

Heber City Municipal Airport

Russ McDonald Field

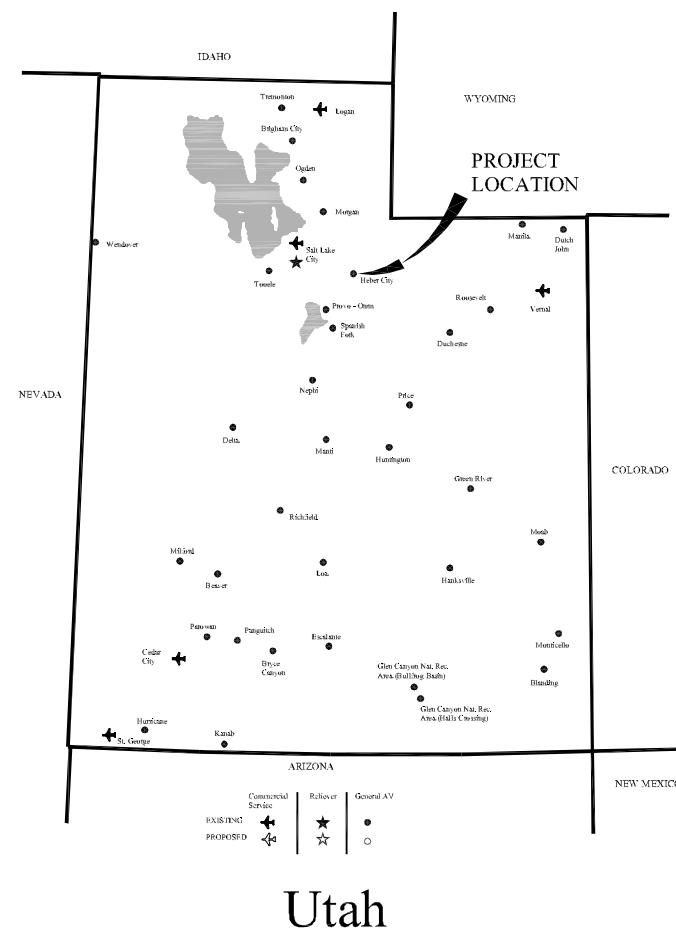
Heber City, Utah

AIRPORT LAYOUT PLANS

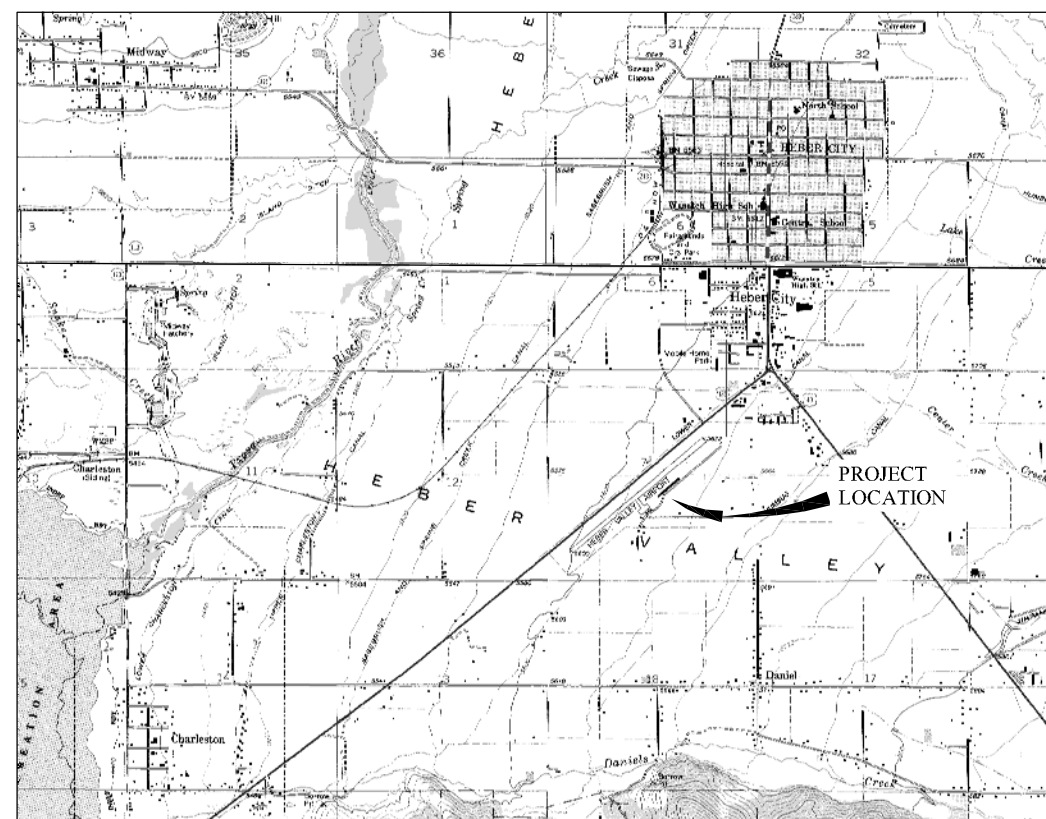
PREPARED BY:
ARMSTRONG CONSULTANTS, INC.

A.C.I. PROJECT NO. 045692

DATE: December 1, 2005



LOCATION MAP



VICINITY MAP

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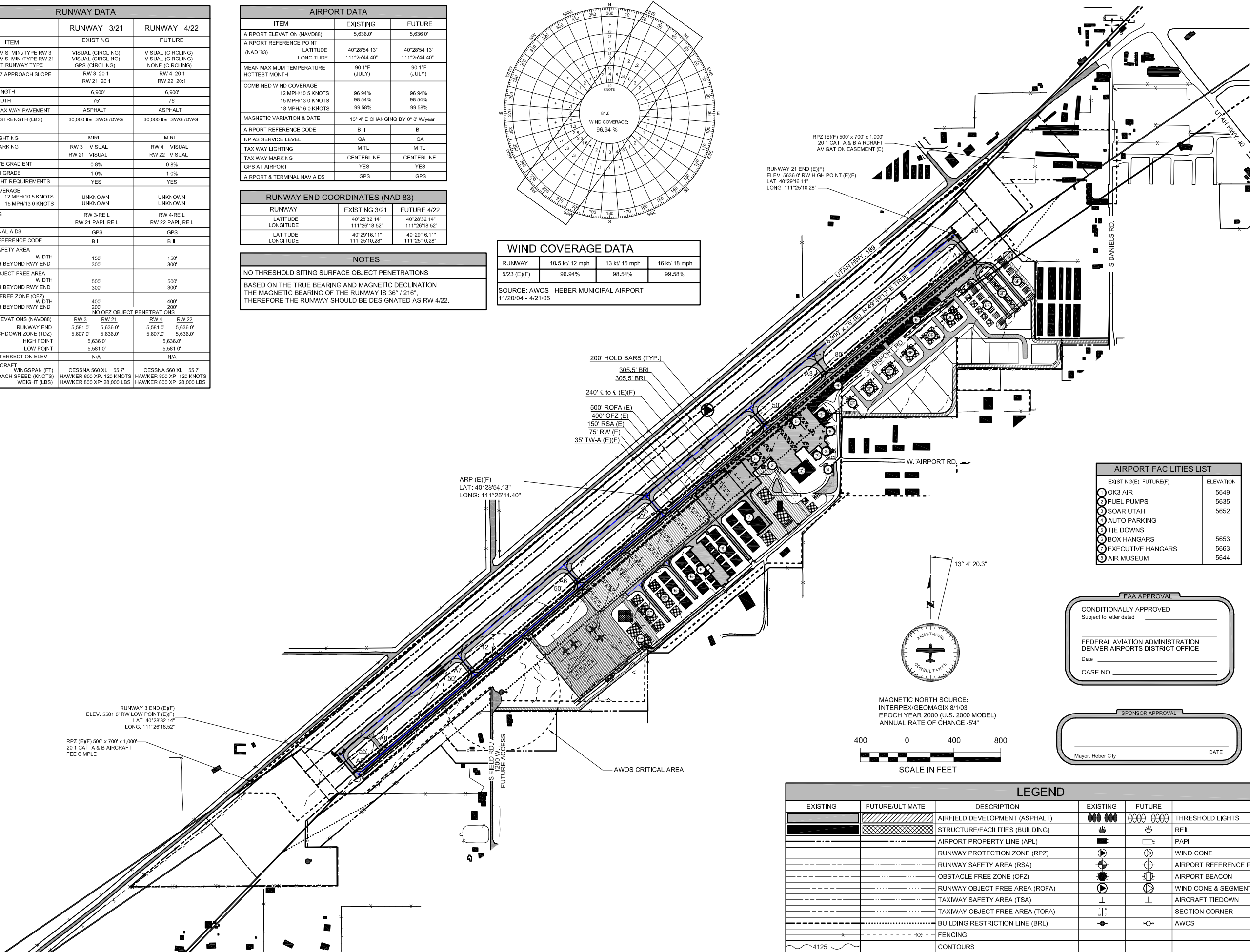
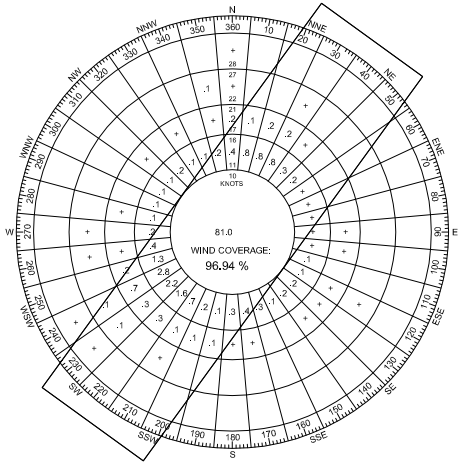
RUNWAY DATA			
	RUNWAY 3/21	RUNWAY 4/22	
ITEM	EXISTING	FUTURE	
APPROACH VIS. MIN./TYPE RW 3	VISUAL (CIRCLING)	VISUAL (CIRCLING)	
APPROACH VIS. MIN./TYPE RW 21	VISUAL (CIRCLING)	VISUAL (CIRCLING)	
INSTRUMENT RUNWAY TYPE	GPS (CIRCLING)	NONE (CIRCLING)	
FAR PART 77 APPROACH SLOPE	RW 3 20:1 RW 21 20:1	RW 4 20:1 RW 22 20:1	
RUNWAY LENGTH	6,900'	6,900'	
RUNWAY WIDTH	75'	75'	
RUNWAY & TAXIWAY PAVEMENT	ASPHALT	ASPHALT	
PAVEMENT STRENGTH (LBS)	30,000 lbs. SWG./DWG.	30,000 lbs. SWG./DWG.	
RUNWAY LIGHTING	MIRL	MIRL	
RUNWAY MARKING	RW 3 VISUAL RW 21 VISUAL	RW 4 VISUAL RW 22 VISUAL	
% EFFECTIVE GRADIENT	0.8%	0.8%	
% MAXIMUM GRADE	1.0%	1.0%	
LINE OF SIGHT REQUIREMENTS	YES	YES	
% WIND COVERAGE	12 MPH/10.5 KNOTS 15 MPH/13.0 KNOTS	UNKNOWN UNKNOWN	
VISUAL AIDS	RW 3-REIL RW 21-PAPI, REIL	RW 4-REIL RW 22-PAPI, REIL	
NAVIGATIONAL AIDS	GPS	GPS	
AIRPORT REFERENCE CODE	B-II	B-II	
RUNWAY SAFETY AREA (RSA)	WIDTH LENGTH BEYOND RWY END	150' 300'	
RUNWAY OBJECT FREE AREA (ROFA)	WIDTH LENGTH BEYOND RWY END	500' 300'	
OBSTACLE FREE ZONE (OFZ)	WIDTH LENGTH BEYOND RWY END	400' 200' NO OFZ OBJECT PENETRATIONS	
RUNWAY ELEVATIONS (NAVD88)	RW 3 5,581.0'	RW 21 5,636.0'	RW 4 5,581.0'
RUNWAY END	5,581.0'	5,636.0'	5,636.0'
TOUCHDOWN ZONE (TDZ)	5,607.0'	5,636.0'	5,607.0'
HIGH POINT	5,636.0'	5,636.0'	5,636.0'
LOW POINT	5,581.0'	5,581.0'	5,581.0'
RUNWAY INTERSECTION ELEV.	N/A	N/A	
DESIGN AIRCRAFT	WINGSPAN (FT) APPROACH SPEED (KNOTS) WEIGHT (LBS)	CESSNA 560 XL 55.7' HAWKER 800 XP: 120 KNOTS HAWKER 800 XP: 28,000 LBS.	CESSNA 560 XL 55.7' HAWKER 800 XP: 120 KNOTS HAWKER 800 XP: 28,000 LBS.

AIRPORT DATA		
ITEM	EXISTING	FUTURE
AIRPORT ELEVATION (NAVD88)	5,636.0'	5,636.0'
AIRPORT REFERENCE POINT (NAD '83)	LATITUDE 40°28'54.13"	40°28'54.13"
	LONGITUDE 111°25'44.40"	111°25'44.40"
MEAN MAXIMUM TEMPERATURE	90.1°F (JULY)	90.1°F (JULY)
HOTTEST MONTH		
COMBINED WIND COVERAGE	12 MPH/10.5 KNOTS 15 MPH/13.0 KNOTS 18 MPH/16.0 KNOTS	96.94% 98.54% 99.58%
MAGNETIC VARIATION & DATE	13° 4' E CHANGING BY 0" 8" /Year	
AIRPORT REFERENCE CODE	B-II	B-II
NPIAS SERVICE LEVEL	GA	GA
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	CENTERLINE	CENTERLINE
GPS AT AIRPORT	YES	YES
AIRPORT & TERMINAL NAV AIDS	GPS	GPS

RUNWAY END COORDINATES (NAD 83)		
RUNWAY	EXISTING 3/21	FUTURE 4/22
LATITUDE	40°28'32.14"	40°28'32.14"
LONGITUDE	111°26'18.52"	111°26'18.52"
LATITUDE	40°29'16.11"	40°29'16.11"
LONGITUDE	111°25'10.28"	111°25'10.28"

NOTES	
NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS	
BASED ON THE TRUE BEARING AND MAGNETIC DECLINATION THE MAGNETIC BEARING OF THE RUNWAY IS 36° / 216°. THEREFORE THE RUNWAY SHOULD BE DESIGNATED AS RW 4/22.	

WIND COVERAGE DATA			
RUNWAY	10.5 kt/ 12 mph	13 kt/ 15 mph	16 kt/ 18 mph
5/23 (E)(F)	96.94%	98.54%	99.58%
SOURCE: AWOS - HEBER MUNICIPAL AIRPORT 11/20/04 - 4/21/05			



AIRPORT FACILITIES LIST	
EXISTING(E), FUTURE(F)	ELEVATION
OK3 AIR	5649
FUEL PUMPS	5635
SOAR UTAH	5652
AUTO PARKING	
TIE DOWNS	
BOX HANGARS	5653
EXECUTIVE HANGARS	5663
AIR MUSEUM	5644

FAA APPROVAL

CONDITIONALLY APPROVED
Subject to letter dated _____

FEDERAL AVIATION ADMINISTRATION
DENVER AIRPORTS DISTRICT OFFICE

Date _____

CASE NO. _____

SPONSOR APPROVAL

Mayor, Heber City _____

DATE _____

LEGEND					
EXISTING	FUTURE/ULTIMATE	DESCRIPTION	EXISTING	FUTURE	
		AIRFIELD DEVELOPMENT (ASPHALT)			THRESHOLD LIGHTS
		STRUCTURE/FACILITIES (BUILDING)			REIL
		AIRPORT PROPERTY LINE (APL)			PAPI
		RUNWAY PROTECTION ZONE (RPZ)			WIND CONE
		RUNWAY SAFETY AREA (RSA)			AIRPORT REFERENCE POINT (ARP)
		OBSTACLE FREE ZONE (OFZ)			AIRPORT BEACON
		RUNWAY OBJECT FREE AREA (ROFA)			WIND CONE & SEGMENTED CIRCLE
		TAXIWAY SAFETY AREA (TSA)			AIRCRAFT TIEDOWN
		TAXIWAY OBJECT FREE AREA (TOFA)			SECTION CORNER
		BUILDING RESTRICTION LINE (BRL)			AWOS
		FENCING			
		CONTOURS			

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RUSS MCDONALD FIELD
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AIRPORT LAYOUT PLANS

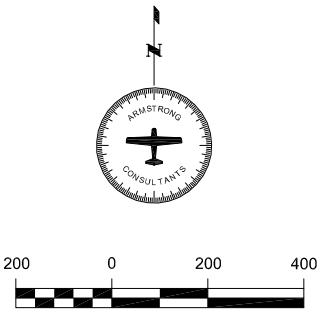
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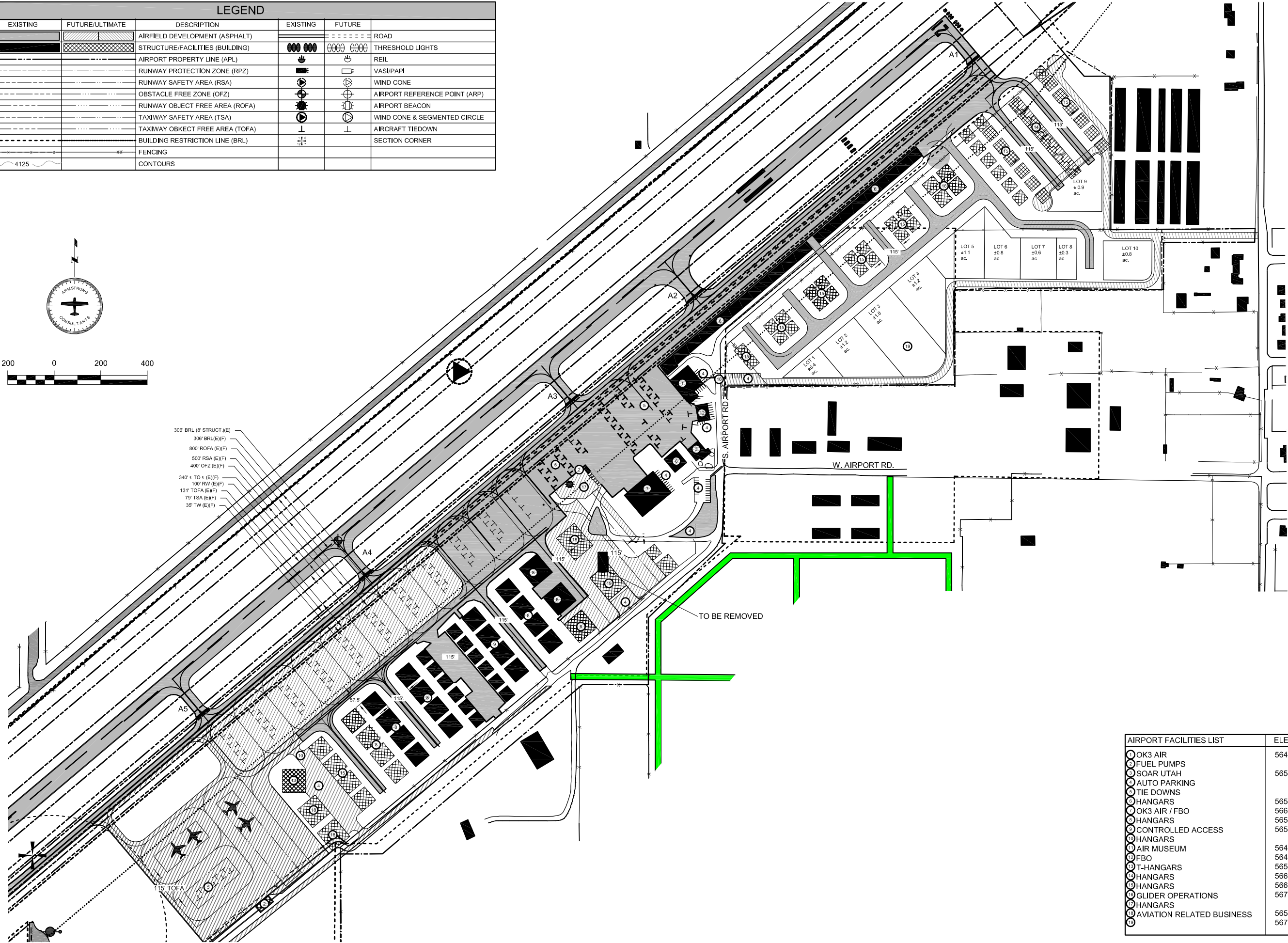
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Checked: DAC
Approved: EAA

AIRPORT
LAYOUT
PLAN

LEGEND					
EXISTING	FUTURE/ULTIMATE	DESCRIPTION	EXISTING	FUTURE	
		AIRFIELD DEVELOPMENT (ASPHALT)			ROAD
		STRUCTURE/FACILITIES (BUILDING)			THRESHOLD LIGHTS
		AIRPORT PROPERTY LINE (APL)			REIL
		RUNWAY PROTECTION ZONE (RPZ)			VASI/PAPI
		RUNWAY SAFETY AREA (RSA)			WIND CONE
		OBSTACLE FREE ZONE (OFZ)			AIRPORT REFERENCE POINT (ARP)
		RUNWAY OBJECT FREE AREA (ROFA)			AIRPORT BEACON
		TAXIWAY SAFETY AREA (TSA)			WIND CONE & SEGMENTED CIRCLE
		TAXIWAY OBJECT FREE AREA (TOFA)			AIRCRAFT TIEDOWN
		BUILDING RESTRICTION LINE (BRL)			SECTION CORNER
		FENCING			
		CONTOURS			



- 306' BRL (8' STRUCT.) (E)
- 306' BRL (E) (F)
- 800' ROFA (E) (F)
- 500' RSA (E) (F)
- 400' OFZ (E) (F)
- 340' ± TO 4 (E) (F)
- 100' RW (E) (F)
- 131' TOFA (E) (F)
- 79' TSA (E) (F)
- 35' TW (E) (F)



AIRPORT FACILITIES LIST		ELEV.
① OK3 AIR		5649
② FUEL PUMPS		
③ SOAR UTAH		5652
④ AUTO PARKING		
⑤ TIE DOWNS		
⑥ HANGARS		5653
⑦ OK3 AIR / FBO		5663
⑧ HANGARS		5654
⑨ CONTROLLED ACCESS		5652
⑩ HANGARS		
⑪ AIR MUSEUM		5649
⑫ FBO		5644
⑬ T-HANGARS		5652
⑭ HANGARS		5668
⑮ HANGARS		5669
⑯ GLIDER OPERATIONS		5670
⑰ HANGARS		
⑱ AVIATION RELATED BUSINESS		5654
⑲		5670

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HEBER CITY MUNICIPAL AIRPORT
RUSS McDONALD FIELD
HEBER CITY, UTAH
AIRPORT LAYOUT PLANS

No.	Revision	Date	By

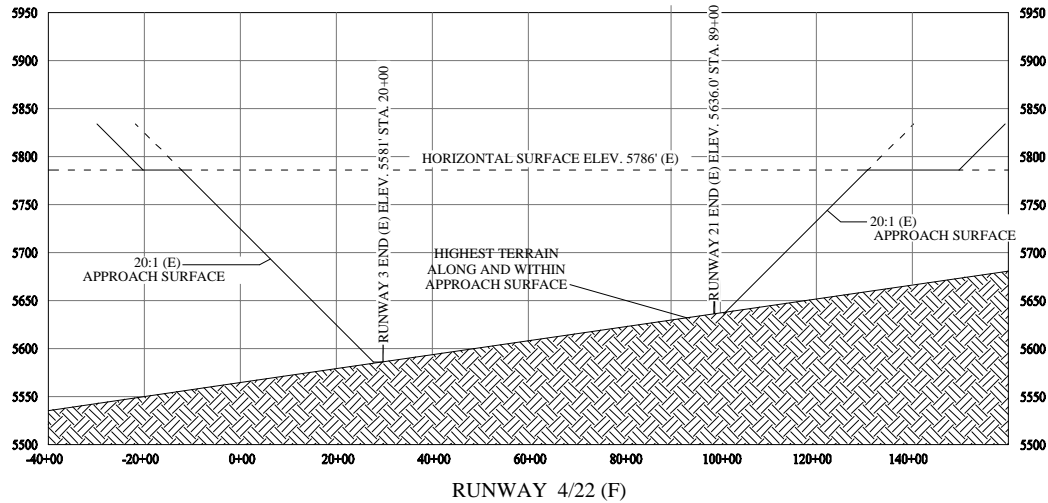
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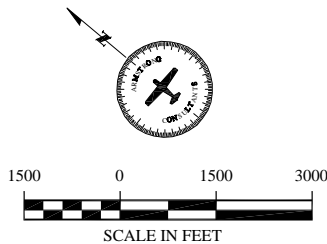
**TERMINAL
AREA
DRAWING**

Sheet: **3** of **9**



PENETRATIONS				
SURFACE	OBJECT	TOP ELEVATION	AMOUNT OF PENETRATION	PROPOSED ACTION
PRIMARY	NONE		NONE	NONE
TRANSITIONAL ④	ROAD	5635'	15'	NONE
	HANGARS	5653'	1'	NONE
APPROACH	NONE		NONE	NONE
HORIZONTAL ①	TERRAIN	5805'	19'	NONE
CONICAL ②	TERRAIN	7139'	1210'	NONE
	TERRAIN	6506'	577'	NONE

SEE INNER APPROACH DRAWINGS FOR CLOSE-IN OBSTRUCTIONS



HEIGHT RESTRICTION ZONING ORDINANCES IN EFFECT

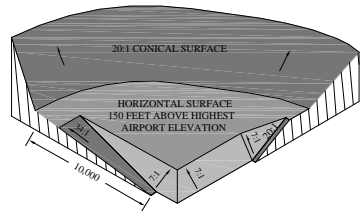
IN AN ATTEMPT TO PROTECT THE AIRPORT AND THE SURROUNDING AREAS, WASATCH COUNTY PLANNING OFFICE PREPARED WASATCH COUNTY: OFFICIAL ZONING MAP (16.19) DATED MAY 12, 1999. AO-Z AIRPORT OVERLAY ZONE. THIS PLAN PROVIDES THREE ZONES THAT ARE TO BE PROTECTED AT ALL AIRPORTS IN WASATCH COUNTY:


- AIRPORT APPROACH ZONE - AN AREA AT EACH END OF THE AIRPORT LANDING / TAKE-OFF STRIP. BROADENING FROM A WIDTH OF 1,000 FEET AT THE END OF THE STRIP TO A WIDTH OF 4,000 FEET AT A DISTANCE OF 7,500 FEET FROM THE END OF SAID STRIP. ITS CENTERLINE BEING A CONTINUATION OF THE CENTERLINE OF THE STRIP.
- AIRPORT TRANSITION ZONE - A TRIANGULAR AREA ADJACENT TO EACH SIDE OF AN AIRPORT APPROACH ZONE LOCATED WITH REFERENCE THERETO AS FOLLOWS: ONE CORNER OF THE TRANSITION ZONE SHALL BE IDENTICAL WITH THE CORNER OF THE APPROACH ZONE NEAREST THE LANDING STRIP; A SECOND CORNER SHALL BE LOCATED AT THE END OF A LINE, THE LINE EXTENDING FROM THE END OF THE STRIP TO A POINT 1,550 FEET FROM THE CENTER LINE OF THE STRIP AND AT RIGHT ANGLES THERETO; A THIRD CORNER SHALL BE LOCATED AT A POINT ALONG THE APPROACH ZONE BOUNDARY LINE, WHICH POINT IS 7,500 FEET FROM THE FIRST CORNER MENTIONED ABOVE; AND
- AIRPORT TURNING ZONE - A CIRCULAR AREA SURROUNDING THE AIRPORT ENCOMPASSING ALL OF THE LAND LYING WITHIN A RADIUS OF TWO MILES DISTANCE FROM THE LANDING STRIP OF THE AIRPORT; EXCEPT THAT AREA COVERED BY THE AIRPORT, THE TRANSITIONAL ZONES AND THE APPROACH ZONES.

THE ZONING PLAN ALSO LIMITS BUILDINGS, UTILITY LINES, STRUCTURES OR NATURAL FEATURES WITHIN THE AIRPORT APPROACH ZONE TO A HEIGHT OF 1 FOOT FOR EACH 20 FEET THE OBJECT IS SITUATED FROM THE END OF SAID STRIP. OBJECTS WITHIN THE AIRPORT TRANSITION ZONE ARE LIMITED TO A HEIGHT OF 1 FOOT FOR EACH 7 HORIZONTAL FEET AND OBJECTS WITHIN THE AIRPORT TURNING ZONE ARE LIMITED TO A TOTAL HEIGHT OF 150 FEET.

LEGEND			
	EXISTING DEVELOPMENT (E)		
	FUTURE DEVELOPMENT (F)		
	AIRPORT PROPERTY BOUNDARY (U)		
	FAR PART 77 AIRSPACE SURFACES		
	RUNWAY PROTECTION ZONE (500' x 700' x 1000')		
(E)	EXISTING CONDITION		
(F)	FUTURE CONDITION		

TYPICAL ISOMETRIC VIEW OF FAR PART 77 SURFACES



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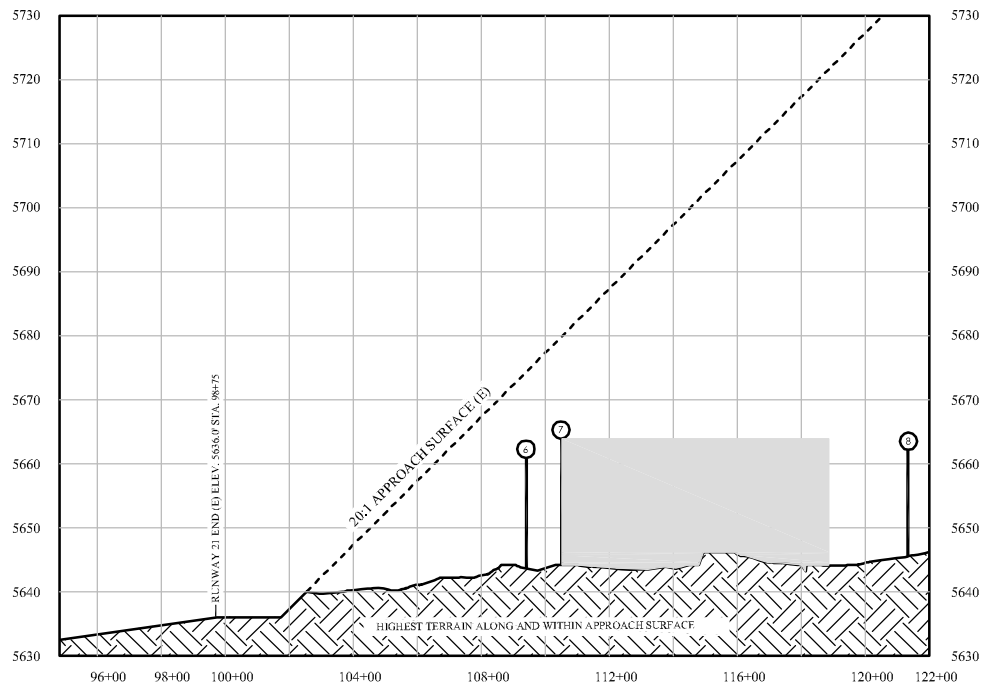
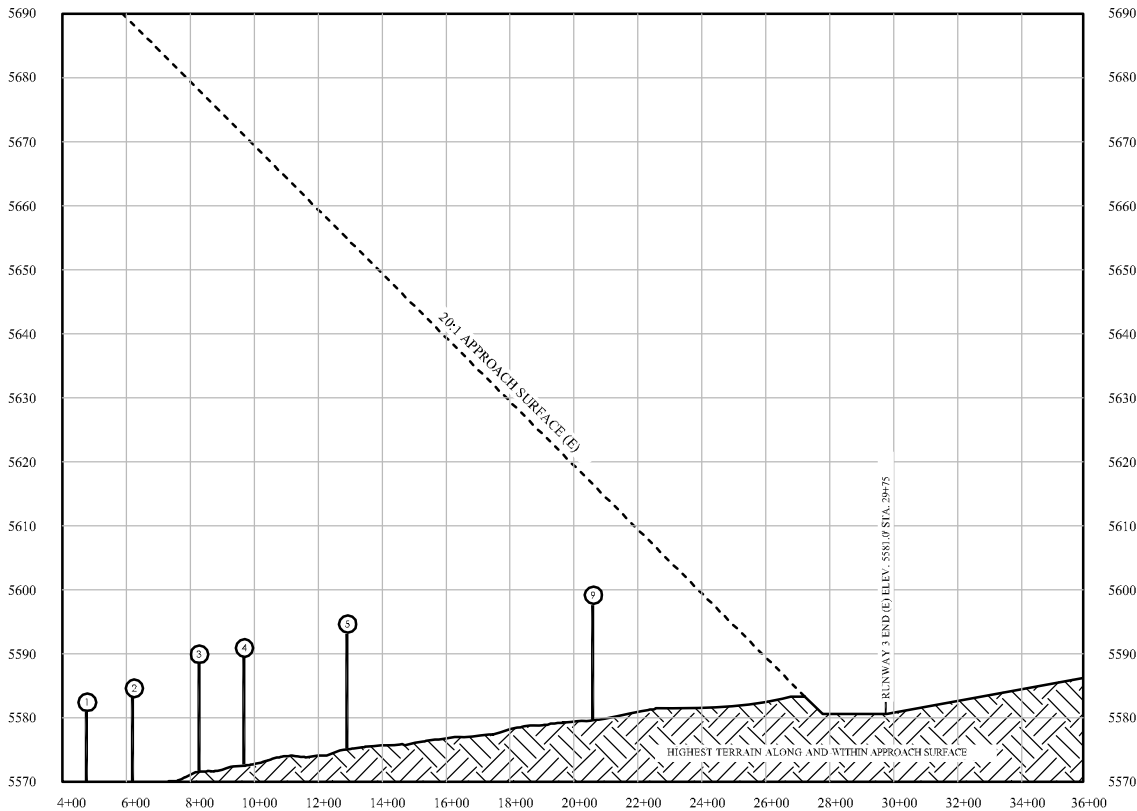
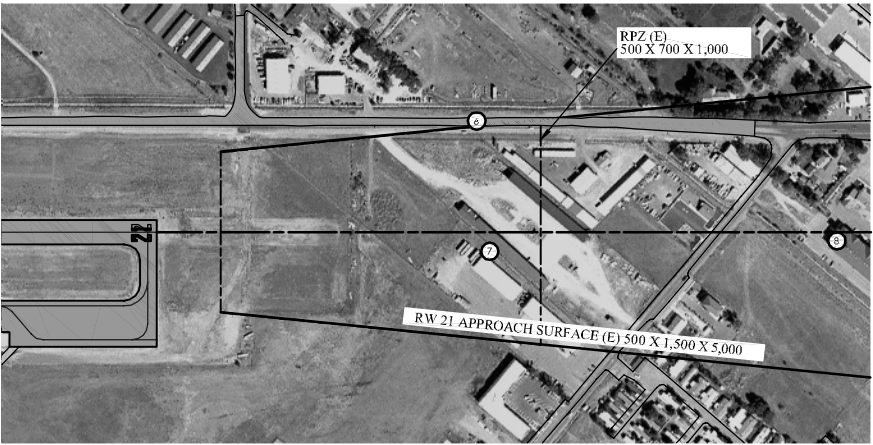
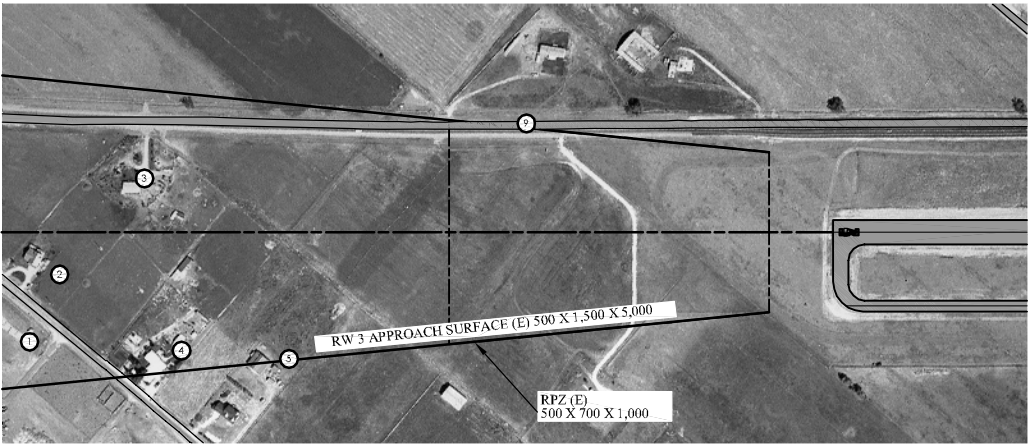
RECORD DRAWINGS	1/2/2008	SOV
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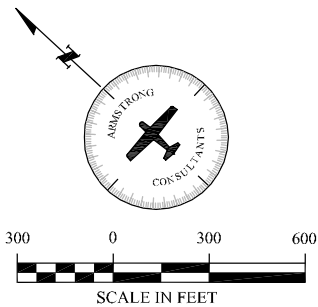
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PART "77"
AIRSPACE



OBJECT WITHIN RW 3/21 INNER APPROACH SURFACE				
NO.	OBJECT	TOP ELEVATION	PENETRATION 20:1(E)	PROPOSED ACTION
1	BUILDING	5588'	-34'	NONE
2	BUILDING	5590'	-34'	NONE
3	BUILDING	5594'	-37'	NONE
4	BUILDING	5596'	-34'	NONE
5	BUILDING	5598'	-34'	NONE
6	ROAD	5668'	-34'	NONE
7	INDUSTRIAL PARK	5670'	-34' / -62'	NONE
8	BUILDING	5668'	-34'	NONE
9	ROAD	5668'	-34'	NONE



LEGEND					
EXISTING	FUTURE/ULTIMATE	DESCRIPTION	EXISTING	FUTURE/ULT.	
		AIRFIELD DEVELOPMENT			ROAD
		STRUCTURE/FACILITIES			THRESHOLD LIGHTS
		AIRPORT PROPERTY LINE (APL)			REIL
		RUNWAY PROTECTION ZONE (RPZ)			PAPI
		RUNWAY SAFETY AREA (RSA)			LIGHT
		OBSTACLE FREE ZONE (OFZ)			SUPPLEMENTAL WIND CONE
		RUNWAY OBJECT FREE AREA (ROFA)			AIRPORT REFERENCE POINT (ARP)
		TAXIWAY SAFETY AREA (TSA)			AIRPORT BEACON
		TAXIWAY OBJECT FREE AREA (TOFA)			WIND CONE & SEGMENTED CIRCLE
		BUILDING RESTRICTION LINE (BRL)			AIRCRAFT TIEDOWN
		CONTOURS			FENCING
		APPROACH SURFACE			AWOS

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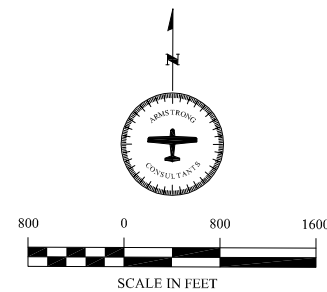


LAND USE COMPATIBILITY GUIDELINES *					
LAND USE CATEGORY	NO DEVELOPMENT	LIMITED DEVELOPMENT	LIMITED DEVELOPMENT APPROACH SURFACE	CONTROLLED DEVELOPMENT	CONTROLLED DEVELOPMENT APPROACH SURFACE
RESIDENTIAL • Single -family, nursing homes, mobile homes, multi-family, apartments, condominiums • Transient lodging, hotel, motel	N	I (1,3,7)	N	C (4)	I (2,3,7)
ACTIVITIES • Sports arenas, courts, fields, outdoor religion/entertainment assemblies, amusement and theme parks • Playgrounds and parks • Churches, Mosques, Synagogues, and Temples • Theatres and auditoriums	N	N	N	C (6,7)	U
SERVICES • Medical facilities • Education Facilities • Correctional Institutions • Commercial services • Transportation, parking	N	I (5)	N	C (6,7)	U
RETAIL • General Retail • Grocery, restaurants, gas and convenience	N	N	N	N	I (3,4)
WHOLESALE • General wholesale • Facilities storing bulk hazardous materials	N	N	N	C	I (3,4)
MANUFACTURING • General manufacturing • Manufacturing of hazardous/explosive materials	N	N	N	C	I (3,4)
AGRICULTURAL, LIVESTOCK FORESTRY • Livestock breeding • Crop production • Mining, gas/oil wells	N	N	N	C	I (3,4)

Y = Land use is compatible and should be permitted
C = Land use is generally compatible and should be permitted provided certain restrictions are complied with.
I = Land use is generally incompatible and should be prohibited. If a demonstrated community need for the development exists, the use may be allowed provided specified conditions are met.
U = Land use is not clearly compatible or incompatible.
N = Land use is not compatible and should not be permitted.

1. Limit densities to <25 people per acre.
2. Limit densities to <50 people per acre.
3. During site development shift structures away from runway centerline when possible.
4. Cluster development to maximize open space.
5. Prohibit high overhead lighting
6. Require downward shading of outdoor lighting.
7. Obtain Aviation Easements.
8. Obtain obstruction easements.
9. Ensure permitted uses will not create large areas of standing water, or generate smoke, steam or other visual obstruction.

* ADOPTED FROM WASATCH FRONT REGIONAL COUNCIL COMPATIBLE LAND USE PLANNING GUIDE FOR UTAH AIRPORTS. (SEE REFERENCE FOR ADDITIONAL LAND USES.)



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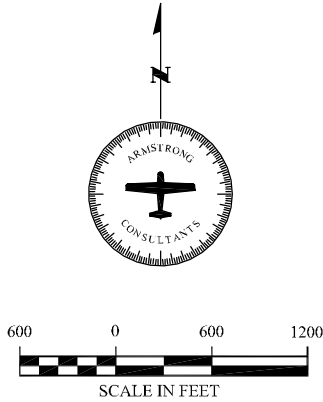
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OFF AIRPORT
LAND USE

Sheet: 7 of 9





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