

CHAPTER E.

Airport Plans

INTRODUCTION. The plan for the future development of Arlington Municipal Airport has evolved from an analysis of many considerations. Among these are: aviation demand forecasts; facility requirements; aircraft operational characteristics; environmental considerations; and, the general direction of future airport development, as expressed by the City of Arlington. The various landside/airside development options that were presented in the previous chapter provided the Study Advisory Committee and the Airport staff with a variety of options for future facility expansion. Following a careful assessment of the potential impacts of each development option, the Airport Sponsor selected components of a recommended *Conceptual Development Plan*, which was presented at the conclusion of the previous chapter.

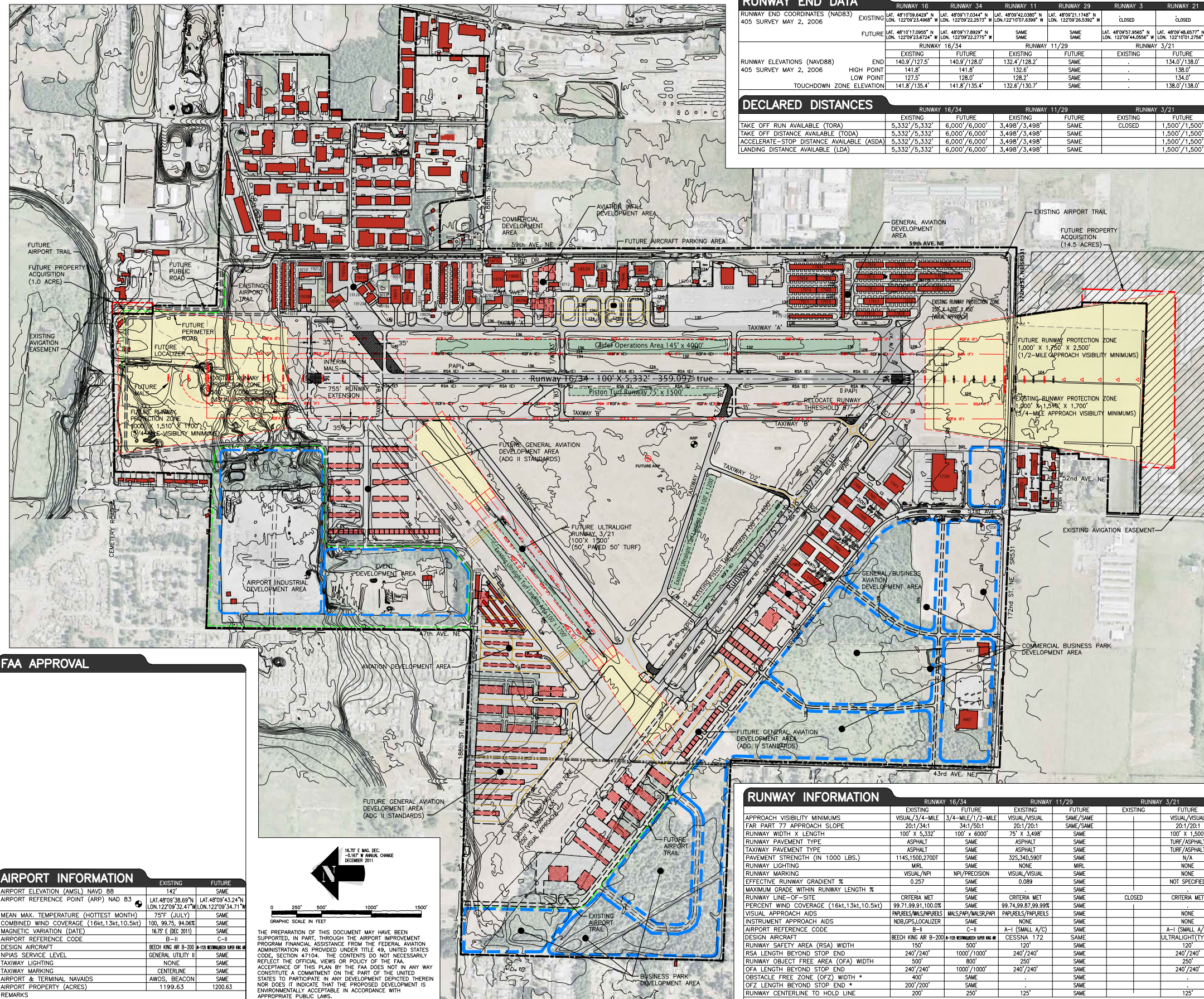
Because previous chapters have established and quantified the future development needs of the Airport, the various elements of the selected plan are categorically reviewed here in an outline and graphic format. A brief written description of the individual elements, represented in the set of *Airport Plans* for Arlington Municipal Airport, is accompanied by a graphic description presented in the form of the *Airport Layout Drawing, Airspace Drawings, Approach Profiles and Inner Approach Surface Drawings, Runway Departure Surface Drawing, Terminal Area Development Plans, Land Use Drawing, and Property Map.*

It is recognized that future demand for facilities cannot be totally predicted at the Airport, mainly during the latter stages of the 20-year planning period. Therefore, particular emphasis is placed on the initial portion of the planning period, the first five years. Here, the projections are more definable and the magnitude of program accomplishment is more pronounced. Furthermore, carefully guided development within the initial years of the planning period is essential to the future expansion of this facility and the continued enhancement of aviation development.

Airport Layout Drawing

The Airport Layout Drawing, which illustrates both airside and landside facilities, is a graphic depiction of the existing and ultimate airport facilities that will be required for the Airport to properly accommodate the forecast future demand. In addition, the drawing provides detailed information on design criteria, which is necessary to define the relationships of airport facilities with the applicable FAA standards. The following illustration, entitled *AIRPORT LAYOUT DRAWING*, and the following paragraphs, describe the major components of the future Airport Development Plan.





BUILDING LEGEND					
NO.	DESCRIPTION	ELEVATION	NO.	DESCRIPTION	ELEVATION
1	ROTATING BEACON W/OBS. LIGHT (OL)	186.0'@O.L.	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/WSDOT AVIATION	143.2'
4700c	ULTRALIGHT T-HANGAR	148.5'	18218	RESTAURANT	154.0'
4700d	ULTRALIGHT T-HANGAR	149.7'	18228	WILD BLUE AVIATION	181.1'
4700e	ULTRALIGHT T-HANGAR	150.5'	18306	OUT OF THE BLUE AVIATION	156.6'
4700f	BUILDING	155.4'			
5200a	CAR WASH	139.0'			
5200b	GAS STATION	151.0'	18530	GLASAIR	164.1'
5200d	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	155.8'
17501	HANGAR	155.0'	18701	HANGAR	159.8'
17601	HANGAR	155.0'	18712	AVIATION COVER, INC.	160.4'
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		
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	161.8'
17808	PUMP HOUSE		19007	VACANT	163.2'
17811	T-HANGAR	151.8'	19010	HANGAR	155.7'
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	153.8'
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

[illegible]

NOTES:

1. 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.
2. COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88.

SPONSOR APPROVAL

NAME

DATE

DRAWING LEGEND

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

Arlington Municipal Airport
Arlington, Washington

FIGURE E1

Airport Layout Drawing

 Barnard Dunkelberg & Company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DENVER
1743 Wazee Street, Suite 4
Denver, Colorado 80202
303.825.8844

DATE
October 2011

SCALE
1" = 500'

SHEET NO.
2 OF 16

Runway System

The development recommendations for the runway system are presented in the following text.

Runway 16/34.

Airport Reference Code (ARC) Dimensional Criteria. As described in previous chapters, this runway is currently designed to Airport Reference Code (ARC) B-II design criteria, with a recommended future designation of C-II. Therefore, the Airport Layout Drawing will continue to illustrate and maintain the future ARC C-II criteria for this runway.

Dimensions. This runway, with an existing width of 100 feet, meets the ARC C-II dimensional standards. It is recommended that the existing runway length of 5,332 feet be extended to an ultimate length of 6,000 feet. In conjunction with the recommended extension, it is recommended that the Runway 34 threshold be relocated by 87 feet. This will accommodate the ARC C-II dimensional standards for the Runway Safety Area (RSA) and Runway Object Free Area (ROFA) length of 1,000 feet beyond the runway end to the south. This equates to an overall extension of 755 feet to the north.

Pavement. The runway's existing published gross weight bearing capacity (i.e., 114,000 pounds single wheel, 150,000 pounds dual wheel, and 270,000 pounds dual tandem wheel main landing gear configuration) will be maintained. However, in consideration of the existing and future design aircraft for the runway, reducing the design pavement strength should be evaluated at the next pavement reconstruction interval.

Instrument Approach Criteria. During the course of developing this MP Update, the Airport/FAA implemented an LPV approach procedure to Runway 34 with visibility minimums of ¾-mile. The Airport will continue to plan and protect for an instrument approach procedure improvement to Runway 34 with visibility minimums of ½-mile, and an RNAV (GPS) approach procedure to Runway 16 with visibility minimums of ¾-mile.

Runway Protection Zone (RPZ). When the LPV approach procedure improvement with visibility minimums of ½-mile is implemented to Runway 34, the size of the RPZ for this runway end will be enlarged to 1,000 feet x 1,750 feet x 2,500 feet. In addition, the Runway 16 RPZ will be enlarged to 1,000 feet x 1,510 feet x 1,700 feet when the RNAV (GPS) approach procedure is implemented.

Runway Lighting & Navigational Aids. This runway's existing Medium Intensity Runway Lights (MIRLs) and the Precision Approach Path Indicator (PAPI) lights serving each runway end shall be maintained. However, with the Runway 34 threshold relocation, a revised siting analysis will be required to verify if the PAPI could be maintained in its present location with an "aiming angle"



adjustment. Runway Alignment Indicator Lights (RAILS) will need to be installed to the Medium Intensity Approach Light System (MALS) currently serving Runway 34 to achieve the lighting credit for the ½-mile visibility minimums associated with the LPV approach procedure improvement. In addition, a MALS will be installed to Runway 16 to implement the RNAV (GPS) approach procedure with visibility minimums of ¾-mile. Depending upon the timing/phasing of the implementation of the RNAV (GPS) approach procedure to Runway 16 relative to the 775-foot runway extension will determine if the Runway End Identifier Lights (REILs) will need to be relocated or replaced by the MALS.

Runway 11/29.

Airport Reference Code (ARC) Dimensional Criteria. This runway is currently designed in accordance with ARC A-I Small Aircraft Only design criteria, as specified by the FAA, and this is the appropriate design standard based on current aircraft operations.

Dimensions. The existing runway width of 75 feet exceeds the ARC A-I Small Aircraft Only dimensional standard of 60 feet. The existing length of 3,498 feet will be maintained, as will the existing RSA and ROFA dimensions.

Pavement. This runway's existing published gross weight bearing capacity (i.e., 32,000 pounds single wheel, 34,000 pounds dual wheel, and 59,000 pounds dual tandem wheel main landing gear configuration) will be maintained. As with Runway 16/34, in consideration of the existing and future design aircraft for Runway 11/29, reducing the design pavement strength should be evaluated at the next pavement reconstruction interval.

Instrument Approach Criteria. Runway 11/29 is currently served with visual approaches and no improvements are recommended.

Runway Protection Zone (RPZ). Since there are no scheduled improvements to the approaches or changes to the ARC, the size of the RPZs for Runway 11/29 are to remain at their existing dimensions of 250 feet x 450 feet x 1,000 feet.

Runway Lighting & Navigational Aids. Based on the proposed retention of the existing visual approaches and runway dimensions, the Airport Layout Drawing will continue to illustrate the maintenance of the existing PAPI lights and Runway End Identifier Lights (REILs) serving each runway end. Additionally, the recommended MIRL is reflected in the drawing.

Runway 3/21 (Future Ultralight Runway).

Airport Reference Code (ARC) Dimensional Criteria. The designated ARC for this future runway is A-I Small Aircraft Only.



Dimensions. The future length and width of Runway 3/21 is recommended to be 1,500 feet x 100 feet, which can accommodate the takeoff requirements of the entire ultralight aircraft fleet and exceed the dimensional standards for ARC A-I Small Aircraft Only.

Pavement. The positioning of Runway 3/21 will be on the north edge of the closed northeast-southwest runway, resulting in the south half of the runway width comprised of pavement and the north half of turf. The existing gross weight bearing capacity of this pavement is not known, but it is believed to accommodate all of the aircraft within the ultralight fleet.

Instrument Approach Criteria. This runway will be provided with visual approaches to each end, and the Airport has no plans to implement instrument approach procedures to this runway.

Runway Protection Zone (RPZ). In accordance with ARC A-I Small Aircraft Only and visual approaches, the size of the future RPZs will be 250 feet x 450 feet x 1,000 feet.

Runway Lighting & Navigational Aids. There are no runway lights or navigation aids recommended for this future runway.

Glider Operations Area (GOA).

Airport Reference Code (ARC) Dimensional Criteria. The recommended ARC for the Glider Operations Area (GOA) is A-I Small Aircraft Only.

Dimensions. The future length and width of the GOA is recommended to be 4,000 feet x 145 feet, with its centerline located 323 feet east of the Runway 16/34 centerline. As stated previously, in this location, Runway 16/34 and the GOA would continue to be operated as a one-runway system with no simultaneous operations permitted. Additionally, the Airport's existing traffic patterns are to be maintained.

The length is broken into three segments. The longest segment, at 1,600 feet in length, is located between Taxiways "A2" and "A3" and is the designated glider takeoff area. North of Taxiway "A3", the north landing and recovery area is 1,175 feet in length. South of Taxiway "A2", the south landing and recovery area is 1,158 feet in length. It is recommended that threshold markings be provided that delineate the location of the glider recovery areas. These markings will be located 250 feet north of Taxiway "A1" and 350 feet south of the intersection of Runway 16/34 and Taxiway "A4".

Lighting & Navigational Aids. There are no runway lights or navigation aids recommended for the GOA. It is recommended that future GOA advisory signage be provided on the east side of Taxiways "A1"



and “A4”, informing pilots that they are entering a glider operations area and extra caution should be exercised before proceeding.

Piston Turf Runway.

Airport Reference Code (ARC) Dimensional Criteria. The designated ARC for this future runway is A-I Small Aircraft Only.

Dimensions. The future length and width of the piston turf runway is recommended to be 1,400 feet in length and 75 feet in width. This length can accommodate the landing requirements of the piston aircraft fleet associated with towing gliders. The future width exceeds the dimensional standards for ARC A-I Small Aircraft Only.

Taxiway System

The development recommendations for the Airport’s taxiway system are presented in the following text.

Runway 16/34 Taxiway System.

Dimensions. The Airport Layout Drawing will reflect the maintenance of this runway’s existing dual parallel taxiway system. In conjunction with the Runway 16/34 extension to the north, it is recommended that Taxiways “A” and “B” be extended. Additionally, as stated previously, Taxiways “A4” (east of the runway) and “B2” (west of the runway) are programmed for re-alignment to intersect the runway at 90° angles.

Pavement. In consideration of the future design aircraft for Runway 16/34, the design, engineering, and construction of the proposed taxiway improvements should be commensurate with the design pavement strength determined for Runway 16/34 at the next pavement reconstruction interval.

Taxiway Lighting. The existing system of Low Intensity Taxiway Lights (LITLs) associated with Taxiways “A1”, “A2”, “A3”, and “A4” are to be retained. Additionally, it is proposed that Taxiways “A” and “B”, and connector Taxiways “B2”, “B3”, and “B4” be evaluated for future LITL installation.

Runway 11/29 Taxiway System.

Dimensions. The Airport Layout Drawing reflects the maintenance of Taxiway “C” on the southeast side of Runway 11/29, and the future reconstruction of Taxiways “B”, “D2”, and “E” to intersect Runway 11/29 at 90° angles. It should be noted that this runway’s Airplane Design Group (ADG) I Small Aircraft Only standards specify a taxiway width of 25 feet. However, because this taxiway serves hangar facilities housing larger aircraft with ADG II wingspans, and past FAA funding decisions for Taxiway “C” have allowed ADG II design standards, the Airport Sponsor would like to retain the



current 35-foot width for the future taxiway improvements. Therefore, the Airport Layout Drawing will illustrate the future development of the Runway 11/29 taxiway system at the specified 35-foot width and other ADG II design criteria.

Pavement. The proposed taxiway improvements should be designed, engineered, and constructed commensurate with the design pavement strength determined at the next pavement reconstruction interval based on the future design aircraft.

Taxiway Lighting. LITLs are programmed for installation on Taxiway “C”.

Runway 3/21 Taxiway System.

Dimensions. The taxiway located northwest of future Runway 3/21 currently serves the Airport’s sport aviation facilities. However, at ultimate development, ADG-II aircraft will likely use it for access from the hangar development area to the Runway 16 threshold. Therefore, the Airport Sponsor would like to retain the existing width, and the FAA will determine if future taxiway improvements using this dimension are eligible for federal funding. The Airport Layout Drawing will illustrate the maintenance of the existing taxiway width.

Pavement. Design, engineer, and construct future taxiway improvements commensurate with the design pavement strength determined at the next pavement reconstruction interval based on the future design aircraft.

Taxiway Lighting. No taxiway lighting or signage is proposed for the taxiways serving this runway.

Property/Easement Acquisition or Release

The Airport presently owns the majority of the property associated with the existing RPZs at each runway end. However, additional property ownership of approximately 1.0 acre is needed to control the balance of the future Runway 16 RPZ, and approximately 14.5 acres is needed for the future Runway 34 RPZ.

Airspace Drawing

The Airspace Drawing for Arlington Municipal Airport is based upon Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*. In order to protect the airport’s airspace and approaches from hazards that could affect the safe and efficient operation of aircraft, federal criteria contained in the FAR Part 77 document have been established to provide guidance in controlling the height of objects near airports. FAR Part 77 criteria specify a set of imaginary surfaces which, when penetrated, designate an object as being an obstruction. However, some obstructions can be



determined to be non-hazardous by an aeronautical study by virtue of their location and/or marked and lighted as specified in the aeronautical study determination. Airfield navigational aids, as well as lighting and visual aids, by nature of their location, may constitute obstructions, but these objects do not violate FAR Part 77 criteria, as they are essential to the operation of the Airport.

The Airspace Drawing, which is illustrated in the following figures, provides plan and profile views that depict these criteria as they specifically relate to Arlington Municipal Airport. The plan is based on the ultimate planned runway lengths, the ultimate planned approaches to each runway end, and the ultimate planned airport elevation. Therefore, the Runway 16/34 criteria are based on the larger-than-utility category (i.e., runways designated for aircraft weighing in excess of 12,500 pounds, gross weight) and having a precision instrument approach from the south with visibility minimums less than $\frac{3}{4}$ -mile, and a non-precision instrument approach from the north with visibility minimums greater than $\frac{3}{4}$ -mile. Runways 11/29 and 3/21 criteria are based on utility category (i.e., runways designated for aircraft weighing less than 12,500 pounds, gross weight) and having visual approaches to all runway ends.

As specified by FAR Part 77 guidelines, there are five defined imaginary surfaces, which include the primary, the transitional, the horizontal, the conical, and the approach. A brief definition of each surface is included in the following narrative.

The primary surface is longitudinally centered on the runway and extends 200 feet beyond each runway end. The elevation of any point on the primary surface is the same as the nearest point on the runway centerline. For Runway 16/34, the primary surface is 1,000 feet in width; for Runways 11/29 and 3/21, it is 250 feet in width.

Transitional surfaces extend upward and outward at right angles to the runway centerline, and the extended runway centerline, at the edges of the primary surface. A slope of 7:1 (i.e., for every one foot in elevation attained, a horizontal distance of seven feet is required) is applied to the transitional surfaces.

The horizontal surface is a horizontal plane established at an elevation of 150 feet above the ultimate airport elevation. The perimeter of the horizontal surface is established by swinging arcs from the center of each end of the primary surface and connecting the arcs with tangent lines. The radii of the arcs for Runway 16/34 are 10,000 feet; the radii of the arcs for Runways 11/29 and 3/21 are 5,000 feet.

At the periphery of the horizontal surface is the conical surface. This surface extends outward and upward from the horizontal surface at a slope of 20:1 (i.e., for every one foot in elevation, a horizontal distance of 20 feet is required) for a horizontal distance of 4,000 feet.



SOURCES: OBSTRUCTION DATA SHEET 0795, JULY 1992. NAD83/NGVD29 (CONVERTED TO NAVD88).

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL), NAVD 88	136.81	
AIRPORT REFERENCE POINT (ARPP) NAD 83	LAT 48°09'38.69"N LON.122°09'32.47"W	LAT 48°09'43.24"N 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)	17.001° (AUGUST 2010)	SAME
AIRPORT REFERENCE CODE	B-1	SAME
DESIGN AIRCRAFT	BEECH KING AIR B-200	SAME
NPIAS SERVICE LEVEL	GENERAL UTILITY II	SAME
TAXIWAY LIGHTING	NONE	SAME
TAXIWAY MARKING	CENTERLINE	SAME
AIRPORT & TERMINAL NAVAIDS	AWOS, BEACON	SAME
AIRPORT PROPERTY (ACRES)	1189.36	1196.56
REMARKS		

[illegible]

NOTES:

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2. COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88.

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FIGURE E2
Airport Airspace Drawing - Conical Surface (Plan View)

Barnard Dunkelberg & Company

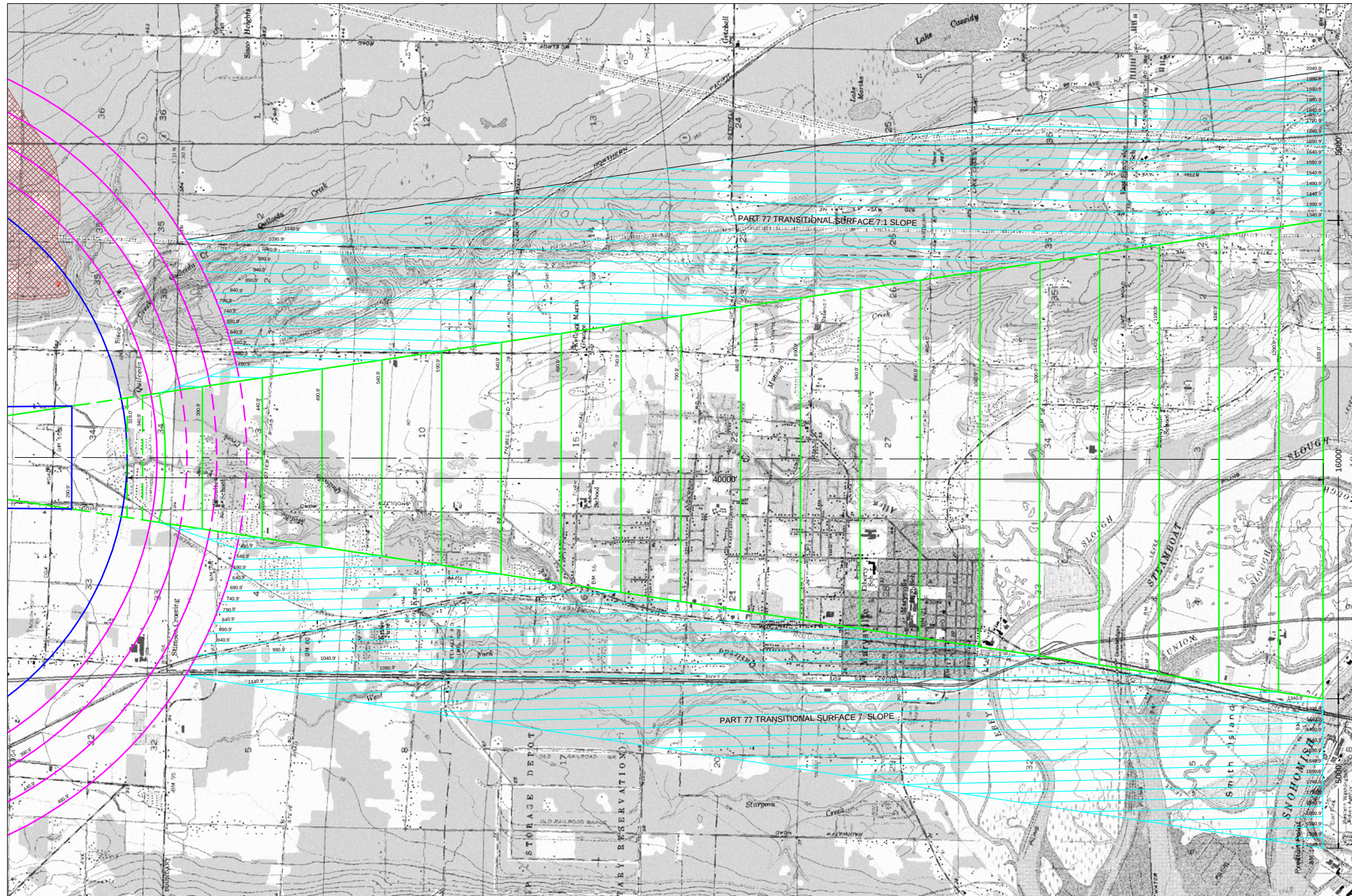
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

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

DATE
October 2011

SCALE
1" = 200'

SHEET NO.
3 OF 16



PART 77 OBSTRUCTIONS

[illegible]

SOURCES: OBSTRUCTION DATA SHEET 0795, JULY 1992. NAD83/NGVD29 (CONVERTED TO NAVD88).

AIRPORT INFORMATION

	NAME	TIME
AIRPORT ELEVATION (AMSL) NAVD 88	136.8'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT:48°09'38.69"N LON:122°09'32.47"W	LAT:48°09'43.24"N 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)	17.001° (AUGUST 2010)	SAME
AIRPORT REFERENCE CODE	B-II	SAME
DESIGN AIRCRAFT	BEECH KING AIR B-200	SAME
NPIAS SERVICE LEVEL	GENERAL UTILITY II	SAME
TAXIWAY LIGHTING	NONE	SAME
TAXIWAY MARKINGS	CENTERLINE	SAME
AIRPORT & TERMINAL NAVAIDS	AWOS, BEACON	SAME
AIRPORT PROPERTY (ACRES)	1189.36	1196.56
REMARKS		

REVISIONS & NOTES

[illegible]

NOTES:

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DRAWING LEGEND

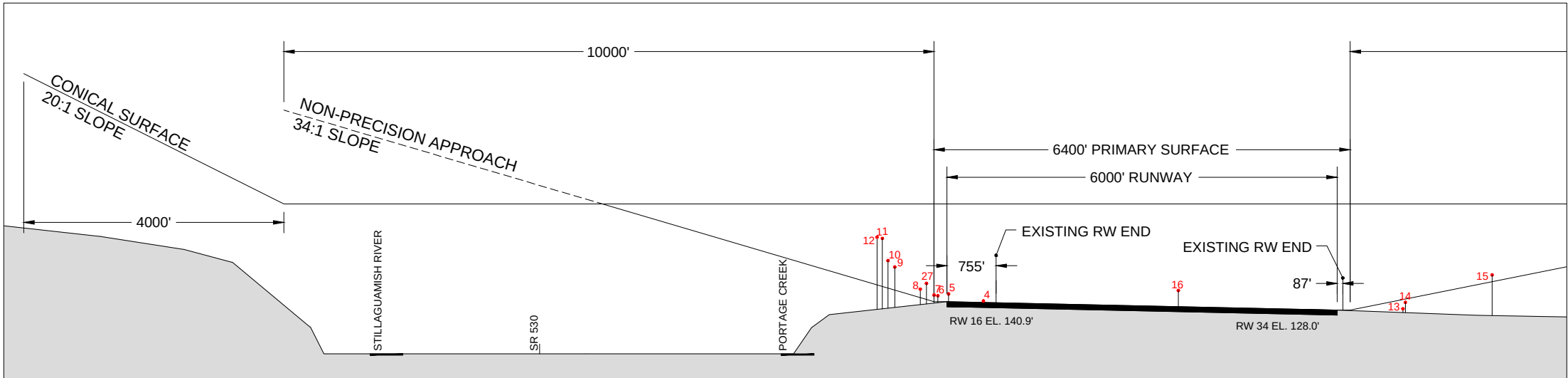
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Arlington Municipal Airport
Arlington, Washington

FIGURE E3
Airport Airspace Drawing - Runway 34
Extended Approach Surface (Plan View)


Barnard Dunkelberg & Company

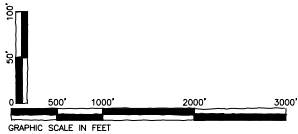
TULSA 1616 East 15th Street Tulsa, Oklahoma 74120 918.585.8844	DATE October 2011
DENVER 1743 Wazee Street, Suite 400 Denver, Colorado 80202 303.825.8844	SCALE 1" = 2000'
	SHEET NO. 4 OF 16



NOTE: TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.

RUNWAY 16 APPROACH PROFILE

1" = 1000' HORIZONTALLY
1" = 100' VERTICALLY



PART 77 OBSTRUCTIONS

#	DESCRIPTION	LATITUDE	LONGITUDE	AMSL	PENETRATION	PART 77 SURFACE	DISPOSITION
4	GROUND	48°10'11.55"N	122°09'25.41"W	142'	1"	PRIMARY	RW EXTENSION
5	ANT ON BLDG	48°10'16.91"N	122°09'20.00"W	153'	12"	PRIMARY	TO BE RELOCATED
6	TREE	48°10'18.44"N	122°09'28.58"W	150'	9"	PRIMARY	REMOVED
7	TREE	48°10'19.04"N	122°09'25.54"W	151'	10"	PRIMARY	REMOVED
8	TREE	48°10'21.17"N	122°09'21.38"W	160'	13"	RW 16 APP	REMOVED
9	TREE	48°10'24.98"N	122°09'27.10"W	194'	35"	RW 16 APP	REMOVED
10	TREE	48°10'26.04"N	122°09'26.02"W	204'	42"	RW 16 APP	REMOVED
11	TREE	48°10'26.95"N	122°09'19.73"W	238'	74"	RW 16 APP	REMOVED
12	TREE	48°10'27.78"N	122°09'17.31"W	240'	73"	RW 16 APP	REMOVED
13	FENCE	48°09'01.95"N	122°09'16.90"W	130'	-14'	RW 34 APP	NONE
14	ROAD (N)	48°09'07.53"N	122°09'21.87"W	140'	-5"	RW 34 APP	NONE
15	TREE	48°08'54.30"N	122°09'27.02"W	182'	10"	RW 34 APP	REMOVED
16	OL ON WSK	48°09'41.91"N	122°09'30.30"W	158'	23"	PRIMARY	NONE
27	TREE	48°10'20.29"N	122°09'16.92"W	169'	11"	RW 16 APP	REMOVED

SOURCES: OBSTRUCTION DATA SHEET 0795, JULY 1992. NAD83/NGVD29 (CONVERTED TO NAVD88).

AIRPORT INFORMATION

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	136.8'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT.48°09'38.69"N LON.122°09'32.47"W	LAT.48°09'43.24"N 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)	17.001" (AUGUST 2010)	SAME
AIRPORT REFERENCE CODE	B-II	SAME
DESIGN AIRCRAFT	BEECH KING AIR B-200	SAME
NPIAS SERVICE LEVEL	GENERAL UTILITY II	SAME
TAXIWAY LIGHTING	NONE	SAME
TAXIWAY MARKING	CENTERLINE	SAME
AIRPORT & TERMINAL NAVAIDS	AWOS, BEACON	SAME
AIRPORT PROPERTY (ACRES)	1189.36	1196.56
REMARKS		

REVISIONS & NOTES

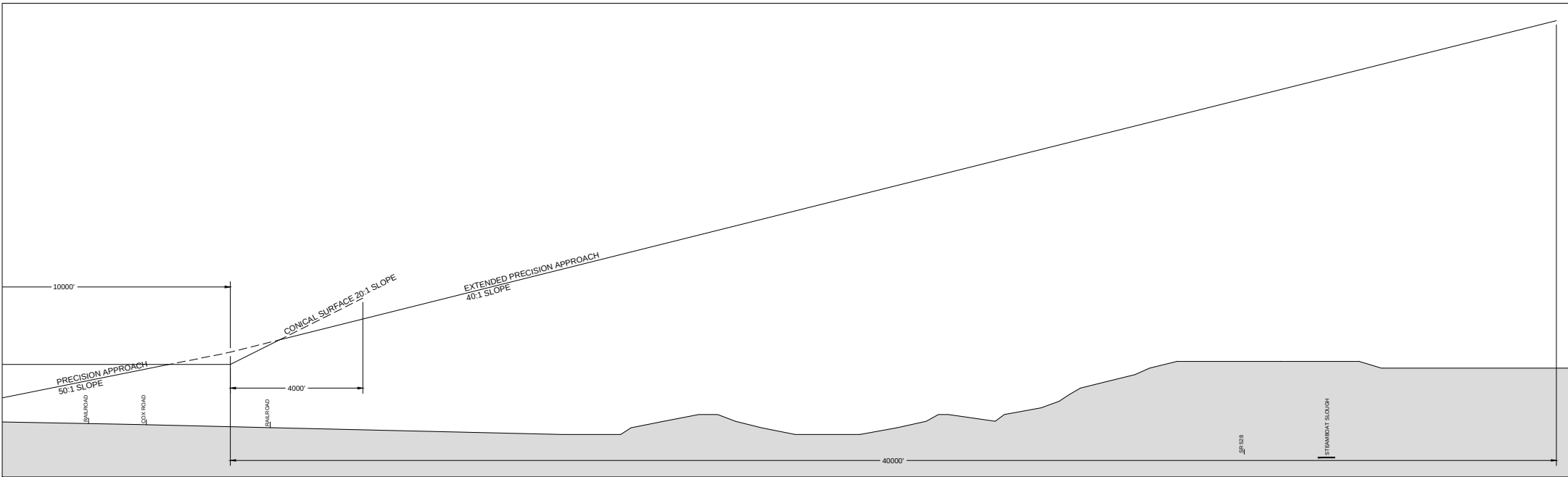
NO.	DESCRIPTION	DATE

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.

DRAWING LEGEND

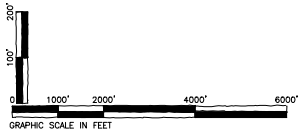
	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
PART 77 PRIMARY SURFACE		
PART 77 APPROACH SURFACE		
PART 77 HORIZONTAL SURFACE		
PART 77 CONICAL SURFACE		
PART 77 TRANSITIONAL SURFACE		
PART 77 OBSTRUCTION		
PART 77 TERRAIN OBSTRUCTION		



NOTE: TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.

RUNWAY 34 EXTENDED APPROACH PROFILE

1" = 2000' HORIZONTALLY
1" = 200' VERTICALLY



Arlington Municipal Airport
Arlington, Washington

FIGURE E4

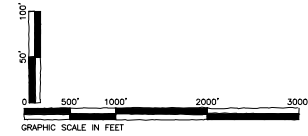
Airport Airspace Drawing - Runway 16/34 Profile Views



Barnard Dunkelberg & Company

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844
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1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

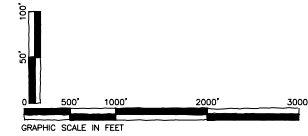
DATE
October 2011
SCALE
AS NOTED
SHEET NO.
5 OF 16



1" = 1000' HORIZONTALLY
1" = 100' VERTICALLY



1" = 1000' HORIZONTALLY
1" = 100' VERTICALLY



1" = 1000' HORIZONTALLY
1" = 100' VERTICALLY



1" = 1000' HORIZONTALLY
1" = 100' VERTICALLY

[illegible]

SOURCES: OBSTRUCTION DATA SHEET 0795, JULY 1992. NAD83/NGVD29 (CONVERTED TO NAVD88).

AIRPORT INFORMATION

AIRPORT ELEVATION (AMSL) NAUD 88	136.8'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT.48°09'38.69"N LONG.122°09'32.47"W	LAT.48°09'43.24"N LONG.122°09'34.71"W
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	75°F (JULY)	SAME
COMBINED WIND AVERAGE (16kt,13kt,10.5kt)	100, 99.75, 94.06%	SAME
MAGNETIC VARIATION (DATE)	17.001° (AUGUST 2010)	SAME
AIRPORT REFERENCE CODE	B-II	SAME
DESIGN AIRCRAFT	BEECH KING AIR B-200	SAME
NPIAS SERVICE LEVEL	GENERAL UTILITY II	SAME
TAXIWAY LIGHTING	NONE	SAME
TAXIWAY MARKING	CENTERLINE	SAME
AIRPORT & TERMINAL NAVAIDS	AWOS, BEACON	SAME
AIRPORT PROPERTY (ACRES)	1189.36	1196.56
REMARKS		

REVISIONS & NOTES

[illegible]

NOTES:

1. 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.
2. COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88.

DRAWING LEGEND

[illegible]

Arlington Municipal Airport

Arlington, Washington

FIGURE E.

Airport Airspace Drawing - Runway 11/29 & 3/21 Profile Views

 Barnard Dunkelberg & Company	TULSA 1616 East 15th Street Tulsa, Oklahoma 74120 918.585.8844 DENVER 1743 Wazee Street, Suite 400 Denver, Colorado 80202 303.825.8844	DATE October 2011 SCALE 1" = 1000' SHEET NO. 6 OF 16
---	--	--

Finally, approach surfaces are longitudinally centered on the extended runway centerlines, extending outward and upward from each end of the primary surface. The inner edges are the same width as the primary surfaces (i.e., for Runway 16/34, the inner edge widths are 1,000 feet; for Runways 11/29 and 3/21, the inner edge widths are 250 feet). The horizontal distance of approach surfaces is determined by the visibility minimums associated with each runway end. For Runway 34, the approach surface extends outward a distance of 50,000 feet, and for Runway 16 the approach surface extends outward by 10,000 feet. For Runways 11/29 and 3/21, the extended horizontal distance is 5,000 feet. Approach surfaces expand uniformly along their entire length until reaching an outer edge width, which, again, is determined by the visibility minimums associated with each runway end. The outer edge width for the Runway 34 approach surface is 16,000 feet; 4,000 feet for Runway 16 approach surface outer width; and 1,250 feet for Runways 11, 29, 3, and 21 outer edge widths. The Runway 34 approach surface extends upward with a slope of 50:1 for a horizontal distance of 10,000 feet, and an additional horizontal distance of 40,000 feet with a slope of 40:1. For Runway 16, the slope of the approach surface is 34:1. The approach surfaces associated with Runways 11/29 and 3/21 have a slope of 20:1.

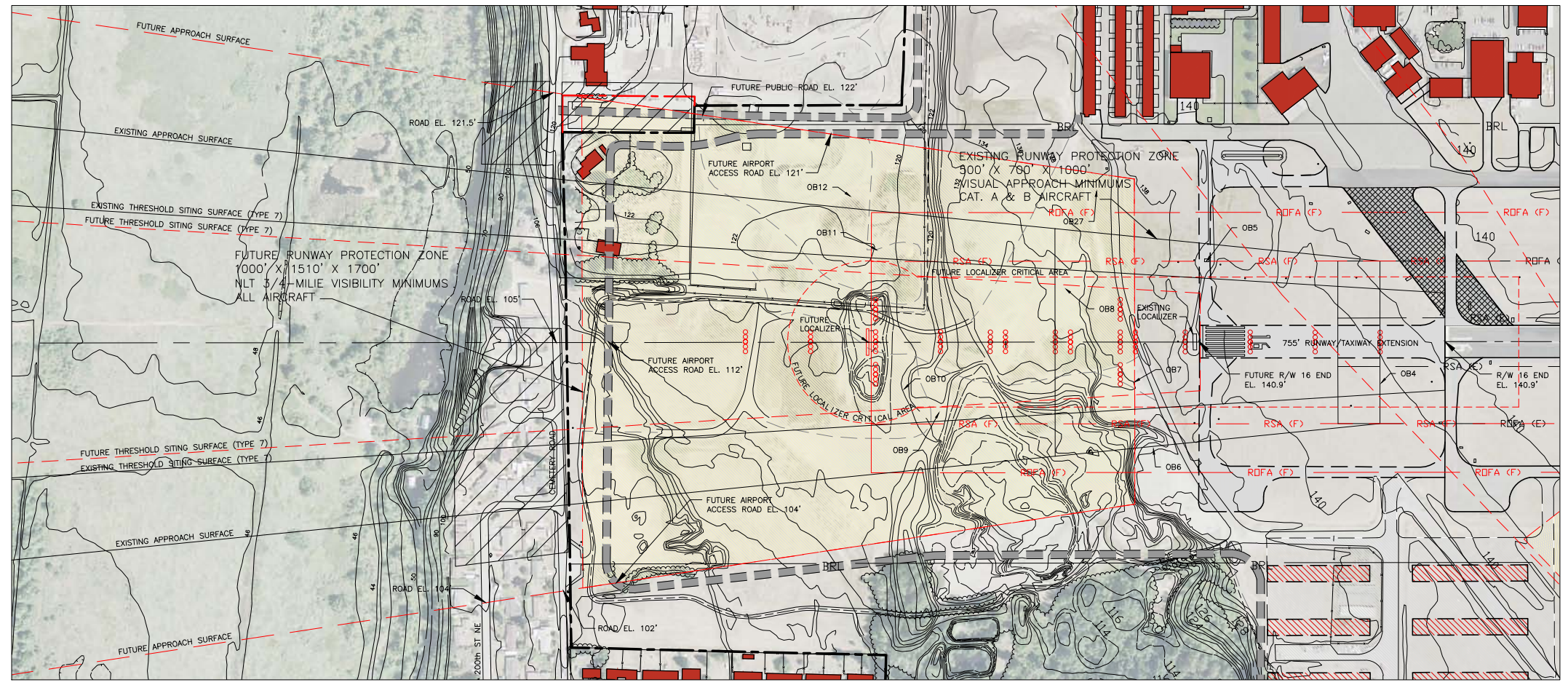
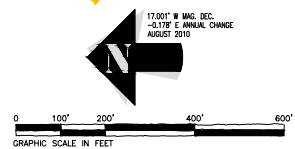
According to the application of these various imaginary surface criteria, 42 obstructions were identified and distributed within the specified surfaces, and four of these obstructions are already equipped with obstruction lighting. It should be noted that these identified obstructions will be evaluated by the FAA through the airspace review process (i.e., an aeronautical study) to reach a hazard/no hazard determination and disposition for each obstruction.

Inner Portion of the Approach Surface Drawings

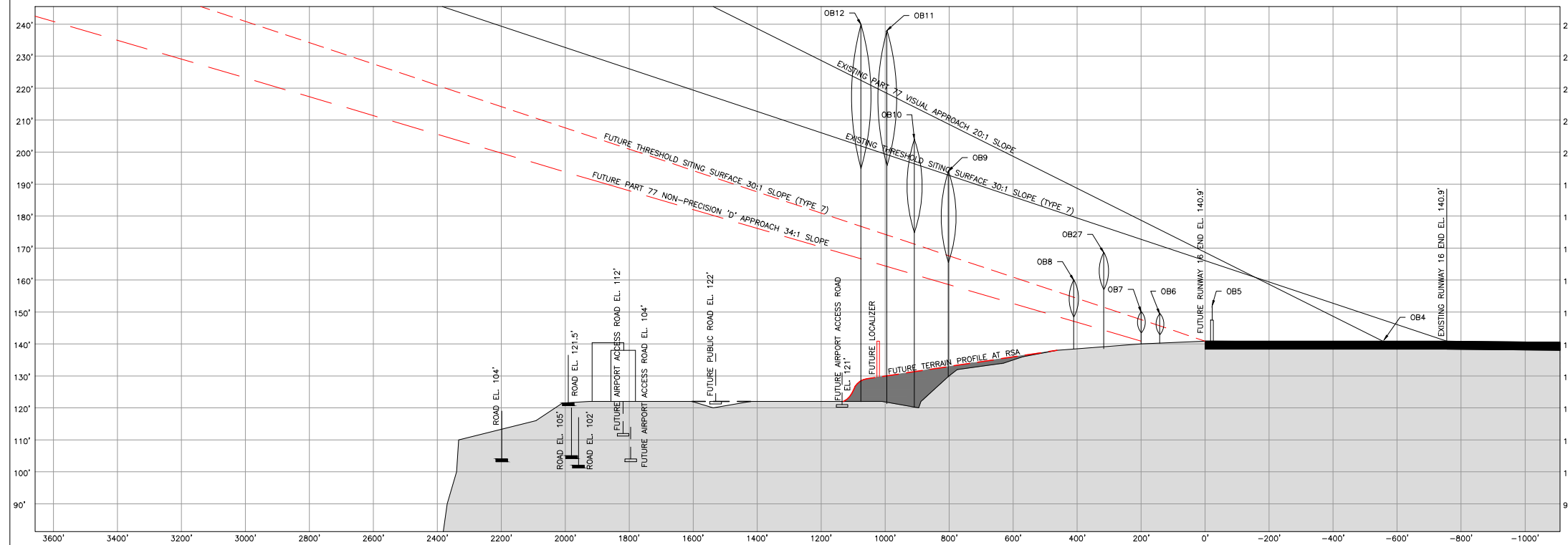
To provide a more detailed view of the inner portions of the Part 77 imaginary approach surfaces, the following drawings are provided that illustrate, in greater detail, the close-in part of the approach surfaces associated with each runway end. Thus, the *INNER PORTION OF THE APPROACH SURFACE DRAWINGS*, which follow, provide large-scale plan and profile delineation of the approach surfaces out to a distance where the surface is 100 feet above the runway end elevation. They are intended to facilitate identification of roads, utility lines, railroads, structures, and other possible obstructions that may lie within the confines of, or near, the approach surfaces close to the runway ends.

As with the Airport Airspace Drawing, the Inner Portion of the Approach Surface Drawings are based upon the ultimate planned runway lengths, the ultimate planned approaches to each runway end, and the ultimate runway end elevations. Again, the Runway 16 criteria are based on larger-than-utility category with a non-precision instrument approach with visibility minimums greater than $\frac{3}{4}$ -mile. The Runway 34 criteria are based on larger-than-utility category with a precision instrument approach with visibility less than $\frac{3}{4}$ -mile. For Runways 11/29 and 3/21, the criteria are based on utility category with visual approaches to all runway ends.





RUNWAY 16 INNER APPROACH PLAN
1" = 200'



NOTES:
1. TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE PART 77 APPROACH SURFACE.
2. 15 FEET ADDED TO ROADWAY ELEVATIONS TO DETERMINE OBSTRUCTION CLEARANCE.

RUNWAY 16 INNER APPROACH PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

PART 77 OBSTRUCTIONS

#	DESCRIPTION	LATITUDE	LONGITUDE	AMSL	PENETRATION	PART 77 SURFACE	DISPOSITION
4	GROUND	48°10'11.55"N	122°09'25.41"W	142'	1'	PRIMARY	RW EXTENSION
5	ANT ON BLDG	48°10'16.91"N	122°09'20.00"W	153'	12'	PRIMARY	TO BE RELOCATED
6	TREE	48°10'18.44"N	122°09'28.58"W	150'	9'	PRIMARY	REMOVED
7	TREE	48°10'19.04"N	122°09'25.54"W	151'	10'	PRIMARY	REMOVED
8	TREE	48°10'21.17"N	122°09'21.38"W	140'	13'	RW 16 APP	REMOVED
9	TREE	48°10'24.98"N	122°09'27.10"W	194'	35'	RW 16 APP	REMOVED
10	TREE	48°10'26.04"N	122°09'26.02"W	204'	42'	RW 16 APP	REMOVED
11	TREE	48°10'26.95"N	122°09'19.73"W	238'	74'	RW 16 APP	REMOVED
12	TREE	48°10'27.78"N	122°09'17.31"W	240'	73'	RW 16 APP	REMOVED
27	TREE	48°10'20.29"N	122°09'16.92"W	169'	11'	RW 16 APP	REMOVED

RUNWAY INFORMATION

	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	VISUAL/3/4-MILE	3/4-MILE/1/2-MILE
FAR PART 77 APPROACH SLOPE	20:1/34:1	34:1/50:1
RUNWAY WIDTH X LENGTH	100' X 5,332'	100' X 6000'
RUNWAY PAVEMENT TYPE	ASPHALT	SAME
TAXIWAY PAVEMENT TYPE	ASPHALT	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	1145,1500,2700T	SAME
RUNWAY LIGHTING	MRL	SAME
RUNWAY MARKING	VISUAL/NPI	NPI/PRECISION
EFFECTIVE RUNWAY GRADIENT %	0.257	SAME
MAXIMUM GRADE WITHIN RUNWAY LENGTH %		SAME
RUNWAY LINE-OF-SITE	CRITERIA MET	SAME
PERCENT WIND COVERAGE (16kt,13kt,10.5kt)	99.71,99.91,100.0%	SAME
VISUAL APPROACH AIDS	PAPI/MALS,PAPI	MALS,PAPI/MALS,PAPI
INSTRUMENT APPROACH AIDS	NDB,GPS,LOCALIZER	SAME
AIRPORT REFERENCE CODE	B-II	C-II
DESIGN AIRCRAFT	BEECH KING AIR B-200	A-1125 WESTINGHOUSE SUPER KING AIR
RUNWAY SAFETY AREA (RSA) WIDTH	150'	500'
RSA LENGTH BEYOND STOP END	240'/240'	1000'/1000'
RUNWAY OBJECT FREE AREA (OFA) WIDTH	500'	800'
OFA LENGTH BEYOND STOP END	240'/240'	1000'/1000'
OBSTACLE FREE ZONE (OFZ) WIDTH *	400'	SAME
OFZ LENGTH BEYOND STOP END *	200'/200'	SAME
RUNWAY CENTERLINE TO HOLD LINE	200'	250'

* No OFZ object penetrations

AIRPORT INFORMATION

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	136.8'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT.48°09'38.69"N LON.122°09'32.47"W	LAT.48°09'43.24"N 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)	17.001" (AUGUST 2010)	SAME
AIRPORT REFERENCE CODE	B-II	SAME
DESIGN AIRCRAFT	BEECH KING AIR B-200	SAME
NPIAS SERVICE LEVEL	GENERAL UTILITY II	SAME
TAXIWAY LIGHTING	NONE	SAME
TAXIWAY MARKING	CENTERLINE	SAME
AIRPORT & TERMINAL NAVAIDS	AWOS, BEACON	SAME
AIRPORT PROPERTY (ACRES)	1189.36	1196.56

REVISIONS & NOTES

NO.	DESCRIPTION	DATE

NOTES:

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- COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88.

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	XX
AIRPORT SECURITY FENCE	---	XX
AIRPORT BUILDINGS	---	XX
AIRFIELD PAVEMENT	---	XX
PAVED ROADS	---	XX
RUNWAY PROTECTION ZONE	---	XX
AVIGATION 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
WIND CONE	---	XX
PRECISION APPROACH PATH INDICATOR (PAPI)	---	XX
RUNWAY END IDENTIFIER LIGHTS (REIL)	---	XX
AIRPORT REFERENCE POINT (ARP)	---	XX



Arlington Municipal Airport

Arlington, Washington

FIGURE E6

Inner Portion of the Approach Surface Drawing - Runway 16 Plan & Profile Views

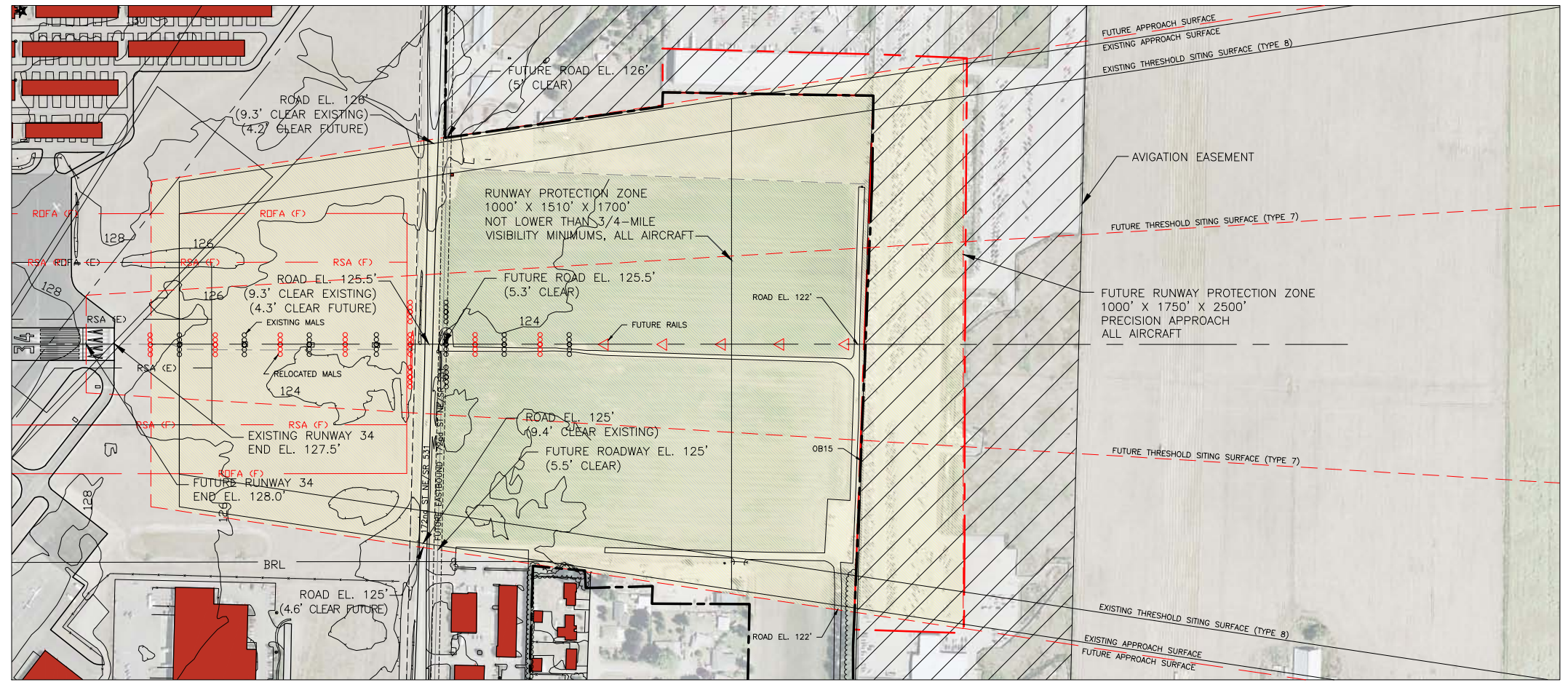
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

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

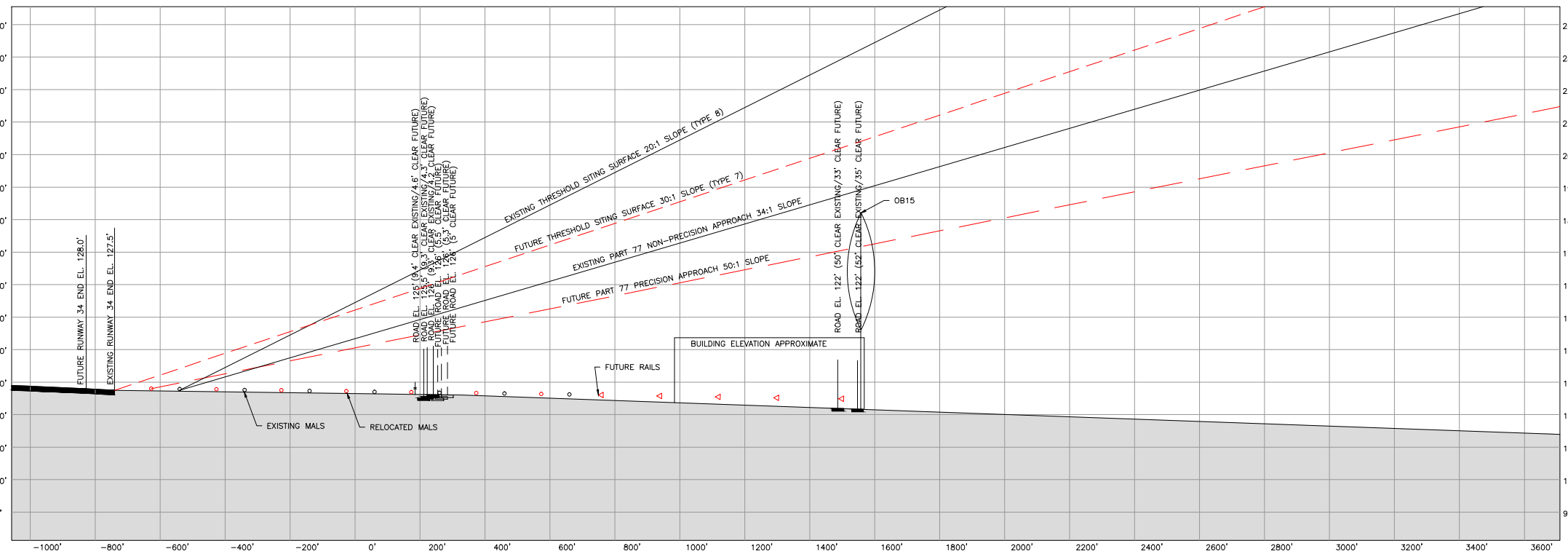
DATE
October 2011

SCALE
1" = 200'

SHEET NO.
7 OF 16

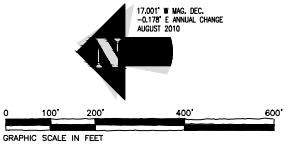


RUNWAY 34 INNER APPROACH PLAN
1" = 200'



RUNWAY 34 INNER APPROACH PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

NOTES:
1. TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE PART 77 APPROACH SURFACE.
2. 15 FEET ADDED TO ROADWAY ELEVATIONS TO DETERMINE OBSTRUCTION CLEARANCE.



PART 77 OBSTRUCTIONS

#	DESCRIPTION	LATITUDE	LONGITUDE	AMSL	PENETRATION	PART 77 SURFACE	DISPOSITION
15	TREE	48°08'54.30"N	122°09'27.02"W	1182'	10'	RW 34 APP	REMOVED

SOURCES: OBSTRUCTION DATA SHEET 0795, JULY 1992. NAD83/NOV29 (CONVERTED TO NAVD83).

RUNWAY INFORMATION

	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	VISUAL/3/4-MILE	3/4-MILE/1/2-MILE
FAR PART 77 APPROACH SLOPE	20:1/34:1	34:1/50:1
RUNWAY WIDTH X LENGTH	100' X 5,332'	100' X 6000'
RUNWAY PAVEMENT TYPE	ASPHALT	SAME
TAXIWAY PAVEMENT TYPE	ASPHALT	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	114S,150D,270DT	SAME
RUNWAY LIGHTING	MIRL	SAME
RUNWAY MARKING	VISUAL/NPI	NPI/PRECISION
EFFECTIVE RUNWAY GRADIENT %	0.257	SAME
MAXIMUM GRADE WITHIN RUNWAY LENGTH %	SAME	SAME
RUNWAY LINE-OF-SITE	CRITERIA MET	SAME
PERCENT WIND COVERAGE (16kt,13kt,10.5kt)	99.71,99.91,100.0%	SAME
VISUAL APPROACH AIDS	PAPI/MALS,PAPI	MALS,PAPI/MALS,PAPI
INSTRUMENT APPROACH AIDS	NDB,GPS,LOCALIZER	SAME
AIRPORT REFERENCE CODE	B-II	C-II
DESIGN AIRCRAFT	BEECH KING AIR B-200	A-1125 WESTINGHOUSE SUPER KING AIR
RUNWAY SAFETY AREA (RSA) WIDTH	150'	500'
RSA LENGTH BEYOND STOP END	240'/240'	1000'/1000'
RUNWAY OBJECT FREE AREA (OFA) WIDTH	500'	800'
OFA LENGTH BEYOND STOP END	240'/240'	1000'/1000'
OBSTACLE FREE ZONE (OFZ) WIDTH *	400'	SAME
OFZ LENGTH BEYOND STOP END *	200'/200'	SAME
RUNWAY CENTERLINE TO HOLD LINE	200'	250'

* No OFZ object penetrations

AIRPORT INFORMATION

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	136.8'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT. 48°09'38.69"N LON. 122°09'32.47"W	LAT. 48°09'43.24"N 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)	17.001" (AUGUST 2010)	SAME
AIRPORT REFERENCE CODE	B-II	SAME
DESIGN AIRCRAFT	BEECH KING AIR B-200	SAME
NPIAS SERVICE LEVEL	GENERAL UTILITY II	SAME
TAXIWAY LIGHTING	NONE	SAME
TAXIWAY MARKING	CENTERLINE	SAME
AIRPORT & TERMINAL NAVAIDS	AWOS, BEACON	SAME
AIRPORT PROPERTY (ACRES)	1189.36	1196.56
REMARKS		

REVISIONS & NOTES

NO.	DESCRIPTION	DATE

- NOTES:
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 - COORDINATE/ELEVATION INFORMATION IS NAD83/NOV88.

DRAWING LEGEND

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

Arlington Municipal Airport
Arlington, Washington

FIGURE E7
Inner Portion of the Approach Surface Drawing -
Runway 34 Plan & Profile Views



Barnard Dunkelberg & Company

1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

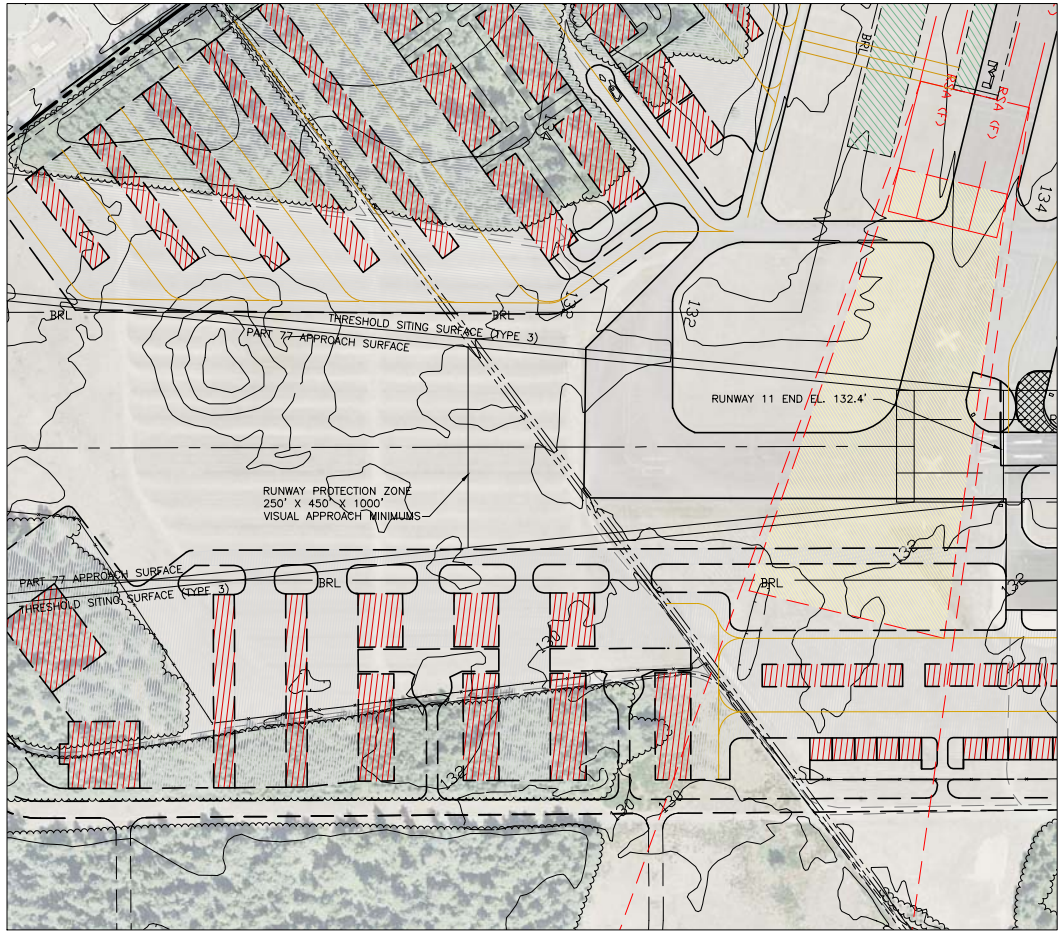
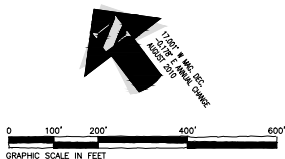
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

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

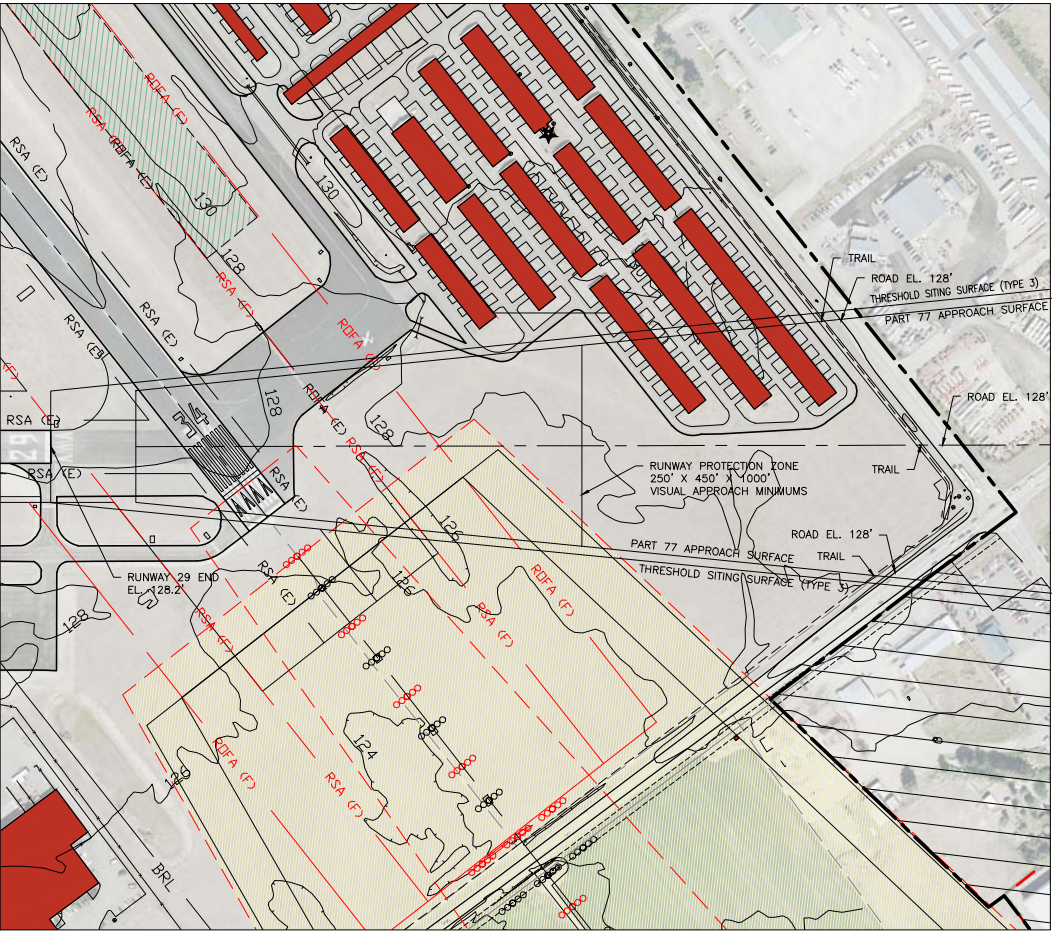
DATE
October 2011

SCALE
1" = 200'

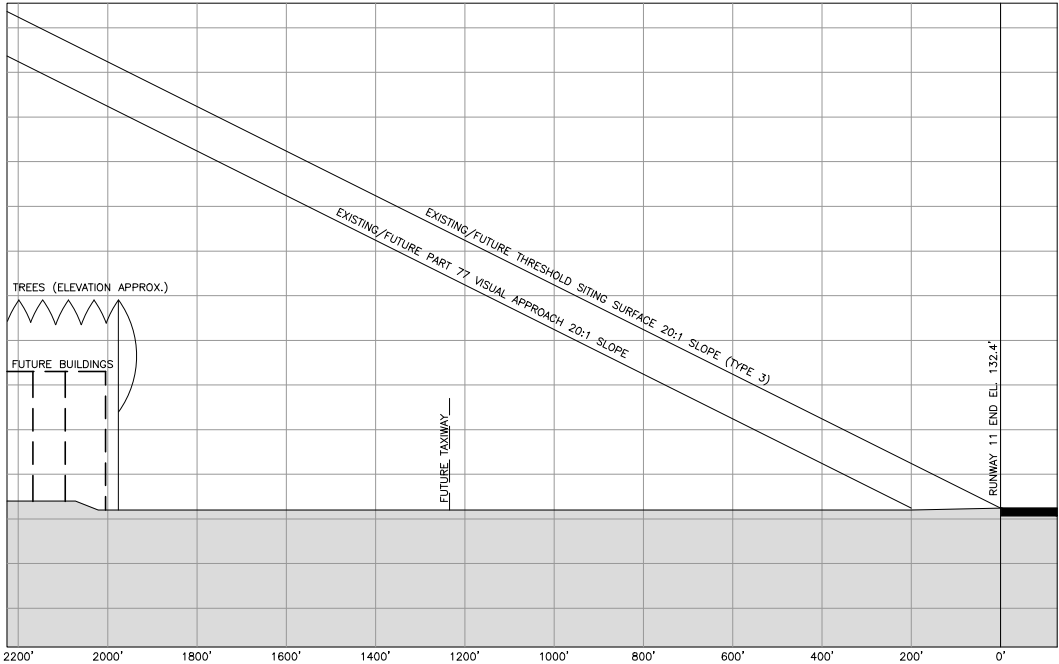
SHEET NO.
8 OF 16



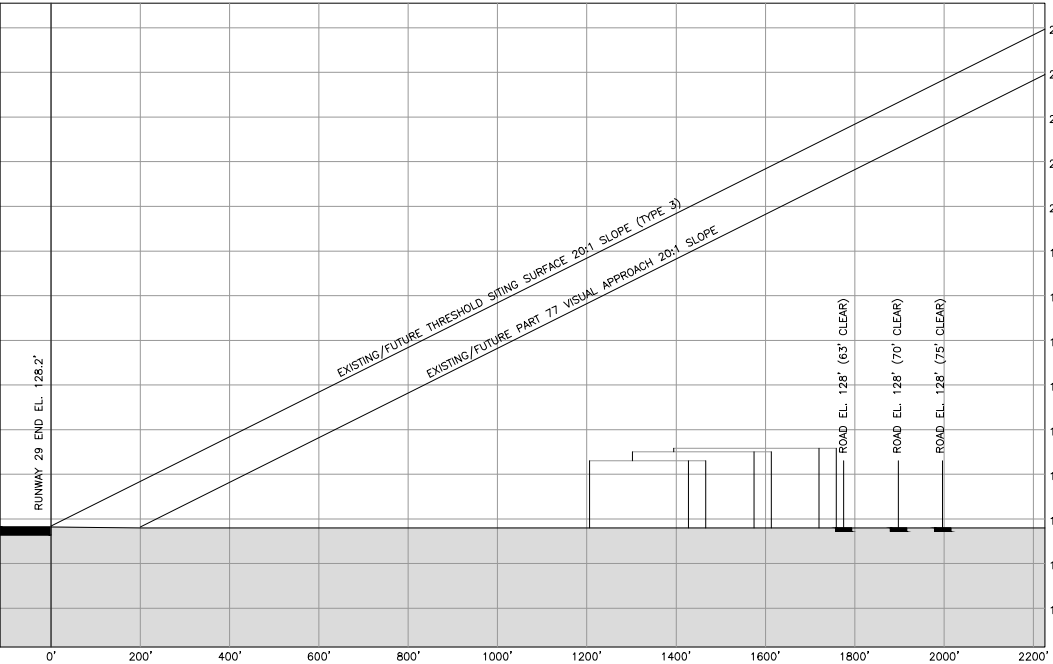
RUNWAY 11 INNER APPROACH PLAN
1" = 200'



RUNWAY 29 INNER APPROACH PLAN
1" = 200'



RUNWAY 11 INNER APPROACH PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY



RUNWAY 29 INNER APPROACH PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

- NOTES:
1. TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE PART 77 APPROACH SURFACE.
 2. 15 FEET ADDED TO ROADWAY ELEVATIONS TO DETERMINE OBSTRUCTION CLEARANCE.

RUNWAY INFORMATION

	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	VISUAL/VISUAL	SAME/SAME
FAR PART 77 APPROACH SLOPE	20:1/20:1	SAME/SAME
RUNWAY WIDTH X LENGTH	75' X 3,498'	SAME
RUNWAY PAVEMENT TYPE	ASPHALT	SAME
TAXIWAY PAVEMENT TYPE	ASPHALT	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	32S,34D,59DT	SAME
RUNWAY LIGHTING	NONE	SAME
RUNWAY MARKING	VISUAL/VISUAL	SAME
EFFECTIVE RUNWAY GRADIENT %	0.089	SAME
MAXIMUM GRADE WITHIN RUNWAY LENGTH %		SAME
RUNWAY LINE-OF-SITE	CRITERIA MET	SAME
PERCENT WIND COVERAGE (16kt,13kt,10.5kt)	99.74,99.87,99.99%	SAME
VISUAL APPROACH AIDS	NONE	SAME
INSTRUMENT APPROACH AIDS	NONE	SAME
AIRPORT REFERENCE CODE	A-1 (SMALL A/C)	SAME
DESIGN AIRCRAFT	CESSNA 172	SAME
RUNWAY SAFETY AREA (RSA) WIDTH	120'	SAME
RSA LENGTH BEYOND STOP END	240'/240'	SAME
RUNWAY OBJECT FREE AREA (OFA) WIDTH	250'	SAME
OFA LENGTH BEYOND STOP END	240'/240'	SAME
OBSTACLE FREE ZONE (OFZ) WIDTH *		SAME
OFZ LENGTH BEYOND STOP END *		SAME
RUNWAY CENTERLINE TO HOLD LINE	125'	SAME

* No OFZ object penetrations

AIRPORT INFORMATION

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	136.8'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT. 48°09'38.69"N LON. 122°09'32.47"W	LAT. 48°09'43.24"N 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)	17.001" (AUGUST 2010)	SAME
AIRPORT REFERENCE CODE	B-II	SAME
DESIGN AIRCRAFT	BEECH KING AIR B-200	SAME
NPIAS SERVICE LEVEL	GENERAL UTILITY II	SAME
TAXIWAY LIGHTING	NONE	SAME
TAXIWAY MARKING	CENTERLINE	SAME
AIRPORT & TERMINAL NAVAIDS	AWOS, BEACON	SAME
AIRPORT PROPERTY (ACRES)	1189.36	1196.56
REMARKS		

REVISIONS & NOTES

NO.	DESCRIPTION	DATE

- NOTES:
1. 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.
 2. COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88.

DRAWING LEGEND

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

Arlington Municipal Airport
Arlington, Washington

Inner Portion of the Approach Surface Drawing -
Runway 11/29 Plan & Profile Views

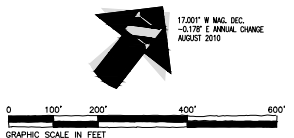
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

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

DATE
October 2011

SCALE
1" = 200'

SHEET NO.
9 OF 16



RUNWAY INFORMATION

	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS		200'/20.1
PART 77 APPROACH SURFACE		100' X 1,500'
RUNWAY PROTECTION ZONE		TURF/ASPHALT
RUNWAY PAVEMENT TYPE		TURF/ASPHALT
TAXIWAY PAVEMENT TYPE		N/A
PAVEMENT STRENGTH (IN 1000 LBS.)		NONE
RUNWAY LIGHTING		NONE
RUNWAY MARKING		NOT SPECIFIED
EFFECTIVE RUNWAY GRADIENT %		
MAXIMUM GRADE WITHIN RUNWAY LENGTH %		
RUNWAY LINE-OF-SITE		CRITERIA MET
PERCENT WIND COVERAGE (16kt,13kt,10.5kt)		
VISUAL APPROACH AIDS		NONE
INSTRUMENT APPROACH AIDS		NONE
AIRPORT REFERENCE CODE		A-1 (SMALL A/C)
DESIGN AIRCRAFT		ULTRALIGHT(TYP.)
RUNWAY SAFETY AREA (RSA) WIDTH		120'
RSA LENGTH BEYOND STOP END		240'/240'
RUNWAY OBJECT FREE AREA (OFA) WIDTH		250'
OFA LENGTH BEYOND STOP END		240'/240'
OBSTACLE FREE ZONE (OFZ) WIDTH *		
OFZ LENGTH BEYOND STOP END *		
RUNWAY CENTERLINE TO HOLD LINE		125'

* No OFZ object penetrations

AIRPORT INFORMATION

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	136.8'	SAME
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT.48°09'38.69"N LON.122°09'32.47"W	LAT.48°09'43.24"N 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)	17.001" (AUGUST 2010)	SAME
AIRPORT REFERENCE CODE	B-II	SAME
DESIGN AIRCRAFT	BEECH KING AIR B-200	SAME
NPAAS SERVICE LEVEL	GENERAL UTILITY II	SAME
TAXIWAY LIGHTING	NONE	SAME
TAXIWAY MARKING	CENTERLINE	SAME
AIRPORT & TERMINAL NAVAIDS	AWOS, BEACON	SAME
AIRPORT PROPERTY (ACRES)	1189.36	1196.56
REMARKS		

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.

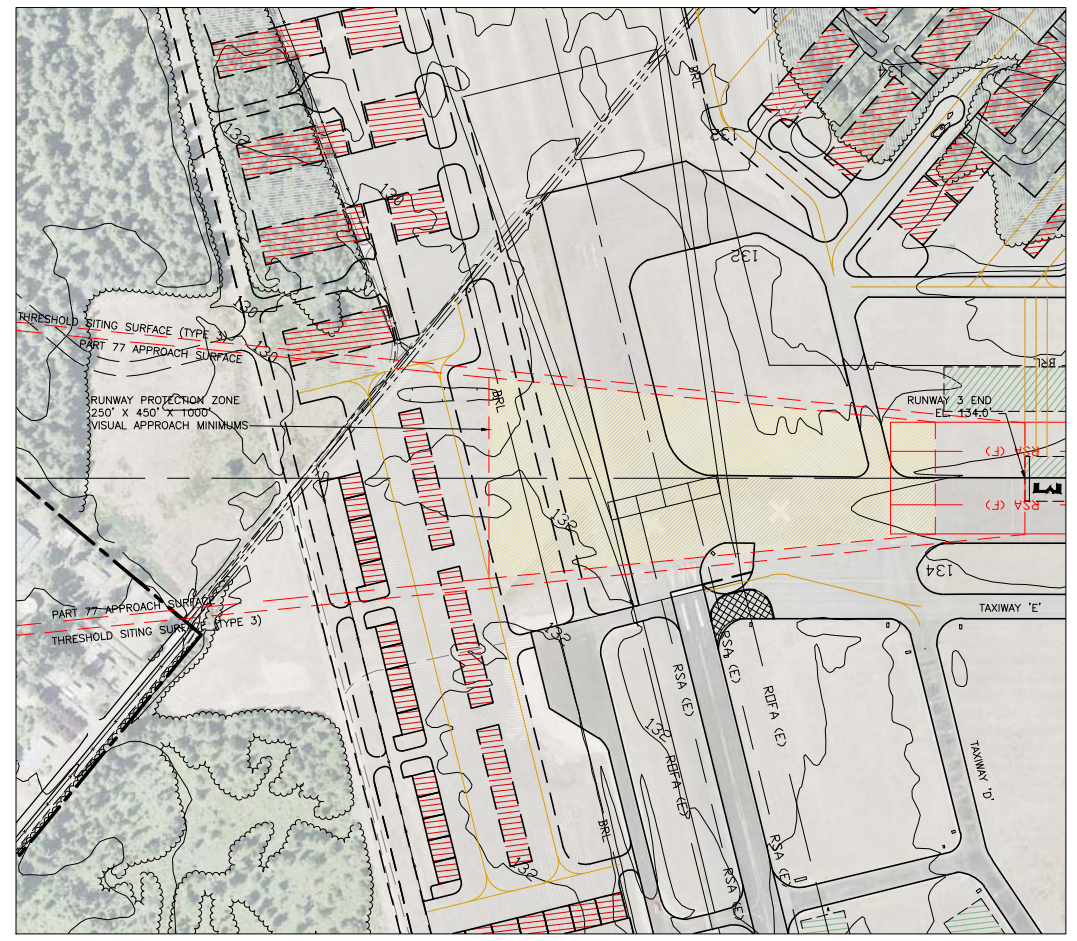
DRAWING LEGEND

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

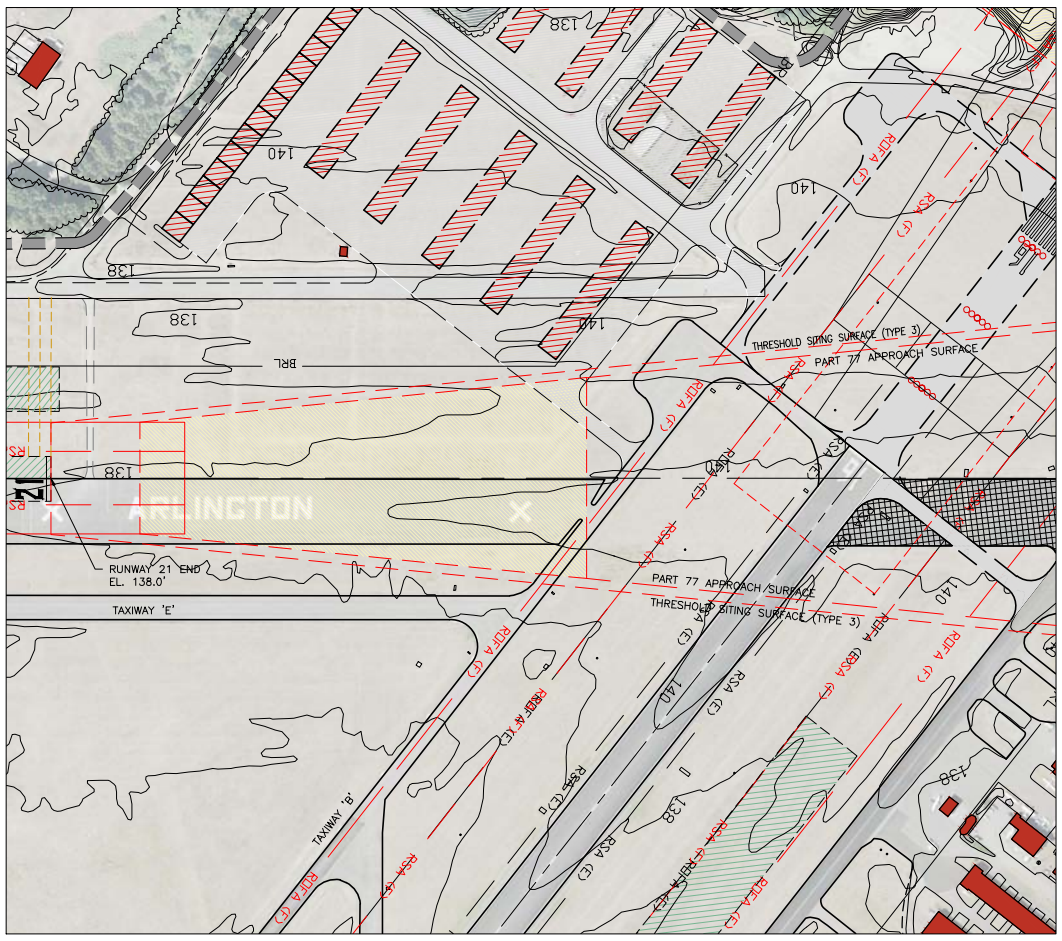
Arlington Municipal Airport
Arlington, Washington

Inner Portion of the Approach Surface Drawing -
Runway 3/21 Plan & Profile Views

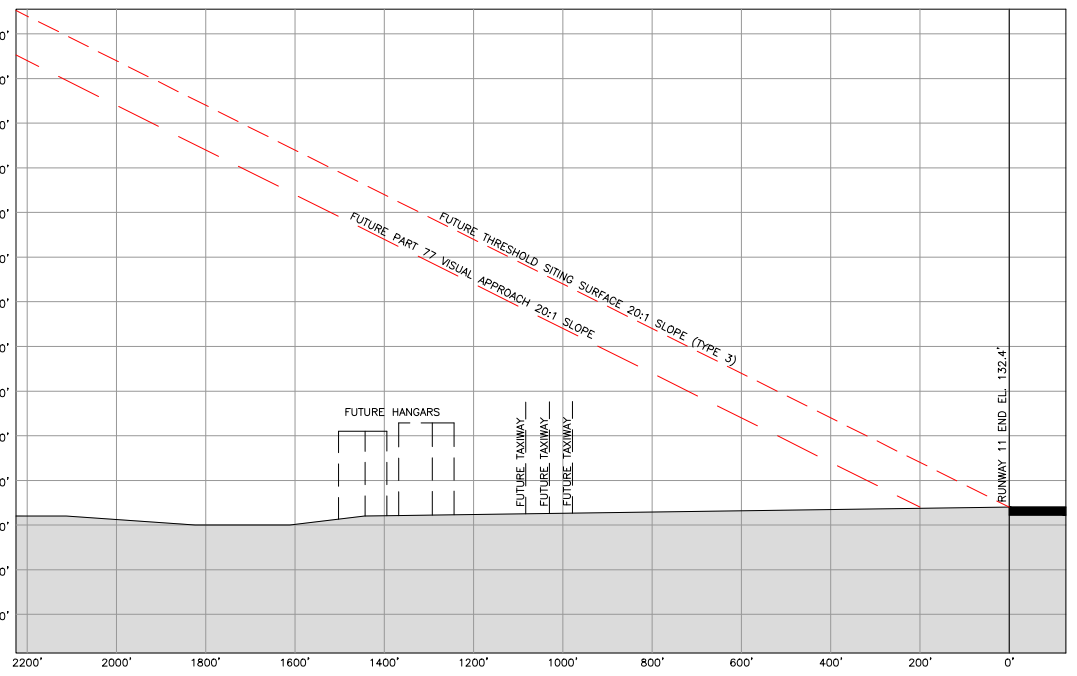
TULSA 1616 East 15th Street Tulsa, Oklahoma 74120 918.585.8844	DATE October 2011
DENVER 1743 Wazee Street, Suite 400 Denver, Colorado 80202 303.825.8844	SCALE 1" = 200'
	SHEET NO. 10 OF 16



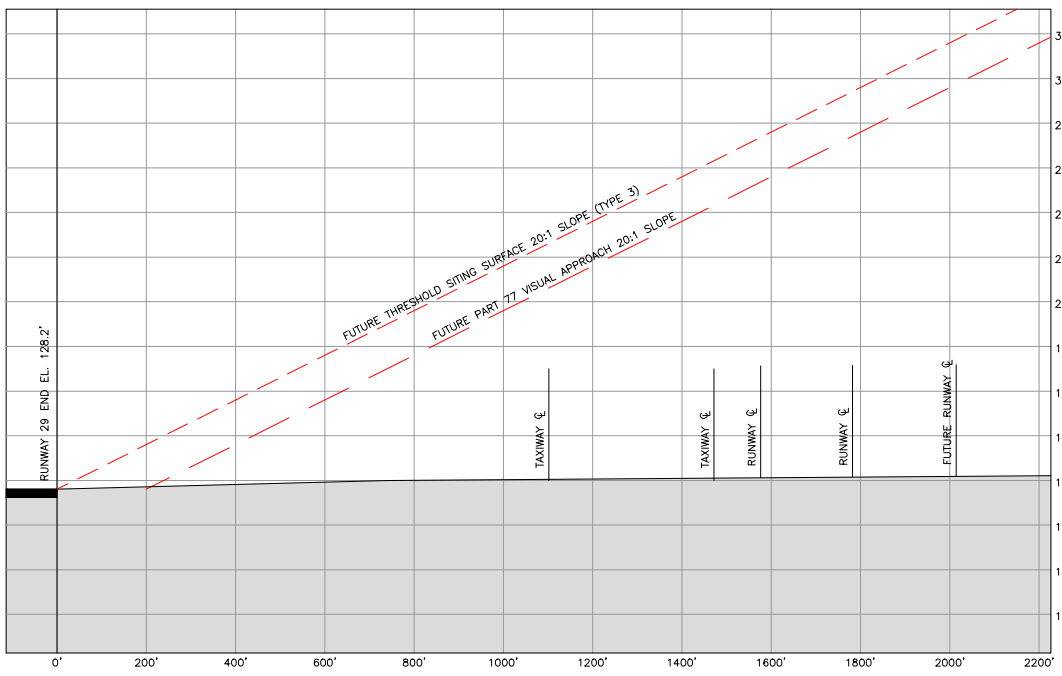
RUNWAY 3 INNER APPROACH PLAN
1" = 200'



RUNWAY 21 INNER APPROACH PLAN
1" = 200'



RUNWAY 3 INNER APPROACH PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY



RUNWAY 21 INNER APPROACH PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

- NOTES:
- TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE PART 77 APPROACH SURFACE.
 - 15 FEET ADDED TO ROADWAY ELEVATIONS TO DETERMINE OBSTRUCTION CLEARANCE.

Additionally, these drawings illustrate the approach clearance requirements specified by threshold siting criteria. According to Appendix Two information presented in AC 150/5300-13, “the standard shape, dimensions, and slope of the surface used for locating a threshold are dependent upon the type of aircraft operations currently conducted or forecasted, the landing visibility minimums desired, and the types of instrumentation available or planned for that runway end.” For Arlington Municipal Airport, the following threshold siting surfaces were identified for evaluation:

- **Runway 34.** Runway Type “9” [Approach end of runways expected to accommodate instrument approaches having visibility minimums $< \frac{3}{4}$ -statute mile or precision approach (ILS, GLS, or MLS), day or night].
- **Runway 16.** Runway Type “8” [Approach end of runways expected to accommodate instrument approaches having visibility minimums $> \frac{3}{4}$, but < 1 statute mile, day or night].
- **Runways 11/29 and 3/21.** Runway Type “2” [Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more. (Visual runways only day/night)].

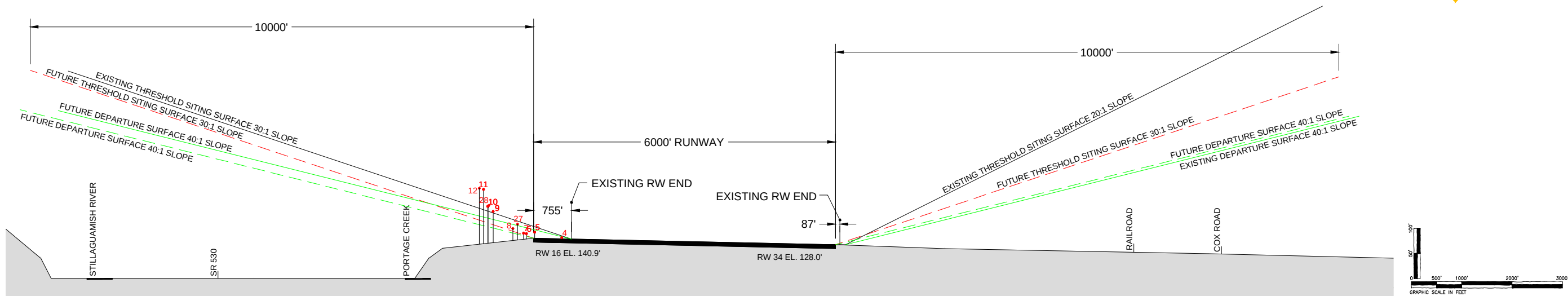
According to the application of these threshold siting surface criteria, no obstructions were identified.

Runway Departure Surface Drawing

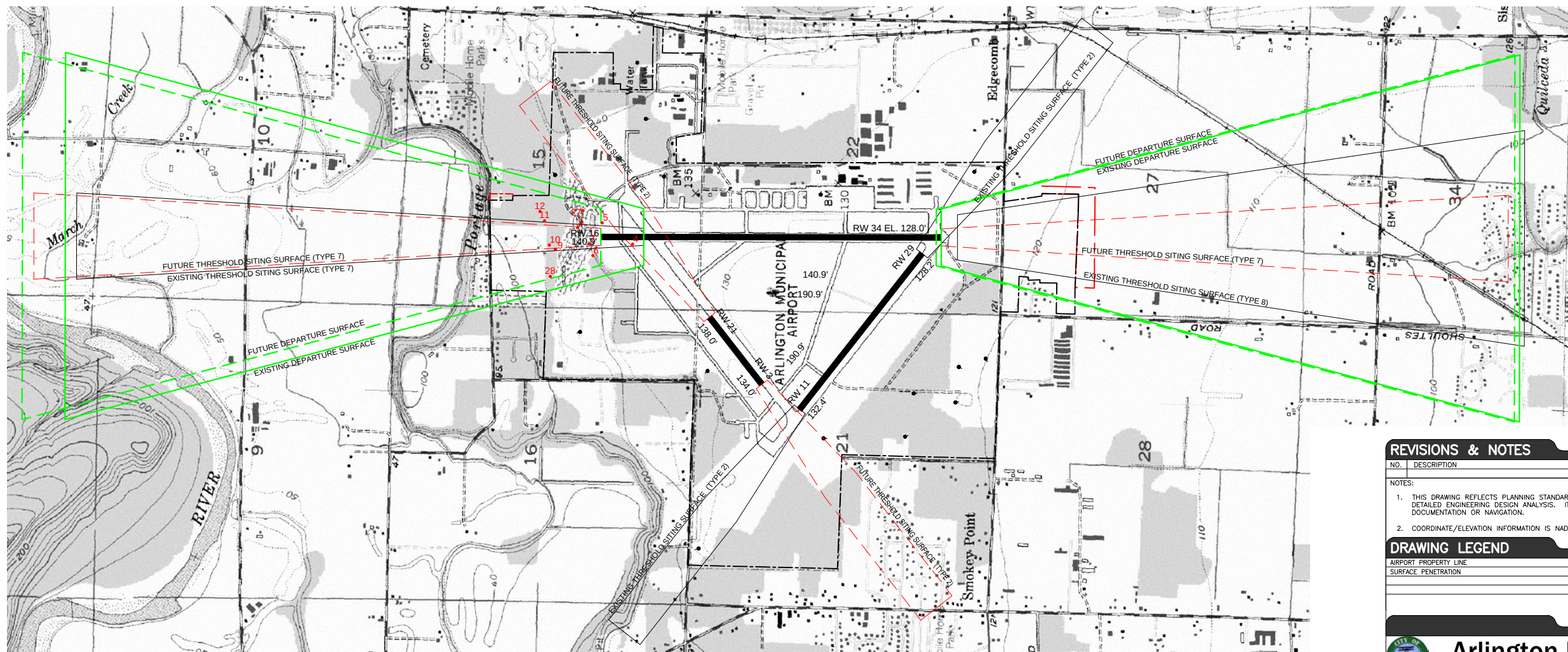
The following figure, entitled *RUNWAY 16/34 DEPARTURE SURFACE DRAWING*, is a large-scale plan and profile illustration depicting the dimensions and slope of the departure end of runway (DER) surface associated with Runway 16/34. According to information presented in Appendix Two of AC 150/5300-13, runways providing instrument departure capability for general aviation aircraft should not have any objects penetrate a surface beginning at the elevation of the DER or end of the clearway, whichever is greater, that slopes at a 40:1 gradient. Penetrations by existing obstacles of 35 feet or less do not require TODA reduction or other mitigations; however, they may affect new or existing departure procedures.

The Runway Departure Surface Drawing reflects the ultimate planned runway length, along with the ultimate planned departure surfaces extending from the runway ends. According to the application of these departure surface criteria, eleven obstructions were identified for the Runway 16 departure surface (one ground penetration, one antenna, and nine trees) that are located entirely on airport property and can or will be removed or relocated when the runway is extended to the north or the RNAV (GPS) approach procedure is implemented.





NOTE: TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.



OBSTRUCTIONS

#	DESCRIPTION	LATITUDE	LONGITUDE	AMSL	PENETRATION	SURFACE	DISPOSITION
4	GROUND	48°10'11.55"N	122°09'25.41"W	142'	1'	DEPARTURE	RW EXTENSION
5	ANT ON BLDG	48°10'16.91"N	122°09'20.00"W	153'	12'	DEPARTURE	TO BE RELOCATED
6	TREE	48°10'18.44"N	122°09'28.68"W	150'	4'	DEPARTURE	REMOVED
7	TREE	48°10'19.04"N	122°09'25.54"W	151'	5'	DEPARTURE	REMOVED
8	TREE	48°10'21.17"N	122°09'21.36"W	160'	9'	DEPARTURE	REMOVED
9	TREE	48°10'24.98"N	122°09'27.10"W	194'	33'	DEPARTURE	REMOVED
10	TREE	48°10'26.04"N	122°09'26.02"W	204'	40'	DEPARTURE	REMOVED
11	TREE	48°10'26.95"N	122°09'19.73"W	238'	72'	DEPARTURE	REMOVED
12	TREE	48°10'27.78"N	122°09'17.31"W	240'	72'	DEPARTURE	REMOVED
27	TREE	48°10'20.29"N	122°09'16.92"W	169'	20'	DEPARTURE	REMOVED
28	TREE	48°10'25.77"N	122°09'14.19"W	206'	41'	DEPARTURE	TO BE TRIMMED OR REMOVED

SOURCES: TAKEN FROM AIRPORT AIRSPACE DRAWING SH1 3 OF 16
OBSTRUCTION DATA SHEET 0795, JULY 1992, NAD83/NOVD29 (CONVERTED TO NAVD88).

REVISIONS & NOTES

NO.	DESCRIPTION	DATE
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2	COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88.	

DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE		
SURFACE PENETRATION		



Arlington Municipal Airport
Arlington, Washington

FIGURE E10
Runway 16/34 Departure Surface Drawing



Barnard Dunkelberg & Company

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DENVER
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Denver, Colorado 80202
303.825.8844

DATE
October 2011
SCALE
1" = 1000'
SHEET NO.
11 OF 16

Terminal Area Plans

Based upon input received from the Airport Sponsor, and the projected aircraft storage improvements that were identified in the *Aviation Activity Demand Forecasts* chapter, the following hangar, apron, and access taxiway development improvements have been identified on the following illustrations, entitled *EAST DEVELOPMENT AREA PLAN*, *SOUTHWEST DEVELOPMENT AREA PLAN*, and *WEST DEVELOPMENT AREA PLAN*.

East Development Area Plan

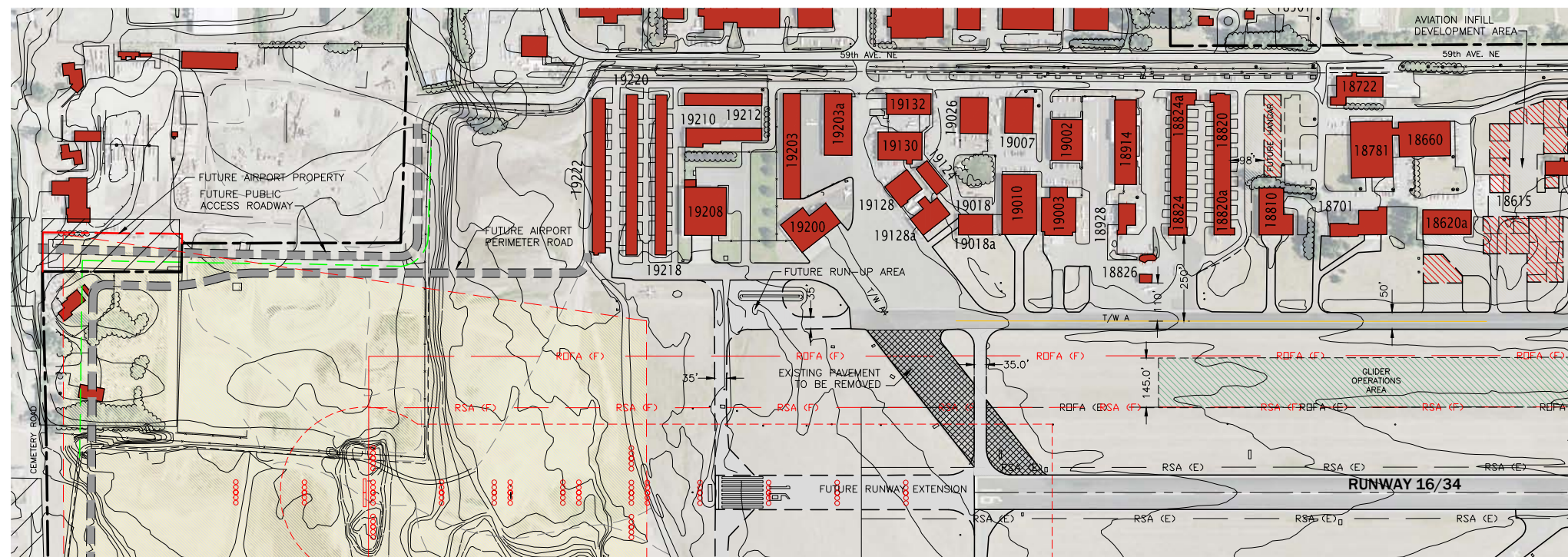
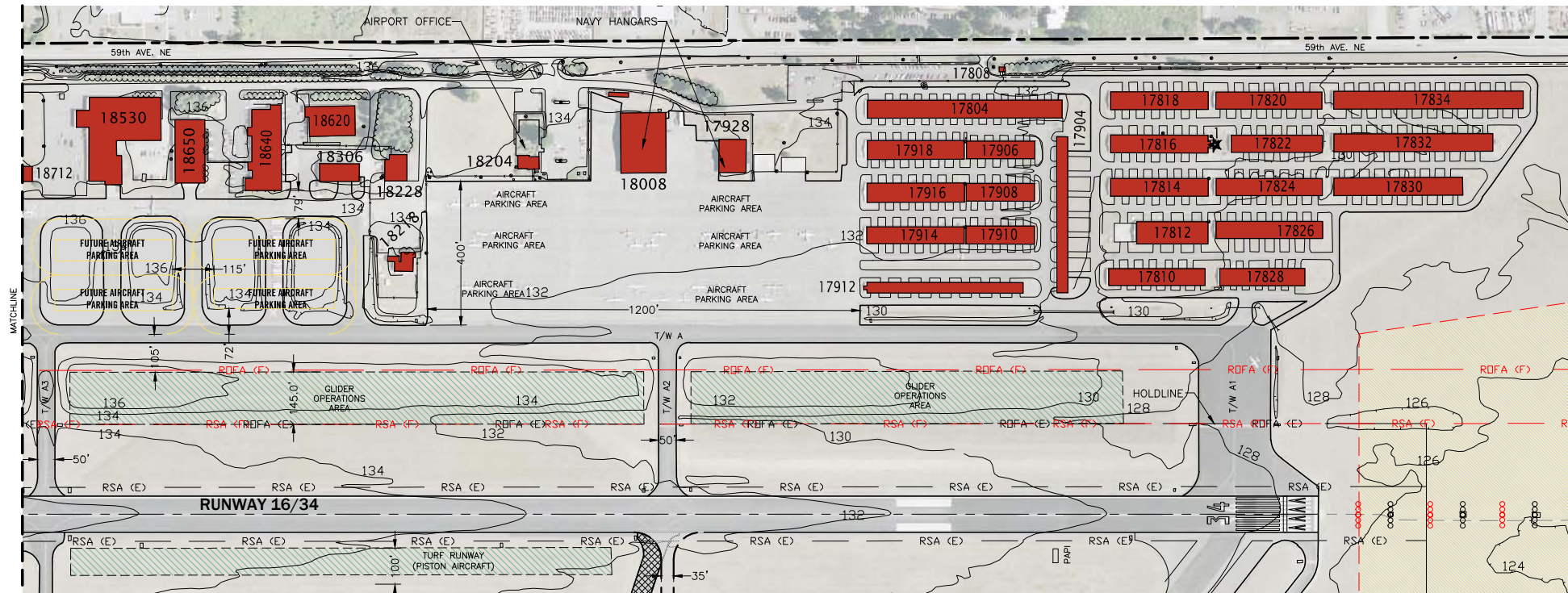
There are not many undeveloped land parcels providing direct airfield access within the east side of the Airport. Those currently available are located north of the Airport Office Building (consisting of approximately 1.5 acres), south of the Navy Engine Repair Hangar (consisting of slightly less than one acre), north of 188th Street NE (consisting of approximately ¾-acre), the existing mound area just north of the restaurant and east of Taxiway “A” (consisting of approximately 4.5 acres), and north of the mound area within Lots 35 and 36. The first two parcels can accommodate the development of multi-aircraft storage hangars or the expansion of aircraft parking apron. The third location is shown accommodating a future condo hangar. The mound area is designated as future dedicated glider tiedown apron and additional glider trailer storage areas. Lots 35 and 36 are planned to accommodate executive hangar development. It should be noted that as older facilities within this entire area become obsolete, their functions and uses could be modified to meet the demands and desired development in the future.

Southwest Development Area Plan

As identified in the previous chapter, continued aviation development is the proposed development within the southwest quadrant of the Airport. The proposed layout provides the Airport Sponsor with a flexible design scheme that will accommodate various hangar types from T-hangars, individual executive hangars, large multi-aircraft storage hangars, to larger Fixed Base Operator (FBO) hangars. However, all the development facilities are based on Airplane Design Group (ADG) II criteria.

Beginning immediately northwest of the existing hangar facilities, three 15-bay T-hangars and a large FBO hangar (consisting of approximately 30,000 square feet) and apron space (roughly 87,600 square feet) are illustrated. Vehicular parking is provided adjacent the FBO hangar with direct access to Airport Boulevard. Northwest of the FBO hangar, 21 executive hangars are shown, each providing approximately 3,600 square feet of space, with taxilane access on one side and vehicular access and parking on the other side. Fifteen smaller executive hangars, consisting of roughly 2,500 square feet, are shown adjacent to the extended Airport Boulevard, with vehicular access and parking to the southwest and taxilane access to the northeast. An additional three 13-bay T-hangars are





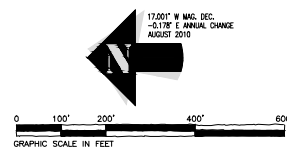
BUILDING LEGEND			
NO.	DESCRIPTION	ELEVATION	NO. DESCRIPTION ELEVATION
1	ROTATING BEACON W/OBS. LIGHT (OL)	186.0' @ O.L.	17916 T-HANGAR 152.2'
			17918 T-HANGAR 152.4'
			17928 NAVY HANGAR 171.8'
			18008 NAVY HANGAR 168.6'
			18204 AIRPORT OFFICE/WSDOT AVIATION 143.2'
			18218 RESTAURANT 154.0'
			18228 WILD BLUE AVIATION 181.1'
			18306 OUT OF THE BLUE AVIATION 156.6'
			18530 GLASAIR 164.1'
			18615 .
			18620 UNIVERSAL AEROSPACE BUILDING 161.0'
			18620A CASCADE AVIATION 158.2'
			18640 UNIVERSAL AEROSPACE BUILDING 161.0'
			18650 HANGAR 161.3'
			18660 STODDARD HAMILTON 160.4'
			18701 HANGAR 159.8'
			18712 AVIATION COVER, INC. 158.8'
			18722 THE POINT CHURCH OFFICES 165.0'
			18781 STODDARD HAMILTON 159.3'
			18810 HANGAR 169.4'
			18820 AERONAUTICAL TESTING SERVICES 162.0'
			18820A WRANGELL ELECTRONICS 162.0'
			18824 GPS SURVEYING 162.0'
			18824A 162.0'
			18826 CASTLE AND COOKE/BIG SKY AVIATION 145.5'
			18914 GOLD AERO
			18928 AVIATION INSPECTION & REPAIR 170.1'
			19002 METAL MOTION 160.0'
			19003 METAL MOTION 163.8'
			19007 VACANT 161.2'
			19010 HANGAR 165.7'
17810 T-HANGAR 151.8'			19018 PRIVATE HANGAR 160.3'
17812 T-HANGAR 158.1'			19018A PARA-PHERNALIA 160.3'
17814 T-HANGAR 151.6'			19026 ARLINGTON GLASS 161.5'
17816 T-HANGAR 151.9'			19124 GLOBAL MACHINE WORKS 161.7'
17818 T-HANGAR 151.7'			19128 CITY HANGAR 167.0'
17820 T-HANGAR 150.5'			19128A CITY HANGAR 167.5'
17822 T-HANGAR 150.5'			19130 GLOBAL MACHINE WORKS 162.5'
17824 T-HANGAR 150.6'			19132 HANGAR 163.8'
17826 T-HANGAR 150.6'			19200 PRIVATE HANGAR 172.5'
17828 T-HANGAR 148.4'			19203 CASCADE ENGINE SERVICE 158.2'
17830 T-HANGAR 146.0'			19203 CONDO HANGARS 162.3'
17832 T-HANGAR 146.0'			19208 PRIVATE HANGAR 180.8'
17834 T-HANGAR 146.0'			19210 CONDO HANGARS
17904 T-HANGAR 151.6'			19212 CONDO HANGARS
17906 T-HANGAR 154.3'			19218 T-HANGAR
17908 T-HANGAR 155.1'			
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'			

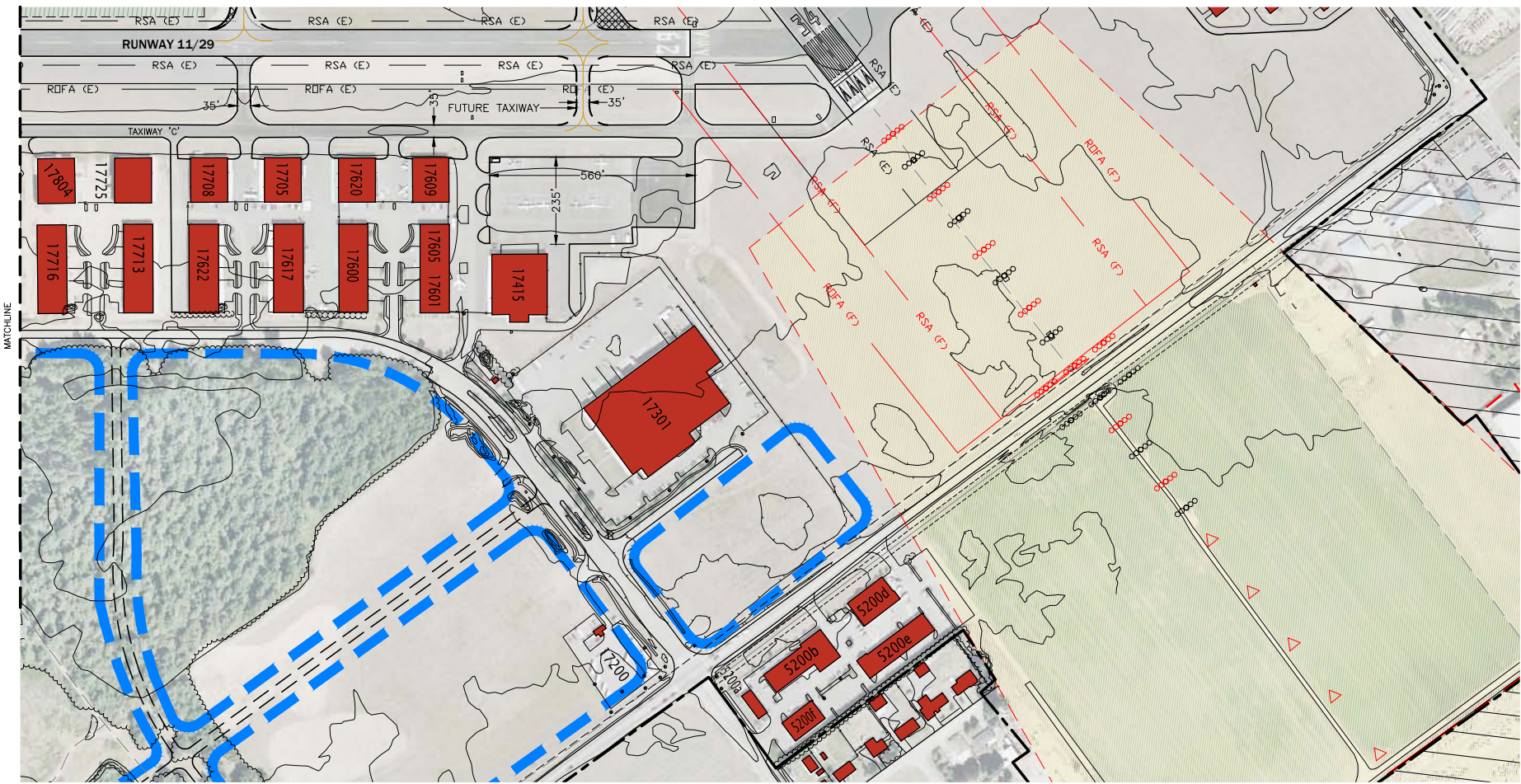
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NOTES:
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DRAWING LEGEND		EXISTING	FUTURE
AIRPORT PROPERTY LINE			
AIRPORT SECURITY FENCE			
AIRPORT BUILDINGS			
AIRFIELD PAVEMENT			
PAVED ROADS			
RUNWAY PROTECTION ZONE			
AVIGATION EASEMENT			
BUILDING RESTRICTION LINE			
OBSTACLE FREE ZONE			
RUNWAY SAFETY AREA			
RUNWAY OBJECT FREE AREA			
FUEL STORAGE AREA			
AIRPORT BEACON			
LIGHTED WIND CONE & SEGMENTED CIRCLE			
WIND CONE			
PRECISION APPROACH PATH INDICATOR (PAPI)			
RUNWAY END IDENTIFIER LIGHTS (REIL)			
AIRPORT REFERENCE POINT (ARP)			

AIRPORT INFORMATION		EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAED 88		140'5"	140'9"
AIRPORT REFERENCE POINT (ARP) NAED 83		LAT:48°09'38.69"N LONG:122°09'32.47"W	LAT:48°09'43.34"N LONG:122°09'34.71"W
MEAN MAX. TEMPERATURE (HOTTEST MONTH)		75°75' (JULY)	SAI
COMBINED WIND COVERAGE (16kt,13kt,10,5kt)		100, 99.75, 94.06%	SAI
MAGNETIC VARIATION (DATE)		17.00° (AUGUST 2010)	SAI
AIRPORT REFERENCE CODE		B-II	SAI
DESIGN AIRCRAFT		BECH KING KR B-200	SAI
NPWS SERVICE LEVEL		GENERAL UTILITY II	SAI
TAXIWAY LIGHTING		NONE	SAI
TAXIWAY MARKING		CENTERLINE	SAI
AIRPORT & TERMINAL NAVAIDS		AWOS, BEACON	SAI
AIRPORT PROPERTY (ACRES)		1189.36	1196.56
REMARKS			





BUILDING LEGEND

NO.	DESCRIPTION	ELEVATION	NO.	DESCRIPTION	ELEVATION
5200a	CAR WASH	139.0'			
5200b	GAS STATION	151.0'			
5200d	RESTAURANT	150.0'			
5200e	MOTEL	152.0'			
5200f	BUILDING	145.0'			
17200	HENKENS RV	139.5'			
17301	BOWMAN	157.6'			
17415	CONDO HANGAR	157.4'			
17600	HANGAR	155.0'			
17601	HANGAR	155.0'			
17605	HANGAR	155.0'			
17609	HANGAR	155.0'			
17617	HANGAR	155.0'			
17620	HANGAR	155.0'			
17622	HANGAR	155.0'			
17705	HANGAR	155.0'			
17708	HANGAR	155.0'			
17713	HANGAR				
17716	HANGAR				
17725	HANGAR				
17804	T-HANGAR				

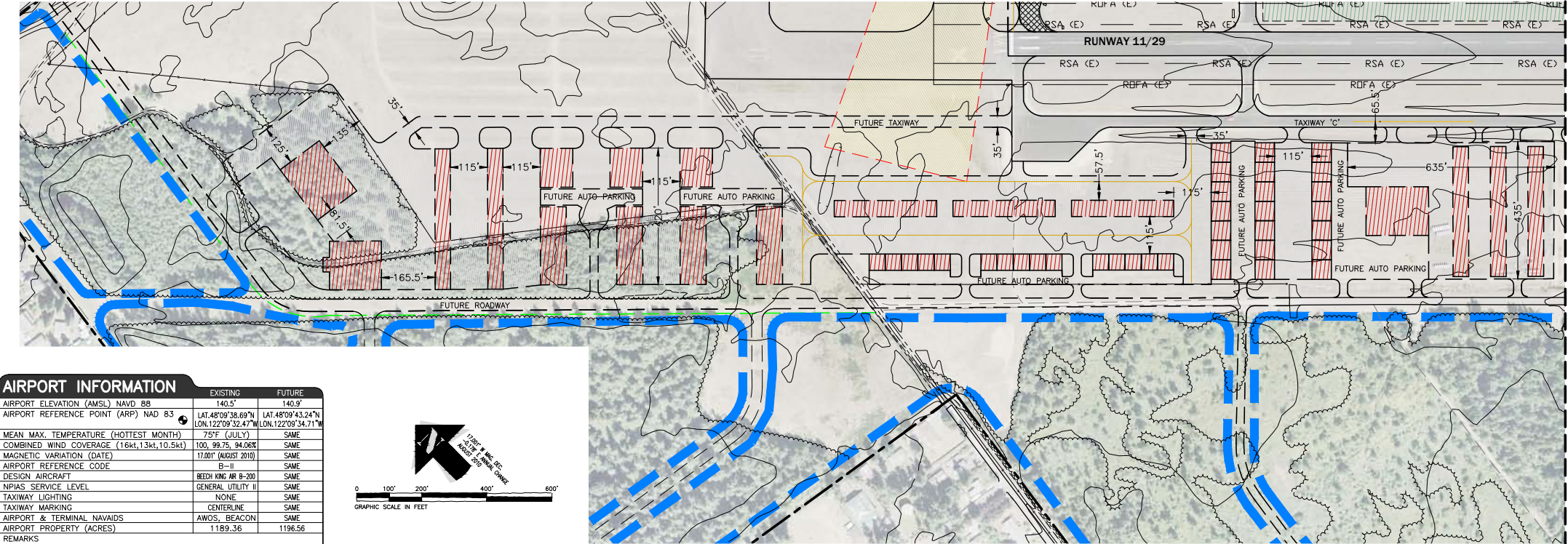
REVISIONS & NOTES

NO.	DESCRIPTION	DATE

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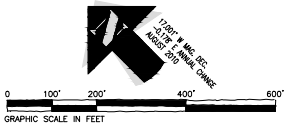
DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	XX
AIRPORT SECURITY FENCE	---	XX
AIRPORT BUILDINGS	---	XX
AIRFIELD PAVEMENT	---	XX
PAVED ROADS	---	XX
RUNWAY PROTECTION ZONE	---	XX
AVIGATION 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
WIND CONE	---	XX
PRECISION APPROACH PATH INDICATOR (PAPI)	---	XX
RUNWAY END IDENTIFIER LIGHTS (REIL)	---	XX
AIRPORT REFERENCE POINT (ARP)	---	XX



AIRPORT INFORMATION

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	140.5'	140.9'
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT.48°09'38.69"N LON.122°09'32.47"W	LAT.48°09'43.24"N 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)	17.00° (AUGUST 2019)	SAME
AIRPORT REFERENCE CODE	B-II	SAME
DESIGN AIRCRAFT	BECH KING AIR B-200	SAME
NPIAS SERVICE LEVEL	GENERAL UTILITY II	SAME
TAXIWAY LIGHTING	NONE	SAME
TAXIWAY MARKING	CENTERLINE	SAME
AIRPORT & TERMINAL NAVAIDS	AWOS, BEACON	SAME
AIRPORT PROPERTY (ACRES)	1189.36	1196.56
REMARKS		





Arlington Municipal Airport

Arlington, Washington

FIGURE E12

Southwest Development Area Plan

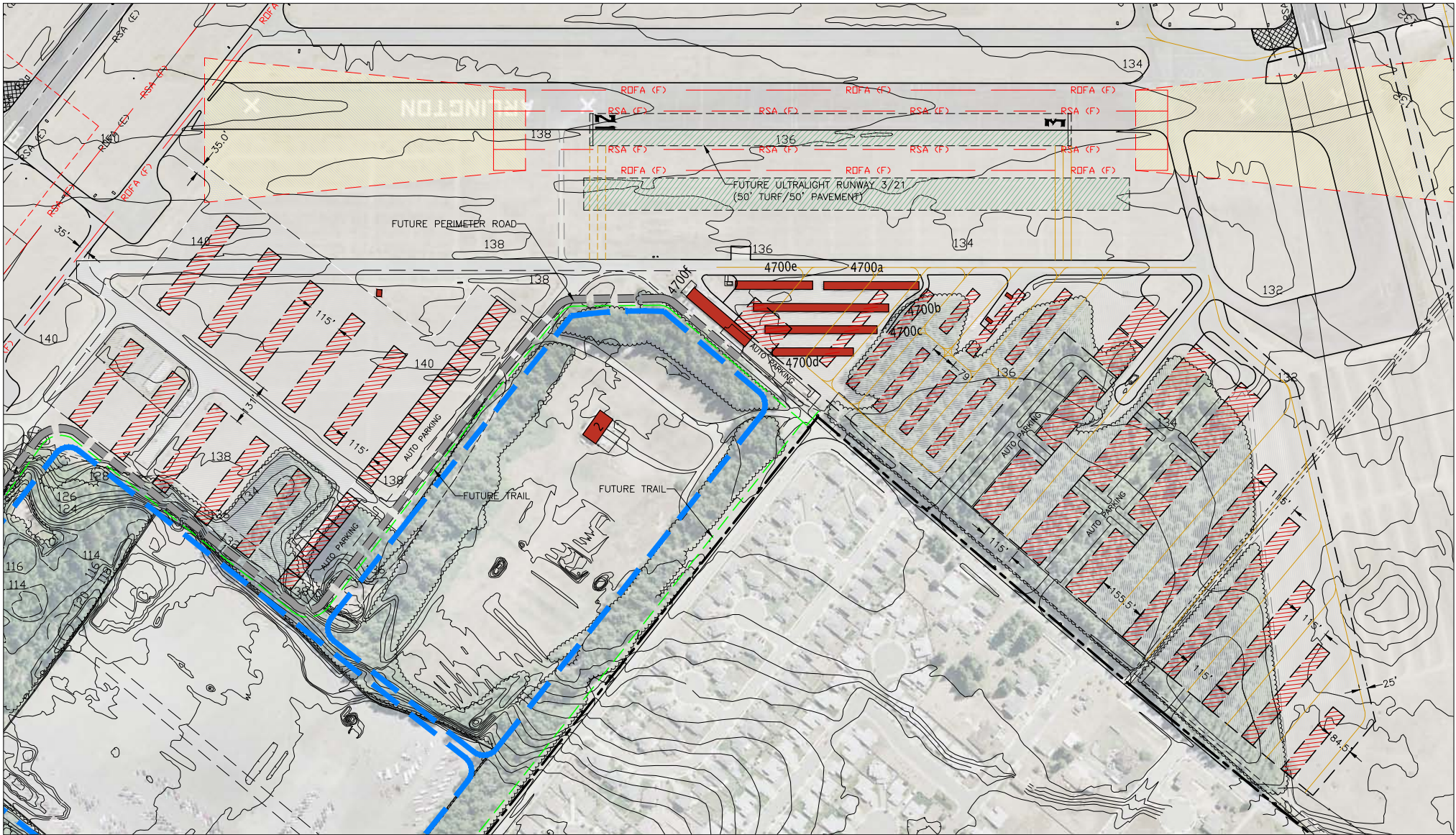
TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

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

DATE
October 2011

SCALE
1" = 200'

SHEET NO.
13 OF 16



BUILDING LEGEND

NO.	DESCRIPTION	ELEVATION	NO.	DESCRIPTION	ELEVATION
2	BUILDING	161.9'			
4700a	ULTRALIGHT T-HANGAR	149.5'			
4700b	ULTRALIGHT T-HANGAR	151.5'			
4700c	ULTRALIGHT T-HANGAR	149.5'			
4700d	ULTRALIGHT T-HANGAR	148.7'			
4700e	ULTRALIGHT T-HANGAR	150.5'			
4700f	BUILDING	155.4'			

REVISIONS & NOTES

NO.	DESCRIPTION	DATE

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 - COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88.

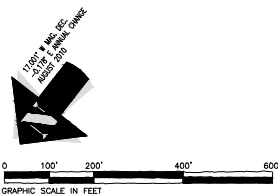
DRAWING LEGEND

	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	XX
AIRPORT SECURITY FENCE	---	XX
AIRPORT BUILDINGS	---	XX
AIRFIELD PAVEMENT	---	XX
PAVED ROADS	---	XX
RUNWAY PROTECTION ZONE	---	XX
AVIGATION 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
WIND CONE	---	XX
PRECISION APPROACH PATH INDICATOR (PAPI)	---	XX
RUNWAY END IDENTIFIER LIGHTS (REIL)	---	XX
AIRPORT REFERENCE POINT (ARP)	---	XX

Arlington Municipal Airport
Arlington, Washington
FIGURE E13
West Development Area Plan

AIRPORT INFORMATION

	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL) NAVD 88	140.5'	140.9'
AIRPORT REFERENCE POINT (ARP) NAD 83	LAT. 48°09'38.69"N LON. 122°09'32.47"W	LAT. 48°09'43.24"N 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)	17.00° (AUGUST 2010)	SAME
AIRPORT REFERENCE CODE	B-II	SAME
DESIGN AIRCRAFT	BECH KING AIR B-200	SAME
NPIAS SERVICE LEVEL	GENERAL UTILITY II	SAME
TAXIWAY LIGHTING	NONE	SAME
TAXIWAY MARKING	CENTERLINE	SAME
AIRPORT & TERMINAL NAVAIDS	AWOS, BEACON	SAME
AIRPORT PROPERTY (ACRES)	1189.36	1196.56
REMARKS		



illustrated with surrounding apron/taxilane providing aircraft access to both sides of the hangars just north of the smaller individual hangars.

West of the 20-foot wide water line easement, the Development Plan illustrates seven hangars similar in size and arrangement to the existing hangar facilities located southwest of Runway 11/29. Since no buildings can be constructed on the easement, a small apron is proposed, providing approximately 25,000 square feet of aircraft parking/storage. Two 17-bay T-hangars and two FBO/large multi-aircraft storage hangars, consisting of 24,000 square feet and 28,500 square feet, are shown at the very northwest part of this development area. There are approximately 111,000 square feet of apron space also illustrated surrounding the larger hangars.

West Development Area Plan

As presented in the previous chapter, the west development area is proposed to have two development areas. The eastern portion is proposed for redevelopment of the aviation facilities utilizing ADG I criteria. The west and north portions consist of various ADG II hangar types and configuration. Again, the primary design element is to provide the Airport Sponsor with a flexible scheme that can be tailored to meet the aviation and monetary needs when demand of the facilities is realized.

The redevelopment of the aviation facilities, as illustrated, consists of three 13-bay T-hangars, three 11-bay T-hangars, one 17-bay T-hangar, and one 7-bay T-hangar. Sufficient apron/taxilane pavement is provided to allow aircraft access to all sides of the hangars. A 150,000-square foot multi-purpose hangar that provides aircraft storage and/or maintenance facilities is shown. Apron space, equating to approximately 38,500 square feet, is provided adjacent to the multi-purpose hangar. Vehicular access directly from 188th Street N.E. can be accommodated with parking provided north of the hangar.

The illustrated ADG II development areas consist of eight large multi-aircraft storage hangars, each providing roughly 19,200 square feet of space. These hangars are provided taxilane access on one side of the building, with vehicular access provided on the other side. Two 12,000-square foot hangars, with apron/taxilane access provided on both sides, are illustrated at the south end of the hangar development area. At the west end of the development area, T-hangars are programmed, ranging in size from a 33-bay hangar to a 7-bay hangar. Again, apron/taxilane aircraft access is provided to both sides of all the hangars.

At the north end of this development area, there are five 15-bay T-hangars and five 13-bay T-hangars illustrated, with corresponding apron/taxilane aircraft access, designed to ADG II criteria. Additionally, there are 16 executive hangars, each providing 2,500 square feet of space, shown at the

west end of the pavement. Vehicular parking and access is provided through the future airport perimeter road connection to 188th Street NE.

Aviation Support Development

The support facilities at Arlington Municipal Airport, which require development recommendations, include a new fuel storage facility and the perimeter road facilities.

Fuel Storage Facility. As calculated in the *Facility Requirements* chapter, it appears the fuel storage capacity at the Airport is more than adequate to accommodate the projected demand during the planning period. However, it is possible that future private fuelers could provide additional fuel storage facilities for use by their individual aircraft, and the Airport desires to have Jet A fuel availability on a full-time basis.

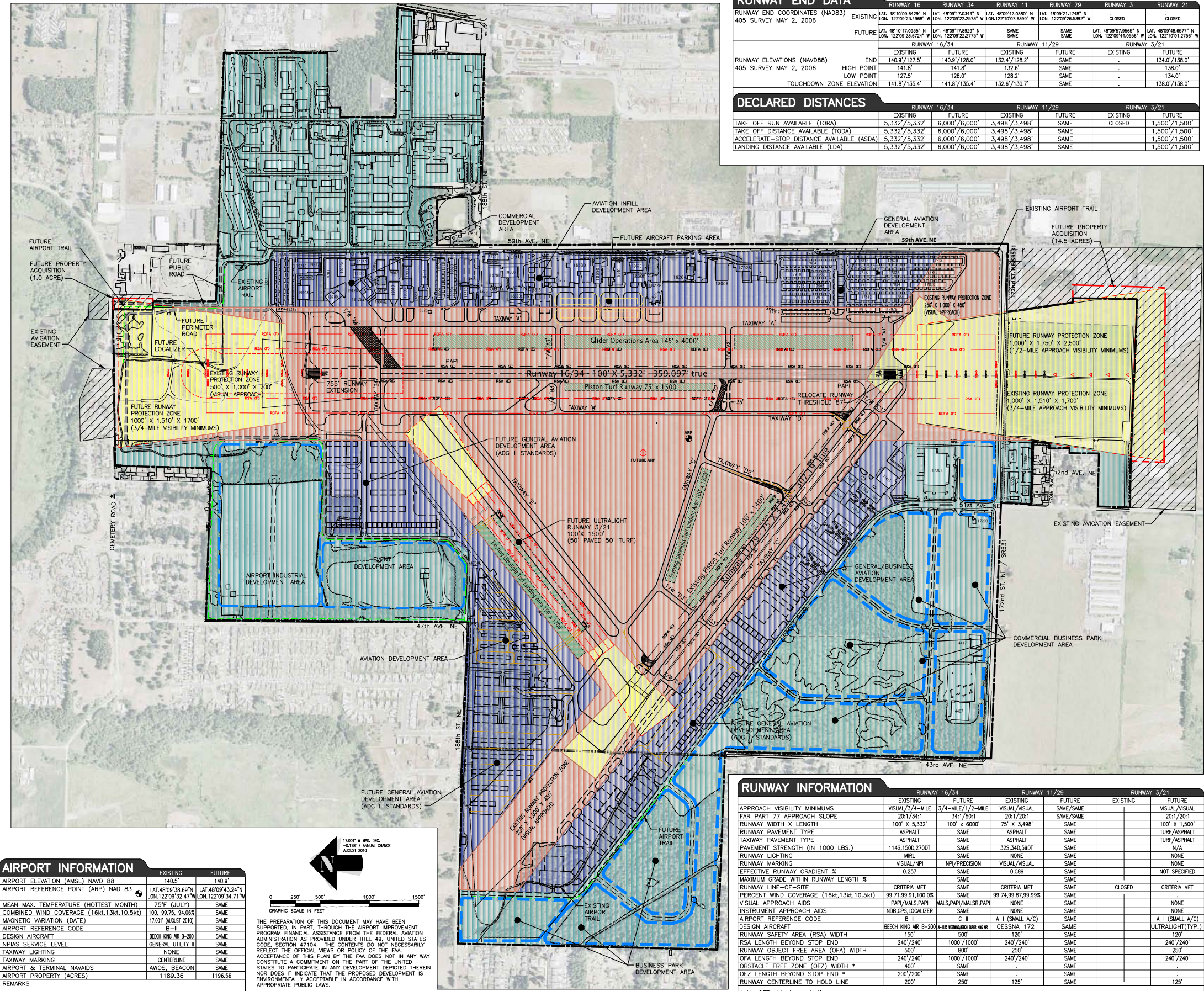
Perimeter Roadway. Arlington Municipal Airport proposes a non-public perimeter roadway from the north end of the east hangar development area to the west side of the Airport with a connection to 188th Street NE, utilizing the north end of the Airport. The improved perimeter roadway will better accommodate access by emergency response vehicles, airport maintenance vehicles, and airport users.

Land Use Drawing

The following figure, entitled *LAND USE DRAWING*, depicts existing and recommended use of all land within the ultimate airport property line. The purpose of the Land Use Drawing is to provide airport management a plan for leasing revenue-producing areas on the Airport. All existing/future development within the bounds of the property owned by Arlington Municipal Airport will be compatible with the primary purpose and function of the Airport, and will generate lease revenue to support the operation of the Airport. Some areas of the Airport are not likely to be provided with taxiway access; although, they can be utilized for non-aeronautical support activities that may not require airside access. The revenue-generating potential of these areas will vary based upon local traffic patterns and vehicular access. Specific proposals for future non-aeronautical uses will be subject to additional review and approval by the FAA.

The Land Use Drawing also provides guidance to local authorities for establishing appropriate land use zoning near the Airport. As specified by the FAA, Grant Assurance #21, entitled *Compatible Land Use*, states that the Airport Sponsor “will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.”





RUNWAY END DATA											
RUNWAY 16		RUNWAY 34		RUNWAY 11		RUNWAY 29		RUNWAY 3		RUNWAY 21	
RUNWAY END COORDINATES (NAD83)		EXISTING		FUTURE		EXISTING		FUTURE		EXISTING	
405 SURVEY MAY 2, 2006		LAT. 48°10'09.6429" N LONG. 122°09'23.4968" W		LAT. 48°09'17.0344" N LONG. 122°09'22.2573" W		LAT. 48°09'42.6360" N LONG. 122°09'07.9399" W		LAT. 48°09'31.1748" N LONG. 122°09'26.5392" W		CLOSED	
		LAT. 48°10'17.0955" N LONG. 122°09'23.6724" W		LAT. 48°09'17.8929" N LONG. 122°09'22.2775" W		SAME SAME		LAT. 48°09'51.9565" N LONG. 122°09'44.0556" W		CLOSED	
		RUNWAY 16/34		RUNWAY 11/29		RUNWAY 3		RUNWAY 3/21			
		EXISTING		FUTURE		EXISTING		FUTURE			
		140.9/127.5		140.9/128.0		132.4/128.2		SAME		134.0/138.0	
		141.8		141.8		132.6		SAME		138.0	
		127.5		128.0		128.2		SAME		134.0	
		TOUCHDOWN ZONE ELEVATION		141.8/135.4		132.6/130.7		SAME		138.0/138.0	
END											
HIGH POINT											
LOW POINT											
TOUCHDOWN ZONE ELEVATION											
RUNWAY ELEVATIONS (NAVD88)											
405 SURVEY MAY 2, 2006		EXISTING		FUTURE		EXISTING		FUTURE		EXISTING	
		140.9/127.5		140.9/128.0		132.4/128.2		SAME		134.0/138.0	
		141.8		141.8		132.6		SAME		138.0	
		127.5		128.0		128.2		SAME		134.0	
		TOUCHDOWN ZONE ELEVATION		141.8/135.4		132.6/130.7		SAME		138.0/138.0	
DECLARED DISTANCES											
		RUNWAY 16/34		RUNWAY 11/29		FUTURE		EXISTING		FUTURE	
		EXISTING		FUTURE		EXISTING		FUTURE		EXISTING	
TAKE OFF RUN AVAILABLE (TORA)		5,332/5,332		6,000/6,000		3,498/3,498		SAME		CLOSED	
TAKE OFF DISTANCE AVAILABLE (TODA)		5,332/5,332		6,000/6,000		3,498/3,498		SAME		1,500/1,500	
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)		5,332/5,332		6,000/6,000		3,498/3,498		SAME		1,500/1,500	
LANDING DISTANCE AVAILABLE (LDA)		5,332/5,332		6,000/6,000		3,498/3,498		SAME		1,500/1,500	

BUILDING LEGEND					
NO.	DESCRIPTION	ELEVATION	NO.	DESCRIPTION	ELEVATION
1	ROTATING BEACON W/OBS. LIGHT (OL)	186.0'@O.L.	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	143.2'
4700c	ULTRALIGHT T-HANGAR	149.5'	18218	NASA 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	155.4'			
5200a	CAR WASH	139.0'			
5200b	GAS STATION	151.0'	18530	GLASAIR	164.1'
5200c	RESTAURANT	150.0'	18615	.	
5200d	MOTEL	152.0'	18620	UNIVERSAL AEROSPACE BUILDING	161.0'
5200f	BUILDING	145.0'	18620a	CASCADE AVIATION	158.2'
7200	HINKENS RV	139.5'	18640	UNIVERSAL AEROSPACE BUILDING	161.0'
7301	BOWMAN	157.6'	18650	NORTHWEST AVIATION CENTER	161.3'
7415	CONDO HANGAR	157.4'	18660	STODDARD HAMILTON	160.4'
7600	HANGAR	155.0'	18701	VACANT	159.8'
7601	HANGAR	155.0'	18712	AVIATION COVER, INC.	158.8'
7605	HANGAR	155.0'	18722	THE POINT CHURCH OFFICES	165.0'
7609	HANGAR	155.0'	18781	STODDARD HAMILTON	159.3'
7617	HANGAR	155.0'	18810	VACANT	169.4'
7620	HANGAR	155.0'	18820	AERONAUTICAL TESTING SERVICES	162.0'
7622	HANGAR	155.0'	18820a	WRANGELL ELECTRONICS	162.0'
			18824	GPS SURVEYING	162.0'
17705	HANGAR	155.0'	18824a	FLYING J DELI	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	170.11'
17725	HANGAR		19002	METAL MOTION	160.0'
17804	T-HANGAR		19003	METAL MOTION	163.8'
17808	PUMP HOUSE		19007	SUBERT & WALKER	161.2'
17810	T-HANGAR	151.8'	19010	VACANT	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'
17819	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	MAXWELL	163.8'
17828	T-HANGAR	148.4'	19200	PRIVATE HANGAR	172.5'
17830	T-HANGAR	146.0'	19203	CASCADE ENGINE SERVICE	158.2'
17832	T-HANGAR	146.0'	19203a	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:		
1. 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.		
2. COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88.		

LAND USE LEGEND	
	RUNWAY PROTECTION ZONE (APPROX. 160 ACRES)
	AIRPORT OPERATIONS PROTECTED AREA (APPROX. 384 ACRES)
	AVIATION DEVELOPMENT AREA (APPROX. 230 ACRES)
	AVIATION RELATED/COMPATIBLE DEVELOPMENT AREA (APPROX. 407 ACRES)

DRAWING LEGEND	
AIRPORT PROPERTY LINE	
AIRPORT SECURITY FENCE	
AIRPORT BUILDINGS	
AIRFIELD PAVEMENT	
PAVED ROADS	
RUNWAY PROTECTION ZONE	
AVIATION EASEMENT	
BUILDING RESTRICTION LINE	
OBSTACLE FREE ZONE	
RUNWAY SAFETY AREA	
RUNWAY OBJECT FREE AREA	
FUEL STORAGE AREA	
AIRPORT BEACON	
LIGHTED WIND CONE & SEGMENTED CIRCLE	
WIND CONE	
PRECISION APPROACH PATH INDICATOR (PAPI)	
RUNWAY END IDENTIFIER LIGHTS (REIL)	
AIRPORT REFERENCE POINT (ARP)	

Arlington Municipal Airport

Arlington, Washington

FIGURE E14

Land Use Drawing

TULSA
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

DATE
October 2011

SCALE
1" = 500'

SHEET NO.
15 OF 16

Barnard Dunkelberg & Company

1743 Wazee Street, Suite 400
Denver, Colorado 80202
303.825.8844

AIRPORT INFORMATION			
EXISTING		FUTURE	
AIRPORT ELEVATION (AMSL) NAVD 88		140.5'	
AIRPORT REFERENCE POINT (ARP) NAD 83		LAT. 48°09'38.69"N LONG. 122°09'32.47"W	
LAT. 48°09'43.24"N LONG. 122°09'34.71"W		LAT. 48°09'43.24"N LONG. 122°09'34.71"W	
MEAN MAX. TEMPERATURE (HOTTEST MONTH)		75°F (JULY)	
COMBINED WIND COVERAGE (16kt,13kt,10.5kt)		SAME	
MAGNETIC VARIATION (DATE)		17.90° (AUGUST 2010)	
AIRPORT REFERENCE CODE		B-II	
DESIGN AIRCRAFT		BEECH KING AIR B-200	
NPIAS SERVICE LEVEL		SAME	
TAXIWAY LIGHTING		NONE	
TAXIWAY MARKING		CENTERLINE	
AIRPORT & TERMINAL NAVAIDS		SAME	
AIRPORT PROPERTY (ACRES)		1189.36	
REMARKS		1196.56	

17200' MAG. DEC.
-5.17° E. ANNUAL CHANGE
AUGUST 2010

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.

Airport Property Map

The *AIRPORT PROPERTY MAP*, which is presented on Figure E15, indicates how various tracts of land within the airport boundaries were acquired (e.g., federal funds, surplus property, local funds, etc.) and the dates the tracts were acquired. The purpose of the drawing is to provide documentation of the current and future aeronautical use of land acquired with federal funds. According to existing property records, there is a total of 1,199.63 acres of fee simple property that is owned/controlled by the City of Arlington. It should be noted that the Airport is planning to acquire approximately 1.0 acre of property to obtain full control of the future Runway 16 RPZ.



PARCEL DATA

PARCEL	TAX	LOT NUMBER	ACRES	PROJECT NUMBER	INTEREST	DATE ACQUIRED
TRACT ONE	153105-4	-012-0009	1104.89	SURPLUS PROPERTY	DEED	02/25/1959
TRACT TWO						
2A	273105-2	-002--0001	16.54	ADAP 3-53--0002--01	FEE	05/30/1984
2B	273105-2	-002--0001	3.45	ADAP 3-53--0002--01	FEE	05/30/1984
2C	273105-2	-002--0001	3.51	ADAP 3-53--0002--01	FEE	05/30/1984
2D	273105-2	-002--0001	3.52	ADAP 3-53--0002--01	FEE	05/30/1984
TRACT THREE						
3A	273105-2	-013-0008	21.65	AIP 3-53--0002--01	EASEMENT	08/25/1986
3B	273105-2	-009-0004	19.50	AIP 3-53--0002--01	EASEMENT	01/12/1984
3C	273105-2	-011-0000	12.53	AIP 3-53--0002--01	EASEMENT	01/12/1984
3D	273105-2	-003-0000	10.00	AIP 3-53--0002--01	FEE	02/28/1984
3E	273105-2	-005-0008	2.41	AIP 3-53--0002--01	FEE	11/13/1984
3F	273105-2	-020-0009	0.66	AIP 3-53--0002--01	FEE	11/13/1984
3G	273105-2	-004-0017	1.00	AIP 3-53--0002--01	FEE	11/09/1984
3H	273105-2	-002-0019	5.87	AIP 3-53--0002--01	FEE	03/02/1984
TRACT FOUR						
4H	LOT 1-55, PAT OF PROSPECT POINT		N/A	CITY ACQUIRED	EASEMENT	12/14/1972
4J	153105-2	-011-0004	5.76	AIP 3-53--0002-04	FEE	06/13/1992
4K	153105-2	-004-0003	5.76	AIP 3-53--0002-04	FEE	06/13/1992
4L	153105-2	-021-0002	5.63	AIP 3-53--0002-06	FEE	01/14/1993
4M	153105-2	-005-0002	11.36	AIP 3-53--0002-06	FEE	10/13/1993
45G	31051500202400		4.07	AIP 3-53--0002-019	FEE	8/14/2009
45B	31051500202400			AIP 3-53--0002-020		
45C	31051500202400			AIP 3-53--0002-021		
4N1	153105-2	-005-0002	6.23	CITY ACQUIRED	EASEMENT	10/13/1993
TRACT FIVE ⁽¹⁾						
5J	31052700201300		6.2	3-53--0002--020	FEE	10/1/2010
TRACT SIX						
6A	153105-2	-006-0001	5.70	AIP 3-53--0002-05	FEE	09/30/1991
6B	153105-2	-010-0005	3.30	AIP 3-53--0002-05	FEE	08/16/1993
TRACT SEVEN ⁽²⁾						
	273105-2	-005-0002	1.0	----	FEE	TO BE ACQUIRED
TRACT EIGHT ⁽³⁾						
3A	273105-2	-013-0008	14.5	----	FEE	TO BE ACQUIRED
3B	273105-2	-009-0004				
3C	273105-2	-011-0000				

RELEASE ONE PARCEL 1 PARCEL 2	N/A	19.33 5.07	SURPLUS PROPERTY	RELEASED FROM TRACT ONE	12/03/1999
-------------------------------------	-----	---------------	------------------	-------------------------------	------------

- (1) - TRACT FIVE WAS PART OF EXISTING EASEMENT "3A."
- (2) - TRACT SEVEN IS PART OF EXISTING EASEMENT "4N1".
- (3) - TRACT 4Sa, 4Sb AND 4Sc WERE PART OF EXISTING EASEMENT "4N1".
- (4) - TRACT EIGHT IS PART OF EXISTING EASEMENTS 3A, 3B & 3C.

REVISIONS & NOTES

[illegible]

NOTES

1. 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.
2. COORDINATE/ELEVATION INFORMATION IS NAD83/NAVD88.

DRAWING LEGEND

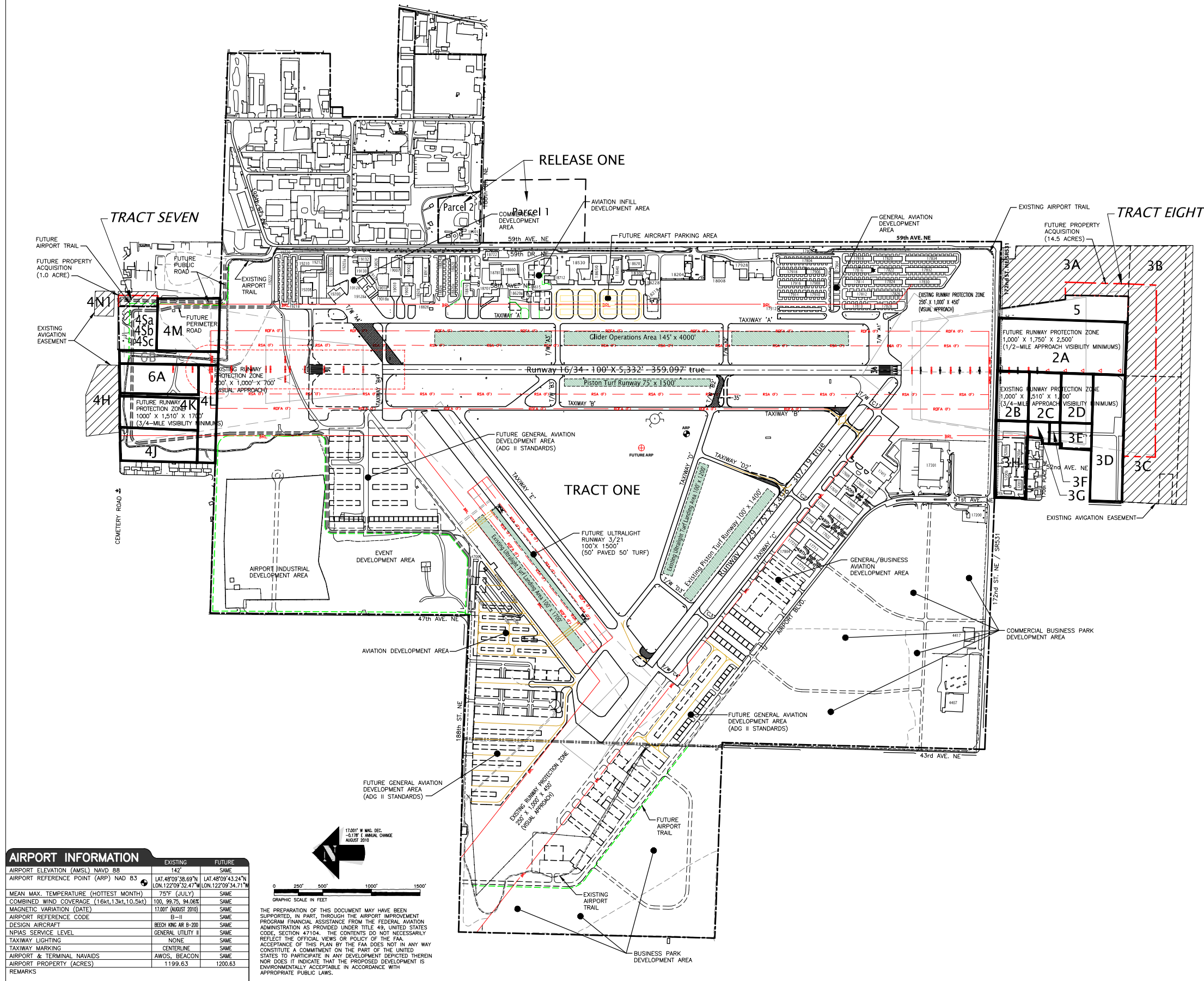
AIRPORT PROPERTY LINE		
AIRPORT SECURITY FENCE		
AIRPORT BUILDINGS		
AIRFIELD PAVEMENT		
PAVED ROADS		
RUNWAY PROTECTION ZONE		
AVIGATION EASEMENT		
BUILDING RESTRICTION LINE		
OBSTACLE FREE ZONE		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
FUEL STORAGE AREA		
AIRPORT BEACON		
LIGHTED WIND CONE & SEGMENTED CIRCLE		
WIND CONE		
PRECISION APPROACH PATH INDICATOR (PAPI)		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
AIRPORT REFERENCE POINT (ARP)		



Arlington Municipal Airport

FIGURE E15
Airport Property Map

 Barnard Dunkelberg & Company	TULSA 1616 East 15th Street Tulsa, Oklahoma 74120 918.585.8844 DENVER 1743 Wazee Street, Suite 400 Denver, Colorado 80202 303.825.8844	DATE December 2018 SCALE 1" = 500' SHEET NO. 16 OF 16
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AIRPORT INFORMATION

AIRPORT REFERENCE (AMSU) NWD 88	142°	LAT: 48°09' 43.24"N
AIRPORT REFERENCE POINT (ARP) NAD 83	120° 39' 32.47" W	LON: 122°09' 34.71" W
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	75°F (JULY)	
COMBINED WIND COVERAGE (16kt,13kt,10,5kt)	100, 99.75, 94.06%	
MAGNETIC VARIATION (DATE)	-8-11	SAME
AIRPORT REFERENCE CODE	5-11	BECH HIG 8-200
DESIGN AIRCRAFT		GENERAL UTILITY 11
NPAS SERVICE LEVEL		NONE
TAXIWAY LIGHTING		CENTERLINE
TAXIWAY MARKING		AWOS, BEACON
AIRPORT & TERMINAL NAVAIDS		1199.63
AIRPORT PROPERTY (ACRES)		1200.63
REMARKS:		

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 47101. THE CONTENTS OF THIS DOCUMENT REFLECT THE OFFICIAL VIEW OR POLICY OF THE 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 NECESSARILY FINANCIALLY SUPPORTED IN ACCORDANCE WITH APPROPRIATE ELPIC LAWS.