

RUNWAY DATA TABLE		
ITEM	RUNWAY 15-33	
	EXISTING	PROPOSED
APPROACH VISIBILITY MINIMUMS	RW 15 - NON-PRECISION RW 33 - VISUAL	RW 15 - NO CHANGE RW 33 - NON-PRECISION
FAR PART 77 APPROACH SLOPE	RW 15 - 34:1 RW 33 - 20:1	RW 15 - NO CHANGE RW 33 - 34:1
RUNWAY DIMENSIONS	WIDTH: 200' LENGTH: 5,382'	NO CHANGE NO CHANGE
PAVEMENT TYPE	ASPHALT	NO CHANGE
PAVEMENT DESIGN STRENGTH	SINGLE GEAR: 100,000 LBS DUAL GEAR: 340,000 LBS	NO CHANGE NO CHANGE
LIGHTING	MIRL	NO CHANGE
MARKING	RW 15 - NON-PRECISION RW 33 - NON-PRECISION	RW 15 - NO CHANGE RW 33 - NO CHANGE
RUNWAY GRADIENT (%)	0.17	NO CHANGE
MAX GRADE WITHIN RWY LENGTH (%)	0.07	NO CHANGE
LINE-OF-SIGHT*	CLEAR	NO CHANGE
PERCENT WIND COVERAGE	99.8% (16 KNOT)	NO CHANGE
VISUAL APPROACH AIDS	RW 15 - PAPI, REIL RW 33 - PAPI, REIL	RW 15 - NO CHANGE RW 33 - NO CHANGE
INSTRUMENT APPROACH AIDS	RW 15 - RNAV/GPS, NDB RW 33 - NONE	RW 15 - LPV-WAAS RW 33 - LPV-WAAS
RUNWAY DESIGN CATEGORY	B-II	NO CHANGE
CRITICAL AIRCRAFT	BEECHCRAFT KING AIR	NO CHANGE
RUNWAY SAFETY AREA (RSA)	WIDTH: 150' LENGTH BEYOND RW END: 300'	NO CHANGE NO CHANGE
OBJECT FREE AREA (OFA)	WIDTH: 500' LENGTH BEYOND RW END: 300'	NO CHANGE NO CHANGE
OBSTACLE FREE ZONE (OFZ)	WIDTH: 400' LENGTH BEYOND RW END: 200'	NO CHANGE NO CHANGE
RUNWAY ELEVATIONS	EXISTING END: RW 15 - 24.14' RW 33 - 32.28'	RW 15 - NO CHANGE RW 33 - NO CHANGE
	DISPLACED THRESHOLD: RW 15 - 23.90' RW 33 - 30.55'	RW 15 - NO CHANGE RW 33 - NO CHANGE
	TOUCHDOWN ZONE: RW 15 - 24.14' RW 33 - 32.28'	RW 15 - NO CHANGE RW 33 - NO CHANGE
RUNWAY INTERSECTIONS:	NOT APPLICABLE	NO CHANGE
HIGH & LOW POINTS:	HIGH - 32.28' LOW - 23.70'	HIGH - NO CHANGE LOW - NO CHANGE
SURVEYED END COORDINATES:	RW 15: 47°30'01.70" N LATITUDE: 122°13'00.67" W RW 33: 47°29'08.86" N LATITUDE: 122°12'52.88" W	RW 15: 47°30'01.70" N LATITUDE: 122°13'00.67" W RW 33: 47°29'08.86" N LATITUDE: 122°12'52.88" W

AIRPORT DATA TABLE			
ITEM	EXISTING		PROPOSED
	AIRPORT TERMINAL CODE	RNT	
AIRPORT ELEVATION	32' MSL		NO CHANGE
AIRPORT REFERENCE POINT (ARP)*	LAT. N 47° 29' 35.30"	LON. W 122° 12' 56.70"	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

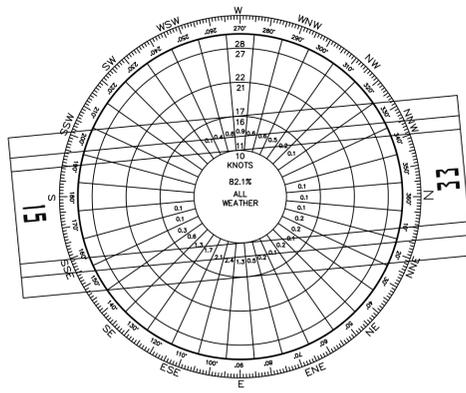
MSL = MEAN SEA LEVEL
ARP = NAD 83
* ESTIMATE

NOTES

- THERE ARE NO DECLARED DISTANCES.
- THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
- RUNWAY PROTECTION ZONE CONTROL IS VIA OWNERSHIP AND EASEMENT FOR ALL RUNWAY ENDS.
- THERE ARE SOME RESIDENCES AND COMMERCIAL DEVELOPMENTS IN THE RPZ FOR RUNWAY 33. THESE ARE REGARDED AS INCOMPATIBLE LAND USES.
- THERE ARE NO OBSTACLE FREE ZONE OBJECT PENETRATIONS (OFZ).
- FOR DETAILS ON TERMINAL AREA AND GENERAL AVIATION AREAS, SEE TERMINAL AREA PLAN (SHEET 19 OF 22) AND GENERAL AVIATION AREAS PLAN (SHEET 20 OF 22).

*ADVISORY CIRCULAR 150/5300-13, AIRPORT DESIGN, CHAPTER 5, SECTION 503, LINE OF SIGHT STANDARDS, SUBSECTION A

ALL-WEATHER WIND ROSE



ALL-WEATHER WIND COVERAGE	
CROSSWIND	RWY 15-33
10.5 KNOTS	96.4%
13 KNOTS	98.5%
16 KNOTS	99.8%

WIND DATA SOURCE

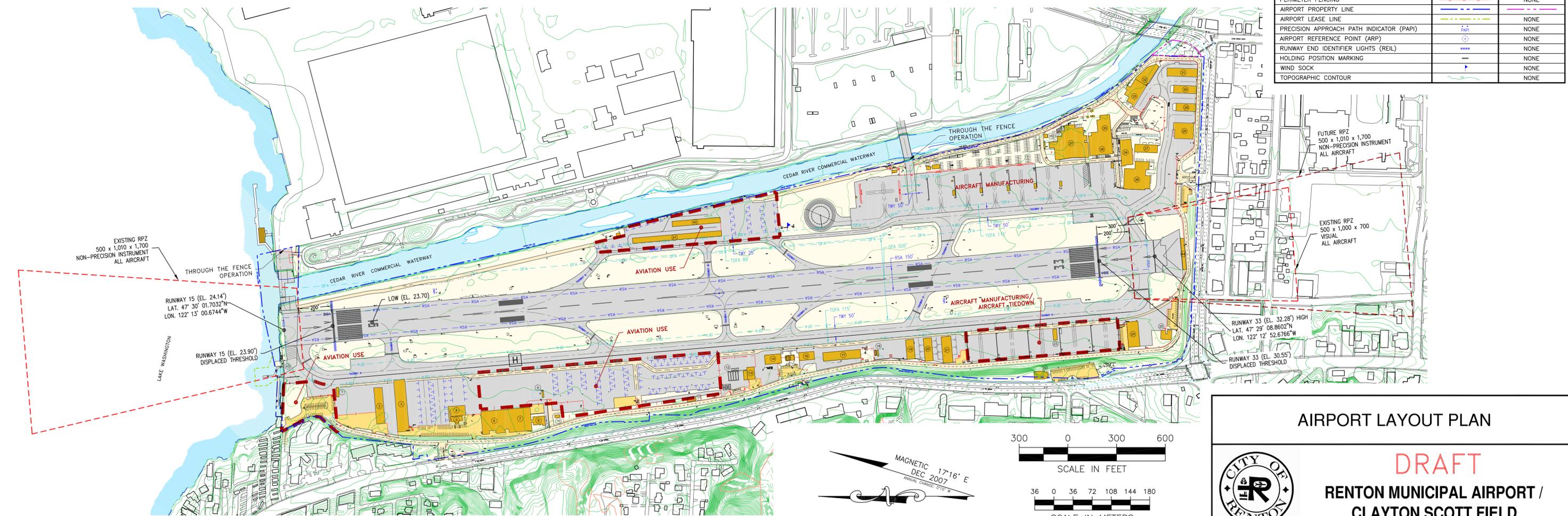
WEATHER REPORTING STATION: SEATTLE-TACOMA INTERNATIONAL AIRPORT
PERIOD OF OBSERVATION: 1983 - 1992
NUMBER OF OBSERVATIONS: 87,647

AIRPORT FACILITIES		
NUMBER	DESCRIPTION	HEIGHT*
1	UNITED STATES CUSTOMS	12'
2	BUILDING 860; 860 W. PERIMETER ROAD	26'
3	BUILDING 850; 850 W. PERIMETER ROAD	27'
4	HANGAR 840	23'
5	BUILDING 840; 840 W. PERIMETER ROAD	-
6	BUILDING 820; 820 W. PERIMETER ROAD	15'/29'
7	BUILDING 800; 800 W. PERIMETER ROAD	21'
8	BUILDING 790; 790 W. PERIMETER ROAD	26'
9	AIRO FUEL TANKS	-
10	BUILDING 780; 780 W. PERIMETER ROAD	-
11	BUILDING 710; 710 W. PERIMETER ROAD	14'
12	BOEING FUEL FARM	-
13	BUILDING 650 (BOEING 5-45)	25'
14	BUILDING 622; 622 W. PERIMETER ROAD	25'
15	AIRPORT TRAFFIC CONTROL TOWER (ATCT) / AIRPORT OFFICES	55'
16	BUILDING 608; 608 W. PERIMETER ROAD	20'
17	BUILDING 600; 600 W. PERIMETER ROAD	15'
18	PRO FLIGHT FUEL TANKS	-
19	BUILDING 540; 540 W. PERIMETER ROAD	22'
20	BUILDING 520; 520 W. PERIMETER ROAD	16'
21	BUILDING 500; 500 W. PERIMETER ROAD	20'
22	300 RANIER AVENUE	-

AIRPORT FACILITIES		
NUMBER	DESCRIPTION	HEIGHT*
23	BUILDING 300; 300 W. PERIMETER ROAD	15'
24	BUILDING 250	27'
25	BUILDING 243; 243 W. PERIMETER ROAD	15'
26	BUILDING 300; 300 AIRPORT WAY	32'
27	BUILDING 330; 330 AIRPORT WAY	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	BOEING 5-02	40'
35	BOEING 5-09	25'
36	BOEING 5-08	25'
37	BOEING 5-50 PAINT HANGAR	70'
38	BOEING 5-03	-
39	BOEING 5-36	-
40	BOEING 5-43	-
41	BLDG 749A RIVER HANGARS	13'
42	BLDG 749B RIVER HANGARS	13'
43	SEAPLANE DOCK	-
44	BLAST FENCE	22'

*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.

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



MODIFICATIONS TO STANDARDS	
1.	RUNWAY 15 OFA WILL BE PENETRATED BY SEA PLANES DURING LAUNCH AND RECOVERY OPERATIONS AT THE SEA PLANE RAMP.
2.	FENCE AT SOUTH END, BLAST BARRIER.

THE PREPARATION OF THIS AIRPORT LAYOUT PLAN 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 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 IMPLY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

CITY OF RENTON, WASHINGTON		FEDERAL AVIATION ADMINISTRATION APPROVAL	
THIS AIRPORT DRAWING IS APPROVED BY:		THIS AIRPORT DRAWING IS APPROVED BY:	
SIGNATURE _____	DATE: _____	SIGNATURE _____	DATE: _____
NAME: _____	TITLE: _____	NAME: _____	TITLE: _____

REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE



AIRPORT LAYOUT PLAN

DRAFT

RENTON MUNICIPAL AIRPORT / CLAYTON SCOTT FIELD

DESIGNED BY: RLO	DATE: JANUARY 2008	PAGE
DRAWN BY: RLO	SHEET 2 OF 7	
CHECKED BY: JJY		
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