

GENERAL NOTES

1. OBSTRUCTIONS, CLEARANCES, AND LOCATIONS ARE CALCULATED FROM ULTIMATE RUNWAY END LOCATIONS, ELEVATIONS AND FAR PART 77 SURFACES. THE RELATIONSHIP BETWEEN THE ULTIMATE IMAGINARY SURFACES AND DIGITAL TERRAIN MODEL IS BASED SOLELY ON WSDOT PUBLISHED POSITIONS/ELEVATIONS THAT HAVE NOT BEEN INDEPENDENTLY VERIFIED BY ON-THE-GROUND SURVEY TECHNIQUES.
2. EXISTING TERRAIN ELEVATIONS WERE ESTABLISHED FROM THE U.S. GEOLOGICAL SURVEY (USGS) 1/3 ARCSECOND (APPROX. 10M RESOLUTION) NATIONAL ELEVATION DATASET (NED) OBTAINED FROM THE USGS SEAMLESS DATA DISTRIBUTION SYSTEM. NATIVE NED HORIZONTAL DATUM IS NAD83 IN GEOGRAPHIC UNITS AND VERTICAL DATUM IN NAVD88 IN METERS.
3. ACCURACY OF USGS NED DATA IS PLUS OR MINUS 7 METERS (23 FEET) AND REPRESENTS BARE EARTH ONLY. TERRAIN ELEVATIONS SHOWN HEREIN ARE BASED SOLELY ON NED DATA AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY ON-THE-GROUND SURVEY TECHNIQUES.
4. MAN MADE AND NATURAL OBSTRUCTIONS SUCH AS TREES, BUILDINGS, UTILITY POLES AND TOWERS MAY PENETRATE ULTIMATE FAR PART 77 IMAGINARY SURFACES. MORE PRECISE TOPOGRAPHIC SURVEY INFORMATION AND/OR VISUAL INSPECTION MAY BE REQUIRED.

VERTICAL DATUM

THE DATUM FOR THIS PROJECT IS NAVD88.

ULTIMATE PART 77 OBSTRUCTION TABLE

OBJECT DESCRIPTION	OBJECT ELEVATION	OBSTRUCTED PART 77 SURFACE	SURFACE ELEVATION	OBJECT PENETRATION	PROPOSED OBJECT DISPOSITION
1 STRUCTURES	125'	PRIMARY	106'	19'	NO ACTION
2 STRUCTURES	125'	TRANSITIONAL	110'	15'	NO ACTION
3 STRUCTURES	125'	PRIMARY	106'	19'	NO ACTION
4 STRUCTURES	125'	TRANSITIONAL	110'	15'	NO ACTION
5 FENCE	110'	PRIMARY	106'	4'	REMOVE
6 POLE	136'	PRIMARY	106'	30'	REMOVE / RELOCATE
7 TREES	165'	PRIMARY	105'	60'	REMOVE
8 TREES	170'	APPROACH	135'	35'	REDUCE IN HEIGHT*
9 POPLAR TREES	136'	PRIMARY	106'	36'	REMOVE

ALL ELEVATIONS ARE IN MEAN SEA LEVEL

NOTE:

REFER TO DRAWING C1.5 FOR OBSTRUCTIONS RELATIVE TO APPROACH SURFACES

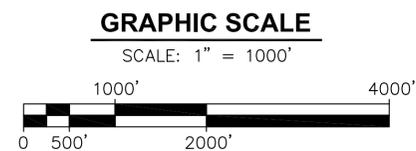
* REFER TO DRAWING C1.5 ULTIMATE APPROACH / DEPARTURE OBSTRUCTION TABLE

THE TERM "STRUCTURES" IN SOME CASES MEANS GROUPS OF STRUCTURES ON THE SAME PROPERTY

OBSTRUCTION LIGHTS MAY BE APPROPRIATE TO INSTALL ON STRUCTURES

OBSTRUCTION LEGEND

①	OBSTRUCTION ITEM
	TOPOGRAPHIC OBSTRUCTION



CONVERSION PARAMETERS:
 TO CONVERT FROM THE GROUND COORDINATE SYSTEM TO NAD83 STATE PLANE WASHINGTON NORTH ZONE PERFORM THE FOLLOWING:
 1. SCALE ABOUT 75,871.443N, 54,028.097E BY 0.99988296.
 2. ADD 500,000N, 2,300,000E TO THE RESULTING COORDINATES
 TO CONVERT FROM NAD83 STATE PLANE WASHINGTON NORTH ZONE TO THE GROUND COORDINATE SYSTEM PERFORM THE FOLLOWING:
 1. SCALE ABOUT 575,871.443N, 2,354,028.097E BY 1.00011705.
 2. SUBTRACT 500,000N, 2,300,000E FROM THE RESULTING COORDINATES.

MAGNETIC NORTH
 TRUE NORTH

MAGNETIC DECLINATION
 17° 47' EAST
 ANNUAL RATE OF CHANGE
 0° 11' WEST (AUGUST 2008)

PROJECT MGR.	DK
DESIGNED	DK
DRAWN	SW
CHECKED	DK
DATE	SEPT 2008

DATE	REVISION	BY

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PROJECT: LYNDEN MUNICIPAL AIRPORT
 SHEET TITLE: ULTIMATE AIRSPACE PLAN (FAR PART 77)

DATE: SEPT 2008
 SHEET NO: C1.3