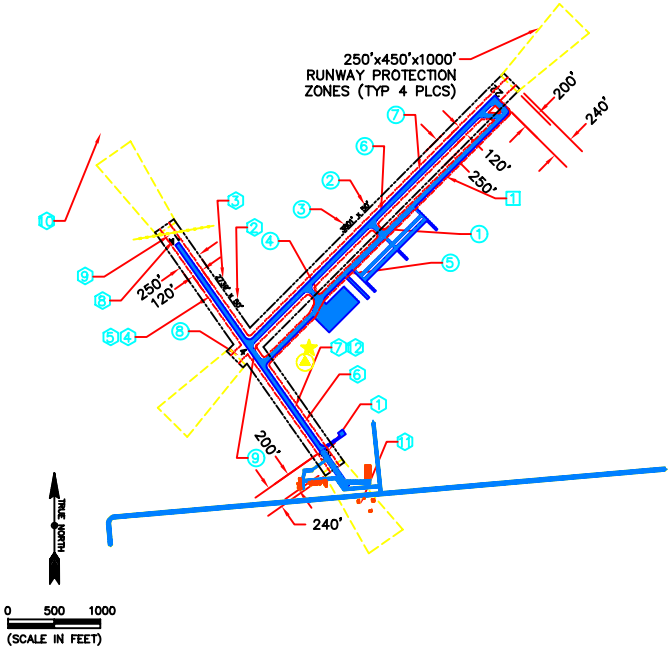
Laurel Airport

Standards Review
Nonstandard Conditions & Notes

RUNWAY: 4/22
ARC: B-I (SMALL)
APPROACH CATEGORY: 1 MI. CIRCLING; 1 MI. STRAIGHT IN ON RW 22; GPS RW 22

RUNWAY: 14/32
ARC: B-I (SMALL)
APPROACH CATEGORY: VISUAL



Runway 4 /22

1. HOLD LINES RANGE FROM 112'–115' FROM CENTERLINE, SHOULD BE 125'.
2. 50' WIDE RUNWAY SHOULD BE 60'.
3. RUNWAY LENGTH RECOMMENDED TO MEET 100% OF SMALL AIRCRAFT NEEDS (5,170 FT).
4. NONFRANGIBLE SIGN IN OFA.
5. T-HANGAR DOOR RAIL PENETRATES TRANSITIONAL SURFACE.
6. HUMP AT MIDPOINT OF RUNWAY MAY BE A SIGHT DISTANCE PROBLEM.
7. PAVEMENT EDGE IS FLUSH.
8. TERRAIN IN RSA HIGHER THAN RUNWAY.
9. THRESHOLD LIGHTS OUTBOARD FROM PAVEMENT ARE 15' FROM RUNWAY END.

Runway 14 / 32

1. MONTANA AIRPORT DIRECTORY & ALP SHOULD BE MODIFIED TO REFLECT A 14/32 ORIENTATION.
2. 50' WIDE RUNWAY SHOULD BE 60'.
3. RUNWAY LENGTH RECOMMENDED TO MEET 100% OF SMALL AIRCRAFT NEEDS (5,170 FT). RUNWAY LENGTH RECOMMENDED AS A CROSS-WIND RUNWAY (80% OF PRIMARY – 4,140 FT).
4. RSA ON BOTH SIDES NOT MET ALL ALONG RUNWAY.
5. TERRAIN IN PRIMARY SURFACE ALL ALONG & ON BOTH SIDES OF RUNWAY.
6. RUNWAY GRADE 2.42% EXCEEDS MAXIMUM OF 2.0%.
7. PAVEMENT EDGE IS FLUSH.
8. RISING TERRAIN IN RSA & IN PRIMARY SURFACE.
9. FENCE IN OFA.
10. BLUFF APPROXIMATELY 20:1.
11. TREES PENETRATE APPROACH SLOPE.
12. NO RUNWAY LIGHTING.

Taxiways & Aprons

1. PAVEMENT EDGE IS FLUSH.

SAFETY AREAS (RSA) (TSA)
OBJECT FREE AREAS (OFA)
RUNWAY PROTECTION ZONE (RPZ)
PAVEMENT
FENCE
ROAD
BEACON
SEGMENTED CIRCLE & WIND CONE
WIND CONE

PREPARED FOR:
LAUREL, MONTANA
DATE
APRIL 1, 1996
PREPARED BY: