

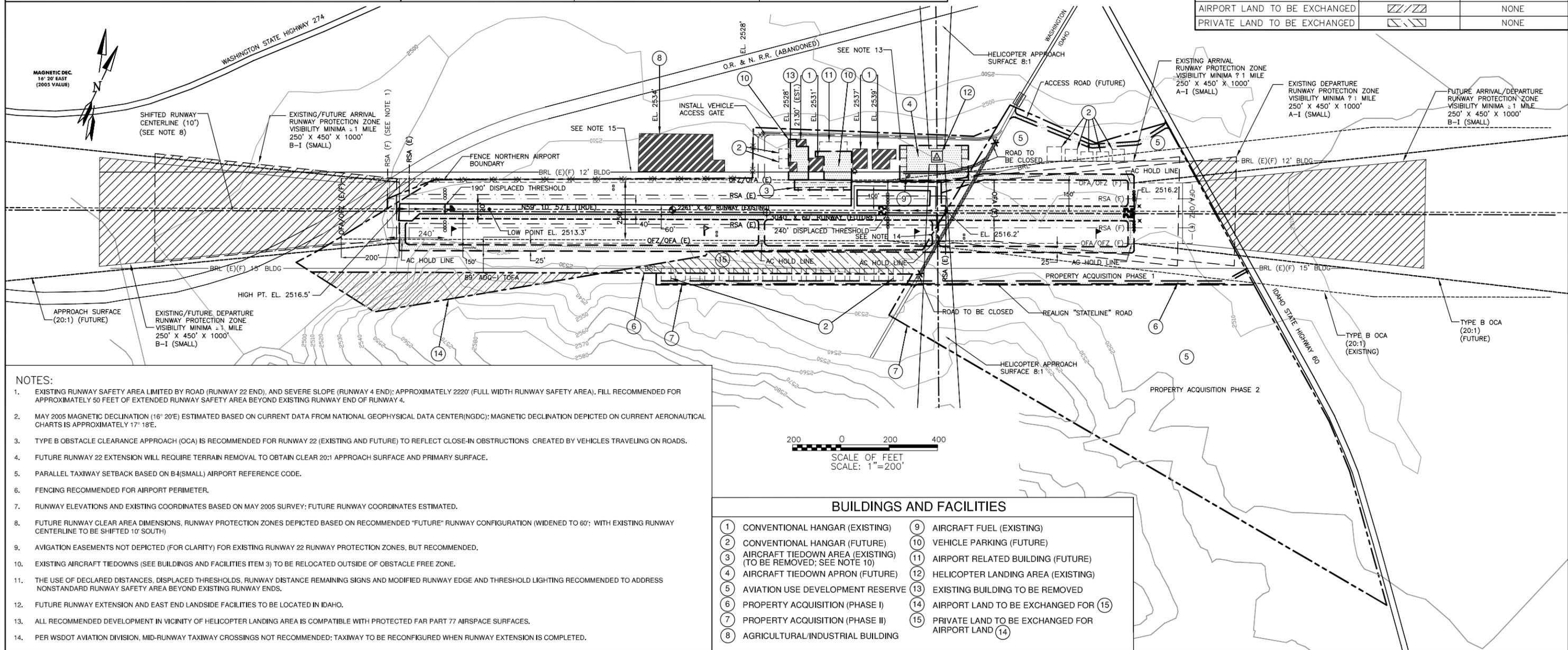
AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT ELEVATION (MSL)	2516.5	SAME
DATUM FOR ALL ITEMS	NAD 83/NAVD 88	SAME
AIRPORT REFERENCE POINT COORDINATES (ARP)	N 47° 14' 08.4" W 117° 02' 35.4"	N 47° 14' 10.3" W 117° 02' 30.5"
AIRPORT MAGNETIC VARIATION	16° 20' E (see note 2)	-
MEAN MAXIMUM TEMPERATURE	82°	SAME
NPIAS ROLE	BASIC UTILITY	SAME
AIRPORT REFERENCE CODE (ARC)	A-I-SMALL	B-I-SMALL
AIRPORT CODE	73S	SAME
LAND OWNED IN FEE (ACRES)	25.5	70

RUNWAY DATA 4/22		
	EXISTING	FUTURE
LENGTH AND WIDTH	2261' X 40'	3040' X 60'
PERCENT EFFECTIVE GRADIENT	0.01%	SAME
PERCENT WIND COVERAGE (12 MPH)	N/A	N/A
PAVEMENT TYPE	ASPHALT CONCRETE (AC)	SAME
PAVEMENT STRENGTH	< 12,500 SW	12,500 SW
APPROACH TYPE	VISUAL	SAME
FAR PART 77 DESIGNATION	UTILITY	SAME
APPROACH SLOPE REQ'D/CLEAR	4 22	20:1 20:1
		20:1/0:1 (see note 3)
RUNWAY LIGHTING	MIRL	SAME
RUNWAY MARKING	BASIC	SAME
RUNWAY SAFETY AREA	2220' X 120' (see note 1)	3330' X 120'
OBJECT FREE AREA	2740' X 250'	3520' X 400'
OBSTACLE FREE ZONE	2660' X 250'	3440' X 250'
CRITICAL AIRCRAFT	C-206	BE-58
NAVIGATIONAL AIDS	NONE	GPS/WAAS/LPZ
APPROACH AND LANDING AIDS	4 22	NONE PAPI
		PAPI
RUNWAY END COORDINATES	4 22	N47° 14' 02.1830" W117° 02' 51.5371" N47° 14' 03" W117° 02' 49" N47° 14' 19" W117° 02' 12"
TAXIWAY LIGHTING	NONE	REFLECTORS

LEGEND		
	EXISTING	FUTURE
FACILITIES		
BUILDINGS		
RUNWAY		
BUILDING RESTRICTION LINE (BRL)		
AIRCRAFT PARKING LINE (APL)		
AIRPORT PROPERTY LINE		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE AREA (OFA)		
OBSTACLE FREE ZONE (OFZ)		
GROUND CONTOURS		
AIRPORT REFERENCE POINT (ARP)		
REIL		
VISUAL GUIDANCE INDICATORS	NONE	
WIND INDICATOR		
AVIGATION EASEMENT		
FENCE		
RUNWAY PROTECTION ZONE (RPZ)		
BEACON		
THRESHOLD LIGHTS		
AIRPORT LAND TO BE EXCHANGED		NONE
PRIVATE LAND TO BE EXCHANGED		NONE

DECLARED DISTANCES				
	RUNWAY 4		RUNWAY 22*	
	EXISTING	FUTURE	EXISTING	FUTURE
TAKEOFF RUN AVAILABLE (TORA)	2021'	3040'	1981'	2850'
TAKEOFF DISTANCE AVAILABLE (TODA)	2021'	3040'	1981'	2850'
ACCELERATE-STOP DISTANCE (ASDA)	2021'	3040'	1981'	2850'
LANDING DISTANCE AVAILABLE (LDA)	1741'	2850'	1741'	2850'

*FUTURE RUNWAY 22 DECLARED DISTANCES LIMITED BY RUNWAY SAFETY AREA BEYOND RUNWAY 4 END BASED ON PLANNED RUNWAY SAFETY AREA FILL (APPROXIMATELY 50')



- NOTES:**
- EXISTING RUNWAY SAFETY AREA LIMITED BY ROAD (RUNWAY 22 END), AND SEVERE SLOPE (RUNWAY 4 END); APPROXIMATELY 2220' (FULL WIDTH RUNWAY SAFETY AREA), FILL RECOMMENDED FOR APPROXIMATELY 50 FEET OF EXTENDED RUNWAY SAFETY AREA BEYOND EXISTING RUNWAY END OF RUNWAY 4.
 - MAY 2005 MAGNETIC DECLINATION (16° 20'E) ESTIMATED BASED ON CURRENT DATA FROM NATIONAL GEOPHYSICAL DATA CENTER(NGDC); MAGNETIC DECLINATION DEPICTED ON CURRENT AERONAUTICAL CHARTS IS APPROXIMATELY 17° 18'E.
 - TYPE B OBSTACLE CLEARANCE APPROACH (OCA) IS RECOMMENDED FOR RUNWAY 22 (EXISTING AND FUTURE) TO REFLECT CLOSE-IN OBSTRUCTIONS CREATED BY VEHICLES TRAVELING ON ROADS.
 - FUTURE RUNWAY 22 EXTENSION WILL REQUIRE TERRAIN REMOVAL TO OBTAIN CLEAR 20:1 APPROACH SURFACE AND PRIMARY SURFACE.
 - PARALLEL TAXIWAY SETBACK BASED ON B-I(SMALL) AIRPORT REFERENCE CODE.
 - FENCING RECOMMENDED FOR AIRPORT PERIMETER.
 - RUNWAY ELEVATIONS AND EXISTING COORDINATES BASED ON MAY 2005 SURVEY; FUTURE RUNWAY COORDINATES ESTIMATED.
 - FUTURE RUNWAY CLEAR AREA DIMENSIONS, RUNWAY PROTECTION ZONES DEPICTED BASED ON RECOMMENDED "FUTURE" RUNWAY CONFIGURATION (WIDENED TO 60'; WITH EXISTING RUNWAY CENTERLINE TO BE SHIFTED 10' SOUTH).
 - AVIGATION EASEMENTS NOT DEPICTED (FOR CLARITY) FOR EXISTING RUNWAY 22 RUNWAY PROTECTION ZONES, BUT RECOMMENDED.
 - EXISTING AIRCRAFT TIEDOWNS (SEE BUILDINGS AND FACILITIES ITEM 3) TO BE RELOCATED OUTSIDE OF OBSTACLE FREE ZONE.
 - THE USE OF DECLARED DISTANCES, DISPLACED THRESHOLDS, RUNWAY DISTANCE REMAINING SIGNS AND MODIFIED RUNWAY EDGE AND THRESHOLD LIGHTING RECOMMENDED TO ADDRESS NONSTANDARD RUNWAY SAFETY AREA BEYOND EXISTING RUNWAY ENDS.
 - FUTURE RUNWAY EXTENSION AND EAST END LANDSIDE FACILITIES TO BE LOCATED IN IDAHO.
 - ALL RECOMMENDED DEVELOPMENT IN VICINITY OF HELICOPTER LANDING AREA IS COMPATIBLE WITH PROTECTED FAR PART 77 AIRSPACE SURFACES.
 - PER WSDOT AVIATION DIVISION, MID-RUNWAY TAXIWAY CROSSINGS NOT RECOMMENDED; TAXIWAY TO BE RECONFIGURED WHEN RUNWAY EXTENSION IS COMPLETED.

BUILDINGS AND FACILITIES	
1 CONVENTIONAL HANGAR (EXISTING)	9 AIRCRAFT FUEL (EXISTING)
2 CONVENTIONAL HANGAR (FUTURE)	10 VEHICLE PARKING (FUTURE)
3 AIRCRAFT TIEDOWN AREA (EXISTING) (TO BE REMOVED; SEE NOTE 10)	11 AIRPORT RELATED BUILDING (FUTURE)
4 AIRCRAFT TIEDOWN APRON (FUTURE)	12 HELICOPTER LANDING AREA (EXISTING)
5 AVIATION USE DEVELOPMENT RESERVE	13 EXISTING BUILDING TO BE REMOVED
6 PROPERTY ACQUISITION (PHASE I)	14 AIRPORT LAND TO BE EXCHANGED FOR
7 PROPERTY ACQUISITION (PHASE II)	15 PRIVATE LAND TO BE EXCHANGED FOR AIRPORT LAND
8 AGRICULTURAL/INDUSTRIAL BUILDING	

NO.	DATE	BY	APPR	REVISIONS

VERIFY SCALES
 BAR IS ONE INCH ON ORIGINAL DRAWING.
 0" ██████████ 1"
 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

CITY OF TEKOA
 ADMINISTRATION APPROVAL
 APPROVAL DATE: _____

 SIGNATURE

WASHINGTON STATE DEPARTMENT
 OF TRANSPORTATION APPROVAL
 APPROVAL DATE: _____

 SIGNATURE

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 509-838-3810 phone • 509-624-0355 fax

DESIGNED BY: DM	DRAWN BY: MM	CHECKED BY: DM	SCALE: AS SHOWN
DATE: AUGUST 2006	PROJECT NO: 30393.010.01		

WILLARD FIELD
CITY OF TEKOA

AIRPORT LAYOUT PLAN

SHEET NO.
2 OF 5