

FELTS FIELD

SPOKANE, WASHINGTON

AIRPORT LAYOUT PLAN SET

FAA - AIP PROJECT No. 3-53-0073-031

SIA No. 16-30-9999-031

MARCH 2022

ALP APPROVAL & EXHIBIT A ACCEPTANCE

Felts Field, Spokane, WA

October 12, 2022

Background

The updated Airport Layout Plan (ALP) for Felts Field (SFF) consists of Sheets 1 through 27 dated October 4, 2022 and Exhibit A - Airport Property Map consists of Sheets 25 through 26 dated June 13, 2022. These documents were developed based on the conclusions of the 2022 Airport Master Plan study. An aeronautical study (no. 2021-ANM-1781-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

The ALP consists of Sheets 1 through 25. It was prepared in accordance with current FAA airport design standards, FAA Standard Operating Procedure 2.00. The last ALP Sheet for Felts Field was updated and approved by FAA on June 30, 2017 subsequent to a Plan & Ink Change approval. Major changes in this July 2022 ALP from the previous 2015 ALP Set includes:

- New consolidated fuel farm, several new aircraft storage hangars, new taxiways, and the removal of an airport-owned building leased to the FAA for a FSDO office.
- Mitigation of runway hot spot by removing aligned Taxiway E at end of Runway 4R and constructing a new perpendicular connecting Taxiway E.
- Future Runway 4L-22R extension to 5,000 feet (vs. 5,050 feet).
- Ultimate Runway 4L-22R extension to 5,500 feet.
- Relocation of air traffic control tower to allow for the development of required aircraft storage hangars and a terminal expansion within existing airport property.

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.

Exhibit A

The Airport Property Map is depicted on Sheet 25. It has been prepared in accordance with FAA Standard Operating Procedure 3.00 with available data (no property boundary survey was conducted) and developed based on the following:

Page 1 of 2

- Airport parcels
 - o Existing fee and easement parcels are based on previous ALP Property Map data.
 - o Future and Ultimate airport property interests are shown based on the development plans and design standards shown on the ALP.
 - Land title research was not conducted as part of the master plan. Parcel information was based on previous ALP.
 - o Existing airport fee and easement parcels and adjacent parcels, as well as Future and Ultimate airport parcels identified on the ALP.
- The last Exhibit A was updated in June 2017. Major changes in this July 2022 Property Map Update from the previous version includes:
- Parcel designations are based on previous Exhibit A data.
 - Airport runway protection zone easements are identified based on available recorded property information.
 - Anticipated Future and Ultimate airport property interests for the revised airport development plans and design standards identified on the ALP.
 - Recorded on-airport encumbrances such as rights-of-way and utility easements.

Signature Blocks

The FAA signature below acknowledges approval of the ALP and acceptance of the Exhibit A.

FAA:

Agnes Fisher Digitally signed by Agnes Fisher
Date: 2022.10.12 15:24:52 -0700
Community Planner - WA, Seattle Airport District Office

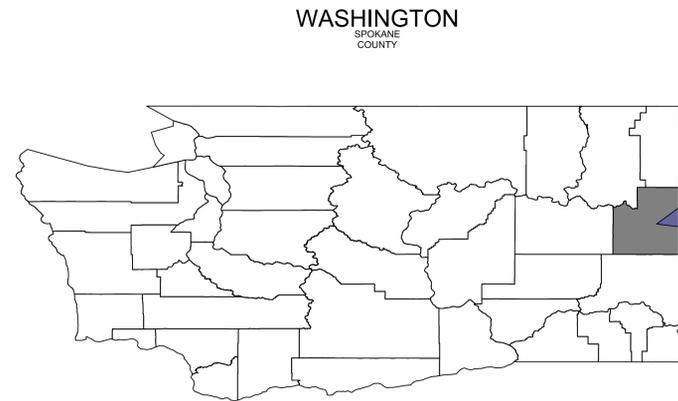
Airport Sponsor:

Jameson J. Kravitz Digitally signed by Jameson J. Kravitz
Date: 2022.10.12 15:24:52 -0700
Community Planner - WA, Seattle Airport District Office

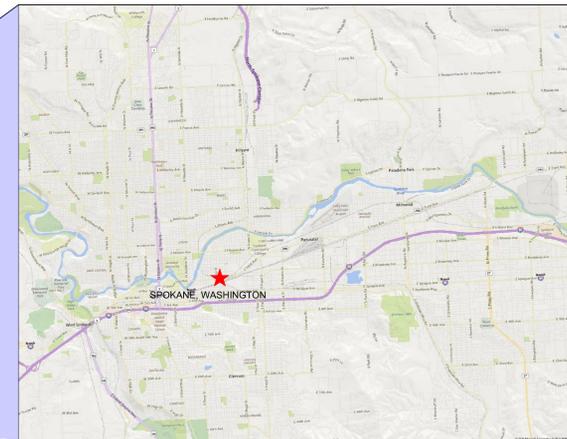
Consultant:

Mark Kruttschnitt Digitally signed by Mark Kruttschnitt
Date: 2022.10.12 15:24:52 -0700
Community Planner - WA, Seattle Airport District Office

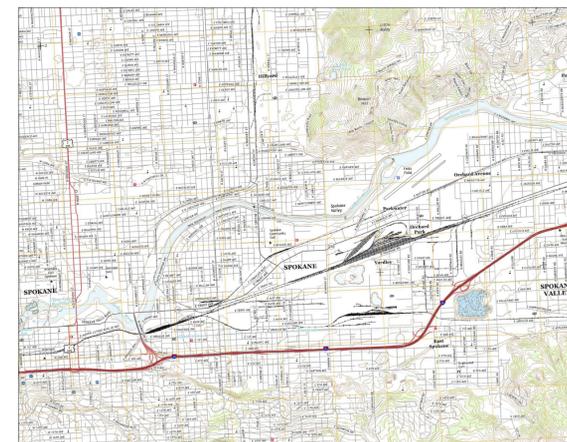
Page 2 of 2



WASHINGTON
SPOKANE COUNTY



LOCATION MAP (BING MAP)



VICINITY MAP (USGS)

AIRPORT SPONSOR

SPOKANE AIRPORT BOARD
9000 W. AIRPORT DRIVE
SPOKANE, WA 99224

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-53-0073-031) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

SHEET LIST TABLE		
SHEET NUMBER	SHEET TITLE	
01	COVER SHEET	
02	SIMPLIFIED ALP SHEET	
03	AIRPORT LAYOUT PLAN EXISTING	
04	AIRPORT LAYOUT PLAN	
05	AIRPORT DATA SHEET	
06	TERMINAL AREA PLAN (1)	
07	TERMINAL AREA PLAN (2)	
08	TERMINAL AREA PLAN (3)	
09	TERMINAL AREA PLAN (4)	
10	AIRSPACE PLAN	
11	AIRSPACE PLAN - PRECISION APPROACH	
12	AIRSPACE PLAN - RUNWAYS 4L-22R & 4R-22L	
13	AIRSPACE PLAN - DATA TABLE	
14	INNER APPROACH PLAN RWY 4L	
15	INNER APPROACH PLAN RWY 22R	
16	INNER APPROACH PLAN RWY 4R	
17	INNER APPROACH PLAN RWY 22L	
18	INNER APPROACH PLAN RWY 4L-22R & 4R-22L PROFILE	
19	DEPARTURE SURFACE RWY 4L-22R	
20	DEPARTURE DATA TABLE 4L-22R	
21	DEPARTURE SURFACE 4R-22L	
22	DEPARTURE DATA TABLE RWY 4R-22L	
23	ON-AIRPORT LAND USE DRAWING	
24	OFF-AIRPORT LAND USE DRAWING	
25	AIRPORT PROPERTY MAP	
26	PROPOSED PROPERTY ACQUISITION DATA	
27	UTILITY PLAN MAP	

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FELTS FIELD
SPOKANE, WASHINGTON
AIRPORT LAYOUT PLAN SET
COVER SHEET

DATE: MARCH 2022
PROJECT: WSP160359P / TO170105
SHEET: 01 OF 27