

Seaside Municipal Airport Airport Layout Plan Notes

- For airports of our size, there is no master plan and the ALP serves that purpose
- Technically it is supposed to be updated every 7 years. We're out of date. Last update was 2007. Typically paid by FAA funds (90%). On CIP?
- Note future PAPI & fuel locations (green boxes)
- North overrun property (yellow) is owned by Seaside. Additionally the green is an easement so the city can keep the trees cut to a safe height
- South overrun is similar except no easement in place
- North overrun has been considered for runway extension in the past but where would Oster road go? And we'd need more overrun. And many other hurdles
- Re-layout of tie-downs to current FAA standards would result in far fewer spaces, however...
- APL NW offset from property line shows additional future A/C parking could go along Bayview fenceline
- Airport perimeter has encroachment everywhere:
 - Bayview old fenceline NW
 - Four Winds both fencelines
 - SE infield and overrun
 - NE residences / outbuildings
- City supposedly owns the E half of the Bayview access road W of the parking ramp; any new hangars might use that space instead of encroaching further on the ramp. But the property line would need to be verified & fence relocation paid for
- Bayview property is zoned AD (airport development) for possible future expansion; of course without a big grant, and their interest in selling, and a real need, its' kind of pie in the sky
- Page 2 imaginary surface; any proposed obstructions that penetrate must be evaluated by FAA, also a guide for tree topping / removal