Environmental Assessment
for Runway Improvements
Olympia Regional Airport
Prepared for Port of Olympia
by Barnard Dunkelberg & Co. June 2003
(Full document available from Jan Witt)

- Lighting: Medium Intensity Runway Lights (MIRL) and threshold lights are located at each runway end. Runway 17 is equipped with a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), while Runway 35 is provided with 4-box Visual Approach Slope Indicators (VASI) and Runway End Indicator Lights (REIL).
- Landing Aids: Runway 17 is equipped with a Category I Instrument Landing System (ILS) and the airport is provided with Terminal VHF Omnidirectional Range/Tactical Air Navigation with Distance Measuring Equipment (TVOR/DME) located approximately 650 feet northeast of the intersection of Runways 17/35 and 08/26.
- FAR Part 77 Obstruction Data: Obstruction data for the airport was obtained from Obstruction Chart (OC) 645/8th Edition, which was surveyed in June 1992. There are several obstructions noted for each runway end, with the majority being associated with vegetation. In addition, the precision instrument approach minimums to Runway 17 are currently dictated by obstructions associated with a hangar and a tree located adjacent to the north end of Runway 17/35.
- Traffic Pattern: Runway 17/left traffic, Runway 35/right traffic.

Historic Hangar and Davis Meeker oak

Runway 08/26

- Dimensions: 4,157 feet in length and 150 feet in width. That portion of the runway located west of Runway 17/35 has been reconstructed to a 75-foot width.
- Pavement: Constructed of asphalt with a gross weight bearing capacity of 30,000 pounds single wheel landing gear configuration. The current pavement condition is rated poor, with a PCI rating of 45.
- Lighting: None.
- Landing Aids: None.
- FAR Part 77 Obstruction Data: There are several obstructions noted for each runway end, with the majority being associated with vegetation.
- Traffic Pattern: Runway 08/right traffic, Runway 26/left traffic.

Airports are designed so as to meet certain dimensional requirements to ensure adequate operating surfaces and distance criteria for the safe and efficient operation of the National Air Transportation system. These criteria are collectively determined and identified based on the Airport Reference Code (ARC) for each particular airport. Knowledge of the types of aircraft currently using and those that are expected to use Olympia Regional Airport provides information concerning the ARC specific to Olympia Regional Airport. FAA Advisory Circular 150/5300-13, *Airport Design*, provides guidelines for this determination. The ARC is based on the "Design Aircraft" that is judged the most critical aircraft using, or projected to use, the airport. The ARC relates aircraft operational and physical characteristics to design criteria that are applied to various airport components.