



May 20, 2026

Mr. Joseph Zimlich
Airport Manager
Cameron Park Airport District
3374 Mira Loma Drive
Cameron Park, CA 95682

Subject: Cameron Park Airport
Proposal for Engineering Services
Airport Layout Plan Narrative with Updated ALP Drawings

Dear Mr. Zimlich:

Cameron Park Airport anticipates the preparation of an Airport Layout Plan Narrative with Updated ALP Drawings. We are pleased to present herewith our proposal for providing these engineering services.

The purpose of this study is to prepare a very basic Airport Layout Plan Narrative with Updated Airport Layout Plan Drawings to regain FAA Airport Improvement Program (AIP) eligibility. The scope of work proposed below is less involved than a typical FAA funded ALP Update and represents the minimum requirements outlined by Fernando Yanez in the zoom meeting on December 8, 2025 and email dated March 23, 2026. In order to provide clarity, the items normally included in a FAA funded ALP update that have been excluded from this scope of work are identified in each item shown below. This study is limited to planning and future development required to bring all airport facilities into compliance with FAA standards and excludes demand / capacity analysis and related future facility improvements to accommodate existing or future deficiencies in capacity.

This Airport Layout Plan will consist of items set forth in FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, including an inventory of existing facilities, aviation forecasts, facility requirements, development and evaluation of possible alternatives, and detailed Airport Layout Plans.

A Scope of Services for this study is as follows:

1. Project Scoping/Pre-Planning – Meetings will be held with the Airport and FAA to analyze the required scope of the project, identify the airport development issues to be addressed in the study, determine scheduling of the study, and establish the required deliverables.
2. Airport Layout Plan Narrative - The Narrative Report will include details of each of the steps listed below:

- a. Inventory – Brandley will provide a template for the Inventory of Existing Facilities chapter. The Airport will write this chapter based on this template. Brandley will work with the Airport to review and refine the final draft as needed. The inventory will include existing airport facilities, features, and services provided including airfield facilities, building facilities, airspace, lighting and NAVAIDs, services available (fuel, AWOS, etc.), access, utilities, and security.
 - i. Items excluded that are typically included in FAA funded ALPs include shifting the bulk of effort for this item from Brandley’s scope to the Airport personnel with only guidance, review and refinement provided by Brandley.
- b. Aviation Forecast/Critical Aircraft – This chapter of the narrative will be limited to Critical Aircraft Determination only.
 - i. Items excluded that are typically included in FAA funded ALPs includes the aviation forecasts including evaluation of existing data, future forecast and peak demand of based aircraft and operations as well as specialty forecasts such as Advanced Air Mobility (AAM) or helicopters. FAA guidance allows the option of excluding these items for non-towered, low activity airports. These items are important for analysis of demand / capacity and justification of expansion of additional apron and hangar facilities etc.
- c. Facility Requirements – An evaluation will be made of the Airport’s existing facilities identified in the Inventory to determine if they are in compliance with FAA Standards. This evaluation will be limited to evaluating facilities in relation to meeting FAA standards only. The end result of this analysis will be a list of deficient items and recommendations. This will include one site visit.
 - i. Evaluation of perimeter fencing and security deficiencies and recommended upgrades will be written by the Airport and incorporated into the Facility Requirements chapter.
 - ii. Items excluded that are typically included in FAA funded ALPs includes evaluation of demand / capacity for aircraft parking aprons, hangars, FBO services, Advanced Air Mobility (AAM), fueling, access roads and automobile parking. Also excluded is evaluation of adequacy of pavement conditions, airport drainage and utilities.
- d. Environmental Analysis – An environmental analysis chapter will be excluded entirely from the Narrative. This chapter provides an evaluation of each environmental category and what environmental challenges are presented for this airport. This information is utilized to help plan new airport facilities in locations that provide the least environmental challenges.
- e. Alternatives Development and Evaluation - Brandley Engineering will work with the Cameron Park Airport to develop and evaluate various alternatives to address each “deficient item” identified in the “Facility Requirements Analysis”.
 - i. Items excluded that are typically included in FAA funded ALPs include evaluation of alternatives for any future facilities beyond what is necessary

to correct non-standard conditions, such as new facilities to meet demand/capacity requirements such as apron and hangar expansions and other items listed in exclusions to item 2c Facility Requirements above.

- f. Development Summary – The Development Summary will be limited to a listing of projects required to correct non-standard conditions.
 - i. Items excluded that are typically included in FAA funded ALPs include detailed cost estimates for each proposed project.
3. Obstruction Analysis – See attached Woolpert Proposal
4. Airport Layout Plan Set – The Airport Layout Plan set of drawings will be designed and drafted to meet all FAA requirements as included in the FAA Standard Operating Procedure (SOP) 2.0, *Checklist of Review and Approval of Airport Layout Plans*, and will include the following drawings:
 - ✓ Cover Sheet
 - ✓ Existing Airport Layout Plan showing existing facilities only.
 - ✓ Future Airport Layout Plan showing existing facilities and only future facilities that are required to correct non-standard conditions.
 - Items excluded that are typically included in FAA funded ALPs included future facilities to meet demand / capacity requirements and items noted as exclusions in 2c above.
 - ✓ Data Tables including the wind rose, runway data tables, runway end data tables, and airport data tables. This information will provide the dimensional details of items shown on the Airport Layout Plan.
 - ✓ Terminal Area Layout Plan will be excluded from the plan set. This is a bigger scale blow up of the terminal area portion of the airport with existing and planned future airport facilities depicted.
 - ✓ Airport Airspace Drawing. This drawing will depict the critical surfaces for this airport as defined by FAR Part 77 and as they relate to existing topography. This plan will also show the areas where existing ground penetrates the Part 77 imaginary surfaces. This drawing will be drafted by Woolpert
 - ✓ Inner Portion of Approach Surface Drawing – Runway 13. This drawing will show the plan/profile of the approaches to Runway 13 for existing conditions and will show all items that penetrate the imaginary surface (vegetation, buildings, utilities, etc.). This drawing will be drafted by Woolpert and is included in Woolpert's attached proposal.
 - ✓ Inner Portion of Approach Surface Drawing – Runway 31. This drawing will show the plan/profile of the approaches to Runway 30 for existing conditions and will show all items that penetrate the imaginary surface (vegetation, buildings, utilities, etc.). This drawing will be drafted by Woolpert and is included in Woolpert's attached proposal.

- ✓ Airport Land Use Compatibility Plan. This drawing will be excluded in its entirety from the plan set.
 - ✓ Airport Property Map/Exhibit A – This drawing has been completed. The scope will be limited to adding one future land acquisition with location and boundary limits defined by the Airport and FAA coordination for approval and minor corrections based on any FAA review comments.
5. FAA and Airport Coordination - FAA & Airport coordination will be required at various steps throughout the development of the ALP and Narrative report to ensure FAA acceptance of the methodology and proposed development. This will include several zoom meetings to present various ALP related issues or development proposals, discuss proposed non-standard mitigation measures, the proposed development plan and negotiate FAA approval of the ALP development plan.

The engineering fees for this project are summarized below:

Project Scoping	\$5,000
Airport Layout Plan Narrative	\$32,000
Obstruction Survey and Obstruction Analysis	\$91,000
ALP Updated Plans	\$42,000
FAA and Airport Coordination	<u>\$10,000</u>
Total – Not to Exceed	<u>\$180,000</u>

This cost proposal has been prepared assuming Woolpert’s scope of work will be provided as a subconsultant to Brandley Engineering. If the District chooses to contract separately with Woolpert and Brandley, the 10% subconsultant markup on Woolpert’s costs could be deleted (savings of \$9,000). A breakdown of these engineering fees is attached.

Please review this proposed scope of work with special attention to the items that are excluded. Let us know if you desire any changes to the scope of work or the inclusion of any items identified as excluded.

Based on typical ALP and FAA review timelines and existing Brandley Engineering workload we anticipate completing this effort in 3 to 4 years.

We appreciate the opportunity of presenting this proposal and look forward to working with you on this project.

Very truly yours,



Melissa Brandley
CFO, Secretary

MSB:aw
Enclosures

**CAMERON PARK AIRPORT
CAMERON PARK, CALIFORNIA**

AIRPORT LAYOUT PLAN NARRATIVE WITH UPDATED ALP DRAWINGS

BREAKDOWN OF ENGINEERING FEES

Staff	Hours	Rate	Total
<u>Project Scoping</u>			
Principal Engineer	11.0	\$ 300.00	\$ 3,300.00
Project Engineer	7.0	190.00	1,330.00
Project Administrator	4.0	100.00	400.00
Mileage	50.0	0.70	35.00
<i>Total Project Scoping</i>			\$ 5,065.00
		<i>Use</i>	\$ 5,000.00
<u>Narrative Report</u>			
Principal Engineer	80.0	\$ 300.00	\$ 24,000.00
Project Engineer	25.0	190.00	4,750.00
Senior Drafter	15.0	130.00	1,950.00
Project Administrator	8.0	100.00	800.00
Clerical	5.0	85.00	425.00
<i>Total Narrative Report</i>			\$ 31,925.00
		<i>Use</i>	\$ 32,000.00
<u>Obstruction Survey and Obstruction Analysis</u>			
Aeronautical Survey and AGIS Data Submittal (Woolpert)			\$ 55,008.00
Ortho-Imagery (Optional) (Woolpert)			6,820.00
Planimetric Mapping, Contours (Woolpert)			11,905.00
Obstruction Analysis Part 77 and AC 150/5300-13B (Woolpert)			6,310.00
Subconsultant Markup - 10%			8,004.30
Coordination - Principal Engineer	8.0	\$ 300.00	\$ 2,400.00
<i>Total Obstruction Survey & Analysis</i>			\$ 90,447.30
		<i>Use</i>	\$ 91,000.00
<u>ALP Updated Plans</u>			
Principal Engineer	30.0	\$ 300.00	\$ 9,000.00
Project Engineer	70.0	190.00	13,300.00
Senior Drafter	60.0	130.00	7,800.00
Clerical	8.0	85.00	680.00
Airspace Drawings (Woolpert)			9,590.00
Subconsultant Markup - 10%			959.00
<i>Total ALP Updated Plans</i>			\$ 41,329.00
		<i>Use</i>	\$ 42,000.00
<u>FAA & Airport Coordination</u>			
Principal Engineer	23.0	\$ 300.00	\$ 6,900.00
Project Engineer	8.0	190.00	1,520.00
Senior Drafter	8.0	130.00	1,040.00
Project Administrator	4.0	100.00	400.00
Clerical	4.0	85.00	340.00
<i>Total FAA Coordination</i>			\$ 10,200.00
		<i>Use</i>	\$ 10,000.00
TOTAL ENGINEERING FEES			\$ 180,000.00

April 24, 2026

Melissa Brandley
Brandley Engineering
6125 King Road Suite 201
Loomis, CA 95650

RE: Aerial Photography and Surveying Services at Cameron Park Airport (O61)

Thank you for the opportunity to provide you with our proposal for Geospatial Services at Cameron Park Airport (O61). Herewith is our SOW for your review. If there is anything you would like to discuss further on this project, please do not hesitate to reach out.

Thank you again, and we look forward to working with you on this project.

Sincerely,



Woolpert, Inc.
Aneta Calle-Zaczek
Aviation Geospatial Project Manager
Associate



Woolpert, Inc.
Justin Ness, PLS
Aviation Geospatial Practice Manager
Senior Associate

Enclosure: Scope of Work dated 4/24/2026

**SCOPE OF WORK
FOR
Cameron Park Airport (O61)
Cameron Park, California
Aeronautical Survey to Support ALP Development**

DESCRIPTION

Woolpert will complete an aeronautical survey and airspace analysis to support the development of an Airport Layout Plan. This survey will follow the standards for an aeronautical survey and submission to the FAA Airports GIS (AGIS) through the FAA's Airport Data and Information Portal (ADIP) as outlined in the following guidance:

- FAA Advisory Circular 150/5300-16B, *General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey.*
- FAA Advisory Circular 150/5300-17C, *Standards for Using Remote Sensing Technologies in Airport Surveys.*
- FAA Advisory Circular 150/5300-18B, *General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards.*

This project will consist of completing an aeronautical survey and data collection project following the **Airport Layout Plan** Column from Table 2-1 of the FAA AC -18B, a Vertically Guided Runway airspace analysis for all contracted runways, as well as FAR Part 77 and FAA Advisory Circular 150/5300-13B, *Airport Design*, approach surface analysis for each contracted runway.

PROJECT COORDINATION AND MANAGEMENT

Woolpert will provide Project Management and Coordination services to ensure timely completion of this project using the following project management best practices:

Meetings with the Client and the project stakeholders as required will be completed at the beginning of the project to determine critical path project dates and establish the proposed deliverable schedule. Various meetings during this project will also be conducted to review the progress and discuss any potential deviations from the plan.

Woolpert will provide the Client with a monthly Project Status Report (PSR) outlining progress and any problems that may arise while performing the work. The PSR must include an update of the project schedule, as described in this section, when schedule changes are expected.

Woolpert will create and maintain a Quality Control Checklist (QCC) for the project. The QCC shall include personnel, project milestone checking and peer review procedures at each phase of the project.

1.0 Aeronautical Survey Data Collection and Obstruction analysis for AC 150/5300-18B, Vertically Guided Approach Obstruction Identification Surfaces

Woolpert will collect and submit the necessary data for an airspace analysis based on existing airfield conditions. All necessary existing data will be submitted through the Airport Data and Information Portal (ADIP) as required by the aforementioned Advisory Circulars (AC). The following items will be performed as a part of this survey:

- Initiate and complete an AGIS Project within the Airport Data and Information Portal (ADIP). A Safety-Critical Data Collection, Not Including Design Data survey project will be created.
 - Complete and submit the Project SOW
- Prepare Airport Manager/Operator interviews
- Establish or validate airport Geodetic Control. If the airfield has existing PACS and SACS, Woolpert will validate according to the requirements in the applicable advisory circulars. If the airfield does not have PACS and SACS, or if it is determined the PACS and SACS are lost and/or disturbed, Temporary Survey Marks (TSMs) will be established in accordance with AC-16B and utilized as the basis of control for this project.
 - Perform, document, and report the tie to National Spatial Reference System (NSRS)
 - Document control features requiring digital photographs
 - Document control features requiring sketches
- Establish photogrammetric control and collect stereo imagery covering the surface area defined by the **-18B Vertically guided (VG)** surfaces, **FAR Part 77** approach and departure surfaces, **-13B Approach** surfaces as shown in *Exhibit No. 1*.
 - Estimated 18 control points and 5 check points.
 - Collect imagery with a 6" ground sample distance (GSD), flight layout will be provided.
 - Collected with leaf-on conditions.
- Geo-referencing of aerial photography
- Perform or validate and document an airport airspace analysis based on existing airfield conditions for objects penetrating the Vertically Guided surfaces.
 - Woolpert will request existing obstacle data from the FAA for review of the OIS. As a value-added service, Woolpert will validate and update existing obstacles as necessary to reduce the number of duplicated obstacles within the FAA obstacle database.
 - Woolpert will collect objects penetrating the OIS using the Object Density Selection Criteria (ODSC) as specified in Section 2.7.1.6 of FAA AC 150/5300-18B.
- Field verify a sampling of critical existing obstacle data currently in the FAA Obstacle Authoritative Source
- Survey, monument, and document runway critical points (ends, thresholds, blast pads, stopways)
 - Determine runway length and width.
 - Determine runway profile on all runways using 50-foot stations. (10-foot stations and 10-foot offset left and right for all Part 139 airports)
 - Determine the touchdown zone elevation.

- Determine the runway true azimuth.
- Document runway critical features requiring digital photographs.
- Document runway critical features requiring sketches.
- Determine or validate and document the position of navigational aids (NAVAID) and runway abeam points.
 - Document NAVAID features requiring digital photographs.
 - Document NAVAID critical features requiring sketches.
- Collect major landmark features within imagery coverage.
- Populate calculable and required attributes.
- Develop an AGIS-compliant data file containing the safety critical data required to achieve instrument approach procedure development.
- Prepare a 6" pixel resolution ortho-rectified aerial photo from collected imagery covering the airfield property extent identified in *Exhibit No. 3. (Optional Item No. 1)*
- Develop and submit an imagery acquisition report.
- Develop and submit a final project report, including the Survey QC Report.

2.0 Planimetric Mapping and Contours

Woolpert will Complete 1"=100' scale airport planimetric mapping and 2-foot contour interval DEM of the area shown in *Exhibit No. 2*, consisting of approximately 75 Acres.

- Mapping will include the defined Runway Protection Zones (RPZ) at each end of all runways, whether they are inside or outside of the airport property boundary
- Mapping will include features required for standard Airport Layout Plan (ALP) base mapping, as shown in *Exhibit No. 4*.
- Airport planimetric mapping will be delivered in AutoCAD format

3.0 Obstruction Analysis for Part 77 and FAA AC 150/5300-13B Approach Surfaces.

Woolpert will complete additional analysis covering the FAR Part 77 surfaces, FAA AC 150-5300-13B Approach Surfaces. The following surfaces will be analyzed for obstacles using the imagery collected as part of task item 1.0. The analysis will be compiled and delivered in Spreadsheet and AutoCAD format and incorporated into the ALP. Groups of trees or heavily wooded areas that are obstructions will be represented with polyline boundaries depicting the extent of the surface penetration.

- Woolpert will collect objects penetrating these surfaces using the Object Density Selection Criteria (ODSC) as specified in Section 2.7.1.6 of FAA AC 150/5300-18B.
- Representative tree top elevations will also be reported within each area.

Obstacle analysis will be completed to show potential obstacles within 12.5' feet of the approach surfaces to account for future vegetation growth.

Woolpert will develop and deliver a Microsoft Excel file containing information to all Obstacles that were collected within 12.5 feet of the Obstruction Identification Surfaces

- This spreadsheet will contain Northing, Easting, Elevation, Penetration Depth, Station, and Offset information

Runway 13 - Existing

- Part 77 Visual Type A (20:1) – All surfaces
- AC 150/5300-13B Surface 3 (20:1)
- AC 150/5300-13B Surface 4 (20:1)

Runway 31 - Existing

- Part 77 Visual Type A (20:1) – All surfaces
- AC 150/5300-13B Surface 3 (20:1)
- AC 150/5300-13B Surface 4 (20:1)

Areas of terrain that penetrate the specified OIS surface shall be contoured at 2-foot intervals.

Spot elevations will be provided on a 200-foot grid inside the specified Part 77 approach surface

- This grid will not be provided in obscured areas
- Areas of ground penetration will be captured at a 100-foot grid interval
- The outline of the limits of the ground penetrating the OIS surface is to be identified

All railroad and road centerlines will have a spot elevation where they cross the extended runway centerline and the exterior limits of the OIS surfaces.

4.0 Airport Layout Plan Set.

In accordance with FAA SOP 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)*, the ALP drawing set prepared by Woolpert will include the following drawings:

- **Airport Airspace Drawing:** Based on AC 150/5300-13B, *Airport Design*, an Airport Airspace Drawing will be prepared in accordance with the findings, recommendations and approvals resulting from the study. All existing 14 CFR Part 77 imaginary surfaces will be shown with 50-foot contours on a base map at an appropriate scale.
- **Inner Portion of the Approach Surface Drawing(s):** Woolpert will prepare Inner Portion of the Approach Surface Drawings that reflects each runway end, based on AC 150/5300-13B, *Airport Design*, 14 CFR Part 77 imaginary surfaces.
- Standard FAA revisions and comments are included in the scope. Major changes—like a new runway extension or reclassification—fall outside the current scope.

ALP Drawing Set Deliverables

The draft and final ALP drawings will be submitted to the client in PDF format. An ESRI file geodatabase will also be provided to the client along with an AutoCAD export. Note that the AutoCAD file may not contain all styling and labeling as shown on the PDF deliverables.

Assumptions

- *The Client will provide Woolpert with the following:*

- *Completed data sheet*
- *Airport Layout Drawing in digital CAD or GIS form, specifically: boundary, easements, and future conditions.*
- *This effort does NOT include completion of an airport boundary survey, record of survey, survey plat, monumentation or perpetuation of land corners of any kind.*
- *This ALP airspace drawings will be completed in GIS using a combination of data, GIS data, feature classes, and geodatabases.*
- *No planning is included in this scope of work, services provided are limited to preparation and completion of the specified ALP set drawings only. It is assumed the Client will complete all planning efforts required to determine critical design aircraft, airport design codes, proposed layouts, declared distances, proposed threshold locations, mitigation of obstacles etc.*
- *Woolpert will utilize the completed AC 150/5300-18B survey, including imagery completed during Task 1.*

Delivery Schedule

Woolpert will deliver the final deliverables for **Tasks 1–3** no later than **180 calendar days** from the date of the Notice to Proceed (NTP), or from the ability to acquire leaf-on imagery if the NTP is issued during the leaf-off season. It is assumed that the NTP is received in a timely manner to facilitate the collection of imagery under leaf-on conditions.

Task 4.0 will be delivered **60 calendar days following completion of Tasks 1–3 and receipt of the required Airport Layout Plan (ALP) data from the client**, whichever occurs last.

A formal project delivery schedule will be compiled based on project needs and negotiated prior to the start of the project.

Fee Breakdown

The fee breakdown shown in the following table is based on Lump Sum progress billing. These fees are valid for project NTP in 2026. If NTP is delayed beyond 2026, Woolpert may require adjustments to this fee estimate to account for cost escalations.

Fee Breakdown – Lump Sum	
Task Description	Fee
1.0 – Aeronautical Survey and AGIS Data Submittal	\$55,008.00
Ortho-Imagery (Optional)	\$6,820.00
2.0 – Planimetric Mapping, Contours	\$11,905.00
3.0 – Obstruction Analysis Part 77 and AC 150/5300-13B	\$6,310.00
Lump Sum Fee Total	\$80,043.00
4.0 – Airport Layout Plan Set (Optional)	\$9,590.00

Exhibit No. 1 Surface Analysis AOI and Imagery Limits

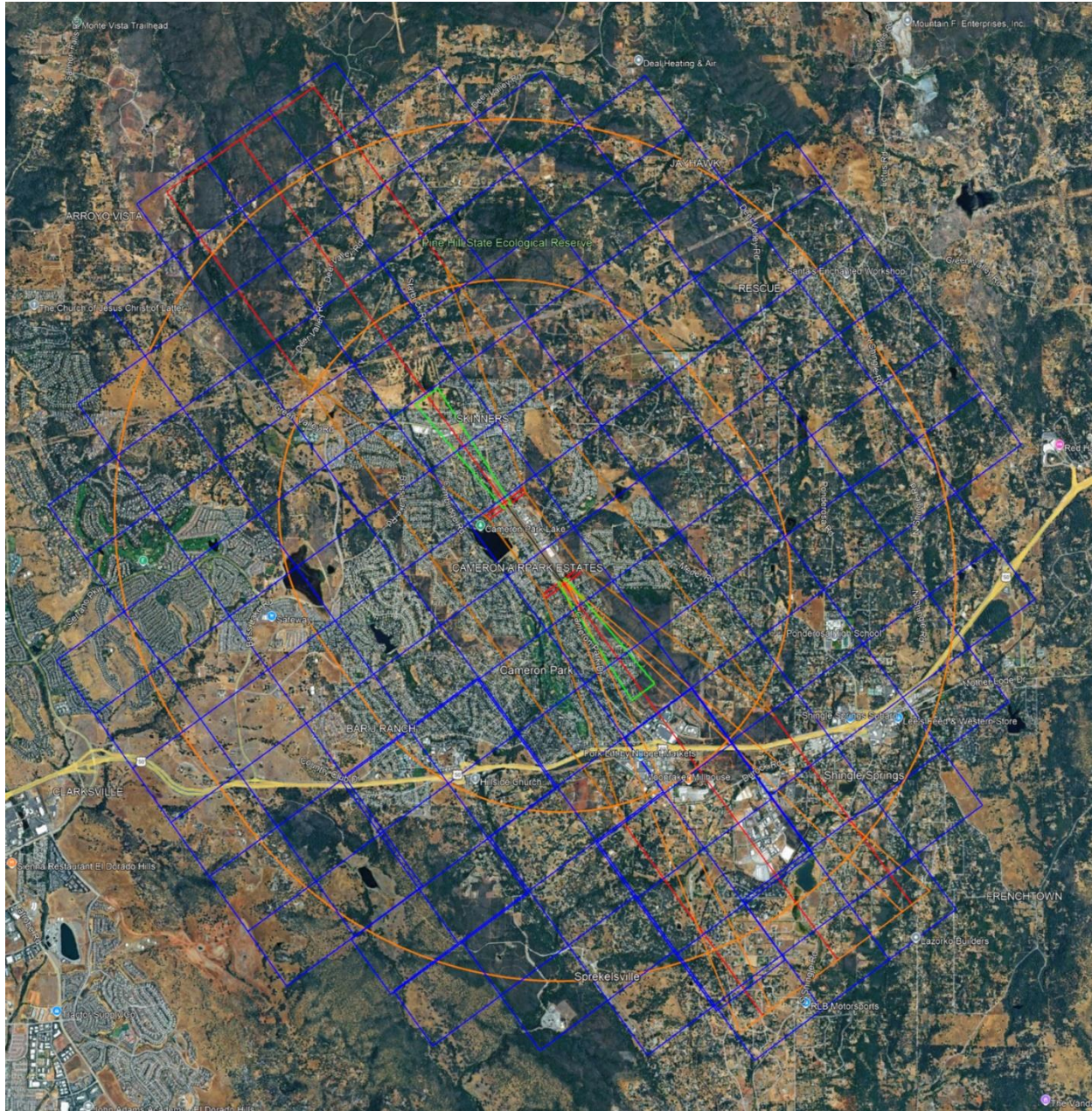


Exhibit No. 2 Planimetric Mapping Limits



Exhibit No. 3 6" Ortho Limits (Optional)

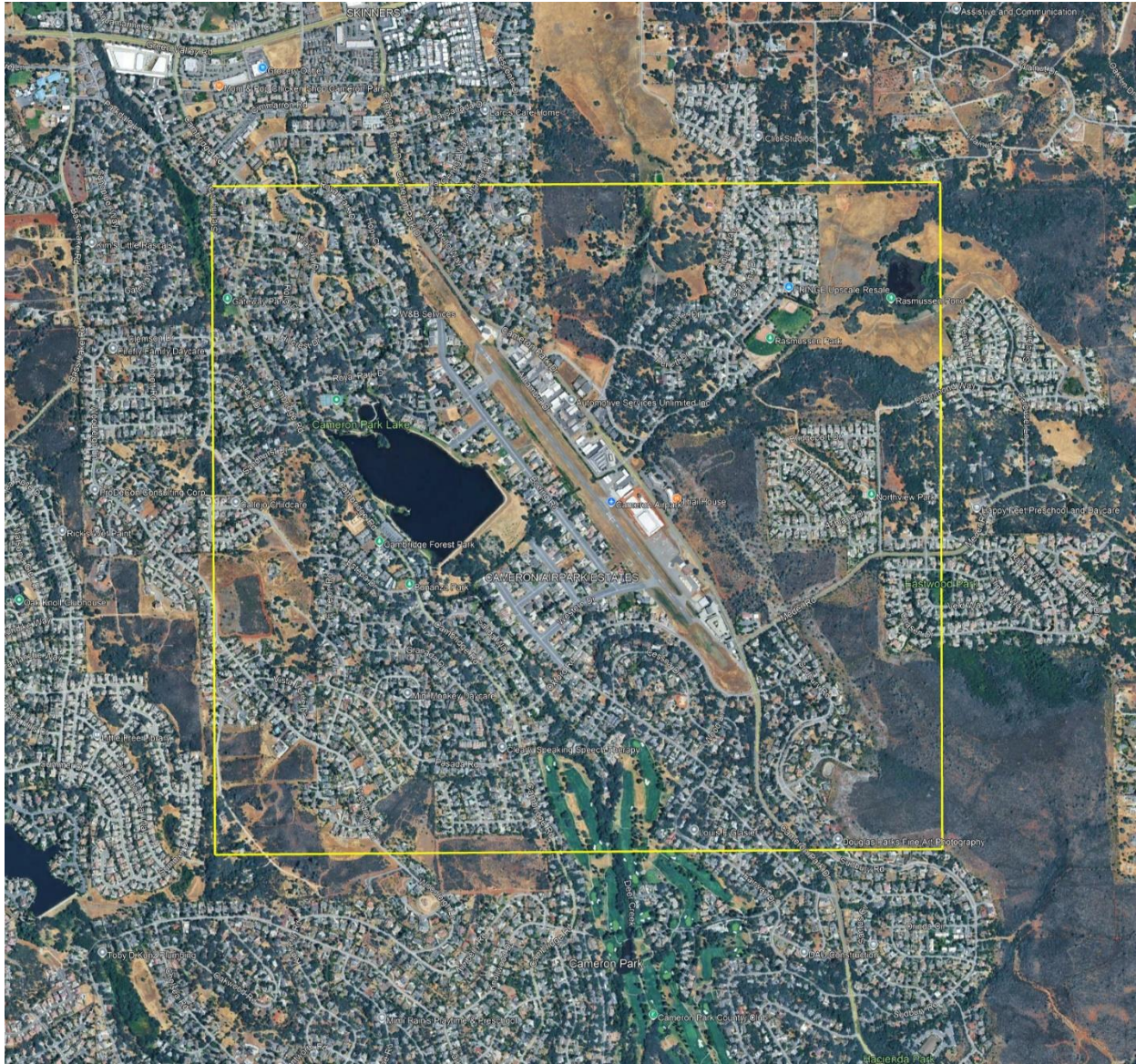


Exhibit No. 4

Table 2-1 Survey Requirements Matrix from AC 150/5300-18B

Intended End Use of the Data	AC Reference	Airport Layout Plan (ALP)	Comments
Required Tasks V			
Provide a Survey and Quality Control Plan	150/5300-16/17/18	•	
Establish or validate Airport Geodetic Control	150/5300-16	•	
Perform, document and report the tie to National Spatial Reference System (NSRS)	150/5300-16	•	
Survey runway end(s)/threshold(s)	150/5300-18	•	
Monument runway end(s)/threshold(s)	150/5300-18	•	
Document runway end(s)/threshold location(s)	150/5300-18	•	
Identify and survey any displaced threshold(s)	150/5300-18	•	
Monument displaced threshold(s)	150/5300-18	• ¹	
Document displaced threshold(s) location	150/5300-18	•	
Determine or validate runway length	150/5300-18	•	
Determine or validate runway width	150/5300-18	•	
Determine runway profile using 50 foot stations	150/5300-18	• ²	
Determine runway profile using 10 foot stations	150/5300-18	• ²	
Determine the touchdown zone elevation (TDZE)	150/5300-18	•	
Determine and document the intersection point of all specially prepared hard surface (SPHS) runways	150/5300-18	•	
Determine and document the horizontal extents of any Stopways	150/5300-18	•	
Determine any Stopway profiles	150/5300-18	•	
Determine if the runway has an associated clearway	150/5300-18	•	
Survey clearway to determine objects penetrating the slope	150/5300-18	•	
Determine and document the taxiway intersection to threshold distance	150/5300-18	•	
Determine runway true azimuth	150/5300-18	•	
Determine or validate and document the position of navigational aids	150/5300-18	•	
Determine or validate and document the position of runway abeam points of navigational aids	150/5300-18		
Determine potential navigational aid screening objects	150/5300-18		
Collect and document VOR receiver checkpoint location and associated data	150/5300-18		
Perform or validate and document an airport airspace analysis	150/5300-18	•	

Collect and document helicopter touchdown lift off area (TLOF)	150/5300-18	•	
Collect and document helicopter final approach and takeoff area (FATO)	150/5300-18	•	
Collect or validate and document airport planimetric data	150/5300-18	•	
Determine or validate the elevation of the Air Traffic Control Tower Cab Floor (if one is on the airport)	150/5300-18	•	
Perform or validate a topographic survey	150/5300-18	•	
Collect and document runway and taxiway lighting	150/5300-18	•	
Collect and document parking stand coordinates	150/5300-18		
Collect cultural and natural features of landmark value	150/5300-18	•	
Determine elevation of roadways at the intersecting point of the Runway Protection Zone (RPZ) or the runway centerline extended	150/5300-18	•	
Determine all Land Use to 65 DNL contour	150/5300-18	•	Not provided by Woolpert
Document features requiring digital photographs	150/5300-18	•	
Document features requiring sketches	150/5300-18	•	
Collect position and type of runway markings	150/5300-18	•	
Collect position and type taxiway markings	150/5300-18		
Locate, collect, and document photo ID points	150/5300-17		
Identify collect, and document wetlands or environmentally sensitive areas	150/5300-18	•	Not provided by Woolpert
Collect imagery	150/5300-17	•	
Provide a final Project Report	150/5300-16/18	•	

¹Only when runway construction is involved.

²All 14 CFR Part 139 airports require 10-foot stations. At all other airports the distance between stations is between 10 and 50 feet to meet local requirements

³Only required for the identified Category II and III special topographic survey³³

⁴For Cat II and III radar altimeter area or if specifically requested

Exhibit No. 5

AC 150/5300-18B Required Feature Collection Table (when applicable)

Safety Critical					Non-Safety Critical				
	Ac 150/5300- 18b Section	Features	On Airport	Off Airport		Ac 150/5300- 18b Section	Features	On Airport	Off Airport
1	5.8.	AirportControlPoints	X	X	1	5.4.4.	AirfieldLight	X	
2	5.8.9.	CoordinateGridArea	X	X	2	5.4.15.	AirportSign	X	
3	5.4.19.	MarkingArea (Runway only)	X		3	5.4.1.	AircraftGateStand	X	
4	5.4.20.	MarkingLine (Runway only)	X		4	5.4.2.	AircraftNonMovementArea	X	
5	5.10.	Navaidequipment	X	X	5	5.4.16.	Apron	X	
6	5.5.2.	Obstacle	X	X	6	5.4.5.	ArrestingGear	X	
7	5.5.3.	ObstructionArea	X	X	7	5.13.1.	Bridge	X	X
8	5.5.4.	ObstructionIDSurface	X	X	8	5.9.1.	Building	X	X
9	5.4.22.	Runway	X		9	5.13.2.	DrivewayArea	X	
10	5.4.25.	RunwayBlastPad	X		10	5.8.10.	ElevationContour	X	X
11	5.4.8.	RunwayCenterline	X		11	5.9.4.	Fence	X	
12	5.4.12.	RunwayElement	X		12	5.9.5.	Gate	X	
13	5.4.26.	RunwayEnd	X		13	5.8.11.	ImageArea	X	X
14	5.4.9.	RunwayHelipadDesignSurface	X	X	14	5.5.1.	LandmarkSegment	X	X
15	5.4.10.	RunwayIntersection	X		15	5.4.19.	MarkingArea (Off Runway)	X	
16	5.4.27.	RunwayLabel	X		16	5.4.20.	MarkingLine (Off Runway)	X	
17	5.4.11.	RunwayLAHSO	X		18	5.13.4.	ParkingLot	X	X
18	5.4.18.	TouchDownLiftOff	X		19	5.4.7.	PassengerLoadingBridge	X	
					20	5.13.5.	RailroadCenterline	X	X
					21	5.13.6.	RailroadYard	X	X
					22	5.13.7.	RoadCenterline	X	X
					23	5.13.8.	RoadPoint	X	X
					24	5.13.9.	RoadSegment	X	X
					25	5.4.24.	RunwayArrestingArea	X	
					26	5.7.11.	Shoreline	X	X
					27	5.4.29.	Shoulder	X	
					28	5.6.10.	State	X	X
					29	5.14.1.	TankSite	X	
					30	5.4.31.	TaxiwayElement	X	
					31	5.4.14.	Taxiwayholdingposition	X	
					32	5.4.30.	TaxiwayIntersection	X	
					33	5.9.6.	Tower	X	X
					35	5.7.5.	Forest Stand Area	X	X