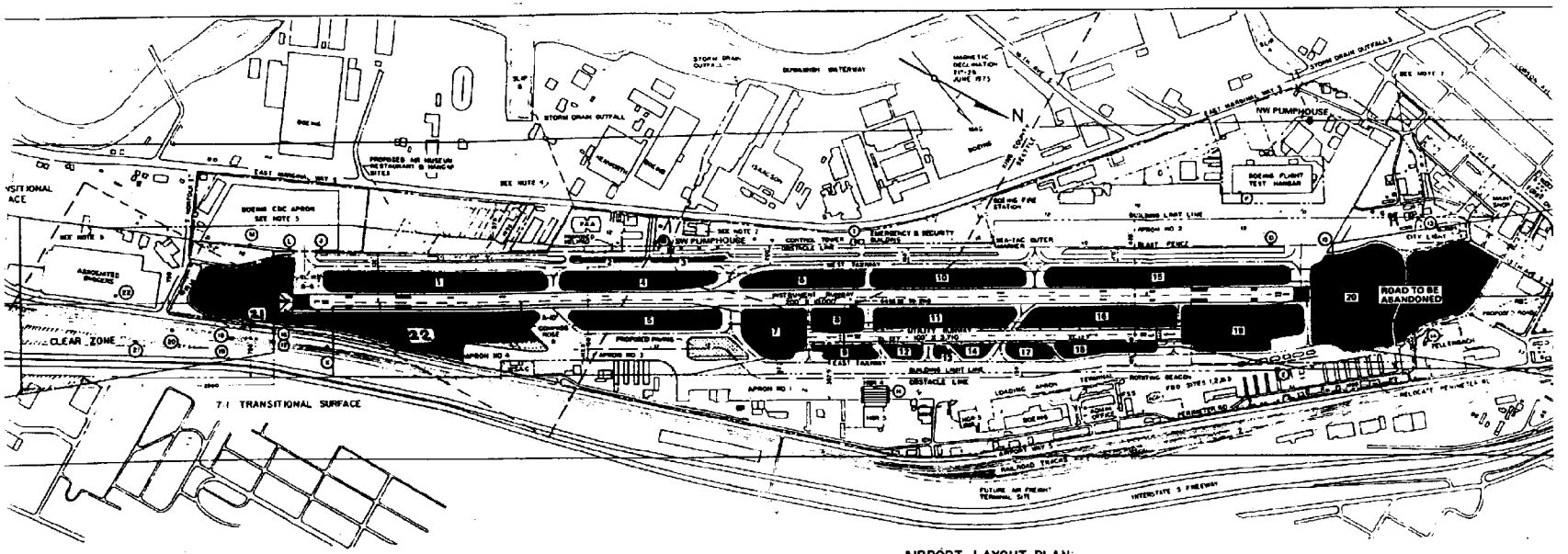


AIRPORT LAYOUT PLAN

0 200' 400' 800 1200' 1600'

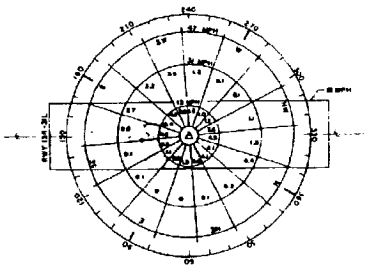
BASIC DATA TABLE

RUNWAY DATA	13 R	31 L	13 R	31 L	13 L	31 R	13 L	31 R
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
EFFECTIVE GRADIENT (%)	0.049%				0.02%			
WIND COVERAGE (%)	90.8				90.8			
INSTRUMENT RUNWAY	YES				NO			
PAVEMENT STRENGTH *	100S, 125D, 210DT		100S, 180D, 350DT		133			
APPROACH SLOPE (F.A.R. PART 77)	12:1	17:1	30:1	34:1	12:1	20:1	20:1	34:1
RUNWAY LIGHTING	HIRL				MIRL			
RUNWAY MARKING	P.I.R.				BASIC			
NAVIGATIONAL AIDS	SALSP, H.S. RVR REIL		ALSP, H.S. RVR REIL, VASI		VASI - 2			
RUNWAY BEARING (TRUE)	N 29° 52' 30" W				N 29° 52' 30" W			

* VALUES SHOWN ARE THE GROSS WEIGHT IN 1,000 LBS FOR SINGLE (S), DUAL (D), AND DUAL TANDEM (DT) GEAR AIRCRAFT

AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION	17'	
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	H.S., NDB	
AIRPORT REFERENCE POINT (ARP) COORDINATES	LAT 47° 27' 00" N LONG 122° 17' 54" W	
MEAN MAX TEMPERATURE OF HOTTEST MONTH	78.4° F	
MISC FACILITIES RUNWAY EDGE LIGHTING, CENTERLINE STROBES AND SIGN SYSTEM	YES	



WIND ROSE

WIND ROSE DATA FROM U.S. DEPT OF COMMERCE WEATHER BUREAU - LOCAL DATA 1955-1964

RUNWAYS PROVIDE 90.8% (15 MPH X-WIND) AND 82.5% (12 MPH X-WIND) WIND COVERAGES

94.5% VFR AND 3.7% IFR WEATHER

△ = 22.5% CALMS (0-3 MPH).

OBSTRUCTION DATA

A = OBSTRUCTION IDENTIFIER	B = DESCRIPTION	A	B
1	NORTH APPROACH END	25	TREE
2	SIGN	26	TREE
3	SIGN	27	TREE
4	BUILDING	28	TREE
5	TREES	29	TRANS TOWER
6	BUILDING	30	TREE
7	POLE	31	TREE
8	STACK	32	TREE
9	BUILDING	33	TREE
10	SIGN	34	TREE
11	LT STANDARD	OTHER OBSTRUCTIONS	
12	POLES	B	SCHOOL
13	OBST LT BUILDING	C	SCHOOL BYW
14	BUILDING	D	LT STANDARD
15	BLAST FENCE	E	SIGN
SOUTH APPROACH END		F	HANGAR ANTENNA
16	ROAD	G	GLIDE SLOPE BLDG
17	RAILROAD TRACKS	H	OBST LT HANGAR
18	POLE	I	CONTROL TOWER
19	FREEWAY	J	OBST LT POLE
20	POLES	K	STRUCTURE
21	POLE	L	OBST LT POLE
22	OBST LT BUILDING	M	OBST LT POLE
23	POLE	O	LT STANDARDS
24	TREE		

TAXIWAY DATA

DESIGNATION	WIDTH	PAVEMENT TYPE
A-1	75'	CONCRETE
A-2	68'	ASPHALT
A-3	40'	ASPHALT
A-4	90'	ASPHALT
A-5	90'	ASPHALT
A-6	100'	CONCRETE
A-7	103', 90'	ASPHALT
A-8	40'	ASPHALT
A-9	21', 75'	CONC., ASPH.
A-10	75'	CONCRETE
B-1	200'	ASPH./CONC
B-2	180'	ASPH./CONC
B-3	39'	ASPHALT
B-4	213	ASPH./CONC
B-5	40'	ASPHALT
B-6	200'	CONCRETE
EAST	75', 50'	ASPH., CONC
WEST	75	ASPH./CONC

NOTES

1 EXISTING OBSTRUCTIONS PENETRATING THE APPROACH SLOPES (20:1 FOR RUNWAY 31L AND 34:1 FOR RUNWAY 13R) SHOULD BE CORRECTED. ZONE TO CONTROL HEIGHTS OF NEW STRUCTURES TO CLEAR 50:1 APPROACH SURFACE AND 7:1 TRANSITIONAL SURFACE

2 ACQUISITION OF CITY LIGHT STEAM PLANT AND OTHER PROPERTIES FOR CONTROL AND PROTECTION OF AIRPORT IS RECOMMENDED

3 ACQUISITION AND/OR EASEMENTS OF CLEAR ZONE PROPERTIES IS RECOMMENDED

4 ACQUISITION OF WEST SIDE PROPERTIES FOR FUTURE AVIATION DEVELOPMENT IS PLANNED

5 ACQUISITION OF BOEING CDC APRON IS RECOMMENDED FOR FUTURE AIR CARGO FACILITY

6 CONTINUE TO AVIATION FACI UTILIZATION.

7 SOUTH DRAINA

8 OBSTACLE IS A FOR THE ULTI 350' FROM T

LEGEND

	EXISTING	ULT
PROPERTY LINE		
CITY LIMIT LINE		
CONTOUR LINE		
FACILITIES		
FENCING		
BUILDING LIMIT LINE		
OBSTACLE LINE		
RUNWAY LIGHTS		
EASEMENT		
PAVED AREAS		
TO BE REMOVED BY 1985		
TO BE REMOVED BY 1985		
ILS CLEAR AREA		
RUNWAY SAFETY AREA		

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