Chapter 8 – Airport Layout Plan Drawings

Introduction

The options that were considered for the long-term development of Albany Municipal Airport resulted in the selection of a preferred alternative. The preferred alternative has been incorporated into the airport layout plan drawings, which are provided in this chapter. The set of airport plans, which is referred to in aggregate as the "Airport Layout Plan" (ALP) has been prepared in accordance with FAA guidelines. The drawings illustrate existing conditions, recommended changes in airfield facilities, property ownership, land use, and obstruction removal. The ALP set is presented at the end of this chapter:

- Sheet 1 – Cover Sheet
- Sheet 2 – Airport Data Sheet
- Sheet 3 – Airport Layout Plan
- Sheet 4 –Terminal Area Plan
- Sheet 5 –Airport Airspace Plan (FAR Part 77)
- Sheet 6 – Runway 16 Inner Approach Surface / RPZ
- Sheet 7 – Runway 34 Inner Approach Surface / RPZ
- Sheet 8 – Runway 16 Approach Plan and Profile
- Sheet 9 – Runway 34 Approach Plan and Profile
- Sheet 10 – On-Airport Land Use Plan
- Sheet 11 –Off-Airport Land Use Plan
- Sheet 12 – Exhibit "A" Airport Property Plan

The airport layout plan drawings provide detailed information for existing and future facilities. The future improvements depicted in the drawing set are consistent with the airport master plan's updated 20-year capital improvement program contained in Chapter 7. The ALP drawing set will be submitted along with the draft final airport master plan report to Federal Aviation Administration (FAA) for review and approval. The drawings will be reviewed by the FAA Airports District Office (ADO) with additional review coordinated with other FAA offices (Flight Procedures, Flight Standards, etc.). Once approved, the final ALP drawing set will be signed by the City of Albany and the FAA Seattle Airports District Office (ADO). As individual projects are completed, minor "as-built" updates to the ALP drawing may be completed (with FAA coordination) without updating the airport master plan. A complete update of the full ALP drawing set will be conducted as part of the next master plan update.

The airport layout plan drawings are prepared using AutoCAD® computer-aided drafting software, which allows for easier updating and revision. The drawing files may also be imported into local geographic information systems (GIS) to support land use planning, airport overlay zone mapping, etc.

A brief summary of the individual drawings is provided below:

AIRPORT DATA SHEET DRAWING

The Airport Data Sheet drawing contains detailed runway and airfield dimensions, FAA dimensional standards, and other data that is reflected on the sheets in the drawing set.

AIRPORT LAYOUT PLAN DRAWING

The Airport Layout Plan (ALP) drawing graphically depicts existing and future airfield facilities. No changes to Runway 16/34 are recommended in the current 20-year planning period.

Future facilities are color-coded (red) to distinguish them from existing facilities. Future facilities are represented in the airport master plan's 20-year capital improvement program (CIP) as individual projects or project groupings. Long term development reserves depicted on the ALP are also color coded (green). These items are intended to serve as placeholders or are provided for reference only.

TERMINAL AREA PLAN DRAWINGS

Terminal Area Plan drawing depicts the landside areas located on the west side of Runway 16/34 in additional detail. Recommended improvements include reconfigured/expanded aircraft parking apron, new hangar areas, fuel storage facilities, taxiway and taxiway improvements, and access roads.

FAR PART 77 AIRSPACE DRAWING

The FAR Part 77 Airspace drawing depicts the protected airspace defined for Runway 16/34 in Federal Air Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace*. The airspace plan drawing depicts the five "imaginary surfaces" defined in FAR Part 77.25 including the primary, transitional, approach, horizontal and conical surfaces, previously described in Chapter 4. Part 77 surfaces should be free of built or terrain

obstructions to the great extent possible. Objects that penetrate FAR Part 77 surfaces may require action to mark or remove depending on their severity, location and the feasibility of the action. The drawing includes a table of obstructions with recommended dispositions.

The physical characteristics of the Part 77 surfaces are defined the size of aircraft using the runway and the approach capabilities of the runway.

- **Runway 16/34 Approach Surfaces:** Extend 5,000 feet from the ends of the runway primary surface. The approach surfaces have a slope of 20:1 that represents the horizontal distance required for each increment of vertical rise. As noted in the alternatives analysis, the planned changes in runway configuration maintain the existing threshold locations (configured as displaced thresholds) to preserve existing approach clearances. Converting the existing paved overruns to usable runway increases overall runway length and shifts the FAR Part 77 approach surfaces outward, beginning 200 feet beyond the ends of the usable runway. As a result, there will be an increase in Part 77 approach surface penetrations. However, the displaced thresholds mitigate the obstructions by maintaining the current approach path for landing. Although the FAR Part 77 approach surfaces are not physically modified by the displaced thresholds, the desired clearance over obstructions is achieved by locating the physical landing point further down the runway.

- **Primary Surface:** Based on the visual approach standards for a utility runway, the primary surface is 250 feet wide and extends 200 feet beyond each end of the runway. The primary surface is a flat plane of airspace centered on the runway with the same elevation as the nearest point on the runway centerline. For Runway 16/34, the future primary surface is 4059 feet long and 250 feet wide.

- **Runway Transitional Surface:** The runway transitional surfaces extend outward and upward from the outer edges of the primary surface. The transitional surfaces have a slope of 7:1 and extend to an elevation 150 feet above airfield elevation and connect to the runway horizontal surface.

- **Horizontal Surface:** The horizontal surface is drawn from 5,000 foot radii that extend from both ends of the primary surface to form an oval. The horizontal surface is a flat plane of airspace with an elevation 150 feet above airport elevation.

- **Conical Surface:** The conical surface extends from the outer edge of the horizontal surface at a slope of 20:1 for 4,000 feet.

RUNWAY APPROACH SURFACE PLAN AND PROFILE DRAWINGS

The Approach Surface drawings depict plan and profile views of the runway approach surfaces depicted in the FAR Part 77 airspace plan. The drawings provide additional detail in identify obstructions, terrain and other physical features within the approach surfaces. The drawings include obstruction data tables for items depicted on the drawing, using the same numbering identifiers from the overall Part 77 Airspace Plan. The drawings also depict the threshold siting surfaces (TSS) that are used to mitigate obstructions to the Part 77 approach surfaces for Runway 16 and 34. The appropriate applications, dimensions and slope for the TSS are defined in FAA Advisory Circular (AC) 150/5300-13A (paragraph 303, section b.).

RUNWAY RPZ & INNER APPROACH SURFACE DRAWINGS

The Runway Protection Zone (RPZ) and Inner Approach Surface drawings depict detailed plan views of these areas and a profile view of the approach surface and threshold siting surface (when used). The drawings include obstruction data tables for items depicted on the drawing, using the same numbering identifiers from the overall Part 77 Airspace Plan and Approach Surface Plan and Profile drawings.

ON AND OFF AIRPORT LAND USE PLANS

The Airport Land Use Plan drawings depict existing land uses and zoning for the airport and its immediate vicinity. 20-year noise contours are depicted on the off-airport land use plan drawing. The noise contours reflect forecast airport activity for 2032 (see Chapter 6 for additional information). The land areas surrounding the Airport are developed with light industrial and commercial land uses associated with the Interstate 5 (I-5) corridor and an urban setting. These land uses provide a buffer between airport operations and nearby residential land uses and other noise sensitive land uses (hospitals, churches, schools, etc.). The Airport and its immediate surroundings are located within the Albany city limits.

EXHIBIT "A" – AIRPORT PROPERTY PLAN

The Airport Property Plan drawing provides depicts all property owned by the City included in the airport. The drawing notes the form of ownership or control (fee simple, avigation easement, etc.) and the date of acquisition per FAA guidelines.

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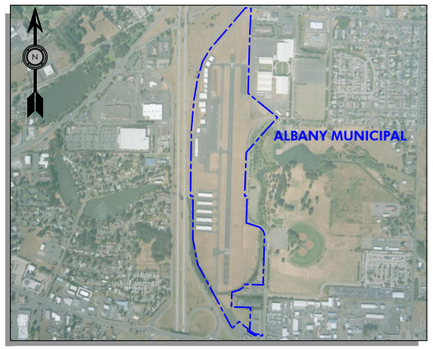
ALBANY MUNICIPAL AIRPORT (S12)
AIRPORT MASTER PLAN

ALBANY, OREGON
AIP NO. 3-41-0001-012-01
AIRPORT LAYOUT PLAN
SEPTEMBER 2014



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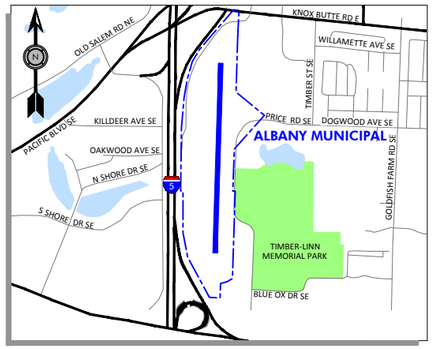
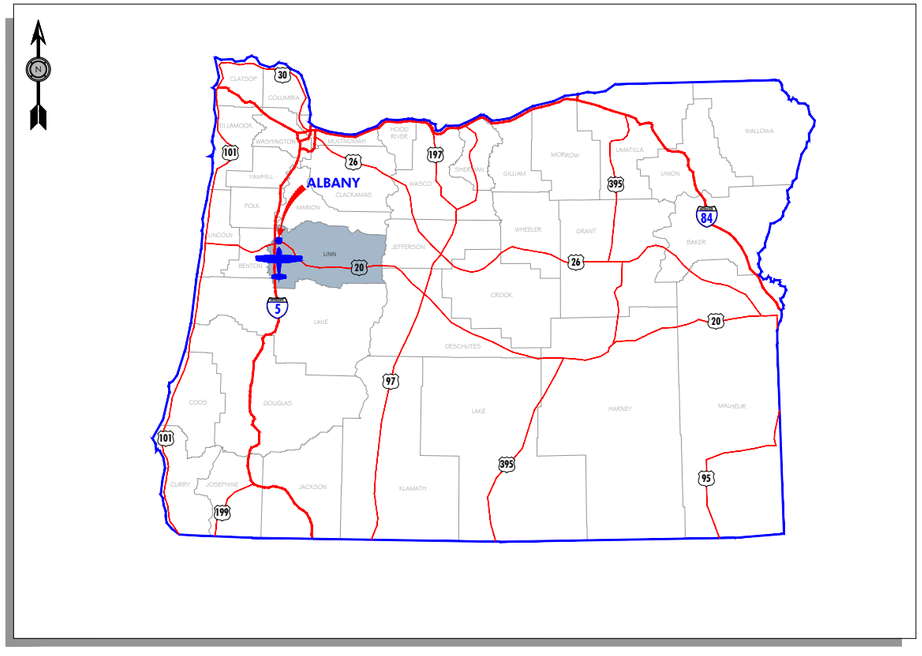


VICINITY MAP



LOCATION MAP

SHEET INDEX

NUMBER	CONTENTS
1	COVER SHEET
2	AIRPORT DATA SHEET
3	AIRPORT LAYOUT PLAN
4	TERMINAL AREA PLAN
5	AIRPORT AIRSPACE PLAN (FAR PART 77)
6	RUNWAY 16 INNER APPROACH SURFACE / RPZ
7	RUNWAY 34 INNER APPROACH SURFACE / RPZ
8	RUNWAY 16 APPROACH PLAN AND PROFILE
9	RUNWAY 34 APPROACH PLAN AND PROFILE
10	ON-AIRPORT LAND USE PLAN
11	OFF-AIRPORT LAND USE PLAN W/2032 NOISE CONTOURS
12	EXHIBIT "A" AIRPORT PROPERTY PLAN

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AIRPORT DATA TABLE

DESCRIPTION		EXISTING	FUTURE
AIRPORT ELEVATION (MSL)		225.91'	SAME
AIRPORT ACREAGE		92	SAME
ARP COORDINATES	LAT. LONG.	N 44° 38' 16.1325" W 123° 03' 34.015"	N 44° 38' 14.4519" W 123° 03' 34.0116"
MAGNETIC DECLINATION		15°36'47"E (3/2014) ANNUAL RATE OF CHANGE 9.2'W	SAME
MEAN MAX. DAILY TEMPERATURE		82° F	SAME
FAA IDENTIFIER		S12	SAME
DATUM		NAD 83/NGVD 88	SAME

RUNWAY DATA TABLE

	EXISTING CONDITIONS RUNWAY 16 - 34		FUTURE CONDITIONS RUNWAY 16 - 34	
RUNWAY LENGTH AND WIDTH	3004' X 75'		3659' X 75' (SEE NOTE 1)	
RUNWAY LIGHTING	MIRL		SAME	
RUNWAY PAVEMENT STRENGTH (IN 1000 LBS)	30 SW		SAME	
RUNWAY PAVEMENT TYPE	ASPHALT		SAME	
RUNWAY PERCENT WIND COVERAGE (12 MPH)	99% EST.		SAME	
RUNWAY PERCENT GRADIENT / MAXIMUM GRADE	0.017%		0.027%	
AIRPORT REFERENCE CODE (ARC)	B-I (SMALL)		SAME	
FAR PART 77 DESIGNATION	UTILITY - VISUAL		SAME	
NPIAS ROLE / SERVICE LEVEL	GENERAL AVIATION		SAME	
TERMINAL NAVAIDS	BEACON		SAME	
TAXIWAY LIGHTING	REFLECTORS		MITL	
TAXIWAY MARKING	VISUAL		SAME	
OFZ PENETRATION	RWY 16 - NO	RWY 34 - NO	RWY 16 - NO	RWY 34 - NO

RUNWAY DATA TABLE

	EXISTING CONDITIONS	EXISTING STANDARD	FUTURE CONDITIONS	FUTURE STANDARD
RUNWAY SAFETY AREA LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	3484' X 120' 240'	3484' X 120' 240'	3991' X 120' 92'(34) - 240'(16)	3991' X 120' 92'(34) - 240'(16)
OBJECT FREE AREA LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	3484' X 250' 300'	3484' X 250' 300'	3991' X 250' 92'(34) - 240'(16)	3991' X 250' 92'(34) - 240'(16)
OBSTACLE FREE ZONE LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	3404' X 250' 200'	3404' X 250' 200'	3951' X 250' 92'(34) - 200'(16)	3951' X 250' 92'(34) - 200'(16)

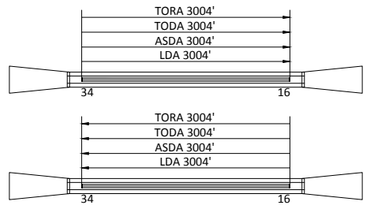
		EXISTING CONDITIONS		FUTURE CONDITIONS	
RUNWAY END		16	34	16	34
RUNWAY APPROACH CATEGORY		VISUAL	VISUAL	VISUAL	VISUAL
RUNWAY APPROACH SLOPE	PART 77 REQUIRED	20:1	20:1	<20:1(SEE NOTE 2)	<20:1(SEE NOTE 2)
	ACTUAL	20:1	20:1	20:1(SEE NOTE 2)	20:1(SEE NOTE 2)
APPROACH VISIBILITY MINIMUMS		≧ 1 MILE	≧ 1 MILE	≧ 1 MILE	≧ 1 MILE
RUNWAY MARKINGS		VISUAL	VISUAL	VISUAL	VISUAL
RUNWAY END COORDINATES	LAT. LONG.	N 44° 38' 30.965" W 123° 03' 34.043"	N 44° 38' 01.301" W 123° 03' 33.987"	N 44° 38' 32.516" W 123° 03' 34.046"	N 44° 37' 56.387" W 123° 03' 33.977"
INSTRUMENTATION AND APPROACH AIDS		GPS	GPS	SAME	SAME
VISUAL APPROACH AIDS		REIL; VASI 4L	REIL; VASI 4L	REIL; PAPI	REIL; PAPI
CRITICAL AIRCRAFT (ARC)		BE-58		BE-58	
WINGSPAN		<49 FEET		SAME	
WEIGHT		≤12,500 LBS		SAME	
APPROACH SPEED		<121 KNOTS		SAME	
LENGTH OF HAUL		<500 NAUTICAL MILES		SAME	

NON STANDARD CONDITIONS

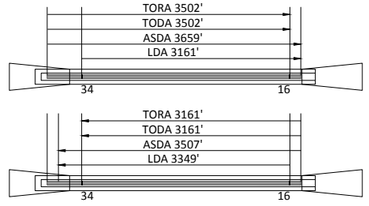
NO.	ITEM	DESCRIPTION	DISPOSITION
1	TAXILANE OFA	LESS THAN STANDARD CLEARANCE	RECONFIGURE APRON
2	TAXILANE OFA	LESS THAN STANDARD CLEARANCE	RELOCATE TAXILANE
3	TAXILANE OFA	LESS THAN STANDARD CLEARANCE	NONE
4	TAXILANE SAFETY AREA	NO TSA BEYOND BRIDGE EDGE	MODIFY / CLOSE
5	OFA/OFZ/RSA	AREA PROVIDED BEYOND RUNWAY ENDS LESS THAN ADG I STANDARD	DISPLACED THRESHOLDS AND DECLARED DISTANCES USED TO PROVIDE STANDARD DIMENSIONS BEYOND RUNWAY ENDS FOR SPECIFIC OPERATIONS

RUNWAY 16-34 DECLARED DISTANCES

EXISTING



FUTURE



DECLARED DISTANCE NOTES:

1. FUTURE TORA AND TODA LENGTHS DETERMINED BY MAINTAINING RPZ LOCATIONS AT OPPOSITE END OF RUNWAY, PER FAA GUIDANCE ON INCOMPATIBLE LAND USES WITHIN RPZ's.

2. FUTURE LDA AND ASDA LENGTHS DETERMINED BY ADG I STANDARD RSA AND OFA BEING PROVIDED BEYOND END OF LDA AND ASDA.

NOTES:

1. FUTURE RUNWAY TO BE CONFIGURED WITH DISPLACED THRESHOLDS AT BOTH ENDS. EXISTING RUNWAY THRESHOLD LOCATIONS TO BE MAINTAINED FOR OBSTRUCTION CLEARANCE (20:1). RUNWAY LENGTHS AVAILABLE FOR TAKEOFF AND LANDING WILL BE DETERMINED BY DECLARED DISTANCES (TO BE PUBLISHED IN A/FD), AND WILL BE LESS THAN FULL RUNWAY LENGTH LISTED.

2. FAR PART 77 PRIMARY AND APPROACH SURFACES ARE DEFINED BY THE ULTIMATE ENDS OF USEABLE RUNWAY 20:1 APPROACH CLEARANCE MAINTAINED FOR EXISTING RUNWAY THRESHOLDS (CONVERTED TO DISPLACED THRESHOLDS) AND THRESHOLD SITING SURFACES.

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DATE: SEPTEMBER 2014		PROJECT NO: 12431002.01	

ALBANY MUNICIPAL AIRPORT

AIRPORT DATA SHEET

FIGURE NO.
-

SHEET NO.
2 OF 12

BUILDING/FACILITY KEY

	DESCRIPTION
①	TERMINAL / FBO APRON
②	SMALL AIRCRAFT TIEDOWN APRON (EXISTING)
③	FBO / HANGAR (CITY OWNED)
④	CITY OWNED CONVENTIONAL HANGAR (EXISTING)
⑤	TENANT OWNED CONVENTIONAL HANGAR (EXISTING)
⑥	CITY OWNED T-HANGAR (EXISTING)
⑦	TENANT OWNED T-HANGAR (EXISTING)
⑧	AVIATION FUEL STORAGE / SELF FUELING AREA
⑨	CITY MAINTENANCE BUILDING
⑩	T-HANGAR / EXECUTIVE HANGAR (FUTURE)
⑪	CONVENTIONAL HANGAR (FUTURE)
⑫	AWOS (FUTURE)
⑬	LINN COUNTY FAIR & EXPO CENTER
⑭	AIRCRAFT APRON (EXISTING)
⑮	AIRCRAFT PARKING APRON (FUTURE)
⑯	HELICOPTER PARKING POSITION (FUTURE)
⑰	AIRFIELD ELECTRICAL BUILDING
⑱	AIRCRAFT FUEL APRON (FUTURE)

NOTES:

1. FUTURE RUNWAY LENGTHS AVAILABLE FOR TAKEOFF AND LANDING WILL BE LIMITED BY DECLARED DISTANCES (TO BE PUBLISHED IN A/FD). ADDITIONAL USEABLE RUNWAY PROVIDED BY BOTH ENDS TO BE CONFIGURED WITH DISPLACED THRESHOLDS.

2. THE EXISTING ARRIVAL/DEPARTURE RUNWAY PROTECTION ZONES (RPZ) FOR RUNWAY 16 AND 34 WILL BE MAINTAINED IN THEIR CURRENT LOCATIONS. THE END OF USEABLE RUNWAY FOR TAKEOFF WILL BE DETERMINED BY THE LOCATION OF THE EXISTING DEPARTURE RPZ FOR EACH RUNWAY END. DEPARTURE RPZ CONFIGURATIONS DETERMINED BY USE OF DECLARED DISTANCES TO MITIGATE UNACCEPTABLE INCOMPATIBLE LAND USES (PER AC 150/5300-13A)

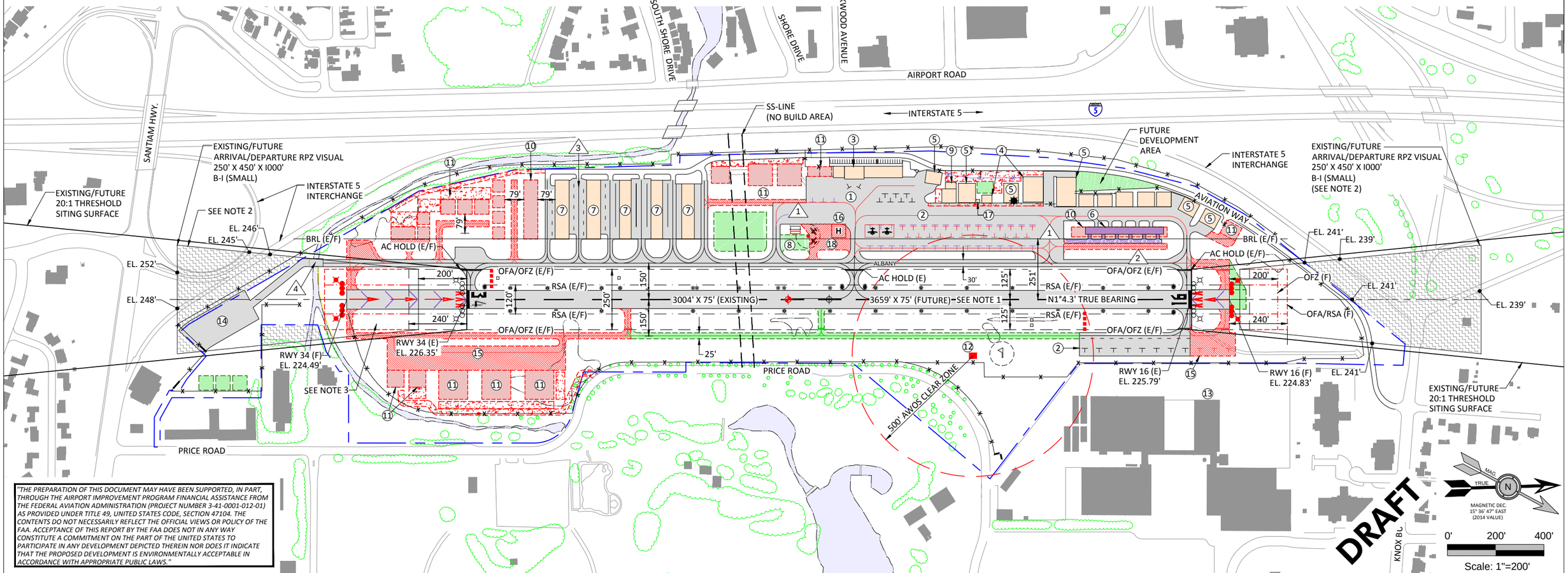
3. RUNWAY 16 LDA AND ASDA LIMITED TO LESS THAN FULL RUNWAY PAVEMENT DUE TO RSA REQUIREMENT (240 FEET) BEYOND LDA AND ASDA.

NON STANDARD CONDITIONS

NO.	ITEM	DESCRIPTION	DISPOSITION
1	TAXILANE OFA	LESS THAN STANDARD CLEARANCE	RECONFIGURE APRON
2	TAXILANE OFA	LESS THAN STANDARD CLEARANCE	RELOCATE TAXILANE
3	TAXILANE OFA	LESS THAN STANDARD CLEARANCE	NONE
4	TAXILANE SAFETY AREA	NO TSA BEYOND BRIDGE EDGE	MODIFY / CLOSE
5	OFA/OFZ/RSA	AREA PROVIDED BEYOND RUNWAY ENDS LESS THAN ADG I STANDARD	DISPLACED THRESHOLDS AND DECLARED DISTANCES USED TO PROVIDE STANDARD DIMENSIONS BEYOND RUNWAY ENDS FOR SPECIFIC OPERATIONS

LEGEND

	EXISTING	FUTURE
BUILDINGS		
AIRFIELD PAVEMENT		
BUILDING RESTRICTION LINE (BRL)	BRL (E)	BRL (F)
AIRCRAFT PARKING LINE (APL)	APL (E)	APL (F)
AIRPORT PROPERTY LINE		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE AREA (OFA)		
OBSTACLE FREE ZONE (OFZ)		
TAXIWAY OBJECT FREE AREA (TOFA)		
RUNWAY PROTECTION ZONE (RPZ)		
GROUND CONTOURS	10'	SAME
AIRPORT REFERENCE POINT (ARP)		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
VISUAL GUIDANCE INDICATORS	(VASI)	(PAPI)
WIND INDICATOR		
SEGMENTED CIRCLE WIND INDICATOR		
FENCE		
BEACON		
THRESHOLD LIGHTS		
MEDIUM INTENSITY RUNWAY LIGHTS (MIRL)		
ACCESS ROAD/VEHICLE PARKING	N/A	
AVIGATION EASEMENT		
DEVELOPMENT RESERVE	N/A	
TO BE REMOVED		N/A



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ALBANY MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

FIGURE NO. -

SHEET NO. 3 OF 12

BUILDING/FACILITY KEY

	DESCRIPTION		DESCRIPTION
①	TERMINAL / FBO APRON	⑩	T-HANGAR / EXECUTIVE HANGAR (FUTURE)
②	SMALL AIRCRAFT TIEDOWN APRON (EXISTING)	⑪	CONVENTIONAL HANGAR (FUTURE)
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④	CITY OWNED CONVENTIONAL HANGAR (EXISTING)	⑬	LINN COUNTY FAIR & EXPO CENTER
⑤	TENANT OWNED CONVENTIONAL HANGAR (EXISTING)	⑭	AIRCRAFT APRON (EXISTING)
⑥	CITY OWNED T-HANGAR (EXISTING)	⑮	AIRCRAFT PARKING APRON (FUTURE)
⑦	TENANT OWNED T-HANGAR (EXISTING)	⑯	HELICOPTER PARKING POSITION (FUTURE)
⑧	AVIATION FUEL STORAGE / SELF FUELING AREA	⑰	AIRFIELD ELECTRICAL BUILDING
⑨	CITY MAINTENANCE BUILDING	⑱	AIRCRAFT FUEL APRON (FUTURE)

NON STANDARD CONDITIONS

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LEGEND

	EXISTING	FUTURE
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AIRCRAFT PARKING LINE (APL)	APL (E)	APL (F)
AIRPORT PROPERTY LINE		
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OBSTACLE FREE ZONE (OFZ)		
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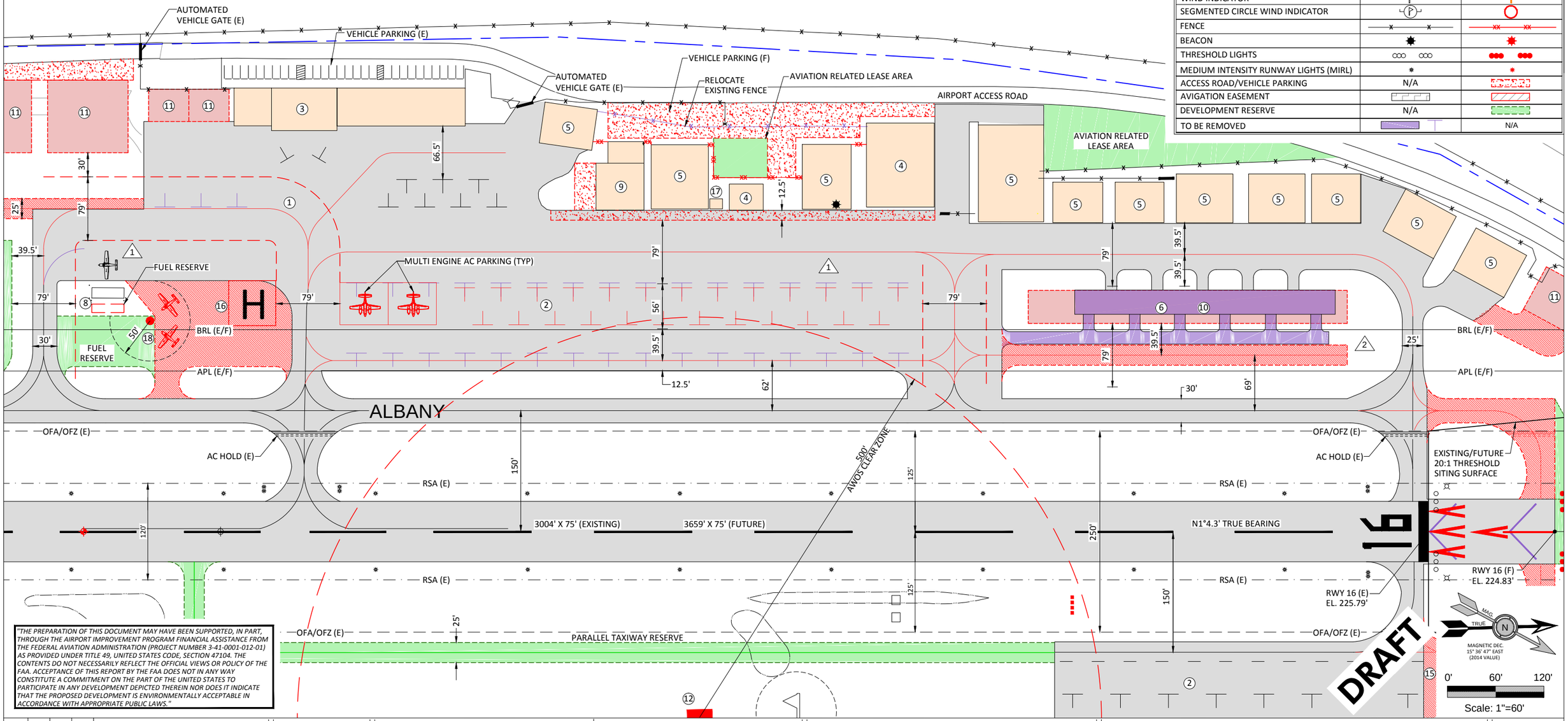
VISUAL GUIDANCE INDICATORS	(VASI)	(PAPI)
WIND INDICATOR		
SEGMENTED CIRCLE WIND INDICATOR		
FENCE		
BEACON		
THRESHOLD LIGHTS		
MEDIUM INTENSITY RUNWAY LIGHTS (MIRL)		
ACCESS ROAD/VEHICLE PARKING	N/A	
AVIGATION EASEMENT		
DEVELOPMENT RESERVE	N/A	
TO BE REMOVED		N/A



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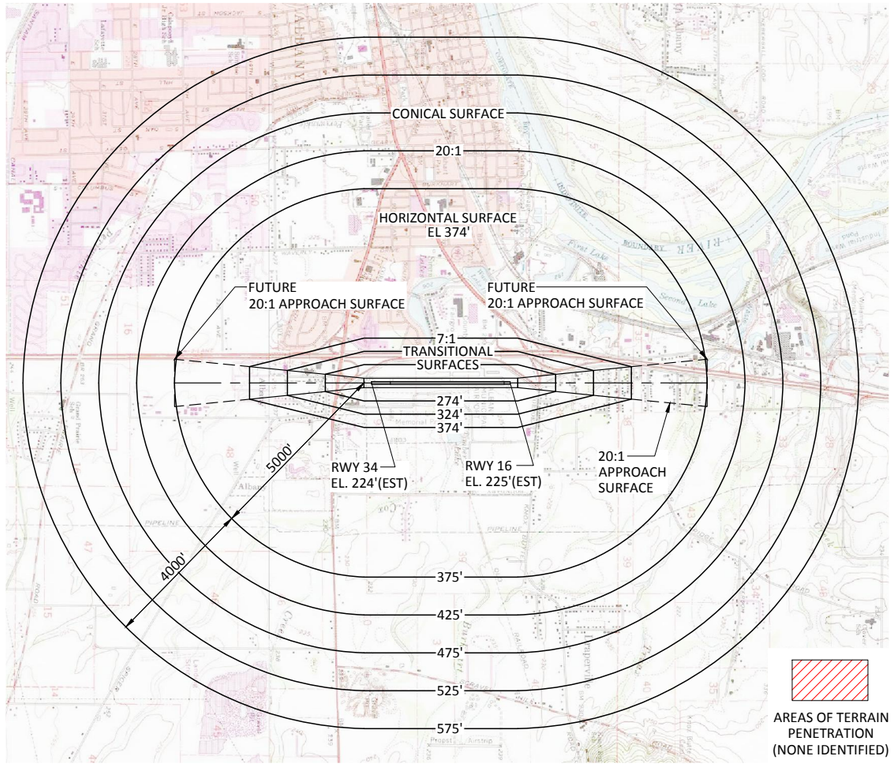
DATE: SEPTEMBER 2014		PROJECT NO: 12431002.01	

ALBANY MUNICIPAL AIRPORT

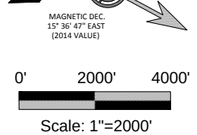
TERMINAL AREA PLAN

FIGURE NO. -

SHEET NO. 4 OF 12



FAR PART 77 PLAN VIEW



0' 2000' 4000'

Scale: 1"=2000'

RUNWAY 16/34

FAR PART 77 DIMENSIONAL STANDARDS

RUNWAY ULTIMATE LENGTH = 3659' (DECLARED DIST.)
RUNWAY TYPE = B-I (SMALL)
PRIMARY SURFACE WIDTH = 250'
APPROACH SURFACE INNER WIDTH = 250'
APPROACH SURFACE OUTER WIDTH = 1,250'
APPROACH SURFACE LENGTH = 5,000'
RADIUS OF HORIZONTAL SURFACE = 5,000'
APPROACH SLOPE = 20:1

NOTES:

1. DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE ULTIMATE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCE FROM RUNWAY END TO BEGINNING OF APPROACH.
2. FUTURE FAR PART 77 APPROACH DEPICTED; EXISTING THRESHOLD LOCATIONS MAINTAINED TO PROVIDE APPROACH OBSTRUCTION CLEARANCE.

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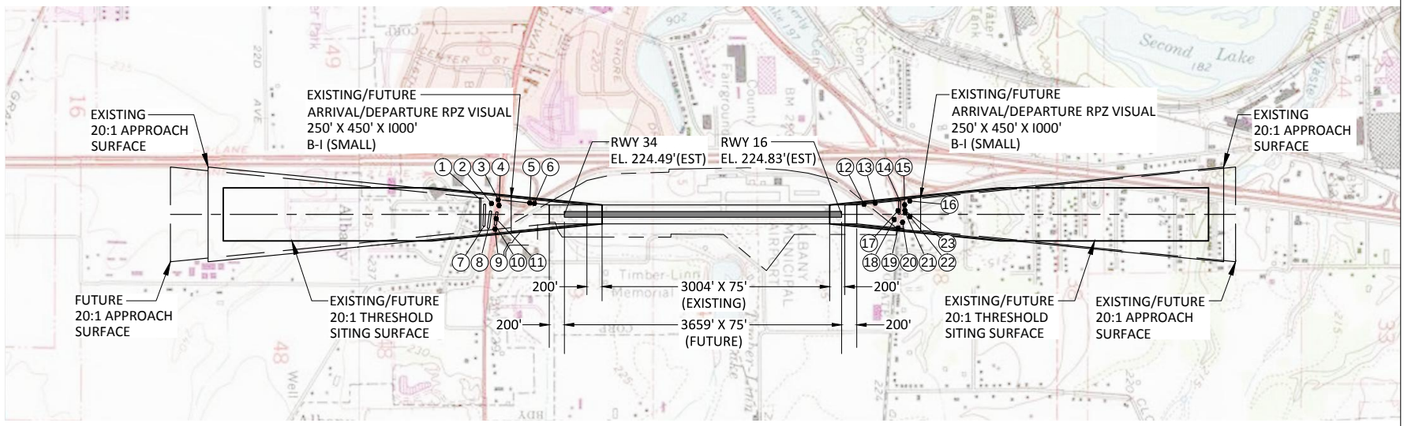
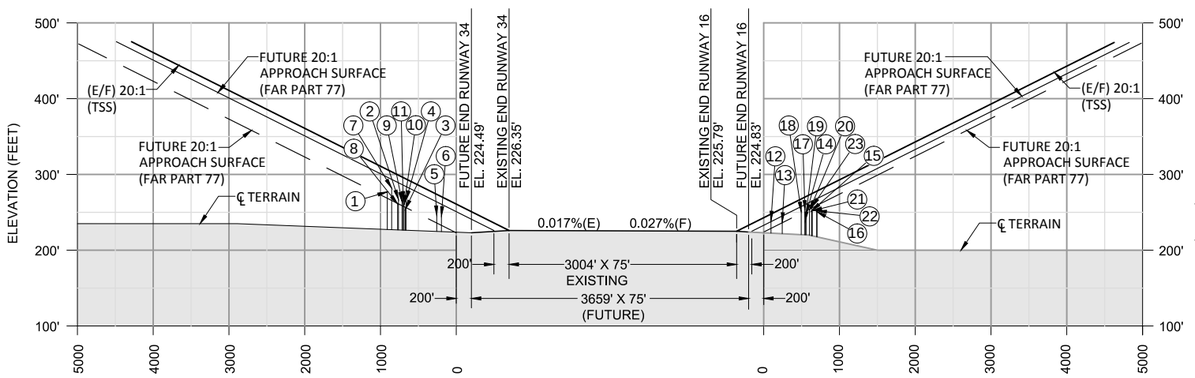


RUNWAY 16-34 PLAN VIEW

0' 1000' 2000'

Scale: 1"=1000'



0' 100' 200'

SCALE OF FEET
VERTICAL SCALE 1"=100'

RUNWAY 16-34 PROFILE VIEW

0' 1000' 2000'

SCALE OF FEET
HORIZONTAL SCALE 1"=1000'

FUTURE RUNWAY TO BE CONFIGURED WITH DISPLACED THRESHOLDS AT BOTH ENDS. EXISTING RUNWAY THRESHOLD LOCATIONS TO BE MAINTAINED FOR OBSTRUCTION CLEARANCE (20:1). RUNWAY LENGTHS AVAILABLE FOR TAKEOFF AND LANDING WILL BE DETERMINED BY DECLARED DISTANCES (TO BE PUBLISHED IN A/FD), AND WILL BE LESS THAN FULL RUNWAY LENGTH LISTED.

DRAFT

OBSTRUCTION CHART

NO.	ITEM	PART 77 SURFACE	MSL ELEV (EST.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
1	POWER POLES/LINES	APPROACH (RWY 34)	277'±	0' - 217' L&R	1,112'	8.5'	NO	DISP. THRESHOLD/TSS
2	STREET/TRAFFIC LIGHT	APPROACH (RWY 34)	267'	145' L	963'	6'	NO	DISP. THRESHOLD/TSS
3	SE SANTIAM HWY	APPROACH (RWY 34)	254'	193' L	873'	NONE	NO	DISP. THRESHOLD/TSS
4	STREET/TRAFFIC LIGHT	APPROACH (RWY 34)	266'	117' L	863'	10'	NO	DISP. THRESHOLD/TSS
5	INTERSTATE 5 OFF-RAMP	APPROACH (RWY 34)	246'	151' L	457'	10'	NO	DISP. THRESHOLD/TSS
6	INTERSTATE 5 ON-RAMP	APPROACH (RWY 34)	245'	145' L	396'	12'	NO	DISP. THRESHOLD/TSS
7	TREES	APPROACH (RWY 34)	282'±	135' L - 159' R	1052' - 1062'	16.5'±	NO	DISP. THRESHOLD/TSS
8	TREES	APPROACH (RWY 34)	261'±	45' L - 187' R	973' - 1004'	NONE	NO	DISP. THRESHOLD/TSS
9	STREET LIGHT	APPROACH (RWY 34)	264'	194' R	915'	5'	NO	DISP. THRESHOLD/TSS
10	TREES	APPROACH (RWY 34)	260'±	33' L - 145' R	889' - 913'	2.5'	NO	DISP. THRESHOLD/TSS
11	STREET LIGHT	APPROACH (RWY 34)	265'	57' R	900'	7'	NO	DISP. THRESHOLD/TSS
12	AIRPORT ACCESS ROAD	APPROACH (RWY 16)	239'	135' R	296'	10'	YES	DISP. THRESHOLD/TSS

OBSTRUCTION CHART

NO.	ITEM	PART 77 SURFACE	MSL ELEV (EST.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
13	INTERSTATE 5 OFF-RAMP	APPROACH (RWY 16)	237'	150' R	444'	1'	NO	DISP. THRESHOLD/TSS
14	TREES	APPROACH (RWY 16)	248'±	0' - 179' R	759'	NONE	NO	DISP. THRESHOLD/TSS
15	STREET LIGHT	APPROACH (RWY 16)	252'	126' R	832'	NONE	NO	DISP. THRESHOLD/TSS
16	STREET LIGHT	APPROACH (RWY 16)	251'	177' R	899'	NONE	NO	DISP. THRESHOLD/TSS
17	STREET LIGHT	APPROACH (RWY 16)	253'	48' R	743'	2'	NO	DISP. THRESHOLD/TSS
18	STREET LIGHT	APPROACH (RWY 16)	251'	69' L	694'	2'	NO	DISP. THRESHOLD/TSS
19	E KNOX BUTTE ROAD	APPROACH (RWY 16)	238'	180' L	747'	NONE	NO	DISP. THRESHOLD/TSS
20	STREET LIGHT	APPROACH (RWY 16)	253'	104' L	804'	NONE	NO	DISP. THRESHOLD/TSS
21	STREET LIGHT	APPROACH (RWY 16)	252'	19' R	840'	NONE	NO	DISP. THRESHOLD/TSS
22	STREET LIGHT	APPROACH (RWY 16)	252'	29' L	903'	NONE	NO	DISP. THRESHOLD/TSS
23	TREE	APPROACH (RWY 16)	257'	53' R	835'	1'	NO	DISP. THRESHOLD/TSS

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ALBANY MUNICIPAL AIRPORT

AIRPORT AIRSPACE PLAN (FAR PART 77)

FIGURE NO. -

SHEET NO. 5 OF 12

OBSTRUCTION CHART

NO.	ITEM	PART 77 SURFACE	MSL ELEV (EST.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
12	AIRPORT ACCESS ROAD	APPROACH (RWY 16)	239'	135' R	296'	10'	YES	DISP. THRESHOLD/TSS
13	INTERSTATE 5 OFF-RAMP	APPROACH (RWY 16)	237'	150' R	444'	1'	NO	DISP. THRESHOLD/TSS
14	TREES	APPROACH (RWY 16)	248'±	0' - 179' R	759'	NONE	NO	DISP. THRESHOLD/TSS
15	STREET LIGHT	APPROACH (RWY 16)	252'	126' R	832'	NONE	NO	DISP. THRESHOLD/TSS
16	STREET LIGHT	APPROACH (RWY 16)	251'	177' R	899'	NONE	NO	DISP. THRESHOLD/TSS
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19	E KNOX BUTTE ROAD	APPROACH (RWY 16)	238'	180' L	747'	NONE	NO	DISP. THRESHOLD/TSS
20	STREET LIGHT	APPROACH (RWY 16)	253'	104' L	804'	NONE	NO	DISP. THRESHOLD/TSS
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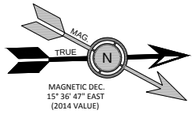
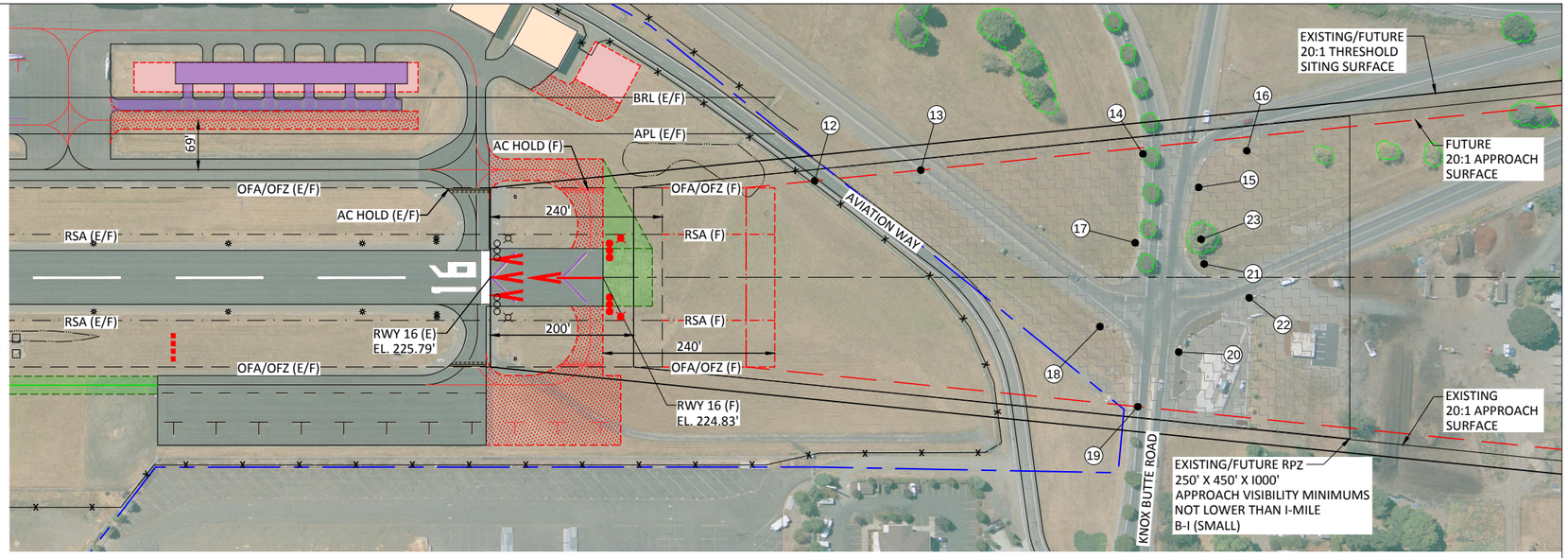
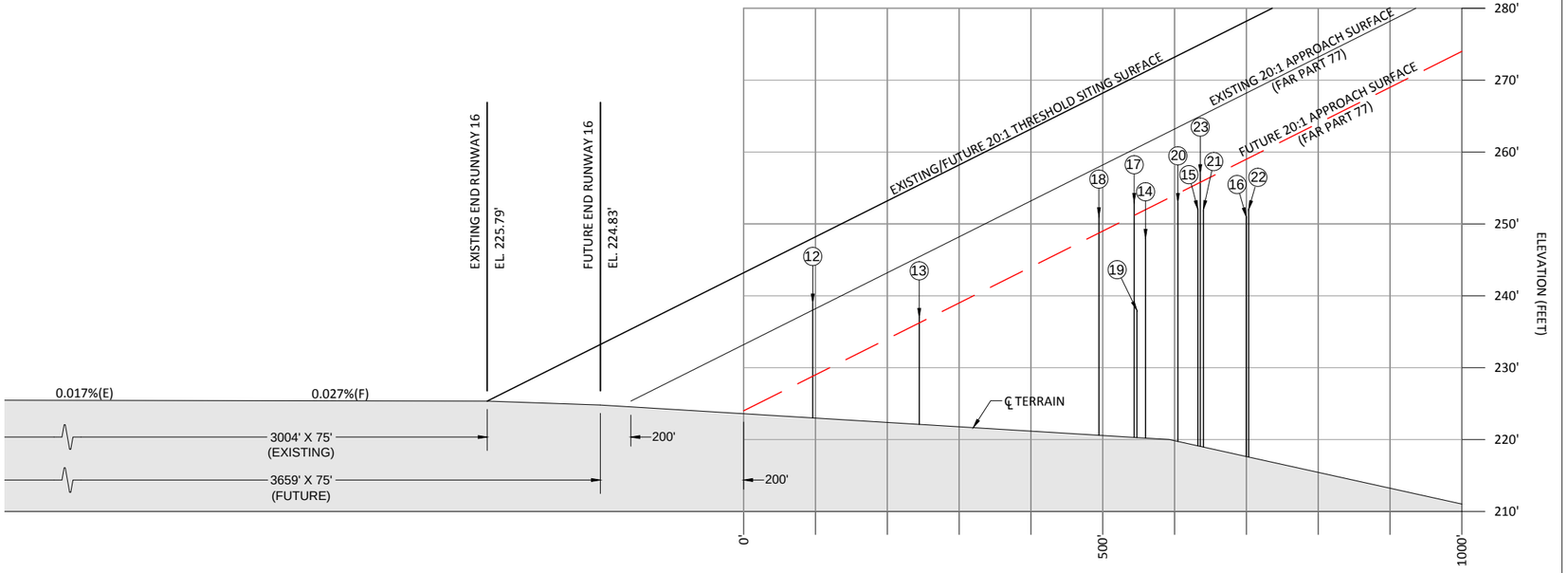
22	STREET LIGHT	APPROACH (RWY 16)	252'	29' L	903'	NONE	NO	DISP. THRESHOLD/TSS
23	TREE	APPROACH (RWY 16)	257'	53' R	835'	1'	NO	DISP. THRESHOLD/TSS





RUNWAY 16 PLAN VIEW

0' 100' 200'
Scale: 1"=100'



RUNWAY 16 PROFILE VIEW

0' 10' 20'
Vertical Scale: 1"=10'

0' 100' 200'
Horizontal Scale: 1"=100'

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ALBANY MUNICIPAL AIRPORT

RUNWAY 16 RPZ AND INNER APPROACH PLAN AND PROFILE

FIGURE NO.
-

SHEET NO.
6 OF 12

OBSTRUCTION CHART

NO.	ITEM	PART 77 SURFACE	MSL ELEV (EST.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
1	POWER POLES/LINES	APPROACH (RWY 34)	277'±	0' - 217' L&R	1,112'	8.5'	NO	DISP. THRESHOLD/TSS
2	STREET/TRAFFIC LIGHT	APPROACH (RWY 34)	267'	145' L	963'	6'	NO	DISP. THRESHOLD/TSS
3	SE SANTIAM HWY	APPROACH (RWY 34)	254'	193' L	873'	NONE	NO	DISP. THRESHOLD/TSS
4	STREET/TRAFFIC LIGHT	APPROACH (RWY 34)	266'	117' L	863'	10'	NO	DISP. THRESHOLD/TSS
5	INTERSTATE 5 OFF-RAMP	APPROACH (RWY 34)	246'	151' L	457'	10'	NO	DISP. THRESHOLD/TSS
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8	TREES	APPROACH (RWY 34)	261'±	45' L - 187' R	973' - 1004'	NONE	NO	DISP. THRESHOLD/TSS
9	STREET LIGHT	APPROACH (RWY 34)	264'	194' R	915'	5'	NO	DISP. THRESHOLD/TSS
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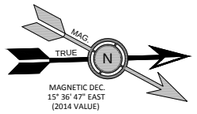
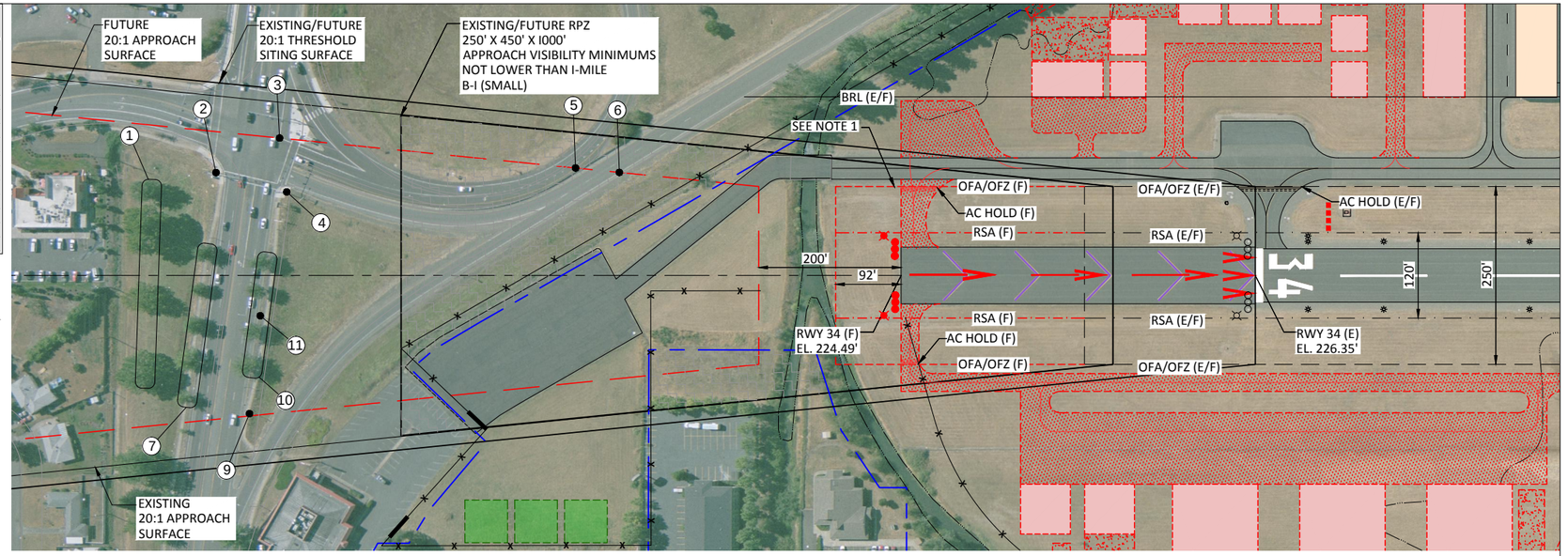
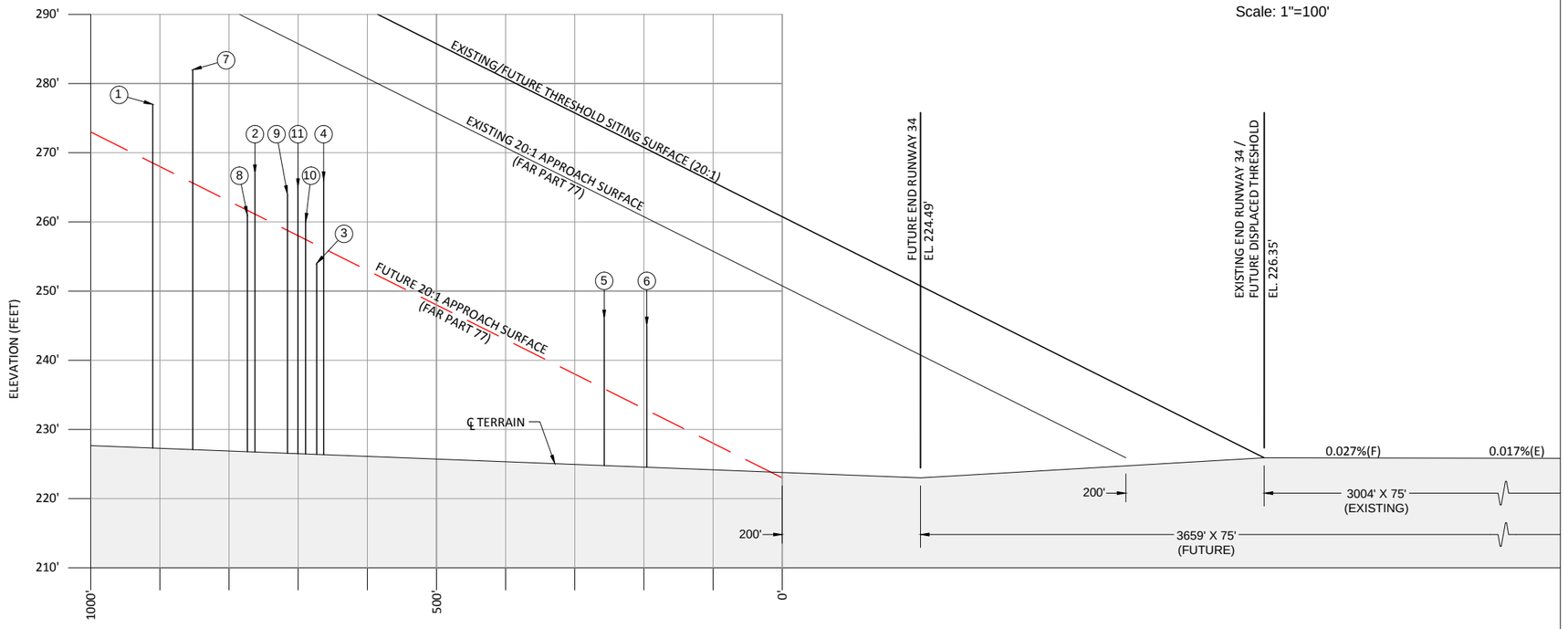




RUNWAY 34 PLAN VIEW

0' 100' 200'
Scale: 1"=100'



0' 10' 20'
Vertical Scale: 1"=10'

RUNWAY 34 PROFILE VIEW

0' 100' 200'
Horizontal Scale: 1"=100'

NOTES:

1. THE PORTION OF THE RUNWAY SAFETY AREA (RSA), OBJECT FREE AREA (OFA), AND OBSTACLE FREE ZONE (OFZ) LOCATED ALONG THE SIDES OF THE RUNWAY, SOUTH OF THE RUNWAY 34 THRESHOLD (FUTURE DISPLACED THRESHOLD) IS AVAILABLE FOR TAKEOFF ON RUNWAY 34; ONLY 240' OF RSA AND OFA AND 200 FEET OF OFZ LOCATED SOUTH OF RUNWAY 34 THRESHOLD IS AVAILABLE FOR RUNWAY 16 TAKEOFF CALCULATIONS. THE SOUTHERN SECTION OF THE RSA BEYOND RUNWAY PAVEMENT IS LIMITED BY TERRAIN.

2. FUTURE DECLARED DISTANCES FOR TAKEOFF (TORA, TODA) ON BOTH RUNWAY ENDS ARE LIMITED BY THE CURRENT LOCATION OF THE DEPARTURE RPZ IN ORDER TO CONFORM TO FAA INTERIM GUIDANCE ON INCOMPATIBLE LAND USES WITHIN RPZ'S. A FUTURE CHANGE IN FAA GUIDANCE/RPZ POLICY MAY ALLOW CHANGES TO RPZ LOCATIONS AND AN INCREASE IN TAKEOFF DECLARED DISTANCES.

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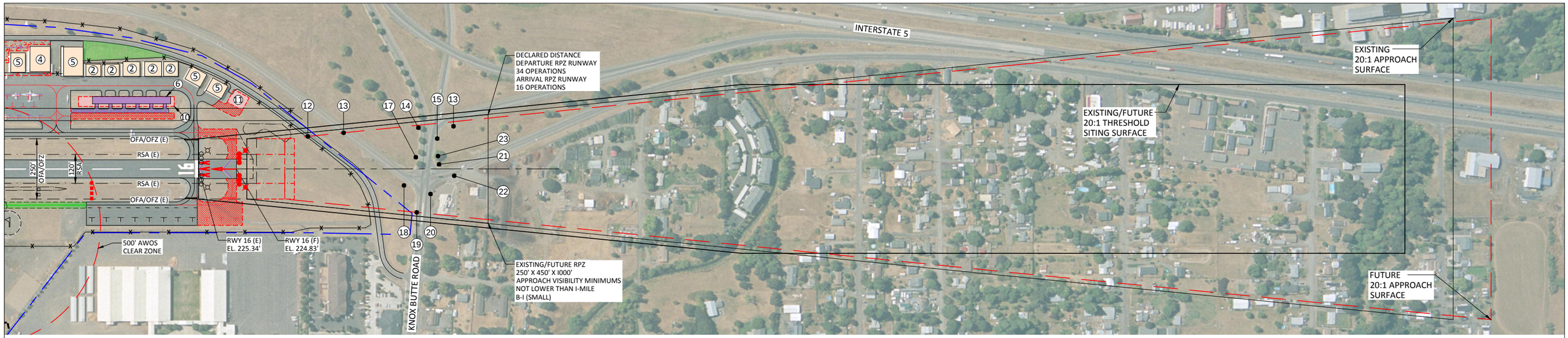
ALBANY MUNICIPAL AIRPORT

RUNWAY 34 RPZ AND INNER APPROACH PLAN AND PROFILE

FIGURE NO.
-

SHEET NO.
7 OF 12

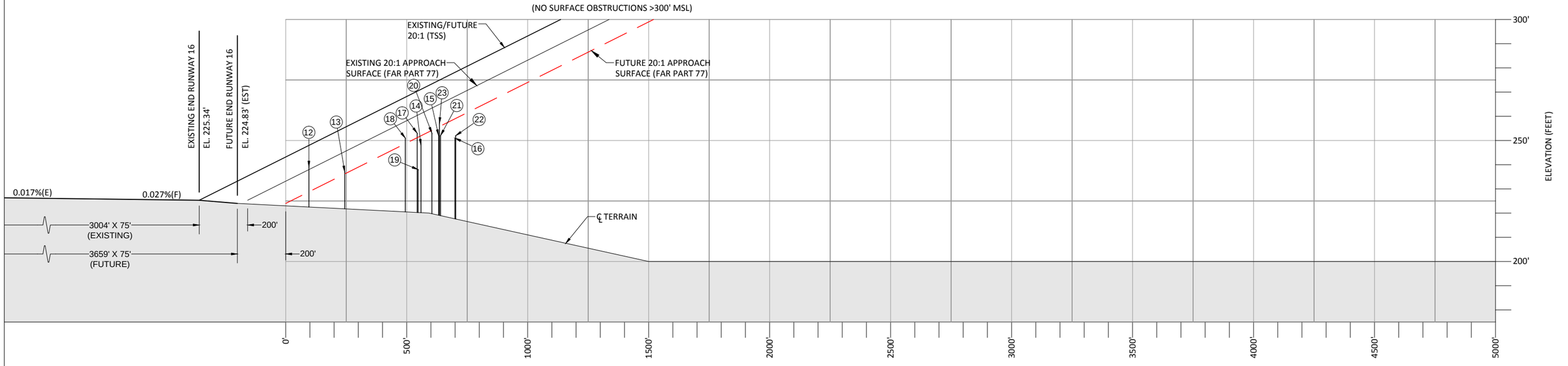


MAG
TRUE
N
MAGNETIC DEC.
15° 36' 47" EAST
(2014 VALUE)

0' 200' 400'
Scale: 1"=200'

RUNWAY 16 PLAN VIEW

NOTE:
1. SEE AIRPORT LAYOUT PLAN (SHEET 3) FOR FULL LEGEND AND FACILITY / BUILDING KEY.



0' 10' 20'
Vertical Scale: 1"=10'

RUNWAY 16 PROFILE VIEW

0' 200' 400'
Horizontal Scale: 1"=200'

DRAFT

NOTES:
1. DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE ULTIMATE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCE FROM RUNWAY END TO BEGINNING OF APPROACH.
3. COMPLETE OBSTRUCTION CHART IS LOCATED ON THE AIRPORT LAYOUT PLAN (SHEET 3).

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ALBANY MUNICIPAL AIRPORT

RUNWAY 16 APPROACH PLAN AND PROFILE

FIGURE NO.
-

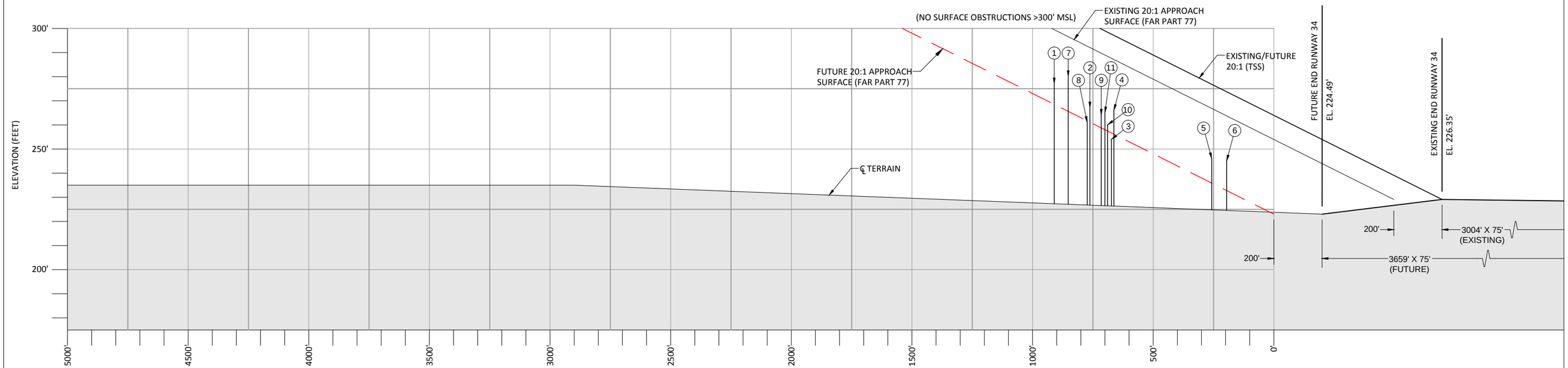
SHEET NO.
8 OF 12

MAG.
TRUE
N
MAGNETIC DEC.
15° 36' 47" EAST
(2014 VALUE)

0' 200' 400'
Scale: 1"=200'

RUNWAY 34 PLAN VIEW

NOTE:
1. SEE AIRPORT LAYOUT PLAN (SHEET 3) FOR FULL LEGEND AND FACILITY / BUILDING KEY.



0' 10' 20'
Vertical Scale: 1"=10'

RUNWAY 34 PROFILE VIEW

0' 200' 400'
Horizontal Scale: 1"=200'

DRAFT

NOTES:
1. DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE ULTIMATE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCE FROM RUNWAY END TO BEGINNING OF APPROACH.
3. COMPLETE OBSTRUCTION CHART IS LOCATED ON THE AIRPORT LAYOUT PLAN (SHEET 3).

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APPROVAL DATE: _____
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CENTURY WEST ENGINEERING CORPORATION
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DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	SLK	AS SHOWN
DATE: SEPTEMBER 2014		PROJECT NO: 12431002.01	

ALBANY MUNICIPAL AIRPORT

RUNWAY 34 APPROACH PLAN AND PROFILE

FIGURE NO.
-

SHEET NO.
9 OF 12

LEGEND

- RUNWAY PROTECTION ZONE
- APPROACH SURFACE
- AIRPORT PROPERTY LINE (EXISTING)
- FLIGHT TRACKS
- ALBANY MUNICIPAL AIRPORT HISTORIC DISTRICT
- ON AIRPORT DEVELOPMENT AREA BOUNDARY
- BUILDINGS (FUTURE)

CITY OF ALBANY ZONING

- LI — LIGHT INDUSTRIAL
- RC — REGIONAL COMMERCIAL

NOTES:

1. EXISTING RUNWAY THRESHOLDS TO BE MAINTAINED IN FUTURE RUNWAY CONFIGURATION (AS DISPLACED THRESHOLDS) W/ 20:1 APPROACH SLOPES (THRESHOLD SITING SURFACES).
2. EXISTING RUNWAY PROTECTION ZONES (RPZ) LOCATIONS WILL BE MAINTAINED FOR FUTURE RUNWAY CONFIGURATION. USE OF DECLARED DISTANCES (PER AC 150/5300-13A) WILL DETERMINE USEABLE RUNWAY LENGTHS FOR TAKEOFF AND LANDING (SEE SHEET 2 FOR DIMENSIONS).
3. AVIGATION EASEMENTS FOR EXISTING RPZ'S WILL REMAIN IN EFFECT FOR FUTURE RUNWAY CONFIGURATION.
4. HISTORIC OVERLAY DISTRICT DESIGNATED FOR PORTION OF THE AIRPORT, PER ALBANY DEVELOPMENT CODE (ARTICLE 7).
5. AIRPORT APPROACH DISTRICT ADOPTED FOR AIRPORT, PER ALBANY DEVELOPMENT CODE (SECTION 4.4).

AIRPORT ROAD
INTERSTATE 5
SANTIAM HWY.
FUTURE AVIATION USE/ RESERVE
FUTURE NON AERONAUTICAL USE
AVIATION WAY
EXISTING/FUTURE AIRCRAFT STORAGE
FUTURE AVIATION USE
FUTURE 20:1 APPROACH SURFACE (FAR PART 77)
EXISTING/FUTURE ARRIVAL/DEPARTURE RPZ VISUAL 250' X 450' X I000' B-I (SMALL)
AIRCRAFT STORAGE
LI
AIRCRAFT PARKING
FUTURE 20:1 APPROACH SURFACE (FAR PART 77)
EXISTING 20:1 APPROACH SURFACE (FAR PART 77)
RWY 34 (E) EL. 226.35'
FUTURE APRON RESERVE
ALBANY
RUNWAY 16/34 3004'X75'(E) 3659'X75'(F)
34
16
RWY 16 (E) EL. 225.79'
RC
RWY 34 (F) EL. 224.49'
LI
FUTURE WEATHER EQUIPMENT (AWOS)
500' AWOS CLEAR ZONE
FUTURE APRON
RWY 16 (F) EL. 224.83'
EXISTING 20:1 APPROACH SURFACE (FAR PART 77)
EXISTING/FUTURE ARRIVAL/DEPARTURE RPZ VISUAL 250' X 450' X I000' APPROACH VISIBILITY MINIMUMS NOT LOWER THAN I-MILE B-I (SMALL)
PRICE ROAD
FUTURE AVIATION USE
AWOS CLEAR ZONE (NO NEW STRUCTURES W/O FAA ANALYSIS)
TIMBER-LINN PARK
LINN COUNTY FAIR AND EXPO CENTER

DRAFT

MAG
TRUE
N
MAGNETIC DEC. 15° 36' 47" EAST (2014 VALUE)

0' 200' 400'

Scale: 1"=200'

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DATE: SEPTEMBER 2014		PROJECT NO: 12431002.01	

ALBANY MUNICIPAL AIRPORT

ON-AIRPORT LAND USE PLAN

FIGURE NO. -

SHEET NO. 10 OF 12

LEGEND

ZONING BOUNDARY

RUNWAY PROTECTION ZONE

APPROACH SURFACE

AIRPORT PROPERTY LINE (EXISTING)

65 DNL — NOISE CONTOURS

FLIGHT TRACKS

CITY OF ALBANY ZONING

CITY	CITY ZONE
R	RESIDENTIAL (SINGLE FAMILY, MULTI FAMILY, ETC)
UGM	URBAN GROWTH MANAGEMENT
EFU	EXCLUSIVE FARM USE
C	COMMERCIAL (COMMUNITY COMMERCIAL, REGIONAL COMMERCIAL, ECT)
LI	LIGHT INDUSTRIAL
IP	INDUSTRIAL PARK
RC	REGIONAL COMMERCIAL

CITY OF ALBANY COMPREHENSIVE PLAN LAND USE DESIGNATIONS

P/SP	PUBLIC AND SEMI PUBLIC

NOTE:
1. FUTURE USEABLE RUNWAY LENGTHS TO BE LIMITED BY DECLARED DISTANCES. RUNWAY TO BE CONFIGURED WITH DISPLACED THRESHOLDS TO MAINTAIN EXISTING APPROACH OBSTRUCTION CLEARANCE.

EXISTING 20:1 APPROACH SURFACE

EXISTING / FUTURE ARRIVAL/DEPARTURE RPZ VISUAL 250' X 450' X I000' B-I (SMALL)

RWY 34 EL. 224.49'

INTERSTATE 5

RWY 16 EL. 224.83'

EXISTING / FUTURE ARRIVAL/DEPARTURE RPZ VISUAL 250' X 450' X I000' B-I (SMALL)

EXISTING 20:1 APPROACH SURFACE

65 DNL
70 DNL
75 DNL
75 DNL
70 DNL
65 DNL

3004' X 75' (EXISTING)

3659' X 75' (FUTURE)

200'

200'

FUTURE 20:1 APPROACH SURFACE (SEE NOTE 1)

FUTURE 20:1 APPROACH SURFACE (DECLARED DIST.)

MAG. TRUE N

MAGNETIC DEC. 15° 36' 47" EAST (2014 VALUE)

0' 600' 1200'

Scale: 1"=600'

DRAFT

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ALBANY MUNICIPAL AIRPORT

OFF-AIRPORT LAND USE PLAN W/2032 NOISE CONTOURS

FIGURE NO. -

SHEET NO. 11 OF 12

LAND DATA TABLE (ON AIRPORT)

PARCEL	GRANTOR	ACRES	TAXLOT MAP ID #	INTEREST	FED. AGREEMENT	NOTES
1	CITY OF ALBANY	185.12	11S03W04D00100	FEE	N/A	
1A	CITY OF ALBANY	6.25	11S03W04D00100	FEE	N/A	PROPERTY LINE ADJUSTMENT TO CORRECT AIRPORT BOUNDARY NO CHANGE IN OWNERSHIP (CITY)
1B	MEYER CREST, LTD.	2.80	10S03W33DC07202	FEE	N/A	2.8 ACRE PARCEL DONATED TO CITY OF ALBANY (11/15/2010)

LAND DATA TABLE (OFF AIRPORT)

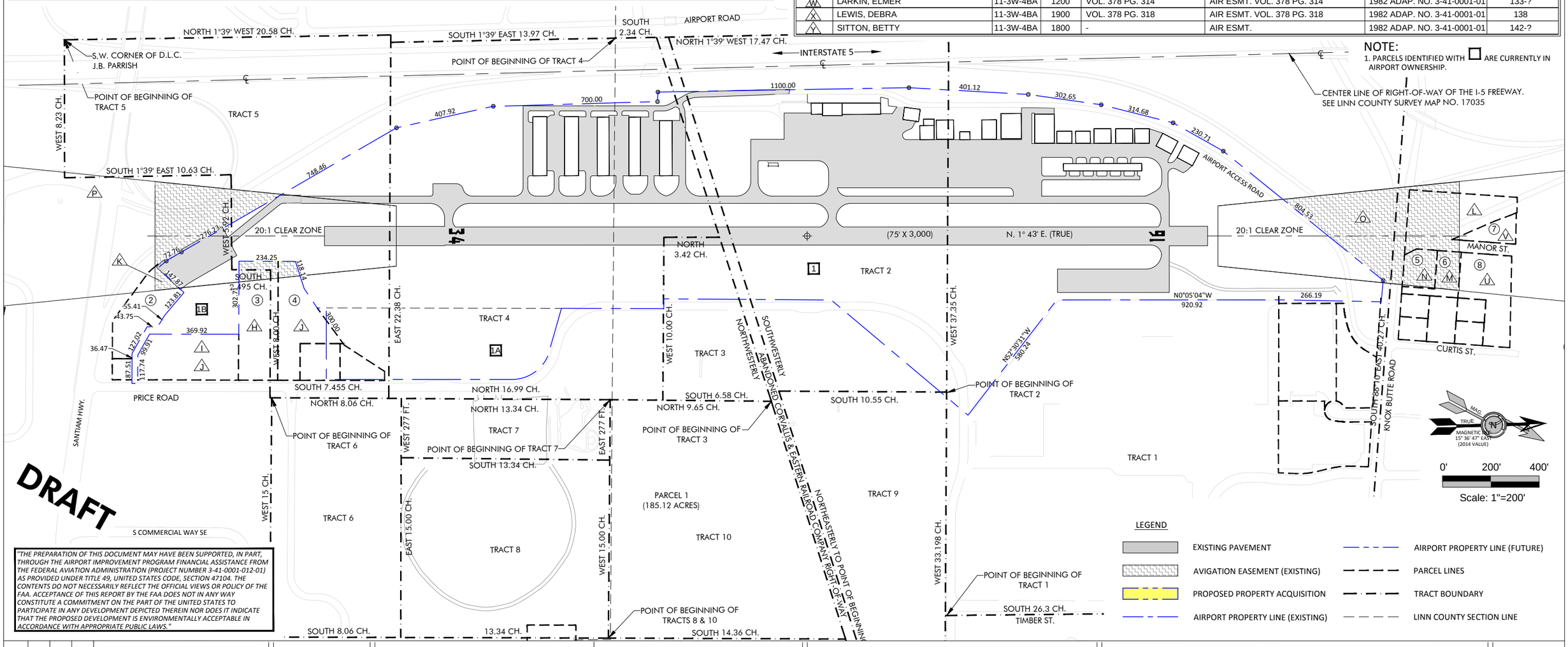
PARCEL	GRANTOR	ACRES	TAXLOT ID #	INTEREST	FED. AGREEMENT	NOTES
2	YANG WEIYU	1.21	11S03W09B00400	NONE	N/A	
3	VIRK HOTELS LLC	1.90	11S03W09B00201	NONE	N/A	
4	SERENITY LANE HEALTH SERVICES	1.61	11S03W09B00101	NONE	N/A	
5	BARNA RANDY	NA	11S03W04BA02300	NONE	N/A	
6	BARNA RANDY	NA	11S03W04BA0220	NONE	N/A	
7	BARNA WILLIAM E & FAYE I TR	NA	11S03W04BA02000	NONE	N/A	
8	BARNA RANDY	NA	11S03W04BA02100	NONE	N/A	

AVIGATION EASEMENTS

PARCEL	OWNER	COUNTY MAP NO.	TAX LOT NO.	RECORDING INFO.	INTEREST	FEDERAL AGREEMENTS	PAGE
G	OREGON STATE HWY. COMMISSION	11-3W-9B	101	BOOK 273 PG. 364	AIR ESMT. BOOK 257 PG. 398		83-84, 85-91

AVIGATION EASEMENTS

PARCEL	OWNER	COUNTY MAP NO.	TAX LOT NO.	RECORDING INFO.	INTEREST	FEDERAL AGREEMENTS	PAGE
H	OREGON STATE HWY. COMMISSION	11-3W-9B	201	BOOK 272 PG. 731	AIR ESMT. BOOK 280 PG. 387 AIR ESMT. BOOK 282 PG. 215	ADAP. NO. 9-35-001-6204	92, 93-94, 95-96
I	SWEPT WING MOTEL	11-3W-9B	200	BOOK 347 PG. 702	AIR ESMT. BOOK 280 PG. 391	ADAP. NO. 9-35-001-6204	97-99, 100
J	SWEPT WING MOTEL	11-3W-9B	202	BOOK 347 PG. 702	AIR ESMT. BOOK 280 PG. 391	ADAP. NO. 9-35-001-6204	97-99, 100
K	SWEPT WING MOTEL	11-3W-9B	301	BOOK 314 PG. 358	AIR ESMT. BOOK 280 PG. 392	ADAP. NO. 9-35-001-6204	101-102
L	OREGON STATE HWY. COMMISSION	11-3W-4BA	301	VOL. 125 PG. 540 & 541	AIR ESMT. BOOK 276 PG. 269,270,271	ADAP. NO. 9-35-001-6204	103-?, 105-?, 108
M	CLAYPOOL, VIOLET M.	11-3W-4BA	2200	MF 159-196	AIR ESMT. BOOK 280 PG. 389	ADAP NO. 9-35-001-6204	109, 110-?, 112-?
N	SHALIMAR PROPERTIES, INC.	11-3W-4BA	2300	VOL. 137 PG. 914	AIR ESMT. BOOK 275 PG. 623	ADAP NO. 9-35-001-6204	117-?, 120-?
O	OREGON STATE HWY. COMMISSION	11-3W-4BA	NONE	OREGON STATE HWY. COM.	AIR ESMT. VOL. 389, PG. 79-81	1982 ADAP. NO. 3-41-0001-01	147-?
P	OREGON STATE HWY. COMMISSION	11-3W-9B	NONE	OREGON STATE HWY. COM.	AIR ESMT. VOL. 389. PG. 90-92	1982 ADAP. NO. 3-41-0001-01	151-?
Q	PRICE, CLARK	11-3W-9A 11-3W-4D	-	BOOK 151 PG. 565	POWER EASEMENT	NONE	122
R	CITY OF ALBANY	11-3W-rD	NONE	NONE	ABANDONED RAILROAD EASEMENT	NONE	123-125
S	OREGON STATE HWY. COMMISSION	11-3W-9B	101	BOOK 273 PG. 364	FUTURE FEE TITLE PURCHASE	1982 ADAP. NO. 3-41-0001-01	83-84
T	OREGON STATE HWY. COMMISSION	11-3W-9B	201	BOOK 272 PG. 731	FUTURE FEE TITLE PURCHASE	1982 ADAP. NO. 3-41-0001-01	92
U	K.C. CONSTRUCTION	11-3W-4BA	2100	VOL. 299 PG. 386	AIR ESMT. VOL. 378 PG. 310	1982 ADAP. NO. 3-41-0001-01	127-?
V	TRIPP, RODNEY W.	11-3W-4BA	2000	VOL. 125 PG. 540	AIR ESMT.	1982 ADAP. NO.	132
W	LARKIN, ELMER	11-3W-4BA	1200	VOL. 378 PG. 314	AIR ESMT. VOL. 378 PG. 314	1982 ADAP. NO. 3-41-0001-01	133-?
X	LEWIS, DEBRA	11-3W-4BA	1900	VOL. 378 PG. 318	AIR ESMT. VOL. 378 PG. 318	1982 ADAP. NO. 3-41-0001-01	138
Y	SITTON, BETTY	11-3W-4BA	1800	-	AIR ESMT.	1982 ADAP. NO. 3-41-0001-01	142-?



NOTE:
1. PARCELS IDENTIFIED WITH ☐ ARE CURRENTLY IN AIRPORT OWNERSHIP.

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LEGEND

- EXISTING PAVEMENT
- AVIGATION EASEMENT (EXISTING)
- PROPOSED PROPERTY ACQUISITION
- AIRPORT PROPERTY LINE (EXISTING)
- AIRPORT PROPERTY LINE (FUTURE)
- PARCEL LINES
- TRACT BOUNDARY
- LINN COUNTY SECTION LINE

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ALBANY MUNICIPAL AIRPORT

EXHIBIT "A" AIRPORT PROPERTY PLAN

FIGURE NO. -

SHEET NO. 12 OF 12