

# AIRPORT LAYOUT PLAN DRAWING SET

## CLEARWATER AIRPARK

PREPARED FOR:  
**THE CITY OF CLEARWATER**  
**FLORIDA**



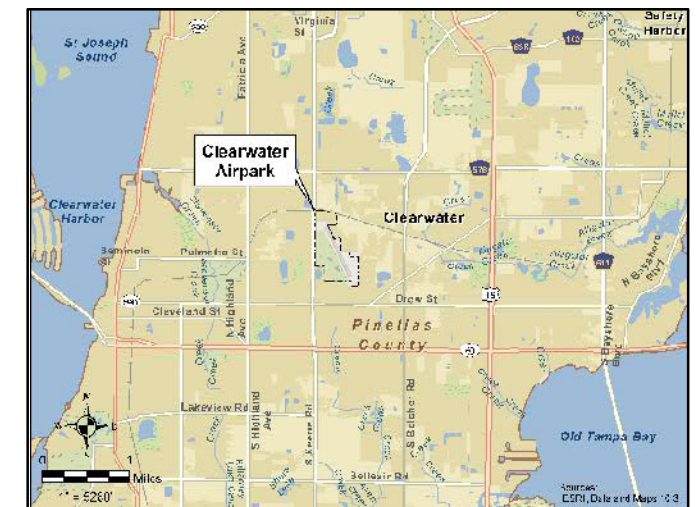
PREPARED BY:  
**AECOM**

MAY 2019



**LOCATION MAP**

<b>INDEX OF DRAWINGS</b>	
<b>TITLE</b>	<b>SHEET NO.</b>
<b>EXISTING AIRPORT LAYOUT PLAN DRAWING</b>	<b>1 OF 6</b>
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<b>INNER PORTION OF THE APPROACH SURFACE DRAWING - RUNWAY 34</b>	<b>5 OF 6</b>
<b>LAND USE DRAWING</b>	<b>6 OF 6</b>



**VICINITY MAP**

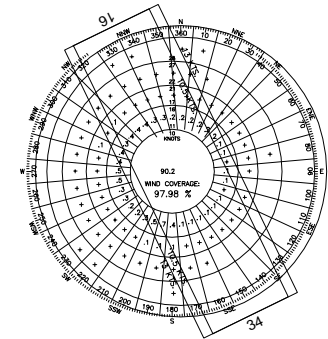
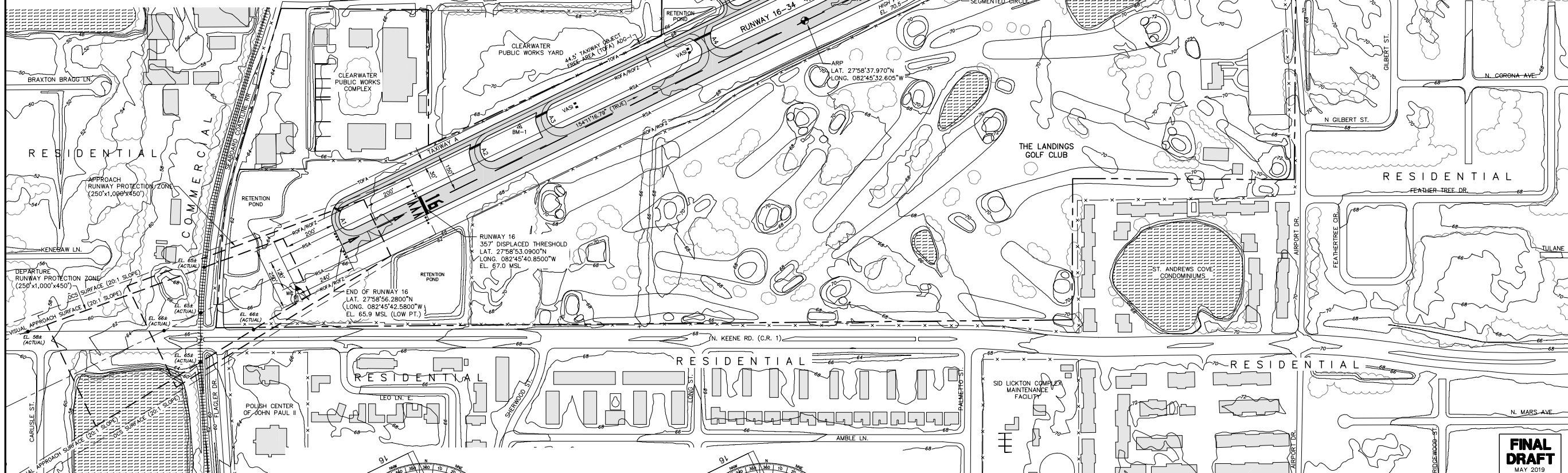
RUNWAY DATA TABLE	
ITEM	RUNWAY 16/34
EXISTING	4,108/75
RUNWAY LENGTH (FT.)	4,108/75
RUNWAY DESIGN CODE (RDC)	B/I VISUAL
APPROACH REFERENCE CODE (APRC)	B/I VISUAL
DEPARTURE REFERENCE CODE (DPRC)	B/I
CRITICAL DESIGN AIRCRAFT	PIPER CHEYENNE
EFFECTIVE GRADIENT (%)	0.083
% WIND COVERAGE	SEE TABLE BELOW
STRENGTH (000 lbs)	12.5 SINGLE WHEEL
PCN	8/F/2/F/7
RUNWAY PAVEMENT	ASPHALT
SURFACE TYPE/FRICTION	NONE
SURFACE TREATMENT	NONE
MAXIMUM RUNWAY ELEVATION (ABOVE MSL)	70.5
RUNWAY LIGHTING	MRL
RUNWAY MARKING	BASIC
RUNWAY ENDS	16 34
END ELEVATIONS (NAVD 88) (MSL)	65.9 69.3
END COORDINATES (NAD 83)	LATITUDE 27°58'56.2800"N 27°58'18.6600"N LONGITUDE 082°45'42.5800"W 082°45'22.8300"W
DISPLACED THRESHOLD ELEVATIONS (NAVD 88) (MSL)	67.0 70.0
DISPLACED THRESHOLD COORDINATES (NAD 83)	DISTANCE 357' 846' LATITUDE 27°58'53.0900"N 27°58'27.1900"N LONGITUDE 082°45'40.8500"W 082°45'26.7700"W
DATUM	HORIZONTAL NAD83 NAD83 VERTICAL NAVD88 NAVD88
RUNWAY PROTECTION ZONE (RPZ)	WIDTH-INNER/OUTER 250'/450' 250'/450'
APPROACH LIGHTING	N/A N/A
RUNWAY TOUCH DOWN ZONE ELEVATIONS (MSL)	65.9 69.3
C.F.R. PART 77 IMAGINARY AIRSPACE SURFACES	APPROACH CATEGORY VISUAL VISUAL APPROACH SURFACE SLOPES 20:1 20:1
RUNWAY DEPARTURE SURFACE	N/A N/A
THRESHOLD STOP SURFACE	20:1 20:1
NAVAIDS	ELECTRONIC NAVIGATION AIDS N/A N/A VISUAL APPROACH AIDS VAS-4 VAS-4
TYPE OF INSTRUMENT APPROACH	N/A N/A
TYPE OF SURVEY REQUIRED	N/A N/A
APPROACH VISIBILITY MINIMUMS	VISUAL VISUAL
RUNWAY SAFETY AREA (RSA)	W=120'
BRE-BEYOND RUNWAY END	BRE=240' (SEE NOTE 5)
RUNWAY OBSTACLE FREE AREA (ROFA)	W=250'
BRE-BEYOND RUNWAY END	BRE=240' (SEE NOTE 5)
RUNWAY OBSTACLE FREE ZONE (ROFZ)	W=250'
BRE-BEYOND RUNWAY END	BRE=200'

AIRPORT DATA TABLE	
AIRPORT REFERENCE CODE	EXISTING B-1
MEAN MAX. TEMPERATURE - HOTTEST MONTH	TBD
ESTABLISHED AIRPORT ELEVATION (NAVD 88)	71.0 (MSL)
AIRPORT NAVIGATIONAL AIDS	
AIRPORT REFERENCE POINT (ARP)	LATITUDE 27°58'37.970"N LONGITUDE 082°45'32.605"W
MISCELLANEOUS FACILITIES	AWS
AIRPORT REFERENCE CODE	B-1
CRITICAL AIRCRAFT	PIPER CHEYENNE
MAGNETIC VARIATION	57'W
DATE OF MAGNETIC VARIATION	01/01/2015
AIRPORT ROLE (NPIAS)	RELIEVER/BASIC UTILITY
AIRPORT ROLE (FASP)	GA
AIRPORT ACREAGE	162.8 AC.

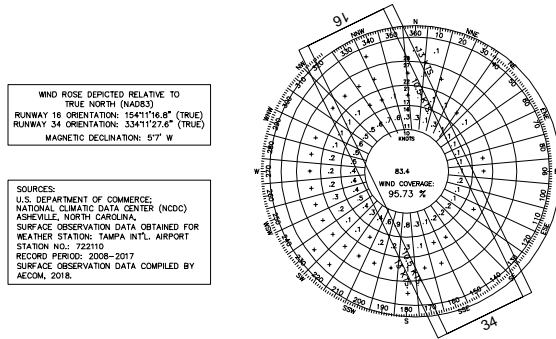
DECLARED DISTANCES				
RUNWAY	TORA	TODA	ASDA	LDA
16	4,108'	4,108'	4,108'	3,791'
34	4,108'	4,108'	4,108'	3,262'

TAXIWAY DATA TABLE						
TAXIWAY (TDG 1A)	WIDTH	T.E.S.M.	SHOULDER	T.S.A.	T.O.F.A.	LIGHTING
A	30'	5'	10'	49'	89'	MTL
A1	30'	5'	10'	49'	89'	MTL
A2	40'	5'	10'	49'	89'	MTL
A3	45'	5'	10'	49'	89'	MTL
A4	50'	5'	10'	49'	89'	MTL
A5	45'	5'	10'	49'	89'	MTL
A6	50'	5'	10'	49'	89'	MTL
A7	50'	5'	10'	49'	89'	MTL
A8	50'	5'	10'	49'	89'	MTL

GEODETIC CONTROL POINTS	
BM-1	SECONDARY AIRPORT CONTROL STATION (CLEARPORT A2 MK), ELEVATION = 67
BM-2	PRIMARY AIRPORT CONTROL STATION (CLEARPORT), ELEVATION = 69.3
BM-3	SECONDARY AIRPORT CONTROL STATION (CLW A), ELEVATION = 69



ALL WEATHER WIND ROSE			
METEOROLOGICAL CONDITION	RUNWAY	RUNWAY WIND COVERAGE BY PERCENT	
		10.5 KNOTS (12 MPH)	13 KNOTS (15 MPH)
ALL-WEATHER	16-34	95.90	119.749

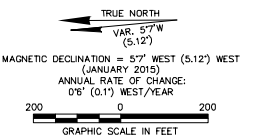


IMC WEATHER WIND ROSE			
METEOROLOGICAL CONDITION	RUNWAY	RUNWAY WIND COVERAGE BY PERCENT	
		10.5 KNOTS (12 MPH)	13 KNOTS (15 MPH)
IMC	16-34	92.91	6.845

LEGEND	
ITEM	EXISTING
AIRPORT PROPERTY LINE	---
AIRFIELD PAVEMENT	=====
BUILDINGS	■
ROADS & PARKING	▨
FENCE	—x—x—x—
RUNWAY SAFETY AREA	PSA
RUNWAY OBJECT FREE AREA	ROFA
TAXIWAY OBJECT FREE AREA	TOFA
RUNWAY OBSTACLE FREE ZONE	ROFZ
BUILDING RESTRICTION LINE	BRL
PAPI	•••••
THRESHOLD LIGHTS	•••••
WIND CONE	WC
AWS	▲
AIRPORT REFERENCE POINT (ARP)	▲
ROTATING BEACON	⊗
2' GROUND CONTOUR	—x—

BUILDING/TENANT INDEX		
NO.	DESCRIPTION	ELEVATION (FT.) MSL (ESTIMATED)
1	GA TERMINAL	86.8
2	T-HANGAR A (8-UNITS)	86.8
3	T-HANGAR B (9-UNITS)	86.9
4	T-HANGAR C WITH OFFICE (10-UNITS)	85.0
5	T-HANGAR D (10-UNITS)	87.0
6	SHADE HANGAR E (10-UNITS)	85.1
7	SHADE HANGAR F (10-UNITS)	83.9
8	SHADE HANGAR G (10-UNITS)	85.1
9	T-HANGAR H (10-UNITS)	—
10	T-HANGAR I (10-UNITS)	—
11	CIVIL AIR PATROL BUILDING	—
12	CIVIL AIR PATROL BUILDING	—
13	CIVIL AIR PATROL BUILDING	—
14	CIVIL AIR PATROL BUILDING	—
15	CIVIL AIR PATROL BUILDING	—
16	T-HANGAR (1-UNIT)	—
17	FBO MAINTENANCE HANGAR	107.9
18	HANGAR (120'x80')	—
19	HANGAR (120'x80')	—

MODIFICATION TO STANDARDS	
NONE TO DATE	
NOTES:	
1. ALL ELEVATIONS ARE IN FEET (MSL).	
2. HORIZONTAL DATUM NAD83, VERTICAL DATUM NAVD88.	
3. DRAWING PREPARED IN FLORIDA STATE PLANE, WEST ZONE (0902), US FOOT.	
4. BASE DRAWING UPDATED USING AERIAL PHOTOGRAPHY FLOWN IN 2016.	
5. EXISTING RSA/ROFA PRIOR TO THE RUNWAY 34 END IS OUTSIDE AIRPORT PROPERTY. THIS PROPERTY IS OWNED BY THE CITY OF CLEARWATER AND IDENTIFIED FOR ACQUISITION BY THE AIRPARK.	



**EXISTING AIRPORT LAYOUT PLAN DRAWING**

**CLEARWATER AIRPARK**  
CLEARWATER, FLORIDA

PREPARED FOR  
**THE CITY OF CLEARWATER**  
AIRPORT CONSULTANTS

DESIGNED: *RJM*  
DRAWN: *RJM* CHECKED: *HK*  
PROJECT MANAGER: *BW*  
PROJECT DIRECTOR: *SGH*

DATE: 5/19  
SHEET: **1** OF **6**



RUNWAY DATA TABLE			
ITEM	RUNWAY 16/34		FUTURE
	EXISTING		
RUNWAY LENGTH/WIDTH (FT.)	4,108/75		SAME
RUNWAY DESIGN CODE (RDC)	B/I VISUAL		SAME
APPROACH REFERENCE CODE (APRC)	B/I VISUAL		SAME
DEPARTURE REFERENCE CODE (DPRC)	B/I		SAME
CRITICAL DESIGN AIRCRAFT	PIPER CHEYENNE		SAME
EFFECTIVE GRADIENT (%)	0.083		SAME
% WIND COVERAGE	SEE TABLE BELOW		SAME
STRENGTH (000 lbs.)	12.5 SINGLE WHEEL		SAME
PCN	8/1 9/7/1		SAME
RUNWAY PAVEMENT	ASPHALT		SAME
SURFACE TYPE/FRICTION	NONE		SAME
SURFACE TREATMENT	70.5		SAME
MAXIMUM RUNWAY ELEVATION (ABOVE MSL)	MRL		SAME
RUNWAY LIGHTING	BASIC		SAME
RUNWAY MARKING			SAME
RUNWAY ENDS	16	34	16
END ELEVATIONS (NAVD 88) (MSL)	65.9	69.3	SAME
END COORDINATES (NAD 83)	LATITUDE: 27°58'56.2800"N LONGITUDE: 082°45'42.5800"W	LATITUDE: 27°58'19.6600"N LONGITUDE: 082°45'22.6300"W	SAME
DISPLACED THRESHOLD ELEVATIONS (NAVD 88) (MSL)	67.0	70.0	SAME
DISPLACED THRESHOLD COORDINATES (NAD 83)	DISTANCE: 357' LATITUDE: 27°58'53.0900"N LONGITUDE: 082°45'40.8500"W	DISTANCE: 846' LATITUDE: 27°58'27.1900"N LONGITUDE: 082°45'26.7700"W	SAME
DATUM	HORIZONTAL: NAVD83 VERTICAL: NAVD88	HORIZONTAL: NAVD83 VERTICAL: NAVD88	SAME
RUNWAY PROTECTION ZONE (RPZ)	WIDTH-INNER/OUTER: 250'/150'	250'/150'	SAME
APPROACH LIGHTING	N/A	N/A	SAME
RUNWAY TOUCH DOWN ZONE ELEVATIONS (MSL)	65.9	69.3	SAME
C.F.R. PART 77 IMAGINARY AIRSPACE SURFACES	APPROACH CATEGORY: VISUAL APPROACH SURFACE SLOPES: 20:1	APPROACH CATEGORY: VISUAL APPROACH SURFACE SLOPES: 20:1	SAME
RUNWAY DEPARTURE SURFACE	N/A	N/A	SAME
THRESHOLD STOPPING SURFACE	20:1	20:1	SAME
NAVAIDS	ELECTRONIC NAVIGATION AIDS: N/A	ELECTRONIC NAVIGATION AIDS: N/A	SAME
TYPE OF INSTRUMENT APPROACH	VISUAL APPROACH AIDS: VAS-4	VISUAL APPROACH AIDS: VAS-4	SAME
TYPE OF SURVEY REQUIRED	N/A	N/A	SAME
APPROACH VISIBILITY MINIMUMS	VISUAL	VISUAL	SAME
RUNWAY SAFETY AREA (RSA)	W=120'		SAME
BRE-BEYOND RUNWAY END	BRE=240' (SEE NOTE 5)		SAME
RUNWAY OBJECT FREE AREA (ROFA)	W=250'		SAME
BRE-BEYOND RUNWAY END	BRE=240' (SEE NOTE 5)		SAME
RUNWAY OBSTACLE FREE ZONE (ROFZ)	W=250'		SAME
BRE-BEYOND RUNWAY END	BRE=200'		SAME

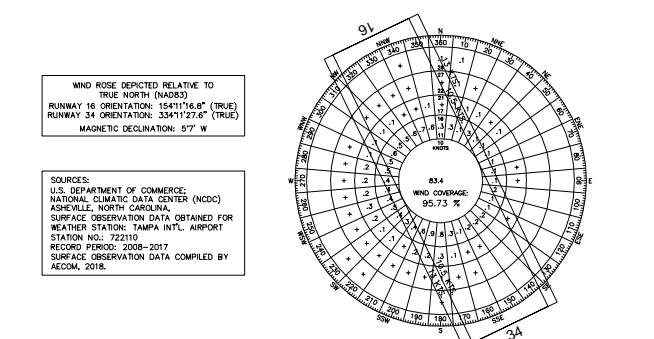
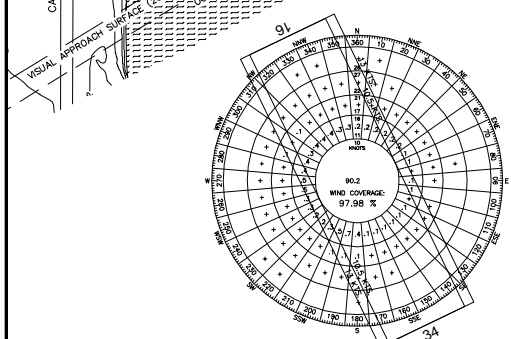
AIRPORT DATA TABLE			
ITEM	EXISTING		FUTURE
AIRPORT REFERENCE CODE	B-1		SAME
MEAN MAX. TEMPERATURE - HOTTEST MONTH	TBD		SAME
ESTABLISHED AIRPORT ELEVATION (NAVD 88)	71.0 (MSL)		SAME
AIRPORT NAVIGATIONAL AIDS			ROTATING BEACON
AIRPORT REFERENCE POINT (ARP)	LATITUDE: 27°58'37.970"N LONGITUDE: 082°45'32.605"W		SAME
MISCELLANEOUS FACILITIES	A-105		SAME
AIRPORT REFERENCE CODE	B-1		SAME
CRITICAL AIRCRAFT	PIPER CHEYENNE		SAME
MAGNETIC VARIATION	57'W		ANNUAL RATE OF CHANGE: 0.9'W/YR.
DATE OF MAGNETIC VARIATION	01/01/2015		SAME
AIRPORT ROLE (NPIAS)	RELIEVER/BAU UTILITY		SAME
AIRPORT ROLE (FASP)	GA		SAME
AIRPORT ACREAGE	162.8 AC.		163.38 AC.

DECLARED DISTANCES				
RUNWAY	TORA	TODA	ASDA	LDA
16	4,108'	4,108'	4,108'	3,751'
34	4,108'	4,108'	4,108'	3,262'

TAXIWAY DATA TABLE						
TAXIWAY (TOG 1A)	WIDTH	T.S.M.	SHOULDER	T.S.A.	T.O.F.A.	LIGHTING
A	30'	5'	10'	49'	89'	MITL
A1	30'	5'	10'	49'	89'	MITL
A2	40'	5'	10'	49'	89'	MITL
A3	45'	5'	10'	49'	89'	MITL
A4	50'	5'	10'	49'	89'	MITL
A5	45'	5'	10'	49'	89'	MITL
A6	50'	5'	10'	49'	89'	MITL
A7	50'	5'	10'	49'	89'	MITL
A8	50'	5'	10'	49'	89'	MITL

### GEODETIC CONTROL POINTS

- BM-1 SECONDARY AIRPORT CONTROL STATION (CLEARPORT AZ MK), ELEVATION = 67
- BM-2 PRIMARY AIRPORT CONTROL STATION (CLEARPORT), ELEVATION = 69.3
- BM-3 SECONDARY AIRPORT CONTROL STATION (CLW A), ELEVATION = 69



LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRFIELD PAVEMENT	---	---
BUILDINGS	■	■
ROADS & PARKING	---	---
FENCE	---	---
RUNWAY SAFETY AREA	--- RSA	N/A
RUNWAY OBJECT FREE AREA	--- ROFA	N/A
TAXIWAY OBJECT FREE AREA	--- TOFA	N/A
RUNWAY OBSTACLE FREE ZONE	--- ROFZ	N/A
BUILDING RESTRICTION LINE	--- BRL	N/A
PAVEMENT TO BE REMOVED	---	---
PROPERTY ACQUISITION	---	---
AVIGATION EASEMENT	---	---
PAPI	---	---
THRESHOLD LIGHTS	--- *****	--- *****
WIND CONE	--- W/C	--- W/C
AWOS	---	---
AIRPORT REFERENCE POINT (ARP)	---	---
POTENTIAL ROTATING BEACON SITE	---	---
2' GROUND CONTOUR	---	---

BUILDING/TENANT INDEX		
NO.	DESCRIPTION	ELEVATION (FT.) MSL (ESTIMATED)
1	GA TERMINAL	86.8
2	T-HANGAR A (8-UNITS)	86.8
3	T-HANGAR B (9-UNITS)	86.9
4	T-HANGAR C WITH OFFICE (10-UNITS)	85.0
5	T-HANGAR D (10-UNITS)	87.0
6	SHADE HANGAR E (10-UNITS) (FUT. T-HGR.)	85.1
7	SHADE HANGAR F (10-UNITS) (FUT. T-HGR.)	83.9
8	SHADE HANGAR G (10-UNITS) (FUT. T-HGR.)	85.1
9	T-HANGAR H (10-UNITS)	---
10	T-HANGAR I (10-UNITS)	---
11	CIVIL AIR PATROL TRAILER (TO BE REMOVED)	---
12	CIVIL AIR PATROL TRAILER (TO BE REMOVED)	---
13	CIVIL AIR PATROL TRAILER (TO BE REMOVED)	---
14	CIVIL AIR PATROL TRAILER (TO BE REMOVED)	---
15	CIVIL AIR PATROL TRAILER (TO BE REMOVED)	---
16	T-HANGAR (1-UNIT)	---
17	FBO MAINTENANCE HANGAR	107.9
18	HANGAR (120'x80')	---
19	HANGAR (120'x80')	---
20	FUTURE HANGAR (120'x80')	TBD
21	FUTURE HANGAR (120'x80')	TBD
22	FUTURE TERMINAL BUILDING	TBD
23	FUTURE MAINTENANCE SHED	TBD
24	FUTURE T-HANGAR (9-UNITS)	TBD
25	FUTURE T-HANGAR (10-UNITS)	TBD

**MODIFICATION TO STANDARDS**  
NONE TO DATE

**NOTES:**  
1. ALL ELEVATIONS ARE IN FEET (MSL).  
2. HORIZONTAL DATUM NAVD83, VERTICAL DATUM NAVD88.  
3. DRAWING PREPARED IN FLORIDA STATE PLANE, WEST ZONE (0902), US FOOT.  
4. BASE DRAWING UPDATED USING AERIAL PHOTOGRAPHY FLOWN IN 2016.  
5. EXISTING RSA/ROFA PRIOR TO THE RUNWAY 34 END IS OUTSIDE AIRPORT PROPERTY. THIS PROPERTY IS OWNED BY THE CITY OF CLEARWATER AND IDENTIFIED FOR ACQUISITION BY THE AIRPARK.

**CONSTRUCTION NOTICE REQUIREMENT**  
TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

**FAA DISCLAIMER**  
THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS 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.

**FAA APPROVAL BLOCK**  
NONE TO DATE

**FINAL DRAFT**  
MAY 2019

**AIRPORT SPONSOR APPROVAL**  
THIS AIRPORT DRAWING IS APPROVED BY:  
(SIGNATURE) \_\_\_\_\_ DATE: \_\_\_\_\_

METEOROLOGICAL CONDITION	RUNWAY	10.5 KNOTS (12 MPH)	13 KNOTS (15 MPH)	OBSERVATIONS
ALL-WEATHER	16-34	85.90	97.98	119,749

METEOROLOGICAL CONDITION	RUNWAY	10.5 KNOTS (12 MPH)	13 KNOTS (15 MPH)	OBSERVATIONS
IMC	16-34	92.91	95.73	6,845

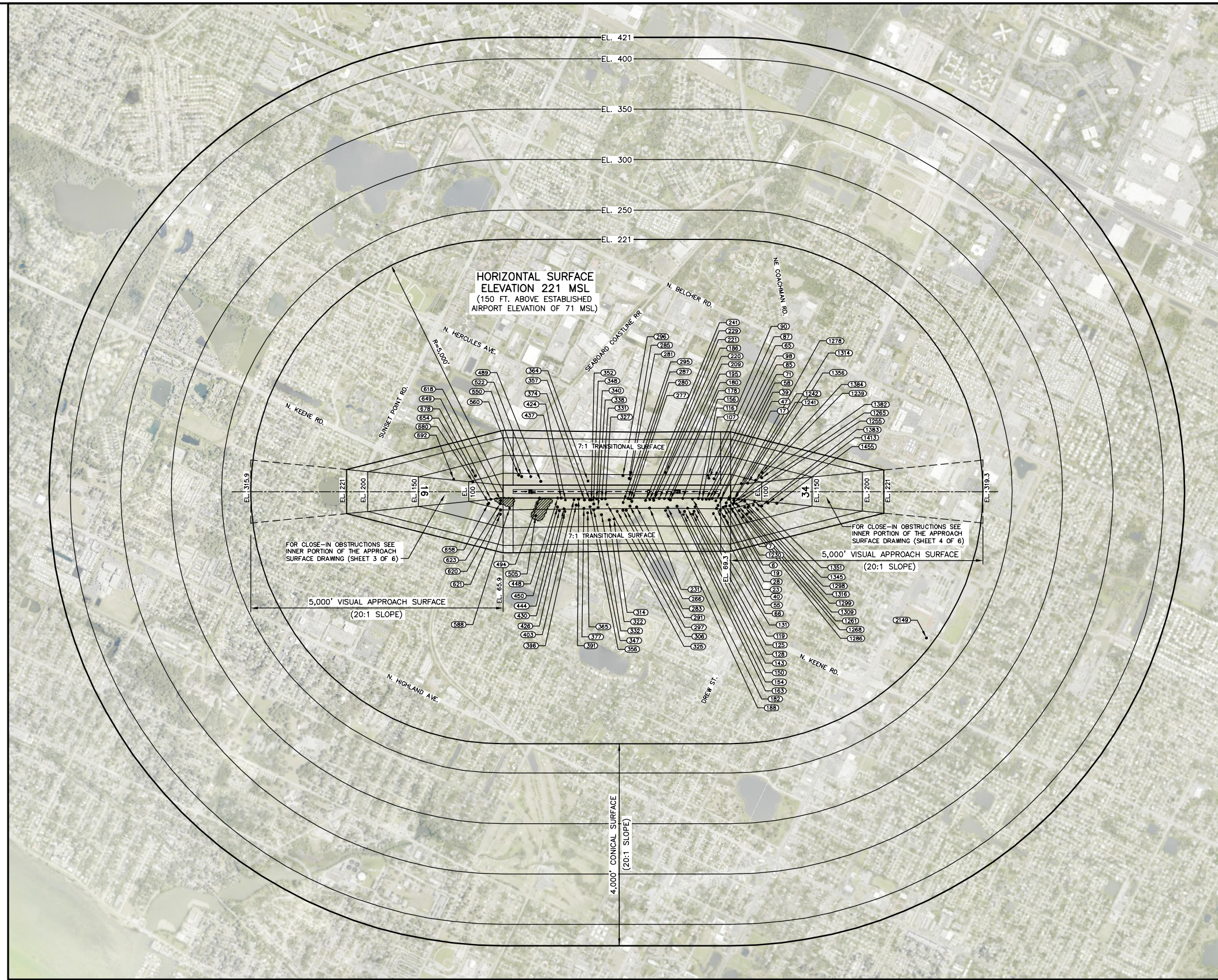
**FUTURE AIRPORT LAYOUT PLAN DRAWING**  
**CLEARWATER AIRPARK**  
**CLEARWATER, FLORIDA**

PREPARED FOR  
**THE CITY OF CLEARWATER**  
 AIRPORT CONSULTANTS

AECOM

DESIGNED: *RJM*  
 DRAWN: *RJM* CHECKED: *HK*  
 PROJECT MANAGER: *BW*  
 PROJECT DIRECTOR: *SGH*  
 DATE: 5/19  
 SHEET: **2** OF **6**





OBSTRUCTION DATA TABLE						
NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET) (MSL)	LOWEST AFFECTED FAR PART 77 SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION	LIGHTED
6	TREE	114	7:1 TRANSITIONAL	22.2	TRIM OR REMOVE	N/A
7	FENCE	76	7:1 TRANSITIONAL	31.3	LIGHT	NO
17	TREE	109	7:1 TRANSITIONAL	25.5	TRIM OR REMOVE	N/A
19	TREE	100	7:1 TRANSITIONAL	7.0	TRIM OR REMOVE	N/A
23	POLE	126	7:1 TRANSITIONAL	3.8	LIGHT	NO
28	TREE	104	7:1 TRANSITIONAL	8.5	TRIM OR REMOVE	N/A
39	FENCE	76	7:1 TRANSITIONAL	5.3	LIGHT	NO
43	TREE	110	7:1 TRANSITIONAL	5.4	TRIM OR REMOVE	N/A
47	TREE	105	7:1 TRANSITIONAL	13.9	TRIM OR REMOVE	N/A
55	TREE	115	7:1 TRANSITIONAL	15.8	TRIM OR REMOVE	N/A
58	TREE	111	7:1 TRANSITIONAL	33.4	TRIM OR REMOVE	N/A
65	TREE	101	7:1 TRANSITIONAL	12.9	TRIM OR REMOVE	N/A
66	POLE	120	7:1 TRANSITIONAL	6.0	LIGHT	NO
71	FENCE	76	7:1 TRANSITIONAL	5.0	LIGHT	NO
85	TREE	97	7:1 TRANSITIONAL	23.6	TRIM OR REMOVE	N/A
87	POLE	102	7:1 TRANSITIONAL	12.5	LIGHT	NO
90	TREE	110	7:1 TRANSITIONAL	12.4	TRIM OR REMOVE	N/A
98	TREE	98	7:1 TRANSITIONAL	24.8	TRIM OR REMOVE	N/A
107	TREE	97	7:1 TRANSITIONAL	24.1	TRIM OR REMOVE	N/A
116	FENCE	76	7:1 TRANSITIONAL	6.5	LIGHT	NO
119	TREE	98	7:1 TRANSITIONAL	0.17	TRIM OR REMOVE	N/A
125	POLE	112	7:1 TRANSITIONAL	4.3	LIGHT	NO
128	POLE	118	7:1 TRANSITIONAL	2.1	LIGHT	NO
131	TREE	110	7:1 TRANSITIONAL	37.0	TRIM OR REMOVE	N/A
143	TREE	111	7:1 TRANSITIONAL	12.0	TRIM OR REMOVE	N/A
150	TREE	112	7:1 TRANSITIONAL	3.7	TRIM OR REMOVE	N/A
154	TREE	119	7:1 TRANSITIONAL	2.0	TRIM OR REMOVE	N/A
156	TREE	95	7:1 TRANSITIONAL	23.2	TRIM OR REMOVE	N/A
163	TREE	99	7:1 TRANSITIONAL	24.1	TRIM OR REMOVE	N/A
178	TREE	105	7:1 TRANSITIONAL	20.2	TRIM OR REMOVE	N/A
180	TREE	97	7:1 TRANSITIONAL	24.5	TRIM OR REMOVE	N/A
182	TREE	114	7:1 TRANSITIONAL	15.9	TRIM OR REMOVE	N/A
186	TREE	114	7:1 TRANSITIONAL	8.0	TRIM OR REMOVE	N/A
188	TREE	115	7:1 TRANSITIONAL	9.3	TRIM OR REMOVE	N/A
195	FENCE	78	7:1 TRANSITIONAL	5.7	LIGHT	NO
209	TREE	89	7:1 TRANSITIONAL	16.9	TRIM OR REMOVE	N/A
220	TREE	101	7:1 TRANSITIONAL	23.6	TRIM OR REMOVE	N/A
221	FENCE	78	7:1 TRANSITIONAL	5.8	LIGHT	NO
229	TREE	112	7:1 TRANSITIONAL	36.6	TRIM OR REMOVE	N/A
231	TREE	111	7:1 TRANSITIONAL	11.5	TRIM OR REMOVE	N/A
241	TREE	109	7:1 TRANSITIONAL	31.5	TRIM OR REMOVE	N/A
266	TREE	115	7:1 TRANSITIONAL	18.7	TRIM OR REMOVE	N/A
277	TREE	99	7:1 TRANSITIONAL	18.8	TRIM OR REMOVE	N/A
280	FENCE	77	7:1 TRANSITIONAL	4.6	LIGHT	NO
281	POLE	104	7:1 TRANSITIONAL	15.4	LIGHT	NO
283	TREE	116	7:1 TRANSITIONAL	22.6	TRIM OR REMOVE	N/A
285	POLE	101	7:1 TRANSITIONAL	11.4	LIGHT	NO
287	TREE	94	7:1 TRANSITIONAL	22.4	TRIM OR REMOVE	N/A
291	TREE	119	7:1 TRANSITIONAL	13.7	TRIM OR REMOVE	N/A
295	TREE	112	7:1 TRANSITIONAL	28.9	TRIM OR REMOVE	N/A
296	POLE	107	7:1 TRANSITIONAL	3.9	LIGHT	NO
297	TREE	120	7:1 TRANSITIONAL	15.0	TRIM OR REMOVE	N/A
306	TREE	112	7:1 TRANSITIONAL	3.9	TRIM OR REMOVE	N/A
314	TREE	130	7:1 TRANSITIONAL	0.06	TRIM OR REMOVE	N/A
322	TREE	136	7:1 TRANSITIONAL	4.2	TRIM OR REMOVE	N/A
325	TREE	123	7:1 TRANSITIONAL	34.7	TRIM OR REMOVE	N/A
327	FENCE	75	7:1 TRANSITIONAL	3.0	LIGHT	NO
331	TREE	87	7:1 TRANSITIONAL	14.9	TRIM OR REMOVE	N/A
332	TREE	131	7:1 TRANSITIONAL	14.5	TRIM OR REMOVE	N/A
338	TREE	118	7:1 TRANSITIONAL	21.8	TRIM OR REMOVE	N/A
340	TREE	85	7:1 TRANSITIONAL	13.1	TRIM OR REMOVE	N/A
347	TREE	107	7:1 TRANSITIONAL	4.2	TRIM OR REMOVE	N/A
348	TREE	99	7:1 TRANSITIONAL	12.7	TRIM OR REMOVE	N/A
352	TREE	81	7:1 TRANSITIONAL	6.6	TRIM OR REMOVE	N/A
356	TREE	116	7:1 TRANSITIONAL	22.0	TRIM OR REMOVE	N/A
357	FENCE	76	7:1 TRANSITIONAL	1.2	LIGHT	NO
364	TREE	86	7:1 TRANSITIONAL	5.4	TRIM OR REMOVE	N/A
365	TREE	118	7:1 TRANSITIONAL	6.6	TRIM OR REMOVE	N/A
374	TREE	117	7:1 TRANSITIONAL	42.3	TRIM OR REMOVE	N/A
377	TREE	106	7:1 TRANSITIONAL	7.4	TRIM OR REMOVE	N/A
396	TREE	101	7:1 TRANSITIONAL	28.7	TRIM OR REMOVE	N/A
398	TREE	109	7:1 TRANSITIONAL	19.9	TRIM OR REMOVE	N/A
403	TREE	120	7:1 TRANSITIONAL	46.4	TRIM OR REMOVE	N/A
424	TREE	108	7:1 TRANSITIONAL	33.8	TRIM OR REMOVE	N/A
426	TREE	122	7:1 TRANSITIONAL	15.3	TRIM OR REMOVE	N/A
430	TREE	120	7:1 TRANSITIONAL	20.7	TRIM OR REMOVE	N/A
437	FENCE	77	7:1 TRANSITIONAL	8.4	LIGHT	NO
444	TREE	123	7:1 TRANSITIONAL	18.5	TRIM OR REMOVE	N/A
448	FENCE	75	7:1 TRANSITIONAL	6.6	LIGHT	NO
450	TREE	117	7:1 TRANSITIONAL	23.2	TRIM OR REMOVE	N/A
489	TREE	85	7:1 TRANSITIONAL	6.7	TRIM OR REMOVE	N/A
494	FENCE	77	7:1 TRANSITIONAL	9.0	LIGHT	NO
505	TREES (HIGH POINT)	120	7:1 TRANSITIONAL	2.7	TRIM OR REMOVE	N/A
522	TREE	105	7:1 TRANSITIONAL	13.8	TRIM OR REMOVE	N/A
550	TREE	98	7:1 TRANSITIONAL	6.7	TRIM OR REMOVE	N/A
560	TREE	96	7:1 TRANSITIONAL	0.9	TRIM OR REMOVE	N/A
588	POLE	100	7:1 TRANSITIONAL	4.8	LIGHT OR LOWER	NO
618	TREES (HIGH POINT)	110	7:1 TRANSITIONAL	34.4	TRIM OR REMOVE	N/A
620	TREE	108	7:1 TRANSITIONAL	6.2	TRIM OR REMOVE	N/A
621	TREE	116	7:1 TRANSITIONAL	1.4	TRIM OR REMOVE	N/A
623	POLE	100	7:1 TRANSITIONAL	15.7	LIGHT	NO
649	POLE	100	7:1 TRANSITIONAL	21.3	LIGHT	NO
654	POLE	101	7:1 TRANSITIONAL	9.7	LIGHT	NO
658	TREE	97	7:1 TRANSITIONAL	1.6	TRIM OR REMOVE	N/A
678	TREE	139	7:1 TRANSITIONAL	26.9	TRIM OR REMOVE	N/A
680	TREE	132	7:1 TRANSITIONAL	34.8	TRIM OR REMOVE	N/A
692	TREE	129	7:1 TRANSITIONAL	11.2	TRIM OR REMOVE	N/A
1230	TREE	109	7:1 TRANSITIONAL	7.2	TRIM OR REMOVE	N/A
1239	POLE	90	7:1 TRANSITIONAL	3.3	LIGHT	NO
1241	TREE	103	7:1 TRANSITIONAL	23.9	TRIM OR REMOVE	N/A
1242	TREE	90	7:1 TRANSITIONAL	15.8	TRIM OR REMOVE	N/A
1255	POLE	94	7:1 TRANSITIONAL	3.0	LIGHT	NO
1261	TREE	111	7:1 TRANSITIONAL	13.2	TRIM OR REMOVE	N/A
1265	TREE	116	7:1 TRANSITIONAL	36.6	TRIM OR REMOVE	N/A
1268	TREE	133	7:1 TRANSITIONAL	21.6	TRIM OR REMOVE	N/A
1278	TREE	89	7:1 TRANSITIONAL	7.7	TRIM OR REMOVE	N/A
1286	TREE	137	7:1 TRANSITIONAL	4.6	TRIM OR REMOVE	N/A
1298	TREE	130	7:1 TRANSITIONAL	41.6	TRIM OR REMOVE	N/A
1299	TREE	123	7:1 TRANSITIONAL	17.3	TRIM OR REMOVE	N/A
1309	TREE	136	7:1 TRANSITIONAL	9.5	TRIM OR REMOVE	N/A
1314	TREE	103	7:1 TRANSITIONAL	15.7	TRIM OR REMOVE	N/A
1316	TREE	120	7:1 TRANSITIONAL	11.5	TRIM OR REMOVE	N/A
1345	TREE	119	7:1 TRANSITIONAL	13.1	TRIM OR REMOVE	N/A
1351	TREE	135	7:1 TRANSITIONAL	39.7	TRIM OR REMOVE	N/A
1356	TREE	120	7:1 TRANSITIONAL	19.2	TRIM OR REMOVE	N/A
1382	TREE	121	7:1 TRANSITIONAL	8.1	TRIM OR REMOVE	N/A
1383	TREE	126	7:1 TRANSITIONAL	12.2	TRIM OR REMOVE	N/A
1384	TREE	134	7:1 TRANSITIONAL	6.1	TRIM OR REMOVE	N/A
1413	TREE	117	7:1 TRANSITIONAL	6.8	TRIM OR REMOVE	N/A
1455	TREE	130	7:1 TRANSITIONAL	13.0	TRIM OR REMOVE	N/A
2149	CELL TOWER	224	HORIZONTAL	3	LIGHT	NO

**LEGEND**

CROSS HATCHING REPRESENTS AREAS OF TREE PENETRATIONS THROUGH THE APPLICABLE SURFACE. THE DOT WITHIN THE CROSS HATCHING REPRESENTS THE TOP OF A SINGLE OBSTRUCTION OR THE HIGHEST POINT WITHIN AN AREA OF TREE PENETRATIONS.

**NOTES:**

1. AERIAL PHOTOGRAPH BASE MAP IS FROM FAA FDOT SURVEYING AND MAPPING, FLOWN IN 2016.
2. OBSTACLE ELEVATIONS TAKEN FROM FAA THIRD-PARTY ANALPV SURVEY 2012\_CLW\_ANALPV\_4589.SPC.
3. HEIGHT ZONING: CITY OF CLEARWATER, FLORIDA, COMMUNITY DEVELOPMENT CODE ARTICLE 3 - DEVELOPMENT STANDARDS, DIVISION 4 - AIRPORT HAZARD STANDARDS SECTION 3-401 - HEIGHT LIMITATIONS.

**FINAL DRAFT**  
MAY 2019

TRUE NORTH  
VAR 57W  
(S.12)

MAGNETIC DECLINATION = 57° WEST (5.12°) WEST  
(JANUARY 2015)  
ANNUAL RATE OF CHANGE:  
05" (0.1") WEST/YEAR

1000 0 1000  
GRAPHIC SCALE IN FEET

APP.	DATE
BY	
REVISIONS	
NO.	

**AIRPORT AIRSPACE DRAWING**

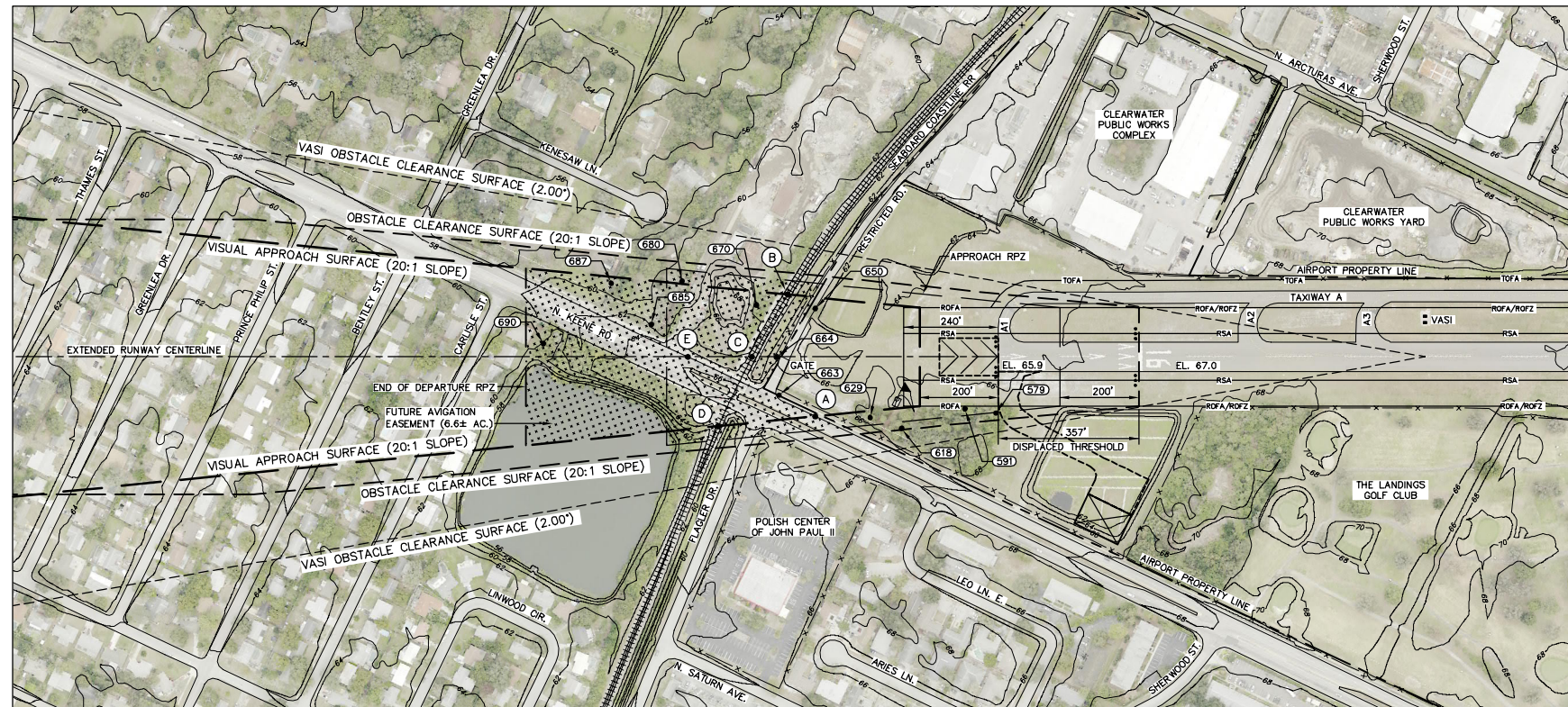
CLEARWATER AIRPARK  
CLEARWATER, FLORIDA

PREPARED FOR  
**THE CITY OF CLEARWATER**  
AECOM  
AIRPORT CONSULTANTS

DESIGNED: RUM  
DRAWN: RUM CHECKED: HK  
PROJECT MANAGER: BW  
PROJECT DIRECTOR: SGH

DATE: 5/19  
SHEET: **3** OF **6**

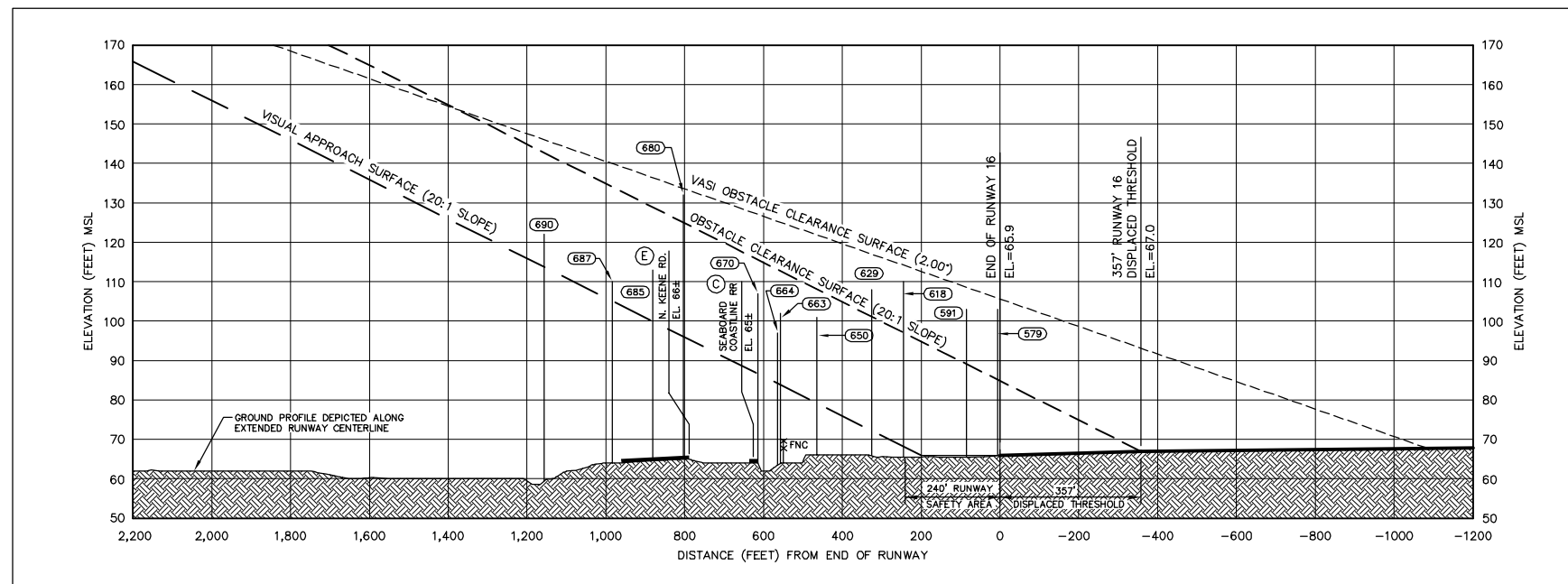




**RUNWAY 16 PLAN VIEW**

CFR PART 77 ROAD CLEARANCES (ACTUAL ROAD & RAILROAD ELEVATIONS ESTIMATED)	
(A)	N. KEENE RD. EL. 66± V.C.=13.2' (1.8' PENETRATION)
(B)	SEABOARD COASTLINE RR EL. 65± V.C.=17.7' (5.3' PENETRATION)
(C)	SEABOARD COASTLINE RR EL. 65± V.C.=22.2' (0.8' PENETRATION)
(D)	SEABOARD COASTLINE RR EL. 65± V.C.=26.5'
(E)	N. KEENE RD. EL. 66± V.C.=29.4'

NOTE:  
PENETRATION VALUES BASED ON PROVIDING 15' OF VERTICAL CLEARANCE (V.C.) FROM ESTIMATED ROAD ELEVATION TO APPROACH SURFACE & 23' VERTICAL CLEARANCE FROM ESTIMATED RAILROAD ELEVATION TO APPROACH SURFACE.



**RUNWAY 16 PROFILE VIEW**

OBSTRUCTION DATA TABLE (RW 16 OCS)						
NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET MSL)	LOWEST AFFECTED TERPS SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION	LIGHTED
579	TREE	103	RUNWAY 16 20:1 OCS	17.9	TRIM OR REMOVE	N/A
591	TREE	103	RUNWAY 16 20:1 OCS	13.9	TRIM OR REMOVE	N/A
618	TREE	110	RUNWAY 16 20:1 OCS	12.9	TRIM OR REMOVE	N/A
629	TREE	108	RUNWAY 16 20:1 OCS	6.9	TRIM OR REMOVE	N/A
680	TREE	132	RUNWAY 16 20:1 OCS	7.0	TRIM OR REMOVE	N/A

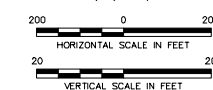
OBSTRUCTION DATA TABLE (RW 16 APPROACH)						
NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET MSL)	LOWEST AFFECTED FAR PART 77 SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION	LIGHTED
650	TREE	101	RUNWAY 16 20:1 APPROACH	21.9	TRIM OR REMOVE	N/A
663	POLE	102	RUNWAY 16 20:1 APPROACH	18.3	LIGHT	NO
664	POLE	97	RUNWAY 16 20:1 APPROACH	12.9	LIGHT	NO
670	TREE	107	RUNWAY 16 20:1 APPROACH	20.4	TRIM OR REMOVE	N/A
680	TREE	113	RUNWAY 16 20:1 APPROACH	13.0	TRIM OR REMOVE	N/A
687	TREE	110	RUNWAY 16 20:1 APPROACH	4.9	TRIM OR REMOVE	N/A
690	TREE	122	RUNWAY 16 20:1 APPROACH	8.3	TRIM OR REMOVE	N/A

**NOTES:**

- AERIAL PHOTOGRAPH BASE MAP IS FROM FLORIDA FOOT SURVEYING AND MAPPING, FLOWN IN 2016.
- OBSTACLE ELEVATIONS TAKEN FROM FAA THIRD-PARTY ANALPV SURVEY 2012\_CLW\_ANALPV\_4589.SPC.

**FINAL DRAFT**  
MAY 2019

TRUE NORTH  
VAR. 523'W  
(5.38°)  
MAGNETIC DECLINATION = 523' WEST (5.38°) WEST  
(JANUARY 2015)  
ANNUAL RATE OF CHANGE:  
0" (0.13' WEST/YEAR)



NO.					
REVISIONS					
BY					
APP.					
DATE					

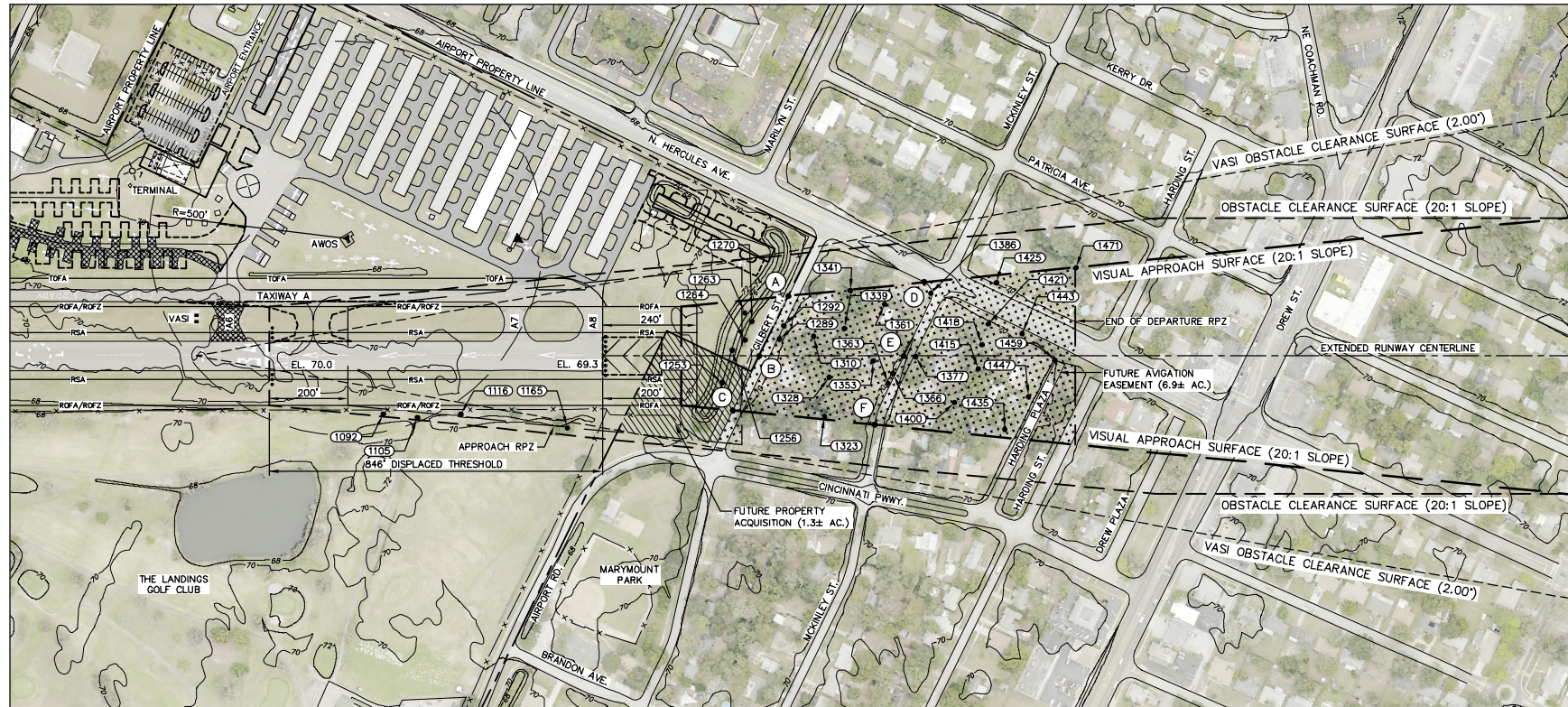
**INNER PORTION OF THE APPROACH SURFACE DRAWING - RUNWAY 16**

**CLEARWATER AIRPARK CLEARWATER, FLORIDA**

PREPARED FOR  
**THE CITY OF CLEARWATER**  
AIRPORT CONSULTANTS  
AECOM

DESIGNED: *RUM*  
DRAWN: *RUM* CHECKED: *HK*  
PROJECT MANAGER: *BW*  
PROJECT DIRECTOR: *SGH*  
DATE: 5/19  
SHEET: **4** OF **6**



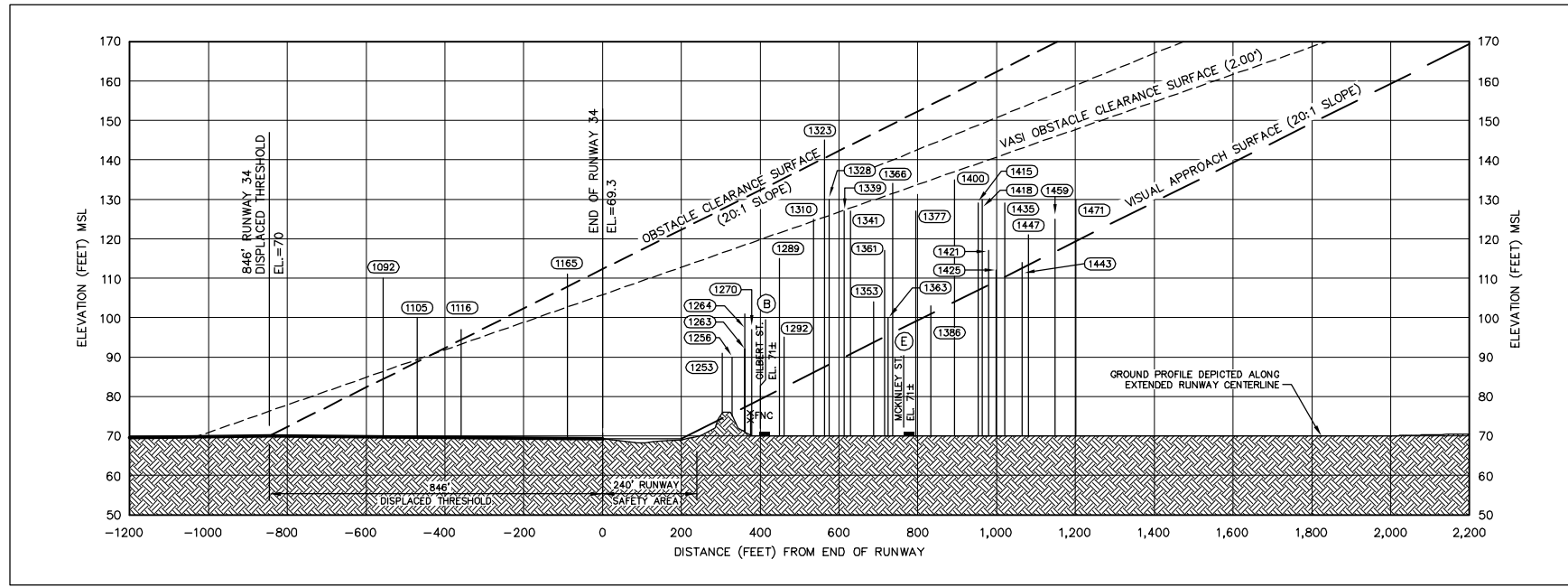


**RUNWAY 34 PLAN VIEW**

CFR PART 77  
ROAD CLEARANCES  
(ACTUAL ROAD ELEVATIONS ESTIMATED)

A	GILBERT ST. EL. 71± V.C.=11.9' (3.1' PENETRATION)
B	GILBERT ST. EL. 71± V.C.=8.2' (6.8' PENETRATION)
C	GILBERT ST. EL. 71± V.C.=4.9' (10.1' PENETRATION)
D	MCKINLEY ST. EL. 71± V.C.=29.1'
E	MCKINLEY ST. EL. 71± V.C.=26.5'
F	MCKINLEY ST. EL. 71± V.C.=22.8'

NOTE:  
PENETRATION VALUES BASED ON PROVIDING  
15' OF VERTICAL CLEARANCE (V.C.) FROM  
ESTIMATED ROAD ELEVATION TO APPROACH  
SURFACE.



**RUNWAY 34 PROFILE VIEW**

**OBSTRUCTION DATA TABLE (RW 34 OCS)**

NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET MSL)	LOWEST AFFECTED TERPS SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION	LIGHTED
1092	TREE	110	RUNWAY 34 20:1 OCS	25.5	TRIM OR REMOVE	N/A
1105	TREE	100	RUNWAY 34 20:1 OCS	11.2	TRIM OR REMOVE	N/A
1116	TREE	97	RUNWAY 34 20:1 OCS	2.7	TRIM OR REMOVE	N/A
1165	TREE	111	RUNWAY 34 20:1 OCS	3.1	TRIM OR REMOVE	N/A
1323	TREE	145	RUNWAY 34 20:1 OCS	4.5	TRIM OR REMOVE	N/A

**OBSTRUCTION DATA TABLE (RW 34 APPROACH)**

NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET MSL)	LOWEST AFFECTED FAR PART 77 SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION	LIGHTED	NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET MSL)	LOWEST AFFECTED FAR PART 77 SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION	LIGHTED
1253	TREE	91	RUNWAY 34 20:1 APPROACH	16.5	TRIM OR REMOVE	N/A	1363	POLE	100	RUNWAY 34 20:1 APPROACH	4.5	LIGHT	N/A
1256	TREE	90	RUNWAY 34 20:1 APPROACH	14.2	TRIM OR REMOVE	N/A	1366	TREE	134	RUNWAY 34 20:1 APPROACH	37.9	TRIM OR REMOVE	N/A
1263	TREE	92	RUNWAY 34 20:1 APPROACH	14.6	TRIM OR REMOVE	N/A	1377	TREE	127	RUNWAY 34 20:1 APPROACH	28.0	TRIM OR REMOVE	N/A
1284	TREE	101	RUNWAY 34 20:1 APPROACH	23.6	TRIM OR REMOVE	N/A	1386	POLE	103	RUNWAY 34 20:1 APPROACH	2.1	LIGHT	NO
1270	TREE	97	RUNWAY 34 20:1 APPROACH	18.8	TRIM OR REMOVE	N/A	1400	TREE	135	RUNWAY 34 20:1 APPROACH	31.0	TRIM OR REMOVE	N/A
1289	TREE	115	RUNWAY 34 20:1 APPROACH	33.2	TRIM OR REMOVE	N/A	1415	TREE	129	RUNWAY 34 20:1 APPROACH	22.0	TRIM OR REMOVE	N/A
1292	POLE	85	RUNWAY 34 20:1 APPROACH	12.7	LIGHT	NO	1418	TREE	130	RUNWAY 34 20:1 APPROACH	22.6	TRIM OR REMOVE	N/A
1310	TREE	125	RUNWAY 34 20:1 APPROACH	38.9	TRIM OR REMOVE	N/A	1421	TREE	117	RUNWAY 34 20:1 APPROACH	8.7	TRIM OR REMOVE	N/A
1323	TREE	145	RUNWAY 34 20:1 APPROACH	57.5	TRIM OR REMOVE	N/A	1425	POLE	112	RUNWAY 34 20:1 APPROACH	2.7	LIGHT	NO
1328	TREE	130	RUNWAY 34 20:1 APPROACH	41.9	TRIM OR REMOVE	N/A	1435	TREE	129	RUNWAY 34 20:1 APPROACH	18.7	TRIM OR REMOVE	N/A
1339	TREE	127	RUNWAY 34 20:1 APPROACH	37.0	TRIM OR REMOVE	N/A	1443	TREE	114	RUNWAY 34 20:1 APPROACH	1.5	TRIM OR REMOVE	N/A
1341	TREE	127	RUNWAY 34 20:1 APPROACH	36.3	TRIM OR REMOVE	N/A	1447	TREE	121	RUNWAY 34 20:1 APPROACH	7.7	TRIM OR REMOVE	N/A
1353	BUILDING	104	RUNWAY 34 20:1 APPROACH	10.3	LIGHT	NO	1459	TREE	125	RUNWAY 34 20:1 APPROACH	8.3	TRIM OR REMOVE	N/A
1361	TREE	117	RUNWAY 34 20:1 APPROACH	21.9	TRIM OR REMOVE	N/A	1471	TREE	130	RUNWAY 34 20:1 APPROACH	10.6	TRIM OR REMOVE	N/A

**NOTES:**

- AERIAL PHOTOGRAPH BASE MAP IS FROM FLORIDA FDOT SURVEYING AND MAPPING, FLOWN IN 2016.
- OBSTACLE ELEVATIONS TAKEN FROM FAA THIRD-PARTY ANALPV SURVEY 2012\_CLW\_ANALPV\_4589.SPC.

**FINAL DRAFT**  
MAY 2019

TRUE NORTH  
VAR. 523W  
(5.38°)

MAGNETIC DECLINATION = 52°3' WEST (5.38°) WEST  
(JANUARY 2015)  
ANNUAL RATE OF CHANGE:  
0" (0.1) WEST/YEAR

200 0 200  
HORIZONTAL SCALE IN FEET

20 20  
VERTICAL SCALE IN FEET

NO.	REVISIONS	BY	APP.	DATE

**INNER PORTION OF THE APPROACH SURFACE DRAWING - RUNWAY 34**

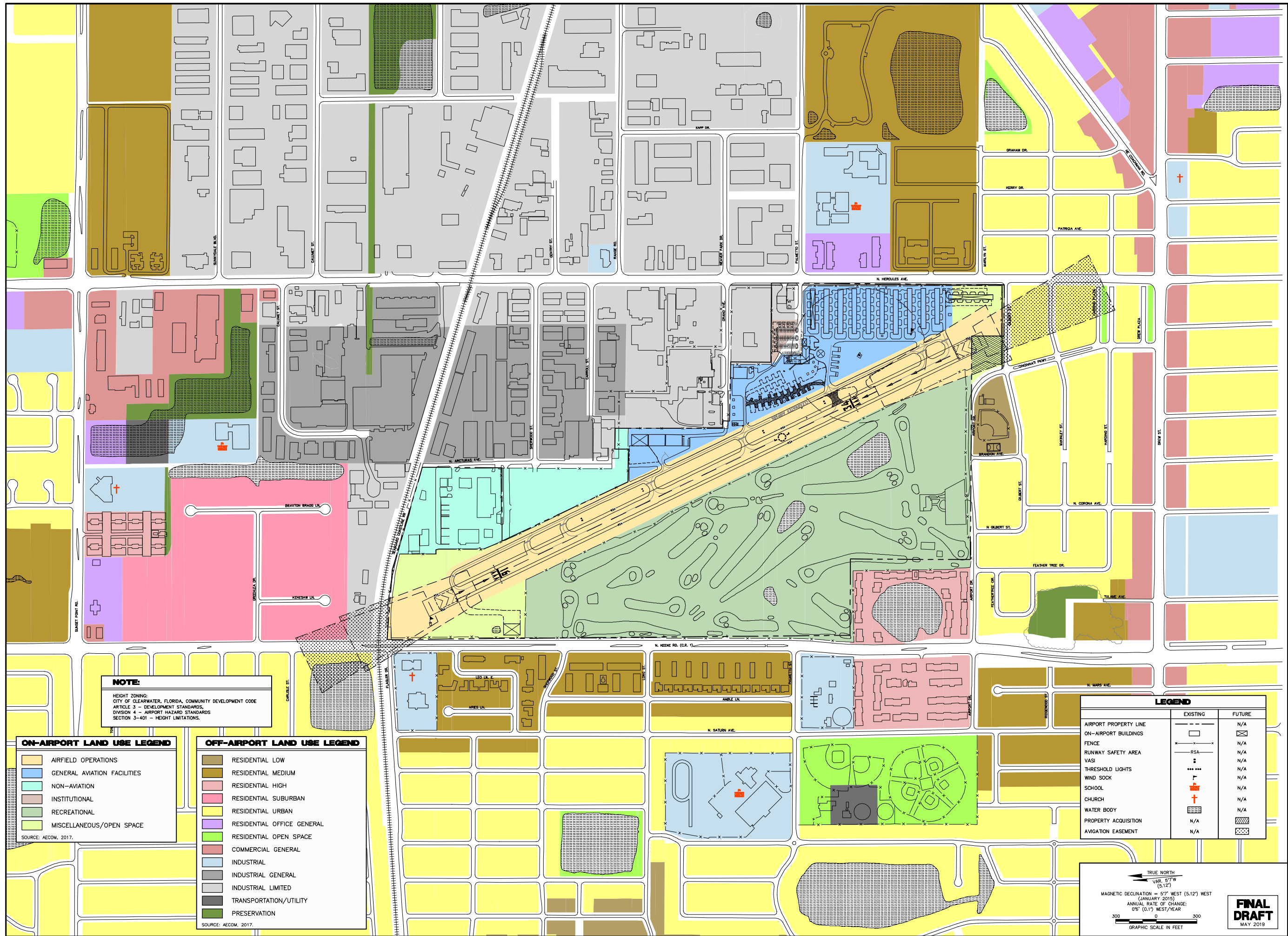
**CLEARWATER AIRPARK CLEARWATER, FLORIDA**

PREPARED FOR  
**THE CITY OF CLEARWATER**  
AIRPORT CONSULTANTS  
AECOM

DESIGNED: *RUM*  
DRAWN: *RUM* CHECKED: *HK*  
PROJECT MANAGER: *BW*  
PROJECT DIRECTOR: *SGH*

DATE: 5/19  
SHEET: **5** OF **6**





**NOTE:**  
 HEIGHT ZONING:  
 CITY OF CLEARWATER, FLORIDA, COMMUNITY DEVELOPMENT CODE  
 ARTICLE 3 - DEVELOPMENT STANDARDS,  
 DIVISION 4 - AIRPORT HAZARD STANDARDS  
 SECTION 3-401 - HEIGHT LIMITATIONS.

**ON-AIRPORT LAND USE LEGEND**

	AIRFIELD OPERATIONS
	GENERAL AVIATION FACILITIES
	NON-AVIATION
	INSTITUTIONAL
	RECREATIONAL
	MISCELLANEOUS/OPEN SPACE

SOURCE: AECOM, 2017.

**OFF-AIRPORT LAND USE LEGEND**

	RESIDENTIAL LOW
	RESIDENTIAL MEDIUM
	RESIDENTIAL HIGH
	RESIDENTIAL SUBURBAN
	RESIDENTIAL URBAN
	RESIDENTIAL OFFICE GENERAL
	RESIDENTIAL OPEN SPACE
	COMMERCIAL GENERAL
	INDUSTRIAL
	INDUSTRIAL GENERAL
	INDUSTRIAL LIMITED
	TRANSPORTATION/UTILITY
	PRESERVATION

SOURCE: AECOM, 2017.

**LEGEND**

	EXISTING	FUTURE
AIRPORT PROPERTY LINE		N/A
ON-AIRPORT BUILDINGS		
FENCE		N/A
RUNWAY SAFETY AREA		N/A
VASI		N/A
THRESHOLD LIGHTS		N/A
WIND SOCK		N/A
SCHOOL		N/A
CHURCH		N/A
WATER BODY		N/A
PROPERTY ACQUISITION	N/A	
AVIGATION EASEMENT	N/A	

TRUE NORTH  
 VAR. 57°W  
 (5.12")  
 MAGNETIC DECLINATION = 57° WEST (5.12") WEST  
 (JANUARY 2015)  
 ANNUAL RATE OF CHANGE:  
 06" (0.1") WEST/YEAR

300 0 300  
 GRAPHIC SCALE IN FEET

**FINAL DRAFT**  
 MAY 2019

NO.	REVISIONS	BY	APP.	DATE

**LAND USE DRAWING**

CLEARWATER AIRPARK  
 CLEARWATER, FLORIDA

PREPARED FOR  
**THE CITY OF CLEARWATER**  
 AIRPORT CONSULTANTS

AECOM

DESIGNED: *RJM*  
 DRAWN: *RJM* CHECKED: *HK*  
 PROJECT MANAGER: *BW*  
 PROJECT DIRECTOR: *SGH*  
 DATE: 5/19  
 SHEET: **6** OF **6**