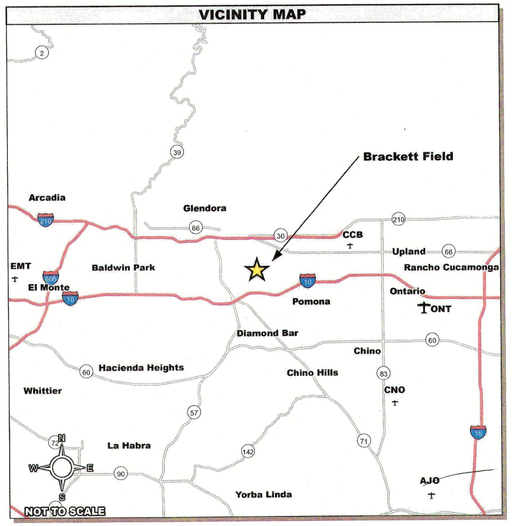
AIRPORT LAYOUT PLAN DRAWING SET

Prepared For:
Brackett Field

Prepared by:
AECOM

July 2018



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ABBREVIATIONS:

Add.	Additional
ADG	Airplane Design Group
AGL	Above Ground Level
AIP	Airport Improvement Program
ALP	Airport Layout Plan
Ant.	Antenna
AOA	Air Operations Area
APBN	Airport Beacon
App.	Approach
APRC	Approach Reference Code
ARC	Airport Reference Code
ARP	Airport Reference Point
ASDA	Accelerate-Stop Distance Available
Aug.	August
Ave.	Avenue
AVN	Aviation Stations National Field Office
AWOS	Automated Weather Observing System
Blvd.	Boulevard
BRL	Building Restriction Line
BSC	Basic
CFR	Code of Federal Regulations
℄	Centerline
CNEL	Community Noise Equivalent Level
Comm.	Communications
Dep.	Departure
DPRC	Departure Reference Code
Dr.	Drive
DT	Displaced Threshold
E/Ext.	Existing
Elev.	Elevation
FAA	Federal Aviation Administration
FBO	Fixed Based Operator
GPS	Global Positioning System
GS	Glide Slope Indicator
Hwy.	Highway
IFR	Instrument Flight Rules
ILS	Instrument Landing System
ILSM	Instrument Landing System Markings
Kts.	Knots
LA	Los Angeles
Lat.	Latitude
LBS	Pounds
LDA	Landing Distance Available
LOC	Localizer
Long.	Longitude
LPV	Lateral Precision Performance with Vertical Guidance
Lt.	Light
Max.	Maximum
Min.	Minutes
MIRL	Medium Intensity Runway Light
Misc.	Miscellaneous
MITL	Medium Intensity Taxiway Light
MSL	Mean Sea Level
Mt.	Mountain
N/A	Not Applicable
NAD	North American Datum
NAVAID	Navigational Aid
NAVD	North American Vertical Datum
NC	North Carolina
No.	Number
NPIAS	National Plan of Integrated Airport Systems
N/S/E/W	North/South/East/West
Obs.	Obstruction
OCS	Obstacle Clearance Surface
OFZ	Runway Obstacle Free Zone
PAPI	Precision Approach Path Indicator
PCN	Pavement Classification Number
Penetr.	Penetration
PFC	Passenger Facility Charge
PIR	Precision Instrument Runway
Pt.	Point
Pwr.	Power
Rd.	Road
RDC	Runway Design Code
Req.	Required
REIL	Runway End Identifier Light
RNAV	Area Navigation
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RTR	Remote Transmitter/Receiver
RWY	Runway
SOP	Standard Operating Procedure
St.	Street
Struct.	Structure
TBD	To Be Determined
TDG	Taxiway Design Group
TDZE	Touchdown Zone Elevation
TESM	Taxiway Edge Safety Margin
Temp.	Temperature
TODA	Takeoff Distance Available
TOFA	Taxiway Object Free Area
TORA	Takeoff Run Available
TPI	Traffic Pattern Indicator
Trn.	Transformer
TSA	Taxiway Safety Area
TSS	Threshold Siting Surface
TWY	Taxiway
Typ.	Typical
UDDF	Universal Data Delivery Format
UNKN	Unknown
USGS	United States Geological Survey
VOR	Very High Frequency Omnidirectional Range
Vrt.	Vertical
VSR	Vehicle Service Road

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017
2	Updating Runway 8L Approach Holds	AECOM	RLS	7/18/2018

The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

9-25-18
Date

Brackett Field

Title Sheet

La Verne, California

AIP Project No. 3-06-0049-011-2014

July 2018

RUNWAY DATA

	DESCRIPTION	RUNWAY 8L / 26R				RUNWAY 8R / 26L			
		RUNWAY 8L		RUNWAY 26R		RUNWAY 8R		RUNWAY 26L	
		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
AIRSPACE & RWY DESIGN	RUNWAY DESIGN CODE (RDC)	B-I-S-5000	SAME	B-I-S-5000	SAME	B-II-S-5000	SAME	B-II-S-4000	SAME
	APPROACH REFERENCE CODE (APRC)	B-I-S-VIS	SAME	B-I-S-VIS	SAME	B-II-S-VIS	SAME	B-II-S-4000	SAME
	DEPARTURE REFERENCE CODE (DPRC)	B-I-S	SAME	B-I-S	SAME	B-II-S	SAME	B-II-S	SAME
	APPROACH VISIBILITY MINIMUMS	VISUAL	SAME	VISUAL	SAME	VISUAL	SAME	3/4 MILE	SAME
	APPROACH TYPE	VISUAL	SAME	VISUAL	SAME	VISUAL	SAME	PRECISION	SAME
	14 CFR PART 77 APPROACH CATEGORY (SLOPE)	20:1	SAME	20:1	SAME	20:1	SAME	50:1/40:1	SAME
	APPROACH SURFACE PENETRATIONS	NONE	SAME	NONE	SAME	YES	SAME	YES	SAME
	RUNWAY IDENTIFICATION	UTILITY	SAME	UTILITY	SAME	UTILITY	SAME	UTILITY	SAME
	DEPARTURE SURFACE (40:1 SLOPE)	YES	SAME	YES	SAME	YES	SAME	YES	SAME
	AERONAUTICAL SURVEY EQUIPMENT	NOT VERTICALLY GUIDED	SAME	NOT VERTICALLY GUIDED	SAME	NOT VERTICALLY GUIDED	SAME	VERTICALLY GUIDED	SAME
	THRESHOLD SITING SURFACE RUNWAY TYPE[1]	TYPE 3	SAME	TYPE 3	SAME	TYPE 3	SAME	TYPE 6	SAME
	THRESHOLD SITING SURFACE PENETRATIONS	YES	SAME	NONE	SAME	YES	SAME	NO	SAME
	LINE OF SIGHT REQUIREMENT MET	YES	SAME	YES	SAME	YES	SAME	YES	SAME
RUNWAY CHARACTERISTICS	RUNWAY LENGTH	3,661'	SAME	3,661'	SAME	4,840'	SAME	4,840'	SAME
	RUNWAY WIDTH	75'	SAME	75'	SAME	75'	SAME	75'	SAME
	RUNWAY SHOULDER WIDTH	NONE	SAME	NONE	SAME	NONE	SAME	NONE	SAME
	RUNWAY BLAST PAD DIMENSIONS (Length x Width)	NONE	SAME	NONE	SAME	NONE	SAME	NONE	SAME
	RUNWAY END LATITUDE	34° 05' 32.53" N	SAME	34° 05' 30.51" N	SAME	34° 05' 30.17" N	SAME	34° 05' 27.50" N	SAME
	RUNWAY END LONGITUDE	117° 47' 12.52" W	SAME	117° 46' 29.06" W	SAME	117° 47' 25.82" W	SAME	117° 46' 28.36" W	SAME
	RUNWAY END ELEVATION	979.1'	SAME	1,013.9'	SAME	965.3'	SAME	1,011.1'	SAME
	DISPLACED THRESHOLD LATITUDE	NA	SAME	N/A	SAME	NA	SAME	34° 05' 27.88" N	SAME
	DISPLACED THRESHOLD LONGITUDE	NA	SAME	N/A	SAME	NA	SAME	117° 46' 36.54" W	SAME
	DISPLACED THRESHOLD ELEVATION	NA	SAME	N/A	SAME	NA	SAME	1,004.6'	SAME
	DISPLACED THRESHOLD DISTANCE	NA	SAME	N/A	SAME	NA	SAME	689'	SAME
	RUNWAY TOUCHDOWN ZONE ELEVATION	1,007.4'	SAME	1,013.9'	SAME	996.1'	SAME	1,004.6'	SAME
	RUNWAY HIGH POINT ELEVATION	1,013.9'	SAME	1,013.9'	SAME	1,011.1'	SAME	1,011.1'	SAME
	RUNWAY LOW POINT ELEVATION	979.1'	SAME	979.1'	SAME	965.3'	SAME	965.3'	SAME
	TRUE BEARING	N 93° 11' 39.28" W	SAME	N 273° 12' 03.64" W	SAME	N 93° 12' 17.20" W	SAME	N 273° 12' 49.41" W	SAME
	MAGNETIC BEARING	N 80° 71' 39.28" W	N/A	N 260° 72' 03.64" W	N/A	N 80° 72' 17.20" W	N/A	N 260° 60' 49.41" W	N/A
	EFFECTIVE GRADIENT (IN %)	1.0%	SAME	-1.0%	SAME	-0.9%	SAME	0.9%	SAME
	MAXIMUM GRADIENT (IN %)	1.0%	SAME	-1.0%	SAME	-0.9%	SAME	0.9%	SAME
	PAVEMENT SURFACE TYPE	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME
	PAVEMENT STRENGTH - PCN	UNKNOWN	SAME	UNKNOWN	SAME	UNKNOWN	SAME	UNKNOWN	SAME
	PAVEMENT STRENGTH (LBS)[2]								
	SINGLE WHEEL	12,500	SAME	12,500	SAME	26,000	SAME	26,000	SAME
	DUAL WHEEL	N/A	SAME	N/A	SAME	N/A	SAME	N/A	SAME
	DUAL TANDEM WHEEL	N/A	SAME	N/A	SAME	N/A	SAME	N/A	SAME
	DOUBLE DUAL TANDEM WHEEL	N/A	SAME	N/A	SAME	N/A	SAME	N/A	SAME
	PAVEMENT SURFACE TREATMENT	UNKNOWN	SAME	UNKNOWN	SAME	UNKNOWN	SAME	UNKNOWN	SAME
MISC.	RUNWAY ℄ TO PARALLEL TWY ℄ SEPARATION	SEE TAXIWAY DATA TABLE							
	RUNWAY ℄ TO HOLDLINE SEPARATION	90'-130'	SAME	90'-130'	SAME	125'	SAME	125'	SAME
	RUNWAY LIGHTING	N/A	SAME	N/A	SAME	MIRL	SAME	MIRL	SAME
	RUNWAY MARKING	BSC	SAME	BSC	SAME	PIR	SAME	PIR	SAME
	VISUAL APPROACH AIDS	NONE	SAME	NONE	SAME	PAPI, REIL	SAME	PAPI, REIL	SAME
	INSTRUMENT APPROACH AIDS	VOR, GPS	SAME	VOR, GPS	SAME	VOR, GPS	SAME	ILS, VOR, GPS, LOC	SAME
	PERCENT WIND COVERAGE (13 kts)[3]	31.80%	N/A	92.62%	N/A	31.80%	N/A	92.62%	N/A
RUNWAY SAFETY AREAS	**RUNWAY PROTECTION ZONE (RPZ)**								
	INNER WIDTH (App. / Dep.)	250' / 250'	SAME	250' / 250'	SAME	500' / 500'	SAME	1,000' / 500'	SAME
	OUTER WIDTH (App. / Dep.)	450' / 450'	SAME	450' / 450'	SAME	700' / 700'	SAME	1,510' / 700'	SAME
	LENGTH (App. / Dep.)	1,000' /1,000'	SAME	1,000' /1,000'	SAME	1,000' / 1,000'	SAME	1,700' / 1,000'	SAME
	RUNWAY SAFETY AREA (RSA)								
	LENGTH BEYOND RUNWAY END (Ext. / Req.)	240' / 240'	SAME	240' / 240'	SAME	300' / 300'	SAME	300' / 300'	SAME
	WIDTH (Ext. / Req.)	120' / 120'	SAME	120' / 120'	SAME	150' / 150'	SAME	150' / 150'	SAME
	RUNWAY OBJECT FREE AREA (ROFA)								
	LENGTH BEYOND RUNWAY END (Ext. / Req.)	240' / 240'	SAME	240' / 240'	SAME	300' / 300'	SAME	300' / 300'	SAME
	WIDTH (Ext. / Req.)	250' / 250'	SAME	250' / 250'	SAME	500' / 500'	SAME	500' / 500'	SAME
	RUNWAY OBSTACLE FREE ZONE (OFZ)								
	LENGTH BEYOND RUNWAY END (Ext. / Req.)	200' / 200'	SAME	200' / 200'	SAME	200' / 200'	SAME	200' / 200'	SAME
	WIDTH (Ext. / Req.)	250' / 250'	SAME	250' / 250'	SAME	250' / 250'	SAME	250' / 250'	SAME

[1] See General Notes - Notes 3.
[2] See Sheet Notes - Note 1.
[3] Wind data shown for all weather conditions. See WIND DATA table for additional information.

FAA NON-STANDARD CONDITIONS

DESIGN STANDARD		REQUIREMENT	EXISTING	ACTION
NON-STANDARD TAXIWAY GEOMETRY	A	30° or 90° ANGLE	NON-STANDARD ANGLE	REQUIRES ADDITIONAL STUDY
WIDE EXPANSE OF PAVEMENT	B	35'	148'	REMOVE PAVEMENT
DIRECT ACCESS FROM APRON AREAS TO RUNWAY[1]	C	NONE	YES	TBD
RUNWAY ℄ TO HOLDLINE DISTANCE[2]	D	125' 125'	VARIES	RELOCATE MARKINGS
MIDDLE THIRD CROSSOVER TAXIWAY	E	DISCOURAGED	TAXIWAYS D AND E	REQUIRES ADDITIONAL STUDY

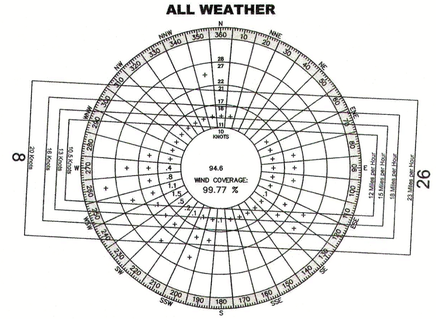
[1] See Sheet Notes - Note 7.
[2] Top row of numbers refers to Rwy 8L/26R, bottom row refers to Rwy 8R/26L. See Taxiway Hold Bar Data table on Sheet 3 - Airport Layout Drawing.

WIND DATA

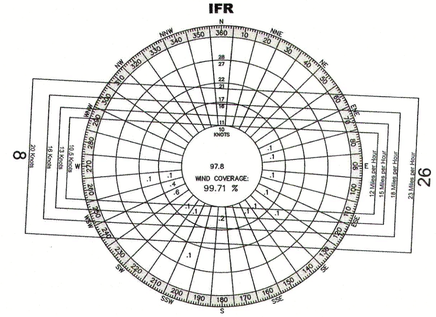
RUNWAY	CROSSWIND COVERAGE							
	ALL WEATHER				IFR			
	10.5 kts.	13 kts.	16 kts.	20 kts.	10.5 kts.	13 kts.	16 kts.	20 kts.
8	31.75%	31.80%	31.84%	31.84%	58.98%	59.95%	59.15%	59.16%
26	92.45%	92.62%	92.72%	92.74%	92.99%	93.10%	93.21%	93.24%
8/26	99.62%	99.83%	99.97%	99.99%	99.52%	99.70%	99.91%	99.95%

Based on 28,423 observations between 2006 and 2015 taken at Brackett Field Airport.
Source: National Climatic Data Center Asheville, NC.

ALL WEATHER



IFR



AIRPORT DATA

DESCRIPTION		EXISTING	FUTURE
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	LATITUDE	34° 05' 30.00" N	SAME
	LONGITUDE	117° 46' 54.40" W	SAME
AIRPORT ELEVATION (MSL) (NAVD 88)		1,013.9'	SAME
AIRPORT REFERENCE CODE (ARC)		B-II-S	SAME
DESIGN AIRCRAFT	MAKE AND MODEL	BEECH KING AIR 200	SAME
	WINGSPAN	54.5'	SAME
	UNDERCARRIAGE WIDTH	18.59'	SAME
	APPROACH SPEED (KTS)	103	SAME
	MAX. TAKEOFF WEIGHT (LBS)	12,500	SAME
MEAN MAX TEMP. OF HOTTEST MONTH[1]		91.1° (Aug.)	N/A
MAGNETIC VARIATION[2]		11°59' E / year	N/A
Misc. FACILITIES (AWOS, WIND CONES, ETC.)		AWOS, LIGHTED WIND CONE, SEGMENTED CIRCLE, MITL	SAME
AIRPORT NAVAIDS		ILS, PAPI, BEACON	SAME
NPIAS SERVICE LEVEL		REGIONAL	SAME
STATE AIRPORT CLASSIFICATION		METROPOLITAN-BUSINESS/CORPORATE	SAME

[1] Mean Max. Temp. retreived from 4/1/2015 from www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6118.
[2] Declination information retrieved from 1/16/2017 from www.ngdc.noaa.gov/geomag-web/#declination

GENERAL NOTES (These notes are common to all sheets within the sheet set):

1. ALP was compared to FAA Publications, Chart Supplemental, AVN Datasheets, National Flight Data Center, and Airport IQ 5010 Airport Master Records.
2. ALP prepared using Design Criteria from FAA Advisory Circular 150/5300-13A, Change 1, "Airport Design" and CFR Part 77 "Objects Affecting Navigable Airspace".
3. Threshold Siting Surface Runway Type was determined in Advisory Circular 150/5300-13A, Change 1, Airport Design, Table 3-2.
4. Brackett Field Departure Procedures applies to all runway ends.
5. Latitude and Longitude coordinate conversion into California Zone 5 State Plane format conducted using Corpscon 6.0.1 software.
6. Horizontal datum is North American Datum 1983 (NAD 83) and vertical datum is North American Vertical Datum 1988 (NAVD 88).
7. All elevations are in feet above mean sea level (MSL).
8. Survey monuments are set in concrete. The monuments are shown on the Sheet 23 - Property Map.
9. Aerial mapping was performed, imagery and base map sources are sited on their respective sheets.
10. Objects may be removed, relocated, and/or lit, as part of future projects, to accommodate airfield operation and development.
11. Future objects to be sited as part of future projects.
12. Runway shoulders are not required for category B-II runways.

SHEET NOTES:

1. Airport reference point determined using FAA Compsys 21 software.
2. True bearing determined using FAA Geo 83 software.
3. Pavement strength as listed in the FAA Chart Supplement.
4. There are no published Declared Distances at Brackett Field.
5. Taxiway widths are estimated. Taxiway E exceeds taxiway width requirements and should be corrected during a rehab or reconstruction to meet the applicable design standard requirements.
6. Taxiway shoulders are only required for aircraft design group (ADG) IV and greater.
7. Direct access from aprons to runways exists. The new design standards require mitigation by moving taxilanes or providing "no-taxi" islands between taxiways and the runways that force pilots to make 90-degree turns prior to entering a runway.
8. Runway centerline to parallel taxiway centerline separation distance varies per runway. Runway 8L-26R's centerline to the parallel taxiway centerline is a 150' separation. Runway 8R-26L's centerline to the parallel taxiway centerline is a 240' separation.
9. Existing tie downs do not meet the wing tip to wing tip separation distance for TDG 2.
10. Taxiway to fixed/movable object separation distances vary along the north and south taxiway.
11. Runway 8R-26L is designed to B-II-S standards while the existing RPZ's protect a B-II standard.

TAXIWAY DATA

DESCRIPTION	REQUIREMENT	TAXIWAY A		TAXIWAY B		TAXIWAY C		TAXIWAY D		TAXIWAY D1		TAXIWAY E		TAXIWAY F		TAXIWAY G		TAXIWAY N		TAXIWAY S	
		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAXIWAY DESIGN STANDARDS[1]																					
TAXIWAY DESIGN GROUP (TDG)	2	2	SAME	2	SAME	2	SAME	2	SAME	2	SAME	2	SAME	2	SAME	2	SAME	2	SAME	2	SAME
TAXIWAY MATERIAL		ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME
TAXIWAY WIDTH[2]	35'	40'	SAME	40'	SAME	30'-40'	SAME	40'	SAME	50'	SAME	150'	35'	30'	SAME	40'	SAME	40'	SAME	30'-40'	SAME
TAXIWAY EDGE SAFETY MARGIN (TESM)	7.5'	7.5'	SAME	7.5'	SAME	7.5'	SAME	7.5'	SAME	7.5'	SAME	7.5'	SAME	7.5'	SAME	7.5'	SAME	7.5'	SAME	7.5'	SAME
TAXIWAY SHOULDER WIDTH[3]	N/A	NONE	SAME	NONE	SAME	NONE	SAME	NONE	SAME	NONE	SAME	NONE	SAME	NONE	SAME	NONE	SAME	NONE	SAME	NONE	SAME
TAXIWAY LIGHTING	MITL	UNKNOWN	TBD	UNKNOWN	TBD	UNKNOWN	TBD	UNKNOWN	TBD	UNKNOWN	TBD	UNKNOWN	TBD	UNKNOWN	TBD	UNKNOWN	TBD	UNKNOWN	TBD	UNKNOWN	TBD
RUNWAY ℄ TO PARALLEL TWY ℄ SEPARATION[4]	150' / 240'[4]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	150'	SAME	250'	SAME
TAXIWAY PROTECTION																					
TAXIWAY SAFETY AREA (TSA)	79'	79'	SAME	79'	SAME	79'	SAME	79'	SAME	79'	SAME	79'	SAME	79'	SAME	79'	SAME	79'	SAME	79'	SAME
TAXIWAY OBJECT FREE AREA (TOFA)	131'	131'	SAME	131'	SAME	131'	SAME	131'	SAME	131'	SAME	131'	SAME	131'	SAME	131'	SAME	131'	SAME	131'	SAME
WINGTIP CLEARANCE																					
TAXIWAY WINGTIP CLEARANCE[5]	26'	26'	SAME	26'	SAME	26'	SAME	26'	SAME	26'	SAME	26'	SAME	26'	SAME	26'	SAME	0	SAME	0	SAME
TAXIWAY ℄ TO FIXED OR MOVABLE OBJECT[6]	65.5'	65.5'	SAME	65.5'	SAME	65.5'	SAME	65.5'	SAME	65.5'	SAME	65.5'	SAME	65.5'	SAME	65.5'	SAME	47'-87'	SAME	24'-84'	SAME

[1] Taxiway naming convention does not meet current standards set for in Engineering Brief 89, Taxiway Nomenclature.
[2] See Sheet Notes - Note 5.
[3] See Sheet Notes - Note 6.
[4] See Sheet Notes - Note 8.
[5] See Sheet Notes - Note 9.
[6] See Sheet Notes - Note 10.

DECLARED DISTANCES

	RUNWAY 8R	RUNWAY 26L
TAKEOFF RUN AVAILABLE (TORA)	4,840'	4,840'
TAKEOFF DISTANCE AVAILABLE (TODA)	4,840'	4,840'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4,840'	4,840'
LANDING DISTANCE AVAILABLE (LDA)	4,840'	4,151'

FAA APPROVAL

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

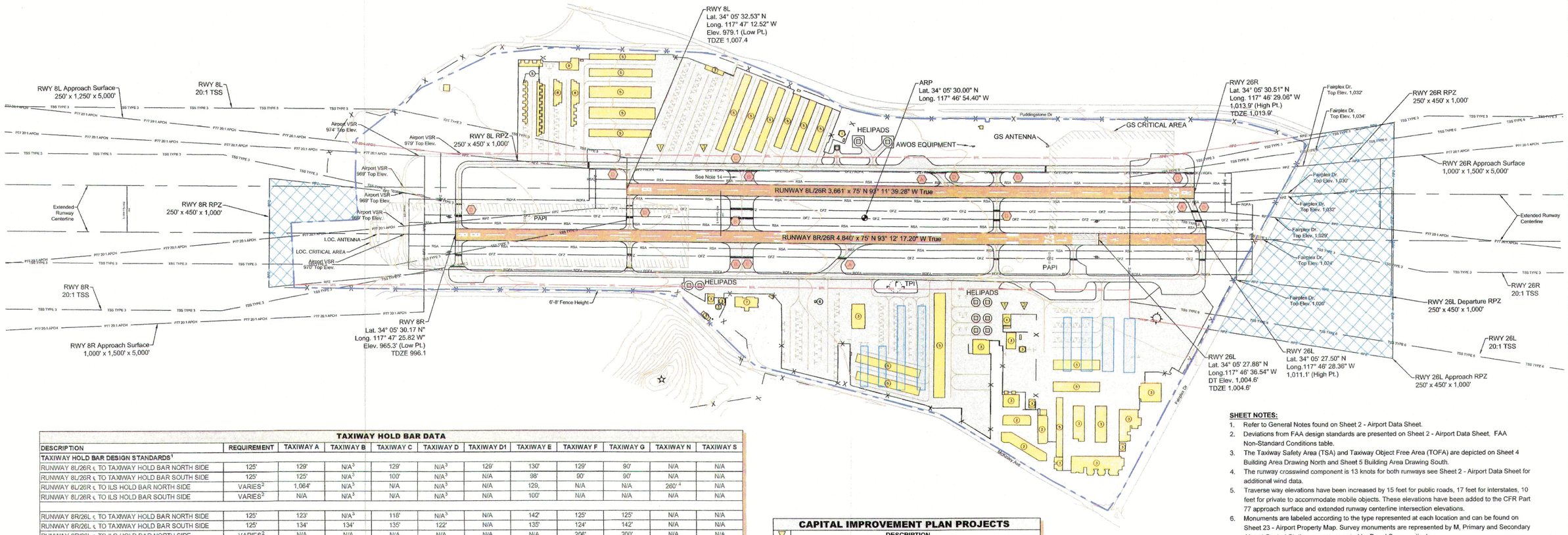
Brackett Field

Airport Data Sheet

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017



TAXIWAY HOLD BAR DATA

DESCRIPTION	REQUIREMENT	TAXIWAY A	TAXIWAY B	TAXIWAY C	TAXIWAY D	TAXIWAY D1	TAXIWAY E	TAXIWAY F	TAXIWAY G	TAXIWAY N	TAXIWAY S
TAXIWAY HOLD BAR DESIGN STANDARDS[1]											
RUNWAY 8L/26R ℄ TO TAXIWAY HOLD BAR NORTH SIDE	125'	129'	N/A[3]	129'	N/A[3]	129'	130'	129'	90'	N/A	N/A
RUNWAY 8L/26R ℄ TO TAXIWAY HOLD BAR SOUTH SIDE	125'	125'	N/A[3]	100'	N/A[3]	N/A	98'	90'	90'	N/A	N/A
RUNWAY 8L/26R ℄ TO ILS HOLD BAR NORTH SIDE	VARIES[2]	1,064'	N/A[3]	N/A	N/A[3]	N/A	129,	N/A	N/A	260'[4]	N/A
RUNWAY 8L/26R ℄ TO ILS HOLD BAR SOUTH SIDE	VARIES[2]	N/A	N/A[3]	N/A	N/A[3]	N/A	100'	N/A	N/A	N/A	N/A
RUNWAY 8R/26L ℄ TO TAXIWAY HOLD BAR NORTH SIDE	125'	123'	N/A[3]	118'	N/A[3]	N/A	142'	125'	125'	N/A	N/A
RUNWAY 8R/26L ℄ TO TAXIWAY HOLD BAR SOUTH SIDE	125'	134'	134'	135'	122'	N/A	135'	124'	142'	N/A	N/A
RUNWAY 8R/26L ℄ TO ILS HOLD BAR NORTH SIDE	VARIES[2]	N/A	N/A	N/A	N/A	N/A	N/A	206'	200'	N/A	N/A
RUNWAY 8R/26L ℄ TO ILS HOLD BAR SOUTH SIDE	VARIES[2]	N/A	N/A	N/A	79'	N/A	N/A	207'	207'	N/A	N/A

[1] Taxiway naming convention does not meet current standards set for in Engineering Brief 89, Taxiway Nomenclature.
[2] ILS Hold Bar location is dependent upon dimension of the applicable NAVID Critical Area..
[3] Taxiway does not extend completly between Taxiway N on the north side and Taxiway S on the south side of the airfield.
[4] The eastern ILS Hold Bar is approximately 26 feet short protecting the GS Critical Area. The Hold Bar should be relocated to the east.[5]
[5] It is recommended that all Hold Bars that are not located per the FAA Requirement be relocated.

CAPITAL IMPROVEMENT PLAN PROJECTS

	DESCRIPTION
▽	RAMP/APRON PAVEMENT REHABILITATION DESIGN
▽	RAMP/APRON REHABILITATION - PHASE I; EAST RAMP RECONSTRUCTION
▽	RAMP/APRON REHABILITATION - PHASE II; NORTH RAMP RECONSTRUCTION

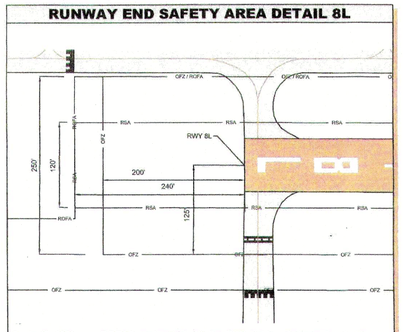
SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.
2. Deviations from FAA design standards are presented on Sheet 2 - Airport Data Sheet. FAA Non-Standard Conditions table.
3. The Taxiway Safety Area (TSA) and Taxiway Object Free Area (TOFA) are depicted on Sheet 4 Building Area Drawing North and Sheet 5 Building Area Drawing South.
4. The runway crosswind component is 13 knots for both runways see Sheet 2 - Airport Data Sheet for additional wind data.
5. Traverse way elevations have been increased by 15 feet for public roads, 17 feet for interstates, 10 feet for private to accommodate mobile objects. These elevations have been added to the CFR Part 77 approach surface and extended runway centerline intersection elevations.
6. Monuments are labeled according to the type represented at each location and can be found on Sheet 23 - Airport Property Map. Survey monuments are represented by M, Primary and Secondary Airport Control Stations are represented by P and S, respectively.
7. Airport property and associated parcel data has been interpolated from the Los Angeles County Assessors Office Property Assessment Information System (maps.assessor.lacounty.gov), and Los Angeles County Enterprise Geographic Information System (egis3.lacounty.gov) and have not been confirmed by field survey.
8. There are no section corners within the immediate vicinity of the airport.
9. The Building Restriction Line (BRL) line protects the Taxiway Object Free Area (TOFA) for Taxiways and is depicted 5 feet from the TOFA for clarity.
10. Fence height varies by location from 6 feet to 8 feet.
11. Apron information found on Sheet 4 - Building Area Plan North and Sheet 5 - Building Area Plan South.
12. CFR Part 77 approach surface for Runway 26L is not shown for clarity.
13. Presently there are no airport traffic control tower light of sight issues.
14. TWY E is to be configured to current design standard to mitigate excessive pavement.

LEGEND

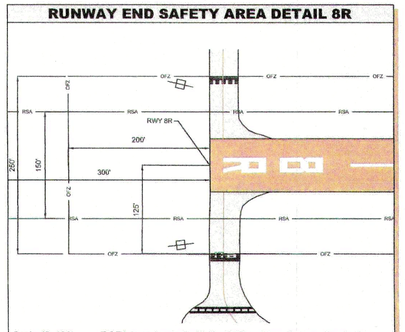
DESCRIPTION	EXISTING	FUTURE
AIRFIELD PAVEMENT (APRON AND TWY/RWY)		NOT SHOWN
PROPERTY LINE		SAME
BUILDINGS		
RUNWAY PROTECTION ZONE EASEMENT	NONE	
BUILDING RESTRICTION LINE (BRL)	BRL	SAME
AIRPORT PERIMETER FENCE	X	SAME
THRESHOLD SITING SURFACE (TSS), TYPE 3	TSS TYPE 3	SAME
THRESHOLD SITING SURFACE (TSS), TYPE 6	TSS TYPE 6	SAME
PART 77 APPROACH SURFACE (20:1)	P77 20:1 APCH	SAME
RUNWAY SAFETY AREA (RSA)	RSA	SAME
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	SAME
RUNWAY OBJECT FREE ZONE (ROFZ)	OFZ	SAME
GROUND CONTOURS		SAME
AIRPORT REFERENCE POINT (ARP)		SAME
HOLD POSITION MARKING	NOT SHOWN	
PAPI		SAME
RUNWAY END IDENTIFICATION LIGHTS (REILs)		SAME
AIRPORT BEACON		SAME
AIRCRAFT TIE DOWN		SAME
WINDSOCK		SAME
FAA NON-STANDARD CONDITION SYMBOL		SAME

RUNWAY END SAFETY AREA DETAIL 8L



Scale 1"=100' ROFA is co-located with the OFZ and is not shown for clarity.

RUNWAY END SAFETY AREA DETAIL 8R



Scale 1"=100' ROFA is co-located with the OFZ and is not shown for clarity.

BUILDING TABLE

(#)	DESCRIPTION
1	AIRPORT TRAFFIC CONTROL TOWER
2	BUSINESS PARK BUILDING
3	FBO
4	POMONA POLICE DEPARTMENT
5	HANGARS
6	FUEL ISLAND
7	TERMINAL BUILDING
8	PORTABLE HANGARS
9	MT. SAN ANTONIO COLLEGE

Note: See Sheet 4 - Building Area Drawing for top elevations.

Annual Rate of Change -0°09' W Min./Year (July 2018)

GRAPHIC SCALE
300' 150' 0' 300'
Scale: 1" = 300'

FAA APPROVAL

Approved conditionally JAN 16 2019

Subject to comments contained in our letter dated JAN 16 2019
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region

By _____
Manager - LAX/ADO

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Original preperation of ALP, A.I.P. Proj. No. 3-06-0116-04	DPS	TAG	06/1992
2	Incorporate A.I.P. Proj. No. 3-06-0116-06+07 Improvements RSA, ROFA, RPZ REVISED PER AC 150/5300-14, CHG 6	DPS	TAG	10/03/2000
3	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/03/2017
4	Updating Runway 8L Approach Holds	AECOM	RLS	7/18/2018

The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division — Date 9-25-18

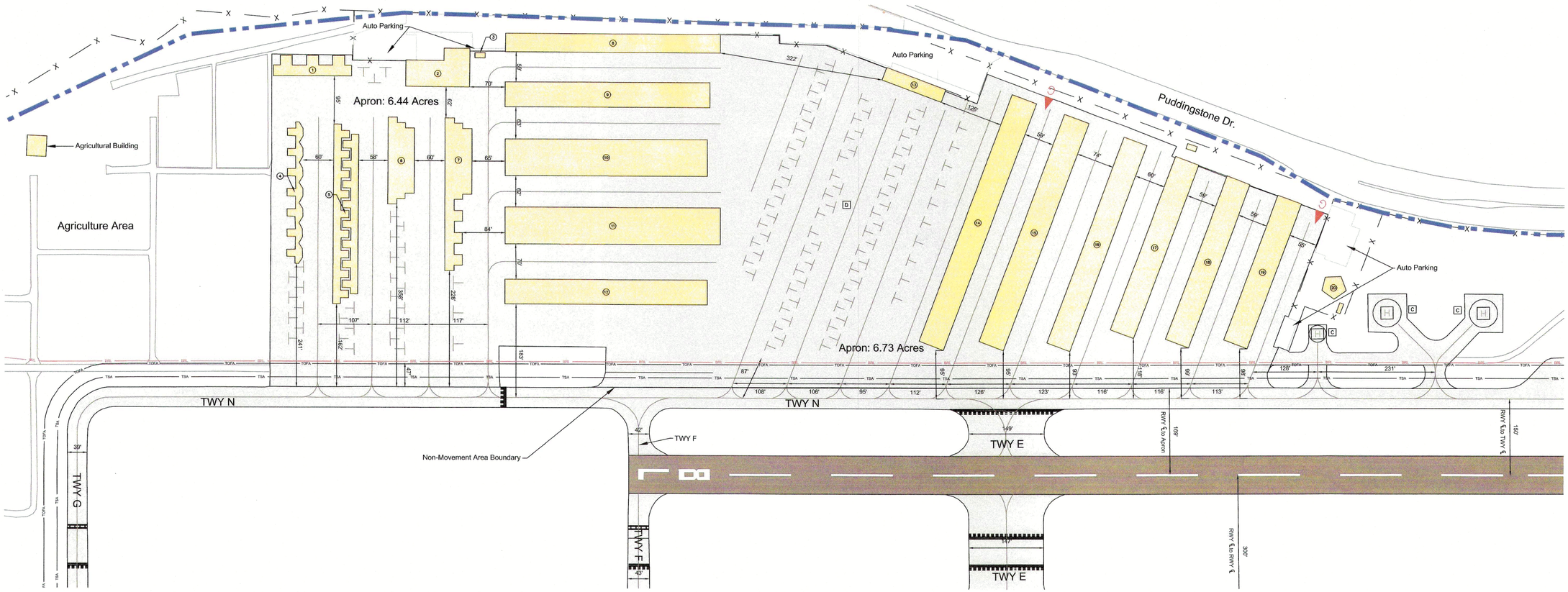
Brackett Field

Airport Layout Plan Drawing

La Verne, California

AIP Project No. N/A

July 2018



FACILITY KEY

A	Underground Fuel Storage/ Dispensing Facility
B	FBO Aircraft Parking
C	Helicopter Pad
D	Based Aircraft Parking Area
E	Segmented Circle and Lighted Wind Cone
F	Compass Rose
G	Transient Tie-Down

[1] See Sheet Note 5.

LEGEND

DESCRIPTION	EXISTING	FUTURE
AIRPORT BOUNDARY		SAME
BUILDING RESTRICTION LINE (BRL)	BRL	SAME
AIRPORT PERIMETER FENCE	X	SAME
AIRFIELD PAVEMENT (RWY / TWY AND APRON)		NOT SHOWN
TAXIWAY PAVEMENT TO BE REMOVED	NONE	NOT SHOWN
ROAD		SAME
BUILDINGS		NOT SHOWN
AIRPORT ACCESS GATE	G	SAME
HOLDLINE		NOT SHOWN
AIRCRAFT TIEDOWNS		SAME

BUILDING TABLE

#	DESCRIPTION	TOP [1] ELEVATION	OBS. LIGHTING
1	"Q" PORTABLE HANGAR	14'	NO
2	FBO HANGAR/OFFICE	25'	NO
3	FBO HANGAR/OFFICE	10'	NO
4	"O" PORTABLE HANGAR	14'	NO
5	"N" PORTABLE HANGAR	14'	NO
6	"M" PORTABLE HANGAR	14'	NO
7	"L" PORTABLE HANGAR	14'	NO
8	"K" BOX HANGAR	20'	NO
9	"J" BOX HANGAR	15'	NO
10	"I" BOX HANGAR	20'	NO
11	"H" BOX HANGAR	25'	NO
12	"G" BOX HANGAR	25'	NO
13	FBO OFFICE	18'	NO
14	"A" BOX HANGAR	18'	NO
15	"B" BOX HANGAR	18'	NO
16	"C" BOX HANGAR	21'	NO
17	"D" BOX HANGAR	17'	NO
18	"E" BOX HANGAR	17'	NO
19	"F" BOX HANGAR	17'	NO
20	AIRPORT TRAFFIC CONTROL TOWER	80'	NO

See Sheet Note 2 on this sheet and General Notes on Sheet 2 - Airport Data Sheet.

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.
2. All elevations are estimated. A survey should be completed to obtain accurate structure and topographic elevations.
3. Paved shoulders are only required for taxiways, taxilanes, and aprons accommodating ADG-IV or higher.
4. Individual taxiway information can be found on Sheet 2 - Airport Data Sheet, Taxiway Data table.
5. For consistency the same facility key is used on both Sheet 4 - Building Area Plan North and Sheet 5 - Building Area Plan South. Not all facilities are displayed on each sheet as a result of existing airfield layout.
6. The Building Restriction Line (BRL) line protects the Taxiway Object Free Area (TOFA) for Taxiways and is depicted 5 feet from the TOFA for clarity.
7. TWY E is to be configured to current design standard to mitigate excessive pavement.

TAXIWAY AND TAXILANE DESIGN STANDARDS

PROTECTION AREA	DESIGN STANDARD B-I	DESIGN STANDARD B-II
TAXIWAY SAFETY AREA	49'	79'
TAXIWAY OBJECT FREE AREA	89'	131'
TAXIWAY WIDTH	25'	35'
TAXIWAY EDGE SAFETY MARGIN	5'	7.5'
TAXIWAY SHOULDER WIDTH[4]	10'	15'
TAXIWAY CENTERLINE TO FIXED / MOVEABLE OBJECT	44.5'	65.5'
TAXIWAY CENTERLINE TO PARALLEL TAXIWAY / TAXILANE CENTERLINE	64'	105'
TAXIWAY WINGTIP CLEARANCE	20'	26'
TAXILANE OBJECT FREE AREA	115'	115'
TAXILANE CENTERLINE TO FIXED / MOVEABLE OBJECT	57.5'	57.5'
TAXILANE CENTERLINE TO PARALLEL TAXILANE CENTERLINE	64'	97'
TAXILANE WINGTIP CLEARANCE	15'	18'

[4] See Sheet Note 3

GRAPHIC SCALE

100' 75' 0' 100'

Scale: 1" = 100'

FAA APPROVAL

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017
2	Updating Runway 8L Approach Holds	AECOM	RLS	7/18/2018

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Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

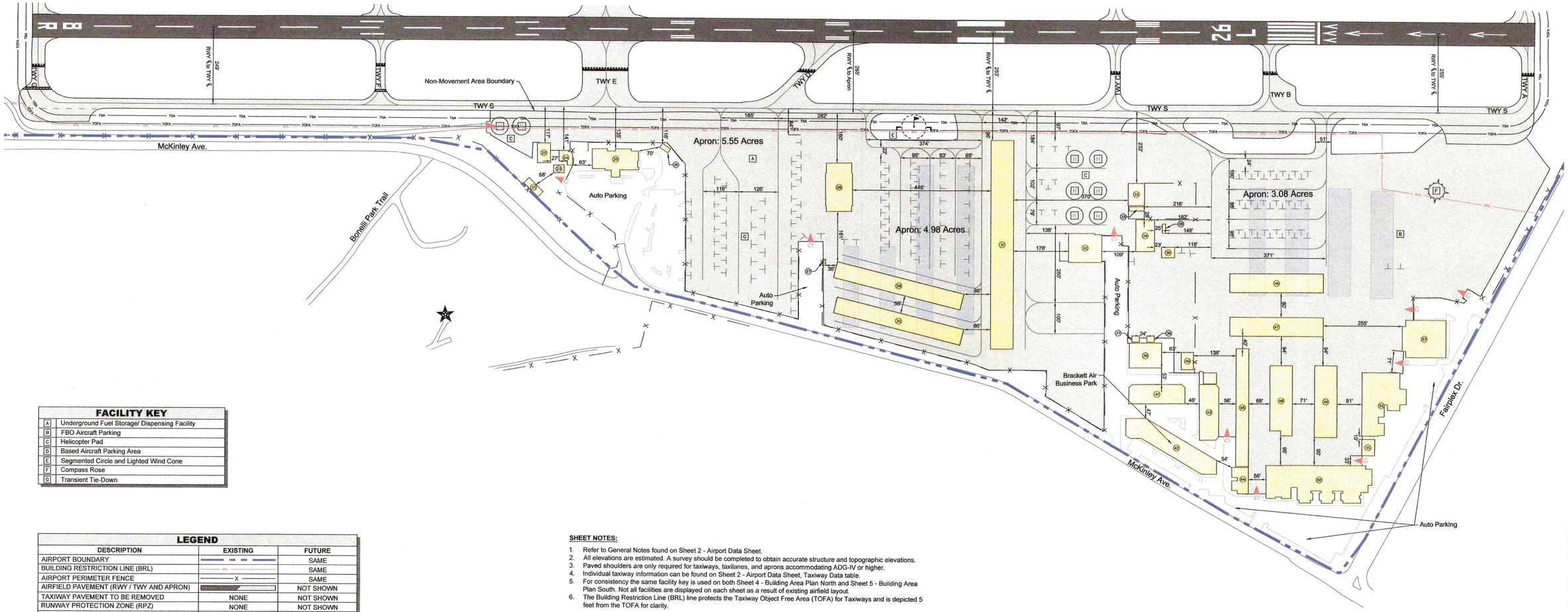
Brackett Field

Building Area Plan North

La Verne, California

AIP Project No. 3-06-0049-011-2014

July 2018



FACILITY KEY

A	Underground Fuel Storage/ Dispensing Facility
B	FBO Aircraft Parking
C	Helicopter Pad
D	Based Aircraft Parking Area
E	Segmented Circle and Lighted Wind Cone
F	Compass Rose
G	Transient Tie-Down

LEGEND

DESCRIPTION	EXISTING	FUTURE
AIRPORT BOUNDARY		SAME
BUILDING RESTRICTION LINE (BRL)		SAME
AIRPORT PERIMETER FENCE		SAME
AIRFIELD PAVEMENT (RWY / TWY AND APRON)		NOT SHOWN
TAXIWAY PAVEMENT TO BE REMOVED	NONE	NOT SHOWN
RUNWAY PROTECTION ZONE (RPZ)	NONE	NOT SHOWN
ROAD		SAME
BUILDINGS		
WINDSOCK		SAME
ROTATING BEACON		SAME
AIRPORT ACCESS GATE		SAME
HOLDLINE	NOT SHOWN	
ILS HOLD POSITION MARKING		SAME
AIRCRAFT TIEDOWNS		SAME

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.
2. All elevations are estimated. A survey should be completed to obtain accurate structure and topographic elevations.
3. Paved shoulders are only required for taxiways, taxilanes, and aprons accommodating ADG-IV or higher.
4. Individual taxiway information can be found on Sheet 2 - Airport Data Sheet, Taxiway Data table.
5. For consistency the same facility key is used on both Sheet 4 - Building Area Plan North and Sheet 5 - Building Area Plan South. Not all facilities are displayed on each sheet as a result of existing airfield layout.
6. The Building Restriction Line (BRL) line protects the Taxiway Object Free Area (TOFA) for Taxiways and is depicted 5 feet from the TOFA for clarity.

TAXIWAY AND TAXILANE DESIGN STANDARDS

PROTECTION AREA	DESIGN STANDARD B-I	DESIGN STANDARD B-II
TAXIWAY SAFETY AREA	49'	79'
TAXIWAY OBJECT FREE AREA	89'	131'
TAXIWAY WIDTH	25'	35'
TAXIWAY EDGE SAFETY MARGIN	5'	7.5'
TAXIWAY SHOULDER WIDTH[1]	10'	15'
TAXIWAY CENTERLINE TO FIXED / MOVEABLE OBJECT	44.5'	65.5'
TAXIWAY CENTERLINE TO PARALLEL TAXIWAY / TAXILANE CENTERLINE	64'	105'
TAXIWAY WINGTIP CLEARANCE	20'	26'
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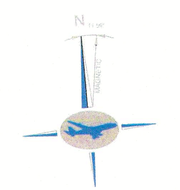
TAXILANE CENTERLINE TO PARALLEL TAXILANE CENTERLINE	64'	97'
TAXILANE WINGTIP CLEARANCE	15'	18'

[1] See Sheet Note 3

BUILDING TABLE

#	DESCRIPTION	TOP [1] ELEVATION	OBS. LIGHTING	#	DESCRIPTION	TOP [1] ELEVATION	OBS. LIGHTING
21	FBO OFFICE	14'	NO	38	FBO HANGAR/OFFICE	10'	NO
22	FBO HANGAR/OFFICE	17'	NO	39	FBO HANGAR/OFFICE	25'	NO
23	AIRPORT MAINTENANCE BUILDING	17'	NO	40	FBO HANGAR/OFFICE	12'	NO
24	FBO OFFICE	13'	NO	41	BOX HANGARS	20'	NO
25	TERMINAL BUILDING	19'	NO	42	BOX HANGARS	20'	NO
26	FBO OFFICE	9'	NO	43	BOX HANGARS	20'	NO
27	MISC. BUILDING	10'	NO	44	FBO HANGAR/OFFICE	21'	NO
28	FBO HANGAR/OFFICE	20'	NO	45	BOX HANGARS	18'	NO
29	BOX HANGAR	18'	NO	46	BOX HANGARS	29'	NO
30	BOX HANGAR	18'	NO	47	BOX HANGARS	28'	NO
31	BOX HANGAR	22'	NO	48	BOX HANGARS	30'	NO
32	FBO HANGAR/OFFICE	28'	NO	49	BOX HANGARS	30'	NO
33	FBO HANGAR/OFFICE	34'	NO	50	FBO HANGAR/OFFICE	35'	NO
34	FBO HANGAR/OFFICE	36'	NO	51	FBO HANGAR/OFFICE	22'	NO
35	FBO HANGAR/OFFICE	10'	NO	52	FBO HANGAR/OFFICE	40'	NO
36	FBO HANGAR/OFFICE	12'	NO	53	FBO HANGAR/OFFICE	32'	NO
37	FBO HANGAR/OFFICE	10'	NO				

[1] See Sheet Note 1.



Annual Rate of Change -0°5' W Min./Year (January 2017)

GRAPHIC SCALE

100' 75' 0' 100'

Scale: 1" = 100'

FAA APPROVAL

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
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T: 801.904.4000
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Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

Building Area Plan South

La Verne, California

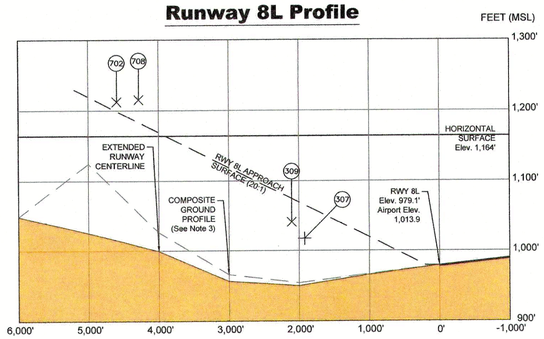
AIP Project No. 3-06-0049-011-2014

April 2017

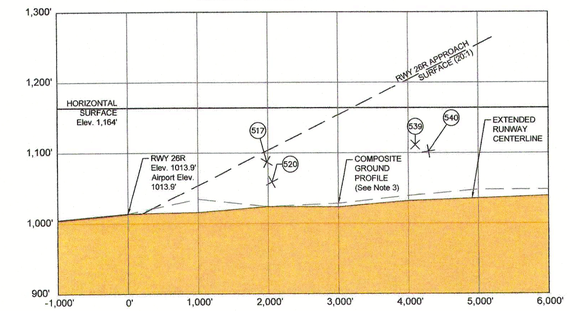
LEGEND

DESCRIPTION	EXISTING	FUTURE
PART 77 SURFACE (PLAN VIEW)		SAME
PART 77 CONTOUR (PLAN VIEW)		SAME
PART 77 SURFACE (PROFILE)		SAME
COMPOSITE GROUND PROFILE		SAME
CONICAL/HORIZONTAL SURFACE (PROFILE VIEW)		SAME
RUNWAY PAVEMENT		SAME
EXTENDED RWY ℄ GROUND PROFILE		SAME
PART 77 GROUND PENETRATIONS		SAME
PART 77 URBAN PENETRATIONS		SAME

Runway 8L Profile



Runway 26R Profile

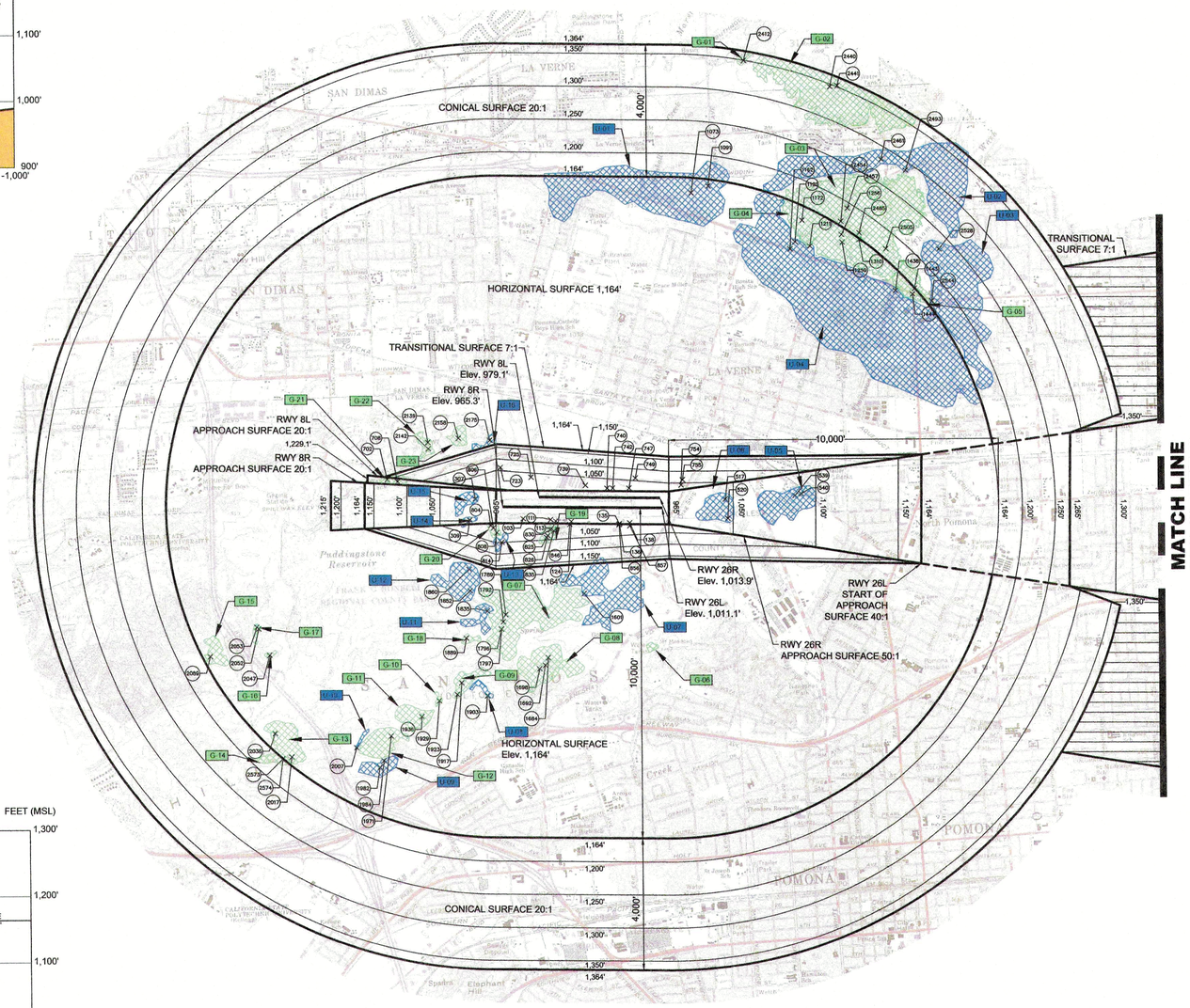


SURFACE ELEVATION

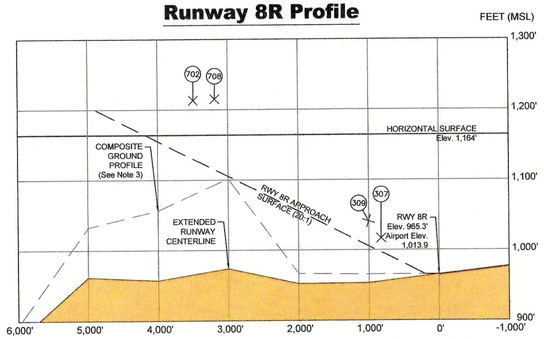
SURFACE	ELEVATION
AIRPORT ELEVATION	1013.9
END OF RUNWAY 8R	965.3'
END OF RUNWAY 26L	1,011.1'
END OF RUNWAY 8L	979.1'
END OF RUNWAY 26R	1,013.9'
HORIZONTAL SURFACE	1,164'
CONICAL SURFACE (UPPER LIMIT)	1,364'
APPROACH SURFACE 8L (UPPER LIMIT)	1,215'
APPROACH SURFACE 8R (UPPER LIMIT)	1,215'
APPROACH SURFACE 26L (UPPER LIMIT)	2,210'
APPROACH SURFACE 26R (UPPER LIMIT)	2,210'

SURFACE DIMENSION

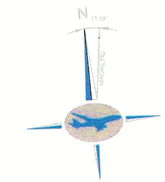
SURFACE	DIMENSION
PRIMARY SURFACE WIDTH	500'
APPROACH SURFACE 8L (INNER WIDTH)	250'
APPROACH SURFACE 8R (INNER WIDTH)	1000'
APPROACH SURFACE 26R (INNER WIDTH)	250'
APPROACH SURFACE 26L (INNER WIDTH)	1,000'
APPROACH SURFACE 8L (OUTER WIDTH)	1,250'
APPROACH SURFACE 8R (OUTER WIDTH)	1,500'
APPROACH SURFACE 26R (OUTER WIDTH)	1,250'
APPROACH SURFACE 26L (OUTER WIDTH)	16,000'
APPROACH SURFACE 8L (LENGTH)	5,000'
APPROACH SURFACE 8R (LENGTH)	5,000'
APPROACH SURFACE 26R (LENGTH)	5,000'
APPROACH SURFACE 26L (LENGTH)	50,000'
CONICAL SURFACE WIDTH	4,000'



Runway 8R Profile



FAA APPROVAL



Annual Rate of Change -0°5' W Min./Year (January 2017)

PROFILE GRAPHIC SCALE

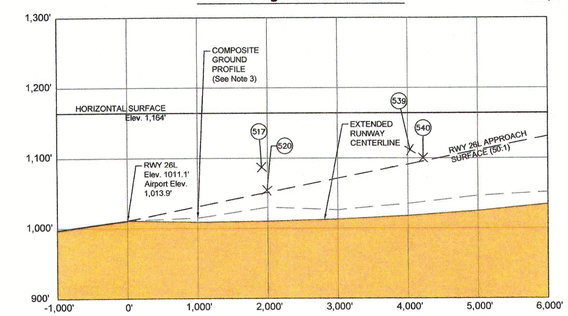
1,000' 500' 0' 1,000'

Horizontal Scale: 1" = 1,000'

100' 50' 0' 100'

Vertical Scale: 1" = 100'

Runway 26L Profile



Map Scale: 1" = 2,000'

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.
2. CFR Part 77 surfaces are based on the ultimate runway end locations.
3. A composite ground profile is based on the highest terrain across the width and along the length of the approach surface.
4. Close in obstructions are shown on the Inner Portion of The Approach Surface Drawings on Sheets 9, 10, 11, 12, and 13.
5. Obstructions and ground elevations are estimated from ground contours and Google Earth imagery and should be verified by field survey. FAA UDDF website, PIR data collected in 2011, LPV data collected in 2012.
6. USGS Map used for base: Los Angeles County.
7. There are no known height restriction ordinances or statues.
6. Additional data for each obstruction can be found on sheets 14 - 18 Airport Obstruction Datasheet - 1 through Airport Obstruction Datasheet - 8.

OBSTRUCTION AREA KEY

ID TAG	AREA TYPE	DESCRIPTION
G-XX	GROUND	Area where terrain penetrates an airspace surface.
U-XX	URBAN	Area where multiple natural and/or manmade obstacles penetrate an airspace surface.

[1] For obstruction data range information, see Sheets 14 -21, Obstruction Location

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AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

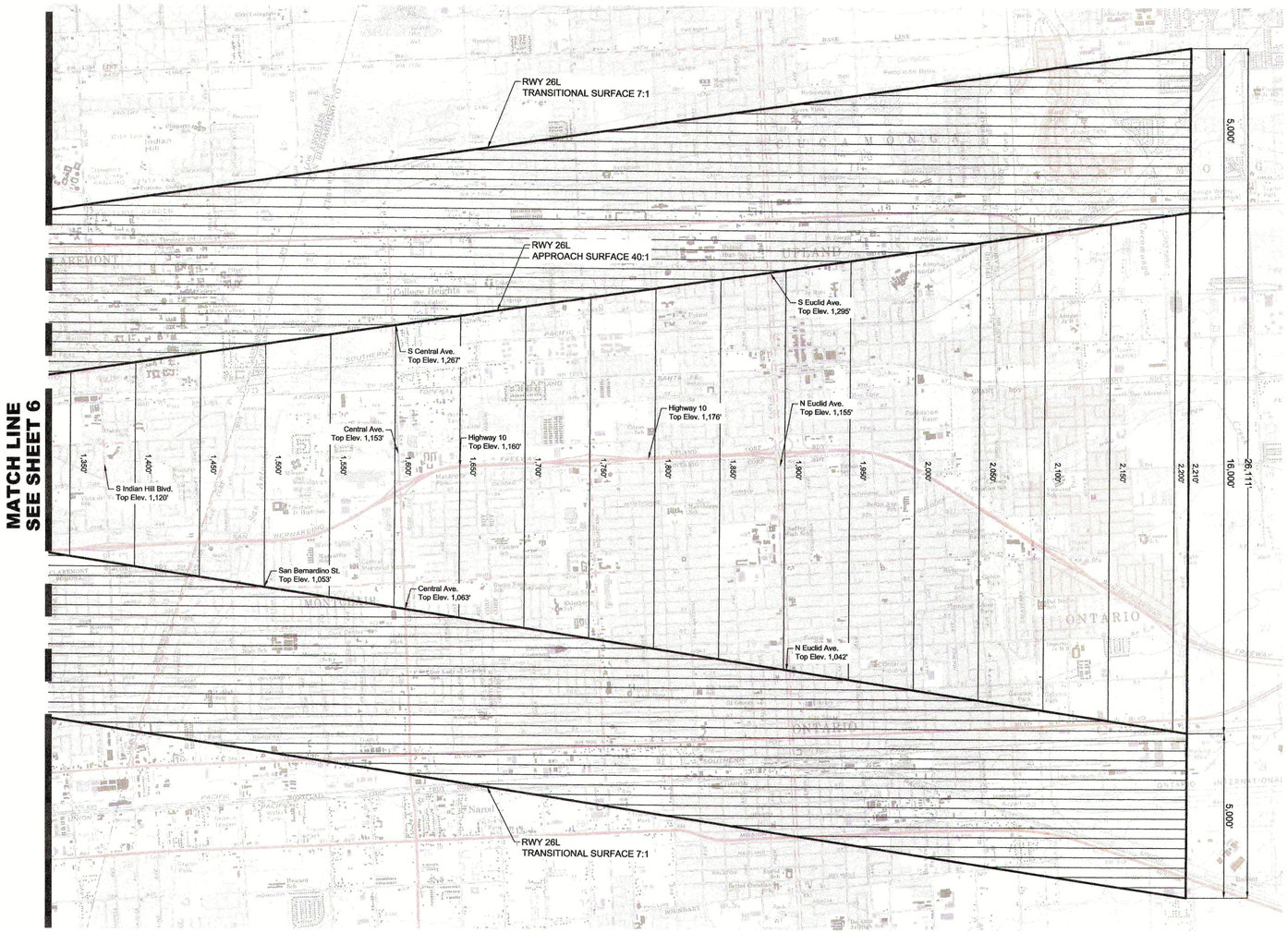
Brackett Field

Airport Airspace Drawing - 1

La Verne, California

AIP Project No. 3-06-0049-011-2014

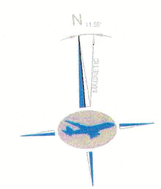
April 2017



LEGEND		
DESCRIPTION	EXISTING	FUTURE
PART 77 CONTOUR		SAME
PART 77 SURFACE		SAME

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.
2. CFR Part 77 surfaces are based on the ultimate runway end locations.
3. Close in obstructions are shown on the Inner Portion of The Approach Surface Drawings on Sheets 9, 10, 11, 12, and 13.
4. Obstructions and ground elevations are estimated from ground contours and Google Earth imagery and should be verified by field survey. FAA UDDF website, PIR data collected in 2011, LPV data collected in 2012.
5. USGS Map used for base: Los Angeles County.
6. There are no known height restriction ordinances or statues.
7. Additional data for each obstruction can be found on sheets 14 - Airport Obstruction Datasheet - 1 through 21 - Airport Obstruction Datasheet - 8.



Annual Rate of Change -0°5' W Min./Year (January 2017)

GRAPHIC SCALE

2,000' 1,000' 0' 2,000'

Scale: 1" = 2,000'

FAA APPROVAL

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AECOM
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SALT LAKE CITY, UTAH 84107
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Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

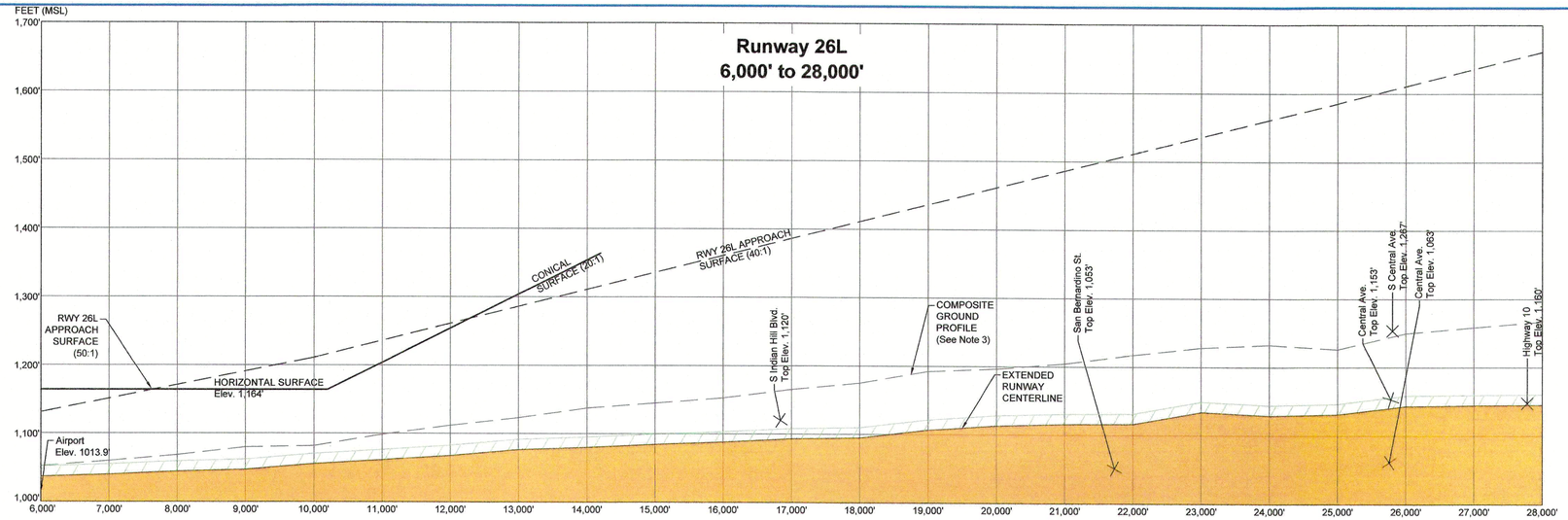
Brackett Field

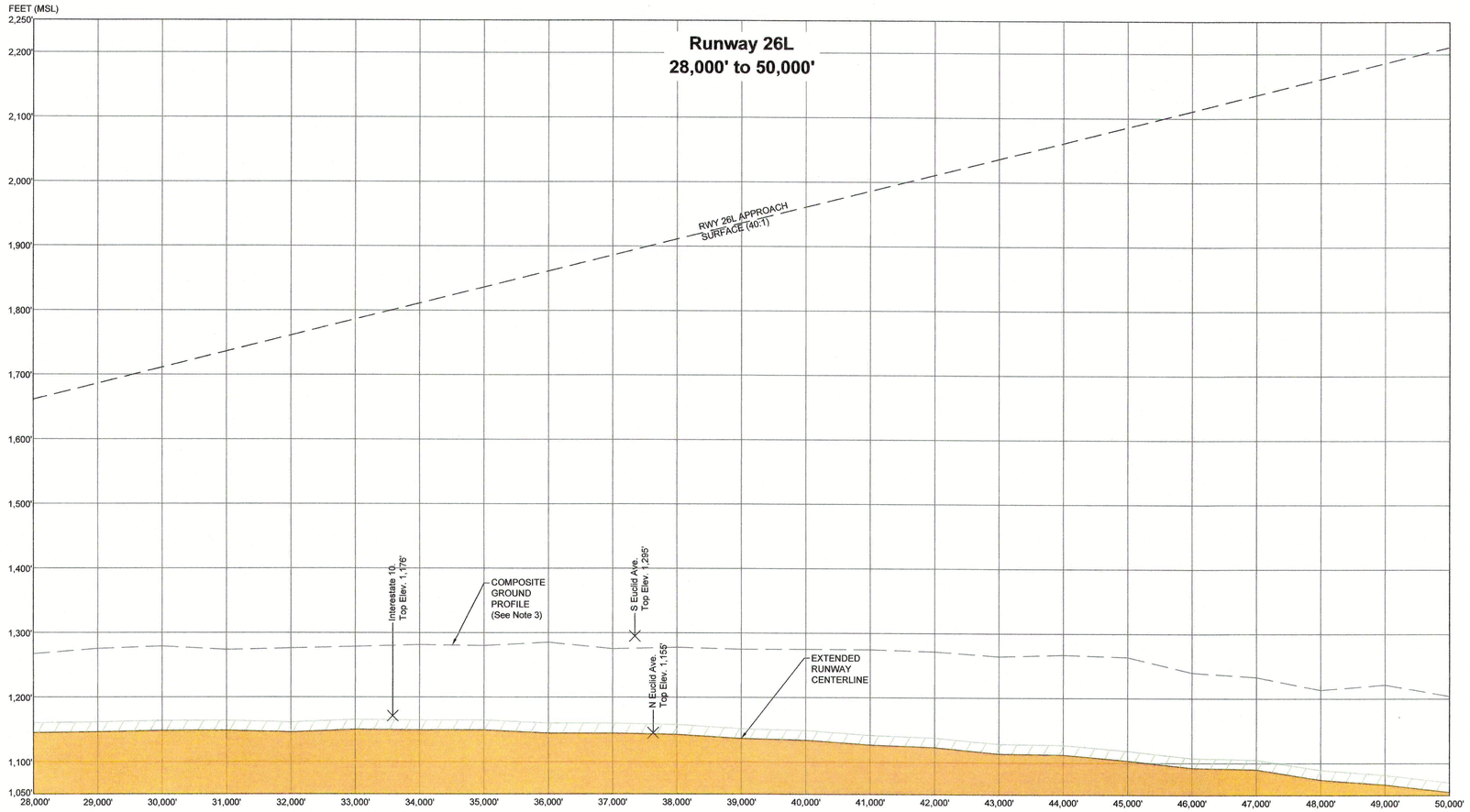
Airport Airspace Drawing - 2

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017



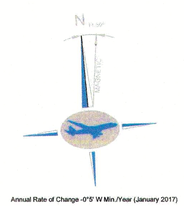


LEGEND

DESCRIPTION	EXISTING	FUTURE
PART 77 SURFACE		SAME
COMPOSITE GROUND PROFILE		SAME
CONICAL/HORIZONTAL SURFACE (PROFILE VIEW)		SAME
EXTENDED RWY ℄ GROUND PROFILE		SAME
URBAN AREA		SAME

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.
2. CFR Part 77 surfaces are based on the ultimate runway location.
3. A composite ground profile is based on the highest terrain across the width and along the length of the approach surface.
4. Close in obstructions are shown on the Inner Portion of The Approach Surface Drawings on Sheets 9, 10, 11, 12, and 13.
5. Obstructions and ground elevations are estimated from ground contours and Google Earth imagery and should be verified by field survey. FAA UDDF website, PIR data collected in 2011, LPV data collected in 2012.
6. USGS Map used for base: Los Angeles County.
7. There are no known height restriction ordinances or statues.
8. Additional data for each obstruction can be found on sheets 14 - Airport Obstruction Datasheet - 1 through 21 - Airport Obstruction Datasheet - 8



PROFILE GRAPHIC SCALE

1,000' 500' 0' 1,000'

Horizontal Scale: 1" = 1,000'

100' 50' 0' 100'

Vertical Scale: 1" = 100'

FAA APPROVAL

AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

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Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

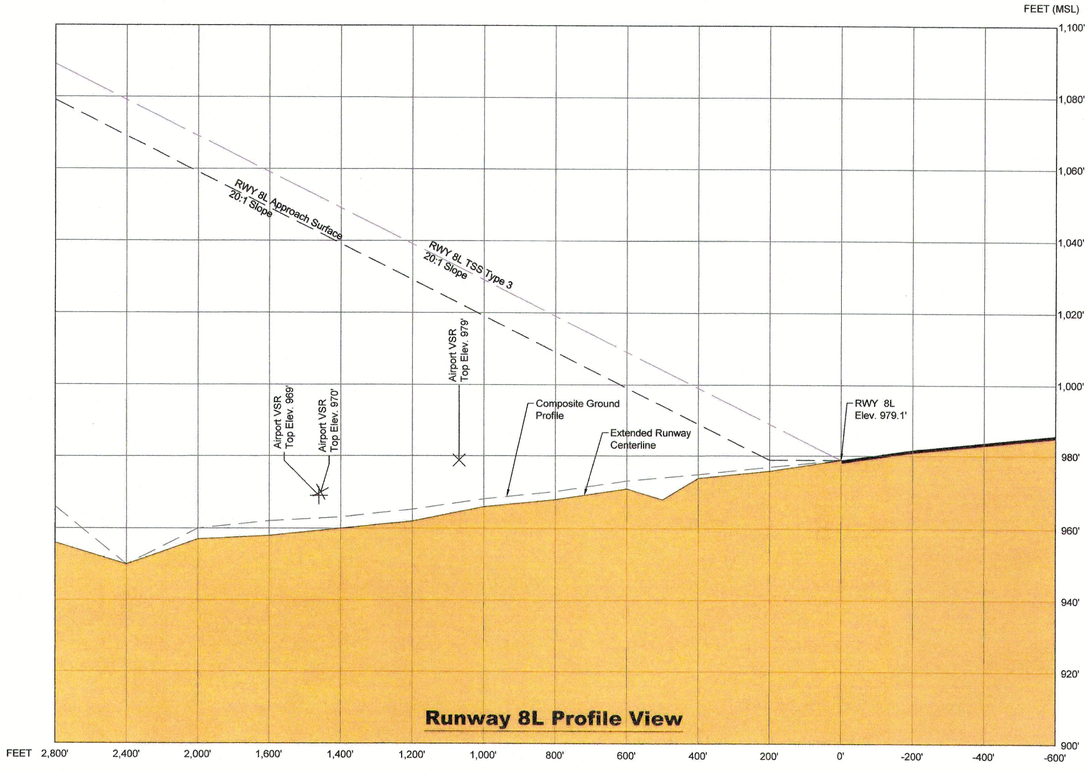
Brackett Field

Airport Airspace Drawing - 3

La Verne, California

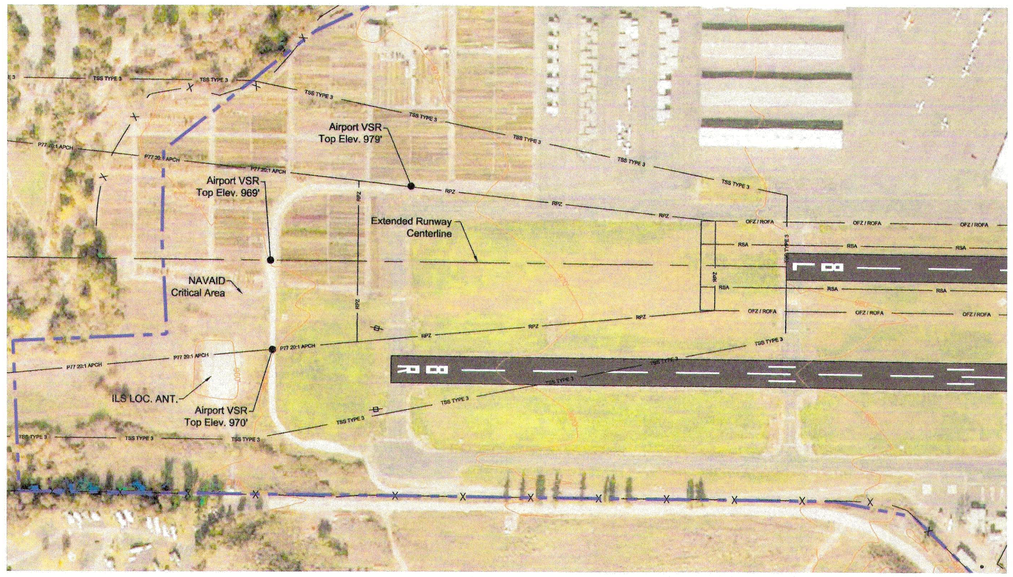
AIP Project No. 3-06-0049-011-2014

April 2017



Runway 8L Profile View

Runway 8L Plan View

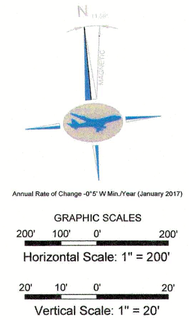


SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.
2. All elevations are in feet above mean sea level (MSL).
3. Obstruction and ground elevations are estimated from provided ground contours and Google Earth imagery and should be verified by field survey.
4. Image source: Bing Imagery, October 2016.
5. Traverse way elevations have been increased by 15 feet for public roads, 17 feet for highways, and 10 feet for private roads to accommodate mobile objects. These elevations have been added to the CFR Part 77 approach surface and extended runway centerline intersection elevations.
6. Obstruction data is limited to location only on this sheet in which none were found, additional data for each obstruction can be found on sheets Additional data for each obstruction can be found on sheets 14 - 21 Airport Obstruction Datasheet - 1 through Airport Obstruction Datasheet - 8.
7. Line of sight whole runway profile not depicted due to inadequate runway centerline elevation information.
8. ROFA presented for both runways is a composite representation.
9. Obstructions and ground elevations are estimated from ground contours and Google Earth imagery and should be verified by field survey. FAA UDDF website, PIR data collected in 2011, LPV data collected in 2012.
10. The 8L RPZ is entirely on the airport property. There is no proposed Avigation Easement.

LEGEND

DESCRIPTION	EXISTING	FUTURE
RUNWAY PAVEMENT		SAME
AIRPORT BOUNDARY		SAME
AVIGATION EASEMENT	NONE (SEE NOTE 10)	SAME
ROAD	AERIAL IMAGERY	SAME
FENCE	X	SAME
RUNWAY SAFETY AREA (RSA)	RSA	SAME
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ)	OFZ	SAME
RUNWAY PROTECTION ZONE (RPZ)	RPZ	SAME
PART 77 APPROACH SURFACE (PLAN VIEW)	P77 20:1 APCH	SAME
PART 77 APPROACH SURFACE (PROFILE VIEW)		SAME
THRESHOLD SITING SURFACE (TSS) (PLAN VIEW)	TSS TYPE 3	SAME
THRESHOLD SITING SURFACE (PROFILE VIEW)		SAME
COMPOSITE GROUND PROFILE		SAME
EXTENDED RUNWAY ℄ GROUND PROFILE		SAME
GROUND CONTOURS	970	SAME



FAA APPROVAL

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AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

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Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

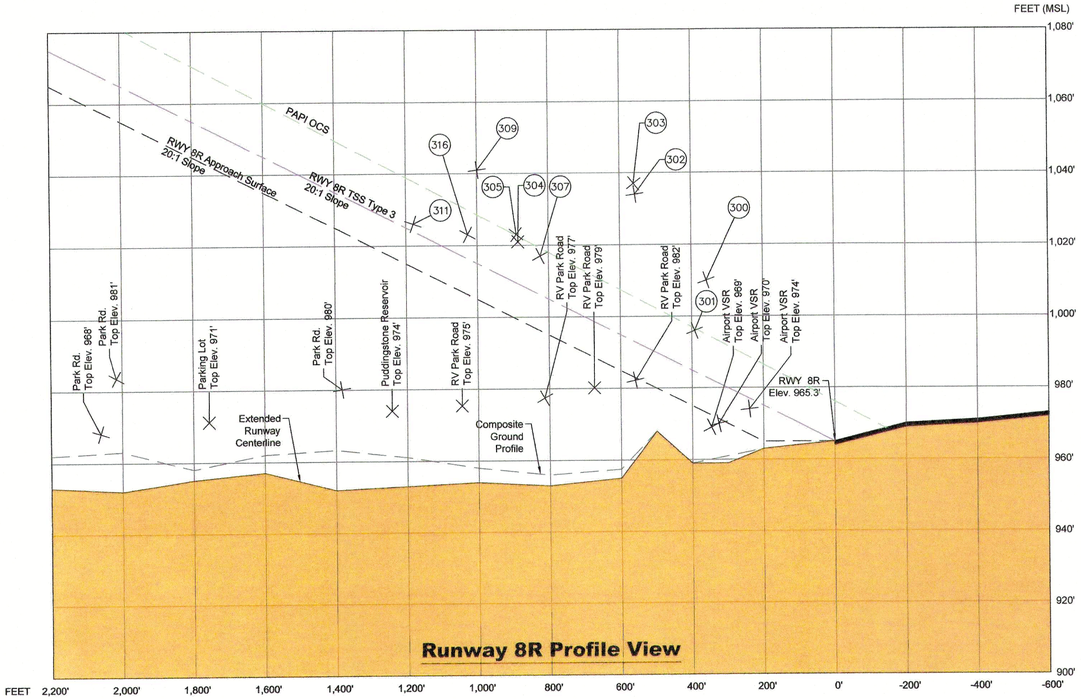
Inner Portion of the Approach Surface Drawing Runway 8L

La Verne, California

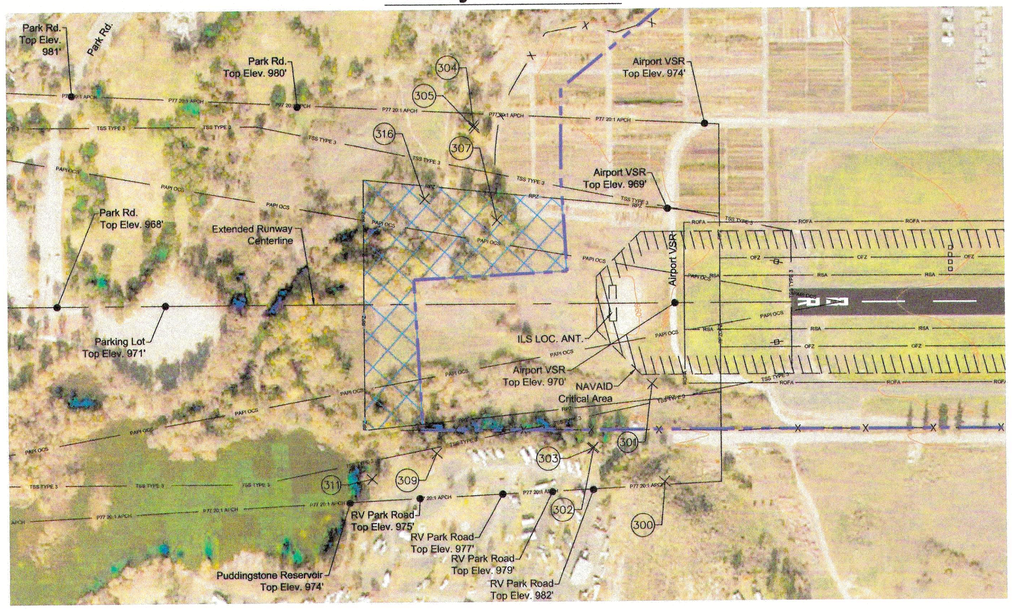
AIP Project No. 3-06-0049-011-2014

April 2017

Sheet No. 9 of 23



Runway 8R Plan View

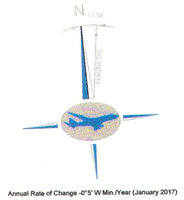


SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.
2. All elevations are in feet above mean sea level (MSL).
3. Obstruction and ground elevations are estimated from provided ground contours and Google Earth imagery and should be verified by field survey.
4. Image source: Bing Imagery, October 2016.
5. Traverse way elevations have been increased by 15 feet for public roads, 17 feet for highways, and 10 feet for private roads.
6. Additional data for each obstruction can be found on sheets 14 - 21 Airport Obstruction Datasheet - 1 through Airport Obstruction Datasheet - 8.
7. Line of sight whole runway profile not depicted due to inadequate runway centerline elevation information.
8. Obstructions and ground elevations are estimated from ground contours and Google Earth imagery and should be verified by field survey. FAA UDDF website, PIR data collected in 2011, LPV data collected in 2012.

LEGEND

DESCRIPTION	EXISTING	FUTURE
RUNWAY PAVEMENT		SAME
AIRPORT BOUNDARY		SAME
AVIGATION EASEMENT	NONE	
ROAD	AERIAL IMAGERY	SAME
FENCE	X	NONE
RUNWAY SAFETY AREA (RSA)	RSA	SAME
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ)	OFZ	SAME
RUNWAY PROTECTION ZONE (RPZ)	RPZ	SAME
PART 77 APPROACH SURFACE (PLAN VIEW)	P77 20:1 APCH	SAME
PART 77 APPROACH SURFACE (PROFILE VIEW)		SAME
THRESHOLD SITING SURFACE (TSS) (PLAN VIEW)	TSS TYPE 3	SAME
THRESHOLD SITING SURFACE (PROFILE VIEW)		SAME
PAPI OBSTACLE CLEARANCE SURFACE (OCS)	PAPI OCS	SAME
PAPI OCS (PROFILE VIEW)		SAME
COMPOSITE GROUND PROFILE		SAME
EXTENDED RUNWAY ℄ GROUND PROFILE		SAME
GROUND CONTOURS	960'	SAME



Annual Rate of Change -0°5' W Min./Year (January 2017)

GRAPHIC SCALES

200' 100' 0' 200'

Horizontal Scale: 1" = 200'

20' 10' 0' 20'

Vertical Scale: 1" = 20'

FAA APPROVAL

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

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Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

Inner Portion of the Approach Surface Drawing Runway 8R

La Verne, California

AIP Project No. 3-06-0049-011-2014

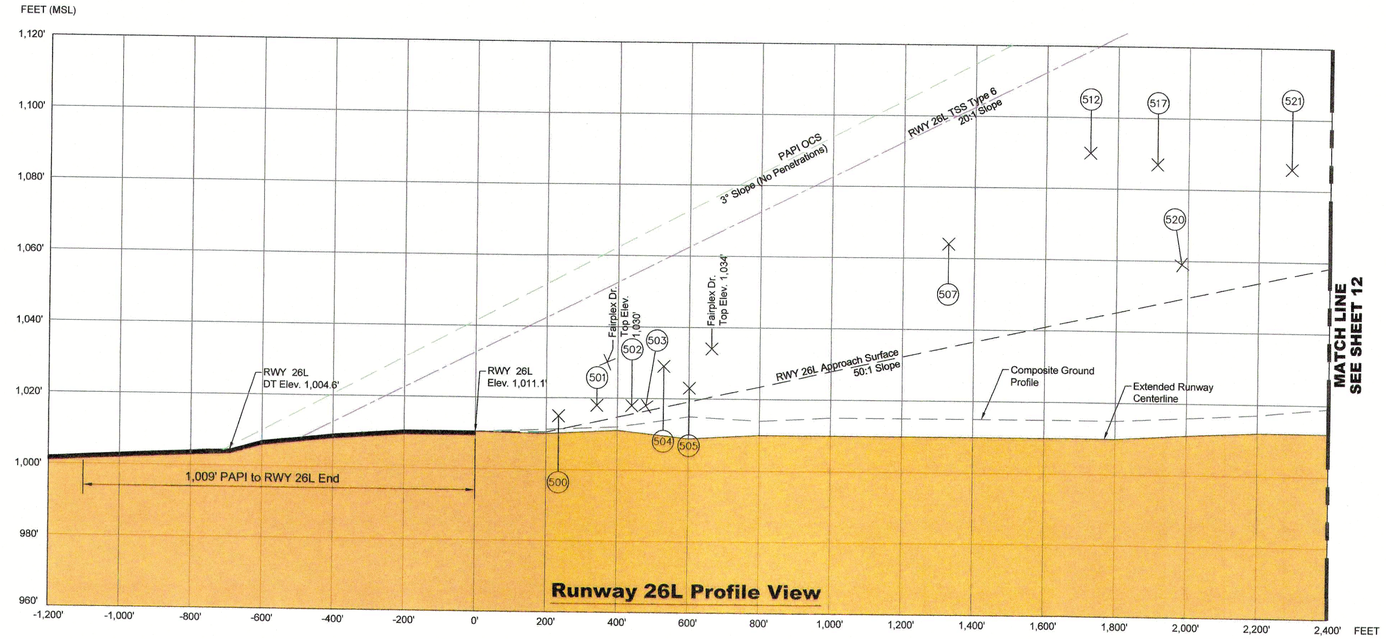
April 2017

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.
2. All elevations are in feet above mean sea level (MSL).
3. Obstruction and ground elevations are estimated from provided ground contours and Google Earth imagery and should be verified by field survey.
4. Image source: Bing Imagery, October 2016.
5. Traverse way elevations have been increased by 15 feet for public roads, 17 feet for highways, and 10 feet for private roads.
6. Obstruction data is limited to location only on this sheet in which none were found, additional data for each obstruction can be found on sheets Additional data for each obstruction can be found on sheets 14 - 21 Airport Obstruction Datasheet - 1 through Airport Obstruction Datasheet - 8.
7. Line of sight whole runway profile not depicted due to inadequate runway centerline elevation information.
8. Obstructions and ground elevations are estimated from ground contours and Google Earth imagery and should be verified by field survey. FAA UDDF website, PIR data collected in 2011, LPV data collected in 2012.
9. Threshold siting surface is not shown in plan view for clarity.

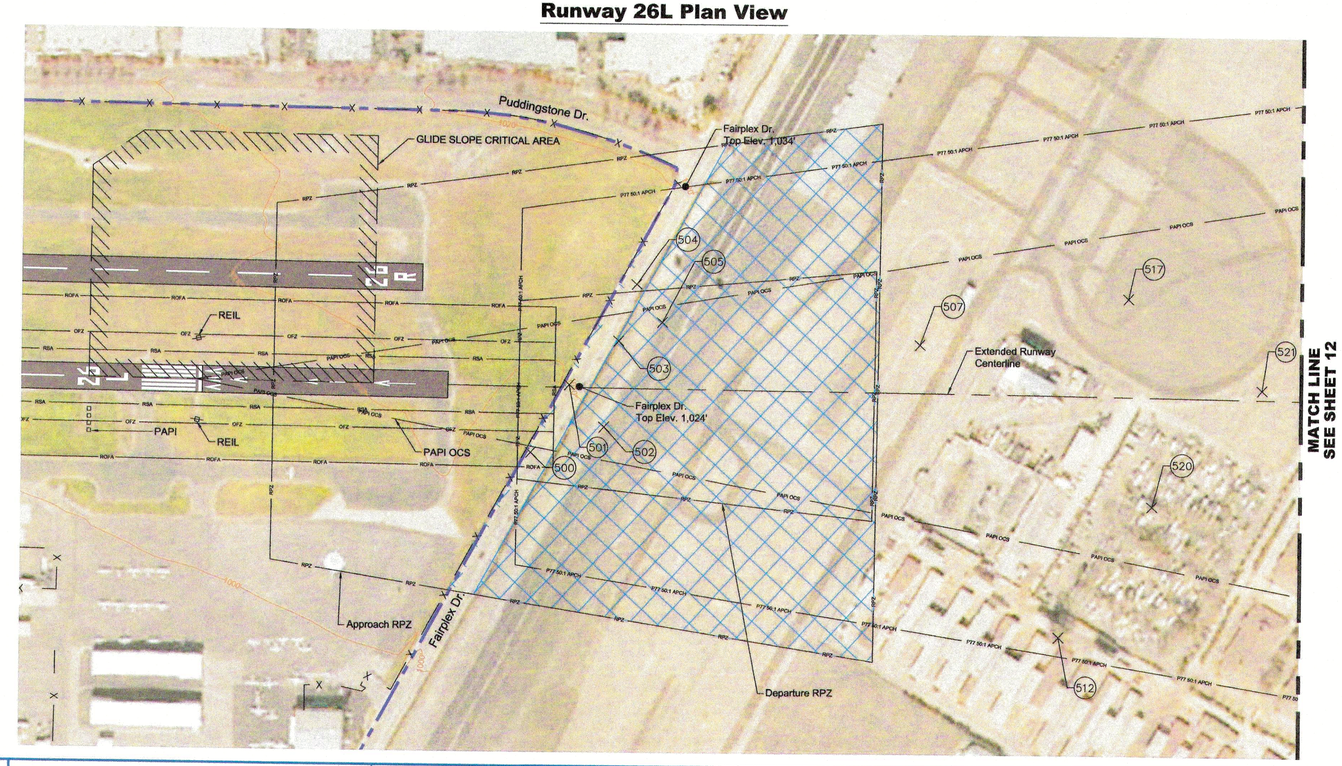
LEGEND

DESCRIPTION	EXISTING	FUTURE
RUNWAY PAVEMENT		SAME
AIRPORT BOUNDARY		SAME
AVIGATION EASEMENT	NONE	
ROAD	AERIAL IMAGERY	SAME
FENCE	X	SAME
RUNWAY SAFETY AREA (RSA)	RSA	SAME
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ)	OFZ	SAME
RUNWAY PROTECTION ZONE (RPZ)	RPZ	SAME
PART 77 APPROACH SURFACE (PLAN VIEW)	P77 50:1 APCH	SAME
PART 77 APPROACH SURFACE (PROFILE VIEW)		SAME
THRESHOLD SITING SURFACE (PROFILE VIEW)		SAME
PAPI OBSTACLE CLEARANCE SURFACE (OCS)	PAPI OCS	SAME
PAPI OCS (PROFILE VIEW)		SAME
COMPOSITE GROUND PROFILE		SAME
EXTENDED RUNWAY ℄ GROUND PROFILE		SAME
GROUND CONTOURS	1000	SAME

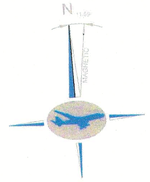


Runway 26L Profile View

Runway 26L Plan View



FAA APPROVAL



Annual Rate of Change -0°5' W Min./Year (January 2017)

GRAPHIC SCALES

200' 100' 0' 200'

Horizontal Scale: 1" = 200'

20' 10' 0' 20'

Vertical Scale: 1" = 20'

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756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107

T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By:	No.	Revision	By	App.	Date
JMC	1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017
Drafted By: VLP					
Checked By: ADC					
Approved By: AWS					

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Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

Inner Portion of the Approach Surface Drawing
Runway 26L - 1

La Verne, California

AIP Project No.
3-06-0049-011-2014

April 2017

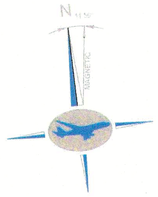
SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.
2. All elevations are in feet above mean sea level (MSL).
3. Obstruction and ground elevations are estimated from provided ground contours and Google Earth imagery and should be verified by field survey.
4. Image source: Bing Imagery, October 2016.
5. Traverse way elevations have been increased by 15 feet for public roads, 17 feet for highways, and 10 feet for private roads to accommodate mobile objects. These elevations have been added to the CFR Part 77 approach surface and extended runway centerline intersection elevations.
6. Obstruction data is limited to location only on this sheet in which none were found, additional data for each obstruction can be found on sheets Additional data for each obstruction can be found on sheets 14 - 21 Airport Obstruction Datasheet - 1 through Airport Obstruction Datasheet - 8.
7. Line of sight whole runway profile not depicted due to inadequate runway centerline elevation information.
9. Obstructions and ground elevations are estimated from ground contours and Google Earth imagery and should be verified by field survey. FAA UDDF website, PIR data collected in 2011, LPV data collected in 2012.
10. PAPI Obstacle Clearance Surface exceeds current elevation shown in profile view.
11. Threshold siting surface not shown in plan view for clarity.

LEGEND

DESCRIPTION	EXISTING	FUTURE
ROAD	AERIAL IMAGERY	SAME
PART 77 APPROACH SURFACE (PLAN VIEW)	P77 50:1 APCH	SAME
PART 77 APPROACH SURFACE (PROFILE VIEW)		SAME
PAPI OBSTACLE CLEARANCE SURFACE (OCS)	PAPI OCS	SAME
COMPOSITE GROUND PROFILE		SAME
EXTENDED RUNWAY ℄ GROUND PROFILE		SAME

FAA APPROVAL



Annual Rate of Change -0°5' W Min./Year (January 2017)

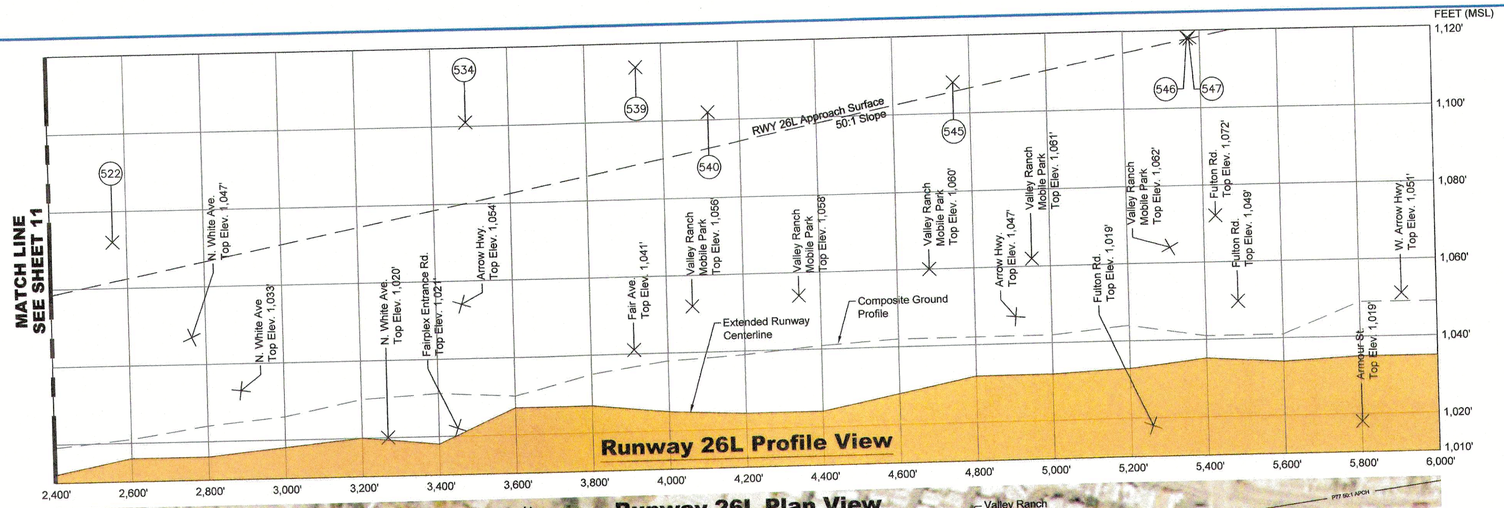
GRAPHIC SCALES

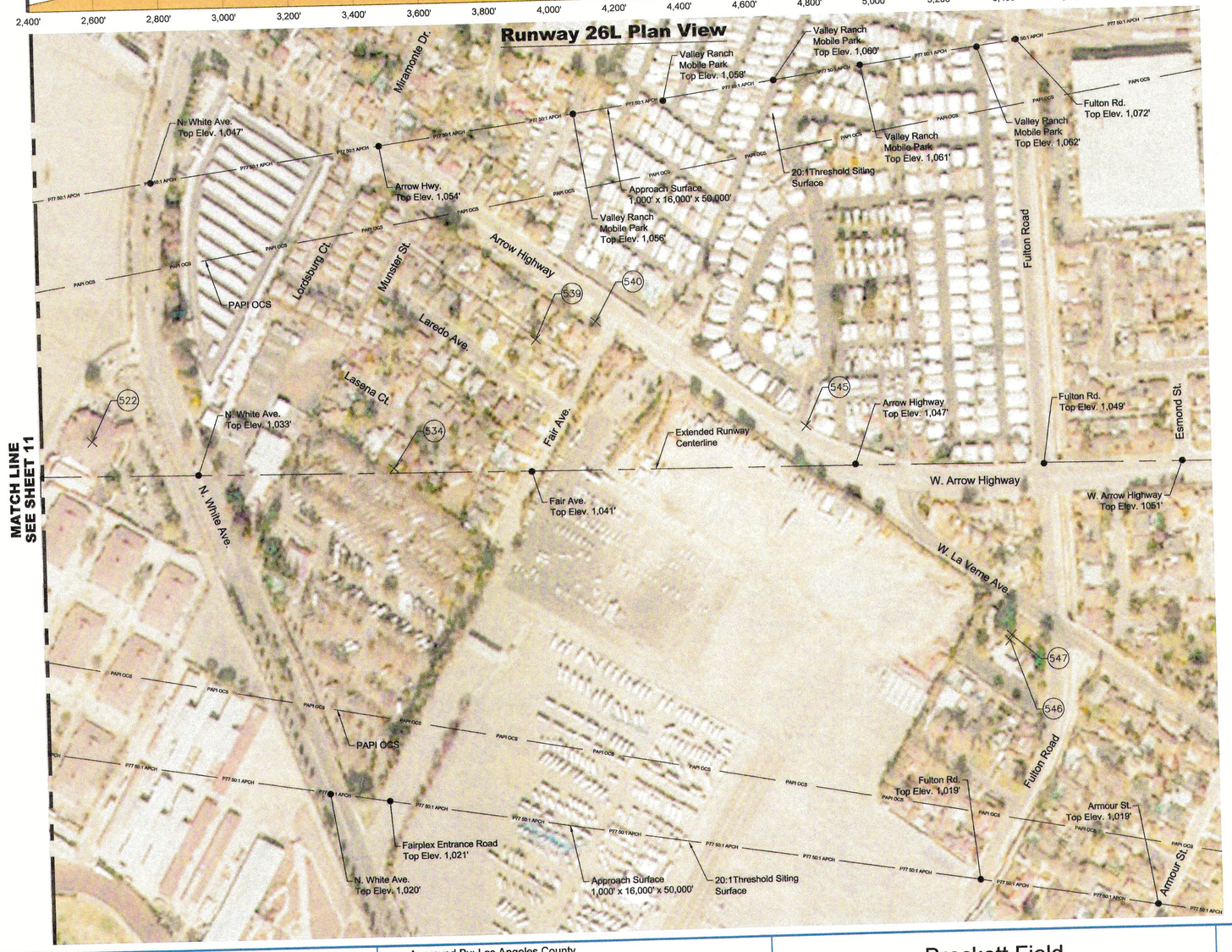
200' 100' 0' 200'

Horizontal Scale: 1" = 200'

20' 10' 0' 20'

Vertical Scale: 1" = 20'





AECOM
ST WINCHESTER ST., SUITE 400
AKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By:	No.	Revision	By	App.	Date
JMC	1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017
Drafted By: VLP					
Checked By: ADC					
Approved By: AWS					

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Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

Inner Portion of the Approach Surface Drawing Runway 26L - 2

La Verne, California

AIP Project No.
3-06-0049-011-2014

April 2017

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.
2. All elevations are in feet above mean sea level (MSL).
3. Obstruction and ground elevations are estimated from provided ground contours and Google Earth imagery and should be verified by field survey.
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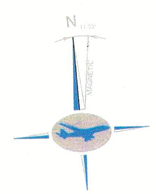
8. Obstructions and ground elevations are estimated from ground contours and Google Earth imagery and should be verified by field survey. FAA UDDF website, PIR data collected in 2011, LPV data collected in 2012.

LEGEND

DESCRIPTION	EXISTING	FUTURE
RUNWAY PAVEMENT		SAME
AIRPORT BOUNDARY		SAME
AVIGATION EASEMENT	NONE	
ROAD	AERIAL IMAGERY	SAME
FENCE	X	SAME
RUNWAY SAFETY AREA (RSA)	RSA	SAME
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ)	OFZ	SAME
RUNWAY PROTECTION ZONE (RPZ)	RPZ	SAME
PART 77 APPROACH SURFACE (PLAN VIEW)	P77 20:1 APCH	SAME
PART 77 APPROACH SURFACE (PROFILE VIEW)		SAME
THRESHOLD SITING SURFACE (TSS) (PLAN VIEW)	TSS TYPE 3	SAME
THRESHOLD SITING SURFACE (PROFILE VIEW)		SAME
COMPOSITE GROUND PROFILE		SAME
EXTENDED RUNWAY ℄ GROUND PROFILE		SAME
GROUND CONTOURS	1010	SAME

FAA APPROVAL



Annual Rate of Change -0°5' W Min./Year (January 2017)

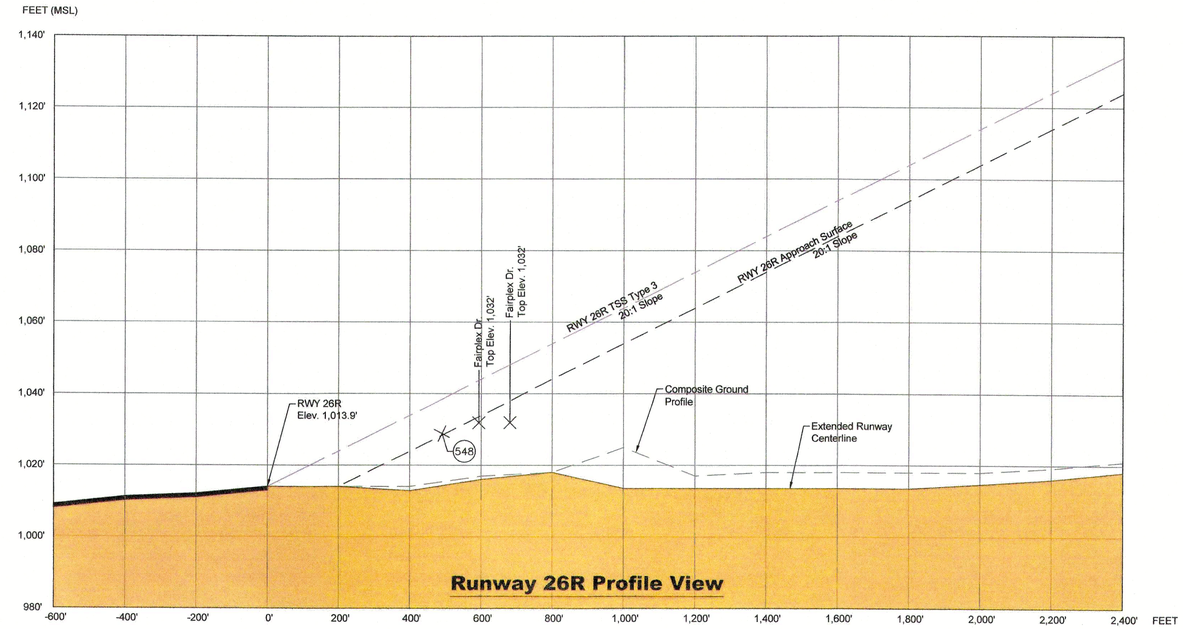
GRAPHIC SCALES

200' 100' 0' 200'

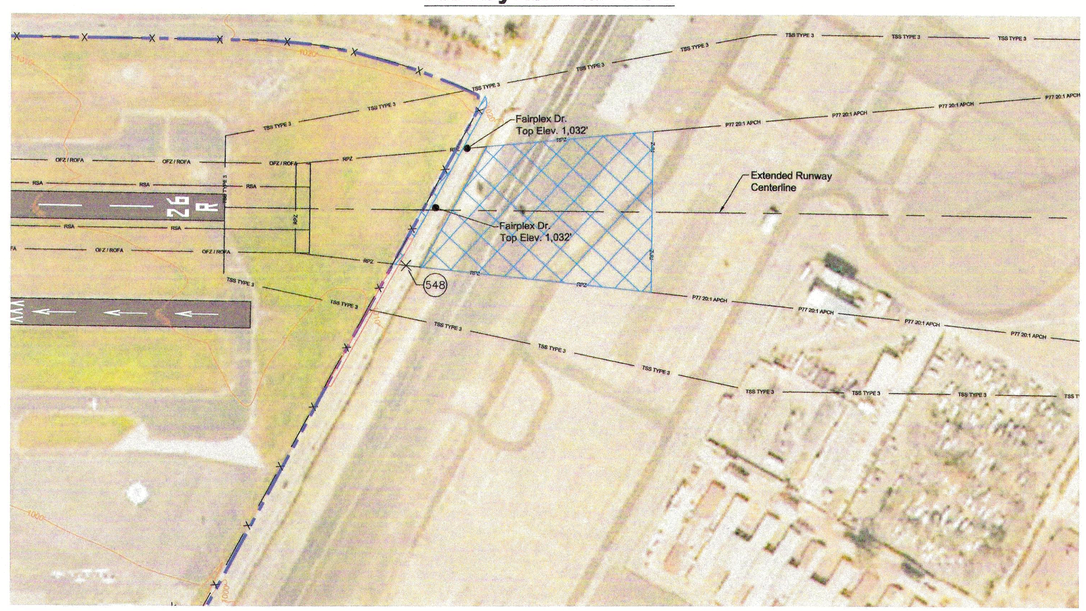
Horizontal Scale: 1" = 200'

20' 10' 0' 20'

Vertical Scale: 1" = 20'



Runway 26R Plan View



AECOM

AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By:	No.	Revision	By	App.	Date
JMC	1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017
Drafted By: VLP					
Checked By: ADC					
Approved By: AWS					

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

Inner Portion of the Approach Surface Drawing Runway 26R

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017

Sheet No. 13 of 23

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
100	TREE	2011	1003'	969'	33'	PRIMARY	38'	0	REMOVE
101	TREE	2011	989'	969'	19'	PRIMARY	23'	0	REMOVE
102	SIGN	2011	967'	965'	1'	PRIMARY	0'	-31'	REQUIRES ADD STUDY
103	TREE	2012	1025'	971'	53'	PRIMARY	52'	0	REMOVE
104	TREE	2012	1018'	973'	44'	PRIMARY	44'	0	REMOVE
105	ROAD	2012	988'	973'	14'	PRIMARY	13'	N/A	REQUIRES ADD STUDY
106	BUSH	2012	986'	980'	5'	PRIMARY	10'	N/A	REQUIRES ADD STUDY
107	SIGN	2011	981'	979'	1'	PRIMARY	4'	N/A	REQUIRES ADD STUDY
108	SIGN	2012	979'	977'	1'	PRIMARY	3'	-2'	REQUIRES ADD STUDY
109	ROAD	2012	991'	976'	14'	PRIMARY	14'	N/A	REQUIRES ADD STUDY
110	BUSH	2011	988'	980'	7'	PRIMARY	11'	N/A	REQUIRES ADD STUDY
111	VRT STRUCT	2011	1000'	990'	9'	PRIMARY	20'	N/A	REQUIRES ADD STUDY
112	GROUND	2011	984'	984'	0'	PRIMARY	3'	N/A	REQUIRES ADD STUDY
113	TREE	2012	1049'	983'	65'	PRIMARY	68'	N/A	REMOVE
114	BUILDING	2012	1001'	983'	17'	PRIMARY	20'	N/A	REQUIRES ADD STUDY
115	BUILDING	2012	997'	984'	12'	PRIMARY	15'	N/A	REQUIRES ADD STUDY
116	BUILDING	2012	1002'	985'	16'	PRIMARY	20'	N/A	REQUIRES ADD STUDY
117	TREE	2011	1034'	985'	48'	PRIMARY	51'	N/A	REMOVE
118	BUILDING	2012	1006'	987'	18'	PRIMARY	23'	N/A	REQUIRES ADD STUDY
119	SIGN	2011	990'	987'	2'	PRIMARY	6'	N/A	REQUIRES ADD STUDY
120	SIGN	2012	990'	987'	2'	PRIMARY	6'	N/A	REQUIRES ADD STUDY
121	TREE	2011	1035'	986'	48'	PRIMARY	51'	N/A	REMOVE
122	BUILDING	2012	995'	986'	8'	PRIMARY	10'	N/A	REQUIRES ADD STUDY
123	TREE	2011	1029'	986'	42'	PRIMARY	44'	N/A	REMOVE
124	POLE	2012	1030'	986'	43'	PRIMARY	45'	N/A	REQUIRES ADD STUDY
125	GROUND	2012	991'	990'	0'	PRIMARY	4'	N/A	REQUIRES ADD STUDY
126	POLE	2012	1020'	989'	30'	PRIMARY	33'	N/A	REQUIRES ADD STUDY
127	TREE	2012	1036'	989'	46'	PRIMARY	47'	N/A	REMOVE
128	TREE	2012	1030'	989'	40'	PRIMARY	41'	N/A	REMOVE
129	BUILDING	2012	1010'	990'	19'	PRIMARY	20'	N/A	REQUIRES ADD STUDY
130	WINDSOCK	2012	1015'	992'	22'	PRIMARY	23'	N/A	REQUIRES ADD STUDY
131	BUILDING	2012	1015'	993'	21'	PRIMARY	21'	N/A	REQUIRES ADD STUDY
132	GROUND	2011	1000'	999'	0'	PRIMARY	4'	N/A	REQUIRES ADD STUDY
133	SIGN	2012	1001'	999'	1'	PRIMARY	4'	N/A	REQUIRES ADD STUDY
134	GROUND	2012	1001'	1000'	0'	PRIMARY	3'	N/A	REQUIRES ADD STUDY
135	WINDSOCK	2012	1030'	996'	33'	PRIMARY	32'	0	REQUIRES ADD STUDY
136	BUILDING	2012	1023'	996'	26'	PRIMARY	25'	N/A	REQUIRES ADD STUDY
137	GROUND	2012	1012'	1012'	0'	PRIMARY	4'	0	REQUIRES ADD STUDY
138	POLE	2012	1033'	998'	34'	PRIMARY	32'	N/A	REQUIRES ADD STUDY
139	SIGN	2012	1015'	1011'	3'	PRIMARY	7'	0	REQUIRES ADD STUDY
140	GROUND	2011	1014'	1013'	0'	PRIMARY	5'	-2	REQUIRES ADD STUDY
141	SIGN	2011	1015'	1013'	1'	PRIMARY	6'	0	REQUIRES ADD STUDY
142	GROUND	2012	1014'	1013'	0'	PRIMARY	5'	-1	REQUIRES ADD STUDY
143	SIGN	2012	1014'	1011'	2'	PRIMARY	5'	-3	REQUIRES ADD STUDY
144	GROUND	2011	1012'	1011'	0'	PRIMARY	2'	-8	REQUIRES ADD STUDY
145	GROUND	2011	1011'	1010'	0'	PRIMARY	2'	0	REQUIRES ADD STUDY
146	GROUND	2011	1010'	1010'	0'	PRIMARY	0'	0	REQUIRES ADD STUDY
147	SIGN	2011	1011'	1008'	2'	PRIMARY	1'	0	REQUIRES ADD STUDY
148	SIGN	2012	1016'	1007'	8'	PRIMARY	6'	0	REQUIRES ADD STUDY
149	ROAD	2012	1017'	1001'	15'	PRIMARY	7'	0	REQUIRES ADD STUDY
150	GROUND	2011	1015'	1013'	1'	PRIMARY	4'	-12	REQUIRES ADD STUDY
300	BUSH	2011	1010'	1008'	1'	APPROACH	37'	0	TRIM OR REMOVE
301	TREE	2011	996'	957'	38'	APPROACH	21'	-20'	TRIM OR REMOVE
302	TREE	2011	1034'	969'	64'	APPROACH	51'	N/A	TRIM OR REMOVE
303	TREE	2011	1037'	969'	67'	APPROACH	54'	N/A	TRIM OR REMOVE
304	TREE	2011	1021'	951'	69'	APPROACH	21'	-58'	TRIM OR REMOVE
305	TREE	2011	1023'	951'	71'	APPROACH	23'	-56'	TRIM OR REMOVE
306	TREE	2011	1018'	954'	63'	APPROACH	20'	N/A	TRIM OR REMOVE
307	TREE	2011	1017'	953'	63'	APPROACH	20'	-20'	TRIM OR REMOVE
308	TREE	2011	1034'	965'	68'	APPROACH	35'	-5'	TRIM OR REMOVE
309	TREE	2011	1041'	961'	79'	APPROACH	36'	N/A	TRIM OR REMOVE
310	TREE	2011	1014'	954'	59'	APPROACH	1'	N/A	TRIM OR REMOVE
311	TREE	2011	1026'	944'	81'	APPROACH	12'	N/A	TRIM OR REMOVE
312	TREE	2011	1015'	955'	59'	APPROACH	8'	-33'	TRIM OR REMOVE
313	TREE	2011	1026'	952'	73'	APPROACH	13'	-28'	TRIM OR REMOVE
314	TREE	2011	1021'	950'	70'	APPROACH	15'	-26'	TRIM OR REMOVE
315	TREE	2011	1022'	953'	68'	APPROACH	15'	-25'	TRIM OR REMOVE
316	TREE	2011	1023'	955'	67'	APPROACH	13'	-28'	TRIM OR REMOVE
317	TREE	2011	1025'	950'	74'	APPROACH	4'	-37'	TRIM OR REMOVE
318	TREE	2011	1025'	950'	74'	APPROACH	4'	-37'	TRIM OR REMOVE
319	TREE	2011	1025'	952'	72'	APPROACH	1'	-40'	TRIM OR REMOVE
320	TREE	2011	1032'	951'	80'	APPROACH	8'	-33'	TRIM OR REMOVE
321	TREE	2011	1034'	952'	81'	APPROACH	14'	-27'	TRIM OR REMOVE
322	TREE	2011	1032'	951'	80'	APPROACH	12'	-29'	TRIM OR REMOVE
323	TREE	2011	1032'	952'	79'	APPROACH	12'	-29'	TRIM OR REMOVE
324	TREE	2011	1033'	950'	82'	APPROACH	9'	-32'	TRIM OR REMOVE
325	TREE	2011	1117'	1054'	62'	APPROACH	9'	-31'	TRIM OR REMOVE
326	TREE	2012	1143'	1085'	57'	APPROACH	31'	-47'	TRIM OR REMOVE
327	BUILDING	2012	1117'	1087'	29'	APPROACH	2'	-77'	TO REMAIN
328	TREE	2012	1168'	1048'	119'	APPROACH	53'	12'	TRIM OR REMOVE
329	TREE	2011	1149'	1071'	77'	APPROACH	29'	19	TRIM OR REMOVE

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
500	VRT STRUCT	2011	1015'	1005'	9'	APPROACH	3'	-29'	REQUIRES ADD STUDY
501	VRT STRUCT	2011	1018'	1008'	9'	APPROACH	4'	-31'	REQUIRES ADD STUDY
502	VRT STRUCT	2011	1018'	1006'	11'	APPROACH	2'	-36'	REQUIRES ADD STUDY
503	BUSH	2011	1018'	1011'	6'	APPROACH	1'	-38'	TRIM OR REMOVE
504	ROAD	2012	1029'	1013'	15'	APPROACH	11'	-29'	REQUIRES ADD STUDY
505	VRT STRUCT	2011	1023'	1010'	12'	APPROACH	4'	-39'	REQUIRES ADD STUDY
506	POLE	2011	1047'	1004'	42'	APPROACH	17'	-42'	REQUIRES ADD STUDY
507	POLE	2011	1064'	1010'	53'	APPROACH	30'	-34'	REQUIRES ADD STUDY
508	POLE	2011	1062'	1002'	59'	APPROACH	28'	-37'	REQUIRES ADD STUDY
509	POLE	2011	1062'	1003'	58'	APPROACH	27'	-40'	REQUIRES ADD STUDY
510	POLE	2011	1065'	1008'	56'	APPROACH	28'	-42'	REQUIRES ADD STUDY
511	SIGN	2011	1039'	1003'	35'	APPROACH	1'	-70'	REQUIRES ADD STUDY
512	TREE	2012	1090'	998'	91'	APPROACH	48'	-29'	TRIM OR REMOVE
513	POLE	2012	1062'	1007'	54'	APPROACH	21'	-56'	REQUIRES ADD STUDY
514	BUILDING	2011	1047'	1009'	37'	APPROACH	7'	-68'	REQUIRES ADD STUDY
515	POLE	2011	1069'	1012'	56'	APPROACH	29'	-45'	REQUIRES ADD STUDY
516	POLE	2011	1053'	1010'	42'	APPROACH	9'	-71'	REQUIRES ADD STUDY
517	POLE	2011	1087'	1013'	73'	APPROACH	42'	-41'	REQUIRES ADD STUDY
518	POLE	2011	1051'	1010'	40'	APPROACH	5'	-79'	REQUIRES ADD STUDY
519	TREE	2011	1053'	1006'	46'	APPROACH	6'	-78'	TRIM OR REMOVE
520	TREE	2011	1059'	1004'	54'	APPROACH	12'	-72'	TRIM OR REMOVE
521	POLE	2011	1086'	1011'	74'	APPROACH	33'	-61'	REQUIRES ADD STUDY
522	BUILDING	2011	1072'	1017'	54'	APPROACH	12'	-93'	REQUIRES ADD STUDY
523	TREE	2011	1087'	1023'	63'	APPROACH	21'	-93'	TRIM OR REMOVE
524	TREE	2011	1072'	1017'	54'	APPROACH	5'	-111'	TRIM OR REMOVE
525	TREE	2011	1071'	1014'	56'	APPROACH	2'	-116'	TRIM OR REMOVE
526	TREE	2011	1084'	1012'	71'	APPROACH	14'	-106'	TRIM OR REMOVE
527	TREE	2011	1078'	1014'	63'	APPROACH	7'	-115'	TRIM OR REMOVE
528	TREE	2011	1082'	1013'	68'	APPROACH	10'	-113'	TRIM OR REMOVE
529	TREE	2011	1082'	1015'	66'	APPROACH	8'	-117'	TRIM OR REMOVE
530	TREE	2011	1080'	1017'	62'	APPROACH	7'	-118'	TRIM OR REMOVE
531	TREE	2011	1101'	1025'	75'	APPROACH	22'	-110'	TRIM OR REMOVE
532	TREE	2011	1091'	1026'	64'	APPROACH	10'	-125'	TRIM OR REMOVE
533	TREE	2011	1084'	1018'	65'	APPROACH	0'	-140'	TRIM OR REMOVE
534	TREE	2011	1087'	1021'	65'	APPROACH	1'	-142'	TRIM OR REMOVE
535	TREE	2011	1095'	1030'	64'	APPROACH	10'	-132'	TRIM OR REMOVE
536	TREE	2011	1114'	1032'	81'	APPROACH	26'	-119'	TRIM OR REMOVE
537	POLE	2011	1102'	1034'	67'	APPROACH	11'	-141'	REQUIRES ADD STUDY
538	TREE	2011	1099'	1026'	72'	APPROACH	6'	-148'	TRIM OR REMOVE
539	POLE	2011	1100'	1033'	66'	APPROACH	6'	-148'	REQUIRES ADD STUDY
540	TREE	2011	1107'	1037'	69'	APPROACH	11'	-148'	TRIM OR REMOVE
541	POLE	2011	1099'	1032'	66'	APPROACH	3'	-155'	REQUIRES ADD STUDY
542	TREE	2011	1108'	1032'	75'	APPROACH	4'	-167'	TRIM OR REMOVE
543	TREE	2011	1118'	1024'	93'	APPROACH	2'	-187'	TRIM OR REMOVE
544	TREE	2012	1118'	1025'	92'	APPROACH	1'	-188'	TRIM OR REMOVE
545	TREE	2011	1108'	956'	152'	APPROACH	0.5'	-170'	TRIM OR REMOVE
546	TREE	2011	1118'	931'	187'	APPROACH	0.5'	-191'	TRIM OR REMOVE
547	TREE	2012	1118'	932'	186'	APPROACH	0.5'	-191'	TRIM OR REMOVE
548	ROAD[2]	N/A	1029'	1013'	15'	APPROACH	0.5'	-9.5'	REQUIRES ADD STUDY
700	TREE	2011	1220'	1161'	58'	TRANSITIONAL	68'	-3'	TO REMAIN
701	TREE	2011	1177'	1158'	18'	TRANSITIONAL	41'	35'	REQUIRES ADD STUDY
702	BUILDING	2011	1213'	1197'	15'	TRANSITIONAL	64'	N/A	TO REMAIN
703	TREE	2011	1231'	1196'	34'	TRANSITIONAL	78'	N/A	TO REMAIN
704	TREE	2011	1179'	1162'	16'	TRANSITIONAL	48'	28'	REQUIRES ADD STUDY
705	TREE	2011	1187'	1170'	16'	TRANSITIONAL	29'	N/A	TO REMAIN
706	TREE	2011	1188'	1162'	25'	TRANSITIONAL	27'	N/A	TO REMAIN
707	TREE	2011	1224'	1168'	55'	TRANSITIONAL	86'	N/A	TO REMAIN
708	TREE	2011	1215'	1180'	34'	TRANSITIONAL	88'	-21'	TO REMAIN
709	TREE	2011	1175'	1162'	12'	TRANSITIONAL	54'	18'	REQUIRES ADD STUDY
710	GROUND	2011	1161'	1158'	2'	TRANSITIONAL	41'	31'	REQUIRES ADD STUDY
711	TREE	2011	1198'	1145'	52'	TRANSITIONAL	52'	N/A	TO REMAIN
712	TREE	2011	1179'	1135'	43'	TRANSITIONAL	47'	N/A	TO REMAIN
713	TREE	2011	1133'	1111'	21'	TRANSITIONAL	25'	-87'	TO REMAIN
714	TREE	2011	1212'	1139'	72'	TRANSITIONAL	55'	N/A	TO REMAIN
715	TREE	2011	1197'	1139'	57'	TRANSITIONAL	36'	N/A	TO REMAIN
716	TREE	2011	1203'	1141'	61'	TRANSITIONAL	43'	N/A	TO REMAIN
717	TREE	2011	1216'	1141'	74'	TRANSITIONAL	59'	N/A	TO REMAIN
718	ANT	2011	1156'	1121'	34'	TRANSITIONAL	11'	N/A	TO REMAIN
719	TREE	2011	1032'	951'	80'	TRANSITIONAL	1'	N/A	TO REMAIN
720	TREE	2011	1067'	970'	96'	TRANSITIONAL	11'	N/A	TO REMAIN
721	TREE	2011	1020'	964'	55'	TRANSITIONAL	1'	N/A	TO REMAIN
722	TREE	2011	981'	963'	17'	TRANSITIONAL	5'	-64'	TO REMAIN
723	TREE	2012	1070'	965'	104'	TRANSITIONAL	5'	N/A	TO REMAIN
724	TREE	2012	1076'	973'	102'	TRANSITIONAL	3'	N/A	TO REMAIN
725	POLE	2012	1061'	977'	83'	TRANSITIONAL	29'	N/A	TO REMAIN
726	BUILDING	2012	1000'	978'	21'	TRANSITIONAL	3'	N/A	TO REMAIN
727	SIGN	2012	989'	978'	10'	TRANSITIONAL	12'	-4'	TO REMAIN
728	BUILDING	2011	1005'	979'	25'	TRANSITIONAL	6'	N/A	TO REMAIN
729	BUILDING	2012	1001'	980'	20'	TRANSITIONAL	2'	N/A	TO REMAIN
730	BUILDING	2011	1002'	981'	20'	TRANSITIONAL	2'	N/A	TO REMAIN

1 See General Notes - Note 2.
2 Obstruction numbers 504 and 548 are the same obstruction and co-located, they are labled separately as they have diffent penetration values based on the surface they penetrate.
3 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
731	BUILDING	2012	1003'	981'	21'	TRANSITIONAL	3'	N/A	TO REMAIN
732	POLE	2012	1069'	988'	80'	TRANSITIONAL	9'	N/A	TO REMAIN
733	LT POLE	2012	1069'	988'	80'	TRANSITIONAL	9'	N/A	TO REMAIN
734	POLE	2011	1006'	987'	18'	TRANSITIONAL	17'	N/A	TO REMAIN
735	BUILDING	2012	1013'	989'	23'	TRANSITIONAL	12'	N/A	TO REMAIN
736	BUILDING	2012	1014'	988'	25'	TRANSITIONAL	14'	N/A	TO REMAIN
737	BUILDING	2011	1010'	989'	20'	TRANSITIONAL	15'	N/A	TO REMAIN
738	POLE	2011	1021'	994'	26'	TRANSITIONAL	1'	N/A	TO REMAIN
739	CONTROL TOWER	2012	1075'	994'	80'	TRANSITIONAL	62'	N/A	TO REMAIN
740	ANT	2012	1036'	1000'	35'	TRANSITIONAL	29'	N/A	REQUIRES ADD. STUDY
741	RTR	2012	1046'	1001'	44'	TRANSITIONAL	14'	N/A	REQUIRES ADD. STUDY
742	ANT ON AWOS	2012	1034'	999'	34'	TRANSITIONAL	25'	N/A	REQUIRES ADD. STUDY
743	RTR	2012	1046'	1002'	43'	TRANSITIONAL	13'	N/A	REQUIRES ADD. STUDY
744	RTR	2012	1045'	1002'	42'	TRANSITIONAL	12'	N/A	REQUIRES ADD. STUDY
745	TREE	2011	1065'	1008'	56'	TRANSITIONAL	8'	N/A	REQUIRES ADD. STUDY
746	TREE	2011	1072'	1007'	64'	TRANSITIONAL	16'	N/A	REQUIRES ADD. STUDY
747	ANT ON GS	2012	1037'	1003'	33'	TRANSITIONAL	23'	N/A	TO REMAIN
748	ANT	2012	1022'	1003'	18'	TRANSITIONAL	7'	N/A	TO REMAIN
749	TREE	2011	1076'	1009'	66'	TRANSITIONAL	17'	N/A	REQUIRES ADD. STUDY
750	TREE	2011	1074'	1009'	64'	TRANSITIONAL	14'	N/A	REQUIRES ADD. STUDY
751	TREE	2011	1065'	1010'	54'	TRANSITIONAL	6'	N/A	REQUIRES ADD. STUDY
752	TREE	2012	1074'	1018'	55'	TRANSITIONAL	12'	N/A	REQUIRES ADD. STUDY
753	TREE	2012	1068'	1024'	43'	TRANSITIONAL	3'	N/A	REQUIRES ADD. STUDY
754	TREE	2011	1058'	1020'	37'	TRANSITIONAL	19'	N/A	REQUIRES ADD. STUDY
755	BUILDING	2011	1069'	1028'	40'	TRANSITIONAL	8'	N/A	REQUIRES ADD. STUDY
756	ROAD	2012	1034'	1019'	14'	TRANSITIONAL	3'	N/A	REQUIRES ADD. STUDY
800	TREE	2011	1037'	958'	78'	TRANSITIONAL	17'	N/A	REQUIRES ADD. STUDY
801	TREE	2011	1041'	966'	74'	TRANSITIONAL	2'	N/A	REQUIRES ADD. STUDY
802	TREE	2011	1025'	968'	56'	TRANSITIONAL	12'	N/A	REQUIRES ADD. STUDY
803	TREE	2011	1034'	968'	65'	TRANSITIONAL	13'	N/A	REQUIRES ADD. STUDY
804	BUSH	2011	1028'	1027'	0'	TRANSITIONAL	45'	N/A	REQUIRES ADD. STUDY
805	BUSH	2011	1021'	1020'	0'	TRANSITIONAL	19'	N/A	REQUIRES ADD. STUDY
806	BUSH	2011	1044'	1042'	1'	TRANSITIONAL	55'	N/A	REQUIRES ADD. STUDY
807	GROUND	2012	1051'	1045'	5'	TRANSITIONAL	44'	N/A	REQUIRES ADD. STUDY
808	TREE	2011	1077'	1022'	54'	TRANSITIONAL	71'	N/A	REQUIRES ADD. STUDY
809	TREE	2011	1072'	1020'	51'	TRANSITIONAL	66'	N/A	REQUIRES ADD. STUDY
810	TREE	2012	1055'	1026'	28'	TRANSITIONAL	18'	N/A	REQUIRES ADD. STUDY
811	TREE	2011	1056'	1020'	35'	TRANSITIONAL	9'	N/A	REQUIRES ADD. STUDY
812	TREE	2011	1071'	1024'	46'	TRANSITIONAL	11'	N/A	REQUIRES ADD. STUDY
813	TREE	2011	1083'	1022'	60'	TRANSITIONAL	1'	N/A	REQUIRES ADD. STUDY
814	TREE	2011	1083'	1019'	63'	TRANSITIONAL	33'	N/A	REQUIRES ADD. STUDY
815	TREE	2011	1064'	1006'	57'	TRANSITIONAL	24'	N/A	REQUIRES ADD. STUDY
816	TREE	2011	1034'	993'	40'	TRANSITIONAL	13'	N/A	REQUIRES ADD. STUDY
817	TREE	2011	1022'	987'	34'	TRANSITIONAL	27'	N/A	REQUIRES ADD. STUDY
818	BUSH	2011	991'	986'	4'	TRANSITIONAL	1'	N/A	REQUIRES ADD. STUDY
819	PWR TRN LINE	2011	1035'	978'	56'	TRANSITIONAL	23'	N/A	REQUIRES ADD. STUDY
820	BUSH	2012	994'	980'	13'	TRANSITIONAL	17'	N/A	REQUIRES ADD. STUDY
821	PWR TRN LINE	2011	1049'	993'	55'	TRANSITIONAL	54'	N/A	REQUIRES ADD. STUDY
822	GROUND	2011	1079'	1072'	6'	TRANSITIONAL	44'	N/A	REQUIRES ADD. STUDY
823	BUSH	2011	1097'	1094'	2'	TRANSITIONAL	60'	N/A	REQUIRES ADD. STUDY
824	TREE	2011	1078'	1060'	17'	TRANSITIONAL	8'	N/A	REQUIRES ADD. STUDY
825	APBN	2012	1162'	1103'	58'	TRANSITIONAL	123'	N/A	TO REMAIN
826	TREE	2011	1127'	1108'	18'	TRANSITIONAL	95'	N/A	TO REMAIN
827	TREE	2011	1108'	1103'	4'	TRANSITIONAL	80'	N/A	TO REMAIN
828	BUSH	2011	1000'	997'	2'	TRANSITIONAL	21'	N/A	TO REMAIN
829	PWR TRN LINE	2011	1102'	1062'	39'	TRANSITIONAL	95'	N/A	TO REMAIN
830	POLE	2012	1112'	1063'	48'	TRANSITIONAL	105'	N/A	TO REMAIN
831	PWR TRN LINE	2011	1103'	1087'	15'	TRANSITIONAL	68'	N/A	TO REMAIN
832	GROUND	2011	1085'	1084'	0'	TRANSITIONAL	48'	N/A	TO REMAIN
833	TREE	2011	1101'	1057'	43'	TRANSITIONAL	33'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTRUCTION LOCATION DATA

LOCATION	OBSTRUCTION DATA RANGE
G19	820; 822 - 823; 826 - 832; 835 - 836
G20	804 - 809
G21	700 - 710; 712 - 713
U5	523 - 524; 528 - 544
U6	506 - 511; 513 - 520
U13	810 - 816
U14	308 - 311; 800
U15	306 - 307; 312 - 324

1 See Sheet 6 - Airport Airspace Drawing for obstruction area layout and identification.

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/03/2017

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

Airport Obstruction Datasheet - 1

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
834	TREE	2011	1091'	1051'	39'	TRANSITIONAL	24'	N/A	TO REMAIN
835	PWR TRN LINE	2011	1079'	1022'	56'	TRANSITIONAL	67'	N/A	TO REMAIN
836	ROAD	2012	1015'	1001'	13'	TRANSITIONAL	20'	N/A	TO REMAIN
837	BUILDING	2012	999'	985'	13'	TRANSITIONAL	13'	N/A	TO REMAIN
838	PWR TRN LINE	2011	1062'	1011'	50'	TRANSITIONAL	44'	N/A	TO REMAIN
839	ROAD	2012	1014'	999'	14'	TRANSITIONAL	2'	N/A	TO REMAIN
840	TREE	2012	1086'	1010'	75'	TRANSITIONAL	20'	N/A	TO REMAIN
841	TREE	2011	1089'	1010'	78'	TRANSITIONAL	25'	N/A	TO REMAIN
842	POLE	2011	1049'	991'	57'	TRANSITIONAL	19'	N/A	TO REMAIN
843	TREE	2011	1019'	985'	33'	TRANSITIONAL	18'	N/A	TO REMAIN
844	POLE	2012	1025'	986'	38'	TRANSITIONAL	21'	N/A	TO REMAIN
845	SIGN	2011	1029'	986'	42'	TRANSITIONAL	26'	N/A	TO REMAIN
846	TREE	2012	1034'	986'	47'	TRANSITIONAL	46'	N/A	TO REMAIN
847	TREE	2012	1018'	986'	31'	TRANSITIONAL	21'	N/A	TO REMAIN
848	TREE	2012	1048'	986'	61'	TRANSITIONAL	35'	N/A	TO REMAIN
849	TREE	2011	1050'	986'	63'	TRANSITIONAL	34'	N/A	TO REMAIN
850	TREE	2011	1071'	986'	84'	TRANSITIONAL	15'	N/A	TO REMAIN
851	TREE	2011	1068'	987'	80'	TRANSITIONAL	11'	N/A	TO REMAIN
852	TREE	2011	1081'	986'	94'	TRANSITIONAL	22'	N/A	TO REMAIN
853	TREE	2012	1073'	986'	86'	TRANSITIONAL	13'	N/A	TO REMAIN
854	TREE	2011	1165'	1084'	80'	TRANSITIONAL	1'	N/A	TO REMAIN
855	BUILDING	2012	1023'	995'	27'	TRANSITIONAL	3'	N/A	TO REMAIN
856	TREE	2012	1026'	995'	30'	TRANSITIONAL	25'	N/A	TO REMAIN
857	POLE	2012	1033'	997'	35'	TRANSITIONAL	26'	N/A	TO REMAIN
858	POLE	2012	1033'	996'	36'	TRANSITIONAL	11'	N/A	TO REMAIN
859	LT POLE	2012	1035'	1000'	34'	TRANSITIONAL	7'	0	TO REMAIN
1000	TREE	2011	1177'	1113'	63'	HORIZONTAL	13'	N/A	TO REMAIN
1001	TREE	2011	1187'	1119'	67'	HORIZONTAL	23'	N/A	TO REMAIN
1002	TREE	2011	1183'	1117'	65'	HORIZONTAL	19'	N/A	TO REMAIN
1003	TREE	2011	1191'	1109'	81'	HORIZONTAL	27'	N/A	TO REMAIN
1004	TREE	2011	1168'	1106'	61'	HORIZONTAL	4'	N/A	TO REMAIN
1005	TREE	2011	1170'	1106'	63'	HORIZONTAL	6'	N/A	TO REMAIN
1006	TREE	2011	1172'	1106'	65'	HORIZONTAL	8'	N/A	TO REMAIN
1007	TREE	2011	1165'	1112'	52'	HORIZONTAL	1'	N/A	TO REMAIN
1008	TREE	2011	1187'	1121'	65'	HORIZONTAL	23'	N/A	TO REMAIN
1009	TREE	2011	1165'	1119'	45'	HORIZONTAL	1'	N/A	TO REMAIN
1010	TREE	2011	1191'	1113'	77'	HORIZONTAL	27'	N/A	TO REMAIN
1011	TREE	2011	1186'	1107'	78'	HORIZONTAL	22'	N/A	TO REMAIN
1012	TREE	2011	1179'	1105'	73'	HORIZONTAL	15'	N/A	TO REMAIN
1013	TREE	2011	1173'	1105'	67'	HORIZONTAL	9'	N/A	TO REMAIN
1014	TREE	2011	1180'	1103'	76'	HORIZONTAL	16'	N/A	TO REMAIN
1015	TREE	2011	1183'	1094'	88'	HORIZONTAL	19'	N/A	TO REMAIN
1016	TREE	2011	1195'	1111'	83'	HORIZONTAL	31'	N/A	TO REMAIN
1017	TREE	2011	1188'	1113'	74'	HORIZONTAL	24'	N/A	TO REMAIN
1018	TREE	2011	1186'	1116'	69'	HORIZONTAL	22'	N/A	TO REMAIN
1019	TREE	2011	1184'	1117'	66'	HORIZONTAL	20'	N/A	TO REMAIN
1020	TREE	2011	1181'	1122'	58'	HORIZONTAL	17'	N/A	TO REMAIN
1021	TREE	2011	1185'	1123'	61'	HORIZONTAL	21'	N/A	TO REMAIN
1022	TREE	2011	1182'	1123'	58'	HORIZONTAL	18'	N/A	TO REMAIN
1023	TREE	2011	1181'	1124'	56'	HORIZONTAL	17'	N/A	TO REMAIN
1024	TREE	2011	1187'	1124'	62'	HORIZONTAL	23'	N/A	TO REMAIN
1025	TREE	2011	1192'	1126'	65'	HORIZONTAL	28'	N/A	TO REMAIN
1026	TREE	2011	1183'	1126'	56'	HORIZONTAL	19'	N/A	TO REMAIN
1027	TREE	2011	1185'	1125'	59'	HORIZONTAL	21'	N/A	TO REMAIN
1028	TREE	2011	1197'	1129'	67'	HORIZONTAL	33'	N/A	TO REMAIN
1029	TREE	2011	1186'	1131'	54'	HORIZONTAL	22'	N/A	TO REMAIN
1030	TREE	2011	1187'	1124'	62'	HORIZONTAL	23'	N/A	TO REMAIN
1031	TREE	2011	1170'	1122'	47'	HORIZONTAL	6'	N/A	TO REMAIN
1032	TREE	2011	1186'	1122'	63'	HORIZONTAL	22'	N/A	TO REMAIN
1033	TREE	2011	1200'	1126'	73'	HORIZONTAL	36'	N/A	TO REMAIN
1034	TREE	2011	1192'	1127'	64'	HORIZONTAL	28'	N/A	TO REMAIN
1035	TREE	2011	1186'	1130'	55'	HORIZONTAL	22'	N/A	TO REMAIN
1036	TREE	2011	1199'	1128'	70'	HORIZONTAL	35'	N/A	TO REMAIN
1037	BUILDING	2011	1169'	1134'	34'	HORIZONTAL	5'	N/A	TO REMAIN
1038	TREE	2011	1189'	1128'	60'	HORIZONTAL	25'	N/A	TO REMAIN
1039	TREE	2011	1180'	1125'	54'	HORIZONTAL	16'	N/A	TO REMAIN
1040	TREE	2011	1193'	1135'	57'	HORIZONTAL	29'	N/A	TO REMAIN
1041	TREE	2011	1218'	1139'	78'	HORIZONTAL	54'	N/A	TO REMAIN
1042	TREE	2011	1198'	1138'	59'	HORIZONTAL	34'	N/A	TO REMAIN
1043	TREE	2011	1207'	1134'	72'	HORIZONTAL	43'	N/A	TO REMAIN
1044	TREE	2011	1201'	1135'	65'	HORIZONTAL	37'	N/A	TO REMAIN
1045	TREE	2011	1183'	1129'	53'	HORIZONTAL	19'	N/A	TO REMAIN
1046	TREE	2011	1181'	1126'	54'	HORIZONTAL	17'	N/A	TO REMAIN
1047	TREE	2011	1188'	1129'	58'	HORIZONTAL	24'	N/A	TO REMAIN
1048	TREE	2011	1194'	1128'	65'	HORIZONTAL	30'	N/A	TO REMAIN
1049	TREE	2011	1223'	1134'	88'	HORIZONTAL	59'	N/A	TO REMAIN
1050	TREE	2011	1194'	1134'	59'	HORIZONTAL	30'	N/A	TO REMAIN
1051	TREE	2011	1185'	1126'	58'	HORIZONTAL	21'	N/A	TO REMAIN
1052	TREE	2011	1179'	1121'	57'	HORIZONTAL	15'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1053	TREE	2011	1183'	1121'	61'	HORIZONTAL	19'	N/A	TO REMAIN
1054	TREE	2011	1193'	1123'	69'	HORIZONTAL	29'	N/A	TO REMAIN
1055	TREE	2011	1187'	1122'	64'	HORIZONTAL	23'	N/A	TO REMAIN
1056	TREE	2011	1185'	1123'	61'	HORIZONTAL	21'	N/A	TO REMAIN
1057	TREE	2011	1183'	1129'	53'	HORIZONTAL	19'	N/A	TO REMAIN
1058	TREE	2011	1200'	1134'	65'	HORIZONTAL	36'	N/A	TO REMAIN
1059	TREE	2011	1206'	1131'	74'	HORIZONTAL	42'	N/A	TO REMAIN
1060	TREE	2011	1214'	1127'	86'	HORIZONTAL	50'	N/A	TO REMAIN
1061	TREE	2011	1188'	1128'	59'	HORIZONTAL	24'	N/A	TO REMAIN
1062	TREE	2011	1199'	1126'	72'	HORIZONTAL	35'	N/A	TO REMAIN
1063	TREE	2011	1182'	1123'	58'	HORIZONTAL	18'	N/A	TO REMAIN
1064	TREE	2011	1166'	1117'	48'	HORIZONTAL	2'	N/A	TO REMAIN
1065	TREE	2011	1183'	1118'	64'	HORIZONTAL	19'	N/A	TO REMAIN
1066	TREE	2011	1175'	1115'	59'	HORIZONTAL	11'	N/A	TO REMAIN
1067	TREE	2011	1177'	1115'	61'	HORIZONTAL	13'	N/A	TO REMAIN
1068	TREE	2011	1204'	1115'	88'	HORIZONTAL	40'	N/A	TO REMAIN
1069	TREE	2011	1184'	1123'	60'	HORIZONTAL	20'	N/A	TO REMAIN
1070	TREE	2011	1208'	1120'	87'	HORIZONTAL	44'	N/A	TO REMAIN
1071	TREE	2011	1213'	1122'	90'	HORIZONTAL	49'	N/A	TO REMAIN
1072	TREE	2011	1231'	1126'	104'	HORIZONTAL	67'	N/A	TO REMAIN
1073	TREE	2011	1219'	1127'	91'	HORIZONTAL	55'	N/A	TO REMAIN
1074	TREE	2011	1195'	1131'	63'	HORIZONTAL	31'	N/A	TO REMAIN
1075	TREE	2011	1218'	1132'	85'	HORIZONTAL	54'	N/A	TO REMAIN
1076	TREE	2011	1223'	1132'	90'	HORIZONTAL	59'	N/A	TO REMAIN
1077	TREE	2011	1194'	1129'	64'	HORIZONTAL	30'	N/A	TO REMAIN
1078	TREE	2011	1203'	1128'	74'	HORIZONTAL	39'	N/A	TO REMAIN
1079	TREE	2011	1217'	1124'	92'	HORIZONTAL	53'	N/A	TO REMAIN
1080	TREE	2011	1205'	1119'	85'	HORIZONTAL	41'	N/A	TO REMAIN
1081	TREE	2011	1211'	1121'	89'	HORIZONTAL	47'	N/A	TO REMAIN
1082	TREE	2011	1201'	1118'	82'	HORIZONTAL	37'	N/A	TO REMAIN
1083	TREE	2011	1203'	1116'	86'	HORIZONTAL	39'	N/A	TO REMAIN
1084	TREE	2011	1207'	1114'	92'	HORIZONTAL	43'	N/A	TO REMAIN
1085	TREE	2011	1184'	1115'	68'	HORIZONTAL	20'	N/A	TO REMAIN
1086	POLE	2011	1174'	1112'	61'	HORIZONTAL	10'	N/A	TO REMAIN
1087	POLE	2011	1184'	1118'	65'	HORIZONTAL	20'	N/A	TO REMAIN
1088	TREE	2011	1214'	1120'	93'	HORIZONTAL	50'	N/A	TO REMAIN
1089	TREE	2011	1221'	1129'	91'	HORIZONTAL	57'	N/A	TO REMAIN
1090	POLE	2011	1193'	1133'	59'	HORIZONTAL	29'	N/A	TO REMAIN
1091	TREE	2011	1165'	1138'	26'	HORIZONTAL	1'	N/A	TO REMAIN
1092	TREE	2011	1190'	1134'	55'	HORIZONTAL	26'	N/A	TO REMAIN
1093	TREE	2011	1201'	1132'	68'	HORIZONTAL	37'	N/A	TO REMAIN
1094	TREE	2011	1187'	1131'	55'	HORIZONTAL	23'	N/A	TO REMAIN
1095	TREE	2011	1204'	1126'	77'	HORIZONTAL	40'	N/A	TO REMAIN
1096	TREE	2011	1203'	1125'	77'	HORIZONTAL	39'	N/A	TO REMAIN
1097	TREE	2011	1172'	1126'	45'	HORIZONTAL	8'	N/A	TO REMAIN
1098	TREE	2011	1165'	1119'	45'	HORIZONTAL	1'	N/A	TO REMAIN
1099	TREE	2011	1177'	1121'	55'	HORIZONTAL	13'	N/A	TO REMAIN
1100	TREE	2011	1169'	1111'	57'	HORIZONTAL	5'	N/A	TO REMAIN
1101	TREE	2011	1182'	1116'	65'	HORIZONTAL	18'	N/A	TO REMAIN
1102	TREE	2011	1191'	1144'	46'	HORIZONTAL	27'	N/A	TO REMAIN
1103	TREE	2011	1230'	1145'	84'	HORIZONTAL	66'	N/A	TO REMAIN
1104	BUILDING	2011	1167'	1154'	12'	HORIZONTAL	3'	N/A	TO REMAIN
1105	TREE	2011	1224'	1146'	77'	HORIZONTAL	60'	N/A	TO REMAIN
1106	TREE	2011	1172'	1147'	24'	HORIZONTAL	8'	N/A	TO REMAIN
1107	TREE	2011	1186'	1123'	62'	HORIZONTAL	22'	N/A	TO REMAIN
1108	TREE	2011	1192'	1117'	74'	HORIZONTAL	28'	N/A	TO REMAIN
1109	TREE	2011	1187'	1120'	66'	HORIZONTAL	23'	N/A	TO REMAIN
1110	TREE	2011	1180'	1109'	70'	HORIZONTAL	16'	N/A	TO REMAIN
1111	TREE	2011	1183'	1109'	73'	HORIZONTAL	19'	N/A	TO REMAIN
1112	POLE	2011	1171'	1107'	63'	HORIZONTAL	7'	N/A	TO REMAIN
1113	TREE	2011	1189'	1110'	78'	HORIZONTAL	25'	N/A	TO REMAIN
1114	POLE	2011	1200'	1110'	89'	HORIZONTAL	36'	N/A	TO REMAIN
1115	POLE	2011	1171'	1106'	64'	HORIZONTAL	7'	N/A	TO REMAIN
1116	TREE	2011	1181'	1120'	60'	HORIZONTAL	17'	N/A	TO REMAIN
1117	TREE	2011	1173'	1118'	54'	HORIZONTAL	9'	N/A	TO REMAIN
1118	TREE	2011	1200'	1132'	67'	HORIZONTAL	36'	N/A	TO REMAIN
1119	TREE	2011	1183'	1125'	57'	HORIZONTAL	19'	N/A	TO REMAIN
1120	TREE	2011	1187'	1126'	60'	HORIZONTAL	23'	N/A	TO REMAIN
1121	BUILDING	2011	1172'	1136'	35'	HORIZONTAL	8'	N/A	TO REMAIN
1122	BUILDING	2011	1169'	1137'	31'	HORIZONTAL	5'	N/A	TO REMAIN
1123	BUILDING	2011	1182'	1140'	41'	HORIZONTAL	18'	N/A	TO REMAIN
1124	BUILDING	2011	1182'	1140'	41'	HORIZONTAL	18'	N/A	TO REMAIN
1125	BUILDING	2011	1169'	1140'	28'	HORIZONTAL	5'	N/A	TO REMAIN
1126	TREE	2011	1170'	1141'	28'	HORIZONTAL	6'	N/A	TO REMAIN
1127	POLE	2011	1188'	1156'	31'	HORIZONTAL	24'	N/A	TO REMAIN
1128	BUILDING	2011	1193'	1162'	30'	HORIZONTAL	29'	N/A	TO REMAIN
1129	BUILDING	2011	1193'	1162'	30'	HORIZONTAL	29'	N/A	TO REMAIN
1130	POLE	2011	1186'	1154'	31'	HORIZONTAL	22'	N/A	TO REMAIN
1131	TREE	2011	1180'	1154'	25'	HORIZONTAL	16'	N/A	TO REMAIN
1132	POLE	2011	1185'	1153'	31'	HORIZONTAL	21'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1133	POLE	2011	1183'	1151'	31'	HORIZONTAL	19'	N/A	TO REMAIN
1134	TREE	2011	1200'	1154'	45'	HORIZONTAL	36'	N/A	TO REMAIN
1135	TREE	2011	1220'	1165'	54'	HORIZONTAL	56'	N/A	TO REMAIN
1136	VRT STRUCT	2011	1183'	1172'	10'	HORIZONTAL	19'	N/A	TO REMAIN
1137	VRT STRUCT	2011	1183'	1171'	11'	HORIZONTAL	19'	N/A	TO REMAIN
1138	TREE	2011	1204'	1164'	39'	HORIZONTAL	40'	N/A	TO REMAIN
1139	TREE	2011	1206'	1156'	49'	HORIZONTAL	42'	N/A	TO REMAIN
1140	TREE	2011	1212'	1154'	57'	HORIZONTAL	48'	N/A	TO REMAIN
1141	BUILDING	2011	1183'	1154'	28'	HORIZONTAL	19'	N/A	TO REMAIN
1142	TREE	2011	1216'	1149'	66'	HORIZONTAL	52'	N/A	TO REMAIN
1143	TREE	2011	1225'	1148'	76'	HORIZONTAL	61'	N/A	TO REMAIN
1144	BUILDING	2011	1171'	1141'	29'	HORIZONTAL	7'	N/A	TO REMAIN
1145	TREE	2011	1173'	1137'	35'	HORIZONTAL	9'	N/A	TO REMAIN
1146	TREE	2011	1165'	1117'	47'	HORIZONTAL	1'	N/A	TO REMAIN
1147	TREE	2011	1188'	1111'	76'	HORIZONTAL	24'	N/A	TO REMAIN
1148	POLE	2011	1180'	1110'	69'	HORIZONTAL	16'	N/A	TO REMAIN
1149	POLE	2011	1180'	1109'	70'	HORIZONTAL	16'	N/A	TO REMAIN
1150	POLE	2011	1183'	1112'	70'	HORIZONTAL	19'	N/A	TO REMAIN
1151	POLE	2011	1190'	1110'	79'	HORIZONTAL	26'	N/A	TO REMAIN
1152	TREE	2011	1170'	1132'	37'	HORIZONTAL	6'	N/A	TO REMAIN
1153	TREE	2011	1171'	1136'	34'	HORIZONTAL	7'	N/A	TO REMAIN
1154	TREE	2011	1170'	1136'	33'	HORIZONTAL	6'	N/A	TO REMAIN
1155	TREE	2011	1173'	1134'	38'	HORIZONTAL	9'	N/A	TO REMAIN
1156	TREE	2011	1171'	1135'	35'	HORIZONTAL	7'	N/A	TO REMAIN
1157	TREE	2011	1178'	1138'	39'	HORIZONTAL	14'	N/A	TO REMAIN
1158	POLE	2011	1192'	1140'	51'	HORIZONTAL	28'	N/A	TO REMAIN
1159	PWR TRN LINE	2011	1177'	1141'	35'	HORIZONTAL	13'	N/A	TO REMAIN
1160	POLE	2011	1189'	1147'	41'	HORIZONTAL	25'	N/A	TO REMAIN
1161	POLE	2011	1219'	1149'	69'	HORIZONTAL	55'	N/A	TO REMAIN
1162	POLE	2011	1193'	1148'	44'	HORIZONTAL	29'	N/A	TO REMAIN
1163	POLE	2011	1194'	1152'	41'	HORIZONTAL	30'	N/A	TO REMAIN
1164	TREE	2011	1231'	1162'	68'	HORIZONTAL	67'	N/A	TO REMAIN
1165	TREE	2011	1229'	1162'	66'	HORIZONTAL	65'	N/A	TO REMAIN
1166	TREE	2011	1240'	1165'	74'	HORIZONTAL	76'	N/A	TO REMAIN
1167	TREE	2011	1238'	1166'	71'	HORIZONTAL	74'	N/A	TO REMAIN
1168	TREE	2011	1229'	1168'	60'	HORIZONTAL	65'	N/A	TO REMAIN
1169	TREE	2011	1221'	1168'	52'	HORIZONTAL	57'	N/A	TO REMAIN
1170	TREE	2011	1236'	1173'	62'	HORIZONTAL	72'	N/A	TO REMAIN
1171	TREE	2011	1248'	1175'	72'	HORIZONTAL	84'	N/A	TO REMAIN
1172	TREE	2011	1237'	1174'	62'	HORIZONTAL	73'	N/A	TO REMAIN
1173	TREE	2011	1214'	1179'	34'	HORIZONTAL	50'	N/A	TO REMAIN
1174	BUILDING	2011	1215'	1186'	28'	HORIZONTAL	51'	N/A	TO REMAIN
1175	TREE	2011	1233'	1184'	48'	HORIZONTAL	69'	N/A	TO REMAIN
1176	TREE	2011	1240'	1188'	51'	HORIZONTAL	76'	N/A	TO REMAIN
1177	TREE	2011	1244'	1192'	51'	HORIZONTAL	80'	N/A	TO REMAIN
1178	TREE	2011	1242'	1192'	49'	HORIZONTAL	78'	N/A	TO REMAIN
1179	TREE	2011	1242'	1182'	59'	HORIZONTAL	78'	N/A	TO REMAIN
1180	TREE	2011	1238'	1183'	54'	HORIZONTAL	74'	N/A	TO REMAIN
1181	TREE	2011	1223'	1185'	37'	HORIZONTAL	59'	N/A	TO REMAIN
1182	TREE	2011	1224'	1189'	34'	HORIZONTAL	60'	N/A	TO REMAIN
1183	TREE	2011	1234'	1193'	40'	HORIZONTAL	70'	N/A	TO REMAIN
1184	TREE	2011	1230'	1182'	47'	HORIZONTAL	66'	N/A	TO REMAIN
1185	TREE	2011	1211'	1175'	35'	HORIZONTAL	47'	N/A	TO REMAIN
1186	TREE	2011	1235'	1170'	64'	HORIZONTAL	71'	N/A	TO REMAIN
1187	TREE	2011	1233'	1169'	63'	HORIZONTAL	69'	N/A	TO REMAIN
1188	TREE	2011	1241'	1165'	75'	HORIZONTAL	77'	N/A	TO REMAIN
1189	TREE	2011	1225'	1159'	65'	HORIZONTAL	61'	N/A	TO REMAIN
1190	POLE	2011	1200'	1157'	42'	HORIZONTAL	36'	N/A	TO REMAIN
1191	TREE	2011	1227'	1162'	64'	HORIZONTAL	63'	N/A	TO REMAIN
1192	TREE	2011	1228'	1154'	73'	HORIZONTAL	64'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTRUCTION LOCATION DATA

LOCATION	OBSTRUCTION DATA RANGE
G4	1136 - 1139; 1167 - 1189; 1212 - 1219; 1248 - 1262; 1301 - 1308; 1310 - 1317; 1366 - 1372; 1376
G19	820; 822 - 823; 826 - 832; 835 - 836
U1	1000 - 1100; 2400 - 2403
U4	1101 - 1135; 1140 - 1164; 1190 - 1212; 1220 - 1247; 1263 - 1300; 1318 - 1363; 1378 - 1439; 1447 - 1566; 2181 - 2182
U7	854; 1568 - 1602; 1604 - 1608; 1622 - 1624; 1634 - 1638

1 See Sheet 6 - Airport Airspace Drawing for obstruction area layout and identification.

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

Airport Obstruction Datasheet - 2

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1193	TREE	2011	1181'	1144'	36'	HORIZONTAL	17'	N/A	TO REMAIN
1194	TREE	2011	1182'	1143'	38'	HORIZONTAL	18'	N/A	TO REMAIN
1195	POLE	2011	1168'	1137'	30'	HORIZONTAL	4'	N/A	TO REMAIN
1196	TREE	2011	1164'	1131'	32'	HORIZONTAL	0'	N/A	TO REMAIN
1197	TREE	2011	1166'	1134'	31'	HORIZONTAL	2'	N/A	TO REMAIN
1198	TREE	2011	1169'	1137'	31'	HORIZONTAL	5'	N/A	TO REMAIN
1199	TREE	2011	1170'	1120'	49'	HORIZONTAL	6'	N/A	TO REMAIN
1200	TREE	2011	1171'	1114'	56'	HORIZONTAL	7'	N/A	TO REMAIN
1201	TREE	2011	1165'	1115'	49'	HORIZONTAL	1'	N/A	TO REMAIN
1202	TREE	2011	1179'	1122'	56'	HORIZONTAL	15'	N/A	TO REMAIN
1203	TREE	2011	1174'	1139'	34'	HORIZONTAL	10'	N/A	TO REMAIN
1204	TREE	2011	1172'	1138'	33'	HORIZONTAL	8'	N/A	TO REMAIN
1205	TREE	2011	1166'	1139'	26'	HORIZONTAL	2'	N/A	TO REMAIN
1206	TREE	2011	1173'	1139'	33'	HORIZONTAL	9'	N/A	TO REMAIN
1207	POLE	2011	1174'	1143'	30'	HORIZONTAL	10'	N/A	TO REMAIN
1208	TREE	2011	1195'	1154'	40'	HORIZONTAL	31'	N/A	TO REMAIN
1209	TREE	2011	1223'	1156'	66'	HORIZONTAL	59'	N/A	TO REMAIN
1210	TREE	2011	1212'	1159'	52'	HORIZONTAL	48'	N/A	TO REMAIN
1211	TREE	2011	1244'	1160'	83'	HORIZONTAL	80'	N/A	TO REMAIN
1212	TREE	2011	1229'	1167'	61'	HORIZONTAL	65'	N/A	TO REMAIN
1213	TREE	2011	1240'	1170'	69'	HORIZONTAL	76'	N/A	TO REMAIN
1214	TREE	2011	1223'	1170'	52'	HORIZONTAL	59'	N/A	TO REMAIN
1215	BUILDING	2011	1196'	1176'	19'	HORIZONTAL	32'	N/A	TO REMAIN
1216	TREE	2011	1205'	1182'	22'	HORIZONTAL	41'	N/A	TO REMAIN
1217	TREE	2011	1228'	1186'	41'	HORIZONTAL	64'	N/A	TO REMAIN
1218	TREE	2011	1239'	1186'	52'	HORIZONTAL	75'	N/A	TO REMAIN
1219	TREE	2011	1223'	1185'	37'	HORIZONTAL	59'	N/A	TO REMAIN
1220	TREE	2011	1209'	1157'	51'	HORIZONTAL	45'	N/A	TO REMAIN
1221	TREE	2011	1191'	1153'	37'	HORIZONTAL	27'	N/A	TO REMAIN
1222	TREE	2011	1193'	1151'	41'	HORIZONTAL	29'	N/A	TO REMAIN
1223	POLE	2011	1175'	1144'	30'	HORIZONTAL	11'	N/A	TO REMAIN
1224	TREE	2011	1183'	1144'	38'	HORIZONTAL	19'	N/A	TO REMAIN
1225	TREE	2011	1194'	1140'	53'	HORIZONTAL	30'	N/A	TO REMAIN
1226	TREE	2011	1206'	1137'	68'	HORIZONTAL	42'	N/A	TO REMAIN
1227	TREE	2011	1181'	1137'	43'	HORIZONTAL	17'	N/A	TO REMAIN
1228	TREE	2011	1202'	1132'	69'	HORIZONTAL	38'	N/A	TO REMAIN
1229	TREE	2011	1200'	1132'	67'	HORIZONTAL	36'	N/A	TO REMAIN
1230	TREE	2011	1186'	1128'	57'	HORIZONTAL	22'	N/A	TO REMAIN
1231	TREE	2011	1192'	1124'	67'	HORIZONTAL	28'	N/A	TO REMAIN
1232	TREE	2011	1174'	1123'	50'	HORIZONTAL	10'	N/A	TO REMAIN
1233	TREE	2011	1183'	1116'	66'	HORIZONTAL	19'	N/A	TO REMAIN
1234	TREE	2011	1195'	1115'	79'	HORIZONTAL	31'	N/A	TO REMAIN
1235	TREE	2011	1195'	1117'	77'	HORIZONTAL	31'	N/A	TO REMAIN
1236	TREE	2011	1188'	1117'	70'	HORIZONTAL	24'	N/A	TO REMAIN
1237	TREE	2011	1184'	1118'	65'	HORIZONTAL	20'	N/A	TO REMAIN
1238	TREE	2011	1191'	1121'	69'	HORIZONTAL	27'	N/A	TO REMAIN
1239	TREE	2011	1194'	1129'	64'	HORIZONTAL	30'	N/A	TO REMAIN
1240	TREE	2011	1181'	1135'	45'	HORIZONTAL	17'	N/A	TO REMAIN
1241	TREE	2011	1186'	1136'	49'	HORIZONTAL	22'	N/A	TO REMAIN
1242	TREE	2011	1173'	1137'	35'	HORIZONTAL	9'	N/A	TO REMAIN
1243	POLE	2011	1189'	1145'	43'	HORIZONTAL	25'	N/A	TO REMAIN
1244	BUILDING	2011	1188'	1150'	37'	HORIZONTAL	24'	N/A	TO REMAIN
1245	BUILDING	2011	1187'	1149'	37'	HORIZONTAL	23'	N/A	TO REMAIN
1246	TREE	2011	1197'	1151'	45'	HORIZONTAL	33'	N/A	TO REMAIN
1247	TREE	2011	1221'	1158'	62'	HORIZONTAL	57'	N/A	TO REMAIN
1248	TREE	2011	1188'	1164'	23'	HORIZONTAL	24'	N/A	TO REMAIN
1249	TREE	2011	1207'	1171'	35'	HORIZONTAL	43'	N/A	TO REMAIN
1250	TREE	2011	1221'	1176'	44'	HORIZONTAL	57'	N/A	TO REMAIN
1251	TREE	2011	1206'	1174'	31'	HORIZONTAL	42'	N/A	TO REMAIN
1252	TREE	2011	1210'	1176'	33'	HORIZONTAL	46'	N/A	TO REMAIN
1253	TREE	2011	1210'	1182'	27'	HORIZONTAL	46'	N/A	TO REMAIN
1254	TREE	2011	1224'	1193'	30'	HORIZONTAL	60'	N/A	TO REMAIN
1255	TREE	2011	1224'	1194'	29'	HORIZONTAL	60'	N/A	TO REMAIN
1256	PWR TRN LINE	2011	1230'	1192'	37'	HORIZONTAL	66'	N/A	TO REMAIN
1257	TREE	2011	1237'	1198'	38'	HORIZONTAL	73'	N/A	TO REMAIN
1258	TREE	2011	1219'	1192'	26'	HORIZONTAL	55'	N/A	TO REMAIN
1259	POLE	2011	1224'	1184'	39'	HORIZONTAL	60'	N/A	TO REMAIN
1260	TREE	2011	1215'	1178'	36'	HORIZONTAL	51'	N/A	TO REMAIN
1261	BUILDING	2011	1183'	1170'	12'	HORIZONTAL	19'	N/A	TO REMAIN
1262	BUILDING	2011	1182'	1168'	13'	HORIZONTAL	18'	N/A	TO REMAIN
1263	TREE	2011	1226'	1159'	66'	HORIZONTAL	62'	N/A	TO REMAIN
1264	TREE	2011	1232'	1159'	72'	HORIZONTAL	68'	N/A	TO REMAIN
1265	TREE	2011	1223'	1160'	62'	HORIZONTAL	59'	N/A	TO REMAIN
1266	TREE	2011	1243'	1161'	81'	HORIZONTAL	79'	N/A	TO REMAIN
1267	TREE	2011	1197'	1155'	41'	HORIZONTAL	33'	N/A	TO REMAIN
1268	POLE	2011	1190'	1147'	42'	HORIZONTAL	26'	N/A	TO REMAIN
1269	TREE	2011	1175'	1143'	31'	HORIZONTAL	11'	N/A	TO REMAIN
1270	TREE	2011	1193'	1144'	48'	HORIZONTAL	29'	N/A	TO REMAIN
1271	TREE	2011	1208'	1140'	67'	HORIZONTAL	44'	N/A	TO REMAIN
1272	TREE	2011	1210'	1131'	78'	HORIZONTAL	46'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1273	TREE	2011	1170'	1121'	48'	HORIZONTAL	6'	N/A	TO REMAIN
1274	TREE	2011	1182'	1122'	59'	HORIZONTAL	18'	N/A	TO REMAIN
1275	TREE	2011	1182'	1121'	60'	HORIZONTAL	18'	N/A	TO REMAIN
1276	TREE	2011	1194'	1117'	76'	HORIZONTAL	30'	N/A	TO REMAIN
1277	TREE	2011	1169'	1112'	56'	HORIZONTAL	5'	N/A	TO REMAIN
1278	TREE	2011	1175'	1114'	60'	HORIZONTAL	11'	N/A	TO REMAIN
1279	TREE	2011	1168'	1113'	54'	HORIZONTAL	4'	N/A	TO REMAIN
1280	TREE	2011	1175'	1113'	61'	HORIZONTAL	11'	N/A	TO REMAIN
1281	TREE	2011	1169'	1113'	55'	HORIZONTAL	5'	N/A	TO REMAIN
1282	TREE	2011	1185'	1107'	77'	HORIZONTAL	21'	N/A	TO REMAIN
1283	TREE	2011	1206'	1108'	97'	HORIZONTAL	42'	N/A	TO REMAIN
1284	TREE	2011	1196'	1106'	89'	HORIZONTAL	32'	N/A	TO REMAIN
1285	TREE	2011	1166'	1117'	48'	HORIZONTAL	2'	N/A	TO REMAIN
1286	TREE	2011	1188'	1122'	65'	HORIZONTAL	24'	N/A	TO REMAIN
1287	TREE	2011	1177'	1123'	53'	HORIZONTAL	13'	N/A	TO REMAIN
1288	TREE	2011	1190'	1124'	65'	HORIZONTAL	26'	N/A	TO REMAIN
1289	TREE	2011	1191'	1122'	68'	HORIZONTAL	27'	N/A	TO REMAIN
1290	TREE	2011	1201'	1130'	70'	HORIZONTAL	37'	N/A	TO REMAIN
1291	TREE	2011	1211'	1131'	79'	HORIZONTAL	47'	N/A	TO REMAIN
1292	TREE	2011	1185'	1139'	45'	HORIZONTAL	21'	N/A	TO REMAIN
1293	TREE	2011	1222'	1145'	76'	HORIZONTAL	58'	N/A	TO REMAIN
1294	TREE	2011	1184'	1148'	35'	HORIZONTAL	20'	N/A	TO REMAIN
1295	TREE	2011	1217'	1148'	68'	HORIZONTAL	53'	N/A	TO REMAIN
1296	TREE	2011	1219'	1148'	70'	HORIZONTAL	55'	N/A	TO REMAIN
1297	TREE	2011	1194'	1153'	40'	HORIZONTAL	30'	N/A	TO REMAIN
1298	TREE	2011	1231'	1160'	70'	HORIZONTAL	67'	N/A	TO REMAIN
1299	POLE	2011	1189'	1157'	31'	HORIZONTAL	25'	N/A	TO REMAIN
1300	POLE	2011	1181'	1159'	21'	HORIZONTAL	17'	N/A	TO REMAIN
1301	TREE	2011	1214'	1167'	46'	HORIZONTAL	50'	N/A	TO REMAIN
1302	TREE	2011	1218'	1168'	49'	HORIZONTAL	54'	N/A	TO REMAIN
1303	POLE	2011	1187'	1166'	20'	HORIZONTAL	23'	N/A	TO REMAIN
1304	BUILDING	2011	1193'	1171'	21'	HORIZONTAL	29'	N/A	TO REMAIN
1305	BUILDING	2011	1196'	1180'	15'	HORIZONTAL	32'	N/A	TO REMAIN
1306	BUILDING	2011	1199'	1180'	18'	HORIZONTAL	35'	N/A	TO REMAIN
1307	BUILDING	2011	1201'	1186'	14'	HORIZONTAL	37'	N/A	TO REMAIN
1308	TREE	2011	1212'	1186'	25'	HORIZONTAL	48'	N/A	TO REMAIN
1309	TREE	2011	1273'	1191'	81'	HORIZONTAL	109'	N/A	TO REMAIN
1310	BUILDING	2011	1200'	1185'	14'	HORIZONTAL	36'	N/A	TO REMAIN
1311	BUILDING	2011	1194'	1179'	14'	HORIZONTAL	30'	N/A	TO REMAIN
1312	BUILDING	2011	1196'	1180'	15'	HORIZONTAL	32'	N/A	TO REMAIN
1313	TREE	2011	1206'	1180'	25'	HORIZONTAL	42'	N/A	TO REMAIN
1314	BUILDING	2011	1193'	1169'	23'	HORIZONTAL	29'	N/A	TO REMAIN
1315	BUILDING	2011	1192'	1165'	26'	HORIZONTAL	28'	N/A	TO REMAIN
1316	TREE	2011	1189'	1164'	24'	HORIZONTAL	25'	N/A	TO REMAIN
1317	POLE	2011	1190'	1157'	32'	HORIZONTAL	26'	N/A	TO REMAIN
1318	TREE	2011	1200'	1157'	42'	HORIZONTAL	36'	N/A	TO REMAIN
1319	TREE	2011	1219'	1151'	67'	HORIZONTAL	55'	N/A	TO REMAIN
1320	TREE	2011	1224'	1153'	70'	HORIZONTAL	60'	N/A	TO REMAIN
1321	TREE	2011	1226'	1146'	79'	HORIZONTAL	62'	N/A	TO REMAIN
1322	TREE	2011	1208'	1144'	63'	HORIZONTAL	44'	N/A	TO REMAIN
1323	TREE	2011	1183'	1139'	43'	HORIZONTAL	19'	N/A	TO REMAIN
1324	TREE	2011	1186'	1137'	48'	HORIZONTAL	22'	N/A	TO REMAIN
1325	TREE	2011	1204'	1133'	70'	HORIZONTAL	40'	N/A	TO REMAIN
1326	TREE	2011	1175'	1128'	46'	HORIZONTAL	11'	N/A	TO REMAIN
1327	TREE	2011	1171'	1131'	39'	HORIZONTAL	7'	N/A	TO REMAIN
1328	TREE	2011	1172'	1127'	44'	HORIZONTAL	8'	N/A	TO REMAIN
1329	TREE	2011	1165'	1126'	38'	HORIZONTAL	1'	N/A	TO REMAIN
1330	TREE	2011	1202'	1120'	81'	HORIZONTAL	38'	N/A	TO REMAIN
1331	TREE	2011	1169'	1112'	56'	HORIZONTAL	5'	N/A	TO REMAIN
1332	TREE	2011	1167'	1107'	59'	HORIZONTAL	3'	N/A	TO REMAIN
1333	TREE	2011	1170'	1107'	62'	HORIZONTAL	6'	N/A	TO REMAIN
1334	TREE	2011	1178'	1108'	69'	HORIZONTAL	14'	N/A	TO REMAIN
1335	TREE	2011	1170'	1108'	61'	HORIZONTAL	6'	N/A	TO REMAIN
1336	TREE	2011	1165'	1107'	57'	HORIZONTAL	1'	N/A	TO REMAIN
1337	TREE	2011	1165'	1109'	55'	HORIZONTAL	1'	N/A	TO REMAIN
1338	TREE	2011	1184'	1113'	70'	HORIZONTAL	20'	N/A	TO REMAIN
1339	TREE	2011	1188'	1114'	73'	HORIZONTAL	24'	N/A	TO REMAIN
1340	TREE	2011	1167'	1116'	50'	HORIZONTAL	3'	N/A	TO REMAIN
1341	TREE	2011	1197'	1118'	78'	HORIZONTAL	33'	N/A	TO REMAIN
1342	TREE	2011	1164'	1116'	47'	HORIZONTAL	0'	N/A	TO REMAIN
1343	TREE	2011	1196'	1121'	74'	HORIZONTAL	32'	N/A	TO REMAIN
1344	TREE	2011	1199'	1123'	75'	HORIZONTAL	35'	N/A	TO REMAIN
1345	TREE	2011	1192'	1123'	68'	HORIZONTAL	28'	N/A	TO REMAIN
1346	TREE	2011	1205'	1127'	77'	HORIZONTAL	41'	N/A	TO REMAIN
1347	TREE	2011	1174'	1130'	43'	HORIZONTAL	10'	N/A	TO REMAIN
1348	TREE	2011	1180'	1129'	50'	HORIZONTAL	16'	N/A	TO REMAIN
1349	TREE	2011	1169'	1133'	35'	HORIZONTAL	5'	N/A	TO REMAIN
1350	TREE	2011	1174'	1133'	40'	HORIZONTAL	10'	N/A	TO REMAIN
1351	TREE	2011	1166'	1131'	34'	HORIZONTAL	2'	N/A	TO REMAIN
1352	TREE	2011	1227'	1137'	89'	HORIZONTAL	63'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1353	TREE	2011	1229'	1136'	92'	HORIZONTAL	65'	N/A	TO REMAIN
1354	TREE	2011	1177'	1140'	36'	HORIZONTAL	13'	N/A	TO REMAIN
1355	TREE	2011	1195'	1143'	51'	HORIZONTAL	31'	N/A	TO REMAIN
1356	TREE	2011	1193'	1142'	50'	HORIZONTAL	29'	N/A	TO REMAIN
1357	TREE	2011	1221'	1146'	74'	HORIZONTAL	57'	N/A	TO REMAIN
1358	TREE	2011	1200'	1149'	50'	HORIZONTAL	36'	N/A	TO REMAIN
1359	TREE	2011	1186'	1151'	34'	HORIZONTAL	22'	N/A	TO REMAIN
1360	TREE	2011	1183'	1149'	33'	HORIZONTAL	19'	N/A	TO REMAIN
1361	TREE	2011	1221'	1151'	69'	HORIZONTAL	57'	N/A	TO REMAIN
1362	TREE	2011	1226'	1153'	72'	HORIZONTAL	62'	N/A	TO REMAIN
1363	TREE	2011	1217'	1160'	56'	HORIZONTAL	53'	N/A	TO REMAIN
1364	TREE	2011	1189'	1162'	26'	HORIZONTAL	25'	N/A	TO REMAIN
1365	TREE	2011	1212'	1166'	45'	HORIZONTAL	48'	N/A	TO REMAIN
1366	TREE	2011	1213'	1167'	45'	HORIZONTAL	49'	N/A	TO REMAIN
1367	TREE	2011	1219'	1169'	49'	HORIZONTAL	55'	N/A	TO REMAIN
1368	TREE	2011	1212'	1166'	45'	HORIZONTAL	48'	N/A	TO REMAIN
1369	POLE	2011	1217'	1174'	42'	HORIZONTAL	53'	N/A	TO REMAIN
1370	TREE	2011	1207'	1169'	37'	HORIZONTAL	43'	N/A	TO REMAIN
1371	TREE	2011	1246'	1170'	75'	HORIZONTAL	82'	N/A	TO REMAIN
1372	TREE	2011	1219'	1172'	46'	HORIZONTAL	55'	N/A	TO REMAIN
1373	TREE	2011	1213'	1170'	42'	HORIZONTAL	49'	N/A	TO REMAIN
1374	TREE	2011	1202'	1166'	35'	HORIZONTAL	38'	N/A	TO REMAIN
1375	TREE	2011	1206'	1163'	42'	HORIZONTAL	42'	N/A	TO REMAIN
1376	TREE	2011	1185'	1159'	25'	HORIZONTAL	21'	N/A	TO REMAIN
1377	BUILDING	2011	1184'	1159'	24'	HORIZONTAL	20'	N/A	TO REMAIN
1378	TREE	2011	1183'	1157'	25'	HORIZONTAL	19'	N/A	TO REMAIN
1379	TREE	2011	1230'	1158'	71'	HORIZONTAL	66'	N/A	TO REMAIN
1380	TREE	2011	1234'	1154'	79'	HORIZONTAL	70'	N/A	TO REMAIN
1381	TREE	2011	1232'	1154'	77'	HORIZONTAL	68'	N/A	TO REMAIN
1382	TREE	2011	1237'	1154'	82'	HORIZONTAL	73'	N/A	TO REMAIN
1383	TREE	2011	1210'	1149'	60'	HORIZONTAL	46'	N/A	TO REMAIN
1384	TREE	2011	1187'	1147'	39'	HORIZONTAL	23'	N/A	TO REMAIN
1385	TREE	2011	1205'	1149'	55'	HORIZONTAL	41'	N/A	TO REMAIN
1386	TREE	2011	1196'	1144'	51'	HORIZONTAL	32'	N/A	TO REMAIN
1387	TREE	2011	1187'	1142'	44'	HORIZONTAL	23'	N/A	TO REMAIN
1388	TREE	2011	1190'	1140'	49'	HORIZONTAL	26'	N/A	TO REMAIN
1389	TREE	2011	1196'	1138'	57'	HORIZONTAL	32'	N/A	TO REMAIN
1390	TREE	2011	1211'	1138'	72'	HORIZONTAL	47'	N/A	TO REMAIN
1391	TREE	2011	1211'	1136'	74'	HORIZONTAL	47'	N/A	TO REMAIN
1392	TREE	2011	1179'	1138'	40'	HORIZONTAL	15'	N/A	TO REMAIN
1393	TREE	2011	1184'	1131'	52'	HORIZONTAL	20'	N/A	TO REMAIN
1394	TREE	2011	1187'	1130'	56'	HORIZONTAL	23'	N/A	TO REMAIN
1395	TREE	2011	1171'	1131'	39'	HORIZONTAL	7'	N/A	TO REMAIN
1396	TREE	2011	1177'	1126'	50'	HORIZONTAL	13'	N/A	TO REMAIN
1397	TREE	2011	1174'	1123'	50'	HORIZONTAL	10'	N/A	TO REMAIN
1398	TREE	2011	1195'	1125'	69'	HORIZONTAL	31'	N/A	TO REMAIN
1399	TREE	2011	1165'	1118'	46'	HORIZONTAL	1'	N/A	TO REMAIN
1400	TREE	2011	1174'	1119'	54'	HORIZONTAL	10'	N/A	TO REMAIN
1401	TREE	2011	1172'	1118'	53'	HORIZONTAL	8'	N/A	TO REMAIN
1402	TREE	2011	1169'	1113'	55'	HORIZONTAL	5'	N/A	TO REMAIN
1403	TREE	2011	1170'	1111'	58'	HORIZONTAL	6'	N/A	TO REMAIN
1404	TREE	2011	1169'	1116'	52'	HORIZONTAL	5'	N/A	TO REMAIN
1405	TREE	2011	1186'	1118'	67'	HORIZONTAL	22'	N/A	TO REMAIN
1406	TREE	2011	1187'	1113'	73'	HORIZONTAL	23'	N/A	TO REMAIN
1407	TREE	2011	1186'	1113'	72'	HORIZONTAL	22'	N/A	TO REMAIN
1408	TREE	2011	1168'	1115'	52'	HORIZONTAL	4'	N/A	TO REMAIN
1409	TREE	2011	1164'	1110'	53'	HORIZONTAL	0'	N/A	TO REMAIN
1410	TREE	2011	1177'	1115'	61'	HORIZONTAL	13'	N/A	TO REMAIN
1411	TREE	2011	1204'	1122'	81'	HORIZONTAL	40'	N/A	TO REMAIN
1412	TREE	2011	1210'	1121'	88'	HORIZONTAL	46'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTRUCTION LOCATION DATA

LOCATION	OBSTRUCTION DATA RANGE
G4	1136 - 1139; 1167 - 1189; 1212 - 1219; 1248 - 1262; 1301 - 1308; 1310 - 1317; 1366 - 1372; 1376
G5	1374 - 1375; 1440 - 1441; 1443 - 1446
U4	1101 - 1135; 1140 - 1164; 1190 - 1212; 1220 - 1247; 1263 - 1300; 1318 - 1363; 1378 - 1439; 1447 - 1566; 2181 - 2182

1 See Sheet 6 - Airport Airspace Drawing for obstruction area layout and identification.

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

Airport Obstruction Datasheet - 3

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1413	TREE	2011	1191'	1121'	69'	HORIZONTAL	27'	N/A	TO REMAIN
1414	TREE	2011	1187'	1123'	63'	HORIZONTAL	23'	N/A	TO REMAIN
1415	TREE	2011	1209'	1126'	82'	HORIZONTAL	45'	N/A	TO REMAIN
1416	TREE	2011	1210'	1126'	83'	HORIZONTAL	46'	N/A	TO REMAIN
1417	TREE	2011	1172'	1127'	44'	HORIZONTAL	8'	N/A	TO REMAIN
1418	TREE	2011	1199'	1133'	65'	HORIZONTAL	35'	N/A	TO REMAIN
1419	TREE	2011	1210'	1134'	75'	HORIZONTAL	46'	N/A	TO REMAIN
1420	TREE	2011	1199'	1135'	63'	HORIZONTAL	35'	N/A	TO REMAIN
1421	TREE	2011	1196'	1134'	61'	HORIZONTAL	32'	N/A	TO REMAIN
1422	TREE	2011	1199'	1136'	62'	HORIZONTAL	35'	N/A	TO REMAIN
1423	TREE	2011	1207'	1139'	67'	HORIZONTAL	43'	N/A	TO REMAIN
1424	TREE	2011	1219'	1142'	76'	HORIZONTAL	55'	N/A	TO REMAIN
1425	TREE	2011	1196'	1139'	56'	HORIZONTAL	32'	N/A	TO REMAIN
1426	TREE	2011	1224'	1143'	80'	HORIZONTAL	60'	N/A	TO REMAIN
1427	TREE	2011	1235'	1147'	87'	HORIZONTAL	71'	N/A	TO REMAIN
1428	TREE	2011	1186'	1150'	35'	HORIZONTAL	22'	N/A	TO REMAIN
1429	TOWER	2011	1196'	1151'	44'	HORIZONTAL	32'	N/A	TO REMAIN
1430	TOWER	2011	1195'	1151'	43'	HORIZONTAL	31'	N/A	TO REMAIN
1431	TREE	2011	1184'	1155'	28'	HORIZONTAL	20'	N/A	TO REMAIN
1432	POLE	2011	1192'	1159'	32'	HORIZONTAL	28'	N/A	TO REMAIN
1433	TREE	2011	1232'	1160'	71'	HORIZONTAL	68'	N/A	TO REMAIN
1434	TREE	2011	1240'	1157'	82'	HORIZONTAL	76'	N/A	TO REMAIN
1435	TREE	2011	1241'	1158'	82'	HORIZONTAL	77'	N/A	TO REMAIN
1436	TREE	2011	1245'	1161'	83'	HORIZONTAL	81'	N/A	TO REMAIN
1437	TREE	2011	1234'	1161'	72'	HORIZONTAL	70'	N/A	TO REMAIN
1438	TREE	2011	1194'	1164'	29'	HORIZONTAL	30'	N/A	TO REMAIN
1439	TREE	2011	1208'	1165'	42'	HORIZONTAL	44'	N/A	TO REMAIN
1440	TREE	2011	1239'	1162'	76'	HORIZONTAL	75'	N/A	TO REMAIN
1441	TREE	2011	1230'	1168'	61'	HORIZONTAL	66'	N/A	TO REMAIN
1442	POLE	2011	1202'	1166'	35'	HORIZONTAL	38'	N/A	TO REMAIN
1443	POLE	2011	1199'	1166'	32'	HORIZONTAL	35'	N/A	TO REMAIN
1444	SIGN	2011	1199'	1164'	34'	HORIZONTAL	35'	N/A	TO REMAIN
1445	TREE	2011	1199'	1156'	42'	HORIZONTAL	35'	N/A	TO REMAIN
1446	BUILDING	2011	1192'	1157'	34'	HORIZONTAL	28'	N/A	TO REMAIN
1447	BUILDING	2011	1192'	1155'	36'	HORIZONTAL	28'	N/A	TO REMAIN
1448	BUILDING	2011	1188'	1155'	32'	HORIZONTAL	24'	N/A	TO REMAIN
1449	POLE	2011	1187'	1153'	33'	HORIZONTAL	23'	N/A	TO REMAIN
1450	TREE	2011	1222'	1150'	71'	HORIZONTAL	58'	N/A	TO REMAIN
1451	TREE	2011	1188'	1147'	40'	HORIZONTAL	24'	N/A	TO REMAIN
1452	TREE	2011	1198'	1144'	53'	HORIZONTAL	34'	N/A	TO REMAIN
1453	TREE	2011	1195'	1141'	53'	HORIZONTAL	31'	N/A	TO REMAIN
1454	TREE	2011	1207'	1139'	67'	HORIZONTAL	43'	N/A	TO REMAIN
1455	TREE	2011	1202'	1139'	62'	HORIZONTAL	38'	N/A	TO REMAIN
1456	TREE	2011	1209'	1140'	68'	HORIZONTAL	45'	N/A	TO REMAIN
1457	TREE	2011	1166'	1134'	31'	HORIZONTAL	2'	N/A	TO REMAIN
1458	TREE	2011	1201'	1134'	66'	HORIZONTAL	37'	N/A	TO REMAIN
1459	TREE	2011	1200'	1129'	70'	HORIZONTAL	36'	N/A	TO REMAIN
1460	TREE	2011	1201'	1128'	72'	HORIZONTAL	37'	N/A	TO REMAIN
1461	TREE	2011	1177'	1128'	48'	HORIZONTAL	13'	N/A	TO REMAIN
1462	TREE	2011	1205'	1127'	77'	HORIZONTAL	41'	N/A	TO REMAIN
1463	TREE	2011	1213'	1126'	86'	HORIZONTAL	49'	N/A	TO REMAIN
1464	TREE	2011	1173'	1118'	54'	HORIZONTAL	9'	N/A	TO REMAIN
1465	TREE	2011	1173'	1118'	54'	HORIZONTAL	9'	N/A	TO REMAIN
1466	TREE	2011	1197'	1115'	81'	HORIZONTAL	33'	N/A	TO REMAIN
1467	TREE	2011	1175'	1106'	68'	HORIZONTAL	11'	N/A	TO REMAIN
1468	TREE	2011	1168'	1110'	57'	HORIZONTAL	4'	N/A	TO REMAIN
1469	TREE	2011	1184'	1111'	72'	HORIZONTAL	20'	N/A	TO REMAIN
1470	TREE	2011	1169'	1108'	60'	HORIZONTAL	5'	N/A	TO REMAIN
1471	TREE	2011	1177'	1106'	70'	HORIZONTAL	13'	N/A	TO REMAIN
1472	TREE	2011	1175'	1112'	62'	HORIZONTAL	11'	N/A	TO REMAIN
1473	TREE	2011	1186'	1109'	76'	HORIZONTAL	22'	N/A	TO REMAIN
1474	TREE	2011	1166'	1110'	55'	HORIZONTAL	2'	N/A	TO REMAIN
1475	TREE	2011	1168'	1118'	49'	HORIZONTAL	4'	N/A	TO REMAIN
1476	TREE	2011	1166'	1118'	47'	HORIZONTAL	2'	N/A	TO REMAIN
1477	TREE	2011	1207'	1123'	83'	HORIZONTAL	43'	N/A	TO REMAIN
1478	TREE	2011	1185'	1124'	60'	HORIZONTAL	21'	N/A	TO REMAIN
1479	TREE	2011	1209'	1122'	86'	HORIZONTAL	45'	N/A	TO REMAIN
1480	TREE	2011	1201'	1124'	76'	HORIZONTAL	37'	N/A	TO REMAIN
1481	TREE	2011	1187'	1128'	58'	HORIZONTAL	23'	N/A	TO REMAIN
1482	TREE	2011	1217'	1128'	88'	HORIZONTAL	53'	N/A	TO REMAIN
1483	TREE	2011	1185'	1130'	54'	HORIZONTAL	21'	N/A	TO REMAIN
1484	TREE	2011	1190'	1137'	52'	HORIZONTAL	26'	N/A	TO REMAIN
1485	TREE	2011	1181'	1137'	43'	HORIZONTAL	17'	N/A	TO REMAIN
1486	TREE	2011	1174'	1137'	36'	HORIZONTAL	10'	N/A	TO REMAIN
1487	TREE	2011	1187'	1141'	45'	HORIZONTAL	23'	N/A	TO REMAIN
1488	TREE	2011	1198'	1142'	55'	HORIZONTAL	34'	N/A	TO REMAIN
1489	TREE	2011	1180'	1143'	36'	HORIZONTAL	16'	N/A	TO REMAIN
1490	POLE	2011	1181'	1142'	38'	HORIZONTAL	17'	N/A	TO REMAIN
1491	TREE	2011	1201'	1146'	54'	HORIZONTAL	37'	N/A	TO REMAIN
1492	POLE	2011	1193'	1152'	40'	HORIZONTAL	29'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1493	POLE	2011	1199'	1157'	41'	HORIZONTAL	35'	N/A	TO REMAIN
1494	TREE	2011	1204'	1157'	46'	HORIZONTAL	40'	N/A	TO REMAIN
1495	TREE	2011	1197'	1154'	42'	HORIZONTAL	33'	N/A	TO REMAIN
1496	POLE	2011	1197'	1155'	41'	HORIZONTAL	33'	N/A	TO REMAIN
1497	POLE	2011	1183'	1145'	37'	HORIZONTAL	19'	N/A	TO REMAIN
1498	TREE	2011	1196'	1151'	44'	HORIZONTAL	32'	N/A	TO REMAIN
1499	TREE	2011	1213'	1151'	61'	HORIZONTAL	49'	N/A	TO REMAIN
1500	TREE	2011	1218'	1144'	73'	HORIZONTAL	54'	N/A	TO REMAIN
1501	TREE	2011	1184'	1144'	39'	HORIZONTAL	20'	N/A	TO REMAIN
1502	TREE	2011	1195'	1140'	54'	HORIZONTAL	31'	N/A	TO REMAIN
1503	TREE	2011	1195'	1139'	55'	HORIZONTAL	31'	N/A	TO REMAIN
1504	TREE	2011	1199'	1134'	64'	HORIZONTAL	35'	N/A	TO REMAIN
1505	TREE	2011	1206'	1136'	69'	HORIZONTAL	42'	N/A	TO REMAIN
1506	TREE	2011	1196'	1135'	60'	HORIZONTAL	32'	N/A	TO REMAIN
1507	TREE	2011	1189'	1136'	52'	HORIZONTAL	25'	N/A	TO REMAIN
1508	TREE	2011	1208'	1138'	69'	HORIZONTAL	44'	N/A	TO REMAIN
1509	TREE	2011	1215'	1138'	76'	HORIZONTAL	51'	N/A	TO REMAIN
1510	TREE	2011	1206'	1138'	67'	HORIZONTAL	42'	N/A	TO REMAIN
1511	TREE	2011	1191'	1130'	60'	HORIZONTAL	27'	N/A	TO REMAIN
1512	TREE	2011	1169'	1131'	37'	HORIZONTAL	5'	N/A	TO REMAIN
1513	TREE	2011	1193'	1124'	68'	HORIZONTAL	29'	N/A	TO REMAIN
1514	TREE	2011	1172'	1119'	52'	HORIZONTAL	8'	N/A	TO REMAIN
1515	TREE	2011	1179'	1113'	65'	HORIZONTAL	15'	N/A	TO REMAIN
1516	TREE	2011	1174'	1111'	62'	HORIZONTAL	10'	N/A	TO REMAIN
1517	TREE	2011	1181'	1115'	65'	HORIZONTAL	17'	N/A	TO REMAIN
1518	TREE	2011	1196'	1119'	76'	HORIZONTAL	32'	N/A	TO REMAIN
1519	TREE	2011	1186'	1118'	67'	HORIZONTAL	22'	N/A	TO REMAIN
1520	TREE	2011	1194'	1120'	73'	HORIZONTAL	30'	N/A	TO REMAIN
1521	POLE	2011	1164'	1124'	39'	HORIZONTAL	0'	N/A	TO REMAIN
1522	POLE	2011	1165'	1128'	36'	HORIZONTAL	1'	N/A	TO REMAIN
1523	TREE	2011	1193'	1125'	67'	HORIZONTAL	29'	N/A	TO REMAIN
1524	TREE	2011	1181'	1132'	48'	HORIZONTAL	17'	N/A	TO REMAIN
1525	TREE	2011	1166'	1132'	33'	HORIZONTAL	2'	N/A	TO REMAIN
1526	TREE	2011	1195'	1126'	68'	HORIZONTAL	31'	N/A	TO REMAIN
1527	TREE	2011	1184'	1126'	57'	HORIZONTAL	20'	N/A	TO REMAIN
1528	TREE	2011	1185'	1128'	56'	HORIZONTAL	21'	N/A	TO REMAIN
1529	TREE	2011	1194'	1131'	62'	HORIZONTAL	30'	N/A	TO REMAIN
1530	TREE	2011	1194'	1134'	59'	HORIZONTAL	30'	N/A	TO REMAIN
1531	TREE	2011	1195'	1134'	60'	HORIZONTAL	31'	N/A	TO REMAIN
1532	TREE	2011	1205'	1139'	65'	HORIZONTAL	41'	N/A	TO REMAIN
1533	TREE	2011	1181'	1142'	38'	HORIZONTAL	17'	N/A	TO REMAIN
1534	TREE	2011	1164'	1131'	32'	HORIZONTAL	0'	N/A	TO REMAIN
1535	TREE	2011	1168'	1132'	35'	HORIZONTAL	4'	N/A	TO REMAIN
1536	TREE	2011	1189'	1129'	59'	HORIZONTAL	25'	N/A	TO REMAIN
1537	TREE	2011	1193'	1128'	64'	HORIZONTAL	29'	N/A	TO REMAIN
1538	TREE	2011	1193'	1124'	68'	HORIZONTAL	29'	N/A	TO REMAIN
1539	TREE	2011	1187'	1122'	64'	HORIZONTAL	23'	N/A	TO REMAIN
1540	TREE	2011	1195'	1116'	78'	HORIZONTAL	31'	N/A	TO REMAIN
1541	TREE	2011	1189'	1117'	71'	HORIZONTAL	25'	N/A	TO REMAIN
1542	TREE	2011	1164'	1110'	53'	HORIZONTAL	0'	N/A	TO REMAIN
1543	TREE	2011	1174'	1112'	61'	HORIZONTAL	10'	N/A	TO REMAIN
1544	TREE	2011	1177'	1109'	67'	HORIZONTAL	13'	N/A	TO REMAIN
1545	TREE	2011	1172'	1118'	53'	HORIZONTAL	8'	N/A	TO REMAIN
1546	TREE	2011	1192'	1119'	72'	HORIZONTAL	28'	N/A	TO REMAIN
1547	TREE	2011	1175'	1119'	55'	HORIZONTAL	11'	N/A	TO REMAIN
1548	TREE	2011	1189'	1117'	71'	HORIZONTAL	25'	N/A	TO REMAIN
1549	TREE	2011	1191'	1115'	75'	HORIZONTAL	27'	N/A	TO REMAIN
1550	TREE	2011	1172'	1111'	60'	HORIZONTAL	8'	N/A	TO REMAIN
1551	TREE	2011	1180'	1109'	70'	HORIZONTAL	16'	N/A	TO REMAIN
1552	TREE	2011	1180'	1108'	71'	HORIZONTAL	16'	N/A	TO REMAIN
1553	TREE	2011	1184'	1108'	75'	HORIZONTAL	20'	N/A	TO REMAIN
1554	TREE	2012	1199'	1108'	90'	HORIZONTAL	35'	N/A	TO REMAIN
1555	TREE	2011	1203'	1117'	85'	HORIZONTAL	39'	N/A	TO REMAIN
1556	TREE	2011	1200'	1117'	82'	HORIZONTAL	36'	N/A	TO REMAIN
1557	TREE	2011	1196'	1117'	78'	HORIZONTAL	32'	N/A	TO REMAIN
1558	TREE	2011	1167'	1123'	43'	HORIZONTAL	3'	N/A	TO REMAIN
1559	TREE	2011	1209'	1116'	92'	HORIZONTAL	45'	N/A	TO REMAIN
1560	TREE	2011	1195'	1118'	76'	HORIZONTAL	31'	N/A	TO REMAIN
1561	TREE	2011	1168'	1116'	51'	HORIZONTAL	4'	N/A	TO REMAIN
1562	TREE	2011	1167'	1116'	50'	HORIZONTAL	3'	N/A	TO REMAIN
1563	TREE	2011	1205'	1146'	58'	HORIZONTAL	41'	N/A	TO REMAIN
1564	TREE	2011	1201'	1143'	57'	HORIZONTAL	37'	N/A	TO REMAIN
1565	TREE	2011	1212'	1136'	75'	HORIZONTAL	48'	N/A	TO REMAIN
1566	TREE	2011	1229'	1161'	67'	HORIZONTAL	65'	N/A	TO REMAIN
1567	TREE	2011	1175'	1107'	67'	HORIZONTAL	11'	N/A	TO REMAIN
1568	TREE	2011	1177'	1107'	69'	HORIZONTAL	13'	N/A	TO REMAIN
1569	TREE	2011	1173'	1095'	77'	HORIZONTAL	9'	N/A	TO REMAIN
1570	TREE	2011	1184'	1110'	73'	HORIZONTAL	20'	N/A	TO REMAIN
1571	TREE	2011	1185'	1108'	76'	HORIZONTAL	21'	N/A	TO REMAIN
1572	TREE	2012	1185'	1115'	69'	HORIZONTAL	21'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1573	TREE	2011	1193'	1124'	68'	HORIZONTAL	29'	N/A	TO REMAIN
1574	TREE	2011	1171'	1109'	61'	HORIZONTAL	7'	N/A	TO REMAIN
1575	TREE	2012	1195'	1111'	83'	HORIZONTAL	31'	N/A	TO REMAIN
1576	TREE	2011	1183'	1112'	70'	HORIZONTAL	19'	N/A	TO REMAIN
1577	TREE	2012	1170'	1100'	69'	HORIZONTAL	6'	N/A	TO REMAIN
1578	TREE	2011	1174'	1105'	68'	HORIZONTAL	10'	N/A	TO REMAIN
1579	TREE	2011	1169'	1106'	62'	HORIZONTAL	5'	N/A	TO REMAIN
1580	TREE	2011	1184'	1102'	81'	HORIZONTAL	20'	N/A	TO REMAIN
1581	TREE	2011	1182'	1102'	79'	HORIZONTAL	18'	N/A	TO REMAIN
1582	TREE	2012	1171'	1129'	41'	HORIZONTAL	7'	N/A	TO REMAIN
1583	TREE	2011	1170'	1101'	68'	HORIZONTAL	6'	N/A	TO REMAIN
1584	TREE	2011	1168'	1086'	81'	HORIZONTAL	4'	N/A	TO REMAIN
1585	TREE	2011	1177'	1086'	90'	HORIZONTAL	13'	N/A	TO REMAIN
1586	TREE	2012	1202'	1080'	121'	HORIZONTAL	38'	N/A	TO REMAIN
1587	TREE	2011	1180'	1077'	102'	HORIZONTAL	16'	N/A	TO REMAIN
1588	TREE	2012	1167'	1095'	71'	HORIZONTAL	3'	N/A	TO REMAIN
1589	TREE	2012	1172'	1112'	59'	HORIZONTAL	8'	N/A	TO REMAIN
1590	TREE	2012	1186'	1060'	125'	HORIZONTAL	22'	N/A	TO REMAIN
1591	TREE	2012	1180'	1087'	92'	HORIZONTAL	16'	N/A	TO REMAIN
1592	TREE	2011	1174'	1088'	85'	HORIZONTAL	10'	N/A	TO REMAIN
1593	TREE	2011	1165'	1099'	65'	HORIZONTAL	1'	N/A	TO REMAIN
1594	TREE	2011	1181'	1117'	63'	HORIZONTAL	17'	N/A	TO REMAIN
1595	TREE	2011	1180'	1118'	61'	HORIZONTAL	16'	N/A	TO REMAIN
1596	TREE	2011	1188'	1117'	70'	HORIZONTAL	24'	N/A	TO REMAIN
1597	TREE	2011	1176'	1117'	58'	HORIZONTAL	12'	N/A	TO REMAIN
1598	TREE	2011	1168'	1109'	58'	HORIZONTAL	4'	N/A	TO REMAIN
1599	TREE	2011	1194'	1111'	82'	HORIZONTAL	30'	N/A	TO REMAIN
1600	TREE	2012	1201'	1112'	88'	HORIZONTAL	37'	N/A	TO REMAIN
1601	TREE	2011	1210'	1136'	73'	HORIZONTAL	46'	N/A	TO REMAIN
1602	TREE	2011	1165'	1160'	4'	HORIZONTAL	1'	N/A	TO REMAIN
1603	TREE	2011	1173'	1158'	14'	HORIZONTAL	9'	N/A	TO REMAIN
1604	TREE	2011	1173'	1110'	62'	HORIZONTAL	9'	N/A	TO REMAIN
1605	TREE	2011	1168'	1118'	49'	HORIZONTAL	4'	N/A	TO REMAIN
1606	TREE	2011	1180'	1110'	69'	HORIZONTAL	16'	N/A	TO REMAIN
1607	TREE	2011	1171'	1110'	60'	HORIZONTAL	7'	N/A	TO REMAIN
1608	TREE	2011	1185'	1125'	59'	HORIZONTAL	21'	N/A	TO REMAIN
1609	GROUND	2011	1172'	1172'	0'	HORIZONTAL	8'	N/A	TO REMAIN
1610	TREE	2011	1208'	1195'	12'	HORIZONTAL	44'	N/A	TO REMAIN
1611	GROUND	2011	1230'	1230'	0'	HORIZONTAL	66'	N/A	TO REMAIN
1612	GROUND	2011	1215'	1213'	1'	HORIZONTAL	51'	N/A	TO REMAIN
1613	GROUND	2011	1215'	1213'	1'	HORIZONTAL	51'	N/A	TO REMAIN
1614	TREE	2011	1198'	1185'	12'	HORIZONTAL	34'	N/A	TO REMAIN
1615	GROUND	2011	1189'	1188'	0'	HORIZONTAL	25'	N/A	TO REMAIN
1616	TREE	2011	1207'	1188'	18'	HORIZONTAL	43'	N/A	TO REMAIN
1617	GROUND	2011	1196'	1197'	-1'	HORIZONTAL	32'	N/A	TO REMAIN
1618	TREE	2011	1208'	1199'	8'	HORIZONTAL	44'	N/A	TO REMAIN
1619	TREE	2011	1173'	1158'	14'	HORIZONTAL	9'	N/A	TO REMAIN
1620	TREE	2011	1212'	1190'	21'	HORIZONTAL	48'	N/A	TO REMAIN
1621	TREE	2011	1193'	1115'	77'	HORIZONTAL	29'	N/A	TO REMAIN
1622	TREE	2012	1186'	1111'	74'	HORIZONTAL	22'	N/A	TO REMAIN
1623	TREE	2011	1185'	1105'	79'	HORIZONTAL	21'	N/A	TO REMAIN
1624	TREE	2011	1165'	1138'	26'	HORIZONTAL	1'	N/A	TO REMAIN
1625	TREE	2011	1250'	1227'	22'	HORIZONTAL	86'	N/A	TO REMAIN
1626	TREE	2011	1246'	1231'	14'	HORIZONTAL	82'	N/A	TO REMAIN
1627	TREE	2011	1181'	1135'	45'	HORIZONTAL	17'	N/A	TO REMAIN
1628	TREE	2011	1183'	1129'	53'	HORIZONTAL	19'	N/A	TO REMAIN
1629	TREE	2011	1170'	1128'	41'	HORIZONTAL	6'	N/A	TO REMAIN
1630	TREE	2011	1185'	1143'	41'	HORIZONTAL	21'	N/A	TO REMAIN
1631	TREE	2011	1182'	1143'	38'	HORIZONTAL	18'	N/A	TO REMAIN
1632	TREE	2011	1202'	1182'	19'	HORIZONTAL	38'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTRUCTION LOCATION DATA

LOCATION	OBSTRUCTION DATA RANGE
G5	1374 - 1375; 1440 - 1441; 1443 - 1446
G7	1609 - 1615; 1617 - 1619; 1621; 1632 - 1633; 1639 - 1655; 1657 - 1658; 1723 - 1734; 1736 - 1737; 1765 - 1777; 1783 - 1810; 1812 - 1814; 1816
U4	1101 - 1135; 1140 - 1164; 1190 - 1212; 1220 - 1247; 1263 - 1300; 1318 - 1363; 1378 - 1439; 1447 - 1566; 2181 - 2182
U7	854; 1568 - 1602; 1604 - 1608; 1622 - 1624; 1634 - 1638

1 See Sheet 6 - Airport Airspace Drawing for obstruction area layout and identification.

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By:	No.	Revision	By	App.	Date
JMC	1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017
Drafted By: VLP					
Checked By: ADC					
Approved By: AWS					

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division — Date

Brackett Field

Airport Obstruction Datasheet - 4

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1633	TREE	2011	1204'	1184'	19'	HORIZONTAL	40'	N/A	TO REMAIN
1634	TREE	2011	1208'	1183'	24'	HORIZONTAL	44'	N/A	TO REMAIN
1635	TREE	2011	1234'	1216'	17'	HORIZONTAL	70'	N/A	TO REMAIN
1636	TREE	2011	1244'	1232'	11'	HORIZONTAL	80'	N/A	TO REMAIN
1637	TREE	2011	1250'	1239'	10'	HORIZONTAL	86'	N/A	TO REMAIN
1638	TREE	2011	1251'	1232'	18'	HORIZONTAL	87'	N/A	TO REMAIN
1639	TREE	2011	1224'	1211'	12'	HORIZONTAL	60'	N/A	TO REMAIN
1640	TREE	2011	1253'	1232'	20'	HORIZONTAL	89'	N/A	TO REMAIN
1641	TREE	2011	1245'	1222'	22'	HORIZONTAL	81'	N/A	TO REMAIN
1642	TREE	2011	1242'	1228'	13'	HORIZONTAL	78'	N/A	TO REMAIN
1643	TREE	2011	1244'	1234'	9'	HORIZONTAL	80'	N/A	TO REMAIN
1644	TREE	2011	1233'	1221'	11'	HORIZONTAL	69'	N/A	TO REMAIN
1645	TREE	2011	1256'	1232'	23'	HORIZONTAL	92'	N/A	TO REMAIN
1646	GROUND	2011	1222'	1221'	0'	HORIZONTAL	58'	N/A	TO REMAIN
1647	TREE	2011	1226'	1215'	10'	HORIZONTAL	62'	N/A	TO REMAIN
1648	TREE	2011	1207'	1206'	0'	HORIZONTAL	43'	N/A	TO REMAIN
1649	TREE	2011	1168'	1149'	18'	HORIZONTAL	4'	N/A	TO REMAIN
1650	GROUND	2011	1181'	1179'	1'	HORIZONTAL	17'	N/A	TO REMAIN
1651	GROUND	2011	1209'	1208'	0'	HORIZONTAL	45'	N/A	TO REMAIN
1652	TREE	2011	1186'	1112'	73'	HORIZONTAL	22'	N/A	TO REMAIN
1653	TREE	2011	1209'	1152'	56'	HORIZONTAL	45'	N/A	TO REMAIN
1654	TREE	2011	1217'	1155'	61'	HORIZONTAL	53'	N/A	TO REMAIN
1655	TREE	2011	1225'	1165'	59'	HORIZONTAL	61'	N/A	TO REMAIN
1656	GROUND	2011	1170'	1168'	1'	HORIZONTAL	6'	N/A	TO REMAIN
1657	TREE	2011	1210'	1187'	22'	HORIZONTAL	46'	N/A	TO REMAIN
1658	TREE	2011	1230'	1168'	61'	HORIZONTAL	66'	N/A	TO REMAIN
1659	TREE	2011	1199'	1144'	54'	HORIZONTAL	35'	N/A	TO REMAIN
1660	TREE	2011	1211'	1143'	67'	HORIZONTAL	47'	N/A	TO REMAIN
1661	TREE	2011	1237'	1168'	68'	HORIZONTAL	73'	N/A	TO REMAIN
1662	TREE	2011	1215'	1200'	14'	HORIZONTAL	51'	N/A	TO REMAIN
1663	GROUND	2011	1207'	1206'	0'	HORIZONTAL	43'	N/A	TO REMAIN
1664	GROUND	2011	1206'	1205'	0'	HORIZONTAL	42'	N/A	TO REMAIN
1665	GROUND	2011	1177'	1176'	0'	HORIZONTAL	13'	N/A	TO REMAIN
1666	GROUND	2011	1178'	1176'	1'	HORIZONTAL	14'	N/A	TO REMAIN
1667	TREE	2011	1209'	1181'	27'	HORIZONTAL	45'	N/A	TO REMAIN
1668	TREE	2011	1228'	1164'	63'	HORIZONTAL	64'	N/A	TO REMAIN
1669	TREE	2011	1211'	1140'	70'	HORIZONTAL	47'	N/A	TO REMAIN
1670	GROUND	2011	1221'	1220'	0'	HORIZONTAL	57'	N/A	TO REMAIN
1671	GROUND	2011	1227'	1227'	0'	HORIZONTAL	63'	N/A	TO REMAIN
1672	TREE	2011	1254'	1227'	26'	HORIZONTAL	90'	N/A	TO REMAIN
1673	GROUND	2011	1236'	1235'	0'	HORIZONTAL	72'	N/A	TO REMAIN
1674	GROUND	2011	1223'	1222'	0'	HORIZONTAL	59'	N/A	TO REMAIN
1675	GROUND	2011	1203'	1201'	1'	HORIZONTAL	39'	N/A	TO REMAIN
1676	GROUND	2011	1256'	1256'	0'	HORIZONTAL	92'	N/A	TO REMAIN
1677	GROUND	2011	1248'	1249'	-1'	HORIZONTAL	84'	N/A	TO REMAIN
1678	TREE	2011	1279'	1254'	24'	HORIZONTAL	115'	N/A	TO REMAIN
1679	GROUND	2011	1264'	1264'	0'	HORIZONTAL	100'	N/A	TO REMAIN
1680	GROUND	2011	1265'	1264'	0'	HORIZONTAL	101'	N/A	TO REMAIN
1681	GROUND	2011	1253'	1252'	0'	HORIZONTAL	89'	N/A	TO REMAIN
1682	GROUND	2011	1218'	1216'	1'	HORIZONTAL	54'	N/A	TO REMAIN
1683	TREE	2011	1192'	1177'	14'	HORIZONTAL	28'	N/A	TO REMAIN
1684	BUSH	2011	1247'	1245'	1'	HORIZONTAL	83'	N/A	TO REMAIN
1685	BUSH	2011	1270'	1263'	6'	HORIZONTAL	106'	N/A	TO REMAIN
1686	COMM. TOWER	2011	1291'	1265'	25'	HORIZONTAL	127'	N/A	TO REMAIN
1687	BUSH	2011	1265'	1259'	5'	HORIZONTAL	101'	N/A	TO REMAIN
1688	TREE	2011	1246'	1230'	15'	HORIZONTAL	82'	N/A	TO REMAIN
1689	BUSH	2011	1198'	1195'	2'	HORIZONTAL	34'	N/A	TO REMAIN
1690	GROUND	2011	1194'	1195'	-1'	HORIZONTAL	30'	N/A	TO REMAIN
1691	TREE	2011	1228'	1213'	14'	HORIZONTAL	64'	N/A	TO REMAIN
1692	POLE	2011	1278'	1247'	30'	HORIZONTAL	114'	N/A	TO REMAIN
1693	POLE	2011	1270'	1246'	23'	HORIZONTAL	106'	N/A	TO REMAIN
1694	BUSH	2011	1262'	1256'	5'	HORIZONTAL	98'	N/A	TO REMAIN
1695	GROUND	2011	1256'	1255'	0'	HORIZONTAL	92'	N/A	TO REMAIN
1696	BUSH	2011	1269'	1254'	14'	HORIZONTAL	105'	N/A	TO REMAIN
1697	BUSH	2011	1209'	1205'	3'	HORIZONTAL	45'	N/A	TO REMAIN
1698	BUSH	2011	1210'	1197'	12'	HORIZONTAL	46'	N/A	TO REMAIN
1699	GROUND	2011	1183'	1182'	0'	HORIZONTAL	19'	N/A	TO REMAIN
1700	TREE	2011	1205'	1155'	49'	HORIZONTAL	41'	N/A	TO REMAIN
1701	TREE	2011	1193'	1139'	53'	HORIZONTAL	29'	N/A	TO REMAIN
1702	TREE	2011	1192'	1132'	59'	HORIZONTAL	28'	N/A	TO REMAIN
1703	TREE	2011	1193'	1142'	50'	HORIZONTAL	29'	N/A	TO REMAIN
1704	GROUND	2011	1223'	1224'	-1'	HORIZONTAL	59'	N/A	TO REMAIN
1705	BUSH	2011	1172'	1169'	2'	HORIZONTAL	8'	N/A	TO REMAIN
1706	GROUND	2011	1239'	1238'	0'	HORIZONTAL	75'	N/A	TO REMAIN
1707	BUSH	2011	1216'	1213'	2'	HORIZONTAL	52'	N/A	TO REMAIN
1708	GROUND	2011	1208'	1209'	-1'	HORIZONTAL	44'	N/A	TO REMAIN
1709	GROUND	2011	1223'	1222'	0'	HORIZONTAL	59'	N/A	TO REMAIN
1710	TREE	2011	1211'	1181'	29'	HORIZONTAL	47'	N/A	TO REMAIN
1711	TREE	2011	1198'	1177'	20'	HORIZONTAL	34'	N/A	TO REMAIN
1712	TREE	2011	1228'	1181'	46'	HORIZONTAL	64'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1713	TREE	2011	1219'	1192'	26'	HORIZONTAL	55'	N/A	TO REMAIN
1714	TREE	2011	1181'	1157'	23'	HORIZONTAL	17'	N/A	TO REMAIN
1715	TREE	2011	1171'	1110'	60'	HORIZONTAL	7'	N/A	TO REMAIN
1716	TREE	2011	1165'	1118'	46'	HORIZONTAL	1'	N/A	TO REMAIN
1717	GROUND	2011	1176'	1176'	0'	HORIZONTAL	12'	N/A	TO REMAIN
1718	GROUND	2011	1180'	1179'	0'	HORIZONTAL	16'	N/A	TO REMAIN
1719	GROUND	2011	1194'	1194'	0'	HORIZONTAL	30'	N/A	TO REMAIN
1720	GROUND	2011	1221'	1221'	0'	HORIZONTAL	57'	N/A	TO REMAIN
1721	GROUND	2011	1227'	1220'	6'	HORIZONTAL	63'	N/A	TO REMAIN
1722	GROUND	2011	1216'	1215'	0'	HORIZONTAL	52'	N/A	TO REMAIN
1723	TREE	2011	1225'	1203'	21'	HORIZONTAL	61'	N/A	TO REMAIN
1724	TREE	2011	1208'	1193'	14'	HORIZONTAL	44'	N/A	TO REMAIN
1725	TREE	2011	1265'	1245'	19'	HORIZONTAL	101'	N/A	TO REMAIN
1726	TREE	2011	1260'	1237'	22'	HORIZONTAL	96'	N/A	TO REMAIN
1727	TREE	2011	1246'	1224'	21'	HORIZONTAL	82'	N/A	TO REMAIN
1728	TREE	2011	1232'	1203'	28'	HORIZONTAL	68'	N/A	TO REMAIN
1729	TREE	2011	1184'	1159'	24'	HORIZONTAL	20'	N/A	TO REMAIN
1730	TREE	2011	1264'	1236'	27'	HORIZONTAL	100'	N/A	TO REMAIN
1731	TREE	2011	1201'	1183'	17'	HORIZONTAL	37'	N/A	TO REMAIN
1732	TREE	2011	1168'	1122'	45'	HORIZONTAL	4'	N/A	TO REMAIN
1733	TREE	2011	1171'	1126'	44'	HORIZONTAL	7'	N/A	TO REMAIN
1734	TREE	2011	1235'	1222'	12'	HORIZONTAL	71'	N/A	TO REMAIN
1735	TREE	2011	1262'	1240'	21'	HORIZONTAL	98'	N/A	TO REMAIN
1736	TREE	2011	1290'	1271'	18'	HORIZONTAL	126'	N/A	TO REMAIN
1737	TREE	2011	1290'	1272'	17'	HORIZONTAL	126'	N/A	TO REMAIN
1738	TREE	2011	1300'	1278'	21'	HORIZONTAL	136'	N/A	TO REMAIN
1739	TREE	2012	1302'	1276'	25'	HORIZONTAL	138'	N/A	TO REMAIN
1740	TREE	2011	1298'	1270'	27'	HORIZONTAL	134'	N/A	TO REMAIN
1741	TREE	2011	1285'	1267'	17'	HORIZONTAL	121'	N/A	TO REMAIN
1742	TREE	2011	1286'	1270'	15'	HORIZONTAL	122'	N/A	TO REMAIN
1743	TREE	2011	1289'	1262'	26'	HORIZONTAL	125'	N/A	TO REMAIN
1744	TREE	2011	1289'	1262'	26'	HORIZONTAL	125'	N/A	TO REMAIN
1745	GROUND	2011	1217'	1217'	0'	HORIZONTAL	53'	N/A	TO REMAIN
1746	GROUND	2011	1254'	1253'	0'	HORIZONTAL	90'	N/A	TO REMAIN
1747	TREE	2011	1262'	1236'	25'	HORIZONTAL	98'	N/A	TO REMAIN
1748	BUILDING	2011	1246'	1235'	10'	HORIZONTAL	82'	N/A	TO REMAIN
1749	GROUND	2011	1169'	1167'	1'	HORIZONTAL	5'	N/A	TO REMAIN
1750	GROUND	2011	1209'	1207'	1'	HORIZONTAL	45'	N/A	TO REMAIN
1751	GROUND	2011	1216'	1215'	0'	HORIZONTAL	52'	N/A	TO REMAIN
1752	BUSH	2011	1178'	1170'	7'	HORIZONTAL	14'	N/A	TO REMAIN
1753	TREE	2011	1181'	1117'	63'	HORIZONTAL	17'	N/A	TO REMAIN
1754	TREE	2011	1187'	1116'	70'	HORIZONTAL	23'	N/A	TO REMAIN
1755	TREE	2011	1185'	1140'	44'	HORIZONTAL	21'	N/A	TO REMAIN
1756	TREE	2011	1183'	1128'	54'	HORIZONTAL	19'	N/A	TO REMAIN
1757	TREE	2011	1187'	1146'	40'	HORIZONTAL	23'	N/A	TO REMAIN
1758	TREE	2011	1196'	1162'	33'	HORIZONTAL	32'	N/A	TO REMAIN
1759	TREE	2011	1181'	1168'	12'	HORIZONTAL	17'	N/A	TO REMAIN
1760	TREE	2011	1277'	1214'	62'	HORIZONTAL	113'	N/A	TO REMAIN
1761	TREE	2011	1285'	1202'	82'	HORIZONTAL	121'	N/A	TO REMAIN
1762	TREE	2011	1289'	1211'	77'	HORIZONTAL	125'	N/A	TO REMAIN
1763	TREE	2011	1304'	1224'	79'	HORIZONTAL	140'	N/A	TO REMAIN
1764	TREE	2011	1296'	1221'	74'	HORIZONTAL	132'	N/A	TO REMAIN
1765	TREE	2011	1303'	1235'	67'	HORIZONTAL	139'	N/A	TO REMAIN
1766	TREE	2011	1274'	1226'	47'	HORIZONTAL	110'	N/A	TO REMAIN
1767	TREE	2011	1243'	1205'	37'	HORIZONTAL	79'	N/A	TO REMAIN
1768	TREE	2011	1259'	1217'	41'	HORIZONTAL	95'	N/A	TO REMAIN
1769	TREE	2011	1230'	1212'	17'	HORIZONTAL	66'	N/A	TO REMAIN
1770	TREE	2011	1217'	1174'	42'	HORIZONTAL	53'	N/A	TO REMAIN
1771	TREE	2011	1196'	1184'	11'	HORIZONTAL	32'	N/A	TO REMAIN
1772	TREE	2011	1178'	1136'	41'	HORIZONTAL	14'	N/A	TO REMAIN
1773	TREE	2011	1178'	1126'	51'	HORIZONTAL	14'	N/A	TO REMAIN
1774	TREE	2011	1174'	1128'	45'	HORIZONTAL	10'	N/A	TO REMAIN
1775	TREE	2011	1171'	1121'	49'	HORIZONTAL	7'	N/A	TO REMAIN
1776	TREE	2011	1178'	1117'	60'	HORIZONTAL	14'	N/A	TO REMAIN
1777	TREE	2011	1215'	1194'	20'	HORIZONTAL	51'	N/A	TO REMAIN
1778	TREE	2011	1250'	1198'	51'	HORIZONTAL	86'	N/A	TO REMAIN
1779	TREE	2011	1205'	1185'	19'	HORIZONTAL	41'	N/A	TO REMAIN
1780	TREE	2011	1235'	1204'	30'	HORIZONTAL	71'	N/A	TO REMAIN
1781	TREE	2011	1265'	1214'	50'	HORIZONTAL	101'	N/A	TO REMAIN
1782	BUSH	2011	1240'	1236'	3'	HORIZONTAL	76'	N/A	TO REMAIN
1783	VRT STRUCT	2012	1262'	1255'	6'	HORIZONTAL	98'	N/A	TO REMAIN
1784	TREE	2012	1317'	1247'	69'	HORIZONTAL	153'	N/A	TO REMAIN
1785	TREE	2011	1291'	1219'	71'	HORIZONTAL	127'	N/A	TO REMAIN
1786	BUILDING	2012	1265'	1254'	10'	HORIZONTAL	101'	N/A	TO REMAIN
1787	TREE	2011	1253'	1212'	40'	HORIZONTAL	89'	N/A	TO REMAIN
1788	TREE	2012	1320'	1247'	72'	HORIZONTAL	156'	N/A	TO REMAIN
1789	TREE	2011	1314'	1246'	67'	HORIZONTAL	150'	N/A	TO REMAIN
1790	TREE	2011	1333'	1246'	86'	HORIZONTAL	169'	N/A	TO REMAIN
1791	TREE	2011	1334'	1247'	86'	HORIZONTAL	170'	N/A	TO REMAIN
1792	TREE	2011	1298'	1240'	57'	HORIZONTAL	134'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1793	TREE	2011	1294'	1234'	59'	HORIZONTAL	130'	N/A	TO REMAIN
1794	TREE	2011	1288'	1234'	53'	HORIZONTAL	124'	N/A	TO REMAIN
1795	TREE	2011	1285'	1233'	51'	HORIZONTAL	121'	N/A	TO REMAIN
1796	TREE	2011	1291'	1223'	67'	HORIZONTAL	127'	N/A	TO REMAIN
1797	TREE	2011	1263'	1210'	52'	HORIZONTAL	99'	N/A	TO REMAIN
1798	TREE	2011	1259'	1212'	46'	HORIZONTAL	95'	N/A	TO REMAIN
1799	TREE	2011	1262'	1209'	52'	HORIZONTAL	98'	N/A	TO REMAIN
1800	TREE	2011	1231'	1185'	45'	HORIZONTAL	67'	N/A	TO REMAIN
1801	BUSH	2011	1202'	1200'	1'	HORIZONTAL	38'	N/A	TO REMAIN
1802	BUSH	2011	1174'	1171'	2'	HORIZONTAL	10'	N/A	TO REMAIN
1803	TREE	2011	1240'	1203'	36'	HORIZONTAL	76'	N/A	TO REMAIN
1804	GROUND	2011	1196'	1195'	0'	HORIZONTAL	32'	N/A	TO REMAIN
1805	TREE	2011	1269'	1228'	40'	HORIZONTAL	105'	N/A	TO REMAIN
1806	TREE	2011	1231'	1199'	31'	HORIZONTAL	67'	N/A	TO REMAIN
1807	TREE	2011	1210'	1180'	29'	HORIZONTAL	46'	N/A	TO REMAIN
1808	TREE	2011	1181'	1154'	26'	HORIZONTAL	17'	N/A	TO REMAIN
1809	TREE	2011	1219'	1172'	46'	HORIZONTAL	55'	N/A	TO REMAIN
1810	TREE	2011	1231'	1202'	28'	HORIZONTAL	67'	N/A	TO REMAIN
1811	TREE	2011	1223'	1168'	54'	HORIZONTAL	59'	N/A	TO REMAIN
1812	TREE	2011	1250'	1191'	58'	HORIZONTAL	86'	N/A	TO REMAIN
1813	TREE	2011	1211'	1179'	31'	HORIZONTAL	47'	N/A	TO REMAIN
1814	TREE	2011	1224'	1185'	38'	HORIZONTAL	60'	N/A	TO REMAIN
1815	TREE	2011	1179'	1131'	47'	HORIZONTAL	15'	N/A	TO REMAIN
1816	TREE	2011	1164'	1127'	36'	HORIZONTAL	0'	N/A	TO REMAIN
1817	TREE	2011	1223'	1201'	21'	HORIZONTAL	59'	N/A	TO REMAIN
1818	TREE	2011	1193'	1167'	25'	HORIZONTAL	29'	N/A	TO REMAIN
1819	TREE	2011	1193'	1166'	26'	HORIZONTAL	29'	N/A	TO REMAIN
1820	TREE	2011	1222'	1158'	63'	HORIZONTAL	58'	N/A	TO REMAIN
1821	TREE	2011	1166'	1152'	13'	HORIZONTAL	2'	N/A	TO REMAIN
1822	TREE	2011	1204'	1164'	39'	HORIZONTAL	40'	N/A	TO REMAIN
1823	TREE	2011	1169'	1109'	59'	HORIZONTAL	5'	N/A	TO REMAIN
1824	TREE	2012	1184'	1127'	56'	HORIZONTAL	20'	N/A	TO REMAIN
1825	TREE	2011	1186'	1130'	55'	HORIZONTAL	22'	N/A	TO REMAIN
1826	TREE	2011	1188'	1137'	50'	HORIZONTAL	24'	N/A	TO REMAIN
1827	TREE	2011	1208'	1153'	54'	HORIZONTAL	44'	N/A	TO REMAIN
1828	TREE	2011	1192'	1131'	60'	HORIZONTAL	28'	N/A	TO REMAIN
1829	TREE	2011	1214'	1158'	55'	HORIZONTAL	50'	N/A	TO REMAIN
1830	TREE	2011	1185'	1119'	65'	HORIZONTAL	21'	N/A	TO REMAIN
1831	TREE	2011	1196'	1135'	60'	HORIZONTAL	32'	N/A	TO REMAIN
1832	TREE	2012	1187'	1129'	57'	HORIZONTAL	23'	N/A	TO REMAIN
1833	TREE	2011	1184'	1142'	41'	HORIZONTAL	20'	N/A	TO REMAIN
1834	TREE	2011	1199'	1146'	52'	HORIZONTAL	35'	N/A	TO REMAIN
1835	TREE	2011	1204'	1162'	41'	HORIZONTAL	40'	N/A	TO REMAIN
1836	TREE	2011	1213'	1163'	49'	HORIZONTAL	49'	N/A	TO REMAIN
1837	TREE	2011	1213'	1165'	47'	HORIZONTAL	49'	N/A	TO REMAIN
1838	TREE	2011	1175'	1118'	56'	HORIZONTAL	11'	N/A	TO REMAIN
1839	POLE	2011	1172'	1124'	47'	HORIZONTAL	8'	N/A	TO REMAIN
1840	POLE	2011	1210'	1145'	64'	HORIZONTAL	46'	N/A	TO REMAIN
1841	PWR TRN LINE	2011	1204'	1138'	65'	HORIZONTAL	40'	N/A	TO REMAIN
1842	PWR TRN LINE	2011	1190'	1139'	50'	HORIZONTAL	26'	N/A	TO REMAIN
1843	TREE	2011	1173'	1124'	48'	HORIZONTAL	9'	N/A	TO REMAIN
1844	TREE	2011	1175'	1100'	74'	HORIZONTAL	11'	N/A	TO REMAIN
1845	TREE	2011	1180'	1105'	74'	HORIZONTAL	16'	N/A	TO REMAIN
1846	TREE	2011	1168'	1105'	62'	HORIZONTAL	4'	N/A	TO REMAIN
1847	TREE	2011	1205'	1114'	90'	HORIZONTAL	41'	N/A	TO REMAIN
1848	TREE	2011	1206'	1114'	91'	HORIZONTAL	42'	N/A	TO REMAIN
1849	TREE	2011	1169'	1109'	59'	HORIZONTAL	5'	N/A	TO REMAIN
1850	TREE	2011	1174'	1121'	52'	HORIZONTAL	10'	N/A	TO REMAIN
1851	TREE	2011	1169'	1115'	53'	HORIZONTAL	5'	N/A	TO REMAIN
1852	TREE	2011	1184'	1112'	71'	HORIZONTAL	20'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTRUCTION LOCATION DATA

LOCATION	OBSTRUCTION DATA RANGE
G7	1609 - 1615; 1617 - 1619; 1621; 1632 - 1633; 1639 - 1655; 1657 - 1658; 1723 - 1734; 1736 - 1737; 1765 - 1777; 1783 - 1810; 1812 - 1814; 1816
G8	1661 - 1664; 1667 - 1674; 1676 - 1705; 1710 - 1719
G18	1845; 1887 - 1892
U7	854; 1568 - 1602; 1604 - 1608; 1622 - 1624; 1634 - 1638
U11	1831 - 1836; 1838 - 1842; 1850; 1879 - 1881; 1883 - 1884
U12	1851 - 1878

1 See Sheet 6 - Airport Airspace Drawing for obstruction area layout and identification.

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

Airport Obstruction Datasheet - 5

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1853	TREE	2011	1172'	1115'	56'	HORIZONTAL	8'	N/A	TO REMAIN
1854	TREE	2011	1164'	1104'	59'	HORIZONTAL	0'	N/A	TO REMAIN
1855	TREE	2011	1192'	1115'	76'	HORIZONTAL	28'	N/A	TO REMAIN
1856	TREE	2011	1174'	1123'	50'	HORIZONTAL	10'	N/A	TO REMAIN
1857	TREE	2011	1201'	1127'	73'	HORIZONTAL	37'	N/A	TO REMAIN
1858	TREE	2011	1205'	1127'	77'	HORIZONTAL	41'	N/A	TO REMAIN
1859	TREE	2011	1168'	1113'	54'	HORIZONTAL	4'	N/A	TO REMAIN
1860	TREE	2011	1171'	1113'	57'	HORIZONTAL	7'	N/A	TO REMAIN
1861	TREE	2011	1187'	1104'	82'	HORIZONTAL	23'	N/A	TO REMAIN
1862	TREE	2011	1188'	1108'	79'	HORIZONTAL	24'	N/A	TO REMAIN
1863	TREE	2011	1178'	1108'	69'	HORIZONTAL	14'	N/A	TO REMAIN
1864	TREE	2011	1169'	1099'	69'	HORIZONTAL	5'	N/A	TO REMAIN
1865	TREE	2011	1171'	1095'	75'	HORIZONTAL	7'	N/A	TO REMAIN
1866	TREE	2012	1178'	1098'	79'	HORIZONTAL	14'	N/A	TO REMAIN
1867	TREE	2011	1179'	1159'	19'	HORIZONTAL	15'	N/A	TO REMAIN
1868	TREE	2011	1185'	1168'	16'	HORIZONTAL	21'	N/A	TO REMAIN
1869	TREE	2012	1194'	1177'	16'	HORIZONTAL	30'	N/A	TO REMAIN
1870	TREE	2011	1172'	1118'	53'	HORIZONTAL	8'	N/A	TO REMAIN
1871	TREE	2012	1191'	1141'	49'	HORIZONTAL	27'	N/A	TO REMAIN
1872	TREE	2011	1206'	1150'	55'	HORIZONTAL	42'	N/A	TO REMAIN
1873	TREE	2011	1186'	1156'	29'	HORIZONTAL	22'	N/A	TO REMAIN
1874	TREE	2011	1222'	1169'	52'	HORIZONTAL	58'	N/A	TO REMAIN
1875	TREE	2011	1212'	1164'	47'	HORIZONTAL	48'	N/A	TO REMAIN
1876	TREE	2011	1230'	1178'	51'	HORIZONTAL	66'	N/A	TO REMAIN
1877	GROUND	2011	1176'	1176'	0'	HORIZONTAL	12'	N/A	TO REMAIN
1878	BUSH	2011	1182'	1180'	1'	HORIZONTAL	18'	N/A	TO REMAIN
1879	GROUND	2011	1169'	1167'	1'	HORIZONTAL	5'	N/A	TO REMAIN
1880	TREE	2011	1174'	1157'	16'	HORIZONTAL	10'	N/A	TO REMAIN
1881	TREE	2011	1173'	1154'	18'	HORIZONTAL	9'	N/A	TO REMAIN
1882	GROUND	2011	1187'	1186'	0'	HORIZONTAL	23'	N/A	TO REMAIN
1883	TREE	2011	1193'	1176'	16'	HORIZONTAL	29'	N/A	TO REMAIN
1884	TREE	2011	1182'	1167'	14'	HORIZONTAL	18'	N/A	TO REMAIN
1885	TREE	2011	1181'	1142'	38'	HORIZONTAL	17'	N/A	TO REMAIN
1886	TREE	2011	1178'	1141'	36'	HORIZONTAL	14'	N/A	TO REMAIN
1887	TREE	2011	1170'	1121'	48'	HORIZONTAL	6'	N/A	TO REMAIN
1888	BUSH	2011	1164'	1162'	1'	HORIZONTAL	0'	N/A	TO REMAIN
1889	BUSH	2011	1176'	1172'	3'	HORIZONTAL	12'	N/A	TO REMAIN
1890	TREE	2011	1191'	1132'	58'	HORIZONTAL	27'	N/A	TO REMAIN
1891	TREE	2011	1187'	1137'	49'	HORIZONTAL	23'	N/A	TO REMAIN
1892	TREE	2011	1176'	1115'	60'	HORIZONTAL	12'	N/A	TO REMAIN
1893	TREE	2011	1177'	1118'	58'	HORIZONTAL	13'	N/A	TO REMAIN
1894	TREE	2011	1178'	1124'	53'	HORIZONTAL	14'	N/A	TO REMAIN
1895	GROUND	2011	1177'	1175'	1'	HORIZONTAL	13'	N/A	TO REMAIN
1896	GROUND	2011	1185'	1185'	0'	HORIZONTAL	21'	N/A	TO REMAIN
1897	GROUND	2011	1191'	1190'	0'	HORIZONTAL	27'	N/A	TO REMAIN
1898	TREE	2011	1185'	1142'	42'	HORIZONTAL	21'	N/A	TO REMAIN
1899	TREE	2011	1187'	1138'	48'	HORIZONTAL	23'	N/A	TO REMAIN
1900	TREE	2011	1179'	1162'	16'	HORIZONTAL	15'	N/A	TO REMAIN
1901	GROUND	2011	1190'	1189'	0'	HORIZONTAL	26'	N/A	TO REMAIN
1902	GROUND	2011	1196'	1196'	0'	HORIZONTAL	32'	N/A	TO REMAIN
1903	GROUND	2011	1196'	1196'	0'	HORIZONTAL	32'	N/A	TO REMAIN
1904	GROUND	2011	1225'	1224'	0'	HORIZONTAL	61'	N/A	TO REMAIN
1905	GROUND	2011	1225'	1223'	1'	HORIZONTAL	61'	N/A	TO REMAIN
1906	BUSH	2011	1213'	1211'	1'	HORIZONTAL	49'	N/A	TO REMAIN
1907	GROUND	2011	1215'	1212'	2'	HORIZONTAL	51'	N/A	TO REMAIN
1908	GROUND	2011	1199'	1197'	1'	HORIZONTAL	35'	N/A	TO REMAIN
1909	GROUND	2011	1205'	1204'	0'	HORIZONTAL	41'	N/A	TO REMAIN
1910	BUSH	2011	1214'	1207'	6'	HORIZONTAL	50'	N/A	TO REMAIN
1911	BUSH	2011	1206'	1203'	2'	HORIZONTAL	42'	N/A	TO REMAIN
1912	GROUND	2011	1205'	1204'	0'	HORIZONTAL	41'	N/A	TO REMAIN
1913	TREE	2011	1179'	1141'	37'	HORIZONTAL	15'	N/A	TO REMAIN
1914	GROUND	2011	1168'	1167'	0'	HORIZONTAL	4'	N/A	TO REMAIN
1915	GROUND	2011	1169'	1168'	0'	HORIZONTAL	5'	N/A	TO REMAIN
1916	TREE	2011	1192'	1181'	10'	HORIZONTAL	28'	N/A	TO REMAIN
1917	GROUND	2011	1182'	1180'	1'	HORIZONTAL	18'	N/A	TO REMAIN
1918	GROUND	2011	1173'	1173'	0'	HORIZONTAL	9'	N/A	TO REMAIN
1919	GROUND	2011	1177'	1175'	1'	HORIZONTAL	13'	N/A	TO REMAIN
1920	GROUND	2011	1188'	1186'	1'	HORIZONTAL	24'	N/A	TO REMAIN
1921	GROUND	2011	1188'	1185'	2'	HORIZONTAL	24'	N/A	TO REMAIN
1922	GROUND	2011	1214'	1213'	0'	HORIZONTAL	50'	N/A	TO REMAIN
1923	TREE	2011	1272'	1239'	32'	HORIZONTAL	108'	N/A	TO REMAIN
1924	GROUND	2011	1243'	1240'	2'	HORIZONTAL	79'	N/A	TO REMAIN
1925	TREE	2011	1234'	1216'	17'	HORIZONTAL	70'	N/A	TO REMAIN
1926	TREE	2011	1252'	1230'	21'	HORIZONTAL	88'	N/A	TO REMAIN
1927	BUSH	2011	1170'	1165'	4'	HORIZONTAL	6'	N/A	TO REMAIN
1928	TREE	2011	1236'	1210'	25'	HORIZONTAL	72'	N/A	TO REMAIN
1929	BUSH	2011	1241'	1238'	2'	HORIZONTAL	77'	N/A	TO REMAIN
1930	BUSH	2011	1193'	1186'	6'	HORIZONTAL	29'	N/A	TO REMAIN
1931	GROUND	2011	1196'	1196'	0'	HORIZONTAL	32'	N/A	TO REMAIN
1932	GROUND	2011	1238'	1238'	0'	HORIZONTAL	74'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
1933	GROUND	2011	1243'	1241'	1'	HORIZONTAL	79'	N/A	TO REMAIN
1934	TREE	2011	1271'	1236'	34'	HORIZONTAL	107'	N/A	TO REMAIN
1935	TREE	2011	1258'	1226'	31'	HORIZONTAL	94'	N/A	TO REMAIN
1936	TREE	2011	1221'	1168'	52'	HORIZONTAL	57'	N/A	TO REMAIN
1937	TREE	2011	1220'	1168'	51'	HORIZONTAL	56'	N/A	TO REMAIN
1938	TREE	2011	1193'	1152'	40'	HORIZONTAL	29'	N/A	TO REMAIN
1939	TREE	2011	1188'	1152'	35'	HORIZONTAL	24'	N/A	TO REMAIN
1940	TREE	2011	1198'	1162'	35'	HORIZONTAL	34'	N/A	TO REMAIN
1941	TREE	2011	1206'	1173'	32'	HORIZONTAL	42'	N/A	TO REMAIN
1942	TREE	2011	1224'	1172'	51'	HORIZONTAL	60'	N/A	TO REMAIN
1943	TREE	2011	1219'	1182'	36'	HORIZONTAL	55'	N/A	TO REMAIN
1944	TREE	2011	1252'	1191'	60'	HORIZONTAL	88'	N/A	TO REMAIN
1945	GROUND	2011	1233'	1232'	0'	HORIZONTAL	69'	N/A	TO REMAIN
1946	GROUND	2011	1227'	1227'	0'	HORIZONTAL	63'	N/A	TO REMAIN
1947	GROUND	2011	1193'	1193'	0'	HORIZONTAL	29'	N/A	TO REMAIN
1948	GROUND	2011	1192'	1193'	-1'	HORIZONTAL	28'	N/A	TO REMAIN
1949	BUSH	2011	1199'	1187'	11'	HORIZONTAL	35'	N/A	TO REMAIN
1950	TREE	2011	1188'	1144'	43'	HORIZONTAL	24'	N/A	TO REMAIN
1951	TREE	2011	1242'	1191'	50'	HORIZONTAL	78'	N/A	TO REMAIN
1952	TREE	2011	1219'	1180'	38'	HORIZONTAL	55'	N/A	TO REMAIN
1953	GROUND	2011	1165'	1163'	1'	HORIZONTAL	1'	N/A	TO REMAIN
1954	GROUND	2011	1192'	1190'	1'	HORIZONTAL	28'	N/A	TO REMAIN
1955	TREE	2011	1242'	1223'	18'	HORIZONTAL	78'	N/A	TO REMAIN
1956	GROUND	2011	1214'	1212'	1'	HORIZONTAL	50'	N/A	TO REMAIN
1957	TREE	2011	1254'	1218'	35'	HORIZONTAL	90'	N/A	TO REMAIN
1958	TREE	2011	1265'	1218'	46'	HORIZONTAL	101'	N/A	TO REMAIN
1959	TREE	2011	1254'	1212'	41'	HORIZONTAL	90'	N/A	TO REMAIN
1960	GROUND	2011	1167'	1167'	0'	HORIZONTAL	3'	N/A	TO REMAIN
1961	GROUND	2011	1207'	1206'	0'	HORIZONTAL	43'	N/A	TO REMAIN
1962	TREE	2011	1219'	1206'	12'	HORIZONTAL	55'	N/A	TO REMAIN
1963	TREE	2011	1197'	1182'	14'	HORIZONTAL	33'	N/A	TO REMAIN
1964	TREE	2011	1185'	1143'	41'	HORIZONTAL	21'	N/A	TO REMAIN
1965	TREE	2011	1183'	1135'	47'	HORIZONTAL	19'	N/A	TO REMAIN
1966	TREE	2011	1167'	1118'	48'	HORIZONTAL	3'	N/A	TO REMAIN
1967	TREE	2011	1182'	1142'	39'	HORIZONTAL	18'	N/A	TO REMAIN
1968	TREE	2011	1166'	1130'	35'	HORIZONTAL	2'	N/A	TO REMAIN
1969	TREE	2011	1194'	1156'	37'	HORIZONTAL	30'	N/A	TO REMAIN
1970	TREE	2011	1189'	1140'	48'	HORIZONTAL	25'	N/A	TO REMAIN
1971	TREE	2011	1198'	1147'	50'	HORIZONTAL	34'	N/A	TO REMAIN
1972	TREE	2011	1212'	1197'	14'	HORIZONTAL	48'	N/A	TO REMAIN
1973	TREE	2011	1234'	1222'	11'	HORIZONTAL	70'	N/A	TO REMAIN
1974	TREE	2011	1264'	1228'	35'	HORIZONTAL	100'	N/A	TO REMAIN
1975	TREE	2011	1255'	1227'	27'	HORIZONTAL	91'	N/A	TO REMAIN
1976	TREE	2011	1259'	1211'	47'	HORIZONTAL	95'	N/A	TO REMAIN
1977	GROUND	2011	1197'	1197'	0'	HORIZONTAL	33'	N/A	TO REMAIN
1978	TREE	2011	1236'	1210'	25'	HORIZONTAL	72'	N/A	TO REMAIN
1979	GROUND	2011	1208'	1208'	0'	HORIZONTAL	44'	N/A	TO REMAIN
1980	TREE	2011	1229'	1213'	15'	HORIZONTAL	65'	N/A	TO REMAIN
1981	TREE	2011	1193'	1180'	12'	HORIZONTAL	29'	N/A	TO REMAIN
1982	TREE	2011	1211'	1187'	23'	HORIZONTAL	47'	N/A	TO REMAIN
1983	TREE	2011	1187'	1150'	36'	HORIZONTAL	23'	N/A	TO REMAIN
1984	TREE	2011	1192'	1152'	39'	HORIZONTAL	28'	N/A	TO REMAIN
1985	TREE	2011	1191'	1153'	37'	HORIZONTAL	27'	N/A	TO REMAIN
1986	TREE	2011	1193'	1160'	32'	HORIZONTAL	29'	N/A	TO REMAIN
1987	TREE	2011	1185'	1147'	37'	HORIZONTAL	21'	N/A	TO REMAIN
1988	TREE	2011	1168'	1142'	25'	HORIZONTAL	4'	N/A	TO REMAIN
1989	TREE	2011	1176'	1165'	10'	HORIZONTAL	12'	N/A	TO REMAIN
1990	TREE	2011	1227'	1206'	20'	HORIZONTAL	63'	N/A	TO REMAIN
1991	TREE	2011	1219'	1211'	7'	HORIZONTAL	55'	N/A	TO REMAIN
1992	GROUND	2011	1199'	1198'	0'	HORIZONTAL	35'	N/A	TO REMAIN
1993	TREE	2011	1201'	1162'	38'	HORIZONTAL	37'	N/A	TO REMAIN
1994	TREE	2011	1194'	1151'	42'	HORIZONTAL	30'	N/A	TO REMAIN
1995	TREE	2011	1191'	1153'	37'	HORIZONTAL	27'	N/A	TO REMAIN
1996	TREE	2011	1181'	1152'	28'	HORIZONTAL	17'	N/A	TO REMAIN
1997	TREE	2011	1167'	1131'	35'	HORIZONTAL	3'	N/A	TO REMAIN
1998	TREE	2011	1182'	1130'	51'	HORIZONTAL	18'	N/A	TO REMAIN
1999	POLE	2011	1195'	1164'	30'	HORIZONTAL	31'	N/A	TO REMAIN
2000	BUILDING	2011	1227'	1198'	28'	HORIZONTAL	63'	N/A	TO REMAIN
2001	TREE	2011	1197'	1186'	10'	HORIZONTAL	33'	N/A	TO REMAIN
2002	GROUND	2011	1169'	1168'	0'	HORIZONTAL	5'	N/A	TO REMAIN
2003	POLE	2011	1231'	1203'	27'	HORIZONTAL	67'	N/A	TO REMAIN
2004	COMM. TOWER	2011	1313'	1225'	87'	HORIZONTAL	149'	N/A	TO REMAIN
2005	COMM. TOWER	2011	1314'	1225'	88'	HORIZONTAL	150'	N/A	TO REMAIN
2006	TREE	2011	1250'	1213'	36'	HORIZONTAL	86'	N/A	TO REMAIN
2007	TREE	2011	1241'	1213'	27'	HORIZONTAL	77'	N/A	TO REMAIN
2008	TREE	2011	1217'	1177'	39'	HORIZONTAL	53'	N/A	TO REMAIN
2009	TREE	2011	1216'	1175'	40'	HORIZONTAL	52'	N/A	TO REMAIN
2010	BUILDING	2011	1224'	1193'	30'	HORIZONTAL	60'	N/A	TO REMAIN
2011	TREE	2011	1223'	1178'	44'	HORIZONTAL	59'	N/A	TO REMAIN
2012	TREE	2011	1218'	1180'	37'	HORIZONTAL	54'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
2013	TREE	2011	1221'	1181'	39'	HORIZONTAL	57'	N/A	TO REMAIN
2014	WALL	2011	1187'	1184'	2'	HORIZONTAL	23'	N/A	TO REMAIN
2015	TREE	2011	1218'	1182'	35'	HORIZONTAL	54'	N/A	TO REMAIN
2016	TREE	2011	1218'	1182'	35'	HORIZONTAL	54'	N/A	TO REMAIN
2017	TREE	2011	1219'	1181'	37'	HORIZONTAL	55'	N/A	TO REMAIN
2018	TREE	2011	1219'	1174'	44'	HORIZONTAL	55'	N/A	TO REMAIN
2019	TREE	2011	1209'	1163'	45'	HORIZONTAL	45'	N/A	TO REMAIN
2020	TREE	2011	1211'	1163'	47'	HORIZONTAL	47'	N/A	TO REMAIN
2021	TREE	2011	1200'	1157'	42'	HORIZONTAL	36'	N/A	TO REMAIN
2022	TREE	2011	1268'	1229'	38'	HORIZONTAL	104'	N/A	TO REMAIN
2023	TREE	2011	1208'	1171'	36'	HORIZONTAL	44'	N/A	TO REMAIN
2024	TREE	2011	1250'	1174'	75'	HORIZONTAL	86'	N/A	TO REMAIN
2025	TREE	2011	1251'	1176'	74'	HORIZONTAL	87'	N/A	TO REMAIN
2026	TREE	2011	1232'	1218'	13'	HORIZONTAL	68'	N/A	TO REMAIN
2027	TREE	2011	1241'	1215'	25'	HORIZONTAL	77'	N/A	TO REMAIN
2028	TREE	2011	1232'	1226'	5'	HORIZONTAL	68'	N/A	TO REMAIN
2029	TREE	2011	1220'	1194'	25'	HORIZONTAL	56'	N/A	TO REMAIN
2030	TREE	2011	1217'	1204'	12'	HORIZONTAL	53'	N/A	TO REMAIN
2031	TREE	2011	1190'	1173'	16'	HORIZONTAL	26'	N/A	TO REMAIN
2032	TREE	2011	1170'	1158'	11'	HORIZONTAL	6'	N/A	TO REMAIN
2033	TREE	2011	1192'	1175'	16'	HORIZONTAL	28'	N/A	TO REMAIN
2034	TREE	2011	1204'	1168'	35'	HORIZONTAL	40'	N/A	TO REMAIN
2035	TREE	2011	1209'	1173'	35'	HORIZONTAL	45'	N/A	TO REMAIN
2036	TREE	2011	1209'	1185'	23'	HORIZONTAL	45'	N/A	TO REMAIN
2037	TREE	2011	1190'	1158'	31'	HORIZONTAL	26'	N/A	TO REMAIN
2038	TREE	2011	1186'	1172'	13'	HORIZONTAL	22'	N/A	TO REMAIN
2039	TREE	2011	1167'	1130'	36'	HORIZONTAL	3'	N/A	TO REMAIN
2040	TREE	2011	1191'	1163'	27'	HORIZONTAL	27'	N/A	TO REMAIN
2041	TREE	2011	1195'	1170'	24'	HORIZONTAL	31'	N/A	TO REMAIN
2042	TREE	2011	1199'	1174'	24'	HORIZONTAL	35'	N/A	TO REMAIN
2043	ROAD	2012	1189'	1175'	13'	HORIZONTAL	25'	N/A	TO REMAIN
2044	TREE	2011	1196'	1170'	25'	HORIZONTAL	32'	N/A	TO REMAIN
2045	TREE	2011	1190'	1161'	28'	HORIZONTAL	26'	N/A	TO REMAIN
2046	TREE	2012	1179'	1145'	33'	HORIZONTAL	15'	N/A	TO REMAIN
2047	TREE	2011	1176'	1161'	14'	HORIZONTAL	12'	N/A	TO REMAIN
2048	TREE	2011	1174'	1148'	25'	HORIZONTAL	10'	N/A	TO REMAIN
2049	TREE	2011	1170'	1133'	36'	HORIZONTAL	6'	N/A	TO REMAIN
2050	TREE	2011	1183'	1149'	33'	HORIZONTAL	19'	N/A	TO REMAIN
2051	TREE	2011	1180'	1150'	29'	HORIZONTAL	16'	N/A	TO REMAIN
2052	TREE	2011	1165'	1140'	24'	HORIZONTAL	1'	N/A	TO REMAIN
2053	TREE	2011	1176'	1145'	30'	HORIZONTAL	12'	N/A	TO REMAIN
2054	TREE	2012	1201'	1171'	29'	HORIZONTAL	37'	N/A	TO REMAIN
2055	TREE	2011	1202'	1169'	32'	HORIZONTAL	38'	N/A	TO REMAIN
2056	ROAD	2012	1185'	1169'	15'	HORIZONTAL	21'	N/A	TO REMAIN
2057	TREE	2011	1188'	1163'	24'	HORIZONTAL	24'	N/A	TO REMAIN
2058	TREE	2011	1181'	1158'	22'	HORIZONTAL	17'	N/A	TO REMAIN
2059	TREE	2011	1187'	1165'	21'	HORIZONTAL	23'	N/A	TO REMAIN
2060	TREE	2011	1178'	1159'	18'	HORIZONTAL	14'	N/A	TO REMAIN
2061	GROUND	2011	1166'	1165'	0'	HORIZONTAL	2'	N/A	TO REMAIN
2062	TREE	2011	1175'	1162'	12'	HORIZONTAL	11'	N/A	TO REMAIN
2063	BUSH	2011	1172'	1167'	4'	HORIZONTAL	8'	N/A	TO REMAIN
2064	TREE	2011	1181'	1171'	9'	HORIZONTAL	17'	N/A	TO REMAIN
2065	TREE	2011	1192'	1177'	14'	HORIZONTAL	28'	N/A	TO REMAIN
2066	BUSH	2011	1180'	1175'	4'	HORIZONTAL	16'	N/A	TO REMAIN
2067	TREE	2011	1228'	1204'	23'	HORIZONTAL	64'	N/A	TO REMAIN
2068	BUSH	2011	1167'	1164'	2'	HORIZONTAL	3'	N/A	TO REMAIN
2069	TREE	2011	1177'	1165'	11'	HORIZONTAL	13'	N/A	TO REMAIN
2070	TREE	2011	1170'	1154'	15'	HORIZONTAL	6'	N/A	TO REMAIN
2071	TREE	2011	1164'	1140'	23'	HORIZONTAL	0'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTRUCTION LOCATION DATA

LOCATION	OBSTRUCTION DATA RANGE
G9	1895; 1896 - 1897; 1908 - 1910; 1914 - 1925
G10	1927 - 1932
G11	1933 - 1950; 1956 - 1962
G12	1954 - 1955; 1964 - 1965; 1967 - 1976; 1985 - 1995; 2002 - 2005
G13	2011 - 2032; 2034 - 2042
G16	2044 - 2047; 2049
G17	2052 - 2055; 2070; 2072
G18	1845; 1887 - 1892
U8	1900; 1903 - 1907; 1911 - 1912
U9	1977 - 1984; 1996 - 2001
U10	2007 - 2011
U11	1831 - 1836; 1838 - 1842; 1850; 1879 - 1881; 1883 - 1884
U12	1851 - 1878

1 See Sheet 6 - Airport Airspace Drawing for obstruction area layout and identification.

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

Airport Obstruction Datasheet - 6

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
2070	TREE	2011	1170'	1154'	15'	HORIZONTAL	6'	N/A	TO REMAIN
2071	TREE	2011	1164'	1140'	23'	HORIZONTAL	0'	N/A	TO REMAIN
2072	TREE	2011	1200'	1174'	25'	HORIZONTAL	36'	N/A	TO REMAIN
2073	TREE	2011	1191'	1142'	48'	HORIZONTAL	27'	N/A	TO REMAIN
2074	TREE	2011	1216'	1169'	46'	HORIZONTAL	52'	N/A	TO REMAIN
2075	TREE	2011	1223'	1173'	49'	HORIZONTAL	59'	N/A	TO REMAIN
2076	TREE	2011	1236'	1175'	60'	HORIZONTAL	72'	N/A	TO REMAIN
2077	TREE	2011	1232'	1176'	55'	HORIZONTAL	68'	N/A	TO REMAIN
2078	TREE	2011	1188'	1112'	75'	HORIZONTAL	24'	N/A	TO REMAIN
2079	TREE	2011	1216'	1173'	42'	HORIZONTAL	52'	N/A	TO REMAIN
2080	TREE	2011	1219'	1175'	43'	HORIZONTAL	55'	N/A	TO REMAIN
2081	TREE	2011	1211'	1176'	34'	HORIZONTAL	47'	N/A	TO REMAIN
2082	TREE	2011	1254'	1172'	81'	HORIZONTAL	90'	N/A	TO REMAIN
2083	TREE	2011	1209'	1170'	38'	HORIZONTAL	45'	N/A	TO REMAIN
2084	TREE	2011	1229'	1172'	56'	HORIZONTAL	65'	N/A	TO REMAIN
2085	TREE	2011	1220'	1171'	48'	HORIZONTAL	56'	N/A	TO REMAIN
2086	TREE	2011	1224'	1176'	47'	HORIZONTAL	60'	N/A	TO REMAIN
2087	TREE	2011	1231'	1173'	57'	HORIZONTAL	67'	N/A	TO REMAIN
2088	TREE	2011	1225'	1177'	47'	HORIZONTAL	61'	N/A	TO REMAIN
2089	TREE	2011	1226'	1178'	47'	HORIZONTAL	62'	N/A	TO REMAIN
2090	TREE	2011	1196'	1165'	30'	HORIZONTAL	32'	N/A	TO REMAIN
2091	TREE	2011	1182'	1151'	30'	HORIZONTAL	18'	N/A	TO REMAIN
2092	TREE	2011	1180'	1150'	29'	HORIZONTAL	16'	N/A	TO REMAIN
2093	TREE	2011	1202'	1159'	42'	HORIZONTAL	38'	N/A	TO REMAIN
2094	TREE	2011	1172'	1127'	44'	HORIZONTAL	8'	N/A	TO REMAIN
2095	SECONDARY RD	2011	1164'	1152'	11'	HORIZONTAL	0'	N/A	TO REMAIN
2096	SECONDARY RD	2011	1166'	1153'	12'	HORIZONTAL	2'	N/A	TO REMAIN
2097	SECONDARY RD	2011	1167'	1154'	12'	HORIZONTAL	3'	N/A	TO REMAIN
2098	SECONDARY RD	2011	1169'	1156'	12'	HORIZONTAL	5'	N/A	TO REMAIN
2099	SECONDARY RD	2011	1170'	1158'	11'	HORIZONTAL	6'	N/A	TO REMAIN
2100	SECONDARY RD	2011	1172'	1159'	12'	HORIZONTAL	8'	N/A	TO REMAIN
2101	SECONDARY RD	2011	1174'	1162'	11'	HORIZONTAL	10'	N/A	TO REMAIN
2102	SECONDARY RD	2011	1178'	1166'	11'	HORIZONTAL	14'	N/A	TO REMAIN
2103	TREE	2011	1220'	1156'	63'	HORIZONTAL	56'	N/A	TO REMAIN
2104	SECONDARY RD	2011	1180'	1167'	12'	HORIZONTAL	16'	N/A	TO REMAIN
2105	TREE	2011	1240'	1168'	71'	HORIZONTAL	76'	N/A	TO REMAIN
2106	SECONDARY RD	2011	1181'	1169'	11'	HORIZONTAL	17'	N/A	TO REMAIN
2107	SECONDARY RD	2011	1183'	1170'	12'	HORIZONTAL	19'	N/A	TO REMAIN
2108	SECONDARY RD	2011	1183'	1173'	9'	HORIZONTAL	19'	N/A	TO REMAIN
2109	SECONDARY RD	2011	1183'	1171'	11'	HORIZONTAL	19'	N/A	TO REMAIN
2110	SECONDARY RD	2011	1175'	1166'	8'	HORIZONTAL	11'	N/A	TO REMAIN
2111	TREE	2011	1227'	1165'	61'	HORIZONTAL	63'	N/A	TO REMAIN
2112	SECONDARY RD	2011	1171'	1161'	9'	HORIZONTAL	7'	N/A	TO REMAIN
2113	SECONDARY RD	2011	1168'	1159'	8'	HORIZONTAL	4'	N/A	TO REMAIN
2114	SECONDARY RD	2011	1166'	1158'	7'	HORIZONTAL	2'	N/A	TO REMAIN
2115	SECONDARY RD	2011	1165'	1157'	7'	HORIZONTAL	1'	N/A	TO REMAIN
2116	TREE	2011	1175'	1150'	24'	HORIZONTAL	11'	N/A	TO REMAIN
2117	BUILDING	2011	1171'	1135'	35'	HORIZONTAL	7'	N/A	TO REMAIN
2118	TREE	2011	1237'	1167'	69'	HORIZONTAL	73'	N/A	TO REMAIN
2119	TREE	2011	1236'	1166'	69'	HORIZONTAL	72'	N/A	TO REMAIN
2120	TREE	2011	1224'	1163'	60'	HORIZONTAL	60'	N/A	TO REMAIN
2121	TREE	2011	1180'	1116'	63'	HORIZONTAL	16'	N/A	TO REMAIN
2122	TREE	2011	1177'	1116'	60'	HORIZONTAL	13'	N/A	TO REMAIN
2123	TREE	2011	1212'	1148'	63'	HORIZONTAL	48'	N/A	TO REMAIN
2124	TREE	2011	1219'	1187'	31'	HORIZONTAL	55'	N/A	TO REMAIN
2125	TREE	2011	1246'	1183'	62'	HORIZONTAL	82'	N/A	TO REMAIN
2126	TREE	2011	1241'	1183'	57'	HORIZONTAL	77'	N/A	TO REMAIN
2127	TREE	2012	1230'	1188'	41'	HORIZONTAL	66'	N/A	TO REMAIN
2128	TREE	2011	1225'	1185'	39'	HORIZONTAL	61'	N/A	TO REMAIN
2129	TREE	2011	1165'	1134'	30'	HORIZONTAL	1'	N/A	TO REMAIN
2130	TREE	2011	1168'	1151'	16'	HORIZONTAL	4'	N/A	TO REMAIN
2131	TREE	2012	1249'	1210'	38'	HORIZONTAL	85'	N/A	TO REMAIN
2132	POLE	2012	1253'	1213'	39'	HORIZONTAL	89'	N/A	TO REMAIN
2133	TREE	2012	1231'	1206'	24'	HORIZONTAL	67'	N/A	TO REMAIN
2134	WATER TOWER	2012	1235'	1204'	30'	HORIZONTAL	71'	N/A	TO REMAIN
2135	TREE	2011	1264'	1192'	71'	HORIZONTAL	100'	N/A	TO REMAIN
2136	BUILDING	2011	1211'	1194'	16'	HORIZONTAL	47'	N/A	TO REMAIN
2137	POLE	2012	1227'	1187'	39'	HORIZONTAL	63'	N/A	TO REMAIN
2138	TREE	2012	1258'	1179'	78'	HORIZONTAL	94'	N/A	TO REMAIN
2139	TREE	2011	1257'	1178'	78'	HORIZONTAL	93'	N/A	TO REMAIN
2140	TREE	2011	1251'	1170'	80'	HORIZONTAL	87'	N/A	TO REMAIN
2141	TREE	2011	1249'	1183'	65'	HORIZONTAL	85'	N/A	TO REMAIN
2142	TREE	2012	1252'	1183'	68'	HORIZONTAL	88'	N/A	TO REMAIN
2143	TREE	2011	1185'	1164'	20'	HORIZONTAL	21'	N/A	TO REMAIN
2144	TREE	2011	1166'	1144'	21'	HORIZONTAL	2'	N/A	TO REMAIN
2145	BUSH	2011	1176'	1176'	0'	HORIZONTAL	12'	N/A	TO REMAIN
2146	BUSH	2011	1185'	1184'	0'	HORIZONTAL	21'	N/A	TO REMAIN
2147	TREE	2011	1214'	1201'	12'	HORIZONTAL	50'	N/A	TO REMAIN
2148	TREE	2011	1219'	1189'	29'	HORIZONTAL	55'	N/A	TO REMAIN
2149	TREE	2011	1310'	1252'	57'	HORIZONTAL	146'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
2150	TREE	2012	1311'	1253'	57'	HORIZONTAL	147'	N/A	TO REMAIN
2151	TREE	2012	1317'	1253'	63'	HORIZONTAL	153'	N/A	TO REMAIN
2152	TREE	2011	1305'	1251'	53'	HORIZONTAL	141'	N/A	TO REMAIN
2153	TREE	2012	1311'	1253'	57'	HORIZONTAL	147'	N/A	TO REMAIN
2154	TREE	2011	1297'	1249'	47'	HORIZONTAL	133'	N/A	TO REMAIN
2155	TREE	2011	1219'	1206'	12'	HORIZONTAL	55'	N/A	TO REMAIN
2156	TREE	2011	1243'	1227'	15'	HORIZONTAL	79'	N/A	TO REMAIN
2157	TREE	2011	1204'	1181'	22'	HORIZONTAL	40'	N/A	TO REMAIN
2158	TREE	2011	1199'	1190'	8'	HORIZONTAL	35'	N/A	TO REMAIN
2159	TREE	2011	1205'	1187'	17'	HORIZONTAL	41'	N/A	TO REMAIN
2160	TREE	2011	1183'	1180'	2'	HORIZONTAL	19'	N/A	TO REMAIN
2161	TREE	2011	1172'	1164'	7'	HORIZONTAL	8'	N/A	TO REMAIN
2162	TREE	2011	1166'	1148'	17'	HORIZONTAL	2'	N/A	TO REMAIN
2163	TREE	2011	1175'	1158'	16'	HORIZONTAL	11'	N/A	TO REMAIN
2164	TREE	2011	1204'	1132'	71'	HORIZONTAL	40'	N/A	TO REMAIN
2165	TREE	2011	1180'	1140'	39'	HORIZONTAL	16'	N/A	TO REMAIN
2166	TREE	2011	1186'	1142'	43'	HORIZONTAL	22'	N/A	TO REMAIN
2167	BUILDING	2012	1165'	1143'	21'	HORIZONTAL	1'	N/A	TO REMAIN
2168	TREE	2011	1206'	1143'	62'	HORIZONTAL	42'	N/A	TO REMAIN
2169	TREE	2011	1167'	1121'	45'	HORIZONTAL	3'	N/A	TO REMAIN
2170	POLE	2011	1171'	1139'	31'	HORIZONTAL	7'	N/A	TO REMAIN
2171	TREE	2011	1178'	1117'	60'	HORIZONTAL	14'	N/A	TO REMAIN
2172	TREE	2011	1172'	1164'	7'	HORIZONTAL	8'	N/A	TO REMAIN
2173	TREE	2011	1166'	1148'	17'	HORIZONTAL	2'	N/A	TO REMAIN
2174	TREE	2011	1175'	1158'	16'	HORIZONTAL	11'	N/A	TO REMAIN
2175	TREE	2011	1204'	1132'	71'	HORIZONTAL	40'	N/A	TO REMAIN
2176	TREE	2011	1180'	1140'	39'	HORIZONTAL	16'	N/A	TO REMAIN
2177	TREE	2011	1186'	1142'	43'	HORIZONTAL	22'	N/A	TO REMAIN
2178	BLDG	2012	1165'	1143'	21'	HORIZONTAL	1'	N/A	TO REMAIN
2179	TREE	2011	1206'	1143'	62'	HORIZONTAL	42'	N/A	TO REMAIN
2180	TREE	2011	1167'	1121'	45'	HORIZONTAL	3'	N/A	TO REMAIN
2400	BUILDING	2011	1182'	1132'	49'	CONICAL	14'	N/A	TO REMAIN
2401	TREE	2011	1202'	1137'	64'	CONICAL	33'	N/A	TO REMAIN
2402	TREE	2011	1205'	1137'	67'	CONICAL	38'	N/A	TO REMAIN
2403	TREE	2011	1209'	1142'	66'	CONICAL	27'	N/A	TO REMAIN
2404	TREE	2011	1189'	1154'	34'	CONICAL	19'	N/A	TO REMAIN
2405	TREE	2011	1210'	1166'	43'	CONICAL	29'	N/A	TO REMAIN
2406	TREE	2011	1228'	1172'	55'	CONICAL	32'	N/A	TO REMAIN
2407	TREE	2011	1231'	1176'	54'	CONICAL	21'	N/A	TO REMAIN
2408	TREE	2011	1322'	1248'	73'	CONICAL	20'	N/A	TO REMAIN
2409	TREE	2011	1389'	1297'	91'	CONICAL	73'	N/A	TO REMAIN
2410	BUSH	2011	1455'	1450'	4'	CONICAL	112'	N/A	TO REMAIN
2411	TREE	2011	1356'	1331'	24'	CONICAL	12'	N/A	TO REMAIN
2412	TREE	2011	1414'	1378'	35'	CONICAL	65'	N/A	TO REMAIN
2413	TREE	2011	1485'	1470'	14'	CONICAL	130'	N/A	TO REMAIN
2414	TREE	2011	1517'	1499'	17'	CONICAL	166'	N/A	TO REMAIN
2415	TREE	2011	1433'	1415'	17'	CONICAL	103'	N/A	TO REMAIN
2416	TREE	2011	1541'	1526'	14'	CONICAL	185'	N/A	TO REMAIN
2417	TREE	2011	1364'	1343'	20'	CONICAL	55'	N/A	TO REMAIN
2418	TREE	2011	1298'	1202'	95'	CONICAL	24'	N/A	TO REMAIN
2419	TREE	2011	1236'	1185'	50'	CONICAL	16'	N/A	TO REMAIN
2420	TREE	2011	1268'	1189'	78'	CONICAL	61'	N/A	TO REMAIN
2421	TREE	2011	1248'	1181'	66'	CONICAL	72'	N/A	TO REMAIN
2422	TREE	2011	1248'	1181'	66'	CONICAL	82'	N/A	TO REMAIN
2423	TREE	2011	1220'	1179'	40'	CONICAL	53'	N/A	TO REMAIN
2424	TREE	2011	1238'	1186'	51'	CONICAL	62'	N/A	TO REMAIN
2425	TREE	2011	1237'	1196'	40'	CONICAL	64'	N/A	TO REMAIN
2426	TREE	2011	1298'	1217'	80'	CONICAL	99'	N/A	TO REMAIN
2427	TREE	2011	1269'	1206'	62'	CONICAL	67'	N/A	TO REMAIN
2428	TREE	2011	1272'	1205'	66'	CONICAL	54'	N/A	TO REMAIN
2429	TREE	2011	1281'	1209'	71'	CONICAL	60'	N/A	TO REMAIN
2430	TREE	2011	1277'	1208'	68'	CONICAL	51'	N/A	TO REMAIN
2431	TREE	2011	1279'	1223'	55'	CONICAL	38'	N/A	TO REMAIN
2432	TREE	2011	1306'	1227'	78'	CONICAL	27'	N/A	TO REMAIN
2433	TREE	2011	1305'	1227'	77'	CONICAL	25'	N/A	TO REMAIN
2434	TREE	2011	1344'	1317'	26'	CONICAL	53'	N/A	TO REMAIN
2435	TREE	2011	1400'	1377'	22'	CONICAL	101'	N/A	TO REMAIN
2436	BUSH	2011	1390'	1387'	2'	CONICAL	72'	N/A	TO REMAIN
2437	BUSH	2011	1524'	1515'	8'	CONICAL	182'	N/A	TO REMAIN
2438	TREE	2011	1585'	1573'	11'	CONICAL	225'	N/A	TO REMAIN
2439	TREE	2011	1585'	1567'	17'	CONICAL	239'	N/A	TO REMAIN
2440	TREE	2011	1583'	1567'	15'	CONICAL	231'	N/A	TO REMAIN
2441	TREE	2011	1477'	1457'	19'	CONICAL	157'	N/A	TO REMAIN
2442	GROUND	2011	1514'	1514'	0'	CONICAL	177'	N/A	TO REMAIN
2443	TREE	2011	1424'	1408'	15'	CONICAL	111'	N/A	TO REMAIN
2444	TREE	2011	1544'	1479'	64'	CONICAL	216'	N/A	TO REMAIN
2445	TREE	2011	1455'	1445'	9'	CONICAL	136'	N/A	TO REMAIN
2446	TREE	2011	1347'	1259'	87'	CONICAL	48'	N/A	TO REMAIN
2447	TREE	2011	1298'	1239'	58'	CONICAL	50'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
2448	TREE	2011	1313'	1234'	78'	CONICAL	74'	N/A	TO REMAIN
2449	TREE	2011	1284'	1232'	51'	CONICAL	59'	N/A	TO REMAIN
2450	TREE	2011	1261'	1201'	59'	CONICAL	85'	N/A	TO REMAIN
2451	TREE	2011	1247'	1202'	44'	CONICAL	80'	N/A	TO REMAIN
2452	TREE	2011	1241'	1202'	38'	CONICAL	75'	N/A	TO REMAIN
2453	PWR TRN LINE	2011	1243'	1204'	38'	CONICAL	73'	N/A	TO REMAIN
2454	TREE	2011	1251'	1207'	43'	CONICAL	77'	N/A	TO REMAIN
2455	TREE	2011	1268'	1209'	58'	CONICAL	88'	N/A	TO REMAIN
2456	TREE	2011	1297'	1213'	83'	CONICAL	105'	N/A	TO REMAIN
2457	TREE	2011	1296'	1237'	58'	CONICAL	68'	N/A	TO REMAIN
2458	TREE	2011	1294'	1246'	47'	CONICAL	43'	N/A	TO REMAIN
2459	TREE	2011	1299'	1245'	53'	CONICAL	42'	N/A	TO REMAIN
2460	POLE	2011	1321'	1263'	57'	CONICAL	39'	N/A	TO REMAIN
2461	TREE	2011	1357'	1295'	61'	CONICAL	45'	N/A	TO REMAIN
2462	TREE	2011	1448'	1430'	17'	CONICAL	114'	N/A	TO REMAIN
2463	TREE	2011	1547'	1528'	18'	CONICAL	198'	N/A	TO REMAIN
2464	TREE	2011	1500'	1488'	11'	CONICAL	155'	N/A	TO REMAIN
2465	BUSH	2011	1518'	1515'	2'	CONICAL	168'	N/A	TO REMAIN
2466	POLE	2011	1372'	1302'	69'	CONICAL	49'	N/A	TO REMAIN
2467	TREE	2011	1326'	1271'	54'	CONICAL	34'	N/A	TO REMAIN
2468	TREE	2011	1344'	1259'	84'	CONICAL	82'	N/A	TO REMAIN
2469	TREE	2011	1306'	1240'	65'	CONICAL	75'	N/A	TO REMAIN
2470	TREE	2011	1255'	1223'	31'	CONICAL	50'	N/A	TO REMAIN
2471	TREE	2011	1260'	1208'	51'	CONICAL	82'	N/A	TO REMAIN
2472	BUILDING	2011	1222'	1205'	16'	CONICAL	43'	N/A	TO REMAIN
2473	TREE	2011	1226'	1198'	27'	CONICAL	59'	N/A	TO REMAIN
2474	TREE	2011	1281'	1197'	83'	CONICAL	110'	N/A	TO REMAIN
2475	TREE	2011	1251'	1195'	55'	CONICAL	86'	N/A	TO REMAIN
2476	BUILDING	2011	1209'	1193'	15'	CONICAL	41'	N/A	TO REMAIN
2477	BUILDING	2011	1202'	1185'	16'	CONICAL	37'	N/A	TO REMAIN
2478	TREE	2011	1268'	1216'	51'	CONICAL	65'	N/A	TO REMAIN
2479	TREE	2011	1287'	1228'	58'	CONICAL	68'	N/A	TO REMAIN
2480	TREE	2011	1325'	1261'	63'	CONICAL	67'	N/A	TO REMAIN
2481	TREE	2011	1341'	1265'	75'	CONICAL	75'	N/A	TO REMAIN
2482	TREE	2011	1365'	1286'	78'	CONICAL	77'	N/A	TO REMAIN
2483	TREE	2011	1344'	1300'	43'	CONICAL	36'	N/A	TO REMAIN
2484	TREE	2011	1355'	1318'	36'	CONICAL	19'	N/A	TO REMAIN
2485	TREE	2011	1382'	1319'	62'	CONICAL	27'	N/A	TO REMAIN
2486	TREE	2011	1377'	1304'	72'	CONICAL	46'	N/A	TO REMAIN
2487	TREE	2011	1378'	1302'	75'	CONICAL	66'	N/A	TO REMAIN
2488	TREE	2011	1357'	1296'	60'	CONICAL	51'	N/A	TO REMAIN
2489	TREE	2011	1335'	1273'	61'	CONICAL	64'	N/A	TO REMAIN
2490	TREE	2011	1318'	1250'	67'	CONICAL	75'	N/A	TO REMAIN
2491	TREE	2011	1305'	1225'	79'	CONICAL	88'	N/A	TO REMAIN
2492	TREE	2011	1235'	1200'	34'	CONICAL	48'	N/A	TO REMAIN
2493	BUILDING	2011	1205'	1186'	18'	CONICAL	35'	N/A	TO REMAIN
2494	POLE	2011	1230'	1186'	43'	CONICAL	54'	N/A	TO REMAIN
2495	POLE	2011	1223'	1180'	42'	CONICAL	54'	N/A	TO REMAIN
2496	TREE	2011	1246'	1174'	71'	CONICAL	82'	N/A	TO REMAIN
2497	TREE	2011	1239'	1175'	63'	CONICAL	73'	N/A	TO REMAIN
2498	TREE	2011	1244'	1182'	61'	CONICAL	62'	N/A	TO REMAIN
2499	TREE	2011	1254'	1186'	67'	CONICAL	70'	N/A	TO REMAIN
2500	TREE	2011	1252'	1188'	63'	CONICAL	67'	N/A	TO REMAIN
2501	TREE	2011	1263'	1190'	72'	CONICAL	74'	N/A	TO REMAIN
2502	TREE	2011	1282'	1213'	68'	CONICAL	67'	N/A	TO REMAIN
2503	TREE	2011	1291'	1235'	55'	CONICAL	57'	N/A	TO REMAIN
2504	TREE	2011	1319'	1235'	83'	CONICAL	91'	N/A	TO REMAIN
2505	TREE	2011	1327'	1258'	68'	CONICAL	70'	N/A	TO REMAIN
2506	TREE	2011	1354'	1275'	78'	CONICAL	80'	N/A	TO REMAIN
2507	TREE	2011	1332'	1267'	64'	CONICAL	59'	N/A	TO REMAIN
2508	TREE	2011	1338'	1264'	73'	CONICAL	64'	N/A	TO REMAIN
2509	TREE	2011	1331'	1278'	52'	CONICAL	38'	N/A	TO REMAIN
2510	TREE	2011	1359'	1290'	68'	CONICAL	34'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTRUCTION LOCATION DATA

LOCATION	OBSTRUCTION DATA RANGE
G1	2412
G2	2410 - 2413; 2415 - 2418; 2435 - 2446; 2463 - 2466
G3	2422 - 2428; 2450 - 2458; 2480 - 2491; 2500 - 2512; 2514 - 2517; 2534 - 2543
G15	2083; 2090 - 2101
G17	2052 - 2055; 2070; 2072
G22	2078 - 2113; 2115 - 2122; 2129 - 2131; 2135 - 2139; 2142 - 2153
G23	2156 - 2171
U1	1000 - 1100; 2400 - 2403
U2	2402 - 2407; 2420 - 2421; 2429 - 2432; 2448 - 2449; 2459 - 2461; 2478; 2493 - 2499; 2518 - 2527
U4	1101 - 1135; 1140 - 1164; 1190 - 1212; 1220 - 1247; 1263 - 1300; 1318 - 1363; 1378 - 1439; 1447 - 1566; 2181 - 2182

1 See Sheet 6 - Airport Airspace Drawing for obstruction area layout and identification.

SHEET NOTES:
1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

Airport Obstruction Datasheet - 7

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017

OBSTACLE IDENTIFICATION TABLE

OBS NUMBER	DESCRIPTION	DATE OF SURVEY	TOP ELEV. (MSL)	GROUND ELEV. (MSL)	OBJECT HEIGHT (AGL)	14 CFR PART 77 SURFACE	14 CFR PART 77 PENETR. AMOUNT	TSS PENETR. AMOUNT	PROPOSED DISPOSITION
2511	TREE	2011	1353'	1276'	76'	CONICAL	28'	N/A	TO REMAIN
2512	TREE	2011	1379'	1299'	79'	CONICAL	30'	N/A	TO REMAIN
2513	TREE	2011	1314'	1238'	75'	CONICAL	6'	N/A	TO REMAIN
2514	TREE	2011	1305'	1231'	73'	CONICAL	11'	N/A	TO REMAIN
2515	TREE	2011	1297'	1221'	75'	CONICAL	28'	N/A	TO REMAIN
2516	TREE	2011	1292'	1218'	73'	CONICAL	28'	N/A	TO REMAIN
2517	TREE	2011	1310'	1200'	109'	CONICAL	79'	N/A	TO REMAIN
2518	TREE	2011	1294'	1199'	94'	CONICAL	74'	N/A	TO REMAIN
2519	TREE	2011	1237'	1199'	37'	CONICAL	14'	N/A	TO REMAIN
2520	TREE	2011	1233'	1189'	43'	CONICAL	26'	N/A	TO REMAIN
2521	TREE	2011	1261'	1189'	71'	CONICAL	57'	N/A	TO REMAIN
2522	TREE	2011	1257'	1189'	67'	CONICAL	53'	N/A	TO REMAIN
2523	TREE	2011	1268'	1181'	86'	CONICAL	87'	N/A	TO REMAIN
2524	TREE	2011	1231'	1177'	53'	CONICAL	60'	N/A	TO REMAIN
2525	TREE	2011	1227'	1174'	52'	CONICAL	59'	N/A	TO REMAIN
2526	TREE	2011	1253'	1173'	79'	CONICAL	85'	N/A	TO REMAIN
2527	TREE	2011	1236'	1180'	55'	CONICAL	57'	N/A	TO REMAIN
2528	TREE	2011	1250'	1181'	68'	CONICAL	69'	N/A	TO REMAIN
2529	TREE	2011	1233'	1173'	59'	CONICAL	68'	N/A	TO REMAIN
2530	TREE	2011	1239'	1175'	63'	CONICAL	72'	N/A	TO REMAIN
2531	TREE	2011	1234'	1176'	57'	CONICAL	65'	N/A	TO REMAIN
2532	TREE	2011	1243'	1178'	64'	CONICAL	67'	N/A	TO REMAIN
2533	PWR TRN LINE	2011	1209'	1166'	42'	CONICAL	38'	N/A	TO REMAIN
2534	TREE	2011	1226'	1173'	52'	CONICAL	47'	N/A	TO REMAIN
2535	TREE	2011	1228'	1174'	53'	CONICAL	43'	N/A	TO REMAIN
2536	TREE	2011	1241'	1180'	60'	CONICAL	29'	N/A	TO REMAIN
2537	TREE	2011	1309'	1206'	102'	CONICAL	51'	N/A	TO REMAIN
2538	TREE	2011	1293'	1207'	85'	CONICAL	27'	N/A	TO REMAIN
2539	TREE	2011	1280'	1196'	83'	CONICAL	16'	N/A	TO REMAIN
2540	TREE	2011	1270'	1192'	77'	CONICAL	10'	N/A	TO REMAIN
2541	TREE	2011	1264'	1189'	74'	CONICAL	7'	N/A	TO REMAIN
2542	TREE	2011	1243'	1173'	69'	CONICAL	17'	N/A	TO REMAIN
2543	TREE	2011	1219'	1167'	51'	CONICAL	0'	N/A	TO REMAIN
2544	TREE	2011	1208'	1161'	46'	CONICAL	16'	N/A	TO REMAIN
2545	TREE	2011	1194'	1159'	34'	CONICAL	13'	N/A	TO REMAIN
2546	TREE	2011	1237'	1162'	74'	CONICAL	57'	N/A	TO REMAIN
2547	TREE	2011	1204'	1159'	44'	CONICAL	36'	N/A	TO REMAIN
2548	TREE	2011	1197'	1157'	39'	CONICAL	28'	N/A	TO REMAIN
2549	TREE	2011	1233'	1153'	79'	CONICAL	62'	N/A	TO REMAIN
2550	TREE	2011	1232'	1153'	78'	CONICAL	61'	N/A	TO REMAIN
2551	TREE	2011	1191'	1149'	41'	CONICAL	22'	N/A	TO REMAIN
2552	TREE	2011	1226'	1147'	78'	CONICAL	61'	N/A	TO REMAIN
2553	TREE	2011	1224'	1156'	67'	CONICAL	15'	N/A	TO REMAIN
2554	TREE	2011	1220'	1156'	63'	CONICAL	10'	N/A	TO REMAIN
2555	TREE	2011	1224'	1156'	67'	CONICAL	19'	N/A	TO REMAIN
2556	TREE	2011	1255'	1158'	96'	CONICAL	43'	N/A	TO REMAIN
2557	TREE	2011	1198'	1142'	55'	CONICAL	25'	N/A	TO REMAIN
2558	TREE	2011	1173'	1137'	35'	CONICAL	6'	N/A	TO REMAIN
2559	TREE	2011	1203'	1133'	69'	CONICAL	22'	N/A	TO REMAIN
2560	TREE	2011	1205'	1133'	71'	CONICAL	23'	N/A	TO REMAIN
2561	TREE	2011	1198'	1130'	67'	CONICAL	12'	N/A	TO REMAIN
2562	TREE	2011	1181'	1124'	56'	CONICAL	10'	N/A	TO REMAIN
2563	ANT	2011	1308'	1226'	81'	CONICAL	144'	N/A	TO REMAIN
2564	TREE	2011	1195'	1124'	70'	CONICAL	26'	N/A	TO REMAIN
2565	POLE	2011	1265'	1200'	64'	CONICAL	90'	N/A	TO REMAIN
2566	PWR TRN LINE	2011	1260'	1199'	60'	CONICAL	85'	N/A	TO REMAIN
2567	PWR TRN LINE	2011	1253'	1197'	55'	CONICAL	78'	N/A	TO REMAIN
2568	TREE	2011	1225'	1198'	26'	CONICAL	37'	N/A	TO REMAIN
2569	BUILDING	2011	1215'	1182'	32'	CONICAL	18'	N/A	TO REMAIN
2570	TREE	2011	1176'	1129'	46'	CONICAL	11'	N/A	TO REMAIN
2571	TREE	2011	1210'	1152'	57'	CONICAL	44'	N/A	TO REMAIN
2572	TREE	2011	1215'	1155'	59'	CONICAL	47'	N/A	TO REMAIN
2573	TREE	2011	1181'	1124'	56'	CONICAL	10'	N/A	TO REMAIN
2574	TREE	2011	1195'	1124'	70'	CONICAL	26'	N/A	TO REMAIN

1 See General Notes - Notes 2.
2 For obstruction location information see Obstruction Location Data table.

OBSTRUCTION LOCATION DATA

LOCATION	OBSTRUCTION DATA RANGE
G3	2422 - 2428; 2450 - 2458; 2480 - 2491; 2500 - 2512; 2514 - 2517; 2534 - 2543
U2	2402 - 2407; 2420 - 2421; 2429 - 2432; 2448 - 2449; 2459 - 2461; 2478; 2493 - 2499; 2518 - 2527
U3	2528 - 2533; 2544 - 2562; 2564 - 2574

1 See Sheet 6 - Airport Airspace Drawing for obstruction area layout and identification.

SHEET NOTES:
1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

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Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

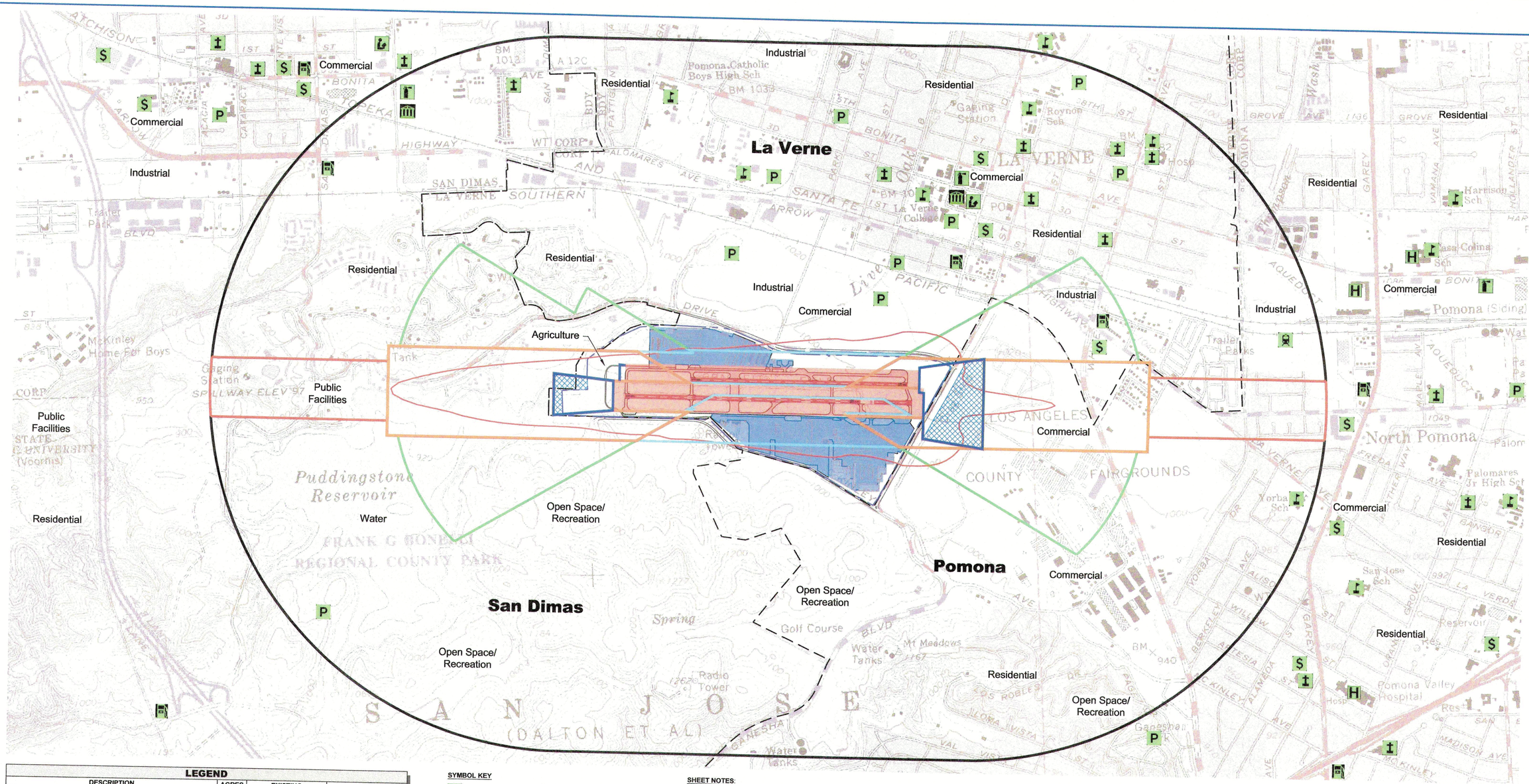
Brackett Field

Airport Obstruction Datasheet - 8

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017



LEGEND

DESCRIPTION	ACRES	EXISTING	FUTURE
AIRFIELD PAVEMENT (RWY/TWY AND APRON)	N/A		SAME
AIRPORT BOUNDARY	236.7		SAME
CITY BOUNDARY	N/A		SAME
NOISE CONTOUR (65 COMMUNITY NOISE EQUIVALENT LEVEL)	328.7		SAME
AIR OPERATING AREA (AOA)	94.0		SAME
APRON/NON-MOVEMENT AREA	86.6		SAME
CALTRANS SAFETY ZONE 1 (RPZ)	32.5		SAME
CALTRANS SAFETY ZONE 2 (INNER APP/DEP ZONE)	272.3		SAME
CALTRANS SAFETY ZONE 3 (INNER TURNING ZONE)	356.7		SAME
CALTRANS SAFETY ZONE 4 (OUTER APP/DEP ZONE)	137.4		SAME
CALTRANS SAFETY ZONE 5 (SIDELINE ZONE)	108.1		SAME
CALTRANS SAFETY ZONE 6 (TRAFFIC PATTERN)	4481.6		SAME
AVIGATION EASEMENT	18.4	NONE	

SYMBOL KEY

- Place of Worship
- Public Park
- Gas Station
- Hospital
- Shopping/Commercial
- Fire Station
- School
- Library
- Train Station
- Courthouse

SHEET NOTES:

1. For general information, refer to notes found on Sheet 2 - Airport Data Sheet.
2. According to City of La Verne Land Use Map, the land located adjacent to the airport property is classified as Water, Commercial, Industrial, Vacant, and Open Space/ Recreation.
3. Existing acreage numbers are estimated.
4. Source of Safety Zone data: California Airport Land Use Planning Handbook, October 2015.
5. Composite Caltrans safety zones were applied. Further modifications may be required by the land use commission as part of a land use study.
6. Base map image: USGS maps, LA County.
7. Noise contours for the 65 Community Noise Equivalent Level (CNEL) are shown.
8. Safety areas/zones (RSA, ROFA, OFZ) have been omitted due to the scale of the drawing. All safety areas/zones are contained within the AOA.
9. Land use callouts were used for clarity purposes.
10. For clarity the NAVAIDS are shown on Sheet 3 - Airport Layout Plan Drawing.

N

Annual Rate of Change -0°5' W Min./Year (January 2017)

GRAPHIC SCALE

800' 400' 0' 800'

Scale: 1" = 800'

FAA APPROVAL

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
Drafted By: VLP
Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

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Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

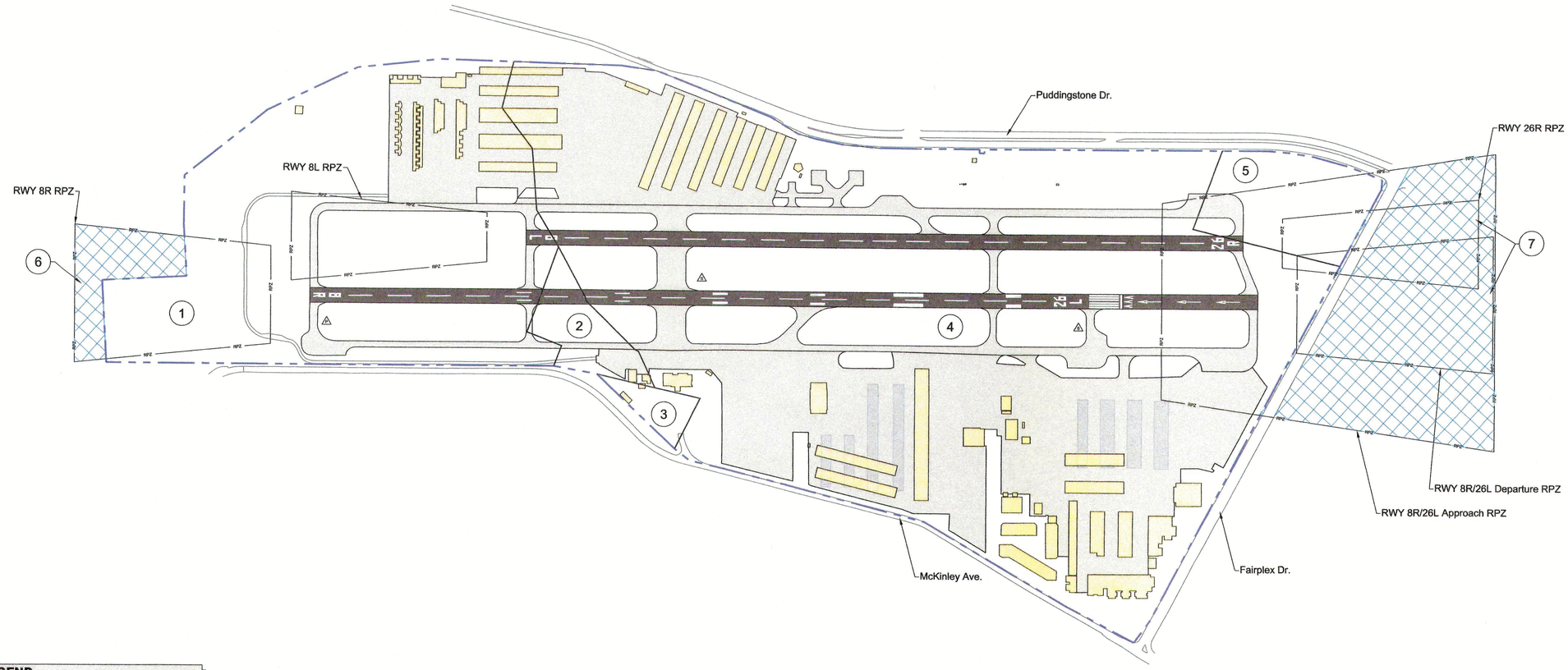
Brackett Field

Land Use Drawing

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017



LEGEND

DESCRIPTION	EXISTING	FUTURE
AIRPORT BOUNDARY		SAME
AIRPORT PARCELS		SAME
PAVEMENT (RWY / TWY AND APRON)		NOT SHOWN
PAVEMENT TO BE REMOVED	NONE	NOT SHOWN
RUNWAY PROTECTION ZONE EASEMENT	NONE	
RUNWAY PROTECTION ZONE	RPZ	SAME
ROADS		SAME
BUILDINGS ON AIRPORT PROPERTY		
MONUMENTS		SAME

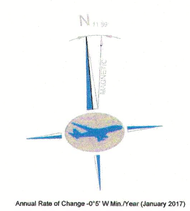
AVIGATION EASEMENT TABLE

#	PARCEL DESIGNATION	PURPOSE OF ACQUISITION OR EASEMENT	DATE OF ACQUISITION OR EASEMENT	EASEMENT ACREAGE* (±)	ZONING TYPE (PROTECTING RPZ)
6	8378-022-909	AVIGATION	TBD	4.6	COMMERCIAL/INDUSTRIAL
7	8378-020-905	AVIGATION	TBD	25	OTHER

*Acreage estimated and reflects easement area per parcel, not total parcel acreage.

SHEET NOTES:

1. Refer to General Notes found on Sheet 2 - Airport Data Sheet.
2. Monuments are labeled according to the type represented at each location. Primary and Secondary Airport Control Stations are represented by P and S, respectively. Survey monuments are protected in concrete.
3. Airport property and associated parcel data has been interpolated from the Los Angeles County Assessors Office Property Assessment Information System (maps.assessor.lacounty.gov), and Los Angeles County Enterprise Geographic Information System (egis3.lacounty.gov) and have not been confirmed by survey.
4. Existing acreage is estimated.
5. No airport land has been released.
6. Data provided by LA County for tables is incomplete, additional data will be required as part of a future project. A full boundary survey and creation of an Exhibit A is recommended.



GRAPHIC SCALE

300' 150' 0' 300'

Scale: 1" = 300'

FAA APPROVAL

AIRPORT PROPERTY TABLE

#	PARCEL DESIGNATION	GRANTOR	GRANTEE	TYPE OF INTEREST	ACREAGE (±)	DATE OF ACQUISITION OR EASEMENT	TYPE OF CONVEYANCE INSTRUMENT	LIBER/BOOK & PAGE OF RECORDING	FAA GRANT NUMBER	PFC PROJECT NUMBER	FEDERAL AGREEMENTS OR CONDITIONS	PURPOSE OF ACQUISITION OR EASEMENT	PUBLIC LAND REFERENCES	ANY KNOWN ENCUMBRANCES
1	8378-022-910	UNKNOWN	LA COUNTY FLOOD CONTROL DISTRICT	FEE	61.7	08/19/1974	DEED	6142-014	UNKNOWN	NONE	UNKNOWN	AIRPORT USE	6142-014-903	NONE
2	8378-022-911	UNKNOWN	LA COUNTY FLOOD CONTROL DISTRICT	FEE	4.3	02/28/1967	DEED	6142-014	UNKNOWN	NONE	UNKNOWN	AIRPORT USE	6142-014-903	NONE
3	8378-022-905	UNKNOWN	LA COUNTY	UNKNOWN	1.73	08/24/1956	DEED	6142-014	UNKNOWN	NONE	UNKNOWN	AIRPORT USE	6142-014-903	NONE
4	8378-022-909	UNKNOWN	LA COUNTY	UNKNOWN	168.201	07/01/1966	DEED	6142-014	UNKNOWN	NONE	UNKNOWN	AIRPORT USE	6142-014-903	NONE
5	8378-022-908	UNKNOWN	LA COUNTY	UNKNOWN	8.9	07/01/1966	DEED	6142-014	UNKNOWN	NONE	UNKNOWN	AIRPORT USE	6142-014-903	NONE

AECOM
AECOM
756 EAST WINCHESTER ST., SUITE 400
SALT LAKE CITY, UTAH 84107
T: 801.904.4000
F: 801.904.4100
www.aecom.com

Designed By: JMC
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Checked By: ADC
Approved By: AWS

No.	Revision	By	App.	Date
1	1974 Airport Property Inventory Map	UNKN	UNKN	1974
2	Airport Property Inventory Map; update to ALP 2.0 standards	AECOM	RLS	2/24/2015
3	Airport Layout Plan update to FAA ALP SOP 2.00 standards	AECOM	RLS	4/04/2017

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Approved By: Los Angeles County

Richard L. Smith, Chief, Aviation Division

Date

Brackett Field

Property Map

La Verne, California

AIP Project No. 3-06-0049-011-2014

April 2017