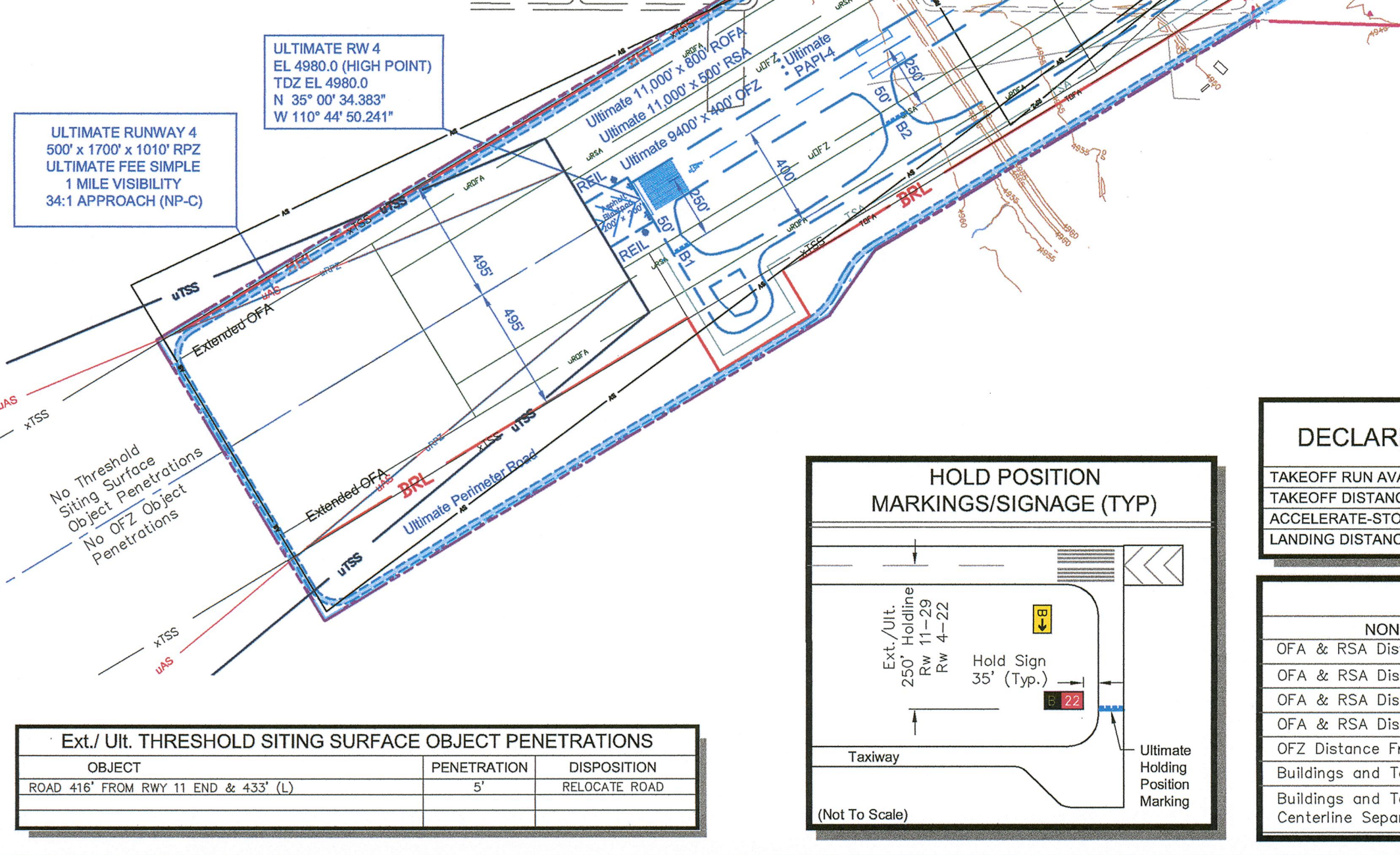


RUNWAY DATA	RUNWAY 4-22				RUNWAY 11-29			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	4	22	4	22	11	29	11	29
RUNWAY IDENTIFICATION	Primary		Primary		GA		GA	
RUNWAY DESIGN CODE (RDC)	C-II-VS		C-IV-5000		C-II-5000		C-IV-5000	
CRITICAL DESIGN AIRCRAFT TYPE	Gulfstream III		Lockheed C-130		Gulfstream III		Lockheed C-130	
WINGSpan OF DESIGN AIRCRAFT	77.83'		132.6'		77.83'		132.6'	
UNDERCARRIAGE WIDTH OF DESIGN AIRCRAFT	13.7'		14.3'		13.7'		14.3'	
APPROACH REFERENCE CODE (APRC)	B/III & D/II		D/IV/5000 & D/V/5000		B/III/5000 & D/II/VI		D/IV/5000 & D/V/5000	
DEPARTURE REFERENCE CODE (DPRC)	B/III & D/II		D/IV & D/V		B/III & D/II		D/IV & D/V	
RUNWAY DIMENSIONS (LxW)	7499' x 150'		9000' x 150'		7099' x 150'		7099' x 150'	
RUNWAY SHOULDER WIDTH (STANDARD)	10'		10'		10'		10'	
APPROACH SPEED (KNOTS) OF DESIGN AIRCRAFT	136 knots		129 knots		136 knots		129 knots	
MAXIMUM CERTIFIED TAKEOFF WEIGHT (LBS) OF DESIGN AIRCRAFT	69,700 LBS		155,000 LBS		69,700 LBS		155,000 LBS	
RUNWAY EFFECTIVE GRADIENT / RUNWAY MAXIMUM GRADIENT	0.8%		0.8%		0.4%		0.4%	
PAVEMENT DESIGN STRENGTH (in thousand lbs.)	50(S), 80(D), 125(DT)		50(S), 80(D), 125(DT)		60(S), 70(D), 110(DT)		60(S), 70(D), 110(DT)	
APPROACH VISIBILITY MINIMUMS	Visual		Visual		1 Mile		1 Mile	
FAR PART 77 APPROACH CATEGORY (Type Used)	BV		NP-C		NP-C		NP-C	
FAR PART 77 APPROACH SLOPE	20:1		20:1		34:1		34:1	
RUNWAY END ELEVATION (NAVD88)	4941.1'		4881.2'		4980.0'		4895.3'	
RUNWAY TOUCHDOWN ZONE ELEVATION (MSL)	4941.1'		4914.2'		4980.0'		4918.7'	
THRESHOLD SITING REQUIREMENTS (AC 150/5300-13A)	20:1		20:1		20:1		20:1	
RUNWAY HIGH POINT ELEVATION (MSL)	4941.1'		4980.0'		4899.3'		4899.3'	
RUNWAY LOW POINT ELEVATION (MSL)	4881.1'		4895.3'		4870'		4870'	
RUNWAY LINE OF SIGHT REQUIREMENT MET	YES		YES		YES		YES	
RUNWAY BEARING (TRUE)	58.60°		238.61°		119.66°		299.67°	
RUNWAY SAFETY AREA (L x W Beyond Stop End Of Runways)	1000' x 500'		1000' x 500'		1000' x 500'		1000' x 500'	
RSA (Actual Distance Beyond Stop End Of Runways)	339' x 0'		1000' x 800'		814' x 100'		1000' x 800'	
RUNWAY OBJECT FREE AREA (L x W Beyond Stop End Of Runways)	1000' x 800'		1000' x 800'		1000' x 800'		1000' x 800'	
ROFA (Actual Distance Beyond Stop End Of Runways)	251' x 0'		1000' x 1000'		210' x 13'		1000' x 1000'	
RUNWAY OBSTACLE FREE ZONE (L x W Beyond Stop End Of Runways)	200' x 400'		200' x 400'		200' x 400'		200' x 400'	
QFZ (Actual Distance Beyond Stop End Of Runways)	200'		200'		200'		200'	
RUNWAY DEPARTURE SURFACE	No		Yes		Yes		Yes	
DISTANCE FROM RUNWAY CENTERLINE TO HOLD BARS AND SIGNS	250'		250'		250'		250'	
STANDARD SEPARATION - RUNWAY CL TO PARALLEL TAXIWAY CL	330' (300' Standard)		400'		329' (300' Standard)		329' (300' Standard)	
STANDARD SEPARATION - TAXIWAY CL TO FIXED OR MOVABLE OBJECT	65.5'		129.5'		65.5'		129.5'	
RUNWAY MARKING	V (Basic)		NP		NP		NP	
RUNWAY THRESHOLD DISPLACEMENT	0'		1262'		0'		385'	
RUNWAY PAVEMENT MATERIAL / SURFACE TREATMENT	Asphalt MIRL		Asphalt MIRL		Asphalt MIRL		Asphalt MIRL	
RUNWAY LIGHTING	MIRL		MIRL		MIRL		MIRL	
TYPE OF AERONAUTICAL SURVEY REQUIRED	NVGS		VGS		NVGS		VGS	
TAXIWAY WIDTH (TDG) / TAXIWAY EDGE SAFETY MARGIN (TESM)	50' (TDG 3/ TESM 10')		50' (TDG 3/ TESM 10')		50' (TDG 3/ TESM 10')		50' (TDG 3/ TESM 10')	
TAXIWAY SURFACE MATERIAL / TAXIWAY SHOULDER WIDTH (TSW)	Asphalt / TSW None		Asphalt / TSW 25'		Asphalt / TSW None		Asphalt / TSW 25'	
TAXIWAY OBJECT FREE AREA WIDTH	131'		259'		131'		259'	
TAXIWAY SAFETY AREA WIDTH	79'		171'		79'		171'	
TAXIWAY WINDTIP CLEARANCE	26'		44'		26'		44'	
TAXIWAY LIGHTING	MITL		MITL		MITL		MITL	
TAXIWAY MARKING	Centerline/Signage		Centerline/Signage		Centerline/Signage		Centerline/Signage	
RUNWAY NAVIGATIONAL AIDS	None		GPS (LPV)		None		GPS (LPV)	
RUNWAY VISUAL AIDS	REIL (22) VASI-4L (22)		REIL (4) PAPI-4 (4,22)		REIL (11) VASI-4 (11,29)		REIL (29) REIL (29) PAPI-4 (11, 29)	

AIRPORT DATA		
OWNER: City of Winslow	CITY: Winslow, Arizona	AIRPORT NPIAS CODE: GA
TOWNSHIP: T 19 N	RANGE: R 15 E	COUNTY: Navajo
WINSLOW-LINDBERGH REGIONAL AIRPORT (INW)		
AIRPORT REFERENCE CODE	EXISTING: C-II	ULTIMATE: C-IV
AIRPORT ELEVATION (NAVD88)	4941.1' MSL	4980.0' MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	93.5' July	93.5' July
AIRPORT REFERENCE POINT (NAD 83)	Latitude: 35° 01' 18.900" N Longitude: 110° 43' 21.100" W	Latitude: 35° 01' 10.777" N Longitude: 110° 43' 37.256" W
PUBLISHED INSTRUMENT APPROACH	VOR * GPS (RW 11)	VOR, GPS
NAVAIDS	Airport Beacon VASI-4 * (11,22,29) REIL * (11,22)	Airport Beacon PAPI-4 (4,22,11,29) REIL (4,22,11,29)
MISCELLANEOUS FACILITIES	ASOS *	ASOS

- GENERAL NOTES:**
- Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
 - Details concerning terminal improvements depicted on the TERMINAL AREA DRAWING.
 - Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING.
 - Vertical elevations in NAVD 88 Datum and horizontal elevations in NAD 83.
 - See the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS for TSS Object Penetrations.
 - The BRL Boundary Location Occurs Coincident With ASOS.
 - The shift of Runway 4-22 to the southwest eliminate issues of buildings located within the Runway Visibility Zone (RVZ).
 - Proposed sale of Airport Property will be coordinated with the FAA.

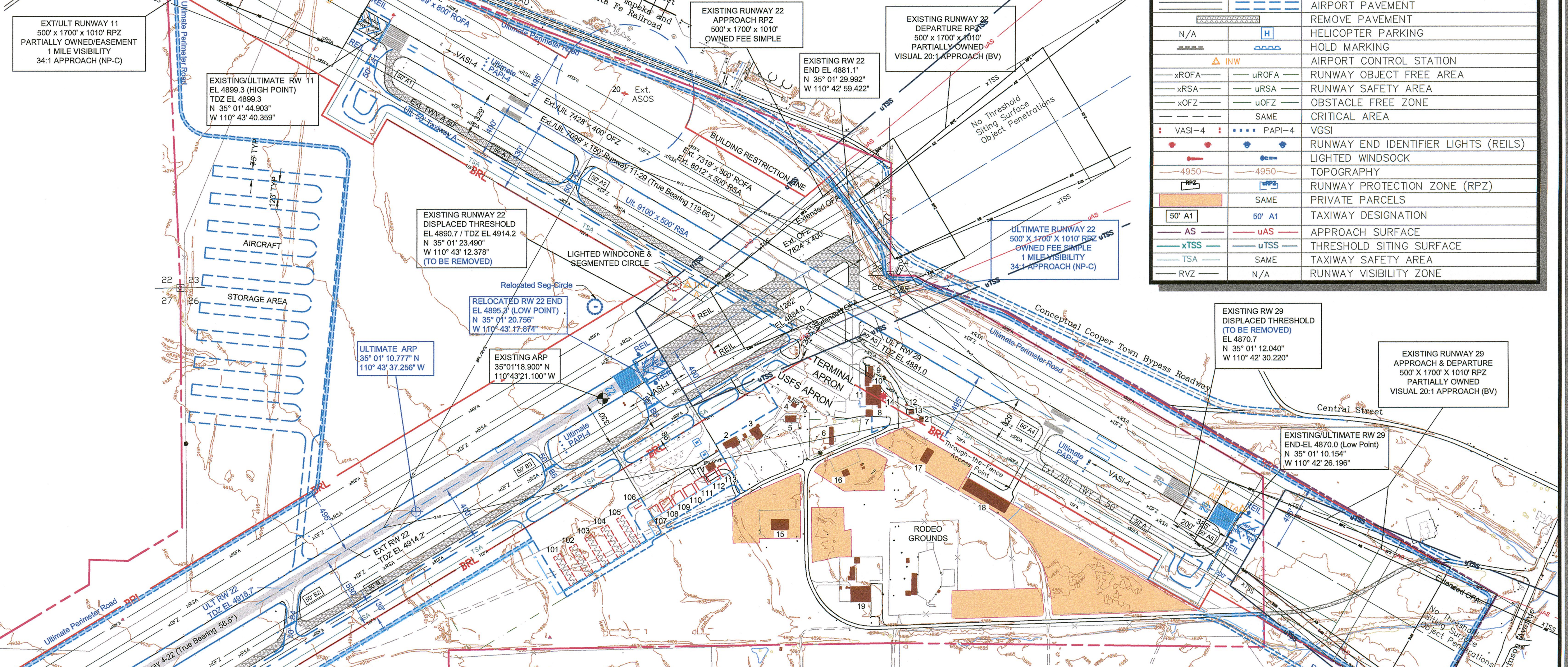


SURVEY CONTROL STATIONS			
ID	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
INW A	AC6845	35° 01' 27.020" N	110° 43' 13.786" W
INW AP STA A	AC6846	35° 01' 11.223" N	110° 42' 28.431" W
INW AP STA B	AC6847	35° 01' 47.926" N	110° 43' 43.769" W

INW A: SET IN ROCK OUTCROP;
INW AP STA A: SET IN TOP OF A 10" CONCRETE POST 2" BELOW GROUND;
INW AP STA B: SET IN TOP OF A 10" CONCRETE POST 3" BELOW GROUND.

RUNWAY COORDINATES (NAD 83)		
RUNWAY	LATITUDE	LONGITUDE
EXISTING RUNWAY 4 END	35° 00' 51.368" N	110° 44' 16.361" W
ULTIMATE RUNWAY 4 END	35° 00' 34.383" N	110° 44' 50.241" W
EXISTING RUNWAY 22 END	35° 01' 29.992" N	110° 42' 59.422" W
DISPLACED THRESHOLD 1262'	35° 01' 23.490" N	110° 43' 12.378" W
RELOCATED RUNWAY 22 END	35° 01' 20.796" N	110° 43' 17.874" W
EXISTING RUNWAY 11 END	35° 01' 44.903" N	110° 43' 40.350" W
EXISTING RUNWAY 29 END	35° 01' 10.154" N	110° 42' 28.196" W
EXISTING RUNWAY 29 DISPLACED THRESHOLD 385'	35° 01' 12.040" N	110° 42' 30.220" W

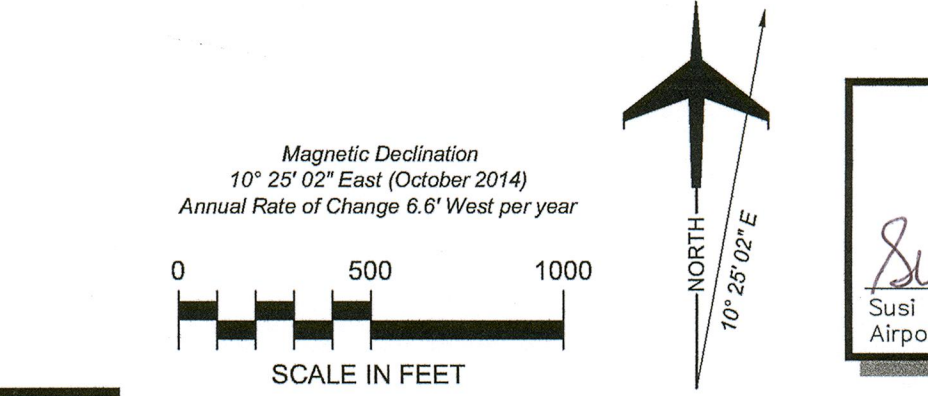
LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
---	---	EXTENDED OFA
---	---	SECTION CORNERS
---	---	AIRPORT REFERENCE POINT (ARP)
---	---	AIRPORT ROTATING BEACON
---	---	BUILDING RESTRICTION LINE
---	---	STRUCTURES ON AIRPORT
---	---	TAXIWAY OFA
---	---	FENCING
---	---	AIRPORT PAVEMENT
---	---	REMOVE PAVEMENT
---	---	HELICOPTER PARKING
---	---	HOLD MARKING
---	---	AIRPORT CONTROL STATION
---	---	RUNWAY OBJECT FREE AREA
---	---	RUNWAY SAFETY AREA
---	---	OBSTACLE FREE ZONE
---	---	CRITICAL AREA
---	---	VOSI
---	---	RUNWAY END IDENTIFIER LIGHTS (REILS)
---	---	LIGHTED WINDSOCK
---	---	TOPOGRAPHY
---	---	RUNWAY PROTECTION ZONE (RPZ)
---	---	PRIVATE PARCELS
---	---	TAXIWAY DESIGNATION
---	---	APPROACH SURFACE
---	---	THRESHOLD SITING SURFACE
---	---	TAXIWAY SAFETY AREA
---	---	RUNWAY VISIBILITY ZONE



DECLARED DISTANCES				
	Existing RW 4	Ultimate RW 4	Existing RW 11	Ultimate RW 11
TAKEOFF RUN AVAILABLE (TORA)	7499'	7499'	9000'	9000'
TAKEOFF DISTANCE AVAILABLE (TODA)	7499'	7499'	9000'	9000'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	7499'	7499'	9000'	9000'
LANDING DISTANCE AVAILABLE (LDA)	7499'	6237'	9000'	6714'

EXISTING AIRPORT BUILDING TABLE		
EXT	DESCRIPTION	TOP ELEV
1	STORAGE FACILITY	4908.1'
2	WINSLOW ANIMAL CARE FACILITY (Non-Aeronautical Revenue Source)	4903.4'
3	USFS FACILITY	4916.5'
4	USFS SLURRY STORAGE	4903.0'
5	GUARDIAN AIR	4905.3'
6	VACANT BUILDING	4896.7'
7	MAINTENANCE FACILITY (To Be Removed)	4897.1'
8	ELECTRICAL VAULT	*
9	TERMINAL	4896.7'
10	RESTAURANT	4896.7'
11	CONVENTIONAL HANGAR	4916.7'
12	SELF-SERVICE FUEL PUMPS	*
13	FUEL STORAGE	*
14	AIRPORT BEACON	4898.9'
15	PRIVATE STORAGE BUILDING	4908.1'
16	PRIVATE STORAGE BUILDING	4905.2'
17	PRIVATE STORAGE BUILDING	4896.0'
18	8-UNIT BOX HANGAR	4900.0'
19	SCHOOL	4908.8'
20	ASOS	4904.0'
21	VACANT STRUCTURE (To Be Removed)	*
*	NOT AVAILABLE	

PROPOSED AIRPORT BUILDING TABLE		
ULT	DESCRIPTION	TOP ELEV
101	T-HANGAR	21 AGL
102	T-HANGAR	21 AGL
103	T-HANGAR	21 AGL
104	T-HANGAR	21 AGL
105	T-HANGAR	21 AGL
106	WASH RACK	0' AGL
107	CONVENTIONAL HANGAR	21 AGL
108	CONVENTIONAL HANGAR	21 AGL
109	CONVENTIONAL HANGAR	21 AGL
110	CONVENTIONAL HANGAR	21 AGL
111	CONVENTIONAL HANGAR	21 AGL
112	CONVENTIONAL HANGAR	21 AGL
113	CONVENTIONAL HANGAR	21 AGL



EXISTING BUILDING ELEVATIONS OBTAINED AERIAL MAPPING COMPANY, INC., PHOENIX, ARIZONA.

ULTIMATE BUILDING ELEVATIONS ARE SHOWN AS ABOVE GROUND LEVEL (AGL) ELEVATIONS AND BASED UPON STANDARD HANGAR HEIGHTS. TOP ELEVATIONS FOR ULTIMATE STRUCTURES WILL BE CONTINGENT UPON A FINAL GRADING AND DRAINAGE PLAN.

FOR APPROVAL BY
City of Winslow

Susi Kaufman
Airport Manager

DATE: 1-20-15

FAA APPROVAL STAMP

Approved conditionally January 23, 2015
Subject to comments contained in our letter dated: 1-23-2015

FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By: M. J. W.
Manager/Assistant Manager - Phoenix/ADO

NON STANDARD TABLE			
NON STANDARD CONDITION	EFFECTED DESIGN STANDARD	STANDARD	ACTION
OFA & RSA Distance From Runway 4 End	Fence 251' from Runway End	1000'	Relocate/Property Acquisition
OFA & RSA Distance From Runway 22 End	Fence 70' from Runway End	1000'	Relocate Runway 22 End
OFA & RSA Distance From Runway 11 End	Fence 210' from Runway End	1000'	Relocate/Property Acquisition
OFA & RSA Distance From Runway 29 End	Fence 10' from Runway End	1000'	Relocate/Property Acquisition
QFZ Distance From Runway 29 End	Fence 129' from Runway End	200'	Relocate/Property Acquisition
Buildings and Terminal obstruct OFA *	Buildings inside OFA	Outside of OFA	Modification of Design Standard
Buildings and Terminal obstruct Runway to Taxiway Centerline Separation Standard (Runway 29) *	Runway to Taxiway ARC C-IV Separation Standard	400' Separation	329' Separation

WINSLOW-LINDBERGH REGIONAL AIRPORT

AIRPORT LAYOUT PLAN

Winslow, Arizona

PLANNED BY: Eric S. Pfeifer
DETAILED BY: Larry Johnson, Diana Hopkins
APPROVED BY: James M. Harris, P.E.

December 29, 2014 SHEET 2 OF 14

Coffman Associates
Airport Consultants
www.coffmanassociates.com

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