

Chapter 6 – Airport Layout Drawings



Introduction

The options that were considered for the long-term development of Hermiston Municipal 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 – Terminal Area Plan
- Sheet 5 – Airport Airspace Plan (FAR Part 77)
- Sheet 6 – Runway and Approach Plan and Profile
- Sheet 7 – Runway 5 RPZ and Inner Approach Plan and Profile
- Sheet 8 – Runway 23 RPZ and Inner Approach Plan and Profile
- Sheet 9 – On Airport Land Use Plan
- Sheet 10 – Off Airport Land Use Plan (1 of 2)
- Sheet 11 – Off Airport Land Use Plan (2 of 2)
- 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 twenty-year capital improvement program contained in Chapter 8. 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 Hermiston 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.

Terminal Area Plan Drawing

The Terminal Area Plan provides additional detail for existing and new facilities in the landside areas. The Terminal Area Plan focuses on the main apron area, fuel facilities, Fixed Base Operator, and hangar areas.

FAR Part 77 Airspace Drawings

The FAR Part 77 Airspace drawings depict the protected airspace defined for Runway 5/23 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 5/23 Approach Surface:**
 - Runway 5 - 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 23 - Extends 10,000 feet from the end of the runway primary surface. Both runway ends have an approach surface slope of 34:1, which represents the horizontal distance required for each increment of vertical rise.
- **Runway 5/23 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.
- **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. The City of Hermiston has land use jurisdiction for Hermiston Municipal Airport property. Land surrounding the airport and under several Part 77 surfaces extend into the county.

The Airport Land Use Plan drawings also include the existing and future traffic patterns.

Exhibit “A” – Airport Property Plan

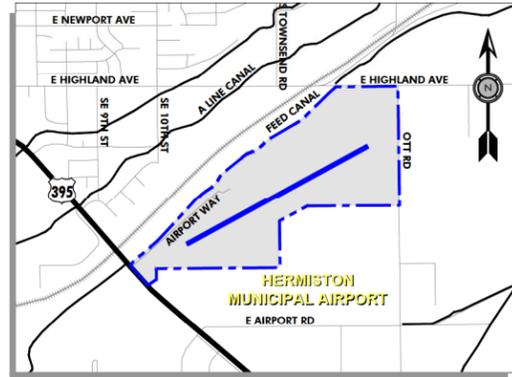
The Airport Property Plan drawing depicts all property owned by the City of Hermiston and all existing avigation easements. The drawing notes the form of ownership or control (fee simple, avigation easement, etc.) and the date of acquisition per FAA guidelines. Future property acquisition and/or avigation easements are also depicted.

HERMISTON MUNICIPAL AIRPORT (KHRI) AIRPORT MASTER PLAN

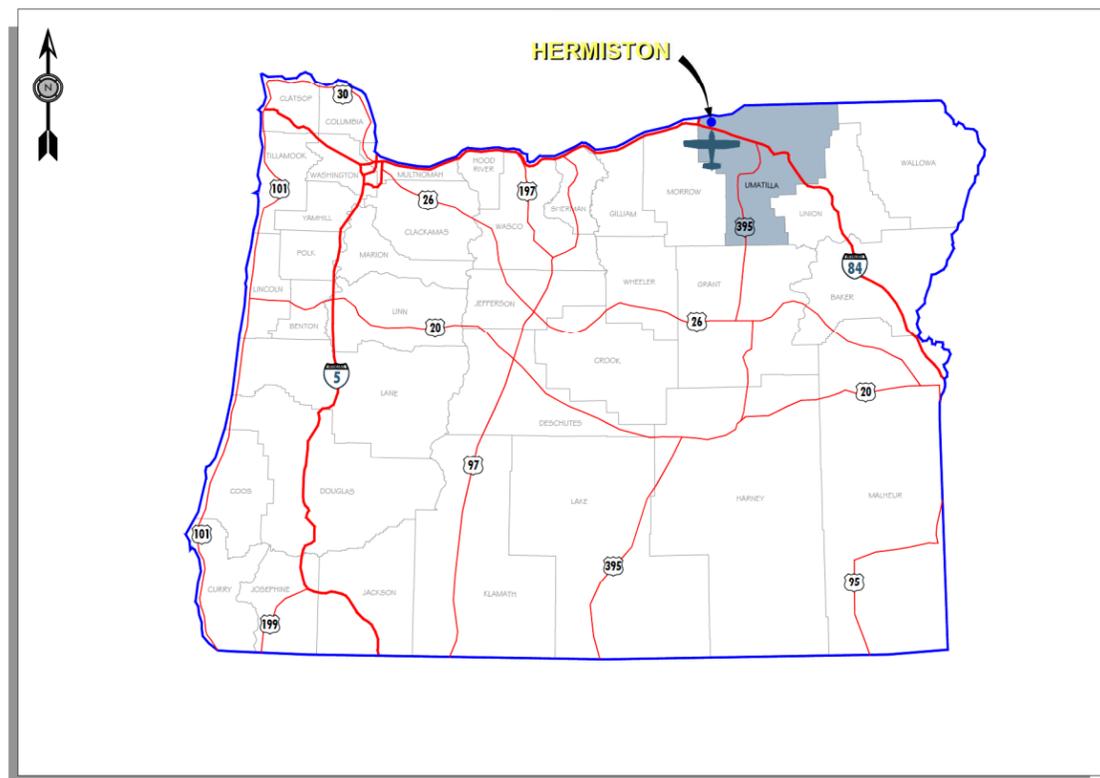
CITY OF HERMISTON, OREGON
AIP NO. 3-41-0024-010-2017
AIRPORT LAYOUT PLAN
MAY 2019



AERIAL PHOTO



VICINITY MAP



LOCATION MAP

SHEET INDEX

NUMBER	REV. DATE	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 AND APPROACH PLAN AND PROFILE
7		RUNWAY 5 RPZ AND INNER APPROACH PLAN AND PROFILE
8		RUNWAY 23 RPZ AND INNER APPROACH PLAN AND PROFILE
9		ON AIRPORT LAND USE PLAN
10		OFF AIRPORT LAND USE PLAN 1 OF 2
11		OFF AIRPORT LAND USE PLAN 2 OF 2
12		EXHIBIT "A" AIRPORT PROPERTY MAP

"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0024-010-2017) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

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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 HERMISTON APPROVAL APPROVAL DATE: _____ SIGNATURE _____	BEND OFFICE 1020 SW EMKAY DRIVE., #100 BEND, OR 97702 541.322.8962 OFFICE 541.382.2423 FAX	HERMISTON MUNICIPAL AIRPORT COVER SHEET	FIGURE NO. - SHEET NO. 1 OF 12
								DESIGNED BY: DM DRAWN BY: JLS CHECKED BY: _____ SCALE: AS SHOWN DATE: MAY 2019 PROJECT NO: 10300.001.01		

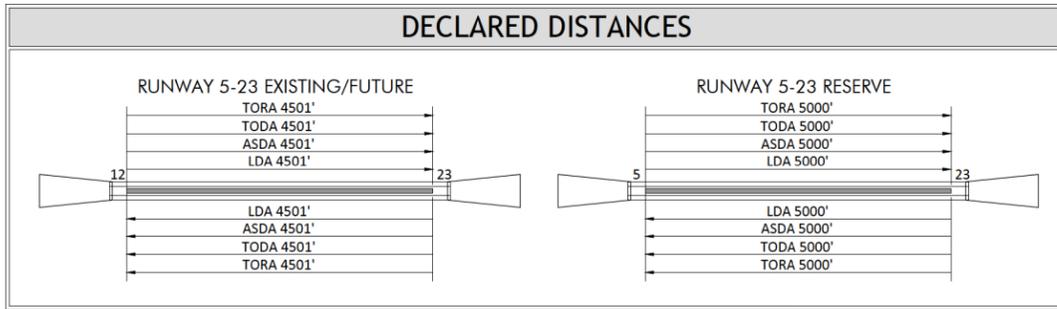
AIRPORT DATA TABLE			
DESCRIPTION	EXISTING	FUTURE	RESERVE
AIRPORT ELEVATION	644.1'	SAME	SAME
AIRPORT ACREAGE	266.9	406.63	SAME
ARP COORDINATES	LAT. N 45° 49' 41.58" LONG. W 119° 15' 32.74"	SAME	N 45° 49' 42.73" W 119° 15' 29.62"
MAGNETIC DECLINATION	14°36'E (4/2019)	ANNUAL RATE OF CHANGE 0°6'W	
MEAN MAX. DAILY TEMPERATURE	90.1°	SAME	SAME
FAA IDENTIFIER	KHRI	SAME	SAME
DATUM	NAD83/NAVD88	SAME	SAME
CRITICAL AIRCRAFT (ARC)	SWEARINGEN METRO III	SAME	SAME
WINGSPAN	<79'	SAME	SAME
WEIGHT	≥ 12,500 LBS.	SAME	SAME
APPROACH SPEED	<121 KNOTS	SAME	SAME
LENGTH OF HAUL	<500 MILES	SAME	SAME
AIRPORT REFERENCE CODE (ARC)	B-II		

RUNWAY DATA TABLE			
	EXISTING CONDITIONS RUNWAY 5 - 23	FUTURE CONDITIONS RUNWAY 5 - 23	RESERVE CONDITIONS RUNWAY 5 - 23
RUNWAY LENGTH AND WIDTH	4501' X 75'	SAME	5000' X 75'
RUNWAY PAVEMENT STRENGTH (IN 1000 LBS)	22 SW	30 SW	SAME
RUNWAY PAVEMENT TYPE	ASPHALT	SAME	SAME
RUNWAY PERCENT WIND COVERAGE (10.5 / 13 KNOTS)	99.25 / 99.69%	SAME	SAME
RUNWAY PERCENT GRADIENT / MAXIMUM GRADE	0.064%	SAME	0.062
RUNWAY DESIGN CODE (RDC)	B/II/2400	SAME	SAME
RUNWAY REFERENCE CODE (RRC)	B-II	SAME	SAME
FAR PART 77 DESIGNATION	LARGER THAN UTILITY - VISUAL	LARGER THAN UTILITY - NPI	SAME
NPIAS ROLE / SERVICE LEVEL	GENERAL AVIATION	SAME	SAME
TERMINAL NAVAIDS	RNAV (GPS) / VORTAC (PDT)	SAME	SAME
TAXIWAY LIGHTING	REFLECTORS	SAMF	SAMF
TAXIWAY MARKING	CENTERLINE / AC HOLD LINES	SAME	SAME

RUNWAY 5-23						
	EXISTING CONDITIONS	EXISTING STANDARD	FUTURE CONDITIONS	FUTURE STANDARD	RESERVE CONDITIONS	RESERVE STANDARD
RUNWAY SAFETY AREA LENGTH AND WIDTH	5101' X 150'	5101' X 150'	5101' X 150'	5101' X 150'	5600' X 150'	5600' X 150'
LENGTH BEYOND RUNWAY END	300'	300'	300'	300'	300'	300'
OBJECT FREE AREA LENGTH AND WIDTH	5101' X 500'	5101' X 500'	5101' X 500'	5101' X 500'	5600' X 500'	5600' X 500'
LENGTH BEYOND RUNWAY END	300'	300'	300'	300'	300'	300'
OBSTACLE FREE ZONE LENGTH AND WIDTH	4901' X 400'	4901' X 400'	4901' X 400'	4901' X 400'	5400' X 400'	5400' X 400'
LENGTH BEYOND RUNWAY END	200'	200'	200'	200'	200'	200'

RUNWAY 5-23						
	EXISTING CONDITIONS		FUTURE CONDITIONS		RESERVE CONDITIONS	
RUNWAY LIGHTING	MIRL		SAME		SAME	
RUNWAY END	5	23	5	23	5	23
RUNWAY PROTECTION ZONE	500' X 700' X 1,000'	500' X 700' X 1,000'	SAME	SAME	SAME	SAME
RUNWAY APPROACH CATEGORY	VISUAL		VISUAL		NPI	
RUNWAY APPROACH SLOPE	PART 77 REQUIRED	20:1	20:1	34:1	20:1	34:1
	ACTUAL	10:1	38:1 (*20:1)	10:1	38:1 (*20:1)	N/A
APPROACH VISIBILITY MINIMUMS	≥ 1 MILE		≥ 1 MILE		SAME	
THRESHOLD SITING SURFACE (TSS)	N/A		N/A		N/A	
RUNWAY MARKINGS	BASIC / VISUAL		BASIC / VISUAL		NPI	
RUNWAY END COORDINATES	LAT. N 45° 49' 31.27" LONG. W 119° 16' 00.89"	N 45° 49' 51.90" W 119° 15' 04.59"	SAME	SAME	SAME	N 45° 49' 54.19" W 119° 14' 58.33"
DISPLACED THRESHOLD ELEVATION	N/A		N/A		N/A	
TOUCHDOWN ZONE ELEVATION	641.3'		642.11'		640.01'	
INSTRUMENTATION AND APPROACH AIDS	RNAV (GPS)		RNAV (GPS)		RNAV (GPS)	
VISUAL AIDS	PAPI		PAPI, REIL		PAPI, REIL	
OFZ PENETRATION	NO		SAME		SAME	

- NOTES:
- ALL COORDINATES ARE BASED ON NORTH AMERICAN DATUM OF 1983 (NAD 83). NAVD88 VERTICAL CONTROL DATUM WAS USED.
 - OBSTRUCTION DATA DERIVED FROM FAA AGIS SURVEY.
 - THE RESERVE CONDITIONS REFLECT A 500' RUNWAY EXTENSION THAT IS ANTICIPATED BEYOND THE 20-YEAR PLANNING PERIOD.

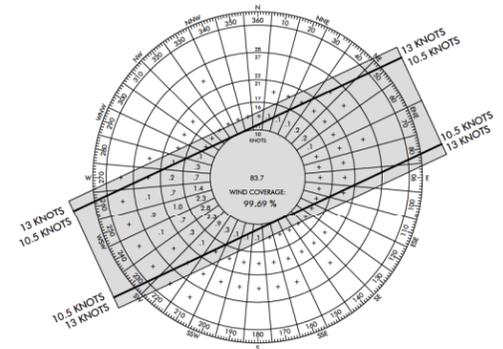


TAXIWAY / TAXILANE DATA SHEET				
	EXISTING CONDITIONS	EXISTING STANDARDS	FUTURE CONDITIONS	FUTURE STANDARDS
TAXIWAY WIDTHS	35'	35' (ADG II)	35'	35'
TAXIWAY SHOULDER WIDTHS	10'	10' (ADG II)	10'	10'
TAXILANE WIDTHS	<25'-35'	25' (ADG I), 35' (ADG II)	35'	35'
TAXIWAY SAFETY AREA	79'	79' (ADG II)	49'/79'	49'/79'
TAXIWAY OBJECT FREE AREA	131'	131' (ADG II)	131'	131'
TAXILANE OBJECT FREE AREA	<49'-79'	79' (ADG I), 115' (ADG II)	79'/115'	79'/115'

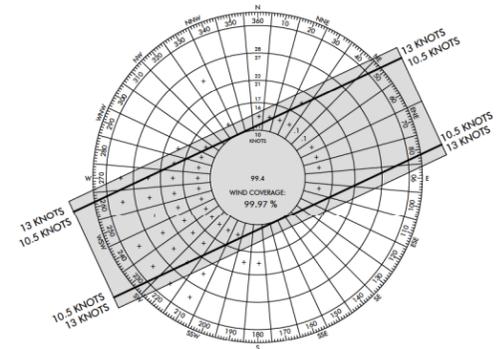
NON STANDARD CONDITIONS			
NO.	ITEM	DESCRIPTION	DISPOSITION
1	TAXILANE OFA (APRON)	PARKED AIRCRAFT (AC TIEDOWNS) IN OFA	RECONFIGURE APRON
2	HANGAR TAXILANES	HANGAR SEPARATIONS <79'	RECONFIGURE HANGARS AT END OF USEFUL LIFE

MODIFICATION TO STANDARDS	
"NONE REQUIRED"	

AIRPORT FACILITIES			
FACILITY	TYPE / MODEL	CRITICAL AREA	OWNERSHIP
ASOS	-	500' CLEAR AREA	FAA
WIND CONE	-	NONE	-
BEACON	-	NONE	-
FUEL	-	50' CLEAR AREA MIN.	-
AG OPS AREA	-	NONE	-
PAPI	-	NONE	CITY OF HERMISTON
REIL	-	NONE	CITY OF HERMISTON



ALL WEATHER WIND ROSE



IFR WIND ROSE

WIND ROSE ANALYSIS				
RUNWAY ALIGNMENT	WIND VELOCITY (KNOTS)	ALL-WEATHER WIND COVERAGE	VFR WIND COVERAGE	IFR WIND COVERAGE
RUNWAY 5-23	10.5	99.25%	99.20%	99.66%
	13	99.69%	99.68%	99.86%
RUNWAY 5-23 = 99.56% TRUE				
SOURCE: HRI ASOS (NWS) DATES: 2008 TO 2017 # OF OBSERVATIONS: 190,187				

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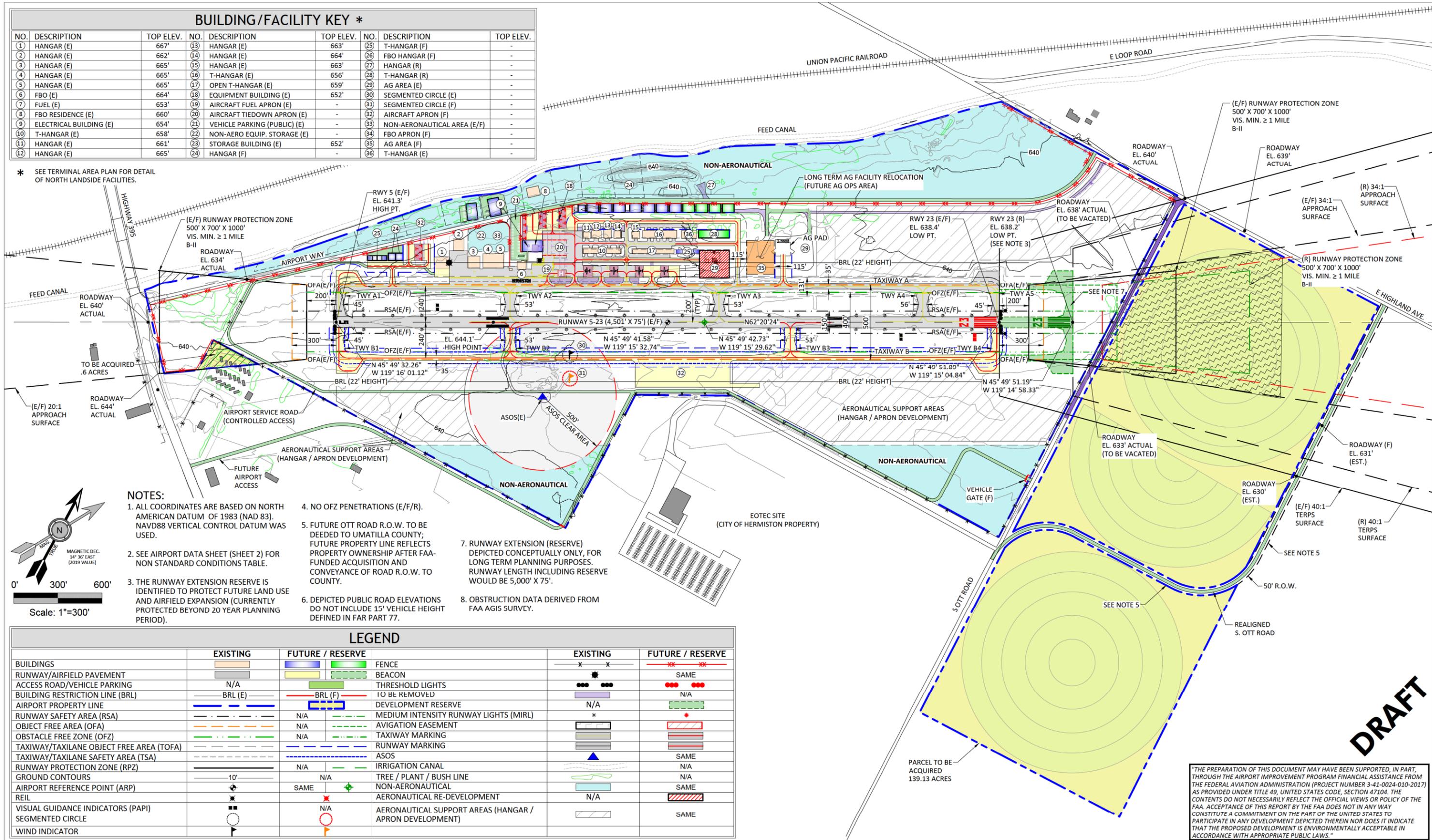
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DESIGNED BY: DM	DRAWN BY: JLS	CHECKED BY: -	SCALE: AS SHOWN	DATE: JUNE 2019		PROJECT NO: 10300.001.01				

BUILDING/FACILITY KEY *

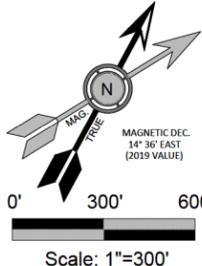
NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.
1	HANGAR (E)	667'	13	HANGAR (E)	663'	25	T-HANGAR (F)	-
2	HANGAR (E)	662'	14	HANGAR (E)	664'	26	FBO HANGAR (F)	-
3	HANGAR (E)	665'	15	HANGAR (E)	663'	27	HANGAR (R)	-
4	HANGAR (E)	665'	16	T-HANGAR (E)	656'	28	T-HANGAR (R)	-
5	HANGAR (E)	665'	17	OPEN T-HANGAR (E)	659'	29	AG AREA (E)	-
6	FBO (E)	664'	18	EQUIPMENT BUILDING (E)	652'	30	SEGMENTED CIRCLE (E)	-
7	FUEL (E)	653'	19	AIRCRAFT FUEL APRON (E)	-	31	SEGMENTED CIRCLE (F)	-
8	FBO RESIDENCE (E)	660'	20	AIRCRAFT TIEDOWN APRON (E)	-	32	AIRCRAFT APRON (F)	-
9	ELECTRICAL BUILDING (E)	654'	21	VEHICLE PARKING (PUBLIC) (E)	-	33	NON-AERONAUTICAL AREA (E/F)	-
10	T-HANGAR (E)	658'	22	NON-AERO EQUIP. STORAGE (E)	-	34	FBO APRON (F)	-
11	HANGAR (E)	661'	23	STORAGE BUILDING (E)	652'	35	AG AREA (F)	-
12	HANGAR (E)	665'	24	HANGAR (F)	-	36	T-HANGAR (E)	-

* SEE TERMINAL AREA PLAN FOR DETAIL OF NORTH LANDSIDE FACILITIES.



NOTES:

- ALL COORDINATES ARE BASED ON NORTH AMERICAN DATUM OF 1983 (NAD 83). NAVD88 VERTICAL CONTROL DATUM WAS USED.
- SEE AIRPORT DATA SHEET (SHEET 2) FOR NON STANDARD CONDITIONS TABLE.
- THE RUNWAY EXTENSION RESERVE IS IDENTIFIED TO PROTECT FUTURE LAND USE AND AIRFIELD EXPANSION (CURRENTLY PROTECTED BEYOND 20 YEAR PLANNING PERIOD).
- NO OFZ PENETRATIONS (E/F/R).
- FUTURE OTT ROAD R.O.W. TO BE DEEDED TO UMATILLA COUNTY; FUTURE PROPERTY LINE REFLECTS PROPERTY OWNERSHIP AFTER FAA-FUNDED ACQUISITION AND CONVEYANCE OF ROAD R.O.W. TO COUNTY.
- DEPICTED PUBLIC ROAD ELEVATIONS DO NOT INCLUDE 15' VEHICLE HEIGHT DEFINED IN FAR PART 77.
- RUNWAY EXTENSION (RESERVE) DEPICTED CONCEPTUALLY ONLY, FOR LONG TERM PLANNING PURPOSES. RUNWAY LENGTH INCLUDING RESERVE WOULD BE 5,000' X 75'.
- OBSTRUCTION DATA DERIVED FROM FAA AGIS SURVEY.



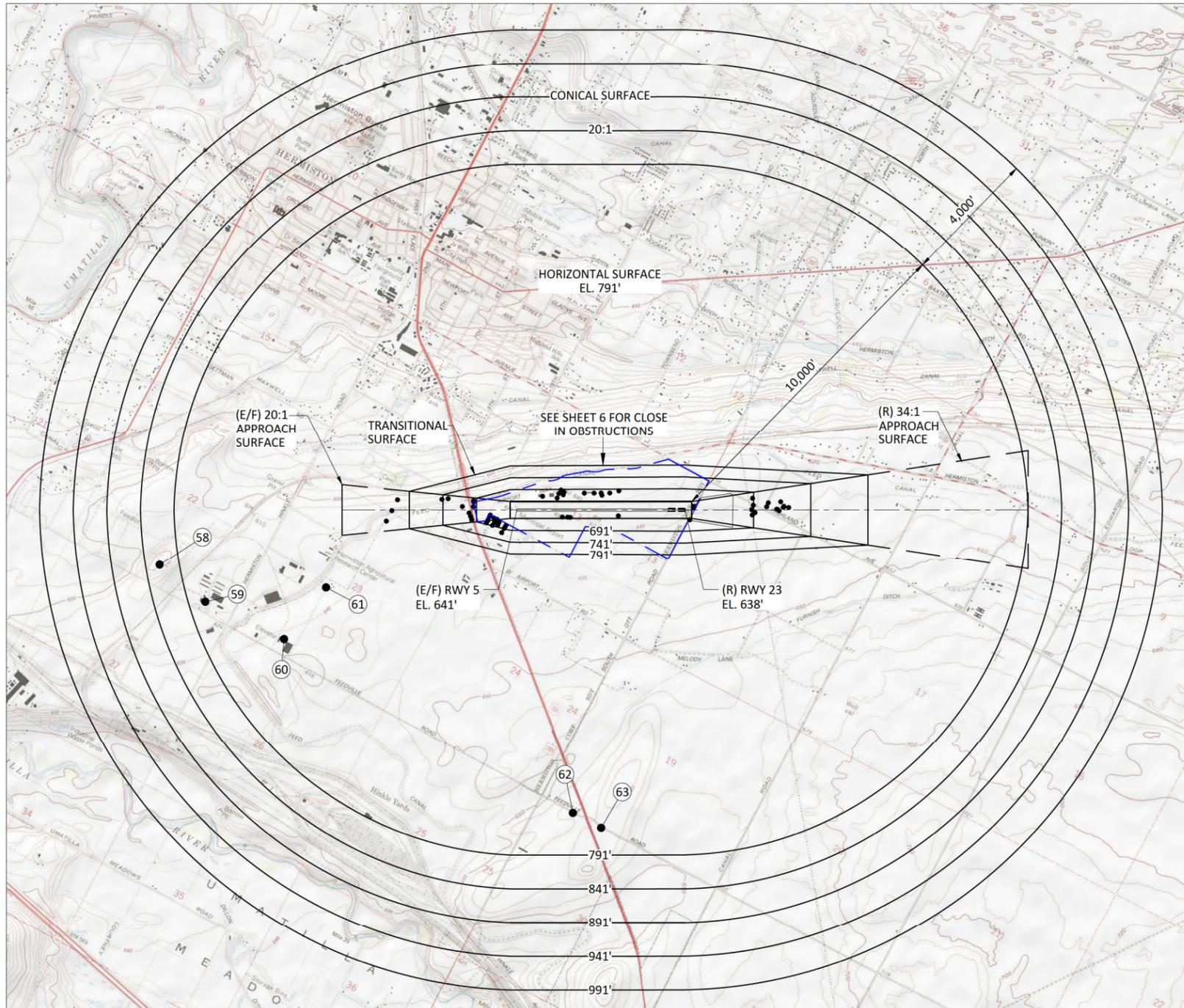
LEGEND

	EXISTING	FUTURE / RESERVE		EXISTING	FUTURE / RESERVE
BUILDINGS	[Orange Box]	[Green Box]	FENCE	[Black X]	[Red X]
RUNWAY/AIRFIELD PAVEMENT	[Grey Box]	[Light Green Box]	BEACON	[Black Star]	[Red Star]
ACCESS ROAD/VEHICLE PARKING	[N/A]	[Light Green Box]	THRESHOLD LIGHTS	[Black Circle]	[Red Circle]
BUILDING RESTRICTION LINE (BRL)	[Dashed Blue Line]	[Dashed Red Line]	TO BE REMOVED	[Black Circle]	[Red Circle]
AIRPORT PROPERTY LINE	[Dashed Blue Line]	[Dashed Red Line]	DEVELOPMENT RESERVE	[N/A]	[Green Box]
RUNWAY SAFETY AREA (RSA)	[Dashed Blue Line]	[Dashed Red Line]	MEDIUM INTENSITY RUNWAY LIGHTS (MIRL)	[Black Star]	[Red Star]
OBJECT FREE AREA (OFA)	[Dashed Blue Line]	[Dashed Red Line]	AVIGATION EASEMENT	[Black Box]	[Red Box]
OBSTACLE FREE ZONE (OFZ)	[Dashed Blue Line]	[Dashed Red Line]	TAXIWAY MARKING	[Black Box]	[Red Box]
TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA)	[Dashed Blue Line]	[Dashed Red Line]	RUNWAY MARKING	[Black Box]	[Red Box]
TAXIWAY/TAXILANE SAFETY AREA (TSA)	[Dashed Blue Line]	[Dashed Red Line]	ASOS	[Blue Triangle]	[Red Triangle]
RUNWAY PROTECTION ZONE (RPZ)	[Dashed Blue Line]	[Dashed Red Line]	IRRIGATION CANAL	[Blue Line]	[Red Line]
GROUND CONTOURS	[Dashed Blue Line]	[Dashed Red Line]	TREE / PLANT / BUSH LINE	[Green Line]	[Red Line]
AIRPORT REFERENCE POINT (ARP)	[Black Star]	[Green Star]	NON-AERONAUTICAL	[Blue Box]	[Red Box]
REIL	[Black Star]	[Red Star]	AERONAUTICAL RE-DEVELOPMENT	[N/A]	[Red Box]
VISUAL GUIDANCE INDICATORS (PAPI)	[Black Star]	[Red Star]	AERONAUTICAL SUPPORT AREAS (HANGAR / APRON DEVELOPMENT)	[Blue Box]	[Red Box]
SEGMENTED CIRCLE	[Black Circle]	[Red Circle]			
WIND INDICATOR	[Black Arrow]	[Red Arrow]			

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DESIGNED BY: DM	DRAWN BY: JLS	CHECKED BY: _____	SCALE: AS SHOWN	DATE: JUNE 2019		PROJECT NO: 10300.001.01				



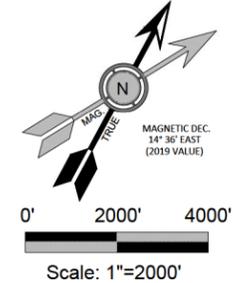
FAR PART 77 PLAN VIEW

OBSTRUCTION CHART									
NO.	ITEM	PART 77 SURFACE	MSL (ELEV.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY 5 END	DISTANCE FROM RWY 23 END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
1	POWER TRANSMISSION PYLON	APPROACH (RWY 5)	695.23'	328.48' R	3,883.01'	-8,883.01'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
2	POWER TRANSMISSION PYLON	APPROACH (RWY 5)	688.07'	18.37' R	3,719.14'	-8,719.14'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
3	POWER TRANSMISSION PYLON	APPROACH (RWY 5)	674.92'	299.06' L	3,550.34'	-8,550.34'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
4	TREE	APPROACH (RWY 5)	659.32'	312.97' L	2,232.59'	-7,232.59'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
5	TREE	APPROACH (RWY 5)	677.83'	332.43' L	2,044.98'	-7,044.98'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
6	POLE	APPROACH (RWY 5)	673.51'	99.93' L	1,620.01'	-6,620.01'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
7	POLE UTILITY	APPROACH (RWY 5)	668.43'	88.47' R	1,420.41'	-6,420.41'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
8	POWER TRANSMISSION LINE	APPROACH (RWY 5)	663.78'	189.58' R	1,378.90'	-6,378.90'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
9	POWER TRANSMISSION LINE	APPROACH (RWY 5)	667.12'	284.92' R	1,344.78'	-6,344.78'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
10	POWER TRANSMISSION LINE	APPROACH (RWY 5)	665.78'	274.65' L	1,289.88'	-6,289.88'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
11	POLE UTILITY	APPROACH (RWY 5)	671.93'	231.54' L	1,282.46'	-6,282.46'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
12	POLE LIGHT	APPROACH (RWY 5)	672.25'	95.71' L	1,295.97'	-6,295.97'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
13	TREE	TRANSITIONAL	702.95'	379.21' R	903.79'	-5,903.79'	19'	NO	REMOVE
14	TREE	APPROACH (RWY 5)	711.16'	297.34' R	856.05'	-5,856.05'	37.2	NO	REMOVE
15	TREE	APPROACH (RWY 5)	721.59'	183.75' R	804.93'	-5,804.93'	50.2'	NO	REMOVE
16	TREE	APPROACH (RWY 5)	718.53'	149.05' R	790.88'	-5,790.88'	47.9'	YES	REMOVE
17	TREE	TRANSITIONAL	689.78'	456.02' R	728.80'	-5,728.80'	6'	NO	REMOVE
18	TREE	APPROACH (RWY 5)	668.67'	235.84' R	686.03'	-5,686.03'	3.2'	NO	REMOVE
19	TREE	TRANSITIONAL	687.42'	368.28' R	666.28'	-5,666.28'	14'	NO	REMOVE
20	TREE	APPROACH (RWY 5)	691.46'	277.66' R	588.93'	-5,588.93'	30.9'	NO	REMOVE
21	TREE	TRANSITIONAL	688.18'	446.16' R	569.17'	-5,569.17'	7'	NO	REMOVE
22	TREE	TRANSITIONAL	682.05'	361.90' R	531.34'	-5,531.34'	12'	NO	REMOVE
23	TREE	APPROACH (RWY 5)	710.79'	671.28' R	451.58'	-5,451.58'	57.1'	NO	REMOVE
24	TREE	TRANSITIONAL	709.74'	542.59' R	378.48'	-5,378.48'	59.7'	NO	REMOVE
25	TREE	TRANSITIONAL	711.21'	527.92' R	365.68'	-5,365.68'	61.9'	NO	REMOVE
26	TREE	TRANSITIONAL	716.89'	459.19' R	326.87'	-5,326.87'	69.4'	NO	REMOVE
27	BUSH	APPROACH (RWY 23)	651.76'	112.79' R	-5,264.07'	264.07'	11.8'	YES	REMOVE
28	BUSH	APPROACH (RWY 23)	651.31'	69.40' R	-5,257.98'	257.98'	11.5'	YES	REMOVE
29	POWER TRANSMISSION LINE	APPROACH (RWY 23)	679.95'	5.20' R	-6,983.20'	1,983.20'	0'	NO	MARKER BALL
30	POWER TRANSMISSION PYLON	APPROACH (RWY 23)	698.03'	148.48' L	-6,999.98'	1,999.98'	7'	NO	MARKER BALL
31	POWER TRANSMISSION PYLON	APPROACH (RWY 23)	703.52'	78.65' L	-7,081.65'	2,081.65'	10.1'	NO	OBSTRUCTION LIGHT
32	POWER TRANSMISSION LINE	APPROACH (RWY 23)	690.05'	137.94' R	-7,029.91'	2,029.91'	0'	NO	MARKER BALL
33	POWER TRANSMISSION PYLON	APPROACH (RWY 23)	704.95'	344.89' R	-7,009.10'	2,009.10'	13.6'	NO	OBSTRUCTION LIGHT
34	TREE	APPROACH (RWY 23)	687.96'	93.82' R	-7,428.34'	2,428.34'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
35	TREE	APPROACH (RWY 23)	687.77'	208.40' R	-7,475.26'	2,475.26'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
36	TREE	APPROACH (RWY 23)	700.12'	23.54' R	-7,728.03'	2,728.03'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
37	TREE	APPROACH (RWY 23)	699.37'	22.10' L	-7,794.67'	2,794.67'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
38	TREE	APPROACH (RWY 23)	698.22'	240.73' R	-7,844.63'	2,844.63'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
39	TREE	APPROACH (RWY 23)	697.04'	75.08' R	-7,923.51'	2,923.51'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
40	TREE	APPROACH (RWY 23)	708.70'	105.90' R	-7,940.35'	2,940.35'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
41	TREE	APPROACH (RWY 23)	697.19'	70.45' R	-8,082.52'	3,082.52'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
42	BUILDING	TRANSITIONAL	670.24'	402.47' L	-766.66'	-4,233.34'	8'	YES	OBSTRUCTION LIGHT
43	LIGHT POLE	TRANSITIONAL	676.85'	351.60' L	-1,235.32'	-3,764.68'	24'	YES	OBSTRUCTION LIGHT
44	LIGHT POLE	TRANSITIONAL	669.76'	481.70' L	-1,288.40'	-3,711.60'	0'	YES	OBSTRUCTION LIGHT
45	TREE	TRANSITIONAL	696.99'	587.88' L	-1,311.65'	-3,688.35'	8'	YES	REMOVE
46	TREE	TRANSITIONAL	693.27'	447.28' L	-1,378.53'	-3,621.47'	25'	YES	REMOVE
47	POLE LIGHT	TRANSITIONAL	696.63'	524.04' L	-1,400.43'	-3,599.57'	17'	YES	OBSTRUCTION LIGHT
48	LIGHT POLE	TRANSITIONAL	694.57'	495.20' L	-2,004.33'	-2,995.67'	21'	YES	OBSTRUCTION LIGHT
49	LIGHT POLE	TRANSITIONAL	693.77'	495.16' R	-2,296.35'	-2,703.65'	20'	YES	OBSTRUCTION LIGHT
50	LIGHT POLE	TRANSITIONAL	691.56'	498.61' R	-2,504.02'	-2,495.98'	18'	YES	OBSTRUCTION LIGHT
51	LIGHT POLE	TRANSITIONAL	664.56'	432.30' R	-2,527.35'	-2,472.65'	0'	YES	OBSTRUCTION LIGHT
52	LIGHT POLE	TRANSITIONAL	690.93'	499.57' R	-2,760.20'	-2,239.80'	18'	YES	OBSTRUCTION LIGHT
53	LIGHT POLE	TRANSITIONAL	663.02'	563.02' R	-3,032.55'	-1,967.45'	0'	YES	OBSTRUCTION LIGHT
54	BUSH	PRIMARY	649.63'	209.85' R	-1,351.33'	-3,678.67'	7'	YES	REMOVE
55	BUSH	PRIMARY	645.55'	214.40' R	-1,506.30'	-3,493.70'	3'	YES	REMOVE
56	WINDSOCK	PRIMARY	659.36'	220.30' R	-1,586.39'	-3,413.61'	18'	YES	-
57	BUSH	PRIMARY	639.49'	173.72' L	-3,013.53'	-1,986.47'	3'	YES	REMOVE
58	CELL TOWER	CONICAL	822.11'	1,635.37' R	10,628.14'	-15,628.14'	2'	NO	OBSTRUCTION LIGHT
59	BUILDING	HORIZONTAL	804.26'	2,737.11' R	9,272.18'	-14,272.18'	13'	NO	OBSTRUCTION LIGHT
60	TANK	HORIZONTAL	819.08'	3,835.27' R	6,929.31'	-11,929.31'	28'	NO	OBSTRUCTION LIGHT
61	TOWER (NON COMMUNICATION)	HORIZONTAL	797.54'	2,313.96' R	5,678.63'	-10,678.63'	6'	NO	OBSTRUCTION LIGHT
62	POWER TRANSMISSION Pylon	HORIZONTAL	818.26'	9,001.71' R	-1,665.24'	-3,334.76'	27'	NO	OBSTRUCTION LIGHT
63	POWER TRANSMISSION Pylon	HORIZONTAL	828.57'	9,441.84' R	-2,506.17'	-2,493.83'	37'	NO	OBSTRUCTION LIGHT
64	S OTT ROAD	APPROACH (RWY 23)	650'	294' L	-5137.62'	137.6'	11.8'	NO	REALIGN ROAD

DRAFT

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- NOTES:**
- DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE FUTURE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCES FROM RUNWAY END TO BEGINNING OF APPROACH.
 - OBSTRUCTION DATA DERIVED FROM FAA AGIS SURVEY (2018).
 - FOR FUTURE LAND USE PLANNING PROTECTION PURPOSES, THE RUNWAY EXTENSION RESERVE DEPICTED ON THIS DRAWING IS REFLECTED.



LEGEND	
	AREAS OF TERRAIN PENETRATION (NONE IDENTIFIED)
	EXISTING RUNWAY
	RESERVE RUNWAY

RUNWAY 5/23	
FAR PART 77 DIMENSIONAL STANDARDS	
RUNWAY ULTIMATE (RESERVE) LENGTH = 5,000' (RUNWAY TYPE = LARGER THAN UTILITY - NPI)	
RUNWAY 5	RUNWAY 23
PRIMARY SURFACE WIDTH = 500'	PRIMARY SURFACE WIDTH = 500'
APPROACH SURFACE INNER WIDTH = 500'	APPROACH SURFACE INNER WIDTH = 500'
APPROACH SURFACE OUTER WIDTH = 1,500'	APPROACH SURFACE OUTER WIDTH = 3,500'
APPROACH SURFACE LENGTH = 5,000'	APPROACH SURFACE LENGTH = 10,000'
APPROACH SLOPE = 20:1	APPROACH SLOPE = 34:1
RADIUS OF HORIZONTAL SURFACE = 10,000'	RADIUS OF HORIZONTAL SURFACE = 10,000'

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.

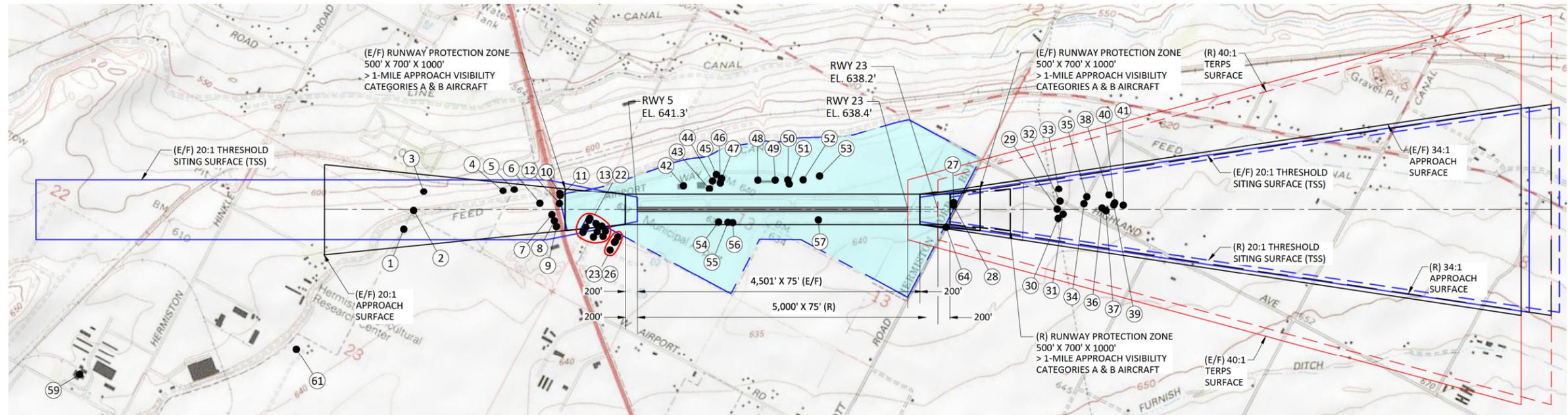
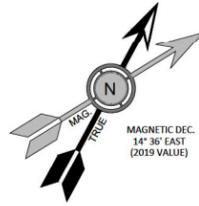
FEDERAL AVIATION ADMINISTRATION APPROVAL
APPROVAL DATE: _____
SIGNATURE _____

CITY OF HERMISTON APPROVAL
APPROVAL DATE: _____
SIGNATURE _____

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

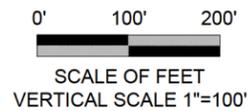
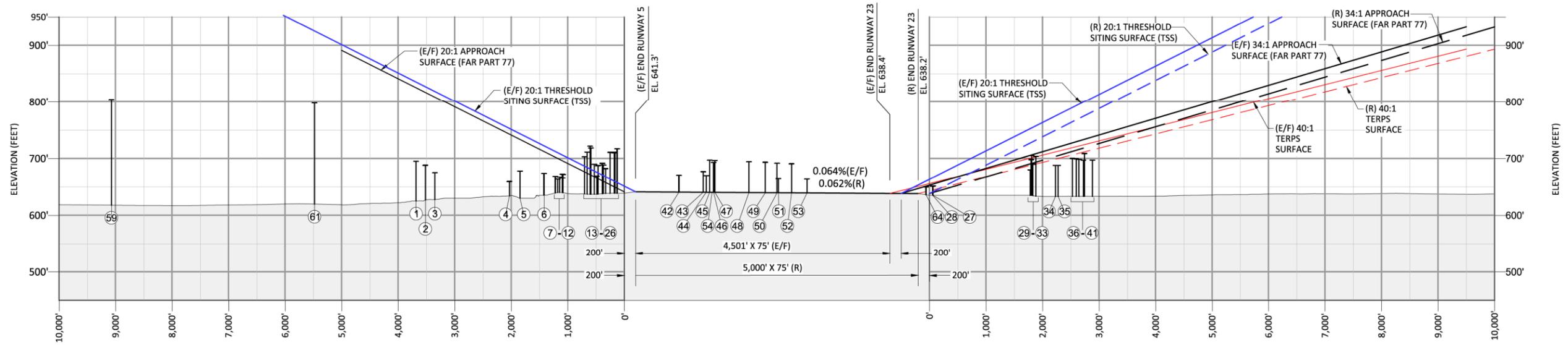
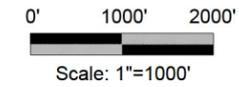
DESIGNED BY: DM
DRAWN BY: JLS
CHECKED BY: WMR
SCALE: AS SHOWN
DATE: JUNE 2019
PROJECT NO: 10300.001.01

HERMISTON MUNICIPAL AIRPORT
AIRPORT AIRSPACE PLAN (FAR PART 77)
FIGURE NO. -
SHEET NO. 5 OF 12

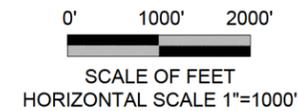


EXISTING AIRPORT PROPERTY

RUNWAY 5-23 PLAN VIEW



RUNWAY 5-23 PROFILE VIEW



- NOTES:**
1. OBSTRUCTION DATA DERIVED FROM FAA AGIS SURVEY.
 2. SEE AIRPORT AIRSPACE PLAN FAR PART 77 (SHEET 5) FOR FULL LIST OF OBSTRUCTIONS
 3. FOR FUTURE LAND USE PLANNING PROTECTION PURPOSES, THE RUNWAY EXTENSION RESERVE DEPICTED ON THIS DRAWING IS REFLECTED.
 4. TSS/OCS DIMENSIONAL STANDARDS AND CONFIGURATION, PER FAA ENGINEERING BRIEF NO. 99 (9/20/18).

DRAFT

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NO.	DATE	BY	APPR	REVISIONS

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

FEDERAL AVIATION ADMINISTRATION APPROVAL
APPROVAL DATE: _____
SIGNATURE _____

CITY OF HERMISTON APPROVAL
APPROVAL DATE: _____
SIGNATURE _____

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

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

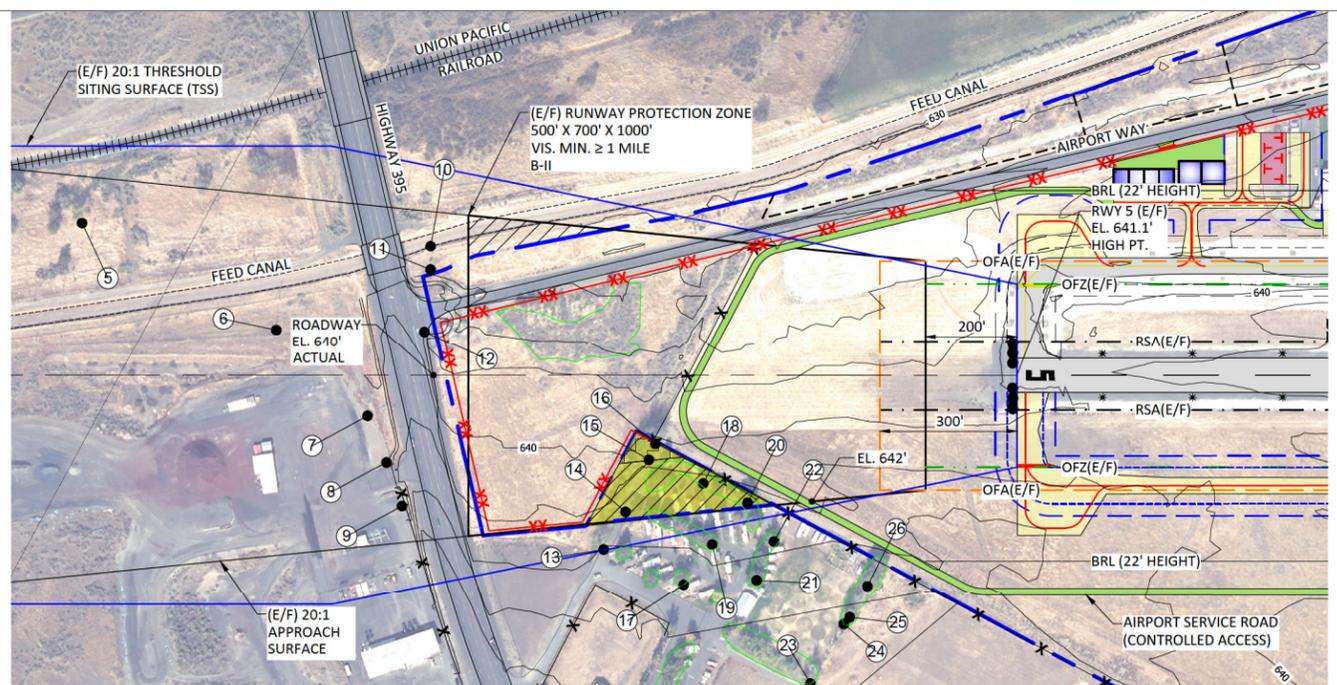
DATE: MAY 2019
PROJECT NO: 10300.001.01

HERMISTON MUNICIPAL AIRPORT
RUNWAY AND APPROACH PLAN AND PROFILE

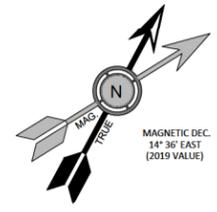
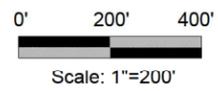
FIGURE NO. -
SHEET NO. 6 OF 12

OBSTRUCTION CHART (SHEET 7 ONLY)

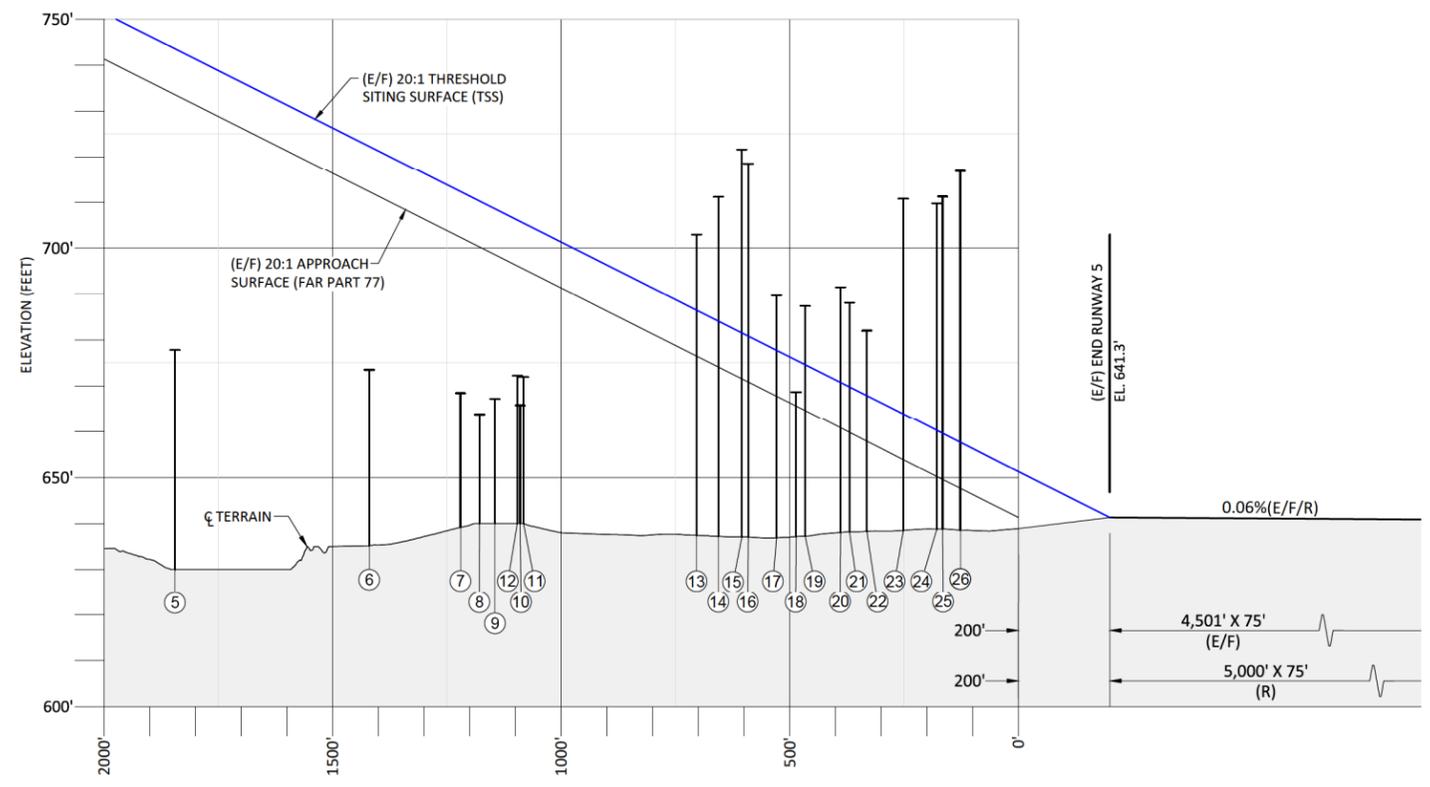
NO.	ITEM	PART 77 SURFACE	MSL ELEV (EST.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY 5 END	DISTANCE FROM RWY 23 END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
5	TREE	APPROACH (RWY 5)	677.83'	332.43' L	2,044.98'	-7,044.98'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
6	POLE	APPROACH (RWY 5)	673.51'	99.93' L	1,620.01'	-6,620.01'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
7	POLE UTILITY	APPROACH (RWY 5)	668.43'	88.47' R	1,420.41'	-6,420.41'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
8	POWER TRANSMISSION LINE	APPROACH (RWY 5)	663.78'	189.58' R	1,378.90'	-6,378.90'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
9	POWER TRANSMISSION LINE	APPROACH (RWY 5)	667.12'	284.92' R	1,344.78'	-6,344.78'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
10	POWER TRANSMISSION LINE	APPROACH (RWY 5)	665.78'	274.65' L	1,289.88'	-6,289.88'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
11	POLE UTILITY	APPROACH (RWY 5)	671.93'	231.54' L	1,282.46'	-6,282.46'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
12	POLE LIGHT	APPROACH (RWY 5)	672.25'	95.71' L	1,295.97'	-6,295.97'	0'	NO	NO OBSTRUCTION / FOR REFERENCE ONLY
13	TREE	TRANSITIONAL	702.95'	379.21' R	903.79'	-5,903.79'	19'	NO	REMOVE
14	TREE	APPROACH (RWY 5)	711.16'	297.34' R	856.05'	-5,856.05'	37.2	NO	REMOVE
15	TREE	APPROACH (RWY 5)	721.59'	183.75' R	804.93'	-5,804.93'	50.2'	NO	REMOVE
16	TREE	APPROACH (RWY 5)	718.53'	149.05' R	790.88'	-5,790.88'	47.9'	YES	REMOVE
17	TREE	TRANSITIONAL	689.78'	456.02' R	728.80'	-5,728.80'	6'	NO	REMOVE
18	TREE	APPROACH (RWY 5)	668.67'	235.84' R	686.03'	-5,686.03'	3.2'	NO	REMOVE
19	TREE	TRANSITIONAL	687.42'	368.28' R	666.28'	-5,666.28'	14'	NO	REMOVE
20	TREE	APPROACH (RWY 5)	691.46'	277.66' R	588.93'	-5,588.93'	30.9'	NO	REMOVE
21	TREE	TRANSITIONAL	688.18'	446.16' R	569.17'	-5,569.17'	7'	NO	REMOVE
22	TREE	TRANSITIONAL	682.05'	361.90' R	531.34'	-5,531.34'	12'	NO	REMOVE
23	TREE	APPROACH (RWY 5)	710.79'	671.28' R	451.58'	-5,451.58'	57.1'	NO	REMOVE
24	TREE	TRANSITIONAL	709.74'	542.59' R	378.48'	-5,378.48'	59.7'	NO	REMOVE
25	TREE	TRANSITIONAL	711.21'	527.92' R	365.68'	-5,365.68'	61.9'	NO	REMOVE
26	TREE	TRANSITIONAL	716.89'	459.19' R	326.87'	-5,326.87'	69.4'	NO	REMOVE



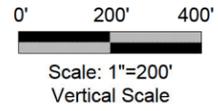
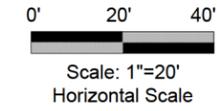
RUNWAY 5 PLAN VIEW



- AVIATION EASEMENT (EXISTING)
- AVIATION EASEMENT (FUTURE)
- PROPERTY ACQUISITION



RUNWAY 5 PROFILE VIEW



- NOTES:**
- SEE AIRPORT AIRSPACE PLAN FAR PART 77 (SHEET 5) FOR FULL LIST OF OBSTRUCTIONS.
 - SEE AIRPORT LAYOUT PLAN (SHEET 3) FOR FULL LEGEND.
 - SEE AIRPORT DATA SHEET (SHEET 2) FOR NON STANDARD CONDITIONS TABLE.
 - OBSTRUCTION DATA DFRIVFD FROM FAA AGIS SURVY.
 - DEPICTED PUBLIC ROAD ELEVATIONS DO NOT INCLUDE 15' VEHICLE HEIGHT DEFINED IN FAR PART 77.
 - TSS/OCS DIMENSIONAL STANDARDS AND CONFIGURATION, PER FAA ENGINEERING BRIEF NO. 99 (9/20/18).

DRAFT

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NO.	DATE	BY	APPR	REVISIONS

FEDERAL AVIATION ADMINISTRATION APPROVAL

APPROVAL DATE: _____

SIGNATURE _____

CITY OF HERMISTON APPROVAL

APPROVAL DATE: _____

SIGNATURE _____

CENTURY WEST ENGINEERING

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

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

DATE: MAY 2019 PROJECT NO: 10300.001.01

HERMISTON MUNICIPAL AIRPORT

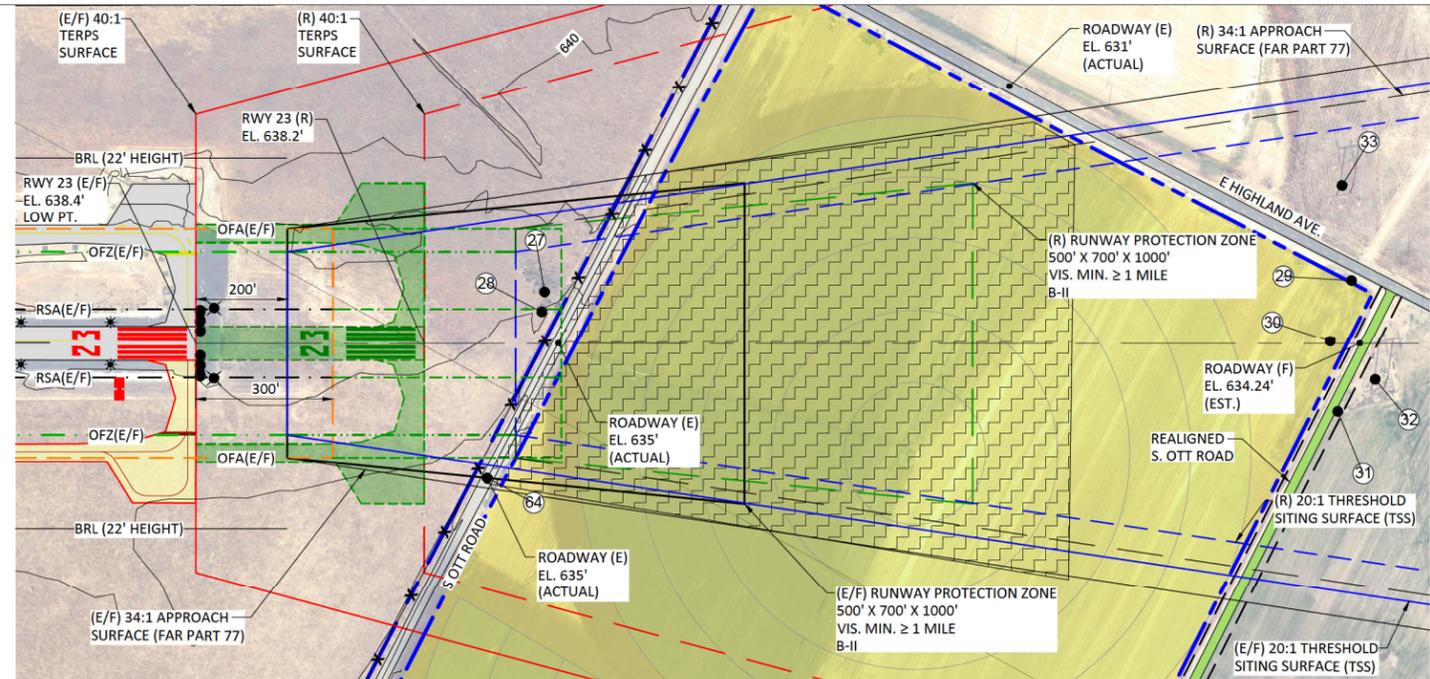
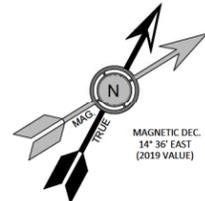
RUNWAY 5 RPZ AND INNER APPROACH PLAN AND PROFILE

FIGURE NO. -

SHEET NO. 7 OF 12

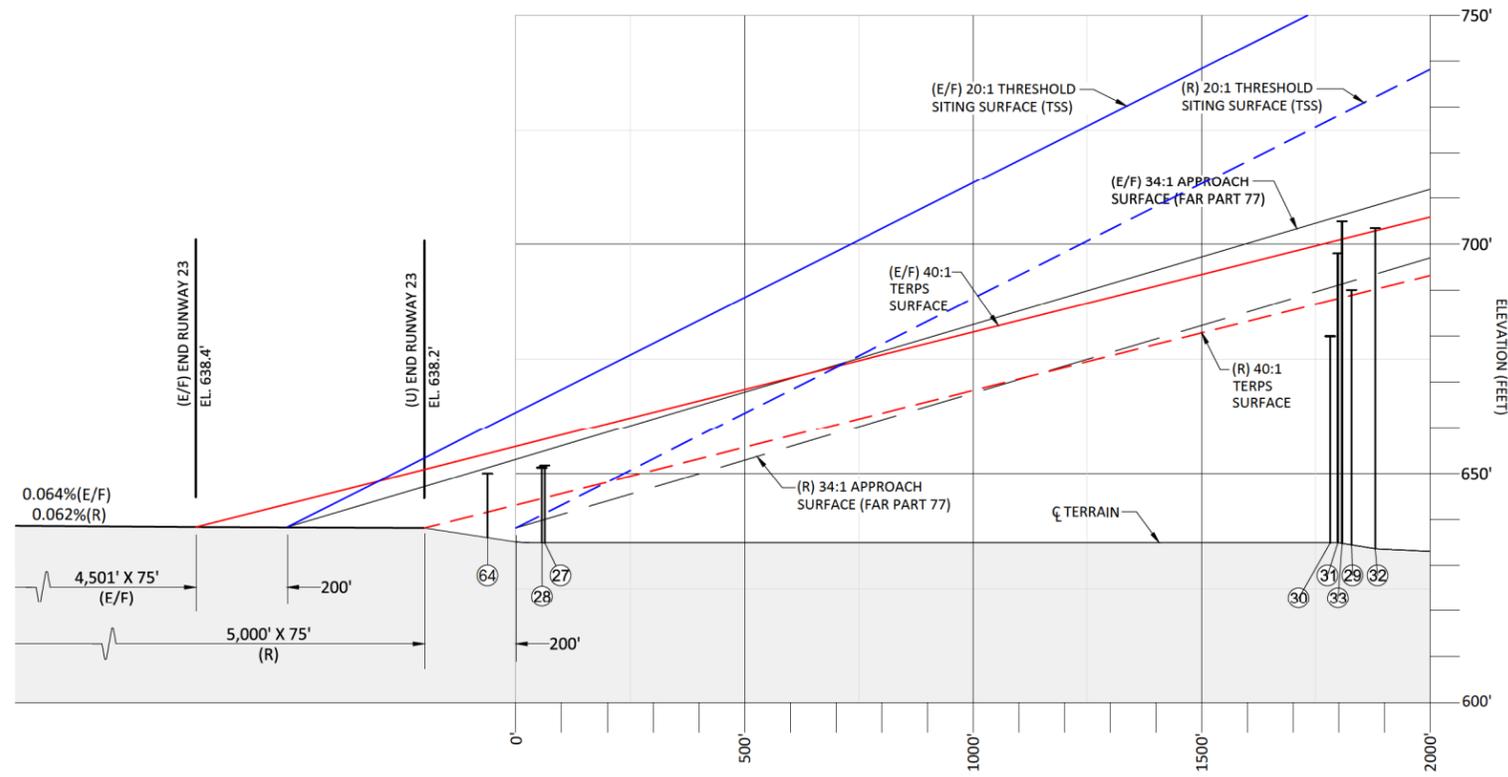
OBSTRUCTION CHART (SHEET 8 ONLY)

NO.	ITEM	PART 77 SURFACE	MSL ELEV (EST.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY 5 END	DISTANCE FROM RWY 23 END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
27	BUSH	APPROACH (RWY 23)	651.76'	112.79' R	-5,264.07'	264.07'	11.8'	YES	REMOVE
28	BUSH	APPROACH (RWY 23)	651.31'	69.40' R	-5,257.98'	257.98'	11.5'	YES	REMOVE
29	POWER TRANSMISSION LINE	APPROACH (RWY 23)	679.95'	5.20' R	-6,983.20'	1,983.20'	0'	NO	MARKER BALL
30	POWER TRANSMISSION PYLON	APPROACH (RWY 23)	698.03'	148.48' L	-6,999.98'	1,999.98'	7'	NO	MARKER BALL
31	POWER TRANSMISSION PYLON	APPROACH (RWY 23)	703.52'	78.65' L	-7,081.65'	2,081.65'	10.1'	NO	OBSTRUCTION LIGHT
32	POWER TRANSMISSION LINE	APPROACH (RWY 23)	690.05'	137.94' R	-7,029.91'	2,029.91'	0'	NO	MARKER BALL
33	POWER TRANSMISSION PYLON	APPROACH (RWY 23)	704.95'	344.89' R	-7,009.10'	2,009.10'	13.6'	NO	OBSTRUCTION LIGHT
64	S OTT ROAD	APPROACH (RWY 23)	650'	294' L	-5137.62'	137.6'	11.8'	NO	REALIGN ROAD



RUNWAY 23 PLAN VIEW
 Scale: 1"=200'
 Legend:
 [Pattern] AVIATION EASEMENT EXISTING
 [Pattern] AVIATION EASEMENT FUTURE
 [Color] PROPERTY ACQUISITION

- NOTES:**
- SEE AIRPORT AIRSPACE PLAN FAR PART 77 (SHEET 5) FOR FULL LIST OF OBSTRUCTIONS.
 - SEE AIRPORT LAYOUT PLAN (SHEET 3) FOR FULL LEGEND.
 - SEE AIRPORT DATA SHEET (SHEET 2) FOR NON STANDARD CONDITIONS TABLE.
 - OBSTRUCTION DATA DERIVED FROM FAA AGIS SURVEY.
 - FOR FUTURE LAND USE PLANNING PROTECTION PURPOSES, THE RUNWAY EXTENSION RESERVE DEPICTED ON THIS DRAWING IS REFLECTED.
 - EXISTING AVIATION EASEMENT TO BE ELIMINATED WITH FUTURE PROPERTY ACQUISITION.
 - DEPICTED PUBLIC ROAD ELEVATIONS DO NOT INCLUDE 15' VEHICLE HEIGHT DEFINED IN FAR PART 77.
 - TSS/OCS DIMENSIONAL STANDARDS AND CONFIGURATION, PER FAA ENGINEERING BRIEF NO. 99 (9/20/18).



RUNWAY 23 PROFILE VIEW
 Scale: 1"=200'
 Horizontal Scale: 0' 20' 40'
 Vertical Scale: 0' 200' 400'

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NO.	DATE	BY	APPR	REVISIONS

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CITY OF HERMISTON APPROVAL
 APPROVAL DATE: _____
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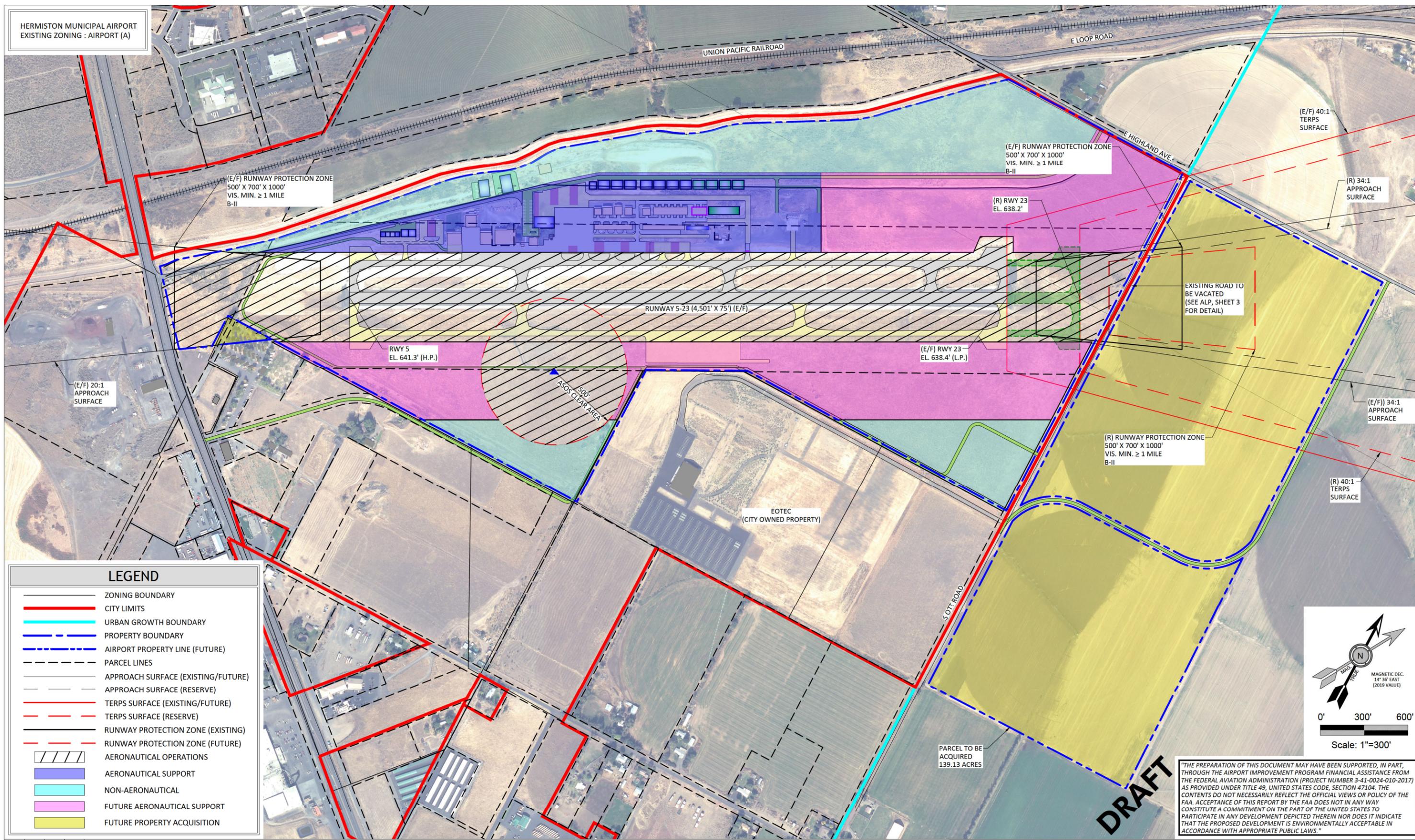
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DATE: MAY 2019
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HERMISTON MUNICIPAL AIRPORT
RUNWAY 23 RPZ AND INNER APPROACH PLAN AND PROFILE

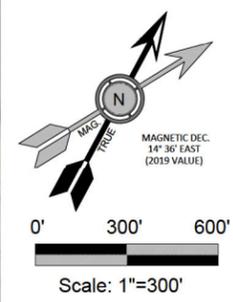
FIGURE NO. -
 SHEET NO. 8 OF 12

HERMISTON MUNICIPAL AIRPORT
EXISTING ZONING : AIRPORT (A)



LEGEND

- ZONING BOUNDARY
- CITY LIMITS
- URBAN GROWTH BOUNDARY
- PROPERTY BOUNDARY
- AIRPORT PROPERTY LINE (FUTURE)
- PARCEL LINES
- APPROACH SURFACE (EXISTING/FUTURE)
- APPROACH SURFACE (RESERVE)
- TERPS SURFACE (EXISTING/FUTURE)
- TERPS SURFACE (RESERVE)
- RUNWAY PROTECTION ZONE (EXISTING)
- RUNWAY PROTECTION ZONE (FUTURE)
- AERONAUTICAL OPERATIONS
- AERONAUTICAL SUPPORT
- NON-AERONAUTICAL
- FUTURE AERONAUTICAL SUPPORT
- FUTURE PROPERTY ACQUISITION



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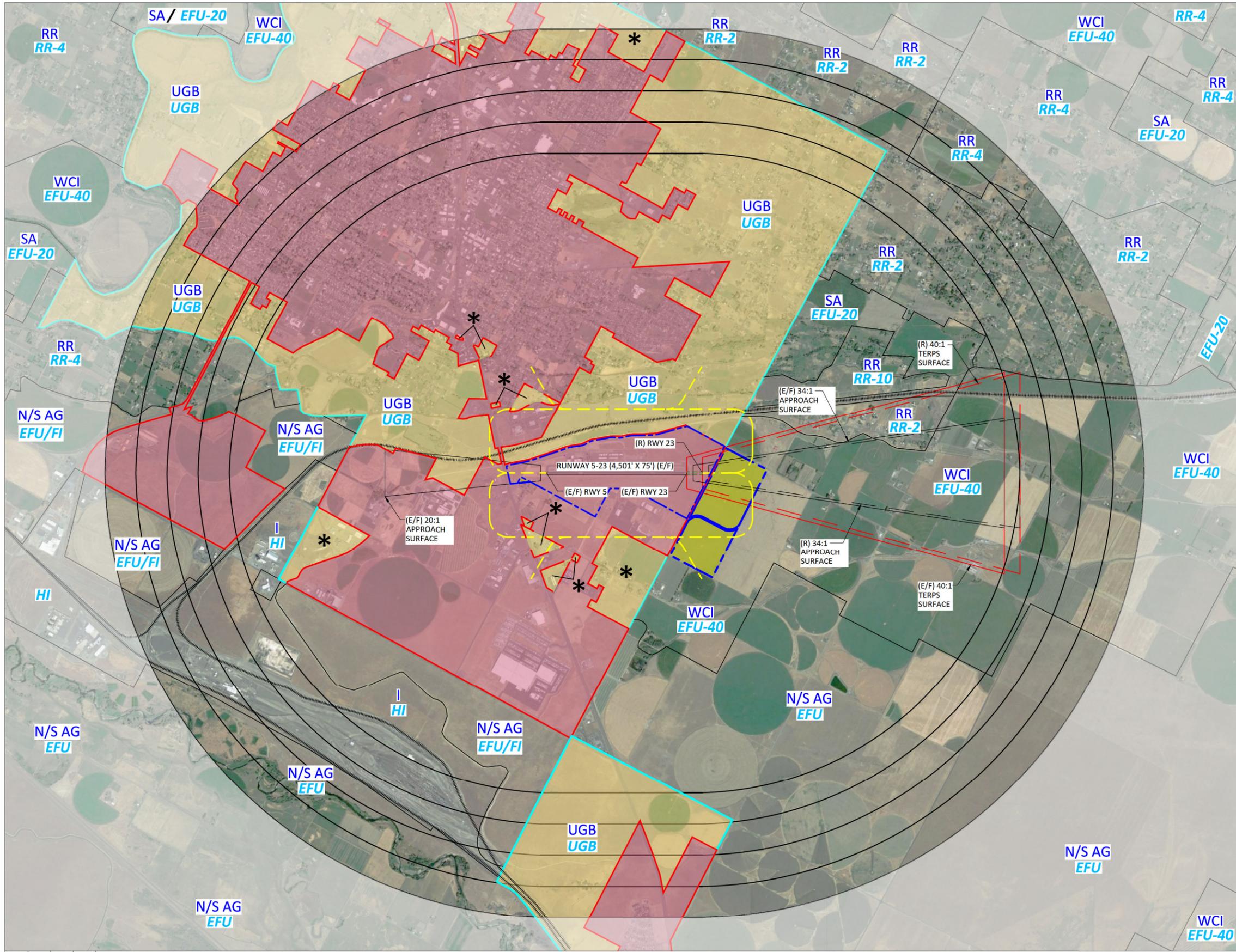
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HERMISTON MUNICIPAL AIRPORT

ON-AIRPORT LAND USE PLAN

FIGURE NO.
-

SHEET NO.
9 OF 12



LEGEND

- ZONING BOUNDARY
- CITY LIMITS
- AIRPORT TRAFFIC PATTERN (TYP.)
- AIRPORT PROPERTY LINE (EXISTING)
- AIRPORT PROPERTY LINE (FUTURE)
- URBAN GROWTH BOUNDARY
- RUNWAY PROTECTION ZONE
- CONICAL SURFACE
- APPROACH SURFACE (EXISTING/FUTURE)
- APPROACH SURFACE (RESERVE)
- TERPS SURFACE (EXISTING/FUTURE)
- TERPS SURFACE (RESERVE)
- RUNWAY PROTECTION ZONE (EXISTING)
- RUNWAY PROTECTION ZONE (FUTURE)
- FUTURE PROPERTY ACQUISITION
- CITY LIMITS
- URBAN GROWTH BOUNDARY

UMATILLA COUNTY COMPREHENSIVE PLAN - LAND USE DESIGNATIONS

WCI	WEST COUNTY IRRIGATION DISTRICT	RR	RURAL RESIDENTIAL
N/S AG	NORTH / SOUTH AG REGION	SA	SPECIAL AG
UGB	URBAN GROWTH BOUNDARY	I	INDUSTRIAL

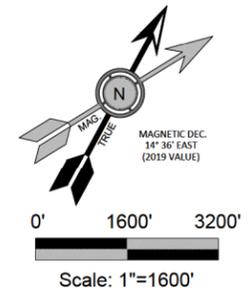
UMATILLA COUNTY ZONING

RR-2	RURAL RESIDENTIAL ZONE	EFU	EXCLUSIVE FARM USE ZONE
RR-4	RURAL RESIDENTIAL ZONE	EFU-20	EXCLUSIVE FARM USE ZONE
RR-10	RURAL RESIDENTIAL ZONE	EFU-40	EXCLUSIVE FARM USE ZONE
HI	HEAVY INDUSTRIAL ZONE	EFU/FI	EXCLUSIVE FARM USE ZONE/ FUTURE INDUSTRIAL OVERLAY
UGB	URBAN GROWTH BOUNDARY		

* UMATILLA COUNTY UGB / UGB

NOTES:

- CITY OF HERMISTON AIRPORT HAZARD ZONING (CHP. 151) ORD 1411, ADOPTED 4-27-82, IS BASED ON FAR PART 77 AIRSPACE SURFACES FOR RUNWAY, AS REFLECTED ON CURRENT FAA-APPROVED ALP DRAWING SET.
- SEE SHEET 11 FOR CITY OF HERMISTON ZONING INFORMATION.



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APPROVAL

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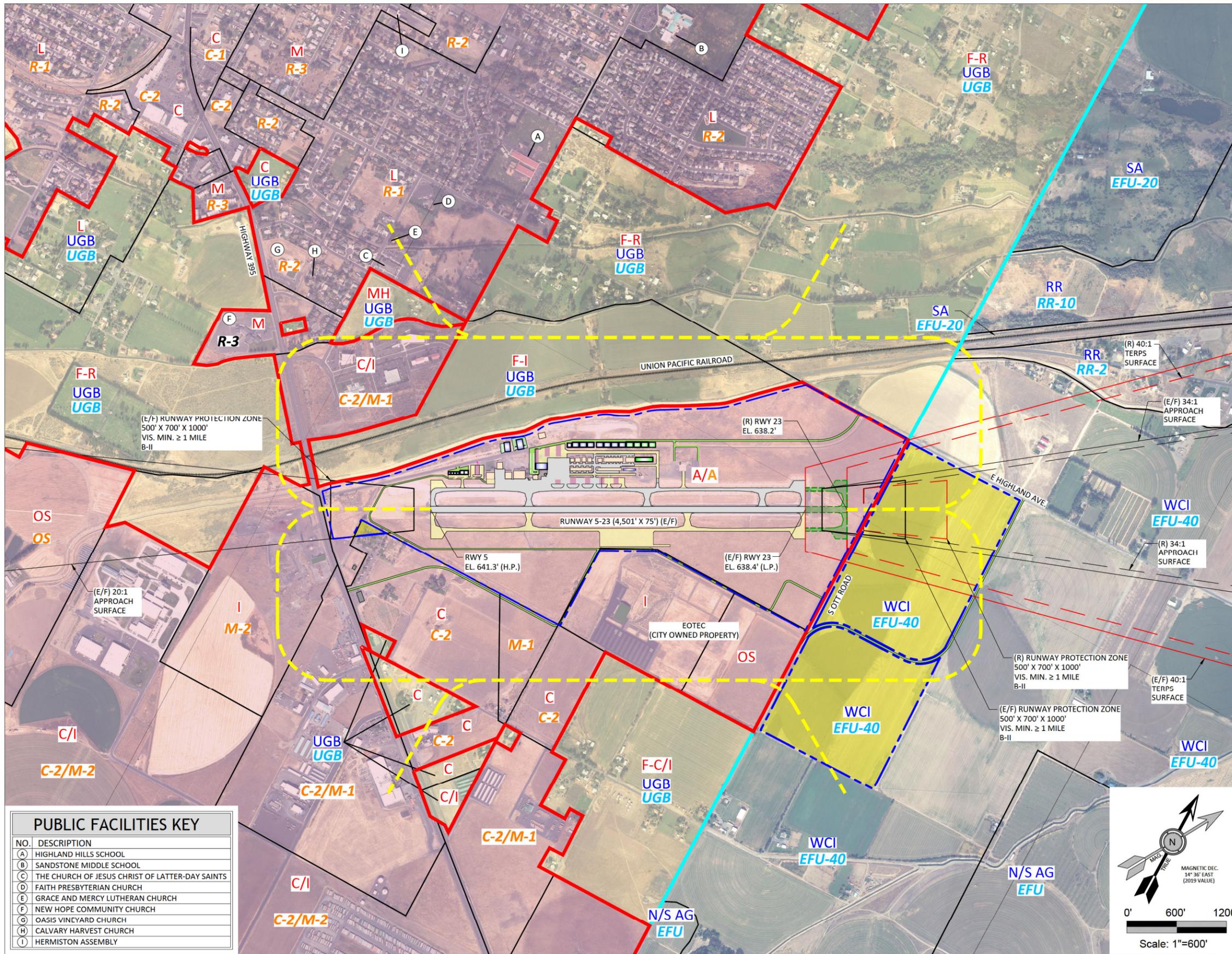
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HERMISTON MUNICIPAL AIRPORT

OFF-AIRPORT LAND USE PLAN

FIGURE NO.
-

SHEET NO.
10 OF 12



LEGEND	
	ZONING BOUNDARY
	CITY LIMITS
	AIRPORT TRAFFIC PATTERN (TYP.)
	AIRPORT PROPERTY LINE (EXISTING)
	AIRPORT PROPERTY LINE (FUTURE)
	URBAN GROWTH BOUNDARY
	APPROACH SURFACE (EXISTING/FUTURE)
	APPROACH SURFACE (RESERVE)
	TERPS SURFACE (EXISTING/FUTURE)
	TERPS SURFACE (RESERVE)
	RUNWAY PROTECTION ZONE (EXISTING)
	RUNWAY PROTECTION ZONE (FUTURE)
	FUTURE PROPERTY ACQUISITION
	CITY LIMITS
	URBAN GROWTH BOUNDARY

CITY OF HERMISTON COMPREHENSIVE PLAN- LAND USE DESIGNATIONS			
A	AIRPORT	I	INDUSTRIAL (M-1 & M-2)
F-I	FUTURE INDUSTRIAL	OS	OPEN SPACE
C	COMMERCIAL (C-1, C-2, DCO, & NCO)	C/I	MIXED COMMERCIAL/INDUSTRIAL
L	LOW DENSITY RESIDENTIAL (R-1 & R-2)	M	MEDIUM DENSITY RESIDENTIAL (R-3)
F-R	FUTURE RESIDENTIAL	F-C/I	FUTURE COMMERCIAL
MH	MEDIUM DENSITY MOBILE/HOME RESIDENTIAL (R-4)		

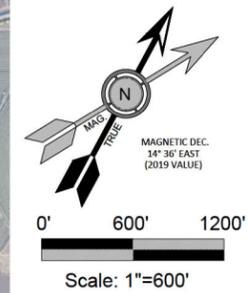
CITY OF HERMISTON ZONING			
A	AIRPORT	C-2	OUTLYING COMMERCIAL
R-1	RESIDENTIAL (SF)	M-1	LIGHT INDUSTRIAL
R-2	RESIDENTIAL (DUP)	M-2	HEAVY INDUSTRIAL
R-3	RESIDENTIAL	C-2/M-1	OUTLYING COMMERCIAL / LIGHT IND.
OS	OPEN SPACE	C-2/M-2	OUTLYING COMMERCIAL / HEAVY IND.
C-1	CENTRAL COMMERCIAL		

UMATILLA COUNTY COMPREHENSIVE PLAN - LAND USE DESIGNATIONS			
WCI	WEST COUNTY IRRIGATION DISTRICT	RR	RURAL RESIDENTIAL
N/S AG	NORTH / SOUTH AG REGION	SA	SPECIAL AG
UGB	URBAN GROWTH BOUNDARY	I	INDUSTRIAL

UMATILLA COUNTY ZONING			
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HI	HEAVY INDUSTRIAL ZONE	EFU/FI	EXCLUSIVE FARM USE ZONE/ FUTURE INDUSTRIAL OVERLAY
UGB	URBAN GROWTH BOUNDARY		

NOTE:
 1. CITY OF HERMISTON AIRPORT HAZARD ZONING (CHP. 151) ORD 1411, ADOPTED 4-27-82

PUBLIC FACILITIES KEY	
NO.	DESCRIPTION
(A)	HIGHLAND HILLS SCHOOL
(B)	SANDSTONE MIDDLE SCHOOL
(C)	THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
(D)	FAITH PRESBYTERIAN CHURCH
(E)	GRACE AND MERCY LUTHERAN CHURCH
(F)	NEW HOPE COMMUNITY CHURCH
(G)	OASIS VINEYARD CHURCH
(H)	CALVARY HARVEST CHURCH
(I)	HERMISTON ASSEMBLY



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HERMISTON MUNICIPAL AIRPORT
 OFF-AIRPORT LAND USE PLAN

FIGURE NO. -
 SHEET NO. 11 OF 12



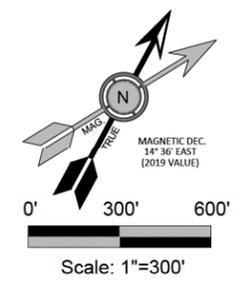
- NOTES:**
1. THE BEARINGS AND DISTANCES ON THIS DRAWING ARE A COMPILATION OF VARIOUS SOURCES AND DO NOT CONSTITUTE A RECORD SURVEY.
 2. AIRPORT PROPERTY OWNERSHIP BETWEEN 1957 AND 1973 INVOLVED A SERIES OF PROPERTY TRANSFERS BETWEEN THE CITY OF HERMISTON AND THE STATE OF OREGON AERONAUTICS DIVISION FOR THE PURPOSES OF CONSTRUCTING AIRPORT FACILITIES (FAA GRANTS: 9-35-041-0402 (1963)). THE CITY ASSUMED ALL GRANTOR OBLIGATIONS ASSOCIATED WITH FAA GRANTS ACQUIRED DURING STATE OWNERSHIP.
 3. EXISTING / PLANNED AVIGATION EASEMENTS \diamond TO BE ELIMINATED WITH FUTURE PROPERTY ACQUISITION.
 4. AVIGATION EASEMENT OVER IRRIGATION DISTRICT CANAL RECOMMENDED IN LIEU OF FEE SIMPLE OWNERSHIP DUE TO ONGOING FACILITY MAINTENANCE AND OPERATIONS OBLIGATIONS.

DRAFT

RECORDING INFORMATION										
PARCEL	BOUNDARY ID	GRANTOR	GRANTEE	ACRES	RECORDING INFORMATION DATE	BOOK	PAGE	INTEREST	FED. AGREEMENT	NOTES
1		STANFIELD IRRIGATION DISTRICT	CITY OF HERMISTON	259.43±	1/29/46	176	91	FEE	NO FED. AGREEMENT	ORIGINAL AIRPORT PROPERTY TRANSACTION
1		CITY OF HERMISTON	OREGON DOT AERONAUTICS	-259.43	3/12/57	240	550	FEE	NO FED. AGREEMENT	LEGAL DESCRIPTION MATCHES ORIGINAL AIRPORT DEED (LEGAL DESCRIPTION)
1		OREGON DOT AERONAUTICS	CITY OF HERMISTON	259.43±	11/12/59	-	-	FEE	NO FED. AGREEMENT	QUITCLAIM DEED (SIGNED FILE COPY 11/12/59)
1		CITY OF HERMISTON	OREGON DOT AERONAUTICS	-259.43	5/31/63	-	-	FEE	NO FED. AGREEMENT	DEED (UNSIGNED FILE COPY); LEGAL DESCRIPTION MATCHES ORIGINAL AIRPORT DEED (LEGAL DESCRIPTION)
2		OREGON DOT AERONAUTICS	CITY OF HERMISTON	127.98	5/23/66	284	573	FEE	NO FED. AGREEMENT	AIRPORT LAND AREA, LESS 1,000-FOOT WIDE SECTION FOR RUNWAY/TAXIWAY
3		OREGON DOT AERONAUTICS	CITY OF HERMISTON	131.45	10/8/73	332	85	FEE	NO FED. AGREEMENT	1,000-FOOT WIDE SECTION PREVIOUSLY RESERVED FOR RUNWAY/TAXIWAY
4		VICKERY	CITY OF HERMISTON	4.89	4/3/78	R-31	1110	FEE	NO FED. AGREEMENT	-
5		CARTER	CITY OF HERMISTON	2.58	10/16/95	R-279	51	FEE	NO FED. AGREEMENT	CORRECTION DEED FILED 8/24/98 TO CLARIFY LEGAL DESCRIPTION
TOTAL ACREAGE				266.9						

LAND TO BE ACQUIRED									
PARCEL	BOUNDARY ID	OWNER	ACRES	RECORDING INFORMATION DATE	BOOK	PAGE	INTEREST	FED. AGREEMENT	NOTES
6		TOM ABLE, JR. & LUCY ABLE	0.6	-	-	-	FEE	3-41-0024-010-2017	AIRPORT CONTROL (RPZ)
7		JOHN & MARJORIE WALCHI	139.13	-	-	-	FEE	3-41-0024-010-2017	AIRPORT CONTROL (RPZ)

AVIGATION EASEMENTS						
AREA	GRANTOR	ACRES	NOTES	DATE	BOOK	PAGE
A	JOHN & MARJORIE WALCHI (E)	6.6	EXISTING RPZ EASEMENT; PROPERTY TO BE ACQUIRED (FEE SIMPLE) SEE NOTE 3	10/28/89	R 186	383
B	TOM ABLE, JR. & LUCY ABLE (E)	0.1	EXISTING CLEAR ZONE EASEMENT; PROPERTY TO BE ACQUIRED (FEE SIMPLE)	6/17/60	260	85
C	STANFIELD IRRIGATION DISTRICT (F)	0.3	RUNWAY 5 RPZ (IRRIGATION CANAL) EASEMENT TO BE ACQUIRED (SEE NOTE 4)	-	-	-
D	TOM ABLE, JR. & LUCY ABLE (F)	0.8	RUNWAY 5 RPZ EASEMENT TO BE ACQUIRED (SEE NOTE 3)	-	-	-



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HERMISTON MUNICIPAL AIRPORT
EXHIBIT "A" AIRPORT PROPERTY MAP

FIGURE NO. -
SHEET NO. 12 OF 12