



RUNWAY DATA		EXISTING	R/W 25	R/W 7	R/W 25
ARC		B-1 (SMALL)			
CRITICAL AIRCRAFT WINGSPAN (FEET)		37.8			45.8
MAX. TAKE OFF WEIGHT		5,500LBS			11,800LBS
CRITICAL AIRCRAFT APPROACH SPEED		86 MPH			111 MPH
RUNWAY DIMENSIONS (L/W)		2552' x 40'			3060' x 60'
PAVEMENT TYPE		BSI			SAME
PAVEMENT DESIGN STRENGTH		UNKNOWN			12,500 LBS
RUNWAY LIGHTING		MRL			SAME
RUNWAY MARKING		BASIC			BASIC
EFFECTIVE GRADIENT (%)		.24			SAME
LINE OF SITE REQUIREMENTS		MEETS REQUIREMENTS			SAME
APPROACH CATEGORY		VISUAL			STRAIGHT-IN NON-PRECISION
VISUAL APPROACH AIDS		PAPI			PAPI
INSTRUMENTAL APPROACH AIDS		NONE			NONE
RSA DIMENSIONS LENGTH BEYOND APPROACH END		66'	120'	120'	120'
OFA DIMENSIONS LENGTH BEYOND APPROACH END		140'	240'	240'	240'
LENGT BEYOND APPROACH END		140'	250'	250'	250'
OFA DIMENSIONS LENGTH BEYOND APPROACH END		148'	240'	240'	240'
LENGT BEYOND APPROACH END		148'	250'	250'	250'
RUNWAY END COORDINATES		N 47° 11' 38.83" W 120° 53' 18.77"	N 47° 11' 39.84" W 120° 52' 41.85"	N 47° 11' 38.63" W 120° 53' 26.12"	N 47° 11' 38.63" W 120° 53' 26.12"
DISPLACED THRESHOLD COORDINATES		N 47° 11' 38.83" W 120° 53' 16.87"	N 47° 11' 39.79" W 120° 52' 43.75"	N/A	N/A
RUNWAY END ELEVATIONS		1944.0'	1938.0'	1945.2'	1945.2'
APPROACH SLOPES		20:1	20:1	20:1	20:1
OBSTACLE CLEARANCE		17:1	50:1	8:1	23:1
ACTUAL		20:1	20:1	20:1	20:1
DECLARED DISTANCES					
TORA		2552'	2552'	2552'	2552'
TODA		2552'	2552'	2552'	2552'
ASDA		2322'	2322'	2322'	2322'
LDA		2092'	2092'	2092'	2092'

LEGEND		EXISTING	FUTURE
AIRFIELD PAVEMENT ROADWAY		[Symbol]	[Symbol]
DIRT ROADWAY		[Symbol]	[Symbol]
GRAVEL ROADWAY		[Symbol]	[Symbol]
BUILDINGS		[Symbol]	[Symbol]
PAVEMENT/BUILDING REMOVAL		[Symbol]	[Symbol]
AVIGATION EASEMENT		[Symbol]	[Symbol]
PROPERTY ACQUISITION		[Symbol]	[Symbol]
PROPERTY LINE		[Symbol]	[Symbol]
R/W OBJECT FREE AREA		[Symbol]	[Symbol]
R/W SAFETY AREA		[Symbol]	[Symbol]
R/W OBSTACLE FREE ZONE		[Symbol]	[Symbol]
RUNWAY PROTECTION ZONE		[Symbol]	[Symbol]
T/W OBJECT FREE AREA		[Symbol]	[Symbol]
20' BUILDING RESTRICTION LINE		[Symbol]	[Symbol]
AIRPORT REFERENCE POINT		[Symbol]	[Symbol]
AIRPORT LIGHTS		[Symbol]	[Symbol]
AIRPORT FENCE		[Symbol]	[Symbol]
BEACON		[Symbol]	[Symbol]
HOLD LINES		[Symbol]	[Symbol]
SIGNS		[Symbol]	[Symbol]
RELS		[Symbol]	[Symbol]
AMOS		[Symbol]	[Symbol]
3" DITCH		[Symbol]	[Symbol]
TREE LINE		[Symbol]	[Symbol]
CONTOURS		[Symbol]	[Symbol]

AIRPORT DATA		EXISTING	FUTURE
AIRPORT ELEVATION (NAVD 88)		1944.0'	1945.2'
AIRPORT REFERENCE POINT (ARP)		N 47° 11' 39.33" W 120° 53' 00.31"	N 47° 11' 39.23" W 120° 53' 03.99"
MEAN DAILY MAXIMUM TEMPERATURE		80.0°F	SAME
AIRPORT MAGNETIC VARIATION & DATE		B-1 (SMALL) 17° 48' E OCTOBER 1, 2004	SAME
NPAS SERVICE LEVEL		SAME	SAME
NPAS LIGHTING		REFLECTORS	MIL
TAXIWAY MARKINGS		NONE	SAME
TERMINAL NAVAID		PAPI/ROTATING BEACON	SAME

BUILDINGS/FACILITIES		EXISTING	FUTURE
HANGAR		(1)	(7)
HANGAR		(2)	(8)
HANGAR		(3)	(9)
HANGAR		(4)	(10)
HANGAR		(5)	(11)
HANGAR		(6)	(12)
PILOTS LOUNGE/RESTROOM		(13)	(13)
LIGHTED WINDOW/SEGMENTED CIRCLE		(14)	(14)
AUTO PARKING		(15)	(15)
T-HANGAR		(16)	(16)
T-HANGAR		(17)	(17)
T-HANGAR		(18)	(18)
FBO		(19)	(19)
AMOS		(20)	(20)
HELICOPTER PAD		(21)	(21)

**MODIFICATIONS TO DESIGN STANDARDS**

NONE

**NON-STANDARD CONDITIONS & DISPOSITION**

- EXISTING RUNWAY WIDTH IS 40'. FAA STANDARD FOR B-1 (SMALL) IS 60'. THE RUNWAY WILL BE RECONSTRUCTED TO ACHIEVE STANDARD WIDTH.
- EXISTING RSA WIDTH IS 66'. FAA STANDARD FOR B-1 (SMALL) IS 120'. GRADING TO RELOCATE DRAINAGE SWALES OR THE ADDITION OF UNDERGROUND CULVERTS WILL BE COMPLETED TO ACHIEVE STANDARD RSA.
- EXISTING RSA LENGTH BEYOND RUNWAY 7 THRESHOLD IS 140'. FAA STANDARD FOR B-1 (SMALL) IS 240'. LAND ACQUISITION AND GRADING TO RELOCATE DRAINAGE SWALES OR THE ADDITION OF UNDERGROUND CULVERTS WILL BE COMPLETED TO ACHIEVE STANDARD RSA.
- EXISTING RSA LENGTH BEYOND RUNWAY 25 THRESHOLD IS 140'. FAA STANDARD FOR B-1 (SMALL) IS 240'. LAND ACQUISITION AND GRADING TO RELOCATE DRAINAGE SWALES OR THE ADDITION OF UNDERGROUND CULVERTS WILL BE COMPLETED TO ACHIEVE STANDARD RSA.
- EXISTING OFA WIDTH IS 140'. FAA STANDARD FOR B-1 (SMALL) IS 250'. TREES WILL BE REMOVED TO ACHIEVE STANDARD OFA.
- EXISTING OFA LENGTH BEYOND RUNWAY 7 END IS 148'. FAA STANDARD FOR B-1 (SMALL) IS 240'. LAND WILL BE ACQUIRED AND FENCE BEYOND RUNWAY 7 END WILL BE REMOVED TO ACHIEVE STANDARD.
- EXISTING OFA LENGTH BEYOND RUNWAY 25 END IS 190'. FAA STANDARD FOR B-1 (SMALL) IS 240'. LAND WILL BE ACQUIRED FENCE BEYOND RUNWAY 25 END WILL BE REMOVED TO ACHIEVE STANDARD.
- OFZ PENETRATION EXISTS AT BOTH ENDS OF RUNWAY DUE TO FENCING. THE THRESHOLD AT EACH END SHOULD BE DISPLACED AN ADDITIONAL 100 FEET. SEE DECLARED DISTANCE TABLE.
- EXISTING OCS PENETRATED BY FENCING AT RUNWAY ENDS. FUTURE OCS WILL BE CLEAR WHEN FENCING IS RELOCATED.

**APPROVAL BLOCK**

AIRPORT SPONSOR:

Signature \_\_\_\_\_ Date \_\_\_\_\_

FEDERAL AVIATION ADMINISTRATION:

Signature \_\_\_\_\_ Date \_\_\_\_\_

Approval letter dated \_\_\_\_\_

DATUM: HORIZONTAL: NAVD 83 VERTICAL: NAVD 88 MAG. DECL. 17.46' E RATE OF CHANGE: 0.006" W/M/YR DATE: OCTOBER 1, 2004

DESIGNED BY: BRB	CHECKED BY: CRL			
DRAWN BY: CMB	APPROVED BY: DSW			
LAST EDIT: 10/12/06	PLOT DATE: 01/23/07			
DATE	BY	REV#	REVISION	CK'D/APPR.

WSDOT AVIATION DIVISION  
CLE ELUM MUNICIPAL AIRPORT  
**AIRPORT LAYOUT PLAN**

WASHINGTON

SCALE: 1" = 200'

PROJECT NO. 32102

DRAWING FILE NAME: 32102-AIRP-LP01

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