



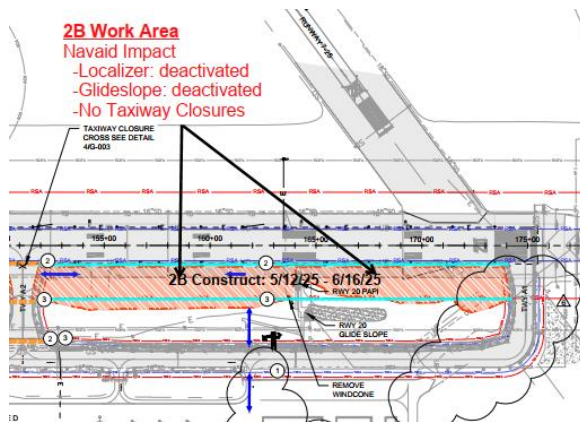
2025 CONTINUATION OF THE RUNWAY 2/20 SAFETY AREA (RSA) DRAINAGE & ELECTRICAL PROJECT

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 runway lighting and signage infrastructure.

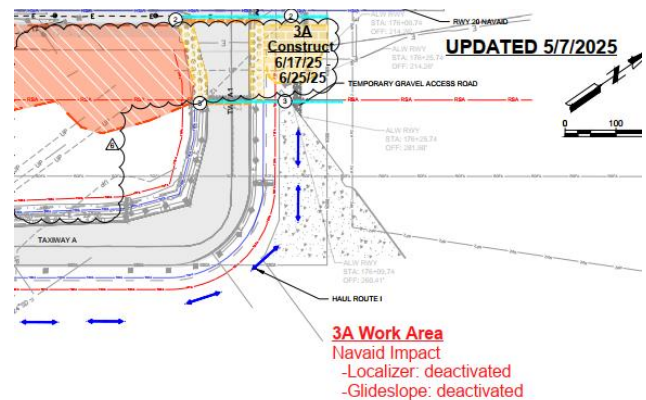
Runway Safety Area = 250 ft. from Runway Centerline & 1,000 ft. from Runway End Threshold

Link to Final Plan Sheets for 2B, 3A Work Areas

2B Work Area



3A Work Area



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

RUNWAY RESTRICTIONS

Runway will remain open and operational for most aircraft operations during construction.

- **NO RUNWAY RESTRICTIONS During Construction Hours for B-II Aircraft or Smaller:**

- 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.
 - B-II Aircraft or smaller

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

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)

- **RUNWAY RESTRICTIONS During Construction Hours for B-III Aircraft or Larger:**

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

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)

<u>Day(s)</u>	<u>Times WITH Rwy Restrictions</u>	<u>Times with NO Rwy Restrictions</u>
Monday – Friday	6:00 AM – 11:30 AM	11:30 AM – 2:30 PM
Monday – Friday	2:30 PM – 6:00 PM	6:00 PM – 6:00 AM
Saturday – Sunday	NO RESTRICTIONS	NO RESTRICTIONS

CONSTRUCTION SCHEDULE & NAVIGATIONAL AID IMPACTS

May 12 – June 16, 2025: 2B Work Area

(Subject to Change Due to Unforeseen Circumstances)

Plan Sheet: [2B Work Area](#)

TAXIWAY CLOSURES: NONE

NAVAID IMPACTS

<u>Item/NAVAID</u>	<u>WA2B</u>
VOR/DME (FAA)	No Impact
Localizer (FAA)	Deactivated
Glideslope (FAA)	Deactivated
RW 2 PAPI (FAA)	No Impact
RW 20 MALSR (FAA)	No Impact
RW 20 PAPI (Airport)	Protect
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

June 17 – June 25, 2025: 3A Work Area

(Subject to Change Due to Unforeseen Circumstances)

Plan Sheet: [3A Work Area](#)

TAXIWAY CLOSURES: NONE

NAVAID IMPACTS

<u>Item/NAVAID</u>	<u>WA 3A</u>
VOR/DME (FAA)	No Impact
Localizer (FAA)	Deactivated
Glideslope (FAA)	Deactivated
RW 2 PAPI (FAA)	No Impact
RW 20 MALSR (FAA)	Protect
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	Protect
RDR Signs	No Impact

BE SURE TO CHECK [NOTAMS](#) FOR UP-TO-DATE INFO!