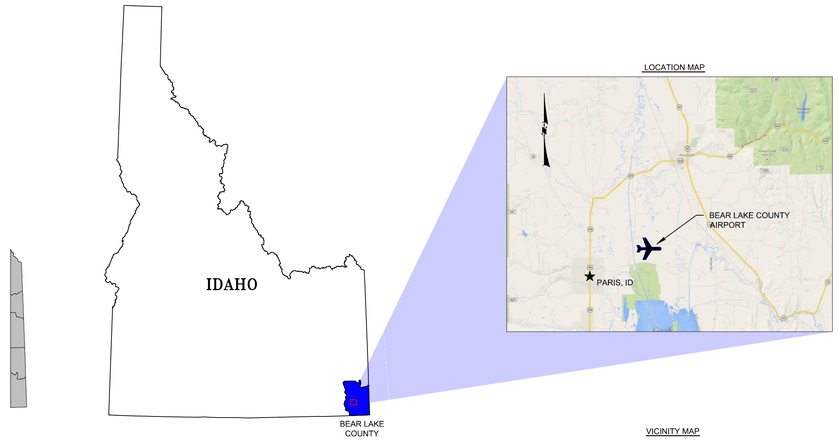
BEAR LAKE COUNTY AIRPORT

PARIS, IDAHO

AIRPORT LAYOUT PLAN



FAA - AIP PROJECT No. 3-16-0027-011-2014

MARCH 2017

AIRPORT CONSULTANT

T-O ENGINEERS
2471 S TITANIUM PLACE
MERIDIAN, ID 83642

AIRPORT SPONSOR

BEAR LAKE COUNTY
PARIS, ID 83261

APPROVALS

See Sheet #2

MANAGER, AIRPORTS DISTRICT OFFICE
FEDERAL AVIATION ADMINISTRATION — APPROVAL LETTER DATED

22 June 17
CHAIRMAN
BEAR LAKE COUNTY BOARD OF COUNTY COMMISSIONERS — DATE

SHEET INDEX

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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 3-16-0027-011-2014) 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.

U. S. Department
Of Transportation

Federal Aviation Administration

Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602

Phone: (406) 449-5271
Fax: (406) 449-5274

July 3, 2017

The Honorable Vaughn Rasmussen, Chairman
Bear Lake County Commission
PO Box 190
Paris, ID 83261

Dear Chairman Rasmussen:

The Airport Layout Plan (ALP) for Bear Lake County Airport, Paris, Idaho prepared by T-O Engineers and bearing your signature, is conditionally approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2017-ANM-627-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect of the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected areas would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinance, property acquisition, aviation easements, letters of agreement, or other means.

This ALP approval is conditioned on the acknowledgement that any development on airport property that results in a change to the ALP requiring Federal approval, or that will receive federal funding, is subject to the National Environmental Policy Act of 1969 (NEPA). Therefore, the sponsor must receive such written approval from FAA prior to commencement of the subject development. Prior to any development on the airport, coordination with the ADO is required to ensure that all environmental requirements are met. Early coordination is critical to ensure that project schedules as well as NEPA compliance can be met. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the pl: n.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner. 2

We are enclosing one copy of the approved ALP drawing set for your records. Please attach this letter to the Airport Layout Plan and retain it at the airport. If you have any questions, please contact me at 406-449-5271.

Sincerely,

Scott Eaton, Airport Planner
Helena Airports District Office

Enclosure

cc: WFPO
Kerry Haddock, Bear Lake County Clerk
Danny McClendon, Airport manager
Bill Statham, ID Aeronautics
Nathan Cuvala, PE, T-O Engineers

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E-FILE NAME: C-01-COVR
DESIGNED
DRAWN MJV
CHECKED
APPROVED
NSC

REVISIONS

NO.	ITEM	DATE

T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
2471 S. TITANIUM PLACE
MERIDIAN, ID 83642-6703
PHONE: (208) 323-2288 FAX: (208) 323-2399
OFFICES ALSO IN: COEUR d' ALENE, IDAHO NAMPA, IDAHO SPOKANE, WASHINGTON

BEAR LAKE COUNTY AIRPORT
PARIS, IDAHO
AIRPORT LAYOUT PLAN SET
COVER

DATE: MARCH 2017
PROJECT: 140052

SHEET 1 OF 12

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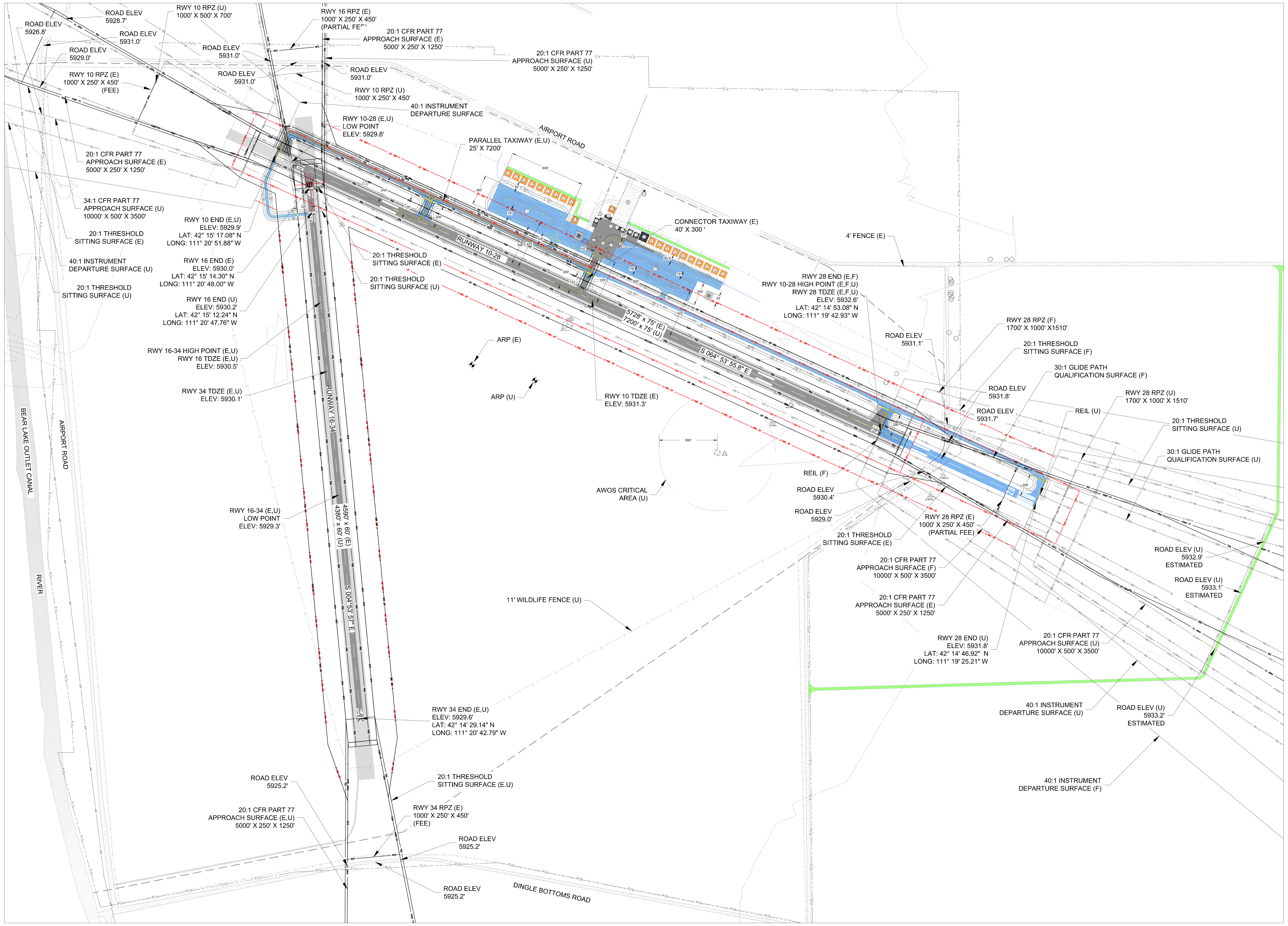


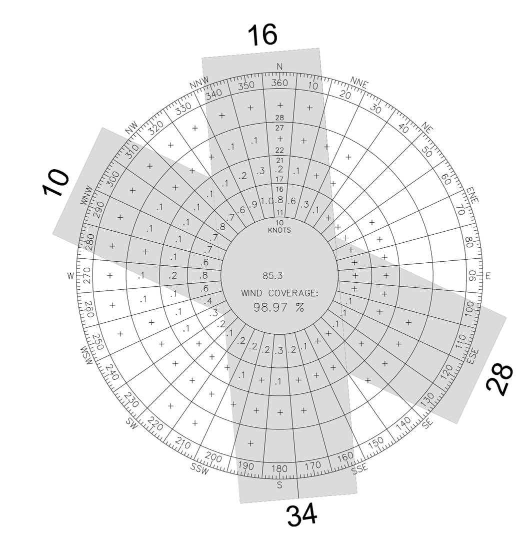
LEGEND

EXISTING	FUTURE/ ULTIMATE	DESCRIPTION
		AIRPORT PAVEMENT
		AIRPORT PAVEMENT TO BE REMOVED
P/L	P/L	AIRPORT PROPERTY LINE
		ROADWAY
		SECURITY FENCE
		AIRPORT REFERENCE POINT
		BUILDING
25' BRL	U-BRL 25'	BUILDING RESTRICTION LINE (BRL) AT 25' HIGH
RSA	F/U-RSA	RUNWAY SAFETY AREA (RSA)
OFA	F/U-OFA	RUNWAY OBJECT FREE AREA (OFA)
RPZ	F/U-RPZ	RUNWAY PROTECTION ZONE (RPZ)
OFZ	U-OFZ	RUNWAY OBJECT FREE ZONE (OFZ)
TSA	U-TSA	TAXIWAY SAFETY AREA (TSA)
TOFA	U-TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
PART 77	F/U-PART77	CFR PART 77 APPROACH SURFACE
TSS	F/U-TSS	THRESHOLD SITING SURFACE - APPROACH
GQS	F/U-GQS	GLIDE PATH QUALIFICATION SURFACE
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		RUNWAY LIGHTS
5930		TOPOGRAPHIC CONTOURS
OHP		OVERHEAD POWER LINE
		WETLAND LIMITS
		DITCH

FAA APPROVAL

CONDITIONALLY APPROVED
Per our letter dated 7/3/17
Signed [signature]
Date 7/3/17
Helena Airports District Office
Federal Aviation Administration
Airspace Approval Date 4/26/17
Airspace Case No. 2017-ANM-627-NRA

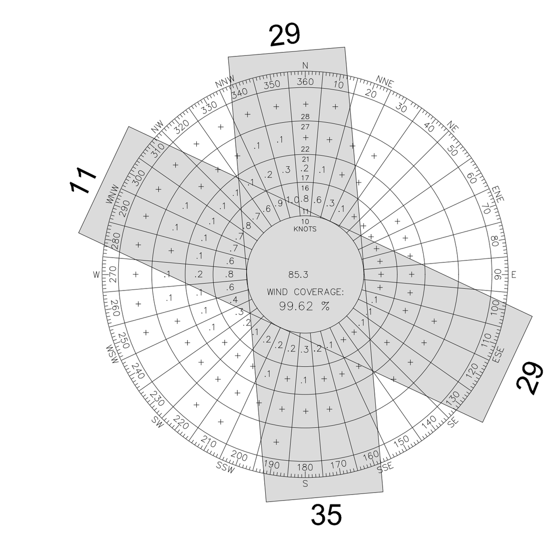
EXISITNG WIND COVERAGE
ALL WEATHER



COMBINED RUNWAYS
CROSSWIND COMPONENT 10.5kts

WIND COVERAGE - ALL WEATHER	
RUNWAY	CROSSWIND COMPONENT: 10.5kts
10-28	93.99%
16-34	94.13%
Combined	98.97%

FUTURE/ULTIMATE WIND COVERAGE
ALL WEATHER



COMBINED RUNWAYS
CROSSWIND COMPONENT 13kts

WIND COVERAGE - ALL WEATHER		
RUNWAY	CROSSWIND COMPONENT: 10.5kts	CROSSWIND COMPONENT: 13kts
11-29	93.99%	96.75%
17-35	94.13%	96.52%
Combined	98.97%	99.62%

The absence of meteorological data for instrument conditions does not provide data to compute a windrose for IFR.

Wind data were retrieved for NWS Station K1U7 on MesoWest and range from DEC 2008 to JUL 2014. Station K1U7 is located on the Airport.

This station does not meet the siting criteria in FAA Order 7460.2 for wind sensors. A new AWOS is to be installed in accordance with FAA recommendation.

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AIRPORT DATA

ITEM	CURRENT	ULTIMATE
AIRPORT REFERENCE CODE	B-I SMALL	B-II*
MEAN MAXIMUM TEMPERATURE	85.5°F	SAME
AIRPORT ELEVATION	5932.6' MSL	SAME
AIRPORT NAVAIDS (OWNED BY BEAR LAKE COUNTY)	ROTATING BEACON, LIGHTED WIND CONE, SEGMENTED CIRCLE	ROTATING BEACON, LIGHTED WIND CONE SEGMENTED CIRCLE, AWOS, PAPI, REIL
ARP COORDINATES	42° 14' 59.10"N 111° 20' 29.60"W	42° 14' 57.72"N 111° 20' 22.43"W
DESIGN AIRCRAFT	PIPER MALIBU PA-46	SAME*
NPIAS SERVICE LEVEL	BASIC GA AIRPORT	SAME
STATE EQUIVALENT SERVICE ROLE	COMMUNITY SERVICE	SAME
MAGNETIC DECLINATION	11° 43' 48" EAST WITH VARIATION OF 6.6' WEST / YEAR	

*B-II ARC APPROVED BY FAA ON 1/08/2015 FOR PROACTIVE PLANNING
NOTE: ALL LATITUDE AND LONGITUDE COORDINATES ARE BASED ON NAD 83. ALL ELEVATION LISTED ARE BASED ON NAVD 88.

PAC AND SAC MONUMENTATION

MONUMENT	LATITUDE (NAD83)	LONGITUDE (NAD83)	ELEVATION (NAVD88)
PAC	*	*	*
SAC	*	*	*

SOURCE: NGS *DOES NOT CURRENTLY EXIST

TSS OBSTRUCTION RWY 10-28

ITEM	DESCRIPTION	SURVEY TYPE (DATE)	OBJECT ELEVATION	TSS ELEVATION	TSS PENETRATION	DISPOSITION	DATE
16B	PUBLIC ROAD	WAAS (2015)	5,932.6'	5,944.5'	3.1'	CLOSE	2020
17B	PUBLIC ROAD	WAAS (2015)	5,932.3'	5,939.9'	7.4'	CLOSE	2020

NOTE: SEE SHEET 5 FOR ITEM LOCATION

TSS OBSTRUCTION RWY 16-34

NO TSS PENETRATIONS

MODIFICATION OF FAA AIRPORT DESIGN STANDARDS

NONE

RUNWAY DATA

ITEM	RUNWAY 10-28 EXISTING		FUTURE		ULTIMATE		RUNWAY 16-34 EXISTING		ULTIMATE	
RUNWAY IDENTIFICATION	10 - UTILITY	28 - UTILITY	10	28	11[1]	29[1]	16 - UTILITY	34 - UTILITY	17 - UTILITY[1]	35 - UTILITY[1]
RUNWAY DESIGN CODE	B-I SMALL / VIS		B-II / 5000	B-II / 4000	B-II / 5000	B-II / 4000	B-I SMALL / VIS		B-I SMALL / VIS	
APRC - DPRC	B/II/VIS - B/II		B/II/5000 - B/II	B/II/4000 - B/II	B/II/5000 - B/II	B/II/4000 - B/II	B-I SMALL / VIS		B-I SMALL / VIS	
PAVEMENT SURFACE TYPE	ASPHALT		SAME		SAME		ASPHALT		SAME	
PAVEMENT STRENGTH										
POUNDS	12,500 LBS (SW)		34.5 (SW) / 46 (DW)[2]		34.5 (SW) / 46 (DW)[2]		50 (SW) / 60 (DW) / 102 (DWT)[2]		21.5 (SW)[2]	
PCN	13/F/D/X/T		13/F/D/X/T		13/F/D/X/T		8/F/D/X/T		8/F/D/X/T	
EFFECTIVE RUNWAY GRADIENT (%)	0.04%[3]		SAME[3]		0.03%[3]		0.01%[4]		SAME[4]	
PERCENT (%) WIND COVERAGE	93.99%		96.75%		96.75%		94.13%		SAME	
RUNWAY LENGTH/WIDTH	5728' X 75'		SAME		7200' X 75'		4590' X 60'		4380' X 60'	
DISPLACED THRESHOLD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
RUNWAY SAFETY AREA										
WIDTH	120'		150'		SAME		120'		SAME	
LENGTH BEYOND RW END	240'		300'		SAME		240'		SAME	
RUNWAY PROTECTION ZONE										
LENGTH	1000'		1000'	1700'	1000'	1700'	1000'		SAME	
INNER WIDTH	250'		500'	1000'	500'	1000'	250'		SAME	
OUTER WIDTH	450'		700'	1510'	700'	1510'	450'		SAME	
INTEREST	PARTIAL OWNERSHIP (FEE)		SAME		SAME		PARTIAL OWNERSHIP (FEE)		SAME	
RUNWAY OBJECT FREE AREA										
WIDTH	250'		500'		SAME		250'		SAME	
LENGTH BEYOND RW END	240'		300'		SAME		240'		SAME	
RUNWAY OBSTACLE FREE ZONE										
WIDTH	250'		400'		SAME		250'		SAME	
LENGTH BEYOND RW END	200'		SAME		SAME		200'		SAME	
VISIBILITY MINIMUMS	VISUAL		5000	4000	5000	4000	VISUAL		SAME	
APPROACH TYPE	VISUAL		NON-PRECISION		SAME		VISUAL		SAME	
PART 77 APPROACH SURFACE SLOPE	20:1		34:1		SAME		20:1		SAME	
THRESHOLD SITING SURFACE	20:1		20:1		SAME		20:1		SAME	
DEPARTURE SURFACE	NO		YES		SAME		NO		SAME	
GLIDE PATH QUALIFICATION SURFACE	NO		30:1		SAME		NO		SAME	
RUNWAY MARKING TYPE	VISUAL		NON-PRECISION		SAME		VISUAL W/ SIDE STRIPES		SAME	
RUNWAY LIGHTING TYPE	MIRL		SAME		SAME		NONE		SAME	
NAVIGATION AIDS	N/A		REIL, PAPI		SAME		N/A		REIL, PAPI	

[1] CHANGE EFFECTIVE IN 2030.
[2] PAVEMENT STRENGTH LISTED IN THOUSANDS OF POUNDS.
[3] MAXIMUM GRADE WITHIN RUNWAY LENGTH IS 1%. MEETS LINE OF SIGHT REQUIREMENTS.
[4] MAXIMUM GRADE WITHIN RUNWAY LENGTH IS 2%. MEETS LINE OF SIGHT REQUIREMENTS.

RUNWAY END DATA TABLE

RUNWAY END		EXISTING/FUTURE	ULTIMATE
10	LATITUDE (NAD83)	42° 15' 17.08"N	SAME
	LONGITUDE (NAD83)	111° 20' 51.88"W	SAME
	TDZ ELEVATION	5931.3'	SAME
	END ELEVATION	5929.9'	SAME
28	LATITUDE (NAD83)	42° 14' 53.08"N	42° 14' 46.92"N
	LONGITUDE (NAD83)	111° 19' 42.93"W	111° 19' 25.21"N
	TDZ ELEVATION	5932.6'	SAME
	END ELEVATION	5932.6'	5931.8'
16	LATITUDE (NAD83)	42° 15' 14.30"N	42° 15' 12.24"N
	LONGITUDE (NAD83)	111° 20' 48.00"W	111° 20' 47.76"W
	TDZ ELEVATION	5930.5'	SAME
	END ELEVATION	5930.0'	5930.2'
34	LATITUDE (NAD83)	42° 14' 29.14"N	SAME
	LONGITUDE (NAD83)	111° 20' 42.79"W	SAME
	TDZ ELEVATION	5930.1'	SAME
	END ELEVATION	5929.6'	SAME

NOTE: ALL LATITUDE AND LONGITUDE COORDINATES ARE BASED ON NAD 83. ALL ELEVATION LISTED ARE BASED ON NAVD 88.

BUILDINGS AND FACILITIES

CURRENT	ULTIMATE	DESCRIPTION
1		PILOT LOUNGE
2		AIRPORT MANAGER'S RESIDENCE
3	3	HANGAR
4		FUEL FACILITY/FUEL TRUCK PARKING
5		AIRCRAFT RAMP / TIE DOWN AREA
6	6	SEGMENTED CIRCLE AND WINDCONES
7		VEHICLE ACCESS GATE
8		AUTOMOBILE PARKING AND ACCESS ROAD
9		STORAGE FACILITY
10		ROTATING BEACON
	11	PAPI
	12	AUTOMATIC WEATHER OBSERVATION STATION
	13	SNOW REMOVAL EQUIPMENT BUILDING
	14	FIXED BASE OPERATOR
	15	HELIPAD

EXISTING DECLARED DISTANCES

DISTANCES	TORA	TODA	ASDA	LDA
RUNWAY 10	5,728'	5,728'	5,728'	5,728'
RUNWAY 28	5,728'	5,728'	5,728'	5,728'
RUNWAY 16	4,590'	4,590'	4,590'	4,590'
RUNWAY 34	4,590'	4,590'	4,590'	4,590'

FUTURE DECLARED DISTANCES

DISTANCES	TORA	TODA	ASDA	LDA
RUNWAY 10	5,728'	5,728'	5,728'	5,728'
RUNWAY 28	5,728'	5,728'	5,728'	5,728'

ULTIMATE DECLARED DISTANCES

DISTANCES	TORA	TODA	ASDA	LDA
RUNWAY 10	7,200'	7,200'	7,200'	7,200'
RUNWAY 28	7,200'	7,200'	7,200'	7,200'
RUNWAY 16	4,380'	4,380'	4,380'	4,380'
RUNWAY 34	4,380'	4,380'	4,380'	4,380'

TAXIWAY/TAXILANE DATA

ITEM	PARALLEL TAXIWAY EXISTING	PARALLEL TAXIWAY ULTIMATE	CONNECTOR TAXIWAY EXISTING	CONNECTOR TAXIWAY ULTIMATE
TAXIWAY DESIGN GROUP	N/A*	2	N/A*	2
TAXIWAY WIDTH	25'	35'	40'	SAME
TAXIWAY SAFETY AREA	49'	79'	49'	79'
TAXIWAY OBJECT FREE AREA	89'	131'	89'	131'
TAXIWAY LIGHTING	REFLECTOR	SAME	REFLECTOR	SAME
TAXIWAY EDGE SAFETY MARGIN	N/A	7.5'	N/A	7.5'
TAXIWAY SHOULDER WIDTH	N/A	10'	N/A	10'

*NOT DESIGNED FOR A SPECIFIC TDG (NEW DESIGN STANDARDS IN AC 150/5300-13A Change 1)
NOTE: THERE IS NO PENETRATION OF THE TSA AND TOFA.

APRON DATA TABLE

CURRENT	ULTIMATE	DIMESIONS / SQUARE FOOTAGE
1		90' X 140' / 12,600 SF
2		60' X 125' / 7,500 SF
	1	225' X 620' /139,500 SF
	2	205' X 710' / 145,550 SF

MAGNETIC DECLINATION 11° 43' 48" EAST
RATE OF CHANGE 0° 6.6' WEST/YEAR
AS OF 4/14/2015
SOURCE: NOAA ONLINE CALCULATOR

TRUE
MAGNETIC

0 250 500 1000 1500
SCALE: 1" = 500'

E-FILE NAME	DESIGNED	DRAWN	CHECKED	APPROVED
		MJV		NSC

REVISIONS

NO.	ITEM	DATE

T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
2471 S. TITANIUM PLACE
MERIDIAN, IDAHO 83642-6703
PHONE: (208) 323-2288 FAX: (208) 323-2399
OFFICES ALSO IN: COEUR d' ALENE, IDAHO NAMPA, IDAHO

BEAR LAKE COUNTY AIRPORT
PARIS, IDAHO
AIRPORT LAYOUT PLAN SET
AIRPORT LAYOUT PLAN

DATE: MARCH 2017
PROJECT: 140052

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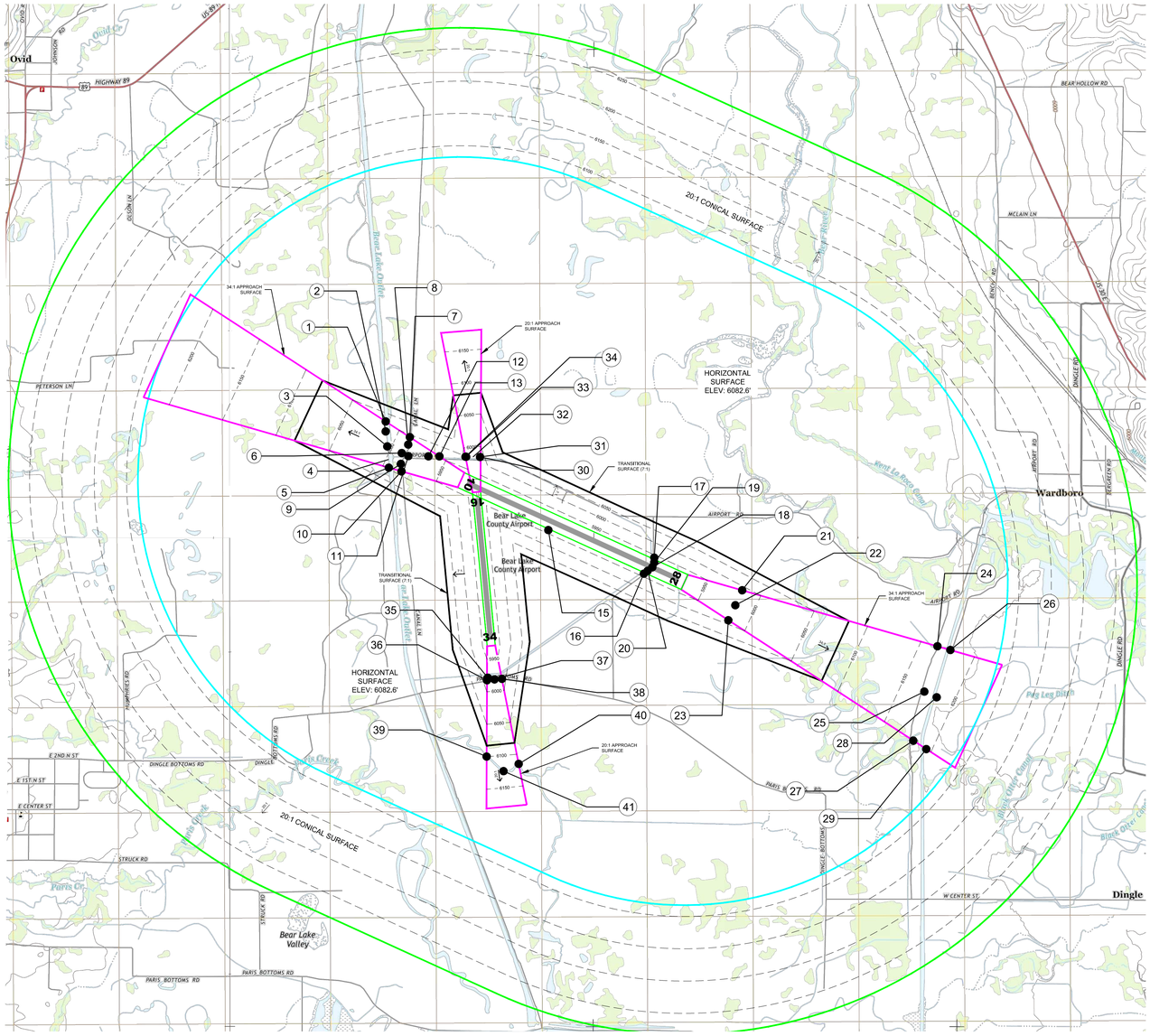
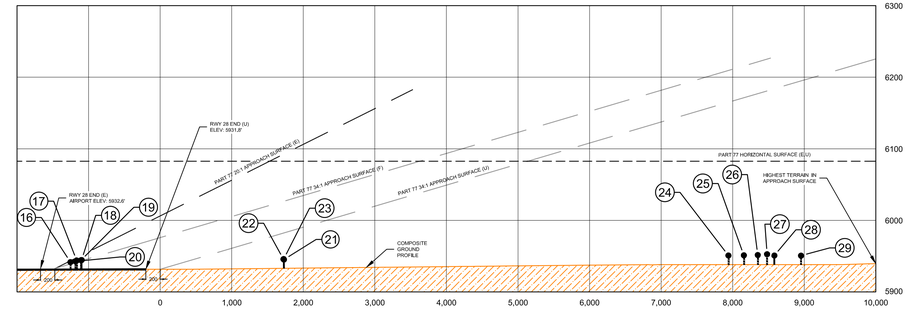


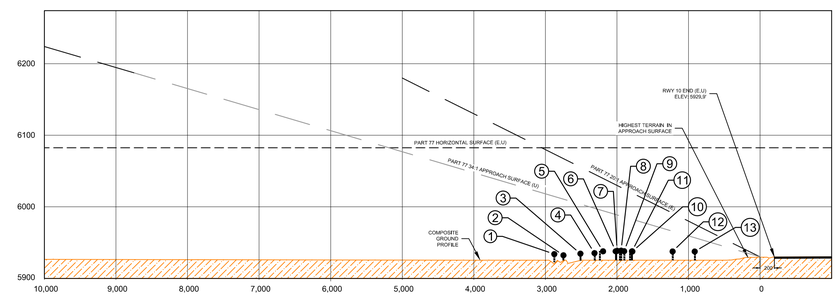
AIRPORT APPROACH PROFILES

HORIZ SCALE: 1" = 1000'
VERT. SCALE: 1" = 100'

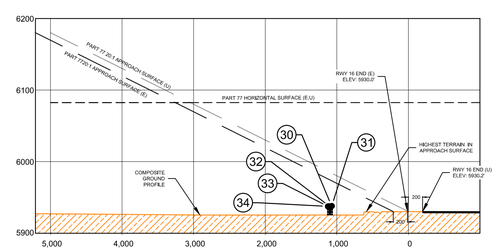
RUNWAY 28 - VISUAL APPROACH (E) - LPV APPROACH (U)



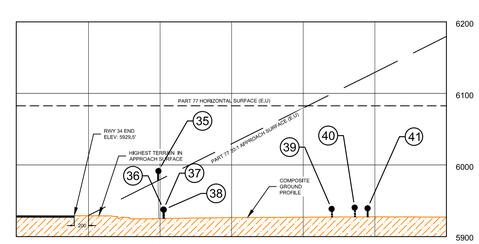
RUNWAY 10 - VISUAL APPROACH (E) - NON PRECISION APPROACH (U)



RUNWAY 16 - VISUAL APPROACH



RUNWAY 34 - VISUAL APPROACH



NOTES

1. CONTOUR AND OBSTRUCTION SOURCE DATA - USGS, FAA FORM 5010, FAA OE/AAA, AND NGS.

2. SEE INNER PORTION OF THE APPROACH PLAN (SHEET 6-9) FOR CLOSE-IN OBSTRUCTIONS.

3. MISCELLANEOUS PENETRATIONS EXIST AS SHOWN. A DETAILED BREAKDOWN OF OBJECT PENETRATIONS NEAR THE AIRPORT IS SHOWN IN THE RPZ AND APPROACH SURFACE PLAN AND PROFILE.

4. THERE ARE ORDINANCES IN PLACE IN BEAR LAKE COUNTY TO ZONE LAND AND LIMIT HEIGHT OF STRUCTURES. HOWEVER, THE CURRENT ORDINANCES DO NOT EFFECTIVELY REFERENCE AND ADDRESS CFR PART 77 AIRSPACE PROTECTION AND COMPATIBLE LAND USE PLANNING IN THE VICINITY OF THE AIRPORT. RECOMMENDATIONS HAVE BEEN MADE IN THE NARRATIVE REPORT TO IMPROVE ZONING.

5. TRAVERSEWAY ELEVATIONS INCLUDE THE TRAVERSEWAY ADJUSTEMENT (15' FOR PUBLIC ROAD AND 15' FOR WATERWAY).

CFR PART 77 GROUND PENETRATION
NO GROUND PENETRATIONS

OBSTRUCTION LEGEND

PLAN VIEW	PROFILE VIEW
1 OBSTRUCTION NUMBER	2 OBSTRUCTION NUMBER
OBSTRUCTION LOCATION	OBSTRUCTING PART OF THE OBJECT
	NON-OBSTRUCTING PART OF THE OBJECT
	TRAVERSEWAY LOCATED ON SURFACE EDGE
	TRAVERSEWAY LOCATED ON RUNWAY EXTENDED CENTERLINE

MAGNETIC DECLINATION 11° 43' 48" EAST
RATE OF CHANGE 0° 6.6' WEST/YEAR
AS OF 4/14/2015
SOURCE: NOAA ONLINE CALCULATOR

0 1000 2000 4000 6000
SCALE: 1" = 2000'

CFR PART 77 OBSTRUCTIONS

ITEM NO.	DESCRIPTION	SURVEY TYPE (DATE)	GROUND ELEVATION	OBJECT ELEVATION / HEIGHT ELEV. (MSL)	OBJECT ELEVATION / HEIGHT HEIGHT (AGL)	SURFACE PENETRATED	SURFACE ELEVATION	PENETRATION	EXISTING/PROPOSED DISPOSITION	DATE OF MITIGATION
1	CANAL	WAAS (2015)	5,927.5	5,942.5	15.0	NONE	N/A	NONE	NONE	NONE
2	CANAL	WAAS (2015)	5,927.3	5,942.3	15.0	NONE	N/A	NONE	NONE	NONE
3	CANAL	WAAS (2015)	5,926.8	5,941.8	15.0	NONE	N/A	NONE	NONE	NONE
4	CANAL	WAAS (2015)	5,926.2	5,941.2	15.0	NONE	N/A	NONE	NONE	NONE
5	CANAL	WAAS (2015)	5,926.0	5,941.0	15.0	NONE	N/A	NONE	NONE	NONE
6	PUBLIC ROAD	WAAS (2015)	5928.7	5,943.7	15.0	NONE	N/A	NONE	NONE	NONE
7	PUBLIC ROAD	WAAS (2015)	5,930.0	5,945.0	15.0	NONE	N/A	NONE	NONE	NONE
8	PUBLIC ROAD	WAAS (2015)	5,929.9	5,944.9	15.0	NONE	N/A	NONE	NONE	NONE
9	PUBLIC ROAD	WAAS (2015)	5,927.4	5,942.4	15.0	NONE	N/A	NONE	NONE	NONE
10	PUBLIC ROAD	WAAS (2015)	5,926.9	5,941.9	15.0	NONE	N/A	NONE	NONE	NONE
11	PUBLIC ROAD	WAAS (2015)	5,930.3	5,945.3	15.0	NONE	N/A	NONE	NONE	NONE
12	PUBLIC ROAD	WAAS (2015)	5,931.3	5,946.3	15.0	NONE	N/A	NONE	NONE	NONE
13	PUBLIC ROAD	WAAS (2015)	5,930.8	5,945.8	15.0	NONE	N/A	NONE	NONE	NONE
14	WINDCONE (E)	WAAS (2012)	5,927.5	5,949.0	21.6	TRANSITIONAL (E,F)	5931.2	17.8	LIGHT	CURRENT
15	WINDCONE (F)	ESTIMATED	5,927.5	5,949.0	21.6	TRANSITIONAL (F)	5935.6	13.4	LIGHT	2020
16	PUBLIC ROAD	WAAS (2015)	5,932.5	5,947.5	15.0	34:1 APPROACH (F)	5939.3	8.2	CLOSE/RELOCATE	2020/2035
17	PUBLIC ROAD	WAAS (2015)	5,932.3	5,947.3	15.0	34:1 APPROACH (F)	5941.6	5.7	CLOSE/RELOCATE	2020/2035
18	PUBLIC ROAD	WAAS (2015)	5,932.7	5,947.7	15.0	34:1 APPROACH (F)	5943.8	3.9	CLOSE/RELOCATE	2020/2035
19	PUBLIC ROAD	WAAS (2015)	5,932.3	5,947.3	15.0	NONE	N/A	NONE	NONE	NONE
20	PUBLIC ROAD	WAAS (2015)	5,932.5	5,947.5	15.0	NONE	N/A	NONE	NONE	NONE
21	PUBLIC ROAD (U)	WAAS (2015)	5,933.0	5,948.0	15.0	NONE	N/A	NONE	NONE	NONE
22	PUBLIC ROAD (U)	ESTIMATED	5,933.0	5,948.0	15.0	NONE	N/A	NONE	NONE	NONE
23	PUBLIC ROAD (U)	ESTIMATED	5,933.0	5,948.0	15.0	NONE	N/A	NONE	NONE	NONE
24	DIRT ROAD	ESTIMATED	5,940.4	5,955.4	15.0	NONE	N/A	NONE	NONE	NONE
25	DIRT ROAD	WAAS (2015)	5,941.5	5,956.5	15.0	NONE	N/A	NONE	NONE	NONE
26	CANAL	WAAS (2015)	5,936.8	5,951.8	15.0	NONE	N/A	NONE	NONE	NONE
27	DIRT ROAD	WAAS (2015)	5,938.2	5,953.2	15.0	NONE	N/A	NONE	NONE	NONE
28	CANAL	WAAS (2015)	5,935.2	5,950.2	15.0	NONE	N/A	NONE	NONE	NONE
29	CANAL	WAAS (2015)	5,933.6	5,948.6	15.0	NONE	N/A	NONE	NONE	NONE
30	PUBLIC ROAD	WAAS (2015)	5932.1	5,947.1	15.0	NONE	N/A	NONE	NONE	NONE
31	PUBLIC ROAD	WAAS (2015)	5,932.1	5,947.1	15.0	NONE	N/A	NONE	NONE	NONE
32	PUBLIC ROAD	WAAS (2015)	5,931.9	5,946.9	15.0	NONE	N/A	NONE	NONE	NONE
33	PUBLIC ROAD	WAAS (2015)	5,932.5	5,947.5	15.0	NONE	N/A	NONE	NONE	NONE
34	PUBLIC ROAD	WAAS (2015)	5,932.5	5,947.5	15.0	NONE	N/A	NONE	NONE	NONE
35	TREE	WAAS (2012)	5925.2	5,994.0	68.8	20:1 APPROACH (E/U)	15.8'	NONE	REMOVAL	2020
36	PUBLIC ROAD	WAAS (2015)	5,930.0	5,945.0	15.0	NONE	N/A	NONE	NONE	NONE
37	PUBLIC ROAD	WAAS (2015)	5,930.6	5,945.6	15.0	NONE	N/A	NONE	NONE	NONE
38	PUBLIC ROAD	WAAS (2015)	5,930.6	5,945.6	15.0	NONE	N/A	NONE	dt	NONE
39	RIVER	WAAS (2015)	5,926.4	5,941.4	15.0	NONE	N/A	NONE	NONE	NONE
40	RIVER	WAAS (2015)	5,926.4	5,941.4	15.0	NONE	N/A	NONE	NONE	NONE
41	RIVER	WAAS (2015)	5,926.4	5,941.4	15.0	NONE	N/A	NONE	NONE	NONE

REVISIONS			
NO.	DATE		

E-FILE NAME	
DESIGNED	
DRAWN	MJV
CHECKED	
APPROVED	NSG

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OFFICES ALSO IN: COEUR d' ALENE, IDAHO; NAMPA, IDAHO; SPOKANE, WA

BEAR LAKE COUNTY AIRPORT
PARIS, IDAHO
AIRPORT LAYOUT PLAN SET
AIRPORT AIRSPACE DRAWING

DATE: MARCH 2017
PROJECT: 140052

SHEET 3 OF 12

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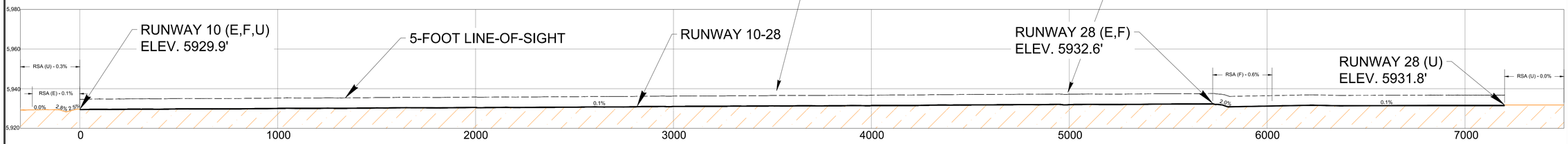
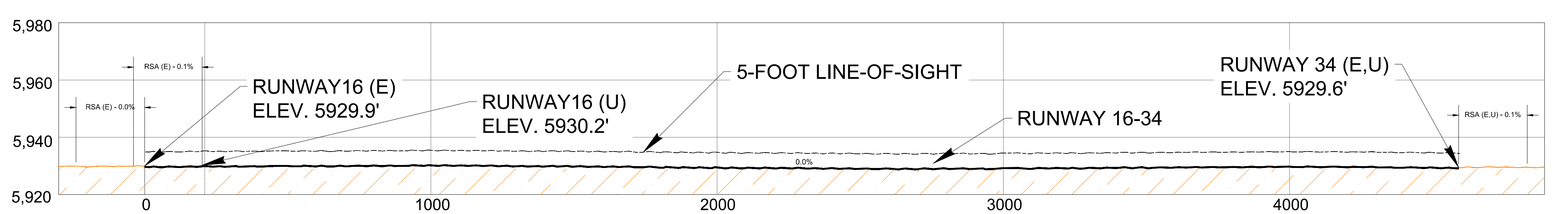
RUNWAY 10-28 PROFILE

HORIZ. SCALE: 1" = 250'
VERT. SCALE: 1" = 25'



RUNWAY 16-34 PROFILE

HORIZ. SCALE: 1" = 250'
VERT. SCALE: 1" = 25'



REVISIONS		
NO.	DATE	

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APPROVED NSG

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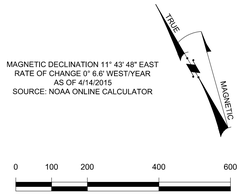
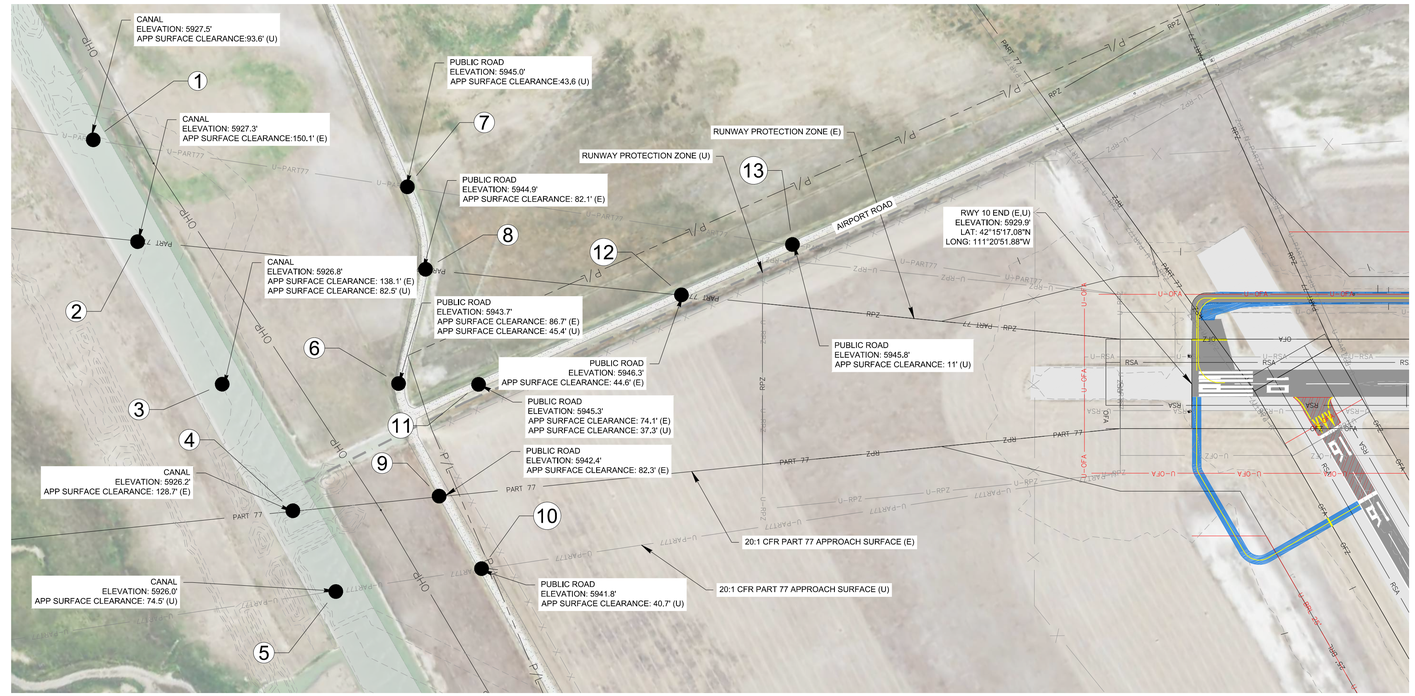
SPOKANE, WA

BEAR LAKE COUNTY AIRPORT
PARIS, IDAHO
AIRPORT LAYOUT PLAN SET
INNER APPROACH - RUNWAY PROFILES

DATE: MARCH 2017
PROJECT: 140052

RUNWAY 10 INNER APPROACH PLAN



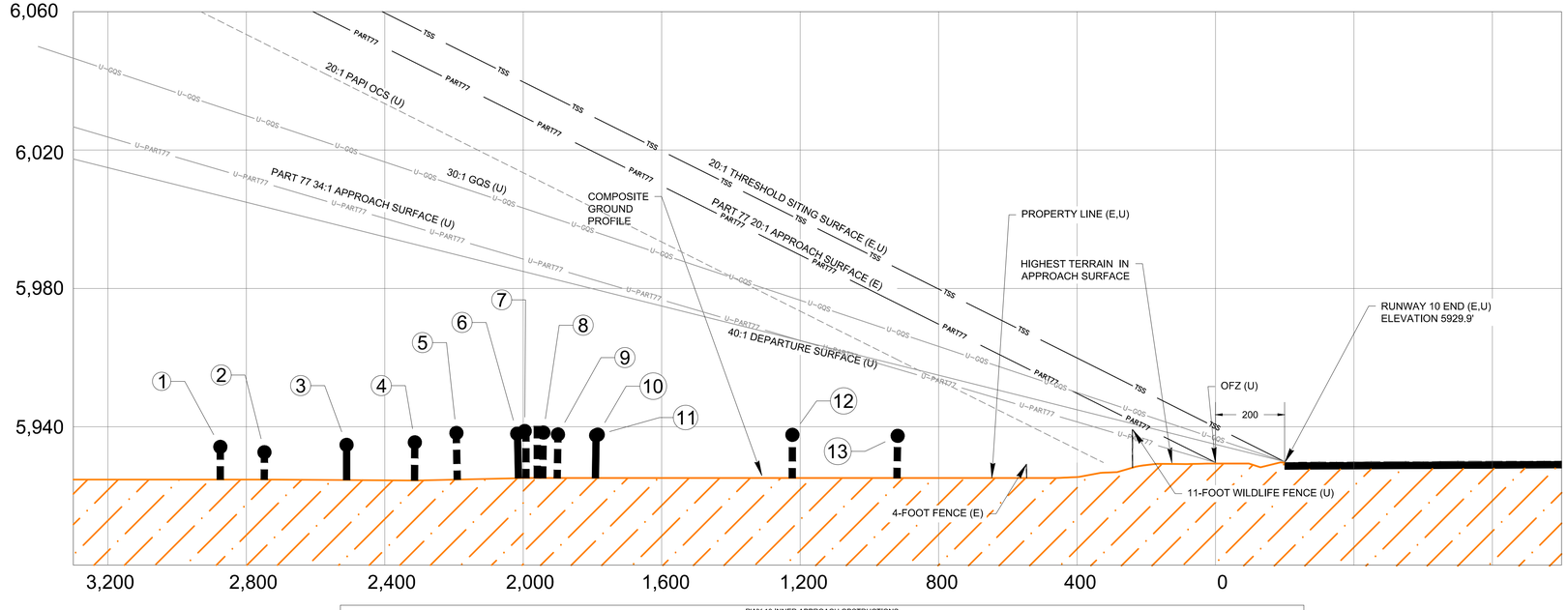


LEGEND

EXISTING	FUTURE/ ULTIMATE	DESCRIPTION
		AIRPORT PAVEMENT
		AIRPORT PAVEMENT TO BE REMOVED
		PAVED SHOULDER
P/L	P/L	AIRPORT PROPERTY LINE
		ROADWAY
		SECURITY FENCE
		AIRPORT REFERENCE POINT
		BUILDING
25' BRL	U-BRL 25'	BUILDING RESTRICTION LINE (BRL) AT 25' HIGH
RSA	F/U-RSA	RUNWAY SAFETY AREA (RSA)
OFA	F/U-OFA	RUNWAY OBJECT FREE AREA (OFA)
RPZ	F/U-RPZ	RUNWAY PROTECTION ZONE (RPZ)
OFZ	F/U-OFZ	RUNWAY OBJECT FREE ZONE (OFZ)
TSA	U-TSA	TAXIWAY SAFETY AREA (TSA)
TOFA	U-TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
PART 77	F/U-PART77	CFR PART 77 APPROACH SURFACE
TSS	F/U-TSS	THRESHOLD SITING SURFACE - APPROACH
GQS	F/U-GQS	GLIDE PATH QUALIFICATION SURFACE
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		RUNWAY LIGHTS
5930		TOPOGRAPHIC CONTOURS
OHP		OVERHEAD POWER LINE
		WETLAND LIMITS
		DITCH

RUNWAY 10 INNER APPROACH PROFILE

HORIZ. SCALE: 1" = 200'
VERT. SCALE: 1" = 20'



NOTES

1. TRAVERSEWAY ELEVATIONS INCLUDE THE TRAVERSEWAY ADJUSTMENT (15' FOR PUBLIC ROADS AND 10' FOR WATERWAY)

RWY 10 INNER APPROACH OBSTRUCTIONS

ITEM NO.	DESCRIPTION	SURVEY TYPE (DATE)	GROUND ELEVATION	OBJECT ELEVATION / HEIGHT		SURFACE PENETRATED	SURFACE ELEVATION	PENETRATION	EXISTING/PROPOSED DISPOSITION	DATE OF MITIGATION
				ELEV. (MSL)	HEIGHT (AGL)					
1	CANAL	WAAS (2015)	5927.5	5937.5	10	NONE	N/A	NONE	NONE	NONE
2	CANAL	WAAS (2015)	5927.3	5937.3	10	NONE	N/A	NONE	NONE	NONE
3	CANAL	WAAS (2015)	5926.8	5936.8	10	NONE	N/A	NONE	NONE	NONE
4	CANAL	WAAS (2015)	5926.2	5936.2	10	NONE	N/A	NONE	NONE	NONE
5	CANAL	WAAS (2015)	5926	5936	10	NONE	N/A	NONE	NONE	NONE
6	PUBLIC ROAD	WAAS (2015)	5928.7	5,943.7	15.0	NONE	N/A	NONE	NONE	NONE
7	PUBLIC ROAD	WAAS (2015)	5,929.7	5,944.7	15.0	NONE	N/A	NONE	NONE	NONE
8	PUBLIC ROAD	WAAS (2015)	5,929.9	5,944.9	15.0	NONE	N/A	NONE	NONE	NONE
9	PUBLIC ROAD	WAAS (2015)	5,927.4	5,942.4	15.0	NONE	N/A	NONE	NONE	NONE
10	PUBLIC ROAD	WAAS (2015)	5,927.1	5,942.1	15.0	NONE	N/A	NONE	NONE	NONE
11	PUBLIC ROAD	WAAS (2015)	5,930.3	5,945.3	15.0	NONE	N/A	NONE	NONE	NONE
12	PUBLIC ROAD	WAAS (2015)	5,931.3	5,946.3	15.0	NONE	N/A	NONE	NONE	NONE
13	PUBLIC ROAD	WAAS (2015)	5,930.9	5,945.9	15.0	NONE	N/A	NONE	NONE	NONE

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REVISIONS			
NO.	DATE		

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APPROVED NSC

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BEAR LAKE COUNTY AIRPORT
PARIS, IDAHO
AIRPORT LAYOUT PLAN SET
INNER APPROACH - RWY 10

DATE: MARCH 2017
PROJECT: 140052

SHEET 5 OF 12

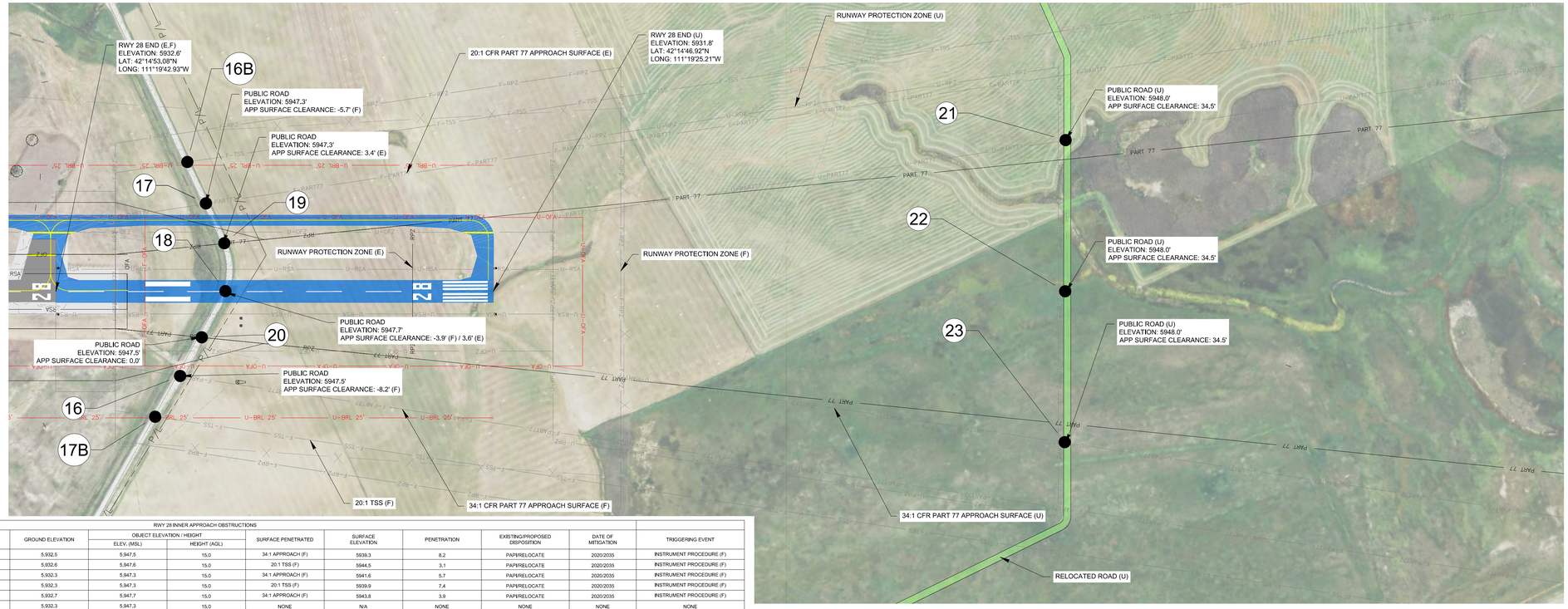
RUNWAY 28 INNER APPROACH PROFILE

HORIZ. SCALE: 1" = 200'
VERT. SCALE: 1" = 20'

MAGNETIC DECLINATION 11° 43' 48" EAST
RATE OF CHANGE 0° 6.6' WEST/YEAR
AS OF 4/14/2015
SOURCE: NOAA ONLINE CALCULATOR

TRUE
MAGNETIC

0 100 200 400 600
SCALE: 1" = 200'



NOTES

1. TRAVERSEWAY ELEVATIONS INCLUDE THE TRAVERSEWAY ADJUSTMENT (15' FOR PUBLIC ROADS)

RWY 28 INNER APPROACH OBSTRUCTIONS											
ITEM NO.	DESCRIPTION	SURVEY TYPE (DATE)	GROUND ELEVATION	OBJECT ELEVATION / HEIGHT		SURFACE PENETRATED	SURFACE ELEVATION	PENETRATION	EXISTING/PROPOSED DISPOSITION	DATE OF MITIGATION	TRIGGERING EVENT
				ELEV. (MSL)	HEIGHT (AGL)						
16	PUBLIC ROAD	WAAS (2015)	5,932.5	5,947.5	15.0	34:1 APPROACH (F)	5939.3	8.2	PAPI/RELOCATE	2020/2035	INSTRUMENT PROCEDURE (F)
16b	PUBLIC ROAD	WAAS (2015)	5,932.6	5,947.6	15.0	20:1 TSS (F)	5944.5	3.1	PAPI/RELOCATE	2020/2035	INSTRUMENT PROCEDURE (F)
17	PUBLIC ROAD	WAAS (2015)	5,932.3	5,947.3	15.0	34:1 APPROACH (F)	5941.6	5.7	PAPI/RELOCATE	2020/2035	INSTRUMENT PROCEDURE (F)
17b	PUBLIC ROAD	WAAS (2015)	5,932.3	5,947.3	15.0	20:1 TSS (F)	5939.9	7.4	PAPI/RELOCATE	2020/2035	INSTRUMENT PROCEDURE (F)
18	PUBLIC ROAD	WAAS (2015)	5,932.7	5,947.7	15.0	34:1 APPROACH (F)	5943.8	3.9	PAPI/RELOCATE	2020/2035	INSTRUMENT PROCEDURE (F)
19	PUBLIC ROAD	WAAS (2015)	5,932.3	5,947.3	15.0	NONE	N/A	NONE	NONE	NONE	NONE
20	PUBLIC ROAD	WAAS (2015)	5,932.5	5,947.5	15.0	NONE	N/A	NONE	NONE	NONE	NONE
21	PUBLIC ROAD	WAAS (2015)	5,933.0	5,948.0	15.0	NONE	N/A	NONE	NONE	NONE	NONE
22	PUBLIC ROAD (U)	ESTIMATED	5,933.0	5,948.0	15.0	NONE	N/A	NONE	NONE	NONE	NONE
23	PUBLIC ROAD (U)	ESTIMATED	5,933.0	5,948.0	15.0	NONE	N/A	NONE	NONE	NONE	NONE

OBSTRUCTION LEGEND

PLAN VIEW

1 OBSTRUCTION NUMBER

OBSTRUCTION LOCATION

PROFILE VIEW

2 OBSTRUCTION NUMBER

OBSTRUCTING PART OF THE OBJECT

NON-OBSTRUCTING PART OF THE OBJECT

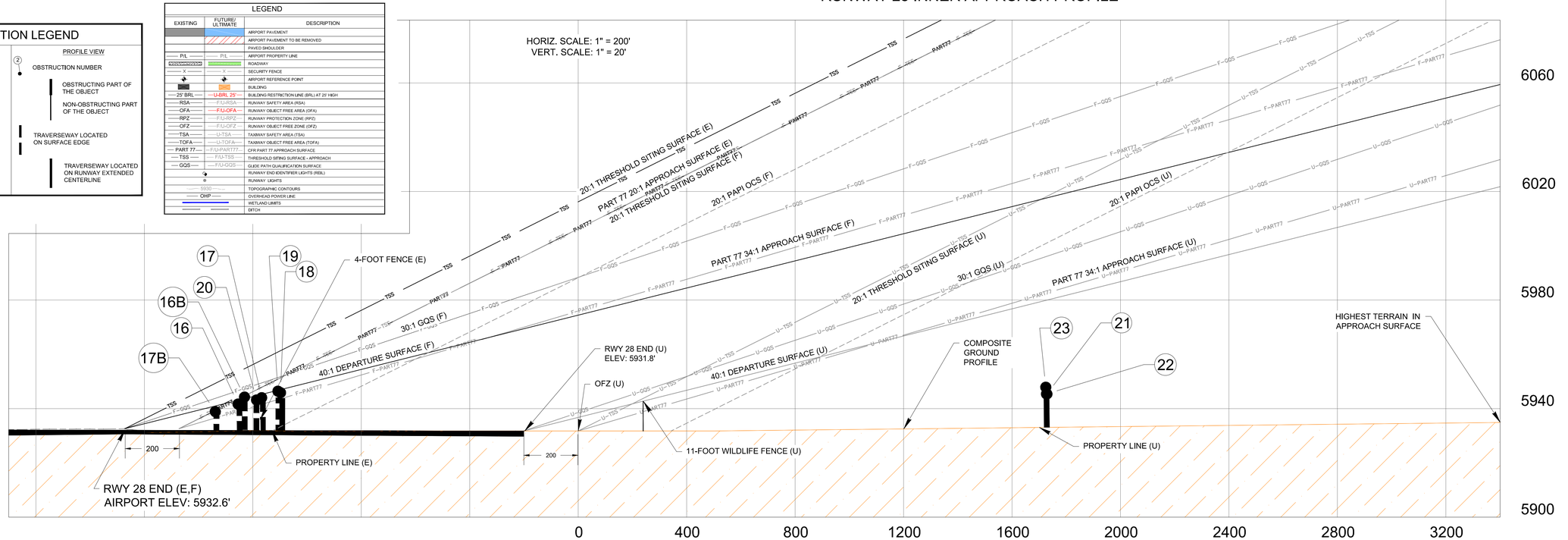
TRAVERSEWAY LOCATED ON SURFACE EDGE

TRAVERSEWAY LOCATED ON RUNWAY EXTENDED CENTERLINE

LEGEND

EXISTING	FUTURE/ ULTIMATE	DESCRIPTION
		AIRPORT PAVEMENT
		AIRPORT PAVEMENT TO BE REMOVED
		PAVED SHOULDER
P/L	P/L	AIRPORT PROPERTY LINE
		ROADWAY
X	X	SECURITY FENCE
		AIRPORT REFERENCE POINT
		BUILDING
25' BRL	U-BRL 25'	BUILDING RESTRICTION LINE (BRL) AT 25' HIGH
RSA	F/U-RSA	RUNWAY SAFETY AREA (RSA)
OFA	F/U-OFA	RUNWAY OBJECT FREE AREA (OFA)
RPZ	F/U-RPZ	RUNWAY PROTECTION ZONE (RPZ)
OFZ	F/U-OFZ	RUNWAY OBJECT FREE ZONE (OFZ)
TSA	U-TSA	TAXIWAY SAFETY AREA (TSA)
TOFA	U-TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
PART 77	F/U-PART77	CFR PART 77 APPROACH SURFACE
TSS	F/U-TSS	THRESHOLD SITING SURFACE - APPROACH
GQS	F/U-GQS	GLIDE PATH QUALIFICATION SURFACE
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		RUNWAY LIGHTS
5920		TOPOGRAPHIC CONTOURS
OHP		OVERHEAD POWER LINE
		WETLAND LIMITS
		DITCH

RUNWAY 28 INNER APPROACH PROFILE



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E-FILE NAME
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DRAWN MJV
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APPROVED NSG

REVISIONS

NO.	DATE

T-O ENGINEERS
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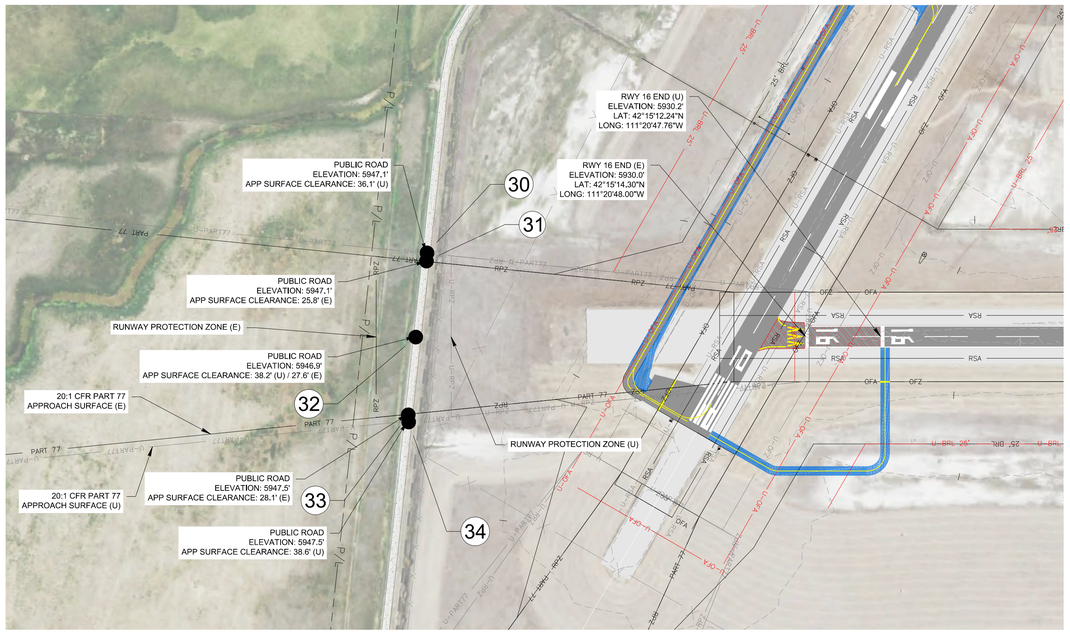
OFFICES ALSO IN: COEUR d' ALENE, IDAHO LEWISTON, IDAHO SPOKANE, WA

BEAR LAKE COUNTY AIRPORT
PARIS, IDAHO
AIRPORT LAYOUT PLAN SET
INNER APPROACH - RWY 28

DATE: MARCH 2017
PROJECT: 140052

RUNWAY 16 INNER APPROACH PLAN



MAGNETIC DECLINATION 11° 43' 48" EAST
RATE OF CHANGE 0° 6.6' WEST/YEAR
AS OF 4/14/2015
SOURCE: NOAA ONLINE CALCULATOR

0 100 200 400 600

SCALE: 1" = 200'

NOTES

1. TRAVERSEWAY ELEVATIONS INCLUDE THE TRAVERSEWAY ADJUSTMENT (15' FOR PUBLIC ROADS)

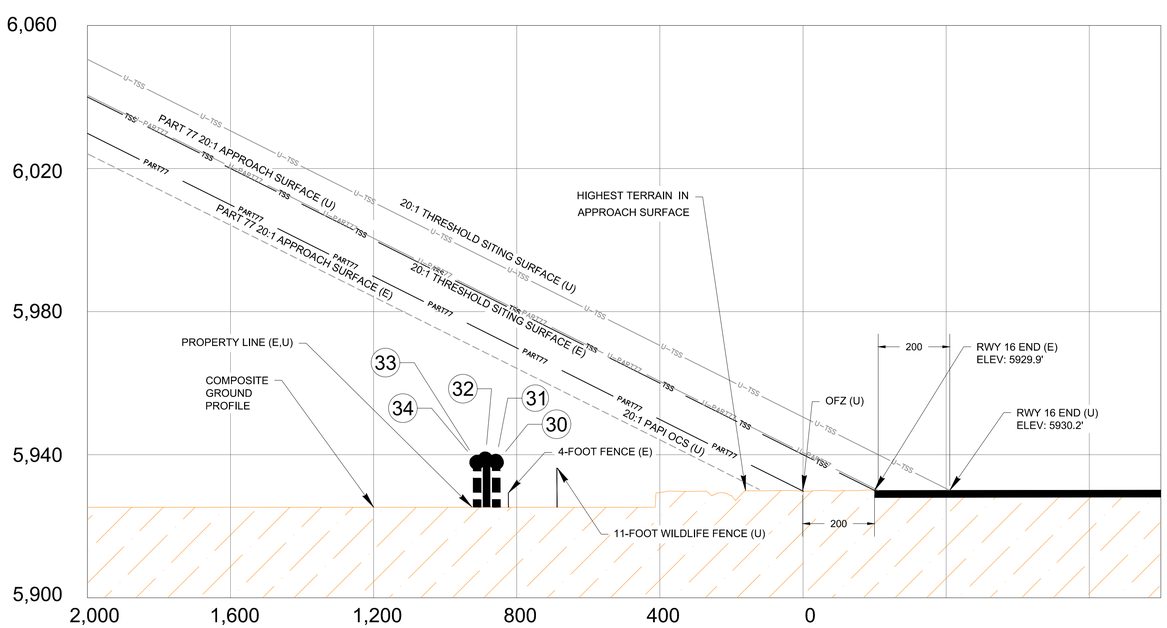
LEGEND

EXISTING	FUTURE/ ULTIMATE	DESCRIPTION
		AIRPORT PAVEMENT
		AIRPORT PAVEMENT TO BE REMOVED
		PAVED SHOULDER
P/L	P/L	AIRPORT PROPERTY LINE
		ROADWAY
x	x	SECURITY FENCE
		AIRPORT REFERENCE POINT
		BUILDING
25' BRL	U-BRL 25'	BUILDING RESTRICTION LINE (BRL) AT 25' HIGH
RSA	RSA	RUNWAY SAFETY AREA (RSA)
OFA	U-OFA	RUNWAY OBJECT FREE AREA (OFA)
RPZ	F/U-RPZ	RUNWAY PROTECTION ZONE (RPZ)
OFZ	U-OFZ	RUNWAY OBJECT FREE ZONE (OFZ)
TSA	U-TSA	TAXIWAY SAFETY AREA (TSA)
TOFA	U-TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
PART 77	F/U-PART77	CFR PART 77 APPROACH SURFACE
TSS	F/U-TSS	THRESHOLD SITING SURFACE - APPROACH
GQS	F/U-GQS	GLIDE PATH QUALIFICATION SURFACE
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		RUNWAY LIGHTS
5930		TOPOGRAPHIC CONTOURS
OHP		OVERHEAD POWER LINE
		WETLAND LIMITS
		DITCH

RWY 16 INNER APPROACH OBSTRUCTIONS										
ITEM NO.	DESCRIPTION	SURVEY TYPE (DATE)	GROUND ELEVATION	OBJECT ELEVATION / HEIGHT		SURFACE PENETRATED	SURFACE ELEVATION	PENETRATION	EXISTING/PROPOSED DISPOSITION	DATE OF MITIGATION
				ELEV. (MSL)	HEIGHT (AGL)					
30	PUBLIC ROAD	WAAS (2015)	5932.1	5,947.1	15.0	NONE	N/A	NONE	NONE	NONE
31	PUBLIC ROAD	WAAS (2015)	5,932.1	5,947.1	15.0	NONE	N/A	NONE	NONE	NONE
32	PUBLIC ROAD	WAAS (2015)	5,931.9	5,946.9	15.0	NONE	N/A	NONE	NONE	NONE
33	PUBLIC ROAD	WAAS (2015)	5,932.5	5,947.5	15.0	NONE	N/A	NONE	NONE	NONE
34	PUBLIC ROAD	WAAS (2015)	5,932.5	5,947.5	15.0	NONE	N/A	NONE	NONE	NONE

RUNWAY 16 INNER APPROACH PROFILE

HORIZ. SCALE: 1" = 200'
VERT. SCALE: 1" = 20'



OBSTRUCTION LEGEND

PLAN VIEW	PROFILE VIEW
1 OBSTRUCTION NUMBER	2 OBSTRUCTION NUMBER
OBSTRUCTION LOCATION	OBSTRUCTING PART OF THE OBJECT
	NON-OBSTRUCTING PART OF THE OBJECT
	TRAVERSEWAY LOCATED ON SURFACE EDGE
	TRAVERSEWAY LOCATED ON RUNWAY EXTENDED CENTERLINE

REVISIONS

NO.	DATE	
		E-FILE NAME
		DESIGNED
		DRAWN MJV
		CHECKED
		APPROVED NSG

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OFFICES ALSO IN: COEUR d' ALENE, IDAHO NAMPA, IDAHO SPOKANE, WA

BEAR LAKE COUNTY AIRPORT
PARIS, IDAHO
AIRPORT LAYOUT PLAN SET
INNER APPROACH - RWY 16

DATE: MARCH 2017
PROJECT: 140052

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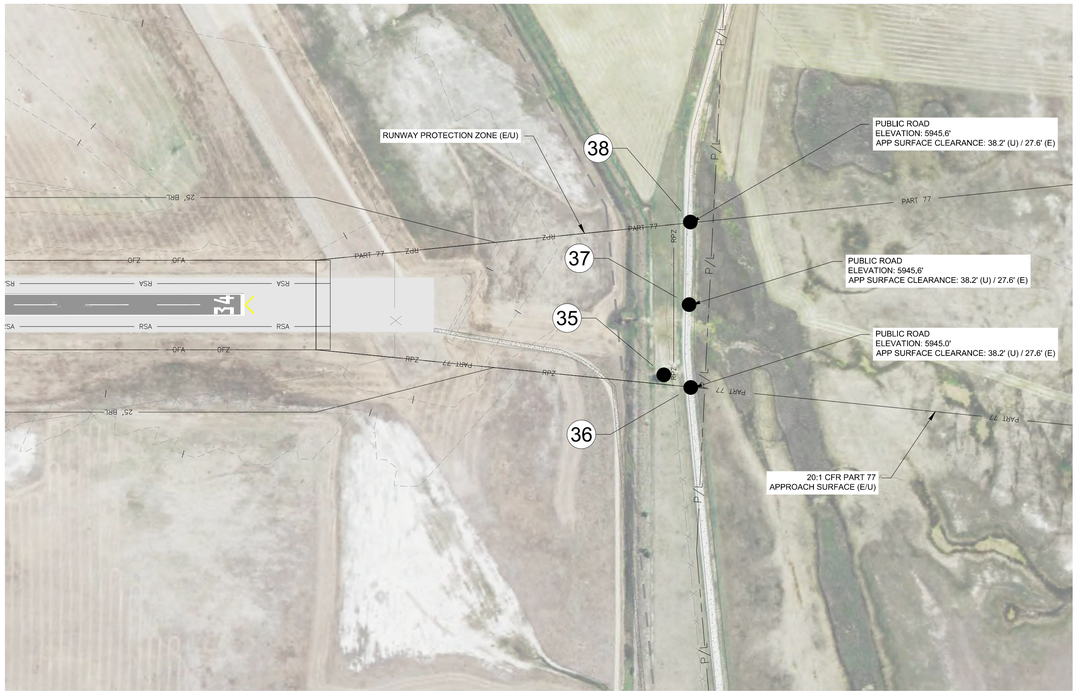
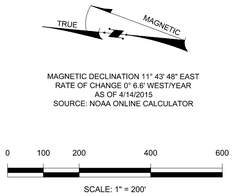
RUNWAY 34 INNER APPROACH PLAN





LEGEND

EXISTING	FUTURE/ ULTIMATE	DESCRIPTION
		AIRPORT PAVEMENT
		AIRPORT PAVEMENT TO BE REMOVED
		PAVED SHOULDER
P/L	P/L	AIRPORT PROPERTY LINE
		ROADWAY
X	X	SECURITY FENCE
		AIRPORT REFERENCE POINT
		BUILDING
25' BRL	U-BRL 25'	BUILDING RESTRICTION LINE (BRL) AT 25' HIGH
RSA	RSA	RUNWAY SAFETY AREA (RSA)
OFA	U-OFA	RUNWAY OBJECT FREE AREA (OFA)
RPZ	F/U-RPZ	RUNWAY PROTECTION ZONE (RPZ)
OFZ	U-OFZ	RUNWAY OBJECT FREE ZONE (OFZ)
TSA	U-TSA	TAXIWAY SAFETY AREA (TSA)
TOFA	U-TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
PART 77	F/U-PART77	CFR PART 77 APPROACH SURFACE
TSS	F/U-TSS	THRESHOLD SITING SURFACE - APPROACH
GQS	F/U-GQS	GLIDE PATH QUALIFICATION SURFACE
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		RUNWAY LIGHTS
5930	5930	TOPOGRAPHIC CONTOURS
OHP	OHP	OVERHEAD POWER LINE
		WETLAND LIMITS
		DITCH

NOTES

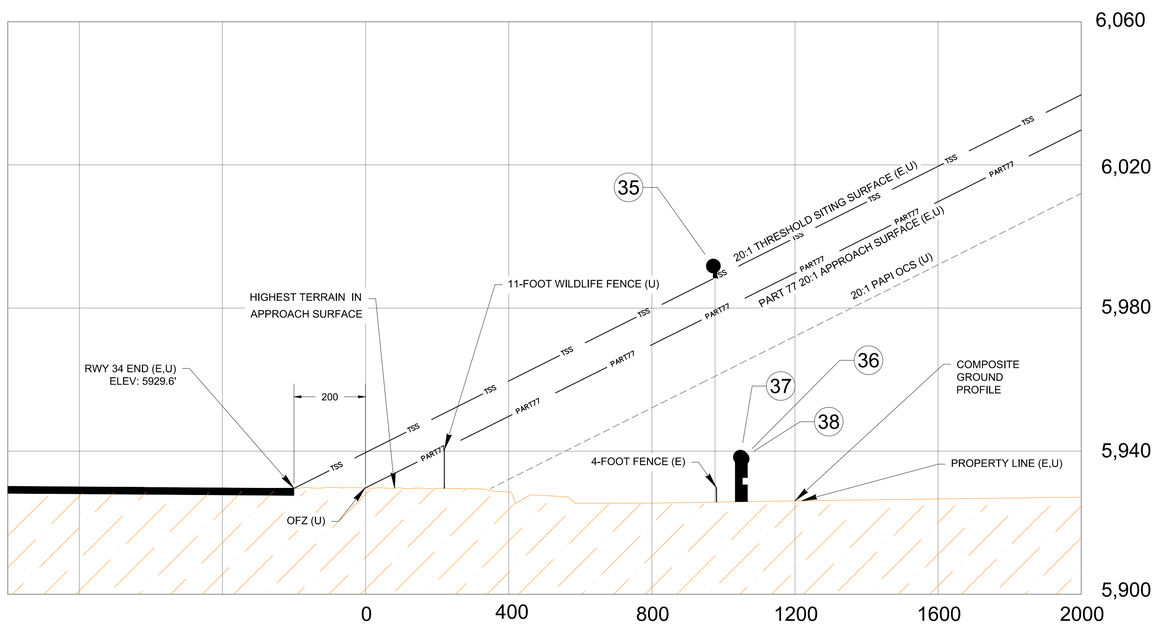
1. TRAVERSEWAY ELEVATIONS INCLUDE THE TRAVERSEWAY ADJUSTMENT (15' FOR PUBLIC ROADS)

RWY 34 INNER APPROACH OBSTRUCTIONS

ITEM NO.	DESCRIPTION	SURVEY TYPE (DATE)	GROUND ELEVATION	OBJECT ELEVATION / HEIGHT		SURFACE PENETRATED	SURFACE ELEVATION	PENETRATION	EXISTING/PROPOSED DISPOSITION	DATE OF MITIGATION
				ELEV. (MSL)	HEIGHT (AGL)					
35	TREE	WAAS (2012)	5925.2	5,994.0	68.8	20:1 APPROACH (E/U) 20:1 TSS (E/U)	5,978.2' 5988'	15.8' 6'	REMOVAL	2020
36	PUBLIC ROAD	WAAS (2015)	5,930.0	5,945.0	15.0	NONE	N/A	NONE	NONE	NONE
37	PUBLIC ROAD	WAAS (2015)	5,930.6	5,945.6	15.0	NONE	N/A	NONE	NONE	NONE
38	PUBLIC ROAD	WAAS (2015)	5,930.6	5,945.6	15.0	NONE	N/A	NONE	NONE	NONE

RUNWAY 28 INNER APPROACH PROFILE

HORIZ. SCALE: 1" = 200'
VERT. SCALE: 1" = 20'



OBSTRUCTION LEGEND

PLAN VIEW

- (1) OBSTRUCTION NUMBER
- OBSTRUCTION LOCATION

PROFILE VIEW

- (2) OBSTRUCTION NUMBER
- OBSTRUCTING PART OF THE OBJECT
- NON-OBSTRUCTING PART OF THE OBJECT
- TRAVERSEWAY LOCATED ON SURFACE EDGE
- TRAVERSEWAY LOCATED ON RUNWAY EXTENDED CENTERLINE

REVISIONS		
NO.	DATE	

E-FILE NAME
DESIGNED
DRAWN MJV
CHECKED
APPROVED NSG

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OFFICES ALSO IN: COEUR d' ALENE, IDAHO NAMPA, IDAHO SPOKANE, WA

BEAR LAKE COUNTY AIRPORT
PARIS, IDAHO
AIRPORT LAYOUT PLAN SET
INNER APPROACH - RWY 34

DATE: MARCH 2017
PROJECT: 140052

SHEET 8 OF 12

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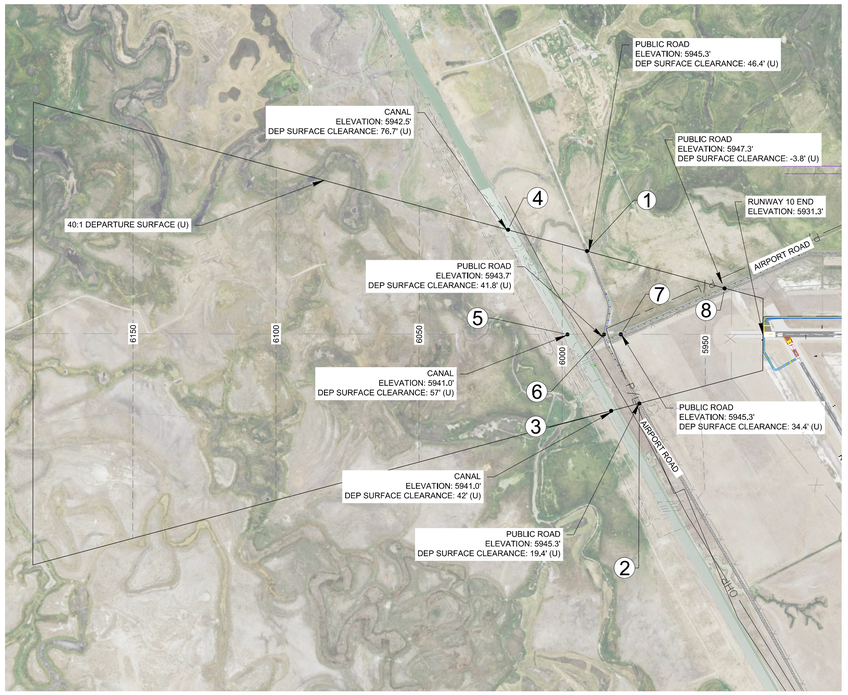
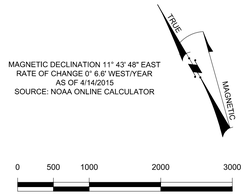
RUNWAY 10 DEPARTURE SURFACE





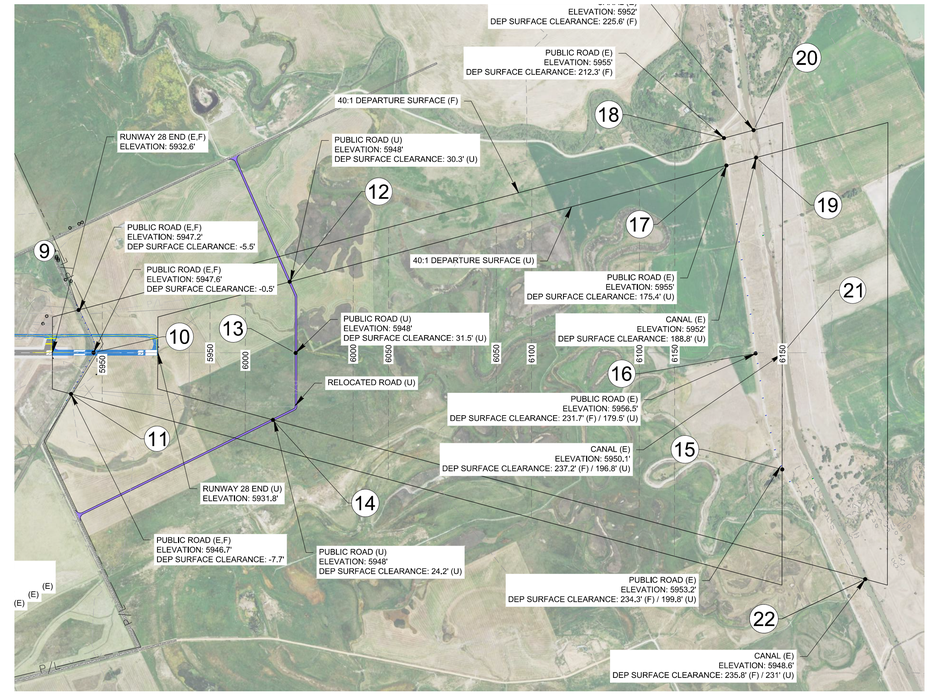
LEGEND

EXISTING	FUTURE/ ULTIMATE	DESCRIPTION
		AIRPORT PAVEMENT
		AIRPORT PAVEMENT TO BE REMOVED
P/L	P/L	AIRPORT PROPERTY LINE
		ROADWAY
X	X	SECURITY FENCE
		AIRPORT REFERENCE POINT
		BUILDING
25' BRL	U-BRL 25'	BUILDING RESTRICTION LINE (BRL) AT 25' HIGH
RSA	RSA	RUNWAY SAFETY AREA (RSA)
OFA	U-OFA	RUNWAY OBJECT FREE AREA (OFA)
RPZ	F/U-RPZ	RUNWAY PROTECTION ZONE (RPZ)
OFZ	U-OFZ	RUNWAY OBJECT FREE ZONE (OFZ)
TSA	U-TSA	TAXIWAY SAFETY AREA (TSA)
TOFA	U-TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
PART 77	F/U-PART77	CFR PART 77 APPROACH SURFACE
TSS	F/U-TSS	THRESHOLD SITING SURFACE - APPROACH
GQS	F/U-GQS	GLIDE PATH QUALIFICATION SURFACE
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		RUNWAY LIGHTS
5930		TOPOGRAPHIC CONTOURS
OHP		OVERHEAD POWER LINE
		WETLAND LIMITS
		DITCH

NOTES

1. TRAVERSEWAY ELEVATIONS INCLUDE THE TRAVERSEWAY ADJUSTMENT (15' FOR PUBLIC ROADS AND CANAL)

RUNWAY 28 DEPARTURE SURFACE

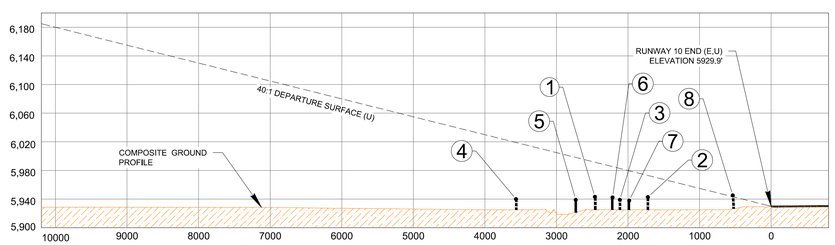


OBSTRUCTION LEGEND

PLAN VIEW	PROFILE VIEW
(1) OBSTRUCTION NUMBER	(2) OBSTRUCTION NUMBER
OBSTRUCTION LOCATION	OBSTRUCTING PART OF THE OBJECT
	NON-OBSTRUCTING PART OF THE OBJECT
	TRAVERSEWAY LOCATED ON SURFACE EDGE
	TRAVERSEWAY LOCATED ON RUNWAY EXTENDED CENTERLINE

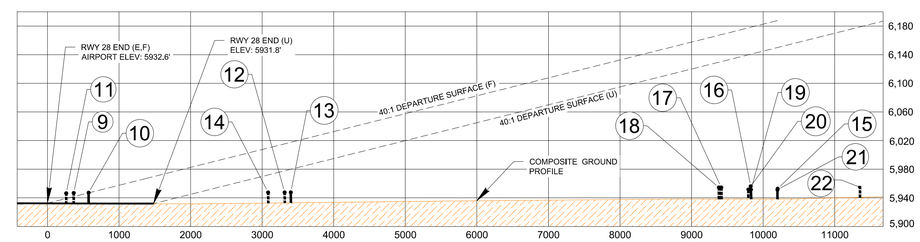
RUNWAY 10 DEPARTURE SURFACE PROFILE

HORIZ. SCALE: 1" = 1000'
VERT. SCALE: 1" = 100'



RUNWAY 28 DEPARTURE SURFACE PROFILE

HORIZ. SCALE: 1" = 1000'
VERT. SCALE: 1" = 100'



RWY 10 DEPARTURE OBSTRUCTIONS

ITEM NO.	DESCRIPTION	SURVEY TYPE (DATE)	GROUND ELEVATION	OBJECT ELEVATION / HEIGHT		SURFACE PENETRATED	SURFACE ELEVATION	PENETRATION	EXISTING/PROPOSED DISPOSITION	DATE OF MITIGATION
				ELEV. (MSL)	HEIGHT (AGL)					
1	PUBLIC ROAD	WAAS (2012)	5,930.3	5,945.3	15.0	NONE	N/A	NONE	NONE	NONE
2	PUBLIC ROAD	WAAS (2015)	5,930.3	5,945.3	15.0	NONE	N/A	NONE	NONE	NONE
3	CANAL	WAAS (2015)	5,926.0	5,941.0	15.0	NONE	N/A	NONE	NONE	NONE
4	CANAL	WAAS (2015)	5,927.5	5,942.5	15.0	NONE	N/A	NONE	NONE	NONE
5	CANAL	WAAS (2015)	5,926.0	5,941.0	15.0	NONE	N/A	NONE	NONE	NONE
6	PUBLIC ROAD	WAAS (2015)	5,928.7	5,943.7	15.0	NONE	N/A	NONE	NONE	NONE
7	PUBLIC ROAD	WAAS (2015)	5,930.3	5,945.3	15.0	NONE	N/A	NONE	NONE	NONE
8	PUBLIC ROAD	WAAS (2015)	5,932.3	5,947.3	15.0	40:1 DEPARTURE SURFACE	5943.5	3.8		

RWY 28 DEPARTURE OBSTRUCTIONS

ITEM NO.	DESCRIPTION	SURVEY TYPE (DATE)	GROUND ELEVATION	OBJECT ELEVATION / HEIGHT		SURFACE PENETRATED	SURFACE ELEVATION	PENETRATION	EXISTING/PROPOSED DISPOSITION	DATE OF MITIGATION
				ELEV. (MSL)	HEIGHT (AGL)					
9	PUBLIC ROAD	WAAS (2015)	5,932.2	5,947.2	15.0	40:1 DEPARTURE SURFACE	5,941.7	5.5	CLOSE/RELOCATE	2020/2035
10	PUBLIC ROAD	WAAS (2015)	5,932.6	5,947.6	15.0	40:1 DEPARTURE SURFACE	5,947.1	0.5	CLOSE/RELOCATE	2020/2035
11	PUBLIC ROAD	WAAS (2015)	5,931.7	5,946.7	15.0	40:1 DEPARTURE SURFACE	5,939.0	7.7	CLOSE/RELOCATE	2020/2035
12	PUBLIC ROAD	WAAS (2015)	5,933.0	5,948.0	15.0	NONE	N/A	NONE	NONE	NONE
13	PUBLIC ROAD	WAAS (2015)	5,933.0	5,948.0	15.0	NONE	N/A	NONE	NONE	NONE
14	PUBLIC ROAD	WAAS (2015)	5,933.0	5,948.0	15.0	NONE	N/A	NONE	NONE	NONE
15	PUBLIC ROAD	WAAS (2015)	5,938.2	5,953.2	15.0	NONE	N/A	NONE	NONE	NONE
16	PUBLIC ROAD	WAAS (2015)	5,941.5	5,956.5	15.0	NONE	N/A	NONE	NONE	NONE
17	PUBLIC ROAD	WAAS (2015)	5,940.0	5,955.0	15.0	NONE	N/A	NONE	NONE	NONE
18	PUBLIC ROAD	WAAS (2015)	5,940.0	5,955.0	15.0	NONE	N/A	NONE	NONE	NONE
19	CANAL	WAAS (2015)	5,937.0	5,952.0	15.0	NONE	N/A	NONE	NONE	NONE
20	CANAL	WAAS (2015)	5,937.0	5,952.0	15.0	NONE	N/A	NONE	NONE	NONE
21	CANAL	WAAS (2015)	5,935.1	5,950.1	15.0	NONE	N/A	NONE	NONE	NONE
22	CANAL	WAAS (2015)	5,933.6	5,948.6	15.0	NONE	N/A	NONE	NONE	NONE

REVISIONS			
NO.	##	DATE	
		AUGUST 2016	DESIGNED
			DRAWN
			CHECKED
			APPROVED

E-FILE NAME
DESIGNED MJV
DRAWN
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APPROVED NSG

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BEAR LAKE COUNTY AIRPORT
PARIS, IDAHO
AIRPORT LAYOUT PLAN SET
DEPARTURE SURFACE

DATE: MARCH 2017
PROJECT: 140052

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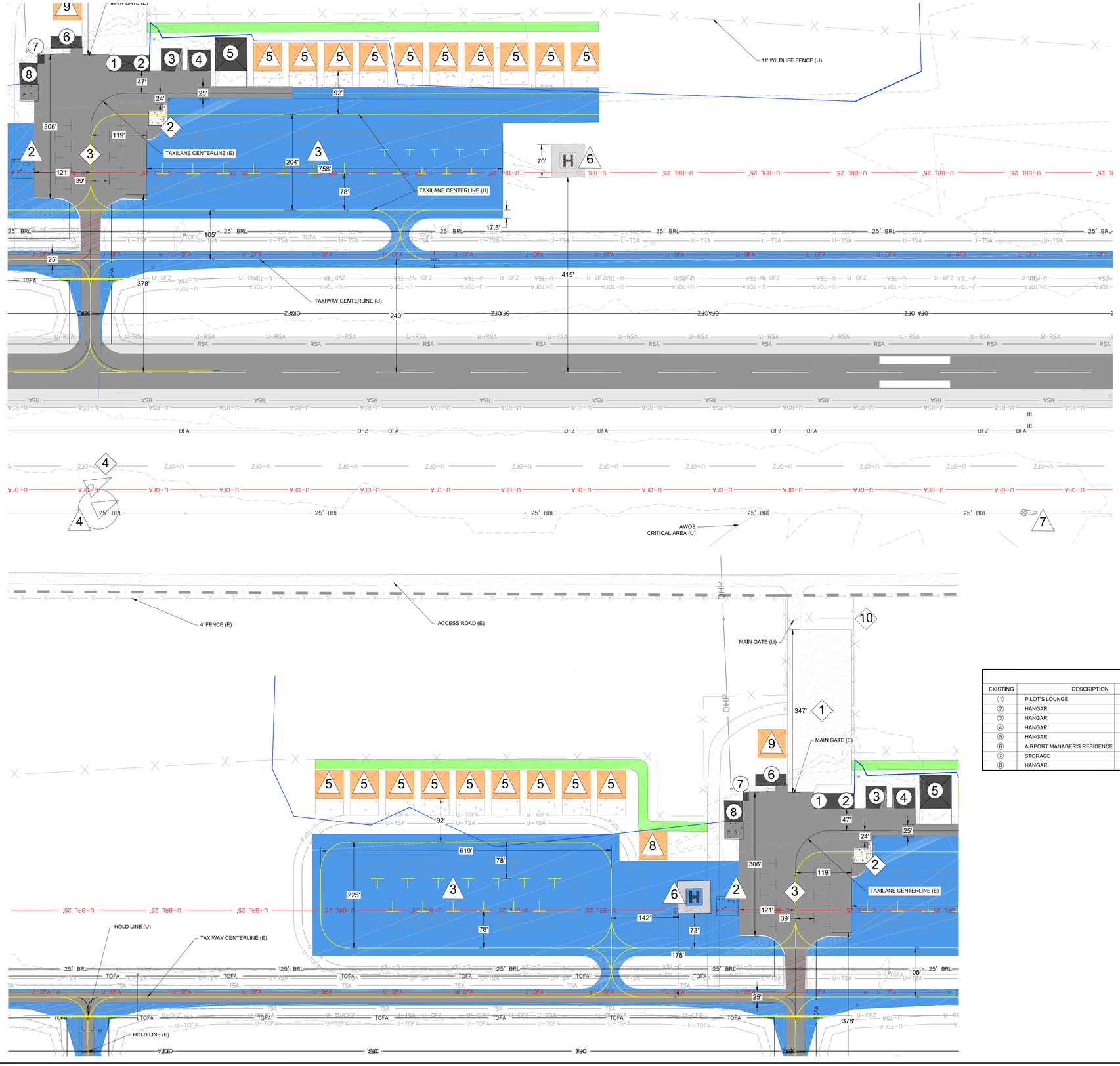

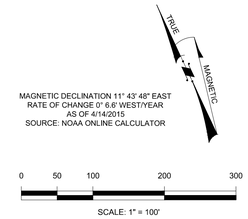

LEGEND

EXISTING	FUTURE/ ULTIMATE	DESCRIPTION
		AIRPORT PAVEMENT
		AIRPORT PAVEMENT TO BE REMOVED
		PAVED SHOULDER
P/L	P/L	AIRPORT PROPERTY LINE
		ROADWAY
X	X	SECURITY FENCE
		AIRPORT REFERENCE POINT
		BUILDING
25' BRL	U-BRL 25'	BUILDING RESTRICTION LINE (BRL) AT 25' HIGH
RSA	RSA	RUNWAY SAFETY AREA (RSA)
OFA	U-OFA	RUNWAY OBJECT FREE AREA (OFA)
RPZ	F/U-RPZ	RUNWAY PROTECTION ZONE (RPZ)
OFZ	U-OFZ	RUNWAY OBJECT FREE ZONE (OFZ)
TSA	U-TSA	TAXIWAY SAFETY AREA (TSA)
TOFA	U-TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
PART 77	F/U-PART77	CFR PART 77 APPROACH SURFACE
TSS	F/U-TSS	THRESHOLD SITING SURFACE - APPROACH
GQS	F/U-GQS	GLIDE PATH QUALIFICATION SURFACE
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		RUNWAY LIGHTS
5930		TOPOGRAPHIC CONTOURS
OHP		OVERHEAD POWER LINE
		WETLAND LIMITS
		DRAINAGE
		DITCH

EXISTING AND FUTURE FACILITIES

EXISTING	FUTURE	DESCRIPTION
1		AUTOMOBILE PARKING
2	2	FUEL FACILITIES
3	3	AIRCRAFT TIEDOWN RAMP
4	4	WIND CONE AND SEGMENTED CIRCLE
	5	60' x 60' HANGAR
	6	HELIPAD
	7	ADDITIONAL WIND CONE
	8	FBO
	9	SNOW REMOVAL EQUIPMENT BUILDING
10		ROTATING BEACON

NOTE: ALL NEW BUILDINGS WILL BE BUILT NOT TO BE OBSTRUCTIONS TO AIR NAVIGATION. BUILDING TOP ELEVATIONS WILL BE LIMITED BY THE APPROPRIATE PART 77 IMAGINARY SURFACE.

EXISTING BUILDINGS

EXISTING	DESCRIPTION	OWNER	TOP ELEVATION	OBSTRUCTION	RECOMMENDED ACTION	DATE OF ACTION
1	PILOT'S LOUNGE	BEAR LAKE COUNTY	5,950.4'	NO	NONE	NONE
2	HANGAR	BEAR LAKE COUNTY	5,950.4'	NO	NONE	NONE
3	HANGAR	JOHN TAYLOR	5,950.9'	NO	NONE	NONE
4	HANGAR	DAN KUREK	5,950.6'	NO	NONE	NONE
5	HANGAR	SCOTT NAEGLE	5,945.3'	NO	NONE	NONE
6	AIRPORT MANAGER'S RESIDENCE	BEAR LAKE COUNTY	5,939.5'	NO	NONE	NONE
7	STORAGE	BEAR LAKE COUNTY	5,950.8'	NO	NONE	NONE
8	HANGAR	BEAR LAKE COUNTY	5951.7'	NO	NONE	NONE

E-FILE NAME
DESIGNED
DRAWN MJV
CHECKED
APPROVED
NSC

REVISIONS

NO.	ITEM	DATE

T-O ENGINEERS
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BEAR LAKE COUNTY AIRPORT
PARIS, IDAHO
AIRPORT LAYOUT PLAN SET
TERMINAL AREA PLAN

DATE: MARCH 2017
PROJECT: 140052

SHEET 10 OF 12

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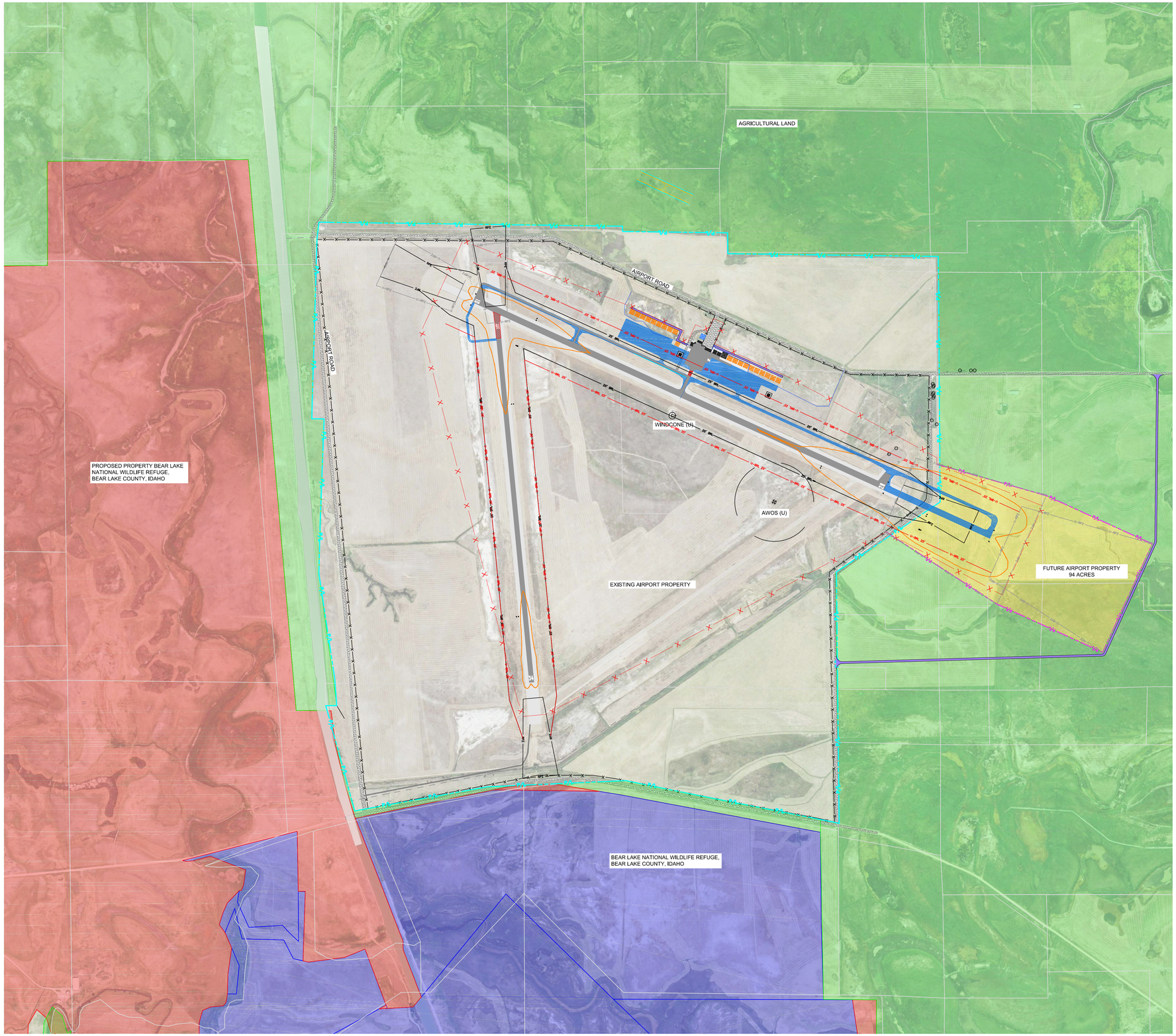

MAGNETIC DECLINATION 11° 43' 48" EAST
RATE OF CHANGE 0° 6.6' WEST/YEAR
AS OF 4/14/2015
SOURCE: NOAA ONLINE CALCULATOR

TRUE
MAGNETIC

0 300 600 1200 1800

SCALE: 1" = 600'

LEGEND		
EXISTING	FUTURE/ ULTIMATE	DESCRIPTION
		AIRPORT PAVEMENT
		AIRPORT PAVEMENT TO BE REMOVED
P/L	P/L	AIRPORT PROPERTY LINE
		ROADWAY
x x	x x	SECURITY FENCE
		BUILDING
25' BRL	U-BRL 25'	BUILDING RESTRICTION LINE (BRL) AT 25' HIGH
RPZ	F/U-RPZ	RUNWAY PROTECTION ZONE (RPZ)
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		RUNWAY LIGHTS
5930		TOPOGRAPHIC CONTOURS
		WETLAND LIMITS
		65 DNL NOISE CONTOUR
		DITCH

LAND USE LEGEND
AIRPORT PROPERTY [LIGHT INDUSTRY AND MANUFACTURING]
FUTURE AERONAUTICAL
AGRICULTURAL
BEAR LAKE NATIONAL WILDLIFE REFUGE (ACQUIRED LAND)
U.S. FISH & WILDLIFE SERVICE HAS AUTHORITY TO ACQUIRE[1]

[1] FURTHER EXTENSION OF THE WILDLIFE REFUGE IN CLOSE PROXIMITY TO THE AIRPORT IS NOT RECOMMENDED. THIS EXTENSION PRESENTS SIGNIFICANT HAZARDS TO THE USERS OF THE AIRPORT AND TO PEOPLE ON THE GROUND. THE FUTURE BOUNDARY OF THE REFUGE LIES DIRECTLY UNDER THE FLIGHT PATHS OF AIRCRAFT, WHERE POTENTIALLY NEGATIVE IMPACTS OF THE AIRPORT, SUCH AS NOISE, DUST, OR FUME, ARE MORE IMPORTANT.

FAA RECOMMENDS AT LEAST 5,000 FEET BETWEEN THE AIRPORT AND ANY WILDLIFE ATTRACTANTS.

BEAR LAKE COUNTY SHOULD COORDINATE WITH THE U.S FISH AND WILDLIFE SERVICE AND ADVISE AGAINST THE EXTENSION OF THE REFUGE TO THE NORTH.

NOTES:

1. THERE ARE LIMITED ORDINANCES IN PLACE IN BEAR LAKE COUNTY TO ZONE LAND AND LIMIT HEIGHT OF STRUCTURES. THE CURRENT ORDINANCES DO NOT EFFECTIVELY REFERENCE AND ADDRESS CFR PART 77, AIRSPACE PROTECTION AND COMPATIBLE LAND USE PLANNING, IN THE VICINITY OF THE AIRPORT. RECOMMENDATIONS HAVE BEEN MADE IN THE NARRATIVE REPORT TO IMPROVE ZONING.

2. ALL HAYING ACTIVITIES OCCUR OUT OF THE RUNWAY SAFETY AREA. THERE IS NO WILDLIFE ATTRACTANT (INCLUDING CROPS) ON AIRPORT PROPERTY.

E-FILE NAME	
DESIGNED	
DRAWN	MJV
CHECKED	
APPROVED	NSC

REVISIONS		
NO.	ITEM	DATE

T-O ENGINEERS
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OFFICES ALSO IN: COEUR d' ALENE, IDAHO NAMPA, IDAHO

BEAR LAKE COUNTY AIRPORT
PARIS, IDAHO
AIRPORT LAYOUT PLAN SET
LAND USE DRAWING

DATE: MARCH 2017
PROJECT: 140052

SHEET 11 OF 12

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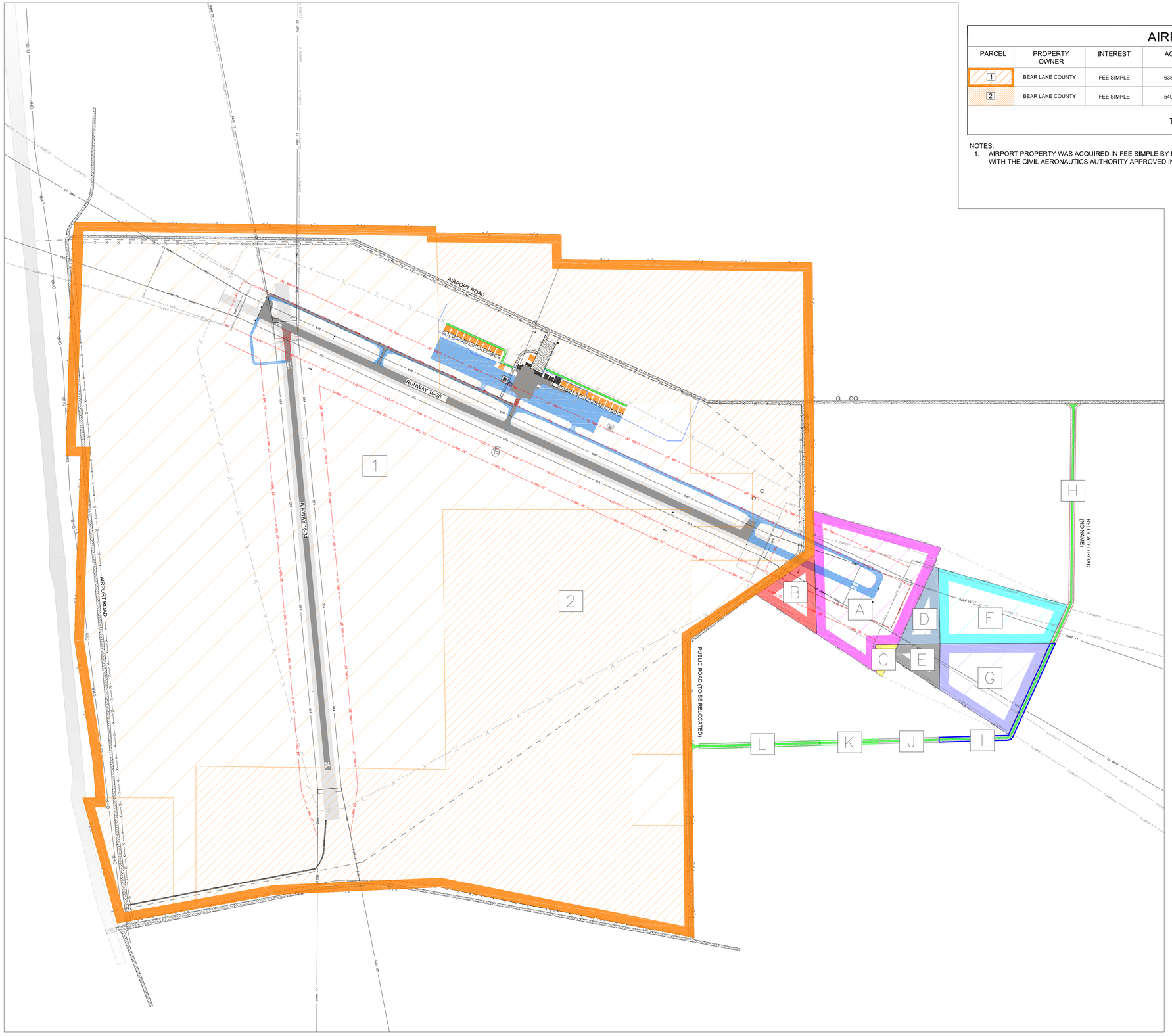

AIRPORT PROPERTY DATA

PARCEL	PROPERTY OWNER	INTEREST	AC	PREVIOUS OWNER	FEDERAL AGREEMENT	DATE	PURPOSE
1	BEAR LAKE COUNTY	FEE SIMPLE	635.7	UNKOWN SEE CASE #3474 DECREE QUIETING TITLE	SEE NOTE 1	7/3/1958	AERONAUTICAL DEVELOPMENT
2	BEAR LAKE COUNTY	FEE SIMPLE	540.6	J.R. PUGMIRE	SEE NOTE 1	6/6/1942	AERONAUTICAL DEVELOPMENT
TOTAL ACREAGE = 1176.3 ACRES							

NOTES:
1. AIRPORT PROPERTY WAS ACQUIRED IN FEE SIMPLE BY BEAR LAKE COUNTY. THE AIRPORT HAS CONSTRUCTED UNDER AGREEMENT 5-904-10-11 WITH THE CIVIL AERONAUTICS AUTHORITY APPROVED IN JUNE OF 1942.

PROPOSED PROPERTY ACQUISITION DATA

PARCEL	PROPERTY OWNER	INTEREST	ACRES	PURPOSE
A	WYNN C WALLENTINE	FEE	33.7	AIRSPACE/RPZ PROTECTION (F) AERONAUTICAL DEVELOPMENT (U)
B	NATE-DINGLE RANCH, LLC	FEE	6.1	AIRSPACE/RPZ PROTECTION (F) AERONAUTICAL DEVELOPMENT (U)
C	P THOMAS BLOTTER FARM PART	FEE	1.2	AIRSPACE/RPZ PROTECTION
D	WYNN C WALLENTINE	FEE/AVIGATION EASMENT	4.7	AIRSPACE/RPZ PROTECTION
E	P THOMAS BLOTTER FARM PART	FEE/AVIGATION EASMENT	3.6	AIRSPACE/RPZ PROTECTION
F	JEFFREY T KEETCH	FEE/AVIGATION EASMENT	18	AIRSPACE/RPZ PROTECTION
G	P THOMAS BLOTTER FARM PART	FEE/AVIGATION EASMENT	17.1	AIRSPACE/RPZ PROTECTION
H	JEFFREY T KEETCH	FEE/EASMENT	3.6	ROAD RELOCATION
I	P THOMAS BLOTTER FARM PART	FEE/EASMENT	2.6	ROAD RELOCATION
J	P THOMAS BLOTTER FARM PART	FEE/EASMENT	0.9	ROAD RELOCATION
K	P THOMAS BLOTTER FARM PART	FEE/EASMENT	0.9	ROAD RELOCATION
L	NATE-DINGLE RANCH, LLC	FEE/EASMENT	1.8	ROAD RELOCATION
TOTAL = 94.2 ACRES				

LEGEND

EXISTING	FUTURE/ ULTIMATE	DESCRIPTION
		AIRPORT PAVEMENT
		AIRPORT PAVEMENT TO BE REMOVED
P/L	P/L	AIRPORT PROPERTY LINE
		ROADWAY
X	X	SECURITY FENCE
		BUILDING
25' BRL	U-BRL 25'	BUILDING RESTRICTION LINE (BRL) AT 25' HIGH
OFA	U-OFA	RUNWAY OBJECT FREE AREA (OFA)
RPZ	F/U-RPZ	RUNWAY PROTECTION ZONE (RPZ)
PART 77	F/U-PART77	CFR PART 77 APPROACH SURFACE
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		RUNWAY LIGHTS
		WETLAND LIMITS
OHP		OVER HEAD POWERLINE
		DITCH

MAGNETIC DECLINATION 11° 43' 48" EAST
RATE OF CHANGE 0° 6.6' WEST/YEAR
AS OF 4/14/2015
SOURCE: NOAA ONLINE CALCULATOR

TRUE
MAGNETIC

0 250 500 1000 1500
SCALE: 1" = 500'

E-FILE NAME	
DESIGNED	
DRAWN	
CHECKED	MJV
APPROVED	NSC

REVISIONS

NO.	ITEM	DATE

T-O ENGINEERS
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BEAR LAKE COUNTY AIRPORT
PARIS, IDAHO
AIRPORT LAYOUT SET
AIRPORT PROPERTY MAP

DATE: MARCH 2017
PROJECT: 140052

SHEET 12 OF 12

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