

RUNWAY DATA TABLE (RUNWAY 16-34)			
ITEM	EXISTING		PROPOSED
	STANDARD	ACTUAL	
APPROACH VISIBILITY MINIMUMS	RWY 16: NP ¹ >1-MILE VISUAL	NP ¹ >1-MILE VISUAL	NO CHANGE
FAR PART 77 APPROACH SLOPE	RWY 16: 34:1	34:1	NO CHANGE
RUNWAY DIMENSIONS	WIDTH: 75'	200'	NO CHANGE
PAVEMENT TYPE	ASPHALT	ASPHALT	NO CHANGE
PAVEMENT DESIGN STRENGTH	SINGLE GEAR: 100,000 LBS	130,000 LBS	NO CHANGE
	DUAL GEAR: 340,000 LBS	340,000 LBS	NO CHANGE
LIGHTING	MIRL	MIRL	NO CHANGE
MARKING	RWY 16: NP ¹	NP ¹	NO CHANGE
RUNWAY GRADIENT (%)	1.5%	0.17	NO CHANGE
MAX GRADE WITHIN RWY LENGTH (%)	1.5%	0.07	NO CHANGE
LINE-OF-SIGHT ²	CLEAR	CLEAR	NO CHANGE
PERCENT WIND COVERAGE (16 KNOT)	95%	99.8%	NO CHANGE
VISUAL APPROACH AIDS	RWY 16 - PAPI, REL	RWY 16 - NO CHANGE	NO CHANGE
	RWY 34 - PAPI, REL	RWY 34 - NO CHANGE	NO CHANGE
INSTRUMENT APPROACH AIDS	RWY 16 - RNAV/GPS, NDB	RWY 16 - LPV-WAAS	NO CHANGE
	RWY 34 - NONE	RWY 34 - LPV-WAAS	NO CHANGE
RUNWAY DESIGN CATEGORY	B-II	B-II	NO CHANGE
CRITICAL AIRCRAFT	BEECHCRAFT KING AIR	BEECHCRAFT KING AIR	NO CHANGE
RUNWAY SAFETY AREA (RSA)	WIDTH: 150'	150'	NO CHANGE
	LENGTH BEYOND RW END: 300'	300'	NO CHANGE
OBJECT FREE AREA (OFA)	WIDTH: 500'	500'	NO CHANGE
	LENGTH BEYOND RW END: 300'	300'	NO CHANGE
OBSTACLE FREE ZONE (OFZ)	WIDTH: 400'	400'	NO CHANGE
	LENGTH BEYOND RW END: 200'	200'	NO CHANGE
RUNWAY ELEVATIONS	EXISTING END: RWY 16 - 24.14'	RWY 16 - NO CHANGE	NO CHANGE
	RWY 34 - 32.28'	RWY 34 - NO CHANGE	NO CHANGE
	DISPLACED THRESHOLD: RWY 16 - 23.90'	RWY 16 - NO CHANGE	NO CHANGE
	RWY 34 - 30.55'	RWY 34 - NO CHANGE	NO CHANGE
	TOUCHDOWN ZONE: RWY 16 - 24.14'	RWY 16 - NO CHANGE	NO CHANGE
	RWY 34 - 32.28'	RWY 34 - NO CHANGE	NO CHANGE
RUNWAY INTERSECTIONS:	NOT APPLICABLE	NOT APPLICABLE	NO CHANGE
HIGH & LOW POINTS:	HIGH - 32.28'	HIGH - NO CHANGE	NO CHANGE
	LOW - 23.70'	LOW - NO CHANGE	NO CHANGE
SURVEYED END COORDINATES:	RWY 16	RWY 34	RWY 34
	LATITUDE: 47°30'1.70" N	47°29'38.86" N	NO CHANGE
	LONGITUDE: 122°15'00.67" W	122°12'52.68" W	NO CHANGE



AIRPORT REGION



AIRPORT VICINITY

AIRPORT DATA TABLE		
ITEM	EXISTING	PROPOSED
AIRPORT TERMINAL CODE	RNT	NO CHANGE
AIRPORT ELEVATION ⁴	32' MSL	NO CHANGE
AIRPORT REFERENCE POINT (ARP) ⁵	LAT. 47° 29' 35.30" N	NO CHANGE
	LONG. 122° 12' 56.70" W	NO CHANGE
MEAN MAX. TEMP. OF HOTTEST MONTH	75° F (AUG)	NO CHANGE
COMBINED WIND COVERAGE	99.8% (16 KNOT)	NO CHANGE
MAGNETIC DECLINATION & YEAR	17° 16' E DECEMBER 2007	NO CHANGE
AIRPORT REFERENCE CODE (ARC)	B-II	NO CHANGE
CRITICAL AIRCRAFT 1,000 MILE STAGE LENGTH	BEECH KING AIR	NO CHANGE
NPIAS SERVICE LEVEL	RELIEVER	NO CHANGE
TAXIWAY LIGHTING	MITL	NO CHANGE
TAXIWAY MARKING	CENTERLINE, EDGE MARKING, DIRECTIONAL SIGNAGE	NO CHANGE
AIRPORT & TERMINAL NAVAIDS	RNAV/GPS, NDB	LPV-WAAS

¹ MSL - MEAN SEA LEVEL
² ARP - NAD 83

³ NP - NON PRECISION
⁴ ADVISORY CIRCULAR 150/5300-13, AIRPORT DESIGN, CHAPTER 5, SECTION 503, LINE OF SIGHT STANDARDS, SUBSECTION A

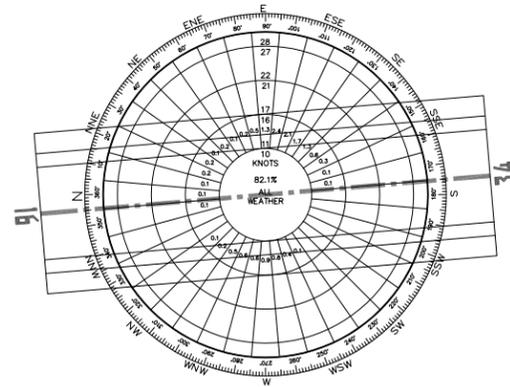
DECLARED DISTANCES ³				
RUNWAY	TORA	TODA	ASDA	LDA
RUNWAY 16	5,382'	5,382'	5,042'	4,742'
RUNWAY 34	5,382'	5,382'	5,082'	4,742'

³ TORA - TAKEOFF RUN AVAILABLE
TODA - TAKEOFF DISTANCE AVAILABLE
ASDA - ACCELERATE-STOP DISTANCE AVAILABLE
LDA - LANDING DISTANCE AVAILABLE

NOTES

- THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
- RUNWAY PROTECTION ZONE CONTROL IS VIA OWNERSHIP AND EASEMENT FOR ALL RUNWAY ENDS. SEE SHEET 7 FOR DETAILS.
- THERE IS SOME RESIDENTIAL AND COMMERCIAL DEVELOPMENT IN THE EXISTING RPZ FOR RUNWAY 34. THESE ARE REGARDED AS INCOMPATIBLE LAND USES.
- THERE ARE NO OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS.
- RUNWAY SAFETY AREA MET BY USING DECLARED DISTANCE FOR B-II AIRCRAFT.
- THE LANDING THRESHOLD LOCATION FOR RUNWAY 34 IS BASED ON CONTROLLING OBSTRUCTIONS. AS A RESULT, THE RSA EXCEEDS STANDARDS BY 40 FEET. DECLARED DISTANCES TAKES INTO CONSIDERATION THE GREATER OF THE TWO DISTANCES.
- AIRPORT HAS THROUGH THE FENCE OPERATIONS.
- PROPOSED ROTORCRAFT PARKING LOCATION WILL REQUIRE ADDITIONAL PLANNING AND AERONAUTICAL REVIEW.
- RUNWAY WIDTH OF 200 FEET IS A NON-STANDARD CONDITION BUT WILL BE CONTINUED TO ALLOW FOR SAFE OPERATION BY BOEING 737 AIRCRAFT.
- RUNWAY 15-33 WAS RENUMBERED TO 16-34 IN THE SUMMER OF 2009. THIS REFLECTS CHANGES IN THE MAGNETIC DECLINATION.

ALL-WEATHER WIND ROSE



ALL-WEATHER WIND COVERAGE	
CROSSWIND	RWY 16-34
10.5 KNOTS	96.4%
13 KNOTS	98.5%
16 KNOTS	99.8%

WIND DATA SOURCE

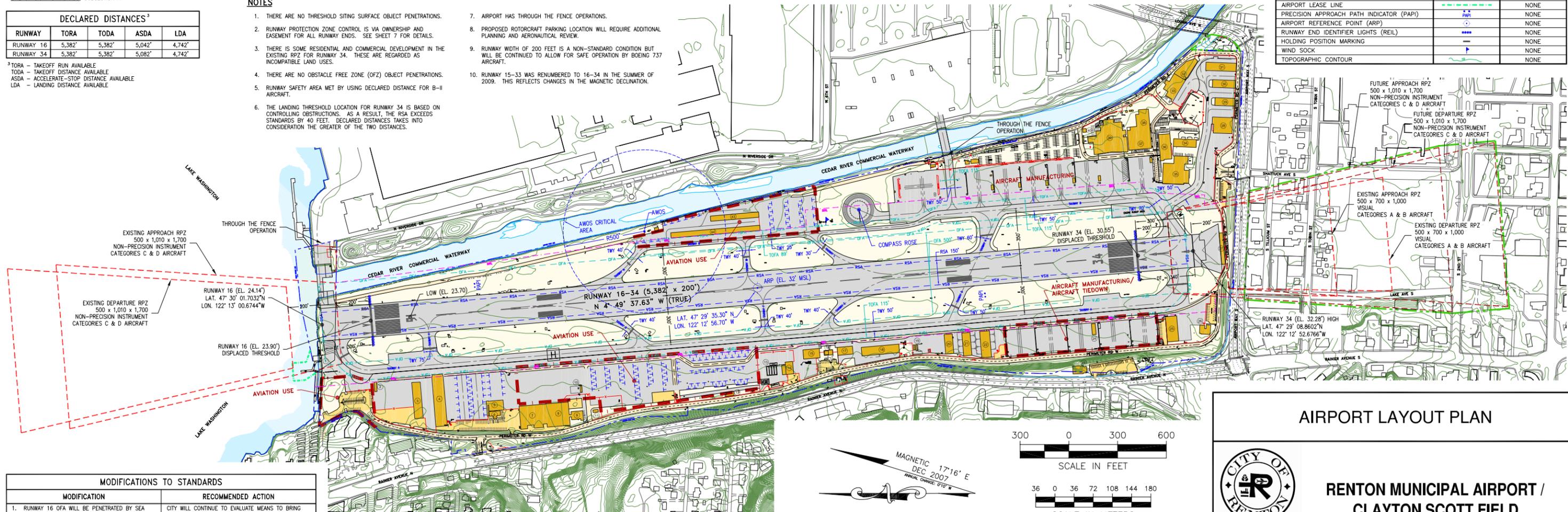
WEATHER REPORTING STATION: SEATTLE-TACOMA INTERNATIONAL AIRPORT
PERIOD OF OBSERVATION: 1983 - 1992
NUMBER OF OBSERVATIONS: 87,647

AIRPORT FACILITIES		
NUMBER	DESCRIPTION	HEIGHT*
1	SEAPLANE DOCK	-
2	UNITED STATES CUSTOMS	12'
3	BUILDING 860; 860 W. PERIMETER ROAD	26'
4	BUILDING 850; 850 W. PERIMETER ROAD	27'
5	HANGAR 840	23'
6	BUILDING 840; 840 W. PERIMETER ROAD	-
7	BUILDING 820; 820 W. PERIMETER ROAD	15'/29'
8	BUILDING 800; 800 W. PERIMETER ROAD	21'
9	BUILDING 790; 790 W. PERIMETER ROAD	26'
10	AIR O FUEL TANKS	-
11	BUILDING 780; 780 W. PERIMETER ROAD	-
12	BUILDING 710; 710 W. PERIMETER ROAD	14'
13	BOEING FUEL FARM	-
14	BUILDING 650 (BOEING 5-45)	25'
15	BUILDING 622; 622 W. PERIMETER ROAD	25'
16	AIRPORT TRAFFIC CONTROL TOWER (ATCT)	55'
17	BUILDING 608; 608 W. PERIMETER ROAD	20'
18	BUILDING 600; 600 W. PERIMETER ROAD	15'
19	PRO FLIGHT FUEL TANKS	-
20	BUILDING 540; 540 W. PERIMETER ROAD	22'
21	BUILDING 520; 520 W. PERIMETER ROAD	16'
22	BUILDING 500; 500 W. PERIMETER ROAD	20'

* BUILDING HEIGHTS ARE ABOVE GROUND LEVEL AND ROUNDED TO THE NEAREST FOOT. DISTANCES TO THE TOP AND BOTTOM OF THE BUILDING WERE MEASURED USING A LASER RANGE FINDER AND TRIANGULATED TO CALCULATE BUILDING HEIGHT.

AIRPORT FACILITIES		
NUMBER	DESCRIPTION	HEIGHT*
23	300 RAINIER AVENUE	-
24	BUILDING 300; 300 W. PERIMETER ROAD	15'
25	BUILDING 250	27'
26	BUILDING 243; 243 W. PERIMETER ROAD	15'
27	BLAST FENCE	22'
28	350 AIRPORT WAY	18'
29	400 AIRPORT WAY	21'
30	450 AIRPORT WAY	21'
31	500 AIRPORT WAY	21'
32	289B AIRPORT WAY	24'
33	289A AIRPORT WAY	26'
34	BUILDING 330; 330 AIRPORT WAY	22'
35	BUILDING 300; 300 AIRPORT WAY	32'
36	BOEING 5-02	40'
37	BOEING 5-08	25'
38	BOEING 5-09	25'
39	BOEING 5-50 PAINT HANGAR	70'
40	BOEING 5-03	-
41	BOEING 5-36	-
42	BOEING 5-43	-
43	BLDG 749B RIVER HANGARS	13'
44	BLDG 749A RIVER HANGARS	13'
45	FAA EQUIPMENT/COMM TOWER	-

LEGEND		
DESCRIPTION	EXISTING	PROPOSED
AIRFIELD PAVEMENT		NONE
ON-AIRPORT BUILDING		NONE
AUTOMOBILE PARKING		NONE
ON-AIRPORT ROADWAY		NONE
BUILDING RESTRICTION LINE (BRL)		NONE
RUNWAY SAFETY AREA (RSA)		NONE
RUNWAY OBJECT FREE AREA (OFA)		NONE
RUNWAY OBSTACLE FREE ZONE (OFZ)		NONE
RUNWAY PROTECTION ZONE (RPZ)		NONE
TAXIWAY OBJECT FREE AREA (TOFA)		NONE
PERIMETER FENCING		NONE
AIRPORT PROPERTY LINE		NONE
AIRPORT LEASE LINE		NONE
PRECISION APPROACH PATH INDICATOR (PAPI)		NONE
AIRPORT REFERENCE POINT (ARP)		NONE
RUNWAY END IDENTIFIER LIGHTS (REL)		NONE
HOLDING POSITION MARKING		NONE
WIND SOCK		NONE
TOPOGRAPHIC CONTOUR		NONE

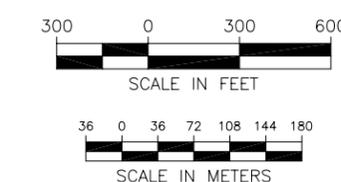


MODIFICATIONS TO STANDARDS	
MODIFICATION	RECOMMENDED ACTION
1. RUNWAY 16 OFA WILL BE PENETRATED BY SEA PLANES DURING LAUNCH AND RECOVERY OPERATIONS AT THE SEA PLANE RAMP.	CITY WILL CONTINUE TO EVALUATE MEANS TO BRING INTO STANDARDS.
2. FENCE AND BLAST BARRIER AT SOUTH END PENETRATE APPROACH.	NONSTANDARD CONDITION SHALL BE REEVALUATED AS PART OF FUTURE DEVELOPMENT AND PLANNING DOCUMENTS, AS APPROPRIATE.
3. RUNWAY SAFETY AREA (RSA) AND OBJECT FREE AREA (OFA) LENGTH REQUIREMENT IS ACHIEVED BY THRESHOLD DISPLACEMENT INSTEAD OF RELOCATION.	NONSTANDARD CONDITION SHALL BE REEVALUATED AS PART OF FUTURE DEVELOPMENT AND PLANNING DOCUMENTS, AS APPROPRIATE.
4. VEHICLE DRIVE LANES ON AIRCRAFT APRON VIOLATE FAA CRITERIA	CITY WILL CONTINUE TO REEVALUATE DRIVE LANES

AERONAUTICAL STUDY NUMBER: 2008-ANM-657-NRA

THE PREPARATION OF THIS AIRPORT LAYOUT PLAN (ALP) WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. ACCEPTANCE OF THIS ALP 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 IMPLY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

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REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE

AIRPORT LAYOUT PLAN

RENTON MUNICIPAL AIRPORT / CLAYTON SCOTT FIELD

DESIGNED BY: RLO
DRAWN BY: RLO
CHECKED BY: JYJ
PROJECT MANAGER: JYJ

DATE: DECEMBER 2009

SHEET 2 OF 7

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