Appendix A

Acronyms and Definitions

Acronyms

AC	Advisory Circular
ADG	Airplane Design Group
ADO	Airport District Office
AGL	Above Ground Level
AIM	Aeronautical Information Manual
AIP	Airport Improvement Program
ALP	Airport Layout Plan
ANM	Northwest Mountain Region
ARC	Airport Reference Code
ARFF	Airport Rescue and Fire Fighting
ARP	Airport Reference Point
ARTCC	Air Route Traffic Control Center
ASDA	Accelerate-Stop Distance Available
ASV	Annual Service Volume
ATC	Air Traffic Control
ATCT	Air Traffic Control Tower
AVGAS	Aviation Gasoline
AWOS	Automated Weather Observing System
CFR	Code of Federal Regulations
CIP	Capital Investment Plan
CWY	Clearway
dB	Decibel
dBA	A-weighted Decibels
DH	Decision Height
DME	Distance Measuring Equipment
DOT	Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
FAA Part 77	Objects Affecting Navigable Airspace
FAR	Federal Aviation Regulations
FBO	Fixed Based Operator
GA	General Aviation

GPS	Global Positioning System
IFR	Instrument Flight Rules
INM	Integrated Noise Model
LDA	Landing Distance Available
LDA	Landing Distance Available
MIRL	Medium Intensity Runway Lights
MSL	Mean Sea Level
NAVAIDS	Navigational Aids
NDB	Non-Directional Beacon
NEPA	National Environmental Policy Act
OFA	Object Free Area
OFZ	Obstacle Free Zone
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RW	Runway
SEPA	State Environmental Protection Act
SWY	Stopway
TH	Threshold
TL	Taxilane
TODA	Take-Off Distance Available
TORA	Take-Off Run Available
TSA	Taxiway Safety Area
TW	Taxiway
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
WSCASP	Washington State Continuous Airport System Plan
WSDOT	Washington State Department of Transportation

Definitions

Aeronautical Activity ..... Any activity commonly performed at airports involving, required for, or permitting the operation of aircraft, or required for or contributing to the safety of aircraft operations. Aeronautical activities include, but are not limited to: pilot training, aircraft rental, air taxi, charter operations, sightseeing, air carrier operations, aircraft repair and maintenance, sale of aircraft parts, sale of aviation fuels and petroleum products, air cargo, aerial crop applications, aerial photography, aerial surveying, aerial advertising, aircraft sales, aircraft storage, ultralight operations, skydiving, and power assisted hang gliding or parasailing.

Aeronautical Service ..... Any service involving, required for or permitting the operation of aircraft or required for or contributing to the safety of aircraft operations. These services are commonly conducted on the airport by persons or businesses who lease facilities or have permission from the airport operator to provide such services.

Air Taxi ..... An air carrier certificated in accordance with FAR Part 135 and authorized to provide, on demand, public transportation of persons and property by aircraft. Air taxi operators generally operate small aircraft "for hire" for specific trips.

Aircraft Approach Category ..... A grouping of aircraft based on a speed of 1.3 times the stall speed in the landing configuration at maximum gross landing weight. The aircraft approach categories are:

Category A - Speed less than 91 knots;
Category B- Speed 91 knots or more but less than 121 knots;
Category C - Speed 121 knots or more but less than 141 knots;
Category D - Speed 141 knots or more but less that 166 knots; and
Category E - Speed 166 knots or more.

Aircraft Mix ..... The classification of aircraft into groups which are similar in size, noise, and operational characteristics. (Also see Fleet Mix.)

Aircraft Operations ..... The airborne movement of aircraft. There are two types of operations: local and itinerant, defined as follows:

1. Local Operations are performed by aircraft which:
   a… operate in the local traffic pattern or within sight of the airport;
   b. . are known to be departing for or arriving from a local practice area.
2. Itinerant operations are all others.

Airfield ..... A defined area on land or water including any buildings, installations, and equipment intended to be used either wholly or in part for the arrival, departure, or movement of aircraft.

Airplane Design Group ..... A grouping of airplanes based on wingspan. The groups are as follows:

Group I:	Up to but not including 49 feet (15 m).
Group II:	49 feet (15 m) up to but not including 79 feet (24 m).
Group III:	79 feet (24 m) up to but not including 118 feet (36 m).
Group IV:	118 feet (36 m) up to but not including 171 feet (52 m).
Group V:	171 feet (52 m) up to but not including 214 feet (65 m).
Group VI:	214 feet (65 m) up to but not including 262 feet (80 m).

Airport ..... All of the property, buildings, facilities and improvements within the property boundaries of the airport as it now exists or will exist in the future. This area is defined on the Airport Layout Plan or Exhibit A.

Airport Elevation ..... The highest point on an airport's usable runway expressed in feet above mean sea level (MSL).

Airport Layout Plan (ALP) ..... The plan of an airport showing the layout of existing and proposed airport facilities.

Airport Owner ..... The City of Brewster and/or its designee who is charged with the operation and administration of the airport.

Airport Reference Point (ARP) ... The latitude and longitude of the approximate center of the airport.

Airside ..... The runways, taxiways, aprons, ramps, buildings and facilities located inside the security fencing.

Airspace ..... The area above the ground in which aircraft travel. It is divided into corridors, routes, and restricted zones for the control and safety of aircraft.

Ambient Noise Level ..... Background noise level, exclusive of the contribution made by aircraft.

Annual Service Volume ..... A reasonable estimate of an airport's annual capacity. It accounts for differences in runway use, aircraft mix, weather conditions, etc., that would be encountered over a year's time.

Approach End of Runway ..... The near end of the runway as viewed from the cockpit of a landing aircraft.

Approach Surface ..... An imaginary surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of the runway based upon the planned approach. The inner edge of the approach surface is the same width as the primary surface and expands uniformly, depending upon the planned approach.

Approved Instrument Approach . Instrument approach meeting the design requirement, equipment specifications, and accuracies, as determined by periodic FAA flight checks, and which are approved for general use and publication by the FAA.

Apron ..... A defined area where aircraft are maneuvered and parked, and where activities associated with the handling of flights can be carried out.

Automated Weather Observing System (AWOS)	An automatic recording instrument for measuring cloud height, visibility, wind speed and direction, temperature, and dew point.
Aviation Gasoline (AVGAS)	Fuel used in reciprocating (piston) aircraft engines. Avgas is manufactured in the following grades: 80/87; 100LL; 100/130; and 115/145.
Avigation Easement	A form of limited property right purchase that establishes legal land-use control prohibiting incompatible development of areas required for airports or aviation-related purposes.
Based Aircraft	Aircraft stationed at an airport on an annual basis.
Circling Approach	An instrument approach procedure in which an aircraft executes the published instrument approach to one runway, then maneuvers visually to land on a different runway. Circling approaches are also used at airports that have published instrument approaches with a final approach course that is not aligned within 30 degrees of any runway.
Clear Zone	See Runway Protection Zone.
Clearway	A clearway is an area available for the continuation of the take-off operation which is above as clearly defined area connected to and extending beyond the end of the runway. The area over which the clearway lies need not be suitable for stopping aircraft in the event of an aborted take-off. Clearways are applicable only in the take-off operations of turbine-engined aircraft.
Commercial Service or Activity	Any commerce, trade or business involved in the exchange of goods, property or services of any kind.
Conical Surface	A surface extending outward and upward from the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet.
Controlled Airspace	Airspace designated as continental control area, control area, control zone, or transition area within which some or all aircraft may be subject to air traffic control.

Critical Aircraft	The aircraft which controls one or more design items based on wingspan, approach speed and/or maximum certificated take-off weight. The same aircraft may not be critical to all design items.
Cross wind	When used concerning wind conditions, the word means a wind not parallel to the runway or the path of an aircraft.
dBA	Decibels measured on the A-weighted scale to factor out anomalies.
Decibel (dB)	The standard unit of noise measurement relating to a logarithm scale in which 10 units represents a doubling of acoustic energy.
Displaced Threshold	Actual touchdown point on specific runway designated due to obstructions which make it impossible to use the actual physical runway end.
Effective Runway Gradient	The maximum difference between runway centerline elevations divided by the runway length, expressed as a percentage.
Environmental Assessment (EA)	A report prepared under the National Environmental Policy Act (NEPA) analyzing the potential environmental impacts of a federally funded project.
Environmental Impact Statement (EIS)	A report prepared under NEPA fully analyzing the potential significant environmental impacts of a federally-funded project.
FAR Part 77	Federal Aviation Regulations which establish standards for determining obstructions in navigable airspace.
Federal Aviation Administration (FAA)	A branch of the US Department of Transportation responsible for the regulation of all civil aviation activities.
Final Approach	The flight path of an aircraft which is inbound to the airport on an approved final instrument approach course, beginning at the point of interception of that course and extending to the airport or the point where circling for landing or missed approach is executed.

Fixed Base Operation (FBO) ..... An individual or business property licensed and authorized by written agreement with the airport owner to provide specified aeronautical services at the airport, and who rents or leases facilities on the airport to conduct these services. These operators commonly occupy an office, hangar or shop on the airport, and are required to comply with the written agreements and referenced rules and regulations.

Fixed Wing ..... For the purposes of this report, any aircraft not considered rotorcraft.

Flying Club ..... A non-commercial organization established to promote flying. Activities include, but are not limited to, development of aeronautical skills such as pilotage, navigation, airmanship, and the awareness and appreciation of aviation requirements and techniques.

Fuel ..... Aviation gasoline, jet fuel, automotive fuel or diesel.

Full Service FBO ..... A fixed base operator who provides a full range of services. This range of services generally includes aircraft rental, flight instruction, aircraft maintenance and repair, and pilot supplies.

General Aviation ..... All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire.

Global Positioning System (GPS) ..... A system of US satellites orbiting the earth which is used to instantly and accurately determine the navigational position of users on or above the earth's surface.

Hazard to Air Navigation ..... An object which, as a result of an aeronautical study, the FAA determines will have a substantial adverse effect upon the safe and efficient use of a navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity.

Horizontal Surface ..... An elliptical surface at an elevation 150 feet above the established airport elevation created by swinging 5,000-foot radius arcs from the center of each end of the primary surface. Tangent lines then connect these arcs.

Independent Flight Instructor ..... A single individual, working alone and without employees, partners, or facilities on the airport who provides professional, licensed/certified flight instruction.

Independent Mechanic ..... A single individual, working alone and without employees, partners, or facilities on the airport who provides professional, certificated repair and/or maintenance services for aircraft or aeronautical components.

Instrument Flight Rules (IFR) ..... Instrument Flight Rules governing the procedures for conducting instrument flight. Pilots are required to follow these rules when operating in controlled airspace with visibility of less than three miles and/or ceiling lower than 1,000 feet.

Itinerant Operation ..... All aircraft operations at an airport other than local.

Landside ..... All buildings and surfaces on the airport used by pedestrian or surface vehicular traffic.

Large Airplane ..... An airplane of more than 12,500 pounds (5,700 kg) maximum certificated takeoff weight.

Limited Service FBO ..... A fixed base operator whose services are confined to less than full service. Examples of Limited Service include FBOs who provide specialty services such as aircraft sales, painting or upholstery, avionics repair, or other specialty services, or who provide only aviation fuel, or only aircraft maintenance and repair, or only aircraft rental and charter.

Local Operation ..... Aircraft operation in the traffic pattern or within sight of the tower, or aircraft known to be departing or arriving from flight in local practice areas, or aircraft executing practice instrument approaches at the airport.

Minimum Standards ..... Standards established by the airport owner as the minimum requirements to be met as a condition for the right to provide commercial services on the airport.

Navigational Aid (NAVAID) ..... Any visual or electronic device airborne or on the surface which provides point-to-point guidance information or position data to aircraft in flight.

Non-Aeronautical Service ..... Any service conducted on the airport that provides products or services that are not associated with aviation. These services are provided by persons or businesses who lease facilities or have permission from the airport operator to provide such services on the airport.

Non-Directional Beacon (NDB) .. Non-Directional Beacon which transmits a signal on which a pilot may "home" using equipment installed in the aircraft.

Object ..... Includes, but is not limited to above ground structures, NAVAIDs, people, equipment, vehicles, natural growth, terrain, and parked aircraft.

Object Free Area (OFA) ..... An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Obstacle Free Zone (OFZ) ..... The OFZ is the airspace below 150 feet (45 m) above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway, and for missed approaches. The OFZ is subdivided as follows:

Runway OFZ - The airspace above a surface centered on the runway centerline.

Inner-approach OFZ - The airspace above a surface centered on the extended runway centerline. It applies to runways with an approach lighting system.

Inner-transitional OPZ - The airspace above the surfaces located on the outer edges of the runway OFZ and the inner-approach OFZ. It applies to runways with approach visibility minimums lower than ¾-statute mile (1,200 m).

Obstruction to Air Navigation	An object of greater height than any of the heights or surfaces presented in Subpart C of the Code of Federal Regulation (14 CFR), Part 77. (Obstructions to air navigation are presumed to be hazards to air navigation until an FAA study has determined otherwise).
Primary Surface	A rectangular surface with a width of 250 feet (centered on the runway centerline) and a length that extends 200 feet beyond each end of the runway. The elevation of the primary surface corresponds to the elevation of the nearest point of the runway centerline.
Rotorcraft (Helicopter)	A heavier-than-air aircraft supported in flight by the reactions of the air on one or more power-driven rotors on substantially vertical axis.
Runway (RW)	A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.
Runway Blast Pad	A surface adjacent to the ends of runways provided to reduce the erosive effect of jet blast and propeller wash.
Runway Protection Zone (RPZ) ..	An area off the runway end to enhance the protection of people and property on the ground.
Runway Safety Area (RSA)	A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.
Segmented Circle	A system of visual indicators designed to provide traffic pattern information at airports without operating control towers.
Self-Fueling Operator	A person who dispenses aviation fuel to aircraft owned by that person, or leased from others and operated by that person.

Shoulder ..... An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface; support of aircraft running off the pavement; enhanced drainage; and blast protection.

Small Airplane ..... An airplane of 12,500 pounds (5,700 kg) or less maximum certificated takeoff weight.

Stopway (SWY) ..... A defined rectangular surface beyond the end of a runway prepared or suitable for use in lieu of runway to support an airplane, without causing structural damage to the airplane, during an aborted takeoff.

Taxilane (TL) ..... The portion of the aircraft parking area used for access between taxiways and aircraft parking positions.

Taxiway (TW) ..... A defined path established for the taxiing of aircraft from one part of an airport to another.

Taxiway Safety Area (TSA) ..... A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.

Threshold (TH) ..... The beginning of that portion of the runway available for landing. In some instances, the landing threshold may be displaced.

Touch and Go Operation ..... Practice flight performed by a landing touch down and continuous take-off without stopping or exiting the runway.

Transitional Surface ..... A sloping 7:1 surface that extends outward and upward at right angles to the runway centerline from the sides of the primary surface and the approach surfaces.

Ultralight ..... An aeronautical vehicle operated for sport or recreational purposes which does not require FAA registration, an airworthiness certificate, nor pilot certification. They are primarily single occupant vehicles, although some two-place vehicles are authorized for training purposes.

Utility Runway ..... A runway that is constructed for, and intended to be used by, aircraft of 12,500 pounds maximum gross weight and less.

Visual Approach Slope Indicator (VASI)	See definition of PAPI.
Visual Flight Rules (VFR)	Visual Flight Rules by which aircraft are operated by visual reference to the ground. Weather conditions for flying under these rules must include a ceiling greater than 1,000 feet, three miles visibility, and standard cloud clearance.
Visual Runway	A runway without an existing or planned straight-in instrument approach procedure.
Wind Coverage	Wind coverage is the percent of time for which aeronautical operations are considered safe due to acceptable crosswind components.
Wind Rose	A scaled graphical presentation of wind information.

Appendix B

Zoning Ordinances

Chapter 17.05
Okanogan County
Minimum Requirement District - MD

Sections:

17.05.010 Purpose of Classification - The purpose of the Minimum Requirement District is to maintain broad controls in preserving rural character and protecting natural resources.

17.05.020 Permitted Uses - Indicated on the District Use Chart.

17.05.030 Conditional Uses - Indicated on the District Use Chart.

17.05.040 Accessory Uses

1. Normal accessory uses customary and incidental to the permitted and/or conditional use of the property.
2. Additional residential units for extended family members or employees of a farm upon which they live and work (for example, guest houses, employee housing and seasonal worker cabins). Note: Additional residential units are not allowed in association with multi-family housing or mobile home parks.

3. Bed and Breakfast

17.05.050 Prohibited Uses - Indicated on the District Use Chart.

17.05.060 Lot Area and Width

1. Minimum lot area is one acre, except where health regulations require larger parcels to accommodate on-site sewage treatment.
2. When structures for manufacturing, commercial, and industrial uses exceed 35 feet minimum lot area is 5 acres.
3. Minimum lot width is 100 feet.

17.05.070 Density

1. Minimum of one acre/single family unit.
2. Minimum 9600 sq. ft/multi-family unit or mobile home park unit

17.05.080 Required Yard Setbacks

1. For all permitted structures, except manufacturing, commercial, and industrial structures, shall have the following required yard setbacks:

   A. Front - Minimum is 25'

   B. Side - Minimum is 5'

   C. Rear - Minimum is 25'

2. Manufacturing, commercial, or industrial structures: yard setbacks from all property lines shall not be less than two feet horizontal for every one foot of vertical height; or, the setback established in this section, whichever is greater. [Example: A sixty-five-foot tall structure shall be required to be setback 130 feet from all property lines.]

17.05.090 Height

1. Maximum height for all uses in the zone shall be 35', except as noted in sections 2 through 7 below.
2. Maximum height shall be 50' for: appurtenances and decorative non-structural architectural components on roofs of single and multiple family dwelling units and on roofs of accessory agricultural buildings.
3. Maximum height for agricultural uses shall be 65', except as noted in section 5.
4. Maximum height for the following uses, shall be 65' fee, unless otherwise limited by condition of a conditional use permit, PD, or by a County commissioner sanctioned Community Advisory Committee, as identified in the district use chart: agricultural wind machines; aircraft hangers; asphalt or concrete batch

plants; barns and silos; cement, lime, or gypsum manufacturers; chimneys not attached to dwellings; church steeples, spires, belfries, cupolas, and domes; community centers, sports facilities and complexes; cooling towers; county administrative and criminal justice buildings; Government Services; crosses and other religious and civic monuments; drive-in movie theater screens, elevator penthouses; fertilizer manufacturing; gas holders or other similar structures; hose towers; mining, milling, and associated facilities; parapet walls; performing arts centers (theaters); petroleum storage tanks; sawmills and pulpmills; school auditoriums and theaters; smokestacks; [Note: Manufacturing, commercial and industrial uses can only be placed on lots 5 acres and larger, if the structures exceed 35 feet in height. See "*Lot Area and Width Requirements"* in section 17.05.060]

5. Maximum height for the following list of uses in 100': grain elevators; private communication towers; single family residential windmills; water tanks.
6. Maximum height for electric transmission and distribution towers and poles shall be 150'.
7. Maximum height for communication facilities (commercial and public agency radio and TV, microwave or other antennas for transmitting and receiving) shall be 200'.

17.05.100 Lot Coverage - Not applicable, see required setbacks in 17.05.080.

17.05.105 Parking - As indicated in Chapter 17.25

17.05.110 Special Provisions

1. Density of RV Parks, Campgrounds, Hotels, Motels, etc. shall be determined by Okanogan County Health District standards for on-site treatment.
2. The following subarea overlay requirements have been established within the Minimum Requirement District, *Molson Subarea Overlay*.

The subarea boundaries shall be the same as the boundaries of Okanogan Fire District No. 11 as they existed on the date of approval of this code.

Specific provisions applicable within this subarea shall supersede all requirements and allowances of the Minimum Requirement District are as follows:

- The minimum lot size for all new subdivision shall be 20 acres or 1/32 of a section. Existing legal lots having less than 20 acres may be used as building site subject to compliance with on-site treatment regulations of the Health District and minimum setbacks for zone.
- The maximum density for permitted uses shall be one dwelling unit per lot, except, one residential accessory structure is permitted on each residential lot. (See 17.05.040)

- The seller of subdivided land shall be required to provide one half the cost of a Washington State legal perimeter fence around such land and shall inform purchasers of their obligation to maintain the fence.

Chapter 17.32
Okanogan County
Airport Safety Overlay District

The purpose of this section is to protect lives and property on lands which lie within the transition and approach zones surrounding an airport or landing field. Also, the district is intended to prevent the establishment of air space obstructions through height restrictions and other land use controls for the safety of persons airborne. This section shall be applied to lands where airports are classified by the Federal Aviation Administration as visual (paved), utility, non-precision and precision runways. Use requirements and standards of the underlying zone shall apply unless in conflict with provisions of this section.

17.32.010 - The dimensions of the transition and approach zones shall be determined by the current Federal Aviation Administration use classification and standards.

17.32.020 - Uses such as schools, churches, auditoriums, etc. where large groups of people assemble shall not be allowed within the Airport Safety Overlay District.

17.32.030 - No use shall be permitted within this district in such a manner as to create electrical interference with navigational signals or radio communications between the airport and aircraft.

17.32.040 - No use shall be permitted within this district which would foster an increased bird population and thereby increase the likelihood of a bird strike problem.

17.32.050 - No structure shall be allowed in the designated "clear zones."

17.32.060 - Storage of flammable substances such as fuel or petroleum products shall be in accordance with all current standards and regulations.

17.32.070 - There shall be no emission of smoke, fly ash, dust, vapor, gases, or other forms of air pollution that may conflict with any present or planned operations of the airport.

17.32.080 - Roadways shall be located in such a manner that vehicle lights will not make it difficult for pilots to distinguish between airport runway landing lights or result in glare or in any other way impair visibility in the vicinity of the landing or take-off approach.

17.32.090 - Unless necessary for safe and convenient air travel, sign lighting and exterior lighting shall not project into the runway, taxiway, or approach zone.

17.32.100 - Building materials shall not produce glare which may conflict with any present or planned operation of the airport.

17.32.110 - No obstructions (structural or natural) shall extend into the transitional or approach surface of the runway.

Chapter 17.21
Okanogan County
District Use Chart

The following chart indicates uses, which are allowed; prohibited; or allowed by Conditional Use Permit, Planned Development, or Binding Site Plan. Should there be a conflict between the District Use Chart and the text of the zoning district, the text of zoning district shall take precedence. In the case of similar uses not specifically mentioned by name, the Administrator or his/her designee shall make a determination of applicability on individual cases. Planned Destination Resort (PDR) District uses are identified in Chapter 17.20.

LEGEND P Permitted C Conditional Use Permit PD Planned Development B Binding Site Plan * Reviewed by Community Advisory Committee Prohibited	Minimum Requirement District	Agricultural District	Suburban Residential District	Commercial District	Industrial District	BARNHOLT LOOP	NORTH 97 (OROVILLE)			Methow						
						Agricultural Residential District	Agricultural Residential District	Suburban Residential District	Commercial District	Methow Review District	Airport Development District	Urban Residential District	Neighborhood Use District	Special Review Commercial District	Rural Residential District	Low Density Residential District
Acid manufacturing	C															
Air cargo terminal	P	C			C						P					
Aircraft fuel pumps & fuel	C	C			C					C	P				C	C

storage																
Aircraft Hangers	P	C			C					C	P				C	C
Aircraft sales, repair Service	P	C		P	C				P		P					
Aircraft salvage	P	C		P	C				P		P					
Air passenger services	C	C			C						P					
Airports	C	C			C					C	P					
Airstrips	P	C								C	P				C	C
Apiary Farms (bee farms)	P	P				P	P			P					P	P
Asphalt batch plant – permanent	C	C			C					C						
Asphalt batch plant – temporary	C	C			C					C					C	C
Auto parking lots or garages (commercial)	P			C	C				C	C	P			P		
Auto rental service	P			P		C/*			P		P			P		
Auto repair	C	C		C	P				C		C			C		

LEGEND P Permitted C Conditional Use Permit PD Planned Development B Binding Site Plan * Reviewed by	Minimum Requirement District	Agricultural District	Suburban Residential District	Commercial District	Industrial District	BARNHOLT	NORTH 97 (OROVILLE)			Methow						
						Agricultural Residential District	Agricultural Residential District	Suburban Residential District	Commercial District	Methow Review District	Airport Development District	Urban Residential District	Neighborhood Use District	Special Review Commercial District	Rural Residential District	Low Density Residential District

Community Advisory Committee Prohibited																
Auto sales (commercial)	P			C					C					C		
Auto storage--Over 5 vehicles (Disabled vehicles)					C											
Auto towing operation (with auto storage)	C			C	P				C	C				C		
Auto wrecking operation	C			C	C											
Banks	P			P	P				C				P	P		
Cement, lime, gypsum manufacturers	C	C			C					C						
Churches	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Communication Facility, Commercial Radio & TV, Microwave or other Antennas for transmitting & receiving	C	C	C	C	C	C	C/*	C	C	C	C	C	C	C	C	C
Compost manufacturer	P	P		P	P	C/*			P	P		C			C	C
Concrete batch plants – permanent	C	C			C					C						
Concrete batch plants - temporary	C	C			C					C					C	C

Crematoriums & columbiums cemetery, mausoleum	C	C								C					C	C
Dairy Farms	P	P				C/*	C/*			P					P	P
Day Care Facilities	P	P	P	C	C	C/*	C/*	P	C	C		C			P	P
Drive-in movies	C			P					P	C						
Dwellings Single-family Multi-family	P P	P	P P	P P		P C/*	P C/*	P P	P P	P PD		P P	P P	P P	P PD	P PD
Exercise clubs, indoor swimming pools	P			P		C/*	C/*	C	P	PD	P		C	P		
Explosive manufacture or storage (storage other than for farm use)	C	C			C					C						

LEGEND P Permitted C Conditional Use Permit PD Planned Development B Binding Site Plan * Reviewed by Community Advisory Committee Prohibited	Minimum Requirement District	Agricultural District	Suburban Residential District	Commercial District	Industrial District	BARNHOLT	NORTH 97 (OROVILLE)			Methow						
						Agricultural Residential District	Agricultural Residential District	Suburban Residential District	Commercial District	Methow Review District	Airport Development District	Urban Residential District	Neighborhood Use District	Special Review Commercial District	Rural Residential District	
Farms for raising all crops, feeding and	P	P	P			P	P	P		P	P				P	

caring for live stock, ranges & pastures																
Feedlots	C	C				C/*				C						
Fertilizer manufacturer	C	C			P											
Flight Schools (Aircraft)	C	C								C	P					
Florist, Retail	P	P		P	P	P	P		P		P		P	P		
Florist, Wholesale/floriculture	P	P		P	P	P	P		P	C				P	C	
Food store (retail)	P		C	P		C/*			P				P	P		
Fowl or dead animal reduction, composting or disposal	C	C								C						
Fruit, vegetable, agriculture, dairy product stand	P	P	P	P		P	P	P	P	C			P	**P**	**P**	
Golf courses	C					C/*	C/*	C		PD					**PD**	
Government Services Infrastructure, wastewater treatment plants, substations, pump stations	C	C	C	C	P	C/*	C/*	C	C	C	P	C	C	**C**	**C**	
Emergency vehicle facilities; police, fire	P	C	C	C	P	C/*	C/*	C	C	C	P	C	C	**C**	**C**	
Maintenance shops, Warehouses (Also see Professional Buildings)	P	C		C	P	C/*	C/*		C	C	P		C		**C**	
Gravel pits – Under 3 acres	P	C			C					C						
Gravel pits – 3 acres or larger	C	C			C					C					**3**	
Grist milling, corn shelling, hay baling, threshing service	P	P			P	P	P			P					**P**	
Halls, stadiums, auditoriums	P					C/*	C/*	C	P	PD			C	**P**		
Heliport	C	C			C					C	P				**C**	
Horticultural services	P	P				P	P			P					**P**	

LEGEND	Minimum Requirement District	Agricultural District	Suburban Residential District	Commercial District	Industrial District	BARNHOLT	NORTH 97 (OROVILLE)			Methow					
P Permitted															
C Conditional Use Permit						Agricultural Residential District	Agricultural Residential District	Suburban Residential District	Commercial District	Methow Review District	Airport Development District	Urban Residential District	Neighborhood Use District	Special Review Commercial District	Rural Residentia District
PD Planned Development															

B Binding Site Plan * Reviewed by Community Advisory Committee Prohibited															
Hospital	P			P	C				P	C			C	**P**	**PD**
Kennels (Commercial) (See 17.33.140)	C	C			P	C/*				C	C				**C**
Laundromats	P			P		C/*			P				P	**P**	
Manufacturing (light)	P			C	P	C/*			C		P			**C**	
Manufacturing (heavy) (glue, metal plating, rendering, etc.)	C				C						C				
Marina	P	P	P	P	P	C/*		P	P	C	P	P	P	**P**	**C**
Meat packing plant	P	C			C					C					
Medical/Dental clinic	P		C	P	C			C	P	C		C	P	**P**	
Mines	C	C			C					C					
Mini storage	P			P	P	C/*	C/*		P	C	P				
Manufactured home parks MRD see 17.14.110 for PD standards	B		PD			C/*	C/*	B		PD		C		**PD**	
Manufactured home sales facilities	P			C					C						
Motorized vehicle track/facilities	C									C					
Nurseries	P	P		P		P	P		P	P					**P**
Orchards	P	P				P	P	P		P					**P**
Petroleum service stations	P	C/*		C	C				C		P		C	**C**	
Petroleum Bulk Plant, except petroleum products stored for private use or agricultural use	C	C		P	P				P	C	P				
Private clubs, fraternal lodges, country clubs	P			P		C/*	C/*	C	P	PD			C	**P**	**PD**
Professional buildings (Offices)	P			P	P	C/*			P		P		P	**P**	
Propane/Natural Gas storage tanks (commercial)	C			C	C				C	C	C		C	**C**	
Quarries & borrow pits Less than 3 Acres	P	C			C					C					
Quarries & borrow pits 3 acres or larger	C	C			C					C					

LEGEND P Permitted C Conditional Use Permit PD Planned Development B Binding Site Plan * Reviewed by Community Advisory Committee Prohibited	Minimum Requirement District	Agricultural District	Suburban Residential District	Commercial District	Industrial District	BARNHOLT	NORTH 97 (OROVILLE)				
						Agricultural Residential District	Agricultural Residential District	Suburban Residential District	Commercial District	Me Re Di	
Recreational sites (e.g. golf courses, athletic fields, private parks, etc.)	P			P		C/*	C/*	C	P		
Recycling collection center	C		C	C	P	C/*			C		
Recycling processing center	C			C	P				C		
Restaurants, cafes, etc.	P			P	C	C/*		C	P		
Retail stores or Gift Shops	P		C	P	C	C/*		C	P		
Salvage (Junk) yards	C			C	C						
Sanitary landfills	C	C									
Sawmills, portable (commercial)	P	C			P						
Sawmills & pulp mills (commercial)	C				P						
Schools	C	C	C	C	C	C/*	C/*	C	C		
Shooting ranges	C	C			C						
Slaughterhouses	C	C		C	P						
Solid waste transfer station	C	C			C						
Sorting, grading & packing facilities for fruit, vegetables & agriculture products	P	P		P	P	C/*	C/*		P		
a. **Tourist accommodations**											
Motel/Hotel	P			P			C/*	C	P		
Inns, Lodges	P			P		C/*	C/*	C	P		
RV parks	B	B		B		C/*	C/*		B		

Campgrounds	B					C/*	C/*			
Bed & Breakfast	P	P	P			P	P	P		
Veterinarian clinics	P	P6		P6		P6	P6		P6	
Wholesale establishments	P			P	P	C/*			P	

Appendix C

FAA Airport Design Computer Program Printouts

Appendix D

Instrument Designation Report

INSTRUMENT RUNWAY DESIGNATION REPORT

Anderson Field Airport
Brewster, Washington
September, 2005

INTRODUCTION

Anderson Field is a general aviation airport located in Brewster, Washington. The Airport currently has one runway: Runway 7-25, which is 4,000 feet long and 60 feet wide. A vicinity map is shown in **Figure 1**, below.

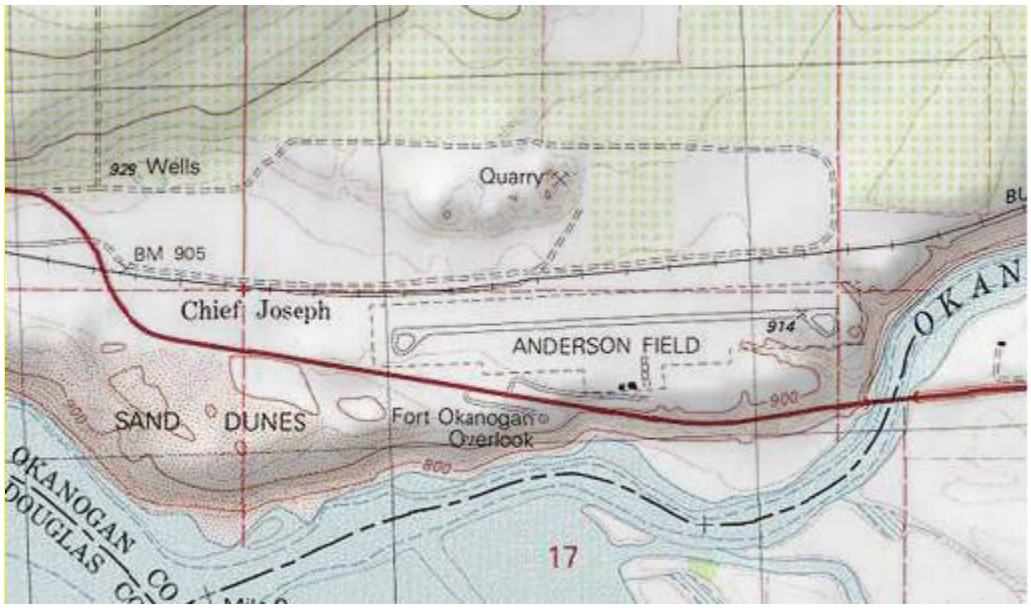

Figure 1: Airport Vicinity Map

The purpose of this report is to evaluate the eligibility of Anderson Field to receive a Global Positioning System (GPS) approach procedure, and provide the information required for approval. The FAA Flight Procedures Office (FPO) has performed a feasibility test on both runway ends to determine if a straight-in, non precision approach with visibility minimums greater than or equal to one mile, would be possible at the Airport. The FPO concluded that this type of approach would be feasible on one runway end, Runway 25. Based on the fact that a straight-in, non precision approach requires a 500' primary surface width, the Airport has decided that it does not want to pursue a straight-in approach as the increased primary surface width would have an adverse impact on the buildings and facilities around the runway. In order to preserve a 250'

primary surface width, the Airport is requesting a circling GPS approach to Runway 25 with visibility minimums greater than or equal to one mile.

ELIGIBILITY

The general requirements for establishing eligibility for a GPS Approach Procedure are as follows:

- The airport must be open for public use.
- The sponsor must show a reasonable need for the instrument approach. A reasonable need can be established by showing that the airport is used by a certified air carrier, air taxi, or commercial operator. If the airport is not served by these groups, the sponsor should solicit letters from at least two aircraft operators whose aviation activities relate to the commerce of the community.
- The establishment of controlled airspace from 700 feet above ground level (AGL) for approximately 5 miles around the airport; and, acknowledging that the political subdivision is aware and concurs that if the Federal Aviation Administration (FAA) provides a GPS Approach Procedure for the airport, controlled airspace of approximately five nautical miles, 700 feet above the ground, will be established around the airport.

Anderson Field Airport is open for public use. The Airport is not currently served by an air carrier, air taxi, or commercial operator. The City of Brewster has several national and regional business owners that utilize the Airport to visit their branch stores. In addition, the Airport is used by emergency medical evacuation service aircraft. Implementation of an approach procedure would be a significant benefit to the airport users. Advances in technology have made implementing an approach procedure much more of a reality at smaller airports. According to the Washington State System Plan all public-use airports in the state of Washington were expected to have GPS approaches by 2005. Due to the tragedy of September 11, 2001, this goal was not met; however, the forecast chapter of the attached ALP Narrative Report anticipates that a GPS approach procedure will be in place at Anderson Field by 2010.

AIRPORT INFORMATION

This report is being submitted along with the current draft version of the Anderson Field Airport Layout Plan (ALP) and narrative report. Additional airport information pertinent to the application of a GPS approach system is included below.

Airport Landing Surface: The airport landing surface consists of asphalt pavement. The existing pavement section has been designed to accommodate 12,500 pound single wheel gear (SWG) aircraft, Airport Reference Code (ARC) A-I (small).

Runway Gradient: Runway 7-25 has an approximate gradient of 0.077%.

Runway Safety Areas (RSA): The RSA is currently non-standard at 110' wide, and extending 200' beyond the Runway 7 end and 165' beyond the Runway 25 end. As part of a future Airport Improvement Program (AIP) project, the RSA will be brought to standard.

Runway Lighting: Runway 7-25 is currently lighted with a Low Intensity Runway Lighting (LIRL) system. As part of the Anderson Field Airport Capital Improvements Project, a new Medium Intensity Runway Lighting (MIRL) System is proposed to be installed during the first phase of projects.

Runway Markings: The existing runway markings consist of visual (basic) markings. The visual markings are adequate for a circling approach, which is expected at Anderson Field.

Hold Markings: Standard hold markings are located on both aircraft turn around areas.

Signage: The Airport has a runway directional sign and a distance remaining sign.

Weather Information: A Super Unicom is proposed to be installed during the first phase of the Airport's Capital Improvement Projects.

Wind Coverage: It is assumed that Runway 7-25 provides 95% wind coverage based on previous studies and discussions with airport tenants.

Communications: Phone service is available at the Airport, but there is currently not a public phone available.

Obstacle Free Zone (OFZ): The existing OFZ is 250' wide and 200' long. It is clear of all object penetrations.

Obstructions: The approach end of Runway 25 is expected to serve small airplanes with approach speeds of 50 knots or more for day/night operations. The existing Runway 25 end has a clear 20:1 approach slope, therefore, threshold siting criteria are met. Plan and profile sheets depicting this information are included in the ALP.

Noise Analysis: The Airport owner's preferred approach to Runway 25 is over the Columbia River. There is no populated area within this approach.

Appendix E

FAA NW Mountain Region
ALP Checklist

Appendix F

FAA FORECAST WORKSHEETS