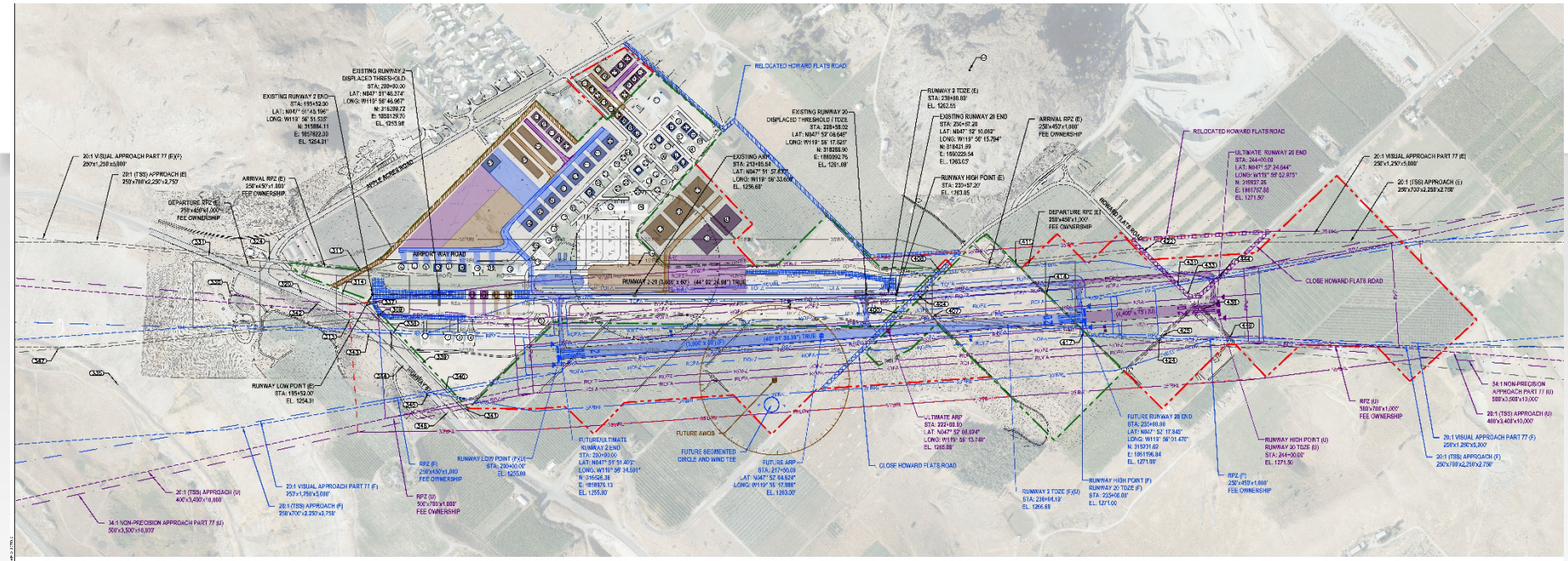
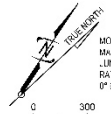
AIRPORT LAYOUT PLAN



CLEARANCE TABLE WITHIN RUNWAY 2 PART 77 APPROACH SURFACES					
CLEAR ITEM	LOCATION	GROUND ELEVATION	TRAVERSE WAY ADJUSTMENT	APPROACH ELEVATION	APPROACH CLEARANCE
308	SOUTH EDGE OF EXISTING APPROACH AT ACCESS ROAD	1265.1'	+15	1279.8'	2
311	NORTH EDGE OF THE EXISTING APPROACH AT AIRPORT WAY ROAD	1266.4'	+15	1270.3'	3
313	SOUTH EDGE OF EXISTING APPROACH AT HIGHWAY 97	1296.0'	+17	1273.9'	7
314	EXISTING APPROACH CENTERLINE AT ACCESS ROAD	1264.2'	+10	1279.6'	12
316	EXISTING APPROACH CENTERLINE AT HIGHWAY 97	1296.6'	+17	1290.7'	17
324	NORTH EDGE OF THE EXISTING APPROACH AT APPLE ACRES ROAD	1262.2'	+15	1300.9'	23
336	EXISTING APPROACH CENTERLINE AT ACCESS ROAD	1264.1'	+10	1313.9'	43
338	NORTH EDGE OF THE EXISTING APPROACH AT HIGHWAY 97	1296.4'	+17	1321.1'	39
339	FUTURE ULTIMATE APPROACH CENTERLINE AT CHURCH	779.4'	+23	1338.9'	536
337	NORTH EDGE OF ULTIMATE APPROACH AT ACCESS ROAD	1262.4'	+10	1290.8'	23
338	NORTH EDGE OF FUTURE APPROACH AT ACCESS ROAD	1296.3'	+10	1330.4'	38
339	FUTURE ULTIMATE APPROACH CENTERLINE AT ACCESS ROAD	1264.5'	+10	1279.6'	16
340	SOUTH EDGE OF FUTURE APPROACH AT ACCESS ROAD	1261.6'	+10	1294.2'	23
341	SOUTH EDGE OF ULTIMATE APPROACH AT ACCESS ROAD	1263.7'	+10	1268.9'	5
342	NORTH EDGE OF ULTIMATE APPROACH AT HIGHWAY 97	1296.6'	+17	1299.0'	21
343	NORTH EDGE OF FUTURE APPROACH AT HIGHWAY 97	1294.4'	+17	1336.8'	37
344	FUTURE ULTIMATE APPROACH CENTERLINE AT HIGHWAY 97	1290.4'	+17	1299.0'	12
345	SOUTH EDGE OF FUTURE APPROACH AT HIGHWAY 97	1284.2'	+17	1299.0'	29
346	SOUTH EDGE OF ULTIMATE APPROACH AT HIGHWAY 97	1296.1'	+17	1273.1'	12
347	SOUTH EDGE OF EXISTING APPROACH AT RAIL ROAD	753.9'	+23	1313.9'	535

CLEARANCE TABLE WITHIN RUNWAY 20 PART 77 APPROACH SURFACES					
CLEAR ITEM	LOCATION	GROUND ELEVATION	TRAVERSE WAY ADJUSTMENT	APPROACH ELEVATION	APPROACH CLEARANCE
400	SOUTH EDGE OF EXISTING APPROACH AT HOWARD FLATS ROAD	1253.3'	+15	1251.2'	-1'
404	EXISTING APPROACH CENTERLINE AT HOWARD FLATS ROAD	1253.4'	+15	1238.1'	-13'
405	SOUTH EDGE OF EXISTING APPROACH AT ACCESS ROAD	1257.2'	+10	1261.1'	6'
406	NORTH EDGE OF EXISTING APPROACH AT HOWARD FLATS ROAD	1257.2'	+15	1278.9'	-7'
411	NORTH EDGE OF EXISTING APPROACH AT ACCESS ROAD	1273.8'	+10	1331.2'	20'
414	EXISTING APPROACH CENTERLINE AT ACCESS ROAD	1299.3'	+10	1311.7'	35'
417	SOUTH EDGE OF EXISTING APPROACH AT ACCESS ROAD	1295.9'	+10	1323.3'	48'
422	NORTH EDGE OF EXISTING APPROACH AT HOWARD FLATS ROAD	1271.5'	+15	1323.8'	34'
424	SOUTH EDGE OF EXISTING APPROACH AT ACCESS ROAD	1292.8'	+10	1318.3'	35'
428	SOUTH EDGE OF FUTURE APPROACH AT ACCESS ROAD	1297.1'	+10	1337.4'	30'
431	NORTH EDGE OF FUTURE APPROACH AT HOWARD FLATS ROAD	1271.1'	+15	1323.3'	6'
433	EXISTING APPROACH CENTERLINE AT HOWARD FLATS ROAD	1293.7'	+15	1368.5'	74'
436	FUTURE APPROACH CENTERLINE AT ACCESS ROAD	1293.1'	+10	1323.4'	28'
444	NORTH EDGE OF ULTIMATE APPROACH AT HOWARD FLATS ROAD	1293.4'	+15	1322.7'	24'
445	SOUTH EDGE OF FUTURE APPROACH AT ACCESS ROAD	1293.7'	+10	1333.3'	40'



MODEL: WMM2020
MAGNETIC DECLINATION 15°0'E
JUNE 7, 2021
RATE OF CHANGE
0° 5' W PER YEAR

0 300 600
SCALE IN FEET

NOTES:
1. TRUE BEARINGS USED FOR RUNWAYS AND GEODETIC COORDINATES. ELEVATIONS PUBLISHED ARE BASED ON NAD83 NVD. CALCULATION CORPORATE EDITION BY WARGO2011.
2. DATE OF OBSTRUCTION FLIGHT WAS 10/15/17.
3. ALL FUTURE AND ULTIMATE TAX WAY WIDTHS ARE 25 UNLESS SHOWN OTHERWISE.
4. EXISTING RUNWAY 2-20 IS 2,600 FT LONG AT STA 0+00 AND 2,546.5 FT FROM RUNWAY CENTERLINE. FUTURE ULTIMATE RUNWAY 20 PAP-2 ELEVATION IS 1,234.4 FT (AT STA 22+47.5 FT), 230.46 FT FROM RUNWAY CENTERLINE. FUTURE ULTIMATE RUNWAY 2 PAP-2 IS LOCATED AT STA 0+00, 217.48 FT (R), 30.5 FT FROM RUNWAY CENTERLINE.
5. FUTURE ULTIMATE RUNWAY 20 RPZ'S ARE LOCATED AT STATION 255+40 FT, 244+40 (U), 70 FT FROM RUNWAY CENTERLINE. FUTURE ULTIMATE RUNWAY 2 RPZ'S ARE LOCATED AT STATION 19+60 FT (U), 7.1 FT FROM RUNWAY CENTERLINE.
6. TAX WAY A PROPERTY LINES INCLUDE TAX WAY DESIGN GROUP (TDG) 1 (F.R.A.) 5 FT.
7. TAX WAY A SHOULDER WIDTH = TAXWAY DESIGN GROUP (TDG) 1 (F.R.A.) 10 FT.
8. TAX WAY A OBJECT FREE AREA (TOFA) AIRPLANE DESIGN GROUP (ADG) 1 (F.R.A.) 131 FT (L).
9. TAX WAY OBJECT FREE AREA (TOFA) AIRPLANE DESIGN GROUP (ADG) 2 (F.R.A.) 186 FT (L).
10. TAX WAY HIRAIL SAFETY AREA (TSA) AIRPLANE DESIGN GROUP (ADG) 2 (F.R.A.) 49 FT (L).
11. RUNWAY IS OBJECT FREE AREA (ROFA) 79 FT (L).
12. ALL REVISIONS ARE FEET IN HEIGHT UNLESS OTHERWISE NOTED.
13. THE DEFINITION OF ROOF AND THE POINT BELOW WHICH RESTRICTIONS INFINITE OBJECT AREA GLIDE IN ONLY. OTHER HAZARDS MUST RECEIVE A NO-HAZARD DETERMINATION VIA FAA FORM 7460 FILING.
14. A HOR BE 1,4,8,5 SQUARE YARDS, (+) 33,466 SQUARE YARDS, (-) 23,513 SQUARE YARDS

LEGEND				
EXISTING	FUTURE SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				PAVEMENT TO BE REMOVED
				ROADWAY
				AIRPORT PROPERTY LINE
				AIRPORT PROPERTY EASEMENTS
				APPROACH SURFACE
				PART 77 APPROACH SURFACE
BRL	BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
ROFA	ROFA	ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RPZ	RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
				HIRAIL ON CALAMES
X	X	X	X	FENCE
				TREES (OTHER)
				LANDMARKS (PAP 7)
				LANDMARKS (OTHER)
				SUBTERRANEAN WINDCONE
				AIRPORT REFERENCE POINT (ARP)
				TSRF
				BEGINNING CONTOURS (2 INTERVAL)

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REVISION

REV	DATE	DESCRIPTION	BY	CHK'D
1		FAA COMMENTS		

FAA APPROVAL	SPONSOR APPROVAL
FEDERAL AVIATION ADMINISTRATION NORTHWEST MOUNTAIN REGION GRANTS & AIRPORTS DISTRICT OFFICE — DATE	CITY OF CHELAN (NAME TITLE) — DATE; CHELAN DOUGLAS REGIONAL PORT AUTHORITY (NAME TITLE) — DATE

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 DESCRIBED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

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DESIGN BY	DVC
CHECKED BY	DAL

CHECKING
ALL DIMENSIONS MUST BE VERIFIED BEFORE USE

LAKE CHELAN AIRPORT
CHELAN, WASHINGTON

AIRPORT LAYOUT PLAN

SHEET NUMBER:
AF-2