

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (ARP)		
ANTENNA		
BLUFF		
BUILDINGS		
BUILDING RESTRICTION LINE (BRL)		
FENCE		
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRAPHIC CONTOURS		
TREE (LARGE SINGLE)		
TREELINE		
VASI		
WIND CONE		
WIND CONE AND SEGMENTED CIRCLE		

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	NONE	
NATIONAL AIRPORT IDENTIFIER	929	
FAA SITE NUMBER	50447.*A	
AIRPORT ELEVATION NAVD88	484.0'	
AIRPORT REFERENCE CODE	A-1	
MEAN MAX. TEMPERATURE, HOTTEST MONTH	68°F, JULY	
AIRPORT AND TERMINAL NAVIGATION AIDS	NONE	
TAXIWAY LIGHTING/MARKING	N/A	
OBSTRUCTION SURVEY SOURCE & TYPE	NONE	
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	18°43'E / 2010	0°18'(W) / YEAR

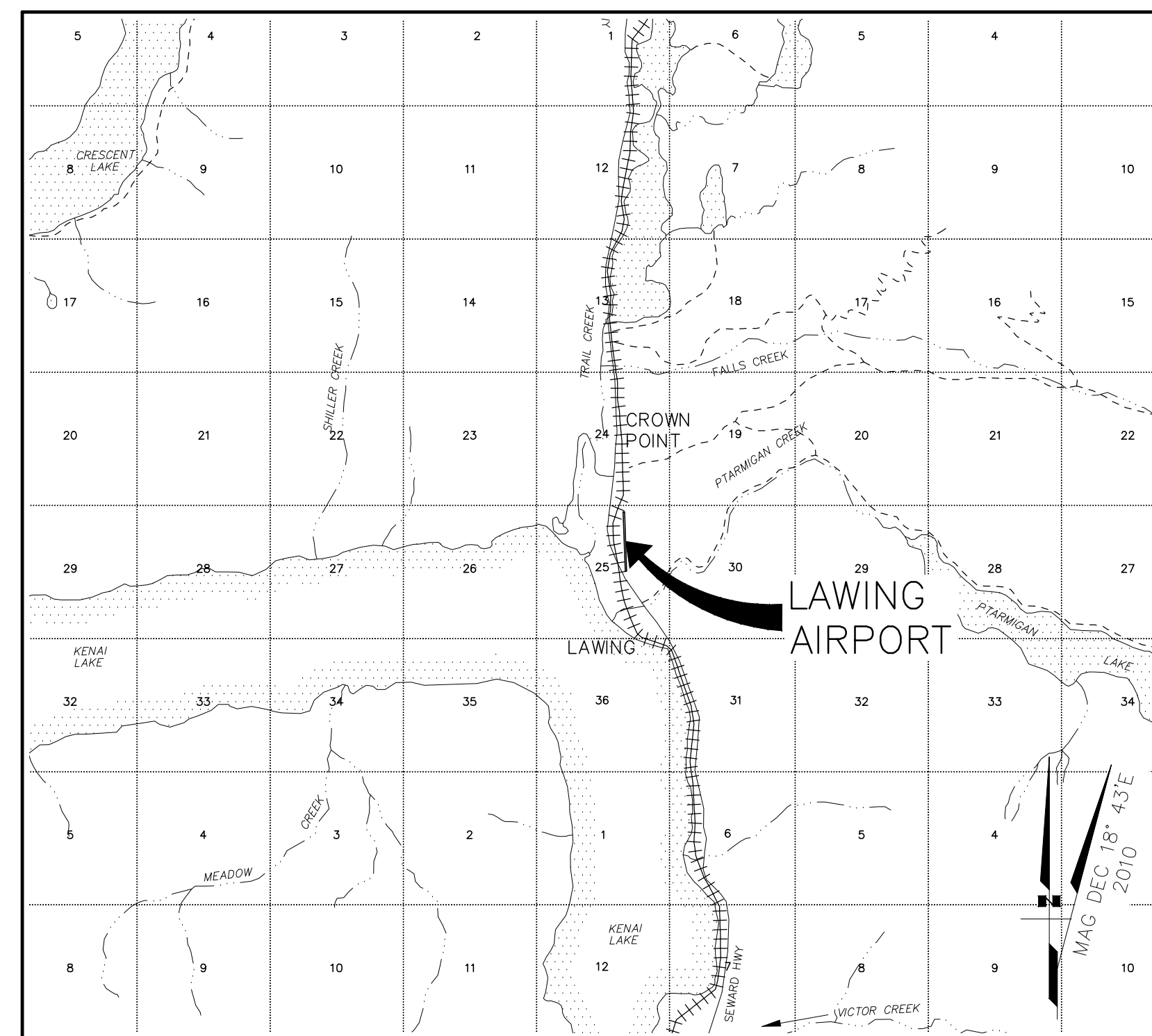
RUNWAY 16/34 DATA			
ITEM	EXISTING	NEAR-TERM	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY		
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V / V		
APPROACH SURFACES	20:1 / 20:1		
VISIBILITY MINIMUM	1 SM		
RUNWAY SURFACE	GRAVEL		
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs	N/A		
AIRCRAFT APPROACH CATEGORY	A		
AIRPLANE DESIGN GROUP	I		
MEAN GEODETIC BEARING	N2°22'12"W		
EFFECTIVE GRADE	0.59%		
TOUCHDOWN ELEVATION NAVD88 (ESTIMATED)	484.0' / 484.0'		
RUNWAY DIMENSIONS	60' x 2355'		
RUNWAY SAFETY AREA (RSA) DIMENSIONS	120' x 2530'		
LENGTH BEYOND R/W END	25' / 150'		
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	250' x 450' x 1000'		
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	250' x 2835'		
LENGTH BEYOND R/W END OR STOPWAY	240' / 240'		
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	250' x 2755'		
RUNWAY LIGHTING	NONE		
RUNWAY MARKING TYPE	NONE		
RUNWAY VISUAL APPROACH AIDS	NONE		

**NOTES**

- THE INFORMATION SHOWN HEREON IS BASED ON A FIELD SURVEY PERFORMED BY DOWL HKM ON JUNE 30, 2010.
- THE HORIZONTAL DATUM IS NAD83(CORS96) (EPOCH:2003.0000) AS DETERMINED BY STATIC GPS OBSERVATIONS USING LEICA DUAL FREQUENCY GPS RECEIVERS AND PROCESSED USING THE NGS OPUS UTILITY. CONTROL CORS STATIONS USED FOR THE POSITION SOLUTION WERE TSEA, POT5 AND CH15.
- THRESHOLD COORDINATES WERE DETERMINED USING A STATIC GPS NETWORK. THE TOPOGRAPHIC MAPPING IN THE AIRPORT VICINITY WAS DIGITIZED FROM U.S.G.S. QUAD SEWARD (B-7).
- RUNWAY NUMBERS CHANGED FROM 15/33 TO 16/34 DUE TO CHANGES IN MAGNETIC DECLINATION.

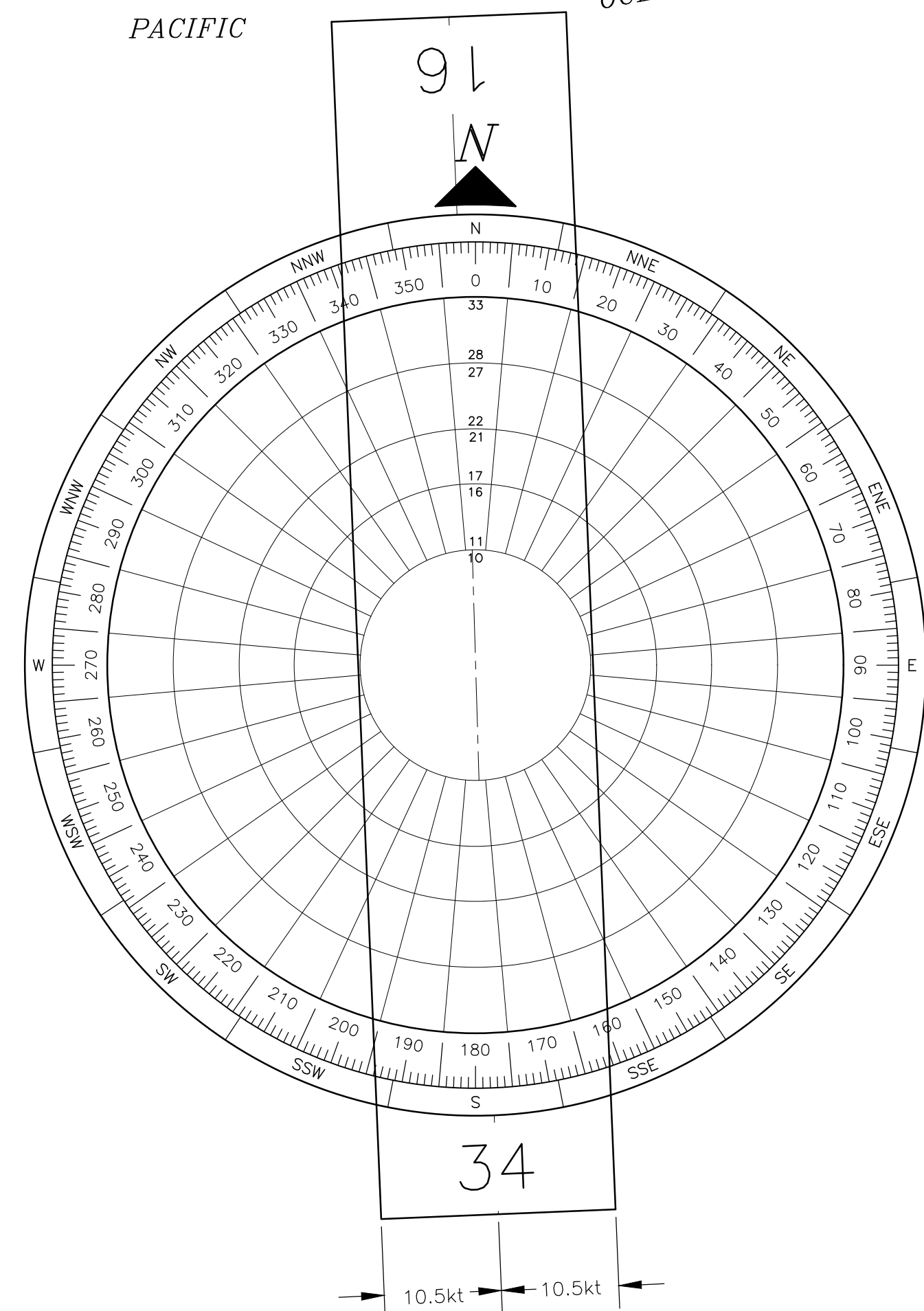
LW		11/2022	ALP UPDATE	DRAWING INDEX	
BY	DATE	REVISION		SHT #	TITLE
				1	DATA
				2	EXISTING LAYOUT
				3	AIRPORT AIRSPACE, 14 CFR, PART 77
APPROVED: PREVIOUSLY SIGNED ON 11/18/2011				STATE OF ALASKA	
RECOMMENDED: PREVIOUSLY SIGNED ON 11/18/2011				DEPARTMENT OF TRANSPORTATION	
K. KIM RICE, P.E. PRECONSTRUCTION ENGINEER				AND PUBLIC FACILITIES	
HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF				CENTRAL REGION	
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED ___/___/___				LAWING AIRPORT	
FAA AIRSPACE REVIEW NUMBER: _____				LAWING, ALASKA	
AIRPORT IS NOT OBLIGATED DATE: _____				AIRPORT LAYOUT PLAN	
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL- _____				DATA	
				DATE:	11/01/2011
				SHEET:	1
				OF	3

GEOGRAPHIC COORDINATES TABLE				
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	ULTIMATE LATITUDE	ULTIMATE LONGITUDE
ARP	60°24'43.00"N	149°22'10.00"W	60°24'43.00"N	149°22'10.00"W
THRESHOLD RW 16	60°24'31.20"N	149°22'08.66"W	60°24'31.20"N	149°22'08.66"W
THRESHOLD RW 34	60°24'54.37"N	149°22'10.60"W	60°24'54.37"N	149°22'10.60"W



**VICINITY MAP**

SEC. 25, T 4 N, R 1 W,  
 SEWARD MERIDIAN  
 U.S.G.S. SEWARD (B-7), ALASKA



NOTE: WIND DATA NOT AVAILABLE

WIND DATA TABLE				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
16/34				

SOURCE: NONE  
 PERIOD: NONE



Date Plotted: 11/17/2022, 12:51 PM  
 Layout Name: P77\_3  
 File Name: \\dotasoo.alaska.gov\shared\avi\w\Projects\Lawing Airport\ALP\Layouts\ALP\_Airport\_Layout\_Plan\ALP-LAWING - Standard\ALP-LAWING.dwg  
 Designed By: vgroeschel  
 Drawn By: lolublish-white  
 Checked By: bromson

### RUNWAY 16/34

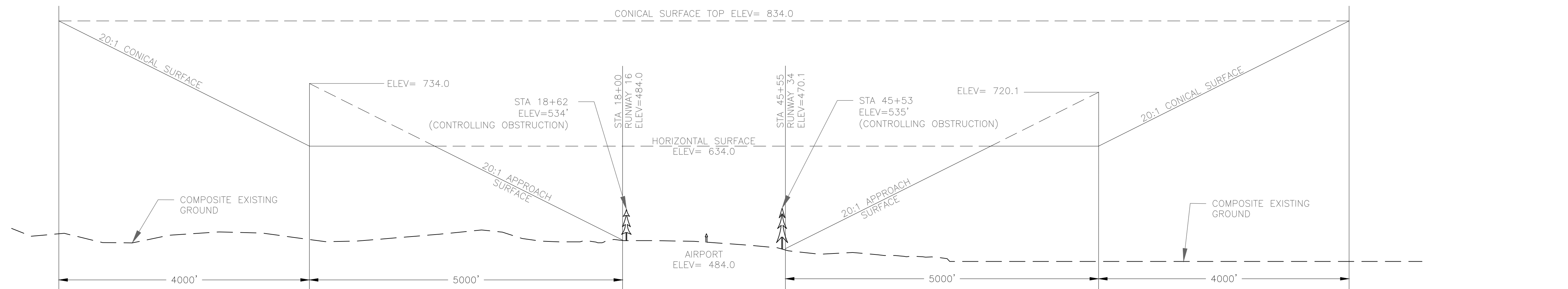
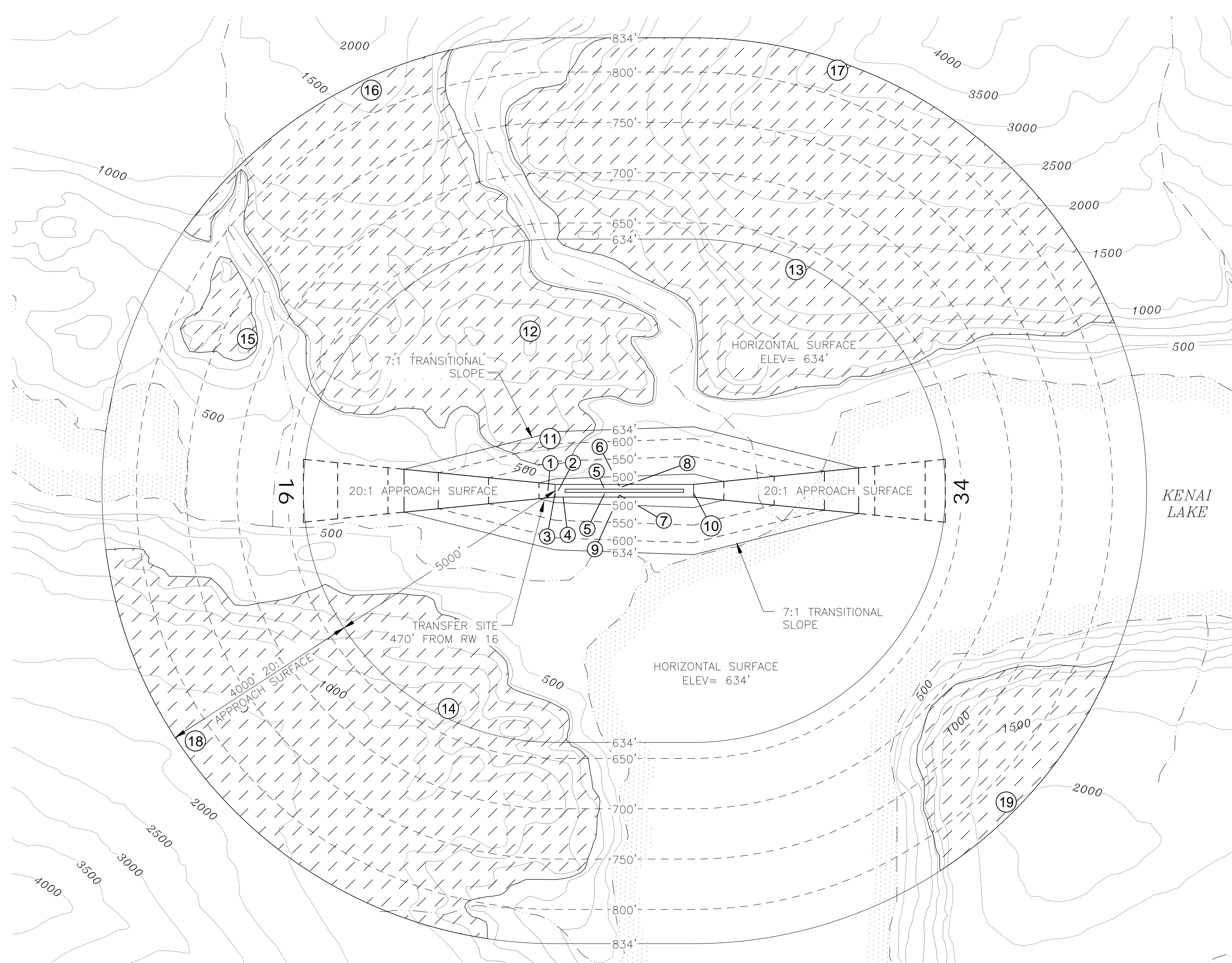
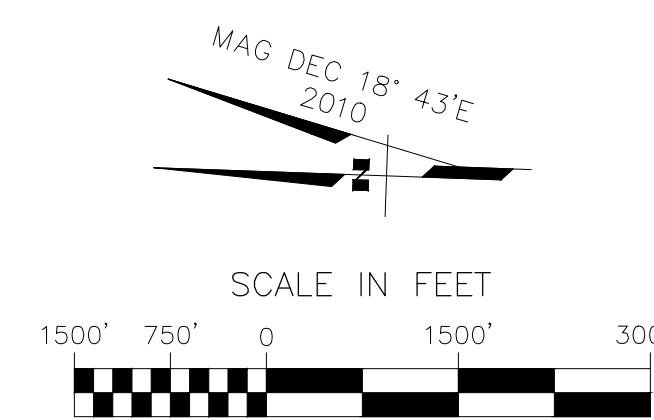
#### PART 77 SURFACE OBSTRUCTIONS TABLE

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	RAILROAD	16+59/0B	504	APPROACH	491	13	TO REMAIN	
2	TREES	18+62/0B	534	PRIMARY	484	50	REMOVE	FUTURE
3	RAILROAD	18+00 TO 19+61/48 R TO 125 R	504	PRIMARY	484	20	TO REMAIN	
4	RAILROAD	19+61/126 R	504	TRANSITIONAL	484	20	TO REMAIN	
5	BRUSH/TREES/GROUND	18+00 TO 44+00/60 R & L	470 TO 560	PRIMARY	470 TO 484	0 TO 90	REMOVE	FUTURE
6	TREES	30+80/130 L	549	TRANSITIONAL	480	69	REMOVE	FUTURE
7	TREES	30+90/130 R	549	TRANSITIONAL	480	69	REMOVE	FUTURE
8	SHED	31+29/75 L	489	PRIMARY	479	10	RELOCATE	FUTURE
9	WIND CONE	30+80/96 R	515	PRIMARY	479	36	RELOCATE	FUTURE
10	TREE	45+53/51 R	535	PRIMARY	470	65	REMOVE	FUTURE
11	TERRAIN	17+66/940 L	700	TRANSITIONAL	600	100	TO REMAIN	
12	TERRAIN	13+05/3170 L	900	HORIZONTAL	634	266	TO REMAIN	
13	TERRAIN	65+85/4390 L	1300	HORIZONTAL	634	666	TO REMAIN	
14	TERRAIN	-3+15/4330 R	1000	HORIZONTAL	634	366	TO REMAIN	
15	TERRAIN	-43+10/3020 L	800	CONICAL	770	30	TO REMAIN	
16	TERRAIN	-18+50/7960 L	1600	CONICAL	800	800	TO REMAIN	
17	TERRAIN	74+15/8355 L	3300	CONICAL	810	2490	TO REMAIN	
18	TERRAIN	-53+45/4970 R	1850	CONICAL	800	1050	TO REMAIN	
19	TERRAIN	107+65/6190 R	2000	CONICAL	834	1166	TO REMAIN	

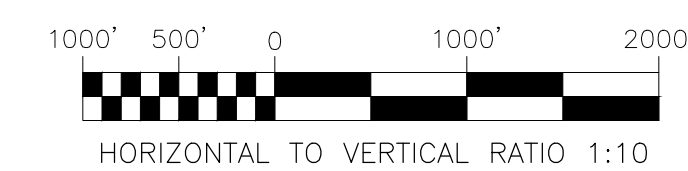
\* HIGHEST RECORDED FEATURE IN A LARGE AREA OF PART 77 PENETRATIONS.  
 NOTE: HIGHWAY AND RAILROAD MAY BE PENETRATIONS TO THE RUNWAY 34 APPROACH SURFACE, BUT THERE IS NO TOPOGRAPHIC DATA TO DETERMINE THIS.

#### NOTES

- AIRPORT ELEVATION IS 484.0'.
- PRIMARY SURFACE WIDTH IS 250'.
- TOPO CONTOURS ARE SHOWN IN FEET. BASEMAP DATA FROM USGS SEWARD (B-7).
- A RANGEFINDER WITH BUILT-IN INCLINOMETER WAS USED TO IDENTIFY OBSTRUCTIONS CLOSE TO THE RUNWAY IN THE PRIMARY AND TRANSITIONAL SURFACES.
- APPROACH SURFACES ARE 20:1, BEGINNING 200' BEYOND THE THRESHOLDS.
- THE RUNWAY 16 CONTROLLING OBSTRUCTION IS A GROUP OF TREES AT STATION 18+62, 0B. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 2:1, PER FAA AC 150-5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
- THE RUNWAY 16 APPROACH END SITING SURFACES DO NOT MEET ANY THRESHOLD SITING CRITERIA BECAUSE OF TREE PENETRATIONS AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1.
- THE RUNWAY 34 CONTROLLING OBSTRUCTION IS A TREE AT STATION 45+53, 51' RT OF RUNWAY CENTERLINE. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 3:1, PER FAA AC 150-5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
- THE RUNWAY 34 APPROACH END SITING SURFACES DO NOT MEET ANY THRESHOLD SITING CRITERIA BECAUSE OF TREE PENETRATIONS AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1.
- THERE ARE NO KNOWN ORDINANCES SPECIFYING HEIGHT RESTRICTIONS.
- THE WASTE TRANSFER SITE IS LOCATED 470' FROM RUNWAY 16. THERE IS NO SEWAGE DISPOSAL SITE OR WASTEWATER LAGOON NEAR LAWING AIRPORT.



RUNWAY PROFILE



LW	11/2022	ALP UPDATE
BY	DATE	REVISION
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		
LAWING AIRPORT LAWING, ALASKA AIRPORT LAYOUT PLAN		DATE: 11/01/2011 SHEET: 3 OF 3
AIRPORT AIRSPACE 14 CFR, PART 77		