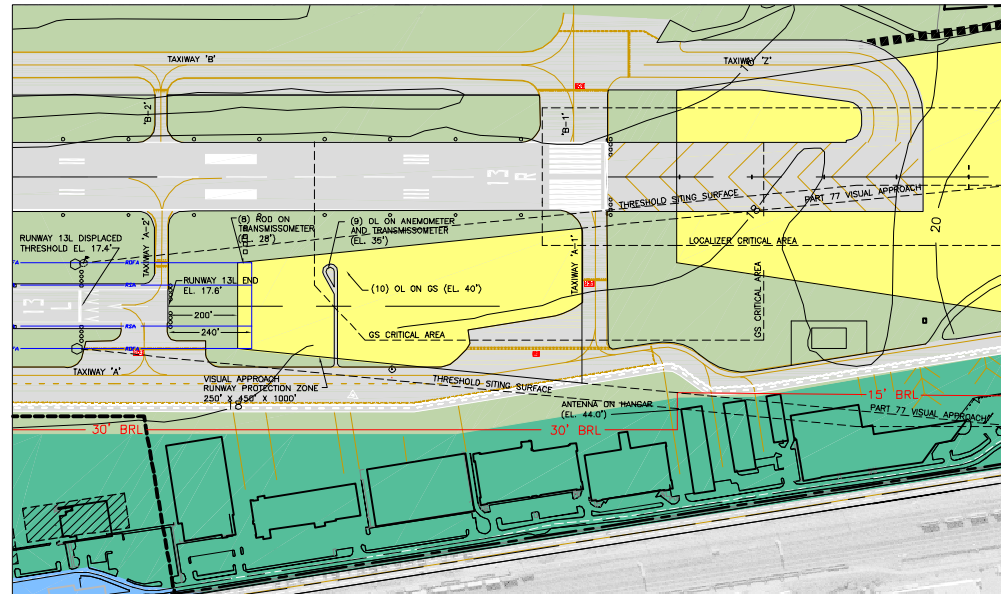
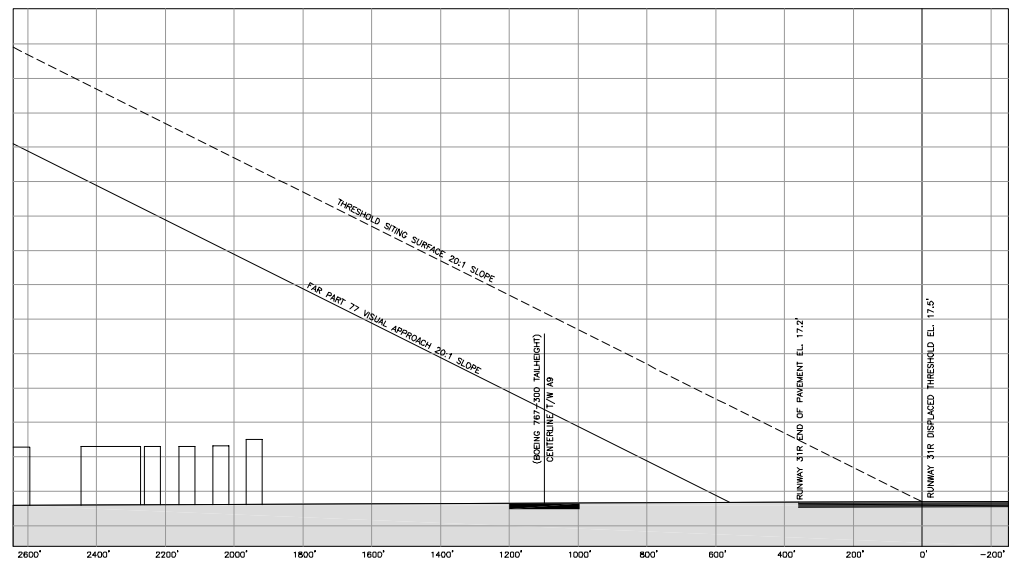


RUNWAY 31R PLAN
1" = 200'

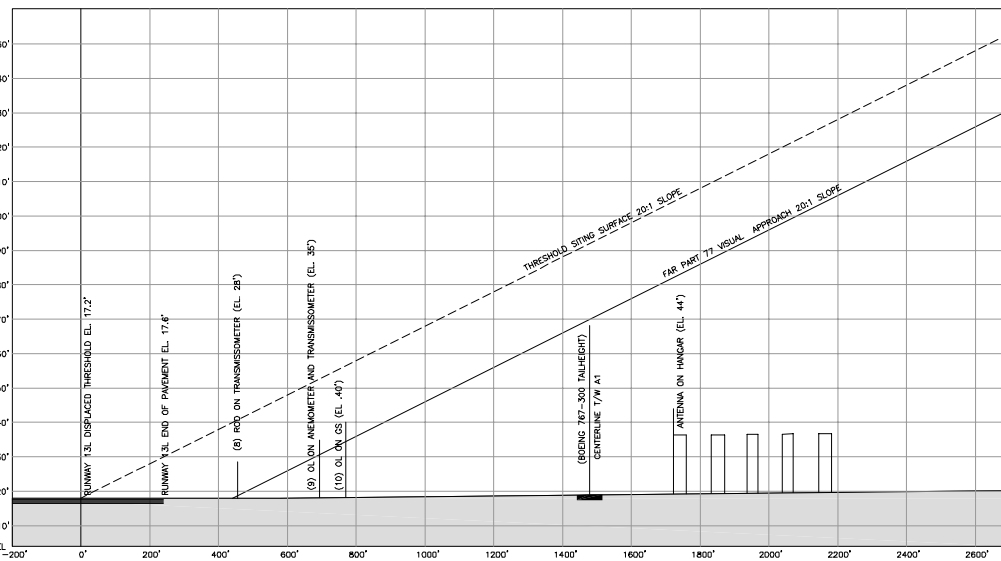


RUNWAY 13L PLAN
1" = 200'

	RUNWAY 13R/31L		RUNWAY 13L/31R	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUM	1 mi/1-1/2 km	1 mi/1-1/2 km	1 mi/1-1/2 km	1 mi/1-1/2 km
FAR PART 77 APPROACH SLOPE	20:1/20:1	20:1/20:1	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	GROoved ASPHALT	GROoved ASPHALT	GROoved ASPHALT	GROoved ASPHALT
PAVEMENT STRENGTH (IN 1000 LBS.)	100a, 1600, 3400T	100a, 1600, 3400T	35c, 60D	35c, 60D
RUNWAY LIGHTING	MFL	MFL	MFL	MFL
RUNWAY MARKING	PRECISION	PRECISION	BASIC	BASIC
EFFECTIVE RUNWAY GRADIENT %	.05	.05	.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 (20/16/15 KNOTS)	100%/100%/100%	100%/100%/100%	100%/100%/100%	100%/100%/100%
VISUAL APPROACH AIDS	MULTI-SECTORED PAPI	MULTI-SECTORED PAPI	VISUAL RELS	PAPI RELS
INSTRUMENT APPROACH AIDS	LSILO, DME, DISPL, LSIL	LSILO, DME, DISPL, LSIL	NONE	NONE
AIRPORT REFERENCE CODE (ARC)	D-V	D-V	B-1 (SMALL A/C)	B-1 (SMALL A/C)
CRITICAL AIRCRAFT	B 747-200	B 767-300	BECH KNEAR 100	BECH KNEAR 100
RUNWAY SAFETY AREA	500' X 11,120'	500' X 11,120'	120' X 4,190'	120' X 4,190'
RUNWAY OBJECT FREE AREA	500' X 10,250'	500' X 10,250'	250' X 4,190'	250' X 4,190'
OBSTACLE FREE ZONE	No Obstructions	No Obstructions	No Obstructions	No Obstructions
THRESHOLD SITING SURFACE	No Threshold Siting Surface Penetration, See Sheets S-7.	No Threshold Siting Surface Penetration, See Sheets S-7.	No Threshold Siting Surface Penetration, See Sheets S-7.	No Threshold Siting Surface Penetration, See Sheets S-7.
RUNWAY END COORDINATES	US: 473730.305 NAD 83 E: 1221726.424	US: 473730.305 NAD 83 E: 1221726.424	US: 473730.305 NAD 83 E: 1221726.424	US: 473730.305 NAD 83 E: 1221726.424
DISPLACED THRESHOLD COORDINATES	-	-	-	-
NO THRESHOLD SITING SURFACE	US: 473730.305 NAD 83 E: 1221726.424	US: 473730.305 NAD 83 E: 1221726.424	US: 473730.305 NAD 83 E: 1221726.424	US: 473730.305 NAD 83 E: 1221726.424
RUNWAY ELEVATIONS - PAVEMENT END	EL: 17.6'	EL: 17.6'	EL: 17.6'	EL: 17.6'
PORT SURVEY	EL: 21.65'	EL: 21.65'	EL: 21.65'	EL: 21.65'
SEE NOTE 4	EL: 17.6'	EL: 17.6'	EL: 17.2'	EL: 17.2'
DECLARED DISTANCES	- TORA	10,000'	10,000'	3,710'
SEE NOTE 3	- TODA	10,000'	10,000'	3,710'
	- ASDA	9,120'	9,120'	3,710'
	- LDA	8,120'	8,120'	3,460'

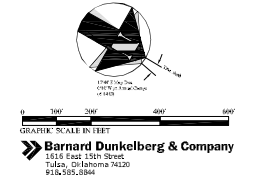


RUNWAY 31R PROFILE
1" = 200' HORIZONTALLY
1" = 20' VERTICALLY



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

- NOTE:
1. OBSTRUCTION ELEVATIONS ARE NAVD83, AIRPORT AND RUNWAY ELEVATIONS ARE NAVD88.
 2. TERAIN 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
1. This drawing reflects planning standards applicable to KCA/Boeing Field to the greatest extent possible.
 2. Coordinate data is NAVD83. Elevation data is NAVD88. NOS Survey dated 10/21/05.
 3. Prior Permission Required (PPR) Special Use Pavement only available for south departures with airport approval.
 4. Runway resurfacing project as-built elevations from W&H Pacific/URS Corp. Project # 32865, Rev. 7/28/06.

ITEM	AIRPORT REFERENCE CODE		STANDARD		MODIFICATION		APPROVAL DATE	REMARKS
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE		
RUNWAY 13R OBJECT FREE AREA LENGTH BEYOND RUNWAY DEPARTURE END	D-V	D-IV	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-IV	400'	400'	325'	325'		
RUNWAY CENTERLINE TO RUNWAY CENTERLINE SEPARATION	D-V	D-IV	1,200'	700'	375'	350'		
TAXIWAY 15R CENTERLINE TO FIXED OR REMOVABLE OBJECT	D-V	D-IV	140'	129.5'	115'	115'		FENCE ADJACENT TO ATCT TO REMAIN

NO.	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	DISPOSITION
(8)	RD ON OL TRANSMITTER	28.0'	15.0'	13L APPROACH	REMEDY NOT FEASIBLE
(9)	OL ON ANEMOMETER	35.0'	8.5'	13L APPROACH	REMEDY NOT FEASIBLE
(10)	OL ON SLIDE SLOPE	40.0'	10.0'	13L APPROACH	REMEDY NOT FEASIBLE

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

ITEM	EXISTING	FUTURE
AIRPORT ELEVATION (MSL) FROM DC CHRT	21.65'	21.65'
AIRPORT REFERENCE POINT (ARP)	US: 473730.305 NAD 83 E: 1221726.424	US: 473730.305 NAD 83 E: 1221726.424
MEAN MAX. TEMP. HOTTEST MONTH	78.4°F	78.4°F
AIRPORT PROPERTY (ACRES)	594	473.7
INPAS CATEGORY	PRIMARY CS	PRIMARY CS
TAXIWAY LIGHTING	MFL	MFL
RUNWAY MARKING	YES	YES
AIRPORT REFERENCE CODE	D-V	D-V
MAGNETIC DECLINATION	17°44'E	6/14/05
AIRPORT & TERMINAL NAVD83	US: 473730.305 NAD 83 E: 1221726.424	US: 473730.305 NAD 83 E: 1221726.424
COMING WIND COVERAGE (20/16/15 KNOTS)	100%/100%/100%	100%/100%/100%

ITEM	EXISTING	FUTURE
RUNWAY SAFETY AREA	---	---
RUNWAY OBJECT FREE AREA	---	---
PRECISION OBSTACLE FREE ZONE	---	---
AIRPORT PROPERTY LINE	---	---
FENCE	---	---
AVIGATION EASEMENT	---	---
RUNWAY PROTECTION ZONE	---	---
TAXIWAY HOLDLINES AND SIGNS	---	---
UNDESIRABLE PAVEMENT	---	---
SURVEY MONUMENTS	○	○
AIRPORT SUPPORT VEHICLE ACCESS LANES	---	---
RUNWAY END IDENTIFIER LIGHTS (RELS)	○	○
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---

~ REVISIONS ~

NO.	DATE	BY	DESCRIPTION	NO.	DATE	BY	DESCRIPTION

KING COUNTY INTERNATIONAL AIRPORT
BOEING FIELD SEATTLE, WASHINGTON

INNER APPROACH DRAWING - RUNWAY 13L/31R
PLAN & PROFILE

PROJECT ENR/ARCH
DESIGNER
DRAWN BY
DATE
CHECKED BY
APPROVED BY

REVIEWED BY ROBERT BURKE
AIRPORT ENGINEER
SCALE: 1" = 200'

PROJECT ORDER NO.
KCA JOB NO.

SHEET NUMBER
7 of 12