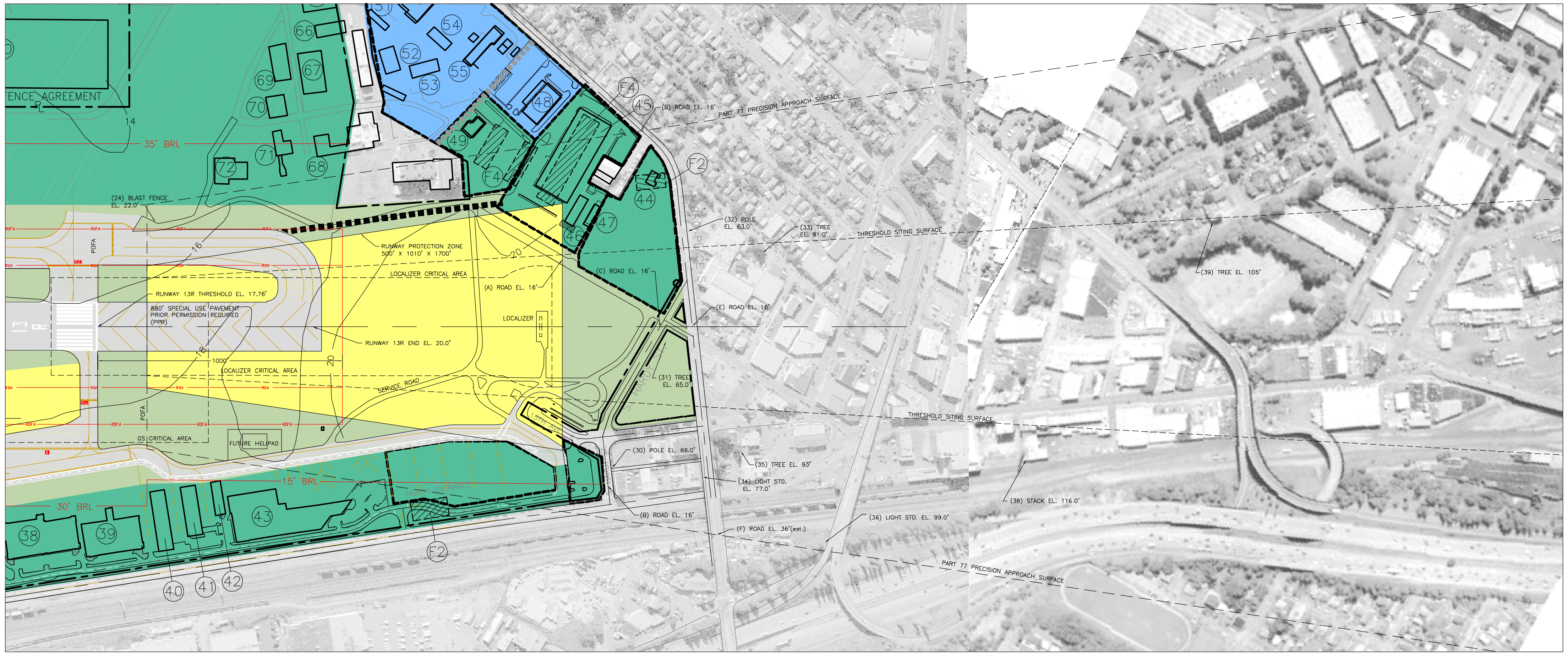
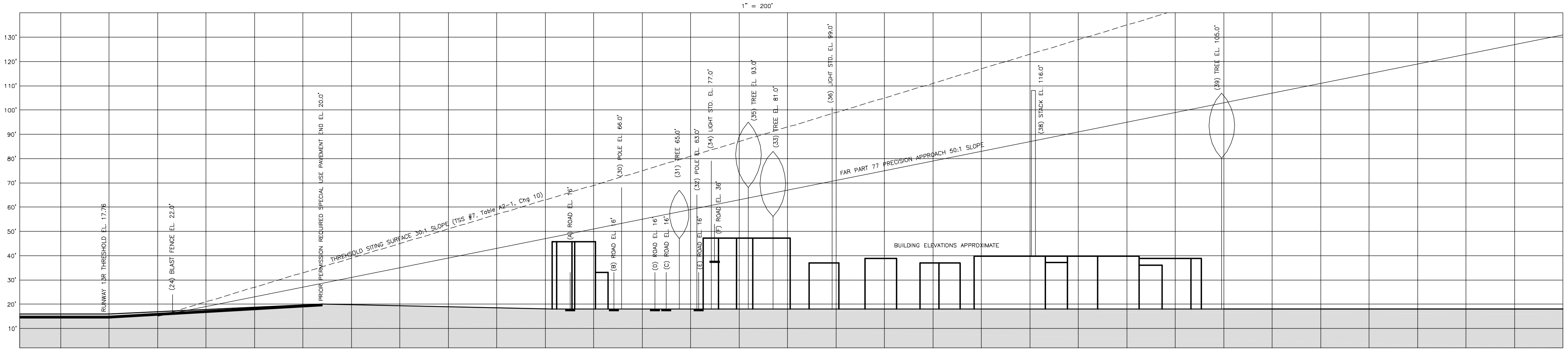


RUNWAY 13R PLAN
1" = 200'



NOTE: 1) EXISTING PART 77 APPROACH WILL CONTINUE TO BE THE APPROACH LANDING PROFILE ONCE THE PPR SPECIAL USE PAVEMENT IS CONTRUCTED.
2) PRIOR PERMISSION REQUIRED (PPR) SPECIAL USE PAVEMENT IS NOT AVAILABLE FOR LANDING.
3) OBSTRUCTION ELEVATIONS ARE NGVD29. 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.

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

RUNWAY DATA

	RUNWAY 13R/31L		RUNWAY 13L/31R	
	EXISTING	*FUTURE*	EXISTING	*FUTURE*
APPROACH VISIBLITY MINIMUMS	1 mile/1-1/4mile	*1 mile/1-1/4 mile*	Visual/Visual	*Visual/Visual*
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	GROOVED ASPHALT	*GROOVED ASPHALT*	GROOVED ASPHALT	*GROOVED ASPHALT*
PAVEMENT STRENGTH (IN 1000 LBS.)	100s,160D,340DT	*100s,160D,340DT*	35s, 60D	*35s, 60D*
RUNWAY LIGHTING	HIRL	*HIRL*	MIRL	*MIRL*
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 (20/16/13/10.5 KNOTS)	99.99/99.91/99.39/98.24	*99.99/99.91/99.39/98.24*	99.99/99.91/99.39/98.24	*99.99/99.91/99.39/98.24*
VISUAL APPROACH AIDS	MALSF,REIL,PAPI	*MALSF,REILS,PAPI*	VASI, REILS	*PAPI, REILS*
INSTRUMENT APPROACH AIDS	ILS,LOC/DME,GPS,LDA	*ILS,LOC/DME,GPS,LDA*	NONE	*NONE*
AIRPORT REFERENCE CODE (ARC)	D-V	*D-IV*	B-I (SMALL A/C)	*B-I (SMALL A/C)*
CRITICAL AIRCRAFT	B 747-200	*B 767-300*	BEECH KINGAIR 100	*BEECH 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 OFZ Penetrations	*No OFZ Penetrations*	No OFZ Penetrations	*No OFZ Penetrations*
THRESHOLD SITING SURFACE	No Threshold Siting Surface Penetrations, See Sheets 5-7.			
RUNWAY END COORDINATES NATIONAL OCEAN SERVICE (NOS) SURVEY 10/21/05 (NAD 83)	Lat. 47°32'25.955" Lon. 122°18'40.881" / Lat. 47°31'00.305" Lon. 122°17'28.474"	*Lat. 47°32'25.955" Lon. 122°18'40.881" / Lat. 47°31'00.305" Lon. 122°17'28.474"*	Lat. 47°32'16.864" Lon. 122°18'26.860" / Lat. 47°31'45.094" Lon. 122°17'59.995"	*Lat. 47°32'16.864" Lon. 122°18'26.860" / Lat. 47°31'45.094" Lon. 122°17'59.995"*
DISPLACED THRESHOLD COORDINATES NOS SURVEY 10/21/05 (NAD 83) / NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS	- - / *Lat. 47°31'07.842" Lon. 122°17'34.843"*	- - / *Lat. 47°31'07.842" Lon. 122°17'34.843"*	Lat. 47°32'14.726" Lon. 122°18'25.052" / Lat. 47°31'48.307" Lon. 122°18'02.711"	*Lat. 47°32'14.726" Lon. 122°18'25.052" / Lat. 47°31'48.307" Lon. 122°18'02.711"*
RUNWAY ELEVATIONS - PAVEMENT END	EL.17.76'/EL.21.15'	*EL.17.76'/EL.21.15'*	EL. 17.6'/EL. 17.2'	*EL. 17.6'/EL. 17.2'*
AIRPORT SURVEY (NAVD 88) SEE NOTE 4. - DISPLACED THRESHOLD	- /EL. 21.63'	*- /EL. 21.63'*	EL. 17.7'/EL. 17.5'	*EL. 17.7'/EL. 17.5'*
- TOUCHDOWN ZONE	EL.17.9'/EL.21.63'	*EL.17.9'/EL.21.63'*	EL. 17.7'/EL. 17.7'	*EL. 17.7'/EL. 17.7'*
- HIGH POINT	EL. 21.65'	*EL. 21.65'*	EL. 17.7'	*EL. 17.7'*
- LOW POINT	EL. 17.6'	*EL. 17.6'*	EL. 17.2'	*EL. 17.2'*
DECLARED DISTANCES SEE NOTE 3. - TORA	10,000'/10,000'	*10,000'/10,000'*	3,710'/3,710'	*3,710'/3,710'*
- TODA	10,000'/10,000'	*10,000'/10,000'*	3,710'/3,710'	*3,710'/3,710'*
- ASDA	9,120'/10,000'	*9,120'/10,000'*	3,710'/3,710'	*3,710'/3,710'*
- LDA	9,120'/9,120'	*9,120'/9,120'*	3,460'/3,335'	*3,460'/3,335'*

PART 77 OBSTRUCTIONS

NO.	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	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	63.0'	21.1'	13R APPROACH	REMEDY NOT FEASIBLE
33	TREE	81.0'	32.8'	13R APPROACH	REMEDY NOT FEASIBLE
34	LIGHT STANDARD	77.0'	33.9'	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' est.	6.7'	13R APPROACH	REMEDY NOT FEASIBLE

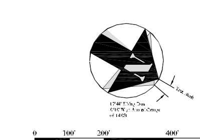
NOTE: 1) REFER TO AIRPORT AIRSPACE DRAWINGS FOR COMPLETE LIST OF OBSTRUCTIONS
2) OBSTRUCTION ELEVATIONS ARE NGVD29. AIRPORT AND RUNWAY ELEVATIONS ARE NAVD88.

NOTES

1. This drawing reflects planning standards applicable to KCIA/Boeing Field to the greatest extent possible.
2. Coordinate data is NAD83. 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-builts elevations from W&H Pacific/URS Corp. Project # 32865, Rev. 7/28/06.

MODIFICATION OF STANDARDS

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 PERIMETER FENCE 880' SHORT OF RUNWAY END
RUNWAY CENTERLINE TO TAXIWAY CENTERLINE WEST SIDE OF RUNWAY 13R/31L	D-V	D-IV	400'	400'	325' / 350'	325' / 350'		
RUNWAY CENTERLINE TO RUNWAY CENTERLINE SEPARATION	D-V	D-IV	1,200'	700'	375'	375'		
TAXIWAY 'B' CENTERLINE TO FIXED OR REMOVABLE OBJECT	D-V	D-IV	160'	129.5'	115'	115'		FENCE ADJACENT TO ATCT TO REMAIN



GRAPHIC SCALE IN FEET

Barnard Dunkelberg & Company
1616 East 15th Street
Tulsa, Oklahoma 74120
918.585.8844

AIRPORT DATA

ITEM	EXISTING	*FUTURE*
AIRPORT ELEVATION (AMSL) FROM OC CHART	21.65'	*21.65'*
AIRPORT REFERENCE POINT (ARP)	LAT. 47° 31' 48.0" N LON. 122° 18' 07.1" W	*LAT. 47° 31' 48.0" N LON. 122° 18' 07.1" W*
MEAN MAX. TEMP. HOTTEST MONTH	78.4°F	*78.4°F*
AIRPORT PROPERTY (ACRES)	594	*613.7*
NPIAS CATEGORY	PRIMARY CS	*PRIMARY CS*
TAXIWAY LIGHTING	MITL	*MITL*
TAXIWAY MARKING	YES	*YES*
AIRPORT REFERENCE CODE	D-V	*D-IV*
MAGNETIC DECLINATION	17°44'E 6/14/5	*TBD*
AIRPORT & TERMINAL NAVAIDS	ILS,LOC/DME,GPS,LDA	*ILS,LOC/DME,GPS,LDA*
COMBINED WIND COVERAGE (20/16/13/10.5 KNOTS)	99.99/99.91/99.39/98.24	*99.99/99.91/99.39/98.24*

LAYOUT LEGEND

ITEM	EXISTING	*FUTURE*
RUNWAY SAFETY AREA (RUNWAY 13R/31L, RUNWAY 13L/31R)	RSA / RSA	
RUNWAY OBJECT FREE AREA (RUNWAY 13R/31L, RUNWAY 13L/31R)	ROFA / ROFA	
PRECISION OBSTACLE FREE ZONE		
AIRPORT PROPERTY LINE	PL	P PL
FENCE	x	xx
AVIGATION EASEMENT		
RUNWAY PROTECTION ZONE		
BUILDINGS		
BUILDINGS TO BE REMOVED		
AIRFIELD PAVEMENT		
FUEL STORAGE	F	F
BEACON		
LIGHTED WIND CONE & SEGMENTED CIRCLE		
PRECISION APPROACH PATH INDICATOR (PAPI)		
TAXIWAY HOLDLINES AND SIGNS		
UNUSABLE PAVEMENT		
SURVEY MONUMENTS	MON. A	
AIRPORT SUPPORT VEHICLE ACCESS LANES		
RUNWAY END IDENTIFIER LIGHTS (REILS)		
PRECISION APPROACH PATH INDICATOR (PAPI)		

~ R E V I S I O N S ~

NO.	DATE.	BY	DESCRIPTION	NO.	DATE.	BY	DESCRIPTION

PROJECT ENGR/ARCH
DESIGNER
DRAWN BY
DATE 10/22/07
CHECKED BY
APPROVED BY

KING COUNTY INTERNATIONAL AIRPORT
BOEING FIELD SEATTLE, WASHINGTON

INNER APPROACH DRAWING-RUNWAY 13R PLAN & PROFILE

REVIEWED BY RICK RENAUD AIRPORT ENGINEER
REVIEWED BY ROBERT BURKE AIRPORT DIRECTOR
SCALE: 1" = 200'
KCIA WORK ORDER NO.
KCIA JOB NO.
SHEET NUMBER 5 of 12