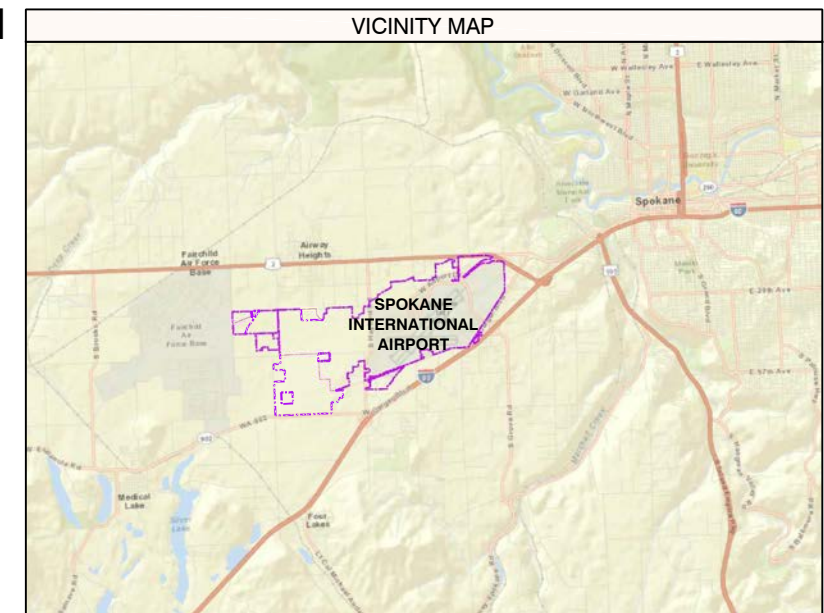
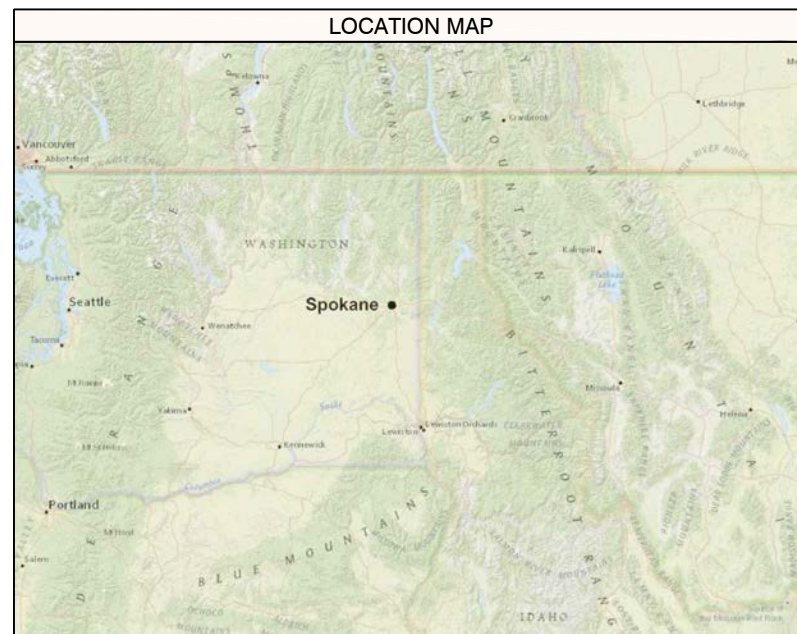


Spokane International Airport Airport Layout Plan

**Spokane, Washington Airport Board
May 2018**

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4. AIRPORT DATA SHEET
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14. SOUTH AREA BUILDING PLAN
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16. EXHIBIT 'A' PROPERTY MAP DATA
17. AIRPORT NOISE CONTOURS

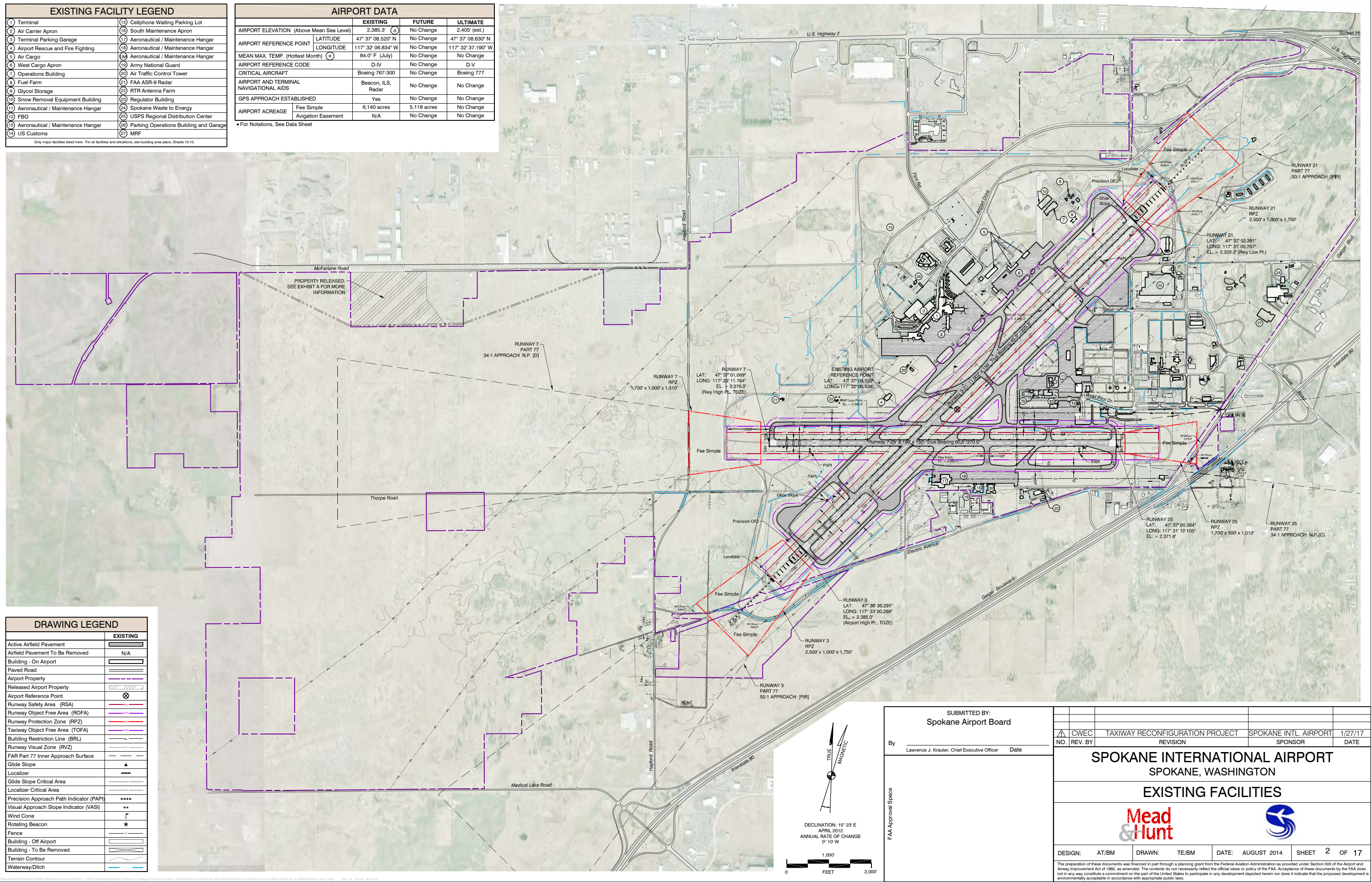


EXISTING FACILITY LEGEND	
1 Terminal	15 Cellphone Waiting Parking Lot
2 Air Carrier Apron	16 South Maintenance Apron
3 Terminal Parking Garage	17 Aeronautical / Maintenance Hangar
4 Airport Rescue and Fire Fighting	18 Aeronautical / Maintenance Hangar
5 Air Cargo	19 Aeronautical / Maintenance Hangar
6 West Cargo Apron	20 Army National Guard
7 Operations Building	21 Air Traffic Control Tower
8 Fuel Farm	22 FAA ASR-9 Radar
9 Glycol Storage	23 RTR Antenna Farm
10 Snow Removal Equipment Building	24 Regulator Building
11 Aeronautical / Maintenance Hangar	25 Spokane Waste to Energy
12 FBO	26 USPS Regional Distribution Center
13 Aeronautical / Maintenance Hangar	27 Parking Operations Building and Garage
14 US Customs	27 MRF

Only major facilities listed here. For all facilities and elevations, see building area plans, Sheets 13-15.

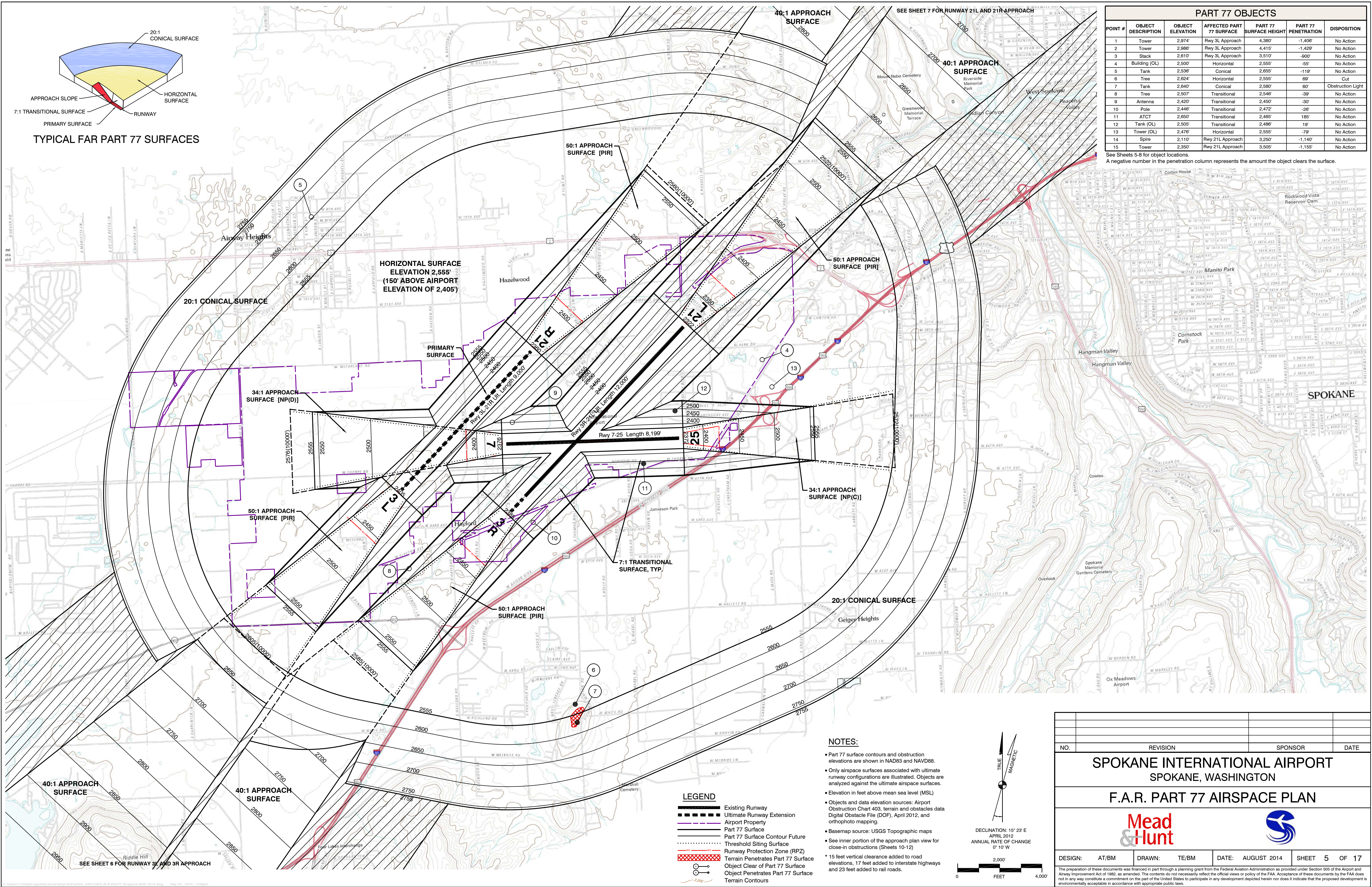
AIRPORT DATA				
		EXISTING	FUTURE	ULTIMATE
AIRPORT ELEVATION (Above Mean Sea Level)		2,385.3' (a)	No Change	2,405' (est.)
AIRPORT REFERENCE POINT	LATITUDE	47° 37' 08.520" N	No Change	47° 37' 08.630" N
	LONGITUDE	117° 32' 06.834" W	No Change	117° 32' 37.190" W
MEAN MAX. TEMP. (Hottest Month) (e)		84.0° 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



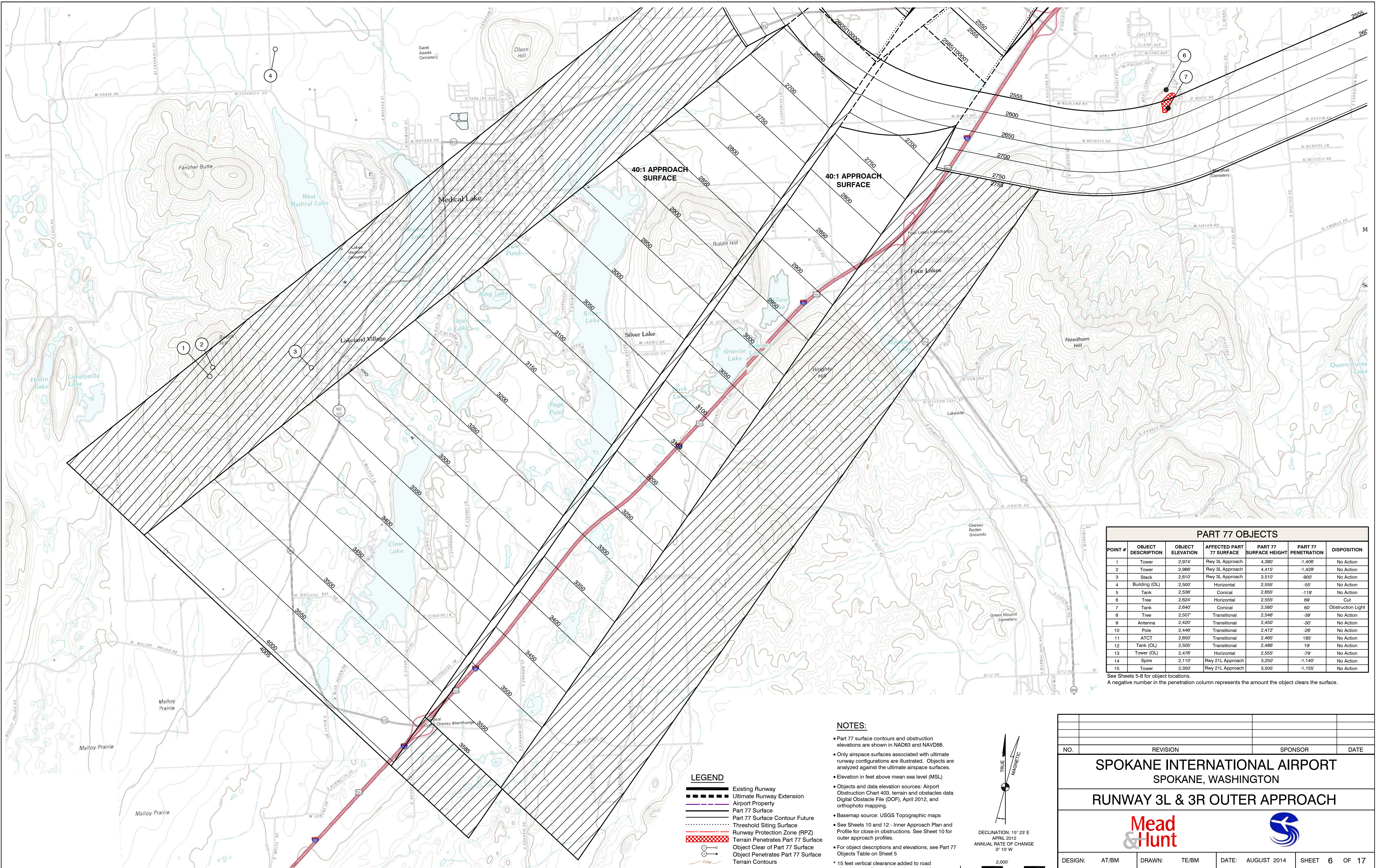
DRAWING LEGEND	
	EXISTING
Active Airfield Pavement	
Airfield Pavement To Be Removed	N/A
Building - On Airport	
Paved Road	
Airport Property	
Released Airport Property	
Airport Reference Point	
Runway Safety Area (RSA)	
Runway Object Free Area (ROFA)	
Runway Protection Zone (RPZ)	
Taxiway Object Free 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	

SUBMITTED BY: Spokane Airport Board						
By	_____	Δ	CWEC	TAXIWAY RECONFIGURATION PROJECT	SPOKANE INTL. AIRPORT	1/27/17
	Lawrence J. Krauter, Chief Executive Officer	NO.	REV. BY	REVISION	SPONSOR	DATE
FAA Approval Space		SPOKANE INTERNATIONAL AIRPORT SPOKANE, WASHINGTON				
		EXISTING FACILITIES				
						
	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.						



NO.	REVISION	SPONSOR	DATE
SPOKANE INTERNATIONAL AIRPORT SPOKANE, WASHINGTON			
F.A.R. PART 77 AIRSPACE PLAN			
DESIGN:	AT/BM	DRAWN:	TE/BM
DATE:	AUGUST 2014	SHEET	5 OF 17

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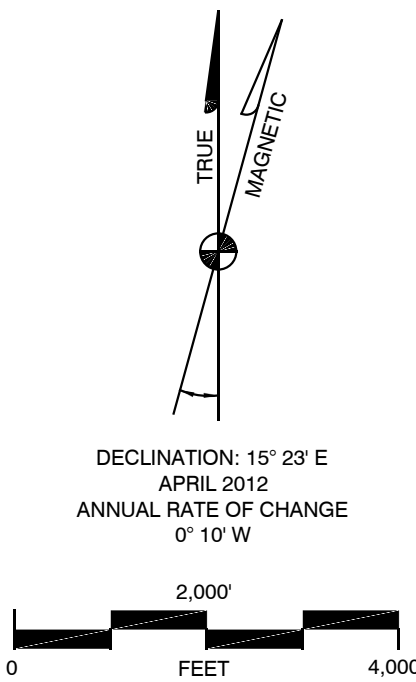


PART 77 OBJECTS						
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	DISPOSITION
1	Tower	2,974'	Rwy 3L Approach	4,380'	-1,406'	No Action
2	Tower	2,986'	Rwy 3L Approach	4,415'	-1,429'	No Action
3	Stack	2,610'	Rwy 3L Approach	3,610'	-900'	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

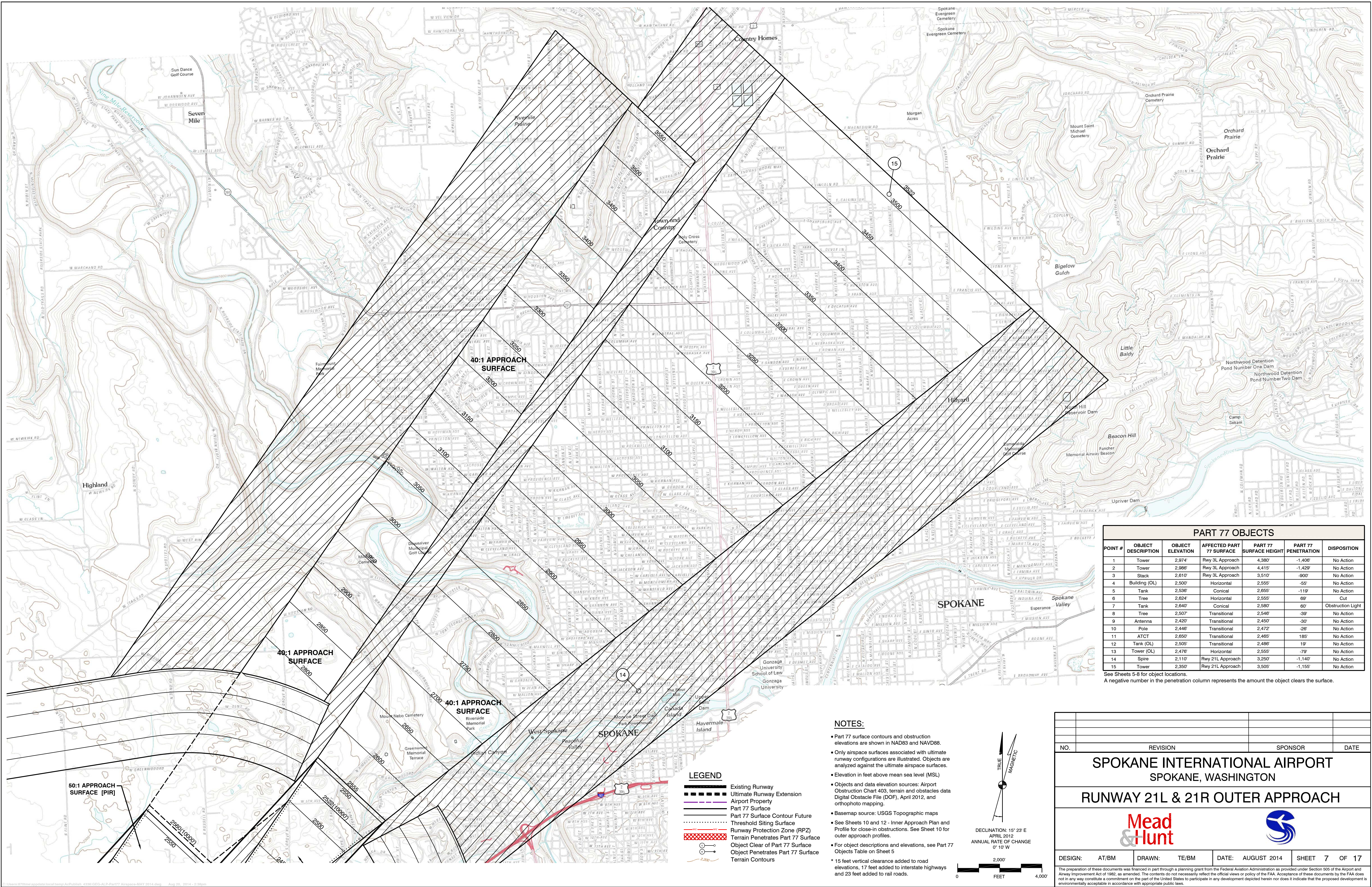
See Sheets 5-8 for object locations.
A negative number in the penetration column represents the amount the object clears the surface.

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.



NO.	REVISION	SPONSOR	DATE
SPOKANE INTERNATIONAL AIRPORT SPOKANE, WASHINGTON			
RUNWAY 3L & 3R OUTER APPROACH			
 			
DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 6 OF 17
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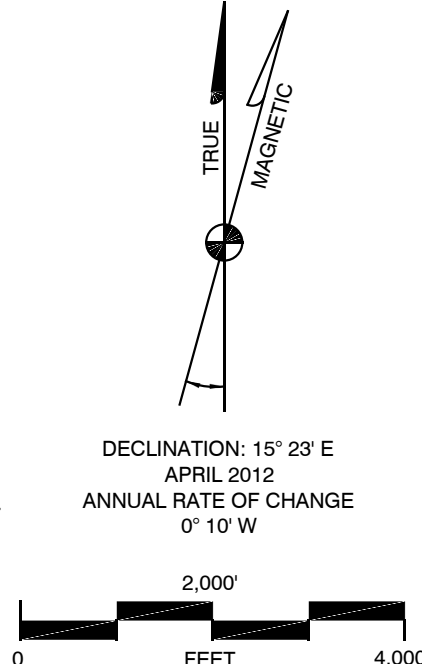


PART 77 OBJECTS						
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	DISPOSITION
1	Tower	2,974'	Rwy 3L Approach	4,380'	-1,406'	No Action
2	Tower	2,986'	Rwy 3L Approach	4,415'	-1,429'	No Action
3	Stack	2,610'	Rwy 3L Approach	3,510'	-900'	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.

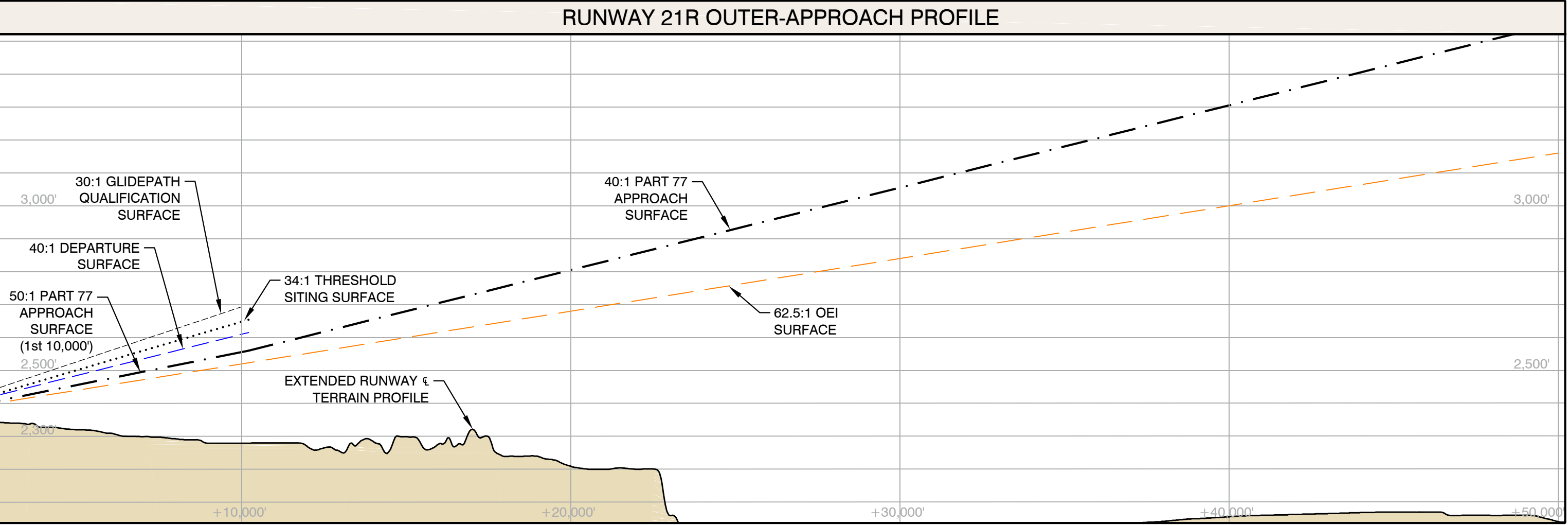
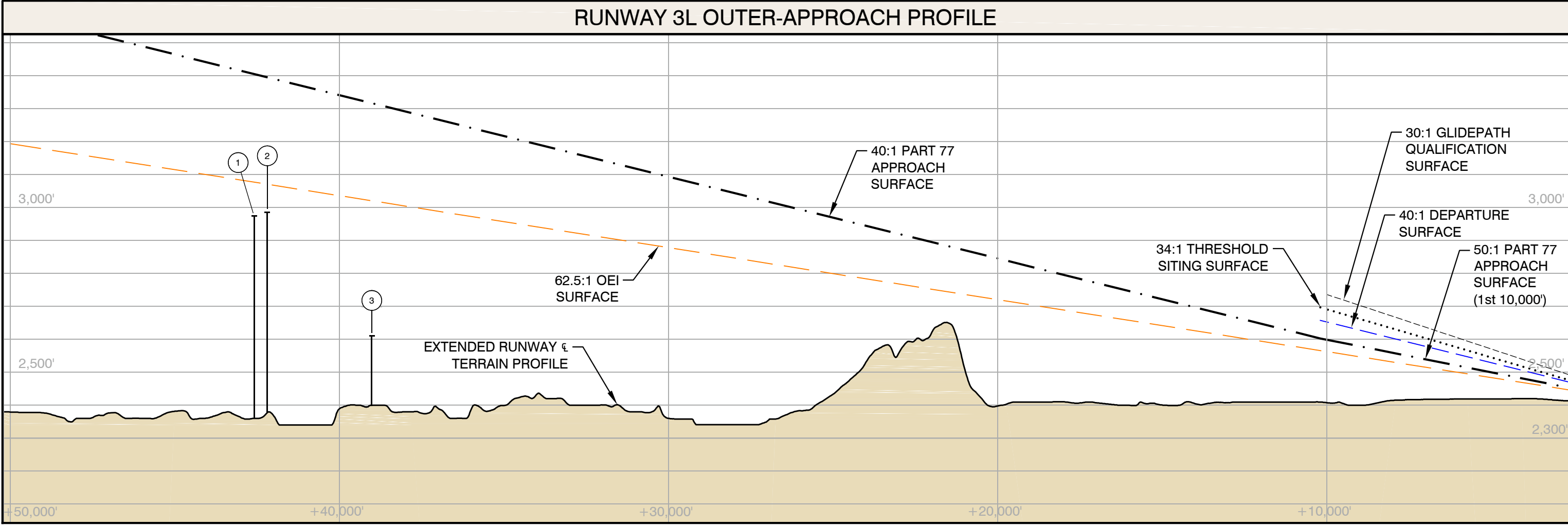
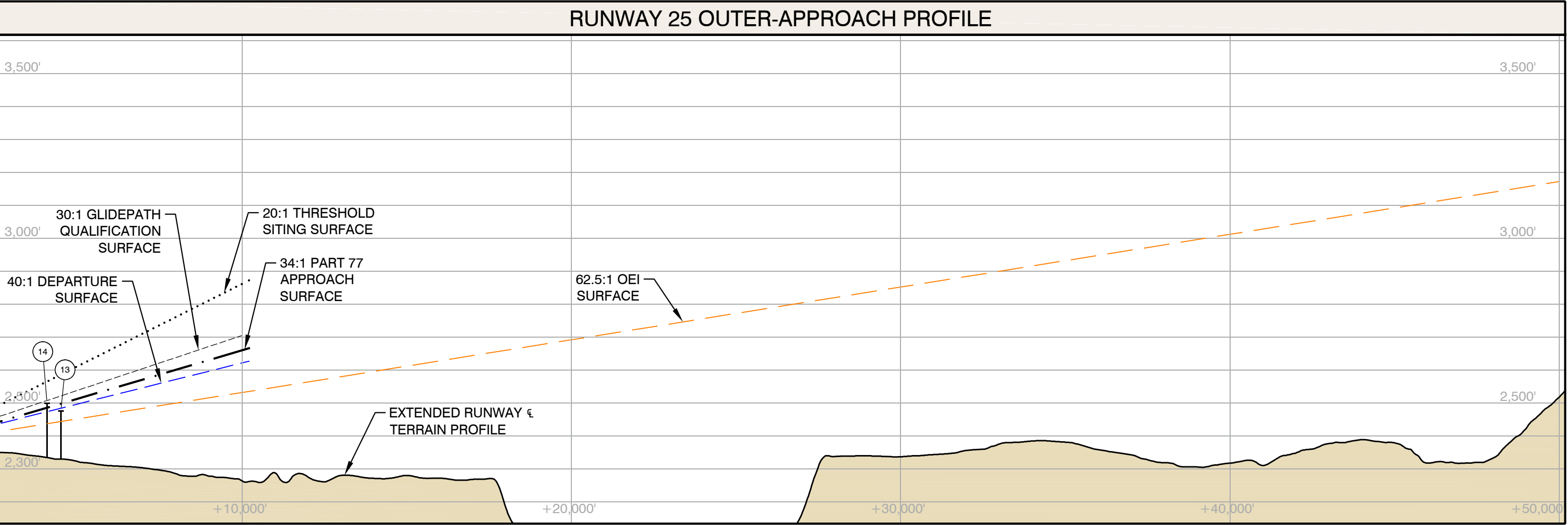
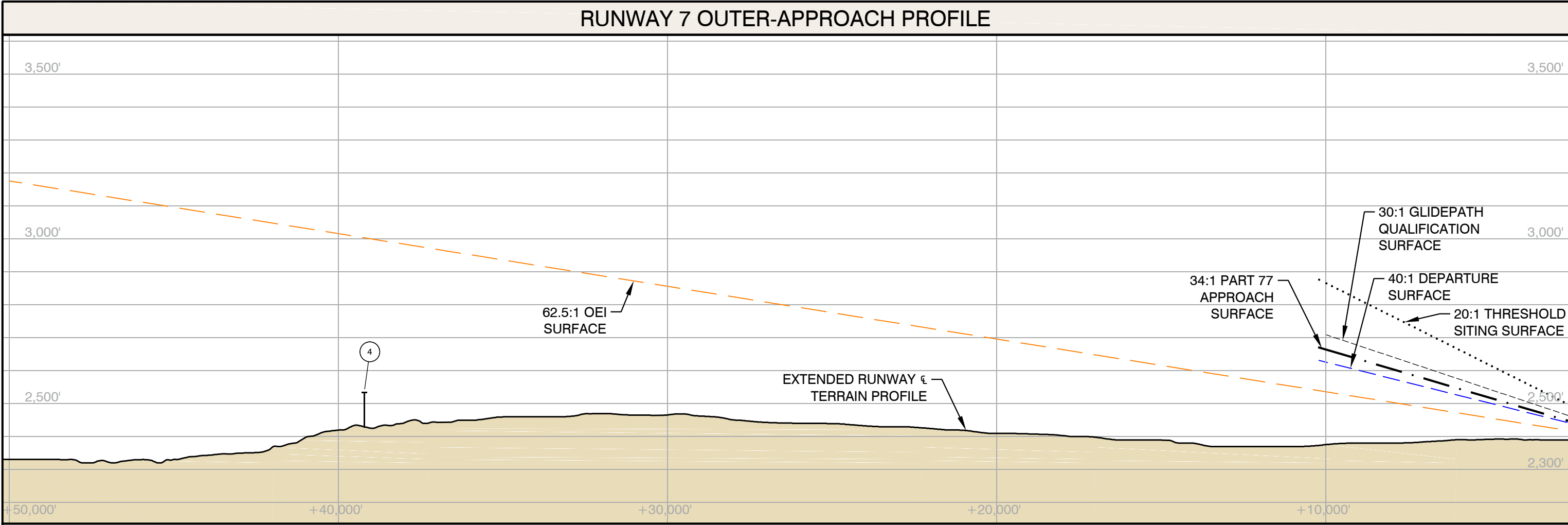
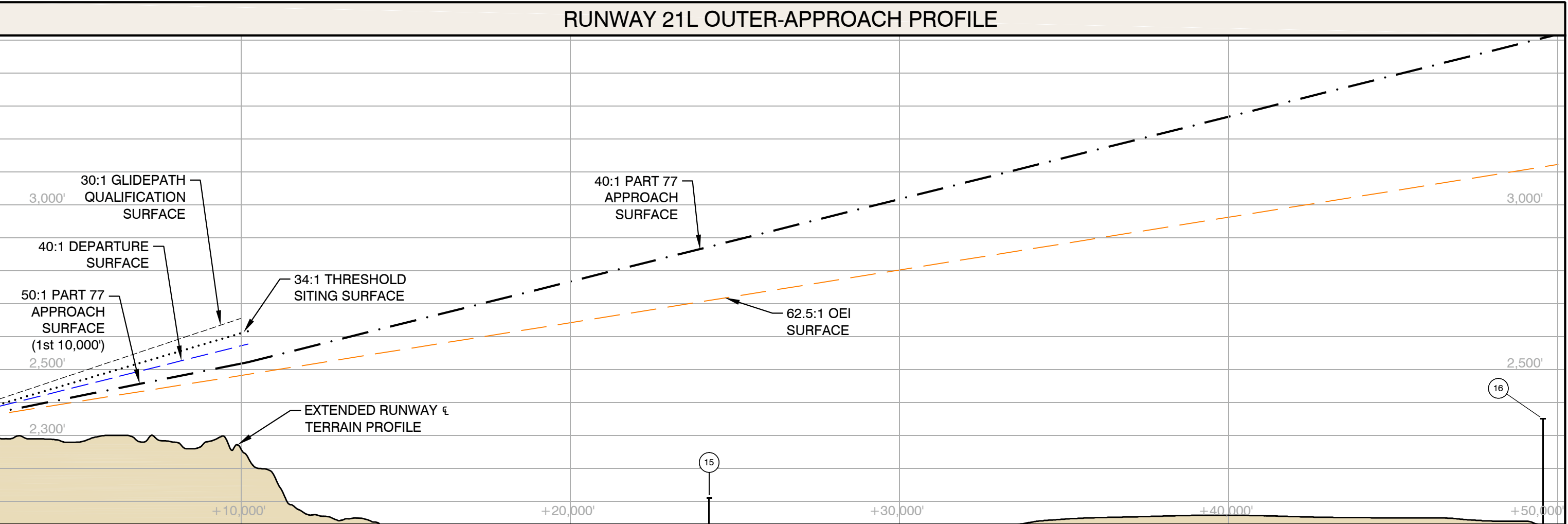
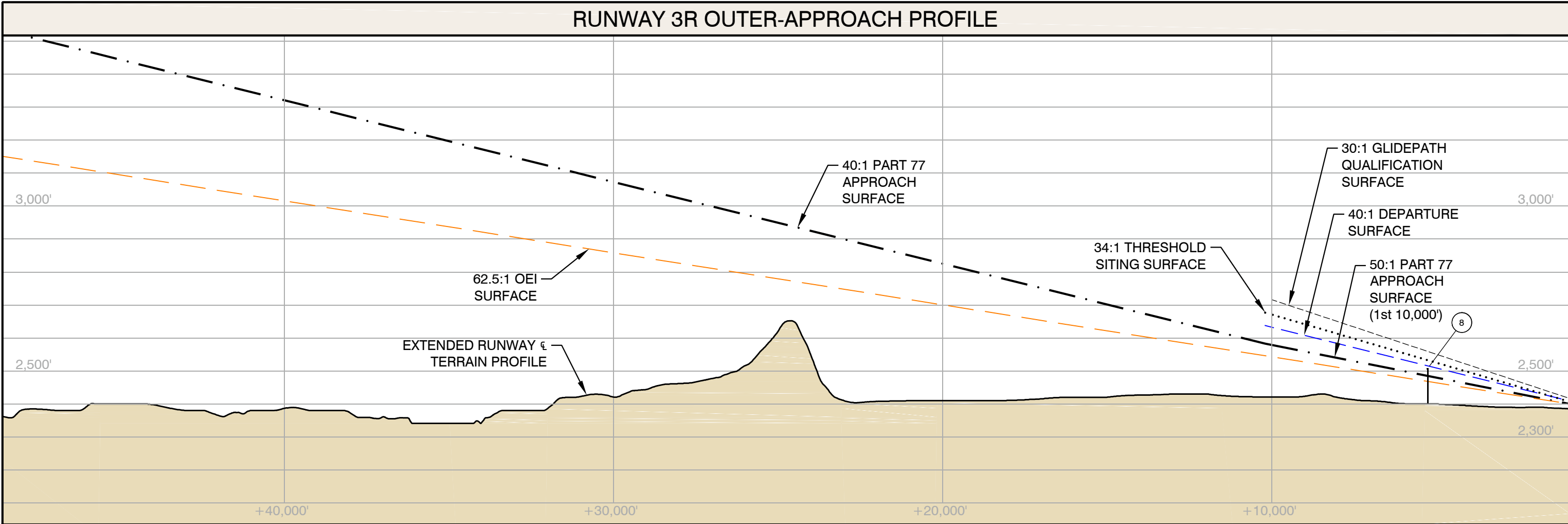
NOTES:

- 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.
- Base map 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 Object 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.



NO.	REVISION	SPONSOR	DATE
SPOKANE INTERNATIONAL AIRPORT SPOKANE, WASHINGTON			
RUNWAY 21L & 21R OUTER APPROACH			
 			
DESIGN:	AT/BM	DRAWN:	TE/BM
DATE:	AUGUST 2014	SHEET	7 OF 17

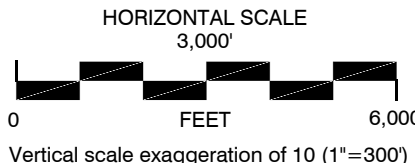
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- LEGEND**
- Airport Property
 - Part 77 Approach Surface
 - Threshold Siting Surface
 - Glidepath Qualification Surface
 - Departure Surface
 - One Engine Inoperable Surface

NOTES:

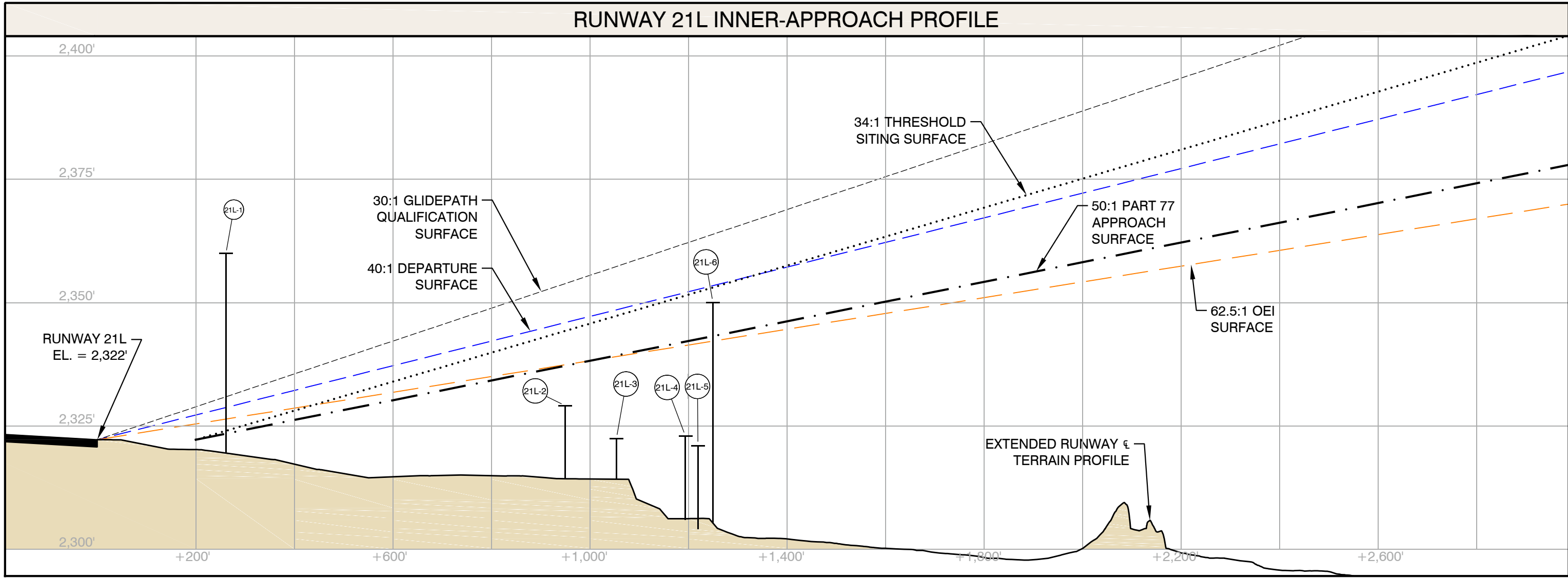
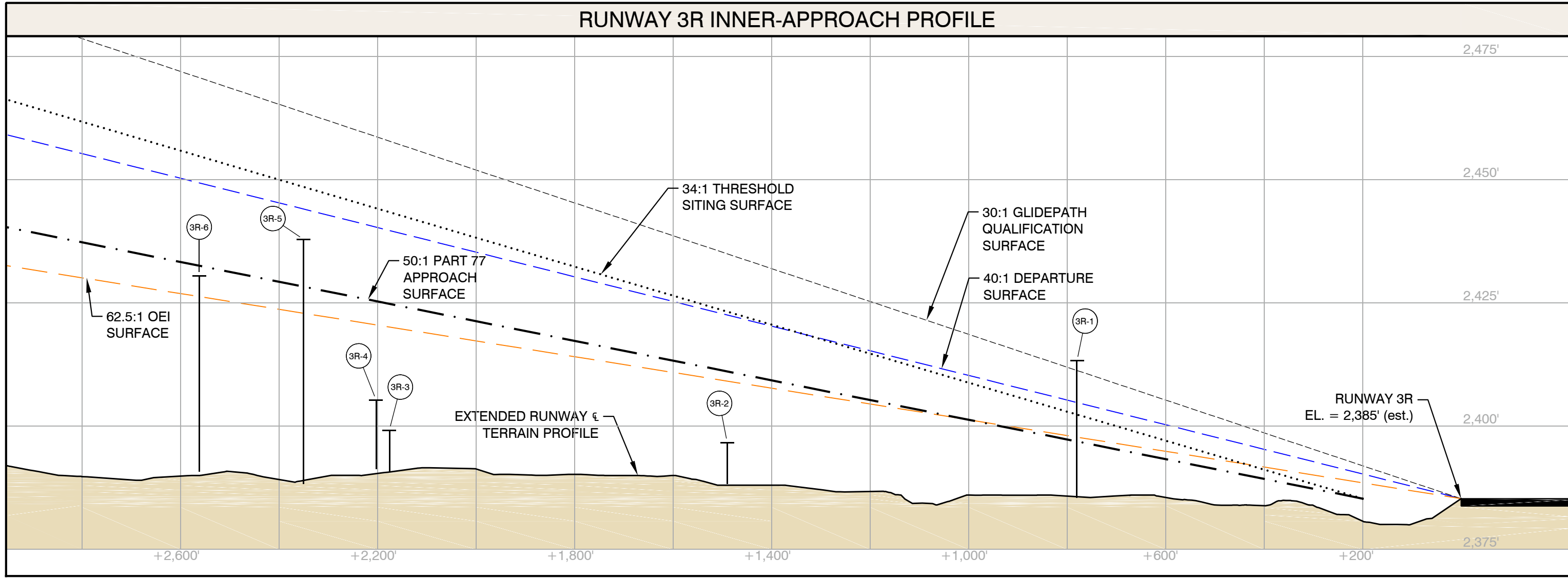
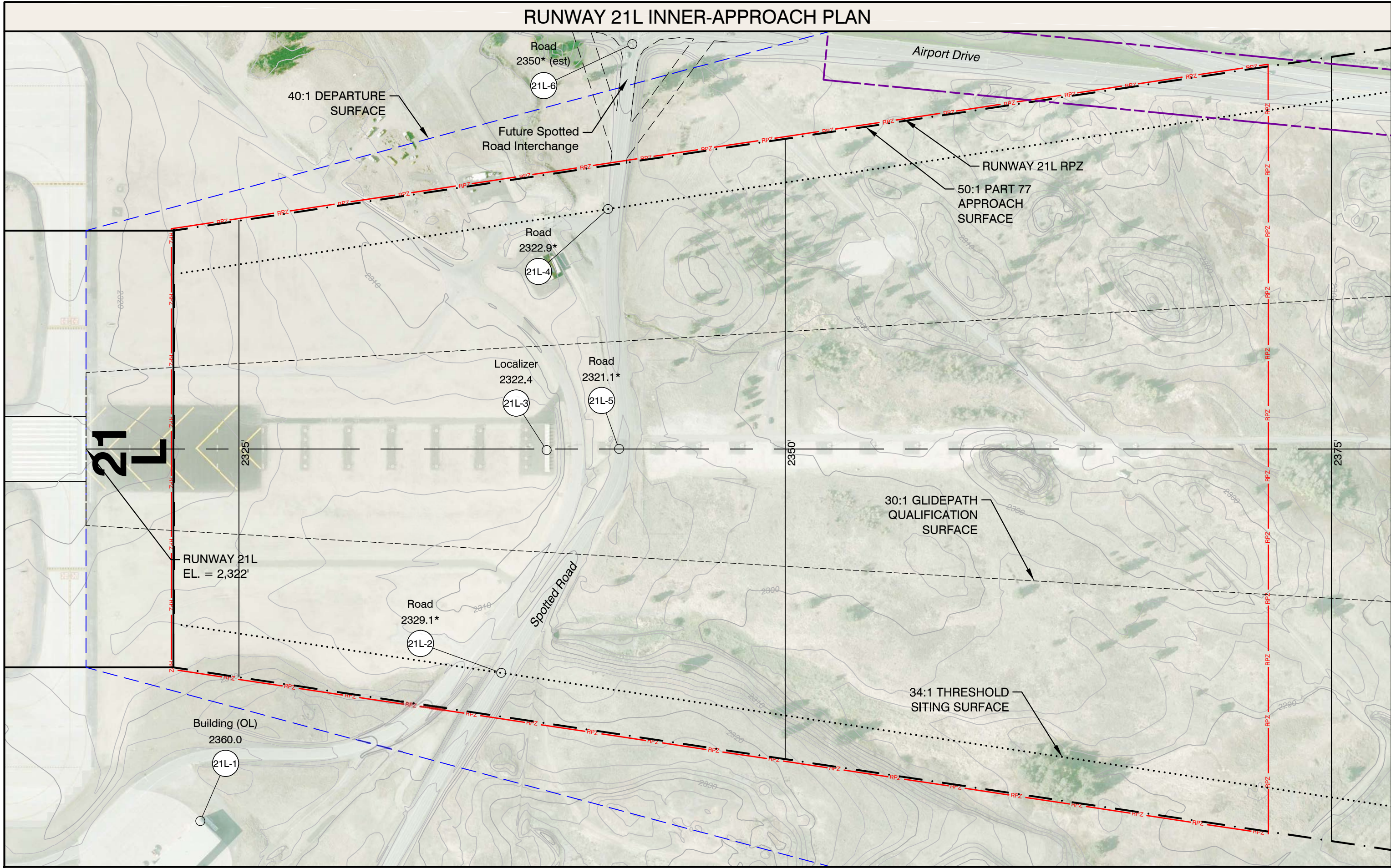
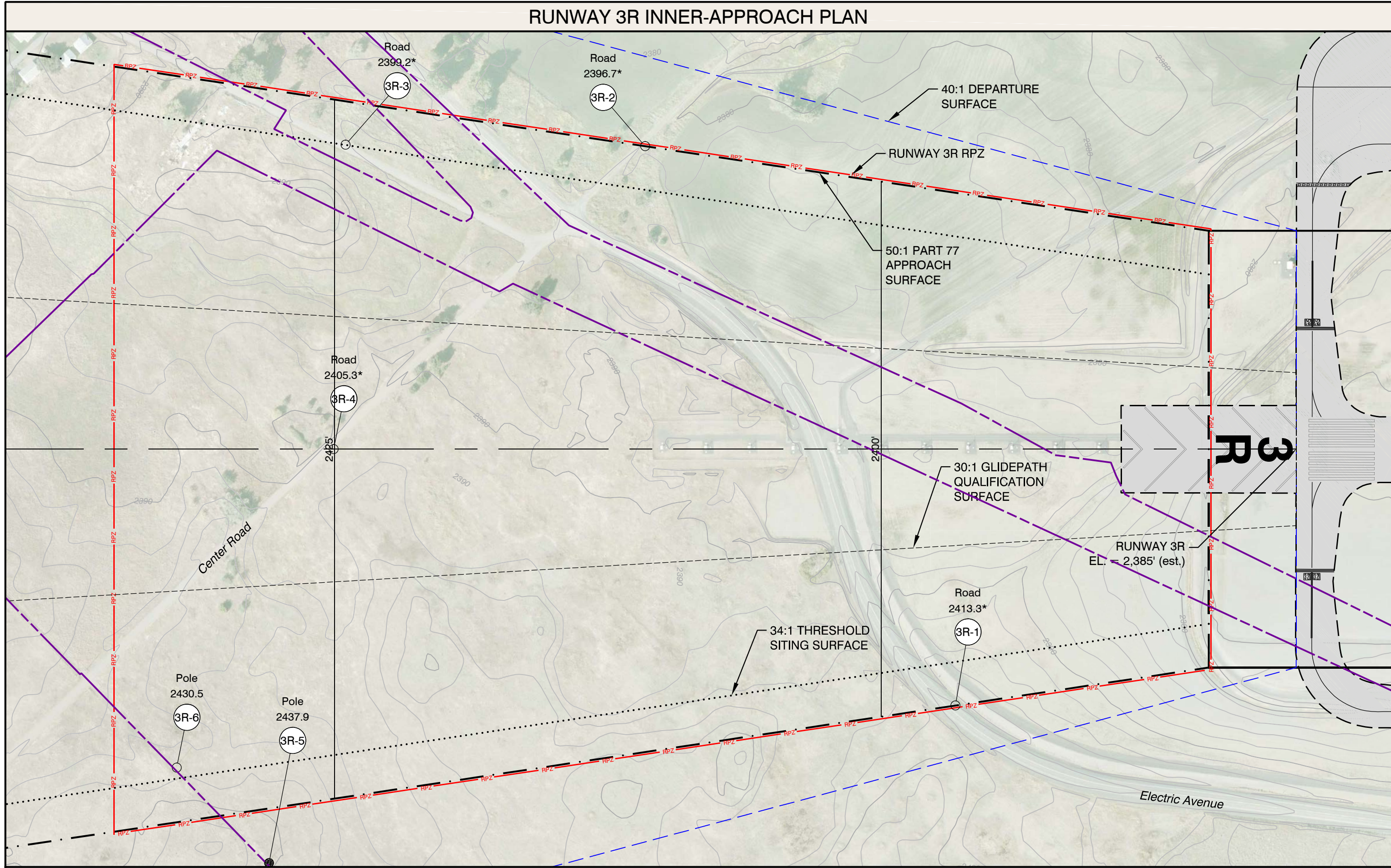
- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
- See Sheets 9-11 for Inner Approach Plan and Profiles detailing close-in objects and obstructions
- Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against 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.



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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6	Tree	2,624'	Horizontal	2,555'	69'	Cut
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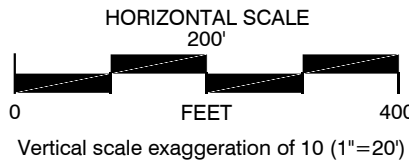
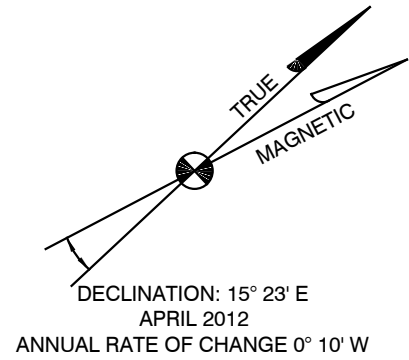
See Sheets 5-8 for object locations.
A negative number in the penetration column represents the amount the object clears the surface.

NO.	REVISION	SPONSOR	DATE
SPOKANE INTERNATIONAL AIRPORT SPOKANE, WASHINGTON			
OUTER APPROACH PROFILES			
			
DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 8 OF 17
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- LEGEND**
- Airport Property
 - Part 77 Approach Surface
 - Part 77 Approach Surface Contour
 - Threshold Siting Surface
 - Glidepath Qualification Surface
 - Departure Surface
 - One Engine Inoperable Surface
 - Runway Protection Zone (RPZ)
 - Object Clear of Part 77 Surface
 - Object Penetrates Part 77 Surface

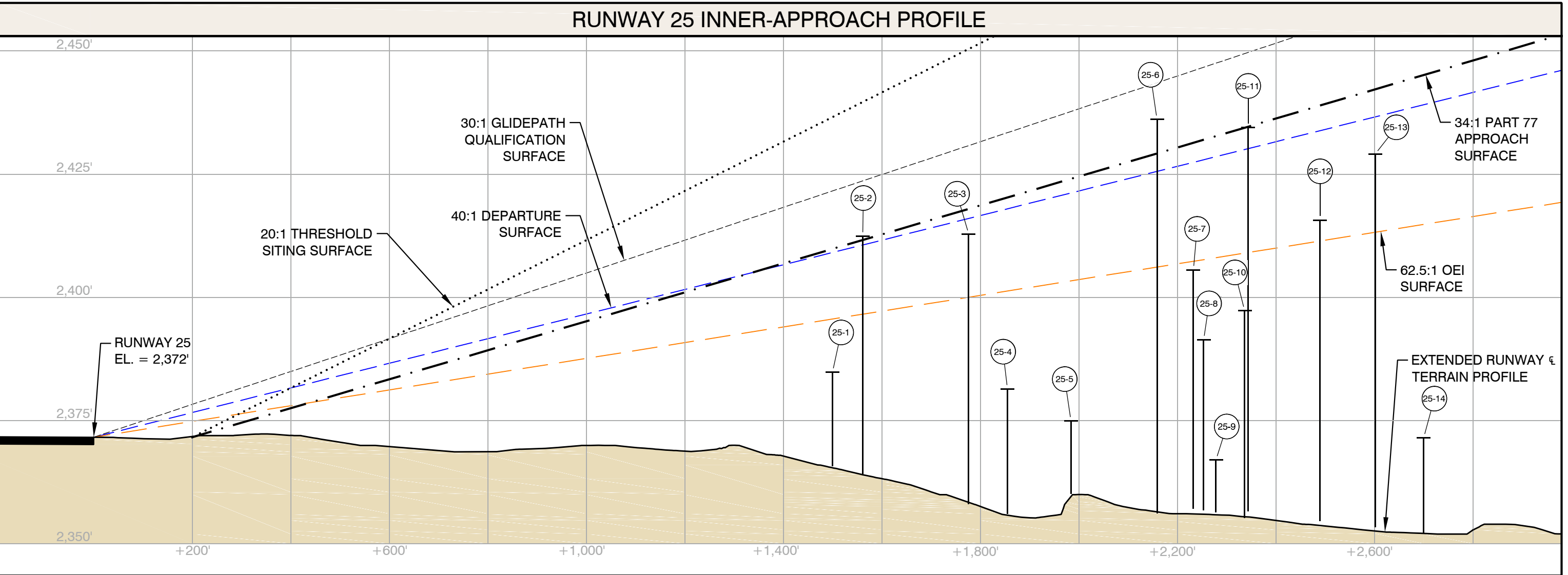
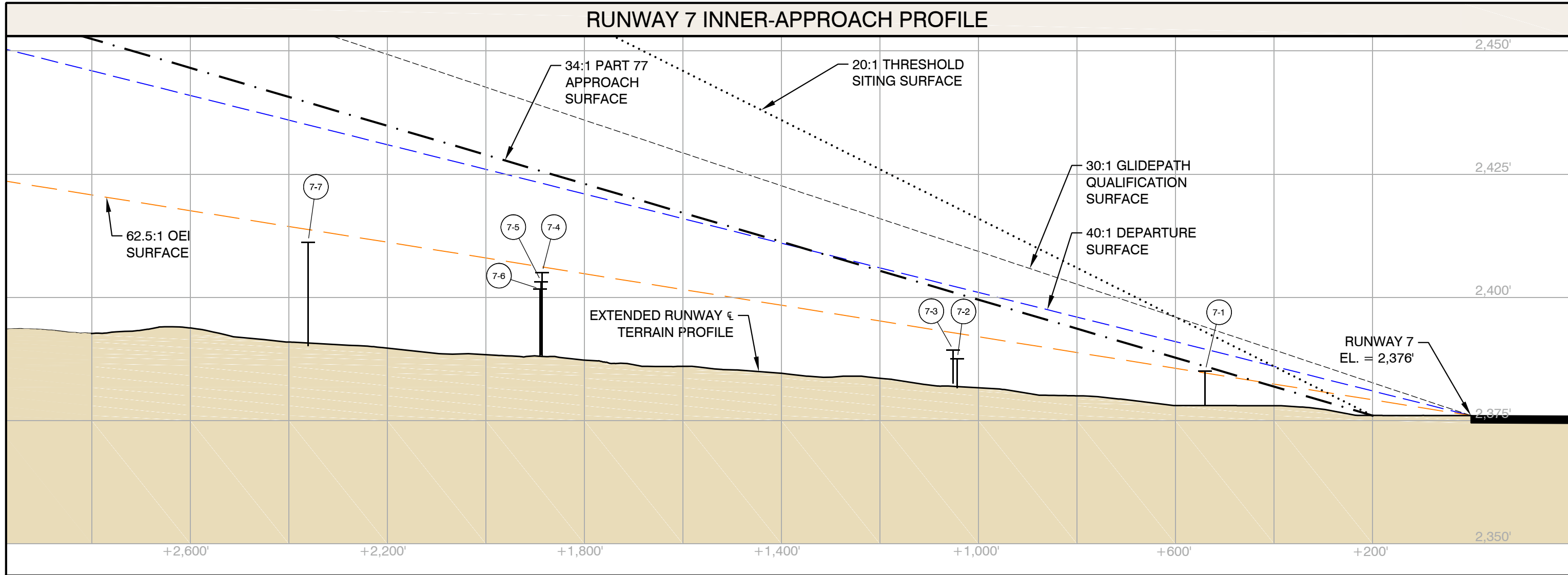
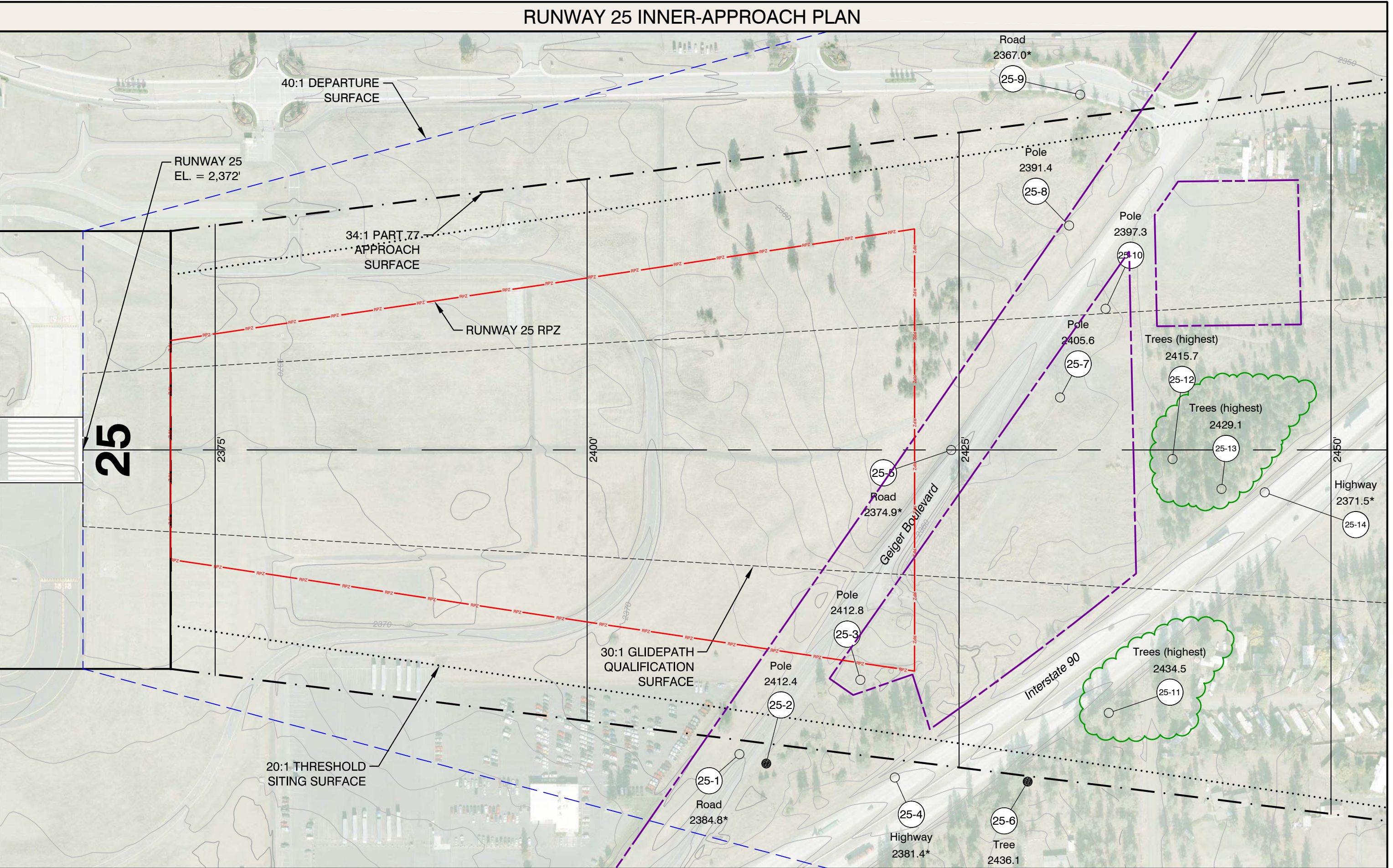
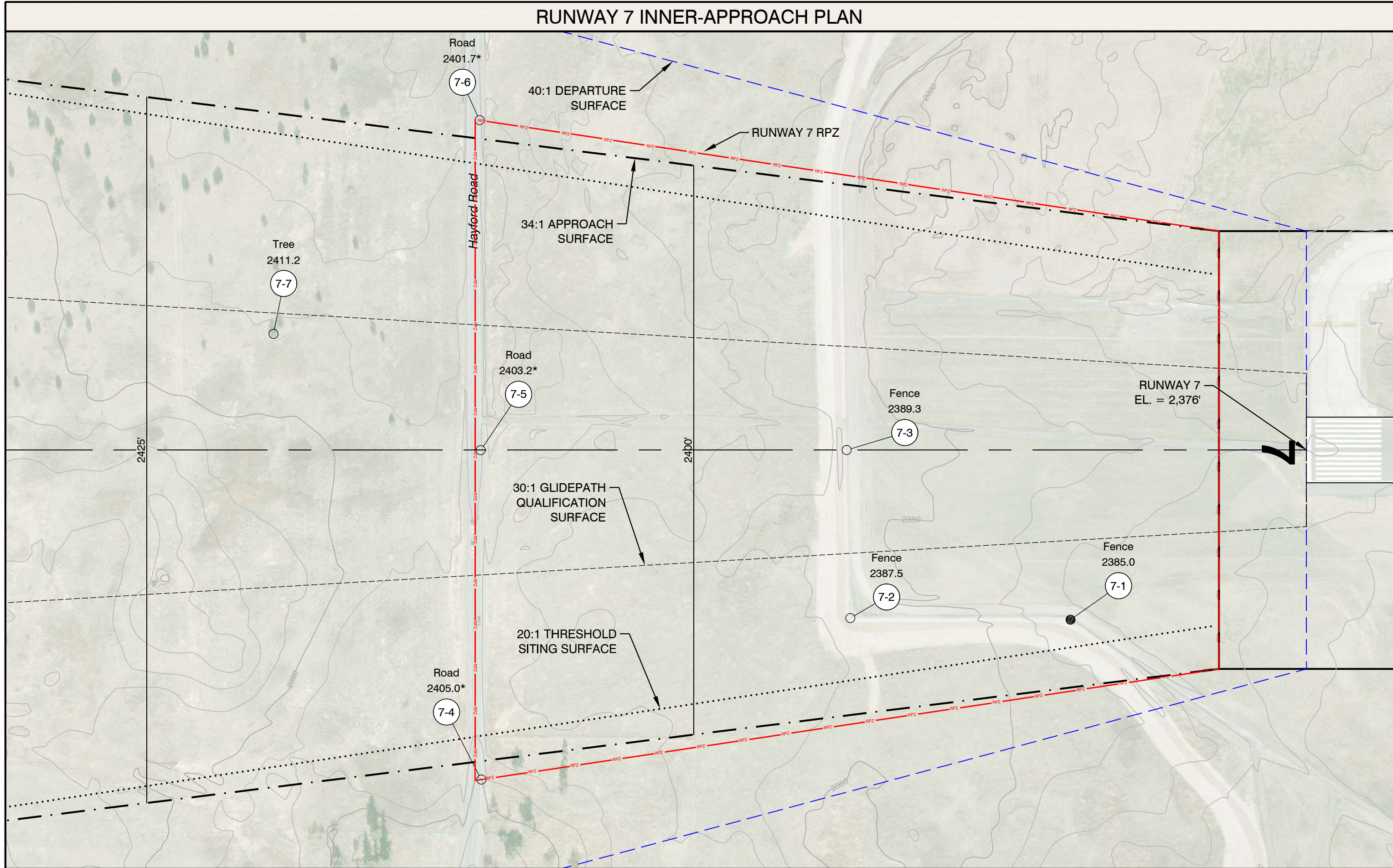
- NOTES:**
- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
 - Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
 - Elevations in feet above mean sea level (MSL).
 - Objects 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, 3D 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.



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'	2,446.2'	-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

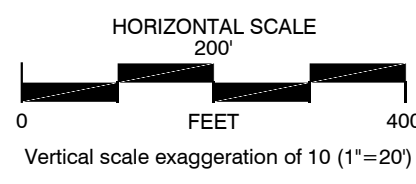
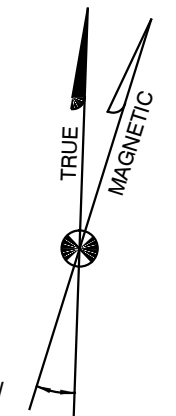
RUNWAY 21L OBJECTS									
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	40:1 DEPARTURE SURFACE HEIGHT	40:1 DEPARTURE SURFACE PENETRATION	DISPOSITION
21L-1	Building (OL)	2,360.0'	2,371.0'	-11.0'	N/A	N/A	N/A	N/A	No Action
21L-2	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			
 			
DESIGN:	AT/BM	DRAWN:	TE/BM
DATE:	AUGUST 2014	SHEET	9 OF 17
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- 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
 - - - Runway Protection Zone (RPZ)
 - Object Clear of Part 77 Surface
 - Object Penetrates Part 77 Surface

- 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.



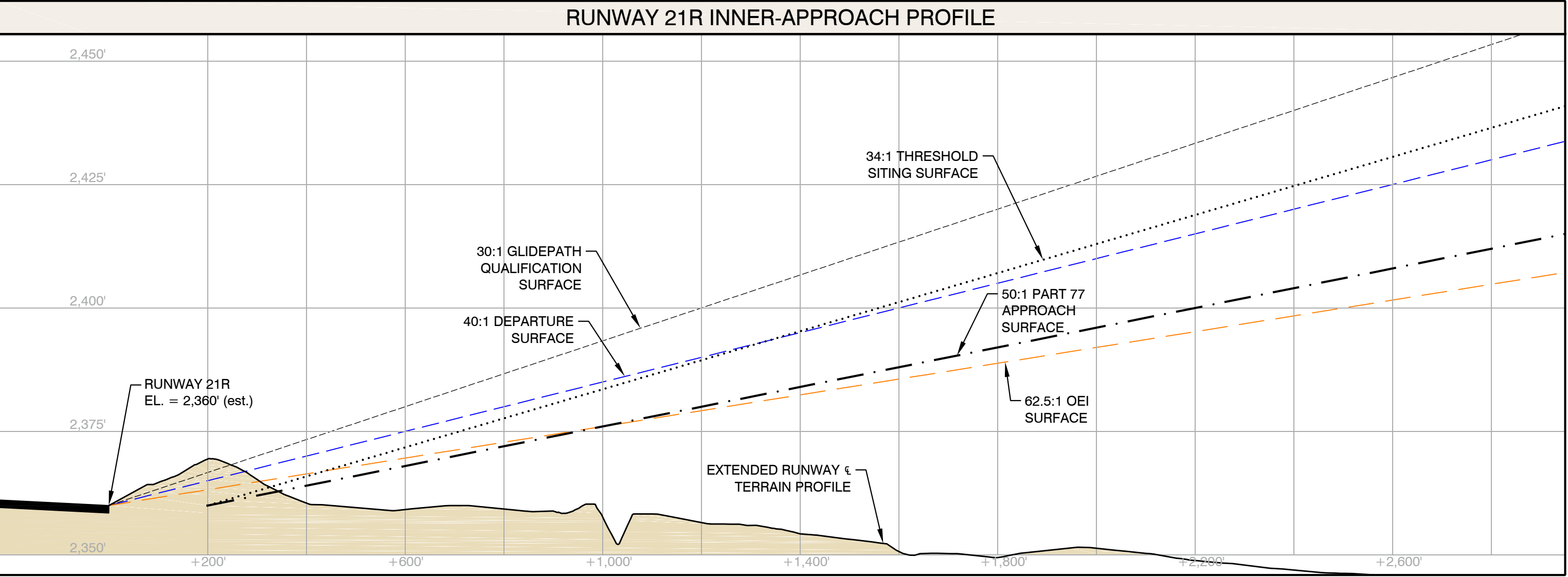
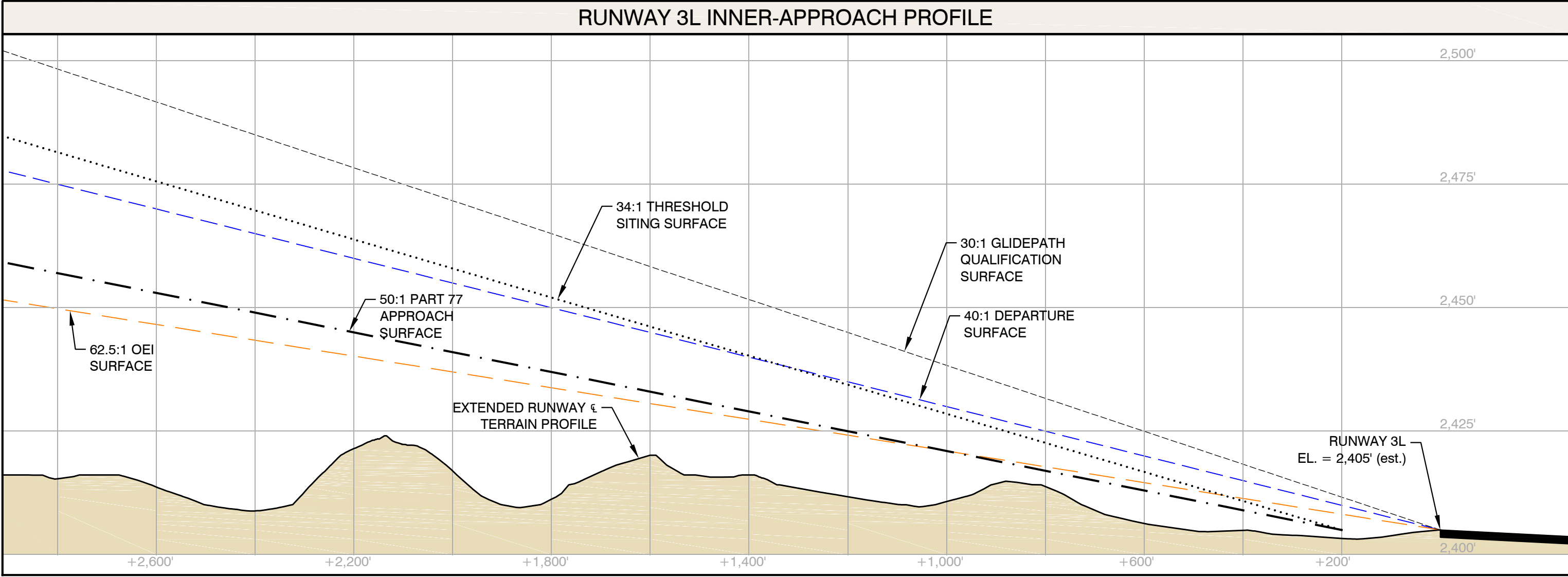
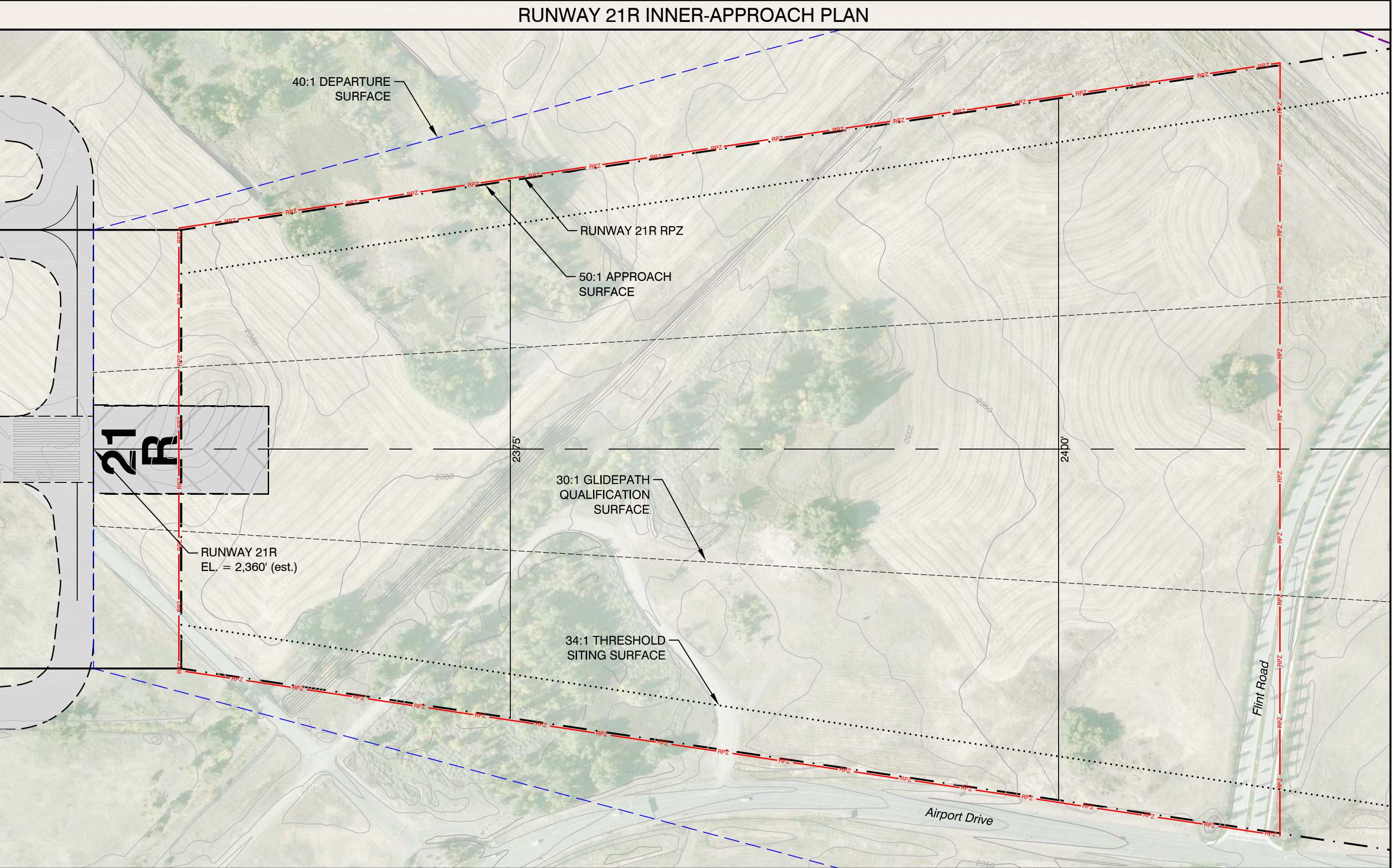
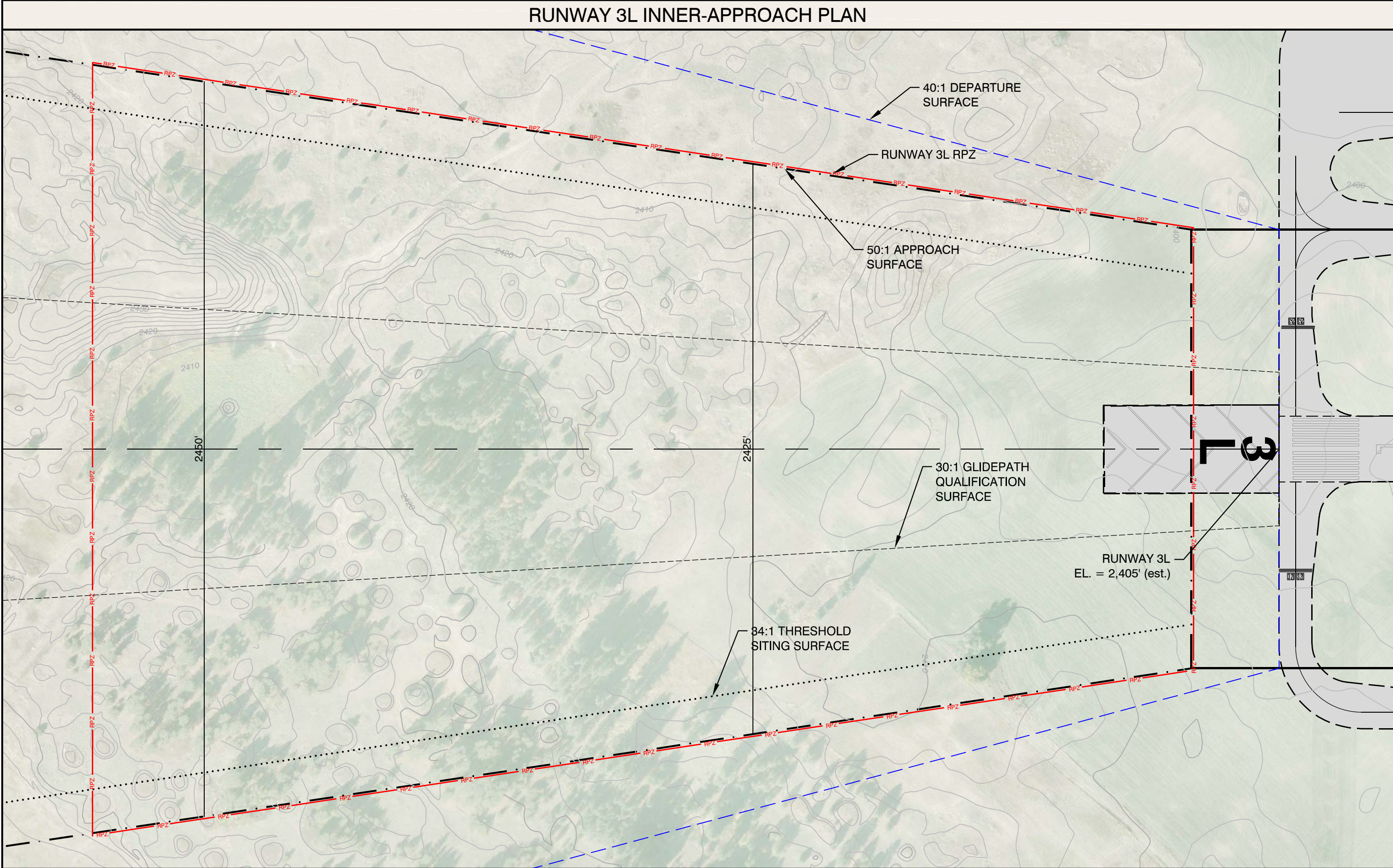
DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE 0° 10' W

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'	2,425.8'	-20.8'	2,423.1'	-18.1'	No Action
7-5	Road*	2,403.2'	2,409.7'	-6.5'	2,425.9'	-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'	2,424.3'	-49.8'	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

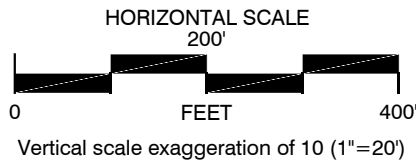
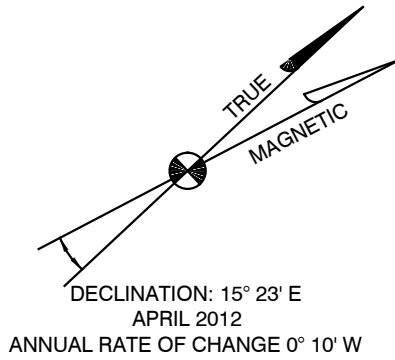
NO.	REVISION	SPONSOR	DATE
SPOKANE INTERNATIONAL AIRPORT SPOKANE, WASHINGTON			
RUNWAY 7-25 INNER APPROACH			
DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 10 OF 17

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.



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

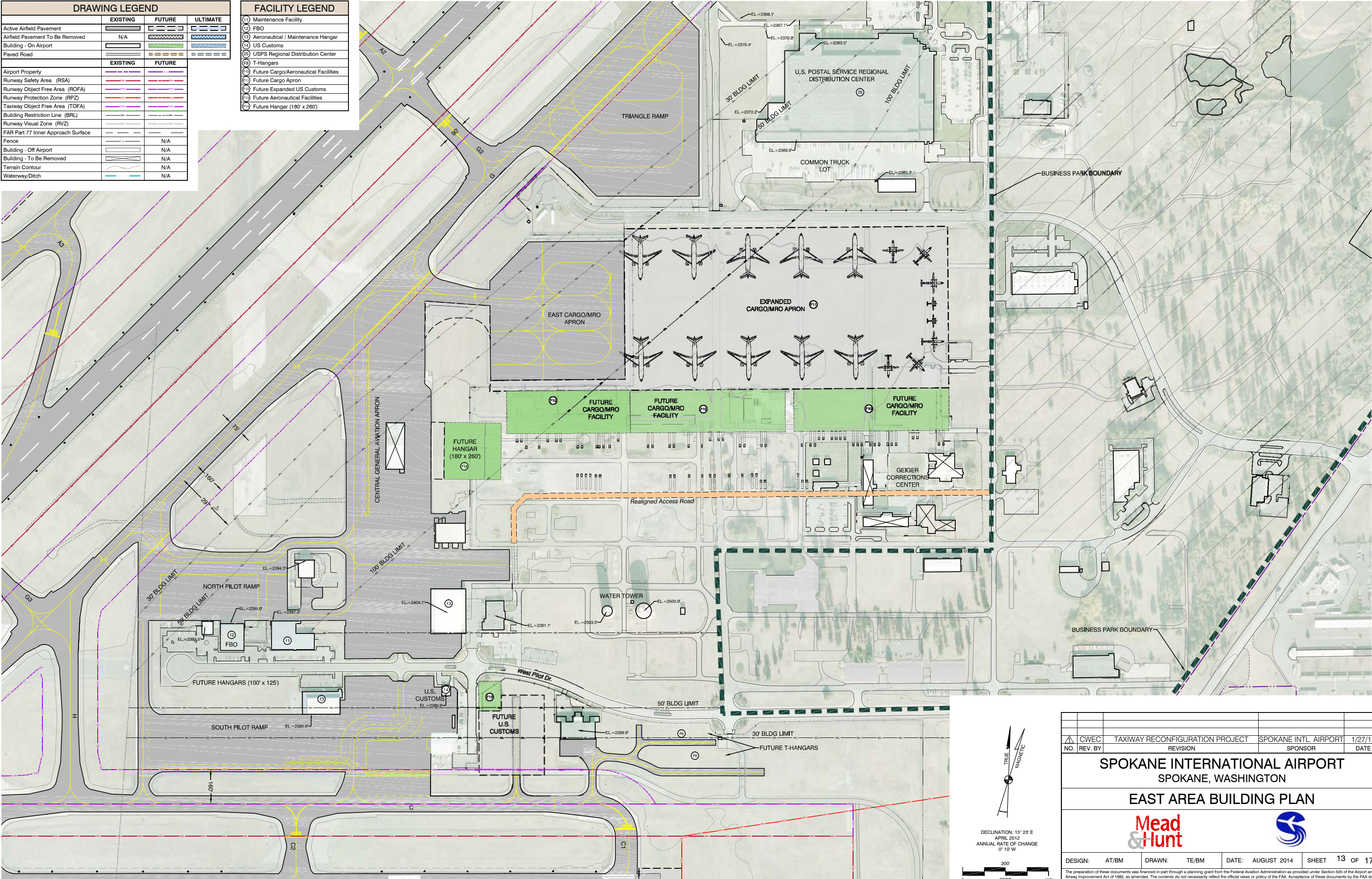
- NOTES:**
- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
 - Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
 - Elevations in feet above mean sea level (MSL)
 - Objects 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.	REVISION	SPONSOR	DATE
SPOKANE INTERNATIONAL AIRPORT SPOKANE, WASHINGTON			
RUNWAY 3L-21R INNER APPROACH			
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)			
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			
Fence		N/A	
Building - Off Airport		N/A	
Building - To Be Removed		N/A	
Terrain Contour		N/A	
Waterway/Ditch		N/A	

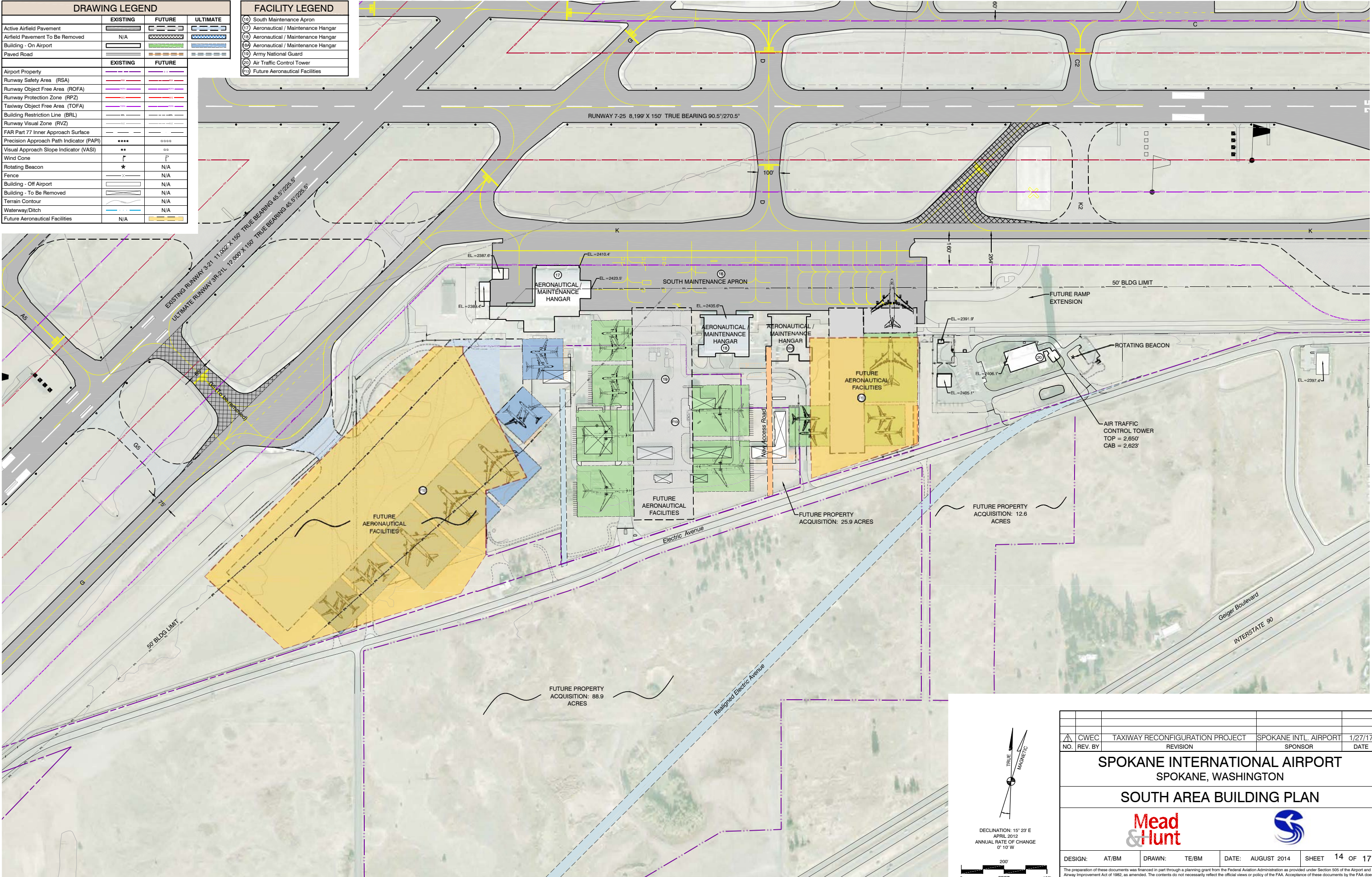
FACILITY LEGEND	
(11)	Maintenance Facility
(12)	FBO
(13)	Aeronautical / Maintenance Hangar
(14)	US Customs
(20)	USPS Regional Distribution Center
(21)	T-Hangers
(22)	Future Cargo/Aeronautical Facilities
(23)	Future Cargo Apron
(24)	Future Expanded US Customs
(25)	Future Aeronautical Facilities
(26)	Future Hangar (180' x 260')



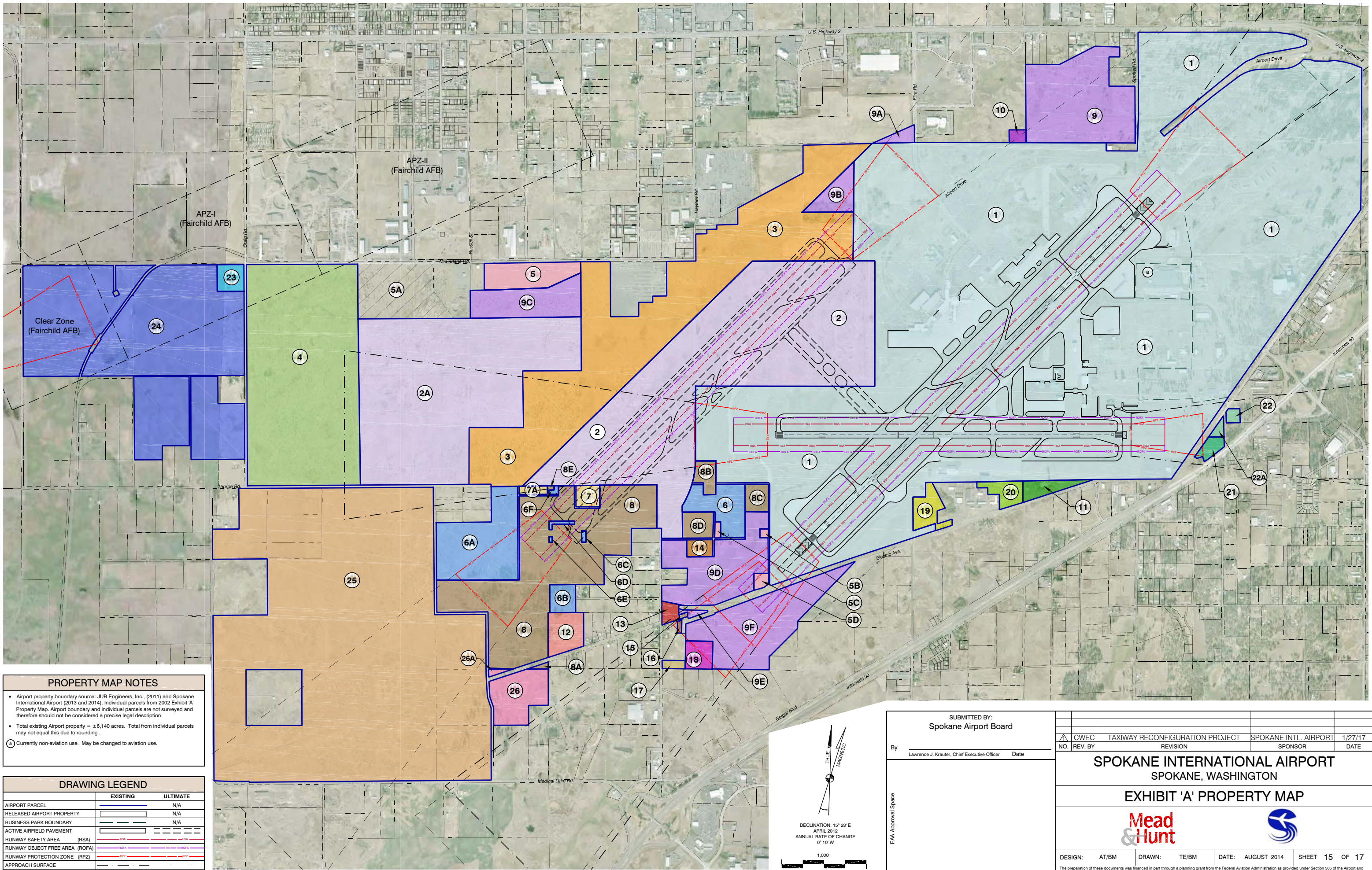
△	CWEC	TAXIWAY RECONFIGURATION PROJECT	SPOKANE INTL. AIRPORT	1/27/17
NO.	REV. BY	REVISION	SPONSOR	DATE
SPOKANE INTERNATIONAL AIRPORT				
SPOKANE, WASHINGTON				
EAST AREA BUILDING PLAN				
				
				
DESIGN:	AT/BM	DRAWN:	TE/BM	DATE: AUGUST 2014
				SHEET 13 OF 17
The preparation of these documents was 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			
	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)	Aeronautical / Maintenance Hangar
(20)	Aeronautical / Maintenance Hangar
(21)	Army National Guard
(22)	Air Traffic Control Tower
(23)	Future Aeronautical Facilities



NO.	REV. BY	REVISION	SPONSOR	DATE
1	CWEC	TAXIWAY RECONFIGURATION PROJECT	SPOKANE INTL. AIRPORT	1/27/17
SPOKANE INTERNATIONAL AIRPORT SPOKANE, WASHINGTON				
SOUTH AREA BUILDING PLAN				
DESIGN:	AT/BM	DRAWN:	TE/BM	DATE: AUGUST 2014
				SHEET 14 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.				



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.
- Currently non-aviation use. May be changed to aviation use.

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)		
RUNWAY OBJECT FREE AREA (ROFA)		
RUNWAY PROTECTION ZONE (RPZ)		
APPROACH SURFACE		
EXTERNAL PARCEL BOUNDARY		N/A

SUBMITTED BY:
Spokane Airport Board

By
Lawrence J. Krauter, Chief Executive Officer

FAA Approval Space

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

1,000'
0 2,000'
FEET

NO.	REV. BY	REVISION	DATE
1	CWEC	TAXIWAY RECONFIGURATION PROJECT	1/27/17

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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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.

S:\Municipal\Projects\30345 Spokane Airport\01002 - TIRV Reconfiguration Phase 2 Design\Close Out\ALP Update\ALP Update\ACAD Files\GEO-ALP-Exhibit A-AUG 2014-APPROVED.dwg Feb 28, 2017 - 1:02pm

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 6/15/1967	GSA Klaus	Fee Simple	AIP Grant-01 (Partial)* AIP Grant-01	None						
2A	15365.9025, 15355.9007, 25310.9021	350.48	4/17/1973 1/7/1983	Kramer Stark	Fee Simple	AIP Grant-01		None						
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		AIP Grant-07								
			7/7/1988	Hunt		AIP Grant-07								
			No data	Acme Partnership		AIP Grant-07								
			9/22/1988	L. McCoy		AIP Grant-07								
			No data	Airway Investors		AIP Grant-07								
			6/3/1988	Wimmer		Fee Simple		AIP Grant-07	None					
			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				AIP Grant-07						
6E	14015.0001	0.27	7/7/1988	Anglin	Fee Simple	AIP Grant-07	None							
6F	14015.0001	0.94	No data	Hartnell	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				AIP Grant-06						
			9/22/1988	Erlurth, S.				AIP Grant-06						
			2/29/1988	Erlurth, H.				AIP Grant-06						
			6/1/1988	Riddle				AIP Grant-06						
			3/20/1988	McCoy, F.E.				AIP Grant-06						
			3/14/1988	McCoy, E.				AIP Grant-06						
			2/9/1988	McCoy, J.L.				AIP Grant-06						
			No data	Guilio				AIP Grant-06						
			No data	Keating				AIP Grant-06						
			3/15/1988	Jennings				AIP Grant-06						
			3/31/1988	Freyburg				AIP Grant-06						
			5/31/1988	Enzler				AIP Grant-06						
			No data	Messenger				AIP Grant-06						
			No data	Jorgens				AIP Grant-06						
			9/11/1988	Weaver				AIP Grant-06						
			7/2/1987	Kylio				AIP Grant-06						
			9/24/1987	Jones				AIP Grant-06						
			8/25/1987	Rogers				AIP Grant-06						
			4/12/1988	Graham				AIP Grant-06						
			No data	Virgin				AIP Grant-06						
			3/15/1988	Crisp, Donald				AIP Grant-06						
			3/28/1988	Pullins				AIP Grant-06						
			4/28/1988	Deaton				AIP Grant-06						
			7/31/1987	Mayham				AIP Grant-06						
			3/28/1988	Hermann				AIP Grant-06						
			12/16/1988	Crisp, Daniel				AIP Grant-06						
			4/2/1988	Thompson				AIP Grant-06						
			2/24/1988	Ewing				AIP Grant-06						
			9/18/1987	Denman				AIP Grant-06						
			No data	Kemp				AIP Grant-06						
			3/28/1988	Bergmann/Phipps				AIP Grant-06						
			8B	25310.9021, 24066.9046				5.37	8/20/1987	Haase	Fee Simple	AIP Grant-06	None	
									10/20/1987	Snyder	Fee Simple	AIP Grant-06	None	
			8C	24066.9046				10	1/13/1988	Widner		AIP Grant-06		
			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		ADAP Grant-07	None	
			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		3/7/1977	Steinmetz		ADAP Grant-07								
			4/6/1977	Samples		ADAP Grant-07								
			9/30/1977	Hayford Parsonage		ADAP Grant-07								
			1/5/1978	Hayford Church		ADAP Grant-07								
			6/30/1977	Niemeyer		ADAP Grant-07								
			9/1/1977	Wood		ADAP Grant-07								
			7/6/1977	Kuest		ADAP Grant-07								
			2/24/1977	Mayfield		ADAP Grant-07								
			8/1/1977	Nelson		ADAP Grant-07								
			8/2/1977	Lange		ADAP Grant-07								
			4/25/1977	Turnbough		ADAP Grant-07								
			5/31/1977	Willoughby		ADAP Grant-07								
			2/14/1977	Transue		ADAP Grant-07								
			2/23/1977	Widner		ADAP Grant-07								
9E	24066.9046	1.2	3/24/1977	Lilly		Fee Simple	ADAP Grant-07	None						
			6/24/1977	Turnbough	ADAP Grant-07									

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	8/13/1977	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	Fee Simple	PFC	None		
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	NO.	REVISION	SPONSOR	DATE	
			SPOKANE INTERNATIONAL AIRPORT SPOKANE, WASHINGTON				
EXHIBIT 'A' PROPERTY MAP DATA							
FAA Approval Space							
	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.						

