Chapter 8 – Airport Layout Plan Drawings

Introduction

The options that were considered for the long-term development of Lexington Airport in Chapter 5 resulted in the selection of a preferred alternative. The preferred alternative has been incorporated into the Airport Layout Plan drawings, which are depicted 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 8/26 Approach Plan and Profile
- Sheet 7 – Runway 8/26 RPZ Inner Approach Plan and Profile
- Sheet 8 – Runway 8 Approach Surface Plan and Profile
- Sheet 9 – Runway 26 Approach Surface Plan and Profile
- Sheet 10 – Airport Land Use Plan
- Sheet 11 – 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 was 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 Morrow County 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 Airport 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, wind roses, 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. Runway 8/26 is recommended to receive a sealcoat; nonprecision instrument markings, relocate the current aircraft hold position markings and associated mandatory hold signs, install runway end identifier lights on both ends of the runway, runway object free area grading project, and construct a new runway exit during 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. Demand for facilities identified as development reserves, is not anticipated to occur in the current 20-year planning period and therefore the corresponding projects are not included in the Airport Master Plan CIP. A change of events that could move a development reserve into an actual project would require updated planning and coordination with FAA.

TERMINAL AREA PLAN DRAWINGS

A Terminal Area Plan drawing depicts facilities in the landside area located on the south side of Runway 8/26. The drawings provides additional detail for existing and new facilities. Recommended improvements include reconfigured/expanded aircraft parking apron, future hangar areas, relocated aircraft fuel area, and access road improvements.

FAR PART 77 AIRSPACE DRAWINGS

The FAR Part 77 Airspace drawings depict the protected airspace defined for Runway 8/26 in Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace*. The Airspace Plan drawings depict 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 greatest 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 by the size of aircraft using the runway and the approach capabilities of the runway.

- **Runway 8 Approach Surface:** Extends 10,000 feet from the end of the runway's primary surface. The approach surface has a slope of 34:1 and represents the horizontal distance required for each increment of vertical rise.

- **Runway 26 Approach Surface:** Extends 5,000 feet from the end of the runway's primary surface. The approach surface has a slope of 20:1 and represents the horizontal distance required for each increment of vertical rise.

- **Primary Surface:** Based on the nonprecision approach standards for an "other than utility" runway, the primary surface is 500 feet wide extending 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 8/26, the primary surface is 4,556 feet long and 500 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. Runway 8/26 has an approach transitional surface that extends upward at a 7:1 slope, extending 5,000 feet beyond the sides of the runway approach 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 of 150 feet above airport elevation. The majority of obstructions identified in the horizontal surface are trees located of airport property.

- **Conical Surface:** The conical surface extends from the outer edge of the horizontal surface at a slope of 20:1 for 4,000 feet. An area of terrain penetration is identified in the northeast section of the conical surface.

RUNWAY APPROACH SURFACE PLAN AND PROFILE DRAWINGS

The Approach Surface drawings illustrate plan and profile views of the runway approach surfaces depicted in the FAR Part 77 Airspace Plan. The drawings provide additional detail to 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 drawing for Runway 8 also depicts the threshold siting surface (TSS) that is used to mitigate obstructions (fence) to the Part 77 approach surface. As noted on the 5010 Airport Master Record, a fence located on the airport property line which protects the airport from wildlife is 8 feet above runway end elevation and 415 feet from the runway end. The appropriate applications, dimensions and slope for the TSS are defined in **FAA Advisory Circular (AC) 150/5300-13A** (paragraph 303, section b). Also illustrated on the Runway Approach Surface Plan and Profile sheets within the Airport Layout Plan, is the DOT U.S. Standard for Terminal Instrument Procedures (TERPS), with an instrument departure surface of a 40:1 slope.

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.

AIRPORT LAND USE PLAN

The Airport Land use Plan drawing depicts existing Comprehensive Plan and Zoning designations for the airport and surrounding areas. The areas of Town of Lexington and Morrow County land use jurisdiction are depicted on the drawings.

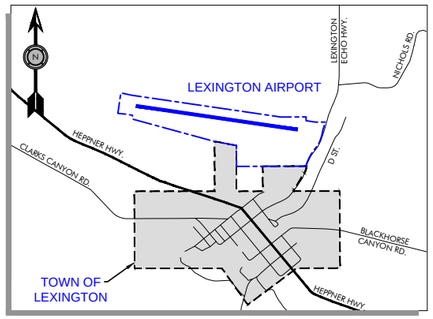
EXHIBIT "A" – AIRPORT PROPERTY PLAN

The Airport Property Plan drawing provides depicts all property owned by the County and controlled through easements associated with the airport. The drawing notes the form of ownership or control (fee simple, avigation easement, etc.) and the date of acquisition, per FAA guidelines.

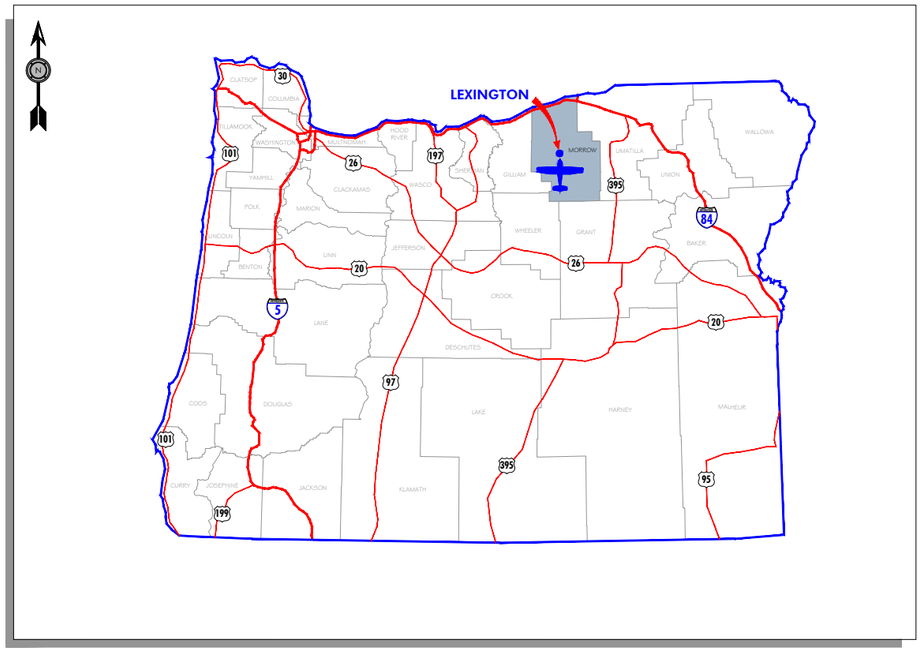
LEXINGTON AIRPORT (9S9)
MORROW COUNTY, OREGON
AIRPORT MASTER PLAN

CWEC PROJECT NO. 12414002.02
AIP NO. 3-41-0007-020-10
AIRPORT LAYOUT PLAN
MAY 2015

AERIAL PHOTO



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 8/26 APPROACH PLAN AND PROFILE
7	RUNWAY 8/26 RPZ INNER APPROACH PLAN AND PROFILE
8	RUNWAY 8 APPROACH SURFACE PLAN AND PROFILE
9	RUNWAY 26 APPROACH SURFACE PLAN AND PROFILE
10	AIRPORT LAND USE PLAN
11	EXHIBIT "A" AIRPORT PROPERTY PLAN

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DRAFT

AIRPORT DATA TABLE

DESCRIPTION		EXISTING	FUTURE
AIRPORT ELEVATION		1634.6'	SAME
AIRPORT ACREAGE		109.8	112.08
ARP COORDINATES	LAT. LONG.	N 45° 27' 14.95" W 119° 41' 25.01"	SAME
MAGNETIC DECLINATION		15°3'46"E (8/2014)	ANNUAL RATE OF CHANGE 9.6'W
MEAN MAX. DAILY TEMPERATURE		85.2°	SAME
FAA IDENTIFIER		9S9	SAME
DATUM		NAD83/NGVD88	SAME

RUNWAY DATA TABLE

	EXISTING CONDITIONS RUNWAY 8 - 26	FUTURE CONDITIONS RUNWAY 8 - 26
RUNWAY LENGTH AND WIDTH	4156' X 75'	SAME
RUNWAY LIGHTING	MIRL	SAME
RUNWAY PAVEMENT STRENGTH (LBS)	12,500 SW	SAME
RUNWAY PAVEMENT TYPE	ASPHALT	SAME
RUNWAY PERCENT WIND COVERAGE (12 MPH)	93.74%	SAME
RUNWAY PERCENT GRADIENT	1.26%	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
FAR PART 77 DESIGNATION	LARGER THAN UTILITY / NPI	SAME
NPIAS ROLE / SERVICE LEVEL	GENERAL AVIATION	SAME
TERMINAL NAVAIDS	GPS	SAME
TAXIWAY LIGHTING	REFLECTORS	SAME
TAXIWAY MARKING	BASIC	SAME

RUNWAY DATA TABLE

	EXISTING CONDITIONS	EXISTING STANDARD	FUTURE CONDITIONS	FUTURE STANDARD
RUNWAY SAFETY AREA LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	4756' X 150' 300'	4756' X 150' 300'	4756' X 150' 300'	4756' X 150' 300'
OBJECT FREE AREA LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	4756' X 500' 300'	4756' X 500' 300'	4756' X 500' 300'	4756' X 500' 300'
OBSTACLE FREE ZONE LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	4556' X 400' 200'	4556' X 400' 200'	4556' X 400' 200'	4556' X 400' 200'
OFZ PENETRATION	YES (SEE NOTE 2)	CLEAR	NO	CLEAR

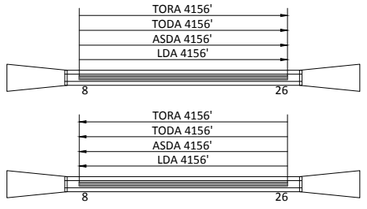
		EXISTING CONDITIONS		FUTURE CONDITIONS	
RUNWAY END		8	26	8	26
RUNWAY APPROACH CATEGORY		NPI	VISUAL	SAME	SAME
RUNWAY APPROACH SLOPE	PART 77 REQUIRED	34:1	20:1 (SEE NOTE 4)	SAME	SAME
	ACTUAL	26:1 (SEE NOTE 3)	50:1 (SEE NOTE 4)	SAME	SAME
APPROACH VISIBILITY MINIMUMS		≧ 1 MILE	≧ 1 MILE	SAME	SAME
RUNWAY MARKINGS		NPI (SEE NOTE 1)	VISUAL	NON-PRECISION	VISUAL
RUNWAY END COORDINATES	LAT. LONG.	N 45° 27' 18.07" W 119° 41' 53.77"	N 45° 27' 11.77" W 119° 40' 56.27"	N 45° 27' 18.07" W 119° 41' 53.77"	N 45° 27' 11.77" W 119° 40' 56.17"
INSTRUMENTATION AND APPROACH AIDS		GPS	GPS	GPS	GPS
VISUAL AIDS		PAPI	PAPI	PAPI / REIL	PAPI / REIL
CRITICAL AIRCRAFT (ARC)		AIR TRACTOR 802		SAME	
WINGSPAN		< 79'		SAME	
WEIGHT (LBS)		16,000 LBS (SW)		SAME	
APPROACH SPEED		91 TO <121 KNOTS		SAME	
LENGTH OF HAUL		<500 MILES		SAME	

NON STANDARD CONDITIONS

NO.	ITEM	DESCRIPTION	DISPOSITION
1	RUNWAY OFZ	AIRCRAFT HOLD LINES LOCATED 125' FROM RUNWAY CL BASED ON PREVIOUS OFZ STANDARD (250' WIDE)	RELOCATE AIRCRAFT HOLD LINES AND SIGNAGE TO 200' FROM RUNWAY CL TO CLEAR OFZ
2	TAXILANE OFA (APRON)	AIRCRAFT PARKING POSITIONS PARTIALLY LOCATED IN OFA	RECONFIGURE APRON

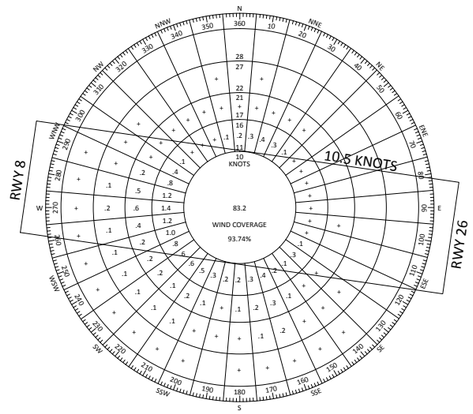
RUNWAY 8-26 DECLARED DISTANCES

EXISTING/FUTURE



NOTES:

1. EXISTING RUNWAY 8 MARKINGS ARE VISUAL, BUT WILL BE REPLACED WITH NON PRECISION INSTRUMENT (NPI) MARKINGS BASED ON CURRENT INSTRUMENT APPROACH CAPABILITIES.
2. EXISTING AC HOLD LINES AND RUNWAY SIGNAGE LOCATED 125' FROM RUNWAY CL BASED ON PREVIOUS STANDARD (250' OFZ). THESE ITEMS TO BE RELOCATED TO 200' FROM RUNWAY CL (BASED ON 400' OFZ).
3. 20:1 OBSTACLE CLEARANCE SURFACE / THRESHOLD SITING SURFACE USED ON RUNWAY 8 TO CLEAR CLOSE-IN OBSTRUCTION (FENCE).
4. RUNWAY 26 APPROACH CLEARANCE ESTIMATED AT 50:1 WITHIN VISUAL APPROACH SURFACE (LENGTH) OF 5000 FEET. TERRAIN CLEARANCE WITHIN TERPS DEPARTURE SURFACE IS <40:1.



ALL WEATHER WIND ROSE

SOURCE:
NOAA / NATIONAL WEATHER SERVICE DATA PENDLETON
AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)

143,988 OBSERVATIONS (2009-2014)

RUNWAY 8/26 93.74% @ 10.5 KNOTS (12 MPH)

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MORROW COUNTY APPROVAL

APPROVAL DATE: _____

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DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	AS SHOWN
DATE: MAY 2015		PROJECT NO: 12414002.02	

LEXINGTON AIRPORT

AIRPORT DATA SHEET

FIGURE NO. -

SHEET NO. 2 OF 11

BUILDING/FACILITY KEY

	DESCRIPTION
1	FUEL TANKS (PRIVATE)
2	COUNTY SHOP BLDG.
3	STORAGE HANGARS (EXISTING)
4	COMMERCIAL HANGAR (EXISTING)
5	RESIDENCE
6	TIEDOWN APRON (EXISTING/FUTURE)
7	AGRICULTURAL RAMP AREA
8	AGRICULTURAL LEASE AREA
9	CITY PORTABLE WATER TANK/WELL
10	AWOS - 3
11	AIRPORT FUEL ISLAND (EXISTING)
12	AIRPORT FUEL ISLAND (FUTURE)
13	HANGAR (FUTURE)
14	TIEDOWN APRON (FUTURE)
15	AIRPORT OFFICE / TERMINAL

NON STANDARD CONDITIONS

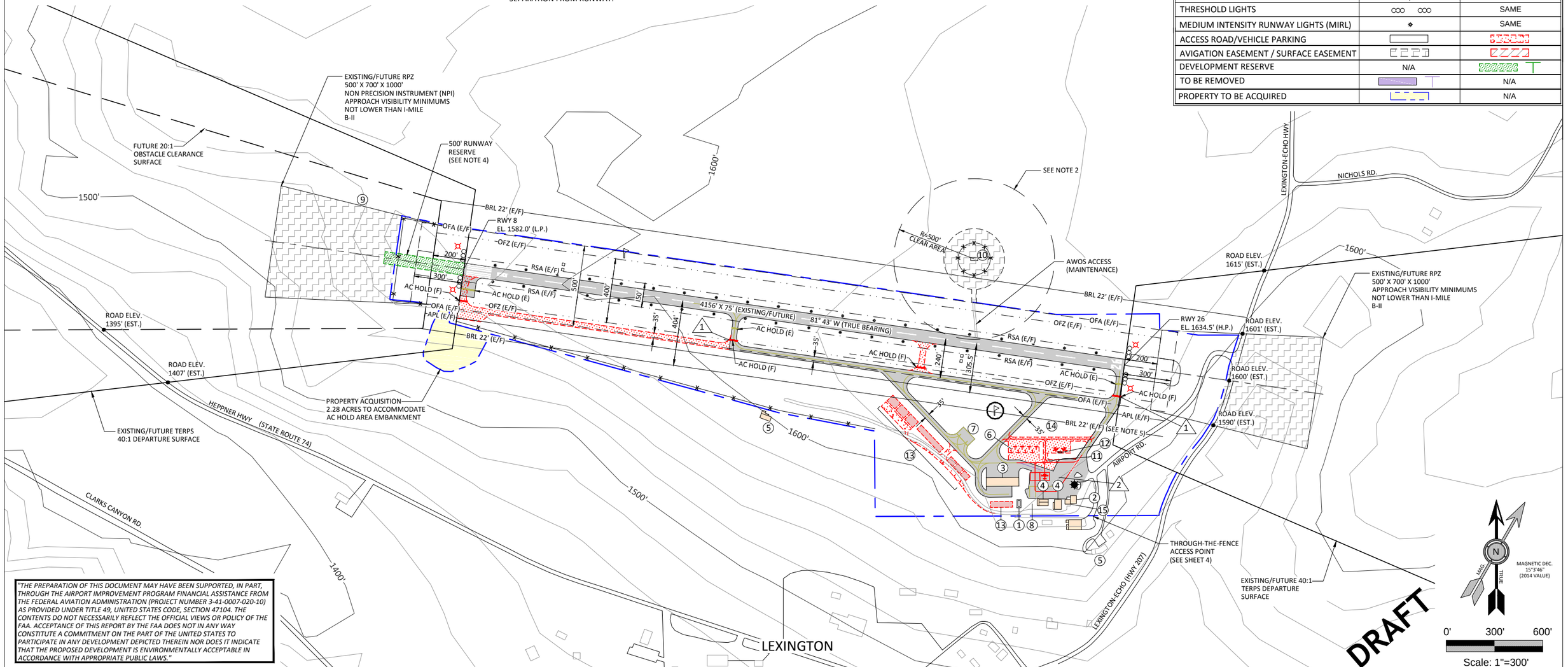
NO.	ITEM	DESCRIPTION	DISPOSITION
1	RUNWAY OFZ	AIRCRAFT HOLD LINES LOCATED 125' FROM RUNWAY CL BASED ON PREVIOUS OFZ STANDARD (250' WIDE)	RELOCATE AIRCRAFT HOLD LINES AND SIGNAGE TO 200' FROM RUNWAY CL TO CLEAR OFZ
2	TAXILANE OFA (APRON)	AIRCRAFT PARKING POSITIONS PARTIALLY LOCATED IN OFA	RECONFIGURE APRON

NOTES:

1. EXISTING AC HOLD LINES ON CONNECTING TAXIWAYS LOCATED 125' FROM RUNWAY CENTERLINE (250' OFZ) WILL BE RELOCATED TO 200' FROM RUNWAY CENTERLINE (400' OFZ).
2. AWOS LOCATED OFF AIRPORT PROPERTY ON AN EASEMENT NEGOTIATED BETWEEN MORROW COUNTY AND PROPERTY OWNER.
3. FOR CLARITY NPI MARKINGS DEPICTED FOR RUNWAY 8 (TO BE ADDED).
4. RUNWAY EXTENSION RESERVE DEPICTED FOR ILLUSTRATION PURPOSES ONLY. PROJECT WOULD REQUIRE PROPERTY ACQUISITION AND ANALYSIS PRIOR TO DEVELOPMENT. THE RUNWAY EXTENSION RESERVE IS NOT REFLECTED IN AIRSPACE PLANNING DEPICTED ON SHEET 5.
5. BRL (22') LOCATION CORRESPONDS TO TOP ELEVATION OF STRUCTURE 22 FEET ABOVE RUNWAY ELEVATION AT NEAREST POINT ON CENTERLINE. TALLER STRUCTURES MAY BE ACCOMMODATED WITH INCREASED SEPARATION FROM RUNWAY.
6. EXISTING THROUGH-THE-FENCE AERONAUTICAL ACCESS AT LEXINGTON AIRPORT CONSISTS OF ONE COMMERCIAL HANGAR WITH A DEDICATED (PRIVATE) TAXIWAY CONNECTION TO THE MAIN APRON. THE USER ALSO MAINTAINS A PRIVATE RESIDENCE WITH A DEDICATED ACCESS ROAD THAT CONNECTS TO AIRPORT ROAD. SURFACE ACCESS TO BOTH THE HANGAR AND RESIDENCE IS VIA AIRPORT PROPERTY DUE TO PARCEL CONFIGURATION AND SITE TERRAIN.

LEGEND

	EXISTING	FUTURE
BUILDINGS (AVIATION RELATED)		
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)		SAME
RUNWAY PROTECTION ZONE (RPZ)		
GROUND CONTOURS	10'	SAME
AIRPORT REFERENCE POINT (ARP)		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
VISUAL GUIDANCE INDICATORS (PAPI)		
WIND INDICATOR		
SEGMENTED CIRCLE		
FENCE		
BEACON		SAME
THRESHOLD LIGHTS		SAME
MEDIUM INTENSITY RUNWAY LIGHTS (MIRL)		SAME
ACCESS ROAD/VEHICLE PARKING		
AVIGATION EASEMENT / SURFACE EASEMENT		
DEVELOPMENT RESERVE	N/A	
TO BE REMOVED		N/A
PROPERTY TO BE ACQUIRED		N/A



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NO.	DATE	BY	APPR	REVISIONS

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DM	JLS	WMR	AS SHOWN

DATE: MAY 2015

PROJECT NO: 12414002.02

LEXINGTON AIRPORT

AIRPORT LAYOUT PLAN

FIGURE NO. -

SHEET NO. 3 OF 11

BUILDING/FACILITY KEY

	DESCRIPTION
1	FUEL TANKS (PRIVATE)
2	COUNTY SHOP BLDG.
3	STORAGE HANGARS (EXISTING)
4	COMMERCIAL HANGAR (EXISTING)
5	RESIDENCE
6	TIEDOWN APRON (EXISTING/FUTURE)
7	AGRICULTURAL RAMP AREA
8	AGRICULTURAL LEASE AREA
9	CITY PORTABLE WATER TANK/WELL
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13	HANGAR (FUTURE)
14	TIEDOWN APRON (FUTURE)
15	AIRPORT OFFICE / TERMINAL

LEGEND

	EXISTING	
BUILDINGS (AVIATION RELATED)		
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)		SAME
RUNWAY PROTECTION ZONE (RPZ)		
GROUND CONTOURS	10'	SAME
AIRPORT REFERENCE POINT (ARP)		
RUNWAY END IDENTIFIER LIGHTS (REIL)		SAME
VISUAL GUIDANCE INDICATORS (PAPI)		SAME
WIND INDICATOR		
SEGMENTED CIRCLE WIND INDICATOR		
FENCE		
BEACON		SAME
THRESHOLD LIGHTS		
ACCESS ROAD/VEHICLE PARKING		
DEVELOPMENT RESERVE	N/A	
TO BE REMOVED		N/A

OFZ (E/F)
OFA (E/F)
APL (E/F)
BRL 22' (E/F)
65.5'
131' TOFA
35'
LONG TERM AIRCRAFT PARKING RESERVE
AG LOADING APRON
RELOCATED/ WIDENED ROAD
1600'
12.5'
79' TOFA
50.5'
25'
39'
115' TOFA
57.5'
EXISTING FUEL TO BE RELOCATED
FUTURE LARGE AC TIEDOWN
EXISTING TIEDOWN/CABLES TO BE REMOVED
AG LEASE AREA
AIRPORT RD.
LEXINGTON
MIXED USE TTF ACCESS
DRIVEWAY / RESIDENCE
TAXIWAY/ HANGAR

NON STANDARD CONDITIONS

NO.	ITEM	DESCRIPTION	DISPOSITION
1	RUNWAY OFZ	AIRCRAFT HOLD LINES LOCATED 125' FROM RUNWAY CL BASED ON PREVIOUS OFZ STANDARD (250' WIDE)	RELOCATE AIRCRAFT HOLD LINES AND SIGNAGE TO 200' FROM RUNWAY CL TO CLEAR OFZ
2	TAXILANE OFA (APRON)	AIRCRAFT PARKING POSITIONS PARTIALLY LOCATED IN OFA	RECONFIGURE APRON

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DRAFT

MAGNETIC DEC. 15°3'46" (2014 VALUE)

0' 50' 100'

Scale: 1"=50'

NO.	DATE	BY	APPR	REVISIONS

VERIFY SCALES

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CENTURY WEST ENGINEERING

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DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	AS SHOWN

DATE: MAY 2015

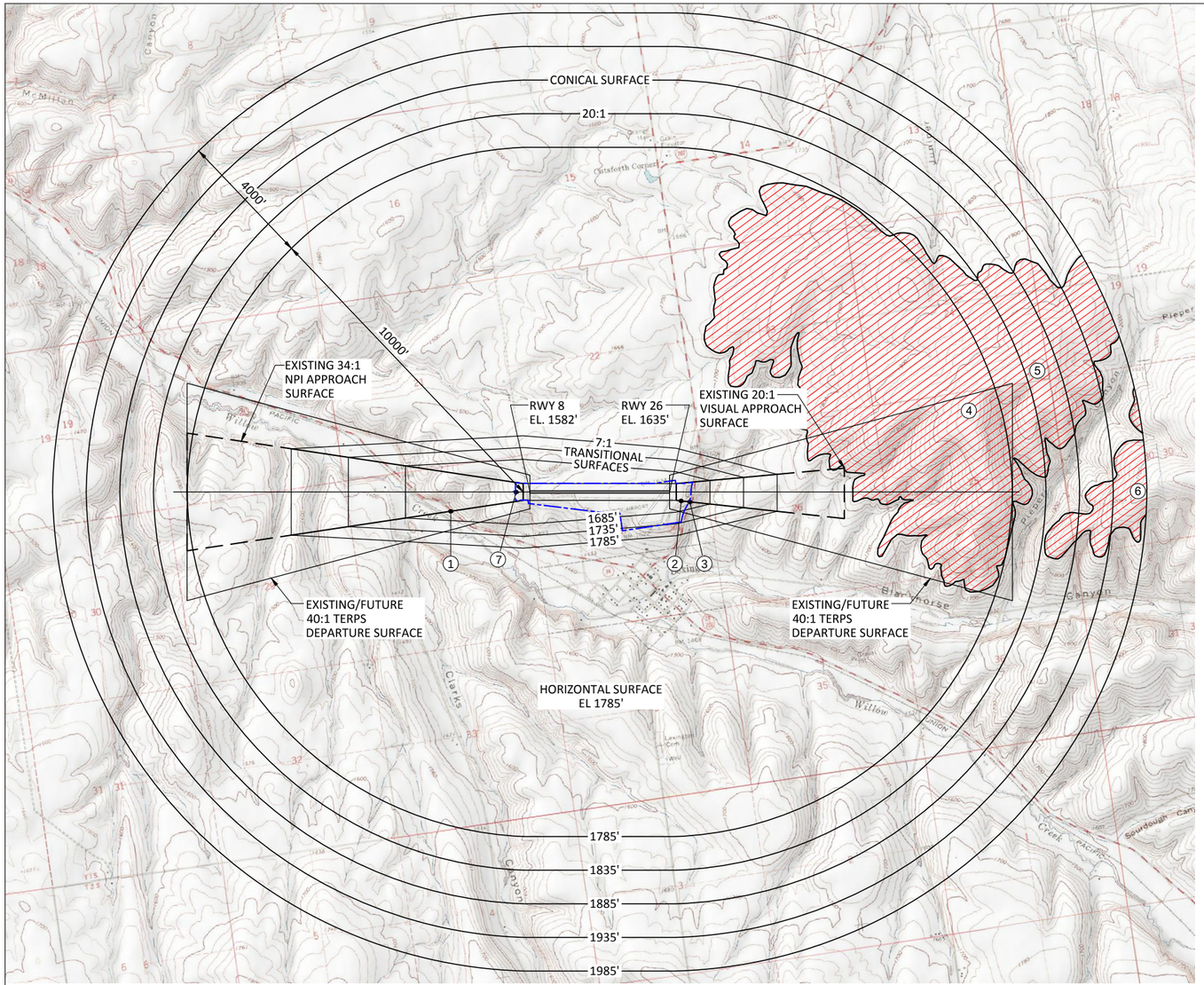
PROJECT NO: 12414002.02

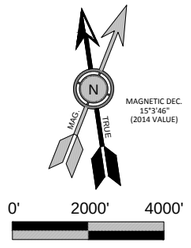
LEXINGTON AIRPORT

TERMINAL AREA PLAN

FIGURE NO. -

SHEET NO. 4 OF 11





RUNWAY 8/26

EXISTING / FUTURE
FAR PART 77 DIMENSIONAL STANDARDS

RUNWAY ULTIMATE LENGTH = 4156'
RUNWAY TYPE = LARGER THAN UTILITY
PRIMARY SURFACE WIDTH = 500'
RADIUS OF HORIZONTAL SURFACE = 10,000'

RUNWAY 8

APPROACH SURFACE INNER WIDTH = 500'
APPROACH SURFACE OUTER WIDTH = 3,500'
APPROACH SURFACE LENGTH = 10,000'
APPROACH SLOPE = 34:1

RUNWAY 26

APPROACH SURFACE INNER WIDTH = 500'
APPROACH SURFACE OUTER WIDTH = 1,500'
APPROACH SURFACE LENGTH = 5,000'
APPROACH SLOPE = 20:1

AREAS OF TERRAIN PENETRATION

FAR PART 77 PLAN VIEW

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.
2. TERRAIN PENETRATION ESTIMATED BASED ON VISUAL REVIEW OF USGS QUADRANGLE MAP TOPOGRAPHY.
3. SEE INNER PORTION OF THE APPROACH PLAN AND PROFILE VIEW FOR CLOSE-IN OBSTRUCTIONS.
4. TERPS (INSTRUMENT) DEPARTURE SURFACES DEPICTED FOR BOTH RUNWAY ENDS BASED ON EXISTING INSTRUMENT CAPABILITIES (DEPARTURE RUNWAY ENDS FOR ALL INSTRUMENT OPERATIONS). AS DEFINED IN FAA AC-150/5300-13A (CHAPTER 3, RUNWAY DESIGN, SECTION 303.C)

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	HEPPNER HIGHWAY	APPROACH RWY 8	1475'	573'	2358'	0'	NO	NO OBSTRUCTION (FOR REFERENCE ONLY)
2	AIRPORT ROAD	APPROACH RWY 26	1640'	266'	342'	0'	NO	NO OBSTRUCTION (FOR REFERENCE ONLY)
3	LEXINGTON ECHO HIGHWAY	APPROACH RWY 26	1615'	294'	598'	0'	NO	NO OBSTRUCTION (FOR REFERENCE ONLY)
4	TERRAIN	HORIZONTAL	2080'	2416.5'	8902'	295'	NO	NONE
5	TERRAIN	CONICAL	2100'	3606.6'	10941.7'	240'	NO	NONE
6	TERRAIN	CONICAL	2120'	24.6'	13932'	140'	NO	NONE
7	FENCE	APPROACH RWY 8	1590'	0'	415'	2'±	YES	OCS/TSS

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NO.	DATE	BY	APPR	REVISIONS

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0" ▬▬▬ 1"
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APPROVAL DATE: _____

SIGNATURE

MORROW COUNTY APPROVAL

APPROVAL DATE: _____

SIGNATURE

CENTURY WEST ENGINEERING
BEND OFFICE
1020 SW EMKAY DRIVE, #100
BEND, OR 97702
541.322.8962
541.382.2423 FAX

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	AS SHOWN

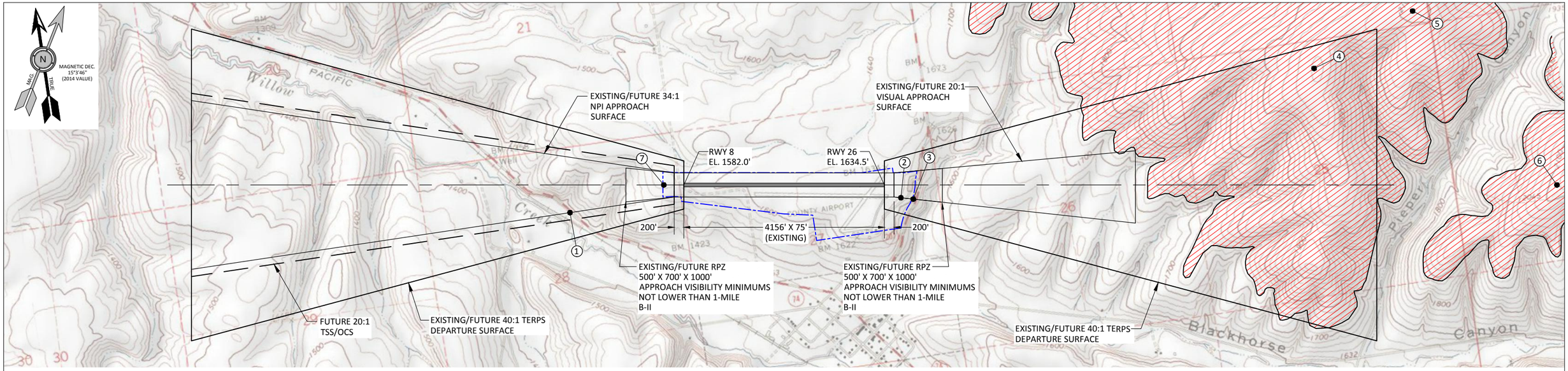
DATE: MAY 2015
PROJECT NO: 12414002.02

LEXINGTON AIRPORT

AIRPORT AIRSPACE PLAN (FAR PART 77)

FIGURE NO. -

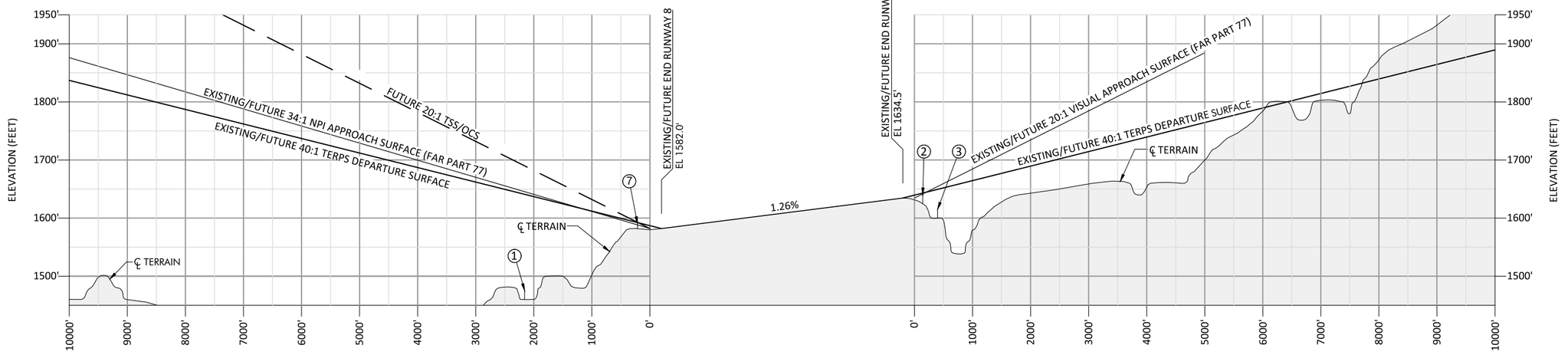
SHEET NO. 5 OF 11



0' 1000' 2000'

Scale: 1"=1000'

RUNWAY 8-26 PLAN VIEW



0' 100' 200'

Scale Of Feet
Vertical Scale 1"=100'

RUNWAY 8-26 PROFILE VIEW

0' 1000' 2000'

Scale Of Feet
Horizontal Scale 1"=1000'

AREAS OF TERRAIN PENETRATION

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	HEPPNER HIGHWAY	APPROACH RWY 8	1475'	573'	2358'	0'	NO	NO OBSTRUCTION (FOR REFERENCE ONLY)
2	AIRPORT ROAD	APPROACH RWY 26	1640'	266'	342'	0'	NO	NO OBSTRUCTION (FOR REFERENCE ONLY)
3	LEXINGTON ECHO HIGHWAY	APPROACH RWY 26	1615'	294'	598'	0'	NO	NO OBSTRUCTION (FOR REFERENCE ONLY)
4	TERRAIN	HORIZONTAL	2080'	2416.5'	8902'	295'	NO	NONE
5	TERRAIN	CONICAL	2100'	3606.6'	10941.7'	240'	NO	NONE
6	TERRAIN	CONICAL	2120'	24.6'	13932'	140'	NO	NONE
7	FENCE	APPROACH RWY 8	1590'	0'	415'	2'±	YES	OCS/TSS

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NOTE:
1. DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE ULTIMATE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCE FROM RUNWAY END TO BEGINNING OF APPROACH.
2. SEE AIRPORT AIRSPACE PLAN (SHEET 5) FOR OBSTRUCTIONS LOCATED IN OUTER PART 77 SURFACE.
3. TSS/OCS (#5) PER AC 150/5300-13A (800' X 3800' X 10000') BASED ON STANDARDS FOR RUNWAYS SUPPORTING INSTRUMENT NIGHT OPERATIONS GREATER THAN CATEGORY B AIRCRAFT.

NO.	DATE	BY	APPR	REVISIONS

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SIGNATURE

MORROW COUNTY APPROVAL
APPROVAL DATE: _____
SIGNATURE

CENTURY WEST ENGINEERING
BEND OFFICE
1020 SW EMKAY DRIVE, #100
BEND, OR 97702
541.322.8962
541.382.2423 FAX

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	AS SHOWN

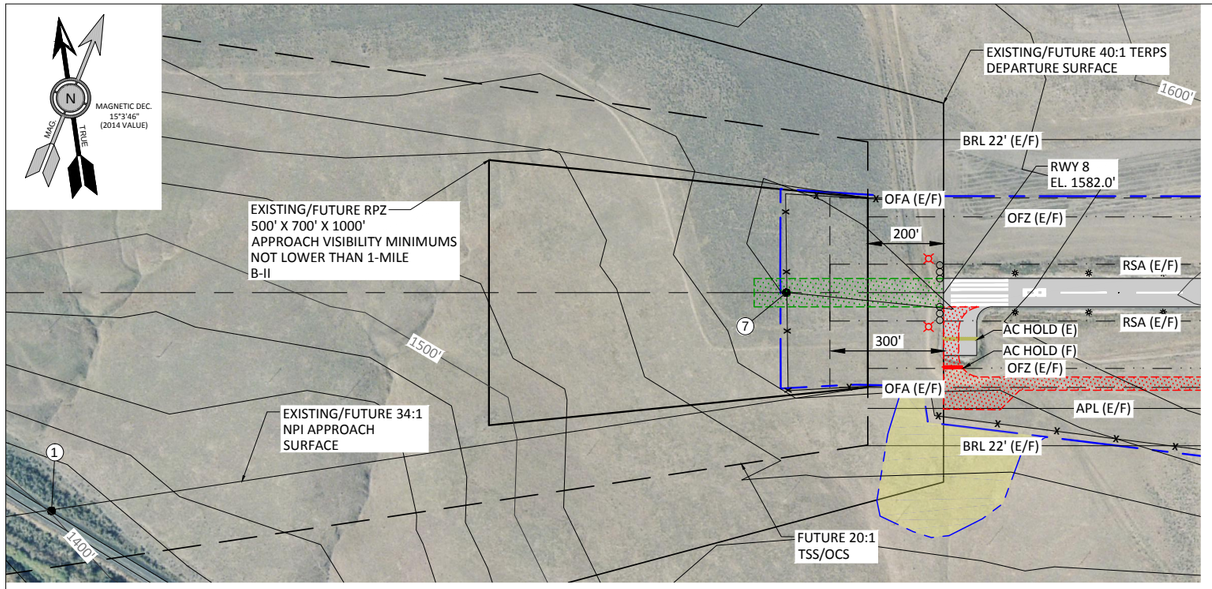
DATE: MAY 2015
PROJECT NO: 12414002.02

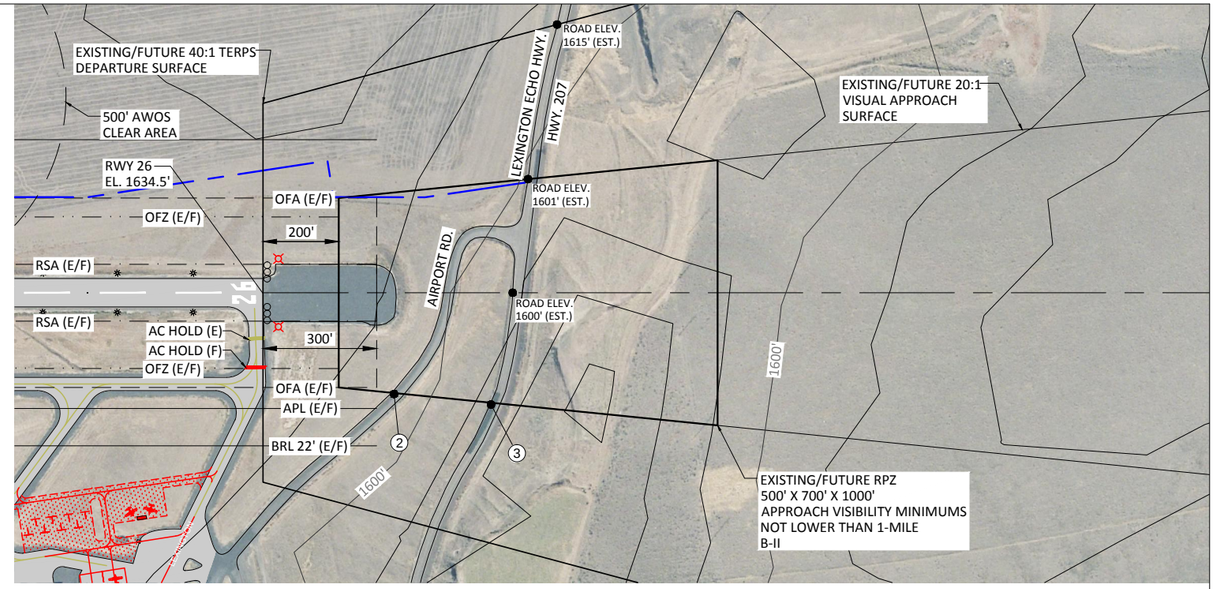
LEXINGTON AIRPORT

RUNWAY 8/26 APPROACH PLAN AND PROFILE

FIGURE NO. -

SHEET NO. 6 OF 11

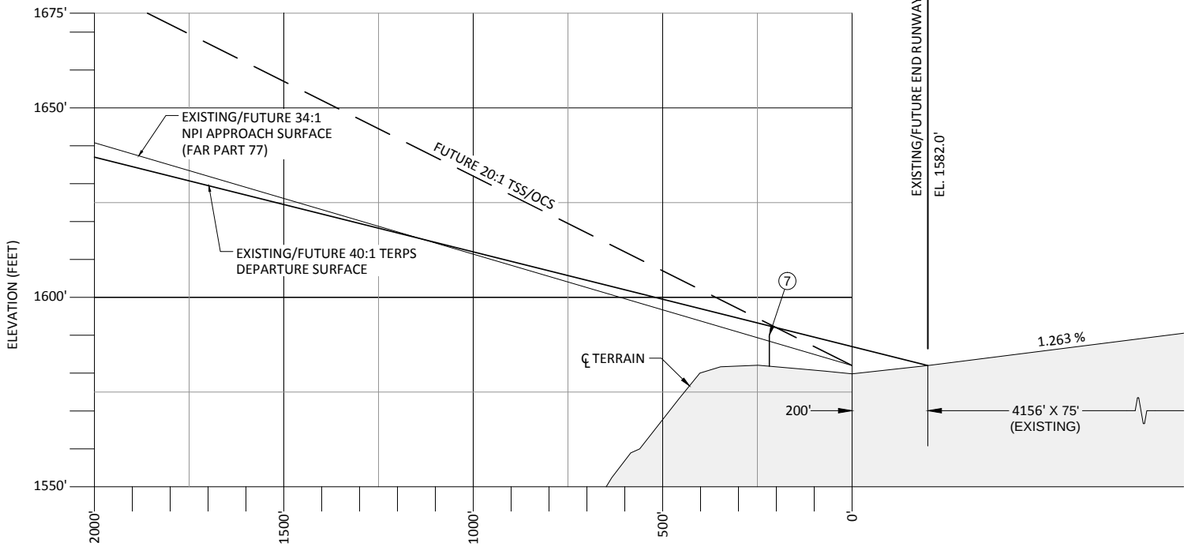


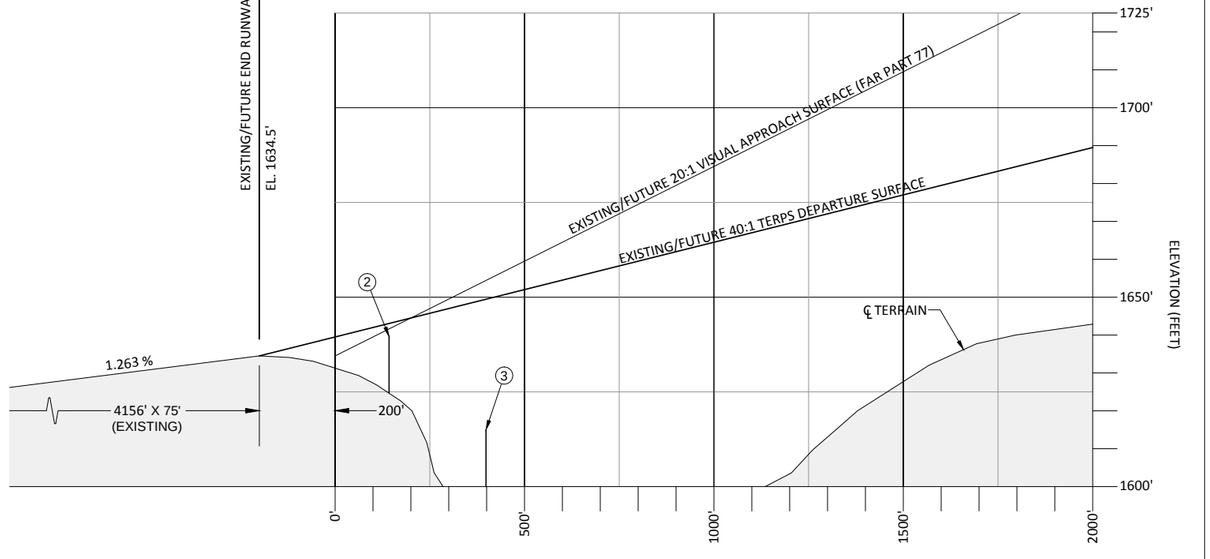


0' 200' 400'

Scale: 1"=200'

RUNWAY 8-26 PLAN VIEW





0' 20' 40'

Vertical Scale: 1"=20'

RUNWAY 8-26 PROFILE VIEW

0' 200' 400'

Horizontal Scale: 1"=200'

NOTES:

1. SEE SHEET 5 OF 11 FOR LIST OF OBSTRUCTIONS.
2. SEE SHEET 3 OF 11 FOR LEGEND.
3. DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE ULTIMATE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCE FROM RUNWAY END TO BEGINNING OF APPROACH.
4. FOR CLARITY NPI MARKINGS DEPICTED FOR RUNWAY 8 (TO BE ADDED).
5. EXISTING AC HOLD LINES ON CONNECTING TAXIWAYS LOCATED 125' FROM RUNWAY CENTERLINE (250' OFZ) WILL BE RELOCATED TO 200' FROM RUNWAY CENTERLINE (400' OFZ).

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DRAFT

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MORROW COUNTY APPROVAL

APPROVAL DATE: _____

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BEND, OR 97702
541.322.8962
541.382.2423 FAX

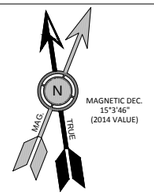
DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	AS SHOWN
DATE: MAY 2015		PROJECT NO: 12414002.02	

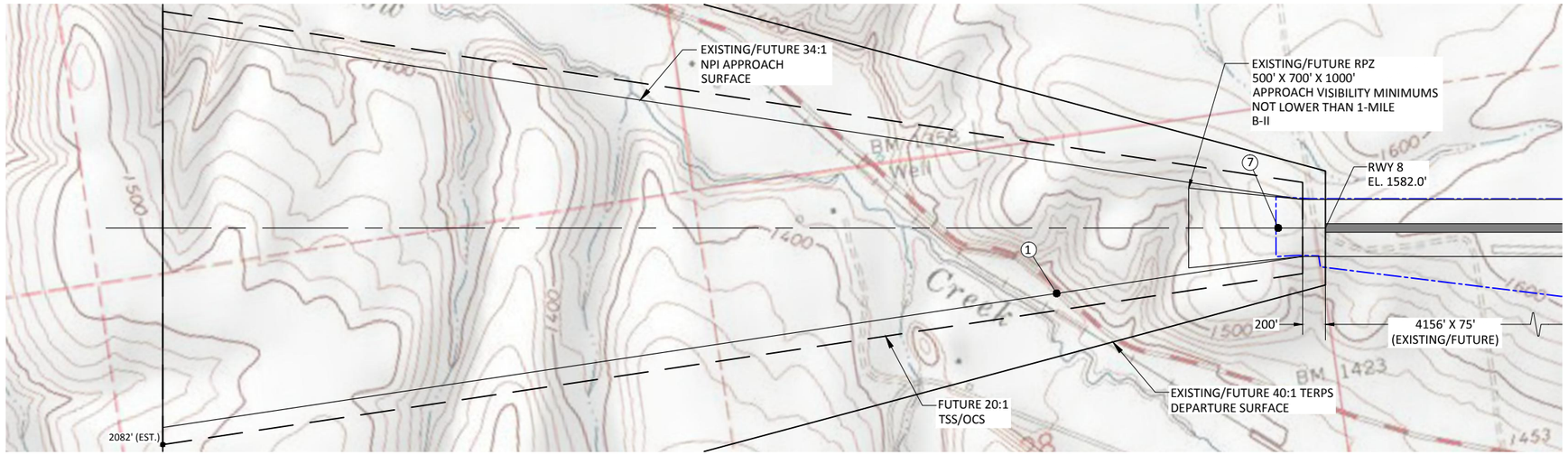
LEXINGTON AIRPORT

RUNWAY 8/26 RPZ AND INNER APPROACH PLAN AND PROFILE

FIGURE NO. -

SHEET NO. 7 OF 11



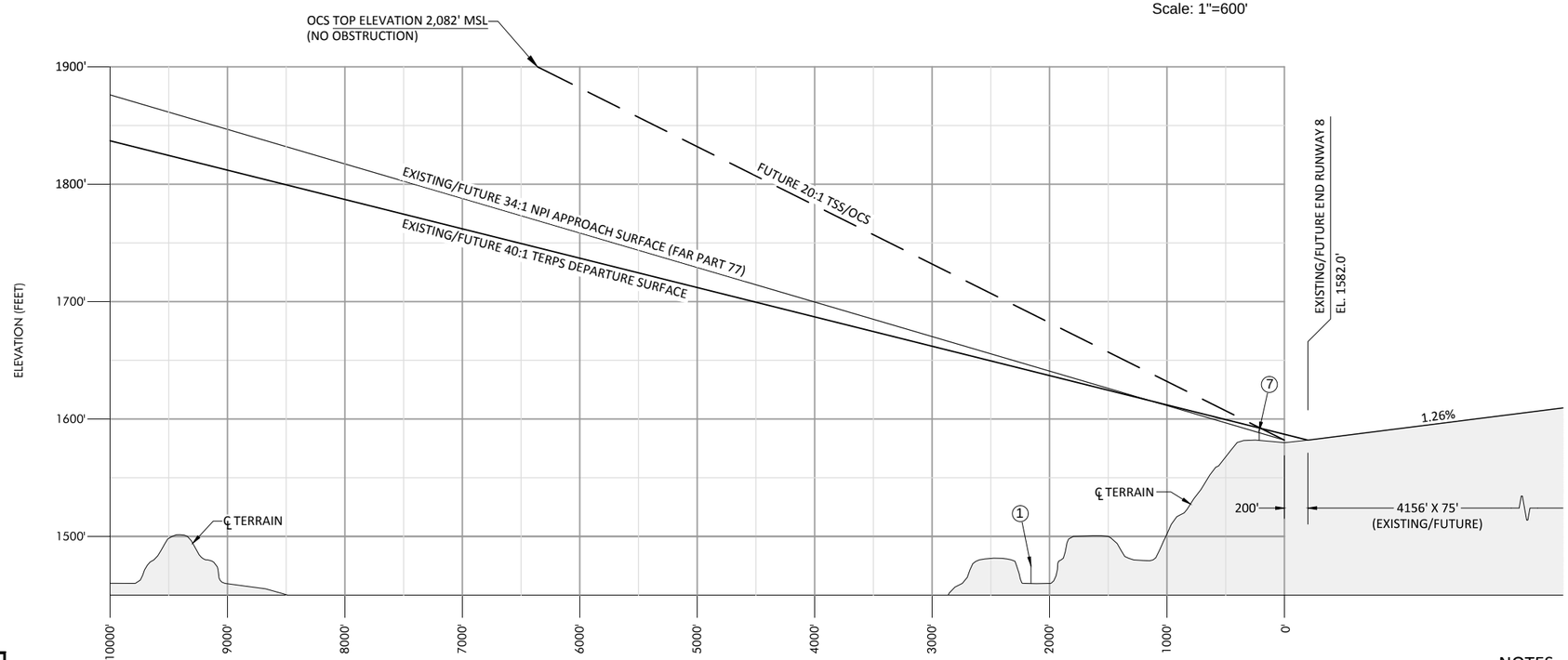


AREAS OF TERRAIN PENETRATION (NONE IDENTIFIED)

RUNWAY 8 PLAN VIEW

0' 600' 1200'

Scale: 1"=600'



RUNWAY 8 PROFILE VIEW

0' 60' 120'

Scale Of Feet
Vertical Scale 1"=60'

0' 600' 1200'

Scale Of Feet
Horizontal Scale 1"=600'

DRAFT

NOTES:
1. SEE SHEET 5 OF 11 FOR LIST OF OBSTRUCTIONS.
2. SEE SHEET 3 OF 11 FOR LEGEND.
3. DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE ULTIMATE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCE FROM RUNWAY END TO BEGINNING OF APPROACH.

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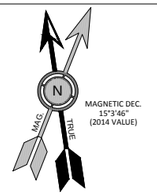
DATE: MAY 2015		PROJECT NO: 12414002.02	

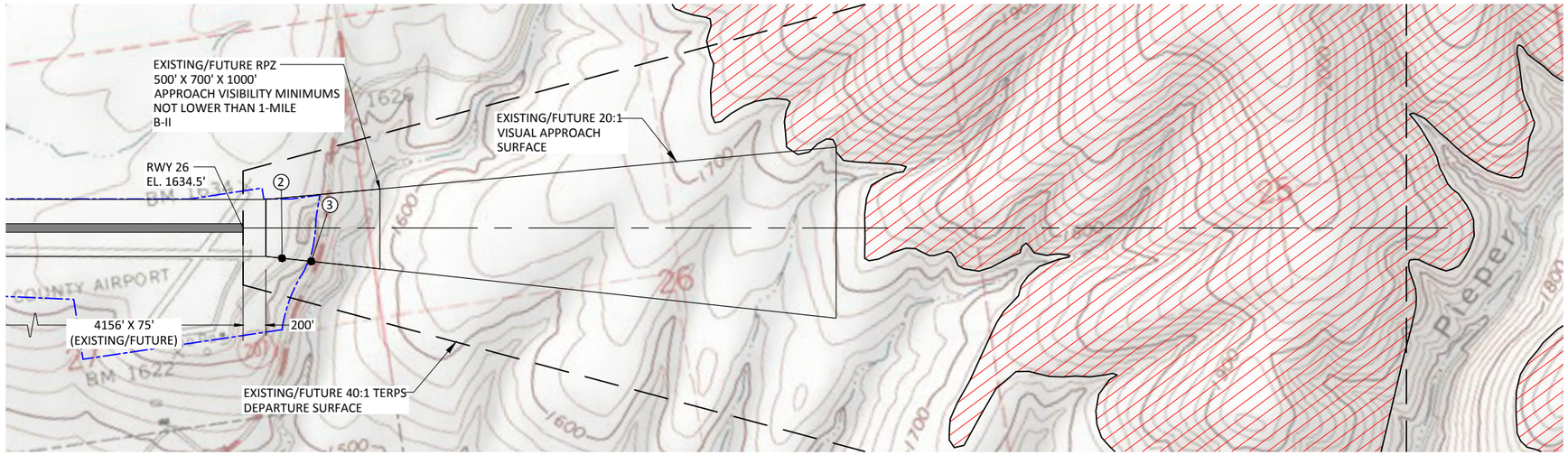
LEXINGTON AIRPORT

RUNWAY 8 APPROACH SURFACE PLAN AND PROFILE

FIGURE NO. -

SHEET NO. 8 OF 11





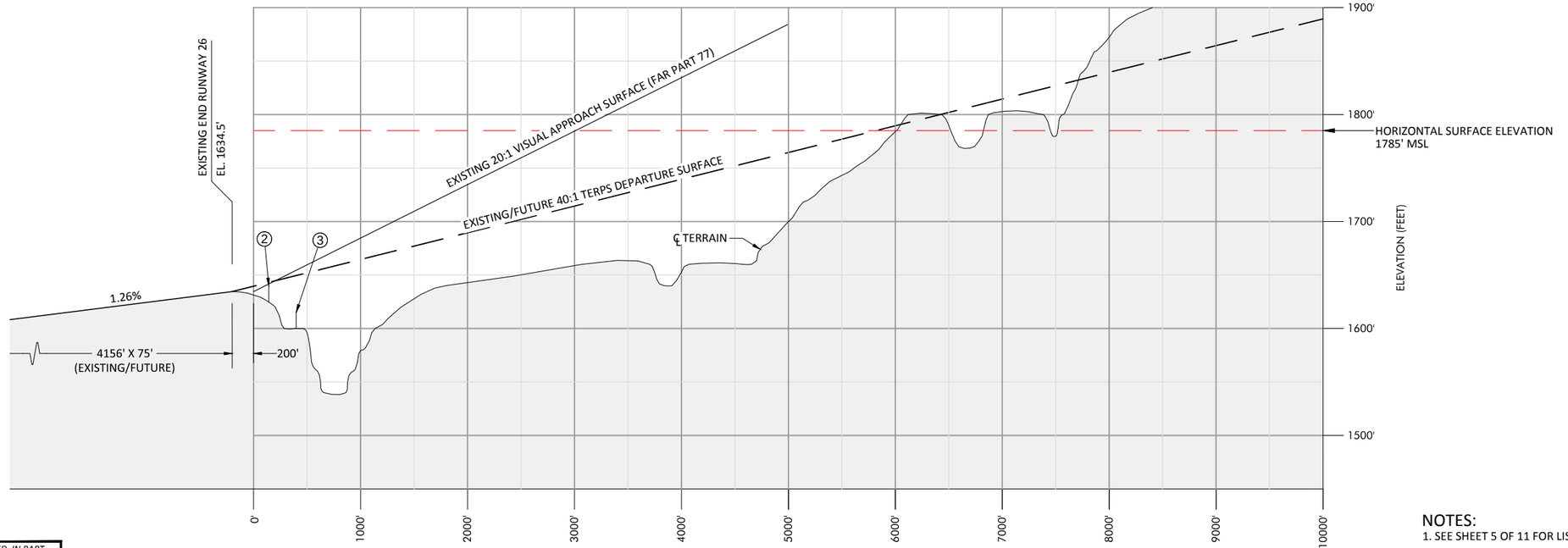
NOTE:
1. AREAS OF TERRAIN PENETRATION DEPICTED IN PLAN VIEW REFLECT HORIZONTAL SURFACE AREAS OF PENETRATION. SEE SHEET 5 FOR FULL VIEW OF TERRAIN PENETRATION.

AREAS OF TERRAIN PENETRATION

RUNWAY 26 PLAN VIEW

0' 600' 1200'

Scale: 1"=600'



DRAFT

RUNWAY 26 PROFILE VIEW

0' 60' 120'

Scale Of Feet
Vertical Scale 1"=60'

0' 600' 1200'

Scale Of Feet
Horizontal Scale 1"=600'

NOTES:
1. SEE SHEET 5 OF 11 FOR LIST OF OBSTRUCTIONS.
2. SEE SHEET 3 OF 11 FOR LEGEND.
3. DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE ULTIMATE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCE FROM RUNWAY END TO BEGINNING OF APPROACH.
4. TERRAIN PENETRATION DEPICTED IN PROFILE VIEW REPRESENTS TERRAIN ALONG THE EXTENDED RUNWAY CENTERLINE.

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1020 SW EMKAY DRIVE, #100
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541.322.8962
541.382.2423 FAX

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	AS SHOWN
DATE: MAY 2015		PROJECT NO: 12414002.02	

LEXINGTON AIRPORT

RUNWAY 26 APPROACH SURFACE PLAN AND PROFILE

FIGURE NO. -

SHEET NO. 9 OF 11

LEGEND

MORROW COUNTY ZONING

COMPREHENSIVE PLAN LAND USE DESIGNATION		ZONING	
AG	AGRICULTURAL	EFU	EXCLUSIVE FARM USE
		FR	FARM RESIDENTIAL
		AI	AIR/INDUSTRIAL PARK OVERLAY ZONE

TOWN OF LEXINGTON

COMPREHENSIVE PLAN LAND USE DESIGNATION		ZONING	
UGA	URBAN GROWTH AREA	FR	RESIDENTIAL FARMLAND
		PU	PUBLIC USE
		GR	GENERAL RESIDENTIAL
		C	COMMERCIAL
		LI	LIGHT INDUSTIRAL

- ZONING BOUNDARY
- AIRPORT TRAFFIC PATTERN (TYP.)
- RUNWAY PROTECTION ZONE
- APPROACH SURFACE
- AIRPORT PROPERTY LINE (EXISTING)
- AIRPORT PROPERTY LINE (FUTURE)
- 40:1 TERPS SURFACE
- LEXINGTON CITY LIMITS BOUNDARY
- URBAN GROWTH BOUNDARY

LEXINGTON-ECHO HWY. #207

NICHOLS RD.

EFU / *AG*

EXISTING/FUTURE RPZ
500' X 700' X 1000'
APPROACH VISIBILITY MINIMUMS
NOT LOWER THAN 1-MILE
B-II

CLEAR AREA
R=500'

EXISTING/FUTURE RPZ
500' X 700' X 1000'
APPROACH VISIBILITY MINIMUMS
NOT LOWER THAN 1-MILE
B-II

RWY 8
EL. 1582.0'

RWY 26
EL. 1634.5'

AWOS LEASE/
EASEMENT

EXISTING/FUTURE
34:1 APPROACH
SURFACE

RUNWAY 8-26 4,156' X 75' (EXISTING)

EXISTING/FUTURE
20:1 APPROACH
SURFACE

IONE

EFU / *AG*

AI

EXISTING/FUTURE 40:1 TERPS
DEPARTURE SURFACE

EXISTING/FUTURE 40:1 TERPS
DEPARTURE SURFACE

HEPPNER HWY #74

EFU / *AG*

FR / ***UGA***

CLARKS CANYON RD.

FR / ***UGA***

EFU / *AG*

EFU / *AG*

HEPPNER

LEXINGTON

DRAFT

N

MAGNETIC DEC.
15°3'46"
(2014 VALUE)

MAG. TRUE

0' 400' 800'

Scale: 1"=400'

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APPROVAL DATE: _____

SIGNATURE

CENTURY WEST ENGINEERING

BEND OFFICE
1020 SW EMKAY DRIVE, #100
BEND, OR 97702
541.322.8962
541.382.2423 FAX

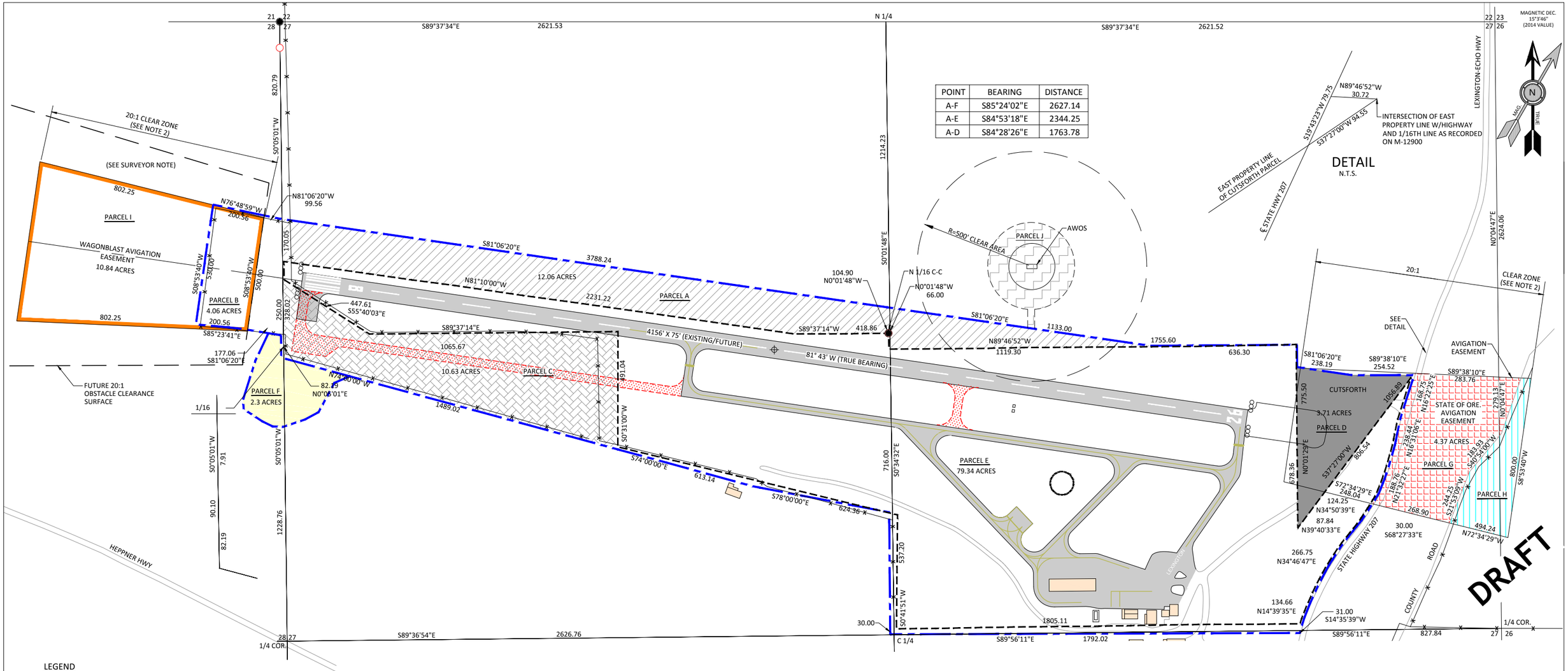
DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	AS SHOWN
DATE: MAY 2015		PROJECT NO: 12414002.02	

LEXINGTON AIRPORT

AIRPORT LAND USE PLAN

FIGURE NO.
-

SHEET NO.
10 OF 11



POINT	BEARING	DISTANCE
A-F	S85°24'02"E	2627.14
A-E	S84°53'18"E	2344.25
A-D	S84°28'26"E	1763.78

LEGEND

- EXISTING PAVEMENT
- FUTURE PAVEMENT
- PROPOSED PROPERTY ACQUISITION
- AIRPORT PROPERTY LINE (EXISTING)
- AIRPORT PROPERTY LINE (FUTURE)
- PARCEL LINES

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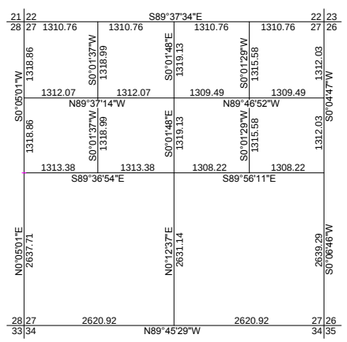
NOTES:

1. PARCEL G AVIGATION EASEMENT IS BASED ON 20:1 APPROACH SURFACE SLOPE. EASEMENT SHOULD BE UPDATED TO PROTECT 34:1 APPROACH SURFACE AND 40:1 TERPS DEPARTURE SURFACE.
2. ORIGINAL "CLEAR ZONE" TERMINOLOGY IS NOW "RUNWAY PROTECTION ZONE".



SEC 27, TIS, R25E, W.M.

SURVEYOR NOTE:

A LAND SURVEY WAS CONDUCTED TO DEFINE THE PRESENT AND NEW OWNERSHIP AND EASEMENT BOUNDARIES FOR EXPANSION OF THE MORROW COUNTY AIRPORT IN LEXINGTON, OREGON. THE INTERSECTION OF THE EAST PROPERTY LINE OF THE CUTSFORTH PARCEL WITH THE SOUTH LINE OF THE NORTH ARE HALF OF THE NORTH EAST QUARTER AS RECORDED ON M-12900 DOES NOT MATCH THE FIELD TIES TO THE CENTERLINE OF THE EXISTING HIGHWAY. THE BEARINGS AND DISTANCES FROM THE LEGAL DESCRIPTIONS WERE HELD TO DEFINE THE EAST PROPERTY LINE OF SAID CUTSFORTH PARCEL.

- ● DENOTES 5/8"X30" IRON PIN W/ALUM. CAP STAMPED PLS 933
- ● DENOTES BRASS CAP SET
- ○ DENOTES R/R SPIKE STAMPED PLS 933 AND WITNESS CAP SET.

PARCEL	ACREAGE	BORDER	DEED REFERENCE	DATE	DESCRIPTION
A	12.06		M-23084 M-23084	4-5-84 8-9-84	FEE SIMPLE TITLE FROM CUTSFORTH FAMILY AND MRS. ROSEWALL
B	4.06		M-23684	8-9-84	FEE SIMPLE TITLE BY CONDEMNATION
C	10.63		M-23684	8-9-84	FEE SIMPLE TITLE BY CONDEMNATION (CUTSFORTH)
D	3.71		M-23085 M-23680	4-5-84 8-9-84	FEE SIMPLE TITLE FROM CUTSFORTH FAMILY AND MRS. ROSEWALL
E	79.34		BK 64, PAGE 557 M-12900 M-12901	2-9-60 3-14-78 3-14-78	FEE SIMPLE TITLE BY MORROW COUNTY
F	2.3		-	TBD	PROPERTY NEEDED FOR RWY 8 AIRCRAFT HOLD AREA EMBANKMENT
EASEMENTS					
G	4.37		M-23698	8-15-84	AVIGATION EASEMENT GRANTED BY STATE OF OREGON
H	6.82		M-23320	5-24-84	AVIGATION EASEMENT GRANTED BY NICHOLS
I	10.84		M-23684	8-9-84	WAGONBLAST AVIGATION EASEMENT EASEMENT BY CONDEMNATION
J	2.60		-	-	EASEMENT FOR INSTALLATION & ACCESS TO AWOS

NO.	DATE	BY	APPR	REVISIONS

VERIFY SCALES

BAR IS ONE INCH ON ORIGINAL DRAWING. 0" [redacted] 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

FEDERAL AVIATION ADMINISTRATION APPROVAL

APPROVAL DATE: _____

SIGNATURE

MORROW COUNTY APPROVAL

APPROVAL DATE: _____

SIGNATURE

CENTURY WEST ENGINEERING

BEND OFFICE
1020 SW EMKAY DRIVE, #100
BEND, OR 97702
541.322.8962
541.382.2423 FAX

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	N.T.S.
DATE: MAY 2015		PROJECT NO: 12414002.02	

LEXINGTON AIRPORT

EXHIBIT "A" AIRPORT PROPERTY PLAN

FIGURE NO. -

SHEET NO. 11 OF 11