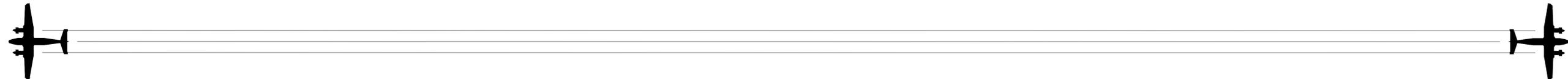


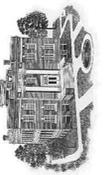
Airport Layout Plan for the Jerry Summers Sr. Aurora Municipal Airport (2H2) Aurora, Missouri MoDOT No. 13-091B-2



Index of Drawings

1. Title Sheet
2. Airport Layout Drawing
3. Airspace Drawing
4. Runway 18-36 Inner Portion of the Approach Surface Drawing
5. Runway Centerline Profile Drawing
6. Terminal Area Drawing
7. Land Use Drawing
8. Property Map
9. Runway 18-36 40:1 Departure Surface Drawing

MoDOT Disclaimer
The preparation of this document may have been supported, in part, through the Airport Improvement Program (Project Number 09-020A-1) as provided under Title 49 U.S.C., Section 47104. The contents do not necessarily reflect the official views or policy of the FAA or the Missouri DOT. Acceptance of this report by the FAA and Missouri DOT does not in any way constitute a commitment on the part of the United States or the State of Missouri to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



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**JERRY SUMMERS SR.
 AURORA MUNICIPAL AIRPORT (2H2)**
 Aurora, Missouri

TITLE SHEET

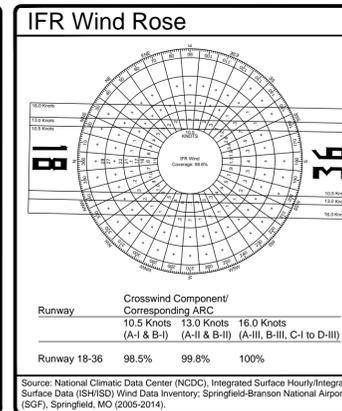
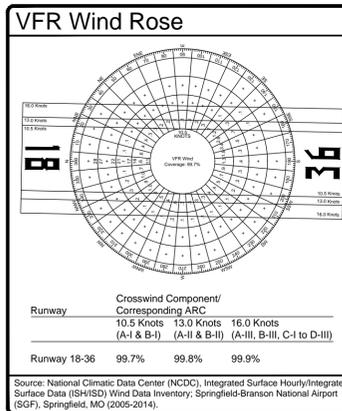
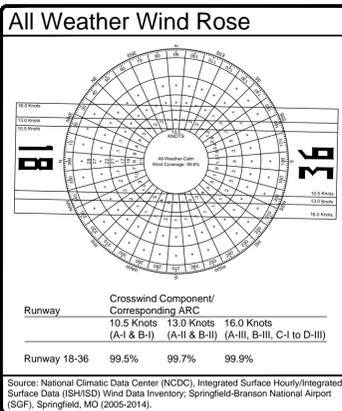
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 DESIGNED BY CTM/MAW
 REVISIONS DATE

SUBMITTAL DATE 12/29/2017

1

SHEET 1 OF 9

Drawing Name: I:\KAC\IPR\00009343\01\A\PI\DWG\ALP Update_2017.dwg Mar 17, 2018 - 3:19pm



Airport Data

AIRPORT INFORMATION	EXISTING	ULTIMATE
Airport Elevation- Mean Sea Level (MSL)	1,433.6'	Same
Airport Reference Code (ARC)	B-I	B-I (Small)
Critical Aircraft	Piper PA-34 'Seneca'	Piper PA-34 'Seneca'
Airport Reference Point (ARP)	36-57-44.30 N, 93-41-43.20 W	36-57-47.22 N, 93-41-43.07 W
Instrument Approach Procedures	RNAV(GPS) & VOR/DME-A	RNAV(GPS)
Mean Maximum Air Temperature	90.5° F (July)	Same
Weather Reporting System	None	AWOS-III
Airport Electronic Aids	None	Same
NPIAS Category	General Aviation	Same
MOSASP Equivalent Service Role	Business	Same
Range and Township/Sections	T25N, R25W/17 and 8	Same
FAA Site Number	11530.1	Same
County	Lawrence	Same
Total Acreage (Fee Simple & Easements)	103.93 +/-	168.33 +/-

Runway Data

RUNWAY DETAILS	RUNWAY 17-35			
	EXISTING		ULTIMATE	
Airport Reference Code (ARC)	18	36	18	36
Runway Design Code (RDC)	B-1		B-1 (Small)	
Runway Design Code (RDC)	B-1-5000		Same	
Percent (%) Wind Coverage (10.5 Knots)	99.5%		Same	
Runway Azimuth	181.2° True		12° True	
Runway Dimensions	3,001' x 60'		3,600' x 60'	
FAR Part 77 Approach Use Type	C	C	Same	Same
Aeronautical Survey Required for Approach	NVG	NVG	VG	VG
Approach Visibility Minimums	1-Mile	1-Mile	Same	Same
Runway Safety Area (RSA)	3,481' x 120'		4,080' x 120'	
Runway Object Free Area (OFA)	3,481' x 250'		4,080' x 250'	
Runway Obstacle Free Zone (OFZ)	3,401' x 250'		4,000' x 250'	
Runway Pavement Strength (Thousands of lbs.)	12,500 (Utility)		Same	
Runway Pavement Material	ASPH		Same	
Runway Markings	NP	NP	Same	Same
Runway Gradient	0.3%	-0.3%	Same	Same
Runway Lighting	MIRL	MIRL/REILS	Same	Same
Taxiway Design Group (TDG)	TDG-1A/1B		Same	
Taxiway Safety Area Dimensions (Width)	49'		Same	
Taxiway Object Free Area Dimensions (Width)	89'		Same	
Taxilane Safety Area Dimensions (Width)	49'		Same	
Taxilane Object Free Area Dimensions (Width)	79'		Same	
Taxiway Lighting	Blue Reflectors		MITL/Blue Reflectors	
Taxiway Width	25'		Same	
Instrument Approach Procedures	RNAV(GPS) & VOR/DME		RNAV(GPS)	
Approach Visual Aids	None	None	PAPI-2L	PAPI-2L
Touchdown Zone Elevation (TDZE)	1,433.6'	1,433.6'	Same	Same
Takeoff Run Available (TORA)	N/A	N/A	N/A	N/A
Accelerate-Stop Distance Available (ASDA)	N/A	N/A	N/A	N/A
Landing Distance Available (LDA)	N/A	N/A	N/A	N/A
Takeoff Distance Available (TODA)	N/A	N/A	N/A	N/A

NGS Survey Monuments

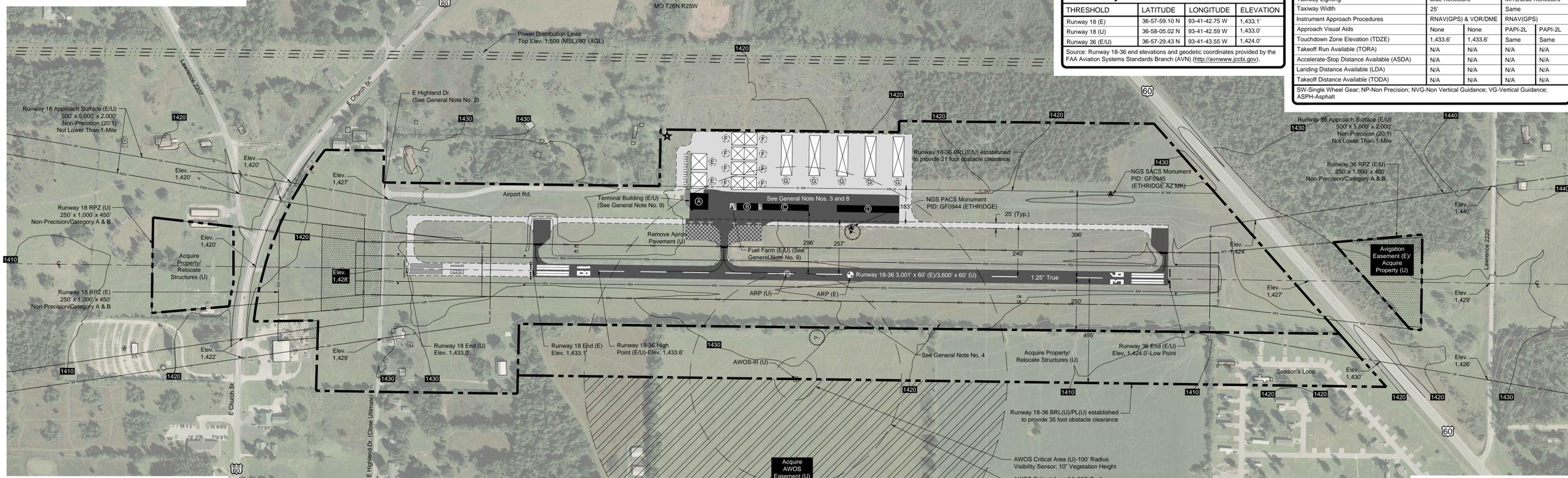
PID NO.	DESIGNATOR	COORDINATES	MARKER	ELEV. (MSL)
PACS GF0944	ETHRIDGE	36-57-44.21 N, 93-41-40.25 W	I	1,429.0'
SACS GF0945	ETHRIDGE AZ MK	36-57-32.04 N, 93-41-38.50 W	I	1,427.0'

Source: NOAA Aeronautical Survey Program (<http://www.ngs.noaa.gov/cgi-bin/airports/pr17TYPE=PACSAC>); PACS-Primary Airport Control Station; SACS-Secondary Airport Control Station; I- Metal Rod

Runway End Coordinates

THRESHOLD	LATITUDE	LONGITUDE	ELEVATION
Runway 18 (E)	36-57-58.10 N	93-41-42.75 W	1,433.1'
Runway 18 (U)	36-58-05.02 N	93-41-42.59 W	1,433.0'
Runway 36 (E/U)	36-57-29.43 N	93-41-43.55 W	1,424.0'

Source: Runway 18-36 end elevations and geodetic coordinates provided by the FAA Aviation Systems Standards Branch (AVN) (<http://avwww.fccbi.gov/>)



Legend

EXISTING	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	Pavement Areas
[Symbol]	[Symbol]	Buildings
[Symbol]	[Symbol]	Airport Property Line
[Symbol]	[Symbol]	Easement(s)
[Symbol]	[Symbol]	Building Restriction Line (BRL)
[Symbol]	[Symbol]	Runway Safety Area (RSA)
[Symbol]	[Symbol]	Object Free Area (OFA)
[Symbol]	[Symbol]	Runway Protection Zone (RPZ)
[Symbol]	[Symbol]	Obstacle Free Zone (OFZ)
[Symbol]	[Symbol]	Part 77 Approach Surface
[Symbol]	[Symbol]	Rotating Beacon
[Symbol]	[Symbol]	Wind Cone/Segmented Circle
[Symbol]	[Symbol]	Runway Threshold Lighting
[Symbol]	[Symbol]	Airport Reference Point (ARP)
[Symbol]	[Symbol]	Fence/Line
[Symbol]	[Symbol]	AWOS-III

General Notes

- The Airport Layout Drawing is a general depiction of existing airfield and terminal area facilities. The ALD illustrates those facilities and capital improvements that are intended to maintain a safe and efficient airport. The ALD includes depictions of required facility information, airspace and approach surfaces, runway protection zones, and runway safety areas, as well as, basic airport and runway data tables. Any deviations from existing conditions compared to conditions detailed in this drawing are unintentional.
- Potential extension of Runway 18-36 to the north will require E Highland Dr. to be closed west of Airport Road. This is necessary to accommodate the runway's safety (RSA) and object free areas (OFA).
- Due to the proximity of the airport's terminal building and T-Hangers to Runway 18-36, these structures penetrate the airport's FAR Part 77 Transitional Surfaces. Therefore, the terminal building is recommended to be fitted with red obstruction lighting. However, because the T-Hangers will be relocated during the short-term planning period (0-5 year), obstruction lights for these buildings will be at the discretion of the city and MoDOT.
- Due to the proximity of the treeline to the east and west of Runway 18-36, these obstacles penetrate the airport's FAR Part 77 Primary and Transitional Surfaces. Therefore, these trees are recommended to be removed during the short-term planning period (0-5 year).
- Per FAA AC 150/5300-13A, paragraph 313, the runway meets line of sight requirements.
- NAVD88 vertical control datum used for vertical control surveying.
- Airport Reference Point coordinates reflect GEO83A calculations, in North American Datum (NAD83).
- Ultimate tie downs are not depicted on this drawing as they are to be placed where the existing hangars currently are. These tie downs will be shown once the completion of the removal and relocation of the existing hangars occurs.
- In the event the parallel taxiway is built, the terminal building and fuel farm would likely be required to be relocated outside of the Taxiway Object Free Area (TOFA). The future locating of the terminal building and fuel farm will be determined once development of the taxiway is imminent.

Buildings

EXISTING	ULTIMATE	DESCRIPTION
(A)	Same	Terminal Building/Clear Span Hangar
(B)	Relocate	T-Hangar(s)
(C)	Relocate	T-Hangar(s)
(D)	Relocate	T-Hangar(s)
(E)	75' x 75'	Clear Span Hangar(s)
(F)	60' x 60'	Clear Span Hangar(s)
(G)	8-unit	T-Hangar(s)

Obstacle Free Zone (OFZ) Penetrations

There are no existing OFZ object penetrations.

Threshold Siting Surface Penetrations

There are no known existing TSS object penetrations.

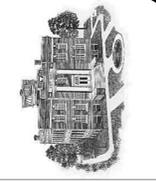
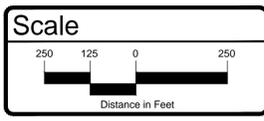
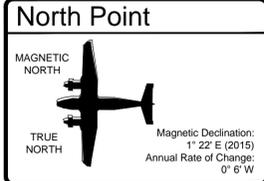
Modifications to Design Standards

None required.

MoDOT Approval Stamp

Sponsor Approval Stamp

For Approval by:
CITY OF AURORA, MISSOURI
 Signed by: _____ Dated: _____
 Donna Reed
 City Clerk/Airport Administrator



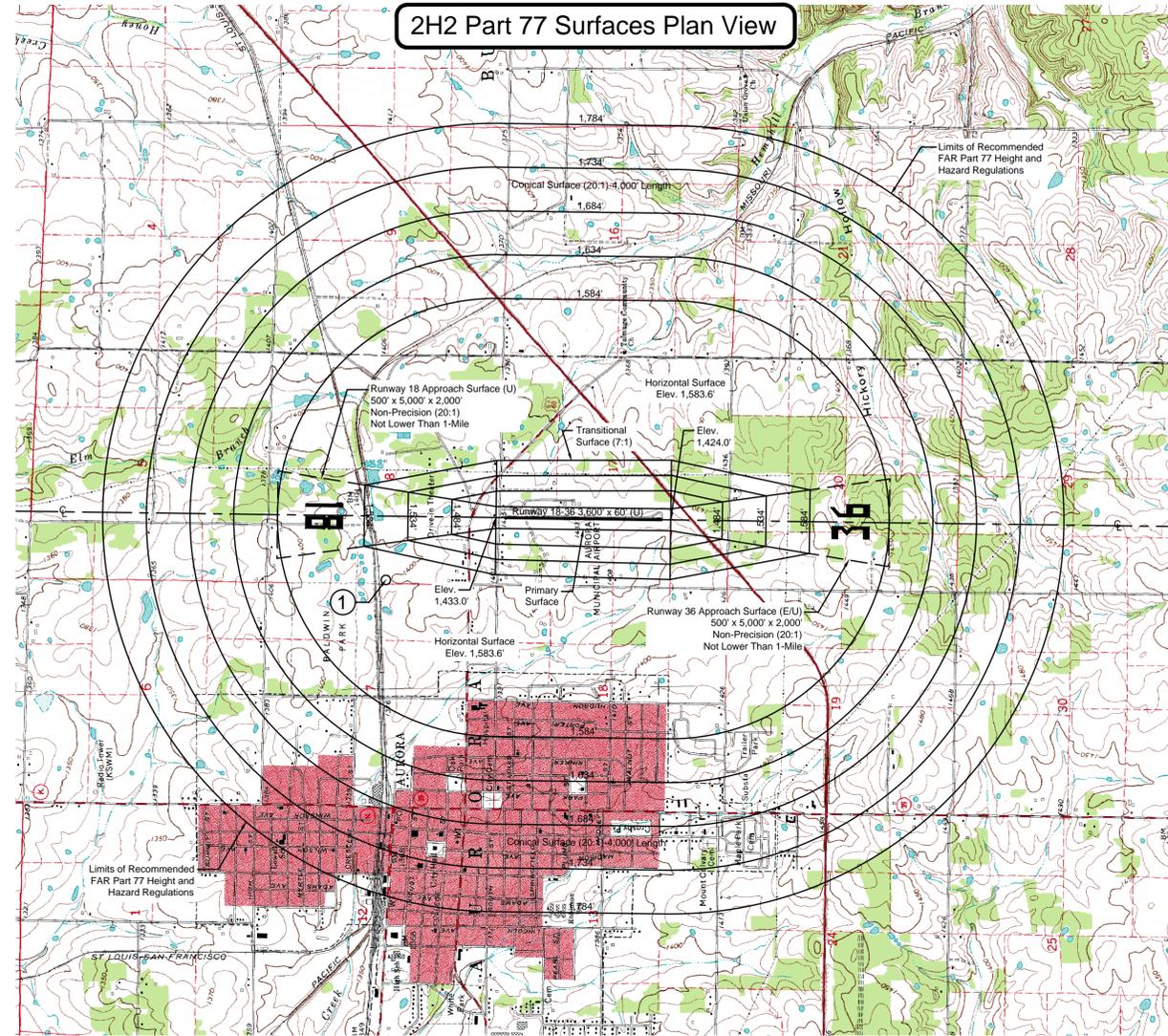
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AURORA MUNICIPAL AIRPORT (2H2)
 Aurora, Missouri
AIRPORT LAYOUT DRAWING

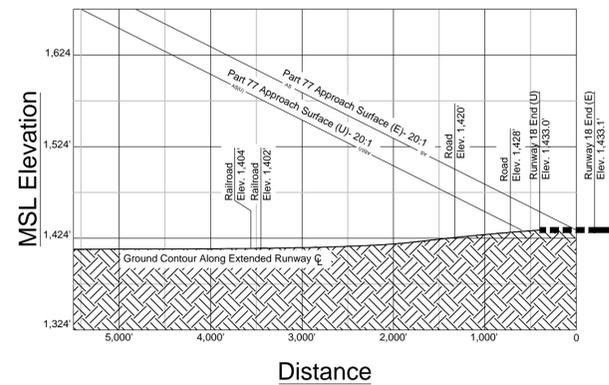
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 DRAWN BY MAW
 CHECKED BY MAW
 DESIGNED BY CTM/MAW
 REVISIONS DATE
 SUBMITTAL DATE 12/29/2017
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 SHEET 2 OF 9

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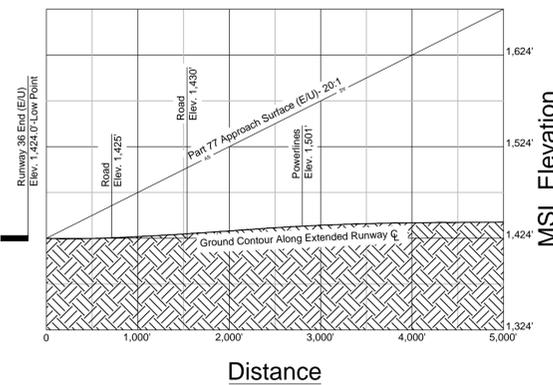
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Runway 18 Approach Profile View



Runway 36 Approach Profile View



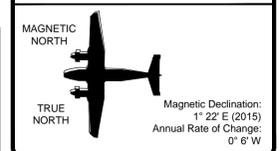
Obstruction Data Table

NO.	DESCRIPTION	STUDY NO.	LATITUDE	LONGITUDE	MSL ELEV.	AGL ELEV.	PENETRATION	SURFACE	DISPOSITION
1	Grain Elevator	N/A	36-58-31.43 N	93-42-00.44 W	1,603.2'	1,402'	19.6 feet	Horizontal	Aeronautical Study

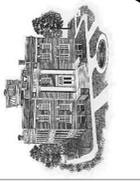
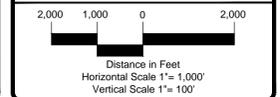
General Notes

1. Contour elevation information derived from the following Kansas USGS 7.5 minute topographic quadrangle maps: Aurora, MO.
2. Latest AGIS Survey conducted on August 29, 2014.
3. Per Federal Grant Assurances No. 20 and 21, the City of Aurora, in cooperation with Lawrence County, are recommended, at a minimum, to enact height and hazard ordinances based on Federal Aviation Regulation (FAR) Part 77 Surfaces in order to protect and prevent development of airport hazards both on and around the airport and especially in the approach and departures areas of the runway to the extent possible.
4. Refer to sheet 9 for obstruction information and penetrations to the 40:1 Departure Surfaces for Runway 18-36.

North Point



Scale



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AURORA MUNICIPAL AIRPORT (2H2)
Aurora, Missouri

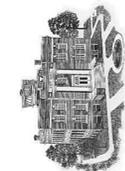
AIRSPACE DRAWING

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AGENCY PROJECT NO. MoDOT No. 13-091B-2
DRAWN BY MAW
CHECKED BY MAW
DESIGNED BY CTMMAW
REVISIONS DATE

SUBMITTAL DATE 12/29/2017

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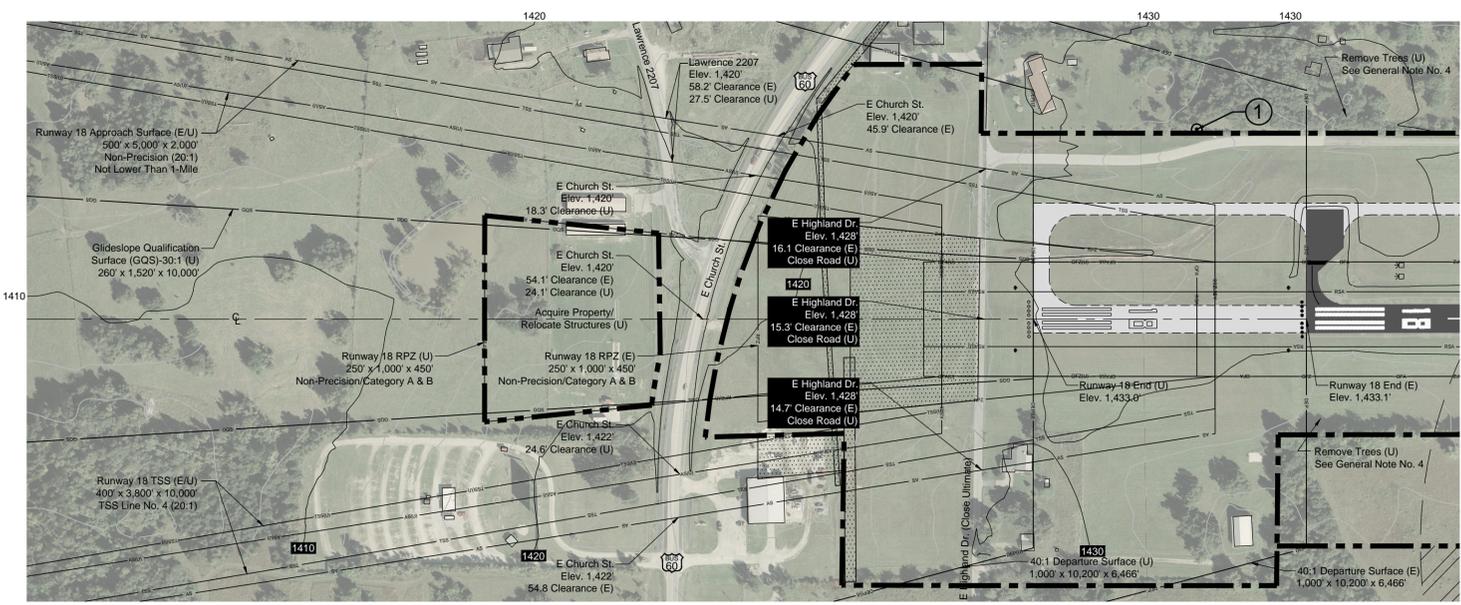
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AURORA MUNICIPAL AIRPORT (2H2)
 Aurora, Missouri
RUNWAY 18-36 INNER PORTION OF THE
APPROACH SURFACE DRAWING

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 AGENCY PROJECT NO. MoDOT No. 13-091B-2
 DRAWN BY MAW
 CHECKED BY MAW
 DESIGNED BY CTMM/MAW
 REVISIONS DATE

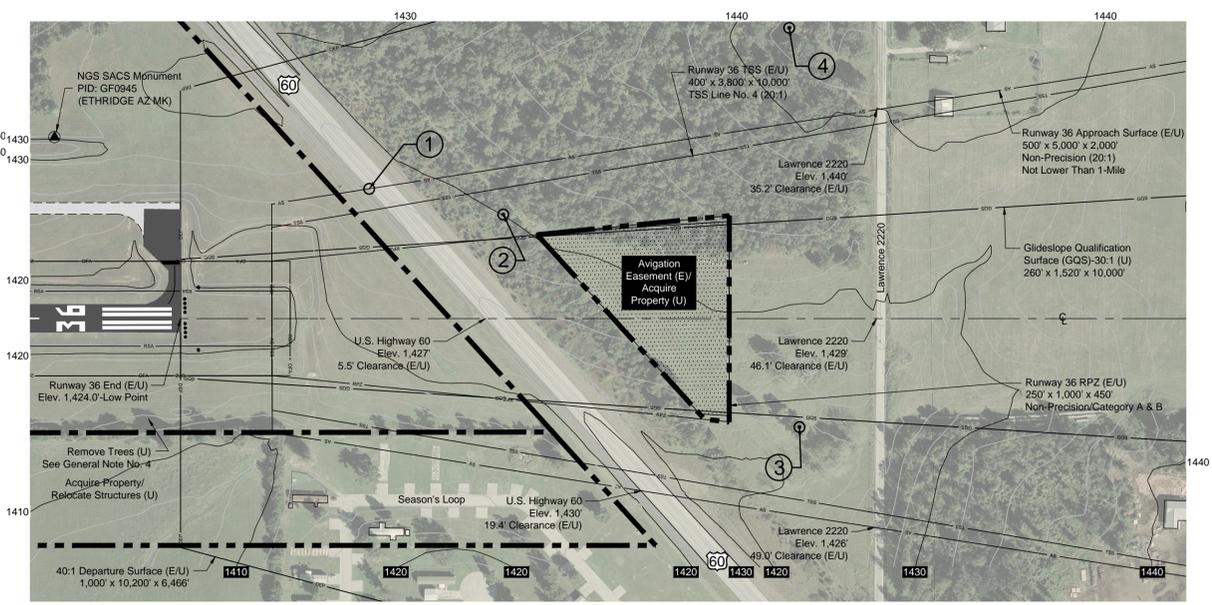
SUBMITTAL DATE 12/29/2017

4
 SHEET 4 OF 9

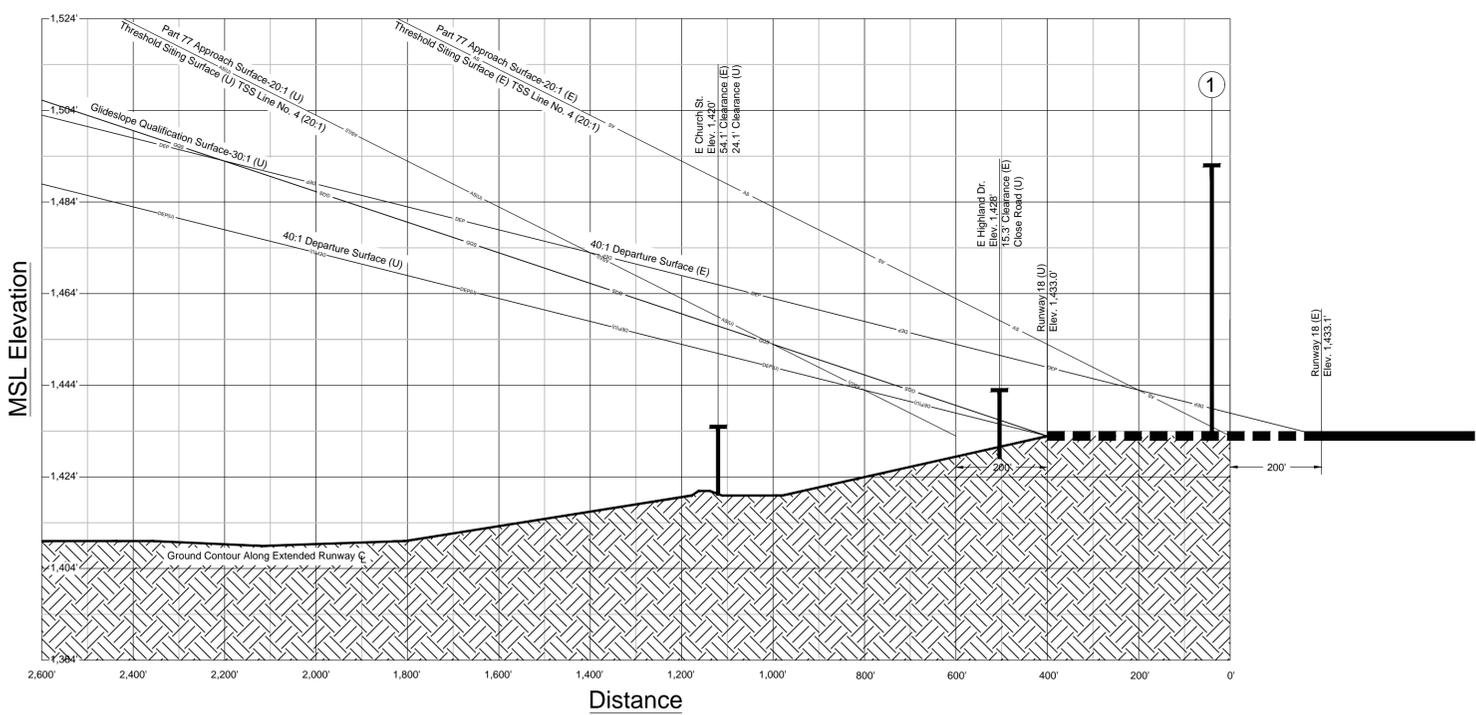
Runway 18 End Plan View



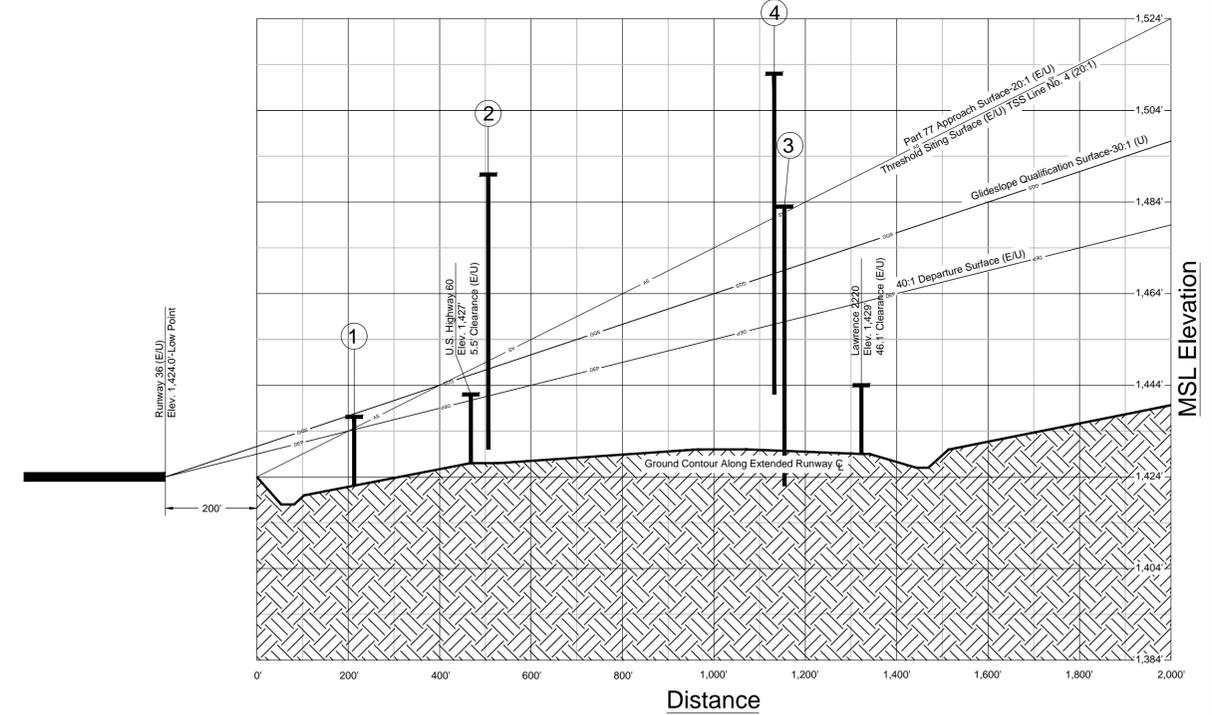
Runway 36 End Plan View



Runway 18 End Profile View



Runway 36 End Profile View



Legend

EXISTING	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	Pavement Areas
[Symbol]	[Symbol]	Structures
[Symbol]	[Symbol]	Airport Property Line
[Symbol]	[Symbol]	Runway Safety Area (RSA)
[Symbol]	[Symbol]	Object Free Area (OFA)
[Symbol]	[Symbol]	Runway Protection Zone (RPZ)
[Symbol]	[Symbol]	Obstacle Free Zone (OFZ)
[Symbol]	[Symbol]	Approach Slope Surface
[Symbol]	[Symbol]	Threshold Siting Surface
[Symbol]	[Symbol]	40:1 Departure Surface
[Symbol]	[Symbol]	Runway Threshold Lighting
[Symbol]	[Symbol]	PAPI-4L
[Symbol]	[Symbol]	Runway End Indicator Lights (REIL)
[Symbol]	[Symbol]	Fenceline
[Symbol]	[Symbol]	Traverse Way/Significant Object

Runway 18 Obstruction Data Table

ITEM	DESCRIPTION	DEND	DCL	TOP ELEV.	PENETRATION	SURFACE	LIGHTING	MITIGATION
1	Numerous Trees	240 feet	414 feet L	1,492 MSL	35.5 feet	Transitional	None	Remove

DEND- Distance from Runway End; DCL- Distance from Runway Centerline; VGSI- Vertical Guidance Slope Indicator

General Notes

- The IPASD is a general representation of existing conditions within the inner portion of the approach slope surface pertaining to traverse ways, runway safety area dimensions, terrain relief and structure location. Any deviations from existing conditions compared to conditions detailed in this drawing are unintentional.
- The recommended FAR Part 77 minimum adjusted approach surface clearance over a public roadway and/or state highway is 15 feet. The existing calculated clearances over U.S. Highway 60, Lawrence 2220, E Highland Dr. and U.S. Business 60 (E Church St.) reflect the clearance over the approximate centerline of the road at ground level plus the 15 foot penalty height.
- Potential extension of Runway 18-36 to the north will require E Highland Dr. to be closed west of Airport Road. This is necessary to accommodate the runway's safety (RSA) and object free areas (OFA).
- Due to the proximity of the treeline to the east and west of Runway 18-36, these obstacles penetrate the airport's FAR Part 77 Primary and Transitional Surfaces. Therefore, these trees are recommended to be removed during the short-term planning period (0-5 year).

Runway 36 Obstruction Data Table

ITEM	DESCRIPTION	DEND	DCL	TOP ELEV.	PENETRATION	SURFACE	LIGHTING	MITIGATION
1	U.S. Highway 60	412 feet	216 feet R	1,424' MSL	4.5 feet	Approach/TSS	None	Install VGSI
2	Numerous Trees	706 feet	173 feet R	1,490.4' MSL	41.1 feet	Approach/TSS	None	Remove/VGSI
3	Numerous Trees	1,354 feet	237 feet L	1,482.5' MSL	0.8 foot	Approach/TSS	None	Remove/VGSI
4	Numerous Trees	1,331 feet	635 feet R	1,512.4' MSL	33.5 feet	Transitional	None	Remove/VGSI

DEND- Distance from Runway End; DCL- Distance from Runway Centerline; VGSI- Vertical Guidance Slope Indicator

North Point

MAGNETIC NORTH

 TRUE NORTH
 Magnetic Declination: 1° 22' E (2015)
 Annual Rate of Change: 0" 6' W

Scale

Distance in Feet
 Horizontal Scale 1" = 200'
 Vertical Scale 1" = 20'



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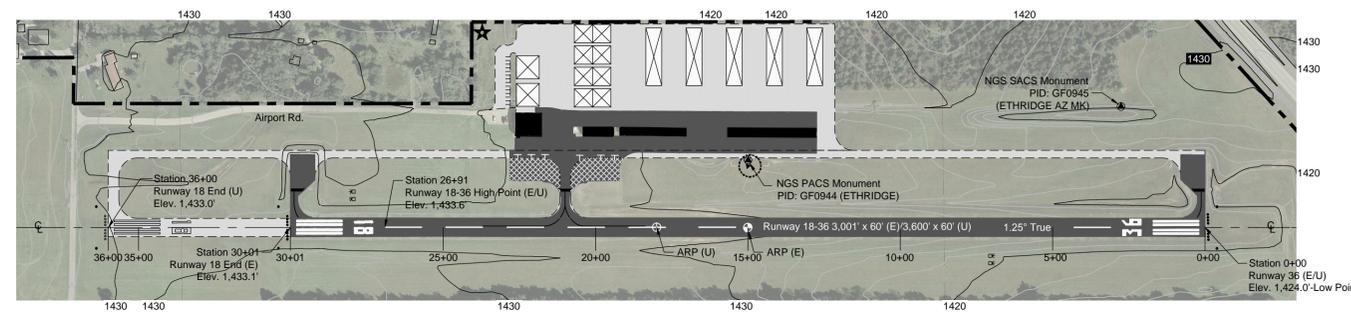
RUNWAY CENTERLINE PROFILE
DRAWING

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 AGENCY PROJECT NO. MoDOT No. 13-091B-2
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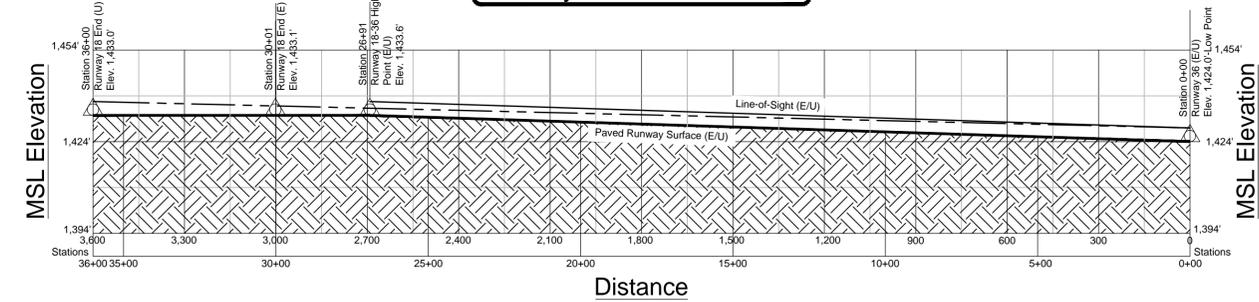
SUBMITTAL DATE 12/29/2017

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 SHEET 5 OF 9

Runway 18-36 Plan View



Runway 18-36 Profile View



North Point

MAGNETIC NORTH

TRUE NORTH

Magnetic Declination:
 1° 22' E (2015)
 Annual Rate of Change:
 0" 6' W

Scale

Distance in Feet
 Horizontal Scale 1" = 300'
 Vertical Scale 1" = 30'

Effective Gradient

Existing Runway Grade: 0.3%
 Ultimate Runway Grade: 0.3%

General Notes

- The centerline profile is a general representation of existing runway conditions pertaining to grade changes, elevations and terrain contours. Any deviations from existing conditions compared to conditions detailed in this drawing are unintentional.
- Per FAA AC 150/5300-13A, paragraph 313, the runway meets line of sight requirements.

Legend

EXISTING	ULTIMATE	DESCRIPTION
		Pavement Areas
		Structures
		Property Line
	Same	Rotating Beacon
	Same	Wind Cone/Segmented Circle
		Airport Reference Point (ARP)

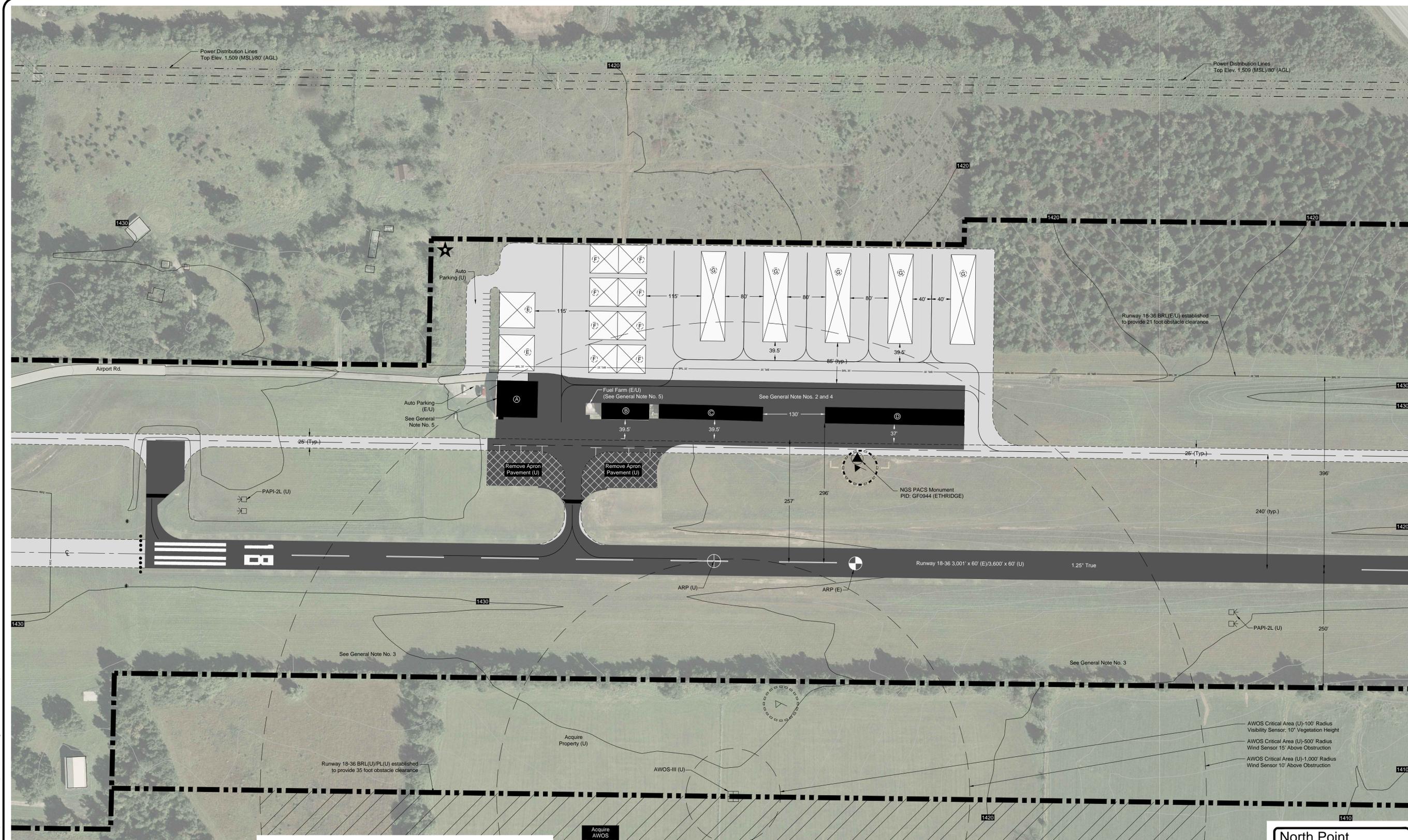
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**JERRY SUMMERS SR.
 AURORA MUNICIPAL AIRPORT (2H2)**
 Aurora, Missouri

TERMINAL AREA DRAWING



General Notes

- The terminal area drawing is a general representation of existing conditions within the airport's terminal area complex pertaining to apron geometry, tie-down locations, dimensions, terrain relief, taxiway and taxilane location and configuration, as well as structure location. Any deviations from existing conditions compared to conditions detailed in this drawing are unintentional.
- Due to the proximity of the airport's terminal building and T-Hangars to Runway 18-36, these structures penetrate the airport's FAR Part 77 Transitional Surfaces. Therefore, the terminal building is recommended to be fitted with red obstruction lighting. However, because the T-Hangars will be relocated during the short-term planning period (0-5 year), obstruction lights for these buildings will be at the discretion of the city and MoDOT.
- Due to the proximity of the treeline to the west of Runway 18-36, these obstacles penetrate the airport's FAR Part 77 Primary and Transitional Surfaces. Therefore, these trees are recommended to be removed during the short-term planning period (0-5 year).
- Ultimate tie downs are not depicted on this drawing as they are to be placed where the existing hangars currently are. These tie downs will be shown once the completion of the removal and relocation of the existing hangars occurs.
- In the event the parallel taxiway is built, the terminal building and fuel farm would likely be required to be relocated outside of the Taxiway Object Free Area (TOFA). The future location of the terminal building and fuel farm will be determined once development of the taxiway is imminent.

Terminal Area Design Criteria

TERMINAL AREA STANDARD	AIRPLANE DESIGN GROUP (ADG)	
	GROUP I	GROUP II
Runway C to Parallel Taxiway C Separation	225'	240'
Taxiway C to Fixed or Movable Object	44.5'	65.5'
Taxiway C to Parallel Taxiway C Separation	69'	105'
Taxiway Object Free Area Width	89'	131'
Taxiway Safety Area Width	49'	79'
Taxiway Wingtip Clearance	10'	26'
Taxiway Width	25'	35'
Taxilane Object Free Area Width	79'	115'
Taxilane C to Parallel Taxilane C Separation	64'	97'
Taxilane C to Fixed or Movable Object	39.5'	57.5'

Buildings

EXISTING	ULTIMATE	DESCRIPTION	FUTURE ACTION	TOP ELEV. (MSL)
(A)	Same	Terminal Building/Clear Span Hangar	Retain	1,458.4'
(B)	--	T-Hangar(s)	Relocate	1,450.1'
(C)	--	T-Hangar(s)	Relocate	1,445.0'
(D)	--	T-Hangar(s)	Relocate	1,446.9'
--	(E)	75' x 75' Clear Span Hangar(s)	Construct	1,446.0' (est.)
--	(F)	60' x 60' Clear Span Hangar(s)	Construct	1,444.0' (est.)
--	(G)	8-unit T-Hangar(s)	Construct	1,446.0' (est.)

Legend

EXISTING	ULTIMATE	DESCRIPTION
		Pavement Areas
		Structures
		Property Line
		Building Restriction Line (BRL)
		Rotating Beacon
		Fenceline
		Wind Cone/Segmented Circle
		Airport Reference Point (ARP)

North Point

MAGNETIC NORTH

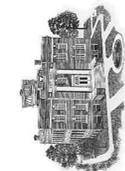
 TRUE NORTH
 Magnetic Declination:
 1° 22' E (2015)
 Annual Rate of Change:
 0" 6' W

Scale

100 50 0 100
 Distance in Feet

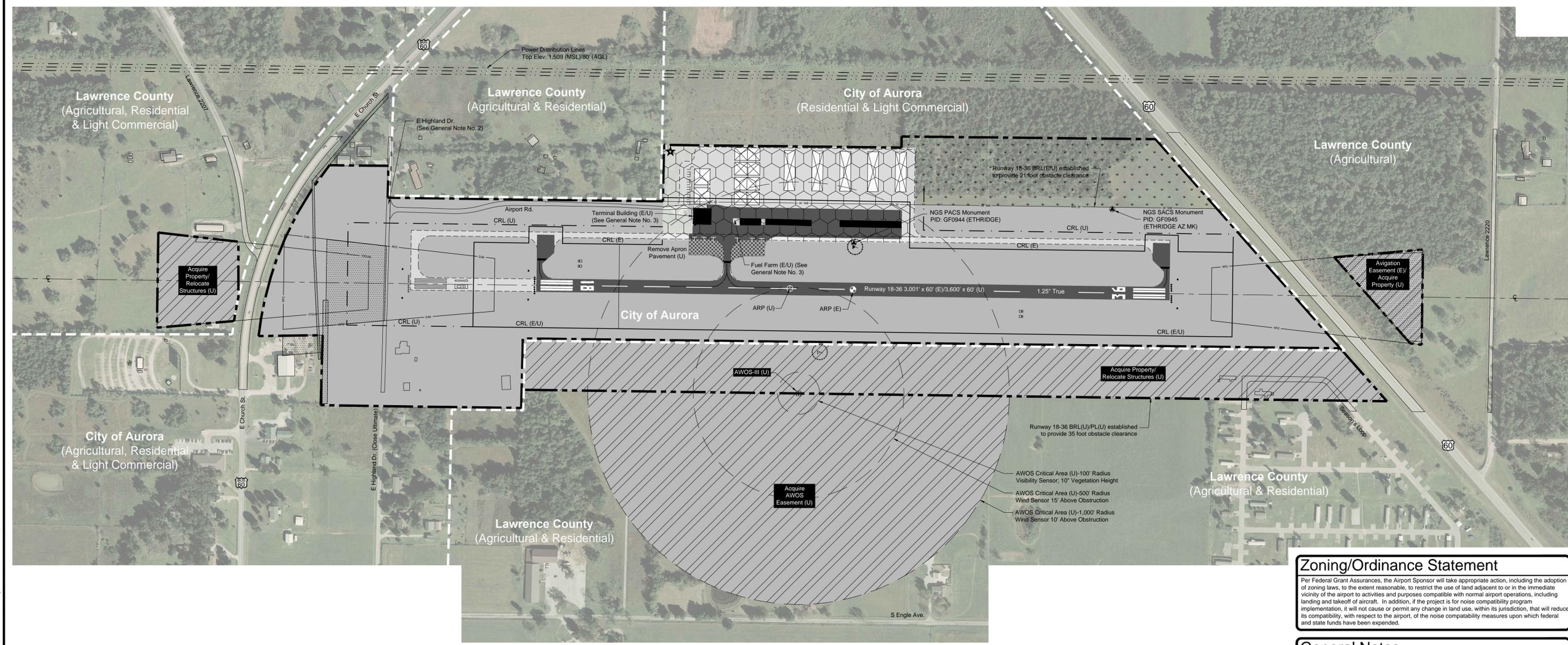
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 AGENCY PROJECT NO. MoDOT No. 13-091B-2
 DRAWN BY MAW
 CHECKED BY MAW
 DESIGNED BY CTMM/MAW
 REVISIONS DATE
 SUBMITTAL DATE 12/29/2017
 SHEET 6 OF 9

Drawing Name: I:\KAC\PRJ\00009343\01\AFID\DWG\ALP Update_2017.dwg Mar 17, 2018 - 3:30pm



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**JERRY SUMMERS SR.
 AURORA MUNICIPAL AIRPORT (2H2)**
 Aurora, Missouri
LAND USE DRAWING

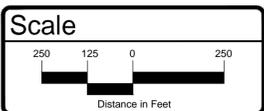
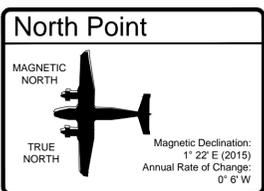


Zoning/Ordinance Statement
 Per Federal Grant Assurances, the Airport Sponsor will take appropriate action, including the adoption of zoning laws, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility measures upon which federal and state funds have been expended.

General Notes
 1. Existing and future aviation operational activity does not rise to the threshold required to complete an ultimate noise exposure map (NEM) as recommended by the FAA. Accordingly, no significant airport/aircraft noise impacts are anticipated.
 2. Potential extension of Runway 18-36 to the north will require E Highland Dr. to be closed west of Airport Road. This is necessary to accommodate the runway's safety (RSA) and object free areas (OFA).
 3. In the event the parallel taxiway is built, the terminal building and fuel farm would likely be required to be relocated outside of the Taxiway Object Free Area (TOFA). The future location of the terminal building and fuel farm will be determined once development of the taxiway is imminent.

Land Use Legend

HATCH TYPE	LAND USE DESCRIPTION
[Diagonal Lines]	Existing Aviation Operations Area
[Cross-hatch]	Ultimate Aviation Operations/Land & Easement Acquisition Area
[Dotted]	Existing/Ultimate Terminal Operations Area
[Stippled]	Agricultural and Open Space
[Dashed]	City Limits Boundary



Crop Restriction Line Criteria

CRL STANDARD	AIRCRAFT APPROACH CATEGORY and AIRPLANE DESIGN GROUP	
	GROUP I	GROUP II
Distance in Feet from Runway C to Crop (Visual > 3/4-mile)	200'	250'
Distance in Feet from Runway End to Crop (Visual > 3/4-mile)	300'	400'
Distance in Feet from C of Taxiway to Crop	45'	66'
Distance in Feet from Edge of Apron to Crop	40'	58'

Legend

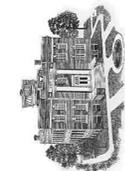
EXISTING	ULTIMATE	DESCRIPTION
[Solid Line]	[Dotted Line]	Pavement Areas
[Solid Line]	[Dotted Line]	Structures
[Solid Line]	[Dotted Line]	Easements
[Solid Line]	[Dotted Line]	Airport Property Line
[Solid Line]	[Dotted Line]	Building Restriction Line (BRL)
[Solid Line]	[Dotted Line]	Runway Protection Zone (RPZ)
[Solid Line]	[Dotted Line]	Crop Restriction Line (CRL)
[Star]	[Star]	Rotating Beacon
[Star]	[Star]	Lighted Wind Cone/Segmented Circle

HWL PROJECT NO. 00009343
 AGENCY PROJECT NO. MoDOT No. 13-091B-2
 DRAWN BY MAW
 CHECKED BY MAW
 DESIGNED BY CTM/MAW
 REVISIONS DATE

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7
 SHEET 7 OF 9

Drawing Name: I:\KAC\PRJ\00009343\01\A\FIDW\GALP Update 2017.dwg Mar 17, 2018 - 3:38pm



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**JERRY SUMMERS SR.
 AURORA MUNICIPAL AIRPORT (2H2)**
 Aurora, Missouri
PROPERTY MAP

HWL PROJECT NO. 00009343
 AGENCY PROJECT NO. MoDOT No. 13-091B-2
 DRAWN BY MAW
 CHECKED BY MAW
 DESIGNED BY CTMMMAW
 REVISIONS DATE

SUBMITTAL DATE 12/29/2017

8
 SHEET 8 OF 9

EXISTING	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	Pavement Areas
[Symbol]	[Symbol]	Airport Property Line
[Symbol]	[Symbol]	Tract Boundaries
[Symbol]	[Symbol]	Land Acquisition- Ultimate
[Symbol]	[Symbol]	Runway Protection Zone (RPZ)
[Symbol]	[Symbol]	Buildings

General Notes

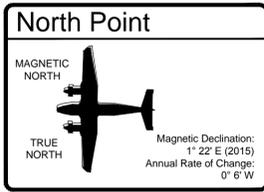
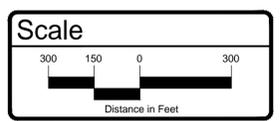
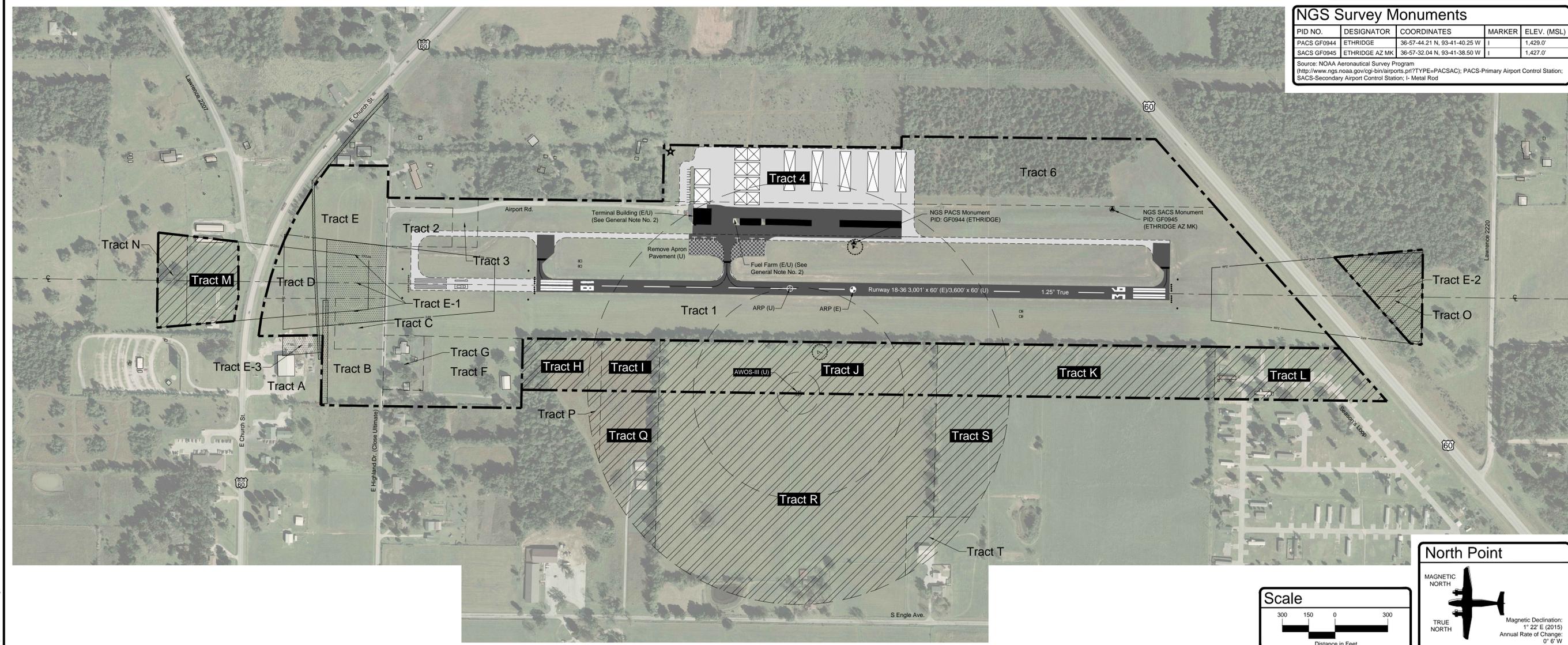
1. The property map is a general representation of the existing and ultimate property tracts including the acreage of each tract, how the airport property was acquired (i.e., Federal AIP funds, military government surplus, local funding, etc.), when each tract of land was acquired, and relevant information of proposed property acquisitions. The property map serves as a guide for the airport sponsor to show existing and future features (runways, RPZs, NAVAIDS, etc.) that would indicate a potential aeronautical need for property acquisition. Any deviations from existing property information compared to conditions detailed in this drawing are unintentional.

2. In the event the parallel taxiway is built, the terminal building and fuel farm would likely be required to be relocated outside of the Taxiway Object Free Area (TOFA). The future location of the terminal building and fuel farm will be determined once development of the taxiway is imminent.

NGS Survey Monuments

PID NO.	DESIGNATOR	COORDINATES	MARKER	ELEV. (MSL)
PACS GF0944	ETHRIDGE	36-57-44.21 N, 93-41-40.25 W	I	1,429.0'
SACS GF0945	ETHRIDGE AZ MK	36-57-32.04 N, 93-41-38.50 W	I	1,427.0'

Source: NOAA Aeronautical Survey Program
 (http://www.ngs.noaa.gov/cgi-bin/airports.pl?TYPE=PACSAC); PACS-Primary Airport Control Station;
 SACS-Secondary Airport Control Station; I- Metal Rod



Ultimate Property Data

TRACT	ACRES	CURRENT OWNER	PROPERTY INTEREST	PARCEL ID NUMBER
H	2.1	Harvest Fellowship	Fee Simple	20401700000024000
I	1.5	Harvest Fellowship	Fee Simple	20401700000024002
J	7.4	King, D.E. & Betty Jean	Fee Simple	20401700000032000
K	7.4	Fauchner, William & Kathryn M. Trust	Fee Simple	20401700000034001
L	4.0	Ranrob Properties, LLC	Fee Simple	20401700000035002
M	2.2	Coryell, Samuel E.	Fee Simple	20300800000016001
N	1.4	McCann, David J. Sr. & Rosalee	Fee Simple	20300800000016000
O	2.4	Community Mercy Health Springfield	Fee Simple	20401700000037000
P	0.3	Harvest Fellowship	AWOS Easement	20401700000024000
Q	3.6	Harvest Fellowship	AWOS Easement	20401700000024002
R	27.2	King, D.E. & Betty Jean	AWOS Easement	20401700000032000
S	3.8	Fauchner, William & Kathryn M. Trust	AWOS Easement	20401700000034001
T	1.1	Francisco, Bruce J. & Candice R.	AWOS Easement	20401700000034000
Total	64.4			

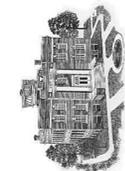
Source: 2H2 Exhibit 'A' Property Map dated 08/14/12 and completed by H.W. Lochner, Inc., Kansas City, MO; Lawrence County, MO Assessors Office.

Existing Property Data

TRACT	ACREAGE	PROPERTY INTEREST	PROPERTY OWNER	DATE ACQUIRED	BOOK AND PAGE	GRANTOR	FED. PROJECT NO.
1	62.03+/-	Fee Simple	City of Aurora	January 1965	Bk. 244/256, Pg. 148/93	McGown & Getty	9-23-081-C601
2	1.32	Fee Simple	City of Aurora	November 2005	Bk. 419, Pg. 905	Marshall	AIRE 015-91B
3	0.96	Fee Simple	City of Aurora	September 2005	Bk. 418, Pg. 684	Birchfield	AIRE 015-91B
4	6.92	Fee Simple	City of Aurora	September 2006	Bk. 425, Pg. 321	Benton	AIRE 015-91B
5	Not Used						
6	9.92	Fee Simple	City of Aurora	October 2003	Bk. 406, Pg. 910	H.W.G.W.	N/A
E-1	2.4+/-	Clear Zone Easement	City of Aurora	Oct./Feb. 1965	Bk. 255/281, Pg. 593/357	Getty	9-23-081-C601
E-2	3.78+/-	Clear Zone Easement	McCann, David Sr. & Rosalee	January 1965	Bk. 255, Pg. 186	Murphy	9-23-081-C601
E-3	0.38	Avigation Easement	D.B. Properties Aurora, LLC	January 2009	Bk. 437, Pg. 620	Barton	07-91B-01
A	Not acquired; See Tract E-3						
B	3.12	Fee Simple	City of Aurora	November 2009	Bk. 437, Pg. 621	Barton	07-91B-01
C	1.30	Fee Simple	City of Aurora	November 2009	Bk. 437, Pg. 624	Barton	07-91B-01
D	2.11	Fee Simple	City of Aurora	November 2009	Bk. 437, Pg. 622	Barton	07-91B-01
E	4.77	Fee Simple	City of Aurora	November 2009	Bk. 437, Pg. 623	Barton	07-91B-01
F	3.81	Fee Simple	City of Aurora	December 2011	Bk. 447, Pg. 3582	First State Bank of Purdy	12-091B-1
G	1.11	Fee Simple	City of Aurora	September 2013	Bk. 449, Pg. 4541	Ruble	13-091B-1
Total	103.93						

Source: 2H2 Exhibit 'A' Property Map dated 08/14/12 and completed by H.W. Lochner, Inc., Kansas City, MO; Lawrence County, MO Assessors Office.

Drawing Name: I:\KAC\PR\000009343\01\A\PI\DWG\ALP Update_2017.dwg Mar 17, 2018 - 3:44pm



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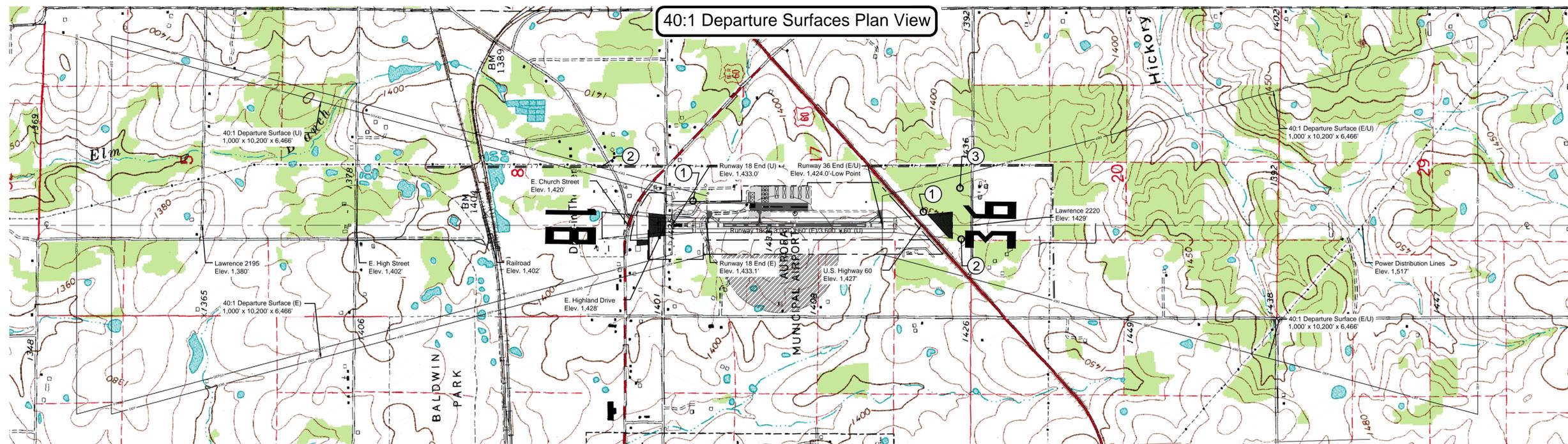
JERRY SUMMERS SR.
AURORA MUNICIPAL AIRPORT (2H2)
 Aurora, Missouri

RUNWAY 18-36
40:1 DEPARTURE SURFACE DRAWING

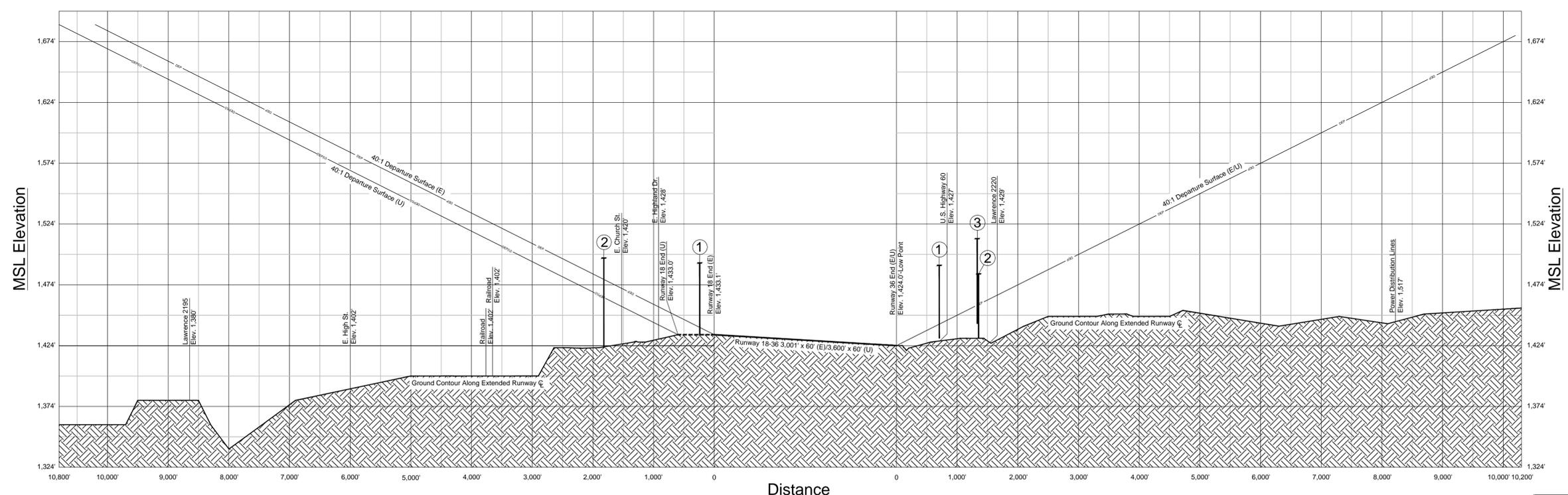
HWL PROJECT NO. 00009343
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 DRAWN BY MAW
 CHECKED BY MAW
 DESIGNED BY CTMMAW
 REVISIONS DATE

SUBMITTAL DATE 12/29/2017

SHEET **9** OF 9



40:1 Departure Surface Profile View



Runway 18 Obstruction Data Table

ITEM	DESCRIPTION	DEND	DCL	TOP ELEV.	PENETRATION	MITIGATION
①	Numerous Trees	240 feet	414 feet L	1,492' MSL	53 feet	Remove
②	Power Distribution Line	1,828 feet	988 feet L	1,496' MSL	17 feet	FAA Aero Study

DEND- Distance from Runway End; DCL- Distance from Runway Centerline.

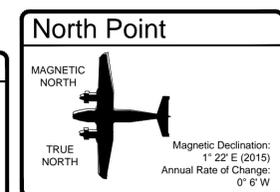
Runway 36 Obstruction Data Table

ITEM	DESCRIPTION	DEND	DCL	TOP ELEV.	PENETRATION	MITIGATION
①	Numerous Trees	706 feet	173 feet R	1,490.4' MSL	49 feet	FAA Aero Study
②	Numerous Trees	1,354 feet	237 feet L	1,482.5' MSL	25 feet	FAA Aero Study
③	Numerous Trees	1,331 feet	635 feet R	1,512.4' MSL	55 feet	FAA Aero Study

DEND- Distance from Runway End; DCL- Distance from Runway Centerline.

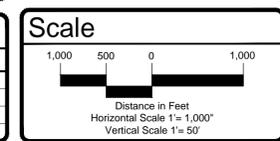
General Notes

- The Departure Surface Drawing depicts the plan and profile view of the current and ultimate 40:1 departure surfaces. This drawing provides information on existing and potential obstructions to the engine-out departures for instrument procedures established for Runway 18-36. Any deviations from existing conditions compared to conditions detailed in this drawing are unintentional.
- Departure Surface penetrations which will require one of two actions and/or mitigations including removal or lowering of the obstruction and/or raising instrument departure minimums.



Legend

EXISTING	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	Airport Pavement Areas
[Symbol]	[Symbol]	Structures
[Symbol]	[Symbol]	Airport Property Line
[Symbol]	[Symbol]	Significant Object



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