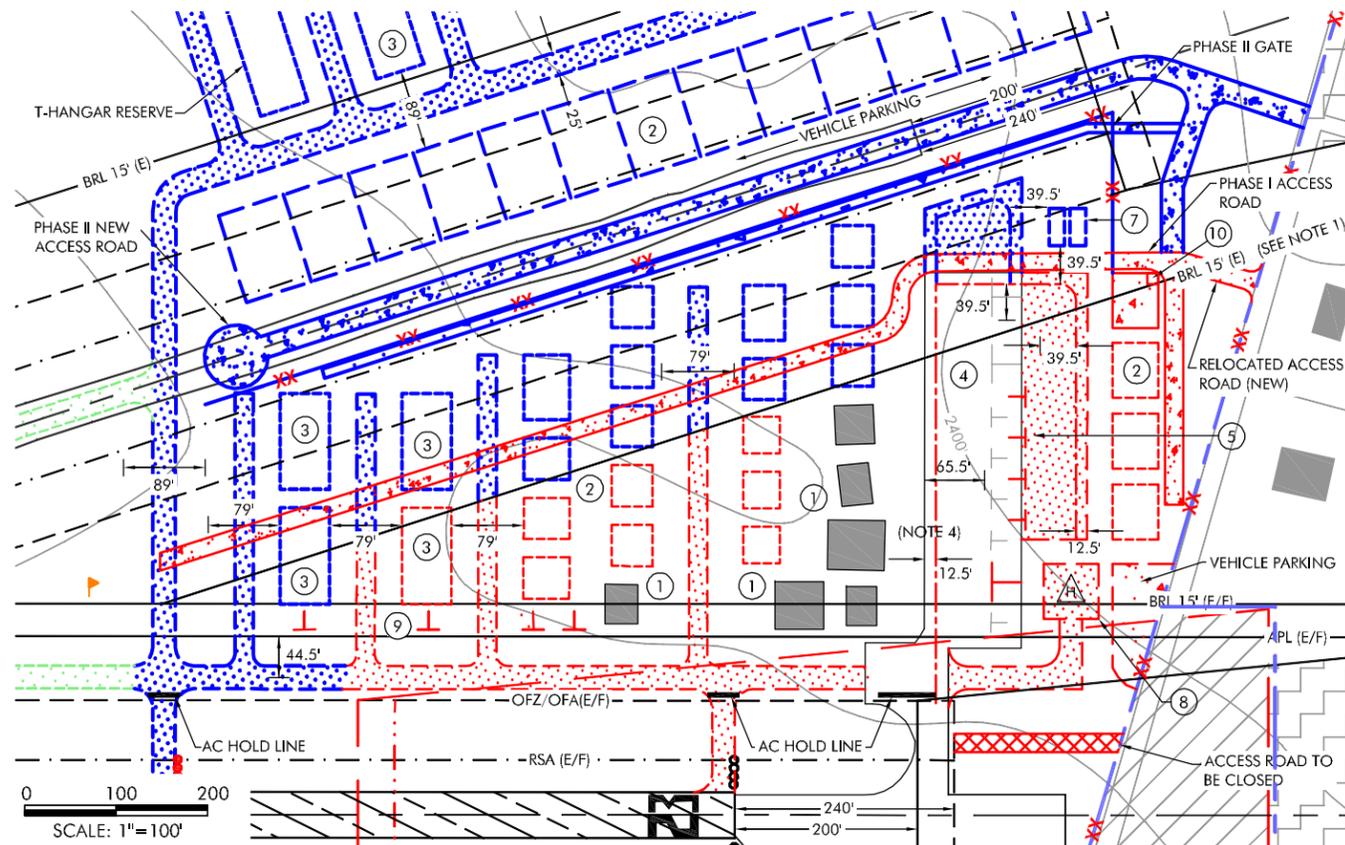


**NOTES:**

1. BASED ON CURRENT MAGNETIC DECLINATION AND RUNWAY BEARING, RUNWAY 3/21 SHOULD BE RENUMBERED 4/22, FOR CONSISTENCY, ALL EXISTING REFERENCES TO THE RUNWAY WILL USE THE 4/22 DESIGNATION.
2. LANDSIDE DEVELOPMENT SHOWN IN RED CAN BE CONSTRUCTED WITHOUT CLOSING RUNWAY 4/22; LANDSIDE DEVELOPMENT SHOWN IN BLUE REQUIRE CLOSING RUNWAY 4/22.
3. EXISTING RUNWAY 4/22 TO BE CLOSED/RELOCATED.
4. 65.5' APL IS OBSERVED ON THE TIEDOWN APRON DUE TO REGULAR USE BY ADG II AIRCRAFT. (EQUIVALENT ADGII TAXILANE OFA EDGE.)
5. NO NEW STRUCTURES TO BE LOCATED ON THE SOUTHSIDE OF RWY 5/23 DUE TO TRANSITIONAL SURFACE PENETRATIONS; EXISTING STRUCTURES (OBSTRUCTIONS) TO BE LIGHTED OR REMOVED (FUTURE).
6. HANGARS TO BE REMOVED AT END OF USEFUL LIFE; NO NEW STRUCTURES PERMITTED IN RPZ.
7. EXISTING AND FUTURE RUNWAY CROSSWIND COVERAGE IS ESTIMATED BASE ON DATA FROM SPOKANE INTERNATIONAL AIRPORT (GEIGER FIELD). PRIOR TO CONSTRUCTION OF FUTURE CROSSWIND RUNWAY LOCAL WIND STUDY WILL BE REQUIRED.
8. NO SIMULTANEOUS OPERATIONS BECAUSE EXISTING 4/22 RSA IS LOCATED ON EXISTING 5/23 RUNWAY.
9. CONSTRUCTION SEQUENCE OF PHASE I RUNWAY EXTENSION AND CONNECTOR TAXIWAY CONSTRUCTION IS SUBJECT TO ADDITIONAL LAND USE PLANNING, ANNEXATION/REZONE, ENVIRONMENTAL STUDY, AND WIND DATA COLLECTION.

**BUILDING/FACILITY KEY**

- |                                  |  |
|----------------------------------|--|
| ① CONVENTIONAL HANGAR (EXISTING) | ⑥ FUEL (EXISTING)                                |
| ② CONVENTIONAL HANGAR (FUTURE)   | ⑦ FUEL (FUTURE)                                  |
| ③ T-HANGAR (FUTURE)              | ⑧ AG AIRCRAFT APRON/ HELICOPTER PARKING (FUTURE) |
| ④ AIRCRAFT APRON (EXISTING)      | ⑨ AIRCRAFT TIEDOWNS (FUTURE)                     |
| ⑤ AIRCRAFT APRON (FUTURE)        | ⑩ RESTROOM (FUTURE)                              |



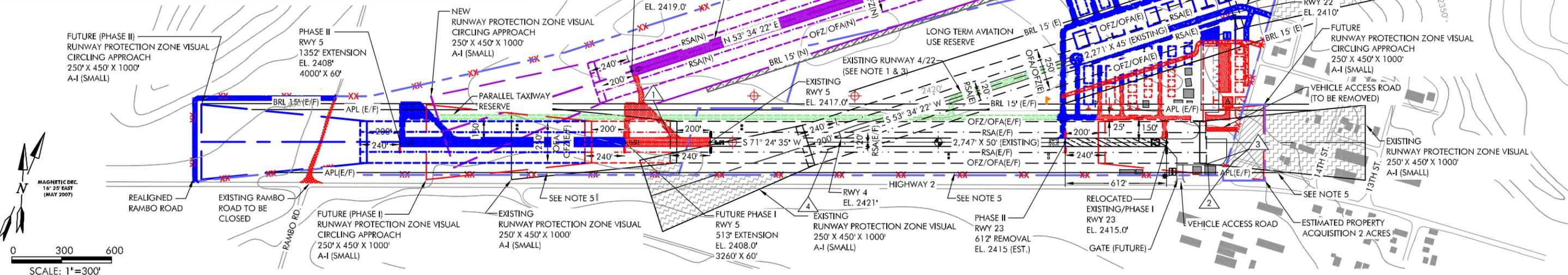
**TERMINAL AREA**

**MODIFICATION TO STANDARDS**

NO.	ITEM	DESCRIPTION	DISPOSITION
①	RUNWAY SAFETY AREA (RUNWAY 5 END)	NON-AIRPORT PROPERTY LOCATED WITHIN DEFINED RSA FOR EXISTING RUNWAY.	PROPERTY TO BE ACQUIRED
②	RUNWAY OBJECT FREE AREA ( RUNWAY 23 END)	AIRCRAFT PARKING APRON AND TAXIWAY LOCATED WITHIN DEFINED OFA FOR EXISTING RUNWAY.	RUNWAY RECONFIGURATION & RELOCATION OF AIRCRAFT PARKING
③	RUNWAY OBSTACLE FREE ZONE (RUNWAY 23 END)	AIRCRAFT PARKING APRON & TAXIWAY LOCATED WITHIN DEFINED OFZ FOR EXISTING RUNWAY.	RUNWAY RECONFIGURATION & RELOCATION OF AIRCRAFT PARKING
④	RUNWAY 5-23	DOES NOT MEET ADGI DESIGN STANDARD	WIDEN RUNWAY TO MEET ADGI STANDARD

**LEGEND**

FACILITIES	EXISTING	FUTURE		NEW
		PHASE I	PHASE II	
BUILDINGS	[Symbol]	[Symbol]	[Symbol]	[Symbol]
RUNWAY	[Symbol]	[Symbol]	[Symbol]	[Symbol]
BUILDING RESTRICTION LINE (BRL)	BRL (E)	BRL (F)	BRL (F)	BRL (N)
AIRCRAFT PARKING LINE (APL)	APL (E)	APL (F)	APL (F)	APL (N)
AIRPORT PROPERTY LINE	[Symbol]	[Symbol]	[Symbol]	[Symbol]
RUNWAY SAFETY AREA (RSA)	[Symbol]	[Symbol]	[Symbol]	[Symbol]
OBJECT FREE AREA (OFA)	[Symbol]	[Symbol]	[Symbol]	[Symbol]
OBSTACLE FREE ZONE (OFZ)	[Symbol]	[Symbol]	[Symbol]	[Symbol]
TAXIWAY OBJECT FREE AREA (TOFA)	[Symbol]	[Symbol]	[Symbol]	[Symbol]
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	[Symbol]	[Symbol]	[Symbol]
GROUND CONTOURS	10'	SAME	SAME	SAME
AIRPORT REFERENCE POINT (ARP)	[Symbol]	[Symbol]	[Symbol]	[Symbol]
REIL	[Symbol]	[Symbol]	[Symbol]	[Symbol]
VISUAL GUIDANCE INDICATORS	PAPI	PAPI	PAPI	PAPI
WIND INDICATOR	[Symbol]	[Symbol]	[Symbol]	[Symbol]
SEGMENTED CIRCLE WIND INDICATOR	[Symbol]	[Symbol]	[Symbol]	[Symbol]
FENCE	[Symbol]	[Symbol]	[Symbol]	[Symbol]
ACCESS ROAD RESERVE	NONE	[Symbol]	[Symbol]	[Symbol]
BEACON	[Symbol]	[Symbol]	[Symbol]	[Symbol]
THRESHOLD LIGHTS	[Symbol]	[Symbol]	[Symbol]	[Symbol]
PROPOSED AIRFIELD PAVEMENT	N/A	[Symbol]	[Symbol]	[Symbol]
TAXIWAY DEVELOPMENT RESERVE	N/A	[Symbol]	[Symbol]	[Symbol]
PAVEMENT TO BE REMOVED	[Symbol]	N/A	N/A	N/A
PROPOSED ACCESS ROAD/VEHICLE PARKING	N/A	[Symbol]	[Symbol]	[Symbol]
AVIGATION EASEMENT	[Symbol]	[Symbol]	[Symbol]	[Symbol]



\*THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-33-3300-05) AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47154. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.\*

**VERIFY SCALES**  
 BAR IS ONE INCH ON ORIGINAL DRAWING.  
 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

FEDERAL AVIATION ADMINISTRATION APPROVAL  
 APPROVAL DATE: \_\_\_\_\_  
 MANAGER, SEATTLE ADO

CITY OF DAVENPORT APPROVAL  
 APPROVAL DATE: \_\_\_\_\_  
 SIGNATURE

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DESIGNED BY: DM    DRAWN BY: SLK    CHECKED BY: WMR    SCALE: AS SHOWN  
 DATE: MARCH 2009    PROJECT NO: 41402002.01

**DAVENPORT MUNICIPAL AIRPORT**  
**AIRPORT LAYOUT PLAN**

FIGURE NO. \_\_\_\_\_  
 SHEET NO. **3 OF 10**