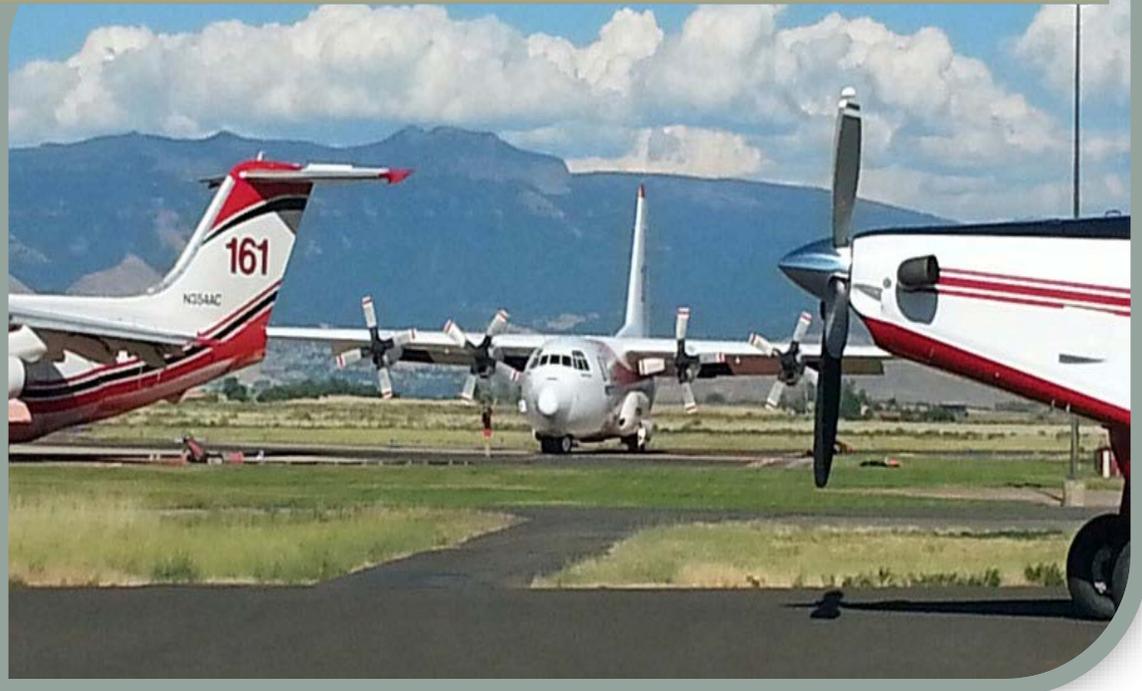


# Chapter Eight: AIRPORT LAYOUT PLAN



**La Grande / Union County Airport**

**Airport Master Plan Update**

*FINAL – March 2018*

## Introduction

The Airport Layout Plan (ALP) drawings prepared to accompany this master plan are a pictorial culmination of the master planning process. Together they depict the relationships between existing and planned facilities and land uses on and around the airport. They also show how the airport will manage and protect the airspace needed for aircraft to safely and efficiently operate in the vicinity LGD. Another major purpose of the ALP drawing set is to establish funding eligibility for the Federal Aviation Administration's (FAA's) Airport Improvement Program (AIP), as capital projects must appear on an FAA-approved ALP to receive AIP grant funding. When approved, the ALP will meet that requirement for those eligible projects planned in this study.

The ALP has been developed with input from the Planning Advisory Committee (PAC), as well as from the public. Alternative concepts were introduced at the third PAC meeting (May 26, 2015), with the Preferred Alternative being developed during the fourth PAC meeting (September 29, 2015). Union County (County) Commission was then briefed on December 16, 2015 on the recommended Preferred Alternative, and they supported the concept. The Preferred Alternative is reflected in the Airport Layout Plan and subsequent drawings.

## Airport Layout Plan Drawings

The following paragraphs describe the specific elements found on each sheet within the ALP drawing set.

### Cover Sheet (Sheet 1)

The cover sheet is an index to the airport layout plan drawing set. It also provides pertinent information such as the airport sponsor, airport name, grant number the project is funded through, location and vicinity maps, and date the plan was completed.

### Airport Data Sheet (Sheet 2)

The Airport Data Sheet contains information relative to the Airport, including:

- Windrose and wind data tables, consisting of wind coverage for all weather, instrument (IFR), and visual (VFR) flight conditions.
- Airport, runway, and taxiway data tables that identify relevant design features at the Airport, along with existing and future conditions.
- Modifications to Standards table, which reiterates prior discussions of the nonstandard width for Runway 12-30 and Taxiway C. The Modifications to Standards will be accepted upon FAA acceptance of the ALP.
- Existing runway approach minimums.

### Airport Layout Plan (Sheet 3)

The ALP depicts the current airport layout and proposed improvements to the La Grande / Union County Airport (Airport) for the 20-year planning period. Detailed descriptions of the improvements and

expected capital costs over the next 20 years are included in Chapter 9, *Capital Improvement Plan*. The Preferred Alternative, derived from forecasted facility needs, was the basis for determining the proposed improvement at the Airport. The ALP is a development guide; the timing of development depends upon when it is needed and can be funded.

As detailed in the master plan, the ALP depicts the following major updates to be accomplished during the 20-year planning period:

- Widening and lighting of Runway 16-34
- Reconfiguration of Runway 16 and Runway 12 access taxiways to increase pilot situational awareness
- Improved runway approach visibility minimums for Runway 12-30
- Helicopter operations area concentrated south of the existing Rappel Base, with development occurring over three phases
- Expansion of general aviation (GA) tiedown apron and redevelopment of hangars
- Expansion of ramp area near the US Forest Service Tanker Base
- Ultimate buildout of Taxiway E, to serve as a parallel taxiway to Runway 12-30, and open the northeastern portion of Airport land for aviation compatible development

#### **Airport Airspace Plan (Sheet 4)**

This drawing shows the 14 CFR Part 77 Imaginary Surfaces (Part 77) for the future layout of the Airport with a USGS topographic map as the background. The Part 77 surfaces are the basis for protecting airspace around an airport; therefore, it is ideal to keep these surfaces clear of obstructions whenever possible. The FAA decides if any of the obstructions to Part 77 surfaces are hazardous to aviation.

Part 77 defines five distinct surfaces, each with a different size and shape. The dimensions of these surfaces are based on the type of runway and the type of approach ultimately planned for the Airport. The imaginary surfaces are defined below.

**Primary Surface.** The primary surface is rectangular, is centered on the runway, extends 200 feet beyond each end of the runway, and has a width that varies according to airport-specific criteria. The elevation of the primary surface corresponds to the elevation of the nearest point of the runway centerline. The current width of the primary surface for both runways is 500 feet; however, if an instrument approach with lowered minimums is published for Runway 12-30 the primary surface would become 1,000 feet and is shown on the drawing.

**Approach Surface.** Each runway end has an approach surface. The approach surface is centered on the extended runway centerline, starts at the end of the primary surface (200 feet beyond each end of the runway), and has a width equal to that of the primary surface. Approach surfaces slope upward and outward from the runway ends. Please refer to Sheets 5-10 for detailed descriptions and discussion of obstructions within those surfaces.

Runway Protection Zones (RPZs) are not Part 77 surfaces, but mirror the inner portions of approach surfaces on the ground. The ultimate Runway 16-34 RPZ dimensions are 500 feet (inner width) by 1,000 feet (length) by 700 feet (outer width) for approaches with minimums greater than 1 statute mile (sm).

The ultimate Runway 12-30 RPZ dimensions are 1,000 feet (inner width) by 1,700 feet (length) by 1,510 feet (outer width), to accommodate the approach with minimums greater than  $\frac{3}{4}$  sm.

**Transitional Surface.** The transitional surface is a sloping 7:1 surface that extends outward and upward at right angles to the runway centerline from the sides of the primary surface and from the sides of the approach surfaces. It extends until intersecting the horizontal surface.

**Horizontal Surface.** The horizontal surface is a flat, elliptical surface at an elevation 150 feet above the established airport elevation. The extent of the horizontal surface is determined by swinging arcs of a 10,000-foot radius from the center of each end of the primary surface.

**Conical Surface.** The conical surface extends outward and upward from the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet.

Obstruction data used for the Airport Airspace Plan, along with data depicted in subsequent drawings, was obtained from Precision Approach Engineering, who recently conducted an Airport Geographic Information System (AGIS) Survey. The only obstruction depicted on the Airspace Plan is a grouping of trees and terrain within the conical surface along the foothills southwest of the Airport. Obstruction data for the approach surfaces are further detailed on Sheets 5-10.

#### **Runway 16-34 Airport Approach Profile (Sheet 5)**

This drawing presents a larger scale plan and profile view of the Runway 16-34 approach surfaces shown in the Airport Airspace Drawing. The highest composite terrain, along with known features, is shown in the profile view. There are no known obstructions within the outer portions of the Runway 16-34 approach surface, and details of the inner approach surfaces are shown on Sheets 7 and 8, as indicated on the plan view.

#### **Runway 12-30 Airport Approach Profile (Sheet 6)**

Similar to Sheet 5, this drawing presents a larger scale plan and profile view of the Runway 12-30 approach surfaces shown in the Airport Airspace Drawing. There are no known obstructions within the outer portions of the Runway 12-30 approach surface, and details of the inner approach surfaces are shown on Sheets 9 and 10, as indicated on the plan view.

#### **Inner Portion of Runway 16 Approach Surface Plan and Profile (Sheet 7)**

A close-in view of Sheet 5, this sheet provides a large scale view of the inner Runway 16 approach surface. As indicated, there are no obstructions to this surface.

#### **Inner Portion of Runway 34 Approach Surface Plan and Profile (Sheet 8)**

A close-in view of Sheet 5, this sheet provides a large scale view of the inner Runway 34 approach surface. As indicated, there are no obstructions to this surface.

#### **Inner Portion of Runway 12 Approach Surface Plan and Profile (Sheet 9)**

A close-in view of Sheet 6, this sheet provides a large scale view of the inner Runway 12 approach surface. A hangar, identified by the red marking, is an obstruction to the Runway 12 approach surface by six feet.

The Disposition Plan on the Obstruction Data Table recommends installing obstruction lighting on the hangar<sup>1</sup>.

### **Inner Portion of Runway 30 Approach Surface Plan and Profile (Sheet 10)**

A close-in view of Sheet 6, this sheet provides a large scale view of the inner Runway 30 approach surface. Airport Lane, as depicted, is an obstruction to the Runway 30 approach surface by 14 feet. The Disposition Plan recommends no action, as the road is outside of the extended runway object free area.

### **Runway 16-34 Departure Surface Plan & Profile (Sheet 11)**

The Runway Departure Surface drawing depicts the plan and profile views of the Runway 16-34 departure surfaces, which apply to runways with instrument departure procedures. Each departure surface at the Airport begins at the departure end of the runway at a width of 1,000 feet, extends outward 10,200 feet to an outer width of 6,466 feet, and slopes up at 40:1. The hangar discussed on Sheet 9 is an obstruction, as are two buildings south of the runway, along with the decommissioned Airport beacon. With exception of the beacon – as it is being relocated – it is recommended that the buildings be fitted with obstruction lighting.

### **Runway 12-30 Departure Surface Plan & Profile (Sheet 12)**

The Runway Departure Surface drawing depicts the plan and profile views of the Runway 12-30 departure surfaces. As with the Runway 16-34 departure surface, the Becker hangar is shown to be an obstruction, with the recommendation of lighting. A tree to the west of the Airport is an obstruction, with the recommendation of topping and/or felling the tree. Pierce Road, Bond Lane, and Airport Lane are obstructions to the departure surface, but all areas of obstruction are outside of the extending runway object free area; therefore, it is recommended they be able to remain as is.

### **Terminal Area Plan (Sheet 13)**

The Terminal Area Plan drawing provides a large-scale view of the terminal area depicted on the ALP (Sheet 3), so that features such as aprons, buildings, hangars, and parking lots are easier to discern. The only new information presented is building height elevations, sourced from the AGIS Survey data.

### **Land Use Plan (Sheet 14)**

A land use map has been developed for the Airport and the surrounding area. This map includes the land uses on and around the Airport according to Union County Code, and is overlaid with the Part 77 Surfaces depicted on Sheet 4. Recommendations from the Oregon Department of Aviation's *Model Public Use Airport Safety and Compatibility Zone for Public Use Airports with Instrument Approaches* was used as a model for updating portions of Articles 14 and 16 of Union County's Zoning Ordinance. The language updates for Articles 14 and 16 should be adopted into the County's Ordinance, with reference to this Land Use Plan.

---

<sup>1</sup> During the timeframe of finalizing this document, the recommended obstruction light was installed.

### **Exhibit A (Sheets 15 and 16)**

Prepared by Anderson Perry and Associates, Inc., the Exhibit A drawings provide a history of the County's airport property acquisition by showing and listing all land transactions.

### **Utilities Map (Sheet 17)**

In cooperation with the City of La Grande Public Works Department (City), the Utilities Map was prepared to identify those services currently provided at the Airport, along with utility location and capacity.

Future development of the area northeast of Runway 12-30 is highly likely within a 50-year planning period, and depending on demand, may occur within the 20-year planning period addressed within this Master Plan. Through conversations with the City, it appears the logical extension of these services to the development area would be along Pierce Road, then to Bond Lane.

In the interim, however, there is an issue relative to the water system that should be remedied. Currently, the water line dead-ends at the Airport, which creates spikes in water pressure. The County has experienced flooding in the Fire Cache building as a result of these pressure spikes, and has resultantly installed expensive systems to avoid future damage to the building's fire sprinkler system. To avoid continued maintenance issues for all existing and future buildings with fire suppression systems, it is recommended that the City install a loop to the existing water system, which would relieve future pressure spikes.

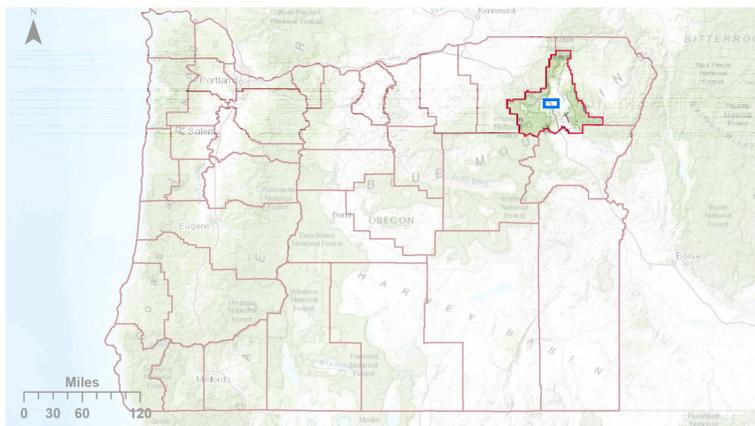
LA GRANDE, OR.

# LA GRANDE / UNION COUNTY AIRPORT

## AIRPORT LAYOUT PLAN

### AIP #3-41-0031-20

MARCH 2018



LOCATION MAP



VICINITY MAP

SHEET	DESCRIPTION
1	TITLE SHEET
2	AIRPORT DATA SHEET
3	AIRPORT LAYOUT PLAN
4	AIRPORT AIRSPACE PLAN
5	RUNWAY 16-34 AIRPORT APPROACH PROFILE
6	RUNWAY 12-30 AIRPORT APPROACH PROFILE
7	INNER PORTION OF RWY 16 APPROACH SURFACE PLAN AND PROFILE
8	INNER PORTION OF RWY 34 APPROACH SURFACE PLAN AND PROFILE
9	INNER PORTION OF RWY 12 APPROACH SURFACE PLAN AND PROFILE
10	INNER PORTION OF RWY 30 APPROACH SURFACE PLAN AND PROFILE
11	RUNWAY 16-34 DEPARTURE SURFACE PLAN AND PROFILE
12	RUNWAY 12-30 DEPARTURE SURFACE PLAN AND PROFILE
13	TERMINAL AREA PLAN
14	LAND USE PLAN
15	EXHIBIT "A" BY ANDERSON PERRY & ASSOCIATES
16	EXHIBIT "A" BY ANDERSON PERRY & ASSOCIATES
17	UTILITIES BY ANDERSON PERRY & ASSOCIATES

DATE: 4/13/2016 2:16 PM [AUTHOR: hwilliams] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [LAYOUT: 1 Title Sheet]  
 [PATH: P:\Union County\0003417W\Design\Drawings\Civil\LP\Sheets\0003417W-01-Title Sheet.dwg]



THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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 THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

SHEET INFO	
DESIGNED	SML/MD
DRAWN	RAI
CHECKED	SML
APPROVED	REA
LAST EDIT	3/5/2018
PLOT DATE	03/01/2018
SUBMITTAL	

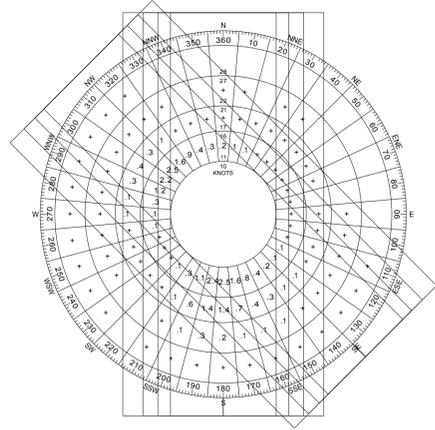
REVISIONS			
NO.	BY	DATE	REMARKS

**FINAL**

TITLE SHEET		
LA GRANDE / UNION COUNTY AIRPORT AIRPORT MASTER PLAN UPDATE		
PROJECT NUMBER 0003417W	DRAWING FILE NAME 0003417W-01-TITLE SHEET	SCALE N/A

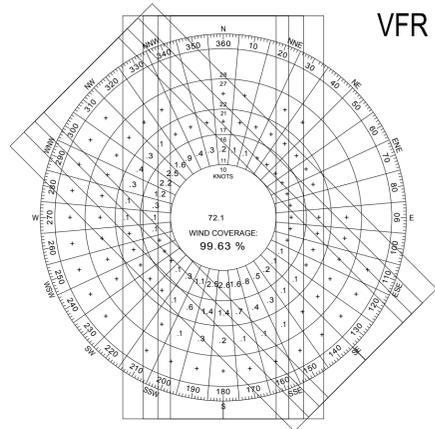
SHEET NUMBER
1
1 of 17

ALL WEATHER



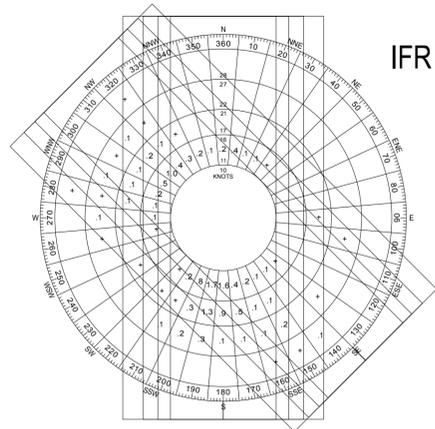
All-Weather				
Cross-Wind Component	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 16-34	93.00%	96.75%	98.97%	99.79%
Runway 12-30	90.84%	94.98%	98.13%	99.63%
16-34 & 12-30 Combined	99.58%	99.84%	99.99%	99.99%

VFR



VFR				
Cross-Wind Component	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 16-34	92.87%	96.71%	98.96%	99.79%
Runway 12-30	90.78%	94.95%	98.12%	99.63%
16-34 & 12-30 Combined	99.58%	99.84%	99.99%	99.99%

IFR



IFR				
Cross-Wind Component	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 16-34	97.24%	98.49%	99.19%	99.84%
Runway 12-30	92.00%	96.00%	98.28%	99.53%
16-34 & 12-30 Combined	99.54%	99.79%	99.89%	99.98%

Wind data covers time period of 2007-2016 and was retrieved from NCDC AGIS Windrose Generator at <https://airports-gis.faa.gov>

Airport Data Table

	EXISTING	FUTURE
Airport Reference Code	C-IV	Same
Approach Speed	129 knots	Same
Wingspan	132 feet	Same
Taxiway Design Group	TDG-2 and TDG-3	Same
NAVAIDS	GPS, NDB	Same
Mean Max Temperature	86° (August)	-
Airport Elevation (MSL)	2,717'	-
NPIAS Service Level	National/Regional General Aviation	Same
State Service Level	Regional General Aviation	Same

Runway Declared Distances Table

	EXISTING		FUTURE
	Rwy 12	Rwy 30	
Runway 12-30	TORA = 6,260'	TORA = 6,260'	Same
	TODA = 6,260'	TODA = 6,260'	
	ASDA = 6,260'	ASDA = 6,260'	
	LDA = 5,500'	LDA = 6,260'	
Runway 16-34	TORA = 3,399'	TORA = 3,399'	Same
	TODA = 3,399'	TODA = 3,399'	
	ASDA = 3,399'	ASDA = 3,399'	
	LDA = 3,399'	LDA = 3,399'	

Runway 12 - 30 Data Table

	EXISTING	FUTURE
Approach Reference Code - APRC	C/IV/5000	C/IV/4000
Departure Reference Code - DPRC	D/IV	Same
Runway Design Code - RDC	C-IV	Same
Critical Aircraft	C-130 Hercules	Same
Runway Length and Width	6,260' x 100'	Same
Runway High Point - MSL	2,717.6'	Same
Runway Low Point - MSL	2,706.8'	Same
Runway Approach	Non-Precision	Same
Runway Gradient	0.20%	Same
Pavement Type	Asphalt	Same
Pavement Strength	99,000 SWG / 129,000 DWG	Same
Runway Pavement Strength - PCN	41/F/C/X/T	Same
Runway Lighting	MIRL	Same
Runway Marking	Non-Precision	Same
14 CFR Part 77 Approach Category	Rwy 12 - 34:1 Rwy 30 - 34:1	Same
Runway Visual Aids	Rwy 12 - PAPI (P2L) Rwy 30 - PAPI (P2L), REIL	Rwy 12 - PAPI (P2L), REIL Rwy 30 - Same

Runway 16 - 34 Data Table

	EXISTING	FUTURE
Approach Reference Code - APRC	B/II/5000	Same
Departure Reference Code - DPRC	B/II	B/II
Runway Design Code - RDC	B-II	Same
Critical Aircraft	Fairchild Metroliner	Same
Runway Length and Width	3,399' x 60'	3,399' x 75'
Runway High Point - MSL	2,714.6'	2,713.5'
Runway Low Point - MSL	2,709.5'	2,708.0'
Runway Approach	Non-Precision	Same
Runway Gradient	0.20%	Same
Pavement Type	Asphalt	Same
Pavement Strength	45,000 SWG / 60,000 DWG	Same
Runway Pavement Strength - PCN	Not Available	Same
Runway Lighting	None	MIRL
Runway Marking	Non-Precision	Same
14 CFR Part 77 Approach Category	Rwy 16 - 34:1 Rwy 34 - 20:1	Same
Runway Visual Aids	Rwy 16 - PAPI (P4L) Rwy 34 - None	Rwy 16 - PAPI (P2L), REIL Rwy 34 - PAPI (P2L), REIL

Notes:

Notes:

Runway 12-30 Design Surfaces Table

Runway Protection Zone			
	Inner Width	Length	Outer Width
Existing	500'	1,700'	1,010'
Future	1,000'	1,700'	1,510'

Runway Safety Area	
	Width
Existing	500'
Future	Same

Runway Object Free Area	
	Width
Existing	500'
Future	Same

Runway Object Free Zone	
	Width
Existing	400'
Future	Same

Runway 16-34 Design Surfaces Table

Runway Protection Zone		
	Inner Width	Length
Existing	250'	450'
Future	500'	1,000'

Runway Safety Area	
	Width
Existing	150'
Future	Same

Runway Object Free Area	
	Width
Existing	500'
Future	Same

Runway Object Free Zone	
	Width
Existing	400'
Future	Same

Taxiway Data Table

	Existing			
	Length and Width	Object Free Area Width	Safety Area Width	Runway Separation
Taxiway A	2,800' x 35'	131' / 259'	79' / 171'	350'
Taxiway B	1,150' x 50'	259'	171'	N/A
Taxiway C	4,600' x 50'	259'	171'	400'
Taxiway D	2,730' x 50'	131' / 259'	79' / 171'	N/A
	Future			
	Length and Width	Object Free Area Width	Safety Area Width	Runway Separation
Taxiway A	3,400' x 35'	Same	Same	240'
Taxiway B	1,065' x 50'	Same	Same	N/A
Taxiway C	4,600' x 50'	Same	Same	Same
Taxiway D	2,660' x 50'	Same	Same	N/A
Taxiway E	6,260' x 50'	259'	171'	400'

Existing Airport Approach Minimums

Approach Procedure	Minimum Altitude (AMSL)	Visibility (mi)	Category
<b>RNAV (GPS) RWY 16</b>			
LPV DA	4,176'	2	A,B
	4,176'	3	C,D
LNAV / VNAV DA	N/A	N/A	-
	4,440'	1 1/4	A
LNAV MDA	4,440'	1 1/2	B
	4,440'	3	C,D
Circling	4,440'	1 1/4	A
	4,440'	1 1/2	B
	4,440'	3	C,D
<b>NDB-B</b>			
Circling	4,360'	1 1/4	A
	4,360'	1 1/2	B
	4,360'	3	C
	N/A	N/A	D

Notes:  
1. 40:1 Departure Surfaces

Airport Reference Point

	Existing	Future
Latitude	45° 17' 23.3145"	45° 17' 20.69"
Longitude	118° 00' 22.9278"	118° 00' 22.05"

Runway End Coordinates

	Existing		Future	
	Latitude	Longitude	Latitude	Longitude
Runway 12	45° 17' 43.9788"	118° 00' 43.0732"	Same	Same
Runway 12 Displaced Threshold	45° 17' 38.6709"	118° 00' 35.5573"	Same	Same
Runway 30	45° 17' 00.2433"	117° 59' 41.1930"	Same	Same
Runway 16	45° 17' 39.6382"	118° 00' 40.3008"	45° 17' 34.8392"	118° 00' 40.3025"
Runway 34	45° 17' 06.0794"	118° 00' 40.3130"	45° 17' 01.2804"	118° 00' 40.3147"

Runway End Station and Elevation

	Existing		Future	
	Station	Elevation	Station	Elevation
Runway 12	0+00	2,714.55'	Same	Same
Runway 30	0+00	2,706.80'	Same	Same
Runway 16	0+00	2,714.57'	0+487	2,713.50'
Runway 34	0+00	2,709.46'	0-487	2,708.00'

Note: NAD83 coordinate system and NAVD88 vertical datum was used  
LAT/LONG Information retrieved from AGIS Submittal 2016

Touchdown Zone Elevation

	Existing	Future
Runway 12	2,714.55'	Same
Runway 30	2,709.77'	Same
Runway 16	2,714.52'	2,713.50'
Runway 34	2,713.79'	2,713.50'

Obstacle Free Zone (OFZ) Object Penetrations

Description	Penetration	Elevation
None Identified		

Threshold Siting Surface Object Penetration

Description	Penetration	Elevation
None Identified		

Modifications to Design Standards

Approval Date	Case Number	Modification	Description
--	--	Runway 12-30 Width	The runway width standard for ARC C-IV is 150 feet. The current critical aircraft (Hercules C-130) has a narrow undercarriage width of 14'3", which allows it to operate on runways as narrow as 60 feet wide. It is recommended that as long as the C-130 is the critical aircraft, the 100-foot width be allowed to remain under a Modification to Standards.
--	--	Taxiway C Width	The taxiway width standard for ARC C-IV is 75 feet. The current critical aircraft (Hercules C-130) has a narrow undercarriage width of 14'3". It is recommended that as long as the C-130 is the critical aircraft, the 50-foot taxiway width be allowed to remain under a Modification to Standards.
--	--	Runway Protection Zones	Roads exist within the RPs for Runways 12, 16, and 34. The Airport Sponsor has undertaken projects to ensure the roads are clear of the Runway Safety and Object Free Areas. Improved instrumentation is proposed for Runway 12-30. The Runway 30 RPZ would encroach upon a road once the instrumentation is upgraded. It is recommended, since all of the roads (existing and future condition) are outside of the OFA and RSA, that they should remain.

**WHPacific**  
9755 SW Barnes Rd, Suite 300  
Portland, OR 97225  
503-626-0455 Fax 503-526-0775  
www.whpacific.com

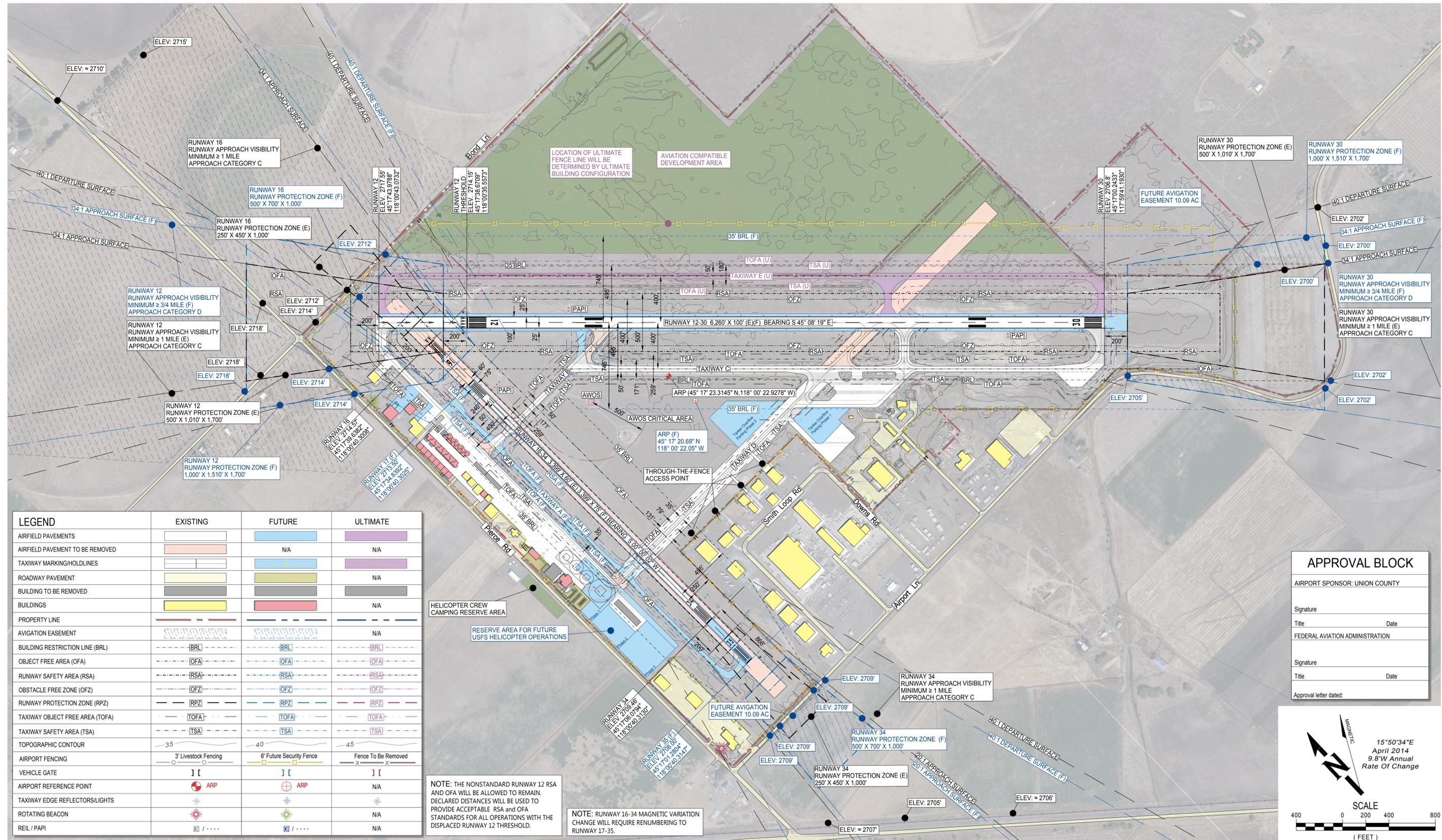
"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DESCRIBED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

SHEET INFO	
DESIGNED	SML
DRAWN	RAI
CHECKED	SML/MD
APPROVED	REA
LAST EDIT	10/13/2017
PLOT DATE	03/01/2018
SUBMITTAL	

REVISIONS			
NO.	BY	DATE	REMARKS

**FINAL**

<b>AIRPORT DATA SHEET</b>			SHEET NUMBER
<b>LA GRANDE / UNION COUNTY AIRPORT</b>			<b>2</b>
<b>AIRPORT MASTER PLAN UPDATE</b>			
PROJECT NUMBER 0003417W	DRAWING FILE NAME 0003417W-02-AIRPORT DATA SHEET	SCALE N/A	2 of 17

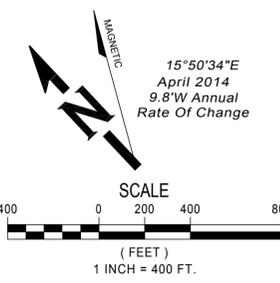


LEGEND	EXISTING	FUTURE	ULTIMATE
AIRFIELD PAVEMENTS	[Symbol]	[Symbol]	[Symbol]
AIRFIELD PAVEMENT TO BE REMOVED	[Symbol]	N/A	N/A
TAXIWAY MARKING/HOLDLINES	[Symbol]	[Symbol]	[Symbol]
ROADWAY PAVEMENT	[Symbol]	[Symbol]	N/A
BUILDING TO BE REMOVED	[Symbol]	[Symbol]	[Symbol]
BUILDINGS	[Symbol]	[Symbol]	N/A
PROPERTY LINE	[Symbol]	[Symbol]	[Symbol]
AVIGATION EASEMENT	[Symbol]	[Symbol]	N/A
BUILDING RESTRICTION LINE (BRL)	[Symbol]	[Symbol]	[Symbol]
OBJECT FREE AREA (OFA)	[Symbol]	[Symbol]	[Symbol]
RUNWAY SAFETY AREA (RSA)	[Symbol]	[Symbol]	[Symbol]
OBSTACLE FREE ZONE (OFZ)	[Symbol]	[Symbol]	[Symbol]
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	[Symbol]	[Symbol]
TAXIWAY OBJECT FREE AREA (TOFA)	[Symbol]	[Symbol]	[Symbol]
TAXIWAY SAFETY AREA (TSA)	[Symbol]	[Symbol]	[Symbol]
TOPOGRAPHIC CONTOUR	[Symbol]	[Symbol]	[Symbol]
AIRPORT FENCING	[Symbol]	[Symbol]	[Symbol]
VEHICLE GATE	[Symbol]	[Symbol]	[Symbol]
AIRPORT REFERENCE POINT	[Symbol]	[Symbol]	N/A
TAXIWAY EDGE REFLECTOR/LIGHTS	[Symbol]	[Symbol]	[Symbol]
ROTATING BEACON	[Symbol]	[Symbol]	N/A
REIL / PAPI	[Symbol]	[Symbol]	N/A

NOTE: THE NONSTANDARD RUNWAY 12 RSA AND OFA WILL BE ALLOWED TO REMAIN. DECLARED DISTANCES WILL BE USED TO PROVIDE ACCEPTABLE RSA AND OFA STANDARDS FOR ALL OPERATIONS WITH THE DISPLACED RUNWAY 12 THRESHOLD.

NOTE: RUNWAY 16-34 MAGNETIC VARIATION CHANGE WILL REQUIRE RENUMBERING TO RUNWAY 17-35.

APPROVAL BLOCK	
AIRPORT SPONSOR: UNION COUNTY	
Signature	Date
FEDERAL AVIATION ADMINISTRATION	
Signature	Date
Approval letter dated:	



**WHPacific**  
 9755 SW Barnes Rd, Suite 300  
 Portland, OR 97225  
 503-626-0455 Fax 503-526-0775  
 www.whpacific.com

"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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 THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DESCRIBED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

SHEET INFO	
DESIGNED	SML/MD
DRAWN	RAI
CHECKED	SML
APPROVED	REA
LAST EDIT	10/13/2017
PLOT DATE	03/01/2018
SUBMITTAL	

REVISIONS			
NO.	BY	DATE	REMARKS

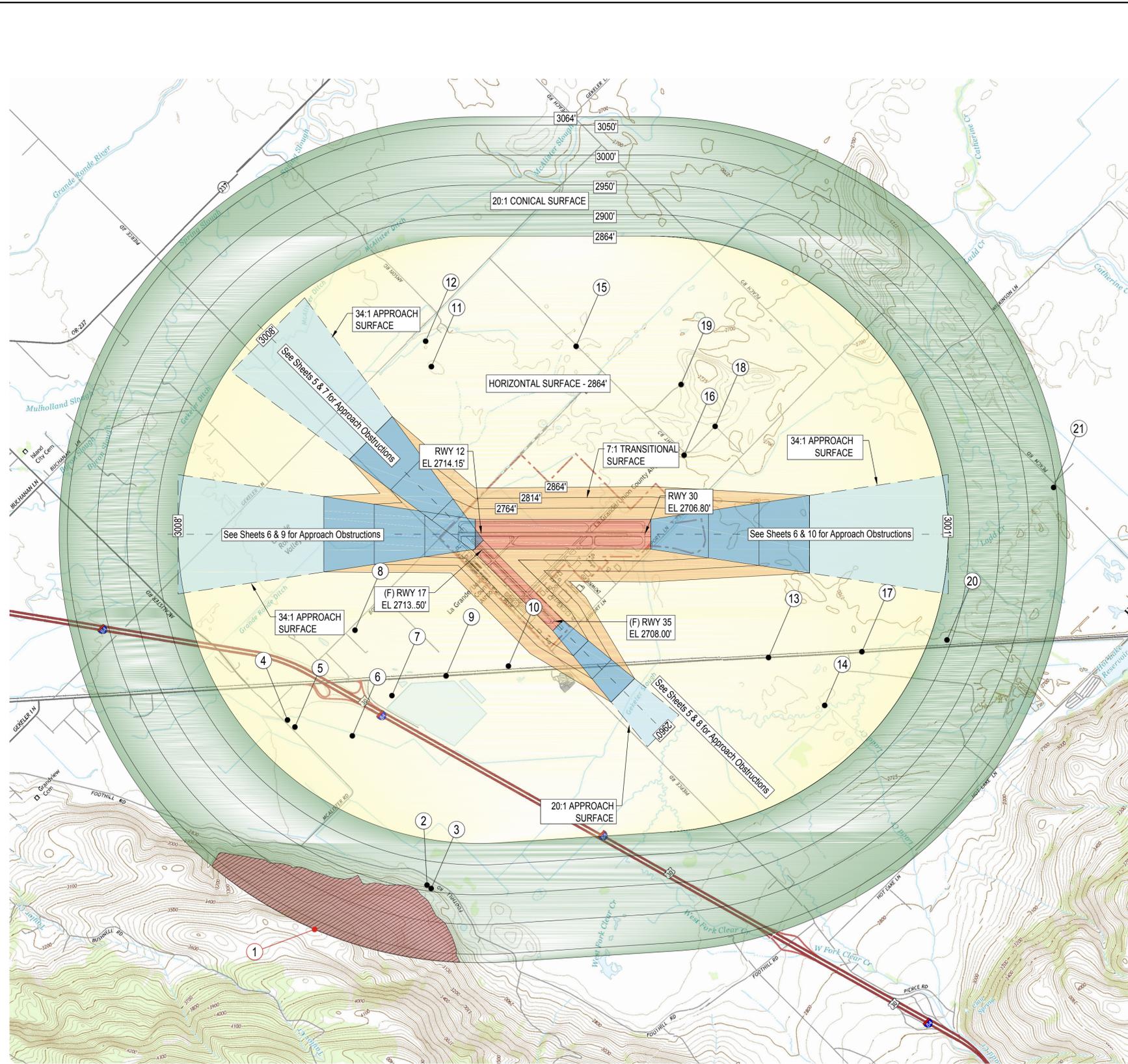
FINAL

**AIRPORT LAYOUT PLAN**

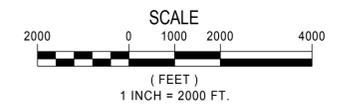
**LA GRANDE / UNION COUNTY AIRPORT**  
**AIRPORT MASTER PLAN UPDATE**

PROJECT NUMBER 0003417W	DRAWING FILE NAME 0003417W-03-AIRPORT LAYOUT PLAN	SCALE 1"=400'
----------------------------	--	------------------

SHEET NUMBER  
**3**  
3 of 17

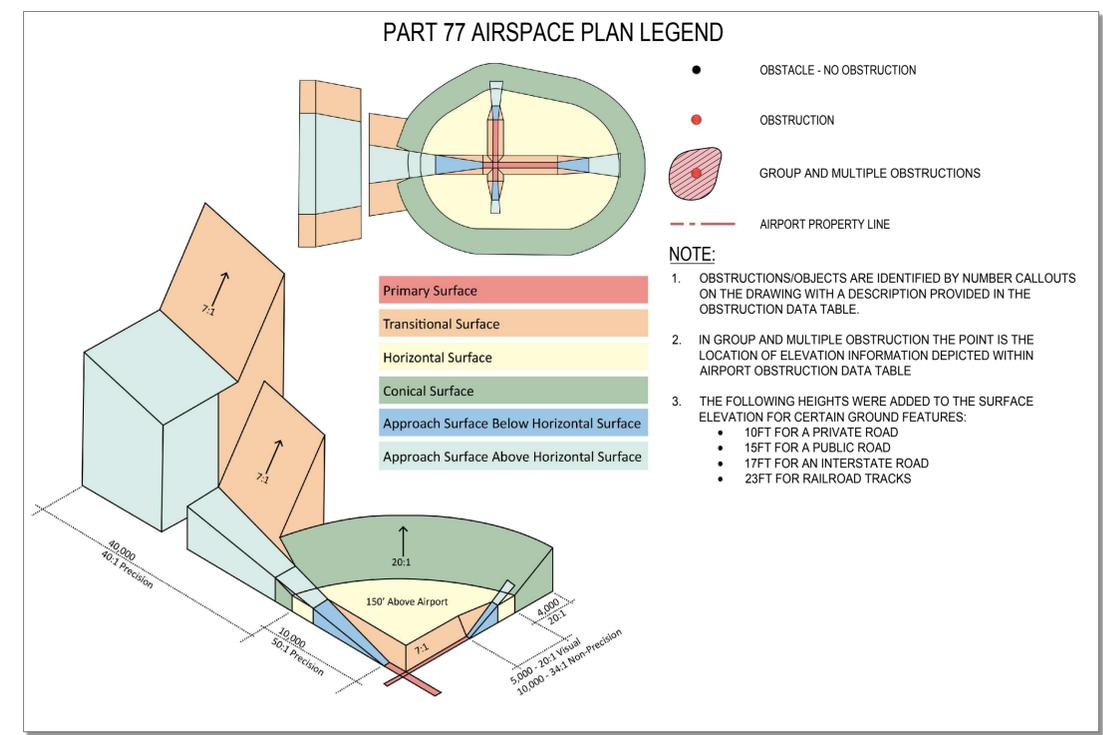


15°50'34"E  
April 2014  
9.8"W Annual  
Rate Of Change



Airspace Plan Obstruction Table						
No.	Description	Part 77 Surface	Ground Elev.	Top Elevation	Vertical Penetration	Disposition
1	*Terrain	CONICAL	Unknown	3,581	517	-
2	*Terrain	CONICAL	2,823	2,823	-117	NO OBSTRUCTION-FOR REFERENCE ONLY
3	*Tree	CONICAL	Unknown	2,832	-113	NO OBSTRUCTION-FOR REFERENCE ONLY
4	*Tree	HORIZONTAL	Unknown	2,837	-27	NO OBSTRUCTION-FOR REFERENCE ONLY
5	*Tree	HORIZONTAL	Unknown	2,809	-55	NO OBSTRUCTION-FOR REFERENCE ONLY
6	*Tree	HORIZONTAL	Unknown	2,786	-78	NO OBSTRUCTION-FOR REFERENCE ONLY
7	*Tree	HORIZONTAL	Unknown	2,807	-57	NO OBSTRUCTION-FOR REFERENCE ONLY
8	*Tree	HORIZONTAL	Unknown	2,814	-50	NO OBSTRUCTION-FOR REFERENCE ONLY
9	*Tree	HORIZONTAL	Unknown	2,765	-99	NO OBSTRUCTION-FOR REFERENCE ONLY
10	Pole	HORIZONTAL	2,710	2,756	-108	NO OBSTRUCTION-FOR REFERENCE ONLY
11	*Tree	HORIZONTAL	Unknown	2,772	-92	NO OBSTRUCTION-FOR REFERENCE ONLY
12	*Windmill	HORIZONTAL	2,705	2,821	-43	NO OBSTRUCTION-FOR REFERENCE ONLY
13	*Tree	HORIZONTAL	Unknown	2,785	-79	NO OBSTRUCTION-FOR REFERENCE ONLY
14	*Tree	HORIZONTAL	Unknown	2,782	-82	NO OBSTRUCTION-FOR REFERENCE ONLY
15	*Tree	HORIZONTAL	Unknown	2,780	-84	NO OBSTRUCTION-FOR REFERENCE ONLY
16	*Tree	HORIZONTAL	2,701	2,740	-124	NO OBSTRUCTION-FOR REFERENCE ONLY
17	*Tree	HORIZONTAL	Unknown	2,778	-86	NO OBSTRUCTION-FOR REFERENCE ONLY
18	*Tree	HORIZONTAL	Unknown	2,768	-96	NO OBSTRUCTION-FOR REFERENCE ONLY
19	*Tree	HORIZONTAL	Unknown	2,776	-88	NO OBSTRUCTION-FOR REFERENCE ONLY
20	*Pole	CONICAL	2,704	2,746	-147	NO OBSTRUCTION-FOR REFERENCE ONLY
21	*Tree	CONICAL	2,700	2,735	-311	NO OBSTRUCTION-FOR REFERENCE ONLY

\*ELEVATIONS ARE TAKEN FROM AGIS SURVEY  
SEE APPENDIX G OF MASTER PLAN REPORT FOR DISPOSITION PLAN



DATE: 6/11/2014 11:59 AM [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [PATH: P:\Union County\0003417W\Design\Drawings\Civil\LP\Sheets\0003417W-04-Airport Airspace.dwg] [LAYOUT: 4 Airport Airspace]

9755 SW Barnes Rd, Suite 300  
Portland, OR 97225  
503-626-0455 Fax 503-526-0775  
www.whpacific.com

"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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 THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

SHEET INFO	
DESIGNED	SML/MD
DRAWN	RAI
CHECKED	SML
APPROVED	REA
LAST EDIT	10/12/2017
PLOT DATE	03/01/2018
SUBMITTAL	

REVISIONS				
NO.	BY	DATE	REMARKS	

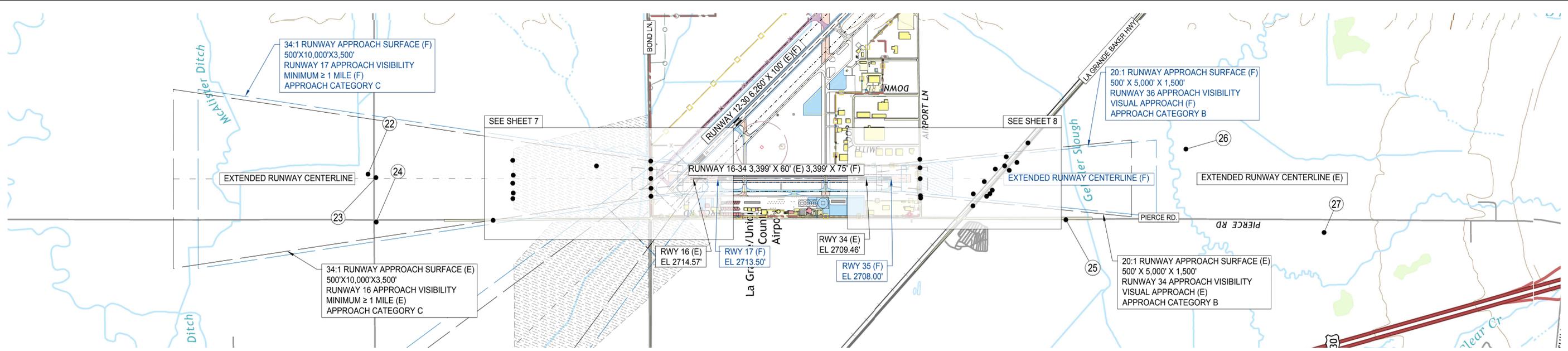
FINAL

AIRPORT AIRSPACE PLAN

LA GRANDE / UNION COUNTY AIRPORT  
AIRPORT MASTER PLAN UPDATE

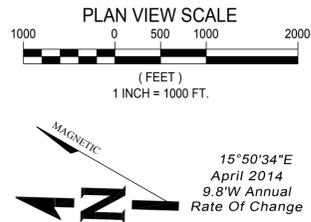
PROJECT NUMBER 0003417W	DRAWING FILE NAME 0003417W-04-AIRPORT AIRSPACE	SCALE 1" = 2000'
----------------------------	---	---------------------

SHEET NUMBER  
**4**  
4 of 17



No.	Description	Top Elevation	Vertical Penetration	Surface	Disposition
22	*Tree	2,794	-116	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
23	*Pole	2,773	-132	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
24	*Pole	2,749	-157	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
25	Pierce Rd.	2,723	-148	20:1	NO OBSTRUCTION-FOR REFERENCE ONLY

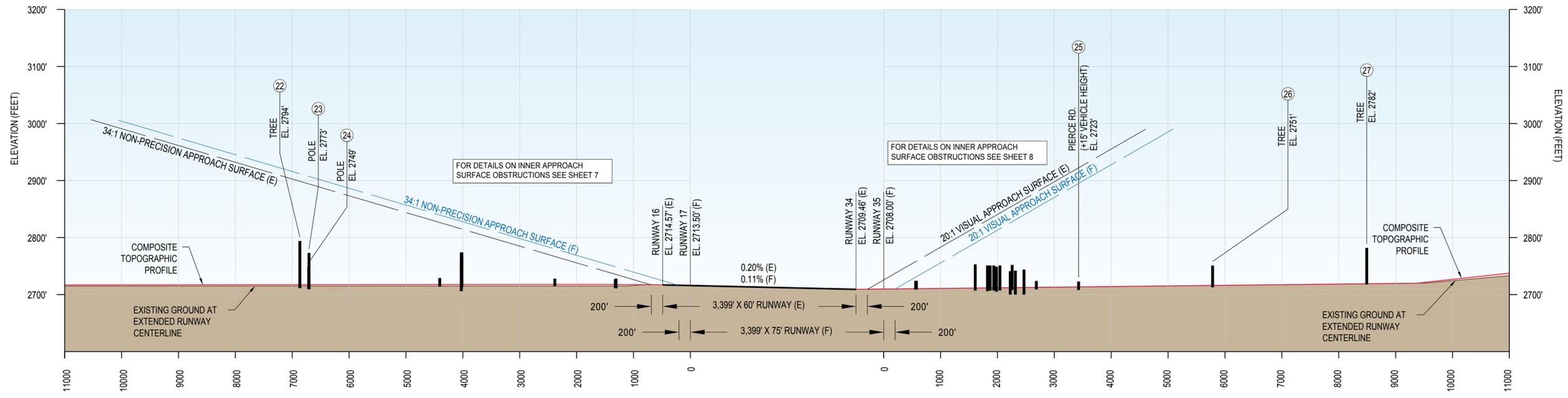
\*ELEVATIONS ARE TAKEN FROM AGIS SURVEY  
SEE APPENDIX G OF MASTER PLAN REPORT FOR DISPOSITION PLAN



	EXISTING	FUTURE
PROPERTY LINE	—	—
AVIGATION EASEMENT	—	—
OBJECT FREE AREA (OFA)	--- OFA ---	--- OFA ---
RUNWAY SAFETY AREA (RSA)	--- RSA ---	--- RSA ---
RUNWAY PROTECTION ZONE (RPZ)	--- RPZ ---	--- RPZ ---
AIRPORT FENCING	3' Livestock Fencing	6' Future Security Fence
	Fence To Be Removed	

**RUNWAY 16-34 APPROACH SURFACE PROFILE**

SCALE: HORIZONTAL 1"=1000'  
VERTICAL 1"=100'



DATE: 4/21/2016 9:02 AM [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [LAYOUT: 5 Runway 16-34 Airport Approach Profile] [PATH: P:\Union County\0003417W\Design\Drawings\Civil\003417W-05-Approach Surface Profile 16-34.dwg]

9755 SW Barnes Rd, Suite 300  
Portland, OR 97225  
503-626-0455 Fax 503-526-0775  
www.whpacific.com

"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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 THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

DESIGNED	SML/MD
DRAWN	DWT
CHECKED	SML
APPROVED	REA
LAST EDIT	10/13/2017
PLOT DATE	03/01/2018
SUBMITTAL	

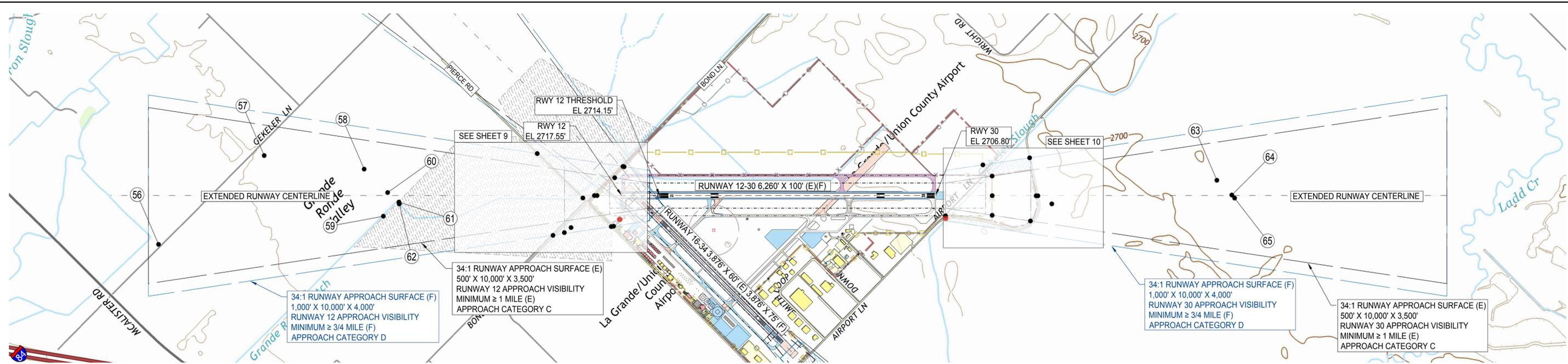
NO.	BY	DATE	REMARKS

**FINAL**

**RUNWAY 16-34 AIRPORT APPROACH PROFILE**

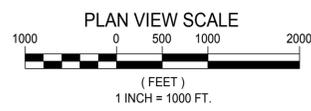
LA GRANDE / UNION COUNTY AIRPORT  
AIRPORT MASTER PLAN UPDATE

PROJECT NUMBER 0003417W	DRAWING FILE NAME 0003417W-05-APPROACH SURFACE PROFILE 16-34	SCALE 1"=1000'
----------------------------	---	-------------------



Runway 12-30 Approach Obstruction Table					
No.	Description	Top Elevation	Vertical Penetration	Surface	Disposition
56	*Tree	2,809	-196	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
57	*Tree	2,795	-148	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
58	*Pole	2,751	-134	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
59	*Tree	2,771	-102	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
60	*Pole	2,751	-120	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
61	*Tree	2,757	-107	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
62	*Pole	2,752	-112	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
63	*Pole	2,733	-133	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
64	*Pole	2,729	-145	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
65	*Power Line	2,725	-151	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY

\*ELEVATIONS ARE TAKEN FROM AGIS SURVEY  
SEE APPENDIX G OF MASTER PLAN REPORT FOR DISPOSITION PLAN



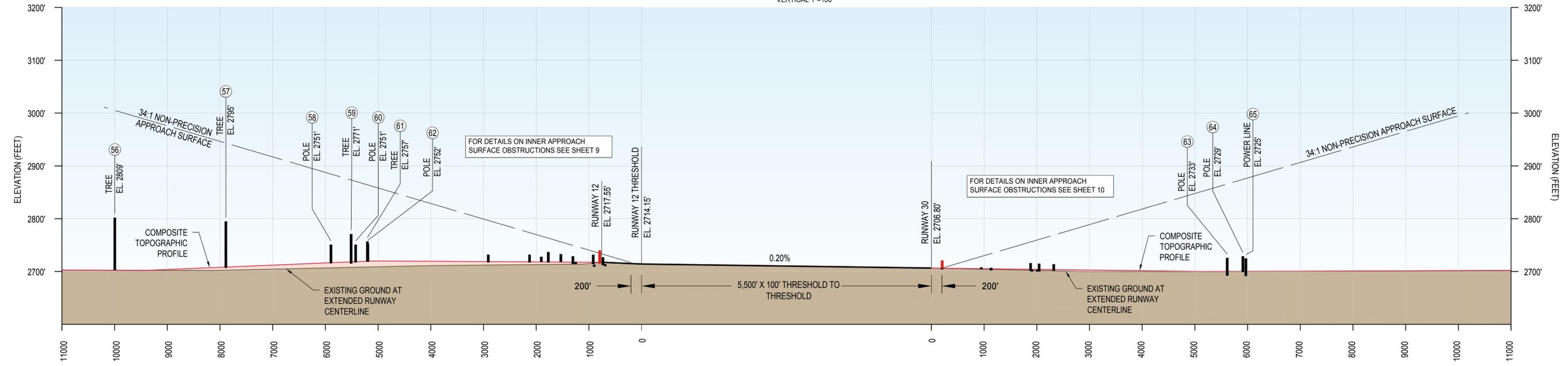
**LEGEND**

- OBJECT - NO OBSTRUCTION
- OBSTRUCTION

	EXISTING	FUTURE
PROPERTY LINE	---	---
AVIGATION EASEMENT	---	---
OBJECT FREE AREA (OFA)	---	---
RUNWAY SAFETY AREA (RSA)	---	---
RUNWAY PROTECTION ZONE (RPZ)	---	---
AIRPORT FENCING	---	---

**RUNWAY 12-30 APPROACH SURFACE PROFILE**

SCALE: HORIZONTAL 1"=1000'  
VERTICAL 1"=100'



DATE: 4/21/2016 9:21 AM [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [LAYOUT: 6 Runway 12-30 Airport Approach Profile] [PATH: P:\Union County\0003417W\Design\Drawings\Civil\ALP\Sheets\0003417W-06-Approach Surface Profile 12-30.dwg]

**WHPacific**  
9755 SW Barnes Rd, Suite 300  
Portland, OR 97225  
503-626-0455 Fax 503-526-0775  
www.whpacific.com

"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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 THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

SHEET INFO	
DESIGNED	SML/MD
DRAWN	DWT
CHECKED	SML
APPROVED	REA
LAST EDIT	10/13/2017
PLOT DATE	03/01/2018
SUBMITTAL	

REVISIONS				
NO.	BY	DATE	REMARKS	

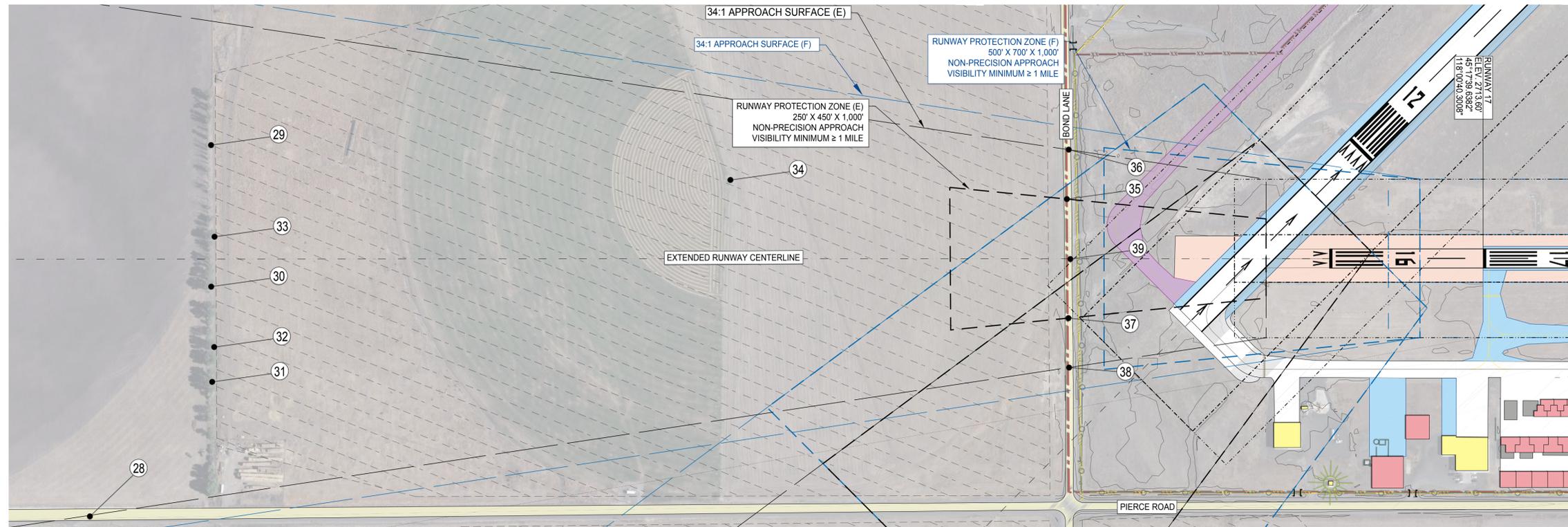
**FINAL**

**RUNWAY 12-30 AIRPORT APPROACH PROFILE**

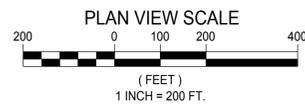
LA GRANDE / UNION COUNTY AIRPORT  
AIRPORT MASTER PLAN UPDATE

PROJECT NUMBER 0003417W	DRAWING FILE NAME 0003417W-06-APPROACH SURFACE PROFILE 12-30	SCALE 1"=1000'
----------------------------	---	-------------------

SHEET NUMBER  
**6**  
6 of 17

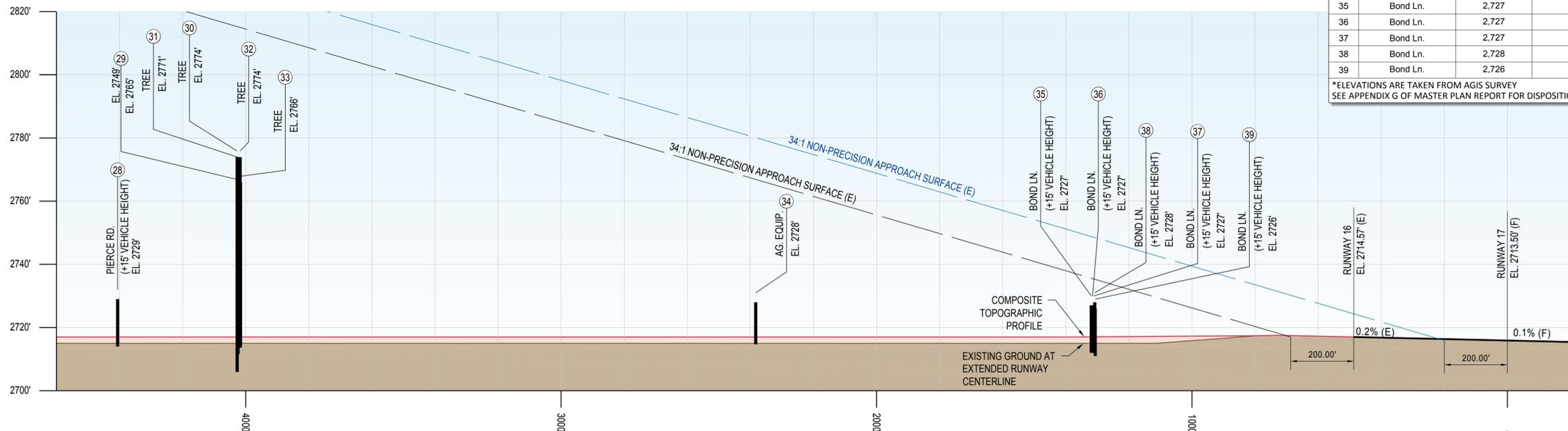


RUNWAY 16 INNER APPROACH PLAN



No.	Description	Top Elevation	Vertical Penetration	Surface	Disposition
28	Pierce Rd.	2,729	-109	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
29	*Tree	2,765	-62	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
30	*Tree	2,774	-53	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
31	*Tree	2,771	-56	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
32	*Tree	2,774	-52	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
33	*Tree	2,766	-60	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
34	*Agriculture Equip.	2,728	-50	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
35	Bond Ln.	2,727	-20	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
36	Bond Ln.	2,727	-20	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
37	Bond Ln.	2,727	-20	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
38	Bond Ln.	2,728	-19	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
39	Bond Ln.	2,726	-21	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY

\*ELEVATIONS ARE TAKEN FROM AGIS SURVEY  
SEE APPENDIX G OF MASTER PLAN REPORT FOR DISPOSITION PLAN



RUNWAY 16 INNER APPROACH PROFILE

SCALE: HORIZONTAL 1"=200'  
VERTICAL 1"=20'

●	OBJECT - NO OBSTRUCTION		
●	OBSTRUCTION		
EXISTING		FUTURE	
---	PROPERTY LINE	---	PROPERTY LINE
---	AVIGATION EASEMENT	---	AVIGATION EASEMENT
---	OBJECT FREE AREA (OFA)	---	OBJECT FREE AREA (OFA)
---	RUNWAY SAFETY AREA (RSA)	---	RUNWAY SAFETY AREA (RSA)
---	RUNWAY PROTECTION ZONE (RPZ)	---	RUNWAY PROTECTION ZONE (RPZ)
---	AIRPORT FENCING	---	AIRPORT FENCING
○	3' Livestock Fencing	○	6' Future Security Fence
---	Fence To Be Removed	---	Fence To Be Removed

DATE: 6/16/2014 8:28 AM | AUTHOR: mdane | PLOTTER: None | STYLE: WHP-Standard.ctb | PATH: P:\Union County\0003417W\Design\Drawings\Civil\16-34-Appr Srf.dwg | LAYOUT: 7 Inner Portion Of Rwy 16 Approach Surface



"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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 THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

SHEET INFO	
DESIGNED	SML/MD
DRAWN	DWT
CHECKED	SML
APPROVED	REA
LAST EDIT	10/13/2017
PLOT DATE	03/01/2018
SUBMITTAL	

REVISIONS				
NO.	BY	DATE	REMARKS	

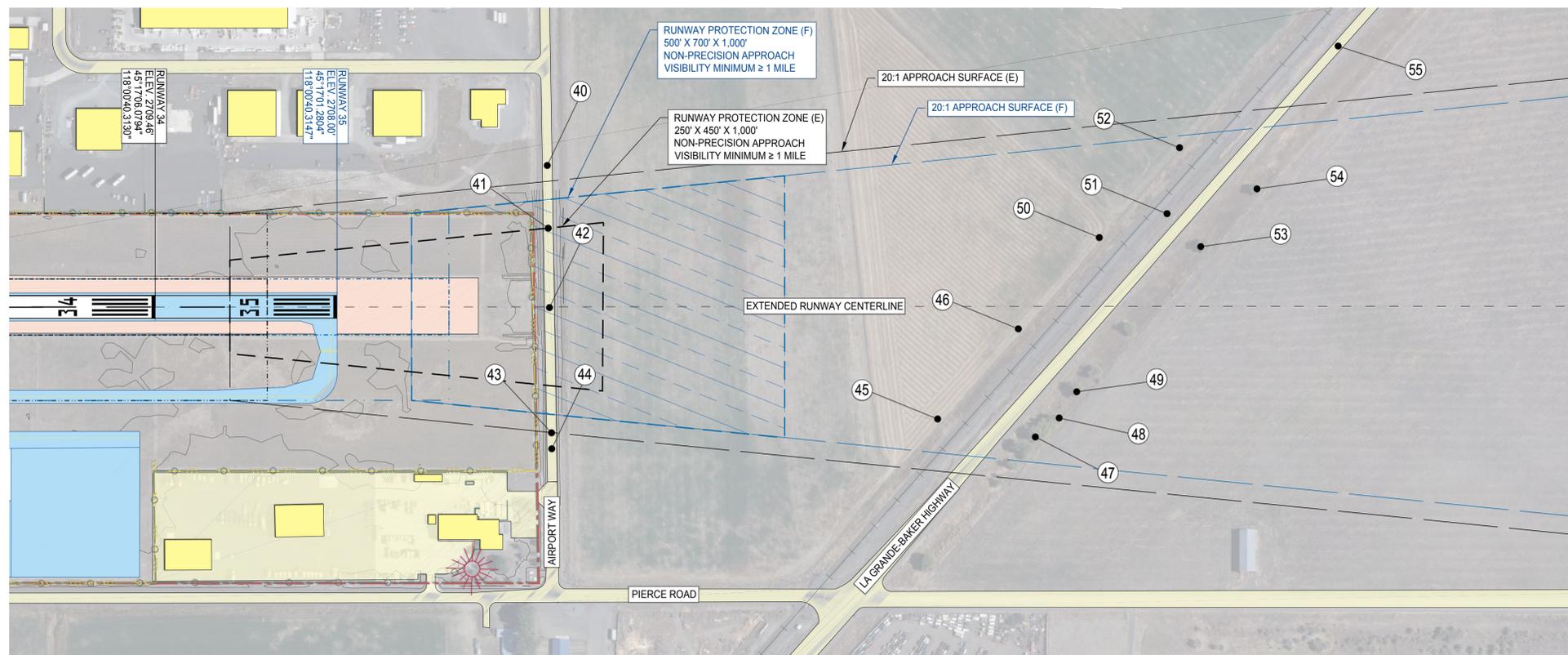
FINAL

INNER PORTION OF RWY 16 APPROACH SURFACE

LA GRANDE / UNION COUNTY AIRPORT  
AIRPORT MASTER PLAN UPDATE

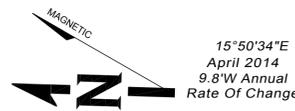
PROJECT NUMBER 0003417W	DRAWING FILE NAME 0003417W-06-INNER PORTION 16-34 APPR SRF	SCALE 1"=200'
----------------------------	---	------------------

SHEET NUMBER <b>7</b>
7 of 17

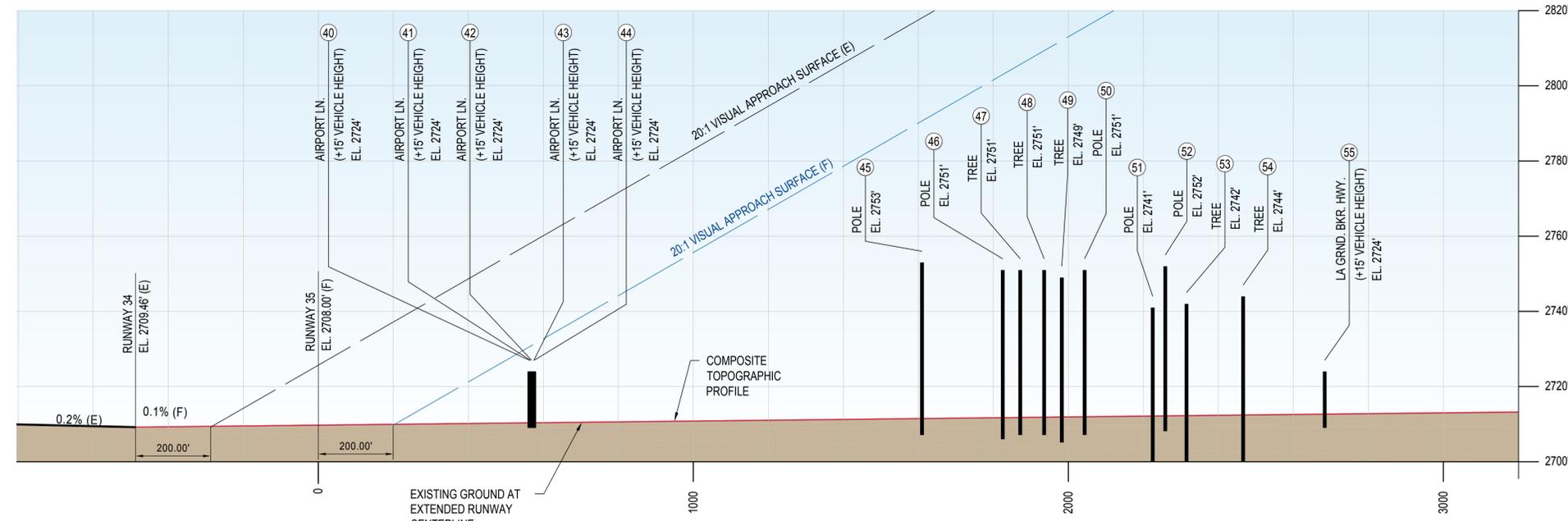
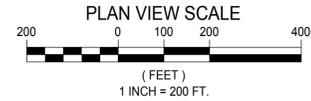


No.	Description	Top Elevation	Vertical Penetration	Surface	Disposition
40	Airport Ln.	2,724	-4	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
41	Airport Ln.	2,724	-4	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
42	Airport Ln.	2,724	-4	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
43	Airport Ln.	2,724	-4	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
44	Airport Ln.	2,724	-5	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
45	*Pole	2,753	-27	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
46	*Pole	2,751	-40	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
47	*Tree	2,751	-42	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
48	*Tree	2,751	-45	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
49	*Tree	2,749	-50	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
50	*Pole	2,751	-61	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
51	*Pole	2,741	-70	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
52	*Pole	2,752	-61	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
53	*Tree	2,742	-73	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
54	*Tree	2,744	-79	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY
55	La Grnd. Bkr. Hwy.	2,724	-110	20:1	NO OBSTRUCTION - FOR REFERENCE ONLY

\*ELEVATIONS ARE TAKEN FROM AGIS SURVEY  
SEE APPENDIX G OF MASTER PLAN REPORT FOR DISPOSITION PLAN



**RUNWAY 34 INNER APPROACH PLAN**



**RUNWAY 34 INNER APPROACH PROFILE**

SCALE: HORIZONTAL 1"=200'  
VERTICAL 1"=20'

●	OBJECT - NO OBSTRUCTION
●	OBSTRUCTION
-----	
---	EXISTING
---	FUTURE
---	PROPERTY LINE
---	AVIGATION EASEMENT
---	OBJECT FREE AREA (OFA)
---	RUNWAY SAFETY AREA (RSA)
---	RUNWAY PROTECTION ZONE (RPZ)
---	AIRPORT FENCING
---	3' Livestock Fencing
---	Fence To Be Removed
---	6' Future Security Fence

[DATE: 6/16/2014 8:28 AM] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [LAYOUT: 8 Inner Portion Of Rwy 34 Approach Surface] [PATH: P:\Union County\0003417W\Design\Drawings\Civil\17W-06-Inner Portion 16-34 Appr Srf.dwg]

9755 SW Barnes Rd, Suite 300  
Portland, OR 97225  
503-626-0455 Fax 503-526-0775  
www.whpacific.com

"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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 THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

DESIGNED	SML/MD
DRAWN	DWT
CHECKED	SML
APPROVED	REA
LAST EDIT	10/13/2017
PLOT DATE	03/01/2018
SUBMITTAL	

NO.	BY	DATE	REMARKS

**FINAL**

**INNER PORTION OF RWY 34 APPROACH SURFACE**

LA GRANDE / UNION COUNTY AIRPORT  
AIRPORT MASTER PLAN UPDATE

PROJECT NUMBER: 0003417W  
DRAWING FILE NAME: 0003417W-06-INNER PORTION 16-34 APPR SRF  
SCALE: 1"=200'

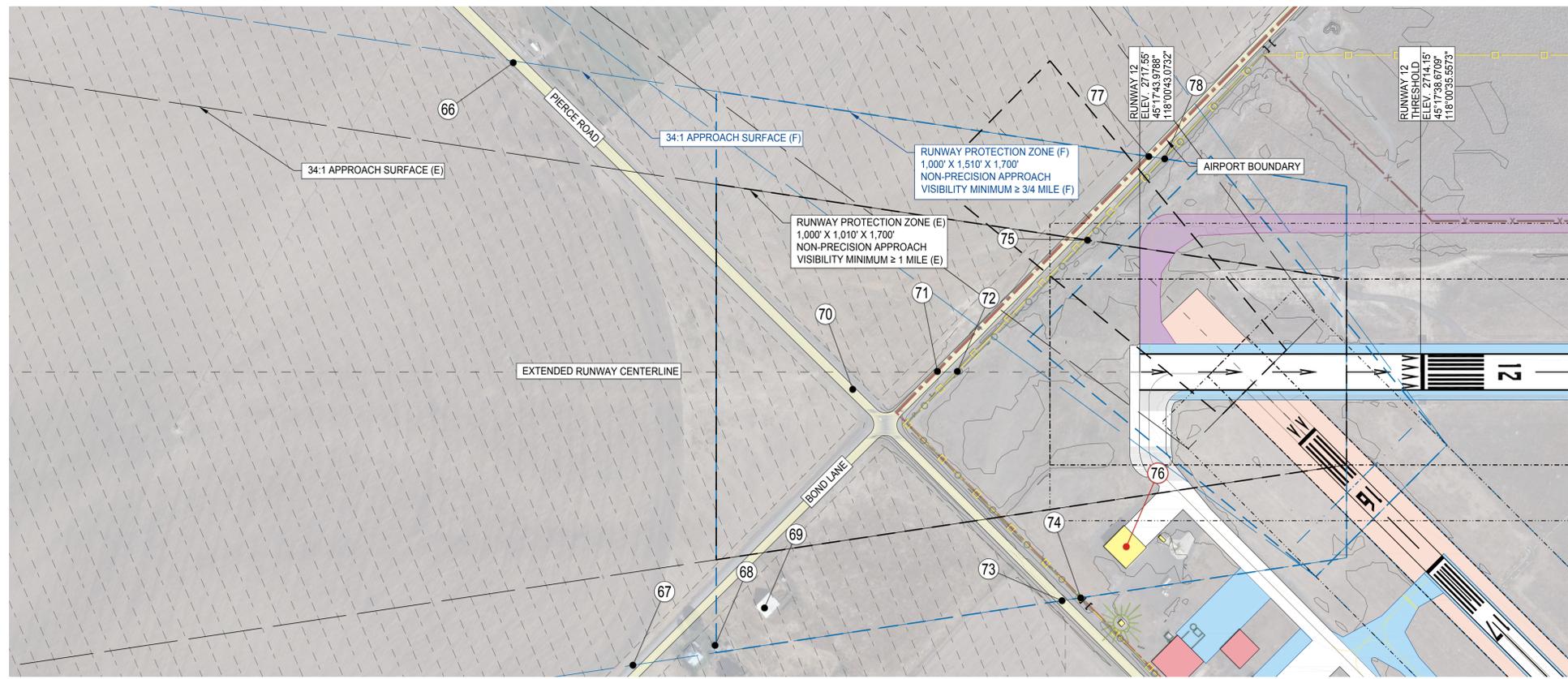
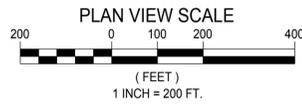
SHEET NUMBER: **8**

8 of 17

DATE: 6/16/2014 8:28 AM [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [LAYOUT: 9 Inner Portion Of Rwy 12 Approach Surface] [PATH: P:\Union County\0003417W\Design\Drawings\Civil\1P\Sheets\0003417W-07-Inner Portion 12-30 Appr Srf.dwg]

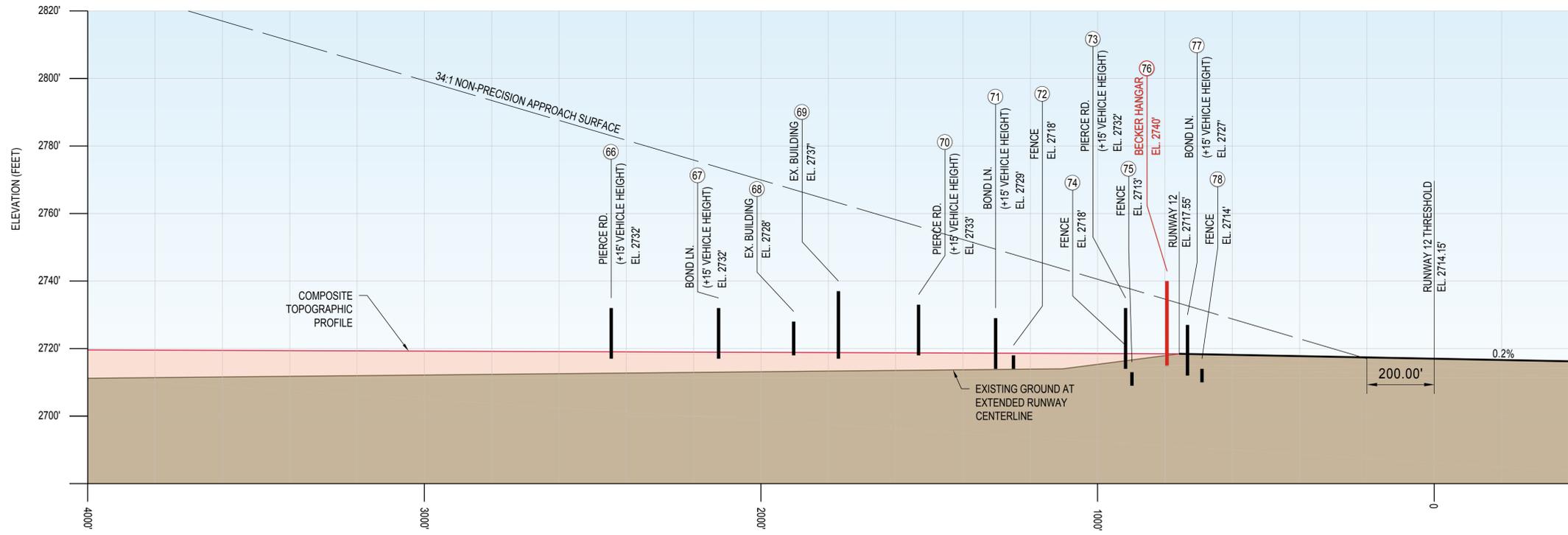
Runway 12 Inner Approach Obstruction Table					
No.	Description	Top Elevation	Vertical Penetration	Surface	Disposition
66	Pierce Rd.	2,732	-51	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
67	Bond Ln.	2,732	-42	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
68	Ex. Building	2,728	-39	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
69	Ex. Building	2,737	-26	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
70	*Pierce Rd.	2,733	-23	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
71	Bond Ln.	2,729	-20	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
72	Fence	2,718	-30	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
73	Pierce Rd.	2,732	-8	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
74	Fence	2,718	-20	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
75	Fence	2,713	-25	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
76	*Becker Hangar	2,740	6	34:1	INSTALL OBSTRUCTION LIGHTING
77	Bond Ln.	2,727	-6	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
78	Fence	2,714	-17	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY

\*ELEVATIONS ARE TAKEN FROM AGIS SURVEY  
SEE APPENDIX G OF MASTER PLAN REPORT FOR DISPOSITION PLAN  
NOTE: No. 76 (BECKER HANGER) WOULD BE OBSTRUCTED WHEN LOWER MINIMUMS ARE COMMISSIONED



RUNWAY 12 INNER APPROACH PLAN

LEGEND	
●	OBJECT - NO OBSTRUCTION
●	OBSTRUCTION
PROPERTY LINE	
---	EXISTING
---	FUTURE
AVIGATION EASEMENT	
---	EXISTING
---	FUTURE
OBJECT FREE AREA (OFA)	
---	EXISTING
---	FUTURE
RUNWAY SAFETY AREA (RSA)	
---	EXISTING
---	FUTURE
RUNWAY PROTECTION ZONE (RPZ)	
---	EXISTING
---	FUTURE
AIRPORT FENCING	
○	3' Livestock Fencing
○	Fence To Be Removed
□	6' Future Security Fence



RUNWAY 12 INNER APPROACH PROFILE

SCALE: HORIZONTAL 1"=200'  
VERTICAL 1"=20'

9755 SW Barnes Rd, Suite 300  
Portland, OR 97225  
503-626-0455 Fax 503-526-0775  
www.whpacific.com

"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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 THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

SHEET INFO		REVISIONS			
DESIGNED	SML/MD	NO.	BY	DATE	REMARKS
DRAWN	DWT				
CHECKED	SML				
APPROVED	REA				
LAST EDIT	10/13/2017				
PLOT DATE	10/13/2017				
SUBMITTAL					

**INNER PORTION OF RWY 12 APPROACH SURFACE**

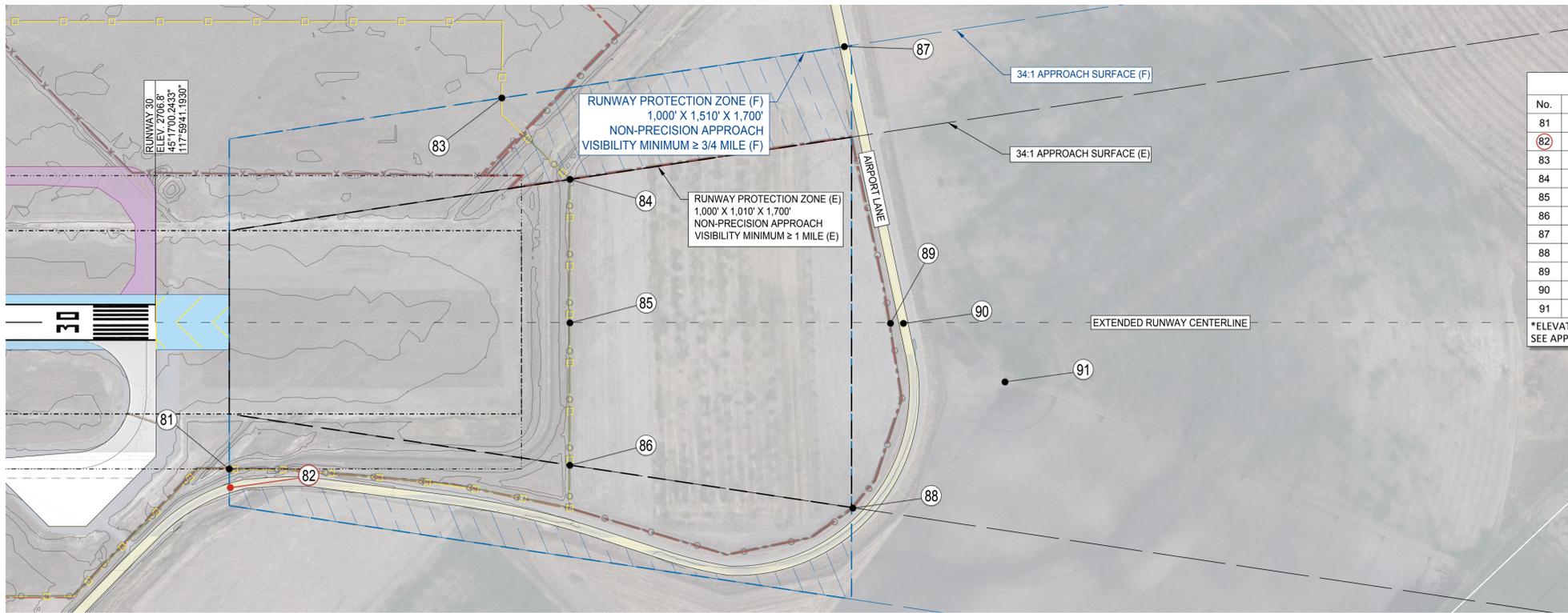
LA GRANDE / UNION COUNTY AIRPORT  
AIRPORT MASTER PLAN UPDATE

PROJECT NUMBER: 0003417W  
DRAWING FILE NAME: 0003417W-07-INNER PORTION 12-30 APPR SRF  
SCALE: 1"=200'

SHEET NUMBER: **9**

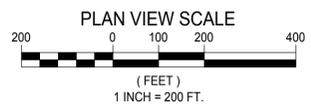
9 of 17

DATE: 6/16/2014 8:28 AM [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [LAYOUT: 10 Inner Portion Of Rwy 30 Approach Surface] [PATH: P:\Union County\0003417W\Design\Drawings\Civil\12-30 Appr Srf.dwg]

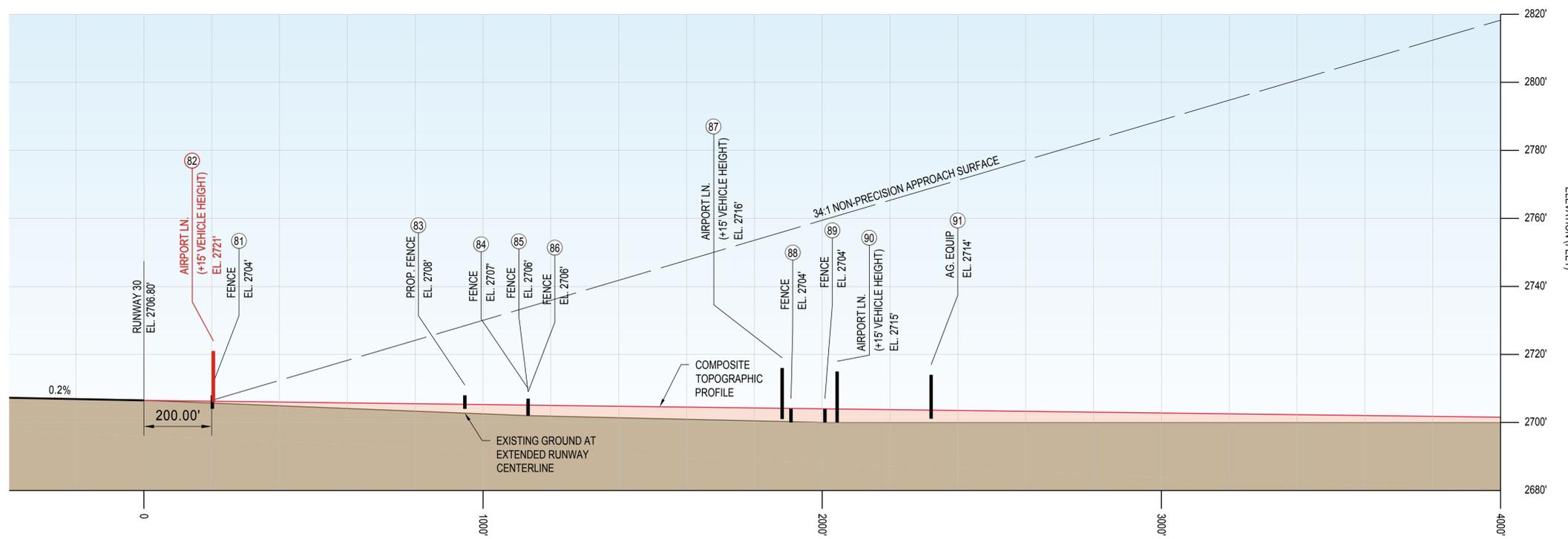


Runway 30 Inner Approach Obstruction Table					
No.	Description	Top Elevation	Vertical Penetration	Surface	Disposition
81	Fence	2,706	-1	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
82	*Airport Ln.	2,721	14	34:1	TO REMAIN
83	Prop. Fence	2,708	-20	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
84	Fence	2,707	-27	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
85	Fence	2,706	-28	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
86	Fence	2,706	-28	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
87	Airport Ln.	2,716	-40	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
88	Fence	2,704	-53	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
89	Fence	2,704	-56	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
90	Airport Ln.	2,715	-46	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY
91	*Agriculture Equip.	2,714	-55	34:1	NO OBSTRUCTION-FOR REFERENCE ONLY

\*ELEVATIONS ARE TAKEN FROM AGIS SURVEY  
SEE APPENDIX G OF MASTER PLAN REPORT FOR DISPOSITION PLAN



RUNWAY 30 INNER APPROACH PLAN



LEGEND	
EXISTING	
●	OBJECT - NO OBSTRUCTION
●	OBSTRUCTION
---	PROPERTY LINE
---	AVIGATION EASEMENT
---	OBJECT FREE AREA (OFA)
---	RUNWAY SAFETY AREA (RSA)
---	RUNWAY PROTECTION ZONE (RPZ)
---	AIRPORT FENCING
○	3' Livestock Fencing
×	Fence To Be Removed
FUTURE	
---	PROPERTY LINE
---	AVIGATION EASEMENT
---	OBJECT FREE AREA (OFA)
---	RUNWAY SAFETY AREA (RSA)
---	RUNWAY PROTECTION ZONE (RPZ)
---	AIRPORT FENCING
---	6' Future Security Fence

RUNWAY 30 INNER APPROACH PROFILE

SCALE: HORIZONTAL 1"=200'  
VERTICAL 1"=20'

9755 SW Barnes Rd, Suite 300  
Portland, OR 97225  
503-626-0455 Fax 503-526-0775  
www.whpacific.com

"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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 THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

SHEET INFO	
DESIGNED	SML/MD
DRAWN	DWT
CHECKED	SML
APPROVED	REA
LAST EDIT	10/13/2017
PLOT DATE	03/01/2018
SUBMITTAL	

REVISIONS				
NO.	BY	DATE	REMARKS	

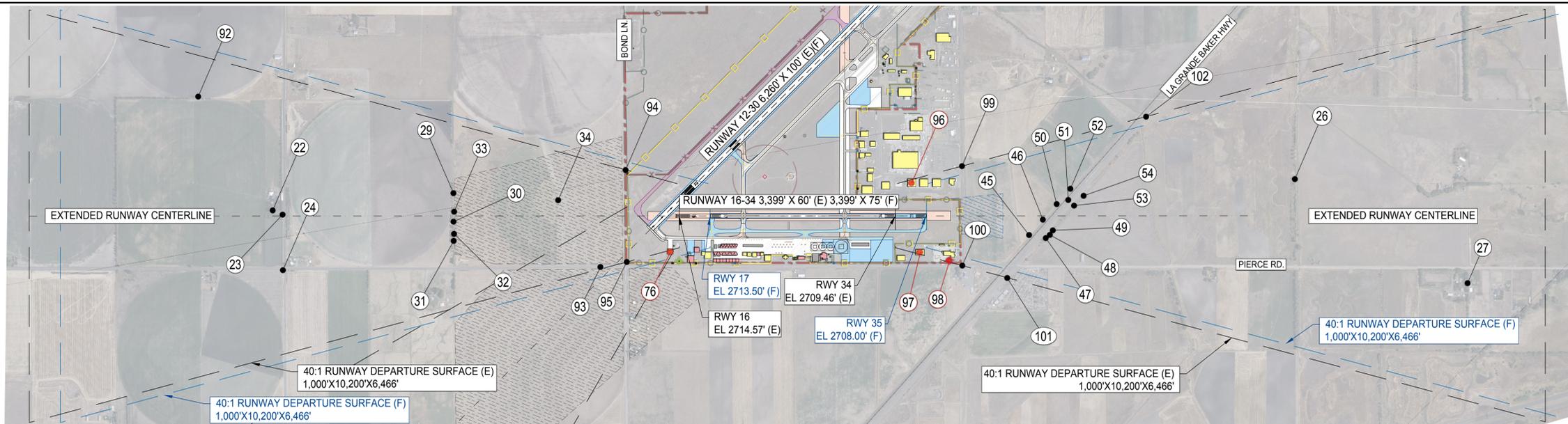
FINAL

**INNER PORTION OF RWY 30 APPROACH SURFACE**

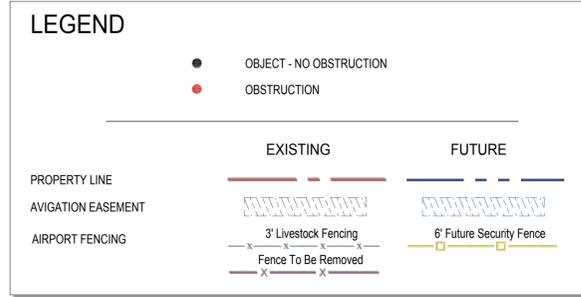
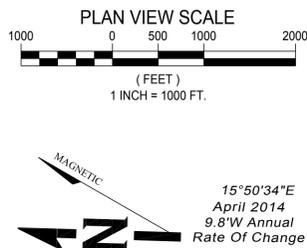
**LA GRANDE / UNION COUNTY AIRPORT  
AIRPORT MASTER PLAN UPDATE**

PROJECT NUMBER 0003417W	DRAWING FILE NAME 0003417W-07-INNER PORTION 12-30 APPR SRF	SCALE 1"=200'
----------------------------	---	------------------

SHEET NUMBER  
**10**  
10 of 17



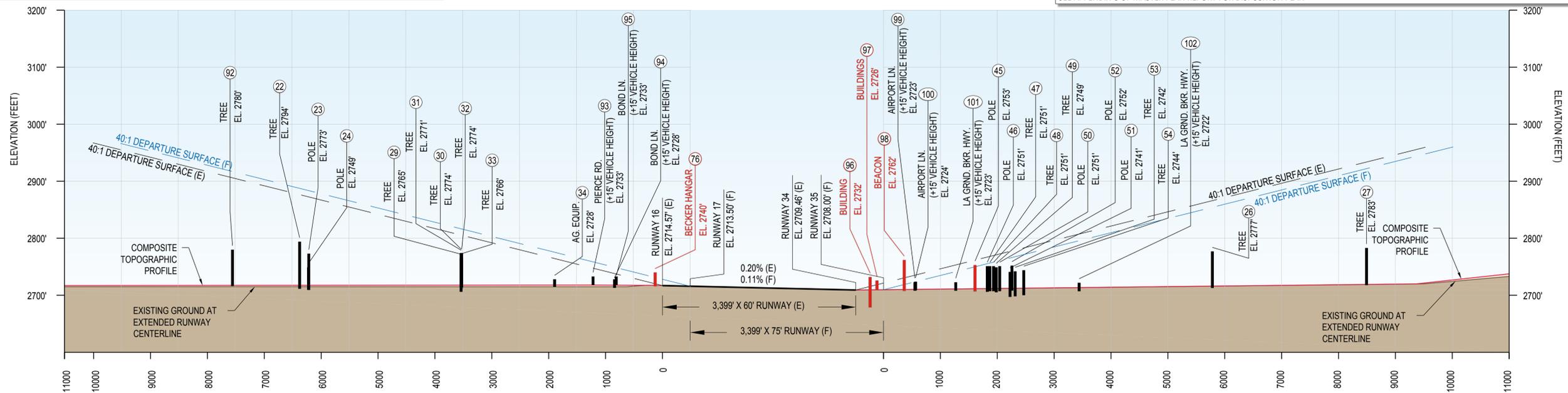
No.	Description	Top Elevation	Vertical Penetration	Surface	Disposition
22	*Tree	2,794	-92	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
23	*Pole	2,773	-109	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
24	*Pole	2,749	-133	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
26	*Tree	2,777	-79	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
27	*Tree	2,783	-141	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
29	*Tree	2,765	-50	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
30	*Tree	2,774	-41	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
31	*Tree	2,771	-44	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
32	*Tree	2,774	-40	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
33	*Tree	2,766	-48	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
34	*Agriculture Equip.	2,728	-46	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
45	*Pole	2,753	1	40:1	INSTALL OBSTRUCTION LIGHTING
46	*Pole	2,751	-6	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
47	*Tree	2,751	-8	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
48	*Tree	2,751	-9	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
49	*Tree	2,749	-12	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
50	*Pole	2,751	-17	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY



No.	Description	Top Elevation	Vertical Penetration	Surface	Disposition
51	*Pole	2,741	-24	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
52	*Pole	2,752	-14	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
53	*Tree	2,742	-26	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
54	*Tree	2,744	-27	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
76	*Becker Hangar	2,740	11	40:1	INSTALL OBSTRUCTION LIGHTING
92	*Tree	2,780	-135	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
93	*Pierce Rd.	2,733	-24	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
94	Bond Ln.	2,728	-19	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
95	Bond Ln.	2,733	-13	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
96	*Building	2,732	-1	40:1	INSTALL OBSTRUCTION LIGHTING
97	Building	2,726	19	40:1	INSTALL OBSTRUCTION LIGHTING
98	*Beacon	2,762	43	40:1	TO BE RELOCATED
99	Airport Ln.	2,723	-1	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
100	Airport Ln.	2,724	0	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
101	La Grnd. Bkr. Hwy.	2,723	-18	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
102	La Grnd. Bkr. Hwy.	2,722	-78	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY

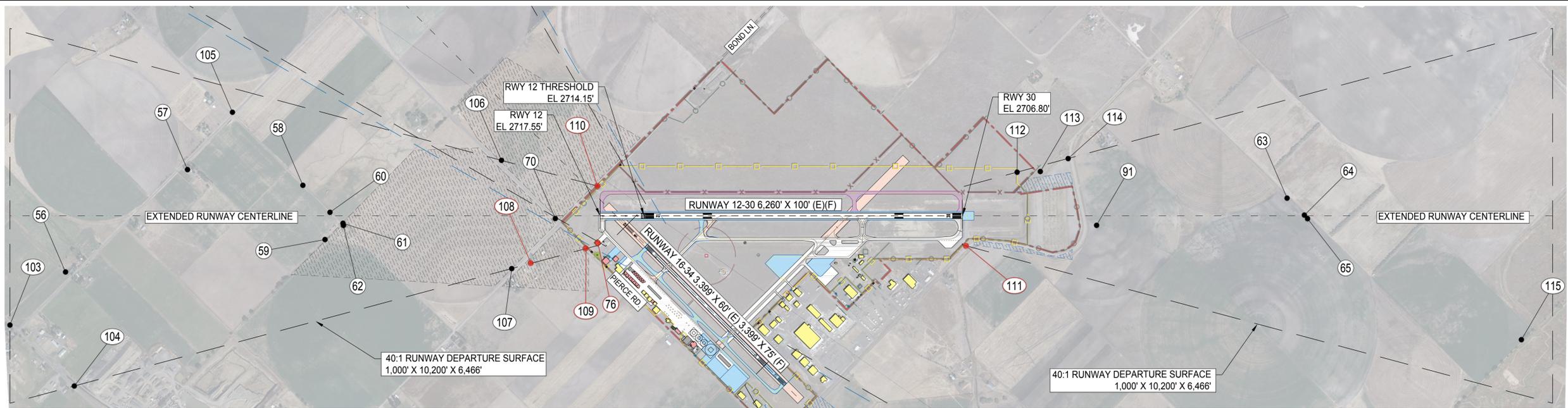
\*ELEVATIONS ARE TAKEN FROM AGIS SURVEY  
SEE APPENDIX G OF MASTER PLAN REPORT FOR DISPOSITION PLAN

RUNWAY 16-34 DEPARTURE SURFACE PROFILE  
SCALE: HORIZONTAL 1"=1000'  
VERTICAL 1"=100'

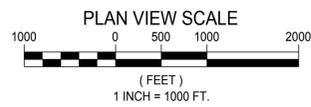


DATE: 7/15/2014 6:42 AM [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [PATH: P:\Union County\0003417W\Design\Drawings\Civil\ALP\Sheets\0003417W-08-Runway Departure Srf 16-34.dwg] [LAYOUT: 11 Runway 16-34 Departure Surface]

<p>9755 SW Barnes Rd, Suite 300 Portland, OR 97225 503-626-0455 Fax 503-526-0775 www.whpacific.com</p>	<p>"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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 THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."</p>	<p>SHEET INFO</p> <table border="1"> <tr><td>DESIGNED</td><td>SML/MD</td></tr> <tr><td>DRAWN</td><td>DWT</td></tr> <tr><td>CHECKED</td><td>SML</td></tr> <tr><td>APPROVED</td><td>REA</td></tr> <tr><td>LAST EDIT</td><td>10/13/2017</td></tr> <tr><td>PLOT DATE</td><td>03/01/2018</td></tr> <tr><td>SUBMITTAL</td><td></td></tr> </table>	DESIGNED	SML/MD	DRAWN	DWT	CHECKED	SML	APPROVED	REA	LAST EDIT	10/13/2017	PLOT DATE	03/01/2018	SUBMITTAL		<p>REVISIONS</p> <table border="1"> <tr><th>NO.</th><th>BY</th><th>DATE</th><th>REMARKS</th></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </table>	NO.	BY	DATE	REMARKS					<p><b>FINAL</b></p>	<p><b>RUNWAY 16-34 DEPARTURE SURFACE</b></p> <p>LA GRANDE / UNION COUNTY AIRPORT AIRPORT MASTER PLAN UPDATE</p>	<p>SHEET NUMBER</p> <p><b>11</b></p>
		DESIGNED	SML/MD																									
DRAWN	DWT																											
CHECKED	SML																											
APPROVED	REA																											
LAST EDIT	10/13/2017																											
PLOT DATE	03/01/2018																											
SUBMITTAL																												
NO.	BY	DATE	REMARKS																									
<p>PROJECT NUMBER</p> <p>0003417W</p>	<p>DRAWING FILE NAME</p> <p>0003417W-08-RUNWAY DEPARTURE SRF 16-34</p>	<p>SCALE</p> <p>1"=1000'</p>	<p>11 of 17</p>																									



Runway 12-30 Departure Obstruction Table					
No.	Description	Top Elevation	Vertical Penetration	Surface	Disposition
56	*Tree	2,809	-139	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
57	*Tree	2,795	-100	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
58	*Pole	2,751	-94	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
59	*Tree	2,771	-65	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
60	*Pole	2,751	-83	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
61	*Tree	2,757	-71	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
62	*Pole	2,752	-76	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
63	*Pole	2,733	-114	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
64	*Pole	2,729	-125	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
65	*Power Line	2,725	-131	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
70	*Pierce Rd.	2,733	-3	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
76	*Becker Hangar	2,740	18	40:1	INSTALL OBSTRUCTION LIGHTING
91	*Agriculture Equip.	2,714	-51	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY

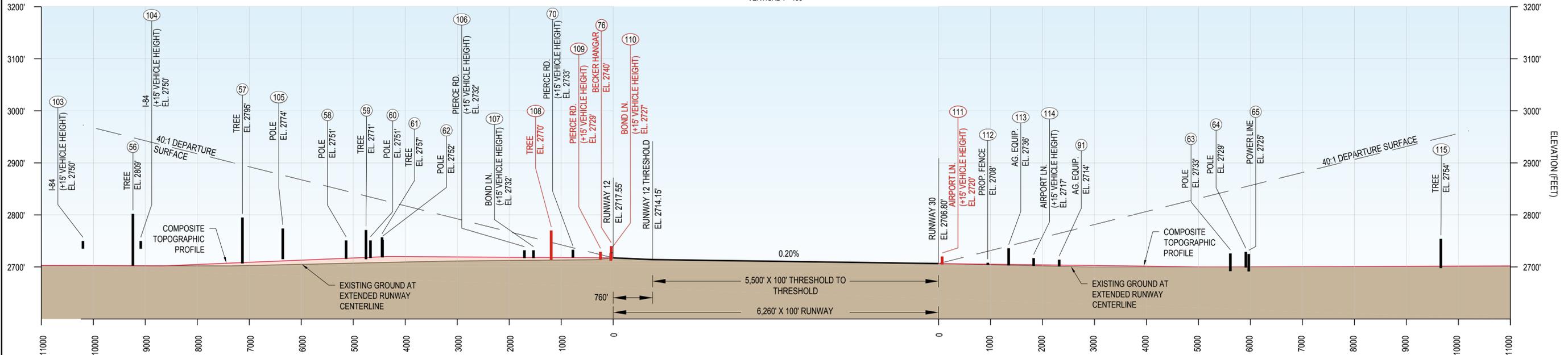


Obstruction Table Cont.					
No.	Description	Top Elevation	Vertical Penetration	Surface	Disposition
103	I-84	2,750	-222	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
104	I-84	2,750	-194	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
105	*Pole	2,774	-91	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
106	Pierce Rd.	2,732	-28	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
107	Bond Ln.	2,732	-23	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
108	*Tree	2,770	23	40:1	TO BE REMOVED
109	Pierce Rd.	2,729	6	40:1	TO REMAIN
110	Bond Ln.	2,727	19	40:1	TO REMAIN
111	Airport Ln.	2,720	12	40:1	TO REMAIN
112	Prop. Fence	2,708	-22	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
113	*Agriculture Equip.	2,736	-4	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
114	Airport Ln.	2,717	-35	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY
115	*Tree	2,754	-194	40:1	NO OBSTRUCTION-FOR REFERENCE ONLY

\*ELEVATIONS ARE TAKEN FROM AGIS SURVEY  
 SEE APPENDIX G OF MASTER PLAN REPORT FOR DISPOSITION PLAN

RUNWAY 12-30 DEPARTURE SURFACE PROFILE

SCALE: HORIZONTAL 1"=1000'  
 VERTICAL 1"=100'



DATE: 7/15/2014 6:42 AM [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [LAYOUT: 12 Runway 12-30 Departure Surface] [PATH: P:\Union County\0003417W\Design\Drawings\Civil\ALP\Sheets\0003417W-09-Runway Departure Srf 12-30.dwg]

**WHPacific**  
 9755 SW Barnes Rd, Suite 300  
 Portland, OR 97225  
 503-626-0455 Fax 503-526-0775  
 www.whpacific.com

"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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 THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

SHEET INFO	
DESIGNED	SML/MD
DRAWN	DWT
CHECKED	SML
APPROVED	REA
LAST EDIT	10/13/2017
PLOT DATE	03/01/2018
SUBMITTAL	

REVISIONS				
NO.	BY	DATE	REMARKS	

**FINAL**

**RUNWAY 12-30 DEPARTURE SURFACE**

LA GRANDE / UNION COUNTY AIRPORT  
 AIRPORT MASTER PLAN UPDATE

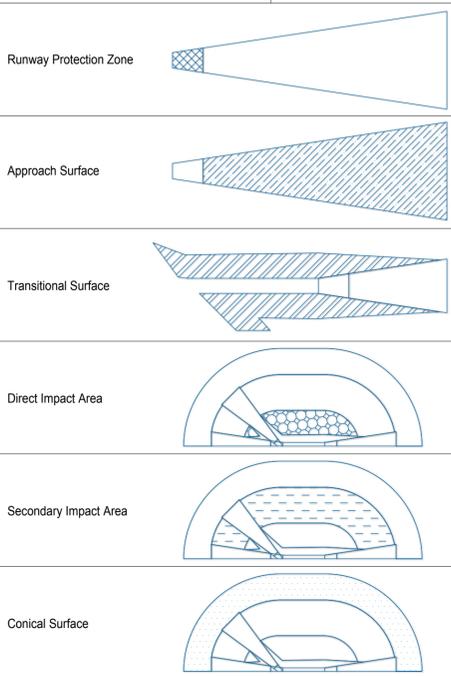
PROJECT NUMBER 0003417W	DRAWING FILE NAME 0003417W-09-RUNWAY DEPARTURE SRF 12-30	SCALE 1"=1000'
----------------------------	---	-------------------

SHEET NUMBER  
**12**  
12 of 17



**LAND-USE LEGEND**

RESIDENTIAL	
COMMERCIAL	
INDUSTRIAL	
AGRICULTURE	
PUBLIC INSTITUTIONS	
AIRPORT	
OTHER	
AIRPORT PROPERTY	
URBAN GROWTH BOUNDARY	
CHURCH	None within Airport Overlay Zone
SCHOOL	None within Airport Overlay Zone
HOSPITAL	None within Airport Overlay Zone
LANDFILL/GARBAGE DUMP	None within Airport Overlay Zone

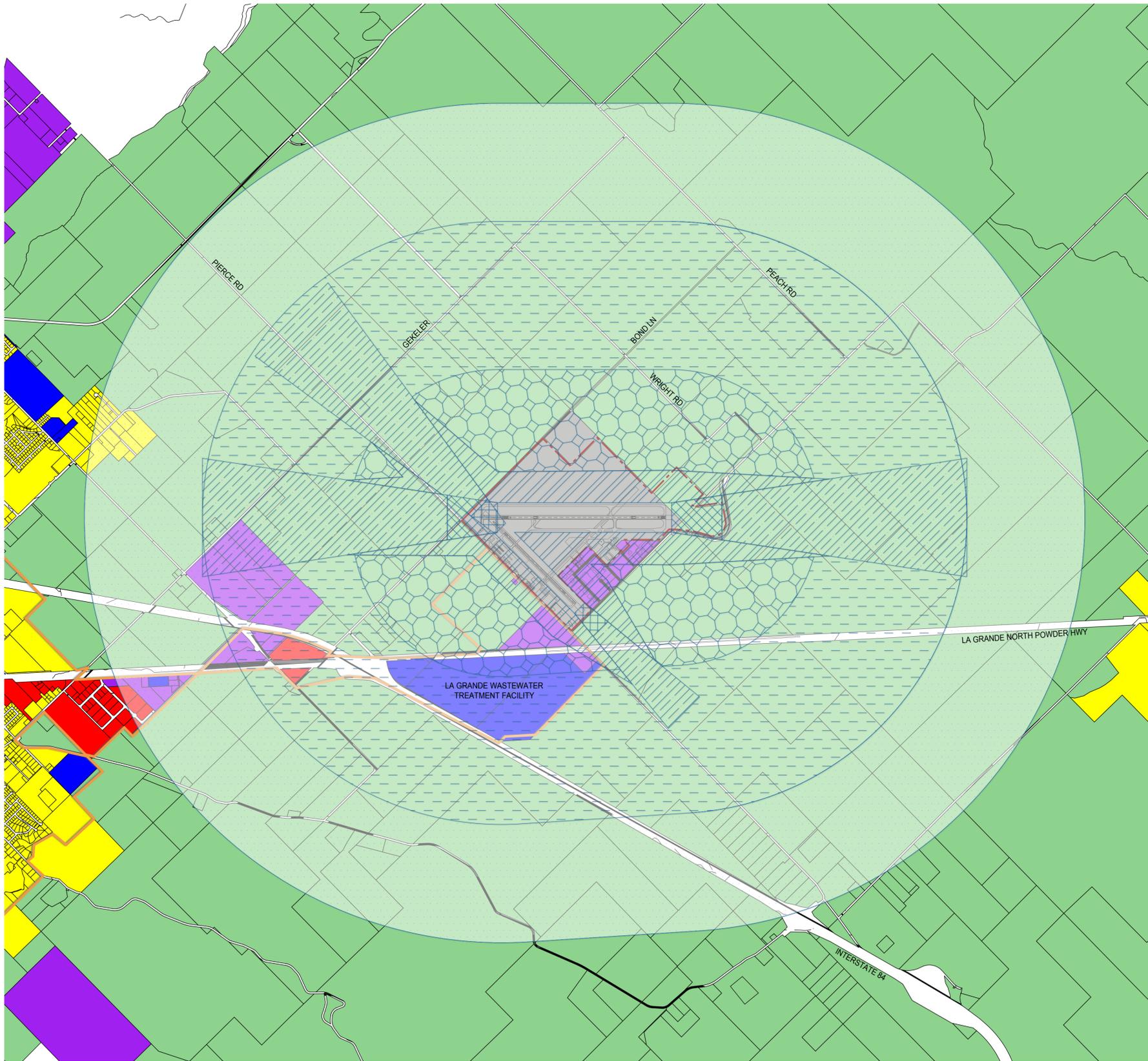


**DRAFT UPDATE  
ARTICLE 14.00  
(PA) LA GRANDE PUBLIC AIRPORT ZONE**

**14.01 PURPOSE**  
The La Grande Public Airport Zone is intended to recognize those areas devoted to or most suitable for the immediate operational facilities necessary for commercial and noncommercial aviation. It is intended to provide areas for those activities directly supporting or dependent upon aircraft or air transportation when such activities, in order to function, require a location within or immediately adjacent to primary flight operations and passenger or cargo service facilities.

Location of all development at the La Grande/Union County Airport will be directed by the "La Grande/Union County Airport Master Plan Update - 2016" Airport Layout Plan.

- Notes:**
- The text identified on this sheet to be updated in Article 14.00 and Article 16.00 of the Union County Zoning Ordinance are recommendations only and further analysis, coordination, and study at the local level is required.
  - The portions of Article 14.00 and Article 16.00 of the Union County Zoning Ordinance not identified on this sheet did not require any updated text and should remain as recorded.
  - The "zones" depicted within the Airport Overlay Zone depicted on this sheet are the zones recommended in the Oregon Department of Aviation - Airport Land Use Compatibility Guidebook, Appendix D - Model Public Use Airport Safety and Compatibility Overlay Zone for Public Use Airports with Instrument Approaches.
  - For additional detailed information reference the Oregon Department of Aviation - Airport Land Use Compatibility Guidebook, Appendix D - Model Public Use Airport Safety and Compatibility Overlay Zone for Public Use Airports with Instrument Approaches.
  - For obstruction height limitations and Part 77 surfaces refer to Sheet 4 - Airport Airspace Plan.



**DRAFT UPDATE  
ARTICLE 16.00  
(AP) AIRPORT OVERLAY ZONE**

**16.01 PURPOSE**  
The purpose of the Airport Overlay Zone (AP Zone) is to provide safe and suitable airport operations without dangerous obstructions to air space and to provide an environment around airports which will not be adversely affected by noise and safety problems and which is compatible with an airport and its operations.

- 16.02 PROCEDURE**
- Any land use action within the AP Zone is subject to the regulations herein described and those of the underlying zone. If any conflicts in regulation or procedure occur between the zones, the provisions of the AP Zone shall govern.
  - The AP Zone is identified by Sheet 14 - Land Use Plan and Sheet 4 - Airport Airspace Plan from the La Grande/Union County Airport Master Plan Update (2016) and performs three functions:
    - Sets the boundary for the AP Zone.
    - Defines the Federal Aviation Regulations for height restriction.
    - Limits structures within the AP Zone.

**16.03 PERMITTED USES**  
The following uses are permitted outright in the AP Zone:  
1. Any permitted use in the underlying zone.

**16.04 CONDITIONAL USES**  
The following uses may be established in an AP Zone as conditional uses subject to the Planning Commission approval.  
1. Any use permitted as a conditional use in the underlying zone.

- 16.05 PROHIBITED USES**  
The following uses are prohibited in an AP Zone:
- Dwellings and residences are not allowed in the Runway Protection Zone and Transitional Surface as identified on the AP Zone. (Exception for temporary living arrangements for seasonal emergency response personnel.)
  - Landfills and garbage dumps.
  - Churches, auditoriums, schools, hospitals, and day-care centers and other public or private meeting places which are designed to accommodate more than 25 persons at one time.
  - Uses which interfere with aviation resulting from height of structures, glare from buildings, smoke, lights which shine upward and radio interference from transmission.
  - All structures not in relation to navigation within the clear zone.

- 16.06 DEVELOPMENT STANDARDS**  
In the zone with which an AP Overlay Zone is combined, the following standards shall apply:
- That all conditional uses proposed in this zone are subject site plan requirements of Section 20.10.
  - The height of any structure or part of a structure, such as a chimney, tower, antenna, etc., shall be limited according to requirements established by the La Grande/Union County Municipal Airport Master Plan Update, Sheet 4 - Airport Airspace Plan and Sheet 14 - Land Use Plan.
  - All new public use airports, heliports or landing fields shall be designed so that the incidence of aircraft passing in the vicinity of dwellings or places of public assembly is minimized. They shall be located so that air traffic shall not constitute a nuisance to neighboring uses. The proponents shall show that adequate controls or measures will be taken to reduce noise levels, vibrations, dust or bright lights.
  - All landowners requesting permission to construct a dwelling in the AP Zone must sign a Hold Harmless Agreement before final approval, see Appendix C.
  - Public assembly facilities may be allowed in an approach surface only if the potential danger to public safety is minimal. In determining whether a proposed use is appropriate, consideration shall be given to: proximity to the Runway Protection Zone (RPZ); density of people per acre; frequency of use; level of activity at the airport; and other factors relevant to public safety. In general, high density uses should not be permitted within airport approach surfaces, and residential structures should be located outside approach surfaces unless no practicable alternatives exist.
  - Residential densities within approach surfaces should not exceed the following densities: (1) within 500 feet of the outer edge of the RPZ, 1 unit per acre; (2) within 500 to 1,500 feet of the outer edge of the RPZ, 2 units per acre; (3) within 1,500 to 3,000 feet of the outer edge of the RPZ, 4 units per acre.

- DEFINITIONS**
- Airport Direct Impact Area** - The area located within 5,000 feet of an airport runway, excluding lands within the runway protection zone and approach surface.
- Airport Secondary Impact Area** - The area located between 5,000 and 10,000 feet from an airport runway.
- Approach Surface** - A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface.
- Conical Surface** - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
- Runway Protection Zone (RPZ)** - An area off the runway end used to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape and centered about the extended runway centerline.
- Transitional Surface** - Those surfaces that extend upward and outward at 90 degree angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to the point of intersection with the horizontal and conical surfaces.

[DATE: 4/8/2016 2:35 PM] [AUTHOR: mdone] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [LAYOUT: 14\_Land Use] [PATH: P:\Union County\0003417W\Design\Drawings\Civil\ALP\Sheets\0003417W-11-Land Use.dwg]

"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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 THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

SHEET INFO	
DESIGNED	SML/MD
DRAWN	RAI
CHECKED	SML
APPROVED	REA
LAST EDIT	10/13/2017
PLOT DATE	10/13/2017
SUBMITTAL	

REVISIONS				
NO.	BY	DATE	REMARKS	

<b>LAND USE PLAN</b>			SHEET NUMBER
<b>LA GRANDE / UNION COUNTY AIRPORT AIRPORT MASTER PLAN UPDATE</b>			<b>14</b>
PROJECT NUMBER <b>0003417W</b>	DRAWING FILE NAME <b>0003417W-11-LAND USE</b>	SCALE <b>1"=2000'</b>	14 of 17

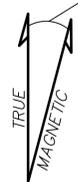
SEC. 14

SEC. 13

BOND LANE

SEE SHEET 2 FOR CONTINUATION OF AVIGATION EASEMENTS

14°51' EAST DECLINATION (2012 VALUE)



T. 3 S., R. 39 E.  
T. 3 S., R. 38 E.

SEC. 19

T. 3 S., R. 38 & 39 E., W.M.  
UNION COUNTY, OREGON

SEC. 30

SEC. 23

SEC. 24

SEC. 25

LEGEND

- LOT & BLOCK NUMBER FROM LA GRANDE UNION COUNTY AIRPORT COMMERCIAL INDUSTRIAL PARK SUBDIVISION
- LOT NUMBER FROM LA GRANDE UNION COUNTY AIRPORT COMMERCIAL INDUSTRIAL PARK EAST SUBDIVISION
- OTHER PARCEL PREVIOUSLY OWNED BY THE AIRPORT
- AIRPORT PARCEL OR INTEREST
- AIRPORT BOUNDARY
- ROW / PROPERTY LINE
- DITCH CENTERLINE
- SECTION LINE
- RPZ RUNWAY PROTECTION ZONE
- BRL BUILDING RESTRICTION LINE

PARCELS OR INTEREST ACQUIRED					
LAND PARCEL-ACQUIRED FROM	ACRES	RECORDING INFORMATION		INTEREST	FEDERAL AGREEMENT
		DATE	MF DOCUMENT NO.		
① CITY OF LA GRANDE, OREGON	640 +/-	12-12-1990	135645	FEE	
② RAYMOND K. & MARGIE ADDLEMAN FAMILY TRUST	1.77	8-25-2009	20093200	FEE	AIP 3-41-0031-017
③ DOUGLAS D. WALDROP & ANDREA G. WALDROP	36.62	8-15-1991	138288	FEE	AIP 3-41-0031-03
④ STUART H. SHOLUND & LAURA S. SHOLUND	36.37	4-6-2010	20101233	FEE	AIP 3-41-0031-018
⑤ GRANDE RONDE VALLEY IRRIGATION CO.	7.52	5-21-1976	61749	AVIGATION EASEMENT	
⑥ GLEN AND ANNA MUILENBURG	23.39	5-21-1976	61750	AVIGATION EASEMENT	
⑦ JOHN J. AND VERLA C. GREGORY	255.37	5-21-1976	61751	AVIGATION EASEMENT	
⑧ HOMER AND KAY ABELL	255.37	5-21-1976	61752	AVIGATION EASEMENT	
⑧A UNION COUNTY AIRPORT ROAD VACATION ORDER	2.05	DATE 5-15-2013	COURT ORDER NO. 2013-25	FEE	

ENCUMBRANCES ON AIRPORT PROPERTY					
LAND PARCEL-ACQUIRED FROM	ACRES	RECORDING INFORMATION		INTEREST	DESCRIPTION
		DATE	MF DOCUMENT NO.		
⑨ AMERICAN TELEGRAPH AND TELEPHONE COMPANY, INC.	0.08	5-8-1990	133278	EASEMENT	10' X 350' FOR COMMUNICATION SYSTEMS (AS SHOWN ON DRAWING)
⑩ CITY OF LA GRANDE, OREGON	2.57	2-13-1991	136175	EASEMENT	30' WIDE FOR UTILITY PIPELINES (AS SHOWN ON DRAWING)
⑪ OREGON TRAIL ELECTRIC CONSUMERS COOPERATIVE, INC.	0.14	6-18-2009	20092205	EASEMENT	15' WIDE FOR ELECTRIC LINES (AS SHOWN ON DRAWING)
⑫ GTE NORTHWEST, INCORPORATED	.02	1-27-1992	145621	EASEMENT	30' X 30' FOR COMMUNICATION SYSTEMS (AS SHOWN ON DRAWING)
⑬ CALIFORNIA-PACIFIC UTILITIES COMPANY	0.18	5-27-1977	69263	EASEMENT	15' WIDE FOR UTILITY LINES (AS SHOWN ON DRAWING)
⑭ STUART H. AND LAURA S. SHOLUND	0.18	4-6-2010	20101233	EASEMENT (RESERVED IN DEED)	20' WIDE FOR IRRIGATION LINE (AS SHOWN ON DRAWING)

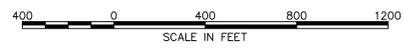
PARCELS SOLD				
LOT #	PARCELS SOLD-CURRENT OWNER	ACRES	DATE	INSTRUMENT #
⑧A	HANAN, ROY T.	2.05	7-21-1993	148377
①	BEELINE TRANSPORT, INC.	1.35	8-2-2004	20045663
②	BEELINE TRANSPORT, INC.	1.35	8-2-2004	20045663
⑥A	NORTHWOOD MANUFACTURING, INC.	2.18	4-21-2008	20081741
⑤A	NORTHWOOD GROUP LLC	1.66	3-7-2000	20000893
①	NORTHWOOD GROUP LLC	9.16	3-29-2001	20011265
⑤C	EILER LLC	1.80	6-23-2005	20053387
①A	NORTHWOOD GROUP LLC	1.84	2-22-2010	20100767
⑧A	PRESLEY, ALBIN & CHRISTINE TUCKER, GARY & TARA	1.50	5-20-2005	20052555
⑦A	BARRETO, GREGORY & CHRISTINE	2.98	5-9-2011	20111508
②A	BARRETO, GREGORY & CHRISTINE	4.90	5-17-1995	159348
②	OREGON MILITARY DEPARTMENT	40.00	1-12-2000	20000144
⑩A	NASH, RONALD L.	3.26	6-6-2007	20073009
⑥	CHALLIS, JAMES	1.31	12-31-2008	20085595
③	CHALLIS, JAMES	1.98	4-21-2009	20091455
④	NASH FAMILY LLC	4.28	5-9-2011	20101961T
⑤	COLKITT & RYDER LLC	2.92	6-2-2010	20101961T
⑥	NORTHWOOD GROUP LLC	20.62	4-4-2001	20011265
⑥C	EILER LLC	1.91	6-23-2005	20053387

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON JUNE 13, 2008  
JEFFREY A. MADSEN  
60000 LS  
RENEWS 12/31/14

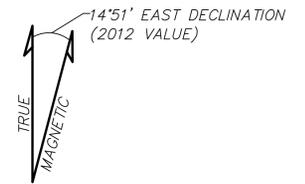
LA GRANDE 5 MILES +/-  
STATE HIGHWAY #203

REVISION	BY	DATE	HORZ. SCALE 1"=400'	VERT. SCALE N/A
DESIGNED BY J. MADSEN			JOB NUMBER 694-46 (070)	DATE 6/10/2013
DRAWN BY J. MADSEN			ACAD FILE: C3D 2012 LGUC ARP EXHIBIT A.dwg	
REVIEWED BY M. POSADA			COPYRIGHT 2013 BY ANDERSON PERRY & ASSOC., INC.	



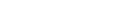
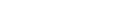
AIP 3-41-0031-017 & 018  
LA GRANDE / UNION COUNTY AIRPORT  
LA GRANDE, OR  
PROPERTY INVENTORY MAP  
EXHIBIT "A"

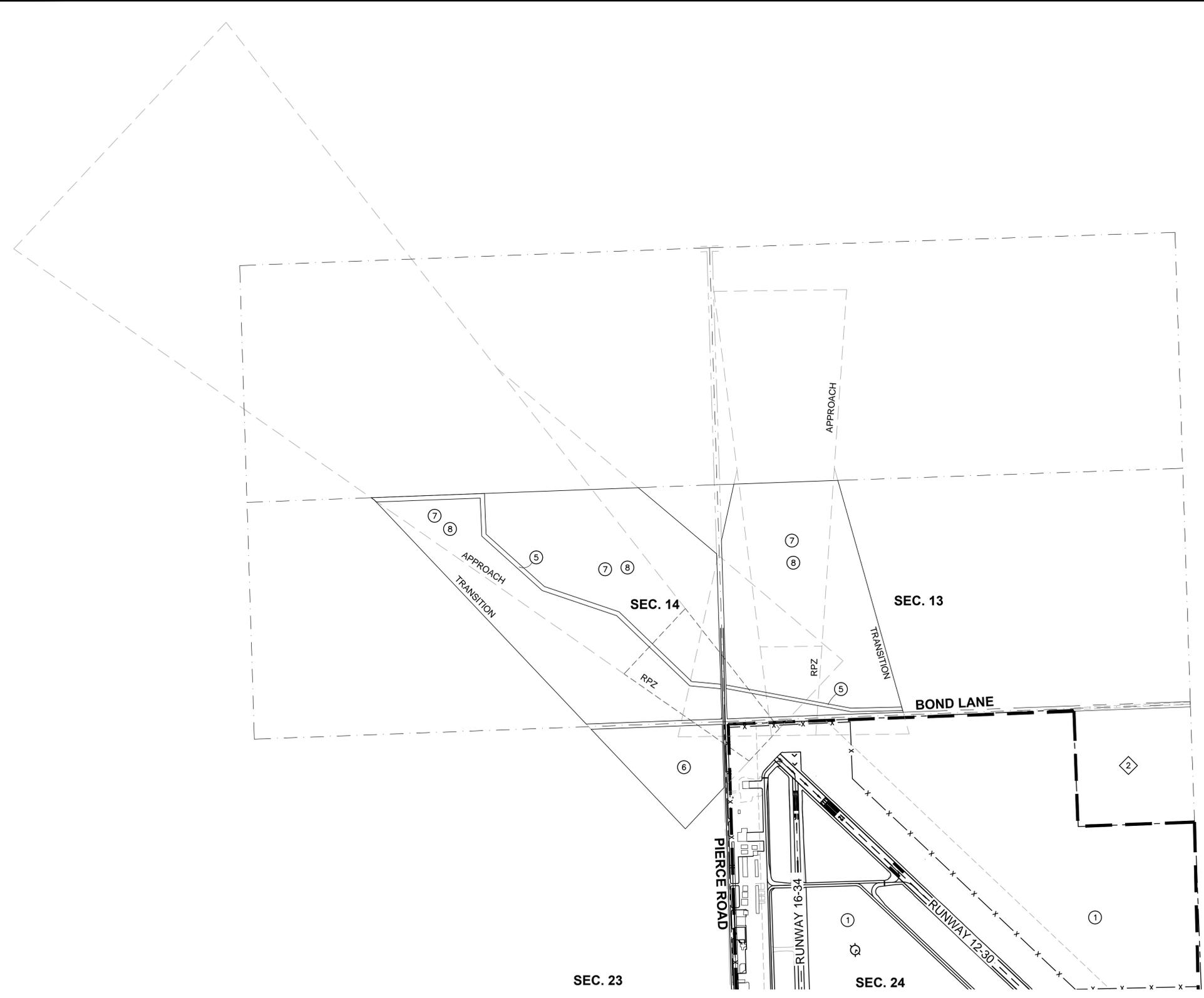
SHEET  
1/2



T. 3S., R. 38 & 39 E., W.M.  
UNION COUNTY, OREGON

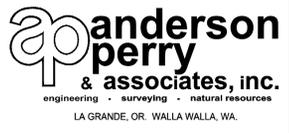
**LEGEND**

-  LOT & BLOCK NUMBER FROM LA GRANDE UNION COUNTY AIRPORT COMMERCIAL INDUSTRIAL PARK SUBDIVISION
-  LOT NUMBER FROM LA GRANDE UNION COUNTY AIRPORT COMMERCIAL INDUSTRIAL PARK EAST SUBDIVISION
-  OTHER PARCEL PREVIOUSLY OWNED BY THE AIRPORT
-  AIRPORT PARCEL OR INTEREST
-  AIRPORT BOUNDARY
-  ROW / PROPERTY LINE
-  DITCH CENTERLINE
-  SECTION LINE
-  RPZ RUNWAY PROTECTION ZONE
-  BRL BUILDING RESTRICTION LINE



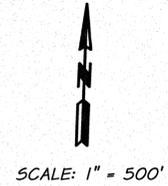
REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

OREGON  
JUNE 13, 2008  
JEFFREY A. MADSEN  
60000 LS  
RENEWS 12/31/14

 SCALE IN FEET		 <b>anderson perry &amp; associates, inc.</b> <small>engineering • surveying • natural resources</small> LA GRANDE, OR • WALLA WALLA, WA.	<b>AIP 3-41-0031-017 &amp; 018</b> <b>LA GRANDE / UNION COUNTY AIRPORT</b> <b>LA GRANDE, OR</b>  <b>PROPERTY INVENTORY MAP</b> <b>EXHIBIT "A"</b>	SHEET
REVISION DESIGNED BY <i>J. MADSEN</i> DRAWN BY <i>J. MADSEN</i> REVIEWED BY <i>M. POSADA</i>	XREFS: ?? JOB NUMBER 694-46 (070) DATE 6/10/2013 ACAD FILE: C3D 2012 LGUC ARP EXHIBIT A.dwg COPYRIGHT 2013 BY ANDERSON PERRY & ASSOC., INC.			<b>2/2</b>

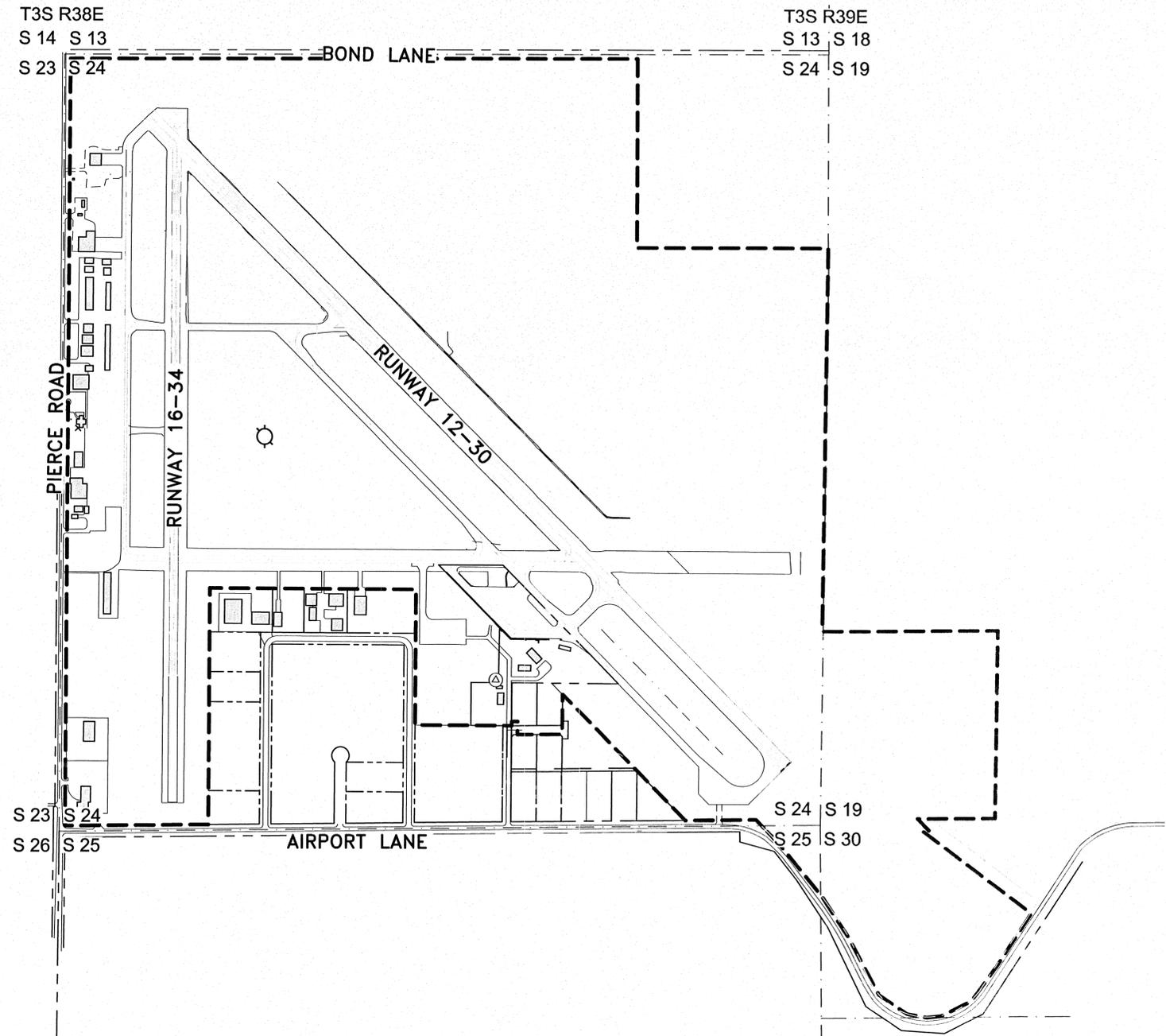
**SURVEY DATUM**

- VERTICAL. ELEVATIONS SHOWN ARE A REPRESENTATION OF THE NORTH AMERICAN VERTICAL DATUM (NAVD) 88 (GEOID12A) BASED ON TIES TO PACS AND SACS AND THEIR PUBLISHED VALUES AT THE TIME OF THIS SURVEY.  
  
LGD A 1996, NGS (PID #AD9166), PRIMARY AIRPORT CONTROL STATION  
LGD C 2003, NGS (PID #DF6410), SECONDARY AIRPORT CONTROL STATION  
ARP 1959 USC165 (PID #RB1330), SECONDARY AIRPORT CONTROL STATION
- HORIZONTAL. THE COORDINATES OF ALL PRIMARY CONTROL POINTS ARE BASED ON THE OREGON COORDINATE SYSTEM - NORTH ZONE NAD 83 (2011) (EPOCH 2010), EXPRESSED IN INTERNATIONAL FEET, BASED ON SAID PACS & SACS. BEARINGS SHOWN ARE GRID BEARINGS. DISTANCES AND COORDINATES OF OTHER POINTS ARE BASED ON GRID MEASUREMENTS.



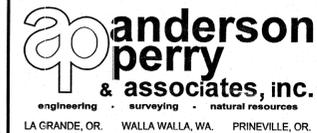
**LEGEND**

—●—	SANITARY SEWER LINE
—SD—	STORM DRAIN
—W—W—	WATER LINE
—OHP—	OVERHEAD POWER
—P—P—	UNDERGROUND POWER
—FO—	FIBER OPTIC LINE
—T—T—	UNDERGROUND TELEPHONE
—4"6—	GAS LINE
—	AVIATION GAS
—X—X—X—	WIRE FENCE
—	EDGE OF ASPHALT
—	EDGE OF GRAVEL
—	RIGHT OF WAY
—	PROPERTY LINE
—	SECTION LINE
◇	CLEANOUT
⊙	SEWER MANHOLE
⊕	STORM DRAIN MANHOLE
□	CATCH BASIN
⊗	WATER VALVE
⊙	FIRE HYDRANT
⊕	WATER METER
↑	AIR RELEASE VALVE
⊗	HOSE BIBB
⊗	IRRIGATION VALVE
⊕	UTILITY/POWER POLE
⊕	LIGHT POLE
⊕	ELECTRIC METER
⊕	ELECTRIC RISER
⊕	ELECTRIC MANHOLE
⊕	ELECTRIC TRANSFORMER
↓	GUY WIRE
◇	TELEPHONE RISER
•	BOLLARD
◇	SIGN
⊙	APA CONTROL POINT
⊕	NGS CONTROL POINT



REGISTERED PROFESSIONAL LAND SURVEYOR  
*Jeffrey A. Madsen*  
 OREGON  
 JUNE 13, 2008  
 JEFFREY A. MADSEN  
 60000LS  
 EXPIRES: 12/31/16  
 SIGNATURE: 6/12/16

REVISION	BY	DATE	HORIZ. SCALE 1" = 500'	VERT. SCALE NONE
DESIGNED BY	XREFS: ??		JOB NUMBER 694-74	DATE 2016
DRAWN BY	R.HAYS		ACAD FILE: LGD EXT UTIL 2016.dwg	
REVIEWED BY	J.MADSEN		COPYRIGHT 2016 BY ANDERSON PERRY & ASSOC., INC.	



**LA GRANDE - UNION COUNTY**  
 AIRPORT MASTER PLAN

EXISTING SITE PLAN - SHEET LAYOUT

SHEET  
**INDEX**



RUNWAY 16-34

SCALE: 1" = 50'

TAXIWAY B

TAXIWAY A

FEDEX

PIERCE ROAD

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
*Jeffrey A. Madsen*  
OREGON  
JUNE 13, 2008  
JEFFREY A. MADSEN  
60000LS  
EXPIRES: 12/31/16  
SIGNED: 6/13/16

REVISION	BY	DATE	HORIZ. SCALE 1" = 50'	VERT. SCALE NONE
DESIGNED BY	XREFS: ??		JOB NUMBER 694-74	DATE 2016
DRAWN BY	R.HAYS		ACAD FILE: LGD_EXT_UTIL_2016.dwg	
REVIEWED BY	J.MADSEN		COPYRIGHT 2016 BY ANDERSON PERRY & ASSOC., INC.	



LA GRANDE - UNION COUNTY  
AIRPORT MASTER PLAN  
EXISTING SITE PLAN

SHEET  
2/15

S:\projects\694-74 LGD Ext Util 2016.dwg SHEET 2/15 11:27:37 AM j.madsen, W:\work\694-74.dwg

3:11:00 PM 06/12/16 LGD EXT UTIL 2016.dwg SHEET 3/15 8:55:20 AM jmadson \\mapad001\pwork\RWAD\WP

SHEET 10

RUNWAY 16-34

SCALE: 1" = 50'

TAXIWAY D

TAXIWAY A

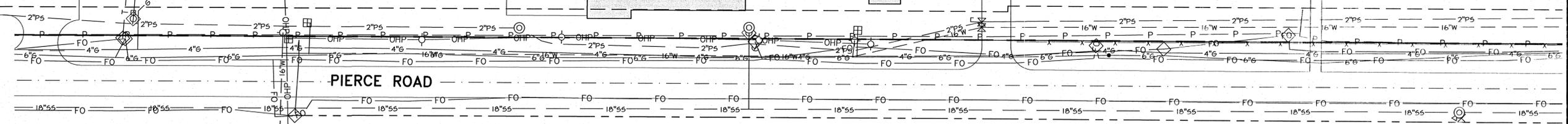
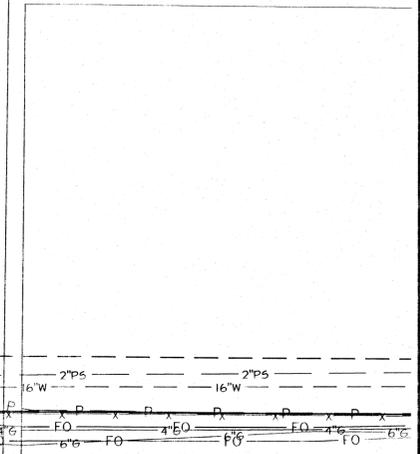
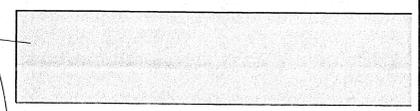
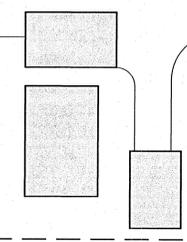
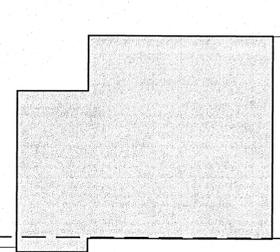
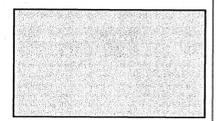
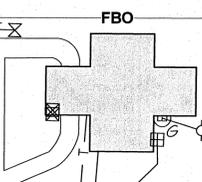
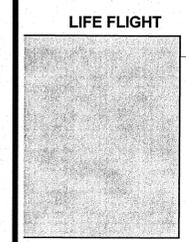
SHEET 2

SHEET 2

SHEET 4

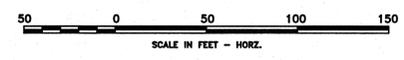
SHEET 4

# 605 SACS

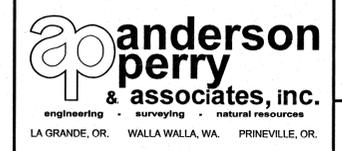


PIERCE ROAD

REGISTERED PROFESSIONAL LAND SURVEYOR  
OREGON  
JUNE 13, 2008  
JEFFREY A. MADSEN  
60000LS  
EXPIRES: 12/31/16  
SIGNED: 6/12/16



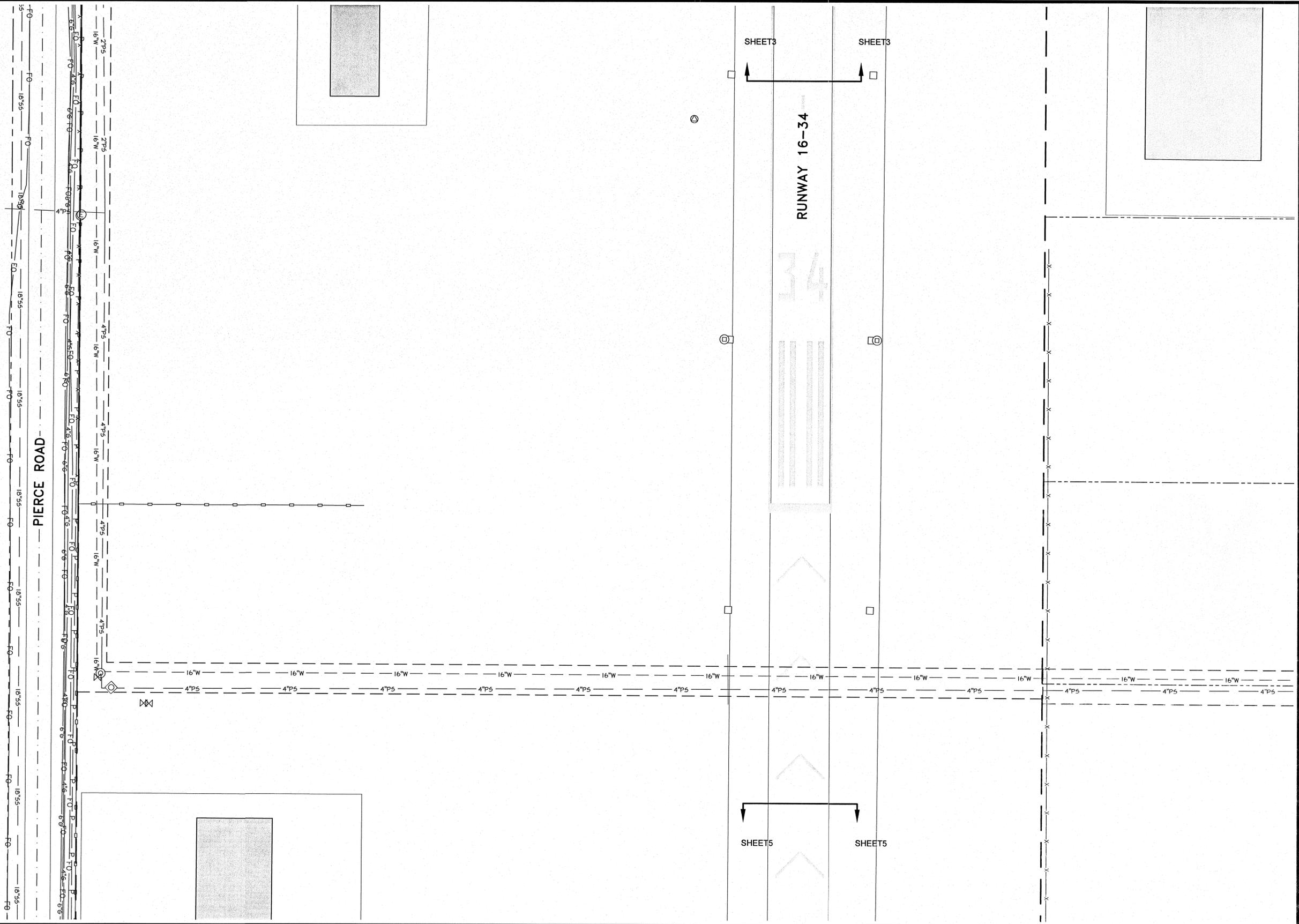
REVISION	BY	DATE	HORIZ. SCALE 1" = 50'	VERT. SCALE NONE
DESIGNED BY	R.HAYS	XREFS: ??	JOB NUMBER 694-74	DATE 2016
DRAWN BY	R.HAYS		ACAD FILE LGD_EXT_UTIL_2016.dwg	
REVIEWED BY	J.MADSEN		COPYRIGHT 2016 BY ANDERSON PERRY & ASSOC., INC.	



LA GRANDE - UNION COUNTY  
AIRPORT MASTER PLAN  
EXISTING SITE PLAN

SHEET  
3/15

SCALE: 1" = 50'



REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
*Jeffrey A. Madsen*  
OREGON  
JUNE 13, 2008  
JEFFREY A. MADSEN  
60000LS  
EXPIRES: 12/31/16  
SI GENED: 6/13/16

REVISION	BY	DATE	HORIZ. SCALE 1" = 50'	VERT. SCALE NONE
DESIGNED BY	XREFS: ??		JOB NUMBER 694-74	DATE 2016
DRAWN BY R.HAYS			ACAD FILE: LGD EXT UTIL 2016.dwg	
REVIEWED BY J.MADSEN			COPYRIGHT 2016 BY ANDERSON PERRY & ASSOC., INC.	



**ap anderson perry & associates, inc.**  
engineering - surveying - natural resources  
LA GRANDE, OR. WALLA WALLA, WA. PRINEVILLE, OR.

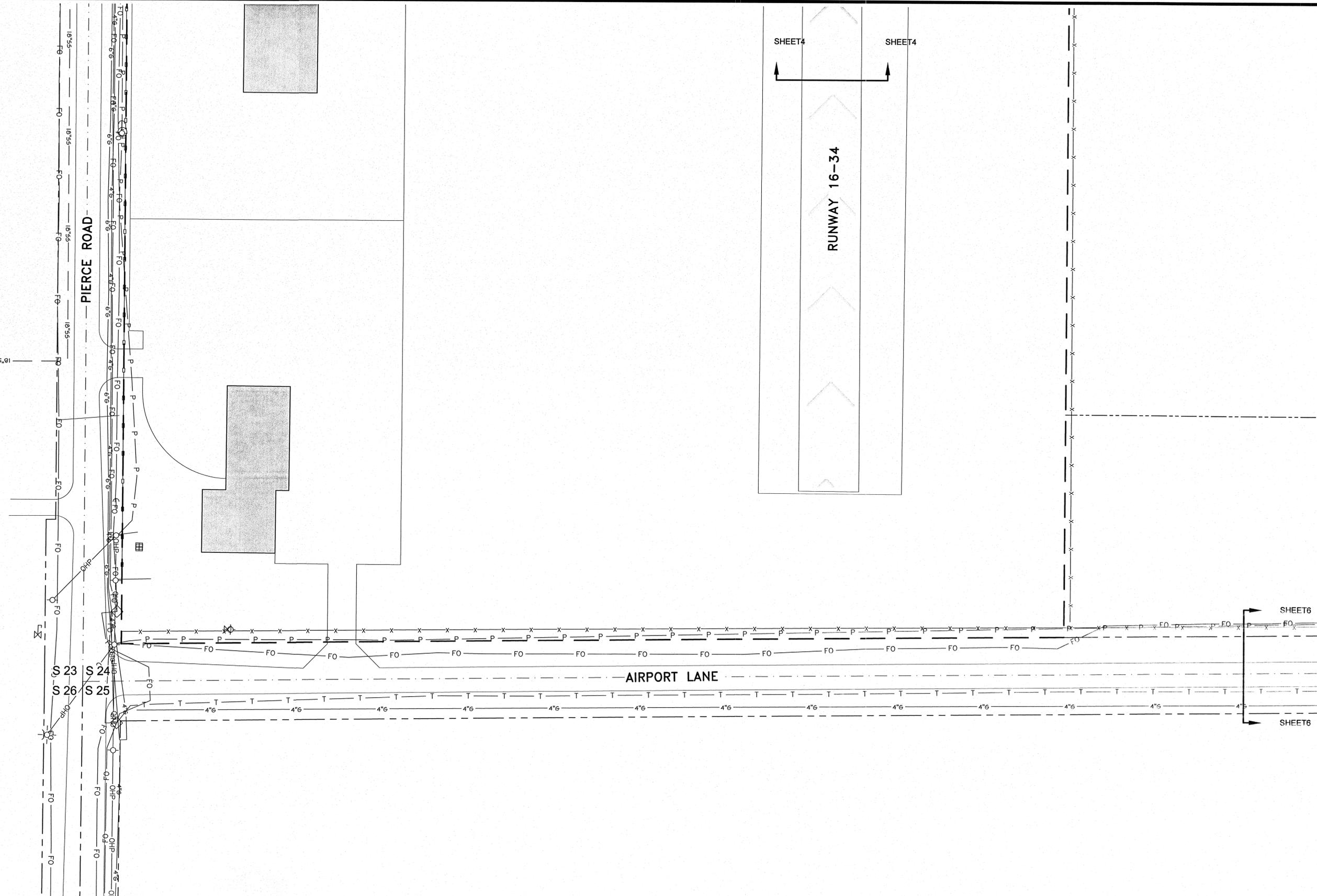
**LA GRANDE - UNION COUNTY**  
AIRPORT MASTER PLAN  
**EXISTING SITE PLAN**

SHEET  
**4/15**

S:\projects\694-74\LGDC-Fed-Master-Plan\2015\SURVEY\DWG\LGDC EXT UTIL 2016.dwg SHEET 4 OF 15 (Madsen, Mapped\DOT\Road RW\470.rvt)



SCALE: 1" = 50'



REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
*Jeffrey A. Madsen*  
OREGON  
JUNE 13, 2008  
JEFFREY A. MADSEN  
60000LS  
EXPIRES: 2/31/16  
SIGNATURE: 6/13/16

REVISION	BY	DATE	HORIZ. SCALE 1" = 50'	VERT. SCALE NONE
DESIGNED BY	XREFS: ??		JOB NUMBER 694-74	DATE 2016
DRAWN BY	R.HAYS		ACAD FILE: LGD_EXT_UTIL_2016.dwg	
REVIEWED BY	J.MADSEN		COPYRIGHT 2016 BY ANDERSON PERRY & ASSOC., INC.	



**Anderson Perry**  
& associates, inc.  
engineering • surveying • natural resources  
LA GRANDE, OR. WALLA WALLA, WA. PRINEVILLE, OR.

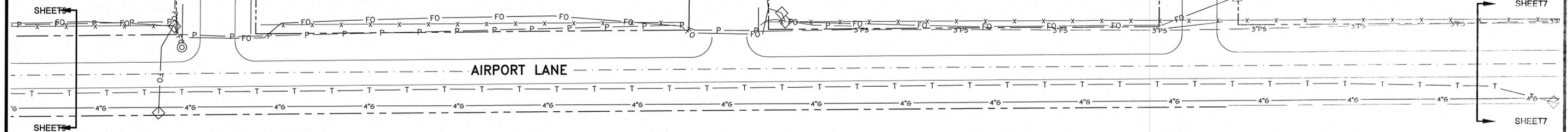
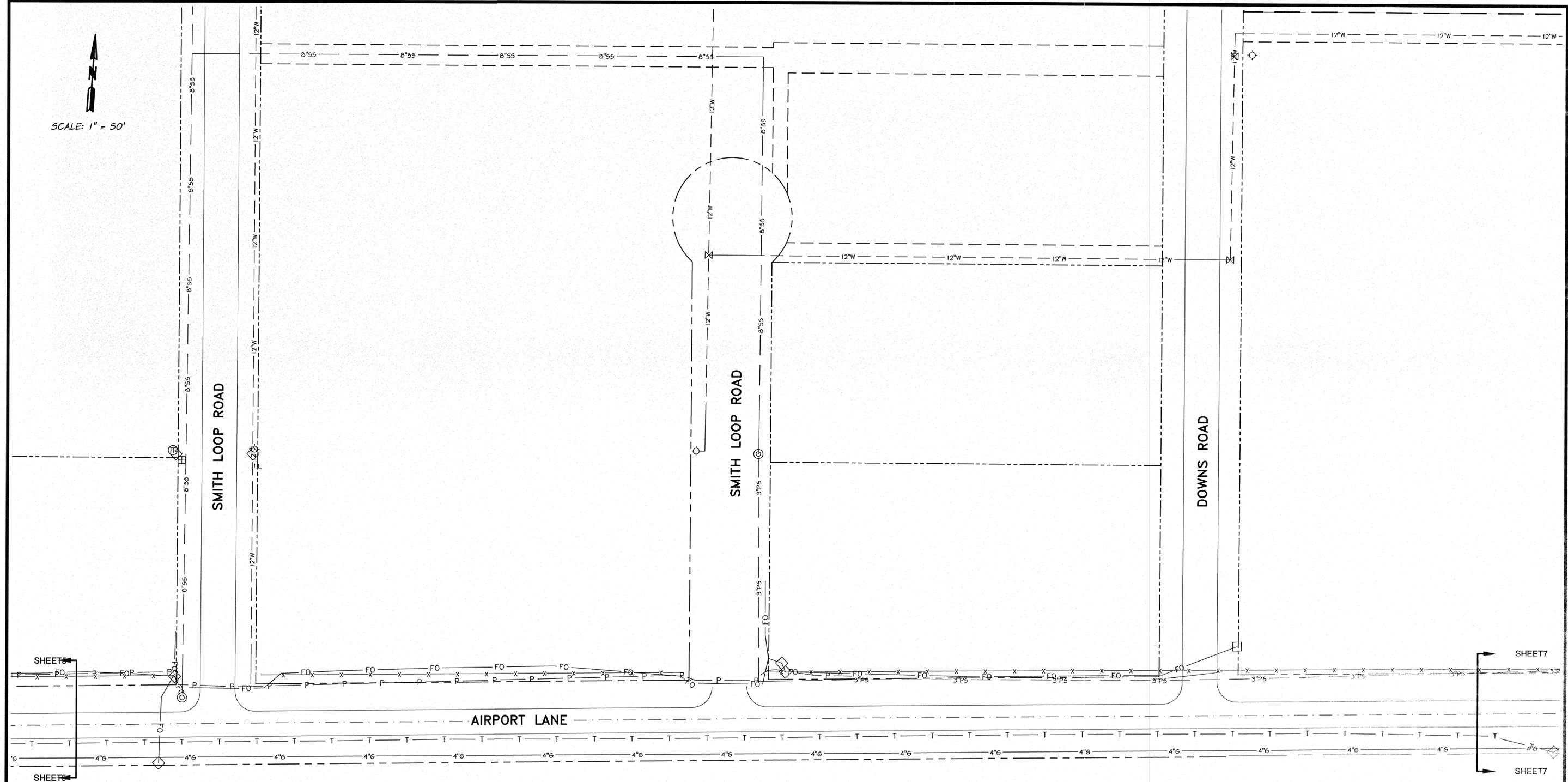
LA GRANDE - UNION COUNTY  
AIRPORT MASTER PLAN

EXISTING SITE PLAN

SHEET  
**5/15**

S:\Users\jmadse\OneDrive\Documents\2016\LGD\_EXT\_UTIL\_2016.dwg, SHEETS, 6/13/2016 8:27:39 AM, jmadse, Viewport\Person\RW470.dwg

SCALE: 1" = 50'



REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
*Jeffrey A. Madsen*  
OREGON  
JUNE 13, 2008  
JEFFREY A. MADSEN  
0000015  
EXPIRES: 12/31/16  
SI 6, need: 6/12/16

REVISION	BY	DATE	HORIZ. SCALE 1" = 50'	VERT. SCALE NONE
DESIGNED BY	R.HAYS	XREFS: ??	JOB NUMBER 694-74	DATE 2016
DRAWN BY	J.MADSEN		ACAD FILE: LGD_EXT_UTIL_2016.dwg	
REVIEWED BY			COPYRIGHT 2016 BY ANDERSON PERRY & ASSOC., INC.	



**anderson perry & associates, inc.**  
engineering • surveying • natural resources  
LA GRANDE, OR. WALLA WALLA, WA. PRINEVILLE, OR.

LA GRANDE - UNION COUNTY  
AIRPORT MASTER PLAN

EXISTING SITE PLAN

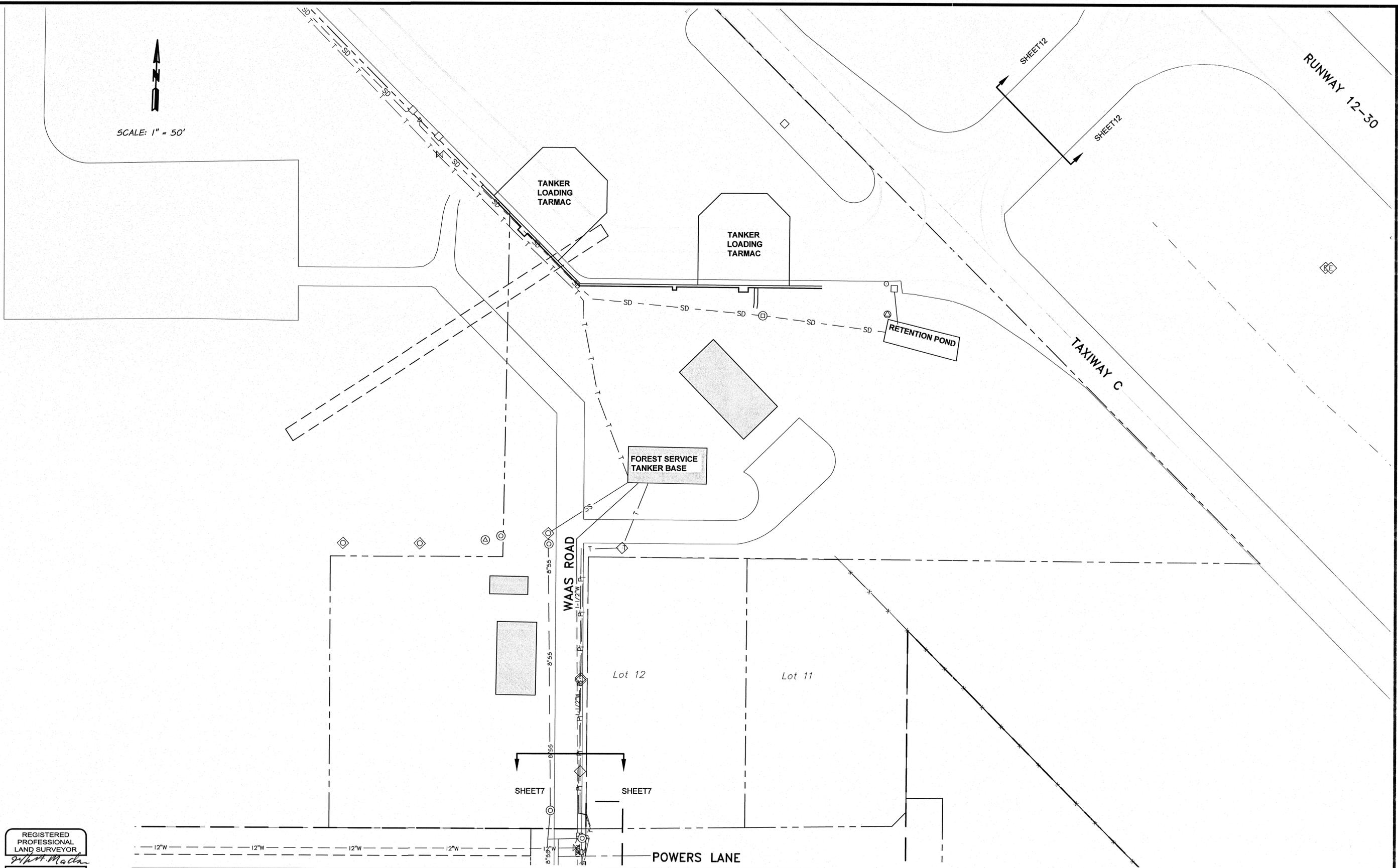
SHEET  
**6/15**

S:\projects\694-74\GDP\_Fpd Master Plan\015\JUNE\CYMIL\_30\LGD\_EXT\_UTIL\_2016.dwg, SHEETS, 6/12/2016 8:27:50 AM, J.Madsen, View=2D/PlotColor RVW,PT,WVP



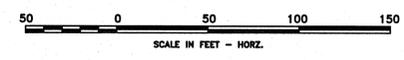


SCALE: 1" = 50'



REGISTERED PROFESSIONAL LAND SURVEYOR  
*Jeffrey A. Madsen*  
 OREGON  
 JUNE 13, 2008  
 JEFFREY A. MADSEN  
 8000LS  
 EXPIRES: 12/31/16  
 SIGNED: 6/13/16

REVISION	BY	DATE	HORIZ. SCALE 1" = 50'	VERT. SCALE NONE
DESIGNED BY	XREFS: ??		JOB NUMBER 694-74	DATE 2016
DRAWN BY	R.HAYS		ACAD FILE LGD_EXT_UTIL_2016.dwg	COPYRIGHT 2016 BY ANDERSON PERRY & ASSOC., INC.
REVIEWED BY	J.MADSEN			



**anderson perry & associates, inc.**  
 engineering • surveying • natural resources  
 LA GRANDE, OR. WALLA WALLA, WA. PRINEVILLE, OR.

LA GRANDE - UNION COUNTY  
 AIRPORT MASTER PLAN  
 EXISTING SITE PLAN

SHEET  
**9/15**

S:\Users\jpmadsen\OneDrive\Work\694-74\694-74.dwg, SHEETS, 6/13/2016 8:43:59 AM, jpmadsen, Version: 2016, Plot: R:\Work\694-74\MP



TAXIWAY A

TAXIWAY D

SHEET 8  
SHEET 9

SHEET 12  
SHEET 12

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
*Jeffrey A. Madsen*  
OREGON  
JUNE 13, 2008  
JEFFREY A. MADSEN  
60000LS  
EXPIRES: 12/31/16  
SIGNED: 6/13/16

REVISION	BY	DATE	HORIZ. SCALE 1" = 50'	VERT. SCALE NONE
DESIGNED BY	XREFS: ??		JOB NUMBER 694-74	DATE 2016
DRAWN BY	R.HAYS		ACAD FILE: LGD_EXT_UTIL_2016.dwg	
REVIEWED BY	J.MADSEN		COPYRIGHT 2016 BY ANDERSON PERRY & ASSOC., INC.	



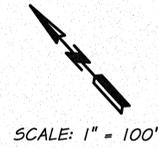
LA GRANDE - UNION COUNTY  
AIRPORT MASTER PLAN

EXISTING SITE PLAN

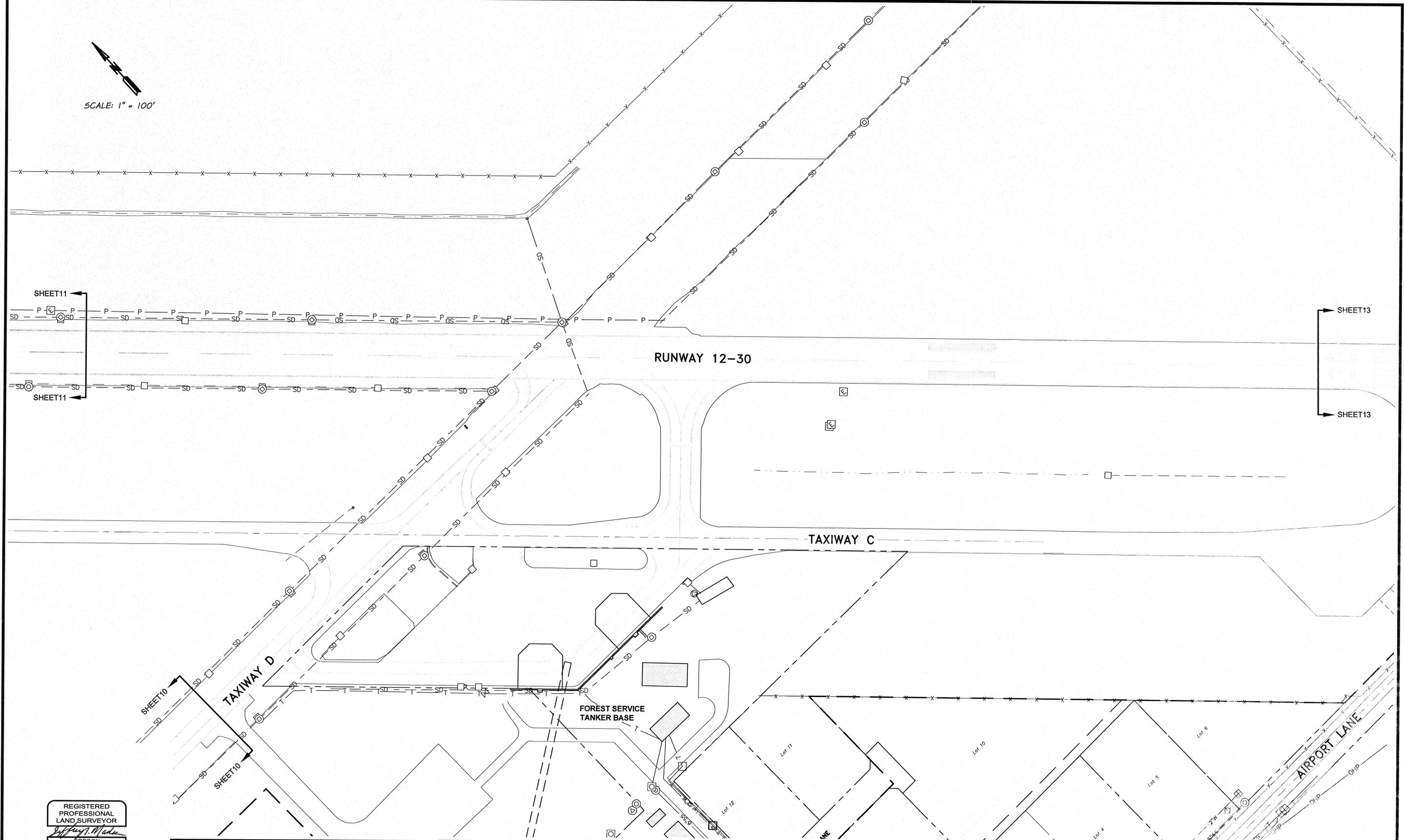
SHEET  
10/15

S:\Users\jpmadsen\OneDrive\Work\694-74\LGDC\_AirMaster\_Plan\2016\3D\VIEW\CHIL\_BUILD\_EXT\_UTIL\_2016.dwg, SHEET 10, 6/13/2016 8:42:26 AM, jpmadsen, splan2000.Plotter, R14x30 VP





SCALE: 1" = 100'



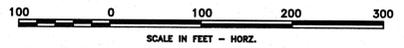
SHEET11  
SHEET11

SHEET13  
SHEET13

SHEET10  
SHEET10

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
*Jeffrey A. Madsen*  
OREGON  
JUNE 13, 2008  
JEFFREY A. MADSEN  
60000LS  
EXPIRES: 12/31/16  
Signed: 4/13/16

REVISION	BY	DATE	HORZ. SCALE 1" = 100'	VERT. SCALE NONE
DESIGNED BY	XREFS: ??		JOB NUMBER 694-74	DATE 2016
DRAWN BY	R.HAYS		ACAD FILE: LGD_EXT_UTIL_2016.dwg	COPYRIGHT 2016 BY ANDERSON PERRY & ASSOC., INC.
REVIEWED BY	J.MADSEN			



**Anderson Perry**  
& associates, inc.  
engineering • surveying • natural resources  
LA GRANDE, OR. WALLA WALLA, WA. PRINEVILLE, OR.

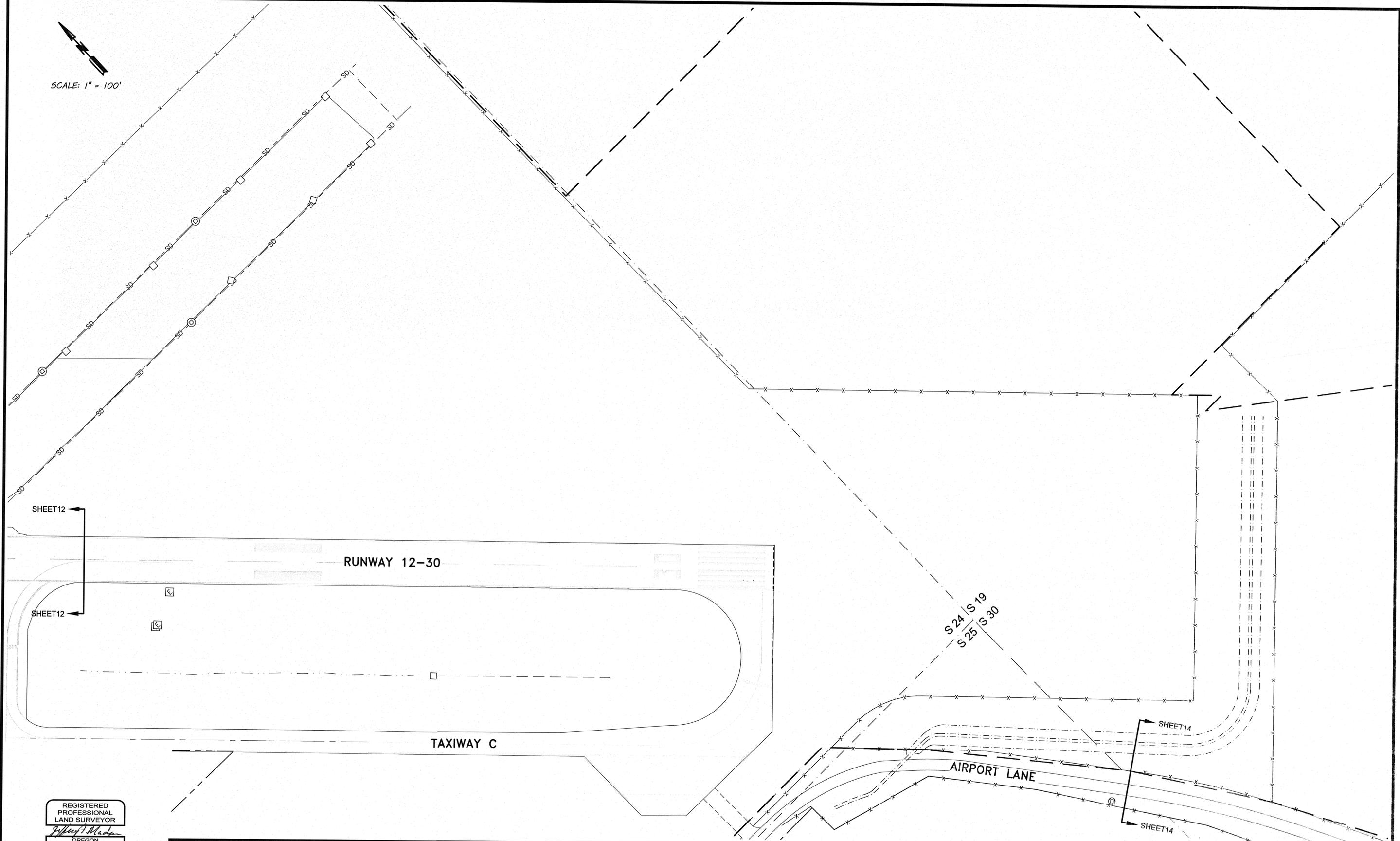
**LA GRANDE - UNION COUNTY**  
AIRPORT MASTER PLAN

EXISTING SITE PLAN

SHEET  
**12/15**

S:\university\perry\694-74\LGDC-10\Main\Plan\694-74\LGDC-10\LGDC-10.dwg, SHEET12, 6/13/16, 6:41 AM, Jmadsen, 10/20/2016 10:00:00 AM

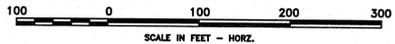
SCALE: 1" = 100'



S:\Users\jmadse\OneDrive\Documents\694-74\694-74.dwg, SHEETS, 6/13/16 8:42:28 AM, J:\Users\jmadse\OneDrive\Documents\694-74.dwg, SHEETS, 6/13/16 8:42:28 AM, J:\Users\jmadse\OneDrive\Documents\694-74.dwg, SHEETS, 6/13/16 8:42:28 AM

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
*Jeffrey A. Madsen*  
OREGON  
JUNE 13, 2008  
JEFFREY A. MADSEN  
60000LS  
EXPIRES: 12/31/16  
SIGNED: 6/13/16

REVISION		BY	DATE	HORIZ. SCALE 1" = 100'		VERT. SCALE NONE	
DESIGNED BY		XREFS: ??		JOB NUMBER	694-74	DATE	2016
DRAWN BY		R.HAYS		ACAD FILE:	LGD_EXT_UTIL_2016.dwg		
REVIEWED BY		J.MADSEN		COPYRIGHT 2016 BY ANDERSON PERRY & ASSOC., INC.			

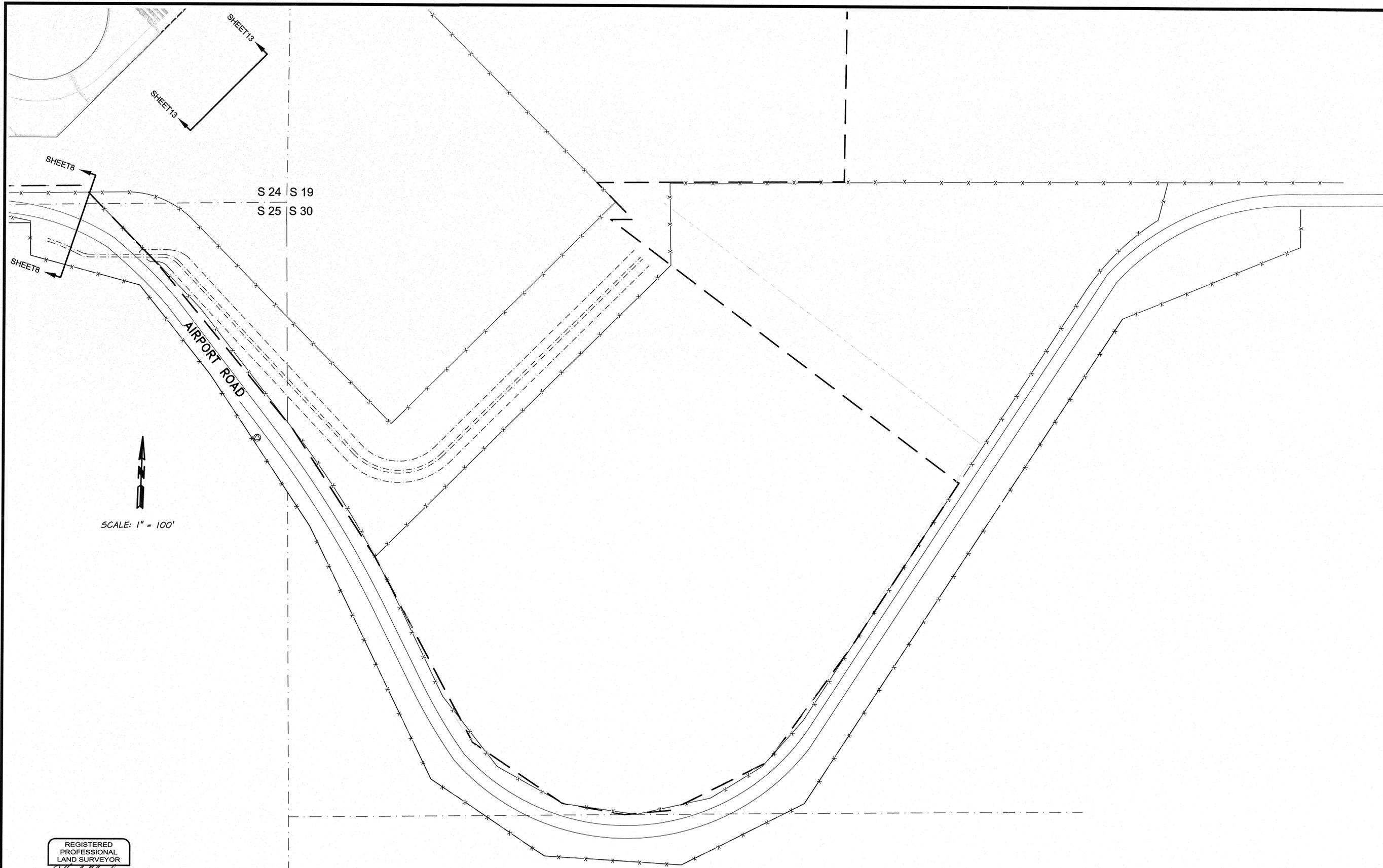


**Anderson Perry & Associates, Inc.**  
engineering • surveying • natural resources  
LA GRANDE, OR. WALLA WALLA, WA. PRINEVILLE, OR.

**LA GRANDE - UNION COUNTY**  
AIRPORT MASTER PLAN  
EXISTING SITE PLAN

SHEET  
**13/15**

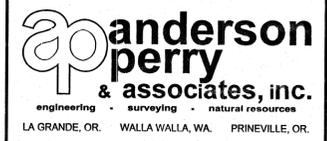
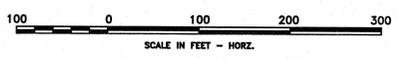
SIGNED ??-??-??



  
 SCALE: 1" = 100'

REGISTERED  
 PROFESSIONAL  
 LAND SURVEYOR  
  
 OREGON  
 JUNE 13, 2008  
 JEFFREY A. MADSEN  
 60000LS  
 EXPIRES: 12/31/16  
 SIGNED: 6/13/16

REVISION	BY	DATE	HORIZ. SCALE 1" = 100'	VERT. SCALE NONE
DESIGNED BY	XREFS: ??		JOB NUMBER 694-74	DATE 2016
DRAWN BY	R.HAYS		ACAD FILE: LGD_EXT_UTIL_2016.dwg	
REVIEWED BY	J.MADSEN		COPYRIGHT 2016 BY ANDERSON PERRY & ASSOC., INC.	



**LA GRANDE - UNION COUNTY**  
**AIRPORT MASTER PLAN**  
 EXISTING SITE PLAN

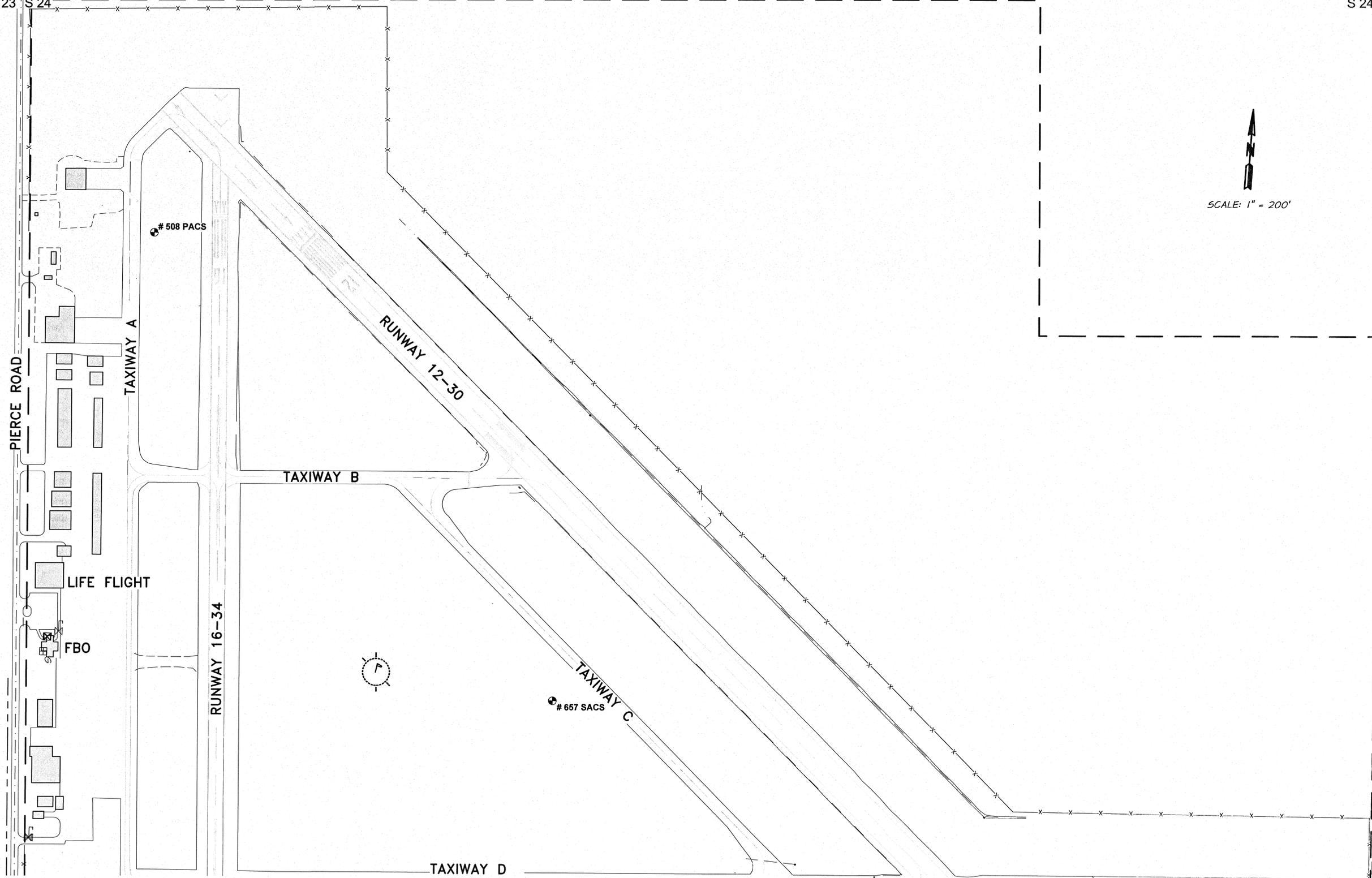
SHEET  
**14/15**

S:\In\694\694-74\LGDC-AP-Master-Plan\2016\SURVEY\CIVIL\2016\EXT\_UTIL\_2016.dwg, SHEET 14, 6/13/2016 8:48:57 AM, Jmadsen, Version: 2007 Plot: R14-15 VP

T3S R38E  
S 14 S 13  
S 23 S 24

T3S R39E  
S 13 S 18  
S 24 S 19

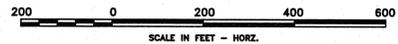
BOND LANE



SCALE: 1" = 200'

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
*Jeffrey A. Madsen*  
OREGON  
JUNE 13, 2008  
JEFFREY A. MADSEN  
60000LS  
EXPIRES: 12/31/16  
SIGNED: 6/13/16

REVISION	BY	DATE	HORIZ. SCALE 1" = 200'	VERT. SCALE NONE
DESIGNED BY	XREFS: ??		JOB NUMBER 694-74	DATE 2016
DRAWN BY	R.HAYS		ACAD FILE: LGD_EXT_UTIL_2016.dwg	
REVIEWED BY	J.MADSEN		COPYRIGHT 2016 BY ANDERSON PERRY & ASSOC., INC.	



**anderson perry**  
& associates, inc.  
engineering • surveying • natural resources  
LA GRANDE, OR. WALLA WALLA, WA. PRINEVILLE, OR.

LA GRANDE - UNION COUNTY  
AIRPORT MASTER PLAN

EXISTING SITE PLAN

SHEET  
15/15

C:\Users\jpmadsen\Documents\Projects\LA GRANDE - UNION COUNTY AIRPORT MASTER PLAN\LA GRANDE - UNION COUNTY AIRPORT MASTER PLAN.dwg