Chapter 8 – Airport Layout Drawings

Introduction

The options that were considered for the long-term development of Eastern Oregon Regional Airport 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 – On-Airport Individual Area Plans (Terminal Area)
- Sheet 5 – On Airport Individual Area Plans (UAS Development Area)
- Sheet 6 – Airport Airspace Plan (FAR Part 77)
- Sheet 7 – Airport Airspace Plan (FAR Part 77)
- Sheet 8 – Runway 7 Approach Surface Plan and Profile
- Sheet 9 – Runway 25 Approach Surface Plan and Profile

- Sheet 10 – Runway 11/29 Approach Surface Plan and Profile
- Sheet 11 – Runway Protection Zone/Inner Approach Plan and Profile (Runway 7/25)
- Sheet 12 – Runway Protection Zone/Inner Approach Plan and Profile (Runway 11/29)
- Sheet 13 – Runway Protection Zone/Inner Approach Plan and Profile (UAS Runway) and Approach Surface Plan and Profile
- Sheet 14 – Airport Land Use Plan
- Sheet 15 – 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 twenty-year capital improvement program contained in Chapter 10. 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 Pendleton 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 taxiway 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. Future facilities are color-coded (red) to distinguish them from existing facilities. Future facilities are represented in the airport master plan's twenty-year capital improvement program (CIP) as individual projects or project groupings. Long-term development reserves depicted on the ALP are 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 twenty-year planning period and therefore the corresponding projects are not included in

the 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.

On-Airport Individual Area Plans Drawing

The On-Airport Individual Area Plans drawings (Terminal Area Plan and UAS Development Area Plan) provide additional detail for existing and new facilities in the landside areas. The Terminal Area Plan focuses on the terminal and general aviation aprons, the southwest hangar area, and the National Guard area. The UAS Development Area Plan focuses on the commercial and industrial development north of Runway 7/25.

FAR Part 77 Airspace Drawings

The FAR Part 77 Airspace drawings depict the protected airspace defined for Runway 7/25, 11/29, and the future UAS Runway in Federal Air 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 the Facility Requirements Chapter. 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 7/25 Approach Surface:** Extends 10,000 feet from the end of the runway primary surface. The Runway 25 approach surface has a slope of 50:1 and Runway 7 approach surface has a 34:1 slope, which represents the horizontal distance required for each increment of vertical rise.

- **Runway 11/29 Approach Surface:** Extends 10,000 feet from the end of the runway primary surface. Both Runway 11 and 29 have an approach surface slope of 34:1, which represents the horizontal distance required for each increment of vertical rise.

- **UAS Runway Approach Surface:** Extends 5,000 feet from the end of the runway primary surface. Both runway ends have an approach surface slope of 20:1, which represents the horizontal distance required for each increment of vertical rise.

- **Runway 7/25 Primary Surface:** Based on the precision approach standards for other than utility runway, the primary surface is 1,000 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.

- **Runway 11/29 Primary Surface:** Based on the non-precision approach standards for 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.

- **UAS Runway Primary Surface:** Based on the visual approach standards for a utility runway, the primary surface is 250 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.

- **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 Inner Approach Surface / RPZ Drawing

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

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.

Airport Land Use Plans

The Airport Land Use Plan drawings depict existing comprehensive plan and zoning designations for the airport and surrounding areas. Most of Eastern Oregon Regional Airport is located in the Pendleton city limits, within Umatilla County. However, a portion of the property does extend beyond the city limits and Urban Growth Boundary (UGB).

The Airport Land Use Plan drawing also includes the existing and future traffic patterns. The existing traffic pattern is based on the current runway configuration. Once the future UAS Runway is constructed, Runway 7/25 and 11/29 will have traffic patterns that keep fixed-wing and helicopter traffic to the south, away from UAS traffic that will be north of the UAS Runway.

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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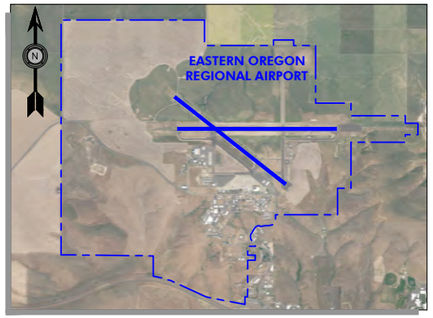
EASTERN OREGON REGIONAL AIRPORT
AIRPORT MASTER PLAN

PENDLETON, OREGON
CWEC PROJECT NO. 1246700101
AIP NO. 3-41-0046-024-2014
JANUARY 2017



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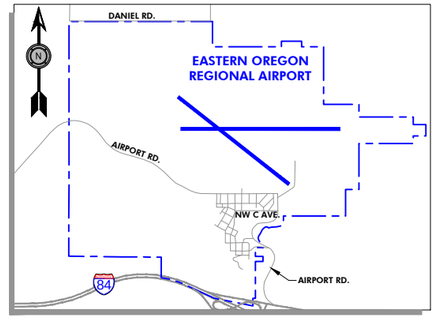

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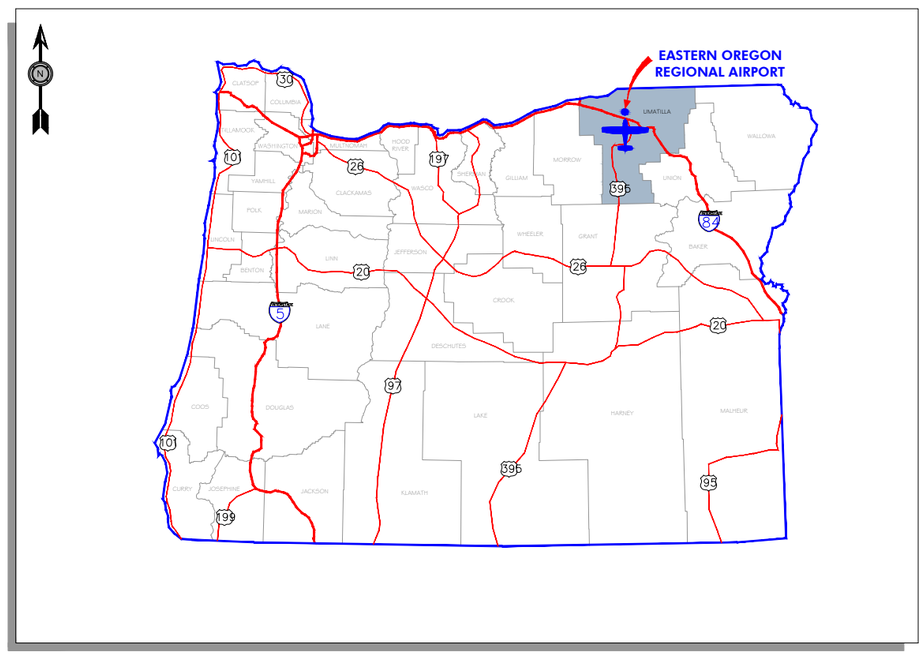

LOCATION MAP

SHEET INDEX

NUMBER	CONTENTS
1	COVER SHEET
2	AIRPORT DATA SHEET
3	AIRPORT LAYOUT PLAN
4	ON-AIRPORT INDIVIDUAL AREA PLANS (TERMINAL AREA)
5	ON-AIRPORT INDIVIDUAL AREA PLANS (UAS DEVELOPMENT AREA)
6	AIRPORT AIRSPACE PLAN (FAR PART 77)
7	AIRPORT AIRSPACE PLAN (FAR PART 77)
8	RUNWAY 7 APPROACH SURFACE PLAN AND PROFILE
9	RUNWAY 25 APPROACH SURFACE PLAN AND PROFILE
10	RUNWAY 11-29 APPROACH SURFACE PLAN AND PROFILE
11	RUNWAY PROTECTION ZONE/INNER APPROACH PLAN AND PROFILE (RUNWAY 7/25)
12	RUNWAY PROTECTION ZONE/INNER APPROACH PLAN AND PROFILE (RUNWAY 11/29)
13	RUNWAY PROTECTION ZONE/INNER APPROACH PLAN AND PROFILE (UAS RUNWAY) AND APPROACH SURFACE PLAN AND PROFILE
14	AIRPORT LAND USE PLAN
15	EXHIBIT "A" AIRPORT PROPERTY PLAN

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EASTERN OREGON REGIONAL AIRPORT

COVER SHEET

FIGURE NO. -

SHEET NO. 1 OF 15

LEGEND

- AIRPORT PROPERTY BOUNDARY (EXISTING)
- AIRPORT PROPERTY BOUNDARY (FUTURE)
- APPROACH SURFACE
- SECTION LINE
- SECTION SUBDIVISION LINE
- PARCEL LINES

AREA 1
- **AIRPORT LAND ACQUIRED FROM U.S. GOVERNMENT**
  FEE SIMPLE SUBJECT TO WAR ASSETS ADMINISTRATION LICENSE WAA-32-RPD-417 QUIT CLAIM DEED EASEMENT 1 (1802.72 ACRES)
- **AIRPORT LAND ACQUIRED FROM PRIVATE PARTIES**
  FEE SIMPLE SUBJECT TO WAR LICENSE WAA-32-RPD-417 WARRANTY DEED EASEMENT 1 (453.66 ACRES)
- **RPZ & APPROACH LIGHTING ACQUIRED BY TRADE FROM DAVID NELSON**
  FEE SIMPLE (6.65 ACRES) FAAP-06

AREA 2
- **RPZ - AVIGATION EASEMENT**
  (58.09 ACRES) FAAP-06

AREA 3
- **CITY LAND ACQUIRED FROM STATE OF OREGON**
  WITH AVIGATION EASEMENT EXISTING OVER PROPERTY

AREA 4
- **33.45 ACRES ACQUIRED FROM DAVID NELSON**
  ADAP - 03

AREA 5
- **32.59 ACRES TRADED TO DAVID NELSON FOR LAND SHOWN AS AREA 5**
  ADAP - 03

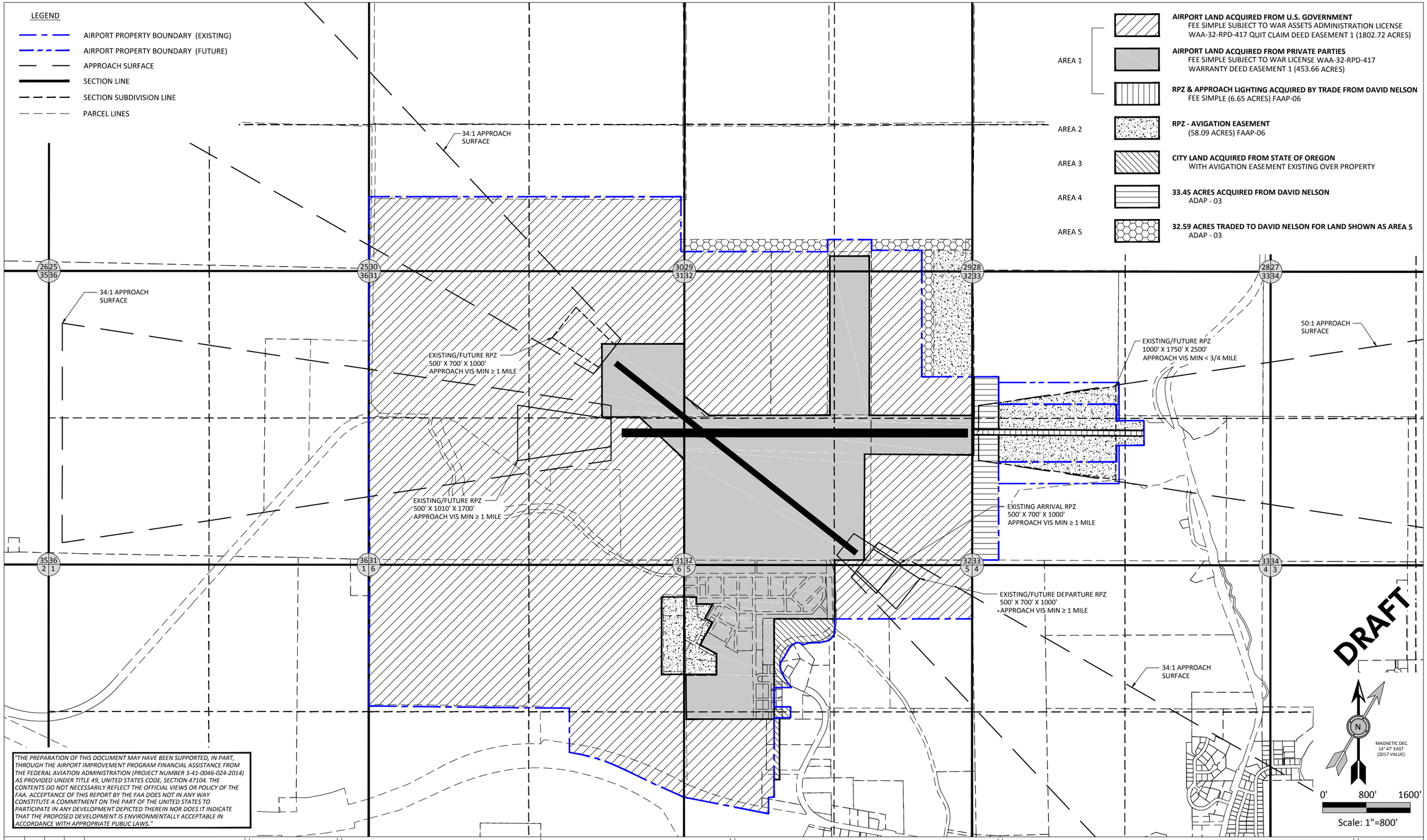

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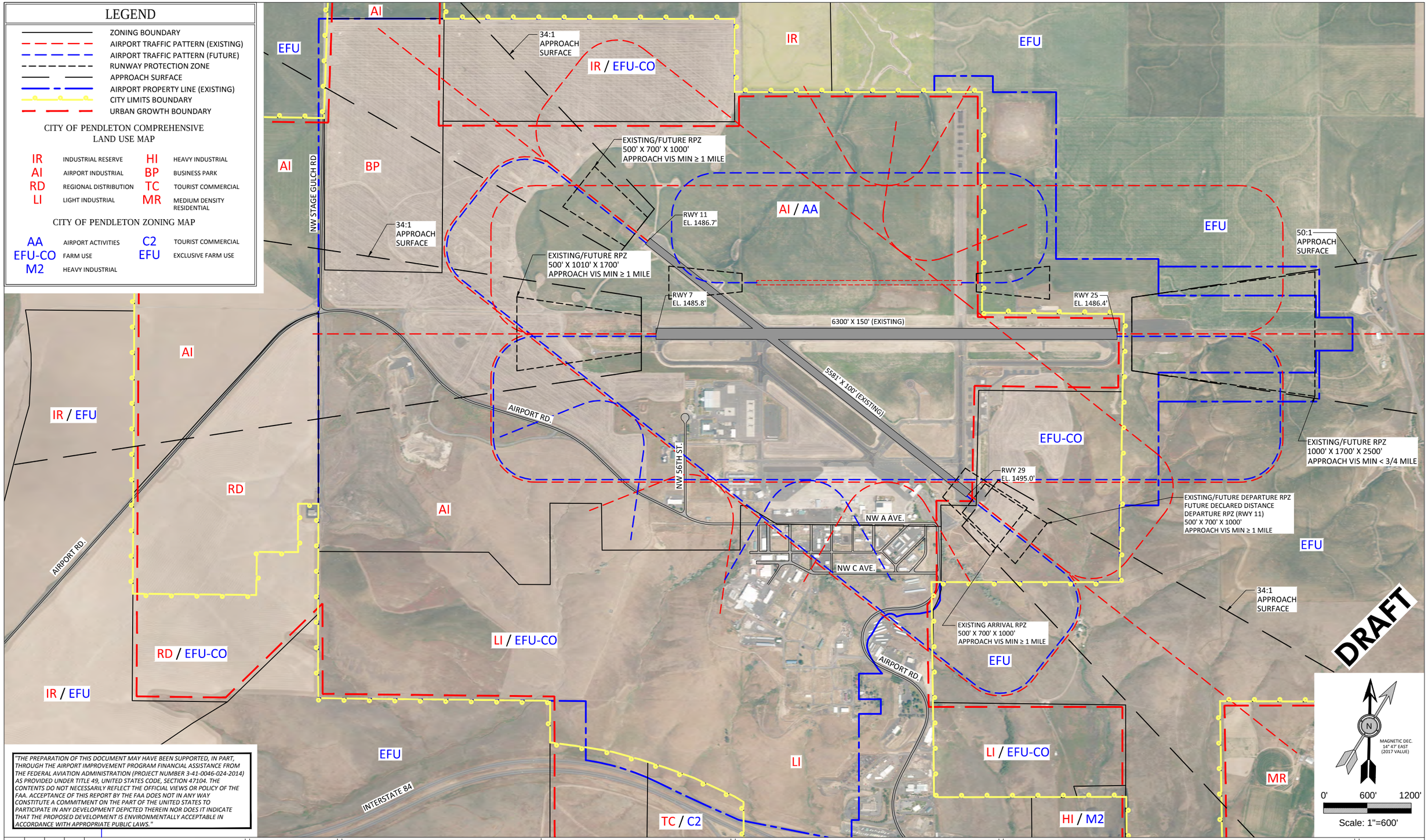
EXHIBIT "A" AIRPORT PROPERTY PLAN

FIGURE NO. -

SHEET NO. 15 OF 15



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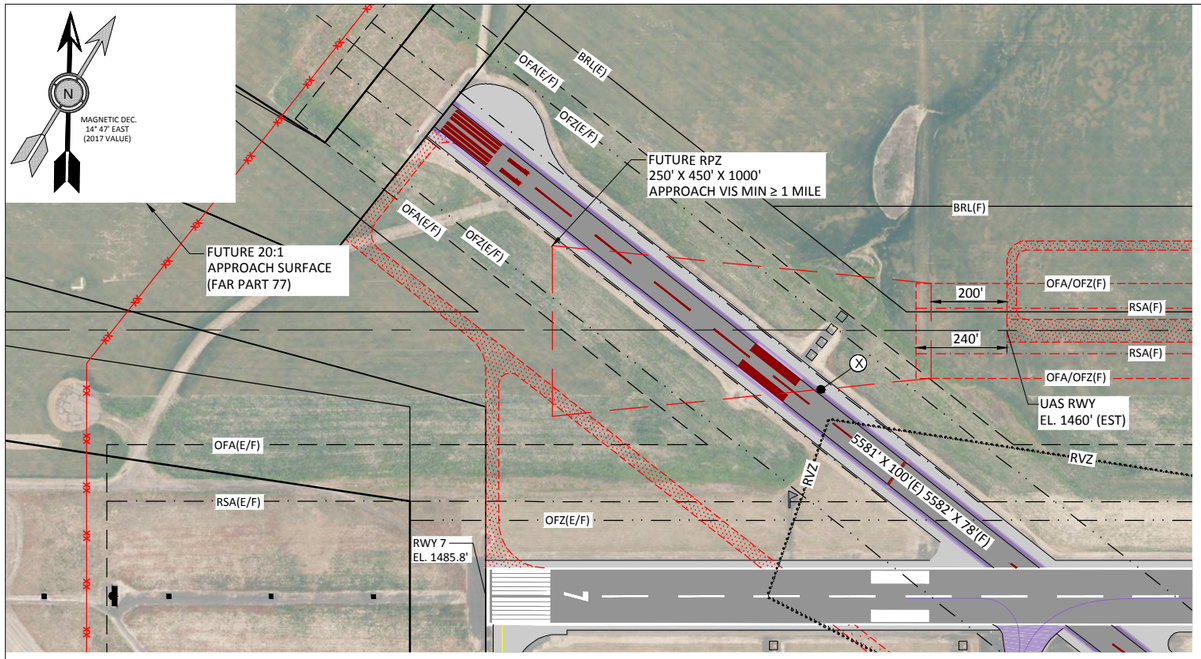
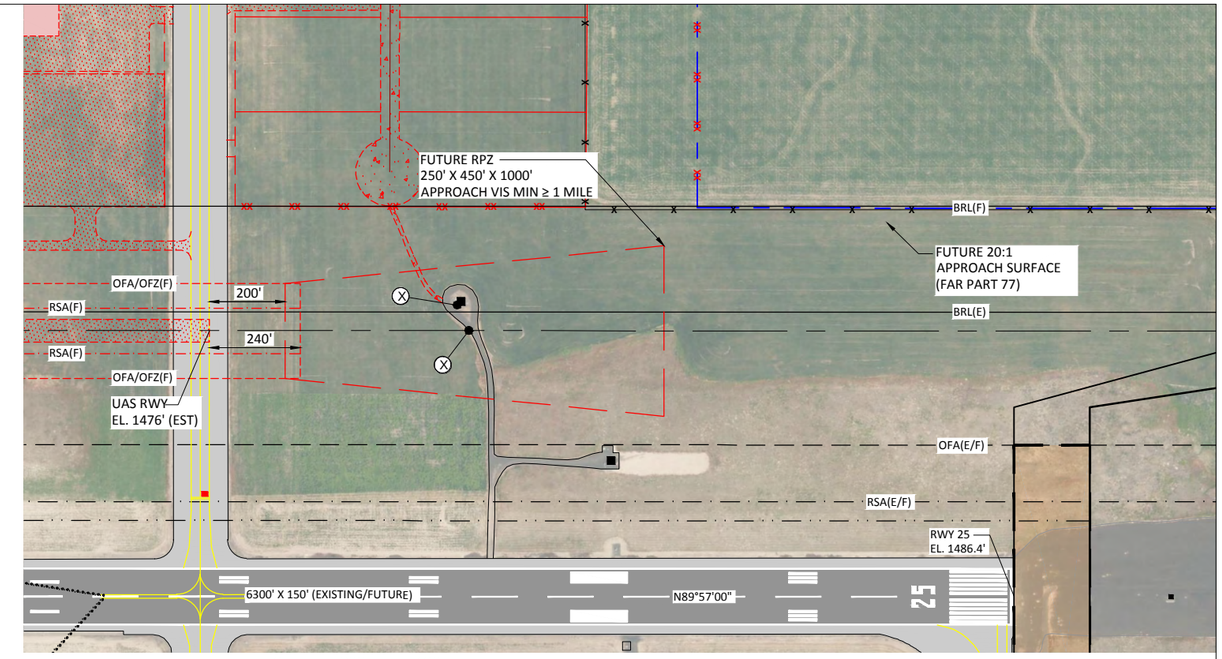
AIRPORT LAND USE PLAN

FIGURE NO. -

SHEET NO. 14 OF 15





UAS RUNWAY PLAN VIEW

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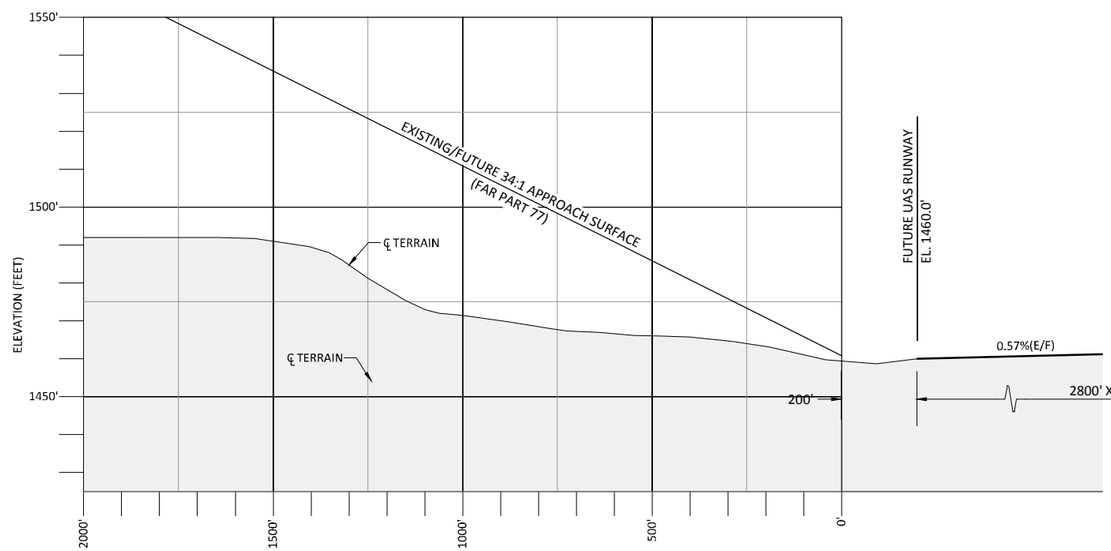

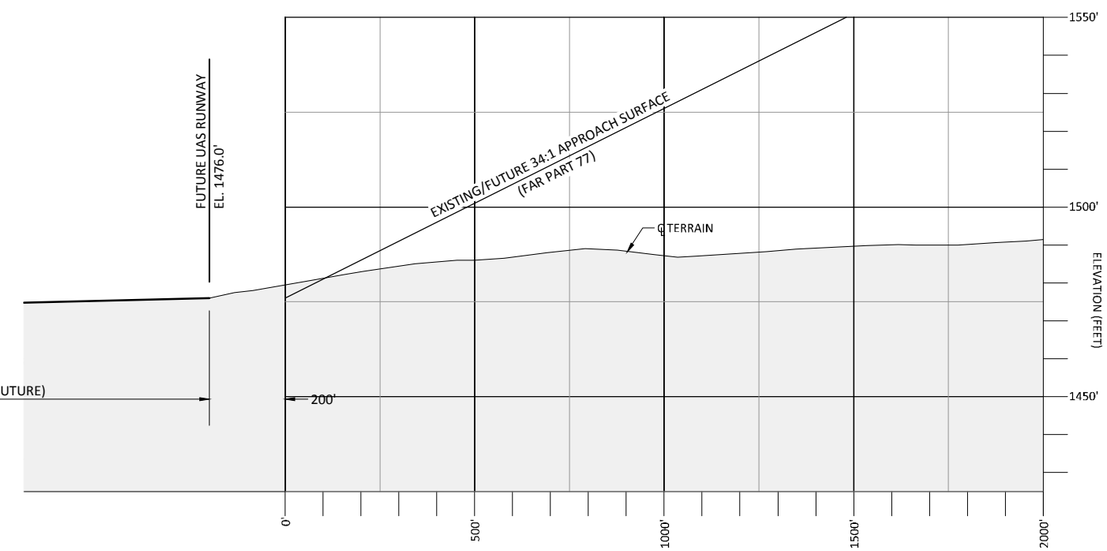

UAS RUNWAY PROFILE VIEW

0' 20' 40'
Vertical Scale: 1"=20'

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Horizontal Scale: 1"=200'

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NOTES:
1. SEE RUNWAY 7 APPROACH SURFACE PLAN AND PROFILE (SHEET 8) FOR FULL LIST OF OBSTRUCTIONS.
2. SEE AIRPORT LAYOUT PLAN (SHEET 3) FOR FULL LEGEND.

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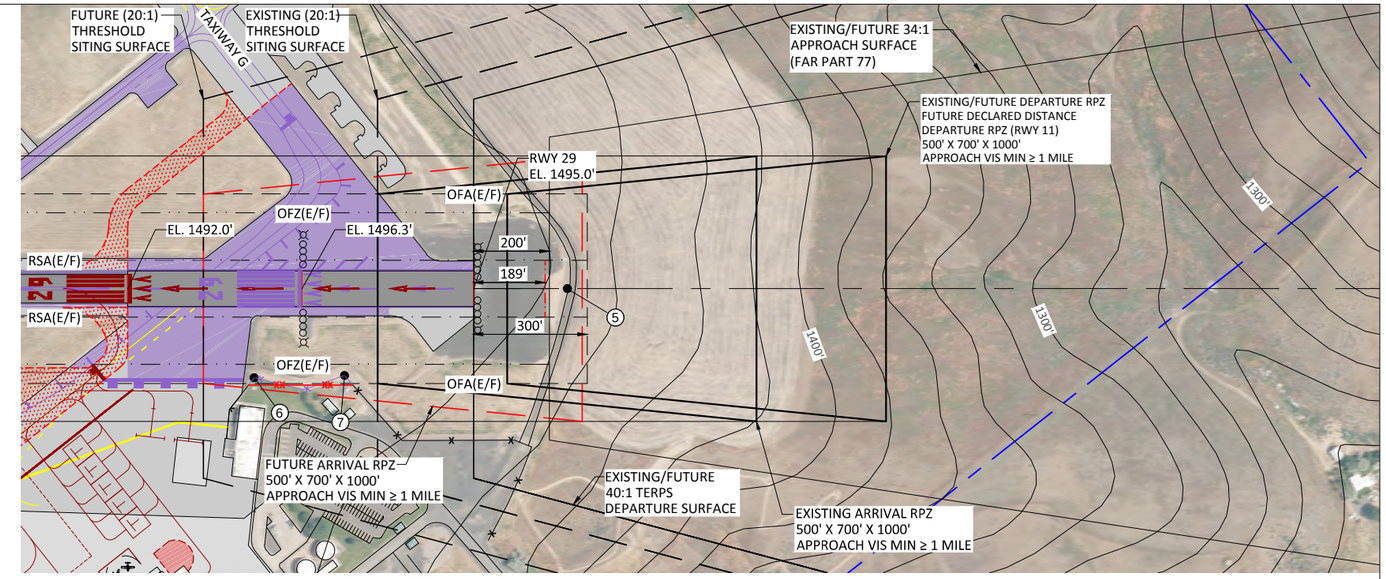
RUNWAY PROTECTION ZONE/INNER APPROACH PLAN AND PROFILE (UAS RUNWAY) AND APPROACH SURFACE PLAN AND PROFILE

FIGURE NO.
-

SHEET NO.
13 OF 15



RUNWAY 11-29 PLAN VIEW

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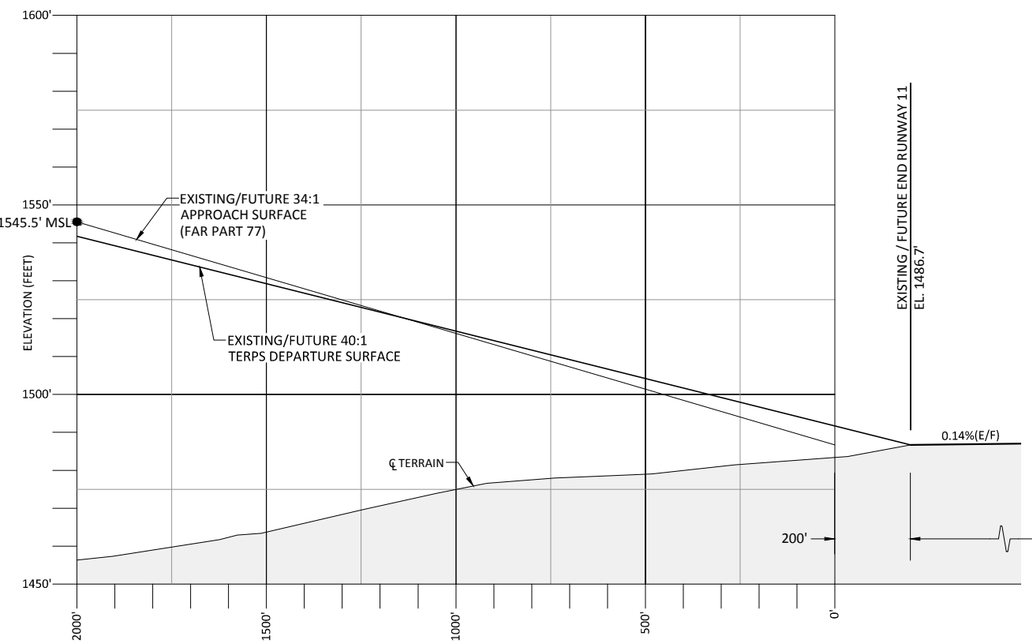

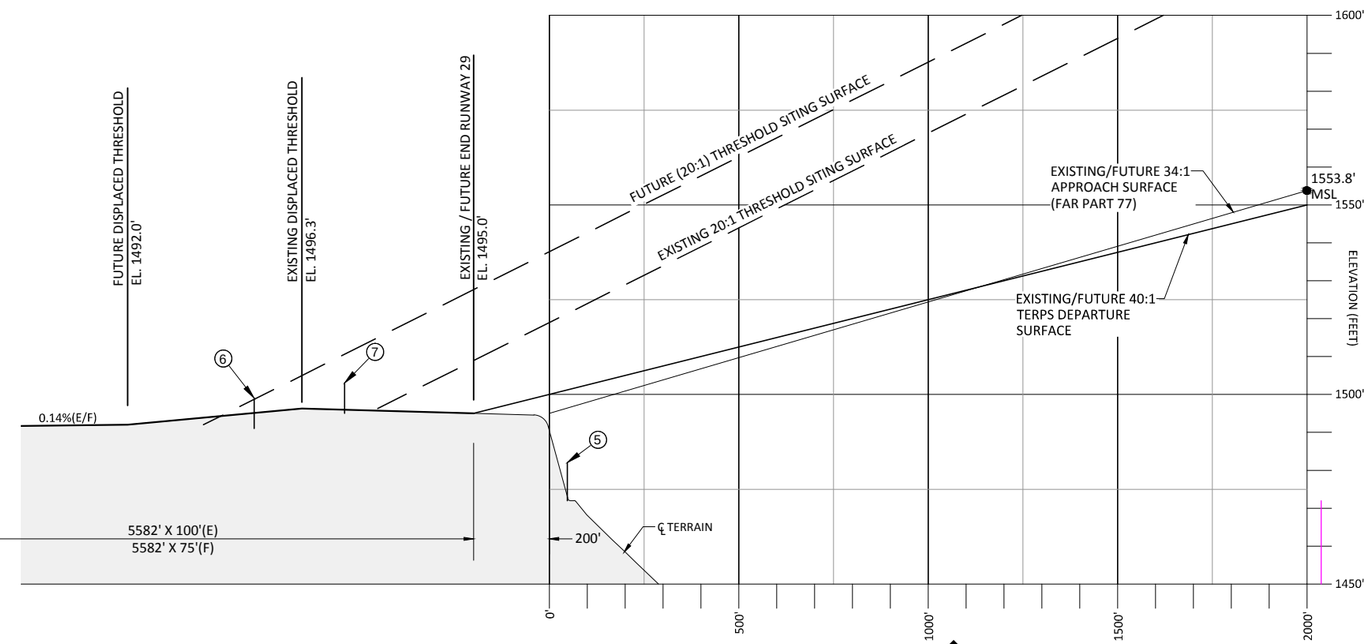

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0' 20' 40'
Vertical Scale: 1"=20'

RUNWAY 11-29 PROFILE VIEW

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

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NOTES:
1. SEE RUNWAY 7 APPROACH SURFACE PLAN AND PROFILE (SHEET 8) FOR FULL LIST OF OBSTRUCTIONS.
2. SEE AIRPORT LAYOUT PLAN (SHEET 3) FOR FULL LEGEND.

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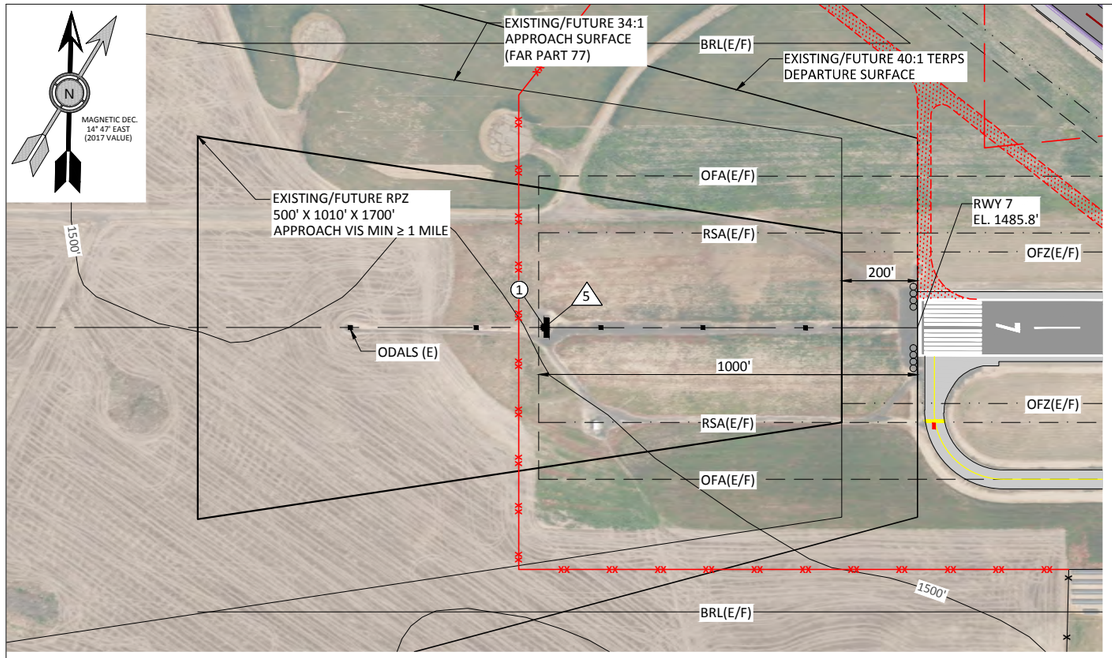
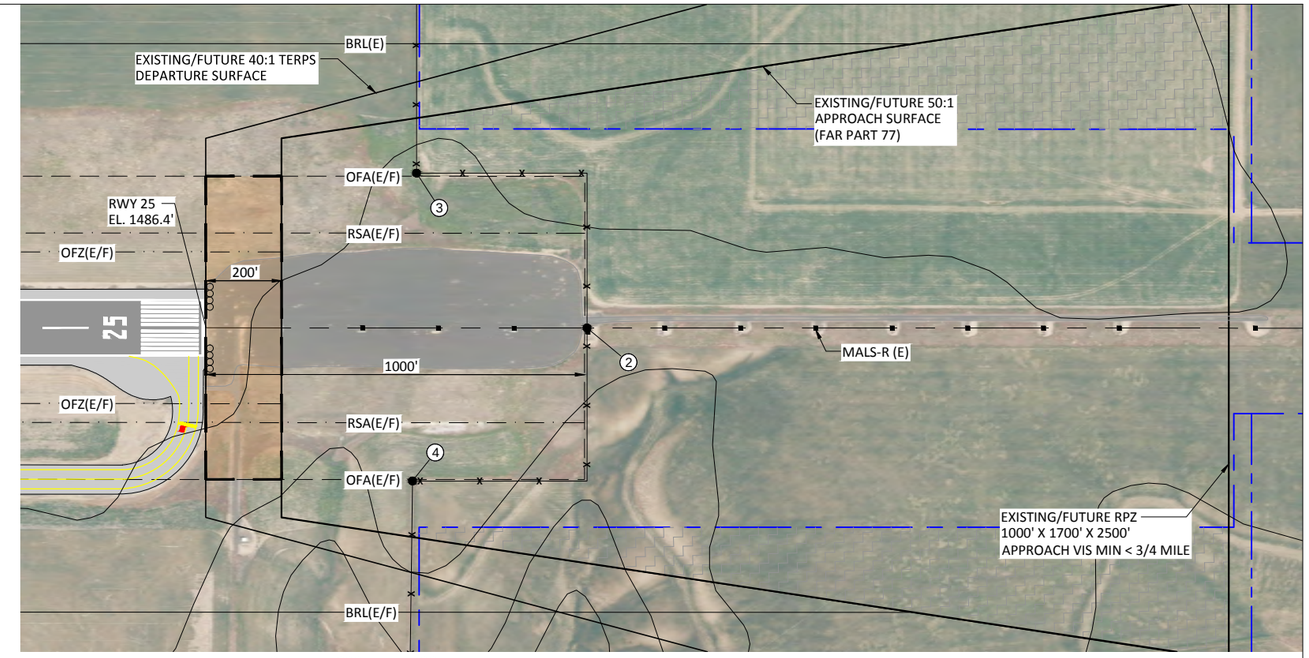
EASTERN OREGON REGIONAL AIRPORT

RUNWAY PROTECTION ZONE / INNER APPROACH PLAN AND PROFILE (RUNWAY 11/29)

FIGURE NO. -

SHEET NO. 12 OF 15





RUNWAY 7-25 PLAN VIEW

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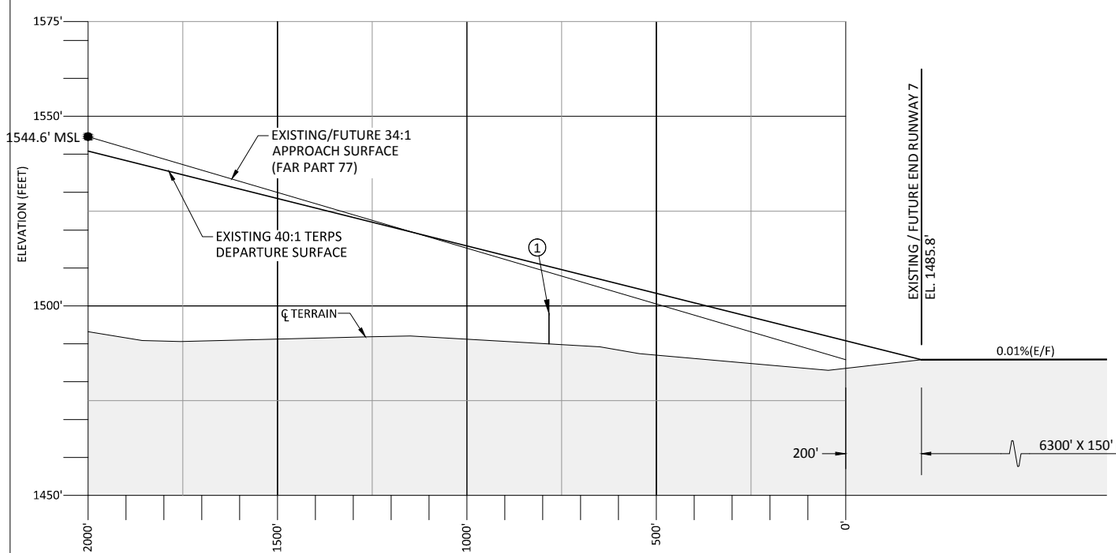

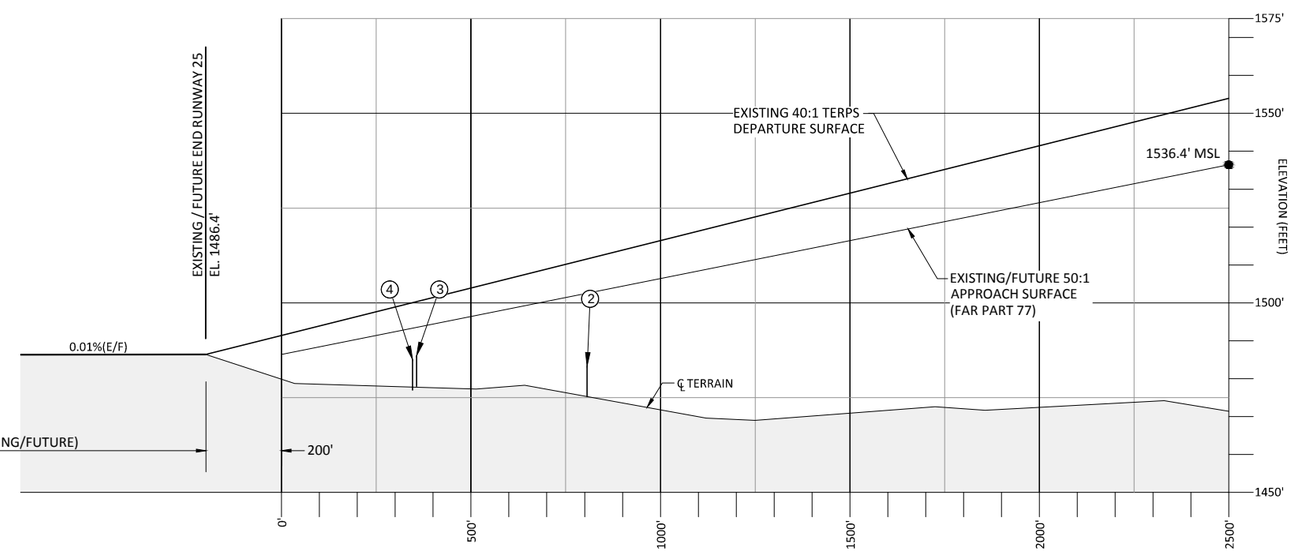

0' 20' 40'
Vertical Scale: 1"=20'

RUNWAY 7-25 PROFILE VIEW

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Horizontal Scale: 1"=200'

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2. SEE AIRPORT LAYOUT PLAN (SHEET 3) FOR FULL LEGEND.
3. SEE AIRPORT DATA SHEET (SHEET 2) FOR NON STANDARD CONDITIONS TABLE.

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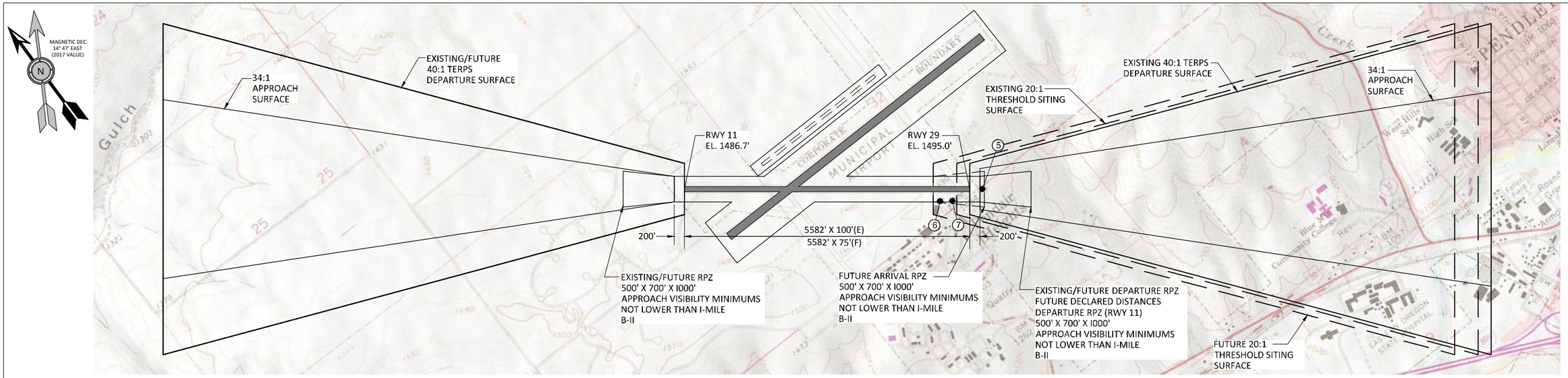
DATE: JANUARY 2017		PROJECT NO: 12467001.01	

EASTERN OREGON REGIONAL AIRPORT

RUNWAY PROTECTION ZONE / INNER APPROACH PLAN AND PROFILE (RUNWAY 7/25)

FIGURE NO. -

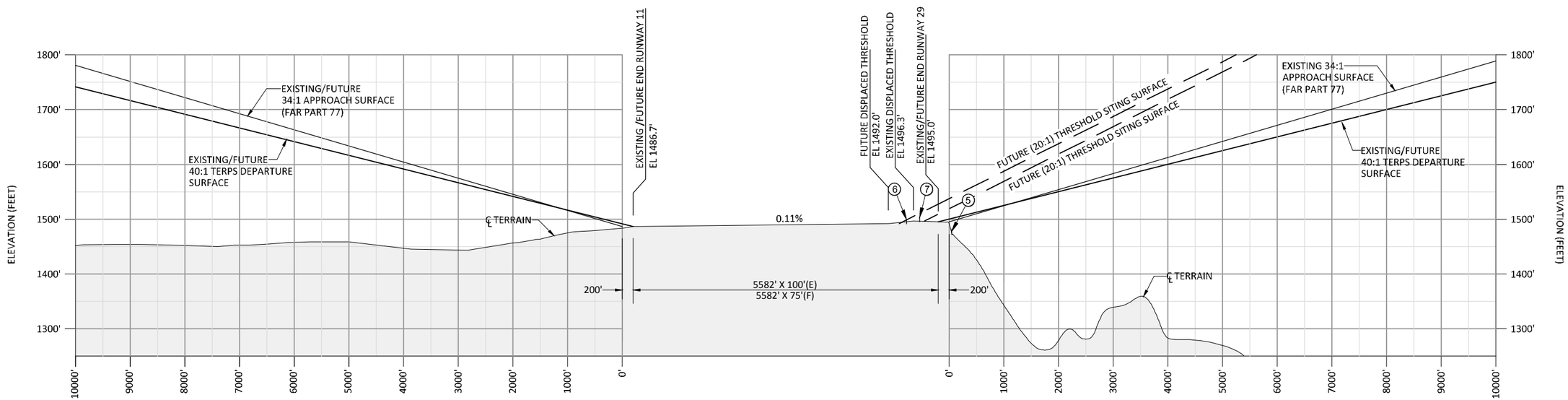
SHEET NO. 11 OF 15



RUNWAY 11-29 PLAN VIEW

0' 1000' 2000'

Scale: 1"=1000'



RUNWAY 11-29 PROFILE VIEW

0' 100' 200'

SCALE OF FEET
VERTICAL SCALE 1"=100'

0' 1000' 2000'

SCALE OF FEET
HORIZONTAL SCALE 1"=1000'

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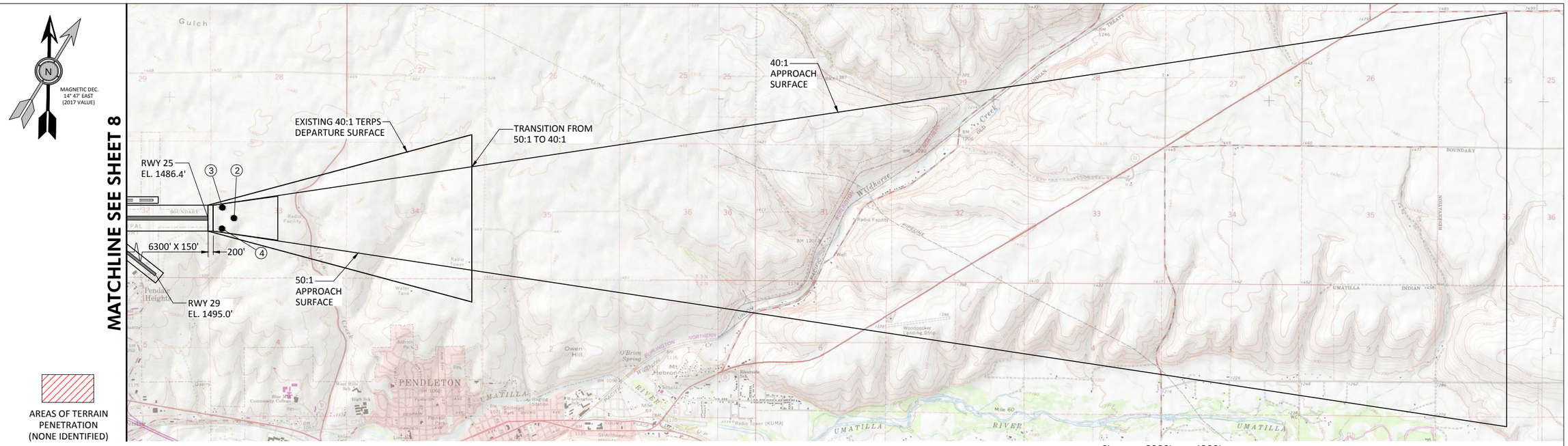
EASTERN OREGON REGIONAL AIRPORT

RUNWAY 11/29 APPROACH SURFACE PLAN AND PROFILE

FIGURE NO. -

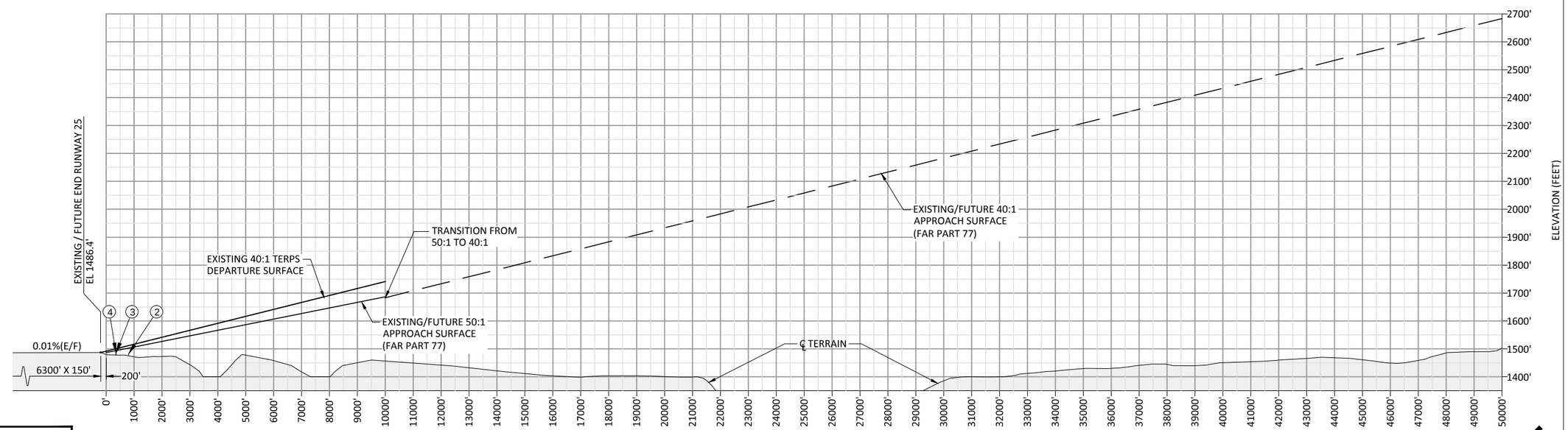
SHEET NO. 10 OF 15



RUNWAY 25 PLAN VIEW

0' 2000' 4000'

Scale: 1"=2000'



RUNWAY 25 PROFILE VIEW

0' 200' 400'

SCALE OF FEET
VERTICAL SCALE 1"=200'

0' 2000' 4000'

SCALE OF FEET
HORIZONTAL SCALE 1"=2000'

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NOTE:
1. SEE RUNWAY 7 APPROACH SURFACE PLAN AND PROFILE (SHEET 8) FOR FULL LIST OF OBSTRUCTIONS.

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EASTERN OREGON REGIONAL AIRPORT

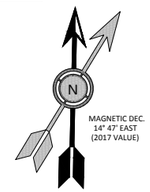
RUNWAY 25 APPROACH SURFACE PLAN AND PROFILE

FIGURE NO. -

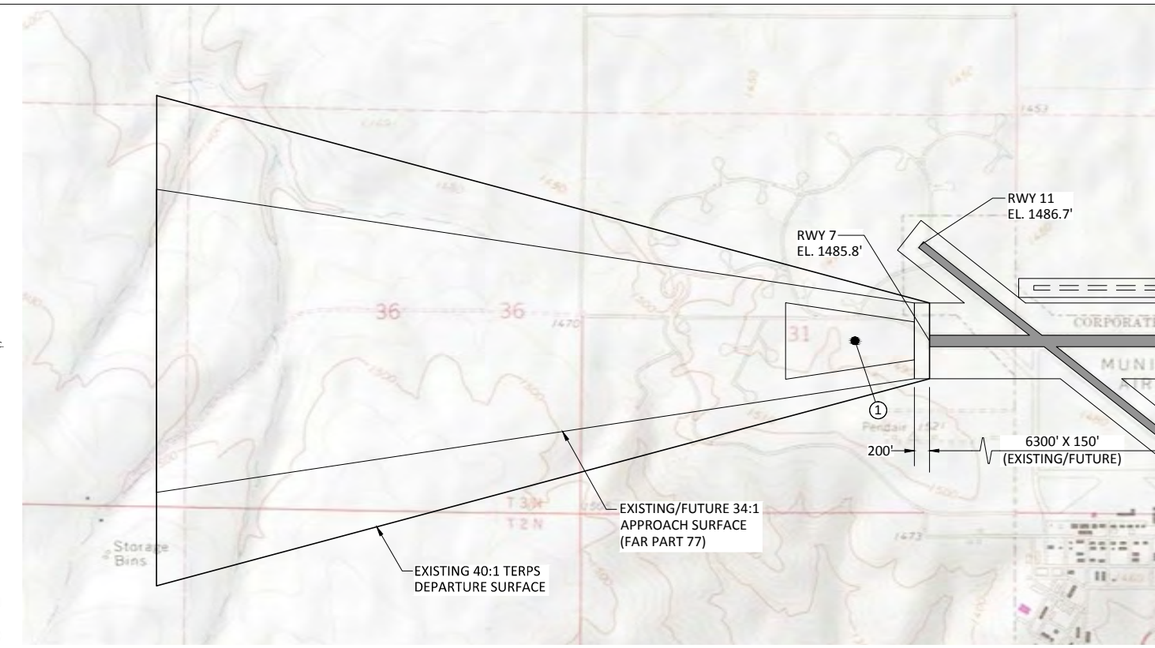
SHEET NO. 9 OF 15

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	LOCALIZER	APPROACH (RWY 7)	1498'	0'	983'	0'	YES	RELOCATE OUTSIDE OFA
2	FENCE	APPROACH (RWY 25)	1480'	0'	1006'	0'	YES	FOR REFERENCE ONLY
3	FENCE	APPROACH (RWY 25)	1487'	408'R	408' - 1006'	0'	YES	FOR REFERENCE ONLY
4	FENCE	APPROACH (RWY 25)	4485'	404'L	546' - 1006'	0'	YES	FOR REFERENCE ONLY
5	ACCESS ROAD	APPROACH (RWY 29)	1482'	0'	248'	0'	YES	FOR REFERENCE ONLY
6	FENCE	PRIMARY (RWY 11/29)	1499'	235' L	-579'	6'	YES	RELOCATE
7	FENCE	PRIMARY (RWY 11/29)	1503'	229'L	-341'	10'	YES	RELOCATE



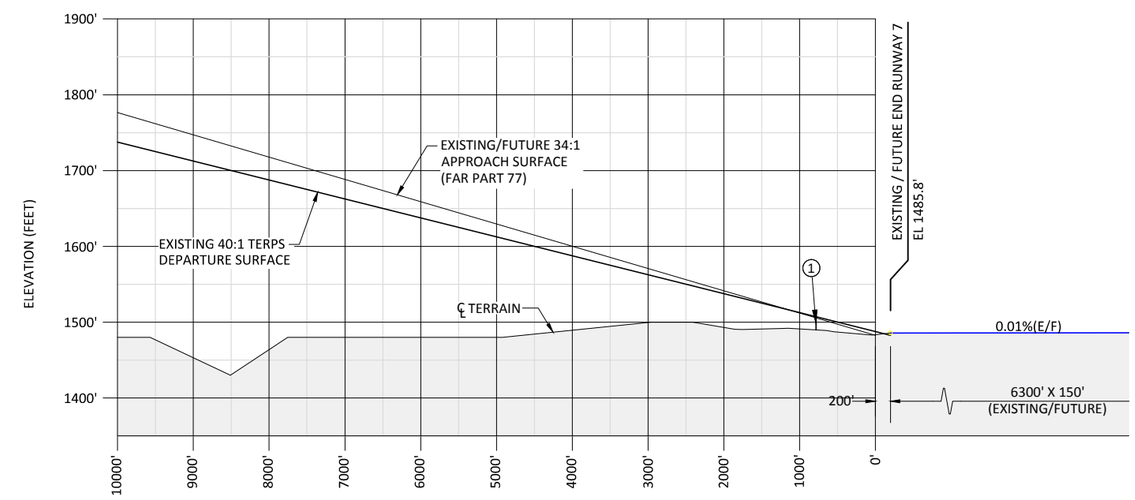
AREAS OF TERRAIN PENETRATION (NONE IDENTIFIED)



MATCHLINE SEE SHEET 9

RUNWAY 7 PLAN VIEW

0' 1000' 2000'
Scale: 1"=1000'



0' 100' 200'
SCALE OF FEET
VERTICAL SCALE 1"=100'

RUNWAY 7 PROFILE VIEW

0' 1000' 2000'
SCALE OF FEET
HORIZONTAL SCALE 1"=1000'

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. SEE RUNWAY 7 APPROACH SURFACE PLAN AND PROFILE (SHEET 8) FOR FULL LIST OF OBSTRUCTIONS.

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541.382.2423 FAX

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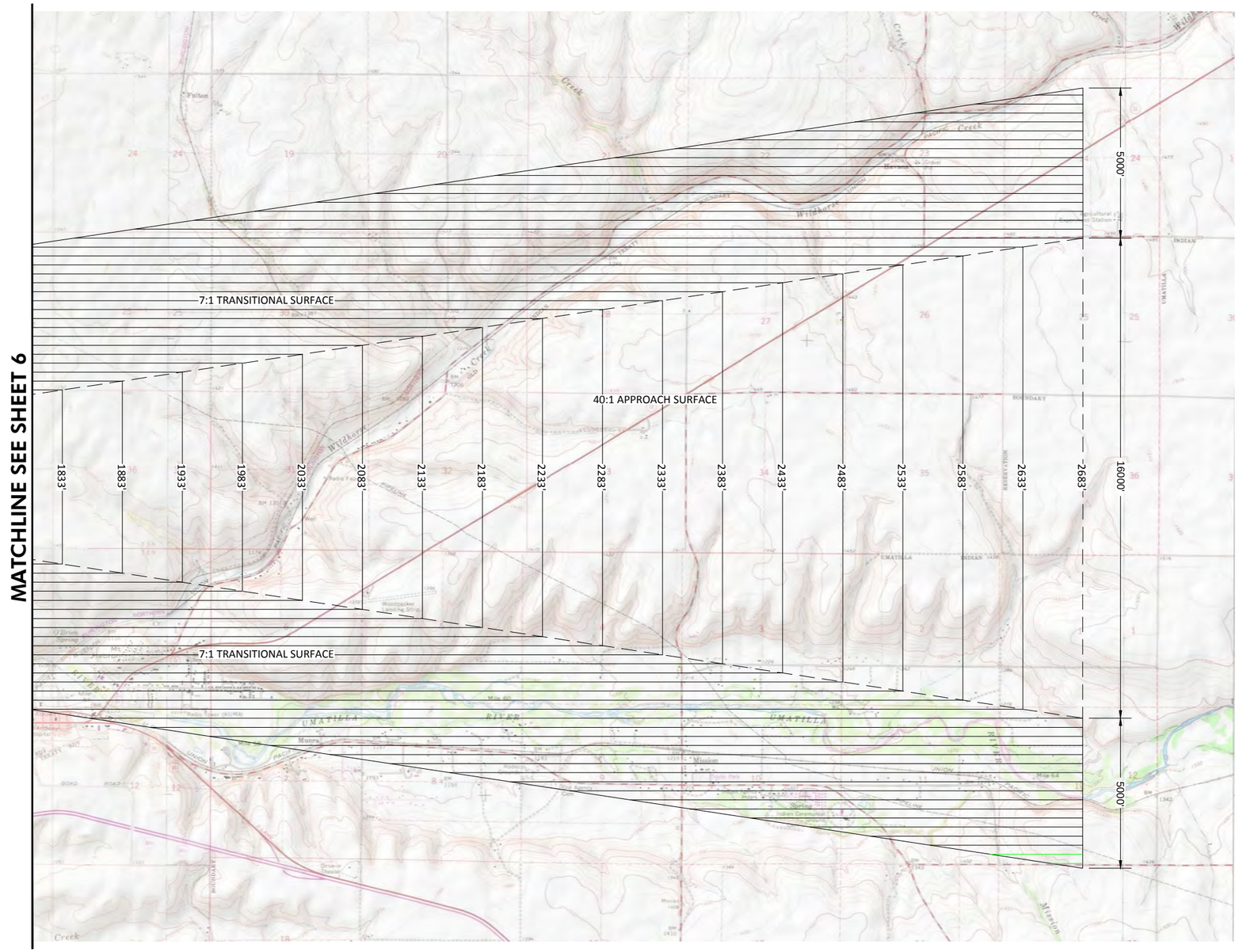
EASTERN OREGON REGIONAL AIRPORT

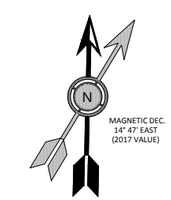
RUNWAY 7 APPROACH SURFACE PLAN AND PROFILE

FIGURE NO. -

SHEET NO. 8 OF 15



AREAS OF TERRAIN PENETRATION (NONE IDENTIFIED)



0' 1000' 2000'

Scale: 1"=1000'

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FAR PART 77 PLAN VIEW

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EASTERN OREGON REGIONAL AIRPORT

AIRPORT AIRSPACE PLAN (FAR PART 77)

FIGURE NO. -

SHEET NO. 7 OF 15

RUNWAY 7/25

FAR PART 77 DIMENSIONAL STANDARDS

RUNWAY ULTIMATE LENGTH = 6300'
RUNWAY TYPE = C-III (SEE NOTE 3)

RUNWAY 7
PRIMARY SURFACE WIDTH = 1,000'
APPROACH SURFACE INNER WIDTH = 1,000'
APPROACH SURFACE OUTER WIDTH = 4,000'
APPROACH SURFACE LENGTH = 10,000'
RADIUS OF HORIZONTAL SURFACE = 10,000'
APPROACH SLOPE = 34:1

RUNWAY 25
PRIMARY SURFACE WIDTH = 1,000'
APPROACH SURFACE INNER WIDTH = 1,000'
APPROACH SURFACE OUTER WIDTH = 16,000'
APPROACH SURFACE LENGTH = 50,000'
RADIUS OF HORIZONTAL SURFACE = 10,000'
APPROACH SLOPE = 50:1 TO 40:1

RUNWAY 11/29

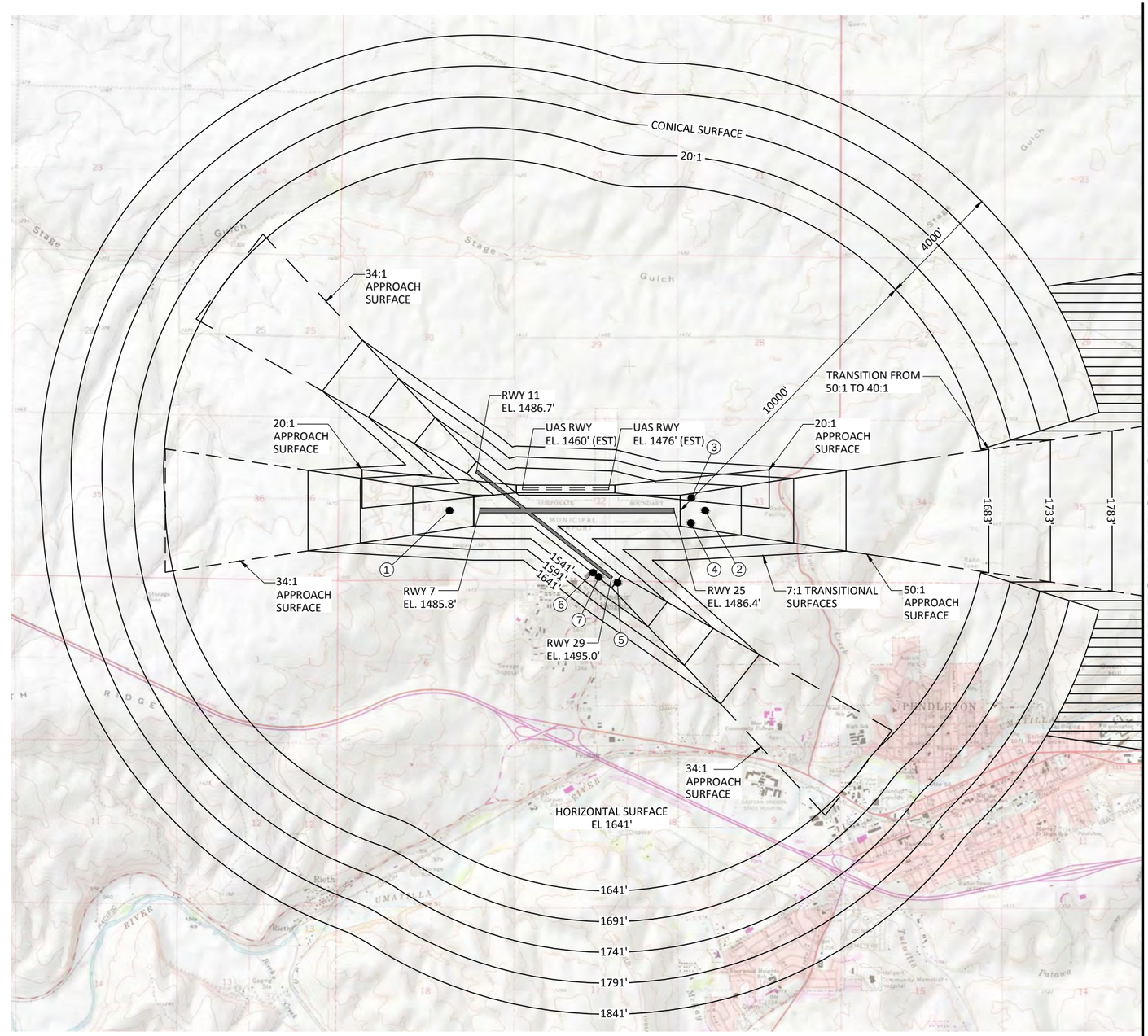
FAR PART 77 DIMENSIONAL STANDARDS

RUNWAY ULTIMATE LENGTH = 5582'
RUNWAY TYPE = B-II
PRIMARY SURFACE WIDTH = 500'
APPROACH SURFACE INNER WIDTH = 500'
APPROACH SURFACE OUTER WIDTH = 3,500'
APPROACH SURFACE LENGTH = 10,000'
RADIUS OF HORIZONTAL SURFACE = 10,000'
APPROACH SLOPE = 34:1

UAS RUNWAY

FAR PART 77 DIMENSIONAL STANDARDS

RUNWAY ULTIMATE LENGTH = 2800'
RUNWAY TYPE = A/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



AREAS OF TERRAIN PENETRATION (NONE IDENTIFIED)

FAR PART 77 PLAN VIEW

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. SEE RUNWAY 7 APPROACH SURFACE PLAN AND PROFILE (SHEET 8) FOR FULL LIST OF OBSTRUCTIONS.
3. EXISTING ARC C-III STANDARDS MAINTAINED.

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MAGNETIC DEC. 14° 47' EAST (2017 VALUE)

0' 2000' 4000'
Scale: 1"=2000'

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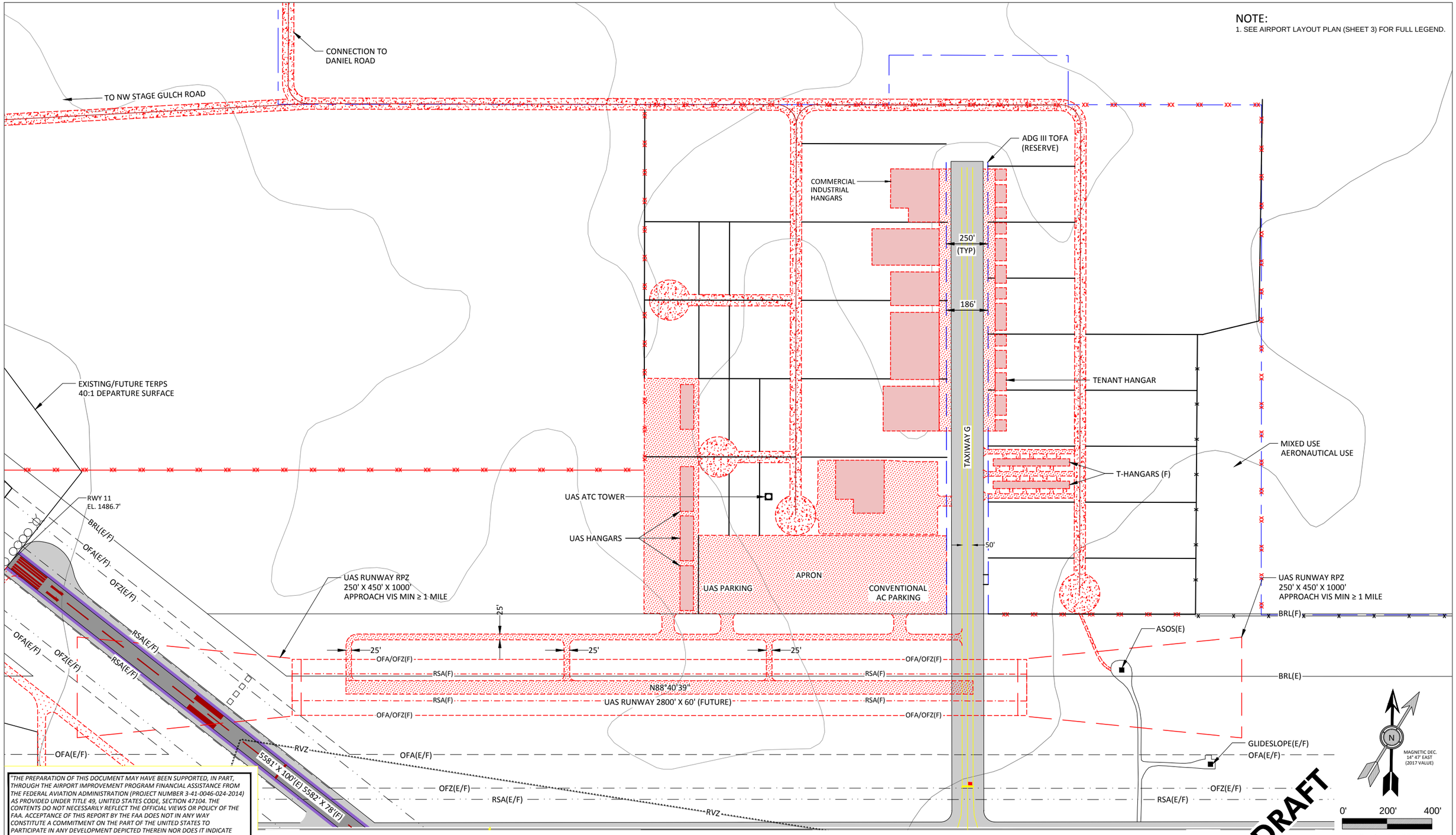
EASTERN OREGON REGIONAL AIRPORT

AIRPORT AIRSPACE PLAN (FAR PART 77)

FIGURE NO. -

SHEET NO. 6 OF 15

NOTE:
1. SEE AIRPORT LAYOUT PLAN (SHEET 3) FOR FULL LEGEND.



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UAS AREA / UAS RANGE

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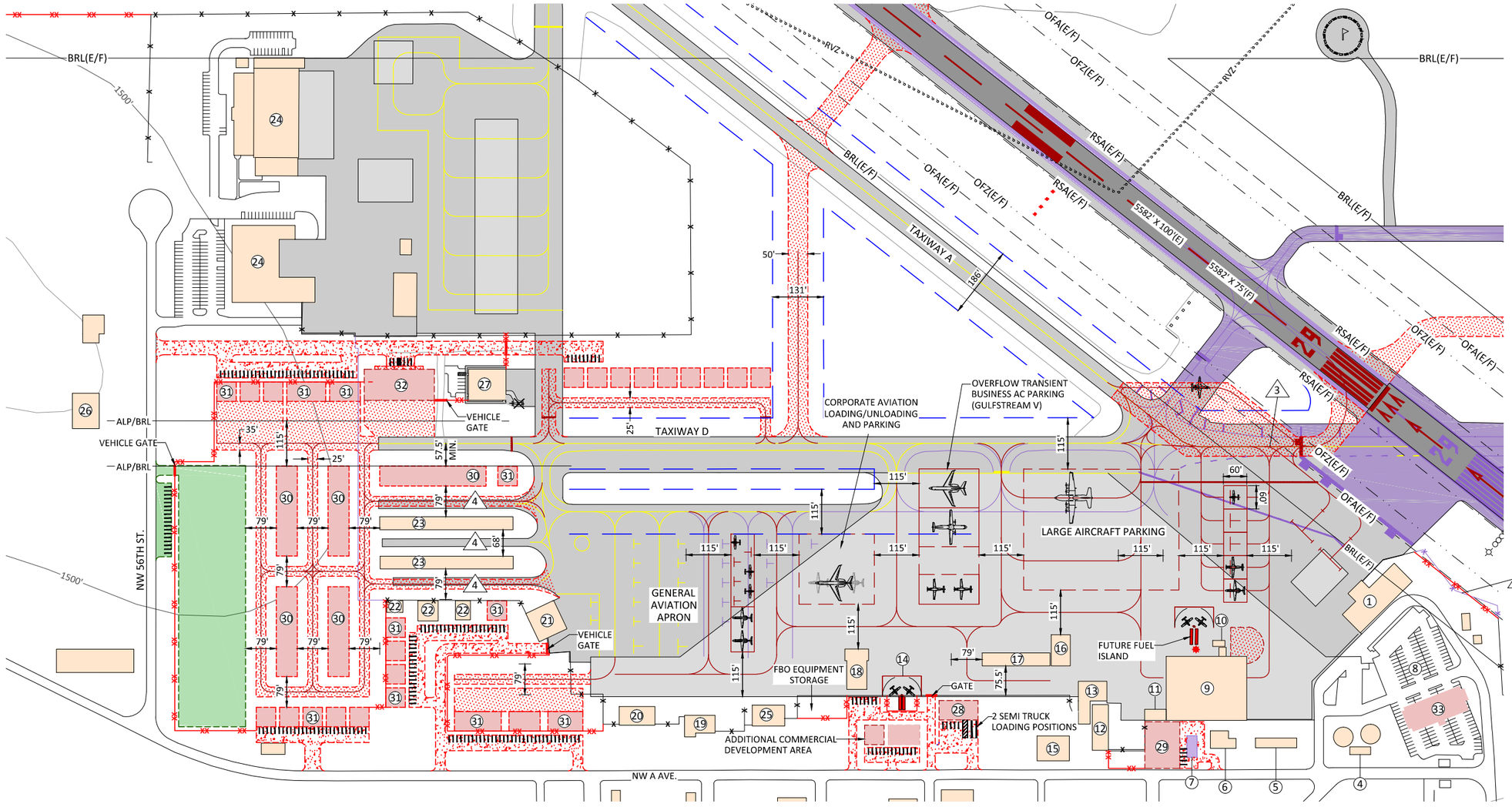
EASTERN OREGON REGIONAL AIRPORT

ON-AIRPORT INDIVIDUAL AREA PLANS
(UAS DEVELOPMENT AREA)

FIGURE NO. -

SHEET NO. 5 OF 15



TERMINAL AREA

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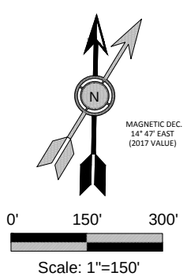

BUILDING / FACILITY KEY

	BLDG HEIGHT	DESCRIPTION		BLDG HEIGHT	DESCRIPTION		BLDG HEIGHT	DESCRIPTION
1	1533	TERMINAL, ATCT (ANTENNA HEIGHT 1556)	12	1507	AIRPORT EQUIP. SHOP (BLDG. 109)	24	1548	NATIONAL GUARD HANGAR & ARMORY
2	N/A	PILOT HOUSE	13	1510	FIRE STATION ARFF EQUIPMENT (BLDG. 124)	25	1508	FBO
3	N/A	GATE HOUSES - STORAGE	14	N/A	FBO FUEL TANK	26	N/A	NATIONAL WEATHER SERVICE
4	N/A	RESERVOIR PUMP HOUSE	15	1520	CITY STORAGE (BLDG. 101)	27	N/A	LIFE FLIGHT HANGAR (E)
5	N/A	SMALL ENGINE REPAIR (BLDG. 111)	16	1506	CITY HANGAR	28	N/A	CARGO BUILDING (F)
6	N/A	OFFICE/VACANT (BLDG. 110)	17	1507	CITY T-HANGAR, 6 TOTAL	29	N/A	CITY SRE BUILDING (F)
7	N/A	CITY STORAGE BLDG. (BLDG. 118)	18	1504	FBO (BLDG. 112)	30	N/A	T-HANGAR (F)
8	N/A	AUTOMOBILE PARKING	19	1510	FBO (BLDG. 114)	31	N/A	CONVENTIONAL HANGAR (F)
9	1533	EXPERIMENTAL AIRCRAFT ASSOC. (BLDG. 122)	20	1517	FBO (BLDG. 136)	32	N/A	FLEX HANGAR (F)
	1589	BEACON	21	1512	FBO	33	N/A	HOTEL (F)
10	N/A	ELECTRICAL EQUIPMENT BUILDING (BLDG. 119)	22	1506-1515	PRIVATE HANGARS	34	N/A	MALSR
11	N/A	OFFICE/VACANT (BLDG. 127)	23	1506-1507	PRIVATE HANGARS	35	N/A	ODALS

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NOTES:

1. SEE AIRPORT LAYOUT PLAN (SHEET 3) FOR FULL LEGEND.
2. RUNWAY 7/25 AND MAJOR TAXIWAYS ARE DESIGNED TO ADG III STANDARDS (RESERVE).
3. SEE AIRPORT DATA SHEET (SHEET 2) FOR NON STANDARD CONDITIONS TABLE.

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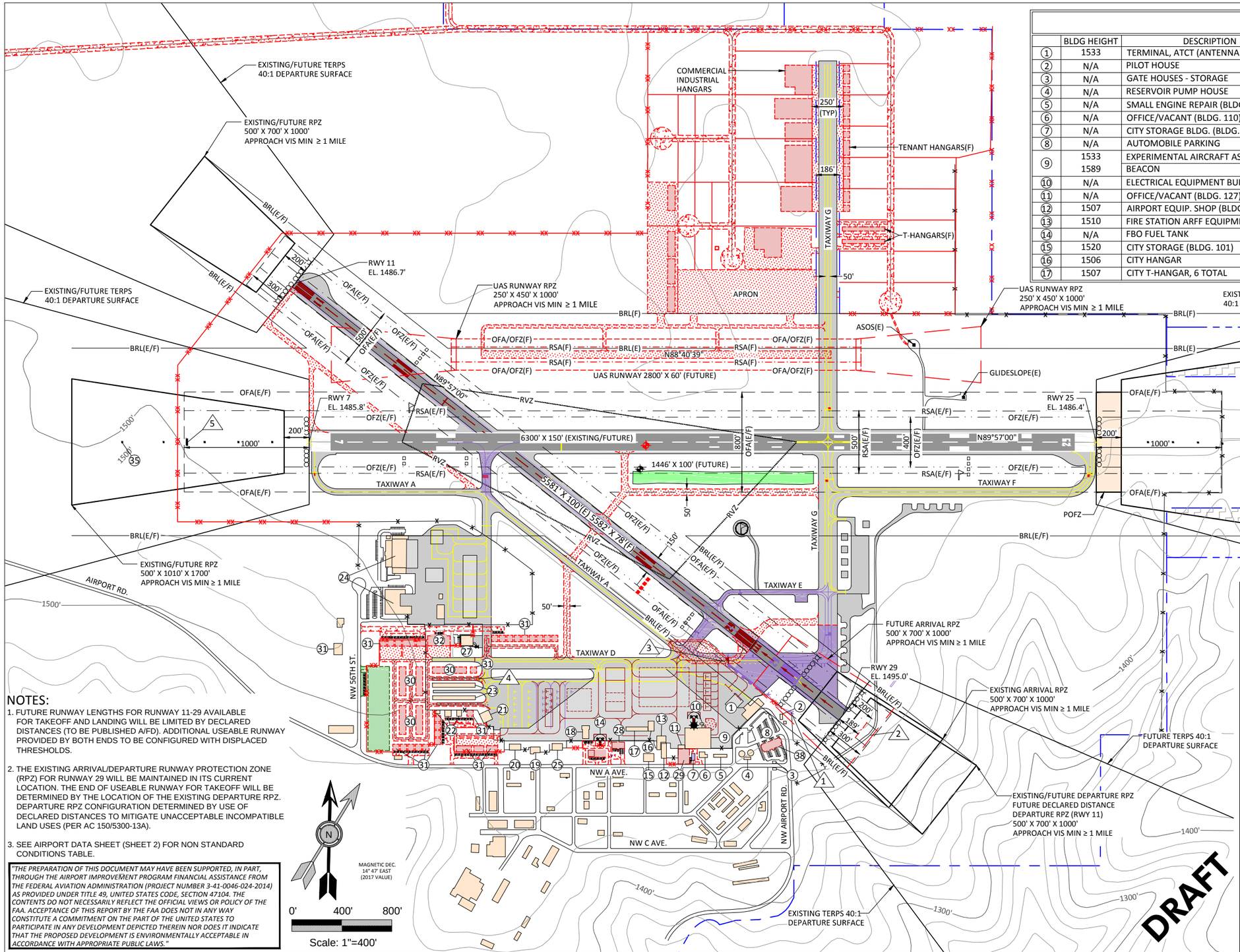
DATE: JANUARY 2017		PROJECT NO: 12467001.01	

EASTERN OREGON REGIONAL AIRPORT

ON-AIRPORT INDIVIDUAL AREA PLANS (TERMINAL AREA)

FIGURE NO. -

SHEET NO. 4 OF 15



BUILDING / FACILITY KEY

	BLDG HEIGHT	DESCRIPTION		BLDG HEIGHT	DESCRIPTION
1	1533	TERMINAL, ATCT (ANTENNA HEIGHT 1556)	18	1504	FBO (BLDG. 112)
2	N/A	PILOT HOUSE	19	1510	FBO (BLDG. 114)
3	N/A	GATE HOUSES - STORAGE	20	1517	FBO (BLDG. 136)
4	N/A	RESERVOIR PUMP HOUSE	21	1512	FBO
5	N/A	SMALL ENGINE REPAIR (BLDG. 111)	22	1506-1515	PRIVATE HANGARS
6	N/A	OFFICE/VACANT (BLDG. 110)	23	1506-1507	PRIVATE HANGARS
7	N/A	CITY STORAGE BLDG. (BLDG. 118)	24	1548	NATIONAL GUARD HANGAR & ARMORY
8	N/A	AUTOMOBILE PARKING	25	1508	FBO
9	1533 1589	EXPERIMENTAL AIRCRAFT ASSOC. (BLDG. 122) BEACON	26 27	N/A N/A	NATIONAL WEATHER SERVICE LIFE FLIGHT HANGAR (E)
10	N/A	ELECTRICAL EQUIPMENT BUILDING (BLDG. 119)	28	N/A	CARGO BUILDING (F)
11	N/A	OFFICE/VACANT (BLDG. 127)	29	N/A	CITY SRE BUILDING (F)
12	1507	AIRPORT EQUIP. SHOP (BLDG. 109)	30	N/A	T-HANGAR (F)
13	1510	FIRE STATION ARFF EQUIPMENT (BLDG. 124)	31	N/A	CONVENTIONAL HANGAR (F)
14	N/A	FBO FUEL TANK	32	N/A	FLEX HANGAR (F)
15	1520	CITY STORAGE (BLDG. 101)	33	N/A	HOTEL (F)
16	1506	CITY HANGAR	34	N/A	MALS-R
17	1507	CITY T-HANGAR, 6 TOTAL	35	N/A	ODALS

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)		
RUNWAY VISIBILITY ZONE (RVZ)		SAME
GROUND CONTOURS	1400'	SAME
AIRPORT REFERENCE POINT (ARP)		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
VISUAL GUIDANCE INDICATORS (PAPI)		
WIND INDICATOR		
SEGMENTED CIRCLE WIND INDICATOR		
FENCE		
BEACON		
THRESHOLD LIGHTS		
ACCESS ROAD/VEHICLE PARKING	N/A	
AVIGATION EASEMENT		
PRECISION OBSTACLE FREE ZONE		SAME
DEVELOPMENT RESERVE	N/A	
TO BE REMOVED		N/A
TURF LANDING AREA	N/A	

NOTES:

1. FUTURE RUNWAY LENGTHS FOR RUNWAY 11-29 AVAILABLE FOR TAKEOFF AND LANDING WILL BE LIMITED BY DECLARED DISTANCES (TO BE PUBLISHED A/FD). ADDITIONAL USEABLE RUNWAY PROVIDED BY BOTH ENDS TO BE CONFIGURED WITH DISPLACED THRESHOLDS.
2. THE EXISTING ARRIVAL/DEPARTURE RUNWAY PROTECTION ZONE (RPZ) FOR RUNWAY 29 WILL BE MAINTAINED IN ITS CURRENT LOCATION. THE END OF USEABLE RUNWAY FOR TAKEOFF WILL BE DETERMINED BY THE LOCATION OF THE EXISTING DEPARTURE RPZ. DEPARTURE RPZ CONFIGURATION DETERMINED BY USE OF DECLARED DISTANCES TO MITIGATE UNACCEPTABLE INCOMPATIBLE LAND USES (PER AC 150/5300-13A).
3. SEE AIRPORT DATA SHEET (SHEET 2) FOR NON STANDARD CONDITIONS TABLE.

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MAGNETIC DEC.
14° 47' EAST
(2017 VALUE)

0' 400' 800'
Scale: 1"=400'

NO.	DATE	BY	APPR	REVISIONS

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

FEDERAL AVIATION ADMINISTRATION APPROVAL
APPROVAL DATE: _____
SIGNATURE

CITY OF PENDLETON APPROVAL
APPROVAL DATE: _____
SIGNATURE

CENTURY WEST ENGINEERING
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1020 SW EMKAY DRIVE., #100
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DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	AS SHOWN
DATE: JANUARY 2017		PROJECT NO: 12467001.01	

EASTERN OREGON REGIONAL AIRPORT

AIRPORT LAYOUT PLAN

FIGURE NO. -

SHEET NO. 3 OF 15

AIRPORT DATA TABLE

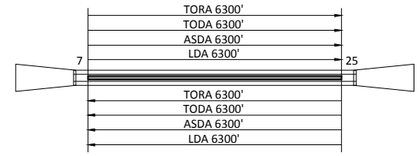
DESCRIPTION		EXISTING	FUTURE
AIRPORT ELEVATION		1493.3'	1477.8
AIRPORT ACREAGE		2,273	2,314
ARP COORDINATES	LAT. LONG.	N 45° 41' 41.49" W 118° 50' 34.83"	N 45° 41' 43.02" W 118° 50' 34.18"
MAGNETIC DECLINATION		14°47'E (1/2017)	ANNUAL RATE OF CHANGE 0°8'W
MEAN MAX. DAILY TEMPERATURE		88°	SAME
FAA IDENTIFIER		KPDT	SAME
DATUM		NAD83/NAVD88	SAME

RUNWAY DATA TABLE

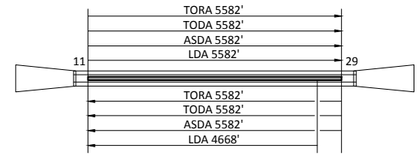
	RUNWAY 7 - 25		RUNWAY 11 - 29		UAS RUNWAY
	EXISTING	FUTURE	EXISTING	FUTURE	FUTURE
RUNWAY LENGTH AND WIDTH	6300' X 150'	SAME	5582' X 100'	SAME	2800' X 60'
RUNWAY PAVEMENT STRENGTH (IN 1000 LBS)	115 SW; 132 DW; 167 DSW; 210 DDT	SAME	70 SW; 120 DW; 152 DSW; 122 DDT	SAME	12.5 SW
RUNWAY PAVEMENT TYPE	ASPHALT	SAME	ASPHALT	SAME	ASPHALT
RUNWAY PERCENT WIND COVERAGE (15 MPH)	98.30%	SAME	93.39%	SAME	-
RUNWAY PERCENT GRADIENT / MAXIMUM GRADE	0.01%	SAME	0.14%	SAME	0.64%
AIRPORT REFERENCE CODE (ARC)	C-III	SAME	B-II	SAME	A/B-1 (SMALL)
FAR PART 77 DESIGNATION (SEE NOTE 1)	PIR - LARGER THAN UTILITY	SAME	NPI - LARGER THAN UTILITY	SAME	VISUAL
NPIAS ROLE / SERVICE LEVEL	GENERAL AVIATION	SAME	GENERAL AVIATION	SAME	-
TERMINAL NAVAIDS	ILS/VOR/NDB	SAME	-	SAME	-
TAXIWAY LIGHTING	REFLECTORS (D,E) MITL (A,E,G,F)	SAME	REFLECTORS (D,E) MITL (A,E,G,F)	SAME	REFLECTORS
TAXIWAY MARKING	BASIC	SAME	BASIC	SAME	BASIC

EXISTING DECLARED DISTANCES

RUNWAY 7-25

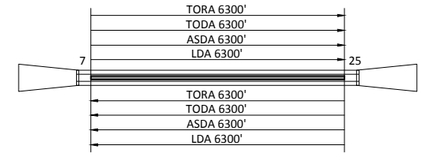


RUNWAY 11-29

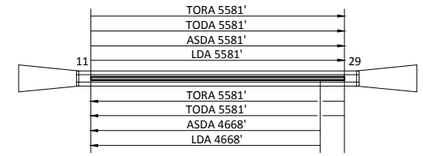


FUTURE DECLARED DISTANCES

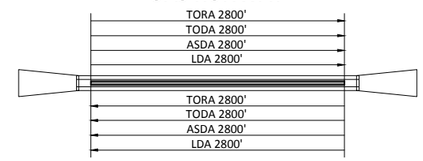
RUNWAY 7-25

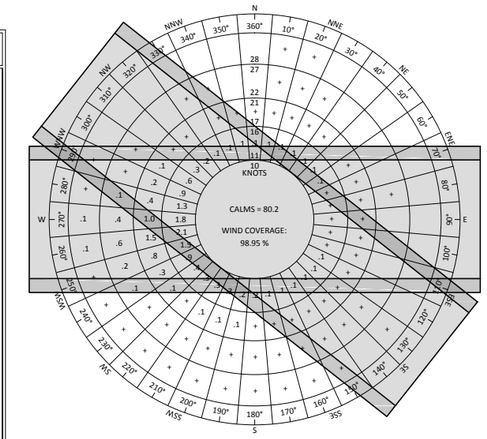


RUNWAY 11-29



UAS RUNWAY





ALL WEATHER WIND ROSE

NCDC : 2006-2015
113,278 OBSERVATIONS

WIND COVERAGE IN PERCENT

	VFR		IFR		ALL	
	12	15	12	15	12	15
RUNWAY 7-25	96.57	98.17	98.73	99.36	96.81	98.30
RUNWAY 11-29	87.90	92.66	97.55	98.40	89.10	93.39
COMBINED	97.65	98.87	99.29	99.57	97.83	98.95

RUNWAY DATA TABLE

	RUNWAY 7-25				RUNWAY 11-29				UAS RUNWAY	
	EXISTING CONDITIONS	EXISTING STANDARD	FUTURE CONDITIONS	FUTURE STANDARD	EXISTING CONDITIONS	EXISTING STANDARD	FUTURE CONDITIONS	FUTURE STANDARD	FUTURE CONDITIONS	FUTURE STANDARD
RUNWAY SAFETY AREA LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	8300' X 500' 1000'	8300' X 500' 1000'	8300' X 500' 1000'	8300' X 500' 1000'	6070' X 150' 300'	6182' X 150' 300'	6070' X 150' 300'	6182' X 150' 300'	3280' X 120' 240'	3280' X 120' 240'
OBJECT FREE AREA LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	8300' X 800' 1000'	8300' X 800' 1000'	8300' X 800' 1000'	8300' X 800' 1000'	6182' X 500' 300'	6182' X 500' 300'	6182' X 500' 300'	6182' X 500' 300'	3280' X 250' 240'	3280' X 250' 240'
OBSTACLE FREE ZONE LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	6700' X 400' 200'	6700' X 400' 200'	6700' X 400' 200'	6700' X 400' 200'	5982' X 400' 200'	5982' X 400' 200'	5982' X 400' 200'	5982' X 400' 200'	3200' X 250' 200'	3200' X 250' 200'

EXISTING NON STANDARD CONDITIONS

NO.	ITEM	DESCRIPTION	DISPOSITION
1	OFA (FENCE)	FENCE LOCATED IN OFA	RELOCATE OUTSIDE OF OFA
2	RSA	NON-STANDARD WIDTH, LENGTH BEYOND RUNWAY 29 END	DECLARED DISTANCES
3	HOTSPOT	CONFUSING GEOMETRY NEAR RUNWAY / TAXIWAY CONNECTIONS	TAXIWAY RECONFIGURATION
4	TAXILANE OFA	LESS THAN STANDARD CLEARANCE FROM CENTERLINE TO STRUCTURE	MODIFY TAXILANE AND HANGAR LOCATIONS
5	OFA (LOCALIZER)	ANTENNAE LOCATED IN OFA	RELOCATE OUTSIDE OF OFA

	RUNWAY 7-25				RUNWAY 11-29				UAS RUNWAY	
	EXISTING CONDITIONS		FUTURE CONDITIONS		EXISTING CONDITIONS		FUTURE CONDITIONS		FUTURE CONDITIONS	
RUNWAY LIGHTING	HIRL		HIRL		MIRL		MIRL		-	
RUNWAY END	7	25	7	25	11	29	11	29	-	-
RUNWAY APPROACH CATEGORY	NON-PRECISION	PRECISION	NON-PRECISION	PRECISION	NPI	NPI	NPI	NPI	VISUAL	VISUAL
RUNWAY APPROACH SLOPE PART 77 REQUIRED	34:1	50:1	34:1	50:1	34:1	34:1	34:1	34:1	20:1	20:1
ACTUAL	34:1	50:1	34:1	50:1	34:1	34:1	34:1	34:1	20:1	20:1
APPROACH VISIBILITY MINIMUMS	≧ 1 MILE	< 3/4 MILE	≧ 1 MILE	< 3/4 MILE	≧ 1 MILE	≧ 1 MILE	≧ 1 MILE	≧ 1 MILE	≧ 1 MILE	≧ 1 MILE
RUNWAY MARKINGS	NON-PRECISION	PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	BASIC	BASIC
RUNWAY END COORDINATES LAT. LONG.	N 45° 41' 43.2188" W 118° 51' 12.1371"	N 45° 41' 43.3771" W 118° 49' 43.3788"	N 45° 41' 43.2188" W 118° 51' 12.1371"	N 45° 41' 43.3771" W 118° 49' 43.3788"	N 45° 41' 55.7405" W 118° 51' 13.7421"	N 45° 41' 21.7282" W 118° 50' 11.8839"	N 45° 41' 55.7405" W 118° 51' 13.7421"	N 45° 41' 24.5051" W 118° 50' 16.9332"	N 45° 41' 50.1719" W 118° 50' 52.7885"	N 45° 41' 50.2427" W 118° 50' 13.3383"
INSTRUMENTATION AND APPROACH AIDS	ILS / GPS / VOR	ILS / GPS / VOR	ILS / GPS / VOR	ILS / GPS / VOR	GPS	WAAS (GPS)	GPS	WAAS (GPS)	-	-
VISUAL AIDS	ODALS / VASI	PAPI-4L / MALS-R	ODALS / VASI / PAPI	PAPI-4L / MALS-R	PAPI-4L	PAPI-4L	PAPI-4L	PAPI-4L	-	-
CRITICAL AIRCRAFT (ARC)	B737 / C130 (SEE NOTE 1)		B737 / C130 (SEE NOTE 1)		KING AIR		SAAB 340B		MQ - 9 REAPER	
WINGSPAN	95'		SAME		49' TO LESS THAN 79'		49' TO LESS THAN 79'		49' TO LESS THAN 79'	
WEIGHT	150,000 LBS.		SAME		MORE THAN 12,500 LBS		MORE THAN 12,500 LBS		LESS THAN 12,500 LBS	
APPROACH SPEED	140 KNOTS		SAME		91 TO LESS THAN 121 KNOTS		91 TO LESS THAN 121 KNOTS		91 TO LESS THAN 121 KNOTS	
LENGTH OF HAUL	<2500 MILES		<2500 MILES		≦ 500 MILES		≦ 500 MILES		≦ 1000 MILES	
OFZ PENETRATION	NO		NO		NO		NO		NO	

	EXISTING CONDITIONS	EXISTING STANDARDS	FUTURE CONDITIONS	FUTURE STANDARDS
TAXIWAY WIDTHS	VARIES	25' (ADG I), 35' (ADG II), 50' (ADG III)	SAME	SAME
TAXILANE WIDTHS	VARIES	25' (ADG I), 35' (ADG II), 50' (ADG III)	SAME	SAME
TAXIWAY SAFETY AREA	VARIES	49' (ADG I), 79' (ADG II), 118' (ADG III)	SAME	SAME
TAXILANE SAFETY AREA	VARIES	49' (ADG I), 79' (ADG II), 118' (ADG III)	SAME	SAME
TAXIWAY OBJECT FREE AREA	VARIES	89' (ADG I), 131' (ADG II), 186' (ADG III)	SAME	SAME
TAXILANE OBJECT FREE AREA	VARIES	79' (ADG I), 115' (ADG II), 162' (ADG III)	SAME	SAME

NOTE:

1. EXISTING C-III ARC MAINTAINED BASED ON COMBINATION OF CIVILIAN AND MILITARY TRAFFIC.

DRAFT

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NO.	DATE	BY	APPR	REVISIONS

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0" 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

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APPROVAL DATE: _____

SIGNATURE

CITY OF PENDLETON APPROVAL

APPROVAL DATE: _____

SIGNATURE

CENTURY WEST ENGINEERING
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541.382.2423 FAX

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	AS SHOWN
DATE: JANUARY 2017		PROJECT NO: 12467001.01	

EASTERN OREGON REGIONAL AIRPORT

AIRPORT DATA SHEET

FIGURE NO. -

SHEET NO. 2 OF 15