



APPENDIX A - AIRPORT LAYOUT PLAN



AIRPORT LAYOUT PLAN

FOR THE PANGBORN MEMORIAL AIRPORT

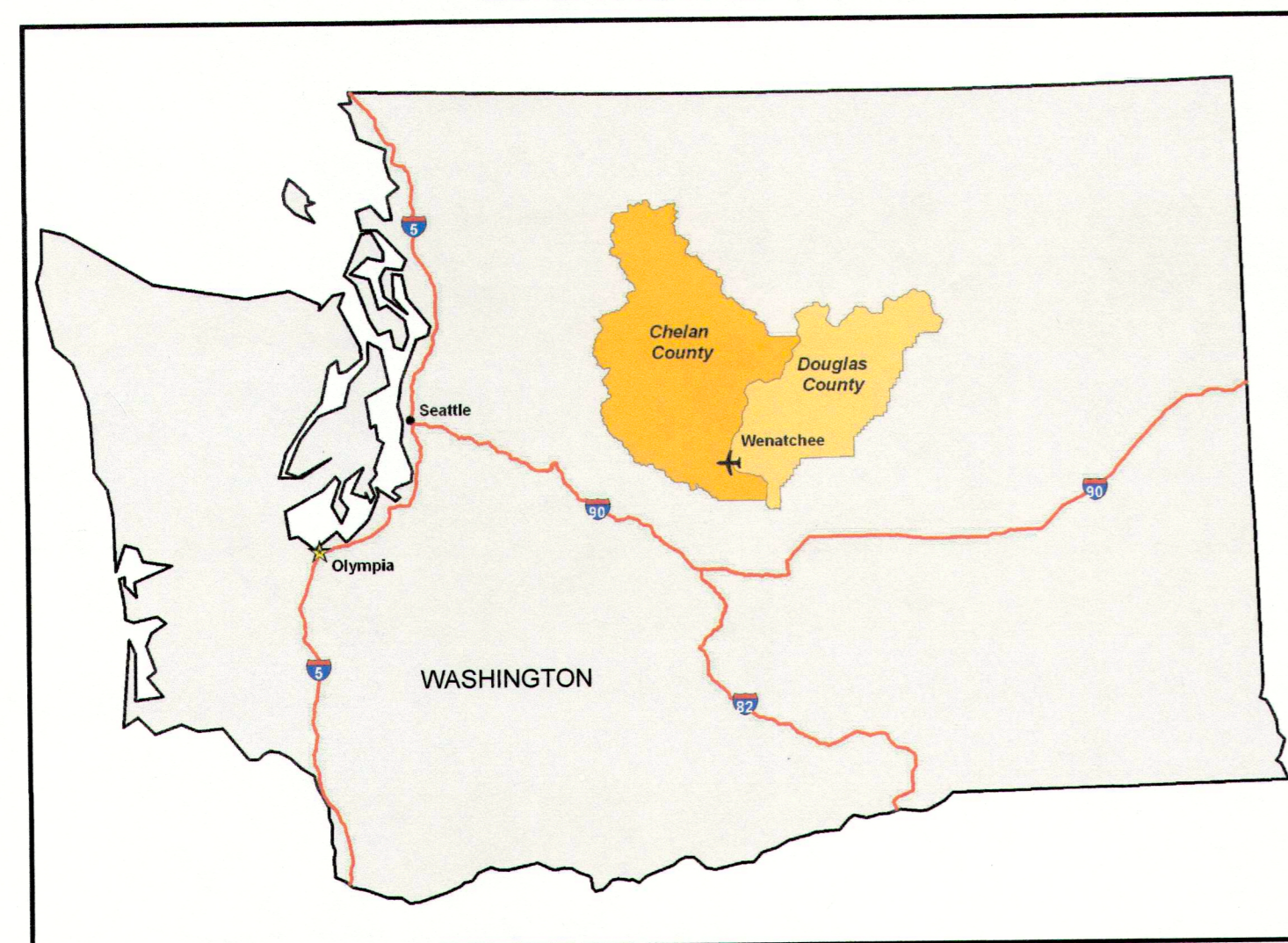
EAST WENATCHEE, WASHINGTON

October 2019

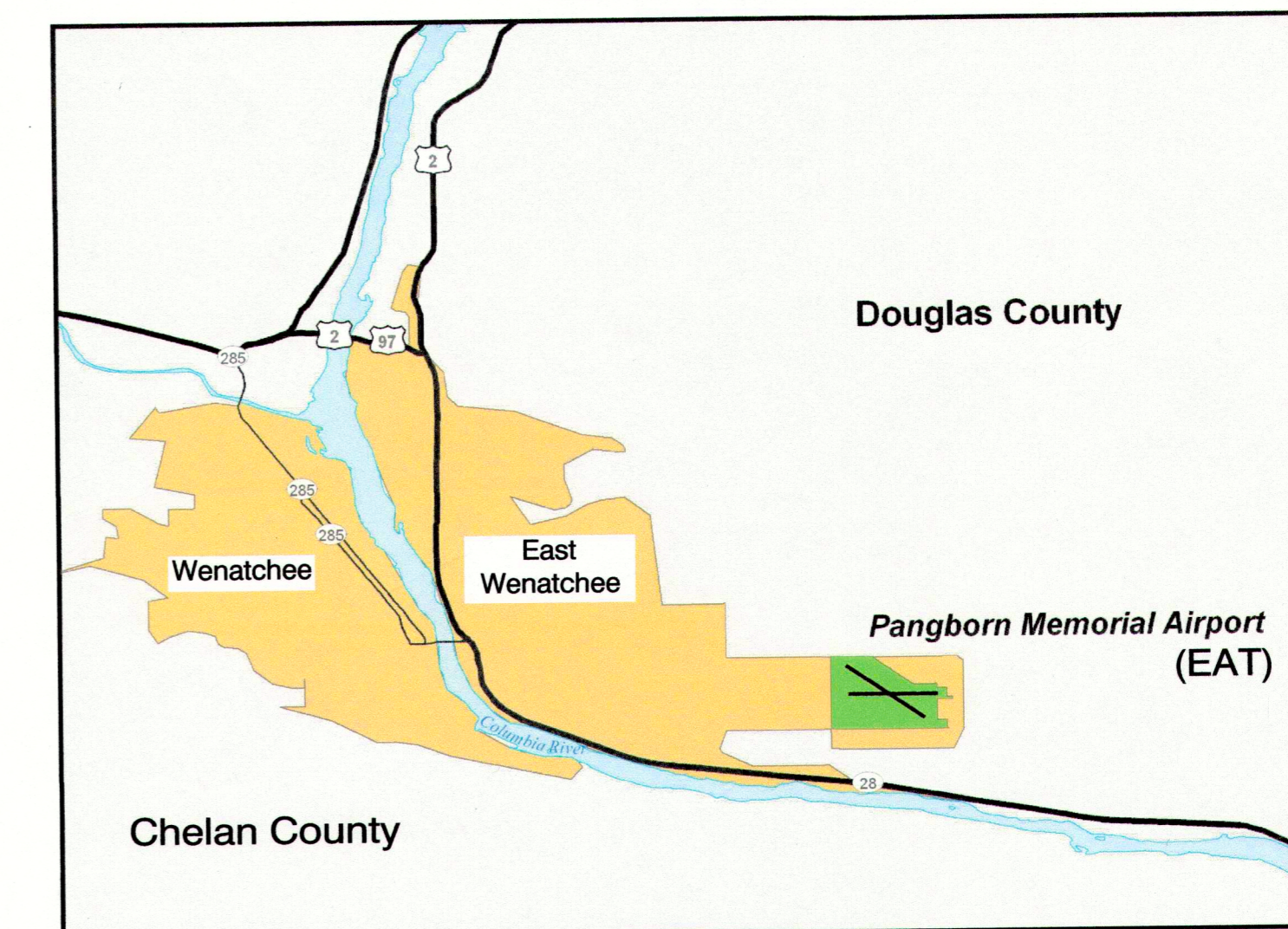
FAA DISCLAIMER

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED DURING THE PRELIMINARY DESIGN PHASE. THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISH OF STRUCTURES. FAA'S PRIMARY CONCERNS ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS, AND ADVERSE EFFECTS ON AIRCRAFT APPROACH AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

LOCATION MAP



VICINITY MAP



AIRPORT LAYOUT PLAN DRAWING SHEET INDEX		
ALP SHEET NUMBER	ALP DRAWING TITLE	REVISED DATE & INITIALS
1	TITLE COVER SHEET	
2	FACILITY LAYOUT PLAN - AIRPORT AERIAL	
3	AIRPORT DATA TABLES	
4	AIRPORT LAYOUT PLAN DRAWING - EXISTING/FUTURE CONDITIONS	
5	TERMINAL AREA PLAN	
6	FUTURE RUNWAY 12 PART 77 - PLAN & PROFILE	
7	EXISTING RUNWAY 12/30 - INNER PORTION	
8	FUTURE RUNWAY 12 - INNER PORTION	
9	FUTURE RUNWAY 30 - INNER PORTION	
10	FUTURE TURF RUNWAY 8/26 - INNER PORTION	
11	RUNWAY CENTERLINE 12/30 & 8/26 - PLAN & PROFILE	
12	PART 77 & OBSTRUCTION NORTH-WEST - SHEET 1 OF 2	
13	PART 77 & OBSTRUCTION SOUTH-EAST - SHEET 2 OF 2	
14	AIRPORT LAND USE PLAN	
15	AIRPORT PROPERTY MAP	

GENERAL ALP NOTES:

- ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A Change 1, *Airport Design*, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), *Safe, Efficient Use, and Preservation of the Navigable Airspace*.
- ALP drawings updated from 'as-built' ALP drawing set prepared by Stantec on April 25, 2017 for the Runway 12 extension project and land acquisition. ALP base mapping (planimetrics, topographic contours) reflects features obtained September, 2016. Digital ortho aerial imagery conducted by Stantec, September 13, 2016. Master Plan ALP AGIS mapping features supplemented by aerial mapping conducted by Geoterra in November, 2016.
- All elevations and coordinates in NAD83 and NAVD88. Elevations are above mean sea level (MSL), unless noted. Source: ground survey conducted by third party surveyor in July 29, 2016, as reported in Airports Facility Directory and AVN Data Sheet. Future runway end coordinates estimated.
- Airport property boundary and parcel information from Exhibit 'A' Property Map dated 4-25-2017 and approved 11-17-2017 as prepared for AIP project 3-53-0084-035 runway extension land acquisition and AIP project 3-53-0084-036/37 as-built ALP. Original airport property boundary derived 2004 ALP Property Map dated April 12, 2004 prepared by Coffman & Associates.

ALP CHECKLIST CERTIFICATION FOR AIRSPACE REVIEW

ON BEHALF OF MEAD & HUNT, THIS AIRPORT LAYOUT PLAN (ALP) WAS PREPARED FOR THE AIRPORT ACCORDING TO THE APPLICABLE FAA ADVISORY CIRCULARS, THE CURRENT VERSION OF THE FAA ALP CHECKLIST (SOP 2.00), AND ACCURATELY DEPICTS THE PROPOSED USE OF AIRSPACE AT THE TIME OF SUBMITTAL. THE ALP CONFORMS WITH FAA DESIGN STANDARDS, OTHERWISE EXCEPT AS NOTED BELOW.

EXCEPTIONS: NONE

FEDERAL AVIATION ADMINISTRATION
NORTHWEST MOUNTAIN REGION
APPROVAL BLOCK

FAA OFFICIAL
MANAGER
SEATTLE AIRPORTS DISTRICT OFFICE

SIGNATURE DATE:

APPROVAL LETTER DATE:

[Signature]
EXECUTIVE DIRECTOR
PORT OF CLEAN COUNTY

10/22/2019
DATE

[Signature]
EXECUTIVE DIRECTOR
PORT OF DOUGLAS COUNTY

10/22/2019
DATE

[Signature]
AIRPORT DIRECTOR
PANGBORN MEMORIAL AIRPORT

10/22/2019
DATE

NO.	REVISION	SPONSOR	DATE

AIRPORT LAYOUT PLAN - FINAL DRAFT
EAT - PANGBORN MEMORIAL AIRPORT - EAST WENATCHEE, WA
TITLE COVER SHEET



DESIGN: JS DRAWN: DR DATE: OCTOBER 2019 SHEET 1 OF 15

The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does 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 in accordance with appropriate public laws.

EXISTING BUILDINGS/FACILITIES	
NUMBER	DESCRIPTION
1	AIRLINE TERMINAL BUILDING
2	T-HANGAR
3	BOX HANGAR
4	FUEL ISLAND - 100LL (to be removed)
5	FUEL TANK - JET A
6	RENTAL CAR WASH SHOP
7	AIRPORT SHOP & GARAGE
8	SNOW REMOVAL EQUIPMENT BUILDING
9	FIXED BASE OPERATOR
10	AIRPORT RESCUE AND FIRE FIGHTING
11	AIR CARGO BUILDING
12	U.S. FOREST SERVICE BUILDINGS
13	ELECTRICAL VAULT
14	WESTSIDE TENANT (NON-AVIATION)
15	EXECUTIVE FLIGHT - HANGAR AND OFFICE
16	NON-AVIATION BUILDING
17	COMPASS ROSE (to be removed)

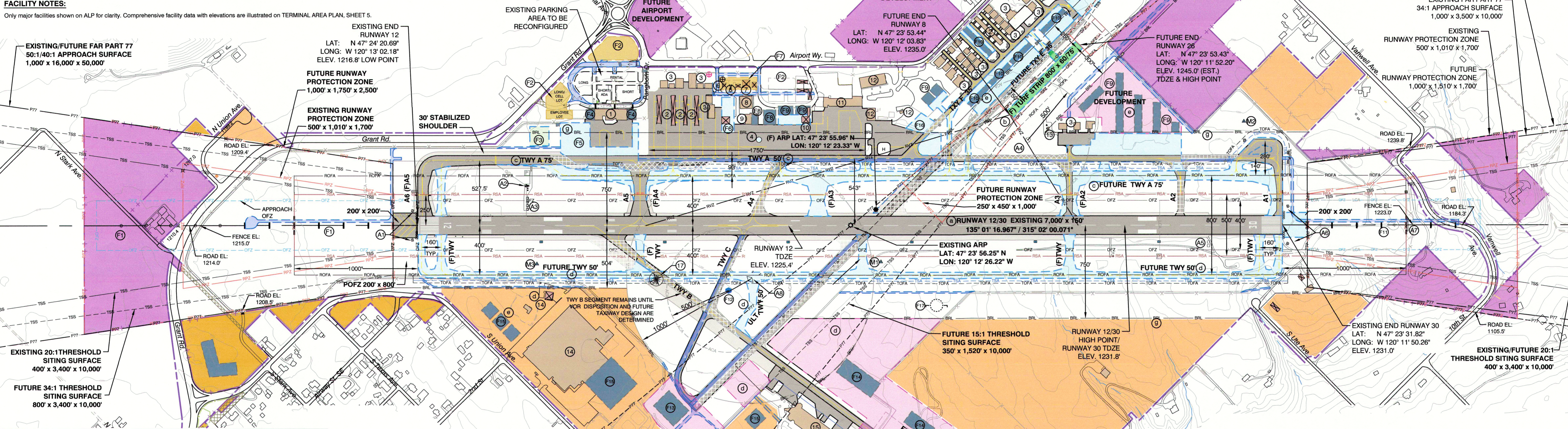
FUTURE FACILITIES	
NUMBER	DESCRIPTION
F1	RUNWAY 12 MALS/R
F2	AUTO PARKING
F3	DEICING BASIN
F4	AIRLINE TERMINAL BUILDING EXPANSION
F5	AIRLINE TERMINAL APRON EXPANSION
F6	FUEL FARM
F7	RENTAL CAR FACILITY
F8	FIXED BASE OPERATOR
F9	GENERAL AV. HANGAR (CORP. or LARGE BOX)
F10	GENERAL AV. HANGAR (SMALL BOX or T)
F11	RUNWAY 30 MALS/R
F12	ASOS STATION RELOCATION
F13	AIRPORT OPERATIONS BLDG. (ARFF and SRE)
F14	WESTSIDE AVIATION RELATED EXPANSION
F15	WESTSIDE TENANT EXPANSION (NON-AV)
F16	U.S.F.S. HELICOPTER PARKING
F17	SEGMENTED CIRCLE

EXISTING RUNWAY VIS / NAV AIDS	
NUMBER	DESCRIPTION
A1	RUNWAY 12 END IDENTIFIER LIGHTS (REIL)
A2	RUNWAY 12 GLIDE SLOPE
A3	RUNWAY 12 PAPI (4 LIGHT)
A4	AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)
A5	RUNWAY 30 PAPI (2 LIGHT)
A6	RUNWAY 30 REIL
A7	LOCALIZER/DME*
A8	VHF OMNI-DIRECTIONAL RANGE (VOR)/DME* and ADJACENT COMMUNICATIONS EQUIP.

*DME = DISTANCE MEASURING EQUIPMENT

SURVEY MONUMENTS	
NUMBER	STATION DESIGNATION
M1	EAT "A" (PACS) - DQ 4301
M2	EAT "B" (SACS) - DQ 4302
M3	EAT "C" (SACS) - DQ 4303

Primary and secondary survey controls source: NGS database



LEGEND	EXISTING	FUTURE
AIRPORT PROPERTY LINE	—	—
PROPERTY TO BE RELEASED (AIRPORT CONTROL)	N/A	—
PROPERTY TO BE RELEASED (NON-AERONAUTICAL USE)	N/A	—
DEVELOPMENT AREA	—	—
AIRFIELD PAVEMENT	—	—
AIRFIELD PAVEMENT REMOVAL	N/A	—
TURF RUNWAY	—	—
DEICING BASIN	—	—
VACATED ROADWAY	—	—
ROADWAY	—	—
AUTOMOBILE PARKING	N/A	—
BUILDING	—	—
BUILDING TO BE REMOVED	N/A	—
FENCE	—	—
AUTOMATED SURFACE OBSERVATION SYSTEM (ASOS)	—	—
PRECISION APPROACH PATH INDICATOR (PAPI)	—	—
THRESHOLD LIGHTS	—	—
ROTATING BEACON	—	—
RUNWAY END IDENTIFIER LIGHTS (REIL)	—	—
LOCALIZER	—	—
GLIDE SLOPE	—	—
WIND CONE	—	—
AIRPORT REFERENCE POINT (ARP)	—	—
VOR FACILITY	—	—
COMPASS ROSE	N/A	—
SURVEY MONUMENT	—	—
SEGMENTED CIRCLE	—	—
TAXIWAY SAFETY AREA	—	—
OBSTACLE FREE ZONE	—	—
LOCALIZER CRITICAL AREA	N/A	—
GLIDE SLOPE CRITICAL AREA	N/A	—
THRESHOLD SITING SURFACE	—	—
FAR PART 77 SURFACE	—	—
BUILDING RESTRICTION LINE (BRL)	N/A	—
RUNWAY OBJECT FREE AREA (ROFA)	—	—
RUNWAY PROTECTION ZONE (RPZ)	—	—
RUNWAY SAFETY AREA (RSA)	—	—
RUNWAY VISIBILITY ZONE (RVZ)	—	—
ASOS CRITICAL AREA	—	—
VOR CRITICAL AREA	—	—

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 - Runway elevations and coordinates in NAD83 and NAVD83. Source: ground survey conducted by third party surveyor in July 29, 2016, as reported in Airports Facility Directory and AVN Data Sheet. Future runway end coordinates estimated.
 - Existing Runway 12-30 width (150'), paved shoulders (±25' wide) and blast pad dimension (200' x 200') reflects FAA design standards for RDC C-II aircraft with a MTOW greater than 150,000 pounds. The FAA standard runway width is 100 feet, the shoulder width is 20 feet, and the runway blast pad width is 140 feet. The airport is planning to accommodate aircraft with similar characteristics weighing greater than 150,000 pounds. Future FAA determination may be required to reflect applicable RDC C-II standards with greater than 150,000 pound MTOW.
 - The planned turf Runway 8-26 is not required to meet FAA crosswind standards, and is not FAA eligible. Runway 8-26 is designed to accommodate light sport utility aircraft and glider-sailplane landings with approach speeds less than 50-knots.
 - Taxiway 'A' (eastside) parallel taxiway system is designed for ADG II and TDG 3 standards. Development of the westside taxiway system and aviation related facilities encroaching the VOR buffer and adjacent communications equipment is contingent upon the future VOR/DME disposition (deactivated, relocated, replaced). The relocation of the VOR/DME station is not included in the FAA MON program. Any taxiways constructed in the VOR critical area will require OESG review.
 - Future airport buildings/hangars shown for conceptual layout purposes. Proposed roadways are shown for planning-level purposes, with final roadway alignment and right-of-way to be coordinated with the proper local and/or state authorities.
 - Existing perimeter fence is 6' to 8' tall. Future fencing to meet FAA/TAS requirements, typically 6' to 10' tall for commercial airports.
 - Airport restriction areas: building restriction line (BRL) for Runway 12-30 established to provide approximately 35-foot obstacle clearance based on Part 77 imaginary surfaces. BRL for the planned turf Runway 8-26 established to provide approximately 18-foot obstacle clearance based on Part 77. The VOR/DME station buffer radius is 1,000-feet. The AWOS-3 protection area limits development to 15-feet below the wind sensor elevation within a 500-foot radius, and 10-feet above the wind sensor elevation within a 500 to 1,000-foot radius. Structures must also conform to FAA NAVAID critical areas and line-of-sight criteria.
 - Magnetic Declination source: National Geophysical Data Center, July 2017.
 - The airport owns and controls property no longer planned for aeronautical purposes. The discharge or relinquishment of these properties/parcels, as subject to FAA release authorization, involves land being released from the airport's contractual obligations; including from a particular FAA assurance or federal obligation, aeronautical use, land use condition, and/or the future disposal (sale) of property.

FEDERAL AVIATION ADMINISTRATION
NORTHWEST MOUNTAIN REGION
APPROVAL BLOCK

Call Briggs 11/21/19
FAA OFFICIAL
MANAGER
SEATTLE AIRPORTS DISTRICT OFFICE

[Signature] 10/22/19
AIRPORT DIRECTOR
PANGBORN MEMORIAL AIRPORT

NO.	REVISION	SPONSOR	DATE
AIRPORT LAYOUT PLAN - FINAL DRAFT			
EAT - PANGBORN MEMORIAL AIRPORT - EAST WENATCHEE, WA			
AIRPORT LAYOUT PLAN DRAWING - EXISTING/FUTURE CONDITIONS			

DESIGN: JS DRAWN: DR DATE: OCTOBER 2019 SHEET 4 OF 15

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