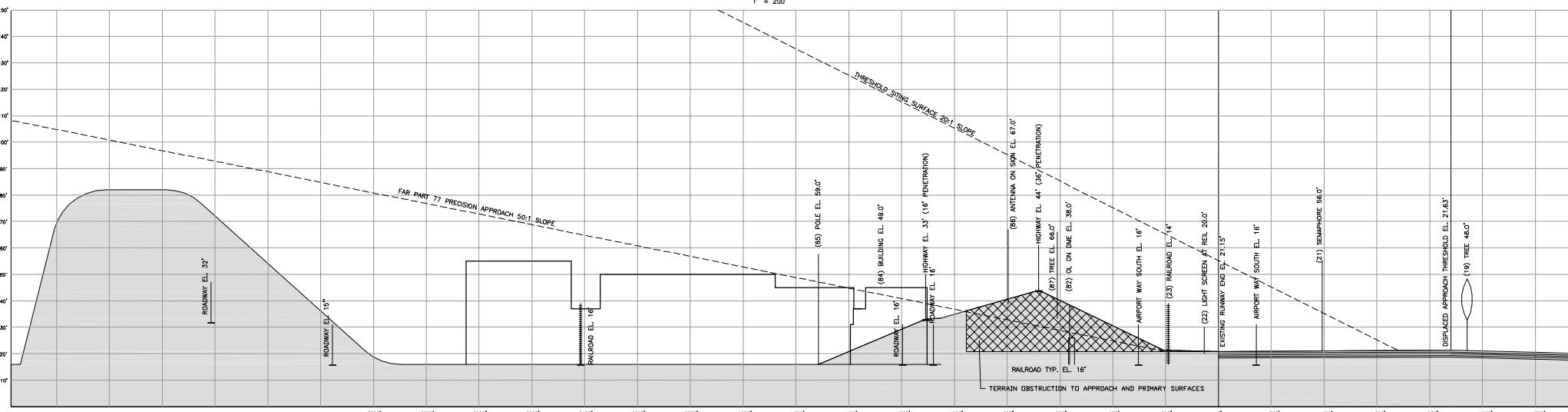


RUNWAY 31L PLAN
1" = 200'



RUNWAY 31L PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY

NOTE:
1) OBSTRUCTION ELEVATIONS ARE NAVD83. AIRPORT AND RUNWAY ELEVATIONS ARE NAVD88.
2) TERRAIN PROFILE REPRESENTS THE HIGHEST POINT ACROSS THE WIDTH AND ALONG THE LENGTH OF THE PART 77 APPROACH SURFACE AND PRIMARY SURFACE.
3) OBSTRUCTIONS IN TRANSITIONAL SURFACES ARE NOT SHOWN IN PROFILE.
4) 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 NAD83. 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 BAH Pacific/URS Corp. Project # 32665, Rev. 7/28/06.

MODIFICATION OF STANDARDS

ITEM	AIRPORT REFERENCE CODE		STANDARD		MODIFICATION		APPROX. DATE	REMARKS
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE		
RUNWAY 13R OBJECT FREE AREA LENGTH BEYOND RUNWAY DEPARTURE END	D-V	D-N	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-N	400'	400'	325'	325'		
RUNWAY CENTERLINE TO RUNWAY CENTERLINE SEPARATION	D-V	D-N	1,200'	700'	375'	375'		
TAXIWAY 12 CENTERLINE TO FIXED OR REMOVABLE OBJECT	D-V	D-N	160'	129.5'	115'	115'		FENCE ADJACENT TO ACT TO REMAIN

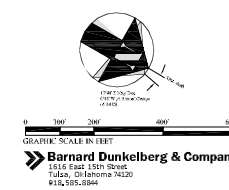
RUNWAY DATA

ITEM	RUNWAY 13R/31L		RUNWAY 13L/31R	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	1 RVR/1.0/1.0	1 RVR/1.0/1.0	2001/2001	2001/2001
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 3710'	100' X 3710'
PAVEMENT TYPE	GRADED ASPHALT	GRADED ASPHALT	GRADED ASPHALT	GRADED ASPHALT
PAVEMENT STRENGTH (N 1000 LBS.)	100,160,340,007	100,160,340,007	35, 50, 60, 70	35, 50, 60, 70
RUNWAY LIGHTING	MFL	MFL	MFL	MFL
RUNWAY MARKING	PRECISION	PRECISION	BASIC	BASIC
EFFECTIVE RUNWAY GRADIENT %	0.38	0.38	0.01	0.01
MAXIMUM GRADE WITHIN RUNWAY LENGTH	25	25	27	27
RUNWAY LINE-OF-SIGHT	Criteria met	Criteria met	Criteria met	Criteria met
X WIND COVERAGE (20/10/10/10/10)	100% (100%)	100% (100%)	100% (100%)	100% (100%)
VISUAL APPROACH AIDS	MALS/REIL/PAPI	MALS/REIL/PAPI	VASL/REIL	PAPI/REIL
INSTRUMENT APPROACH AIDS	LS/DOME/PS/DIA/LS/DOME/PS/DIA	LS/DOME/PS/DIA	NONE	NONE
AIRPORT REFERENCE CODE (ARC)	D-V	D-N	B-I (SMALL A/C)	B-I (SMALL A/C)
CRITICAL AIRCRAFT	B 747-200	B 767-300	BECH KINGAIR 100	BECH KINGAIR 100
WINGSPAN	195.8 FT	180.3 FT	45.8 FT	45.8 FT
APPROACH SPEED	150 KTS	140 KTS	111 KTS	111 KTS
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 OZ Penetration	No OZ Penetration	No OZ Penetration	No OZ Penetration
THRESHOLD SITING SURFACE	No Threshold Siting Penetration	No Threshold Siting Penetration	No Threshold Siting Penetration	No Threshold Siting Penetration
RUNWAY END COORDINATES	Lat. 47°32'56.96"N Lon. 122°18'40.88"W	Lat. 47°32'56.96"N Lon. 122°18'40.88"W	Lat. 47°32'16.96"N Lon. 122°18'28.80"W	Lat. 47°32'16.96"N Lon. 122°18'28.80"W
NATIONAL OCEAN SERVICE (NOS) SURVEY 10/21/05 (NAD 83)	Lat. 47°32'56.96"N Lon. 122°18'40.88"W	Lat. 47°32'56.96"N Lon. 122°18'40.88"W	Lat. 47°32'16.96"N Lon. 122°18'28.80"W	Lat. 47°32'16.96"N Lon. 122°18'28.80"W
DISPLACED THRESHOLD COORDINATES NOS SURVEY 10/21/05 (NAD 83)	-	-	Lat. 47°32'16.96"N Lon. 122°18'28.80"W	Lat. 47°32'16.96"N Lon. 122°18'28.80"W
NO THRESHOLD SITING SURFACE	Lat. 47°32'56.96"N Lon. 122°18'40.88"W	Lat. 47°32'56.96"N Lon. 122°18'40.88"W	Lat. 47°32'16.96"N Lon. 122°18'28.80"W	Lat. 47°32'16.96"N Lon. 122°18'28.80"W
OBJECT PENETRATIONS	-	-	Lat. 47°32'16.96"N Lon. 122°18'28.80"W	Lat. 47°32'16.96"N Lon. 122°18'28.80"W
RUNWAY ELEVATIONS - FEMUR END	EL. 17.76/EL. 21.81	EL. 17.76/EL. 21.81	EL. 17.65/EL. 17.2	EL. 17.65/EL. 17.2
OBSTACLE FREE THRESHOLD	-	-	EL. 21.83	EL. 21.83
AIRPORT SURVEY	EL. 17.87/EL. 21.87	EL. 17.87/EL. 21.87	EL. 17.7/EL. 17.5	EL. 17.7/EL. 17.5
(MVD 88)	EL. 21.85	EL. 21.85	EL. 17.3	EL. 17.3
SEE NOTE 4.	EL. 17.6	EL. 17.6	EL. 17.2	EL. 17.2
DECLARED DISTANCES	-	-	3,710'/3,710'	3,710'/3,710'
SEE NOTE 3.	10,000'/10,000'	10,000'/10,000'	3,710'/3,710'	3,710'/3,710'
	10,000'/10,000'	10,000'/10,000'	3,710'/3,710'	3,710'/3,710'
	8,120'/8,120'	8,120'/8,120'	3,460'/3,460'	3,460'/3,460'

PART 77 OBSTRUCTIONS

NO.	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	DISPOSITION
16	OL FLOODLIGHT	61'	43.0'	TRANS.	REMEDY NOT FEASIBLE
17	OL FLOODLIGHT	61'	36.5'	TRANS.	REMEDY NOT FEASIBLE
18	POLE	60'	34.9'	TRANS.	REMEDY NOT FEASIBLE
19	TREE	48'	31.0'	PRIMARY	TO BE TRIMMED
20	TREE	128'	67.8'	TRANS.	REMEDY NOT FEASIBLE
21	SEMAPHORE	54'	39.0'	TRANS.	REMEDY NOT FEASIBLE
22	LIGHT SCREEN AT REIL	20'	3.0'	PRIMARY	RELOCATE
23	RAILROAD	14'	21.0'	PRIMARY	REMEDY NOT FEASIBLE
82	OL ON DME	38.0'	13.8'	31L APPROACH	REMEDY NOT FEASIBLE
84	BUILDING	49.0'	12.2'	31L APPROACH	REMEDY NOT FEASIBLE
85	POLE	59.0'	15.8'	31L APPROACH	REMEDY NOT FEASIBLE
86	ANTENNA ON SIGN	67.0'	38.2'	31L APPROACH	REMEDY NOT FEASIBLE
87	TREE	66.0'	41.9'	31L 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.



AIRPORT DATA

ITEM	EXISTING	FUTURE
AIRPORT ELEVATION (ASL) FROM CG CHART	21.65'	21.65'
AIRPORT REFERENCE POINT (ARPP)	Lat. 47°32'56.96"N Lon. 122°18'40.88"W	Lat. 47°32'56.96"N Lon. 122°18'40.88"W
MEAN MAX. TEMP. HOTTEST MONTH	78.4°F	78.4°F
AIRPORT PROPERTY (ACRES)	594	613.7
NPAS CATEGORY	PRIMARY CS	PRIMARY CS
TAXIWAY LIGHTING	MFL	MFL
TAXIWAY MARKING	YES	YES
AIRPORT REFERENCE CODE	D-V	D-N
MAGNETIC DECLINATION	1744'E 6/14/5	760
AIRPORT & TERMINAL NAVAIDS	LS/DOME/PS/DIA	LS/DOME/PS/DIA
COMBINED WIND COVERAGE (20/10/10/10/10)	100% (100%)	100% (100%)

LAYOUT LEGEND

ITEM	RUNWAY 13R/31L	RUNWAY 13L/31R	EXISTING	FUTURE
RUNWAY SAFETY AREA	SS	SS	SS	SS
RUNWAY OBJECT FREE AREA	SS	SS	SS	SS
PRECISION OBSTACLE FREE ZONE	SS	SS	SS	SS
AIRPORT PROPERTY LINE	SS	SS	SS	SS
FENCE	SS	SS	SS	SS
AVIGATION EASEMENT	SS	SS	SS	SS
RUNWAY PROTECTION ZONE	SS	SS	SS	SS
BUILDINGS	SS	SS	SS	SS
BUILDINGS TO BE REMOVED	SS	SS	SS	SS
AIRFIELD PAVEMENT	SS	SS	SS	SS
FUEL STORAGE	SS	SS	SS	SS
BEACON	SS	SS	SS	SS
LIGHTED WIND CONE & SEGMENTED CIRCLE	SS	SS	SS	SS
PRECISION APPROACH PATH INDICATOR (PAPI)	SS	SS	SS	SS
TAXIWAY HOLDLINES AND SIGNS	SS	SS	SS	SS
UNUSABLE PAVEMENT	SS	SS	SS	SS
SURVEY MONUMENTS	SS	SS	SS	SS
AIRPORT SUPPORT VEHICLE ACCESS LANES	SS	SS	SS	SS
RUNWAY END IDENTIFIER LIGHTS (REIL)	SS	SS	SS	SS
PRECISION APPROACH PATH INDICATOR (PAPI)	SS	SS	SS	SS

~ REVISIONS ~

NO.	DATE	BY	DESCRIPTION	NO.	DATE	BY	DESCRIPTION

PROJECT ENGR/ARCH: KING COUNTY INTERNATIONAL AIRPORT BOEING FIELD SEATTLE, WASHINGTON

DESIGNER: INNER APPROACH DRAWING-RUNWAY 31L

DRAWN BY: PLAN & PROFILE

CHECKED BY: SURVEY MONUMENTS

APPROVED BY: AIRPORT ENGINEER

REVIEWED BY: RICK RENAUD AIRPORT ENGINEER

SCALE: 1" = 200'

ICMA WORK ORDER NO. ICMA JOB NO.

SHEET NUMBER: 6 of 12