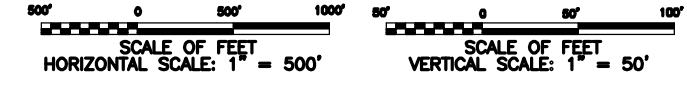


NOTES:

ELEVATIONS WERE TAKEN FROM THE 1977 APPROACH & CLEAR ZONE PLAN DONE BY CENTURY WEST ENGINEERING CORP. AS WELL AS W&H PACIFIC DATA FROM 1990. NO FORMAL SURVEY WAS CONDUCTED TO ASCERTAIN EXACT ELEVATIONS OF OBSTRUCTIONS. ALL ELEVATIONS ARE IN FEET ABOVE THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).

- EXISTING 20:1 OBSTACLE CLEARANCE SURFACE (O.C.S.) TO 3040' LONG RUNWAY ARE CLEAR PER FAA ADVISORY CIRCULAR 150-5300-13 CHAPTER 1 APPENDIX 2. APPROACH FOR RUNWAY SERVING SMALL AIRPLANES WITH APPROACH SPEEDS OF 50 KNOTS OR MORE (FIGURE A2-1).
- EXISTING PART 77 APPROACH TO RUNWAY 7 IS OBSTRUCTED BY TUCKER ROAD. RUNWAY BEING RELOCATED 550' EAST TO CORRECT THIS AND REMOVE ROAD FROM RPZ.
- EXISTING PART 77 APPROACH TO RUNWAY 25 (3040' LONG RWY.) IS OBSTRUCTED BY ORCHARD ROAD. ROAD OBSTRUCTION TO REMAIN UNTIL THE RUNWAY END IS RELOCATED.
- NO ACTION RECOMMENDED AT THIS TIME. PENETRATION OF ANTENNA IS 4' AND IS AT THE EDGE OF THE 20:1 APPROACH SURFACE.

APPROACH PROFILE RUNWAY 7 - 25



LEGEND

- EXISTING AIRPORT BOUNDARY
- ▨ FUTURE LAND ACQUISITION

NO.	DATE	BY	APPR	REVISIONS
2	3/2005	JS	JR	ALP UPDATE
1	8/2005	JB	JR	UPDATED UNDER AIP # 3-41-2005-004

RUNWAY OBSTRUCTION LEGEND

NO.	OBJECT	ELEV.	PENETRATION			SURFACE	ACTION
			Existing	Future			
			O.C.S. (20:1)	PT 77 (20:1)	20:1 APPROACH		
①	Tree	690'	5.95'	16'	0'	O.C.S. & PT77	Relocate Runway
②	Tree	685'	4.75'	14.75'	0'	O.C.S. & PT77	Relocate Runway
③	TV Antenna on House	672'	0'	4.25'	0'	O.C.S., PT77, RPZ	No Action
④	Snack Bar	667'	0'	7.3'	0'	IN RPZ	Relocate RPZ & RW
⑤	Beauty Shop w/ Electrical Conduit Pole	661'	0'	1.2'	0'	IN RPZ	Relocate RPZ & RW
⑥	Tucker Rd. 647.2 + 15' (Vehicle)	647.2'	0'	0'	0'	PT77 APPROACH & RPZ	Relocate RPZ & RW
⑦	Trees (150 L.F.)	678'	0'	0'	0'	PT77 TRANSITIONAL	Top or Remove
⑧	Tree	645'	0'	0'	0'	PT77 TRANSITIONAL	Top or Remove
⑨	Tree	660'	0'	0'	0'	PT77 TRANSITIONAL	Top or Remove
⑩	Trees (150 L.F.)	639.6'	0'	0'	0'	PT77 TRANSITIONAL	Top or Remove
⑪	Orchard Rd.	593'	0'	0'	0'	PT77 APPROACH	Remove Road
⑫	Tree w/ Antenna	665'	0'	0'	0'	O.C.S., PT77, RPZ	Relocate

O.C.S. = Obstacle Clearance Surface - See note 1. PT 77 = FAA FAR PART 77 Surface

"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION 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."

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

FEDERAL AVIATION ADMINISTRATION APPROVAL
 See approval letter dated: _____
 Manager, Seattle Airports District Office

PORT OF HOOD RIVER APPROVAL
 APPROVAL DATE: _____
 SIGNATURE

CENTURY WEST ENGINEERING CORPORATION
 6650 S.W. Redwood Lane, Suite 350
 Portland, Oregon 97224
 503-419-2130 phone • 503-639-2710 fax
 www.centurywest.com

DESIGNED BY: AF
 DRAWN BY: MB
 CHECKED BY: DM
 SCALE: 1" = 500'

DATE: MARCH 2005 (R)
 PROJECT: hoodriverALP2c

HOOD RIVER AIRPORT AIRPORT LAYOUT PLAN UPDATE
RPZ AND INNER APPROACH PLAN & PROFILE

DRAWING NO.
 ALP2c
SHEET NO.
 4 of 5