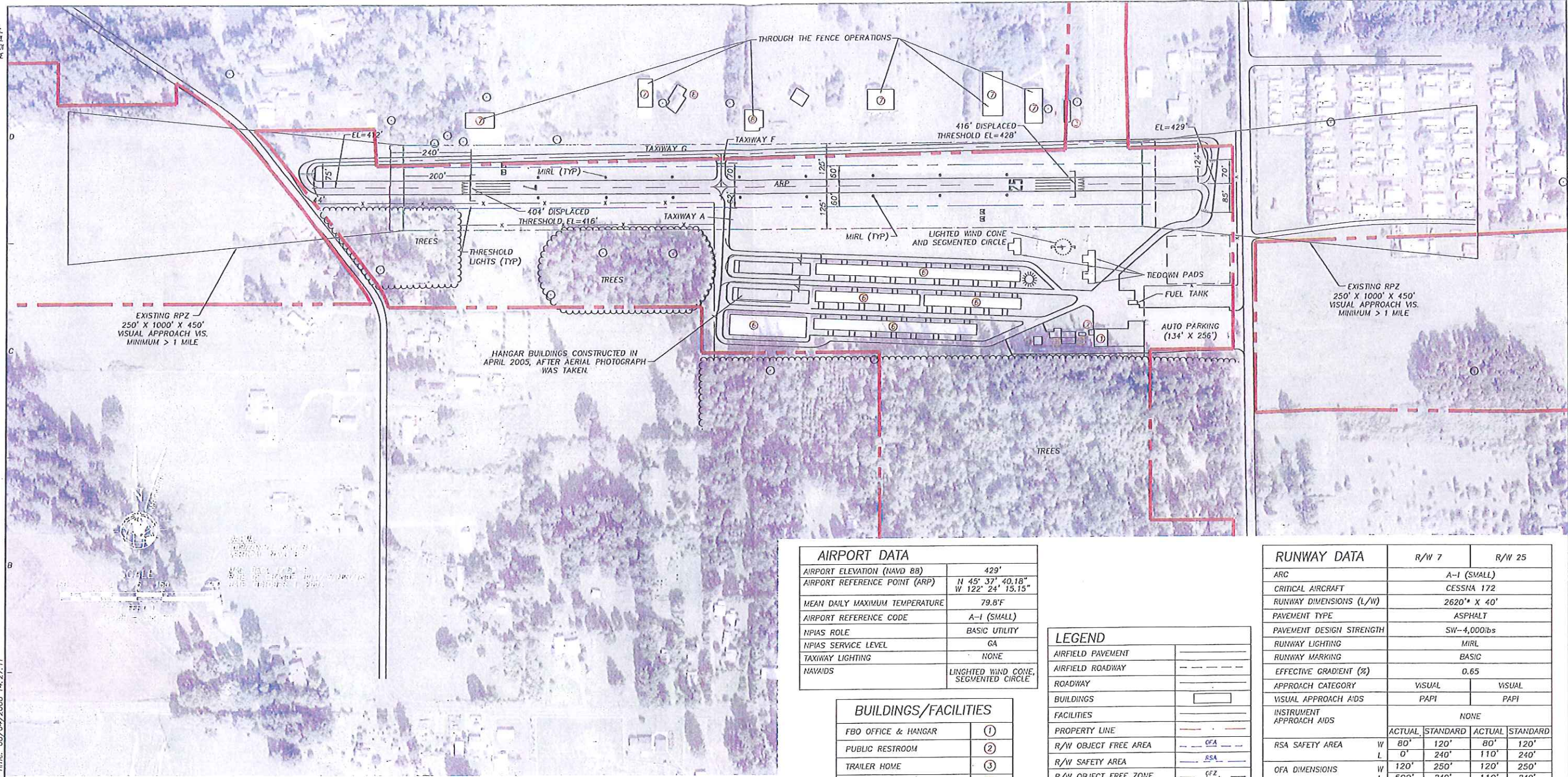


DWG INDEX:
 3125-RJ-KA
 3125-RJ-BM
 2220-SFF-SDX



EXISTING RPZ
 250' X 1000' X 450'
 VISUAL APPROACH VIS.
 MINIMUM > 1 MILE

HANGAR BUILDINGS CONSTRUCTED IN
 APRIL 2005, AFTER AERIAL PHOTOGRAPH
 WAS TAKEN.

EXISTING RPZ
 250' X 1000' X 450'
 VISUAL APPROACH VIS.
 MINIMUM > 1 MILE



AIRPORT DATA	
AIRPORT ELEVATION (NAVD 88)	429'
AIRPORT REFERENCE POINT (ARP)	N 45° 37' 40.18" W 122° 24' 15.15"
MEAN DAILY MAXIMUM TEMPERATURE	79.8°F
AIRPORT REFERENCE CODE	A-1 (SMALL)
NPIAS ROLE	BASIC UTILITY
NPIAS SERVICE LEVEL	GA
TAXIWAY LIGHTING	NONE
NAVAIDS	LIGHTED WIND CONE, SEGMENTED CIRCLE

BUILDINGS/FACILITIES	
FBO OFFICE & HANGAR	①
PUBLIC RESTROOM	②
TRAILER HOME	③
MAINTENANCE BUILDING	④
FIRE HYDRANT PUMP HOUSE	⑤
T-HANGAR	⑥
PRIVATELY OWNED HANGAR	⑦
PRIVATE RESIDENCE	⑧

LEGEND	
AIRFIELD PAVEMENT	—————
AIRFIELD ROADWAY	-----
ROADWAY	—————
BUILDINGS	▭
FACILITIES	—————
PROPERTY LINE	—————
R/W OBJECT FREE AREA	--- OFA ---
R/W SAFETY AREA	--- RSA ---
R/W OBJECT FREE ZONE	--- OFZ ---
RUNWAY PROTECTION ZONE	--- RPZ ---
AIRPORT REFERENCE POINT	⊕ ARP
RUNWAY LIGHTS	⊙
TREES	⊙
HOLD LINE	———

RUNWAY DATA		R/W 7		R/W 25	
ARC		A-1 (SMALL)			
CRITICAL AIRCRAFT		CESSNA 172			
RUNWAY DIMENSIONS (L/W)		2620' X 40'			
PAVEMENT TYPE		ASPHALT			
PAVEMENT DESIGN STRENGTH		SW-4,000/bs			
RUNWAY LIGHTING		MRL			
RUNWAY MARKING		BASIC			
EFFECTIVE GRADIENT (%)		0.65			
APPROACH CATEGORY		VISUAL		VISUAL	
VISUAL APPROACH AIDS		PAPI		PAPI	
INSTRUMENT APPROACH AIDS		NONE			
RSA SAFETY AREA	W	80'	120'	80'	120'
	L	0'	240'	110'	240'
OFA DIMENSIONS	W	120'	250'	120'	250'
	L	500'	240'	110'	240'
OFZ DIMENSIONS	W	120'	250'	120'	250'
	L	200'	200'	200'	200'
RUNWAY END COORDINATES		N 45° 37' 40.33" W 122° 24' 33.32"		N 45° 37' 40.03" W 122° 23' 56.46"	
APPROACH SLOPES	FAR PART 77	20:1		20:1	
	ACTUAL	19:1		22:1	

- NOTE:
1. THE RUNWAY END ELEVATION, RUNWAY END COORDINATES, RUNWAY LENGTH AND AIRPORT REFERENCE POINT SHOWN IN THIS DRAWING IS BASED ON THE INFORMATION PROVIDED BY 2002 SYSTEM PLAN UPDATE SURVEYED BY W&H PACIFIC IN MAY 2002.
 2. THE PROPERTY LINE IS BASED ON A PROPERTY SKETCH PROVIDED BY GROVE FIELD AIRPORT, NO SURVEY WAS PERFORMED.
 3. INFORMATION NOT NOTED WAS PROVIDED BY A FIELD VISIT BY DICK WILSON OR A CURRENT AERIAL PHOTO.

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

DESIGNED BY: RMW	CHECKED BY: REA				
DRAWN BY: CMB	APPROVED BY:				
LAST EDIT: 02/28/05	PLOT DATE: 06/29/07				
DATE	BY	REV#	REVISION	CK'D	APPR

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WSDOT AVIATION DIVISION
 GROVE FIELD AIRPORT
EXISTING FACILITIES
EXHIBIT 2A

CAVAS
 SCALE: 1"=400'

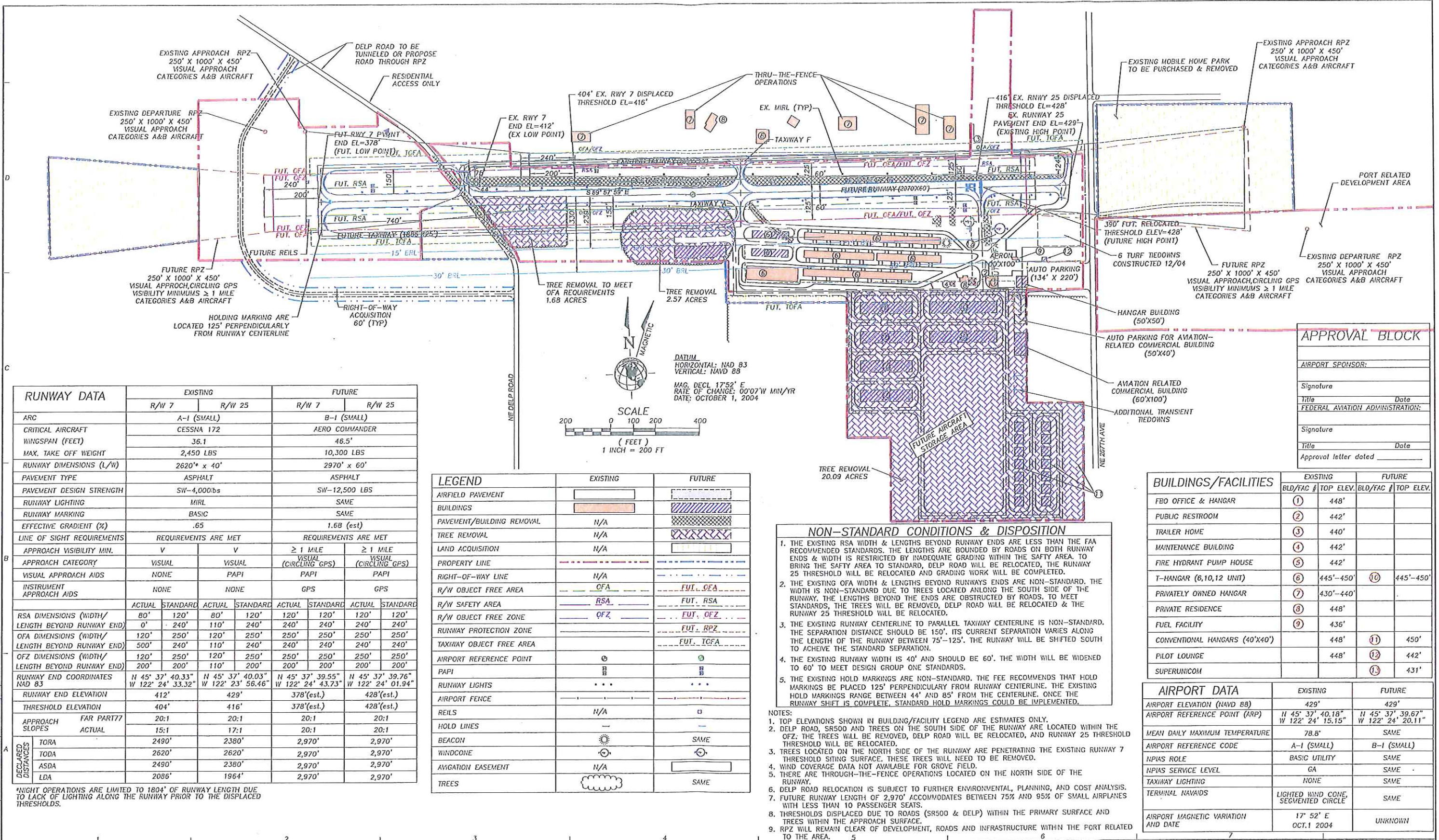
PROJECT NO. 32105

DRAWING FILE NAME: 32105-airp-ex2A

WASHINGTON
 SHEET EX-2A

Office: PORTLAND | System: PDX-967K091 | User: RIMASAKI | Time: 06/04/2008 14:27:11

DWG INDEX:
 3215-RJ-001
 3215-RJ-001
 3215-RJ-100



RUNWAY DATA	EXISTING		FUTURE	
	R/W 7	R/W 25	R/W 7	R/W 25
ARC	A-1 (SMALL)		B-1 (SMALL)	
CRITICAL AIRCRAFT	CESSNA 172		AERO COMMANDER	
WINGSPAN (FEET)	36.1		46.5'	
MAX. TAKE OFF WEIGHT	2,450 LBS		10,300 LBS	
RUNWAY DIMENSIONS (L/W)	2620' x 40'		2970' x 60'	
PAVEMENT TYPE	ASPHALT		ASPHALT	
PAVEMENT DESIGN STRENGTH	SW-4,000lbs		SW-12,500 LBS	
RUNWAY LIGHTING	MIRL		SAME	
RUNWAY MARKING	BASIC		SAME	
EFFECTIVE GRADIENT (%)	.65		1.68 (est)	
LINE OF SIGHT REQUIREMENTS	REQUIREMENTS ARE MET		REQUIREMENTS ARE MET	
APPROACH VISIBILITY MIN.	V		≥ 1 MILE	
APPROACH CATEGORY	VISUAL		VISUAL (CIRCLING GPS)	
VISUAL APPROACH AIDS	NONE		PAPI	
INSTRUMENT APPROACH AIDS	NONE		GPS	
	ACTUAL	STANDARD	ACTUAL	STANDARD
RSA DIMENSIONS (WIDTH/LENGTH BEYOND RUNWAY END)	80' 240'	80' 240'	120' 240'	120' 240'
OFA DIMENSIONS (WIDTH/LENGTH BEYOND RUNWAY END)	120' 250'	110' 240'	250' 250'	250' 250'
OFZ DIMENSIONS (WIDTH/LENGTH BEYOND RUNWAY END)	120' 250'	120' 250'	250' 250'	250' 250'
RUNWAY END COORDINATES NAD 83	N 45° 37' 40.33" W 122° 24' 33.32"	N 45° 37' 40.03" W 122° 23' 56.46"	N 45° 37' 39.55" W 122° 24' 43.73"	N 45° 37' 39.76" W 122° 24' 01.94"
RUNWAY END ELEVATION	412'		429'	
THRESHOLD ELEVATION	404'		416'	
APPROACH SLOPES	FAR PART 77	ACTUAL	20:1	20:1
DECLARED DISTANCES	TORA	2490'	2380'	2,970'
	TODA	2620'	2620'	2,970'
	ASDA	2490'	2380'	2,970'
	LDA	2086'	1964'	2,970'

LEGEND	EXISTING	FUTURE
AIRFIELD PAVEMENT	[Symbol]	[Symbol]
BUILDINGS	[Symbol]	[Symbol]
PAVEMENT/BUILDING REMOVAL	N/A	[Symbol]
TREE REMOVAL	N/A	[Symbol]
LAND ACQUISITION	N/A	[Symbol]
PROPERTY LINE	[Symbol]	[Symbol]
RIGHT-OF-WAY LINE	N/A	[Symbol]
R/W OBJECT FREE AREA	[Symbol]	[Symbol]
R/W SAFETY AREA	[Symbol]	[Symbol]
R/W OBJECT FREE ZONE	[Symbol]	[Symbol]
RUNWAY PROTECTION ZONE	[Symbol]	[Symbol]
TAXIWAY OBJECT FREE AREA	[Symbol]	[Symbol]
AIRPORT REFERENCE POINT	[Symbol]	[Symbol]
PAPI	[Symbol]	[Symbol]
RUNWAY LIGHTS	[Symbol]	[Symbol]
AIRPORT FENCE	[Symbol]	[Symbol]
REILS	N/A	[Symbol]
HOLD LINES	[Symbol]	[Symbol]
BEACON	[Symbol]	[Symbol]
WINDCONE	[Symbol]	[Symbol]
AVIGATION EASEMENT	N/A	[Symbol]
TREES	[Symbol]	[Symbol]

NON-STANDARD CONDITIONS & DISPOSITION

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

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

APPROVAL BLOCK

AIRPORT SPONSOR:

Signature _____ Date _____

FEDERAL AVIATION ADMINISTRATION:

Signature _____ Date _____

Approval letter dated _____

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

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

DESIGNED BY: RMW
 DRAWN BY: CMB
 LAST EDIT: 07/22/05

CHECKED BY: REA
 APPROVED BY:
 PLOT DATE: 06/27/07

DATE	BY	REV#	REVISION	CK'D	APPR

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WSDOT AVIATION DIVISION
 GROVE FIELD AIRPORT
AIRPORT LAYOUT PLAN
EXHIBIT 2B

CAMAS
 SCALE: 1"=200'
 PROJECT NO. 32105
 DRAWING FILE NAME: 32105-AIRP-EX2B
 WASHINGTON SHEET EX-2B