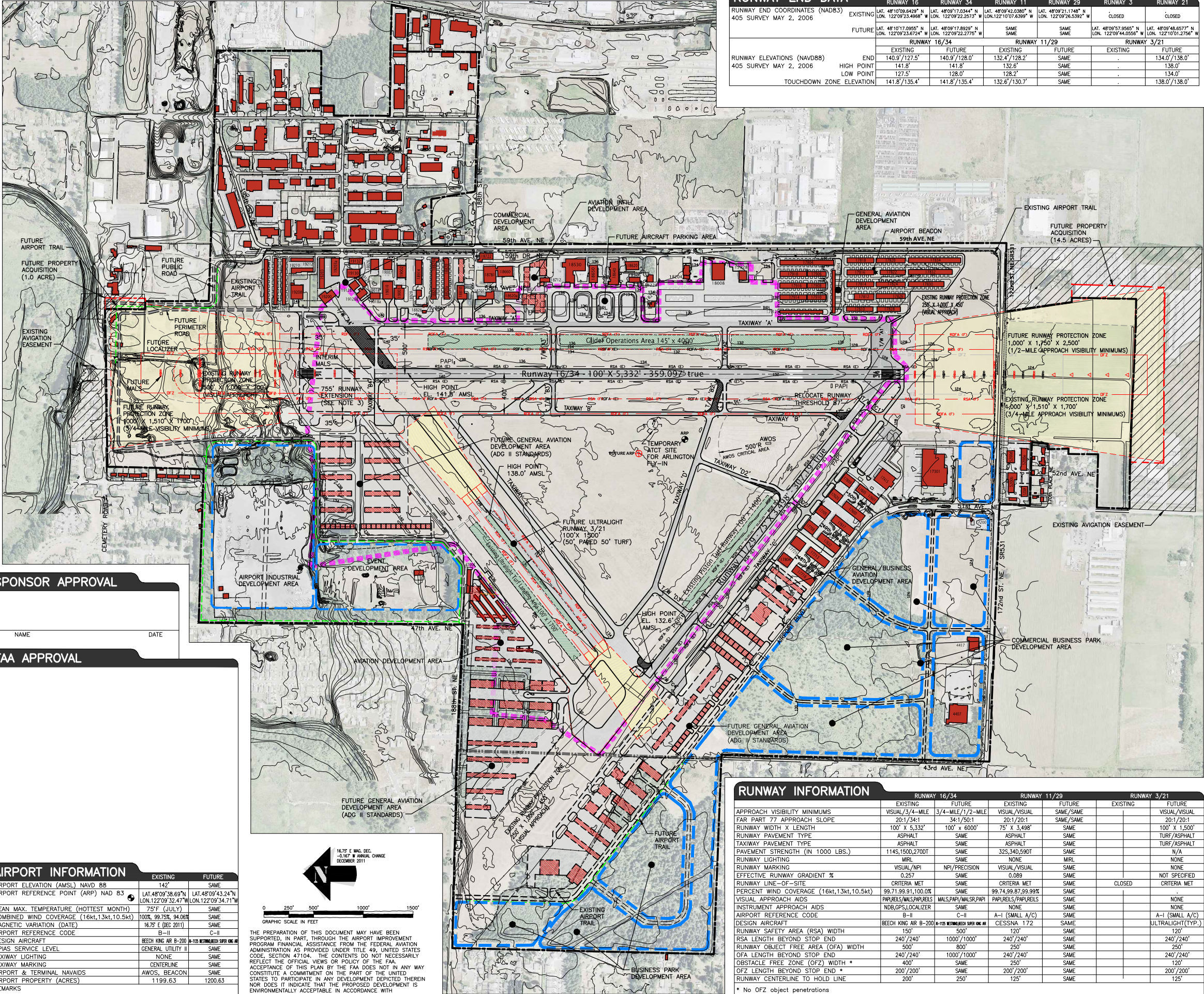




RUNWAY END DATA

|                                                          |  |                                                 |  |                                                 |  |                                                 |  |                                                 |  |                |  |
|----------------------------------------------------------|--|-------------------------------------------------|--|-------------------------------------------------|--|-------------------------------------------------|--|-------------------------------------------------|--|----------------|--|
| RUNWAY END COORDINATES (NAD83)<br>405 SURVEY MAY 2, 2006 |  | EXISTING                                        |  | RUNWAY 16/34                                    |  | RUNWAY 11/29                                    |  | RUNWAY 29                                       |  | RUNWAY 3/21    |  |
|                                                          |  | LAT. 48°10'09.8429" N<br>LON. 122°09'23.4968" W |  | LAT. 48°09'17.0344" N<br>LON. 122°09'22.2573" W |  | LAT. 48°09'42.0380" N<br>LON. 122°10'07.6399" W |  | LAT. 48°09'21.1748" N<br>LON. 122°09'26.5392" W |  | CLOSED         |  |
|                                                          |  | FUTURE                                          |  | LAT. 48°10'17.0065" N<br>LON. 122°09'23.6754" W |  | SAME                                            |  | LAT. 48°09'57.9565" N<br>LON. 122°09'44.0556" W |  | CLOSED         |  |
| RUNWAY ELEVATIONS (NAVD88)<br>405 SURVEY MAY 2, 2006     |  | EXISTING                                        |  | FUTURE                                          |  | EXISTING                                        |  | FUTURE                                          |  | EXISTING       |  |
| END                                                      |  | 140.9 / 127.5'                                  |  | 140.9 / 128.0'                                  |  | 132.4 / 128.2'                                  |  | SAME                                            |  | 134.0 / 138.0' |  |
| HIGH POINT                                               |  | 141.8'                                          |  | 132.6'                                          |  | 132.6'                                          |  | SAME                                            |  | 138.0'         |  |
| LOW POINT                                                |  | 127.5'                                          |  | 128.0'                                          |  | 128.2'                                          |  | SAME                                            |  | 134.0'         |  |
| TOUCHDOWN ZONE ELEVATION                                 |  | 141.8 / 135.4'                                  |  | 141.8 / 135.4'                                  |  | 132.6 / 130.7'                                  |  | SAME                                            |  | 138.0 / 138.0' |  |

BUILDING LEGEND

| NO.   | DESCRIPTION                       | ELEVATION | NO.    | DESCRIPTION                       | ELEVATION |
|-------|-----------------------------------|-----------|--------|-----------------------------------|-----------|
| 1     | ROTATING BEACON W/OBS. LIGHT (OL) | 186.0'    | 17916  | T-HANGAR                          | 152.2'    |
| 2     | BUILDING                          | 161.9'    | 17918  | T-HANGAR                          | 152.4'    |
| 4407  | WESTON                            | 143.6'    |        |                                   |           |
| 4417  | ATHLETIC CLUB                     | 152.5'    | 17928  | NAVY HANGAR                       | 171.8'    |
| 4700a | ULTRALIGHT T-HANGAR               | 149.5'    | 18008  | NAVY HANGAR                       | 168.6'    |
| 4700b | ULTRALIGHT T-HANGAR               | 151.5'    | 18204  | AIRPORT OFFICE/WSOT AVIATION      | 143.2'    |
| 4700c | ULTRALIGHT T-HANGAR               | 149.5'    | 18218  | RESTAURANT                        | 154.0'    |
| 4700d | ULTRALIGHT T-HANGAR               | 148.7'    | 18228  | WILD BLUE AVIATION                | 181.1'    |
| 4700e | ULTRALIGHT T-HANGAR               | 150.5'    | 18306  | OUT OF THE BLUE AVIATION          | 156.6'    |
| 4700f | BUILDING                          | 159.4'    |        |                                   |           |
| 5200a | CAR WASH                          | 139.0'    |        |                                   |           |
| 5200b | GAS STATION                       | 151.0'    | 18530  | GLASAIR                           | 164.1'    |
| 5200c | RESTAURANT                        | 150.0'    | 18615  |                                   |           |
| 5200e | MOTEL                             | 152.0'    | 18620  | UNIVERSAL AEROSPACE BUILDING      | 161.0'    |
| 5200f | BUILDING                          | 145.0'    | 18620a | CASCADE AVIATION                  | 158.2'    |
| 17200 | HENKENS RV                        | 139.5'    | 18640  | UNIVERSAL AEROSPACE BUILDING      | 161.0'    |
| 17301 | BOWMAN                            | 157.6'    | 18650  | HANGAR                            | 161.3'    |
| 17415 | CONDO HANGAR                      | 157.4'    | 18660  | STODDARD HAMILTON                 | 160.4'    |
| 17600 | HANGAR                            | 155.0'    | 18701  | HANGAR                            | 159.8'    |
| 17601 | HANGAR                            | 155.0'    | 18712  | AVIATION COVER, INC.              | 158.8'    |
| 17605 | HANGAR                            | 155.0'    | 18722  | THE POINT CHURCH OFFICES          | 165.0'    |
| 17609 | HANGAR                            | 155.0'    | 18781  | STODDARD HAMILTON                 | 159.3'    |
| 17617 | HANGAR                            | 155.0'    | 18810  | HANGAR                            | 169.4'    |
| 17620 | HANGAR                            | 155.0'    | 18820  | AERONAUTICAL TESTING SERVICES     | 162.0'    |
| 17622 | HANGAR                            | 155.0'    | 18820a | WRANGELL ELECTRONICS              | 162.0'    |
|       |                                   |           | 18824  | GPS SURVEYING                     | 162.0'    |
| 17705 | HANGAR                            | 155.0'    | 18824a |                                   | 162.0'    |
| 17708 | HANGAR                            | 155.0'    | 18826  | CASTLE AND COOKE/BIG SKY AVIATION | 145.5'    |
| 17713 | HANGAR                            |           | 18914  | GOLD AERO                         |           |
| 17716 | HANGAR                            |           | 18928  | AVIATION INSPECTION & REPAIR      | 170.1'    |
| 17725 | HANGAR                            |           | 19002  | METAL MOTION                      | 160.0'    |
| 17804 | T-HANGAR                          |           | 19003  | METAL MOTION                      | 163.8'    |
| 17808 | PUMP HOUSE                        |           | 19007  | VACANT                            | 161.2'    |
| 17810 | T-HANGAR                          | 151.8'    | 19010  | HANGAR                            | 165.7'    |
| 17812 | T-HANGAR                          | 158.1'    | 19018  | PRIVATE HANGAR                    | 160.3'    |
| 17814 | T-HANGAR                          | 151.6'    | 19018a | PARA-PHERNALIA                    | 160.3'    |
| 17816 | T-HANGAR                          | 151.9'    | 19026  | ARLINGTON GLASS                   | 161.5'    |
| 17818 | T-HANGAR                          | 151.7'    | 19124  | GLOBAL MACHINE WORKS              | 161.7'    |
| 17820 | T-HANGAR                          | 150.5'    | 19128  | CITY HANGAR                       | 167.0'    |
| 17822 | T-HANGAR                          | 150.5'    | 19128a | CITY HANGAR                       | 167.5'    |
| 17824 | T-HANGAR                          | 150.6'    | 19130  | GLOBAL MACHINE WORKS              | 162.5'    |
| 17826 | T-HANGAR                          | 150.6'    | 19132  | HANGAR                            | 163.8'    |
| 17828 | T-HANGAR                          | 148.4'    | 19200  | PRIVATE HANGAR                    | 172.5'    |
| 17830 | T-HANGAR                          | 146.0'    | 19203a | CASCADE ENGINE SERVICE            | 158.2'    |
| 17832 | T-HANGAR                          | 146.0'    | 19203  | CONDO HANGARS                     | 162.3'    |
| 17834 | T-HANGAR                          | 146.0'    | 19208  | PRIVATE HANGAR                    | 180.8'    |
| 17904 | T-HANGAR                          | 151.6'    | 19210  | CONDO HANGARS                     |           |
| 17906 | T-HANGAR                          | 154.3'    | 19212  | CONDO HANGARS                     |           |
| 17908 | T-HANGAR                          | 155.1'    | 19218  | T-HANGAR                          |           |
| 17910 | T-HANGAR                          | 154.9'    | 19220  | T-HANGAR                          | 159.8'    |
| 17912 | T-HANGAR                          | 147.1'    | 19222  | T-HANGAR                          | 160.0'(E) |
| 17914 | T-HANGAR                          | 152.0'    |        |                                   |           |

REVISIONS & NOTES

| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
|     |             |      |
|     |             |      |
|     |             |      |
|     |             |      |
|     |             |      |

- NOTES:
- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
  - COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88.
  - RUNWAY 16/34 EXTENSION IS A LONG-TERM PLAN AND WILL REQUIRE ADDITIONAL PLANNING AND FAA REVIEW.

DRAWING LEGEND

|                                          | EXISTING | FUTURE |
|------------------------------------------|----------|--------|
| AIRPORT PROPERTY LINE                    | ---      | XX     |
| AIRPORT SECURITY FENCE                   | ---      | XX     |
| AIRPORT BUILDINGS                        | ---      | XX     |
| AIRFIELD PAVEMENT                        | ---      | XX     |
| AIRFIELD PAVEMENT REMOVED                | ---      | XX     |
| PAVED ROADS                              | ---      | XX     |
| RUNWAY PROTECTION ZONE                   | ---      | XX     |
| AVIATION EASEMENT                        | ---      | XX     |
| BUILDING RESTRICTION LINE                | ---      | XX     |
| OBSTACLE FREE ZONE                       | ---      | XX     |
| RUNWAY SAFETY AREA                       | ---      | XX     |
| RUNWAY OBJECT FREE AREA                  | ---      | XX     |
| FUEL STORAGE AREA                        | ---      | XX     |
| AIRPORT BEACON                           | ---      | XX     |
| LIGHTED WIND CONE & SEGMENTED CIRCLE     | ---      | XX     |
| PRECISION APPROACH PATH INDICATOR (PAPI) | ---      | XX     |
| RUNWAY END IDENTIFIER LIGHTS (REIL)      | ---      | XX     |
| AIRPORT REFERENCE POINT (ARP)            | ---      | XX     |
| NATIONAL HISTORIC PROPERTY BOUNDARY      | ---      | XX     |
| DEVELOPMENT AREA BOUNDARY                | ---      | XX     |



## Arlington Municipal Airport

Arlington, Washington

# AIRPORT LAYOUT DRAWING

**TULSA**  
1616 East 15th Street  
Tulsa, Oklahoma 74120  
918.585.8844

**DENVER**  
1743 Wazee Street, Suite 400  
Denver, Colorado 80202  
303.825.8844

DATE  
July 2012

SCALE  
1" = 500'

SHEET NO.  
2 OF 16

SPONSOR APPROVAL

NAME \_\_\_\_\_ DATE \_\_\_\_\_

FAA APPROVAL

| AIRPORT INFORMATION                       |  | EXISTING                                    | FUTURE                                      |
|-------------------------------------------|--|---------------------------------------------|---------------------------------------------|
| AIRPORT ELEVATION (AMSL) NAVD 88          |  | 142'                                        | SAME                                        |
| AIRPORT REFERENCE POINT (ARP) NAD 83      |  | LAT. 48°09'38.69" N<br>LON. 122°09'32.47" W | LAT. 48°09'43.24" N<br>LON. 122°09'34.71" W |
| MEAN MAX. TEMPERATURE (HOTTEST MONTH)     |  | 75°F (JULY)                                 | SAME                                        |
| COMBINED WIND COVERAGE (16kt,13kt,10.5kt) |  | 100%, 99.75%, 94.06%                        | SAME                                        |
| MAGNETIC VARIATION (DATE)                 |  | 16.78° E (DEC 2011)                         | SAME                                        |
| AIRPORT REFERENCE CODE                    |  | B-II                                        | C-II                                        |
| DESIGN AIRCRAFT                           |  | BECH KING AIR B-200                         | B-115C (2012) SUPER DUCAT                   |
| NIPUS SERVICE LEVEL                       |  | SAME                                        | SAME                                        |
| TAXIWAY LIGHTING                          |  | NONE                                        | SAME                                        |
| TAXIWAY MARKING                           |  | CENTERLINE                                  | SAME                                        |
| AIRPORT & TERMINAL NAVAIDS                |  | AWOS, BEACON                                | SAME                                        |
| AIRPORT PROPERTY (ACRES)                  |  | 1199.63                                     | 1200.63                                     |
| REMARKS                                   |  |                                             |                                             |

16.78° E MAG. DEC.  
-0.167° W ANNUAL CHANGE  
DECEMBER 2011



GRAPHIC SCALE IN FEET

0 250' 500' 1000' 1500'

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

RUNWAY INFORMATION

|                                          | RUNWAY 16/34            |                           | RUNWAY 11/29        |           | RUNWAY 3/21 |                  |
|------------------------------------------|-------------------------|---------------------------|---------------------|-----------|-------------|------------------|
|                                          | EXISTING                | FUTURE                    | EXISTING            | FUTURE    | EXISTING    | FUTURE           |
| APPROACH VISIBILITY MINIMUMS             | VISUAL/3/4-MILE         | 3/4-MILE/1/2-MILE         | VISUAL/VISUAL       | SAME/SAME | EXISTING    | FUTURE           |
| FAR PART 77 APPROACH SLOPE               | 20:1/34:1               | 34:1/50:1                 | 20:1/20:1           | SAME/SAME |             | 20:1/20:1        |
| RUNWAY WIDTH X LENGTH                    | 100' X 5,332'           | 100' X 6,000'             | 75' X 3,498'        | SAME      |             | 100' X 1,500'    |
| RUNWAY PAVEMENT TYPE                     | ASPHALT                 | SAME                      | ASPHALT             | SAME      |             | TURF/ASPHALT     |
| TAXIWAY PAVEMENT TYPE                    | ASPHALT                 | SAME                      | ASPHALT             | SAME      |             | TURF/ASPHALT     |
| PAVEMENT STRENGTH (IN 1000 LBS.)         | 114S,1500,2700T         | SAME                      | 32S,340,590T        | SAME      |             | N/A              |
| RUNWAY LIGHTING                          | MIR                     | SAME                      | NONE                | MIRL      |             | NONE             |
| RUNWAY MARKING                           | VISUAL/NPI              | NPI/PRECISION             | VISUAL/VISUAL       | SAME      |             | NONE             |
| EFFECTIVE RUNWAY GRADIENT %              | 0.257                   | SAME                      | 0.089               | SAME      |             | NOT SPECIFIED    |
| RUNWAY LINE-OF-SITE                      | CRITERIA MET            | SAME                      | CRITERIA MET        | SAME      | CLOSED      | CRITERIA MET     |
| PERCENT WIND COVERAGE (16kt,13kt,10.5kt) | 99.71,99.91,100.0%      | SAME                      | 99.74,99.87,99.99%  | SAME      |             |                  |
| VISUAL APPROACH AIDS                     | PAPI,RELS,MLS,PAPI,RELS | MLS,PAPI,MLS,PAPI,RELS    | PAPI,RELS,PAPI,RELS | SAME      |             | NONE             |
| INSTRUMENT APPROACH AIDS                 | NDB,GPS,LOCALIZER       | SAME                      | NONE                | SAME      |             | NONE             |
| AIRPORT REFERENCE CODE                   | B-II                    | C-II                      | A-I (SMALL A/C)     | SAME      |             | A-I (SMALL A/C)  |
| DESIGN AIRCRAFT                          | BECH KING AIR B-200     | B-115C (2012) SUPER DUCAT | CESSNA 172          | SAME      |             | ULTRALIGHT(TYP.) |
| RUNWAY SAFETY AREA (RSA) WIDTH           | 150'                    | 120'                      | 120'                | SAME      |             | 120'             |
| RSA LENGTH BEYOND STOP END               | 240'/240'               | 1000'/1000'               | 240'/240'           | SAME      |             | 240'/240'        |
| RUNWAY OBJECT FREE AREA (OFA) WIDTH      | 500'                    | 800'                      | 250'                | SAME      |             | 250'             |
| OFA LENGTH BEYOND STOP END               | 240'/240'               | 1000'/1000'               | 240'/240'           | SAME      |             | 240'/240'        |
| OBSTACLE FREE ZONE (OFZ) WIDTH *         | 400'                    | SAME                      | 250'                | SAME      |             | 120'             |
| OFZ LENGTH BEYOND STOP END *             | 200'/200'               | SAME                      | 200'/200'           | SAME      |             | 200'/200'        |
| RUNWAY CENTERLINE TO HOLD LINE           | 200'                    | 250'                      | 125'                | SAME      |             | 125'             |

\* No OFZ object penetrations