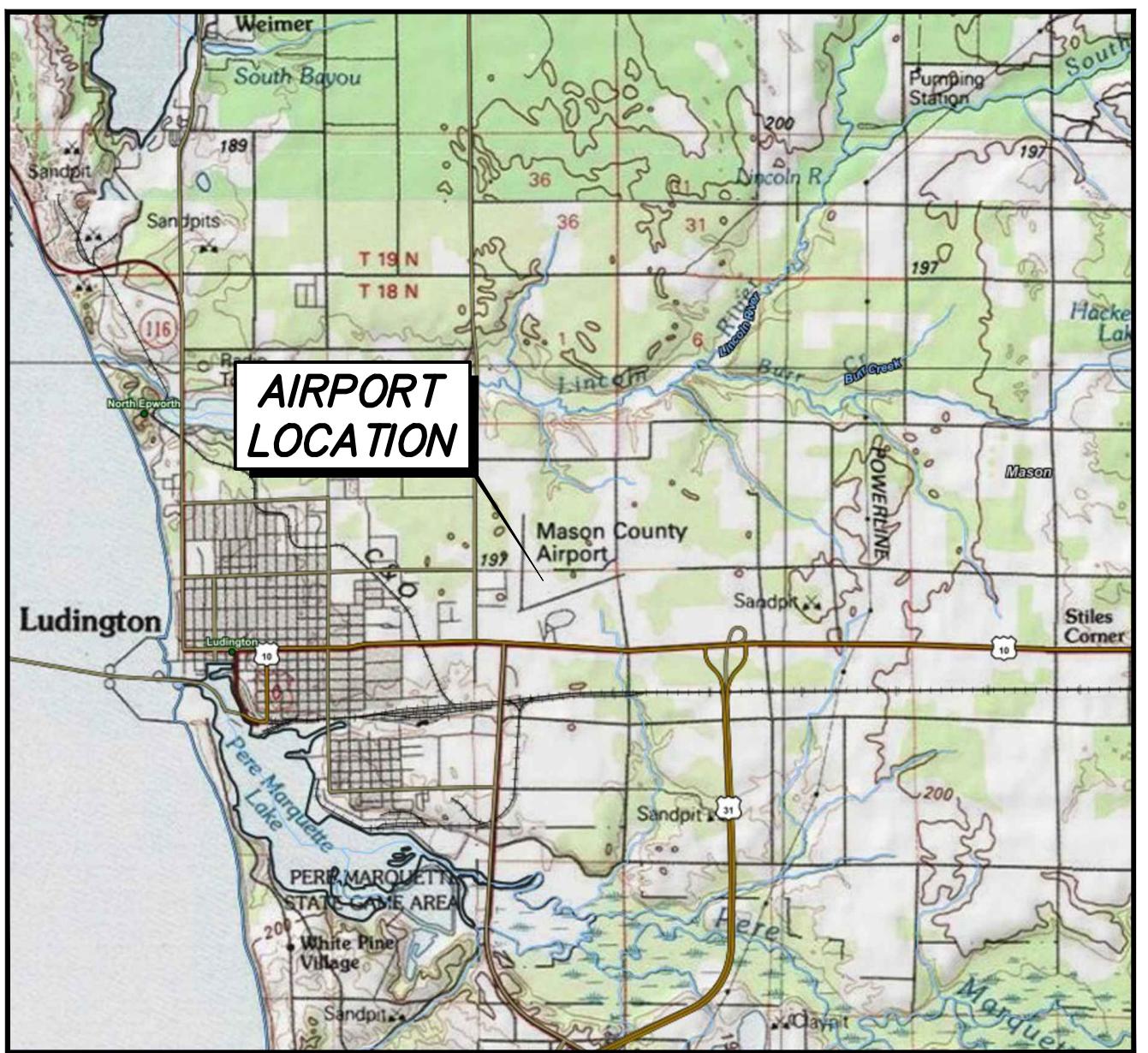


MASON COUNTY AIRPORT (LDM)

LUDINGTON, MICHIGAN

AIRPORT LAYOUT PLAN

JUNE 3, 2021



LOCATION MAP

0
6,000'



VICINITY MAP

0
2,000'

DESIGNERS & CONSULTANTS

Prein&Newhof
Engineers ■ Surveyors ■ Environmental ■ Laboratory

APPROVED JOHN A. STROO, P.E. # 45112 DATE

NOTE: SIGNATURE IN CONSULTANT BLOCK CERTIFIES
ALP WAS PREPARED USING ALP CHECKLIST.

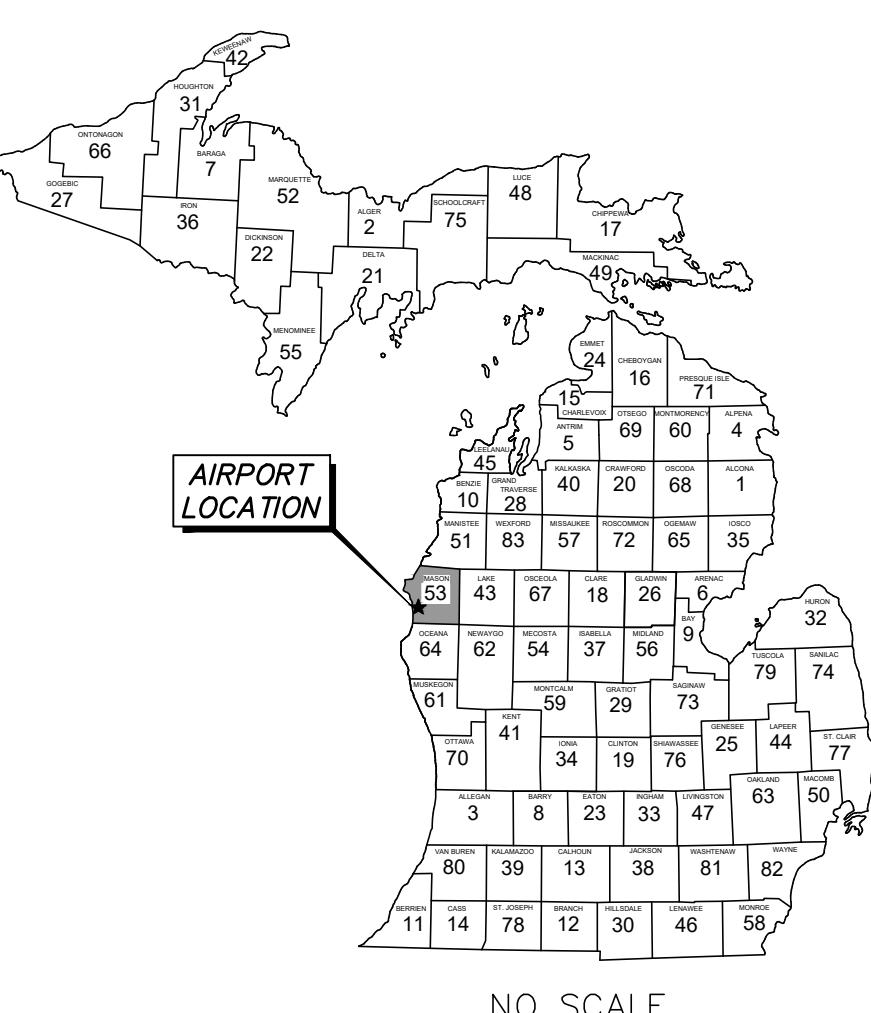
CERTIFICATION FOR AIRSPACE REVIEW

ON BEHALF OF PREIN&NEWHOF, INC., I CERTIFY THAT THE ALP
PREPARED FOR THE MASON COUNTY AIRPORT WAS PREPARED
ACCORDING TO THE ALP CHECKLIST AND ACCURATELY DEPICTS THE
PROPOSED USE OF AIRSPACE. THE ALP CONFORMS WITH STATE OF
MICHIGAN & FAA DESIGN STANDARDS EXCEPT AS NOTED:

CERTIFIED JOHN STROO
SENIOR PROJECT MANAGER DATE

MASON COUNTY BOARD OF COMMISSIONERS

APPROVED JANET ANDERSEN, CHAIR OF THE BOARD DATE



NO SCALE

GRETCHEN WHITMER
GOVERNOR
STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRAD C. WEIFFERICH
DIRECTOR

December 1, 2023

John L. O'Connor
Airport Manager
Mason County Airport
3300 West US 10
Ludington, Michigan 49431

Subject: Mason County Airport (LDM); Ludington, Michigan
Airport Layout Plan (ALP) Airspace Approval
Airspace Case No. 2023-AGL-6888-NRA

Under the Federal Aviation Administration (FAA) State Block Grant program, the Michigan Department of Transportation's Office of Aeronautics (AO) has been assigned the responsibility of conducting FAA airspace studies for on-airport development occurring at all Michigan airports which are not classified as primary airports. Enclosed is a conditionally approved copy of the Mason County Airport, Airport Layout Plan (ALP), dated June 2023. This letter cancels or supersedes all prior ALP approvals. The ALP approval is based on recognition of and adherence to the following:

- The approval is not to be considered a commitment of Federal funding for the proposed development. The FAA has concurred with the proposed development for planning purposes only based on current safety, utility, and efficiency standards. Actual development should comply with approved standards applicable at the time of construction. The airport will need to provide the FAA justification of need before seeking FAA financial participation in the following projects:

- Rehabilitation of Runway 08/26
- Rehabilitation of Runway 10/19
- Rehabilitation of Runway 01/19 Lighting
- Construct Taxiways B and A5
- Construct Taxiways A3/A4
- Shorten Runway 08/26 (decouple safety areas)
- Construct Taxiway A6

The airport sponsor shall agree to keep an accurate ALP updated at all times that is based on the most current design critical aircraft category. The sponsor, by approving this ALP, agrees to closely monitor aircraft usage, specifically for a change in critical aircraft.

- Our approval does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate:

- All development programs should be reasonably consistent with the plans of local and state planning agencies for the development in the airport vicinity.

Aeronautics Building - 2700 Port Lansing Road, Lansing, Michigan 48909
www.michigan.gov/(517) 335-9293

John O'Connor
December 1, 2023
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notice (FAA Form 7480-1) must be filed with this office consistent with 14 CFR 157. The airport should work with the State of Michigan to update the Airport Master Record, FAA Form 5010-1, to reflect new runway data and updated runway changes.

- Any development that requires relocation or installation of FAA facilities will require a signed and executed reimbursable agreement with the FAA. After the FAA consents with any proposed development and the environmental review is complete, the sponsor will need to request a reimbursable agreement from the FAA. A preliminary agreement between the FAA and the airport sponsor should be executed upon receipt of airport's letter so that the FAA can begin providing engineering services. FAA will then develop the final reimbursable agreement. On average, 18 months are required from the time the preliminary agreement is signed to the time the final reimbursable agreement is signed.

- The FAA Flight Procedures Office (FPO) must be notified at least 5 days prior to any temporary displacement and/or relocation of the thresholds. The latitude/longitude and elevation of the displaced/new threshold locations, as well as any new Touch Down Zone elevation information, must be provided. The notification time is necessary for issuance of Notices to Airmen (NOTAMs). The airport manager is responsible for issuing all required local NOTAMs.

- Any planned runway developments will require new FAA flight procedures. If the FAA concurs with these developments, there will need to be close coordination with different FAA offices. Development on new approaches will not begin until environmental approvals have been given and the sponsor requests the FAA FPO to initiate design of new approaches. Publication of revised Instrument Approach Procedures (IAP's) could take from 18 months to two years, after runway data is submitted. Review of this ALP does not constitute an automatic request for amended procedures.

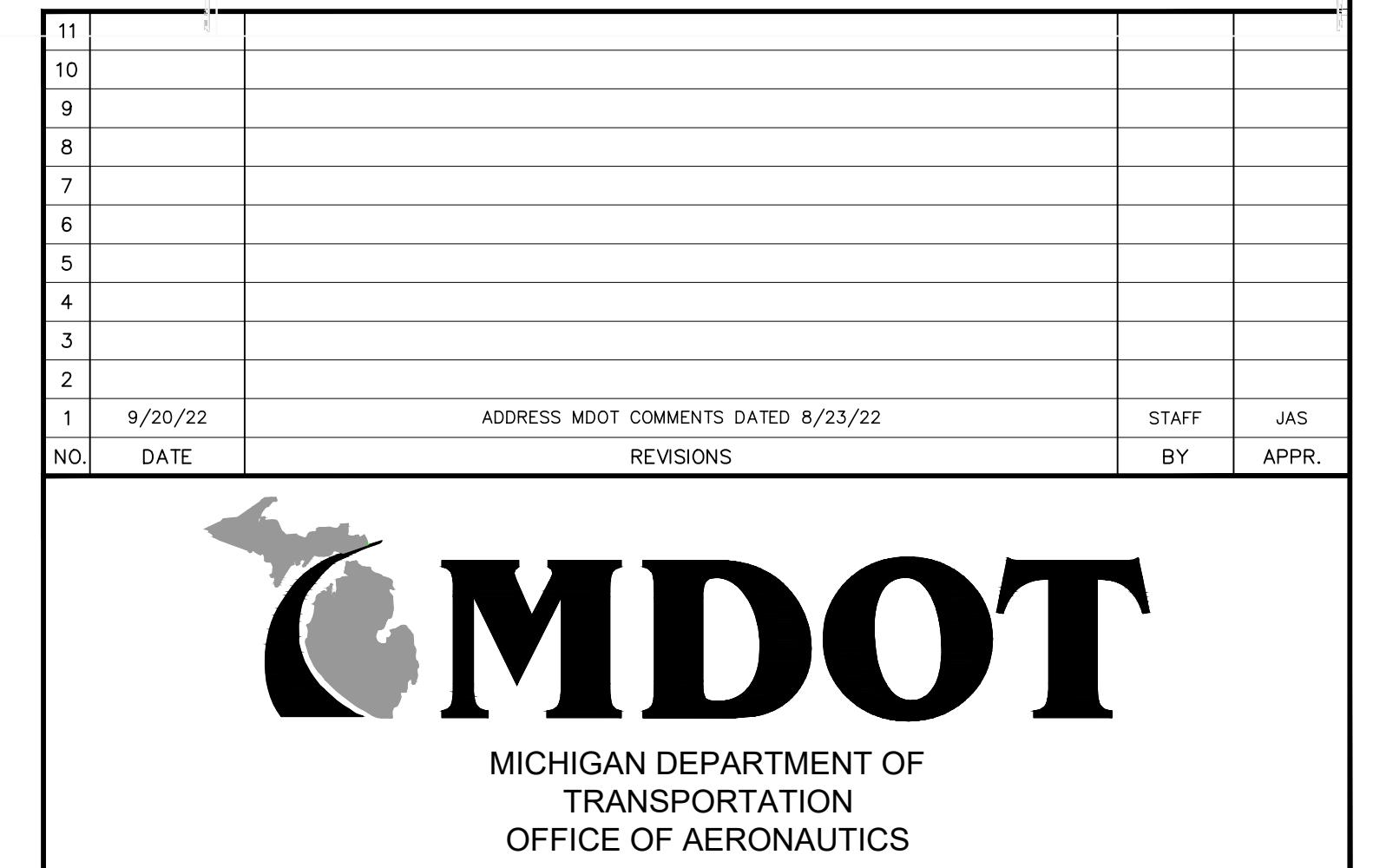
- The FAA Reauthorization Act of 2018, Section 163(d), has limited the FAA's review and approval authority for ALPs. This Act limits the FAA's authority to those portions of the ALP that:

- Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
- Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or
- Adversely affect the value of prior federal investments to a significant extent.

- FAA's approval of this ALP is limited to existing facilities only (or those specific areas that FAA retains approval authority). The FAA has not made a determination on whether it retains review an approval authority for any proposed facilities depicted on the ALP associated with this letter (unless otherwise noted). Under Title 49 U.S.C. § 47107(a)(16) (as revised per section 163(d) of Pub. L. 115-224), FAA will separately determine whether it retains approval authority for each individual proposed facility depicted on an ALP before construction starts.

SHEET INDEX

SHEET NUMBER	DESCRIPTION	LATEST REVISION
1	TITLE AND APPROVAL SHEET	
2	AIRPORT DATA SHEET	
3	EXISTING AIRPORT LAYOUT PLAN	
4	FUTURE AIRPORT LAYOUT PLAN	
5	ULTIMATE AIRPORT LAYOUT PLAN	
6	AIRPORT AIRSPACE PLAN	
7	RUNWAY 8 INNER APPROACH	
8	RUNWAY 26 INNER APPROACH	
9	RUNWAY 1 INNER APPROACH	
10	RUNWAY 19 INNER APPROACH	
11	AERIAL PLAN	
12	PROPERTY MAP	



John O'Connor
December 1, 2023
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b. That fair consideration has been given to the interest of communities in or near the airport;

c. That development programs provide for the protection and enhancement of the environment;

3. The FAA offers no objections to the proposed ultimate airspace utilization as depicted on the ALP based on considerations of safe and efficient use of airspace. The ALP has the status of "Plan on File" for the purpose of 14 CFR 77, Obstruction Evaluations, and 14 CFR 152, Airspace Utilization Planning. The ALP is subject to the following 14 CFR's: 77, 152, and 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports (reference Aeronautical Study Number 2023-AGL-6888-NRA). It should be noted that FAA cannot prevent erection of any structure near an airport. Airport environs can only be protected through state and local zoning ordinances, building regulations, and like requirements.

4. All development depicted on this ALP must comply with the National Environmental Policy Act (NEPA) of 1969. FAA environmental approval is required for all airport development actions depicted on this ALP. This would apply to development projects, even if there were no FAA funding involved in the project. Additional requirements concerning FAA NEPA approval can be found in FAA Order 5050.4B, "National Environmental Policy Act (NEPA) Implementing Instruction for Airport Actions."

5. To avoid conflicts with future development, we recommend you utilize the ALP when preparing leases. We further recommend you provide copies of this ALP and an updated Airport Approach Plan to the local zoning agencies and encourage them to adopt compatible land use criteria in and around the airport and to comply with MCL 123.203 (Michigan Zoning Enabling Act) Act 110 of 2006. Please contact the Michigan Department of Transportation's Office of Aeronautics to request an updated Michigan Aeronautics Commission approved Airport Approach Plan. Copies should also be distributed to the Fixed Base Operators (FBO's) and airport users.

6. The Airport and Airway Improvement Act (49 USC 47107(a)(16)) requires the sponsor to eliminate any adverse effects on Federal facilities, or bear all costs to relocate those facilities, that are a result of an airport change. However, if AIP eligible construction/items adversely affect FAA facilities, the cost of relocating those facilities may be eligible under AIP. If the proposed development requires any displaced or relocated FAA facility, the construction will have to be coordinated with the FAA in order to establish reasonable funding for the engineering and relocation.

7. This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-1) consistent with 14 CFR 77 must be filed with this office. This approval does not include approval for temporary construction items such as construction equipment, storage areas, etc. A separate Construction Safety Planning Plan for any project should be reviewed by the FAA no less than 60 days prior to beginning any project. The airport must take all measures necessary during construction to ensure there are no runway incursions.

8. If development is planned with or without Aviation Trust Fund investments that will change the status or geometrics of runways, aprons, or other operating airport surfaces,

John O'Connor
December 1, 2023
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14. Although section 163(d) has limited the FAA's review and approval authority of proposed projects depicted on an ALP, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(a)(16).

AERO trusts this letter provides a clear explanation of the conditions and terms of the approval. This approval letter also serves as acknowledgement of the understanding and acceptance of the review comments from the ALP review that were summarized in an email dated April 28, 2023. If you desire further clarification, please contact Jennifer Moore of our office at telephone number (517) 281-7790.

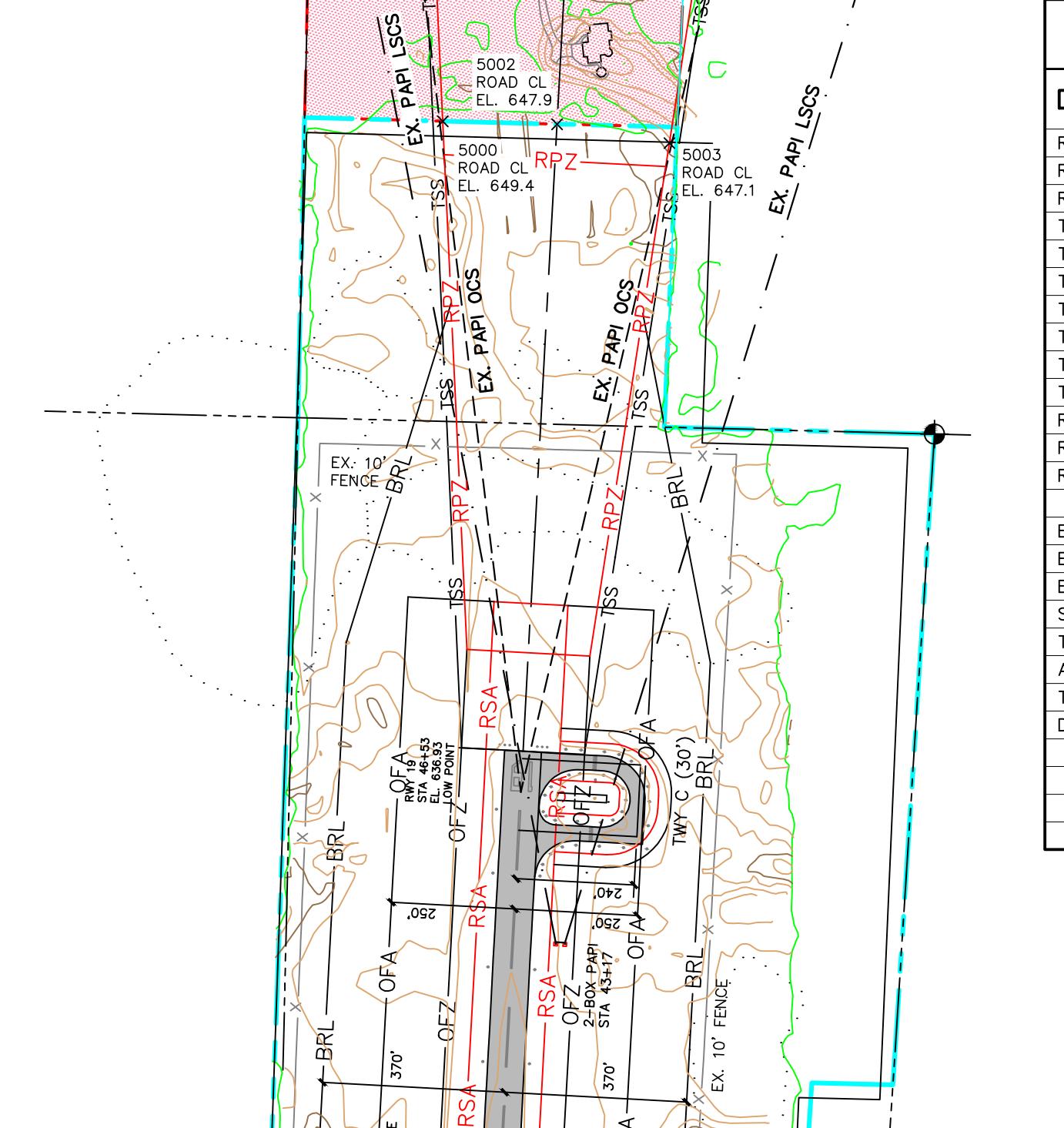
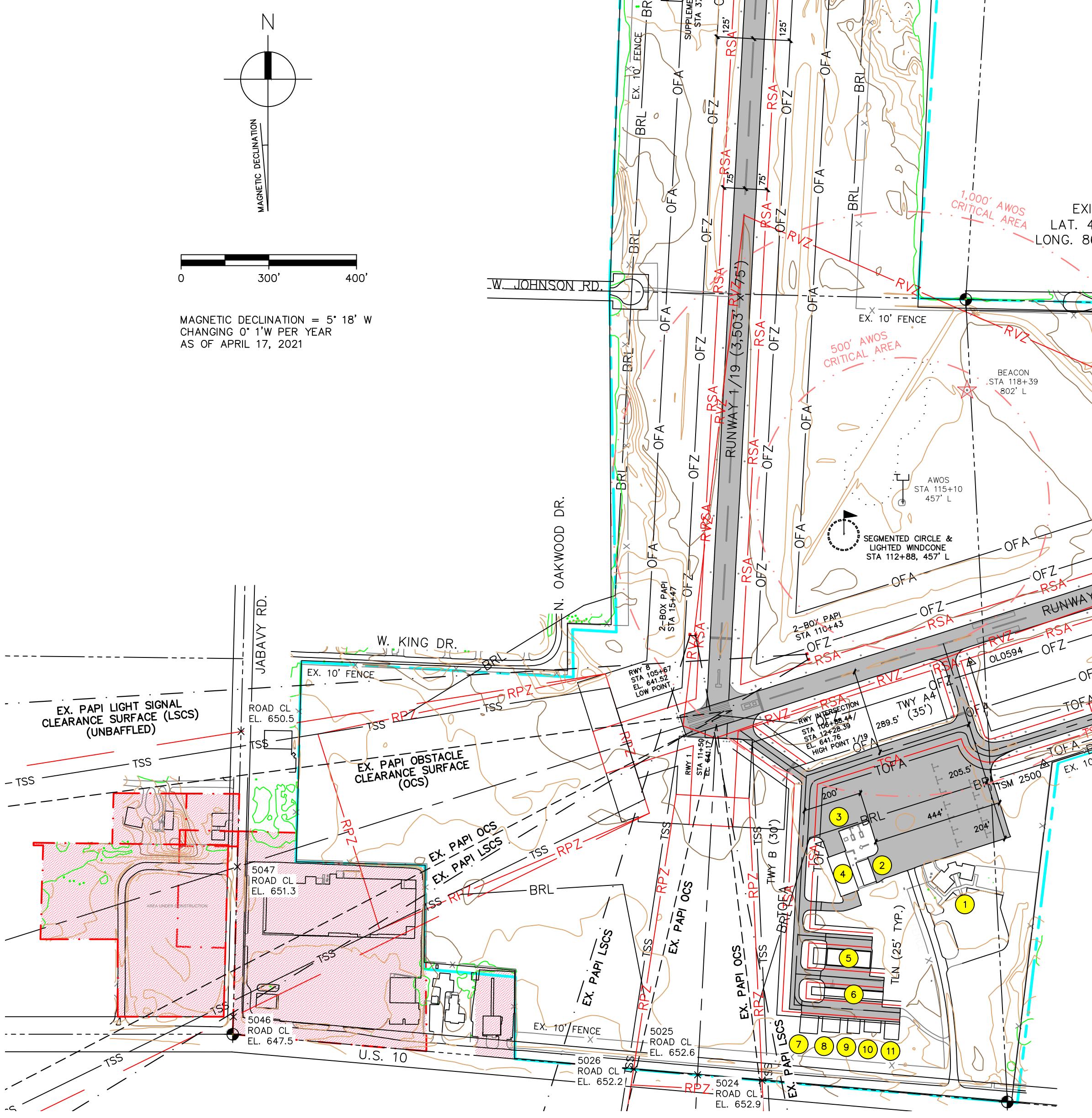
Sincerely,

Steve Houtteman, Supervisor
Airport Planning and Environmental Unit
Office of Aeronautics
Michigan Department of Transportation

RUNWAY DATA													
DESCRIPTION	EXISTING				FUTURE				ULTIMATE				
	8	26	1	19	8	26	1	19	8	26	1	19	
RUNWAY LENGTH (RWY)	5,003'	5,003'	3,503'	3,503'	4,100'	4,100'	3,000'	3,000'	5,003'	5,003'	3,000'	3,000'	
RUNWAY WIDTH	75'	75'	75'	75'	75'	75'	75'	75'	100'	100'	75'	75'	
RUNWAY SHOULDER WIDTH	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
TAXIWAY DESIGN GROUP (TDG)	2	2	2	2	2	2	2	2	2	2	2	2	
TAXIWAY WIDTH (TWY)	35'	35'	35'	35'	35'	35'	35'	35'	35'	35'	35'	35'	
TAXIWAY SAFETY EDGE MARGIN	7.5'	7.5'	7.5'	7.5'	7.5'	7.5'	7.5'	7.5'	7.5'	7.5'	7.5'	7.5'	
TAXIWAY SHOULDER WIDTH	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	
TAXIWAY SAFETY AREA WIDTH (TSA)	79'	79'	79'	79'	79'	79'	79'	79'	79'	79'	79'	79'	
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	131'	131'	131'	131'	131'	131'	131'	131'	131'	131'	131'	131'	
TAXILANE OBJECT FREE AREA WIDTH	115'	115'	115'	115'	115'	115'	115'	115'	115'	115'	115'	115'	
RWY CENTERLINE TO TWY HOLD LINE	200'	200'	125'	200'	200'	125'	200'	200'	250'	250'	125'	125'	
RWY CENTERLINE TO TWY CENTERLINE	240'	240'	240'	240'	240'	240'	240'	240'	300'	300'	240'	240'	
RWY C/L TO BUILDING RESTRICTION LINE (BRL)	495'	495'	370'	495'	495'	370'	495'	495'	495'	495'	370'	370'	
END COORDINATE - LATITUDE	43° 57' 33.423" N	43° 57' 49.491" N	43° 57' 33.040" N	43° 57' 07.617" N	43° 57' 36.324" N	43° 57' 49.491" N	43° 57' 38.005" N	43° 57' 07.617" N	43° 57' 33.423" N	43° 57' 49.491" N	43° 57' 38.005" N	43° 57' 07.617" N	
END COORDINATE - LONGITUDE	86° 24' 48.436" W	86° 23' 43.761" W	86° 24' 46.897" W	86° 24' 45.518" W	86° 24' 36.767" W	86° 23' 43.761" W	86° 24' 46.699" W	86° 24' 45.518" W	86° 24' 23.437" W	86° 24' 48.436" W	86° 24' 46.699" W	86° 24' 45.518" W	
ELEVATION (EL)	641.52	646.44	641.17	636.93	641.66	646.61	641.45	636.94	641.52	646.61	641.45	636.94	
STATION (STA)	105+67	155+70	11+50	46+53	114+70	155+70	11+50	46+53	105+70	155+70	11+50	46+53	
TRUE BEARING	71° 0' 48.98"	71° 0' 48.98"	1° 39' 01.66"	71° 0' 48.98"	1° 39' 01.66"	71° 0' 48.98"	1° 39' 01.66"	71° 0' 48.98"	1° 39' 01.66"	71° 0' 48.98"	1° 39' 01.66"	71° 0' 48.98"	
APPROACH TYPE	A(NP)	A(NP)	A(V)	A(V)	A(NP)	A(NP)	A(V)	A(V)	C	C	A(V)	A(V)	
TOUCHDOWN ZONE ELEVATION (TDZ)	642.80	646.61	641.76	641.43	644.47	646.61	641.45	644.47	646.61	641.45	644.47	641.45	
DISPLACED THRESHOLD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
DISPLACED THRESHOLD - LATITUDE													
DISPLACED THRESHOLD - LONGITUDE													
DISPLACED THRESHOLD - ELEVATION													
RUNWAY PROTECTION ZONE (RPZ)	500' x 1,000' x 700'	500' x 1,000' x 700'	250' x 1,000' x 450'	250' x 1,000' x 450'	500' x 1,000' x 700'	500' x 1,000' x 700'	250' x 1,000' x 450'	250' x 1,000' x 450'	500' x 1,700' x 1,010'	500' x 1,700' x 1,010'	250' x 1,000' x 450'	250' x 1,000' x 450'	
RUNWAY SAFETY AREA (RSA)	150' x 300'	150' x 300'	150' x 300'	150' x 300'	150' x 300'	150' x 300'	150' x 300'	150' x 300'	600' x 1,000'	600' x 1,000'	500' x 300'	500' x 300'	
RUNWAY OBJECT FREE AREA (OFA)	500' x 300'	500' x 300'	500' x 300'	500' x 300'	500' x 300'	500' x 300'	500' x 300'	500' x 300'	400' x 200'	400' x 200'	250' x 200'	250' x 200'	
OBSTACLE FREE ZONE (OFZ)	250' x 200'	250' x 200'	250' x 200'	250' x 200'	250' x 200'	250' x 200'	250' x 200'	250' x 200'	250' x 200'	250' x 200'	250' x 200'	250' x 200'	
PRECISION OBSTACLE FREE ZONE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
14 CFR PART-77 APPROACH SURFACE (AS)	500' x 2,000' x 5,000'	500' x 2,000' x 5,000'	250' x 1,250' x 5,000'	250' x 1,250' x 5,000'	500' x 2,000' x 5,000'	500' x 2,000' x 5,000'	250' x 1,250' x 5,000'	250' x 1,250' x 5,000'	500' x 3,500' x 10,000'	500' x 3,500' x 10,000'	250' x 1,250' x 5,000'	250' x 1,250' x 5,000'	
THRESHOLD SITING SURFACE TYPE (TSS)	4	4	2	2	4	4	2	2	4	4	2	2	
TSS DIMENSION	400' x 3,400' x 10,000'	400' x 3,400' x 10,000'	250' x 700' x 2,250' x 2,750'	250' x 700' x 2,250' x 2,750'	400' x 3,400' x 10,000'	400' x 3,400' x 10,000'	250' x 700' x 2,250' x 2,750'	250' x 700' x 2,250' x 2,750'	400' x 3,400' x 10,000'	400' x 3,400' x 10,000'	250' x 700' x 2,250' x 2,750'	250' x 700' x 2,250' x 2,750'	
TSS SLOPE	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	
RUNWAY DESIGN CODE (RDC)	B-II	B-II	B-II (SMALL AIRCRAFT)	B-II (SMALL AIRCRAFT)	B-II	B-II	B-II (SMALL AIRCRAFT)	B-II (SMALL AIRCRAFT)	C-II	C-II	B-II (SMALL AIRCRAFT)	B-II (SMALL AIRCRAFT)	
RUNWAY REFERENCE CODE (APRC / DPRC)	B/II/5000 - B/II	B/II/5000 - B/II	B/II/VIS - B/II	B/II/VIS - B/II	B/II/5000 - B/II	B/II/5000 - B/II	B/II/VIS - B/II	B/II/VIS - B/II	D/I/5000 - D/I	D/I/5000 - D/I	B/II/VIS - B/II	B/II/VIS - B/II	
RUNWAY CATEGORY	UTILITY	UTILITY	UTILITY	UTILITY	UTILITY	UTILITY	UTILITY	UTILITY	NON-PRECISION	NON-PRECISION	UTILITY	UTILITY	
Critical Aircraft	KING AIR 200	KING AIR 200	KING AIR 200	KING AIR 200	KING AIR 260	KING AIR 260	KING AIR 260	KING AIR 260	G280 / PHENOM 300	G280 / PHENOM 300	KING AIR 260	KING AIR 260	
PAVEMENT TYPE	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	
PAVEMENT STRENGTH (LBS.)													
SINGLE WHEEL:	12,500 LBS	12,500 LBS	12,500 LBS	12,500 LBS	12,500 LBS	12,500 LBS	12,500 LBS	12,500 LBS	30,000 LBS	30,000 LBS	12,500 LBS	12,500 LBS	
DUAL WHEEL:	12,500 LBS	12,500 LBS	12,500 LBS	12,500 LBS	12,500 LBS	12,500 LBS	12,500 LBS	12,500 LBS	30,000 LBS	30,000 LBS	12,500 LBS	12,500 LBS	
BY PCN:	12/F/A/X/U	12/F/A/X/U	12/F/A/X/U	12/F/A/X/U	12/F/A/X/U	12/F/A/X/U	12/F/A/X/U	12/F/A/X/U	30/F/A/X/U	30/F/A/X/U	12/F/A/X/U	12/F/A/X/U	
Surface Treatment	PFC	PFC	N/A	N/A	PFC	PFC	N/A	N/A	PFC	PFC	N/A	N/A	
RUNWAY GRADIENT	0.10%	0.10%	0.12%	0.12%	0.12%	0.12%	0.12%	0.12%	0.15%	0.15%	0.10%	0.15%	
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL	
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	
RUNWAY MARKINGS	NON-PRECISION	NON-PRECISION	VISUAL	VISUAL	NON-PRECISION	NON-PRECISION	VISUAL	VISUAL	NON-PRECISION	NON-PRECISION	VISUAL	VISUAL	
VISIBILITY MINIMUMS	GREATER THAN 1 MILE	1 MILE			1 MILE	1 MILE			1 MILE	1 MILE			
TYPE OF AERONAUTICAL SURVEY	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	
RUNWAY DEPARTURE SURFACE (DS)	500' x 1,000' x 700'	500' x 1,000' x 700'	250' x 1,000' x 450'	250' x 1,000' x 450'	500' x 1,000								

LINE TYPE LEGEND

EXISTING LINE TYPE	DESCRIPTION
	AIRFIELD/AIRCRAFT PAVEMENT
	CENTERLINE
	RUNWAY SAFETY AREA
	RUNWAY OBJECT FREE AREA
	OBSTACLE FREE ZONE
	RUNWAY VISIBILITY AREA
	RUNWAY PROTECTION ZONE
	BUILDING RESTRICTION LINE
	THRESHOLD SITING SURFACE
	PART-77 APPROACH SURFACE
	TAXIWAY SAFETY AREA
	TAXIWAY OBJECT FREE AREA
	PROPERTY LINE
	AVIGATION EASEMENT
	BUILDINGS
	ROADS
	RIGHT-OF-WAY
	SIDEWALK
	SECTION LINE
	FENCE
	TREE/VEGETATION
	GROUND CONTOUR
	GROUND CONTOUR INDEX
	WETLAND

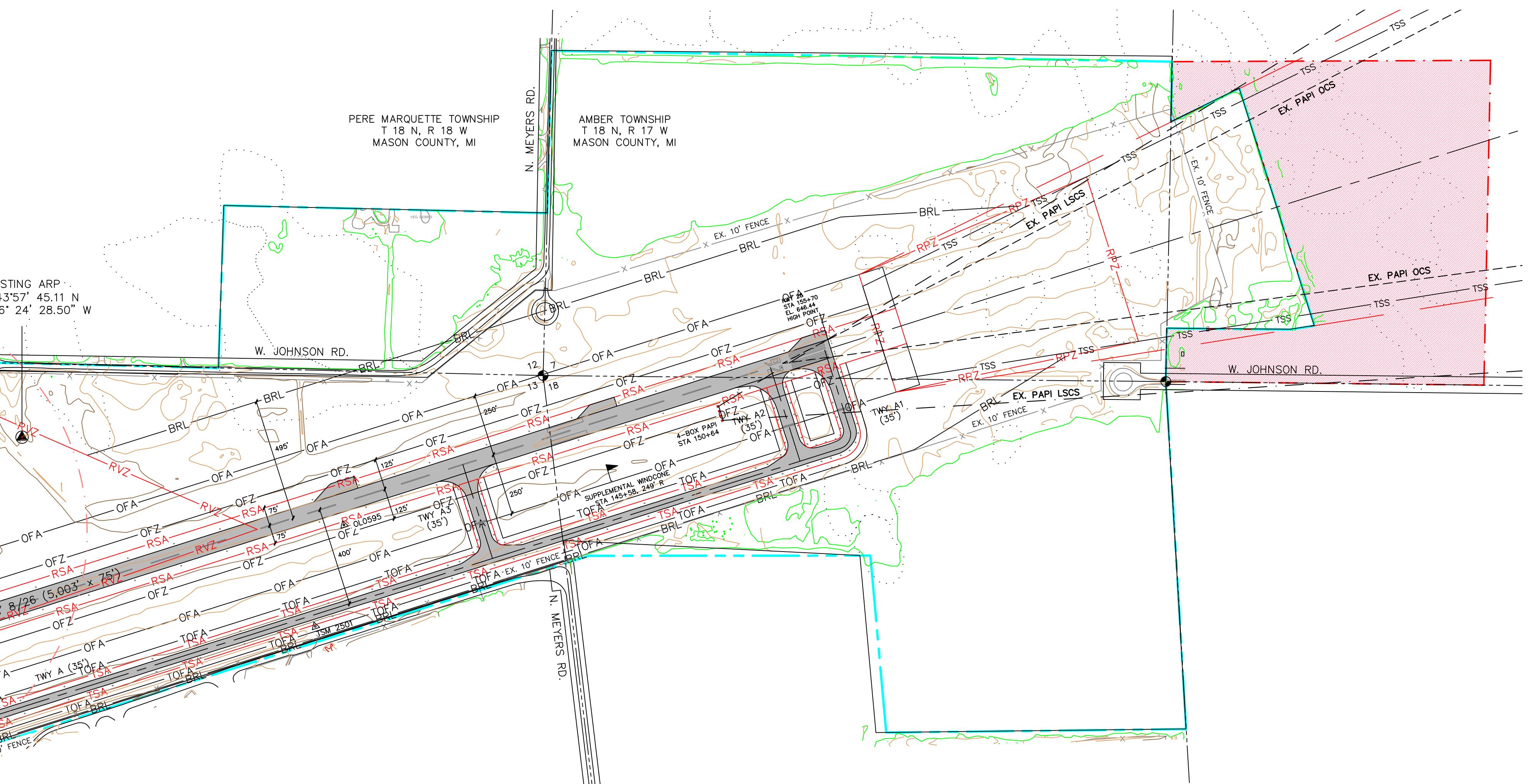


RUNWAY DATA

DESCRIPTION	EXISTING			
	8	26	1	19
RUNWAY LENGTH (RWY)	5,003'	5,003'	3,503'	3,503'
RUNWAY WIDTH	75'	75'	75'	75'
RUNWAY SHOULDER WIDTH	NONE	NONE	NONE	NONE
TAXIWAY DESIGN GROUP (TDG)	2	2	2	2
TAXIWAY WIDTH (TWY)	35'	35'	35'	35'
TAXIWAY SAFETY EDGE MARGIN	7.5'	7.5'	7.5'	7.5'
TAXIWAY SHOULDER WIDTH	NONE	NONE	NONE	NONE
TAXIWAY SAFETY AREA WIDTH (TSA)	79'	79'	79'	79'
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	131'	131'	131'	131'
TAXILANE OBJECT FREE AREA WIDTH	115'	115'	115'	115'
RWY CENTERLINE TO TWY HOLD LINE	200'	200'	125'	125'
RWY CENTERLINE TO TWY CENTERLINE	240'	240'	240'	240'
RWY C/L TO BUILDING RESTRICTION LINE (BRL)	495'	495'	370'	370'
END COORDINATE – LATITUDE	43° 57' 33.423" N	43° 57' 49.491" N	43° 57' 33.040" N	43° 58' 07.617" N
END COORDINATE – LONGITUDE	86° 24' 48.436" W	86° 23' 43.761" W	86° 24' 46.897" W	86° 24' 45.518" W
ELEVATION (EL)	641.52	646.44	641.17	636.93
STATION (STA)	105+67	155+70	11+50	46+53
TRUE BEARING	71° 0' 48.98"	71° 0' 48.98"	1° 39' 01.66"	1° 39' 01.66"
APPROACH TYPE	A(NP)	A(NP)	A(V)	A(V)
TOUCHDOWN ZONE ELEVATION (TDZ)	642.80	646.61	641.76	641.43
DISPLACED THRESHOLD	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD – LATITUDE				
DISPLACED THRESHOLD – LONGITUDE				
DISPLACED THRESHOLD – ELEVATION				

RUNWAY DATA

DESCRIPTION	EXISTING			
	8	26	1	19
RUNWAY PROTECTION ZONE (RPZ)	500' x 1,000' x 700'	500' x 1,000' x 700'	250' x 1,000' x 450'	250' x 1,000' x 450'
RUNWAY SAFETY AREA (RSA)	150' x 300'	150' x 300'	150' x 300'	150' x 300'
RUNWAY OBJECT FREE AREA (OFA)	500' x 300'	500' x 300'	500' x 300'	500' x 300'
OBSTACLE FREE ZONE (OFZ)	250' x 200'	250' x 200'	250' x 200'	250' x 200'
PRECISION OBSTACLE FREE ZONE	N/A	N/A	N/A	N/A
14 CFR PART-77 APPROACH SURFACE (AS)	500' x 2,000' x 5,000'	500' x 2,000' x 5,000'	250' x 1,250' x 5,000'	250' x 1,250' x 5,000'
THRESHOLD SITING SURFACE TYPE (TSS)	4	4	2	2
TSS DIMENSION	400' x 3,400' x 10,000'	400' x 3,400' x 10,000'	250' x 700' x 2,250' x 2,750'	250' x 700' x 2,250' x 2,750'
TSS SLOPE	20:1	20:1	20:1	20:1
RUNWAY DESIGN CODE (RDC)	B-II	B-II	B-II (SMALL AIRCRAFT)	B-II (SMALL AIRCRAFT)
RUNWAY REFERENCE CODE (APRC / DPRC)	B/II/5000 – B/II	B/II/5000 – B/II	B/II/VIS – B/II	B/II/VIS – B/II
RUNWAY CATEGORY	UTILITY	UTILITY	UTILITY	UTILITY
CRITICAL AIRCRAFT	KING AIR 200	KING AIR 200	KING AIR 200	KING AIR 200
PAVEMENT TYPE	ASPHALT	ASPHALT	ASPHALT	ASPHALT
PAVEMENT STRENGTH (LBS.)				
SINGLE WHEEL:	12,500 LBS	12,500 LBS	12,500 LBS	12,500 LBS
DUAL WHEEL:	12,500 LBS	12,500 LBS	12,500 LBS	12,500 LBS
BY PCN:	12/F/A/X/U	12/F/A/X/U	12/F/A/X/U	12/F/A/X/U
SURFACE TREATMENT	PFC	PFC	N/A	N/A
RUNWAY GRADIENT	0.10%	0.10%	0.12%	0.12%
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL
RUNWAY MARKINGS	NON-PRECISION	NON-PRECISION	VISUAL	VISUAL
VISIBILITY MINIMUMS	GREATER THAN 1 MILE	1 MILE		
TYPE OF AERONAUTICAL SURVEY	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED
RUNWAY DEPARTURE SURFACE (DS)	500' x 1,000' x 700'	500' x 1,000' x 700'	250' x 1,000' x 450'	250' x 1,000' x 450'
NAVIGATIONS AIDS	PAPI	PAPI, REIL	PAPI	PAPI



BUILDING LEGEND

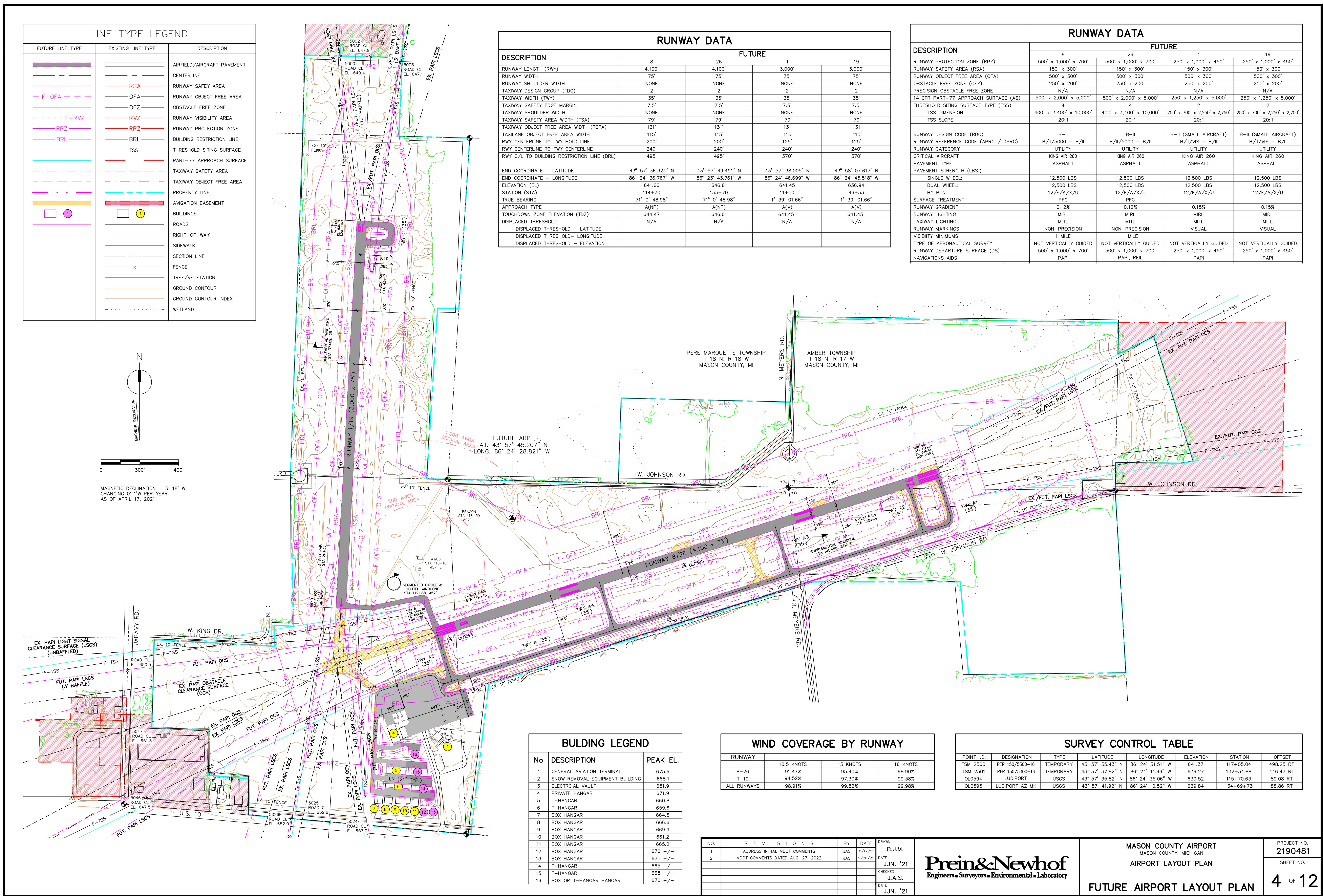
WIND COVERAGE BY RUNWAY

RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
8-26	91.47%	95.40%	98.90%
1-19	94.52%	97.30%	99.38%
ALL RUNWAYS	98.91%	99.82%	99.98%

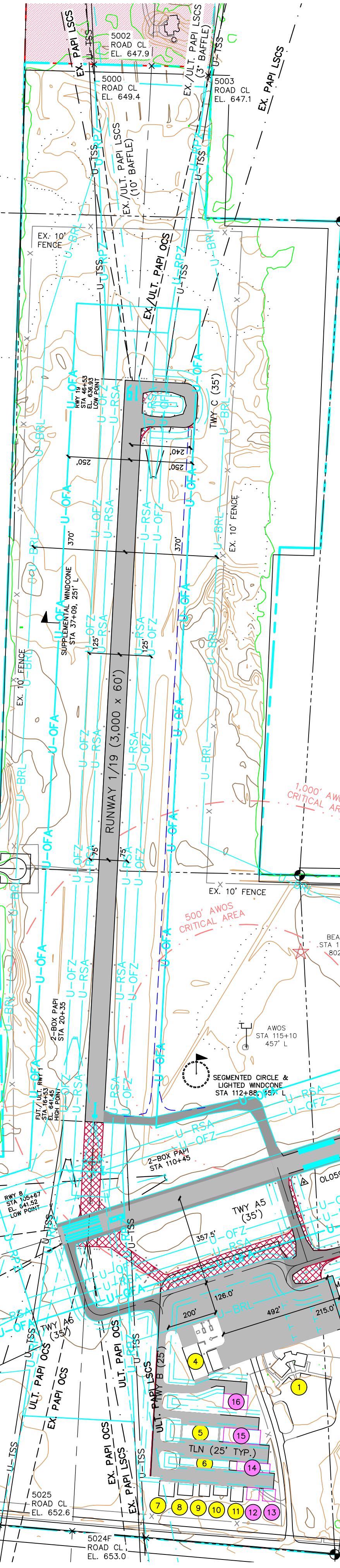
SURVEY CONTROL TABLE

POINT I.D.	DESIGNATION	TYPE	LATITUDE	LONGITUDE	ELEVATION	STATION	OFFSET
TSM 2500	PER 150/5300-16	TEMPORARY	43° 57' 35.43" N	86° 24' 31.51" W	641.37	117+05.04	498.25 RT
TSM 2501	PER 150/5300-16	TEMPORARY	43° 57' 37.82" N	86° 24' 11.96" W	639.27	132+34.88	446.47 RT
OL0594	LUDIPORT	USGS	43° 57' 35.82" N	86° 24' 35.06" W	639.52	115+70.63	89.08 RT
OL0595	LUDIPORT AZ MK	USGS	43° 57' 41.92" N	86° 24' 10.52" W	639.84	134+69+73	88.86 RT

T:\CIVIL3D_PROJECTS\2019\2190481_MASON COUNTY AIRPORT_ALP UPDATE\4_PROD\03 - EX-ALP.DWG - JSTR00 - Feb, 28 2022 - 02:46pm - Prein&Newhof

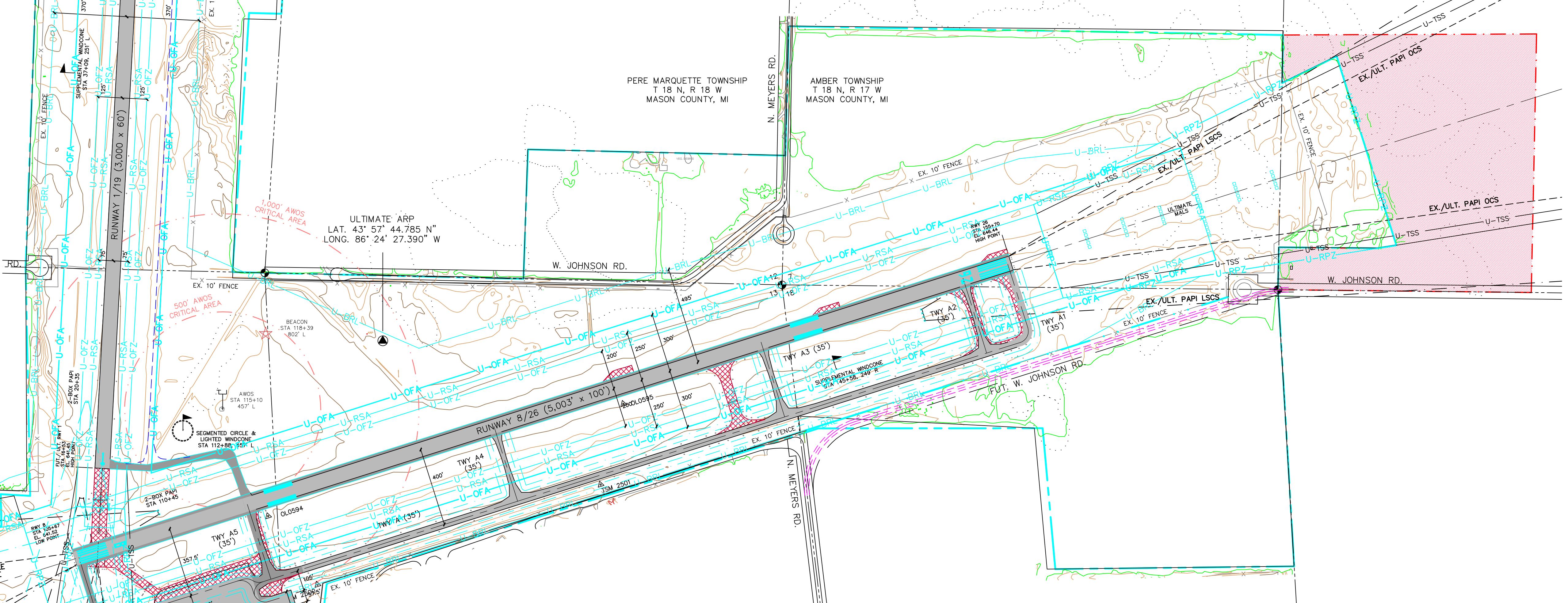


ULTIMATE LINE TYPE	EXISTING LINE TYPE	DESCRIPTION
—	—	AIRFIELD/AIRCRAFT PAVEMENT
—	—	CENTERLINE
—	—	RUNWAY SAFETY AREA
—	—	RUNWAY OBJECT FREE AREA
—	—	OBSTACLE FREE ZONE
—	—	RUNWAY VISIBILITY AREA
—	—	RUNWAY PROTECTION ZONE
—	—	BUILDING RESTRICTION LINE
—	—	THRESHOLD SITING SURFACE
—	—	PART-77 APPROACH SURFACE
—	—	TAXIWAY SAFETY AREA
—	—	TAXIWAY OBJECT FREE AREA
—	—	PROPERTY LINE
—	—	AVIGATION EASEMENT
—	—	BUILDINGS
—	—	ROADS
—	—	RIGHT-OF-WAY
—	—	SIDEWALK
—	—	SECTION LINE
—	—	FENCE
—	—	TREE/VEGETATION
—	—	GROUND CONTOUR
—	—	GROUND CONTOUR INDEX
—	—	WETLAND



DESCRIPTION	ULTIMATE			
	8	26	1	19
RUNWAY LENGTH (RWY)	5,003'	5,003'	3,000'	3,000'
RUNWAY WIDTH	100'	100'	75'	75'
RUNWAY SHOULDER WIDTH	NONE	NONE	NONE	NONE
TAXIWAY DESIGN GROUP (TDG)	2	2	2	2
TAXIWAY WIDTH (TWW)	35'	35'	35'	35'
TAXIWAY SAFETY EDGE MARGIN	7.5'	7.5'	7.5'	7.5'
TAXIWAY SHOULDER WIDTH	NONE	NONE	NONE	NONE
TAXIWAY SAFETY AREA WIDTH (TSA)	79'	79'	79'	79'
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	131'	131'	131'	131'
TAXILANE OBJECT FREE AREA WIDTH	115'	115'	115'	115'
RWY CENTERLINE TO TWY HOLD LINE	250'	250'	125'	125'
RWY CENTERLINE TO TWY CENTERLINE	300'	300'	240'	240'
RWY C/L TO BUILDING RESTRICTION LINE (BRL)	495'	495'	370'	370'
END COORDINATE - LATITUDE	43° 57' 33.423" N	43° 57' 49.491" N	43° 57' 38.005" N	43° 58' 07.617" N
END COORDINATE - LONGITUDE	86° 24' 48.436" W	86° 23' 43.761" W	86° 24' 46.699" W	86° 24' 45.516" W
ELEVATION (EL)	641.52	646.61	641.45	636.94
STATION (STA)	105+70	155+70	11+50	46+53
TRUE BEARING	71° 0' 48.98"	71° 0' 48.98"	1° 39' 01.66"	1° 39' 01.66"
APPROACH TYPE	C	C	A(V)	A(V)
TOUCHDOWN ZONE ELEVATION (TDZ)	644.47	646.61	641.45	641.45
DISPLACED THRESHOLD	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD - LATITUDE				
DISPLACED THRESHOLD - LONGITUDE				
DISPLACED THRESHOLD - ELEVATION				

DESCRIPTION	ULTIMATE			
	8	26	1	19
RUNWAY PROTECTION ZONE (RPZ)	500' x 1,700' x 1,010'	500' x 1,700' x 1,010'	250' x 1,000' x 450'	250' x 1,000' x 450'
RUNWAY SAFETY AREA (RSA)	500' x 1,000'	500' x 1,000'	150' x 300'	150' x 300'
RUNWAY OBJECT FREE AREA (OFA)	600' x 1,000'	600' x 1,000'	500' x 300'	500' x 300'
OBSTACLE FREE ZONE (OFZ)	400' x 200'	400' x 200'	250' x 200'	250' x 200'
PRECISION OBSTACLE FREE ZONE	N/A	N/A	N/A	N/A
14 CFR PART-77 APPROACH SURFACE (AS)	500' x 3,500' x 10,000'	500' x 3,500' x 10,000'	250' x 1,250' x 5,000'	250' x 1,250' x 5,000'
THRESHOLD SITING SURFACE TYPE (TSS)	4	4	2	2
TSS DIMENSION	400' x 3,400' x 10,000'	400' x 3,400' x 10,000'	250' x 700' x 2,250'	250' x 700' x 2,250'
TSS SLOPE	20:1	20:1	20:1	20:1
RUNWAY DESIGN CODE (RDC)	C-II	C-II	B-II (SMALL AIRCRAFT)	B-II (SMALL AIRCRAFT)
RUNWAY REFERENCE CODE (APRC / DPRC)	D/II/5000 - D/II	D/II/5000 - D/II	B/I/VIIS - B/II	B/I/VIIS - B/II
RUNWAY CATEGORY	NON-PRECISION	NON-PRECISION	UTILITY	UTILITY
Critical Aircraft	G280 / PHENOM 300	G280 / PHENOM 300	KING AIR 260	KING AIR 260
PAVEMENT TYPE	ASPHALT	ASPHALT	ASPHALT	ASPHALT
PAVEMENT STRENGTH (LBS.)				
SINGLE WHEEL:	30,000 LBS	30,000 LBS	12,500 LBS	12,500 LBS
DUAL WHEEL:	30,000 LBS	30,000 LBS	12,500 LBS	12,500 LBS
BY PCN:	30/F/A/X/U	30/F/A/X/U	12/F/A/X/U	12/F/A/X/U
SURFACE TREATMENT	PFC	PFC		
RUNWAY GRADIENT	0.10%	0.10%	0.15%	0.15%
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL
RUNWAY MARKINGS	NON-PRECISION	NON-PRECISION	VISUAL	VISUAL
VISIBILITY MINIMUMS	1 MILE	1 MILE		
TYPE OF AERONAUTICAL SURVEY	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED	NOT VERTICALLY GUIDED
RUNWAY DEPARTURE SURFACE (DS)	500' x 1,700' x 1,010'	500' x 1,700' x 1,010'	250' x 1,000' x 450'	250' x 1,000' x 450'
NAVIGATIONS AIDS	PAPI, REIL, MALS	PAPI, REIL, MALS	PAPI	PAPI
GLIDEPATH QUALIFICATION SURFACE (GQS)	NONE	NONE	NONE	NONE



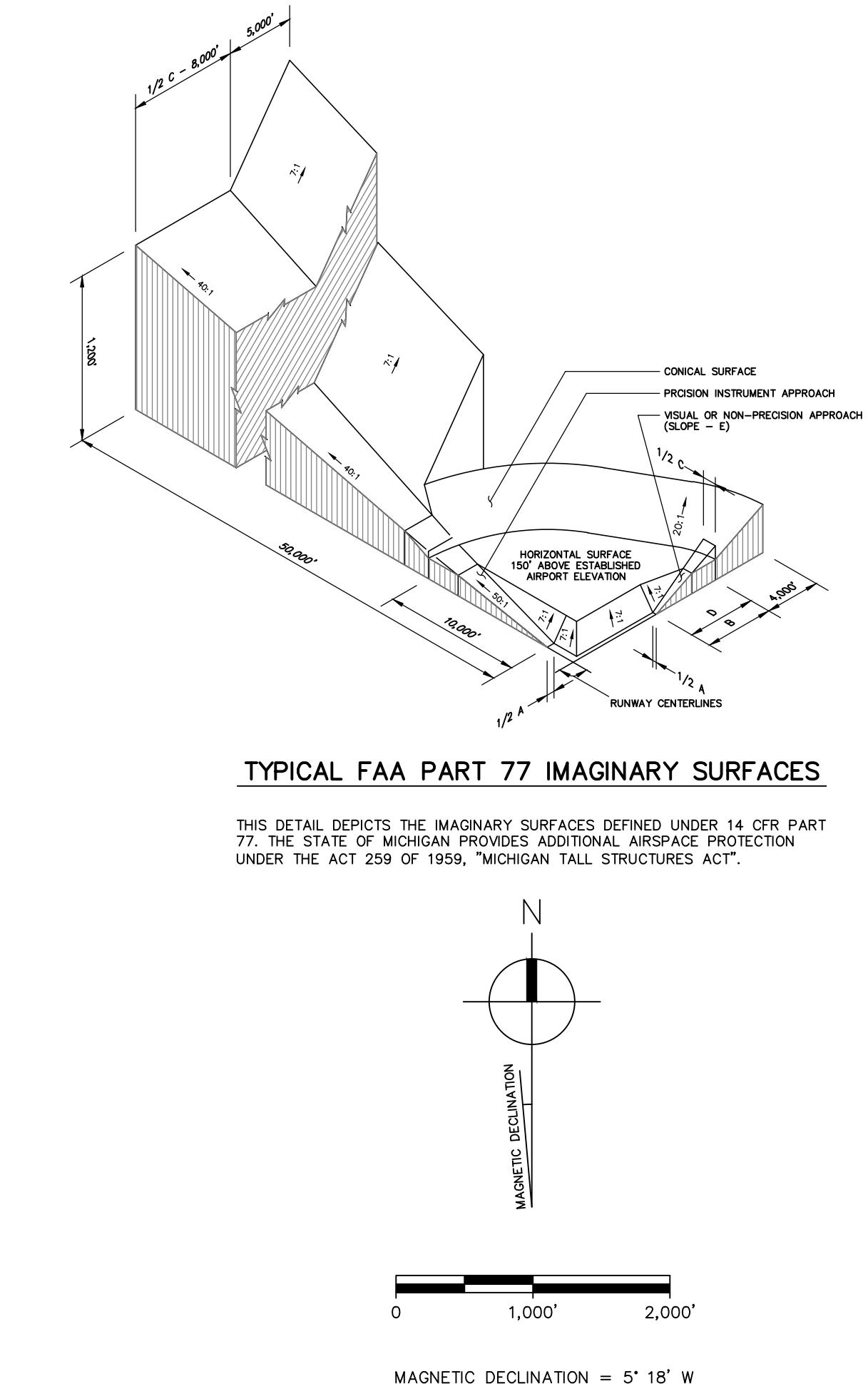
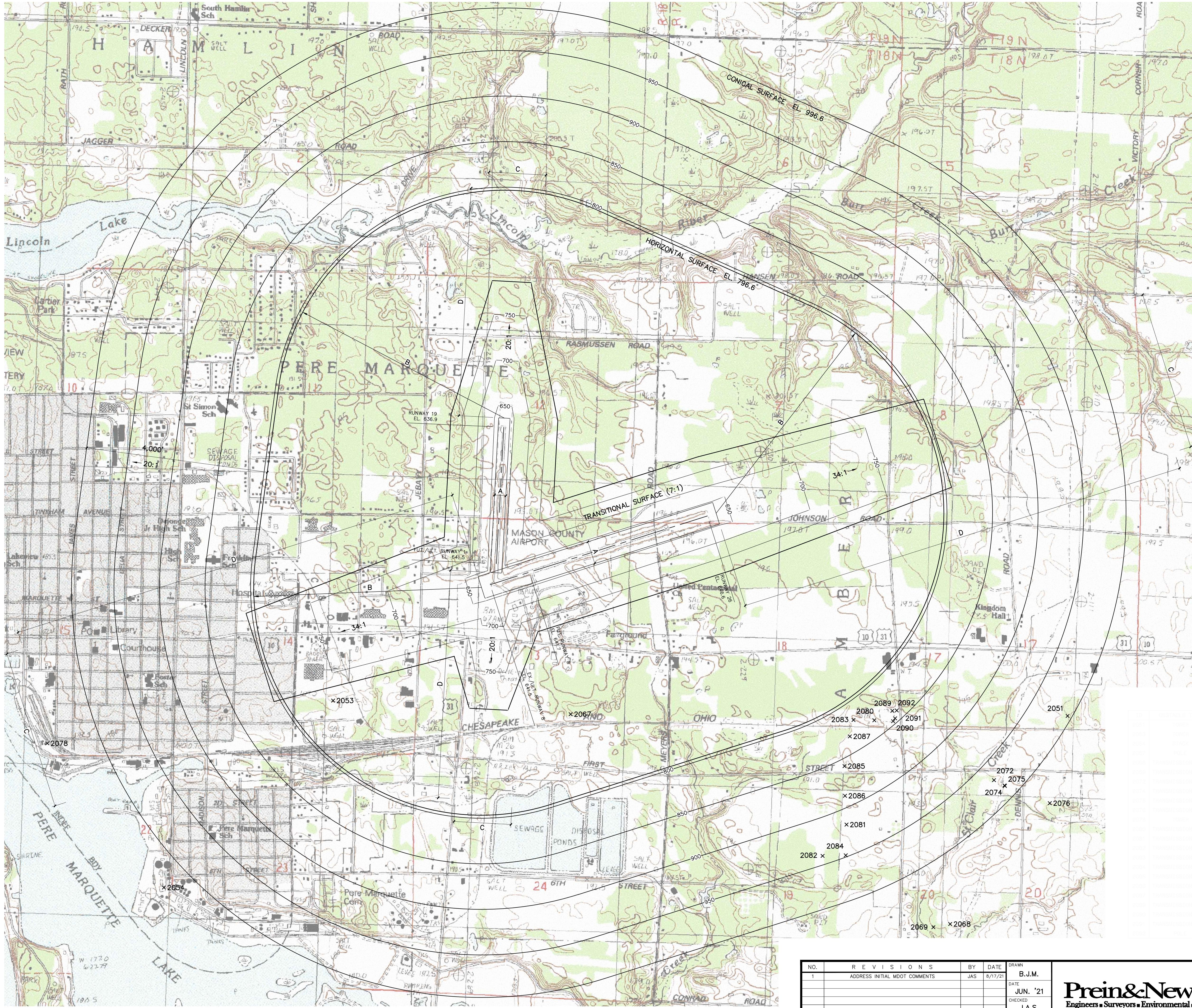
No	DESCRIPTION	PEAK EL.
1	GENERAL AVIATION TERMINAL	675.6
2	SNOW REMOVAL EQUIPMENT BUILDING	668.1
3	ELECTRICAL VAULT	651.9
4	PRIVATE HANGAR	671.9
5	T-HANGAR	660.8
6	T-HANGAR	659.6
7	BOX HANGAR	664.5
8	BOX HANGAR	666.6
9	BOX HANGAR	669.9
10	BOX HANGAR	661.2
11	BOX HANGAR	665.2
12	BOX HANGAR	670 +/-
13	BOX HANGAR	675 +/-
14	T-HANGAR	665 +/-
15	T-HANGAR	665 +/-
16	BOX OR T-HANGAR HANGAR	670 +/-

RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
8-26	91.47%	95.40%	98.90%
1-19	94.52%	97.30%	99.38%
ALL RUNWAYS	98.91%	99.82%	99.98%

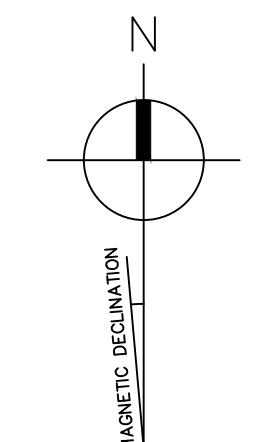
POINT I.D.	DESIGNATION	TYPE	LATITUDE	LONGITUDE	ELEVATION	STATION	OFFSET
TSM_2500	PER 150/5300-16	TEMPORARY	43° 57' 35.43" N	86° 24' 31.51" W	641.37	117+05.04	498.25 RT
TSM_2501	PER 150/5300-16	TEMPORARY	43° 57' 37.82" N	86° 24' 11.96" W	639.27	1132+34.88	446.47 RT
OL0594	LUDIPORT	USGS	43° 57' 35.62" N	86° 24' 35.06" W	639.52	115+70.63	89.06 RT
OL0595	LUDIPORT AZ MK	USGS	43° 57' 41.92" N	86° 24' 10.52" W	639.84	134+69+73	88.86 RT

NO.	REVISIIONS	BY	DATE	DRAWN
1	ADDRESS INITIAL MDOT COMMENTS	JAS	8/17/21	B.J.M.
2	MDOT COMMENTS DATED AUG. 23, 2022	JAS	9/20/22	JUN. '21

MASON COUNTY AIRPORT		AIRPORT LAYOUT PLAN	
MASON COUNTY, MICHIGAN		PROJECT NO. 2190481	
SHEET NO.		5 OF 12	



THIS DETAIL DEPICTS THE IMAGINARY SURFACES DEFINED UNDER 14 CFR PART 77. THE STATE OF MICHIGAN PROVIDES ADDITIONAL AIRSPACE PROTECTION UNDER THE ACT 259 OF 1959, "MICHIGAN TALL STRUCTURES ACT".



MAGNETIC DECLINATION = 5° 18' W
CHANGING 0° 1'W PER YEAR
AS OF APRIL 17, 2021

APPROACH SURFACE DIMENSIONS

DESCRIPTION	RUNWAY 1/19			RUNWAY 8/26		
	EX.	FUT.	ULT.	EX.	FUT.	ULT.
A PRIMARY SURFACE WIDTH	250'	250'	250'	500'	500'	500'
B HORIZONTAL SURFACE RADIUS	5,000'	5,000'	5,000'	5,000'	5,000'	5,000'
C APPROACH SURFACE OUTER WIDTH	1,250'	1,250'	2,000'	2,000'	2,000'	3,500'
D APPROACH SURFACE LENGTH	5,000'	5,000'	5,000'	5,000'	5,000'	10,000'
APPROACH SURFACE SLOPE	20:1	20:1	20:1	20:1	20:1	34:1

NOTES:

- OBJECTS SHOWN ARE LOCATED WITH THE USE OF INFORMATION FROM THE FAA AGIS DATABASE SUPPLEMENTED WITH INFORMATION COLLECTED DURING 2019 AIR SURVEY.
- PREIN&NEWHOF AND MDOT OFFICE OF AERONAUTICS ARE NOT RESPONSIBLE FOR THE ACCURACY OF THE FAA AGIS DATABASE. DATABASE MAY NOT INCLUDE ALL OBSTACLES WITHIN THE PART-77 SURFACES SHOWN.
- OTHER RESOURCES LIKE SECTIONAL CHARTS SHOULD BE REFERENCED FOR ADDITIONAL INFORMATION DUE TO THE CONTINUED PROLIFERATION OF TOWERS AND ASSOCIATED OBSTACLES.
- THE AIRPORT AIRSPACE IS CONTROLLED BY LOCAL ZONING ORDINANCES. COPIES OF THOSE ORDINANCES CAN BE ACQUIRED FROM THE CITY OF LUDINGTON, PERE MARQUETTE TOWNSHIP, AMBER TOWNSHIP AND THE MDOT OFFICE OF AERONAUTICS.

OBJECT DATA TABLE

NO.	REVISIONS	BY	DATE	DRAWN
1	ADDRESS INITIAL MDOT COMMENTS	JAS	8/17/21	B.J.M.
				DATE
				JUN. '21
				CHECKED
				J.A.S.
				DATE
				JUN. '21

Prein&Newhof
Engineers • Surveyors • Environmental • Laboratory

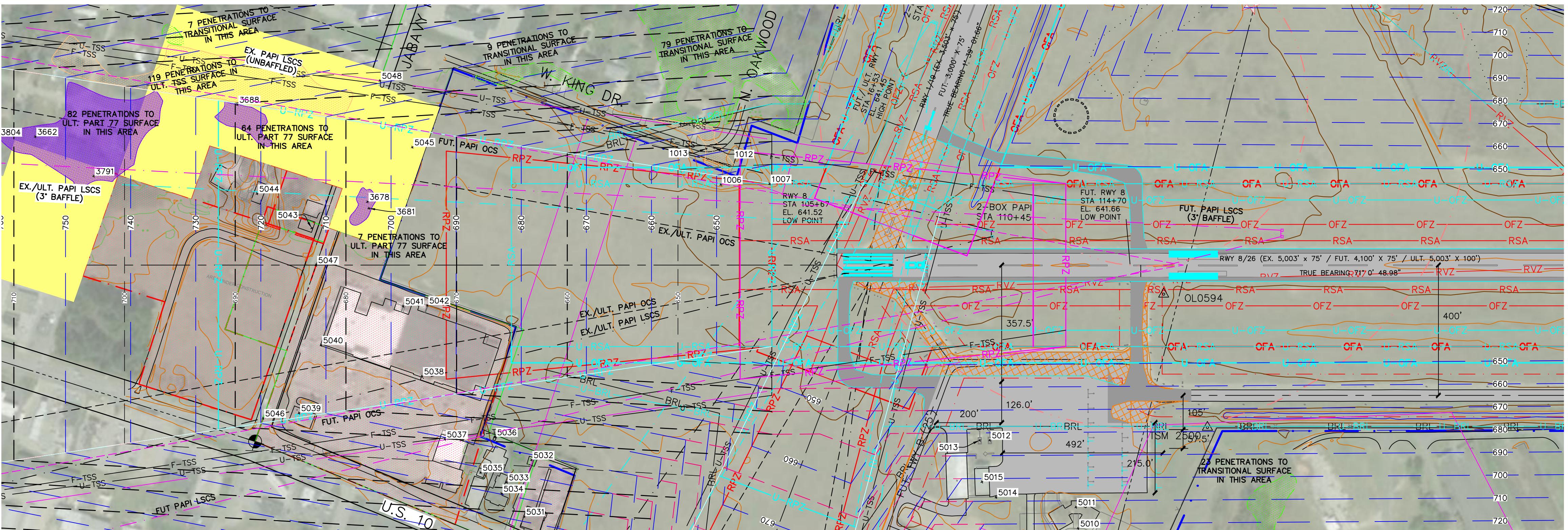
MASON COUNTY AIRPORT
MASON COUNTY, MICHIGAN
AIRPORT LAYOUT PLAN

PROJECT NO.
2190481

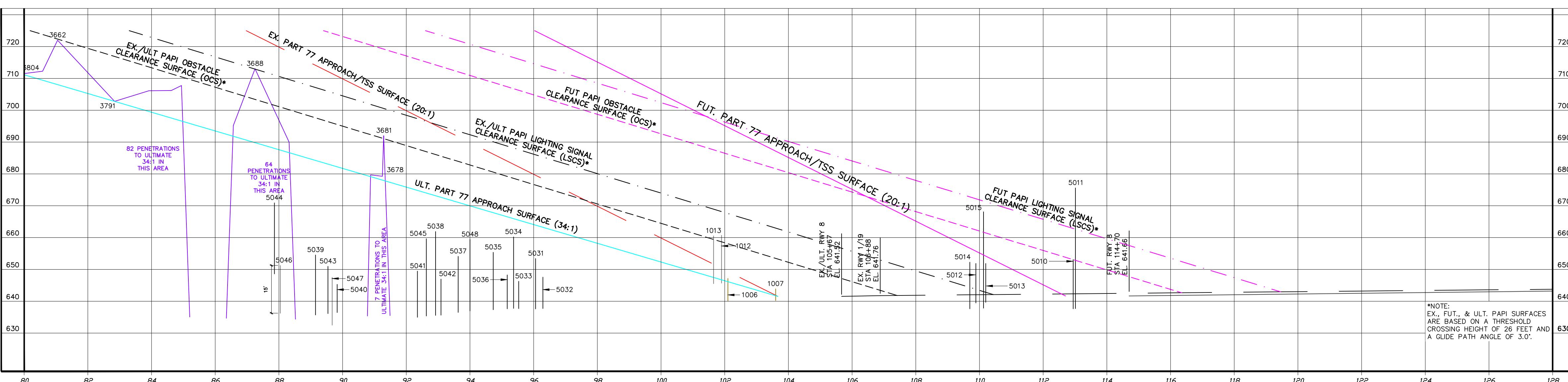
SHEET NO.

6 OF 12

FAR PART 77 SURFACES



LINE TYPE LEGEND			
ULTIMATE LINE TYPE	FUTURE LINE TYPE	EXISTING LINE TYPE	DESCRIPTION
—	—	—	AIRFIELD/AIRCRAFT PAVEMENT
— — — — —	— — — — —	— — — — —	CENTERLINE
— U-RSA —	— — RSA —	— RSA —	RUNWAY SAFETY AREA
— U-OFA —	— F-OFA — — —	— OFA —	RUNWAY OBJECT FREE AREA
— U-OFZ —	— — — — —	— OFZ —	OBSTACLE FREE ZONE
— U-RVZ —	— — — F-RVZ —	— RVZ —	RUNWAY VISIBILITY AREA
— U-RPZ —	— — — RPZ —	— RPZ —	RUNWAY PROTECTION ZONE
— U-BRL —	— — — BRL —	— BRL —	BUILDING RESTRICTION LINE
— — — — —	— — — — —	— TSS —	THRESHOLD SITING SURFACE
— — — — —	— — — — —	— — — — —	PART-77 APPROACH SURFACE
— — 650 — — —	— — — — —	— — — — —	PART-77 SURFACE CONTOUR
— — — — —	— — — — —	— — — — —	PART-77 HORIZONTAL SURFACE
— — — — —	— — — — —	— — — — —	PART-77 CONICAL SURFACE
— — — — —	— — — — —	— — — — —	OBSTRUCTION – APPROACH
— — — — —	— — — — —	— — — — —	OBSTRUCTION – TRANSITIONAL
— — — — —	— — — — —	— — — — —	OBSTRUCTION – TSS
— — — — —	— — — — —	— — — — —	TAXIWAY SAFETY AREA
— — — — —	— — — — —	— — — — —	TAXIWAY OBJECT FREE AREA
— — — — —	— — — — —	— — — — —	PROPERTY LINE
— — — — —	— — — — —	— — — — —	AVIGATION EASEMENT
— — — — —	— — — — —	— — — — —	BUILDINGS
— — — — —	— — — — —	— — — — —	ROADS
— — — — —	— — — — —	— — — — —	RIGHT-OF-WAY
— — — — —	— — — — —	— — — — —	SIDEWALK
— — — — —	— — — — —	— — — — —	SECTION LINE
— — — — —	— — — — —	— X —	FENCE
— — — — —	— — — — —	— — — — —	TREE/VEGETATION
— — — — —	— — — — —	— — — — —	GROUND CONTOUR
— — — — —	— — — — —	— — — — —	GROUND CONTOUR INDEX



A diagram of a magnetic compass rose. It features a circle with a horizontal axis and a vertical axis. A diagonal line from the bottom-left to the top-right represents the true north-south direction. A second diagonal line from the bottom-right to the top-left represents the magnetic north-south direction. The angle between these two lines is labeled "MAGNETIC DECLINATION". A thick black rectangle is positioned along the magnetic axis.

A horizontal scale bar with tick marks at 0, 200', and 400'.

MAGNETIC DECLINATION = 5° 18' W
CHANGING 0° 1'W PER YEAR
AS OF APRIL 17, 2021

OBJECT NUMBER	DESCRIPTION	TOP ELEVATION	EX. PART 77 / TSS SURFACE		DISPOSITION	FUT. PART 77 / TSS SURFACE		DISPOSITION	ULT. PART 77 SURFACE		ULT. TSS SURFACE		DISPOSITION
			ELEV.	PENETRATION		ELEV.	PENETRATION		ELEV.	PENETRATION	ELEV.	PENETRATION	
1006	GROUND	647.18	649.35	-2.17	REMAIN	694.64	-47.46	REMAIN	646.12	1.06	649.35	-2.17	REMOVE
1007	GROUND	643.86	641.86	2.00	REMOVE	687.15	-43.29	REMAIN	641.72	2.14	641.86	2.00	REMOVE
1012	ROAD	660.70			REMAIN	695.65			0.00	2.00	650.35	10.35	REMOVE
1013	ROAD	660.52			REMAIN	696.89			0.00	2.05	651.60	8.93	REMOVE
3662	TREE TOP	721.99	754.63	-32.65	REMAIN	799.93	-77.94	REMAIN	708.06	13.93	754.63	-32.65	REMOVE
3678	TREE TOP	679.27	703.61	-24.34	REMAIN	748.90	-69.64	REMAIN	678.04	1.22	703.61	-24.34	REMOVE
3681	TREE TOP	691.99	703.41	-11.42	REMAIN	748.70	-56.71	REMAIN	677.92	14.06	703.41	-11.42	REMOVE
3688	TREE TOP	713.05	723.60	-10.55	REMAIN	768.89	-55.85	REMAIN	689.80	23.25	723.60	-10.55	REMOVE
3791	TREE TOP	702.79	745.66	-42.88	REMAIN	790.96	-88.17	REMAIN	702.78	0.01	745.66	-42.88	REMOVE
3804	TREE TOP	711.44	760.24	-48.81	REMAIN	805.54	-94.10	REMAIN	711.36	0.08	760.24	-48.81	REMOVE
5010	BLDG	653.09	n/a	0.00	REMAIN	713.87	-60.78	REMAIN	n/a	0.00	n/a	0.00	REMAIN
5011	BLDG	675.59	n/a	0.00	REMAIN	713.52	-37.93	REMAIN	n/a	0.00	n/a	0.00	REMAIN
5012	BLDG	651.87	n/a	0.00	REMAIN	700.29	-48.42	REMAIN	n/a	0.00	n/a	0.00	REMAIN
5013	BLDG	651.87	n/a	0.00	REMAIN	698.74	-46.87	REMAIN	n/a	0.00	n/a	0.00	REMAIN
5014	BLDG	652.28	n/a	0.00	REMAIN	701.26	-48.98	REMAIN	n/a	0.00	n/a	0.00	REMAIN
5015	BLDG	668.10	n/a	0.00	REMAIN	699.09	-30.99	REMAIN	n/a	0.00	n/a	0.00	REMAIN
5031	BLDG	653.40	n/a	0.00	REMAIN	724.84	-71.44	REMAIN	n/a	0.00	n/a	0.00	REMAIN
5032	BLDG	647.56	n/a	0.00	REMAIN	723.71	-76.15	REMAIN	n/a	0.00	n/a	0.00	REMAIN
5033	BLDG	646.28	n/a	0.00	REMAIN	727.51	-81.23	REMAIN	n/a	0.00	n/a	0.00	REMAIN
5034	BLDG	669.19	n/a	0.00	REMAIN	728.33	-59.14	REMAIN	n/a	0.00	n/a	0.00	REMAIN
5035	BLDG	655.37	n/a	0.00	REMAIN	731.53	-76.16	REMAIN	n/a	0.00	n/a	0.00	REMAIN
5036	BLDG	648.28	n/a	0.00	REMAIN	729.31	-81.03	REMAIN	n/a	0.00	n/a	0.00	REMAIN
5037	BLDG	654.11	n/a	0.00	REMAIN	737.02	-82.91	REMAIN	n/a	0.00	691.73	-37.62	REMAIN
5038	BLDG	661.91	695.24	-33.33	REMAIN	740.54	-78.63	REMAIN	673.12	-11.21	695.24	-33.33	REMAIN
5039	BLDG	654.54	714.12	-59.58	REMAIN	759.41	-104.87	REMAIN	684.22	-29.68	714.12	-59.58	REMAIN
5040	BLDG	645.31	710.74	-65.43	REMAIN	756.03	-110.72	REMAIN	682.24	-36.93	710.74	-65.43	REMAIN
5041	BLDG	649.48	698.12	-48.64	REMAIN	743.41	-93.93	REMAIN	674.81	-25.33	698.12	-48.64	REMAIN
5042	BLDG	646.96	694.42	-47.46	REMAIN	739.72	-92.76	REMAIN	672.64	-25.68	694.42	-47.46	REMAIN
5043	BLDG	650.98	712.17	-61.19	REMAIN	757.47	-106.49	REMAIN	683.08	-32.10	712.17	-61.19	REMAIN
5044	BLDG	670.90	720.56	-49.66	REMAIN	765.86	-94.96	REMAIN	688.01	-17.11	720.56	-49.66	REMAIN
5045	BLDG	659.63	696.72	-37.09	REMAIN	742.01	-82.38	REMAIN	673.99	-14.36	696.72	-37.09	REMAIN
5046	ROAD	647.50	718.73	-71.23	REMAIN	764.02	-116.52	REMAIN	686.94	-39.44	718.73	-71.23	REMAIN
5047	ROAD	651.25	710.90	-59.65	REMAIN	756.20	-104.05	REMAIN	682.32	-31.08	710.90	-59.65	REMAIN

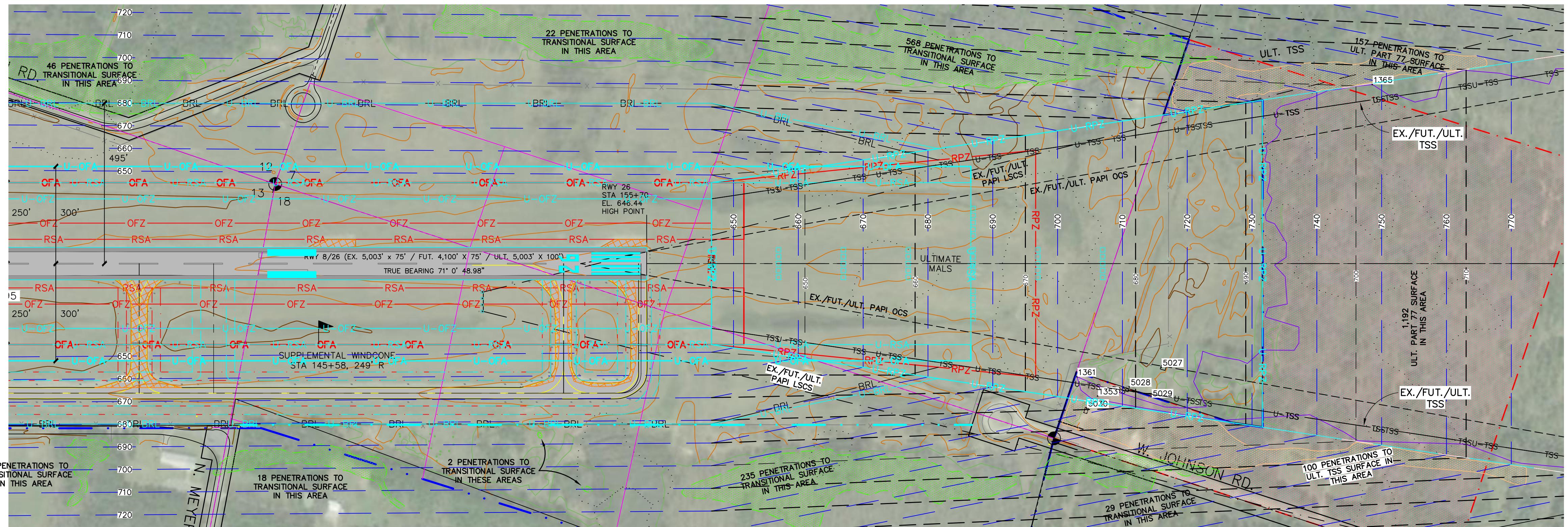
NO.	R E V I S I O N S	BY	DATE	DRAWN
1	ADDRESS INITIAL MDOT COMMENTS	JAS	8/17/21	B.J.M.
2	MDOT COMMENTS DATED AUG. 23, 2022	JAS	9/20/22	DATE JUN. '21
				CHECKED J.A.S.
				DATE JUN. '21

Prein&Newhof

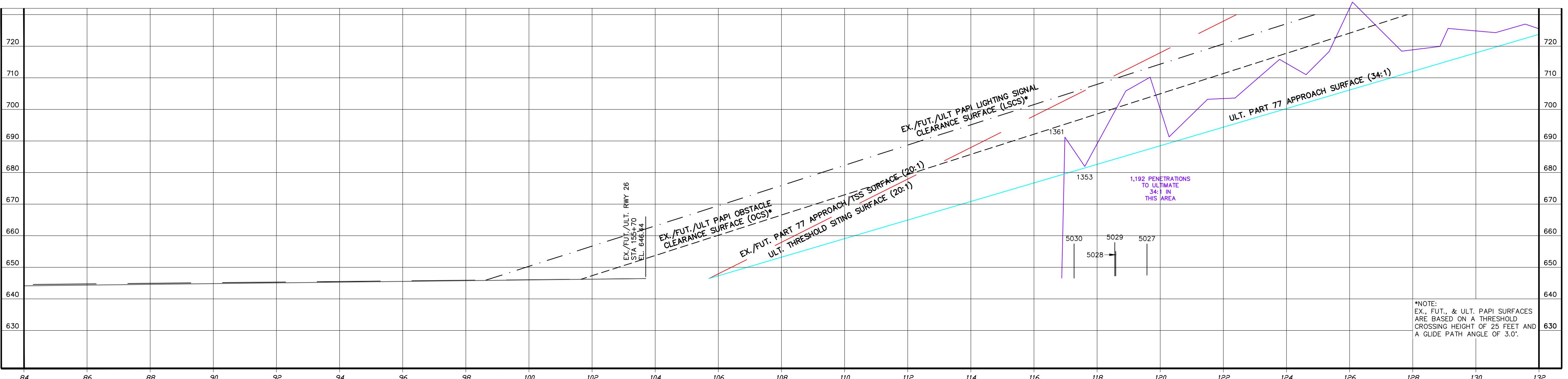
Engineers ■ Surveyors ■ Environmental ■ Laboratory

**MASON COUNTY AIRPORT
MASON COUNTY, MICHIGAN
AIRPORT LAYOUT PLAN**

PROJECT NO.
2190481



ULTIMATE LINE TYPE	FUTURE LINE TYPE	EXISTING LINE TYPE	DESCRIPTION
			AIRFIELD/AIRCRAFT PAVEMENT
			CENTERLINE
			RUNWAY SAFETY AREA
			RUNWAY OBJECT FREE AREA
			OBSTACLE FREE ZONE
			RUNWAY VISIBILITY AREA
			RUNWAY PROTECTION ZONE
			BUILDING RESTRICTION LINE
			THRESHOLD SITING SURFACE
			PART-77 APPROACH SURFACE
			PART-77 SURFACE CONTOUR
			PART-77 HORIZONTAL SURFACE
			PART-77 CONICAL SURFACE
			OBSTRUCTION – APPROACH
			OBSTRUCTION – TRANSITIONAL
			OBSTRUCTION – TSS
			TAXIWAY SAFETY AREA
			TAXIWAY OBJECT FREE AREA
			PROPERTY LINE
			AVIGATION EASEMENT
			BUILDINGS
			ROADS
			RIGHT-OF-WAY
			SIDEWALK
			SECTION LINE
			FENCE
			TREE/VEGETATION
			GROUND CONTOUR
			GROUND CONTOUR INDEX



MAGNETIC DECLINATION = 5° 18' W
CHANGING 0° 1'W PER YEAR
AS OF APRIL 17, 2021

OBJECT NUMBER	DESCRIPTION	TOP ELEVATION	EX. / FUT. PART		DISPOSITION	ULT. PART		ULT. TSS SURFACE		DISPOSITION
			ELEV.	PENETRATION		77	SURFACE	77	SURFACE	
1353	TREETOP	681.95	706.02	-24.07	REMAIN	681.49	0.46	706.02	-24.07	REMOVE
1361	TREETOP	691.19	702.83	-11.64	REMAIN	679.61	11.58	702.83	-11.64	REMOVE
1365	TREETOP	733.97	748.40	-14.43	REMAIN	706.41	27.55	748.40	-14.43	REMOVE
5027	BLDG	657.41	715.83	-58.42	REMAIN	687.26	-29.85	715.83	-58.42	REMAIN
5028	BLDG	655.04	710.90	-55.86	REMAIN	684.36	-29.32	710.90	-55.86	REMAIN
5029	BLDG	657.88	710.76	-52.88	REMAIN	684.28	-26.40	710.76	-52.88	REMAIN
5030	BLDG	657.42	n/a	0.00	REMAIN	680.48	-23.06	704.31	-46.89	REMAIN

NO.	REVISIONS	BY	DATE	DRAWN
1	ADDRESS INITIAL MDOT COMMENTS	JAS	8/17/21	B.J.M.
2	MDOT COMMENTS DATED AUG. 23, 2022	JAS	9/20/22	JUN. '21
				CHECKED
				J.A.S.
				JUN. '21

Prein & Newhof

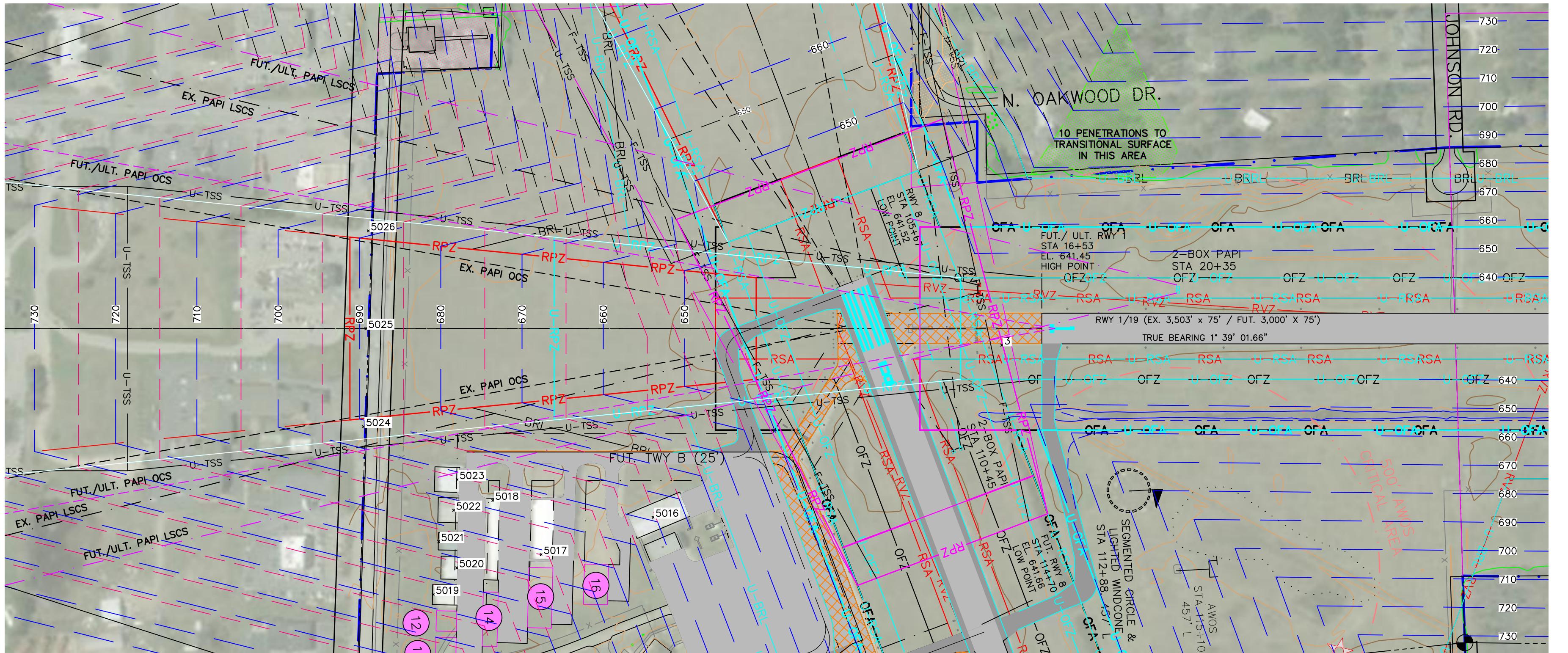
Engineers ■ Surveyors ■ Environmental ■ Laboratory

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MASON COUNTY, MICHIGAN
AIRPORT LAYOUT PLAN

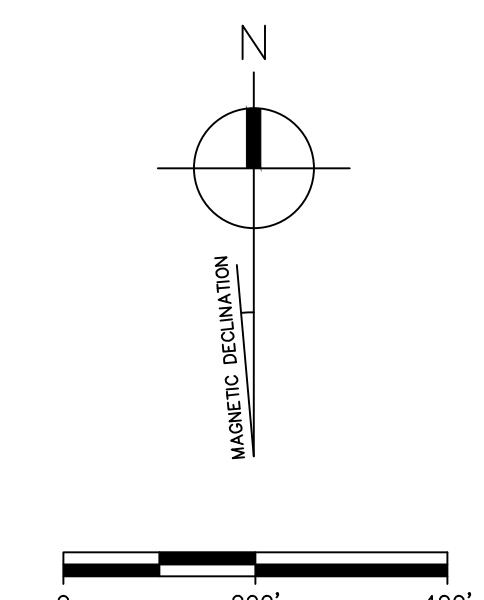
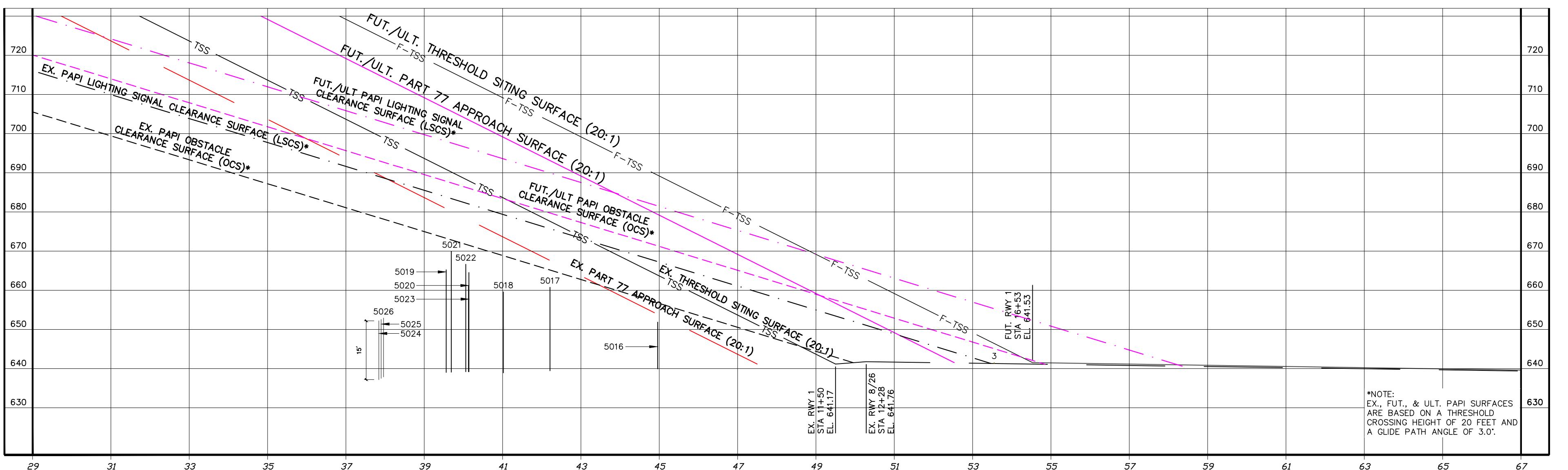
RUNWAY 26 INNER APPROACH

PROJECT NO.
2190481
SHEET NO.

8 OF 12



LINE TYPE LEGEND			
ULTIMATE LINE TYPE	FUTURE LINE TYPE	EXISTING LINE TYPE	DESCRIPTION
			AIRFIELD/AIRCRAFT PAVEMENT CENTERLINE
			RSA - RUNWAY SAFETY AREA
			OFA - RUNWAY OBJECT FREE AREA
			OFZ - OBSTACLE FREE ZONE
			RVZ - RUNWAY VISIBILITY AREA
			RPZ - RUNWAY PROTECTION ZONE
			BRL - BUILDING RESTRICTION LINE
			TSS - THRESHOLD SITING SURFACE
			PART-77 APPROACH SURFACE
			PART-77 SURFACE CONTOUR
			PART-77 HORIZONTAL SURFACE
			PART-77 CONICAL SURFACE
			OBSTRUCTION - APPROACH
			OBSTRUCTION - TRANSITIONAL
			OBSTRUCTION - TSS
			TAXIWAY SAFETY AREA
			PROPERTY LINE
			AVIATION EASEMENT
			BUILDINGS
			ROADS
			RIGHT-OF-WAY
			SIDEWALK
			SECTION LINE
			FENCE
			TREE/VEGETATION
			GROUND CONTOUR
			GROUND CONTOUR INDEX



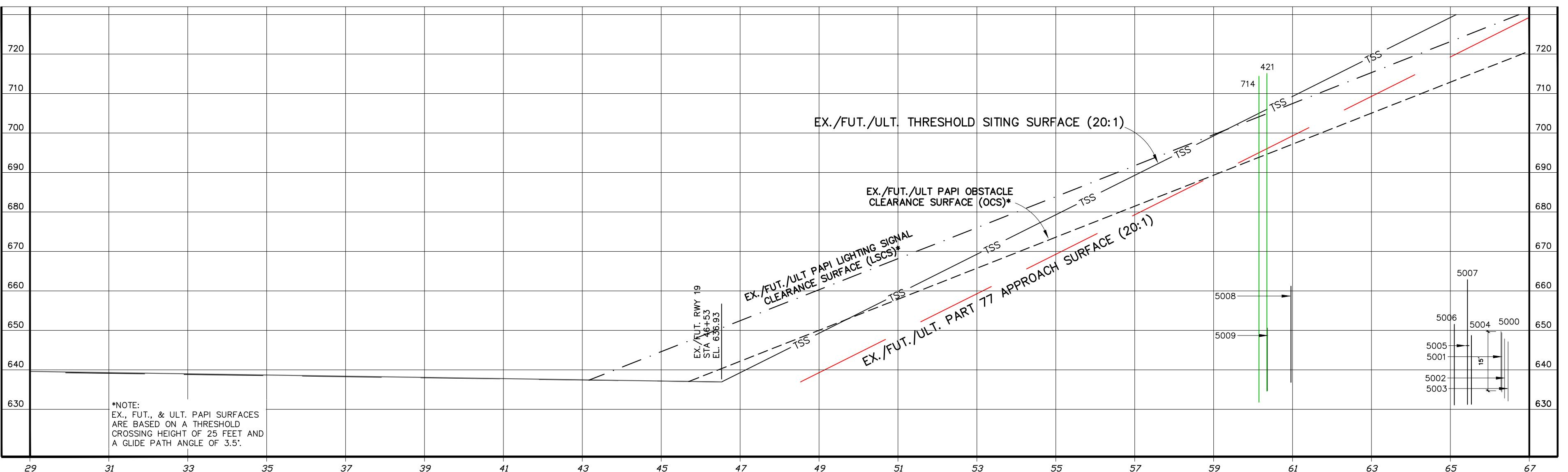
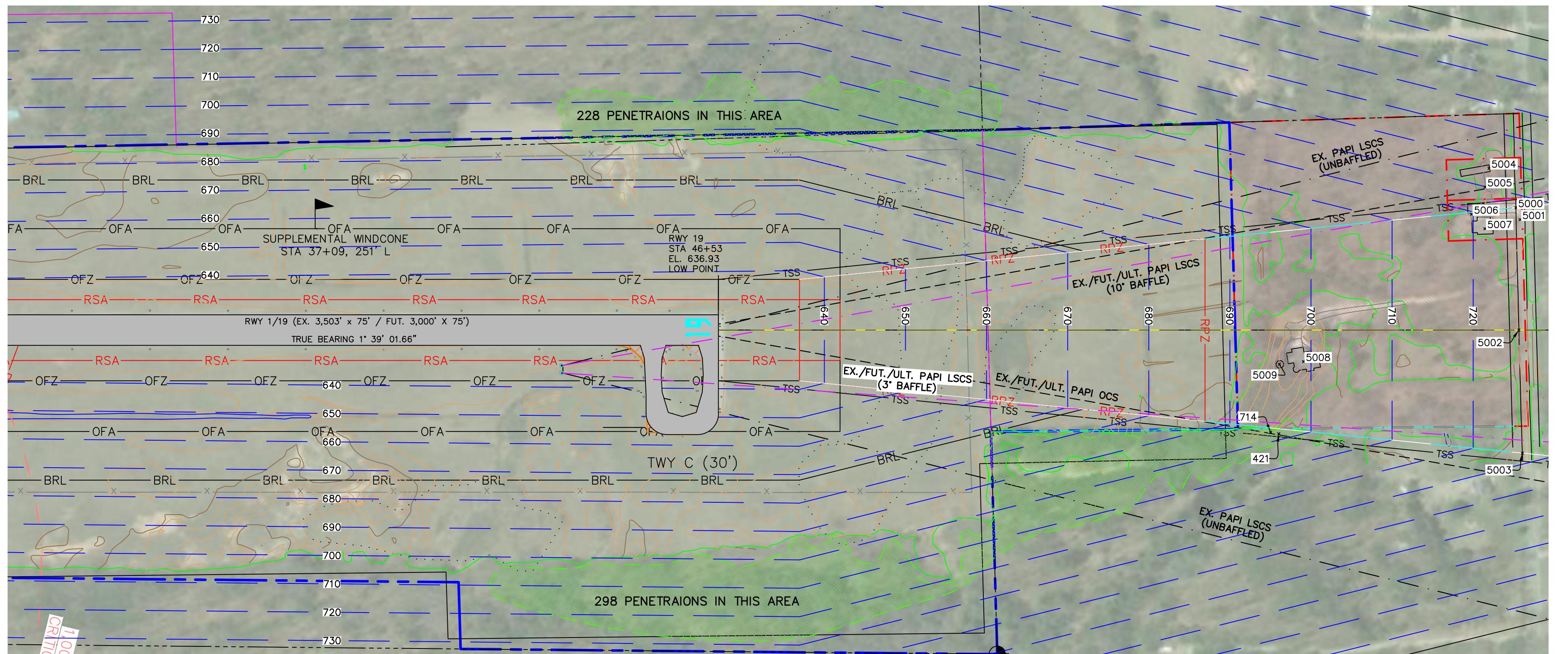
OBJECT NUMBER	DESCRIPTION	TOP ELEVATION	EX. PART 77 SURFACE ELEV.	EX. PENETRATION	EX. TSS SURFACE ELEV.	EX. PENETRATION	DISPOSITION	FUT. PART 77 SURFACE ELEV.	EX. PENETRATION	FUT. TSS SURFACE ELEV.	EX. PENETRATION	DISPOSITION
3	GROUND	641.52	n/a	0	n/a	0	REMOVE	n/a	0.00	n/a	0.00	REMOVE
5016	BLDG	671.87	n/a	0.00	n/a	0.00	REMAIN	679.36	-7.49	689.36	-17.49	REMAIN
5017	BLDG	660.77	n/a	0.00	n/a	0.00	REMAIN	693.12	-32.35	703.12	-42.35	REMAIN
5018	BLDG	659.59	n/a	0.00	n/a	0.00	REMAIN	699.08	-39.49	709.08	-49.49	REMAIN
5019	BLDG	665.23	n/a	0.00	n/a	0.00	REMAIN	706.40	-41.17	716.40	-51.17	REMAIN
5020	BLDG	661.21	n/a	0.00	n/a	0.00	REMAIN	703.51	-42.30	713.51	-52.30	REMAIN
5021	BLDG	669.93	n/a	0.00	n/a	0.00	REMAIN	705.75	-35.82	715.75	-45.82	REMAIN
5022	BLDG	666.63	n/a	0.00	n/a	0.00	REMAIN	703.89	-37.26	713.89	-47.26	REMAIN
5023	BLDG	664.54	n/a	0.00	n/a	0.00	REMAIN	703.46	-38.92	713.46	-48.92	REMAIN
5024	ROAD	652.90	689.49	-36.59	699.49	-46.59	REMAIN	714.99	-62.09	724.99	-72.09	REMAIN
5025	ROAD	652.55	689.19	-36.64	699.19	-46.64	REMAIN	714.69	-62.14	724.69	-72.14	REMAIN
5026	ROAD	652.20	688.89	-36.69	698.89	-46.69	REMAIN	714.40	-62.20	724.40	-72.20	REMAIN

NO.	REVISIONS	BY	DATE	DRAWN BY
1	ADDRESS INITIAL MDOT COMMENTS	JAS	8/17/21	
3	MDOT COMMENTS DATED AUG. 23, 2022	JAS	9/20/22	JUN. '21
				CHECKED J.A.S.
				DATE JUN. '21

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MASON COUNTY, MICHIGAN
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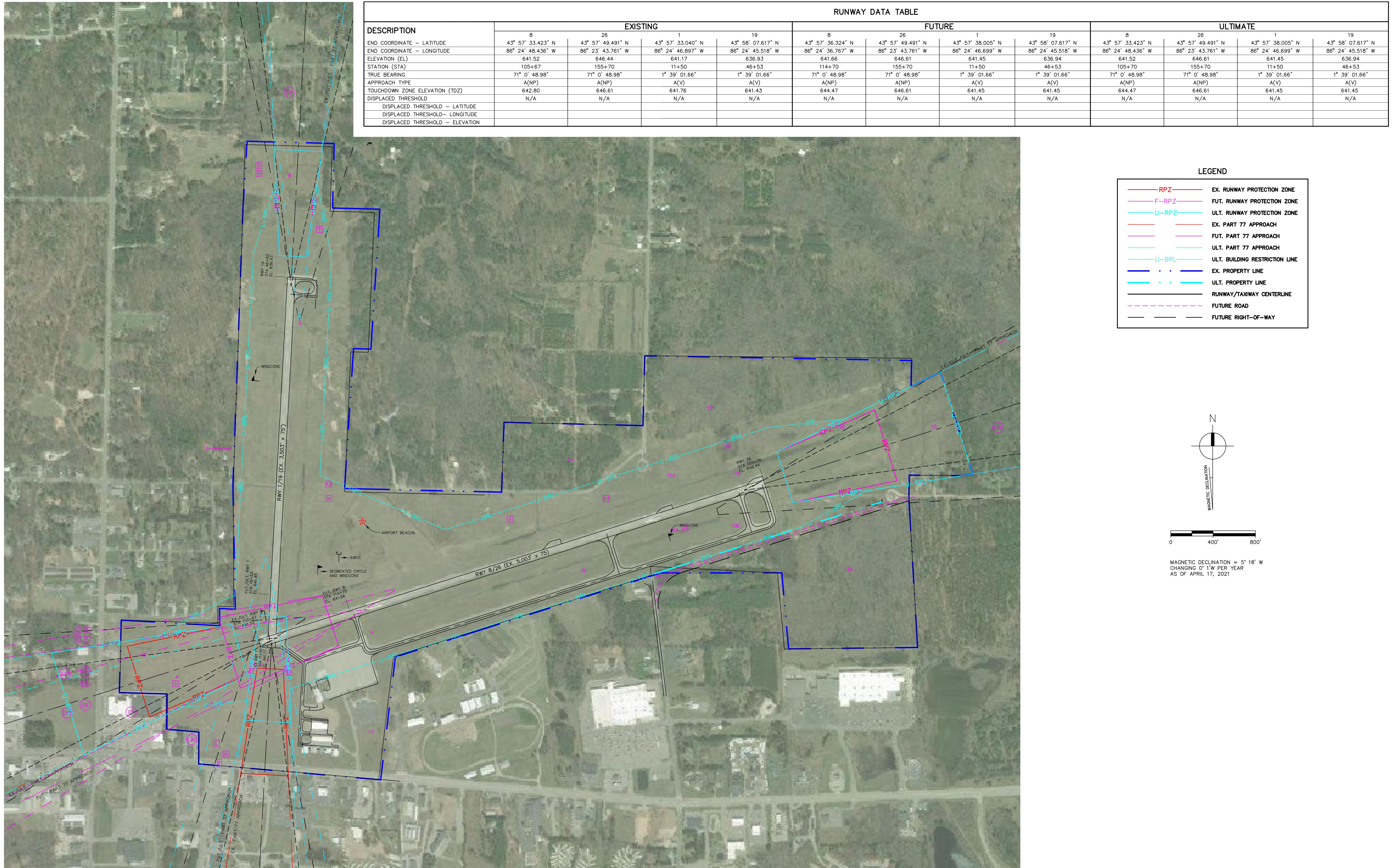
OBJECT NUMBER	DESCRIPTION	TOP ELEVATION	EX./FUT. PART77 SURF. ELEV.	EX./FUT. TSS SURF. ELEV.	DISPOSITION
421	TREE TOP	715.08	n/a	n/a	706.03 9.08 REMOVE
714	TREE TOP	714.36	n/a	n/a	705.03 9.33 REMOVE
5000	ROAD	649.40	725.70	-76.30 735.70	-86.30 REMAIN
5001	ROAD	649.70	725.77	-76.07 735.77	-86.07 REMAIN
5002	ROAD	647.85	726.14	-78.29 736.14	-88.29 REMAIN
5003	ROAD	647.10	726.58	-79.48 736.58	-89.48 REMAIN
5004	BLDG	646.13	721.96	-75.83 731.96	-85.83 REMAIN
5005	BLDG	643.17	721.46	-78.29 731.46	-88.29 REMAIN
5006	BLDG	648.71	719.80	-71.09 729.80	-81.09 REMAIN
5007	BLDG	651.53	721.45	-69.92 731.45	-79.92 REMAIN
5008	BLDG	661.19	699.07	-37.88 709.07	-47.88 REMAIN
5009	BLDG	650.58	696.10	-45.52 706.10	-55.52 REMAIN

NO.	REVISIONS	BY	DATE	DRAWN BY
1	ADDRESS INITIAL MDOT COMMENTS	JAS	8/17/21	B.J.M.
3	MDOT COMMENTS DATED 8/23/22, OBSTRUCTION REMOVAL	JAS	9/20/22	JUN. '21
				CHECKED J.A.S.
				DATE JUN. '21

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MASON COUNTY AIRPORT
MASON COUNTY, MICHIGAN
AIRPORT LAYOUT PLAN

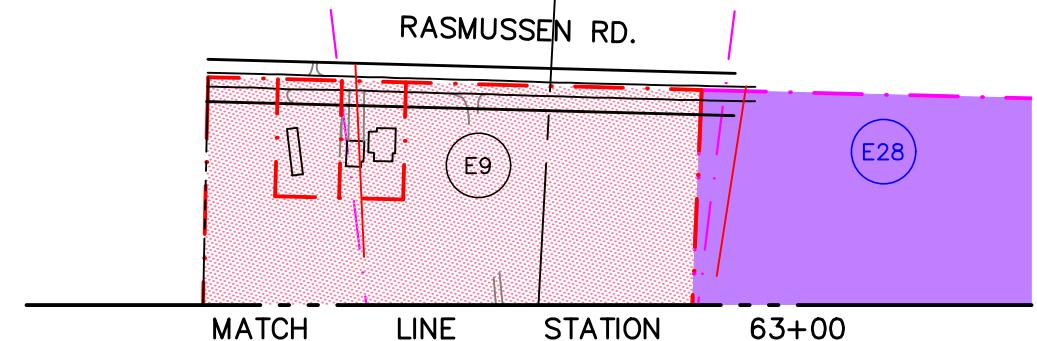
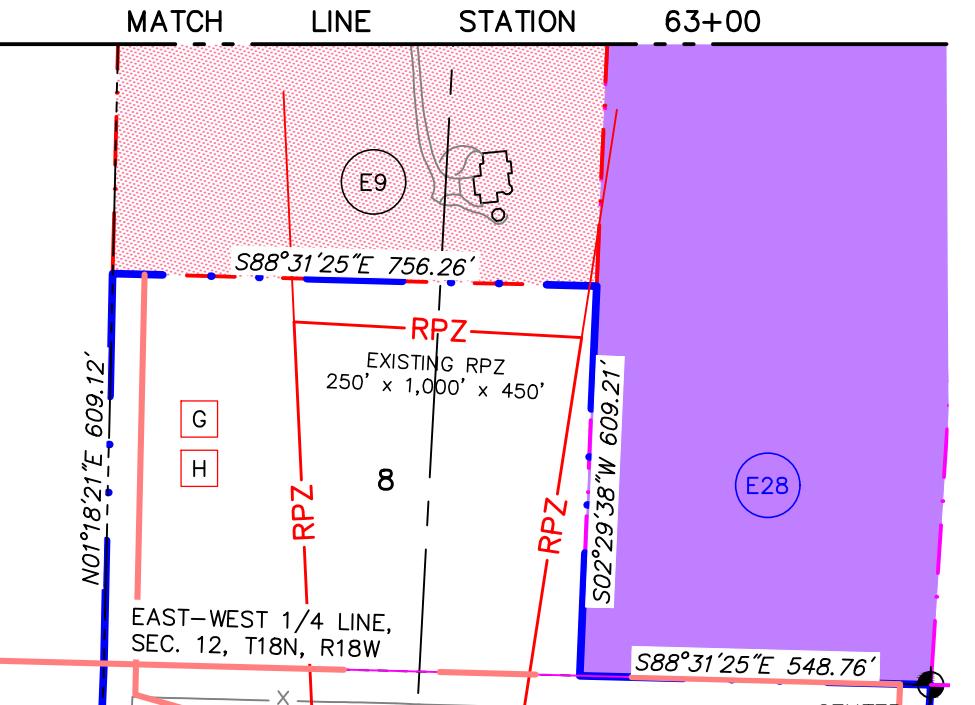
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NO.	REVISIONS	BY	DATE	DRAWN
1	ADDRESS INITIAL MDOT COMMENTS	JAS	8/17/21	B.J.M.
				DATE
				JUN. '21
				CHECKED
				J.A.S.
				DATE
				JUN. '21

LEGEND

LINE TYPE / SYMBOL	DESCRIPTION
—	AIRFIELD/AIRCRAFT PAVEMENT
—	CENTERLINE
— RSA —	EX. RUNWAY SAFETY AREA
— OFA —	EX. RUNWAY OBJECT FREE AREA
— 4 —	EX. PARCEL LINE / NUMBER
— RVZ —	EX. RUNWAY VISIBILITY AREA
— RPZ —	EX. RUNWAY PROTECTION ZONE
— RPZ —	FUT. RUNWAY PROTECTION ZONE
— F-RSA —	FUT. RUNWAY SAFETY AREA
— U-RPZ —	ULT. RUNWAY PROTECTION ZONE
— U-RSA —	ULT. RUNWAY SAFETY AREA
— U-OFA —	ULT. RUNWAY OBJECT FREE AREA
— E —	PROPERTY LINE
— AVIATION EASEMENT / NUMBER	AVIATION EASEMENT / NUMBER
— BUILDINGS / FUT. BUILDINGS	BUILDINGS / FUT. BUILDINGS
— ROADS	ROADS
— RIGHT-OF-WAY	RIGHT-OF-WAY
— EX. EASEMENT (OTHERS)	EX. EASEMENT (OTHERS)
— SECTION LINE	SECTION LINE
— FENCE	FENCE
— EX. LAND RELEASES	EX. LAND RELEASES
— FUT. ROAD	FUT. ROAD
— FUT. RIGHT-OF-WAY	FUT. RIGHT-OF-WAY
— WETLAND RELEASES	WETLAND RELEASES
— E22 —	FUT. EASEMENT ACQUISITION
— E34 —	ULT. EASEMENT ACQUISITION

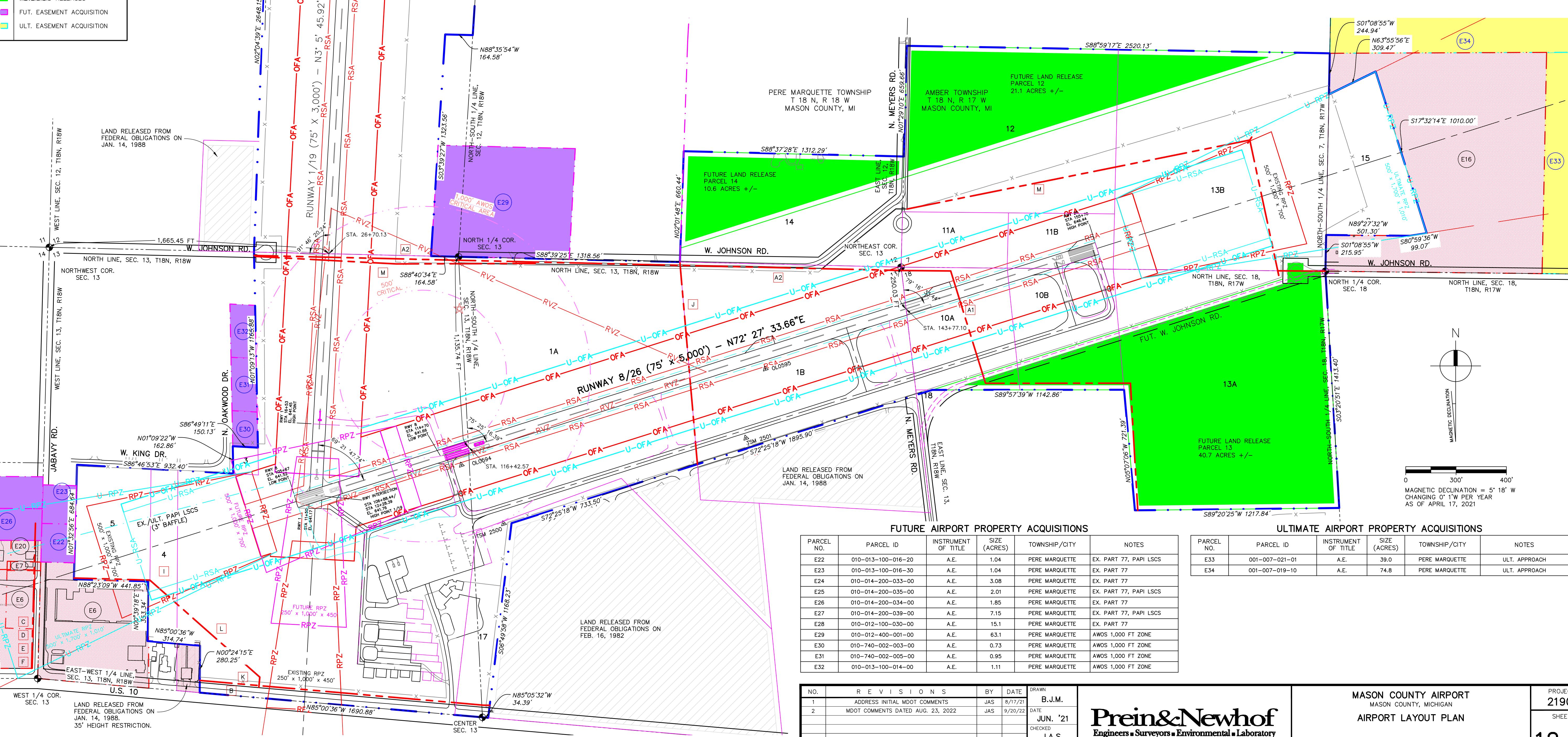


EASEMENT INTERESTS HELD BY OTHERS

PARCEL	GRANTEE	USE	INSTRUMENT NO. OR LIBER/PAGE	DATE RECORDED	WIDTH (FT)	SUBORDINATED DATE	INSTRUMENT NO. OR LIBER/PAGE
A1	DOW CHEMICAL CO.	UNDERGROUND PIPE	L89, P459-465	7/9/1975	50	9/16/1975	L89, P597-598
A2	DOW CHEMICAL CO.	UNDERGROUND PIPE	L89, P597-598	7/9/1975	40	9/16/1975	L89, P597-598
B	MICHIGAN DEPT. OF TRANS.	HIGHWAY R.O.W.	L32MR, P471-472	8/17/1950	58		
C	DOW CHEMICAL CO.	PIPELINE	L13MR, P567	10/1/1941	10		
D	DEFENSE PLANT CORP.	PIPELINE	L15MR, P532-533	7/2/1942	10		
E	DOW CHEMICAL CO.	PIPELINE	L13MR, 571	10/3/1941	10		
F	DEFENSE PLANT CORP.	PIPELINE	L15MR, P542-543	7/15/1942	10		
G	DOW CHEMICAL CO.	POLELINE	L45MR, P129-130	9/19/1950	824 +/-		
H	DOW CHEMICAL CO.	PIPELINE	L45MR, P131-132	9/19/1950	824 +/-		
I	CONSUMERS POWER CO.	POLELINE	L11MR, P78	11/18/1930	160 +/-		
J	COUNTY OF MASON	DRAIN	L237, P485	3/27/2009	50		
K	PERE MARQUETTE TWP.	UTILITY LINES	L272, P253-258	11/7/1980	25		
L	PERE MARQUETTE TWP.	UTILITY LINES	2011R03384	6/14/2011	20		
M	CARR COMMUNICATIONS	FIBER OPTIC	2013R05266	8/29/2013	30		

AIRPORT PROPERTY TABLE

PARCEL NO.	FEDERAL PROJECT NUMBER	GRANTOR	INSTRUMENT OF TITLE	INSTRUMENT NO. OR LIBER/PAGE	ACQUISITION DATE	SIZE (ACRES)	TOWNSHIP/CITY	NOTES
1A	9-20-020-701	GRAND RAPIDS TRUST CO.	W.D.	L110, P 619	8/24/1935	133.8	PERE MARQUETTE	
2	9-20-020-701	J. JOHNSON	W.D.	L127, P445	1/11/1944	30	PERE MARQUETTE	
2A	9-20-020-701	LUDINGTON STATE BANK	Q.C.	L134, P262	1/29/1947	75	PERE MARQUETTE	
3	9-20-020-701	COUNTY OF MASON	W.D.	L210, P598	10/12/1971	.5	PERE MARQUETTE	
4	9-20-020-6204	H. LUXFORD	Q.C.	L168, P310	7/10/1958	0.56	PERE MARQUETTE	
5	9-20-020-6204	L. JABAVY	Q.C.	L174, P2-4	9/8/1960	6.96	PERE MARQUETTE	
E6	9-20-020-6204	L. JABAVY	A.E.	L174, P2-4	9/8/1960	3.67	PERE MARQUETTE	
E7	9-20-020-6204	E. ANDERSON	A.E.	L53, P615	4/10/1959	0.22	PERE MARQUETTE	
8	9-20-020-6204	G. RASMUSSEN	W.D.	L175, P243	3/24/1961	11.5	PERE MARQUETTE	
E9	9-20-020-6204	G. RASMUSSEN	A.E.	L57, P469	3/24/1961	13.5	PERE MARQUETTE	
10A	9-20-020-C506	J. WHITE	W.D.	L179, P404	8/31/1962	10	AMBER	
10B	6-26-0057-01	J. WHITE	W.D.	L179, P404	8/31/1962	10	AMBER	
11A	9-20-020-C506	J. WHITE	W.D.	L181, P301	4/13/1963	5	AMBER	
11B	6-26-0057-01	J. WHITE	W.D.	L181, P301	4/13/1963	4.2	AMBER	
12	6-26-0057-01	J. FINDING	W.D.	L191, P346	7/16/1966	28.5	AMBER	
13A	6-26-0057-01	ESTELLA SUTULA	W.D.	L189, P448	12/20/1965	40	AMBER	
13B	6-26-0057-01	EDWARD SUTULA	W.D.	L189, P449	12/20/1965	40	AMBER	
14	6-26-0057-01	M. RATHBUN	W.D.	L213, P373	6/29/1972	19.94	PERE MARQUETTE	
15		N. LORENZ	W.D.	L269, P425-428	8/18/1980	9.4	AMBER	
E16		N. LORENZ	A.E.	L269, P429-431	8/18/1980	30.18	AMBER	
17		N/A	COUNTY OF MASON			5.95	PERE MARQUETTE	
18		D&M BRADLEY	W.D.			0.03	AMBER	
E19		CHEMICAL BANK	A.E.			5.59	PERE MARQUETTE	
E20		JEBAVY PROPERTIES, LLC	A.E.			1	PERE MARQUETTE	
E21		BCV REAL ESTATE, LLE	A.E.			0.73	PERE MARQUETTE	
						TOTAL EASEMENT: 54.89		
						TOTAL EASEMENT: 429.6		



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MASON COUNTY AIRPORT
MASON COUNTY, MICHIGAN
AIRPORT LAYOUT PLAN
EXHIBIT A PROPERTY PLAN

PROJECT NO.
2190481
SHEET NO.
12 OF 12