE REMOVED, LOWERED, OR LIGHTED
406528	TREE	-	-	6179.79'	CONICAL	40.81'	*TO BE REMOVED, LOWERED, OR LIGHTED
406530	TREE	-	-	6201.75'	CONICAL	64.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
406531	TREE	-	-	6208.92'	CONICAL	60.27'	*TO BE REMOVED, LOWERED, OR LIGHTED
406532	TREE	-	-	6163.07'	CONICAL	5.50'	*TO BE REMOVED, LOWERED, OR LIGHTED
406533	TREE	-	-	6240.88'	CONICAL	78.41'	*TO BE REMOVED, LOWERED, OR LIGHTED
406534	TREE	-	-	6288.21'	CONICAL	99.81'	*TO BE REMOVED, LOWERED, OR LIGHTED
406536	TREE	-	-	6356.13'	CONICAL	175.50'	*TO BE REMOVED, LOWERED, OR LIGHTED
406541	TREE	-	-	6148.67'	CONICAL	31.05'	*TO BE REMOVED, LOWERED, OR LIGHTED
406543	TREE	-	-	6192.86'	HORIZONTAL	85.36'	*TO BE REMOVED, LOWERED, OR LIGHTED
406545	TREE	-	-	6129.13'	HORIZONTAL	21.63'	*TO BE REMOVED, LOWERED, OR LIGHTED
406548	TREE	-	-	6438.13'	CONICAL	277.92'	*TO BE REMOVED, LOWERED, OR LIGHTED
406553	TREE	-	-	6455.62'	CONICAL	255.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
406554	TREE	-	-	6471.53'	CONICAL	284.48'	*TO BE REMOVED, LOWERED, OR LIGHTED
406556	TREE	-	-	6488.12'	CONICAL	284.84'	*TO BE REMOVED, LOWERED, OR LIGHTED
406560	TREE	-	-	6510.72'	CONICAL	306.00'	*TO BE REMOVED, LOWERED, OR LIGHTED
406561	TREE	-	-	6560.03'	CONICAL	332.62'	*TO BE REMOVED, LOWERED, OR LIGHTED
406564	TREE	-	-	6340.20'	CONICAL	98.50'	*TO BE REMOVED, LOWERED, OR LIGHTED
406566	TREE	-	-	6277.72'	CONICAL	32.48'	*TO BE REMOVED, LOWERED, OR LIGHTED
406570	TREE	-	-	6258.98'	CONICAL	28.16'	*TO BE REMOVED, LOWERED, OR LIGHTED
406571	TREE	-	-	6238.07'	CONICAL	13.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
406572	TREE	-	-	6413.02'	CONICAL	240.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
406573	TREE	-	-	6411.21'	CONICAL	227.73'	*TO BE REMOVED, LOWERED, OR LIGHTED
406579	TREE	-	-	6221.44'	CONICAL	9.36'	*TO BE REMOVED, LOWERED, OR LIGHTED
406585	TREE	-	-	6368.19'	CONICAL	210.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
406588	TREE	-	-	6399.97'	CONICAL	277.17'	*TO BE REMOVED, LOWERED, OR LIGHTED
406592	TREE	-	-	6369.09'	HORIZONTAL	261.60'	*TO BE REMOVED, LOWERED, OR LIGHTED
406593	TREE	-	-	6348.13'	HORIZONTAL	240.64'	*TO BE REMOVED, LOWERED, OR LIGHTED
406596	TREE	-	-	6331.68'	HORIZONTAL	224.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
406603	TREE	-	-	6314.10'	HORIZONTAL	206.61'	*TO BE REMOVED, LOWERED, OR LIGHTED
406617	TREE	-	-	6291.45'	HORIZONTAL	183.96'	*TO BE REMOVED, LOWERED, OR LIGHTED
406619	TREE	-	-	6290.21'	HORIZONTAL	182.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
406668	TREE	-	-	6188.56'	HORIZONTAL	81.07'	*TO BE REMOVED, LOWERED, OR LIGHTED
406672	TREE	-	-	6195.21'	HORIZONTAL	87.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
406682	TREE	-	-	6259.50'	HORIZONTAL	152.00'	*TO BE REMOVED, LOWERED, OR LIGHTED
406687	TREE	-	-	6376.18'	HORIZONTAL	268.69'	*TO BE REMOVED, LOWERED, OR LIGHTED
406688	TREE	-	-	6400.27'	HORIZONTAL	292.78'	*TO BE REMOVED, LOWERED, OR LIGHTED
406711	TREE	-	-	6310.79'	HORIZONTAL	203.30'	*TO BE REMOVED, LOWERED, OR LIGHTED
406776	TREE	-	-	6158.97'	HORIZONTAL	51.47'	*TO BE REMOVED, LOWERED, OR LIGHTED
406782	TREE	-	-	6284.51'	HORIZONTAL	177.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
406802	TREE	-	-	6189.90'	HORIZONTAL	82.40'	*TO BE REMOVED, LOWERED, OR LIGHTED
406805	TREE	-	-	6258.45'	HORIZONTAL	150.95'	*TO BE REMOVED, LOWERED, OR LIGHTED
406811	TREE	-	-	6234.88'	HORIZONTAL	127.38'	*TO BE REMOVED, LOWERED, OR LIGHTED
406845	TREE	-	-	6143.44'	HORIZONTAL	35.95'	*TO BE REMOVED, LOWERED, OR LIGHTED
406871	TREE	-	-	6138.91'	HORIZONTAL	31.42'	*TO BE REMOVED, LOWERED, OR LIGHTED
406881	TREE	-	-	6104.26'	RUNWAY 19 APPROACH	-102.96'	
406882	TREE	-	-	6101.45'	RUNWAY 19 APPROACH	-104.40'	
406917	TREE	-	-	6101.45'	RUNWAY 19 APPROACH	-94.11'	
406927	TREE	-	-	6127.95'	HORIZONTAL	20.46'	*TO BE REMOVED, LOWERED, OR LIGHTED
406929	TREE	-	-	6100.55'	RUNWAY 19 APPROACH	-103.40'	
406935	TREE	-	-	6105.83'	RUNWAY 19 APPROACH	-86.13'	
406939	TREE	-	-	6106.95'	RUNWAY 19 APPROACH	-84.01'	
406947	TREE	-	-	6104.26'	RUNWAY 19 APPROACH	-81.73'	
406952	TREE	-	-	6127.39'	HORIZONTAL	19.89'	*TO BE REMOVED, LOWERED, OR LIGHTED
406954	TREE	-	-	6116.61'	HORIZONTAL	9.12'	*TO BE REMOVED, LOWERED, OR LIGHTED
406956	TREE	-	-	6100.33'	RUNWAY 19 APPROACH	-77.18'	
406980	TREE	-	-	6154.68'	HORIZONTAL	47.18'	*TO BE REMOVED, LOWERED, OR LIGHTED
407016	TREE	-	-	6183.08'	HORIZONTAL	75.59'	*TO BE REMOVED, LOWERED, OR LIGHTED
407019	TREE	-	-	6198.24'	HORIZONTAL	90.75'	*TO BE REMOVED, LOWERED, OR LIGHTED
407050	TREE	-	-	6169.95'	HORIZONTAL	62.45'	*TO BE REMOVED, LOWERED, OR LIGHTED
407101	TREE	-	-	6155.46'	HORIZONTAL	47.97'	*TO BE REMOVED, LOWERED, OR LIGHTED
407138	TREE	-	-	6189.26'	HORIZONTAL	81.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
407141	TREE	-	-	6226.65'	HORIZONTAL	119.16'	*TO BE REMOVED, LOWERED, OR LIGHTED
407194	TREE	-	-	6191.84'	HORIZONTAL	84.35'	*TO BE REMOVED, LOWERED, OR LIGHTED
407211	TREE	-	-	6167.36'	HORIZONTAL	59.87'	*TO BE REMOVED, LOWERED, OR LIGHTED
407235	TREE	-	-	6187.69'	HORIZONTAL	80.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
407274	TREE	-	-	6277.51'	HORIZONTAL	170.02'	*TO BE REMOVED, LOWERED, OR LIGHTED
407287	TREE	-	-	6270.55'	HORIZONTAL	163.06'	*TO BE REMOVED, LOWERED, OR LIGHTED
407292	TREE	-	-	6252.25'	HORIZONTAL	144.75'	*TO BE REMOVED, LOWERED, OR LIGHTED
407331	TREE	-	-	6151.08'	HORIZONTAL	43.58'	*TO BE REMOVED, LOWERED, OR LIGHTED
407351	TREE	-	-	6212.72'	HORIZONTAL	105.23'	*TO BE REMOVED, LOWERED, OR LIGHTED
407396	TREE	-	-	6243.38'	HORIZONTAL	135.88'	*TO BE REMOVED, LOWERED, OR LIGHTED

*FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

NOTES

1. ONLY TOP OF OBJECT ELEVATION IS SHOWN FOR OBJECTS IN DENSE AREAS OUTSIDE OF THE INNER APPROACH SURFACES.

SOURCE

1. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC IN MARCH, 2016.
2. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.

L:\PUC\PUC-ALP-2016\CAD\PLANS\ 07-PUC-ALP-OBST.dwg Jan 17, 2017 – 10:15am robert.belli

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD			
NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE OBSTACLE TABLE - 1

AIP PROJ. NO. 3-49-0026-016-2015
JVIATION PROJ. NO. 2015.PUC.01
DATE: JANUARY, 2017

SHEET NO. 09 of 24

AIRSPACE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
407400	TREE	-	-	6241.47'	HORIZONTAL	133.97'	*TO BE REMOVED, LOWERED, OR LIGHTED
407417	TREE	-	-	6240.68'	HORIZONTAL	133.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
407441	TREE	-	-	6267.86'	HORIZONTAL	160.36'	*TO BE REMOVED, LOWERED, OR LIGHTED
407483	TREE	-	-	6175.35'	HORIZONTAL	67.86'	*TO BE REMOVED, LOWERED, OR LIGHTED
407514	TREE	-	-	6211.98'	HORIZONTAL	104.49'	*TO BE REMOVED, LOWERED, OR LIGHTED
407549	TREE	-	-	6197.93'	HORIZONTAL	90.43'	*TO BE REMOVED, LOWERED, OR LIGHTED
407567	TREE	-	-	6203.35'	HORIZONTAL	95.86'	*TO BE REMOVED, LOWERED, OR LIGHTED
407575	TREE	-	-	6210.32'	HORIZONTAL	102.83'	*TO BE REMOVED, LOWERED, OR LIGHTED
407578	TREE	-	-	6195.71'	HORIZONTAL	88.22'	*TO BE REMOVED, LOWERED, OR LIGHTED
407645	TREE	-	-	6231.24'	HORIZONTAL	123.74'	*TO BE REMOVED, LOWERED, OR LIGHTED
407646	TREE	-	-	6231.90'	HORIZONTAL	124.41'	*TO BE REMOVED, LOWERED, OR LIGHTED
407650	TREE	-	-	6237.21'	HORIZONTAL	129.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
407668	TREE	-	-	6246.62'	HORIZONTAL	139.13'	*TO BE REMOVED, LOWERED, OR LIGHTED
407682	TREE	-	-	6252.60'	HORIZONTAL	145.10'	*TO BE REMOVED, LOWERED, OR LIGHTED
407701	TREE	-	-	6258.40'	HORIZONTAL	150.90'	*TO BE REMOVED, LOWERED, OR LIGHTED
407762	TREE	-	-	6394.85'	HORIZONTAL	287.36'	*TO BE REMOVED, LOWERED, OR LIGHTED
407778	TREE	-	-	6242.02'	HORIZONTAL	134.52'	*TO BE REMOVED, LOWERED, OR LIGHTED
407797	TREE	-	-	6161.56'	HORIZONTAL	54.07'	*TO BE REMOVED, LOWERED, OR LIGHTED
407798	TREE	-	-	6156.47'	HORIZONTAL	48.98'	*TO BE REMOVED, LOWERED, OR LIGHTED
407799	TREE	-	-	6177.17'	HORIZONTAL	69.67'	*TO BE REMOVED, LOWERED, OR LIGHTED
407800	TREE	-	-	6183.92'	HORIZONTAL	76.42'	*TO BE REMOVED, LOWERED, OR LIGHTED
407806	TREE	-	-	6195.98'	HORIZONTAL	88.49'	*TO BE REMOVED, LOWERED, OR LIGHTED
407807	TREE	-	-	6318.38'	HORIZONTAL	210.89'	*TO BE REMOVED, LOWERED, OR LIGHTED
407808	TREE	-	-	6372.10'	HORIZONTAL	264.61'	*TO BE REMOVED, LOWERED, OR LIGHTED
407810	TREE	-	-	6365.41'	HORIZONTAL	257.91'	*TO BE REMOVED, LOWERED, OR LIGHTED
407811	TREE	-	-	6356.53'	HORIZONTAL	249.04'	*TO BE REMOVED, LOWERED, OR LIGHTED
407812	TREE	-	-	6380.09'	CONICAL	267.18'	*TO BE REMOVED, LOWERED, OR LIGHTED
407819	TREE	-	-	6265.54'	HORIZONTAL	158.05'	*TO BE REMOVED, LOWERED, OR LIGHTED
407820	TREE	-	-	6171.27'	HORIZONTAL	63.78'	*TO BE REMOVED, LOWERED, OR LIGHTED
407821	TREE	-	-	6295.03'	CONICAL	166.90'	*TO BE REMOVED, LOWERED, OR LIGHTED
407824	TREE	-	-	6248.75'	CONICAL	123.55'	*TO BE REMOVED, LOWERED, OR LIGHTED
407826	TREE	-	-	6272.98'	CONICAL	129.10'	*TO BE REMOVED, LOWERED, OR LIGHTED
407832	TREE	-	-	6307.73'	CONICAL	138.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
407837	TREE	-	-	6291.06'	CONICAL	16.83'	*TO BE REMOVED, LOWERED, OR LIGHTED
407839	TREE	-	-	6247.75'	CONICAL	82.36'	*TO BE REMOVED, LOWERED, OR LIGHTED
407847	TREE	-	-	6217.28'	CONICAL	105.95'	*TO BE REMOVED, LOWERED, OR LIGHTED
407854	TREE	-	-	6135.47'	HORIZONTAL	27.98'	*TO BE REMOVED, LOWERED, OR LIGHTED
407855	TREE	-	-	6123.13'	CONICAL	6.38'	*TO BE REMOVED, LOWERED, OR LIGHTED
407861	TREE	-	-	6137.00'	HORIZONTAL	29.51'	*TO BE REMOVED, LOWERED, OR LIGHTED
407864	TREE	-	-	6144.56'	HORIZONTAL	37.07'	*TO BE REMOVED, LOWERED, OR LIGHTED
407865	TREE	-	-	6133.46'	HORIZONTAL	25.96'	*TO BE REMOVED, LOWERED, OR LIGHTED
407866	TREE	-	-	6119.93'	HORIZONTAL	12.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
407867	TREE	-	-	6113.60'	HORIZONTAL	6.11'	*TO BE REMOVED, LOWERED, OR LIGHTED
407870	TREE	-	-	6149.77'	HORIZONTAL	42.28'	*TO BE REMOVED, LOWERED, OR LIGHTED
407872	TREE	-	-	6127.24'	HORIZONTAL	19.75'	*TO BE REMOVED, LOWERED, OR LIGHTED
407874	TREE	-	-	6132.68'	HORIZONTAL	25.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
407878	TREE	-	-	6121.58'	HORIZONTAL	14.09'	*TO BE REMOVED, LOWERED, OR LIGHTED
408027	TREE	-	-	6238.21'	HORIZONTAL	130.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
408040	TREE	-	-	6259.83'	HORIZONTAL	152.34'	*TO BE REMOVED, LOWERED, OR LIGHTED
408041	TREE	-	-	6248.91'	HORIZONTAL	141.42'	*TO BE REMOVED, LOWERED, OR LIGHTED
408095	TREE	-	-	6236.65'	HORIZONTAL	129.16'	*TO BE REMOVED, LOWERED, OR LIGHTED
408116	TREE	-	-	6227.85'	HORIZONTAL	120.35'	*TO BE REMOVED, LOWERED, OR LIGHTED
408118	TREE	-	-	6176.25'	HORIZONTAL	68.75'	*TO BE REMOVED, LOWERED, OR LIGHTED
408152	TREE	-	-	6148.05'	HORIZONTAL	40.56'	*TO BE REMOVED, LOWERED, OR LIGHTED
408178	TREE	-	-	6147.16'	HORIZONTAL	39.67'	*TO BE REMOVED, LOWERED, OR LIGHTED
408187	TREE	-	-	6201.21'	HORIZONTAL	93.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
408188	TREE	-	-	6185.50'	CONICAL	72.14'	*TO BE REMOVED, LOWERED, OR LIGHTED
408192	TREE	-	-	6159.31'	HORIZONTAL	51.81'	*TO BE REMOVED, LOWERED, OR LIGHTED
408199	TREE	-	-	6179.28'	CONICAL	56.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
408202	TREE	-	-	6125.42'	CONICAL	6.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
408204	TREE	5952.44'	4.90'	5957.34'	TRANSITIONAL	8.32'	*TO BE REMOVED, LOWERED, OR LIGHTED
408209	TREE	5925.28'	10.52'	5935.80'	TRANSITIONAL	3.29'	*TO BE REMOVED, LOWERED, OR LIGHTED
408210	TREE	5919.67'	13.36'	5933.03'	TRANSITIONAL	3.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
408243	TREE	-	-	6463.39'	CONICAL	340.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
408310	TREE	-	-	6447.36'	CONICAL	247.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
408335	TREE	-	-	6186.27'	HORIZONTAL	78.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
408349	TREE	5883.50'	12.80'	5896.30'	PRIMARY	2.80'	*TO BE REMOVED, LOWERED, OR LIGHTED
408352	TREE	5891.49'	6.45'	5897.94'	RUNWAY 26 APPROACH	0.92'	*TO BE REMOVED, LOWERED, OR LIGHTED
408360	TREE	5890.72'	3.61'	5894.33'	RUNWAY 26 APPROACH	2.43'	*TO BE REMOVED, LOWERED, OR LIGHTED
408390	TREE	-	-	6588.73'	CONICAL	333.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
408391	TREE	-	-	6612.31'	CONICAL	311.57'	*TO BE REMOVED, LOWERED, OR LIGHTED
408407	NATURAL HIGH POINT	5819.12'	0.00'	5819.12'	PRIMARY	0.83'	*TO BE REMOVED, LOWERED, OR LIGHTED
408414	NATURAL HIGH POINT	5814.20'	0.00'	5814.20'	PRIMARY	1.61'	*TO BE REMOVED, LOWERED, OR LIGHTED
408420	NATURAL HIGH POINT	5861.10'	0.00'	5861.10'	PRIMARY	1.37'	*TO BE REMOVED, LOWERED, OR LIGHTED
408426	NATURAL HIGH POINT	5863.64'	0.00'	5863.64'	PRIMARY	0.92'	*TO BE REMOVED, LOWERED, OR LIGHTED
408428	NATURAL HIGH POINT	5864.52'	0.00'	5864.52'	PRIMARY	0.50'	*TO BE REMOVED, LOWERED, OR LIGHTED
408435	NATURAL HIGH POINT	5870.47'	0.00'	5870.47'	PRIMARY	0.33'	*TO BE REMOVED, LOWERED, OR LIGHTED
408437	NATURAL HIGH POINT	5872.89'	0.00'	5872.89'	PRIMARY	0.87'	*TO BE REMOVED, LOWERED, OR LIGHTED
408439	NATURAL HIGH POINT	5875.09'	0.00'	5875.09'	PRIMARY	1.04'	*TO BE REMOVED, LOWERED, OR LIGHTED
408492	NATURAL HIGH POINT	5882.03'	0.00'	5882.03'	PRIMARY	0.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
408507	NATURAL HIGH POINT	5956.02'	0.00'	5956.02'	PRIMARY	2.61'	*TO BE REMOVED, LOWERED, OR LIGHTED
408531	NATURAL HIGH POINT	5850.76'	0.00'	5850.76'	PRIMARY	0.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
408592	NATURAL HIGH POINT	5852.34'	0.00'	5852.34'	PRIMARY	1.58'	*TO BE REMOVED, LOWERED, OR LIGHTED
408598	NATURAL HIGH POINT	5834.47'	0.00'	5834.47'	PRIMARY	5.47'	*TO BE REMOVED, LOWERED, OR LIGHTED
408602	NATURAL HIGH POINT	5837.16'	0.00'	5837.16'	TRANSITIONAL	1.22'	*TO BE REMOVED, LOWERED, OR LIGHTED
408672	NATURAL HIGH POINT	5874.95'	0.00'	5874.95'	PRIMARY	3.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
408673	NATURAL HIGH POINT	5875.28'	0.00'	5875.28'	TRANSITIONAL	1.54'	*TO BE REMOVED, LOWERED, OR LIGHTED
408674	NATURAL HIGH POINT	5876.93'	0.00'	5876.93'	PRIMARY	2.62'	*TO BE REMOVED, LOWERED, OR LIGHTED
408703	GROUND	6289.85'	0.00'	6289.85'	CONICAL	1.43'	*TO BE REMOVED, LOWERED, OR LIGHTED
408709	GROUND	6237.57'	0.00'	6237.57'	CONICAL	32.10'	*TO BE REMOVED, LOWERED, OR LIGHTED
408710	GROUND	6204.15'	0.00'	6204.15'	CONICAL	20.50'	*TO BE REMOVED, LOWERED, OR LIGHTED
408727	GROUND	6539.91'	0.00'	6539.91'	CONICAL	309.42'	*TO BE REMOVED, LOWERED, OR LIGHTED
408728	GROUND	6539.13'	0.00'	6539.13'	CONICAL	315.59'	*TO BE REMOVED, LOWERED, OR LIGHTED
408730	GROUND	6517.62'	0.00'	6517.62'	CONICAL	272.81'	*TO BE REMOVED, LOWERED, OR LIGHTED
408748	GROUND	6427.63'	0.00'	6427.63'	CONICAL	204.31'	*TO BE REMOVED, LOWERED, OR LIGHTED
408749	GROUND	6449.67'	0.00'	6449.67'	CONICAL	175.40'	*TO BE REMOVED, LOWERED, OR LIGHTED
408769	GROUND	6559.56'	0.00'	6559.56'	CONICAL	311.81'	*TO BE REMOVED, LOWERED, OR LIGHTED
408771	GROUND	6586.38'	0.00'	6586.38'	CONICAL	301.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
408862	GROUND	6473.58'	0.00'	6473.58'	CONICAL	184.53'	*TO BE REMOVED, LOWERED, OR LIGHTED
408863	GROUND	6479.11'	0.00'	6479.11'	CONICAL	182.92'	*TO BE REMOVED, LOWERED, OR LIGHTED

*FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

AIRSPACE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
408888	GROUND	6442.48'	0.00'	6442.48'	CONICAL	308.99'	*TO BE REMOVED, LOWERED, OR LIGHTED
408902	GROUND	6443.03'	0.00'	6443.03'	CONICAL	318.32'	*TO BE REMOVED, LOWERED, OR LIGHTED
408923	GROUND	6231.44'	0.00'	6231.44'	CONICAL	78.71'	*TO BE REMOVED, LOWERED, OR LIGHTED
408925	GROUND	6496.05'	0.00'	6496.05'	CONICAL	330.21'	*TO BE REMOVED, LOWERED, OR LIGHTED
408954	GROUND	6410.28'	0.00'	6410.28'	HORIZONTAL	302.78'	*TO BE REMOVED, LOWERED, OR LIGHTED
408976	GROUND	6400.87'	0.00'	6400.87'	HORIZONTAL	293.38'	*TO BE REMOVED, LOWERED, OR LIGHTED
409029	GROUND	6326.24'	0.00'	6326.24'	CONICAL	211.34'	*TO BE REMOVED, LOWERED, OR LIGHTED
409150	GROUND	6249.70'	0.00'	6249.70'	HORIZONTAL	142.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
409177	GROUND	6298.23'	0.00'	6298.23'	HORIZONTAL	190.74'	*TO BE REMOVED, LOWERED, OR LIGHTED
409199	GROUND	6316.78'	0.00'	6316.78'	HORIZONTAL	209.29'	*TO BE REMOVED, LOWERED, OR LIGHTED
409223	GROUND	6380.19'	0.00'	6380.19'	CONICAL	250.59'	*TO BE REMOVED, LOWERED, OR LIGHTED
409238	GROUND	6355.91'	0.00'	6355.91'	HORIZONTAL	248.41'	*TO BE REMOVED, LOWERED, OR LIGHTED
409282	GROUND	6338.14'	0.00'	6338.14'	HORIZONTAL	230.65'	*TO BE REMOVED, LOWERED, OR LIGHTED
409298	GROUND	6350.06'	0.00'	6350.06'	HORIZONTAL	242.57'	*TO BE REMOVED, LOWERED, OR LIGHTED
409378	GROUND	6392.00'	0.00'	6392.00'	CONICAL	258.65'	*TO BE REMOVED, LOWERED, OR LIGHTED
409385	GROUND	6388.40'	0.00'	6388.40'	HORIZONTAL	280.90'	*TO BE REMOVED, LOWERED, OR LIGHTED
409461	GROUND	6423.93'	0.00'	6423.93'	CONICAL	313.88'	*TO BE REMOVED, LOWERED, OR LIGHTED
409468	GROUND	6436.55'	0.00'	6436.55'	CONICAL	317.70'	*TO BE REMOVED, LOWERED, OR LIGHTED
409501	GROUND	6179.71'	0.00'	6179.71'	CONICAL	45.21'	*TO BE REMOVED, LOWERED, OR LIGHTED
409506	GROUND	6113.07'	0.00'	6113.07'	HORIZONTAL	5.58'	*TO BE REMOVED, LOWERED, OR LIGHTED
409511	GROUND	6418.82'	0.00'	6418.82'	CONICAL	221.17'	*TO BE REMOVED, LOWERED, OR LIGHTED
409515	GROUND	6363.57'	0.00'	6363.57'	CONICAL	179.71'	*TO BE REMOVED, LOWERED, OR LIGHTED
409541	GROUND	6228.71'	0.00'	6228.71'	HORIZONTAL	121.22'	*TO BE REMOVED, LOWERED, OR LIGHTED
409543	GROUND	6142.48'	0.00'	6142.48'	HORIZONTAL	34.99'	*TO BE REMOVED, LOWERED, OR LIGHTED
409558	GROUND	6128.26'	0.00'	6128.26'	HORIZONTAL	20.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
409793	GROUND	6108.08'	0.00'	6108.08'	HORIZONTAL	0.58'	*TO BE REMOVED, LOWERED, OR LIGHTED
409842	GROUND	6234.85'	0.00'	6234.85'	HORIZONTAL	127.36'	*TO BE REMOVED, LOWERED, OR LIGHTED
409932	GROUND	6212.25'	0.00'	6212.25'	HORIZONTAL	104.75'	*TO BE REMOVED, LOWERED, OR LIGHTED
409956	GROUND	6176.83'	0.00'	6176.83'	HORIZONTAL	69.34'	*TO BE REMOVED, LOWERED, OR LIGHTED
409957	GROUND	6193.43'	0.00'	6193.43'	HORIZONTAL	85.94'	*TO BE REMOVED, LOWERED, OR LIGHTED
409961	GROUND	6155.92'	0.00'	6155.92'	HORIZONTAL	48.42'	*TO BE REMOVED, LOWERED, OR LIGHTED
409965	GROUND	6264.45'	0.00'	6264.45'	CONICAL	152.35'	*TO BE REMOVED, LOWERED, OR LIGHTED
409969	GROUND	6119.53'	0.00'	6119.53'	HORIZONTAL	12.04'	*TO BE REMOVED, LOWERED, OR LIGHTED
409981	GROUND	6216.84'	0.00'	6216.84'	CONICAL	77.82'	*TO BE REMOVED, LOWERED, OR LIGHTED
409994	GROUND	6132.98'	0.00'	6132.98'	CONICAL	25.46'	*TO BE REMOVED, LOWERED, OR LIGHTED
409994	GROUND	6132.98'	0.00'	6132.98'	HORIZONTAL	25.46'	*TO BE REMOVED, LOWERED, OR LIGHTED
409996	GROUND	6136.13'	0.00'	6136.13'	HORIZONTAL	28.63'	*TO BE REMOVED, LOWERED, OR LIGHTED
409999	GROUND	6130.78'	0.00'	6130.78'	HORIZONTAL	23.28'	*TO BE REMOVED, LOWERED, OR LIGHTED
410003	GROUND	6146.36'	0.00'	6146.36'	HORIZONTAL	38.87'	*TO BE REMOVED, LOWERED, OR LIGHTED
410008	GROUND	6114.81'	0.00'	6114.81'	HORIZONTAL	7.32'	*TO BE REMOVED, LOWERED, OR LIGHTED
410671	GROUND	6135.35'	0.00'	6135.35'	HORIZONTAL	27.85'	*TO BE REMOVED, LOWERED, OR LIGHTED
410693	GROUND	6261.44'	0.00'	6261.44'	CONICAL	84.49'	*TO BE REMOVED, LOWERED, OR LIGHTED
410749	NATURAL HIGH POINT	5968.50'	0.00'	5968.50'	RUNWAY 19 APPROACH	2.66'	*TO BE REMOVED, LOWERED, OR LIGHTED
410766	NATURAL HIGH POINT	5961.98'	0.00'	5961.98'	PRIMARY	4.49'	*TO BE REMOVED, LOWERED, OR LIGHTED
410769	NATURAL HIGH POINT	5963.64'	0.00'	5963.64'	PRIMARY	6.15'	*TO BE REMOVED, LOWERED, OR LIGHTED
410806	NATURAL HIGH POINT	5962.32'	0.00'	5962.32'	TRANSITIONAL	5.16'	*TO BE REMOVED, LOWERED, OR LIGHTED
410808	NATURAL HIGH POINT	5954.47'	0.00'	5954.47'	PRIMARY	0.23'	*TO BE REMOVED, LOWERED, OR LIGHTED
410810	NATURAL HIGH POINT	5959.11'	0.00'	5959.11'	TRANSITIONAL	5.71'	*TO BE REMOVED, LOWERED, OR LIGHTED
410835	NATURAL HIGH POINT	5953.70'	0.00'	5953.70'	PRIMARY	5.89'	*TO BE REMOVED, LOWERED, OR LIGHTED
410840	NATURAL HIGH POINT	5948.72'	0.00'	5948.72'	TRANSITIONAL	0.11'	*TO BE REMOVED, LOWERED, OR LIGHTED
410841	NATURAL HIGH POINT	5945.41'	0.00'	5945.41'	PRIMARY	4.30'	*TO BE REMOVED, LOWERED, OR LIGHTED
410858	NATURAL HIGH POINT	5940.66'	0.00'	5940.66'	PRIMARY	1.40'	*TO BE REMOVED, LOWERED, OR LIGHTED
410867	NATURAL HIGH POINT	5924.86'	0.00'	5924.86'	PRIMARY	3.03'	*TO BE REMOVED, LOWERED, OR LIGHTED
410869	NATURAL HIGH POINT	5927.39'	0.00'	5927.39'	PRIMARY	1.95'	*TO BE REMOVED, LOWERED, OR LIGHTED
410872	NATURAL HIGH POINT	5917.56'	0.00'	5917.56'	PRIMARY	0.37'	*TO BE REMOVED, LOWERED, OR LIGHTED
410924	NATURAL HIGH POINT	5955.81'	0.00'	5955.81'	PRIMARY	0.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
410926	NATURAL HIGH POINT	5957.14'	0.00'	5957.14'	PRIMARY	0.41'	*TO BE REMOVED, LOWERED, OR LIGHTED
410928	NATURAL HIGH POINT	5907.94'	0.00'	5907.94'	PRIMARY	0.31'	*TO BE REMOVED, LOWERED, OR LIGHTED
410930	NATURAL HIGH POINT	5858.52'	0.00'	5858.52'	PRIMARY	0.47'	*TO BE REMOVED, LOWERED, OR LIGHTED
411001	PRIMARY ROAD	5823.47'	15.00'	5838.47'	TRANSITIONAL	0.54'	*TO BE REMOVED, LOWERED, OR LIGHTED
411044	PRIMARY ROAD	5909.79'	15.00'	5924.79'	PRIMARY	7.43'	*TO BE REMOVED, LOWERED, OR LIGHTED
411045	PRIMARY ROAD	5913.09'	15.00'	5928.09'	PRIMARY	13.88'	*TO BE REMOVED, LOWERED, OR LIGHTED
411052	PRIMARY ROAD	5912.10'	15.00'	5927.10'	PRIMARY	10.16'	*TO BE REMOVED, LOWERED, OR LIGHTED
411089	AIRPORT ACCESS ROAD	5812.20'	0.00'	5812.20'	PRIMARY	0.51'	*TO BE REMOVED, LOWERED, OR LIGHTED
411142	PRIMARY ROAD	5802.03'	15.00'	5817.03'	RUNWAY 33 APPROACH	1.65'	*TO BE REMOVED, LOWERED, OR LIGHTED
411299	PRIMARY ROAD	5835.85'	15.00'	5850.85'	TRANSITIONAL	11.53'	*TO BE REMOVED, LOWERED, OR LIGHTED
412151	PRIMARY ROAD	6589.37'	15.00'	6604.37'	CONICAL	310.59'	*TO BE REMOVED, LOWERED, OR LIGHTED
412157	PRIMARY ROAD	6568.11'	15.00'	6583.11'	CONICAL	313.47'	*TO BE REMOVED, LOWERED, OR LIGHTED
412162	PRIMARY ROAD	6556.27'	15.00'	6571.27'	CONICAL	314.38'	*TO BE REMOVED, LOWERED, OR LIGHTED
412173	PRIMARY ROAD	6536.01'	15.00'	6551.01'	CONICAL	330.38'	*TO BE REMOVED, LOWERED, OR LIGHTED
412252	PRIMARY ROAD	6449.28'	15.00'	6464.28'	CONICAL	191.07'	*TO BE REMOVED, LOWERED, OR LIGHTED
412258	PRIMARY ROAD	6408.03'	15.00'	6423.03'	CONICAL	247.28'	*TO BE REMOVED, LOWERED, OR LIGHTED
412269	PRIMARY ROAD	6434.59'	15.00'	6449.59'	CONICAL	248.46'	*TO BE REMOVED, LOWERED, OR LIGHTED
412272	PRIMARY ROAD	6439.32'	15.00'	6454.32'	CONICAL	247.25'	*TO BE REMOVED, LOWERED, OR LIGHTED
412282	PRIMARY ROAD	6459.93'	15.00'	6474.93'	CONICAL	245.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
412294	PRIMARY ROAD	6479.32'	15.00'	6494.32'	CONICAL	239.61'	*TO BE REMOVED, LOWERED, OR LIGHTED
412312	PRIMARY ROAD	6505.54'	15.00'	6520.54'	CONICAL	234.33'	*TO BE REMOVED, LOWERED, OR LIGHTED
412441	PRIMARY ROAD	6577.20'	15.00'	6592.20'	CONICAL	321.95'	*TO BE REMOVED, LOWERED, OR LIGHTED
412493	PRIMARY ROAD	6582.84'	15.00'	6597.84'	CONICAL	312.13'	*TO BE REMOVED, LOWERED, OR LIGHTED
412520	PRIMARY ROAD	6569.87'	15.00'	6584.87'	CONICAL	281.11'	*TO BE REMOVED, LOWERED, OR LIGHTED
412651	PRIMARY ROAD	6254.15'	15.00'	6269.15'	CONICAL	-29.78'	
412660	PRIMARY ROAD	6253.01'	15.00'	6268.01'	CONICAL	-2.04'	
412662	PRIMARY ROAD	6248.24'	15.00'	6263.24'	CONICAL	0.65'	*TO BE REMOVED, LOWERED, OR LIGHTED
412758	PRIMARY ROAD	6333.03'	15.00'	6348.03'	CONICAL	171.27'	*TO BE REMOVED, LOWERED, OR LIGHTED
412792	PRIMARY ROAD	6407.78'	15.00'	6422.78'	CONICAL	285.43'	*TO BE REMOVED, LOWERED, OR LIGHTED
412813	PRIMARY ROAD	6415.62'	15.00'	6430.62'	CONICAL	291.86'	*TO BE REMOVED, LOWERED, OR LIGHTED
412830	PRIMARY ROAD	6400.05'	15.00'	6415.05'	CONICAL	268.21'	*TO BE REMOVED, LOWERED, OR LIGHTED
412933	PRIMARY ROAD	6123.05'	15.00'	6138.05'	HORIZONTAL	30.55'	*TO BE REMOVED, LOWERED, OR LIGHTED
412969	PRIMARY ROAD	6121.71'	15.00'	6136.71'	HORIZONTAL	29.22'	*TO BE REMOVED, LOWERED, OR LIGHTED
412976	PRIMARY ROAD	6112.50'	15.00'	6127.50'	HORIZONTAL	20.00'	*TO BE REMOVED, LOWERED, OR LIGHTED
412982	PRIMARY ROAD	6103.96'	15.00'	6118.96'	HORIZONTAL	11.47'	*TO BE REMOVED, LOWERED, OR LIGHTED
413012	PRIMARY ROAD	6118.41'	15.00'	6133.41'	HORIZONTAL	25.92'	*TO BE REMOVED, LOWERED, OR LIGHTED
413021	PRIMARY ROAD	6137.75'	15.00'	6152.75'	HORIZONTAL	45.26'	*TO BE REMOVED, LOWERED, OR LIGHTED
413035	PRIMARY ROAD	6158.12'	15.00'	6173.12'	HORIZONTAL	65.62'	*TO BE REMOVED, LOWERED, OR LIGHTED
413036	PRIMARY ROAD	6160.39'	15.00'	6175.39'	CONICAL	65.18'	*TO BE REMOVED, LOWERED, OR LIGHTED
413066	PRIMARY ROAD	6153.44'	15.00'	6168.44'	HORIZONTAL	60.95'	*TO BE REMOVED, LOWERED, OR LIGHTED
413077	PRIMARY ROAD	6180.49'	15.00'	6195.49'	HORIZONTAL	87.99'	*TO BE REMOVED, LOWERED, OR LIGHTED
413102	PRIMARY ROAD	6237.20'	15.00'	6252.20'	HORIZONTAL	144.70'	*TO BE REMOVED, LOWERED, OR LIGHTED
413159	PRIMARY ROAD	6349.82'	15.00'	6364.82'	HORIZONTAL	257.33'	*TO BE REMOVED, LOWERED, OR LIGHTED
413169	PRIMARY ROAD	6370.28'	15.00'	6385.28'	HORIZONTAL	277.78'	*TO BE REMOVED, LOWERED, OR LIGHTED

*FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

AIRSPACE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
413175	PRIMARY ROAD	6379.60'	15.00'	6394.60'	HORIZONTAL	287.10'	*TO BE REMOVED, LOWERED, OR LIGHTED
413183	PRIMARY ROAD	6398.23'	15.00'	6413.23'	HORIZONTAL	305.74'	*TO BE REMOVED, LOWERED, OR LIGHTED
413281	PRIMARY ROAD	6331.49'	15.00'	6346.49'	CONICAL	207.39'	*TO BE REMOVED, LOWERED, OR LIGHTED
413440	PRIMARY ROAD	6502.71'	15.00'	6517.71'	CONICAL	335.07'	*TO BE REMOVED, LOWERED, OR LIGHTED
413451	PRIMARY ROAD	6489.23'	15.00'	6504.23'	CONICAL	338.57'	*TO BE REMOVED, LOWERED, OR LIGHTED
413465	PRIMARY ROAD	6470.10'	15.00'	6485.10'	CONICAL	343.24'	*TO BE REMOVED, LOWERED, OR LIGHTED
413475	PRIMARY ROAD	6457.06'	15.00'	6472.06'	CONICAL	346.62'	*TO BE REMOVED, LOWERED, OR LIGHTED
413487	PRIMARY ROAD	6438.27'	15.00'	6453.27'	HORIZONTAL	345.78'	*TO BE REMOVED, LOWERED, OR LIGHTED
413506	PRIMARY ROAD	6429.43'	15.00'	6444.43'	HORIZONTAL	336.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
413533	PRIMARY ROAD	6455.18'	15.00'	6470.18'	CONICAL	355.64'	*TO BE REMOVED, LOWERED, OR LIGHTED
413544	PRIMARY ROAD	6430.20'	15.00'	6445.20'	CONICAL	321.21'	*TO BE REMOVED, LOWERED, OR LIGHTED
413563	PRIMARY ROAD	6363.22'	15.00'	6378.22'	CONICAL	232.69'	*TO BE REMOVED, LOWERED, OR LIGHTED
413621	PRIMARY ROAD	6440.93'	15.00'	6455.93'	CONICAL	158.61'	*TO BE REMOVED, LOWERED, OR LIGHTED
413636	PRIMARY ROAD	6412.38'	15.00'	6427.38'	CONICAL	166.40'	*TO BE REMOVED, LOWERED, OR LIGHTED
413655	PRIMARY ROAD	6382.28'	15.00'	6397.28'	CONICAL	148.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
413692	PRIMARY ROAD	6316.54'	15.00'	6331.54'	CONICAL	124.41'	*TO BE REMOVED, LOWERED, OR LIGHTED
413841	PRIMARY ROAD	6427.87'	15.00'	6442.87'	CONICAL	170.79'	*TO BE REMOVED, LOWERED, OR LIGHTED
413862	PRIMARY ROAD	6273.04'	15.00'	6288.04'	HORIZONTAL	180.54'	*TO BE REMOVED, LOWERED, OR LIGHTED
413876	PRIMARY ROAD	6287.99'	15.00'	6302.99'	HORIZONTAL	195.50'	*TO BE REMOVED, LOWERED, OR LIGHTED
413886	PRIMARY ROAD	6306.67'	15.00'	6321.67'	HORIZONTAL	214.18'	*TO BE REMOVED, LOWERED, OR LIGHTED
413923	PRIMARY ROAD	6379.35'	15.00'	6394.35'	CONICAL	261.29'	*TO BE REMOVED, LOWERED, OR LIGHTED
413931	PRIMARY ROAD	6362.45'	15.00'	6377.45'	CONICAL	259.90'	*TO BE REMOVED, LOWERED, OR LIGHTED
413938	PRIMARY ROAD	6344.64'	15.00'	6359.64'	HORIZONTAL	252.15'	*TO BE REMOVED, LOWERED, OR LIGHTED
413989	PRIMARY ROAD	6124.69'	15.00'	6139.69'	HORIZONTAL	32.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
414138	PRIMARY ROAD	6224.27'	15.00'	6239.27'	HORIZONTAL	131.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
414154	PRIMARY ROAD	6145.96'	15.00'	6160.96'	HORIZONTAL	53.46'	*TO BE REMOVED, LOWERED, OR LIGHTED
414178	PRIMARY ROAD	6158.57'	15.00'	6173.57'	HORIZONTAL	66.08'	*TO BE REMOVED, LOWERED, OR LIGHTED
414242	PRIMARY ROAD	6106.87'	15.00'	6121.87'	HORIZONTAL	14.37'	*TO BE REMOVED, LOWERED, OR LIGHTED
414273	PRIMARY ROAD	6117.03'	15.00'	6132.03'	HORIZONTAL	24.53'	*TO BE REMOVED, LOWERED, OR LIGHTED
414287	PRIMARY ROAD	6121.49'	15.00'	6136.49'	HORIZONTAL	28.99'	*TO BE REMOVED, LOWERED, OR LIGHTED
414326	PRIMARY ROAD	6111.95'	15.00'	6126.95'	HORIZONTAL	19.45'	*TO BE REMOVED, LOWERED, OR LIGHTED
414334	PRIMARY ROAD	6223.31'	15.00'	6238.31'	CONICAL	73.80'	*TO BE REMOVED, LOWERED, OR LIGHTED
414360	PRIMARY ROAD	6261.35'	15.00'	6276.35'	CONICAL	87.94'	*TO BE REMOVED, LOWERED, OR LIGHTED
414367	PRIMARY ROAD	6278.78'	15.00'	6293.78'	CONICAL	100.78'	*TO BE REMOVED, LOWERED, OR LIGHTED
414375	PRIMARY ROAD	6299.29'	15.00'	6314.29'	CONICAL	116.21'	*TO BE REMOVED, LOWERED, OR LIGHTED
414386	PRIMARY ROAD	6210.61'	15.00'	6225.61'	CONICAL	69.54'	*TO BE REMOVED, LOWERED, OR LIGHTED
414412	PRIMARY ROAD	6182.22'	15.00'	6197.22'	CONICAL	32.42'	*TO BE REMOVED, LOWERED, OR LIGHTED
414428	PRIMARY ROAD	6166.83'	15.00'	6181.83'	CONICAL	5.63'	*TO BE REMOVED, LOWERED, OR LIGHTED
414437	PRIMARY ROAD	6097.16'	15.00'	6112.16'	HORIZONTAL	4.67'	*TO BE REMOVED, LOWERED, OR LIGHTED
414443	PRIMARY ROAD	6120.09'	15.00'	6135.09'	HORIZONTAL	27.60'	*TO BE REMOVED, LOWERED, OR LIGHTED
414448	PRIMARY ROAD	6134.29'	15.00'	6149.29'	HORIZONTAL	41.79'	*TO BE REMOVED, LOWERED, OR LIGHTED
414455	PRIMARY ROAD	6147.50'	15.00'	6162.50'	HORIZONTAL	55.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
414479	PRIMARY ROAD	6164.42'	15.00'	6179.42'	CONICAL	63.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
414493	PRIMARY ROAD	6183.97'	15.00'	6198.97'	CONICAL	81.82'	*TO BE REMOVED, LOWERED, OR LIGHTED
414547	PRIMARY ROAD	6144.88'	15.00'	6159.88'	CONICAL	40.90'	*TO BE REMOVED, LOWERED, OR LIGHTED
414558	PRIMARY ROAD	6155.47'	15.00'	6170.47'	CONICAL	55.53'	*TO BE REMOVED, LOWERED, OR LIGHTED
414570	PRIMARY ROAD	6155.25'	15.00'	6170.25'	HORIZONTAL	62.76'	*TO BE REMOVED, LOWERED, OR LIGHTED
414584	PRIMARY ROAD	6116.66'	15.00'	6131.66'	HORIZONTAL	24.16'	*TO BE REMOVED, LOWERED, OR LIGHTED
414613	PRIMARY ROAD	6131.94'	15.00'	6146.94'	HORIZONTAL	39.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
414622	PRIMARY ROAD	6117.98'	15.00'	6132.98'	HORIZONTAL	25.48'	*TO BE REMOVED, LOWERED, OR LIGHTED
414635	PRIMARY ROAD	6108.44'	15.00'	6123.44'	HORIZONTAL	15.94'	*TO BE REMOVED, LOWERED, OR LIGHTED
414641	PRIMARY ROAD	6101.78'	15.00'	6116.78'	HORIZONTAL	9.28'	*TO BE REMOVED, LOWERED, OR LIGHTED
414643	PRIMARY ROAD	6097.89'	15.00'	6112.89'	HORIZONTAL	5.40'	*TO BE REMOVED, LOWERED, OR LIGHTED
414652	PRIMARY ROAD	6095.96'	15.00'	6110.96'	HORIZONTAL	3.47'	*TO BE REMOVED, LOWERED, OR LIGHTED
414715	PRIMARY ROAD	6115.73'	15.00'	6130.73'	HORIZONTAL	23.23'	*TO BE REMOVED, LOWERED, OR LIGHTED
414857	AIRPORT ACCESS ROAD	5958.02'	0.00'	5958.02'	PRIMARY	0.68'	*TO BE REMOVED, LOWERED, OR LIGHTED
414861	AIRPORT ACCESS ROAD	5965.31'	0.00'	5965.31'	PRIMARY	7.82'	*TO BE REMOVED, LOWERED, OR LIGHTED
414862	AIRPORT ACCESS ROAD	5966.64'	0.00'	5966.64'	RUNWAY 19 APPROACH	5.98'	*TO BE REMOVED, LOWERED, OR LIGHTED
414932	AIRPORT ACCESS ROAD	5922.81'	0.00'	5922.81'	TRANSITIONAL	3.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
414933	AIRPORT ACCESS ROAD	5922.15'	0.00'	5922.15'	PRIMARY	2.36'	*TO BE REMOVED, LOWERED, OR LIGHTED
414948	PRIMARY ROAD	6102.05'	15.00'	6117.05'	HORIZONTAL	9.55'	*TO BE REMOVED, LOWERED, OR LIGHTED
425959	FENCE	5817.77'	3.02'	5820.79'	PRIMARY	5.36'	*TO BE REMOVED, LOWERED, OR LIGHTED
425960	FENCE	5820.98'	3.16'	5824.14'	PRIMARY	3.25'	*TO BE REMOVED, LOWERED, OR LIGHTED
425961	FENCE	5823.64'	3.75'	5827.39'	PRIMARY	2.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
426044	AIRFIELD LIGHT	5942.85'	1.69'	5944.54'	PRIMARY	1.04'	*TO BE REMOVED, LOWERED, OR LIGHTED
426047	AIRFIELD LIGHT	5902.59'	0.50'	5903.09'	PRIMARY	0.38'	*TO BE REMOVED, LOWERED, OR LIGHTED
426051	AIRFIELD LIGHT	5811.69'	1.19'	5812.88'	PRIMARY	1.21'	*TO BE REMOVED, LOWERED, OR LIGHTED
426054	AIRFIELD LIGHT	5868.00'	0.46'	5868.46'	PRIMARY	0.32'	*TO BE REMOVED, LOWERED, OR LIGHTED
426056	AIRFIELD LIGHT	5868.17'	1.56'	5869.73'	PRIMARY	2.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
426059	AIRFIELD LIGHT	5876.96'	0.64'	5877.60'	PRIMARY	0.46'	*TO BE REMOVED, LOWERED, OR LIGHTED
426063	AIRFIELD LIGHT	5824.04'	2.97'	5827.01'	PRIMARY	1.96'	*TO BE REMOVED, LOWERED, OR LIGHTED
426065	AIRPORT SIGN	5814.93'	2.29'	5817.22'	PRIMARY	2.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
426069	AIRPORT SIGN	5957.19'	1.83'	5959.02'	PRIMARY	2.38'	*TO BE REMOVED, LOWERED, OR LIGHTED
426070	AIRPORT SIGN	5875.46'	1.74'	5877.20'	PRIMARY	3.00'	*TO BE REMOVED, LOWERED, OR LIGHTED
426071	AIRPORT SIGN	5895.10'	2.15'	5897.25'	PRIMARY	2.91'	*TO BE REMOVED, LOWERED, OR LIGHTED
426072	AIRPORT SIGN	5883.42'	2.24'	5885.66'	PRIMARY	1.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
426074	AIRPORT SIGN	5852.96'	2.70'	5855.66'	PRIMARY	2.34'	*TO BE REMOVED, LOWERED, OR LIGHTED
426075	AIRPORT SIGN	5861.42'	1.33'	5862.75'	PRIMARY	1.58'	*TO BE REMOVED, LOWERED, OR LIGHTED
426076	AIRPORT SIGN	5925.36'	2.24'	5927.60'	PRIMARY	1.32'	*TO BE REMOVED, LOWERED, OR LIGHTED
426077	AIRPORT SIGN	5872.95'	2.06'	5875.01'	PRIMARY	1.07'	*TO BE REMOVED, LOWERED, OR LIGHTED
426078	AIRPORT SIGN	5871.20'	4.35'	5875.55'	PRIMARY	0.91'	*TO BE REMOVED, LOWERED, OR LIGHTED
426079	AIRPORT SIGN	5879.51'	2.38'	5881.89'	PRIMARY	3.12'	*TO BE REMOVED, LOWERED, OR LIGHTED
426238	PARKING LOT	5870.90'	15.00'	5885.90'	TRANSITIONAL	2.04'	*TO BE REMOVED, LOWERED, OR LIGHTED
426240	PARKING LOT	5869.69'	15.00'	5884.69'	PRIMARY	15.48'	*TO BE REMOVED, LOWERED, OR LIGHTED
426272	PARKING LOT	5844.55'	15.00'	5859.55'	TRANSITIONAL	14.63'	*TO BE REMOVED, LOWERED, OR LIGHTED
426279	PARKING LOT	5841.91'	15.00'	5856.91'	TRANSITIONAL	12.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
426581	UTILITY POINT	5937.00'	2.61'	5939.61'	PRIMARY	1.69'	*TO BE REMOVED, LOWERED, OR LIGHTED
426590	BUSH	5827.53'	1.88'	5829.41'	PRIMARY	1.71'	*TO BE REMOVED, LOWERED, OR LIGHTED
426593	BUSH	5822.81'	2.24'	5825.05'	PRIMARY	1.92'	*TO BE REMOVED, LOWERED, OR LIGHTED
426596	BUSH	5830.62'	4.39'	5835.01'	PRIMARY	3.61'	*TO BE REMOVED, LOWERED, OR LIGHTED
426597	BUSH	5833.37'	2.42'	5835.79'	PRIMARY	1.86'	*TO BE REMOVED, LOWERED, OR LIGHTED
426606	BUSH	5836.42'	1.60'	5838.02'	PRIMARY	1.88'	*TO BE REMOVED, LOWERED, OR LIGHTED
426612	BUSH	5852.57'	4.58'	5857.14'	PRIMARY	2.68'	*TO BE REMOVED, LOWERED, OR LIGHTED
426629	BUSH	5842.93'	4.35'	5847.28'	PRIMARY	1.57'	*TO BE REMOVED, LOWERED, OR LIGHTED
426633	BUSH	5841.94'	3.29'	5845.23'	PRIMARY	1.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
426634	BUSH	5841.31'	3.25'	5844.56'	PRIMARY	0.11'	*TO BE REMOVED, LOWERED, OR LIGHTED
426635	BUSH	5840.80'	2.65'	5843.45'	PRIMARY	0.28'	*TO BE REMOVED, LOWERED, OR LIGHTED
426636	BUSH	5839.02'	3.89'	5842.91'	PRIMARY	1.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
426637	BUSH	5838.94'	4.85'	5843.79'	PRIMARY	3.00'	*TO BE REMOVED, LOWERED, OR LIGHTED
426641	BUSH	5835.21'	3.07'	5838.28'	PRIMARY	2.07'	*TO BE REMOVED, LOWERED, OR LIGHTED

*FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

NOTES

1. ONLY TOP OF OBJECT ELEVATION IS SHOWN FOR OBJECTS IN DENSE AREAS OUTSIDE OF THE INNER APPROACH SURFACES.

SOURCE

1. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC IN MARCH, 2016.
2. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.

L:\PUC\PUC-ALP-2016\CAD\PLANS\07-PUC-ALP-OBST.dwg Jan 17, 2017 – 10:15am

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD			
NO.	BY	DATE	DESCRIPTION

AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE OBSTACLE TABLE - 2

AIP PROJ. NO. 3-49-0026-016-2015 | JVIATION PROJ. NO. 2015.PUC.01 | DATE: JANUARY, 2017

AIRSPACE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
426646	BUSH	5845.84'	4.30'	5850.14'	PRIMARY	2.24'	*TO BE REMOVED, LOWERED, OR LIGHTED
426647	BUSH	5844.17'	4.21'	5848.38'	TRANSITIONAL	1.15'	*TO BE REMOVED, LOWERED, OR LIGHTED
426650	BUSH	5848.07'	3.39'	5851.46'	PRIMARY	1.38'	*TO BE REMOVED, LOWERED, OR LIGHTED
426652	BUSH	5849.15'	4.85'	5854.00'	PRIMARY	3.02'	*TO BE REMOVED, LOWERED, OR LIGHTED
426654	BUSH	5853.58'	4.16'	5857.74'	PRIMARY	1.67'	*TO BE REMOVED, LOWERED, OR LIGHTED
426657	BUSH	5853.94'	4.85'	5858.79'	TRANSITIONAL	2.07'	*TO BE REMOVED, LOWERED, OR LIGHTED
426658	BUSH	5854.65'	4.25'	5858.90'	PRIMARY	1.88'	*TO BE REMOVED, LOWERED, OR LIGHTED
426661	BUSH	5857.27'	3.39'	5860.66'	PRIMARY	1.06'	*TO BE REMOVED, LOWERED, OR LIGHTED
426666	BUSH	5858.67'	3.98'	5862.65'	PRIMARY	2.00'	*TO BE REMOVED, LOWERED, OR LIGHTED
426667	BUSH	5858.13'	2.20'	5860.33'	RUNWAY 8 APPROACH	0.71'	*TO BE REMOVED, LOWERED, OR LIGHTED
426671	BUSH	5859.73'	2.70'	5862.43'	PRIMARY	1.78'	*TO BE REMOVED, LOWERED, OR LIGHTED
426672	BUSH	5880.54'	2.70'	5883.24'	PRIMARY	0.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
426709	BUSH	5874.76'	2.20'	5876.96'	PRIMARY	2.30'	*TO BE REMOVED, LOWERED, OR LIGHTED
426724	BUSH	5880.77'	2.47'	5883.24'	PRIMARY	1.22'	*TO BE REMOVED, LOWERED, OR LIGHTED
426726	BUSH	5882.82'	2.29'	5885.11'	PRIMARY	1.84'	*TO BE REMOVED, LOWERED, OR LIGHTED
426734	BUSH	5883.87'	2.24'	5886.11'	PRIMARY	1.09'	*TO BE REMOVED, LOWERED, OR LIGHTED
426820	BUSH	5893.97'	2.38'	5896.35'	PRIMARY	1.47'	*TO BE REMOVED, LOWERED, OR LIGHTED
426823	BUSH	5894.34'	3.11'	5897.45'	PRIMARY	1.62'	*TO BE REMOVED, LOWERED, OR LIGHTED
426824	BUSH	5897.30'	2.24'	5899.54'	PRIMARY	1.58'	*TO BE REMOVED, LOWERED, OR LIGHTED
426826	BUSH	5898.90'	1.97'	5900.87'	PRIMARY	3.04'	*TO BE REMOVED, LOWERED, OR LIGHTED
426827	BUSH	5899.88'	2.20'	5902.08'	PRIMARY	2.03'	*TO BE REMOVED, LOWERED, OR LIGHTED
426829	BUSH	5901.07'	2.88'	5903.95'	PRIMARY	3.78'	*TO BE REMOVED, LOWERED, OR LIGHTED
426830	BUSH	5902.32'	2.29'	5904.61'	PRIMARY	2.33'	*TO BE REMOVED, LOWERED, OR LIGHTED
426833	BUSH	5902.56'	1.83'	5904.39'	PRIMARY	2.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
426839	BUSH	5906.26'	1.88'	5908.14'	PRIMARY	3.61'	*TO BE REMOVED, LOWERED, OR LIGHTED
426841	BUSH	5909.13'	2.20'	5911.33'	PRIMARY	4.66'	*TO BE REMOVED, LOWERED, OR LIGHTED
426842	BUSH	5906.84'	2.29'	5909.13'	PRIMARY	3.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
426846	BUSH	5910.97'	1.35'	5912.32'	PRIMARY	3.78'	*TO BE REMOVED, LOWERED, OR LIGHTED
426849	BUSH	5911.53'	2.33'	5913.86'	PRIMARY	3.96'	*TO BE REMOVED, LOWERED, OR LIGHTED
426851	BUSH	5912.75'	1.88'	5914.63'	PRIMARY	4.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
426854	BUSH	5914.66'	1.19'	5915.85'	PRIMARY	1.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
426857	BUSH	5917.65'	2.93'	5920.58'	PRIMARY	2.63'	*TO BE REMOVED, LOWERED, OR LIGHTED
426860	BUSH	5953.09'	5.44'	5958.53'	PRIMARY	7.80'	*TO BE REMOVED, LOWERED, OR LIGHTED
426862	BUSH	5846.11'	2.33'	5848.44'	PRIMARY	0.14'	*TO BE REMOVED, LOWERED, OR LIGHTED
426867	BUSH	5848.67'	2.42'	5851.09'	PRIMARY	2.32'	*TO BE REMOVED, LOWERED, OR LIGHTED
426869	BUSH	5846.59'	3.39'	5849.98'	PRIMARY	0.55'	*TO BE REMOVED, LOWERED, OR LIGHTED
426872	BUSH	5851.52'	3.20'	5854.72'	PRIMARY	0.73'	*TO BE REMOVED, LOWERED, OR LIGHTED
426874	BUSH	5853.09'	2.84'	5855.93'	PRIMARY	0.80'	*TO BE REMOVED, LOWERED, OR LIGHTED
426878	BUSH	5847.10'	3.66'	5850.76'	PRIMARY	0.39'	*TO BE REMOVED, LOWERED, OR LIGHTED
426879	BUSH	5848.79'	4.39'	5853.18'	PRIMARY	3.96'	*TO BE REMOVED, LOWERED, OR LIGHTED
426882	BUSH	5847.41'	5.44'	5852.85'	PRIMARY	6.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
426883	BUSH	5849.17'	3.57'	5852.74'	TRANSITIONAL	1.21'	*TO BE REMOVED, LOWERED, OR LIGHTED
426909	BUSH	5849.11'	3.52'	5852.63'	PRIMARY	4.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
426923	BUSH	5851.11'	2.84'	5853.95'	PRIMARY	3.86'	*TO BE REMOVED, LOWERED, OR LIGHTED
426924	BUSH	5852.51'	3.20'	5855.71'	TRANSITIONAL	0.12'	*TO BE REMOVED, LOWERED, OR LIGHTED
426926	BUSH	5851.98'	3.07'	5855.05'	PRIMARY	3.60'	*TO BE REMOVED, LOWERED, OR LIGHTED
426927	BUSH	5853.04'	3.66'	5856.70'	PRIMARY	4.15'	*TO BE REMOVED, LOWERED, OR LIGHTED
426949	BUSH	5856.50'	3.20'	5859.70'	TRANSITIONAL	1.25'	*TO BE REMOVED, LOWERED, OR LIGHTED
426950	BUSH	5854.82'	2.79'	5857.61'	PRIMARY	3.26'	*TO BE REMOVED, LOWERED, OR LIGHTED
426952	BUSH	5856.24'	3.02'	5859.26'	PRIMARY	3.45'	*TO BE REMOVED, LOWERED, OR LIGHTED
426953	BUSH	5857.27'	1.88'	5859.15'	PRIMARY	2.40'	*TO BE REMOVED, LOWERED, OR LIGHTED
426955	BUSH	5858.84'	3.39'	5862.23'	TRANSITIONAL	4.04'	*TO BE REMOVED, LOWERED, OR LIGHTED
426957	BUSH	5860.30'	4.25'	5864.55'	PRIMARY	2.23'	*TO BE REMOVED, LOWERED, OR LIGHTED
426958	BUSH	5859.15'	2.97'	5862.12'	PRIMARY	0.79'	*TO BE REMOVED, LOWERED, OR LIGHTED
426960	BUSH	5863.60'	2.93'	5866.53'	PRIMARY	1.10'	*TO BE REMOVED, LOWERED, OR LIGHTED
426961	BUSH	5865.25'	4.03'	5869.28'	PRIMARY	2.25'	*TO BE REMOVED, LOWERED, OR LIGHTED
426962	BUSH	5866.87'	3.84'	5870.71'	PRIMARY	1.99'	*TO BE REMOVED, LOWERED, OR LIGHTED
426963	BUSH	5867.72'	3.98'	5871.70'	PRIMARY	1.57'	*TO BE REMOVED, LOWERED, OR LIGHTED
426964	BUSH	5869.10'	3.16'	5872.26'	PRIMARY	0.87'	*TO BE REMOVED, LOWERED, OR LIGHTED
426966	BUSH	5871.69'	3.98'	5875.67'	PRIMARY	0.84'	*TO BE REMOVED, LOWERED, OR LIGHTED
426967	BUSH	5857.57'	2.29'	5859.86'	PRIMARY	0.88'	*TO BE REMOVED, LOWERED, OR LIGHTED
426968	BUSH	5825.10'	2.56'	5827.66'	PRIMARY	0.67'	*TO BE REMOVED, LOWERED, OR LIGHTED
426971	BUSH	5827.73'	2.79'	5830.52'	PRIMARY	2.38'	*TO BE REMOVED, LOWERED, OR LIGHTED
426973	BUSH	5825.17'	1.28'	5826.45'	PRIMARY	0.85'	*TO BE REMOVED, LOWERED, OR LIGHTED
426975	BUSH	5822.82'	1.42'	5824.24'	PRIMARY	0.49'	*TO BE REMOVED, LOWERED, OR LIGHTED
426978	BUSH	5810.42'	4.03'	5814.45'	PRIMARY	1.65'	*TO BE REMOVED, LOWERED, OR LIGHTED
426987	BUSH	5812.40'	2.38'	5814.78'	PRIMARY	1.76'	*TO BE REMOVED, LOWERED, OR LIGHTED
426988	BUSH	5819.76'	3.29'	5823.05'	PRIMARY	0.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
426990	BUSH	5816.55'	1.88'	5818.43'	PRIMARY	1.26'	*TO BE REMOVED, LOWERED, OR LIGHTED
426991	BUSH	5832.65'	3.61'	5836.26'	PRIMARY	3.11'	*TO BE REMOVED, LOWERED, OR LIGHTED
426992	BUSH	5830.94'	3.34'	5834.28'	PRIMARY	2.68'	*TO BE REMOVED, LOWERED, OR LIGHTED
426994	BUSH	5828.46'	1.97'	5830.43'	PRIMARY	1.52'	*TO BE REMOVED, LOWERED, OR LIGHTED
426995	BUSH	5831.44'	3.61'	5835.05'	PRIMARY	2.64'	*TO BE REMOVED, LOWERED, OR LIGHTED
426997	BUSH	5834.10'	2.93'	5837.03'	PRIMARY	2.53'	*TO BE REMOVED, LOWERED, OR LIGHTED
427005	BUSH	5814.45'	2.38'	5816.83'	PRIMARY	1.26'	*TO BE REMOVED, LOWERED, OR LIGHTED
427007	BUSH	5812.66'	1.97'	5814.63'	PRIMARY	1.03'	*TO BE REMOVED, LOWERED, OR LIGHTED
427009	BUSH	5812.14'	1.83'	5813.97'	PRIMARY	1.38'	*TO BE REMOVED, LOWERED, OR LIGHTED
427011	BUSH	5816.98'	2.38'	5819.36'	PRIMARY	0.96'	*TO BE REMOVED, LOWERED, OR LIGHTED
427012	BUSH	5818.54'	1.37'	5819.91'	PRIMARY	0.27'	*TO BE REMOVED, LOWERED, OR LIGHTED
427025	BUSH	5821.93'	2.38'	5824.31'	PRIMARY	1.31'	*TO BE REMOVED, LOWERED, OR LIGHTED
427031	BUSH	5836.25'	2.84'	5839.09'	PRIMARY	2.37'	*TO BE REMOVED, LOWERED, OR LIGHTED
427032	BUSH	5826.43'	2.06'	5828.49'	PRIMARY	2.65'	*TO BE REMOVED, LOWERED, OR LIGHTED
427039	BUSH	5829.20'	2.93'	5832.13'	PRIMARY	1.63'	*TO BE REMOVED, LOWERED, OR LIGHTED
427041	BUSH	5833.56'	1.65'	5835.21'	PRIMARY	1.07'	*TO BE REMOVED, LOWERED, OR LIGHTED
427043	BUSH	5837.61'	2.33'	5839.94'	PRIMARY	1.84'	*TO BE REMOVED, LOWERED, OR LIGHTED
427044	BUSH	5839.00'	2.15'	5841.15'	TRANSITIONAL	1.15'	*TO BE REMOVED, LOWERED, OR LIGHTED
427049	BUSH	5836.34'	3.71'	5840.05'	PRIMARY	3.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
427051	BUSH	5834.49'	4.12'	5838.61'	PRIMARY	2.83'	*TO BE REMOVED, LOWERED, OR LIGHTED
427056	BUSH	5823.26'	1.83'	5825.09'	PRIMARY	0.60'	*TO BE REMOVED, LOWERED, OR LIGHTED
427057	BUSH	5825.21'	1.97'	5827.18'	PRIMARY	1.13'	*TO BE REMOVED, LOWERED, OR LIGHTED
427058	BUSH	5826.71'	1.35'	5828.06'	PRIMARY	2.05'	*TO BE REMOVED, LOWERED, OR LIGHTED
427059	BUSH	5826.95'	2.65'	5829.60'	PRIMARY	2.59'	*TO BE REMOVED, LOWERED, OR LIGHTED
427072	BUSH	5812.50'	2.42'	5814.92'	PRIMARY	1.66'	*TO BE REMOVED, LOWERED, OR LIGHTED
427076	BUSH	5815.27'	3.39'	5818.66'	PRIMARY	2.30'	*TO BE REMOVED, LOWERED, OR LIGHTED
427079	BUSH	5817.35'	2.52'	5819.87'	PRIMARY	1.42'	*TO BE REMOVED, LOWERED, OR LIGHTED
427083	BUSH	5819.24'	2.06'	5821.30'	PRIMARY	0.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
427086	BUSH	5822.91'	1.92'	5824.83'	PRIMARY	1.10'	*TO BE REMOVED, LOWERED, OR LIGHTED
427088	BUSH	5824.00'	2.70'	5826.70'	PRIMARY	1.63'	*TO BE REMOVED, LOWERED, OR LIGHTED
427121	BUSH	5826.42'	2.01'	5828.43'	PRIMARY	1.34'	*TO BE REMOVED, LOWERED, OR LIGHTED
427125	BUSH	5833.55'	2.97'	5836.52'	PRIMARY	2.50'	*TO BE REMOVED, LOWERED, OR LIGHTED

*FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

AIRSPACE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
427126	BUSH	5831.92'	2.84'	5834.76'	PRIMARY	0.74'	*TO BE REMOVED, LOWERED, OR LIGHTED
427127	BUSH	5827.73'	3.43'	5831.16'	PRIMARY	1.73'	*TO BE REMOVED, LOWERED, OR LIGHTED
427132	BUSH	5878.65'	1.69'	5880.34'	TRANSITIONAL	2.71'	*TO BE REMOVED, LOWERED, OR LIGHTED
427137	BUSH	5880.43'	1.56'	5881.99'	PRIMARY	3.26'	*TO BE REMOVED, LOWERED, OR LIGHTED
427154	BUSH	5882.58'	4.48'	5887.06'	PRIMARY	2.63'	*TO BE REMOVED, LOWERED, OR LIGHTED
427157	BUSH	5883.53'	3.75'	5887.28'	PRIMARY	1.71'	*TO BE REMOVED, LOWERED, OR LIGHTED
427159	BUSH	5884.51'	2.33'	5886.84'	PRIMARY	0.50'	*TO BE REMOVED, LOWERED, OR LIGHTED
427160	BUSH	5885.46'	2.93'	5888.39'	PRIMARY	1.17'	*TO BE REMOVED, LOWERED, OR LIGHTED
427163	BUSH	5887.55'	2.93'	5890.48'	PRIMARY	1.10'	*TO BE REMOVED, LOWERED, OR LIGHTED
427179	BUSH	-	-	6475.56'	CONICAL	203.97'	*TO BE REMOVED, LOWERED, OR LIGHTED
427334	BUSH	5972.16'	5.40'	5977.56'	RUNWAY 19 APPROACH	4.24'	*TO BE REMOVED, LOWERED, OR LIGHTED
427356	BUSH	5936.22'	2.56'	5938.78'	PRIMARY	3.39'	*TO BE REMOVED, LOWERED, OR LIGHTED
427357	BUSH	5937.79'	2.20'	5939.99'	TRANSITIONAL	2.69'	*TO BE REMOVED, LOWERED, OR LIGHTED
427359	BUSH	5934.01'	2.56'	5936.57'	PRIMARY	4.56'	*TO BE REMOVED, LOWERED, OR LIGHTED
427360	BUSH	5934.49'	3.07'	5937.56'	TRANSITIONAL	0.90'	*TO BE REMOVED, LOWERED, OR LIGHTED
427366	BUSH	5928.56'	2.93'	5931.49'	TRANSITIONAL	2.41'	*TO BE REMOVED, LOWERED, OR LIGHTED
427413	BUSH	5918.45'	2.84'	5921.29'	PRIMARY	5.86'	*TO BE REMOVED, LOWERED, OR LIGHTED
427414	BUSH	5917.00'	2.97'	5919.97'	TRANSITIONAL	0.70'	*TO BE REMOVED, LOWERED, OR LIGHTED
427415	BUSH	5914.50'	2.15'	5916.65'	PRIMARY	4.78'	*TO BE REMOVED, LOWERED, OR LIGHTED
427416	BUSH	5913.44'	2.33'	5915.77'	TRANSITIONAL	4.78'	*TO BE REMOVED, LOWERED, OR LIGHTED
427417	BUSH	5913.22'	2.33'	5915.55'	TRANSITIONAL	0.64'	*TO BE REMOVED, LOWERED, OR LIGHTED
427419	BUSH	5910.49'	2.06'	5912.55'	PRIMARY	6.69'	*TO BE REMOVED, LOWERED, OR LIGHTED
427428	BUSH	5908.83'	2.75'	5911.57'	TRANSITIONAL	0.46'	*TO BE REMOVED, LOWERED, OR LIGHTED
427429	BUSH	5907.00'	2.93'	5909.93'	PRIMARY	6.26'	*TO BE REMOVED, LOWERED, OR LIGHTED
427440	BUSH	5905.28'	2.47'	5907.75'	TRANSITIONAL	5.79'	*TO BE REMOVED, LOWERED, OR LIGHTED
427470	BUSH	5902.71'	2.75'	5905.45'	TRANSITIONAL	4.22'	*TO BE REMOVED, LOWERED, OR LIGHTED
427471	BUSH	5898.87'	3.20'	5902.07'	PRIMARY	2.90'	*TO BE REMOVED, LOWERED, OR LIGHTED
427473	BUSH	5897.55'	2.01'	5899.56'	TRANSITIONAL	1.97'	*TO BE REMOVED, LOWERED, OR LIGHTED
427493	BUSH	5891.64'	2.79'	5894.43'	TRANSITIONAL	1.33'	*TO BE REMOVED, LOWERED, OR LIGHTED
427557	BUSH	5889.58'	2.56'	5892.14'	TRANSITIONAL	2.62'	*TO BE REMOVED, LOWERED, OR LIGHTED
427566	BUSH	5884.57'	3.20'	5887.77'	PRIMARY	2.88'	*TO BE REMOVED, LOWERED, OR LIGHTED
427568	BUSH	5883.62'	1.97'	5885.59'	PRIMARY	2.07'	*TO BE REMOVED, LOWERED, OR LIGHTED
427572	BUSH	5961.09'	3.52'	5964.61'	PRIMARY	7.12'	*TO BE REMOVED, LOWERED, OR LIGHTED
427573	BUSH	5936.17'	3.61'	5939.78'	PRIMARY	1.91'	*TO BE REMOVED, LOWERED, OR LIGHTED
427575	BUSH	5939.08'	3.57'	5942.65'	PRIMARY	1.63'	*TO BE REMOVED, LOWERED, OR LIGHTED
427578	BUSH	5943.57'	1.74'	5945.31'	PRIMARY	1.61'	*TO BE REMOVED, LOWERED, OR LIGHTED
427579	BUSH	5947.24'	3.48'	5950.72'	PRIMARY	2.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
427581	BUSH	5945.48'	2.15'	5947.63'	PRIMARY	1.95'	*TO BE REMOVED, LOWERED, OR LIGHTED
427588	BUSH	5947.24'	2.38'	5949.62'	PRIMARY	0.56'	*TO BE REMOVED, LOWERED, OR LIGHTED
427591	BUSH	5943.25'	4.16'	5947.41'	PRIMARY	2.21'	*TO BE REMOVED, LOWERED, OR LIGHTED
427595	BUSH	5948.10'	2.52'	5950.62'	PRIMARY	1.62'	*TO BE REMOVED, LOWERED, OR LIGHTED
427599	BUSH	5950.90'	1.37'	5952.27'	PRIMARY	1.45'	*TO BE REMOVED, LOWERED, OR LIGHTED
427600	BUSH	5952.76'	2.61'	5955.37'	PRIMARY	2.85'	*TO BE REMOVED, LOWERED, OR LIGHTED
427601	BUSH	5952.38'	1.88'	5954.26'	PRIMARY	2.40'	*TO BE REMOVED, LOWERED, OR LIGHTED
427602	BUSH	5951.32'	3.16'	5954.48'	PRIMARY	3.16'	*TO BE REMOVED, LOWERED, OR LIGHTED
427605	BUSH	5926.14'	2.93'	5929.07'	PRIMARY	1.56'	*TO BE REMOVED, LOWERED, OR LIGHTED
427606	BUSH	5931.59'	3.43'	5935.02'	PRIMARY	1.81'	*TO BE REMOVED, LOWERED, OR LIGHTED
427607	BUSH	5956.33'	3.11'	5959.44'	PRIMARY	2.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
427608	BUSH	5947.67'	2.88'	5950.55'	PRIMARY	0.87'	*TO BE REMOVED, LOWERED, OR LIGHTED
427615	BUSH	5959.04'	1.92'	5960.96'	PRIMARY	3.47'	*TO BE REMOVED, LOWERED, OR LIGHTED
427616	BUSH	5957.59'	1.60'	5959.19'	PRIMARY	1.70'	*TO BE REMOVED, LOWERED, OR LIGHTED
427618	BUSH	5955.61'	2.47'	5958.08'	PRIMARY	1.10'	*TO BE REMOVED, LOWERED, OR LIGHTED
427619	BUSH	5954.10'	2.88'	5956.98'	PRIMARY	1.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
427621	BUSH	5952.60'	4.16'	5956.76'	PRIMARY	0.97'	*TO BE REMOVED, LOWERED, OR LIGHTED
427625	BUSH	5951.06'	3.25'	5954.31'	PRIMARY	1.62'	*TO BE REMOVED, LOWERED, OR LIGHTED
427626	BUSH	5948.35'	2.97'	5951.32'	PRIMARY	0.71'	*TO BE REMOVED, LOWERED, OR LIGHTED
427630	BUSH	5909.21'	4.67'	5913.88'	PRIMARY	6.39'	*TO BE REMOVED, LOWERED, OR LIGHTED
427632	BUSH	5855.17'	4.12'	5859.29'	PRIMARY	1.27'	*TO BE REMOVED, LOWERED, OR LIGHTED
427638	BUSH	5809.90'	2.70'	5812.60'	PRIMARY	0.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
427641	BUSH	5888.55'	3.16'	5891.71'	PRIMARY	1.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
427643	BUSH	5889.30'	2.52'	5891.82'	PRIMARY	1.30'	*TO BE REMOVED, LOWERED, OR LIGHTED
427644	BUSH	5888.53'	3.84'	5892.37'	PRIMARY	1.85'	*TO BE REMOVED, LOWERED, OR LIGHTED
427647	BUSH	5887.48'	2.52'	5890.00'	PRIMARY	0.75'	*TO BE REMOVED, LOWERED, OR LIGHTED
427648	BUSH	5887.93'	2.84'	5890.77'	PRIMARY	0.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
427652	BUSH	5866.43'	2.79'	5869.22'	PRIMARY	1.24'	*TO BE REMOVED, LOWERED, OR LIGHTED
427659	BUSH	5863.20'	3.52'	5866.72'	TRANSITIONAL	5.22'	*TO BE REMOVED, LOWERED, OR LIGHTED
427660	BUSH	5813.01'	3.66'	5816.67'	PRIMARY	2.65'	*TO BE REMOVED, LOWERED, OR LIGHTED
427661	BUSH	5816.74'	3.67'	5820.41'	PRIMARY	2.61'	*TO BE REMOVED, LOWERED, OR LIGHTED
427662	BUSH	5819.87'	2.75'	5822.61'	PRIMARY	2.15'	*TO BE REMOVED, LOWERED, OR LIGHTED
430558	OIL RIG	-	-	6291.04'	HORIZONTAL	183.54'	*TO BE REMOVED, LOWERED, OR LIGHTED
430561	OIL RIG	-	-	6132.73'	HORIZONTAL	25.24'	*TO BE REMOVED, LOWERED, OR LIGHTED
430562	OIL RIG	-	-	6279.27'	CONICAL	107.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
430576	OIL RIG	-	-	6233.44'	CONICAL	90.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
430579	OIL RIG	-	-	6350.45'	HORIZONTAL	242.96'	*TO BE REMOVED, LOWERED, OR LIGHTED
430580	OIL RIG	-	-	6436.30'	CONICAL	273.39'	*TO BE REMOVED, LOWERED, OR LIGHTED
430581	OIL RIG	-	-	6155.72'	HORIZONTAL	48.23'	*TO BE REMOVED, LOWERED, OR LIGHTED
430590	ANTENNA	5862.37'	51.17'	5913.54'	TRANSITIONAL	19.30'	*TO BE REMOVED, LOWERED, OR LIGHTED
430591	AWOS	5834.19'	28.67'	5862.86'	TRANSITIONAL	25.96'	*TO BE REMOVED, LOWERED, OR LIGHTED
480001	BUILDING	5847.61'	12.67'	5860.28'	TRANSITIONAL	5.40'	*TO BE REMOVED, LOWERED, OR LIGHTED
500007	49-020920-POLE-43 FT AGL	6335.23'	43.00'	6378.23'	CONICAL	257.15'	*TO BE REMOVED, LOWERED, OR LIGHTED
500008	49-020921-POLE-57 FT AGL	6337.00'	57.00'	6394.00'	CONICAL	243.86'	*TO BE REMOVED, LOWERED, OR LIGHTED
500009	49-020922-POLE-41 FT AGL	6369.00'	41.00'	6410.00'	CONICAL	229.44'	*TO BE REMOVED, LOWERED, OR LIGHTED
500010	49-020923-POLE-57 FT AGL	6385.00'	57.00'	6442.00'	CONICAL	230.41'	*TO BE REMOVED, LOWERED, OR LIGHTED
500011	49-020924-POLE-48 FT AGL	6416.00'	48.00'	6464.00'	CONICAL	213.91'	*TO BE REMOVED, LOWERED, OR LIGHTED
500017	49-020930-POLE-46 FT AGL	6441.00'	46.00'	6487.00'	CONICAL	198.75'	*TO BE REMOVED, LOWERED, OR LIGHTED
500021	49-020934-POLE-74 FT AGL	6294.00'	74.00'	6368.00'	HORIZONTAL	260.51'	*TO BE REMOVED, LOWERED, OR LIGHTED
500022	49-020935-POLE-66 FT AGL	6294.00'	66.00'	6360.00'	HORIZONTAL	252.51'	*TO BE REMOVED, LOWERED, OR LIGHTED
500034	49-020947-POLE-61 FT AGL	6021.76'	61.00'	6082.76'	RUNWAY 19 APPROACH	5.29'	*TO BE REMOVED, LOWERED, OR LIGHTED
500035	49-020948-POLE-49 FT AGL	6037.36'	49.00'	6086.36'	RUNWAY 19 APPROACH	2.79'	*TO BE REMOVED, LOWERED, OR LIGHTED
500037	49-020950-POLE-58 FT AGL	6040.00'	58.00'	6098.00'	TRANSITIONAL	8.55'	*TO BE REMOVED, LOWERED, OR LIGHTED
500043	49-020956-RIG-36 FT AGL	6512.00'	36.00'	6548.00'	CONICAL	349.10'	*TO BE REMOVED, LOWERED, OR LIGHTED
500044	49-020957-RIG-26 FT AGL	6378.00'	26.00'	6404.00'	CONICAL	147.91'	*TO BE REMOVED, LOWERED, OR LIGHTED

*FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

NOTES

1. ONLY TOP OF OBJECT ELEVATION IS SHOWN FOR OBJECTS IN DENSE AREAS OUTSIDE OF THE INNER APPROACH SURFACES.

SOURCE

1. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC IN MARCH, 2016.
2. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.

L:\PUC\PUC-ALP-2016\CAD\PLANS\

07-PUC-ALP-OBST.dwg
Jan 12, 2017 - 10:10am
robertbell

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE OBSTACLE TABLE - 3

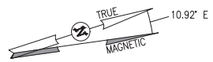
AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

NOTES

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

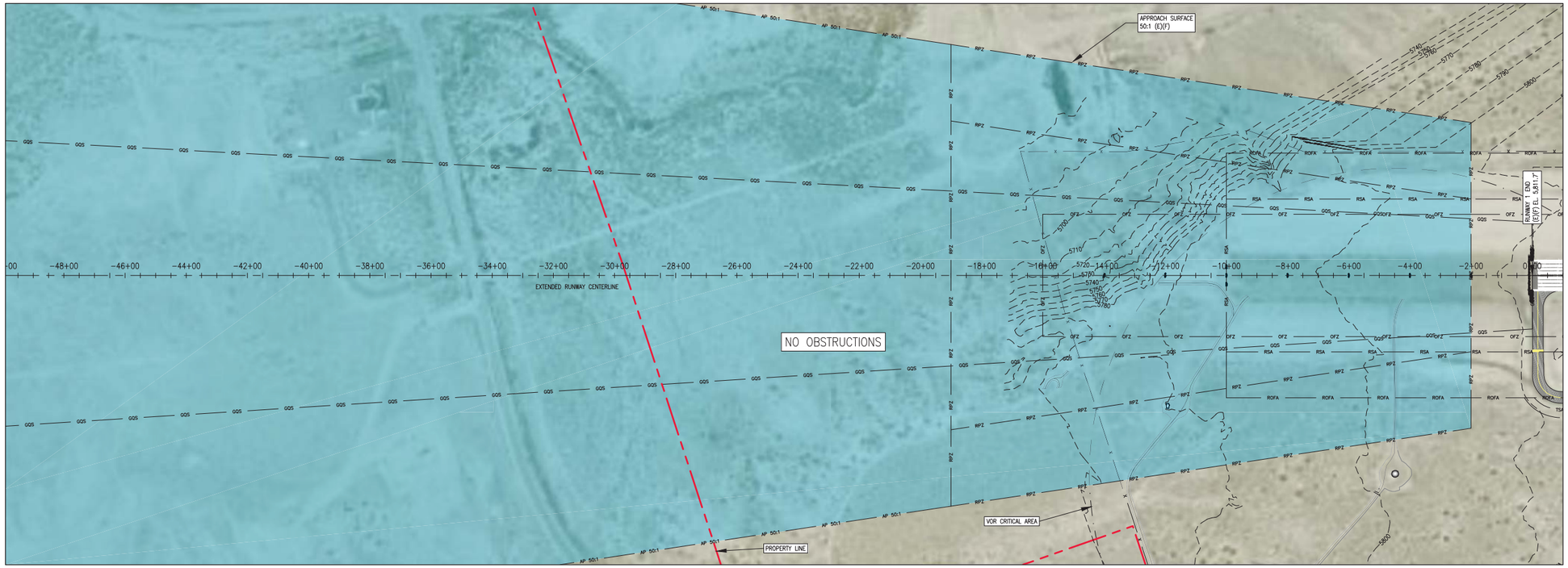
SOURCE

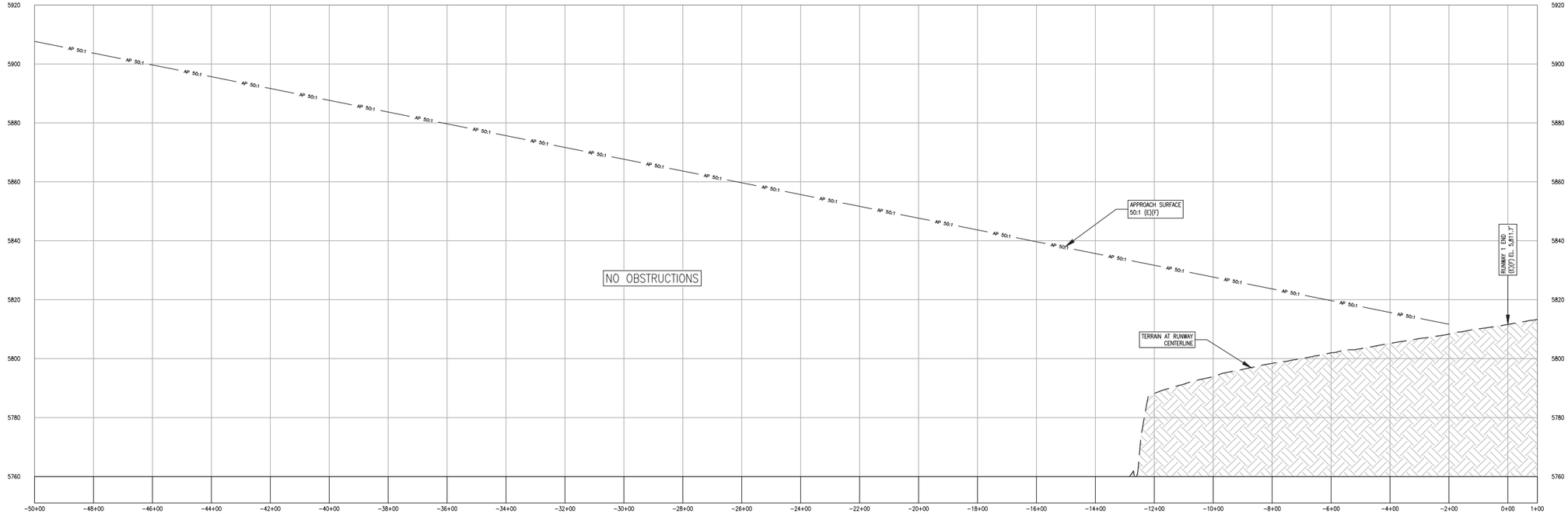
1. THE SITE PLAN LINE WORK AND AERIAL IMAGERY IS BASED ON THE PLANIMETRIC MAPPING COMPILED BY WOOLPERT, INC. IN MARCH 2016.
2. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
3. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.



GRAPHIC SCALE
0 200 400 800
(IN FEET)

DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI





L:\PUC\PUC-AUP-2016\CAD\PLANS\
12-17-PUC-AUP-ILS01.dwg
Jan 17, 2017 - 10:20am
robert.bell

JVIATION®

CARBON COUNTY UTAH

DES:	R.L.B.
DR:	R.L.B.
CH:	C.L.G.
APP:	S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

AIRPORT
LAYOUT PLAN

INNER APPROACH SURFACE DRAWING- RUNWAY 1

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

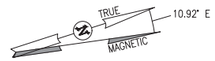
SHEET NO.
12 of 24

NOTES

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

SOURCE

1. THE SITE PLAN LINE WORK AND AERIAL IMAGERY IS BASED ON THE PLANIMETRIC MAPPING COMPILED BY WOOLPERT, INC. IN MARCH 2016.
2. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
3. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.



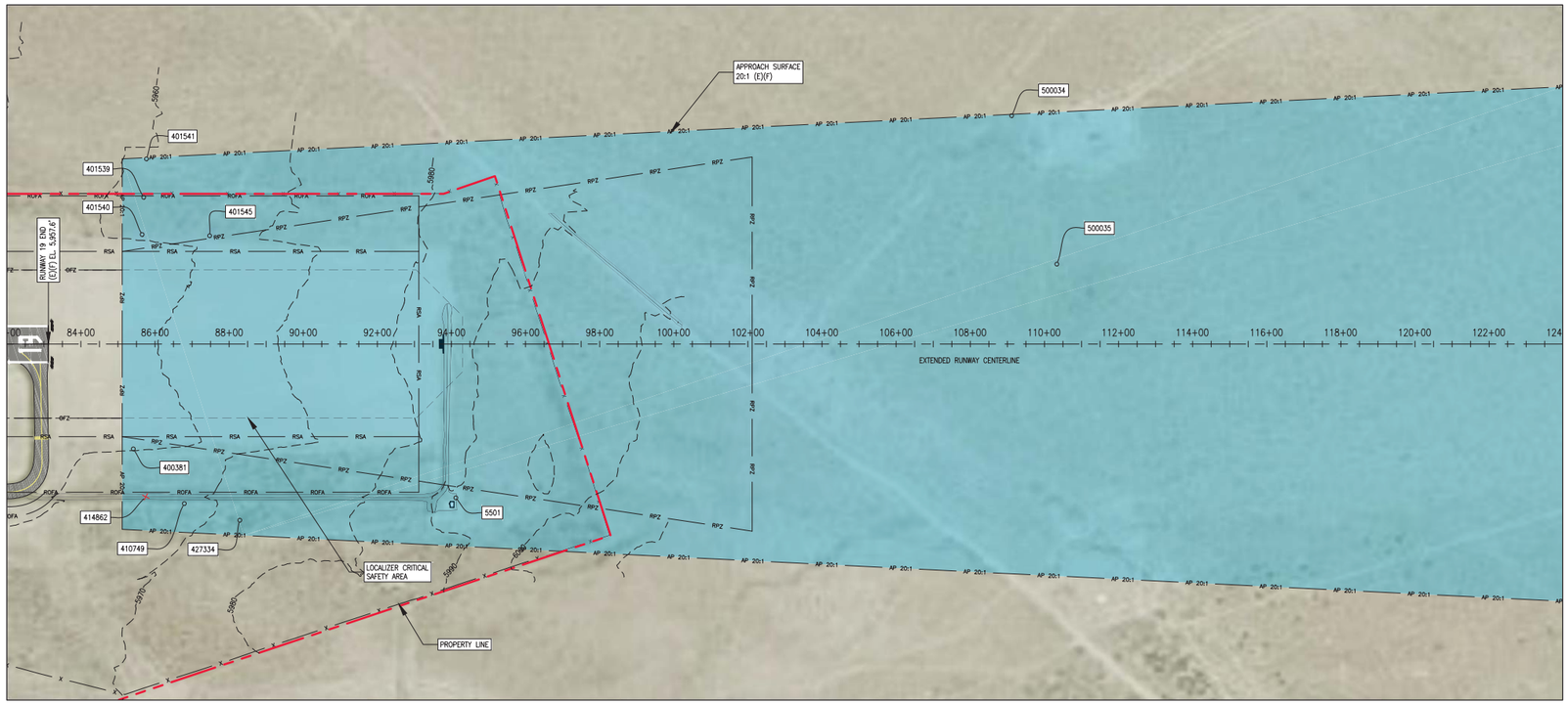
GRAPHIC SCALE
0 200 400 800
(IN FEET)

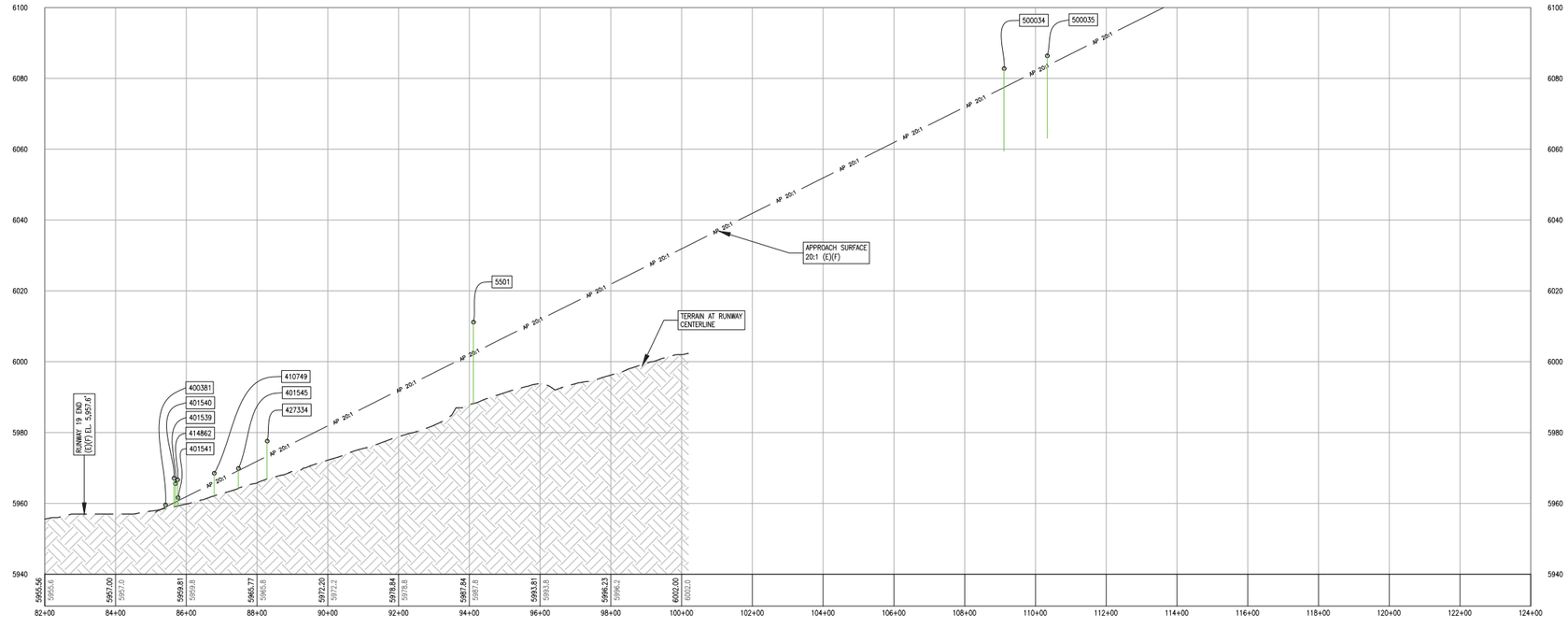
DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI

AIRSPACE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
5501	OL ON DME	5992.40'	18.76'	6011.16'	RUNWAY 19 APPROACH	8.69'	*TO BE LIT/REMOVED
400381	NATURAL HIGH POINT	5959.52'	0.00'	5959.52'	RUNWAY 19 APPROACH	0.56'	*TO BE LIT/REMOVED
401539	BUSH	5962.59'	2.97'	5965.56'	RUNWAY 19 APPROACH	5.18'	*TO BE LIT/REMOVED
401540	BUSH	5963.75'	3.34'	5967.09'	RUNWAY 19 APPROACH	6.93'	*TO BE LIT/REMOVED
401541	BUSH	5958.34'	2.29'	5961.63'	RUNWAY 19 APPROACH	0.89'	*TO BE LIT/REMOVED
401545	BUSH	5968.11'	1.74'	5969.85'	RUNWAY 19 APPROACH	0.58'	*TO BE LIT/REMOVED
410749	NATURAL HIGH POINT	5968.50'	0.00'	5968.50'	RUNWAY 19 APPROACH	2.66'	*TO BE LIT/REMOVED
414862	AIRPORT ACCESS ROAD	5966.64'	0.00'	5966.64'	RUNWAY 19 APPROACH	5.98'	*TO BE LIT/REMOVED
427334	BUSH	5972.16'	5.40'	5977.56'	RUNWAY 19 APPROACH	4.24'	*TO BE LIT/REMOVED
500034	49-020947-POLE-61 FT AGL	6021.76'	61.00'	6082.76'	RUNWAY 19 APPROACH	5.29'	*TO BE LIT/REMOVED
500035	49-020948-POLE-49 FT AGL	6037.36'	49.00'	6086.36'	RUNWAY 19 APPROACH	2.79'	*TO BE LIT/REMOVED

* FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW





L:\PUC\PUC-ALP-2016\CAD\PLANS\
12-17-PUC-ALP-ILS03.dwg
Jan 13, 2017 - 10:23am
robert.bell

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

AIRPORT LAYOUT PLAN

INNER APPROACH SURFACE DRAWING- RUNWAY 19

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

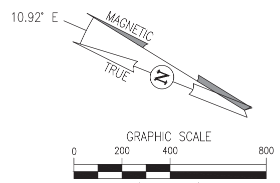
SHEET NO.
13 of 24

NOTES

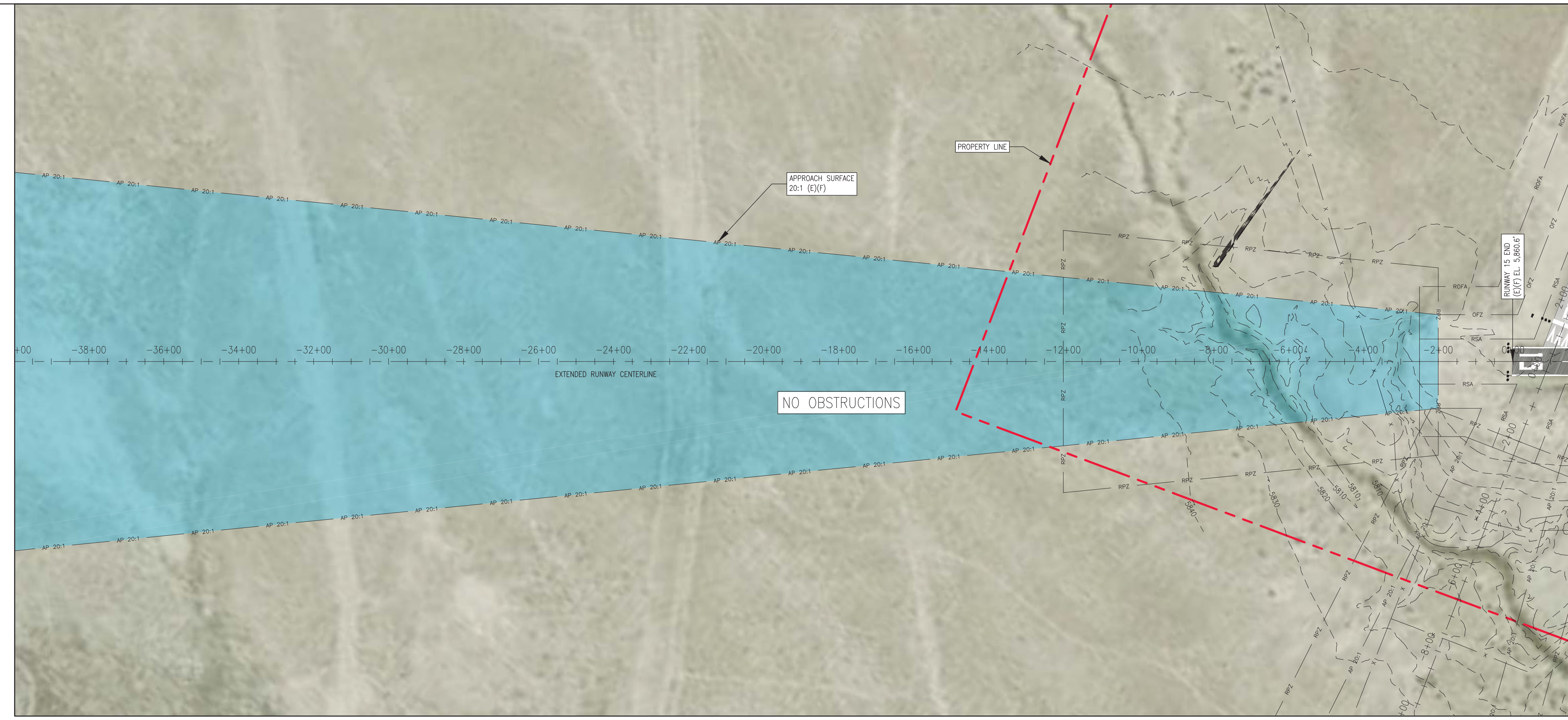
1. EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F)

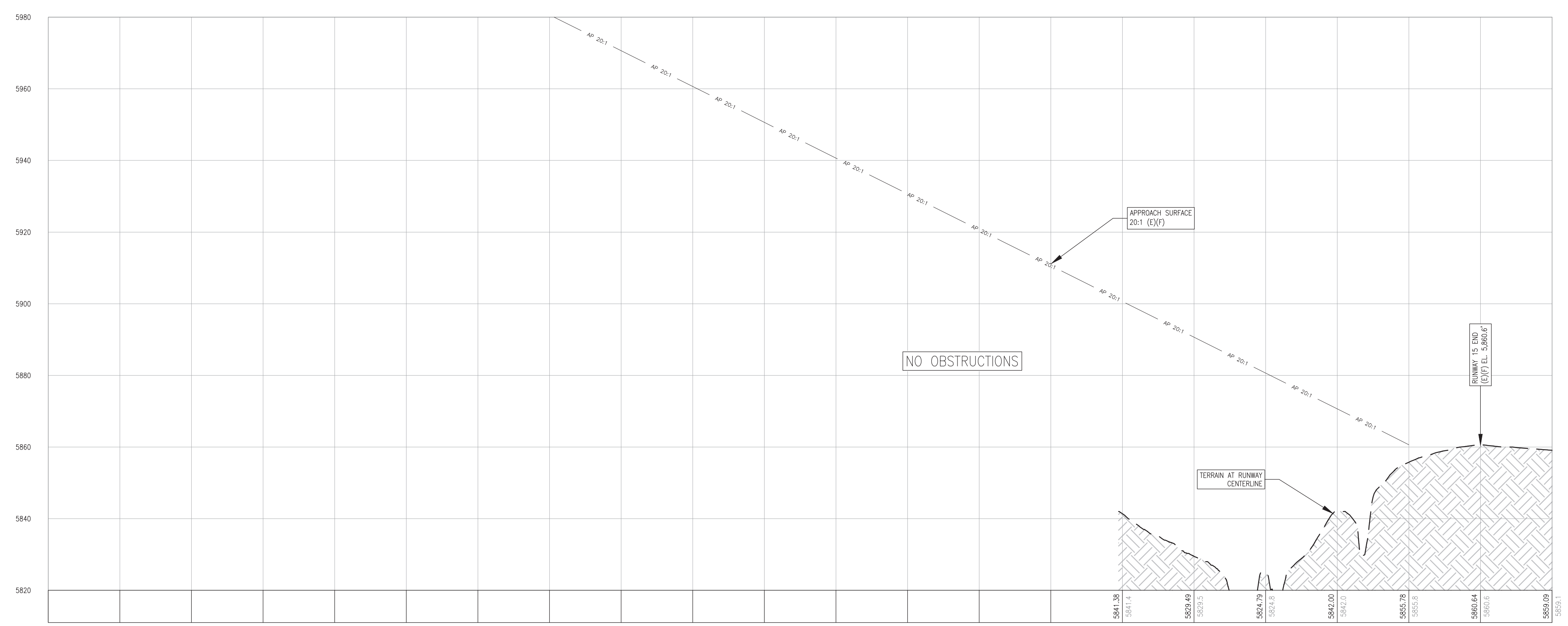
SOURCE

1. THE SITE PLAN LINE WORK AND AERIAL IMAGERY IS BASED ON THE PLANIMETRIC MAPPING COMPILED BY WOOLPERT, INC. IN MARCH 2016.
2. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
3. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.



DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI





JVIATION®

CARBON COUNTY UTAH

DES:	R.L.B.
DR:	R.L.B.
CH:	C.L.G.
APP:	S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

INNER APPROACH SURFACE DRAWING- RUNWAY 15

AIP PROJ. NO. 3-49-0026-016-2015 | JVIATION PROJ. NO. 2015.PUC.01 | DATE: JANUARY, 2017

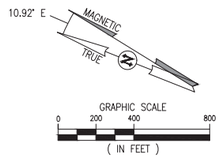
SHEET NO. 14 of 24

NOTES

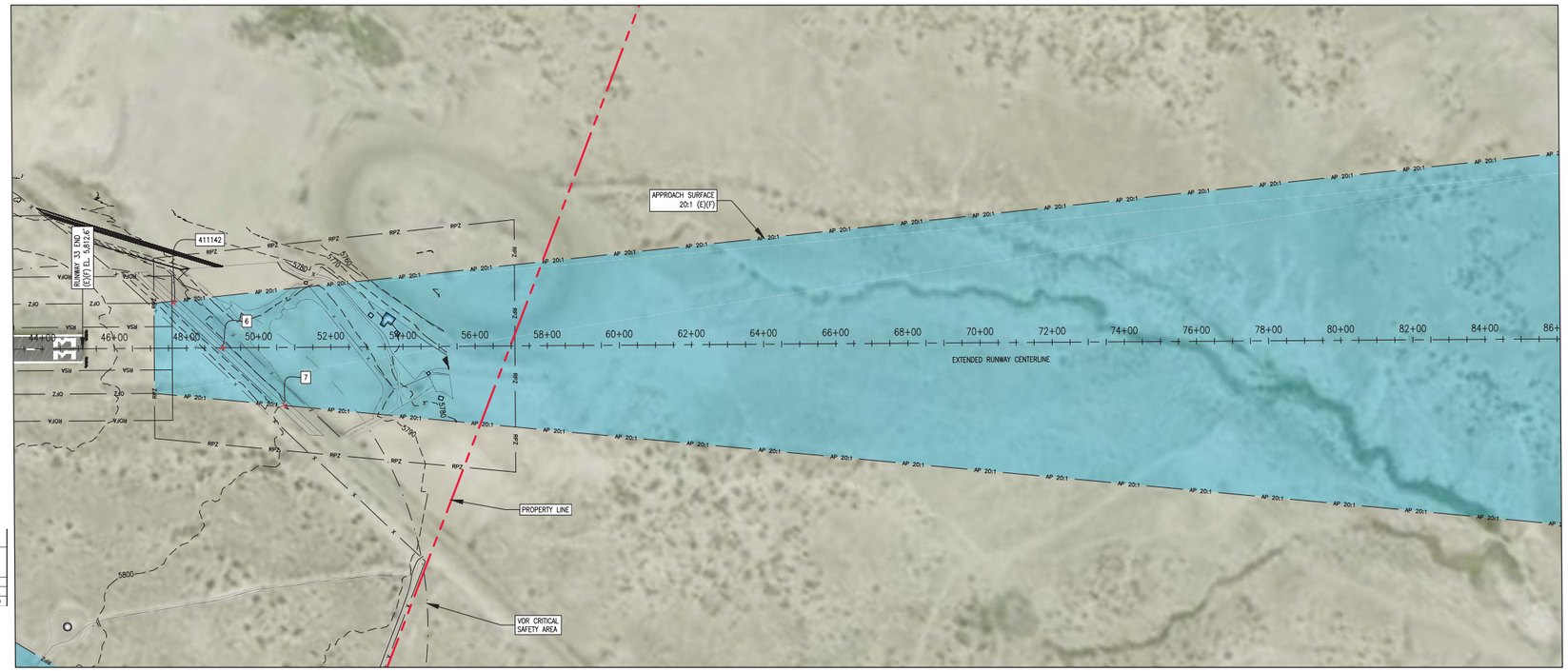
1. EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F)

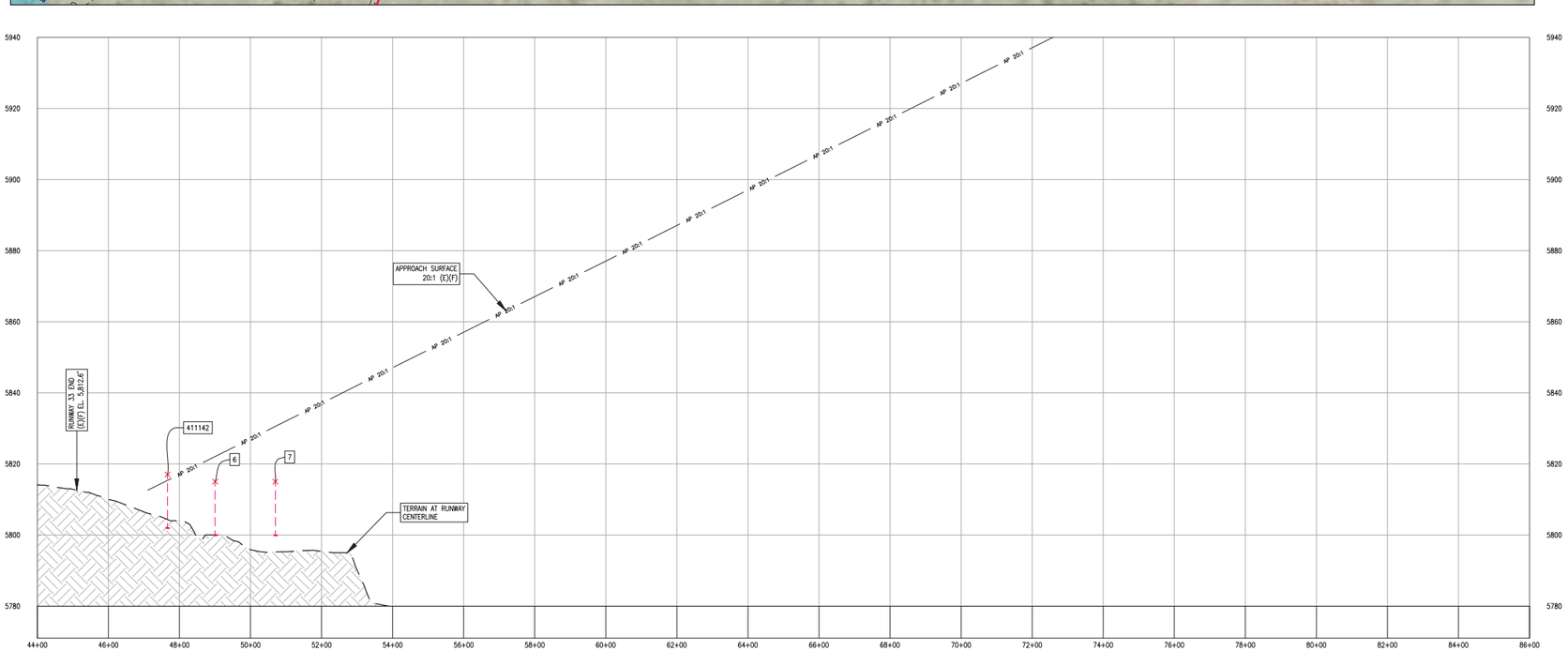
SOURCE

1. THE SITE PLAN LINE WORK AND AERIAL IMAGERY IS BASED ON THE PLANIMETRIC MAPPING COMPILED BY WOOLPERT, INC. IN MARCH 2016.
2. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
3. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.



DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI





RUNWAY 33 INNER APPROACH OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
6	ROAD +15'	5800.00'	15.00'	5815.00'	RUNWAY 33 APPROACH	-7.68'	
7	ROAD +15'	5800.00'	15.00'	5815.00'	RUNWAY 33 APPROACH	-15.56'	
411142	PRIMARY ROAD	5802.03'	15.00'	5817.03'	RUNWAY 33 APPROACH	1.65'	*TO BE REMOVED, LOWERED, OR LIGHTED

* FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

L:\PUC\PUC-ALP-2016\GIS\PLANS\
12-17-PUC-ALP-14GS.dwg
Jan 17, 2017 - 10:27am
robertbell

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT
LAYOUT PLAN

INNER APPROACH SURFACE DRAWING- RUNWAY 33

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

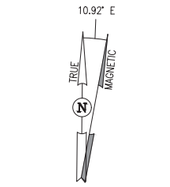
SHEET NO.
15 of 24

NOTES

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

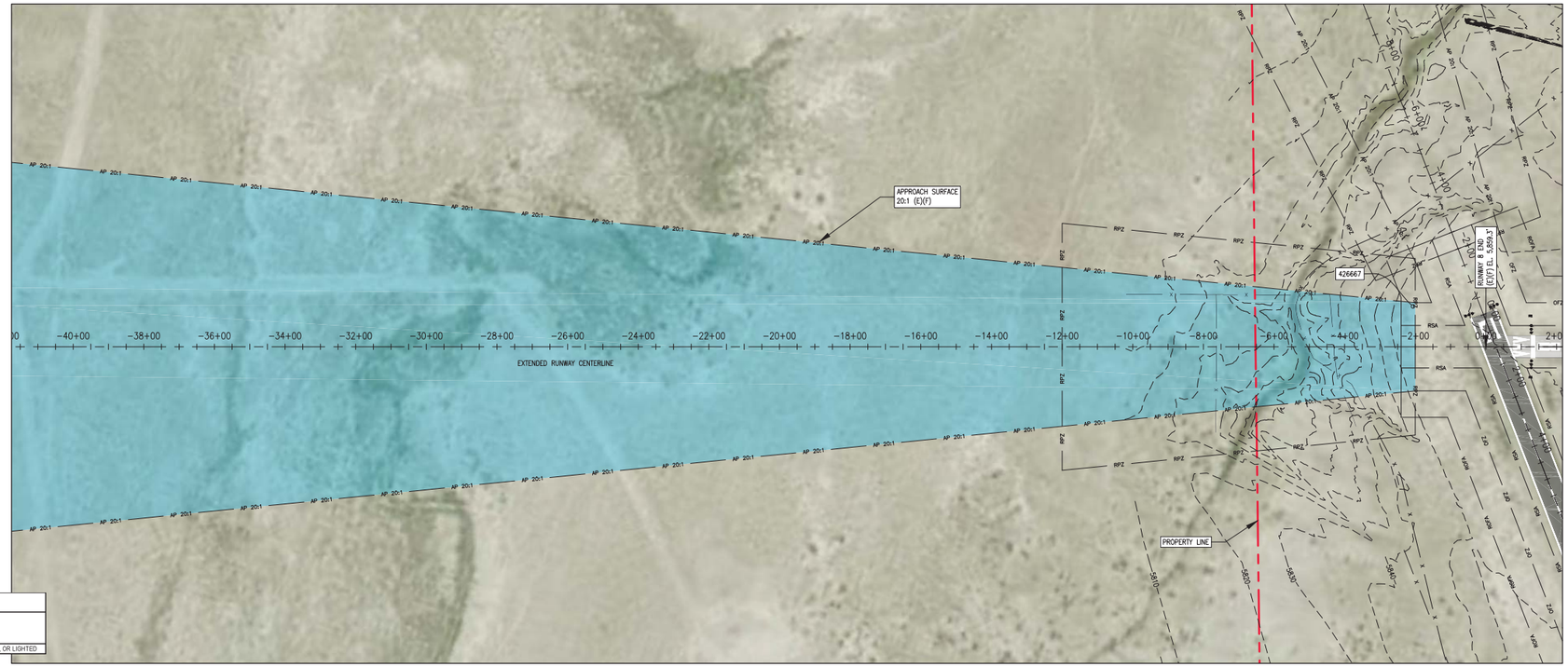
SOURCE

1. THE SITE PLAN LINE WORK AND AERIAL IMAGERY IS BASED ON THE PLANIMETRIC MAPPING COMPILED BY WOOLPERT, INC. IN MARCH 2016.
2. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
3. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.



GRAPHIC SCALE
0 200 400 800
(IN FEET)

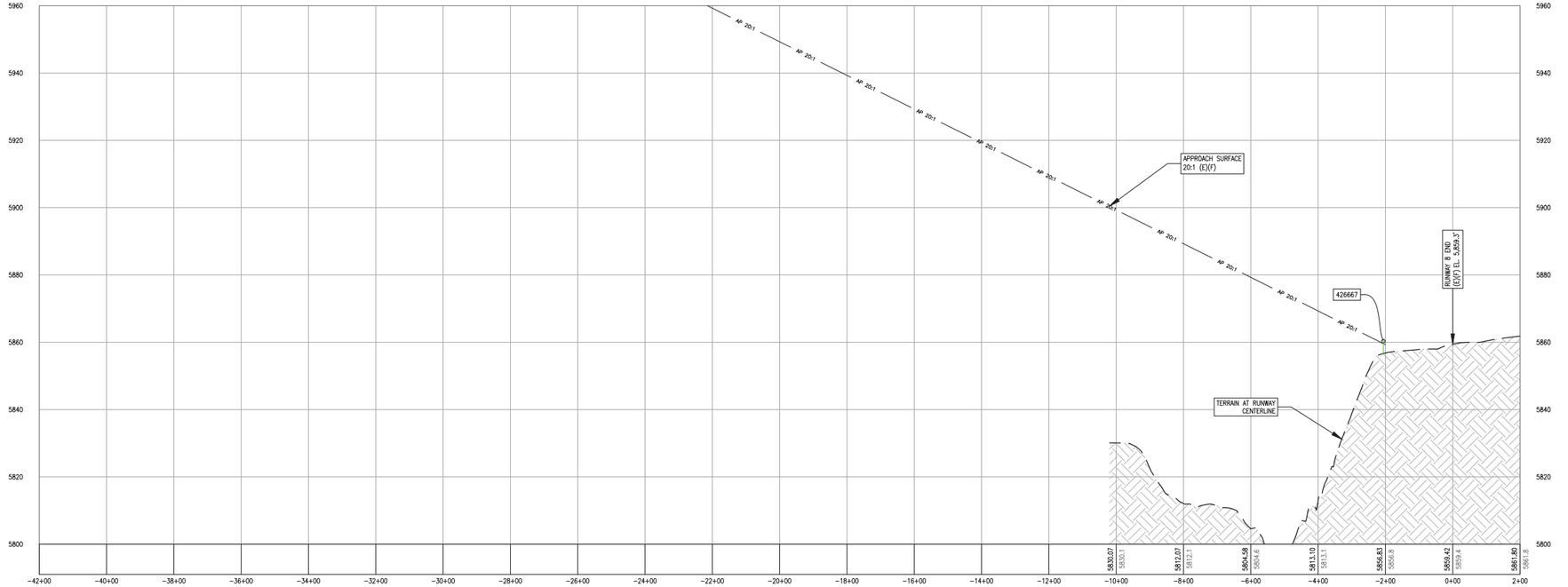
DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI



RUNWAY 8 INNER APPROACH OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
426667	BUSH	5858.13'	2.20'	5860.33'	RUNWAY 8 APPROACH	0.71'	*TO BE REMOVED, LOWERED, OR LIGHTED

* FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW



L:\PW\PUC-AUP-2016\CAD\PLANS\
12-17-PUC-AUP-IAS3.dwg
Jan 17, 2017 - 10:29am
robertbell

JVIATION®

CARBON COUNTY UTAH

DES:	R.L.B.
DR:	R.L.B.
CH:	C.L.G.
APP:	S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT
LAYOUT PLAN

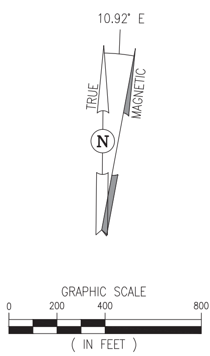
INNER APPROACH SURFACE DRAWING- RUNWAY 8

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

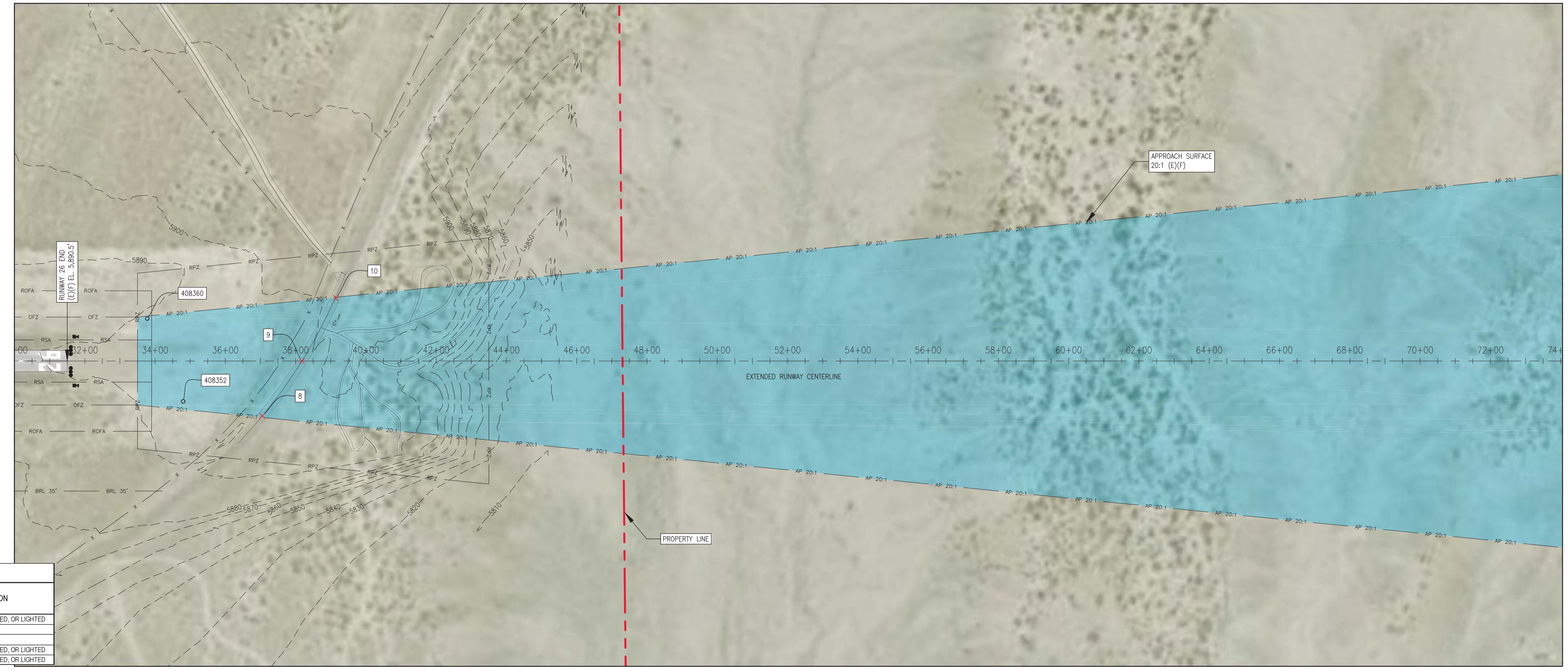
SHEET NO.
16 of 24

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

SOURCE
1. THE SITE PLAN LINE WORK AND AERIAL IMAGERY IS BASED ON THE PLANIMETRIC MAPPING COMPILED BY WOOLPERT, INC. IN MARCH 2016.
2. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
3. ALL HORIZONTAL COORDINATES – NAD83/2011 ALL VERTICAL COORDINATES – NAVD88.

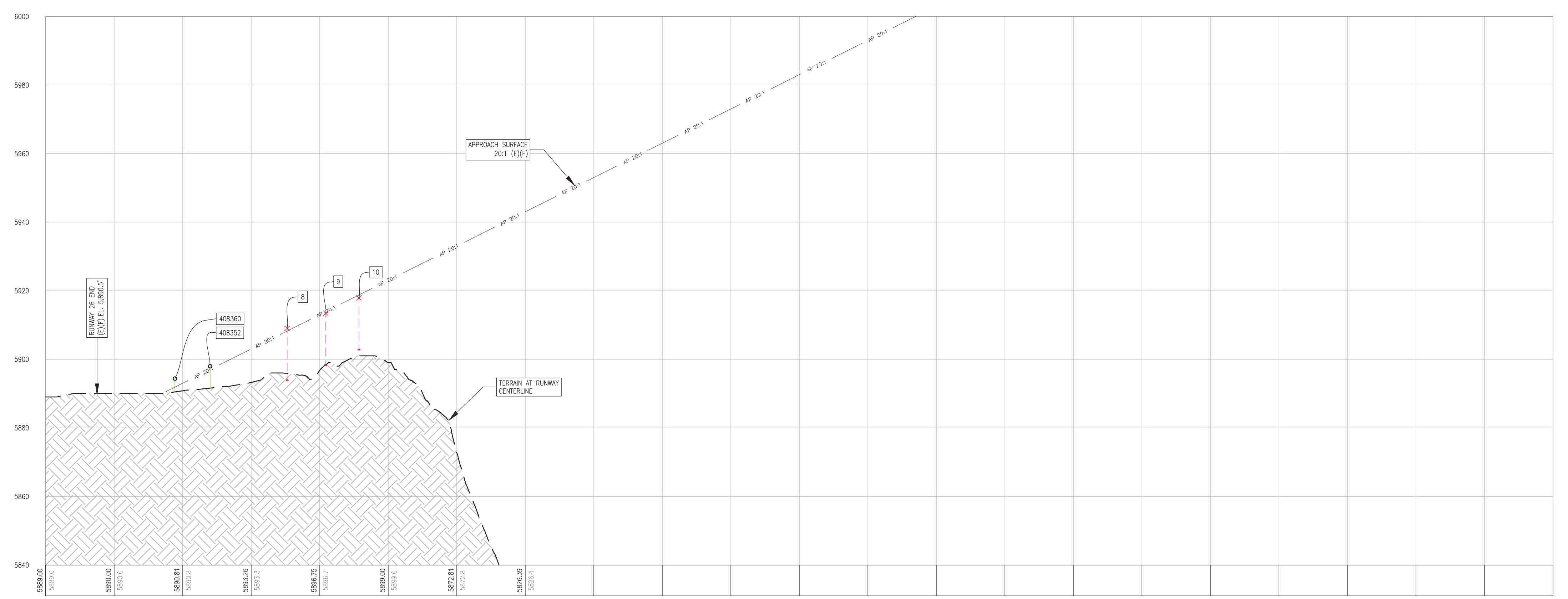


DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI



RUNWAY 26 INNER APPROACH OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
8	ROAD +15'	5894.00'	15.00'	5909.00'	RUNWAY 26 APPROACH	0.73'	*TO BE REMOVED, LOWERED, OR LIGHTED
9	ROAD +15'	5898.42'	15.00'	5913.42'	RUNWAY 26 APPROACH	-0.50'	
10	ROAD +15'	5902.90'	15.00'	5917.90'	RUNWAY 26 APPROACH	-0.86'	
408352	TREE	5891.49'	6.45'	5897.94'	RUNWAY 26 APPROACH	0.92'	*TO BE REMOVED, LOWERED, OR LIGHTED
408360	TREE	5890.72'	3.61'	5894.33'	RUNWAY 26 APPROACH	2.43'	*TO BE REMOVED, LOWERED, OR LIGHTED

* FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW



JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD			
NO.	BY	DATE	DESCRIPTION

AIRPORT LAYOUT PLAN

INNER APPROACH SURFACE DRAWING- RUNWAY 26

AIP PROJ. NO. 3-49-0026-016-2015
JVIATION PROJ. NO. 2015.PUC.01
DATE: JANUARY, 2017

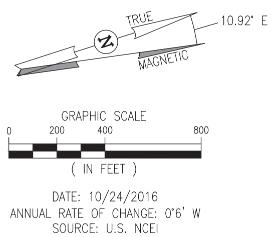
L:\PUC\PUC–ALP–2016\CAD\PLANS\ 12–17–PUC–ALP–IASD.dwg Jan 17, 2017 – 10:36am robert.bell

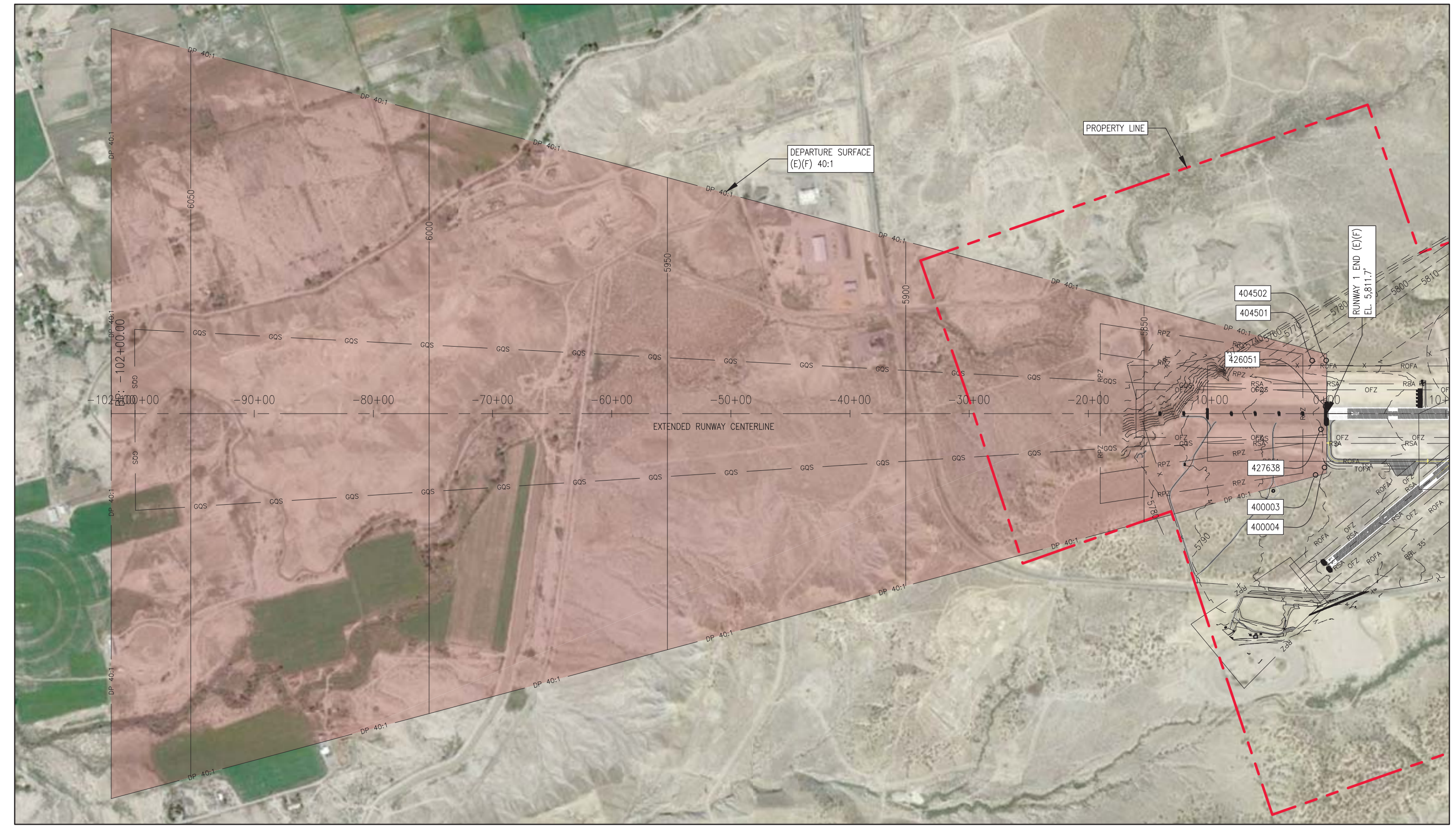
NOTES

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

SOURCE

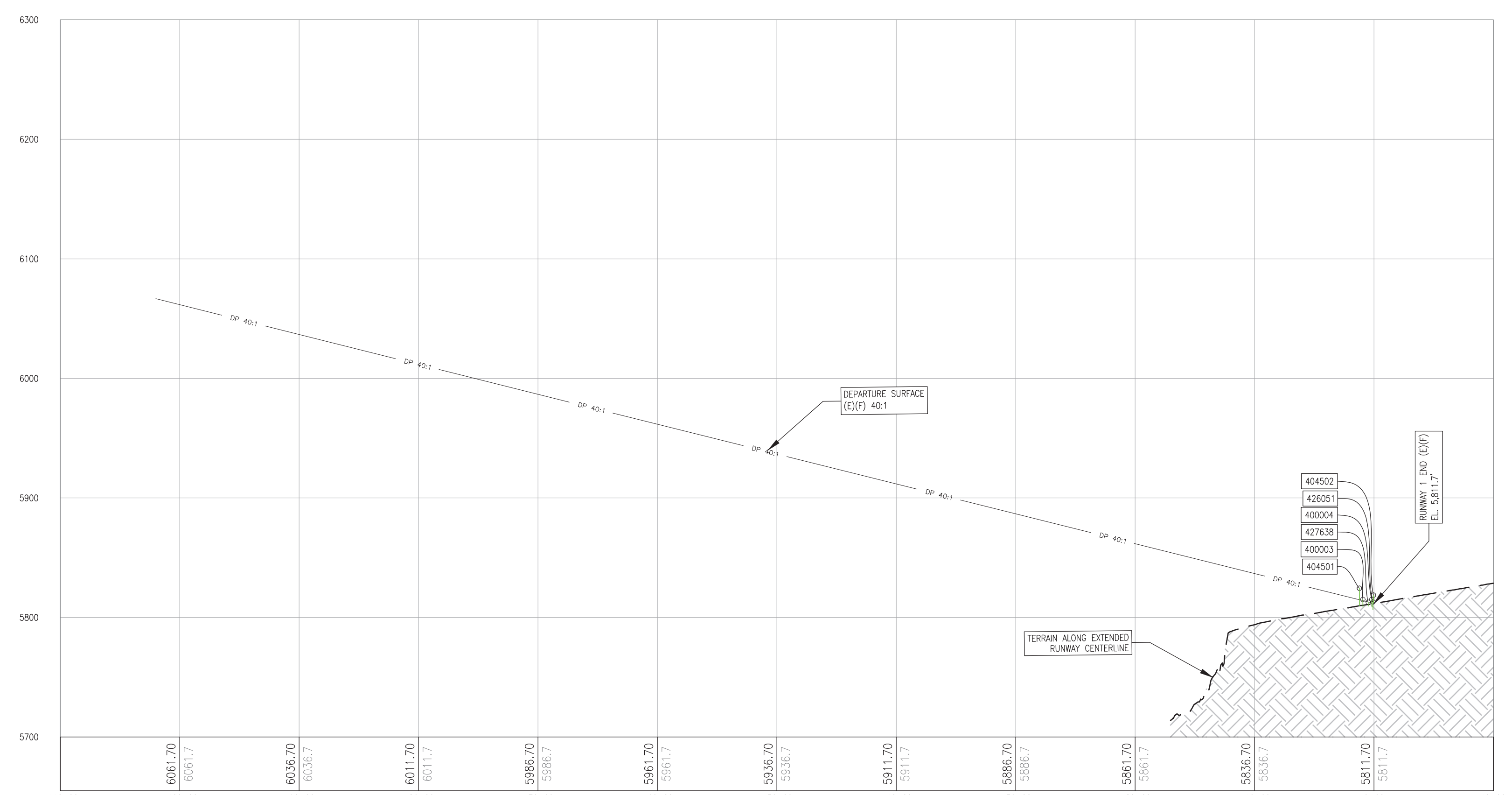
1. THE SITE PLAN LINE WORK AND AERIAL IMAGERY IS BASED ON THE PLANIMETRIC MAPPING COMPILED BY WOOLPERT, INC. IN MARCH 2016.
2. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
3. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.





RUNWAY 1 DEPARTURE OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
400003	TREE	5807.55'	7.50'	5815.05'	RUNWAY 1 DEPARTURE	1.00'	*TO BE REMOVED, LOWERED, OR LIGHTED
400004	TREE	5809.19'	5.99'	5815.18'	RUNWAY 1 DEPARTURE	3.01'	*TO BE REMOVED, LOWERED, OR LIGHTED
404501	TREE	5809.99'	14.37'	5824.36'	RUNWAY 1 DEPARTURE	9.60'	*TO BE REMOVED, LOWERED, OR LIGHTED
404502	TREE	5813.08'	5.58'	5818.66'	RUNWAY 1 DEPARTURE	6.83'	*TO BE REMOVED, LOWERED, OR LIGHTED
426051	AIRFIELD LIGHT	5811.69'	1.19'	5812.88'	RUNWAY 1 DEPARTURE	0.94'	*TO BE REMOVED, LOWERED, OR LIGHTED
427638	BUSH	5809.90'	2.70'	5812.60'	RUNWAY 1 DEPARTURE	-0.32'	

* FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW



JVIATION®

CARBON COUNTY UTAH

DES:	R.L.B.
DR:	R.L.B.
CH:	C.L.G.
APP:	S.V.B.

ISSUE RECORD			
NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

RUNWAY DEPARTURE SURFACE DRAWING- RUNWAY 1

AIP PROJ. NO. 3-49-0026-016-2015

JVIATION PROJ. NO. 2015.PUC.01

DATE: JANUARY, 2017

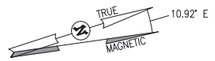
SHEET NO. 18 of 24

NOTES

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

SOURCE

1. THE SITE PLAN LINE WORK AND AERIAL IMAGERY IS BASED ON THE PLANIMETRIC MAPPING COMPILED BY WOOLPERT, INC. IN MARCH 2016.
2. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
3. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.



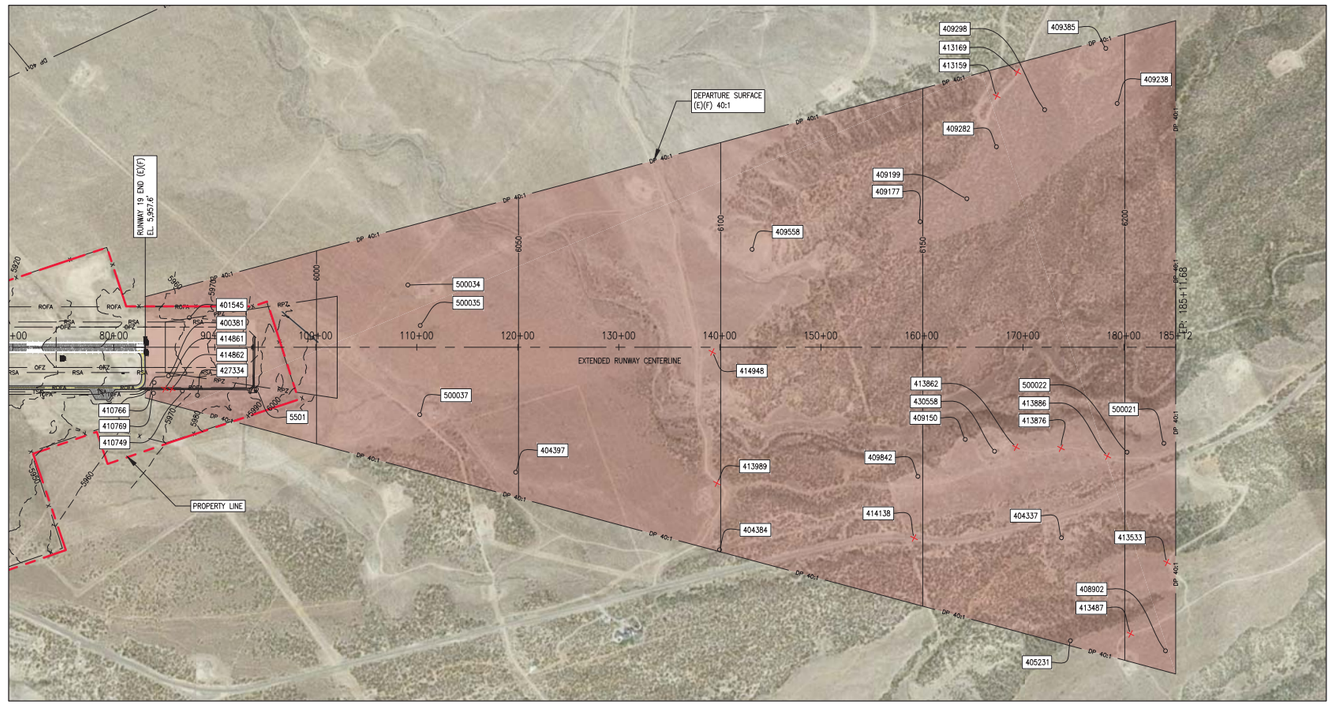
GRAPHIC SCALE
0 200 400 800
(IN FEET)

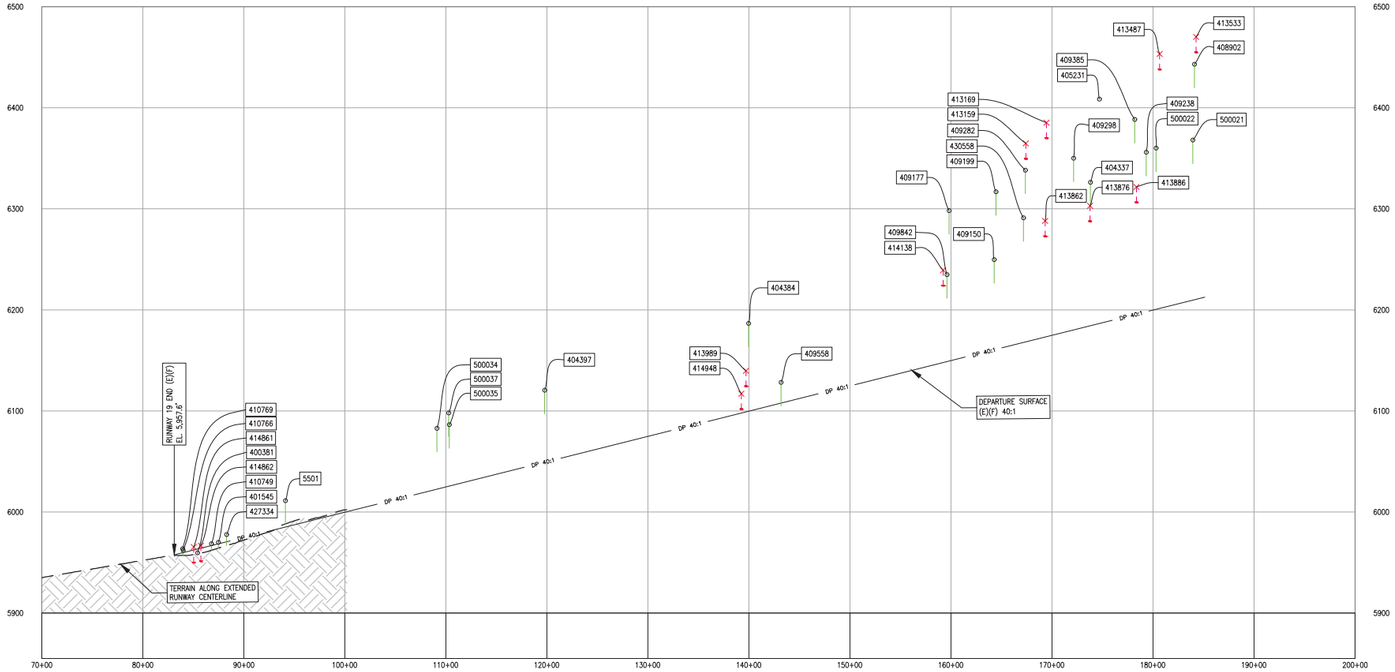
DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI

RUNWAY 19 DEPARTURE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
5501	GL ON DME	5992.40'	18.78'	6011.18'	RUNWAY 19 DEPARTURE	28.06'	*TO BE REMOVED, LOWERED, OR LIGHTED
400381	NATURAL HIGH POINT	5959.52'	0.00'	5959.52'	RUNWAY 19 DEPARTURE	-3.82'	
401545	BUSH	5968.11'	1.74'	5969.85'	RUNWAY 19 DEPARTURE	1.36'	*TO BE REMOVED, LOWERED, OR LIGHTED
404337	TANK	-	-	6326.24'	RUNWAY 19 DEPARTURE	141.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
404384	TELEPHONE PYLON/POLE	-	-	6186.63'	RUNWAY 19 DEPARTURE	86.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
404397	TELEPHONE PYLON/POLE	-	-	6120.43'	RUNWAY 19 DEPARTURE	71.17'	*TO BE REMOVED, LOWERED, OR LIGHTED
405231	TREE	-	-	6406.51'	RUNWAY 19 DEPARTURE	221.98'	*TO BE REMOVED, LOWERED, OR LIGHTED
408902	GROUND	6443.03'	0.00'	6443.03'	RUNWAY 19 DEPARTURE	232.98'	*TO BE REMOVED, LOWERED, OR LIGHTED
409150	GROUND	6249.70'	0.00'	6249.70'	RUNWAY 19 DEPARTURE	89.20'	*TO BE REMOVED, LOWERED, OR LIGHTED
409177	GROUND	6268.23'	0.00'	6268.23'	RUNWAY 19 DEPARTURE	148.89'	*TO BE REMOVED, LOWERED, OR LIGHTED
409199	GROUND	6316.78'	0.00'	6316.78'	RUNWAY 19 DEPARTURE	155.87'	*TO BE REMOVED, LOWERED, OR LIGHTED
409238	GROUND	6355.91'	0.00'	6355.91'	RUNWAY 19 DEPARTURE	157.80'	*TO BE REMOVED, LOWERED, OR LIGHTED
409282	GROUND	6338.14'	0.00'	6338.14'	RUNWAY 19 DEPARTURE	169.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
409298	GROUND	6350.06'	0.00'	6350.06'	RUNWAY 19 DEPARTURE	169.91'	*TO BE REMOVED, LOWERED, OR LIGHTED
409385	GROUND	6388.40'	0.00'	6388.40'	RUNWAY 19 DEPARTURE	193.11'	*TO BE REMOVED, LOWERED, OR LIGHTED
409558	GROUND	6128.29'	0.00'	6128.29'	RUNWAY 19 DEPARTURE	20.51'	*TO BE REMOVED, LOWERED, OR LIGHTED
409842	GROUND	6234.85'	0.00'	6234.85'	RUNWAY 19 DEPARTURE	86.05'	*TO BE REMOVED, LOWERED, OR LIGHTED
410749	NATURAL HIGH POINT	5968.50'	0.00'	5968.50'	RUNWAY 19 DEPARTURE	1.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
410766	NATURAL HIGH POINT	5961.98'	0.00'	5961.98'	RUNWAY 19 DEPARTURE	2.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
410769	NATURAL HIGH POINT	5963.64'	0.00'	5963.64'	RUNWAY 19 DEPARTURE	3.99'	*TO BE REMOVED, LOWERED, OR LIGHTED
413159	PRIMARY ROAD	6349.82'	15.00'	6364.82'	RUNWAY 19 DEPARTURE	196.50'	*TO BE REMOVED, LOWERED, OR LIGHTED
413169	PRIMARY ROAD	6370.28'	15.00'	6385.28'	RUNWAY 19 DEPARTURE	211.84'	*TO BE REMOVED, LOWERED, OR LIGHTED
413487	PRIMARY ROAD	6438.27'	15.00'	6453.27'	RUNWAY 19 DEPARTURE	251.84'	*TO BE REMOVED, LOWERED, OR LIGHTED
413533	PRIMARY ROAD	6455.18'	15.00'	6470.18'	RUNWAY 19 DEPARTURE	259.72'	*TO BE REMOVED, LOWERED, OR LIGHTED
413862	PRIMARY ROAD	6273.04'	15.00'	6288.04'	RUNWAY 19 DEPARTURE	114.93'	*TO BE REMOVED, LOWERED, OR LIGHTED
413876	PRIMARY ROAD	6287.99'	15.00'	6302.99'	RUNWAY 19 DEPARTURE	118.77'	*TO BE REMOVED, LOWERED, OR LIGHTED
413886	PRIMARY ROAD	6306.67'	15.00'	6321.67'	RUNWAY 19 DEPARTURE	125.96'	*TO BE REMOVED, LOWERED, OR LIGHTED
413989	PRIMARY ROAD	6124.69'	15.00'	6139.69'	RUNWAY 19 DEPARTURE	40.62'	*TO BE REMOVED, LOWERED, OR LIGHTED
414138	PRIMARY ROAD	6224.27'	15.00'	6239.27'	RUNWAY 19 DEPARTURE	91.41'	*TO BE REMOVED, LOWERED, OR LIGHTED
414861	AIRPORT ACCESS ROAD	5950.31'	15.00'	5965.31'	RUNWAY 19 DEPARTURE	2.89'	*TO BE REMOVED, LOWERED, OR LIGHTED
414862	AIRPORT ACCESS ROAD	5951.64'	15.00'	5966.64'	RUNWAY 19 DEPARTURE	2.46'	*TO BE REMOVED, LOWERED, OR LIGHTED
414948	PRIMARY ROAD	6102.05'	15.00'	6117.05'	RUNWAY 19 DEPARTURE	19.12'	*TO BE REMOVED, LOWERED, OR LIGHTED
427334	BUSH	5972.16'	5.40'	5977.56'	RUNWAY 19 DEPARTURE	7.04'	*TO BE REMOVED, LOWERED, OR LIGHTED
430558	OIL RIG	-	-	6291.04'	RUNWAY 19 DEPARTURE	123.29'	*TO BE REMOVED, LOWERED, OR LIGHTED
500021	49-020934-POLE-74 FT AGL	6294.00'	74.00'	6368.00'	RUNWAY 19 DEPARTURE	158.35'	*TO BE REMOVED, LOWERED, OR LIGHTED
500022	49-020935-POLE-66 FT AGL	6294.00'	66.00'	6360.00'	RUNWAY 19 DEPARTURE	159.46'	*TO BE REMOVED, LOWERED, OR LIGHTED
500034	49-020947-POLE-61 FT AGL	6021.76'	61.00'	6082.76'	RUNWAY 19 DEPARTURE	69.17'	*TO BE REMOVED, LOWERED, OR LIGHTED
500035	49-020948-POLE-49 FT AGL	6037.36'	49.00'	6086.36'	RUNWAY 19 DEPARTURE	83.71'	*TO BE REMOVED, LOWERED, OR LIGHTED
500037	49-020950-POLE-58 FT AGL	6040.00'	58.00'	6098.00'	RUNWAY 19 DEPARTURE	72.49'	*TO BE REMOVED, LOWERED, OR LIGHTED

* FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW





L:\PROJ\PUC-AIP-2016\CAD\PLANS\
18-22-PUC-AIP-16520.dwg
Jan 27, 2017 - 12:14pm
robertlail

JVIATION®

CARBON COUNTY UTAH

DES:	R.L.B.
DR:	R.L.B.
CH:	C.L.G.
APP:	S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

AIRPORT LAYOUT PLAN

RUNWAY DEPARTURE SURFACE DRAWING- RUNWAY 19

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

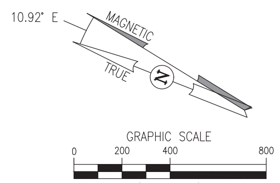
SHEET NO.
19 of 24

NOTES

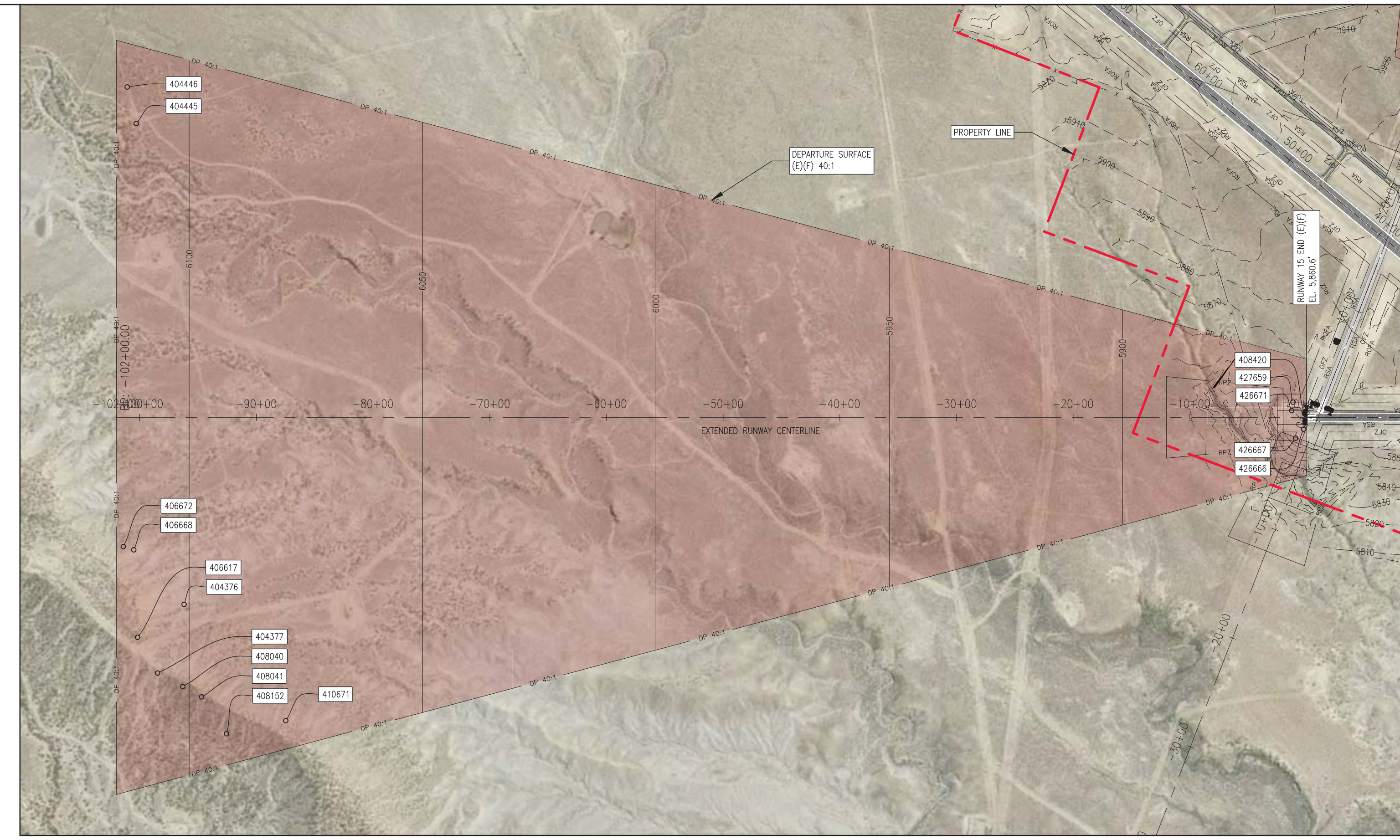
1. EXISTING AND FUTURE CONDITIONS SHOWN AS (E)(F)

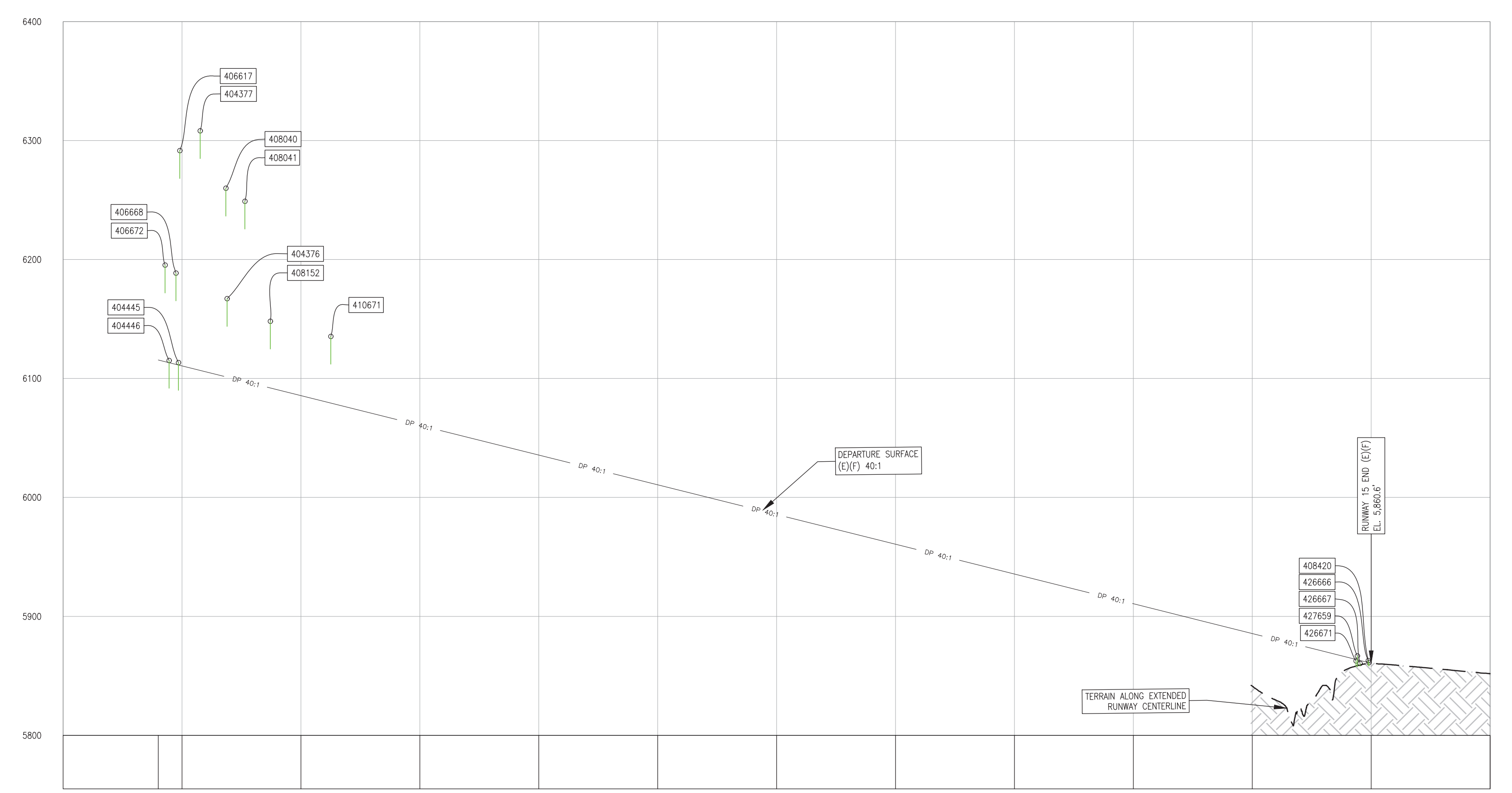
SOURCE

1. THE SITE PLAN LINE WORK AND AERIAL IMAGERY IS BASED ON THE PLANIMETRIC MAPPING COMPILED BY WOOLPERT, INC. IN MARCH 2016.
2. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
3. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.



DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI





RUNWAY 15 DEPARTURE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
404376	TELEPHONE PYLON/POLE	6127.04'	40.00'	6167.04'	RUNWAY 15 DEPARTURE	67.22'	*TO BE REMOVED, LOWERED, OR LIGHTED
404377	TELEPHONE PYLON/POLE	6268.13'	40.00'	6308.13'	RUNWAY 15 DEPARTURE	202.64'	*TO BE REMOVED, LOWERED, OR LIGHTED
404445	TELEPHONE PYLON/POLE	6073.33'	40.00'	6113.33'	RUNWAY 15 DEPARTURE	3.28'	*TO BE REMOVED, LOWERED, OR LIGHTED
404446	TELEPHONE PYLON/POLE	6075.00'	40.00'	6115.00'	RUNWAY 15 DEPARTURE	3.00'	*TO BE REMOVED, LOWERED, OR LIGHTED
406617	TREE	-	-	6291.45'	RUNWAY 15 DEPARTURE	181.68'	*TO BE REMOVED, LOWERED, OR LIGHTED
406668	TREE	-	-	6188.56'	RUNWAY 15 DEPARTURE	77.99'	*TO BE REMOVED, LOWERED, OR LIGHTED
406672	TREE	-	-	6195.21'	RUNWAY 15 DEPARTURE	82.37'	*TO BE REMOVED, LOWERED, OR LIGHTED
408040	TREE	-	-	6259.83'	RUNWAY 15 DEPARTURE	159.74'	*TO BE REMOVED, LOWERED, OR LIGHTED
408041	TREE	-	-	6248.91'	RUNWAY 15 DEPARTURE	152.84'	*TO BE REMOVED, LOWERED, OR LIGHTED
408152	TREE	-	-	6148.05'	RUNWAY 15 DEPARTURE	57.32'	*TO BE REMOVED, LOWERED, OR LIGHTED
408420	NATURAL HIGH POINT	5861.10'	0.00'	5861.10'	RUNWAY 15 DEPARTURE	1.34'	*TO BE REMOVED, LOWERED, OR LIGHTED
410671	GROUND	6135.35'	0.00'	6135.35'	RUNWAY 15 DEPARTURE	57.32'	*TO BE REMOVED, LOWERED, OR LIGHTED
426666	BUSH	5858.67'	3.98'	5862.65'	RUNWAY 15 DEPARTURE	2.71'	*TO BE REMOVED, LOWERED, OR LIGHTED
426667	BUSH	5858.13'	2.20'	5860.33'	RUNWAY 15 DEPARTURE	-1.31'	
426671	BUSH	5859.73'	2.70'	5862.43'	RUNWAY 15 DEPARTURE	-0.07'	
427659	BUSH	5863.20'	3.52'	5866.72'	RUNWAY 15 DEPARTURE	4.52'	*TO BE REMOVED, LOWERED, OR LIGHTED

* FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW

L:\PUC\PUC-ALP-2016\CAD\PLANS\
18-22-PUC-ALP-RDSD.dwg
Jan 17, 2017 – 12:53pm
robert.bell

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

RUNWAY DEPARTURE SURFACE DRAWING- RUNWAY 15

AIP PROJ. NO. 3-49-0026-016-2015
JVIATION PROJ. NO. 2015.PUC.01
DATE: JANUARY, 2017

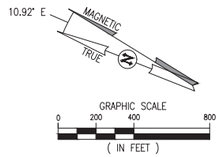
SHEET NO.

NOTES

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

SOURCE

1. THE SITE PLAN LINE WORK AND AERIAL IMAGERY IS BASED ON THE PLANIMETRIC MAPPING COMPILED BY WOOLPERT, INC. IN MARCH 2016.
2. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
3. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.

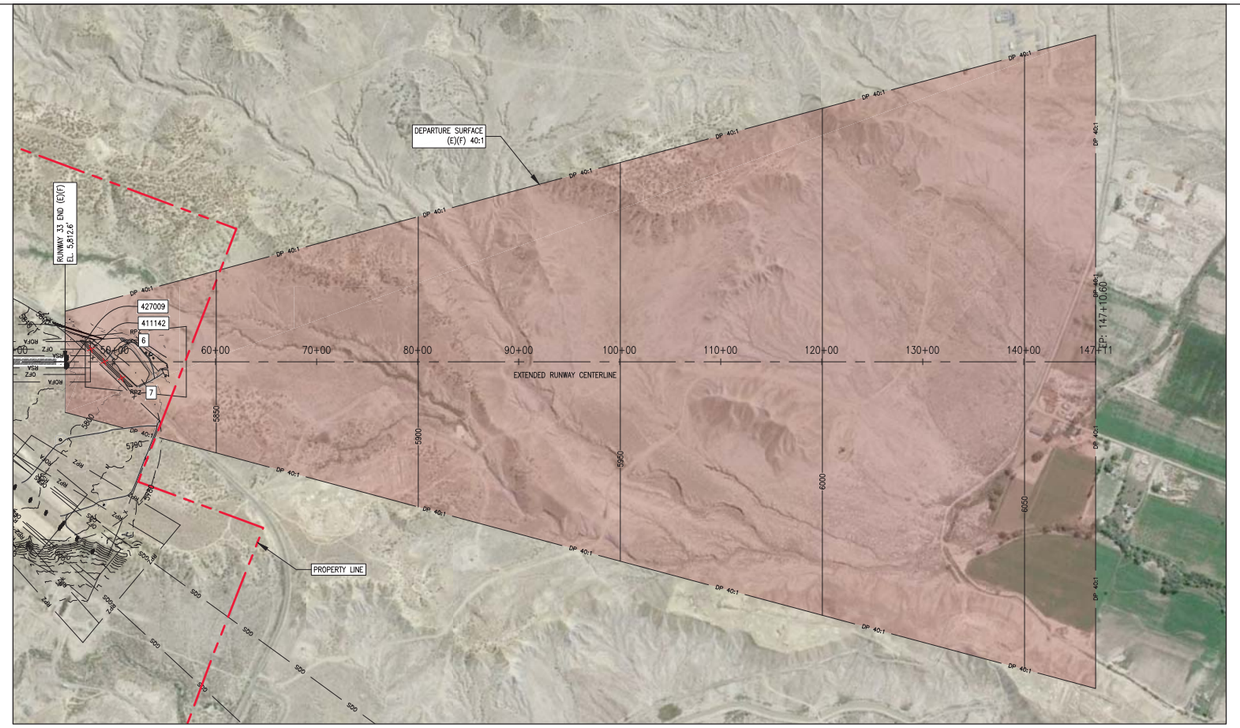


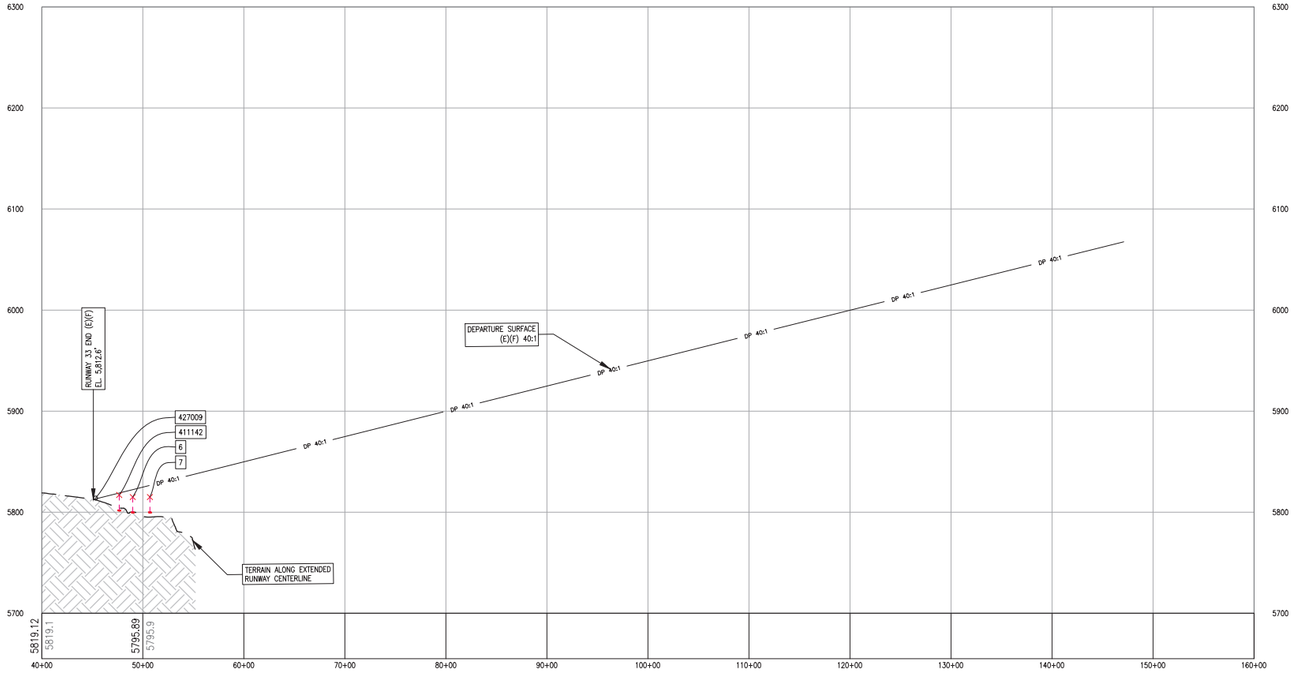
DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI

RUNWAY 33 DEPARTURE OBSTACLE TABLE

OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
6	ROAD +15'	5785.00'	15.00'	5800.00'	RUNWAY 33 DEPARTURE	-22.34'	
7	ROAD +15'	5785.00'	15.00'	5800.00'	RUNWAY 33 DEPARTURE	-26.61'	
411142	PRIMARY ROAD	5802.03'	15.00'	5817.03'	RUNWAY 33 DEPARTURE	-1.96'	
427009	BUSH	5812.14'	1.83'	5813.97'	RUNWAY 33 DEPARTURE	0.83'	*TO BE REMOVED, LOWERED, OR LIGHTED

* FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW





L:\PUC\PUC-ALP-2016\GIS\PLANS\
18-22-PUC-ALP-RDS20.dwg
Jan 12, 2017 - 12:59pm
robertbell

JVIATION®

CARBON COUNTY UTAH

DES:	R.L.B.
DR:	R.L.B.
CH:	C.L.G.
APP:	S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

AIRPORT LAYOUT PLAN

RUNWAY DEPARTURE SURFACE DRAWING- RUNWAY 33

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

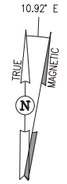
SHEET NO.
21 of 24

NOTES

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

SOURCE

1. THE SITE PLAN LINE WORK AND AERIAL IMAGERY IS BASED ON THE PLANIMETRIC MAPPING COMPILED BY WOOLPERT, INC. IN MARCH 2016.
2. OBSTRUCTION SURVEY DATA COMPILED BY WOOLPERT, INC. IN MARCH, 2016.
3. ALL HORIZONTAL COORDINATES – NAD83/2011
   ALL VERTICAL COORDINATES – NAVD88.

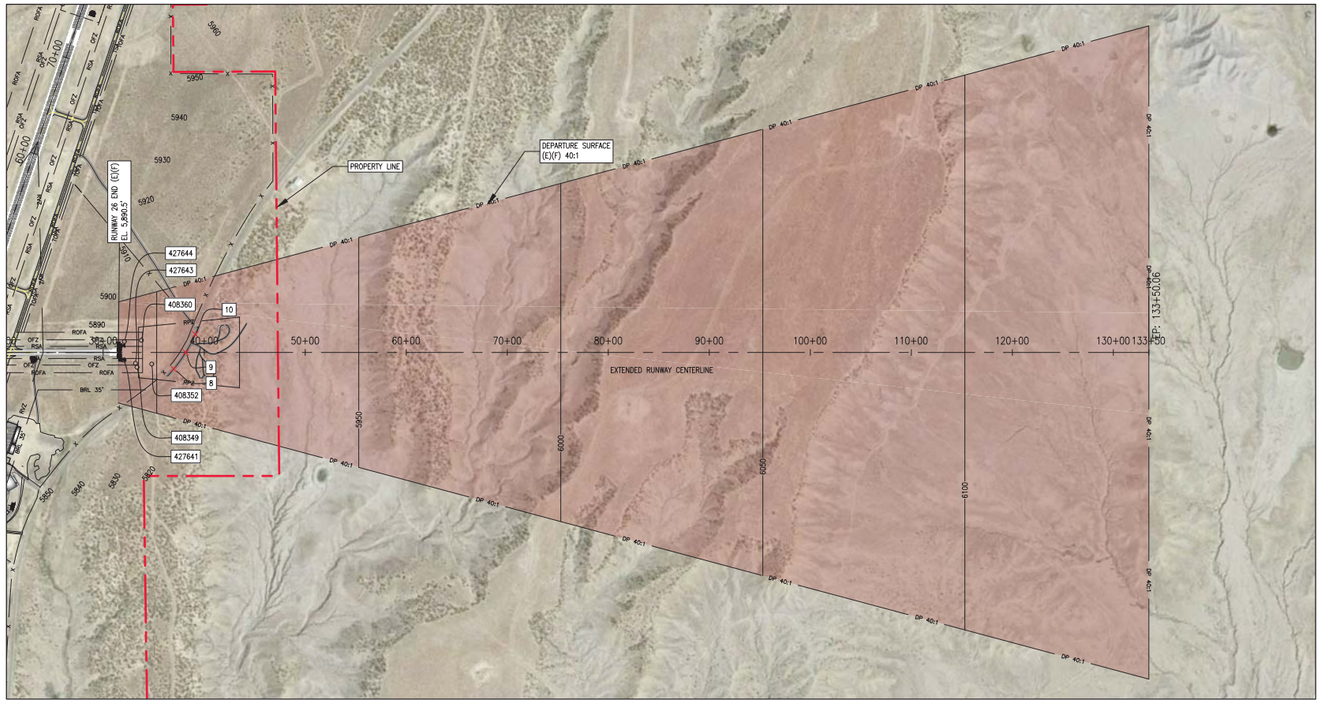


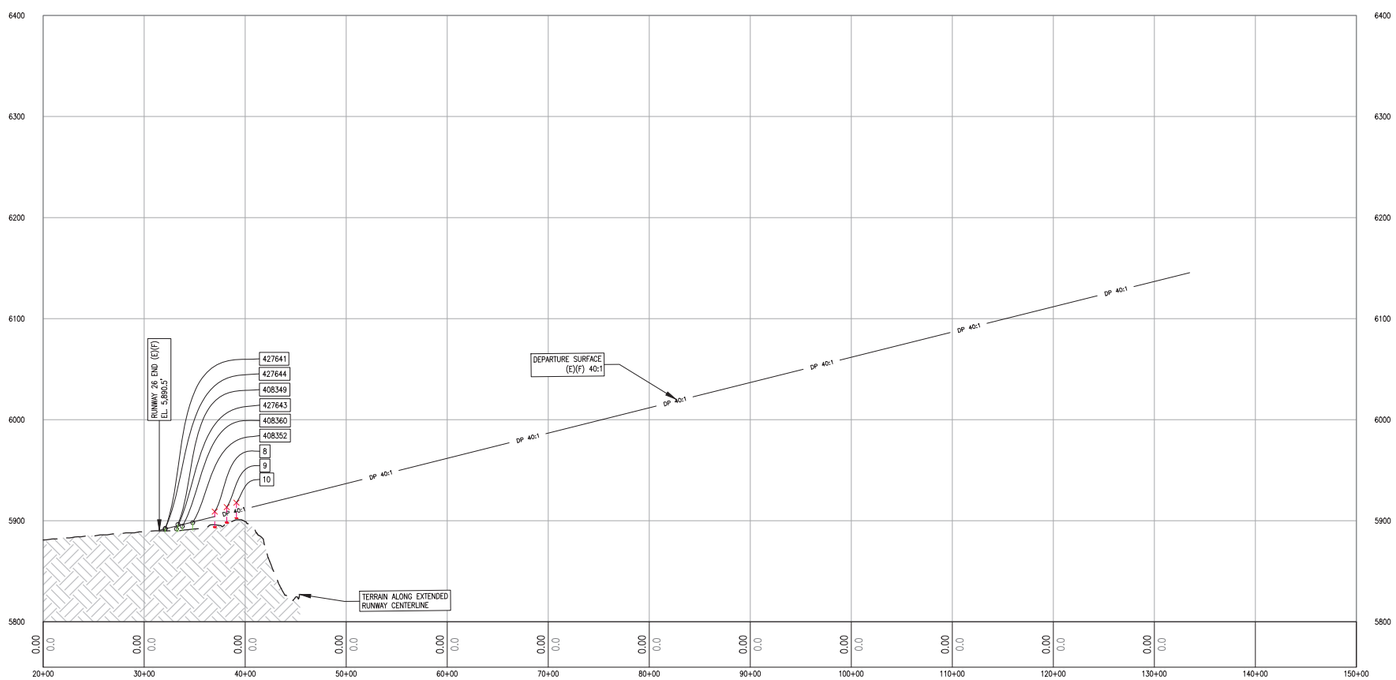
GRAPHIC SCALE
0 200 400 800
(IN FEET)

DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI

RUNWAY 26 DEPARTURE OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
8	ROAD +15'	5879.00'	15.00'	5894.00'	RUNWAY 26 DEPARTURE	-10.23'	
9	ROAD +15'	5883.42'	15.00'	5898.42'	RUNWAY 26 DEPARTURE	-5.78'	
10	ROAD +15'	5887.00'	15.00'	5902.00'	RUNWAY 26 DEPARTURE	-6.68'	
408349	TREE	5883.50'	12.80'	5896.30'	RUNWAY 26 DEPARTURE	1.19'	*TO BE REMOVED, LOWERED, OR LIGHTED
408352	TREE	5891.49'	6.45'	5897.94'	RUNWAY 26 DEPARTURE	-0.81'	
408360	TREE	5890.72'	3.61'	5894.33'	RUNWAY 26 DEPARTURE	-1.88'	
427641	BUSH	5888.55'	3.16'	5891.71'	RUNWAY 26 DEPARTURE	-0.21'	
427643	BUSH	5889.30'	2.52'	5891.82'	RUNWAY 26 DEPARTURE	-2.90'	
427644	BUSH	5888.53'	3.84'	5892.37'	RUNWAY 26 DEPARTURE	0.39'	*TO BE REMOVED, LOWERED, OR LIGHTED

* FINAL DETERMINATION PENDING FAA AERONAUTICAL REVIEW





L:\PUC\PUC--ALP--2016\CAD\PLANS\
18-22-PUC--ALP--RSDD.dwg
Jan 27, 2017 - 1:27pm
robertbell

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.	ISSUE RECORD			
DR: R.L.B.	NO.	BY	DATE	DESCRIPTION
CH: C.L.G.				
APP: S.V.B.				

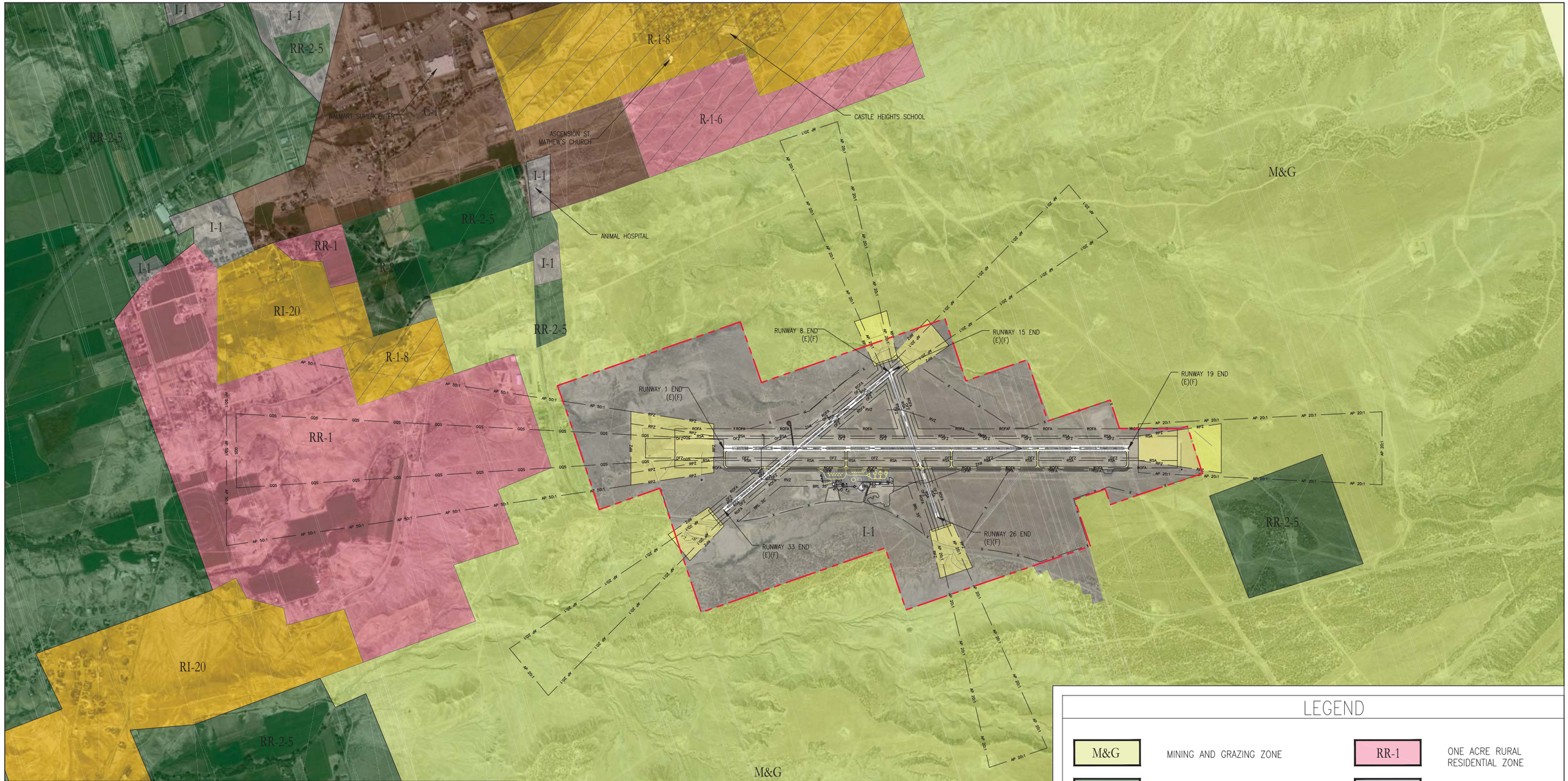
THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT
LAYOUT PLAN

RUNWAY DEPARTURE SURFACE DRAWING-
RUNWAY 26

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

SHEET NO.
22 of 24



NOTES

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

SOURCE

1. THE SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING COMPLIED BY WOOLPERT, INC. IN MARCH 2016.
2. LAND USE INFORMATION/LINE WORK OBTAINED FROM CARBON COUNTY WEB SITE https://www.carbon.utah.gov/services/gis IN 2016

TRUE 10.92° E MAGNETIC

GRAPHIC SCALE
0 500 1000 2000
(IN FEET)

DATE: 10/24/2016
ANNUAL RATE OF CHANGE: 0°6' W
SOURCE: U.S. NCEI

LEGEND

M&G	MINING AND GRAZING ZONE	RR-1	ONE ACRE RURAL RESIDENTIAL ZONE
RR-2-5	TWO AND ONE HALF ACRE RURAL RESIDENTIAL ZONE	I-1	LIGHT INDUSTRIAL ZONE
RI-20	20,000 RESIDENTIAL ZONE	C-1	COMMERCIAL ZONE
R-1-8	8,000 RESIDENTIAL ZONE	R-2-8	8,000 RESIDENTIAL ZONE
R-1-6	6,000 RESIDENTIAL ZONE		AIRPORT PROPERTY LINE

L:\PUC\PUC-ALP-2016\CAD\PLANS\
23-PUC-ALP-LAND.dwg
Nov 17, 2017 - 10:54am
robert.bell

JVIATION®

CARBON COUNTY UTAH

DES:	R.L.B.
DR:	R.L.B.
CH:	C.L.G.
APP:	S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

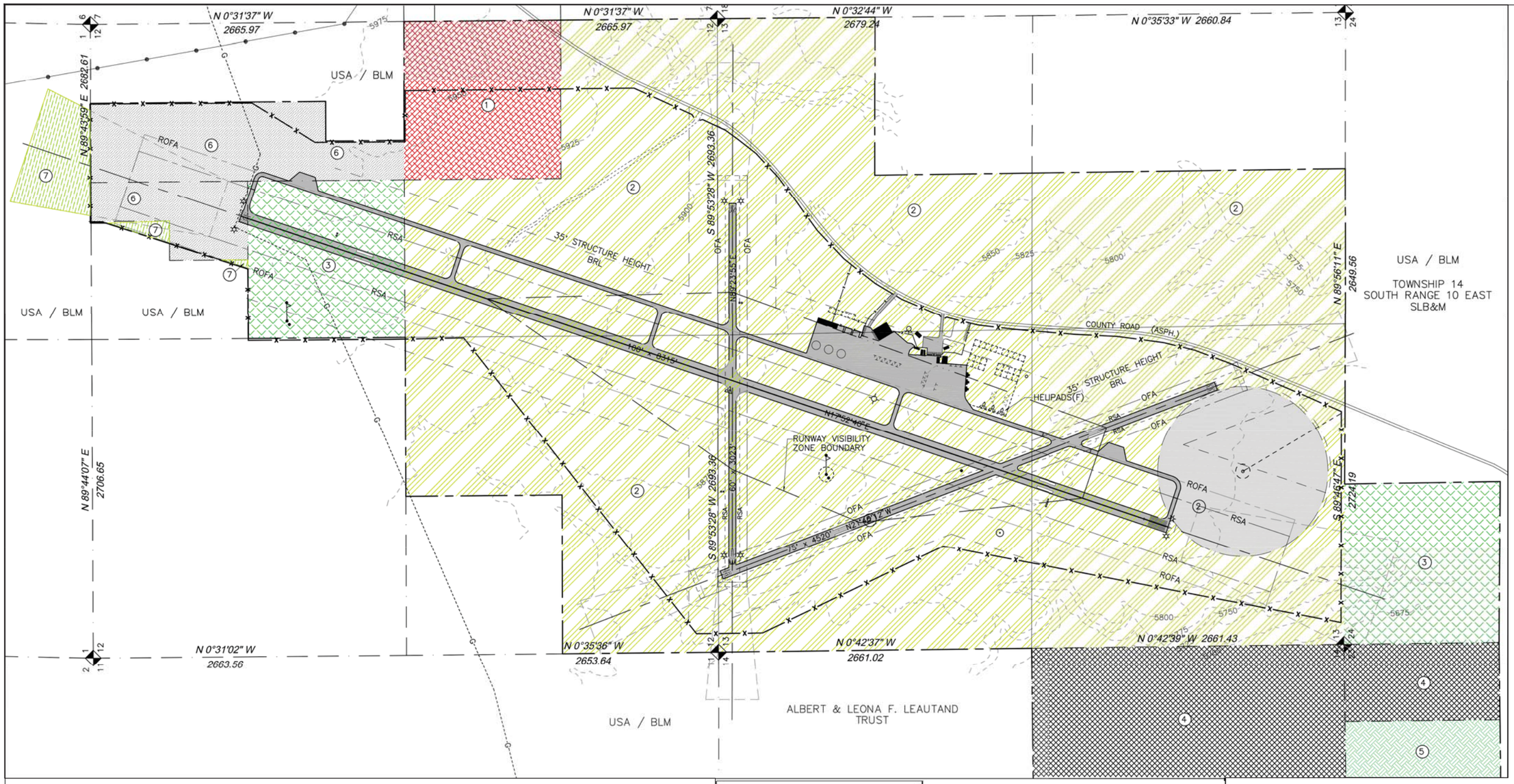
THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

LAND USE PLAN

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

SHEET NO.
23 of 24



CARBON COUNTY AIRPORT PROPERTY INFORMATION

Parcel #	Previous Owner	Document	Recorded Date	Acreage	Book & Page	Federal Project	Comments	Interest Type
1	Fannie Sievenson	Auditor's Tax Deed	May 28, 1932	40	Book B Page 407	N/A	–	Fee
2	USA / BLM	Patent	May 14, 1949	760	Book 6-A Page 313	N/A	–	Fee
3	USA / BLM	Airport Patent	May 21, 1989	80	Book 287 Page 348	N/A	–	Fee
4	USA / BLM	Patent	Feb. 25, 1992	180	Book 314 Page 14	N/A	–	Fee
5	USA / BLM	Patent	Nov. 03, 1993	20	Book 336 Page 328	N/A	–	Fee
6	USA / BLM	Airport Patent	Feb. 14, 1995	50	Book 354 Page 316	N/A	–	Fee
7	USA / BLM	Avigation Easement	Feb. 24, 2004	17	Serial No.: UTU-79508	AIP 10	3 sub-parcels	Fee

LEGEND

EXISTING	FUTURE	
	AS NOTED	FENCED PROPERTY LINE
		BUILDINGS
	SAME	35' STRUCTURE HEIGHT
		TAXIWAY
	SAME	AIRPORT REFERENCE POINT
	SAME	CONTOUR LINE
	SAME	ASOS (AUTOMATED SURFACE OBSERVING STATION)
	SAME	OVERHEAD POWER LINE
	SAME	AIRPORT BEACON
	SAME	CEILOMETER LIGHT
		HELIPORTS
	AS NOTED	NATURAL GAS PIPELINE
	SAME	RUNWAY END IDENTIFIER LIGHT (REIL)
	SAME	RUNWAY VISIBILITY ZONE BOUNDARY

(10/11/01) MAGNETIC NORTH
12°48' E
TRUE NORTH

0 200 400 800
SCALE IN FEET

SOURCE

1. EXHIBIT A WAS OBTAINED FROM AIRPORT LAYOUT PLAN PREPARED BY CREAMER AND NOBLE IN JUNE 2005.

L:\PUC\PUC-ALP-2016\(A0)\PLANS\
24-PUC_ALP-EXHIBIT.dwg
Jan 12, 2017 - 10:56am
robertbell

JVIATION®

CARBON COUNTY UTAH

DES: R.L.B.
DR: R.L.B.
CH: C.L.G.
APP: S.V.B.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

EXHIBIT A- AIRPORT PROPERTY INVENTORY MAPS

AIP PROJ. NO.	JVIATION PROJ. NO.	DATE:
3-49-0026-016-2015	2015.PUC.01	JANUARY, 2017

SHEET NO.
24 of 24

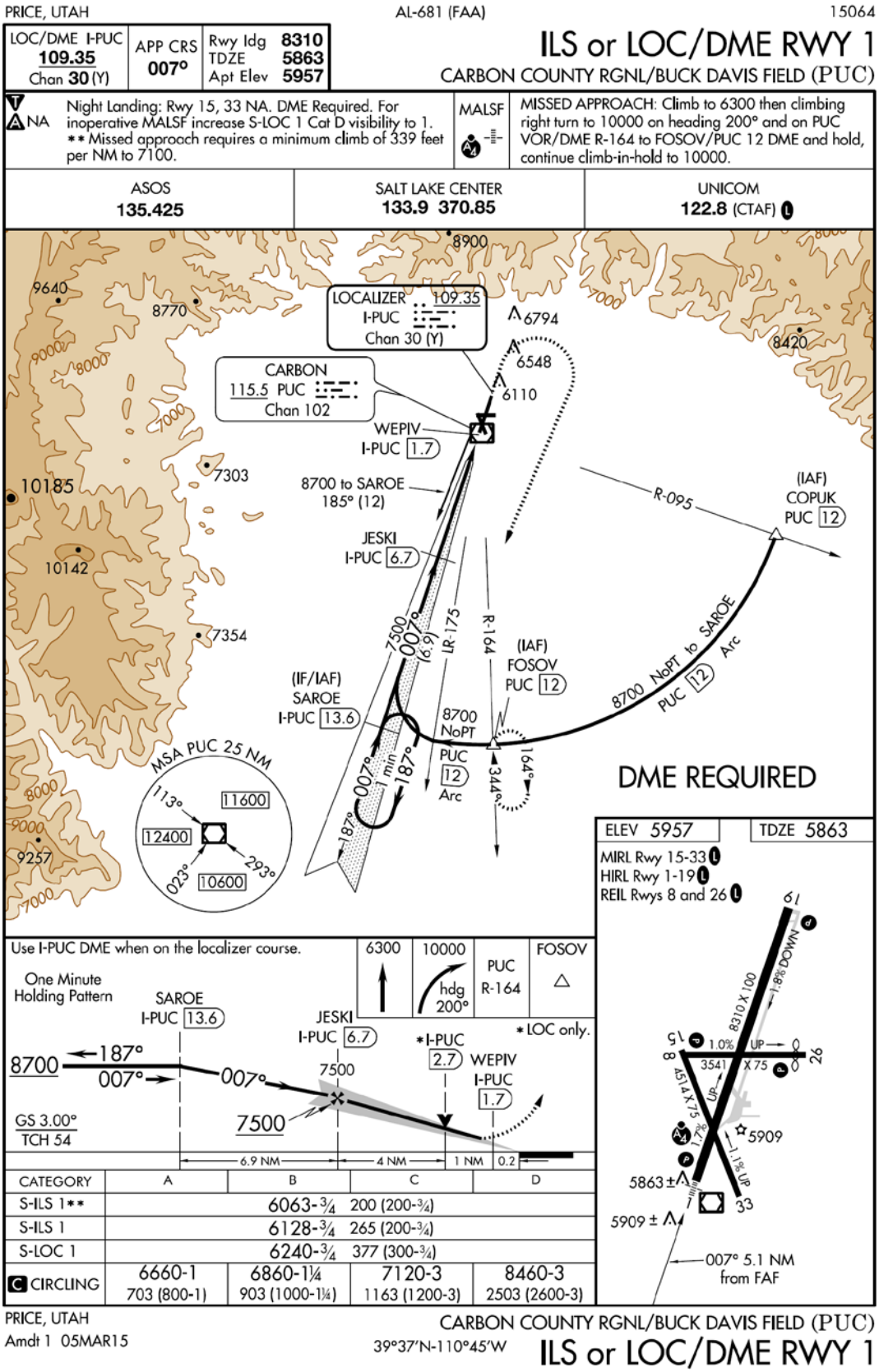
APPENDICES

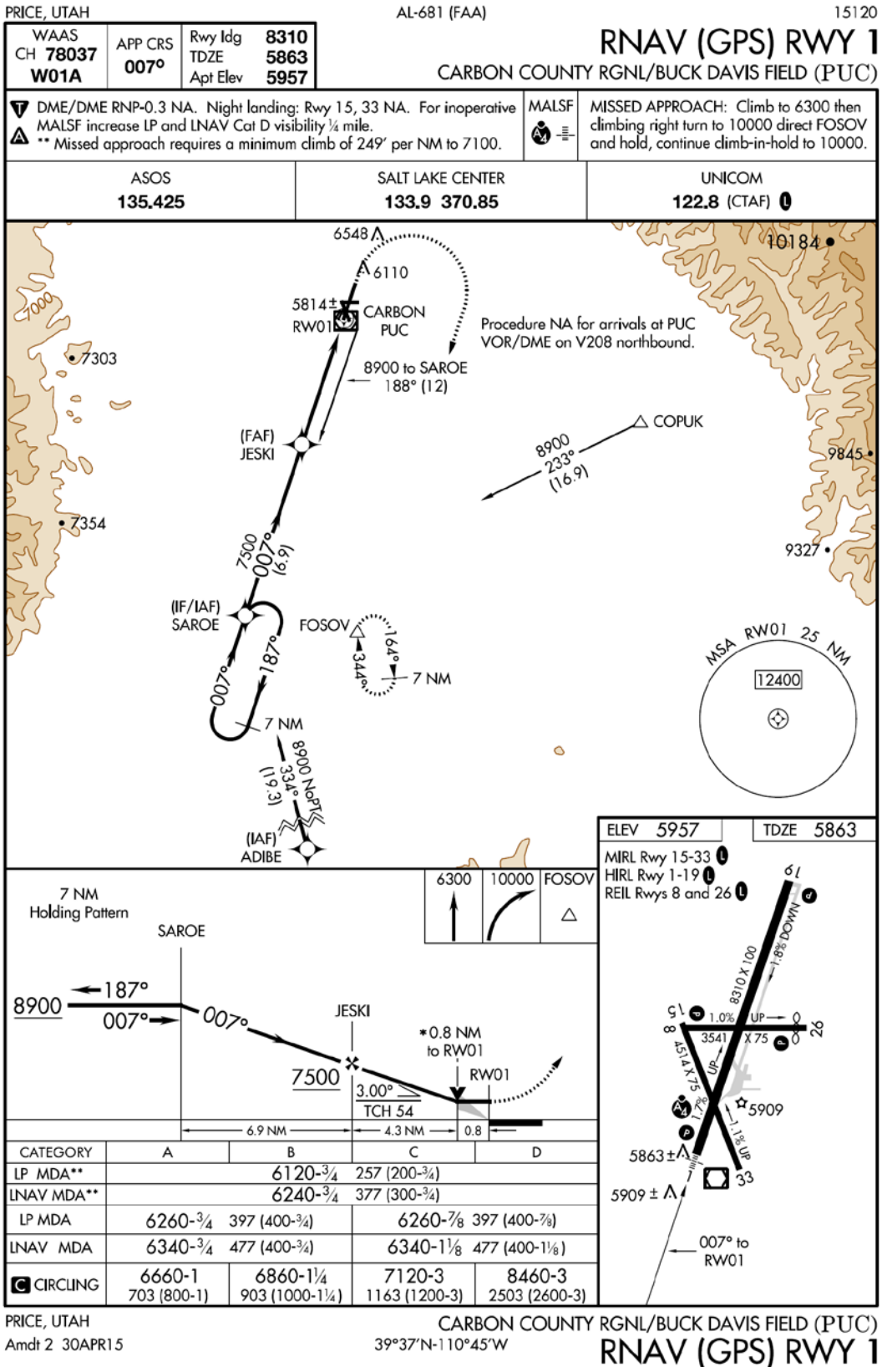
APPENDIX	TITLE
1	PUC INSTRUMENT APPROACH CHARTS & TAKEOFF PROCEDURES
2	FAA INFORMATION - PUC AIRPORT
3	FAA TERMINAL AREA FORECAST (TAF) PUC AIRPORT
4	FAA NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS (NPIAS) & GA ASSET
5	PAVEMENT CONDITION INDEX (PCI)
6	UTAH CONTINUOUS AIRPORT SYSTEM PLAN
7	CIP PROJECT COST ESTIMATES

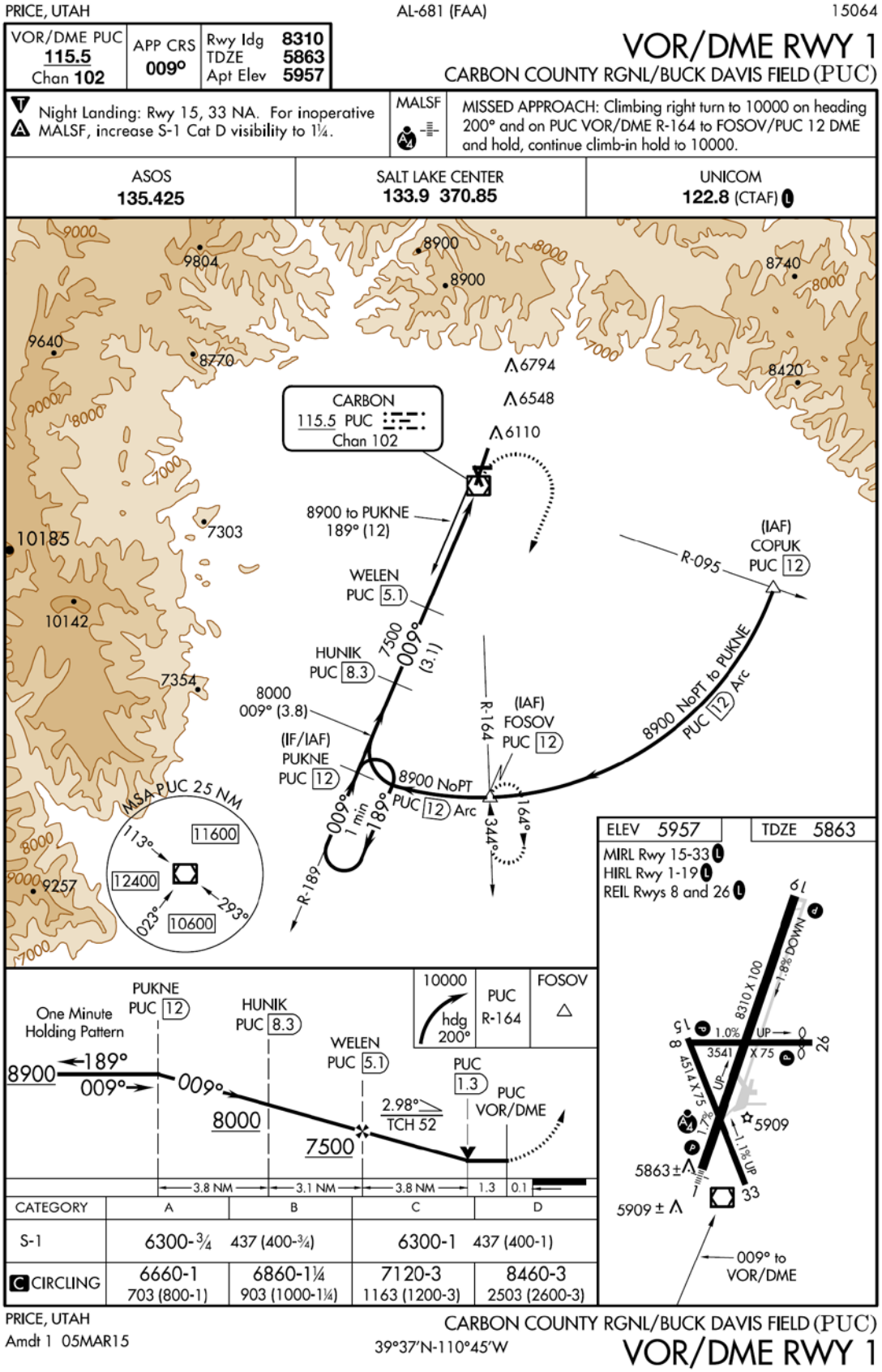
APPENDIX 1

PUC INSTRUMENT APPROACH CHARTS & TAKEOFF PROCEDURES

SOURCE: FAA


PRICE, UTAH
AL-681 (FAA)
15064
LOC/DME I-PUC
109.35
Chan 30 (Y)
APP CRS
007°
Rwy Idg 8310
TDZE 5863
Apt Elev 5957
ILS or LOC/DME RWY 1
CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)
Night Landing: Rwy 15, 33 NA. DME Required. For inoperative MALSF increase S-LOC 1 Cat D visibility to 1. ** Missed approach requires a minimum climb of 339 feet per NM to 7100.
MALSF
MISSED APPROACH: Climb to 6300 then climbing right turn to 10000 on heading 200° and on PUC VOR/DME R-164 to FOSOV/PUC 12 DME and hold, continue climb-in-hold to 10000.
ASOS
135.425
SALT LAKE CENTER
133.9 370.85
UNICOM
122.8 (CTAF)
LOCALIZER I-PUC 109.35 Chan 30 (Y)
CARBON 115.5 PUC Chan 102
WEPIV I-PUC 1.7
8700 to SAROE 185° (12)
JESKI I-PUC 6.7
(IF/IAF) SAROE I-PUC 13.6
(IAF) FOSOV PUC 12
(IAF) COPUK PUC 12
R-095
R-164
LR-175
7500
007°
(6.9)
8700 NoPT
PUC 12 Arc
8700 NoPT to SAROE PUC 12 Arc
MSA PUC 25 NM
113°
11600
12400
023°
10600
293°
187°
007°
1 min
344°
164°
DME REQUIRED
8900
9640
8770
8420
6794
6548
6110
10185
7303
10142
7354
9257
8000
9000
7000
ELEV 5957
TDZE 5863
MIRL Rwy 15-33
HIRL Rwy 1-19
REIL Rwys 8 and 26
8310 X 100
1.8% DOWN
1.0% UP
3541
X 75
4514 X 75
1.7% UP
1.1% UP
5909
5863 ±
5909 ±
007° 5.1 NM from FAF
Use I-PUC DME when on the localizer course.
6300
10000
hdg 200°
PUC R-164
FOSOV
One Minute Holding Pattern
SAROE I-PUC 13.6
JESKI I-PUC 6.7
*I-PUC 2.7
WEPIV I-PUC 1.7
*LOC only.
8700
187°
007°
007°
7500
7500
GS 3.00°
TCH 54
6.9 NM
4 NM
1 NM
0.2
CATEGORY
A
B
C
D
S-ILS 1**
6063-¾ 200 (200-¾)
S-ILS 1
6128-¾ 265 (200-¾)
S-LOC 1
6240-¾ 377 (300-¾)
C CIRCLING
6660-1 703 (800-1)
6860-1¼ 903 (1000-1¼)
7120-3 1163 (1200-3)
8460-3 2503 (2600-3)
PRICE, UTAH
Amdt 1 05MAR15
39°37'N-110°45'W
CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)
ILS or LOC/DME RWY 1


PRICE, UTAH
AL-681 (FAA)
15120
WAAS CH 78037 W01A
APP CRS 007°
Rwy Idg 8310
TDZE 5863
Apt Elev 5957
RNAV (GPS) RWY 1
CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)
DME/DME RNP-0.3 NA. Night landing: Rwy 15, 33 NA. For inoperative MALSF increase LP and LNAV Cat D visibility ¼ mile.
** Missed approach requires a minimum climb of 249' per NM to 7100.
MALSF
MISSED APPROACH: Climb to 6300 then climbing right turn to 10000 direct FOSOV and hold, continue climb-in-hold to 10000.
ASOS 135.425
SALT LAKE CENTER 133.9 370.85
UNICOM 122.8 (CTAF)
6548
6110
5814±
RW01
CARBON
PUC
Procedure NA for arrivals at PUC VOR/DME on V208 northbound.
8900 to SAROE
188° (12)
10184
7000
7303
(FAF)
JESKI
COPUK
8900
233°
(16.9)
9845
7354
9327
7500
007°
(6.9)
(IF/IAF)
SAROE
FOSOV
164°
344°
7 NM
187°
007°
MSA RW01 25 NM
12400
7 NM
8900 NoPT
334°
(16.3)
(IAF)
ADIBE
7 NM
Holding Pattern
SAROE
8900
187°
007°
007°
JESKI
*0.8 NM
to RW01
7500
3.00°
TCH 54
RW01
6.9 NM
4.3 NM
0.8
6300
10000
FOSOV
ELEV 5957
TDZE 5863
MIRL Rwy 15-33
HIRL Rwy 1-19
REIL Rwys 8 and 26
8310 X 100
1.8% DOWN
1.0%
UP
3541
X 75
4514 X 75
1.7%
1.1% UP
5909
5863±
5909 ±
33
007° to
RW01
CATEGORY | A | B | C | D
LP MDA** | 6120-¾ 257 (200-¾)
LNAV MDA** | 6240-¾ 377 (300-¾)
LP MDA | 6260-¾ 397 (400-¾) | 6260-⅞ 397 (400-⅞)
LNAV MDA | 6340-¾ 477 (400-¾) | 6340-1⅛ 477 (400-1⅛)
C CIRCLING | 6660-1 703 (800-1) | 6860-1¼ 903 (1000-1¼) | 7120-3 1163 (1200-3) | 8460-3 2503 (2600-3)
PRICE, UTAH
Amdt 2 30APR15
39°37'N-110°45'W
CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)
RNAV (GPS) RWY 1


PRICE, UTAH
AL-681 (FAA)
15064
VOR/DME PUC 115.5 Chan 102
APP CRS 009°
Rwy Idg 8310
TDZE 5863
Apt Elev 5957
VOR/DME RWY 1
CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)
Night Landing: Rwy 15, 33 NA. For inoperative MALSF, increase S-1 Cat D visibility to 1¼.
MALSF
MISSED APPROACH: Climbing right turn to 10000 on heading 200° and on PUC VOR/DME R-164 to FOSOV/PUC 12 DME and hold, continue climb-in hold to 10000.
ASOS 135.425
SALT LAKE CENTER 133.9 370.85
UNICOM 122.8 (CTAF)
CARBON 115.5 PUC Chan 102
8900 to PUKNE 189° (12)
WELEN PUC 5.1
HUNIK PUC 8.3
7500
009° (3.1)
8000 009° (3.8)
(IF/IAF) PUKNE PUC 12
8900 NoPT
PUC 12 Arc
(IAF) FOSOV PUC 12
R-164
8900 NoPT to PUKNE PUC 12 Arc
(IAF) COPUK PUC 12
R-095
MSA PUC 25 NM
11600
12400
10600
113°
293°
023°
R-189
009°
1 min
189°
344°
164°
9804
8900
8740
9640
8770
8420
6794
6548
6110
7303
10185
10142
7354
9257
ELEV 5957
TDZE 5863
MIRL Rwy 15-33
HIRL Rwy 1-19
REIL Rwys 8 and 26
8310 X 100
1.8% DOWN
1.0% UP
3541 X 75
4514 X 75
1.7%
1.1% UP
5909
5863 ±
5909 ±
009° to VOR/DME
One Minute Holding Pattern
PUKNE PUC 12
HUNIK PUC 8.3
WELEN PUC 5.1
PUC 1.3
PUC VOR/DME
8900
189°
009°
8000
7500
2.98°
TCH 52
10000
hdg 200°
PUC R-164
FOSOV
3.8 NM
3.1 NM
3.8 NM
1.3
0.1
CATEGORY A B C D
S-1 6300-¾ 437 (400-¾) 6300-1 437 (400-1)
C CIRCLING 6660-1 703 (800-1) 6860-1¼ 903 (1000-1¼) 7120-3 1163 (1200-3) 8460-3 2503 (2600-3)
PRICE, UTAH
Amdt 1 05MAR15
39°37'N-110°45'W
CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)
VOR/DME RWY 1

16203

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

PRICE, UT

CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 15064 (FAA)

TAKEOFF MINIMUMS: **Rwy 1,** std. w/min. climb of 400' per NM to 6800 or 3300-3 for climb in visual conditions. **Rwy 8,** NA - obstacles. **Rwy 33,** std. w/min. climb of 370' per NM to 6700 or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb to 6400 then climbing right turn on a heading between 144° CW to 187°, maintain 210 KIAS until completion of turn, thence . . .

Rwy 15, climb on a heading between 129° CW to 196°, thence . . .

Rwy 19, climb on a heading between 195° CCW to 128°, thence . . .

Rwy 26, climb on a heading between 179° CCW to 127°, thence . . .

Rwy 33, climb to 6300 then climbing left turn on a heading between 178° CCW to 148°, thence . . .

. . . continue climb to assigned altitude for direction of flight.

VCOA: **Rwys 1, 33,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Carbon County RGNL airport/Buck Davis Field at or above 9100 before proceeding on course.

NOTE: **Rwy 1,** multiple trees and poles beginning 164' from DER, left and right of centerline, up to 64' AGL/6207' MSL.

APPENDIX 2

FAA INFORMATION - PUC AIRPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 8/9/2016
AFD EFF 07/21/2016
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY: PRICE 4 STATE: UT LOC ID: PUC FAA SITE NR: 25259.*A
> 2 AIRPORT NAME: CARBON COUNTY RGNL/BUCK DAVIS FIELD 5 COUNTY: CARBON UT
3 CBD TO AIRPORT (NM): 03 E 6 REGION/ADO: ANM/DEN 7 SECT AERO CHT: DENVER

GENERAL

10 OWNERSHIP: PUBLIC
> 11 OWNER: CARBON COUNTY
> 12 ADDRESS: 120 E MAIN ST.
PRICE, UT 84501
> 13 PHONE NR: 435-636-3201
> 14 MANAGER: MARK FRANCIS
> 15 ADDRESS: P.O.BOX 786, 3095 EAST AIRPORT ROAD
PRICE, UT 84501
> 16 PHONE NR: 435-637-9556
> 17 ATTENDANCE SCHEDULE:

ALL	MON-FRI	0700-1800
ALL	SAT-SUN	0800-1700

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 39-36-50.1000N ESTIMATED
20 ARPT LONG: 110-45-05.2000W
21 ARPT ELEV: 5957.4 SURVEYED
22 ACREAGE: 1,147
> 23 RIGHT TRAFFIC: NO
> 24 NON-COMM LANDING: NO

25 NPIAS/FED AGREEMENTS: NGSY
> 26 FAR 139 INDEX:

SERVICES

> 70 FUEL: 100LL A
> 71 AIRFRAME RPRS: MINOR
> 72 PWR PLANT RPRS: MINOR
> 73 BOTTLE OXYGEN: NONE
> 74 BULK OXYGEN: HIGH/LOW
75 TSNT STORAGE: HGR, TIE
76 OTHER SERVICES:
CHTR, INSTR, RNTL

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED : SEE RMK
BCN LGT SKED: SS-SR
> 82 UNICOM: 122.800
> 83 WIND INDICATOR: YES
84 SEGMENTED CIRCLE: NONE
85 CONTROL TWR: NO
86 FSS: CEDAR CITY
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG:	10
91 MULTI ENG:	0
92 JET:	0
TOTAL:	10
93 HELICOPTERS:	0
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

OPERATIONS

100 AIR CARRIER:	0
102 AIR TAXI:	1,200
103 G A LOCAL:	1,533
104 G A ITNRNT:	1,698
105 MILITARY:	0
TOTAL:	4,431
OPERATIONS FOR 12 MONTHS ENDING:	01/01/2012

RUNWAY DATA

	01/19	08/26	15/33	
> 30 RUNWAY INDENT:				
> 31 LENGTH:	8,310	3,541	4,514	
> 32 WIDTH:	100	75	75	
> 33 SURF TYPE-COND:	ASPH-G	ASPH-E	ASPH-G	
> 34 SURF TREATMENT:	GRVD			
35 GROSS WT: S	30.0	12.5	13.0	
36 (IN THSDS) D	40.0			
37 2D				
38 2D/2D2				
> 39 PCN:				

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:	HIGH		MED	
> 42 RWY MARK TYPE-COND:	PIR - G / BSC - G	BSC - G / BSC - G	BSC - F / BSC - F	- / -
> 43 VGSI:	P4L / P2L	P2L / P2L	/	/
44 THR CROSSING HGT.:	52 / 45	40 / 40	/	/
45 VISUAL GLIDE ANGLE:	3.00 / 4.00	3.00 / 3.00	/	/
> 46 CNTRLN-TDZ:	- / -	- / -	- / -	- / -
> 47 RVR-RVV:	- / -	- / -	- / -	- / -
> 48 REIL:	/	Y / Y	/	/
> 49 APCH LIGHTS:	MALSF /	/	/	/

OBSTRUCTION DATA

50 FAR 77 CATEGORY	PIR / B(V)	A(V) / A(V)	A(V) / A(V)	/
> 51 DISPLACED THR:	/	/ 228	/	/
> 52 CTLG OBSTN:	/	/ ROAD	/ ROAD	/
> 53 OBSTN MARKED/LGTD:	/	/	/	/
> 54 HGT ABOVE RWY END:	/	/ 20	/	/
> 55 DIST FROM RWY END:	/	/ 577	/	/
> 56 CNTRLN OFFSET:	/	/ 140L	/	/
57 OBSTN CLNC SLOPE:	50:1 / 20:1	50:1 / 18:1	50:1 / 20:1	/
58 CLOSE-IN OBSTN:	N / N	N / N	N / N	/

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):	/	/	/	/
> 61 TAKE OFF DIST AVBL (TODA):	/	/	/	/
> 62 ACLT STOP DIST AVBL (ASDA):	/	/	/	/
> 63 LNDG DIST AVBL (LDA):	/	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS

A 033 RWY 01/19 SURFACE GRVD
A 043 RWY 19 PAPI UNUSBL BYD 3NM DUE TO TERRAIN
A 052 RWY 08 +60 FT DROP OFF 520 FT FM RY END.
A 052 RWY 15 +20 FT DROP OFF 200 FT FROM THLD.
A 052 RWY 19 RWY 19 HIGH VOLTAGE TRANS LINE ON EXTENDED CENTERLINE
A 070 24 HR SELF SVC FUEL AVBL WITH CREDIT CARD.
A 081 ACTVT MALSF RY 01; REILS RY 08/26; PAPI RYS 01/19 AND 08/26; HIRL RY 01/19; MIRL RY 15/33 - CTAF

111 INSPECTOR: (S) 112 LAST INSP: 06/03/2015 113 LAST INFO REQ:

FAA National Based Aircraft Inventory Program

Status Report - Utah August, 2016

Total Utah Airports in the Database	**31**
Airports with Aircraft in their BasedAircraft.com list	**30**
Airports Reporting 0 Aircraft at their facility	**1**
Non-reporting facilities	**0**

Note: A few airports participate voluntarily. Most of these have a service level of 'Primary' in the NPIAS now, but tend to move between Primary and Commercial Service frequently. Current Voluntary Participants: 0

Overall Aircraft Counts	
Validated SMJH* Aircraft in BasedAircraft.com	**1,041**
Based aircraft SMJH* counts in FAA Form 5010	**1,039**
Inventory versus Form 5010	**2**
Lists edited or confirmed in last 24 Months	**31**

Airport Name	Associated City	Loc Id	5010 * BA Count	Validated* BA	Reported 0 Aircraft	Voluntary	Last Edit Date	Date Confirmed
BEAVER MUNI	BEAVER	U52	3	3	No	No	10/09/2015	10/09/2015
BLANDING MUNI	BLANDING	BDG	13	13	No	No	10/01/2015	10/01/2015
BOLINDER FIELD-TOOELE VALLEY	TOOELE	TVY	15	15	No	No	05/05/2016	10/21/2015
BRIGHAM CITY	BRIGHAM CITY	BMC	90	89	No	No	10/01/2015	10/01/2015
BRYCE CANYON	BRYCE CANYON	BCE	6	6	No	No	10/01/2015	10/01/2015
CAL BLACK MEMORIAL	HALLS CROSSING	U96	6	6	No	No	10/01/2015	10/01/2015
CANYONLANDS FIELD	MOAB	CNY	34	34	No	No	10/07/2015	10/07/2015
CARBON COUNTY RGNL/BUCK DAVIS FIELD	**PRICE**	**PUC**	**10**	**10**	**No**	**No**	**10/01/2015**	**10/01/2015**
DELTA MUNI	DELTA	DTA	13	13	No	No	10/02/2015	10/02/2015
DUCHESNE MUNI	DUCHESNE	U69	13	13	No	No	10/01/2015	10/01/2015
ESCALANTE MUNI	ESCALANTE	1L7	4	4	No	No	10/01/2015	10/01/2015
GENERAL DICK STOUT FIELD	HURRICANE	1L8	54	55	No	No	10/02/2015	10/02/2015
GREEN RIVER MUNI	GREEN RIVER	U34	7	7	No	No	10/08/2015	10/08/2015
HANKSVILLE	HANKSVILLE	HVE	4	4	No	No	10/01/2015	10/01/2015
HEBER CITY MUNI - RUSS MCDONALD FIELD	HEBER	36U	80	80	No	No	10/02/2015	10/02/2015
KANAB MUNI	KANAB	KNB	19	19	No	No	10/02/2015	10/02/2015
LOGAN-CACHE	LOGAN	LGU	142	142	No	No	10/07/2015	10/07/2015
MANILA	MANILA	40U	0	0	Yes	No	01/18/2012	04/10/2015
MANTI-EPHRAIM	MANTI	41U	12	13	No	No	04/02/2016	04/02/2016
MILFORD MUNI/BEN AND JUDY BRISCOE FIELD	MILFORD	MLF	5	5	No	No	10/07/2015	10/07/2015
MONTICELLO	MONTICELLO	U64	9	9	No	No	10/07/2015	10/07/2015
NEPHI MUNI	NEPHI	U14	9	9	No	No	10/07/2015	10/07/2015
PANGUITCH MUNI	PANGUITCH	U55	4	4	No	No	10/07/2015	10/07/2015
PAROWAN	PAROWAN	1L9	16	16	No	No	10/07/2015	10/07/2015
RICHFIELD MUNI	RICHFIELD	RIF	25	25	No	No	02/12/2016	10/07/2015
ROOSEVELT MUNI	ROOSEVELT	74V	36	37	No	No	07/18/2016	07/18/2016
SOUTH VALLEY RGNL	SALT LAKE CITY	U42	224	224	No	No	05/23/2016	05/23/2016
SPANISH FORK-SPRINGVILLE-WOODHOUSE FIELD	SPANISH FORK	U77	151	151	No	No	10/13/2015	10/13/2015
VERNAL RGNL	VERNAL	VEL	23	23	No	No	10/09/2015	10/09/2015
WAYNE WONDERLAND	LOA	38U	4	4	No	No	10/08/2015	10/08/2015
WENDOVER	WENDOVER	ENV	8	8	No	No	10/08/2015	10/08/2015
	Total:	**31**	**1,039**	**1,041**	**1**	**0**	**31**	**31**

PRICE

CARBON CO RGNL/BUCK DAVIS FLD (PUC)(KPUC) 3 E UTC–7(–6DT) N39°36.84′ W110°45.09′ **DENVER**
5957 B NOTAM FILE PUC **H–3E, L–9D**
RWY 01–19: H8310X100 (ASPH–GRVD) S–30, D–40 HIRL **IAP**
RWY 01: MALSF. PAPI(P4L)—GA 3.0° TCH 52′. 1.7% up.
RWY 19: PAPI(P2L)—GA 4.0° TCH 45′. 1.8% down.
RWY 15–33: H4514X75 (ASPH) S–13 MIRL 1.1% up NW
RWY 33: Road.
RWY 08–26: H3541X75 (ASPH) S–12.5 1.0% up E
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 228′. Road.
SERVICE: S2 **FUEL** 100LL, JET A **OX** 1, 2 **LGT** ACTIVATE MALSF Rwy 01, REIL Rwy 08, Rwy 26, PAPI Rwy 01–19 and Rwy 08, Rwy 26, HIRL Rwy 01–19, MIRL Rwy 15–33—CTAF. Rwy 19 PAPI unusable beyond 3 NM due to terrain.
AIRPORT REMARKS: Attended Mon–Fri 1400–0100Z‡, Sat–Sun 1500–0000Z‡. 24 hr self svc fuel avbl with credit card. Rwy 18 high voltage transmission line on extended cntrln. Rwy 07 + 60′ drop off 520′ from rwy end. Rwy 14 + 40′ drop off 250′ from thld.
AIRPORT MANAGER: 435-637-9556
WEATHER DATA SOURCES: ASOS 135.425 (435) 637–2790.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 (CEDAR CITY RADIO)
SALT LAKE CENTER APP/DEP CON 133.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PUC.
(H) VORW/DME 115.5 PUC Chan 102 N39°36.19′ W110°45.21′ at fld. 5830/14E.
VOR portion unusable:
275°–300° byd 25 NM blo 12,000′
300°–330° byd 25 NM blo 13,500′
330°–010° byd 25 NM blo 17,300′
DME portion unusable:
275°–010° byd 27 NM blo 17,300′
275°–010° byd 35 NM
VOR/DME unusable:
010°–070° byd 25 NM blo 14,000′
200°–275° byd 27 NM blo 13,000′
ILS/DME 109.35 I–PUC Chan 30(Y) Rwy 01. Unmonitored.

Source: FAA Airport Facility Directory/Chart Supplement

Airport Details for KPUC - ACTIVE

Chart Date: 03/31/2016

CARBON COUNTY RGNL/BUCK DAVIS FIELD

PRICE

AL #: 681

State:	UTAH	Magnetic Variation/Year:	E11/2015	Weather Station:	YES
Country:	United States	Site Nbr:	25259	Control Tower:	NO
Category:	AERODROME ONLY	Data Source:	THIRD_PARTY 06/05/2015	THIRD_PARTY	
FAR Part 139:	NO	Owner:	STATE	Use:	CIVIL
Reimbursable Agreement:				Military Type:	

Coordinates		Office		Local Auto Weather	
Latitutde:	N 39° 36' 50.0000"	Flight Inspection:	SAC	Weather Source:	ASOS
Longitude:	W 110° 45' 05.8000"	Procedure Development:	130	Type:	3
Field Elevation:	5957.6	Region Code:	NM	Frequency:	135.425
Ellipsoid Elevation:	5902.5 S	Service Area:	WEST	Service A:	N
Horizontal Datum:	NAD83	OCC Code:	POCC	Phone number	(435)637-2790
Vertical Datum:	NAVD88	International:	NO		

CONTACTS

Contact Role	Last Name	First Name	Phone Number	E-mail	Remark
OWNER			(435)637-9556		

ALTIMETERS

Type	Primary	Airport ID	Field Alt Source	Latitude	Longitude	Operational Timing
L	YES	KPUC	ASOS	N 39° 36' 31.9571"	W 110° 45' 19.6185"	FULL-TIME

ALTIMETER COMMENTS

RUNWAYS

01 (A) 19 (A) 08 (A) 26 (A) 15 (A) 33 (A)

Source: FAA AVN Flight Technologies & Procedures Division Flight Procedure Standards Branch

Landing Strip

Chart Date: 03/31/2016 | Publication Status: A | Pseudo Rwy: NO
Surface: ASPH GOOD | Width: 100 | Physical Length: 8316

Rwy Number: 01

Use Category: RUNWAY ONLY
Chart Date: 03/31/2016 Pub. Status: A
Data Source: THIRD_PARTY 06/05/2015
Markings: PIR-G

Threshold

Latitude:	N 39° 36' 17.7155"
Longitude:	W 110° 45' 18.7701"
Elevation:	5811.7
Ellipsoid Elev:	5756.3 S
Ellipsoid Elev Model:	NAVD88
Horz. Datum:	NAD83
Vert. Datum:	NAVD88

Displaced Threshold

Latitude:	
Longitude:	
Elevation:	
Ellipsoid Elev:	
Ellipsoid Elev Model:	
Horz. Datum:	UNKNOWN
Vert. Datum:	UNKNOWN

Landing Length:	8316
FI RWY Length:	8316
FI RWY Height:	5957.6
Tdz Elevation:	5862.4
True Bearing:	18.356
Ft Disp Th:	
Gradient:	1.8%
RVRTouchdown:	
MidPoint:	
Rollout:	
Rail:	NO
OIS Data Source:	VG 06/05/2015 THIRD_PARTY
Assoc. Fac.:	PUC ILS (A)

KPUC01

VGSI Lights

VGSI Lights Type:	PAPI-4L
Owner:	STATE
Pilot Cntl Freq:	122.800
Th Cross Ht:	52.0
High Angle:	
Com. Date:	08/14/2012
Com. Angle:	3.00
DWB Elev:	
DWB Thres:	
Ref Pt Lat:	N 39° 36' 25.0700"
Ref Pt Long:	W 110° 45' 15.6160"
Ref Pt Elev:	5825.1
Ref Pt Thres:	784
Height Group:	

Lights

Config	Len	Owner	Mil Type Com Dt	Pilot Cntrl
HIRL		NTL		122.800
MALSF	1600	NTL	04/02/2009	122.800

Rwy Number: 19

Use Category: RUNWAY ONLY
Chart Date: 03/31/2016 Pub. Status: A
Data Source: THIRD_PARTY 06/05/2015
Markings: BSC-G

Threshold

Latitude:	N 39° 37' 35.6868"
Longitude:	W 110° 44' 45.3171"
Elevation:	5957.6
Ellipsoid Elev:	5902.5 S
Ellipsoid Elev Model:	NAVD88
Horz. Datum:	NAD83
Vert. Datum:	NAVD88

Displaced Threshold

Latitude:	
Longitude:	
Elevation:	
Ellipsoid Elev:	
Ellipsoid Elev Model:	
Horz. Datum:	UNKNOWN
Vert. Datum:	UNKNOWN

Landing Length:	8316
FI RWY Length:	8316
FI RWY Height:	5811.7
Tdz Elevation:	5957.6
True Bearing:	198.36
Ft Disp Th:	
Gradient:	-1.8%
RVRTouchdown:	
MidPoint:	
Rollout:	
Rail:	NO
OIS Data Source:	VG 06/05/2015 THIRD_PARTY
Assoc. Fac.:	

KPUC19

VGSI Lights

VGSI Lights Type:	PAPI-2L
Owner:	STATE
Pilot Cntl Freq:	122.800
Th Cross Ht:	45.0
High Angle:	
Com. Date:	
Com. Angle:	4.00
DWB Elev:	
DWB Thres:	
Ref Pt Lat:	N 39° 37' 27.9670"
Ref Pt Long:	W 110° 44' 48.6300"
Ref Pt Elev:	5943.5
Ref Pt Thres:	823
Height Group:	

Lights

Config	Len	Owner	Mil Type Com Dt	Pilot Cntrl
REIL		NTL		122.800
HIRL		NTL		122.800

RUNWAY LANDING STRIP COMMENTS

Topic	Priority	Date	Remark
LIGHTS		10/17/2014	MIRLS change to HIRL per NFDD 198 dtd 10/14/2014.
SURVEY	1	01/20/2016	WITH THIRD PARTY SURVEY DATED 6/5/2015. DO NOT ACTIVATE UNTIL NFDD ACTION HAS BEEN TAKEN.

RUNWAY 01 COMMENTS

Topic	Priority	Date	Remark
LIGHTS		05/28/2014	VGSI RWY 01 (FORMERLY RWY 36): TDZ ELEV USED IN LIEU OF RRP ELEV

RUNWAY 19 COMMENTS

Topic	Priority	Date	Remark
RESTRICTION		10/17/2014	PAPI UNUSE BYD 3.0NM DUE TO TERRAIN

RUNWAY DETAIL

Landing Strip

Chart Date: 03/31/2016 | Publication Status: A | Pseudo Rwy: NO
Surface: ASPH POOR | Width: 60 | Physical Length: 3151

Rwy Number: 08

Use Category: RUNWAY ONLY
Chart Date: 03/31/2016 Pub. Status: A
Data Source: THIRD_PARTY 06/05/2015
Markings: BSC-P

Threshold

Latitude:	N 39° 36' 54.4719"
Longitude:	W 110° 45' 24.1566"
Elevation:	5859.3
Ellipsoid Elev:	5804.1 S
Ellipsoid Elev Model:	NAVD88
Horz. Datum:	NAD83
Vert. Datum:	NAVD88

Displaced Threshold

Latitude:	N 39° 36' 54.4753"
Longitude:	W 110° 45' 22.5167"
Elevation:	5861.0
Ellipsoid Elev:	5805.8 S
Ellipsoid Elev Model:	NAVD88
Horz. Datum:	NAD83
Vert. Datum:	NAVD88

Landing Length:	3023
FI RWY Length:	3023
FI RWY Height:	5890.5
Tdz Elevation:	5890.4
True Bearing:	89.858
Ft Disp Th:	128
Gradient:	1.0%
RVRTouchdown:	
MidPoint:	
Rollout:	
Rail:	NO
OIS Data Source:	VG 06/05/2015 THIRD_PARTY
Assoc. Fac.:	

KPUC08

VGSI Lights

VGSI Lights Type:	PAPI-2L
Owner:	STATE
Pilot Cntl Freq:	
Th Cross Ht:	36.5
High Angle:	
Com. Date:	
Com. Angle:	3.00
DWB Elev:	
DWB Thres:	
Ref Pt Lat:	N 39° 36' 54.4890"
Ref Pt Long:	W 110° 45' 15.2080"
Ref Pt Elev:	5867.5
Ref Pt Thres:	572
Height Group:	

Lights

Config	Len	Owner	Mil Type Com Dt	Pilot Cntrl
REIL		STATE		122.800

Rwy Number: 26

Use Category: RUNWAY ONLY
Chart Date: 03/31/2016 Pub. Status: A
Data Source: THIRD_PARTY 06/05/2015
Markings: BSC-P

Threshold

Latitude:	N 39° 36' 54.5475"
Longitude:	W 110° 44' 43.9008"
Elevation:	5890.5
Ellipsoid Elev:	5835.3 S
Ellipsoid Elev Model:	NAVD88
Horz. Datum:	NAD83
Vert. Datum:	NAVD88

Displaced Threshold

Latitude:	
Longitude:	
Elevation:	
Ellipsoid Elev:	
Ellipsoid Elev Model:	WGS84
Horz. Datum:	NAD83
Vert. Datum:	NAVD88

Landing Length:	3151
FI RWY Length:	3023
FI RWY Height:	5861.0
Tdz Elevation:	5890.5
True Bearing:	269.864
Ft Disp Th:	
Gradient:	-1.0%
RVRTouchdown:	
MidPoint:	
Rollout:	
Rail:	NO
OIS Data Source:	VG 06/05/2015 THIRD_PARTY
Assoc. Fac.:	

KPUC26

VGSI Lights

VGSI Lights Type:	PAPI-2L
Owner:	STATE
Pilot Cntl Freq:	
Th Cross Ht:	40.0
High Angle:	
Com. Date:	
Com. Angle:	3.00
DWB Elev:	
DWB Thres:	
Ref Pt Lat:	N 39° 36' 54.5280"
Ref Pt Long:	W 110° 44' 54.6860"
Ref Pt Elev:	5883.9
Ref Pt Thres:	844
Height Group:	

Lights

Config	Len	Owner	Mil Type Com Dt	Pilot Cntrl
REIL		STATE		122.800

RUNWAY LANDING STRIP COMMENTS

Topic	Priority	Date	Remark
OWNER		10/17/2014	MIRL Owner: Carbon County
SURVEY	1	01/20/2016	WITH THIRD PARTY SURVEY DATED 6/5/2015. DO NOT ACTIVATE UNTIL NFDD ACTION HAS BEEN TAKEN.

RUNWAY 08 COMMENTS

Topic	Priority	Date	Remark
OWNER		10/17/2014	REIL & PAPI Owner: Carbon County
SURVEY	1	01/20/2016	RWY 08 PAPI TCH MODIFIED TO 36.5 PER THIRD PARTY SURVEY DATA DATED 6/5/2015.

RUNWAY 26 COMMENTS

Topic	Priority	Date	Remark
OWNER		10/17/2014	REIL & PAPI Owner: Carbon County

RUNWAY DETAIL

Landing Strip

Chart Date: 03/31/2016 | Publication Status: A | Pseudo Rwy: NO
Surface: ASPH GOOD | Width: 75 | Physical Length: 4513

Rwy Number: 15

Use Category: RUNWAY ONLY
Chart Date: 03/31/2016 Pub. Status: A
Data Source: THIRD_PARTY 06/05/2015
Markings: BSC-F

KPUC15

Lights

Config	Len	Owner	Mil Type Com Dt	Pilot Cntrl
MIRL		NTL		122.800

Threshold

Latitude:	N 39° 36' 55.3742"
Longitude:	W 110° 45' 24.2460"
Elevation:	5860.6
Ellipsoid Elev:	5805.5 S
Ellipsoid Elev Model:	NAVD88
Horz. Datum:	NAD83
Vert. Datum:	NAVD88

Displaced Threshold

Latitude:	
Longitude:	
Elevation:	
Ellipsoid Elev:	
Ellipsoid Elev Model:	
Horz. Datum:	UNKNOWN
Vert. Datum:	UNKNOWN

Landing Length:	4513
FI RWY Length:	4513
FI RWY Height:	5812.6
Tdz Elevation:	5860.7
True Bearing:	158.705
Ft Disp Th:	
Gradient:	-1.1%
RVRTouchdown:	
MidPoint:	
Rollout:	
Rail:	NO
OIS Data Source:	VG 06/05/2015 THIRD_PARTY
Assoc. Fac.:	

Rwy Number: 33

Use Category: RUNWAY ONLY
Chart Date: 03/31/2016 Pub. Status: A
Data Source: THIRD_PARTY 06/05/2015
Markings: BSC-F

KPUC33

Lights

Config	Len	Owner	Mil Type Com Dt	Pilot Cntrl
MIRL		NTL		122.800

Threshold

Latitude:	N 39° 36' 13.8352"
Longitude:	W 110° 45' 03.3150"
Elevation:	5812.6
Ellipsoid Elev:	5757.2 S
Ellipsoid Elev Model:	NAVD88
Horz. Datum:	NAD83
Vert. Datum:	NAVD88

Displaced Threshold

Latitude:	
Longitude:	
Elevation:	
Ellipsoid Elev:	
Ellipsoid Elev Model:	
Horz. Datum:	UNKNOWN
Vert. Datum:	UNKNOWN

Landing Length:	4513
FI RWY Length:	4513
FI RWY Height:	5860.6
Tdz Elevation:	5847.3
True Bearing:	338.708
Ft Disp Th:	
Gradient:	1.1%
RVRTouchdown:	
MidPoint:	
Rollout:	
Rail:	NO
OIS Data Source:	VG 06/05/2015 THIRD_PARTY
Assoc. Fac.:	

RUNWAY LANDING STRIP COMMENTS

Topic	Priority	Date	Remark
SURVEY	1	01/20/2016	WITH THIRD PARTY SURVEY DATED 6/5/2015. DO NOT ACTIVATE UNTIL NFDD ACTION HAS BEEN TAKEN.

RUNWAY 15 COMMENTS

RUNWAY 33 COMMENTS

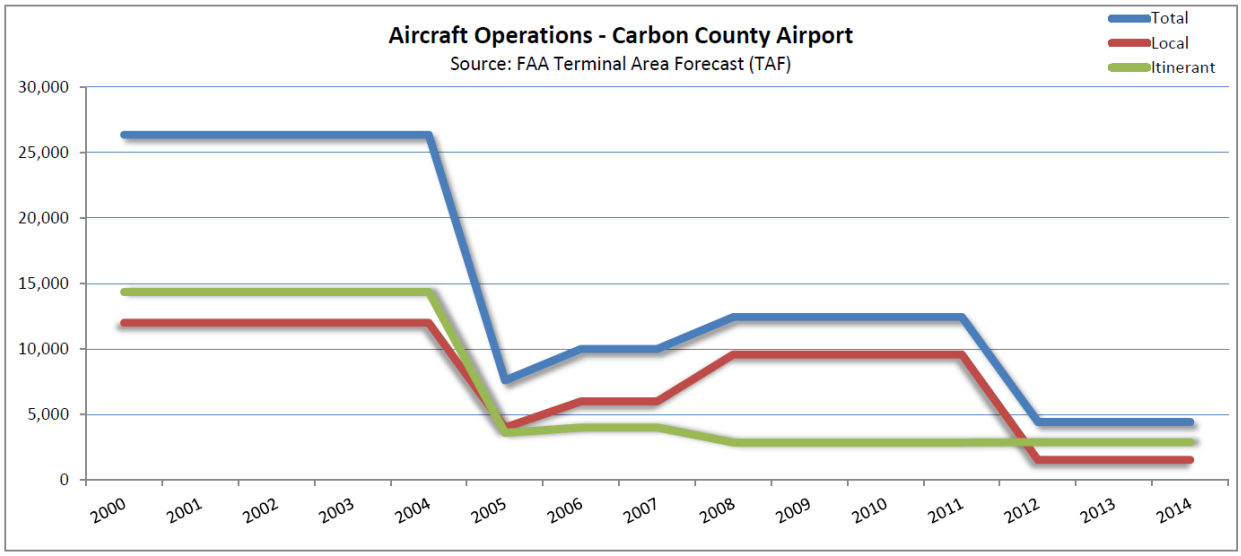
APPENDIX 3

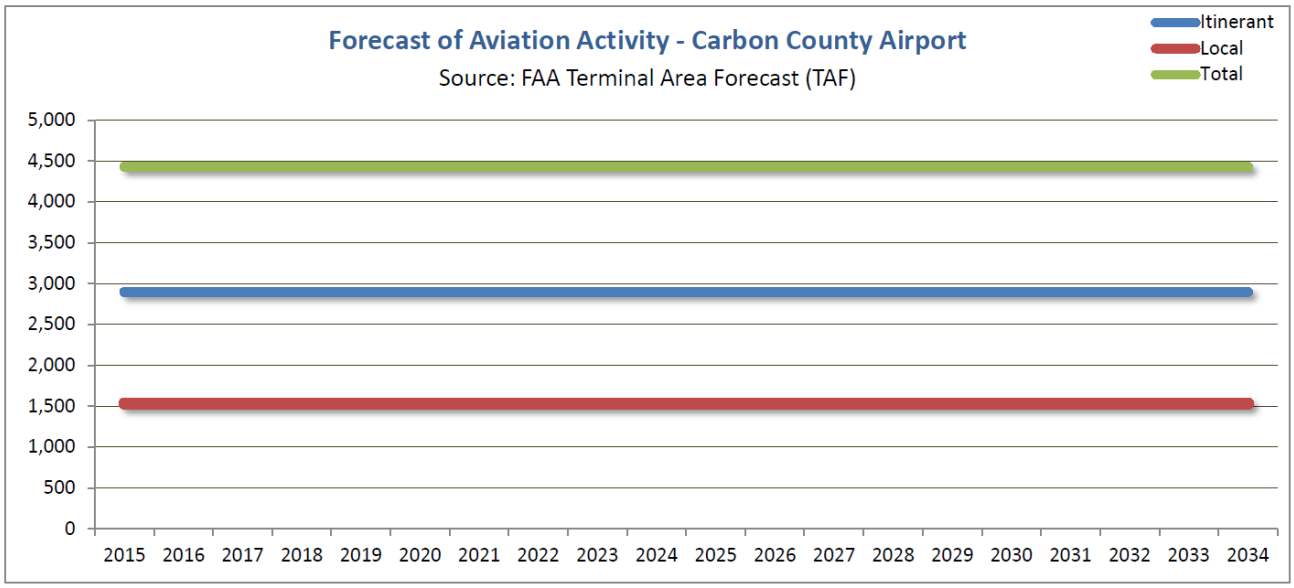
FAA TERMINAL AREA FORECAST - PUC AIRPORT

FAA TERMINAL AREA FORECAST - CARBON COUNTY AIRPORT (PUC)

Forecast Issued January 2015

	PAX Enplanements			AIRCRAFT OPERATIONS									
				Itinerant Operations					Local Operations				
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total	Total Ops	Based Aircraft
1990	0	423	423	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	33
1991	0	70	70	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	16
1992	0	39	39	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	16
1993	0	0	0	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	16
1994	0	0	0	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	12
1995	0	0	0	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	12
1996	0	0	0	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	0
1997	0	17	17	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	20
1998	0	0	0	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	20
1999	0	0	0	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	20
2000	0	0	0	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	20
2001	0	0	0	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	20
2002	0	0	0	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	20
2003	0	0	0	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	20
2004	0	0	0	0	4,200	10,000	150	14,350	12,000	0	12,000	26,350	30
2005	0	0	0	0	1,500	2,000	100	3,600	4,000	0	4,000	7,600	30
2006	0	0	0	0	100	3,850	50	4,000	6,000	0	6,000	10,000	34
2007	0	0	0	0	100	3,850	50	4,000	6,000	0	6,000	10,000	34
2008	0	0	0	0	2,010	852	0	2,862	9,580	0	9,580	12,442	20
2009	0	0	0	0	2,010	852	0	2,862	9,580	0	9,580	12,442	20
2010	0	0	0	0	2,010	852	0	2,862	9,580	0	9,580	12,442	14
2011	0	0	0	0	2,010	852	0	2,862	9,580	0	9,580	12,442	14
2012	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2013	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2014	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2015	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2016	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2017	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2018	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2019	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2020	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2021	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2022	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2023	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2024	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2025	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2026	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2027	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2028	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2029	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2030	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2031	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2032	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2033	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2034	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2035	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2036	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2037	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2038	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2039	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15
2040	0	0	0	0	1,200	1,698	0	2,898	1,533	0	1,533	4,431	15


Aircraft Operations - Carbon County Airport
Source: FAA Terminal Area Forecast (TAF)
Total
Local
Itinerant
30,000
25,000
20,000
15,000
10,000
5,000
0
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014


Forecast of Aviation Activity - Carbon County Airport
Source: FAA Terminal Area Forecast (TAF)
Itinerant
Local
Total
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034

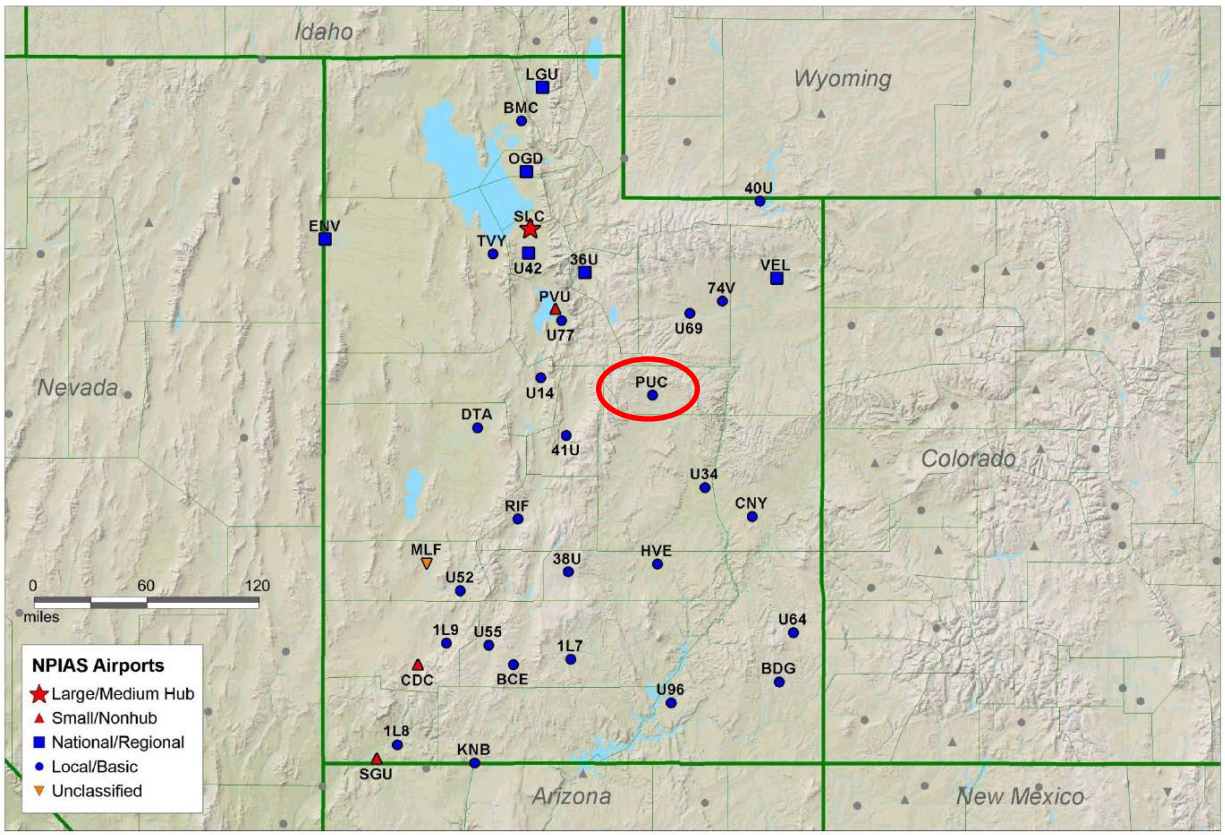
APPENDIX 4

NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS (NPIAS)

GENERAL AVIATION: A NATIONAL ASSET

SOURCE: FAA

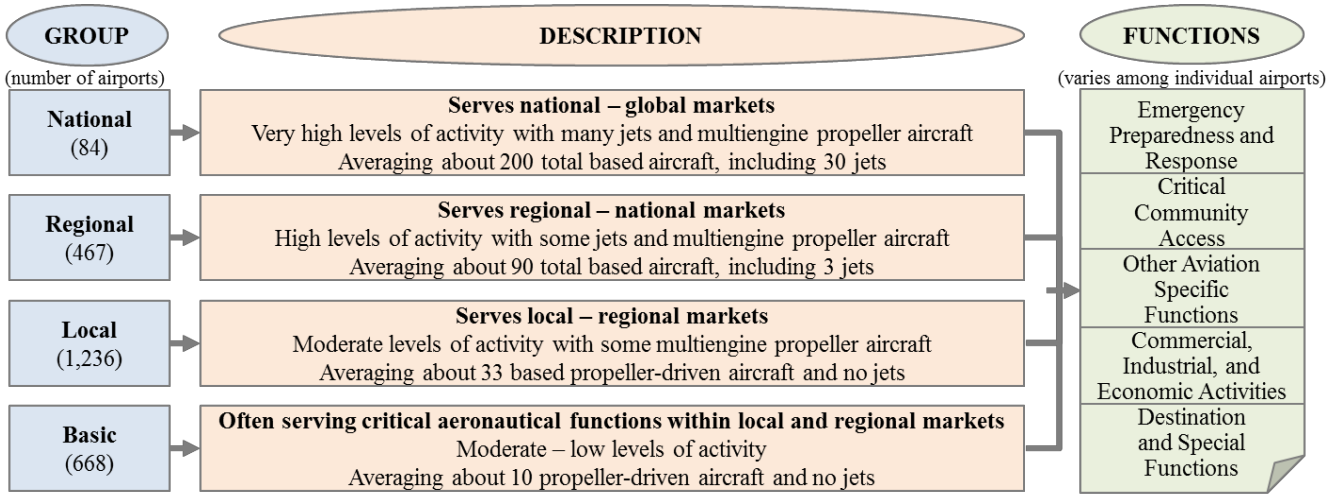
Utah


Idaho
Wyoming
Nevada
Colorado
Arizona
New Mexico
LGU
BMC
OGD
40U
ENV
SLC
TVY
U42
36U
VEL
74V
PVU
U77
U69
PUC
U14
DTA
41U
U34
CNY
RIF
MLF
38U
HVE
U52
0
60
120
miles
1L9
U55
1L7
U64
CDC
BCE
BDG
U96
1L8
KNB
SGU
NPIAS Airports
Large/Medium Hub
Small/Nonhub
National/Regional
Local/Basic
Unclassified

Utah

City	Airport	LocID	Owner-ship	Hub	Role	Service Level		Current Aircraft		2015-2019 Dev Estimate
						Current	Year 5	Enplaned	Based	
Beaver	Beaver Municipal	U52	PU		Basic	GA	GA	0	3	$2,783,279
Blanding	Blanding Municipal	BDG	PU		Basic	GA	GA	8	13	$3,322,371
Brigham City	Brigham City	BMC	PU		Local	GA	GA	0	91	$2,616,544
Bryce Canyon	Bryce Canyon	BCE	PU		Basic	GA	GA	78	7	$4,652,727
Cedar City	Cedar City Regional	CDC	PU	N		P	P	15,881	56	$21,421,056
Delta	Delta Municipal	DTA	PU		Basic	GA	GA	1	11	$3,690,870
Duchesne	Duchesne Municipal	U69	PU		Basic	GA	GA	0	15	$2,635,718
Escalante	Escalante Municipal	1L7	PU		Basic	GA	GA	2	4	$1,170,877
Green River	Green River Municipal	U34	PU		Basic	GA	GA	126	9	$2,033,087
Halls Crossing	Cal Black Memorial	U96	PU		Basic	GA	GA	0	5	$2,437,412
Hanksville	Hanksville	HVE	PU		Basic	GA	GA	0	4	$5,415,210
Heber	Heber City Municipal - Russ McDonald Field	36U	PU		Regional	GA	GA	55	79	$2,382,631
Hurricane	General Dick Stout Field	1L8	PU		Basic	GA	GA	0	56	$7,447,980
Kanab	Kanab Municipal	KNB	PU		Local	GA	GA	315	20	$2,523,780
Loa	Wayne Wonderland	38U	PU		Basic	GA	GA	0	3	$2,052,631
Logan	Logan-Cache	LGU	PU		Regional	GA	GA	1,076	116	$6,098,584
Manila	Manila	40U	PU		Basic	GA	GA	0	0	$0
Manti	Manti-Ephraim	41U	PU		Basic	GA	GA	0	9	$2,409,871
Milford	Milford Municipal/ Ben and Judy Briscoe Field	MLF	PU		Unclassified	GA	GA	0	4	$0
Moab	Canyonlands Field	CNY	PU		Local	CS	CS	7,955	11	$3,551,520
Monticello	Monticello	U64	PU		Basic	GA	GA	0	9	$841,158
Nephi	Nephi Municipal	U14	PU		Basic	GA	GA	0	10	$1,353,385
Ogden	Ogden-Hinckley	OGD	PU		Regional	CS	CS	4,290	238	$8,466,356
Panguitch	Panguitch Municipal	U55	PU		Basic	GA	GA	12	2	$3,788,819
Parowan	Parowan	1L9	PU		Local	GA	GA	0	13	$766,920
Price	Carbon County Regional/ Buck Davis Field	PUC	PU		Basic	GA	GA	10	15	$1,382,204

FAA – GENERAL AVIATION AIRPORTS – A NATIONAL ASSET



Appendix B-2: List of General Aviation Airports in the Four New Categories

State	City	Airport	Locid	Public/Private	Service Level	Category
UT	Price	Carbon County Rgnl/Buck Davis Field	PUC	PU	Gen Avia	Basic

Basic airports are often able to fulfill their role with a single runway, helipads, seaplane, and limited infrastructure. Forty-three states have basic airports. These 668 airports fulfill the role of a community airport providing a means for private general aviation flying and linking the community to the national airport system. Basic airports account for approximately 7 percent of the total flying at general aviation airports and 2 percent of flying with flight plans. Most of the flying is self-piloted for business and personal reasons using propeller-driven aircraft. A fair amount of air charter (taxi) services is provided at these airports. There are three heliports and 20 seaplane bases in this category.

Criteria Used to Define the New Basic Category (all numbers are annualized)

1. 10+ based aircraft; or
2. 4+ based helicopters, or
3. The airport is located 30+ miles from the nearest NPIAS airport; or
4. The airport is identified and used by the U.S. Forest Service, or U.S. Marshals, or
5. U.S. Customs and Border Protection (designated, international, or landing rights), or U.S. Postal Service (air stops), or has Essential Air Service; or
6. The airport is a new or replacement facility activated after January 1, 2001; and
7. Publicly owned or privately owned and designated as a reliever with a minimum of 90 based aircraft.

APPENDIX 5

PAVEMENT CONDITION ANALYSIS REPORT

SEPTEMBER, 2016

SOURCE: JVIATION

PCN ANALYSIS

Runway 1/19

Runway 15/33

Runway 8/26

Carbon County Regional Airport (PUC)

CARBON COUNTY UTAH

JVIATION®

35 South 400 West, Suite 200
St. George, UT 84770

Main 435.673.4677

JVIATION.COM

September 20, 2016

Pavement PCN Number

In accordance with FAA AC 150/5335-5C Standard Method of Reporting Pavement Strength-PCN, a PCN analysis was completed using COMFAA software (version 3.0) and the supporting Excel spreadsheet. The following assumptions were made to provide the most accurate PCN analysis based on available information.

The PCN for Runway 1/19 was arrived at with the Using Aircraft Method as described in section 4.3 of FAA AC 150/5335-5C. The aircraft used for this method were based on fleet mixes used previously on other projects. This fleet mix can be found in Appendix A of this report. Without detailed knowledge of the pavement structure and subgrade classification, the PCN number is derived from the largest ACN of the assumed aircraft using this runway. Assuming a subgrade classification of "B" as recommended by Section 4.3, and using the tire pressures available for the using aircraft, the PCN value for Runway 1/19 can be reported as **18/F/B/X/U**. The ACNs used for this analysis can be found in Appendix B of this report.

The PCN for Runway 15/33 was arrived at with the Using Aircraft Method as described in section 4.3 of FAA AC 150/5335-5C. The aircraft used for this method were based on fleet mixes used previously on other projects. This fleet mix can be found in Appendix A of this report. Without detailed knowledge of the pavement structure and subgrade classification, the PCN number is derived from the largest ACN of the assumed aircraft using this runway. Assuming a subgrade classification of "B" as recommended by Section 4.3, and using the tire pressures available for the using aircraft, the PCN value for Runway 15/33 can be reported as **13/F/B/X/U**. The ACNs used for this analysis can be found in Appendix B of this report.

The PCN for Runway 8/26 was arrived at with the Using Aircraft Method as described in section 4.3 of FAA AC 150/5335-5C. The aircraft used for this method were based on fleet mixes used previously on other projects. This fleet mix can be found in Appendix A of this report. Without detailed knowledge of the pavement structure and subgrade classification, the PCN number is derived from the largest ACN of the assumed aircraft using this runway. Assuming a subgrade classification of "B" as recommended by Section 4.3, and using the tire pressures available for the using aircraft, the PCN value for Runway 8/26 can be reported as **3/F/B/Z/U**. The ACNs used for this analysis can be found in Appendix B of this report.

The above PCN values to be reported for Runways 1/19, 15/33, and 8/26 at the Carbon County Regional Airport are only as accurate as the assumptions described within this analysis. If the Airport wishes to obtain more accurate PCN values for Runways 1/19, 15/33, and 8/26, investigations should be conducted to:

1. Verify pavement section thicknesses, conditions, and underlying materials.
2. Obtain actual CBR values for underlying soils.
3. Obtain data to create an accurate airport fleet mix, including annual departures.

When this data is obtained, a complete PCN value for in-situ conditions using the Technical Method can be reported for Runways 1/19, 15/33, and 8/26.

It is recommended that if there are any aircraft traffic modifications for any runway, the PCN be reevaluated to determine how the pavement will perform to the modified traffic. Airport staff should also continually monitor the condition of all airfield pavement to ensure excessive damage is not occurring.

APPENDIX A – CURRENT AIRCRAFT FLEET MIX

Runway 1/19 Fleet Mix

COMFAA Aircraft Name	Gross Weight (lbs.)	Annual Departures
Dual Wheel 75	70,000	112
Citation-X	36,000	112
Learjet-35A/65A	18,000	112
SuperKingAir-350	15,100	1,215
Baron-E-55	5,424	1,855
Stationair-206	3,612	5,135

Runway 15/33 Fleet Mix

COMFAA Aircraft Name	Gross Weight (lbs.)	Annual Departures
Citation-X	36,000	112
Single Wheel 30	30,000	112
Learjet-35A/65A	18,000	112
SuperKingAir-350	15,100	1,215
Baron-E-55	5,424	1,855
Stationair-206	3,612	5,135

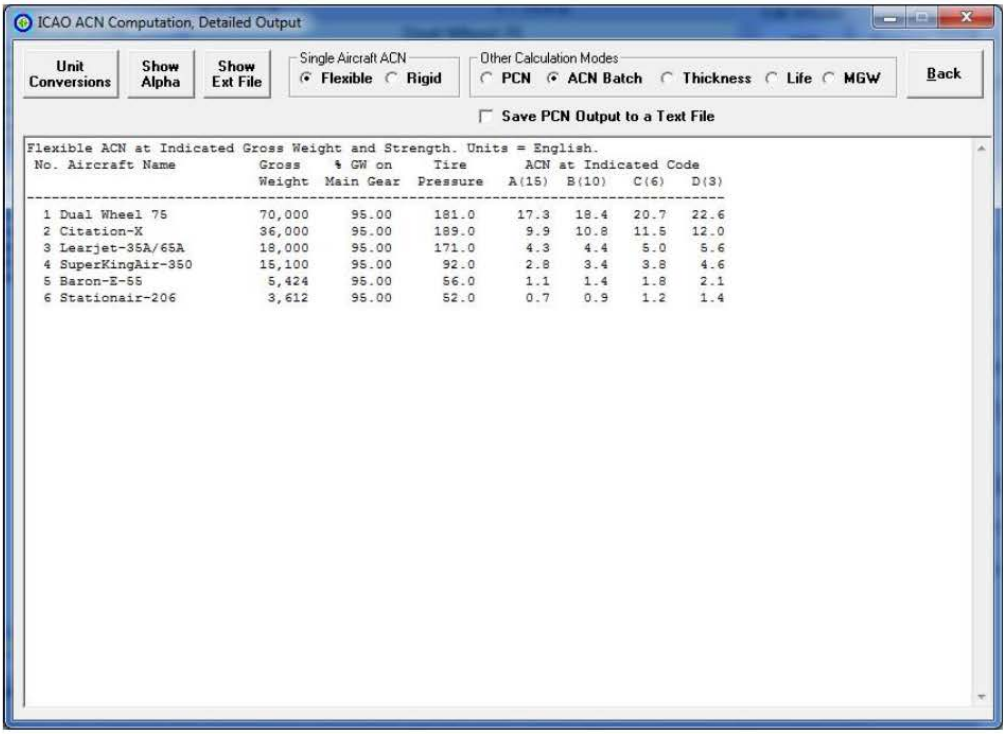
Runway 8/26 Fleet Mix

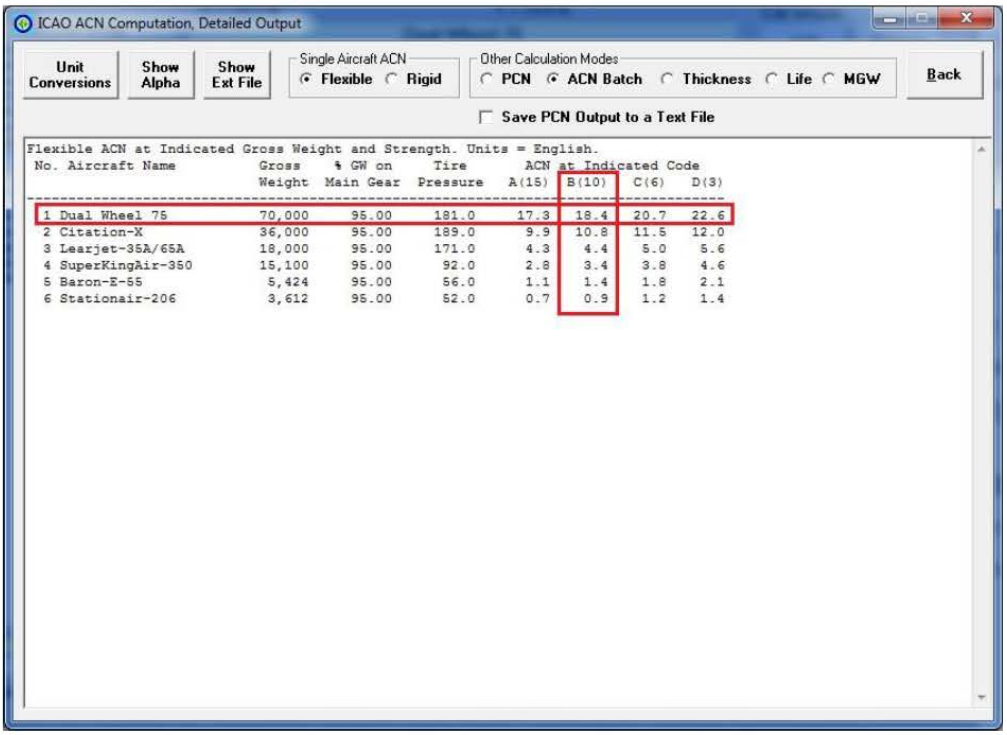
COMFAA Aircraft Name	Gross Weight (lbs.)	Annual Departures
Single Wheel 12.5	12,500	1,200
Baron-E-55	5,424	1,855
Stationair-206	3,612	5,135

*Aircraft used are based on fleet mix used for previous design projects.

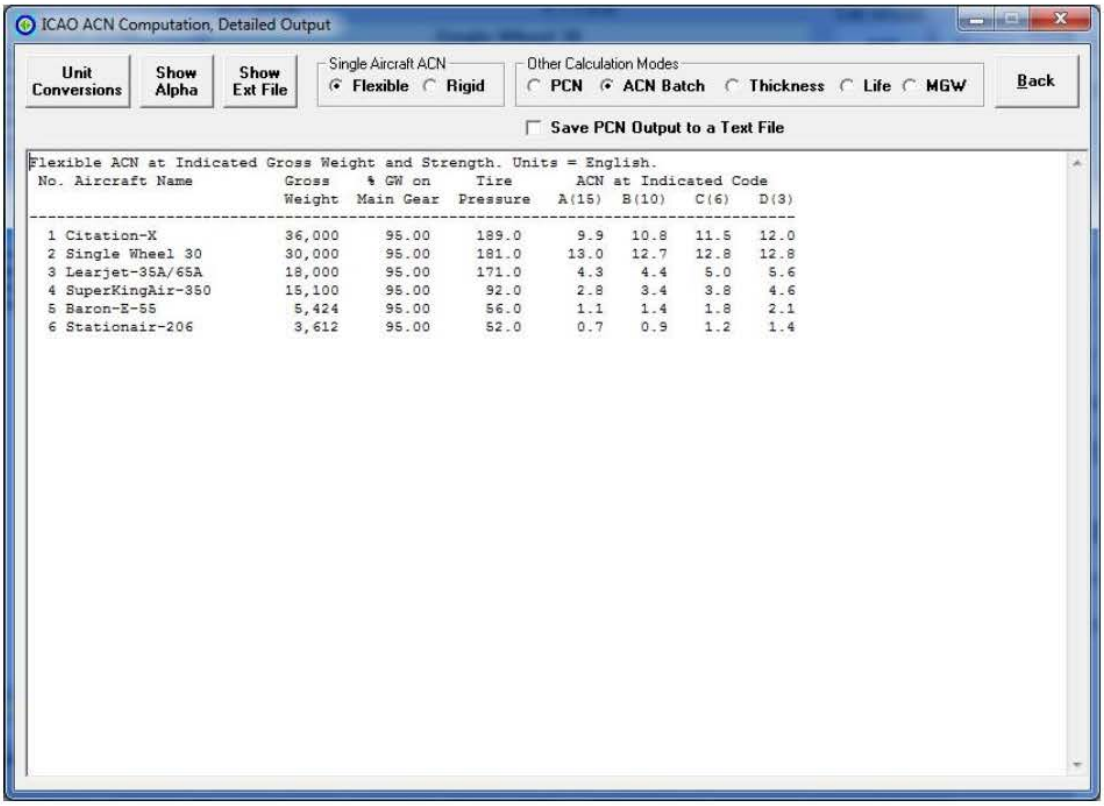
APPENDIX B – ACN LISTING FOR THE CURRENT AIRCRAFT FLEET MIX

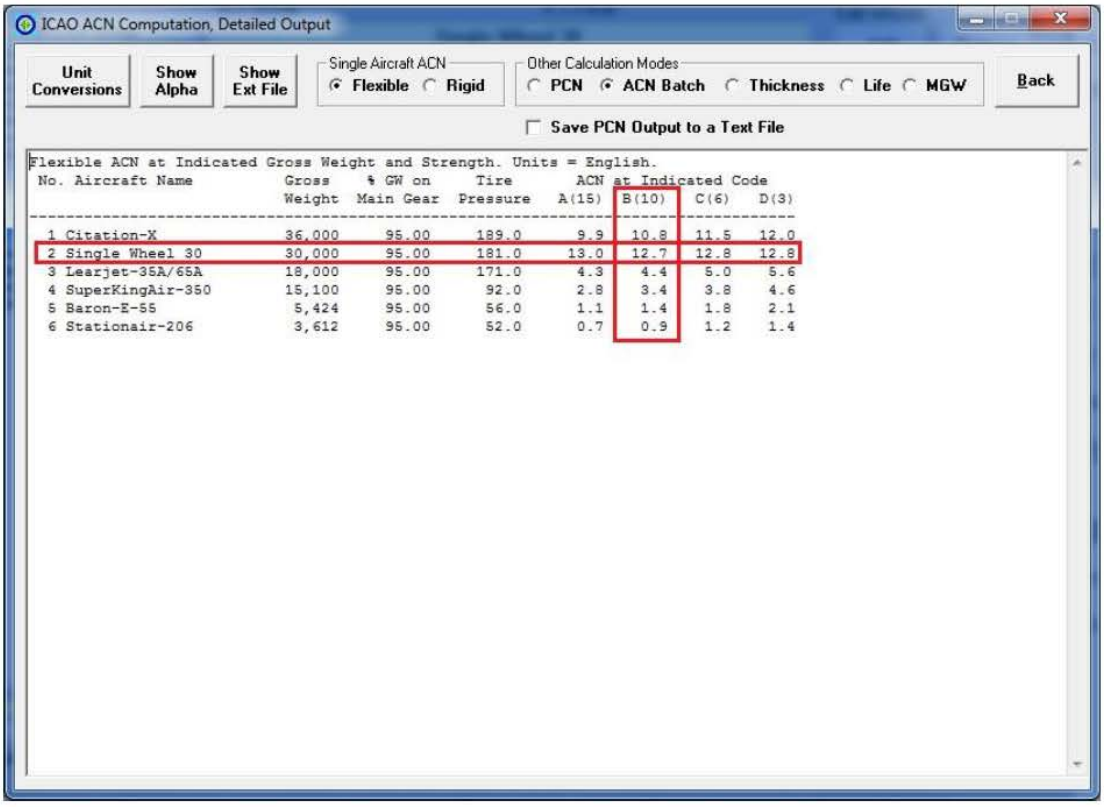
Runway 1/19 ACNs



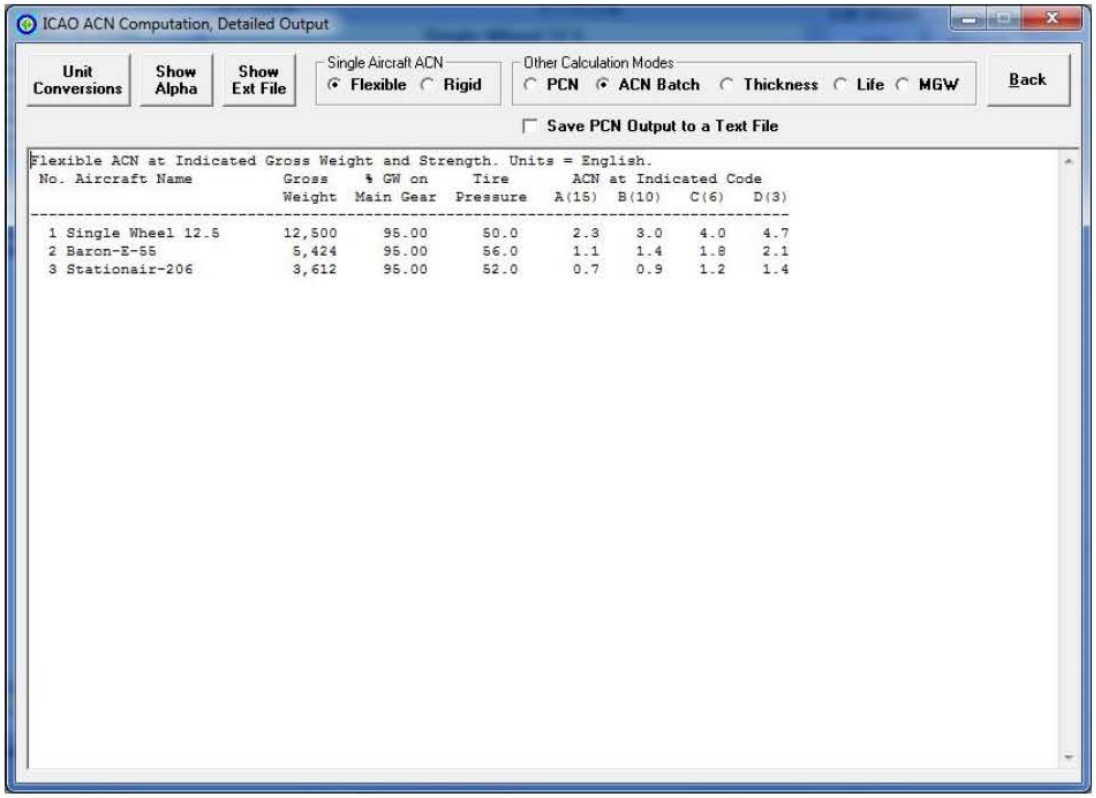


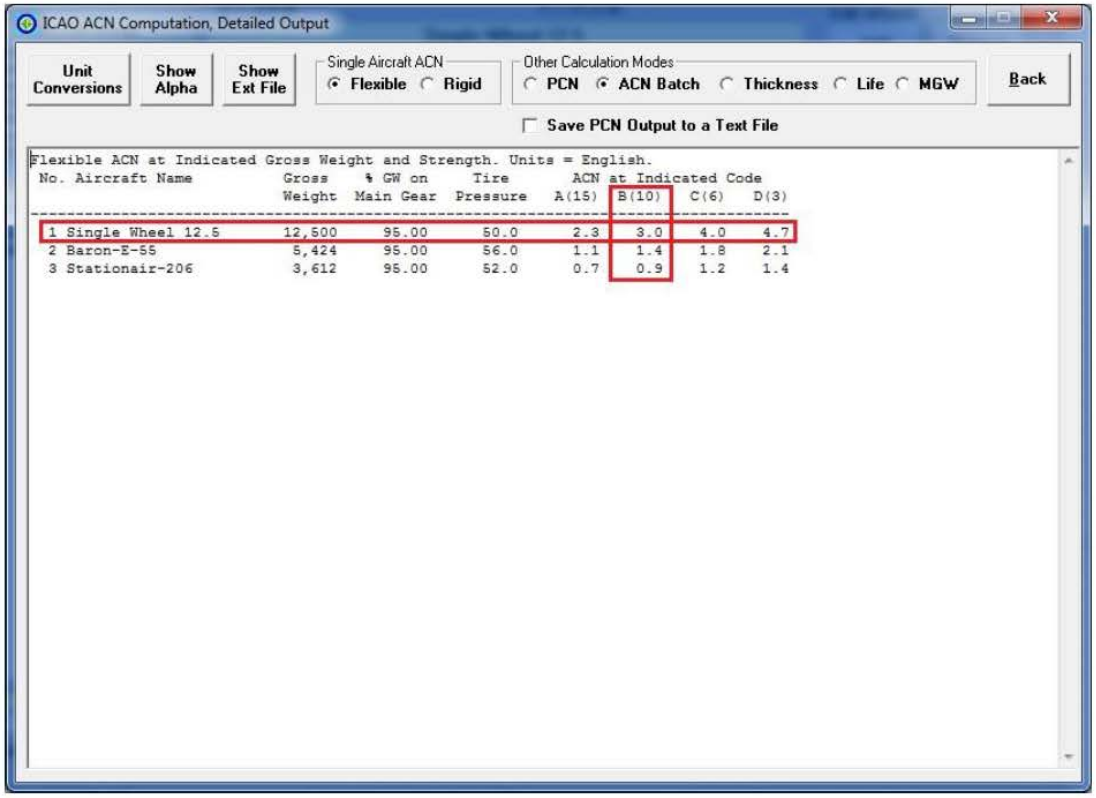
Runway 15/33 ACNs





Runway 8/26 ACNs





APPENDIX 6

UTAH CONTINUOUS AIRPORT SYSTEM PLAN

SOURCE: UDOT


System Plan Airport Classifications
UCASP Roles
International Airports
National Airports
GA Regional Airports
GA Community Airports
GA Local Airports
Cache
Logan-Cache
Rich
Box Elder
Brigham City Municipal
Weber
Ogden-Hinckley Municipal
Morgan
Morgan County
Davis
Skypark
Summit
Manila
Dutch John
Daggett
Wendover
Salt Lake City Intl
Salt Lake City Municipal 2
Salt Lake
Tooele
Tooele Valley
Heber City Municipal
Vernal
Duchesne
Wasatch
Roosevelt Municipal
Jake Garn
Provo Municipal
Spanish Fork-Springville
Duchesne Municipal
Utah
Uintah
Juab
Nephi Municipal
Carbon
Price-Carbon County
Mount Pleasant
Sanpete
Delta Municipal
Huntington Municipal
Manti-Ephraim
Grand
Millard
Fillmore
Salina-Gunnison
Emery
Green River
Richfield Municipal
Sevier
Moab-Canyonlands Field
Beaver
Milford Municipal
Piute
Wayne Wonderland
Hanksville
Beaver Municipal
Junction
Wayne
San Juan
Iron
Garfield
Parowan
Panguitch Municipal
Monticello
Escalante Municipal
Cedar City Regional
Bryce Canyon
Blanding Municipal
Bullfrog Basin
Halls Crossing
Washington
Kane
Bluff
Hurricane
St George Municipal
Kanab Municipal

Utah Continuous Airport System Plan 2007

Price – Carbon County — UCASP Role: Regional

Primary Generators of Demand/Outside Influences:
Energy Exploration

Issues/Notes:
n/a

2006 Aviation Activity

Measure	Total
2006 Based Aircraft	34
2006 Based Multi-Engine Aircraft	0
2006 Based Jet Aircraft	0
2006 Total Operations	12,267
2006 GA Itinerant Operations	2,619
2006 Total IFR Arrivals	638
2006 IFR Arrivals from Outside Utah	99
2006 Passenger Enplanements	0

Airside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
Airport Reference Code	C-II	C-II or Greater	None
Primary Runway Length	8,300'	75% of Large Airplanes at 60% Useful Load - 7,070'	None
Primary Runway Width	100'	To Meet ARC	None
Primary Runway Strength	30,000 lbs. SWG	30,000 lbs. SWG or DWG Equivalent	None
Taxiway Type	Partial Parallel	Partial Parallel	None
Navigational Aids	Non-Precision Straight-In Approach	Non-Precision Straight-In Approach	None
Visual Aids	VASIs, REILs	GVGIs-General Visual Glideslope Indicators and REILs - Runway End Identifier Lights	None
Lighting	MIRL	MIRL-Medium Intensity Runway Lighting	None
	Beacon	Beacon	None
	Windsock	Windsock	None
Weather	ASOS	Automated Weather Reporting	None

Price – Carbon County — UCASP Role: Regional

Landside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
FBO	Full Service	FBO - Limited Service	None
Maintenance Facilities/Hangar	Limited Service	Maintenance Facilities - Limited service	None
Ground Communications	Phone	Phone	None
Restrooms	Restrooms	Restrooms	None
Ground Transportation	On-site Courtesy Car, Rental Cars Available	On-site Courtesy Car	None
Terminal/Pilots' Lounge	Terminal	Terminal with Appropriate Facilities	None
Aircraft Storage	15 Aircraft in Hangars	Hangars – 60% of Based Fleet & 25% of Overnight Aircraft	Construct 6 Additional Hangar Units
Aircraft Storage	35 Tie-downs	Apron – 40% of Based Fleet & 50% for Transient	None
Auto Parking	20 Spaces	Auto Parking – Equal to 33% of Based Aircraft	None
Fencing	Partial	Perimeter Fencing	Install Full Perimeter Fencing

Recommended Development Costs

Project Description/Details	Total Estimated Cost	Costs During Future Time Periods		
		1-5 Year	6-10 Year	11-20 Year
Pavement Maintenance	$10,406,146	$2,081,229	$2,081,229	$6,243,688
Construct Parallel Taxiway Phase III	$1,381,579	$1,381,579	$0	$0
Construct 6 Additional Hangar Units	$347,369	$0	$347,369	$0
Expand North Apron	$1,381,579	$0	$0	$1,381,579
Install Full Perimeter Fencing	Varies*	$0	$0	Varies*
Subtotal Costs	**$13,516,673**	**$3,462,809**	**$2,428,598**	**$7,625,266**

*Fencing construction and/or upgrade costs could not be determined without on-site inspection and therefore have not been included in the totals above.

APPENDIX 7

CIP PROJECT COST ESTIMATES

SOURCE: JVIATION

JVIATION®
35 South 400 West, Suite 200, St. George, UT 84770
Main 435.673.4677
JVIATION.COM

Engineer's Preliminary Estimate

Project	Carbon County Regional Airport	Project No.			
	Price, UT	Date	April 12, 2017		
Owner	Carbon County	Sheet	1	of	1
		Estimate by	RAH		

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	ENGINEER'S ESTIMATE	
				UNIT PRICE	TOTAL
GP-105	Mobilization	LS	1	$ 144,700.00	$ 144,700.00
P-140a	Asphalt Pavement Removal - Full Depth (3")	SY	37,700	$ 2.00	$ 75,400.00
P-152a	Unsuitable Material Excavation	SY	1,300	$ 9.00	$ 11,700.00
P-152b	Granular Embankment	CY	1,300	$ 30.00	$ 39,000.00
P-152c	Shouldering	SY	12,900	$ 2.50	$ 32,250.00
P-209a	Re-Compact Existing Base Course	SY	37,700	$ 2.00	$ 75,400.00
P-209b	Crushed Aggregate Base Course	CY	2,700	$ 50.00	$ 135,000.00
P-401a	Bituminous Surface Course	Ton	7,200	$ 90.00	$ 648,000.00
P-602a	Bituminous Prime Coat	Ton	38	$ 1,000.00	$ 38,000.00
P-620a	Temporary Runway Paint	SF	20,000	$ 0.80	$ 16,000.00
P-620b	Permanent Runway Paint	SF	20,000	$ 1.00	$ 20,000.00
L-108a	5 KV Cable	LF	9,200	$ 1.25	$ 11,500.00
L-108b	#6 AWG Ground Wire	LF	9,200	$ 1.75	$ 16,100.00
L-108c	#6 Counterpoise Wire	LF	9,200	$ 2.00	$ 18,400.00
L-108c	600 Volt THWN Cable	LF	19,200	$ 2.00	$ 38,400.00
L-110a	2' Conduit (DEB)	LF	15,600	$ 6.00	$ 93,600.00
L-115a	12-Inch Pull Can	EA	4	$ 500.00	$ 2,000.00
L-115b	Pull Box	EA	2	$ 4,000.00	$ 8,000.00
L-125a	Remove Existing Runway Edge Lights	EA	54	$ 100.00	$ 5,400.00
L-125b	Remove and Reinstall Existing Signs on New Bases	EA	5	$ 800.00	$ 4,000.00
L-125c	Runway Edge Light	EA	54	$ 800.00	$ 43,200.00
L-150a	PAPI Installation	EA	2	$ 30,000.00	$ 60,000.00
L-150b	REIL Installation	EA	2	$ 15,000.00	$ 30,000.00
L-931a	Lightning Arrestor	EA	4	$ 500.00	$ 2,000.00
T-901	Seeding	AC	4	$ 1,500.00	$ 6,000.00
					$ -
	Flight Check - Commission PAPI's	LS	1	$ 18,000.00	$ 18,000.00
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
				SUBTOTAL	$ 1,592,050.00

Contingency (20%)	$ 318,400.00
Estimated Engineering Services (20%)	$ 318,400.00
TOTAL	**$ 2,228,000.00**

JVIATION®
35 South 400 West, Suite 200, St. George, UT 84770
Main 435.673.4677
JVIATION.COM

Engineer's Preliminary Estimate

Project	Taxilane	Project No.			
	Carbon County Regional Airport	Date	April 12, 2017		
Owner	Carbon County	Sheet	1	of	1
	Price, UT	Estimate by	RAH		

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	ENGINEER'S ESTIMATE	
				UNIT PRICE	TOTAL
GP-105	Mobilization	LS	1	$ 37,100.00	$ 37,100.00
P-101a	Asphalt Saw Cutting	LF	100	$ 3.00	$ 300.00
P-151a	Clearing and Grubbing	AC	1.2	$ 2,400.00	$ 2,880.00
P-152a	Unclassified Excavation	CY	2,800	$ 10.00	$ 28,000.00
P-152b	Subgrade Preparation	SY	5,500	$ 4.00	$ 22,000.00
P-154a	Subbase Course	CY	1,150	$ 60.00	$ 69,000.00
P-209a	Crushed Aggregate Base Course	CY	650	$ 65.00	$ 42,250.00
P-310a	Geotextile Fabric, Class 3 Non-Woven	SY	4,200	$ 1.50	$ 6,300.00
P-401a	Bituminous Surface Course	Ton	900	$ 120.00	$ 108,000.00
P-602a	Bituminous Prime Coat	Ton	4	$ 1,500.00	$ 6,000.00
P-603a	Bituminous Tack Coat	Ton	2	$ 1,500.00	$ 3,000.00
P-620a	Runway and Taxiway Painting	SF	650	$ 4.00	$ 2,600.00
P-926a	Unstabilizeed Permeable Subbase Course	CY	500	$ 75.00	$ 37,500.00
D-701a	12 Inch RCP Storm Drain Pipe	LF	80	$ 65.00	$ 5,200.00
D-705a	Subsurface Drainage Collection System	LF	800	$ 40.00	$ 32,000.00
D-751a	In-Line Cleanout	EA	4	$ 1,500.00	$ 6,000.00
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
				SUBTOTAL	$ 408,130.00

Contingency (20%)	$ 81,600.00
Estimated Engineering Services (25%)	$ 102,000.00
TOTAL	**$ 591,000.00**

JVIATION® 35 South 400 West, Suite 200, St. George, UT 84770
Main 435.673.4677
JVIATION.COM

Engineer's Preliminary Estimate

Project	**Apron Expansion (150' X 60")**	**Project No.**	
	Carbon County Regional Airport	**Date**	**April 12, 2017**
Owner	**Carbon County**	**Sheet**	**1 of 1**
	Price, UT	**Estimate by**	**RAH**

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	ENGINEER'S ESTIMATE UNIT PRICE	ENGINEER'S ESTIMATE TOTAL
GP-105	Mobilization	LS	1	$ 9,600.00	$ 9,600.00
P-101a	Asphalt Saw Cutting	LF	150	$ 2.00	$ 300.00
P-151a	Clearing and Grubbing	AC	0.5	$ 2,400.00	$ 1,200.00
P-152a	Unclassified Excavation	CY	800	$ 10.00	$ 8,000.00
P-152b	Subgrade Preparation	SY	1,700	$ 4.00	$ 6,800.00
P-154a	Subbase Course	CY	320	$ 60.00	$ 19,200.00
P-209a	Crushed Aggregate Base Course	CY	180	$ 65.00	$ 11,700.00
P-310a	Geotextile Fabric, Class 3 Non-Woven	SY	1,100	$ 4.00	$ 4,400.00
P-401a	Bituminous Surface Course	Ton	260	$ 120.00	$ 31,200.00
P-602a	Bituminous Prime Coat	Ton	1.1	$ 1,500.00	$ 1,650.00
P-603a	Bituminous Tack Coat	Ton	0.5	$ 1,500.00	$ 750.00
P-620a	Runway and Taxiway Painting	SF	150	$ 5.00	$ 750.00
P-926a	Unstabilized Permeable Subbase Course	CY	130	$ 75.00	$ 9,750.00
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
				SUBTOTAL	$ 105,300.00

Contingency (20%)	$ 21,000.00
Estimated Engineering Services (25%)	$ 26,300.00
TOTAL	**$ 152,000.00**