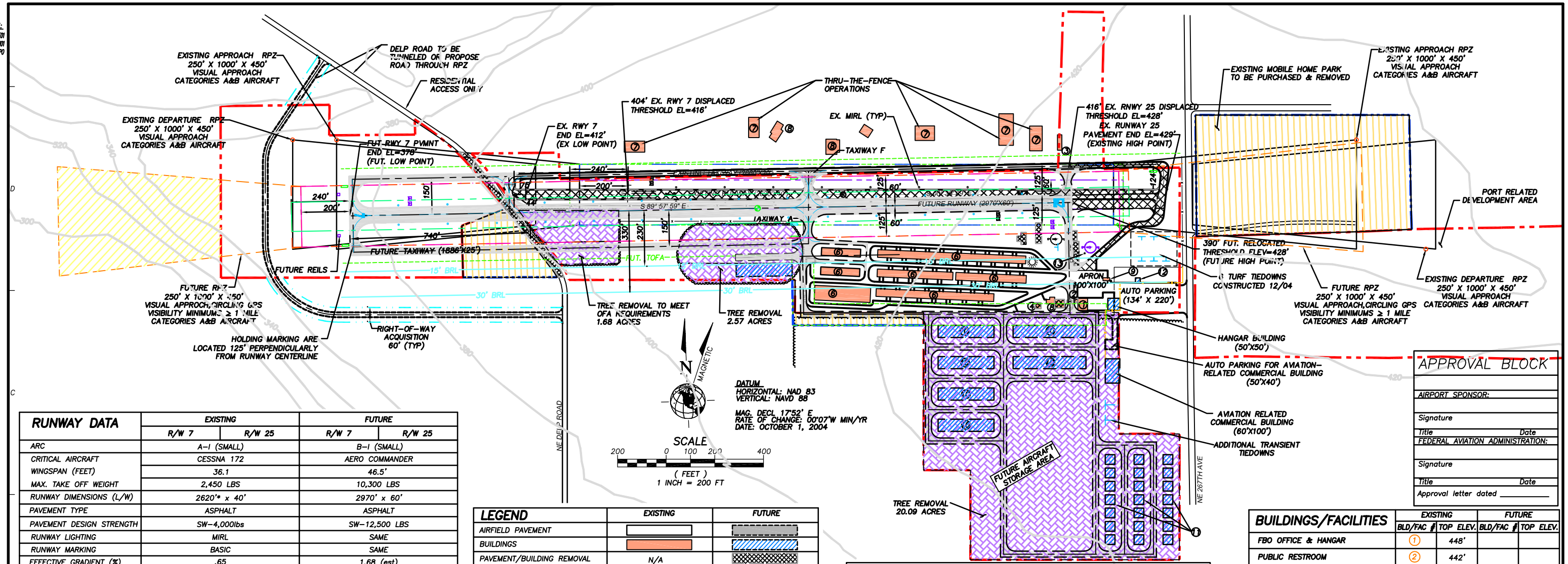

RUNWAY DATA

	EXISTING		FUTURE	
	R/W 7	R/W 25	R/W 7	R/W 25
ARC	A-I (SMALL)		B-I (SMALL)	
CRITICAL AIRCRAFT	CESSNA 172		AERO COMMANDER	
WINGSPAN (FEET)	36.1		46.5'	
MAX. TAKE OFF WEIGHT	2,450 LBS		10,300 LBS	
RUNWAY DIMENSIONS (L/W)	2620'* x 40'		2970' x 60'	
PAVEMENT TYPE	ASPHALT		ASPHALT	
PAVEMENT DESIGN STRENGTH	SW-4,000lbs		SW-12,500 LBS	
RUNWAY LIGHTING	MIRL		SAME	
RUNWAY MARKING	BASIC		SAME	
EFFECTIVE GRADIENT (%)	.65		1.68 (est)	
LINE OF SIGHT REQUIREMENTS	REQUIREMENTS ARE MET		REQUIREMENTS ARE MET	
APPROACH VISIBILITY MIN.	V	V	≥ 1 MILE	≥ 1 MILE
APPROACH CATEGORY	VISUAL	VISUAL	VISUAL (CIRCLING GPS)	VISUAL (CIRCLING GPS)
VISUAL APPROACH AIDS	NONE	PAPI	PAPI	PAPI
INSTRUMENT APPROACH AIDS	NONE	NONE	GPS	GPS

	ACTUAL	STANDARD	ACTUAL	STANDARD	ACTUAL	STANDARD	ACTUAL	STANDARD
RSA DIMENSIONS (WIDTH/ LENGTH BEYOND RUNWAY END)	80' / 0'	120' / 240'	80' / 110'	120' / 240'	120' / 240'	120' / 240'	120' / 240'	120' / 240'
OFA DIMENSIONS (WIDTH/ LENGTH BEYOND RUNWAY END)	120' / 500'	250' / 240'	120' / 110'	250' / 240'	250' / 240'	250' / 240'	250' / 240'	250' / 240'
OFZ DIMENSIONS (WIDTH/ LENGTH BEYOND RUNWAY END)	120' / 200'	250' / 200'	120' / 110'	250' / 200'	250' / 200'	250' / 200'	250' / 200'	250' / 200'
RUNWAY END COORDINATES NAD 83	N 45° 37' 40.33" W 122° 24' 33.32"		N 45° 37' 40.03" W 122° 23' 56.46"		N 45° 37' 39.55" W 122° 24' 43.73"		N 45° 37' 39.76" W 122° 24' 01.94"	
RUNWAY END ELEVATION	412'		429'		378'(est.)		428'(est.)	
THRESHOLD ELEVATION	404'		416'		378'(est.)		428'(est.)	
APPROACH SLOPES FAR PART77	20:1		20:1		20:1		20:1	
APPROACH SLOPES ACTUAL	15:1		17:1		20:1		20:1	
DECLARED DISTANCES TORA	2490'		2380'		2,970'		2,970'	
DECLARED DISTANCES TODA	2620'		2620'		2,970'		2,970'	
DECLARED DISTANCES ASDA	2490'		2380'		2,970'		2,970'	
DECLARED DISTANCES LDA	2086'		1964'		2,970'		2,970'	

*NIGHT OPERATIONS ARE LIMITED TO 1804' OF RUNWAY LENGTH DUE TO LACK OF LIGHTING ALONG THE RUNWAY PRIOR TO THE DISPLACED THRESHOLDS.

LEGEND

	EXISTING	FUTURE
AIRFIELD PAVEMENT		
BUILDINGS		
PAVEMENT/BUILDING REMOVAL	N/A	
TREE REMOVAL	N/A	
LAND ACQUISITION	N/A	
PROPERTY LINE		
RIGHT-OF-WAY LINE	N/A	
R/W OBJECT FREE AREA	OFA	FUT. OFA
R/W SAFETY AREA	RSA	FUT. RSA
R/W OBJECT FREE ZONE	OFZ	FUT. OFZ
RUNWAY PROTECTION ZONE		FUT. RPZ
TAXIWAY OBJECT FREE AREA		FUT. TOFA
AIRPORT REFERENCE POINT		
PAPI		
RUNWAY LIGHTS		
AIRPORT FENCE		
REILS	N/A	
HOLD LINES		
BEACON		SAME
WINDCONE		
AVIGATION EASEMENT	N/A	
TREES		SAME

NON-STANDARD CONDITIONS & DISPOSITION

1. THE EXISTING RSA WIDTH & LENGTHS BEYOND RUNWAY ENDS ARE LESS THAN THE FAA RECOMMENDED STANDARDS. THE LENGTHS ARE BOUNDED BY ROADS ON BOTH RUNWAY ENDS & WIDTH IS RESTRICTED BY INADEQUATE GRADING WITHIN THE SAFTY AREA. TO BRING THE SAFTY AREA TO STANDARD, DELP ROAD WILL BE RELOCATED, THE RUNWAY 25 THRESHOLD WILL BE RELOCATED AND GRADING WORK WILL BE COMPLETED.
2. THE EXISTING OFA WIDTH & LENGTHS BEYOND RUNWAYS ENDS ARE NON-STANDARD. THE WIDTH IS NON-STANDARD DUE TO TREES LOCATED ANLONG THE SOUTH SIDE OF THE RUNWAY. THE LENGTHS BEYOND THE ENDS ARE OBSTRUCTED BY ROADS. TO MEET STANDARDS, THE TREES WILL BE REMOVED, DELP ROAD WILL BE RELOCATED & THE RUNWAY 25 THRESHOLD WILL BE RELOCATED.
3. THE EXISTING RUNWAY CENTERLINE TO PARALLEL TAXIWAY CENTERLINE IS NON-STANDARD. THE SEPARATION DISTANCE SHOULD BE 150'. ITS CURRENT SEPARATION VARIES ALONG THE LENGTH OF THE RUNWAY BETWEEN 75'-125'. THE RUNWAY WILL BE SHIFTED SOUTH TO ACHEIVE THE STANDARD SEPARATION.
4. THE EXISTING RUNWAY WIDTH IS 40' AND SHOULD BE 60'. THE WIDTH WILL BE WIDENED TO 60' TO MEET DESIGN GROUP ONE STANDARDS.
5. THE EXISTING HOLD MARKINGS ARE NON-STANDARD. THE FEE RECOMMENDS THAT HOLD MARKINGS BE PLACED 125' PERPENDICULARY FROM RUNWAY CENTERLINE. THE EXISTING HOLD MARKINGS RANGE BETWEEN 44' AND 85' FROM THE CENTERLINE. ONCE THE RUNWAY SHIFT IS COMPLETE, STANDARD HOLD MARKINGS COULD BE IMPLEMENTED.

NOTES:
1. TOP ELEVATIONS SHOWN IN BUILDING/FACILITY LEGEND ARE ESTIMATES ONLY.
2. DELP ROAD, SR500 AND TREES ON THE SOUTH SIDE OF THE RUNWAY ARE LOCATED WITHIN THE OFZ. THE TREES WILL BE REMOVED, DELP ROAD WILL BE RELOCATED, AND RUNWAY 25 THRESHOLD THRESHOLD WILL BE RELOCATED.
3. TREES LOCATED ON THE NORTH SIDE OF THE RUNWAY ARE PENETRATING THE EXISTING RUNWAY 7 THRESHOLD SITING SURFACE. THESE TREES WILL NEED TO BE REMOVED.
4. WIND COVERAGE DATA NOT AVAILABLE FOR GROVE FIELD.
5. THERE ARE THROUGH-THE-FENCE OPERATIONS LOCATED ON THE NORTH SIDE OF THE RUNWAY.
6. DELP ROAD RELOCATION IS SUBJECT TO FURTHER ENVIRONMENTAL, PLANNING, AND COST ANALYSIS.
7. FUTURE RUNWAY LENGTH OF 2,970' ACCOMMODATES BETWEEN 75% AND 95% OF SMALL AIRPLANES WITH LESS THAN 10 PASSENGER SEATS.
8. THRESHOLDS DISPLACED DUE TO ROADS (SR500 & DELP) WITHIN THE PRIMARY SURFACE AND TREES WITHIN THE APPROACH SURFACE.
9. RPZ WILL REMAIN CLEAR OF DEVELOPMENT, ROADS AND INFRASTRUCTURE WITHIN THE PORT RELATED TO THE AREA.

APPROVAL BLOCK

AIRPORT SPONSOR:

Signature

Title Date

FEDERAL AVIATION ADMINISTRATION:

Signature

Title Date

Approval letter dated _____

BUILDINGS/FACILITIES

	EXISTING BLD/FAC #	EXISTING TOP ELEV.	FUTURE BLD/FAC #	FUTURE TOP ELEV.
FBO OFFICE & HANGAR	1	448'		
PUBLIC RESTROOM	2	442'		
TRAILER HOME	3	440'		
MAINTENANCE BUILDING	4	442'		
FIRE HYDRANT PUMP HOUSE	5	442'		
T-HANGAR (6,10,12 UNIT)	6	445'-450'	10	445'-450'
PRIVATELY OWNED HANGAR	7	430'-440'		
PRIVATE RESIDENCE	8	448'		
FUEL FACILITY	9	436'		
CONVENTIONAL HANGARS (40'X40')		448'	11	450'
PILOT LOUNGE		448'	12	442'
SUPERUNICOM			13	431'

AIRPORT DATA

	EXISTING	FUTURE
AIRPORT ELEVATION (NAVD 88)	429'	429'
AIRPORT REFERENCE POINT (ARP)	N 45° 37' 40.18" W 122° 24' 15.15"	N 45° 37' 39.67" W 122° 24' 20.11"
MEAN DAILY MAXIMUM TEMPERATURE	78.8°	SAME
AIRPORT REFERENCE CODE	A-I (SMALL)	B-I (SMALL)
NPIAS ROLE	BASIC UTILITY	SAME
NPIAS SERVICE LEVEL	GA	SAME
TAXIWAY LIGHTING	NONE	SAME
TERMINAL NAVAIDS	LIGHTED WIND CONE, SEGMENTED CIRCLE	SAME
AIRPORT MAGNETIC VARIATION AND DATE	17° 52' E OCT.1 2004	UNKNOWN

DESIGNED BY: RMW
DRAWN BY: CMB
LAST EDIT: 07/22/05
CHECKED BY: REA
APPROVED BY:
PLOT DATE: 06/29/07

DATE	BY	REV#	REVISION	CK'D	APPR.

Washington State Department of Transportation

W&H PACIFIC
3350 Monte Villa Parkway
Bothell, Washington 98021-8972
(425)951-4800
(425)951-4808
whpacific.com
Planners • Engineers • Surveyors • Landscape Architects

WSDOT AVIATION DIVISION
GROVE FIELD AIRPORT
AIRPORT LAYOUT PLAN

CAMAS WASHINGTON

SCALE: 1"=200'
PROJECT NO. 32105
DRAWING FILE NAME: 32105-AIRP-LP01
SHEET 2

Office: SPOKANE | System: WHP-SPK-BNY23C1 | User: JSTRATTON | Time: 06/29/2007 10:02:26