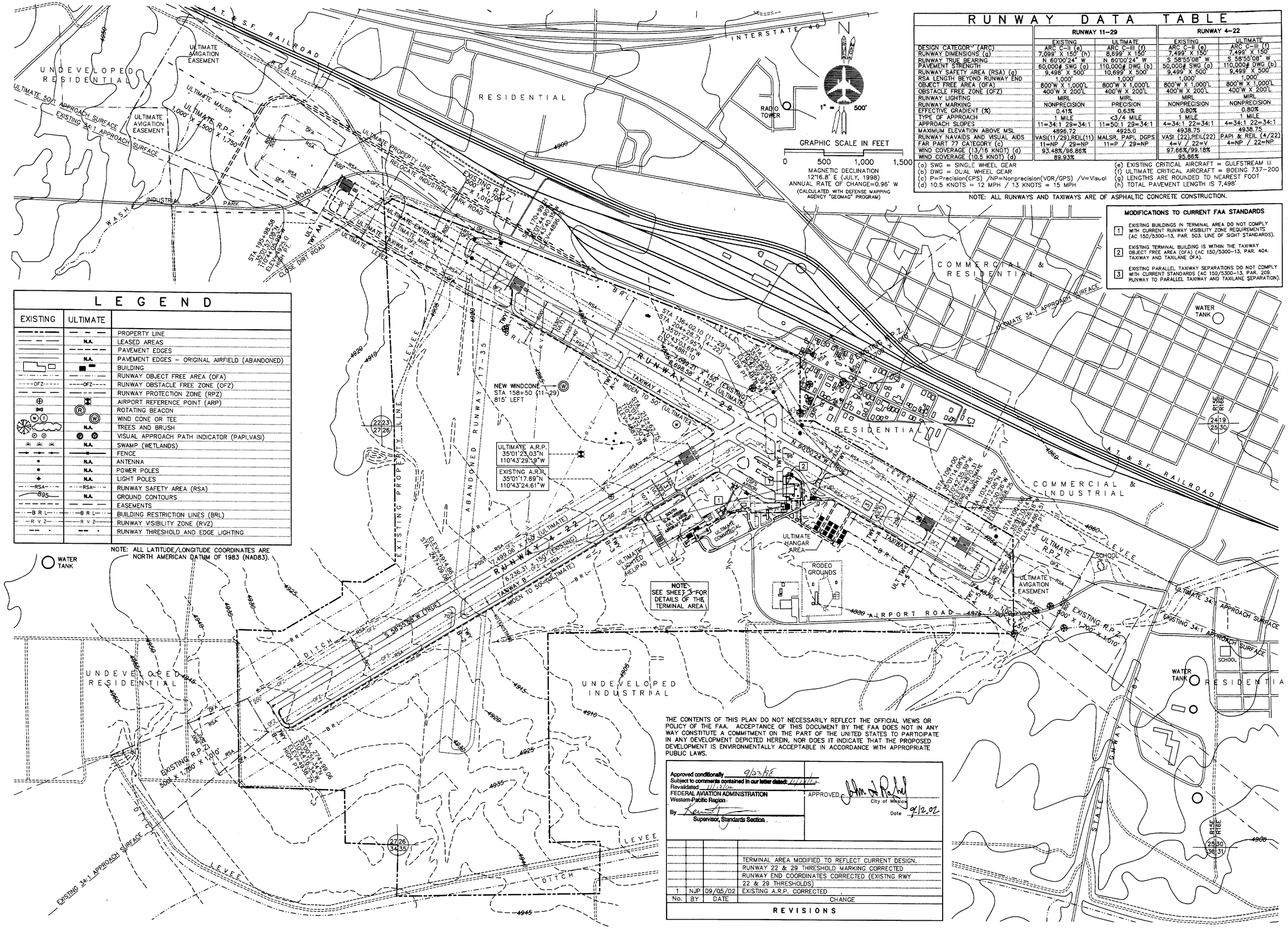
AIRPORT LAYOUT DRAWING
WINSLOW-LINDBERGH REGIONAL AIRPORT
Winslow, Arizona



RUNWAY DATA TABLE

	RUNWAY 11–29		RUNWAY 4–22	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
DESIGN CATEGORY (ARC)	ARC C–II (e)	ARC C–III (f)	ARC C–II (e)	ARC C–III (f)
RUNWAY DIMENSIONS (g)	7,699' X 150' (h)	8,699' X 150'	7,499' X 150'	7,499' X 150'
RUNWAY TRUE BEARING	N 60°00'24" W	N 60°00'24" W	S 58°55'08" W	S 58°55'08" W
PAVEMENT STRENGTH	60,000# SWG (a)	110,000# DWG (b)	50,000# SWG (a)	110,000# DWG (b)
RUNWAY SAFETY AREA (RSA) (g)	9,498' X 500'	10,699' X 500'	9,499' X 500'	9,499' X 500'
RSA LENGTH BEYOND RUNWAY END	1,000'	1,000'	1,000'	1,000'
OBJECT FREE AREA (OFA)	800'W X 1,000'L	800'W X 1,000'L	800'W X 1,000'L	800'W X 1,000'L
OBSTACLE FREE ZONE (OFZ)	400'W X 200'L	400'W X 200'L	400'W X 200'L	400'W X 200'L
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL
RUNWAY MARKING	NONPRECISION	PRECISION	NONPRECISION	NONPRECISION
EFFECTIVE GRADIENT (%)	0.41%	0.63%	0.80%	0.80%
TYPE OF APPROACH	1 MILE	<3/4 MILE	1 MILE	1 MILE
APPROACH SLOPES	11=34:1 29=34:1	11=50:1 29=34:1	4=34:1 22=34:1	4=34:1 22=34:1
MAXIMUM ELEVATION ABOVE MSL	4896.72	4925.0	4938.75	4938.75
RUNWAY NAVAIDS AND VISUAL AIDS	VASI(11/29),REIL(11)	MALSR, PAPI, DGPS	VASI (22),REIL(22)	PAPI & REIL (4/22)
FAR PART 77 CATEGORY (c)	11=NP / 29=NP	11=P / 29=NP	4=V / 22=V	4=NP / 22=NP
WIND COVERAGE (13/16 KNOT) (d)	93.48%/96.86%		97.66%/99.18%	
WIND COVERAGE (10.5 KNOT) (d)	89.93%		95.86%	

(a) SWG = SINGLE WHEEL GEAR
(b) DWG = DUAL WHEEL GEAR
(c) P=Precision(GPS) /NP=Nonprecision(VOR/GPS) /V=Visual
(d) 10.5 KNOTS = 12 MPH / 13 KNOTS = 15 MPH
(e) EXISTING CRITICAL AIRCRAFT = GULFSTREAM III
(f) ULTIMATE CRITICAL AIRCRAFT = BOEING 737–200
(g) LENGTHS ARE ROUNDED TO NEAREST FOOT
(h) TOTAL PAVEMENT LENGTH IS 7,498'

NOTE: ALL RUNWAYS AND TAXIWAYS ARE OF ASPHALTIC CONCRETE CONSTRUCTION.

MODIFICATIONS TO CURRENT FAA STANDARDS

1. EXISTING BUILDINGS IN TERMINAL AREA DO NOT COMPLY WITH CURRENT RUNWAY VISIBILITY ZONE REQUIREMENTS (AC 150/5300–13, PAR. 503. LINE OF SIGHT STANDARDS).
2. EXISTING TERMINAL BUILDING IS WITHIN THE TAXIWAY OBJECT FREE AREA (OFA) (AC 150/5300–13, PAR. 404. TAXIWAY AND TAXILANE OFA).
3. EXISTING PARALLEL TAXIWAY SEPARATIONS DO NOT COMPLY WITH CURRENT STANDARDS (AC 150/5300–13, PAR. 209. RUNWAY TO PARALLEL TAXIWAY AND TAXILANE SEPARATION).

LEGEND

EXISTING	ULTIMATE	
		PROPERTY LINE
	N.A.	LEASED AREAS
		PAVEMENT EDGES
	N.A.	PAVEMENT EDGES – ORIGINAL AIRFIELD (ABANDONED)
		BUILDING
		RUNWAY OBJECT FREE AREA (OFA)
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE (OFZ)
		RUNWAY PROTECTION ZONE (RPZ)
		AIRPORT REFERENCE POINT (ARP)
R	R	ROTATING BEACON
W	W	WIND CONE OR TEE
	N.A.	TREES AND BRUSH
V	V	VISUAL APPROACH PATH INDICATOR (PAPI,VASI)
	N.A.	SWAMP (WETLANDS)
		FENCE
	N.A.	ANTENNA
	N.A.	POWER POLES
	N.A.	LIGHT POLES
RSA	RSA	RUNWAY SAFETY AREA (RSA)
895	N.A.	GROUND CONTOURS
		EASEMENTS
BRL	BRL	BUILDING RESTRICTION LINES (BRL)
RVZ	RVZ	RUNWAY VISIBILITY ZONE (RVZ)
		RUNWAY THRESHOLD AND EDGE LIGHTING

NOTE: ALL LATITUDE/LONGITUDE COORDINATES ARE NORTH AMERICAN DATUM OF 1983 (NAD83).

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT 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.

Approved conditionally 9/23/98
Subject to comments contained in our letter dated: 11/18/98
Revalidated 11/12/02
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By Kent
Supervisor, Standards Section

APPROVED John A. Rahl
City of Winslow
Date 9/12/02

No.	BY	DATE	CHANGE
			TERMINAL AREA MODIFIED TO REFLECT CURRENT DESIGN.
			RUNWAY 22 & 29 THRESHOLD MARKING CORRECTED
			RUNWAY END COORDINATES CORRECTED (EXISTNG RWY 22 & 29 THRESHOLDS)
1	NJP	09/05/02	EXISTING A.R.P. CORRECTED

REVISIONS

DATE OF DRAWING: SEPT 5, 2002
PLANNER 09/05/02
ENGINEER 09/05/02

SHEET 2 OF 11

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