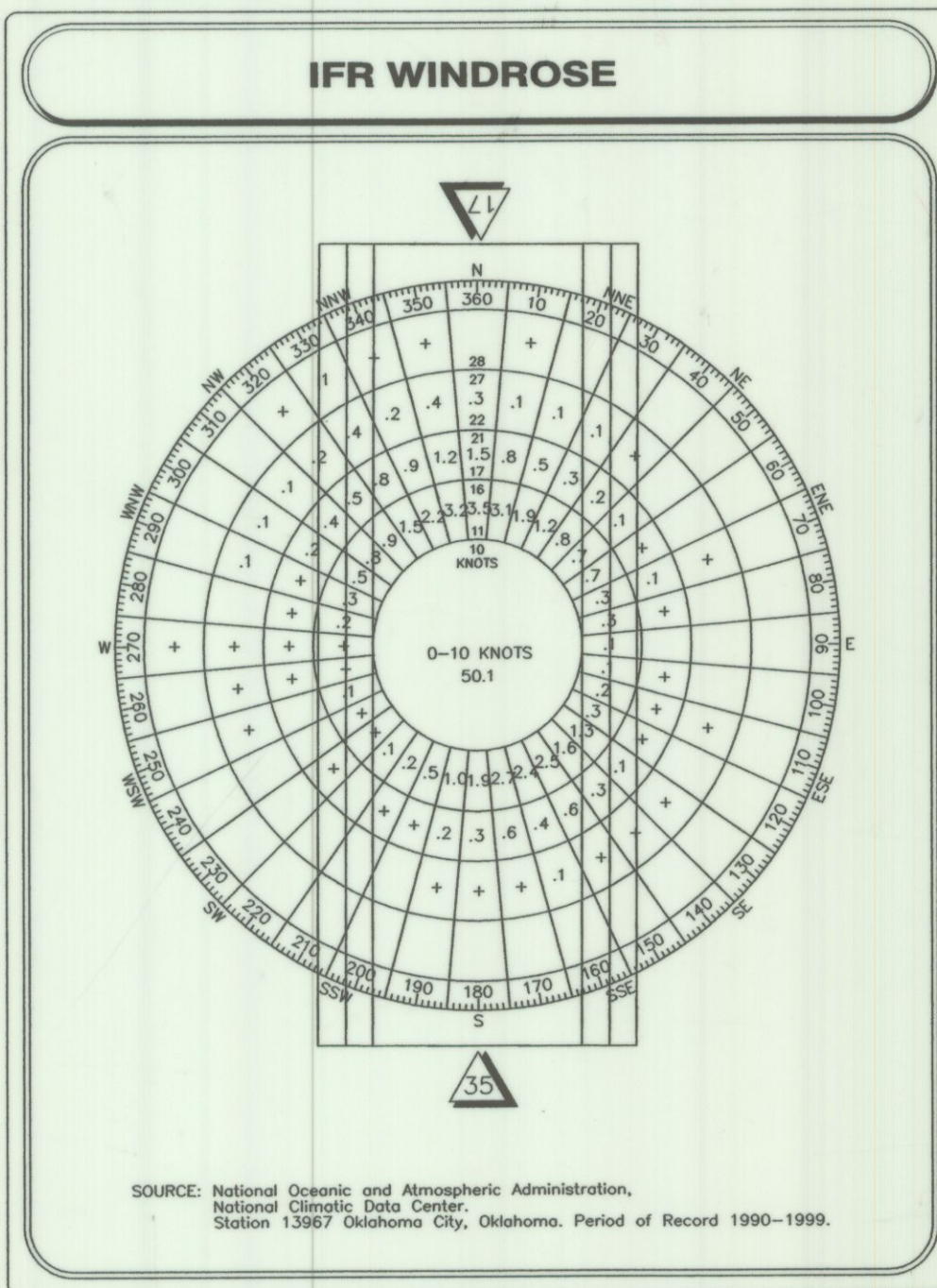
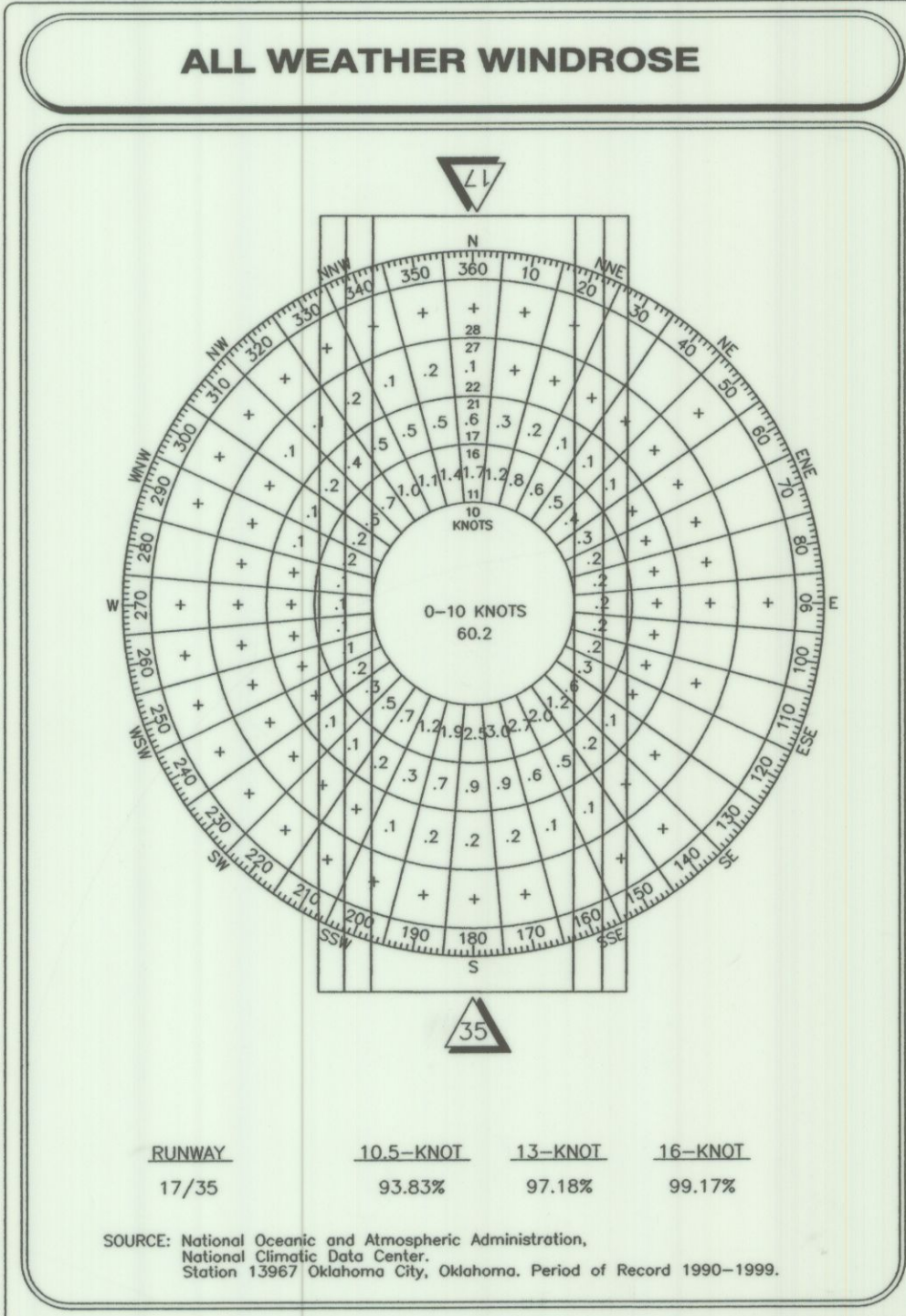
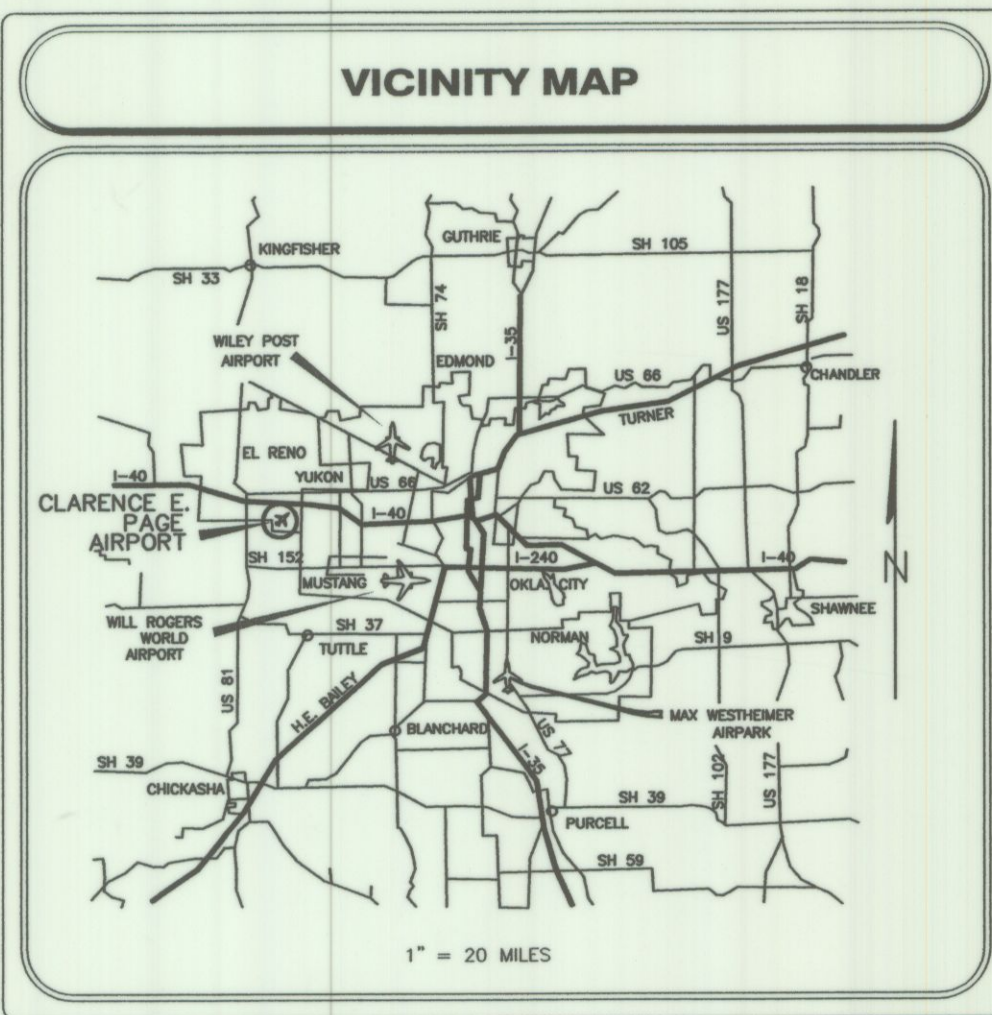


Clarence E. Page Airport

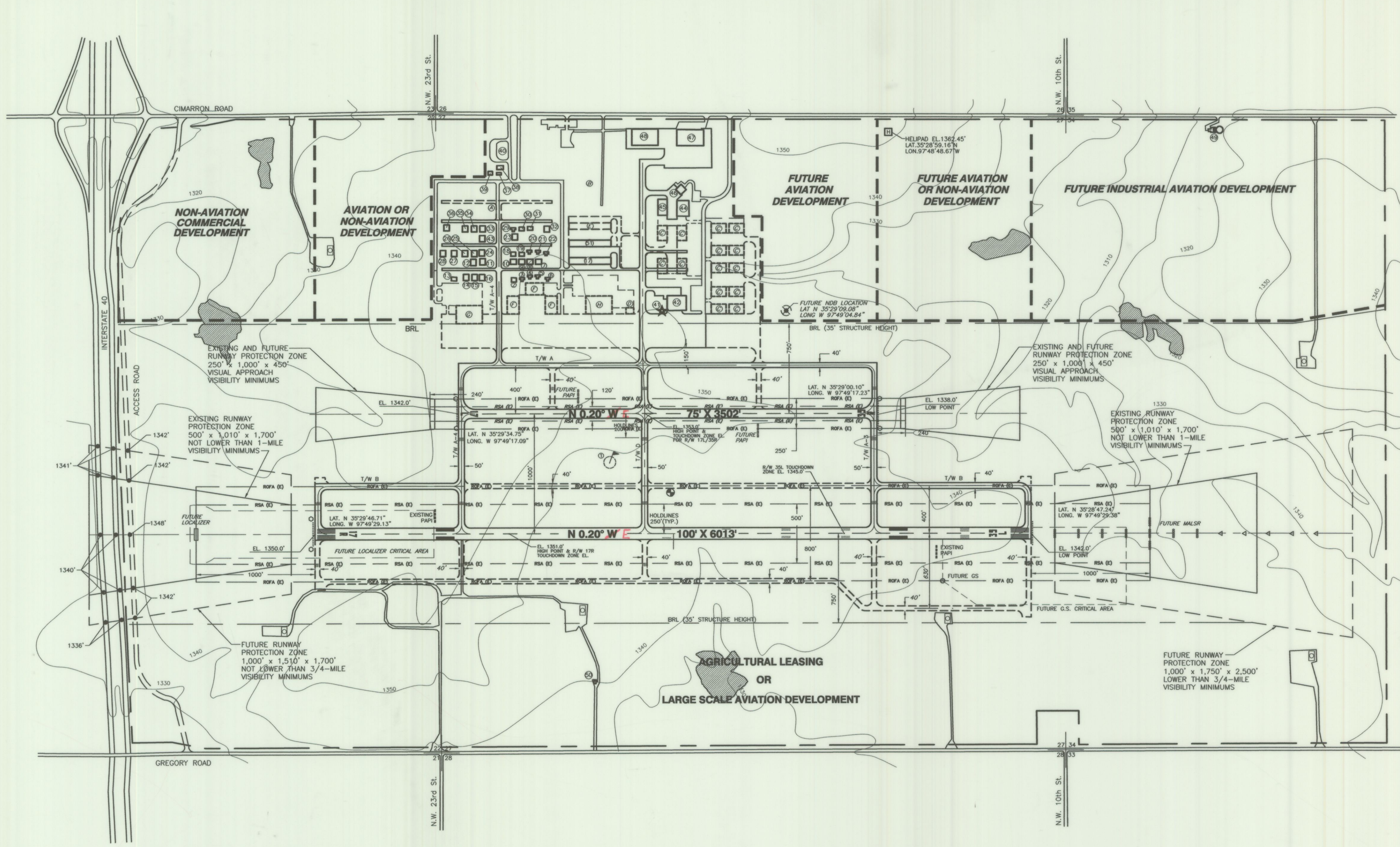
A I R P O R T L A Y O U T P L A N D R A W I N G S

- 1 of 9 Airport Layout Drawing
- 2 of 9 Airport Airspace Drawing - Conical Surface (Plan View)
- 3 of 9 Airport Airspace Drawing - Extended Approach (Plan View)
- 4 of 9 Airport Airspace Drawing - Profile Views
- 5 of 9 Inner Portion of Approach Surface Drawing - Runway 17R
- 6 of 9 Inner Portion of Approach Surface Drawing - Runway 35L
- 7 of 9 Inner Portion of Approach Surface Drawing - Runway 17L/35R
- 8 of 9 Airport Land Use Map
- 9 of 9 Airport Property Map



OFZ PENETRATIONS

#	DESCRIPTION	ELEVATION	PENETRATION
1	NO PENETRATIONS		



BUILDING LEGEND

#	DESCRIPTION	ELEVATION
1	WIND CONE	1373.1'
2	INDIVIDUAL HANGAR	1360.9'
3	INDIVIDUAL HANGAR	1361.8'
4	INDIVIDUAL HANGAR	1361.1'
5	INDIVIDUAL HANGAR	1364.3'
6	INDIVIDUAL HANGAR	1361.9'
7	INDIVIDUAL HANGAR	1361.4'
8	INDIVIDUAL HANGAR	1367.8'
9	INDIVIDUAL HANGAR	1367.8'
10	INDIVIDUAL HANGAR	1367.4'
11	INDIVIDUAL HANGAR	1366.9'
12	INDIVIDUAL HANGAR	1364.9'
13	INDIVIDUAL HANGAR	1362.7'
14	INDIVIDUAL HANGAR	1367.5'
15	INDIVIDUAL HANGAR	1366.3'
16	INDIVIDUAL HANGAR	1365.5'
17	T-HANGAR	1361.9'
18	INDIVIDUAL HANGAR	1363.2'
19	INDIVIDUAL HANGAR	1366.4'
20	INDIVIDUAL HANGAR	1361.6'
21	INDIVIDUAL HANGAR	1360.1'
22	INDIVIDUAL HANGAR	1360.9'
23	INDIVIDUAL HANGAR	1366.1'
24	INDIVIDUAL HANGAR	1366.1'
25	INDIVIDUAL HANGAR	1367.1'
26	INDIVIDUAL HANGAR	1364.0'
27	INDIVIDUAL HANGAR	1364.2'
28	INDIVIDUAL HANGAR	1363.9'
29	INDIVIDUAL HANGAR	1360.1'
30	INDIVIDUAL HANGAR	1365.9'
31	INDIVIDUAL HANGAR	1365.9'
32	INDIVIDUAL HANGAR	1365.8'
33	INDIVIDUAL HANGAR	1367.7'
34	INDIVIDUAL HANGAR	1366.5'
35	INDIVIDUAL HANGAR	1368.7'
36	INDIVIDUAL HANGAR	1364.1'
37	AIRPORT MAINTENANCE BUILDING	1360.4'
38	AIRPORT MAINTENANCE BUILDING	1361.1'
39	AIRPORT MAINTENANCE BUILDING	1360.7'
40	FUEL	1384.6'
41	BEACON	1405.3'
42	HANGAR #3	1373.7'
43	INDIVIDUAL HANGAR	1366.1'
44	HANGAR 4B	1378.1'
45	HANGAR 4C	1378.1'
46	HANGAR 4A	1362.7'
47	HANGAR #4	1368.8'
48	HANGAR #3	1370.1'
49	NOA RADAR FACILITY	
50	ELECTRICAL VAULT	
51	T-HANGAR	

A. FUTURE INDIVIDUAL HANGAR DEVELOPMENT AREA
 B. FUTURE T-HANGAR DEVELOPMENT AREA
 C. FUTURE EXECUTIVE/CORPORATE HANGAR DEVELOPMENT AREA
 D. FUTURE ARPT
 E. FUTURE T-HANGARS
 F. FUTURE LARGE HANGARS
 G. FUTURE FBO'S

DECLARED DISTANCES

ITEM	EXISTING				FUTURE			
	R/W17R	R/W35L	R/W17L	R/W35R	R/W17R	R/W35L	R/W17L	R/W35R
TAKE-OFF RUN DISTANCE AVAILABLE (TORA)	6,013'	6,013'	3,502'	3,502'	6,013'	6,013'	3,502'	3,502'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	6,013'	6,013'	3,502'	3,502'	6,013'	6,013'	3,502'	3,502'
LANDING DISTANCE AVAILABLE (LDA)	6,013'	6,013'	3,502'	3,502'	6,013'	6,013'	3,502'	3,502'

MODIFICATION OF STANDARDS

#	DESCRIPTION	EXISTING CONDITION	STANDARD	FUTURE CONDITION
1	NONE APPROVED OR REQUESTED			

THRESHOLD SITING PENETRATIONS

#	DESCRIPTION	ELEVATION	PENETRATION
1	NO PENETRATIONS		

REVISIONS

NO.	DESCRIPTION	DATE
1	AS PER FFA-ADD SEE CE PAGE AIRSACING FILE #300	

RUNWAY DATA

ITEM	17R/35L		17L/35R	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	1-M/1-M	3/4-M/1/2-M	VIS./VIS.	SAME
PART 77 APPROACH SURFACES	34:1/34:1	34:1/30:1	20:1/20:1	SAME
FAR PART 77 CATEGORY	C/C	D/250	N/A(N)/N/A	SAME
RUNWAY WIDTH AND LENGTH	100' x 6,013'	SAME	75' x 3,502'	SAME
PAVEMENT TYPE	CONCRETE	SAME	ASPH/CONC.	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	37k-48k/90k	SAME	8k-10k	12.5k
RUNWAY LIGHTING	HRL	SAME	MRL	SAME
RUNWAY MARKING	NON-PREC.	PREC.	VISUAL	SAME
EFFECTIVE RUNWAY GRADIENT %	0.83	SAME	.41	SAME
PERCENT WIND COVERAGE 16K/10.5K	99.20%/93.64%	SAME	99.20%/93.64%	SAME
VISUAL APPROACH AIDS	PAPI	RELS, RWY, ALSF	NONE	RELS, PAPI
ELECTRONIC APPROACH AIDS	VOR, GPS, DME	VOR, GPS, DME, RNAV, LS	NONE	SAME
AIRPORT REFERENCE CODE (ARC)	C-II	SAME	B-I	SAME
CRITICAL AIRCRAFT	KINGAR B200	SAME	KINGAR B100	SAME
LET COMMANDER	SAME	SAME	SAME	SAME
RUNWAY SAFETY AREA WIDTH	500'	SAME	120'	SAME
RUNWAY SAFETY AREA LENGTH BEYOND R/W END	1,000'/1,000'	SAME	240'/240'	SAME
RUNWAY OBJECT FREE AREA WIDTH	800'	SAME	250'	SAME
RUNWAY OBJECT FREE AREA LENGTH BEYOND R/W END	1,000'/1,000'	SAME	240'/240'	SAME

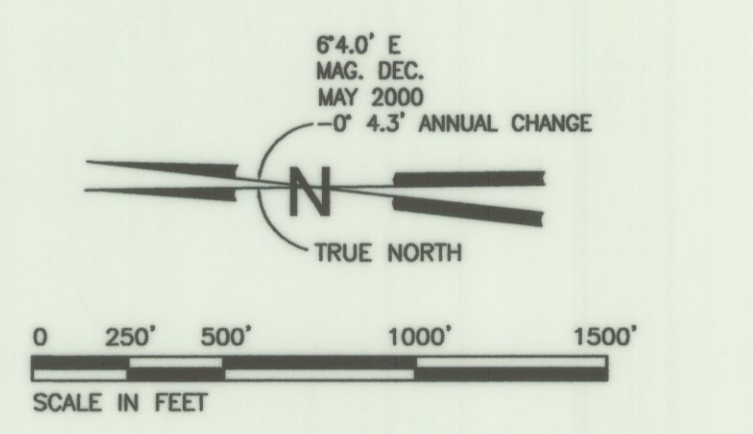
AIRPORT DATA

ITEM	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	1353.0'	1353.0'
AIRPORT REFERENCE POINT (ARP)	LAT. 35° 29' 17.10" N LONG. 97° 49' 24.76" W	LAT. 35° 29' 12.10" N LONG. 97° 49' 24.76" W
MEAN MAX. TEMP. HOTTEST MONTH (°F)	94	94
NPAS CATEGORY	GA	GA
AIRPLANE APPROACH CATEGORY	C	C
AIRPORT REFERENCE CODE	C-II	C-II
TAXIWAY LIGHTING	MFL *	MFL
TAXIWAY MARKING	C/L	C/L

* EXISTING MFL ONLY ON TAXIWAYS WEST OF RUNWAY 17L/35R. REFLECTORS ON OTHER TAXIWAYS.

LAYOUT PLAN LEGEND

ITEM	EXISTING	FUTURE
BUILDING RESTRICTION LINE	BRL	
AIRPORT PROPERTY LINE		
FENCE		
RUNWAY PROTECTION ZONE		
BUILDINGS		
AIRFIELD PAVEMENT		
BEACON		
LIGHTED WIND CONE & SEGMENTED CIRCLE		
PRECISION APPROACH PATH INDICATOR (PAPI)		
RUNWAY END IDENTIFIER LIGHTS (REILS)		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBJECT FREE AREA (ROFA)		
OIL WELLS		
AIRPORT REFERENCE POINT (ARP)		
HOLDLINES AND SIGNS		
HELIPAD		
PONDS		



Clarence E. Trent Director of Airports
 SPONSOR SIGNATURE TITLE DATE

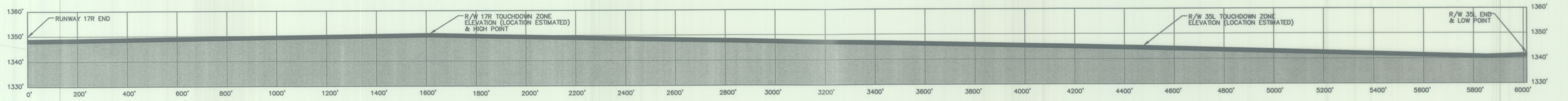
1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 2. ALL COORDINATES ARE NAD 83.

CLARENCE E. PAGE AIRPORT
OKLAHOMA CITY, OKLAHOMA

AIRPORT LAYOUT DRAWING

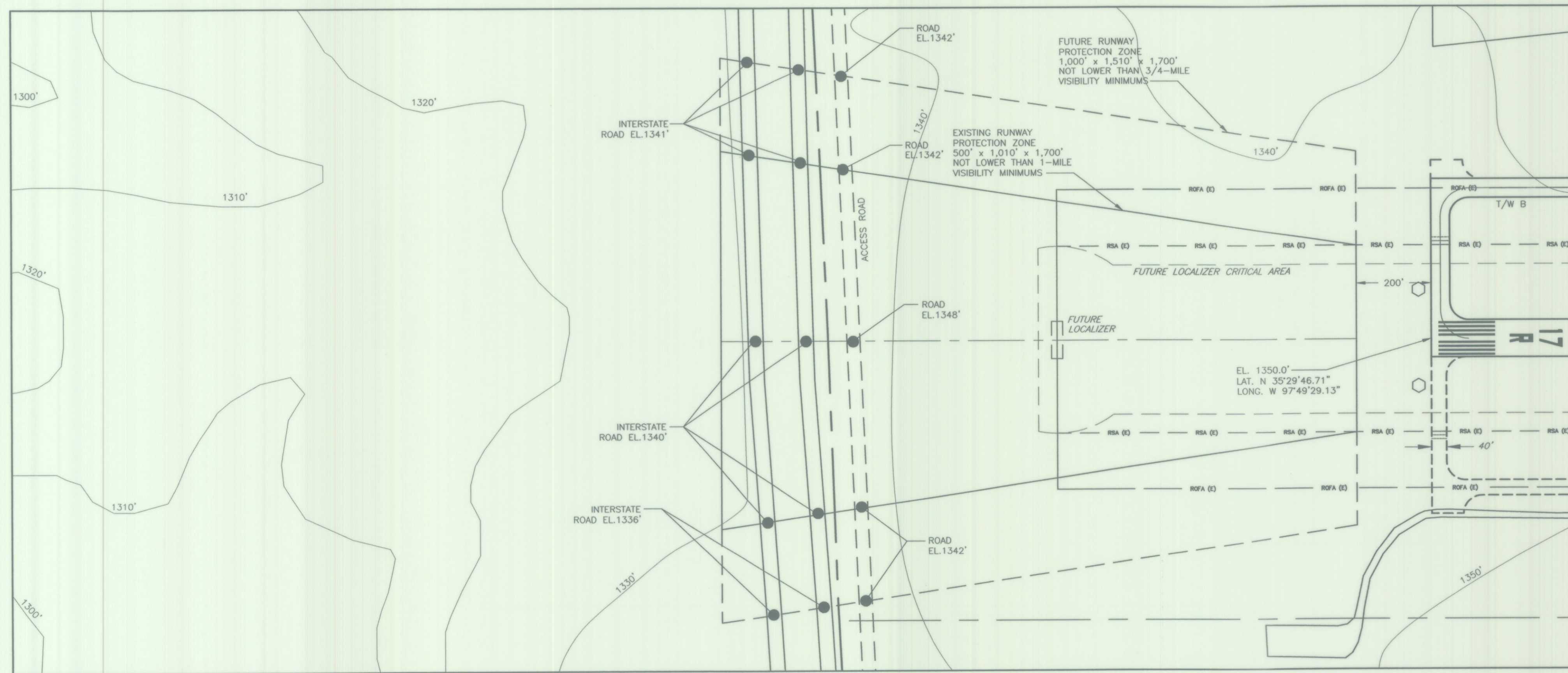
Barnard Dunkelberg & Company
Tulsa, Oklahoma

FIGURE NUMBER
METRIC SCALE
SCALE 1" = 500'
DATE JANUARY 2001
DRAWING NUMBER 1 OF 9



**RUNWAY 17R/35L
PROFILE VIEW**
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

64.0' E
MAG. DEC.
MAY 2000
-07 4.3' ANNUAL CHANGE



**RUNWAY 17R PLAN
EXISTING AND FUTURE**
1" = 200'

PART 77 OBSTRUCTIONS

#	DESCRIPTION	ELEVATION	PENETRATION	SURFACE PENETRATED	DISPOSITION
NOTE: NO KNOWN OBSTRUCTIONS.					

REVISIONS

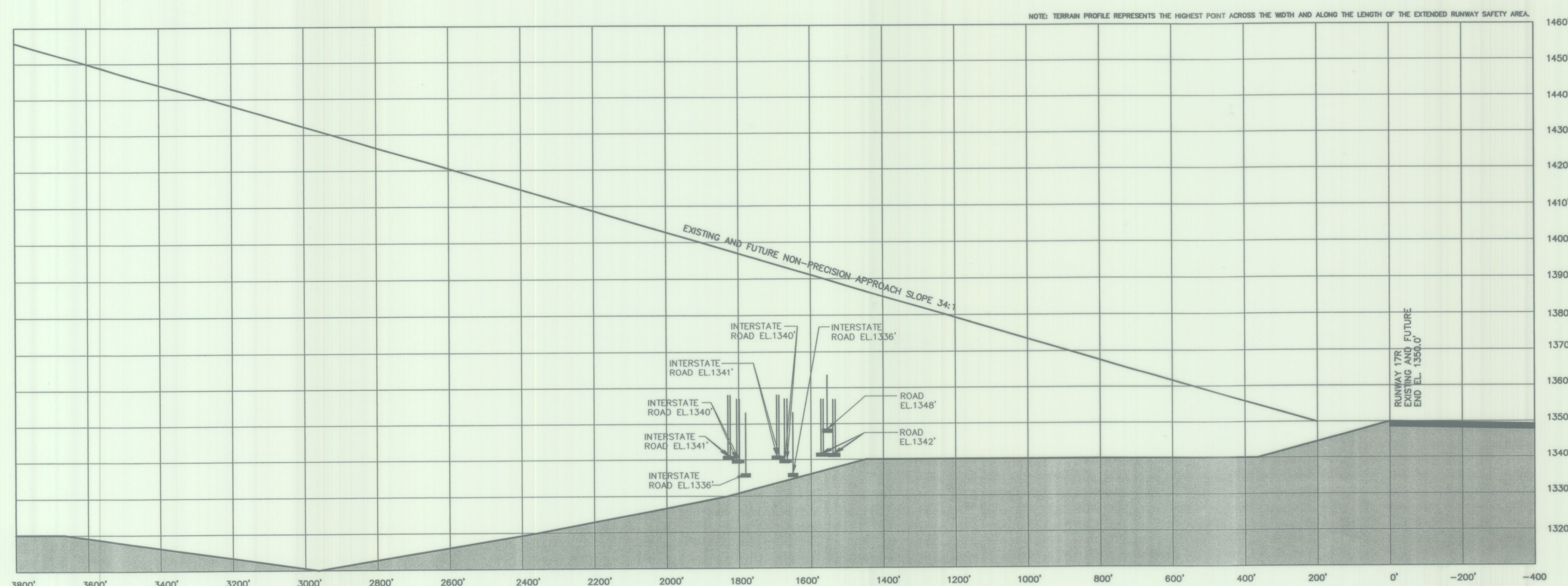
NO.	DESCRIPTION	DATE

RUNWAY DATA

	17R/35L		17L/35R	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	1-M, 1/1-M	3/4-M, 1/2-M	VIS./VIS.	SAME
PART 77 APPROACH SURFACES	34:1/34:1	34:1/30:1	20:1/20:1	SAME
FAR PART 77 CATEGORY	C/C	B/PDP	N(N)/N(V)	SAME
RUNWAY WIDTH AND LENGTH	100' x 5,013'	SAME	75' x 3,502'	SAME
PAVEMENT TYPE	CONCRETE	SAME	ASPH./CONC.	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	37s, 48s, 90s	SAME	8s, 10s	12.5s
RUNWAY LIGHTING	HRL	SAME	MRL	SAME
RUNWAY MARKING	NON-PREC.	PREC.	VISUAL	SAME
EFFECTIVE RUNWAY GRADIENT %	0.03	SAME	.41	SAME
PERCENT WIND COVERAGE 15k/10.5k	99.20%/93.64%	SAME	99.20%/93.64%	SAME
VISUAL APPROACH AIDS	PAPI	RELS, RWY, ALS, P	NONE	RELS, PAPI
ELECTRONIC APPROACH AIDS	VOR, GPS, DME	VOR, GPS, DME, RWY, ALS	NONE	SAME
AIRPORT REFERENCE CODE (ARC)	C-II	SAME	B-I	SAME
CRITICAL AIRCRAFT	KINGAIR B200 JET COMMANDER	SAME	KINGAIR B100	SAME
RUNWAY SAFETY AREA WIDTH	500'	SAME	120'	SAME
RUNWAY SAFETY AREA LENGTH BEYOND R/W END	1,000'/1,000'	SAME	240'/240'	SAME
RUNWAY OBJECT FREE AREA WIDTH	800'	SAME	250'	SAME
RUNWAY OBJECT FREE AREA LENGTH BEYOND R/W END	1,000'/1,000'	SAME	240'/240'	SAME

LAYOUT PLAN LEGEND

ITEM	EXISTING	FUTURE
BUILDING RESTRICTION LINE	BRL	
AIRPORT PROPERTY LINE	APL	
FENCE	F	
RUNWAY PROTECTION ZONE	RPA	
BUILDINGS	B	
AIRFIELD PAVEMENT	AP	
BEACON	*	
LIGHTED WIND CONE & SEGMENTED CIRCLE	WC	
PRECISION APPROACH PATH INDICATOR (PAPI)	PAPI	
RUNWAY END IDENTIFIER LIGHTS (REILS)	REILS	
RUNWAY SAFETY AREA (RSA)	RSA	
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	
OR WELLIS	OW	
AIRPORT REFERENCE POINT (ARP)	ARP	
HOLDLINES AND SIGNS	H/S	
HELIPAD	H	
PONDS	P	



**RUNWAY 17R PROFILE
EXISTING AND FUTURE**
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

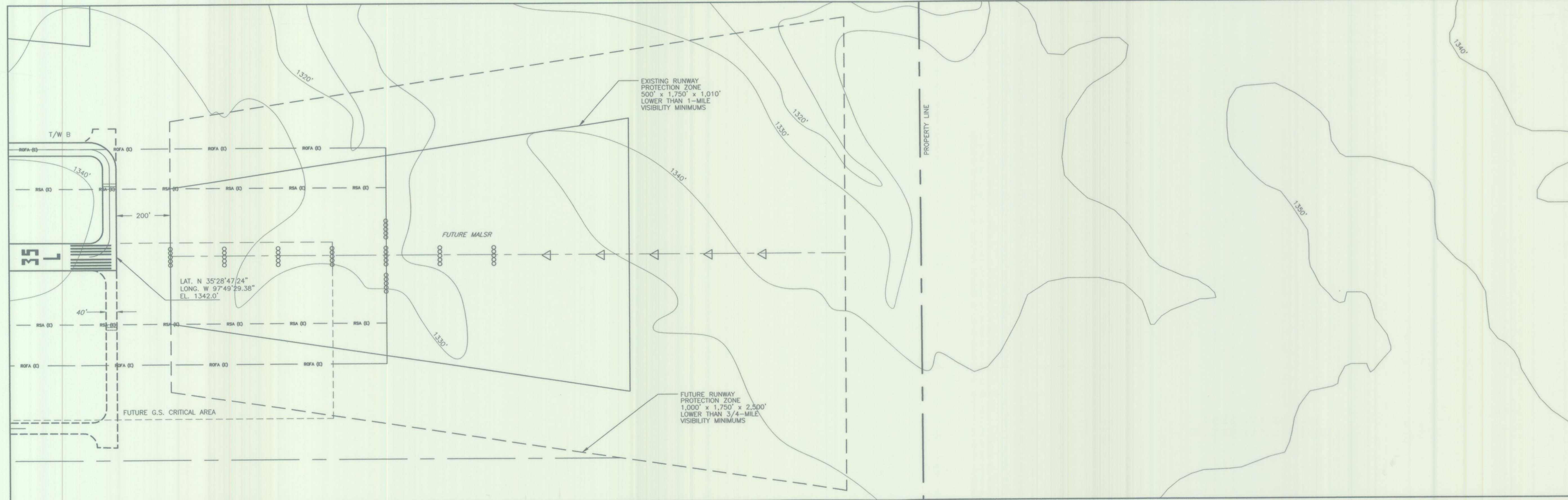
1. This drawing reflects planning standards specific to this airport, and is not a product of detailed engineering design analysis.
2. It is not intended to be used for construction documentation or navigation.
3. Ground contour information obtained from USGS 7.5 Minute Quadrangle, "RICHLAND", 1983.
4. Fifteen feet (15') is added to public roadway elevations and seventeen feet (17') is added to interstate roadway elevations to determine clearance per FAR Part 77 criteria.

CLARENCE E. PAGE AIRPORT
OKLAHOMA CITY, OKLAHOMA

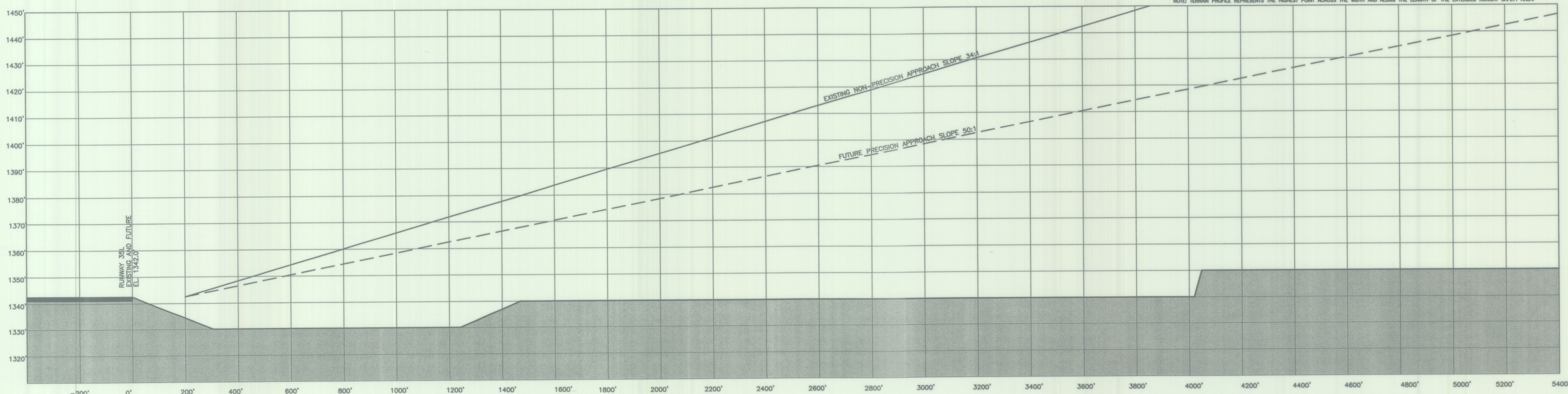
**INNER PORTION OF APPROACH
SURFACE DRAWING - R/W 17R**

Barnard Dunkelberg & Company
Tulsa, Oklahoma

FIGURE NUMBER
METRIC SCALE
SCALE AS NOTED
DATE JANUARY 2001
DRAWING NUMBER 5 OF 9



**RUNWAY 35L PLAN VIEW
EXISTING AND FUTURE**
1" = 200'



**RUNWAY 35L PROFILE
EXISTING AND FUTURE**
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

PART 77 OBSTRUCTIONS

#	DESCRIPTION	ELEVATION	PENETRATION	SURFACE PENETRATED	DISPOSITION

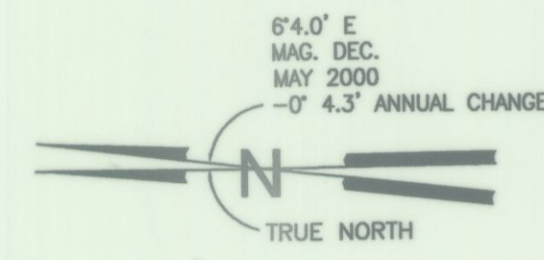
NOTE: NO KNOWN OBSTRUCTIONS.

REVISIONS

NO.	DESCRIPTION	DATE

RUNWAY DATA

	17R/35L		17L/35R	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	1-M/1-ML	3/4-M/1/2-ML	VIS./VIS.	SAME
PART 77 APPROACH SURFACES	34:1/34:1	34:1/50:1	20:1/20:1	SAME
FAR PART 77 CATEGORY	C/C	D/PR	NV/NV	SAME
RUNWAY WIDTH AND LENGTH	100' x 6,013'	SAME	75' x 3,502'	SAME
PAVEMENT TYPE	CONCRETE	SAME	ASPH./CONC.	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	37s,48s,90s	SAME	8s,10s	12.5s
RUNWAY LIGHTING	MRLL	SAME	MRLL	SAME
RUNWAY MARKING	NON-PREC.	PREC.	VISUAL	SAME
EFFECTIVE RUNWAY GRADIENT %	0%	SAME	41	SAME
PERCENT WIND COVERAGE 16x/10.5K	99.20%/93.64%	SAME	99.20%/93.64%	SAME
VISUAL APPROACH AIDS	PAPI	RELS, RMK, MALSR	NONE	RELS, PAPI
ELECTRONIC APPROACH AIDS	VOR, GPS, DME	VOR, GPS, DME, RNAV, RLS	NONE	SAME
AIRPORT REFERENCE CODE (ARC)	C-II	SAME	B-I	SAME
CRITICAL AIRCRAFT	KINGAIR B200 JET COMMANDER	SAME	KINGAIR B100	SAME
RUNWAY SAFETY AREA WIDTH	500'	SAME	120'	SAME
RUNWAY SAFETY AREA LENGTH BEYOND R/W END	1,000'/1,000'	SAME	240'/240'	SAME
RUNWAY OBJECT FREE AREA WIDTH	800'	SAME	250'	SAME
RUNWAY OBJECT FREE AREA LENGTH BEYOND R/W END	1,000'/1,000'	SAME	240'/240'	SAME



LAYOUT PLAN LEGEND

ITEM	EXISTING	FUTURE
BUILDING RESTRICTION LINE	BRL	
AIRPORT PROPERTY LINE		
FENCE		
RUNWAY PROTECTION ZONE		
BUILDINGS		
AIRFIELD PAVEMENT		
BEACON		
LIGHTED WIND CONE & SEGMENTED CIRCLE		
PRECISION APPROACH PATH INDICATOR (PAPI)		
RUNWAY END IDENTIFIER LIGHTS (REILS)		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBJECT FREE AREA (ROFA)		
OIL WELLS		
AIRPORT REFERENCE POINT (ARP)		
HOLDLINES AND SIGNS		
HELIPAD		
PONDS		

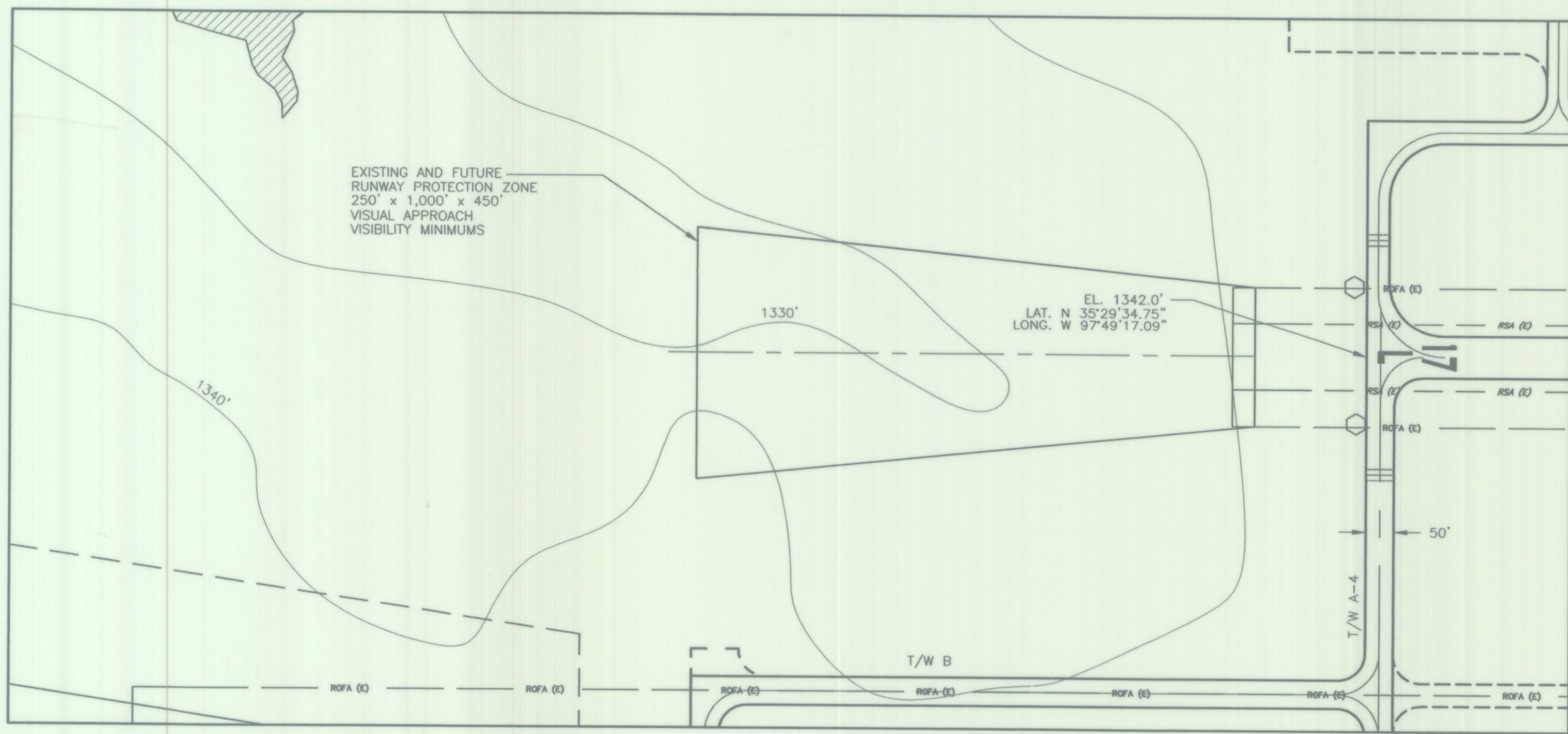
1. This drawing reflects planning standards specific to this airport, and is not a product of detailed engineering design analysis. It is not intended to be used for construction documentation or modification.
 2. Ground contour information obtained from USGS 7.5 Minute Quadrangle, "RICHLAND", 1983.
 3. Fillam feet (15') is added to public roadway elevations and seventeen feet (17') is added to interstate roadway elevations to determine clearance per FAR Part 77 criteria.

CLARENCE E. PAGE AIRPORT
OKLAHOMA CITY, OKLAHOMA

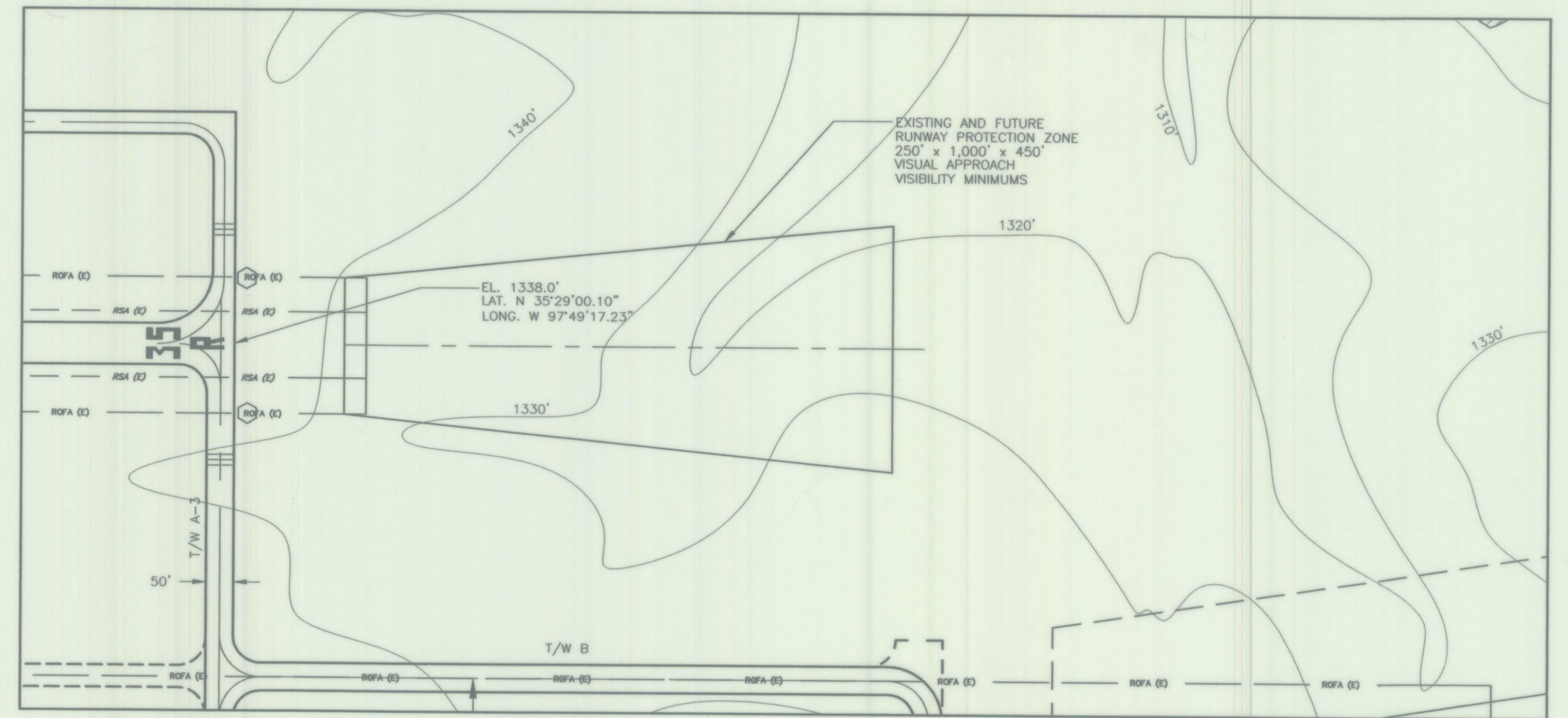
**INNER PORTION OF APPROACH
SURFACE DRAWING - R/W 35L**

Barnard Dunkelberg & Company
Tulsa, Oklahoma

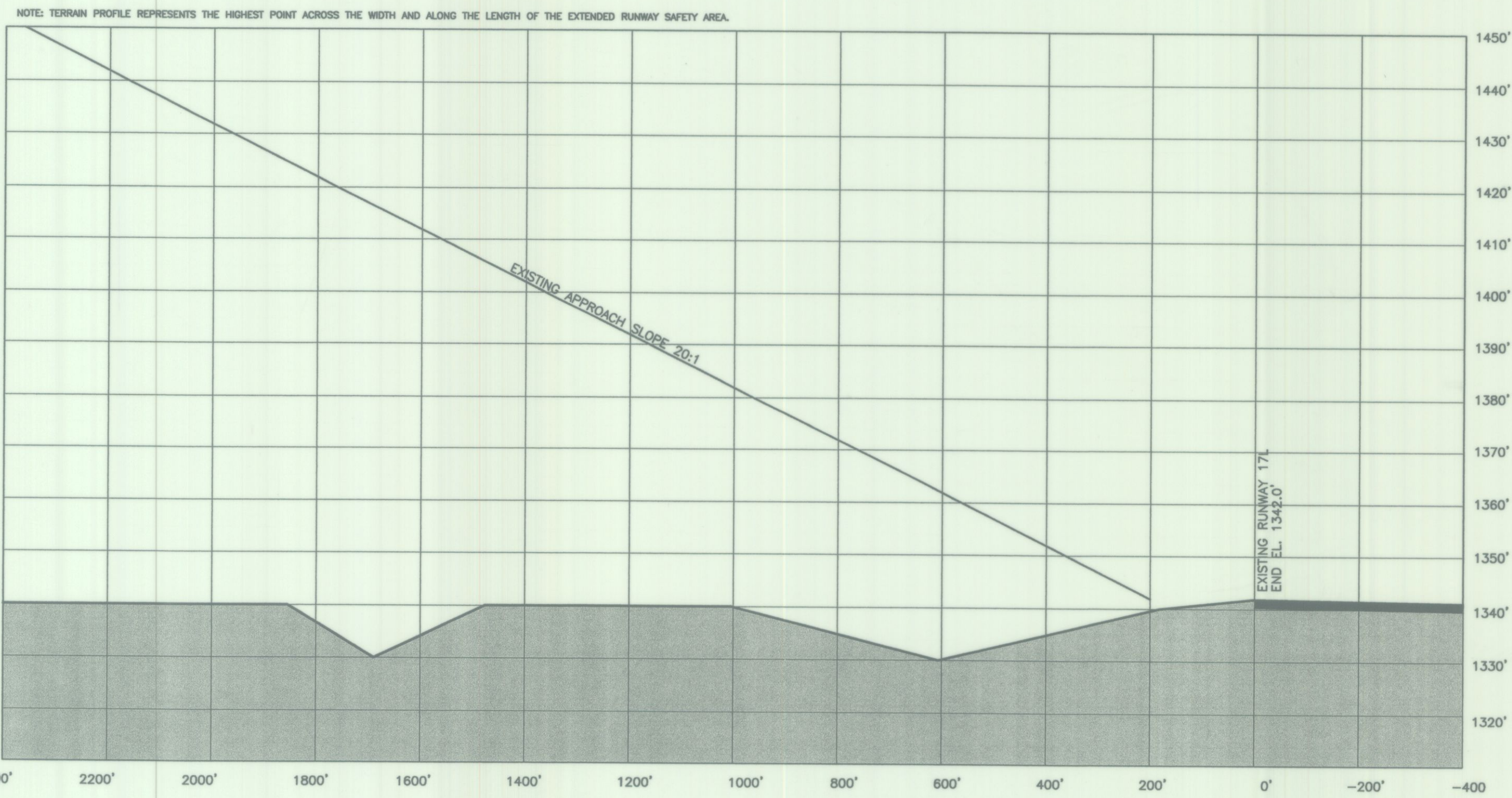
FIGURE NUMBER
METRIC SCALE
SCALE AS NOTED
DATE JANUARY 2001
DRAWING NUMBER 6 OF 9



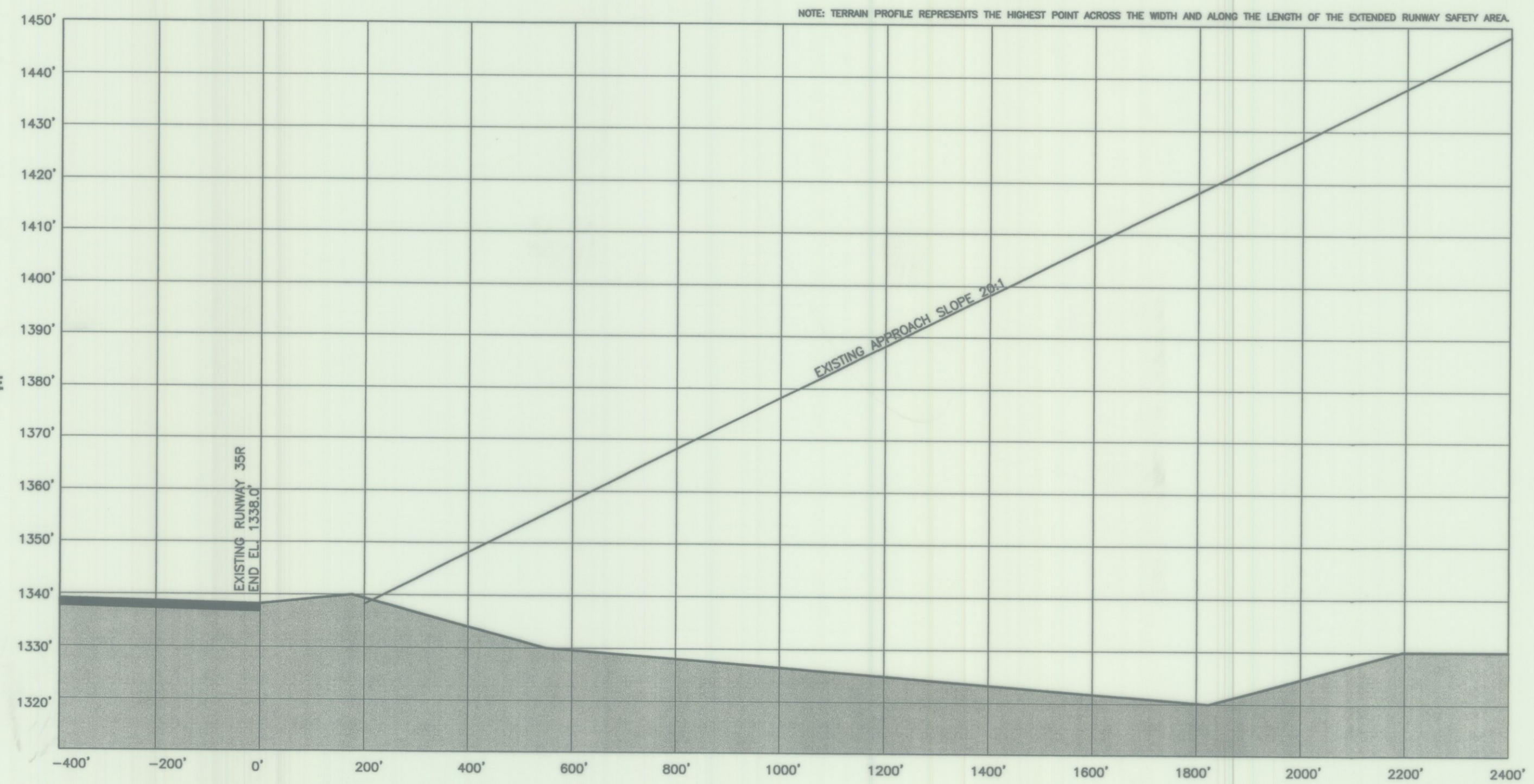
RUNWAY 17L PLAN
1" = 200'



RUNWAY 35R PLAN
1" = 200'

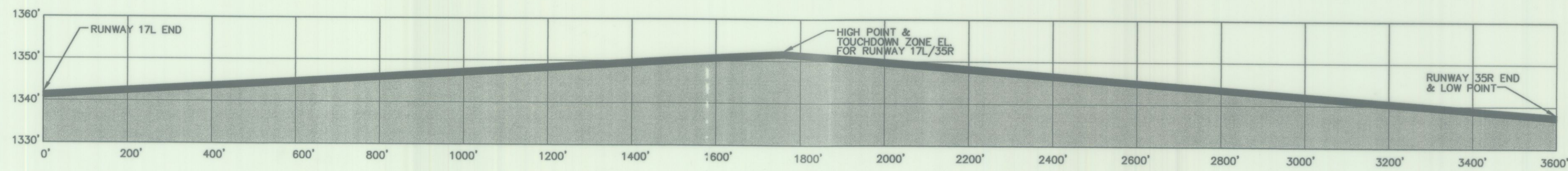


RUNWAY 17L PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY



RUNWAY 35R PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

RUNWAY 17L/35R PROFILE VIEW
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY



PART 77 OBSTRUCTIONS

#	DESCRIPTION	ELEVATION	PENETRATION	SURFACE PENETRATED	DISPOSITION

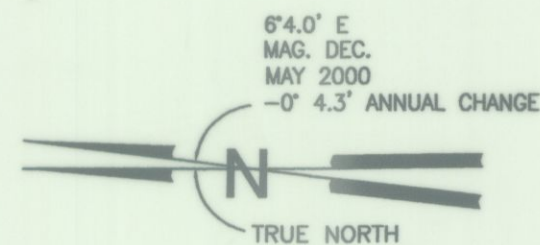
NOTE: NO KNOWN OBSTRUCTIONS.

REVISIONS

NO.	DESCRIPTION	DATE

RUNWAY DATA

	17R/35L		17L/35R	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	1-1/2-1-1/2-ME	3/4-ME/1/2-ME	VIS. M/S	SAME
PART 77 APPROACH SURFACES	34.1/24.1	34.1/20.1	20.1/20.1	SAME
FAR PART 77 CATEGORY	C/C	D/2PR	NDV/NDV	SAME
RUNWAY WIDTH AND LENGTH	100' X 6,013'	SAME	75' X 3,502'	SAME
PAVEMENT TYPE	CONCRETE	SAME	ASPH./CONC.	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	378,484,908	SAME	88,100	SAME
RUNWAY LIGHTING	HRL	SAME	MRL	SAME
RUNWAY MARKING	NON-PREC.	PREC.	VISUAL	SAME
EFFECTIVE RUNWAY GRADIENT %	.083	SAME	.41	SAME
PERCENT WIND COVERAGE 16K/10.5K	99.20%/93.64%	SAME	99.20%/93.64%	SAME
VISUAL APPROACH AIDS	PAPI	RELS. BRK. H/SP	NONE	SAME
ELECTRONIC APPROACH AIDS	VOR/GPS/DAE	VOR/GPS/DAE/RNAV/ELS	NONE	SAME
AIRPORT REFERENCE CODE (ARC)	C-8	SAME	B-1	SAME
CRITICAL AIRCRAFT	KINGAIR B200 JET COMMANDER	SAME	KINGAIR B100	SAME
RUNWAY SAFETY AREA WIDTH	500'	SAME	120'	SAME
RUNWAY SAFETY AREA LENGTH BEYOND R/W END	1,000'/1,000'	SAME	240'/240'	SAME
RUNWAY OBJECT FREE AREA WIDTH	800'	SAME	250'	SAME
RUNWAY OBJECT FREE AREA LENGTH BEYOND R/W END	1,000'/1,000'	SAME	240'/240'	SAME



LAYOUT PLAN LEGEND

ITEM	EXISTING	FUTURE
BUILDING RESTRICTION LINE	BRL	
AIRPORT PROPERTY LINE	APL	
FENCE	F	
RUNWAY PROTECTION ZONE	R/PZ	
BUILDINGS	B	
AIRFIELD PAVEMENT	AP	
BEACON	*	
LIGHTED WIND CONE & SEGMENTED CIRCLE	WC/SC	
PRECISION APPROACH PATH INDICATOR (PAPI)	PAPI	
RUNWAY END IDENTIFIER LIGHTS (RELS)	RELS	
RUNWAY SAFETY AREA (RSA)	RSA	
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	
OIL WELLS	OW	
AIRPORT REFERENCE POINT (ARP)	ARP	
HOLDLINES AND SIGNS	H/S	
HELIPAD	HP	
PONDS	P	

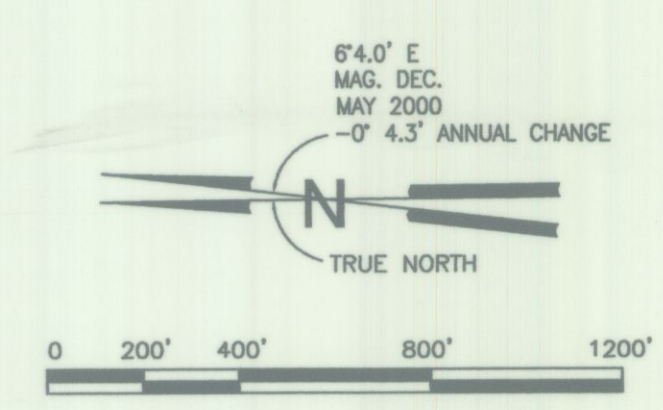
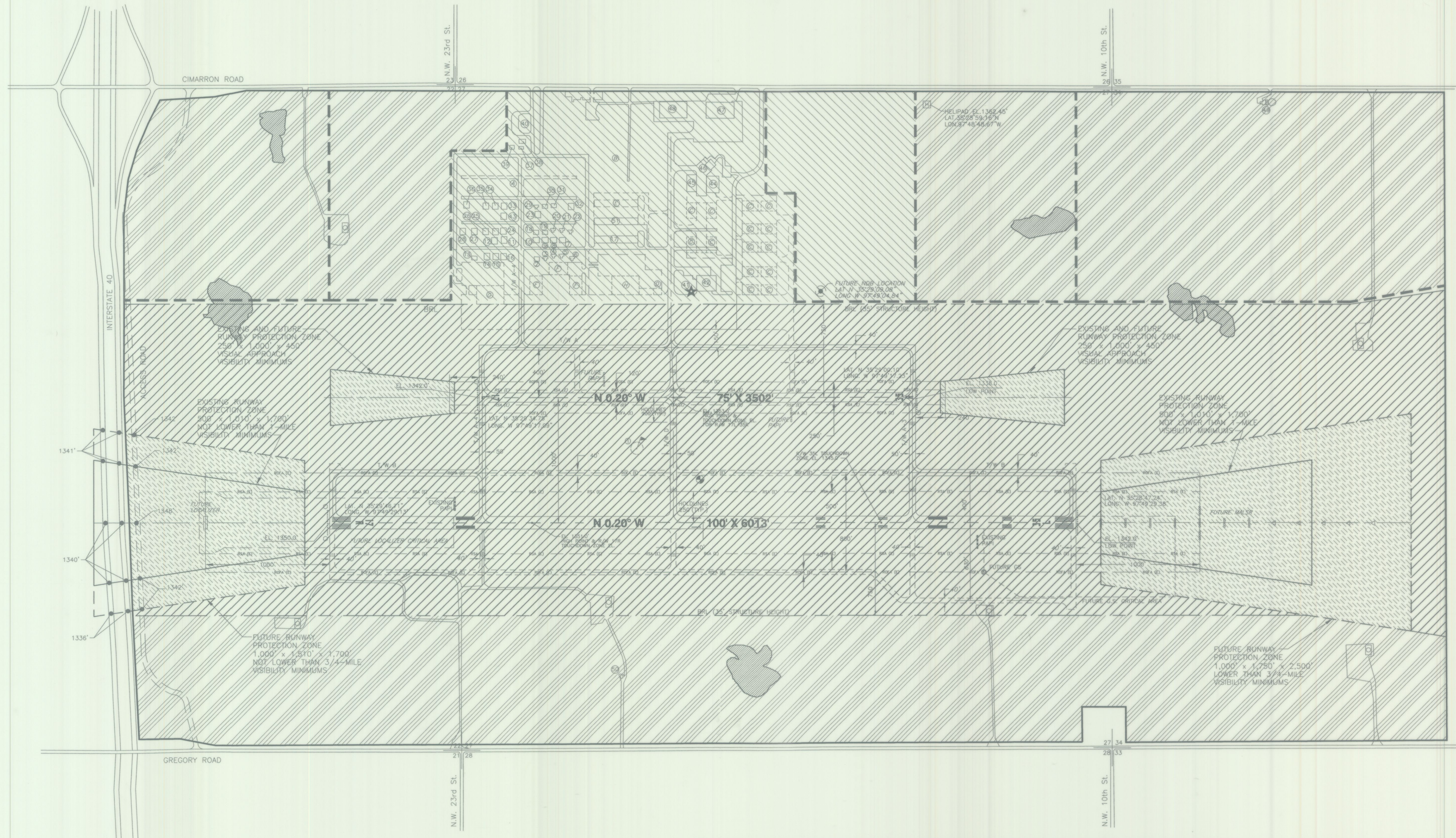
1. This drawing reflects planning standards specific to this airport, and is not a product of detailed engineering design analysis.
 2. It is not intended to be used for construction documentation or navigation.
 3. Contour information obtained from USGS 7.5 Minute Quadrangle, "TICKLAND", 1983.
 Fifteen feet (15') is added to public roadway elevations and seventeen feet (17') is added to interstate roadway elevations to determine clearance per FAR Part 77 criteria.

CLARENCE E. PAGE AIRPORT
OKLAHOMA CITY, OKLAHOMA

INNER PORTION OF APPROACH SURFACE DRAWING - R/W 17L/35R

Barnard Dunkelberg & Company
Tulsa, Oklahoma

FIGURE NUMBER
METRIC SCALE
SCALE AS NOTED
DATE JANUARY 2001
DRAWING NUMBER 7 OF 9



LAND USE LEGEND	
PATTERN	DESCRIPTION
	AIRCRAFT OPERATIONS PROTECTED AREA
	AVIATION FACILITIES DEVELOPMENT AREA
	RUNWAY PROTECTION ZONE
	AVIATION OR NON-AVIATION DEVELOPMENT (SEE DESIGNATIONS ON PLAN ABOVE)

REVISIONS		
NO.	DESCRIPTION	DATE

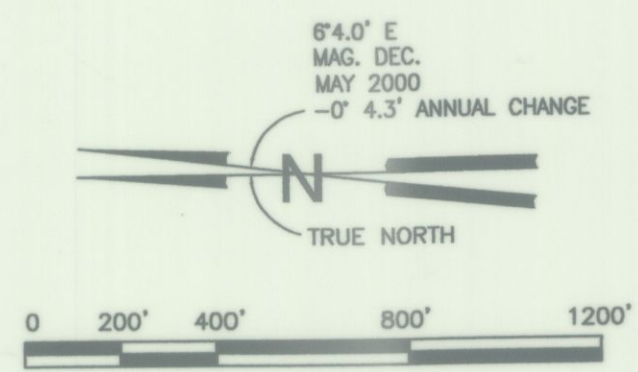
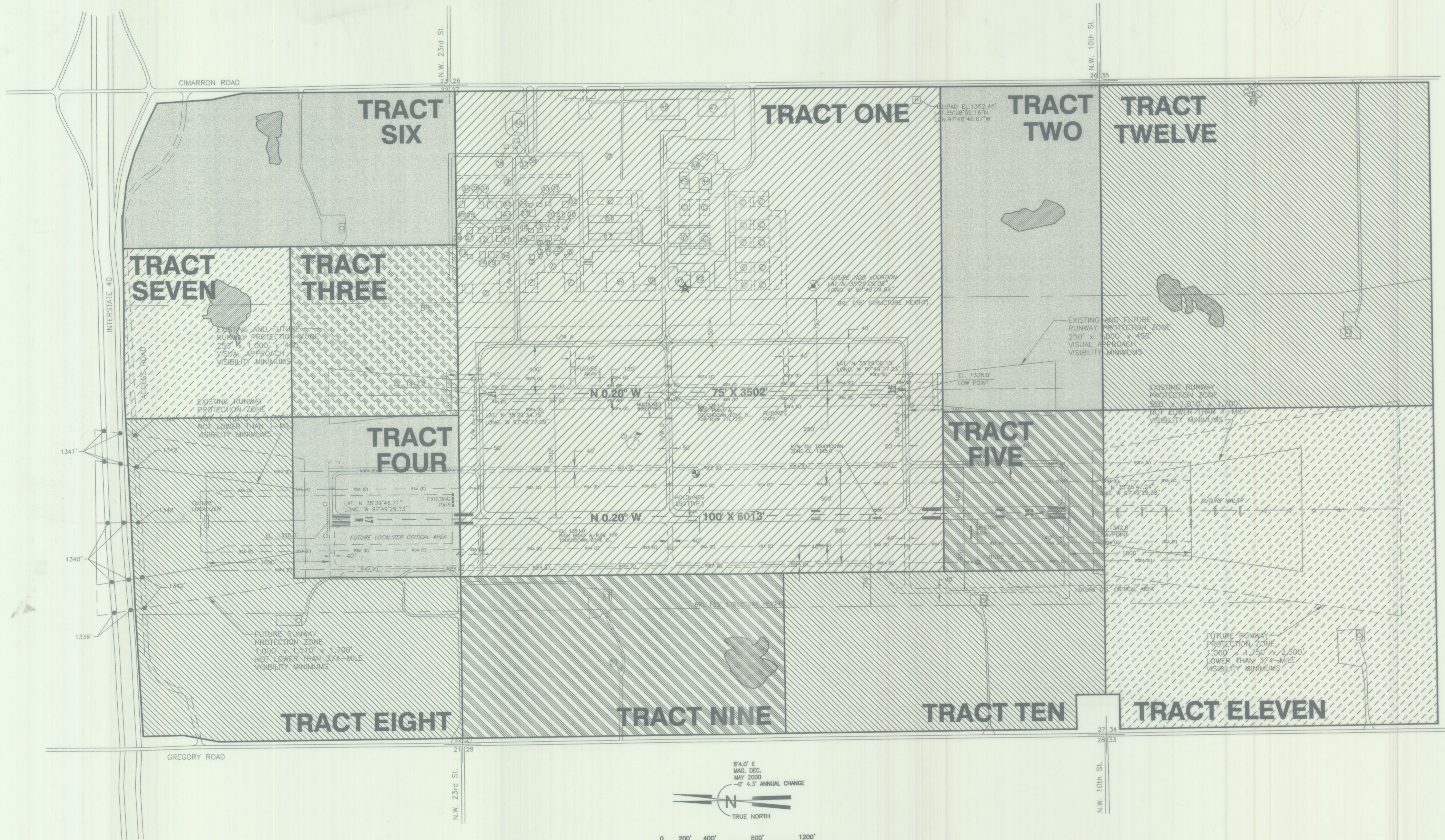
1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
 2. PROPERTY INFORMATION OBTAINED FROM THE CITY OF OKLAHOMA CITY, DEPARTMENT OF AIRPORTS.

CLARENCE E. PAGE AIRPORT
OKLAHOMA CITY, OKLAHOMA

LAND USE MAP

Barnard Dunkelberg & Company
Tulsa, Oklahoma

FIGURE NUMBER
METRIC SCALE
SCALE 1" = 400'
DATE JANUARY 2001
DRAWING NUMBER 8 OF 9



PROPERTY INFORMATION					
PATTERN	TRACT NO.	FAA PROJECT NO.	PROPERTY INTEREST	ACREAGE	DATE ACQUIRED
	TRACT ONE	U.S. GOVERNMENT SURPLUS PROPERTY	FEE	356.4	1947
	TRACT TWO	FAAP 9-34-102-D501	FEE	78.9	1965
	TRACT THREE	FAAP 9-34-102-E802/ADAP 8-40-0071-02	FEE	43.1	1967/1972
	TRACT FOUR	FAAP 9-34-102-E802/ADAP 8-40-0071-02	FEE	41.0	1967/1972

NOTE: TRACT ACREAGE WAS CALCULATED, USING AUTOCAD VERSION 2000, BY BARNARD, DUNKELBERG & COMPANY, AUGUST 1999.

PROPERTY INFORMATION					
PATTERN	TRACT NO.	FAA PROJECT NO.	PROPERTY INTEREST	ACREAGE	DATE ACQUIRED
	TRACT FIVE	FAAP 9-34-102-E802/ADAP 8-40-0071-02	FEE	39.2	1967/1972
	TRACT SIX	FAAP 9-34-102-E802	FEE	74.3	1967
	TRACT SEVEN	FAAP 9-34-102-E802/ADAP 8-40-0071-02	FEE	43.1	1967/1972
	TRACT EIGHT	FAAP 9-34-102-E802/ADAP 8-40-0071-02	FEE	118.5	1967/1972

NOTE: TRACT ACREAGE WAS CALCULATED BY BARNARD, DUNKELBERG & COMPANY, AUGUST 1999.

PROPERTY INFORMATION					
PATTERN	TRACT NO.	FAA PROJECT NO.	PROPERTY INTEREST	ACREAGE	DATE ACQUIRED
	TRACT NINE	ADAP 8-40-0071-02	FEE	78.5	1972
	TRACT TEN	FAAP 9-34-102-E802/ADAP 8-40-0071-02	FEE	75.9	1967/1972
	TRACT ELEVEN	ADAP 8-40-0071-02	FEE	159.2	1972
	TRACT TWELVE	ADAP 8-40-0071-02	FEE	162.2	1972

NOTE: TRACT ACREAGE WAS CALCULATED BY BARNARD, DUNKELBERG & COMPANY, AUGUST 1999.

REVISIONS		
NO.	DESCRIPTION	DATE

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CLARENCE E. PAGE AIRPORT
OKLAHOMA CITY, OKLAHOMA

AIRPORT PROPERTY MAP

Barnard Dunkelberg & Company
Tulsa, Oklahoma

FIGURE NUMBER: _____
 METRIC SCALE: _____
 SCALE: 1" = 400'
 DATE: JANUARY 2001
 DRAWING NUMBER: 9 OF 9