



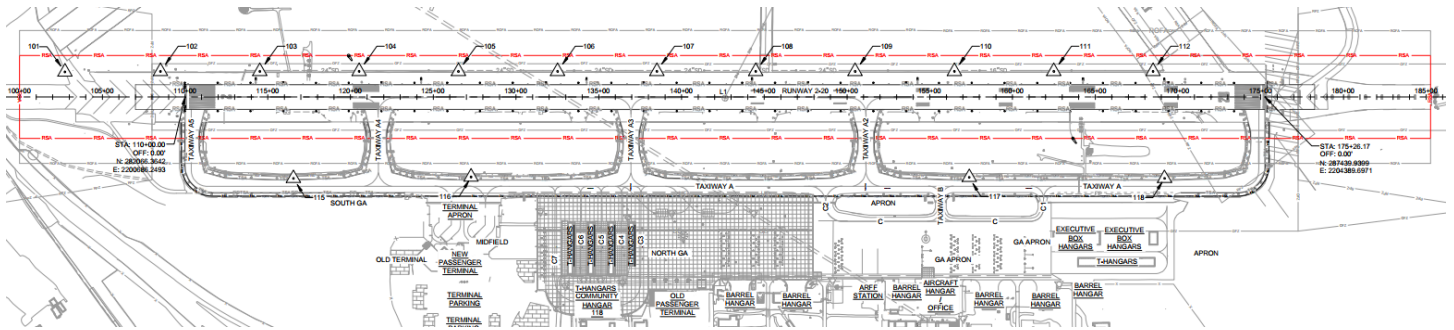
RUNWAY 2/20 RUNWAY SAFETY AREA (RSA) DRAINAGE & ELECTRICAL PROJECT

PROJECT

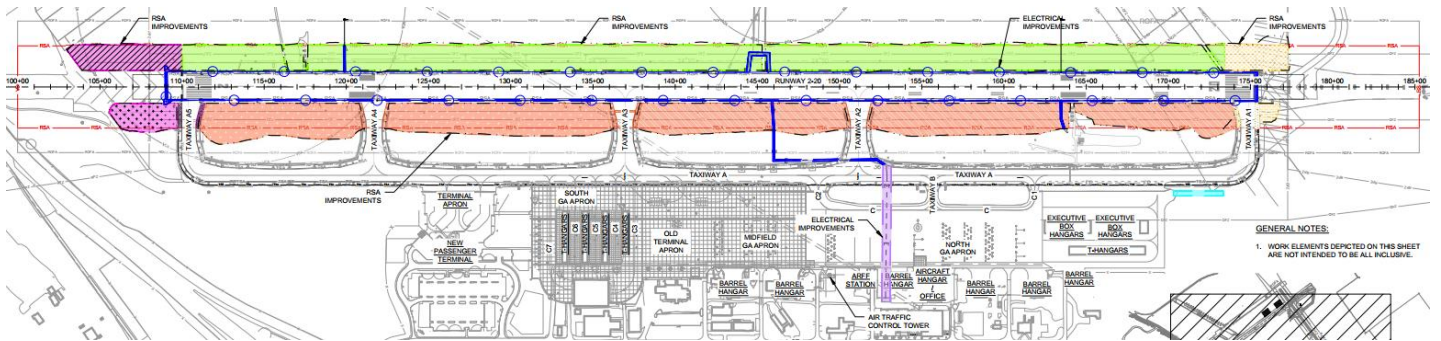
The project intends to construct drainage and electrical improvements in the Runway Safety Area. Project work includes: reduction in the airfield pavement shoulders, removal of 1940's concrete trench drain, replacement of drainage facilities, excavation and grading, and replacement of airfield lighting and signage infrastructure.

Runway Safety Area = 250 ft. from Runway Centerline
 1,000 ft. from Runway End Threshold

[Link to RSA Limits Plan Sheet](#)



[Link to Overall Work Areas](#)



CONTRACTOR

Nelson Construction Corporation

ENGINEER OF RECORD

Mead & Hunt Engineering

PROJECT COST

Project Budget: \$7,560,045

Funding Sources: FAA Discretionary Grant = \$6,321,590 / Airport Share = \$280,894 / WSDOT Grant = \$277,784

PLAN SHEETS

- [Work Area 1](#)
- [Work Area 2](#)
- [Work Area 3](#)
- [Work Area 4](#)
- [Work Area 5](#)
- [Work Area 5B](#)
- [Work Area 6](#)

SCHEDULE

2023 CONSTRUCTION SCHEDULE

MONDAY, SEPTEMBER 11, 2023 – TUESDAY, OCTOBER 31, 2023

Construction Work Hours

Monday – Friday between the hours of:

6:00 AM – 11:30 AM

2:30 PM – 6:00 PM

Construction Work Areas

Portion of Work Area 3

Portion of Work Area 4

NAVAID Effects

None for the 2023 Work Area

Winter Shut-Down: Wednesday, November 1, 2023 – Sunday, March 31, 2024

Commence Back Up: Monday, April 1, 2024 – Thursday, October 31, 2024

Winter Shut-Down: Friday, November 1, 2024 – Monday, March 31, 2025

Commence Back Up: Potential for 2025 Construction Work

PLEASE REVIEW NOTAMS PRIOR TO FLIGHT!

EFFECTS TO RUNWAY OPERATIONS AND NAVAIDS

Runway Operations

- For construction to occur in the Runway Safety Area AND to keep the runway open for most aircraft operations, Runway 2/20 will be reduced to aircraft operations of B-II Aircraft or smaller during the construction hours of 6 AM – 11:30 AM and 2:30 PM – 6:00 PM, Monday - Friday.

Table 1-1. Aircraft Approach Category (AAC)

AAC	V _{REF} /Approach Speed
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

Table 1-2. Airplane Design Group (ADG)

Group #	Tail Height	Wingspan
I	< 20 ft (< 6.1 m)	< 49 ft (< 14.9 m)
II	20 ft to < 30 ft (6.1 m to < 9.1 m)	49 ft to < 79 ft (14.9 m to < 24.1 m)
III	30 ft to < 45 ft (9.1 m to < 13.7 m)	79 ft to < 118 ft (24.1 m to < 36 m)
IV	45 ft to < 60 ft (13.7 m to < 18.3 m)	118 ft to < 171 ft (36 m to < 52 m)
V	60 ft to < 66 ft (18.3 m to < 20.1 m)	171 ft to < 214 ft (52 m to < 65 m)
VI	66 ft to < 80 ft (20.1 m to < 24.4 m)	214 ft to < 262 ft (65 m to < 80 m)

Examples of NO EFFECTS to Aircraft Operations During Construction Work Hours

Examples of B-II Aircraft or Smaller: Beech Bonanzas, Beech King Airs, Cessna Citation I, II, III, Cessna 150, 170, 172, Embraer 120, Gulfstream I, Learjet 28/29, Piper Cheyenne / Navajo, Pilatus PC12.

EXAMPLES of EFFECTS to Aircraft Operations During Construction Work Hours

Examples of B-III Aircraft or Larger: Bombardier Global Express, Embraer 175, Gulfstream II / III / IV / V.

B-III Aircraft or Larger may operate:

Monday – Friday: 11:30 AM – 2:30 PM
6:00 PM – 6:00 AM

Saturday & Sunday: No Restrictions

Navaid Impacts

Item/NAVAID	WA 1A	WA 1B	WA 1C
VOR/DME (FAA)	Deactivated	Deactivated	Deactivated
Localizer (FAA)	Deactivated	Deactivated	Deactivated
Glideslope (FAA)	No Impact	No Impact	No Impact
RW 2 PAPI (FAA)	No Impact	No Impact	No Impact
RW 20 MALSR (FAA)	No Impact	No Impact	No Impact
RW 20 PAPI (Airport)	No Impact	No Impact	No Impact
RW 2 REIL (Airport)	Deactivate / Protect	Deactivate / Protect	Deactivate / Protect
RW 2/20 HIRLS (Airport)	No Impact	No Impact	No Impact
RW 2 Threshold Lights	No Impact	No Impact	No Impact
RW 20 Threshold Lights	No Impact	No Impact	No Impact
RDR Signs	No Impact	No Impact	No Impact

Item/NAVAID	WA 2A	WA2B
VOR/DME (FAA)	Deactivated	No Impact
Localizer (FAA)	Deactivated	No Impact
Glideslope (FAA)	No Impact	Deactivated
RW 2 PAPI (FAA)	No Impact	No Impact
RW 20 MALSR (FAA)	No Impact	No Impact
RW 20 PAPI (Airport)	No Impact	Protect
RW 2 REIL (Airport)	No Impact	No Impact
RW 2/20 HIRLS (Airport)	No Impact	No Impact
RW 2 Threshold Lights	No Impact	No Impact
RW 20 Threshold Lights	No Impact	No Impact
RDR Signs	No Impact	No Impact

Item/NAVAID	WA 3A	WA3B
VOR/DME (FAA)	No Impact	No Impact
Localizer (FAA)	Deactivated	Deactivated
Glideslope (FAA)	Deactivated	Deactivated
RW 2 PAPI (FAA)	No Impact	No Impact
RW 20 MALSR (FAA)	No Impact	No Impact
RW 20 PAPI (Airport)	No Impact	No Impact
RW 2 REIL (Airport)	No Impact	No Impact
RW 2/20 HIRLS (Airport)	No Impact	No Impact
RW 2 Threshold Lights	No Impact	No Impact
RW 20 Threshold Lights	No Impact	No Impact
RDR Signs	No Impact	No Impact

Item/NAVAID	WA4
VOR/DME (FAA)	Deactivated
Localizer (FAA)	Deactivated
Glideslope (FAA)	No Impact
RW 2 PAPI (FAA)	Protect
RW 20 MALSR (FAA)	Deactivate / Protect
RW 20 PAPI (Airport)	No Impact
RW 2 REIL (Airport)	Deactivate / Protect
RW 2/20 HIRLS (Airport)	No Impact
RW 2 Threshold Lights	No Impact
RW 20 Threshold Lights	No Impact
RDR Signs	No Impact

Item/NAVAID	WA5A	WA5B
VOR/DME (FAA)	Deactivated	Deactivated
Localizer (FAA)	Deactivated	Deactivated
Glideslope (FAA)	Deactivated	Deactivated
RW 2 PAPI (FAA)	Deactivated	Deactivated
RW 20 MALSR (FAA)	No Impact	No Impact
RW 20 PAPI (Airport)	No Impact	Deactivated
RW 2 REIL (Airport)	No Impact	No Impact
RW 2/20 HIRLS (Airport)	Deactivated	Replacement
RW 2 Threshold Lights	Deactivated	No Impact
RW 20 Threshold Lights	Deactivated	No Impact
RDR Signs	Replacement	No Impact

Item/NAVAID	WA 6
VOR/DME (FAA)	No Impact
Localizer (FAA)	No Impact
Glideslope (FAA)	No Impact
RW 2 PAPI (FAA)	No Impact
RW 20 MALSR (FAA)	No Impact
RW 20 PAPI (Airport)	No Impact
RW 2 REIL (Airport)	No Impact
RW 2/20 HIRLS (Airport)	No Impact
RW 2 Threshold Lights	No Impact
RW 20 Threshold Lights	No Impact
RDR Signs	No Impact