

CHAPTER 5: AIRPORT PLANS

Ed Carlson Memorial Field – South Lewis County Airport 2022-23 ALP Update for 2017 Airport Master Plan

December 2023 Update: The 2017 Airport Layout Plan (ALP) drawing set has been completely updated to align current and future design standards with the critical aircraft designations in the 2023 FAA-approved aviation activity forecasts. The ALP also includes refreshed elements from the preferred alternative presented in the previous chapter, current FAA design guidance, data from the Airports GIS (AGIS) obstruction survey, and updated aerial imagery flown specifically for the AGIS survey. The updated ALP reflects projects completed since the previous ALP was approved including the new parallel taxiway and access taxiway configuration and ongoing work to develop a new aircraft fueling facility.

This Chapter includes the full-set of Airport Layout Plan (ALP) drawings prepared as part of the Ed Carlson Memorial Field - South Lewis County Airport Master Plan Update. The proposed improvements, as depicted, include projects recommended to meet safety and demand-related needs throughout the 20-year planning period as well as additional projects identified as reserves based on the County’s long-term vision for the Airport beyond the 20-year planning period.

The ALP drawings are the result of the analysis included in the various chapters of this master plan, PAC recommendations as they relate to the preferred development alternative, the County’s vision for the development of the Airport, and discussions with local, state and federal officials to determine the optimum plan for a safe, efficient and economical facility. In addition, the ALP drawings have been updated to reflect airport design standards in accordance with *FAA Advisory Circular (AC) 150/5070-6A, Airport Master Plans; AC 150-5300-13B, Airport Design* and in conformance with the FAA Airport Layout Plan Review Checklist.

The ALP drawing set for the Ed Carlson Memorial Field - South Lewis County Airport includes the following drawing sheets:

- Sheet 1 – Title Sheet
- Sheet 2 – Airport Data Sheet
- Sheet 3 – Airport Layout Plan (ALP) Drawing
- Sheet 4 – Terminal Area Plan Drawing
- Sheet 5 – Airport Airspace Drawing (Part 77)
- Sheet 6 – Runway 6 -24 Approach Plan and Profile
- Sheet 7 – Inner Portion Runway 06 Approach
- Sheet 8 – Inner Portion Runway 24 Approach
- Sheet 9 – Runway 6-24 Instrument Departure Surface
- Sheet 10 – On Airport Land Use Plan
- Sheet 11 – Off Airport Land Use Plan
- Sheet 12 – Airport Property Plan “Exhibit A”
- Sheet 13 – Airport Obstruction Data
- Sheet 14 – Airport Obstruction Data

A full-sized set of these drawings is produced for the County and the FAA, which consists of 22- by 34-inch size drawing sheets. A reduced-size set (11-by-17-inch) of the drawings is included at the end of this chapter. Electronic versions of the ALP drawing set are also provided. The following sections provide a brief description of the content of each of the above-mentioned drawings.

SHEET 1 – TITLE SHEET

This drawing sheet denotes the Airport’s name, FAA grant number, and an index listing the ALP drawings contained in the ALP set. This sheet also contains airport location and vicinity maps. The FAA ALP approval letter will be imbedded in this sheet for the final submittal to FAA.

SHEET 2 – AIRPORT DATA SHEET

The Airport Data Sheet contains detailed runway and taxiway dimensions, applicable FAA dimensional standards, an all-weather (VFR+IFR) wind rose, and other data reflected within the ALP drawing set.

SHEET 3 – AIRPORT LAYOUT PLAN

The ALP drawing serves as the official drawing of record for Ed Carlson Memorial Field - South Lewis County Airport. The ALP is a scaled single-page drawing depicting existing and planned improvements throughout the 20-year planning window and beyond. Specifically, this drawing depicts the current and future limits of airport property, land uses and configuration of facilities in compliance with geometric design separation and clearance standards, including airspace and navigational (NAVAID) facilities.

The ALP should be viewed as a development guide with the actual timing of improvements depending upon the aviation demand and associated improvement needs, as well as funding availability.

Some of the major components included in the ALP and discussed in previous chapters include:

- Runway-Taxiway System. No changes to Runway 6-24 or the parallel taxiway (Taxiway A) are proposed in the current 20-year planning period. The “ultimate” east runway extension (1,724’) from the 2017 ALP is maintained as a long-term development reserve (beyond the planning period). This extension would require acquisition of property east of the existing airport boundary. Some of the same parcels encompass portions of the existing Runway 24 Runway Protection Zone (RPZ) – see below.
- Avigation easements for the portions of the existing Runway 6 and 24 Runway Protection Zones (RPZ) that extend beyond airport property are recommended to protect the FAA-defined areas. The Runway 6 RPZ extends beyond Buckley Road and the Jackson Highway, over private agricultural land. The Runway 24 RPZ extends over several private parcels of agricultural land.
- Property acquisition (4 acres ±) is proposed east of the terminal area on the north side of the runway and parallel taxiway. The property acquisition is maintained from the 2017 ALP, with refinements, and would provide for space to develop additional aircraft parking apron for ADG I and II aircraft.

- Terminal Area Improvements. The undeveloped area adjacent to the back of the main apron is identified to accommodate future Fixed Base Operator (FBO) and related facilities. These facilities may include commercial/maintenance hangar space, operations building/terminal, a restaurant, and improved public vehicle access and parking. The proposed improvements are also compatible with future infill development (replacement) of the existing small hangar located at the east end of the flightline. Developing a large commercial hangar to support aircraft maintenance services is consistent with the County's long-term vision for the Airport.
- Other terminal area improvements include hangar taxilane upgrades (paving, resurfacing, reconstruction, widening, etc.) and replacing the existing underground AVGAS storage tank with an above ground tank (relocated to the west end of the apron). The small airplane tiedowns and taxilanes on the main apron will be reconfigured in conjunction with the fuel improvements and future apron rehabilitation.
- A future Automated Weather Observing System (AWOS) site is located on airport property, on the south side of the runway. Siting the AWOS on airport property eliminates the need and expense of acquiring additional property. This is a change to the proposed AWOS location (on the north side of the runway) depicted on the 2017 ALP. The new site was identified, evaluated, and refined following the presentation of the preliminary preferred alternative in the previous chapter. The final configuration was added the ALP drawing and reflected in the updated capital improvement program. An avigation easement is recommended to protect the portion of the FAA-defined AWOS clear area that extends over adjacent privately owned land. The purpose of the easement is to protect the operational functions of the AWOS (wind readings, etc.) that could be affected by trees, structures, or other built items.
- A 14-acre area at the southwest corner of the Airport will accommodate the future AWOS facilities noted earlier and other long-term landside facilities. As noted in the previous master plan update, the area has areas of wetlands and buffers that reduce the developable areas or may require off-site mitigation, if developed. An adjacent 26-acre privately owned parcel immediately to the east is identified for future acquisition for aviation-related development (long-term reserve).

SHEET 4 - TERMINAL AREA PLAN

The Terminal Area Plan provides additional details for existing and future landside facilities in the airport's primary terminal area that are depicted on the ALP. The drawing shows taxilane and taxiway development setbacks/separation requirements and dimensional standards, and includes general notes, data sources, and a legend noting key drawing symbols. Key existing and future facilities include:

- Apron Configuration
 - Aircraft Tiedown Positions (main apron)
 - New Aircraft Fueling Area (main apron)
 - New East Aircraft Parking Apron
- Aircraft Taxiways and Taxilanes
 - Upgrade (widen, resurface) four existing hangar stub taxilanes

- Extend/upgrade taxiway access to north hangar sites
- Aircraft Hangars, FBO Building, other buildings
 - Commercial/Tenant Operating Areas
- Access Road and Auto Parking

SHEET 5 - AIRPORT AIRSPACE PLAN (PART 77)

The Airport Airspace Plan is a scaled drawing identifying the limits of the federally defined Part 77 airspace for the Airport. The five “imaginary surfaces” for Runway 6-24 depicted, as codified in Title 14 of the Code of Federal Regulations (CFR), Part 77 - Safe, Efficient Use and Preservation of the Navigable Airspace. A digital USGS map (1” = 1,000’) is used as the base map for the drawing.

The surfaces defined in Part 77.25 include the primary, transitional, approach, horizontal, and conical surfaces. These surfaces were previously described in the Facility Requirements chapter and they correspond with the ultimate (reserve) runway dimensions depicted on the ALP. The recognition of the runway development reserves allows Lewis County to proactively protect the Airport’s long-term development potential through appropriate land use actions.

An Airports GIS survey, completed in 2022 as part of the ALP update, provides detailed data for airfield facilities, built items, and natural items, such as trees or terrain. Obstructions are depicted in the plan view, with more detailed plan and profile views provided on other sheets in the ALP set. The Airspace Plan is supplemented by obstruction tables (see Sheets 13 and 14) detailing surveyed obstacles with recommended dispositions. The majority of the surveyed obstructions are located in the transitional and primary surfaces. The identified trees are recommended “to be removed.” Roof-mounted obstruction lights are recommended for penetrating structures and other built items that cannot be easily relocated.

SHEET 6 - RUNWAY 6-24 APPROACH PLAN & PROFILE

The Approach Plan & Profile drawing depicts plan and profile views of the existing/future full length approach surfaces for Runway 6-24. The drawing identifies penetrating obstacles and non-penetrating obstacles (provided for reference only) for the 20:1 approach surfaces. The obstruction tables for the runway approaches, with recommended dispositions, are provided on Sheet 11. The AGIS survey indicates that the 20:1 approach surface for Runway 6 has one obstruction (tree - to be removed) located on airport property near the southwest corner of the primary surface at the beginning of the approach surface. Several trees and the eastern airport boundary fence that are identified as obstructions in the ultimate (reserve) runway primary surface, currently obstruct the Runway 24 approach. Removing or lowering these items is recommended to provide a clear 20:1 approach to the current runway end.

SHEETS 7 AND 8 – INNER PORTION RUNWAY 6 / RUNWAY 24 APPROACH

The Inner Approach Surface Plan and Profile drawings depict detailed views of the inner 2,000 feet of the existing/future approach surfaces and the full plan view of the runway protection zones (RPZs). The drawing identifies penetrating obstacles and non-penetrating obstacles (provided for reference only) for the surfaces that correspond to the obstruction tables provided on Sheet 11.

SHEET 9 – RUNWAY 6-24 INSTRUMENT DEPARTURE SURFACE

The Runway 6-24 Instrument Departure Surface drawing depicts the plan and profile view of the 40:1 TERPS¹ instrument departure surfaces for each runway end. The departure surfaces are applicable to runways with instrument departure procedures. Instrument departures are permitted from both Runway 6 and Runway 24, with the ATASY TWO departure. The departure requires a minimum climb of 250 feet per nautical mile upon departure to clear nearby obstacles. Similar to a runway approach surface, the departure surface is longitudinally centered on the extended runway centerline, extending outward and upward from the end of the runway.

SHEET 10 – ON-AIRPORT LAND USE PLAN

The On-Airport Land Use Plan depicts land use categories common to general aviation airports, including:

- Airport Operations Area (runway, taxiway, and protected areas)
- Aeronautical Development (aviation related development; hangars, aircraft parking, etc.)
- Runway Protection Zone (defined surfaces at runway ends); avigation easements for the portions of the existing RPZs that extend beyond airport property are depicted.

The land use classifications are consistent with the ALP drawing and reflect both existing and future facilities. The airport operations areas and RPZs are intended to protect the function of the runway-taxiway system. All on-airport aircraft parking and hangar development is located in the aeronautical development area. The drawing also illustrates proposed planned land acquisition and avigation easements. The land uses described in this drawing are consistent with existing zoning for the Airport and are intended to guide future development.

SHEET 11 – OFF-AIRPORT LAND USE PLAN

The Off-Airport Land Use Plan depicts the land use/zoning for the Airport and surrounding areas, consistent with current zoning ordinances. The current/future Part 77 airspace surfaces for Runway 6-24 are depicted. As noted earlier, Lewis County has land use jurisdiction for Ed Carlson Memorial Field - South Lewis County Airport and the surrounding area. County zoning consists of rural density uses oriented toward agriculture and industry. A small area of the City of Toledo residential zoning is located beneath the conical surface, just less than two miles south of the Airport.

¹ TERPS: Terminal Instrument Procedures

SHEET 12 – EXHIBIT A - AIRPORT PROPERTY PLAN

Exhibit A - Airport Property Plan depicts all airport property owned or controlled by Lewis County. The drawing notes the form of ownership or control (fee simple, easement, etc.), the date of acquisition per FAA guidelines, county recording records, and the purpose for ownership. Total airport acreage is recorded as 94.93± acres, with transfer of ownership (from Towns of Winlock and Toledo to Lewis County) for the main section of the Airport listed as 2002. One authorized through-the-fence (TTF) access point for the Airport is located on the north side of the runway, east of the terminal area. This TTF access is negotiated with Peterson Estates, a residential airpark.

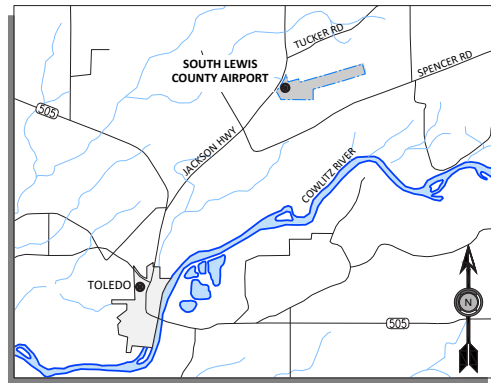
SHEETS 13 AND 14 – AIRPORT OBSTRUCTION TABLES

The obstacles depicted on several drawings in the ALP set are listed in tabular form on two sheets. All listed obstructions fall under their respective Part 77 surface category, or other applicable FAA surfaces (e.g., TERPS departure surface). The location, elevation information, and proposed disposition for each obstruction is provided in detail.

SOUTH LEWIS COUNTY AIRPORT ED CARLSON MEMORIAL FIELD (KTDO) AIRPORT LAYOUT PLAN

LEWIS COUNTY, WASHINGTON
AIP NO. 3-53-0078-013-2022
AIRPORT LAYOUT PLAN
FEBRUARY 2024

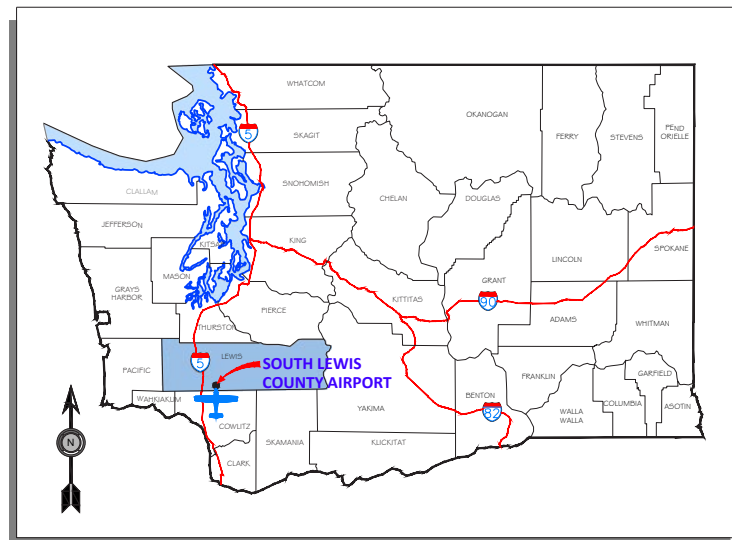
FAA APPROVAL LETTER



VICINITY MAP



AERIAL PHOTO



LOCATION MAP

SHEET INDEX

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7		INNER PORTION RUNWAY 6 APPROACH
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NO.	DATE	BY	APPR	REVISIONS

VERIFY SCALES
BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

FEDERAL AVIATION
ADMINISTRATION APPROVAL

APPROVAL DATE: _____
SIGNATURE _____

LEWIS COUNTY
APPROVAL

APPROVAL DATE: _____
SIGNATURE _____



BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY: DM
DRAWN BY: JLS / ES
CHECKED BY: WMR
SCALE: AS SHOWN
DATE: FEBRUARY 2024
PROJECT NO: 3-53-0078-013-2022

SOUTH LEWIS COUNTY AIRPORT
ED CARLSON MEMORIAL FIELD

TITLE SHEET

FIGURE NO.

SHEET NO.
1 OF 14

AIRPORT DATA			
	EXISTING (E)	FUTURE (F)	RESERVE (R)
AIRPORT REFERENCE CODE	A-I (SMALL)	SAME	B-II
AIRPORT IDENTIFIER	TDO	SAME	SAME
MEAN MAX TEMPERATURE	78.8	SAME	SAME
AIRPORT ELEVATION	373.9'	SAME	377.0'
AIRPORT ACREAGE	94.93	125.48	187.67
NAVAIDS	PAPI, VASI	SAME	SAME
AIRPORT REFERENCE POINT	46° 28' 38.03" N 122° 48' 22.23" W	SAME	46° 28' 40.19" N 122° 48' 11.50" W
MISCELLANEOUS FACILITIES	LIGHTED WIND CONE (2), MIRL, MITL	SAME	SAME
CRITICAL AIRCRAFT	CESSNA 182	SAME	TBD
MAGNETIC DECLINATION, SEE NOTE 1	15° 4' E ± 0° 23'	0° 6' W ANNUALLY	0° 6' W ANNUALLY
NPIAS SERVICE LEVEL	LOCAL	SAME	SAME
STATE SERVICE LEVEL	COMMUNITY	SAME	SAME

RUNWAY DATA			
	EXISTING (E)	FUTURE (F)	RESERVE (R)
RUNWAY IDENTIFICATION	6/24	SAME	SAME
RUNWAY DESIGN CODE - RDC	A/B-I-5000	SAME	TBD
APPROACH REFERENCE CODE - APRC	A/B-I-SMALL	SAME	TBD
DEPARTURE REFERENCE CODE - DPRC	A/B-I-SMALL	SAME	TBD
PAVEMENT TYPE	ASPHALT	SAME	SAME
PAVEMENT STRENGTH (PCI)	25,000 SW	25,000 SW	25,000 SW
RUNWAY PAVEMENT STRENGTH - PCN	N/A	N/A	N/A
RUNWAY SURFACE TREATMENT	NONE	SAME	SAME
RUNWAY GRADIENT	0.41%	SAME	SAME
PERCENT WIND COVERAGE		SEE WIND ROSE	
RUNWAY DIMENSIONS LENGTH AND WIDTH	4,479' x 150'	SAME	6,200' x 150'
DISPLACED THRESHOLD	N/A	N/A	N/A
RUNWAY END COORDINATES	RUNWAY 6 46° 28' 31.60" N 122° 48' 54.03" W	SAME	SAME
RUNWAY END COORDINATES	RUNWAY 24 46° 28' 44" N 122° 47' 52.60" W	SAME	46° 28' 48.75" N 122° 47' 29.07" W
RUNWAY END ELEVATION	RUNWAY 6 355.5'	SAME	SAME
RUNWAY END ELEVATION	RUNWAY 24 373.9'	SAME	377.0'
RUNWAY LIGHTING	MIRL	SAME	SAME
RUNWAY PROTECTION ZONE		SEE RUNWAY DESIGN SURFACES TABLE	
RUNWAY MARKING	NPI	SAME	SAME
14 CFR PART 77 RUNWAY CATEGORY	UTILITY/NPI	SAME	TBD
RUNWAY APPROACH SLOPE	20:1	SAME	TBD
RUNWAY VISIBILITY MINIMUMS	NOT LOWER THAN 1 MILE	SAME	TBD
AERONAUTICAL SURVEY REQUIRED	NVGS	SAME	SAME
RUNWAY DEPARTURE SURFACE	N/A	TERPS 40:1	SAME
RUNWAY SAFETY AREA - RSA		SEE RUNWAY DESIGN SURFACES TABLE	
RUNWAY OBJECT FREE AREA - OFA		SEE RUNWAY DESIGN SURFACES TABLE	
RUNWAY OBSTACLE FREE ZONE - OFZ		SEE RUNWAY DESIGN SURFACES TABLE	
RUNWAY VISUAL AND INSTRUMENT NAVAIDS	PAPI, REIL	SAME	SAME
TOUCHDOWN ZONE ELEVATION	RUNWAY 6 367'	367'	367'
TOUCHDOWN ZONE ELEVATION	RUNWAY 24 373.9'	373.9'	380.88'
TAXIWAY AND TAXILANE SAFETY AREA - TSA		SEE TAXIWAY DATA TABLE	
TAXIWAY AND TAXILANE OBJECT FREE AREA - TOFA		SEE TAXIWAY DATA TABLE	
TAXIWAY AND TAXILANE SEPARATION		SEE TAXIWAY DATA TABLE	
TAXIWAY AND TAXILANE LIGHTING	MITL	SAME	SAME
HORIZONTAL DATUM	NAD83 (2011)	SAME	SAME
VERTICAL DATUM	NAVD88	SAME	SAME

THROUGH THE FENCE ACCESS						
ACCESS POINT	GRANTOR	GRANTEE	INTEREST	AGREEMENT YEAR	EXPIRATION YEAR	PURPOSE
	LEWIS COUNTY	PETERSON ESTATES HOMEOWNERS' ASSOCIATION	ACCESS FEE	DEC. 2003	DEC. 2023	AIRPORT ACCESS

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-53-0078-013-2022) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT 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 IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

DRAFT

NO.	DATE	BY	APPR	REVISIONS

VERIFY SCALES
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0" = 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

FEDERAL AVIATION ADMINISTRATION APPROVAL

APPROVAL DATE: _____
SIGNATURE _____

LEWIS COUNTY APPROVAL

APPROVAL DATE: _____
SIGNATURE _____

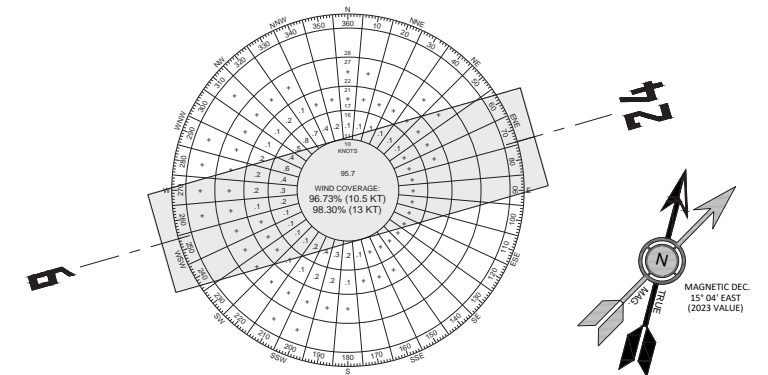
RUNWAY PROTECTION DATA			
RUNWAY PROTECTION ZONE (RPZ)			
	INNER WIDTH	LENGTH	OUTER WIDTH
EXISTING/FUTURE RUNWAY 6	250'	1,000'	450'
EXISTING/FUTURE RUNWAY 24	250'	1,000'	450'
RESERVE RUNWAY 6	500'	1,000'	700'
RESERVE RUNWAY 24	500'	1,000'	700'
RUNWAY SAFETY AREA (RSA)			
	WIDTH	LENGTH BEYOND RUNWAY END	
EXISTING/FUTURE RUNWAY 6/24	120'	240'	
RESERVE RUNWAY 6/24	150'	300'	
RUNWAY OBJECT FREE AREA (OFA)			
	WIDTH	LENGTH BEYOND RUNWAY END	
EXISTING/FUTURE RUNWAY 6/24	250'	240'	
RESERVE RUNWAY 6/24	500'	300'	
RUNWAY OBSTACLE FREE ZONE (OFZ)			
	WIDTH	LENGTH BEYOND RUNWAY END	
EXISTING/FUTURE RUNWAY 6/24	250'	200'	
RESERVE RUNWAY 6/24	400'	200'	

DECLARED DISTANCES				
	EXISTING (E) / FUTURE (F)		RESERVE (R)	
	RUNWAY 6	RUNWAY 24	RUNWAY 6	RUNWAY 24
TORA	4,479'	4,479'	6,200'	6,200'
TODA	4,479'	4,479'	6,200'	6,200'
ASDA	4,479'	4,479'	6,200'	6,200'
LDA	4,479'	4,479'	6,200'	6,200'

NOTES:

- NGS MAGNETIC DECLINATION CALCULATOR (10/13/23).
- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NO INTENDED TO BE USED FOR CONSTRUCTION OR NAVIGATION.
- RESERVE RUNWAY DEVELOPMENT ARE DRAWN TO MEET RDC A/B-II STANDARDS.
- ELEVATIONS (NAD83/NAVD 88) IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. TRAVERSE WAY ELEVATIONS DO NOT INCLUDE TRAVERSE WAY ADJUSTMENT (17' FOR INTERSTATE HIGHWAYS AND 14' FOR OTHER PUBLIC ROADS).
- BUILDING RESTRICTION LINE (BRL) ON NORTH SIDE PERMITS 12-FOOT STRUCTURE; BRL ON SOUTH SIDE PERMITS 15-FOOT STRUCTURE.
- FURTHER PLANNING ANALYSIS REQUIRED PRIOR TO UNDERTAKING DEVELOPMENT IN THE AREA RESERVED AS "FUTURE AVIATION DEVELOPMENT (R)."
- THE DESIGN STANDARD RUNWAY WIDTH FOR RDC B-I IS 60', AND 75' FOR B-II. THE EXISTING WIDTH OF 150' EXCEEDS DESIGN STANDARDS. IN KEEPING WITH THE COUNTY'S BUSINESS PLAN, IT IS THE COUNTY'S INTENT TO MAINTAIN THE RUNWAY AT THE CURRENT WIDTH. THE COUNTY ACKNOWLEDGES THAT BY EXCEEDING THE STANDARD RUNWAY WIDTH, FAA PARTICIPATION WILL BE LIMITED TO THOSE AIP ELIGIBLE PORTIONS OF A RUNWAY PROJECT THAT ARE JUSTIFIED BY THE RDC IN EFFECT AT THE TIME A GRANT OFFER IS MADE.
- TAXILANES ACCESSING EXISTING HANGARS WILL REMAIN TDG 1 AND SERVICE B-I, AND SMALLER AIRCRAFT.
- RUNWAY EXTENSION RESERVE DEPICTED BASED ON RDC A/B-II
- AIRPORT ELEVATION AND LOCATION DETAILS VERIFIED THROUGH AN AIRPORTS GIS SURVEY (FAA APPROVED 7/27/23).

TAXIWAY DATA				
	TAXIWAY A EXISTING (E) / FUTURE(F)	TAXIWAY A RESERVE (R)	TAXILANE EXISTING (E) / FUTURE (F)	TAXILANE RESERVE (R)
DESIGN GROUP	ADG-I/TDG-1A	ADG-II/TDG-2A	ADG-I/TDG-1A	SAME
LIGHTING	MITL	SAME	N/A	N/A
WIDTH	25'	35'	25'	SAME
OBJECT FREE AREA WIDTH	89'	124'	79'	SAME
SAFETY AREA WIDTH	49'	79'	49'	SAME
RUNWAY SEPARATION	272'	SAME	N/A	N/A



ALL-WEATHER WIND ROSE

SOURCE: CLS ASOS.

WIND DATA ACCESSED FROM NATIONAL CLIMATE DATA CENTER (NCDC) INTEGRATED SURFACE HOURLY / INTEGRATED SURFACE DATE (ISH/ISD) INVENTORY

PERIOD: 2011 TO 2020

RUNWAY WIND COVERAGE				
RUNWAY ALIGNMENT	CROSSWIND COMP. (KNOTS)	ALL-WEATHER WIND COVERAGE	VFR WIND COVERAGE	IFR WIND COVERAGE
RUNWAY 6	10.5	58.44%	56.13%	73.41%
	13	58.78%	56.52%	73.46%
RUNWAY 24	10.5	81.91%	81.32%	85.24%
	13	83.15%	82.66%	85.62%
COMBINED	10.5	96.73%	96.43%	99.03%
	13	98.30%	98.16%	99.46%

SOUTH LEWIS COUNTY AIRPORT ED CARLSON MEMORIAL FIELD

AIRPORT DATA SHEET

FIGURE NO.

SHEET NO. 2 OF 14



BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY: DM
DRAWN BY: JLS / ES
CHECKED BY: WMR
SCALE: AS SHOWN

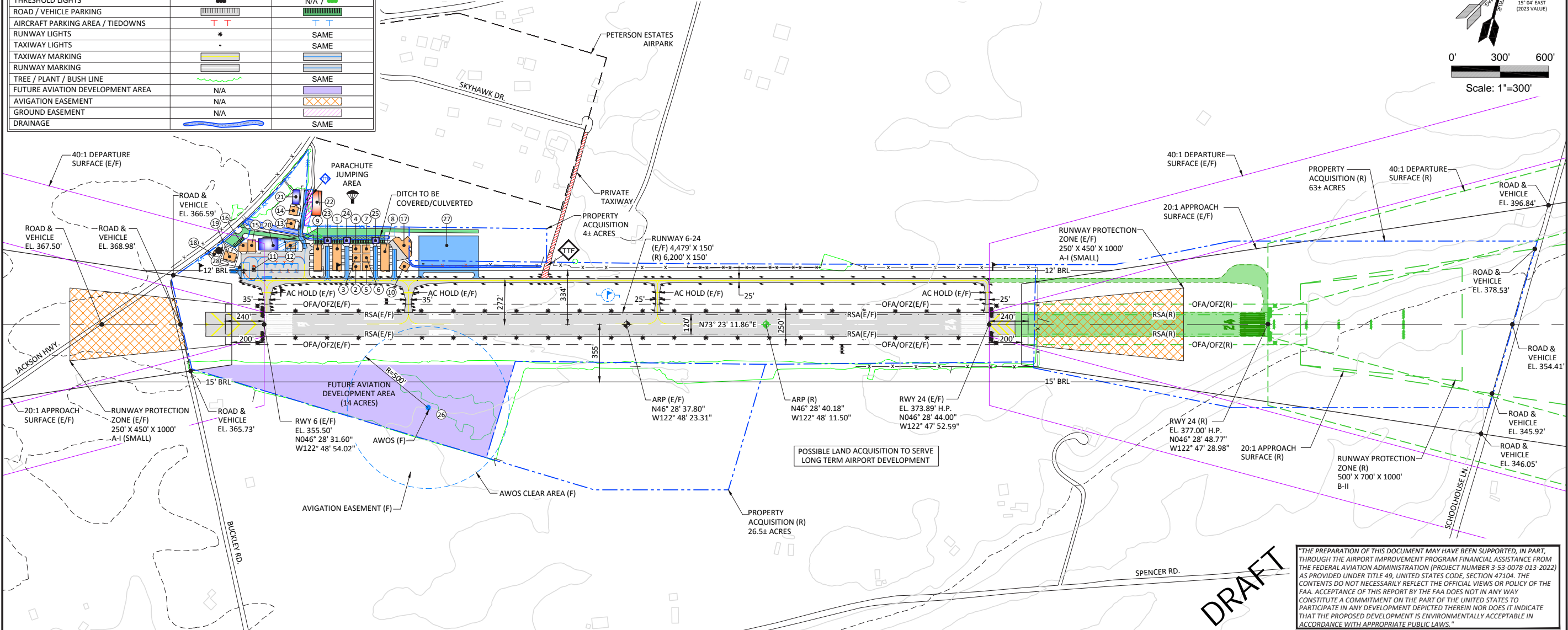
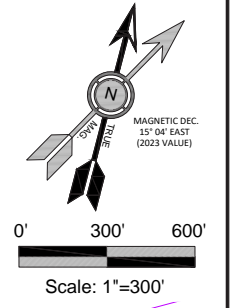
DATE: FEBRUARY 2024
PROJECT NO: 3-53-0078-013-2022

LEGEND		
	EXISTING (E)	FUTURE (F) / RESERVE (R)
BUILDINGS - ON AIRPORT	[Orange Box]	[Blue Box]
BUILDINGS - OFF AIRPORT	[White Box]	N/A
RUNWAY/AIRFIELD PAVEMENT	[Grey Box]	[Green Box]
THROUGH THE FENCE (TTF) ACCESS POINT	[Diamond]	[Diamond]
THROUGH THE FENCE (TTF) HANGAR SITES	N/A	[Orange Box]
BUILDING RESTRICTION LINE (BRL)	BRL (E)	BRL (F)
AIRPORT PROPERTY LINE	[Blue Line]	[Blue Line]
RUNWAY SAFETY AREA (RSA)	[Blue Line]	[Blue Line]
OBJECT FREE AREA (OFA)	[Blue Line]	[Blue Line]
OBSTACLE FREE ZONE (OFZ)	[Blue Line]	[Blue Line]
APPROACH SURFACE	N/A	[Green Line]
DEPARTURE SURFACE	N/A	[Green Line]
RUNWAY PROTECTION ZONE (RPZ)	[Blue Line]	[Blue Line]
GROUND CONTOURS	[Dashed Line]	N/A
AIRPORT REFERENCE POINT (ARP)	[Cross]	N/A / [Cross]
REIL	[Cross]	N/A / [Cross]
SEGMENTED CIRCLE / WIND INDICATOR	[Circle]	[Circle]
VISUAL GUIDANCE INDICATORS (PAPI)	[Cross]	[Cross]
FENCE	[Line]	[Line]
BEACON	[Star]	SAME
THRESHOLD LIGHTS	[Line]	N/A / [Line]
ROAD / VEHICLE PARKING	[Hatched Box]	[Hatched Box]
AIRCRAFT PARKING AREA / TIEDOWNS	[T Symbol]	[T Symbol]
RUNWAY LIGHTS	[Star]	SAME
TAXIWAY LIGHTS	[Star]	SAME
TAXIWAY MARKING	[Line]	[Line]
RUNWAY MARKING	[Line]	[Line]
TREE / PLANT / BUSH LINE	[Wavy Line]	SAME
FUTURE AVIATION DEVELOPMENT AREA	N/A	[Hatched Box]
AVIGATION EASEMENT	N/A	[Hatched Box]
GROUND EASEMENT	N/A	[Hatched Box]
DRAINAGE	[Blue Line]	SAME

THROUGH THE FENCE ACCESS						
ACCESS POINT	GRANTOR	GRANTEE	INTEREST	AGREEMENT YEAR	EXPIRATION YEAR	PURPOSE
[Diamond]	LEWIS COUNTY	PETERSON ESTATES HOMEOWNERS' ASSOCIATION	ACCESS FEE	DEC. 2003	DEC. 2023	AIRPORT ACCESS

- NOTES:**
- NGS MAGNETIC DECLINATION CALCULATOR (10/13/23).
 - THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION OR NAVIGATION.
 - RESERVE RUNWAY DEVELOPMENT ARE DRAWN TO MEET RDC A/B-II STANDARDS.
 - ELEVATIONS (NAD83/NAVD 88) IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. TRAVERSE WAY ELEVATIONS DO NOT INCLUDE TRAVERSE WAY ADJUSTMENT (17' FOR INTERSTATE HIGHWAYS AND 14' FOR OTHER PUBLIC ROADS).
 - BUILDING RESTRICTION LINE (BRL) ON NORTH SIDE PERMITS 12-FOOT STRUCTURE; BRL ON SOUTH SIDE PERMITS 15-FOOT STRUCTURE. TALLER STRUCTURES TO BE LOCATED TO AVOID TRANSITIONAL SURFACE PENETRATIONS AND / OR REQUIRE ROOF-MOUNTED OBSTRUCTION LIGHTING.
 - FURTHER PLANNING ANALYSIS REQUIRED PRIOR TO UNDERTAKING DEVELOPMENT IN THE AREA RESERVED AS "FUTURE AVIATION DEVELOPMENT (R)."
 - THE DESIGN STANDARD RUNWAY WIDTH FOR RDC B-I IS 60', AND 75' FOR B-II. THE EXISTING WIDTH OF 150' EXCEEDS DESIGN STANDARDS. IN KEEPING WITH THE COUNTY'S BUSINESS PLAN, IT IS THE COUNTY'S INTENT TO MAINTAIN THE RUNWAY AT THE CURRENT WIDTH. THE COUNTY ACKNOWLEDGES THAT BY EXCEEDING THE STANDARD RUNWAY WIDTH, FAA PARTICIPATION WILL BE LIMITED TO THOSE AIP ELIGIBLE PORTIONS OF A RUNWAY PROJECT THAT ARE JUSTIFIED BY THE RDC IN EFFECT AT THE TIME A GRANT OFFER IS MADE.
 - TAXILANES ACCESSING EXISTING HANGARS WILL REMAIN TDG 1 AND SERVICE B-I, AND SMALLER AIRCRAFT.
 - RUNWAY EXTENSION RESERVE DEPICTED.

BUILDING/FACILITY KEY					
NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.
1	T-HANGAR (7 UNITS)	365.58'	15	HANGAR	369.29'
2	HANGAR	370.20'	16	HANGAR	364.22'
3	HANGAR	370.78'	17	HANGAR	369.81'
4	HANGAR	370.47'	18	ELECTRICAL BUILDING	363.77'
5	HANGAR	369.23'	19	AIRPORT ADMIN.	370.70'
6	HANGAR	366.71'	20	FBO (F)	-
7	HANGAR	367.03'	21	2-UNIT HANGAR (F)	-
8	T-HANGAR (7 UNITS)	366.53'	22	(TFF) HANGAR SITES (F)	-
9	T-HANGAR (7 UNITS)	365.14'	23	HANGAR SITE (F)	-
10	HANGAR	366.77'	24	HANGAR SITE (F)	-
11	AC FUEL (E)	-	25	HANGAR SITE (F)	-
12	HANGAR	367.92'	26	AWOS (F)	-
13	HANGAR	367.87'	27	APRON (F)	-
14	HANGAR	368.45'	28	AC FUEL (F)	353.14'



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NO.	DATE	BY	APPR	REVISIONS

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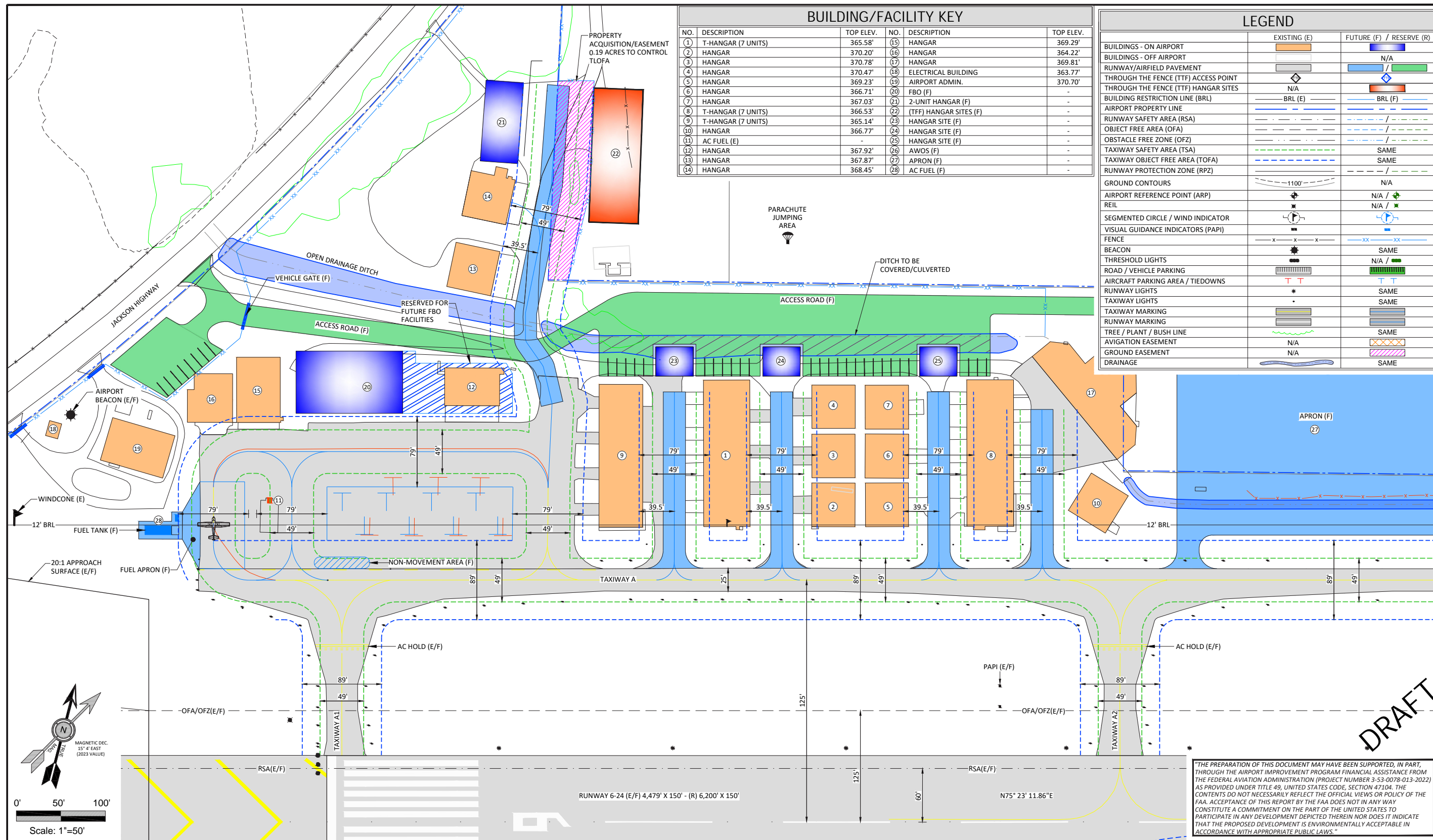
LEWIS COUNTY APPROVAL
APPROVAL DATE: _____
SIGNATURE _____

CENTURY WEST ENGINEERING
BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY: DM
DRAWN BY: JLS / ES
CHECKED BY: WMR
SCALE: AS SHOWN
DATE: FEBRUARY 2024
PROJECT NO: 3-53-0078-013-2022

SOUTH LEWIS COUNTY AIRPORT
ED CARLSON MEMORIAL FIELD
AIRPORT LAYOUT PLAN

FIGURE NO.
SHEET NO.
3 OF 14



BUILDING/FACILITY KEY					
NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.
1	T-HANGAR (7 UNITS)	365.58'	15	HANGAR	369.29'
2	HANGAR	370.20'	16	HANGAR	364.22'
3	HANGAR	370.78'	17	HANGAR	369.81'
4	HANGAR	370.47'	18	ELECTRICAL BUILDING	363.77'
5	HANGAR	369.23'	19	AIRPORT ADMIN.	370.70'
6	HANGAR	366.71'	20	FBO (F)	-
7	HANGAR	367.03'	21	2-UNIT HANGAR (F)	-
8	T-HANGAR (7 UNITS)	366.53'	22	(TFF) HANGAR SITES (F)	-
9	T-HANGAR (7 UNITS)	365.14'	23	HANGAR SITE (F)	-
10	HANGAR	366.77'	24	HANGAR SITE (F)	-
11	AC FUEL (E)	-	25	HANGAR SITE (F)	-
12	HANGAR	367.92'	26	AWOS (F)	-
13	HANGAR	367.87'	27	APRON (F)	-
14	HANGAR	368.45'	28	AC FUEL (F)	-

LEGEND		
	EXISTING (E)	FUTURE (F) / RESERVE (R)
BUILDINGS - ON AIRPORT	[Orange Box]	[Blue Box]
BUILDINGS - OFF AIRPORT	[White Box]	N/A
RUNWAY/AIRFIELD PAVEMENT	[Grey Box]	[Green Box]
THROUGH THE FENCE (TFF) ACCESS POINT	[Diamond]	[Diamond]
THROUGH THE FENCE (TFF) HANGAR SITES	N/A	[Diamond]
BUILDING RESTRICTION LINE (BRL)	[Line]	[Line]
AIRPORT PROPERTY LINE	[Line]	[Line]
RUNWAY SAFETY AREA (RSA)	[Line]	[Line]
OBJECT FREE AREA (OFA)	[Line]	[Line]
OBSTACLE FREE ZONE (OFZ)	[Line]	[Line]
TAXIWAY SAFETY AREA (TSA)	[Line]	SAME
TAXIWAY OBJECT FREE AREA (TOFA)	[Line]	SAME
RUNWAY PROTECTION ZONE (RPZ)	[Line]	[Line]
GROUND CONTOURS	[Line]	N/A
AIRPORT REFERENCE POINT (ARP)	[Symbol]	N/A / [Symbol]
REIL	[Symbol]	N/A / [Symbol]
SEGMENTED CIRCLE / WIND INDICATOR	[Symbol]	[Symbol]
VISUAL GUIDANCE INDICATORS (PAPI)	[Symbol]	[Symbol]
FENCE	[Line]	[Line]
BEACON	[Symbol]	SAME
THRESHOLD LIGHTS	[Symbol]	N/A / [Symbol]
ROAD / VEHICLE PARKING	[Symbol]	[Symbol]
AIRCRAFT PARKING AREA / TIEDOWNS	[Symbol]	[Symbol]
RUNWAY LIGHTS	[Symbol]	SAME
TAXIWAY LIGHTS	[Symbol]	SAME
TAXIWAY MARKING	[Symbol]	[Symbol]
RUNWAY MARKING	[Symbol]	[Symbol]
TREE / PLANT / BUSH LINE	[Line]	SAME
AVIGATION EASEMENT	N/A	[Symbol]
GROUND EASEMENT	N/A	[Symbol]
DRAINAGE	[Line]	SAME

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LEWIS COUNTY APPROVAL
 APPROVAL DATE: _____
 SIGNATURE _____

CENTURY WEST ENGINEERING
 BEND OFFICE
 1020 SW EMKAY DRIVE
 SUITE #100
 BEND, OR 97702
 541.322.8962 OFFICE
 DESIGNED BY: DM
 DRAWN BY: JLS / ES
 CHECKED BY: WMR
 SCALE: AS SHOWN
 DATE: FEBRUARY 2024
 PROJECT NO: 3-53-0078-013-2022

SOUTH LEWIS COUNTY AIRPORT
 ED CARLSON MEMORIAL FIELD
 TERMINAL AREA PLAN

FIGURE NO.
 SHEET NO.
 4 OF 14

RUNWAY 6/24

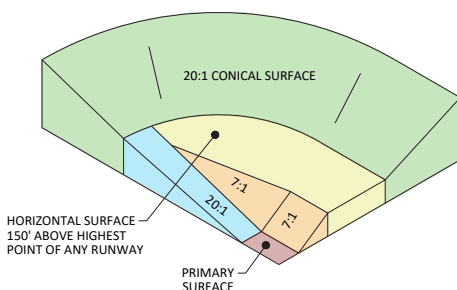
PART 77 DIMENSIONAL STANDARDS
 UTILITY NON-PRECISION INSTRUMENT (EXISTING/FUTURE)
 RUNWAY EXISTING LENGTH = 4,479' (RUNWAY TYPE = A-I / B-I SMALL)
 RUNWAY FUTURE LENGTH = 6,200' (RUNWAY TYPE = A-II / B-II SMALL)

RUNWAY 6

PRIMARY SURFACE WIDTH = 500'
 APPROACH SURFACE INNER WIDTH = 500'
 APPROACH SURFACE OUTER WIDTH = 2,000'
 APPROACH SURFACE LENGTH = 5,000'
 RADIUS OF HORIZONTAL SURFACE = 5,000'
 APPROACH SLOPE = 20:1

RUNWAY 24

PRIMARY SURFACE WIDTH = 500'
 APPROACH SURFACE INNER WIDTH = 500'
 APPROACH SURFACE OUTER WIDTH = 2,000'
 APPROACH SURFACE LENGTH = 5,000'
 RADIUS OF HORIZONTAL SURFACE = 5,000'
 APPROACH SLOPE = 20:1



TYPICAL ISOMETRIC VIEW OF F.A.R. PART 77 SURFACES
 (CUT ON RUNWAY CENTERLINE)

LEGEND

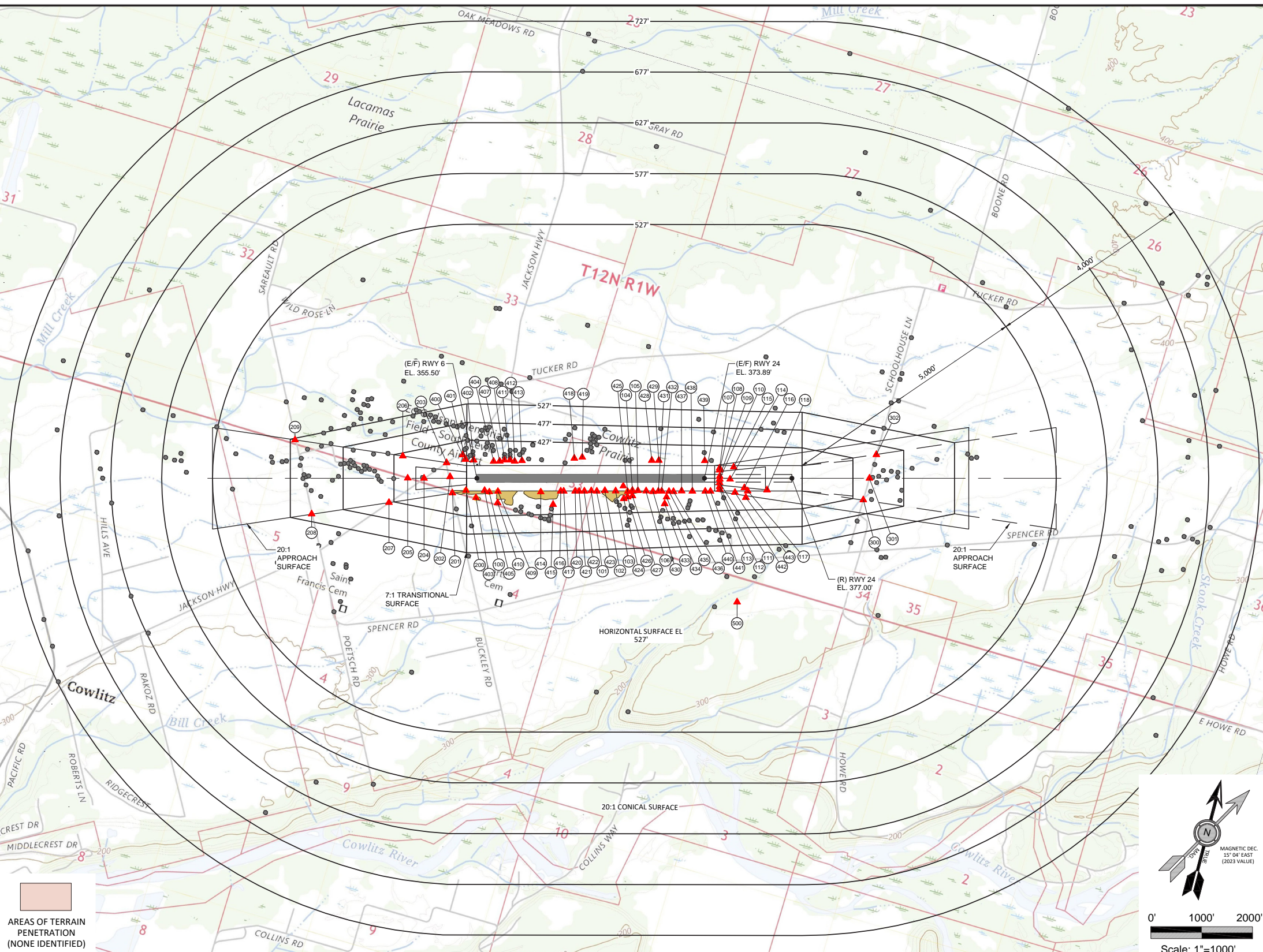
- ▲ OBSTACLE
- NON-LISTED OBSTACLE

NOTES:

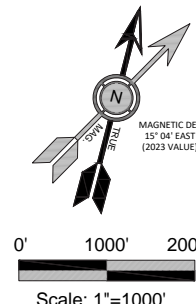
1. DETAILED DATA ARE PROVIDED FOR OBSTACLES (SEE LEGEND) THAT ARE LESS THAN 10' BELOW THE CONTROLLING SURFACE OR ABOVE. THE LOCATIONS OF OTHER OBSTACLES ARE DEPICTED BY BLACK DOTS FOR REFERENCE. CONSULT ADIP FOR DETAILED INFORMATION ON THESE FEATURES.
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AREAS OF TERRAIN PENETRATION (NONE IDENTIFIED)



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 SIGNATURE: _____

LEWIS COUNTY APPROVAL
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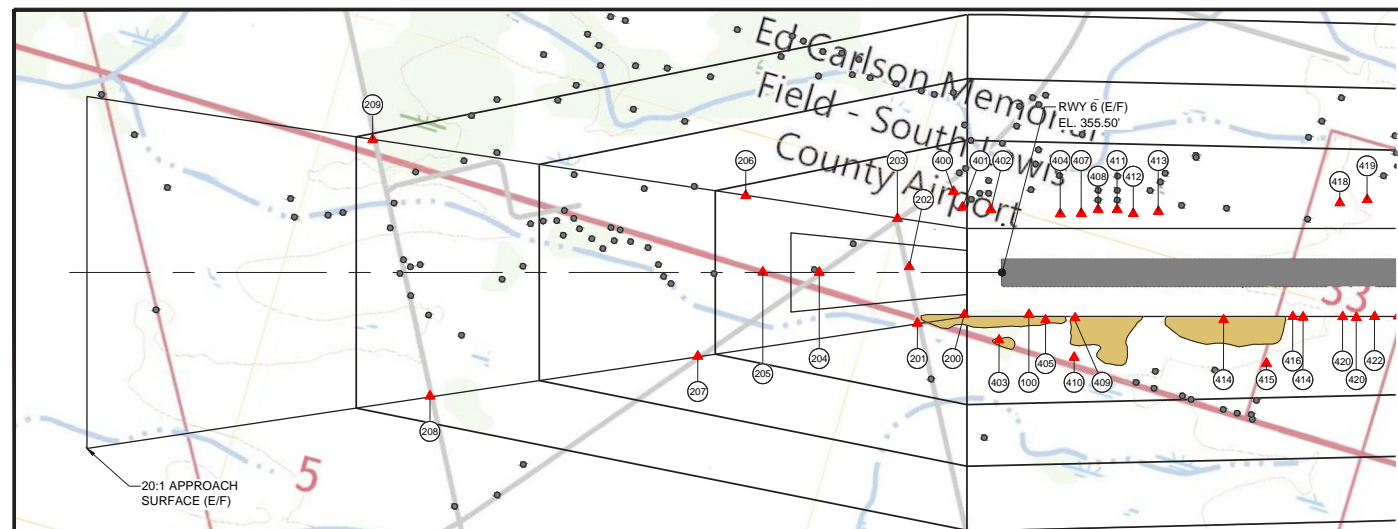
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 BEND OFFICE
 1020 SW EMKAY DRIVE
 SUITE #100
 BEND, OR 97702
 541.322.8962 OFFICE

DESIGNED BY: DM
 DRAWN BY: JLS / ES
 CHECKED BY: WMR
 SCALE: AS SHOWN

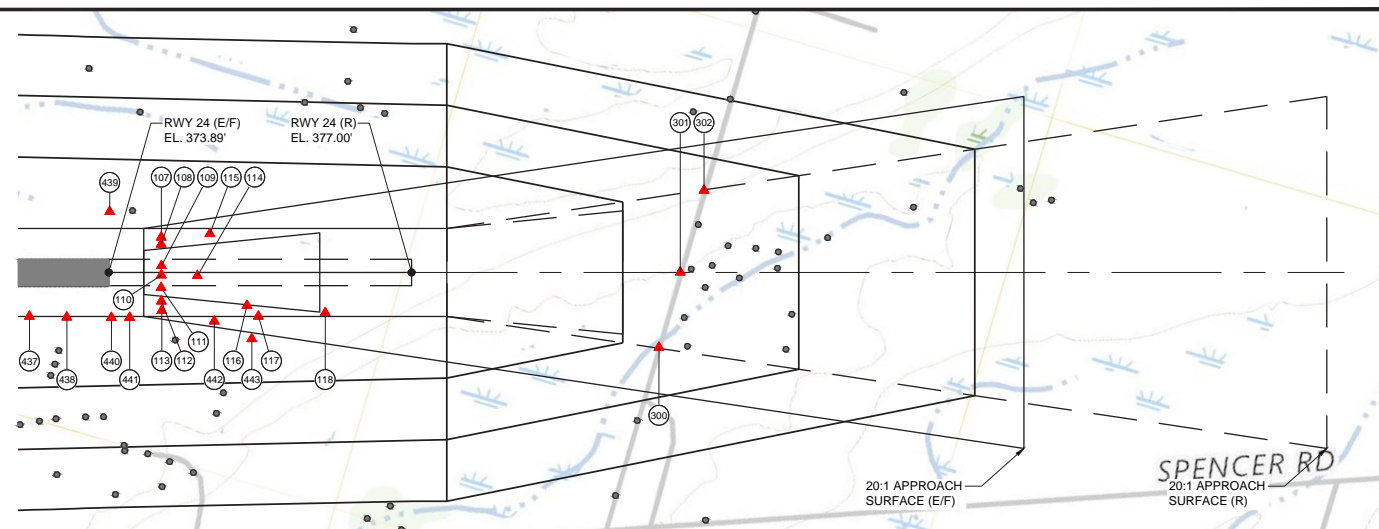
DATE: FEBRUARY 2024
 PROJECT NO: 3-53-0078-013-2022

SOUTH LEWIS COUNTY AIRPORT
 ED CARLSON MEMORIAL FIELD
 AIRPORT AIRSPACE PLAN (PART 77)

FIGURE NO.
 SHEET NO. 5 OF 14



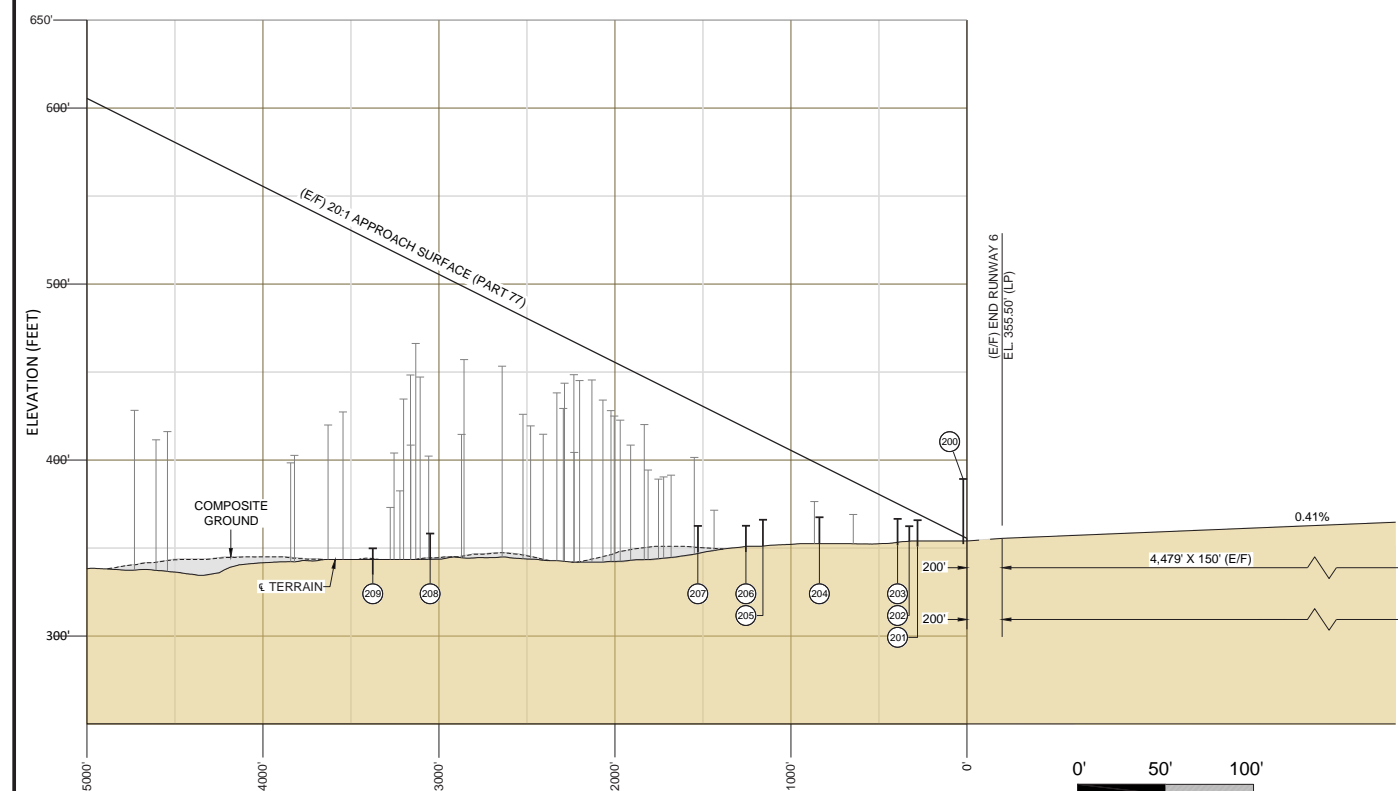
RUNWAY 6 PLAN VIEW



RUNWAY 24 PLAN VIEW

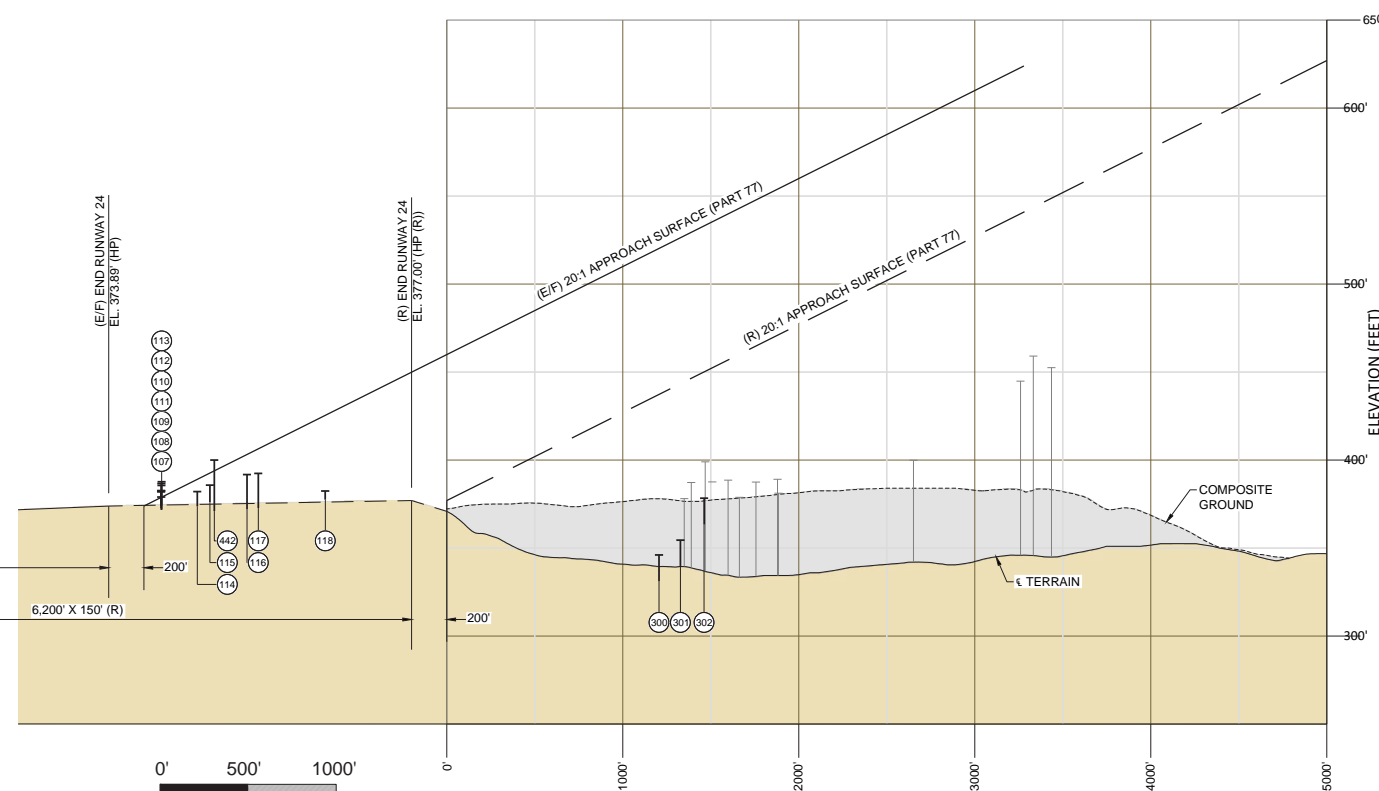
0' 500' 1000'
SCALE 1"=500'

LEGEND
▲ OBSTACLE
● NON-LISTED OBSTACLE



RUNWAY 6 PROFILE VIEW

0' 50' 100'
SCALE OF FEET
VERTICAL SCALE 1"=50'



RUNWAY 24 PROFILE VIEW

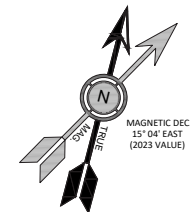
0' 500' 1000'
SCALE OF FEET
HORIZONTAL SCALE 1"=500'

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0" = 100' 1" = 1000'
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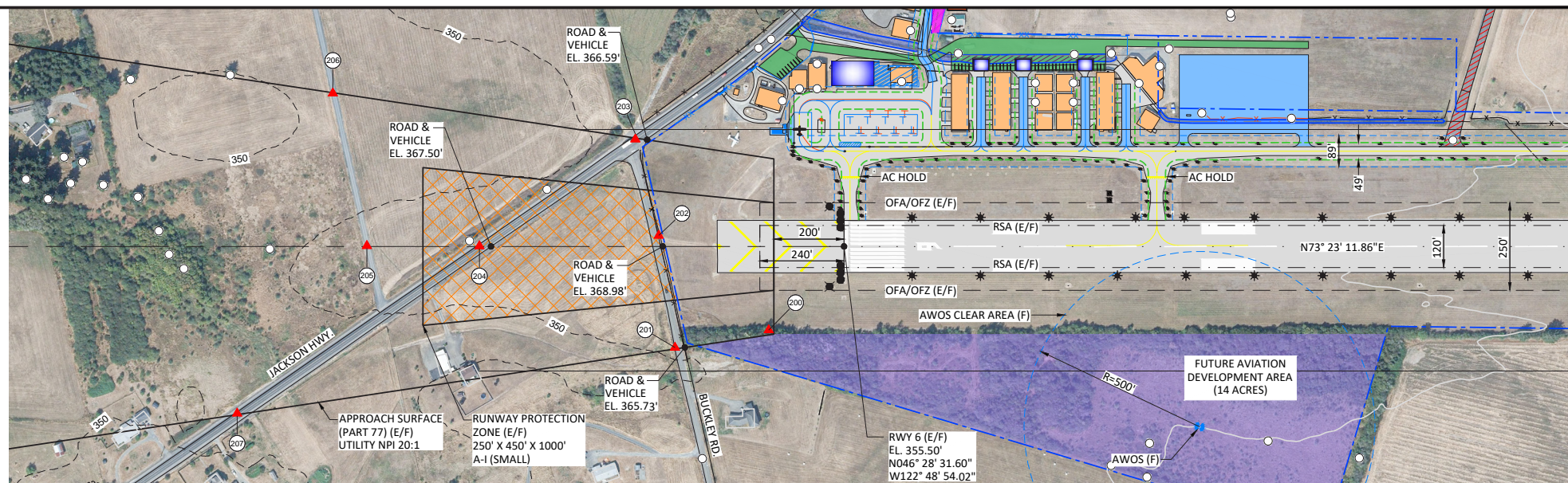
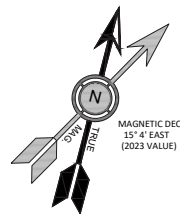
FEDERAL AVIATION
ADMINISTRATION APPROVAL
APPROVAL DATE: _____
SIGNATURE _____

LEWIS COUNTY
APPROVAL
APPROVAL DATE: _____
SIGNATURE _____

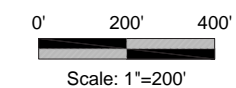
CENTURY WEST
ENGINEERING
DESIGNED BY: DM
DRAWN BY: JLS / ES
CHECKED BY: WMR
SCALE: AS SHOWN
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SOUTH LEWIS COUNTY AIRPORT
ED CARLSON MEMORIAL FIELD
RUNWAY 6-24 - APPROACH PLAN & PROFILE

FIGURE NO.
SHEET NO.
6 OF 14

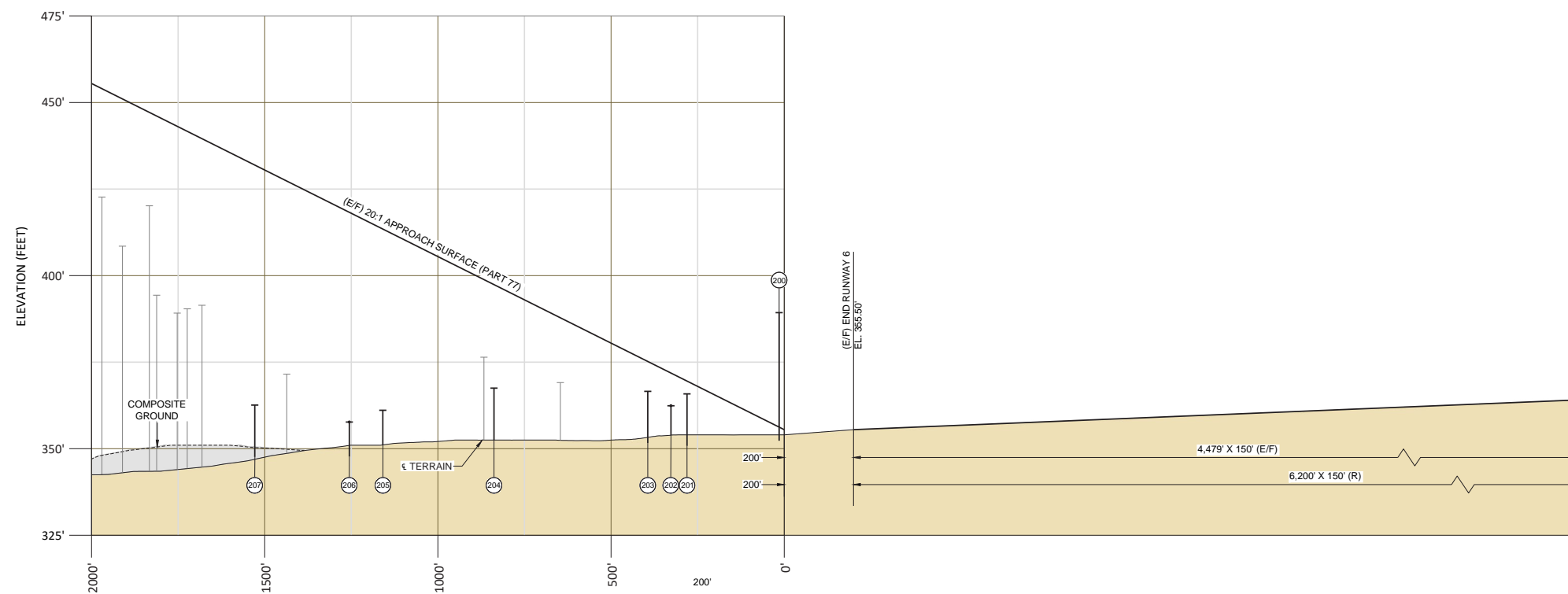


RUNWAY 6 PLAN VIEW

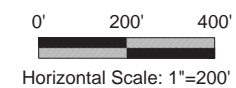
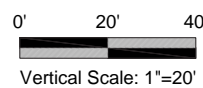


LEGEND

- ▲ OBSTACLE
- NON-LISTED OBSTACLE



RUNWAY 6 PROFILE VIEW



NOTES:

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DRAFT

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FEDERAL AVIATION ADMINISTRATION APPROVAL

APPROVAL DATE: _____
SIGNATURE _____

LEWIS COUNTY APPROVAL

APPROVAL DATE: _____
SIGNATURE _____



DESIGNED BY: DM
DRAWN BY: JLS / ES
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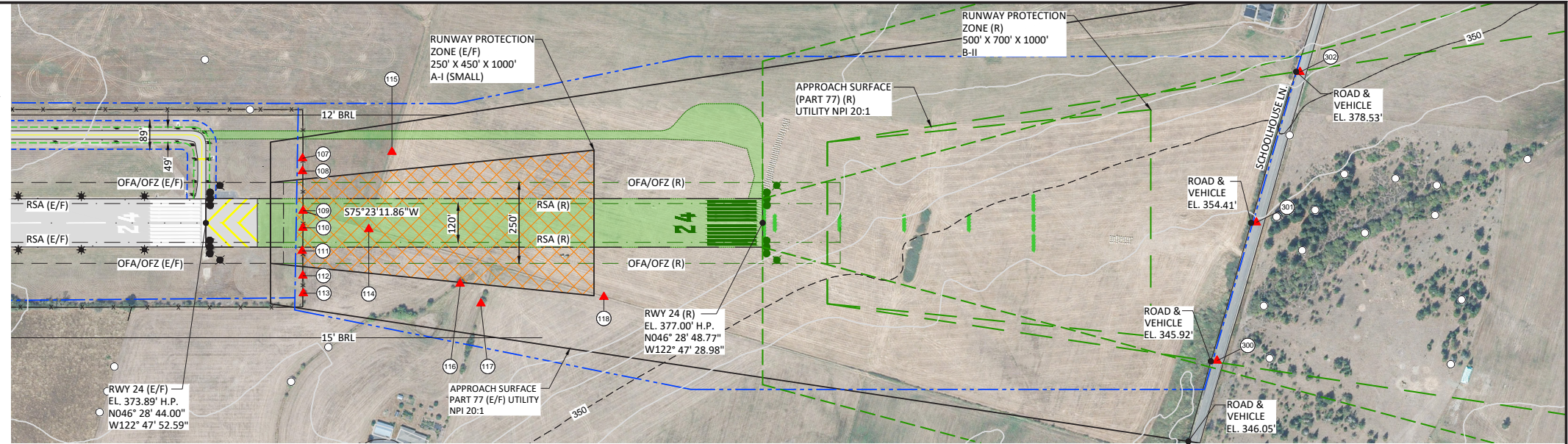
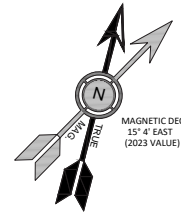
BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

**SOUTH LEWIS COUNTY AIRPORT
ED CARLSON MEMORIAL FIELD**

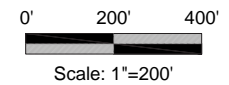
INNER PORTION RUNWAY 6 APPROACH

FIGURE NO.

SHEET NO.
7 OF 14



RUNWAY 24 PLAN VIEW

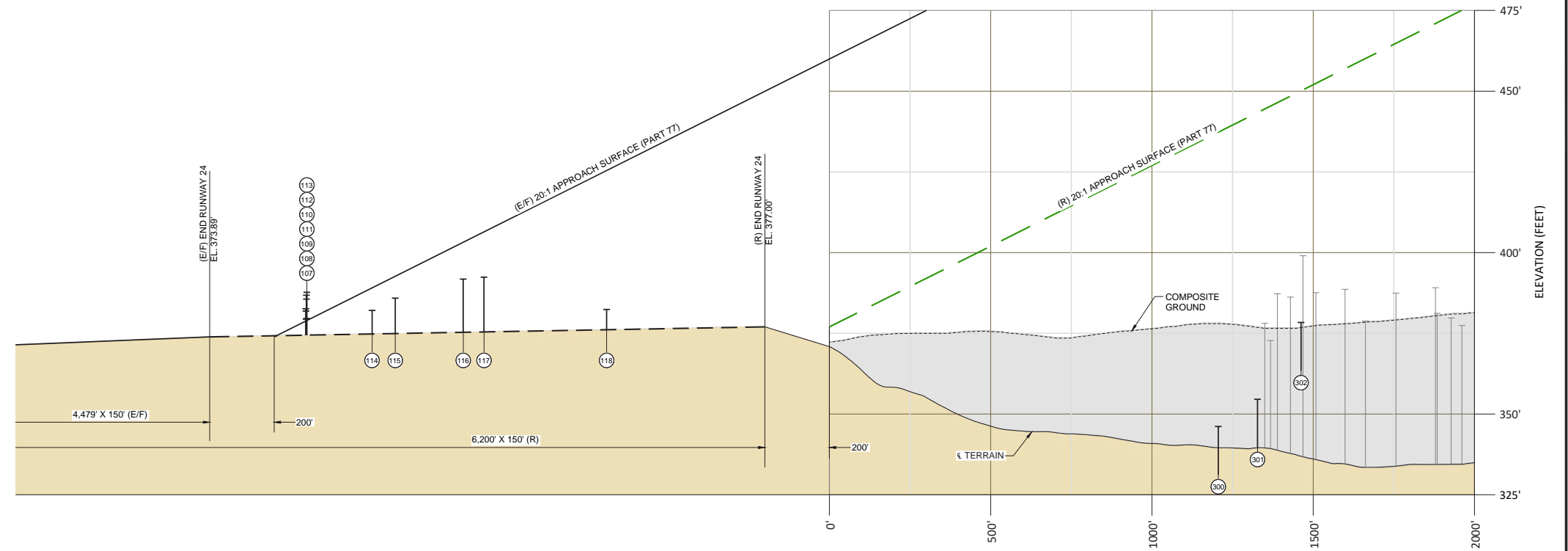


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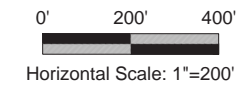
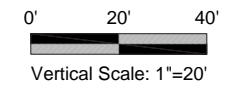
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2. AREAS OF DENSE OBSTACLES ARE AGGREGATED BY CANOPY BOUNDARIES (TRANSITIONAL) OR GRIDS (HORIZONTAL/CONICAL). THE OBSTACLE ID NUMBER OF THE MOST PENETRATING OBSTACLE FOR EACH AREA IS LISTED ON THE PLAN VIEW AND REFERENCED IN THE OBSTRUCTION TABLES ON SHEETS 13 AND 14.
3. SEE SHEET 6 FOR APPROACH PLAN AND PROFILE.
4. PART 77 SURFACES BASED ON RESERVE AIRSPACE SURFACES.
5. AIRPORT ELEVATION AND LOCATION DETAILS VERIFIED THROUGH AN AIRPORTS GIS SURVEY (FAA APPROVED 7/27/23).
6. OBSTACLES #107-113 ARE LISTED AS ULTIMATE PRIMARY SURFACE OBSTRUCTIONS; THESE ITEMS PENETRATE THE EXISTING RWY 24 APPROACH SURFACE.



RUNWAY 24 PROFILE VIEW



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DRAFT

DRAFT

NO.	DATE	BY	APPR	REVISIONS

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FEDERAL AVIATION ADMINISTRATION APPROVAL

APPROVAL DATE: _____

SIGNATURE

LEWIS COUNTY APPROVAL

APPROVAL DATE: _____

SIGNATURE

CENTURY WEST ENGINEERING

BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY: DM DRAWN BY: JLS / ES CHECKED BY: WMR SCALE: AS SHOWN

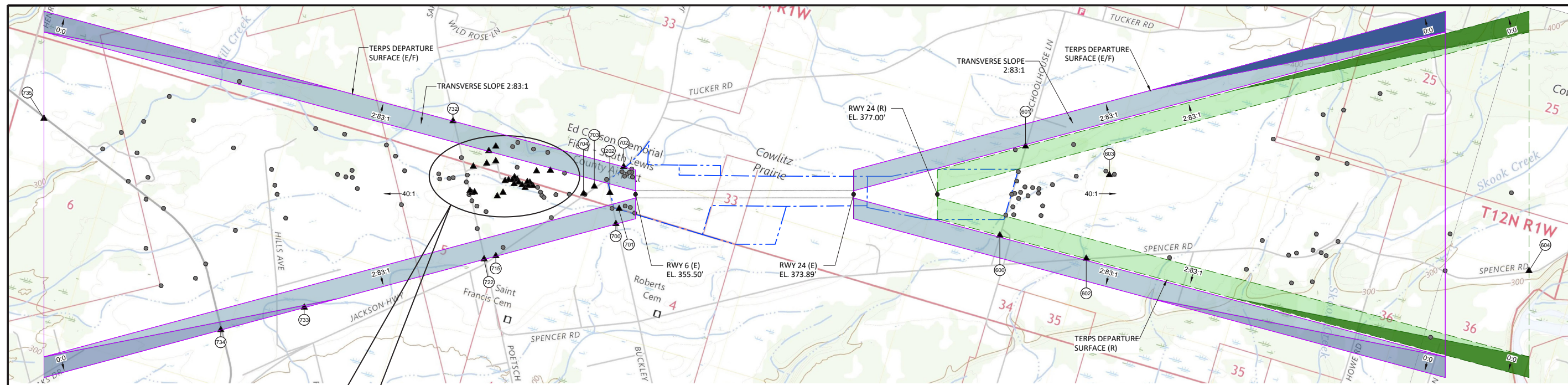
DATE: FEBRUARY 2024 PROJECT NO: 3-53-0078-013-2022

**SOUTH LEWIS COUNTY AIRPORT
ED CARLSON MEMORIAL FIELD**

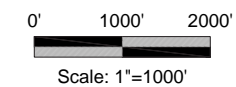
INNER PORTION RUNWAY 24 APPROACH

FIGURE NO. _____

SHEET NO. **8 OF 14**

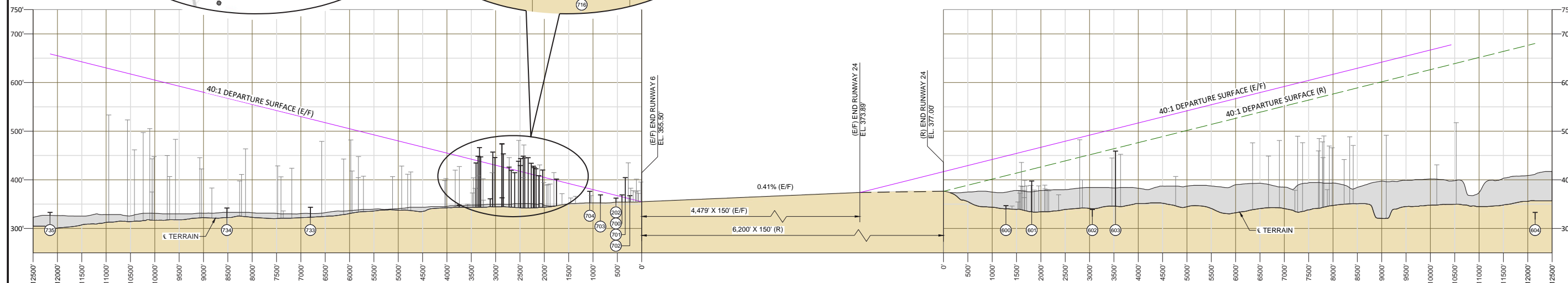
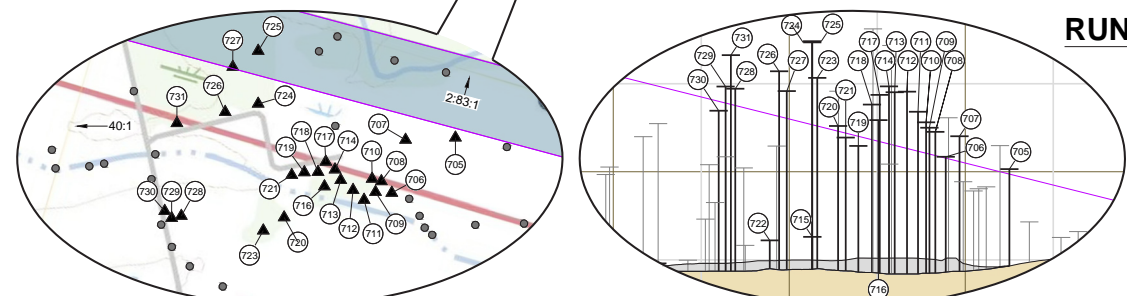
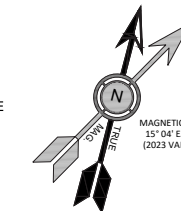


RUNWAY 6-24 PLAN VIEW

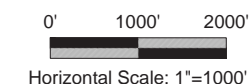
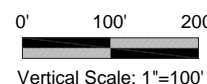


LEGEND

- ▲ OBSTACLE
- NON-LISTED OBSTACLE



RUNWAY 6-24 PROFILE VIEW



NOTES:

1. SEE SHEETS 13 AND 14 FOR OBSTRUCTION TABLES.
2. AIRPORT ELEVATION AND LOCATION DETAILS VERIFIED THROUGH AN AIRPORTS GIS SURVEY (FAA APPROVED 7/27/23).
3. INSTRUMENT DEPARTURE SURFACE PER FAA AC 150/5300-13B (TABLE 3-5).

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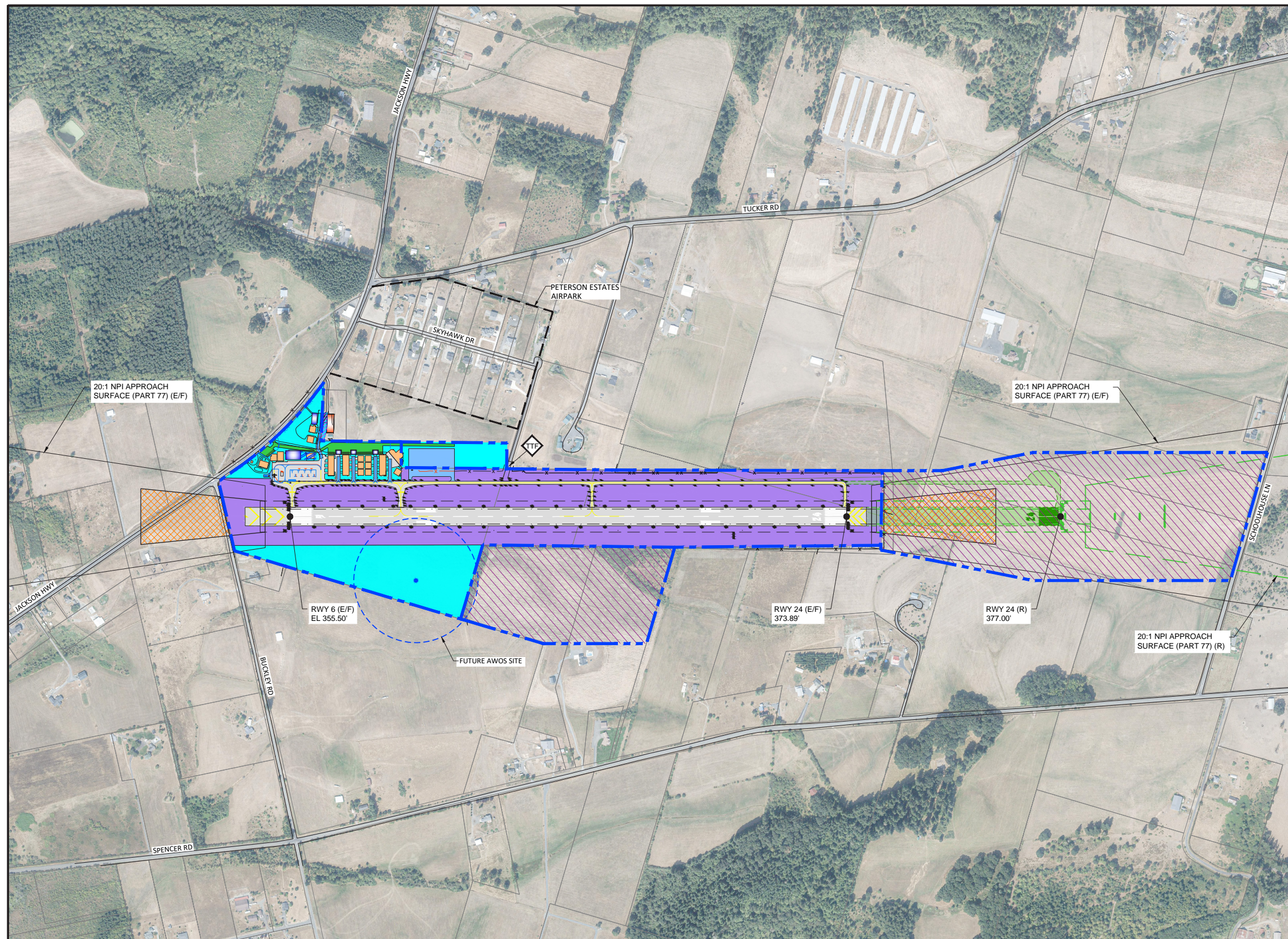
DATE: FEBRUARY 2024 PROJECT NO: 3-53-0078-013-2022

SOUTH LEWIS COUNTY AIRPORT
ED CARLSON MEMORIAL FIELD

RUNWAY 6-24 INSTRUMENT DEPARTURE SURFACE

FIGURE NO.

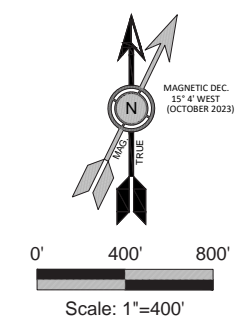
SHEET NO.
9 OF 14



AIRPORT LAND USE	
	AERONAUTICAL DEVELOPMENT (APPROX. 29.13 ACRES)
	AIRPORT OPERATIONS PROTECTED AREA (APPROX. 71.71 ACRES)
	FUTURE AVIGATION EASEMENT (APPROX. 13.6 ACRES)
	FUTURE PROPERTY ACQUISITION (APPROX. 89.94 ACRES)

LEGEND	
	AIRPORT PROPERTY LINE (EXISTING)
	AIRPORT PROPERTY LINE (FUTURE)

- NOTES:**
- ZONING HEIGHT RESTRICTIONS: SEE LEWIS COUNTY - AIRPORT OBSTRUCTION ZONING CHAPTER 17.80.
 - ON AIRPORT LAND USE IS FOR PLANNING PURPOSES ONLY AND DOES NOT RELATE TO THE COUNTY DESIGNATED ZONING OF RURAL PUBLIC (RP).
 - SEE AIRPORT LAYOUT PLAN (SHEET 3) FOR FULL LEGEND.



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BEND OFFICE
 1020 SW EMKAY DRIVE
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 541.322.8962 OFFICE

DESIGNED BY: DM	DRAWN BY: JLS / ES	CHECKED BY: WMR	SCALE: AS SHOWN
DATE: FEBRUARY 2024		PROJECT NO: 3-53-0078-013-2022	

**SOUTH LEWIS COUNTY AIRPORT
 ED CARLSON MEMORIAL FIELD**

ON AIRPORT LAND USE PLAN

FIGURE NO.
 -

SHEET NO.
 10 OF 14

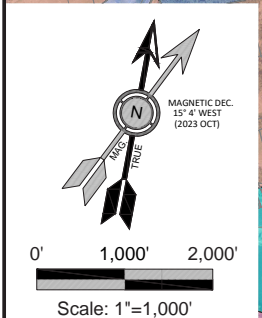
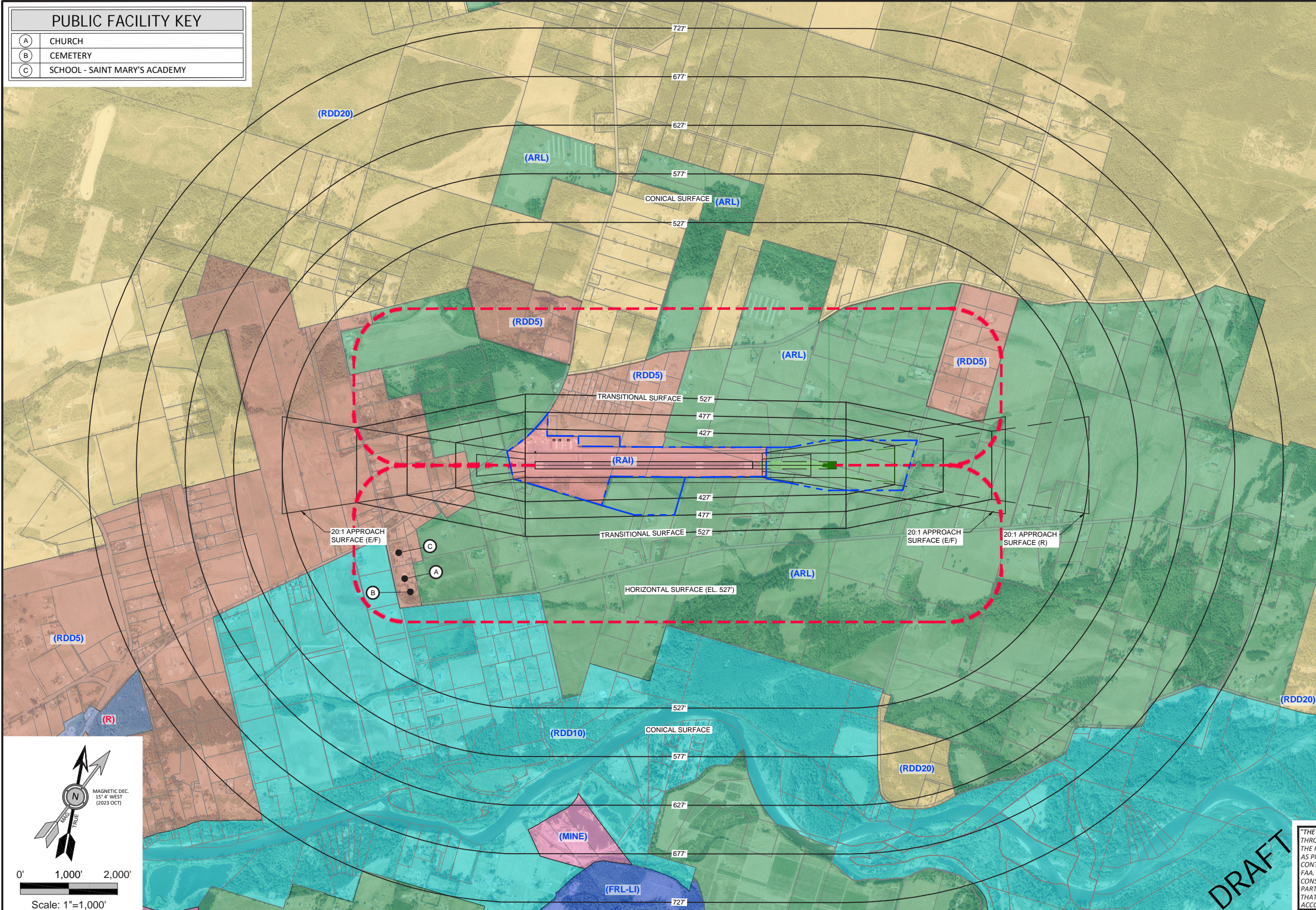
PUBLIC FACILITY KEY	
(A)	CHURCH
(B)	CEMETERY
(C)	SCHOOL - SAINT MARY'S ACADEMY

LEWIS COUNTY ZONING	
	AGRICULTURAL (ARL)
	RURAL AREA INDUSTRIAL (RAI)
	FOREST RESOURCE LAND-LIGHT (FRL-LI) INDUSTRIAL
	MINE (MINE)
	RURAL DEVELOPMENT DISTRICT 5 (RDD5)
	RURAL DEVELOPMENT (RDD10) DISTRICT 10
	RURAL DEVELOPMENT (RDD20) DISTRICT 20

CITY OF TOLEDO ZONING	
	RESIDENTIAL (R)

LEGEND	
	EXISTING AIRPORT PROPERTY LINE
	ZONING BOUNDARY
	AIRPORT TRAFFIC PATTERN (TYP.)
	FUTURE AIRPORT PROPERTY LINE

- NOTES:**
- ZONING HEIGHT RESTRICTIONS: SEE LEWIS COUNTY - AIRPORT OBSTRUCTION ZONING CHAPTER 17.80.
 - LEWIS COUNTY ZONING ORDINANCE 1179, AS AMENDED 11/8/22, PURSUANT TO ORDINANCE 1337.
 - SEE AIRPORT LAYOUT PLAN (SHEET 3) FOR FULL LEGEND.



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SIGNATURE: _____

LEWIS COUNTY APPROVAL
APPROVAL DATE: _____
SIGNATURE: _____

CENTURY WEST ENGINEERING
BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY: DM
DRAWN BY: JLS / ES
CHECKED BY: WMR
SCALE: AS SHOWN
DATE: FEBRUARY 2024
PROJECT NO: 3-53-0078-013-2022

SOUTH LEWIS COUNTY AIRPORT
ED CARLSON MEMORIAL FIELD
OFF AIRPORT LAND USE PLAN

FIGURE NO.
SHEET NO.
11 OF 14

LEGAL DESCRIPTIONS

PARCEL A - BEGINNING AT A POINT 1320 FEET WEST AND 613.3 FEET NORTH OF THE SOUTHEAST CORNER OF SECTION THIRTY-THREE (33) TOWNSHIP TWELVE (12), NORTH OF RANGE ONE (1) WEST OF WILLAMETTE MERIDIAN THEN NORTH 561.5 FEET; THENCE EAST 1460.6 FEET; THENCE SOUTH 115 FEET; THENCE SOUTH 73° 50' WEST 1527.6 FEET TO THE PLACE OF BEGINNING. SITUATED IN THE COUNTY OF LEWIS, STATE OF WASHINGTON.

PARCEL B - A PART OF THE JOHN B. BOUCHARD DONATION LAND CLAIM IN SECTION THIRTY-FOUR (34) TOWNSHIP TWELVE (12) NORTH, RANGE ONE (1) WEST OF WILLAMETTE MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT 140.6 FT. EAST AND 11174.8 FEET NORTH OF THE SOUTHWEST CORNER OF SECTION 34, TOWNSHIP 12 NORTH, RANGE 1 WEST; THENCE EAST 476.7 FT; THENCE SOUTH 73° 50' WEST TO A POINT DUE SOUTH OF THE PLACE OF BEGINNING; THENCE NORTH TO THE PLACE OF BEGINNING.

ALSO A PART OF THE JOHN B. BOUCHARD DONATION LAND CLAIM, BEGINNING AT A POINT 996. FEET NORTH AND NORTH 73° 50' EAST 810 FEET FROM THE SOUTHWEST CORNER OF SECTION 34, TOWNSHIP 12 NORTH, RANGE 1 WEST; THENCE NORTH 561.8 FEET MORE OR LESS TO THE SOUTH LINE OF THE HOLSAPPLE DONATION LAND CLAIM; THENCE EAST ALONG THE SOUTH LINE OF THE HOLSAPPLE DONATION LAND CLAIM 900.9 FT; THENCE SOUTH 16° 10' EAST 267.6 FEET; THENCE SOUTH 73° 50' WEST TO THE POINT OF BEGINNING. SITUATED IN THE COUNTY OF LEWIS, STATE OF WASHINGTON.

PARCEL C - A PART OF THE GEORGE W. HOLSAPPLE DONATION LAND CLAIM IN SECTION THIRTY-FOUR (34), TOWNSHIP TWELVE (12) NORTH, RANGE ONE (1) WEST, OF WILLAMETTE MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTH LINE OF SAID DONATION CLAIM, WHICH POINT IS 1633.8 FEET NORTH AND NORTH 73° 50' E. 547.3 FEET FROM THE SOUTHWEST CORNER OF SECTION THIRTY-FOUR (34) TOWNSHIP (12) NORTH, RANGE ONE (1) WEST OF W.M THENCE NORTH 73° 50' E 1120 FEET THENCE SOUTH 16° 10' EAST THENCE WEST, ALONG THE SOUTH LINE OF SAID DONATION LAND CLAIM TO THE PLACE OF BEGINNING. SITUATED IN THE COUNTY OF LEWIS, STATE OF WASHINGTON.

PARCEL D - BEGINNING AT A POINT ON THE SECTION LINE, 1174.8 FEET NORTH OF THE SOUTHEAST CORNER OF SECTION THIRTY-THREE (33), TOWNSHIP TWELVE (12) NORTH, RANGE ONE (1) WEST, W.N. THENCE WEST 492.5 FEET. THENCE NORTH 329.3 FEET; THENCE NORTH 73° 50' EAST 1060 FEET, MORE OR LESS, TO THE SOUTH LINE OF HOSAPLE D. L. C. THENCE EAST ALONG SAID SOUTH LINE, TO A POINT 791.93 FEET EAST OF THE EAST LINE OF SAID SECTION 33; THENCE SOUTH 618.75; THENCE WEST TO THE PLACE OF BEGINNING. SITUATED IN THE COUNTY OF LEWIS, STATE OF WASHINGTON.

NOTES:

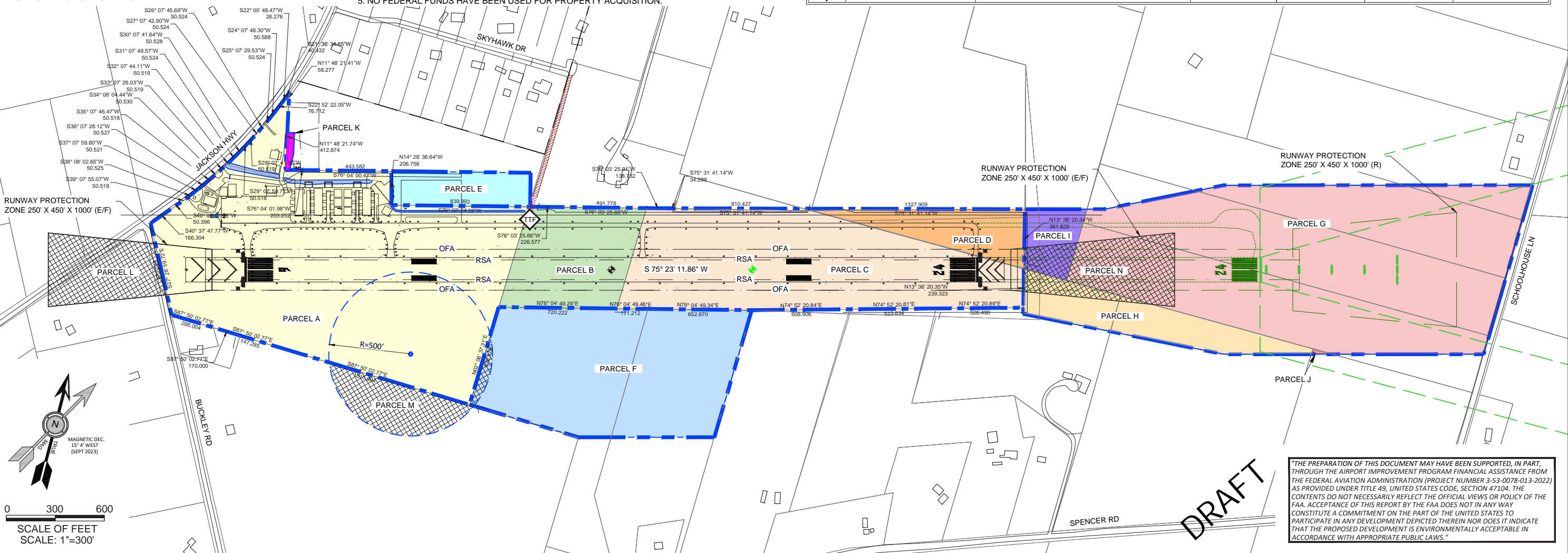
1. PROPERTY OWNERSHIP DATA OBTAINED FROM LEWIS COUNTY, WA PARCEL MAPPING. UPDATED PROPERTY DATA PROVIDED BY LEWIS COUNTY.
2. SEE SHEET 3 FOR FULL LEGEND.
3. TYPE OF CONVEYANCE FOR OWNERSHIP IS THROUGH QUIT CLAIM DEED.
4. PARCELS TO BE ACQUIRED FOR RUNWAY EXTENSION AND LANDSIDE FACILITIES EXPANSION.
5. NO FEDERAL FUNDS HAVE BEEN USED FOR PROPERTY ACQUISITION.

OWNERSHIP DATA TABLE

PARCEL	LAND OWNER	ACRES	RECORDING INFORMATION VOL., PAGE	INTEREST	PREVIOUS OWNER	ACQUISITION YEAR	PURPOSE
A	LEWIS COUNTY	53.12	260, 551	FEE SIMPLE	TOWN OF WINLOCK/TOWN OF TOLEDO	JAN. 2002	AIRPORT PROPERTY
B	LEWIS COUNTY	8.76	260, 553	FEE SIMPLE	TOWN OF WINLOCK/TOWN OF TOLEDO	JAN. 2002	AIRPORT PROPERTY
C	LEWIS COUNTY	28.87	260, 555	FEE SIMPLE	TOWN OF WINLOCK/TOWN OF TOLEDO	JAN. 2002	AIRPORT PROPERTY
D	LEWIS COUNTY	4.18	260, 557	FEE SIMPLE	TOWN OF WINLOCK/TOWN OF TOLEDO	JAN. 2002	AIRPORT PROPERTY
TOTAL EXISTING ACREAGE (PARCELS A-D)		94.93					
E	HEATHER WHITTAKER	4.03	N/A	FEE	N/A		TO BE ACQUIRED LANDSIDE DEVELOPMENT
F	EK. STEVEN J & REBEKAH J	26.33	N/A	FEE	N/A		TO BE ACQUIRED LANDSIDE DEVELOPMENT
G	US GOLDEN EAGLE FARMS LP	52.78	N/A	FEE	N/A		TO BE ACQUIRED RUNWAY RESERVE
H	JACK AND SALLY A. COADY	7.17	N/A	FEE	N/A		TO BE ACQUIRED RUNWAY RESERVE
I	JACKSON HIGHWAY LLC	2.19	N/A	FEE	N/A		TO BE ACQUIRED RUNWAY RESERVE
J	MARK HERREN	0.05	N/A	FEE	N/A		TO BE ACQUIRED RUNWAY RESERVE
K	HEATHER WHITTAKER	0.19	N/A	FEE	N/A		TO BE ACQUIRED TAXILANE OFA
L	CHARLES & MINDY CUTTING	6.04	N/A	AVIGATION EASEMENT	N/A		TO BE ACQUIRED RPZ CONTROL
M	EK. STEVEN J & REBEKAH J JUSTIN & SHAUNA PEREZ	5.20	N/A	SURFACE EASEMENT	N/A		TO BE ACQUIRED AWOS CLEAR AREA
N	JACKSON HIGHWAY LLC US GOLDEN EAGLE FARMS LP JACK AND SALLY A. COADY	7.56	N/A	AVIGATION EASEMENT	N/A		TO BE ACQUIRED RPZ CONTROL

THROUGH THE FENCE ACCESS

ACCESS POINT	GRANTOR	GRANTEE	INTEREST	AGREEMENT YEAR	EXPIRATION YEAR	PURPOSE
◆	LEWIS COUNTY	PETERSON ESTATES HOMEOWNERS' ASSOCIATION	ACCESS FEE	DEC. 2003	DEC. 2023	AIRPORT ACCESS



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SOUTH LEWIS COUNTY AIRPORT
ED CARLSON MEMORIAL FIELD
EXHIBIT A - AIRPORT PROPERTY PLAN
FIGURE NO. _____
SHEET NO. 12 OF 14

PART 77 RUNWAY 6 APPROACH SURFACE OBSTRUCTIONS									
OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
200	TREE	8/31/2022	APPROACH 06	352.3	37.0	389.3	356.2	33.1	TO BE REMOVED
201	BUCKLEY ROAD	8/31/2022	APPROACH 06	350.8	15.0	365.8	369.6	-3.8	NO OBSTRUCTION
202	TREE	8/31/2022	APPROACH 06	353.8	8.6	362.4	371.9	-9.5	NO OBSTRUCTION
203	JACKSON HWY	8/31/2022	APPROACH 06	351.6	15.0	366.6	375.2	-8.6	NO OBSTRUCTION
204	JACKSON HWY	8/31/2022	APPROACH 06	352.5	15.0	367.5	397.4	-29.9	NO OBSTRUCTION
205	SECONDARY ROAD	8/31/2022	APPROACH 06	351.1	10.0	361.1	413.5	-52.4	NO OBSTRUCTION
206	SECONDARY ROAD	8/31/2022	APPROACH 06	347.7	10.0	357.7	418.3	-60.6	NO OBSTRUCTION
207	JACKSON HWY	8/31/2022	APPROACH 06	347.6	15.0	362.6	432.0	-69.4	NO OBSTRUCTION
208	PRIMARY ROAD	8/31/2022	APPROACH 06	343.3	15.0	358.3	508.0	-149.8	NO OBSTRUCTION
209	PRIMARY ROAD	8/31/2022	APPROACH 06	334.8	15.0	349.8	524.3	-174.5	NO OBSTRUCTION

PART 77 RUNWAY 24 APPROACH SURFACE OBSTRUCTIONS									
OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
300	PRIMARY ROAD	8/31/2022	APPROACH 24	331.2	15.0	346.2	437.3	-91.1	NO OBSTRUCTION
301	PRIMARY ROAD	8/31/2022	APPROACH 24	339.6	15.0	354.6	443.4	-88.8	NO OBSTRUCTION
302	PRIMARY ROAD	8/31/2022	APPROACH 24	363.4	15.0	378.4	450.1	-71.7	NO OBSTRUCTION

PART 77 HORIZONTAL SURFACE OBSTRUCTIONS									
OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
500	TREE	8/31/2022	HORIZONTAL	325.9	192.6	518.5	527.0	-8.5	NO OBSTRUCTION

PART 77 PRIMARY SURFACE OBSTRUCTIONS									
OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
100	TREE	8/31/2022	PRIMARY	353.9	43.2	397.1	356.0	41.1	TO BE REMOVED
101	TREE	8/31/2022	PRIMARY	360.8	21.0	381.8	363.6	18.3	TO BE REMOVED
102	TREE	8/31/2022	PRIMARY	395.8	7.0	402.8	364.7	38.1	TO BE REMOVED
103	TREE	8/31/2022	PRIMARY	362.6	24.4	387.0	365.8	21.2	TO BE REMOVED
104	TREE	8/31/2022	PRIMARY	364.8	24.9	389.7	367.3	22.4	TO BE REMOVED
105	TREE	8/31/2022	PRIMARY	365.2	21.0	386.2	367.9	18.4	TO BE REMOVED
106	TREE	8/31/2022	PRIMARY	366.3	22.5	388.8	368.6	20.2	TO BE REMOVED
107	FENCE	8/31/2022	PRIMARY	374.7	4.6	379.4	374.4	4.9	TO BE REMOVED
108	TREE	8/31/2022	PRIMARY	374.4	7.5	381.9	374.4	7.5	TO BE REMOVED
109	FENCE	8/31/2022	PRIMARY	374.8	4.8	379.6	374.4	5.2	TO BE REMOVED
110	TREE	8/31/2022	PRIMARY	373.9	11.7	385.6	374.4	11.2	TO BE REMOVED
111	TREE	8/31/2022	PRIMARY	372.7	9.9	382.6	374.4	8.2	TO BE REMOVED
112	TREE	8/31/2022	PRIMARY	371.7	15.0	386.8	374.4	12.3	TO BE REMOVED
113	TREE	8/31/2022	PRIMARY	371.9	15.8	387.7	374.4	13.2	TO BE REMOVED
114	TREE	8/31/2022	PRIMARY	373.8	8.3	382.1	374.8	7.3	TO BE REMOVED
115	TREE	8/31/2022	PRIMARY	376.1	9.7	385.9	374.9	10.9	TO BE REMOVED
116	TREE	8/31/2022	PRIMARY	371.9	19.9	391.8	375.3	16.5	TO BE REMOVED
117	TREE	8/31/2022	PRIMARY	372.8	19.6	392.4	375.4	17.0	TO BE REMOVED
118	FENCE	8/31/2022	PRIMARY	377.5	4.9	382.4	376.1	6.3	TO BE REMOVED

PART 77 TRANSITIONAL SURFACE OBSTRUCTIONS									
OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
400	ANTENNA ON BEACON	8/31/2022	TRANSITIONAL	354.6	80.2	434.9	387.6	47.3	TO BE REMOVED
401	FLAGPOLE	8/31/2022	TRANSITIONAL	354.6	28.3	382.8	373.5	9.3	RELOCATE
402	UNKNOWN POLE	8/31/2022	TRANSITIONAL	352.3	19.8	372.1	370.9	1.3	TO BE REMOVED
403	TREE	8/31/2022	TRANSITIONAL	356.8	38.8	395.6	374.7	21.0	TO BE REMOVED
404	BUILDING	8/31/2022	TRANSITIONAL	353.3	20.1	373.4	368.2	5.1	TO BE LIGHTED
405	TREE	8/31/2022	TRANSITIONAL	354.2	59.1	413.3	359.2	54.1	TO BE REMOVED
406	WIND SOCK	8/31/2022	TRANSITIONAL	353.7	35.9	389.5	368.7	20.8	TO BE LIGHTED
407	BUILDING	8/31/2022	TRANSITIONAL	353.9	20.3	374.2	368.7	5.5	TO BE LIGHTED
408	BUILDING	8/31/2022	TRANSITIONAL	354.3	22.2	376.5	372.5	4.0	TO BE LIGHTED
409	TREE	8/31/2022	TRANSITIONAL	354.3	67.5	421.8	358.6	63.2	TO BE REMOVED
410	TREE	8/31/2022	TRANSITIONAL	356.8	45.0	401.9	390.2	11.7	TO BE REMOVED
411	BUILDING	8/31/2022	TRANSITIONAL	353.8	22.9	376.7	372.9	3.8	TO BE LIGHTED
412	BUILDING	8/31/2022	TRANSITIONAL	354.8	20.8	375.7	369.8	5.8	TO BE LIGHTED
413	BUILDING	8/31/2022	TRANSITIONAL	355.8	19.8	375.6	372.1	3.5	TO BE LIGHTED
414	TREE	8/31/2022	TRANSITIONAL	355.6	57.2	412.8	362.8	49.9	TO BE REMOVED
415	TREE	8/31/2022	TRANSITIONAL	361.0	36.1	397.1	399.3	-2.2	NO OBSTRUCTION
416	TREE	8/31/2022	TRANSITIONAL	358.7	41.9	400.6	361.6	39.0	TO BE REMOVED
417	TREE	8/31/2022	TRANSITIONAL	358.9	32.7	391.6	362.2	29.4	TO BE REMOVED
418	TREE	8/31/2022	TRANSITIONAL	356.0	25.2	381.2	382.9	-1.7	NO OBSTRUCTION
419	TREE	8/31/2022	TRANSITIONAL	361.7	17.8	379.5	386.2	-6.7	NO OBSTRUCTION
420	TREE	8/31/2022	TRANSITIONAL	360.1	48.5	408.6	363.0	45.6	TO BE REMOVED
421	TREE	8/31/2022	TRANSITIONAL	361.0	63.3	424.3	363.8	60.5	TO BE REMOVED
422	TREE	8/31/2022	TRANSITIONAL	360.7	22.3	383.0	363.3	19.7	TO BE REMOVED
423	TREE	8/31/2022	TRANSITIONAL	361.3	17.9	379.1	364.6	14.5	TO BE REMOVED
424	TREE	8/31/2022	TRANSITIONAL	364.2	15.6	379.9	388.0	-8.1	NO OBSTRUCTION
425	TREE	8/31/2022	TRANSITIONAL	363.2	27.3	390.5	368.6	21.9	TO BE REMOVED
426	TREE	8/31/2022	TRANSITIONAL	364.8	21.7	386.5	384.1	2.4	TO BE REMOVED
427	TREE	8/31/2022	TRANSITIONAL	364.8	18.7	383.5	381.1	2.4	TO BE REMOVED
428	TREE	8/31/2022	TRANSITIONAL	367.8	22.8	390.6	383.5	7.1	TO BE REMOVED
429	TREE	8/31/2022	TRANSITIONAL	367.3	30.2	397.4	384.3	13.2	TO BE REMOVED
430	TREE	8/31/2022	TRANSITIONAL	367.7	18.0	385.6	371.0	14.6	TO BE REMOVED
431	TREE	8/31/2022	TRANSITIONAL	367.6	21.2	388.7	370.7	18.1	TO BE REMOVED
432	TREE	8/31/2022	TRANSITIONAL	367.7	20.3	388.1	370.8	17.3	TO BE REMOVED
433	TREE	8/31/2022	TRANSITIONAL	369.7	31.1	400.9	406.5	-5.6	NO OBSTRUCTION
434	TREE	8/31/2022	TRANSITIONAL	370.3	26.2	396.5	388.1	8.4	TO BE REMOVED
435	TREE	8/31/2022	TRANSITIONAL	369.0	20.5	389.6	372.0	17.6	TO BE REMOVED
436	TREE	8/31/2022	TRANSITIONAL	368.8	28.6	397.4	372.9	24.5	TO BE REMOVED
437	TREE	8/31/2022	TRANSITIONAL	369.3	56.2	425.5	372.2	53.3	TO BE REMOVED
438	TREE	8/31/2022	TRANSITIONAL	370.5	48.6	419.1	373.4	45.6	TO BE REMOVED
439	WINDSOCK	8/31/2022	TRANSITIONAL	370.2	20.2	390.3	387.0	3.3	TO BE LIGHTED
440	TREE	8/31/2022	TRANSITIONAL	372.6	20.2	392.8	375.1	17.7	TO BE REMOVED
441	TREE	8/31/2022	TRANSITIONAL	372.6	16.7	389.4	375.2	14.2	TO BE REMOVED
442	TREE	8/31/2022	TRANSITIONAL	371.0	29.0	400.0	378.9	21.1	TO BE REMOVED
443	TREE	8/31/2022	TRANSITIONAL	372.0	31.9	404.0	393.8	10.1	TO BE REMOVED

- NOTES:
- AIRPORT ELEVATION AND LOCATION DETAILS VERIFIED THROUGH AN AIRPORTS GIS SURVEY (FAA APPROVED 7/27/23).
 - OBSTACLES #107-113 ARE LISTED AS ULTIMATE PRIMARY SURFACE OBSTRUCTIONS; THESE ITEMS PENETRATE THE EXISTING RWY 24 APPROACH SURFACE.

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-53-0078-013-2022) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT 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 IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

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NO.	DATE	BY	APPR	REVISIONS

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FEDERAL AVIATION ADMINISTRATION APPROVAL
 APPROVAL DATE: _____

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LEWIS COUNTY APPROVAL
 APPROVAL DATE: _____

 SIGNATURE

CENTURY WEST ENGINEERING
 BEND OFFICE
 1020 SW EMKAY DRIVE
 SUITE #100
 BEND, OR 97702
 541.322.8962 OFFICE

DESIGNED BY: DM DRAWN BY: JLS / ES CHECKED BY: WMR SCALE: AS SHOWN
 DATE: FEBRUARY 2024 PROJECT NO: 3-53-0078-013-2022

SOUTH LEWIS COUNTY AIRPORT
 ED CARLSON MEMORIAL FIELD
 AIRSPACE OBSTRUCTION DATA TABLES

FIGURE NO.
 SHEET NO.
 13 OF 14

RUNWAY 6 DEPARTURE SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
603	TREE	8/31/2022	DEPART-SECT 1	346.4	112.8	459.1	465.3	-6.2	NO OBSTRUCTION
601	PRIMARY ROAD	8/31/2022	DEPART-SECT 2N	382.5	15.0	397.5	572.1	-174.6	NO OBSTRUCTION
600	PRIMARY ROAD	8/31/2022	DEPART-SECT 2S	331.9	15.0	346.9	558.8	-211.9	NO OBSTRUCTION
602	PRIMARY ROAD	8/31/2022	DEPART-SECT 2S	324.0	15.0	339.0	603.1	-264.1	NO OBSTRUCTION
604	PRIMARY ROAD	8/31/2022	DEPART-SECT 1	318.0	15.0	333.0	680.8	-347.8	NO OBSTRUCTION

RUNWAY 24 DEPARTURE SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
202	TREE	8/31/2022	DEPART-SECT 2S	353.8	8.6	362.4	368.7	-6.3	NO OBSTRUCTION
700	PRIMARY ROAD	8/31/2022	DEPART-SECT 2S	354.0	15.0	369.0	515.3	-146.3	NO OBSTRUCTION
701	TREE	8/31/2022	DEPART-SECT 2S	350.8	53.7	404.5	410.4	-5.9	NO OBSTRUCTION
702	PRIMARY ROAD	8/31/2022	DEPART-SECT 2S	352.5	15.0	367.5	510.7	-143.2	NO OBSTRUCTION
703	TREE	8/31/2022	DEPART-SECT 2S	349.4	19.7	369.1	376.6	-7.5	NO OBSTRUCTION
704	TREE	8/31/2022	DEPART-SECT 2S	353.0	23.4	376.5	382.2	-5.7	NO OBSTRUCTION
705	TREE	8/31/2022	DEPART-SECT 2S	350.6	50.9	401.6	399.2	2.3	TO BE REMOVED
706	TREE	8/31/2022	DEPART-SECT 2S	345.8	62.7	408.5	408.3	0.3	TO BE REMOVED
707	TREE	8/31/2022	DEPART-SECT 2S	349.7	70.5	420.2	406.3	13.9	TO BE REMOVED
708	TREE	8/31/2022	DEPART-SECT 2S	346.7	75.9	422.7	409.8	12.9	TO BE REMOVED
709	TREE	8/31/2022	DEPART-SECT 2S	345.2	79.8	425.0	410.6	14.4	TO BE REMOVED
710	TREE	8/31/2022	DEPART-SECT 2S	346.9	81.2	428.1	411.1	17.0	TO BE REMOVED
711	TREE	8/31/2022	DEPART-SECT 2S	342.4	91.7	434.1	412.2	21.9	TO BE REMOVED
712	TREE	8/31/2022	DEPART-SECT 2S	343.8	101.7	445.5	413.7	31.8	TO BE REMOVED
713	TREE	8/31/2022	DEPART-SECT 2S	344.3	100.8	445.2	415.5	29.7	TO BE REMOVED
714	TREE	8/31/2022	DEPART-SECT 2S	347.0	101.5	448.5	416.3	32.2	TO BE REMOVED
715	PRIMARY ROAD	8/31/2022	DEPART-SECT 2S	348.0	15.0	363.0	575.9	-212.9	NO OBSTRUCTION
716	TREE	8/31/2022	DEPART-SECT 2S	341.6	87.7	429.4	417.9	11.5	TO BE REMOVED
717	TREE	8/31/2022	DEPART-SECT 2S	345.1	98.6	443.7	417.7	26.0	TO BE REMOVED
718	TREE	8/31/2022	DEPART-SECT 2S	345.0	93.2	438.2	418.7	19.5	TO BE REMOVED
719	TREE	8/31/2022	DEPART-SECT 2S	343.4	71.3	414.7	420.7	-6.0	NO OBSTRUCTION
720	TREE	8/31/2022	DEPART-SECT 2S	342.7	83.3	426.0	423.6	2.4	TO BE REMOVED
721	TREE	8/31/2022	DEPART-SECT 2S	341.1	78.3	419.4	422.5	-3.1	NO OBSTRUCTION
722	PRIMARY ROAD	8/31/2022	DEPART-SECT 2S	346.0	15.0	361.0	582.5	-221.4	NO OBSTRUCTION
723	TREE	8/31/2022	DEPART-SECT 2S	345.1	108.2	453.3	426.6	26.8	TO BE REMOVED
724	TREE	8/31/2022	DEPART-SECT 2S	343.6	129.9	473.5	427.2	46.3	TO BE REMOVED
725	TREE	8/31/2022	DEPART-SECT 2S	343.6	130.6	474.2	475.6	-1.4	NO OBSTRUCTION
726	TREE	8/31/2022	DEPART-SECT 2S	342.3	114.7	457.1	431.9	25.1	TO BE REMOVED
727	TREE	8/31/2022	DEPART-SECT 2S	342.1	103.7	445.8	432.9	13.0	TO BE REMOVED
728	TREE	8/31/2022	DEPART-SECT 2S	344.7	102.5	447.2	438.2	9.0	TO BE REMOVED
729	TREE	8/31/2022	DEPART-SECT 2S	344.0	104.4	448.4	439.5	8.9	TO BE REMOVED
730	TREE	8/31/2022	DEPART-SECT 2S	343.2	91.5	434.7	440.5	-5.8	NO OBSTRUCTION
731	TREE	8/31/2022	DEPART-SECT 2S	341.7	124.6	466.3	438.8	27.5	TO BE REMOVED
732	PRIMARY ROAD	8/31/2022	DEPART-SECT 2S	333.0	15.0	348.0	598.2	-250.2	NO OBSTRUCTION
733	PRIMARY ROAD	8/31/2022	DEPART-SECT 2S	328.6	15.0	343.6	659.3	-315.7	NO OBSTRUCTION
734	PRIMARY ROAD	8/31/2022	DEPART-SECT 2S	327.0	15.0	342.0	659.3	-317.3	NO OBSTRUCTION
735	PRIMARY ROAD	8/31/2022	DEPART-SECT 2S	318.0	15.0	333.0	659.3	-326.3	NO OBSTRUCTION

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**FEDERAL AVIATION
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**LEWIS COUNTY
APPROVAL**

APPROVAL DATE: _____

SIGNATURE _____



BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

<small>DESIGNED BY: DM</small>	<small>DRAWN BY: JLS / ES</small>	<small>CHECKED BY: WMR</small>	<small>SCALE: AS SHOWN</small>
<small>DATE: FEBRUARY 2024</small>		<small>PROJECT NO: 3-53-0078-013-2022</small>	

**SOUTH LEWIS COUNTY AIRPORT
ED CARLSON MEMORIAL FIELD**

AIRSPACE OBSTRUCTION DATA TABLES

FIGURE NO.

SHEET NO.
14 OF 14