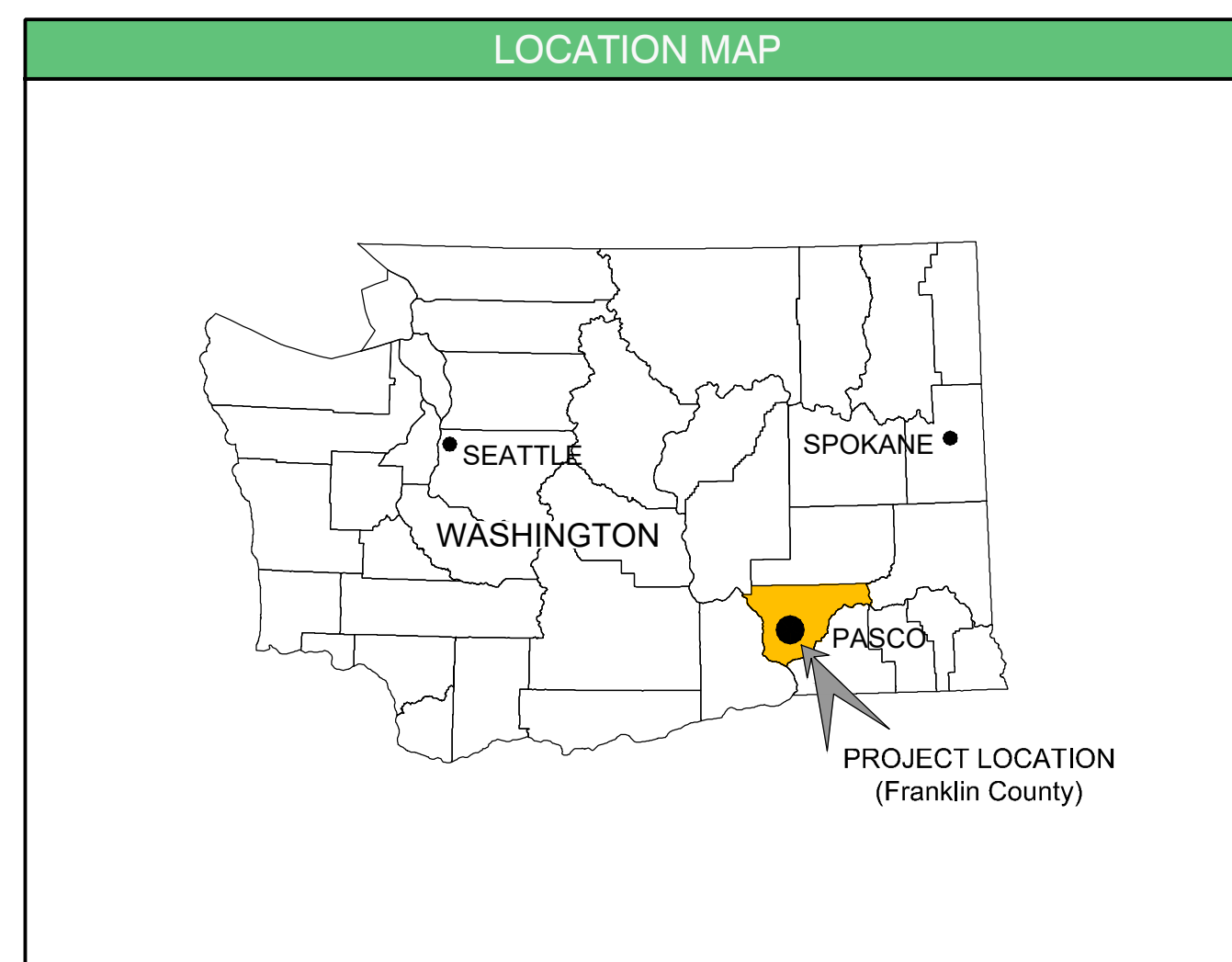




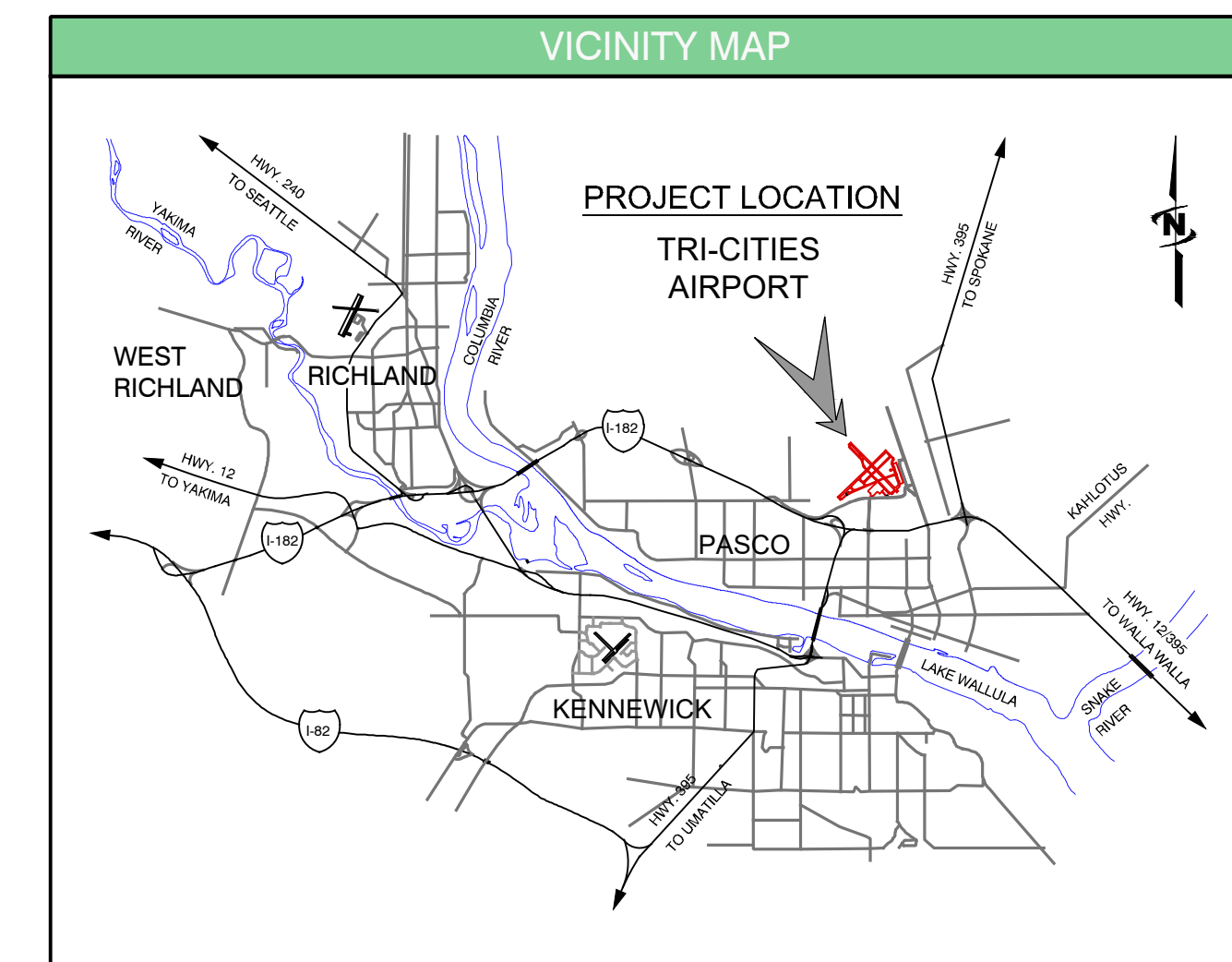
Tri-Cities Airport Airport Layout Plan



Mead & Hunt
Mead and Hunt, Inc.
9800 NE Cascades Parkway,
Suite 100
Portland, OR 97220
phone: 503-548-1494
meadhunt.com



Port of Pasco Pasco, Washington December 2020 AIP Grant # 3-53-0046-2018



REVISION BLOCK			
#	DESCRIPTION	BY	DATE
1	ALP Update	M&H	07/27/20

SHEET INDEX		
1. COVER SHEET	10. RUNWAY 30 INNER APPROACH SURFACE (EXISTING)	19. AIRPORT AIRSPACE DRAWING PROFILE VIEW
2. AIRPORT LAYOUT PLAN	11. RUNWAY 12 INNER APPROACH SURFACE (FUTURE)	20. AIRPORT AIRSPACE DRAWING PROFILE VIEW
3. AIRPORT DATA SHEET	12. RUNWAY 30 INNER APPROACH SURFACE (FUTURE)	21. RUNWAY CENTERLINE PROFILES
4. RUNWAY 3L INNER APPROACH SURFACE (EXISTING)	13. RUNWAY 3L/21R DEPARTURE SURFACES	22. TERMINAL AREA PLAN
5. RUNWAY 21R INNER APPROACH SURFACE (EXISTING/FUTURE)	14. RUNWAY 12/30 DEPARTURE SURFACES	23. BUSINESS PARK PLAN
6. RUNWAY 3L INNER APPROACH SURFACE (FUTURE)	15. AIRPORT AIRSPACE DRAWING PLAN VIEW (CENTER)	24. GENERAL AVIATION PLAN
7. RUNWAY 3R INNER APPROACH SURFACE (EXISTING/FUTURE)	16. AIRPORT AIRSPACE DRAWING PLAN VIEW (RUNWAY 30)	25. LAND USE VICINITY AERIAL
8. RUNWAY 21L INNER APPROACH SURFACE (EXISTING/FUTURE)	17. AIRPORT AIRSPACE DRAWING PLAN VIEW (RUNWAY 3L)	26. AIRPORT PROPERTY MAP - EXHIBIT 'A'
9. RUNWAY 12 INNER APPROACH SURFACE (EXISTING)	18. AIRPORT AIRSPACE DRAWING PLAN VIEW (RUNWAY 21R)	

ALP Approval & Exhibit A Acceptance

Tri-Cities Airport (PSC) | Pasco, WA

February 8, 2021

Background

The updated Airport Layout Plan (ALP) for the Tri-Cities Airport (PSC) consists of Sheets 1 through 25 dated July 2020 and Exhibit A - Airport Property Map consists of Sheet 26 dated December 2020. These documents were developed based on the conclusions of the 2020 Airport Master Plan study. An aeronautical study (no. 2020-ANM-2463-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

ALP

The ALP consists of Sheets 1 through 25. It was prepared in accordance with current FAA airport design standards, FAA Standard Operating Procedure 2.00. The last ALP for the Tri-Cities Airport was approved by FAA in May 2013. Major changes in this 2020 ALP from the previous version include:

- Runways
 - o Future design aircraft for Runways 3L/21R and 12/30 is D-III 737 MAX 8. It was the C-IV 757-200.
 - Runway 3R/21L remains unchanged at B-II.
 - o Runway End 12 extended to the northwest by 1,847 feet (was 1,850 feet) for total length of 9,200 feet.
- Taxiways
 - o Connector from Taxiway D across Runway 12/30 to Taxiway G added.
 - o Taxiway E will eventually become a taxiway as GA area develops.
 - o Taxiway G partial parallel reduced width from 75 feet for Taxiway Design Group (TDG) 5 to 50 feet for TDG 3.
 - o Runup apron at Runway End 21L removed.
 - o Runup apron near Taxiway E1 modified to meet AC-13A guidance.
 - o Taxiway geometry at intersection of A and E simplified.
 - o Taxiway B renamed Taxiway A2 (Future A3)
- Landside
 - o Passenger terminal expansion has been reconfigured, remains in existing area.
 - o Deice pads have been reconfigured to accommodate more aircraft simultaneously.

- o GA hangar and apron development east of Taxiway G has been shown.
- o Buildout of the Airport Business Center has been depicted.
- o New SRE facility is located west of existing aircraft rescue and firefighting station.
- o Proposed relocation site for the airport traffic control tower defined

Exhibit A

The Exhibit A - Airport Property Map consists of Sheet 26. It has been prepared in accordance with FAA Standard Operating Procedure 3.00 and developed based on the following:

- Airport parcels
 - o Existing fee and easement parcels are based on recorded conveyance documents obtained through Airport and local records.
 - o Future and ultimate airport property interests are shown based on the development plans and design standards shown on the ALP.
- Existing fee and easement parcels, as well as recorded encumbrance boundaries, were drawn as legally described in conveyance documents.
- A review of the Federal grant history and associated parcel naming convention was completed.

The last Exhibit A - Property Map was updated in December 2012. Major changes in this December 2020 Exhibit A Update from the previous version includes:

- Updated with existing and future layout changes, and additional easements located to the north and west of Runway End 12.

- New easements are listed on Property Legend after XXIX.
- Property that is intended to be released, consisting of non-contiguous parcels across Road 36 from Runway End 3L are depicted with cross-hatching.

Signature Blocks

The FAA signature below acknowledges approval of the ALP and acceptance of the Exhibit A.

FAA:

BENJAMIN JOSEPH MELLO
Digitally signed by BENJAMIN JOSEPH MELLO
Date: 2021.02.10 07:20:36 -08'00'

Airport Sponsor:

[Signature]

Consultant:

Mitchell Hooper
Mitchell R. Hooper
Vice President
February 10, 2021

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

TRI-CITIES AIRPORT
LAYOUT PLAN

3601 North 20th Avenue
Pasco, Washington
99301

#	DESCRIPTION	DATE
1	ALP Update as part of Master Plan	12/22/20

MAH NO: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

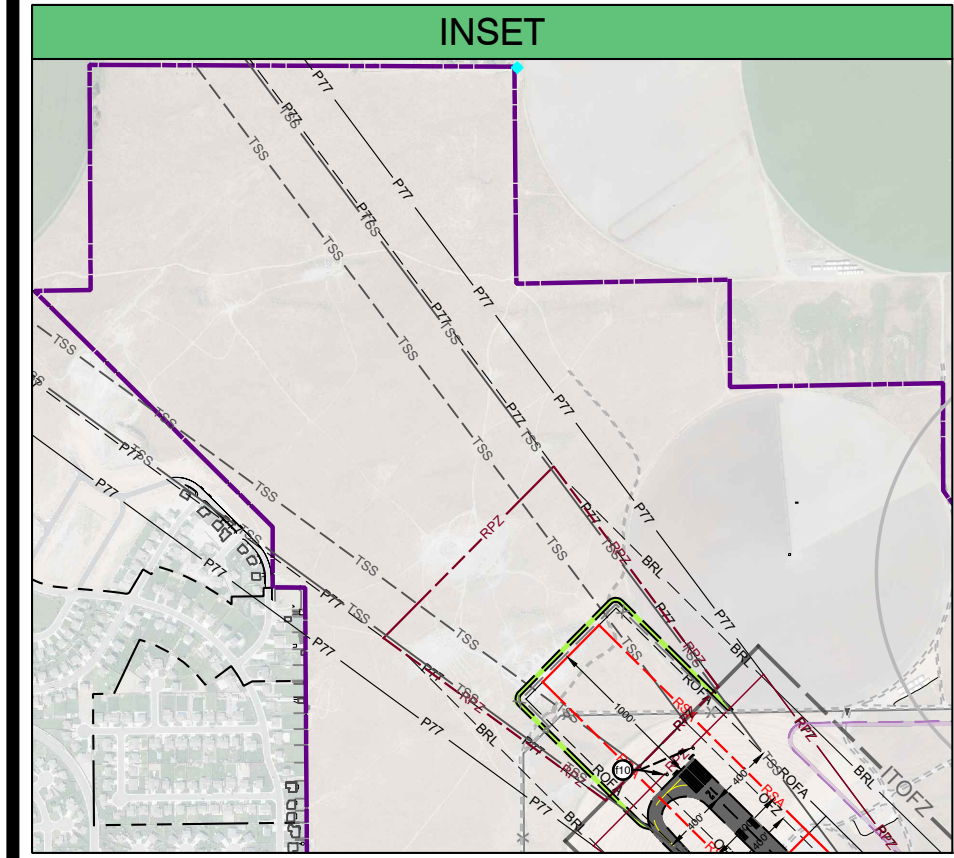
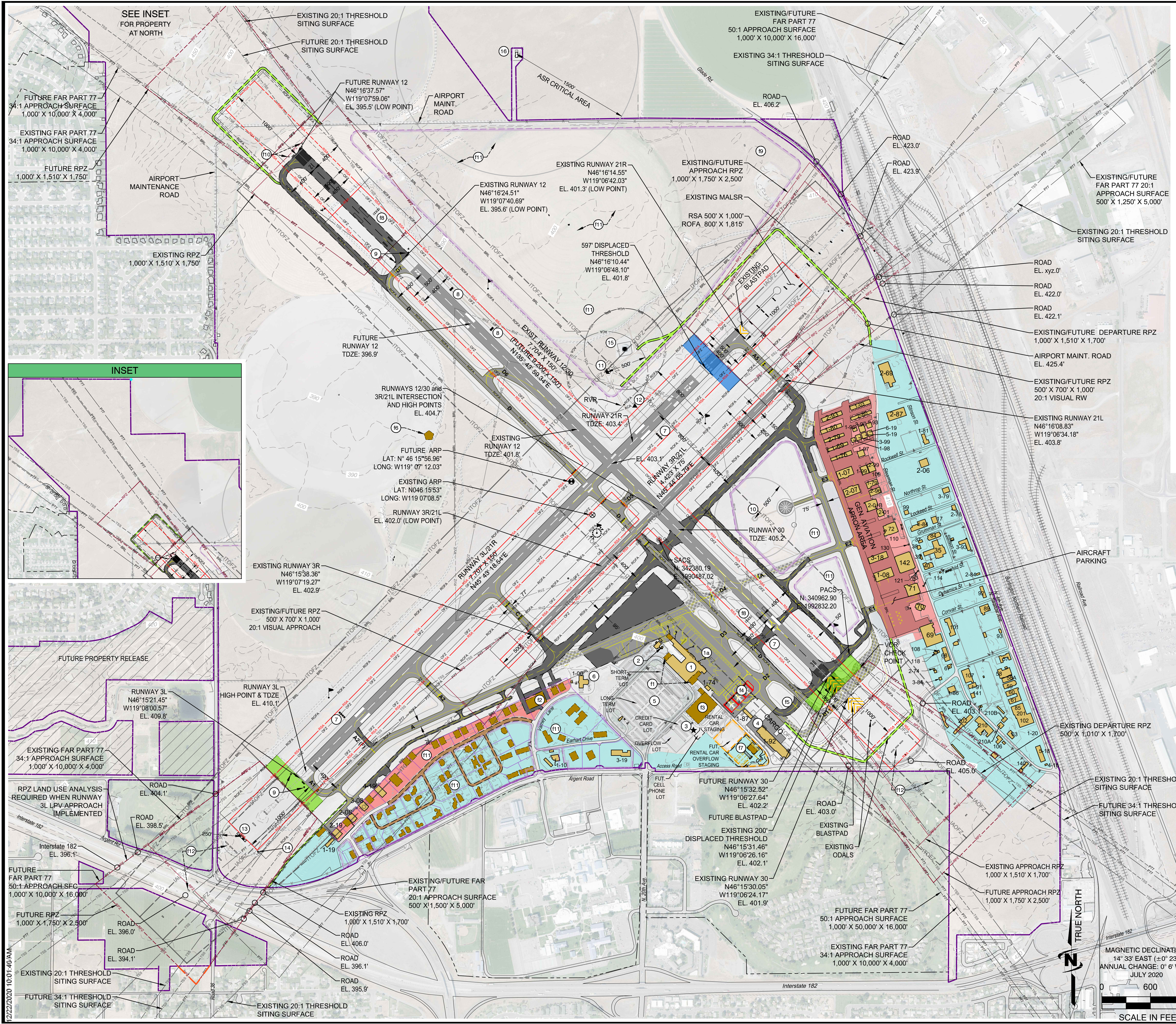
SHEET CONTENTS

COVER SHEET

SHEET NO.

1 of 26

NOT FOR CONSTRUCTION



DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER	[Symbol]	[Symbol]
PAVEMENT TO BE REMOVED (AIRFIELD & ROAD)	[Symbol]	[Symbol]
AIRPORT PROPERTY	[Symbol]	[Symbol]
FUTURE DEVELOPMENT AREA	[Symbol]	[Symbol]
FUTURE AUTO PARKING EXPANSION AREA	[Symbol]	[Symbol]
AVIGATION EASEMENT	[Symbol]	[Symbol]
AIRPORT REFERENCE POINT	[Symbol]	[Symbol]
RUNWAY SAFETY AREA (RSA)	[Symbol]	[Symbol]
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	[Symbol]
RUNWAY OBJECT FREE AREA (ROFA)	[Symbol]	[Symbol]
OBSTACLE FREE ZONE (OFZ)	[Symbol]	[Symbol]
RUNWAY VISIBILITY ZONE (RVZ)	[Symbol]	[Symbol]
BUILDING RESTRICTION LINE (BRL)	[Symbol]	[Symbol]
PRECISION OBSTACLE FREE ZONE	[Symbol]	[Symbol]
INNER APPROACH OFZ	[Symbol]	[Symbol]
INNER TRANSITIONAL OFZ	[Symbol]	[Symbol]
FAR PART 77 APPROACH SURFACE	[Symbol]	[Symbol]
THRESHOLD SITING SURFACE (TSS)	[Symbol]	[Symbol]
TAXIWAY / LANE MARKING	[Symbol]	[Symbol]
TAXIWAY OBJECT FREE AREA (TOFA)	[Symbol]	[Symbol]
BUILDING - ON AIRPORT	[Symbol]	[Symbol]
BUILDING - OFF AIRPORT	[Symbol]	[Symbol]
MONUMENT (PACS and SACS)	[Symbol]	[Symbol]
LIGHTS (THRESHOLD / REIL / MALSR)	[Symbol]	[Symbol]
BEACON	[Symbol]	[Symbol]
PRECISION APPROACH PATH INDICATOR (PAPI)	[Symbol]	[Symbol]
WIND CONE	[Symbol]	[Symbol]
GLIDE SLOPE ANTENNA	[Symbol]	[Symbol]
GLIDE SLOPE CRITICAL AREA (GCA)	[Symbol]	[Symbol]
LOCALIZER	[Symbol]	[Symbol]
LOCALIZER CRITICAL AREA (LCA)	[Symbol]	[Symbol]
AUTO SURFACE OBSERVING SYSTEM (ASOS)	[Symbol]	[Symbol]
ASOS CRITICAL AREA (ACA)	[Symbol]	[Symbol]
VOR/DME	[Symbol]	[Symbol]
PUBLIC ROAD	[Symbol]	[Symbol]
FUTURE AIRPORT ACCESS ROAD	[Symbol]	[Symbol]
GRAVEL ROAD	[Symbol]	[Symbol]
RAILROAD	[Symbol]	[Symbol]
FENCE / GATE (8ft. High)	[Symbol]	[Symbol]
CHANNEL / DITCH	[Symbol]	[Symbol]
TERRAIN CONTOUR	[Symbol]	[Symbol]
CENTER SECTION MARKER	[Symbol]	[Symbol]

EXISTING FACILITIES		
ALP #	FACILITY NAME	ELEVATION (MSL)
1	Air Carrier Passenger Terminal	439.7
2	Air Carrier Passenger Terminal Apron	N/A
3	Air Traffic Control Tower	459.4
4	Airport Beacon	482.8
5	Cargo Building/Facilities	425.1
6	Automobile Parking	N/A
7	Airport Rescue and Fire Fighting (ARFF)	429.4
8	PAPI (Precision Approach Path Indicator)	N/A
9	VASI (Visual Approach Slope Indicator)	N/A
10	REIL (Runway End Indicator Lights)	N/A
11	Wind Equipment	404.6
12	Automated Surface Observing System (ASOS)	401.5
13	GLIDE SLOPE ANTENNA	401.6
14	LOCALIZER	410.1
15	LOCALIZER ANTENNA EQUIPMENT BUILDING	425.6
16	VOR/DME	405.6
17	Airport Surveillance Radar (ASR)	424.1

FUTURE FACILITIES		
ALP #	FACILITY NAME	ELEVATION (MSL)
18	Future Air Carrier Passenger Terminal Expansion	TBD
19	Future Snow Removal Equipment Building (SRE)	TBD
20	Future Auto Parking Garage	TBD
21	Future ADG II Deicing Apron	TBD
22	Future ADG III Deicing Apron	TBD
23	Future Air Traffic Control Tower	TBD
24	Future Rental Car Quick Turn Around (QTA) Facility	TBD
25	Future PAPI (Precision Approach Path Indicator)	TBD
26	Future Aircraft Rescue and Fire Fighting Training Facility	TBD
27	Future REIL (Runway End Indicator Lights)	TBD
28	Future Development Area	TBD
29	Future MALSR (Medium Intensity Approach Lighting System)	TBD

NOTES

- RPZ land use analysis required when Runway 3L and 30 LPV approaches implemented.

FAA APPROVAL

FEDERAL AVIATION ADMINISTRATION
NORTHWEST MOUNTAIN REGION
SEATTLE AIRPORTS DISTRICT OFFICE

DATE _____

SPONSOR APPROVAL

PORT OF PASCO

DATE _____

Mead & Hunt

Mead and Hunt, Inc.
9800 NE Cascades Parkway,
Suite 100
Portland, OR 97220
phone: 503-548-1494
meadhunt.com

TRI-CITIES AIRPORT • PSC

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C. Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

TRI-CITIES AIRPORT LAYOUT PLAN

3601 North 20th Avenue
Pasco, Washington
99301

DATE	DESCRIPTION
12/22/2020	1. AIP Update as part of Master Plan

M&H NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

AIRPORT LAYOUT PLAN

SHEET NO. _____

2 of 26

NOT FOR CONSTRUCTION

X:\1624500\172210.01\TECHCAD\AIP\SHEETS\2 AIRPORT LAYOUT DRAWING-NEW.DWG
12/22/2020 10:01:40 AM

EXISTING TAXIWAY DATA										
NAME	WIDTH	SHOULDER	ADG	TDG	TSA	TOFA	TESM	LIGHTING	OBJECTS INSIDE TSA AND TOFA	SEPARATION FROM TAXIWAY CL TO FIXED MOVABLE OBJECT
TAXIWAY A	75	30	III	5	118	186	15	MITL	N/A	81
TAXIWAY A1	75	30	III	5	118	186	15	MITL	N/A	81
TAXIWAY A2	75	30	III	5	118	186	15	MITL	N/A	82
TAXIWAY A3	75	30	III	5	118	186	15	MITL	N/A	82
TAXIWAY A5	75	30	III	5	118	186	15	MITL	N/A	82
TAXIWAY C	75	30	III	5	118	186	15	MITL	N/A	81
TAXIWAY D	75	30	III	5	118	186	15	MITL	N/A	81
TAXIWAY D1	75	30	III	5	118	186	15	MITL	N/A	81
TAXIWAY D2	150	30	III	5	118	186	15	MITL	N/A	81
TAXIWAY D3*	150	30	III	5	118	186	15	MITL	N/A	81
TAXIWAY D4*	90	30	III	5	118	186	15	MITL	N/A	81
TAXIWAY D5	95	30	III	5	118	186	15	MITL	N/A	81
TAXIWAY D6	90	30	III	5	118	186	15	MITL	N/A	81
TAXIWAY D7	90	30	III	5	118	186	15	MITL	N/A	81
TAXIWAY E	50	20	III	3	118	186	10	MITL	N/A	81
TAXIWAY E1	50	20	III	3	118	186	10	MITL	N/A	81
TAXIWAY E2	50	20	III	3	118	186	10	MITL	N/A	81
TAXIWAY E3	50	20	III	3	118	186	10	MITL	N/A	81
TAXIWAY E4	50	20	III	3	118	186	10	MITL	N/A	81

FUTURE TAXIWAY DATA										
NAME	WIDTH	SHOULDER	ADG	TDG	TSA	TOFA	TESM	LIGHTING	OBJECTS INSIDE TSA AND TOFA	SEPARATION FROM TAXIWAY CL TO FIXED MOVABLE OBJECT
TAXIWAY A2(F)*	75	30	III	5	118	186	15	MITL	N/A	93
TAXIWAY A4	75	30	III	5	118	186	15	MITL	N/A	93
TAXIWAY D1(F)	75	30	III	5	118	186	15	MITL	N/A	93
TAXIWAY D2(F)*	75	30	III	5	118	186	15	MITL	N/A	93
TAXIWAY D4(F)*	75	30	III	5	118	186	15	MITL	N/A	93
TAXIWAY D8	75	30	III	5	118	186	15	MITL	N/A	93
TAXIWAY G	35	15	III	2	118	131	7.5	MITL	N/A	65.5
TAXIWAY G1	35	15	III	2	118	131	7.5	MITL	N/A	65.5
TAXIWAY G2	35	15	III	2	118	131	7.5	MITL	N/A	65.5

* Future Taxiway/Taxilanes will be renamed following conventions in FAA Engineering Brief No. 89

	RUNWAY 3L		RUNWAY 21R		RUNWAY 3R		RUNWAY 21L		RUNWAY 12		RUNWAY 30	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
UTILITY/OTHER THAN UTILITY	OTHER THAN UTILITY		OTHER THAN UTILITY		UTILITY		UTILITY		OTHER THAN UTILITY		OTHER THAN UTILITY	
RUNWAY DESIGN CODE	C-III-4000	D-III-2400	C-III-2400	D-III-2400	B-II-VIS	SAME	B-II-VIS	SAME	C-III-4000	D-III-4000	C-III-4000	D-III-2400
RUNWAY REFERENCE CODE	C-III-4000	D-III-2400	C-III-2400	D-III-2400	B-II-VIS	SAME	B-II-VIS	SAME	C-III-4000	D-III-4000	C-III-4000	D-III-2400
STRENGTH BY WHEEL LOADING (IN 1000 LBS.)	S-150, DWL-200, DTWL-400	SAME	S-150, DWL-200, DTWL-400	SAME	S-52, DWL 85, DTWL 150	SAME	S-52, DWL 85, DTWL 150	SAME	S-150, DWL-200, DTWL-400	SAME	S-150, DWL-200, DTWL-400	SAME
STRENGTH BY PCN	47 F/B/X/T	SAME	47 F/B/X/T	SAME	13 F/B/X/T	SAME	13 F/B/X/T	SAME	53 F/C/X/T	SAME	53 F/C/X/T	SAME
RUNWAY SURFACE TYPE	GROOVED ASPHALT		GROOVED ASPHALT		ASPHALT		ASPHALT		GROOVED ASPHALT		GROOVED ASPHALT	
EFFECTIVE RUNWAY GRADIENT %	0.11%	SAME	0.11%	SAME	0.02%	SAME	0.02%	SAME	0.08%	0.07%	0.08%	0.07%
RUNWAY LENGTH AND WIDTH	7,707' x 150'	7,707' x 150'	7,707' x 150'	7,707' x 150'	4,423' x 75'	SAME	4,423' x 75'	SAME	7,704' x 150'	9,200' x 150'	7,704' x 150'	9,200' x 150'
RUNWAY SHOULDER WIDTH	25'	SAME	25'	SAME	25'	SAME	25'	SAME	25'	SAME	25'	SAME
DISPLACED THRESHOLD COORDINATES	N/A	N/A	N46° 16' 10.437"	SAME	N/A	N/A	N/A	N/A	N/A	N/A	N46° 15' 31.462"	N/A
DISPLACED THRESHOLD ELEVATION	N/A	SAME	401.8 FEET	SAME	N/A	N/A	N/A	N/A	N/A	SAME	402.1 FEET	N/A
RUNWAY SAFETY AREA LENGTH BEYOND RW END	1,000 FEET	SAME	1,000 FEET	SAME	300 FEET	SAME	300 FEET	SAME	1,000 FEET	SAME	1,000 FEET	SAME
RUNWAY SAFETY AREA WIDTH	500 FEET	SAME	500 FEET	SAME	150 FEET	SAME	150 FEET	SAME	500 FEET	SAME	500 FEET	SAME
RUNWAY END COORDINATES	N46° 15' 21.446"	SAME	N46° 16' 08.822"	SAME	N46° 16' 38.356"	SAME	N46° 16' 08.822"	SAME	N46° 16' 24.510"	N46° 16' 37.568"	N46° 15' 30.048"	N46° 15' 32.523"
RUNWAY END ELEVATIONS	W119° 08' 00.570"	409.8	W119° 06' 42.025"	401.3	W119° 07' 19.268"	395.6	W119° 06' 34.184"	402.0	W119° 07' 40.691"	W119° 07' 59.046"	W119° 06' 24.167"	W119° 06' 27.643"
RUNWAY LIGHTING TYPE	HIRL	SAME	HIRL	SAME	N/A	SAME	N/A	SAME	MIRL	SAME	MIRL	SAME
RUNWAY PROTECTION ZONE DIMENSIONS	1,000' X 1,700' X 1,510'	1,000' X 1,700' X 1,750'	1,000' X 2,500' X 1,750'	SAME	500' X 1,000' X 700'	SAME	500' X 1,000' X 700'	SAME	1,000' X 1,700' X 1,510'	SAME	1,000' X 1,700' X 1,510'	1,000' X 1,700' X 2,500'
RUNWAY MARKING TYPE	NON-PRECISION	PRECISION	PRECISION	SAME	BASIC	SAME	BASIC	SAME	NON-PRECISION	SAME	NON-PRECISION	PRECISION
14 CFR PART 77 APPROACH CATEGORY	D	PIR	PIR	SAME	B(V)	SAME	B(V)	SAME	D	SAME	D	PIR
14 CFR PART 77 APPROACH SLOPE	34:1	50:1 / 40:1	50:1 / 40:1	SAME	20:1	SAME	20:1	SAME	34:1	SAME	34:1	50:1 / 40:1
APPROACH VISIBILITY MINIMUMS	3/4 MILE	1/2 MILE	1/2 MILE	SAME	N/A	SAME	N/A	SAME	3/4 MILE	SAME	3/4 MILE	1/2 MILE
TYPE OF AERONAUTICAL SURVEY REQUIRED	VERTICALLY GUIDED	SAME	VERTICALLY GUIDED	SAME	VISUAL	SAME	VISUAL	SAME	VERTICALLY GUIDED	SAME	VERTICALLY GUIDED	SAME
RUNWAY DEPARTURE SURFACE	YES	SAME	YES	SAME	NO	SAME	NO	SAME	YES	SAME	YES	SAME
RUNWAY OBJECT FREE AREA LENGTH BEYOND RW END	1,000 FEET	SAME	1,000 FEET	SAME	300 FEET	SAME	300 FEET	SAME	1,000 FEET	SAME	1,000 FEET	SAME
RUNWAY OBJECT FREE AREA WIDTH	800 FEET	SAME	800 FEET	SAME	500 FEET	SAME	500 FEET	SAME	800 FEET	SAME	800 FEET	SAME
OBSTACLE FREE ZONE LENGTH BEYOND RW END	200 FEET	SAME	200 FEET	SAME	200 FEET	SAME	200 FEET	SAME	200 FEET	SAME	200 FEET	SAME
OBSTACLE FREE ZONE WIDTH	400 FEET	SAME	400 FEET	SAME	250 FEET	SAME	250 FEET	SAME	400 FEET	SAME	400 FEET	SAME
THRESHOLD SITING SURFACE	TYPE 4	TYPE 5	TYPE 5	SAME	TYPE 3	SAME	TYPE 3	SAME	TYPE 4	SAME	TYPE 4	TYPE 5
INNER APPROACH OBSTACLE FREE ZONE LENGTH	N/A	200' FROM RUNWAY THRESHOLD X 200' BEYOND LAST LIGHT IN THE ALS	200' FROM RUNWAY THRESHOLD X 200' BEYOND LAST LIGHT IN THE ALS	SAME	N/A	SAME	N/A	SAME	N/A	SAME	N/A	200' FROM RUNWAY THRESHOLD X 200' BEYOND LAST LIGHT IN THE ALS
INNER APPROACH OBSTACLE FREE ZONE WIDTH	N/A	400 FEET	400 FEET	SAME	N/A	SAME	N/A	SAME	N/A	SAME	N/A	400 FEET
INNER TRANSITIONAL OBSTACLE FREE ZONE WIDTH	N/A	810 FEET*	860 FEET*	SAME	N/A	SAME	N/A	SAME	N/A	SAME	N/A	856 FEET*
PRECISION OBSTACLE FREE ZONE DIMENSIONS	N/A	200' X 800'	200' X 800'	SAME	N/A	SAME	N/A	SAME	N/A	SAME	N/A	200' X 800'
VISUAL AND INSTRUMENT NAV AIDS	REIL, PAPI, LOC	MALSR, REIL, PAPI, LOC	MALSR, PAPI, GS, RVR(T)	SAME	N/A	SAME	N/A	SAME	REIL, VASI	REIL, PAPI	ODALS, PAPI	MALSR, PAPI
TOUCHDOWN ZONE ELEVATIONS	410.1	403.4	404.7	SAME	401.8	SAME	396.9	SAME	405.2	SAME	405.2	SAME
TAXIWAY DESIGN GROUP	TDG 5	TDG 3	TDG 5	TDG 3	TDG 2	SAME	TDG 2	SAME	TDG 5	TDG 3	TDG 5	TDG 3
PARALLEL/CONNECTOR TAXIWAY WIDTH	75 FEET	SAME	75 FEET	SAME	75 FEET	SAME	75 FEET	SAME	75 FEET	SAME	75 FEET	SAME
RUNWAY CL TO TAXIWAY CL SEPARATION	400 FEET	SAME	400 FEET	SAME	400 FEET	SAME	400 FEET	SAME	400 FEET	SAME	400 FEET	SAME
RUNWAY CL TO HOLDLINE SEPARATIONS	250 FEET	SAME	250 FEET**	SAME	250 FEET	SAME	200 FEET***	SAME	250 FEET	SAME	250 FEET	SAME
RUNWAY CL TO AIRCRAFT PARKING SEPARATIONS	500 FEET	SAME	500 FEET	SAME	500 FEET	SAME	500 FEET	SAME	500 FEET	SAME	500 FEET	SAME
VERTICAL AND HORIZONTAL DATUM	NAVD88, NAD83		NAVD88, NAD83		NAVD88, NAD83		NAVD88, NAD83		NAVD88, NAD83		NAVD88, NAD83	
CRITICAL AIRCRAFT	A319	737 MAX 8	A319	737 MAX 8	BEECHCRAFT KING AIR	SAME	BEECHCRAFT KING AIR	SAME	A319	737 MAX 8	A319	737 MAX 8
WINGSPAN	111.9 FEET	117.85 FEET	111.9 FEET	117.85 FEET	57.92 FEET	SAME	57.92 FEET	SAME	111.9 FEET	117.85 FEET	111.9 FEET	117.85 FEET
TAIL HEIGHT	39.7 FEET	40.85 FEET	39.7 FEET	40.85 FEET	14.34 FEET	SAME	14.34 FEET	SAME	39.7 FEET	40.85 FEET	39.7 FEET	40.85 FEET
APPROACH SPEED	126 KNOTS	143 KNOTS	126 KNOTS	143 KNOTS	107 KNOTS	SAME	107 KNOTS	SAME	126 KNOTS	143 KNOTS	126 KNOTS	143 KNOTS
MAIN GEAR WIDTH	29.4 FEET	22.98 FEET	29.4 FEET	22.98 FEET	17.17 FEET	SAME	17.17 FEET	SAME	29.4 FEET	22.98 FEET	29.4 FEET	22.98 FEET
COCKPIT TO MAIN GEAR	44.9 FEET	56.43 FEET	44.9 FEET	56.43 FEET	16.25 FEET	SAME	16.25 FEET	SAME	44.9 FEET	56.43 FEET	44.9 FEET	56.43 FEET
MAXIMUM TAKEOFF WEIGHT	168,653 LBS	181,200 LBS	168,653 LBS	181,200 LBS	12,600 LBS	SAME	12,600 LBS	SAME	168,653 LBS	181,200 LBS	168,653 LBS	181,200 LBS

*FROM RUNWAY CENTERLINE
 **NOT ALL EXISTING HOLDING POSITION LINES TO C-II STANDARD OF 250'. EXCEEDING NON-STANDARD CONDITION WILL BE RECTIFIED AND STANDARD DIMENSION WILL BE PROVIDED
 ***NOT ALL EXISTING HOLDING POSITION LINES TO B-II STANDARD OF 200'. EXCEEDING NON-STANDARD CONDITION WILL BE RECTIFIED AND STANDARD DIMENSION WILL BE PROVIDED

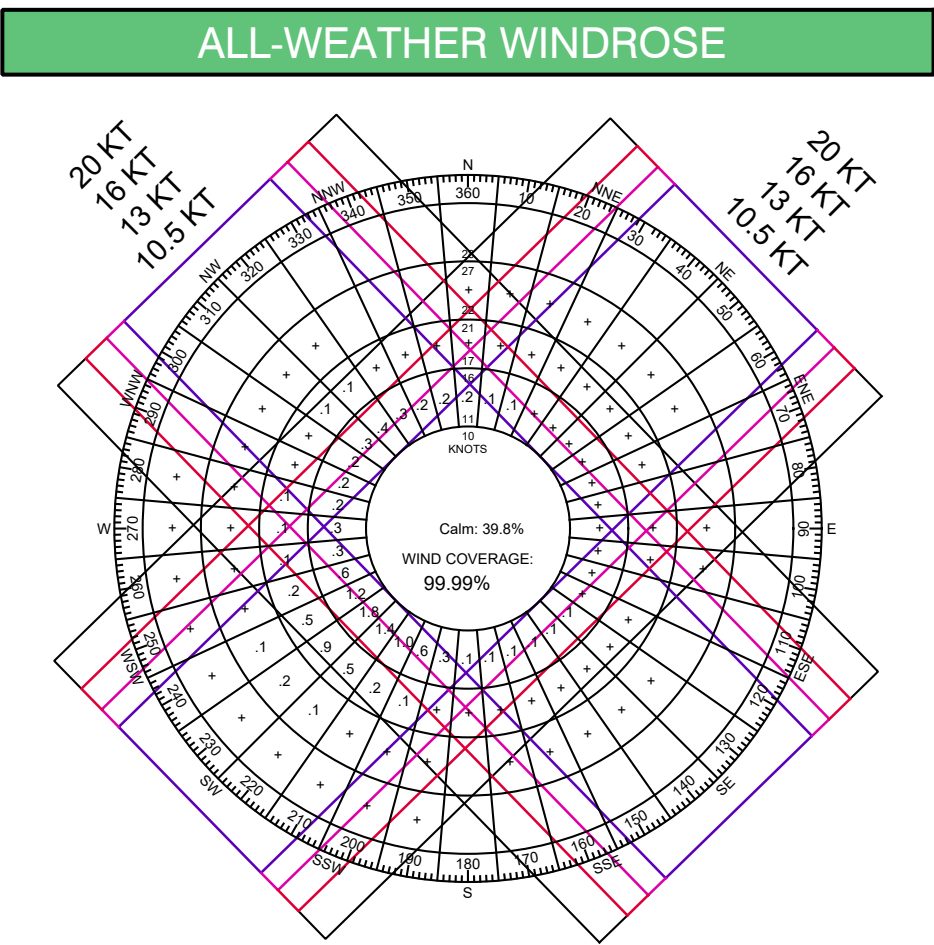
EXISTING DECLARED DISTANCES						
ITEM	RUNWAY 3L	RUNWAY 21R	RUNWAY 3R	RUNWAY 21L	RUNWAY 12	RUNWAY 30
TAKEOFF RUN AVAILABLE (TORA)	7,707 FEET	7,707 FEET	4,423 FEET	4,423 FEET	7,704 FEET	7,704 FEET
TAKEOFF DISTANCE AVAILABLE (TODA)	7,707 FEET	7,707 FEET	4,423 FEET	4,423 FEET	7,704 FEET	7,704 FEET
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	7,707 FEET	7,707 FEET	4,423 FEET	4,423 FEET	7,504 FEET	7,504 FEET
LANDING DISTANCE AVAILABLE (LDA)	7,707 FEET	7,110 FEET	4,423 FEET	4,423 FEET	7,504 FEET	7,504 FEET

FUTURE DECLARED DISTANCES						
ITEM	RUNWAY 3L	RUNWAY 21R	RUNWAY 3R	RUNWAY 21L	RUNWAY 12	RUNWAY 30
TAKEOFF RUN AVAILABLE (TORA)	7,707 FEET	7,707 FEET	4,423 FEET	4,423 FEET	9,200 FEET	9,200 FEET
TAKEOFF DISTANCE AVAILABLE (TODA)	7,707 FEET	7,707 FEET	4,423 FEET	4,423 FEET	9,200 FEET	9,200 FEET
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	7,707 FEET	7,707 FEET	4,423 FEET	4,423 FEET	9,200 FEET	9,200 FEET
LANDING DISTANCE AVAILABLE (LDA)	7,707 FEET	7,110 FEET	4,423 FEET	4,423 FEET	9,200 FEET	9,200 FEET

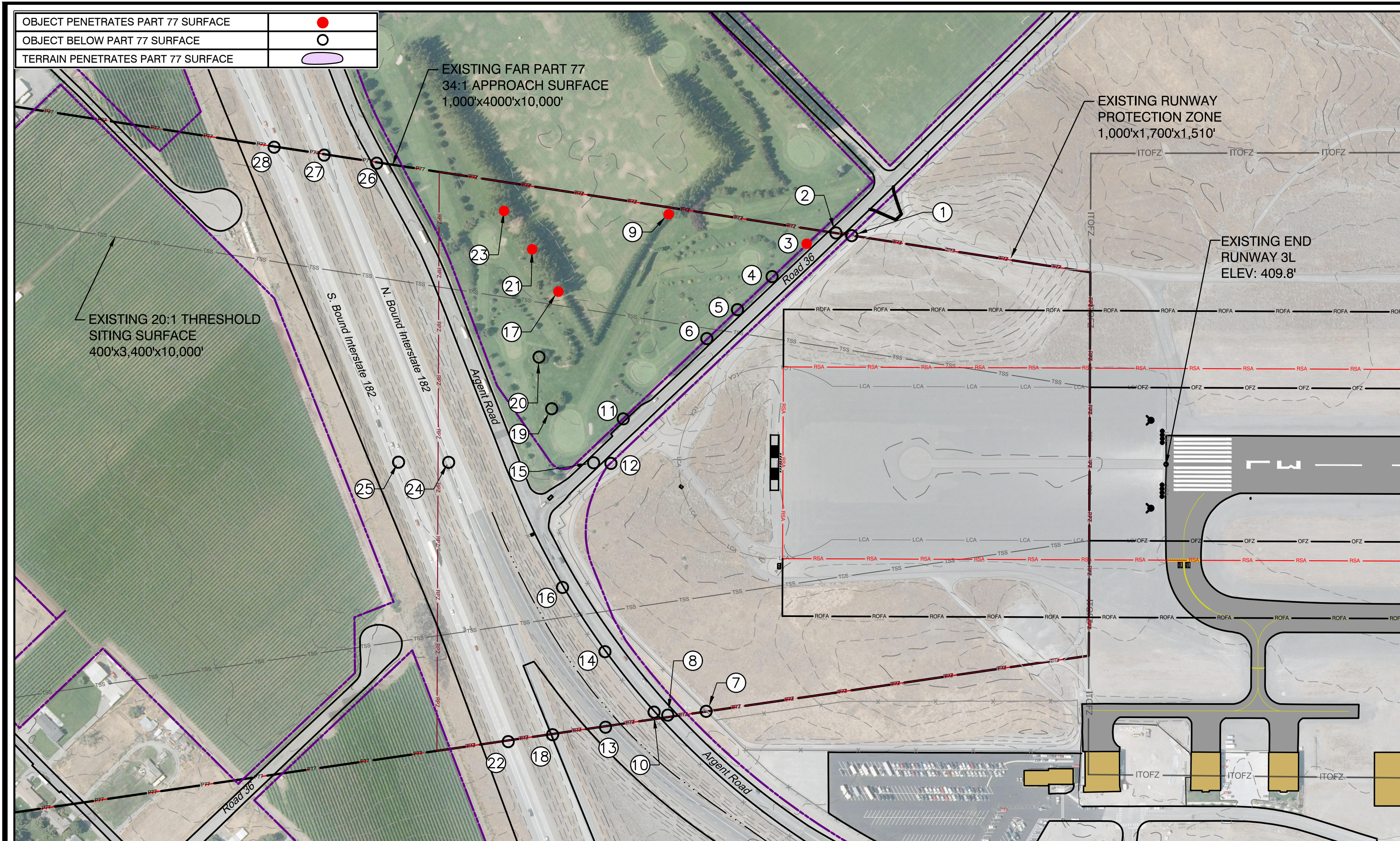
MODIFICATION OF STANDARDS						
NO.	DESCRIPTION	STANDARD	EXISTING	DISPOSITION	PROPOSED	APPROVED
1	NONE REQUIRED					
2						
3						
4						

NONSTANDARD CONDITIONS						
ITEM	DESCRIPTION	RDC EXISTING	RDC FUTURE	EXISTING CONDITIONS	STANDARD	MITIGATION
1	RUNWAY 30 RUNWAY SAFETY AREA (RSA) LENGTH	C-III-4000	D-III-2400	800'	1000'	CONDITION CORRECTED WITH RUNWAY END 30 RELOCATION OF 350' TO THE NORTHWEST

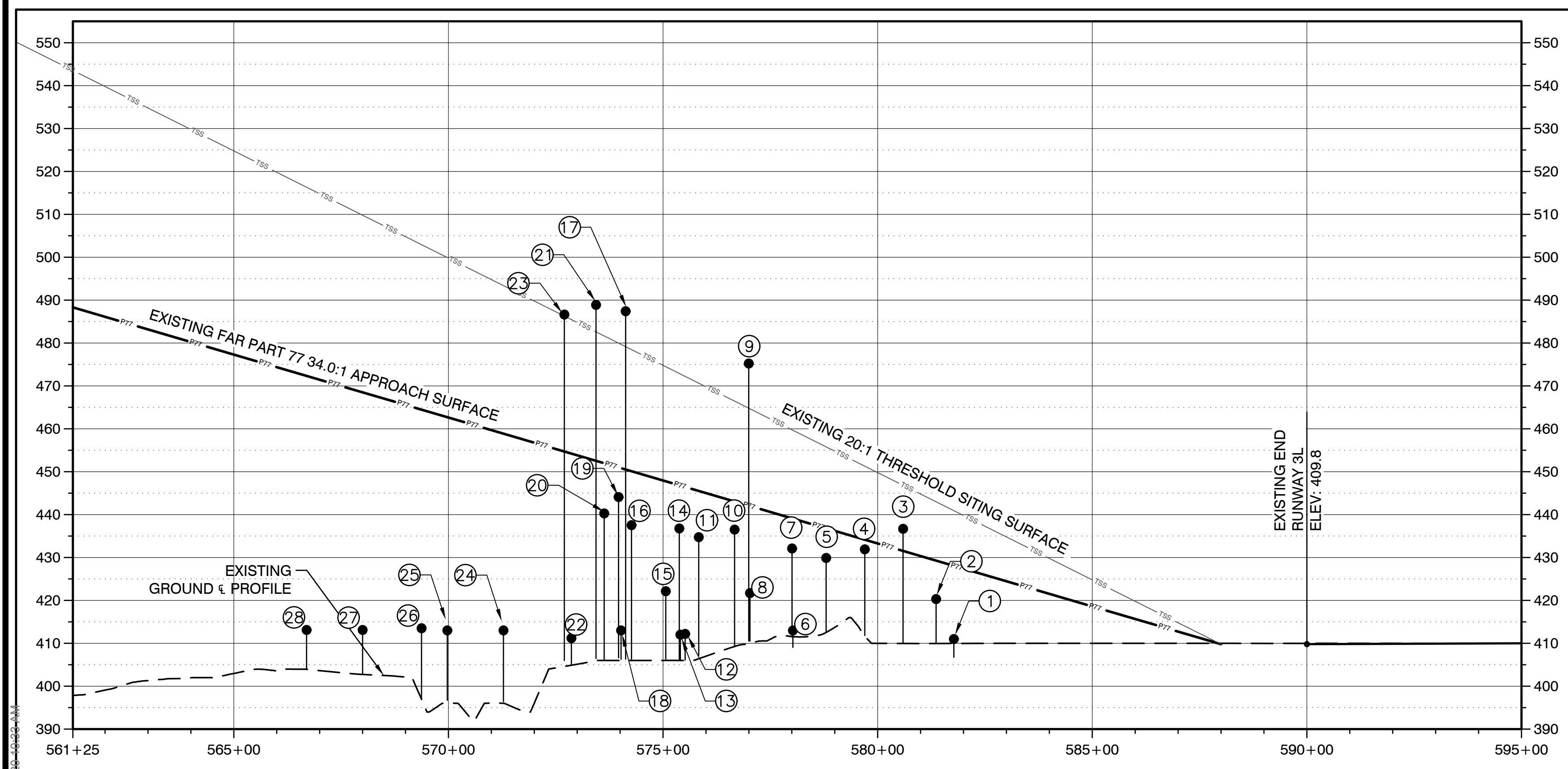
AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT REFERENCE CODE	C-III	D-III
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	91.3°F	N/A
AIRPORT ELEVATION (AMSL NAVD88)	410.2	410.2
ELECTRONIC NAVIGATION AIDS	ILS, RNAV GPS, VOR, NDB	ILS, RNAV GPS, VOR
UNICOM (MHz)	122.950	SAME
CONTROL TOWER (MHz)*	135.3 323.4	135.3 323.4
AIRPORT REFERENCE POINT (ARP)	N46° 15' 52"	N46° 15' 55.77"
	W119° 07' 10"	W119° 07' 13.87"
MISCELLANEOUS FACILITIES	PAPI, VASI, REIL, ASOS, WINDCONE	PAPI, REIL, ASOS, WINDCONE
CRITICAL AIRCRAFT	A319	737 MAX 8
AIRPORT MAGNETIC VARIATION (FEB 2020)	14° 35' E ± 0° 23'	0° 6' W ANNUAL RATE OF CHANGE
NPIAS CATEGORY	PRIMARY COMMERCIAL / NONHUB	SAME
STATE EQUIVALENT SERVICE ROLE	COMMERCIAL SERVICE	SAME



PERCENT WIND COVERAGE				
Runway	10.5 Knots (12 mph)	13 Knots (15 mph)	16 Knots (18.5 mph)	20 Knots (23 mph)
12/30	99.32%	92.62%	96.48%	98.78%
3/21	96.78%	99.20		



RUNWAY END 3L - PLAN



RUNWAY END 3L - PROFILE

DRAWING LEGEND			
	EXISTING		EXISTING
ACTIVE AIRFIELD PAVEMENT / SHOULDER	[Symbol]	LIGHTS (EDGE / GROUP / REIL / MALS/R)	[Symbol]
AIRPORT PROPERTY	[Symbol]	PRECISION APPROACH PATH INDICATOR (PAPI)	[Symbol]
AVIGATION EASEMENT	[Symbol]	RUNWAY / TAXIWAY SIGN	[Symbol]
RUNWAY SAFETY AREA (RSA)	[Symbol]	WIND CONE	[Symbol]
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	GLIDE SLOPE ANTENNA	[Symbol]
RUNWAY OBJECT FREE AREA (ROFA)	[Symbol]	GLIDE SLOPE CRITICAL AREA (GCA)	[Symbol]
OBSTACLE FREE ZONE (OFZ)	[Symbol]	LOCALIZER	[Symbol]
RUNWAY VISIBILITY ZONE (RVZ)	[Symbol]	LOCALIZER CRITICAL AREA (LCA)	[Symbol]
BUILDING RESTRICTION LINE (BRL)	[Symbol]	AUTO. SURFACE OBSERVING SYSTEM (ASOS)	[Symbol]
FAR PART 77 APPROACH SURFACE	[Symbol]	ASOS CRITICAL AREA (ACA)	[Symbol]
THRESHOLD SITING SURFACE (TSS)	[Symbol]	RUNWAY VISUAL RANGE (RVR)	N/A
TAXIWAY / LANE MARKING	[Symbol]	PUBLIC ROAD	[Symbol]
TAXIWAY OBJECT FREE AREA (TOFA)	[Symbol]	GRAVEL ROAD	[Symbol]
INNER TRANSITIONAL OFZ	[Symbol]	RAILROAD	[Symbol]
BUILDING	[Symbol]	FENCE / GATE	[Symbol]
		CHANNEL / DITCH	[Symbol]
		TERRAIN CONTOUR	[Symbol]

RUNWAY 3L EXISTING INNER APPROACH SURFACE OBSTRUCTIONS						
NO.	OBJECTID	OBSTRUCTION	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1		FENCE	8.0	411.0	-17.1	
2		ROAD 36	15.0	420.3	-9.0	
3	1455	TREE	31.3	436.7	5.0	TO BE LOWERED/REMOVED
4	2483	TREE	28.8	431.9	-2.4	TO BE LOWERED/REMOVED
5	2484	TREE	26.0	429.9	-7.1	TO BE LOWERED/REMOVED
6	2485	TREE	28.2	432.1	-7.2	TO BE LOWERED/REMOVED
7		FENCE	8.0	413.0	-26.1	
8		ARGENT ROAD	15.0	421.7	-20.4	
9	2487	TREE	76.8	475.2	33.0	TO BE LOWERED/REMOVED
10	1557	POLE	29.6	436.5	-6.7	TO BE LOWERED/REMOVED/LIGHTED
11	1553	TREE	27.6	434.7	-10.9	TO BE LOWERED/REMOVED
12		FENCE @ CL.	8.0	412.2	-34.3	
13		FWY. ON RAMP	17.0	412.0	-34.9	
14	1558	POLE	30.1	436.8	-10.2	TO BE LOWERED/REMOVED/LIGHTED
15		ROAD 36 @ CL.	15.0	422.2	-25.7	
16	1556	POLE	31.1	437.5	-12.7	TO BE LOWERED/REMOVED/LIGHTED
17	1468	TREE	86.8	487.4	36.7	TO BE LOWERED/REMOVED
18		INT. 182 NORTH BOUND	17.0	413.0	-37.9	
19	1431	TREE	38.2	444.1	-7.1	TO BE LOWERED/REMOVED
20	1432	TREE	33.6	440.3	-11.9	TO BE LOWERED/REMOVED
21	186	TREE	90.2	488.9	36.2	TO BE LOWERED/REMOVED
22		INT. 182 SOUTH BOUND	17.0	411.2	-43.1	
23	1469	TREE	86.8	486.6	31.8	TO BE LOWERED/REMOVED
24		INT. 182 NORTH BOUND @ CL.	17.0	413.0	-46.0	
25		INT. 182 SOUTH BOUND @ CL.	17.0	413.0	-49.8	
26		ARGENT ROAD	15.0	413.5	-51.1	
27		INT. 182 NORTH BOUND	17.0	413.1	-55.5	
28		INT. 182 SOUTH BOUND	17.0	413.1	-59.4	

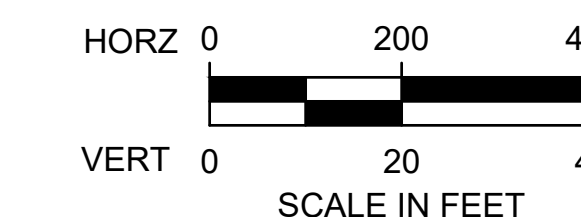
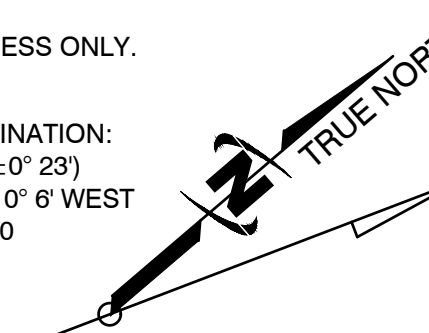
* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.

RUNWAY 3L EXISTING THRESHOLD SITING SURFACE OBSTRUCTIONS						
NO.	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
NO THRESHOLD SITING SURFACE PENETRATIONS						

NOTES:

- OBJECT ELEVATIONS IN FEET (NAVD88).
- OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.
- 10' ADDED TO THE ELEVATIONS OF PRIVATE ROADWAYS, 15' ADDED TO THE ELEVATIONS OF PUBLIC NON-INTERSTATE ROADWAYS, 17' ADDED TO INTERSTATE ROADWAYS, AND 23' ADDED TO RAILWAYS TO DETERMINE CLEARANCE PER FAR PART 77 CRITERIA.
- THE AIRPORT WILL CONTINUE TO WORK TOWARDS REMOVING EXISTING ROADS WITHIN RPZ WHERE FEASIBLE.
- AIRPORT MAINTENANCE ROAD ACCESS ONLY.

MAGNETIC DECLINATION:
14° 33' EAST (±0° 23')
ANNUAL CHANGE: 0° 6' WEST
JULY 2020



Mead and Hunt, Inc.
9800 NE Cascades Parkway,
Suite 100
Portland, OR 97220
phone: 503-548-1494
meadhunt.com



The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

TRI-CITIES AIRPORT
LAYOUT PLAN

3601 North 20th Avenue
Pasco, Washington
99301

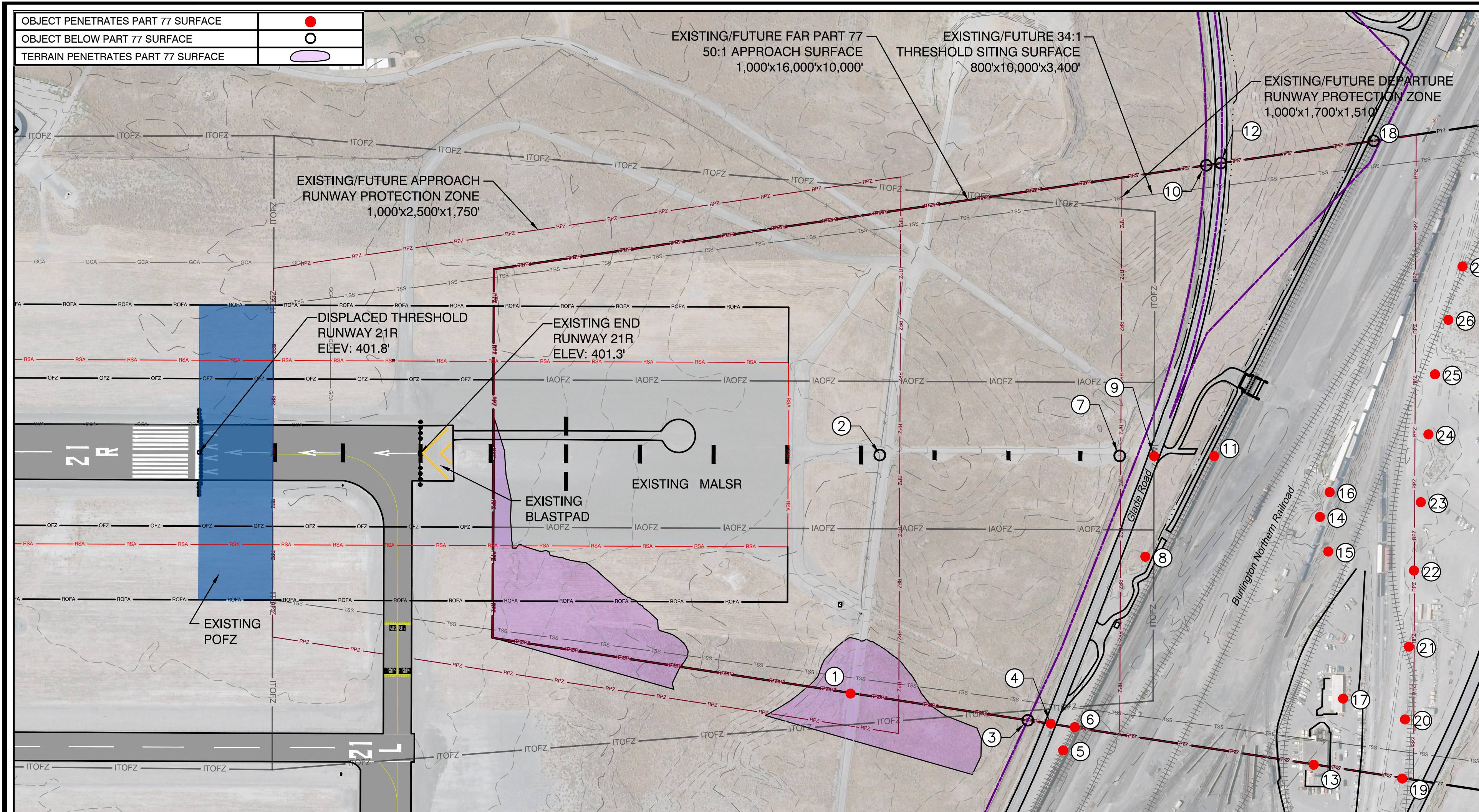
NO.	DATE	DESCRIPTION	BY	SMF
1	12/22/20	1. IAD Update as part of Master Plan		

M&H NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

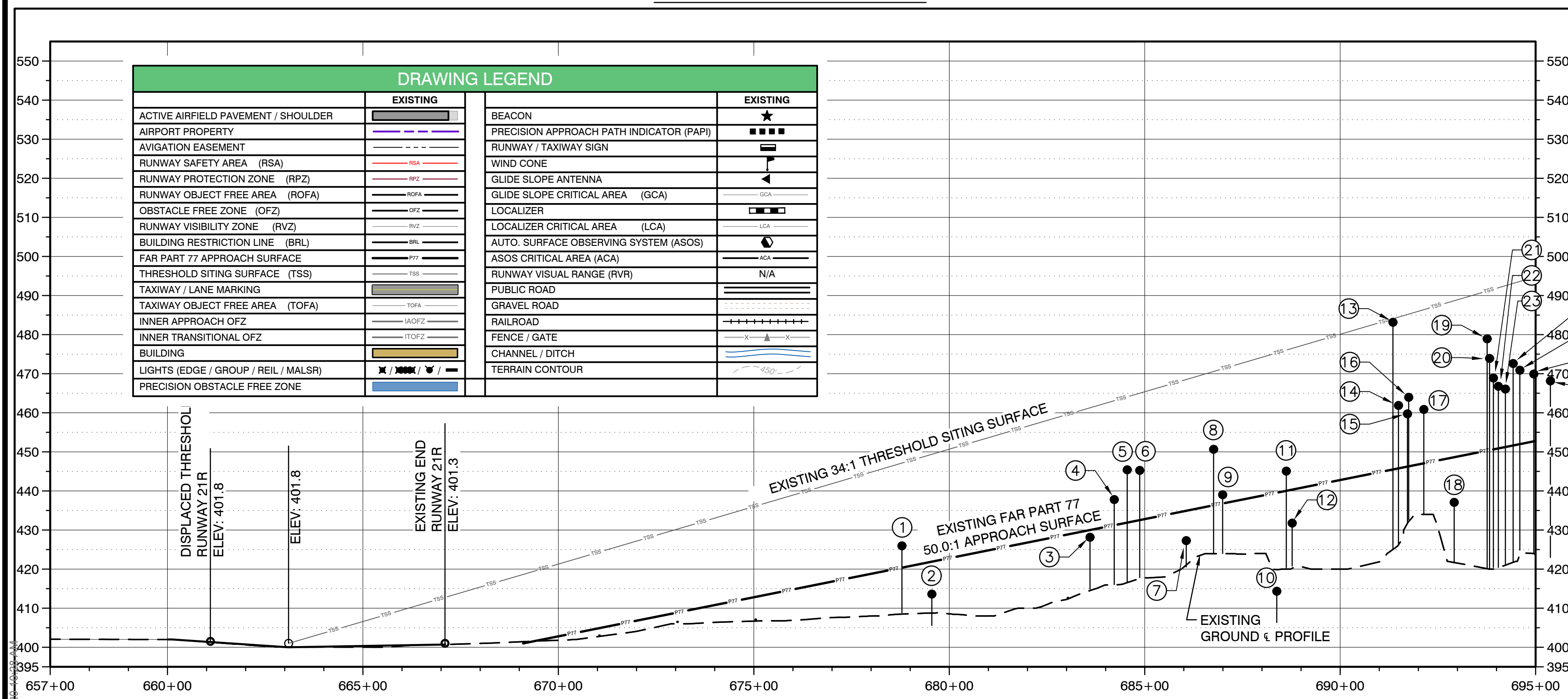
SHEET CONTENTS
RUNWAY 3L INNER APPROACH SURFACE (EXISTING)

SHEET NO.

X:\1624500\172210.01\TECH\CAD\PSHEETS\SHEET_4.5_3L-21R_INNER_APPROACH\EXISTING-NO-CHANGE-FUTURE.DWG
17222020 08:00:00 AM



RUNWAY END 21R - PLAN



RUNWAY END 21R - PROFILE

RUNWAY 21R EXISTING/FUTURE INNER APPROACH SURFACE OBSTRUCTIONS						
NO.	OBJECTID	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION
1		ACCESS ROAD	APPROACH	0.0	426.0	5.3
2		FENCE @ CL	APPROACH	8.0	413.6	-8.7
3		FENCE @ CL	APPROACH	8.0	428.2	-2.2
4		GLADE ROAD	APPROACH	15.0	437.8	6.6
5	1842	RAILROAD	APPROACH	23.0	445.4	0.7
6		RAILROAD	APPROACH	23.0	445.3	12.4
7		FENCE	APPROACH	8.0	427.3	-8.0
8	1538	POLE	APPROACH	26.4	450.7	1.5
9		GLADE ROAD @ CL	APPROACH	15.0	439.0	1.9
10		FENCE	APPROACH	8.0	414.3	-25.6
11		RAILROAD @ CL	APPROACH	23.0	445.1	4.7
12		GLADE ROAD	APPROACH	15.0	431.8	-8.9
13	1272	BUILDING	APPROACH	59.7	483.2	24.9
14	1517	POLE	APPROACH	28.7	461.9	3.3
15	1518	POLE	APPROACH	37.9	459.7	0.7
16	1516	POLE	APPROACH	27.7	464.0	4.8
17	2205	POLE	APPROACH	36.9	460.9	1.0
18		RAILROAD	APPROACH	23.0	437.1	-11.9
19	1868	POLE	APPROACH	53.4	478.9	15.8
20	1844	POLE	APPROACH	48.6	473.9	10.7
21	1845	POLE	APPROACH	44.0	468.9	5.4
22	1511	POLE	APPROACH	44.3	466.8	3.1
23	1510	POLE	APPROACH	44.6	466.1	2.0
24	1509	POLE	APPROACH	49.0	472.6	8.2
25	2329	POLE	APPROACH	46.6	470.9	6.1
26	1508	POLE	APPROACH	43.0	469.9	4.4
27	2330	POLE	APPROACH	40.3	468.4	2.1

* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.

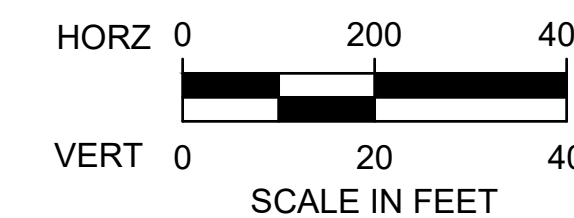
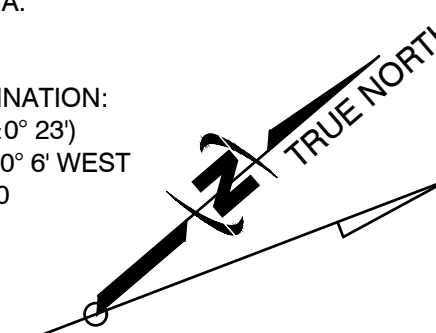
RUNWAY 21R EXISTING/FUTURE THRESHOLD SITING SURFACE OBSTRUCTIONS						
NO.	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION

NO THRESHOLD SITING SURFACE PENETRATIONS

NOTES:

- OBJECT ELEVATIONS IN FEET (NAVD88).
- OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.
- OBJECT REMOVAL IN THE APPROACH TO RUNWAY 21R MAY BE ECONOMICALLY UNFEASIBLE WHEN COMPARING THE IMPROVED APPROACH SLOPE GAIN TO THE COST IMPACT TO RAILROAD FACILITIES. THRESHOLD OF RUNWAY 21R IS DISPLACED TO MITIGATE FAR PART 77 OBSTRUCTIONS IN RAILWAY YARD.
- THE AIRPORT WILL CONTINUE TO WORK TOWARDS REMOVING EXISTING ROADS WITHIN RPZ WHERE FEASIBLE.
- AIRPORT MAINTENANCE ROAD ACCESS ONLY.
- 10' ADDED TO THE ELEVATIONS OF PRIVATE ROADWAYS, 15' ADDED TO THE ELEVATIONS OF PUBLIC NON-INTERSTATE ROADWAYS, 17' ADDED TO INTERSTATE ROADWAYS, AND 23' ADDED TO RAILWAYS TO DETERMINE CLEARANCE PER FAR PART 77 CRITERIA.

MAGNETIC DECLINATION:
14° 33' EAST (±0° 23)
ANNUAL CHANGE: 0° 6' WEST
JULY 2020



The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

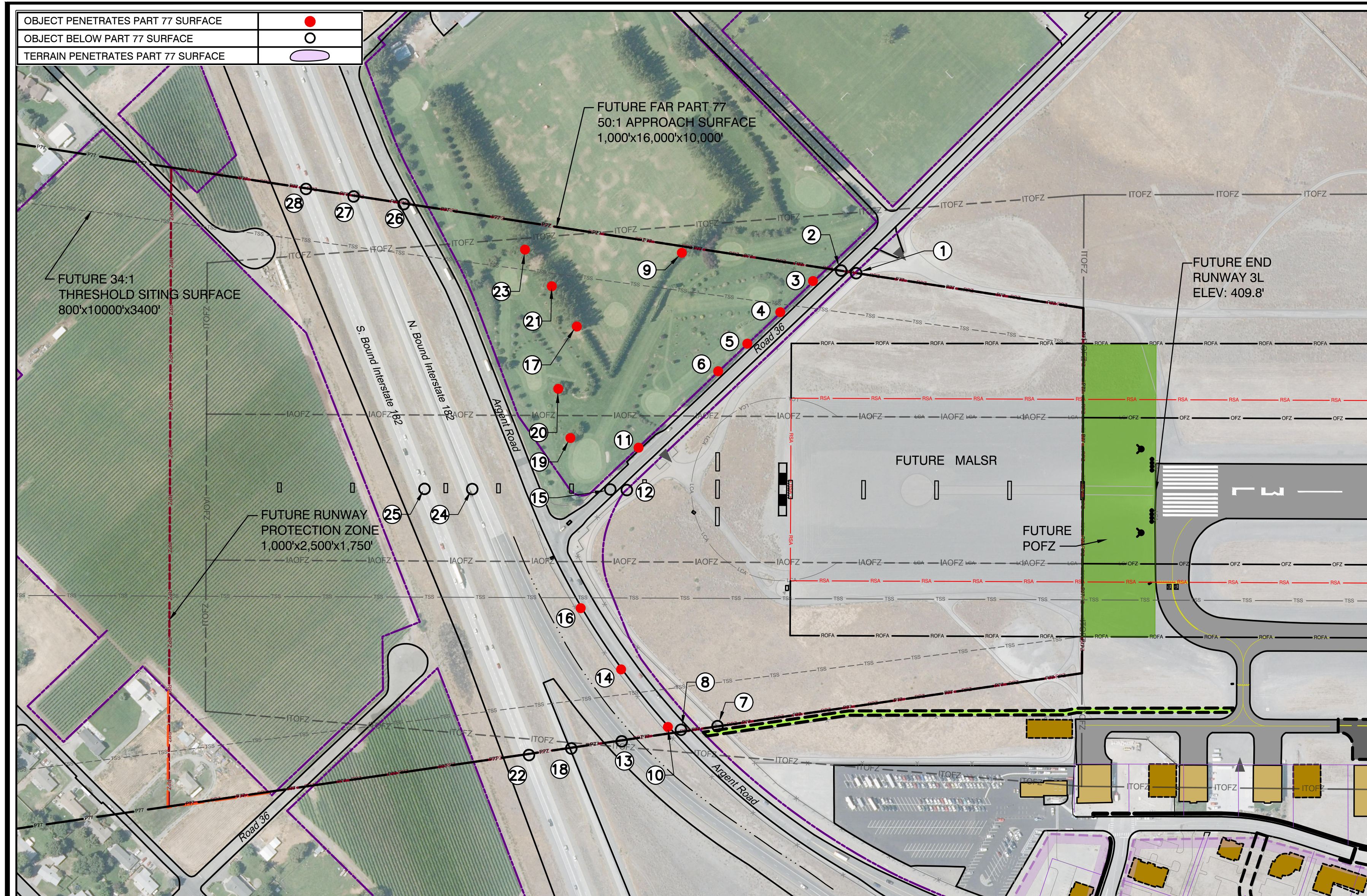
NO.	DESCRIPTION	DATE
1	1. AIP Update as part of Master Plan	1/22/2020

M&H NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

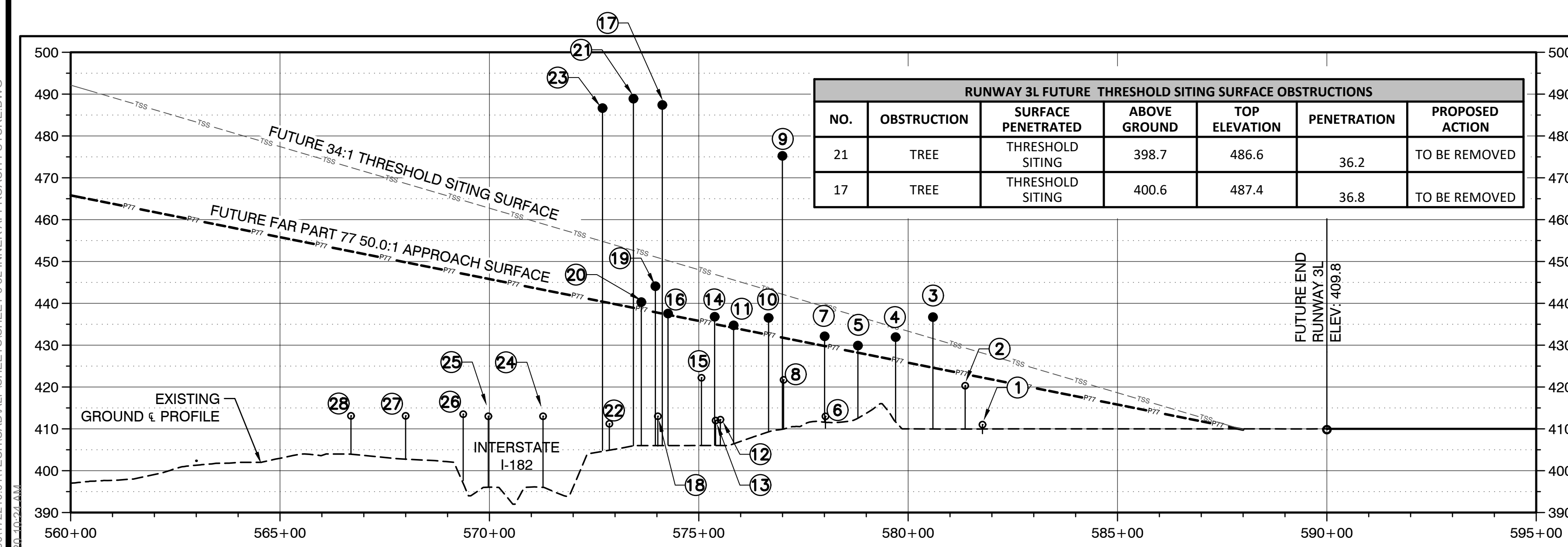
SHEET CONTENTS
RUNWAY 21R INNER APPROACH SURFACE (EXISTING/FUTURE)

SHEET NO.

X:\1624500\172210.01\TECH\CAD\ALP\SHEETS\1624500-172210.01\INNER APPROACH\EXISTING-NO-CHANGE-FUTURE.DWG



RUNWAY END 3L - PLAN



RUNWAY END 3L - PROFILE

RUNWAY 3L FUTURE THRESHOLD SITING SURFACE OBSTRUCTIONS						
NO.	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
21	TREE	THRESHOLD SITING	398.7	486.6	36.2	TO BE REMOVED
17	TREE	THRESHOLD SITING	400.6	487.4	36.8	TO BE REMOVED

EXISTING DRAWING LEGEND			
	EXISTING		EXISTING
ACTIVE AIRFIELD PAVEMENT / SHOULDER		BEACON	
AIRPORT PROPERTY		PRECISION APPROACH PATH INDICATOR (PAPI)	
AVIGATION EASEMENT		RUNWAY / TAXIWAY SIGN	
RUNWAY SAFETY AREA (RSA)		WIND CONE	
RUNWAY PROTECTION ZONE (RPZ)		GLIDE SLOPE ANTENNA	
RUNWAY OBJECT FREE AREA (ROFA)		GLIDE SLOPE CRITICAL AREA (GCA)	
OBSTACLE FREE ZONE (OFZ)		LOCALIZER	
RUNWAY VISIBILITY ZONE (RVZ)		LOCALIZER CRITICAL AREA (LCA)	
BUILDING RESTRICTION LINE (BRL)		AUTO SURFACE OBSERVING SYSTEM (ASOS)	
FAR PART 77 APPROACH SURFACE		ASOS CRITICAL AREA (ACA)	
THRESHOLD SITING SURFACE (TSS)		PUBLIC ROAD	
TAXIWAY / LANE MARKING		GRAVEL ROAD	
TAXIWAY OBJECT FREE AREA (TOFA)		RAILROAD	
INNER APPROACH OFZ		FENCE / GATE	
INNER TRANSITIONAL OFZ		CHANNEL / DITCH	
BUILDING		TERRAIN CONTOUR	
LIGHTS (EDGE / GROUP / REIL / MALS)			

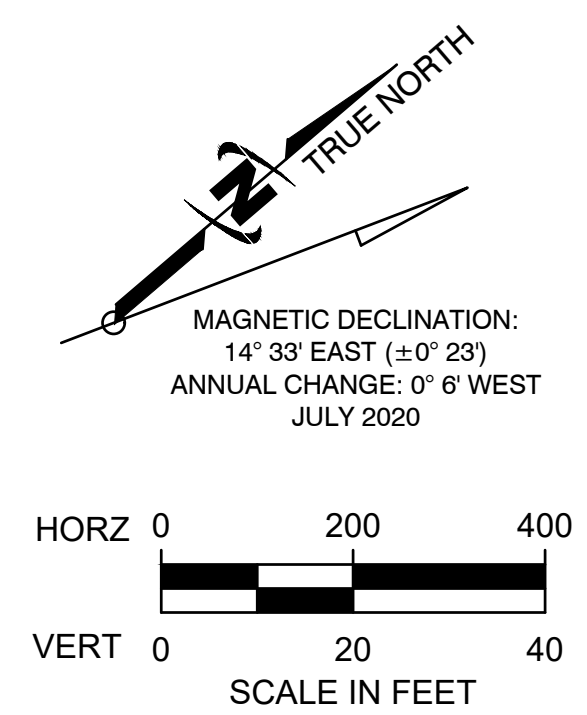
FUTURE DRAWING LEGEND			
	FUTURE		FUTURE
ACTIVE AIRFIELD PAVEMENT		FENCE	
PAVEMENT TO BE REMOVED (AIRFIELD & ROAD)		INNER APPROACH OFZ	
AIRPORT PROPERTY		INNER TRANSITIONAL OFZ	
RUNWAY SAFETY AREA (RSA)		PRECISION APPROACH PATH INDICATOR (PAPI)	
RUNWAY PROTECTION ZONE (RPZ)		GLIDE SLOPE ANTENNA	
RUNWAY OBJECT FREE AREA (ROFA)		GLIDE SLOPE CRITICAL AREA (GCA)	
OBSTACLE FREE ZONE (OFZ)		TAXIWAY OBJECT FREE AREA (TOFA)	
RUNWAY VISIBILITY ZONE (RVZ)		BUILDING - ON AIRPORT	
BUILDING RESTRICTION LINE (BRL)		LIGHTS (EDGE / GROUP / REIL / MALS)	
FAR PART 77 APPROACH SURFACE		PRECISION OBSTACLE FREE ZONE	
THRESHOLD SITING SURFACE (TSS)			

RUNWAY 3L FUTURE APPROACH SURFACE OBSTRUCTIONS							
NO.	OBJECTID	OBSTRUCTIONS	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1		FENCE	APPROACH	8.0	411.0	-11.3	
2		ROAD 36	APPROACH	15.0	420.3	-2.8	
3	1455	TREE	APPROACH	31.3	436.7	12.0	TO BE LOWERED/REMOVED
4	2483	TREE	APPROACH	28.8	431.9	5.4	TO BE LOWERED/REMOVED
5	2484	TREE	APPROACH	26.0	429.9	1.6	TO BE LOWERED/REMOVED
6	2485	TREE	APPROACH	28.2	432.1	2.2	TO BE LOWERED/REMOVED
7		FENCE	APPROACH	8.0	413.0	-16.8	
8		ARGENT ROAD	APPROACH	15.0	421.7	-10.1	
9	2487	TREE	APPROACH	76.8	475.2	43.3	TO BE LOWERED/REMOVED
10	1557	POLE	APPROACH	29.6	436.5	3.9	*TO BE LOWERED/REMOVED/LIGHTED
11	1553	TREE	APPROACH	27.6	434.7	0.5	TO BE LOWERED/REMOVED
12		FENCE @ CL.	APPROACH	8.0	412.2	-22.6	
13		FWY. ON RAMP	APPROACH	17.0	412.0	-23.0	
14	1558	POLE	APPROACH	30.1	436.8	1.6	*TO BE LOWERED/REMOVED/LIGHTED
15		ROAD 36 @ CL.	APPROACH	15.0	422.2	-13.5	
16	1556	POLE	APPROACH	31.1	437.5	0.2	*TO BE LOWERED/REMOVED/LIGHTED
17	1468	TREE	APPROACH	86.8	487.4	49.8	TO BE LOWERED/REMOVED
18		INT. 182 NORTH BOUND	APPROACH	17.0	413.0	-24.8	
19	1431	TREE	APPROACH	38.2	444.1	6.1	TO BE LOWERED/REMOVED
20	1432	TREE	APPROACH	33.6	440.3	1.6	TO BE LOWERED/REMOVED
21	186	TREE	APPROACH	90.2	488.9	49.9	TO BE LOWERED/REMOVED
22		INT. 182 SOUTH BOUND	APPROACH	17.0	411.2	-28.9	
23	1469	TREE	APPROACH	86.8	486.6	46.1	TO BE LOWERED/REMOVED
24		INT. 182 NORTH BOUND @ CL.	APPROACH	17.0	413.0	-30.3	
25		INT. 182 SOUTH BOUND @ CL.	APPROACH	17.0	413.0	-32.9	
26		ARGENT ROAD	APPROACH	15.0	413.5	-33.6	
27		INT. 182 NORTH BOUND	APPROACH	17.0	413.1	-36.7	
28		INT. 182 SOUTH BOUND	APPROACH	17.0	413.1	-39.3	

* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.

NOTES:

- OBJECT ELEVATIONS IN FEET (NAVD89).
- OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.
- 10' ADDED TO THE ELEVATIONS OF PRIVATE ROADWAYS, 15' ADDED TO THE ELEVATIONS OF PUBLIC NON-INTERSTATE ROADWAYS, 17' ADDED TO INTERSTATE ROADWAYS, AND 23' ADDED TO RAILWAYS TO DETERMINE CLEARANCE PER FAR PART 77 CRITERIA.
- THE AIRPORT WILL CONTINUE TO WORK TOWARDS REMOVING EXISTING ROADS WITHIN RPZ WHERE FEASIBLE.
- AIRPORT MAINTENANCE ROAD ACCESS ONLY.



Mead & Hunt
 Mead and Hunt, Inc.
 9800 NE Cascades Parkway,
 Suite 100
 Portland, OR 97220
 phone: 503-548-1494
 meadhunt.com

TRI-CITIES AIRPORT • PSC

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

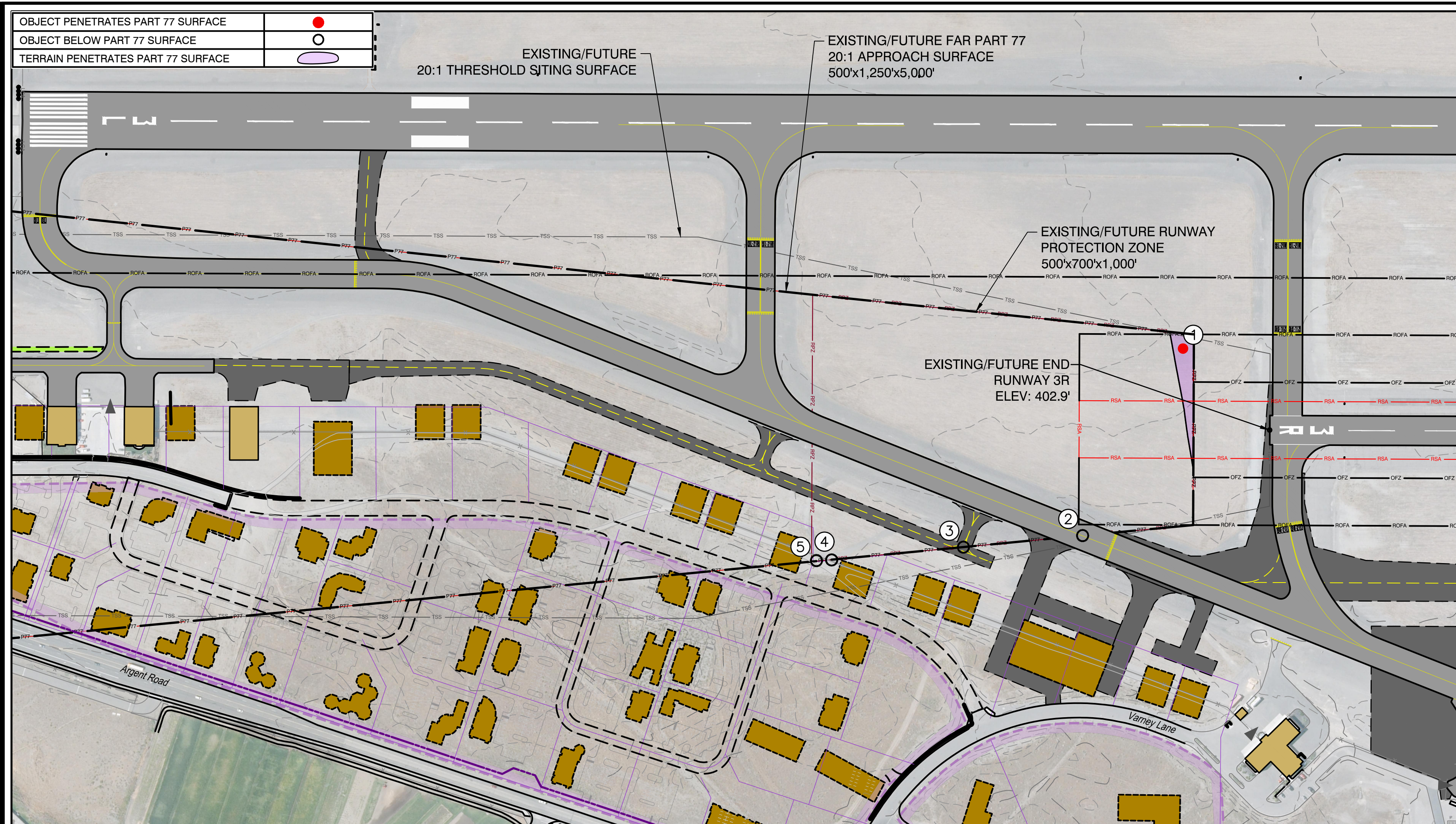
TRI-CITIES AIRPORT LAYOUT PLAN
 3601 North 20th Avenue
 Pasco, Washington
 99301

NO.	DESCRIPTION	DATE
1	1. AIP Update as part of Master Plan	12/22/20

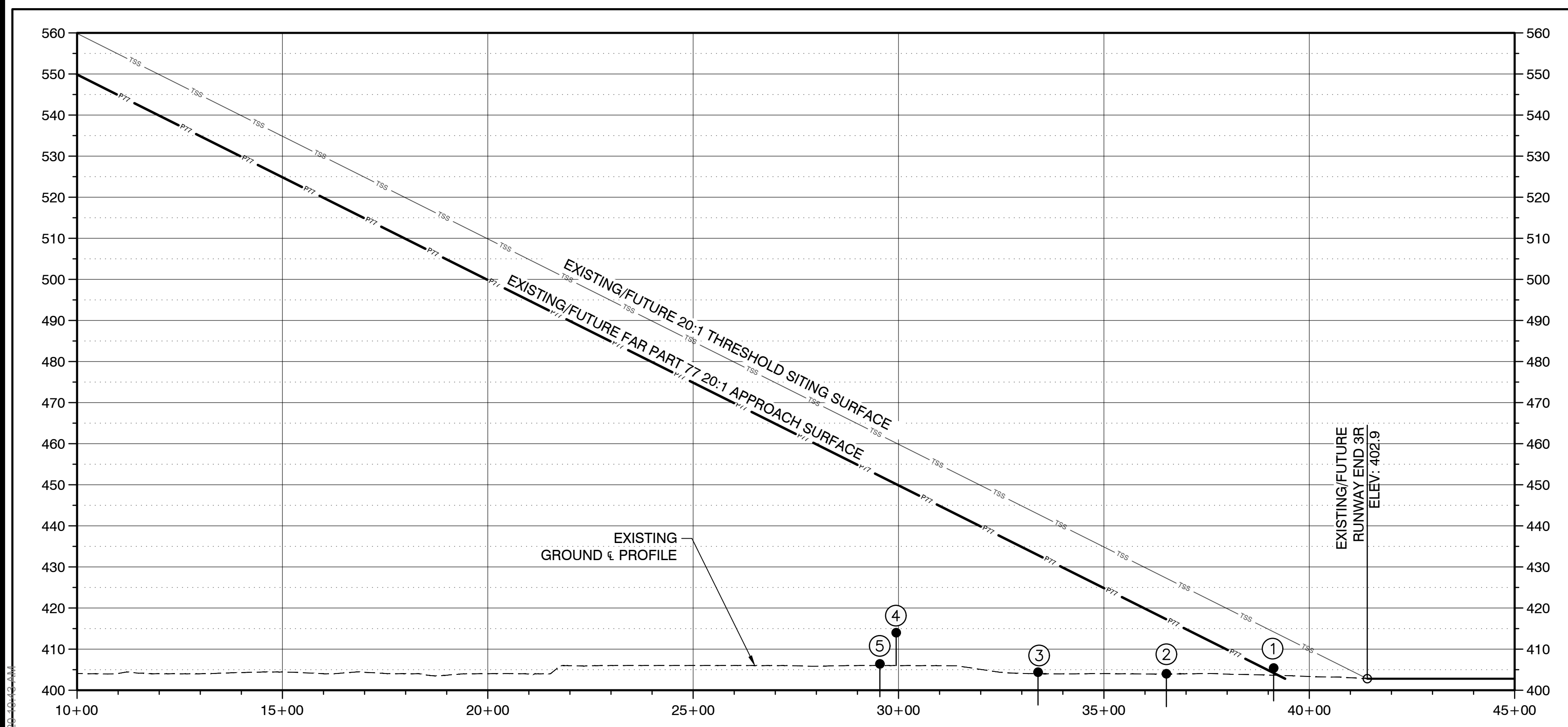
MAH NO.: 1624500-172210.01
 DATE: December 2020
 DESIGNED BY: MH
 DRAWN BY: TE
 CHECKED BY: KM
 DO NOT SCALE DRAWINGS

SHEET CONTENTS
RUNWAY 3L INNER APPROACH (FUTURE)

X:\1624500\172210\01\TECH\AD\PS\SHETS\SHEET_6_3L_INNER_APPROACH-FUTURE.DWG
 12/22/20 09:00 AM 00243431



RUNWAY END 3R - PLAN



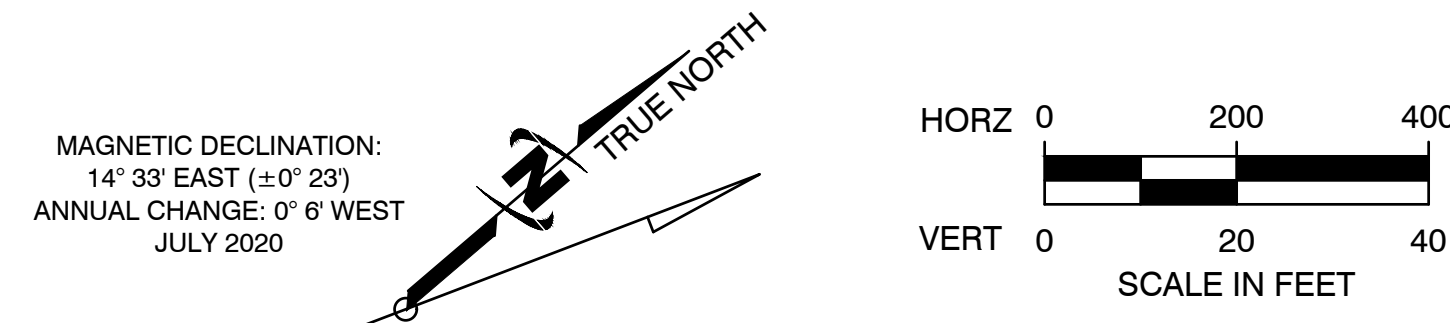
RUNWAY END 3R - PROFILE

DRAWING LEGEND	
	EXISTING
ACTIVE AIRFIELD PAVEMENT / SHOULDER	
AIRPORT PROPERTY	
AVIGATION EASEMENT	
AIRPORT REFERENCE POINT	
RUNWAY SAFETY AREA (RSA)	
RUNWAY PROTECTION ZONE (RPZ)	
RUNWAY OBJECT FREE AREA (ROFA)	
OBSTACLE FREE ZONE (OFZ)	
RUNWAY VISIBILITY ZONE (RVZ)	
BUILDING RESTRICTION LINE (BRL)	
FAR PART 77 APPROACH SURFACE	
THRESHOLD SITING SURFACE (TSS)	
TAXIWAY / LANE MARKING	
TAXIWAY OBJECT FREE AREA (TOFA)	
BUILDING	
LIGHTS (EDGE / GROUP / REIL / MALS/R)	
BEACON	
PRECISION APPROACH PATH INDICATOR (PAPI)	
RUNWAY / TAXIWAY SIGN	
WIND CONE	
GLIDE SLOPE ANTENNA	
GLIDE SLOPE CRITICAL AREA (GCA)	
LOCALIZER	
LOCALIZER CRITICAL AREA (LCA)	
AUTO. SURFACE OBSERVING SYSTEM (ASOS)	
ASOS CRITICAL AREA (ACA)	
RUNWAY VISUAL RANGE (RVR)	N/A
PUBLIC ROAD	
GRAVEL ROAD	
RAILROAD	
FENCE / GATE	
CHANNEL / DITCH	
TERRAIN CONTOUR	

RUNWAY 3R EXISTING/FUTURE INNER APPROACH SURFACE OBSTRUCTIONS						
NO.	OBJECTID	OBSTRUCTION	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1		LAND MASS	0.0	405.4	2.5	TO BE LOWERED
2		TAXIWAY A	0.0	404.0	-13.3	
3		CONNECTOR TAXIWAY	14.3	404.4	-28.5	
4		FENCE	8.0	414.0	-27.4	
5		ACCESS ROAD	0.0	406.4	-45.8	

RUNWAY 3R EXISTING/FUTURE THRESHOLD SITING SURFACE OBSTRUCTIONS						
NO.	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
NO THRESHOLD SITING SURFACE PENETRATIONS						

- NOTES:**
- OBJECT ELEVATIONS IN FEET (NAVD88).
 - OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.
 - AIRPORT MAINTENANCE ROAD ACCESS ONLY.
 - 10' ADDED TO THE ELEVATIONS OF PRIVATE ROADWAYS, 15' ADDED TO THE ELEVATIONS OF PUBLIC NON-INTERSTATE ROADWAYS, 17' ADDED TO INTERSTATE ROADWAYS, AND 23' ADDED TO RAILWAYS TO DETERMINE CLEARANCE PER FAR PART 77 CRITERIA.



Mead & Hunt
 Mead and Hunt, Inc.
 9800 NE Cascades Parkway,
 Suite 100
 Portland, OR 97220
 phone: 503-548-1494
 meadhunt.com

TRI-CITIES AIRPORT PSC

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

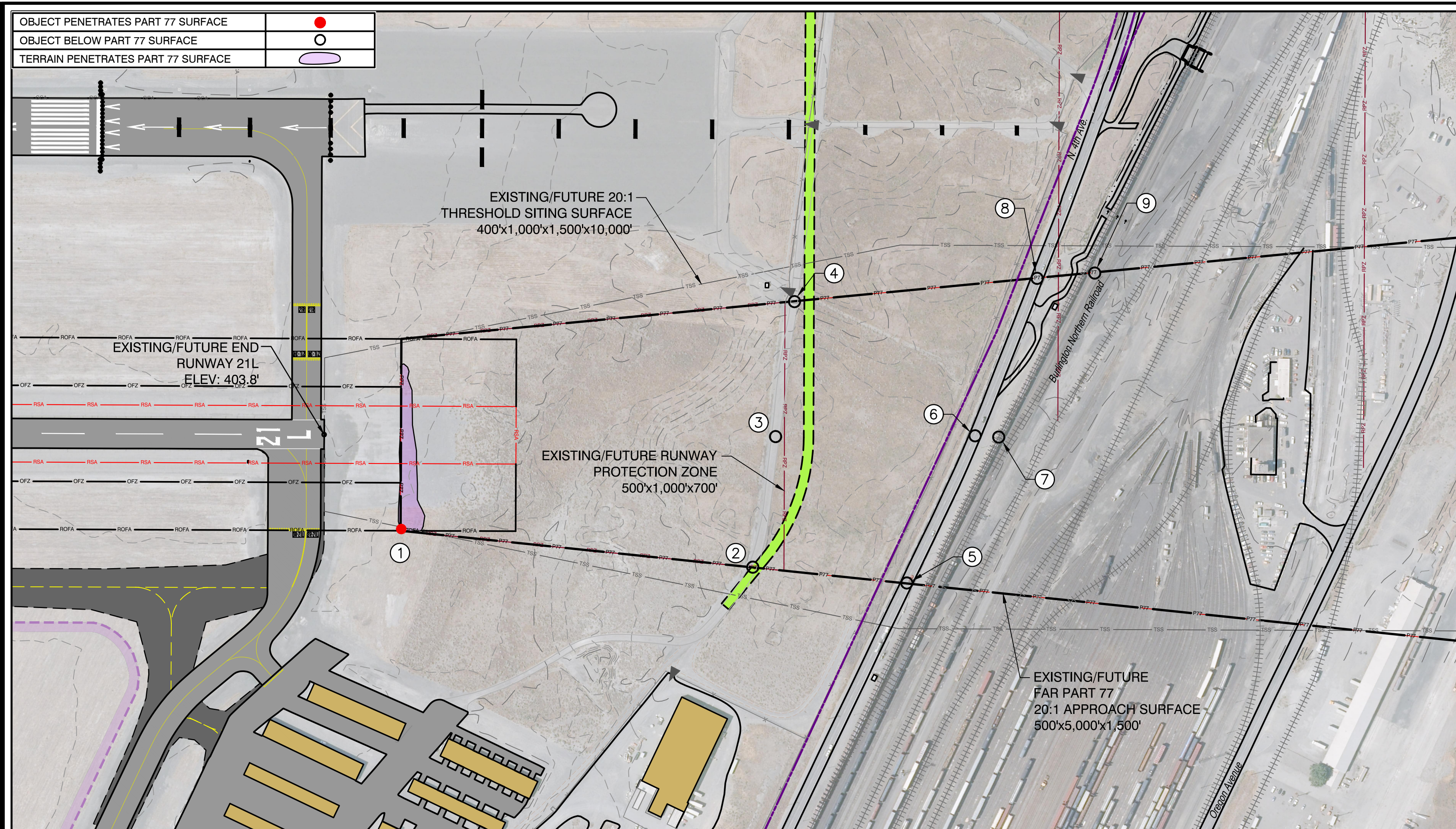
TRI-CITIES AIRPORT LAYOUT PLAN
 3601 North 20th Avenue
 Pasco, Washington
 99301

NO.	DESCRIPTION	DATE
1	ADD Update as part of Master Plan	12/22/20

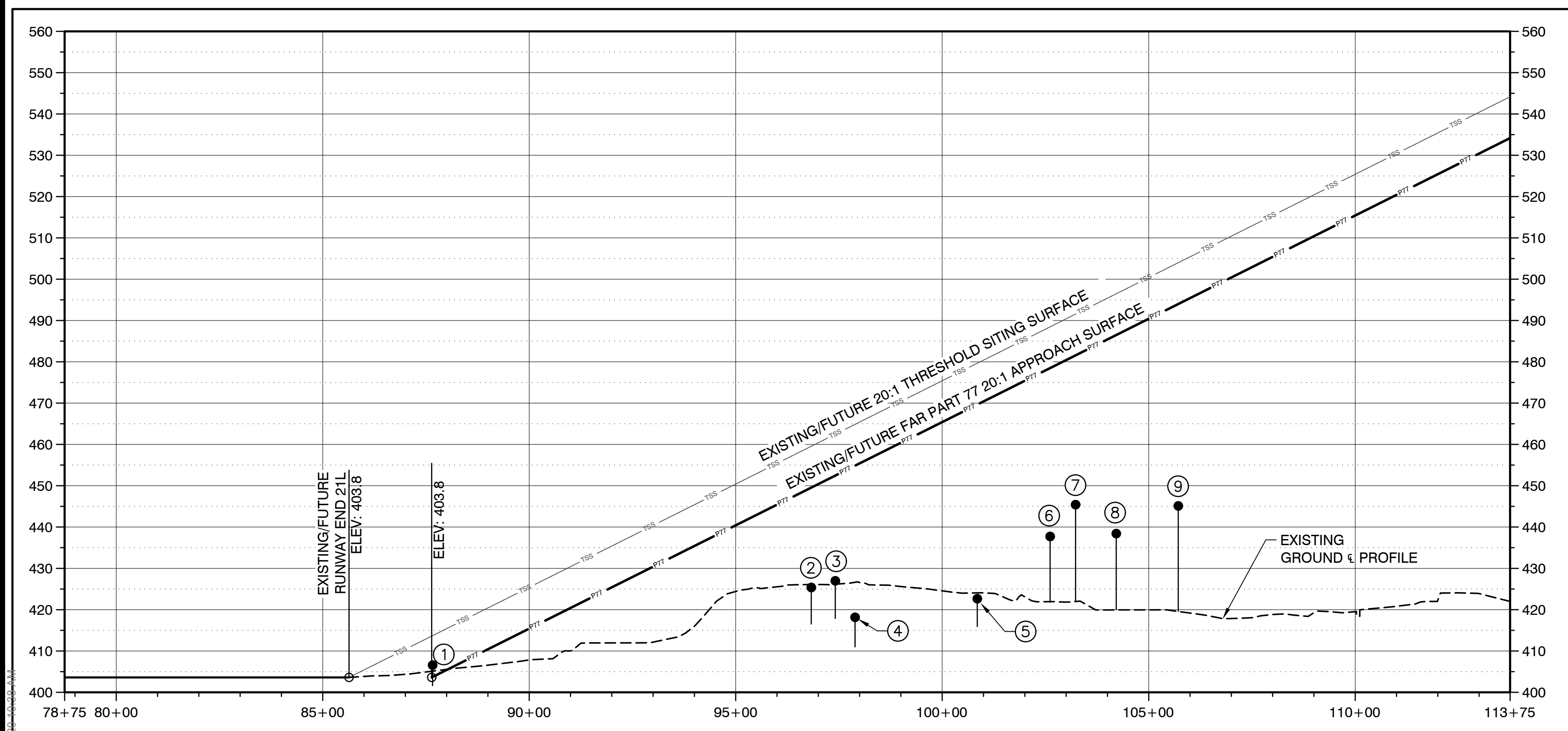
M&H NO.: 1624500-172210.01
 DATE: December 2020
 DESIGNED BY: MH
 DRAWN BY: TE
 CHECKED BY: KM
 DO NOT SCALE DRAWINGS

SHEET CONTENTS
 RUNWAY 3R INNER APPROACH (EXISTING/FUTURE)
 SHEET NO.

X:\1624500\172210.01\TECHNICAL\PSHEETS\SHEET 7-8 3R-21L INNER APPROACH.DWG
 12/22/20 10:00 AM



RUNWAY END 21L - PLAN



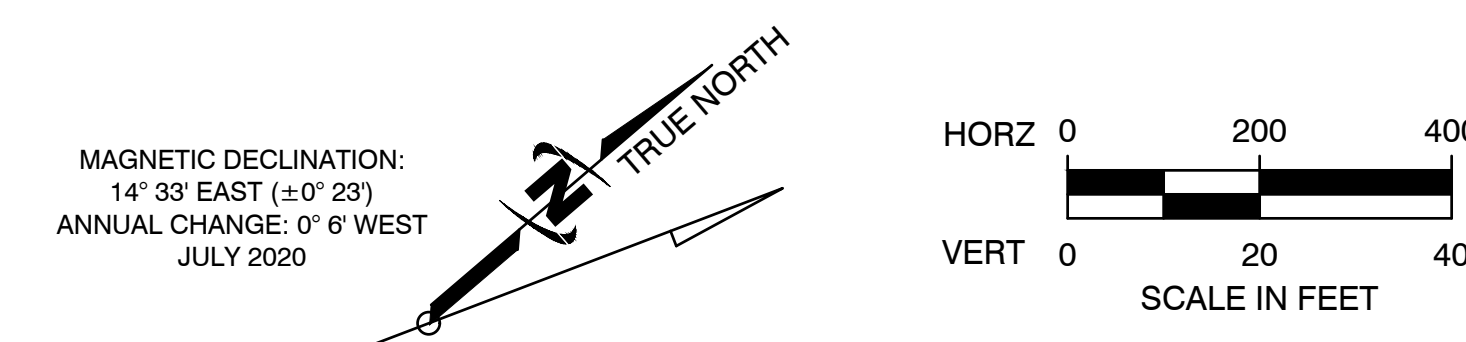
RUNWAY END 21L - PROFILE

DRAWING LEGEND	
	EXISTING
ACTIVE AIRFIELD PAVEMENT / SHOULDER	[Symbol]
AIRPORT PROPERTY	[Symbol]
AVIGATION EASEMENT	[Symbol]
AIRPORT REFERENCE POINT	[Symbol]
RUNWAY SAFETY AREA (RSA)	[Symbol]
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]
RUNWAY OBJECT FREE AREA (ROFA)	[Symbol]
OBSTACLE FREE ZONE (OFZ)	[Symbol]
RUNWAY VISIBILITY ZONE (RVZ)	[Symbol]
BUILDING RESTRICTION LINE (BRL)	[Symbol]
FAR PART 77 APPROACH SURFACE	[Symbol]
THRESHOLD SITING SURFACE (TSS)	[Symbol]
TAXIWAY / LANE MARKING	[Symbol]
TAXIWAY OBJECT FREE AREA (TOFA)	[Symbol]
BUILDING	[Symbol]
LIGHTS (EDGE / GROUP / REIL / MALS/R)	[Symbol]
BEACON	[Symbol]
PRECISION APPROACH PATH INDICATOR (PAPI)	[Symbol]
RUNWAY / TAXIWAY SIGN	[Symbol]
WIND CONE	[Symbol]
GLIDE SLOPE ANTENNA	[Symbol]
GLIDE SLOPE CRITICAL AREA (GCA)	[Symbol]
LOCALIZER	[Symbol]
LOCALIZER CRITICAL AREA (LCA)	[Symbol]
AUTO. SURFACE OBSERVING SYSTEM (ASOS)	[Symbol]
ASOS CRITICAL AREA (ACA)	[Symbol]
RUNWAY VISUAL RANGE (RVR)	N/A
PUBLIC ROAD	[Symbol]
GRAVEL ROAD	[Symbol]
RAILROAD	[Symbol]
FENCE / GATE	[Symbol]
CHANNEL / DITCH	[Symbol]
TERRAIN CONTOUR	[Symbol]

RUNWAY 21L EXISTING/FUTURE INNER APPROACH SURFACE OBSTRUCTIONS						
NO.	OBJECTID	OBSTRUCTION	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1		GROUND	0.0	406.6	2.7	TO BE LOWERED
2		ACCESS ROAD	0.0	425.4	-24.2	
3		ACCESS ROAD @ CL.	0.0	427.0	-35.5	
4		ACCESS ROAD	0.0	418.1	-36.8	
5		N. 4th AVENUE	15.0	437.7	-31.9	
6		N. 4th AVENUE @ CL.	15.0	437.7	-50.8	
7		RAILROAD @ CL.	23.0	445.4	-46.1	
8		N. 4th AVENUE	15.0	438.4	-48.1	
9		RAILROAD	23.0	445.1	-48.9	

RUNWAY 21L EXISTING/FUTURE THRESHOLD SITING SURFACE OBSTRUCTIONS						
NO.	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
NO THRESHOLD SITING SURFACE PENETRATIONS						

- NOTES:
- OBJECT ELEVATIONS IN FEET (NAVD88).
 - OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.
 - AIRPORT MAINTENANCE ROAD ACCESS ONLY.
 - 10' ADDED TO THE ELEVATIONS OF PRIVATE ROADWAYS, 15' ADDED TO THE ELEVATIONS OF PUBLIC NON-INTERSTATE ROADWAYS, 17' ADDED TO INTERSTATE ROADWAYS, AND 23' ADDED TO RAILWAYS TO DETERMINE CLEARANCE PER FAR PART 77 CRITERIA.



Mead & Hunt
 Mead and Hunt, Inc.
 9800 NE Cascades Parkway,
 Suite 100
 Portland, OR 97220
 phone: 503-548-1494
 meadhunt.com

TRI-CITIES
 AIRPORT • PSC

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

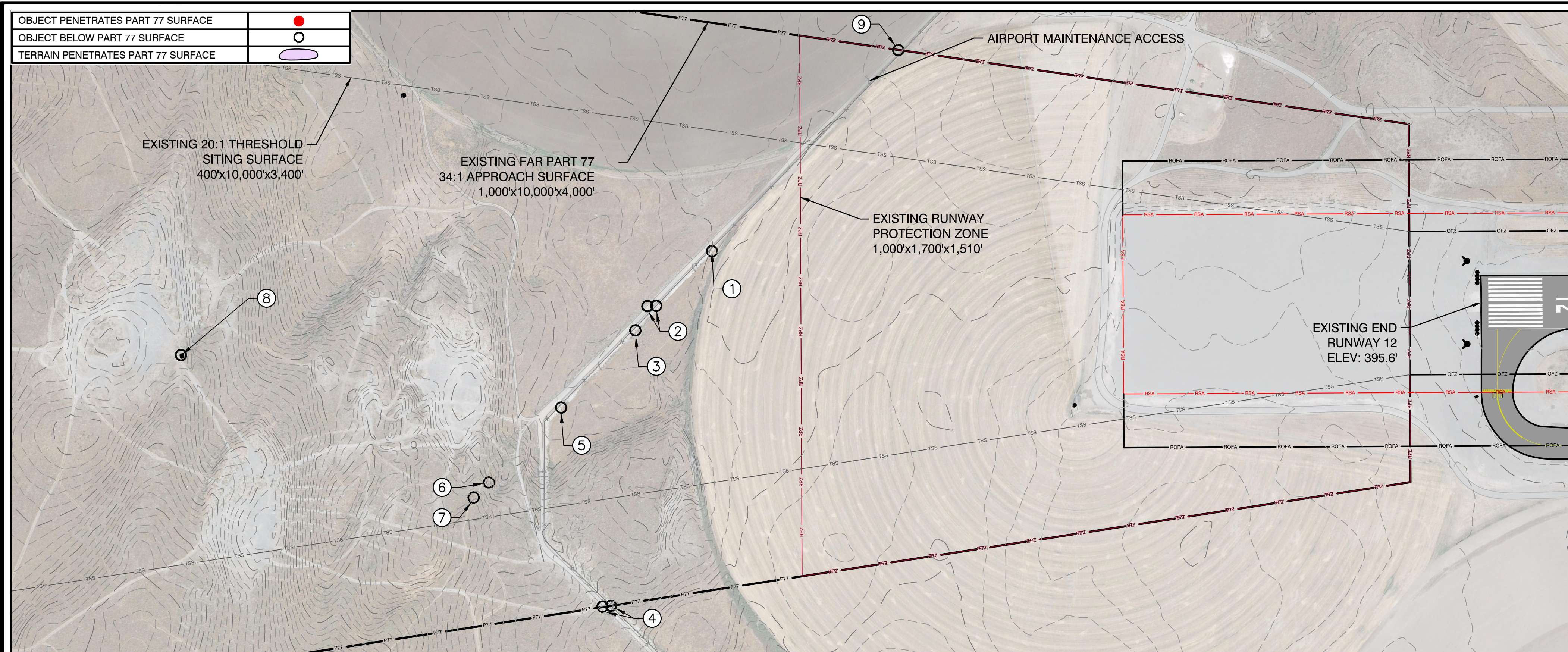
TRI-CITIES AIRPORT LAYOUT PLAN
 3601 North 20th Avenue
 Pasco, Washington
 99301

NO.	DESCRIPTION	DATE
1	1. IAD Update as part of Master Plan	12/22/20

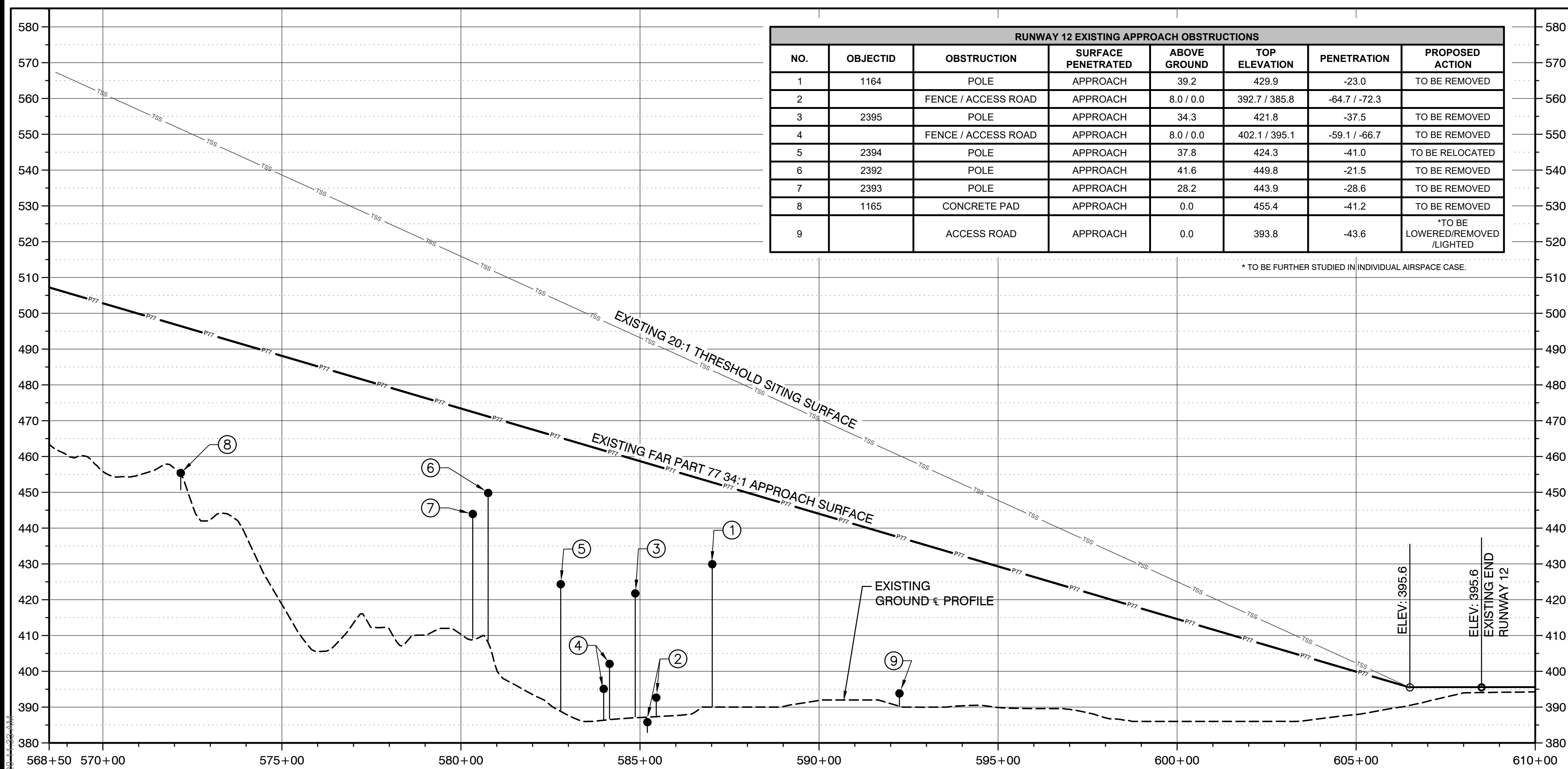
MAH NO: 1624500-172210.01
 DATE: December 2020
 DESIGNED BY: MH
 DRAWN BY: TE
 CHECKED BY: KM
 DO NOT SCALE DRAWINGS

SHEET CONTENTS
RUNWAY 21L INNER APPROACH (EXISTING/FUTURE)
 SHEET NO.

X:\1624500\172210\01\TECH\CAD\PS\SHETS\SHEET 7-8 3R-21L INNER APPROACH.DWG
 12/22/20 10:00 AM



RUNWAY END 12 - PLAN



RUNWAY END 12 - PROFILE

RUNWAY 12 EXISTING APPROACH OBSTRUCTIONS							
NO.	OBJECTID	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1	1164	POLE	APPROACH	39.2	429.9	-23.0	TO BE REMOVED
2		FENCE / ACCESS ROAD	APPROACH	8.0 / 0.0	392.7 / 385.8	-64.7 / -72.3	
3	2395	POLE	APPROACH	34.3	421.8	-37.5	TO BE REMOVED
4		FENCE / ACCESS ROAD	APPROACH	8.0 / 0.0	402.1 / 395.1	-59.1 / -66.7	TO BE REMOVED
5	2394	POLE	APPROACH	37.8	424.3	-41.0	TO BE RELOCATED
6	2392	POLE	APPROACH	41.6	449.8	-21.5	TO BE REMOVED
7	2393	POLE	APPROACH	28.2	443.9	-28.6	TO BE REMOVED
8	1165	CONCRETE PAD	APPROACH	0.0	455.4	-41.2	TO BE REMOVED
9		ACCESS ROAD	APPROACH	0.0	393.8	-43.6	*TO BE LOWERED/REMOVED /LIGHTED

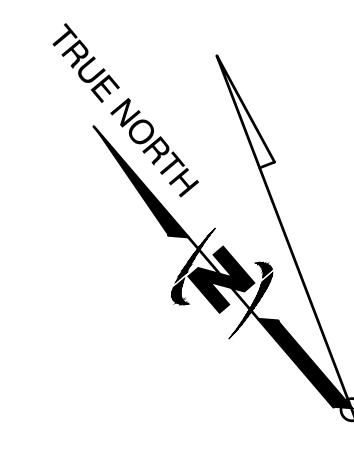
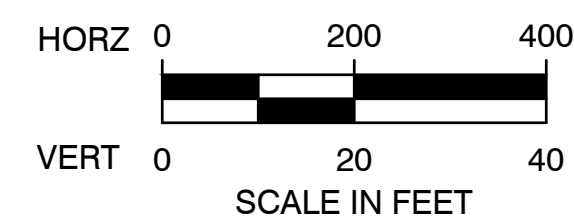
* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.

RUNWAY 12 EXISTING THRESHOLD SITING SURFACE OBSTRUCTIONS						
NO.	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION

NO THRESHOLD SITING SURFACE PENETRATIONS

DRAWING LEGEND	
	EXISTING
ACTIVE AIRFIELD PAVEMENT / SHOULDER	
AIRPORT PROPERTY	
AVIGATION EASEMENT	
RUNWAY SAFETY AREA (RSA)	
RUNWAY PROTECTION ZONE (RPZ)	
RUNWAY OBJECT FREE AREA (ROFA)	
OBSTACLE FREE ZONE (OFZ)	
RUNWAY VISIBILITY ZONE (RVZ)	
BUILDING RESTRICTION LINE (BRL)	
FAR PART 77 APPROACH SURFACE	
THRESHOLD SITING SURFACE (TSS)	
TAXWAY / LANE MARKING	
TAXWAY OBJECT FREE AREA (TOFA)	
BUILDING - ON AIRPORT	
BUILDING - OFF AIRPORT	
MONUMENT (FACS and SACS)	
LIGHTS (EDGE / GROUP / REIL / MALS/R)	
BEACON	
PRECISION APPROACH PATH INDICATOR (PAPI)	
RUNWAY / TAXIWAY SIGN	
WIND CONE	
GUIDE SLOPE ANTENNA	
GUIDE SLOPE CRITICAL AREA (GCA)	
LOCALIZER	
LOCALIZER CRITICAL AREA (LCA)	
AUTO. SURFACE OBSERVING SYSTEM (ASOS)	
ASOS CRITICAL AREA (ACA)	
RUNWAY VISUAL RANGE (RVR)	N/A
PUBLIC ROAD	
GRAVEL ROAD	
RAILROAD	
FENCE / GATE	
CHANNEL / DITCH	
TERRAIN CONTOUR	

- NOTES:
- OBJECT ELEVATIONS IN FEET (NAVD88)
 - OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.
 - THE AIRPORT WILL CONTINUE TO WORK TOWARDS REMOVING EXISTING ROADS WITHIN RPZ WHERE FEASIBLE.
 - AIRPORT MAINTENANCE ROAD ACCESS ONLY.



MAGNETIC DECLINATION:
14° 33' EAST (±0' 23")
ANNUAL CHANGE: 0° 6' WEST
JULY 2020



Mead and Hunt, Inc.
9800 NE Cascades Parkway,
Suite 100
Portland, OR 97220
phone: 503-548-1494
meadhunt.com



The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

TRI-CITIES AIRPORT
LAYOUT PLAN

3601 North 20th Avenue
Pasco, Washington
99301

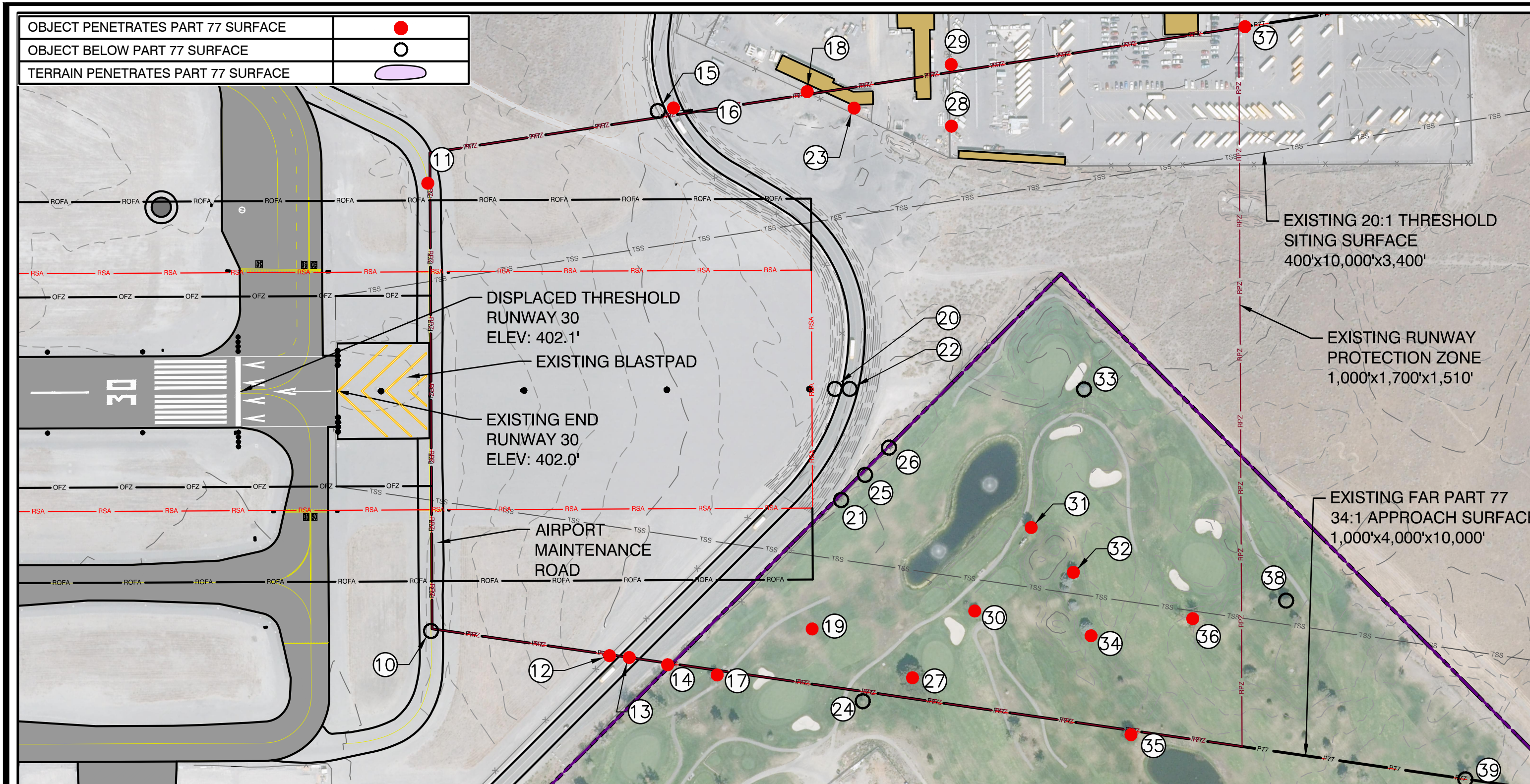
NO.	DESCRIPTION	DATE
1	1. AIP Update as part of Master Plan	12/22/20

MAH NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

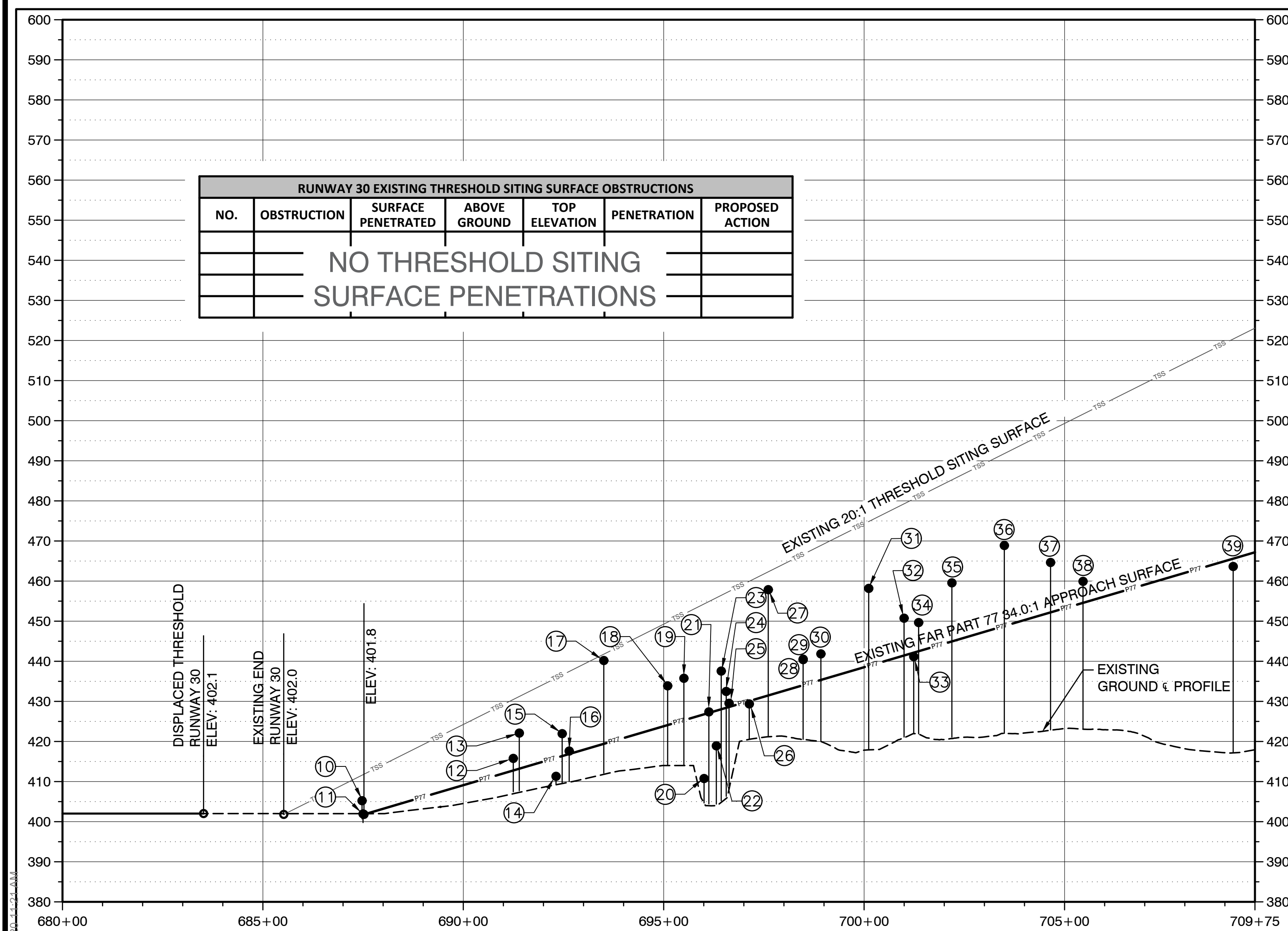
SHEET CONTENTS
RUNWAY 12 INNER APPROACH SURFACE (EXISTING)

SHEET NO.

X:\1624500\172210.01\TECHNICAL\PSHEETS\SHEET 9-10-12-30INNER APPROACH-EXISTING.DWG 12/22/20 10:00 AM



RUNWAY END 30 - PLAN



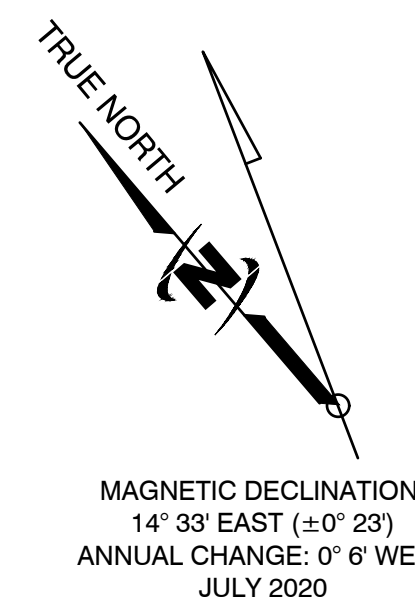
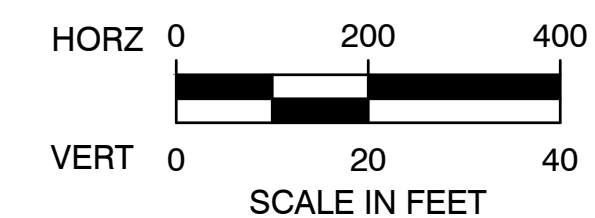
RUNWAY END 30 - PROFILE

DRAWING LEGEND	
	EXISTING
ACTIVE AIRFIELD PAVEMENT / SHOULDER	[Symbol]
AIRPORT PROPERTY	[Symbol]
AVIGATION EASEMENT	[Symbol]
RUNWAY SAFETY AREA (RSA)	[Symbol]
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]
RUNWAY OBJECT FREE AREA (ROFA)	[Symbol]
OBSTACLE FREE ZONE (OFZ)	[Symbol]
RUNWAY VISIBILITY ZONE (RVZ)	[Symbol]
BUILDING RESTRICTION LINE (BRL)	[Symbol]
FAR PART 77 APPROACH SURFACE	[Symbol]
THRESHOLD SITING SURFACE (TSS)	[Symbol]
TAXWAY / LANE MARKING	[Symbol]
TAXWAY OBJECT FREE AREA (TOFA)	[Symbol]
BUILDING - ON AIRPORT	[Symbol]
BUILDING - OFF AIRPORT	[Symbol]
MONUMENT (PACS and SACS)	[Symbol]
LIGHTS (EDGE / GROUP / REIL / MALS/R)	[Symbol]
BEACON	[Symbol]
PRECISION APPROACH PATH INDICATOR (PAPI)	[Symbol]
RUNWAY / TAXIWAY SIGN	[Symbol]
WIND CONE	[Symbol]
GUIDE SLOPE ANTENNA	[Symbol]
GUIDE SLOPE CRITICAL AREA (GCA)	[Symbol]
LOCALIZER	[Symbol]
LOCALIZER CRITICAL AREA (LCA)	[Symbol]
AUTO. SURFACE OBSERVING SYSTEM (ASOS)	[Symbol]
ASOS CRITICAL AREA (ACA)	[Symbol]
RUNWAY VISUAL RANGE (RVR)	N/A
PUBLIC ROAD	[Symbol]
GRAVEL ROAD	[Symbol]
RAILROAD	[Symbol]
FENCE / GATE	[Symbol]
CHANNEL / DITCH	[Symbol]
TERRAIN CONTOUR	[Symbol]

RUNWAY 30 EXISTING APPROACH SURFACE OBSTRUCTIONS							
NO.	OBJECTID	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
10		ACCESS ROAD	APPROACH	0.0	401.9	-0.1	TO BE REMOVED
11		ACCESS ROAD	APPROACH	0.0	405.2	3.2	TO BE REMOVED
12		FENCE	APPROACH	8.0	415.8	3.0	TO REMAIN
13	929	PRIMARY ROAD	APPROACH	15.0	422.1	8.1	*TO BE DETERMINED
14		FENCE	APPROACH	8.0	421.9	5.5	*TO BE DETERMINED
15		FENCE	APPROACH	8.0	411.3	-4.8	
16		ARGENT ROAD	APPROACH	15.0	417.6	0.7	
17	680	TREE	APPROACH	27.8	440.2	14.7	*TO BE LOWERED/REMOVED
18	943	POLE	APPROACH	26.8	433.9	3.7	*TO BE LOWERED/REMOVED/LIGHTED
19	579	TREE	APPROACH	16.1	435.7	4.4	*TO BE LOWERED/REMOVED
20		FENCE @ CL.	APPROACH	8.0	410.7	-16.1	
21	59	SCRUB	APPROACH	3.9	427.4	-5.8	
22		ARGENT ROAD @ CL.	APPROACH	15.0	418.9	-8.8	
23	937	POLE	APPROACH	29.1	437.5	3.5	*TO BE LOWERED/REMOVED/LIGHTED
24	578	TREE	APPROACH	14.2	432.5	-2.0	
25	58	SCRUB	APPROACH	4.8	429.5	-5.1	
26	1188	FENCE	APPROACH	3.6	429.3	-6.8	
27	580	TREE	APPROACH	37.5	457.8	20.3	*TO BE LOWERED/REMOVED
28	936	POLE	APPROACH	32.9	440.4	0.3	*TO BE LOWERED/REMOVED/LIGHTED
29	935	POLE	APPROACH	32.7	440.5	0.4	*TO BE LOWERED/REMOVED/LIGHTED
30	577	TREE	APPROACH	16.5	441.8	0.5	*TO BE LOWERED/REMOVED
31	55	TREE	APPROACH	33.2	458.2	13.3	*TO BE LOWERED/REMOVED
32	583	TREE	APPROACH	25.3	450.7	3.3	*TO BE LOWERED/REMOVED
33	54	TREE	APPROACH	19.3	441.1	-7.0	
34	584	TREE	APPROACH	24.6	449.6	1.1	*TO BE LOWERED/REMOVED
35	576	TREE	APPROACH	32.4	459.5	8.6	*TO BE LOWERED/REMOVED
36	585	TREE	APPROACH	43.7	468.9	14.0	*TO BE LOWERED/REMOVED
37	930	POLE	APPROACH	54.6	464.6	6.4	*TO BE LOWERED/REMOVED/LIGHTED
38	586	TREE	APPROACH	36.1	459.9	-0.7	
39	587	TREE	APPROACH	40.5	463.6	-8.0	

* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.

- NOTES:
- OBJECT ELEVATIONS IN FEET (NAVD88)
 - OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.
 - THE AIRPORT WILL CONTINUE TO WORK TOWARDS REMOVING EXISTING ROADS WITHIN RPZ WHERE FEASIBLE.
 - AIRPORT MAINTENANCE ROAD ACCESS ONLY.



Mead & Hunt
 Mead and Hunt, Inc.
 9800 NE Cascades Parkway,
 Suite 100
 Portland, OR 97220
 phone: 503-548-1494
 meadhunt.com

TRI-CITIES AIRPORT PSC

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

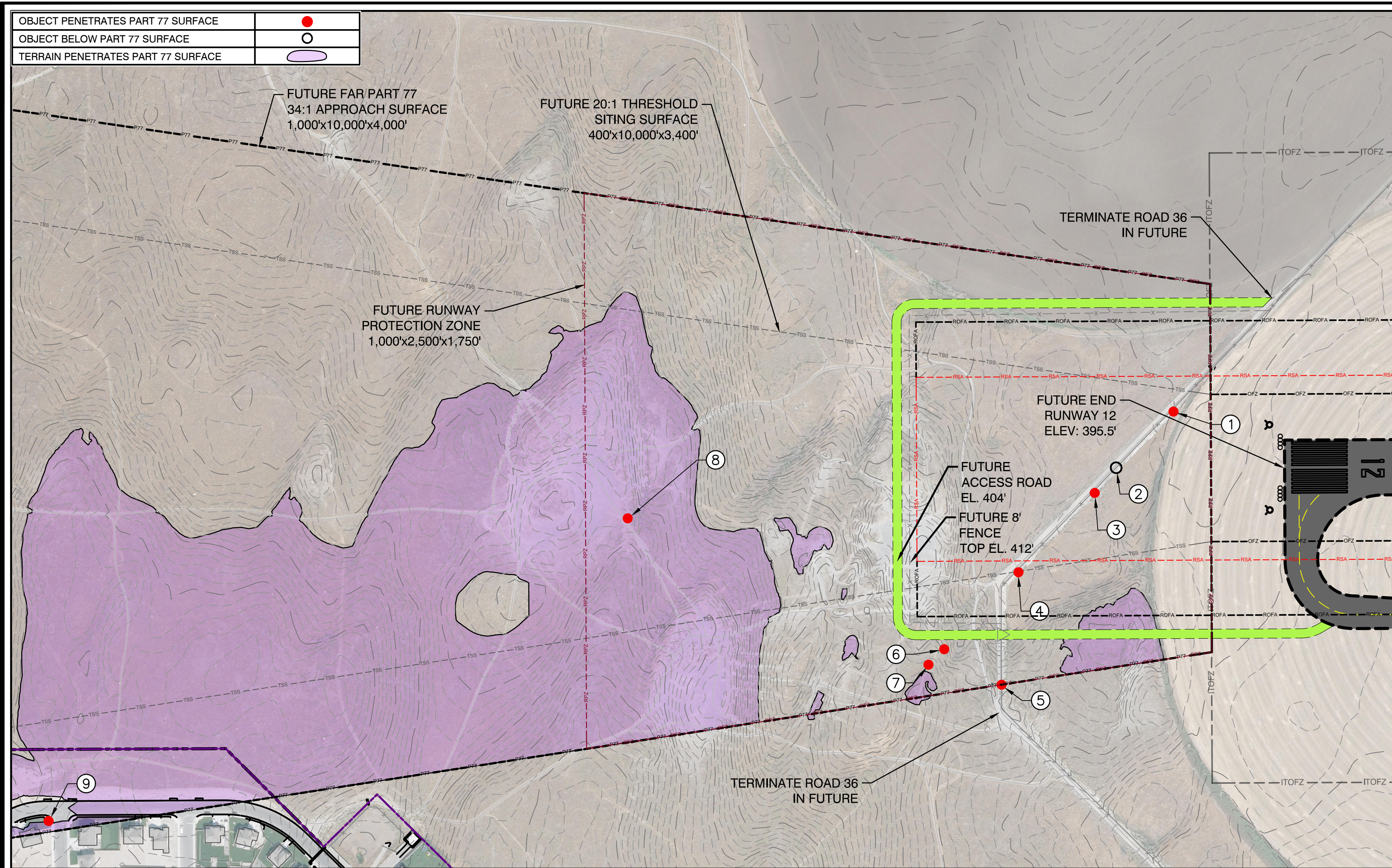
TRI-CITIES AIRPORT LAYOUT PLAN
 3601 North 20th Avenue
 Pasco, Washington
 99301

NO.	DATE	DESCRIPTION
1	1/22/2020	1. IAD Update as part of Master Plan

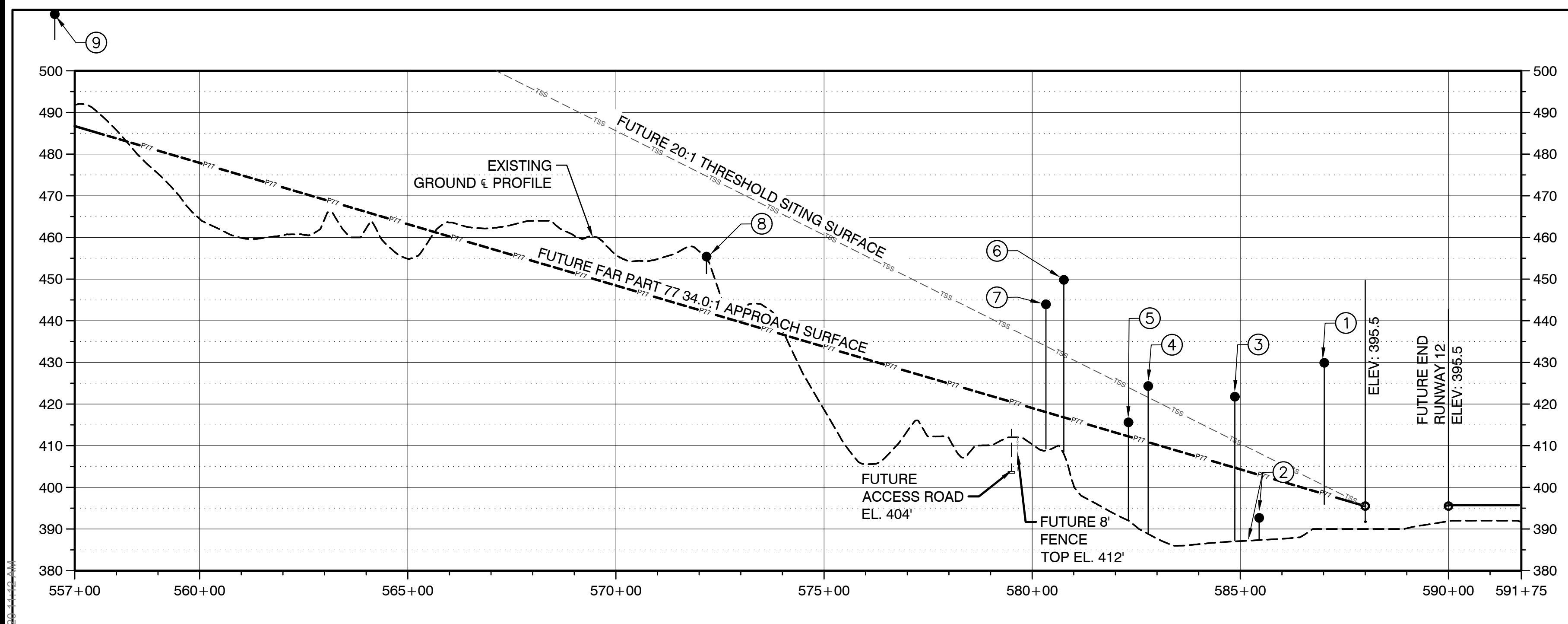
M&H NO.: 1624500-172210.01
 DATE: December 2020
 DESIGNED BY: MH
 DRAWN BY: TE
 CHECKED BY: KM
 DO NOT SCALE DRAWINGS

SHEET CONTENTS
RUNWAY 30 INNER APPROACH SURFACE (EXISTING)

X:\1624500\172210\01\TECHNICAL\PSHEETS\SHEET 9-10 12:30INNER APPROACH-EXISTING.DWG 1/22/2020 10:44:22 AM



RUNWAY END 12 - PLAN



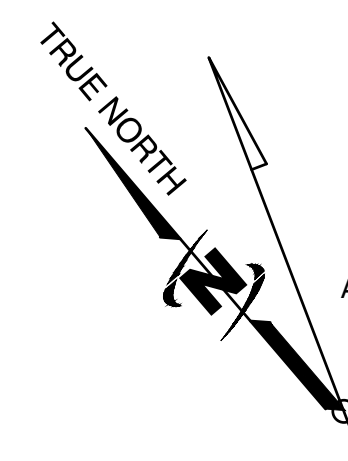
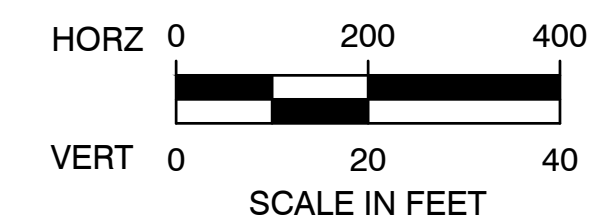
RUNWAY END 12 - PROFILE

DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
PAVEMENT TO BE REMOVED (AIRFIELD & ROAD)	N/A	
AIRPORT PROPERTY		N/A
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY OBJECT FREE AREA (ROFA)		
OBSTACLE FREE ZONE (OFZ)		
RUNWAY VISIBILITY ZONE (RVZ)		
BUILDING RESTRICTION LINE (BRL)		N/A
FAR PART 77 APPROACH SURFACE		
THRESHOLD SITING SURFACE (TSS)		
TAXIWAY / LANE MARKING		
TAXIWAY OBJECT FREE AREA (TOFA)		
INNER APPROACH OFZ	N/A	
INNER TRANSITIONAL OFZ	N/A	
BUILDING		
LIGHTS (EDGE / GROUP / REIL / MALSR)		
BEACON		
PRECISION APPROACH PATH INDICATOR (PAPI)		
RUNWAY / TAXIWAY SIGN		N/A
WIND CONE		N/A
GLIDE SLOPE ANTENNA		
GLIDE SLOPE CRITICAL AREA (GCA)		
LOCALIZER		N/A
LOCALIZER CRITICAL AREA (LCA)		N/A
AUTO. SURFACE OBSERVING SYSTEM (ASOS)		N/A
ASOS CRITICAL AREA (ACA)		N/A
RUNWAY VISUAL RANGE (RVR)	N/A	
PUBLIC ROAD		N/A
GRAVEL ROAD		N/A
AIRPORT ACCESS ROAD	N/A	
RAILROAD		N/A
FENCE / GATE		
CHANNEL / DITCH		N/A
TERRAIN CONTOUR		N/A

RUNWAY 12 FUTURE APPROACH SURFACE OBSTRUCTIONS							
NO.	OBJECTID	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1	1164	POLE	APPROACH	39.2	429.9	31.4	TO BE REMOVED
2		FENCE @ CL.	APPROACH	8.0	392.7	-10.4	
3	2395	POLE	APPROACH	34.3	421.8	17.0	TO BE REMOVED
4	2394	POLE	APPROACH	37.8	424.3	13.4	TO BE REMOVED
5		FENCE	APPROACH	8.0	415.6	3.3	TO BE RELOCATED
6	2392	POLE	APPROACH	41.6	449.8	33.0	TO BE REMOVED
7	2393	POLE	APPROACH	28.2	443.9	25.8	TO BE REMOVED
8	1165	CONC. PAD	APPROACH	0.0	455.4	13.3	TO BE REMOVED
9	2414	POLE	APPROACH	29.8	517.1	28.6	*TO BE LOWERED/REMOVED/LIGHTED

* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.

RUNWAY 12 FUTURE THRESHOLD SITING SURFACE OBSTRUCTIONS							
NO.	OBJECTID	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1	1164	POLE	THRESHOLD SITING	39.2	429.9	29.4	TO BE REMOVED
3	2395	POLE	THRESHOLD SITING	34.3	421.8	10.5	TO BE REMOVED
4	2394	POLE	THRESHOLD SITING	37.8	424.3	2.4	TO BE REMOVED



MAGNETIC DECLINATION:
14° 33' EAST (±0' 23")
ANNUAL CHANGE: 0" 6' WEST
JULY 2020

- NOTES:
- OBJECT ELEVATIONS IN FEET (NAVD88)
 - OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.
 - AIRPORT MAINTENANCE ROAD ACCESS ONLY.
 - THE AIRPORT WILL CONTINUE TO WORK TOWARDS REMOVING EXISTING ROADS WITHIN RPZ WHERE FEASIBLE.
 - TERMINATE IN FUTURE OR RELOCATE.

Mead & Hunt
Mead and Hunt, Inc.
9800 NE Cascades Parkway,
Suite 100
Portland, OR 97220
phone: 503-548-1494
meadhunt.com

TRI-CITIES
AIRPORT • PSC

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

TRI-CITIES AIRPORT
LAYOUT PLAN
3601 North 20th Avenue
Pasco, Washington
99301

NO.	DESCRIPTION	DATE
1	1. AIP Update as part of Master Plan	12/22/20

M&H NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

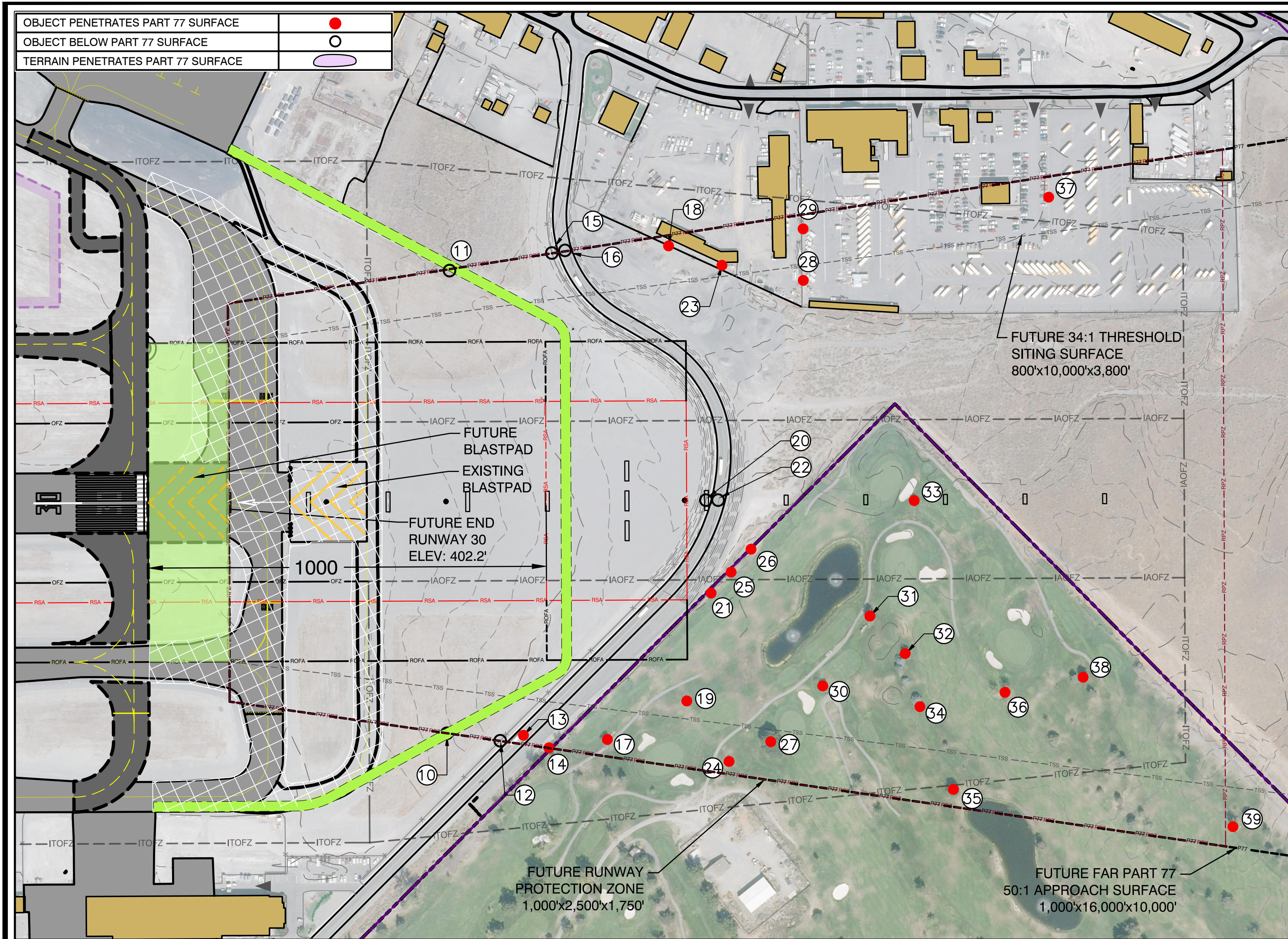
SHEET CONTENTS
RUNWAY 12 INNER APPROACH SURFACE (FUTURE)

SHEET NO.

11 of 26

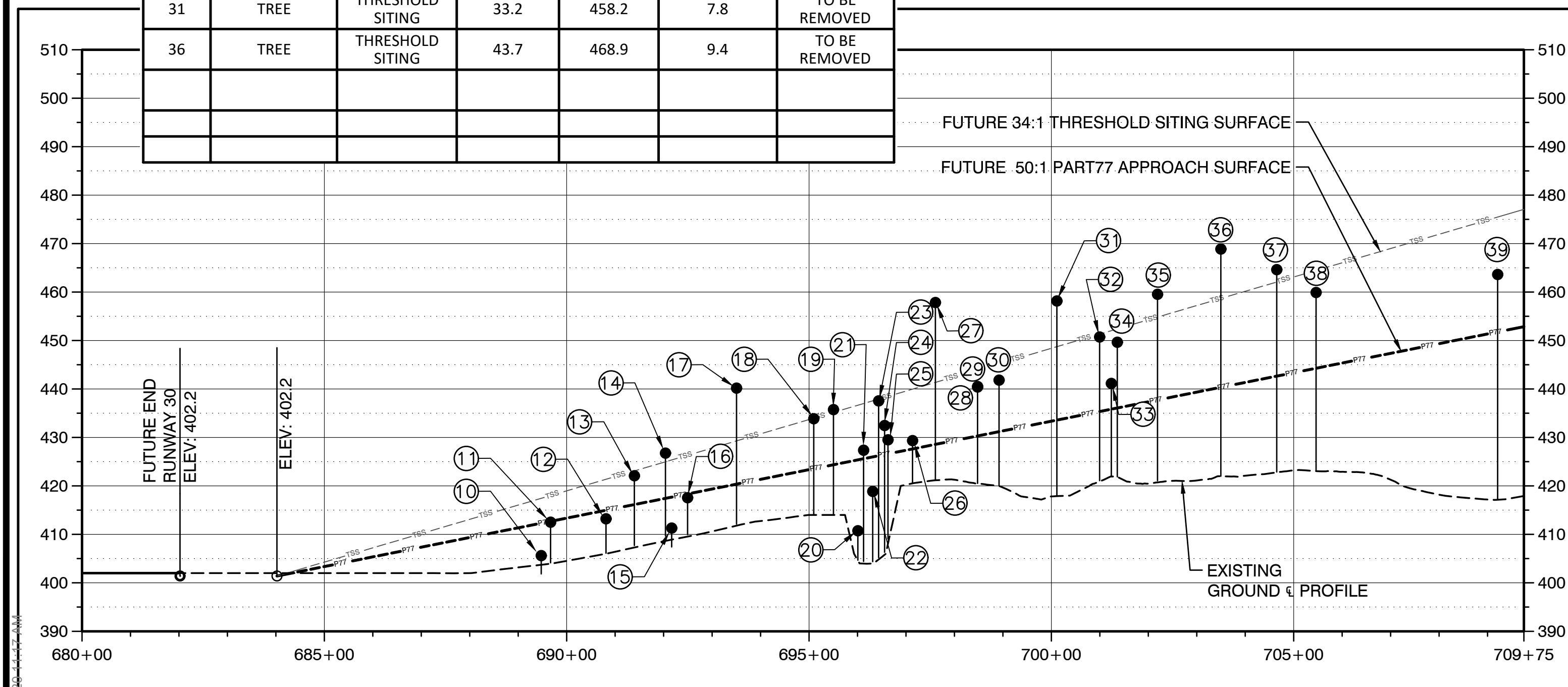
NOT FOR CONSTRUCTION

X:\1624500\172210.01\TECH\CAD\AIP\PSHEETS\11-12-12-30 INNER APPROACH-FUTURE.DWG 12/22/20 10:44:46 AM



RUNWAY END 30 - PLAN

RUNWAY 30 FUTURE THRESHOLD SITING SURFACE OBSTRUCTIONS						
NO.	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
31	TREE	THRESHOLD SITING	33.2	458.2	7.8	TO BE REMOVED
36	TREE	THRESHOLD SITING	43.7	468.9	9.4	TO BE REMOVED

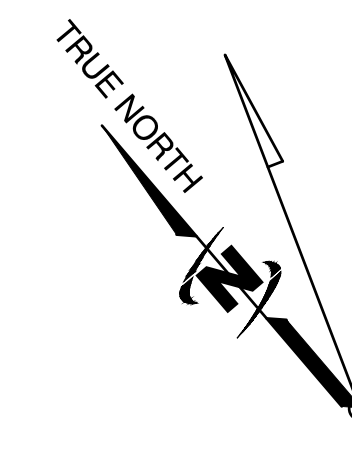
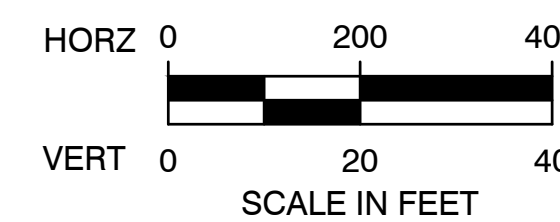


RUNWAY END 30 - PROFILE

	DRAWING LEGEND	
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
PAVEMENT TO BE REMOVED (AIRFIELD & ROAD)	N/A	
AIRPORT PROPERTY		
AVIGATION EASEMENT		N/A
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY OBJECT FREE AREA (ROFA)		
OBSTACLE FREE ZONE (OFZ)		
RUNWAY VISIBILITY ZONE (RVZ)		
BUILDING RESTRICTION LINE (BRL)		N/A
FAR PART 77 APPROACH SURFACE		
THRESHOLD SITING SURFACE (TSS)		
TAXIWAY / LANE MARKING		
TAXIWAY OBJECT FREE AREA (TOFA)		
INNER APPROACH OFZ	N/A	
INNER TRANSITIONAL OFZ	N/A	
BUILDING		
LIGHTS (EDGE / GROUP / REIL / MALS/R)		
BEACON		
PRECISION APPROACH PATH INDICATOR (PAPI)		
RUNWAY / TAXIWAY SIGN		
WIND CONE		N/A
GLIDE SLOPE ANTENNA		
GLIDE SLOPE CRITICAL AREA (GCA)		
LOCALIZER		N/A
LOCALIZER CRITICAL AREA (LCA)		N/A
AUTO. SURFACE OBSERVING SYSTEM (ASOS)		N/A
ASOS CRITICAL AREA (ACA)		N/A
RUNWAY VISUAL RANGE (RVR)	N/A	
PUBLIC ROAD		N/A
GRAVEL ROAD		N/A
AIRPORT ACCESS ROAD	N/A	
RAILROAD		N/A
FENCE / GATE		N/A
CHANNEL / DITCH		N/A
TERRAIN CONTOUR		N/A
PRECISION OBSTACLE FREE ZONE		N/A

RUNWAY 30 FUTURE APPROACH SURFACE OBSTRUCTIONS							
NO.	OBJECTID	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
10		FUTURE ACCESS ROAD	APPROACH	0.0	405.6	-7.5	
11		FUTURE ACCESS ROAD	APPROACH	0.0	412.5	-0.8	
12		FENCE	APPROACH	8.0	413.2	-2.6	
13	929	PRIMARY ROAD	APPROACH	15.0	422.1	5.2	*TO BE LOWERED/REMOVED
14	1193	FENCE	APPROACH	4.0	426.8	8.6	*TO BE LOWERED/REMOVED
15		FENCE	APPROACH	8.0	411.3	-7.2	
16		ARGENT ROAD	APPROACH	15.0	417.6	-1.5	
17	680	TREE	APPROACH	27.8	440.2	19.0	*TO BE LOWERED/REMOVED
18	943	POLE	APPROACH	26.8	433.9	9.6	*TO BE LOWERED/REMOVED/LIGHTED
19	579	TREE	APPROACH	16.1	435.7	10.6	*TO BE LOWERED/REMOVED
20		FENCE @ CL.	APPROACH	8.0	410.7	-15.5	
21	59	SCRUB	APPROACH	3.9	427.4	1.0	TO BE REMOVED
22		ARGENT ROAD @ CL.	APPROACH	15.0	418.9	-7.9	
23	937	POLE	APPROACH	29.1	437.5	10.5	*TO BE LOWERED/REMOVED/LIGHTED
24	578	TREE	APPROACH	14.2	432.5	5.2	*TO BE LOWERED/REMOVED
25	58	SCRUB	APPROACH	4.8	429.5	2.1	TO BE REMOVED
26	1188	FENCE	APPROACH	3.6	429.3	1.0	*TO BE LOWERED/REMOVED
27	580	TREE	APPROACH	37.5	457.8	28.5	*TO BE LOWERED/REMOVED
28	936	POLE	APPROACH	32.9	440.4	9.3	*TO BE LOWERED/REMOVED/LIGHTED
29	935	POLE	APPROACH	32.7	440.5	9.4	*TO BE LOWERED/REMOVED/LIGHTED
30	577	TREE	APPROACH	16.5	441.8	9.9	*TO BE LOWERED/REMOVED
31	55	TREE	APPROACH	33.2	458.2	23.8	*TO BE LOWERED/REMOVED
32	583	TREE	APPROACH	25.3	450.7	14.6	*TO BE LOWERED/REMOVED
33	54	TREE	APPROACH	19.3	441.1	4.5	*TO BE LOWERED/REMOVED
34	584	TREE	APPROACH	24.6	449.6	12.8	*TO BE LOWERED/REMOVED
35	576	TREE	APPROACH	32.4	459.5	21.1	*TO BE LOWERED/REMOVED
36	585	TREE	APPROACH	43.7	468.9	27.8	*TO BE LOWERED/REMOVED
37	930	POLE	APPROACH	54.6	464.6	21.2	*TO BE LOWERED/REMOVED/LIGHTED
38	586	TREE	APPROACH	36.1	459.9	14.9	*TO BE LOWERED/REMOVED
39	587	TREE	APPROACH	40.5	463.6	11.1	*TO BE LOWERED/REMOVED

* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.



MAGNETIC DECLINATION:
14° 33' EAST (±0° 23')
ANNUAL CHANGE: 0° 6' WEST
JULY 2020

- NOTES:
- OBJECT ELEVATIONS IN FEET (NAVD88)
 - OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.
 - AIRPORT MAINTENANCE ROAD ACCESS ONLY.
 - THE AIRPORT WILL CONTINUE TO WORK TOWARDS REMOVING EXISTING ROADS WITHIN RPZ WHERE FEASIBLE.
 - TERMINATE IN FUTURE OR RELOCATE.

Mead & Hunt
Mead and Hunt, Inc.
9800 NE Cascades Parkway,
Suite 100
Portland, OR 97220
phone: 503-548-1494
meadhunt.com

TRI-CITIES
AIRPORT • PSC

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

TRI-CITIES AIRPORT
LAYOUT PLAN
3601 North 20th Avenue
Pasco, Washington
99301

NO.	DESCRIPTION	REVISIONS	DATE
1	INP Update as part of Master Plan	SMF	12/22/20

M&H NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS
RUNWAY 30 INNER APPROACH SURFACE (FUTURE)

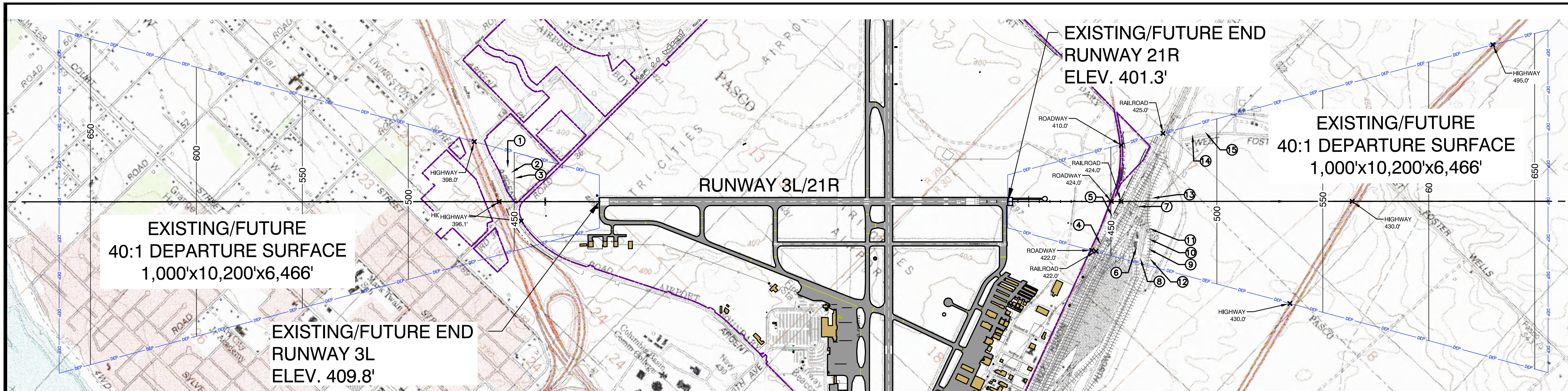
SHEET NO.

12 of 26

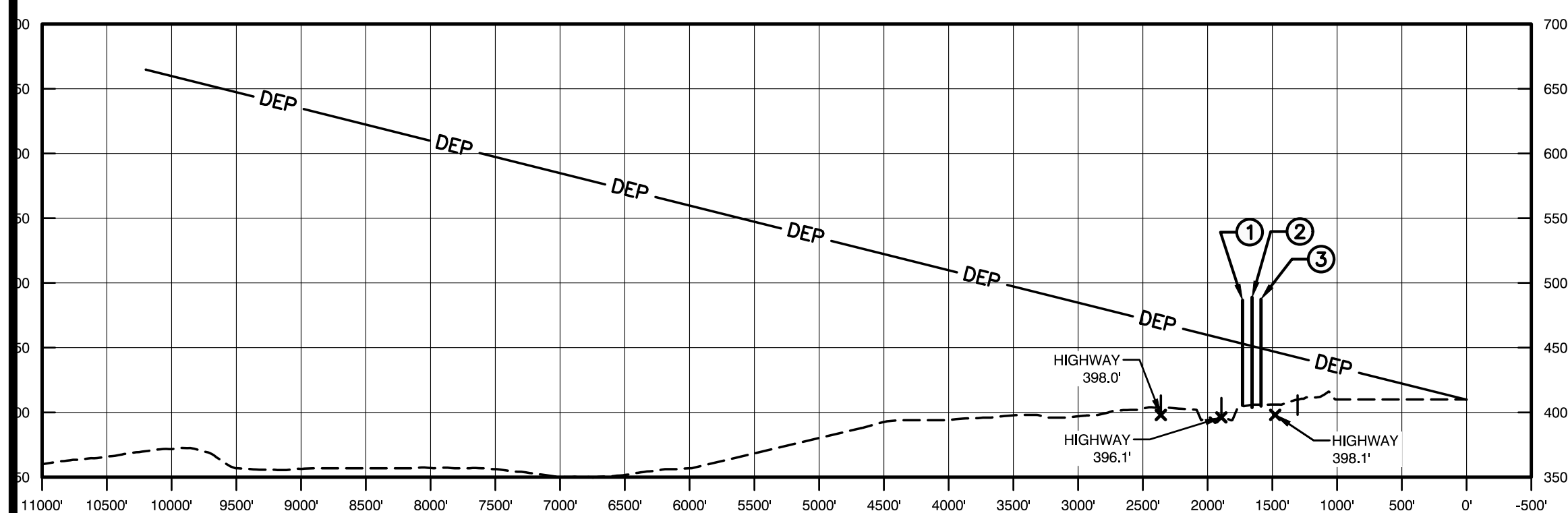
NOT FOR CONSTRUCTION

X:\1624500\172210.01\TECH\CAD\ALP\SHEETS\SHEET 11-12-30 INNER APPROACH-FUTURE.DWG
12/22/20 11:22:20 AM

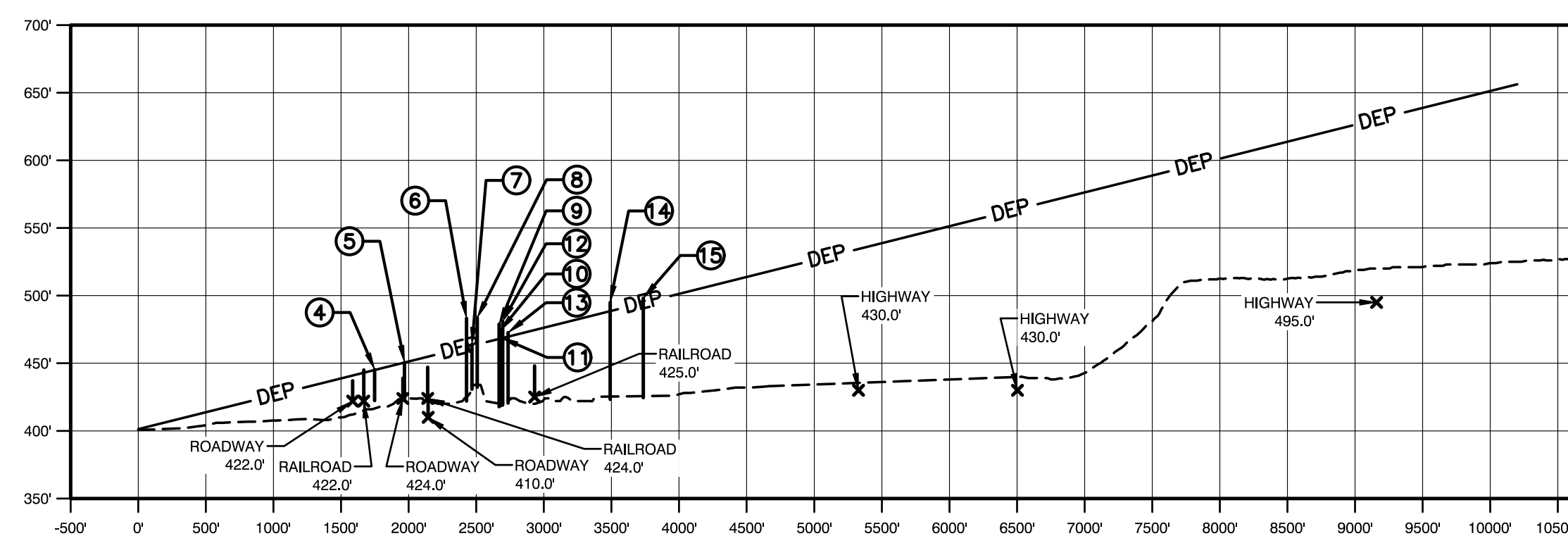
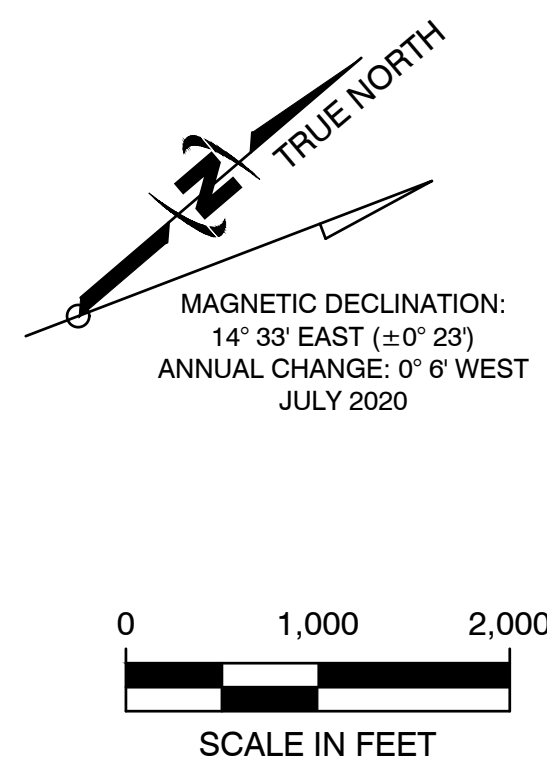
The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



OVERALL DEPARTURE SURFACE - RUNWAY END 3L/21R - PLAN



DEPARTURE SURFACE - RUNWAY 21R PROFILE



DEPARTURE SURFACE - RUNWAY 3L PROFILE

OBJECTS WITHIN RUNWAY 21R DEPARTURE SURFACE (RW 3L END)						
NO.	OBJECT	SURFACE PENETRATED	GROUND ELEVATION	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1	TREE	40:1 DEPARTURE	398.9'	486.6	33.6'	TO BE REMOVED
2	TREE	40:1 DEPARTURE	398.0'	488.9	37.7'	TO BE REMOVED
3	TREE	40:1 DEPARTURE	400.1'	487.4	37.9'	TO BE REMOVED

DEPARTURE SURFACE DIMENSIONS CHANGED SUBSEQUENT TO THE SUBMITTAL OF THE DRAFT ALP SET. MANY OF THE IDENTIFIED OBJECTS IN THIS TABLE WILL NOT BE CONSIDERED OBSTRUCTION IN THE FUTURE ANALYSIS.

OBJECTS WITHIN RUNWAY 3L DEPARTURE SURFACE (RW 21R END)						
NO.	OBJECT	SURFACE PENETRATED	GROUND ELEVATION	TOP ELEVATION	PENETRATION	PROPOSED ACTION
4	RAILROAD	40:1 DEPARTURE	422.41	445.41	0.40	*TO BE DETERMINED
5	POLE	40:1 DEPARTURE	424.24	450.65	0.10	*TO BE DETERMINED
6	BUILDING	40:1 DEPARTURE	423.42	483.16	21.10	*TO BE DETERMINED
7	POLE	40:1 DEPARTURE	436.26	463.95	0.95	*TO BE DETERMINED
8	COMM TOWER	40:1 DEPARTURE	422.30	483.59	19.62	*TO BE DETERMINED
9	POLE	40:1 DEPARTURE	425.56	478.92	10.91	*TO BE DETERMINED
10	POLE	40:1 DEPARTURE	425.29	473.90	5.72	*TO BE DETERMINED
11	POLE	40:1 DEPARTURE	424.89	468.88	0.46	*TO BE DETERMINED
12	POLE	40:1 DEPARTURE	420.90	480.93	12.26	*TO BE DETERMINED
13	POLE	40:1 DEPARTURE	423.58	472.61	2.93	*TO BE DETERMINED
14	POLE	40:1 DEPARTURE	432.83	494.92	6.38	*TO BE DETERMINED
15	POLE	40:1 DEPARTURE	432.23	498.09	3.41	*TO BE DETERMINED

* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE. DEPARTURE SURFACE DIMENSIONS CHANGED SUBSEQUENT TO THE SUBMITTAL OF THE DRAFT ALP SET. MANY OF THE IDENTIFIED OBJECTS IN THIS TABLE WILL NOT BE CONSIDERED OBSTRUCTION IN THE FUTURE ANALYSIS.

LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
AIRPORT PROPERTY		N/A
40:1 DEPARTURE SURFACE		
BUILDING/STRUCTURE		
ROADWAY		
AIRPORT MAINTENANCE ROAD		
OBSTRUCTION CALLOUT		TOP OF OBSTRUCTION
LAND MASS OBSTRUCTION		

NO.	DESCRIPTION	DATE
1	ALP Update as part of Master Plan	12/22/20

MAH NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

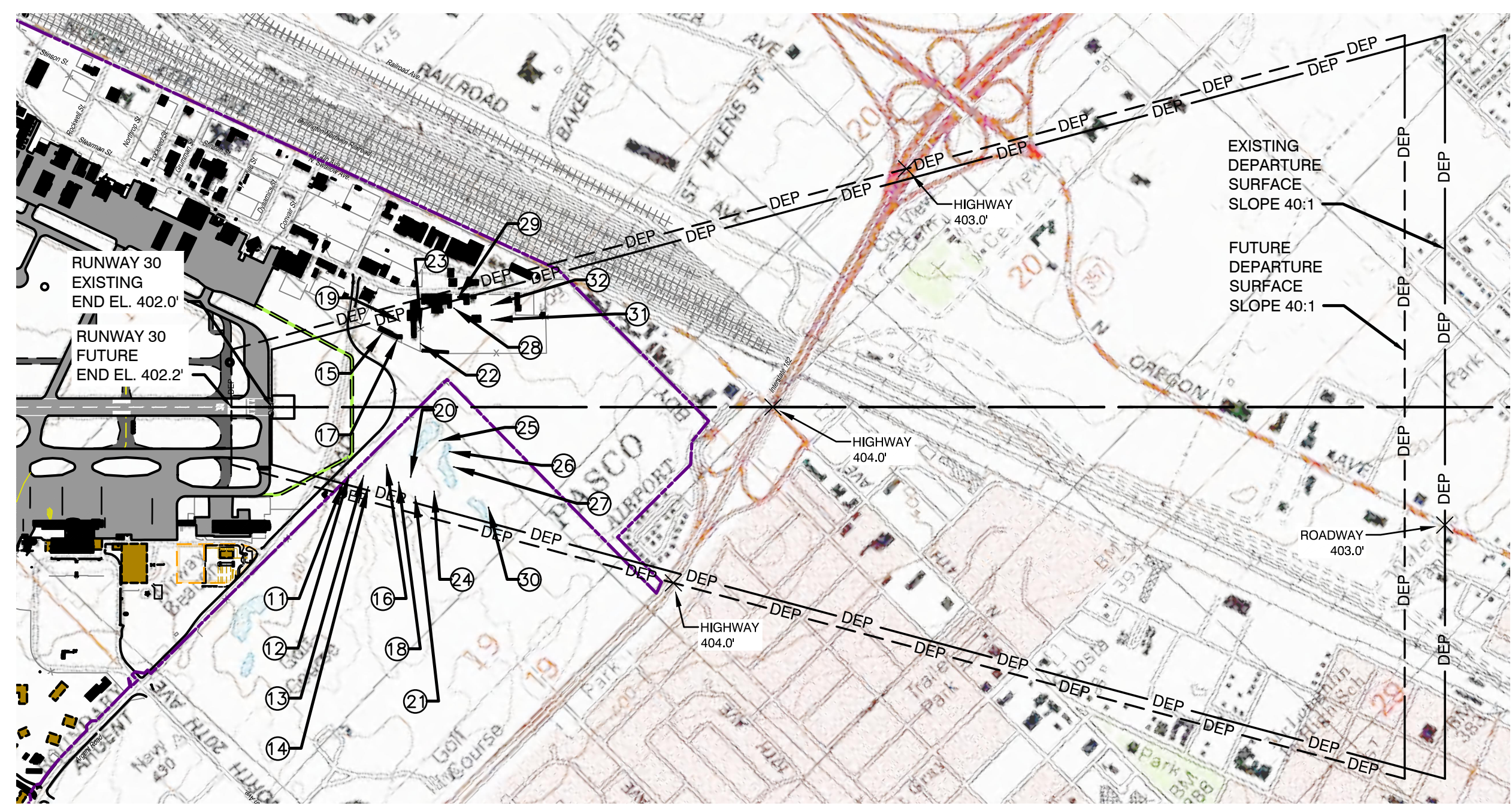
SHEET CONTENTS
DEPARTURE SURFACE RUNWAY 3L/21R
SHEET NO.

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

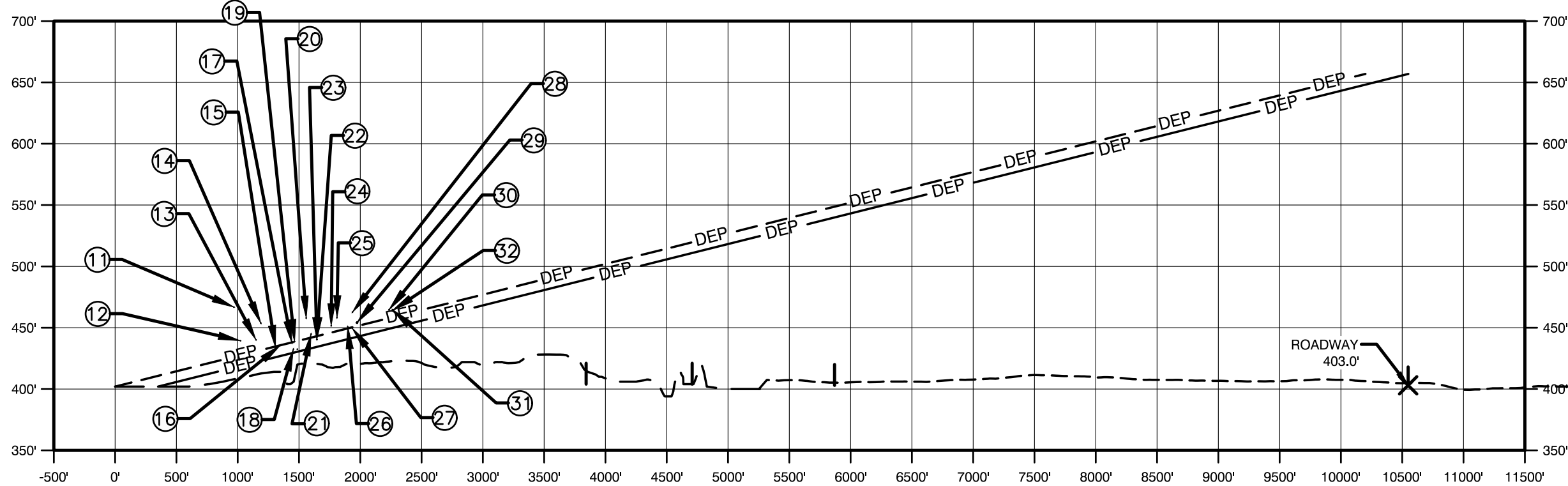
NO.	DESCRIPTION	DATE
1	1. AIP Update as part of Master Plan	12/22/20

M&H NO.: 1624500-172210.01
 DATE: December 2020
 DESIGNED BY: MH
 DRAWN BY: TE
 CHECKED BY: KM
 DO NOT SCALE DRAWINGS

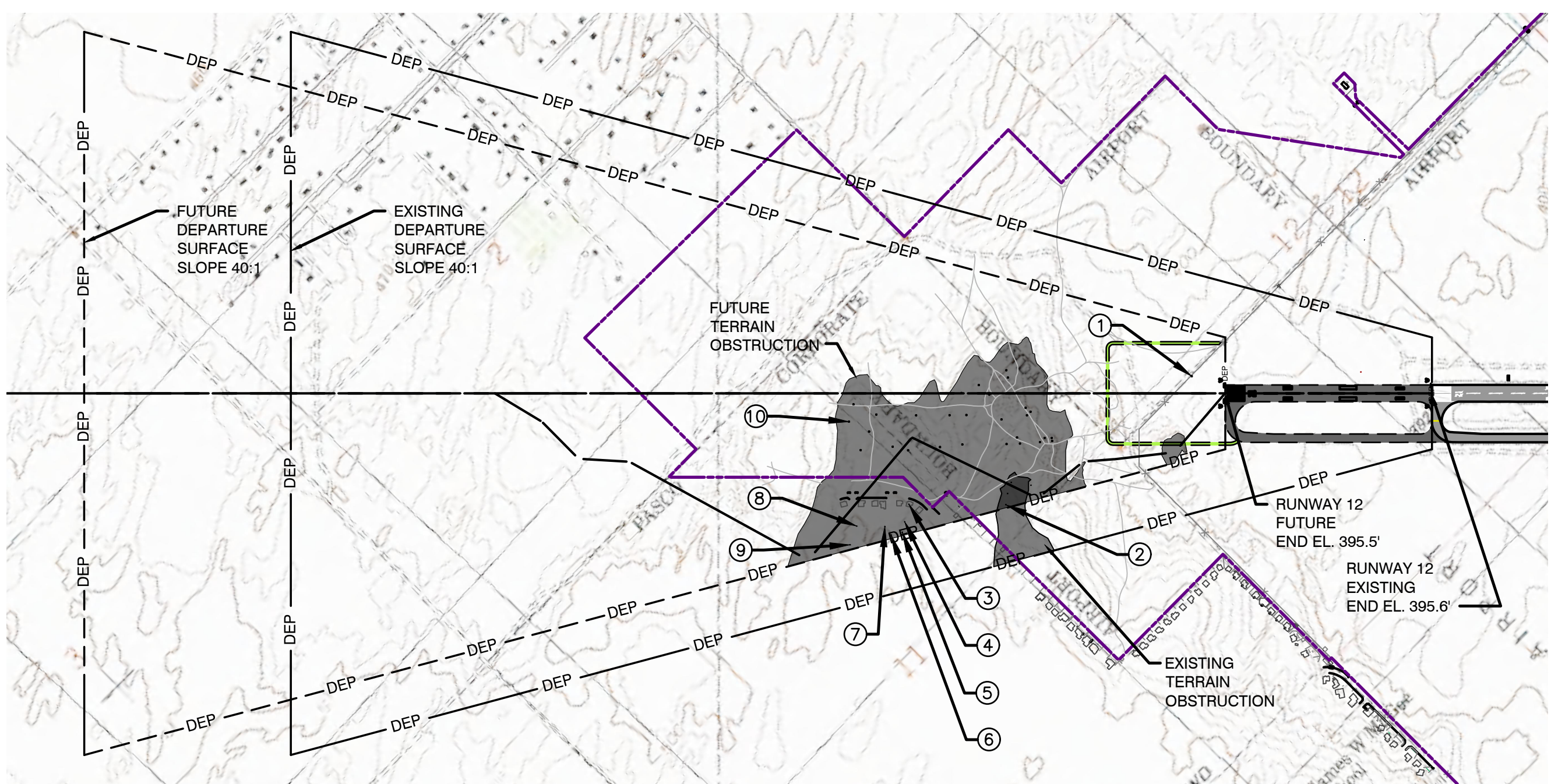
SHEET CONTENTS
RUNWAY 12/30 DEPARTURE SURFACES



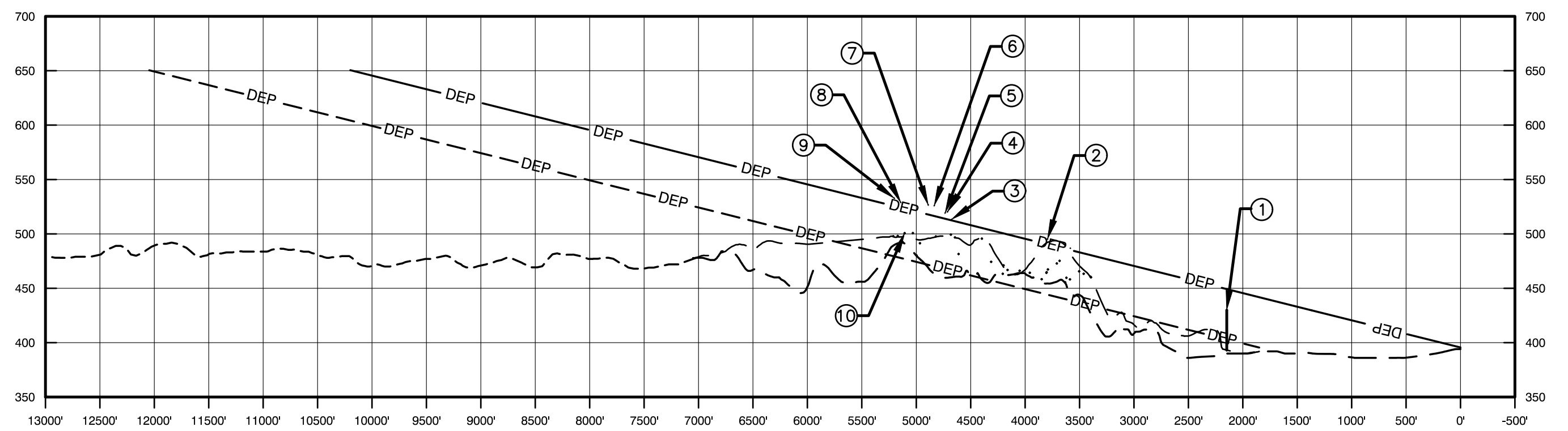
EXISTING AND FUTURE DEPARTURE SURFACE - RUNWAY 12 PLAN



EXISTING AND FUTURE DEPARTURE SURFACE - RUNWAY 12 PROFILE



EXISTING AND FUTURE DEPARTURE SURFACE - RUNWAY 30 PLAN



EXISTING AND FUTURE DEPARTURE SURFACE - RUNWAY 30 PROFILE

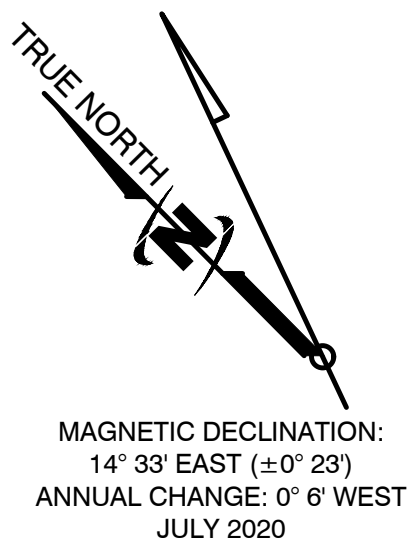
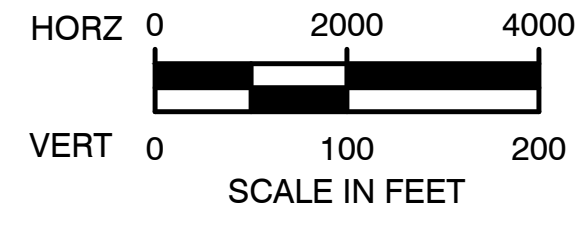
NO.	OBJECT	SURFACE PENETRATED	GROUND ELEVATION	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1	POLE	40:1 DEPARTURE (FUTURE)	390.70	429.90	26.94	TO BE REMOVED
2	TERRAIN	40:1 DEPARTURE (FUTURE)	495.06	495.06	50.99	*TO BE DETERMINED
3	BUILDING	40:1 DEPARTURE (FUTURE)	485.15	513.38	46.46	*TO BE DETERMINED
4	BUILDING	40:1 DEPARTURE (FUTURE)	496.42	520.28	52.03	*TO BE DETERMINED
5	BUILDING	40:1 DEPARTURE (FUTURE)	497.65	519.29	51.06	*TO BE DETERMINED
6	BUILDING	40:1 DEPARTURE (FUTURE)	497.36	526.03	56.04	*TO BE DETERMINED
7	BUILDING	40:1 DEPARTURE (FUTURE)	497.97	526.59	55.18	*TO BE DETERMINED
8	POLE	40:1 DEPARTURE (FUTURE)	497.56	528.92	51.49	*TO BE DETERMINED
9	BUILDING	40:1 DEPARTURE (FUTURE)	503.23	532.80	51.13	*TO BE DETERMINED
10	TERRAIN	40:1 DEPARTURE (FUTURE)	497.83	497.83	23.51	*TO BE DETERMINED

* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE. DEPARTURE SURFACE DIMENSIONS CHANGED SUBSEQUENT TO THE SUBMITTAL OF THE DRAFT ALP SET. MANY OF THE IDENTIFIED OBJECTS IN THIS TABLE WILL NOT BE CONSIDERED OBSTRUCTIONS IN FUTURE ANALYSIS.

NO.	OBJECT	SURFACE PENETRATED	GROUND ELEVATION	TOP ELEVATION	PENETRATION	PROPOSED ACTION
11	TREE	40:1 DEPARTURE (FUTURE)	419.8	466.8	40.9	*TO BE DETERMINED
12	TREE	40:1 DEPARTURE (FUTURE)	418.6	439.4	11.8	*TO BE DETERMINED
13	TREE	40:1 DEPARTURE (FUTURE)	412.3	440.2	8.3	*TO BE DETERMINED
14	TREE	40:1 DEPARTURE (FUTURE)	422.5	453.7	22.2	*TO BE DETERMINED
15	POLE	40:1 DEPARTURE (FUTURE)	407.1	433.9	-0.7	*TO BE DETERMINED
16	TREE	40:1 DEPARTURE (FUTURE)	419.6	435.7	0.1	*TO BE DETERMINED
17	POLE	40:1 DEPARTURE (FUTURE)	408.4	437.5	-0.4	*TO BE DETERMINED
18	TREE	40:1 DEPARTURE (FUTURE)	418.2	432.5	-5.8	*TO BE DETERMINED
19	POLE	40:1 DEPARTURE (FUTURE)	407.3	438.7	0.2	*TO BE DETERMINED
20	TREE	40:1 DEPARTURE (FUTURE)	420.3	457.8	16.9	*TO BE DETERMINED
21	TREE	40:1 DEPARTURE (FUTURE)	425.9	444.8	2.9	*TO BE DETERMINED
22	POLE	40:1 DEPARTURE (FUTURE)	407.5	440.4	-2.7	*TO BE DETERMINED
23	POLE	40:1 DEPARTURE (FUTURE)	407.8	440.5	-2.7	*TO BE DETERMINED
24	TREE	40:1 DEPARTURE (FUTURE)	422.8	451.5	5.5	*TO BE DETERMINED
25	TREE	40:1 DEPARTURE (FUTURE)	425.0	458.2	10.9	*TO BE DETERMINED
26	TREE	40:1 DEPARTURE (FUTURE)	425.5	450.7	1.4	*TO BE DETERMINED
27	TREE	40:1 DEPARTURE (FUTURE)	425.1	449.6	-0.6	TO BE DETERMINED
28	POLE	40:1 DEPARTURE (FUTURE)	408.7	462.7	12.4	*TO BE DETERMINED
29	TREE	40:1 DEPARTURE (FUTURE)	409.1	454.1	3.3	*TO BE DETERMINED
30	TREE	40:1 DEPARTURE (FUTURE)	432.0	464.7	6.7	*TO BE DETERMINED
31	POLE	40:1 DEPARTURE (FUTURE)	410.0	464.6	5.1	*TO BE DETERMINED
32	POLE	40:1 DEPARTURE (FUTURE)	410.2	463.9	6.1	*TO BE DETERMINED

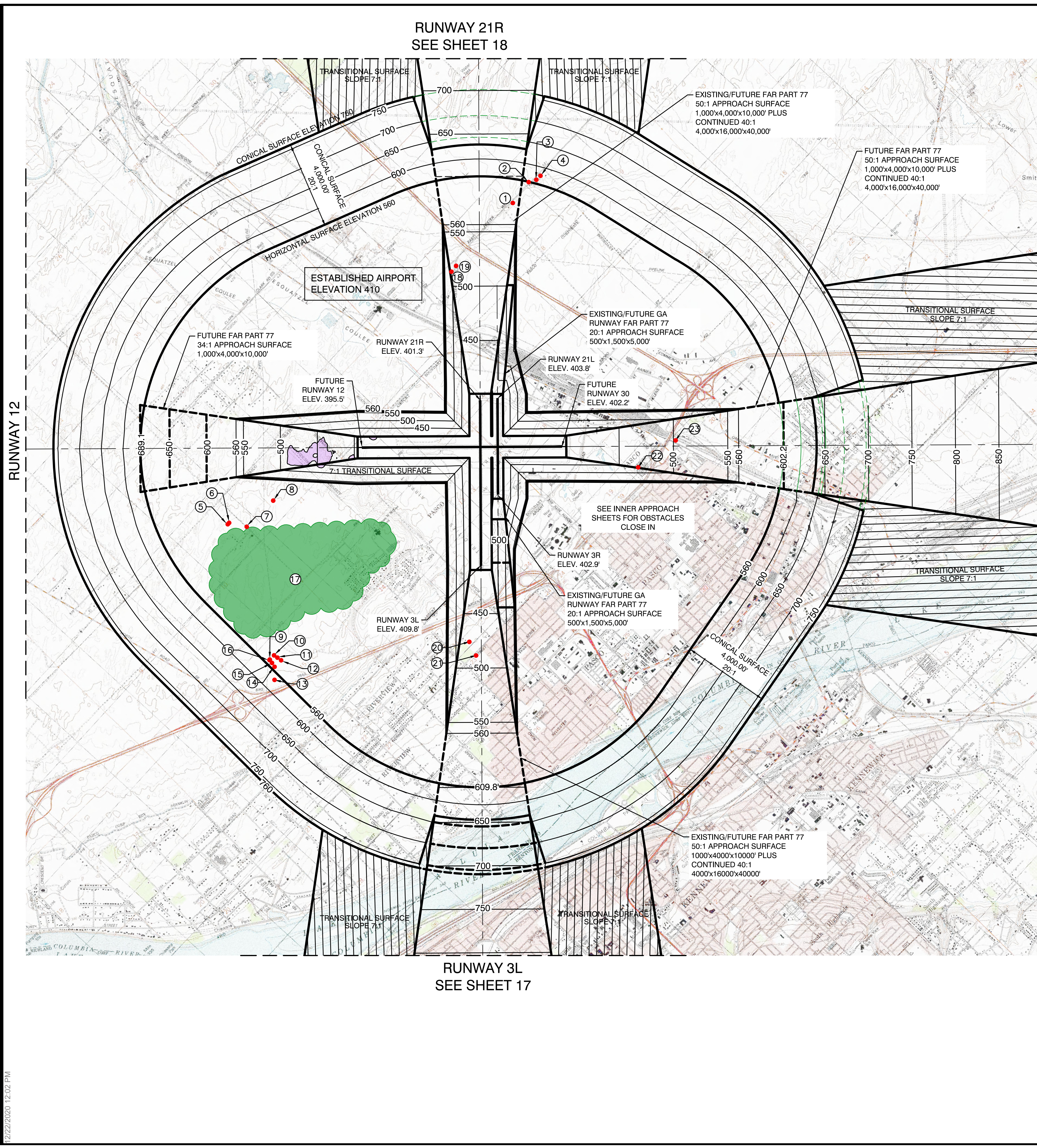
* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE. DEPARTURE SURFACE DIMENSIONS CHANGED SUBSEQUENT TO THE SUBMITTAL OF THE DRAFT ALP SET. MANY OF THE IDENTIFIED OBJECTS IN THIS TABLE WILL NOT BE CONSIDERED OBSTRUCTIONS IN FUTURE ANALYSIS.

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
AIRPORT PROPERTY		N/A
40:1 DEPARTURE SURFACE		
BUILDING/STRUCTURE		
ROADWAY		
AIRPORT MAINTENANCE ROAD		
OBSTRUCTION CALLOUT		TOP OF OBSTRUCTION
LAND MASS OBSTRUCTION		



X:\1624500\172210\01\TECH\CAD\ALP\SHEETS\SHEET_14_DEPARTURE_12-30.DWG 12/22/2020 11:38 AM

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



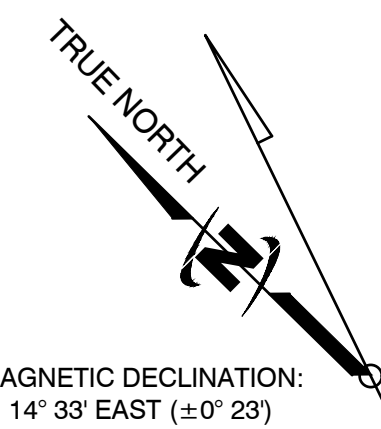
HORIZONTAL and CONICAL SURFACE OBSTRUCTIONS							
NO.	OBJECTID	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED ACTION
1	2360	TREE	HORIZONTAL	69.3	568.5	8.5	*TO BE DETERMINED
2	1321	POLE	HORIZONTAL	40.3	562.6	2.6	*TO BE DETERMINED
3	1311	TREE	CONICAL	32.6	570.3	1.2	*TO BE DETERMINED
4	1312	TREE	CONICAL	44.8	582.9	2.1	*TO BE DETERMINED
5	428	BUILDING	HORIZONTAL	48.9	565.6	5.6	*TO BE DETERMINED
6	427	BUILDING	HORIZONTAL	49.6	565.8	5.8	*TO BE DETERMINED
7	423	POLE	HORIZONTAL	43.3	560.4	0.4	*TO BE DETERMINED
8	432	STEEPLE	HORIZONTAL	69.9	579.6	19.6	*TO BE DETERMINED
9	126	POLE	HORIZONTAL	90.7	601.8	41.8	*TO BE DETERMINED
10	127	POLE	HORIZONTAL	90.0	600.6	40.6	*TO BE DETERMINED
11	1399	POLE	HORIZONTAL	92.9	597.0	37.0	*TO BE DETERMINED
12	220	POLE	HORIZONTAL	90.3	590.9	30.9	*TO BE DETERMINED
13	118	POLE	CONICAL	82.1	581.6	7.4	*TO BE DETERMINED
14	1398	POLE	HORIZONTAL	89.4	590.5	30.5	*TO BE DETERMINED
15	1400	POLE	HORIZONTAL	92.3	598.4	38.4	*TO BE DETERMINED
16	125	SIGN	HORIZONTAL	89.8	600.1	40.1	*TO BE DETERMINED
17		TREE GROUP	HORIZONTAL	43.0-79.6	560.4-595.6	0.4-35.6	*TO BE DETERMINED
18	2352	TREE	RUNWAY 21R APPROACH	89.1	526.9	0.7	*TO BE DETERMINED
19	575	TREE	RUNWAY 21R APPROACH	92.7	532.3	0.4	*TO BE DETERMINED
20	1268	TREE	RUNWAY 3L APPROACH	76.2	477.1	1.2	*TO BE DETERMINED
21	183	TREE	RUNWAY 3L APPROACH	97.8	492.9	4.3	*TO BE DETERMINED
22	652	TREE	RUNWAY 30 APPROACH	57.5	480.7	12.4	*TO BE DETERMINED
23	35	COMM TOWER	RUNWAY 30 APPROACH	110.0	520.5	18.0	*TO BE DETERMINED

* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.

LEGEND	
SYMBOL	DESCRIPTION
	OBSTRUCTION CALLOUT
	LAND MASS OBSTRUCTION
	TREE GROUP OBSTRUCTION
	PART 77 PENETRATION

NOTES:

1. INFORMATION SOURCE: USGS BASE MAPS AND PREVIOUS AIRPORT PLANS.
2. THIS PLAN IS INTENDED TO PRESERVE AND PROTECT FOR PRECISION INSTRUMENT APPROACHES TO RUNWAYS 21R, 3L, 12, AND 30, A NON-PRECISION APPROACH TO RUNWAY 12, AND VISUAL APPROACHES FOR RUNWAYS 3R AND 21L.
3. EASEMENT ACQUISITION AND OBSTRUCTION REMOVAL IN THE APPROACH TO RUNWAY 21R MAY BE ECONOMICALLY UNFEASIBLE WHEN COMPARING THE IMPROVED APPROACH SLOPE GAIN TO THE COST IMPACT TO RAILROAD FACILITIES.
4. SEE INNER PORTION OF THE APPROACH SHEETS FOR CLOSE IN OBSTRUCTIONS.
5. THE CITY OF PASCO HAS ESTABLISHED THE PASCO AIRPORT OVERLAY DISTRICT (CHAPTER 25.190), THAT ESTABLISHES THE AIRPORT INFLUENCE AREA BASED ON THE FUTURE 14 CFR PART 77 ZONES MAP AND THE AIRPORT SAFETY COMPATIBILITY ZONES MAP ESTABLISHED BY THE AIRPORT MASTER PLAN. THE DISTRICT REGULATIONS DISCOURAGE THE SITING OF INCOMPATIBLE USES ADJACENT TO THE AIRPORT AND TO PROTECT THE VIABILITY OF THE AIRPORT AS A SIGNIFICANT RESOURCE TO THE COMMUNITY BY ENCOURAGING COMPATIBLE LAND USES, DENSITIES, AND REDUCING HAZARDS THAT MAY ENDANGER THE LIVES AND PROPERTY OF THE PUBLIC AND AVIATION USERS.
6. OBSTRUCTION DATA SOURCE: AIRPORT AND AERONAUTICAL SURVEY IN ACCORDANCE WITH ACS 150/5300 - 16, -17, -18 (2008), JUB ENGINEERS, 2018.



MAGNETIC DECLINATION:
14° 33' EAST (± 0° 23')
ANNUAL CHANGE: 0° 6' WEST
JULY 2020

TRI-CITIES AIRPORT LAYOUT PLAN

3601 North 20th Avenue
Pasco, Washington
99301

DATE	DESCRIPTION	BY	SMF
12/22/20	1. AIP Update as part of Master Plan		

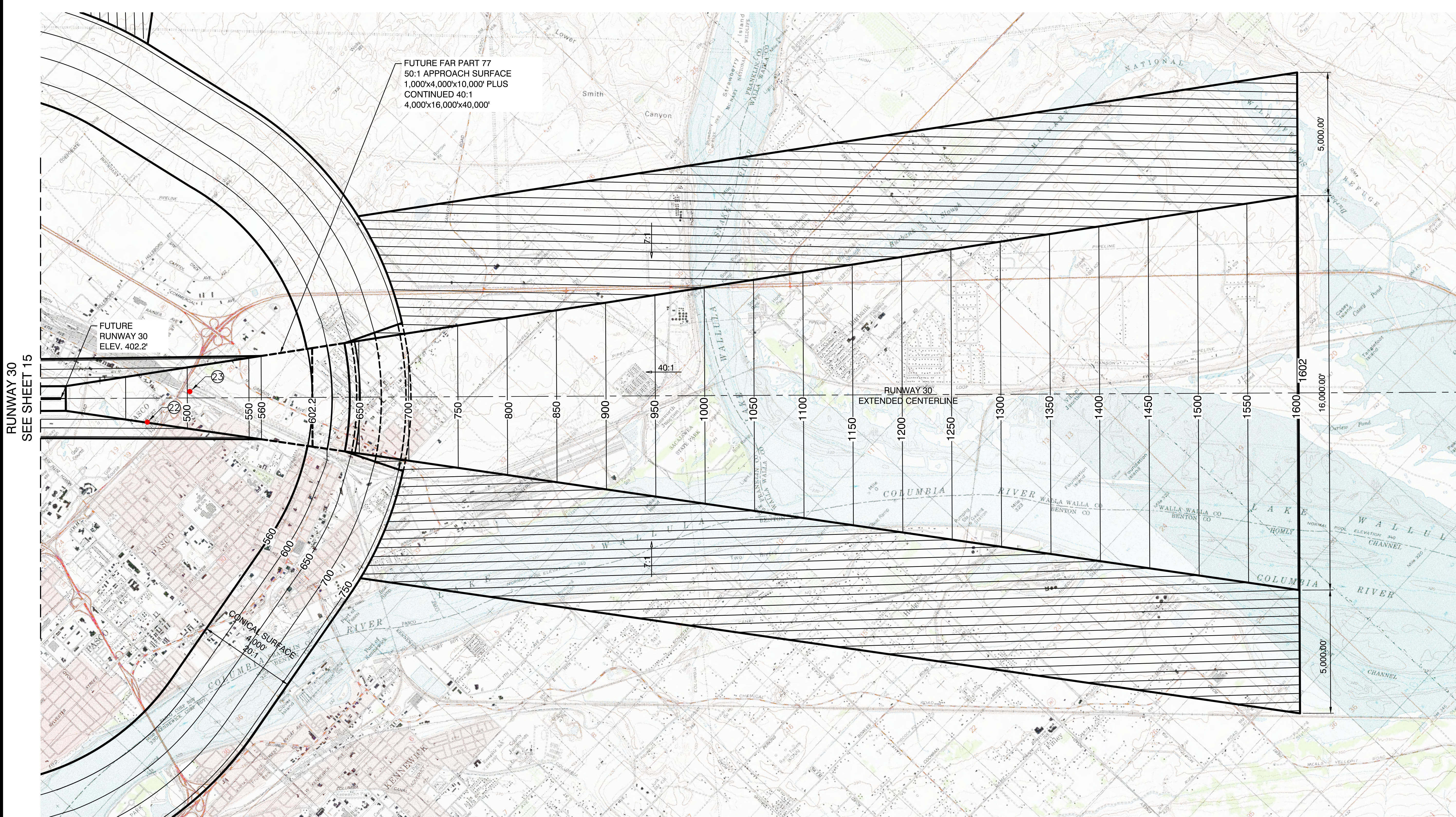
M&H NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS
AIRPORT AIRSPACE
DWG. PLAN VIEW
(CENTER)

SHEET NO.

X:\1624500\172210.01\TECH\CAD\AIP\SHEETS\SHEET_15_AIRSPACE - PT17 CENTER.DWG
12/22/2020 12:02 PM

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



RUNWAY 30
SEE SHEET 15

FUTURE FAR PART 77
50:1 APPROACH SURFACE
1,000'x4,000'x10,000' PLUS
CONTINUED 40:1
4,000'x16,000'x40,000'

FUTURE
RUNWAY 30
ELEV. 402.2'

CONICAL SURFACE
4:1000'
40:1

RUNWAY 30
EXTENDED CENTERLINE

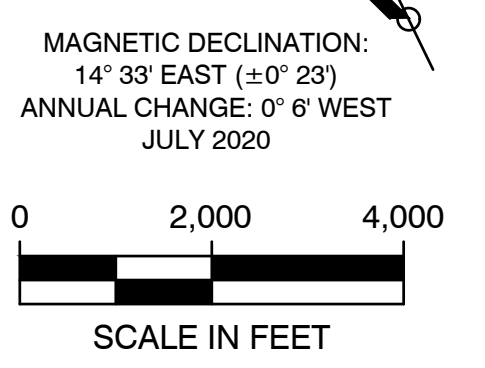
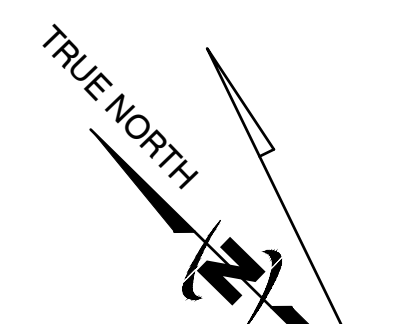
LEGEND	
FUTURE	DESCRIPTION
	TOP OF OBSTRUCTION (PROFILE VIEW)
	OBSTRUCTION CALLOUT
	LAND MASS OBSTRUCTION
	TREE GROUP OBSTRUCTION
	OBSTRUCTION (PLAN VIEW)
	PART 77 PENETRATION

RUNWAY 30 OUTER APPROACH SURFACE OBSTRUCTIONS							
NO.	OBJECTID	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED DISPOSITION
22	652	TREE	RUNWAY 30 APPROACH	57.5	480.7	12.4	*TO BE DETERMINED
23	35	COMM TOWER	RUNWAY 30 APPROACH	110.0	520.5	18.0	*TO BE DETERMINED

* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.

NOTES:

1. INFORMATION SOURCE: USGS BASE MAPS AND PREVIOUS AIRPORT PLANS.
2. THIS PLAN IS INTENDED TO PRESERVE AND PROTECT FOR PRECISION INSTRUMENT APPROACHES TO RUNWAYS 21R, 3L, 12, AND 30, A NON-PRECISION APPROACH TO RUNWAY 12, AND VISUAL APPROACHES FOR RUNWAYS 3R AND 21L.
3. EASEMENT ACQUISITION AND OBSTRUCTION REMOVAL IN THE APPROACH TO RUNWAY 21R MAY BE ECONOMICALLY UNFEASIBLE WHEN COMPARING THE IMPROVED APPROACH SLOPE GAIN TO THE COST IMPACT TO RAILROAD FACILITIES.
4. SEE INNER PORTION OF THE APPROACH SHEETS FOR CLOSE IN OBSTRUCTIONS.
5. THE CITY OF PASCO HAS ESTABLISHED THE PASCO AIRPORT OVERLAY DISTRICT (CHAPTER 25.190), THAT ESTABLISHES THE AIRPORT INFLUENCE AREA BASED ON THE FUTURE 14 CFR PART 77 ZONES MAP AND THE AIRPORT SAFETY COMPATIBILITY ZONES MAP ESTABLISHED BY THE AIRPORT MASTER PLAN. THE DISTRICT REGULATIONS DISCOURAGE THE SITING OF INCOMPATIBLE USES ADJACENT TO THE AIRPORT AND TO PROTECT THE VIABILITY OF THE AIRPORT AS A SIGNIFICANT RESOURCE TO THE COMMUNITY BY ENCOURAGING COMPATIBLE LAND USES, DENSITIES, AND REDUCING HAZARDS THAT MAY ENDANGER THE LIVES AND PROPERTY OF THE PUBLIC AND AVIATION USERS.
6. OBSTRUCTION DATA SOURCE: AIRPORT AND AERONAUTICAL SURVEY IN ACCORDANCE WITH ACS 150/5300 - 16, -17, -18 (2008), JUB ENGINEERS, 2018 (ADD MONTH/DATE FROM SOURCE DATA WE GOT FROM JUB).



TRI-CITIES AIRPORT
LAYOUT PLAN

3601 North 20th Avenue
Pasco, Washington
99301

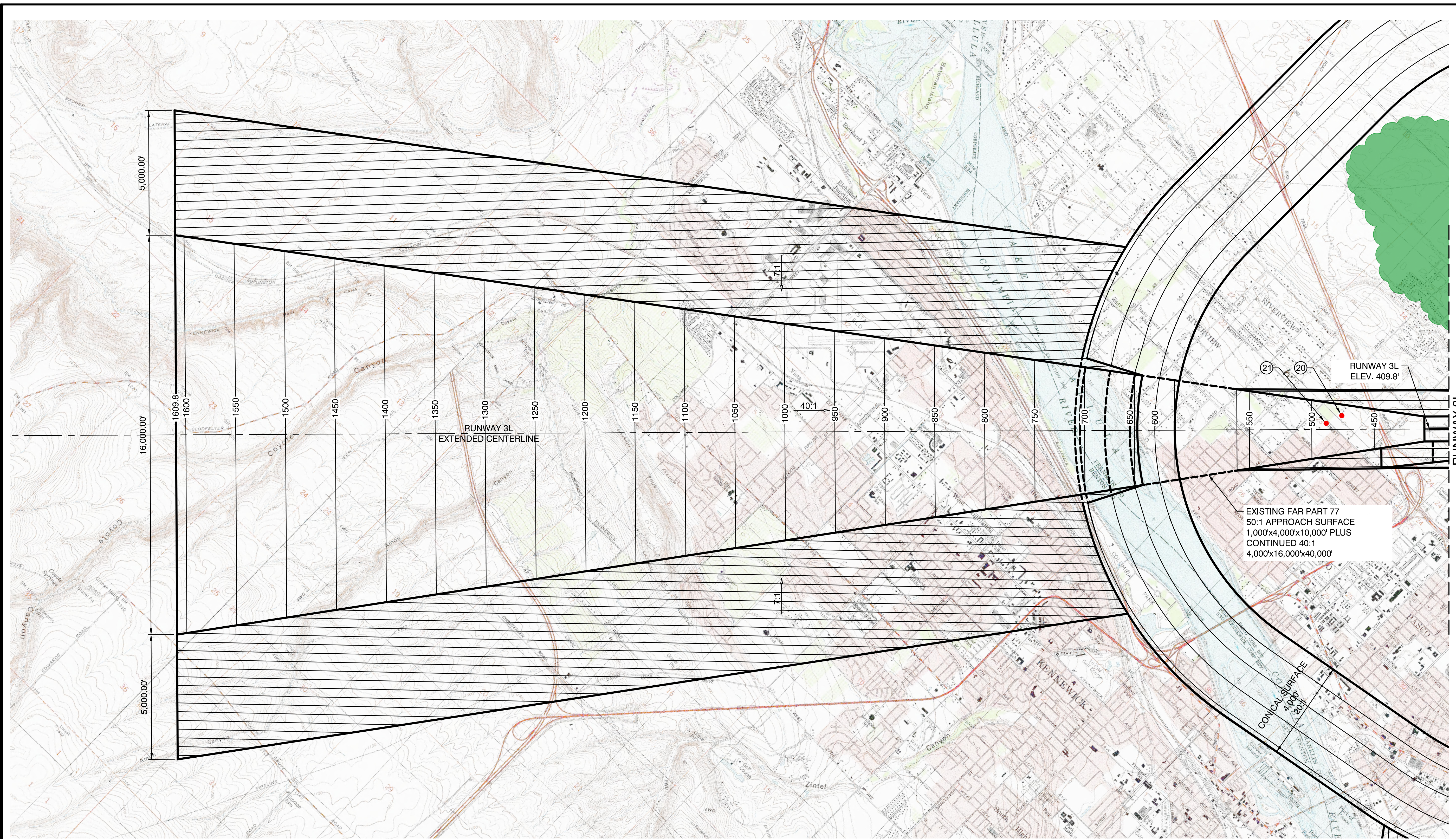
NO.	DESCRIPTION	REVISIONS	DATE
1	ADD Update as part of Master Plan	SMF	12/22/20

M&H NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

SHEET CONTAINS
AIRPORT
AIRSPACE DWG.
PLAN VIEW
(RUNWAY 30)

X:\1624500\172210\011\TECH\CAD\AIRSPACE\16 AIRSPACE - PT77 RWY 30.DWG
12/22/2020 12:02 PM

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



SEE SHEET 18

**TRI-CITIES AIRPORT
 LAYOUT PLAN**
 3601 North 20th Avenue
 Pasco, Washington
 99301

NO.	DESCRIPTION	REVISIONS	DATE
1	ADD Update as part of Master Plan		12/22/20

M&H NO.: 1624500-172210.01
 DATE: December 2020
 DESIGNED BY: MH
 DRAWN BY: TE
 CHECKED BY: KM
 DO NOT SCALE DRAWINGS

SHEET CONTENTS
**AIRPORT
 AIRSPACE DWG.
 PLAN VIEW
 (RUNWAY 3L)**

17 of 26

NOT FOR CONSTRUCTION

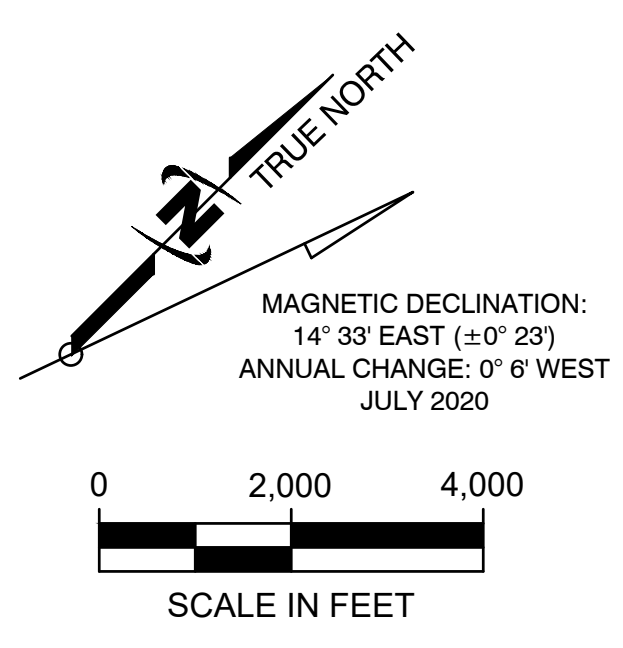
LEGEND	
FUTURE	DESCRIPTION
	TOP OF OBSTRUCTION (PROFILE VIEW)
	LAND MASS OBSTRUCTION
	TREE GROUP OBSTRUCTION
	OBSTRUCTION (PLAN VIEW)
	PART 77 PENETRATION

RUNWAY 3L FUTURE OUTER APPROACH SURFACE OBSTRUCTIONS							
NO.	OBJECTID	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED DISPOSITION
20	1268	TREE	APPROACH	76.2	477.1	1.2	*TO BE DETERMINED
21	183	TREE	APPROACH	97.8	492.9	4.3	*TO BE DETERMINED

* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.

NOTES:

1. INFORMATION SOURCE: USGS BASE MAPS AND PREVIOUS AIRPORT PLANS.
2. THIS PLAN IS INTENDED TO PRESERVE AND PROTECT FOR PRECISION INSTRUMENT APPROACHES TO RUNWAYS 21R, 3L, 12, AND 30, A NON-PRECISION APPROACH TO RUNWAY 12, AND VISUAL APPROACHES FOR RUNWAYS 3R AND 21L.
3. EASEMENT ACQUISITION AND OBSTRUCTION REMOVAL IN THE APPROACH TO RUNWAY 21R MAY BE ECONOMICALLY UNFEASIBLE WHEN COMPARING THE IMPROVED APPROACH SLOPE GAIN TO THE COST IMPACT TO RAILROAD FACILITIES.
4. SEE INNER PORTION OF THE APPROACH SHEETS FOR CLOSE IN OBSTRUCTIONS.
5. THE CITY OF PASCO HAS ESTABLISHED THE PASCO AIRPORT OVERLAY DISTRICT (CHAPTER 25.190), THAT ESTABLISHES THE AIRPORT INFLUENCE AREA BASED ON THE FUTURE 14 CFR PART 77 ZONES MAP AND THE AIRPORT SAFETY COMPATIBILITY ZONES MAP ESTABLISHED BY THE AIRPORT MASTER PLAN. THE DISTRICT REGULATIONS DISCOURAGE THE SITING OF INCOMPATIBLE USES ADJACENT TO THE AIRPORT AND TO PROTECT THE VIABILITY OF THE AIRPORT AS A SIGNIFICANT RESOURCE TO THE COMMUNITY BY ENCOURAGING COMPATIBLE LAND USES, DENSITIES, AND REDUCING HAZARDS THAT MAY ENDANGER THE LIVES AND PROPERTY OF THE PUBLIC AND AVIATION USERS.
6. OBSTRUCTION DATA SOURCE: AIRPORT AND AERONAUTICAL SURVEY IN ACCORDANCE WITH ACS 150/5300 - 16, -17, -18 (2008), JUB ENGINEERS, 2018 (ADD MONTH/DATE FROM SOURCE DATA WE GOT FROM JUB).



X:\1624500\172210\01\TECH\CAD\PS\DWG\17 AIRSPACE - PT77 RWY 3L.DWG
 12/22/2020 11:58 AM

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

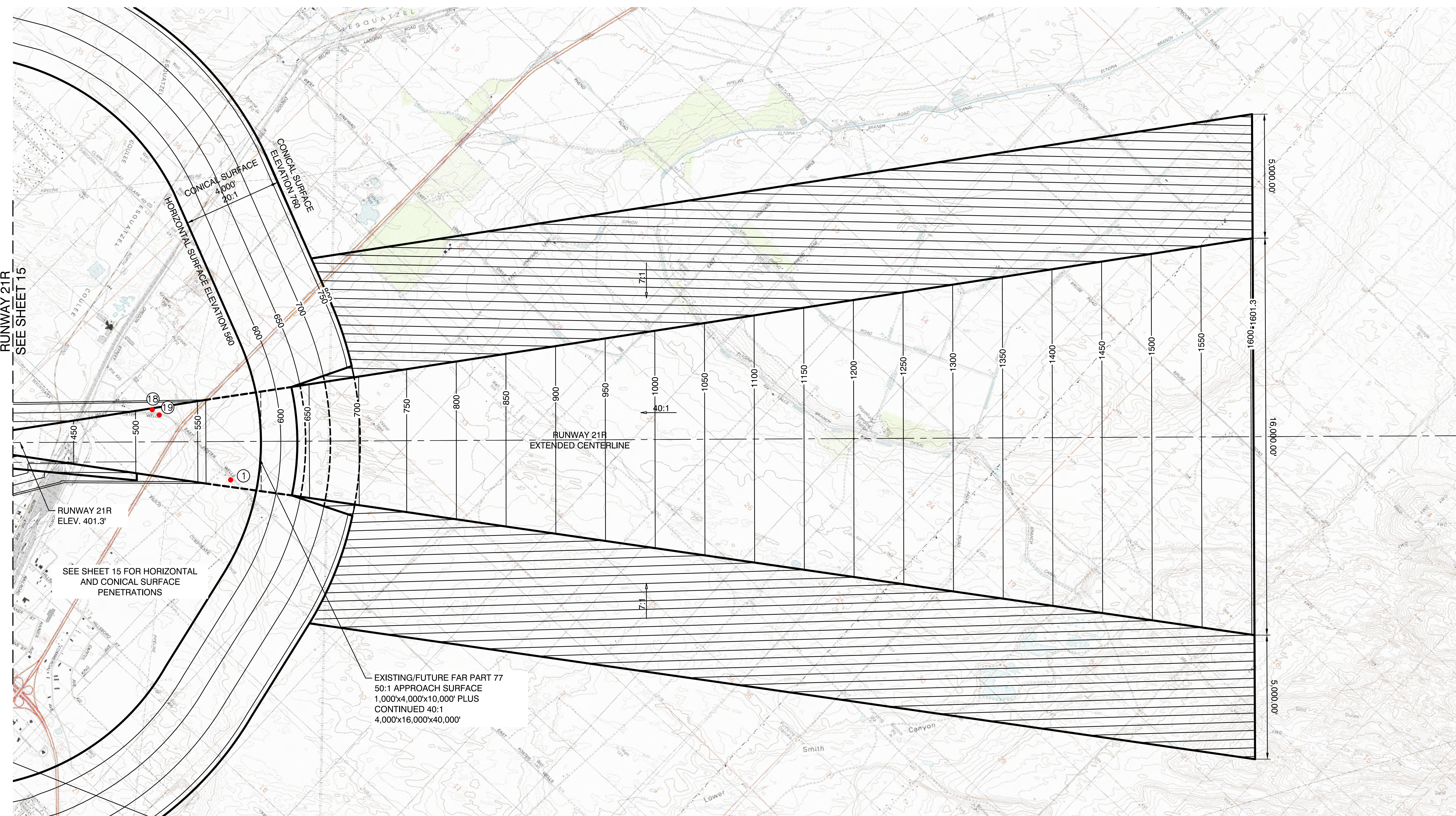
**TRI-CITIES AIRPORT
LAYOUT PLAN**
3601 North 20th Avenue
Pasco, Washington
99301

NO.	DESCRIPTION	DATE
1	ADD Update as part of Master Plan	12/22/20

M&H NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS
**AIRPORT AIRSPACE
DWG. PLAN VIEW
(RUNWAY 21R)**

SHEET NO.



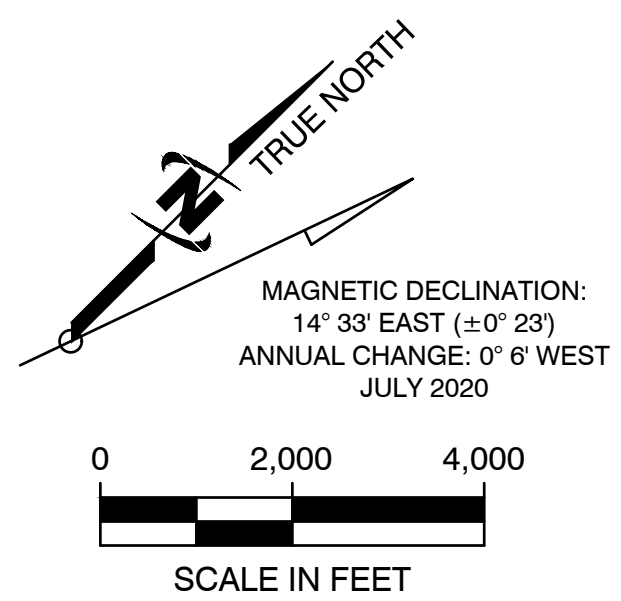
LEGEND	
FUTURE	DESCRIPTION
	TOP OF OBSTRUCTION (PROFILE VIEW)
	OBSTRUCTION (PLAN VIEW)
	PART 77 PENETRATION

RUNWAY 21R OUTER APPROACH SURFACE OBSTRUCTIONS						
NO.	OBJECTID	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION
1	2360	TREE	HORIZONTAL	69.3	568.5	8.5
18	2352	TREE	RUNWAY 21R APPROACH	89.1	526.9	0.7
19	575	TREE	RUNWAY 21R APPROACH	92.7	532.3	0.4

* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.

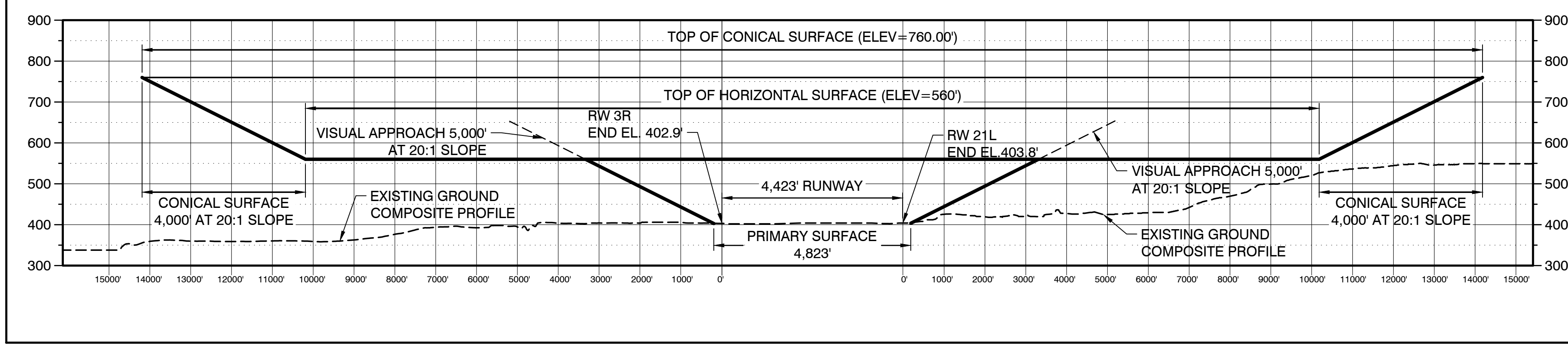
NOTES:

- INFORMATION SOURCE: USGS BASE MAPS AND PREVIOUS AIRPORT PLANS.
- THIS PLAN IS INTENDED TO PRESERVE AND PROTECT FOR PRECISION INSTRUMENT APPROACHES TO RUNWAYS 21R, 3L, 12, AND 30, A NON-PRECISION APPROACH TO RUNWAY 12, AND VISUAL APPROACHES FOR RUNWAYS 3R AND 21L.
- EASEMENT ACQUISITION AND OBSTRUCTION REMOVAL IN THE APPROACH TO RUNWAY 21R MAY BE ECONOMICALLY UNFEASIBLE WHEN COMPARING THE IMPROVED APPROACH SLOPE GAIN TO THE COST IMPACT TO RAILROAD FACILITIES.
- SEE INNER PORTION OF THE APPROACH SHEETS FOR CLOSE IN OBSTRUCTIONS.
- THE CITY OF PASCO HAS ESTABLISHED THE PASCO AIRPORT OVERLAY DISTRICT (CHAPTER 25.190), THAT ESTABLISHES THE AIRPORT INFLUENCE AREA BASED ON THE FUTURE 14 CFR PART 77 ZONES MAP AND THE AIRPORT SAFETY COMPATIBILITY ZONES MAP ESTABLISHED BY THE AIRPORT MASTER PLAN. THE DISTRICT REGULATIONS DISCOURAGE THE SITING OF INCOMPATIBLE USES ADJACENT TO THE AIRPORT AND TO PROTECT THE VIABILITY OF THE AIRPORT AS A SIGNIFICANT RESOURCE TO THE COMMUNITY BY ENCOURAGING COMPATIBLE LAND USES, DENSITIES, AND REDUCING HAZARDS THAT MAY ENDANGER THE LIVES AND PROPERTY OF THE PUBLIC AND AVIATION USERS.
- OBSTRUCTION DATA SOURCE: AIRPORT AND AERONAUTICAL SURVEY IN ACCORDANCE WITH ACS 150/5300 - 16, -17, -18 (2008), IUB ENGINEERS, 2018 (ADD MONTH/DATE FROM SOURCE DATA WE GOT FROM IUB).



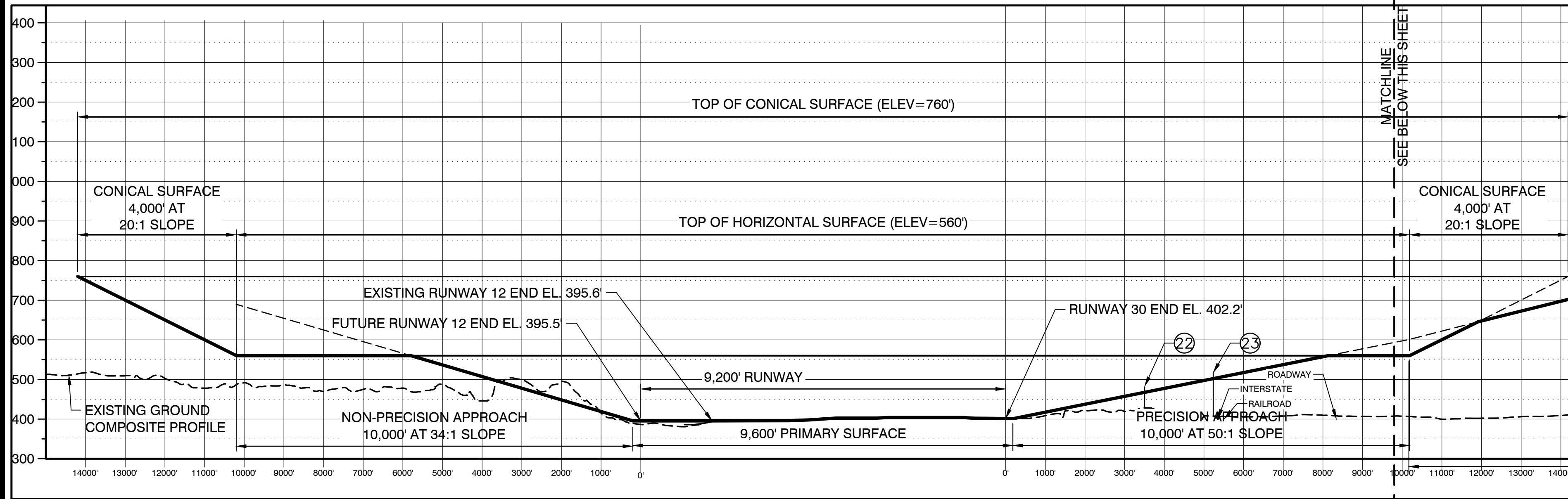
X:\1624500\172210\01\TECH\CAD\PS\SHETS\SHEET_18_AIRSPACE - PT77 RWL 21R.DWG
12/22/2020 12:03 PM

RUNWAY 3R/21L (EXISTING/FUTURE)



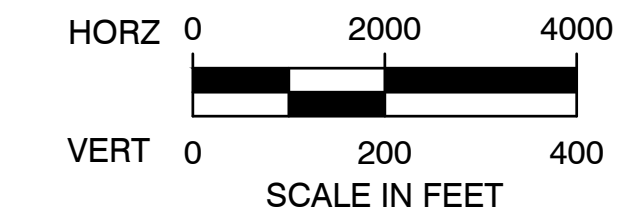
REFER TO INNER APPROACH PLANS FOR OBSTRUCTION DETAILS

RUNWAY 12/30 (FUTURE)

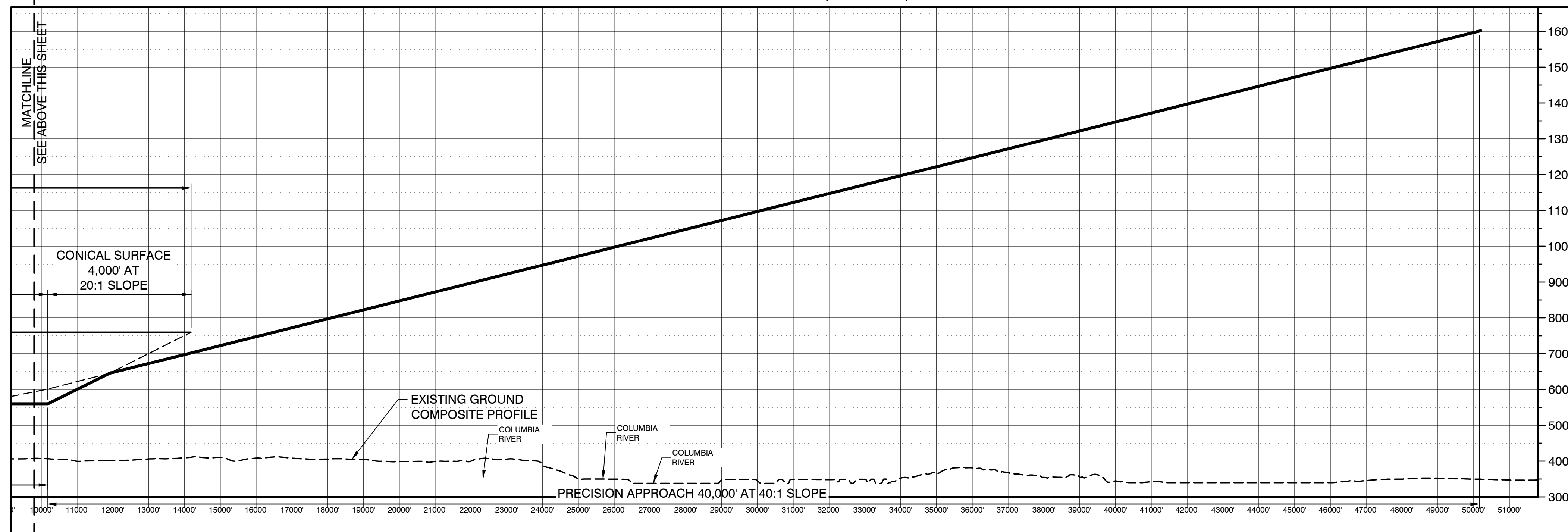


REFER TO INNER APPROACH PLANS FOR OBSTRUCTION DETAILS

* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.



RUNWAY 12/30 (FUTURE)



Mead and Hunt, Inc.
 9800 NE Cascades Parkway,
 Suite 100
 Portland, OR 97220
 phone: 503-548-1494
 meadhunt.com



The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

TRI-CITIES AIRPORT
 LAYOUT PLAN

3601 North 20th Avenue
 Pasco, Washington
 99301

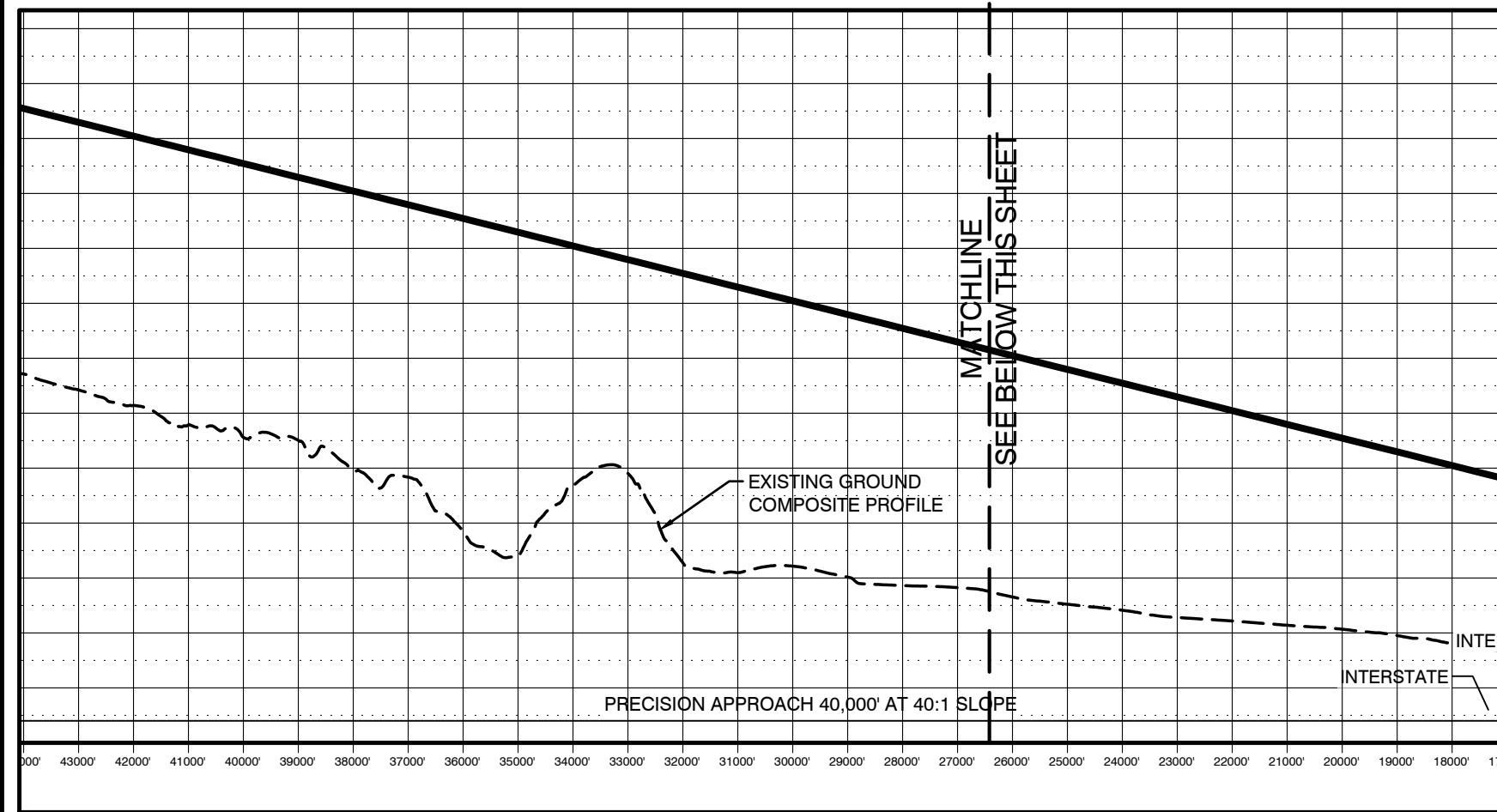
#	DESCRIPTION	DATE
1	1. AIP Update as part of Master Plan	12/22/20

M&H NO.: 1624500-172210.01
 DATE: December 2020
 DESIGNED BY: MH
 DRAWN BY: TE
 CHECKED BY: KM
 DO NOT SCALE DRAWINGS

SHEET CONTENTS
 AIRPORT
 AIRSPACE
 DRAWING
 PROFILE VIEW

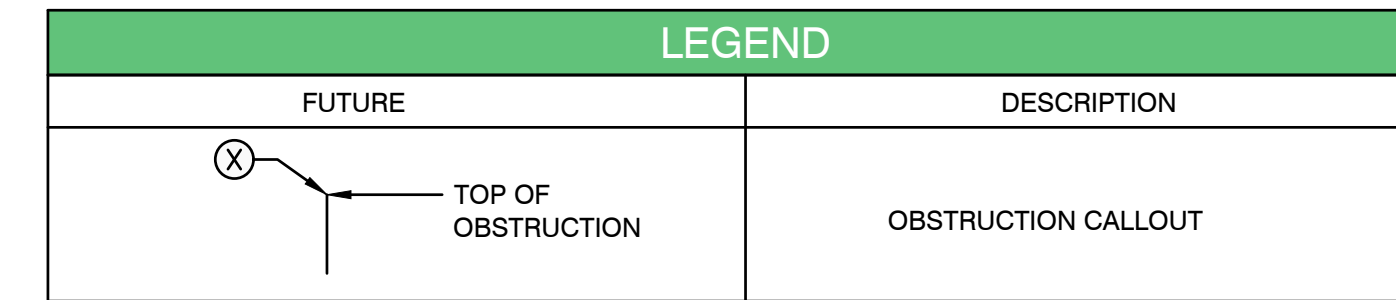
SHEET NO.

RUNWAY 3L/21R (FUTURE)



RUNWAY 3L FUTURE OUTER APPROACH SURFACE OBSTRUCTIONS							
NO.	OBJECTID	OBSTRUCTION	SURFACE PENETRATED	ABOVE GROUND	TOP ELEVATION	PENETRATION	PROPOSED DISPOSITION
20	1268	TREE	APPROACH	76.2	477.1	1.2	*TO BE DETERMINED
21	183	TREE	APPROACH	97.8	492.9	4.3	*TO BE DETERMINED

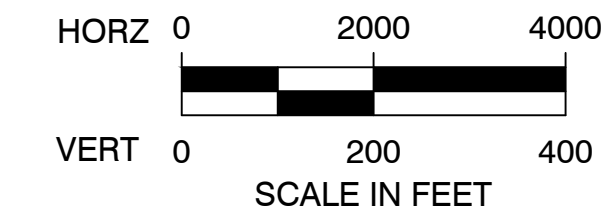
* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.



Mead & Hunt
 Mead and Hunt, Inc.
 9800 NE Cascades Parkway,
 Suite 100
 Portland, OR 97220
 phone: 503-548-1494
 meadhunt.com

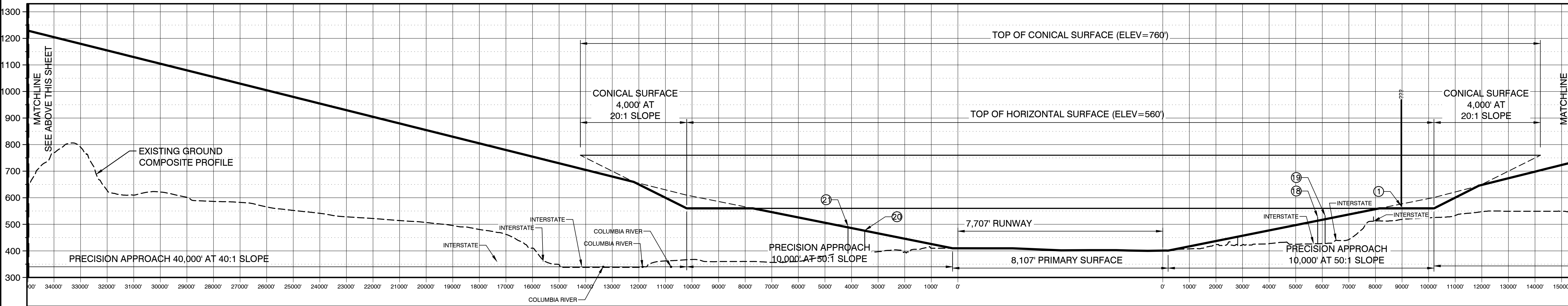


The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



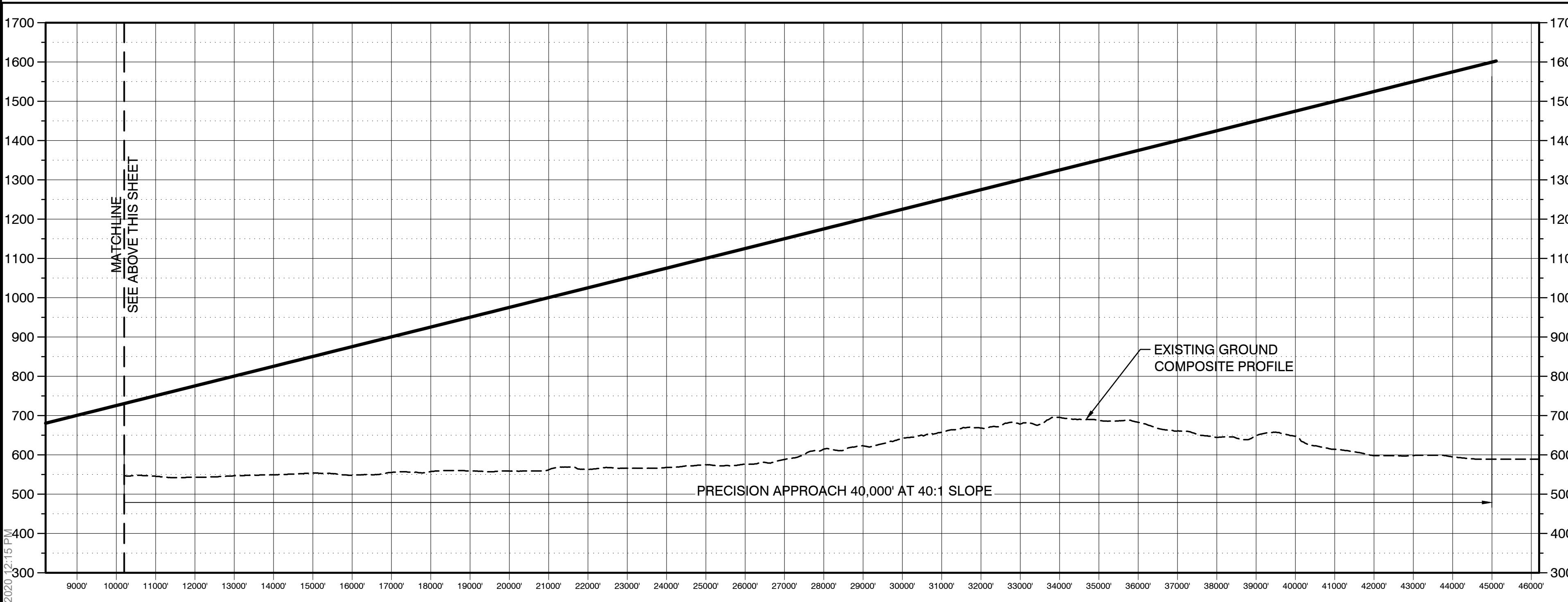
* TO BE FURTHER STUDIED IN INDIVIDUAL AIRSPACE CASE.

RUNWAY 3L/21R (FUTURE)



REFER TO INNER APPROACH PLANS FOR OBSTRUCTION DETAILS

RUNWAY 3L/21R (FUTURE)



NOTES:

1. INFORMATION SOURCE: USGS BASE MAPS AND PREVIOUS AIRPORT PLANS.
2. THIS PLAN IS INTENDED TO PRESERVE AND PROTECT FOR PRECISION INSTRUMENT APPROACHES TO RUNWAYS 21R, 3L, 12, AND 30, A NON-PRECISION APPROACH TO RUNWAY 12, AND VISUAL APPROACHES FOR RUNWAYS 3R AND 21L.
3. EASEMENT ACQUISITION AND OBSTRUCTION REMOVAL IN THE APPROACH TO RUNWAY 21R MAY BE ECONOMICALLY UNFEASIBLE WHEN COMPARING THE IMPROVED APPROACH SLOPE GAIN TO THE COST IMPACT TO RAILROAD FACILITIES.
4. SEE INNER PORTION OF THE APPROACH SHEETS FOR CLOSE IN OBSTRUCTIONS.
5. THE CITY OF PASCO HAS ESTABLISHED THE PASCO AIRPORT OVERLAY DISTRICT (CHAPTER 25.190), THAT ESTABLISHES THE AIRPORT INFLUENCE AREA BASED ON THE FUTURE 14 CFR PART 77 ZONES MAP AND THE AIRPORT SAFETY COMPATIBILITY ZONES MAP ESTABLISHED BY THE AIRPORT MASTER PLAN. THE DISTRICT REGULATIONS DISCOURAGE THE SITING OF INCOMPATIBLE USES ADJACENT TO THE AIRPORT AND TO PROTECT THE VIABILITY OF THE AIRPORT AS A SIGNIFICANT RESOURCE TO THE COMMUNITY BY ENCOURAGING COMPATIBLE LAND USES, DENSITIES, AND REDUCING HAZARDS THAT MAY ENDANGER THE LIVES AND PROPERTY OF THE PUBLIC AND AVIATION USERS.
6. OBSTRUCTION DATA SOURCE: AIRPORT AND AERONAUTICAL SURVEY IN ACCORDANCE WITH ACS 150/5300 - 16, -17, -18 (2008), JUB ENGINEERS, 2018 (ADD MONTH)/DATE FROM SOURCE DATA WE GOT FROM JUB).

TRI-CITIES AIRPORT LAYOUT PLAN

3601 North 20th Avenue
 Pasco, Washington
 99301

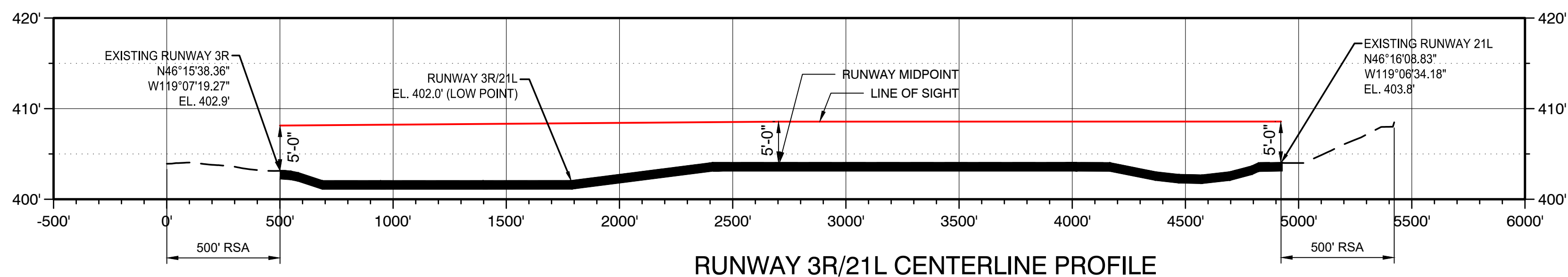
NO.	DESCRIPTION	REVISIONS	DATE
1	ADD Update as part of Master Plan	SMF	12/22/20

MAH NO.: 1624500-172210.01
 DATE: December 2020
 DESIGNED BY: MH
 DRAWN BY: TE
 CHECKED BY: KM
 DO NOT SCALE DRAWINGS

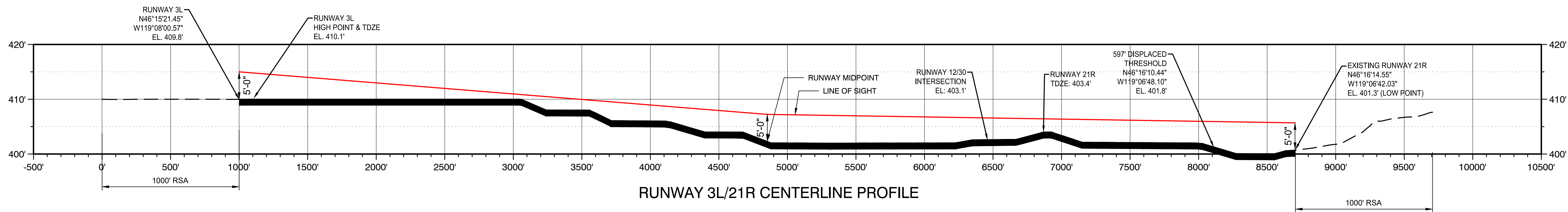
SHEET CONTENTS
AIRPORT AIRSPACE DRAWING PROFILE VIEW

X:\1624500\172210.01\TECHNICAL\PSHEETS\SHEET_20_AIRSPACE - PROFILE.DWG
 12/22/2020 10:15 AM

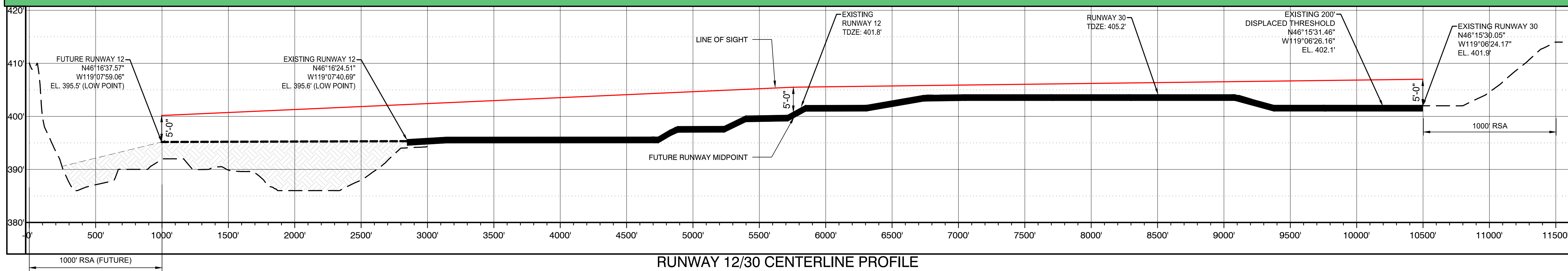
The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



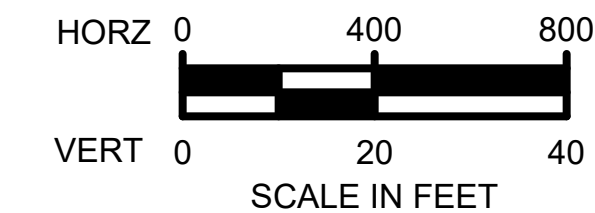
RUNWAY 3R/21L CENTERLINE PROFILE



RUNWAY 3L/21R CENTERLINE PROFILE



RUNWAY 12/30 CENTERLINE PROFILE



**TRI-CITIES AIRPORT
LAYOUT PLAN**

3601 North 20th Avenue
Pasco, Washington
99301

#	DESCRIPTION	DATE
1	Issue as part of Master Plan	12/22/20

MAH NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS
**RUNWAY
CENTERLINE
PROFILES**

SHEET NO.

X:\1624500\172210\01\TECH\CAD\PS\SHETS\SHEET 21\RUNWAY PROFILES.DWG
12/22/20 12:17 PM

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C. Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

TRI-CITIES AIRPORT LAYOUT PLAN

3601 North 20th Avenue
 Pasco, Washington
 99301

NO.	DATE	DESCRIPTION
1	12/22/20	1. AIP Update as part of Master Plan

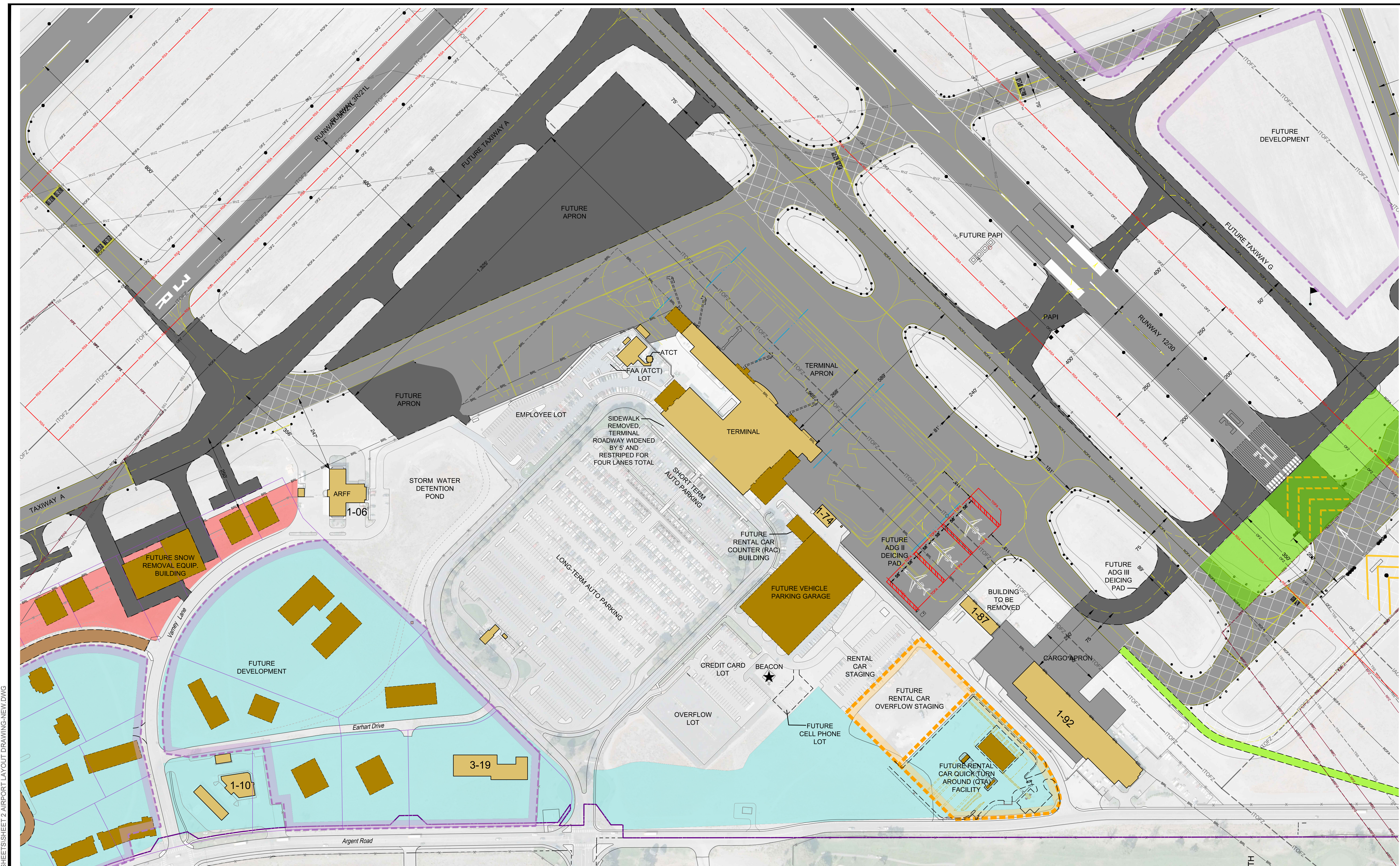
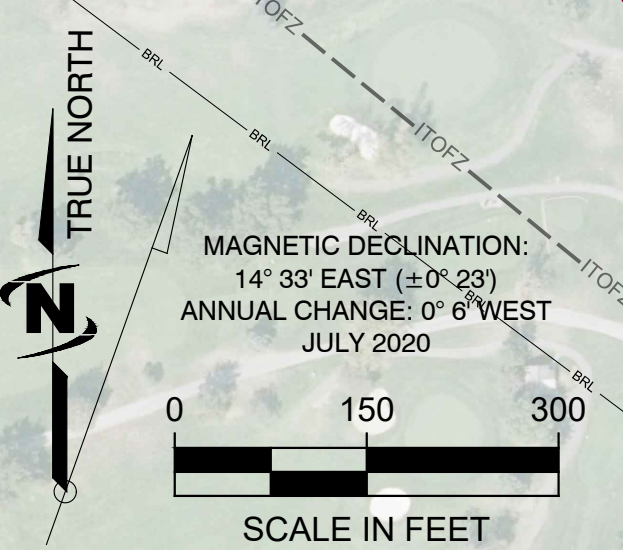
MAH NO.: 1624500-172210.01
 DATE: December 2020
 DESIGNED BY: MH
 DRAWN BY: TE
 CHECKED BY: KM
 DO NOT SCALE DRAWINGS

TERMINAL AREA PLAN

SHEET NO.

X:\1624500\172210.01\TECH\CAD\A\PSHEETS\SHEET 2 AIRPORT LAYOUT DRAWING-NEW.DWG
 12/22/2020 10:04:23 AM

TERMINAL AREA		
BLDG NO.	TENANT	TOP OF BUILDING ELEVATION
	Air Traffic Control Tower	459.4
1-06	(POP) ARFF Bldg	429.4
1-10	Sun Mart	440.2
1-74	Horizon Air-Freight Bldg (to be removed)	418.2
1-87	FAA - Service Techs.	416.5
1-92	Fed Ex	425.1



The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C. Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



TRI-CITIES AIRPORT LAYOUT PLAN

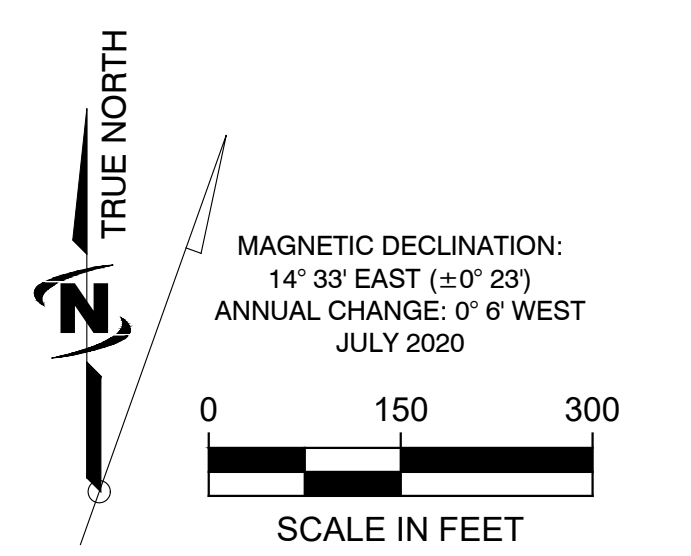
3601 North 20th Avenue
Pasco, Washington
99301

#	DESCRIPTION	REVISIONS	DATE
1	MAP Update as part of Master Plan		12/22/20

MAH NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

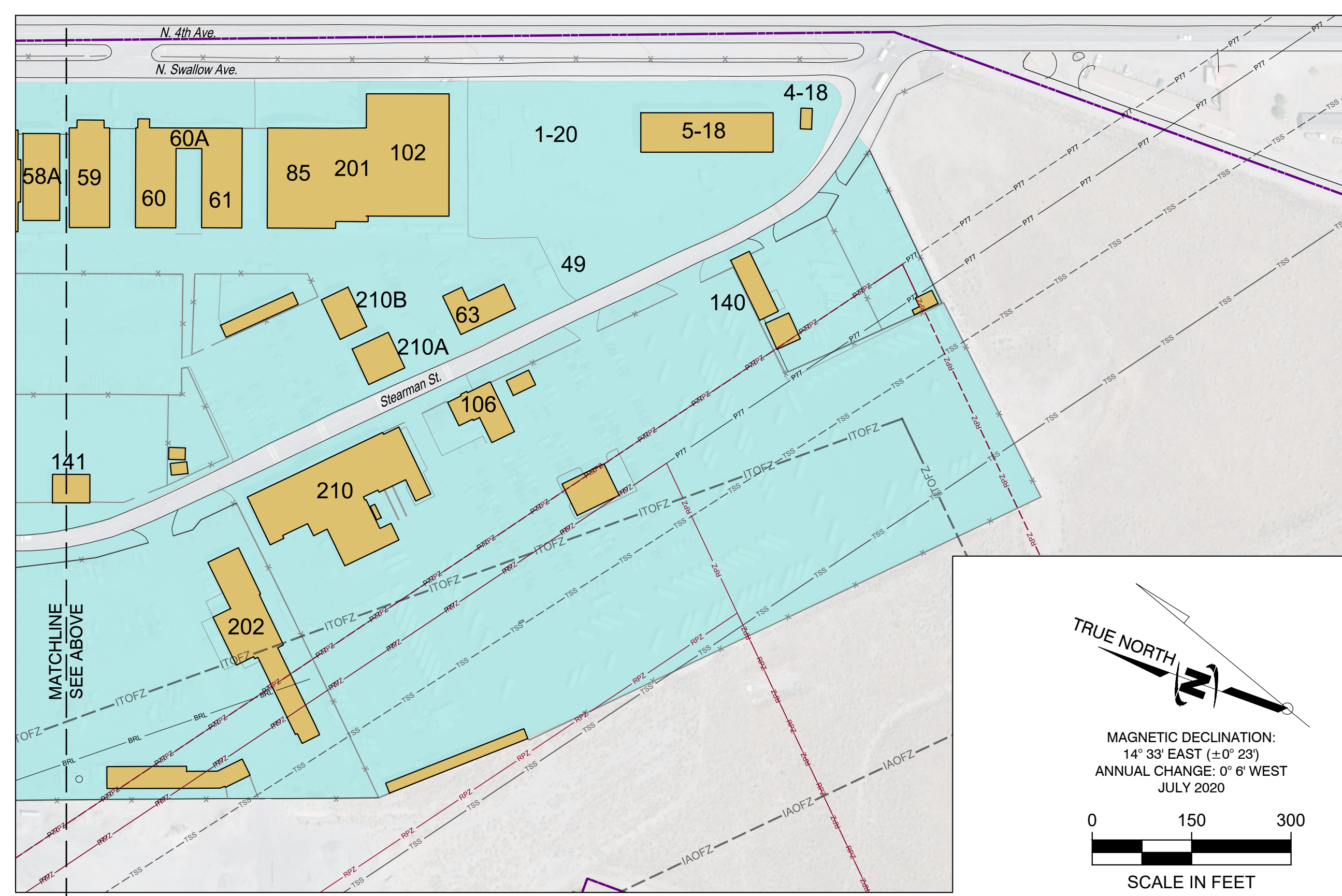
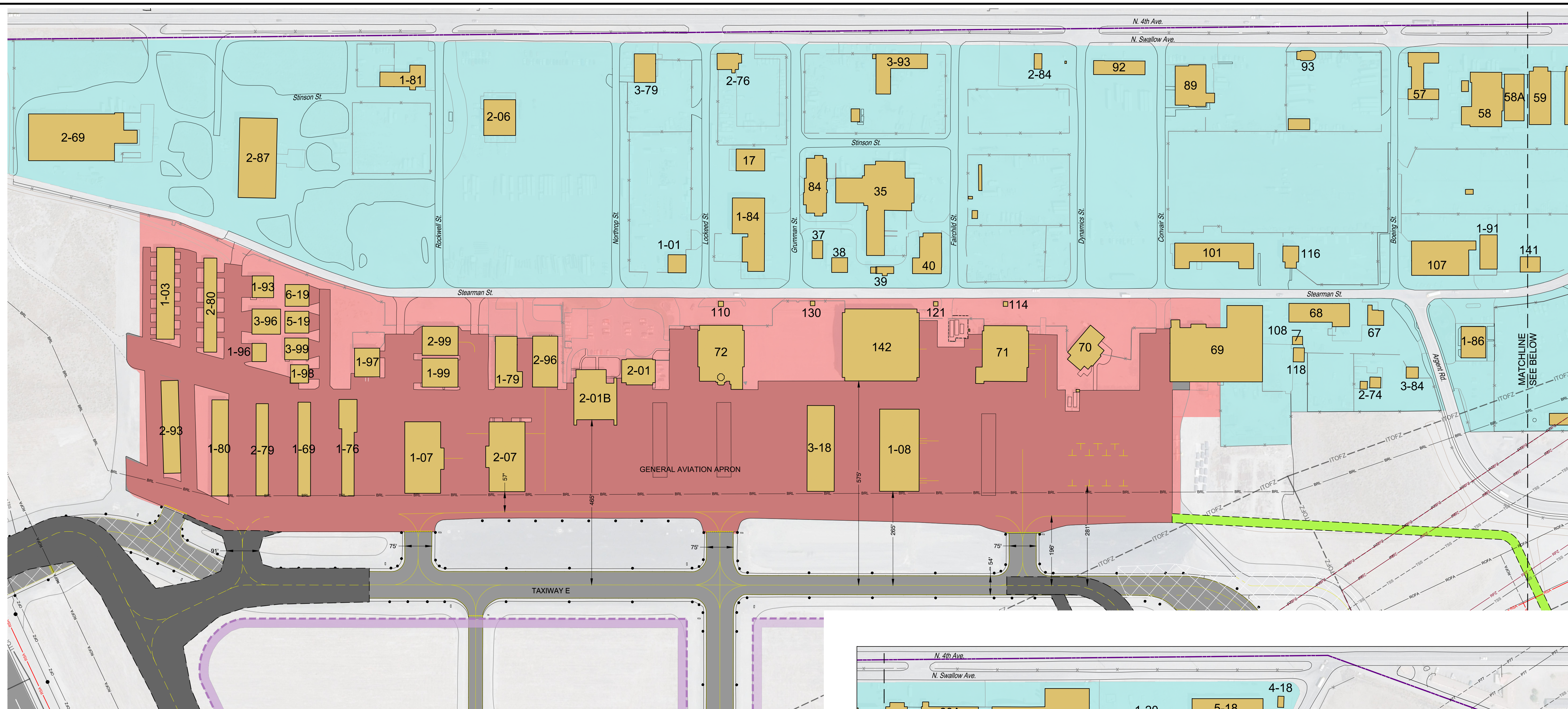
SHEET CONTENTS
BUSINESS PARK PLAN
SHEET NO.

BUSINESS PARK		
BLDG NO.	TENANT	TOP OF BUILDING ELEVATION
1-06	(POP) ARFF Bldg	429.4
2-08	Cory Benton	435.0
3-08	Chep Gaunnt	430.0
1-10	Sun Mart	440.2
1-19	Musser Auction	430.0
2-19	Musser Hangar	436.0
3-19	Hotel	465.0
4-19	Battele Hangar	435.0



X:\1624500\172210.01\TECHCAD\A\PSHEETS\SHEET 2 AIRPORT LAYOUT DRAWING-NEW.DWG
12/22/2020 10:06:30 AM

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C. Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



GENERAL AVIATION								
BLDG NO.	TENANT	TOP ELEV.	BLDG NO.	TENANT	TOP ELEV.	BLDG NO.	TENANT	TOP ELEV.
17	Port Maintenance - Sand Storage	439.3	110	Port of Pasco	420.4	1-98	McNeill, Jim	424
35	Power City; Les Schwab Tires, Inc.; Heaton, Troy	441.8	114	Kiwanis Club	418.9	1-99	MacHugh, Dave & Ami - Hangar	435.5
37	Port of Pasco	431.1	116	Wolfjohn & Associates	441.9	2-01	(POP) Bergstrom Aircraft	428.6
38	Port of Pasco	432.8	118	VACANT	417.5	210A	Pasco School District	434.3
39	VACANT	446.7	121	VACANT	416.5	210B	Pasco School District	426.9
40	GLB Farms / Port of Pasco	431.5	130	VACANT	421.2	2-01B	Inter-Avionics	440.23
57	Office Emerg Management	428.9	140	Systems Storage NW Craig-Co Electric	427.6	2-06	Easterday Farms	440.2
58	Andrews, Goodwill, Terry's Dairy Goodwill Industries	427.6	141	All Seasons Cont. LLC	424.9	2-07	Pasco Hangar II, LLC	430.9
59	R.W. Cox Drilling	433.9	142	Bergstrom Aircraft, Inc. Viper Aircraft	467.9	2-69	Donaldson LLC	443.2
60	Columbia Basin College Help-U-Move	434.2	201	BPA	434.4	2-74	Avis - Service Center	420.9
61	Columbia Basin College	433.5	202	Franklin County Shops	425.4	2-76	ECS/VP Equipment/Griffith	429.5
63	Wolfjohn & Associates	434.3	210	Pasco School District	437.5	2-79	Pat Funk T-Hangar	426.5
67	Franklin County	424.5	1-01	Sandbourne (HD Waterworks)	434.8	2-80	Peterson, Robert T-Hangar	429
68	Franklin County Four Rivers	426.5	1-03	Funk, Pat	427.9	2-84	Connell Oil - Card Station	428.9
69	Layne of WA, Inc.; Tri-Cities Waterfollies Columbia Basin College; Scheerer Construction; BPA	441.3	1-07	Pasco Hangar, LLC	431.1	2-87	Cost Less Carpet	446
70	Pasco FBO Partners LLC	432.4	1-08	Pasco Hangar III, LLC	431.5	2-93	Wirth, Terri - Hangar	423.3
71	Battelle Northwest Bergstrom Aircraft	440.1	1-69	Port-T-Hangar	422.5	2-96	Col. Bsn LLC-Hangar	429.7
72	Viper Aircraft	443.9	1-76	Port T-Hangar	427.3	3-18	Loren Watts Hangar	436
84	American Linen	438.7	1-79	Doug Watts	433.1	3-79	Sierra Electric, Inc.	432.6
85	BPA	446.5	1-80	Pat Funk T-Hangar	425.3	3-84	Avis/Budget - Car Wash	424.5
89	Bogert In'll	426.5	1-81	Astley's Transmission, Inc.	432.1	3-93	Big D Construction	432.5
92	Scott's Cabinets	429.2	1-84	Port Maintenance	441.8	3-96	Duzan, Tom - Hangar	430.9
93	Unoccupied	430.5	1-86	Franklin County Engineering	427.2	3-99	Whitten Family Farms - Hangar	425.2
101	Franklin County Sheriff Pierce, Norman L.	424.5	1-91	Bogert Int'l	435.8	4-18	Coffee Shop	
102	BPA	438.3	1-93	Klein, Douglas - Hangar	439.9	5-18	Chep Gauntt	434.7
106	Pasco School District	422.5	1-96	Buxbaum, Mark - Hangar	429.2	5-19	Whitten Hangar	425
107	Astley's Auto Warehouse	429.0	1-97	Napier, Art - Hangar	431.2	6-19	Peterson Hangar	425
108	Unoccupied	420.4						

TRI-CITIES AIRPORT LAYOUT PLAN

3601 North 20th Avenue
Pasco, Washington
99301

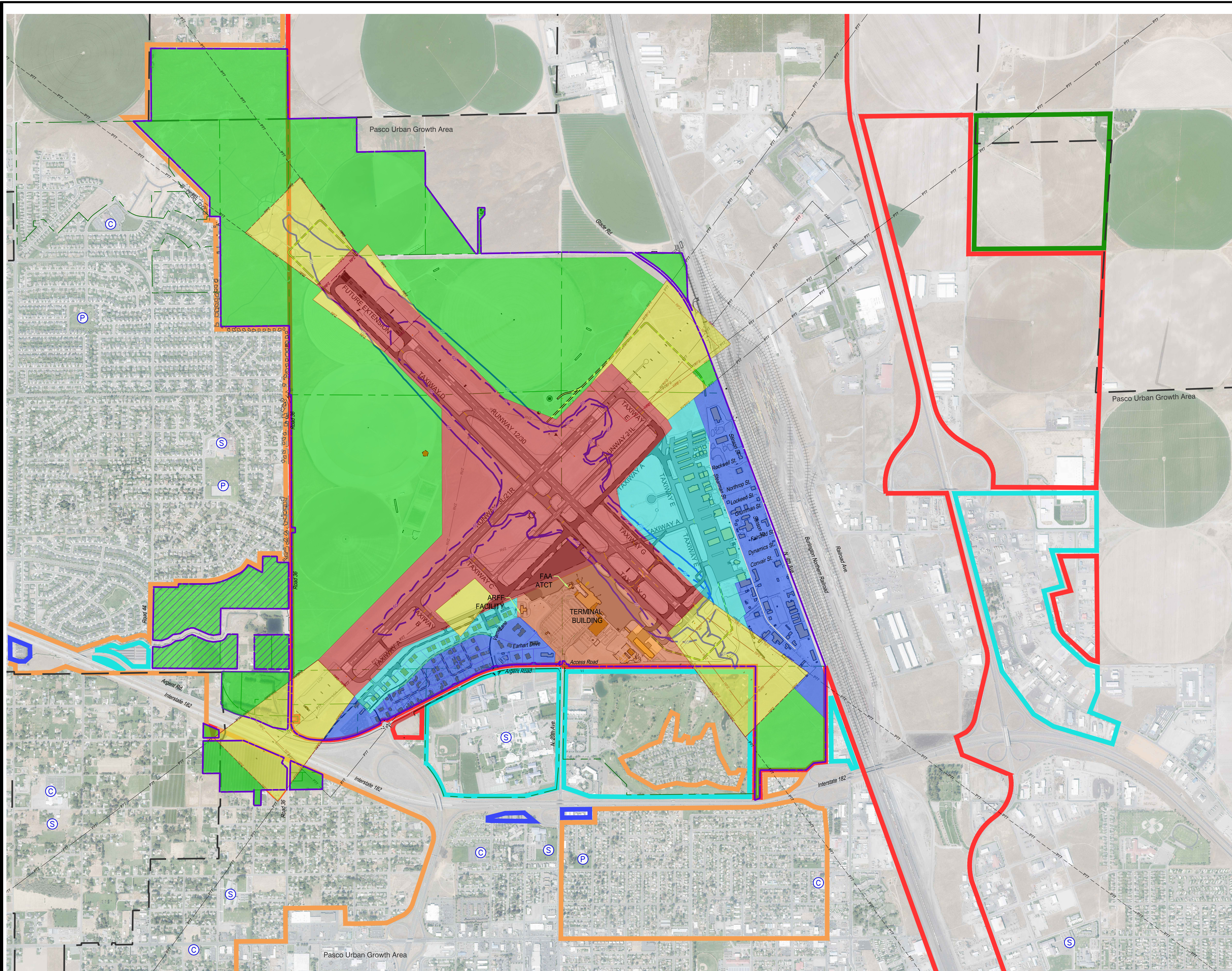
DATE	DESCRIPTION	BY
1/22/2020	1. IAP Update as part of Master Plan	SMF

MAH NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TM
CHECKED BY: KE
DO NOT SCALE DRAWINGS

GENERAL AVIATION PLAN
SHEET NO.

X:\1624500\172210.01\TECHCAD\IAP\SHEETS\SHEET 2 AIRPORT LAYOUT DRAWING-NEW.DWG 1/22/2020 10:08:51 AM

X:\1624500\172210\01\TECH\CAD\A\PSHEETS\SHEET_25_LAND USE.DWG
12/22/2020 12:27 PM



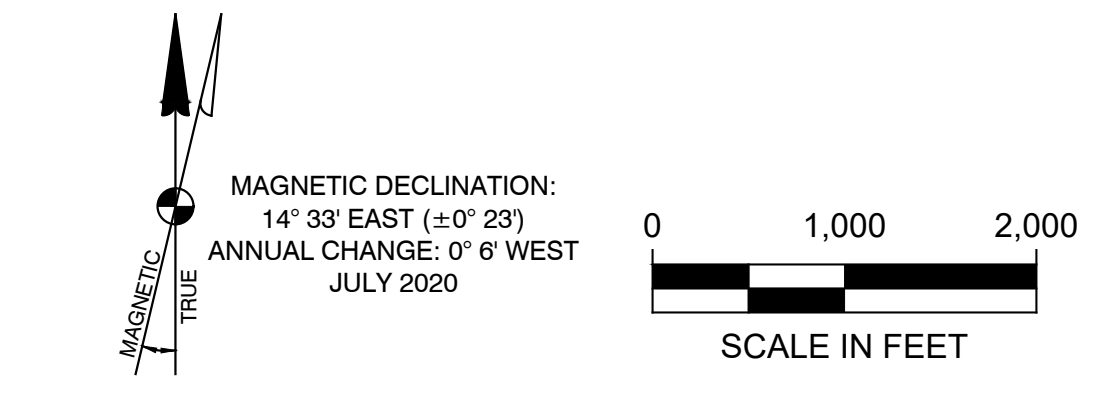
DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT / SHOULDER		
PAVEMENT TO BE REMOVED (AIRFIELD & ROAD)		
AIRPORT PROPERTY		
AVIGATION EASEMENT		
NOISE CONTOUR 65 DNL		
PASCO URBAN GROWTH AREA BOUNDARY		
PARK		
CHURCH		
SCHOOL		

ON-AIRPORT LAND USES		
	EXISTING	FUTURE
AIRFIELD - MOVEMENT AREA		
RUNWAY PROTECTION ZONES		
PASSENGER TERMINAL/AVIATION SUPPORT		
AIR CARGO		
AVIATION/AVIATION RELATED DEVELOPMENT		
NON AVIATION RELATED DEVELOPMENT		
OPEN/AG/APPROACH PROTECTION		
PSC AIRPORT PROPERTY RELEASE		

OFF-AIRPORT LAND USES		
	EXISTING	FUTURE
INDUSTRIAL ZONE		
COMMERCIAL ZONE		
OPEN SPACE/UNDEVELOPED ZONE		
SINGLE FAMILY/RESIDENTIAL ZONE		
MULTI-FAMILY/RESIDENTIAL ZONE		

NOTES

The City of Pasco has established the Pasco Airport Overlay District (Chapter 25.190), that establishes the Airport Influence Area based on the Future 14 CFR Part 77 Zones map and the Airport Safety Compatibility Zones map established by the Airport Master Plan. The District regulations discourage the siting of incompatible uses adjacent to the Airport and to protect the viability of the Airport as a significant resource to the community by encouraging compatible land uses, densities, and reducing hazards that may endanger the lives and property of the public and aviation users.



Mead & Hunt
Mead and Hunt, Inc.
9800 NE Cascades Parkway,
Suite 100
Portland, OR 97220
phone: 503-548-1494
meadhunt.com



The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

TRI-CITIES AIRPORT LAYOUT PLAN
3601 North 20th Avenue
Pasco, Washington
99301

DATE	BY	DESCRIPTION
12/22/2020	SMF	T. AUP Update as part of Master Plan

M&H NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TE
CHECKED BY: KM
DO NOT SCALE DRAWINGS

SHEET CONTENTS

LAND USE VICINITY AERIAL

SHEET NO.

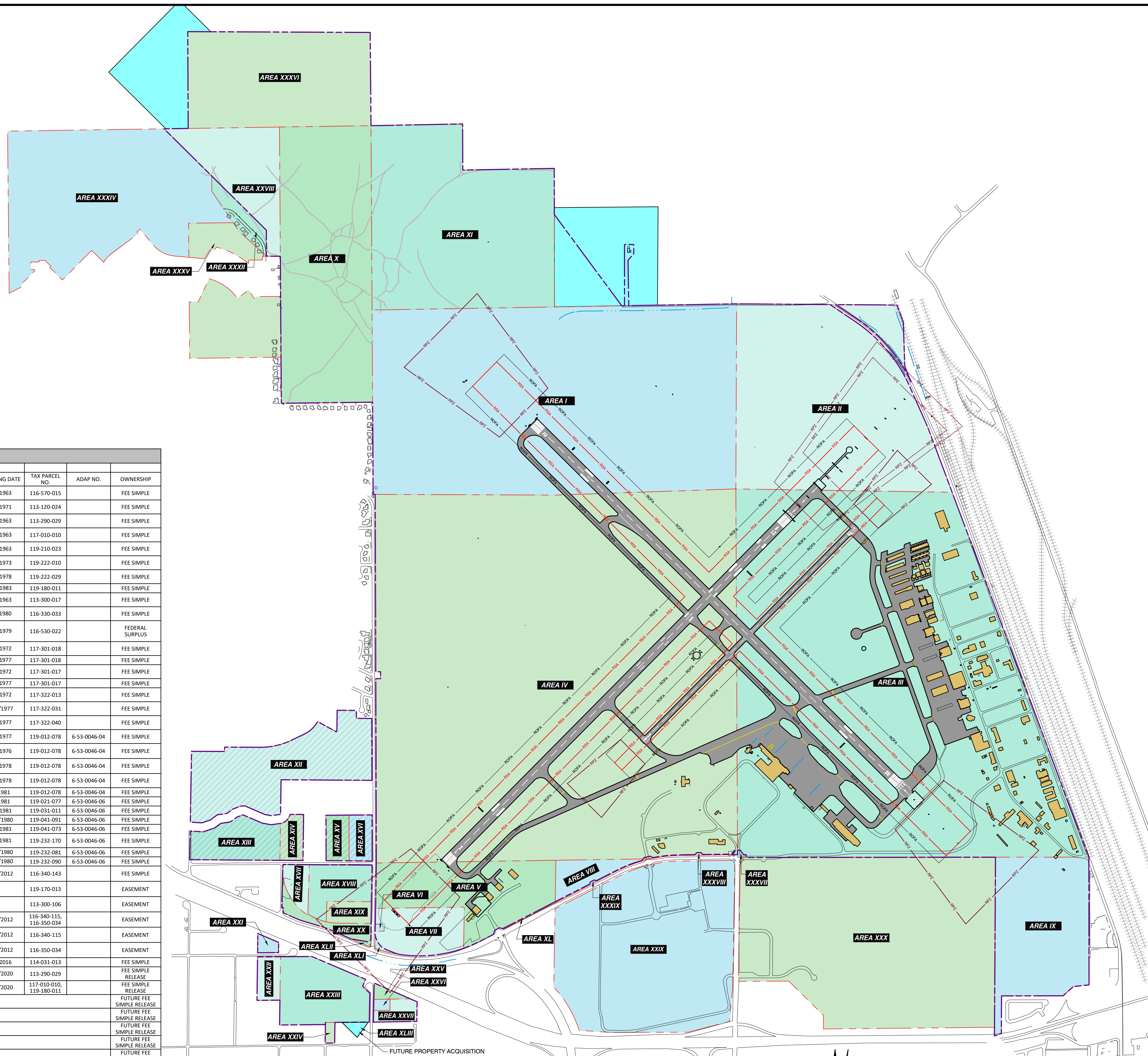
25 of 26
NOT FOR CONSTRUCTION

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

LEGEND	
	AIRPORT PROPERTY LINE (APL)
	RUNWAY PROTECTION ZONE
	LAND WHICH THE AIRPORT WILL SEEK TO BE RELEASED.

NOTE:
1. AREA XXVIII AND XXIV WERE NOT TRANSFERRED TO THE PORT OF PASCO WITH THE REMAINDER OF THE PROPERTY, HOWEVER THE PORT WAS GRANTED AND MAINTAINS AN AVIGATION EASEMENT OVER THE PROPERTY WHICH PERMITS THEM TO OPERATE AN AIRPORT IN PERPETUITY.

PROPERTY LEGEND											
AREA	ACQUIRED	RELEASED	FUTURE	GRANTOR	GRANTEE	RECORDED LIBER	INSTRUMENT OF TITLE	RECORDING DATE	TAX PARCEL NO.	ADAP NO.	OWNERSHIP
I	329.3 Acres			City of Pasco, WA	Port of Pasco	A portion of Auditors File No. 250543	Quit-Claim Deed	7/23/1963	116-570-015		FEE SIMPLE
II	164.1 Acres			Franklin County, WA	Port of Pasco	A portion of Auditors File No. 323930	Quit-Claim Deed	3/24/1971	113-120-024		FEE SIMPLE
III	504.9 Acres			City of Pasco, WA	Port of Pasco	A portion of Auditors File No. 250543	Quit-Claim Deed	7/23/1963	113-290-029		FEE SIMPLE
IV	642.76 Acres			City of Pasco, WA	Port of Pasco	A portion of Auditors File No. 250543	Quit-Claim Deed	7/23/1963	117-010-010		FEE SIMPLE
V	48.2 Acres			City of Pasco, WA	Port of Pasco	A portion of Auditors File No. 250543	Quit-Claim Deed	7/23/1963	119-210-023		FEE SIMPLE
VI	0.3 Acres			Sophia Job	Port of Pasco	Auditors File No. 380816	Statutory Warranty Deed	5/10/1973	119-222-010		FEE SIMPLE
VII	19.4 Acres			Norbert & Marion Job	Port of Pasco	Auditors File No. 380012	Statutory Warranty Deed	4/13/1978	119-222-029		FEE SIMPLE
VIII	8.859 Acres			State of Washington	Port of Pasco	Auditors File No. 424435	Quit-Claim Deed	4/15/1983	119-180-011		FEE SIMPLE
IX	63.5 Acres			City of Pasco, WA	Port of Pasco	A portion of Auditors File No. 250543	Quit-Claim Deed	7/23/1963	113-300-017		FEE SIMPLE
X	122.7 Acres			Burlington Northern Inc.	Port of Pasco	Auditors File No. 398404	Warranty Deed	1/24/1980	116-330-033		FEE SIMPLE
XI	143.3 Acres			United States of America, Secretary of the Interior	Port of Pasco	Auditors File No. 394131	Warranty Deed	8/12/1979	116-530-022		FEDERAL SURPLUS
XII	52.7 Acres			Didco Corporation	Port of Pasco	Parcel A, Auditors File No. 333135	Statutory Warranty Deed	8/23/1972	117-301-018		FEE SIMPLE
XIII	15.9 Acres			Didco Corporation	Port of Pasco	Parcel B, Auditors File No. 333135	Statutory Warranty Deed	8/23/1972	117-301-017		FEE SIMPLE
XIV	4.9 Acres			Didco Corporation	Port of Pasco	Parcel C, Auditors File No. 333135	Statutory Warranty Deed	8/23/1972	117-322-013		FEE SIMPLE
XV	5.2 Acres			Donald & Lois Avery	Port of Pasco	Auditors File No. 375622	Statutory Warranty Deed	11/22/1977	117-322-031		FEE SIMPLE
XVI	5.2 Acres			Beatrice Huston	Port of Pasco	Auditors File No. 373780	Statutory Warranty Deed	9/16/1977	117-322-040		FEE SIMPLE
XVII	4.7 Acres			Warren & Mary Ann Cornett	Port of Pasco	Auditors File No. 373159	Statutory Warranty Deed	8/16/1977	119-012-078	6-53-0046-04	FEE SIMPLE
XVIII	12.7 Acres			Dale & Ardella Ratchford, et al.	Port of Pasco	Auditors File No. 364090	Statutory Warranty Deed	9/20/1976	119-012-078	6-53-0046-04	FEE SIMPLE
XIX	4.6 Acres			Franklin County Irrigation District No. 1	Port of Pasco	Auditors File No. 379053	Quit-Claim Deed	3/15/1978	119-012-078	6-53-0046-04	FEE SIMPLE
XX	5.7 Acres			Andrew & Chrisona Job	Port of Pasco	Auditors File No. 379054	Statutory Warranty Deed	3/15/1978	119-012-078	6-53-0046-04	FEE SIMPLE
XXI	1.5 Acres			State of Washington	Port of Pasco	Auditors File No. 408374	Quit-Claim Deed	3/5/1981	119-012-078	6-53-0046-04	FEE SIMPLE
XXII	4.9 Acres			State of Washington	Port of Pasco	Auditors File No. 408377	Quit-Claim Deed	3/5/1981	119-021-077	6-53-0046-06	FEE SIMPLE
XXIII	25.4 Acres			State of Washington	Port of Pasco	Auditors File No. 409825	Quit-Claim Deed	4/17/1981	119-031-011	6-53-0046-06	FEE SIMPLE
XXIV	1.0 Acres			State of Washington	Port of Pasco	Auditors File No. 405321	Quit-Claim Deed	10/20/1980	119-041-091	6-53-0046-06	FEE SIMPLE
XXV	1.5 Acres			State of Washington	Port of Pasco	Auditors File No. 409263	Quit-Claim Deed	3/27/1981	119-041-073	6-53-0046-06	FEE SIMPLE
XXVI	0.9 Acres			State of Washington	Port of Pasco	Auditors File No. 414857	Quit-Claim Correction Deed	12/9/1981	119-232-170	6-53-0046-06	FEE SIMPLE
XXVII	3.8 Acres			State of Washington	Port of Pasco	Auditors File No. 405428	Quit-Claim Deed	10/23/1980	119-232-081	6-53-0046-06	FEE SIMPLE
XXVIII	34.04 Acres			EE Properties, LLC	Port of Pasco	Auditors File No. 1793616 (aka Parcels A and B)	Statutory Warranty Deed	12/31/2012	116-340-143		FEE SIMPLE
XXIX	132.8 Acres			Columbia Basin College	Port of Pasco	Auditors File No. 178988 (See Notes)	Easement		119-170-013		EASEMENT
XXX	135.2 Acres			City of Pasco, WA	Port of Pasco	Auditors File No. 250542 (See Notes)	Easement		113-300-106		EASEMENT
XXXI	6.4 Acres			EE Properties, LLC	Port of Pasco	Auditors File No. 1793619 (aka Parcel C)	Easement	12/31/2012	116-340-115, 116-350-034		EASEMENT
XXXII	155.5 Acres			EE Properties, LLC	Port of Pasco	Auditors File No. 1793619 (Remainder)	Easement	12/31/2012	116-340-115		EASEMENT
XXXIII	43.6 Acres			EE Properties, LLC	Port of Pasco	Auditors File No. 1793619 (Remainder)	Easement	12/31/2012	116-350-034		EASEMENT
XXXIV	98.7 Acres			Bureau of Reclamation	Port of Pasco	Auditors File No. 1844422	Dedication Deed	3/24/2016	114-031-013		FEE SIMPLE
XXXV	0.147 Acres			City of Pasco, WA	Port of Pasco	Auditors File No. 1924091	Quit-Claim Deed	10/27/2020	113-290-029		FEE SIMPLE RELEASE
XXXVI	0.466 Acres			City of Pasco, WA	Port of Pasco	Auditors File No. 1923260	Quit-Claim Deed	10/14/2020	117-010-010, 119-180-011		FEE SIMPLE RELEASE
XXXVII		0.387 Acres				Information to be included.					FUTURE FEE SIMPLE RELEASE
XXXVIII		0.213 Acres				Information to be included.					FUTURE FEE SIMPLE RELEASE
XXXIX		0.37 Acres				Information to be included.					FUTURE FEE SIMPLE RELEASE
XL		0.25 Acres				Information to be included.					FUTURE FEE SIMPLE RELEASE
XLI		0.95 Acres				Information to be included.					FUTURE FEE SIMPLE RELEASE



TRI-CITIES AIRPORT LAYOUT PLAN

3601 North 20th Avenue
Pasco, Washington
99301

NO.	DESCRIPTION	DATE
1	MAP Update as part of Master Plan	1/22/2020

M&H NO.: 1624500-172210.01
DATE: December 2020
DESIGNED BY: MH
DRAWN BY: TM
CHECKED BY: KE
DO NOT SCALE DRAWINGS

EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP

SHEET NO.

X:\1624500\172210\011\TECH\CAD\DS\SHETS\SHEET_26_AIRPORT_PROPERTY_MAP.DWG
1/22/2020 12:33 PM