

APPENDIX E - ALP APPROVAL & EXHIBIT A ACCEPTANCE

November 30, 2021

ROGUE VALLEY INTERNATIONAL – MEDFORD AIRPORT (MFR) | MEDFORD, OR

BACKGROUND

The updated Airport Layout Plan (ALP) for the Rogue Valley International – Medford Airport (MFR) consists of Sheets 1 through 18 (dated June 2021), and the Exhibit A – Airport Property Map consists of Sheet 16 through Sheet 18 (dated June 2021). These documents were developed based on the conclusions of the 2019 Airport Master Plan. An aeronautical study (no. 2021-ANM-3056-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

This ALP approval is conditioned on acknowledgment that any development on airport property requiring Federal environmental approval must receive such written approval from the FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to the FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical, and operational issues can be addressed in a timely manner.

ALP

The ALP consists of Sheets 1 through 18. It was prepared in accordance with current FAA airport design standards, FAA Standard Operating Procedure 2.00. The last ALP for the Rogue Valley International-Medford Airport was approved by the FAA in February 2013. Major changes in this 2021 ALP from the previous version include:

Runways

- ▶ Existing Runway 14/32 does not change length or width.
- ▶ Intermediate Approach - Lighting System (IALS) is added to Runway End 32.
- ▶ Future Parallel Runway 14L/32R is designed to C-III standards, 7,000 feet long and 100 feet wide. The February 2013 ALP shows a construction of C-II standards, 6,865 feet long and 100 feet wide.

Taxiways

- ▶ Taxiway C extension to the north General Aviation area.
- ▶ Holding Bay expansion on Runway End 14.
- ▶ Holding Bay modification to meet AC-13A guidance on Runway End 32.
- ▶ Taxiway A3 removal to meet FAA AC150/5300-13A design standards.

Landside

- ▶ East Apron expansion by 261,660 square feet to accommodate four parking spaces used by general aviation contractors and air cargo.
- ▶ Passenger terminal expansion to the north with a two-level, double-loaded concourse.
- ▶ Deicing pads reconfiguration to accommodate more aircraft simultaneously and serve as the Runway End 32 holding bay.
- ▶ Central General Aviation hangar and apron development east of Taxiway C1 and Taxiway B layout has been shown.
- ▶ North General Aviation apron expansion and T-hangar development.
- ▶ New ARFF building development west of Runway 14/32 and north of Taxiway C1.
- ▶ Parking structure development located 300 feet from the terminal.

EXHIBIT A

The Exhibit A – Airport Property Map is included on Sheet 16 of the ALP Sheet list (1-18). It has been prepared in accordance with FAA Standard Operating Procedure 3.00. The last Exhibit A - Property Map was updated in February 2013. Major changes in this April 2021 Exhibit A Update from the previous version include:

- ▶ Updated existing and future airfield layout changes.
- ▶ Performed easement survey; the results are included on Sheet 17 and Sheet 18.
- ▶ Identified property that has been released with the Aeronautical Use Land Release Request.

- ▶ Identified four parcels for acquisition for approach protection.
- ▶ Identified one parcel for acquisition for airfield development.

Airport Parcels

Existing fee and easement parcels are based on recorded conveyance documents obtained through Airport and local records.

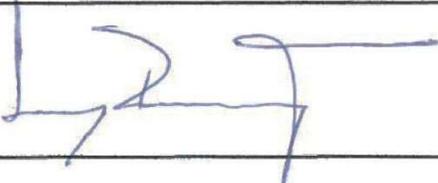
- ▶ Future and ultimate airport property interests are shown based on the development plans and design standards shown on the ALP.
- ▶ Existing fee and easement parcels, as well as recorded encumbrance boundaries, were drawn as legally described in conveyance documents.
- ▶ A review of the Federal grant history and associated parcel naming convention was completed.

SIGNATURE BLOCKS

The FAA signature below acknowledges approval of the ALP and acceptance of the Exhibit A – Airport Property Map.

<p>BENJAMIN JOSEPH MELLO</p>	 <p>Digitally signed by BENJAMIN JOSEPH MELLO Date: 2021.11.30 13:42:57 -08'00'</p>
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Airport Sponsor:

	<p>Jerry Brienza Airport Director, Rogue Valley International – Medford Airport November 30, 2021</p>
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Consultant:

	<p>Mitchell R. Hooper Project Manager, Mead & Hunt November 30, 2021</p>
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