

APPROVAL BLOCK

AIRPORT SPONSOR:

Signature _____ Title _____ Date _____

FEDERAL AVIATION ADMINISTRATION:

Signature _____ Title _____ Date _____

Approval letter dated _____

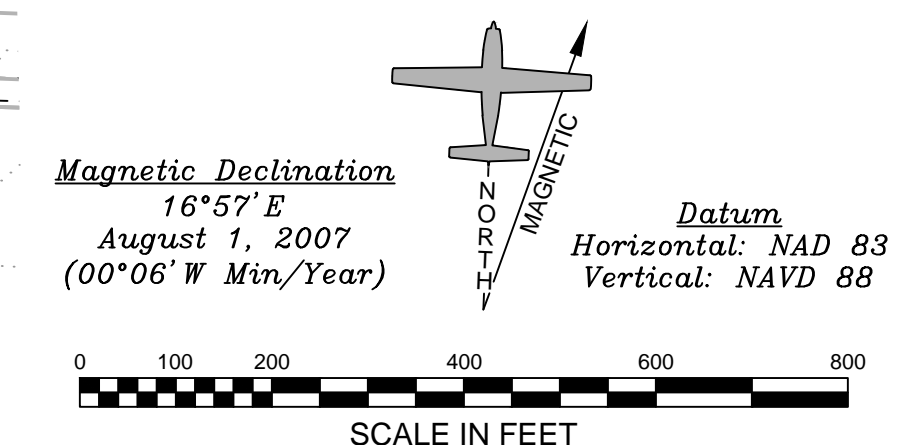
AIRPORT DATA	EXISTING	FUTURE
AIRPORT ELEVATION (NAVD 88)	1944.71'	1946.75'
AIRPORT REFERENCE POINT (ARP)	N 47° 11' 39.27" W 120° 53' 02.53"	N 47° 11' 39.14" W 120° 53' 07.46"
MEAN DAILY MAXIMUM TEMPERATURE	80.0°F	SAME
AIRPORT REFERENCE CODE	B-1 (SMALL)	SAME
AIRPORT MAGNETIC VARIATION & DATE	16° 57' E AUGUST 1, 2007	SAME
NPIAS SERVICE LEVEL	GA	SAME
TAXIWAY LIGHTING	REFLECTORS	MITL
TAXIWAY MARKINGS	YES	SAME
TERMINAL NAVAID	PAPI/ROTATING BEACON	SAME

RUNWAY DATA	EXISTING		FUTURE						
	R/W 7	R/W 25	R/W 7	R/W 25					
ARC	B-1 (SMALL)		SAME						
CRITICAL AIRCRAFT	BEECH BARON 58		BEECH KING AIR B100						
WINGSPAN (FEET)	37.8		45.8						
MAX. TAKE OFF WEIGHT	12,500 LBS		12,500 LBS						
CRITICAL AIRCRAFT APPROACH SPEED	86 MPH		111 MPH						
RUNWAY DIMENSIONS (LW)	2379' x 60'		3060' x 60'						
PAVEMENT TYPE	ASPHALT		SAME						
PAVEMENT DESIGN STRENGTH	12,500 LBS		12,500 LBS						
RUNWAY LIGHTING	MIRL		SAME						
RUNWAY MARKING	BASIC	BASIC	BASIC	NON-PRECISION					
EFFECTIVE GRADIENT (%)	0.30		SAME						
LINE OF SITE REQUIREMENTS	MEETS REQUIREMENTS		SAME						
APPROACH CATEGORY	VISUAL	VISUAL	VISUAL	STRAIGHT-IN NON-PRECISION ≥ 1 MILE					
VISUAL APPROACH AIDS	PAPI	PAPI	PAPI	PAPI					
INSTRUMENTAL APPROACH AIDS	NONE		GPS						
RUNWAY END COORDINATES NAD 83	N 47° 11' 38.80" W 120° 53' 19.74"	N 47° 11' 39.74" W 120° 52' 45.32"	N 47° 11' 38.53" W 120° 53' 29.60"	SAME					
DISPLACED THRESHOLD COORDINATES NAD 83	N/A		N/A						
RUNWAY END ELEVATIONS	1944.71'	1937.60'	1945.2'	SAME					
APPROACH SLOPES	FAR PART 77	20:1	20:1	20:1					
	ACTUAL	20:1	4:1 TO 20:1	20:1					
	OBSTACLE CLEARANCE	20:1	20:1	20:1					
ACTUAL	50:1	12:1 TO 50:1	20:1	20:1					
DECLARED DISTANCES	ACTUAL	STANDARD	ACTUAL	STANDARD					
	ACTUAL	STANDARD	ACTUAL	STANDARD					
RSA	DIMENSIONS WIDTH	120'	120'	120'	120'	SAME	120'	SAME	
	LENGTH BEYOND RUNWAY APPROACH END	240'	240'	240'	240'	240'	SAME	240'	SAME
OFA	DIMENSIONS WIDTH	250'	250'	250'	250'	250'	SAME	250'	SAME
	LENGTH BEYOND RUNWAY APPROACH END	240'	240'	240'	240'	240'	SAME	240'	SAME
OFZ	DIMENSIONS WIDTH	250'	250'	250'	250'	250'	SAME	250'	SAME
	LENGTH BEYOND RUNWAY APPROACH END	200'	200'	200'	200'	200'	SAME	200'	SAME
TORA	2379'	2379'	2379'	2379'	3060'	3060'	3060'	3060'	
TODA	2379'	2379'	2379'	2379'	3060'	3060'	3060'	3060'	
ASDA	2379'	2379'	2379'	2379'	3060'	3060'	3060'	3060'	
LDA	2379'	2379'	2379'	2379'	3060'	3060'	3060'	3060'	

LEGEND	EXISTING	FUTURE
RUNWAY PAVEMENT	[Pattern]	[Pattern]
AIRFIELD PAVEMENT	[Pattern]	[Pattern]
ROADWAY PAVEMENT	[Pattern]	[Pattern]
GRAVEL ROADWAY	[Pattern]	[Pattern]
BUILDINGS	[Pattern]	[Pattern]
PAVEMENT/BUILDING REMOVAL	[Pattern]	[Pattern]
PROPERTY LINE	[Line Style]	[Line Style]
RSA/OFA EASEMENT	[Line Style]	[Line Style]
R/W OBJECT FREE AREA	[Line Style]	[Line Style]
R/W SAFETY AREA	[Line Style]	[Line Style]
R/W OBSTACLE FREE ZONE	[Line Style]	[Line Style]
RUNWAY PROTECTION ZONE	[Line Style]	[Line Style]
T/W OBJECT FREE AREA	[Line Style]	[Line Style]
20' BUILDING RESTRICTION LINE	[Line Style]	[Line Style]
AIRPORT REFERENCE POINT	[Symbol]	[Symbol]
RUNWAY LIGHTS	[Symbol]	[Symbol]
FENCE	[Symbol]	(AT PROPERTY LINE)
BEACON	[Symbol]	[Symbol]
PAPI	[Symbol]	[Symbol]
HOLD LINES	[Symbol]	[Symbol]
SIGNS	[Symbol]	[Symbol]
REILS	[Symbol]	[Symbol]
AWOS	[Symbol]	[Symbol]
TREE LINE	[Symbol]	[Symbol]
CONTOURS	[Symbol]	[Symbol]

BUILDINGS/FACILITIES	EXISTING		FUTURE	
	BLD/FAC #	TOP ELEV.	BLD/FAC #	TOP ELEV.
HANGAR	1	1957.37'	7	SAME
HANGAR	2	1957.06'		
HANGAR	3	1956.90'		
HANGAR			8	1956.98'
HANGAR			9	1956.33'
HANGAR			10	1955.87'
PILOT'S LOUNGE/RESTROOM	4	1956.60'	11	SAME
LIGHTED WINDCONE/SEGMENTED CIRCLE	5	1939.80'	12	1957.55'
AUTO PARKING	6	VARIABLES	13	VARIABLES
T-HANGAR			14	1955.50'
T-HANGAR			15	1954.19'
T-HANGAR			16	1953.88'
FBO			17	1956.33'
AWOS			18	1952.00'
HELICOPTER PAD			19	
HELICOPTER PAD	20	1936.55'		

- NOTES:**
- NO WIND DATA AVAILABLE. PRIOR FACILITY LAYOUTS ASSUME WIND COVERAGE IS 95%.
 - FLOOR ELEVATION OF PROPOSED HANGARS IS ASSUMED TO BE THE SAME ELEVATION AS RUNWAY CENTERLINE.
 - WITHIN A 100' RADIUS FROM THE AWOS THE GROUND MUST BE CLEARED OF ALL VEGETATION ABOVE 10'. THIS IS NECESSARY TO REDUCE THE PROBABILITY OF INTERFERENCE WITH THE VISIBILITY SENSOR.
 - IT IS DESIRED THAT EXISTING AND FUTURE OBJECTS (I.E. BUILDINGS, TREES) LOCATED WITHIN A 500' RADIUS OF THE PROPOSED AWOS SITE HAVE A TOP ELEVATION THAT IS 15' BELOW THE WIND SENSOR ELEVATION TO MEET AWOS DESIGN REQUIREMENTS.
 - EXISTING GLIDER OPERATIONS AREA TO BE RELOCATED OUTSIDE OF RSA & TOFA UNTIL THE PARALLEL TAXIWAY IS CONSTRUCTED AT WHICH TIME THE GLIDER OPERATIONS AREA WILL BE CLOSED. ADDITIONAL PLANNING MAY BE REQUIRED TO SITE NEW LOCATION FOR GLIDER OPERATIONS.
 - WITHOUT APPROACH LIGHTS THE AIRPORT WILL BE RESTRICTED TO 1-MILE VISIBILITY MINIMUMS. THE AIRPORT NEEDS APPROACH LIGHTS FOR 3/4-MILE OR LOWER NONPRECISION APPROACH.
 - AN EASEMENT HAS BEEN ESTABLISHED TO SECURE THE EXISTING RSA AND OFA AREAS. THIS AREA EXTENDS AN AVERAGE OF 228 FEET BEYOND THE WEST PROPERTY LINE AND 250 FEET IN WIDTH, CENTERED ALONG THE RUNWAY END CENTER POINT, APPROXIMATELY 1.31 ACRES (57,028SF).
 - AT THIS TIME THE RUNWAY EXTENSION IS NOT JUSTIFIED FOR FAA FUNDING. WHEN DEEMED NECESSARY, ADDITIONAL PLANNING WILL OCCUR TO EVALUATE RUNWAY LENGTH FOR EXISTING AND FUTURE CRITICAL AIRCRAFT AND ASSURE ITS RESPECTIVE RPZS MEET GUIDELINES.



FILE: I:\SDSKPROJ\10068_CLE_ELUM\002\01\DWG\ALP\936303-ALP-02-ALP.DWG PLOTTED: October 2016 (Greg Reince)

The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. 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.

By	Date	Revision

USKH
SHARED VISION. UNIFIED APPROACH.
Architecture • Engineering • Surveying
Planning • Environmental Services

621 W. Mallon Ave.
Suite 309
Spokane, WA 99201
(509) 328-5139

5 North Colville
Walla Walla, WA 99362
(509) 522-4843

www.USKH.com



Project: **CLE ELUM MUNICIPAL AIRPORT**

A.I.P. NO. 3-53-0014-004
City of Cle Elum, WA

Project Mgr.	LLC
Drawn	ZCS
Checked	LLC
Date	JULY 2013

Sheet Contents:
AIRPORT LAYOUT PLAN

Sheet No.: **2**

USKH W.O. 936303