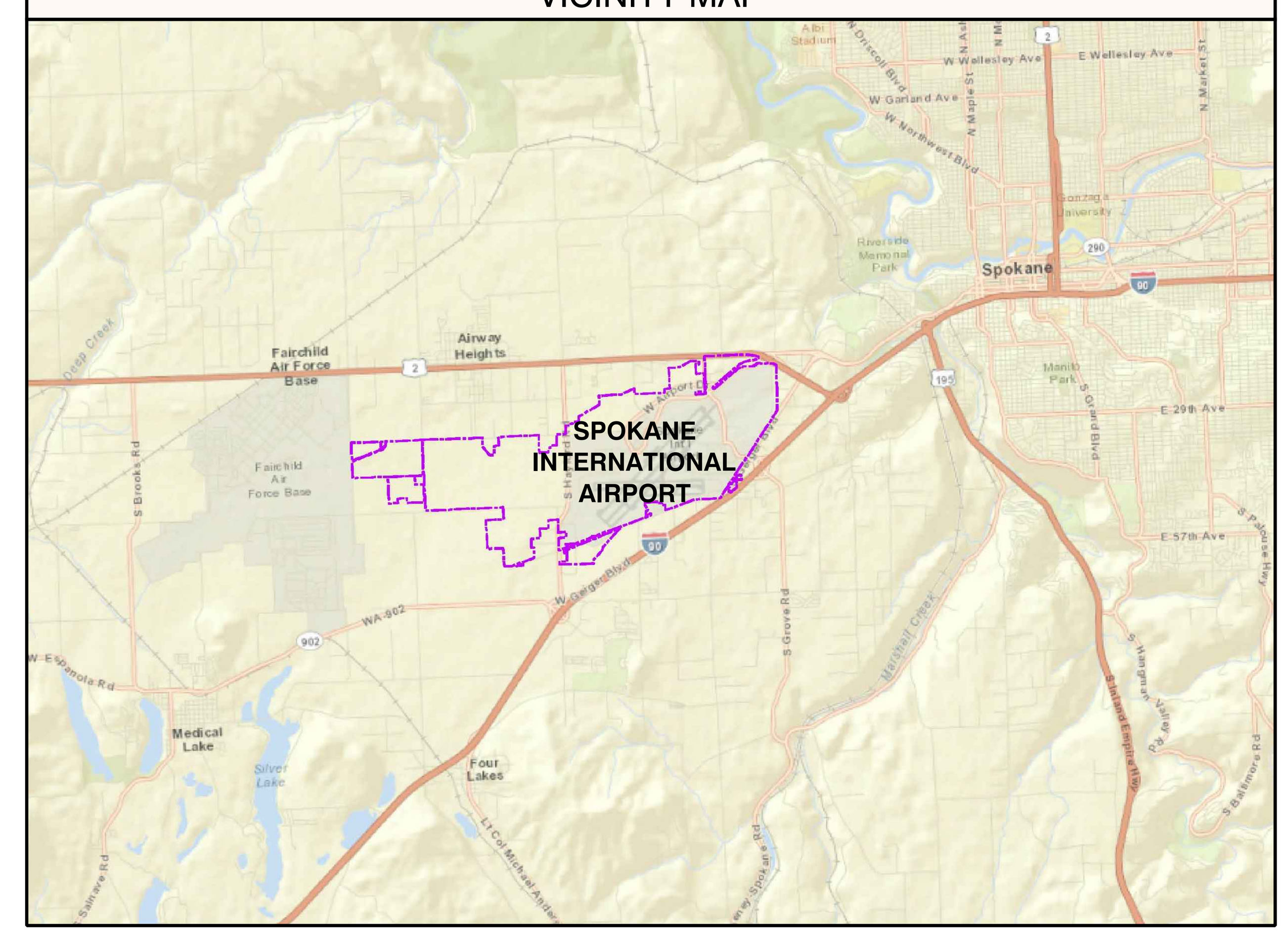
Spokane International Airport
Airport Layout Plan
Spokane, Washington Airport Board
August 2014

LOCATION MAP

VICINITY MAP



Mead & Hunt

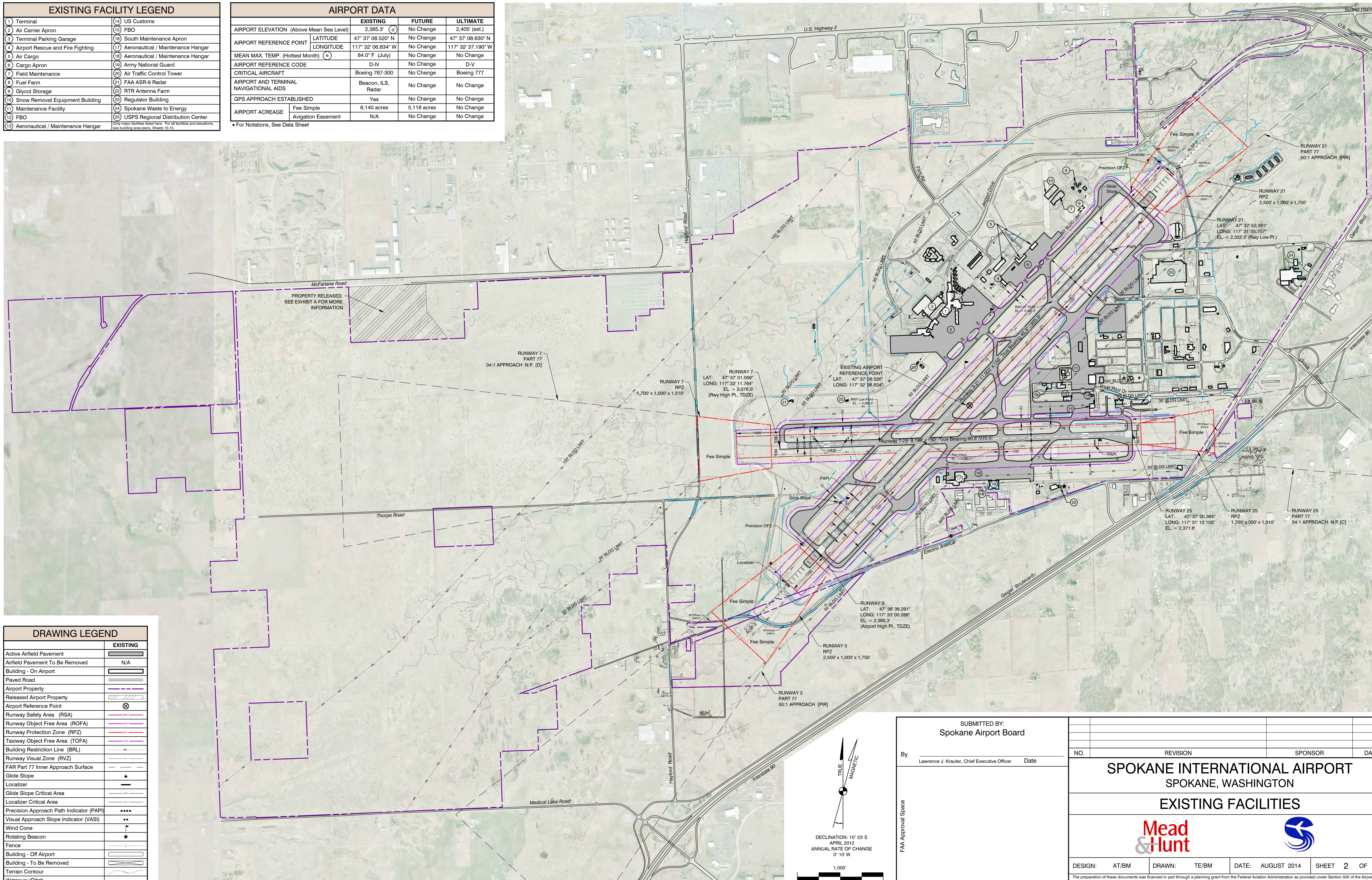
EXISTING FACILITY LEGEND

1 Terminal	14 US Customs
2 Air Carrier Apron	15 FBO
3 Terminal Parking Garage	16 South Maintenance Apron
4 Airport Rescue and Fire Fighting	17 Aeronautical / Maintenance Hangar
5 Air Cargo	18 Aeronautical / Maintenance Hangar
6 Cargo Apron	19 Army National Guard
7 Field Maintenance	20 Air Traffic Control Tower
8 Fuel Farm	21 FAA ASR-9 Radar
9 Glycol Storage	22 RTR Antenna Farm
10 Snow Removal Equipment Building	23 Regulator Building
11 Maintenance Facility	24 Spokane Waste to Energy
12 FBO	25 USPS Regional Distribution Center
13 Aeronautical / Maintenance Hangar	Only major facilities listed here. For all facilities and elevations, see building area plans, Sheets 13-15.

AIRPORT DATA

		EXISTING	FUTURE	ULTIMATE
AIRPORT ELEVATION (Above Mean Sea Level)		2,385.3' (d)	No Change	2,405' (est.)
AIRPORT REFERENCE POINT	LATITUDE	47° 37' 08.520" N	No Change	47° 37' 08.630" N
	LONGITUDE	117° 32' 06.834" W	No Change	117° 32' 37.190" W
MEAN MAX. TEMP. (Hottest Month) (e)		84.0° F (July)	No Change	No Change
AIRPORT REFERENCE CODE		D-IV	No Change	D-V
CRITICAL AIRCRAFT		Boeing 767-300	No Change	Boeing 777
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		Beacon, ILS, Radar	No Change	No Change
GPS APPROACH ESTABLISHED		Yes	No Change	No Change
AIRPORT ACREAGE	Fee Simple	6,140 acres	5,118 acres	No Change
	Avigation Easement	N/A	No Change	No Change

• For Notations, See Data Sheet



DRAWING LEGEND

	EXISTING
Active Airfield Pavement	
Airfield Pavement To Be Removed	N/A
Building - On Airport	
Paved Road	
Airport Property	
Released Airport Property	
Airport Reference Point	⊗
Runway Safety Area (RSA)	
Runway Object Free Area (ROFA)	
Runway Protection Zone (RPZ)	
Taxiway Object Free Area (TOFA)	
Building Restriction Line (BRL)	
Runway Visual Zone (RVZ)	
FAR Part 77 Inner Approach Surface	
Glide Slope	▲
Localizer	
Glide Slope Critical Area	
Localizer Critical Area	
Precision Approach Path Indicator (PAPI)	••••
Visual Approach Slope Indicator (VASI)	••
Wind Cone	
Rotating Beacon	★
Fence	
Building - Off Airport	
Building - To Be Removed	
Terrain Contour	
Waterway/Ditch	

TRUE
MAGNETIC

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE
0° 10' W

0 | 1,000' | 2,000'
FEET

SUBMITTED BY:
Spokane Airport Board

By ______________________
Lawrence J. Krauter, Chief Executive Officer Date

FAA Approval Space

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

EXISTING FACILITIES

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 2 OF 17

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.

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FUTURE FACILITY LEGEND

F1 ARFF Facility	F11 Cargo/MRO Apron
F2 Deicing Apron	F12 Expanded US Customs
F3 Expanded Passenger Terminal: Fututre	F13 Future Aeronautical Facilities
F4 Passenger Terminal Parking Garages	F14 Hangar (180' x 260')
F5 Passenger Terminal Surface Parking	F15 Relocated Electrical Vault
F6 Passenger Terminal: Ultimate	F16 Relocated RTR Antenna Farm
F7 Air Carrier Apron: Ultimate	F17 Convenience Store / Gas Station
F8 T-Hangars	F18 Air Traffic Control Tower
F9 Fuel Farm Upgrades	F19 Cargo Airline Equipment Building
F10 Cargo/Aeronautical Facilities	F20 Relocated Correctional Facility

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GPS APPROACH ESTABLISHED		Yes	No Change	No Change
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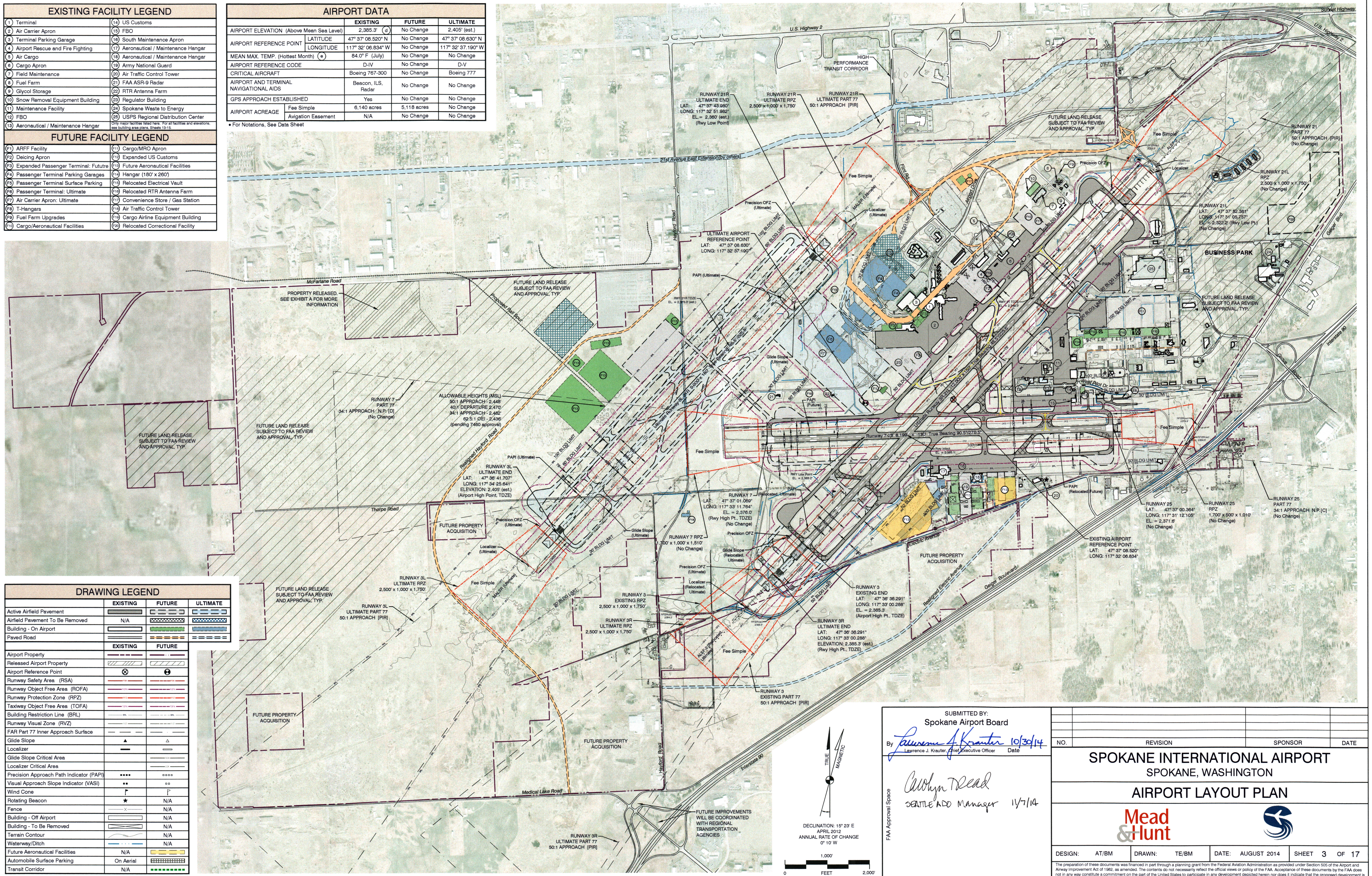
	Avigation Easement	N/A	No Change	No Change

• For Notations, See Data Sheet



DRAWING LEGEND

	EXISTING	FUTURE	ULTIMATE
Active Airfield Pavement			
Airfield Pavement To Be Removed	N/A		
Building - On Airport			
Paved Road			

	EXISTING	FUTURE
Airport Property		
Released Airport Property		
Airport Reference Point		
Runway Safety Area (RSA)	RSA	RSA
Runway Object Free Area (ROFA)	ROFA	ROFA
Runway Protection Zone (RPZ)	RPZ	RPZ
Taxiway Object Free Area (TOFA)	TOFA	TOFA
Building Restriction Line (BRL)	BRL	BRL
Runway Visual Zone (RVZ)	RVZ	RVZ
FAR Part 77 Inner Approach Surface		
Glide Slope	▲	△
Localizer		
Glide Slope Critical Area		GCA
Localizer Critical Area		LCA
Precision Approach Path Indicator (PAPI)	■■■■	□□□□
Visual Approach Slope Indicator (VASI)	■■	□□
Wind Cone		
Rotating Beacon	★	N/A
Fence	X	N/A
Building - Off Airport		N/A
Building - To Be Removed		N/A
Terrain Contour	2000	N/A
Waterway/Ditch		N/A
Future Aeronautical Facilities	N/A	
Automobile Surface Parking	On Aerial	
Transit Corridor	N/A	

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SUBMITTED BY:
Spokane Airport Board

By Lawrence J. Krauter 10/30/14
Lawrence J. Krauter, Chief Executive Officer Date

FAA Approval Space

Carolyn T. Read
SEATTLE ADO Manager 11/7/14

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

AIRPORT LAYOUT PLAN

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 3 OF 17

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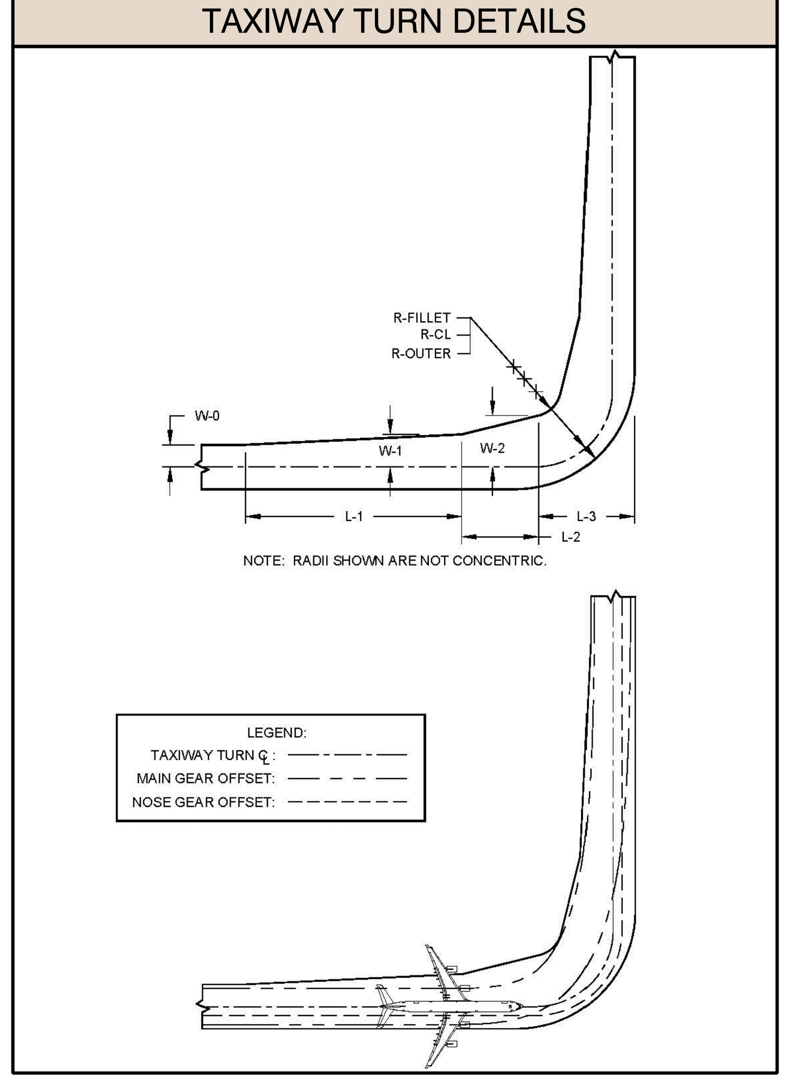
TAXIWAY TURN DETAILS



Source: FAA Advisory Circular 150/5300-13A, Change 1 "Airport Design" (Figure 4-13)

ALP NOTES

(a) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A, Change 1 "Airport Design" and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."

(b) Base mapping created from orthophoto from 3Di West, flown on October 24, 2011.

(c) Horizontal datum source: Airport AVN Data Sheet and 5010 Master Record. Coordinates NAD83

(d) Vertical datum and contour source: 3Di West aerial survey and photogrammetry, October 2011. Elevations NAVD88.

(e) Temperature data source: Western Regional Climate Center, Station ID: 457938

(f) Magnetic declination source: NOAA, February 2012.

(g) Pavement design strength source: Airport AVN Data Sheet and 5010 Master Record.

(h) RSA, OFA, and OFZ surfaces extend the full length of the runway.

(j) Building restriction lines (BRL) based on existing air traffic control tower line of sight, Part 77 airspace, and taxiway object free areas (OFA). Line of sight not expected to be an issue at ultimate terminal building and Runway 3L-21R with relocated ultimate ATCT.

(k) Critical aircraft for Runway 7-25 is a composite of the Bombardier Q-400 and Boeing 737-500. Both aircraft use 7-25 on a regular basis. The wingspan and approach speed are greater for the 737-500 which determines the runway reference code. For taxiway design the Q-400 (taxiway design group 5) is used.

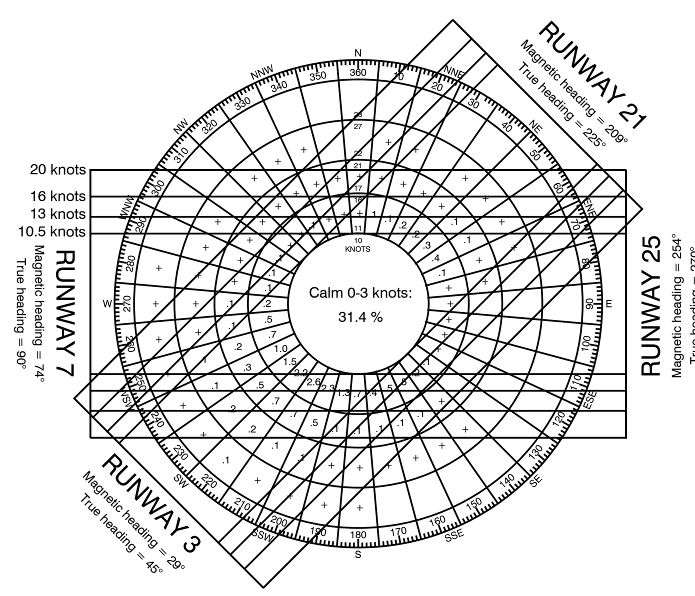
(m) Future phase illustrates expected changes to runways, taxiways and facilities within 20 years. Proposed Ultimate projects illustrate the long-term vision of the Airport.

(n) Based on Airport elevation, required distance for hold lines to Runway 3-21 is 274 feet from runway centerline. Required distance for hold lines to Runway 7-25 is 250 feet. Hold lines to Runway 7-25 on Taxiway G (245 feet) and the stop and hold short lines on Runway 3-12 (205 feet) are less than 250 feet.

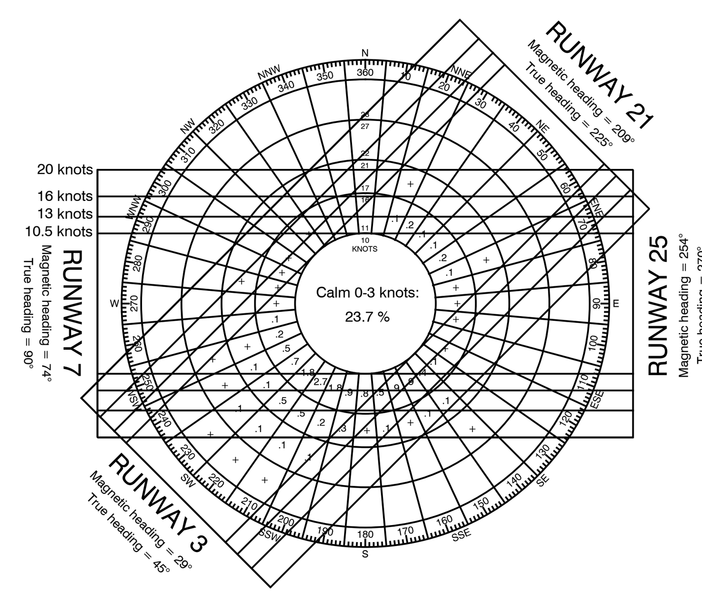
(o) Future designation of airplane design group V for Runway 3R-21L will be realized when demand warrants.

(p) Future designation of taxiway design group 6 on various taxiways will be realized when demand warrants.

ALL WEATHER WIND ROSE



IFR WIND ROSE



ALL WEATHER WIND COVERAGE

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
3-21	97.08 %	98.67%	99.72 %	99.95 %
7-25	86.84 %	92.70%	97.75 %	99.49 %
Combined	97.99 %	99.27%	99.86 %	99.99 %
Number of Observations:	83,187			

IFR WIND COVERAGE

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
3-21	96.49 %	98.27 %	99.64 %	99.94 %
7-25	88.58 %	93.79 %	98.25 %	99.61 %
Combined	97.11 %	98.92 %	99.81 %	100 %
Number of Observations:	6,066			

Wind Data Source: Spokane, Washington, NOAA Weather Station #72785
Period of Time: Jan. 1, 2000 - Dec. 31, 2009
Note: Windrose compass headings are true north.

TAXIWAY TURN DIMENSIONS

DIMENSION (IN FEET)	TAXIWAY DESIGN GROUP 5								TAXIWAY DESIGN GROUP 6 (p)							
ANGLE (DEG.)	30	45	60	90	120	135	150	180*	30	45	60	90	120	135	150	180*
W-0	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5
W-1	40	45	45	45	50	50	45	50	46	46	52	56	60	57	55	60
W-2	52	60	65	65	72	73	73	88	65	75	85	85	95	102	107	105
W-3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	184
L-1	100	165	180	180	210	215	180	185	300	300	345	365	400	363	360	395
L-2	120	90	95	90	70	70	100	90	111	157	137	125	110	145	165	120
L-3	14	25	37	103	191	276	440	96	16	30	47	129	246	373	594	141
R-FILLET	0	0	0	50	50	50	50	35	0	0	0	60	60	60	60	75
R-CL	110	110	110	95	115	120	120	120	150	150	150	130	155	165	170	175
R-OUTER	350	250	200	164	160	160	160	N/A	400	300	265	200	207	210	212	N/A

* Refers to 180 degree turns between parallel taxiways.

RUNWAY DATA

(h)	RUNWAY 3-21 EXISTING	RUNWAY 3-21 FUTURE (m)	RUNWAY 3R-21L ULTIMATE (m)	RUNWAY 7-25 EXISTING	RUNWAY 7-25 FUTURE (m)	RUNWAY 7-25 ULTIMATE (m)	RUNWAY 3L-21R ULTIMATE (m)
RUNWAY DESIGN CODE	D-IV-1200'	No Change	D-V-1200' (o)	C-III-4000'	No Change	No Change	D-V-2400'
CRITICAL AIRCRAFT – AIRCRAFT	Boeing 767-300	No Change	Boeing 777-200	B737-5 / Q400 (k)	No Change	No Change	Boeing 777-200
CRITICAL AIRCRAFT – WINGSPAN	156'-1"	No Change	199'-11"	94'-9" / 93'-4"	No Change	No Change	199'-11"
CRITICAL AIRCRAFT – UNDERCARRIAGE WIDTH	30'-6"	No Change	36'-0"	17'-2" / 33'-2"	No Change	No Change	36'-0"
CRITICAL AIRCRAFT – COCKPIT TO MAIN GEAR	89'-11"	No Change	94'-10"	45'-11" / 45'-10"	No Change	No Change	94'-10"
CRITICAL AIRCRAFT – APPROACH SPEED	145 knots	No Change	136 knots	140 / 129 knots	No Change	No Change	136 knots
CRITICAL AIRCRAFT – MAX. TAKEOFF WEIGHT	380,000 lbs	No Change	545,000 lbs	136,000/ 65,200 lbs	No Change	No Change	545,000 lbs
EFFECTIVE GRADIENT	0.57%	No Change	0.53%	0.05%	No Change	No Change	0.50% (est.)
MAXIMUM ELEVATION ABOVE MSL (d)	2,385.3'	No Change	No Change (est)	2,376.0'	No Change	No Change	2,405' (est.)
RUNWAY LENGTH	11,002'	No Change	12,000'	8,199'	No Change	No Change	9,000'
RUNWAY WIDTH	150'	No Change	No Change	150'	No Change	No Change	150'
RUNWAY SURFACE TYPE	Concrete/Asphalt	No Change	No Change	Asphalt	No Change	No Change	Concrete/Asphalt
PAVEMENT DESIGN STRENGTH (1,000#) - S/D/DT (g)	200/200/400	No Change	No Change	150/180/280	No Change	No Change	200/200/400
F.A.R. PART 77 APPROACH CATEGORY	3 Precision [PIR]	3 No Change	3R No Change	7 Non-Prec. [D]	7 No Change	7 No Change	3L Precision [PIR]
	21 Precision [PIR]	21 No Change	21L No Change	25 Non-Prec. [C]	25 No Change	25 No Change	21R Precision [PIR]
F.A.R. PART 77 APPROACH VISIBILITY (Minimums)	3 <½ Mile (Cat. III)	3 No Change	3R No Change	7 ¾ Mile	7 No Change	7 No Change	3L ≤½ Mile
	21 <½ Mile (Cat. III)	21 No Change	21L No Change	25 1 Mile	25 No Change	25 No Change	21R ≤½ Mile
F.A.R. PART 77 APPROACH SLOPE	3 50:1	3 No Change	3R No Change	7 34:1	7 No Change	7 No Change	3L 50:1
	21 50:1	21 No Change	21L No Change	25 34:1	25 No Change	25 No Change	21R 50:1
RUNWAY EDGE LIGHTING	High Intensity	No Change	No Change	Medium Intensity	No Change	No Change	High Intensity
RUNWAY MARKING	3 Precision	3 No Change	3R No Change	7 Non-Precision	7 No Change	7 No Change	3L Precision
	21 Precision	21 No Change	21L No Change	25 Non-Precision	25 No Change	25 No Change	21R Precision
NAVIGATION AIDS	3 Glide Slope, Localizer, RVR	3 No Change	3R No Change	7 None	7 No Change	7 No Change	3L Glide Slope, Localizer
	21 Glide Slope, Localizer, RVR	21 No Change	21L No Change	25 None	25 No Change	25 No Change	21R Glide Slope, Localizer
VISUAL AIDS	3 ALSF2, PAPI 4L, C.L. and T.D. lights	3 No Change	3R No Change	7 VASI 4L, REILs	7 PAPI 4L, REILs	7 No Change	3L MALSR, PAPI 4L
	21 ALSF2, PAPI 4L, C.L. and T.D. lights	21 No Change	21L No Change	25 PAPI 4L, REILs	25 No Change	25 No Change	21R MALSR, PAPI 4L
BLAST PAD (Length x Width)	3 400' x 200'	3 No Change	3R No Change	7 None	7 200' x 200'	7 No Change	3L 400' x 200'
	21 400' x 200'	21 No Change	21L No Change	25 100' x 160'	25 200' x 200'	25 No Change	21R 400' x 200'
SHOULDER WIDTH	25'	No Change	No Change	10'	25'	No Change	25'
RUNWAY SAFETY AREA (RSA) (h) (Length Beyond Runway End)	3 1,000'	3 No Change	3R No Change	7 1,000'	7 No Change	7 No Change	3L 1,000'
	21 1,000'	21 No Change	21L No Change	25 1,000'	25 No Change	25 No Change	21R 1,000'
RUNWAY SAFETY AREA WIDTH	500'	No Change	No Change	500'	No Change	No Change	500'
OBJECT FREE AREA (OFA) (h) (Length Beyond Runway End)	3 1,000'	3 No Change	3R No Change	7 1,000'	7 No Change	7 No Change	3L 1,000'
	21 1,000'	21 No Change	21L No Change	25 1,000'	25 No Change	25 No Change	21R 1,000'
OBJECT FREE AREA WIDTH	800'	No Change	No Change	800'	No Change	No Change	800'
OBSTACLE FREE ZONE (OFZ) (h) (Length Beyond Runway End)	3 200'	3 No Change	3R No Change	7 200'	7 No Change	7 No Change	3L 200'
	21 200'	21 No Change	21L No Change	25 200'	25 No Change	25 No Change	21R 200'
OBSTACLE FREE ZONE WIDTH	400'	No Change	No Change	400'	No Change	No Change	400'
PRECISION OBSTACLE FREE ZONE	3 200' X 800'	3 No Change	3R No Change	7 N/A	7 No Change	7 No Change	3L 200' X 800'
	21 200' X 800'	21 No Change	21L No Change	25 N/A	25 No Change	25 No Change	21R 200' X 800'
TRANSITIONAL OBSTACLE FREE ZONE (Length Beyond Runway OFZ End - 50:1 Slope)	3 2,450'	3 No Change	3R 2,500'	7 N/A	7 No Change	7 No Change	3L 2,400'
	21 2,400'	21 No Change	21L No Change	25 N/A	25 No Change	25 No Change	21R 2,400'
TRANSITIONAL OBSTACLE FREE ZONE WIDTH	400'	No Change	No Change	N/A	No Change	No Change	400'
RUNWAY PROTECTION ZONE (RPZ) (Length x Inner Width x Outer Width)	3 2,500'x1,000'x1,750'	3 No Change	3R No Change	7 1,700'x1,000'x1,510'	7 No Change	7 No Change	3L 2,500'x1,000'x1,750'
	21 2,500'x1,000'x1,750'	21 No Change	21L No Change	25 1,700'x500'x1,010'	25 No Change	25 No Change	21R 2,500'x1,000'x1,750'
RUNWAY END COORDINATES (c) – LAT.	3: 47° 36' 36.291" N	No Change	47° 36' 36.291" N	7: 47° 37' 01.069" N	No Change	No Change	3L: 47° 36' 41.707" N
LONG.	3: 117° 33' 00.288" W	No Change	117° 33' 00.288" W	7: 117° 33' 11.764" W	No Change	No Change	3L: 117° 34' 25.641" W
LAT.	21: 47° 37' 52.381" N	No Change	No Change	25: 47° 37' 00.364" N	No Change	No Change	21R: 47° 37' 43.980" N
LONG.	21: 117° 31' 05.757" W	No Change	No Change	25: 117° 31' 12.105" W	No Change	No Change	21R: 117° 32' 51.982" W
RUNWAY END ELEVATIONS (d)	3 2,385.3'	3 No Change	3R No Change(est)	7 2376.0'	7 No Change	7 No Change	3L 2,405' (est.)
	21 2,322.2'	21 No Change	21L No Change	25 2371.6'	25 No Change	25 No Change	21R 2,360' (est.)
RUNWAY LOW POINT (d)	2,322.2'	No Change	No Change	2,363.2'	No Change	No Change	2,360' (est.)
RUNWAY TOUCHDOWN ZONE ELEVATION (TDZE) (d)	3 2,385.3'	3 No Change	3R No Change(est)	7 2376.0'	7 No Change	7 No Change	3L 2,405' (est.)
	21 2,346.3'	21 No Change	21L No Change	25 2372.0'	25 No Change	25 No Change	21R 2,375' (est.)
DISTANCE FROM RWY. ℄ to HOLD BARS (n)	274' - 305'	No Change	No Change	205' - 295' (n)	250' - 295'	No Change	274'
REQUIRED	274'	No Change	No Change	250'	No Change	No Change	274'
VERTICAL LINE OF SIGHT PROVIDED	Yes	No Change	No Change	Yes	No Change	No Change	Yes
DISTANCE from RWY. ℄ to PARALLEL TWY. ℄	700' (A), 600' (G)	No Change	No Change	457'/400'(C), 583' (K)	No Change	No Change	700' (A), 600' (G)
DECLARED DISTANCES – TAKE OFF RUN AVAILABLE	3 N/A	3 No Change	3R 12,000'	7 8,199'	7 No Change	7 No Change	3L 9,000'
	21 11,002'	21 No Change	21L 12,000'	25 8,199'	25 No Change	25 No Change	21R 9,000'
TAKE OFF DISTANCE AVAILABLE	3 N/A	3 No Change	3R 12,000'	7 8,199'	7 No Change	7 No Change	3L 9,000'
	21 11,002'	21 No Change	21L 12,000'	25 8,199'	25 No Change	25 No Change	21R 9,000'
ACCELERATE STOP DISTANCE AVAILABLE	3 N/A	3 No Change	3R 12,000'	7 8,199'	7 No Change	7 No Change	3L 9,000'
	21 11,002'	21 No Change	21L 12,000'	25 8,199'	25 No Change	25 No Change	21R 9,000'
LANDING DISTANCE AVAILABLE	3 N/A	3 No Change	3R 12,000'	7 8,199'	7 No Change	7 No Change	3L 9,000'
	21 11,002'	21 No Change	21L 12,000'	25 8,199'	25 No Change	25 No Change	21R 9,000'

TAXIWAY DATA

	A EXISTING	A FUTURE	A ULTIMATE	B EXISTING	B FUTURE	B ULTIMATE	C EXISTING	C FUTURE	C ULTIMATE	D EXISTING	D FUTURE	D ULTIMATE
TAXIWAY DESIGN GROUP	5	5	6 (p)	5	No Change	TO BE REMOVED	5	5	6 (p)	5	5	6 (p)
AIRCRAFT DESIGN GROUP	IV	V	No Change	IV	No Change		IV	V	No Change	IV	V	No Change
WIDTH	75'	75'	No Change	75'/100'	No Change		75'	No Change	No Change	75'/100'	75'	No Change
DISTANCE from RUNWAY ℄ to TAXIWAY ℄	700'	700'	No Change	N/A	No Change		400'/457'	No Change	No Change	N/A	N/A	No Change
DISTANCE from TWY. ℄ to FIXED/MOVABLE OBJECT	130'	160'	No Change	130'	No Change		130'	160'	No Change	130'	160'	No Change
TAXIWAY OBJECT FREE AREA WIDTH	259'	320'	No Change	259'	No Change		259'	320'	No Change	259'	320'	No Change
TAXIWAY SAFETY AREA WIDTH	171'	214'	No Change	171'	No Change		171'	214'	No Change	171'	214'	No Change
TAXIWAY WINGTIP CLEARANCE	44'	53'	No Change	44'	No Change		44'	53'	No Change	44'	53'	No Change
LIGHTING	Edge+C.L.	No Change	No Change	Edge	No Change		Edge	No Change	No Change	Edge	No Change	No Change
NOTES	C.L. lights also on connector taxiways A1, A2 A3 and A4.	Includes all A connecter taxiways.		Taxiway B is 75' wide west of Rwy 3-21 and 100' wide east of Rwy 3-21.		Taxiway B to be removed. New connector taxiways to be renamed as A6 and G4.	Taxiway C is 457' from Rwy 7-25 west of Taxiway A, and 400' east of Taxiway D.	Includes all C connecter taxiways		Taxiway D is 75' wide north of Rwy 3-21and 100' wide south of Rwy 3-21.	Taxiway D to be realigned to east of current location.	

	E EXISTING	E FUTURE	E ULTIMATE	F EXISTING	F FUTURE	F ULTIMATE	G EXISTING	G FUTURE	G ULTIMATE
TAXIWAY DESIGN GROUP	5	TO BE REMOVED	TO BE REMOVED	5	TO BE REMOVED	TO BE REMOVED	5	5	6 (p)
AIRCRAFT DESIGN GROUP	IV			IV			IV	V	No Change
WIDTH	75'			75'/100'			75'	No Change	No Change
DISTANCE from RUNWAY ℄ to TAXIWAY ℄	N/A			N/A			600'	No Change	No Change
DISTANCE from TWY. ℄ to FIXED/MOVABLE OBJECT	130'			130'			130'	160'	No Change
TAXIWAY OBJECT FREE AREA WIDTH	259'			259'			259'	320'	No Change
TAXIWAY SAFETY AREA WIDTH	171'			171'			171'	214'	No Change
TAXIWAY WINGTIP CLEARANCE	44'			44'			44'	53'	No Change
LIGHTING	Edge			Edge			Edge+C.L.	No Change	No Change
NOTES		Taxiway E to be removed. New connector taxiways to be renamed as A4 and G3.		Taxiway F is 75' wide north of Rwy 3-21and 100' wide south of Rwy 3-21.	Taxiway F to be removed. New connector taxiways to be renamed as A3 and G2.			Includes all G connecter taxiways.	

	J EXISTING	J FUTURE	J ULTIMATE	K EXISTING	K FUTURE	K ULTIMATE
TAXIWAY DESIGN GROUP	5	TO BE REMOVED	TO BE REMOVED	5	5	6 (p)
AIRCRAFT DESIGN GROUP	IV			III	V	No Change
WIDTH	75'/215'			75'	No Change	No Change
DISTANCE from RUNWAY ℄ to TAXIWAY ℄	N/A			583'	No Change	No Change
DISTANCE from TWY. ℄ to FIXED/MOVABLE OBJECT	130'			93'	160'	No Change
TAXIWAY OBJECT FREE AREA WIDTH	259'			186'	320'	No Change
TAXIWAY SAFETY AREA WIDTH	171'			118'	214'	No Change
TAXIWAY WINGTIP CLEARANCE	44'			34'	53'	No Change
LIGHTING	Edge			Edge	No Change	No Change
NOTES	Taxiway J is 215' wide north of Rwy 7-25 and 75' wide south of Rwy 7-25.	Taxiway J to be removed. New connector taxiways to be renamed as C2 and K2.			Includes all K connecter taxiways.	

All unnamed taxiways associated with ultimate projects will be designed to taxiway design group 6 and aircraft design group V standards.

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

AIRPORT DATA SHEET

Mead & Hunt

DESIGN: AT/BM | DRAWN: TE/BM | DATE: AUGUST 2014 | SHEET 4 OF 17

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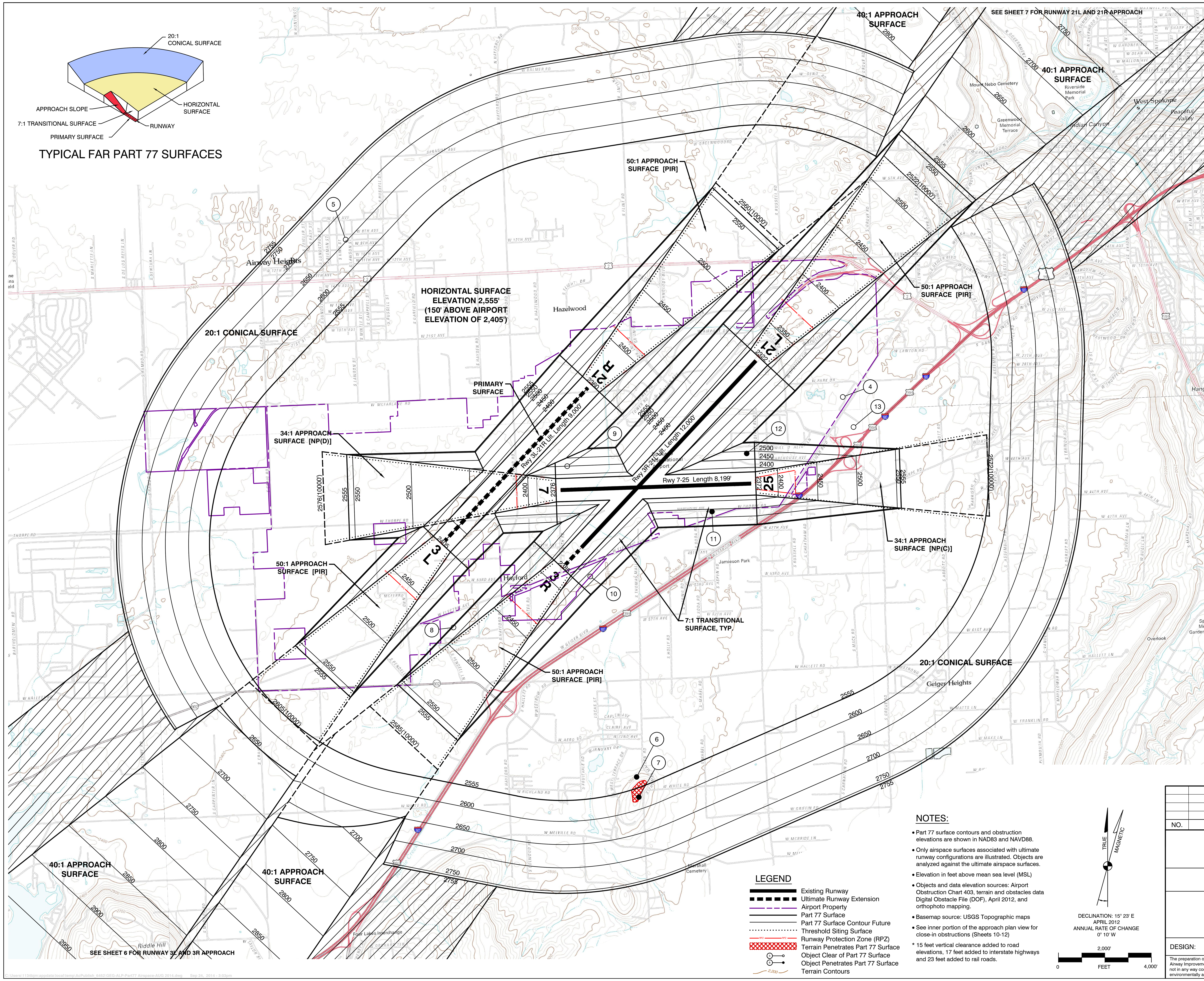


PART 77 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	DISPOSITION
1	Tower	2,974'	Rwy 3L Approach	4,380'	-1,406'	No Action
2	Tower	2,986'	Rwy 3L Approach	4,415'	-1,429'	No Action
3	Stack	2,610'	Rwy 3L Approach	3,510'	-900'	No Action
4	Building (OL)	2,500'	Horizontal	2,555'	-55'	No Action
5	Tank	2,536'	Conical	2,655'	-119'	No Action
6	Tree	2,624'	Horizontal	2,555'	69'	Cut
7	Tank	2,640'	Conical	2,580'	60'	Obstruction Light
8	Tree	2,507'	Transitional	2,546'	-39'	No Action
9	Antenna	2,420'	Transitional	2,450'	-30'	No Action
10	Pole	2,446'	Transitional	2,472'	-26'	No Action
11	ATCT	2,650'	Transitional	2,465'	185'	No Action
12	Tank (OL)	2,505'	Transitional	2,486'	19'	No Action
13	Tower (OL)	2,476'	Horizontal	2,555'	-79'	No Action
14	Spire	2,110'	Rwy 21L Approach	3,250'	-1,140'	No Action
15	Tower	2,350'	Rwy 21L Approach	3,505'	-1,155'	No Action

See Sheets 5-8 for object locations.
A negative number in the penetration column represents the amount the object clears the surface.

LEGEND

- Existing Runway
- Ultimate Runway Extension
- Airport Property
- Part 77 Surface
- Part 77 Surface Contour Future
- Threshold Siting Surface
- Runway Protection Zone (RPZ)
- Terrain Penetrates Part 77 Surface
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours

NOTES:

- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
- Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
- Elevation in feet above mean sea level (MSL)
- Objects and data elevation sources: Airport Obstruction Chart 403, terrain and obstacles data Digital Obstacle File (DOF), April 2012, and orthophoto mapping.
- Basemap source: USGS Topographic maps
- See inner portion of the approach plan view for close-in obstructions (Sheets 10-12)

* 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways and 23 feet added to rail roads.

TRUE
MAGNETIC

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE
0° 10' W

2,000'
0 FEET 4,000'

NO.	REVISION	SPONSOR	DATE

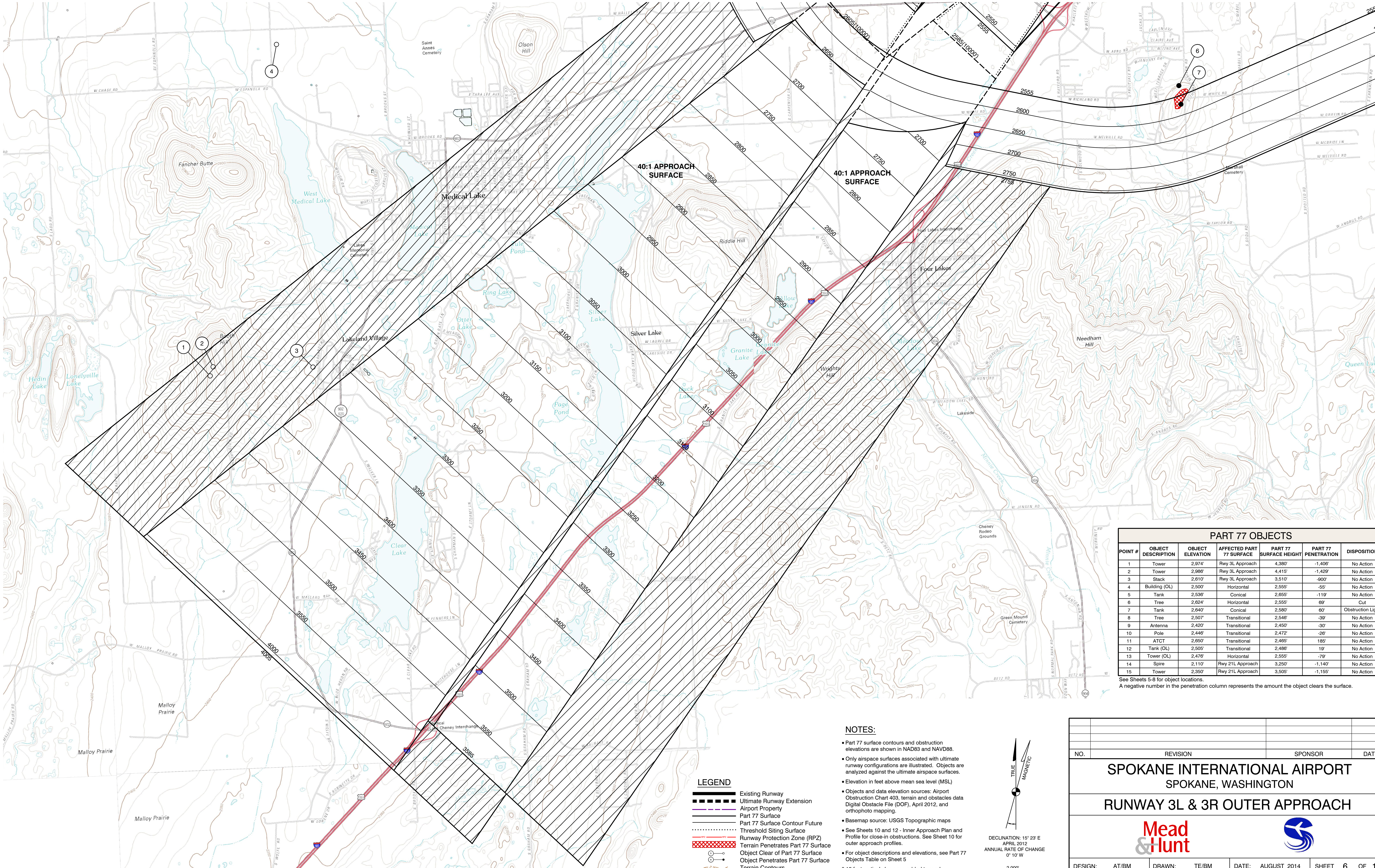
SPOKANE INTERNATIONAL AIRPORT

SPOKANE, WASHINGTON

F.A.R. PART 77 AIRSPACE PLAN

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 5 OF 17



PART 77 OBJECTS						
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	DISPOSITION
1	Tower	2,974'	Rwy 3L Approach	4,380'	-1,406'	No Action
2	Tower	2,986'	Rwy 3L Approach	4,415'	-1,429'	No Action
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4	Building (OL)	2,500'	Horizontal	2,555'	-55'	No Action
5	Tank	2,536'	Conical	2,655'	-119'	No Action
6	Tree	2,624'	Horizontal	2,555'	69'	Cut
7	Tank	2,640'	Conical	2,580'	60'	Obstruction Light
8	Tree	2,507'	Transitional	2,546'	-39'	No Action
9	Antenna	2,420'	Transitional	2,450'	-30'	No Action
10	Pole	2,446'	Transitional	2,472'	-26'	No Action
11	ATCT	2,650'	Transitional	2,465'	185'	No Action
12	Tank (OL)	2,505'	Transitional	2,486'	19'	No Action
13	Tower (OL)	2,476'	Horizontal	2,555'	-79'	No Action
14	Spire	2,110'	Rwy 21L Approach	3,250'	-1,140'	No Action
15	Tower	2,350'	Rwy 21L Approach	3,505'	-1,155'	No Action

See Sheets 5-8 for object locations.
A negative number in the penetration column represents the amount the object clears the surface.

LEGEND

- Existing Runway
- Ultimate Runway Extension
- Airport Property
- Part 77 Surface
- Part 77 Surface Contour Future
- Threshold Siting Surface
- Runway Protection Zone (RPZ)
- Terrain Penetrates Part 77 Surface
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours

NOTES:

- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
- Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
- Elevation in feet above mean sea level (MSL)
- Objects and data elevation sources: Airport Obstruction Chart 403, terrain and obstacles data Digital Obstacle File (DOF), April 2012, and orthophoto mapping.
- Basemap source: USGS Topographic maps
- See Sheets 10 and 12 - Inner Approach Plan and Profile for close-in obstructions. See Sheet 10 for outer approach profiles.
- For object descriptions and elevations, see Part 77 Objects Table on Sheet 5

* 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways and 23 feet added to rail roads.

TRUE
MAGNETIC

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE
0° 10' W

0 2,000' FEET 4,000'

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

RUNWAY 3L & 3R OUTER APPROACH

Mead & Hunt

DESIGN: AT/BM | DRAWN: TE/BM | DATE: AUGUST 2014 |

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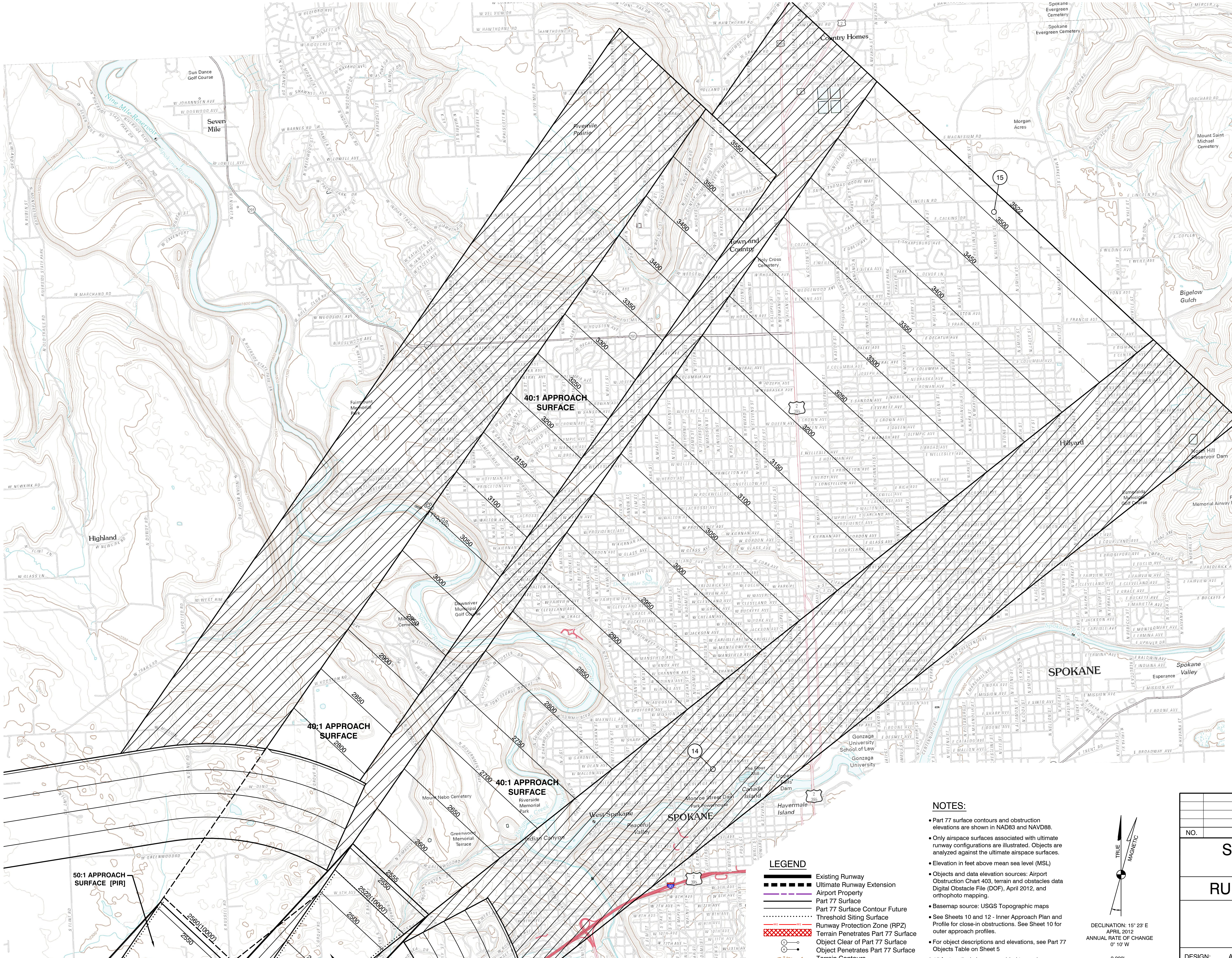

PART 77 OBJECTS

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15	Tower	2,350'	Rwy 21L Approach	3,505'	-1,155'	No Action

See Sheets 5-8 for object locations.
A negative number in the penetration column represents the amount the object clears the surface.

LEGEND

- Existing Runway
- Ultimate Runway Extension
- Airport Property
- Part 77 Surface
- Part 77 Surface Contour Future
- Threshold Siting Surface
- Runway Protection Zone (RPZ)
- Terrain Penetrates Part 77 Surface
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours

NOTES:

- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
- Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
- Elevation in feet above mean sea level (MSL)
- Objects and data elevation sources: Airport Obstruction Chart 403, terrain and obstacles data Digital Obstacle File (DOF), April 2012, and orthophoto mapping.
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TRUE
MAGNETIC

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE
0° 10' W

0 2,000' 4,000'
FEET

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

RUNWAY 21L & 21R OUTER APPROACH

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 7 OF 17

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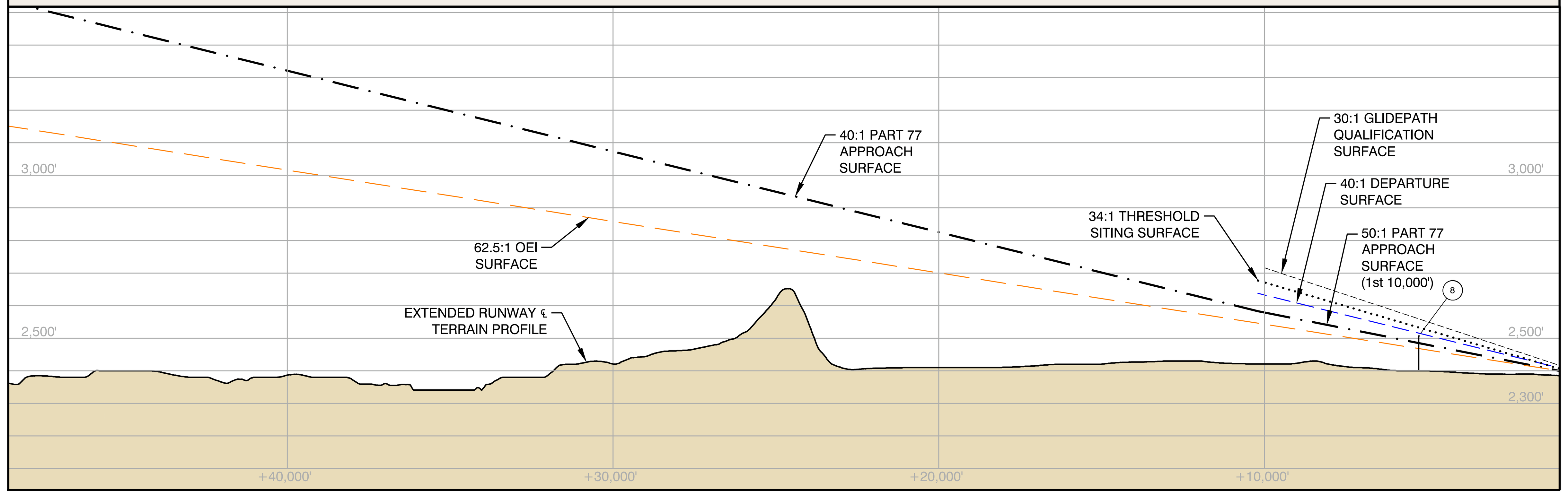
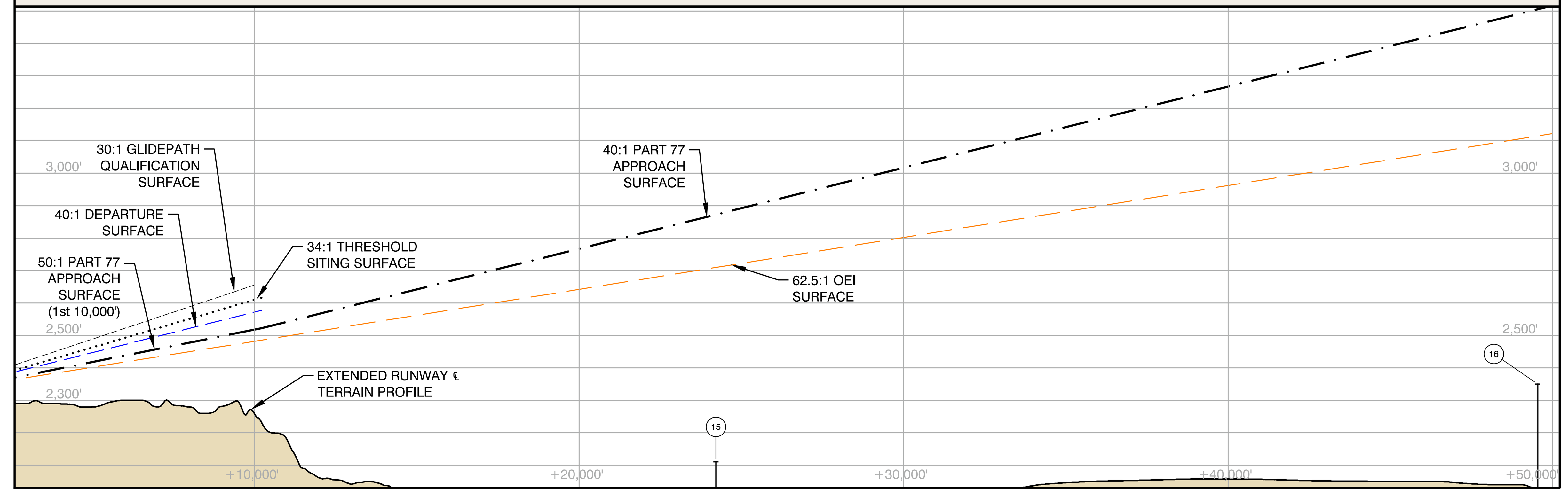
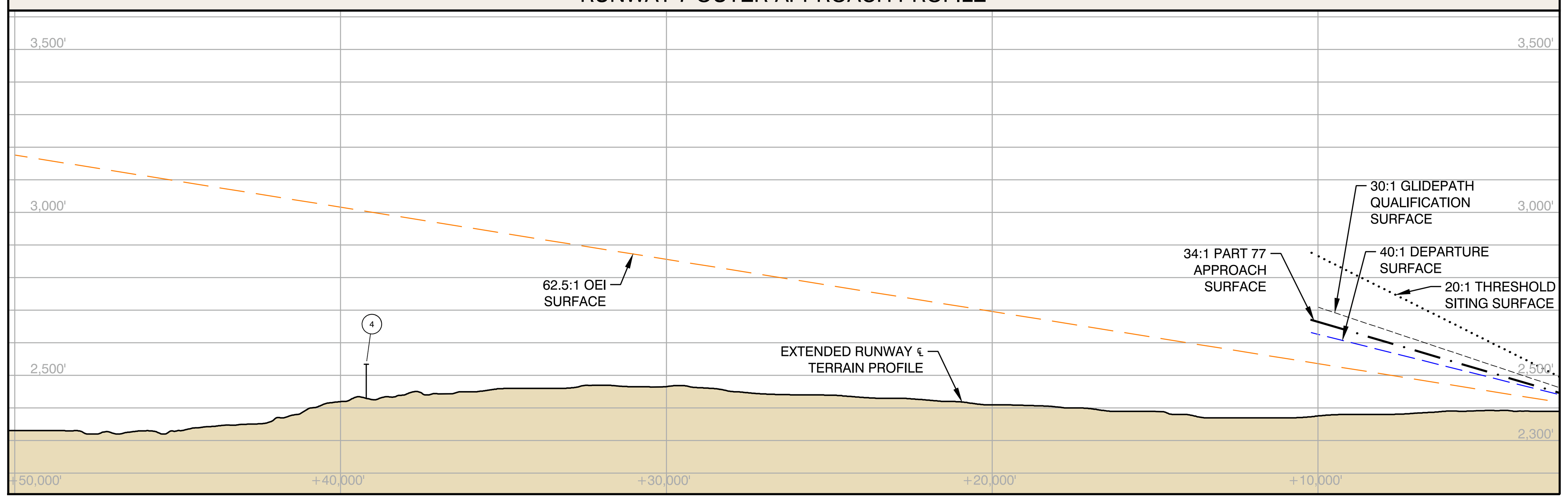
RUNWAY 3R OUTER-APPROACH PROFILE



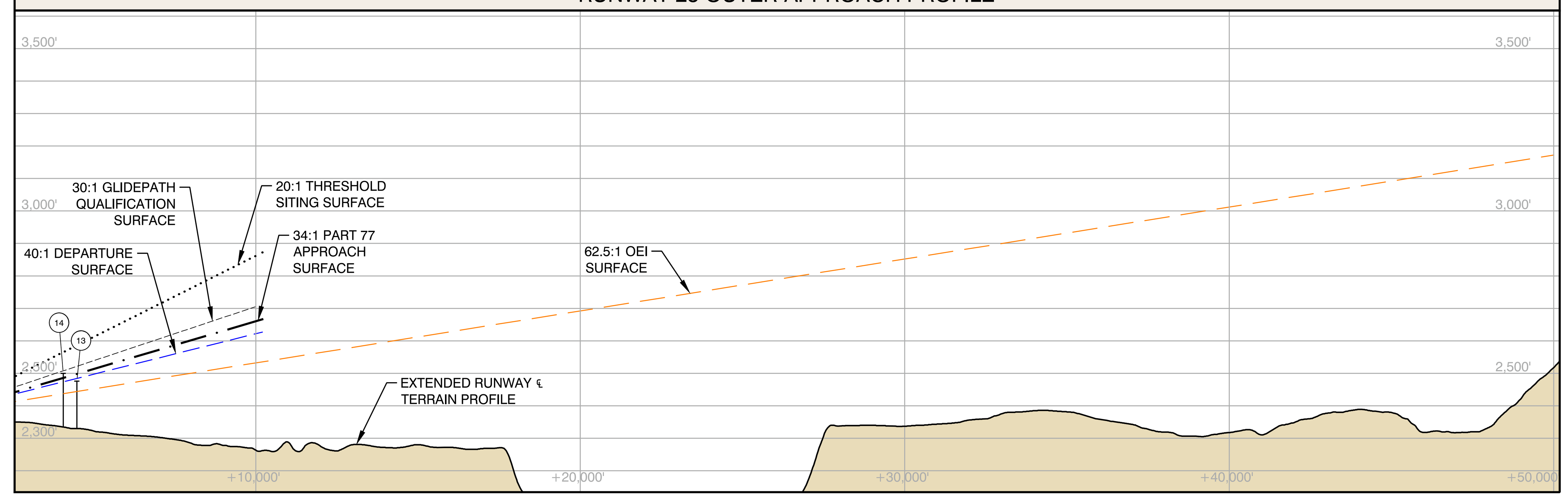
RUNWAY 21L OUTER-APPROACH PROFILE



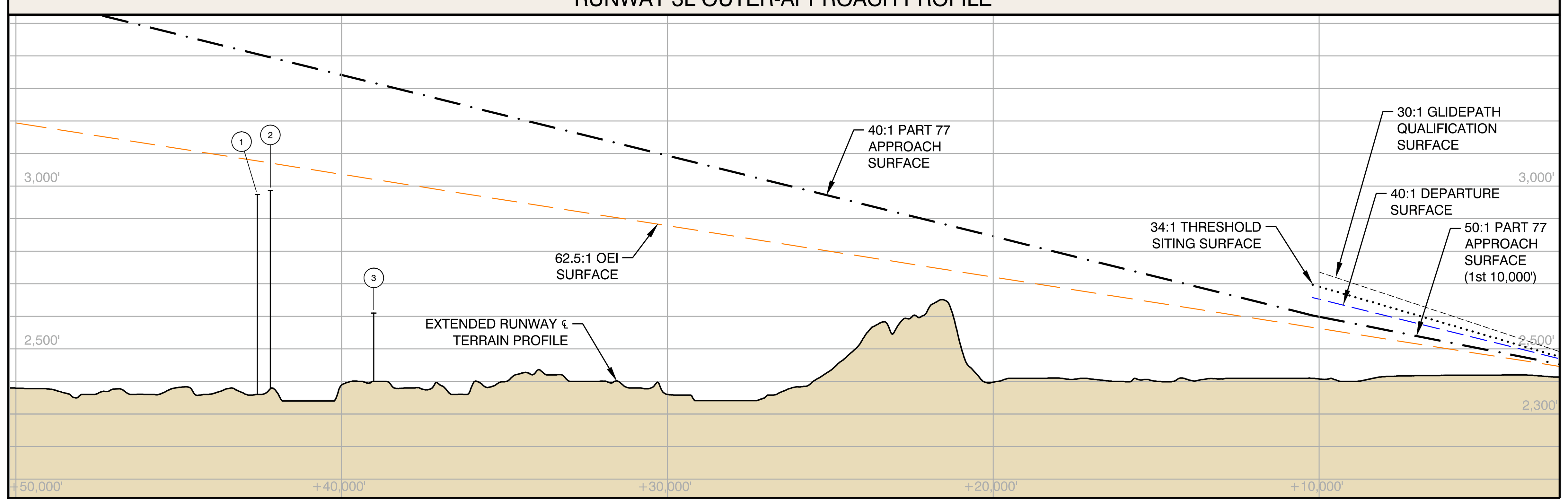
RUNWAY 7 OUTER-APPROACH PROFILE



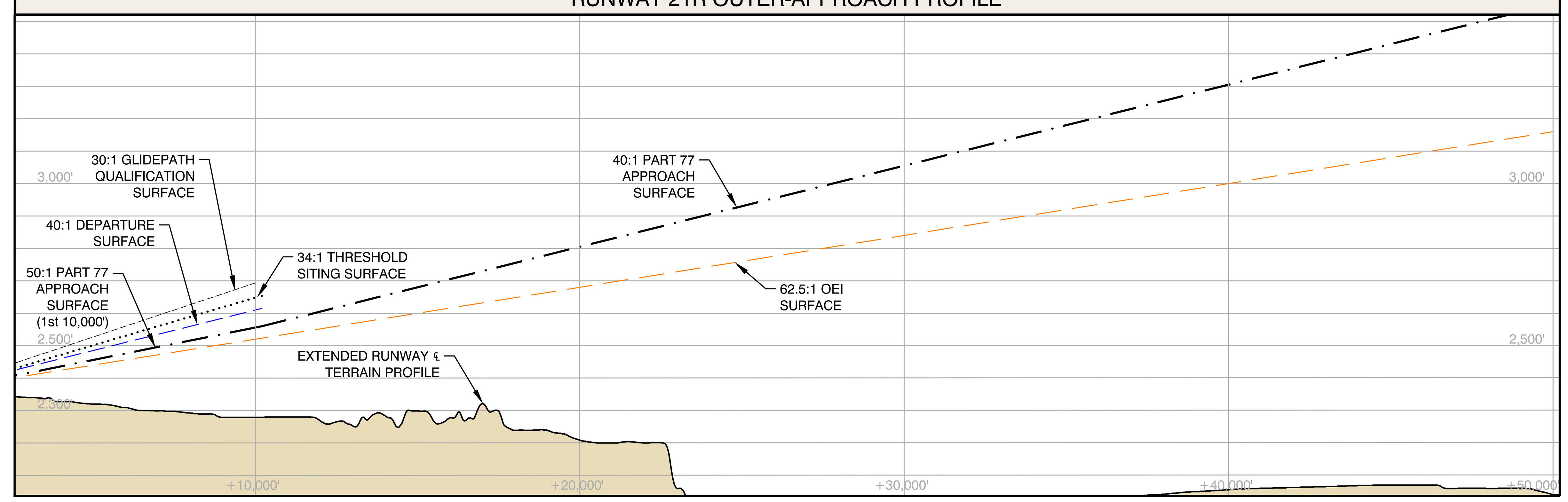
RUNWAY 25 OUTER-APPROACH PROFILE



RUNWAY 3L OUTER-APPROACH PROFILE



RUNWAY 21R OUTER-APPROACH PROFILE



LEGEND

- Airport Property
- Part 77 Approach Surface
- Threshold Siting Surface
- Glidepath Qualification Surface
- Departure Surface
- One Engine Inoperable Surface

NOTES:

- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
- See Sheets 9-11 for Inner Approach Plan and Profiles detailing close-in objects and obstructions
- Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
- Elevation in feet above mean sea level (MSL)
- Objects and data elevation sources: Airport Obstruction Chart 403, terrain and obstacles data Digital Obstacle File (DOF) April 2012, and orthophoto mapping
- Basemap source: Airport orthophoto, 3Di West, October 2011

* 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways and 23 feet added to rail roads.

HORIZONTAL SCALE
3,000'
0 FEET 6,000'
Vertical scale exaggeration of 10 (1"=300')

PART 77 OBJECTS

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15	Tower	2,350'	Rwy 21L Approach	3,505'	-1,155'	No Action

See Sheets 5-8 for object locations.
A negative number in the penetration column represents the amount the object clears the surface.

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

OUTER APPROACH PROFILES

Mead & Hunt

DESIGN: AT/BM | DRAWN: TE/BM | DATE: AUGUST 2014 |

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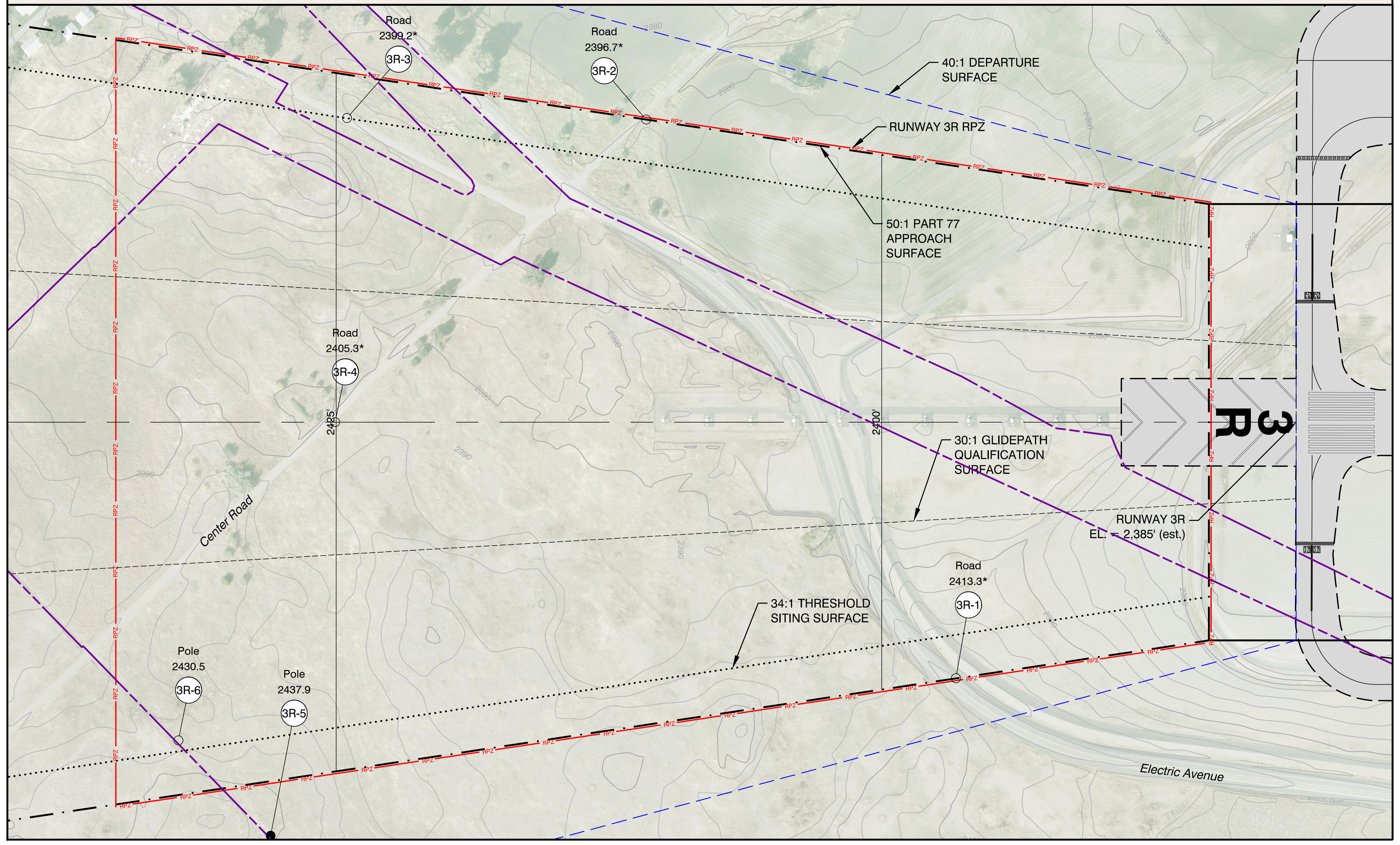
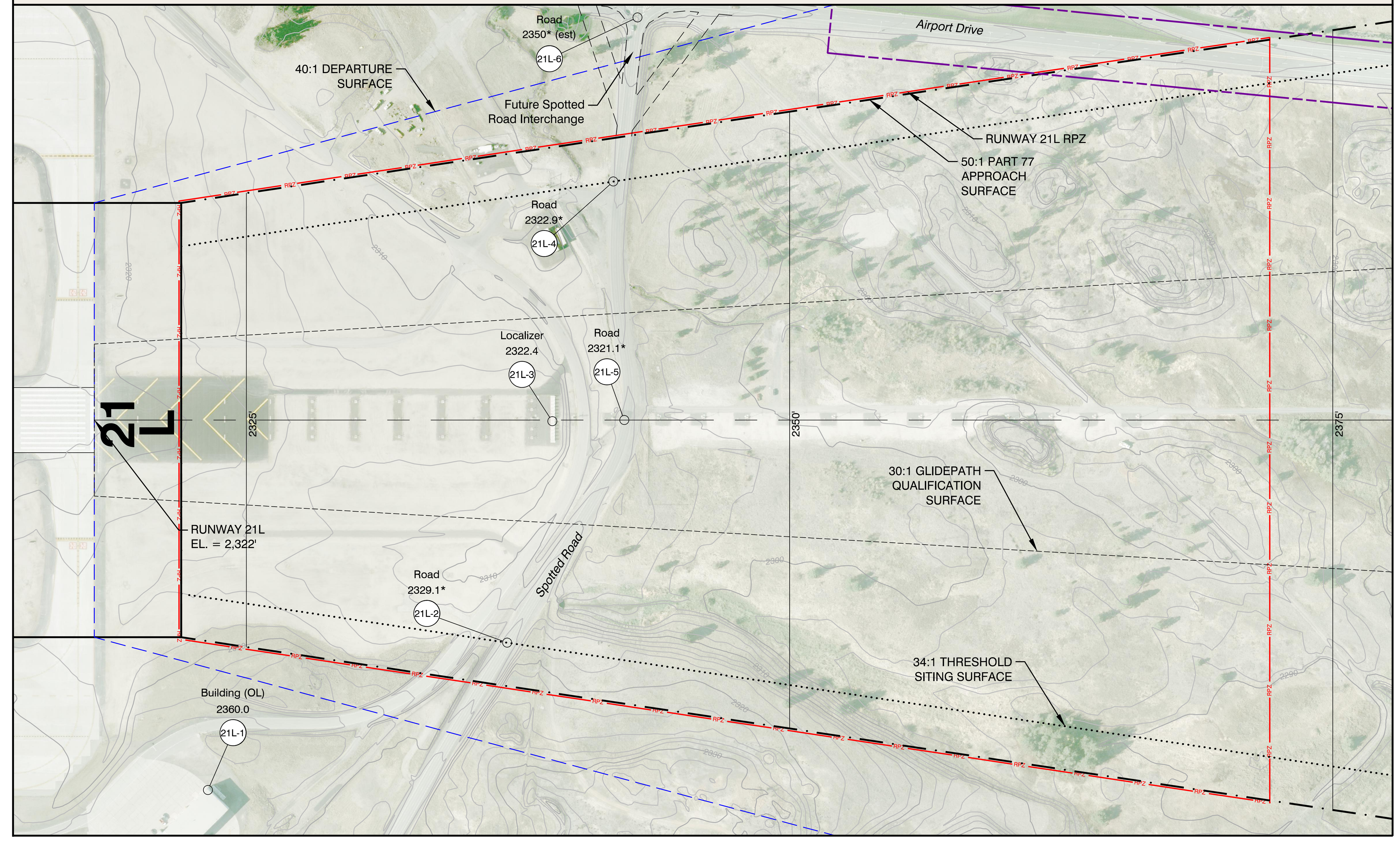
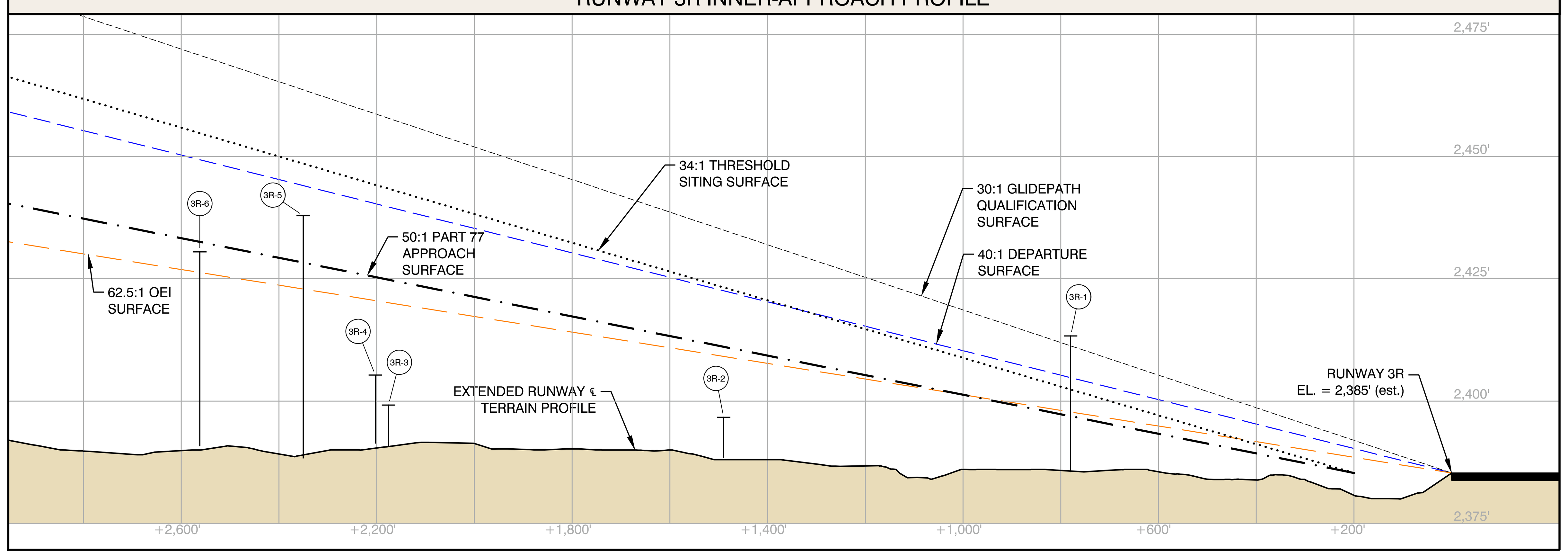
RUNWAY 3R INNER-APPROACH PLAN



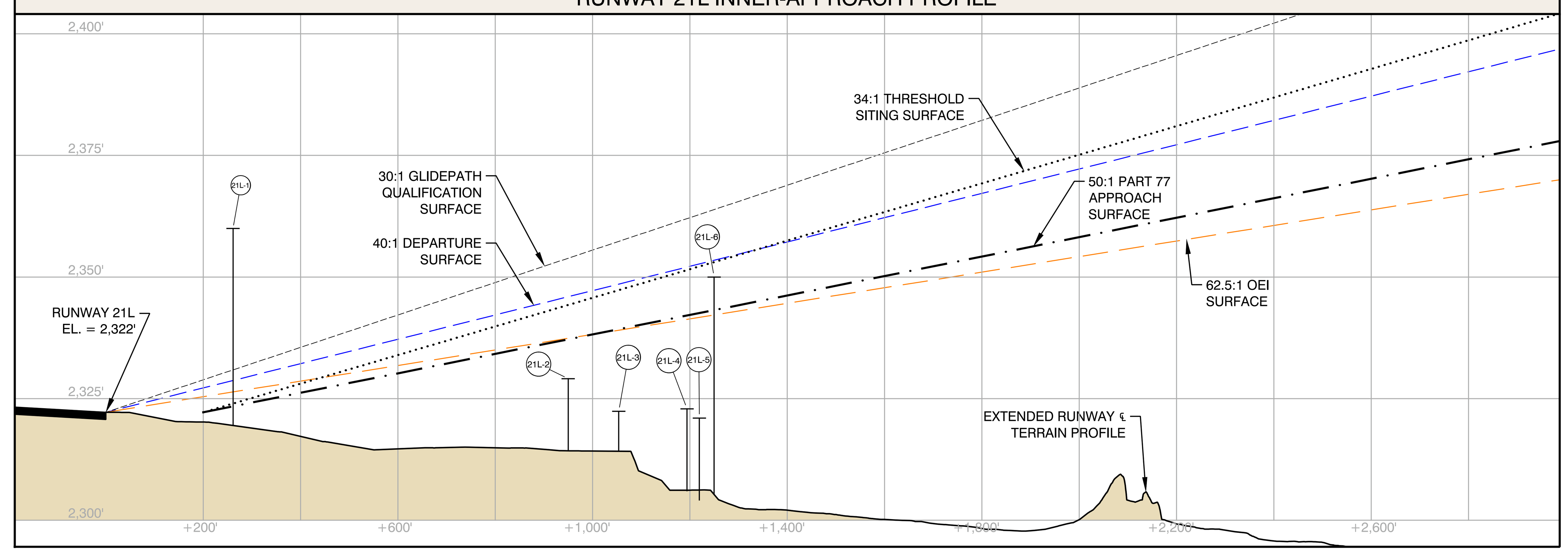
RUNWAY 21L INNER-APPROACH PLAN



RUNWAY 3R INNER-APPROACH PROFILE

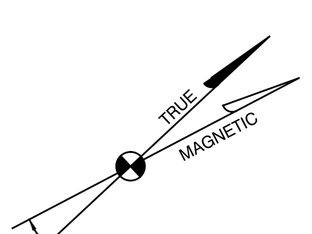


RUNWAY 21L INNER-APPROACH PROFILE



LEGEND

- Airport Property
- Part 77 Approach Surface
- 2500' Part 77 Approach Surface Contour
- Threshold Siting Surface
- Glidepath Qualification Surface
- Departure Surface
- One Engine Inoperable Surface
- RPZ Runway Protection Zone (RPZ)
- 5 Object Clear of Part 77 Surface
- 6 Object Penetrates Part 77 Surface



DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE 0° 10' W

NOTES:

- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
- Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
- Elevations in feet above mean sea level (MSL)
- Objects and data elevation sources: Airport Obstruction Chart 403, terrain and obstacles data Digital Obstacle File (DOF) April 2012, and orthophoto mapping
- Basemap source: Airport orthophoto, 3Di West, October 2011

* 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways and 23 feet added to rail roads.

\# No penetrations to current runway airspace surfaces. Objects analyzed against ultimate airspace surfaces. Extension of 1,000 feet to south not expected to occur within 20 years and any penetrating objects will be alleviated then.

HORIZONTAL SCALE
200'
0 FEET 400'
Vertical scale exaggeration of 10 (1"=20')

RUNWAY 3R OBJECTS#

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	40:1 DEPARTURE SURFACE HEIGHT	40:1 DEPARTURE SURFACE PENETRATION	DISPOSITION
3R-1	Road*	2,413.3'	2,396.6'	16.7'	2,402.1'	11.2'	2,404.5'	8.8'	Realign Road
3R-2	Road*	2,396.7'	2,410.8'	-14.1'	2,422.9'	-26.2'	2,422.2'	-25.5'	No Action
3R-3	Road*	2,399.2'	2,424.5'	-25.3'	2,443.1'	-43.9'	2,439.4'	-40.2'	No Action
3R-4	Road*	2,405.3'	2,425.1'	-19.8'	2,443.9'	-38.6'	2,440.1'	-34.8'	No Action
3R-5	Pole	2,437.9'	2,428.0'	9.9'	2,448.2'	-10.3'	2,443.8'	-5.9'	Obstruction Light
3R-6	Pole	2,430.5'	2,432.2'	-1.7'	2,454.5'	-24.0'	2,449.0'	-18.5'	No Action

RUNWAY 21L OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	40:1 DEPARTURE SURFACE HEIGHT	40:1 DEPARTURE SURFACE PENETRATION	DISPOSITION
21L-1	Building (OL)	2,360.0'	2,371.0'	-11.0'	N/A	N/A	N/A	N/A	No Action
21L-2	Road*	2,329.1'	2,337.0'	-7.9'	2,344.1'	-15.0'	2,345.8'	-16.7'	No Action
21L-3	Localizer	2,322.4'	2,339.1'	-16.7'	2,347.1'	-24.7'	2,348.3'	-25.9'	No Action
21L-4	Road*	2,322.9'	2,341.9'	-19.0'	2,351.2'	-28.3'	2,351.9'	-29.0'	No Action
21L-5	Road*	2,321.1'	2,342.4'	-21.3'	2,352.0'	-30.9'	2,352.5'	-31.4'	No Action
21L-6	Road*	2,350.0'	2,382.0'	-32.0'	N/A	N/A	N/A	N/A	No Action

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

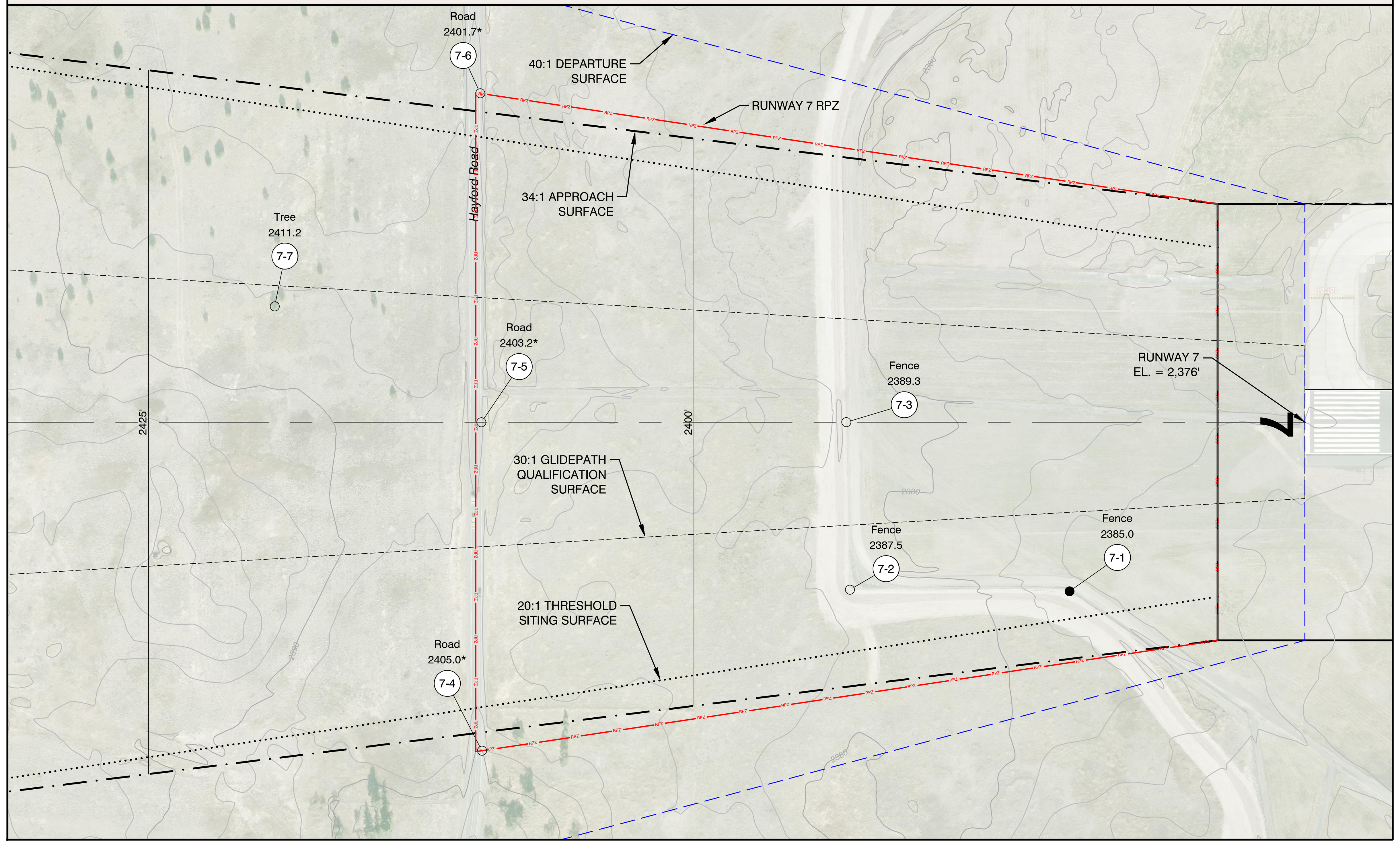
RUNWAY 3R-21L INNER APPROACH

Mead & Hunt

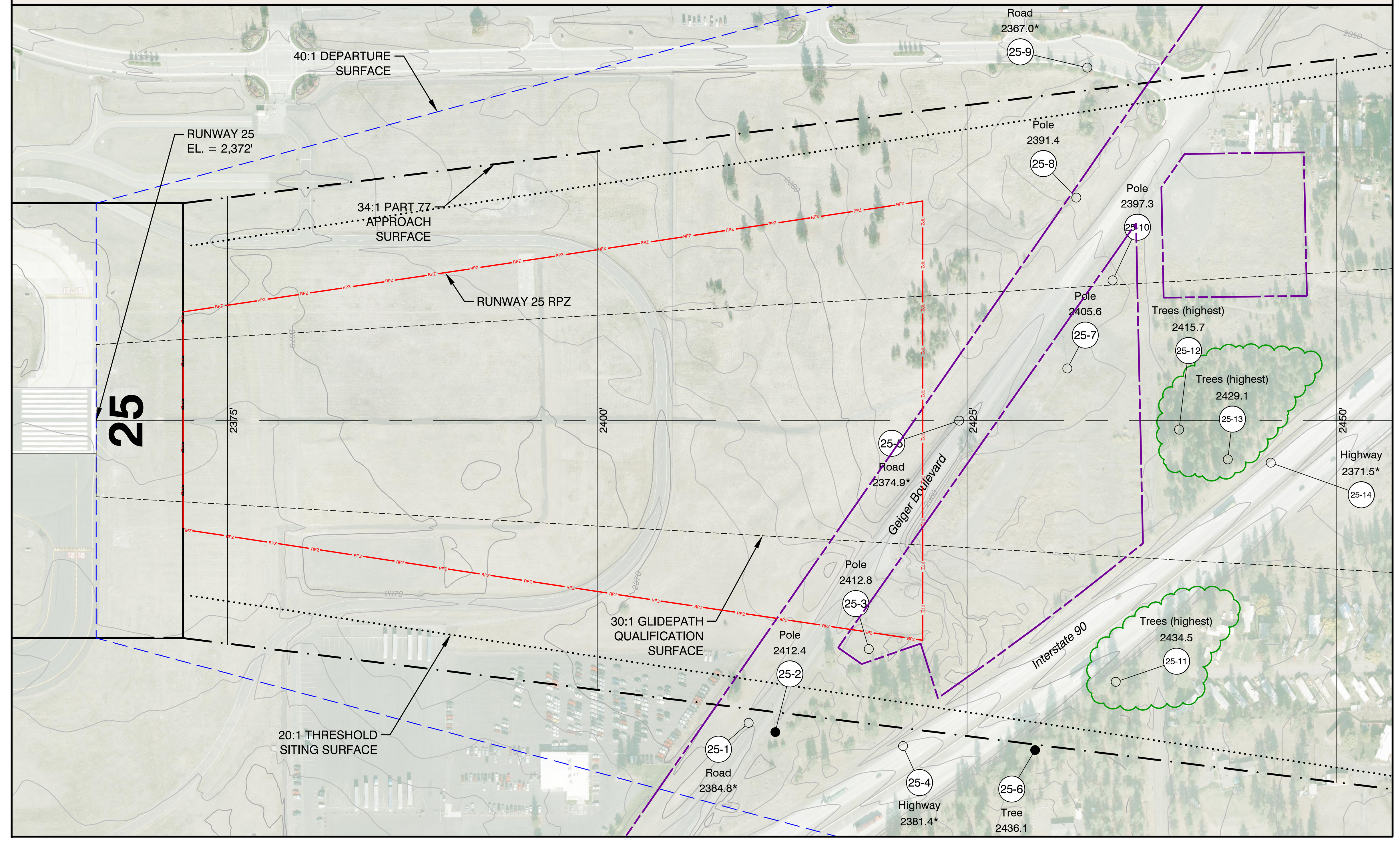
DESIGN: AT/BM | DRAWN: TE/BM | DATE: AUGUST 2014 | SHEET 9 OF 17

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.

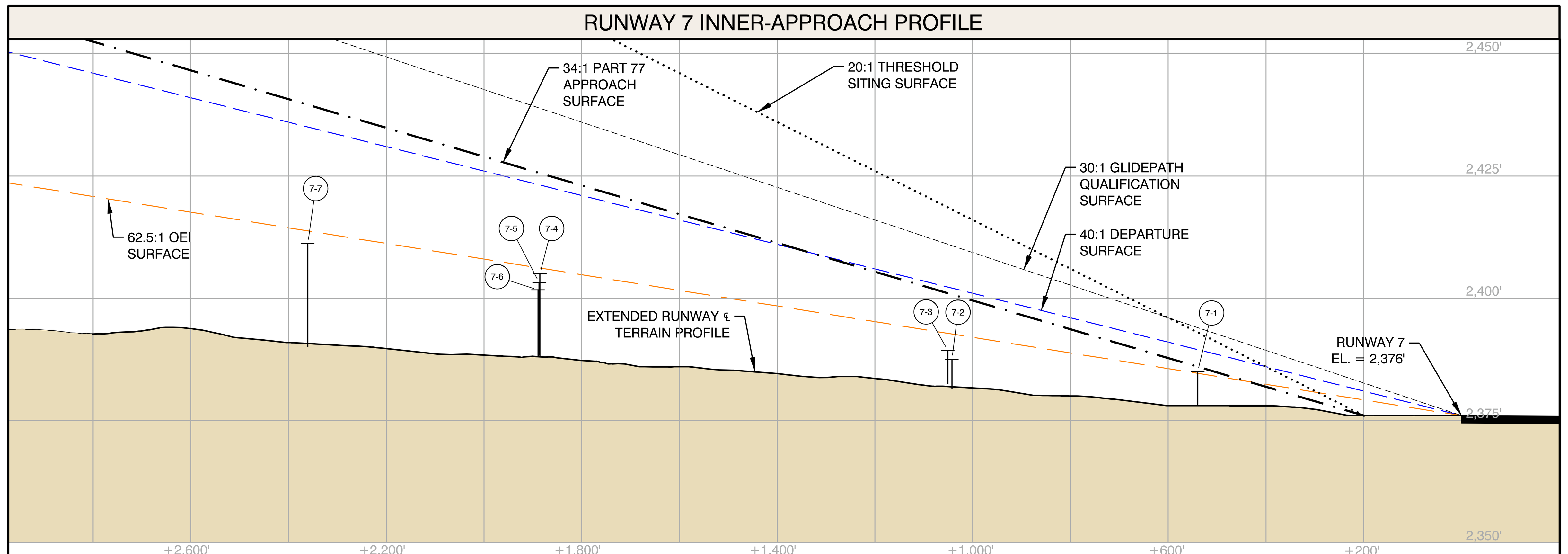
RUNWAY 7 INNER-APPROACH PLAN



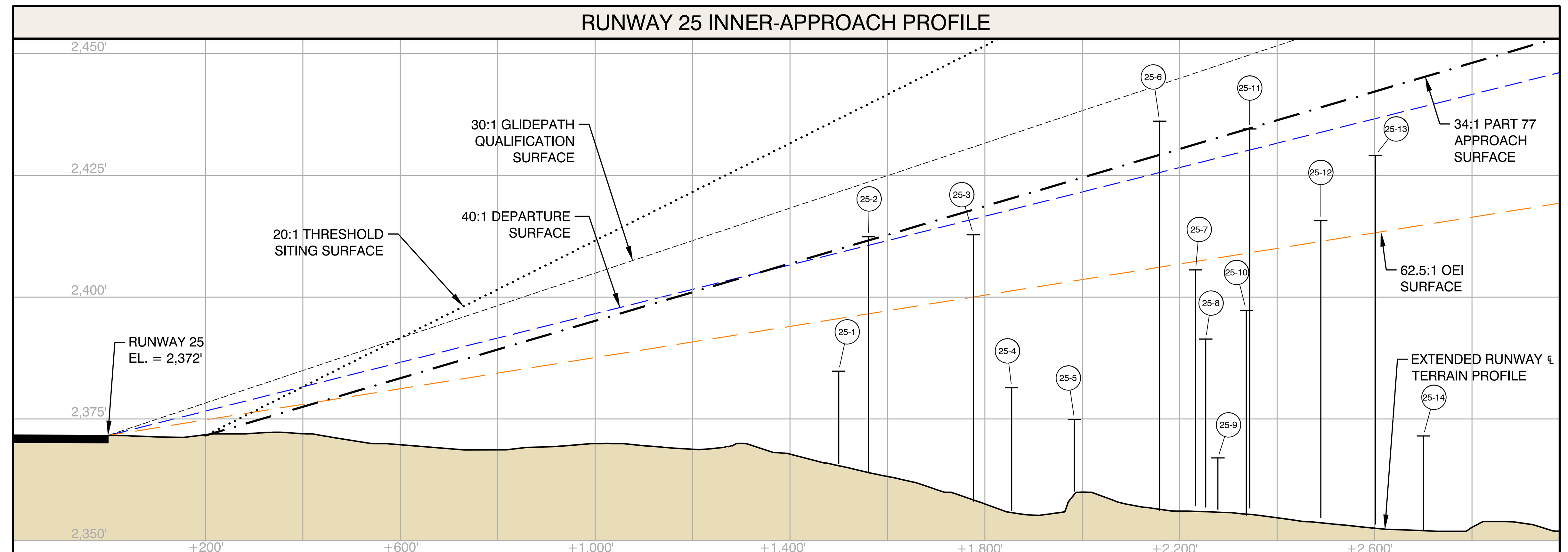
RUNWAY 25 INNER-APPROACH PLAN



RUNWAY 7 INNER-APPROACH PROFILE

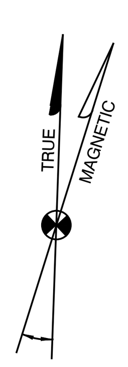


RUNWAY 25 INNER-APPROACH PROFILE



LEGEND

- Airport Property
- Part 77 Approach Surface
- 2500' Part 77 Approach Surface Contour
- Threshold Siting Surface
- Glidepath Qualification Surface
- Departure Surface
- One Engine Inoperable Surface
- RPZ Runway Protection Zone (RPZ)
- 5 Object Clear of Part 77 Surface
- 6 Object Penetrates Part 77 Surface



DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE 0° 10' W

NOTES:

- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
- Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
- Elevations in feet above mean sea level (MSL)
- Objects and data elevation sources: Airport Obstruction Chart 403, terrain and obstacles data Digital Obstacle File (DOF) April 2012, and orthophoto mapping
- Basemap source: Airport orthophoto, 3Di West, October 2011

* 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways and 23 feet added to rail roads.

HORIZONTAL SCALE
200'
0 FEET 400'
Vertical scale exaggeration of 10 (1"=20')

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RUNWAY 7 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	40:1 DEPARTURE SURFACE HEIGHT	40:1 DEPARTURE SURFACE PENETRATION	DISPOSITION
7-1	Fence	2,385.0'	2,382.8'	2.2'	2,386.0'	-1.0'	2,389.5'	-4.5'	No Action
7-2	Fence	2,387.5'	2,392.9'	-5.4'	2,400.8'	-13.3'	2,402.1'	-14.6'	No Action
7-3	Fence	2,389.3'	2,393.0'	-3.7'	2,401.0'	-11.7'	2,402.3'	-13.0'	No Action
7-4	Road*	2,405.0'	2,409.7'	-4.7'	2,425.6'	-20.6'	2,423.1'	-18.1'	No Action
7-5	Road*	2,403.2'	2,409.7'	-6.5'	2,425.6'	-22.4'	2,423.2'	-20.0'	No Action
7-6	Road*	2,401.7'	2,409.8'	-8.1'	2,425.7'	-24.0'	2,423.2'	-21.5'	No Action
7-7	Tree	2,411.2'	2,419.2'	-8.0'	2,439.6'	-28.4'	2,435.0'	-23.8'	No Action

RUNWAY 25 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	40:1 DEPARTURE SURFACE HEIGHT	40:1 DEPARTURE SURFACE PENETRATION	DISPOSITION
25-1	Road*	2,384.8'	2,410.2'	-25.4'	N/A	N/A	2,409.5'	-24.7'	No Action
25-2	Pole	2,412.4'	2,412.1'	0.3'	N/A	N/A	2,411.1'	1.3'	Obstruction Light
25-3	Pole	2,412.8'	2,418.4'	-5.6'	2,450.8'	-38.0'	2,416.4'	-3.6'	No Action
25-4	Highway*	2,381.4'	2,420.7'	-39.3'	N/A	N/A	2,418.4'	-37.0'	No Action
25-5	Road*	2,374.9'	2,424.5'	-49.6'	2,461.2'	-86.3'	2,421.6'	-46.7'	No Action
25-6	Tree	2,436.1'	2,429.6'	6.5'	N/A	N/A	2,426.0'	10.1'	No Action
25-7	Pole	2,405.6'	2,431.8'	-26.2'	2,473.6'	-68.0'	2,427.8'	-22.2'	No Action
25-8	Pole	2,391.4'	2,432.4'	-41.0'	2,474.7'	-83.3'	2,428.3'	-36.9'	No Action
25-9	Road*	2,367.0'	2,433.1'	-66.1'	N/A	N/A	2,429.0'	-62.0'	No Action
25-10	Pole	2,397.3'	2,434.8'	-37.5'	2,478.8'	-81.5'	2,430.4'	-33.1'	No Action
25-11	Trees	2,434.5'	2,435.1'	-0.6'	2,479.2'	-44.7'	2,430.6'	3.9'	No Action
25-12	Trees	2,415.7'	2,439.3'	-23.6'	2,486.5'	-70.8'	2,434.2'	-18.5'	No Action
25-13	Trees	2,429.1'	2,442.6'	-13.5'	2,492.1'	-63.0'	2,437.0'	-7.9'	No Action
25-14	Highway*	2,371.5'	2,445.5'	-74.0'	2,497.0'	-125.5'	2,439.5'	-68.0'	No Action

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

RUNWAY 7-25 INNER APPROACH

Mead & Hunt

DESIGN: AT/BM | DRAWN: TE/BM | DATE: AUGUST 2014 | SHEET 10 OF 17

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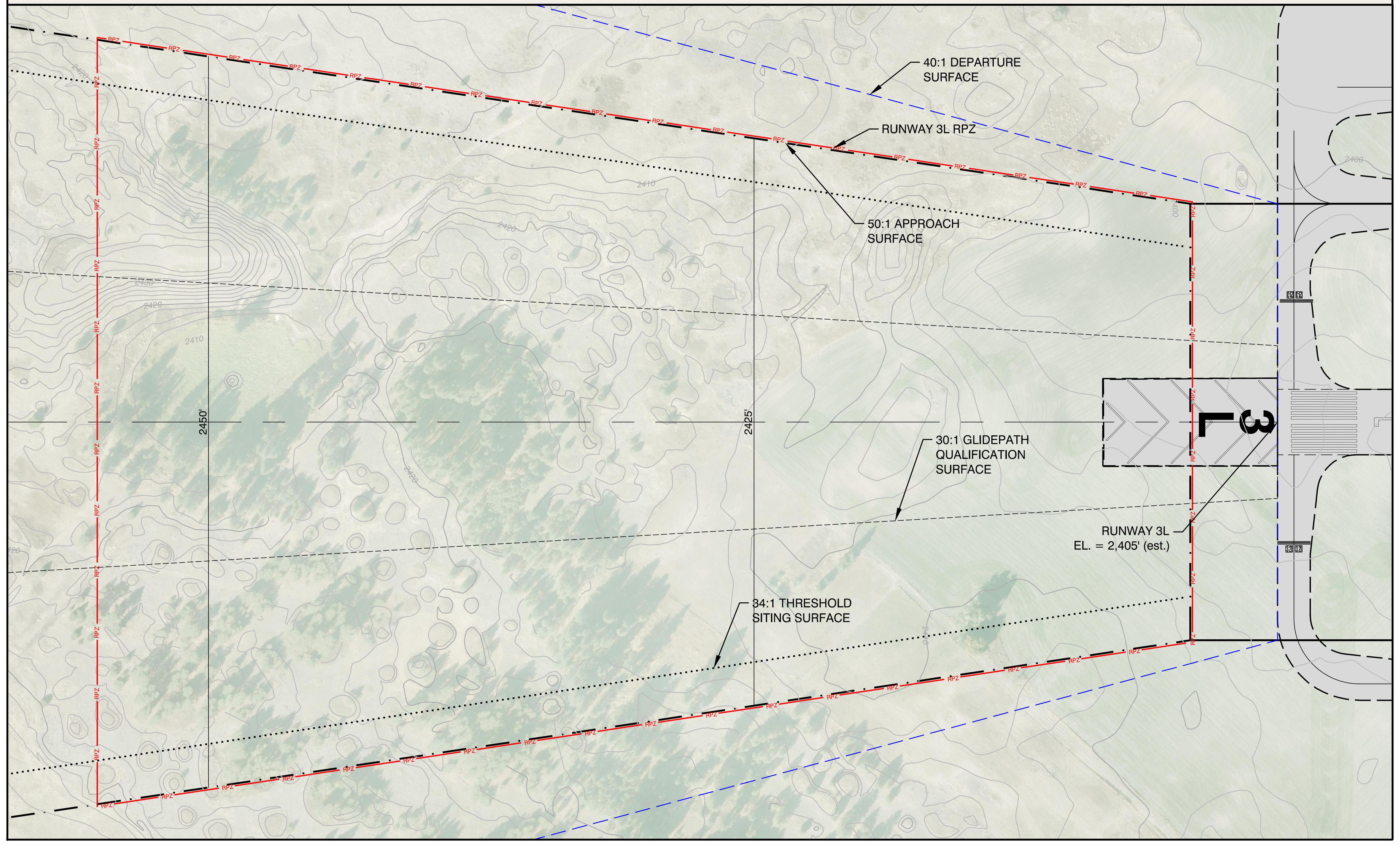
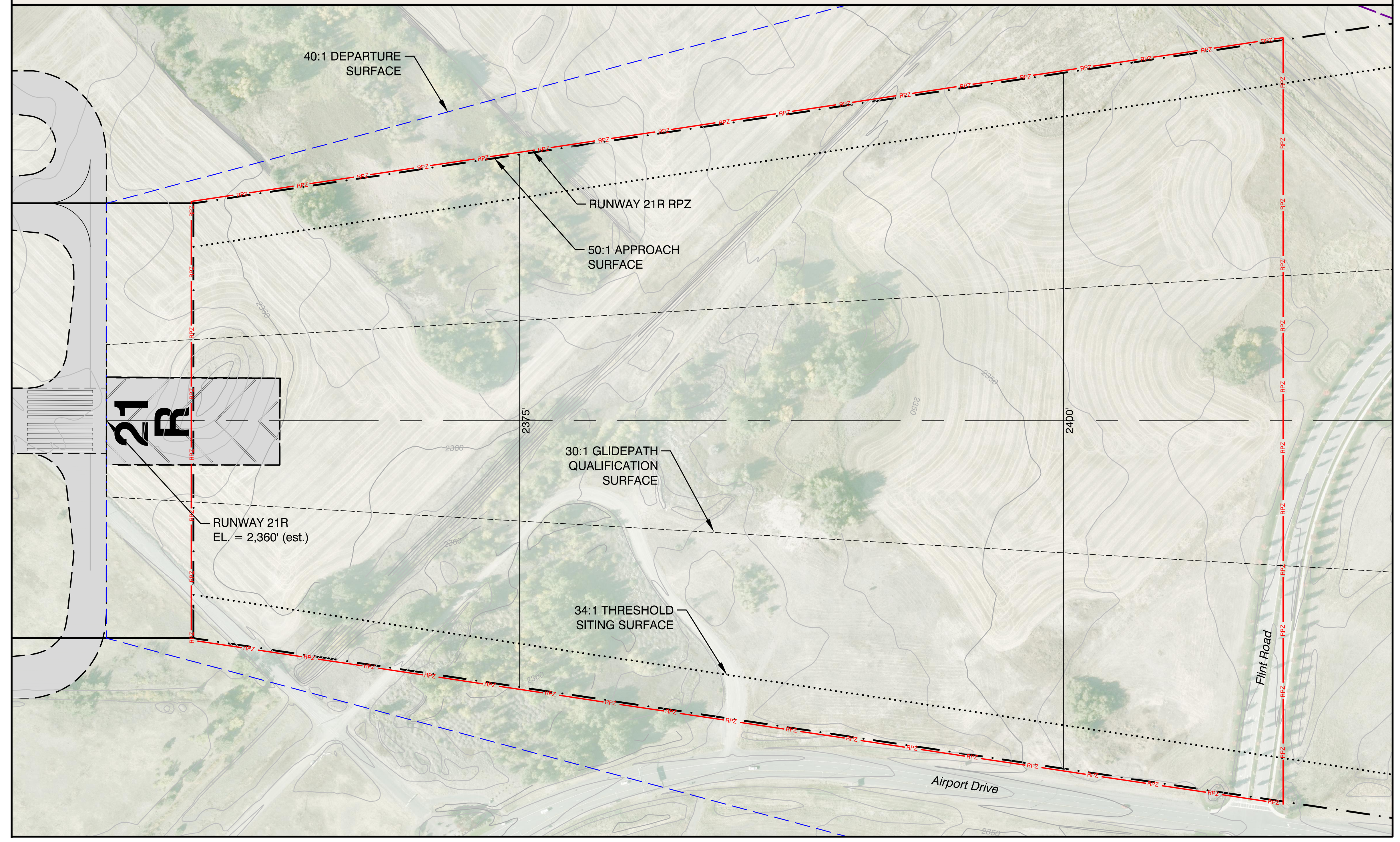
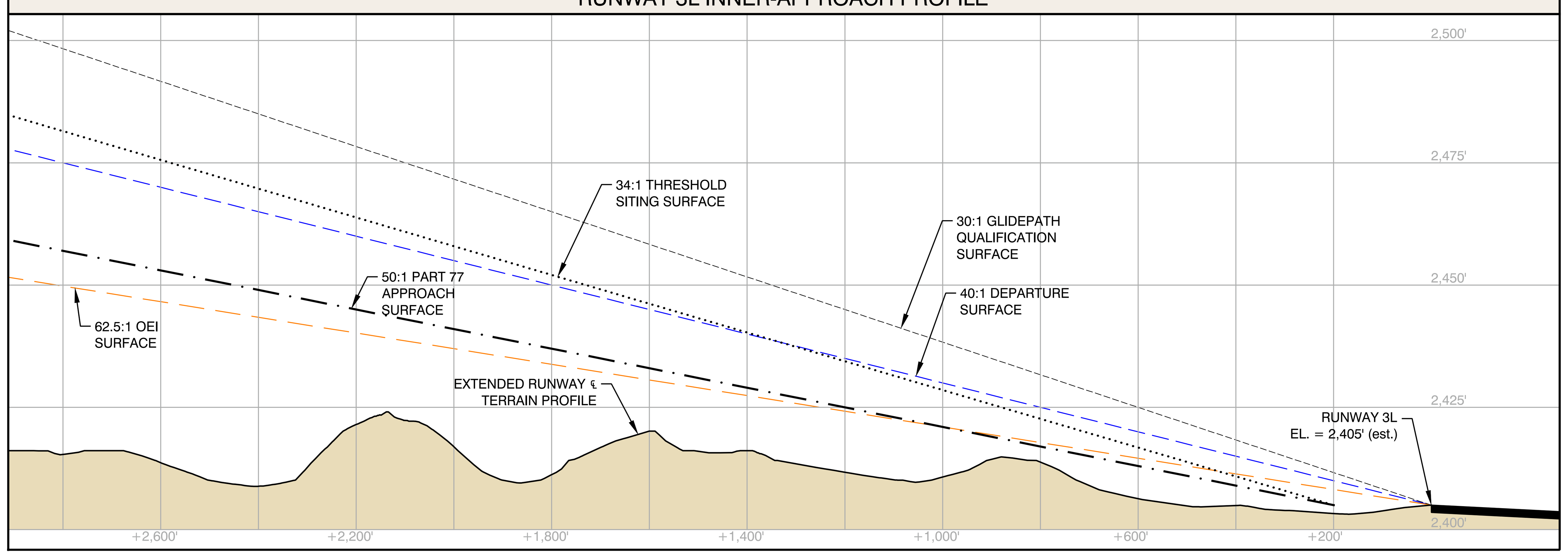
RUNWAY 3L INNER-APPROACH PLAN



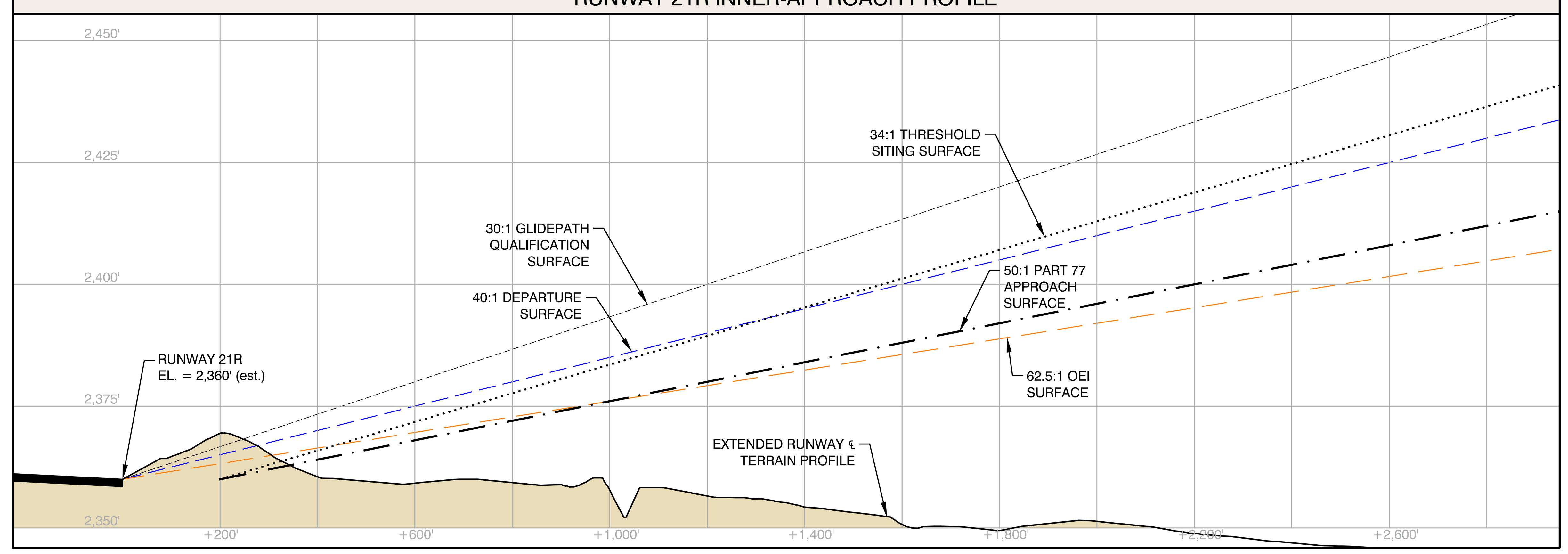
RUNWAY 21R INNER-APPROACH PLAN



RUNWAY 3L INNER-APPROACH PROFILE

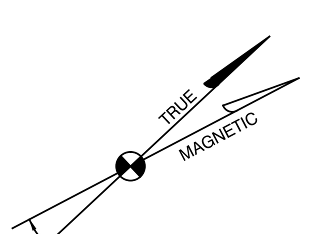


RUNWAY 21R INNER-APPROACH PROFILE



LEGEND

- Airport Property
- Part 77 Approach Surface
- 2500' Part 77 Approach Surface Contour
- Threshold Siting Surface
- Glidepath Qualification Surface
- Departure Surface
- One Engine Inoperable Surface
- RPZ Runway Protection Zone (RPZ)
- 5 Object Clear of Part 77 Surface
- 6 Object Penetrates Part 77 Surface



DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE 0° 10' W

NOTES:

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- Basemap source: Airport orthophoto, 3Di West, October 2011

* 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways and 23 feet added to rail roads.

HORIZONTAL SCALE
200'
0 FEET 400'
Vertical scale exaggeration of 10 (1"=20')

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NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

RUNWAY 3L-21R INNER APPROACH

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 11 OF 17

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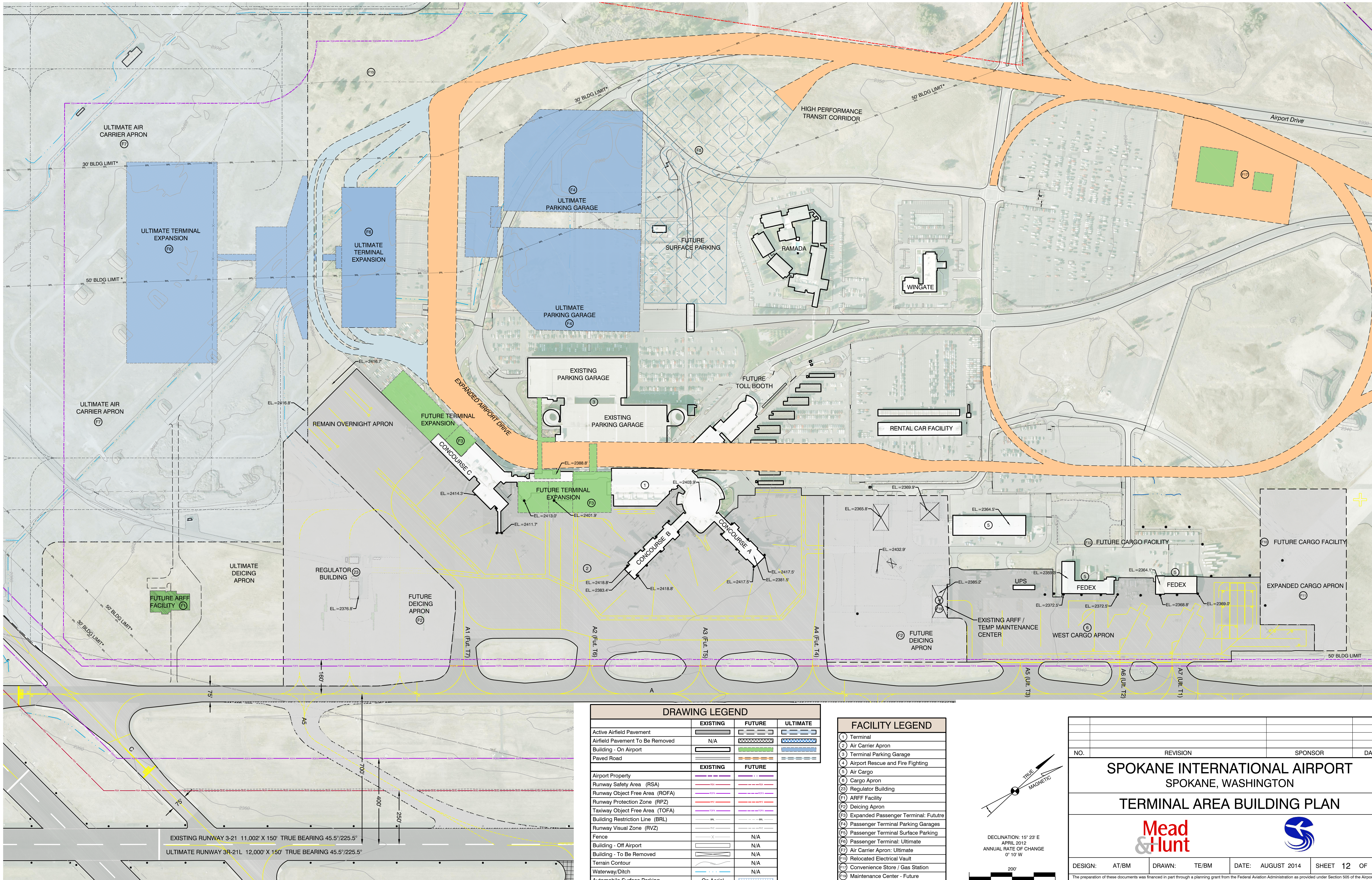

DRAWING LEGEND

	EXISTING	FUTURE	ULTIMATE
Active Airfield Pavement			
Airfield Pavement To Be Removed	N/A		
Building - On Airport			
Paved Road			

	EXISTING	FUTURE
Airport Property		
Runway Safety Area (RSA)	RSA	RSA
Runway Object Free Area (ROFA)	ROFA	ROFA
Runway Protection Zone (RPZ)	RPZ	RPZ
Taxiway Object Free Area (TOFA)	TOFA	TOFA
Building Restriction Line (BRL)	BRL	BRL
Runway Visual Zone (RVZ)	RVZ	RVZ
Fence		N/A
Building - Off Airport		N/A
Building - To Be Removed		N/A
Terrain Contour	2360	N/A
Waterway/Ditch		N/A
Automobile Surface Parking	On Aerial	
Transit Corridor	N/A	

FACILITY LEGEND

1	Terminal
2	Air Carrier Apron
3	Terminal Parking Garage
4	Airport Rescue and Fire Fighting
5	Air Cargo
6	Cargo Apron
23	Regulator Building
F1	ARFF Facility
F2	Deicing Apron
F3	Expanded Passenger Terminal: Fututre
F4	Passenger Terminal Parking Garages
F5	Passenger Terminal Surface Parking
F6	Passenger Terminal: Ultimate
F7	Air Carrier Apron: Ultimate
F15	Relocated Electrical Vault
F17	Convenience Store / Gas Station
F19	Maintenance Center - Future

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

TERMINAL AREA BUILDING PLAN

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 12 OF 17

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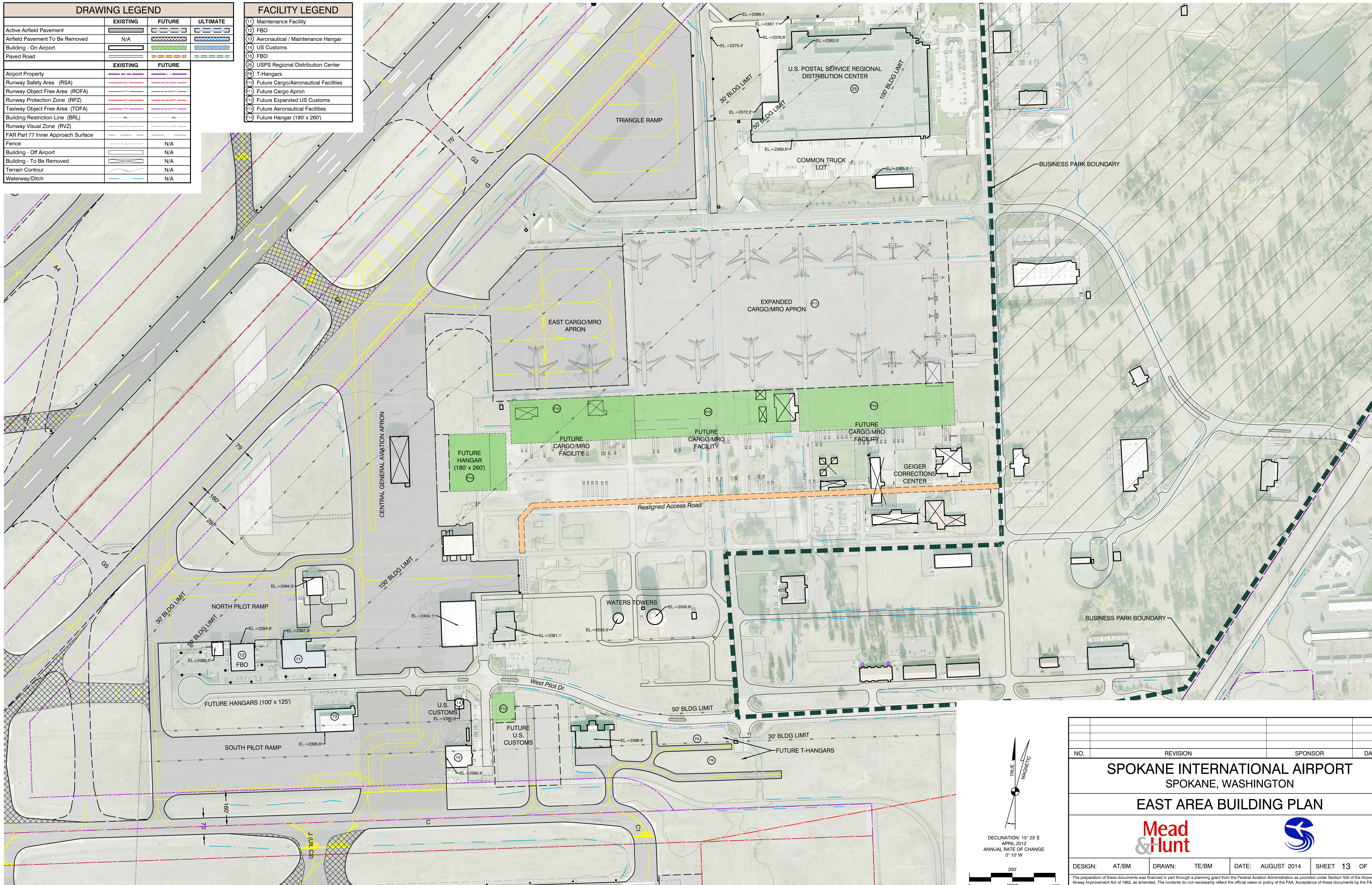
DRAWING LEGEND

	EXISTING	FUTURE	ULTIMATE
Active Airfield Pavement			
Airfield Pavement To Be Removed	N/A		
Building - On Airport			
Paved Road			

	EXISTING	FUTURE
Airport Property		
Runway Safety Area (RSA)	RSA	RSA
Runway Object Free Area (ROFA)	ROFA	ROFA
Runway Protection Zone (RPZ)	RPZ	RPZ
Taxiway Object Free Area (TOFA)	TOFA	TOFA
Building Restriction Line (BRL)	BRL	BRL
Runway Visual Zone (RVZ)	RVZ	RVZ
FAR Part 77 Inner Approach Surface		
Fence		N/A
Building - Off Airport		N/A
Building - To Be Removed		N/A
Terrain Contour	2360	N/A
Waterway/Ditch		N/A

FACILITY LEGEND

11	Maintenance Facility
12	FBO
13	Aeronautical / Maintenance Hangar
14	US Customs
15	FBO
25	USPS Regional Distribution Center
F8	T-Hangars
F10	Future Cargo/Aeronautical Facilities
F11	Future Cargo Apron
F12	Future Expanded US Customs
F13	Future Aeronautical Facilities
F14	Future Hangar (180' x 260')



NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

EAST AREA BUILDING PLAN

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 13 OF 17

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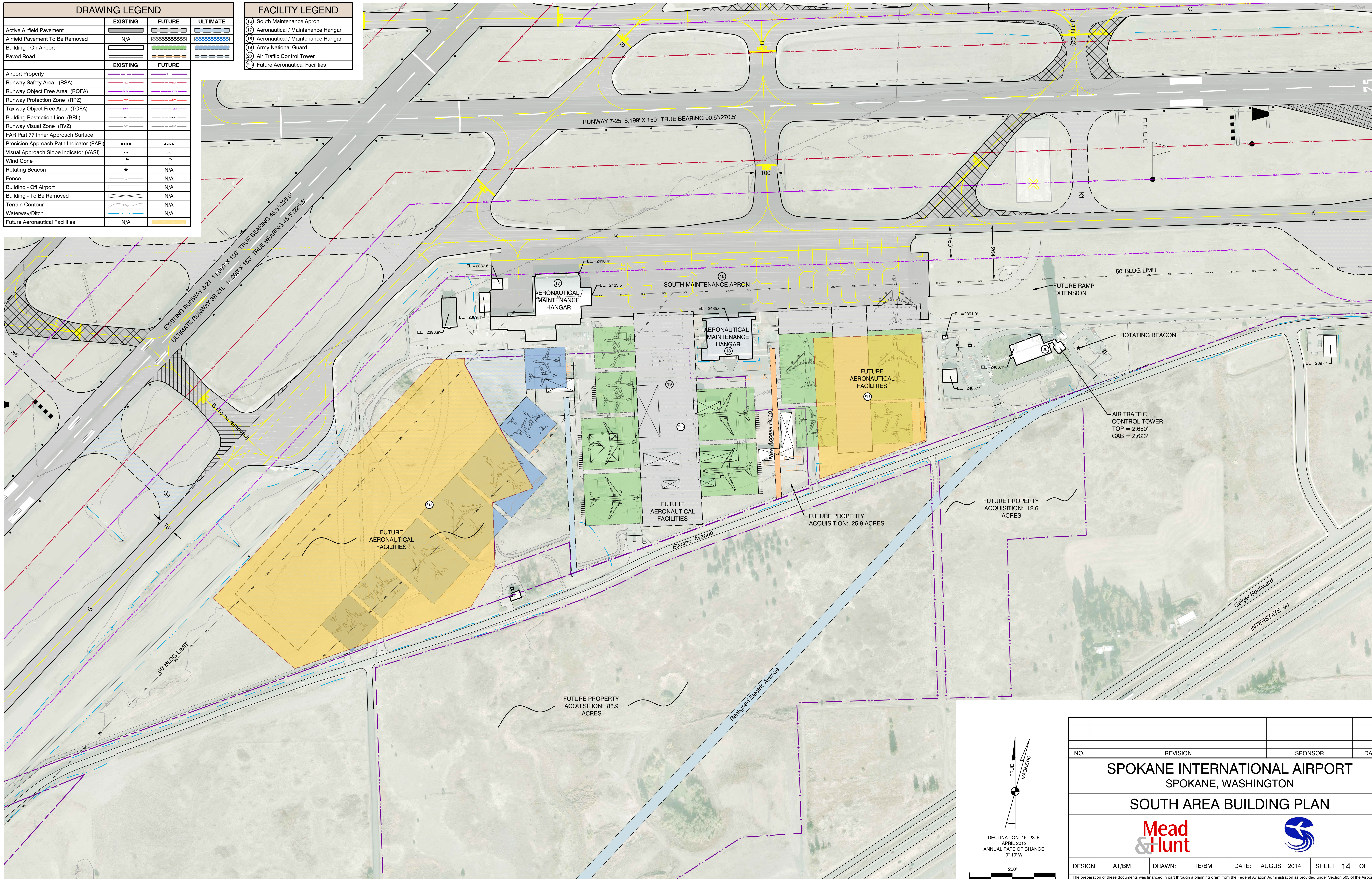
DRAWING LEGEND

	EXISTING	FUTURE	ULTIMATE
Active Airfield Pavement			
Airfield Pavement To Be Removed	N/A		
Building - On Airport			
Paved Road			

	EXISTING	FUTURE
Airport Property		
Runway Safety Area (RSA)		
Runway Object Free Area (ROFA)		
Runway Protection Zone (RPZ)		
Taxiway Object Free Area (TOFA)		
Building Restriction Line (BRL)		
Runway Visual Zone (RVZ)		
FAR Part 77 Inner Approach Surface		
Precision Approach Path Indicator (PAPI)		
Visual Approach Slope Indicator (VASI)		
Wind Cone		
Rotating Beacon		N/A
Fence		N/A
Building - Off Airport		N/A
Building - To Be Removed		N/A
Terrain Contour		N/A
Waterway/Ditch		N/A
Future Aeronautical Facilities	N/A	

FACILITY LEGEND

16	South Maintenance Apron
17	Aeronautical / Maintenance Hangar
18	Aeronautical / Maintenance Hangar
19	Army National Guard
20	Air Traffic Control Tower
F13	Future Aeronautical Facilities



NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT

SPOKANE, WASHINGTON

SOUTH AREA BUILDING PLAN

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 14 OF 17

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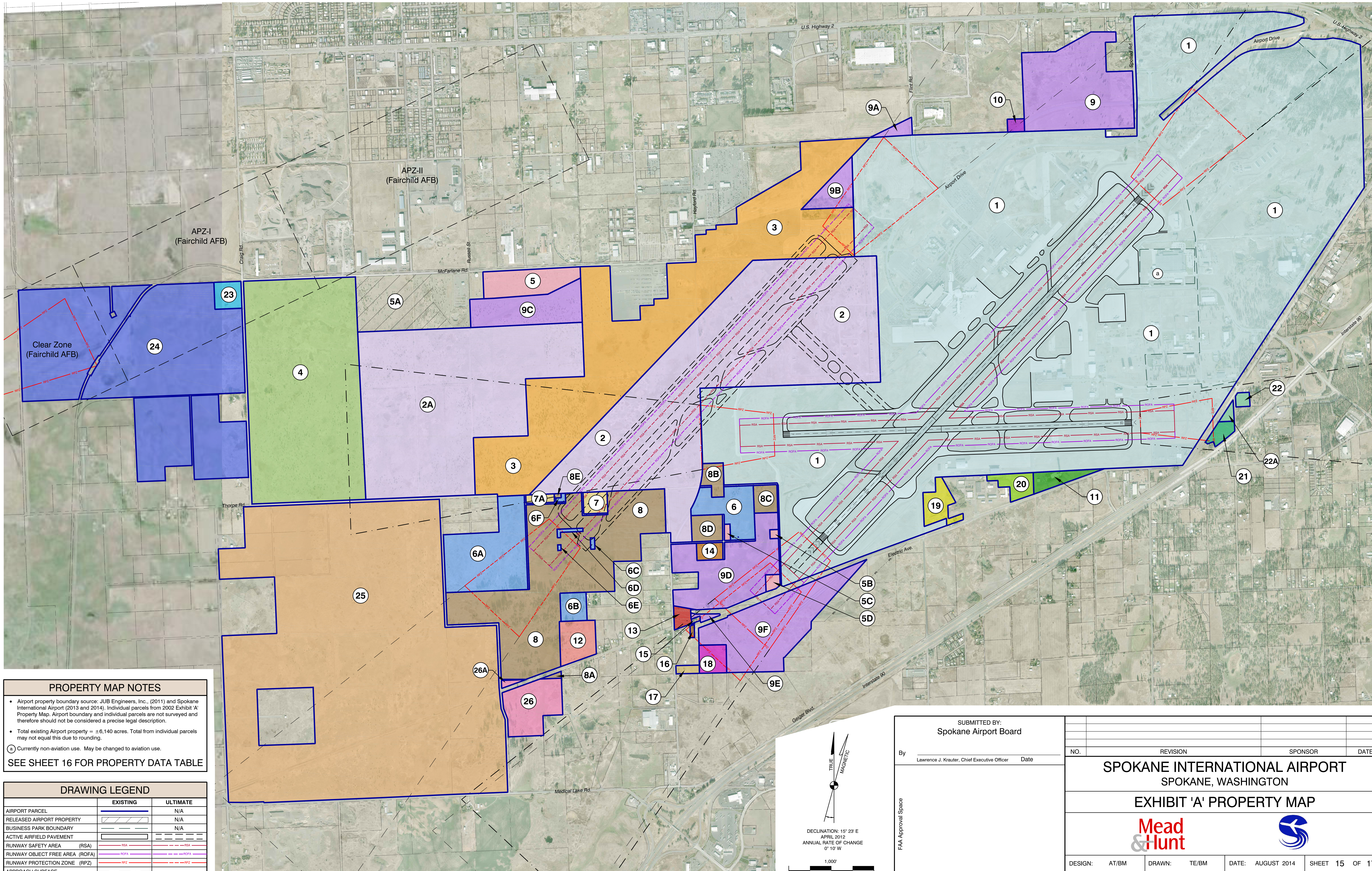

PROPERTY MAP NOTES

- Airport property boundary source: JUB Engineers, Inc., (2011) and Spokane International Airport (2013 and 2014). Individual parcels from 2002 Exhibit 'A' Property Map. Airport boundary and individual parcels are not surveyed and therefore should not be considered a precise legal description.
- Total existing Airport property = ±6,140 acres. Total from individual parcels may not equal this due to rounding.

(a) Currently non-aviation use. May be changed to aviation use.

SEE SHEET 16 FOR PROPERTY DATA TABLE

DRAWING LEGEND

	EXISTING	ULTIMATE
AIRPORT PARCEL		N/A
RELEASED AIRPORT PROPERTY		N/A
BUSINESS PARK BOUNDARY		N/A
ACTIVE AIRFIELD PAVEMENT		
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
APPROACH SURFACE		
EXTERNAL PARCEL BOUNDARY		N/A

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SUBMITTED BY:
Spokane Airport Board

By ______________________
Lawrence J. Krauter, Chief Executive Officer Date

FAA Approval Space

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

EXHIBIT 'A' PROPERTY MAP

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 15 OF 17

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AIRPORT PROPERTY DATA

PARCEL IDENTIFICATION	ASSESSOR PARCEL NUMBER	ACRES	DATE ACQUIRED	PROPERTY GRANTOR	TYPE OF INTEREST ACQUIRED (FEE SIMPLE, LEASE, EASEMENT)	SOURCE OF FUNDS (FAA GRANT OR PFC PROJECT # / YEAR)	TYPE OF EASEMENT (CLEAR, AVIGATION, UTILITY, ETC.)
1	25285.9011, 25335.9056, 25295.9050, 5320.9004, 25335.9009,25333.0201, 25333.0205, 25333.0229, 25333.0227, 25333.0208, 25333.6001, 25333.0223, 24066.9046, 25305.9047	2,444.33	No Data	U.S. Government	Fee Simple	Surplus Property	None
2	25310.9021, 15365.9025, 24066.9046	472.69	2/3/1976	GSA	Fee Simple	AIP Grant-01 (Partial)*	None
			6/15/1967	Klaus		AIP Grant-01	
2A	15365.9025, 15355.9007, 25310.9021	350.48	4/17/1973	Kramer	Fee Simple	AIP Grant-01	None
			1/7/1983	Stark			
3	25305.9047, 15365.9025	392.45	6/30/1975	Stark	Fee Simple	AIP Grant-01 (Partial) ^	None
			4/28/1980	Welk		AIP Grant-01*	
			2/28/1979	Welk		AIP Grant-01*	
			10/16/1975	Welk		AIP Grant-01*	
			2/25/1981	Null		AIP Grant-01*	
			1/7/1983	Null		AIP Grant-01*	
			2/25/1981	Null		AIP Grant-01*	
			1/7/1983	Null		AIP Grant-01*	
			2/27/1979	Ludington		AIP Grant-01*	
			1/7/1983	Kremsreiter		ADAP Grant-13 (Partial)*	
4	15355.9007	317.73	4/17/1973	Kramer	Fee Simple	AIP Grant-01 (Partial) ^	None
5	15362.0025, 15362.0026, 15362.0027, 15362.0028	29.28	April 2002	Mallott/Conklin/Rothrock	Fee Simple	General Funds	None
5B	24066.9046	0.72	6/12/1962	Widner	Fee Simple	General Funds	None
5C	24066.9046	0.86	9/27/1977	Sorenson	Fee Simple	General Funds	None
5D	24066.9046	2.46	5/5/1976	Haskell	Fee Simple	General Funds	None
6	24066.9046	27.1	7/7/1988	Mayfield	Fee Simple	AIP Grant-07	None
			6/9/1988	Wilson			
			7/7/1988	Hunt			
6A	24066.9046	62.45	No data	Acme Partnership	Fee Simple	AIP Grant-07	None
			9/22/1988	L. McCoy			
			No data	Airway Investors			
6B	14015.0001	9.44	6/3/1988	Wimmer	Fee Simple	AIP Grant-07	None
6C	14015.0001	0.54	No Data	Horne	Fee Simple	AIP Grant-07	None
6D	14015.0001	2.01	10/13/1988	Toarmina/Thayer	Fee Simple	AIP Grant-07	None
			No Data	Tombari			
			7/7/1988	Anglin			
6E	14015.0001	0.27	No Data	Hartnell	Fee Simple	AIP Grant-07	None
6F	14015.0001	0.94	No data	Hulka	Fee Simple	AIP Grant-07	None
7	14015.0001	7.5	9/18/1987	Higuera	Fee Simple	AIP Grant-05	None
7A	14015.0001	3.5	8/7/1987	Massong	Fee Simple	AIP Grant-05	None
8/8A	14015.0001	218.02	8/18/1988	Knoshaug	Fee Simple	AIP Grant-06	None
			7/9/1987	Reynolds			
			9/22/1988	Erfurth, S.			
			2/29/1988	Erfurth, H.			
			6/1/1988	Riddle			
			3/20/1988	McCoy, F.E.			
			3/14/1988	McCoy, E.			
			2/9/1988	McCoy, J.L.			
			No data	Guilio			
			No data	Keating			
			3/15/1988	Jennings			
			3/31/1988	Freyburg			
			5/31/1988	Enzler			
			No data	Messenger			
			No data	Jorgens			
			9/11/1988	Weaver			
			7/2/1987	Kyllo			
			9/24/1987	Jones			
			8/25/1987	Rogers			
			4/12/1988	Graham			
			No data	Virgin			
			3/15/1988	Crisp, Donald			
			3/28/1988	Pullins			
			4/28/1988	Deaton			
			7/31/1987	Mayham			
			3/28/1988	Hermann			
			12/16/1988	Crisp, Daniel		AIP Grant-07	
			4/2/1988	Thompson		AIP Grant-06	
			2/24/1988	Ewing			
			9/18/1987	Denman			
			No data	Kemp			
			3/28/1988	Bergmann/Phipps			
8B	25310.9021, 24066.9046	5.37	8/20/1987	Haase	Fee Simple	AIP Grant-06	None
			10/20/1987	Snyder			
8C	24066.9046	10	1/13/1988	Widner	Fee Simple	AIP Grant-06	None
8D	24066.9046	9.7	12/2/1987	Tedrow	Fee Simple	AIP Grant-06	None
8E	14015.0001	0.4	3/25/1987	Williams	Fee Simple	AIP Grant-06	None
9	25295.9050	111.52	5/22/1979	Barret/Pierson/Butler	Fee Simple	ADAP Grant-07	None
			2/10/1978	C & S Industries			
9A	25305.9047	4.8	7/31/1978	Lucas	Fee Simple	ADAP Grant-07	None
9B	25305.9047	16.86	11/16/1979	Kremsreiter	Fee Simple	ADAP Grant-07 (Partial)*	None
9C	15365.9025	44.46	2/23/1978	Dix	Fee Simple	ADAP Grant-07	None
9D	24066.9046	73.74	3/7/1977	Steinmetz	Fee Simple	ADAP Grant-07	None
			4/6/1977	Samples			
			9/30/1977	Hayford Parsonage			
			1/5/1978	Hayford Church			
			6/30/1977	Niemeyer			
			9/1/1977	Wood			
			7/6/1977	Kuest			
			2/24/1977	Mayfield			
			8/1/1977	Nelson			
			8/2/1977	Lange			
			4/25/1977	Turnbough			
			5/31/1977	Willoughby			
			2/14/1977	Transue			
			2/23/1977	Widner			
9E	24066.9046	1.2	3/24/1977	Lilly	Fee Simple	ADAP Grant-07	None
			6/24/1977	Turnbough			

AIRPORT PROPERTY DATA

PARCEL IDENTIFICATION	ASSESSOR PARCEL NUMBER	ACRES	DATE ACQUIRED	PROPERTY GRANTOR	TYPE OF INTEREST ACQUIRED (FEE SIMPLE, LEASE, EASEMENT)	SOURCE OF FUNDS (FAA GRANT OR PFC PROJECT # / YEAR)	TYPE OF EASEMENT (CLEAR, AVIGATION, UTILITY, ETC.)
9F	24066.9046, 24062.0429	98.78	6/13/1977	Moore/Randolph	Fee Simple	ADAP Grant-07	None
			11/30/1978	Inland Power & Light			
			8/3/1977	Schirmer			
			4/25/1977	Sieler			
			12/28/1976	Dawe			
			11/3/1977	Burgett			
			6/20/1978	Gibbons			
			5/6/1977	Munro			
10	25295.9050	2.8	No Data	No Data	Fee Simple	PFC	None
11	24051.9059	8.0	6/18/1993	Inland Power & Light	Fee Simple	AIP Grant-18	None
12	14011.1430	17.9	9/28/2001	Turnbough	Fee Simple	General Funds	None
13	24062.0206, 24062.0302, 24062.9010, 24062.9011, 24062.0303	4.3	Dec. 2003	Priest	Fee Simple	PFC 6-7	None
14	24062.0142, 24062.0143, 24062.0144, 24062.0145	5.7	Aug 2001	Jordan	Fee Simple	PFC 6-7	None
15	24062.9019	0.5	Dec 2003	Woodward	Fee Simple	PFC 6-7	None
16	24062.0426	0.7	July 2003	Litchfield	Fee Simple	PFC 6-7	None
17	24062.0425	2.4	2009	Widhalm	Fee Simple	PFC 6-7	None
18	24062.0430	9.7	May 2001	Hamm	Fee Simple	PFC 6-7	None
19	24052.9013, 24052.9015, 24052.9050	13.5	July 2006	AME Investments	Fee Simple	General Funds	None
20	24052.9071	10.0	2010	Washington National Guard	Fee Simple	General Funds	None
21	25333.6001, 25333.0223, 25333.0229	5.3	2006	Shady Pines	Fee Simple	PFC 5	None
22	25333.0227	2.4	2005	Williams (Texas Auto)	Fee Simple	PFC 5	None
22A	25333.0208, 25333.0205	2.45	2005	Hoovestal	Fee Simple	PFC 5	None
23	15341.9001	9.2	4/4/2012	Gilbreath	Fee Simple	General Funds	None
24	15342.9004, 15341.9007, 15341.9009, 15341.9008, 15344.0102, 15344.0103, 15344.0104, 15344.0105, 15344.0106, 15344.0107, 15344.0108, 15344.0109, 15344.0110, 15344.0111, 15344.0113	400.9	12/18/2013	Spokane County	Fee Simple	General Funds	None
25	14012.9004, 14013.9007, 14013.9008, 14022.0101, 14022.0501, 14022.0601, 14022.0701, 14025.9004	852.5	3/14/2014	Park West Properties, inc.	Fee Simple	General Funds	None
26	14013.9006	34.25	8/22/2014	Greenup	Fee Simple	General Funds	None
26A	14013.9006						

RELEASED AIRPORT PROPERTY DATA

PARCEL IDENTIFICATION	ASSESSOR PARCEL NUMBER	ACRES	DATE ACQUIRED	PROPERTY GRANTOR	TYPE OF INTEREST ACQUIRED (FEE SIMPLE, LEASE, EASEMENT)	SOURCE OF FUNDS (FAA GRANT OR PFC PROJECT # / YEAR)	RELEASE DATE
5A	15351.0009, 15351.0014, 15351.0013, 15351.0012, 15351.0011	56.4	March 2002	JKC BigSky/Bonnucelli/J. Moore Estate	Fee Simple	General Funds	April 24, 2014

PROPERTY DATA NOTES

- Airport property boundary source: JUB Engineers, Inc., (2011) and Spokane International Airport (2013 and 2014). Individual parcels from 2002 Exhibit 'A' Property Map. Airport boundary and individual parcels are not surveyed and therefore should not be considered a precise legal description.

* Released from federal reservations, restrictions, and conditions by agreement May 24, 1988.

^ Subject to all reservations, restrictions and conditions contained in AIP Grant 3-53-0072-01 by agreement May 24, 1988.

SUBMITTED BY:
Spokane Airport Board

By ______________________
Lawrence J. Krauter, Chief Executive Officer   Date

FAA Approval Space

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

EXHIBIT 'A' PROPERTY MAP DATA

Mead &Hunt

DESIGN: AT/BM | DRAWN: TE/BM | DATE: AUGUST 2014 | SHEET 16 OF 17

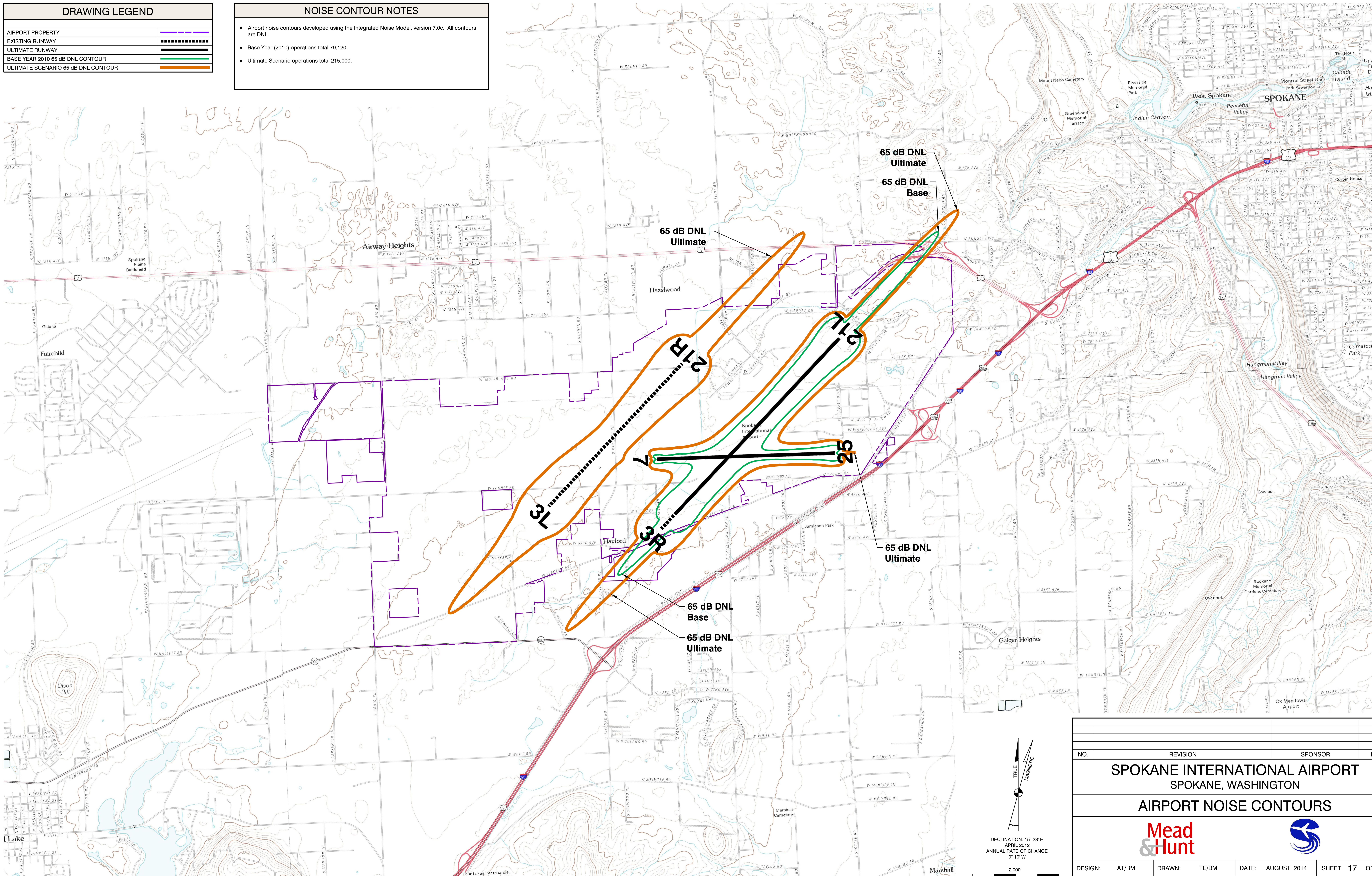
The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance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

DRAWING LEGEND

AIRPORT PROPERTY	
EXISTING RUNWAY	
ULTIMATE RUNWAY	
BASE YEAR 2010 65 dB DNL CONTOUR	
ULTIMATE SCENARIO 65 dB DNL CONTOUR	

NOISE CONTOUR NOTES

- Airport noise contours developed using the Integrated Noise Model, version 7.0c. All contours are DNL.
- Base Year (2010) operations total 79,120.
- Ultimate Scenario operations total 215,000.



TRUE
MAGNETIC

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE
0° 10' W

2,000'
0 FEET 4,000'

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

AIRPORT NOISE CONTOURS

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 17 OF 17