

- NOTES FOR DRAWING 1a
1. FUTURE RUNWAY EXTENSION RESERVES DEPICTED FOR REFERENCE ONLY.
 2. FUTURE UPGRADE IN AIRPORT DESIGN STANDARDS (ABOVE B-II) IS ANTICIPATED; DEVELOPMENT RESERVES INTENDED TO PRESERVE POTENTIAL LARGE AIRCRAFT CAPABILITIES
 3. INTERNAL FENCES TO BE RELOCATED WHEN LONG-TERM PROPERTY ACQUISITION IS COMPLETED.
 4. 1986 APPROVED ALP NOTED "RUNWAY 4-22 IS ANTICIPATED TO HAVE GREATER THAN 95 PERCENT WIND COVERAGE CONSIDERING BOTH A 12-m.p.h. AND A 15-m.p.h. CROSSWIND COMPONENT. THIS ESTIMATE IS MADE CONSIDERING THE VOLUMINOUS DATA PRESENTED IN THE BOARDMAN NUCLEAR PLANT; PORTLAND GENERAL ELECTRIC, ENVIRONMENTAL REPORT, AND WIND ROSE DATA FOR THE PENDLETON, WALLA WALLA, AND THE DALLES AIRPORTS."

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 APPROVAL DATE: 10/23/02
Wade Bryant, Mgr SEA ADO
 SIGNATURE

PORT OF MORROW APPROVAL
 APPROVAL DATE: Oct 7, 2002
Stan Hoef
 SIGNATURE

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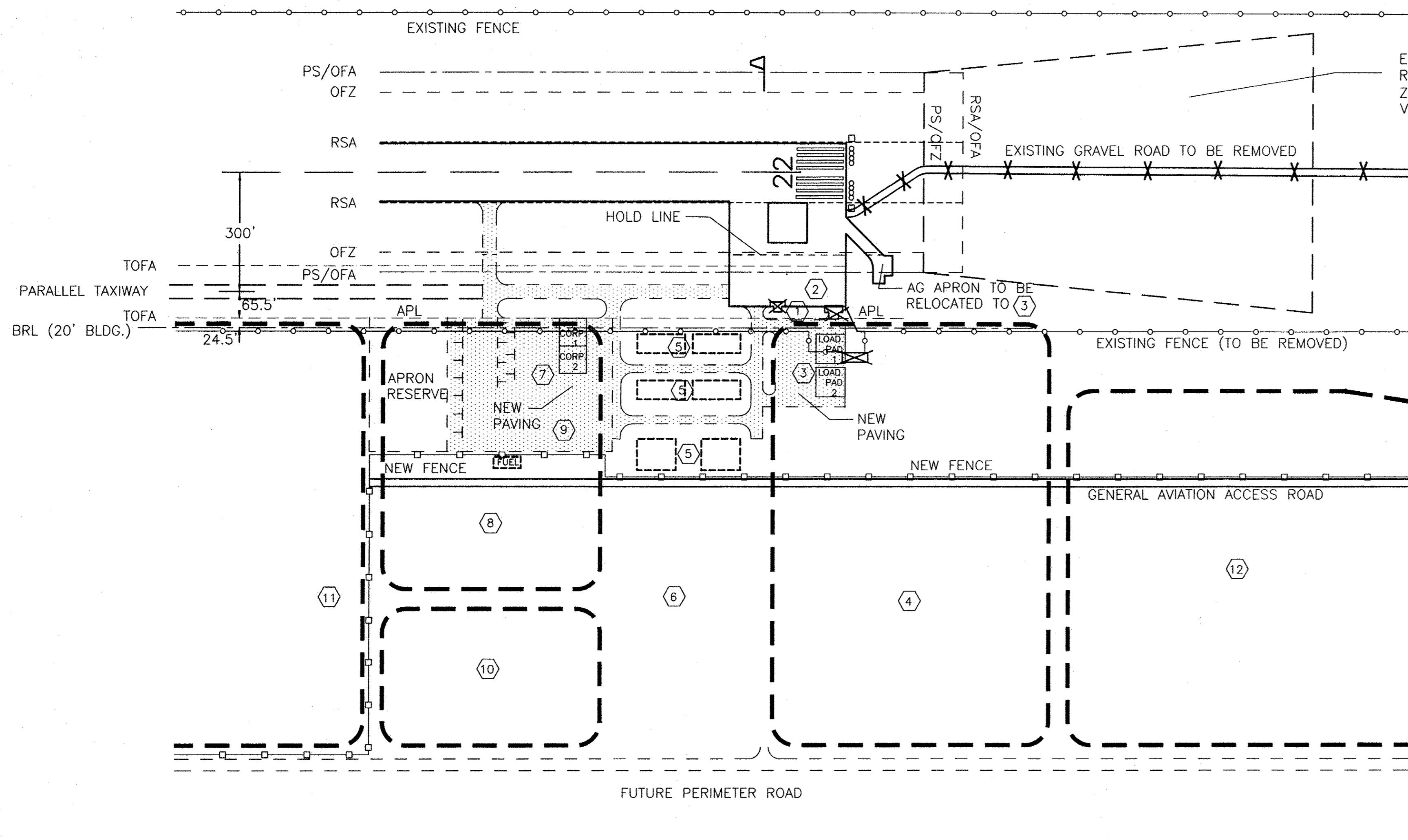
IN ASSOCIATION WITH:
ARON FAEGRE and ASSOCIATES
 Portland, Oregon

DESIGNED BY: AF	DRAWN BY: MB	CHECKED BY: DM	SCALE: AS SHOWN
DATE: JUNE 24, 2002	PROJECT: BOARD-1a-final		

BOARDMAN AIRPORT AIRPORT LAYOUT PLAN UPDATE
AIRPORT LAYOUT PLAN

DRAWING NO. 1a
 SHEET NO. 1 OF 5

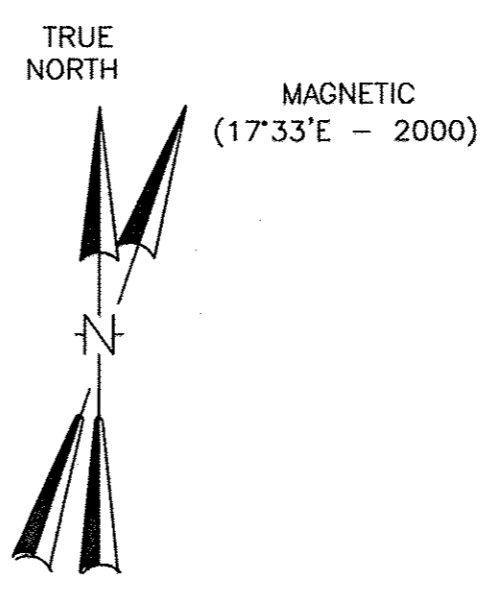
See letter dated 10/23/02.



EXISTING AND FUTURE RUNWAY PROTECTION ZONE 500'x700'x1000' VIS. MIN ≥ 1 MILE B-II

TERMINAL AREA PLAN

SCALE: 1" = 200'-0"



RUNWAY DATA				
ITEM	RUNWAY 04-22			
	EXISTING	FUTURE	RESERVE	
LENGTH AND WIDTH	4200' X 150'	4200 X 100'	8000' X 100'	
EFFECTIVE GRADIENT	0.7%	SAME	SAME	
PAVEMENT STRENGTH (WHEEL-POUNDS)	SW75K;DW100K;DT150K	SAME	SAME	
PAVEMENT SURFACE	ASPHALT	SAME	SAME	
RUNWAY SAFETY AREA (RSA)	4800' X 150'	SAME	10000'X500' RESERVE	
OBJECT FREE AREA (OFA)	4800' X 500'	SAME	10000'X800' RESERVE	
OBSTACLE FREE ZONE (OFZ)	4600' X 400'	SAME	8400'X400' RESERVE	
CRITICAL AIRCRAFT	B-200/AT602	SAME	BOEING 707 / DC8	
APPROACH TYPE	04	VISUAL	NP	SAME
	22	VISUAL	NP	SAME
APPROACH SLOPE: REQUIRED/CLEAR	04	20:1/50:1	34:1	SAME
	22	20:1/50:1	34:1	SAME
APPROACH AND LANDING AIDS	04	NONE	GPS, PAPI, REIL	SAME
	22	NONE	GPS, PAPI, REIL	SAME
RUNWAY END COORDINATES	04	Latitude 45°48'43.720"N Longitude 119°49'40.040"W	SAME	Latitude 45°48'30.862"N Longitude 119°50'15.033"W
	22	Latitude 45°49'03.020"N Longitude 119°48'47.560"W	SAME	Latitude 45°49'07.608"N Longitude 119°48'35.062"W
TDZE	04	392.00'	SAME	N/A
	22	383.60'	SAME	N/A
RUNWAY LIGHTING	MEDIUM INTENSITY	SAME	SAME	
TAXIWAY LIGHTING	NONE	REFLECTORS, MITL	SAME	
RUNWAY MARKING 04 / 22	VISUAL/VISUAL	NP	NP	
WIND COVERAGE (%) - 12/15 MPH	SEE NOTE #4 SHEET 1a	-	-	

DECLARED DISTANCES						
	EXISTING		FUTURE		RESERVE	
	4	22	4	22	4	22
DISPLACED THRESHOLD (Approach end)	0'	0'	0'	0'	0'	0'
TAKEOFF RUN AVAILABLE (TORA)	4200'	4200'	4200'	4200'	8000'	8000'
TAKEOFF DISTANCE AVAILABLE (TODA)	4200'	4200'	4200'	4200'	8000'	8000'
ACCELERATE - STOP DISTANCE AVAILABLE (ASDA)	4200'	4200'	4200'	4200'	8000'	8000'
LANDING DISTANCE AVAILABLE (LDA)	4200'	4200'	4200'	4200'	8000'	8000'

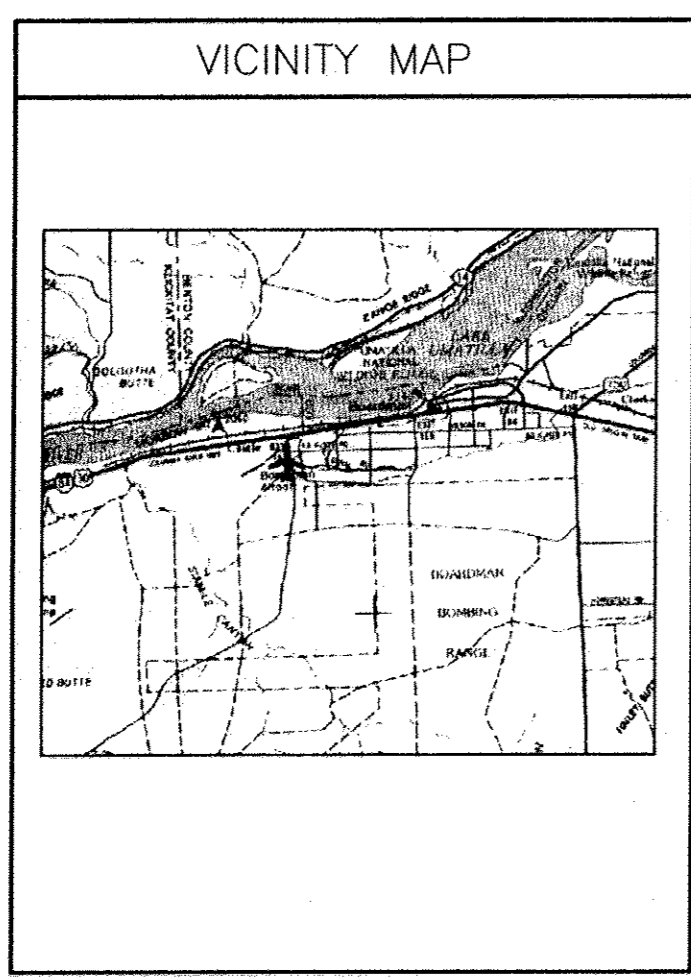
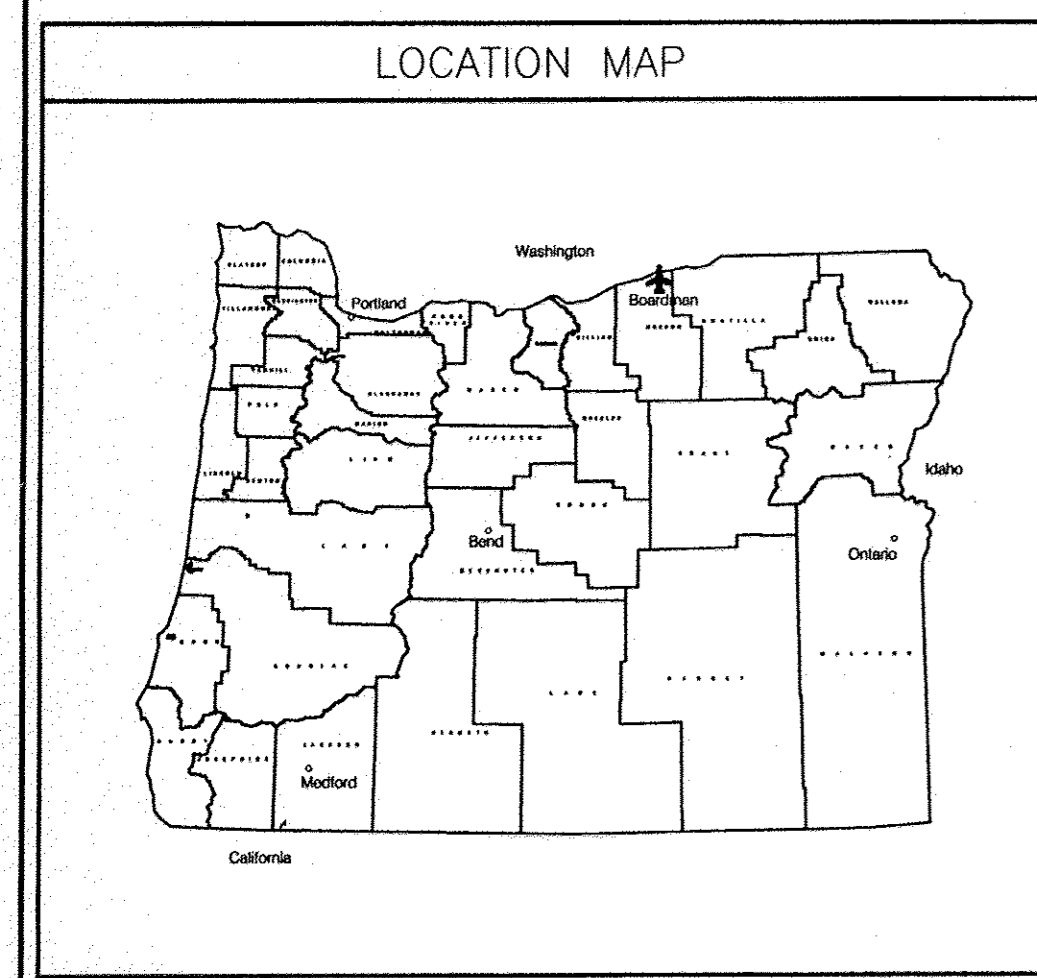
AIRPORT DATA			
ITEM	EXISTING	FUTURE	RESERVE
DATUM FOR ALL ITEMS	NAD83 / NGVD29	SAME	SAME
AIRPORT ELEVATION (MSL)	392.0'	SAME	SAME
AIRPORT REFERENCE POINT	LAT:45°48'53.370"N LONG:119°49'13.800"W	SAME	LAT:45°48'49.235"N LONG:119°49'25.047"W
MEAN MAXIMUM DAILY TEMPERATURE	91'	SAME	SAME
AIRPORT REFERENCE CODE	B-II	B-II	C-IV
NPIAS ROLE	GENERAL AVIATION	SAME	TRANSPORT
LAND OWNED IN FEE (ACRES)	2620.63 ACRES	881.1 ACRES	968.9 ACRES
AIRPORT CODE	M50	SAME	SAME

- NOTES FOR DRAWING 1B**
- AIRPORT COORDINATE DATA FROM FAA FLIGHT INSPECTION TECHNICAL SUPPORT BRANCH, AVN-210, OKLAHOMA, OK. AIRPORT ELEVATION DATA BY PORT OF MORROW TECHNICAL DIVISION SURVEYOR ON DRAWING DATED 3-6-01.
 - RUNWAY-TAXIWAY SEPARATION 300ft. IN LIEU OF 240 FT. BASED OF DRAFT REVISIONS TO PART 77 TO ALLOW FUTURE NON-PRECISION APPROACHES WITH < 1/2 MILE VISIBILITY.
 - AIRPORT SPONSOR AND FAA WILL CONDUCT A COST-BENEFIT EVALUATION TO DETERMINE FUTURE RUNWAY WIDTH AS PART OF NEXT MAJOR PROJECT. CURRENT WIDTH EXCEEDS ADGII STANDARD.

BUILDINGS AND FACILITIES			
1	EXISTING HANGARS (TO BE REMOVED)	7	FUTURE APRON
2	EXISTING APRON & AG AREA	8	RESERVE APRON
3	FUTURE AGRICULTURAL AREA	9	FUTURE AUTO PARKING
4	RESERVE AGRICULTURAL AREA	10	RESERVE AUTO PARKING
5	FUTURE HANGARS	11	GENERAL AVIATION RESERVE
6	RESERVE HANGARS	12	AVIATION RELATED COMMERCE

ABBREVIATIONS	
PS	PRIMARY SURFACE
RSA	RUNWAY SAFETY AREA
OFZ	RUNWAY OBSTACLE FREE ZONE
OFA	RUNWAY OBJECT FREE AREA
TOFA	TAXIWAY OBJECT FREE AREA
BRL	BUILDING RESTRICTION AREA

LEGEND		
ITEM	EXISTING	FUTURE
AIRFIELD PAVEMENT	---	---
PERIMETER FENCE	o-o-o-o	o-o-o-o
AIRPORT PROPERTY LINE	---	---
BUILDING RESTRICTION LINE	---BRL---	SAME
AIRCRAFT PARKING LIMIT	---APL---	SAME
BUILDINGS	[Symbol]	[Symbol]
BUILDINGS TO BE REMOVED	[Symbol]	-
TOPOGRAPHIC CONTOURS (5 FT)	3410	-
WIND CONE	1	9
AIRPORT REFERENCE POINT	⊕	⊕
THRESHOLD LIGHTS (FUTURE W/ REIL)	●●●● ●●●●	□○○○ ○○○□
ROTATING BEACON	★	☆
HOLD LINE	---	---



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PORT OF MORROW APPROVAL
APPROVAL DATE: Oct 7, 2002
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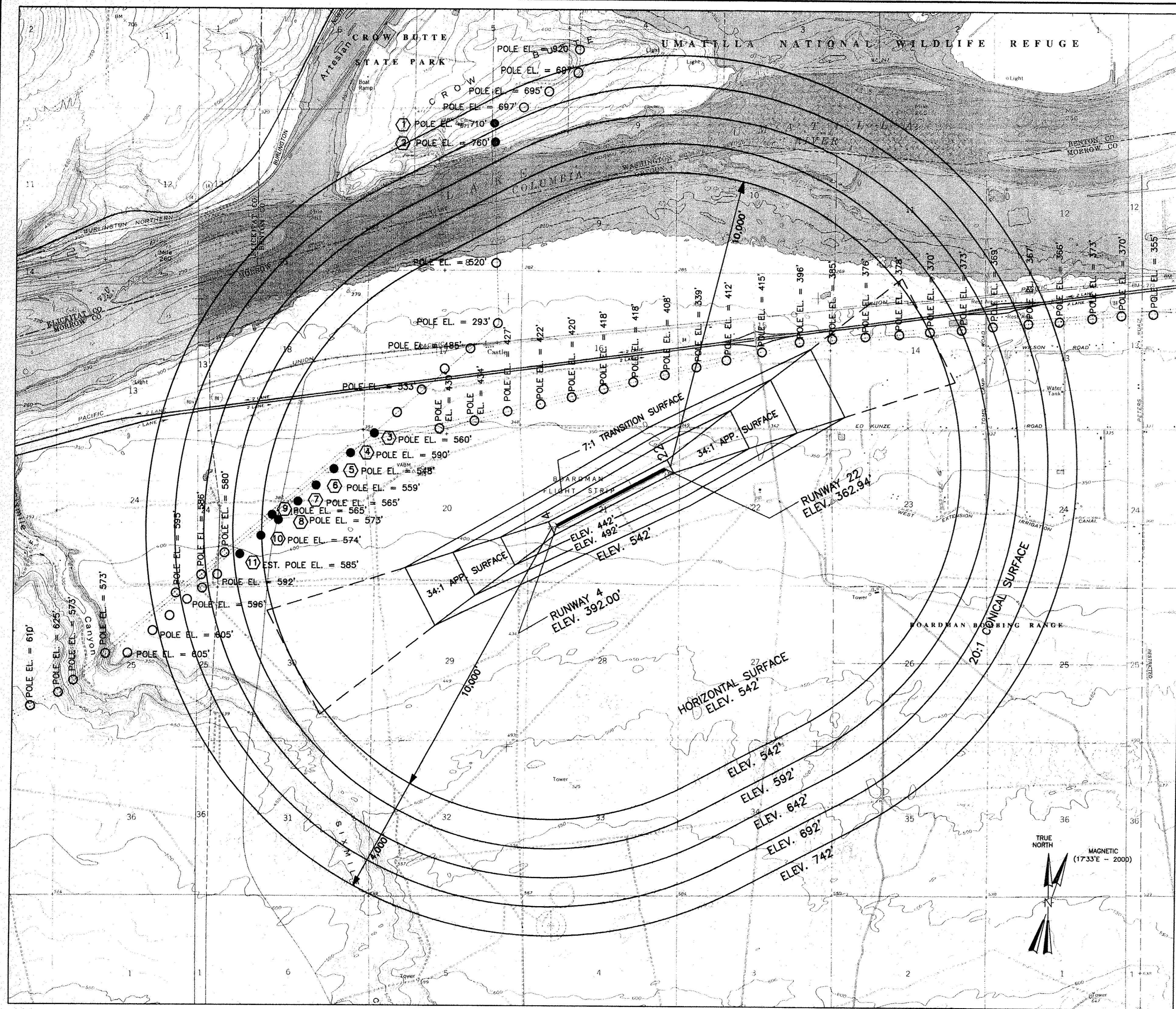
IN ASSOCIATION WITH:
ARON FAEGRE and ASSOCIATES
Portland, Oregon

DESIGNED BY: AF DRAWN BY: MB CHECKED BY: DM SCALE: 1" = 200'
DATE: AUGUST 29, 2002 PROJECT: BOARD-1b-final

BOARDMAN AIRPORT
AIRPORT LAYOUT PLAN UPDATE

TERMINAL AREA PLAN

DRAWING NO. 1b
SHEET NO. 2 OF 5



OBSTRUCTION TABLE DETAILS

RUNWAY	OBSTRUCT. NUMBER	DESCRIPTION / DIST FR RW END	SURFACE PENETRATION TYPE / DIST	OBSTRUCTION ELEVATION	DIST. FROM RUNWAY	PROPOSED DISPOSITION
22 (EXIST. 4200' LENGTH)	1	POLE @ -200'	C/5' EST.	710' EST	13,400' RIGHT	ADD OBSTR LIGHT
	2	POLE @ 150'	C/75' EST.	760' EST	12,700' RIGHT	ADD OBSTR LIGHT
	3	POLE @ 8,350'	H/15' EST.	560' EST	10,150' RT./FWD.	ADD OBSTR LIGHT
	4	POLE @ 9,350'	H/45' EST.	590' EST	11,000' RT./FWD.	ADD OBSTR LIGHT
	5	POLE @ 10,200'	H/5' EST.	548' EST	11,500' RT./FWD.	ADD OBSTR LIGHT
	6	POLE @ 11,000'	H/14' EST.	559' EST	12,050' RT./FWD.	ADD OBSTR LIGHT
	7	POLE @ 11,750'	H/20' EST.	565' EST	12,750' RT./FWD.	ADD OBSTR LIGHT
	8	POLE @ 12,600'	H/28' EST.	573' EST	13,500' RT./FWD.	ADD OBSTR LIGHT
	9	POLE @ 12,700'	H/20' EST.	565' EST	13,650' RT./FWD.	ADD OBSTR LIGHT
	10	POLE @ 13,400'	C/29' EST.	574' EST	14,150' RT./FWD.	ADD OBSTR LIGHT
	11	POLE @ 14,350'	C/5' EST.	585' EST	14,950' RT./FWD.	ADD OBSTR LIGHT

- NOTES:**
- GROUND PROFILE IS A COMPOSITE OF THE HIGHEST ELEVATIONS ACROSS THE WIDTH OF THE APPROACH.
 - TR = TRANSITIONAL
AP = APPROACH
C = CONICAL
H = HORIZONTAL
DIST = DISTANCE FROM RUNWAY END
 - UPON ALP APPROVAL IT IS THE PORT'S RESPONSIBILITY TO ACCOMPLISH THE OBSTRUCTION DISPOSITION.
 - ELEVATIONS OF OBSTRUCTIONS (POWER POLES) OBTAINED FROM BOARDMAN ALP (3/86) PREPARED BY DEVCO AVIATION CONSULTANTS

LEGEND:
 ● POLE IS AN OBSTRUCTION (PENETRATES SURFACE)
 ○ POLE IS NOT AN OBSTRUCTION (INFORMATION ONLY)

2000' 0 2000' 4000'

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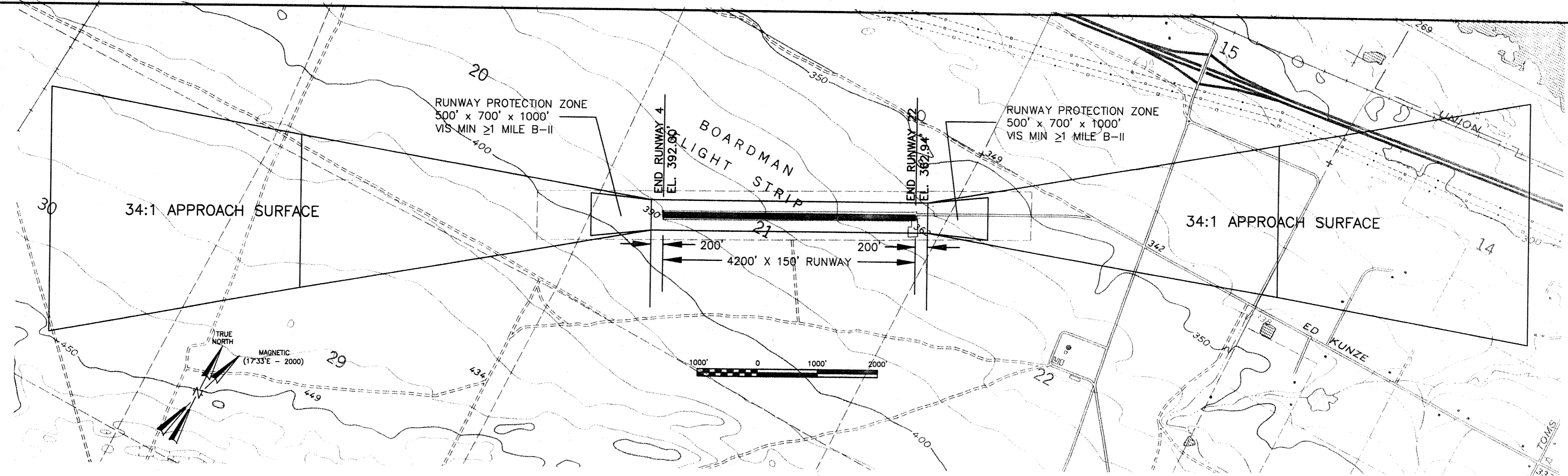
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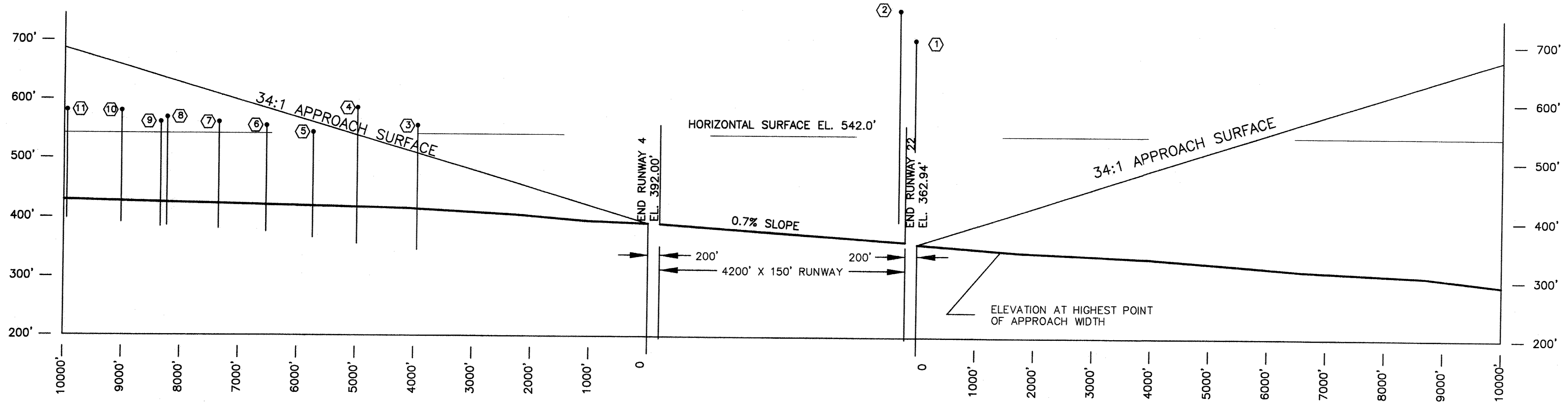
BOARDMAN AIRPORT
 AIRPORT LAYOUT PLAN UPDATE

FAR PART 77 AIRSPACE PLAN

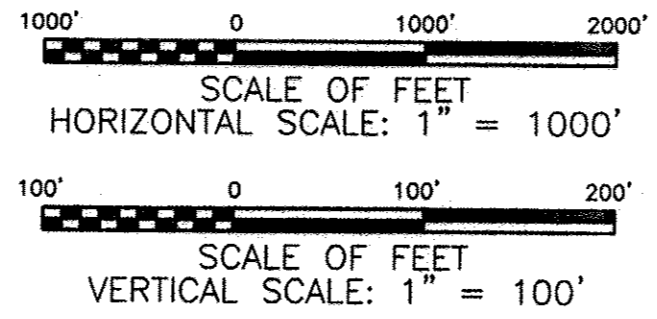
DRAWING NO. 2a
 SHEET NO. 3 OF 5



PLAN VIEW



PROFILE VIEW



LEGEND:
 POLE IS AN OBSTRUCTION (PENETRATES HORIZONTAL OR CONICAL SURFACE BUT DOES NOT PENETRATE APPROACH SURFACE)

NOTES:
 1. ELEVATIONS OF OBSTRUCTIONS (POWER POLES) OBTAINED FROM BOARDMAN ALP (3/86) PREPARED BY DEVCO AVIATION CONSULTANTS

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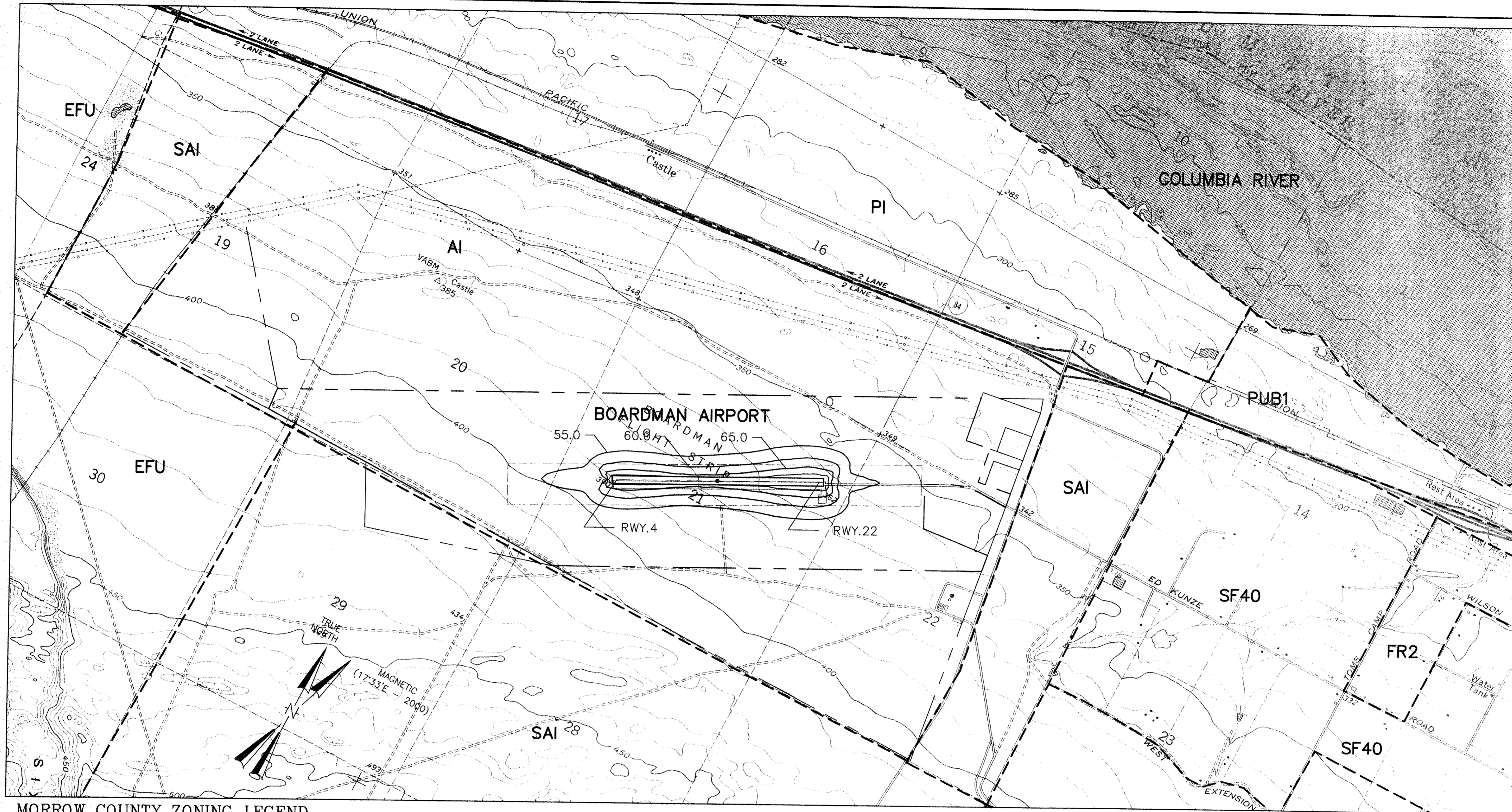
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BOARDMAN AIRPORT AIRPORT LAYOUT PLAN UPDATE

RUNWAY SURFACE APPROACH PLAN & PROFILE

DRAWING NO. 2b
 SHEET NO. 4 OF 5



MORROW COUNTY ZONING LEGEND

- AI Airport Industrial
- EFU Exclusive Farm Use
- FR2 Farm/Residential (2 Acre Min.)
- PI Port Industrial
- PUB1 Army Corps of Engineers
- PUB2 Boardman Bombing Range
- SAI Space Age Industrial
- SF40 Small Farm (40 Acre Min.)

**DNL NOISE CONTOURS FOR YEAR 2005
WITH 6200 OPERATIONS PER YEAR**

NOTE:

Airport Overlay Zone to be adopted by Morrow County based on FAR PART 77
Airspace Surface Dimensions and Elevations
Depicted on Drawing 2a.



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APPROVAL DATE: Oct 7, 2002

Stan Leaf
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DATE: JUNE 24, 2002	PROJECT: BOARD-3-final		

BOARDMAN AIRPORT
AIRPORT LAYOUT PLAN UPDATE

**AIRPORT LAND USE PLAN
WITH 2005 NOISE CONTOURS**

DRAWING NO.	3
SHEET NO.	5 OF 5