

REVISIONS	DATE	BY
1	2024	Mead & Hunt
2	2024	Mead & Hunt

MSH NO.: 3143900-202203.01
DATE: JULY 2024
DESIGNED BY: AA
DRAWN BY: TE/ DL
CHECKED BY: CS
DO NOT SCALE DRAWINGS

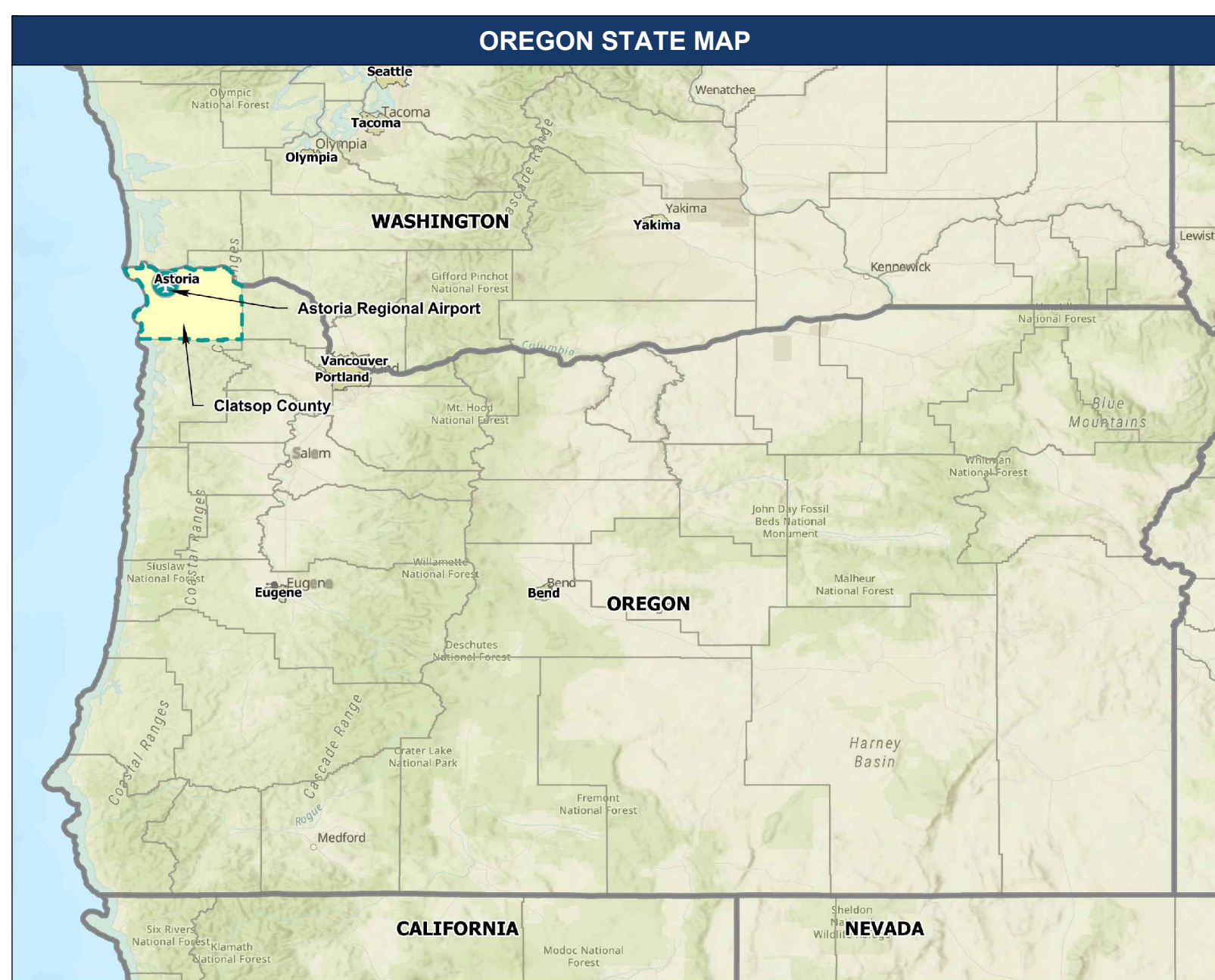
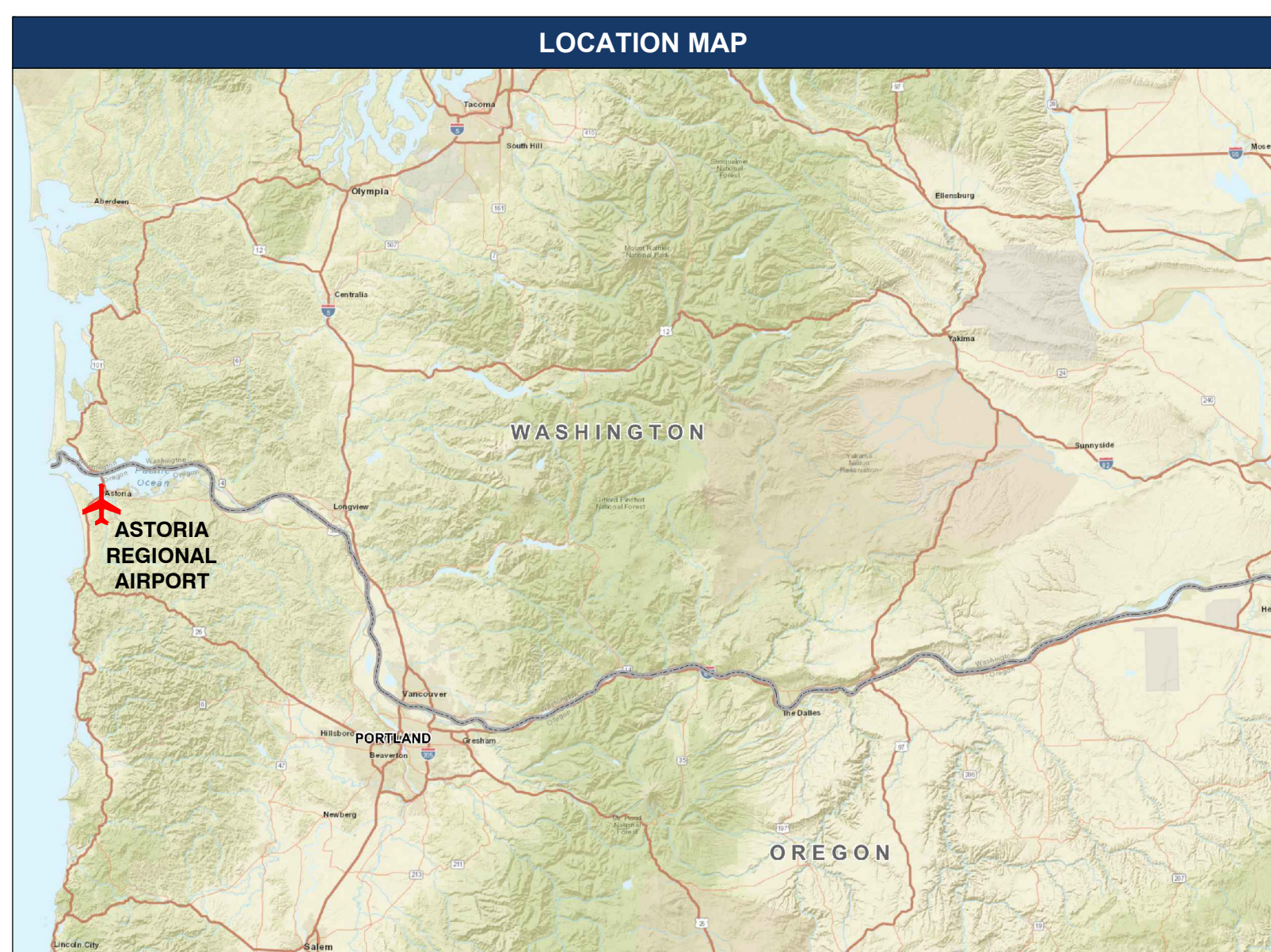
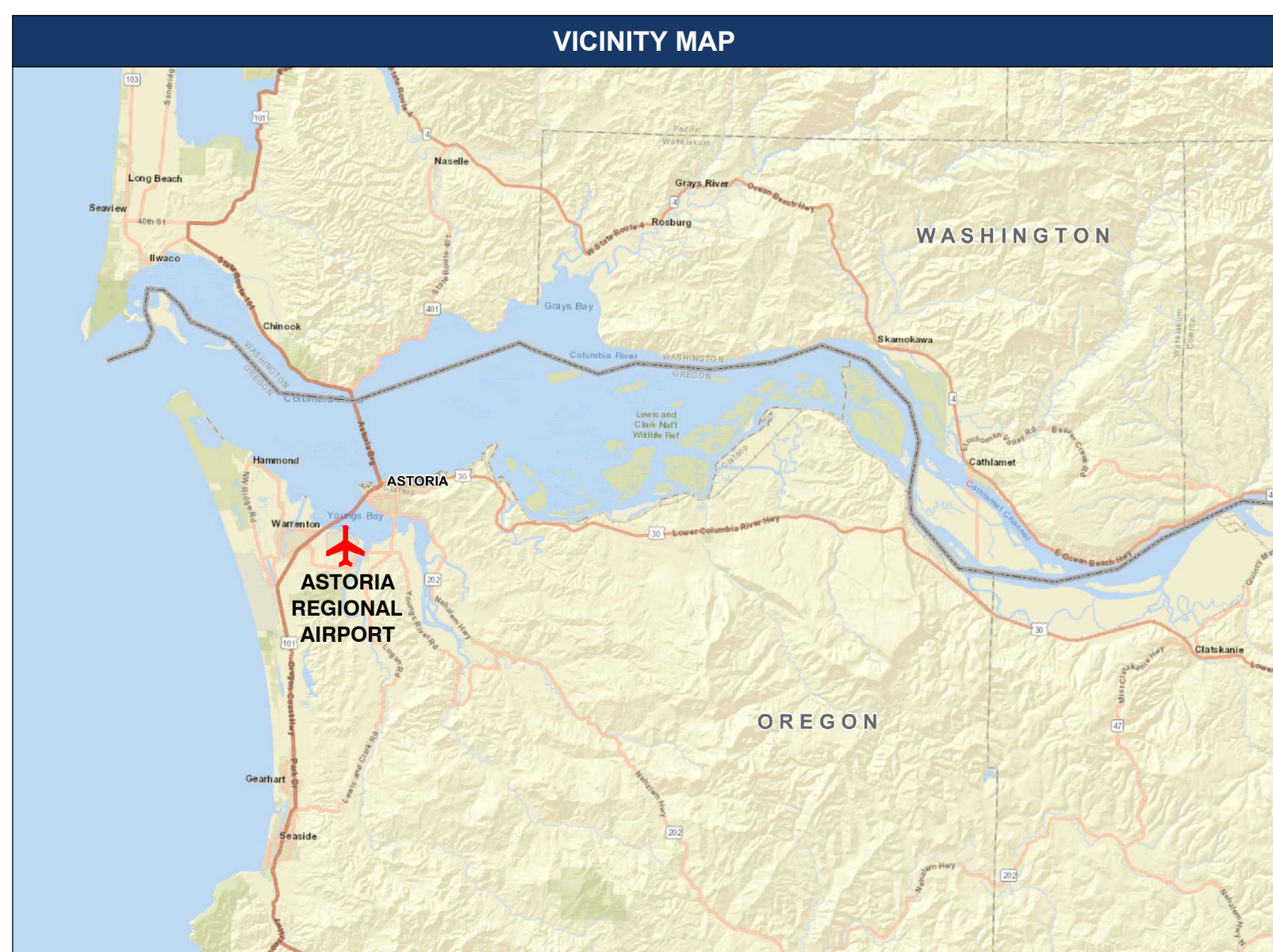
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NOT FOR CONSTRUCTION



Astoria Regional Airport Airport Layout Plan

Astoria, Oregon

July 2024

AIP Grant # 3-41-0003-030-2022

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REVISION BLOCK			
#	DESCRIPTION	BY	DATE
1	2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	M&H	7/31/24

SUBMITTED BY:
OREGON DEPARTMENT OF AVIATION (ODA)

By _____
Title _____ Date _____

SUBMITTED BY:
PORT OF ASTORIA

By Matt McGrath
Title Deputy Director Date Jan 10, 2025

APPROVAL LETTER

Northwest Mountain Region
Seattle Airports District Office
2225 S. 107th Street
Des Moines, WA 98108

U.S. Department of Transportation
Federal Aviation Administration

ALP CONDITIONAL APPROVAL LETTER
Astoria Regional Airport | Astoria, OR
December 26, 2024

The Airport Layout Plan (ALP) for the Astoria Regional Airport (AST), Astoria, Oregon prepared by Mead & Hunt, is conditionally approved.

Background
The updated Airport Layout Plan (ALP) for the Astoria Regional Airport (AST) represents a change to the general aviation area of the airport. This change was developed based on the conclusions of a planning study as part of Grant # 3-41-0003-030-2022. An aeronautical study 2024-ADM-4376-NRA was conducted on the proposed development. This airspace determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. This airspace determination was based upon the concepts highlighted in the ALP update with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

ALP
The following major changes were identified in this ALP Update:

- **Airport**
 - Future property acquisition added east of Runway End 26, and aviation easements added north of Runway End 14 and west of Runway End 8.
 - Updated to show areas for non-aeronautical development.
 - Critical aircraft changed from the H4-25 to the Cessna Citation CJ3.
- **Runway 8/26 (Primary)**
 - Reduced runway length from 5,706' to 5,794' because of new AGIS survey.
 - Updated to show future glislope relocation.
 - Updated ALP notes to explain and clarify the impacts of the proposed lowering of visibility minimums and declared distances for Runway End 26. The note was added to help explain how standards will change due to the lowering of visibility minimums and why the threshold for Runway 26 should remain where it is.
- **Runway 14/32 (Crosswind)**
 - Updated to no longer show proposed PAPIs for Runway End 14.
- **Taxiway System**
 - Updated future taxiway naming per FAA Engineering Brief No. 89, Taxiway Nomenclature Convention (March 2012).
 - Updated to show removal of pavement to break areas of direct access. Pavement removal included taxiway pavement and relocation of Taxiway B2.
 - Updated to show proposed Taxiway B3 relocation for standardized turns at runway pavements.
 - Updated previous ALP's future full-length parallel taxiway south of Runway 8/26 to be a non-full length parallel taxiway.
 - Updated previous ALP's future full-length parallel taxiway west of Runway 14/32 to be a non-full length parallel taxiway.
- **Building Area (BA)**
 - Updated to reflect an expansion to the United States Coast Guard (USCG) facilities. This includes an expansion to the USCG apron, additional apron parking, additional hangar, and taxiway leading to Taxiway A3 (Future AA).
 - Updated to reflect proposed future hangars. This also includes future hangars shown on the previous ALP, but in different orientations and sizes.
 - Updated to reflect a proposed FBO expansion.
 - Updated to reflect an additional fuel tank (10,000 gallons).
 - Updated to reflect a proposed electric aircraft charging stations.
 - Updated to reflect proposed road realignment west of Existing Facility #19.
- **Exhibit A**
 - Data for all parcels has been updated to meet SOP 3.00 standards. Where data was not available, "NA" was marked in the data. Where data was not applicable, "N/A" was marked in the data.
 - Future airport property interests have been added and data documented.
 - Future aviation easements have been added and data documented.
 - Existing and future airfield development have been updated consistent with the 2024 ALP.
 - Metes, boundaries, and bearings for the airport property boundary have been added.
 - Inner parcel boundaries have been added.

The FAA Reauthorization Act of 2024 has limited the FAA's review and approval authority for ALPs. The FAA's approval of this ALP is limited to existing facilities only for which the FAA retains approval authority. The FAA has not determined whether it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter (unless otherwise noted). FAA will determine whether it retains approval authority for ALP changes reflecting future facilities when such facilities are ripe for consideration (when such facilities are intended to be built), and such approval, if required, must be granted before construction occurs.

Although the FAA's review and approval authority of proposed projects depicted on an ALP is limited, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(a)(10).

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and proposed programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed

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manmade objects (on file with the FAA), and known natural objects within the affected areas would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinance, property acquisition, aviation easements, letters of agreement, or other means.

This ALP approval is conditioned on the acknowledgement that any development on airport property that results in a change to the ALP requiring Federal approval, or that will receive federal funding, is subject to the National Environmental Policy Act of 1969 (NEPA). Therefore, the sponsor must receive such written approval from FAA prior to commencement of the subject development. Prior to any development on the airport, coordination with the ADO is required to ensure that all environmental requirements are met. Early coordination is critical to ensure that project schedules as well as NEPA compliance can be met. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

This ALP approval does not include any environmental analysis or environmental approval for any proposed development. All local and state requirements and/or permits must be obtained prior to construction of this proposal.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. ALP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e. Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical, and operational issues can be addressed in a timely manner.

Signature Block
The FAA signature below acknowledges the conditional approval of this ALP.

FAA: Tim House Title: Lead Planner Date: 12-26-24

TIMOTHY ALLEN HOUSE Digitally signed by TIMOTHY ALLEN HOUSE Date: 2024.12.26 14:52:02 -08'00'

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REVISIONS	DATE	BY
1	NOVEMBER 2023	M&H
2	NOVEMBER 2023	M&H

MSH NO.: 3143900-202203.01
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AIRPORT LAYOUT PLAN

SHEET NO.

ALP#	FACILITY NAME
A1	Localizer
A2	Precision Approach Path Indicator (PAPI)
A3	Automated Surface Observing System (ASOS)
A4	Runway End Identifier Lights (REILs)
A5	Visual Approach Slope Indicator (VASI)
A6	VOR/DME
A7	Slide Slope Antenna And Equipment And Basic ASOS Backup
A8	Medium-Intensity Approach Lighting System with Runway Alignment Indicator (MALSR)
A9	Segmented Circle and Wind Cone
A10	Wind Cone / Tetrahedron
A11	Airport Beacon
A12	Localizer Shelter
A13	MALSR Shelter

ALP NOTES

A.) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.

B.) All coordinates NAD83 and all elevations NAVD83. GIS survey validated the published runway coordinates and elevations, only the airport elevation changed due to a surveyed runway high point of 14.7'. Orthophoto, Horizontal and vertical datum source: Survey by GeoTerra (July 19, 2022). Road elevations shown with Part 77 penalty added. See Airspace Sheets (Sheets 4 through 16) for more detail and full list of obstructions.

C.) Building restriction line (BRL) offset (35 ft) is determined by the required setbacks from runway and taxiway critical design surfaces, plus Part 77 allowable height of structures. FAA 7460 (Obstruction Evaluation / Airport Airspace Analysis) approval is required before any construction and development.

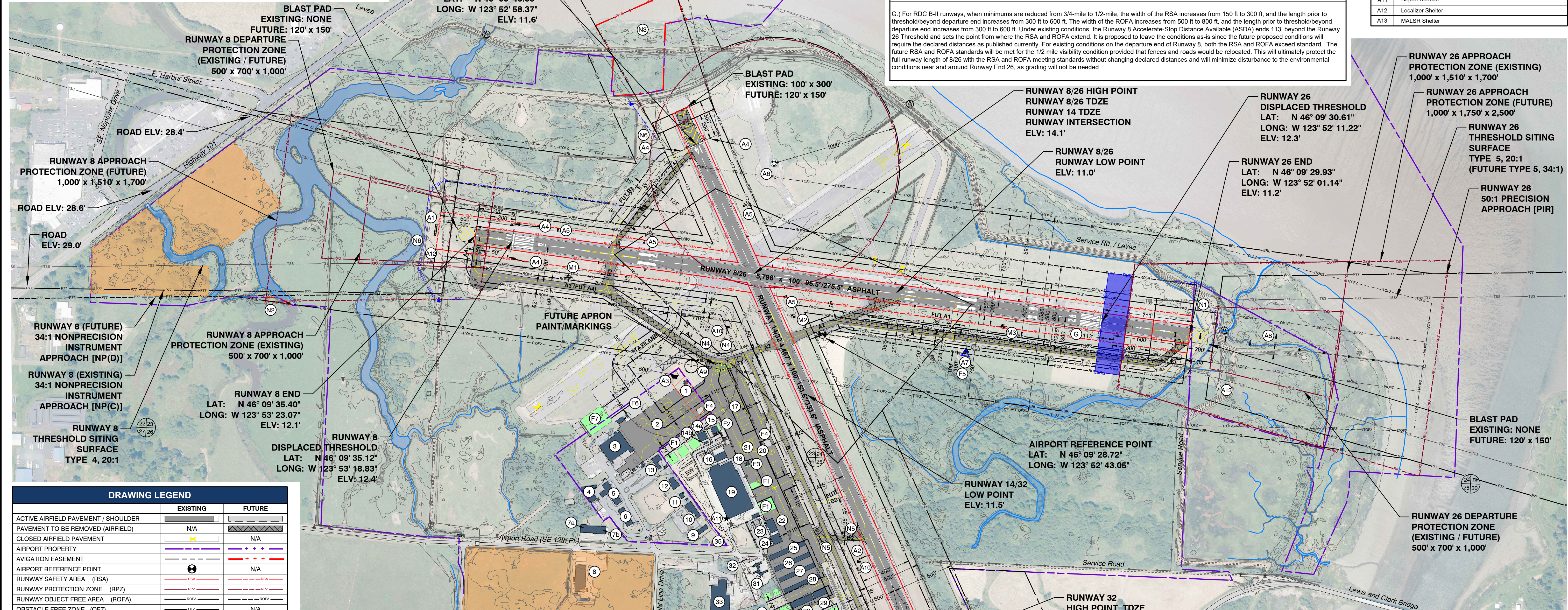
D.) Magnetic Declination source: National Geophysical Data Center, November 1, 2023.

E.) Future development and hangars are conceptual based on facility requirements. Exact layout and dimensions may vary based on market demand and hangar developer.

F.) Signs and lights will need to be realigned to accommodate proposed runway and taxiway changes (geometry and fillet upgrades). Sign and light realignments will be finalized and incorporated during engineering design.

G.) For RDC B-II runways, when minimums are reduced from 3/4-mile to 1/2-mile, the width of the RSA increases from 150 ft to 300 ft, and the length prior to threshold/beyond departure end increases from 300 ft to 600 ft. The width of the ROFA increases from 500 ft to 800 ft, and the length prior to threshold/beyond departure end increases from 300 ft to 600 ft. Under existing conditions, the Runway 8 Accelerate-Stop Distance Available (ASDA) ends 113' beyond the Runway 26 Threshold and sets the point from where the RSA and ROFA extend. It is proposed to leave the conditions as-is since the future proposed conditions will require the declared distances as published currently. For existing conditions on the departure end of Runway 8, both the RSA and ROFA exceed standard. The future RSA and ROFA standards will be met for the 1/2 mile visibility condition provided that fences and roads would be relocated. This will ultimately protect the full runway length of 8/26 with the RSA and ROFA meeting standards without changing declared distances and will minimize disturbance to the environmental conditions near and around Runway End 26, as grading will not be needed.

NONSTANDARD CONDITIONS	
EXISTING CONDITION	DISPOSITION
N1: Incompatible Land Use within Runway 26 RPZ.	Future property to be acquired for Runway 26 RPZ (future ROFA and existing OFZ go off fee simple property). Future aviation easements to be acquired for Runway 8 and Runway 14 RPZs.
N2: Incompatible Land Use within Runway 8 RPZ.	Future property to be acquired for Runway 8 RPZ (future ROFA and existing OFZ go off fee simple property). Future aviation easements to be acquired for Runway 8 and Runway 14 RPZs.
N3: Incompatible Land Use within Runway 14 RPZ.	Future property to be acquired for Runway 14 RPZ (future ROFA and existing OFZ go off fee simple property). Future aviation easements to be acquired for Runway 8 and Runway 14 RPZs.
N4: Direct Access to Runway 8/26.	Taxilane leading to existing Taxiway A2 will be relocated to break direct access. Existing Taxiway A3 will be removed.
N5: Direct Access to Runway 14/32.	Taxilane between apron and existing Taxiway B will be removed. Existing Taxiway B2 will be relocated.
N6: Service road goes through LCA and fence goes through Runway 14/32 ROFA.	Realign service road and fence outside of LCA and ROFA.



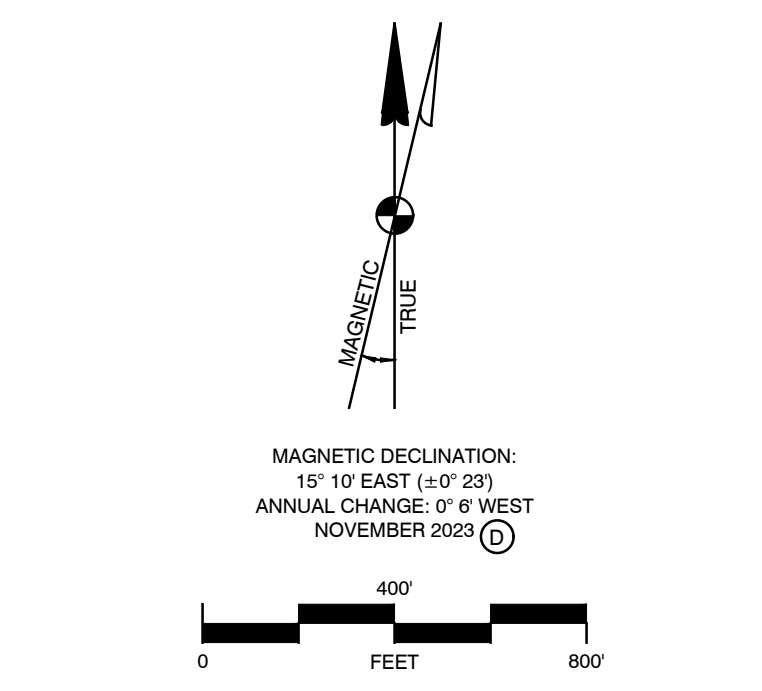
DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER	ASPH	ASPH
PAVEMENT TO BE REMOVED (AIRFIELD)	ASPH	N/A
CLOSED AIRFIELD PAVEMENT	ASPH	N/A
AIRPORT PROPERTY	PRPT	PRPT
AVIGATION EASEMENT	AE	AE
AIRPORT REFERENCE POINT	ARP	N/A
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA
OBSTACLE FREE ZONE (OFZ)	OFZ	N/A
PRECISION OFZ	POFZ	POFZ
INNER-APPROACH OFZ	IAOFZ	N/A
INNER-TRANSITIONAL OFZ	ITOFZ	N/A
BUILDING RESTRICTION LINE (BRL)	BRL	N/A
FAR PART 77 APPROACH SURFACE	PT77	N/A
THRESHOLD SITING SURFACE (TSS)	TSS	N/A
RUNWAY VISIBILITY ZONE (RVZ)	RVZ	N/A
PAPI OBSTACLE CLEARANCE SURFACE (POCS)	POCS	N/A
TAXIWAY / LANE MARKING	TWY	TWY
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA
BUILDING - ON AIRPORT	BLDG	BLDG
LAND OWNERSHIP REVERTING TO AIRPORT	N/A	ROFA
NONAERONAUTICAL DEVELOPMENT	N/A	ROFA
MONUMENT (PACS and SACS)	MON	N/A
LIGHTS (EDGE / GROUP / REIL)	LGT	LGT
BEACON / POLE	BCN	N/A
VISUAL APPROACH SLOPE INDICATOR (VASI)	VASI	N/A
PRECISION APPROACH PATH INDICATOR (PAPI)	PAPI	N/A
MED. INT. APPROACH LIGHT SYSTEM (MALSR)	MALSR	N/A
RUNWAY / TAXIWAY SIGN	RSN	RSN
WIND CONE	WCN	N/A
GLIDE SLOPE ANTENNA	GSA	N/A
GLIDE SLOPE CRITICAL AREA (GCA)	GCA	N/A
LOCALIZER	LOC	N/A
LOCALIZER CRITICAL AREA (LCA)	LCA	N/A
AUTO. SURFACE OBSERVING SYSTEM (ASOS)	ASOS	N/A
ASOS CRITICAL AREA (ACA)	ACA	N/A
VHF OMNIDIRECTIONAL RANGE (VOR)	VOR	N/A
VOR CRITICAL AREA (VCA)	VCA	N/A
ROAD/PARKING	RD	RD
SERVICE ROAD	SR	SR
FENCE (6 FEET) / GATE	FNC	FNC
CHANNEL / DITCH	CHN	N/A
TERRAIN CONTOUR	TCN	N/A
CENTER SECTION MARKER	CSM	N/A
TIDE GATE	TGT	N/A

FUTURE FACILITIES	
ALP #	FACILITY NAME
F1	Hangar / Hangars
F2	FBO Expansion
F3	Fuel Tank (10,000 Gallons)
F4	Electric Aircraft Charging Station
F5	Runway 26 Glideslope Relocation
F6	USCG Apron Expansion (205,000 SF)
F7	USCG Hangar

MONUMENTS				
ALP#	ID	LATITUDE	LONGITUDE	ELEVATION
M1	AD9155	AST A	N 46° 09' 32.39"	W 123° 53' 12.27"
M2	AD9156	AST ARP 2	N 46° 09' 30.07"	W 123° 52' 46.45"
M3	AD9157	AST AP 1982 STA D2	N 46° 09' 29.95"	W 123° 52' 22.46"

EXISTING FACILITIES					
ALP #	FACILITY NAME	ELEVATION	ALP #	FACILITY NAME	ELEVATION
1	NOAA Wind Profiling Station	15.7'	18	Fuel Storage Area	21.3'
2	U.S. Coast Guard Apron (USCG) (230,000 SF)	N/A	19	Lektro Hangar (Non-aviation)	51.0'
3	USCG Hangar	48.2'	20	Helicopter Parking Positions	N/A
4	USCG	24.6'	21	Tie-Down Apron (270,000 SF)	N/A
5	USCG	39.4'	22	Helipad	N/A
6	USCG	30.0'	23	Hangar (Bar Pilots)	33.9'
7a	Precision Heating & Air (USCG)	42.3'	24	Hangar	37.5'
7b	Overbay Houseworks (USCG)	42.3'	25	T-Hangar 'A' (10 Hangar Units)	26.9'
8	Scouler (USCG)	40.0'	26	T-Hangar 'B' (10 Hangar Units)	26.9'
9	USCG	30.7'	27	T-Hangar 'C' (10 Hangar Units)	26.4'
10	USCG	29.8'	28	T-Hangar 'D' (10 Hangar Units)	26.7'
11	USCG	24.6'	29	Box Hangars (2 Hangars)	37.7'
12	USCG	46.4'	30	T-Hangars (8 Hangars)	29.0'
13	USCG	26.6'	31	United Parcel Service (UPS)	30.3'
14a	Hangar (Private)	31.3'	32	Telephone Vault	N/A
14b	Control Room And Emergency Generator (Airport Lighting System)	23.3'	33	Recology Warehouse / Office Building	45.8'
15	Terminal Building	25.0'	34	Spectrum Pacific West, LLC	29.7'
16	Life Flight Network Hangar	32.5'	35	Sanitary Sewer Pump Station	10.1'
17	Tie-Down Apron (190,000 SF)	N/A			

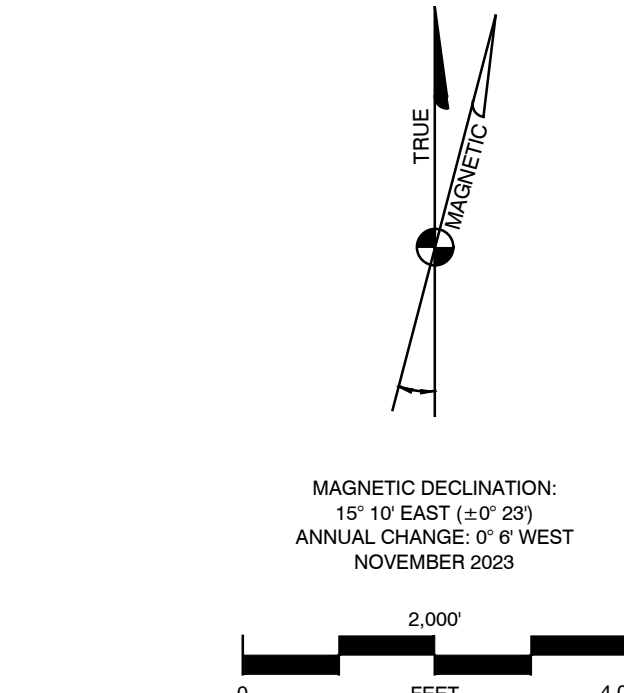
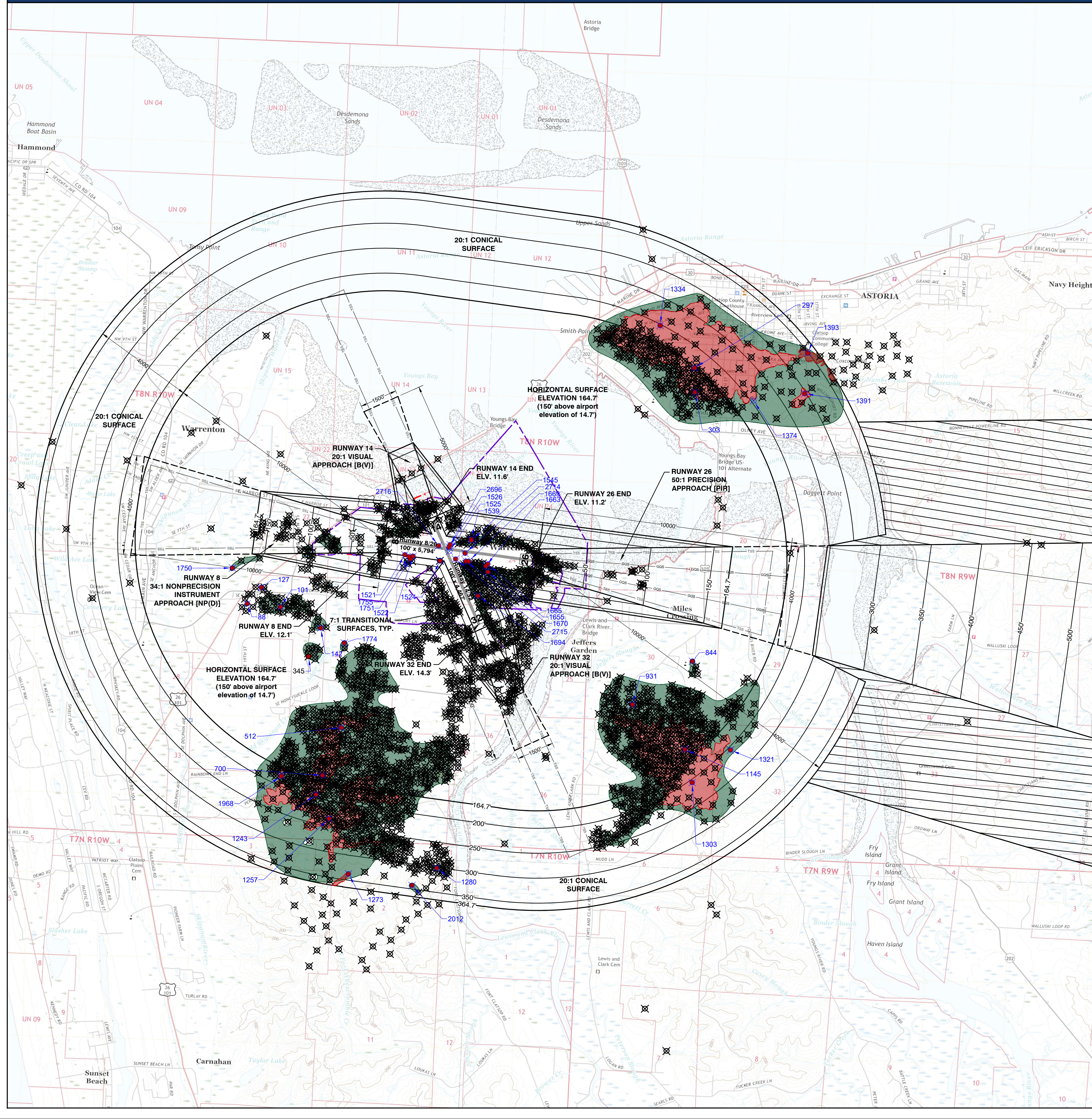
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#	DESCRIPTION	BY	DATE
1	2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	M&H	7/31/24



SUBMITTED BY:
 Port of Astoria
 By Matt McGrath Jan 10, 2025
 Date

FAA APPROVAL STAMP

PART 77 AIRSPACE PLAN



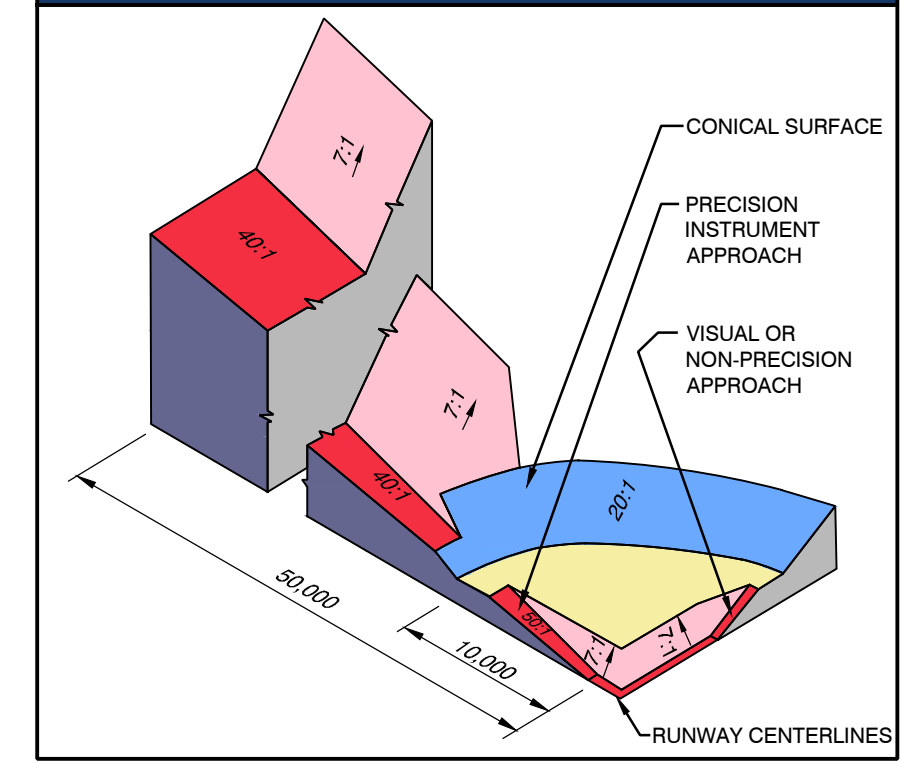
LEGEND: PLAN VIEW

- Runway
- Airport Property Boundary
- Future Airport Property Boundary
- Aviation Easement
- Future Aviation Easement
- Part 77 Surfaces
- Part 77 Surface Contour
- Threshold Siting Surface
- Guide Path Qualification Surface
- Terrain Contours
- Object: Penetrates Part 77 Surface
- Object
- Terrain + Trees / Vegetation Penetrate Part 77 (highest penetration in group noted)
- Group of Trees / Vegetation Penetrate Part 77 (highest penetration in group noted)

NOTES:

- ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.
- All coordinates NAD83 and all elevations NAVD88. Source: AGIS Survey AST-284863 (July 19, 2022, GeoTerra, NGS Approved November 22, 2023). All elevations in feet above mean sea level (MSL).
- Basemap source: AGIS Orthophoto (GeoTerra, 2022).
- For Runway 26 Outer Approach Plan, see Sheet 5.
- For Outer Approach Profiles, see Sheet 6.
- For Inner Approach plans and profiles, see Sheets 7 - 10.
- For departure surface plans and profiles, see Sheets 11 - 12.
- Object note: The highest penetrating object is called out for each group of objects and Part 77 surface. Objects that are called out represent the controlling object for each group.
- Object note: To reduce the number of callouts on Sheet 4, object penetrations that are close to runway ends are shown on Inner Approach plans and profiles, see Sheets 7 - 10.
- Object note: Point numbers 1 - 2727 are AGIS objects. Point numbers 2728 - 2788 are supplemental objects. Supplemental objects are additional points per SOP 2.0 that must be called out on the airspace (service roads, roads, highways, railroads, fences, etc.).
- Object note: All future object elevations are estimates. Future fences and future service roads are shown to be realigned to remain out of LCA, future RSAs/ROFAs/OFZs, and RPZs where possible.
- Per Part 77, 10 feet vertical clearance added to service road elevations, 15 feet vertical clearance added to road elevations, and 23 feet added to railroads.

TYPICAL FAR PART 77 SURFACES



REVISION BLOCK

#	DESCRIPTION	BY	DATE
1	2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	M&H	7/31/24

OUTER PART 77 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
10	TREE	120.8'	TRANSITIONAL	115.3'	5.5'			OBJECT NOT UNDER SURFACE
88	TREE	168.8'	HORIZONTAL	164.7'	4.1'			OBJECT NOT UNDER SURFACE
101	TREE	207.6'	HORIZONTAL	164.7'	42.9'			OBJECT NOT UNDER SURFACE
127	TREE	176.3'	HORIZONTAL	164.7'	11.6'			OBJECT NOT UNDER SURFACE
142	TREE	189.2'	HORIZONTAL	164.7'	24.5'			OBJECT NOT UNDER SURFACE
297	TREE	432.4'	HORIZONTAL	164.7'	267.7'			OBJECT NOT UNDER SURFACE
303	TREE	315.2'	HORIZONTAL	164.7'	150.5'			OBJECT NOT UNDER SURFACE
345	TREE	196.6'	HORIZONTAL	165.7'	30.9'			OBJECT NOT UNDER SURFACE
512	TREE	304.8'	HORIZONTAL	164.7'	140.1'			OBJECT NOT UNDER SURFACE
700	TREE	350.3'	HORIZONTAL	164.7'	185.6'			OBJECT NOT UNDER SURFACE
844	TREE	184.1'	HORIZONTAL	164.7'	19.4'			OBJECT NOT UNDER SURFACE
931	TREE	293.8'	HORIZONTAL	164.7'	129.1'			OBJECT NOT UNDER SURFACE
1145	TREE	347.7'	HORIZONTAL	164.7'	183.0'			OBJECT NOT UNDER SURFACE
1243	TREE	338.4'	CONICAL	192.9'	145.5'			OBJECT NOT UNDER SURFACE
1257	TREE	441.2'	CONICAL	234.0'	207.2'			OBJECT NOT UNDER SURFACE
1273	TREE	429.9'	CONICAL	337.3'	92.6'			OBJECT NOT UNDER SURFACE
1280	TREE	314.9'	CONICAL	301.6'	13.3'			OBJECT NOT UNDER SURFACE
1303	TREE	515.1'	CONICAL	205.7'	309.4'			OBJECT NOT UNDER SURFACE
1321	TREE	316.5'	CONICAL	205.7'	110.8'			OBJECT NOT UNDER SURFACE
1334	TREE	516.8'	CONICAL	197.7'	319.1'			OBJECT NOT UNDER SURFACE
1374	TREE	371.3'	CONICAL	204.4'	166.9'			OBJECT NOT UNDER SURFACE
1391	TREE	502.7'	CONICAL	297.0'	205.7'			OBJECT NOT UNDER SURFACE
1393	TREE	515.8'	CONICAL	348.8'	167.0'			OBJECT NOT UNDER SURFACE
1521	BUSH	13.5'	PRIMARY	12.0'	1.5'			OBJECT NOT UNDER SURFACE
1522	POLE	22.9'	PRIMARY	12.0'	10.9'			OBJECT NOT UNDER SURFACE
1524	TETRAHEDRON	26.9'	TRANSITIONAL	13.6'	13.3'			OBJECT NOT UNDER SURFACE
1525	RUNWAY SIGN	15.6'	PRIMARY	11.7'	3.9'			OBJECT NOT UNDER SURFACE
1526	RUNWAY SIGN	15.8'	PRIMARY	11.7'	4.1'			OBJECT NOT UNDER SURFACE
1539	TREE	57.0'	TRANSITIONAL	14.2'	42.8'			OBJECT NOT UNDER SURFACE
1545	TREE	54.9'	PRIMARY	11.6'	43.3'			OBJECT NOT UNDER SURFACE
1655	TREE	85.9'	TRANSITIONAL	39.2'	46.7'			OBJECT NOT UNDER SURFACE
1663	TREE	29.2'	PRIMARY	11.5'	17.7'			OBJECT NOT UNDER SURFACE
1665	GLIDESLOPE ANTENNA	54.6'	PRIMARY	11.5'	43.1'			OBJECT NOT UNDER SURFACE
1669	VEGETATION	15.2'	PRIMARY	11.6'	3.6'			OBJECT NOT UNDER SURFACE
1670	VEGETATION	14.4'	PRIMARY	11.6'	2.8'			OBJECT NOT UNDER SURFACE
1694	TREE	66.2'	TRANSITIONAL	39.5'	26.7'			OBJECT NOT UNDER SURFACE
1750	TREE	186.6'	HORIZONTAL	164.7'	21.9'			OBJECT NOT UNDER SURFACE
1751	TREE	30.3'	TRANSITIONAL	26.9'	3.4'			OBJECT NOT UNDER SURFACE
1755	VEGETATION	16.7'	TRANSITIONAL	15.3'	1.4'			OBJECT NOT UNDER SURFACE
1774	TREE	202.3'	HORIZONTAL	164.7'	37.6'			OBJECT NOT UNDER SURFACE
1968	TREE	304.5'	CONICAL	181.1'	123.4'			OBJECT NOT UNDER SURFACE
2012	TREE	366.7'	CONICAL	342.6'	24.1'			OBJECT NOT UNDER SURFACE
2696	GROUND	13.0'	PRIMARY	11.7'	1.3'			OBJECT NOT UNDER SURFACE
2714	RUNWAY SIGN	13.7'	PRIMARY	11.6'	2.1'			OBJECT NOT UNDER SURFACE
2715	TAXIWAY SIGN	13.9'	PRIMARY	11.7'	2.2'			OBJECT NOT UNDER SURFACE
2716	RUNWAY SIGN	15.8'	PRIMARY	11.7'	4.1'			OBJECT NOT UNDER SURFACE

Mead & Hunt
Mead and Hunt, Inc.
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ASTORIA REGIONAL AIRPORT
AIRPORT LAYOUT PLAN

Port of Astoria
422 Gateway Avenue, Suite 100
Astoria, Oregon, 97103

REVISIONS	DATE	BY
1	2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	M&H

MSH NO: 3143900-202203.01
DATE: JULY 2024
DESIGNED BY: AA
DRAWN BY: TE/ DL
CHECKED BY: CS
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PART 77
AIRSPACE PLAN

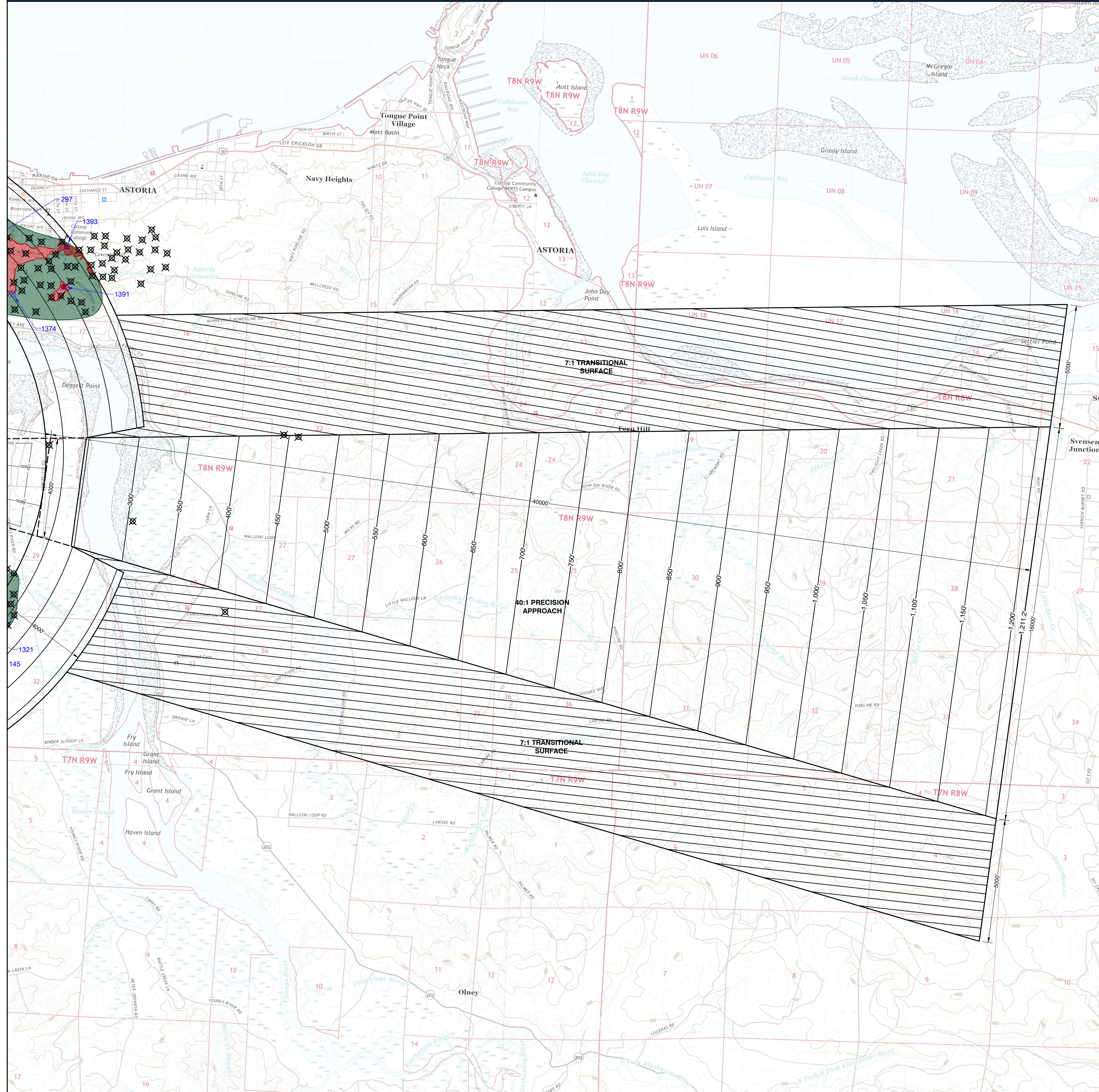
SHEET NO.

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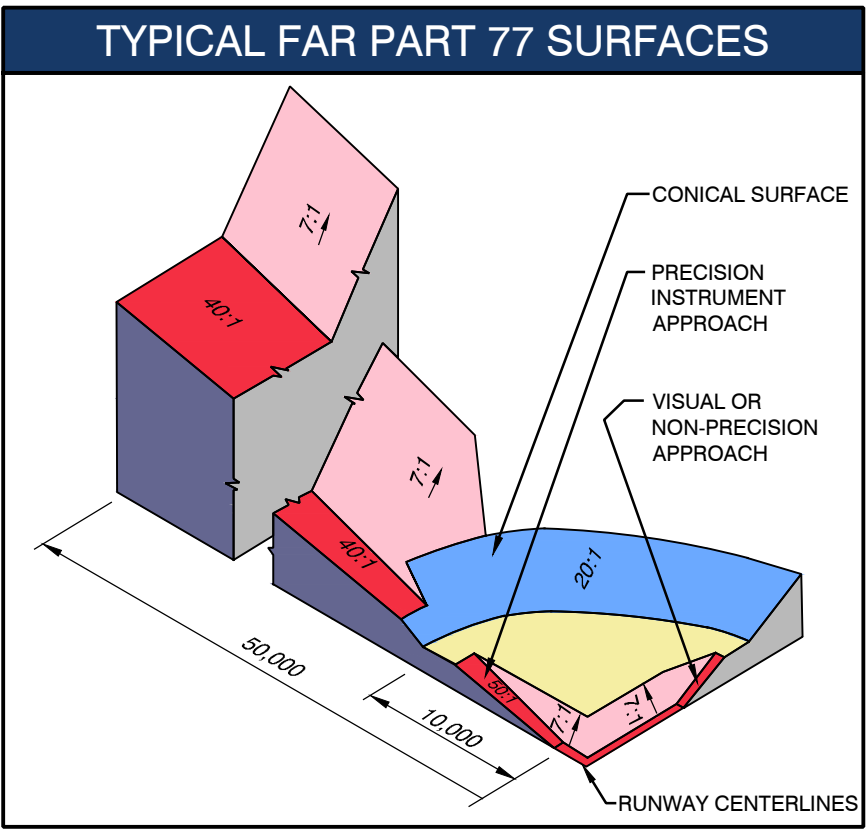
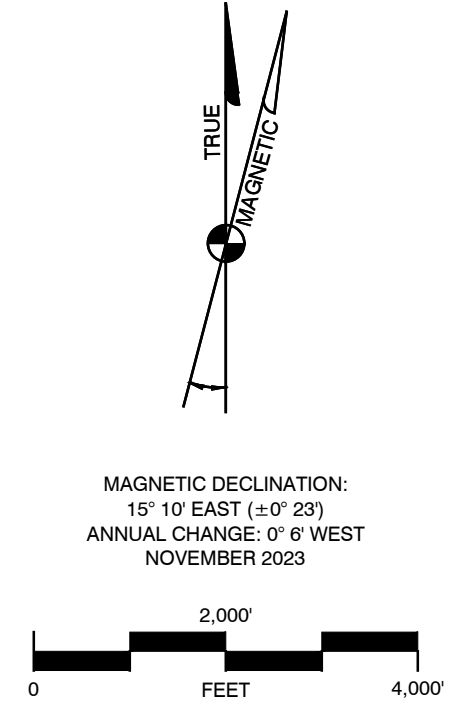
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RUNWAY 26 OUTER APPROACH



LEGEND: PLAN VIEW

- Part 77 Surfaces
- Part 77 Surface Contour
- Threshold Siting Surface
- Glide Path Qualification Surface
- Terrain Contours
- Object: Penetrates Part 77 Surface
- Object: Terrain + Trees / Vegetation Penetrate Part 77 (highest penetration in group noted)
- Object: Group of Trees / Vegetation Penetrate Part 77 (highest penetration in group noted)



NOTES:

- ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.
- All coordinates NAD83 and all elevations NAVD88. Source: AGIS Survey AST-264863 (July 19, 2022, GeoTerra, NGS Approved November 22, 2023). All elevations in feet above mean sea level (MSL).
- Basemap source: AGIS Orthophoto (GeoTerra, 2022).
- For Part 77 Plan, see Sheet 4.
- For Outer Approach Profiles, see Sheet 6.
- For Inner Approach plans and profiles, see Sheets 7 - 10.
- For departure surface plans and profiles, see Sheets 11 - 12.
- Object note: The highest penetrating object is called out for each group of objects and Part 77 surface. Objects that are called out represent the controlling object for each group.
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- Per Part 77, 10 feet vertical clearance added to service road elevations, 15 feet vertical clearance added to road elevations, and 23 feet added to railroads.

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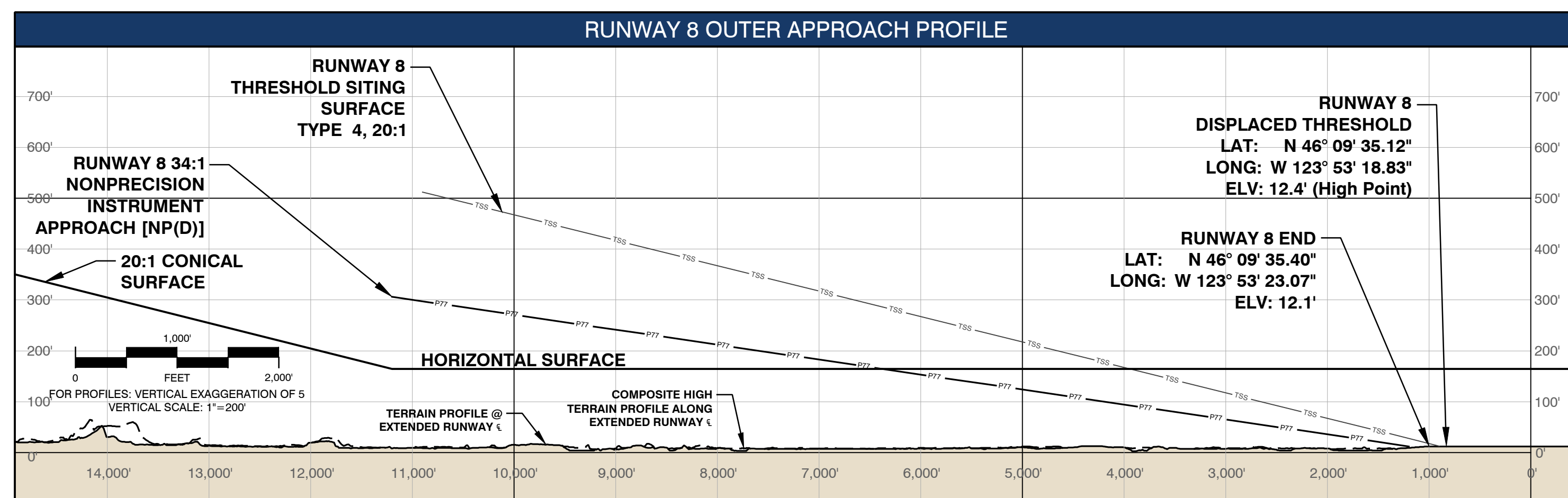
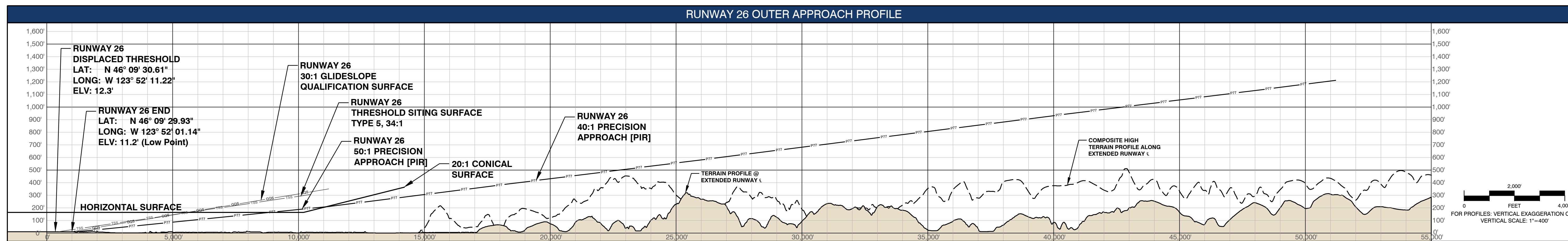
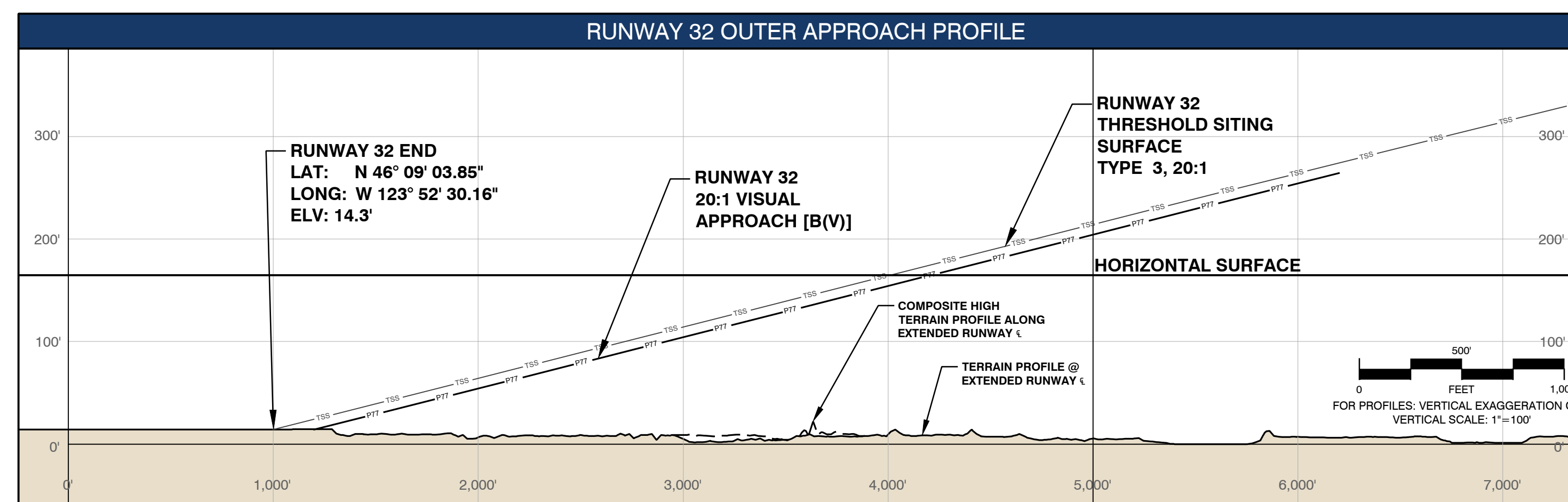
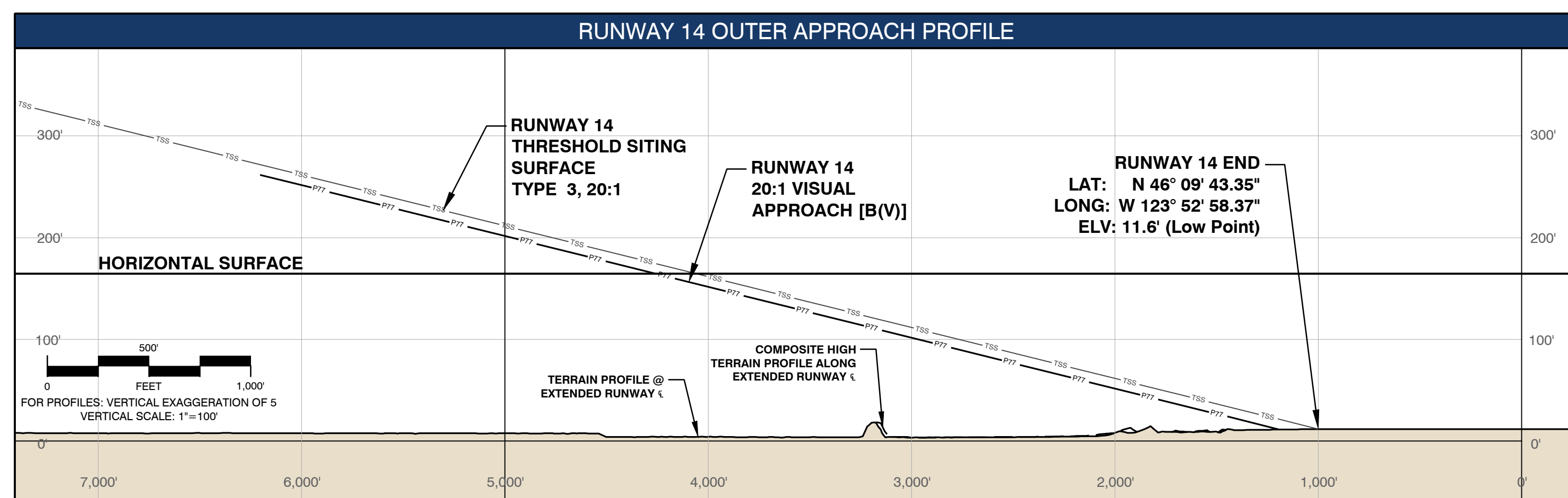
SHEET CONTENTS

RUNWAY 26 OUTER APPROACH PLAN

SHEET NO.

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LEGEND: PROFILE VIEW

- Part 77 Surface
- P77 Part 77 Surface (P77)
- TSS Threshold Siting Surface (TSS)
- GQS Glide Path Qualification Surface

REVISION BLOCK			
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REVISIONS	DATE	BY
1	2024	M&H

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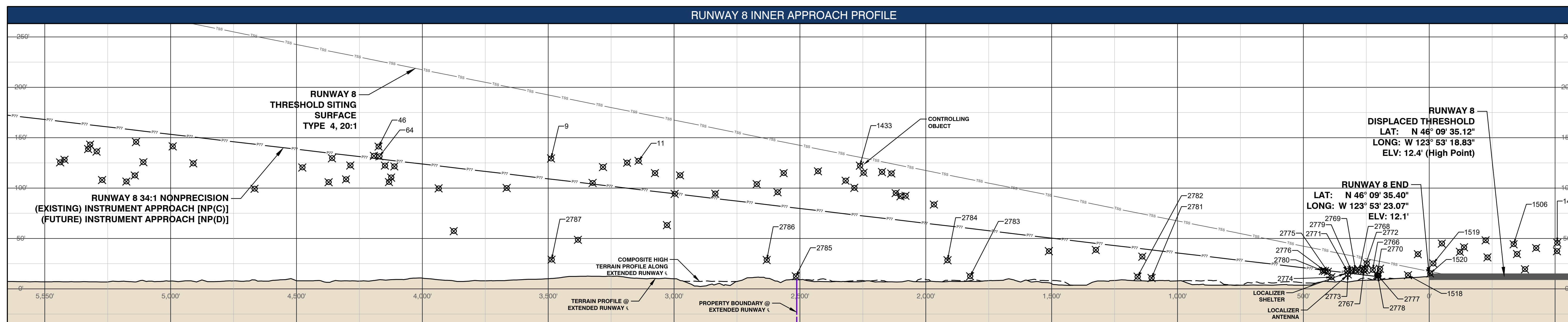
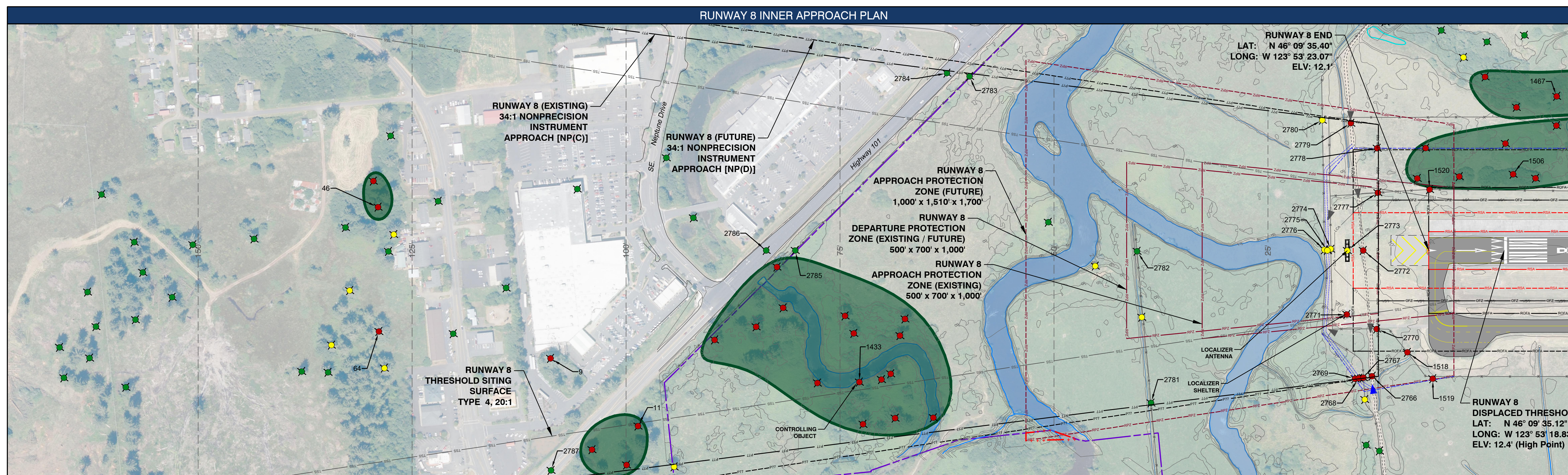
**PART 77
OUTER APPROACH
PROFILES**

SHEET NO.

REVISIONS	DATE	BY
1	7/31/24	M&H

M&H NO.: 3143900-202203.01
DATE: JULY 2024
DESIGNED BY: AA
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SHEET CONTENTS
**RUNWAY 8
INNER APPROACH**



LEGEND: PLAN VIEW

- Airport Property Boundary
- Future Avigation Easement
- Part 77 Approach Surface (P77)
- Future Part 77 Approach Surface
- Part 77 Approach Surface Contour
- Threshold Siting Surface (TSS)
- Localizer Area
- Object: > 10 Feet Clear of Part 77
- Object: < 10 Feet Clear of Part 77
- Runway Protection Zone (RPZ)
- Future RPZ
- Runway Safety Area (RSA)
- Future RSA
- Runway Object Free Area (ROFA)
- Future ROFA
- Obstacle Free Zone (OFZ)
- Terrain Profile
- ⊗ Object
- ⊗ Group of Trees / Vegetation (highest penetration in group noted)

LEGEND: PROFILE VIEW

- Airport Property Boundary
- Part 77 Surface (P77)
- Threshold Siting Surface (TSS)
- ⊗ Object

RUNWAY 8 AGIS OBJECTS

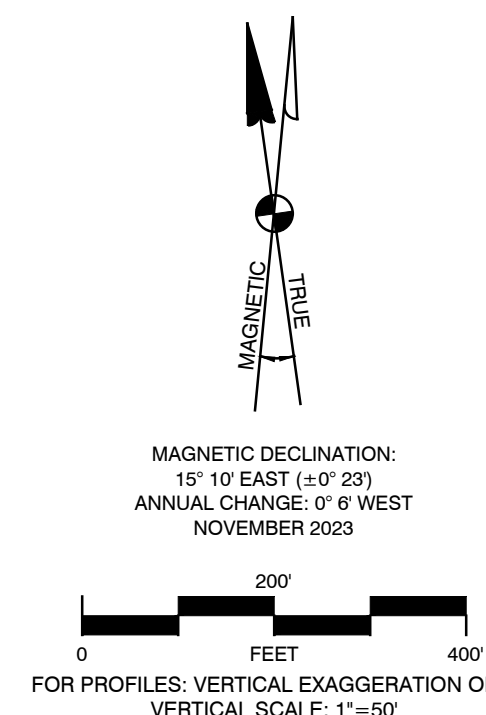
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
9	TREE	129.4'	APPROACH	108.8'	20.6'	191.8'	-62.4'	TRIM
11	TREE	127.0'	APPROACH	98.6'	28.4'	OBJECT NOT UNDER SURFACE		TRIM
46	TREE	141.2'	APPROACH	129.0'	12.2'	226.1'	-84.9'	TRIM
64	TREE	131.5'	APPROACH	128.9'	2.6'	226.0'	-94.5'	TRIM
1433	TREE	122.2'	APPROACH	72.6'	49.6'	130.6'	-8.4'	TRIM
1467	TREE	45.7'	TRANSITIONAL	28.0'	17.7'	OBJECT NOT UNDER SURFACE		TRIM
1506	TREE	44.3'	PRIMARY	12.1'	32.2'	OBJECT NOT UNDER SURFACE		TRIM
1518	FENCE	13.6'	PRIMARY	12.1'	1.5'	OBJECT NOT UNDER SURFACE		NO ACTION
1519	TREE	25.3'	TRANSITIONAL	13.5'	11.8'	OBJECT NOT UNDER SURFACE		TRIM
1520	FENCE	15.3'	PRIMARY	12.1'	3.2'	OBJECT NOT UNDER SURFACE		OBSTRUCTION LIGHT
2766	SERVICE ROAD*	18.8'	APPROACH	12.8'	6.0'	OBJECT NOT UNDER SURFACE		RELOCATE
2767	FENCE	18.4'	APPROACH	13.9'	4.5'	OBJECT NOT UNDER SURFACE		OBSTRUCTION LIGHT
2768	FUTURE SERVICE ROAD*	18.4'	APPROACH	14.4'	4.0'	OBJECT NOT UNDER SURFACE		NO ACTION
2769	FUTURE FENCE	18.4'	APPROACH	14.8'	3.6'	OBJECT NOT UNDER SURFACE		OBSTRUCTION LIGHT
2770	FENCE	13.7'	APPROACH	12.3'	1.4'	OBJECT NOT UNDER SURFACE		OBSTRUCTION LIGHT
2771	LOCALIZER SHELTER	17.7'	APPROACH	15.8'	1.9'	33.7'	-16.0'	FIXED-BY-FUNCTION
2772	SERVICE ROAD*	18.2'	APPROACH	13.9'	4.3'	30.5'	-12.3'	RELOCATE
2773	LOCALIZER ANTENNA	14.4'	APPROACH	15.7'	-1.3'	33.6'	-19.2'	NO ACTION
2774	FENCE	11.6'	APPROACH	17.7'	-6.1'	36.9'	-25.3'	NO ACTION
2775	FUTURE SERVICE ROAD*	17.0'	APPROACH	16.1'	-1.1'	37.6'	-20.6'	NO ACTION
2776	FENCE	17.8'	APPROACH	18.4'	-0.6'	38.1'	-20.3'	NO ACTION
2777	FENCE	12.8'	APPROACH	12.2'	0.6'	27.5'	-14.7'	OBSTRUCTION LIGHT
2778	FUTURE FENCE	12.8'	APPROACH	12.2'	0.6'	OBJECT NOT UNDER SURFACE		OBSTRUCTION LIGHT
2779	SERVICE ROAD*	18.3'	APPROACH	15.3'	3.0'	OBJECT NOT UNDER SURFACE		NO ACTION
2780	FENCE	17.9'	APPROACH	18.7'	-0.8'	OBJECT NOT UNDER SURFACE		NO ACTION
2781	FENCE	10.8'	APPROACH	38.7'	-27.9'	OBJECT NOT UNDER SURFACE		NO ACTION
2782	FENCE	12.1'	APPROACH	40.3'	-28.2'	75.4'	-63.3'	NO ACTION
2783	FENCE	12.5'	APPROACH	59.9'	-47.4'	OBJECT NOT UNDER SURFACE		NO ACTION
2784	HIGHWAY*	29.4'	APPROACH	62.5'	-34.1'	OBJECT NOT UNDER SURFACE		NO ACTION
2785	FENCE	12.5'	APPROACH	80.3'	-67.8'	143.2'	-130.6'	NO ACTION
2786	HIGHWAY*	28.6'	APPROACH	83.6'	-55.0'	149.1'	-120.5'	NO ACTION
2787	HIGHWAY*	29.0'	APPROACH	108.8'	-79.8'	OBJECT NOT UNDER SURFACE		NO ACTION

REVISION BLOCK

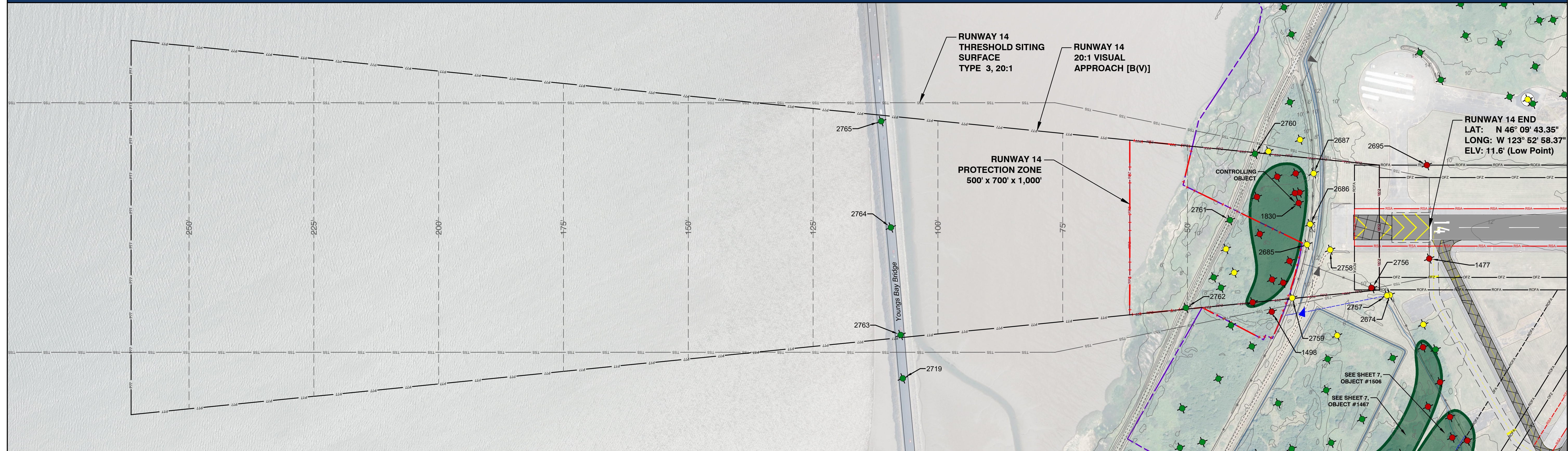
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NOTES:

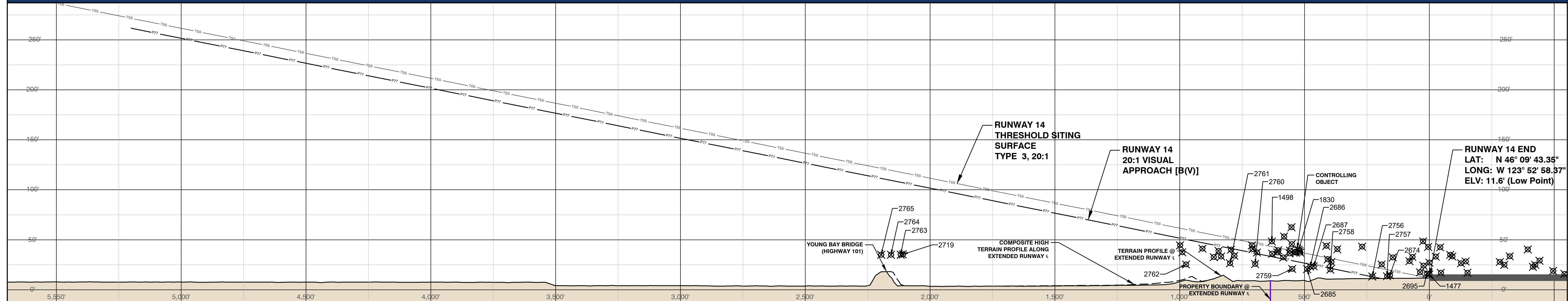
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RUNWAY 14 INNER APPROACH PLAN



RUNWAY 14 INNER APPROACH PROFILE



LEGEND: PLAN VIEW

- Airport Property Boundary
- + Future Avigation Easement
- Part 77 Approach Surface (P77)
- Part 77 Approach Surface Contour
- Threshold Siting Surface (TSS)
- Object: > 10 Feet Clear of Part 77
- Object: < 10 Feet Clear of Part 77
- Object: Penetrates Part 77 Surface
- Runway Protection Zone (RPZ)
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Obstacle Free Zone (OFZ)
- Terrain Contours
- X Object
- X Group of Trees / Vegetation (highest penetration in group noted)

LEGEND: PROFILE VIEW

- Airport Property Boundary
- Part 77 Surface (P77)
- Threshold Siting Surface (TSS)
- X Object

RUNWAY 14 AGIS OBJECTS

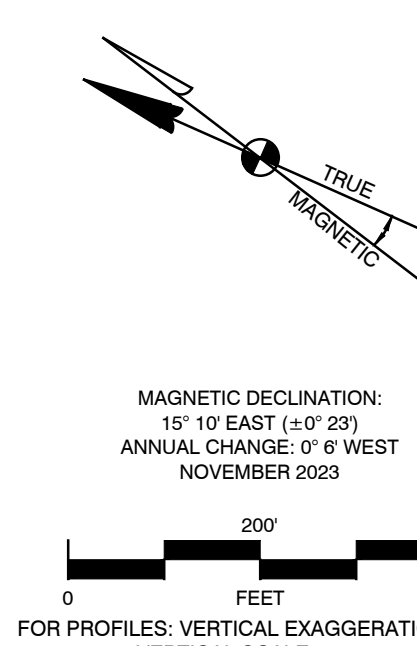
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	DISPOSITION
1477	REIL	15.2'	PRIMARY	11.6'	3.6'	10.6'	4.6'	FIXED-BY-FUNCTION
1496	TREE	48.3'	TRANSITIONAL	39.5'	8.8'	OBJECT NOT UNDER SURFACE		TRIM
1830	TREE	40.1'	APPROACH	27.6'	12.5'	37.7'	2.4'	
2674	FENCE	14.5'	TRANSITIONAL	14.5'	0.0'	OBJECT NOT UNDER SURFACE		NO ACTION
2685	FENCE	20.7'	APPROACH	26.1'	-5.4'	36.1'	-15.4'	NO ACTION
2686	FENCE	23.1'	APPROACH	25.4'	-2.3'	35.5'	-12.4'	OBSTRUCTION LIGHT
2687	FENCE	23.5'	APPROACH	24.8'	-1.3'	34.7'	-11.2'	NO ACTION
2695	REIL	16.2'	PRIMARY	11.6'	4.6'	OBJECT NOT UNDER SURFACE		FIXED-BY-FUNCTION
2719	HIGHWAY*	35.3'	TRANSITIONAL	130.5'	-95.2'	OBJECT NOT UNDER SURFACE		NO ACTION
2756	FENCE	13.2'	APPROACH	13.0'	0.2'	23.0'	-9.8'	RELOCATE
2757	FUTURE FENCE	13.4'	TRANSITIONAL	14.9'	-1.5'	OBJECT NOT UNDER SURFACE		NO ACTION
2758	SERVICE ROAD*	20.2'	APPROACH	21.4'	-1.2'	31.4'	-11.2'	NO ACTION
2759	FENCE	20.8'	APPROACH	29.1'	-8.3'	39.0'	-18.2'	NO ACTION
2760	SERVICE ROAD*	25.7'	APPROACH	36.5'	-10.8'	46.5'	-20.8'	NO ACTION
2761	SERVICE ROAD*	26.4'	APPROACH	41.5'	-15.1'	51.5'	-25.1'	NO ACTION
2762	SERVICE ROAD*	25.3'	APPROACH	50.3'	-25.0'	60.3'	-35.0'	NO ACTION
2763	HIGHWAY*	35.0'	APPROACH	107.5'	-72.5'	117.5'	-82.5'	NO ACTION
2764	HIGHWAY*	35.0'	APPROACH	109.4'	-74.4'	119.6'	-84.6'	NO ACTION
2765	HIGHWAY*	35.0'	APPROACH	111.4'	-76.4'	121.3'	-86.3'	NO ACTION

REVISION BLOCK

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**RUNWAY 14
 INNER APPROACH**

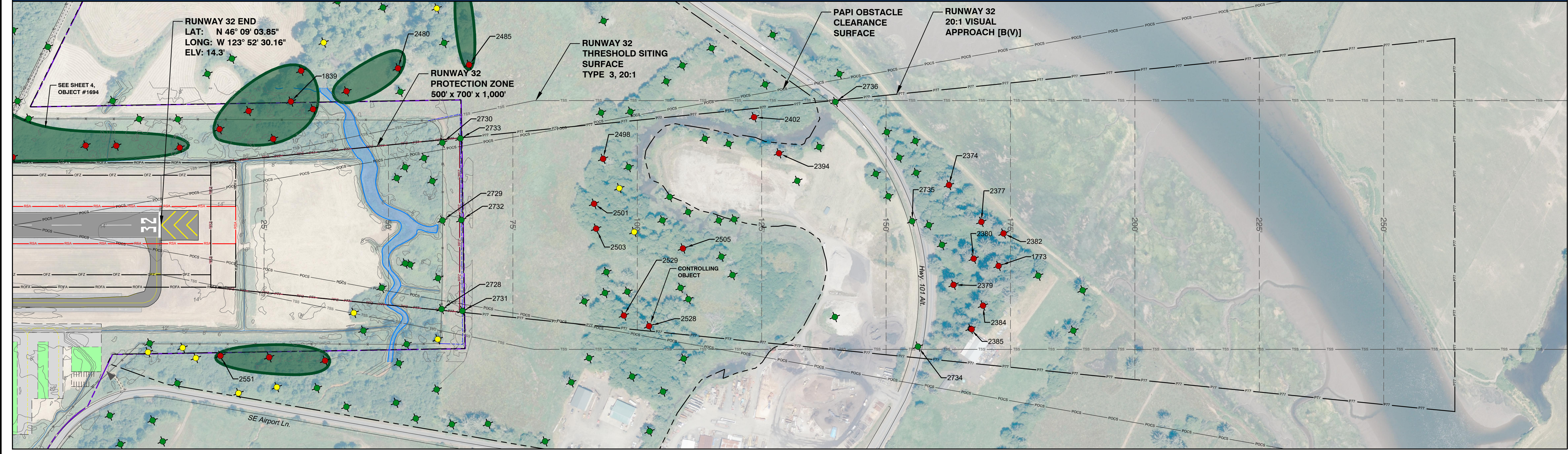
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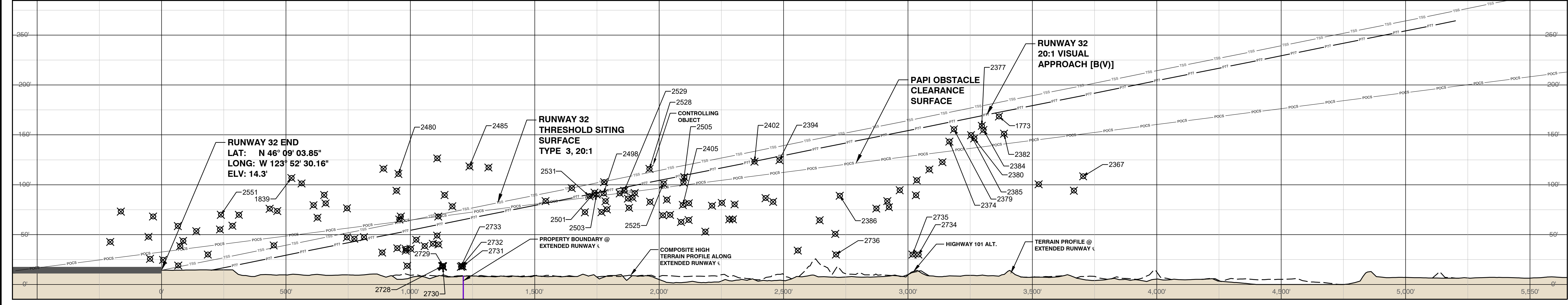
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RUNWAY 32 INNER APPROACH PLAN



RUNWAY 32 INNER APPROACH PROFILE



LEGEND: PLAN VIEW

- Airport Property Boundary
- - - - - Aviation Easement
- - - - - Part 77 Approach Surface (P77)
- - - - - Part 77 Approach Surface Contour
- - - - - Threshold Siting Surface (TSS)
- Object: > 10 Feet Clear of Part 77
- Object: < 10 Feet Clear of Part 77
- Object: Penetrates Part 77 Surface
- Runway Protection Zone (RPZ)
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Obstacle Free Zone (OFZ)
- PAPI Obstacle Clearance Surface (POCS)
- Terrain Contours
- ⊗ Object
- ⊗ Group of Trees / Vegetation (highest penetration in group noted)

LEGEND: PROFILE VIEW

- Airport Property Boundary
- - - - - Part 77 Surface (P77)
- - - - - Threshold Siting Surface (TSS)
- PAPI Obstacle Clearance Surface (POCS)
- ⊗ Object

RUNWAY 14 AGIS OBJECTS

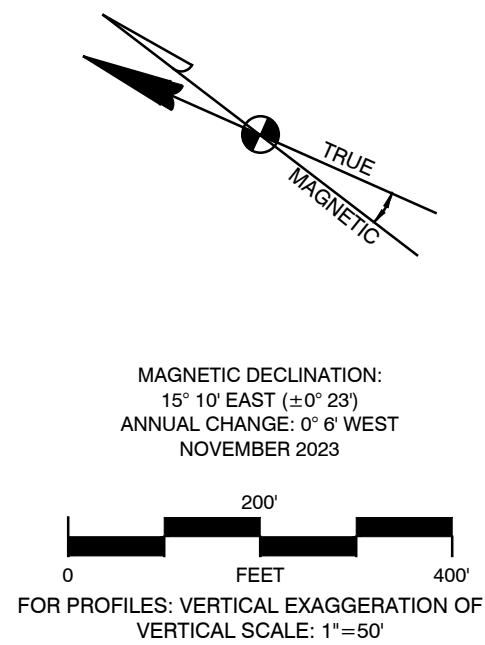
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	POCS SURFACE ELEVATION	POCS PENETRATION	DISPOSITION
1773	TREE	168.4'	APPROACH	172.6'	-4.2'	182.6'	-14.2'	140.2'	28.2'	TRIM
1839	TREE	106.8'	TRANSITIONAL	61.0'	45.8'	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	TRIM
2374	TREE	143.3'	APPROACH	182.8'	-39.5'	172.2'	-29.3'	133.3'	9.5'	TRIM
2377	TREE	159.0'	APPROACH	168.2'	-9.2'	179.2'	-20.2'	137.9'	21.1'	TRIM
2379	TREE	155.5'	APPROACH	163.5'	-8.0'	173.5'	-18.0'	134.6'	20.9'	TRIM
2380	TREE	146.4'	APPROACH	167.6'	-21.2'	177.6'	-31.2'	137.0'	9.4'	TRIM
2382	TREE	151.1'	APPROACH	173.6'	-22.5'	183.7'	-32.6'	140.7'	10.4'	TRIM
2384	TREE	154.8'	APPROACH	169.5'	-14.7'	179.5'	-24.7'	154.5'	0.3'	TRIM
2385	TREE	149.7'	APPROACH	167.0'	-17.3'	177.1'	-27.4'	137.3'	12.4'	TRIM
2394	TREE	124.6'	APPROACH	128.5'	-3.9'	138.5'	-13.9'	112.3'	12.3'	TRIM
2402	TREE	123.1'	APPROACH	123.5'	-0.4'	133.5'	-10.4'	109.7'	13.4'	TRIM
2480	TREE	110.8'	TRANSITIONAL	94.9'	15.9'	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	TRIM
2485	TREE	118.3'	TRANSITIONAL	106.9'	11.4'	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	TRIM
2498	TREE	91.2'	APPROACH	93.1'	-1.9'	103.1'	-11.9'	89.8'	1.4'	TRIM
2501	TREE	92.0'	APPROACH	91.4'	0.6'	101.4'	-9.4'	88.2'	3.8'	TRIM
2503	TREE	90.2'	APPROACH	91.7'	-1.5'	101.8'	-11.6'	88.5'	1.7'	TRIM
2505	TREE	102.3'	APPROACH	109.2'	-6.9'	119.2'	-16.9'	99.6'	2.7'	TRIM
2528	TREE	115.9'	APPROACH	102.4'	13.5'	115.3'	0.6'	96.3'	19.6'	TRIM
2529	TREE	93.9'	APPROACH	97.3'	-3.4'	107.3'	-13.4'	92.9'	1.0'	TRIM
2551	TREE	69.9'	TRANSITIONAL	55.1'	14.8'	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	TRIM
2728	FENCE	18.2'	APPROACH	60.7'	-42.5'	70.7'	-52.5'	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	NO ACTION
2729	FENCE	18.4'	APPROACH	60.9'	-42.5'	70.9'	-52.5'	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	NO ACTION
2730	FENCE	17.6'	APPROACH	60.9'	-43.3'	70.9'	-53.3'	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	NO ACTION
2731	FUTURE FENCE	18.2'	APPROACH	64.9'	-46.7'	74.9'	-56.7'	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	NO ACTION
2732	FUTURE FENCE	18.4'	APPROACH	64.7'	-46.3'	74.7'	-56.3'	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	NO ACTION
2733	FUTURE FENCE	17.6'	APPROACH	64.5'	-46.9'	74.5'	-56.9'	OBJECT NOT UNDER SURFACE	OBJECT NOT UNDER SURFACE	NO ACTION
2734	HIGHWAY*	30.0'	APPROACH	156.5'	-126.5'	166.5'	-136.5'	130.9'	-100.9'	NO ACTION
2735	HIGHWAY*	30.0'	APPROACH	155.3'	-125.3'	165.3'	-135.3'	129.0'	-99.0'	NO ACTION
2736	HIGHWAY*	30.0'	APPROACH	139.9'	-109.9'	149.9'	-119.9'	120.4'	-90.4'	NO ACTION

REVISION BLOCK

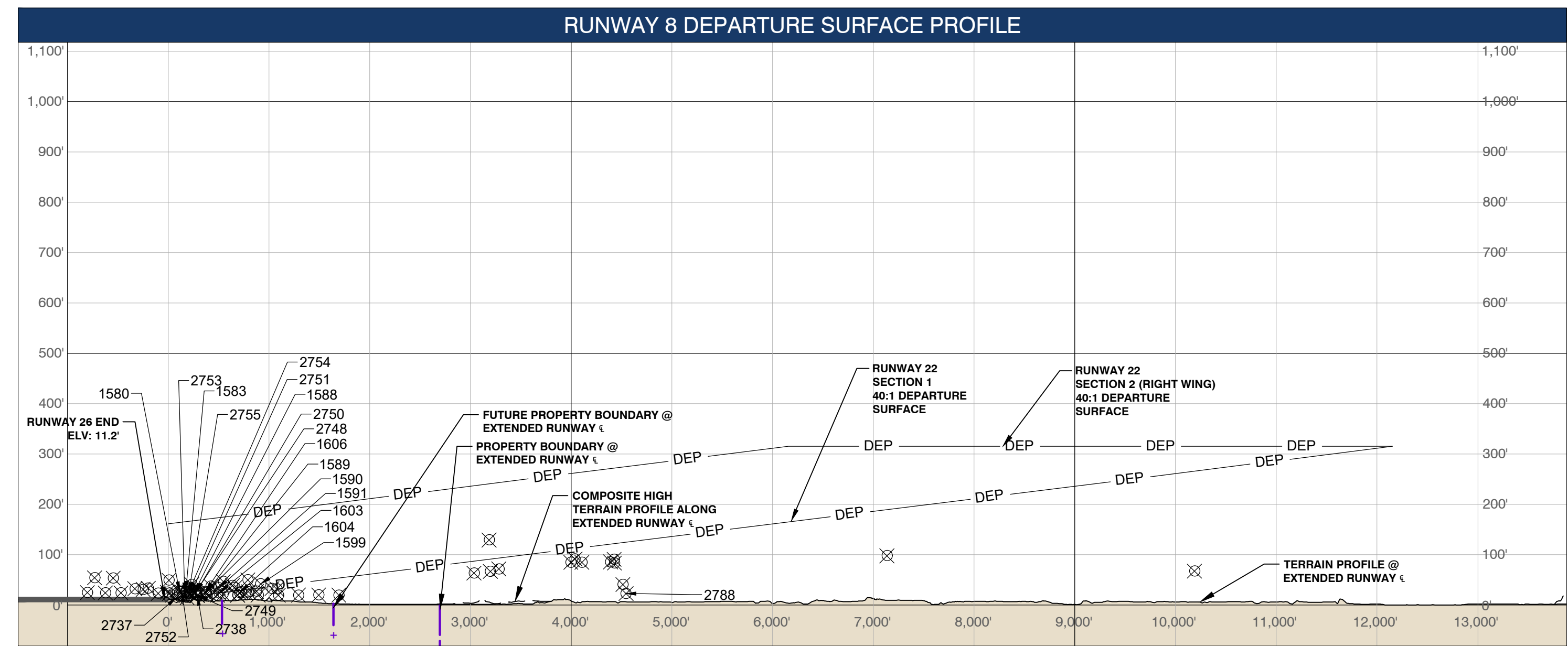
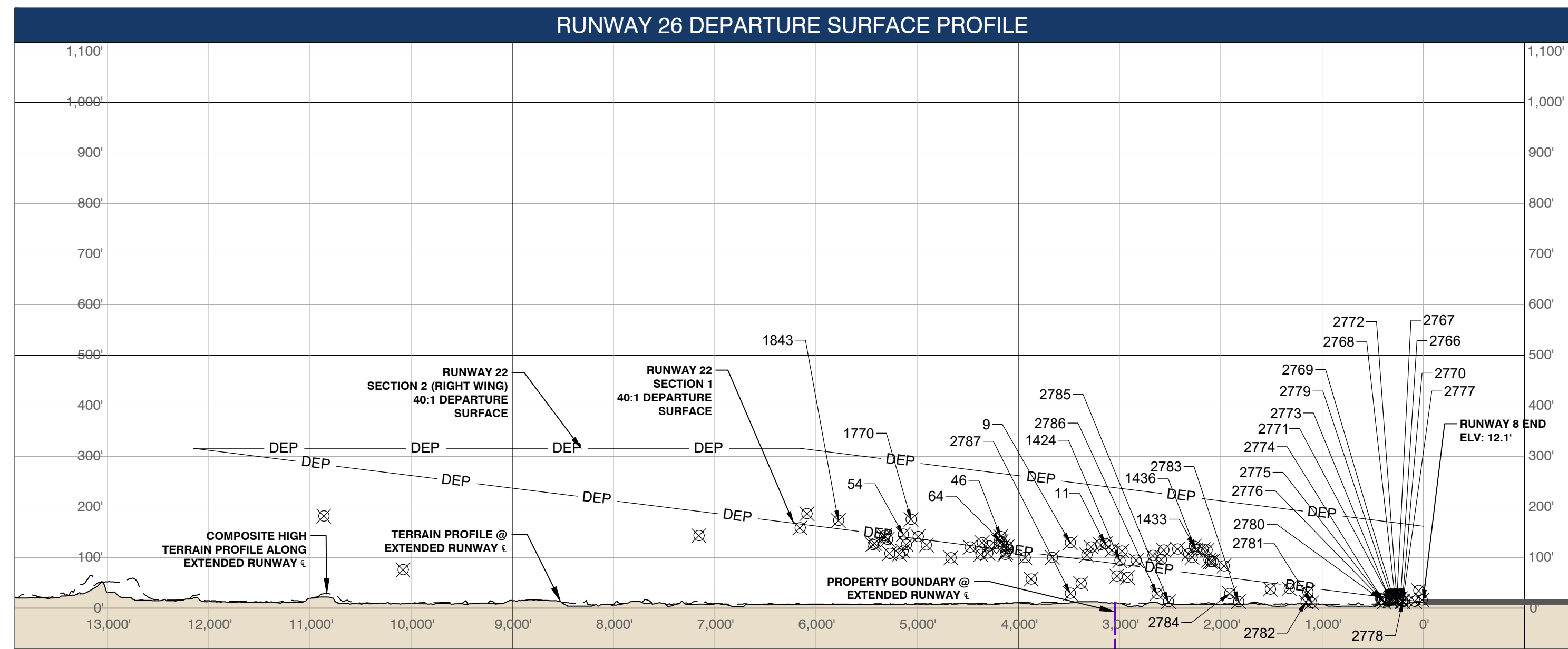
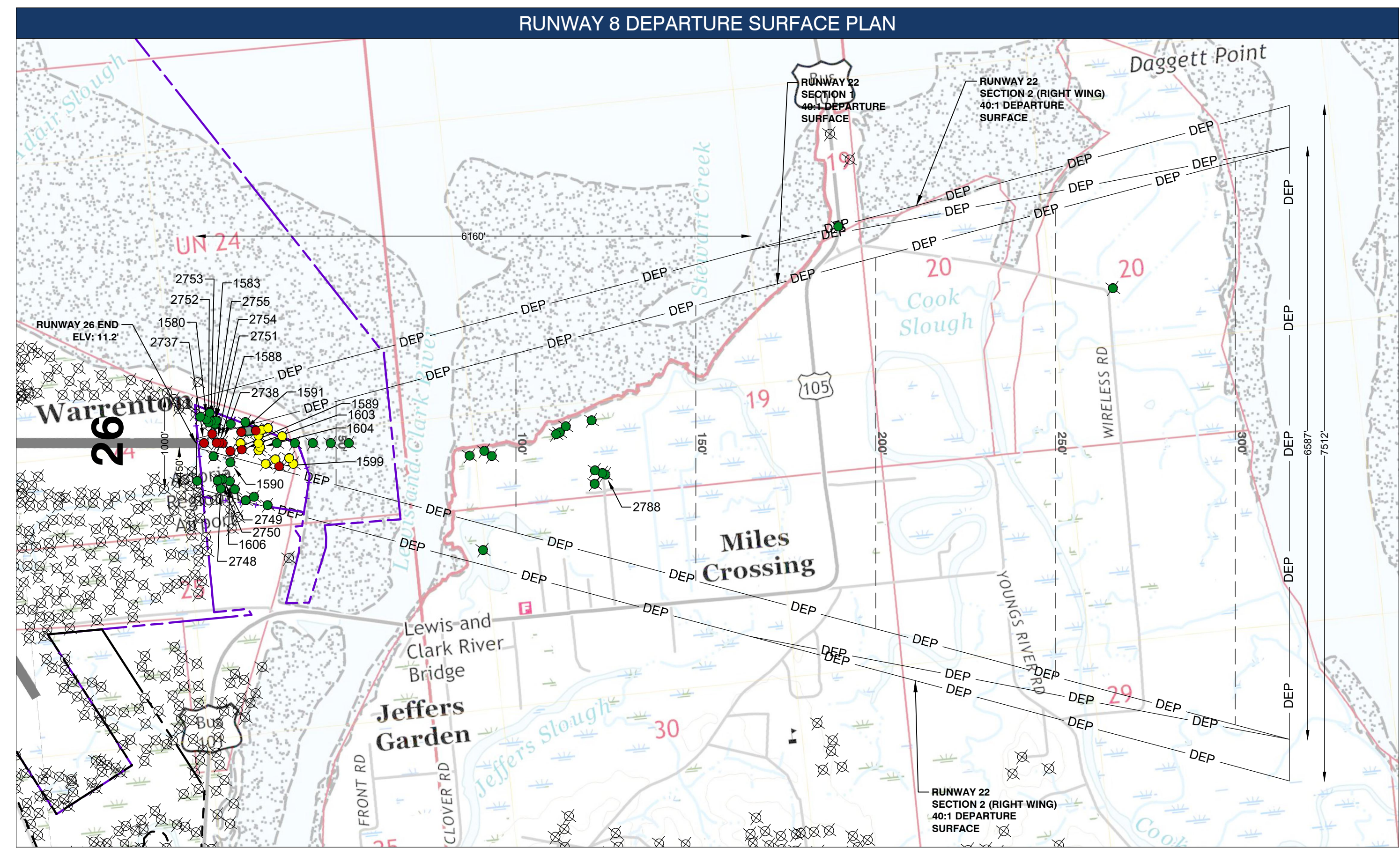
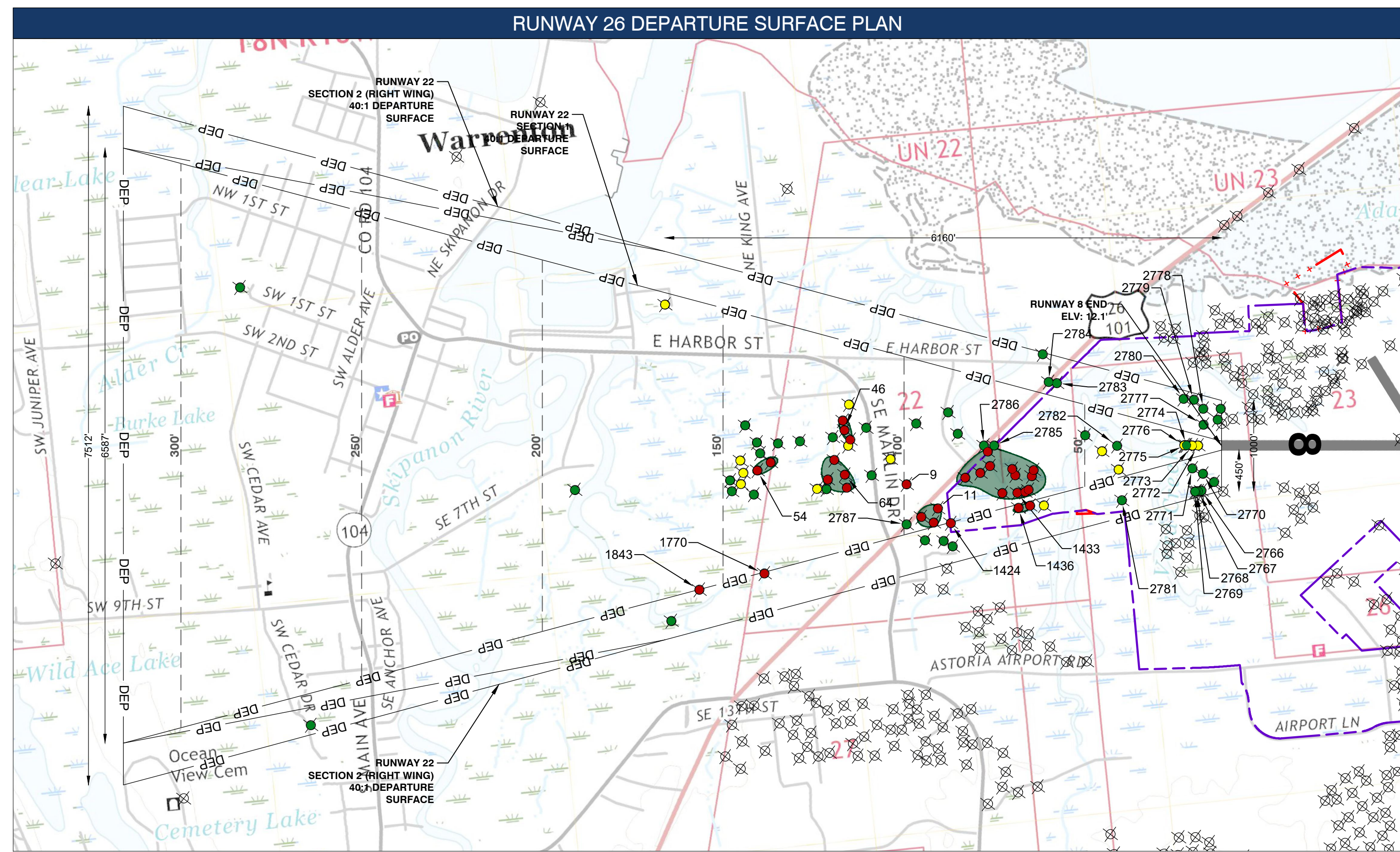
#	DESCRIPTION	BY	DATE
1	2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	M&H	7/31/24

NOTES:

- ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.
- All coordinates NAD83 and all elevations NAVD88. Source: AGIS Survey AST-264863 (July 19, 2022, GeoTerra, NGS Approved November 22, 2023). All elevations in feet above mean sea level (MSL).
- Basemap source: AGIS Orthophoto (GeoTerra, 2022).
- For Part 77 Plan, see Sheet 4.
- For Runway 26 Outer Approach Plan, see Sheet 5.
- For Outer Approach Profiles, see Sheet 6.
- For departure surface plans and profiles, see Sheets 11 - 12.
- Object note: The highest penetrating object is called out for each group of objects and Part 77 surface. Objects that are called out represent the controlling object for each group.
- Object note: Point numbers 1 - 2727 are AGIS objects. Point numbers 2728 - 2788 are supplemental objects. Supplemental objects are additional points per SOP 2.0 that must be called out on the airspace (service roads, roads, highways, railroads, fences, etc).
- Object note: All future object elevations are estimates. Future fences and future service roads are shown to be realigned to remain out of LCA, future RSAs/ROFAs/OFZs, and RPZs where possible.
- * Per Part 77, 10 feet vertical clearance added to service road elevations, 15 feet vertical clearance added to road elevations, and 23 feet added to railroads.



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LEGEND: PLAN VIEW

- Runway
- Airport Property Boundary
- Future Airport Property Boundary
- Aviation Easement
- Future Aviation Easement
- DEP Departure Surface
- 100' Departure Surface Contour
- Object: > 10 Feet Clear of Departure Surface
- Object: < 10 Feet Clear of Departure Surface
- Object: Penetrates Departure Surface
- Terrain Contours
- Object
- Group of Trees / Vegetation (highest penetration in group noted)

LEGEND: PROFILE VIEW

- Airport Property Boundary
- Future Airport Property Boundary
- DEP Departure Surface
- Object

REVISION BLOCK			
#	DESCRIPTION	BY	DATE
1	2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	M&H	7/31/24

RUNWAY 26 AGIS OBJECTS

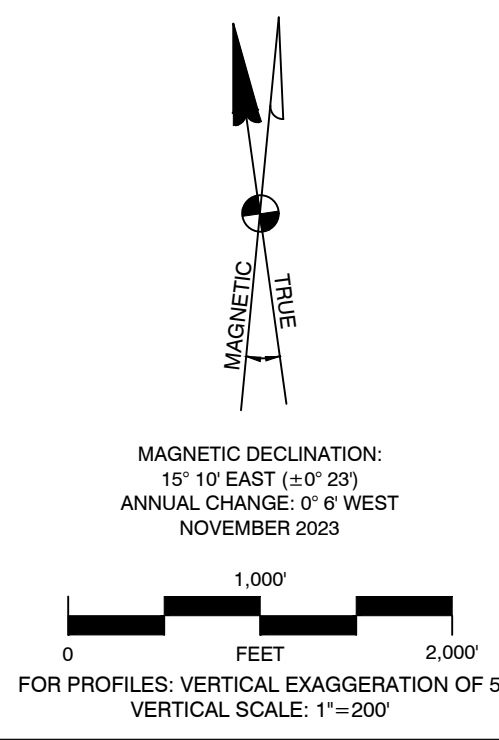
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE PENETRATION	DISPOSITION
9	TREE	129.4'	99.4'	30.0'	TRIM
11	TREE	127.0'	98.8'	28.2'	TRIM
46	TREE	116.5'	116.5'	24.7'	TRIM
54	TREE	145.7'	140.6'	5.1'	TRIM
64	TREE	131.5'	116.5'	15.0'	TRIM
1424	TREE	94.2'	90.2'	4.0'	TRIM
1433	TREE	122.2'	68.7'	53.5'	TRIM
1436	TREE	115.2'	81.6'	33.6'	TRIM
1770	TREE	175.5'	144.1'	31.4'	TRIM
1843	TREE	173.1'	158.3'	14.8'	TRIM
2769	SERVICE ROAD*	18.8'	147.5'	-128.7'	NO ACTION
2767	FENCE	18.4'	147.1'	-128.7'	NO ACTION
2768	FUTURE SERVICE ROAD*	18.8'	146.7'	-127.9'	NO ACTION
2769	FUTURE FENCE	18.4'	146.5'	-128.1'	NO ACTION
2770	FENCE	13.7'	86.1'	-72.4'	NO ACTION
2771	LOCALIZER SHELTER	17.7'	59.2'	-41.5'	NO ACTION
2772	SERVICE ROAD*	18.2'	18.6'	-0.4'	NO ACTION
2773	LOCALIZER	14.4'	20.2'	-5.8'	NO ACTION
2774	FENCE	11.6'	21.8'	-10.2'	NO ACTION
2775	FUTURE SERVICE ROAD*	17.0'	22.5'	-5.2'	NO ACTION
2776	FENCE	17.8'	22.5'	-4.7'	NO ACTION
2777	FENCE	12.8'	58.8'	-46.0'	NO ACTION
2778	FUTURE FENCE	12.8'	117.6'	-104.8'	NO ACTION
2779	SERVICE ROAD*	18.3'	144.0'	-125.7'	NO ACTION
2780	FENCE	17.9'	140.7'	-122.8'	NO ACTION
2781	FENCE	10.8'	126.3'	-115.5'	NO ACTION
2782	FENCE	12.1'	41.1'	-29.0'	NO ACTION
2783	FENCE	12.5'	108.5'	-96.0'	NO ACTION
2784	HIGHWAY*	28.4'	107.0'	-78.6'	NO ACTION
2785	FENCE	12.5'	75.1'	-62.6'	NO ACTION
2786	HIGHWAY*	28.6'	78.0'	-49.4'	NO ACTION
2787	HIGHWAY*	29.0'	99.3'	-70.3'	NO ACTION

RUNWAY 8 AGIS OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE PENETRATION	DISPOSITION
1580	FENCE	26.4'	73.2'	-46.8'	NO ACTION
1583	FENCE	27.4'	17.8'	9.6'	OBSTRUCTION LIGHT
1588	SERVICE ROAD*	24.6'	17.6'	6.7'	NO ACTION
1589	SERVICE ROAD*	24.6'	20.6'	4.0'	NO ACTION
1590	SERVICE ROAD*	25.6'	41.9'	-16.3'	NO ACTION
1591	TREE	33.8'	23.7'	10.1'	TRIM
1599	TREE	41.8'	34.2'	7.6'	TRIM
1603	FENCE	24.5'	23.8'	0.7'	OBSTRUCTION LIGHT
1604	FENCE	24.5'	28.9'	-4.4'	NO ACTION
1606	SERVICE ROAD*	26.8'	112.8'	-86.0'	NO ACTION
2737	MALSRLIGHT	15.2'	13.3'	1.9'	FIXED-BY-FUNCTION
2738	MALSRLIGHT	19.3'	18.4'	0.9'	FIXED-BY-FUNCTION
2748	SERVICE ROAD*	25.7'	146.1'	-120.4'	NO ACTION
2749	MALSRL SHELTER	18.8'	110.0'	-91.2'	FIXED-BY-FUNCTION
2750	FENCE	23.2'	112.1'	-88.9'	NO ACTION
2751	FENCE	22.4'	16.8'	5.6'	OBSTRUCTION LIGHT
2752	FENCE	26.2'	62.3'	-36.1'	NO ACTION
2753	SERVICE ROAD*	24.3'	65.0'	-40.7'	NO ACTION
2754	FUTURE FENCE	26.2'	50.0'	-23.8'	NO ACTION
2755	FUTURE SERVICE ROAD*	24.3'	53.0'	-28.7'	NO ACTION
2788	ROAD*	23.0'	124.9'	-101.9'	NO ACTION

NOTES:

- ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.
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- Basemap source: AGIS Orthophoto (GeoTerra, 2022).
- For Part 77 Plan, see Sheet 4.
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- For Outer Approach Profiles, see Sheet 6.
- For Inner Approach plans and profiles, see Sheets 7 - 10.
- Object note: The highest penetrating object is called out for each group of objects and Part 77 surface. Objects that are called out represent the controlling object for each group.
- Object note: To reduce the number of callouts on Sheet 4, object penetrations that are close to runway ends are shown on Inner Approach plans and profiles, see Sheets 7 - 10.
- Object note: All future object elevations are estimates. Future fences and future service roads are shown to be realigned to remain out of LCA, future RSAs/ROFs/OFZs, and RPZs where possible.
- Per Part 77, 10 feet vertical clearance added to service road elevations, 15 feet vertical clearance added to road elevations, and 23 feet added to railroads.



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ASTORIA REGIONAL AIRPORT AIRPORT LAYOUT PLAN

Port of Astoria
422 Gateway Avenue, Suite 100
Astoria, Oregon, 97103

NO.	DESCRIPTION	DATE
1	2023 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	2024

MSH NO.: 3143900-202203.01
DATE: JULY 2024
DRAWN BY: AA
DESIGNED BY: TE/ DL
CHECKED BY: CS
DO NOT SCALE DRAWINGS

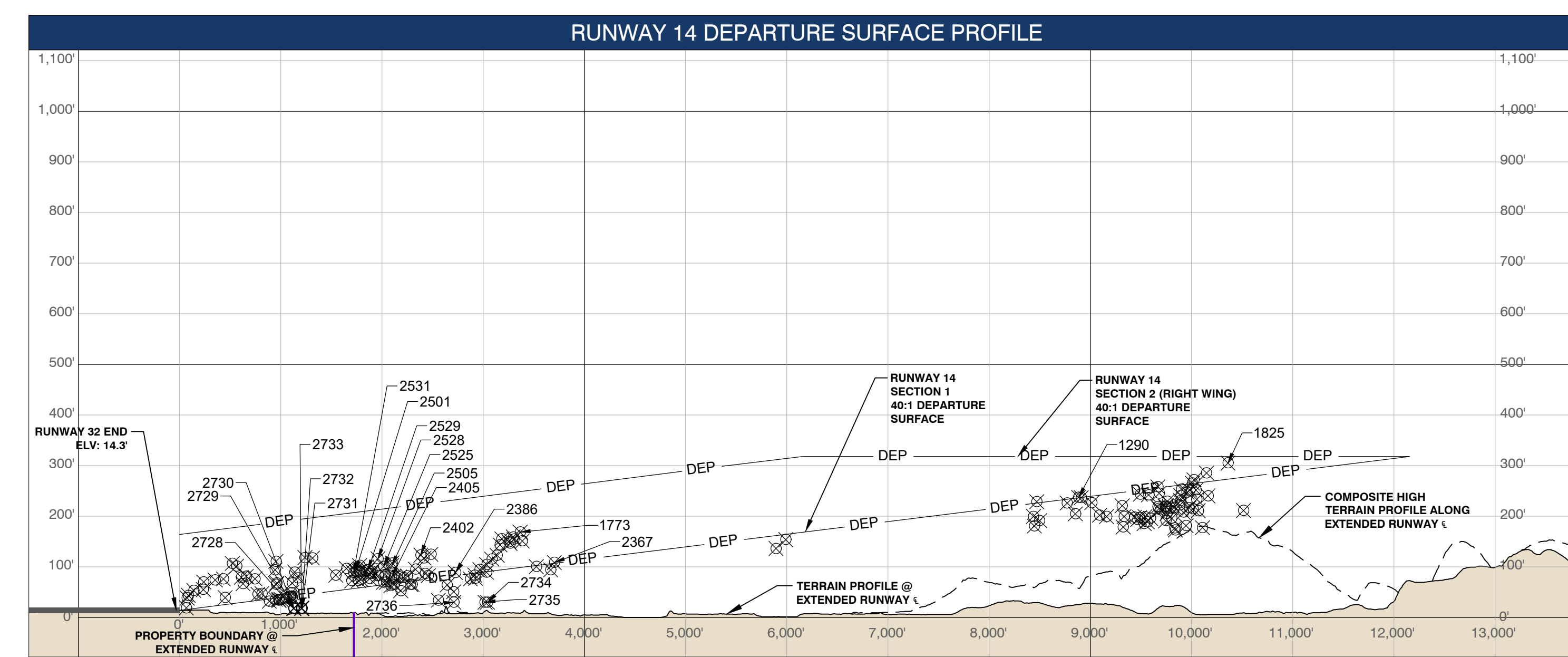
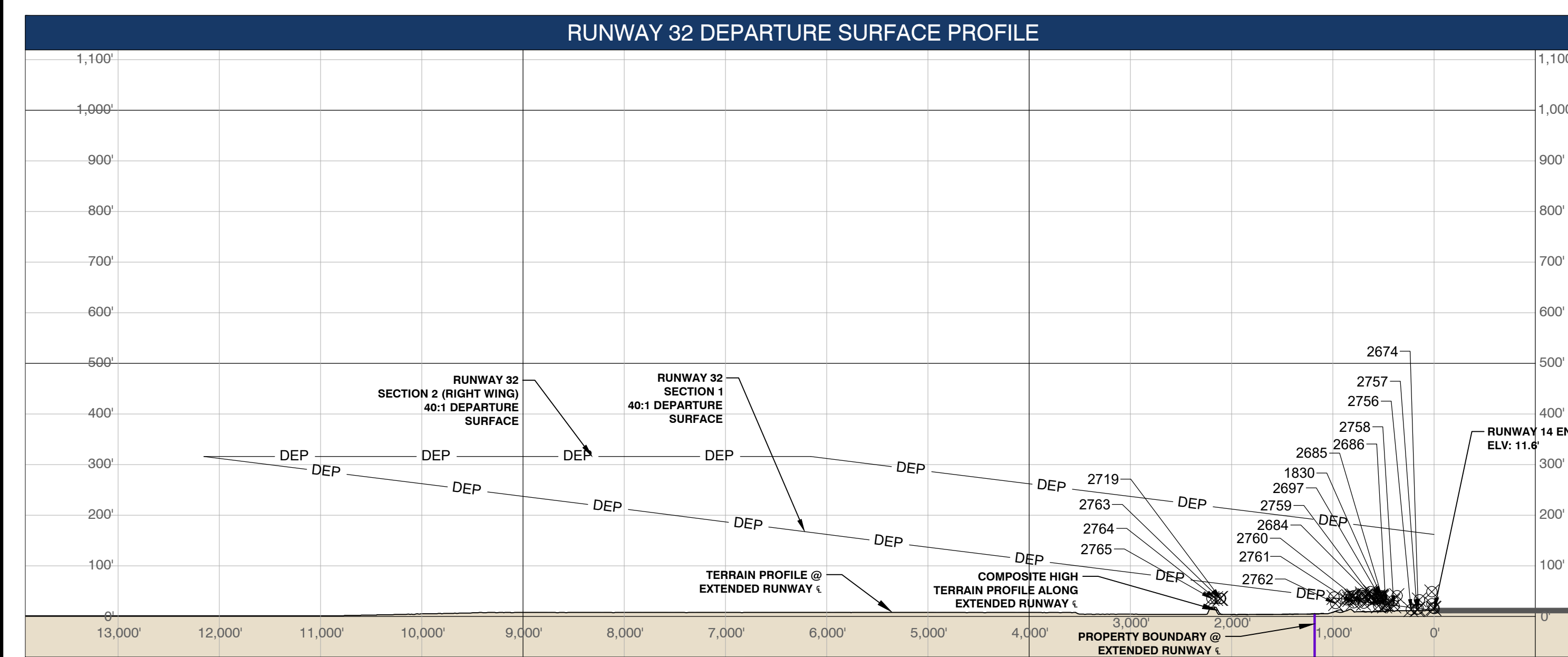
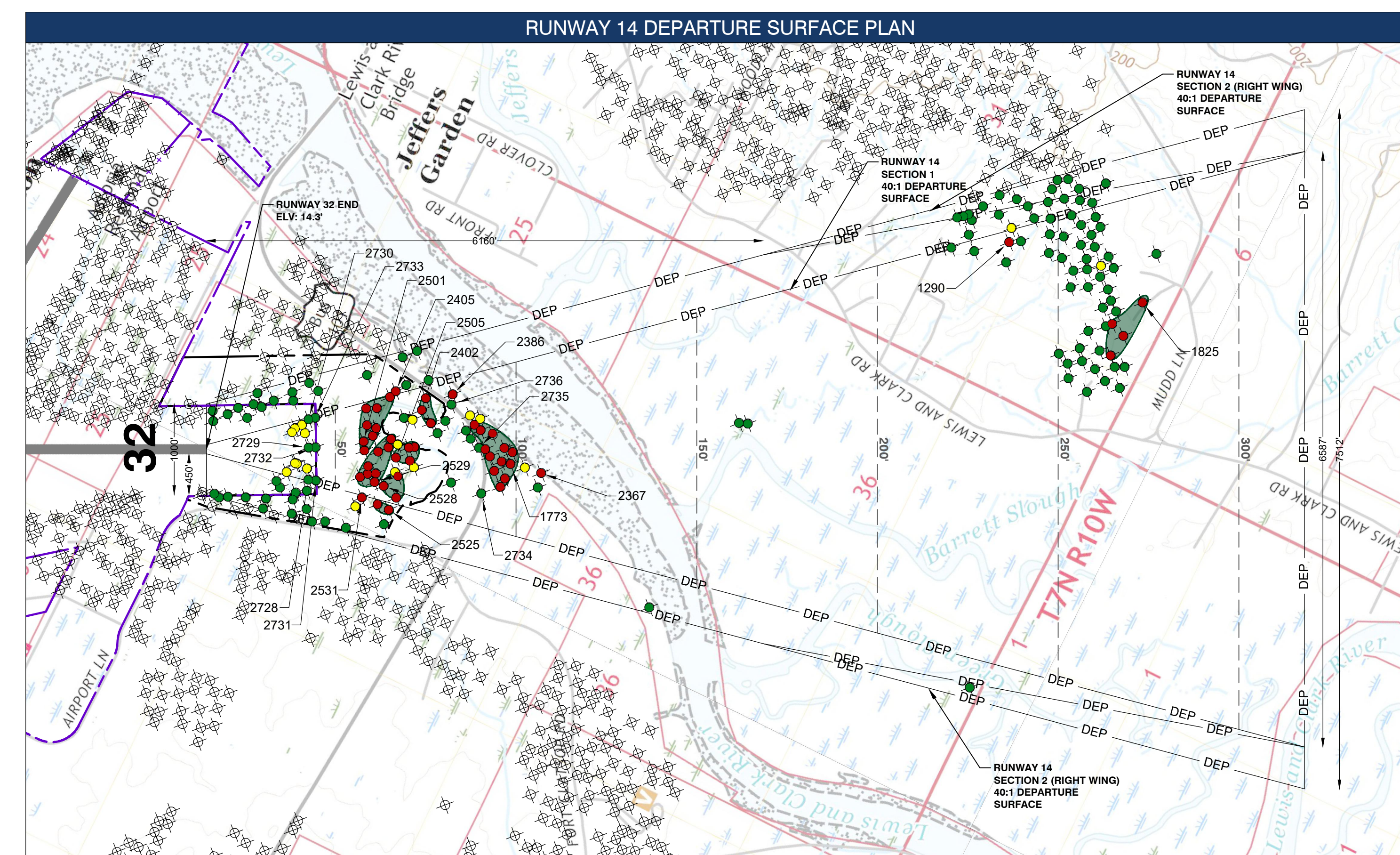
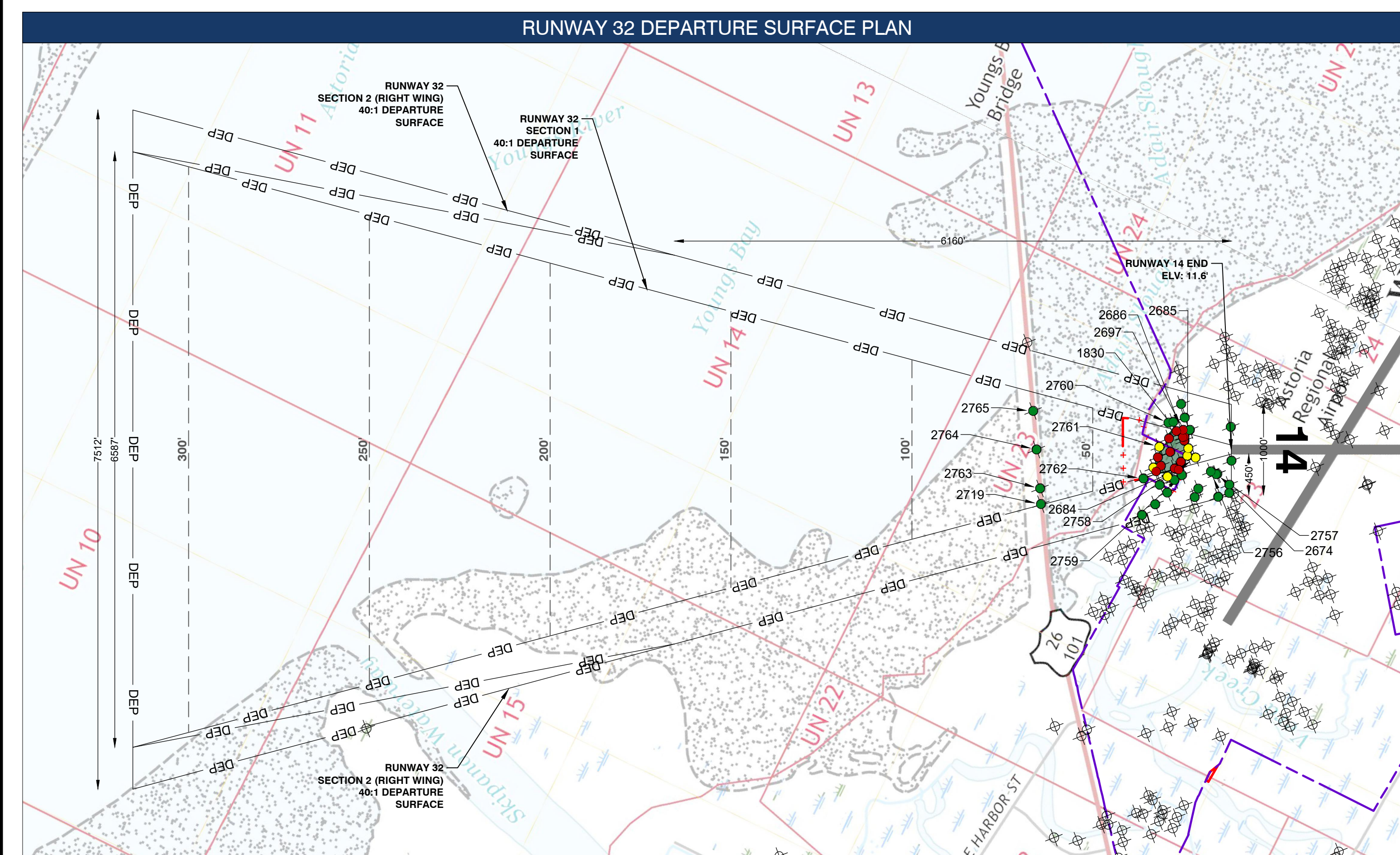
RUNWAY 8/26 DEPARTURE SURFACES

DATE	
BY	Mead & Hunt, 2024

REVISIONS	
DESCRIPTION	2023 Update Master Plan, AGIS Survey, SOP 2.00 ALP Update

MSH NO.:	3143900-202203.01
DATE:	JULY 2024
DESIGNED BY:	AA
DRAWN BY:	TE/ DL
CHECKED BY:	CS

SHEET CONTENTS	
	RUNWAY 14/32 DEPARTURE SURFACES



LEGEND: PLAN VIEW

- Runway
- Airport Property Boundary
- Future Airport Property Boundary
- Aviation Easement
- Future Aviation Easement
- DEP Departure Surface
- Departure Surface Contour
- Object: > 10 Feet Clear of Departure Surface
- Object: < 10 Feet Clear of Departure Surface
- Object: Penetrates Departure Surface
- Terrain Contours
- Object
- Group of Trees / Vegetation (highest penetration in group noted)

LEGEND: PROFILE VIEW

- Airport Property Boundary
- DEP Departure Surface
- Object

REVISION BLOCK			
#	DESCRIPTION	BY	DATE
1	2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	M&H	7/31/24

RUNWAY 32 AGIS OBJECTS

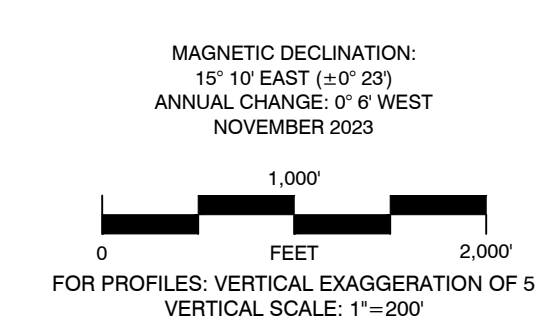
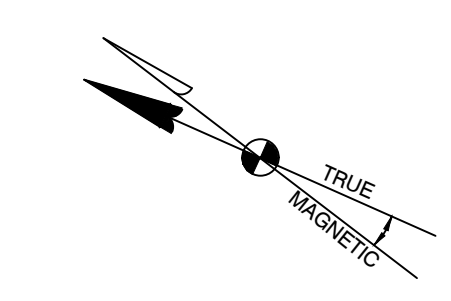
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE PENETRATION	DISPOSITION
1830	TREE	40.1'	24.7'	15.4'	TRIM
2674	FENCE	14.5'	75.0'	-60.5'	NO ACTION
2684	TREE	32.2'	31.4'	0.8'	TRIM
2685	FENCE	20.7'	23.8'	-3.1'	NO ACTION
2686	FENCE	23.1'	23.5'	-0.4'	NO ACTION
2697	TREE	37.0'	32.7'	4.3'	TRIM
2719	HIGHWAY**	35.3'	64.4'	-29.1'	NO ACTION
2756	FENCE	13.2'	61.3'	-48.1'	NO ACTION
2757	FUTURE FENCE	13.4'	75.0'	-61.6'	NO ACTION
2758	SERVICE ROAD*	20.2'	21.5'	-1.3'	NO ACTION
2759	FENCE	20.8'	53.9'	-33.1'	NO ACTION
2760	SERVICE ROAD*	25.7'	48.4'	-22.7'	NO ACTION
2761	SERVICE ROAD*	26.4'	31.6'	-5.2'	NO ACTION
2762	SERVICE ROAD*	25.3'	39.8'	-14.5'	NO ACTION
2763	HIGHWAY**	35.0'	64.6'	-29.6'	NO ACTION
2764	HIGHWAY**	35.0'	65.5'	-30.5'	NO ACTION
2765	HIGHWAY**	35.0'	66.5'	-31.5'	NO ACTION

RUNWAY 14 AGIS OBJECTS

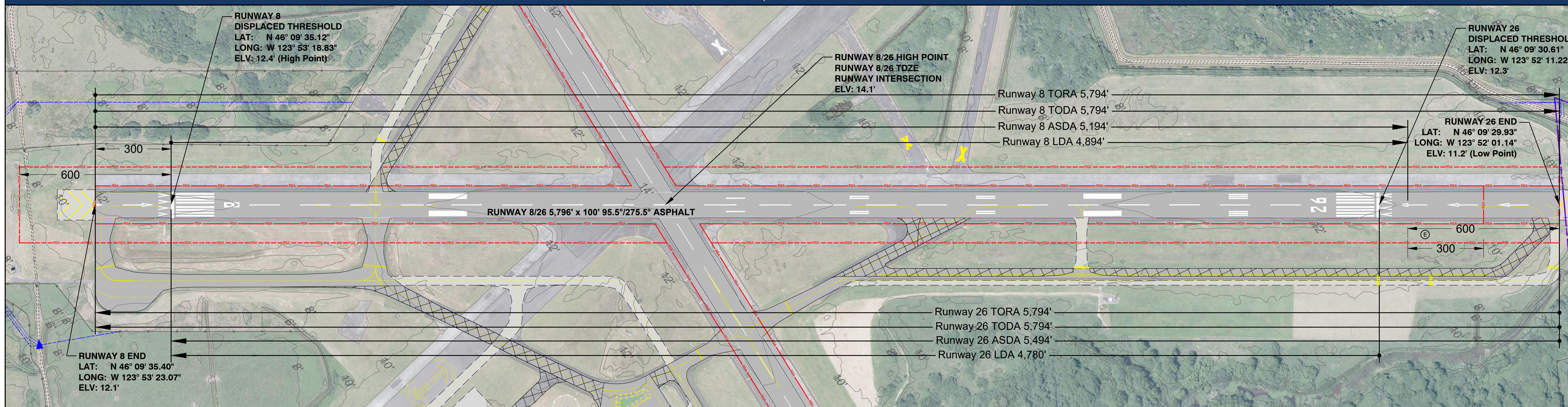
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE PENETRATION	DISPOSITION
1290	TREE	237.2'	236.5'	0.7'	TRIM
1773	TREE	168.4'	36.5'	69.9'	TRIM
1825	TREE	305.0'	273.5'	31.5'	TRIM
2367	TREE	108.4'	107.0'	1.4'	TRIM
2386	TREE	88.9'	82.5'	6.4'	TRIM
2402	TREE	123.1'	73.9'	49.2'	TRIM
2405	TREE	79.7'	77.2'	2.5'	TRIM
2501	TREE	92.0'	57.8'	34.2'	TRIM
2505	TREE	102.3'	66.8'	35.5'	TRIM
2525	TREE	101.0'	91.4'	9.6'	TRIM
2528	TREE	115.9'	83.4'	32.5'	TRIM
2529	TREE	93.9'	60.8'	33.1'	TRIM
2531	TREE	88.5'	65.8'	22.7'	TRIM
2728	FENCE	18.2'	42.5'	-24.3'	NO ACTION
2729	FENCE	18.4'	42.6'	-24.2'	NO ACTION
2730	FENCE	17.6'	42.6'	-25.0'	NO ACTION
2731	FUTURE FENCE	18.2'	44.6'	-26.4'	NO ACTION
2732	FUTURE FENCE	18.4'	44.5'	-26.1'	NO ACTION
2733	FUTURE FENCE	17.6'	44.4'	-26.8'	NO ACTION
2734	HIGHWAY**	30.0'	60.4'	-30.4'	NO ACTION
2735	HIGHWAY**	30.0'	61.8'	-31.8'	NO ACTION
2736	HIGHWAY**	30.0'	62.1'	-32.1'	NO ACTION

NOTES:

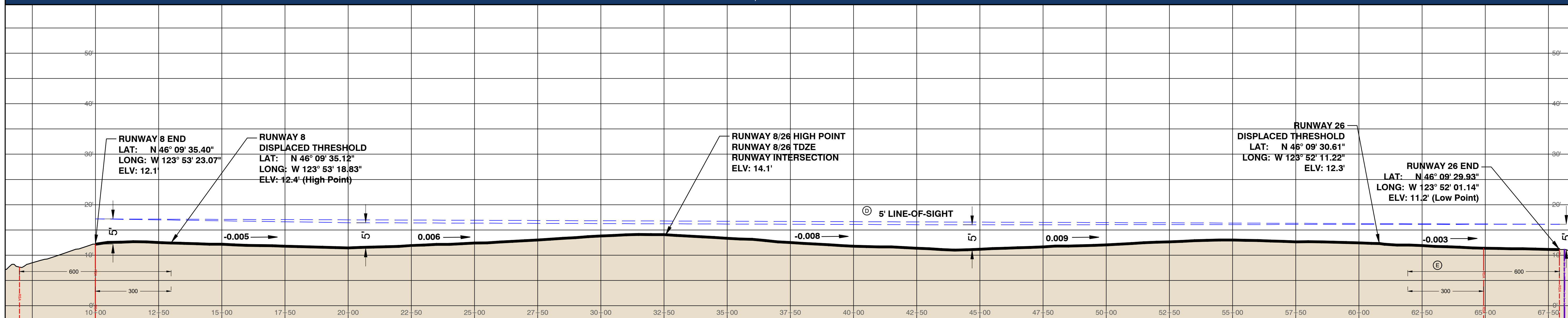
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RUNWAY 8/26 CENTERLINE PLAN



RUNWAY 8/26 CENTERLINE PROFILE



DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
PAVEMENT TO BE REMOVED (AIRFIELD)	N/A	
AIRPORT PROPERTY		
RUNWAY SAFETY AREA (RSA)		
TERRAIN CONTOUR		N/A

PROFILE LEGEND		
	EXISTING	FUTURE
RUNWAY		N/A
AIRPORT PROPERTY		
5' LINE-OF-SIGHT		N/A
RUNWAY SAFETY AREA (RSA)		

ALP & RUNWAY PROFILE NOTES

A.) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.

B.) All coordinates NAD83 and all elevations NAVD88. GIS survey, Mead & Hunt, Inc., September 2022. National Geodetic Survey (NGS) approved November 22, 2023. FAA Project #AST-264863. AGIS survey validated the published runway coordinates and elevations, only the airport elevation changed due to a surveyed runway high point of 14.7'. Orthophoto, Horizontal and vertical datum source: Survey by GeoTerra (July 19, 2022). Road elevations shown with Part 77 penalty added. See Airspace Sheets (Sheets 4 through 16) for more detail and full list of obstructions.

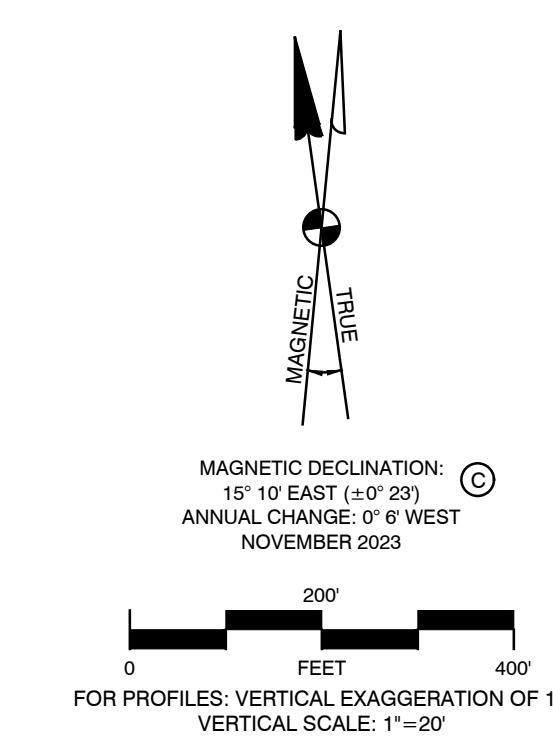
C.) Magnetic Declination source: National Geophysical Data Center, November 1, 2023.

D.) Line of sight standards along individual runways: Runways with a Full Parallel Taxiway: Any point 5 feet above the runway centerline must be mutually visible with any other point 5 feet above runway centerline that is located at a distance that is less than one half the length of the runway. Line of sight standards along individual runways: Runways without a Full Parallel Taxiway: Any point 5 feet above the runway centerline must be mutually visible with any other point 5 feet above the runway centerline.

E.) For RDC B-II runways, when minimums are reduced from 3/4-mile to 1/2-mile, the width of the RSA increases from 150 ft to 300 ft, and the length prior to threshold/beyond departure end increases from 300 ft to 600 ft. The width of the ROFA increases from 500 ft to 800 ft, and the length prior to threshold/beyond departure end increases from 300 ft to 600 ft. Under existing conditions, the Runway 8 Accelerate-Stop Distance Available (ASDA) ends 113' beyond the Runway 26 Threshold and sets the point from where the RSA and ROFA extend. It is proposed to leave the conditions as-is since the future proposed conditions will require the declared distances as published currently. For existing conditions on the departure end of Runway 8, both the RSA and ROFA exceed standard. The future RSA and ROFA standards will be met for the 1/2 mile visibility condition provided that fences and roads would be relocated. This will ultimately protect the full runway length of 8/26 with the RSA and ROFA meeting standards without changing declared distances and will minimize disturbance to the environmental conditions near and around Runway End 26, as grading will not be needed.

	DECLARED DISTANCES							
	RUNWAY 8		RUNWAY 26		RUNWAY 14		RUNWAY 32	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAKEOFF RUN AVAILABLE (TORA)	5,794'	No Change	5,794'	No Change	4,467'	No Change	4,467'	No Change
TAKEOFF DISTANCE AVAILABLE (TODA)	5,794'	No Change	5,794'	No Change	4,467'	No Change	4,467'	No Change
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	5,194'	No Change	5,494'	No Change	4,467'	No Change	4,467'	No Change
LANDING DISTANCE AVAILABLE (LDA)	4,894'	No Change	4,780'	No Change	4,467'	No Change	4,467'	No Change

REVISION BLOCK			
#	DESCRIPTION	BY	DATE
1	2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	M&H	7/31/24



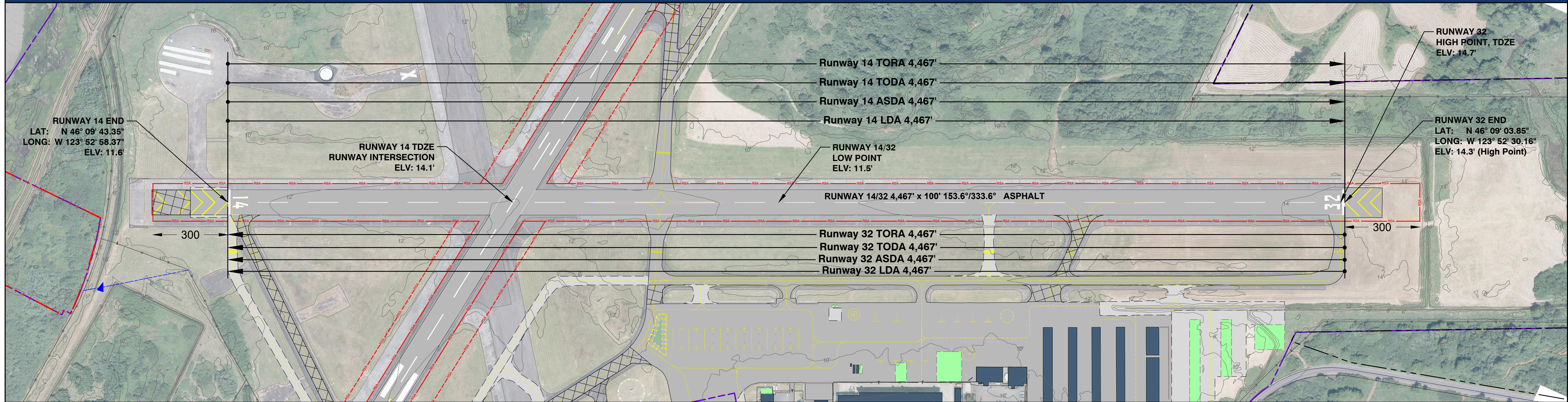
REVISIONS	DATE	BY
1	2024	Mead & Hunt

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DATE: JULY 2024
DESIGNED BY: AA
DRAWN BY: TE/ DL
CHECKED BY: CS
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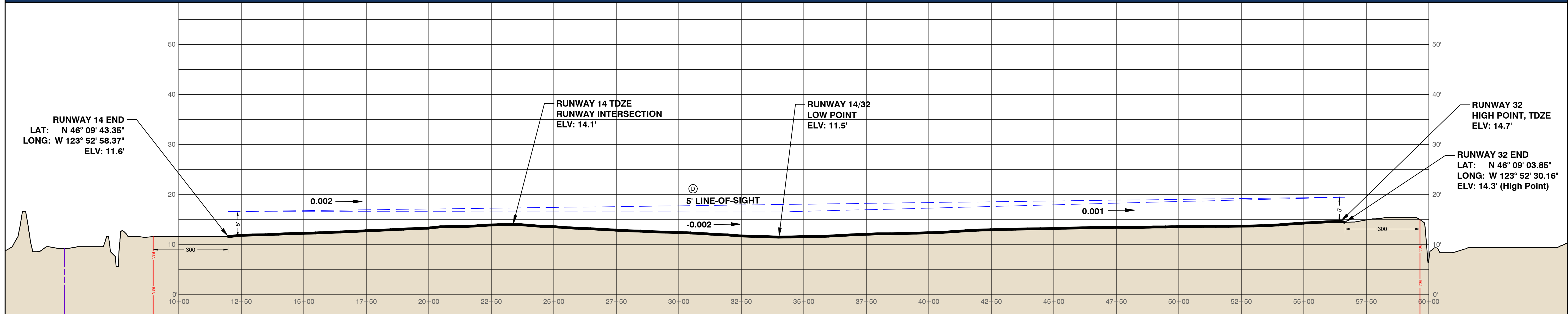
SHEET CONTENTS
RUNWAY 8/26 CENTERLINE PROFILE

SHEET NO.

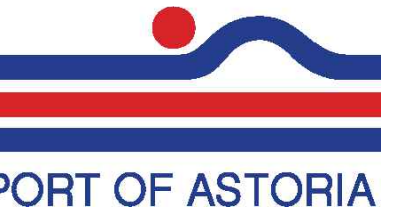
RUNWAY 14/32 CENTERLINE PLAN



RUNWAY 14/32 CENTERLINE PROFILE



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ASTORIA REGIONAL AIRPORT
 AIRPORT LAYOUT PLAN

Port of Astoria
 422 Gateway Avenue, Suite 100
 Astoria, Oregon, 97103

REVISIONS	DATE	BY
1	2024	M&H

DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
PAVEMENT TO BE REMOVED (AIRFIELD)	N/A	
AIRPORT PROPERTY		N/A
AVIGATION EASEMENT		
RUNWAY SAFETY AREA (RSA)		
TERRAIN CONTOUR		N/A

PROFILE LEGEND		
	EXISTING	FUTURE
RUNWAY		N/A
AIRPORT PROPERTY		N/A
5' LINE-OF-SIGHT		N/A
RUNWAY SAFETY AREA (RSA)		N/A

ALP & RUNWAY PROFILE NOTES

A.) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.

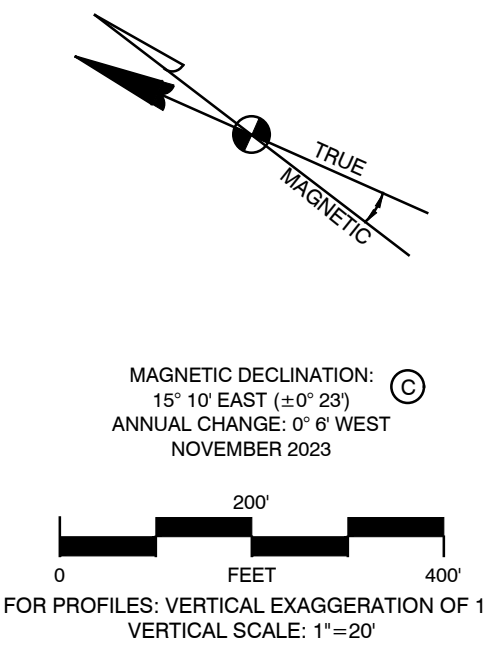
B.) All coordinates NAD83 and all elevations NAVD88. GIS survey, Mead & Hunt, Inc., September 2022. National Geodetic Survey (NGS) approved November 22, 2023. FAA Project #AST-264863. AGIS survey validated the published runway coordinates and elevations, only the airport elevation changed due to a surveyed runway high point of 14.7'. Orthophoto, Horizontal and vertical datum source: Survey by GeoTerra (July 19, 2022). Road elevations shown with Part 77 penalty added. See Airspace Sheets (Sheets 4 through 16) for more detail and full list of obstructions.

C.) Magnetic Declination source: National Geophysical Data Center, November 1, 2023.

D.) Line of sight standards along individual runways: Runways with a Full Parallel Taxiway: Any point 5 feet above the runway centerline must be mutually visible with any other point 5 feet above runway centerline that is located at a distance that is less than one half the length of the runway. Line of sight standards along individual runways: Runways without a Full Parallel Taxiway: Any point 5 feet above the runway centerline must be mutually visible with any other point 5 feet above the runway centerline.

	DECLARED DISTANCES							
	RUNWAY 8		RUNWAY 26		RUNWAY 14		RUNWAY 32	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAKEOFF RUN AVAILABLE (TORA)	5,794'	No Change	5,794'	No Change	4,467'	No Change	4,467'	No Change
TAKEOFF DISTANCE AVAILABLE (TODA)	5,794'	No Change	5,794'	No Change	4,467'	No Change	4,467'	No Change
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	5,194'	No Change	5,494'	No Change	4,467'	No Change	4,467'	No Change
LANDING DISTANCE AVAILABLE (LDA)	4,894'	No Change	4,780'	No Change	4,467'	No Change	4,467'	No Change

REVISION BLOCK			
#	DESCRIPTION	BY	DATE
1	2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	M&H	7/31/24



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SHEET CONTENTS
 RUNWAY 14/32
 CENTERLINE
 PROFILE

SHEET NO.

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EXISTING FACILITIES		
ALP #	FACILITY NAME	ELEVATION
1	NOAA Wind Profiling Station	15.7'
2	U.S. Coast Guard Apron (USCG) (230,000 SF)	N/A
3	USCG Hangar	48.2'
4	USCG	24.6'
5	USCG	39.4'
6	USCG	30.0'
7a	Precision Heating & Air (USCG)	42.3'
7b	Overbay Houseworks (USCG)	42.3'
8	Scouler (USCG)	40.0'
9	USCG	30.7'
10	USCG	29.8'
11	USCG	24.6'
12	USCG	46.4'
13	USCG	26.6'
14a	Hangar (Private)	31.3'
14b	Control Room And Emergency Generator (Airport Lighting System)	23.3'
15	Terminal Building	25.0'
16	Life Flight Network Hangar	32.5'
17	Tie-Down Apron (190,000 SF)	N/A
18	Fuel Storage Area	21.3'
19	Lekro Hangar (Non-aviation)	51.0'
20	Helicopter Parking Positions	N/A
21	Tie-Down Apron (270,000 SF)	N/A
22	Helipad	N/A
23	Hangar (Bar Pilots)	33.9'
24	Hangar	37.5'
25	T-Hangar 'A' (10 Hangar Units)	26.9'
26	T-Hangar 'B' (10 Hangar Units)	26.9'
27	T-Hangar 'C' (10 Hangar Units)	26.4'
28	T-Hangar 'D' (10 Hangar Units)	26.7'
29	Box Hangars (2 Hangars)	37.7'
30	T-Hangars (8 Hangars)	29.0'
31	United Parcel Service (UPS)	30.3'
32	Telephone Vault	N/A
33	Recology Warehouse / Office Building	45.8'
34	Spectrum Pacific West, LLC	29.7'
35	Sanitary Sewer Pump Station	10.1'

FUTURE FACILITIES	
ALP #	FACILITY NAME
F1	Hangar / Hangars
F2	FBO Expansion
F3	Fuel Tank (10,000 Gallons)
F4	Electric Aircraft Charging Station
F6	USCG Apron Expansion (205,000 SF)
F7	USCG Hangar

VISUAL & NAVAIDS	
ALP#	FACILITY NAME
A2	Precision Approach Path Indicator (PAPI)
A10	Wind Cone / Tetrahedron
A11	Airport Beacon

DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
PAVEMENT TO BE REMOVED (AIRFIELD)		
AIRPORT PROPERTY		
AVIGATION EASEMENT		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBJECT FREE AREA (ROFA)		
OBSTACLE FREE ZONE (OFZ)		
BUILDING RESTRICTION LINE (BRL)		
RUNWAY VISIBILITY ZONE (RVZ)		
PAPI OBSTACLE CLEARANCE SURFACE (POCS)		
TAXIWAY / LANE MARKING		
TAXIWAY OBJECT FREE AREA (TOFA)		
TAXIWAY SAFETY AREA (TSA)		
BUILDING - ON AIRPORT		
LAND OWNERSHIP REVERTING TO AIRPORT		
NONAERONAUTICAL DEVELOPMENT		
LIGHTS (EDGE)		
BEACON / POLE		
PRECISION APPROACH PATH INDICATOR (PAPI)		
RUNWAY / TAXIWAY SIGN		
WIND CONE		
ASOS CRITICAL AREA (ACA)		
ROAD/PARKING		
SERVICE ROAD		
FENCE (6 FEET) / GATE		
CHANNEL / DITCH		
TERRAIN CONTOUR		
CENTER SECTION MARKER		

REVISION BLOCK			
#	DESCRIPTION	BY	DATE
1	2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	M&H	7/31/24

BAP NOTES

A.) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.

B.) All coordinates NAD83 and all elevations NAVD88. GIS survey, Mead & Hunt, Inc., September 2022. National Geodetic Survey (NGS) approved November 22, 2023. FAA Project #AST-264863. AGIS survey validated the published runway coordinates and elevations, only the airport elevation changed due to a surveyed runway high point of 14.7'. Orthophoto, Horizontal and vertical datum source: Survey by GeoTerra (July 19, 2022). Road elevations shown with Part 77 penalty added. See Airspace Sheets (Sheets 4 through 16) for more detail and full list of obstructions.

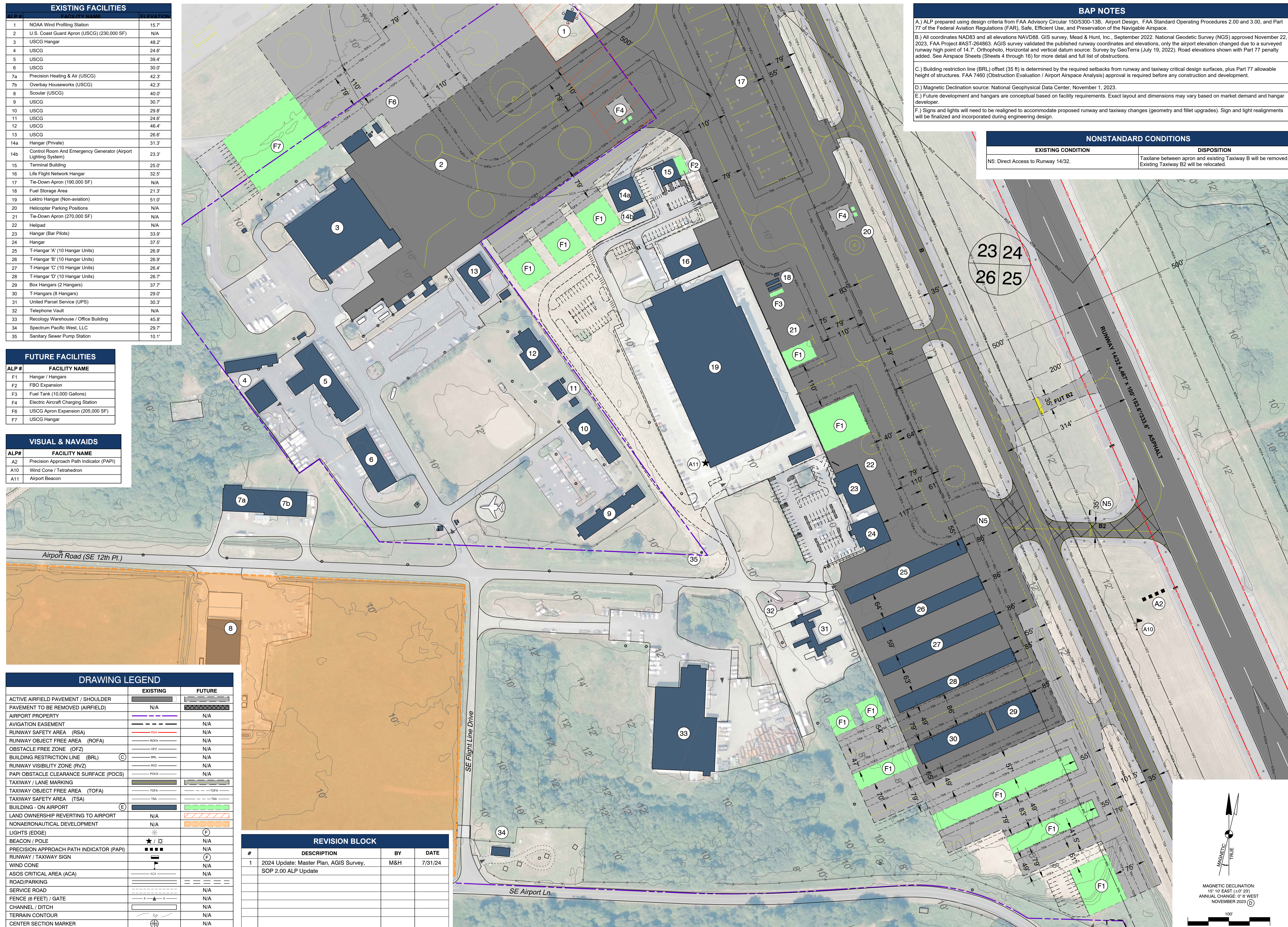
C.) Building restriction line (BRL) offset (35 ft) is determined by the required setbacks from runway and taxiway critical design surfaces, plus Part 77 allowable height of structures. FAA 7460 (Obstruction Evaluation / Airport Airspace Analysis) approval is required before any construction and development.

D.) Magnetic Declination source: National Geophysical Data Center, November 1, 2023.

E.) Future development and hangars are conceptual based on facility requirements. Exact layout and dimensions may vary based on market demand and hangar developer.

F.) Signs and lights will need to be realigned to accommodate proposed runway and taxiway changes (geometry and file upgrades). Sign and light realignments will be finalized and incorporated during engineering design.

NONSTANDARD CONDITIONS	
EXISTING CONDITION	DISPOSITION
N5: Direct Access to Runway 14/32.	Taxilane between apron and existing Taxiway B will be removed. Existing Taxiway B2 will be relocated.



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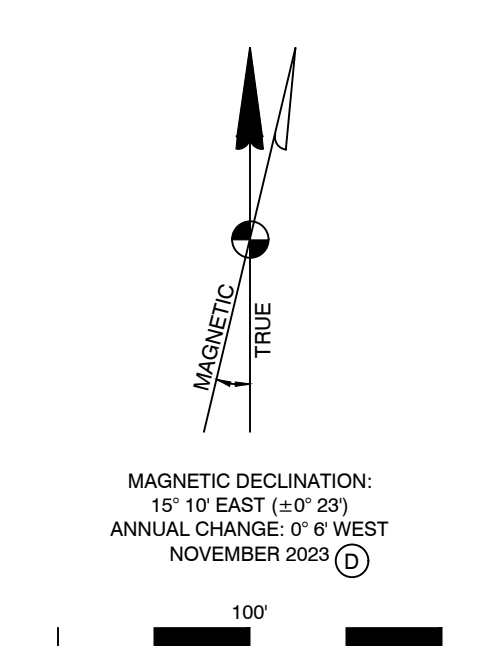
**ASTORIA REGIONAL AIRPORT
 AIRPORT LAYOUT PLAN**
 Port of Astoria
 422 Gateway Avenue, Suite 100
 Astoria, Oregon, 97103

REVISIONS	DATE	BY
1. 2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	2024	Mead & Hunt

MSH NO.: 3143900-202203.01
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SHEET CONTENTS
BUILDING AREA PLAN

SHEET NO.
15 of 18
 NOT FOR CONSTRUCTION



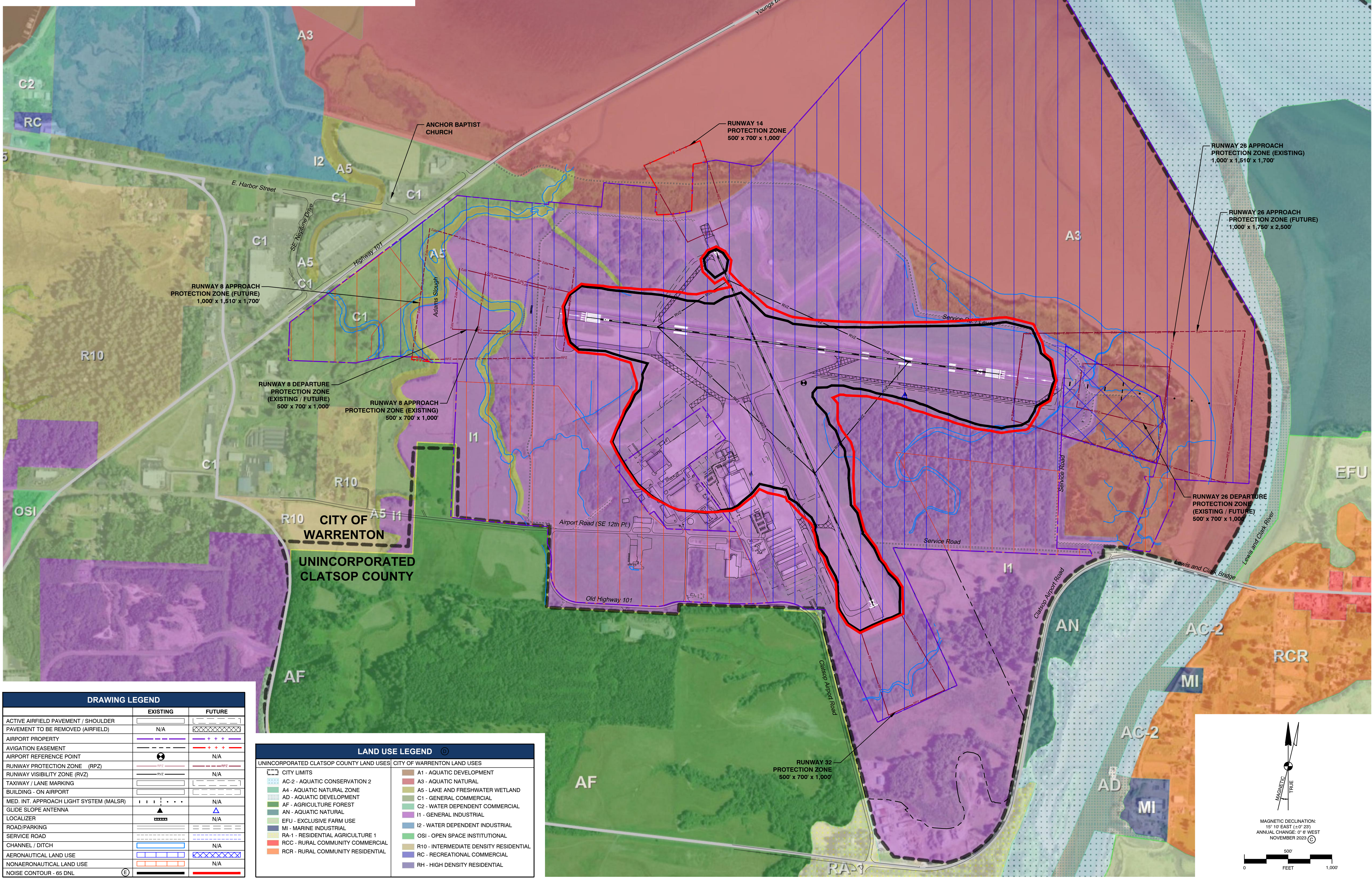
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LAND USE NOTES

- A.) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.
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- C.) Magnetic Declination source: National Geophysical Data Center, November 1, 2023.
- D.) Land Uses and City Limits sources: Clatsop County GIS Services portal, accessed November 21, 2023.
- E.) Noise Contours source: Aviation Environmental Design Tool (AEDT) Version 3E, Operation total and fleet mix match 2021 Airport Master Plan, Chapter 3 - Aviation Activity Forecasts, page 3-1. Existing contours reflect 36,897 operations in 2021. Future contours reflect 45,900 operations in 2041.

REVISION BLOCK

#	DESCRIPTION	BY	DATE
1	2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	M&H	7/31/24



DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER	[Symbol]	[Symbol]
PAVEMENT TO BE REMOVED (AIRFIELD)	N/A	[Symbol]
AIRPORT PROPERTY	[Symbol]	[Symbol]
AVIGATION EASEMENT	[Symbol]	[Symbol]
AIRPORT REFERENCE POINT	[Symbol]	N/A
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	[Symbol]
RUNWAY VISIBILITY ZONE (RVZ)	[Symbol]	N/A
TAXIWAY / LANE MARKING	[Symbol]	[Symbol]
BUILDING - ON AIRPORT	[Symbol]	[Symbol]
MED. INT. APPROACH LIGHT SYSTEM (MALS)	[Symbol]	N/A
GLIDE SLOPE ANTENNA	[Symbol]	[Symbol]
LOCALIZER	[Symbol]	N/A
ROAD/PARKING	[Symbol]	[Symbol]
SERVICE ROAD	[Symbol]	[Symbol]
CHANNEL / DITCH	[Symbol]	N/A
AERONAUTICAL LAND USE	[Symbol]	[Symbol]
NONAERONAUTICAL LAND USE	[Symbol]	N/A
NOISE CONTOUR - 65 DNL	[Symbol]	[Symbol]

LAND USE LEGEND

UNINCORPORATED CLATSOP COUNTY LAND USES	CITY OF WARRENTON LAND USES
AC-2 - AQUATIC CONSERVATION 2	A1 - AQUATIC DEVELOPMENT
A4 - AQUATIC NATURAL ZONE	A3 - AQUATIC NATURAL
AD - AQUATIC DEVELOPMENT	A5 - LAKE AND FRESHWATER WETLAND
AF - AGRICULTURE FOREST	C1 - GENERAL COMMERCIAL
AN - AQUATIC NATURAL	C2 - WATER DEPENDENT COMMERCIAL
EFU - EXCLUSIVE FARM USE	I1 - GENERAL INDUSTRIAL
MI - MARINE INDUSTRIAL	I2 - WATER DEPENDENT INDUSTRIAL
RA-1 - RESIDENTIAL AGRICULTURE 1	OSI - OPEN SPACE INSTITUTIONAL
RCC - RURAL COMMUNITY COMMERCIAL	R10 - INTERMEDIATE DENSITY RESIDENTIAL
RCR - RURAL COMMUNITY RESIDENTIAL	RC - RECREATIONAL COMMERCIAL
	RH - HIGH DENSITY RESIDENTIAL

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PORT OF ASTORIA

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ASTORIA REGIONAL AIRPORT AIRPORT LAYOUT PLAN

Port of Astoria
 422 Gateway Avenue, Suite 100
 Astoria, Oregon, 97103

REVISIONS	DATE
1 2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	2024

MSH NO.: 3143900-202203.01
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LAND USE

SHEET NO. **16 of 18**

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EXHIBIT 'A' NOTES

A) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, Airport Design, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), Safe, Efficient Use, and Preservation of the Navigable Airspace.

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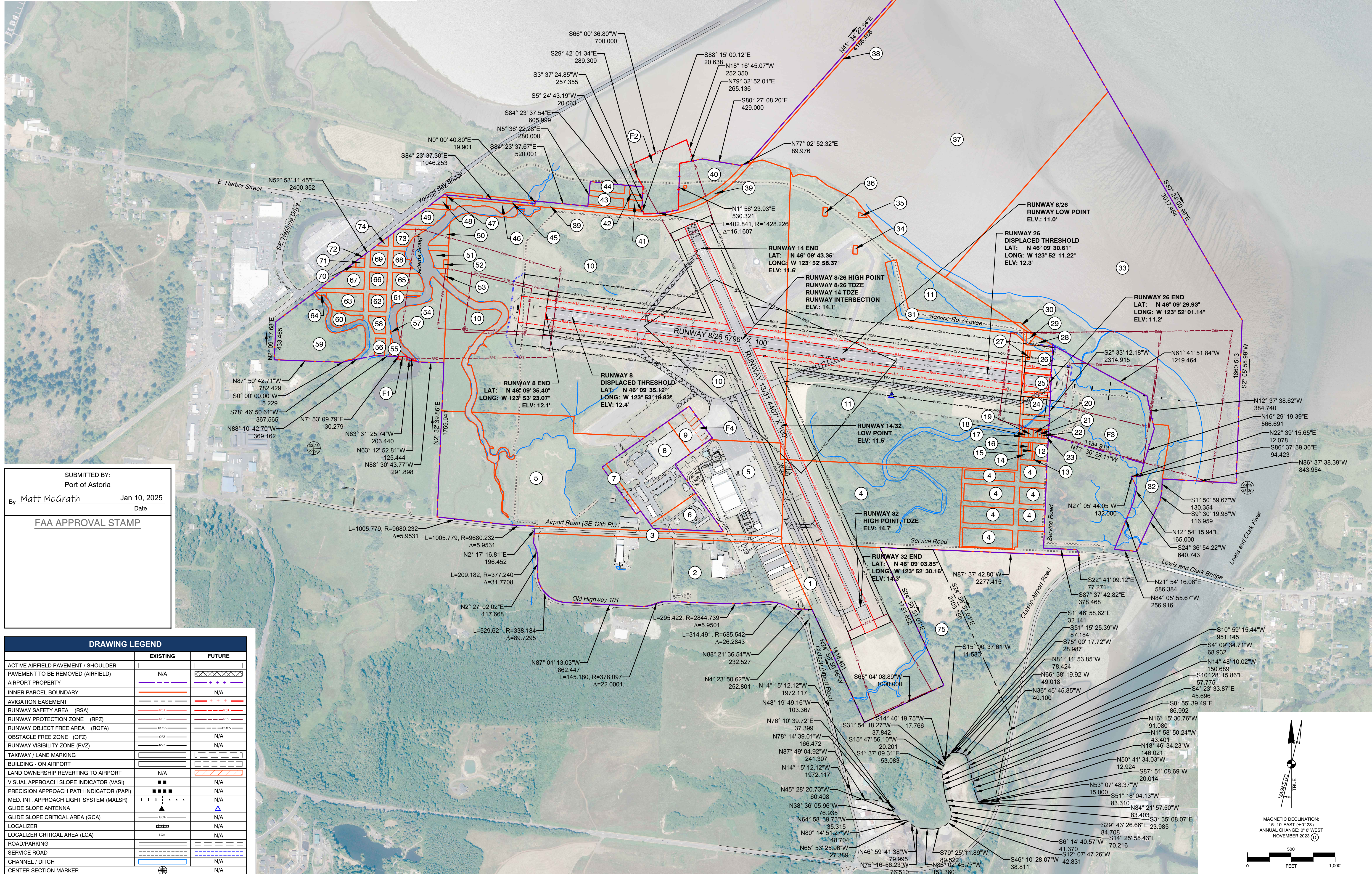
C.) Magnetic Declination source: National Geophysical Data Center, November 1, 2023.

D.) Airport property boundary, parcel acres, and parcel source: Airport property boundary, parcel acres, and inner parcel boundaries based on Clatsop County Webmaps GIS Property Info App (Retrieved November 1, 2023).

E.) Bearings, miles and bounds source: The bearings shown hereon are based on digital line work retrieved from the Clatsop County Webmaps GIS Property Info Application for the Airport property boundary. No property survey was conducted as part of the 2022 Master Plan.

REVISION BLOCK

#	DESCRIPTION	BY	DATE
1	2024 Update: Master Plan, AGIS Survey, SOP 2.00 ALP Update	M&H	7/31/24



SUBMITTED BY:
Port of Astoria
By Matt McGrath Jan 10, 2025
Date

FAA APPROVAL STAMP

DRAWING LEGEND	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
PAVEMENT TO BE REMOVED (AIRFIELD)	N/A	
AIRPORT PROPERTY		
INNER PARCEL BOUNDARY		N/A
AVIGATION EASEMENT		
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY OBJECT FREE AREA (ROFA)		
OBSTACLE FREE ZONE (OFZ)		N/A
RUNWAY VISIBILITY ZONE (RVZ)		N/A
TAXIWAY / LANE MARKING		
BUILDING - ON AIRPORT		
LAND OWNERSHIP REVERTING TO AIRPORT	N/A	
VISUAL APPROACH SLOPE INDICATOR (VASI)		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		N/A
MED. INT. APPROACH LIGHT SYSTEM (MALS)		N/A
GLIDE SLOPE ANTENNA		
GLIDE SLOPE CRITICAL AREA (GCA)		N/A
LOCALIZER		N/A
LOCALIZER CRITICAL AREA (LCA)		N/A
ROAD/PARKING		
SERVICE ROAD		
CHANNEL / DITCH		N/A
CENTER SECTION MARKER		N/A



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**EXHIBIT 'A' AIRPORT
PROPERTY
INVENTORY MAP**

SHEET NO.

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ASTORIA REGIONAL AIRPORT AIRPORT LAYOUT PLAN
Port of Astoria
422 Gateway Avenue, Suite 100
Astoria, Oregon, 97103

EXISTING AIRPORT PROPERTY DATA table with columns: Parcel, Acreage, Type of Interest, Grantor, Grantee, Acquisition Date, Release Date, Liber/book and page of recording, Type of Conveyance Instrument, Federal Grant, State Grant, Source of Funds, Assessor Parcel Number, Purpose of Acquisition, Notes

Summary table with columns: Existing Total Fee Simple (Acres), Existing Total Easements (Acres), and Notes

FUTURE AIRPORT PROPERTY DATA table with columns: Parcel, Acreage, Type of Interest, Grantor, Grantee, Acquisition Date, Release Date, Liber/book and page of recording, Type of Conveyance Instrument, Federal Grant, State Grant, Source of Funds, Assessor Parcel Number, Purpose of Acquisition, Notes

Summary table for future property data with columns: Future Total Fee Simple (Estimated Future Acres), Future Total Easements (Estimated Future Acres), and Notes

REVISION BLOCK table with columns: #, DESCRIPTION, BY, DATE

REVISIONS table with columns: #, DESCRIPTION, DATE, BY

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DATE: JULY 2024
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PROPERTY INVENTORY MAP DATA
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