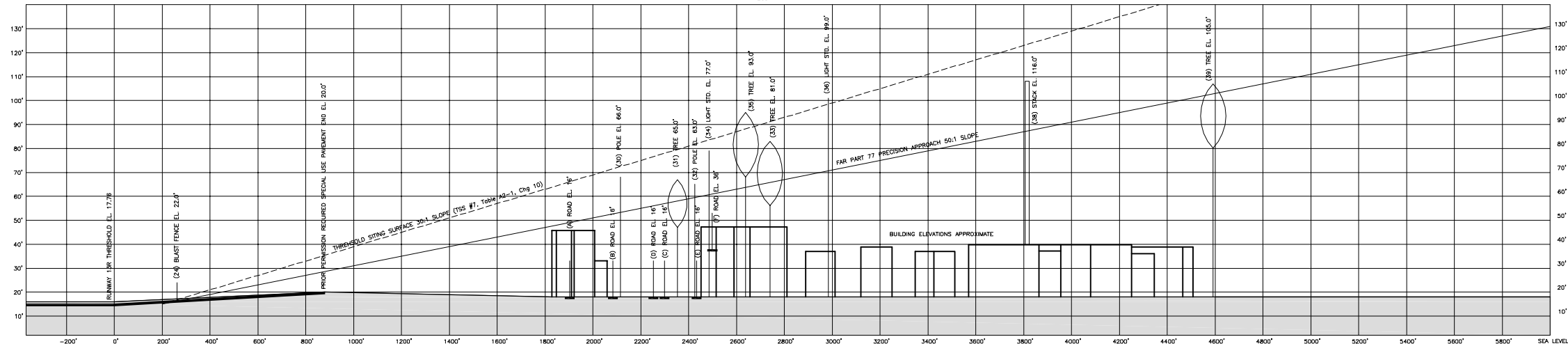


RUNWAY 13R PLAN
1" = 200'

	RUNWAY 13L/31L		RUNWAY 13L/31R	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	1 mi/1-1/4 sm	1 mi/1-1/4 sm	1 mi/1-1/4 sm	1 mi/1-1/4 sm
FAR PART 77 APPROACH SLOPE	50:1/50:1	50:1/50:1	20:1/20:1	20:1/20:1
RUNWAY WIDTH AND LENGTH	200' X 10,000'	200' X 10,000'	100' X 3,710'	100' X 3,710'
PAVEMENT TYPE	GRADED ASPHALT	GRADED ASPHALT	GRADED ASPHALT	GRADED ASPHALT
PAVEMENT STRENGTH (N 1000 LBS.)	100s, 1600, 3400'	100s, 1600, 3400'	35s, 600	35s, 600
RUNWAY LIGHTING	MPL	MPL	MPL	MPL
RUNWAY MARKING	PRECISION	PRECISION	BASIC	BASIC
EFFECTIVE RUNWAY GRADIENT %	.038	.038	.001	.001
MAXIMUM GRADE WITHIN RUNWAY LENGTH	.25	.25	.27	.27
RUNWAY LINE-OF-SIGHT	Criteria met	Criteria met	Criteria met	Criteria met
% WIND COVERAGE (20/16/13/15 KNOTS)	88/88/88/88	88/88/88/88	88/88/88/88	88/88/88/88
VISUAL APPROACH AIDS	WALS/DEL/PAP	WALS/DEL/PAP	VASI, REILS	PAP, REILS
INSTRUMENT APPROACH AIDS	WALS/DEL/PAP/DA	WALS/DEL/PAP/DA	NONE	NONE
AIRPORT REFERENCE CODE (ARC)	D-V	D-V	B-I (SMALL A/C)	B-I (SMALL A/C)
CRITICAL AIRCRAFT	B 747-200	B 747-200	BECH KINGAR 100	BECH KINGAR 100
APPROACH SPEED	150 KIAS	140 KIAS	111 KIAS	111 KIAS
WINGSPAN	195.8 ft	180.3 ft	45.8 ft	45.8 ft
MAX TAKE OFF WEIGHT	833,000 lbs	351,000 lbs	11,800 lbs	11,800 lbs
LENGTH OF HAUL	8,000 NM	3,900 NM	N/A	N/A
RUNWAY SAFETY AREA	500' X 11,120'	500' X 11,120'	120' X 4190'	120' X 4190'
RUNWAY OBJECT FREE AREA	800' X 10,250'	800' X 10,250'	250' X 4190'	250' X 4190'
OBSTACLE FREE ZONE	No Obst Penetration	No Obst Penetration	No Obst Penetration	No Obst Penetration
THRESHOLD SITING SURFACE	No Threshold Siting Surface Penetration, See Sheet 5-1	No Threshold Siting Surface Penetration, See Sheet 5-1	No Threshold Siting Surface Penetration, See Sheet 5-1	No Threshold Siting Surface Penetration, See Sheet 5-1
NATIONAL OCS SERVICE (NOS)	Yes	Yes	No	No
DISPLACED THRESHOLD COORDINATES				
NO THRESHOLD SITING SURFACE	Yes	Yes	No	No
OBJECT PENETRATIONS				
RUNWAY ELEVATIONS - PRESENT END	EL. 17.76/EL. 21.15	EL. 17.76/EL. 21.15	EL. 17.8/EL. 17.2	EL. 17.4/EL. 17.2
RUNWAY ELEVATIONS - FUTURE END	- / EL. 21.63	- / EL. 21.63	EL. 17.7/EL. 17.2	EL. 17.7/EL. 17.2
APPROACH SURVEY	EL. 17.9 / EL. 21.63	EL. 17.9 / EL. 21.63	EL. 17.7	EL. 17.7
SEE NOTE 4.	EL. 21.65'	EL. 21.65'	EL. 17.2'	EL. 17.2'
DECLARED DISTANCES	- TORA	10,000'/10,000'	3,710'/3,710'	3,710'/3,710'
SEE NOTE 3.	- TODA	10,000'/10,000'	3,710'/3,710'	3,710'/3,710'
	- ASDA	9,100'/10,000'	3,710'/3,710'	3,710'/3,710'
	- LDA	9,100'/9,100'	3,440'/3,335'	3,440'/3,335'

PART 77 OBSTRUCTIONS				
NO.	DESCRIPTION	ELEVATION	PENETRATION	DISPOSITION
24	BLAST FENCE	22.0'	7.0'	PRIMARY REMEDY NOT FEASIBLE
30	POLE	66.0'	30.4'	13R APPROACH REMEDY NOT FEASIBLE
31	TREE	65.0'	24.5'	13R APPROACH REMEDY NOT FEASIBLE
32	POLE	81.0'	32.8'	13R APPROACH REMEDY NOT FEASIBLE
33	TREE	77.0'	33.9'	13R APPROACH REMEDY NOT FEASIBLE
34	LIGHT STANDARD	99.0'	31.0'	13R APPROACH REMEDY NOT FEASIBLE
35	TREE	93.0'	46.8'	13R APPROACH REMEDY NOT FEASIBLE
36	LIGHT STANDARD	99.0'	31.0'	13R APPROACH REMEDY NOT FEASIBLE
38	STACK	116.0'	46.5'	13R APPROACH REMEDY NOT FEASIBLE
39	TREE	105.0'	19.7'	13R APPROACH REMEDY NOT FEASIBLE
(F)	ROAD	36' esl	6.7'	13R APPROACH REMEDY NOT FEASIBLE

NOTE: 1) REFER TO AIRPORT AIRSPACE DRAWINGS FOR COMPLETE LIST OF OBSTRUCTIONS
2) OBSTRUCTION ELEVATIONS ARE NAVD83. AIRPORT AND RUNWAY ELEVATIONS ARE NAVD88.



RUNWAY 13R PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

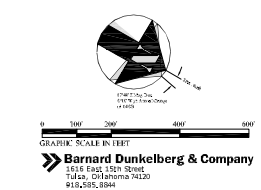
- NOTE: 1) EXISTING PART 77 APPROACH WILL CONTINUE TO BE THE APPROACH LANDING PROFILE ONCE THE PPR SPECIAL USE PAVEMENT IS CONSTRUCTED.
2) PRIOR PERMISSION REQUIRED (PPR) SPECIAL USE PAVEMENT IS NOT AVAILABLE FOR LANDING.
3) OBSTRUCTION ELEVATIONS ARE NAVD83. AIRPORT AND RUNWAY ELEVATIONS ARE NAVD88.
4) TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.
5) OBSTRUCTIONS IN TRANSITIONAL SURFACES ARE NOT SHOWN IN PROFILE.
6) REFER TO AC150/5300-13, CHANGE 10, APPENDIX 2 FOR THRESHOLD SITING CRITERIA.

- NOTES**
- This drawing reflects planning standards applicable to KCA/Boeing Field to the greatest extent possible.
 - Coordinate data is NAVD83. Elevation data is NAVD88. NOS Survey dated 10/21/05.
 - Prior Permission Required (PPR) Special Use Pavement only available for south departures with airport approval.
 - Runway resurfacing project as-built elevations from WSH Pacific/URS Corp. Project # 32865, Rev. 7/28/06.

ITEM	AIRPORT REFERENCE CODE		STANDARD		MODIFICATION		APPROV. DATE	REMARKS
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE		
RUNWAY 13R OBJECT FREE AREA LENGTH BEYOND RUNWAY DEPARTURE END	D-V	D-V	1000'	1000'	880'	880'		EAST SIDE INTERSECTS PERMETER FENCE 880' SHORT OF RUNWAY END
RUNWAY CENTERLINE TO TAXIWAY CENTERLINE WEST SIDE OF RUNWAY 13R/31L	D-V	D-V	400'	400'	326'	326'		
RUNWAY CENTERLINE TO TAXIWAY CENTERLINE SEPARATION	D-V	D-V	1,200'	700'	375'	375'		
TAXIWAY 'W' CENTERLINE TO FIXED OR REMOVABLE OBJECT	D-V	D-V	180'	129.5'	115'	115'		FENCE ADJACENT TO ATCT TO REMAIN

AIRPORT DATA		
ITEM	EXISTING	FUTURE
AIRPORT ELEVATION (MSL) FROM OC CHRT	21.65'	21.65'
AIRPORT REFERENCE POINT (ARP)	100' 0" 31' 48" W 30' 0" 37' 4" S	100' 0" 31' 48" W 30' 0" 37' 4" S
MEAN MAX. TEMP. HOTTEST MONTH	78.4°F	78.4°F
AIRPORT PROPERTY (ACRES)	594	612.7
NPIS CATEGORY	PRIMARY CS	PRIMARY CS
TAXIWAY LIGHTING	MPL	MPL
TAXIWAY MARKING	YES	YES
AIRPORT REFERENCE CODE	D-V	D-V
MAGNETIC DECLINATION	17.44E 6/14/5	18D
AIRPORT & TERMINAL NAVAIDS	WALS/DEL/PAP/DA	WALS/DEL/PAP/DA
OBSTACLE FREE ZONE (20/16/13/15 KNOTS)	88/88/88/88	88/88/88/88

LAYOUT LEGEND			
ITEM	EXISTING	FUTURE	
RUNWAY SAFETY AREA	RS	RS	
RUNWAY OBJECT FREE AREA	OFA	OFA	
PRECISION OBSTACLE FREE ZONE	POFZ	POFZ	
AIRPORT PROPERTY LINE	PL	PL	
FENCE	F	F	
AVIATION EASEMENT	AE	AE	
RUNWAY PROTECTION ZONE	RZ	RZ	
BUILDINGS	B	B	
BUILDINGS TO BE REMOVED	B-R	B-R	
AIRFIELD PAVEMENT	AP	AP	
FUEL STORAGE	FS	FS	
BEACON	BE	BE	
LIGHTED WIND CONE & SEGMENTED CIRCLE	WC	WC	
PRECISION APPROACH PATH INDICATOR (PAPI)	PAPI	PAPI	
TAXIWAY HOLDLINES AND SIGNS	TH	TH	
UNDESIRABLE PAVEMENT	UP	UP	
SURVEY MONUMENTS	MON. A	MON. A	
AIRPORT SUPPORT VEHICLE ACCESS LANES	ASVAL	ASVAL	
RUNWAY END IDENTIFIER LIGHTS (REILS)	REILS	REILS	
PRECISION APPROACH PATH INDICATOR (PAPI)	PAPI	PAPI	



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~ REVISIONS ~			
NO.	DATE	BY	DESCRIPTION

PROJECT ENGR/ARCH	DESIGNER	DATE	REVIEWED BY
DRAWN BY	CHECKED BY	APPROVED BY	SCALE

KING COUNTY INTERNATIONAL AIRPORT
 BOEING FIELD SEATTLE, WASHINGTON
INNER APPROACH DRAWING-RUNWAY 13R
PLAN & PROFILE
 SHEET NUMBER **5 of 12**