

SYMBOL	DESCRIPTION
	AIRPORT PROPERTY LINE
	AIRPORT REFERENCE POINT
	AIRPORT ROTATING BEACON
	RADIO CONTROLLER
	AVIGATION EASEMENT
	EXISTING STRUCTURE
	PLANNED STRUCTURE
	POWER
	DRAINAGE
	FENCING
	RUNWAY THRESHOLD LIGHTS
	SECTION CORNER
	SEGMENTED CIRCLE / WIND INDICATOR
	WIND INDICATOR (LIGHTED)
	WIND INDICATOR (UNLIGHTED)
	TOPOGRAPHIC LINE
	RUNWAY LIGHTS
	TAXIWAY LIGHTS / REFLECTORS
	STRUCTURE IDENTIFICATION
	SURVEY MONUMENTS
	PAPI
	BUILDING RESTRICTION LINE (15')
	RUNWAY PROTECTION ZONE
	RUNWAY SAFETY AREA
	RUNWAY OBJECT FREE AREA
	TAXIWAY SAFETY AREA
	TAXIWAY OBJECT FREE AREA
	AREAS PAST RUNWAY ENDS WHERE RSA & ROFA DO NOT CONFORM TO FAA STANDARD

NOTE: NOT ALL SYMBOLS ARE USED ON THIS PARTICULAR DRAWING

GENERAL	FAA REC. STD.		EXISTING		ULTIMATE	
APPROACH CATEGORY/DESIGN GROUP	Visual / A-1 (SMALL)		Visual / A-1 (SMALL)		Visual / A-1 (SMALL)	
RUNWAY LENGTH/WIDTH	3,450' X 60' 100% OF FLEET		2,425' X 40'		2,425' X 40'	
RUNWAY LIGHTING	MIRL		MIRL		MIRL	
RUNWAY MARKING	BASIC - VISUAL		BASIC - VISUAL		BASIC - VISUAL	
PAVEMENT MATERIAL	ASPHALT		ASPHALT		ASPHALT	
PAVEMENT DESIGN STRENGTH	N/A		UNKNOWN		UNKNOWN	
RSA ROFA AND ROFZ BY RUNWAY END						
	FAA REC. STD. (L X W)		EXISTING (L X W)		ULTIMATE (L X W)	
DESIGN ITEM	7	25	7	25	7	25
RUNWAY SAFETY AREA	240' X 120'	240' X 120'	0' X 120'	185' X 120'	0' X 120'	185' X 120'
RUNWAY OBJECT FREE AREA	240' X 250'	240' X 250'	0' X 164'	69' X 164'	0' X 164'	69' X 164'
RUNWAY OBSTACLE FREE ZONE	200' X 250'	200' X 250'	0' X 164'	69' X 164'	0' X 164'	69' X 164'
TAXIWAY			A		A	
TAXIWAY WIDTH	25'		20'		20'	
TAXIWAY LIGHTING			PARTIAL - REFLECTORS		REFLECTORS	
PER RUNWAY END	7	25	7	25	7	25
APPROACH SURFACE SLOPE	20:1	20:1	6:1	3:1	20:1	20:1
VISUAL AIDS			PAPI	PAPI	PAPI	PAPI

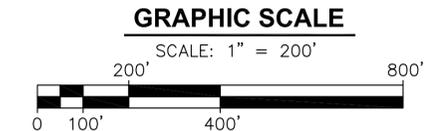
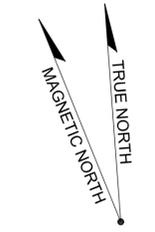
ELEMENT	RUNWAY 7		RUNWAY 25	
	EXISTING	ULTIMATE*	EXISTING	ULTIMATE*
TAKE OFF RUN AVAILABLE	0	1,991'	0	2,283'
TAKE OFF DISTANCE AVAILABLE	0	1,991'	0	2,283'
ACCELERATE-STOP DISTANCE**	0	1,991'	0	2,283'
LANDING DISTANCE AVAILABLE	0	2,093'	0	1,751'

* IF APPROVED BY THE FEDERAL AVIATION ADMINISTRATION
 ** ASDA NOT APPLICABLE TO PISTON-ENGINE AIRCRAFT

NOTES:
 The declared distances process is intended by the Federal Aviation Administration to be an alternative design method at constrained airports where it is impractical to provide for standard runway safety areas.
 Declared distance calculations are comprised of: 1) takeoff run available (TORA), 2) takeoff distance available (TODA), 3) accelerate-stop distance (ASDA), applicable at airports used by turboprop and turbofan/turbojet aircraft, 4) landing distance available (LDA).
 In calculating landing distances available (LDA), the available runway (or clear area at the runway end) was reduced by 240 feet. (250' from road at runway 25 end).
 The existing thresholds have been used for the start of LDA and end of TODA.
 On runway 07, the threshold has been set by use of the FAA standard in AC 150/5300-13, Appendix 2. For runway 25, the threshold is set by application of Part 77 approach and primary surfaces. Thus, the TODA for runway 25 extends to the beginning of the 20:1 threshold location plane. For runway 07 departures there is an additional 200 feet beyond the TODA before the start of the 20:1 approach surface.
 If the runway 07 threshold were set by use of approach and primary surfaces, rather than the threshold location plane, the result would be a 200-foot reduction of the runway 25 TODA and the runway 07 LDA.
 Several objects that are unlikely to be moved and that cannot be lowered penetrate the runway 25 FAR Part 77 approach surface, the runway 07 threshold location plane and the primary surface along the sides of the runway. Whether the FAA would agree to publish declared distances at Lynden Municipal Airport is unknown at this time.
 For this airport and with these assumptions, TORA equals TODA. ASDA is the same length as TORA/TODA but is not applicable as the accelerate-stop concept is not used by piston-engine aircraft.
 FAA has advised that they do not publish declared distances unless standard visual cues are available to advise pilots of the end of the LDA/beginning of safety area. This includes runway distance-to-go signs and appropriate edge lighting. Absent that data, the runway length and the displaced threshold lengths will be published as they currently exist.

NUMBER	USE	SIZE	OWNERSHIP
1	AIRCRAFT HANGAR	165'X65' 10,725 SF	PRIVATE
2	AIRCRAFT HANGAR	200'X45' 9,000 SF	PRIVATE
3	HANGAR/PILOT LOUNGE/HANGAR-LEASED	120'X50' 6,000 SF	PRIVATE

	EXISTING	ULTIMATE
AIRPORT IDENTIFICATION	38W	
FAA SITE IDENTIFICATION	26275.A	
OWNER	CITY OF LYNDEN	
AIRPORT ACREAGE	12.23	
AIRPORT ELEVATION ARP	106'	
ARP LATITUDE	N 48° 57' 21.226"	N 48° 57' 21.226"
ARP LONGITUDE	W 122° 27' 29.226"	W 122° 27' 29.226"
RUNWAY 7 END ELEVATION	106'	106'
RUNWAY 7 END LATITUDE	N 48° 57' 21.6589"	N 48° 57' 21.6589"
RUNWAY 7 END LONGITUDE	W 122° 27' 47.3817"	W 122° 27' 47.3817"
RUNWAY 25 END ELEVATION	105'	105'
RUNWAY 25 END LATITUDE	N 48° 57' 20.7915"	N 48° 57' 20.7915"
RUNWAY 25 END LONGITUDE	W 122° 27' 11.0698"	W 122° 27' 11.0698"
AIRPORT ELECTRONIC AIDS	NONE	
AIRPORT REFERENCE CODE	A-1 (SMALL)	A-1 (SMALL)
DESIGN AIRCRAFT	PIPER SENECA	PIPER SENECA
NPIAS CATEGORY	NONE	
MEAN/MAX TEMP. HOTTEST MONTH	75.6 DEG. (AUGUST)	



APPROVED BY	DATE
CITY OF LYNDEN	
WASHINGTON STATE DEPT. OF TRANSPORTATION, AVIATION DIV.	
PROJECT MGR.	DK
DESIGNED	DK
DRAWN	SW
CHECKED	DK
DATE	SEPT 2008

AIRSIDE
 765 Wonn Road, Suite C-204 Greenbank, WA 98253
 PROJECT: LYNDEN MUNICIPAL AIRPORT
 SHEET TITLE: AIRPORT LAYOUT PLAN
 DATE: SEPT 2008
 SHEET NO. C1.1B