

Chapter 7 – Airport Layout Drawings



Chapter 7 – Airport Layout Drawings



Introduction

The options that were considered for the long-term development of Bowers Field resulted in the selection of a preferred alternative. The preferred alternative has been incorporated into the airport layout plan drawings, which are depicted in this chapter. The set of airport plans, which is referred to in aggregate as the “Airport Layout Plan” (ALP) has been prepared in accordance with FAA guidelines. The drawings illustrate existing conditions, recommended changes in airfield facilities, property ownership, land use, and obstruction removal. The ALP set is presented at the end of this chapter:

Sheet 1	Cover Sheet
Sheet 2	Airport Data Sheet
Sheet 3	Airport Layout Plan
Sheet 4	Terminal Area Plan
Sheet 5	Airport Airspace Plan (FAR Part 77)
Sheet 6	Existing Runway 11-29 / Future Runway 12-30 Approach Plan & Profile
Sheet 7	Runway 7/25 Approach Surface Plan and Profile
Sheet 8	Existing Runway 11 / Future Runway 12 Inner Approach Surface & Runway Protection Zone
Sheet 9	Existing Runway 29 / Future Runway 30 Inner Approach Surface & Runway Protection Zone
Sheet 10	Runway 7 Inner Approach Surface & Runway Protection Zone
Sheet 11	Runway 25 Inner Approach Surface & Runway Protection Zone
Sheet 12	Existing Runway 11-29 / Future Runway 12-30 & 7-25 Centerline Profile



Sheet 13	Airport Land Use Plan
Sheet 14	Exhibit “A” Airport Property Plan

The airport layout plan drawings provide detailed information for existing and future facilities. The future improvements depicted in the drawing set are consistent with the airport master plan’s updated twenty-year capital improvement program contained in Chapter 9. The ALP drawing set will be submitted along with the draft final airport master plan report to Federal Aviation Administration (FAA) for review and approval. The drawings will be reviewed by the FAA Airports District Office (ADO) with additional review coordinated with other FAA offices (Flight Procedures, Flight Standards, etc.). Once approved, the final ALP drawing set will be signed by the Kittitas County and the FAA Seattle Airports District Office (ADO). As individual projects are completed, minor “as-built” updates to the ALP drawing may be completed (with FAA coordination) without updating the airport master plan. A complete update of the full ALP drawing set will be conducted as part of the next master plan update.

The airport layout plan drawings are prepared using AutoCAD® computer-aided drafting software, which allows for easier updating and revision. The drawing files may also be imported into local geographic information systems (GIS) to support land use planning, airport overlay zone mapping, etc.

A brief summary of the individual drawings is provided below:

AIRPORT DATA SHEET DRAWING

The Airport Data Sheet drawing contains detailed runway and taxiway dimensions, FAA dimensional standards, wind roses, and other data that is reflected on the sheets in the drawing set.

Runway 7/25 was closed at the time the final ALP drawing was completed. The ALP data sheet and the ALP drawing provide references to the existing conditions (closed) and future conditions (reconfigured 3,700 x 60’). The ultimate FAR Part 77 airspace for Bowers Field reflects Runway 12/30 and 7/25, as depicted “future” on the ALP drawing.

AIRPORT LAYOUT PLAN DRAWING

The Airport Layout Plan (ALP) drawing graphically depicts existing and future airfield facilities. Future facilities are color-coded (red) to distinguish them from existing facilities. Future facilities are represented in the airport master plan’s twenty-year capital improvement program (CIP) as individual projects or project groupings. Long-term development reserves depicted on the ALP are color coded (green). These items are intended to serve as placeholders or are provided for reference only. Demand for facilities identified as development reserves is not anticipated to occur in the current twenty-year planning period and therefore the corresponding projects are not included in the master plan CIP. A change of events that could move a development reserve into an actual project would require updated planning and coordination with FAA.



TERMINAL AREA PLAN DRAWING

The Terminal Area Plan drawing provides additional detail for existing and new landside facilities. The Terminal Area Plan focuses on the general aviation apron, the Department of Natural Resources (DNR) facilities, CWU lease area, fixed base operator (FBO) facilities, east & west hangar areas, and the airport industrial park.

FAR PART 77 AIRSPACE DRAWINGS

The FAR Part 77 Airspace drawings depict the protected airspace defined for Runway 11-29 (future 12/30) and 7-25 in Federal Air Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. The airspace plan drawings depict the five “imaginary surfaces” defined in FAR Part 77.25 including the primary, transitional, approach, horizontal, and conical surfaces, previously described in the Facility Requirements Chapter. Part 77 surfaces should be free of built or terrain obstructions to the great extent possible. Objects that penetrate FAR Part 77 surfaces may require action to mark or remove depending on their severity, location, and the feasibility of the action. The drawing includes a table of obstructions with recommended dispositions.

The physical characteristics of the Part 77 surfaces are defined the size of aircraft using the runway and the approach capabilities of the runway.

- **Existing Runway 11-29 / Future Runway 12-30 Approach Surface:** Extends 10,000 feet from the end of the runway primary surface. Both Runway 11 and 29 have an approach surface slope of 34:1, which represents the horizontal distance required for each increment of vertical rise.
- **Runway 7-25 Approach Surface:** Extends 10,000 feet from the end of the runway primary surface. The Runway 25 approach surface has a slope of 34:1 and Runway 7 approach surface has a 20:1 slope, which represents the horizontal distance required for each increment of vertical rise.
- **Existing Runway 11-29 / Future Runway 12-30 Primary Surface:** Based on the non-precision approach standards for other than utility runway, the primary surface is 500 feet wide extending 200 feet beyond each end of the runway. The primary surface is a flat plane of airspace centered on the runway with the same elevation as the nearest point on the runway centerline.
- **Runway 7-25 Primary Surface:** Based on the non-precision approach standards for other than utility runway, the primary surface is 500 feet wide extending 200 feet beyond each end of the runway. The primary surface is a flat plane of airspace centered on the runway with the same elevation as the nearest point on the runway centerline.
- **Transitional Surface:** The runway transitional surfaces extend outward and upward from the outer edges of the primary surface. The transitional surfaces have a slope of 7:1 and extend to an elevation of 150 feet above airfield elevation and connect to the runway horizontal surface.



- **Horizontal Surface:** The horizontal surface is drawn from 5,000-foot radii that extend from both ends of the primary surface to form an oval. The horizontal surface is a flat plane of airspace with an elevation of 150 feet above airport elevation.
- **Conical Surface:** The conical surface extends from the outer edge of the horizontal surface at a slope of 20:1 for 4,000 feet.

RUNWAY INNER APPROACH SURFACE / RPZ DRAWING

The Inner Approach Surface and Runway Protection Zone (RPZ) drawing depict detailed plan views of these areas and a profile view of the approach surface and threshold siting surface (when used). The obstruction data for items depicted on the drawing use the same numbering from the overall Part 77 Airspace Plan and Approach Surface and Profile drawings.

RUNWAY APPROACH SURFACE PLAN AND PROFILE DRAWINGS

The Approach Surface drawings depict plan and profile views of the runway approach surfaces depicted in the FAR Part 77 airspace plan. The drawings provide additional detail in identify obstructions, terrain and other physical features within the approach surfaces. The drawings include obstruction data tables for items depicted on the drawing, using the same numbering identifiers from the overall Part 77 Airspace Plan.

AIRPORT LAND USE PLAN

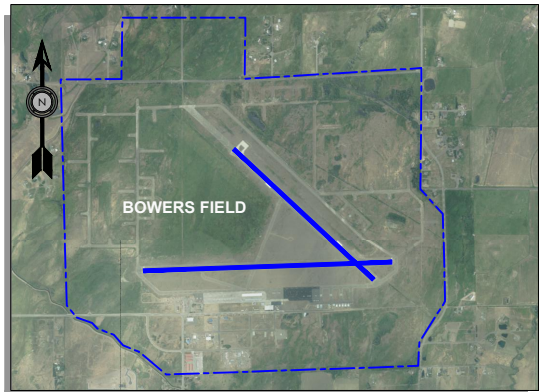
The Airport Land Use Plan drawing depicts existing comprehensive plan and zoning designations for the airport and surrounding areas based on Kittitas County and City of Ellensburg land use jurisdictions. The Airport Land Use Plan drawing includes the future traffic patterns for both runways.

EXHIBIT "A" – AIRPORT PROPERTY PLAN

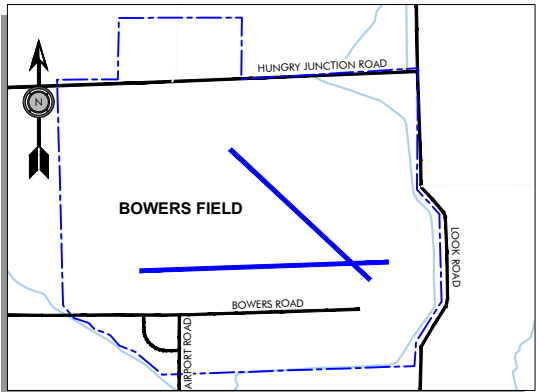
The Airport Property Plan drawing provides depicts all property owned by the county included in the airport. The drawing notes the form of ownership or control (fee simple, avigation easement, etc.) and the date of acquisition per FAA guidelines.

BOWERS FIELD AIRPORT (ELN) KITITITAS COUNTY, WASHINGTON

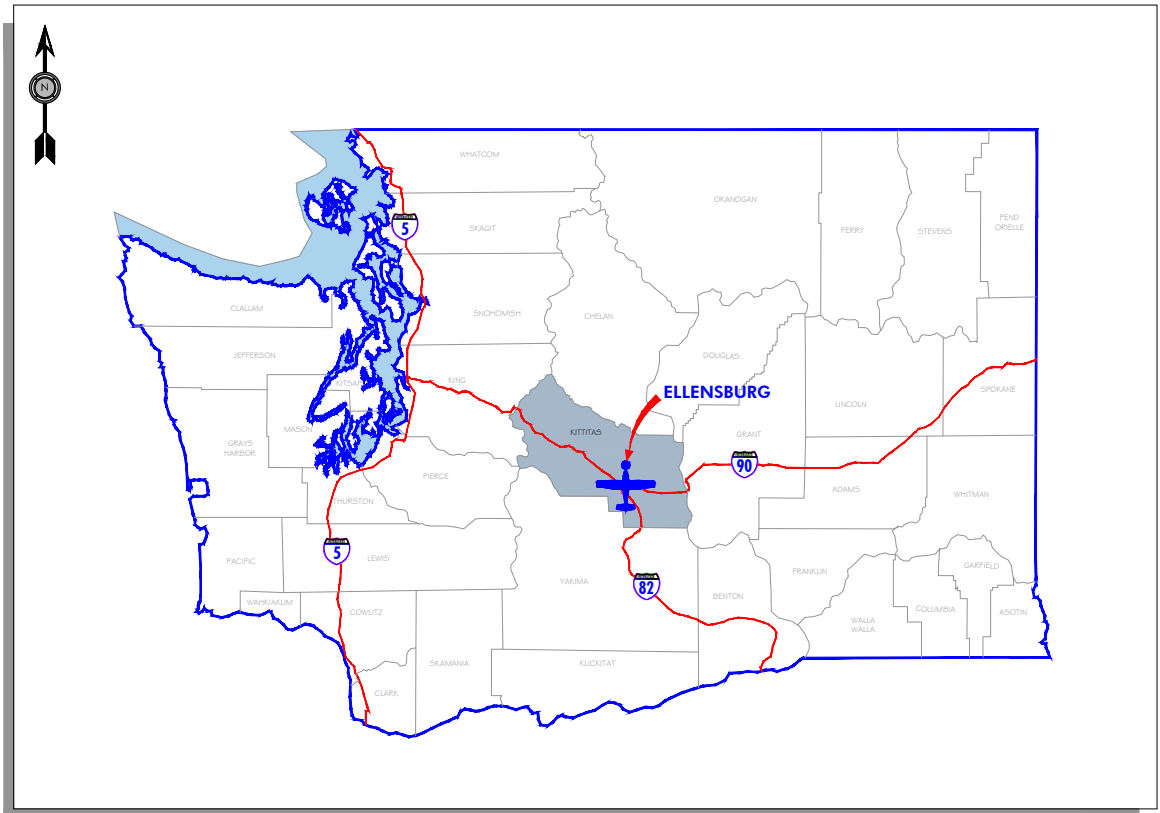
AIRPORT MASTER PLAN
AIP NO. 3-53-0026-2015
JUNE 2018



AERIAL PHOTO



VICINITY MAP



LOCATION MAP

SHEET INDEX

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8	EXISTING RUNWAY 11 / FUTURE RUNWAY 12 INNER APPROACH SURFACE & RUNWAY PROTECTION ZONE
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13	AIRPORT LAND USE PLAN
14	EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-53-0026-2015) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES 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 IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NO.	DATE	BY	APPR	REVISIONS	VERIFY SCALES BAR IS ONE INCH ON ORIGINAL DRAWING. 0" = 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.	FEDERAL AVIATION ADMINISTRATION APPROVAL APPROVAL DATE: _____ SIGNATURE _____	KITITITAS COUNTY APPROVAL APPROVAL DATE: _____ SIGNATURE _____	ELLENSBURG OFFICE 421 N. PEARL #206 ELLENSBURG, WA 98926 509.933.2477	<h2>BOWERS FIELD AIRPORT</h2> <h3>COVER SHEET</h3>	FIGURE NO. -
						DESIGNED BY: DM DRAWN BY: JLS CHECKED BY: WMR SCALE: AS SHOWN DATE: JUNE 2018 PROJECT NO: 12436001.02	SHEET NO. 1 OF 14			

AIRPORT DATA TABLE			
DESCRIPTION	EXISTING	FUTURE	
AIRPORT ELEVATION	1763.3'	1766.07	
AIRPORT ACREAGE	1301.03	SAME	
ARP COORDINATES	LAT. N 47° 01' 58.91" LONG. W 120° 31' 50.49"	N 47° 02' 01.40" W 120° 31' 56.95"	
MAGNETIC DECLINATION	15°17'E (7/2017)	ANNUAL RATE OF CHANGE 0°8'W	
MEAN MAX. DAILY TEMPERATURE	84.0° (JULY)	SAME	
FAA IDENTIFIER	KELN	SAME	
DATUM	NAD83/NGVD88	SAME	

EXISTING NON STANDARD CONDITIONS			
NO.	ITEM	DESCRIPTION	DISPOSITION
1	TAXILANE OFA (HANGARS)	LESS THAN STANDARD ADG I SPACING FOR HANGAR ROWS	USE FAA ALTERNATIVE OFA CLEARING STANDARD BASED ON AC WINGSPAN, PER FAA AC 150/5300-13A, TABLE 4-1, NOTE 1 RECONFIGURE TAXILANES, WHERE FEASIBLE
2	TAXILANE OFA (APRON)	AIRCRAFT TIEDOWNS WITHIN TAXILANE OFA	RECONFIGURE APRON

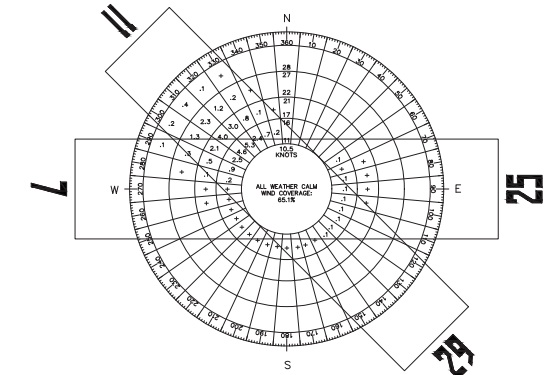
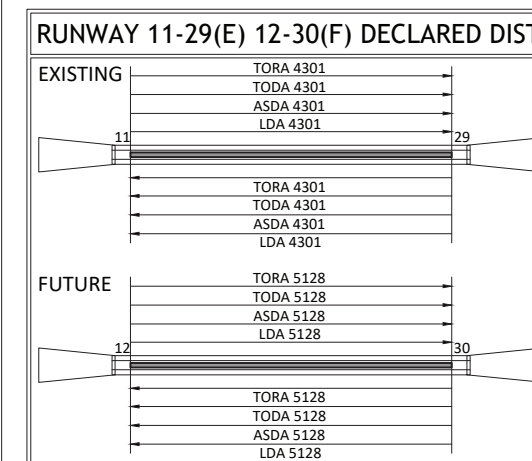
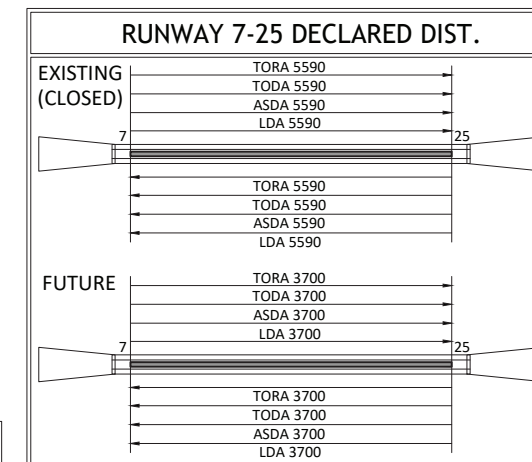
NOTES:
1. EXISTING RUNWAY END COORDINATES BASED ON AGIS SURVEY.
2. RUNWAY 11/29 TO BE REDESIGNATED "12/30" DUE TO CHANGE IN MAGNETIC DECLINATION.
3. RUNWAY 7/25 WAS CLOSED BY FAA EFFECTIVE 6/15/18 FOLLOWING EVALUATION OF FAA FORM 7480-1. THE FORMER RUNWAY DATA IS PROVIDED FOR REFERENCE.

	RUNWAY 7 - 25		RUNWAY 11 - 29 (E) / 12-30 (F)	
	EXISTING (CLOSED)	FUTURE	EXISTING	FUTURE
RUNWAY LENGTH AND WIDTH	5590' X 150'	3700' X 60'	4301' X 150'	5128' X 75'
RUNWAY PAVEMENT STRENGTH (IN 1000 LBS)	28 SW	12.5 SW	35 SW; 57DW; DT100	SAME
RUNWAY PAVEMENT TYPE	ASPHALT	SAME	ASPHALT/PCC	PCC
RUNWAY PERCENT WIND COVERAGE (10.5/13 KNOTS)	91.62%	SAME	99.84%	SAME
RUNWAY PERCENT GRADIENT / MAXIMUM GRADE	0.82%	0.86%	0.37%	0.38%
AIRPORT REFERENCE CODE	B-I	B-I	B-II	SAME
FAR PART 77 DESIGNATION	LARGER THAN UTILITY-NPI	VISUAL	LARGER THAN UTILITY-NPI	SAME
NPIAS ROLE / SERVICE LEVEL	LOCAL/GENERAL AVIATION	SAME	LOCAL/GENERAL AVIATION	SAME
TERMINAL NAVAIDS	VOR/DME/GPS	SAME	VOR/DME/GPS	SAME
TAXIWAY LIGHTING	REFLECTORS	SAME	REFLECTORS	SAME
TAXIWAY MARKING	BASIC	SAME	BASIC	SAME

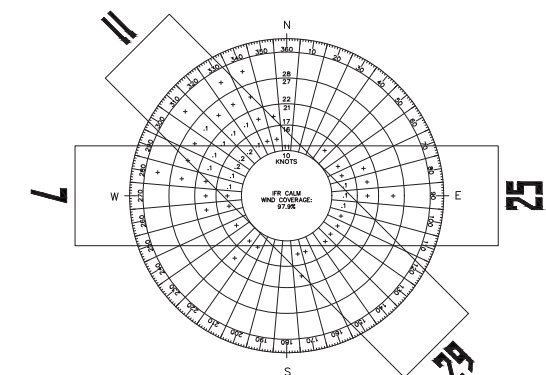
TAXIWAY / TAXILANE DATA SHEET				
	EXISTING CONDITIONS	EXISTING STANDARDS	FUTURE CONDITIONS	FUTURE STANDARDS
TAXIWAY WIDTHS	50'	25' (ADG I), 35' (ADG II)	SAME	SAME
TAXILANE WIDTHS	VARIES	25' (ADG I), 35' (ADG II)	SAME	SAME
TAXIWAY SAFETY AREA	VARIES	49' (ADG I), 79' (ADG II)	SAME	SAME
TAXILANE SAFETY AREA	VARIES	49' (ADG I), 79' (ADG II)	SAME	SAME
TAXIWAY OBJECT FREE AREA	VARIES	89' (ADG I), 131' (ADG II)	SAME	SAME
TAXILANE OBJECT FREE AREA	VARIES	79' (ADG I), 115' (ADG II)	SAME	SAME

	RUNWAY 7-25			RUNWAY 11-29(E) - 12-30(F)			
	EXISTING CONDITIONS (CLOSED)	FUTURE CONDITIONS	FUTURE STANDARD	EXISTING CONDITIONS	EXISTING STANDARD	FUTURE CONDITIONS	FUTURE STANDARD
RUNWAY SAFETY AREA LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	6070' X 120' 240'	4180' X 120' 240'	4180' X 120' 240'	4901' X 150' 300'	4901' X 150' 300'	5728' X 150' 300'	5728' X 150' 300'
OBJECT FREE AREA LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	6070' X 400' 240'	4180' X 400' 240'	4180' X 400' 240'	4901' X 500' 300'	4901' X 500' 300'	5728' X 500' 300'	5728' X 500' 300'
OBSTACLE FREE ZONE LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	5990' X 400' 200'	4100' X 400' 200'	4100' X 400' 200'	4701' X 400' 200'	4701' X 400' 200'	5528' X 400' 200'	5528' X 400' 200'
RUNWAY PROTECTION ZONE DIMENSIONS	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'

	RUNWAY 7-25		RUNWAY 11-29(E)		RUNWAY 12-30(F)			
	EXISTING CONDITIONS (CLOSED - SEE NOTE 3)		FUTURE CONDITIONS		EXISTING CONDITIONS		FUTURE CONDITIONS	
RUNWAY LIGHTING	NONE		NONE		MIRL		MIRL	
RUNWAY END	7	25	7	25	11	29	12	30
RUNWAY APPROACH CATEGORY	VISUAL		VISUAL		NPI		NPI	
RUNWAY APPROACH SLOPE	PART 77 REQUIRED 20:1		34:1		20:1		34:1	
	ACTUAL 26:1		40:1		50:1		34:1	
TERPS SURFACE SLOPE	40:1		40:1		40:1		40:1	
APPROACH VISIBILITY MINIMUMS	VISUAL ≥ 1 MILE		≥ 1 MILE		VISUAL ≥ 1 MILE		≥ 1 MILE	
RUNWAY MARKINGS	BASIC/VISUAL		BASIC/VISUAL		BASIC/VISUAL		NPI	
RUNWAY END COORDINATES	LAT. N 47° 01' 52.90"	N 47° 01' 54.88"	N 47° 01' 52.85"	N 47° 01' 54.16"	N 47° 02' 19.90"	N 47° 01' 50.97"	N 47° 02' 24.34"	N 47° 01' 49.85"
	LONG. W 120° 32' 35.90"	W 120° 31' 15.26"	W 120° 32' 38.14"	W 120° 31' 44.76"	W 120° 32' 06.60"	W 120° 31' 21.19"	W 120° 32' 13.58"	W 120° 31' 19.40"
TOUCHDOWN ZONE ELEVATION	1735.7'		1755.2'		1734.71'		1740.0'	
INSTRUMENTATION AND APPROACH AIDS	VOR/DME/GPS		VOR/DME/GPS		GPS/VOR/DME		GPS/VOR/DME	
VISUAL AIDS	NONE		REILS		NONE		PAPI-4R/REILS	
CRITICAL AIRCRAFT (ARC)	CESSNA 172		CESSNA 172		BEECHCRAFT SUPER KING AIR 350		CESSNA CITATION 550	
WINGSPAN	≤ 79'		≤ 79'		≤ 79'		< 79'	
WEIGHT	60,000 LBS OR LESS		60,000 LBS OR LESS		60,000 LBS OR LESS		60,000 LBS OR LESS	
APPROACH SPEED	LESS THAN 121 KNOTS		LESS THAN 121 KNOTS		LESS THAN 121 KNOTS		LESS THAN 121 KNOTS	
LENGTH OF HAUL	LESS THAN 500 MILES		LESS THAN 500 MILES		LESS THAN 500 MILES		LESS THAN 500 MILES	
OFZ PENETRATION	NO		NO		NO		NO	



ALL WEATHER WIND ROSE



IFR WIND ROSE

SOURCE:
BOWERS FIELD AIRPORT
79,236 OBSERVATIONS
PERIOD:
2000 TO 2009

NATIONAL CLIMATIC DATA CENTER (NCDC); ELLENSBURG
AUTOMATED SURFACE OBSERVATION SYSTEM (ASOS),
BOWERS FIELD AIRPORT, ELLENSBURG, WASHINGTON

ELN WIND ROSE ANALYSIS				
RUNWAY ALIGNMENT	WIND VELOCITY (KNOTS)	ALL-WEATHER WIND COVERAGE	VFR WIND COVERAGE	IFR WIND COVERAGE
RUNWAY 7-25 (CLOSED)	10.5	83.60%	80.39%	99.14%
	13.0	91.18%	89.47%	99.47%
RUNWAY 11-29	10.5	99.27%	99.18%	99.73%
	13.0	99.69%	99.66%	99.87%
RUNWAYS 11-29 & 7-25	10.5	99.73%	99.68%	99.95%
	13.0	99.90%	99.88%	99.99%

RUNWAY 7-25 = 87.94% TRUE
RUNWAY 11-29 = 132.98% TRUE

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NO.	DATE	BY	APPR	REVISIONS

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0" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

FEDERAL AVIATION
ADMINISTRATION APPROVAL

APPROVAL DATE: _____

SIGNATURE

KITTITAS COUNTY
APPROVAL

APPROVAL DATE: _____

SIGNATURE

ELLENSBURG OFFICE
421 N. PEARL #206
ELLENSBURG, WA 98926
509.933.2477

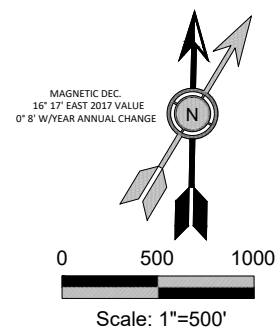
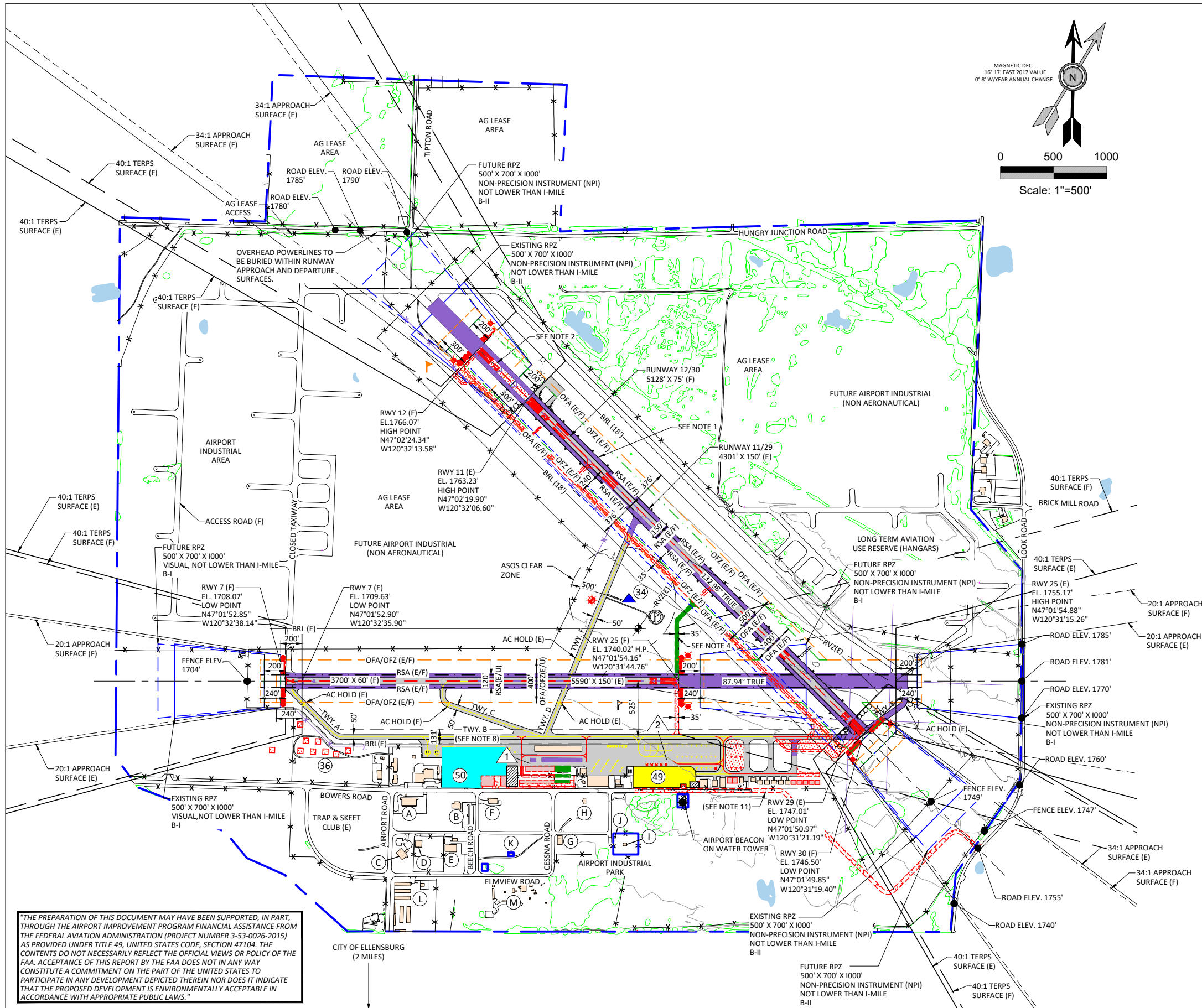
DESIGNED BY: DM
DRAWN BY: JLS
CHECKED BY: WMR
SCALE: AS SHOWN
DATE: JUNE 2018
PROJECT NO: 12436001.02

BOWERS FIELD AIRPORT

AIRPORT DATA SHEET

FIGURE NO.
-

SHEET NO.
2 OF 14



LEGEND		
	EXISTING	FUTURE
BUILDINGS	[Symbol]	[Symbol]
RUNWAY/AIRFIELD PAVEMENT	[Symbol]	[Symbol]
BUILDING RESTRICTION LINE (BRL)	BRL (E)	BRL (F)
AIRPORT PROPERTY LINE	[Symbol]	[Symbol]
RUNWAY SAFETY AREA (RSA)	[Symbol]	[Symbol]
OBJECT FREE AREA (OFA)	[Symbol]	[Symbol]
OBSTACLE FREE ZONE (OFZ)	[Symbol]	[Symbol]
TAXIWAY OBJECT FREE AREA (TOFA)	[Symbol]	[Symbol]
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	[Symbol]
GROUND CONTOURS	10'	N/A
AIRPORT REFERENCE POINT (ARP)	[Symbol]	[Symbol]
REIL	[Symbol]	[Symbol]
VISUAL GUIDANCE INDICATORS (PAPI)	[Symbol]	[Symbol]
WIND INDICATOR	[Symbol]	[Symbol]
SEGMENTED CIRCLE WIND INDICATOR	[Symbol]	N/A
FENCE	[Symbol]	[Symbol]
BEACON	[Symbol]	SAME
THRESHOLD LIGHTS	[Symbol]	[Symbol]
ACCESS ROAD / VEHICLE PARKING TO BE REMOVED	N/A	[Symbol]
DEVELOPMENT RESERVE	N/A	[Symbol]
WATER	[Symbol]	N/A
PLANT / BUSH LINE	[Symbol]	N/A
RUNWAY VISIBILITY ZONE (RVZ)	[Symbol]	[Symbol]
MEDIUM INTENSITY RUNWAY LIGHTS (MIRL)	*	*
CWU LEASE	[Symbol]	SAME
ASOS	[Symbol]	SAME
SNOW STORAGE	N/A	[Symbol]

- NOTES:**
- RUNWAY 7/25 WAS CLOSED BY FAA EFFECTIVE 6/15/18 FOLLOWING EVALUATION OF FAA FORM 7480-1. THE FORMER RUNWAY DATA IS PROVIDED FOR REFERENCE.
 - RUNWAY 11/29 TO BE RE-DESIGNATED "12/30" DUE TO A CHANGE IN MAGNETIC DECLINATION. "EXISTING" RUNWAY IDENTIFIED AS 11/29 "FUTURE" RUNWAY IS 12/30.
 - RUNWAY 11/29 MIRL TO BE RELOCATED AS PART OF RUNWAY NARROWING (75').
 - STOPWAY AT NW END OF RUNWAY 11-29 NOT IN SERVICE TO BE REMOVED.
 - ROAD ELEVATIONS IN RPZS ARE BASED ON AGIS SURVEY.
 - TAXIWAY RESERVE DEPICTED MAY BE DEVELOPED TO REPLACE TAXIWAY FOXTROT WHEN RUNWAY 7/25 IS RE-ACTIVATED TO ELIMINATE "HIGH ENERGY" CROSSING OF RUNWAY 7/25.
 - AIRPORT BUILDING / FACILITY KEY PROVIDED ON SHEET 4.
 - EXISTING NON-STANDARD CONDITIONS TABLE PROVIDED ON SHEET 2.
 - THE SOUTH EDGE OF THE TAXIWAY OFA FOR TAXIWAY B COINCIDES WITH THE BUILDING RESTRICTION LINE (BRL) FOR RUNWAY 7/25 (F).
 - CHANGES IN TAXIWAY DESIGNATIONS (A, B, C ETC.) WILL BE MADE AS PART OF FUTURE SIGNAGE PROJECT. THE FUTURE PARALLEL TAXIWAY FOR RUNWAY 11/29 WILL BE A, WITH EXITS IDENTIFIED AS A1, A2, A3, ETC.
 - CONCEPTUAL ALIGNMENT OF BOWERS ROAD EXTENSION DEPICTED. FINAL ALIGNMENT TO BE DETERMINED IN DESIGN.

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FEDERAL AVIATION ADMINISTRATION APPROVAL
 APPROVAL DATE: _____
 SIGNATURE _____

KITTITAS COUNTY APPROVAL
 APPROVAL DATE: _____
 SIGNATURE _____

CENTURY WEST ENGINEERING
 ELLENSBURG OFFICE
 421 N. PEARL #206
 ELLENSBURG, WA 98926
 509.933.2477

DESIGNED BY: DM
 DRAWN BY: JLS
 CHECKED BY: WMR
 SCALE: AS SHOWN
 DATE: JUNE 2018
 PROJECT NO: 12436001.02

BOWERS FIELD AIRPORT
 AIRPORT LAYOUT PLAN

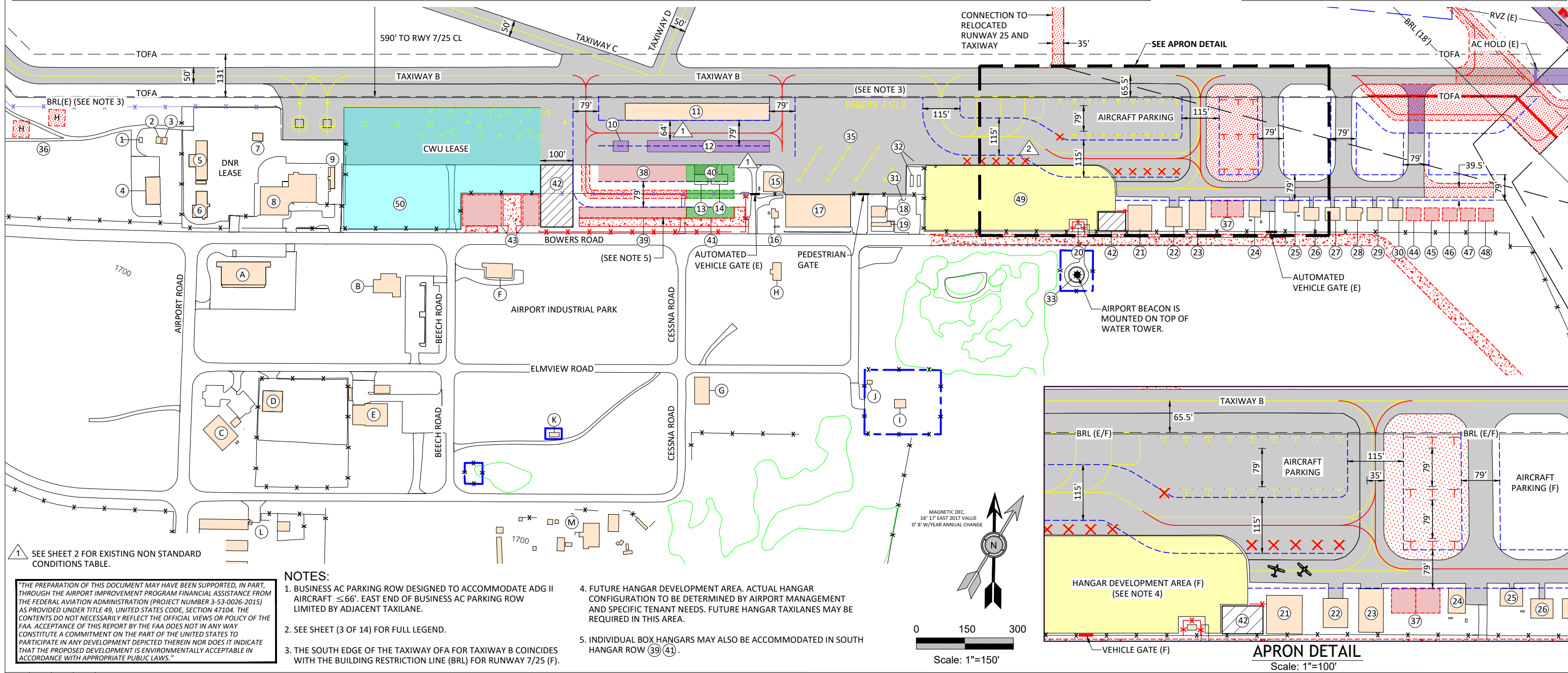
FIGURE NO. -
 SHEET NO. 3 OF 14

AIRPORT BUILDING/FACILITY KEY

NO.	DESCRIPTION	ELEV.	NO.	DESCRIPTION	ELEV.	NO.	DESCRIPTION	ELEV.	NO.	DESCRIPTION	ELEV.
1	DEPARTMENT OF NATURAL RESOURCES (DNR) BUILDING	1716'	14	TENANT-OWNED HANGAR	1741'	27	TENANT-OWNED HANGAR	1756'	40	T-HANGAR 4 UNIT (RESERVE)	1739'
2	DEPARTMENT OF NATURAL RESOURCES (DNR) BUILDING	1720'	15	HANGAR/AIRCRAFT MAINTENANCE	1746'	28	TENANT-OWNED HANGAR	1756'	41	MULTI-UNIT HANGAR 4 UNITS (RESERVE)	1736'
3	DEPARTMENT OF NATURAL RESOURCES (DNR) BUILDING	1721'	16	AIRPORT SNOW REMOVAL AND EQUIPMENT BUILDING (SRE)	1745'	29	TENANT-OWNED HANGAR	1758'	42	SNOW STORAGE (FUTURE)	(GROUND ELEV.) 1714'
4	DEPARTMENT OF NATURAL RESOURCES (DNR) BUILDING	1730'	17	COUNTY-OWNED TERMINAL BUILDING/CLEAR SPAN HANGAR	1753'	30	TENANT-OWNED HANGAR	1758'	43	COMMERCIAL BUILDINGS (FUTURE)	1740'
5	DEPARTMENT OF NATURAL RESOURCES (DNR) BUILDING	1726'	18	COUNTY-OWNED FBO FLIGHT TRAINING/CLASSROOMS	1738'	31	VEHICLE PARKING (EXISTING)	(GROUND ELEV.) 1734'	44	TENANT-OWNED HANGAR (F)	1754'
6	DEPARTMENT OF NATURAL RESOURCES (DNR) BUILDING	1727'	19	TENANT-OWNED FBO FLIGHT TRAINING/CLASSROOMS	1733'	32	AIRCRAFT FUEL ISLAND / AVIATION FUEL STORAGE TANKS	(GROUND ELEV.) 1726'	45	TENANT-OWNED HANGAR (F)	1754'
7	DEPARTMENT OF NATURAL RESOURCES (DNR) BUILDING	1726'	20	COUNTY-OWNED AIRFIELD ELECTRICAL VAULT	1741'	33	WATER TOWER (CITY OF ELLENSBURG)	1835'	46	TENANT-OWNED HANGAR (F)	1754'
8	DEPARTMENT OF NATURAL RESOURCES (DNR) BUILDING	1735'	21	HANGAR	1748' EST.	34	ASOS	1780'	47	TENANT-OWNED HANGAR (F)	1754'
9	DEPARTMENT OF NATURAL RESOURCES (DNR) BUILDING	1722'	22	TENANT-OWNED HANGAR	1758'	35	AIRCRAFT PARKING APRON (EXISTING/FUTURE)	(GROUND ELEV.) 1725'	48	TENANT-OWNED HANGAR (F)	1754'
10	TENANT-OWNED HANGAR	1743'	23	TENANT-OWNED HANGAR	1752'	36	DNR CONCEPT HELICOPTER PARKING	(GROUND ELEV.) 1703'	49	HANGAR DEVELOPMENT AREA (FUTURE)	1756'
11	TENANT-OWNED 21-UNIT T-HANGAR	1746'	24	TENANT-OWNED HANGAR	1752'	37	SMALL/MEDIUM CONVENTIONAL HANGAR (FUTURE)	1752'	50	CWU AVIATION BLDG (FUTURE)	1761'
12	COUNTY-OWNED 10-UNIT T-HANGAR	1735'	25	TENANT-OWNED HANGAR	1752'	38	T-HANGAR 52' X 276' 12 UNITS (FUTURE)	1737'	51	-	-
13	TENANT-OWNED HANGAR	1742'	26	TENANT-OWNED HANGAR	1755'	39	MULTI-UNIT HANGAR 33' X 336' 8 UNITS (FUTURE)	1735'	52	-	-

INDUSTRIAL PARK BUILDING/FACILITY KEY

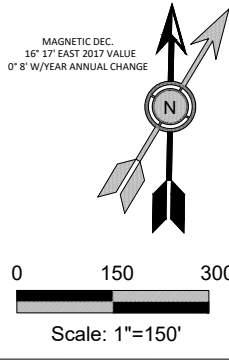
NO.	DESCRIPTION	AGL ELEV.	DISPOSITION
A	EBDA	26.8'	RETAIN
B	CWU FLIGHT TECHNOLOGY BUILDING	24'	RETAIN
C	KITTCOM	24.8'	RETAIN
D	ELLENSBURG CEDAR	22.6'	RETAIN
E	ELMVIEW INDUSTRIES	20.3'	RETAIN
F	TENANT	22.6'	RETAIN
G	MILLER REFRIGERATION	23.5'	RETAIN
H	UNIDENTIFIED STRUCTURE	15.6'	DEVELOP/RETAIN
I	CITY (ELLENSBURG) WATER FACILITY	15.7'	RETAIN
J	CITY (ELLENSBURG) WATER FACILITY	10.2'	RETAIN
K	CITY (ELLENSBURG) WATER FACILITY	11.9'	RETAIN
L	AIRPORT SAFE STORAGE	14.1'-16.7'	RETAIN
M	CASCADE PALLET	19.5'	RETAIN



1 SEE SHEET 2 FOR EXISTING NON STANDARD CONDITIONS TABLE.

NOTES:
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- BUSINESS AC PARKING ROW DESIGNED TO ACCOMMODATE ADG II AIRCRAFT ≤ 66'. EAST END OF BUSINESS AC PARKING ROW LIMITED BY ADJACENT TAXILANE.
- SEE SHEET (3 OF 14) FOR FULL LEGEND.
- THE SOUTH EDGE OF THE TAXIWAY OFA FOR TAXIWAY B COINCIDES WITH THE BUILDING RESTRICTION LINE (BRL) FOR RUNWAY 7/25 (F).
- FUTURE HANGAR DEVELOPMENT AREA. ACTUAL HANGAR CONFIGURATION TO BE DETERMINED BY AIRPORT MANAGEMENT AND SPECIFIC TENANT NEEDS. FUTURE HANGAR TAXILANES MAY BE REQUIRED IN THIS AREA.
- INDIVIDUAL BOX HANGARS MAY ALSO BE ACCOMMODATED IN SOUTH HANGAR ROW (39)(41).



NO.	DATE	BY	APPR	REVISIONS

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 421 N. PEARL #206
 ELLENSBURG, WA 98926
 509.933.2477

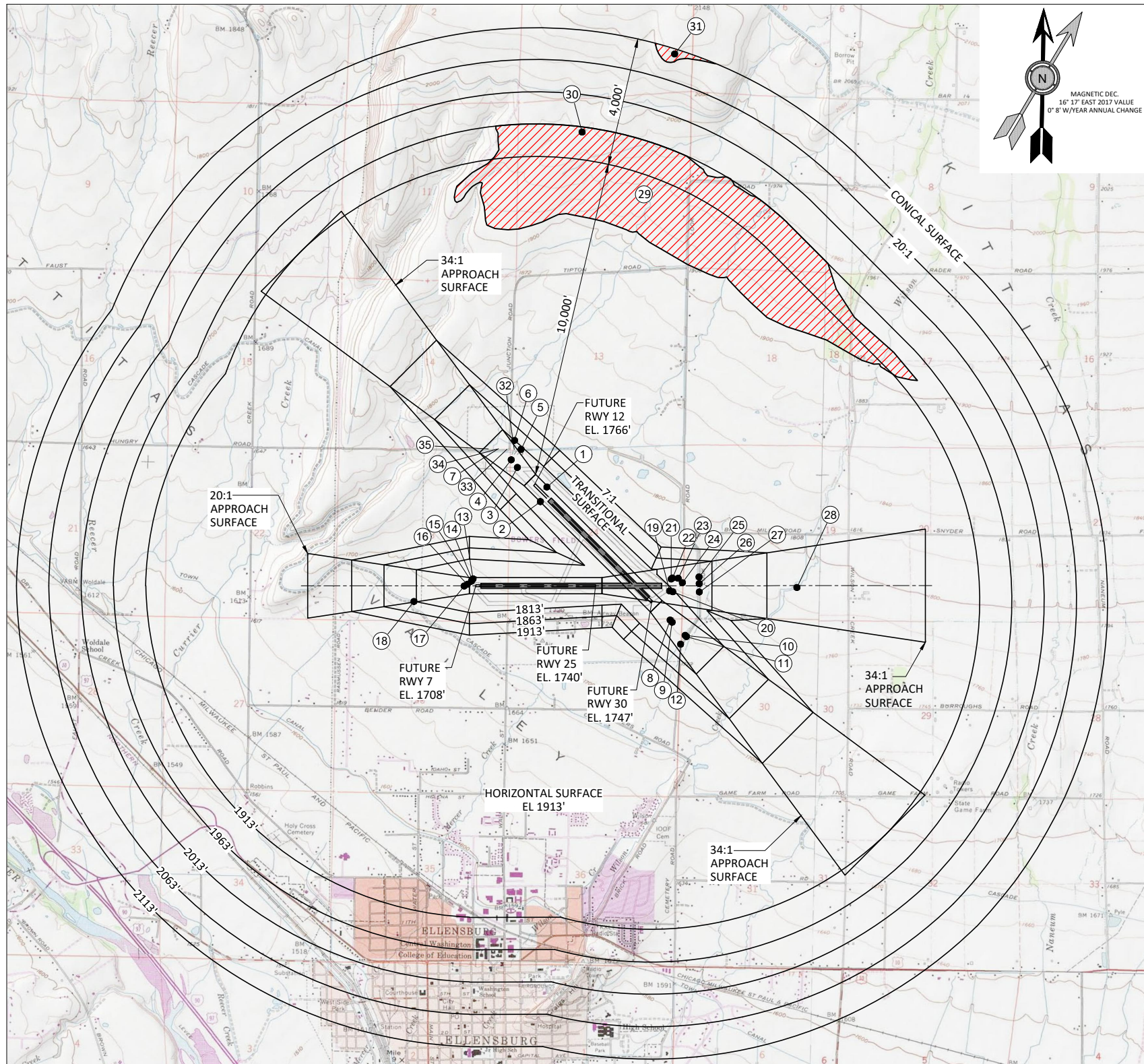
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 CHECKED BY: WMR
 SCALE: AS SHOWN

DATE: JUNE 2018
 PROJECT NO: 12436001.02

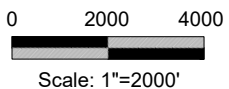
BOWERS FIELD AIRPORT

TERMINAL AREA PLAN & INDUSTRIAL AREA PLAN

FIGURE NO. -
 SHEET NO. 4 OF 14



FAR PART 77 FUTURE PLAN VIEW



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OBSTRUCTION CHART (SEE NOTE 4)

NO.	ITEM	PART 77 SURFACE	MSL ELEV (EST.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
1	BUSH	APPROACH (RWY 12)	1770.9	219' L	-325'	6'	YES	TO BE REMOVED
2	TREE	PRIMARY	1769.3	242' R	-504'	5'	YES	TO BE REMOVED
3	FENCELINE	APPROACH (RWY 12)	1777.0	0'	747'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
4	TREE GROUPING	APPROACH (RWY 12)	1802.0	35' L	1047'	11'	YES	TO BE REMOVED
5	HUNGRY JUNCTION ROAD	APPROACH (RWY 12)	1793.0	478' L	1061'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
6	TIPTON ROAD	APPROACH (RWY 12)	1795.0	529' L	1399'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
7	HUNGRY JUNCTION ROAD	APPROACH (RWY 12)	1785.0	0'	1571'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
8	TREE	APPROACH (RWY 30)	1763.4	5'	801'	0'	YES	TO BE TOPPED / REMOVED
9	FENCELINE	APPROACH (RWY 30)	1747.2	0'	892'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
10	FENCELINE	APPROACH (RWY 30)	1744.9	0'	1461'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
11	LOOK ROAD	APPROACH (RWY 30)	1755.0	0'	1518'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
12	TREE	APPROACH (RWY 30)	1775.5	293' L	1557'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
13	SHRUB	APPROACH (RWY 7)	1716.2	212' L	83'	8.7'	YES	TO BE REMOVED
14	SHRUB	APPROACH (RWY 7)	1714.9	183' L	112'	7.6'	YES	TO BE REMOVED
15	SHRUB	APPROACH (RWY 7)	1714.3	140' L	134'	7.2'	YES	TO BE REMOVED
16	TREE	APPROACH (RWY 7)	1719.3	44' L	261'	8.1'	YES	TO BE REMOVED
17	FENCE	APPROACH (RWY 7)	1713.2	10' R	357'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
18	TREE	APPROACH (RWY 7)	1760.2	486' R	1908'	0'	NO	NO OBSTRUCTION - FOR REFERENCE
19	BUSH	APPROACH (RWY 25)	1761.7	163' L	2294'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
20	BUSH	APPROACH (RWY 25)	1765.1	188' L	2392'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
21	DIRT PILE	APPROACH (RWY 25)	1764.4	207' R	2343'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
22	BUSH	APPROACH (RWY 25)	1769.2	234' R	2383'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
23	FENCE	APPROACH (RWY 25)	1770.8	229' R	2558'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
24	TREE	APPROACH (RWY 25)	1771.4	93' R	2690'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
25	TREE	APPROACH (RWY 25)	1798.5	267' R	3202'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
26	TREE	APPROACH (RWY 25)	1790.2	63' R	3209'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
27	TREE	APPROACH (RWY 25)	1792.6	193' L	3212'	0'	YES	NO OBSTRUCTION - FOR REFERENCE
28	TREE	APPROACH (RWY 25)	1839.6	60' L	6230'	0'	NO	NO OBSTRUCTION - FOR REFERENCE
29	TERRAIN	HORIZONTAL	1960.0	12100' R	1503'	0' - 57'	NO	NO ACTION
30	TERRAIN	CONICAL	1980.0	14023' R	-411'	20'	NO	NO ACTION
31	TERRAIN	CONICAL	2120.0	16438' R	2449'	7'	NO	NO ACTION
32	OVERHEAD POWER POLE	APPROACH (RWY 12)	1808.3	325' L	1207'	13'	YES	BURY POWER LINES
33	OVERHEAD POWER POLE	APPROACH (RWY 12)	1806.6	170' L	1376'	6'	YES	BURY POWER LINES
34	OVERHEAD POWER POLE	APPROACH (RWY 12)	1802.1	35' R	1591'	0'	YES	BURY POWER LINES
35	OVERHEAD POWER POLE	APPROACH (RWY 12)	1802.1	226' R	1792'	0'	YES	BURY POWER LINES

LEGEND

- AREAS OF TERRAIN PENETRATION
- EXISTING RUNWAY
- FUTURE RUNWAY

NOTES:

1. DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE FUTURE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCES FROM RUNWAY END TO BEGINNING OF APPROACH.
2. RUNWAY 7/25 IS CURRENTLY CLOSED THROUGH THE FAA 7480 PROCESS. THE "FUTURE" CONDITION FOR RUNWAY 7/25 ASSUMES RUNWAY 7/25 WILL BE RE-OPENED (RECONFIGURED 3700' X 60').
3. RUNWAY 11/29 TO BE RE-DESIGNATED "12/30" DUE TO A CHANGE IN MAGNETIC DECLINATION. "EXISTING" RUNWAY IDENTIFIED AS 11/29 "FUTURE" RUNWAY IS 12/30.
4. OBSTRUCTION DATA DERIVED FROM FAA AGIS SURVEY.

EXISTING RUNWAY 11/29 (SEE NOTE 3)

FAR PART 77 DIMENSIONAL STANDARDS
 RUNWAY = 4,301' X 150'
 RUNWAY TYPE = LARGER THAN UTILITY - NON PRECISION INSTRUMENT
 PRIMARY SURFACE WIDTH = 500'
 RADIUS OF HORIZONTAL SURFACE = 10,000'

RUNWAY 11 - APPROACH SURFACE
 LENGTH = 10,000'
 INNER WIDTH = 500'
 OUTER WIDTH = 3,500'
 APPROACH SLOPE = 34:1
 APPROACH VISIBILITY = ≥ 1 MILE

RUNWAY 29 - APPROACH SURFACE

LENGTH = 10,000'
 INNER WIDTH = 500'
 OUTER WIDTH = 3,500'
 APPROACH SLOPE = 34:1
 APPROACH VISIBILITY = ≥ 1 MILE

EXISTING RUNWAY 7/25 (RUNWAY CLOSED - SEE NOTE 2)

FAR PART 77 DIMENSIONAL STANDARDS
 RUNWAY = 5,590' X 150'
 RUNWAY TYPE = NON PRECISION INSTRUMENT LARGER THAN UTILITY
 PRIMARY SURFACE WIDTH = 500'
 RADIUS OF HORIZONTAL SURFACE = 10,000'

RUNWAY 7 - APPROACH SURFACE
 LENGTH = 5,000'
 INNER WIDTH = 500'
 OUTER WIDTH = 2,000'
 APPROACH SLOPE = 20:1
 APPROACH VISIBILITY = ≥ 1 MILE

RUNWAY 25 - APPROACH SURFACE

LENGTH = 10,000'
 INNER WIDTH = 500'
 OUTER WIDTH = 3,500'
 APPROACH SLOPE = 34:1
 APPROACH VISIBILITY = ≥ 1 MILE

FUTURE RUNWAY 12/30 (SEE NOTE 3)

FAR PART 77 DIMENSIONAL STANDARDS
 RUNWAY = 5,128' X 75'
 RUNWAY TYPE = LARGER THAN UTILITY - NON PRECISION INSTRUMENT
 PRIMARY SURFACE WIDTH = 500'
 RADIUS OF HORIZONTAL SURFACE = 10,000'

RUNWAY 12 - APPROACH SURFACE
 LENGTH = 10,000'
 INNER WIDTH = 500'
 OUTER WIDTH = 3,500'
 APPROACH SLOPE = 34:1
 APPROACH VISIBILITY = ≥ 1 MILE

RUNWAY 30 - APPROACH SURFACE

LENGTH = 10,000'
 INNER WIDTH = 500'
 OUTER WIDTH = 3,500'
 APPROACH SLOPE = 34:1
 APPROACH VISIBILITY = ≥ 1 MILE

FUTURE RUNWAY 7/25

FAR PART 77 DIMENSIONAL STANDARDS
 RUNWAY = 3,700' X 60'
 RUNWAY TYPE = NON PRECISION INSTRUMENT LARGER THAN UTILITY
 PRIMARY SURFACE WIDTH = 500'
 RADIUS OF HORIZONTAL SURFACE = 10,000'

RUNWAY 7 - APPROACH SURFACE
 LENGTH = 5,000'
 INNER WIDTH = 500'
 OUTER WIDTH = 2,000'
 APPROACH SLOPE = 20:1
 APPROACH VISIBILITY = ≥ 1 MILE

RUNWAY 25 - APPROACH SURFACE

LENGTH = 10,000'
 INNER WIDTH = 500'
 OUTER WIDTH = 3,500'
 APPROACH SLOPE = 34:1
 APPROACH VISIBILITY = ≥ 1 MILE

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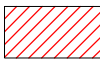
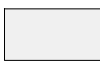

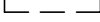
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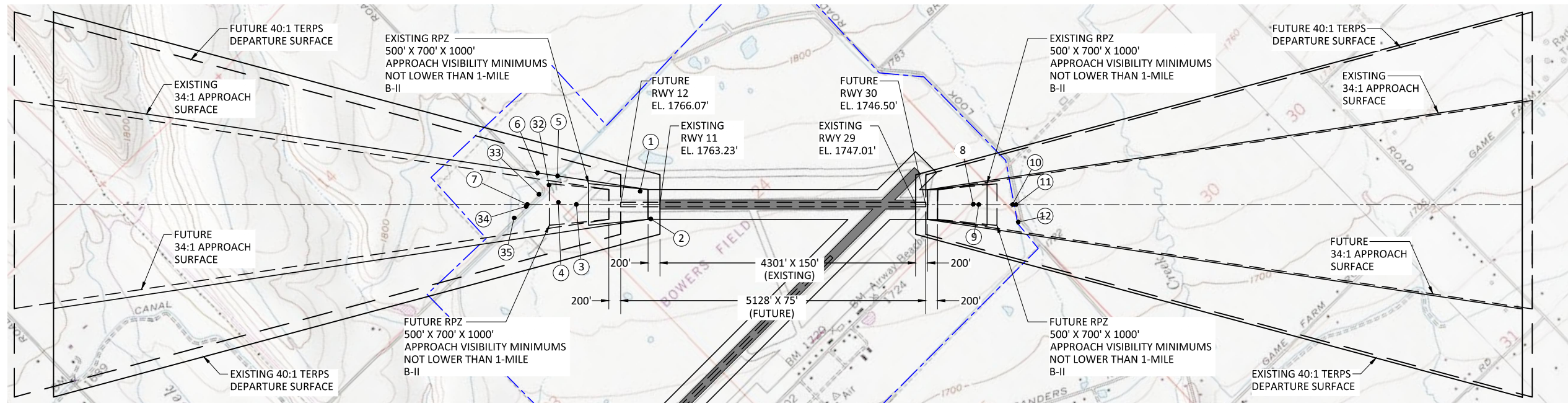
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 PROJECT NO: 12436001.02

BOWERS FIELD AIRPORT
 AIRPORT AIRSPACE (FAR PART 77)

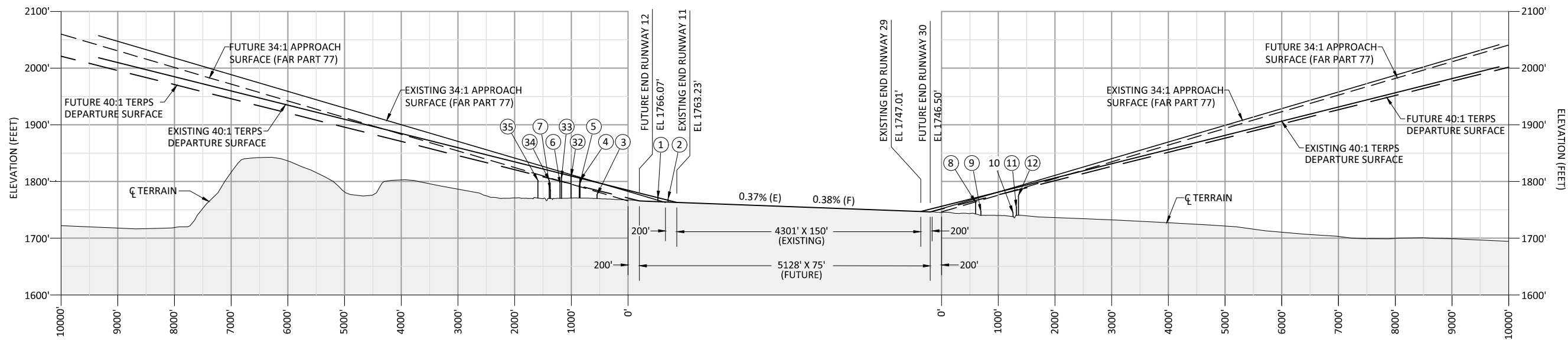
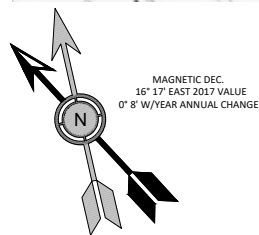
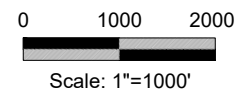
FIGURE NO. -
 SHEET NO. 5 OF 14

LEGEND

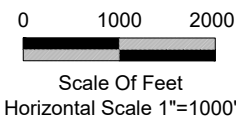
-  AREAS OF TERRAIN PENETRATION (NONE IDENTIFIED IN DRAWING AREA)
-  EXISTING TERRAIN
-  EXISTING RUNWAY
-  FUTURE RUNWAY



**RUNWAY 11-29 (E) 12-30 (F)
PLAN VIEW**



**RUNWAY 11-29 (E) 12-30 (F)
PROFILE VIEW**



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- NOTES:**
- SEE SHEET (5 OF 14) FOR FULL LIST OF OBSTRUCTIONS.
 - DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE FUTURE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCES FROM RUNWAY END TO BEGINNING OF APPROACH.

NO.	DATE	BY	APPR	REVISIONS

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



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DATE: JUNE 2018	PROJECT NO: 12436001.02		

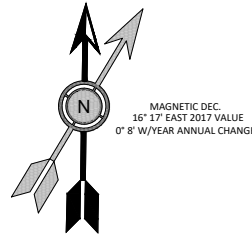
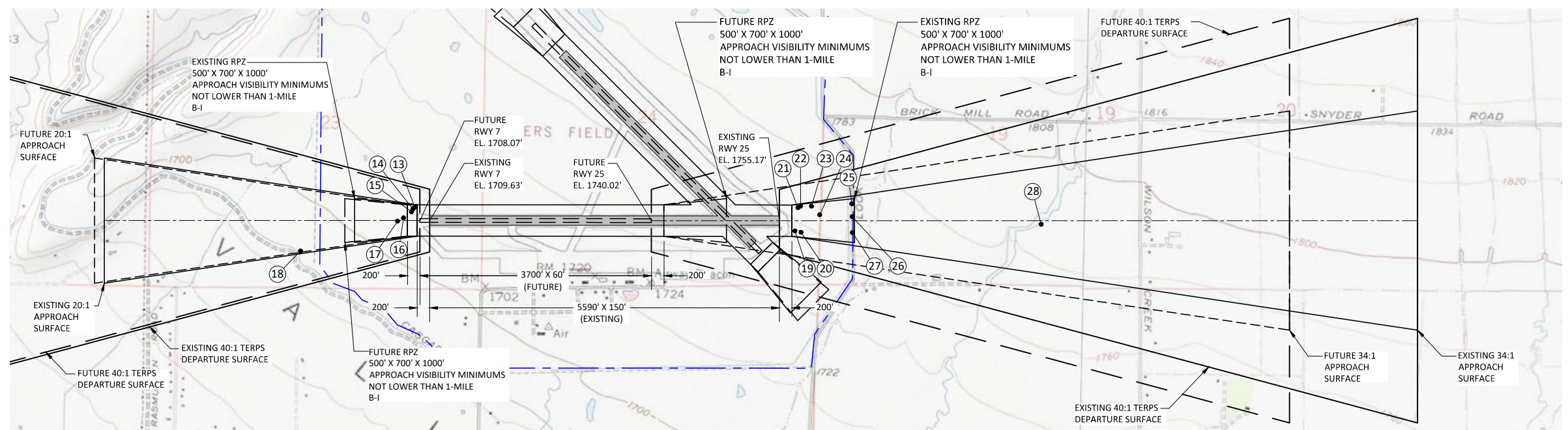
BOWERS FIELD AIRPORT
EXISTING RUNWAY 11-29 / FUTURE RUNWAY 12-30
APPROACH PLAN & PROFILE

FIGURE NO. -
SHEET NO. 6 OF 14

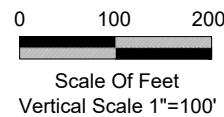
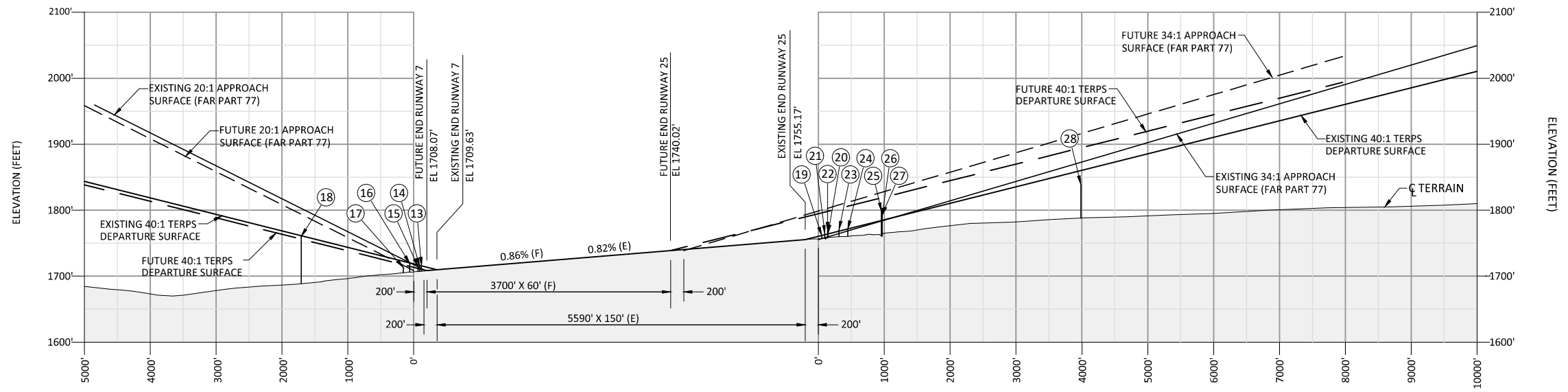
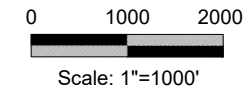
LEGEND

-  AREAS OF TERRAIN PENETRATION (NONE IDENTIFIED IN DRAWING AREA)
-  EXISTING TERRAIN
-  EXISTING RUNWAY
-  FUTURE RUNWAY

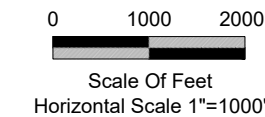
- NOTES:**
1. RUNWAY 7/25 IS CURRENTLY CLOSED THROUGH THE FAA 7480 PROCESS. THE "FUTURE" CONDITION FOR RUNWAY 7/25 ASSUMES RUNWAY 7/25 WILL BE RE-OPENED (RECONFIGURED 3700' X 60').
 2. SEE SHEET (5 OF 14) FOR FULL LIST OF OBSTRUCTIONS.
 3. DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE FUTURE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCES FROM RUNWAY END TO BEGINNING OF APPROACH.



RUNWAY 7-25 PLAN VIEW
(RUNWAY CLOSED - SEE NOTE 1)



RUNWAY 7-25 PROFILE VIEW
(RUNWAY CLOSED - SEE NOTE 1)



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FEDERAL AVIATION
ADMINISTRATION APPROVAL


APPROVAL DATE: _____

SIGNATURE

KITTITAS COUNTY
APPROVAL

APPROVAL DATE: _____

SIGNATURE



ELLENSBURG OFFICE
421 N. PEARL #206
ELLENSBURG, WA 98926
509.933.2477

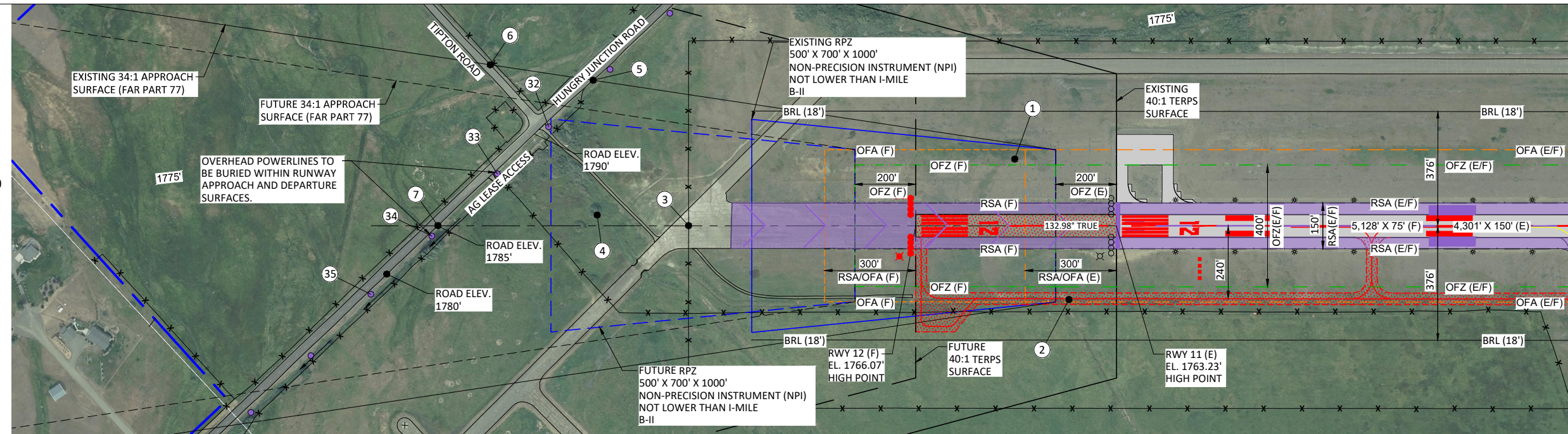
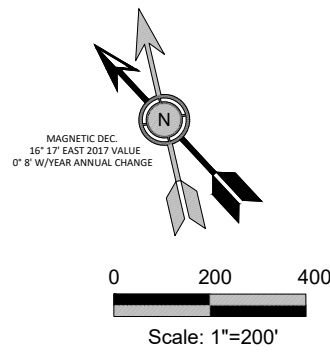
DESIGNED BY: DM	DRAWN BY: JLS	CHECKED BY: SLK	SCALE: AS SHOWN
DATE: JUNE 2018		PROJECT NO: 12436001.02	

BOWERS FIELD AIRPORT

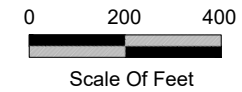
RUNWAY 7-25
APPROACH PLAN & PROFILE

FIGURE NO.
-

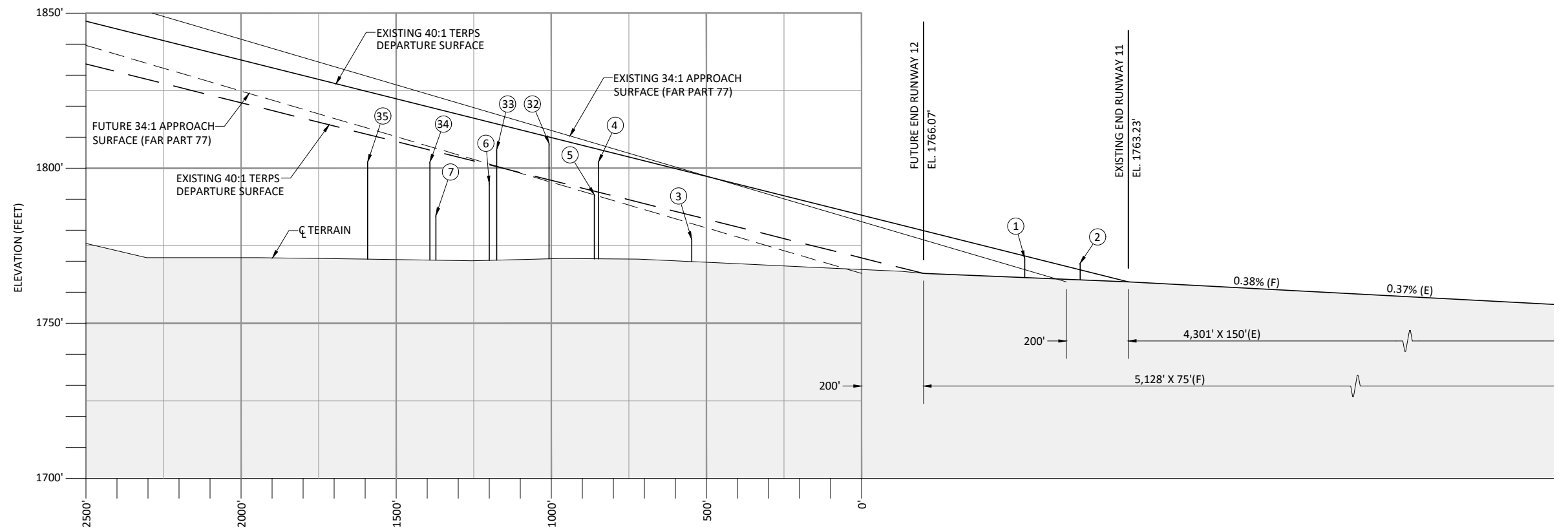
SHEET NO.
7 OF 14



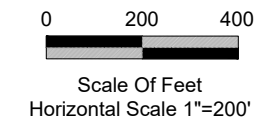
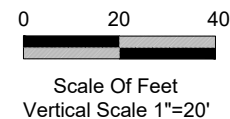
**RUNWAY 11(E) 12(F)
APPROACH PLAN VIEW**



AIRFIELD PAVEMENT TO BE REMOVED
 AIRPORT PROPERTY LINE



**RUNWAY 11(E) 12(F)
APPROACH PROFILE VIEW**



- NOTES:**
- SEE SHEET (5 OF 14) FOR FULL LIST OF OBSTRUCTIONS.
 - DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE FUTURE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCES FROM RUNWAY END TO BEGINNING OF APPROACH.
 - SEE SHEET (3 OF 14) FOR FULL LEGEND.
 - RECOMMENDED NPI RUNWAY MARKINGS DEPICTED FOR EXISTING/FUTURE RUNWAY 11/12 ENDS FOR CLARITY. EXISTING MARKINGS ARE VISUAL WITH "11"

"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-53-0026-2015) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES 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 IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NO.	DATE	BY	APPR	REVISIONS

VERIFY SCALES
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ADMINISTRATION APPROVAL**

APPROVAL DATE: _____

SIGNATURE

**KITTITAS COUNTY
APPROVAL**

APPROVAL DATE: _____

SIGNATURE

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ELLENBURG OFFICE
 421 N. PEARL #206
 ELLENBURG, WA 98926
 509.933.2477

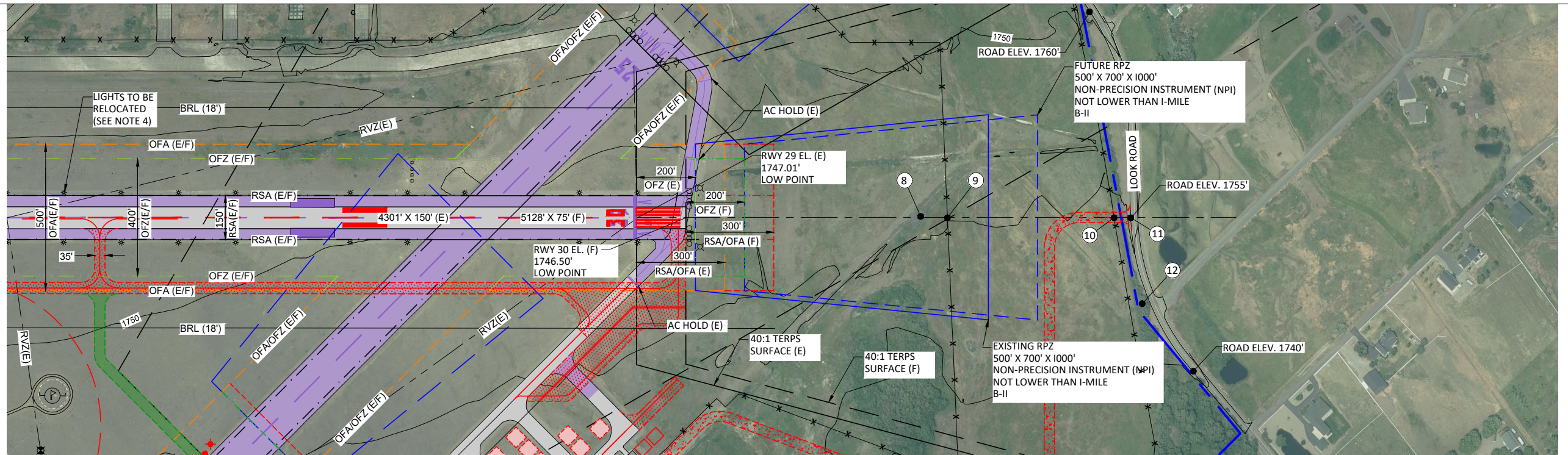
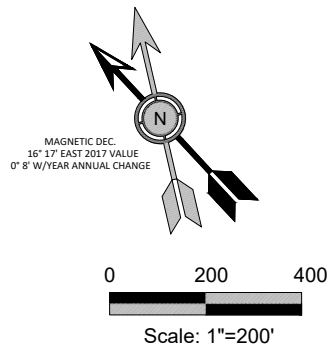
DESIGNED BY: DM	DRAWN BY: JLS	CHECKED BY: WMR	SCALE: AS SHOWN
DATE: JUNE 2018		PROJECT NO: 12436001.02	

BOWERS FIELD AIRPORT

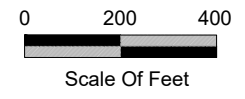
**EXISTING RUNWAY 11 / FUTURE RUNWAY 12 INNER
APPROACH SURFACE & RUNWAY PROTECTION ZONE**

FIGURE NO.
-

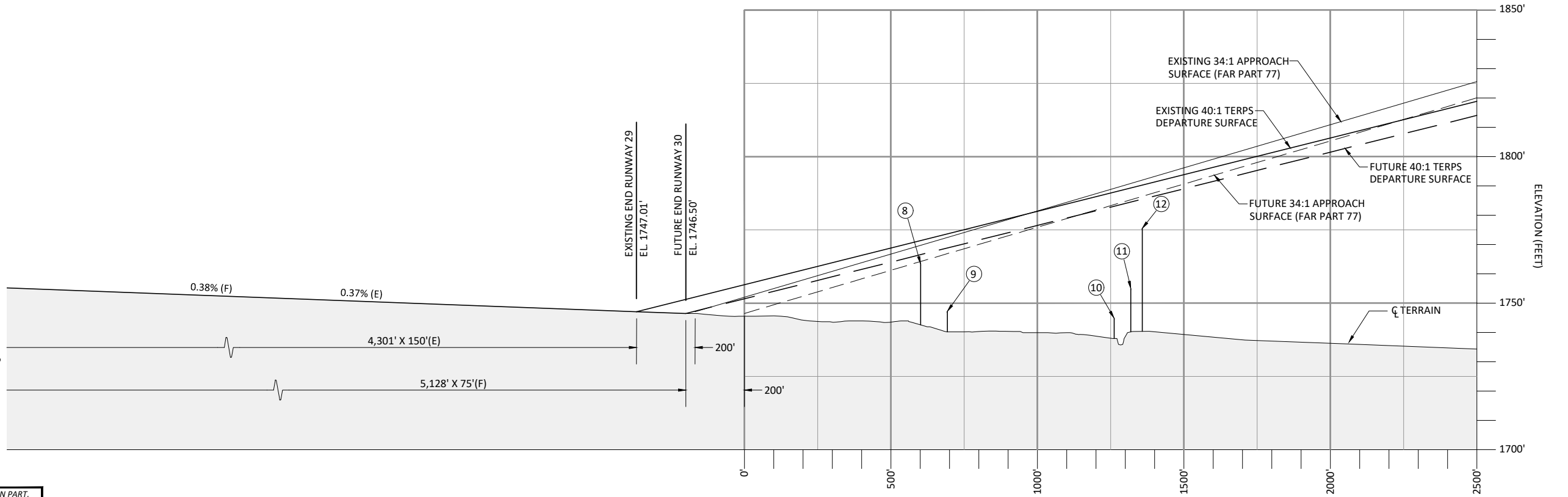
SHEET NO.
8 OF 14



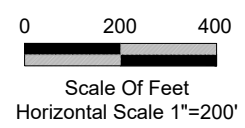
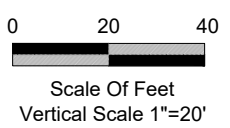
**RUNWAY 29 (E) 30 (F)
APPROACH PLAN VIEW**



AIRFIELD PAVEMENT TO BE REMOVED
 AIRPORT PROPERTY LINE



**RUNWAY 29 (E) 30 (F)
APPROACH PROFILE VIEW**



- NOTES:**
- SEE SHEET (5 OF 14) FOR FULL LIST OF OBSTRUCTIONS.
 - DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE FUTURE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCES FROM RUNWAY END TO BEGINNING OF APPROACH.
 - ROAD ELEVATIONS IN RPZ'S ARE ESTIMATED.
 - EXISTING MIRL TO BE REPLACED / RELOCATED WITH RUNWAY NARROWING.
 - RUNWAY 11/29 TO BE RE-DESIGNATED 12/30 BASED ON CHANGE IN MAGNETIC DECLINATION.

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ADMINISTRATION APPROVAL
APPROVAL DATE: _____
SIGNATURE _____

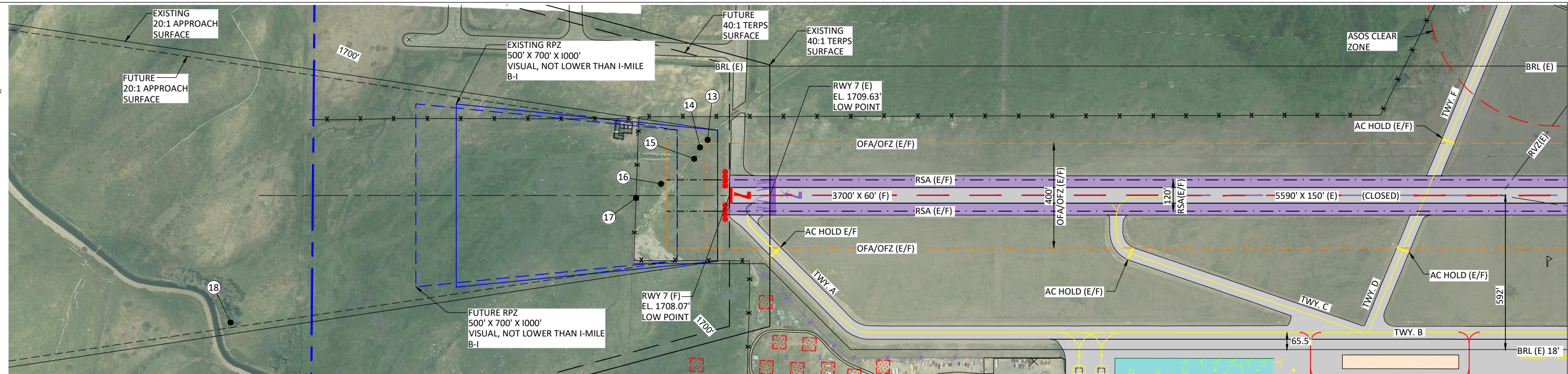
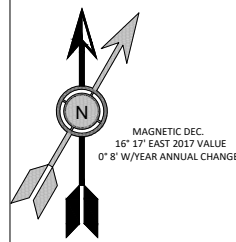
KITTITAS COUNTY
APPROVAL
APPROVAL DATE: _____
SIGNATURE _____

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ELLENSBURG OFFICE
421 N. PEARL #206
ELLENSBURG, WA 98926
509.933.2477

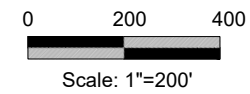
DESIGNED BY: DM
DRAWN BY: JLS
CHECKED BY: WMR
SCALE: AS SHOWN
DATE: JUNE 2018
PROJECT NO: 12436001.02

BOWERS FIELD AIRPORT
EXISTING RUNWAY 29 / FUTURE RUNWAY 30 INNER
APPROACH SURFACE & RUNWAY PROTECTION ZONE

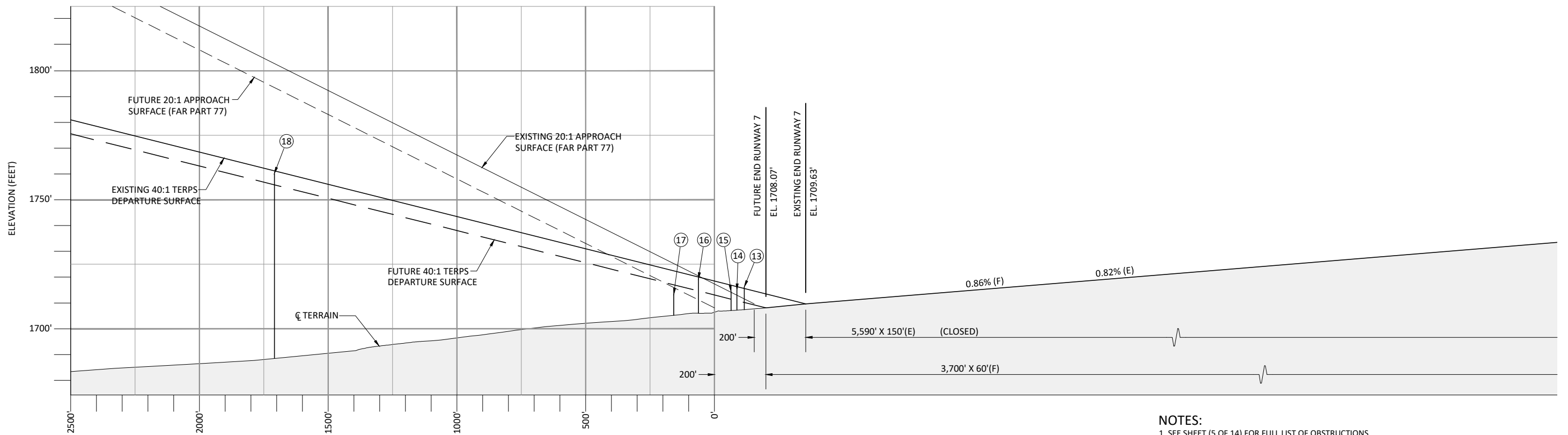
FIGURE NO. -
SHEET NO. 9 OF 14



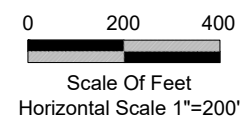
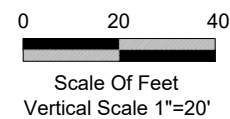
RUNWAY 7 INNER-APPROACH PLAN VIEW
(RUNWAY CLOSED - SEE NOTE 4)



AIRFIELD PAVEMENT TO BE REMOVED
 AIRPORT PROPERTY LINE



RUNWAY 7 INNER-APPROACH PROFILE VIEW
(RUNWAY CLOSED - SEE NOTE 4)



NOTES:

- SEE SHEET (5 OF 14) FOR FULL LIST OF OBSTRUCTIONS.
- DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE FUTURE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCES FROM RUNWAY END TO BEGINNING OF APPROACH.
- SEE SHEET (3 OF 14) FOR FULL LEGEND.
- RUNWAY 7/25 WAS CLOSED BY FAA EFFECTIVE 6/15/18 FOLLOWING EVALUATION OF FAA FORM 7480-1. THE FORMER RUNWAY DATA IS PROVIDED FOR REFERENCE.

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FEDERAL AVIATION ADMINISTRATION APPROVAL
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KITTITAS COUNTY APPROVAL
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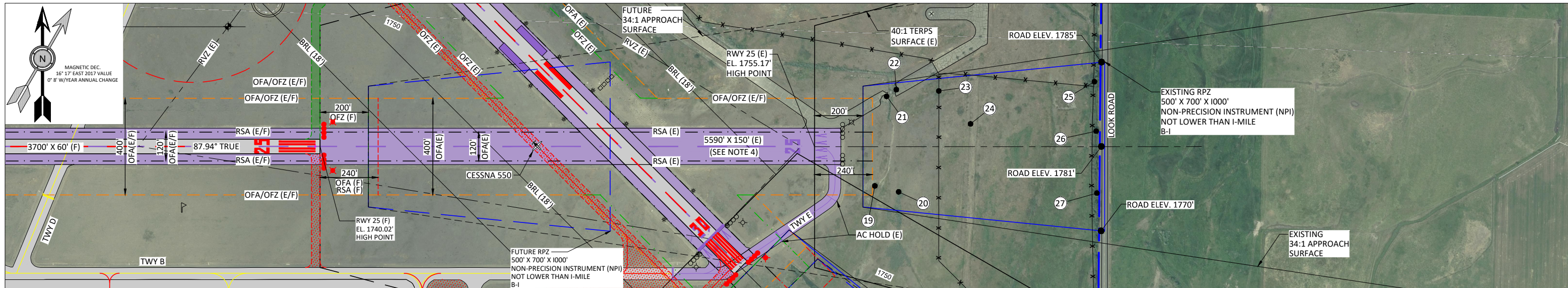
 SIGNATURE

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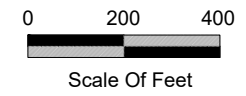
DESIGNED BY: DM	DRAWN BY: JLS	CHECKED BY: WMR	SCALE: AS SHOWN
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BOWERS FIELD AIRPORT
RUNWAY 7 INNER APPROACH SURFACE & RUNWAY PROTECTION ZONE

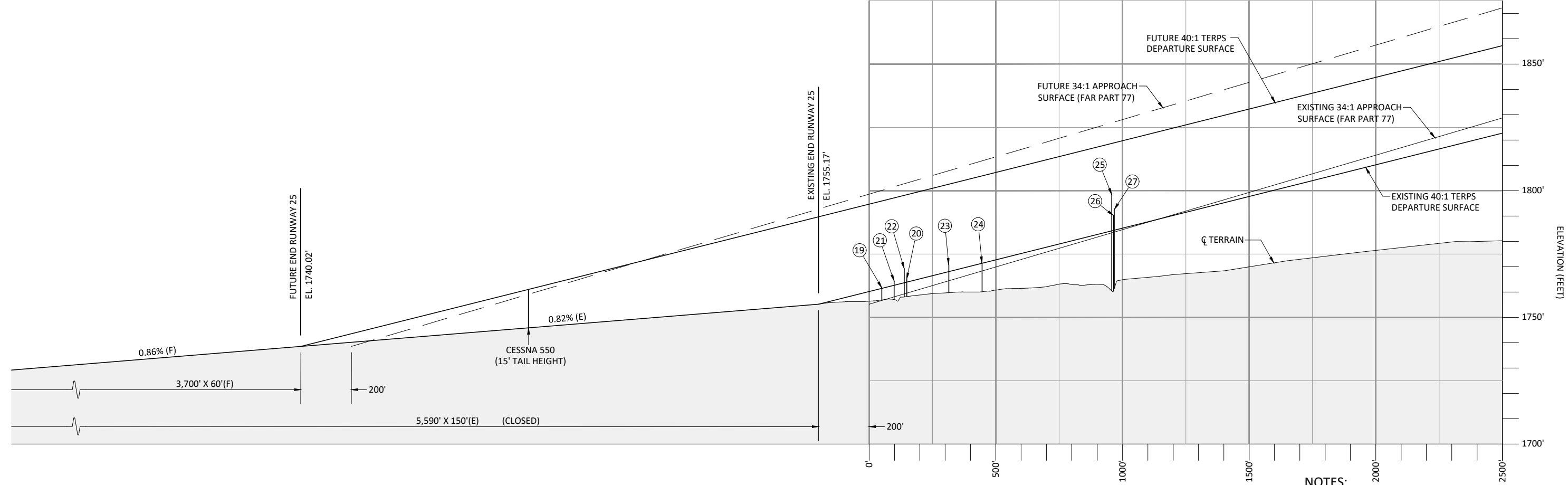
FIGURE NO. -
 SHEET NO. 10 OF 14



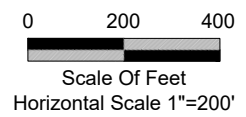
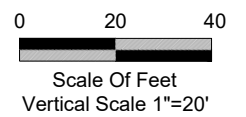
RUNWAY 25 APPROACH PLAN VIEW
(RUNWAY CLOSED - SEE NOTE 4)



Legend:
 AIRFIELD PAVEMENT TO BE REMOVED
 AIRPORT PROPERTY LINE



RUNWAY 25 APPROACH PROFILE VIEW
(RUNWAY CLOSED - SEE NOTE 4)



- NOTES:**
- SEE SHEET (5 OF 14) FOR FULL LIST OF OBSTRUCTIONS.
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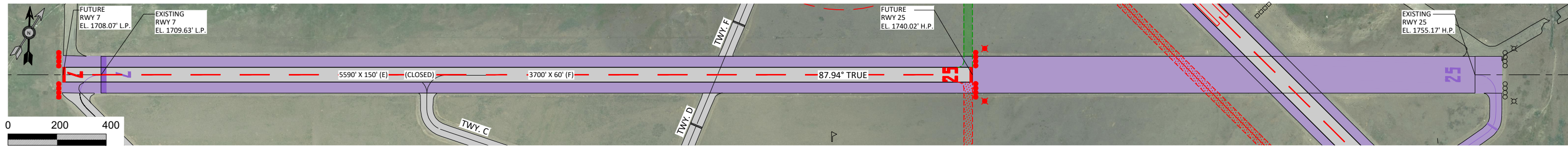
KITTITAS COUNTY APPROVAL
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CENTURY WEST ENGINEERING
 ELLENSBURG OFFICE
 421 N. PEARL #206
 ELLENSBURG, WA 98926
 509.933.2477

DESIGNED BY: DM
 DRAWN BY: JLS
 CHECKED BY: WMR
 SCALE: AS SHOWN
 DATE: JUNE 2018
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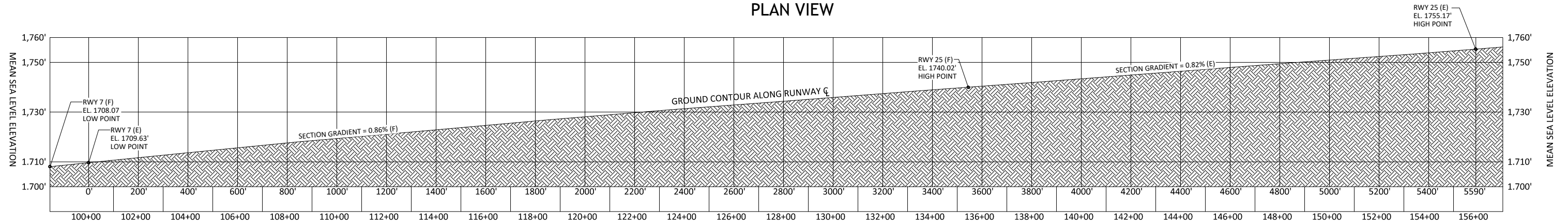
BOWERS FIELD AIRPORT
RUNWAY 25 INNER APPROACH SURFACE & RUNWAY PROTECTION ZONE

FIGURE NO. -
 SHEET NO. 11 OF 14

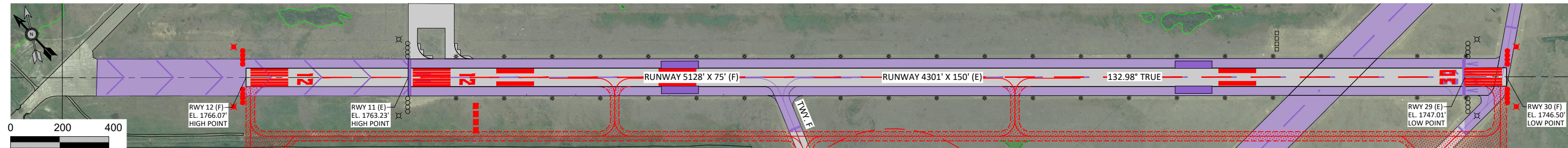


Scale: 1"=200'

RUNWAY 7-25 (CLOSED)
PLAN VIEW

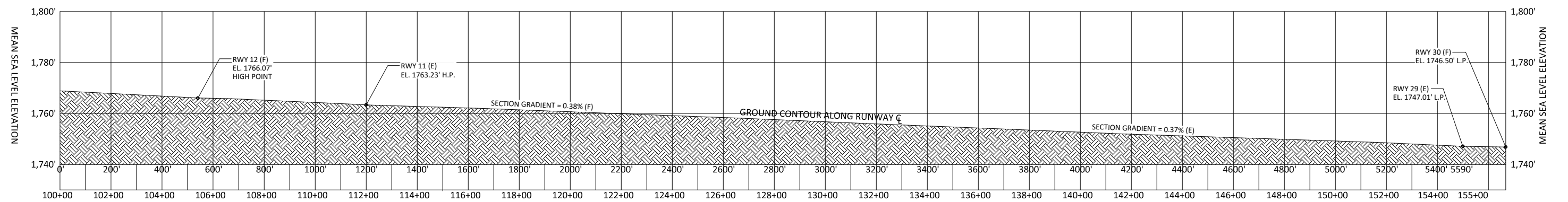


RUNWAY 7-25 (CLOSED)
PROFILE VIEW



Scale: 1"=200'

RUNWAY 11-29 (E) 12-30 (F)
PLAN VIEW



RUNWAY 11-29 (E) 12-30 (F)
PROFILE VIEW

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AIRFIELD PAVEMENT TO BE REMOVED

NO.	DATE	BY	APPR	REVISIONS

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0" 1"
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421 N. PEARL #206
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DESIGNED BY: DM	DRAWN BY: JLS	CHECKED BY: WMR	SCALE: AS SHOWN
DATE: JUNE 2018	PROJECT NO: 12436001.02		

BOWERS FIELD AIRPORT

EXISTING RUNWAY 11-29 / FUTURE RUNWAY 12-30 & 7-25 CENTERLINE PROFILE

FIGURE NO.
-

SHEET NO.
12 OF 14

LEGEND

- ZONING BOUNDARY
- AIRPORT TRAFFIC PATTERN (TYP.)
- RUNWAY PROTECTION ZONE
- APPROACH SURFACE
- AIRPORT PROPERTY LINE
- CITY LIMIT BOUNDARY
- URBAN GROWTH BOUNDARY

KITTITAS COUNTY ZONING

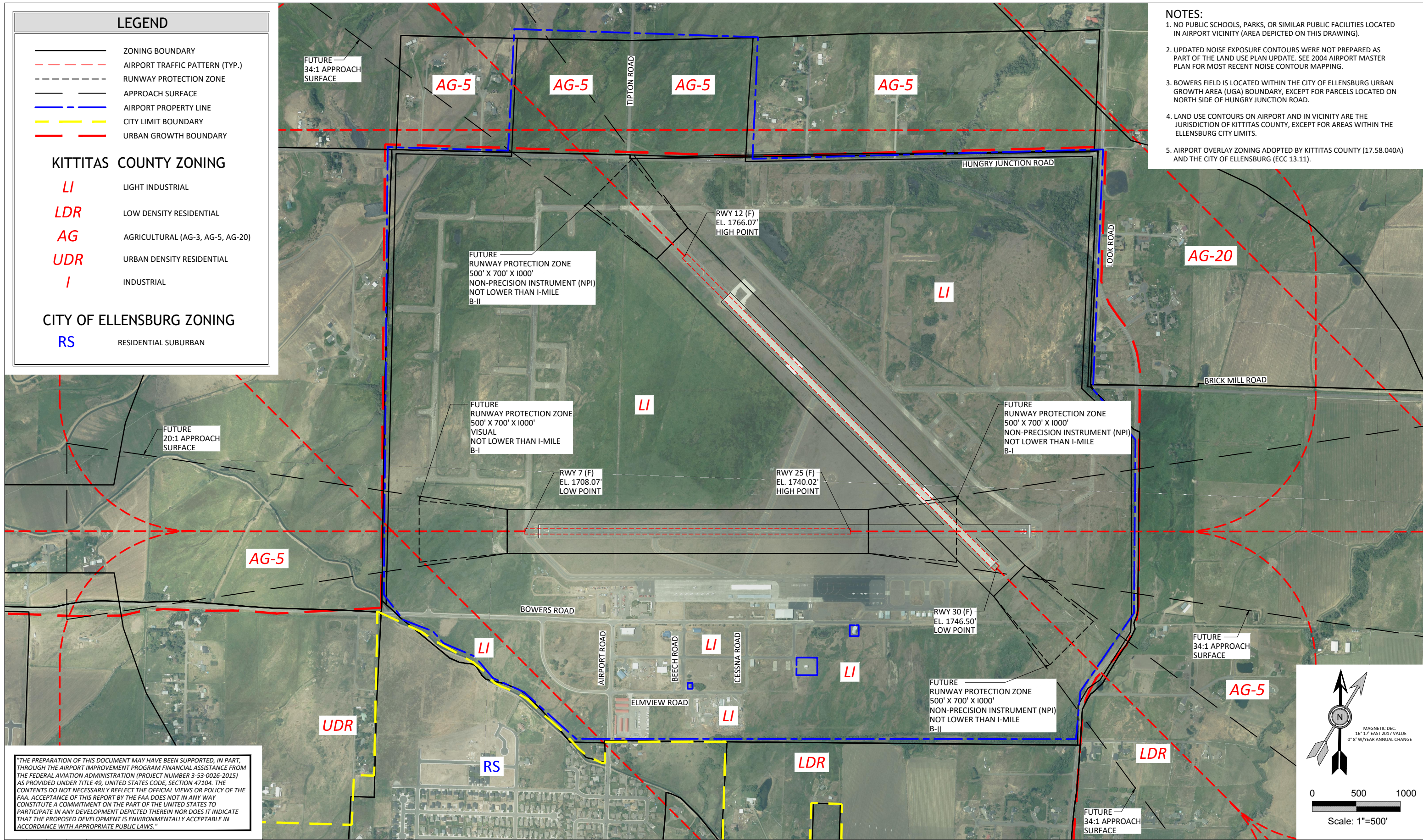
- LI** LIGHT INDUSTRIAL
- LDR** LOW DENSITY RESIDENTIAL
- AG** AGRICULTURAL (AG-3, AG-5, AG-20)
- UDR** URBAN DENSITY RESIDENTIAL
- I** INDUSTRIAL

CITY OF ELLENSBURG ZONING

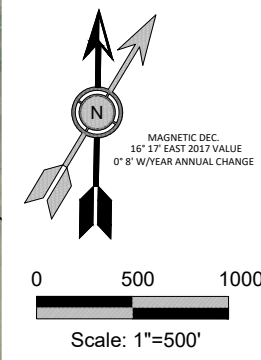
- RS** RESIDENTIAL SUBURBAN

NOTES:

1. NO PUBLIC SCHOOLS, PARKS, OR SIMILAR PUBLIC FACILITIES LOCATED IN AIRPORT VICINITY (AREA DEPICTED ON THIS DRAWING).
2. UPDATED NOISE EXPOSURE CONTOURS WERE NOT PREPARED AS PART OF THE LAND USE PLAN UPDATE. SEE 2004 AIRPORT MASTER PLAN FOR MOST RECENT NOISE CONTOUR MAPPING.
3. BOWERS FIELD IS LOCATED WITHIN THE CITY OF ELLENSBURG URBAN GROWTH AREA (UGA) BOUNDARY, EXCEPT FOR PARCELS LOCATED ON NORTH SIDE OF HUNGRY JUNCTION ROAD.
4. LAND USE CONTOURS ON AIRPORT AND IN VICINITY ARE THE JURISDICTION OF KITTITAS COUNTY, EXCEPT FOR AREAS WITHIN THE ELLENSBURG CITY LIMITS.
5. AIRPORT OVERLAY ZONING ADOPTED BY KITTITAS COUNTY (17.58.040A) AND THE CITY OF ELLENSBURG (ECC 13.11).



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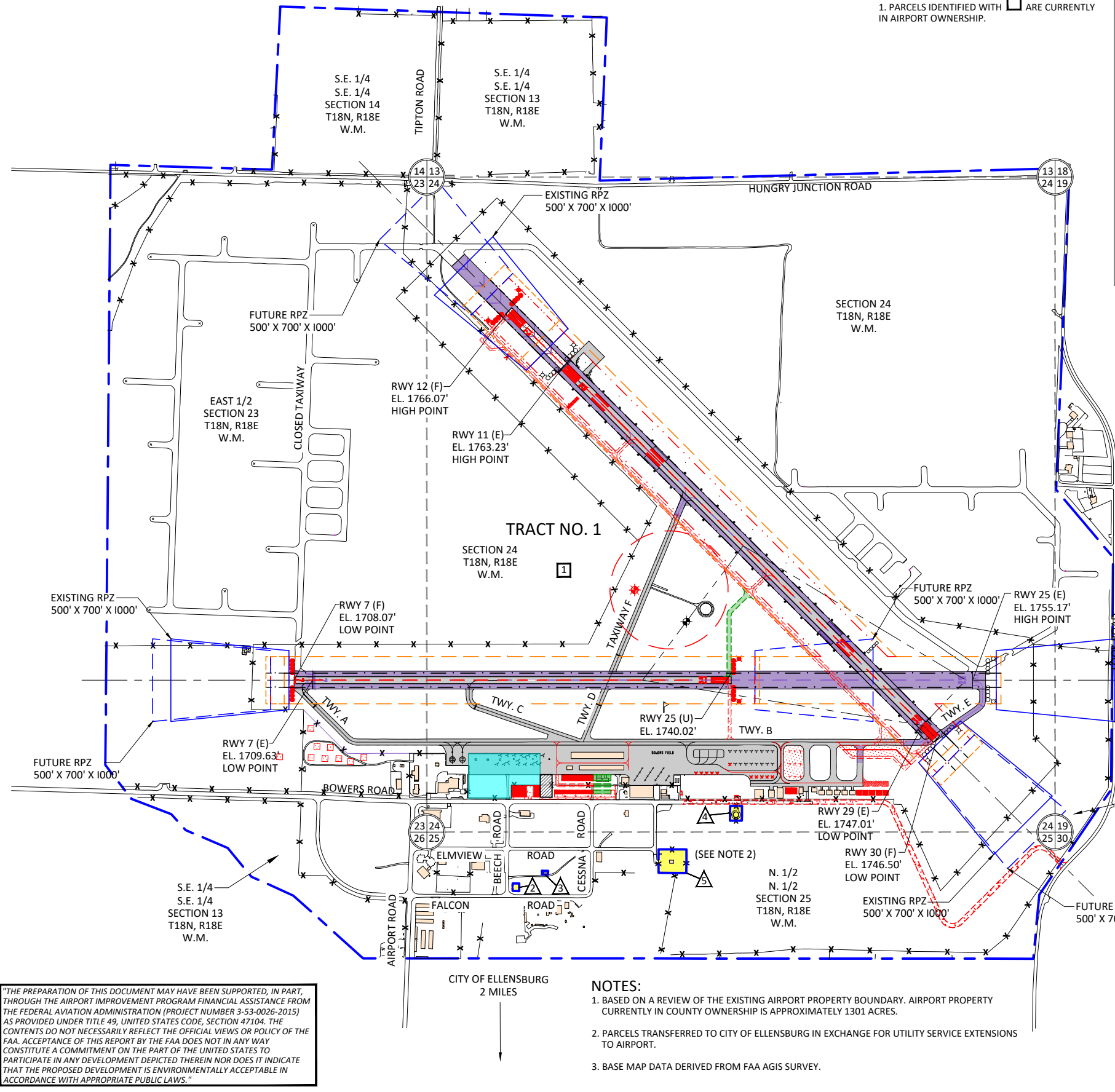
BOWERS FIELD AIRPORT

AIRPORT LAND USE PLAN

FIGURE NO. -

SHEET NO. 13 OF 14

NOTE:
1. PARCELS IDENTIFIED WITH  ARE CURRENTLY IN AIRPORT OWNERSHIP.



AIRPORT PROPERTY INFORMATION TABLE							
TRACT NO.	ACREAGE	GRANTOR	GRANTEE	USE/FUNCTION	FEDERAL GRANT NO.	BOOK & PAGE NO.	RECORDED DATE
1	1302.53	USA	KITTITAS COUNTY	AIRFIELD/AIRSIDE	GSA QUIT CLAIM DEED	BK. 4, PAGES 463-476	4-JUN-48
1	1302.53	KITTITAS COUNTY	CITY OF ELLENSBURG	AIRFIELD/AIRSIDE	TRANSFER DEED	268653	31-DEC-57
1	1302.53	CITY OF ELLENSBURG	PORT OF KITTITAS COUNTY	AIRFIELD/AIRSIDE	TRANSFER DEED	318702	3-FEB-65
1	1302.53	PORT OF KITTITAS	PORT OF KITTITAS COUNTY	AIRFIELD/AIRSIDE	CORRECTION DEED	319362	2-MAR-65
1	1302.53	PORT OF KITTITAS	KITTITAS COUNTY	AIRFIELD/AIRSIDE	TRANSFER DEED	387011	12-DEC-73
△	-0.08	KITTITAS COUNTY	CITY OF ELLENSBURG	UTILITIES	N/A	BK. 11, PAGE 110	18-FEB-09
△	-0.04	KITTITAS COUNTY	CITY OF ELLENSBURG	UTILITIES	N/A	BK. 11, PAGE 110	18-FEB-09
△	-0.29	KITTITAS COUNTY	CITY OF ELLENSBURG	UTILITIES	N/A	BK. 11, PAGE 110	18-FEB-09
△	-1.09	KITTITAS COUNTY	CITY OF ELLENSBURG	UTILITIES	N/A	BK. 11, PAGES 249-255	28-JUN-10
TOTAL ACREAGE AIRPORT OWNERSHIP	1301.03						

AIRPORT PROPERTY LEGAL DESCRIPTION

IN KITTITAS COUNTY, WASHINGTON
 THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 13;
 THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14;
 THE EAST 1/2 OF SECTION 23;
 ALL OF SECTION 24;
 THE NORTH 1/2 OF THE NORTH 1/2 OF SECTION 25;
 THAT PORTION OF THE NORTH 1/2 OF THE NORTHEAST 1/4 OF SECTION 26, WHICH LIES NORTH AND EAST AND ABOVE THE RIGHT OF WAY OF THE MAIN CANAL OF THE CASCADE IRRIGATION DISTRICT.

EXCEPT:
 1. RIGHTS OF WAY OF COUNTY ROADS;
 2. RIGHTS OF WAY OF LATERALS OF KITTITAS COUNTY RECLAMATION DISTRICT ACROSS THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 13; THE EAST 1/2 OF SECTION 23; SECTION 24; AND A PORTION OF LOT 4, SECTION 19.

EXCEPTIONS:
 1.) AN EASEMENT AFFECTING THE PORTION OF SAID PREMISES AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES FOR; TELEPHONE COMMUNICATION LINE IN FAVOR OF: ELLENSBURG TELEPHONE COMPANY DATED: JUNE 8, 1959 AUDITORS NO. 277931 VOLUME/PAGE: 104/649 AFFECTS: A 10 FOOT STRIP IN THE VICINITY OF THE SOUTH LINE OF SECTION 24.
 2.) AN EASEMENT AFFECTING THE PORTION OF SAID PREMISES AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES FOR; ELECTRIC TRANSMISSION LINE IN FAVOR OF; PUGET SOUND POWER AND LIGHT COMPANY RECORDED: APRIL 20, 1965 VOLUME/PAGE: 118/409 AFFECTS: UNSPECIFIED PORTIONS OF THE EAST 1/2 OF SECTION 23. SECTION 24 AND A PORTION OF SECTION 26 LYING NORTHEAST OF CASCADE CANAL.

ALL IN TOWNSHIP 18 NORTH, RANGE 18 EAST, W.M. AND
 THAT PORTION OF THE WEST 1/2 OF LOTS 3 AND 4, SECTION 19;
 THAT PORTION OF THE WEST 1/2 OF LOT 1, SECTION 30, WHICH LIES WEST OF THE COUNTY ROAD.

ALL IN TOWNSHIP 18 NORTH, RANGE 19 EAST, W.M.

"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-53-0026-2015) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES 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 IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NOTES:
 1. BASED ON A REVIEW OF THE EXISTING AIRPORT PROPERTY BOUNDARY. AIRPORT PROPERTY CURRENTLY IN COUNTY OWNERSHIP IS APPROXIMATELY 1301 ACRES.
 2. PARCELS TRANSFERRED TO CITY OF ELLENSBURG IN EXCHANGE FOR UTILITY SERVICE EXTENSIONS TO AIRPORT.
 3. BASE MAP DATA DERIVED FROM FAA AGIS SURVEY.

LEGEND

- AIRFIELD PAVEMENT
- AIRFIELD PAVEMENT TO BE REMOVED
- FUTURE PAVEMENT
- ACCESS ROAD/VEHICLE PARKING
- EXISTING PROPERTY
- SECTION LINES

NO.	DATE	BY	APPR	REVISIONS

VERIFY SCALES
 BAR IS ONE INCH ON ORIGINAL DRAWING. 0" = 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

FEDERAL AVIATION ADMINISTRATION APPROVAL
 APPROVAL DATE: _____
 SIGNATURE _____

KITTITAS COUNTY APPROVAL
 APPROVAL DATE: _____
 SIGNATURE _____

CENTURY WEST ENGINEERING
 ELLENSBURG OFFICE
 421 N. PEARL #206
 ELLENSBURG, WA 98926
 509.933.2477

DESIGNED BY: DM
 DRAWN BY: JLS
 CHECKED BY: WMR
 SCALE: AS SHOWN

DATE: JUNE 2018
 PROJECT NO: 12436001.02

BOWERS FIELD AIRPORT
 EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP

FIGURE NO. -
 SHEET NO. 14 OF 14