

AIRPORT DATA			
	EXISTING	FUTURE	ULTIMATE
AIRPORT ELEVATION (Above Mean Sea Level) (d)	2,385.3'	No Change	2,405' (est.)
AIRPORT REFERENCE POINT	LATITUDE 47° 37' 08.520" N LONGITUDE 117° 32' 06.834" W	No Change	47° 37' 08.630" N 117° 32' 07.190" W
MEAN MAX. TEMP. (Hottest Month) (e)	84.0° F (July)	No Change	No Change
AIRPORT REFERENCE CODE	D-IV	No Change	D-V
CRITICAL AIRCRAFT	Boeing 767-300	No Change	Boeing 777-200
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	Beacon, ILS, Radar	No Change	No Change
GPS APPROACH ESTABLISHED	Yes	No Change	No Change
AIRPORT ACREAGE	Fee Simple 6,140 acres Aviation Easement N/A	5,118 acres No Change	No Change

ALP NOTES	
(a)	ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A, Change 1 "Airport Design" and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."
(b)	Base mapping created from orthophoto from 3Di West, flown on October 24, 2011.
(c)	Horizontal datum source: Airport AVN Data Sheet and 5010 Master Record. Coordinates NAD83
(d)	Vertical datum and contour source: 3Di West aerial survey and photogrammetry, October 2011. Elevations NAVD88.
(e)	Temperature data source: Western Regional Climate Center, Station ID: 457938
(f)	Magnetic declination source: NOAA, February 2012.
(g)	Pavement design strength source: Airport AVN Data Sheet and 5010 Master Record.
(h)	RSA, OFA, and OFZ surfaces extend the full length of the runway.
(i)	Building restriction lines (BRL) based on existing air traffic control tower line of sight, Part 77 airspace, and taxiway object free areas (OFA). Line of sight not expected to be an issue at ultimate terminal building and Runway 3L-21R with relocated ultimate ATCT.
(j)	Critical aircraft for Runway 7-25 is a composite of the Bombardier Q-400 and Boeing 737-500. Both aircraft use 7-25 on a regular basis. The wingspan and approach speed are greater for the 737-500 which determines the runway reference code. For taxiway design the Q-400 (taxiway design group 5) is used.
(k)	Future phase illustrates expected changes to runways, taxiways and facilities within 20 years. Proposed Ultimate projects illustrate the long-term vision of the Airport.
(l)	Based on Airport elevation, required distance for hold lines to Runway 3-21 is 274 feet from runway centerline. Required distance for hold lines to Runway 7-25 is 250 feet. Hold lines to Runway 7-25 on Taxiway G (245 feet) and the stop and hold short lines on Runway 3-12 (205 feet) are less than 250 feet.
(m)	Future designation of airplane design group V for Runway 3R-21L will be realized when demand warrants.
(n)	Future designation of taxiway design group 6 on various taxiways will be realized when demand warrants.

	A			C			G			H			J			K			G5			
	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	
TAXIWAY DESIGN GROUP	5	5	6 (k)	5	5	6 (k)	5	5	6 (k)	5	No Change	No Change	5	No Change	No Change	5	5	6 (k)	5	No Change	No Change	
AIRCRAFT DESIGN GROUP	IV	V	No Change	IV	V	No Change	IV	V	No Change	IV	No Change	No Change	IV	No Change	No Change	III	V	No Change	IV	No Change	No Change	
WIDTH	75'	75'	No Change	75'	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change	75'	75'	No Change	75'	75'	No Change	
DISTANCE FROM RUNWAY C to TAXIWAY C	700'	700'	No Change	400/457'	No Change	No Change	600'	No Change	No Change	N/A	No Change	No Change	N/A	No Change	No Change	583'	No Change	No Change	N/A	No Change	No Change	
DISTANCE FROM TWY. C to FIXED/MOVABLE OBJECT	130'	160'	No Change	130'	160'	No Change	130'	160'	No Change	112.5'	No Change	No Change	130'	No Change	No Change	93'	160'	No Change	130'	No Change	No Change	
TAXIWAY OBJECT FREE AREA WIDTH	259'	320'	No Change	259'	320'	No Change	259'	320'	No Change	259'	No Change	No Change	259'	No Change	No Change	186'	320'	No Change	259'	No Change	No Change	
TAXIWAY SAFETY AREA WIDTH	171'	214'	No Change	171'	214'	No Change	171'	214'	No Change	171'	No Change	No Change	171'	No Change	No Change	118'	214'	No Change	171'	No Change	No Change	
TAXIWAY WINGTIP CLEARANCE	44'	53'	No Change	44'	53'	No Change	44'	53'	No Change	44'	No Change	No Change	44'	No Change	No Change	34'	53'	No Change	44'	No Change	No Change	
LIGHTING	Edge+C.L.	No Change	No Change	Edge	No Change	No Change	Edge+C.L.	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change	
NOTES	C.L. lights also on connector taxiways A1, A2, A3 and A4. Includes all A connector taxiways. Taxiway G is 457' from Rwy 7-25 west of Taxiway A, and 400' east of Taxiway D. Includes all C connector taxiways. Includes all G connector taxiways. Taxiway J to be removed. New connector taxiway to be renamed as K2. Includes all K connector taxiways. All unnamed taxiways associated with ultimate projects will be designed to taxiway design group 6 and aircraft design group V standards.																					

	G3			G2			A5			A4			A3			A2			C2			
	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	
TAXIWAY DESIGN GROUP	5	No Change	No Change	5	No Change	No Change	5	No Change	No Change	5	No Change	No Change	5	No Change	No Change	5	No Change	No Change	5	No Change	No Change	
AIRCRAFT DESIGN GROUP	IV	No Change	No Change	IV	No Change	No Change	IV	No Change	No Change	IV	No Change	No Change	IV	No Change	No Change	IV	No Change	No Change	IV	No Change	No Change	
WIDTH	75'	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change	
DISTANCE FROM RUNWAY C to TAXIWAY C	N/A	No Change	No Change	N/A	No Change	No Change	N/A	No Change	No Change	N/A	No Change	No Change	N/A	No Change	No Change	N/A	No Change	No Change	N/A	No Change	No Change	
DISTANCE FROM TWY. C to FIXED/MOVABLE OBJECT	112.5'	No Change	No Change	112.5'	No Change	No Change	112.5'	No Change	No Change	112.5'	No Change	No Change	112.5'	No Change	No Change	112.5'	No Change	No Change	130'	No Change	No Change	
TAXIWAY OBJECT FREE AREA WIDTH	259'	No Change	No Change	259'	No Change	No Change	259'	No Change	No Change	259'	No Change	No Change	259'	No Change	No Change	259'	No Change	No Change	259'	No Change	No Change	
TAXIWAY SAFETY AREA WIDTH	171'	No Change	No Change	171'	No Change	No Change	171'	No Change	No Change	171'	No Change	No Change	171'	No Change	No Change	171'	No Change	No Change	171'	No Change	No Change	
TAXIWAY WINGTIP CLEARANCE	44'	No Change	No Change	44'	No Change	No Change	44'	No Change	No Change	44'	No Change	No Change	44'	No Change	No Change	44'	No Change	No Change	44'	No Change	No Change	
LIGHTING	Edge	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change	
NOTES	Formerly J. Narrowed & renamed C2.																					

	RUNWAY 3-21			RUNWAY 3R-21L			RUNWAY 7-25			RUNWAY 3L-21R		
	EXISTING	FUTURE (m)	ULTIMATE (n)	EXISTING	FUTURE (m)	ULTIMATE (n)	EXISTING	FUTURE (m)	ULTIMATE (n)	EXISTING	FUTURE (m)	ULTIMATE (n)
RUNWAY DESIGN CODE	D-IV-1200'	No Change	D-V-1200' (o)	D-IV-1200'	No Change	D-V-1200'	C-III-4000'	No Change	No Change	D-V-2400'	No Change	No Change
CRITICAL AIRCRAFT	AIRCRAFT	Boeing 767-300	No Change	Boeing 777-200	Boeing 767-300	No Change	Boeing 777-200	B737-5 / Q400 (k)	No Change	No Change	Boeing 777-200	No Change
	WINGSPAN	156'-11"	No Change	199'-11"	156'-11"	No Change	199'-11"	94'-9" / 93'-4"	No Change	No Change	199'-11"	No Change
	UNDERCARRIAGE WIDTH	30'-6"	No Change	36'-0"	30'-6"	No Change	36'-0"	17'-2" / 33'-2"	No Change	No Change	36'-0"	No Change
	COCKPIT TO MAIN GEAR	89'-11"	No Change	94'-10"	89'-11"	No Change	94'-10"	45'-11" / 45'-10"	No Change	No Change	94'-10"	No Change
	APPROACH SPEED	145 knots	No Change	136 knots	145 knots	No Change	136 knots	140 / 129 knots	No Change	No Change	136 knots	No Change
MAX. TAKEOFF WEIGHT	380,000 lbs	No Change	545,000 lbs	380,000 lbs	No Change	545,000 lbs	136,000 / 65,200 lbs	No Change	No Change	545,000 lbs	No Change	
EFFECTIVE GRADIENT	0.57%	No Change	0.53%	0.57%	No Change	0.53%	0.05%	No Change	No Change	0.50% (est.)	No Change	
MAXIMUM ELEVATION ABOVE MSL (d)	2,385.3'	No Change	No Change (est.)	2,385.3'	No Change	No Change (est.)	2,376.0'	No Change	No Change	2,405' (est.)	No Change	
RUNWAY LENGTH	11,002'	No Change	12,000'	11,002'	No Change	12,000'	8,199'	No Change	No Change	9,000'	No Change	
RUNWAY WIDTH	150'	No Change	No Change	150'	No Change	No Change	150'	No Change	No Change	150'	No Change	
RUNWAY SURFACE TYPE	Concrete/Asphalt	No Change	No Change	Concrete/Asphalt	No Change	No Change	Asphalt	No Change	No Change	Concrete/Asphalt	No Change	
PAVEMENT DESIGN STRENGTH (1,000#) - S/D/DT (g)	200/200/400	No Change	No Change	200/200/400	No Change	No Change	150/180/280	No Change	No Change	200/200/400	No Change	
F.A.R. PART 77 APPROACH CATEGORY	3 Precision [PIR] 3	No Change	3R No Change	3 Precision [PIR] 3	No Change	3R No Change	7 Non-Prec. [D] 7	No Change	7 No Change	3L Precision [PIR] 3L	No Change	
F.A.R. PART 77 APPROACH VISIBILITY (Minimums)	3 <1/2 Mile [Cat. III] 3	No Change	3R No Change	3 <1/2 Mile [Cat. III] 3	No Change	3R No Change	7 1/2 Mile 7	No Change	7 No Change	3L <1/2 Mile 3L	No Change	
F.A.R. PART 77 APPROACH SLOPE	3 50:1 3	No Change	3R No Change	3 50:1 3	No Change	3R No Change	7 34:1 7	No Change	7 No Change	3L 50:1 3L	No Change	
RUNWAY EDGE LIGHTING	High Intensity	No Change	No Change	High Intensity	No Change	No Change	Medium Intensity	No Change	No Change	High Intensity	No Change	
RUNWAY MARKING	3 Precision 3	No Change	3R No Change	3 Precision 3	No Change	3R No Change	7 Non-Precision 7	No Change	7 No Change	3L Precision 3L	No Change	
	21 Precision 21	No Change	21L No Change	21 Precision 21	No Change	21L No Change	25 Non-Precision 25	No Change	25 No Change	21R Precision 21R	No Change	
NAVIGATION AIDS	3 Glide Slope, Localizer, RVR 3	No Change	3R No Change	3 Glide Slope, Localizer, RVR 3	No Change	3R No Change	7 None 7	No Change	7 No Change	3L Glide Slope, Localizer 3L	No Change	
	21 Glide Slope, Localizer, RVR 21	No Change	21L No Change	21 Glide Slope, Localizer, RVR 21	No Change	21L No Change	25 None 25	No Change	25 No Change	21R Glide Slope, Localizer 21R	No Change	
VISUAL AIDS	3 ALSF2, PAPI 4L C.L. and T.D. lights 3	No Change	3R No Change	3 ALSF2, PAPI 4L C.L. and T.D. lights 3	No Change	3R No Change	7 VASI 4L REILS 7	PAPI 4L REILS 7	No Change	3L MALSRS, PAPI 4L 3L	No Change	
	21 ALSF2, PAPI 4L C.L. and T.D. lights 21	No Change	21L No Change	21 ALSF2, PAPI 4L C.L. and T.D. lights 21	No Change	21L No Change	25 PAPI 4L REILS 25	No Change	25 No Change	21R MALSRS, PAPI 4L 21R	No Change	
BLAST PAD (Length x Width)	3 400' x 200' 3	No Change	3R No Change	3 400' x 200' 3	No Change	3R No Change	7 None 7	200' x 200' 7	No Change	3L 400' x 200' 3L	No Change	
SHOULDER WIDTH	25'	No Change	No Change	25'	No Change	No Change	25'	No Change	No Change	25'	No Change	
RUNWAY SAFETY AREA (RSA) (h)	3 1,000' 3	No Change	3R No Change	3 1,000' 3	No Change	3R No Change	7 1,000' 7	No Change	7 No Change	3L 1,000' 3L	No Change	
RUNWAY SAFETY AREA WIDTH	500'	No Change	No Change	500'	No Change	No Change	500'	No Change	No Change	500'	No Change	
OBJECT FREE AREA (OFA) (n)	3 1,000' 3	No Change	3R No Change	3 1,000' 3	No Change	3R No Change	7 1,000' 7	No Change	7 No Change	3L 1,000' 3L	No Change	
OBJECT FREE AREA WIDTH	21 1,000' 21	No Change	21L No Change	21 1,000' 21	No Change	21L No Change	25 1,000' 25	No Change	25 No Change	21R 1,000' 21R	No Change	
OBSTACLE FREE ZONE (OFZ) (h)	3 200' 3	No Change	3R No Change	3 200' 3	No Change	3R No Change	7 200' 7	No Change	7 No Change	3L 200' 3L	No Change	
PRECISION OBSTACLE FREE ZONE	3 200' X 800' 3	No Change	3R No Change	3 200' X 800' 3	No Change	3R No Change	7 N/A 7	No Change	7 No Change	3L 200' X 800' 3L	No Change	
TRANSITIONAL OBSTACLE FREE ZONE (Length Beyond Runway OFZ End - 50:1 Slope)	3 2,450' 3	No Change	3R 2,500'	3 2,450' 3	No Change	3R 2,500'	7 N/A 7	No Change	7 No Change	3L 200' X 800' 3L	No Change	
TRANSITIONAL OBSTACLE FREE ZONE WIDTH	21 2,400' 21	No Change	21L No Change	21 2,400' 21	No Change	21L No Change	25 N/A 25	No Change	25 No Change	21R 2,400' 21R	No Change	
RUNWAY PROTECTION ZONE (RPZ) (Length x Inner Width x Outer Width)	3 2,500x1,000x1,750' 3	No Change	3R No Change	3 2,500x1,000x1,750' 3	No Change	3R No Change	7 1,700x1,000x1,510' 7	No Change	7 No Change	3L 2,500x1,000x1,750' 3L	No Change	
RUNWAY END COORDINATES (c)	3 LAT. 47° 36' 36.291" N LONG. 117° 33' 00.288" W 21 LAT. 47° 37' 52.381" N LONG. 117° 31' 05.757" W	No Change	3R LAT. 47° 36' 29.372" N LONG. 117° 33' 10.695" W	7 LAT. 47° 37' 01.069" N LONG. 117° 33' 11.764" W 25 LAT. 47° 37' 00.364" N LONG. 117° 31' 12.105" W	No Change	3L LAT. 47° 36' 41.707" N LONG. 117° 34' 25.641" W 21R LAT. 47° 37' 43.980" N LONG. 117° 32' 51.982" W						
RUNWAY END ELEVATIONS	3 2,385.0' 3	No Change	3R No Change (est.)	3 2,385.0' 3	No Change	3R No Change (est.)	7 2,376.0' 7	No Change	7 No Change	3L 2,405' (est.) 3L	No Change	
RUNWAY LOW POINT	3 2,322.2' 3	No Change	No Change	3 2,322.2' 3	No Change	No Change	2,363.2'	No Change	No Change	2,360' (est.) 3L	No Change	
RUNWAY TOUCHDOWN ZONE ELEVATION (TDZE) (d)	3 2,385.0' 3	No Change	3R No Change (est.)	3 2,385.0' 3	No Change	3R No Change (est.)	7 2,376.0' 7	No Change	7 No Change	3L 2,405' (est.) 3L	No Change	
DISTANCE FROM RWY. C to HOLD BARS REQUIRED	274' 305'	No Change	No Change	274' 305'	No Change	No Change	250' - 295' (o)	No Change	No Change	274'	No Change	
VERTICAL LINE OF SIGHT PROVIDED	Yes	No Change	No Change	Yes	No Change	No Change	Yes	No Change	No Change	Yes	No Change	
DISTANCE FROM RWY. C to PARALLEL TWY. C	700' (A), 600' (G)	No Change	No Change	700' (A), 600' (G)	No Change	No Change	457'400'(C), 583' (K)	No Change	No Change	700' (A), 600' (G)	No Change	
DECLARED DISTANCES	TAKE OFF RUN AVAILABLE	3 N/A 3	No Change	3R 12,000'	3 N/A 3	No Change	3R 12,000'	7 8,199' 7	No Change	7 No Change	3L 9,000' 3L	No Change
	TAKE OFF DISTANCE AVAILABLE	3 N/A 3	No Change	3R 12,000'	3 N/A 3	No Change	3R 12,000'	7 8,199' 7	No Change	7 No Change	3L 9,000' 3L	No Change
	ACCELERATE STOP DISTANCE AVAILABLE	3 11,002' 3	No Change	21L 12,000'	3 11,002' 3	No Change	21L 12,000'	7 8,199' 7	No Change	7 No Change	3L 9,000' 3L	No Change
	LANDING DISTANCE AVAILABLE	3 N/A 3	No Change	3R 12,000'	3 N/A 3	No Change	3R 12,000'	25 8,199' 25	No Change	25 No Change	21R 9,000' 21R	No Change
		21 11,002' 21	No Change	21L 12,000'	21 11,002' 21	No Change	21L 12,000'	7 8,199' 7	No Change	7 No Change	21R 9,000' 21R	No Change