

Olympia Regional Airport Master Plan Update
Revised SEPA Environmental Checklist

October 2013, Updated January 2014

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Excerpt pp. 9-10

Transportation Plan, the following roadway improvements in the vicinity of the Airport have been identified:

These planned changes encompass the stretch of road next to the oak tree and have not occurred yet.

- Widen Old Highway 99 SE (4 or 5 lanes) from Tumwater Boulevard to 88th Avenue SE and improve intersections at Bonniewood Avenue and 79th Avenue SE.
- Widen 93rd Avenue SW/SR 121 to 3 lanes from Tilley Road to Kimmie Road.

Bonniewood intersection is directly where the oak tree stands.

Existing Ground Parking Facilities

There are several vehicular parking areas associated with the Airport's landside development (i.e., the terminal building, FBO, maintenance, and aircraft storage facilities) located on the east and west sides of the Airport.

Navigational Aids

Several existing visual navigational aids are located on the Airport and available to pilots. These include a rotating beacon, located on a water tower northwest of the Airport (south of Tumwater Boulevard and west of New Market Street), a segmented circle located just east of the approach end of Runway 17, and a lighted wind cone located at the south end of Runway 17/35, just east of the run-up apron adjacent to Taxiway "W". Each end of Runway 17/35 is also equipped with PAPIs, which provide descent guidance for the visual segment of the approach, and are configured for a 3.0-degree glide path angle.

AIRPORT DEVELOPMENT PLAN PROJECTS

The following is a general description of potential improvements to the Airport over the 20 year planning time frame:

AIRSIDE DEVELOPMENT

Instrument Approach Improvements

Runway 17 Instrument Approach. Upgrade the existing Runway 17 Category I Instrument Landing System (ILS) Instrument Approach Procedure (IAP) to provide 1,800-foot Runway Visual Range (RVR) visibility minimums. This upgrade would require the installation of an RVR touchdown zone (TDZ) sensor and additional runway approach lighting. The size of the existing Runway Protection Zone (RPZ) for Runway 17 would be maintained.

Runway 35 Instrument Approach. Upgrade the existing Runway 35 Global Positioning System (GPS) IAP to provide ½-mile visibility minimums. This approach upgrade would require the trimming/removal of existing off-airport tree obstructions and the installation of a qualified approach lighting system. The size of the existing RPZ for Runway 35 would have to be enlarged to 1,000 feet x 1,750 feet x 2,500 feet in conjunction with the future implementation of the upgraded approach.

"RPZ" stands for "runway protection zone." It is the zone immediately adjacent to the oak tree. The upgrade/enlargement of this zone and concomitant tree removal took place several years ago and did not impact the oak tree.

Runway 08 Instrument Approach. The existing visual approach to this runway end will be maintained.

Runway 26 Instrument Approach. The runway's existing visual approach will be upgraded with a future GPS IAP to provide 1-mile visibility minimums.

Threshold Siting

Runway 17/35 Threshold Siting Surface (TSS). Trees will be trimmed or removed to meet Runway 17/35 TSS Criteria. These trees are located outside the current boundary of the Airport and the Port will have to negotiate with individual property owners for the trimming and/or removal of the trees and the establishment of a tree trimming/navigation easement for the individual parcels.

Runway 08/26 TSS. An IAP with visibility minimums of 1 mile will be established.

Runway Lighting and Navigational Aids

Runway 17/35 Lighting & Navigational Aids. Improvements to Runway 17 include added TDZ lights, centerline lights, and a single RVR TDZ sensor.

A MALSR will be installed to Runway 35.

Runway 08/26 Lighting & Navigational Aids. There are long term plans for Medium Intensity Runway Lights (MIRL) and a PAPI on Runway 08/26.

Taxiway System

Runway 17/35 Taxiway System. Runway 17/35 is equipped with an existing parallel taxiway (i.e., Taxiway "W") and several entrance and exit taxiways (i.e., Taxiways "B", "G", and "L"), which serve the west side of the runway. Taxiway "F" serves as a partial parallel taxiway on the east side of the runway, as do exit Taxiways "C", "D", "G" and "L". The existing ALP illustrates a future parallel taxiway located 400 feet west of Runway 17/35 to correct the slight deficiency associated with Taxiway "W" not being a true parallel taxiway for the entire length of the runway. Additionally, the existing ALP illustrates a future relocated full-length parallel Taxiway "F" positioned 400 feet east of the runway.

Several components of the Runway 17/35 entrance/exit taxiway geography could cause potential runway incursions. Specifically, Taxiways "C", "D", "G", and "L" do not intersect the runway at right angles, as recommended by FAA Engineering Brief No. 75: Incorporation of Runway Incursion Prevention into Taxiway and Apron Design. Note that the Port of Olympia could request a safety/compliance determination from the FAA Airports Division stating that the existing taxiway geometry provides an acceptable level of safety as configured. If the Airports Division is unable to issue such a finding, then the following taxiway improvements, designed to increase the safety and efficiency of Runway 17/35, could be offered.