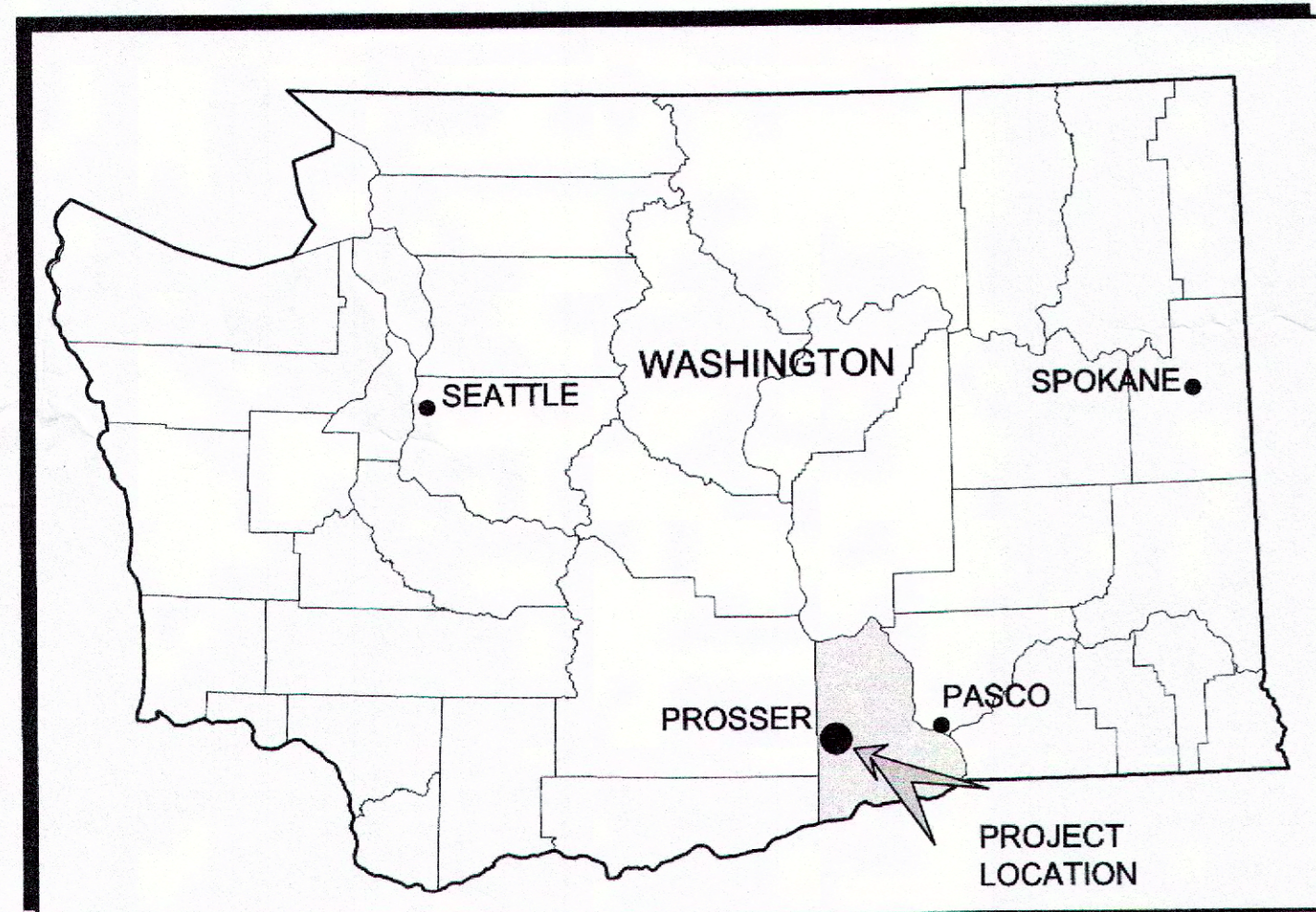


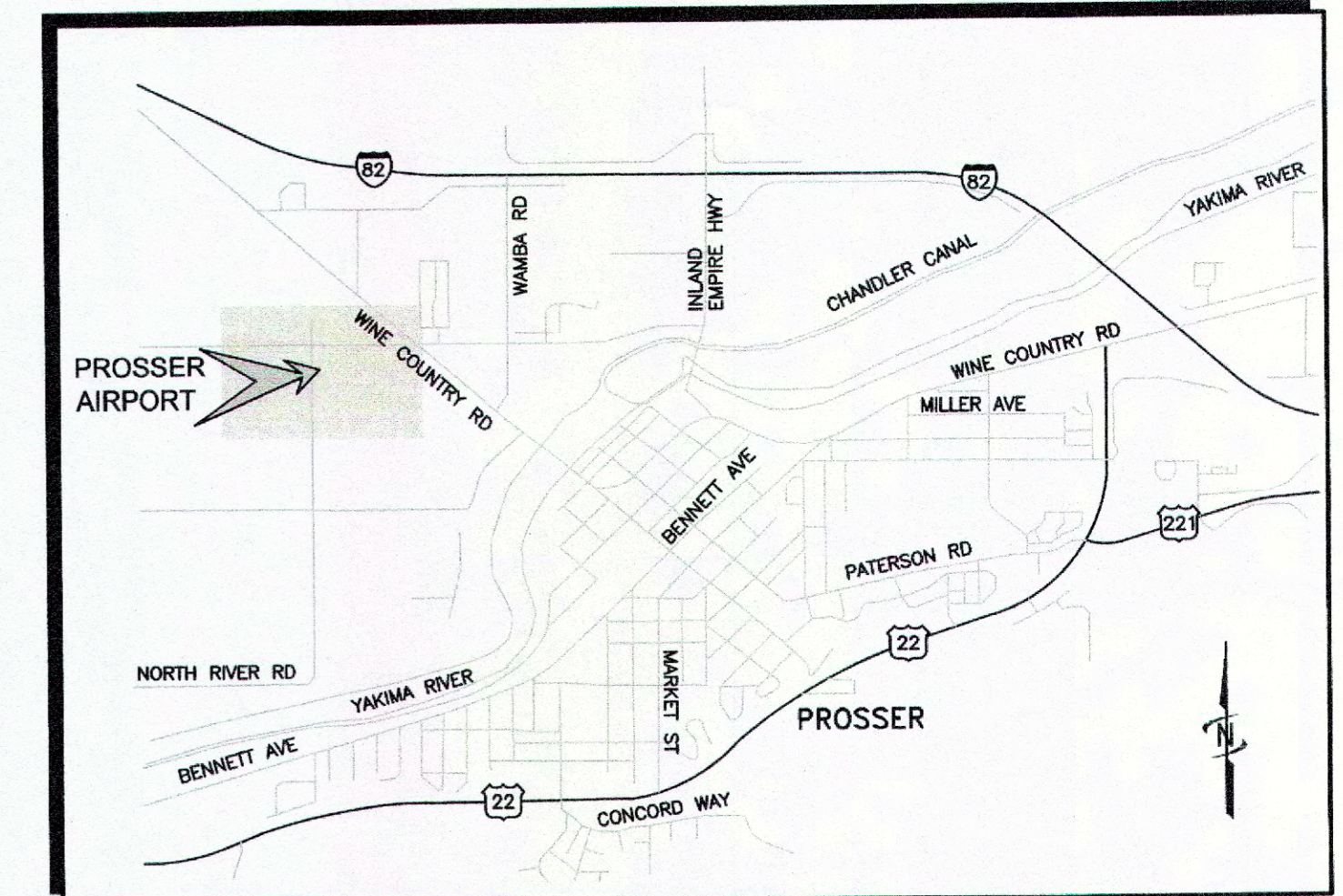
AIRPORT LAYOUT PLAN

PORT OF BENTON PROSSER AIRPORT PROSSER, WASHINGTON

2019



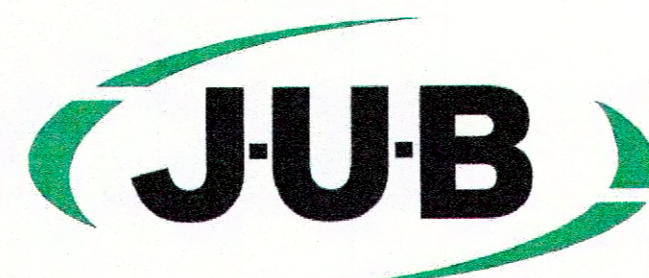
AREA MAP



VICINITY MAP



AIP NO. 3-53-0050-13



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FAA APPROVAL	
FEDERAL AVIATION ADMINISTRATION NORTHWEST MOUNTAIN REGION SEATTLE AIRPORTS DISTRICT OFFICE	DATE

INDEX OF SHEETS		
SHEET NUMBER	SHEET TITLE	REVISION DATE
AF-1	TITLE SHEET	
AF-2	AIRPORT DATA SHEET	
AF-3	AIRPORT LAYOUT PLAN	
AF-4	AIRPORT AIRSPACE PLAN	
AF-4A	OBSTRUCTION TABLE	
AF-5	RUNWAY 8 INNER APPROACH SURFACE	
AF-5A	RUNWAY 8 INNER APPROACH SURFACE OBSTRUCTION TABLES	
AF-6	RUNWAY 26 INNER APPROACH SURFACE	
AF-6A	RUNWAY 26 INNER APPROACH SURFACE OBSTRUCTION TABLES	
AF-7	RUNWAY CENTERLINE PLAN AND PROFILE	
AF-8	TERMINAL AREA PLAN	
AF-9	LAND USE	
AF-10	AIRPORT PROPERTY INVENTORY - EXHIBIT A	

REVISION			
NO.	DESCRIPTION	FAA UPDATE	DATE

LAST UPDATED: July 9, 2019

SHEET NUMBER:

AF-1

**OWNER
PORT OF BENTON**

ROBERT D. LARSON, COMMISSION PRESIDENT
JANE F. HAGARTY, COMMISSION VICE PRESIDENT
ROY D. KECK, COMMISSION SECRETARY
DIAHANN HOWARD, INTERIM EXECUTIVE DIRECTOR
KEVIN HOWARD, DIRECTOR OF AIRPORTS

SPONSOR APPROVAL	
	2/9/19
PORT OF BENTON	DATE

AIRPORT DATA TABLE			
ITEM	EXISTING	FUTURE	ULTIMATE
AIRPORT REFERENCE CODE (ARC)	B-I (SMALL)	B-I (SMALL)	B-II
MEAN MAXIMUM TEMPERATURE	JULY 90.5°F	JULY 90.5°F	JULY 90.5°F
AIRPORT ELEVATION (ABOVE MSL)	705.3'	705.3'	709.0'
AIRPORT NAVIGATIONAL AIDS	BEACON	BEACON, GPS	BEACON, GPS
AIRPORT REFERENCE POINT	N46°12'48.14", W119°47'44.03"	N46°12'48.14", W119°47'44.03"	N46°12'48.16", W119°47'51.84"
MISCELLANEOUS FACILITIES	MIRL/MITL, SEG CIRCLE & AWOS	MIRL/MITL, SEG CIRCLE & AWOS	MIRL/MITL, SEG CIRCLE & AWOS
AIRPORT REFERENCE CODE (ARC) AND CRITICAL AIRCRAFT	B-I, CESSNA 414	B-I, CESSNA 414	B-II, KING AIR 350/CITATION III
MAGNETIC DECLINATION, RATE OF CHANGE	14°49'E, 0" 08' W / 2018 (NOAA)	14°49'E, 0" 08' W / 2018 (NOAA)	14°49'E, 0" 08' W / 2018 (NOAA)
NPIAS SERVICE LEVEL	GENERAL AVIATION (GA) LOCAL	GENERAL AVIATION (GA) LOCAL	GENERAL AVIATION (GA) LOCAL
STATE EQUIVALENT SERVICE LEVEL	COMMUNITY SERVICE (WA)	COMMUNITY SERVICE (WA)	COMMUNITY SERVICE (WA)

DECLINATION BASED ON WORLD MAGNETIC MODEL 2015

RUNWAY DATA TABLE						
ITEM	EXISTING		FUTURE		ULTIMATE	
	RUNWAY 8	RUNWAY 26	RUNWAY 8	RUNWAY 26	RUNWAY 8	RUNWAY 26
RUNWAY IDENTIFICATION	UTILITY (SMALL)		UTILITY (SMALL)		NON-UTILITY (LARGE)	
RUNWAY DESIGN CODE (RDC)	B-I(SMALL)-VIS	B-I(SMALL)-VIS	B-I(SMALL)-5000	B-I(SMALL)-5000	B-II(LARGE)-5000	B-II(LARGE)-5000
RUNWAY REFERENCE CODE (RRC)	B-I(SMALL)-VIS	B-I(SMALL)-VIS	B-I(SMALL)-5000	B-I(SMALL)-5000	B-II(LARGE)-5000	B-II(LARGE)-5000
RUNWAY SURFACE TYPE	ASPHALT		ASPHALT		ASPHALT	
PAVEMENT STRENGTH (SINGLE WHEEL GEAR-S)	16,000 S		16,000 S		16,000 S	
PAVEMENT CONDITION NUMBER (PCN)	50,000 S*	26,000 S	50,000 S*	26,000 S	50,000 S*	26,000 S
SURFACE TREATMENT	20/F/D/Y/T*	10/F/D/Y/T	20/F/D/Y/T*	10/F/D/Y/T	20/F/D/Y/T*	10/F/D/Y/T
EFFECTIVE / MAX. LONG. GRADIENT	0.63% / 1.00% (LOS MET)		0.63% / 1.00% (LOS MET)		0.64% / 1.00% (LOS MET)	
PERCENT WIND COVERAGE (8-26)	92.9% (10.5 KTS)		92.9% (10.5 KTS)		96.5% (13 KTS)	
RUNWAY DIMENSIONS (FAA RECOMMENDED) ¹	3,250' X 60' (95% FLEET, ADG I)		3,250' X 60' (95% FLEET, ADG I)		3,250' X 75' (95% FLEET, ADG I)	
RUNWAY DIMENSIONS (ACTUAL)	3,451' X 60'		3,451' X 60'		4,000' X 75'	
DISPLACED THRESHOLD	NO	NO	NO	NO	NO	NO
RUNWAY SAFETY AREA (RSA) WIDTH	120'	120'	120'	120'	150'	150'
BEYOND DEPARTURE END	240'	240'	240'	240'	300'	300'
RUNWAY END COORDINATES	LAT: N46°12'48.20" LONG: W119°48'08.56" EL. 705.3	LAT: N46°12'48.07" LONG: W119°47'19.49" EL. 683.4	LAT: N46°12'48.20" LONG: W119°48'08.56" EL. 705.3	LAT: N46°12'48.07" LONG: W119°47'19.49" EL. 683.4	LAT: N46°12'48.23" LONG: W119°48'16.38" EL. 709.0	LAT: N46°12'48.07" LONG: W119°47'19.49" EL. 683.4
RUNWAY LIGHTING TYPE	MIRL		MIRL		MIRL	
RUNWAY PROTECTION ZONE (RPZ)	250'x450'x1000'	250'x450'x1000'	250'x450'x1000'	250'x450'x1000'	500'x700'x1000'	500'x700'x1000'
RUNWAY MARKINGS	VISUAL	VISUAL	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
FAR PART 77 APPROACH CATEGORY	20:1	20:1	20:1	20:1	34:1	34:1
FAR PART 77 APPROACH TYPE	VISUAL	VISUAL	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
VISIBILITY MINIMUMS	N/A	N/A	1 MILE	1 MILE	1 MILE	1 MILE
SURVEY REQ'D FOR APPROACH	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED
RUNWAY DEPARTURE SURFACE	N/A	N/A	N/A	N/A	N/A	N/A
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	250'	250'	250'	250'	500'	500'
LENGTH BEYOND RWY END PRIOR TO THRESHOLD	240'	240'	240'	240'	300'	300'
OBSTACLE FREE ZONE (OFZ) WIDTH/LENGTH	250' / 200'	250' / 200'	250' / 200'	250' / 200'	400' / 200'	400' / 200'
THRESHOLD SITING SURFACE (TSS)	TABLE 3-2 ROW 1 - 2	TABLE 3-2 ROW 1 - 2	TABLE 3-2 ROW 1 - 4	TABLE 3-2 ROW 1 - 4	TABLE 3-2 ROW 1 - 4	TABLE 3-2 ROW 1 - 4
VISUAL / INSTRUMENT NAV AIDS	PAPI, REILS	PAPI, REILS	PAPI, REILS	PAPI, REILS	PAPI, REILS	PAPI, REILS
TOUCHDOWN ZONE ELEVATION (TDZ)	705.3	700.9	705.3	700.9	709.0	700.9

* FIRST 1,000 LF OF RWY 8

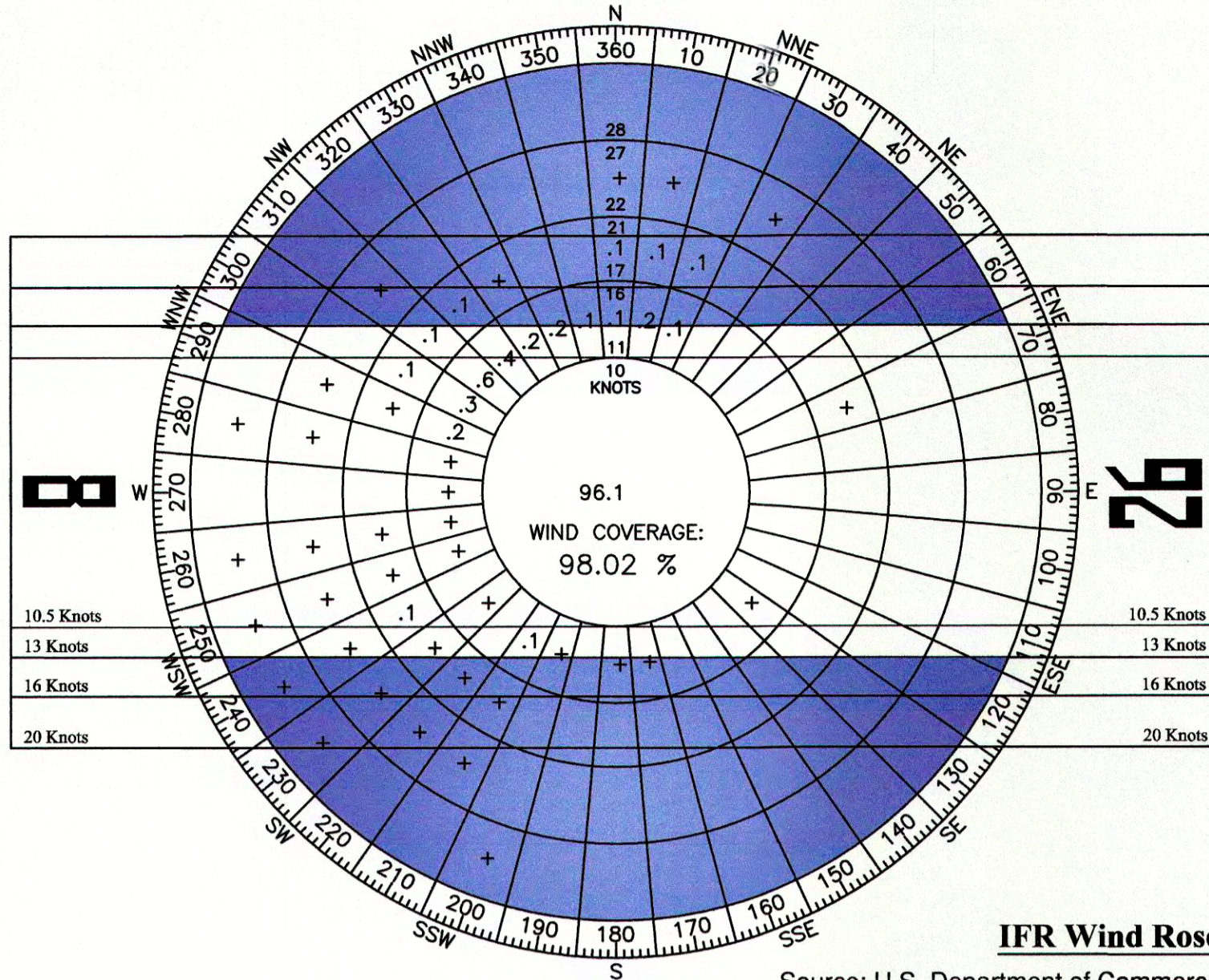
NOTE:
1. AIR ELIGIBILITY FOR A PROJECT THAT EXCEED STANDARDS WILL BE DETERMINED PRIOR TO IMPLEMENTATION.

DATUM
VERTICAL DATUM: NAVD88
HORIZONTAL DATUM: NAD83

TAXIWAY AND TAXILANE INFO			
ITEM	EXISTING	FUTURE	ULTIMATE
	ALPHA (ADG-I, TDG-1A)	ALPHA (ADG-I, TDG-1A)	ALPHA (ADG-II, TDG-1B)
TAXIWAY WIDTH	25'	25'	25'
TAXILANE WIDTH	25'	25'	25'
TAXIWAY SAFETY AREAS (TSA)	49'	49'	79'
TAXIWAY OBJECT FREE AREA (TOFA)	89'	89'	131'
TAXILANE OBJECT FREE AREA (TOFA)	79'	79'	115'
TAXIWAY CENTERLINE TO OBJECT (OBJECTS)	44.5'	44.5'	65.5'
TAXILANE CENTERLINE TO OBJECT (OBJECTS)	39.5'	39.5'	57.5'
TAXIWAY LIGHTING	MITL (PARTIAL)	MITL (PARTIAL)	MITL
TAXILANE LIGHTING	NONE	NONE	NONE

MODIFICATIONS TO STANDARDS	
RUNWAY 8	RUNWAY 26
NONE REQUIRED	

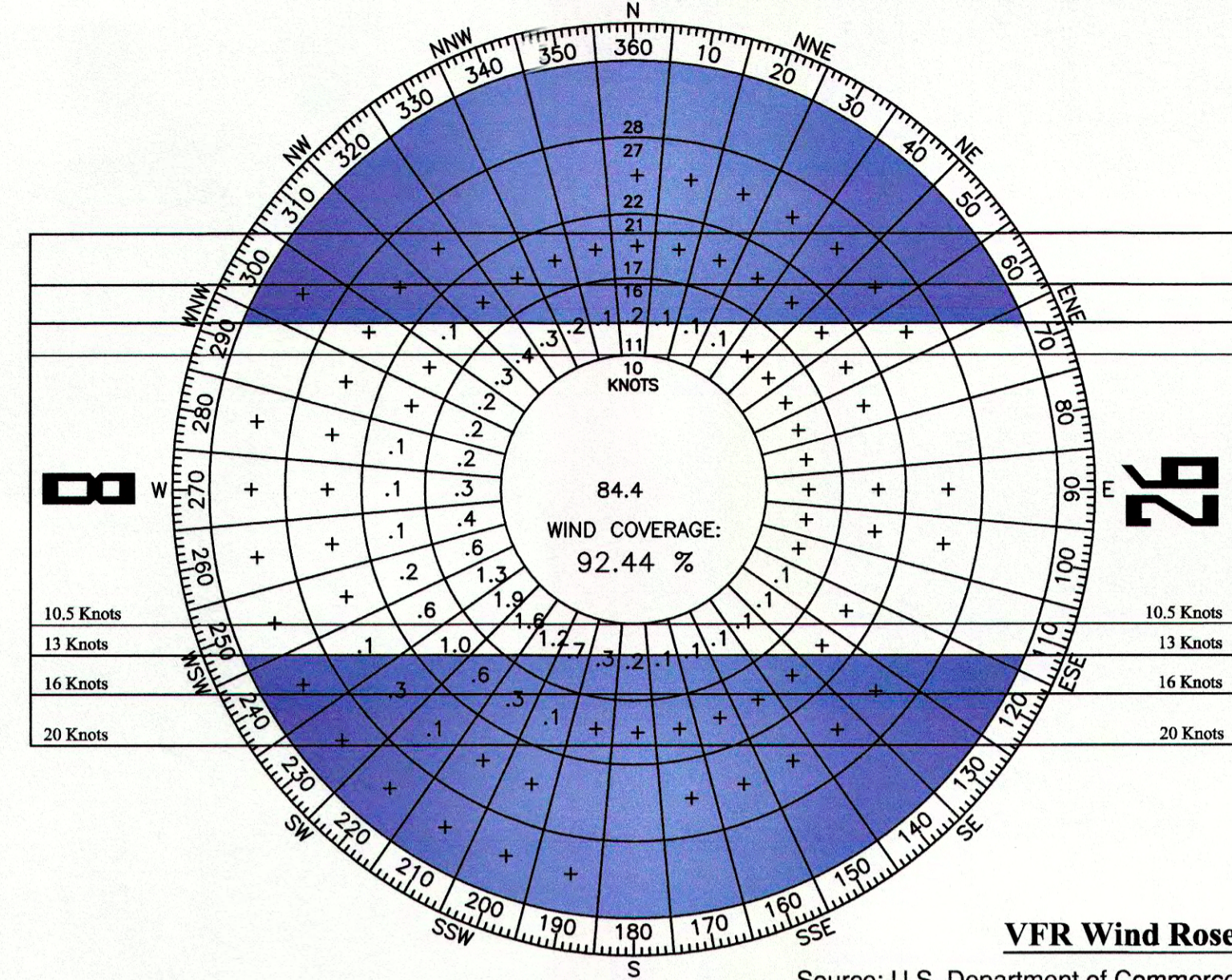
DECLARED DISTANCES TABLE						
	RUNWAY 8 EXISTING	RUNWAY 26 EXISTING	RUNWAY 8 FUTURE	RUNWAY 26 FUTURE	RUNWAY 8 ULTIMATE	RUNWAY 26 ULTIMATE
TAKEOFF RUNWAY AVAILABLE (TORA)	3,451'	3,451'	3,451'	3,451'	4,000'	4,000'
TAKEOFF DISTANCE AVAILABLE (TODA)	3,451'	3,451'	3,451'	3,451'	4,000'	4,000'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	3,451'	3,451'	3,451'	3,451'	4,000'	4,000'
LANDING DISTANCE AVAILABLE (LDA)	3,451'	3,451'	3,451'	3,451'	4,000'	4,000'



IFR Wind Rose

Source: U.S. Department of Commerce
National Climatic Data Center
Station: Tri-Cities Airport (PSC), WA
Period: 2005-2015
Number of Observations: 84,391

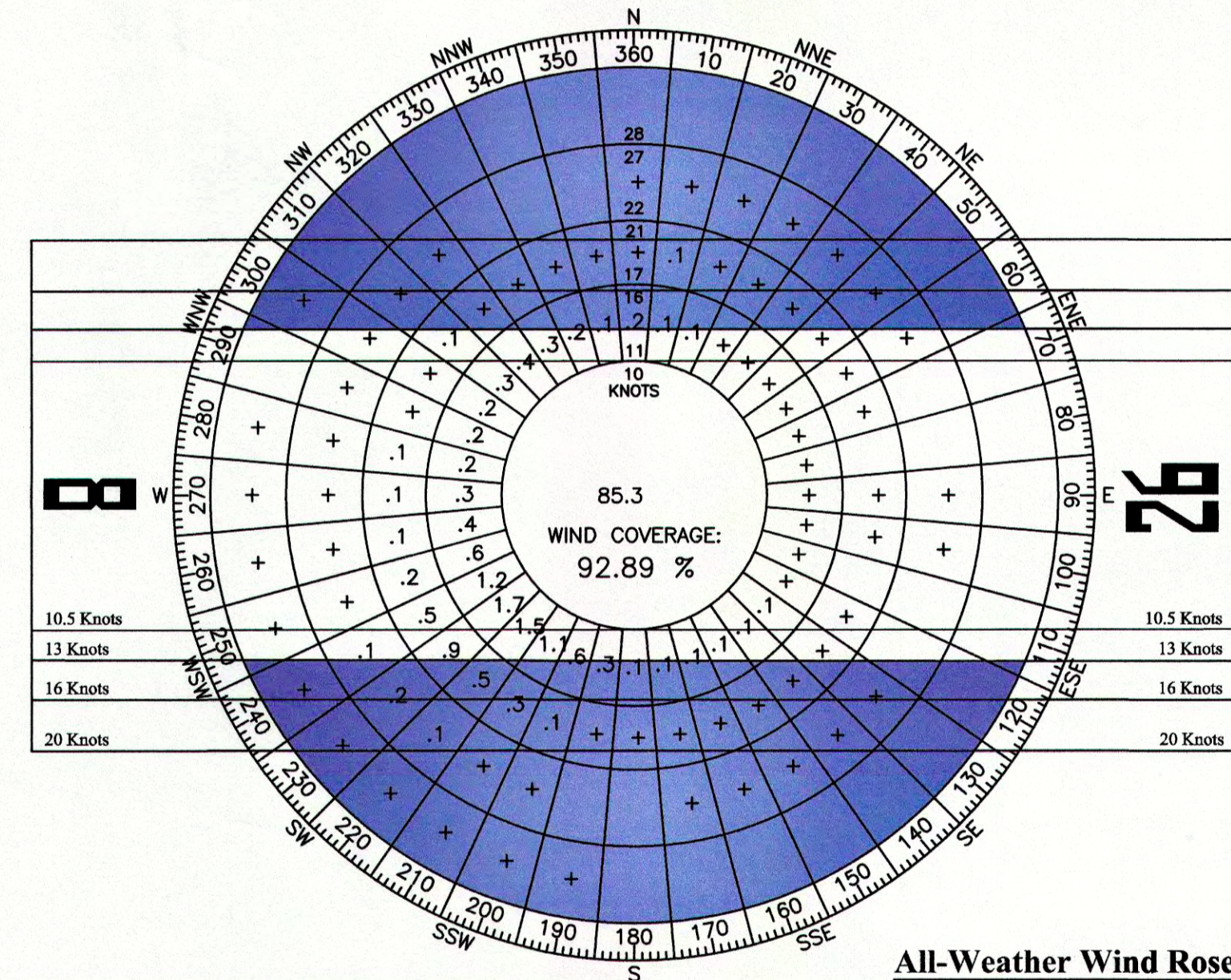
IFR WIND COVERAGE				
RUNWAY	10.5KT	13KT	16KT	20KT
8/26	98.02%	98.88%	99.5%	99.81%



VFR Wind Rose

Source: U.S. Department of Commerce
National Climatic Data Center
Station: Tri-Cities Airport (PSC), WA
Period: 2005-2015
Number of Observations: 7,556

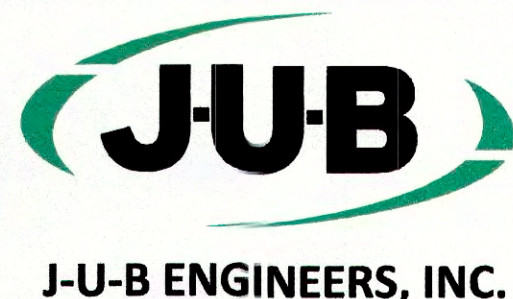
VFR WIND COVERAGE				
RUNWAY	10.5KT	13KT	16KT	20KT
8/26	92.44%	96.24%	98.91%	99.81%



All-Weather Wind Rose

Source: U.S. Department of Commerce
National Climatic Data Center
Station: Tri-Cities Airport (PSC), WA
Period: 2005-2015
Number of Observations: 91,833

ALL-WEATHER WIND COVERAGE				
RUNWAY	10.5KT	13KT	16KT	20KT
8/26	92.89%	96.45%	98.96%	99.81%



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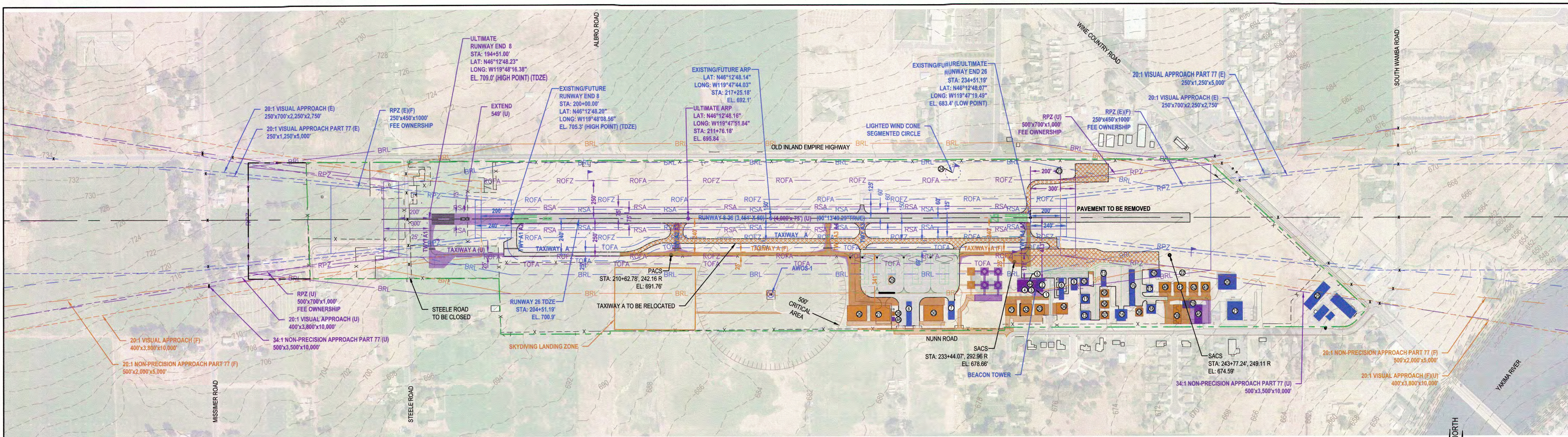
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DRAWN BY: SMD
DESIGN BY: ---
CHECKED BY: ---
ONE INCH
AT FULL SIZE, IF NOT ONE
INCH, SCALE ACCORDINGLY

PORT OF BENTON
PROSSER AIRPORT
AIRPORT DATA SHEET

LAST UPDATED: 4/30/2019
SHEET NUMBER:

AF-2

REVISION			
NO.	DESCRIPTION	FAA UPDATE	DATE



CLEARANCE TABLE WITHIN RUNWAY 8 PART 77 APPROACH SURFACES

LOCATION	GROUND ELEVATION	TRAVERSE WAY ADJUSTMENT	EXISTING APPROACH CLEARANCE	FUTURE APPROACH CLEARANCE	ULTIMATE APPROACH CLEARANCE
NORTH EDGE OF FUTURE APPROACH AT STEELE ROAD	716.3	+15'	N/A	-0.8'	N/A
NORTH EDGE OF EXISTING APPROACH AT STEELE ROAD	713.9	+15'	1.2'	1.2'	N/A
APPROACH CENTERLINE AT STEELE ROAD	709.4	+15'	5.5'	5.5'	N/A
SOUTH EDGE OF EXISTING APPROACH AT STEELE ROAD	706.5	+15'	8.2'	8.2'	N/A
SOUTH EDGE OF FUTURE APPROACH AT STEELE ROAD	704.8	+15'	N/A	9.7'	N/A
NORTH EDGE OF ULTIMATE APPROACH AT MISSISSIMER ROAD	725.6	+15'	N/A	N/A	6.4'
NORTH EDGE OF FUTURE APPROACH AT MISSISSIMER ROAD	725.6	+15'	N/A	57.0'	6.4'
NORTH EDGE OF EXISTING APPROACH AT MISSISSIMER ROAD	724.4	+15'	57.1'	57.1'	7.0'
APPROACH CENTERLINE AT MISSISSIMER ROAD	722.7	+15'	59.0'	59.0'	8.9'
SOUTH EDGE OF EXISTING APPROACH AT MISSISSIMER ROAD	717.3	+15'	63.7'	63.7'	13.9'
SOUTH EDGE OF FUTURE APPROACH AT MISSISSIMER ROAD	714.4	+15'	N/A	66.3'	16.5'
SOUTH EDGE OF ULTIMATE APPROACH AT MISSISSIMER ROAD	714.4	+15'	N/A	N/A	16.7'
NORTH EDGE OF ULTIMATE APPROACH AT OLD INLAND EMPIRE HIGHWAY	724.2	+15'	N/A	N/A	2.2'
NORTH EDGE OF FUTURE APPROACH AT OLD INLAND EMPIRE HIGHWAY	724.2	+15'	N/A	48.6'	2.2'
NORTH EDGE OF EXISTING APPROACH AT OLD INLAND EMPIRE HIGHWAY	733.6	+15'	96.9'	96.9'	26.6'

CLEARANCE TABLE WITHIN RUNWAY 26 PART 77 APPROACH SURFACES

LOCATION	GROUND ELEVATION	TRAVERSE WAY ADJUSTMENT	EXISTING APPROACH CLEARANCE	FUTURE APPROACH CLEARANCE	ULTIMATE APPROACH CLEARANCE
NORTH EDGE OF ULTIMATE APPROACH AT WINE COUNTRY ROAD	684.0	N/A	N/A	14.5'	35.8'
NORTH EDGE OF FUTURE APPROACH AT WINE COUNTRY ROAD	683.2	N/A	39.0'	16.7'	38.9'
NORTH EDGE OF EXISTING APPROACH AT WINE COUNTRY ROAD	681.0	47.4'	47.4'	22.8'	47.1'
APPROACH CENTERLINE AT WINE COUNTRY ROAD	676.5	64.9'	64.9'	34.9'	64.4'
SOUTH EDGE OF EXISTING APPROACH AT WINE COUNTRY ROAD	672.3	76.6'	76.6'	85.4'	85.4'
SOUTH EDGE OF FUTURE APPROACH AT WINE COUNTRY ROAD	670.1	N/A	97.1'	57.3'	95.2'
SOUTH EDGE OF ULTIMATE APPROACH AT WINE COUNTRY ROAD	664.6	N/A	N/A	64.5'	106.9'
NORTH EDGE OF ULTIMATE APPROACH AT SOUTH WAMBAROAD	674.7	N/A	N/A	58.7'	106.2'
NORTH EDGE OF FUTURE APPROACH AT SOUTH WAMBAROAD	672.8	N/A	107.9'	61.6'	108.1'
NORTH EDGE OF EXISTING APPROACH AT SOUTH WAMBAROAD	671.7	108.9'	108.9'	62.6'	109.2'
APPROACH CENTERLINE AT SOUTH WAMBAROAD	668.9	111.4'	111.4'	65.3'	112.2'
SOUTH EDGE OF EXISTING APPROACH AT SOUTH WAMBAROAD	665.7	115.6'	115.6'	69.0'	115.6'
SOUTH EDGE OF FUTURE APPROACH AT SOUTH WAMBAROAD	664.2	N/A	114.5'	68.9'	113.5'
SOUTH EDGE OF ULTIMATE APPROACH AT SOUTH WAMBAROAD	664.2	N/A	N/A	66.7'	110.5'

EXISTING BUILDING AND FACILITIES LIST

NO.	DESCRIPTION	CONDITION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT	TOP ELEV.
1	ROTATING BEACON AND TOWER	GOOD	N/A	54	729
2	FBO / PILOT LOUNGE	GOOD	3,800	21	698
3	RESTROOMS	GOOD	800	12	687
4	EAA BUILDING	GOOD	900	12	687
5	FUEL TANK	GOOD	N/A	11	691
6	T-HANGARS	GOOD	5,670	17	695
7	HANGAR	GOOD	4,800	17	693
8	T-HANGARS	POOR	4,800	17	693
9	HANGAR	GOOD	3,400	17	693
10	HANGAR	GOOD	3,000	17	693
11	HANGAR	GOOD	3,600	23	698
12	HANGAR	GOOD	3,600	23	698
13	T-HANGARS	FAIR	4,600	17	694
14	HANGAR	NEW	5,800	23	697
15	T-HANGARS	FAIR	8,600	17	694
16	HANGAR	GOOD	3,750	23	697
17	HANGAR	GOOD	3,000	23	695
18	HANGAR	GOOD	3,600	20	693
19	MAINTENANCE HANGAR	GOOD	4,000	18	690
20	INDUSTRIAL PARK BUILDING	GOOD	12,000	27	700
21	INDUSTRIAL PARK BUILDING	GOOD	12,000	23	696
22	HANGAR (ABANDONED CONCRETE)	N/A	925	0	675
23	T-HANGAR (TO BE REMOVED)	POOR	925	17	704
24	LIGHTED WIND SOCK AND SEGMENTED CIRCLE	GOOD	N/A	23	709
25	CHUKAR CHERRIES (4 BLDGS)	GOOD	N/A	23	692

FUTURE BUILDING AND FACILITIES LIST

NO.	DESCRIPTION	DIMENSION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT	TOP ELEV.
26	HANGAR	100X130	13,000	35	715
27	HANGAR	100X130	13,000	35	715
28	FUEL TANKS	N/A	500	10	688
29	FUEL ISLAND	25X55	1,375	6	686
30	FUTURE GA FBO TERMINAL	100X130	13,000	35	712
31	HANGAR	75X75	5,625	35	709
32	HANGAR	75X75	5,625	35	709
33	HANGAR	65X70	4,550	35	709
34	HANGAR	75X75	5,625	35	708
35	HANGAR	50X50	2,500	35	708
36	HANGAR	50X50	2,500	35	708
37	HANGAR	50X50	2,500	35	708
38	HANGAR	50X50	2,500	35	708
39	T-HANGARS (QTY 5)	50X126	6,300	35	707
40	HANGAR	65X80	5,200	35	708
41	HANGAR	65X80	5,200	35	708
42	HANGAR	65X60	3,900	35	708
43	HANGAR	65X60	3,900	35	708

ULTIMATE BUILDING AND FACILITIES LIST

NO.	DESCRIPTION	DIMENSION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT	TOP ELEV.
44	HANGAR (QTY 2)	75X75	5,625	30	706
45	T-HANGARS (QTY 5)	50X126	6,300	35	707
46	FUEL TANKS	N/A	500	10	688

- NOTES:
- TRUE BEARINGS LISTED FOR RUNWAYS ARE GEODETIC VALUES. ELEVATIONS PUBLISHED ARE BASED ON NAD83 VERTICAL DATUM. HORIZONTAL DATUM IS NAD83/2011.
 - DATE OF OBSTRUCTION FLIGHT WAS 9/13/14.
 - ALL EXISTING TAXIWAY WIDTHS ARE 25'.
 - EXISTING AND FUTURE BUILDINGS ARE LABELED ON THE TERMINAL AREA PLAN.
 - RUNWAY 8 PAPI-2 IS LOCATED AT STATION 205+17, 99.2 FT FROM RUNWAY CENTERLINE. RUNWAY 26 PAPI-2 IS LOCATED AT STATION 230+49, 91.4 FT FROM RUNWAY CENTERLINE.
 - RUNWAY 8 REELS ARE LOCATED AT STATION 199+59, 105 FT FROM RUNWAY CENTERLINE. RUNWAY 26 REELS ARE LOCATED AT STATION 234+19, 105 FT FROM RUNWAY CENTERLINE.
 - TAXIWAY A EDGE SAFETY MARGIN (ESM), TAXIWAY DESIGN GROUP (TDG) 1A (E,F), 5 FT, 1B (U), 5 FT.
 - TAXIWAY A SHOULDER WIDTH, TAXIWAY DESIGN GROUP (TDG) 1A (E,F), 10 FT, 1B (U), 10 FT.
 - RUNWAY SHOULDER WIDTH: B-SMALL (E,F), 10 FT, B-II (U), 10 FT.
 - TAXIWAY A OBJECT FREE AREA (TOFA), AIRPLANE DESIGN GROUP (ADG) I: 89 FT
 - TAXIWAY A OBJECT FREE AREA (TOFA), AIRPLANE DESIGN GROUP (ADG) I: 79 FT
 - TAXIWAY/TAXIWAY SAFETY AREA (TSA), AIRPLANE DESIGN GROUP (ADG) I: 49 FT
 - APRON (E): 35,494 SQUARE YARDS, APRON (F)(U) 19,470 SQUARE YARDS
 - ALL FENCES ARE 6 FEET IN HEIGHT UNLESS OTHERWISE NOTED.
 - THE DEPICTED 35-FOOT BUILDING RESTRICTION LINE IS INTENDED AS A GUIDELINE ONLY. FUTURE HANGARS MUST RECEIVE A NO-HAZARD DETERMINATION VIA FAA FROM 7460 FILING.

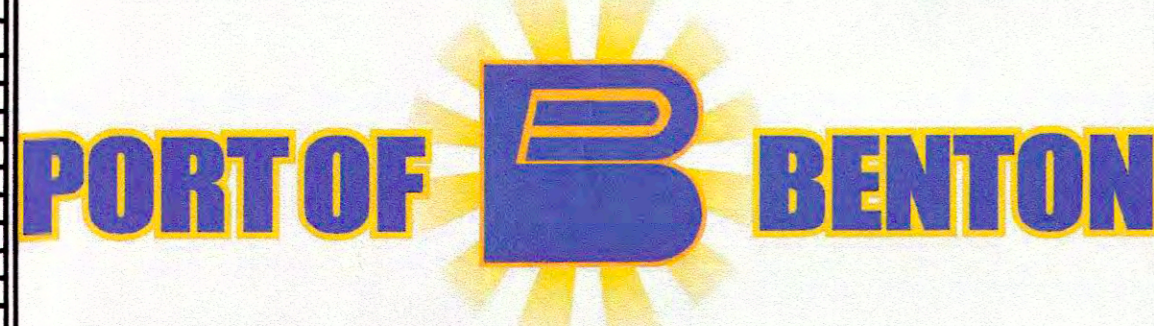
FAA APPROVAL FEDERAL AVIATION ADMINISTRATION NORTHWEST MOUNTAIN REGION SEATTLE AIRPORTS DISTRICT OFFICE	SPONSOR APPROVAL PORT OF BENTON
DATE: 7/26/19	DATE: 7/27/19

LEGEND

EXISTING	FUTURE	ULTIMATE	DESCRIPTION
			BUILDING/STRUCTURE
			AIRPORT PAVEMENT
			ROADWAY
			AIRPORT PROPERTY LINE
			AIRPORT PROPERTY EASEMENTS
			APPROACH SURFACE
			PART 77 APPROACH SURFACE
			BUILDING RESTRICTION LINE
			RUNWAY OBJECT FREE AREA (ROFA)
			RUNWAY PROTECTION ZONE
			RUNWAY SAFETY AREA
			RUNWAY OBJECT FREE ZONE
			TAXIWAY OBJECT FREE AREA (TOFA)
			NAVAID CRITICAL AREA
			FENCE
			FENCE TO BE RELOCATED
			THRESHOLD LIGHTS
			LANDING AID (PAPI-2)
			LANDING AID (REILS)
			SUPPLEMENTAL WINDCONE
			AIRPORT REFERENCE POINT (ARP)
			SURVEY MONUMENT
			TREE
			GROUND CONTOURS (2' INTERVAL)
			PAVEMENT TO BE REMOVED

REVISION

NO.	DESCRIPTION	DATE



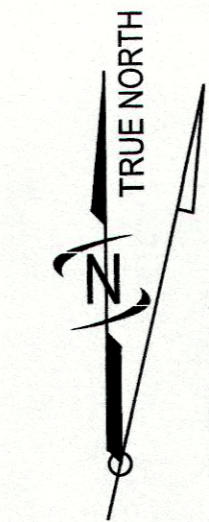
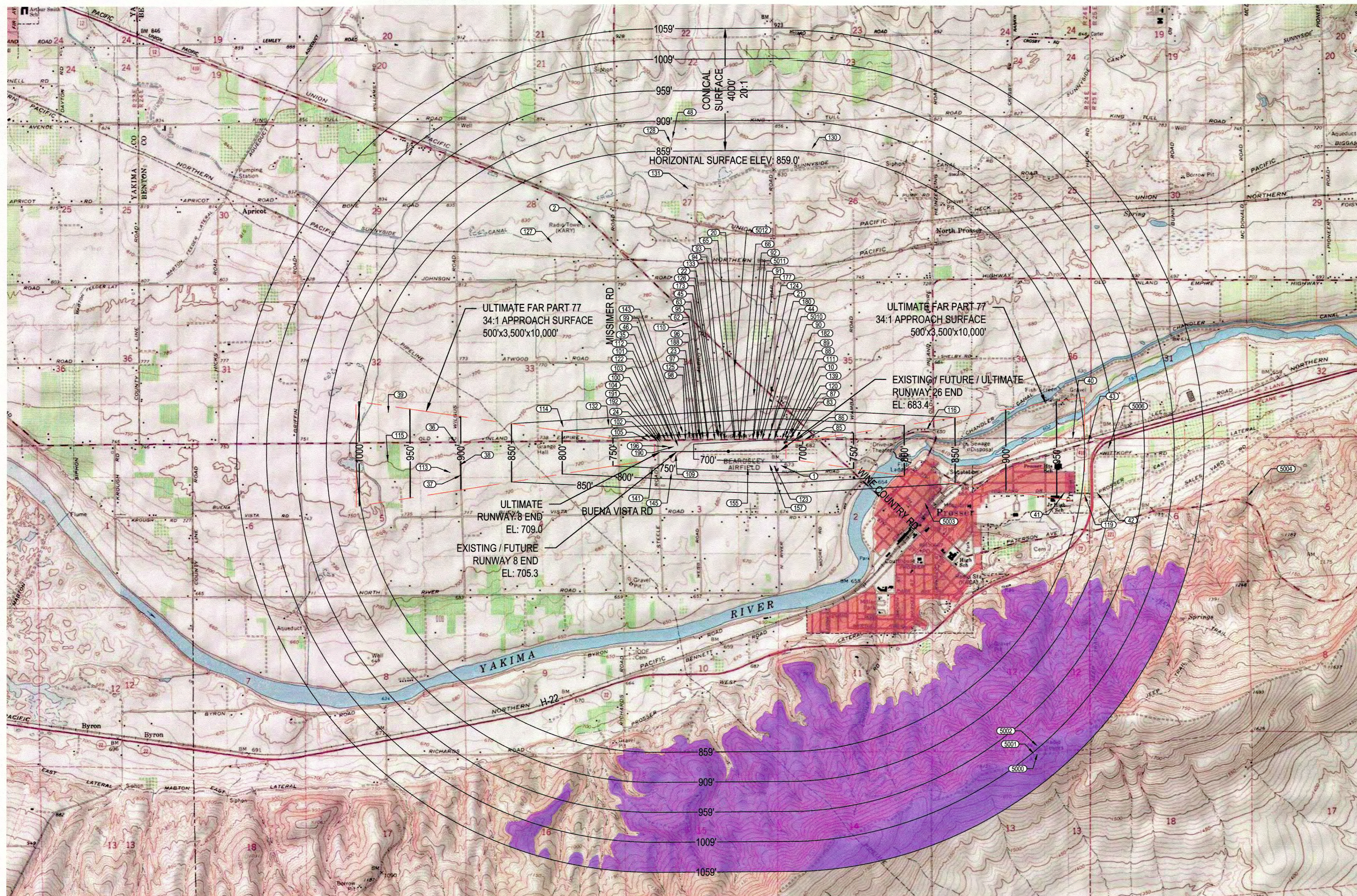
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FILE: 30-15-020-C-AF-3
 JUB PROJ. #: 30-15-020
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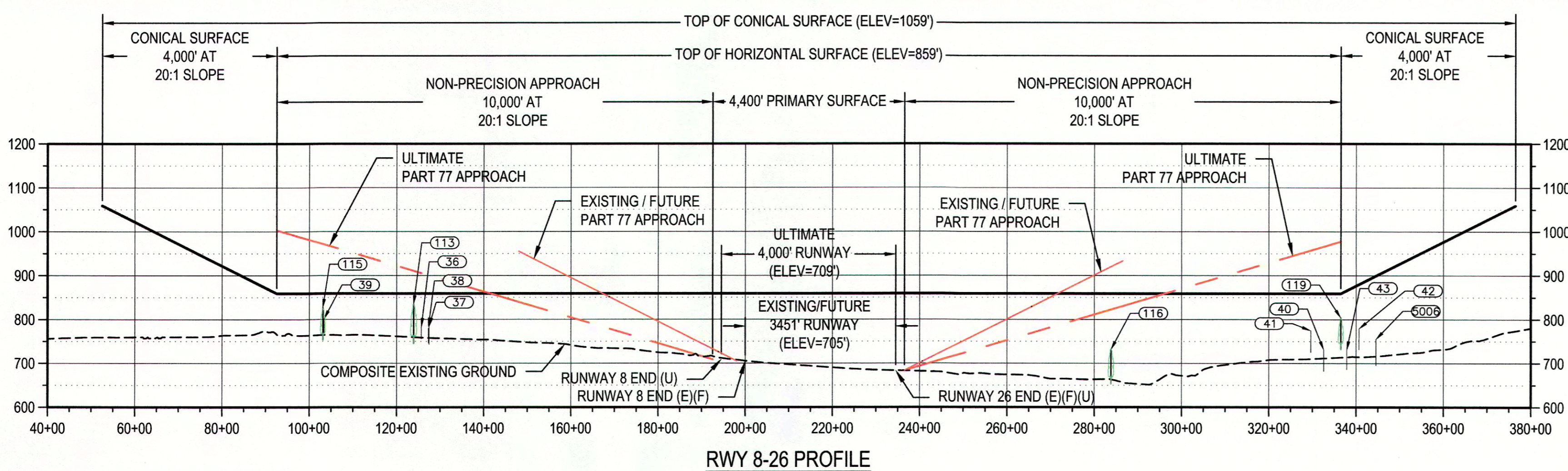
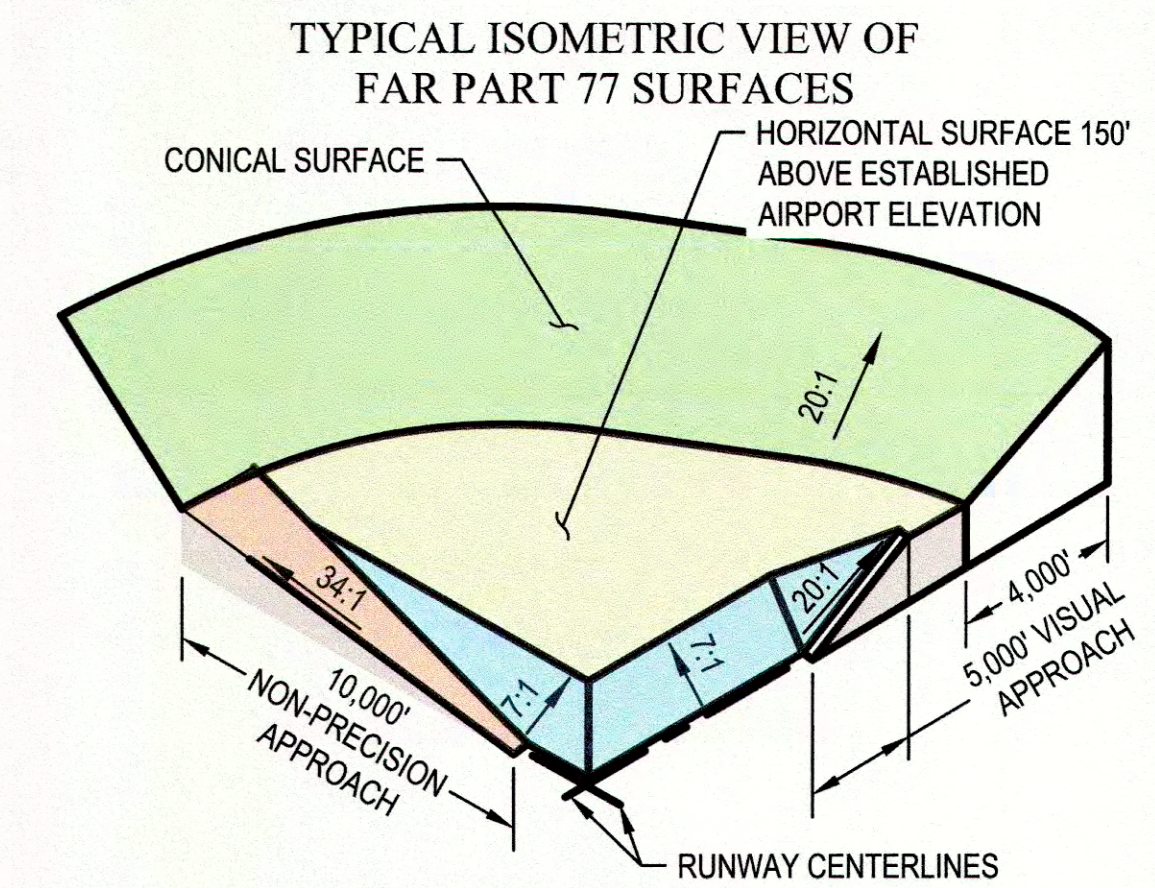
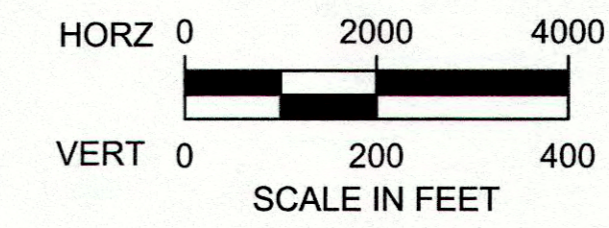
PORT OF BENTON PROSSER AIRPORT
AIRPORT LAYOUT PLAN

ONE INCH AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

LAST UPDATED: 5/2/2019
 SHEET NUMBER: **AF-3**



MODEL: WMM2015
MAGNETIC DECLINATION 14°49'E
APRIL 24, 2018
RATE OF CHANGE
0° 8' W PER YEAR



LEGEND

	LAND MASS OBSTRUCTION
	OBSTRUCTION ITEM CALLOUT

- NOTES:**
1. TRUE BEARINGS LISTED FOR RUNWAYS ARE GEODETIC VALUES. ELEVATIONS PUBLISHED ARE BASED ON NAD88 VERTICAL DATUM. HORIZONTAL DATUM IS NAD83/2011.
 2. DATE OF OBSTRUCTION FLIGHT WAS 9/13/14.
 3. AGIS AND DOF OBSTRUCTS ACCOUNTED FOR.
 4. USGS MAP OBTAINED FROM: [HTTP://GOTO.ARCGISONLINE.COM/MAPS/USA_TOPO_MAPS](http://gto.arcgis.com/maps/usa_topo_maps), COPYRIGHT © 2013 NATIONAL GEOGRAPHIC SOCIETY, I-CUBED
 5. PLAN VIEW DEPICTS ULTIMATE AIRSPACE CONFIGURATION.

HORIZONTAL ACCURACY:
AT A MAP SCALE OF 1"=50' NOT MORE THAN 10% OF ALL WELL-DEFINED PLANIMETRIC FEATURES ARE IN ERROR BY MORE THAN 1.0'
VERTICAL ACCURACY:
CONTOUR INTERVAL 1.0 NOT MORE THAN 10% OF ALL VERTICAL POINTS ARE IN ERROR BY MORE THAN 1/2 THE ABOVE CONTOUR INTERVAL.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 400 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.

REUSE OF DRAWINGS
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NO.	DESCRIPTION	FAA UPDATE	APR.	DATE



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FILE: 30-15-020-C-AF-4
JOB PROJ. #: 30-15-020
DRAWN BY: SMD
DESIGN BY: ---
CHECKED BY: ---

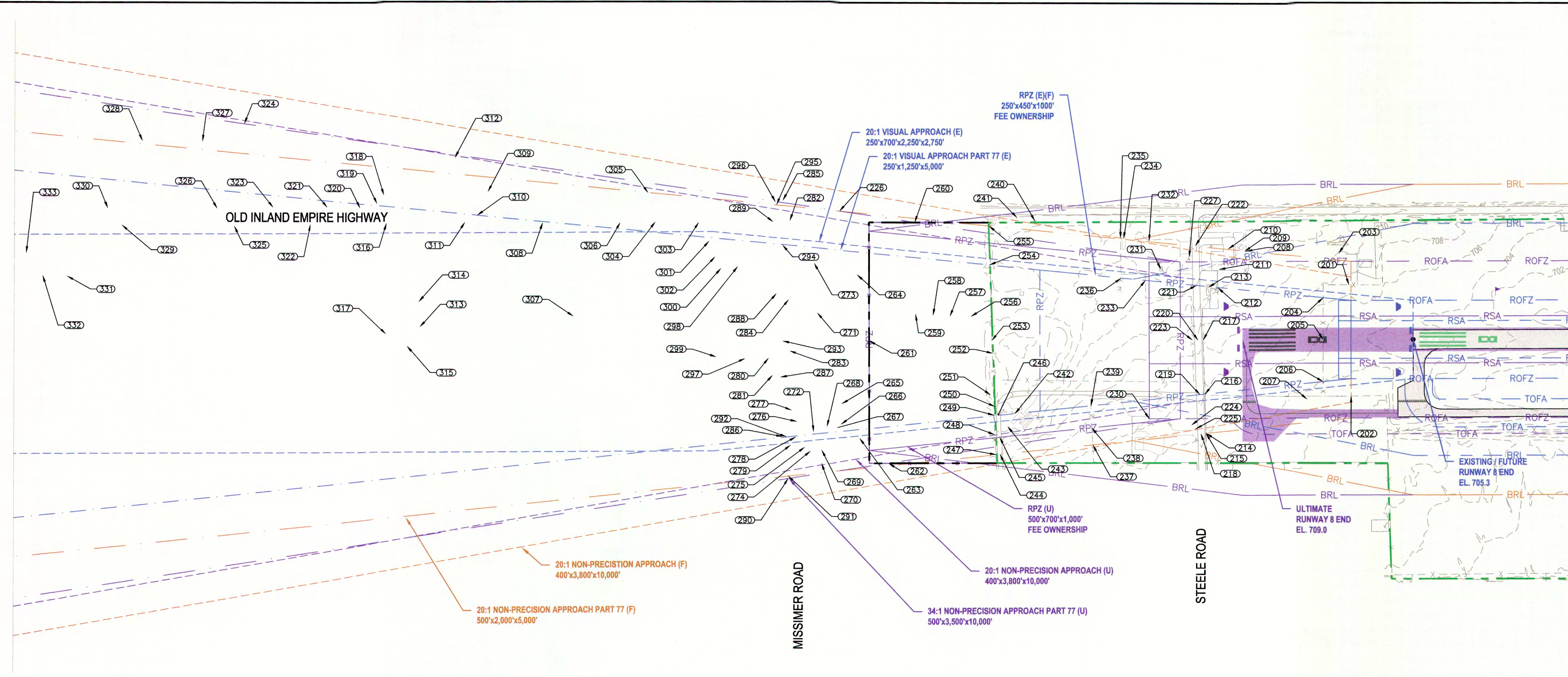
ONE INCH
AT FULL SIZE, IF NOT ONE
INCH, SCALE ACCORDINGLY

**PORT OF BENTON
PROSSER AIRPORT**

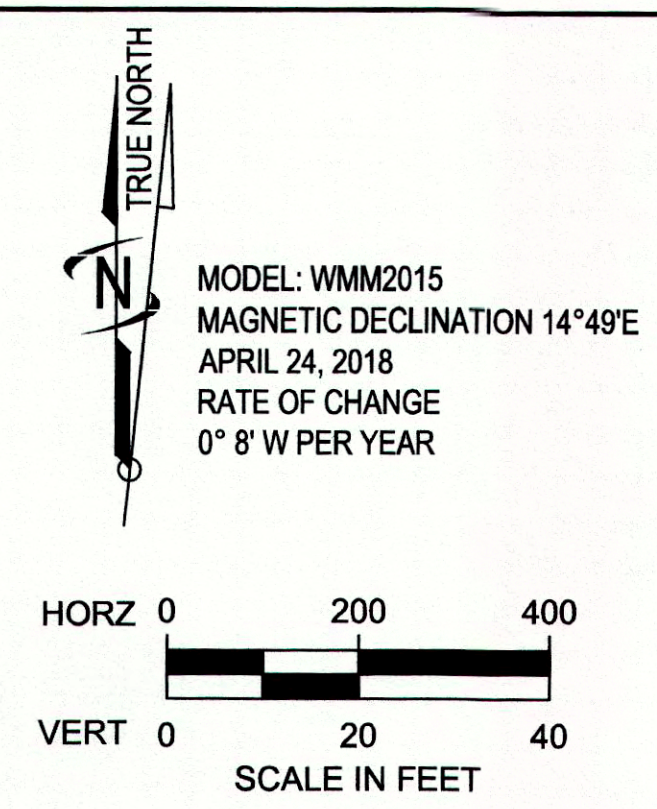
AIRPORT AIRSPACE PLAN

LAST UPDATED: 4/30/2019
SHEET NUMBER:
AF-4

Plot Date: 5/2/2019 4:23 PM Plotted By: Shawn Dulin
Data Created: 4/18/2019 10:58:55 AM Project: 30-15-020 - PROSSER, MDCADAL, 30-15-020-C-AF-4.DWG

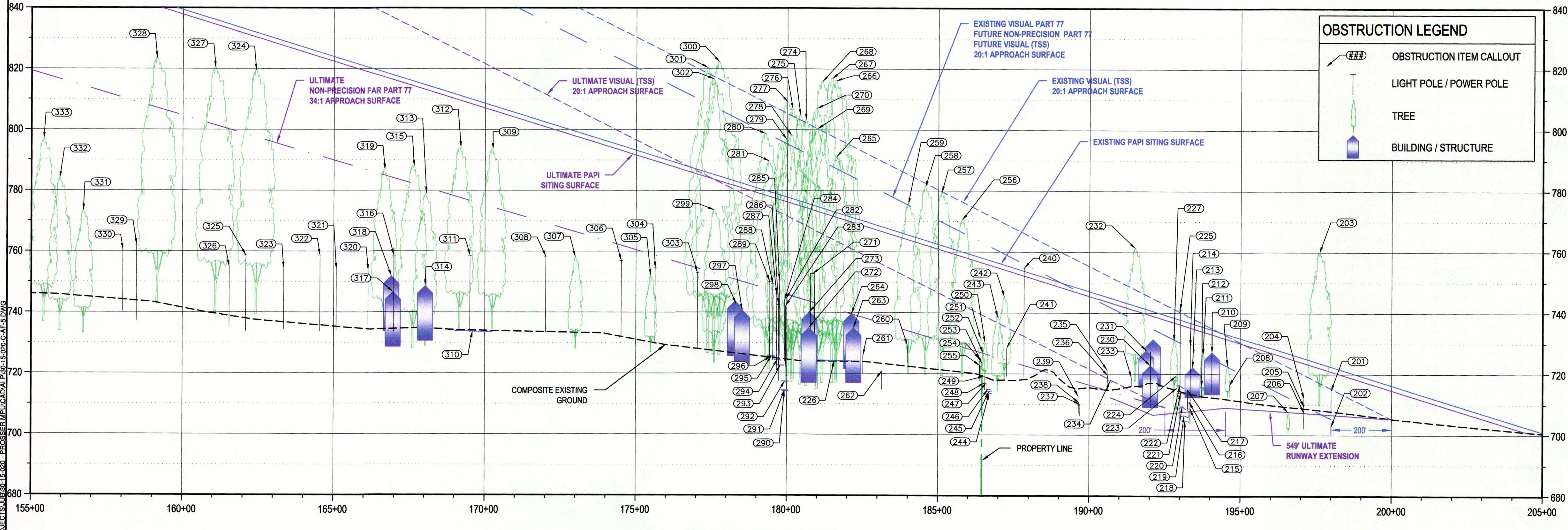


RUNWAY END 8 - PLAN



MODEL: WMM2015
 MAGNETIC DECLINATION 14°49'E
 APRIL 24, 2018
 RATE OF CHANGE
 0° 8' W PER YEAR

CLEARANCE TABLE WITHIN RUNWAY 8 PART 77 APPROACH SURFACES						
OBS ITEM	LOCATION	GROUND ELEVATION	TRAVERSE HAY ADJUSTMENT	EXISTING APPROACH CLEARANCE	FUTURE APPROACH CLEARANCE	ULTIMATE APPROACH CLEARANCE
222	NORTH EDGE OF FUTURE APPROACH AT STEELE ROAD	718.3	+15'	N/A	-0.8'	N/A
221	NORTH EDGE OF EXISTING APPROACH AT STEELE ROAD	713.9	+15'	1.2'	1.2'	N/A
220	APPROACH CENTERLINE AT STEELE ROAD	709.4	+15'	5.9'	5.9'	N/A
219	SOUTH EDGE OF EXISTING APPROACH AT STEELE ROAD	706.5	+15'	8.2'	8.2'	N/A
218	SOUTH EDGE OF FUTURE APPROACH AT STEELE ROAD	704.8	+15'	N/A	9.7'	N/A
206	NORTH EDGE OF ULTIMATE APPROACH AT MISSIMER ROAD	725.6	+15'	N/A	N/A	6.4'
295	NORTH EDGE OF FUTURE APPROACH AT MISSIMER ROAD	725.6	+15'	N/A	57.0'	6.4'
294	NORTH EDGE OF EXISTING APPROACH AT MISSIMER ROAD	724.4	+15'	57.1'	57.1'	7.0'
293	APPROACH CENTERLINE AT MISSIMER ROAD	722.7	+15'	59.0'	59.0'	8.9'
292	SOUTH EDGE OF EXISTING APPROACH AT MISSIMER ROAD	717.3	+15'	63.7'	63.7'	13.9'
291	SOUTH EDGE OF FUTURE APPROACH AT MISSIMER ROAD	714.4	+15'	N/A	66.3'	16.5'
290	SOUTH EDGE OF ULTIMATE APPROACH AT MISSIMER ROAD	714.4	+15'	N/A	N/A	16.7'
226	NORTH EDGE OF ULTIMATE APPROACH AT OLD INLAND EMPIRE HIGHWAY	724.2	+15'	N/A	N/A	2.2'
225	NORTH EDGE OF FUTURE APPROACH AT OLD INLAND EMPIRE HIGHWAY	724.2	+15'	N/A	48.6'	2.2'
310	NORTH EDGE OF EXISTING APPROACH AT OLD INLAND EMPIRE HIGHWAY	733.6	+15'	96.9'	96.9'	26.6'



RUNWAY END 8 - PROFILE
 VERTICAL SCALE: 20:1, HORIZONTAL SCALE: 200:1

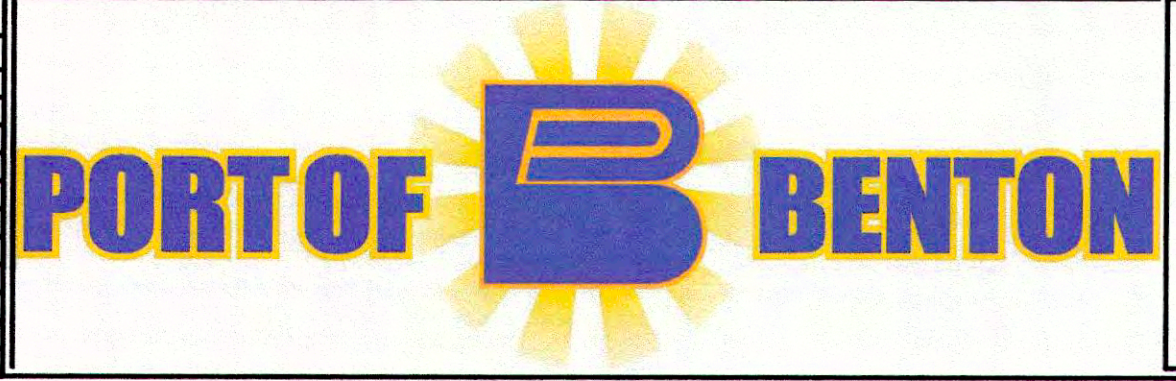
OBSTRUCTION LEGEND	
###	OBSTRUCTION ITEM CALLOUT
⊥	LIGHT POLE / POWER POLE
🌳	TREE
🏠	BUILDING / STRUCTURE

- NOTES:
 1. DATE OF OBSTRUCTION FLIGHT WAS 9/13/14.
 2. AGIS AND DOF OBSTRUCTS ACCOUNTED FOR.
 3. SEE SHEET AF-7 FOR LINE OF SIGHT PROFILE.

HORIZONTAL ACCURACY:
 AT A MAP SCALE OF 1"=50' NOT MORE THAN 10% OF ALL WELL-DEFINED PLANIMETRIC FEATURES ARE IN ERROR BY MORE THAN 1.0'
 VERTICAL ACCURACY:
 CONTOUR INTERVAL 1.0 NOT MORE THAN 10% OF ALL VERTICAL POINTS ARE IN ERROR BY MORE THAN 1/2 THE ABOVE CONTOUR INTERVAL.

LEGEND			
EXISTING	FUTURE	ULTIMATE	DESCRIPTION
—	—	—	AIRPORT PAVEMENT
---	---	---	AIRPORT PROPERTY LINE
---	---	---	AIRPORT PROPERTY EASEMENTS
---	---	---	APPROACH SURFACE
---	---	---	PART 77 APPROACH SURFACE
---	---	---	RUNWAY OBJECT FREE AREA (ROFA)
---	---	---	RUNWAY PROTECTION ZONE
---	---	---	RUNWAY SAFETY AREA
---	---	---	RUNWAY OBJECT FREE ZONE
---	---	---	TAXIWAY OBJECT FREE AREA (TOFA)
---	---	---	FENCE
---	---	---	FENCE TO BE RELOCATED
---	---	---	THRESHOLD LIGHTS
---	---	---	LANDING AID (PAPI-2)
---	---	---	LANDING AID (REILS)
---	---	---	SUPPLEMENTAL WINDCONE
---	---	---	GROUND CONTOURS (1' INTERVAL)

REVISION			
NO.	DESCRIPTION	FAA UPDATE	DATE



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FILE: 30-15-020-C-AF-5
 JUB PROJ. #: 30-15-020
 DRAWN BY: SMD
 DESIGN BY: ---
 CHECKED BY: ---

PORT OF BENTON
 PROSSER AIRPORT

RUNWAY 8 INNER APPROACH SURFACE

ONE INCH
 AT FULL SIZE, IF NOT ONE
 INCH, SCALE ACCORDINGLY

LAST UPDATED: 4/30/2019
 SHEET NUMBER:
AF-5

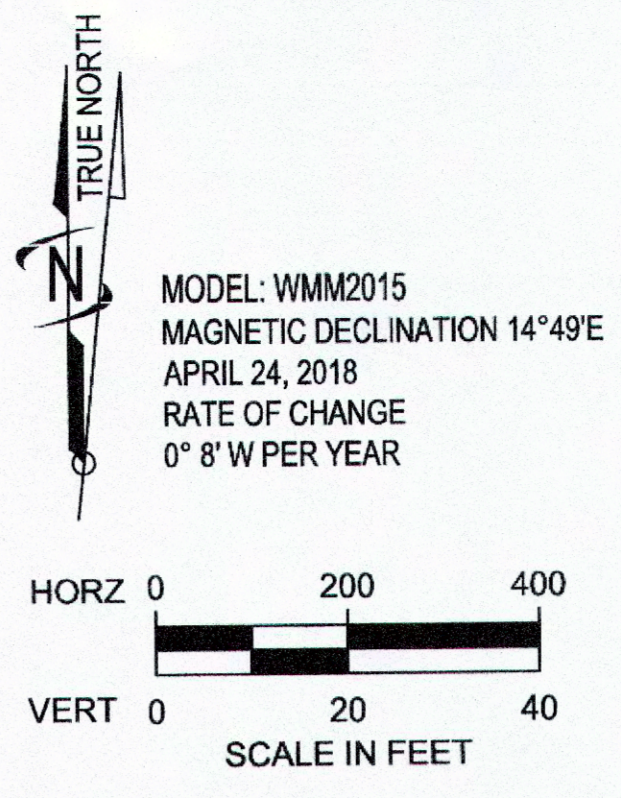
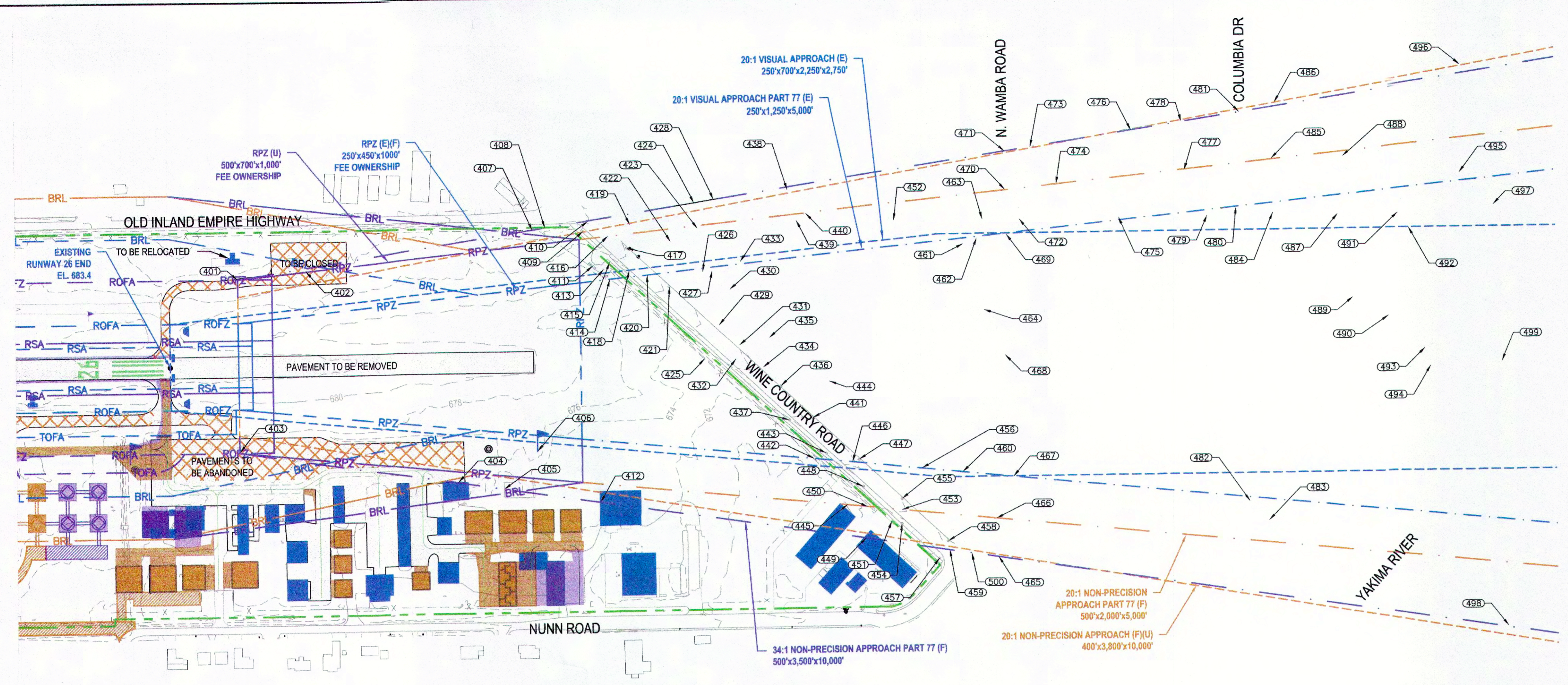
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OBSTRUCTIONS WITHIN RUNWAY 8

OBS ITEM	DESCRIPTION	GND ELEV (FT)	OBJ TOP ELEV (FT)	EXISTING SURFACE PENETRATION (FT)	EXISTING SURFACE PENETRATED	FUTURE SURFACE PENETRATION (FT)	FUTURE SURFACE PENETRATED	ULTIMATE SURFACE PENETRATION (FT)	ULTIMATE SURFACE PENETRATED	PROPOSED ACTION	PROPOSED ACTION DATE
201	FENCE @ FUT	707	715	2	TRANSITIONAL	9	APPROACH	8	APPROACH	LOWER	2025
202	FENCE @ FUT	701	707	-6	TRANSITIONAL	2	APPROACH	1	APPROACH	LOWER	2025
203	TREE	719	780	32	TRANSITIONAL	50	TRANSITIONAL	50	TRANSITIONAL	REMOVE	2025
204	FENCE @ ULT	707	712	2	APPROACH	2	APPROACH	5	APPROACH	LOWER	2025
205	FENCE @ CL	704	709	0	APPROACH	0	APPROACH	2	APPROACH	LOWER	2025
206	FENCE @ ULT	702	708	-2	APPROACH	-2	APPROACH	1	APPROACH	LOWER	2025
207	TREE	701	707	-13	TRANSITIONAL	-5	APPROACH	-1	APPROACH	N/A	N/A
208	FENCE @ FUT	712	716	-24	TRANSITIONAL	-6	APPROACH	3	APPROACH	REMOVE	2032
209	TREE	712	723	-17	TRANSITIONAL	1	APPROACH	9	APPROACH	REMOVE	2032
210	BUILDING W ANTENAE	713	736	-7	TRANSITIONAL	11	APPROACH	21	APPROACH	REMOVE	2032
211	TREE	713	726	-8	TRANSITIONAL	0	APPROACH	17	APPROACH	REMOVE	2032
212	FENCE	712	716	-11	APPROACH	-11	APPROACH	7	APPROACH	REMOVE	2032
213	BUILDING	712	722	-6	APPROACH	-6	APPROACH	13	APPROACH	REMOVE	2032
214	TELEPHONE POLE	704	729	-17	TRANSITIONAL	1	APPROACH	14	APPROACH	REMOVE	2032
215	FENCE @ ULT	704	709	-38	TRANSITIONAL	-20	APPROACH	-7	APPROACH	N/A	N/A
216	FENCE @ EXT	706	711	-18	APPROACH	-18	APPROACH	2	APPROACH	REMOVE	2032
217	FENCE @ CL	708	715	-14	APPROACH	-14	APPROACH	6	APPROACH	REMOVE	2032
218	STEELE ROAD @ FUT	705	720	-27	TRANSITIONAL	-10	APPROACH	4	APPROACH	REMOVE	2032
219	STEELE ROAD @ EXST	706	721	-8	APPROACH	-8	APPROACH	12	APPROACH	REMOVE	2032
220	STEELE ROAD @ CL	709	724	-5	APPROACH	-5	APPROACH	15	APPROACH	REMOVE	2032
221	STEELE ROAD @ EXST	714	729	-1	APPROACH	-1	APPROACH	20	APPROACH	REMOVE	2032
222	STEELE ROAD @ FUT	716	731	-17	TRANSITIONAL	1	APPROACH	15	APPROACH	REMOVE	2032
223	FENCE @ CL	709	716	-15	APPROACH	-15	APPROACH	7	APPROACH	REMOVE	2032
224	TREE	707	719	-25	TRANSITIONAL	-12	APPROACH	7	APPROACH	REMOVE	2032
225	POWER POLE	704	741	-5	TRANSITIONAL	11	APPROACH	27	APPROACH	REMOVE	2032
226	OLD INLAND EMPIRE HWY	724	739	-67	TRANSITIONAL	-49	APPROACH	-2	APPROACH	N/A	N/A
227	TREE	716	731	-13	TRANSITIONAL	0	APPROACH	20	APPROACH	REMOVE	2032
230	BUILDING	706	720	-26	TRANSITIONAL	-18	APPROACH	8	APPROACH	REMOVE	2032
231	BUILDING	716	728	-14	APPROACH	-8	APPROACH	17	APPROACH	REMOVE	2032
232	TREE	718	761	5	TRANSITIONAL	23	APPROACH	42	APPROACH	REMOVE	2032
233	FENCE @ EXST	716	719	-20	APPROACH	-19	APPROACH	7	APPROACH	REMOVE	2032
234	ACCESS ROAD	718	728	-32	TRANSITIONAL	-14	APPROACH	7	APPROACH	REMOVE	2032
235	FENCE @ FUT	717	721	-40	TRANSITIONAL	-22	APPROACH	-1	APPROACH	N/A	N/A
236	FENCE @ EXST	715	719	-23	APPROACH	-23	APPROACH	5	APPROACH	REMOVE	2032
237	FENCE @ FUT	706	710	-55	TRANSITIONAL	-37	APPROACH	-13	APPROACH	N/A	N/A
238	FENCE @ ULT	707	711	-46	TRANSITIONAL	-36	APPROACH	-7	APPROACH	N/A	N/A
239	FENCE @ EXST	709	713	-34	APPROACH	-34	APPROACH	-5	APPROACH	N/A	N/A
240	POWER POLE	719	755	-24	TRANSITIONAL	-6	TRANSITIONAL	23	TRANSITIONAL	LOWER	2032
241	ROAD SIGN INTX AHEAD	719	728	-53	TRANSITIONAL	-36	TRANSITIONAL	-5	TRANSITIONAL	N/A	N/A
242	TREE	718	745	-14	APPROACH	-14	APPROACH	21	APPROACH	REMOVE	2032
243	TREE	714	739	-27	TRANSITIONAL	-22	APPROACH	13	APPROACH	REMOVE	2032
244	ACCESS ROAD @ FUT	714	724	-56	TRANSITIONAL	-38	APPROACH	-6	APPROACH	N/A	N/A
245	ACCESS ROAD @ ULT	714	724	-48	TRANSITIONAL	-38	APPROACH	-2	APPROACH	N/A	N/A
246	ACCESS ROAD @ EXST	715	725	-37	APPROACH	-37	APPROACH	-1	APPROACH	N/A	N/A
247	FENCE @ FUT	712	717	-63	TRANSITIONAL	-45	APPROACH	-13	APPROACH	N/A	N/A
248	FENCE @ ULT	715	717	-54	TRANSITIONAL	-45	APPROACH	-9	APPROACH	N/A	N/A
249	FENCE @ EXST	717	719	-43	APPROACH	-43	APPROACH	-7	APPROACH	N/A	N/A
250	TREE	719	730	-32	APPROACH	-32	APPROACH	4	APPROACH	REMOVE	2032
251	TREE	720	732	-32	APPROACH	-32	APPROACH	5	APPROACH	REMOVE	2032
252	TREE	720	727	-36	APPROACH	-36	APPROACH	1	APPROACH	REMOVE	2032
253	FENCE @ CL	719	723	-40	APPROACH	-40	APPROACH	-3	APPROACH	N/A	N/A
254	FENCE @ EXST	718	725	-39	APPROACH	-39	APPROACH	-2	APPROACH	N/A	N/A
255	FENCE @ FUT	719	723	-58	TRANSITIONAL	-41	APPROACH	-8	APPROACH	N/A	N/A
256	TREE	719	770	4	APPROACH	4	APPROACH	42	APPROACH	REMOVE	2019
257	TREE	719	780	10	APPROACH	10	APPROACH	49	APPROACH	REMOVE	2019
258	TREE	720	781	9	APPROACH	9	APPROACH	49	APPROACH	REMOVE	2019
259	TREE	720	776	0	APPROACH	0	APPROACH	42	APPROACH	REMOVE	2019
260	ULT FENCE	723	729	-62	TRANSITIONAL	-46	APPROACH	-5	APPROACH	N/A	N/A
261	ULT FENCE @ CL	720	726	-57	APPROACH	-57	APPROACH	-13	APPROACH	N/A	N/A
262	ULT FENCE	715	721	-76	TRANSITIONAL	-59	APPROACH	-16	APPROACH	N/A	N/A
263	BUILDING	717	735	-53	TRANSITIONAL	-49	APPROACH	-4	APPROACH	N/A	N/A
264	BUILDING	722	740	-45	APPROACH	-45	APPROACH	1	APPROACH	LOWER	2019
265	TREE	718	791	4	APPROACH	4	APPROACH	30	APPROACH	REMOVE	2019
266	TREE	717	816	29	APPROACH	29	APPROACH	75	APPROACH	REMOVE	2019
267	TREE	717	817	29	APPROACH	29	APPROACH	75	APPROACH	REMOVE	2019
268	TREE	717	816	26	APPROACH	26	APPROACH	73	APPROACH	REMOVE	2019
269	TREE	716	800	2	TRANSITIONAL	10	APPROACH	57	APPROACH	REMOVE	2019
270	TREE	715	807	3	TRANSITIONAL	17	APPROACH	64	APPROACH	REMOVE	2019
271	SILLO	723	753	-38	APPROACH	-38	APPROACH	9	APPROACH	LOWER	2019
272	BUILDING	717	735	-57	APPROACH	-57	APPROACH	-9	APPROACH	N/A	N/A
273	BUILDING	723	741	-51	APPROACH	-51	APPROACH	-3	APPROACH	N/A	N/A
274	TREE	716	803	3	TRANSITIONAL	11	APPROACH	59	APPROACH	REMOVE	2019
275	TREE	716	805	6	TRANSITIONAL	12	APPROACH	60	APPROACH	REMOVE	2019
276	TREE	718	807	12	APPROACH	12	APPROACH	61	APPROACH	REMOVE	2019
277	TREE	719	809	14	APPROACH	14	APPROACH	63	APPROACH	REMOVE	2019
278	TREE	717	798	3	APPROACH	3	APPROACH	53	APPROACH	REMOVE	2019
279	TREE	717	797	-3	TRANSITIONAL	1	APPROACH	51	APPROACH	REMOVE	2019
280	TREE	722	799	0	APPROACH	0	APPROACH	51	APPROACH	REMOVE	2019
281	TREE	721	790	-8	APPROACH	-8	APPROACH	42	APPROACH	REMOVE	2019
282	TELEPHONE POLE	724	744	-62	TRANSITIONAL	-51	APPROACH	-1	APPROACH	N/A	N/A
283	TELEPHONE POLE	722	742	-53	APPROACH	-53	APPROACH	-4	APPROACH	N/A	N/A

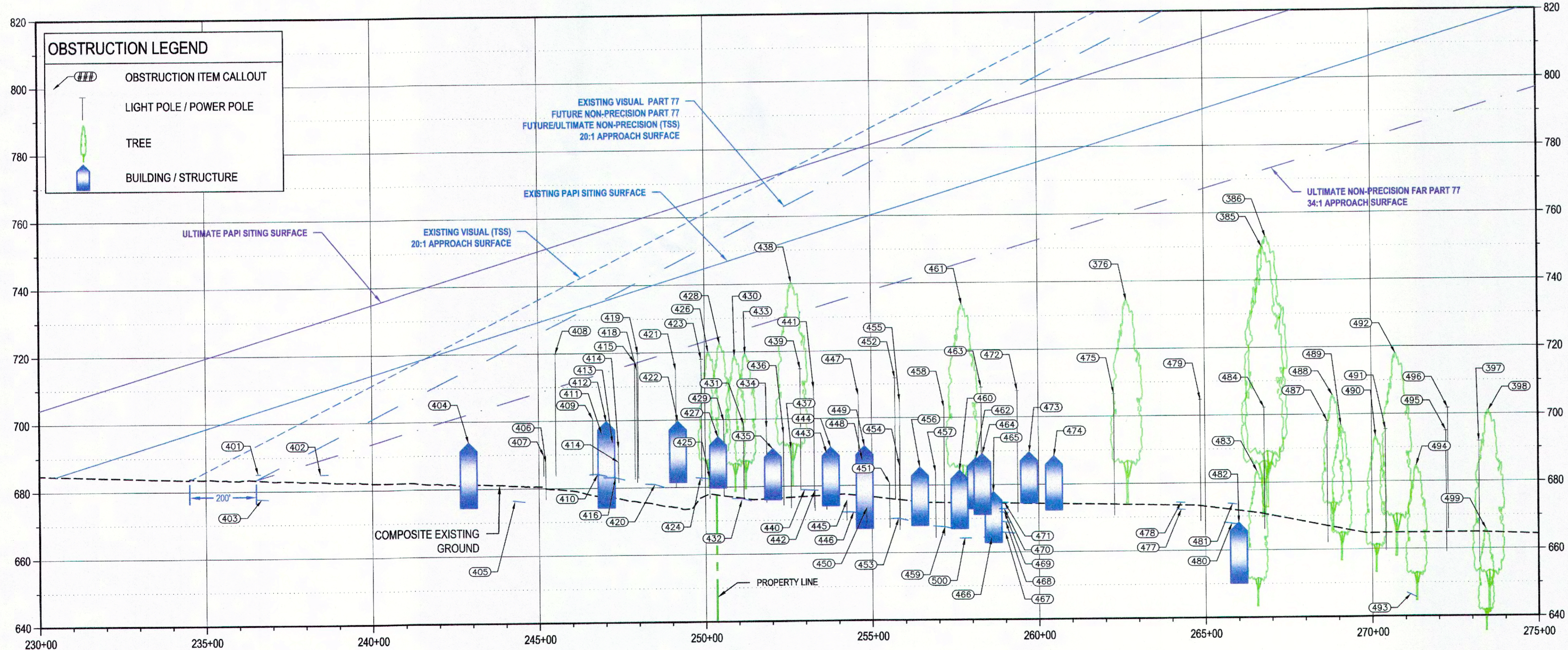
OBSTRUCTIONS WITHIN RUNWAY 8

OBS ITEM	DESCRIPTION	GND ELEV (FT)	OBJ TOP ELEV (FT)	EXISTING SURFACE PENETRATION (FT)	EXISTING SURFACE PENETRATED	FUTURE SURFACE PENETRATION (FT)	FUTURE SURFACE PENETRATED	ULTIMATE SURFACE PENETRATION (FT)	ULTIMATE SURFACE PENETRATED	PROPOSED ACTION	PROPOSED ACTION DATE
284	TELEPHONE POLE	724	744	-52	APPROACH	-52	APPROACH	-2	APPROACH	N/A	N/A
285	POWER POLE	726	751	-66	TRANSITIONAL	-48	TRANSITIONAL	3	TRANSITIONAL	LOWER	2032
286	POWER POLE	717	743	-64	APPROACH	-54	APPROACH	-4	APPROACH	N/A	N/A
287	POWER POLE	721	746	-51	APPROACH	-51	APPROACH	-1	APPROACH	N/A	N/A
288	POWER POLE	724	749	-48	APPROACH	-48	APPROACH	2	APPROACH	LOWER	2032
289	POWER POLE	725	750	-58	TRANSITIONAL	-48	APPROACH	3	APPROACH	LOWER	2032
290	MISSIMER ROAD @ ULT	714	729	-85	TRANSITIONAL	-68	TRANSITIONAL	-17	TRANSITIONAL	N/A	N/A
291	MISSIMER ROAD @ FUT	715	730	-84	TRANSITIONAL	-66	APPROACH	-17	APPROACH	N/A	N/A
292	MISSIMER ROAD @ EXST	717	732	-64	APPROACH	-64	APPROACH	-14	APPROACH	N/A	N/A
293	MISSIMER ROAD @ CL	723	738	-59	APPROACH	-59	APPROACH	-9	APPROACH	N/A	N/A
294	MISSIMER ROAD @ EXST	725	740	-57	APPROACH	-57	APPROACH	-7	APPROACH	N/A	N/A
295	MISSIMER ROAD @ ULT	726	741	-75	TRANSITIONAL	-57	TRANSITIONAL	-6	TRANSITIONAL	N/A	N/A
296	MISSIMER ROAD @ FUT	726	741	-78	TRANSITIONAL	-58	TRANSITIONAL	-6	TRANSITIONAL	N/A	N/A
297	BUILDING	723	741	-62	APPROACH	-62	APPROACH	-9	APPROACH	N/A	N/A
298	BUILDING	726	744	-80	APPROACH	-60	APPROACH	-7	APPROACH	N/A	N/A
299	TREE	724	774	-34	APPROACH	-34	APPROACH	21	APPROACH	REMOVE	2032
300	TREE	726	822	16	APPROACH	16	APPROACH	70	APPROACH	REMOVE	2019
301	TREE	727	820	12	APPROACH	12	APPROACH	67	APPROACH	REMOVE	2019
302	TREE	726	817	9	APPROACH	9	APPROACH	64	APPROACH	REMOVE	2019
303	POWER POLE	728	753	-64	TRANSITIONAL	-57	TRANSITIONAL	-2	TRANSITIONAL	N/A	N/A
304	POWER POLE	730	755	-67	TRANSITIONAL	-63	APPROACH	-4	APPROACH	N/A	N/A
305	TREE	727	752	-84	TRANSITIONAL	-66	APPROACH	-7	APPROACH	N/A	N/A
306	POWER POLE	732	757	-69	TRANSITIONAL	-66	APPROACH	-5	APPROACH	N/A	N/A
307	TREE	728	758	-72	APPROACH	-72	APPROACH	-8	APPROACH	N/A	N/A
308	POWER POLE	733	758	-77	APPROACH	-77	APPROACH	-11	APPROACH	N/A	N/A
309	TREE	733	793	-62	TRANSITIONAL	-51	APPROACH	19	APPROACH	REMOVE	2032
310	OLD INLAND EMPIRE HWY	734	749	-87	APPROACH	-87	APPROACH	-27	APPROACH	N/A	N/A
311	POWER POLE	734	759	-89	APPROACH	-89	APPROACH	-18	APPROACH	N/A	N/A
312	TREE	734	794	-61	HORIZONTAL	-61	HORIZONTAL	16	HORIZONTAL	REMOVE	2032
313	TREE	729	779	-76	APPROACH	-76	APPROACH	-2	APPROACH	N/A	N/A
314	BUILDING	730	749	-107	APPROACH	-107	APPROACH	-32	APPROACH	N/A	N/A
315	TREE	728	786	-69	APPROACH	-69	APPROACH	6	APPROACH	REMOVE	2032
316	POWER POLE	734	759	-102	APPROACH	-102	APPROACH	-28	APPROACH	N/A	N/A
317	BUILDING	729	747	-114	APPROACH	-114	APPROACH	-38	APPROACH	N/A	N/A
318	BUILDING	734	752	-104	APPROACH	-109	APPROACH	-33	APPROACH	N/A	N/A
319	TREE	734	787	-69	APPROACH	-75	APPROACH	2	APPROACH	REMOVE	2032
320	TELEPHONE POLE	734	754	-111	APPROACH	-111	APPROACH	-33	APPROACH	N/A	N/A
321	TELEPHONE POLE	734	754	-116	APPROACH	-116	APPROACH	-36	APPROACH	N/A	N/A
322	POWER POLE	734	759	-114	APPROACH	-114	APPROACH	-33	APPROACH	N/A	N/A
323	TELEPHONE POLE	734	754	-124	APPROACH	-124	APPROACH	-40	APPROACH	N/A	N/A
324	TREE	739	819	-36	HORIZONTAL	-36	HORIZONTAL	22	HORIZONTAL	REMOVE	2032
325	POWER POLE	734	759	-126	APPROACH	-126	APPROACH	-40	APPROACH	N/A	N/A
326	TELEPHONE POLE	735	755	-133	APPROACH	-133	APPROACH	-45	APPROACH	N/A	N/A
327	TREE	740	820	-35	HORIZONTAL	-35	HORIZONTAL	19	HORIZONTAL	REMOVE	2032
328	TREE	743	823	-32	HORIZONTAL	-32	HORIZONTAL	16	HORIZONTAL	REMOVE	2032
329	POWER POLE	737	782	-141							



OBS ITEM	LOCATION	GROUND ELEVATION	TRAVERSE WAY ADJUSTMENT	EXISTING APPROACH CLEARANCE	FUTURE APPROACH CLEARANCE	ULTIMATE APPROACH CLEARANCE
410	NORTH EDGE OF ULTIMATE APPROACH AT WINE COUNTRY ROAD	684.0	+15'	N/A	N/A	14.5'
416	NORTH EDGE OF FUTURE APPROACH AT WINE COUNTRY ROAD	683.2	+15'	N/A	N/A	39.0'
420	NORTH EDGE OF EXISTING APPROACH AT WINE COUNTRY ROAD	681.0	+15'	47.4'	47.4'	22.8'
432	APPROACH CENTERLINE AT WINE COUNTRY ROAD	676.5	+15'	64.9'	64.9'	34.9'
446	SOUTH EDGE OF EXISTING APPROACH AT WINE COUNTRY ROAD	672.3	+15'	76.6'	76.6'	85.4'
453	SOUTH EDGE OF FUTURE APPROACH AT WINE COUNTRY ROAD	670.1	+15'	N/A	N/A	97.1'
459	SOUTH EDGE OF ULTIMATE APPROACH AT WINE COUNTRY ROAD	664.6	+15'	N/A	N/A	64.5'
471	NORTH EDGE OF ULTIMATE APPROACH AT SOUTH WAMBA ROAD	674.7	+15'	N/A	N/A	58.7'
470	NORTH EDGE OF FUTURE APPROACH AT SOUTH WAMBA ROAD	672.8	+15'	N/A	N/A	107.9'
469	NORTH EDGE OF EXISTING APPROACH AT SOUTH WAMBA ROAD	671.7	+15'	108.9'	108.9'	62.6'
468	APPROACH CENTERLINE AT SOUTH WAMBA ROAD	668.9	+15'	111.4'	111.4'	65.3'
467	SOUTH EDGE OF EXISTING APPROACH AT SOUTH WAMBA ROAD	665.7	+15'	115.6'	115.6'	69.0'
466	SOUTH EDGE OF FUTURE APPROACH AT SOUTH WAMBA ROAD	664.2	+15'	N/A	N/A	68.9'
500	SOUTH EDGE OF ULTIMATE APPROACH AT SOUTH WAMBA ROAD	664.2	+15'	N/A	N/A	66.7'

RUNWAY END 26 - PLAN



NOTES:
 1. DATE OF OBSTRUCTION FLIGHT WAS 9/13/14.
 2. AGIS AND DOF OBSTRUCTS ACCOUNTED FOR.
 3. SEE SHEET AF-7 FOR LINE OF SIGHT PROFILE.

HORIZONTAL ACCURACY:
 AT A MAP SCALE OF 1"=50' NOT MORE THAN 10% OF ALL WELL-DEFINED PLANIMETRIC FEATURES ARE IN ERROR BY MORE THAN 1.0'

VERTICAL ACCURACY:
 CONTOUR INTERVAL 1.0 NOT MORE THAN 10% OF ALL VERTICAL POINTS ARE IN ERROR BY MORE THAN 1/2 THE ABOVE CONTOUR INTERVAL.

EXISTING	FUTURE	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	[Symbol]	AIRPORT PAVEMENT
[Symbol]	[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	[Symbol]	AIRPORT PROPERTY EASEMENTS
[Symbol]	[Symbol]	[Symbol]	APPROACH SURFACE
[Symbol]	[Symbol]	[Symbol]	PART 77 APPROACH SURFACE
[Symbol]	[Symbol]	[Symbol]	RUNWAY OBJECT FREE AREA (ROFA)
[Symbol]	[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE (RPZ)
[Symbol]	[Symbol]	[Symbol]	RUNWAY SAFETY AREA (RSA)
[Symbol]	[Symbol]	[Symbol]	RUNWAY OBJECT FREE ZONE (ROFZ)
[Symbol]	[Symbol]	[Symbol]	TAXIWAY OBJECT FREE AREA (TOFA)
[Symbol]	[Symbol]	[Symbol]	FENCE
[Symbol]	[Symbol]	[Symbol]	FENCE TO BE RELOCATED
[Symbol]	[Symbol]	[Symbol]	THRESHOLD LIGHTS
[Symbol]	[Symbol]	[Symbol]	LANDING AID (PAPI-2)
[Symbol]	[Symbol]	[Symbol]	LANDING AID (REILS)
[Symbol]	[Symbol]	[Symbol]	SUPPLEMENTAL WINDCONE
[Symbol]	[Symbol]	[Symbol]	GROUND CONTOURS (1' INTERVAL)

RUNWAY END 26 - PROFILE
 VERTICAL SCALE: 20:1, HORIZONTAL SCALE: 200:1

NO.	DESCRIPTION	FAA UPDATE	DATE



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FILE: 30-15-020-C-AF-5
 JUB PROJ #: 30-15-020
 DRAWN BY: SMD
 DESIGN BY: ---
 CHECKED BY: ---

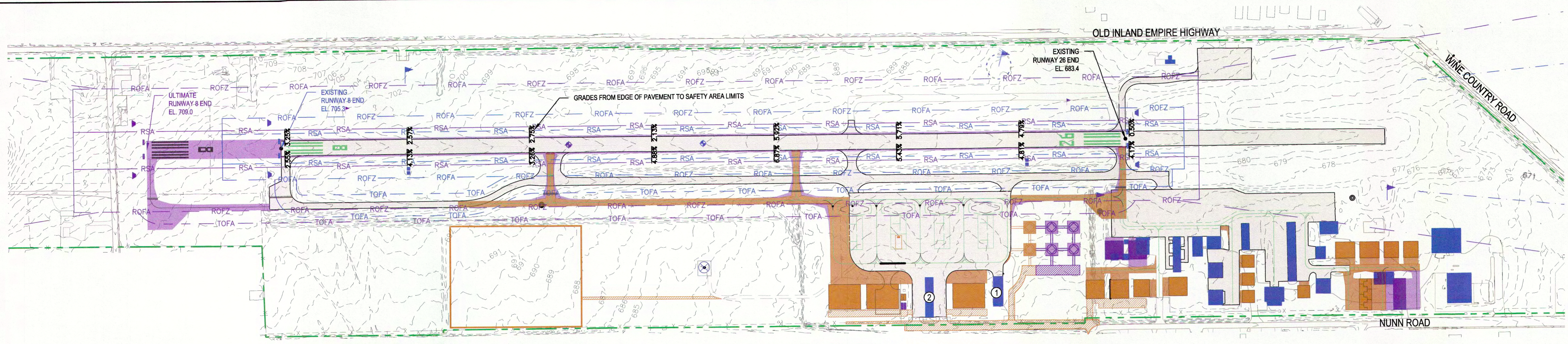
PORT OF BENTON
 PROSSER AIRPORT
 RUNWAY 26 INNER APPROACH SURFACE

LAST UPDATED: 7/8/2019
 SHEET NUMBER:

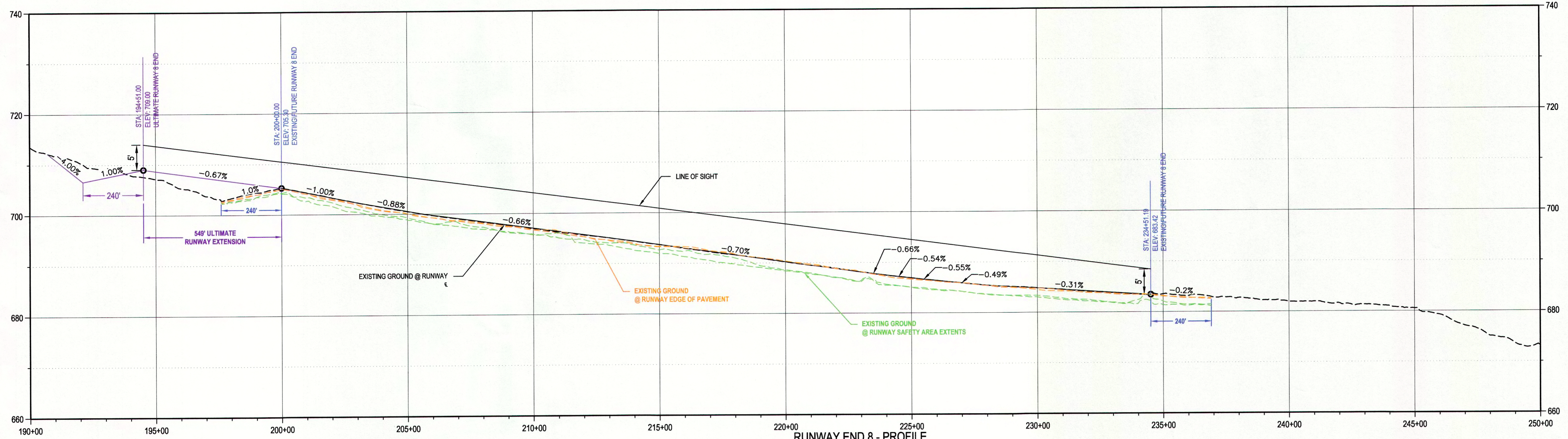
AF-6

Plot Date: 7/8/2019 8:26 AM Plotted By: Shawn Dulin
 Date Created: 2/2/2019
 File Path: \\JUB\PROJ\30-15-020-C-AF-5\30-15-020-C-AF-5.DWG

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 2003 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEW 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 REPORTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.



RUNWAY 8-26 PLAN



RUNWAY END 8 - PROFILE
VERTICAL SCALE: 10:1, HORIZONTAL SCALE: 200:1

EXISTING	FUTURE	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	[Symbol]	AIRPORT PAVEMENT
[Symbol]	[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	[Symbol]	RUNWAY OBJECT FREE AREA (ROFA)
[Symbol]	[Symbol]	[Symbol]	RUNWAY SAFETY AREA
[Symbol]	[Symbol]	[Symbol]	RUNWAY OBJECT FREE ZONE
[Symbol]	[Symbol]	[Symbol]	TAXIWAY OBJECT FREE AREA (TOFA)
[Symbol]	[Symbol]	[Symbol]	FENCE
[Symbol]	[Symbol]	[Symbol]	THRESHOLD LIGHTS
[Symbol]	[Symbol]	[Symbol]	LANDING AID (PAPI-2)
[Symbol]	[Symbol]	[Symbol]	LANDING AID (REILS)
[Symbol]	[Symbol]	[Symbol]	SUPPLEMENTAL WINDCONE
[Symbol]	[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	[Symbol]	GROUND CONTOURS (2' INTERVAL)

TRUE NORTH

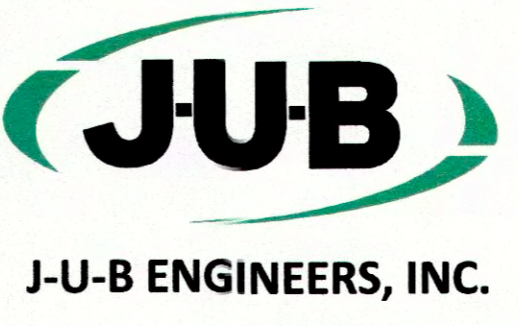
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MAGNETIC DECLINATION 14°49'E
APRIL 24, 2018
RATE OF CHANGE
0° 8' W PER YEAR

0 200 400
SCALE IN FEET

REUSE OF DRAWINGS

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FILE: 30-15-020-C-AF-7
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CHECKED BY: ---

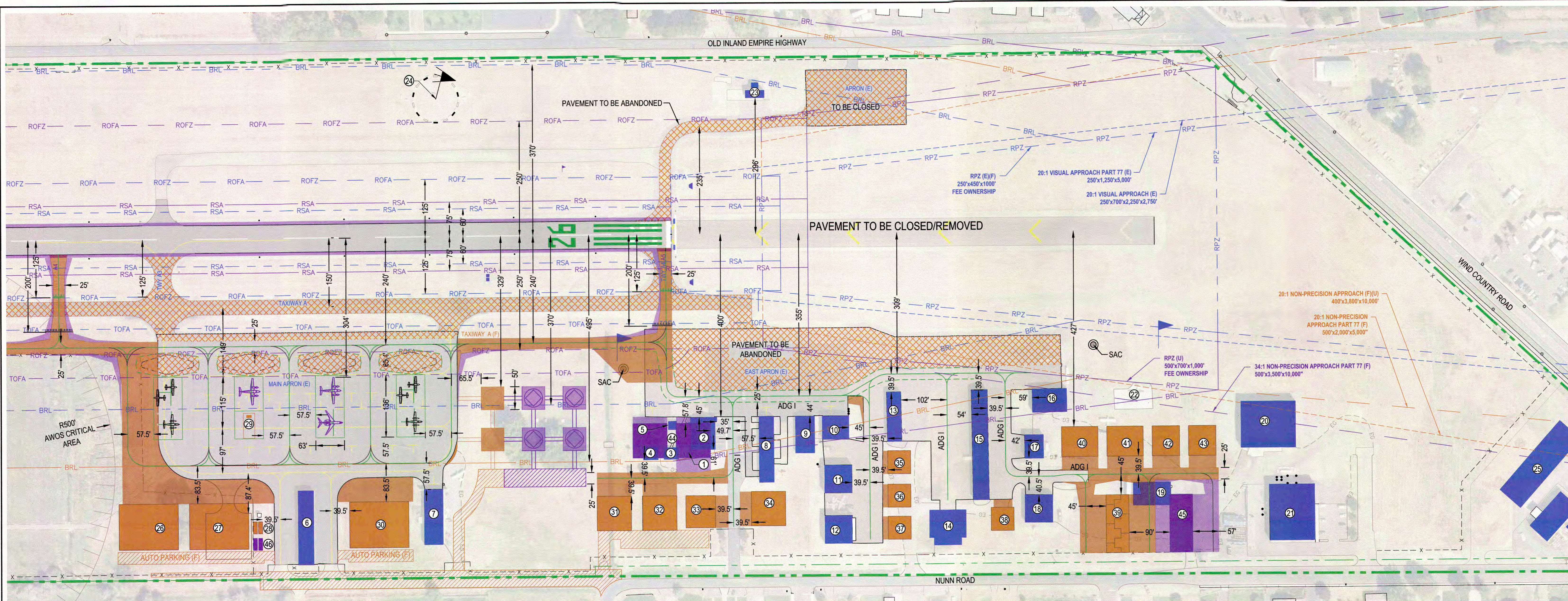
ONE INCH
AT FULL SIZE, IF NOT ONE
INCH, SCALE ACCORDINGLY

PORT OF BENTON
PROSSER AIRPORT

RUNWAY CENTERLINE PLAN AND PROFILE

LAST UPDATED: 5/2/2019
SHEET NUMBER:

AF-7



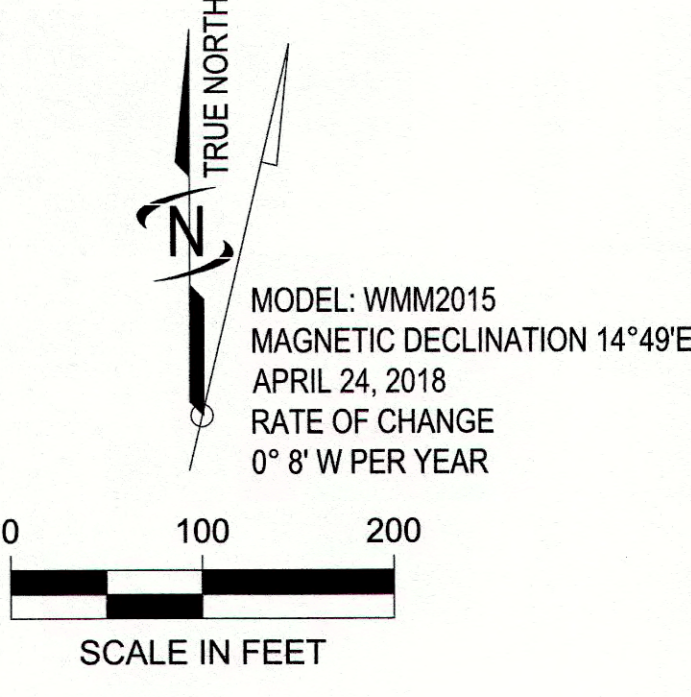
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[White Box]	[Orange Box]	[Purple Box]	ROADWAY
[Green Dashed Line]	[Green Dashed Line]	[Green Dashed Line]	BUILDING ENVELOPE (LOT)
[Green Dashed Line]	[Green Dashed Line]	[Green Dashed Line]	AIRPORT PROPERTY LINE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	APPROACH SURFACE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	PART 77 APPROACH SURFACE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	BUILDING RESTRICTION LINE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	RUNWAY OBJECT FREE AREA (ROFA)
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	RUNWAY PROTECTION ZONE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	RUNWAY SAFETY AREA
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	RUNWAY OBJECT FREE ZONE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	TAXIWAY OBJECT FREE AREA (TOFA)
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	NAVAID CRITICAL AREA
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	FENCE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	THRESHOLD LIGHTS
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	LANDING AID (PAPI-2)
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	LANDING AID (REILS)
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	SUPPLEMENTAL WINDCONE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	AIRPORT REFERENCE POINT (ARP)
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	PAVEMENT TO BE CLOSED/REMOVED/ABANDONED

EXISTING BUILDING AND FACILITIES LIST					
NO.	DESCRIPTION	CONDITION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT	TOP ELEV.
1	ROTATING BEACON AND TOWER	GOOD	N/A	54	729
2	FBO / PILOT LOUNGE	GOOD	3,800	21	698
3	RESTROOMS	GOOD	800	12	687
4	EAA BUILDING	GOOD	900	12	687
5	FUEL TANK	GOOD	N/A	11	691
6	T-HANGARS	GOOD	5,670	17	695
7	HANGAR	GOOD	4,800	17	693
8	T-HANGARS	POOR	4,600	17	693
9	HANGAR	GOOD	3,400	17	693
10	HANGAR	GOOD	3,000	17	693
11	HANGAR	GOOD	3,600	23	698
12	HANGAR	GOOD	3,600	23	698
13	T-HANGARS	FAIR	4,600	17	694
14	HANGAR	NEW	5,800	23	697
15	T-HANGARS	FAIR	8,600	17	694
16	HANGAR	GOOD	3,750	23	697
17	HANGAR	GOOD	3,000	23	695
18	HANGAR	GOOD	3,600	20	693
19	MAINTENANCE HANGAR	GOOD	4,000	18	690
20	INDUSTRIAL PARK BUILDING	GOOD	12,000	27	700
21	INDUSTRIAL PARK BUILDING	GOOD	12,000	23	696
22	HANGAR (ABANDONED CONCRETE)	N/A	925	0	675
23	T-HANGAR (TO BE REMOVED)	POOR	925	17	704
24	LIGHTED WIND SOCK AND SEGMENTED CIRCLE	GOOD	N/A	23	709
25	CHUKAR CHERRIES (4 BLDGS)	GOOD	N/A	23	692

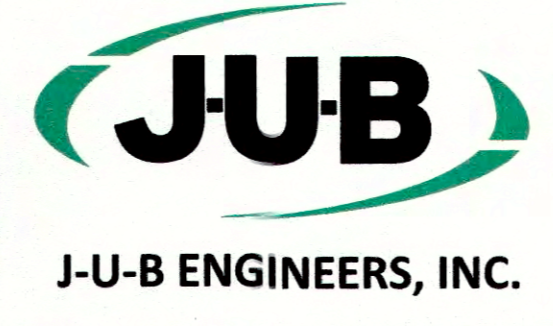
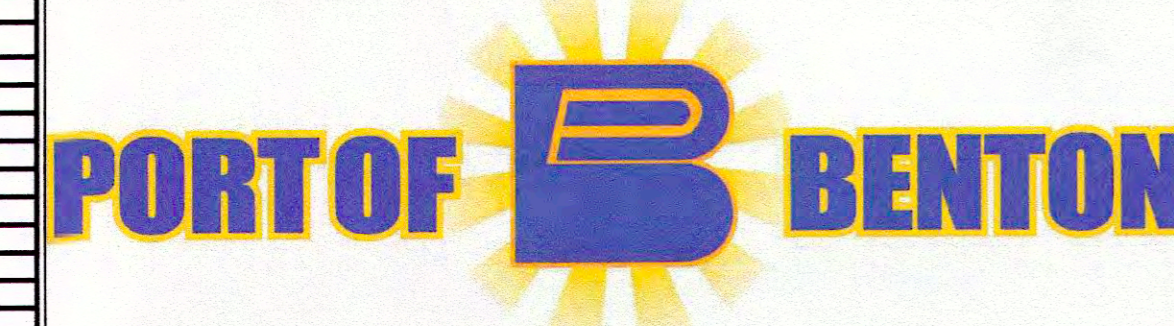
FUTURE BUILDING AND FACILITIES LIST					
NO.	DESCRIPTION	DIMENSION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT	TOP ELEV.
26	HANGAR	100X130	13,000	35	715
27	HANGAR	100X130	13,000	35	715
28	FUEL TANKS	N/A	500	10	688
29	FUEL ISLAND	25X55	1,375	6	686
30	FUTURE GA FBO TERMINAL	100X130	13,000	35	712
31	HANGAR	75X75	5,625	35	709
32	HANGAR	75X75	5,625	35	709
33	HANGAR	65X70	4,550	35	709
34	HANGAR	75X75	5,625	35	708
35	HANGAR	50X50	2,500	35	708
36	HANGAR	50X50	2,500	35	708
37	HANGAR	50X50	2,500	35	708
38	HANGAR	50X50	2,500	35	708
39	T-HANGARS (QTY 5)	50X126	6,300	35	707
40	HANGAR	65X80	5,200	35	708
41	HANGAR	65X80	5,200	35	708
42	HANGAR	65X60	3,900	35	708
43	HANGAR	65X60	3,900	35	708

ULTIMATE BUILDING AND FACILITIES LIST					
NO.	DESCRIPTION	DIMENSION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT	TOP ELEV.
44	HANGAR (QTY 2)	75X75	5,625	30	706
45	T-HANGARS (QTY 5)	50X126	6,300	35	707
46	FUEL TANKS	N/A	500	10	688

- NOTES:
- TRUE BEARINGS LISTED FOR RUNWAYS ARE GEODETIC VALUES. ELEVATIONS PUBLISHED ARE BASED ON NAD83 VERTICAL DATUM. HORIZONTAL DATUM IS NAD83/2011.
 - DATE OF OBSTRUCTION FLIGHT WAS 9/13/14.
 - ALL EXISTING TAXIWAY WIDTHS ARE 25'.
 - EXISTING AND FUTURE BUILDINGS ARE LABELED ON THE TERMINAL AREA PLAN.
 - RUNWAY 8 PAPI-2 IS LOCATED AT STATION 205+17, 99.2 FT FROM RUNWAY CENTERLINE. RUNWAY 26 PAPI-2 IS LOCATED AT STATION 239+49, 91.4 FT FROM RUNWAY CENTERLINE.
 - RUNWAY 8 REILS ARE LOCATED AT STATION 199+59, 105 FT FROM RUNWAY CENTERLINE. RUNWAY 26 REILS ARE LOCATED AT STATION 234+19, 105 FT FROM RUNWAY CENTERLINE.
 - TAXIWAY A EDGE SAFETY MARGIN (TESM); TAXIWAY DESIGN GROUP (TDG) 1A (E,F): 5 FT, 1B (U): 5 FT
 - TAXIWAY A SHOULDER WIDTH; TAXIWAY DESIGN GROUP (TDG) 1A (E,F): 10 FT, 1B (U): 10 FT
 - RUNWAY SHOULDER WIDTH; B-I (SMALL (E,F)): 10 FT, B-II (U): 10 FT
 - TAXIWAY A OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) I: 89 FT
 - TAXIWAY B OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) I: 79 FT
 - TAXIWAY/TAXIWAY SAFETY AREA (TSA); AIRPLANE DESIGN GROUP (ADG) I: 49 FT
 - APRON (E): 35,494 SQUARE YARDS, APRON (F)(U) 19,470 SQUARE YARDS
 - ALL FENCES ARE 6 FEET IN HEIGHT UNLESS OTHERWISE NOTED.
 - THE DEPICTED 35-FOOT BUILDING RESTRICTION LINE IS INTENDED AS A GUIDELINE ONLY. FUTURE HANGARS MUST RECEIVE A NO-HAZARD DETERMINATION VIA FAA FROM 7460 FILING.



REVISION			
NO.	DESCRIPTION	FAA UPDATE	DATE



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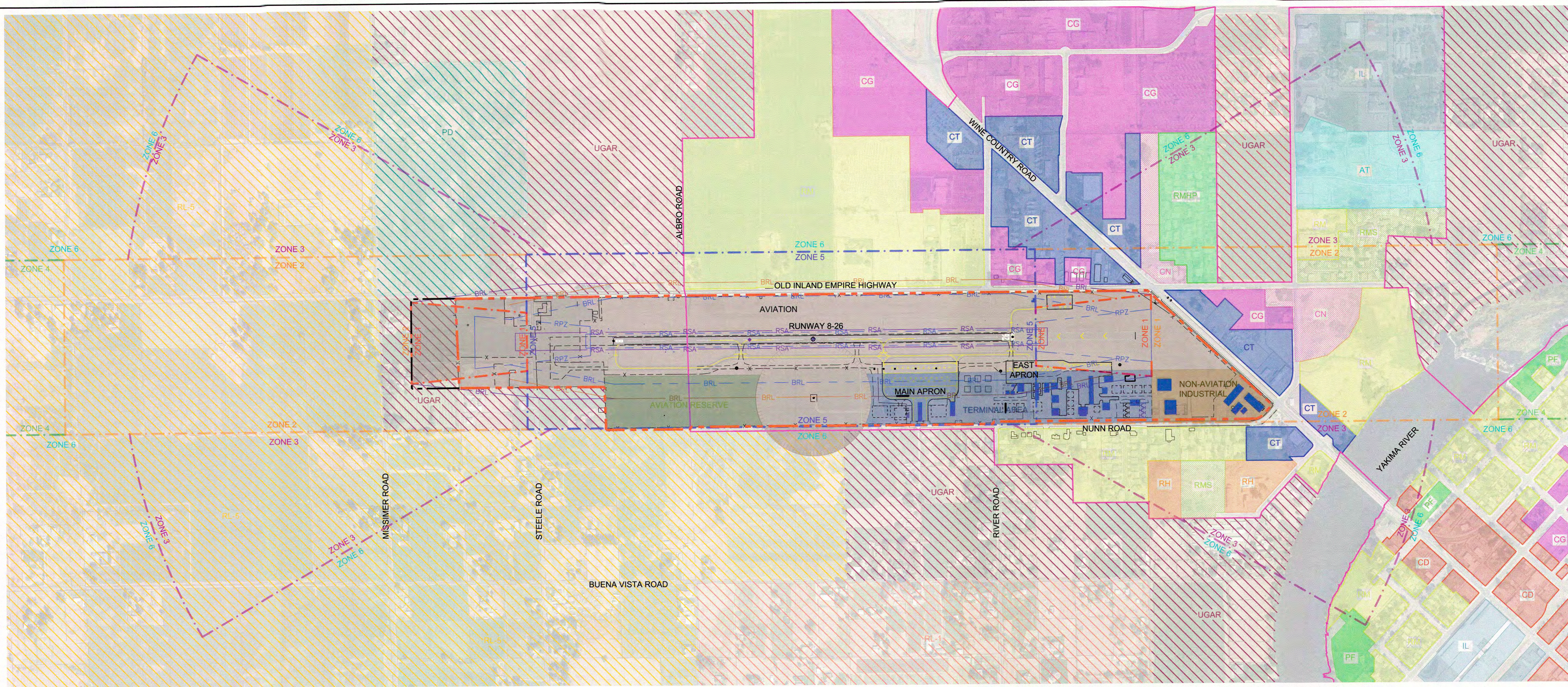
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PORT OF BENTON
PROSSER AIRPORT
TERMINAL AREA PLAN

LAST UPDATED: 5/22/2019
SHEET NUMBER:

AF-8

Pdf Date: 5/22/2019 4:19 PM
 Date Created: 4/30/2019 10:58 AM
 User: JUB\PROSSER\AF-8.DWG



- CITY OF PROSSER LAND USE**
- AT - AGRICULTURAL - TOURISM
 - CT - COMMERCIAL THOROUGHFARE
 - CN - COMMERCIAL NEIGHBORHOOD
 - CG - COMMERCIAL GENERAL
 - CD - COMMERCIAL DOWNTOWN
 - RH - RESIDENTIAL HIGH DENSITY
 - RM - RESIDENTIAL MEDIUM DENSITY
 - RMHP - RESIDENTIAL MANUFACTURED HOME PARK
 - RMS - RESIDENTIAL MANUFACTURED HOME SUBDIVISION
 - PF - PUBLIC FACILITY
 - IL - INDUSTRIAL LIGHT
- BENTON COUNTY LAND USE**
- GC - GENERAL COMMERCIAL
 - IL - LIGHT INDUSTRIAL
 - UGAR
 - RL-1
 - RL-5
 - PD - PARK DISTRICT

- AIRPORT LAND USE**
- AVIATION
 - AVIATION RESERVE
 - TERMINAL AREA
 - NON-AVIATION INDUSTRIAL
- AIRPORT SAFETY COMPATIBILITY ZONES**
- ZONE 1 - RUNWAY PROTECTION ZONE
 - ZONE 2 - RUNWAY APPROACH ZONE
 - ZONE 3 - TURNING ZONE
 - ZONE 4 - EXTENDED RUNWAY ZONE
 - ZONE 5 - RUNWAY SAFETY AREA
 - ZONE 6 - TRAFFIC PATTERN ZONE

COMPATIBILITY ZONE LAND USE GUIDELINES:

ZONE 1: AVOID LAND USES WHICH CONCENTRATE PEOPLE INDOORS OR OUTDOORS. PROHIBIT ALL RESIDENTIAL LAND USES. ALL NON-RESIDENTIAL LAND USES PERMITTED OUTRIGHT SUBJECT TO THE POPULATION DENSITY AND SPECIAL FUNCTION LAND USE GUIDELINES. PROHIBIT ALL SPECIAL FUNCTION LAND USES.

ZONE 2: AVOID LAND USES WHICH CONCENTRATE PEOPLE INDOORS OR OUTDOORS. PROHIBIT ALL RESIDENTIAL LAND USES. ALL NON-RESIDENTIAL LAND USES PERMITTED OUTRIGHT SUBJECT TO THE POPULATION DENSITY AND SPECIAL FUNCTION LAND USE GUIDELINES. PROHIBIT ALL SPECIAL FUNCTION LAND USES.

ZONE 3: AVOID LAND USES WHICH CONCENTRATE PEOPLE INDOORS OR OUTDOORS. RUNWAY <4,000 FEET - PROHIBIT ALL RESIDENTIAL LAND USES. ALL NON-RESIDENTIAL LAND USES PERMITTED OUTRIGHT SUBJECT TO THE SPECIAL FUNCTION LAND USE GUIDELINES. PROHIBIT ALL SPECIAL FUNCTION LAND USES.

ZONE 4: LIMIT POPULATION CONCENTRATIONS. RUNWAY <4,000 FEET - PROHIBIT ALL RESIDENTIAL LAND USES. ALL NON-RESIDENTIAL LAND USES PERMITTED OUTRIGHT SUBJECT TO THE SPECIAL FUNCTION LAND USE GUIDELINES. PROHIBIT ALL SPECIAL FUNCTION LAND USES.

ZONE 5: AVOID LAND USES WHICH CONCENTRATE PEOPLE INDOORS OR OUTDOORS. PROHIBIT ALL RESIDENTIAL LAND USES. ALL NON-RESIDENTIAL LAND USES PERMITTED OUTRIGHT SUBJECT TO THE POPULATION DENSITY AND SPECIAL FUNCTION LAND USE GUIDELINES. PROHIBIT ALL SPECIAL FUNCTION LAND USES.

ZONE 6: LIMIT LARGE CONCENTRATIONS OF PEOPLE. RUNWAY <4,000 FEET - MAXIMUM 1DU/5 ACRE IN RURAL AREAS OR 1 DU/5 ACRE IN URBAN AREA. ALL NON-RESIDENTIAL LAND USES PERMITTED OUTRIGHT SUBJECT TO THE SPECIAL FUNCTION LAND USE GUIDELINES. PROHIBIT ALL SPECIAL FUNCTION LAND USES.

NOTES:

GOAL LU-9: PROVIDE THE PROSSER AIRPORT WITH REASONABLE PROTECTION FROM AIRSPACE OBSTRUCTIONS, INCOMPATIBLE LAND USES, AND NUISANCE COMPLAINTS THAT COULD RESTRICT OPERATIONS.

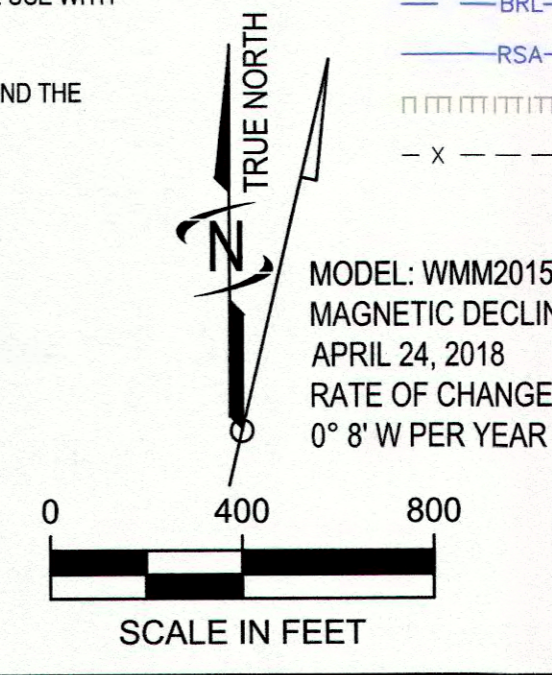
POLICY LU-9.1: KEEP RESIDENTIAL LAND UNDERLYING THE AIR APPROACH EAST AND WEST OF THE RUNWAY TO A LOW DENSITY AND INTENSITY. COMMERCIAL USES, THAT ATTRACT SIGNIFICANT NUMBERS OF PEOPLE, SHOULD BE DISCOURAGED.

POLICY LU-9.2: PLAN LAND USE AROUND THE AIRPORT WITH POTENTIAL NOISE PROBLEMS IN MIND. OPEN SPACE USES ARE MOST DESIRABLE, SUCH AS, PARKS, CEMETERIES, GOLF COURSES, ETC. COMMERCIAL USES CONSISTENT WITH THE LAND USE MAP ARE APPROPRIATE PROVIDED APPROPRIATE NOISE INSTALLATION MEASURES ARE INCORPORATED INTO THE CONSTRUCTION OF NEW BUILDINGS. INDUSTRIAL USES ARE APPROPRIATE IF LOCATED IN A PLANNED PARK. LOW-DENSITY RESIDENTIAL USE WITH SOUND-REDUCTION WOULD BE APPROPRIATE.

POLICY LU-9.3: PLAN INDUSTRIAL SITE DEVELOPMENT IN THE AIRPORT AREA KEEPING IN MIND THE NEEDS AND OPERATIONS OF THE AIRPORT.

LEGEND

EXISTING	FUTURE	ULTIMATE	DESCRIPTION
[Solid Blue]	[Dashed Blue]	[Dotted Blue]	BUILDING/STRUCTURE
[Solid Grey]	[Dashed Grey]	[Dotted Grey]	AIRPORT PAVEMENT
[Solid Orange]	[Dashed Orange]	[Dotted Orange]	ROADWAY
[Solid Green]	[Dashed Green]	[Dotted Green]	AIRPORT PROPERTY LINE
[Solid Yellow]	[Dashed Yellow]	[Dotted Yellow]	PARCEL LINES
[Solid Purple]	[Dashed Purple]	[Dotted Purple]	PROSSER CITY LIMITS
[Solid Red]	[Dashed Red]	[Dotted Red]	BUILDING RESTRICTION LINE
[Solid Blue-White]	[Dashed Blue-White]	[Dotted Blue-White]	RUNWAY SAFETY AREA
[Solid Green-White]	[Dashed Green-White]	[Dotted Green-White]	NAVAID CRITICAL AREA
[Solid Yellow-White]	[Dashed Yellow-White]	[Dotted Yellow-White]	FENCE



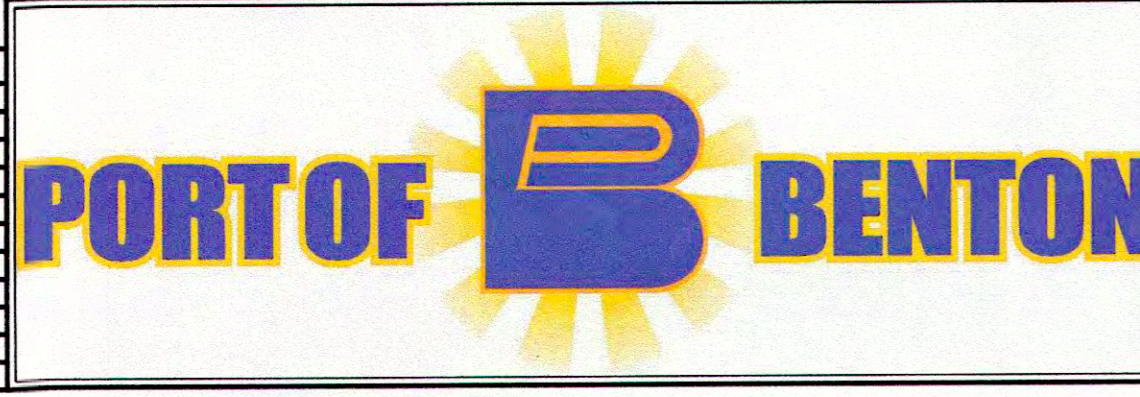
MODEL: WMM2015
 MAGNETIC DECLINATION 14°49'E
 APRIL 24, 2018
 RATE OF CHANGE
 0° 8' W PER YEAR

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 VIEW 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.

REUSE OF DRAWINGS

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NO.	DESCRIPTION	FAA UPDATE	APR.	DATE



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FILE: 30-15-020-C-AF-9
 JOB PROJ. #: 30-15-020
 DRAWN BY: SMD
 DESIGN BY: ---
 CHECKED BY: ---

ONE INCH
 AT FULL SIZE, IF NOT ONE
 INCH, SCALE ACCORDINGLY

**PORT OF BENTON
 PROSSER AIRPORT**

LAND USE

LAST UPDATED: 4/30/2019
 SHEET NUMBER:
AF-9

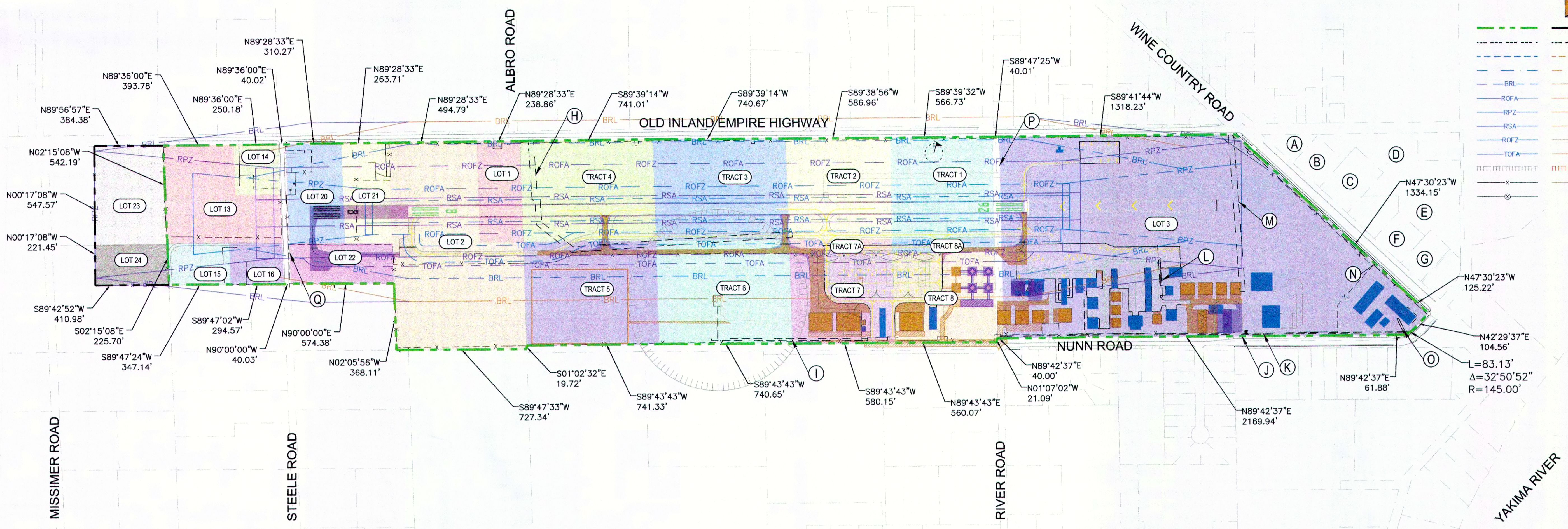
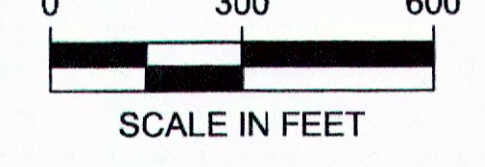
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LEGEND

EXISTING	FUTURE	ULTIMATE	DESCRIPTION
[Blue Box]	[Orange Box]	[Purple Box]	BUILDING/STRUCTURE
[Light Blue Box]	[Light Orange Box]	[Light Purple Box]	AIRPORT PAVEMENT
[White Box]	[White Box]	[White Box]	ROADWAY
[Green Box]	[Green Box]	[Green Box]	BUILDING ENVELOPE (LOT)
[Green Dashed Line]	[Green Dashed Line]	[Green Dashed Line]	AIRPORT PROPERTY LINE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	AIRPORT PROPERTY EASEMENTS
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	APPROACH SURFACE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	PART 77 APPROACH SURFACE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	BUILDING RESTRICTION LINE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	RUNWAY OBJECT FREE AREA (ROFA)
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	RUNWAY PROTECTION ZONE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	RUNWAY SAFETY AREA
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	RUNWAY OBJECT FREE ZONE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	TAXIWAY OBJECT FREE AREA (TOFA)
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	NAVAID CRITICAL AREA
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	FENCE
[Blue Dashed Line]	[Blue Dashed Line]	[Blue Dashed Line]	FENCE TO BE RELOCATED



MODEL: WMM2015
MAGNETIC DECLINATION 14°49'E
APRIL 24, 2018
RATE OF CHANGE
0° 8' W PER YEAR



AIRPORT PROPERTY PARCEL INFORMATION

PARCEL	GRANTOR	TYPE OF INTEREST	ACREAGE (APPROX.)	INSTRUMENT	AUDITORS FILE NUMBER	BOOK AND PAGE	DATE OF ACQUISITION	FAA GRANT/YEAR	ACQUISITION PURPOSE	KNOWN ENCUMBRANCES	EASEMENTS & REMARKS
LOT 1	PROPST	FEE	16.06	WARRANTY DEED	1996-8130		7/5/1995		AIRPORT		
LOT 2	PROPST & STONE	FEE	3.15	WARRANTY DEED	1989-17800		11/9/1989	3-53-0050-02/1991	AIRPORT		
LOT 3	CITY OF PROSSER	FEE	50.92	QUIT CLAIM DEED	1946-3943		6/19/1961		AIRPORT		
LOT 13	SMITH	FEE	8.02	WARRANTY DEED	2007-033272		10/5/2007	3-53-0050-10/2008	AIRPORT	NONE	
LOT 14	WHITED	FEE	1.18	WARRANTY DEED	2009-003302		1/15/2010	3-53-0050-11/2009	AIRPORT		1) WA. IRR. CO. ROW FOR MAINT. 2) ROW BENTON PUD POWER EASEMENT W 10-FT OF E 25-FT OF PROPERTY. 3) ROW BENTON PUD POWER EASEMENT S 10-FT OF N 277 FT OF E 425 FT OIE HWY AND STEELE RD
LOT 15	DELEON	FEE	1.57	WARRANTY DEED	2009-008364		2/13/2009	3-53-0050-11/2009	AIRPORT	Sunnyside Irrigation Dist. 93-20056, Road & Irrigation Maint. Agreements btw Smith and Robledo 93-24982	1) WA. IRR. CO. ROW FOR MAINT. 2) SUNNYSIDE VALLEY IRR PROJECT & ROW FOR WATER IN FAVOR OF KATHLEEN WILKINSON-SMITH. 3) BENTON PUD IRRIGATION 10-FT ALONG SOUTH AND WEST SIDES. 4) ROW EASEMENT BENTON PUD 93-25410
LOT 16	MARTIN	FEE	1.72	WARRANTY DEED	2009-03044		7/13/2009	3-53-0050-11/2009	AIRPORT		1) SUNNYSIDE VALLEY IRR PROJECT. 2) WA. IRR. CO. ROW FOR MAINT. 3) ROW EASEMENT BENTON PUD ELECTRIC POWER LINE & ROAD
LOT 20	SYBOUTS	FEE	4	WARRANTY DEED	2009-00330		1/8/2009	3-53-0050-13/2010	AIRPORT		1) WA. IRR. CO. ROW FOR MAINT. 2) SUNNYSIDE VALLEY IRR PROJECT. 3) CITY OF PROSSER ROW FOR OIE HWY
LOT 21	KILLIAN	FEE	4	WARRANTY DEED	2009-003296		12/23/2008	3-53-0050-13/2010	AIRPORT		1) WA. IRR. CO. ROW FOR MAINT. 2) SUNNYSIDE VALLEY IRR PROJECT. 3) CITY OF PROSSER ROW FOR OIE HWY. 4) Avigation Easement 5/6/1948, Vol 96/Pg 367 covers Killian, McGrew and Sybouts Properties
LOT 22	MCGREW	FEE	2.92	WARRANTY DEED	2010-002165		2/26/2009	3-53-0050-13/2010	AIRPORT		1) WA. IRR. CO. ROW FOR MAINT. 2) SUNNYSIDE VALLEY IRR PROJECT. 3) CITY OF PROSSER
TRACT 1	CITY OF PROSSER	FEE	7.27	QUIT CLAIM DEED	1945-7938	VOL 2, PG. 37	6/19/1961		AIRPORT		ALLGAIER'S HOME TRACT 1
TRACT 2	CITY OF PROSSER	FEE	7.52	QUIT CLAIM DEED	1945-7938	VOL 2, PG. 37	6/19/1961		AIRPORT		ALLGAIER'S HOME TRACT 2
TRACT 3	CITY OF PROSSER	FEE	9.49	QUIT CLAIM DEED	1945-7938	VOL 2, PG. 37	6/19/1961		AIRPORT		ALLGAIER'S HOME TRACT 3
TRACT 4	CITY OF PROSSER	FEE	9.49	QUIT CLAIM DEED	1945-7938	VOL 2, PG. 37	6/19/1961		AIRPORT		ALLGAIER'S HOME TRACT 4
TRACT 5	PROPST	FEE	9.66	WARRANTY DEED	1996-8130	VOL 2, PG. 37	7/5/1995		AIRPORT		ALLGAIER'S HOME TRACT 5
TRACT 6	PROPST	FEE	9.66	WARRANTY DEED	1996-8130	VOL 2, PG. 37	7/5/1995		AIRPORT		ALLGAIER'S HOME TRACT 6
TRACT 7	B&K, INC.	FEE	6.61	HISTORICAL DEED	1998-01538	VOL 2, PG. 37	4/8/1998	3-53-0050-04/1999	AIRPORT		ALLGAIER'S HOME TRACT 7 (PORTION)
TRACT 7A	B&K, INC.	FEE	1	WARRANTY DEED	1980-5429		10/18/1979	5-53-0050-01/1977	AIRPORT		ALLGAIER'S HOME TRACT 7 (PORTION)
TRACT 8	B&K, INC.	FEE	6.38	HISTORICAL DEED	1998-01538	VOL 2, PG. 37	4/8/1998	3-53-0050-04/1999	AIRPORT		ALLGAIER'S HOME TRACT 8 (PORTION)
TRACT 8A	B&K, INC.	FEE	0.97	WARRANTY DEED	1980-5429		10/18/1979	5-53-0050-01/1977	AIRPORT		ALLGAIER'S HOME TRACT 8 (PORTION)

*This information should be used for planning purposes only. An official land survey should be completed to attain accurate information. No Surplus Property Transfer, Government Land Transfer or statutory federal agreements or conditions were part of the listed properties. No known properties were released from federal obligations or property disposal.

PROPERTY ENCUMBRANCES

#	GRANTOR	TYPE OF INTEREST	ACREAGE (APPROX.) OR WIDTH	INSTRUMENT	AUDITOR'S FILE NUMBER	DATE	GRANT/YEAR	DESCRIPTION
A (OLD)	JEFFERY AND LORRAINE GOOLDY	AVIG. EASEMENT	0.64			1/11/1978	5-53-0050-01/1977	
B (OLD)	JEFFERY AND LORRAINE GOOLDY	AVIG. EASEMENT	0.92			12/12/1977	5-53-0050-01/1977	
C (OLD)	LAWRENCE AND CLAUDIA BRUNELLE	AVIG. EASEMENT	0.92			10/11/1977	5-53-0050-01/1977	
D (OLD)	MANUEL AND ELIBERTA SANTOY	AVIG. EASEMENT	3.39			10/7/1977	5-53-0050-01/1977	
E (OLD)	THE WOODSHOP INC.	AVIG. EASEMENT	3.25			12/12/1977	5-53-0050-01/1977	
F (OLD)	KANG YOUNG SON	AVIG. EASEMENT	0.92			11/7/1977	5-53-0050-01/1977	
G (OLD)	MAXINE MARIE BROWN	AVIG. EASEMENT	1.38			10/11/1977	5-53-0050-01/1977	
H	PORT OF BENTON	EASEMENT	30'		2009-028526			SVID IRRIGATION EASEMENT
I	PORT OF BENTON	EASEMENT	1'					BPUD EASEMENT
J	PORT OF BENTON	EASEMENT	15'	87-17158				SANITARY SEWER EASEMENT
K	PORT OF BENTON	EASEMENT	10'	88-4169				PUD EASEMENT
L	PORT OF BENTON	EASEMENT	10'	2010-018499				PUD EASEMENT
M	PORT OF BENTON	EASEMENT	30'	2009-028526				SVID IRRIGATION EASEMENT
N	PORT OF BENTON	EASEMENT	10'	88-4169				PUD EASEMENT
O	PORT OF BENTON	EASEMENT	10'					PUD EASEMENT
P	PORT OF BENTON	RW	40'					ROAD RIGHT OF WAY (40' EXISTING)
Q	PORT OF BENTON	RW	40'					ROAD RIGHT OF WAY (40' EXISTING, 60' FUTURE)

FUTURE PROPERTY ACQUISITION INFORMATION

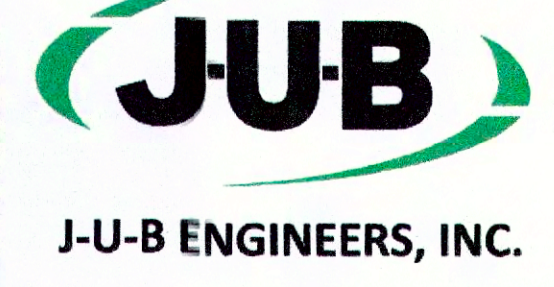
PARCEL	OWNER	TYPE OF INTEREST	ACREAGE (APPROX)	DATE OF ACQUISITION	REMARKS
LOT 23	SHANAFELT, MATTHEW				
LOT 24	GAGNER, JAMES & JOAN				

SPONSOR APPROVAL

[Signature]
PORT OF BENTON
DATE: 3/9/19

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LAST UPDATED: 4/30/2019
SHEET NUMBER:



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FILE: 30-15-020-C-AF-10
JUB PROJ. #: 30-15-020
DRAWN BY: SMD
DESIGN BY: ---
CHECKED BY: ---
SCALE: 1" = 400'
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

PORT OF BENTON
PROSSER AIRPORT
AIRPORT PROPERTY INVENTORY - EXHIBIT A

AF-10

NO.	DESCRIPTION	FAA UPDATE	APR	DATE

File Date: 5/20/2019 4:30 PM
 Plotter: JUB
 Date Created: 4/30/2019
 Project: PROSSER AIRPORT AF-10
 User: JUB