ALP Approval

Richland Airport RLD (Richland, WA)

May 31, 2022

Background

The updated Airport Layout Plan (ALP) for the Richland Airport (RLD) represents a change to the general aviation area of the airport. This change was developed based on the conclusions of an informal planning study completed over the course of 2020-2021. An aeronautical study (no. 2022-ANM-1192-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

ALP

Major changes in this December 2021 ALP from the previous version (Sheet #'s referenced are from the 2008 ALP) include:

Sheet 1 – Cover Sheet

- No major changes.

Sheet 2 – Airport Layout Plan

- Ultimate RWY 1-19 extension to 5100' depicted at 900' with non-precision approach on RWY 19 end and 200' at RWY 1 end. Relocated MALS, PAPI and REILs depicted for RWY 19 end and relocated PAPA and REILs depicted for RWY 1 end.
- Ultimate full length parallel TWY depicted on west side of RWY 1-19.
- Ultimate west side development depicted on south side of RWY 8.
- Ultimate westward main apron expansion depicted.
- Proposed non-aviation use boundary depicted.
- Runway Data, Declared Distances, Windrose, Building and Use and Airport Data Tables moved to separate sheets.

Sheet 3 – Airport Airspace Plan

- RWY 19 ultimate approach slope depicted as 34:1.
- Obstruction tables moved to separate sheet.

Sheet 4 – Airport Airspace Profile

- Ultimate RWY 19 airspace depicted as non-precision 34:1 slope.
- Existing/Future RWY 26 airspace depicted as non-precision 20:1 slope.

Sheet 5 – Runway 1-19 Inner Approach Plan and Profile

- Ultimate RWY 1 approach depicted as non-precision 20:1 slope with 200' RWY extension.
- Ultimate RWY 19 approach depicted as non-precision 34:1 slope with 900' RWY extension.
- RWY 1 and RWY 19 approaches depicted on separate sheets.

Sheet 6 – Runway 8-26 Inner Approach Plan and Profile

- Ultimate RWY 26 approach depicted as non-precision 20:1 slope.

- RWY 8 and RWY 26 approaches depicted on separate sheets with obstruction tables.

Sheet 7 – Exhibit "A" and Land Use

- WSDOT Airport Safety Compatibility Zones depicted.
- Proposed property acquisitions depicted
- Land Use and Property Inventory Map depicted on separate sheets.

Additional New Sheets

- Separate sheets for all 4 runway departure surfaces included.
- 3 sheets for terminal area plans included.
- Separate sheets for RWY 1-19 and RWY 8-26 runway centerline profiles included.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Signature Blocks

The FAA signature below acknowledges approval of the ALP.

FAA:

AGNES O. FISHER Digitally signed by AGNES O. FISHER Date: 2022.06.22 10:11:45 -07'00'

Airport Sponsor:

Diahann Howard, Executive Director 06/21/2022

Consultant:

Neal Fraser, Airport Planning -JUB 06/21/2022

AIRPORT LAYOUT PLAN

PORT OF BENTON
RICHLAND AIRPORT

RICHLAND, WASHINGTON

DECEMBER 2021

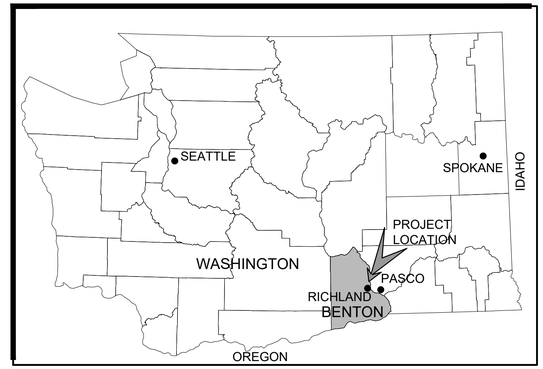
PORT OF BENTON

AIP NO. 3-53-009-005-2017

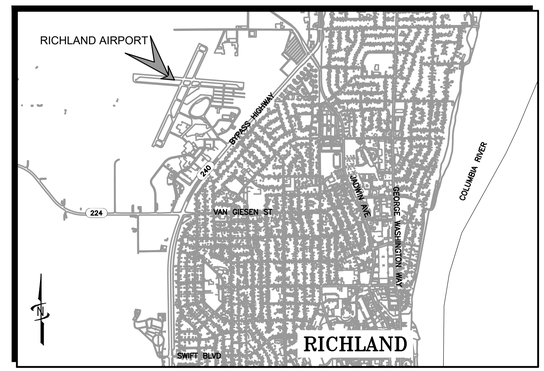
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J-U-B FAMILY OF COMPANIES



AREA MAP



VICINITY MAP

INDEX OF SHEETS

NUMBER	SHEET TITLE	REVISION DATE
AF–1	TITLE SHEET	
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AF–4	AIRPORT AIRSPACE	
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REVISION

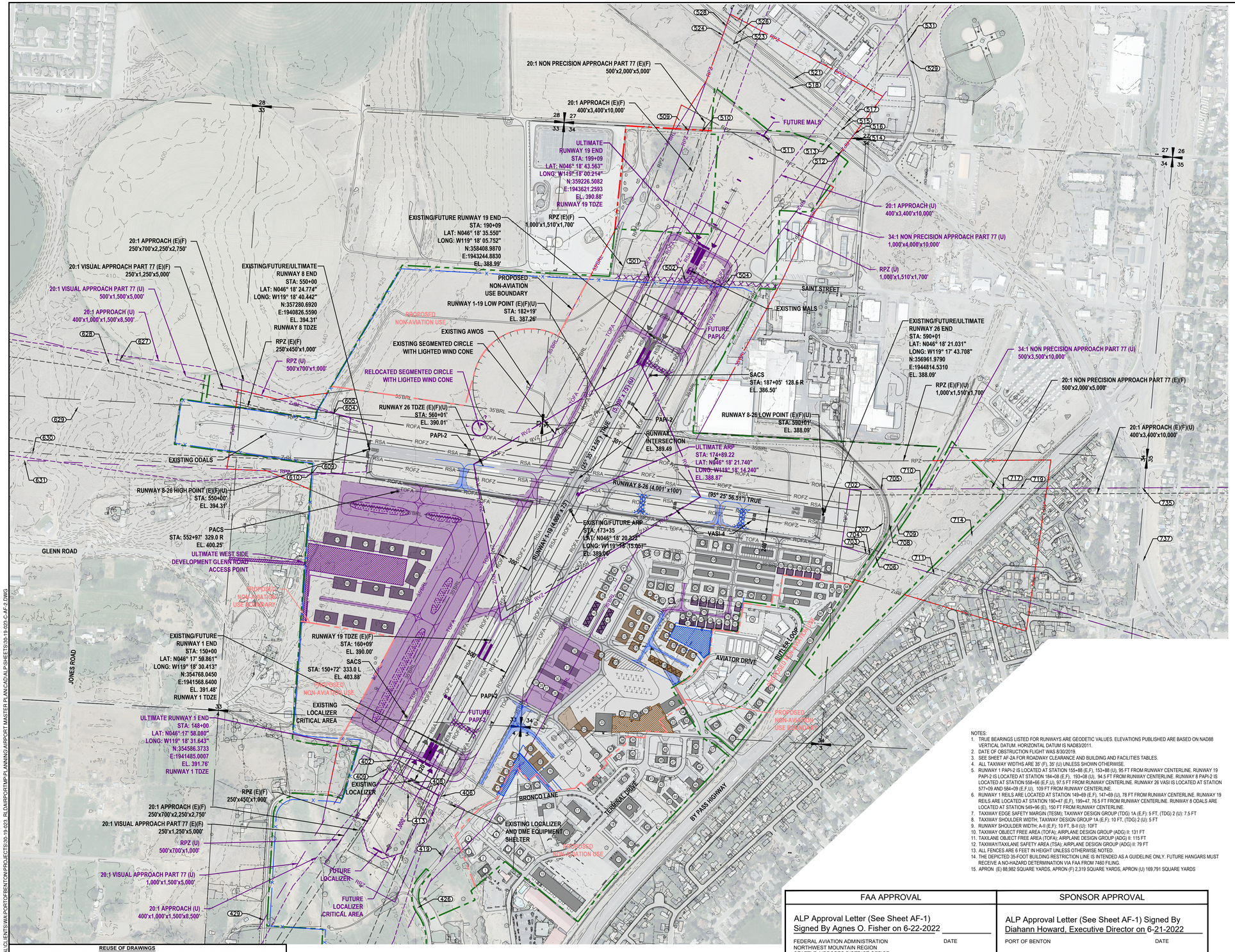
NO.	DESCRIPTION	FAA UPDATE	APR	DATE

LAST UPDATED: June 24, 2022

SHEET NUMBER:

AF-1

Plot Date:6/24/2022 7:57 AM Plotted By: Shawn Dulin
Date Created:6/1/2022 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\35-19-023_RLD\AIRPORTMP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP\SHEETS\35-19-023-C-AF-1.DWG



MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 6' W PER YEAR

0 400 800
SCALE IN FEET

LEGEND				
EXISTING	FUTURE SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				PAVEMENT TO BE REMOVED
				ROADWAY
				AIRPORT PROPERTY LINE
				AIRPORT PROPERTY EASEMENTS
				APPROACH SURFACE
				PART 77 APPROACH SURFACE
BRL	BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
ROFA	ROFA	ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RPZ	RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
				NAVAID CRITICAL AREA
X	X	X	X	FENCE
				THRESHOLD LIGHTS
				LANDING AID (PAPI-2)
				LANDING AID (REILS)
				SUPPLEMENTAL WINDCONE
				AIRPORT REFERENCE POINT (ARP)
				TREE
				GROUND CONTOURS (5' INTERVAL)
				AIRPORT PAC'S AND SAC'S

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 8/30/2019.
3. SEE SHEET AF-2A FOR ROADWAY CLEARANCE AND BUILDING AND FACILITIES TABLES.
4. ALL TAXIWAY WIDTHS ARE 35' (F), 35' (U) UNLESS SHOWN OTHERWISE.
5. RUNWAY 1 PAPI-2 IS LOCATED AT STATION 155+88 (E.F), 153+88 (U), 95 FT FROM RUNWAY CENTERLINE. RUNWAY 19 PAPI-2 IS LOCATED AT STATION 184+08 (E,F), 193+08 (U), 94.5 FT FROM RUNWAY CENTERLINE. RUNWAY 8 PAPI-2 IS LOCATED AT STATION 558+66 (E.F.U), 97.5 FT FROM RUNWAY CENTERLINE. RUNWAY 26 VASI IS LOCATED AT STATION 577+09 AND 584+09 (E.F.U), 109 FT FROM RUNWAY CENTERLINE.
6. RUNWAY 1 REILS ARE LOCATED AT STATION 149+69 (E,F), 147+69 (U), 78 FT FROM RUNWAY CENTERLINE. RUNWAY 19 REILS ARE LOCATED AT STATION 190+47 (E,F), 199+47, 76.5 FT FROM RUNWAY CENTERLINE. RUNWAY 8 ODALS ARE LOCATED AT STATION 549+96 (E), 150 FT FROM RUNWAY CENTERLINE.
7. TAXIWAY EDGE SAFETY MARGIN (TESM): TAXIWAY DESIGN GROUP (TDG) 1A (E.F): 5 FT, (TDG) 2 (U): 7.5 FT
8. TAXIWAY SHOULDER WIDTH; TAXIWAY DESIGN GROUP 1A (E.F): 10 FT, (TDG) 2 (U): 5 FT
9. RUNWAY SHOULDER WIDTH; A-II (E.F): 10 FT, B-II (U): 10FT
10. TAXIWAY OBJECT FREE AREA (TOFA): AIRPLANE DESIGN GROUP (ADG) II: 131 FT
11. TAXILANE OBJECT FREE AREA (TOFA): AIRPLANE DESIGN GROUP (ADG) II: 115 FT
12. TAXIWAY/TAXILANE SAFETY AREA (TSA): AIRPLANE DESIGN GROUP (ADG) II: 79 FT
13. ALL FENCES ARE 6 FEET IN HEIGHT UNLESS OTHERWISE NOTED.
14. 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.
15. APRON (E) 88,982 SQUARE YARDS, APRON (F) 2,319 SQUARE YARDS, APRON (U) 169,791 SQUARE YARDS

FAA APPROVAL	SPONSOR APPROVAL
ALP Approval Letter (See Sheet AF-1) Signed By Agnes O. Fisher on 6-22-2022	ALP Approval Letter (See Sheet AF-1) Signed By Diahann Howard, Executive Director on 6-21-2022
FEDERAL AVIATION ADMINISTRATION NORTHWEST MOUNTAIN REGION SEATTLE AIRPORTS DISTRICT OFFICE	PORT OF BENTON
DATE	DATE

"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."

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REVISION

NO.	DESCRIPTION	FAA UPDATE	APR.	DATE

PORT OF BENTON

J-U-B ENGINEERS, INC.
3611 S. Zintel Way
Kennewick, WA 99337
Phone: 509.783.2144
Fax: 509.736.0790
www.jub.com

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PORT OF BENTON
RICHLAND AIRPORT

AIRPORT LAYOUT PLAN

LAST UPDATED: 5/3/2022

SHEET NUMBER:

AF-2

Plot Date:6/24/2022 8:12 AM Plotted By: Shawn Dulin
Date Created:5/3/2022 J:\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORT\MP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP-SHEETS\30-19-023-C-AF-2.DWG

CLEARANCE TABLE WITHIN RUNWAY 1 PART 77 APPROACH SURFACES

OBS ITEM	LOCATION	GROUND ELEVATION	TRAVERSE WAY ADJUSTMENT	APPROACH ELEVATION	APPROACH CLEARANCE
402	WEST EDGE OF EXISTING APPROACH AT ACCESS ROAD	382.0'	+10'	397.7'	6'
406	EAST EDGE OF EXISTING APPROACH AT ACCESS ROAD	390.7'	+10'	401.4'	1'
408	EXISTING/FUTURE APPROACH CENTERLINE AT ACCESS ROAD	388.2'	+10'	401.7'	4'
408	ULTIMATE APPROACH CENTERLINE AT ACCESS ROAD	388.2'	+10'	392.0'	-6'
409	WEST EDGE OF EXISTING/FUTURE APPROACH AT ACCESS ROAD	370.7'	+10'	402.1'	21'
413	EXISTING/FUTURE APPROACH CENTERLINE AT ACCESS ROAD	369.8'	+10'	407.0'	27'
413	ULTIMATE APPROACH CENTERLINE AT ACCESS ROAD	369.8'	+10'	397.3'	17'
419	EAST EDGE OF ULTIMATE APPROACH AT BRONCO LANE	370.3'	+15'	414.4'	29'
426	EAST EDGE OF ULTIMATE APPROACH AT BRONCO LANE	372.2'	+15'	439.3'	52'
429	WEST EDGE OF ULTIMATE APPROACH AT BUCKSKIN LANE	373.5'	+15'	475.9'	54'
434	WEST EDGE OF EXISTING/FUTURE APPROACH AT BUCKSKIN LANE	372.7'	+15'	503.5'	116'
435	EAST EDGE OF ULTIMATE APPROACH AT VAN GIESEN ST	372.2'	+15'	495.4'	108'
436	EAST EDGE OF EXSITNG/FUTURE APPROACH AT VAN GIESEN ST	372.1'	+15'	509.2'	122'
438	EXISTING/FUTURE APPROACH CENTERLINE AT VAN GIESEN ST	371.5'	+15'	519.1'	133'
438	ULTIMATE APPROACH CENTERLINE AT VAN GIESEN ST	371.5'	+15'	509.4'	123'
440	WEST EDGE OF EXSITNG/FUTURE APPROACH AT VAN GIESEN ST	370.9'	+15'	529.7'	144'
441	WEST EDGE OF ULTIMATE APPROACH AT VAN GIESEN ST	370.9'	+15'	524.1'	138'

CLEARANCE TABLE WITHIN RUNWAY 19 PART 77 APPROACH SURFACES

OBS ITEM	LOCATION	GROUND ELEVATION	TRAVERSE WAY ADJUSTMENT	APPROACH ELEVATION	APPROACH CLEARANCE
501	WEST EDGE OF EXISTING/FUTURE APPROACH AT SAINT ST	379.9'	+15'	400.7'	6'
502	EXISTING/FUTURE APPROACH CENTERLINE AT SAINT ST	378.1'	+15'	407.3'	14'
504	EAST EDGE OF EXISTING/FUTURE APPROACH AT SAINT ST	376.5'	+15'	415.5'	24'
509	WEST EDGE OF ULTIMATE APPROACH AT SNYDER ROAD	373.5'	+15'	482.1'	21'
510	WEST EDGE OF EXISTING/FUTURE APPROACH AT SNYDER ROAD	373.2'	+15'	468.0'	94'
511	EXISTING/FUTURE APPROACH CENTERLINE AT SNYDER ROAD	373.4'	+15'	479.6'	91'
511	ULTIMATE APPROACH CENTERLINE AT SNYDER ROAD	373.4'	+15'	417.7'	29'
512	EAST EDGE OF ULTIMATE APPROACH AT SNYDER ROAD	368.0'	+15'	423.4'	40'
513	EAST EDGE OF EXISTING/FUTURE APPROACH AT SNYDER ROAD	368.5'	+15'	490.5'	107'
514	EAST EDGE OF ULTIMATE APPROACH AT HIGHWAY 240	367.1'	+17'	427.5'	44'
515	EAST EDGE OF EXISTING/FUTURE APPROACH AT HIGHWAY 240	357.4'	+17'	467.4'	138'
516	EAST EDGE OF ULTIMATE APPROACH AT ACCESS ROAD	367.1'	+10'	429.0'	52'
517	EAST EDGE OF EXISTING/FUTURE APPROACH AT ACCESS ROAD	368.0'	+10'	501.5'	123'
518	EXISTING/FUTURE APPROACH CENTERLINE AT HIGHWAY 240	366.5'	+17'	502.6'	119'
518	ULTIMATE APPROACH CENTERLINE AT HIGHWAY 240	366.5'	+17'	431.2'	48'
521	EXISTING/FUTURE APPROACH CENTERLINE AT ACCESS ROAD	366.8'	+10'	507.3'	130'
521	ULTIMATE APPROACH CENTERLINE AT ACCESS ROAD	366.8'	+10'	434.0'	57'
523	WEST EDGE OF EXISTING/FUTURE APPROACH AT HIGHWAY 240	366.8'	+17'	508.2'	124'
524	WEST EDGE OF ULTIMATE APPROACH AT HIGHWAY 240	366.9'	+17'	435.2'	51'
526	WEST EDGE OF EXISTING/FUTURE APPROACH AT ACCESS ROAD	368.2'	+10'	512.8'	135'
528	WEST EDGE OF ULTIMATE APPROACH AT ACCESS ROAD	368.2'	+10'	437.8'	60'
529	EAST EDGE OF ULTIMATE APPROACH AT ROBERTSON DR	365.7'	+15'	452.4'	72'
531	EAST EDGE OF EXISTING/FUTURE APPROACH AT ROBERTSON DR	365.3'	+15'	544.3'	164'
533	EXISTING/FUTURE APPROACH CENTERLINE AT ROBERTSON DR	361.5'	+15'	544.3'	168'
533	ULTIMATE APPROACH CENTERLINE AT ROBERTSON DR	361.5'	+15'	459.0'	82'
534	WEST EDGE OF EXISTING/FUTURE APPROACH AT ROBERTSON DR	363.8'	+15'	544.3'	165'
535	WEST EDGE OF ULTIMATE APPROACH AT ROBERTSON DR	364.3'	+15'	463.7'	84'

CLEARANCE TABLE WITHIN RUNWAY 8 PART 77 APPROACH SURFACES

OBS ITEM	LOCATION	GROUND ELEVATION	TRAVERSE WAY ADJUSTMENT	APPROACH ELEVATION	APPROACH CLEARANCE
604	NORTH EDGE OF EXISTING/FUTURE APPROACH AT ACCESS ROAD	402.8'	+10'	401.9'	-11'
605	NORTH EDGE OF ULTIMATE APPROACH AT ACCESS ROAD	403.1'	+10'	402.0'	-11'
609	SOUTH EDGE OF ULTIMATE APPROACH AT ACCESS ROAD	402.8'	+10'	407.3'	5'
610	SOUTH EDGE OF EXISTING/FUTURE APPROACH AT ACCESS ROAD	402.6'	+10'	407.3'	5'
627	NORTH EDGE OF ULTIMATE APPROACH AT ACCESS ROAD	418.2'	+10'	497.6'	69'
628	NORTH EDGE OF EXISTING/FUTURE APPROACH AT ACCESS ROAD	423.3'	+10'	501.8'	69'
629	EXISTING/FUTURE APPROACH CENTERLINE AT ACCESS ROAD	421.7'	+10'	512.8'	81'
629	ULTIMATE APPROACH CENTERLINE AT ACCESS ROAD	421.7'	+10'	512.8'	81'
630	SOUTH EDGE OF EXISTING/FUTURE APPROACH AT ACCESS ROAD	399.0'	+10'	529.4'	120'
631	SOUTH EDGE OF ULTIMATE APPROACH AT ACCESS ROAD	397.5'	+10'	532.6'	125'

CLEARANCE TABLE WITHIN RUNWAY 26 PART 77 APPROACH SURFACES

OBS ITEM	LOCATION	GROUND ELEVATION	TRAVERSE WAY ADJUSTMENT	APPROACH ELEVATION	APPROACH CLEARANCE
702	NORTH EDGE OF EXISTING/FUTURE APPROACH AT ACCESS ROAD	379.4'	+10'	398.4'	9'
702	NORTH EDGE OF ULTIMATE APPROACH AT ACCESS ROAD	379.4'	+10'	394.1'	5'
703	SOUTH EDGE OF EXISTING/FUTURE APPROACH AT ACCESS ROAD	387.0'	+10'	399.0'	2'
703	SOUTH EDGE OF ULTIMATE APPROACH AT ACCESS ROAD	387.0'	+10'	394.5'	-3'
704	SOUTH EDGE OF EXISTING/FUTURE APPROACH AT ACCESS ROAD	383.9'	+10'	400.8'	7'
704	SOUTH EDGE OF ULTIMATE APPROACH AT ACCESS ROAD	383.9'	+10'	395.6'	2'
705	NORTH EDGE OF EXISTING/FUTURE APPROACH AT RAILROAD	377.1'	+23'	401.8'	2'
705	NORTH EDGE OF ULTIMATE APPROACH AT RAILROAD	377.1'	+23'	396.1'	-4
706	SOUTH EDGE OF EXISTING/FUTURE APPROACH AT RAILROAD	383.4'	+23'	403.4'	-3'
706	SOUTH EDGE OF ULTIMATE APPROACH AT RAILROAD	383.4'	+23'	397.1'	-9'
707	EXISTING/FUTURE APPROACH CENTERLINE AT ACCESS ROAD	376.9'	+10'	404.6'	18'
707	ULTIMATE APPROACH CENTERLINE AT ACCESS ROAD	376.9'	+10'	397.8'	11'
708	EXISTING/FUTURE APPROACH CENTERLINE AT RAILROAD	379.5'	+23'	407.4'	5'
708	ULTIMATE APPROACH CENTERLINE AT RAILROAD	379.5'	+23'	399.4'	-3'
709	EXISTING/FUTURE APPROACH CENTERLINE AT RAILROAD	379.5'	+23'	410.8'	8'
709	ULTIMATE APPROACH CENTERLINE AT RAILROAD	379.5'	+23'	401.4'	-1'
710	NORTH EDGE OF EXISTING/FUTURE APPROACH AT RAILROAD	375.1'	+23'	418.7'	21'
710	NORTH EDGE OF ULTIMATE APPROACH AT RAILROAD	375.1'	+23'	406.1'	8'
711	SOUTH EDGE OF EXISTING/FUTURE APPROACH AT HIGHWAY 240	375.8'	+17'	429.7'	37'
711	SOUTH EDGE OF ULTIMATE APPROACH AT HIGHWAY 240	375.8'	+17'	412.6'	20'
714	EXISTING/FUTURE APPROACH CENTERLINE AT HIGHWAY 240	368.9'	+17'	443.8'	58'
714	ULTIMATE APPROACH CENTERLINE AT HIGHWAY 240	368.9'	+17'	420.9'	35'
717	NORTH EDGE OF EXISTING/FUTURE APPROACH AT MOON RIVER DR	365.1'	+15'	454.3'	74'
717	NORTH EDGE OF ULTIMATE APPROACH AT MOON RIVER DR	365.1'	+15'	427.0'	47'
719	NORTH EDGE OF EXISTING/FUTURE APPROACH AT HIGHWAY 240	365.1'	+17'	461.8'	80'
719	NORTH EDGE OF ULTIMATE APPROACH AT HIGHWAY 240	365.1'	+17'	431.4'	49'
735	NORTH EDGE OF EXISTING/FUTURE APPROACH AT JADWIN AVE	370.7'	+15'	514.3'	129'
735	NORTH EDGE OF ULTIMATE APPROACH AT JADWIN AVE	370.7'	+15'	462.3'	77'
737	EXISTING/FUTURE APPROACH CENTERLINE AT JADWIN AVE	367.2'	+15'	519.2'	137'
737	ULTIMATE APPROACH CENTERLINE AT JADWIN AVE	367.2'	+15'	465.2'	83'
741	SOUTH EDGE OF EXISTING/FUTURE APPROACH AT JADWIN AVE	364.5'	+15'	544.3'	165'
741	SOUTH EDGE OF ULTIMATE APPROACH AT JADWIN AVE	364.5'	+15'	482.3'	103'

EXISTING BUILDING AND FACILITIES LIST

NO	DESCRIPTION	CONDITION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT (FT.)	TOP ELEV. (FT.)	ULTIMATE PART 77 PENETRATION
1	COMMERCIAL BUILDING - NON-AVIATION USE		6,000	19	410	N/A
2	AVIATION ASSOCIATION		1,800	22	412	N/A
3	COMMERCIAL BUILDING - NON-AVIATION USE		3,500	25	412	N/A
4	COMMERCIAL BUILDING - NON-AVIATION USE		2,500	21	408	N/A
5	COMMERCIAL BUILDING - NON-AVIATION USE		4,400	25	419	N/A
6	COMMERCIAL BUILDING - NON-AVIATION USE		1,900	15	410	N/A
7	COMMERCIAL BUILDING - NON-AVIATION USE		3,700	18	420	N/A
8	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	17	412	N/A
9	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	17	412	N/A
10	COMMERCIAL BUILDING - NON-AVIATION USE		50,200	23	418	N/A
11	COMMERCIAL BUILDING - NON-AVIATION USE		10,200	19	419	N/A
12	COMMERCIAL BUILDING - NON-AVIATION USE		16,700	25	428	N/A
13	COMMERCIAL BUILDING - NON-AVIATION USE		7,500	25	412	N/A
14	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	18	411	N/A
15	COMMERCIAL BUILDING - NON-AVIATION USE		3,700	17	409	N/A
16	COMMERCIAL BUILDING - NON-AVIATION USE		14,700	26	419	N/A
17	COMMERCIAL BUILDING - NON-AVIATION USE		16,800	23	420	N/A
18	COMMERCIAL BUILDING - NON-AVIATION USE		4,200	17	414	N/A
19	COMMERCIAL BUILDING - NON-AVIATION USE		6,200	24	422	N/A
20	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	17	412	N/A
21	COMMERCIAL BUILDING - NON-AVIATION USE		15,600	24	430	N/A
22	COMMERCIAL BUILDING - NON-AVIATION USE		4,200	18	415	N/A
23	COMMERCIAL BUILDING - NON-AVIATION USE		7,200	25	425	N/A
24	POB PUMP HOUSE		500	14	408	N/A
25	MAINTENANCE SHOP		5,200	21	416	N/A
26	T-HANGARS - 6 UNITS (TO BE RELOCATED)		7,200	21	411	1.0'
27	BOX HANGAR (TO BE RELOCATED)		1,600	13	403	N/A
28	BOX HANGAR (TO BE RELOCATED)		1,600	13	404	6.2'
29	BOX HANGAR (TO BE RELOCATED)		2,200	17	407	14.7'
30	T-HANGARS - 10 UNITS (TO BE RELOCATED)		11,600	12	402	12.3'
31	BOX HANGARS - 10 UNITS (TO BE RELOCATED)		14,200	16	405	3.5'
32	T- HANGARS - 6 UNITS (TO BE RELOCATED)		11,200	15	405	3.4'
33	QUONSET HANGAR		24,000	43	437	N/A
34	MAINTENANCE SHED		600	15	406	N/A
35	COMMERCIAL OFFICE		2,600	20	416	N/A
36	PORT OF BENTON EQUIPMENT SHED		2,300	16	409	N/A
37	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	20	414	N/A
38	CIVIL AIR PATROL		2,400	22	416	N/A
39	COMMERCIAL BUILDING - NON-AVIATION USE		3,800	17	412	N/A
40	COMMERCIAL BUILDING - NON-AVIATION USE		3,800	17	412	N/A
41	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	16	411	N/A
42	COMMERCIAL MINI STORAGE		4,400	12	407	N/A
43	COMMERCIAL MINI STORAGE		4,900	11	407	N/A
44	COMMERCIAL MINI STORAGE		6,500	12	407	N/A
45	COMMERCIAL BUILDING - NON-AVIATION USE		10,800	19	415	N/A
46	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	172	413	N/A
47	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	21	416	N/A
48	COMMERCIAL BUILDING - NON-AVIATION USE		5,200	19	414	N/A
49	AUTOMOTIVE REPAIR		3,200	16	414	N/A
50	FBO BUILDING/PILOTS LOUNGE		6,800	22	422	N/A
51	CONTROL TOWER & RESTAURANT		2,600	30	427	N/A
52	LIFE FLIGHT		18,100	23	419	N/A
53	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	17	414	N/A
54	COMMERCIAL / AIR MEDIC PILOT LOUNGE		2,000	14	411	N/A
55	COMMERCIAL BUILDING - NON-AVIATION USE		6,100	17	413	N/A
56	COMMERCIAL BUILDING - NON-AVIATION USE		6,100	19	421	N/A
57	GAS STATION		2,500	19	417	N/A
58	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	17	413	N/A
59	COMMERCIAL BUILDING - NON-AVIATION USE		3,000	13	413	N/A
60	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	13	412	N/A
61	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	13	411	N/A
62	COMMERCIAL BUILDING - NON-AVIATION USE		4,100	13	410	N/A
63	SEARCH AND RESCUE		3,800	19	416	N/A
64	COMMERCIAL MINI STORAGE		8,100	13	405	N/A
65	COMMERCIAL MINI STORAGE		11,400	13	416	N/A
66	COMMERCIAL MINI STORAGE		5,300	11	405	N/A
67	COMMERCIAL MINI STORAGE		4,300	11	408	N/A
68	COMMERCIAL MINI STORAGE		1,800	14	405	N/A
69	COMMERCIAL MINI STORAGE		3,800	15	407	N/A
70	COMMERCIAL MINI STORAGE		3,200	13	405	N/A
71	COMMERCIAL MINI STORAGE		4,100	14	405	N/A
72	COMMERCIAL MINI STORAGE		4,600	20	417	N/A
73	COMMERCIAL MINI STORAGE		11,900	13	405	N/A
74	COMMERCIAL MINI STORAGE		12,500	16	408	N/A
75	COMMERCIAL MINI STORAGE		11,700	15	412	N/A
76	COMMERCIAL BUILDING - NON-AVIATION USE		5,400	17	413	N/A
77	COMMERCIAL BUILDING - NON-AVIATION USE		3,200	23	417	N/A
78	COMMERCIAL BUILDING - NON-AVIATION USE		3,200	23	416	N/A
79	GOVERNMENT - NON-AVIATION USE		7,300	20	412	N/A
80	COMMERCIAL MINI STORAGE		4,000	11	403	N/A
81	COMMERCIAL MINI STORAGE		4,000	11	402	N/A
82	BOX HANGAR		6,100	25	415	N/A
83	BOX HANGAR		5,400	25	416	N/A
84	BOX HANGAR		3,700	20	410	N/A
85	BOX HANGAR		3,700	22	412	N/A

EXISTING BUILDING AND FACILITIES LIST

NO	DESCRIPTION	CONDITION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT (FT.)	TOP ELEV. (FT.)	ULTIMATE PART 77 PENETRATION
86	BOX HANGAR		3,600	22	412	N/A
87	BOX HANGAR		3,600	21	412	N/A
88	BOX HANGAR		3,700	22	412	4.1'
89	BOX HANGAR		3,700	22	412	3.6'
90	BOX HANGAR		4,000	22	412	3.7'
91	PORT OF BENTON - RESTROOMS		500	13	403	N/A
92	BOX HANGAR		3,900	23	414	N/A
93	BOX HANGAR		4,100	25	415	N/A
94	BOX HANGAR		4,200	25	411	N/A
95	BOX HANGAR		5,000	25	416	N/A
96	BOX HANGAR		4,100	25	416	N/A
97	BOX HANGAR		5,100	25	416	N/A
98	BOX HANGAR		3,700	24	415	N/A
99	BOX HANGAR		3,700	21	411	N/A
100	BOX HANGAR - 3 UNITS		8,300	20	411	N/A
101	T-HANGAR - 14 UNITS		16,300	19	409	N/A
102	T-HANGAR - 13 UNITS		15,600	15	406	N/A
103	T-HANGAR - 11 UNITS		12,000	16	407	N/A
104	BOX HANGAR		3,700	24	412	N/A
105	BOX HANGAR		3,500	25	413	N/A
106	BOX HANGAR		4,200	24	413	N/A
107	BOX HANGAR		4,000	24	413	N/A
108	T-HANGAR - 7 UNITS		15,800	19	409	N/A
109	T-HANGAR - 7 UNITS		16,400	18	408	N/A
110	BOX HANGAR		6,100	21	410	N/A
111	T- HANGAR - 2 UNITS		4,900	18	408	N/A
112	T-HANGAR - 5 UNITS		12,100	17	407	N/A
113	T-HANGAR - 7 UNITS		14,400	18	406	N/A
114	BOX HANGAR		5,900	19	410	N/A
115	BOX HANGAR		2,500	14	405	N/A
116	BOX HANGAR		5,900	19	409	3.0'

FUTURE BUILDING AND FACILITIES LIST

NO.	DESCRIPTION	DIMENSION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT	MAX TOP ELEV.
117	BOX HANGAR	60X60	3,600	20	410
118	BOX HANGAR	60X60	3,600	20	410
119	BOX HANGAR	60X60	3,600	20	410
120	BOX HANGAR	60X60	3,600	28	410
121	BOX HANGAR	60X60	3,600	20	410
122	BOX HANGAR	80X80	6,400	30	420
123	BOX HANGAR	125X125	15,625	35	432
124	BOX HANGAR	125X125	15,625	35	461
125	DEICING AREA	N/A	5,000	N/A	N/A
126	FUEL ISLAND	N/A	5,000	N/A	N/A
127	BOX HANGAR	100X100	10,000	35	454
128	BOX HANGAR	100X100	10,000	35	454
129	BOX HANGAR	100X100	10,000	35	454
130	BOX HANGAR	75X75	5,625	35	473
131	BOX HANGAR	75X75	5,625	35	473
132	BOX HANGAR	75X75	5,625	35	473
133	BOX HANGAR	75X75	5,625	35	501
134	BOX HANGAR	75X75	5,625	35	501
135	BOX HANGAR	75X75	5,625	35	514
136	BOX HANGAR	75X75	5,625	35	528
137	BOX HANGAR	75X75	5,625	35	541
138	RELOCATED T-HANGARS - 14 UNITS	50X315	15,750	35	502
139	BOX HANGAR	60X60	3,600	18	408
140	BOX HANGAR	50X50	2,500	35	460
141	BOX HANGAR	50X50	2,500	35	468

ULTIMATE BUILDING AND FACILITIES LIST

NO.	DESCRIPTION	DIMENSION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT	MAX TOP ELEV.
142	RELOCATED T-HANGARS - 10 UNITS	50X231	11,550	18	408
143	RELOCATED T-HANGARS - 10 UNITS	50X231	11,550	35	428
144	RELOCATED BOX HANGAR	50X50	2,500	35	484
145	RELOCATED BOX HANGAR	60X60	3,600	35	505
146	RELOCATED BOX HANGAR	60X60	3,600	35	505
147	RELOCATED BOX HANGAR	60X60	3,600	35	505
148	RELOCATED BOX HANGAR	60X60	3,600	35	505
149	RELOCATED BOX HANGAR	50X50	2,500	35	505
150	RELOCATED BOX HANGAR	50X50	2,500	35	505
151	RELOCATED BOX HANGAR	50X50	2,500	35	505
152	RELOCATED BOX HANGAR	60X60	3,600	35	479
153	RELOCATED BOX HANGAR	60X60	3,600	35	479
154	RELOCATED BOX HANGAR	60X60	3,600	35	479
155	RELOCATED BOX HANGAR	60X60	3,600	35	479
156	RELOCATED BOX HANGAR	50X50	2,500	35	479
157	BOX HANGAR	50X60	3,000	35	426
158	BOX HANGAR	50X60	3,000	35	426
159	BOX HANGAR	50X60	3,000	35	426
160	BOX HANGAR	50X60	3,000	35	426
161	BOX HANGAR	50X60	3,000	35	426
162	CORPORATE BOX HANGAR	100X200	20,000	35	497
163	CORPORATE BOX HANGAR	100X200	20,000	35	463
164	CORPORATE BOX HANGAR	100X200	20,000	35	429
165	CORPORATE BOX HANGAR	100X200	20,000	35	495
166	CORPORATE BOX HANGAR	100X200	20,000	35	461
167	CORPORATE BOX HANGAR	100X200	20,000	35	428
168	CORPORATE BOX HANGAR	100X200	20,000	35	432
169	CORPORATE BOX HANGAR	100X200	20,000	35	431
170	CORPORATE BOX HANGAR	100X200	20,000	35	469
171	CORPORATE BOX HANGAR	100X200	20,000	35	469
172	CORPORATE BOX HANGAR	100X200	20,000	35	469

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REVISION

NO.	DESCRIPTION	FAA UPDATE	APR.	DATE

J-U-B ENGINEERS, INC.
3611 S. Zintel Way
Kennewick, WA 99337
Phone: 509.783.2144
Fax: 509.736.0790
www.jub.com

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PORT OF BENTON
RICHLAND AIRPORT

BUILDING AND FACILITY TABLES

LAST UPDATED: 12/10/2021

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AIRPORT DATA TABLE

ITEM	EXISTING	FUTURE	ULTIMATE
AIRPORT REFERENCE CODE (ARC)	A-II (SMALL)	A-II (SMALL)	B-II (LARGE)
MEAN MAXIMUM TEMPERATURE	JULY 90.1°F		
AIRPORT ELEVATION (ABOVE MSL)	394.3	394.3	394.3
AIRPORT NAVIGATIONAL AIDS	BEACON, GPS, LOC/DME, VOR/DME	BEACON, GPS, LOC/DME, VOR/DME	BEACON, GPS, LOC/DME, VOR/DME
AIRPORT REFERENCE POINT	N46°18'20.32", W119°18'15.06"	N46°18'20.32", W119°18'15.06"	N46°18'21.74", W119°18'14.24"
MISCELLANEOUS FACILITIES	MIRL, SEG CIRCLE, LIGHTED WIND CONE, AWOS	MIRL, SEG CIRCLE, LIGHTED WIND CONE, AWOS	MIRL, SEG CIRCLE, LIGHTED WIND CONE, AWOS
CRITICAL AIRCRAFT	PILATUS PC-12	PILATUS PC-12	CITATION XLS
MAGNETIC DECLINATION, RATE OF CHANGE	14°30'E ±0°23', 0°06' W / 2021 (NOAA)		
NPIAS SERVICE LEVEL	GENERAL AVIATION (GA)	GENERAL AVIATION (GA)	GENERAL AVIATION (GA)
STATE EQUIVALENT SERVICE LEVEL (2017)	LOCAL SERVICE (WA)	LOCAL SERVICE (WA)	LOCAL SERVICE (WA)

DECLINATION BASED ON WORLD MAGNETIC MODEL 2020

AIRPORT FACILITIES LIST

NAVIGATIONAL AID	OWNERSHIP
AIRPORT BEACON	PORT OF BENTON
LIGHTED WIND CONE AND SEGMENTED CIRCLE	PORT OF BENTON
AWOS III P/T	PORT OF BENTON
MIRL	PORT OF BENTON
LOCALIZER / DME	FAA
REIL - RUNWAY 1 AND 19	PORT OF BENTON
MALS - RUNWAY 19	FAA
ODALS - RUNWAY 8	FAA
PAPI (P2L) - RUNWAY 1, 19, 8	PORT OF BENTON
VASI - RUNWAY 26	FAA

RUNWAY DATA TABLE

ITEM	EXISTING		EXISTING		FUTURE		FUTURE		ULTIMATE		ULTIMATE	
	RUNWAY 1	RUNWAY 19	RUNWAY 8	RUNWAY 26	RUNWAY 1	RUNWAY 19	RUNWAY 8	RUNWAY 26	RUNWAY 1	RUNWAY 19	RUNWAY 8	RUNWAY 26
RUNWAY IDENTIFICATION	UTILITY		UTILITY		UTILITY		UTILITY		>UTILITY		> UTILITY	
RUNWAY DESIGN CODE (RDC)	A-II-VIS	A-II-4000	A-II-VIS	A-II-4000	A-II-VIS	A-II-4000	A-II-VIS	A-II-4000	B-II-VIS	B-II-4000	B-II-VIS	B-II-4000
RUNWAY REFERENCE CODE (RRC)	B/II/VIS D/II/VIS (APRC) B/III D/II (DPRC)	B/III/4000 D/II/4000 (APRC) B/III D/II(DPRC)	B/II/VIS(APRC) B/II(DPRC)	B/II/4000(APRC) B/II(DPRC)	B/III/VIS D/II/VIS (APRC) B/III D/II (DPRC)	B/III/4000 D/II/4000 (APRC) B/III D/II(DPRC)	B/II/VIS(APRC) B/II(DPRC)	B/II/4000(APRC) B/II(DPRC)	B/III/VIS D/II/VIS (APRC) B/III D/II (DPRC)	B/III/4000 D/II/4000 (APRC) B/III D/II(DPRC)	B/II/VIS(APRC) B/II(DPRC)	B/II/4000(APRC) B/II(DPRC)
RUNWAY SURFACE TYPE	ASPHALT		ASPHALT		ASPHALT		ASPHALT		ASPHALT		ASPHALT	
PAVEMENT STRENGTH (SINGLE WHEEL GEAR-S)	30,000		30,000		30,000		30,000		30,000		30,000	
PAVEMENT CONDITION NUMBER (PCN)	22/F/C/Y/T	22/F/C/Y/T	25/F/C/Y/T	25/F/C/Y/T	22/F/C/Y/T	22/F/C/Y/T	25/F/C/Y/T	25/F/C/Y/T	17/F/C/Y/T	17/F/C/Y/T	23/F/C/Y/T	23/F/C/Y/T
SURFACE TREATMENT	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
EFFECTIVE / MAX. LONG. GRADIENT	0.06% / 0.32% (LOS MET)		0.16% / 0.42% (LOS MET)		0.06% / 0.32% (LOS MET)		0.16% / 0.42% (LOS MET)		0.02% / 0.32% (LOS MET)		0.16% / 0.42% (LOS MET)	
PERCENT WIND COVERAGE (1-19, 8-26)	96.05%, (10.5 KTS) , 98.00%, (13KTS)		92.26%, (10.5 KTS) , 95.95%, (13KTS)		96.05%, (10.5 KTS) , 98.00%, (13KTS)		92.26%, (10.5 KTS) , 95.95%, (13KTS)		96.05%, (10.5 KTS) , 98.00%, (13KTS)		92.26%, (10.5 KTS) , 95.95%, (13KTS)	
RUNWAY DIMENSIONS (FAA RECOMMENDED)	3,800 X 75' (100% FLEET)		3,800 X 100' (100% FLEET)		3,800 X 75' (100% FLEET)		3,800 X 100' (100% FLEET)		5,000' X 75' (PER CHAPTER 4)		3,800' X 100' (PER CHAPTER 4)	
RUNWAY DIMENSIONS (ACTUAL*)	4,009' X 75'		4,001' X 100'		4,009' X 75'		4,001' X 100'		5,109' X 75'		4,001' X 100'	
DISPLACED THRESHOLD	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
RUNWAY SAFETY AREA (RSA) WIDTH	150'	150'	150'	150'	150'	150'	150'	150'	150'	150'	150'	150'
BEYOND DEPARTURE END	300'	300'	300'	300'	300'	300'	300'	300'	300'	300'	300'	300'
RUNWAY END COORDINATES	LAT: N46°17'59.86" LONG: W119°18'30.41" EL. 391.5	LAT: N46°18'35.55" LONG: W119°18'05.75" EL. 389.0	LAT: N46°18'24.77" LONG: W119°18'40.44" EL. 394.3	LAT: N46°18'21.03" LONG: W119°17'43.71" EL. 388.1	LAT: N46°17'59.86" LONG: W119°18'30.41" EL. 391.5	LAT: N46°18'35.55" LONG: W119°18'05.75" EL. 389.0	LAT: N46°18'24.77" LONG: W119°18'40.44" EL. 394.3	LAT: N46°18'21.03" LONG: W119°17'43.71" EL. 388.1	LAT: N46°17'58.08" LONG: W119°18'31.64" EL. 391.8	LAT: N46°18'43.56" LONG: W119°18'00.21" EL. 390.9	LAT: N46°18'24.77" LONG: W119°18'40.44" EL. 394.3	LAT: N46°18'21.03" LONG: W119°17'43.71" EL. 388.1
RUNWAY LIGHTING TYPE	MIRL		MIRL		MIRL		MIRL		MIRL		MIRL	
RUNWAY PROTECTION ZONE (RPZ)	250'x450'x1000'	1000'x1510'x1700'	250'x450'x1000'	1000'x1510'x1700'	250'x450'x1000'	1000'x1510'x1700'	250'x450'x1000'	1000'x1510'x1700'	500'x700'x1000'	1000'x1510'x1700'	500'x700'x1000'	1000'x1510'x1700'
RUNWAY MARKINGS	NON-PRECISION	NON-PRECISION	VISUAL	NON-PRECISION	NON-PRECISION	NON-PRECISION	VISUAL	NON-PRECISION	NON-PRECISION	NON-PRECISION	VISUAL	NON-PRECISION
FAR PART 77 APPROACH CATEGORY	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	34:1	20:1	34:1
FAR PART 77 APPROACH TYPE	VISUAL	NON-PRECISION	VISUAL	NON-PRECISION	VISUAL	NON-PRECISION	VISUAL	NON-PRECISION	VISUAL	NON-PRECISION	VISUAL	NON-PRECISION
VISIBILITY MINIMUMS	> 3 MILE	3/4 MILE	> 3 MILE	3/4 MILE	> 3 MILE	3/4 MILE	> 3 MILE	7/8 MILE	> 3 MILE	3/4 MILE	> 3 MILE	7/8 MILE
SURVEY REQ'D FOR APPROACH	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED	NOT VERT. GUIDED
RUNWAY DEPARTURE SURFACE	N/A	500'x7,512'x12,152' 40:1	N/A	500'x7,512'x12,152' 40:1	N/A	500'x7,512'x12,152' 40:1	N/A	500'x7,512'x12,152' 40:1	N/A	500'x7,512'x12,152' 40:1	N/A	500'x7,512'x12,152' 40:1
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'
ROFA LENGTH BEYOND RWY END/PRIOR TO THRESHOLD	300'	300'	300'	300'	300'	300'	300'	300'	300'	300'	300'	300'
OBSTACLE FREE ZONE (OFZ) WIDTH/LENGTH	250' / 200'	250' / 200'	250' / 200'	250' / 200'	250' / 200'	250' / 200'	250' / 200'	250' / 200'	400' / 200'	400' / 200'	400' / 200'	400' / 200'
THRESHOLD SITING SURFACE (TSS)	TABLE 3-2 ROW 1-2	TABLE 3-2 ROW 1-4	TABLE 3-2 ROW 1-2	TABLE 3-2 ROW 1-4	TABLE 3-2 ROW 1-2	TABLE 3-2 ROW 1-4	TABLE 3-2 ROW 1-2	TABLE 3-2 ROW 1-4	TABLE 3-2 ROW 1-3	TABLE 3-2 ROW 1-4	TABLE 3-2 ROW 1-3	TABLE 3-2 ROW 1-4
VISUAL / INSTRUMENT NAVAIDS	PAPI/REIL	PAPI,REIL,MALS	PAPI,ODALS*	VASI	PAPI/REIL	PAPI,REIL,MALS	PAPI	VASI	PAPI/REIL	PAPI,REIL,MALS	PAPI	VASI
TOUCHDOWN ZONE ELEVATION (TDZ)	391.48	390.00	394.31	390.01	391.48	390.00	394.31	390.01	391.48	390.88	394.31	390.01

* ACTUAL DISTANCE IS SURVEYED RUNWAY END TO RUNWAY END BASED ON NAD83

* FAA ODALS DECOMMISSION 7/14/2022

TAXIWAY AND TAXILANE INFO

ITEM	EXISTING (ADG-II,TDG-1A)	FUTURE (ADG-II,TDG-1A)	ULTIMATE (ADG-II,TDG-2)
TAXIWAY WIDTH	25'	25'	35'
TAXILANE WIDTH	25'	25'	35'
TAXIWAY SAFETY AREAS (TSA)	79'	79'	79'
TAXIWAY OBJECT FREE AREA (TOFA)	131'	131'	131'
TAXILANE OBJECT FREE AREA (TOFA)	115'	115'	115'
TAXIWAY CENTERLINE TO OBJECT (OBJECTS)	65.5'	65.5'	65.5'
TAXILANE CENTERLINE TO OBJECT (OBJECTS)	57.5'	57.5'	57.5'
TAXIWAY LIGHTING	MITL	MITL	MITL
TAXILANE LIGHTING	NONE	NONE	NONE

MODIFICATIONS TO STANDARDS

RUNWAY 1	RUNWAY 19	RUNWAY 8	RUNWAY 26
NONE REQUIRED		NONE REQUIRED	

DATUM
VERTICAL DATUM: NAVD88
HORIZONTAL DATUM: NAD83

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)	4,001'	4,001'	4,001'	4,001'	4,001'	4,001'
TAKEOFF DISTANCE AVAILABLE (TODA)	4,001'	4,001'	4,001'	4,001'	4,001'	4,001'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	4,001'	4,001'	4,001'	4,001'	4,001'	4,001'
LANDING DISTANCE AVAILABLE (LDA)	4,001'	4,001'	4,001'	4,001'	4,001'	4,001'
	RUNWAY 1 EXISTING	RUNWAY 19 EXISTING	RUNWAY 1 FUTURE	RUNWAY 19 FUTURE	RUNWAY 1 ULTIMATE	RUNWAY 19 ULTIMATE
TAKEOFF RUNWAY AVAILABLE (TORA)	4,009'	4,009'	4,009'	4,009'	5,109'	5,109'
TAKEOFF DISTANCE AVAILABLE (TODA)	4,009'	4,009'	4,009'	4,009'	5,109'	5,109'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	4,009'	4,009'	4,009'	4,009'	5,109'	5,109'
LANDING DISTANCE AVAILABLE (LDA)	4,009'	4,009'	4,009'	4,009'	5,109'	5,109'

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PORT OF BENTON
RICHLAND AIRPORT

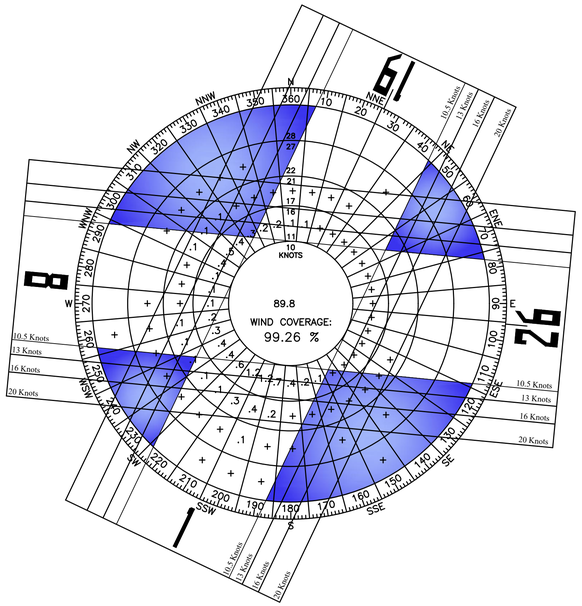
AIRPORT DATA SHEET

LAST UPDATED: 5/3/2022

SHEET NUMBER:

AF-3

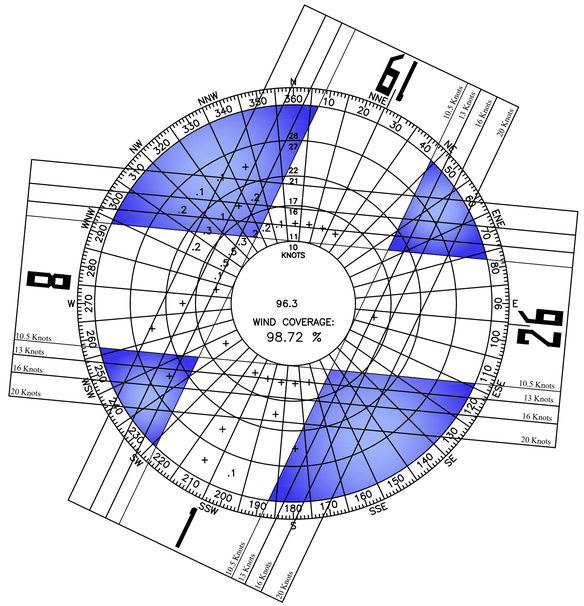
Plot Date:5/19/2022 3:19 PM Plotted By: Shawn Dulin
Date Created:5/3/2022 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORT\MP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP-SHEETS\30-19-023-C-AF-3.DWG



ALL WEATHER WIND COVERAGE				
RUNWAY	10.5KT	13KT	16KT	20KT
1/19	97.38%	98.56%	99.55%	99.90%
8/26	93.36%	95.46%	98.70%	99.68%
BOTH	99.26%	99.85%	99.97%	99.99%

All Weather Wind Rose

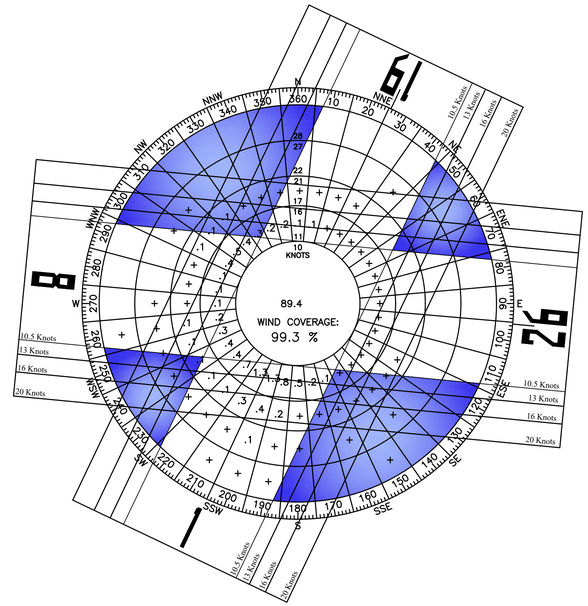
Source: NOAA's Integrated Surface Database
Station: Tri-Cities Airport
Period: 2010 - 2019
Number of Observations: 23,778



IFR WIND COVERAGE				
RUNWAY	10.5KT	13KT	16KT	20KT
1/19	97.06%	97.91%	98.91%	99.51%
8/26	98.14%	98.79%	99.35%	99.71%
BOTH	98.72%	99.31%	99.71%	99.92%

IFR Wind Rose

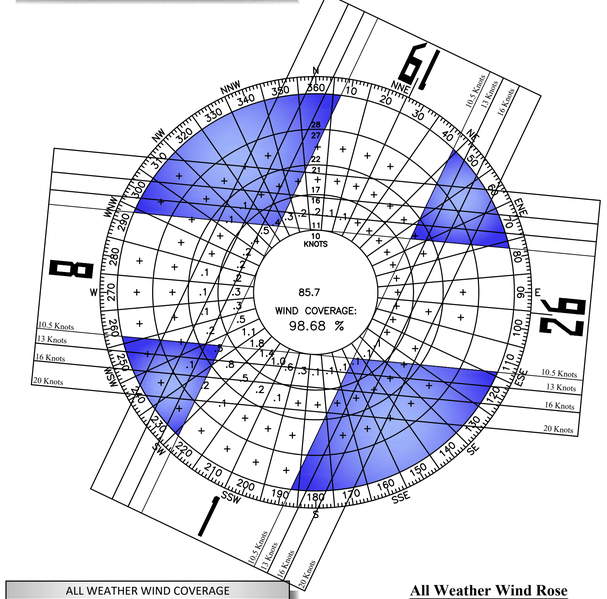
Source: NOAA's Integrated Surface Database
Station: Tri-Cities Airport
Period: 2010 - 2019
Number of Observations: 3,338



VFR WIND COVERAGE				
RUNWAY	10.5KT	13KT	16KT	20KT
1/19	97.41%	98.61%	99.59%	99.93%
8/26	93.07%	95.94%	98.66%	99.68%
BOTH	99.30%	99.88%	99.99%	100.00%

VFR Wind Rose

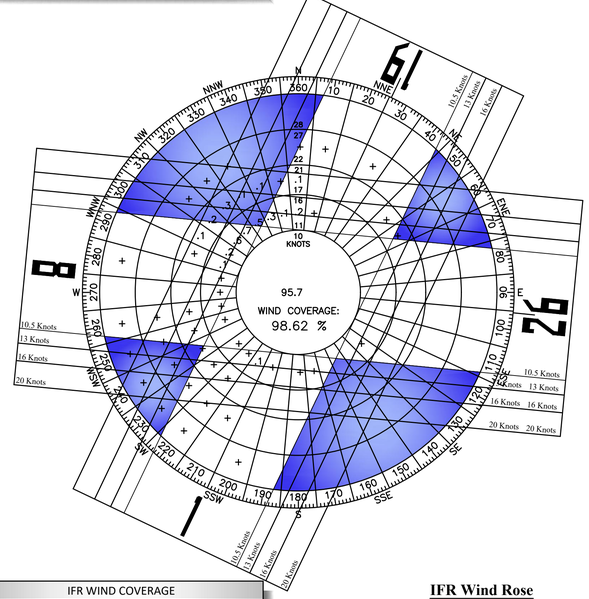
Source: NOAA's Integrated Surface Database
Station: Tri-Cities Airport
Period: 2010 - 2019
Number of Observations: 20,394



ALL WEATHER WIND COVERAGE				
RUNWAY	10.5KT	13KT	16KT	20KT
1/19	96.05%	98.00%	99.39%	99.87%
8/26	92.26%	95.95%	98.76%	99.76%
BOTH	98.68%	99.70%	99.95%	100.00%

All Weather Wind Rose

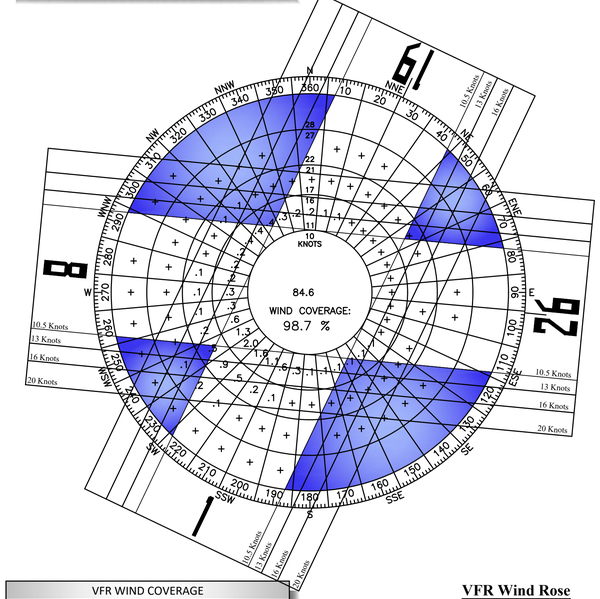
Source: NOAA's Integrated Surface Database
Station: Richland Airport
Period: 2015 - 2019
Number of Observations: 36,500



IFR WIND COVERAGE				
RUNWAY	10.5KT	13KT	16KT	20KT
1/19	96.96%	98.13%	99.23%	99.80%
8/26	97.72%	98.81%	99.57%	99.83%
BOTH	98.62%	99.53%	99.92%	99.99%

IFR Wind Rose

Source: NOAA's Integrated Surface Database
Station: Richland Airport
Period: 2015 - 2019
Number of Observations: 3,683



VFR WIND COVERAGE				
RUNWAY	10.5KT	13KT	16KT	20KT
1/19	95.97%	98.00%	99.41%	99.88%
8/26	91.67%	95.64%	98.67%	99.76%
BOTH	98.70%	99.72%	99.96%	100.00%

VFR Wind Rose

Source: NOAA's Integrated Surface Database
Station: Richland Airport
Period: 2015 - 2019
Number of Observations: 32,961

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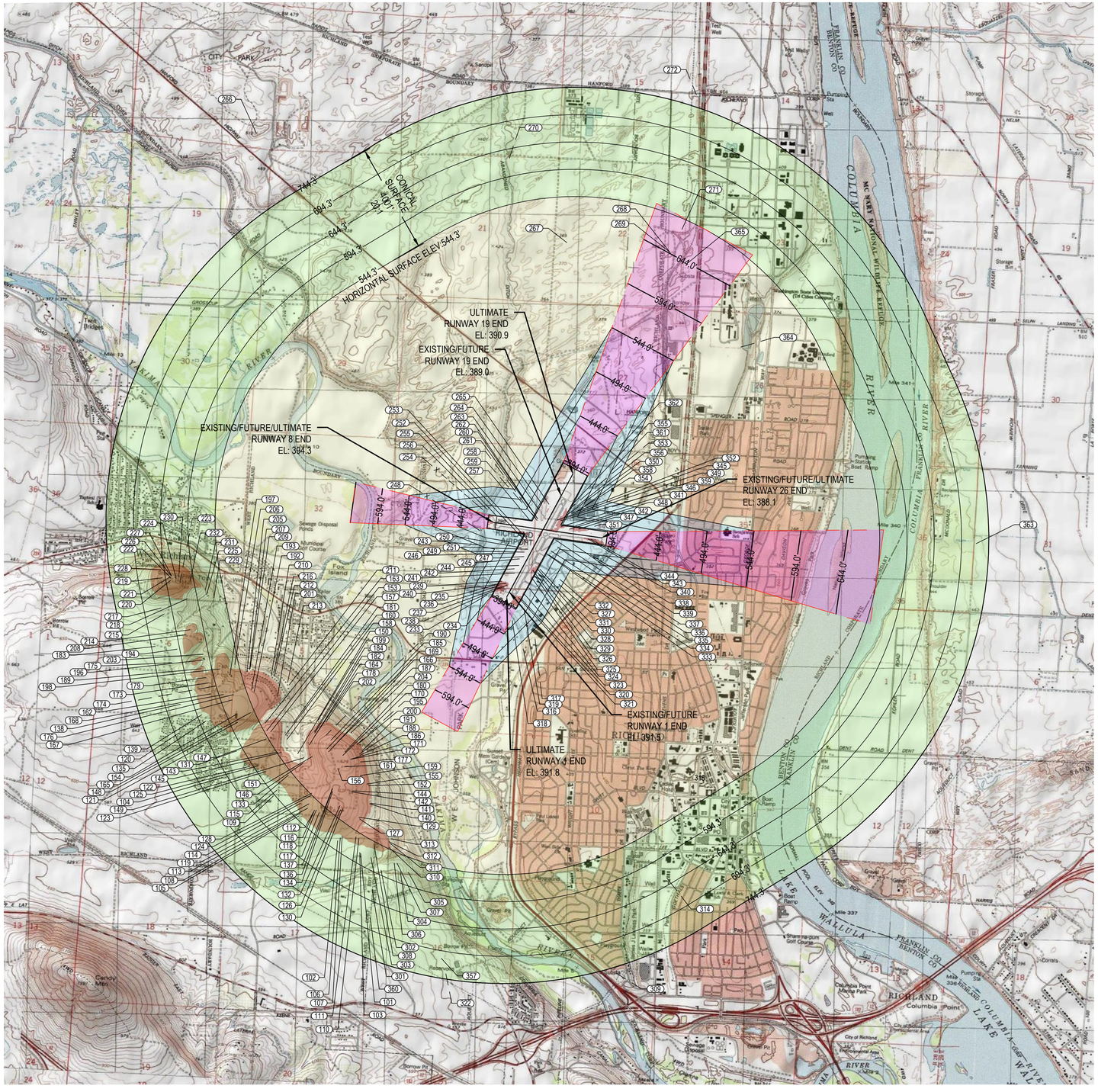
AIRPORT WIND ROSES

LAST UPDATED: 12/10/2021

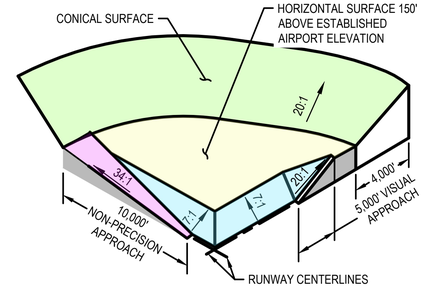
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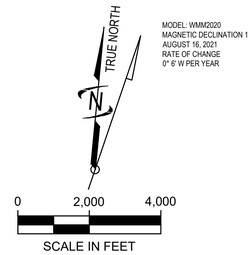
AF-3A

Plot Date:12/13/2021 8:17 AM Plotted By: Shawn Dulin
Data Created:12/10/2021 \JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORT\MP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP\SHEETS\30-19-023-C-AF-3.DWG



TYPICAL ISOMETRIC VIEW OF FAR PART 77 SURFACES





MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 6' W PER YEAR

LEGEND

- LAND MASS OBSTRUCTION
- OBSTRUCTION ITEM CALLOUT - REFER TO AF-4B FOR INFORMATION

NOTES:
1. DATE OF OBSTRUCTION FLIGHT WAS 8/30/19.
2. AGIS AND DOF OBSTRUCTIONS ACCOUNTED FOR.
3. USGS MAP OBTAINED FROM: HTTP://GOTO.ARCGISONLINE.COM/MAPS/USA_TOPO_MAPS, COPYRIGHT:© 2013 NATIONAL GEOGRAPHIC SOCIETY, I-CUBED
4. 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.

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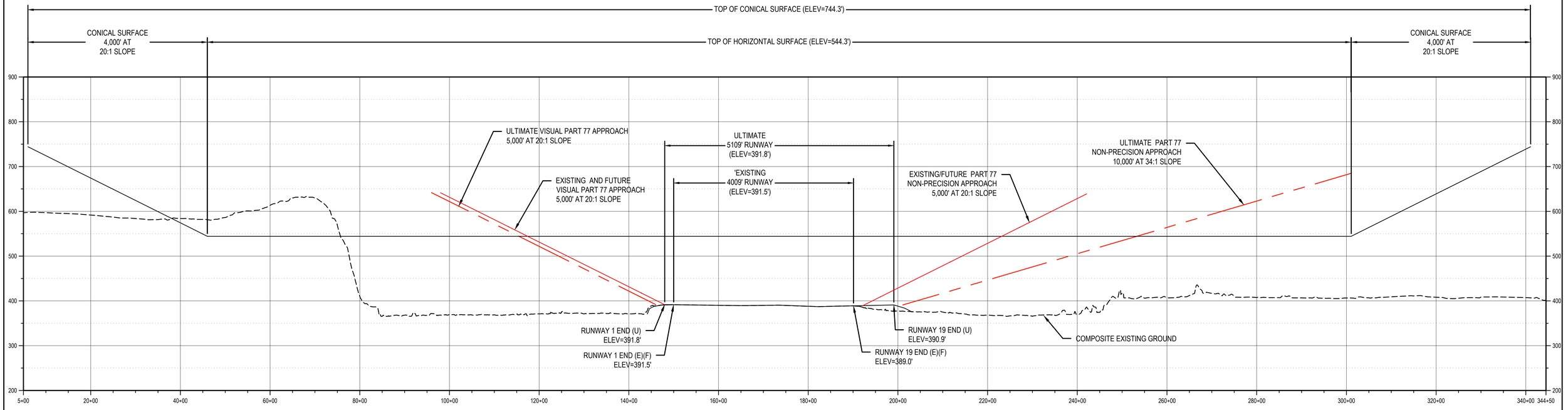
AIRPORT AIRSPACE

LAST UPDATED: 12/10/2021

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Plot Date:12/13/2021 8:17 AM Plotted By: Shawn Dulin
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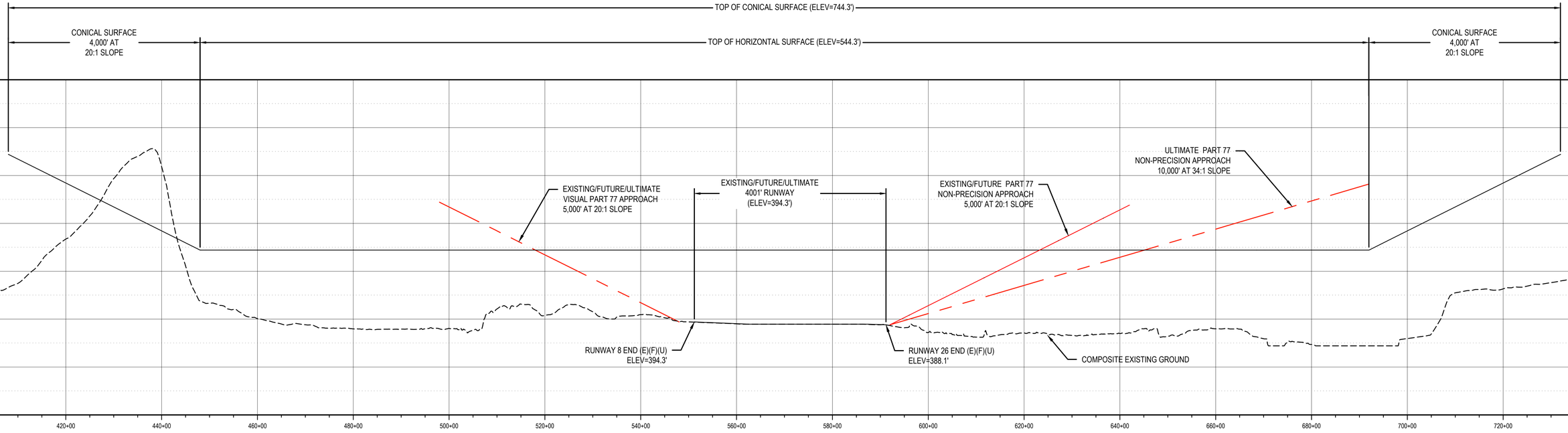


RLD RWY 1-19 PROFILE

HORZ 0 1000 2000

VERT 0 100 200

SCALE IN FEET



RLD RWY 8-26 PROFILE

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AIRPORT AIRSPACE PROFILE

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OBSTRUCTION TABLE

OBS ITEM	DESCRIPTION	DATE OF SURVEY	GROUND ELEV (FT)	OBJECT TOP ELEV (FT)	PENETRATION (FT)	SURFACE PENETRATED	PROPOSED ACTION	PROPOSED ACTION DATE
101	BUILDING	AUG 2019	559	582	6	CONICAL	NONE	N/A
102	POLE	AUG 2019	570	609	31	CONICAL	NONE	N/A
103	TREE	AUG 2019	560	624	49	CONICAL	NONE	N/A
104	TREE	AUG 2019	607	678	26	CONICAL	NONE	N/A
105	BUILDING	AUG 2019	584	603	15	CONICAL	NONE	N/A
106	BUILDING	AUG 2019	569	599	28	CONICAL	NONE	N/A
107	TREE	AUG 2019	566	591	25	CONICAL	NONE	N/A
108	TREE	AUG 2019	582	601	18	CONICAL	NONE	N/A
109	TREE	AUG 2019	578	614	16	CONICAL	NONE	N/A
110	BUILDING	AUG 2019	566	594	40	CONICAL	NONE	N/A
111	TREE	AUG 2019	565	580	26	CONICAL	NONE	N/A
112	TREE	AUG 2019	585	604	39	CONICAL	NONE	N/A
113	BUILDING	AUG 2019	583	606	39	CONICAL	NONE	N/A
114	POLE	AUG 2019	577	617	47	CONICAL	NONE	N/A
115	BUILDING	AUG 2019	575	605	20	CONICAL	NONE	N/A
116	BUILDING	AUG 2019	586	608	48	CONICAL	NONE	N/A
117	POLE	AUG 2019	590	628	70	CONICAL	NONE	N/A
118	TREE	AUG 2019	586	612	53	CONICAL	NONE	N/A
119	TREE	AUG 2019	580	594	35	CONICAL	NONE	N/A
120	TREE	AUG 2019	635	711	25	CONICAL	NONE	N/A
121	TREE	AUG 2019	612	688	34	CONICAL	NONE	N/A
122	TREE	AUG 2019	601	666	66	CONICAL	NONE	N/A
123	TREE	AUG 2019	586	633	53	CONICAL	NONE	N/A
124	TREE	AUG 2019	578	587	41	CONICAL	NONE	N/A
125	TREE	AUG 2019	593	643	56	CONICAL	NONE	N/A
126	TREE	AUG 2019	604	641	97	HORIZONTAL	NONE	N/A
127	BUILDING	AUG 2019	564	593	49	HORIZONTAL	NONE	N/A
128	BUILDING	AUG 2019	578	599	55	HORIZONTAL	NONE	N/A
129	TREE	AUG 2019	569	603	59	HORIZONTAL	NONE	N/A
130	BUILDING	AUG 2019	603	627	82	HORIZONTAL	NONE	N/A
131	TREE	AUG 2019	596	664	58	CONICAL	NONE	N/A
132	POLE TWR 53-022350	AUG 2019	606	640	96	HORIZONTAL	NONE	N/A
133	TREE	AUG 2019	564	597	45	CONICAL	NONE	N/A
134	BUILDING	AUG 2019	603	628	84	HORIZONTAL	NONE	N/A
135	TREE	AUG 2019	623	686	53	CONICAL	NONE	N/A
136	TREE	AUG 2019	602	671	127	HORIZONTAL	NONE	N/A
137	TREE	AUG 2019	602	671	126	HORIZONTAL	NONE	N/A
138	BUILDING	AUG 2019	641	686	20	CONICAL	NONE	N/A
139	POLE	AUG 2019	629	679	44	CONICAL	NONE	N/A
140	TREE	AUG 2019	547	572	28	HORIZONTAL	NONE	N/A
141	BUILDING	AUG 2019	544	569	25	HORIZONTAL	NONE	N/A
142	TREE	AUG 2019	593	640	95	HORIZONTAL	NONE	N/A
143	NATURAL HIGH POINT	AUG 2019	564	601	57	HORIZONTAL	NONE	N/A
144	BUILDING	AUG 2019	592	618	74	HORIZONTAL	NONE	N/A
145	TREE	AUG 2019	555	621	76	HORIZONTAL	NONE	N/A
146	PRIMARY ROAD	AUG 2019	549	565	21	HORIZONTAL	NONE	N/A
147	POLE TWR 53-022351	AUG 2019	586	619	72	CONICAL	NONE	N/A
148	TREE	AUG 2019	608	668	88	CONICAL	NONE	N/A
149	POLE	AUG 2019	536	573	29	HORIZONTAL	NONE	N/A
150	BUILDING	AUG 2019	531	558	13	HORIZONTAL	NONE	N/A
151	TREE	AUG 2019	560	618	74	HORIZONTAL	NONE	N/A
152	BUILDING	AUG 2019	557	589	44	HORIZONTAL	NONE	N/A
153	NATURAL HIGH POINT	AUG 2019	570	573	29	HORIZONTAL	NONE	N/A
154	STEEPLE 53-022370	AUG 2019	615	689	112	CONICAL	NONE	N/A
155	TREE	AUG 2019	562	586	42	HORIZONTAL	NONE	N/A
156	TREE	AUG 2019	626	658	113	HORIZONTAL	NONE	N/A
157	BUILDING	AUG 2019	574	598	54	HORIZONTAL	NONE	N/A
158	TREE	AUG 2019	523	591	47	HORIZONTAL	NONE	N/A
159	TREE	AUG 2019	584	635	91	HORIZONTAL	NONE	N/A
160	TREE	AUG 2019	530	591	47	HORIZONTAL	NONE	N/A
161	BUILDING 53-022371	AUG 2019	631	662	117	HORIZONTAL	NONE	N/A
162	STEEPLE	AUG 2019	624	666	58	CONICAL	NONE	N/A
163	NATURAL HIGH POINT	AUG 2019	548	547	3	HORIZONTAL	NONE	N/A
164	NATURAL HIGH POINT	AUG 2019	558	556	12	HORIZONTAL	NONE	N/A
165	BUILDING	AUG 2019	606	642	90	CONICAL	NONE	N/A
166	POLE	AUG 2019	627	658	114	HORIZONTAL	NONE	N/A
167	POLE	AUG 2019	621	673	98	CONICAL	NONE	N/A
168	BUILDING	AUG 2019	623	649	62	CONICAL	NONE	N/A
169	BUILDING	AUG 2019	628	656	111	HORIZONTAL	NONE	N/A
170	BUILDING	AUG 2019	630	644	99	HORIZONTAL	NONE	N/A
171	BUILDING 53-022372	AUG 2019	624	662	118	HORIZONTAL	NONE	N/A
172	BUILDING	AUG 2019	624	662	118	HORIZONTAL	NONE	N/A
173	TREE	AUG 2019	616	683	77	CONICAL	NONE	N/A
174	TOWER 53-022352	AUG 2019	617	663	67	CONICAL	NONE	N/A
175	BUILDING	AUG 2019	634	684	20	CONICAL	NONE	N/A
176	TREE	AUG 2019	614	667	98	CONICAL	NONE	N/A
177	TREE	AUG 2019	589	612	68	HORIZONTAL	NONE	N/A
178	BUILDING	AUG 2019	581	607	63	HORIZONTAL	NONE	N/A

OBSTRUCTION TABLE

OBS ITEM	DESCRIPTION	DATE OF SURVEY	GROUND ELEV (FT)	OBJECT TOP ELEV (FT)	PENETRATION (FT)	SURFACE PENETRATED	PROPOSED ACTION	PROPOSED ACTION DATE
179	BUILDING	AUG 2019	624	651	42	CONICAL	NONE	N/A
180	SECONDARY ROAD	AUG 2019	627	637	92	HORIZONTAL	NONE	N/A
181	POLE	AUG 2019	507	553	9	HORIZONTAL	NONE	N/A
182	TREE	AUG 2019	572	583	39	HORIZONTAL	NONE	N/A
183	TREE	AUG 2019	639	697	9	CONICAL	NONE	N/A
184	SECONDARY ROAD	AUG 2019	568	574	29	HORIZONTAL	NONE	N/A
185	POLE	AUG 2019	623	658	114	HORIZONTAL	NONE	N/A
186	BUILDING	AUG 2019	590	611	66	HORIZONTAL	NONE	N/A
187	NATURAL HIGH POINT	AUG 2019	625	628	83	HORIZONTAL	NONE	N/A
188	TREE	AUG 2019	589	603	58	HORIZONTAL	NONE	N/A
189	TREE	AUG 2019	616	656	43	CONICAL	NONE	N/A
190	VERTICAL STRUCTURE	AUG 2019	607	621	77	HORIZONTAL	NONE	N/A
191	NATURAL HIGH POINT	AUG 2019	560	560	16	HORIZONTAL	NONE	N/A
192	POLE	AUG 2019	604	630	85	HORIZONTAL	NONE	N/A
193	BUILDING	AUG 2019	604	634	89	HORIZONTAL	NONE	N/A
194	BUILDING	AUG 2019	638	670	21	CONICAL	NONE	N/A
195	VERTICAL STRUCTURE	AUG 2019	572	577	32	HORIZONTAL	NONE	N/A
196	TREE	AUG 2019	604	640	33	CONICAL	NONE	N/A
197	TREE	AUG 2019	589	647	83	CONICAL	NONE	N/A
198	BUILDING	AUG 2019	609	636	57	CONICAL	NONE	N/A
199	TREE	AUG 2019	526	586	42	HORIZONTAL	NONE	N/A
200	BUILDING	AUG 2019	538	553	9	HORIZONTAL	NONE	N/A
201	TREE	AUG 2019	551	607	63	HORIZONTAL	NONE	N/A
202	NATURAL HIGH POINT	AUG 2019	547	547	3	HORIZONTAL	NONE	N/A
203	TREE	AUG 2019	589	642	37	CONICAL	NONE	N/A
204	BUILDING	AUG 2019	522	561	17	HORIZONTAL	NONE	N/A
205	TREE	AUG 2019	545	605	60	HORIZONTAL	NONE	N/A
206	POLE	AUG 2019	531	586	35	CONICAL	NONE	N/A
207	TREE	AUG 2019	539	595	51	HORIZONTAL	NONE	N/A
208	T-L TWR 53-022349	AUG 2019	631	660	32	CONICAL	NONE	N/A
209	TREE	AUG 2019	525	584	39	HORIZONTAL	NONE	N/A
210	TREE	AUG 2019	535	570	25	HORIZONTAL	NONE	N/A
211	TREE	AUG 2019	541	598	54	HORIZONTAL	NONE	N/A
212	BUILDING	AUG 2019	530	545	1	HORIZONTAL	NONE	N/A
213	BUILDING	AUG 2019	544	559	14	HORIZONTAL	NONE	N/A
214	BUILDING	AUG 2019	626	658	39	CONICAL	NONE	N/A
215	TREE	AUG 2019	613	669	9	CONICAL	NONE	N/A
216	POLE	AUG 2019	522	556	12	HORIZONTAL	NONE	N/A
217	TREE	AUG 2019	616	682	20	CONICAL	NONE	N/A
218	POLE	AUG 2019	599	646	34	CONICAL	NONE	N/A
219	POLE	AUG 2019	728	762	112	CONICAL	NONE	N/A
220	COMMUNICATION TOWER 53-001325	AUG 2019	746	828	193	CONICAL	LIGHTED RED	N/A
221	COMMUNICATION TOWER	AUG 2019	744	815	177	CONICAL	NONE	N/A
222	COMMUNICATION TOWER 53-001622	AUG 2019	747	806	171	CONICAL	NONE	N/A
223	VERTICAL STRUCTURE	AUG 2019	749	761	141	CONICAL	NONE	N/A
224	POLE	AUG 2019	759	791	166	CONICAL	NONE	N/A
225	TREE	AUG 2019	548	609	33	CONICAL	NONE	N/A
226	COMMUNICATION TOWER 53-000235	AUG 2019	745	809	175	CONICAL	NONE	N/A
227	COMMUNICATION TOWER 53-023625	AUG 2019	745	840	207	CONICAL	LIGHTED RED	N/A
228	NATURAL HIGH POINT	AUG 2019	702	710	60	CONICAL	NONE	N/A
229	TREE	AUG 2019	503	580	16	CONICAL	NONE	N/A
230	BUILDING	AUG 2019	763	784	164	CONICAL	NONE	N/A
231	POLE	AUG 2019	556	594	18	CONICAL	NONE	N/A
232	NATURAL HIGH POINT	AUG 2019	654	667	66	CONICAL	NONE	N/A
233	TREE	AUG 2019	372	426	6	TRANSITIONAL	LOWER	2040
234	TREE	AUG 2019	375	405	13	PRIMARY	LOWER	2040
235	NATURAL HIGH POINT	AUG 2019	407	407	2	TRANSITIONAL	LOWER	2040
236	SCRUB	AUG 2019	406	412	21	PRIMARY	REMOVE	2040
237	SCRUB	AUG 2019	405	412	21	PRIMARY	REMOVE	2025
238	NATURAL HIGH POINT	AUG 2019	392	392	1	PRIMARY	LOWER	2025
239	SCRUB	AUG 2019	392	399	8	PRIMARY	REMOVE	2040
240	SCRUB	AUG 2019	393	400	9	PRIMARY	REMOVE	2025
241	SCRUB	AUG 2019	387	393	3	PRIMARY	REMOVE	2025
242	SCRUB	AUG 2019	386	393	3	PRIMARY	REMOVE	2025
243	POLE 53-022356	AUG 2019	426	458	-37	TRANSITIONAL	NONE	N/A
244	SCRUB	AUG 2019	388	393	3	PRIMARY	REMOVE	2025
245	SCRUB	AUG 2019	387	392	2	PRIMARY	REMOVE	2025
246	SCRUB	AUG 2019	387	393	2	TRANSITIONAL	REMOVE	2040
247	SCRUB	AUG 2019	387	391	2	PRIMARY	REMOVE	2040
248	FENCE 53-022342	AUG 2019	414	419	0	TRANSITIONAL	NONE	N/A
249	SCRUB	AUG 2019	386	392	3	PRIMARY	REMOVE	2025
250	SCRUB	AUG 2019	386	392	2	PRIMARY	REMOVE	2040
251	SCRUB	AUG 2019	388	393	3	PRIMARY	REMOVE	2025
252	SCRUB	AUG 2019	389	394	4	PRIMARY	REMOVE	2040
253	NATURAL HIGH POINT	AUG 2019	392	392	2	PRIMARY	LOWER	2040
254	FENCE 53-022357	AUG 2019	410	410	-16	TRANSITIONAL	NONE	N/A

OBSTRUCTION TABLE

OBS ITEM	DESCRIPTION	DATE OF SURVEY	GROUND ELEV (FT)	OBJECT TOP ELEV (FT)	PENETRATION (FT)	SURFACE PENETRATED	PROPOSED ACTION	PROPOSED ACTION DATE
255	SCRUB	AUG 2019	391	397	2	TRANSITIONAL	REMOVE	2025
256	ELEC SYS 53-022344	AUG 2019	403	408	-18	TRANSITIONAL	NONE	N/A
257	SCRUB	AUG 2019	387	393	3	TRANSITIONAL	REMOVE	2025
258	SEGMENTED CIRCLE	AUG 2019	386	390	1	PRIMARY	RELOCATE	2040
259	SEGMENTED CIRCLE	AUG 2019	386	390	1	PRIMARY	RELOCATE	2040
260	GEN UTIL 53-022336	AUG 2019	386	392	4	PRIMARY	RELOCATE	2040
261	NAVAID	AUG 2019	386	408	19	PRIMARY	RELOCATE	2040
262	SCRUB	AUG 2019	388	393	5	PRIMARY	REMOVE	2040
263	SCRUB	AUG 2019	387	394	7	PRIMARY	REMOVE	2040
264	SCRUB	AUG 2019	384	390	3	PRIMARY	REMOVE	2040
265	NAVAID WINDSOCK	AUG 2019	386	399	11	PRIMARY	NONE	N/A
266	TANK 53-020853	AUG 2019	517	660	-84	N/A	LIGHTED RED	N/A
267	CRANE	AUG 2019	377	645	101	HORIZONTAL	NONE	N/A
268	ANTENNA	AUG 2019	405	527	-18	HORIZONTAL	NONE	N/A
269	COMMUNICATION TOWER	AUG 2019	405	529	-15	HORIZONTAL	NONE	N/A
270	TOWER 53-093821	AUG 2019	399	475	-152	CONICAL	NONE	N/A
271	CRANE 53-020709	AUG 2019	400	567	23	HORIZONTAL	LIGHTED RED	N/A
272	TOWER 53-098211	AUG 2019	407	536	-208	N/A	NONE	N/A
301	TREE	AUG 2019	583	678	53	CONICAL	NONE	N/A
302	POLE	AUG 2019	556	588	2	CONICAL	NONE	N/A
303	BUILDING	AUG 2019	559	592	19	CONICAL	NONE	N/A
304	TREE	AUG 2019	550	638	63	CONICAL	NONE	N/A
305	TREE	AUG 2019	541	629	59	CONICAL	NONE	N/A
306	TREE	AUG 2019	551	585	21	CONICAL	NONE	N/A
307	BUILDING	AUG 2019	550	578	16	CONICAL	NONE	N/A
308	TREE	AUG 2019	559	575	26	CONICAL	NONE	N/A
309	TOWER 53-098216	AUG 2019	426	503	-241	N/A	NONE	N/A
310	TREE	AUG 2019	547	569	25	HORIZONTAL	NONE	N/A
311	BUILDING 53-022373	AUG 2019	542	584	40	HORIZONTAL	NONE	N/A
312	TREE	AUG 2019	546	577	32	HORIZONTAL	NONE	N/A
313	BUILDING	AUG 2019	542	568	23	HORIZONTAL	NONE	N/A
314	VERTICAL STRUCTURE 53-065657	AUG 2019	360	519	-113	CONICAL	NONE	N/A
315	BLDG 53-066119	AUG 2019	364	532	-12	HORIZONTAL	LIGHTED RED	N/A
316	POLE 53-066193	AUG 2019	390	474	-70	HORIZONTAL	NONE	N/A
317	TOWER 53-023658	AUG 2019	394	479	-65	HORIZONTAL	NONE	N/A
318	TREE	AUG 2019	368	436	12	TRANSITIONAL	LOWER	2040
319	BLDG 53-022353	AUG 2019	394	418	-18	TRANSITIONAL	LIGHT	2040
320	NATURAL HIGH POINT	AUG 2019	401	401	6	TRANSITIONAL	LOWER	2040
321	SCRUB	AUG 2019	395	402	10	PRIMARY	REMOVE	2040
322	TOWER 53-106108	AUG 2019	549	656	-79	CONICAL	NONE	N/A
323	NATURAL HIGH POINT	AUG 2019	394	395	4	PRIMARY	LOWER	2040
324	TREE	AUG 2019	385	402	2	TRANSITIONAL	LOWER	2040
325	BUILDING	AUG 2019	390	405	15	PRIMARY	LIGHT	2040
326	BUILDING 53-022337	AUG 2019	390	402	12	PRIMARY	LIGHT	2040
327	BLDG 53-022333	AUG 2019	397	436	-92	TRANSITIONAL	LIGHTED RED	N/A
328	BUILDING	AUG 2019	390	406	3	TRANSITIONAL	LIGHT	2040
329	NATURAL HIGH POINT	AUG 2019	391	391	2	PRIMARY	LOWER	2040
330	NATURAL HIGH POINT	AUG 2019	391	391	2	PRIMARY	LOWER	2040
331	BUILDING	AUG 2019	391	406	4	TRANSITIONAL	LIGHT	2040
332	POLE 53-022366	AUG 2019	395	439	-81	TRANSITIONAL	NONE	N/A
333	POLE 53-022345	AUG 2019	389	421	26	TRANSITIONAL	LIGHT	2040
334	BUILDING	AUG 2019	390	413	4	TRANSITIONAL	LIGHT	2040
335	BUILDING	AUG 2019	390	412	4	TRANSITIONAL	LIGHT	2040
336	POLE 53-022346	AUG 2019	387	421	-8	TRANSITIONAL	NONE	N/A
337	GEN UTIL 53-022347	AUG 2019	387	396	-3	TRANSITIONAL	NONE	N/A
338	POLE 53-022367	AUG 2019	392	420	-29	TRANSITIONAL	NONE	N/A
339	BUILDING	AUG 2019	391	409	3	TRANSITIONAL	LIGHT	2025
340	BLDG 53-022369	AUG 2019	392	406	-37	TRANSITIONAL	NONE	N/A
341	NATURAL HIGH POINT	AUG 2019	390	390	1	PRIMARY	LOWER	2025
342	SCRUB	AUG 2019	389	394	4	PRIMARY	REMOVE	2025
343	NATURAL HIGH POINT	AUG 2019	392	392	2	PRIMARY	LOWER	2025
344	NATURAL HIGH POINT	AUG 2019	391	391	2	PRIMARY	LOWER	2025
345	POLE 53-022341	AUG 2019	386	392	5	PRIMARY	NONE	N/A
346	NATURAL HIGH POINT	AUG 2019	390	390	3	PRIMARY	LOWER	2040
347	NATURAL HIGH POINT	AUG 2019	393	393	3	PRIMARY	LOWER	2025
348	NAVAID WINDSOCK	AUG 2019	390	409	11	TRANSITIONAL	NONE	N/A
349	PARKING LOT	AUG 2019	390	400	5	TRANSITIONAL	NONE	N/A
350	NATURAL HIGH POINT	AUG 2019	391	391	3	PRIMARY	LOWER	2040
351	POLE 53-022348	AUG 2019	387	390	-18	TRANSITIONAL	NONE	N/A
352	BUILDING	AUG 2019	386	416	7	TRANSITIONAL	LIGHT	2040
353	VERTICAL STRUCTURE	AUG 2019	387	393	5	PRIMARY	LIGHT	2040
354	BUILDING	AUG 2019	384	433	4	TRANSITIONAL	LIGHT	2040
355	PARKING LOT	AUG 2019	386	396	6	TRANSITIONAL	NONE	2040
356	FLAGPOLE 53-022358	AUG 2019	383	442	26	TRANSITIONAL	LIGHT	2040
357	COMMUNICATION TOWER	AUG 2019	548	715	7	CONICAL	LIGHT	2040
358	STACK 53-022359	AUG 2019	382	437	-16	TRANSITIONAL	NONE	N/A
359	STACK 53-023748	AUG 2019	372	448	-73	TRANSITIONAL	NONE	N/A
360	TREE	AUG 2019	589	678	5	CONICAL	NONE	N/A

OBSTRUCTION TABLE

OBS ITEM	DESCRIPTION	DATE OF SURVEY	GROUND ELEV (FT)	OBJECT TOP ELEV (FT)	PENETRATION (FT)	SURFACE PENETRATED	PROPOSED ACTION	PROPOSED ACTION DATE
361	T-L TWR 53-022361	AUG 2019	368	404	-88	TRANSITIONAL	NONE	N/A
362	T-L TWR 53-022360	AUG 2019	367	440	-39	TRANSITIONAL	NONE	N/A
363	POLE 53-066247	AUG 2019	477	631	-90	CONICAL	NONE	N/A
364	TOWER 53-117643	AUG 2019	406	496	-48	HORIZONTAL	NONE	N/A
365	COMMUNICATION TOWER	AUG 2019	406	529	-15	HORIZONTAL	NONE	N/A

NOTES:
1. AGIS AND DOF OBSTACLES ARE DESCRIBED WITH THE DOF IDENTIFICATION NUMBER 53-XXXXXX. NOT ALL AGIS AND DOF OBSTACLES ARE PENETRATIONS TO THE PART 77 SURFACE.
2. NEGATIVE SURFACE PENETRATIONS ARE ITEMS BELOW OR OUTSIDE THE ULTIMATE PART 77 SURFACE.

"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."

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REVISION

NO.	DESCRIPTION	FAA UPDATE	APR.	DATE

J-U-B ENGINEERS, INC.
3611 S. Zintel Way
Kennewick, WA 99337
Phone: 509.783.2144
Fax: 509.736.0790
www.jub.com

FILE :	30-19-023-C-AF-4
JUB PROJ. # :	30-19-023
DRAWN BY:	SMD
DESIGN BY:	SMD
CHECKED BY:	CAL

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

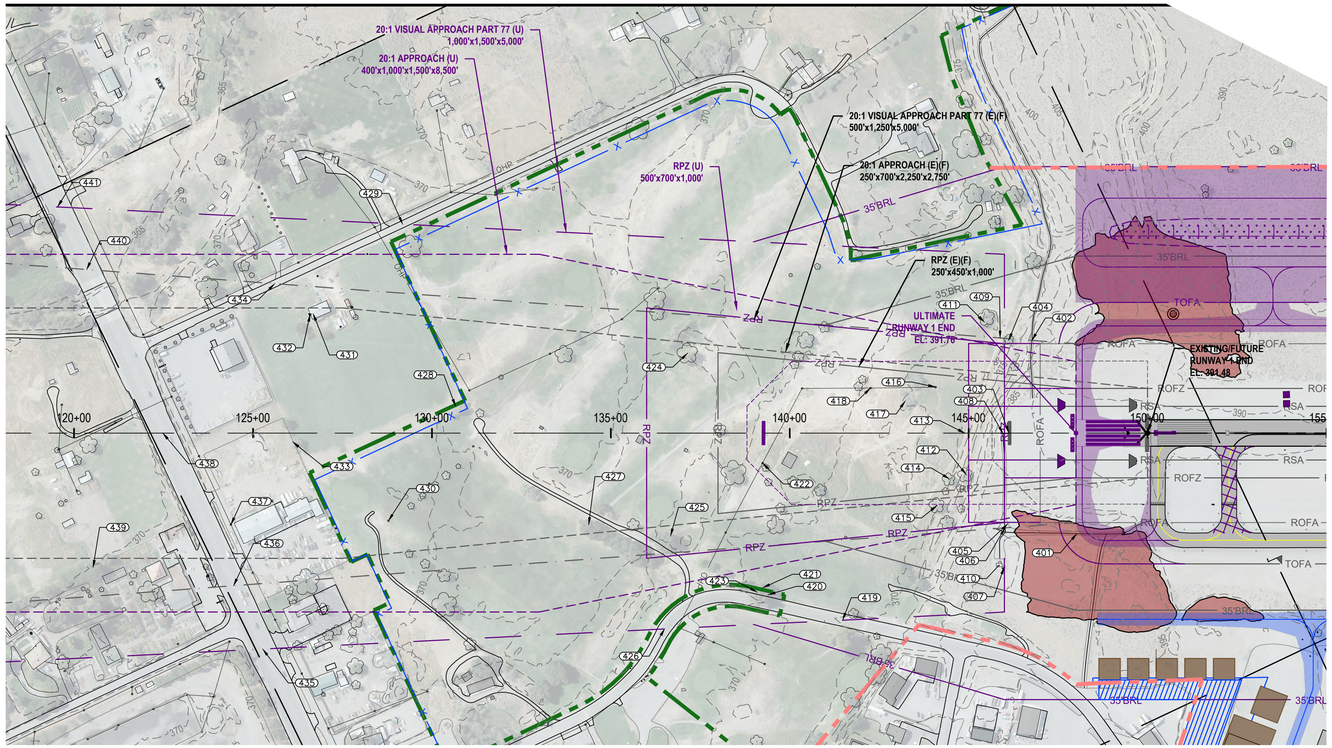
LAST UPDATED: 12/10/2021

PORT OF BENTON
RICHLAND AIRPORT

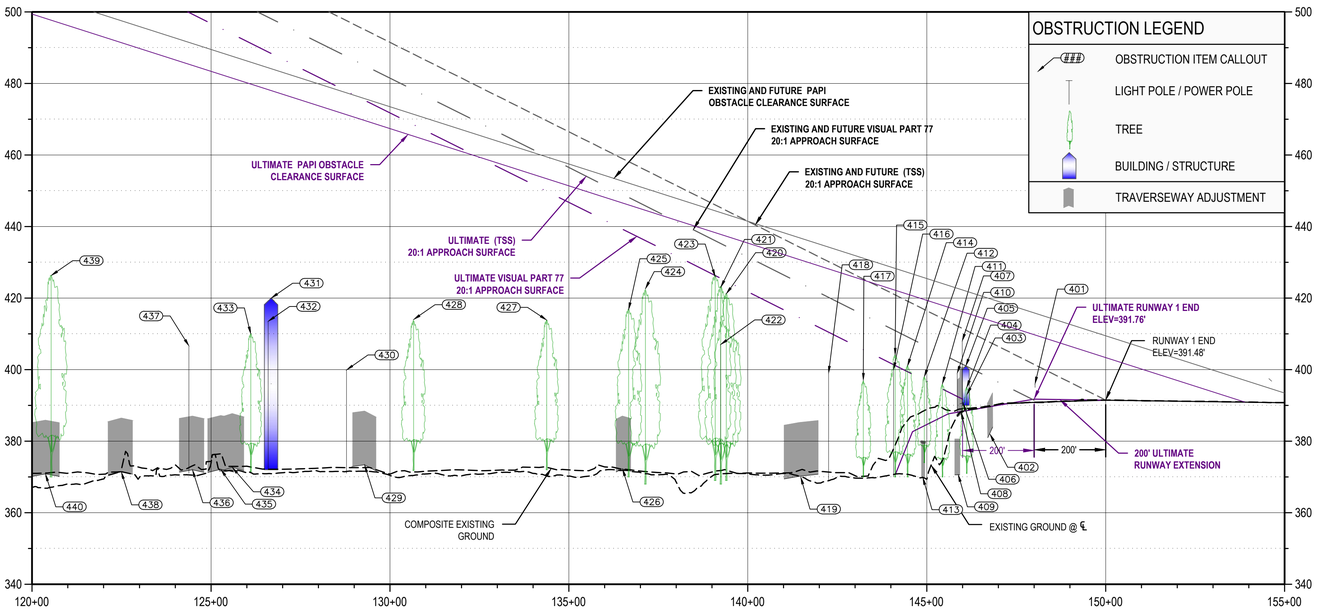
AIRPORT AIRSPACE OBSTRUCTION TABLES

SHEET NUMBER:
AF-4B

Plot Date:12/13/2021 8:15 AM Plotted By: Shawn Dulin
Date Created:11/27/2021 I:\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORT\MP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP SHEETS\30-19-023-C-AF-4.DWG

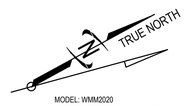


RUNWAY 1 END - PLAN



RUNWAY1 END - PROFILE

VERTICAL SCALE: 20:1, HORIZONTAL SCALE: 200:1



MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 6' W PER YEAR

HORZ 0 200 400

VERT 0 20 40

SCALE IN FEET

OBSTACLES WITHIN RUNWAY 1 APPROACH											
OBS ITEM	DESCRIPTION	DATE OF SURVEY	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
401	VERTICAL POINT	AUG 2019	396	396	0	TRANSITIONAL	0	TRANSITIONAL	5	RUNWAY OFZ	LOWER	2040
402	ACCESS ROAD	AUG 2019	382	392	-6	TRANSITIONAL	-6	TRANSITIONAL	0	RUNWAY OFZ	RELOCATE	2040
403	NAVAID 53-022334	AUG 2019	389	393	-8	APPROACH	-8	APPROACH	1	RUNWAY OFZ	RELOCATE	2040
404	TREE	AUG 2019	372	395	-6	APPROACH	-6	APPROACH	3	RUNWAY OFZ	RELOCATE	2040
405	BLDG 53-022354	AUG 2019	391	401	0	APPROACH	0	APPROACH	9	RUNWAY OFZ	RELOCATE	2040
406	ACCESS ROAD	AUG 2019	391	401	-1	APPROACH	-1	APPROACH	9	RUNWAY OFZ	RELOCATE	2040
407	NAVAID	AUG 2019	388	408	-9	TRANSITIONAL	-9	TRANSITIONAL	16	APPROACH	RELOCATE	2040
408	ACCESS ROAD	AUG 2019	388	398	-4	APPROACH	-4	APPROACH	6	APPROACH	RELOCATE	2040
409	ACCESS ROAD	AUG 2019	371	381	-21	TRANSITIONAL	-21	TRANSITIONAL	-12	APPROACH	NONE	N/A
410	NAVAID	AUG 2019	388	399	-18	TRANSITIONAL	-18	TRANSITIONAL	6	APPROACH	RELOCATE	2040
411	TREE	AUG 2019	370	396	-18	TRANSITIONAL	-18	TRANSITIONAL	6	APPROACH	REMOVE	2040
412	TREE	AUG 2019	374	398	-14	TRANSITIONAL	-14	APPROACH	2	APPROACH	REMOVE	2040
413	ACCESS ROAD	AUG 2019	370	380	-27	APPROACH	-27	APPROACH	-17	APPROACH	NONE	N/A
414	TREE	AUG 2019	370	401	-8	APPROACH	-8	APPROACH	2	APPROACH	RELOCATE	2040
415	TREE	AUG 2019	370	404	-7	APPROACH	-7	APPROACH	2	APPROACH	REMOVE	2040
416	POLE	AUG 2019	371	400	-11	APPROACH	-11	APPROACH	-2	APPROACH	NONE	N/A
417	TREE	AUG 2019	370	397	-18	APPROACH	-18	APPROACH	-9	APPROACH	NONE	N/A
418	POLE	AUG 2019	369	399	-21	APPROACH	-21	APPROACH	-12	APPROACH	NONE	N/A
419	BRONCO LN	AUG 2019	370	385	-71	TRANSITIONAL	-71	TRANSITIONAL	-29	APPROACH	NONE	N/A
420	TREE	AUG 2019	369	421	-33	TRANSITIONAL	-33	TRANSITIONAL	-4	APPROACH	NONE	N/A
421	TREE	AUG 2019	369	423	-29	TRANSITIONAL	-29	TRANSITIONAL	-2	APPROACH	NONE	N/A
422	POLE	AUG 2019	371	407	-28	APPROACH	-28	APPROACH	-18	APPROACH	NONE	N/A
423	TREE	AUG 2019	369	426	-28	TRANSITIONAL	-28	TRANSITIONAL	0	APPROACH	NONE	N/A
424	TREE	AUG 2019	368	423	-23	APPROACH	-23	APPROACH	-13	APPROACH	NONE	N/A
425	TREE	AUG 2019	370	417	-31	APPROACH	-31	APPROACH	-22	APPROACH	NON E	N/A
426	BRONCO LN	AUG 2019	372	387	-92	TRANSITIONAL	-92	TRANSITIONAL	-52	APPROACH	NONE	N/A
427	TREE	AUG 2019	372	414	-46	APPROACH	-46	APPROACH	-36	APPROACH	NONE	N/A
428	TREE	AUG 2019	371	414	-46	APPROACH	-46	APPROACH	-36	APPROACH	NONE	N/A
429	BUCKSKIN LN	AUG 2019	374	389	-64	APPROACH	-64	TRANSITIONAL	-54	APPROACH	NONE	N/A
430	POLE	AUG 2019	371	400	-125	TRANSITIONAL	-125	APPROACH	-87	APPROACH	NONE	N/A
431	BLDG 53-022355	AUG 2019	372	420	-78	APPROACH	-78	APPROACH	-68	APPROACH	NONE	N/A
432	ANTENNA	AUG 2019	372	413	-85	APPROACH	-85	APPROACH	-75	APPROACH	NONE	N/A
433	TREE	AUG 2019	371	410	-91	APPROACH	-91	APPROACH	-81	APPROACH	NONE	N/A
434	BUCKSKIN LN	AUG 2019	373	388	-116	APPROACH	-116	APPROACH	-106	APPROACH	NONE	N/A
435	VAN GIESEN ST	AUG 2019	372	387	-144	TRANSITIONAL	-144	TRANSITIONAL	-108	APPROACH	NONE	N/A
436	VAN GIESEN ST	AUG 2019	372	387	-122	TRANSITIONAL	-122	TRANSITIONAL	-112	APPROACH	NONE	N/A
437	POLE	AUG 2019	371	407	-103	APPROACH	-103	APPROACH	-93	APPROACH	NONE	N/A
438	VAN GIESEN ST	AUG 2019	371	386	-133	APPROACH	-133	APPROACH	-123	APPROACH	NONE	N/A
439	TREE	AUG 2019	370	426	-103	APPROACH	-103	APPROACH	-93	APPROACH	NONE	N/A
440	VAN GIESEN ST	AUG 2019	371	386	-144	APPROACH	-144	APPROACH	-134	APPROACH	NONE	N/A
441	VAN GIESEN ST	AUG 2019	371	386	-158	HORIZONTAL	-158	HORIZONTAL	-138	APPROACH	NONE	N/A

NOTES:
1. DATE OF OBSTRUCTION FLIGHT WAS 8/30/19.
2. AGIS AND DOF OBSTRUCTS ACCOUNTED FOR.
3. SEE SHEET AF-13A FOR LINE OF SIGHT PROFILE.
4. SEE SHEET AF-2A FOR ROADWAY CLEARANCE TABLES
5. TAXIWAY EDGE SAFETY MARGIN (TESM); TAXIWAY DESIGN GROUP (TDG) 1A (E,F): 5 FT, (TDG) 2 (U): 7.5 FT
6. TAXIWAY SHOULDER WIDTH; TAXIWAY DESIGN GROUP 1A (E,F): 10 FT, (TDG) 2 (U): 5 FT
7. RUNWAY SHOULDER WIDTH; A-II (E,F): 10 FT, B-II (U): 10FT
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9. TAXILANE OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 115 FT
10. TAXIWAY/TAXILANE SAFETY AREA (TSA); AIRPLANE DESIGN GROUP (ADG) II: 79 FT

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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 SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				PAVEMENT TO BE REMOVED
				ROADWAY
				AIRPORT PROPERTY LINE
				AIRPORT PROPERTY EASEMENTS
				APPROACH SURFACE
				PART 77 APPROACH SURFACE
BRL	BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
ROFA	ROFA	ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RPZ	RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
				NAVAID CRITICAL AREA
X	X	X	X	FENCE
				THRESHOLD LIGHTS
				LANDING AID (PAPI-2)
				LANDING AID (REILS)
				SUPPLEMENTAL WINDCONE
				TREE
				GROUND CONTOURS (5' INTERVAL)

"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."

REUSE OF DRAWINGS
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REVISION				
NO.	DESCRIPTION	FAA UPDATE	APR.	DATE

PORT OF BENTON

J-U-B ENGINEERS, INC.
3611 S. Zintel Way
Kennewick, WA 99337
Phone: 509.783.2144
Fax: 509.736.0790
www.jub.com

FILE :	30-19-023-C-AF-5-8
JUB PROJ. # :	30-19-023
DRAWN BY:	SMD
DESIGN BY:	SMD
CHECKED BY:	CAL

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

PORT OF BENTON
RICHLAND AIRPORT

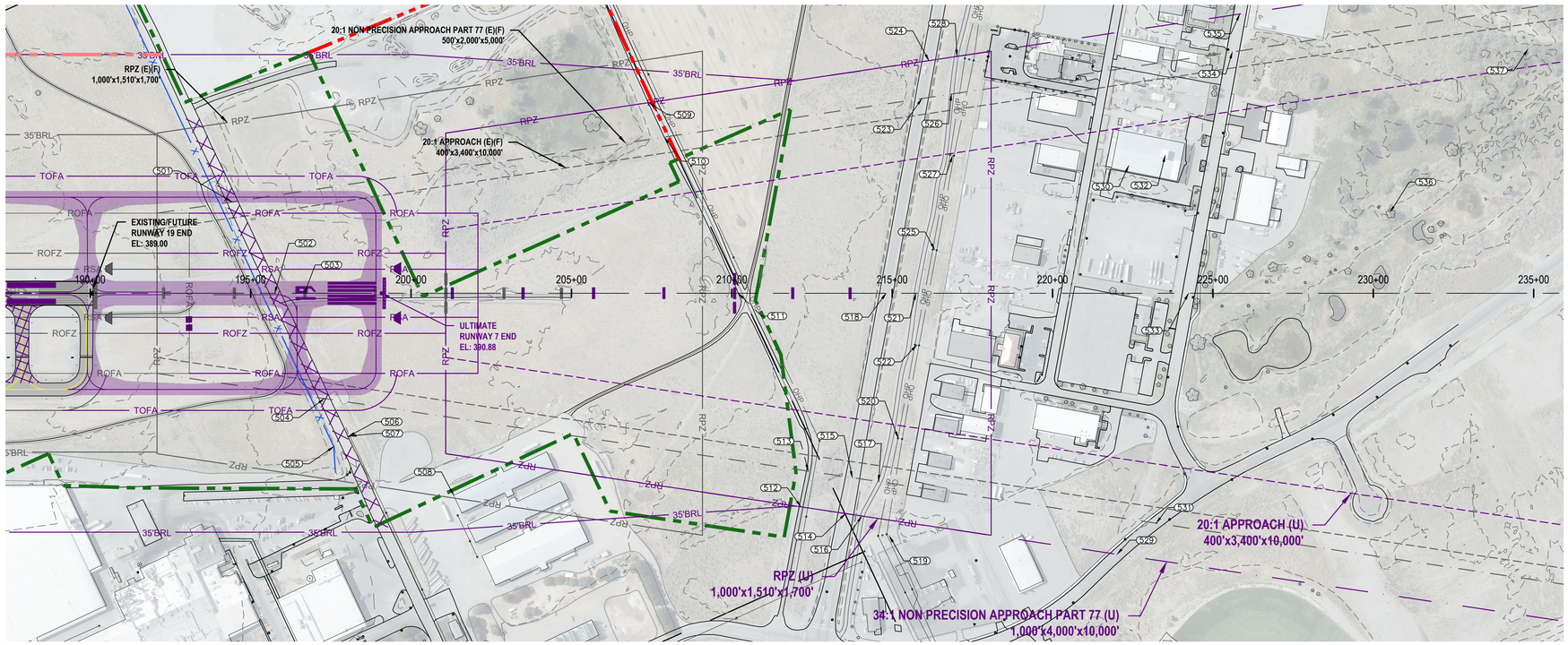
RUNWAY 1 INNER APPROACH SURFACE

LAST UPDATED: 12/13/2021

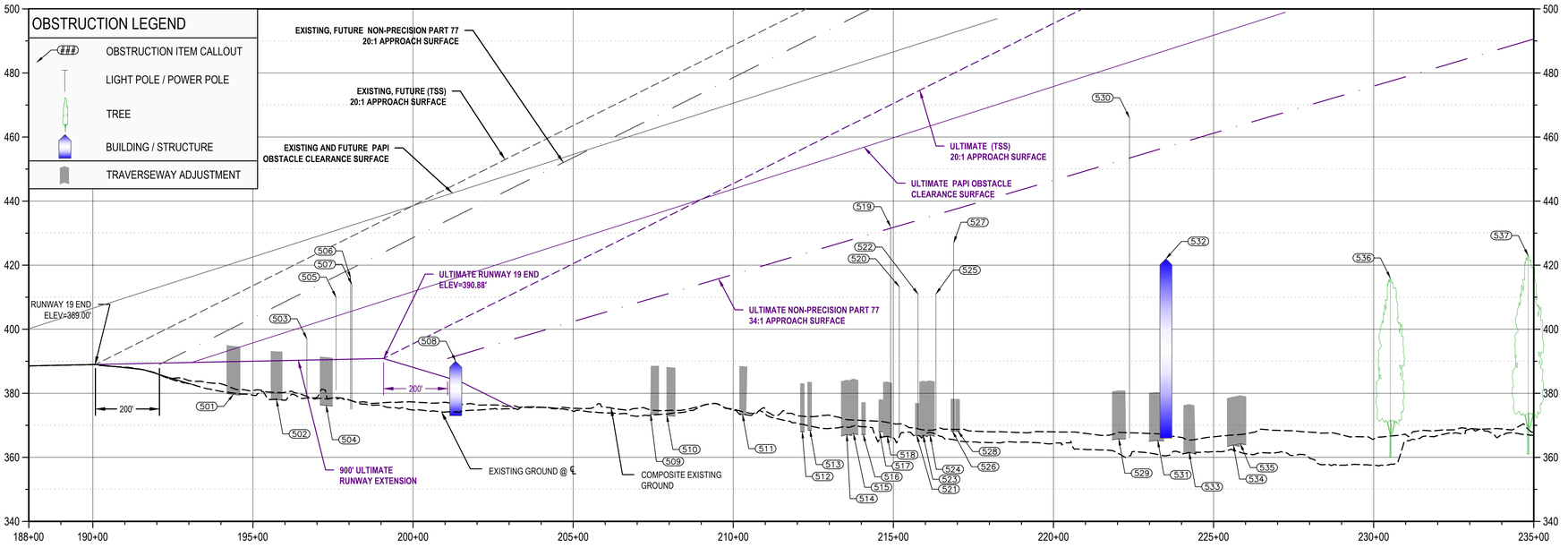
SHEET NUMBER:

AF-5

Plot Date:12/13/2021 7:11 AM Plotted By: Shawn Dulin
Date Created:12/13/2021 J:\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORT\MP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP SHEETS\30-19-023-C-AF-5-8.DWG



RUNWAY 19 END - PLAN

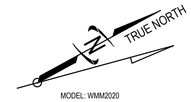


RUNWAY 19 END - PROFILE

VERTICAL SCALE: 20:1, HORIZONTAL SCALE: 200:1

OBSTACLES WITHIN RUNWAY 19 APPROACH

OBS ITEM	DESCRIPTION	DATE OF SURVEY	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
501	SAINT ST	AUG 2019	380	395	-6	TRANSITIONAL	-6	TRANSITIONAL	5	RUNWAY OFZ	REMOVE	2040
502	SAINT ST	AUG 2019	378	393	-14	APPROACH	-14	APPROACH	3	RUNWAY OFZ	REMOVE	2040
503	POLE 53-022362	AUG 2019	379	397	-15	APPROACH	-15	APPROACH	7	RUNWAY OFZ	REMOVE	2040
504	SAINT ST	AUG 2019	376	391	-24	TRANSITIONAL	-24	TRANSITIONAL	1	RUNWAY OFZ	REMOVE	2040
505	POLE 53-022335	AUG 2019	381	410	-27	TRANSITIONAL	-27	TRANSITIONAL	19	RUNWAY OFZ	REMOVE	2040
506	T-L TWR 53-022365	AUG 2019	375	416	-18	TRANSITIONAL	-18	TRANSITIONAL	25	RUNWAY OFZ	REMOVE	2040
507	POLE 53-022365	AUG 2019	375	414	-21	TRANSITIONAL	-21	TRANSITIONAL	23	RUNWAY OFZ	REMOVE	2040
508	BLDG 53-022340	AUG 2019	373	390	-80	TRANSITIONAL	-80	TRANSITIONAL	-20	TRANSITIONAL	NONE	N/A
509	SNYDER RD	AUG 2019	374	389	-94	TRANSITIONAL	-94	TRANSITIONAL	-21	APPROACH	NONE	N/A
510	SNYDER RD	AUG 2019	373	388	-80	TRANSITIONAL	-80	TRANSITIONAL	-23	APPROACH	NONE	N/A
511	SNYDER RD	AUG 2019	373	388	-91	APPROACH	-91	APPROACH	-29	APPROACH	NONE	N/A
512	SNYDER RD	AUG 2019	368	383	-123	TRANSITIONAL	-123	TRANSITIONAL	-40	APPROACH	NONE	N/A
513	SNYDER RD	AUG 2019	368	383	-107	APPROACH	-107	APPROACH	-41	APPROACH	NONE	N/A
514	HIGHWAY 240	AUG 2019	367	384	-129	TRANSITIONAL	-129	TRANSITIONAL	-43	TRANSITIONAL	NONE	N/A
515	HIGHWAY 240	AUG 2019	367	384	-113	APPROACH	-113	APPROACH	-44	APPROACH	NONE	N/A
516	ACCESS ROAD	AUG 2019	367	377	-138	TRANSITIONAL	-138	TRANSITIONAL	-52	APPROACH	NONE	N/A
517	ACCESS ROAD	AUG 2019	368	378	-123	APPROACH	-123	APPROACH	-53	APPROACH	NONE	N/A
518	HIGHWAY 240	AUG 2019	367	384	-119	APPROACH	-119	APPROACH	-48	APPROACH	NONE	N/A
519	T-L TWR 53-022339	AUG 2019	365	432	-95	TRANSITIONAL	-95	TRANSITIONAL	-7	TRANSITIONAL	NONE	N/A
520	POLE 53-022364	AUG 2019	367	413	-91	APPROACH	-91	APPROACH	-19	APPROACH	NONE	N/A
521	ACCESS ROAD	AUG 2019	367	377	-130	APPROACH	-130	APPROACH	-57	APPROACH	NONE	N/A
522	POLE 53-022363	AUG 2019	369	411	-96	APPROACH	-96	APPROACH	-23	APPROACH	NONE	N/A
523	HIGHWAY 240	AUG 2019	367	384	-124	TRANSITIONAL	-124	TRANSITIONAL	-51	APPROACH	NONE	N/A
524	HIGHWAY 240	AUG 2019	367	384	-142	TRANSITIONAL	-142	TRANSITIONAL	-51	APPROACH	NONE	N/A
525	POLE	AUG 2019	367	411	-99	APPROACH	-99	APPROACH	-24	APPROACH	NONE	N/A
526	ACCESS ROAD	AUG 2019	368	378	-135	TRANSITIONAL	-135	TRANSITIONAL	-59	APPROACH	NONE	N/A
527	T-L TWR 53-022338	AUG 2019	368	427	-86	APPROACH	-86	APPROACH	-10	APPROACH	NONE	N/A
528	ACCESS ROAD	AUG 2019	368	378	-152	TRANSITIONAL	-152	TRANSITIONAL	-60	TRANSITIONAL	NONE	N/A
529	ROBERTSON DR	AUG 2019	366	381	-164	HORIZONTAL	-164	HORIZONTAL	-72	APPROACH	NONE	N/A
530	CRANE 53-122543	AUG 2019	366	466	-74	APPROACH	-74	APPROACH	13	APPROACH	LOWER	2040
531	ROBERTSON DR	AUG 2019	365	380	-164	HORIZONTAL	-164	HORIZONTAL	-76	APPROACH	NONE	N/A
532	BUILDING	AUG 2019	366	422	-123	HORIZONTAL	-123	HORIZONTAL	-35	APPROACH	NONE	N/A
533	ROBERTSON DR	AUG 2019	362	377	-168	HORIZONTAL	-168	HORIZONTAL	-82	APPROACH	NONE	N/A
534	ROBERTSON DR	AUG 2019	364	379	-165	HORIZONTAL	-165	HORIZONTAL	-84	APPROACH	NONE	N/A
535	ROBERTSON DR	AUG 2019	364	379	-165	HORIZONTAL	-165	HORIZONTAL	-84	APPROACH	NONE	N/A
536	TREE	AUG 2019	360	416	-129	HORIZONTAL	-129	HORIZONTAL	-62	APPROACH	NONE	N/A
537	TREE	AUG 2019	361	423	-122	HORIZONTAL	-122	HORIZONTAL	-67	APPROACH	NONE	N/A



MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 6' W PER YEAR

HORZ 0 200 400
VERT 0 20 40
SCALE IN FEET

NOTES:
1. DATE OF OBSTRUCTION FLIGHT WAS 8/30/19.
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7. RUNWAY SHOULDER WIDTH; A-II (E,F): 10 FT, B-II (U): 10FT
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LEGEND

EXISTING	FUTURE SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				PAVEMENT TO BE REMOVED
				ROADWAY
				AIRPORT PROPERTY LINE
				AIRPORT PROPERTY EASEMENTS
				APPROACH SURFACE
				PART 77 APPROACH SURFACE
BRL	BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
ROFA	ROFA	ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RPZ	RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
				NAVAID CRITICAL AREA
X	X	X	X	FENCE
				THRESHOLD LIGHTS
				LANDING AID (PAPI-2)
				LANDING AID (REILS)
				SUPPLEMENTAL WINDCONE
				TREE
				GROUND CONTOURS (5' INTERVAL)

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REVISION

NO.	DESCRIPTION	FAA UPDATE	APR.	DATE

PORT OF BENTON

J-U-B ENGINEERS, INC.
3611 S. Zintel Way
Kennewick, WA 99337
Phone: 509.783.2144
Fax: 509.736.0790
www.jub.com

FILE :	30-19-023-C-AF-5-8
JUB PROJ. # :	30-19-023
DRAWN BY:	SMD
DESIGN BY:	SMD
CHECKED BY:	CAL

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

PORT OF BENTON
RICHLAND AIRPORT

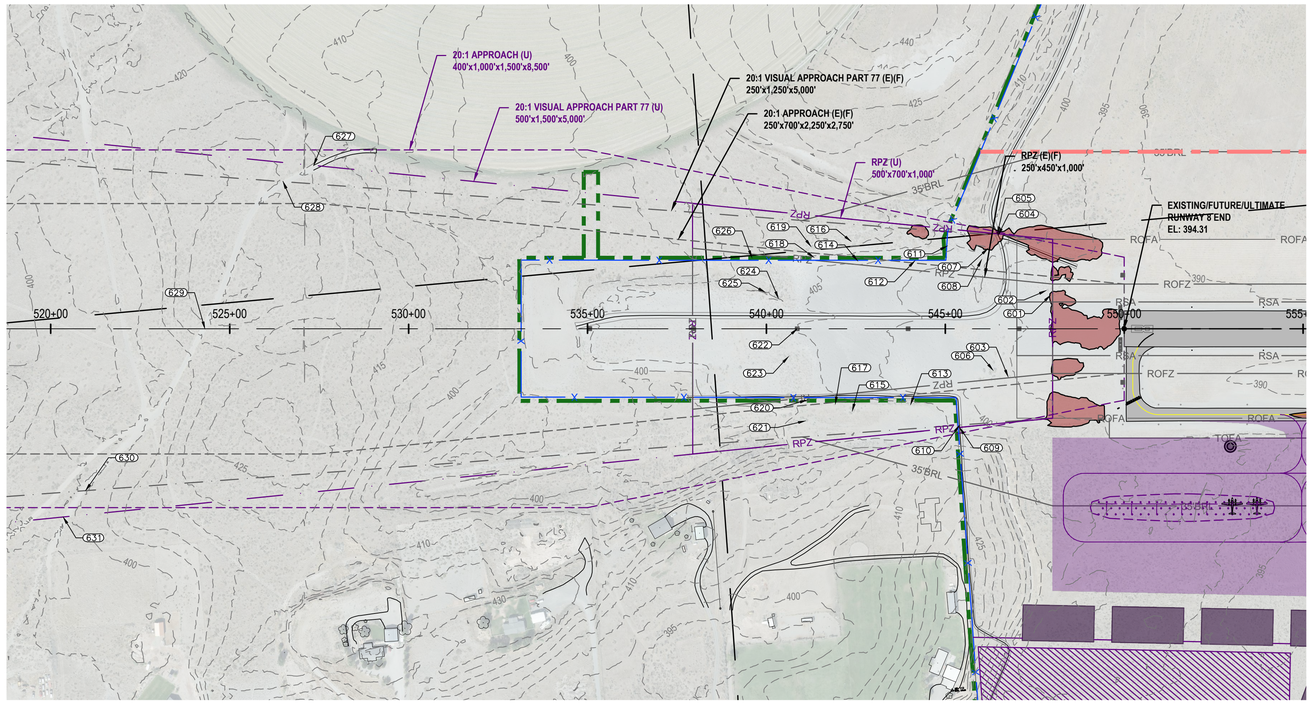
RUNWAY 19 INNER APPROACH SURFACE

LAST UPDATED: 12/13/2021

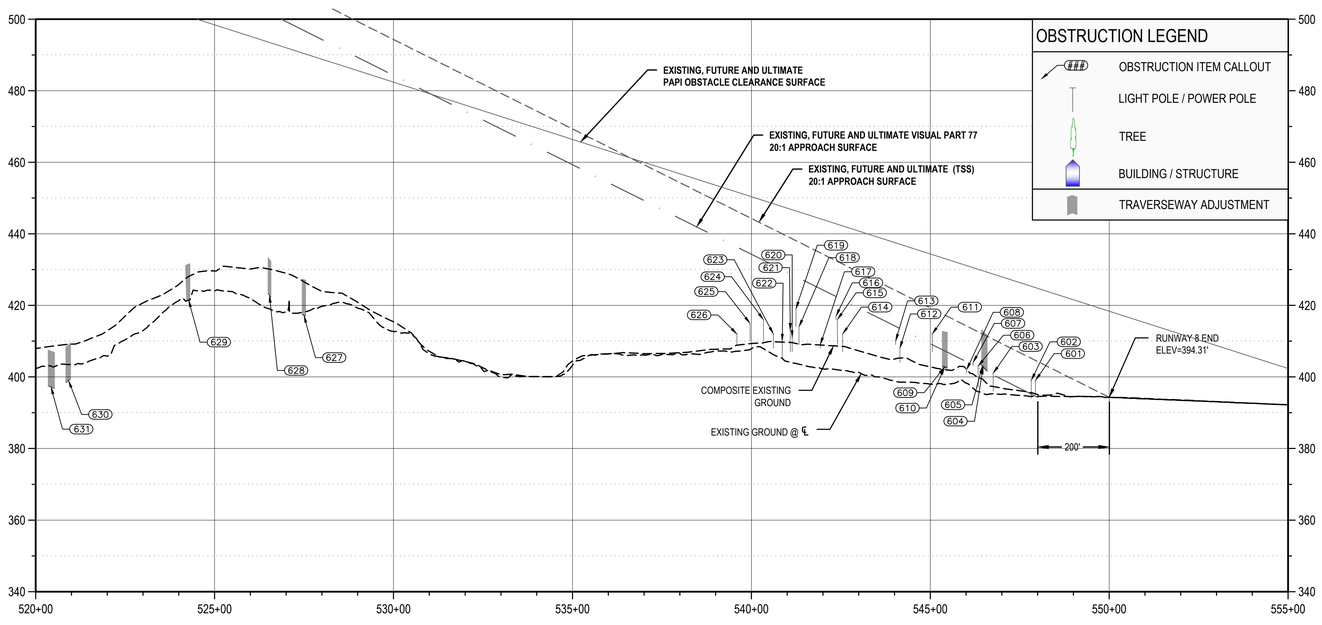
SHEET NUMBER:

AF-6

Plot Date:12/13/2021 7:12 AM Plotted By: Shawn Dulin
Date Created:12/13/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORTMTP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP\SHEETS\30-19-023-C-AF-5-8.DWG



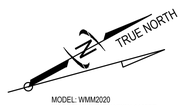
RUNWAY 8 END - PLAN



RUNWAY 8 END - PROFILE

VERTICAL SCALE: 20:1, HORIZONTAL SCALE: 200:1

OBSTACLES WITHIN RUNWAY 8 APPROACH											
OBS ITEM	DESCRIPTION	DATE OF SURVEY	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
601	SCRUB	AUG 2019	395	399	5	APPROACH	5	APPROACH	5	APPROACH	LOWER	2025
602	SCRUB	AUG 2019	394	399	4	APPROACH	4	APPROACH	4	APPROACH	LOWER	2025
603	SCRUB	AUG 2019	396	401	1	APPROACH	1	APPROACH	1	APPROACH	LOWER	2025
604	ACCESS ROAD	AUG 2019	403	413	11	APPROACH	11	APPROACH	11	APPROACH	LOWER	2025
605	ACCESS ROAD	AUG 2019	403	413	11	TRANSITIONAL	11	TRANSITIONAL	11	APPROACH	LOWER	2025
606	SCRUB	AUG 2019	397	403	0	APPROACH	0	APPROACH	0	APPROACH	LOWER	2025
607	NATURAL HIGH POINT	AUG 2019	404	404	1	APPROACH	1	APPROACH	1	APPROACH	LOWER	2025
608	NATURAL HIGH POINT	AUG 2019	402	402	-3	APPROACH	-3	APPROACH	-3	APPROACH	NONE	N/A
609	ACCESS ROAD	AUG 2019	403	413	5	TRANSITIONAL	5	TRANSITIONAL	5	APPROACH	LOWER	2025
610	ACCESS ROAD	AUG 2019	403	413	5	APPROACH	5	APPROACH	5	APPROACH	LOWER	2025
611	VERTICAL STRUCTURE	AUG 2019	407	412	3	APPROACH	3	APPROACH	3	APPROACH	LOWER	2025
612	VERTICAL STRUCTURE	AUG 2019	404	408	-6	APPROACH	-6	APPROACH	-6	APPROACH	NONE	N/A
613	NATURAL HIGH POINT	AUG 2019	409	410	-5	APPROACH	-5	APPROACH	-5	APPROACH	NONE	N/A
614	VERTICAL STRUCTURE	AUG 2019	407	412	-10	APPROACH	-10	APPROACH	-10	APPROACH	NONE	N/A
615	SCRUB	AUG 2019	409	416	-6	APPROACH	-6	APPROACH	-6	APPROACH	NONE	N/A
616	NATURAL HIGH POINT	AUG 2019	417	417	-6	APPROACH	-6	APPROACH	-6	APPROACH	NONE	N/A
617	NATURAL HIGH POINT	AUG 2019	409	409	-16	APPROACH	-16	APPROACH	-16	APPROACH	NONE	N/A
618	VERTICAL STRUCTURE	AUG 2019	409	414	-14	APPROACH	-14	APPROACH	-14	APPROACH	NONE	N/A
619	SCRUB	AUG 2019	414	419	-9	APPROACH	-9	APPROACH	-9	APPROACH	NONE	N/A
620	VERTICAL STRUCTURE	AUG 2019	407	411	-18	APPROACH	-18	APPROACH	-18	APPROACH	NONE	N/A
621	SCRUB	AUG 2019	407	413	-15	APPROACH	-15	APPROACH	-15	APPROACH	NONE	N/A
622	VERTICAL STRUCTURE	AUG 2019	405	410	-20	APPROACH	-20	APPROACH	-20	APPROACH	NONE	N/A
623	SCRUB	AUG 2019	408	412	-19	APPROACH	-19	APPROACH	-19	APPROACH	NONE	N/A
624	SCRUB	AUG 2019	410	416	-17	APPROACH	-17	APPROACH	-17	APPROACH	NONE	N/A
625	SCRUB	AUG 2019	410	415	-20	APPROACH	-20	APPROACH	-20	APPROACH	NONE	N/A
626	VERTICAL STRUCTURE	AUG 2019	409	412	-24	APPROACH	-24	APPROACH	-24	APPROACH	NONE	N/A
627	ACCESS ROAD	AUG 2019	418	428	-77	TRANSITIONAL	-77	TRANSITIONAL	-69	APPROACH	NONE	N/A
628	ACCESS ROAD	AUG 2019	423	433	-69	TRANSITIONAL	-69	TRANSITIONAL	-69	APPROACH	NONE	N/A
629	ACCESS ROAD	AUG 2019	422	432	-81	APPROACH	-81	APPROACH	-81	APPROACH	NONE	N/A
630	ACCESS ROAD	AUG 2019	399	409	-120	APPROACH	-120	APPROACH	-120	APPROACH	NONE	N/A
631	ACCESS ROAD	AUG 2019	398	408	-135	TRANSITIONAL	-135	TRANSITIONAL	-125	APPROACH	NONE	N/A



MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 6' W PER YEAR

HORZ 0 200 400
VERT 0 20 40
SCALE IN FEET

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LEGEND				
EXISTING	FUTURE SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
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				PAVEMENT TO BE REMOVED
				ROADWAY
				AIRPORT PROPERTY LINE
				AIRPORT PROPERTY EASEMENTS
				APPROACH SURFACE
				PART 77 APPROACH SURFACE
BRL	BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
ROFA	ROFA	ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RPZ	RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
				NAVAID CRITICAL AREA
X	X	X	X	FENCE
				THRESHOLD LIGHTS
				LANDING AID (PAPI-2)
				LANDING AID (REILS)
				SUPPLEMENTAL WINDCONE
				TREE
				GROUND CONTOURS (5' INTERVAL)

"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."

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REVISION				
NO.	DESCRIPTION	FAA UPDATE	APR.	DATE

PORT OF BENTON

J-U-B ENGINEERS, INC.
3611 S. Zintel Way
Kennewick, WA 99337
Phone: 509.783.2144
Fax: 509.736.0790
www.jub.com

FILE :	30-19-023-C-AF-5-8
JUB PROJ. # :	30-19-023
DRAWN BY:	SMD
DESIGN BY:	SMD
CHECKED BY:	CAL

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

PORT OF BENTON
RICHLAND AIRPORT

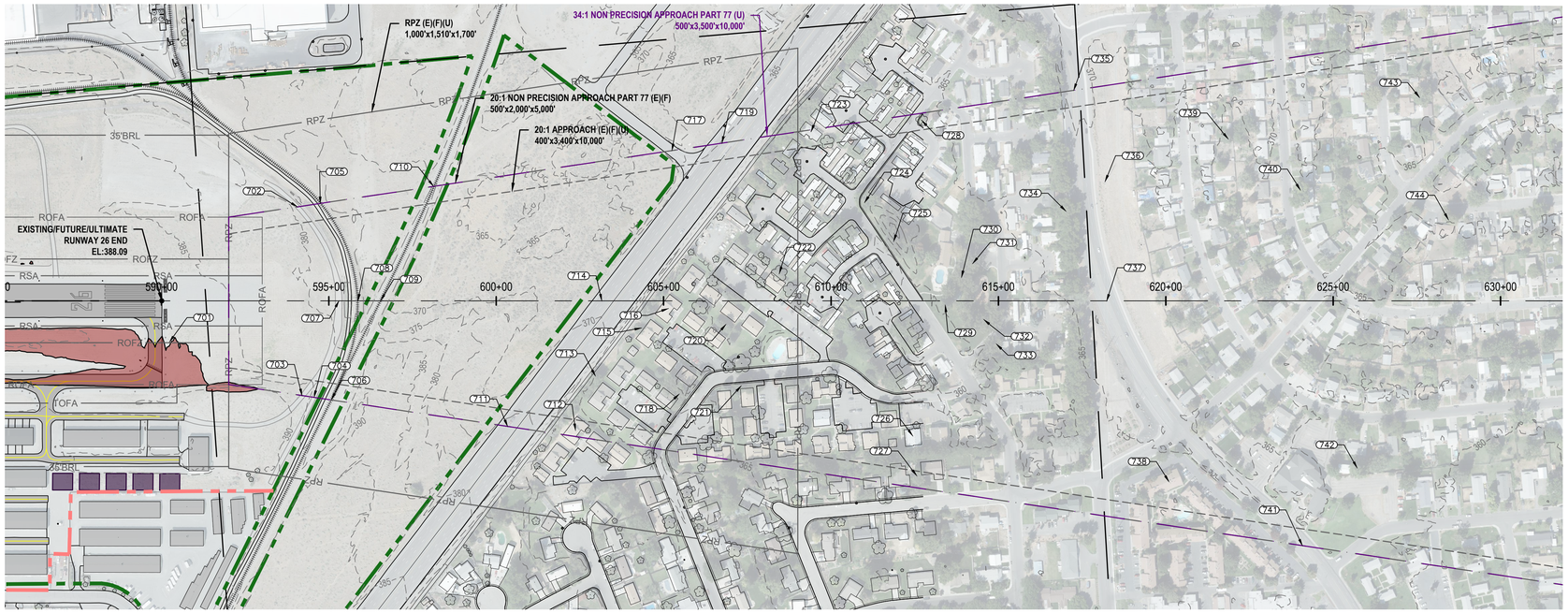
RUNWAY 8 INNER APPROACH SURFACE

LAST UPDATED: 12/13/2021

SHEET NUMBER:

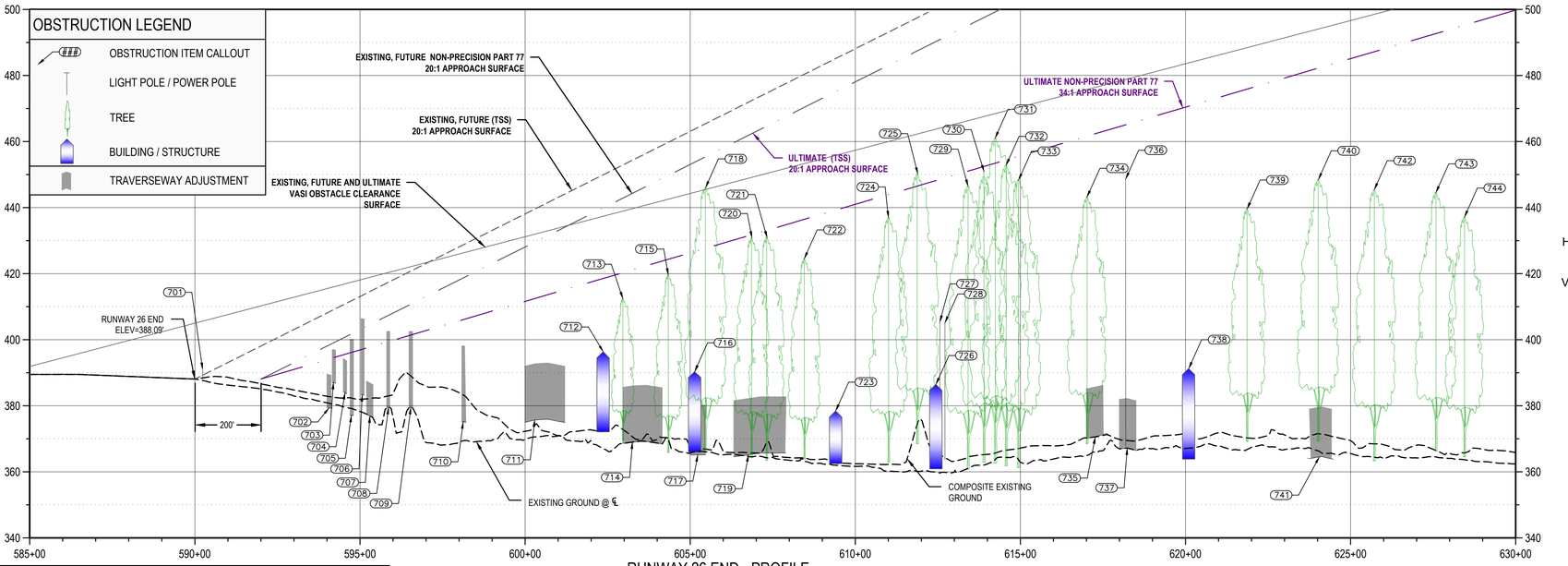
AF-7

Plot Date:12/13/2021 7:15 AM Plotted By: Shawn Dulin
Date Created:12/13/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORT\MP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP SHEETS\30-19-023-C-AF-5-8.DWG



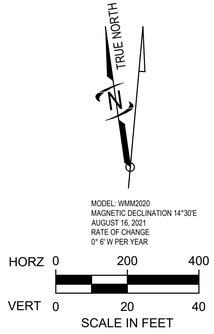
RUNWAY 26 END - PLAN

OBSTACLES WITHIN RUNWAY 26 APPROACH											
OBS ITEM	DESCRIPTION	DATE OF SURVEY	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
701	SIGN 53-022368	AUG 2019	388	391	3	RUNWAY OFZ	3	RUNWAY OFZ	3	RUNWAY OFZ	NONE	N/A
702	ACCESS ROAD	AUG 2019	379	389	-9	TRANSITIONAL	-9	TRANSITIONAL	-5	TRANSITIONAL	NONE	N/A
703	ACCESS ROAD	AUG 2019	387	397	-2	TRANSITIONAL	-2	TRANSITIONAL	2	TRANSITIONAL	LOWER	2040
704	ACCESS ROAD	AUG 2019	384	394	-7	APPROACH	-7	APPROACH	-2	APPROACH	NONE	N/A
705	RAILROAD	AUG 2019	377	400	-2	APPROACH	-2	APPROACH	4	APPROACH	NONE	N/A
706	RAILROAD	AUG 2019	383	406	3	APPROACH	3	APPROACH	9	APPROACH	NONE	N/A
707	ACCESS ROAD	AUG 2019	377	387	-18	APPROACH	-18	APPROACH	-11	APPROACH	NONE	N/A
708	RAILROAD	AUG 2019	379	402	-5	APPROACH	-5	APPROACH	3	APPROACH	NONE	NA
709	RAILROAD	AUG 2019	379	402	-8	APPROACH	-8	APPROACH	1	APPROACH	NONE	N/A
710	RAILROAD	AUG 2019	375	398	-21	TRANSITIONAL	-21	TRANSITIONAL	-8	TRANSITIONAL	NONE	N/A
711	BYPASS HIGHWAY 240	AUG 2019	376	393	-37	APPROACH	-37	APPROACH	-20	APPROACH	NONE	N/A
712	BUILDING	AUG 2019	372	396	-44	APPROACH	-44	APPROACH	-22	APPROACH	NONE	N/A
713	TREE	AUG 2019	370	412	-30	APPROACH	-30	APPROACH	-8	APPROACH	NONE	N/A
714	BYPASS HIGHWAY 240	AUG 2019	369	386	-58	APPROACH	-58	APPROACH	-35	APPROACH	NONE	N/A
715	TREE	AUG 2019	366	420	-30	APPROACH	-30	APPROACH	-5	APPROACH	NONE	N/A
716	BUILDING	AUG 2019	366	390	-63	APPROACH	-63	APPROACH	-36	APPROACH	NONE	N/A
717	MOON RIVER DR	AUG 2019	365	380	-74	APPROACH	-74	APPROACH	-47	APPROACH	NONE	N/A
718	TREE	AUG 2019	366	446	-9	APPROACH	-9	APPROACH	18	APPROACH	NONE	N/A
719	BYPASS HIGHWAY 240	AUG 2019	365	382	-80	APPROACH	-80	APPROACH	-49	APPROACH	NONE	N/A
720	TREE	AUG 2019	364	431	-32	APPROACH	-32	APPROACH	-1	APPROACH	NONE	N/A
721	TREE	AUG 2019	364	431	-34	APPROACH	-34	APPROACH	-2	APPROACH	NONE	N/A
722	TREE	AUG 2019	364	424	-46	APPROACH	-46	APPROACH	-12	APPROACH	NONE	N/A
723	BUILDING	AUG 2019	363	378	-97	APPROACH	-97	APPROACH	-61	APPROACH	NONE	N/A
724	TREE	AUG 2019	363	437	-46	APPROACH	-46	APPROACH	-7	APPROACH	NONE	N/A
725	TREE	AUG 2019	368	450	-37	APPROACH	-37	APPROACH	4	APPROACH	NONE	N/A
726	BUILDING	AUG 2019	361	386	-104	APPROACH	-104	APPROACH	-62	APPROACH	NONE	N/A
727	TREE	AUG 2019	362	405	-86	APPROACH	-86	APPROACH	-43	APPROACH	NONE	N/A
728	TREE	AUG 2019	364	405	-87	APPROACH	-87	APPROACH	-44	APPROACH	NONE	N/A
729	TREE	AUG 2019	361	446	-49	APPROACH	-49	APPROACH	-5	APPROACH	NONE	N/A
730	TREE	AUG 2019	363	451	-47	APPROACH	-47	APPROACH	-2	APPROACH	NONE	N/A
731	TREE	AUG 2019	363	461	-38	APPROACH	-38	APPROACH	8	APPROACH	NONE	N/A
732	TREE	AUG 2019	362	453	-48	APPROACH	-48	APPROACH	-2	APPROACH	NONE	N/A
733	TREE	AUG 2019	361	448	-54	APPROACH	-54	APPROACH	-7	APPROACH	NONE	N/A
734	TREE	AUG 2019	369	443	-70	APPROACH	-70	APPROACH	-18	APPROACH	NONE	N/A
735	JADWIN AVE	AUG 2019	371	386	-129	TRANSITIONAL	-129	TRANSITIONAL	-77	TRANSITIONAL	NONE	N/A
736	POLE	AUG 2019	368	449	-70	APPROACH	-70	APPROACH	-16	APPROACH	NONE	N/A
737	JADWIN AVE	AUG 2019	367	382	-137	APPROACH	-137	APPROACH	-83	APPROACH	NONE	N/A
738	BUILDING	AUG 2019	364	391	-137	APPROACH	-137	APPROACH	-79	APPROACH	NONE	N/A
739	TREE	AUG 2019	369	440	-98	APPROACH	-98	APPROACH	-36	APPROACH	NONE	N/A
740	TREE	AUG 2019	369	448	-96	HORIZONTAL	-96	HORIZONTAL	-34	APPROACH	NONE	N/A
741	JADWIN AVE	AUG 2019	365	380	-165	HORIZONTAL	-165	HORIZONTAL	-103	APPROACH	NONE	N/A
742	TREE	AUG 2019	363	445	-99	HORIZONTAL	-99	HORIZONTAL	-42	APPROACH	NONE	N/A
743	TREE	AUG 2019	366	445	-100	HORIZONTAL	-100	HORIZONTAL	-48	APPROACH	NONE	N/A
744	TREE	AUG 2019	365	437	-107	HORIZONTAL	-107	HORIZONTAL	-58	APPROACH	NONE	N/A



RUNWAY 26 END - PROFILE

VERTICAL SCALE: 20:1, HORIZONTAL SCALE: 200:1



NOTES:
1. DATE OF OBSTRUCTION FLIGHT WAS 8/30/19.
2. AGIS AND DOF OBSTRUCTS ACCOUNTED FOR.
3. SEE SHEET AF-13B FOR LINE OF SIGHT PROFILE.
4. SEE SHEET AF-2A FOR ROADWAY CLEARANCE TABLES
5. TAXIWAY EDGE SAFETY MARGIN (TESM): TAXIWAY DESIGN GROUP (TDG) 1A (E,F): 5 FT, (TDG) 2 (U): 7.5 FT
6. TAXIWAY SHOULDER WIDTH; TAXIWAY DESIGN GROUP 1A (E,F): 10 FT, (TDG) 2 (U): 5 FT
7. RUNWAY SHOULDER WIDTH; A-II (E,F): 10 FT, B-II (U): 10FT
8. TAXIWAY OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 131 FT
9. TAXILANE OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 115 FT
10. TAXIWAY/TAXILANE SAFETY AREA (TSA); AIRPLANE DESIGN GROUP (ADG) II: 79 FT

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 SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				PAVEMENT TO BE REMOVED
				ROADWAY
				AIRPORT PROPERTY LINE
				AIRPORT PROPERTY EASEMENTS
				APPROACH SURFACE
				PART 77 APPROACH SURFACE
BRL	BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
ROFA	ROFA	ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RPZ	RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
				NAVAID CRITICAL AREA
X	X	X	X	FENCE
				THRESHOLD LIGHTS
				LANDING AID (PAPI-2)
				LANDING AID (REILS)
				SUPPLEMENTAL WINDCONE
				TREE
				GROUND CONTOURS (5' INTERVAL)

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REVISION

NO.	DESCRIPTION	FAA UPDATE	APR.	DATE

PORT OF BENTON

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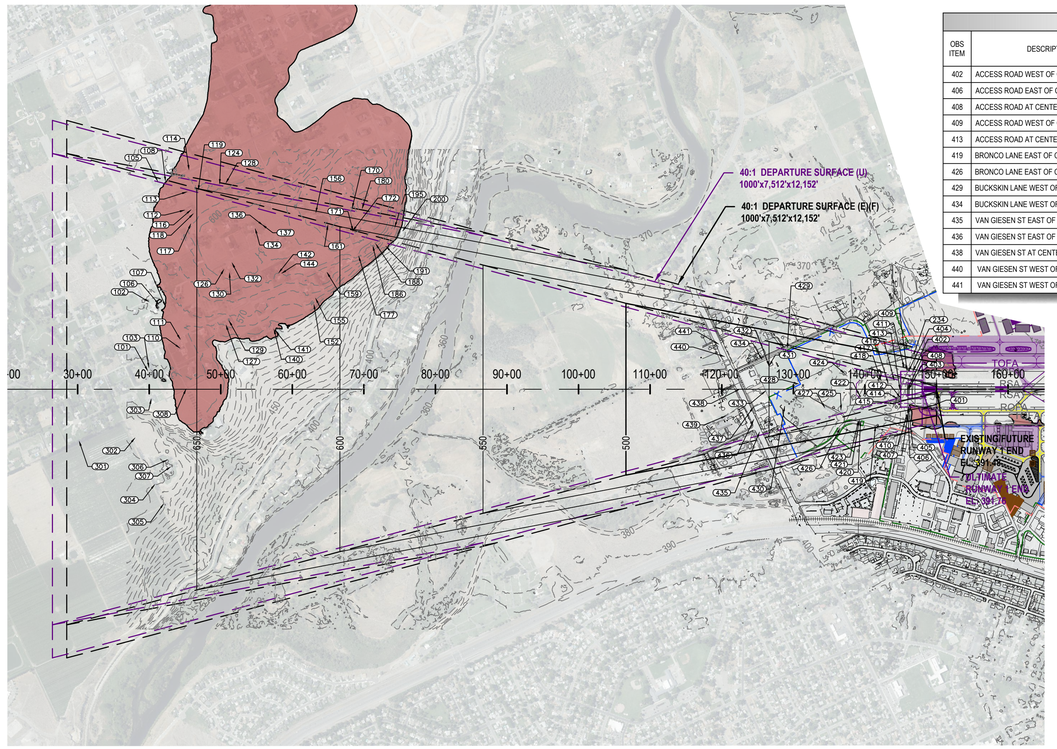
PORT OF BENTON
RICHLAND AIRPORT

RUNWAY 26 INNER APPROACH SURFACE

LAST UPDATED: 12/13/2021

SHEET NUMBER:
AF-8

Plot Date=12/13/2021 7:21 AM Plotted By: Shawn Dulin
Date Created=12/13/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORTMP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP\SHEETS\30-19-023-C-AF-5-8.DWG



RUNWAY 1 END - PLAN

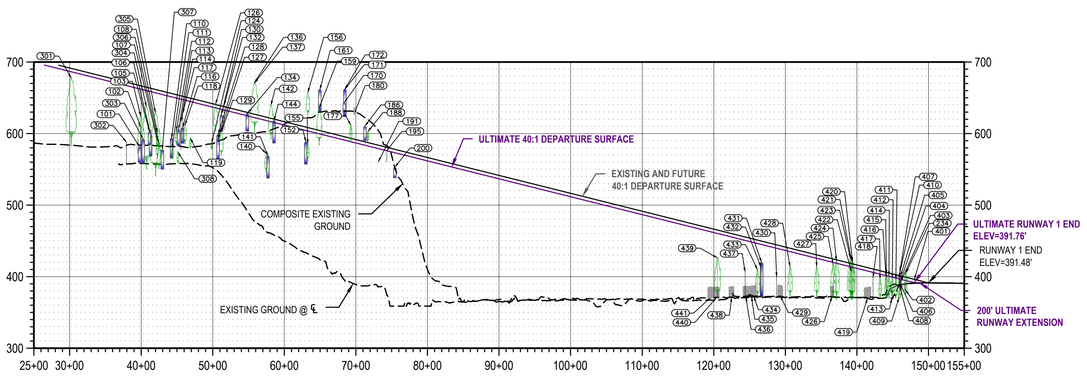
CLEARANCE TABLE WITHIN RUNWAY 1 DEPARTURE SURFACES							
OBS ITEM	DESCRIPTIONS	GROUND ELEVATION	TRAVERSE WAY ADJUSMENT	DEPARTURE ELEVATION (E)(F)	DEPARTURE CLEARANCE (E)(F)	DEPARTURE ELEVATION (U)	DEPARTURE CLEARANCE (U)
402	ACCESS ROAD WEST OF CENTERLINE	382.0'	+10'	443.4'	5'	456.1'	64'
406	ACCESS ROAD EAST OF CENTERLINE	390.7'	+10'	440.6'	40'	453.2'	53'
408	ACCESS ROAD AT CENTERLINE	388.2'	+10'	401.6'	3'	396.9'	-1'
409	ACCESS ROAD WEST OF CENTERLINE	370.7'	+10'	440.1'	59'	452.7'	72'
413	ACCESS ROAD AT CENTERLINE	369.8'	+10'	404.3'	24'	399.5'	20'
419	BRONCO LANE EAST OF CENTERLINE	370.3'	+15'	496.1'	111'	508.7'	123'
426	BRONCO LANE EAST OF CENTERLINE	372.2'	+15'	473.3'	86'	486.0'	99'
429	BUCKSKIN LANE WEST OF CENTERLINE	373.5'	+15'	443.6'	55'	452.5'	64'
434	BUCKSKIN LANE WEST OF CENTERLINE	372.7'	+15'	452.5'	65'	447.8'	37'
435	VAN GIESEN ST EAST OF CENTERLINE	372.2'	+15'	453.3'	66'	448.6'	61'
436	VAN GIESEN ST EAST OF CENTERLINE	372.1'	+15'	455.6'	68'	450.7'	64'
438	VAN GIESEN ST AT CENTERLINE	371.5'	+15'	460.3'	74'	455.6'	69'
440	VAN GIESEN ST WEST OF CENTERLINE	370.9'	+15'	465.6'	80'	460.9'	75'
441	VAN GIESEN ST WEST OF CENTERLINE	370.9'	+15'	467.7'	82'	463.0'	77'

OBSTACLES WITHIN RUNWAY 1 DEPARTURE SURFACE							
OBS ITEM	DESCRIPTION	GND ELEV (FT)	OBJ TOP ELEV (FT)	EXISTING/FUTURE SURFACE PENETRATION (FT)	ULTIMATE SURFACE PENETRATION (FT)	PROPOSED ACTION	PROPOSED ACTION DATE
101	BUILDING	559	582	-86	-81	NONE	N/A
102	POLE	570	609	-58	-53	NONE	N/A
103	TREE	560	624	-43	-38	NONE	N/A
105	BUILDING	584	603	-61	-59	NONE	N/A
106	BUILDING	569	599	-65	-60	NONE	N/A
107	TREE	566	591	-70	-65	NONE	N/A
108	TREE	582	601	-60	-68	NONE	N/A
110	BUILDING	566	594	-62	-58	NONE	N/A
111	TREE	565	580	-76	-71	NONE	N/A
112	TREE	585	604	-50	-46	NONE	N/A
113	BUILDING	583	606	-48	-43	NONE	N/A
114	POLE	577	617	-79	-79	NONE	N/A
116	BUILDING	586	608	-44	-39	NONE	N/A
117	POLE	590	628	-24	-19	NONE	N/A
118	TREE	586	612	-39	-35	NONE	N/A
119	TREE	580	594	-55	-64	NONE	N/A
124	TREE	578	587	-104	-108	NONE	N/A
126	TREE	604	641	1	5	NONE	N/A
127	BUILDING	564	593	-47	-42	NONE	N/A
128	BUILDING	578	599	-96	-97	NONE	N/A
129	TREE	569	603	-36	-31	NONE	N/A
130	BUILDING	603	627	-12	-7	NONE	N/A
132	POLE TWR 53-022350	606	640	2	7	NONE	N/A
134	BUILDING	603	628	-1	3	NONE	N/A
136	TREE	602	671	44	49	NONE	N/A
137	TREE	602	671	43	48	NONE	N/A
140	TREE	547	572	-51	-46	NONE	N/A
141	BUILDING	544	569	-53	-49	NONE	N/A
142	TREE	593	640	18	23	NONE	N/A
144	BUILDING	592	618	-2	3	NONE	N/A
152	BUILDING	557	589	-21	-16	NONE	N/A
155	TREE	562	586	-22	-18	NONE	N/A
156	TREE	626	658	12	0	NONE	N/A
159	TREE	584	635	31	36	NONE	N/A
161	BUILDING 53-022371	631	662	57	52	NONE	N/A
170	BUILDING	630	644	-52	-52	NONE	N/A
171	BUILDING 53-022372	624	662	67	56	NONE	N/A
172	BUILDING	624	662	67	56	NONE	N/A
177	TREE	589	612	18	23	NONE	N/A
180	SECONDARY ROAD	627	637	-59	-59	NONE	N/A
186	BUILDING	590	611	22	27	NONE	N/A
188	TREE	589	603	15	20	NONE	N/A
191	NATURAL HIGH POINT	560	560	-23	-19	NONE	N/A
195	VERTICAL STRUCTURE	572	577	-71	-84	NONE	N/A
200	BUILDING	538	553	-83	-95	NONE	N/A
234	TREE	375	405	-111	-123	NONE	N/A
301	TREE	583	678	-14	-9	NONE	N/A
302	POLE	556	588	-84	-79	NONE	N/A

OBSTACLES WITHIN RUNWAY 1 DEPARTURE SURFACE							
OBS ITEM	DESCRIPTION	GND ELEV (FT)	OBJ TOP ELEV (FT)	EXISTING/FUTURE SURFACE PENETRATION (FT)	ULTIMATE SURFACE PENETRATION (FT)	PROPOSED ACTION	PROPOSED ACTION DATE
303	BUILDING	559	592	-74	-69	NONE	N/A
304	TREE	550	638	-27	-22	NONE	N/A
305	TREE	541	629	-33	-28	NONE	N/A
306	TREE	551	585	-75	-70	NONE	N/A
307	BUILDING	550	578	-81	-77	NONE	N/A
308	TREE	559	575	-79	-75	NONE	N/A
401	VERTICAL POINT	396	396	-62	0	NONE	N/A
402	ACCESS ROAD	382	392	-51	-64	NONE	N/A
403	NAVAID 53-022334	389	393	-8	-3	NONE	N/A
404	TREE	372	395	-45	-57	NONE	N/A
405	BLDG 53-022354	391	401	-36	-49	NONE	N/A
406	ACCESS ROAD	391	401	-40	-53	NONE	N/A
407	NAVAID	388	408	-68	-81	NONE	N/A
408	ACCESS ROAD	388	398	-3	1	LOWER	2040
409	ACCESS ROAD	371	381	-59	-72	NONE	N/A
410	NAVAID	388	399	-75	-87	NONE	N/A
411	TREE	370	396	-56	-68	NONE	N/A
412	TREE	374	398	-7	-2	NONE	N/A
413	ACCESS ROAD	370	380	-24	-20	NONE	N/A
414	TREE	370	401	-4	1	LOWER	2040
415	TREE	370	404	-5	-18	NONE	N/A
416	POLE	371	400	-7	-2	NONE	N/A
417	TREE	370	397	-12	-7	NONE	N/A
418	POLE	369	399	-12	-7	NONE	N/A
419	BRONCO LN	370	385	-111	-123	NONE	N/A
420	TREE	369	421	-39	-52	NONE	N/A
421	TREE	369	423	-30	-42	NONE	N/A
422	POLE	371	407	-11	-6	NONE	N/A
423	TREE	369	426	-30	-42	NONE	N/A
424	TREE	368	423	-1	4	LOWER	2040
425	TREE	370	417	-8	-3	NONE	N/A
426	BRONCO LN	372	387	-86	-99	NONE	N/A
427	TREE	372	414	-17	-12	NONE	N/A
428	TREE	371	414	-26	-21	NONE	N/A
429	BUCKSKIN LN	374	389	-55	-64	NONE	N/A
430	POLE	371	400	-45	-40	NONE	N/A
431	BLDG 53-022355	372	420	-30	-25	NONE	N/A
432	ANTENNA	372	413	-37	-32	NONE	N/A
433	TREE	371	410	-41	-37	NONE	N/A
434	BUCKSKIN LN	373	388	-65	-60	NONE	N/A
435	VAN GIESEN ST	372	387	-66	-61	NONE	N/A
436	VAN GIESEN ST	372	387	-68	-64	NONE	N/A
437	POLE	371	407	-49	-44	NONE	N/A
438	VAN GIESEN ST	371	386	-74	-69	NONE	N/A
439	TREE	370	426	-39	-34	NONE	N/A
440	VAN GIESEN ST	371	386	-80	-75	NONE	N/A
441	VAN GIESEN ST	371	386	-82	-77	NONE	N/A

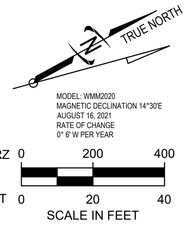
OBSTRUCTION LEGEND

- ### — OBSTRUCTION ITEM CALLOUT
- POLE STRUCTURE
- TREE
- BUILDING / STRUCTURE
- TRAVERSEWAY ADJUSTMENT



RUNWAY1 END - PROFILE

VERTICAL SCALE: 20:1, HORIZONTAL SCALE: 200:1



NOTES:
1. DATE OF OBSTRUCTION FLIGHT WAS 8/30/19.
2. AGIS AND DOF OBSTRUCTS ACCOUNTED FOR.
3. SEE SHEET AF-13A FOR LINE OF SIGHT PROFILE.
4. SEE SHEET AF-2A FOR ROADWAY CLEARANCE TABLES
5. TAXIWAY EDGE SAFETY MARGIN (TESM): TAXIWAY DESIGN GROUP (TDG) 1A (E,F): 5 FT, (TDG) 2 (U): 7.5 FT
6. TAXIWAY SHOULDER WIDTH, TAXIWAY DESIGN GROUP 1A (E,F): 10 FT, (TDG) 2 (U): 5 FT
7. RUNWAY SHOULDER WIDTH, A-II (E,F): 10 FT, B-II (U): 10FT
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9. TAXILANE OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 115 FT
10. TAXIWAY/TAXILANE SAFETY AREA (TSA); AIRPLANE DESIGN GROUP (ADG) II: 79 FT

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 SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				PAVEMENT TO BE REMOVED
				ROADWAY
				AIRPORT PROPERTY LINE
				AIRPORT PROPERTY EASEMENTS
				APPROACH SURFACE
				PART 77 APPROACH SURFACE
BRL	BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
ROFA	ROFA	ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RPZ	RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
				NAVAID CRITICAL AREA
X	X	X	X	FENCE
				THRESHOLD LIGHTS
				LANDING AID (PAPI-2)
				LANDING AID (REILS)
				SUPPLEMENTAL WINDCONE
				TREE
				GROUND CONTOURS (10' INTERVAL)

"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."

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REVISION				
NO.	DESCRIPTION	FAA UPDATE	APR.	DATE

PORT OF BENTON

J-U-B ENGINEERS, INC.
3611 S. Zintel Way
Kennewick, WA 99337
Phone: 509.783.2144
Fax: 509.736.0790
www.jub.com

FILE :	30-19-023-C-AF-9-12
JUB PROJ. # :	30-19-023
DRAWN BY:	SMD
DESIGN BY:	SMD
CHECKED BY:	CAL

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

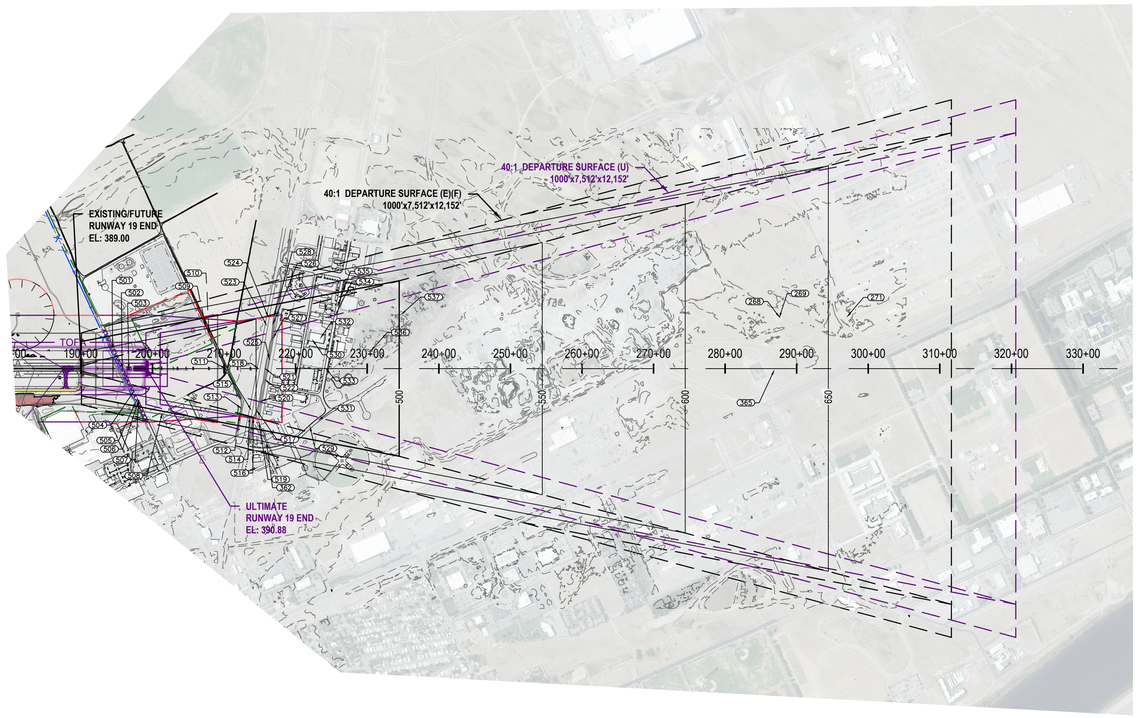
PORT OF BENTON
RICHLAND AIRPORT

RUNWAY 1 DEPARTURE SURFACE

LAST UPDATED: 12/13/2021

SHEET NUMBER:
AF-9

Plot Date:12/13/2021 7:21 AM Plotted By: Shawn Dulin
Date Created:11/29/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORTMP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP\SHEETS\30-19-023-C-AF-9-12.DWG



RUNWAY 19 END - PLAN

CLEARANCE TABLE WITHIN RUNWAY 19 DEPARTURE SURFACES							
OBS ITEM	DESCRIPTION	GROUND ELEVATION	TRAVERSE WAY ADJUSMENT	DEPARTURE ELEVATION (E)(F)	DEPARTURE CLEARANCE (E)(F)	DEPARTURE ELEVATION (U)	DEPARTURE CLEARANCE (U)
501	SAINT ST WEST OF CENTERLINE	379.9'	+15'	442.4'	48'	N/A	N/A
502	SAINT ST AT CENTERLINE	378.1'	+15'	403.2'	10'	N/A	N/A
504	SAINT ST EAST OF CENTERLINE	376.5'	+15'	438.6'	47'	N/A	N/A
509	SNYDER ROAD WEST OF CENTERLINE	373.5'	+15'	462.5'	74'	520.1'	132'
510	SNYDER ROAD WEST OF CENTERLINE	373.2'	+15'	433.5'	4'	482.2"	94'
511	SNYDER ROAD AT CENTERLINE	373.4'	+15'	439.3'	51'	418.7'	30'
512	SNYDER ROAD EAST OF CENTERLINE	368.0'	+15'	456.2'	73'	513.8'	131'
513	SNYDER ROAD EAST OF CENTERLINE	368.5'	+15'	444.8'	61'	476.2'	93'
514	HIGHWAY 240 EAST OF CENTERLINE	367.1'	+17'	454.4'	70'	512.0'	128'
515	HIGHWAY 240 EAST OF CENTERLINE	357.4'	+17'	448.2'	64'	474.4'	90'
516	ACCESS ROAD EAST OF CENTERLINE	367.1'	+10'	453.7'	77'	511.2'	134'
517	ACCESS ROAD EAST OF CENTERLINE	368.0'	+10'	450.3'	72'	473.3'	95'
518	HIGHWAY 240 AT CENTERLINE	366.5'	+17'	450.9'	67'	430.2'	47'
521	ACCESS ROAD AT CENTERLINE	366.8'	+10'	453.2'	76'	432.6'	56'
523	HIGHWAY 240 WEST OF CENTERLINE	366.8'	+17'	453.7'	70'	471.5'	88'
524	HIGHWAY 240 WEST OF CENTERLINE	366.9'	+17'	454.2'	70'	508.5'	125'
526	ACCESS ROAD WEST OF CENTERLINE	368.2'	+10'	455.9'	78'	470.3'	92'
528	ACCESS ROAD WEST OF CENTERLINE	368.2'	+10'	456.4'	78'	507.4'	129'
529	ROBERSTON DR EAST OF CENTERLINE	365.7'	+15'	468.9'	88'	500.8'	120'
531	ROBERTSON DR EAST OF CENTERLINE	365.3'	+15'	471.9'	92'	461.9'	82'
533	ROBERTSON DR AT CENTERLINE	361.5'	+15'	474.4'	98'	453.8'	77'
534	ROBERTSON DR WEST OF CENTERLINE	363.8'	+15'	477.9'	99'	458.8'	80'
535	ROBERTSON DR WEST OF CENTERLINE	364.3'	+15'	478.4'	99'	495.7'	116'

OBSTACLES WITHIN RUNWAY 19 DEPARTURE SURFACE							
OBS ITEM	DESCRIPTION	GND ELEV (FT)	OBJ TOP ELEV (FT)	EXISTING SURFACE PENETRATION (FT)	EXISTING/FUTURE SURFACE PENETRATION (FT)	PROPOSED ACTION	PROPOSED ACTION DATE
268	ANTENNA	405	527	-106	-86	NONE	N/A
269	COMMUNICATION TOWER	405	529	-103	-83	NONE	N/A
271	CRANE 53-020709	400	567	-90	-69	NONE	N/A
362	T-L TWR 53-022360	367	440	-112	N/A	NONE	N/A
365	COMMUNICATION TOWER	406	529	-102	-81	NONE	N/A
501	SAINT ST	380	395	-48	N/A	NONE	N/A
502	SAINT ST	378	393	-10	N/A	NONE	N/A
503	POLE 53-022362	379	397	-9	N/A	NONE	N/A
504	SAINT ST	376	391	-47	N/A	NONE	N/A
505	POLE 53-022335	381	410	-75	N/A	NONE	N/A
506	T-L TWR 53-022365	375	416	-56	N/A	NONE	N/A
507	POLE 53-022365	375	414	-58	N/A	NONE	N/A
508	BLDG 53-022340	373	390	-121	N/A	NONE	N/A
509	SNYDER RD	374	389	-74	-132	NONE	N/A
510	SNYDER RD	373	388	-45	-94	NONE	N/A
511	SNYDER RD	373	388	-51	-30	NONE	N/A
512	SNYDER RD	368	383	-73	-131	NONE	N/A
513	SNYDER RD	368	383	-61	-93	NONE	N/A
514	HIGHWAY 240	367	384	-70	-128	NONE	N/A
515	HIGHWAY 240	367	384	-64	-90	NONE	N/A
516	ACCESS ROAD	367	377	-77	-134	NONE	N/A
517	ACCESS ROAD	368	378	-72	-95	NONE	N/A
518	HIGHWAY 240	367	384	-67	-47	NONE	N/A
519	T-L TWR 53-022339	365	432	-37	-94	NONE	N/A
520	POLE 53-022364	367	413	-38	-18	NONE	N/A
521	ACCESS ROAD	367	377	-76	-56	NONE	N/A
522	POLE 53-022363	369	411	-42	-22	NONE	N/A
523	HIGHWAY 240	367	384	-70	-88	NONE	N/A
524	HIGHWAY 240	367	384	-70	-125	NONE	N/A
525	POLE	367	411	-43	-23	NONE	N/A
526	ACCESS ROAD	368	378	-78	-92	NONE	N/A
527	T-L TWR 53-022338	368	427	-29	-8	NONE	N/A
528	ACCESS ROAD	368	378	-78	-129	NONE	N/A
529	ROBERTSON DR	366	381	-88	-120	NONE	N/A
530	CRANE 53-122543	366	466	-4	17	NONE	N/A
531	ROBERTSON DR	365	380	-92	-82	NONE	N/A
532	BUILDING	366	422	-51	-30	NONE	N/A
533	ROBERTSON DR	362	377	-98	-77	NONE	N/A
534	ROBERTSON DR	364	379	-99	-80	NONE	N/A
535	ROBERTSON DR	364	379	-99	-116	NONE	N/A
536	TREE	360	416	-75	-54	NONE	N/A
537	TREE	361	423	-78	-57	NONE	N/A

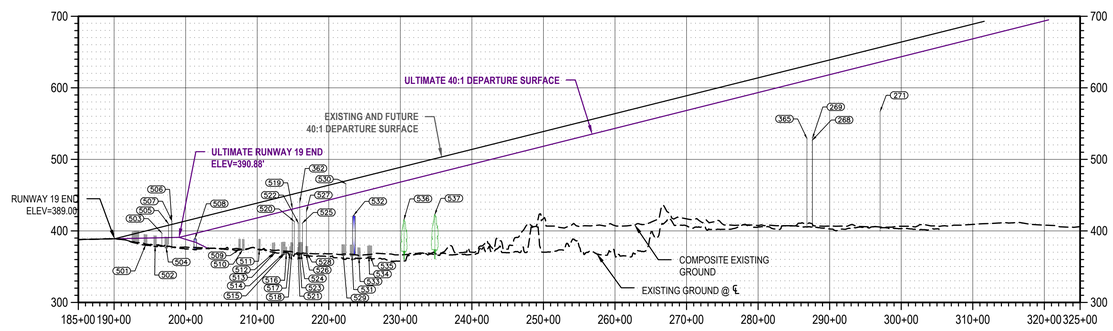
TRUE NORTH

MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 6' W PER YEAR

HORZ 0 1,000 2,000
VERT 0 100 200
SCALE IN FEET

NOTES:
1. DATE OF OBSTRUCTION FLIGHT WAS 8/30/19.
2. AGIS AND DOF OBSTRUCTS ACCOUNTED FOR.
3. SEE SHEET AF-13A FOR LINE OF SIGHT PROFILE.
4. SEE SHEET AF-2A FOR ROADWAY CLEARANCE TABLES.
5. TAXIWAY EDGE SAFETY MARGIN (TESM); TAXIWAY DESIGN GROUP (TDG) 1A (E,F): 5 FT, (TDG) 2 (U): 7.5 FT
6. TAXIWAY SHOULDER WIDTH; TAXIWAY DESIGN GROUP 1A (E,F): 10 FT, (TDG) 2 (U): 5 FT
7. RUNWAY SHOULDER WIDTH; A-II (E,F): 10 FT, B-II (U): 10FT
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9. TAXILANE OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 115 FT
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RUNWAY 19 END - PROFILE

VERTICAL SCALE: 100:1, HORIZONTAL SCALE: 1,000:1

OBSTRUCTION LEGEND

- OBSTRUCTION ITEM CALLOUT (###)
- POLE STRUCTURE
- TREE
- BUILDING / STRUCTURE
- TRAVERSEWAY ADJUSTMENT

LEGEND				
EXISTING	FUTURE SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				PAVEMENT TO BE REMOVED
				ROADWAY
				AIRPORT PROPERTY LINE
				AIRPORT PROPERTY EASEMENTS
				APPROACH SURFACE
				PART 77 APPROACH SURFACE
BRL	BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
ROFA	ROFA	ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RPZ	RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
				NAVAID CRITICAL AREA
X	X	X	X	FENCE
				THRESHOLD LIGHTS
				LANDING AID (PAPI-2)
				LANDING AID (REILS)
				SUPPLEMENTAL WINDCONE
				TREE
				GROUND CONTOURS (10' INTERVAL)

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REVISION

NO.	DESCRIPTION	FAA UPDATE	APR.	DATE

PORT OF BENTON

J-U-B ENGINEERS, INC.
3611 S. Zintel Way
Kennewick, WA 99337
Phone: 509.783.2144
Fax: 509.736.0790
www.jub.com

FILE :	30-19-023-C-AF-9-12
JUB PROJ. # :	30-19-023
DRAWN BY:	SMD
DESIGN BY:	SMD
CHECKED BY:	CAL

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

PORT OF BENTON
RICHLAND AIRPORT

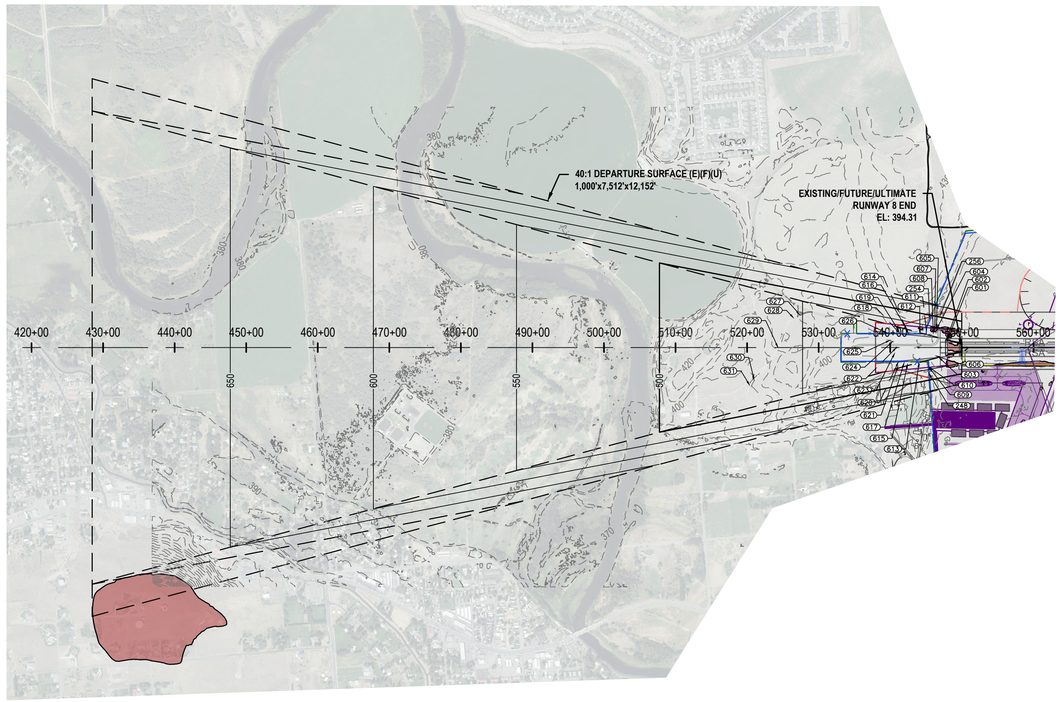
RUNWAY 19 DEPARTURE SURFACE

LAST UPDATED: 12/13/2021

SHEET NUMBER:

AF-10

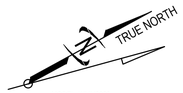
Plot Date:12/13/2021 7:25 AM Plotted By: Shawn Dulin
Date Created:11/20/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORT\TMP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP\SHEETS\30-19-023-C-AF-9-12.DWG



RUNWAY 8 END - PLAN

CLEARANCE TABLE WITHIN RUNWAY 8 PART DEPARTURE SURFACE					
OBS ITEM	DESCRIPTION	GROUND ELEVATION	TRAVERSE WAY ADJUSMENT	DEPARTURE ELEVATION (E)(F)(U)	DEPARTURE CLEARANCE (E)(F)(U)
604	ACCESS ROAD NORTH OF CENTERLINE	402.8'	+10'	442.1'	29'
605	ACCESS ROAD NORTH OF CENTERLINE	403.1'	+10'	443.3'	30'
609	ACCESS ROAD SOUTH OF CENTERLINE	402.8'	+10'	440.0'	27'
610	ACCESS ROAD AT CENTERLINE	402.6'	+10'	437.9'	25'
627	ACCESS ROAD NORTH OF CENTERLINE	418.2'	+10'	451.0'	23'
628	ACCESS ROAD NORTH OF CENTERLINE	423.3'	+10'	453.1'	20'
629	ACCESS ROAD AT CENTERLINE	421.7'	+10'	458.6'	27'
630	ACCESS ROAD SOUTH OF CENTERLINE	399.0'	+10'	466.9'	58'
631	ACCESS ROAD SOUTH OF CENTERLINE	397.5'	+10'	468.5'	61'

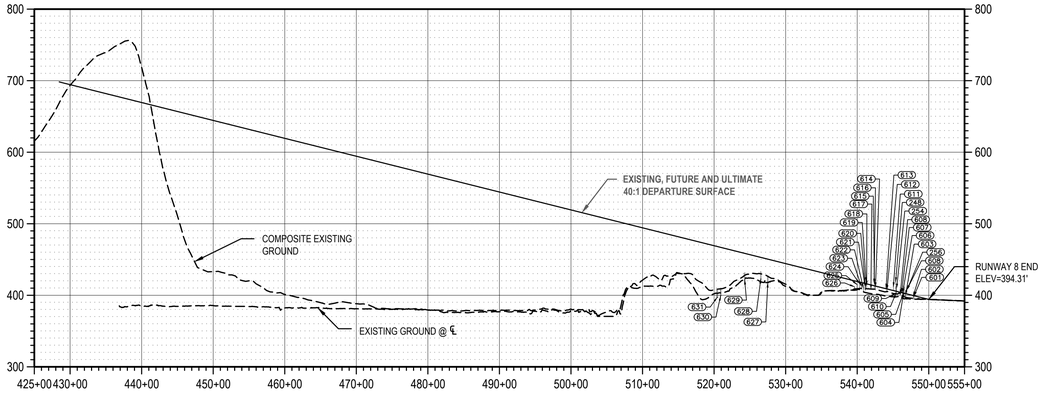
OBSTACLES WITHIN RUNWAY 8 DEPARTURE SURFACE							
OBS ITEM	DESCRIPTION	GND ELEV (FT)	OBJ TOP ELEV (FT)	EXISTING SURFACE PENETRATION (FT)	EXISTING/FUTURE SURFACE PENETRATION (FT)	PROPOSED ACTION	PROPOSED ACTION DATE
248	FENCE 53-022342	414	419	-49	-49	NONE	N/A
254	FENCE 53-022357	410	410	-75	-75	NONE	N/A
256	ELEC SYS 53-022344	403	408	-98	-98	NONE	N/A
601	SCRUB	395	399	0	0	NONE	N/A
602	SCRUB	394	399	0	0	NONE	N/A
603	SCRUB	396	401	-1	-1	NONE	N/A
604	ACCESS ROAD	403	413	-29	-29	NONE	N/A
605	ACCESS ROAD	403	413	-30	-30	NONE	N/A
606	SCRUB	397	403	-1	-1	NONE	N/A
607	NATURAL HIGH POINT	404	404	-24	-24	NONE	N/A
608	NATURAL HIGH POINT	402	402	-15	-15	NONE	N/A
609	ACCESS ROAD	403	413	-27	-27	NONE	N/A
610	ACCESS ROAD	403	413	-25	-25	NONE	N/A
611	VERTICAL STRUCTURE	407	412	-11	-11	NONE	N/A
612	VERTICAL STRUCTURE	404	408	-1	-1	NONE	N/A
613	NATURAL HIGH POINT	409	410	0	0	NONE	N/A
614	VERTICAL STRUCTURE	407	412	-1	-1	NONE	N/A
615	SCRUB	409	416	3	3	REMOVE	2025
616	NATURAL HIGH POINT	417	417	3	3	LOWER	2025
617	NATURAL HIGH POINT	409	409	-5	-5	NONE	N/A
618	VERTICAL STRUCTURE	409	414	-2	-2	NONE	N/A
619	SCRUB	414	419	3	3	REMOVE	2025
620	VERTICAL STRUCTURE	407	411	-6	-6	NONE	N/A
621	SCRUB	407	413	-3	-3	NONE	N/A
622	VERTICAL STRUCTURE	405	410	-7	-7	NONE	N/A
623	SCRUB	408	412	-6	-6	NONE	N/A
624	SCRUB	410	416	-3	-3	NONE	N/A
625	SCRUB	410	415	-5	-5	NONE	N/A
626	VERTICAL STRUCTURE	409	412	-8	-8	NONE	N/A
627	ACCESS ROAD	418	428	-23	-23	NONE	N/A
628	ACCESS ROAD	423	433	-20	-20	NONE	N/A
629	ACCESS ROAD	422	432	-27	-27	NONE	N/A
630	ACCESS ROAD	399	409	-58	-58	NONE	N/A
631	ACCESS ROAD	398	408	-61	-61	NONE	N/A



MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 6' W PER YEAR

HORZ 0 200 400
VERT 0 20 40
SCALE IN FEET

OBSTRUCTION LEGEND	
###	OBSTRUCTION ITEM CALLOUT
	POLE STRUCTURE
	TREE
	BUILDING / STRUCTURE
	TRAVERSEWAY ADJUSTMENT



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

NOTES:
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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 SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
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				ROADWAY
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				AIRPORT PROPERTY EASEMENTS
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RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
				NAVAID CRITICAL AREA
X	X	X	X	FENCE
				THRESHOLD LIGHTS
				LANDING AID (PAPI-2)
				LANDING AID (REILS)
				SUPPLEMENTAL WINDCONE
				TREE
				GROUND CONTOURS (10' INTERVAL)

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REVISION				
NO.	DESCRIPTION	FAA UPDATE	APR.	DATE

PORT OF BENTON

J-U-B ENGINEERS, INC.
3611 S. Zintel Way
Kennewick, WA 99337
Phone: 509.783.2144
Fax: 509.736.0790
www.jub.com

FILE :	30-19-023-C-AF-9-12
JUB PROJ. # :	30-19-023
DRAWN BY:	SMD
DESIGN BY:	SMD
CHECKED BY:	CAL

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

PORT OF BENTON RICHLAND AIRPORT

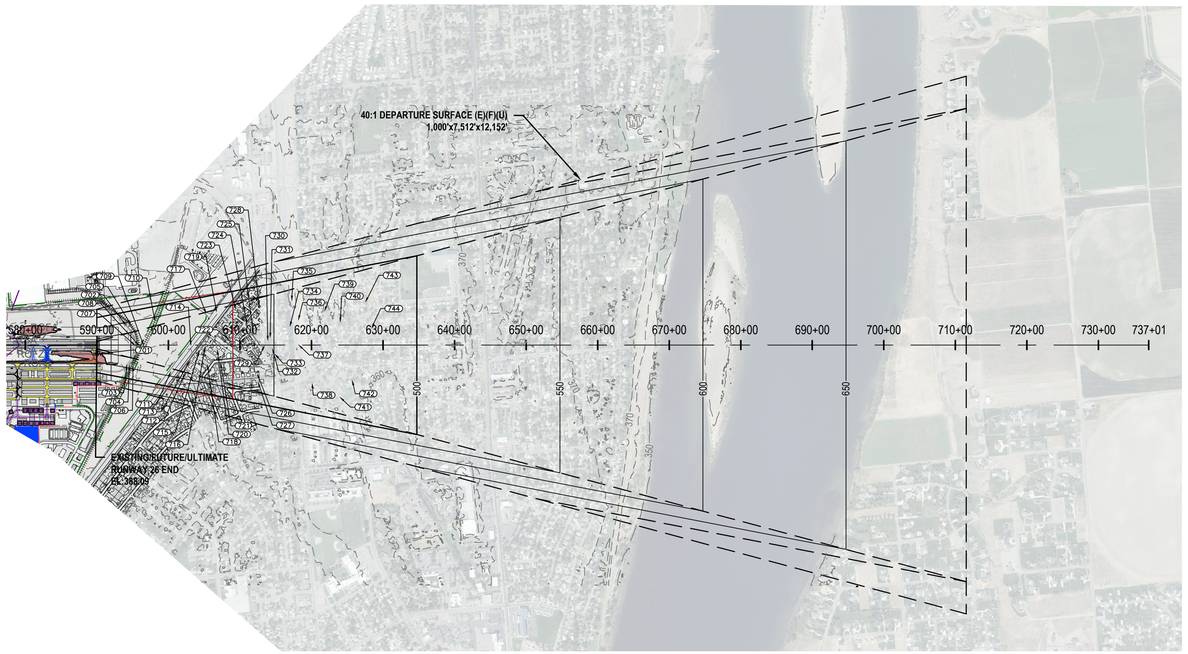
RUNWAY 8 DEPARTURE SURFACE

LAST UPDATED: 12/13/2021

SHEET NUMBER:

AF-11

Plot Date:12/13/2021 7:26 AM Plotted By: Shawn Dulin
Date Created:11/29/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORT\MP-PLANNING\AIRPORT MASTER PLAN\CAD\ALP SHEETS\30-19-023-C-AF-9-12.DWG



RUNWAY 26 END - PLAN

CLEARANCE TABLE WITHIN RUNWAY 26 DEPARTURE SURFACE					
OBS ITEM	DESCRIPTION	GROUND ELEVATION	TRAVERSE WAY ADJUSMENT	DEPARTURE ELEVATION (E)(F)(U)	DEPARTURE CLEARANCE (E)(F)(U)
702	ACCESS ROAD NORTH OF CENTERLINE	379.4'	+10'	439.0'	50'4
703	ACCESS ROAD SOUTH OF CENTERLINE	387.0'	+10'	438.8'	2'
704	ACCESS ROAD SOUTH OF CENTERLINE	383.9'	+10'	438.2'	44'
705	ACCESS ROAD NORTH OF CENTERLINE	377.1'	+23'	438.0'	38'
706	RAILROAD SOUTH OF CENTERLINE	383.4'	+23'	437.5'	31'
707	ACCESS ROAD AT CENTERLINE	376.9'	+10'	401.3'	14'
708	RAILROAD AT CENTERLINE	379.5'	+23'	402.7'	0'
709	RAILROAD AT CENTERLINE	379.5'	+23'	404.4'	2'
710	RAILROAD NORTH OF CENTERLINE	375.1'	+23'	433.1'	35'
711	HIGHWAY 240 SOUTH OF CENTERLINE	375.8'	+17'	430.0'	37'
714	HIGHWAY 240 AT CENTERLINE	368.9'	+17'	421.0'	35'
717	MOON RIVER DR NORTH OF CENTERLINE	365.1'	+15'	426.2'	46'
719	HIGHWAY 240 NORTH OF CENTERLINE	365.1'	+17'	430.0'	48'
735	JADWIN AVE NORTH OF CENTERLINE	370.7'	+15'	456.2'	71'
737	JADWIN AVE AT CENTERLINE	367.2'	+15'	458.7'	77'
741	JADWIN AVE SOUTH OF CENTERLINE	364.5'	+15'	477.4'	98'

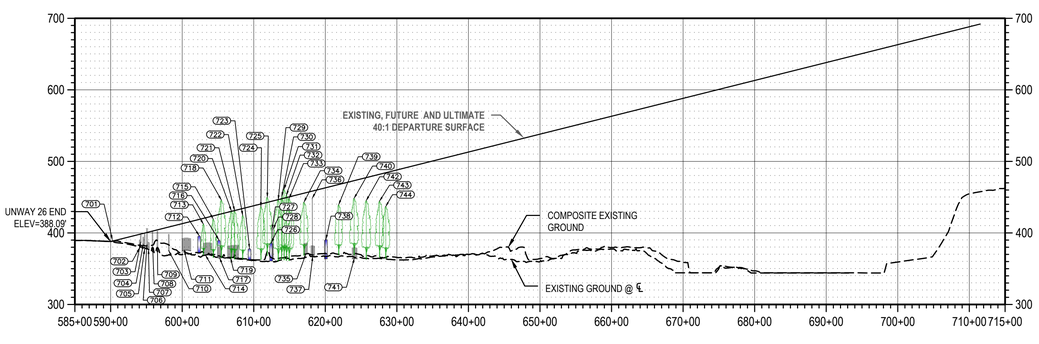
OBSTACLES WITHIN RUNWAY 26 DEPARTURE SURFACE							
OBS ITEM	DESCRIPTION	GND ELEV (FT)	OBJ TOP ELEV (FT)	EXISTING/FUTURE SURFACE PENETRATION (FT)	ULTIMATE SURFACE PENETRATION (FT)	PROPOSED ACTION	PROPOSED ACTION DATE
701	SIGN 53-022368	388	391	-20	-20	NONE	N/A
702	ACCESS ROAD	379	389	-50	-50	NONE	N/A
703	ACCESS ROAD	387	397	-42	-42	NONE	N/A
704	ACCESS ROAD	384	394	-44	-44	NONE	N/A
705	RAILROAD	377	400	-38	-38	NONE	N/A
706	RAILROAD	383	406	-31	-31	NONE	N/A
707	ACCESS ROAD	377	387	-14	-14	NONE	N/A
708	RAILROAD	379	402	0	0	NONE	N/A
709	RAILROAD	379	402	-2	-2	NONE	N/A
710	RAILROAD	375	398	-35	-35	NONE	N/A
711	BYPASS HIGHWAY 240	376	393	-37	-37	NONE	N/A
712	BUILDING	372	396	-25	-25	NONE	N/A
713	TREE	370	412	-8	-8	NONE	N/A
714	BYPASS HIGHWAY 240	369	386	-35	-35	NONE	N/A
715	TREE	366	420	-4	-4	NONE	N/A
716	BUILDING	366	390	-36	-36	NONE	N/A
717	MOON RIVER DR	365	380	-46	-46	NONE	N/A
718	TREE	366	446	19	19	NONE	N/A
719	BYPASS HIGHWAY 240	365	382	-48	-48	NONE	N/A
720	TREE	364	431	1	1	NONE	N/A
721	TREE	364	431	-1	-1	NONE	N/A
722	TREE	364	424	-10	-10	NONE	N/A
723	BUILDING	363	378	-58	-58	NONE	N/A
724	TREE	363	437	-4	-4	NONE	N/A
725	TREE	368	450	7	7	NONE	N/A
726	BUILDING	361	386	-58	-58	NONE	N/A
727	TREE	362	405	-39	-39	NONE	N/A
728	TREE	364	405	-40	-40	NONE	N/A
729	TREE	361	446	0	0	NONE	N/A
730	TREE	363	451	3	3	NONE	N/A
731	TREE	363	461	12	12	NONE	N/A
732	TREE	362	453	3	3	NONE	N/A
733	TREE	361	448	-2	-2	NONE	N/A
734	TREE	369	443	-12	-12	NONE	N/A
735	JADWIN AVE	371	386	-71	-71	NONE	N/A
736	POLE	368	449	-10	-10	NONE	N/A
737	JADWIN AVE	367	382	-77	-77	NONE	N/A
738	BUILDING	364	391	-72	-72	NONE	N/A
739	TREE	369	440	-28	-28	NONE	N/A
740	TREE	369	448	-25	-25	NONE	N/A
741	JADWIN AVE	365	380	-98	-98	NONE	N/A
742	TREE	363	445	-37	-37	NONE	N/A
743	TREE	366	445	-40	-40	NONE	N/A
744	TREE	365	437	-107	-107	NONE	N/A

NOTES:
1. DATE OF OBSTRUCTION FLIGHT WAS 8/30/19.
2. AGIS AND DOF OBSTRUCTS ACCOUNTED FOR.
3. SEE SHEET AF-13B FOR LINE OF SIGHT PROFILE.
4. SEE SHEET AF-2A FOR ROADWAY CLEARANCE TABLES.
5. TAXIWAY EDGE SAFETY MARGIN (TESM): TAXIWAY DESIGN GROUP (TDG) 1A (E,F): 5 FT, (TDG) 2 (U): 7.5 FT
6. TAXIWAY SHOULDER WIDTH; TAXIWAY DESIGN GROUP 1A (E,F): 10 FT, (TDG) 2 (U): 5 FT
7. RUNWAY SHOULDER WIDTH; A-II (E,F): 10 FT, B-II (U): 10FT
8. TAXIWAY OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 131 FT
9. TAXILANE OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 115 FT
10. TAXIWAY/TAXILANE SAFETY AREA (TSA); AIRPLANE DESIGN GROUP (ADG) II: 79 FT

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.

OBSTRUCTION LEGEND

- ### — OBSTRUCTION ITEM CALLOUT
- POLE STRUCTURE
- TREE
- BUILDING / STRUCTURE
- TRAVERSEWAY ADJUSTMENT



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



MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 6' W PER YEAR

HORZ 0 200 400
VERT 0 20 40
SCALE IN FEET

LEGEND				
EXISTING	FUTURE SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				PAVEMENT TO BE REMOVED
				ROADWAY
				AIRPORT PROPERTY LINE
				AIRPORT PROPERTY EASEMENTS
				APPROACH SURFACE
				PART 77 APPROACH SURFACE
BRL	BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
ROFA	ROFA	ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RPZ	RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
				NAVAID CRITICAL AREA
X	X	X	X	FENCE
				THRESHOLD LIGHTS
				LANDING AID (PAPI-2)
				LANDING AID (REILS)
				SUPPLEMENTAL WINDCONE
				TREE
				GROUND CONTOURS (10' INTERVAL)

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JUB PROJ. # :	30-19-023
DRAWN BY:	SMD
DESIGN BY:	SMD
CHECKED BY:	CAL

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

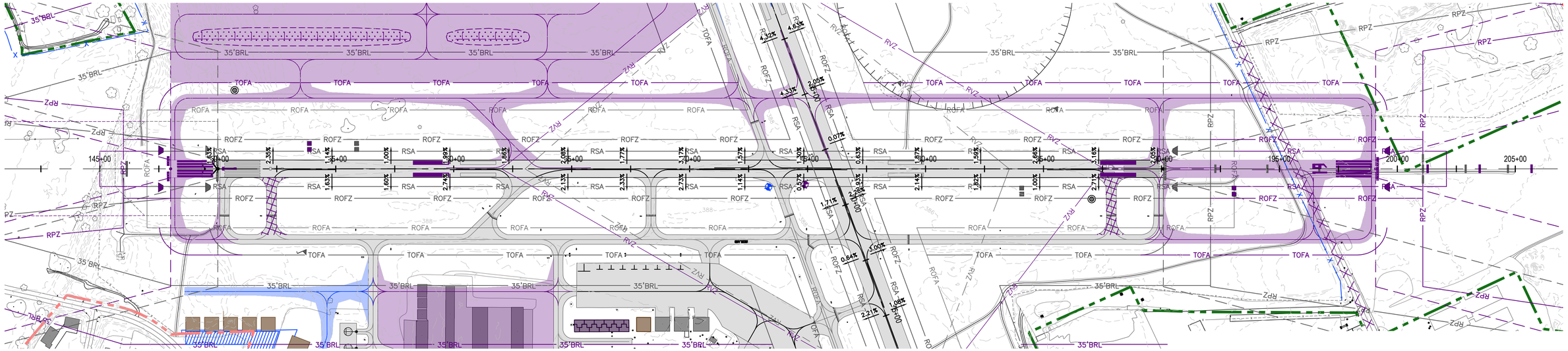
PORT OF BENTON
RICHLAND AIRPORT

RUNWAY 26 DEPARTURE SURFACE

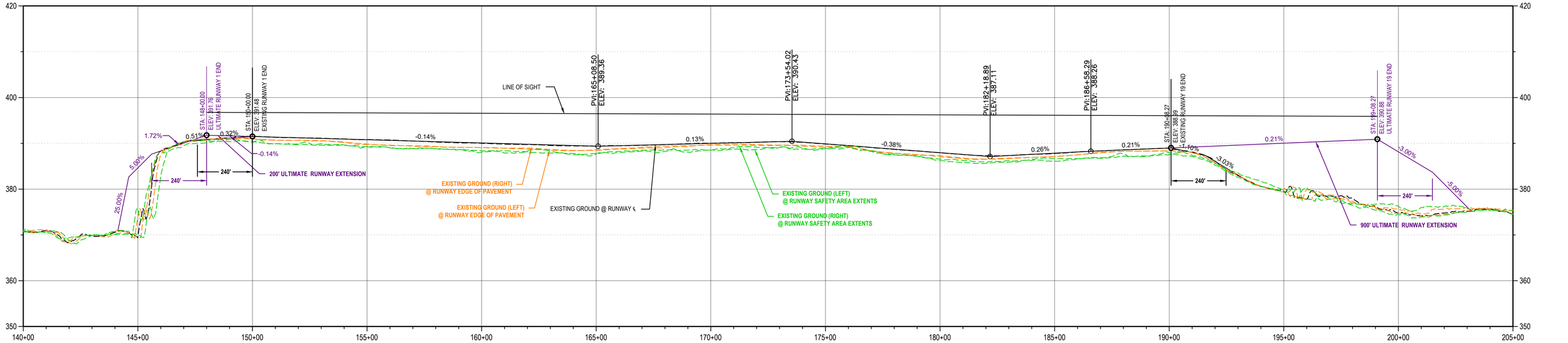
LAST UPDATED: 12/13/2021

SHEET NUMBER:
AF-12

Plot Date:12/13/2021 7:27 AM Plotted By: Shawn Dulin
Date Created:11/29/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORTMP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP\SHEETS\30-19-023-C-AF-9-12.DWG

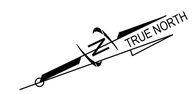


RUNWAY 1-19 PLAN



RUNWAY 1-19 PROFILE

VERTICAL SCALE: 10:1, HORIZONTAL SCALE: 200:1



MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 8' W PER YEAR

0 200 400

SCALE IN FEET

LEGEND				
EXISTING	FUTURE SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				ROADWAY
				AIRPORT PROPERTY LINE
ROFA	ROFA	ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RPZ	RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
X	X	X	X	FENCE
				THRESHOLD LIGHTS
				LANDING AID (PAPI-2)
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				SUPPLEMENTAL WINDCONE
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				GROUND CONTOURS (2' INTERVAL)

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JUB PROJ. # :	30-19-023
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PORT OF BENTON
RICHLAND AIRPORT

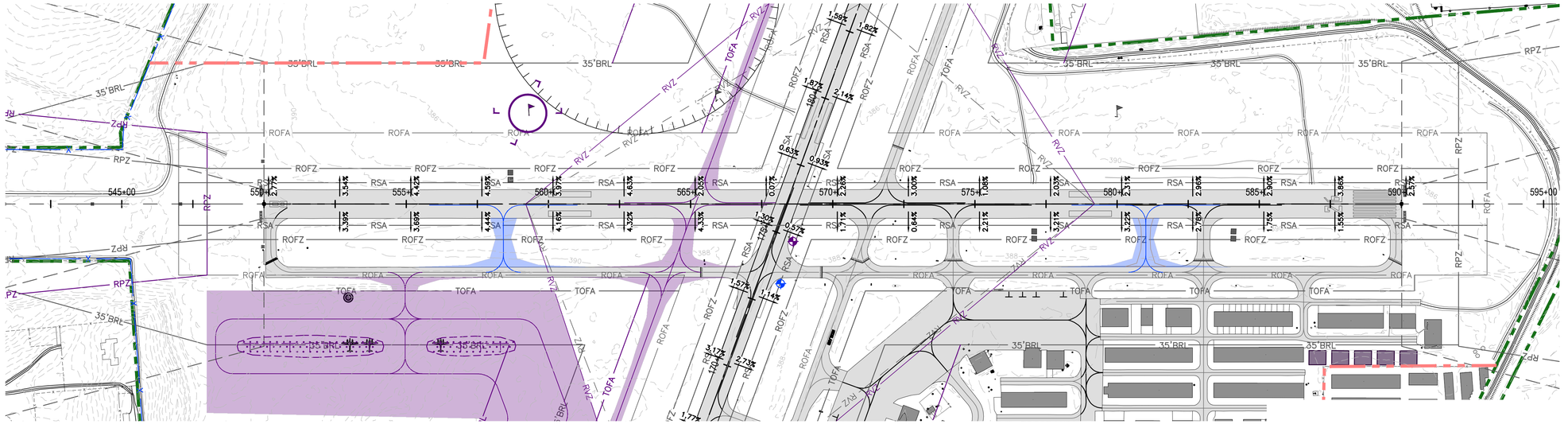
RUNWAY 1-19 CENTERLINE PLAN AND PROFILE

LAST UPDATED: 12/13/2021

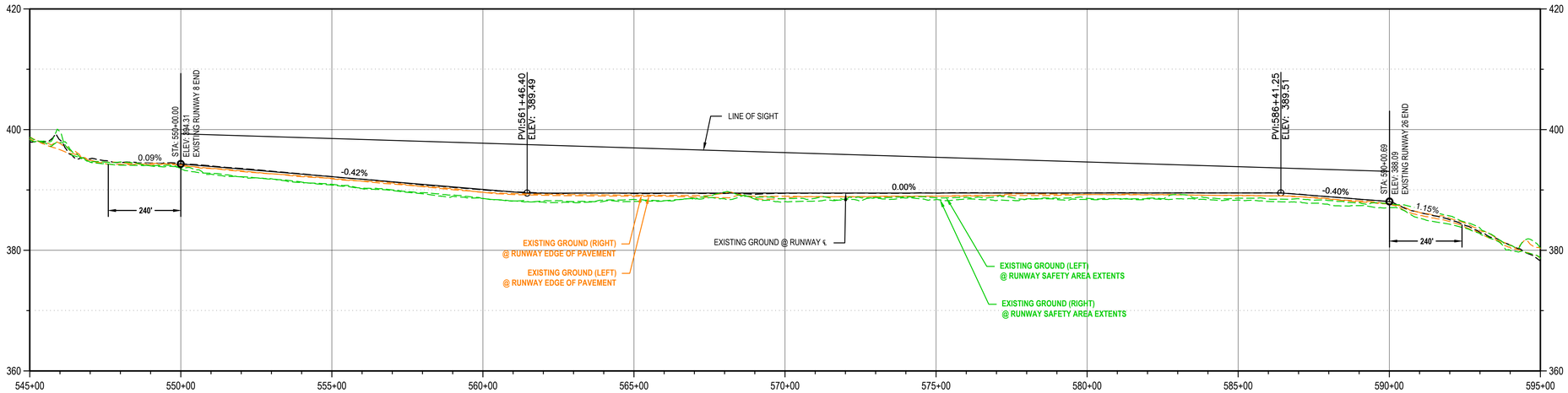
SHEET NUMBER:

AF-13A

Plot Date:12/13/2021 7:46 AM Plotted By: Shawn Dulin
Date Created:11/29/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORTMTP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP\SHEETS\30-19-023-C-AF-13.DWG

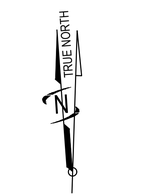


RUNWAY 8-26 PLAN



RUNWAY8-26 PROFILE

VERTICAL SCALE: 10:1, HORIZONTAL SCALE: 200:1



LEGEND				
EXISTING	FUTURE SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
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				ROADWAY
				AIRPORT PROPERTY LINE
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ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
X	X	X	X	FENCE
				THRESHOLD LIGHTS
				LANDING AID (PAPI-2)
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RICHLAND AIRPORT

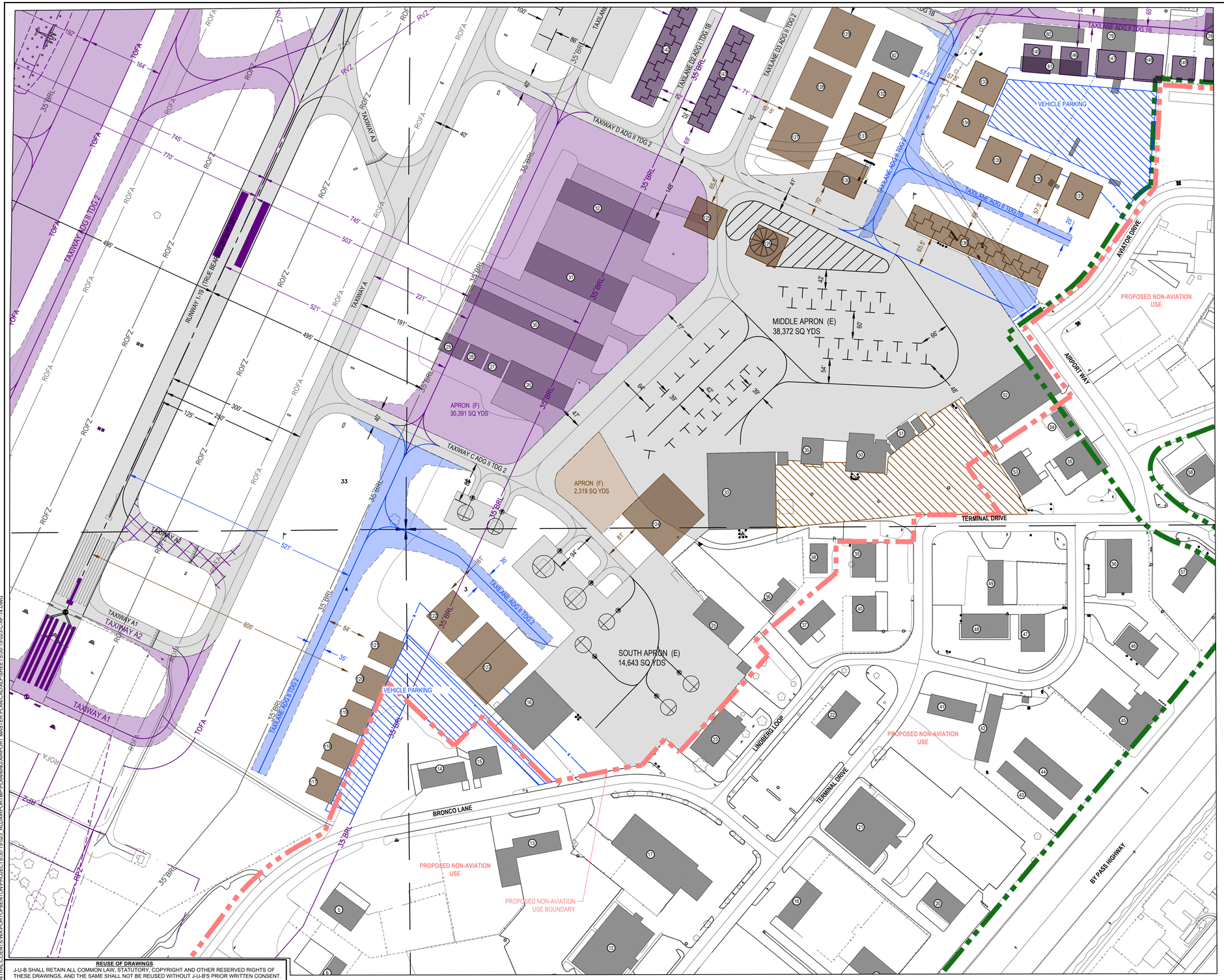
RUNWAY 8-26 CENTERLINE PLAN AND PROFILE

LAST UPDATED: 12/13/2021

SHEET NUMBER:

AF-13B

Plot Date:12/13/2021 7:44 AM Plotted By: Shawn Dulin
Date Created:11/29/2021 I:\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORT\MP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP\SHEETS\30-19-023-C-AF-13.DWG



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 8/30/19.
3. ALL TAXIWAY WIDTHS ARE 25', 35' (U) UNLESS SHOWN OTHERWISE.
4. TAXIWAY EDGE SAFETY MARGIN (TESM): TAXIWAY DESIGN GROUP (TDG) 1A (E,F): 5 FT, (TDG) 2 (U): 7.5 FT
5. TAXIWAY SHOULDER WIDTH; TAXIWAY DESIGN GROUP 1A (E,F): 10 FT, (TDG) 2 (U): 5 FT
6. TAXIWAY OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 131 FT
7. TAXILANE OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 115 FT
8. TAXIWAY/TAXILANE SAFETY AREA (TSA); AIRPLANE DESIGN GROUP (ADG) II: 79 FT
9. ALL FENCES ARE 6 FEET IN HEIGHT UNLESS OTHERWISE NOTED.
10. 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.
11. SEE SHEET AF-2A FOR BUILDING AND FACILITY LIST
12. HANGARS 26-32 ARE TO BE RELOCATED WHEN APRON IS EXPANDED

MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 6' W PER YEAR

LEGEND				
EXISTING	FUTURE SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				PAVEMENT TO BE REMOVED
				ROADWAY
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				THRESHOLD LIGHTS
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				LANDING AID (REILS)
				SUPPLEMENTAL WINDCONE
				AIRPORT REFERENCE POINT (ARP)
				TREE

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REVISION				
NO.	DESCRIPTION	FAA UPDATE	APR	DATE
1	FAA COMMENTS			8/5/21

PORT OF BENTON

J-U-B ENGINEERS, INC.
3611 S. Zintel Way
Kennewick, WA 99337
Phone: 509.783.2144
Fax: 509.736.0790
www.jub.com

FILE :	30-19-023-C-AF-14
JUB PROJ. # :	30-19-023
DRAWN BY:	SMD
DESIGN BY:	SMD
CHECKED BY:	CAL

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

PORT OF BENTON
RICHLAND AIRPORT

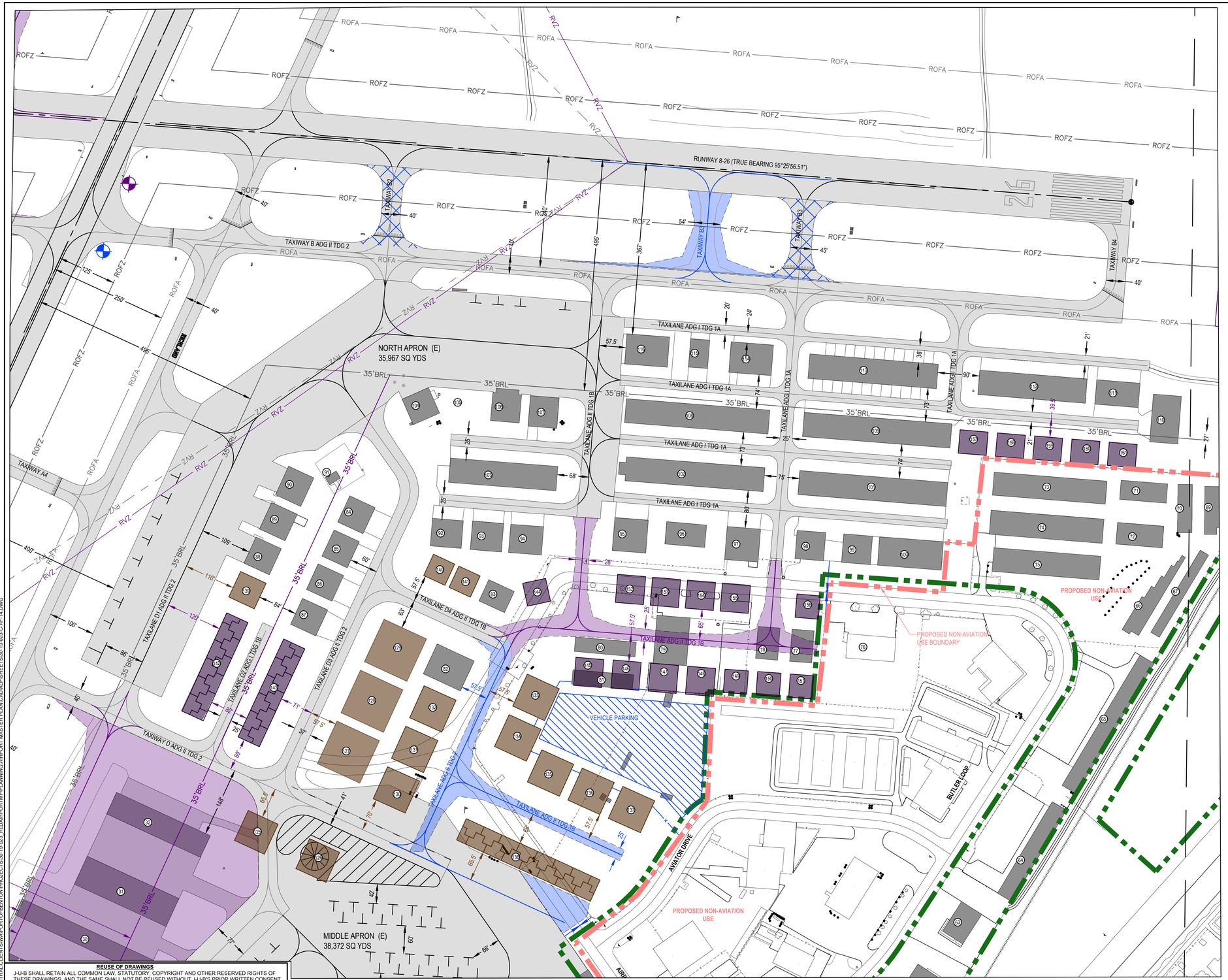
TERMINAL AREA PLAN - SOUTH AND MIDDLE APRON AREA

LAST UPDATED: 12/13/2021

SHEET NUMBER:

AF-14A

Plot Date=12/13/2021 8:04 AM Plotted By: Shawn Dulin
Date Created:11/29/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORTMP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP\SHEETS\30-19-023-C-AF-14.DWG



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 8/30/19.
3. ALL TAXIWAY WIDTHS ARE 25', 35' (U) UNLESS SHOWN OTHERWISE.
4. TAXIWAY EDGE SAFETY MARGIN (TESM); TAXIWAY DESIGN GROUP (TDG) 1A (E,F): 5 FT, (TDG) 2 (U): 7.5 FT
5. TAXIWAY SHOULDER WIDTH; TAXIWAY DESIGN GROUP 1A (E,F): 10 FT, (TDG) 2 (U): 5 FT
6. TAXIWAY OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 131 FT
7. TAXILANE OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 115 FT
8. TAXIWAY/TAXILANE SAFETY AREA (TSA); AIRPLANE DESIGN GROUP (ADG) II: 79 FT
9. ALL FENCES ARE 6 FEET IN HEIGHT UNLESS OTHERWISE NOTED.
10. 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.
11. SEE SHEET AF-2A FOR BUILDING AND FACILITY LIST
12. HANGARS 26-32 ARE TO BE RELOCATED WHEN APRON IS EXPANDED

TRUE NORTH

MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 6' W PER YEAR

0 100 200
SCALE IN FEET

LEGEND				
EXISTING	FUTURE SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				PAVEMENT TO BE REMOVED
				ROADWAY
				AIRPORT PROPERTY LINE
				AIRPORT AVIGATION EASEMENTS
				APPROACH SURFACE
				PART 77 APPROACH SURFACE
BRL	BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
ROFA	ROFA	ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RPZ	RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
				NAVAID CRITICAL AREA
X	X	X	X	FENCE
				THRESHOLD LIGHTS
				LANDING AID (PAPI-2)
				LANDING AID (REILS)
				SUPPLEMENTAL WINDCONE
				AIRPORT REFERENCE POINT (ARP)
				TREE

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REVISION

NO.	DESCRIPTION	FAA UPDATE	APR.	DATE
1	FAA COMMENTS			8/5/21

PORT OF BENTON

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JUB PROJ. # :	30-19-023
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PORT OF BENTON
RICHLAND AIRPORT

TERMINAL AREA PLAN - NORTH APRON AREA

LAST UPDATED: 12/13/2021

SHEET NUMBER:

AF-14B

Plot Date:12/13/2021 7:49 AM Plotted By: Shawn Dulin
Date Created:11/29/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORT\MP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP SHEETS\30-19-023-C-AF-14.DWG

NOTES:
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11. SEE SHEET AF-2A FOR BUILDING AND FACILITY LIST
12. HANGARS 26-32 ARE TO BE RELOCATED WHEN APRON IS EXPANDED

RUNWAY 8-26 (TRUE BEARING 95°25'56.51")
TAXIWAY B ADG II TDG 2
TAXIWAY B1
TAXIWAY B2
TAXIWAY E
TAXIWAY A4
TAXIWAY A3
TAXIWAY A
TAXILANE H ADG II TDG 2
TAXILANE ADG II TDG 2
RUNWAY 1-19 (TRUE BEARING 5°25'56.51")
APRON (F)
139,400 SQ YDS
VEHICLE PARKING
GLENN ROAD ACCESS POINT
PROPOSED NON-AVIATION USE BOUNDARY
PROPOSED NON-AVIATION USE
ROFZ
RPZ
RVZ
ROFA
TOFA
35'BRL
54'
495'
240'
125'
250'
164'
192'
106'
35'
745'
770'
503'
521'
300'
400'
191'
221'
100'
86'
40'
45'

MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 6' W PER YEAR

TRUE NORTH

0 100 200
SCALE IN FEET

LEGEND				
EXISTING	FUTURE SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				PAVEMENT TO BE REMOVED
				ROADWAY
				AIRPORT PROPERTY LINE
				AIRPORT AVIGATION EASEMENTS
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BRL	BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
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ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
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X	X	X	X	FENCE
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PORT OF BENTON
RICHLAND AIRPORT

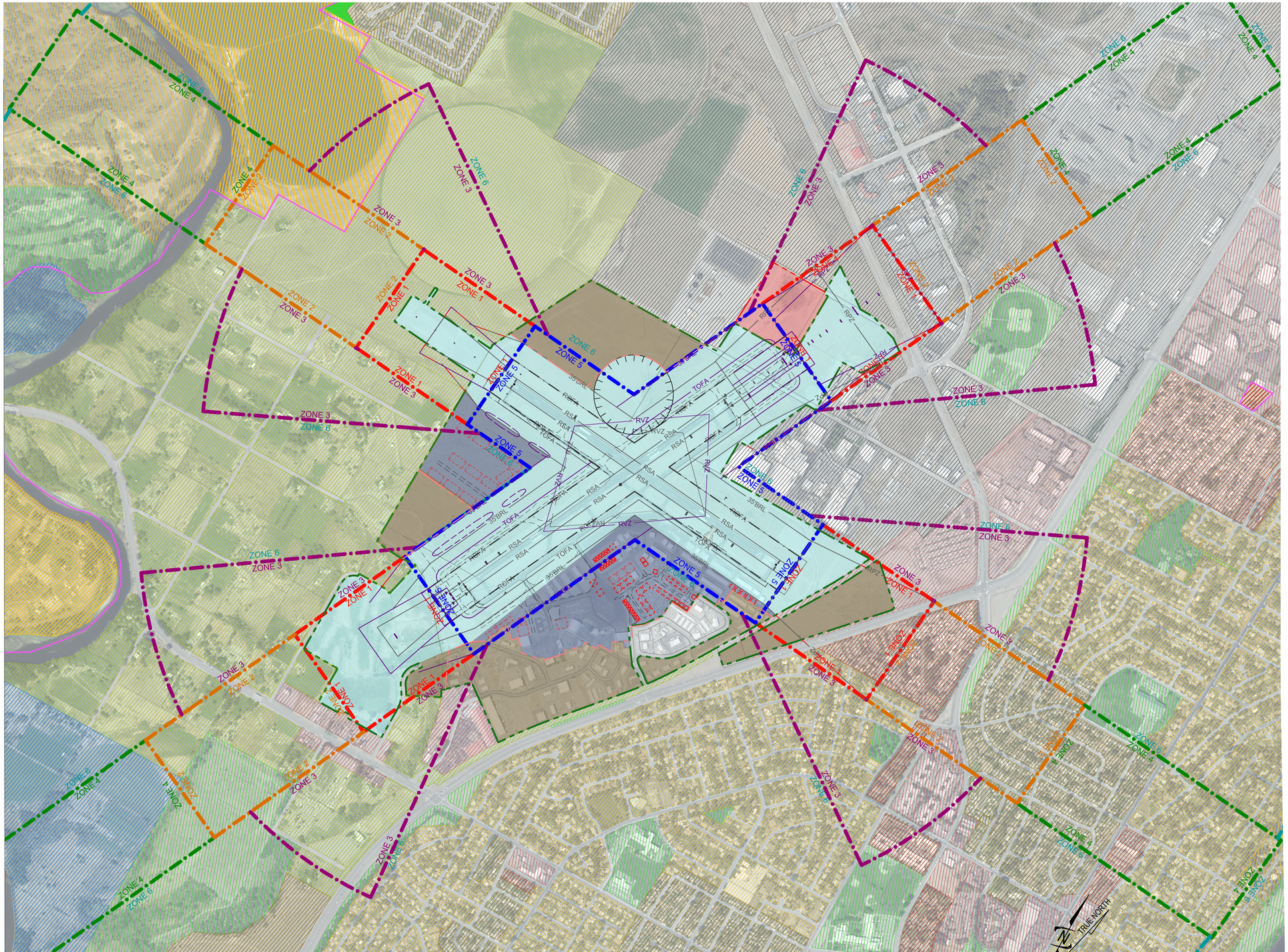
TERMINAL AREA PLAN - ULTIMATE WEST APRON AREA

LAST UPDATED: 12/13/2021

SHEET NUMBER:

AF-14C

Plot Date:12/13/2021 8:05 AM Plotted By: Shawn Dulin
Date Created:11/20/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORTMTP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP\SHEETS\30-19-023-C-AF-14.DWG



CITY/COUNTY LAND USE

	RESIDENTIAL SINGLE FAMILY - LOW DENSITY
	RESIDENTIAL SINGLE FAMILY - MEDIUM DENSITY
	RESIDENTIAL MULTI FAMILY
	PARKS AND NATURAL OPEN SPACE
	AGRICULTURAL
	BUSINESS
	MANUFACTURING / INDUSTRIAL
	FLOOD PLAIN

AIRPORT LAND USE

	AVIATION
	TERMINAL AREA
	AVIATION FUTURE
	AVIATION BUSINESS PARK

WSDOT 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

NOTE:
1. COMPATIBILITY ZONES SHOWN ARE BASED ON THE 5,108 LF ULTIMATE RUNWAY LENGTH.

COMPATABILITY 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 3,000 - 5,000 FEET - PROHIBIT ALL HIGH DENSITY 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 3,000 - 5,000 FEET - PROHIBIT ALL HIGH DENSITY 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 3,000 - 5,000 FEET - MAXIMUM 1DU/5 ACRE IN RURAL AREAS
ALL NON-RESIDENTIAL LAND USES PERMITTED OUTRIGHT SUBJECT TO THE SPECIAL FUNCTION LAND USE GUIDELINES.
PROHIBIT ALL SPECIAL FUNCTION LAND USES

NOTES:

GOAL LU-8: ADDRESS UNIQUE LAND USE SITUATIONS IN THE URBAN AREA WITH POLICIES SPECIFIC TO THOSE SITUATIONS THAT ENSURE COMPATIBILITY BETWEEN LAND USES WITHOUT INFRINGING ON PRIVATE PROPERTY RIGHTS.

POLICY LU-8.7: ENSURE THAT LAND USES SURROUNDING THE RICHLAND AIRPORT ARE COMPATIBLE WITH EXISTING AND FUTURE AIRPORT OPERATIONS AND DO NOT RESTRICT THE AIRPORT'S ABILITY TO MAINTAIN OR EXPAND ITS EXISTING AND FUTURE AVIATION DEMANDS. COORDINATE WITH LAND USE CITY OF RICHLAND COMPREHENSIVE PLAN 21 THE PORT OF BENTON TO RESTRICT LAND USES IN AIRPORT AREAS THAT WOULD CREATE CONFLICT OR NEGATIVELY IMPACT THE SAFE AND EFFECTIVE AIRPORT OPERATIONS.

LEGEND

EXISTING	FUTURE	ULTIMATE	DESCRIPTION
			BUILDING/STRUCTURE
			AIRPORT PAVEMENT
			AIRPORT PROPERTY LINE
			PROPOSED NON-AVIATION USE BOUNDARY
			PARCEL LINES
			CITY LIMITS
BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
			NAVAID CRITICAL AREA
X	X	X	FENCE

TRUE NORTH

MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
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0 600 1,200
SCALE IN FEET

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PORT OF BENTON
RICHLAND AIRPORT

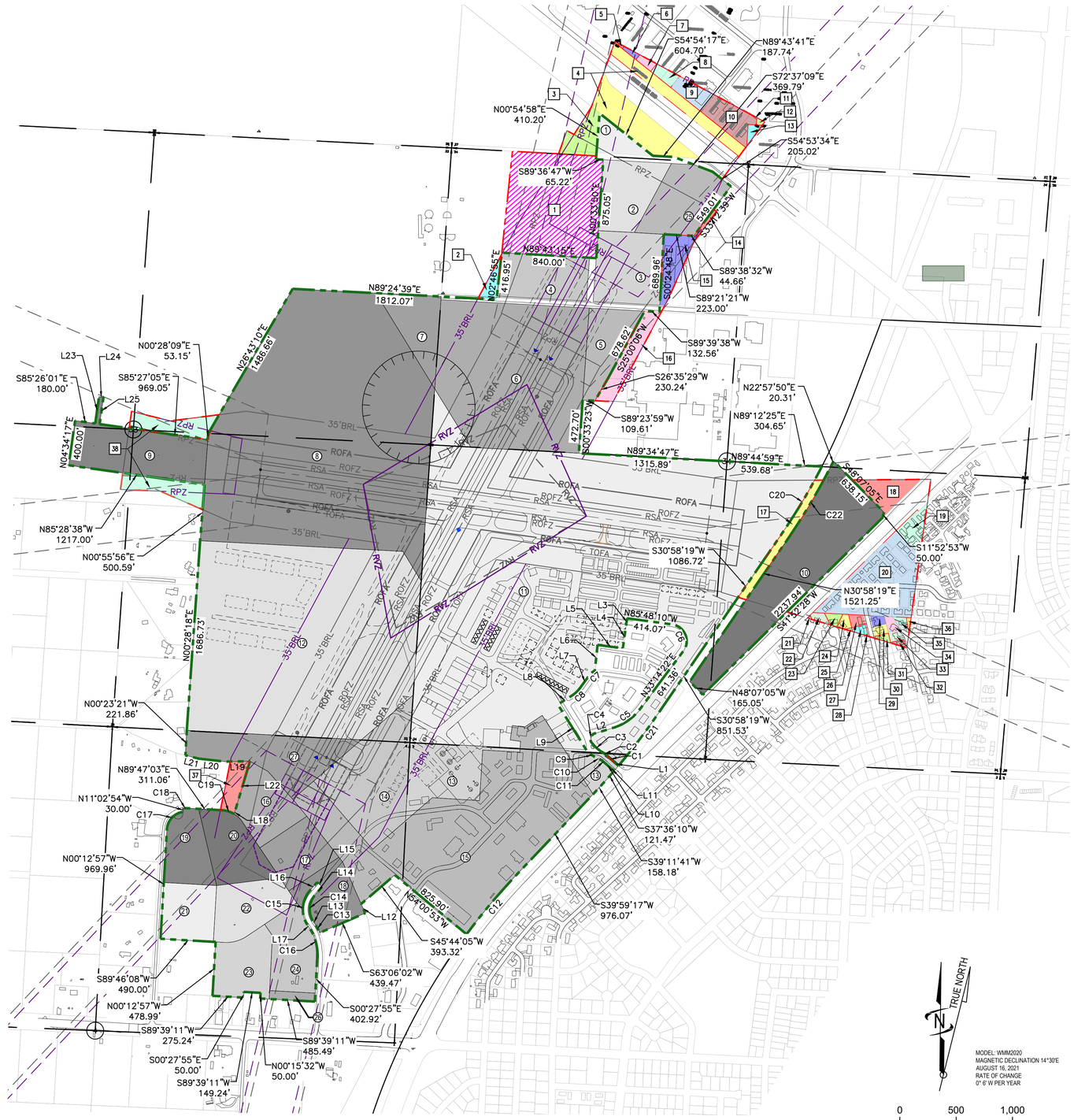
LAND USE PLAN

LAST UPDATED: 12/13/2021

SHEET NUMBER:

AF-15

Plot Date:12/13/2021 8:30 AM Plotted By: Shawn Dulin
Date Created:11/29/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RLD\AIRPORT\MP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP SHEETS\30-19-023-C-AF-15.DWG



AIRPORT PROPERTY PARCEL INFORMATION								
	OWNER	GRANTOR	TYPE OF INTEREST	ACREAGE (APPROX.)	TAX PARCEL #	BOOK AND PAGE	DATE OF ACQUISITION	FAA GRANT/YEAR	ACQUISITION PURPOSE
1	PORT OF BENTON	LAMB-WESTON, INC.	Fee	2.08	1-2708-300-0002-000	460/556	4/16/1985	AIP 03-53-0056-01	APPROACH PROTECTION
2	PORT OF BENTON	WILLIAM AND JOAN GARTIN	Fee	6.79	1-3408-200-0002-000	395/519	6/20/1980	ADAP 03	RPZ PROTECTION
3	PORT OF BENTON	ROGER FOODS, INC.	Fee	8.83	1-3408-200-0003-000		11/9/1978	ADAP 02	RPZ PROTECTION
4	PORT OF BENTON	CITY OF RICHLAND	Fee	6.81	1-3408-200-0010-000	376/743	5/30/1979	ADAP 02	RPZ PROTECTION
5	PORT OF BENTON	ROGERS FOODS, INC.	Fee	4.67	1-3408-200-0012-000	380/	7/18/1979	N/A	SURPLUS PROPERTY
6	PORT OF BENTON	ROGERS FOODS, INC.	Fee	38.75	1-3408-200-0011-000	380/	7/18/1979	N/A	SURPLUS PROPERTY
7	PORT OF BENTON	ROGERS FOODS, INC.	Fee	5.09	1-3308-100-0002-000	380/	7/18/1979	N/A	SURPLUS PROPERTY
8	PORT OF BENTON	UNITED STATES OF AMERICA	Fee	86.82	1-3308-100-0003-000		2/15/1963	N/A	SURPLUS PROPERTY
9	PORT OF BENTON	CITY OF RICHLAND	Fee	11.27	1-3308-300-0001-000	418/291	8/12/1981	ADAP 05	RPZ PROTECTION
10	PORT OF BENTON	GEORGE MOEN	Fee	20.62	1-3408-402-0918-014		6/9/2000	AIP 03-53-0056-10	APPROACH PROTECTION
11	PORT OF BENTON	UNITED STATES OF AMERICA	Fee	150.48	1-3408-300-0001-006		2/15/1963	N/A	SURPLUS PROPERTY
12	PORT OF BENTON	UNITED STATES OF AMERICA	Fee	84.64	1-3308-400-0000-000		8/7/1975	N/A	SURPLUS PROPERTY
13	PORT OF BENTON	UNITED STATES OF AMERICA	Fee	46	1-0398-200-0001-000		2/15/1963	N/A	SURPLUS PROPERTY
14	PORT OF BENTON	UNITED STATES OF AMERICA	Fee	15	1-0498-100-0002-000		2/15/1963	N/A	SURPLUS PROPERTY
15	PORT OF BENTON	UNITED STATES OF AMERICA	Fee	6.22	1-0498-100-0001-000	268/670	4/26/1972	N/A	SURPLUS PROPERTY
16	PORT OF BENTON	M.F. COLLIER	Fee	5.91	1-0498-102-0001-007	331/845	8/24/1977	ADAP 01	APPROACH PROTECTION
17	PORT OF BENTON	ANDREW AND VEDA ECKERT	Fee	5.16	1-0498-102-0001-008	554/2159	1/31/1992	N/A	SURPLUS PROPERTY
18	PORT OF BENTON	GLENN AND YVONNE WILDE	Fee	5.48	1-0498-102-0001-009	526/53	1/2/1990	N/A	SURPLUS PROPERTY
19	PORT OF BENTON	ORBID WILLIAMS	Fee	4.28	1-0498-102-0002-002	526/52	1/2/1990	AIP 03-53-0056-03	APPROACH PROTECTION
20	PORT OF BENTON	PARRIS AND RHODES	Fee	5.75	1-0498-102-0002-003	335/625	10/14/1977	ADAP 02	APPROACH PROTECTION
21	PORT OF BENTON	JAMES AND BARBARA RIGGS	Fee	5.07	1-0498-102-0002-001	554/2158	1/31/1992	AIP 03-53-0056-03	APPROACH PROTECTION
22	PORT OF BENTON	R.J. AND BARBARA HARMAN	Fee	5.28	1-0498-102-0002-004	334/507	9/30/1977	ADAP 02	APPROACH PROTECTION
23	PORT OF BENTON	DONALD AND MILDRED CHURCHWELL	Fee	6.19	1-0498-102-0003-002	546/2415	7/12/1991	AIP 03-53-0056-03	APPROACH PROTECTION
24	PORT OF BENTON	MEEGAN SPEAR	Fee	6.13	1-0498-102-0003-003	543/552	4/4/1991	AIP 03-53-0056-03	APPROACH PROTECTION
25	PORT OF BENTON	WILLIAM J. GARTIN	Fee	7.785	1-3408-200-0001-000		12/10/2009	AIP 03-53-0056-22	APPROACH PROTECTION
26	PORT OF BENTON	MEEGAN SPEAR	Fee	0.7	1-0498-102-0003-004		4/4/1991		SURPLUS PROPERTY
27	PORT OF BENTON	UNITED STATES OF AMERICA	Fee	10.4	1-0498-100-0003-000				SURPLUS PROPERTY

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N53°59'21"W	46.95'
L2	N69°33'52"E	164.85'
L3	S4°31'31"W	60.73'
L4	S4°33'21"W	208.97'
L5	N85°26'35"W	226.25'
L6	S2°26'07"W	230.62'
L7	S32°41'22"W	138.82'
L8	S54°40'33"W	139.99'
L9	S35°35'46"E	494.78'
L10	S51°42'00"E	46.90'
L11	S56°03'28"E	46.12'
L12	S27°26'12"E	89.13'
L13	N37°23'43"W	37.68'

LINE TABLE		
LINE #	DIRECTION	LENGTH
L14	N37°15'42"E	107.10'
L15	N52°44'19"W	60.00'
L16	S37°15'42"W	107.10'
L17	S37°23'44"E	38.90'
L18	N11°41'53"E	31.08'
L19	S85°39'29"W	222.57'
L20	N87°07'08"W	231.37'
L21	N79°47'21"W	123.69'
L22	N13°04'24"E	457.46'
L23	N4°34'01"E	240.00'
L24	S85°26'01"E	40.00'
L25	S4°34'01"W	240.00'

CURVE TABLE						
CURVE #	LENGTH	RADIUS	TANGENT	DELTA	CHORD BEARING	CHORD LENGTH
C1	88.68'	1135.02'	44.36'	4°28'35"	N50°59'18"W	88.65'
C2	46.64'	268.26'	23.38'	9°57'43"	N57°43'11"W	46.58'
C3	139.28'	367.41'	70.49'	21°43'12"	N51°26'21"W	138.45'
C4	87.99'	54.68'	56.82'	92°11'32"	N14°31'51"E	78.80'
C5	327.43'	475.00'	170.52'	39°29'42"	N51°07'36"E	320.98'
C6	280.81'	150.68'	202.80'	106°46'34"	N27°50'13"W	241.90'
C7	64.77'	128.53'	33.09'	28°52'20"	S46°42'04"W	64.09'
C8	107.42'	280.13'	54.38'	21°58'18"	S43°41'14"W	106.77'
C9	100.59'	302.79'	50.76'	19°02'05"	S60°23'22"E	100.13'
C10	33.50'	92.45'	16.94'	20°45'51"	S67°40'25"E	33.32'
C11	66.69'	394.55'	33.43'	9°41'07"	S55°37'02"E	66.62'
C12	700.20'	5928.53'	350.51'	6°46'01"	S36°33'15"W	699.80'
C13	85.60'	431.30'	42.94'	11°22'15"	N32°10'47"W	85.45'
C14	235.54'	193.17'	134.91'	69°51'41"	N0°01'25"E	221.22'
C15	312.46'	253.20'	179.63'	70°42'21"	S0°08'47"W	293.01'
C16	263.97'	410.00'	136.74'	36°53'21"	S18°57'04"E	259.44'
C17	234.24'	170.00'	140.00'	78°56'42"	N39°15'25"E	216.14'
C18	38.47'	200.02'	19.30'	11°01'13"	N84°16'24"E	38.41'
C19	112.61'	230.01'	57.46'	28°03'06"	S76°11'23"E	111.49'
C20	717.31'	5695.77'	359.13'	7°12'56"	S27°21'49"W	716.83'
C21	558.32'	5588.17'	279.39'	5°43'28"	S33°48'25"W	558.09'
C22	795.46'	5958.93'	398.32'	7°38'54"	N27°01'08"E	794.87'

PROPERTY ACQUISITION INFORMATION

#	OWNER	TYPE OF INTEREST	ACREAGE (APPROX.)	DATE OF ACQUISITION
1	CITY OF RICHLAND	FEE	16.8	
2	LAMB-WESTON INC.	AVIGATION EASEMENT	0.8	
3	LAMB-WESTON INC.	AVIGATION EASEMENT	2.1	
4	CITY OF RICHLAND	AVIGATION EASEMENT	8.7	
5	ABRAMS MICHELE G	AVIGATION EASEMENT	0.1	
6	DAY-LUM INC	AVIGATION EASEMENT	0.2	
7	JERRETT PROPERTIES LLC	AVIGATION EASEMENT	0.2	
8	T6 PROPERTIES LLC	AVIGATION EASEMENT	0.6	
9	MALLARD LAKE PROPERTIES LLC	AVIGATION EASEMENT	1.3	
10	BERVEN VANTAGE LLC	AVIGATION EASEMENT	2.4	
11	MOHR CHARLES L & LINDA J	AVIGATION EASEMENT	0.1	
12	HLINE LEASING LLC	AVIGATION EASEMENT	0.1	
13	CITY OF RICHLAND	AVIGATION EASEMENT	1.3	
14	OREGON STREET GROUP, LLC	AVIGATION EASEMENT	0.2	
15	LAMB-WESTON INC.	AVIGATION EASEMENT	2.4	
16	CONAGRA FOODS CO	AVIGATION EASEMENT	2.9	
17	GOVERNMENT	AVIGATION EASEMENT	2	
18	BAUDER MINI STORAGE LLC	AVIGATION EASEMENT	2.2	
19	ALYSON RICHLAND MHC LLC	AVIGATION EASEMENT	1.3	
20	LA VERDE-RICHLAND INVESTORS II LLC	AVIGATION EASEMENT	9.2	
21	RHEINSCHMIDT DANIEL W & MARY S	AVIGATION EASEMENT	0.1	
22	MOSSBRUCKER JR ROBERT W & MICHAELENE	AVIGATION EASEMENT	0.3	
23	HALVERSON AARON RICHARD	AVIGATION EASEMENT	0.3	
24	WALKER SCOTT & JENSEN ALICE	AVIGATION EASEMENT	0.3	
25	SCHOFIELD LAMONT C & COLLEEN E	AVIGATION EASEMENT	0.1	
26	BAIRD MICHAEL P & EVELYN K	AVIGATION EASEMENT	0.3	
27	SEMMENS RONALD D & MYRNA	AVIGATION EASEMENT	0.2	
28	KEMP RICHARD & NADINE	AVIGATION EASEMENT	0.1	
29	MOXIMOVICH TRUSTEES NICHOLAS C & CAROL J	AVIGATION EASEMENT	0.2	
30	VAN SWAM TRUSTEES LEONARD F P & ELISABET M	AVIGATION EASEMENT	0.2	
31	RADER HEATHER D & GUNTER RANDALL	AVIGATION EASEMENT	0.2	
32	OSTER ROBERT M & CYNTHIA N	AVIGATION EASEMENT	0.1	
33	LARDY MATHIAS M & DEANNA J	AVIGATION EASEMENT	0.2	
34	SCOTT PAUL A & PAMELA J	AVIGATION EASEMENT	0.3	
35	PENFIELD DAVID S & VIRGINIA L	AVIGATION EASEMENT	0.2	
36	PENFIELD DAVID S & VIRGINIA L	AVIGATION EASEMENT	0.1	
37	HALL ROGER	AVIGATION EASEMENT	1.6	
38	LAMB-WESTON INC.	AVIGATION EASEMENT	5.1	

*SC,DA,ROW-STANDARDS COMPLIANCE

LEGEND				
EXISTING	FUTURE SHORT TERM	FUTURE INTERMEDIATE TERM	ULTIMATE LONG TERM	DESCRIPTION
				BUILDING/STRUCTURE
				AIRPORT PAVEMENT AND MARKINGS
				AIRPORT LEASE AREA OR EASEMENT LINE
				AIRPORT AVIGATION EASEMENTS
				AIRPORT PROPERTY EASEMENTS
				PART 77 APPROACH SURFACE
BRL	BRL	BRL	BRL	BUILDING RESTRICTION LINE (BRL)
ROFA	ROFA	ROFA	ROFA	RUNWAY OBJECT FREE AREA (ROFA)
RPZ	RPZ	RPZ	RPZ	RUNWAY PROTECTION ZONE (RPZ)
RSA	RSA	RSA	RSA	RUNWAY SAFETY AREA (RSA)
ROFZ	ROFZ	ROFZ	ROFZ	RUNWAY OBSTACLE FREE ZONE (ROFZ)
TOFA	TOFA	TOFA	TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
				NAVAID CRITICAL AREA
X	X	X	X	FENCE

MODEL: WMM2020
MAGNETIC DECLINATION 14°30'E
AUGUST 16, 2021
RATE OF CHANGE
0° 6' W PER YEAR

TRUE NORTH

0 500 1,000
SCALE IN FEET

NOTES:
1. THIS INFORMATION SHOULD BE USED FOR PLANNING PURPOSES ONLY. MEETS AND BOUNDS LABELS OF PROPERTY LINE ARE BASED ON BEST AVAILABLE INFORMATION FROM CONDUCTED RESEARCH. AN OFFICIAL LAND SURVEY SHOULD BE COMPLETED TO ATTAIN ACCURATE PROPERTY BOUNDARIES.
2. RESEARCH CONDUCTED TO PROVIDE THE INFORMATION PRESENTED ON THIS SHEET DID NOT YIELD CONVEYANCE DOCUMENTS FOR ALL PORTIONS OF THESE PARCELS AS THEY ARE DEPICTED ON THE BENTON COUNTY ASSESSOR'S WEBSITE. FOR A PROPER AND COMPLETE BOUNDARY RESOLUTION A RECORD OF SURVEY MUST BE PERFORMED AND CHAIN OF TITLE REQUESTED FOR EACH PARCEL.

SPONSOR APPROVAL

ALP Approval Letter (See Sheet AF-1) Signed By
Diahann Howard, Executive Director on 6-21-2022

PORT OF BENTON DATE

"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."

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REVISION				
NO.	DESCRIPTION	FAA UPDATE	APR	DATE

PORT OF BENTON

J-U-B ENGINEERS, INC.
3611 S. Zintel Way
Kennewick, WA 99337
Phone: 509.783.2144
Fax: 509.736.0790
www.jub.com

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CHECKED BY:	CAL

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

PORT OF BENTON
RICHLAND AIRPORT

EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP

LAST UPDATED: 12/13/2021

SHEET NUMBER:

AF-16

Plot Date:6/24/2022 8:16 AM Plotted By: Shawn Dulin
Date Created:11/23/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\PORTOFBENTON\PROJECTS\30-19-023_RL\AIRPORT\MP\PLANNING\AIRPORT MASTER PLAN\CAD\ALP-SHEETS\30-19-023-C-AF-16.DWG