



OBSTACLE LIMITATION SURFACES DATA		
RUNWAY CLASSIFICATION CODE		
RUNWAY DIRECTION	APPROACH	TAKE-OFF
RWY 04L	NON-INSTRUMENT CODE 2	CODE 2
RWY 22R	NON-INSTRUMENT CODE 2	CODE 2
RWY 04R	NON-INSTRUMENT CODE 2	CODE 2
RWY 22L	NON-INSTRUMENT CODE 2	CODE 2
RWY 10L	INSTRUMENT NON-PRECISION CODE 3	CODE 3
RWY 28R	INSTRUMENT NON-PRECISION CODE 3	CODE 3
RWY 10R	INSTRUMENT NON-PRECISION CODE 2	CODE 2
RWY 28L	INSTRUMENT NON-PRECISION CODE 2	CODE 2

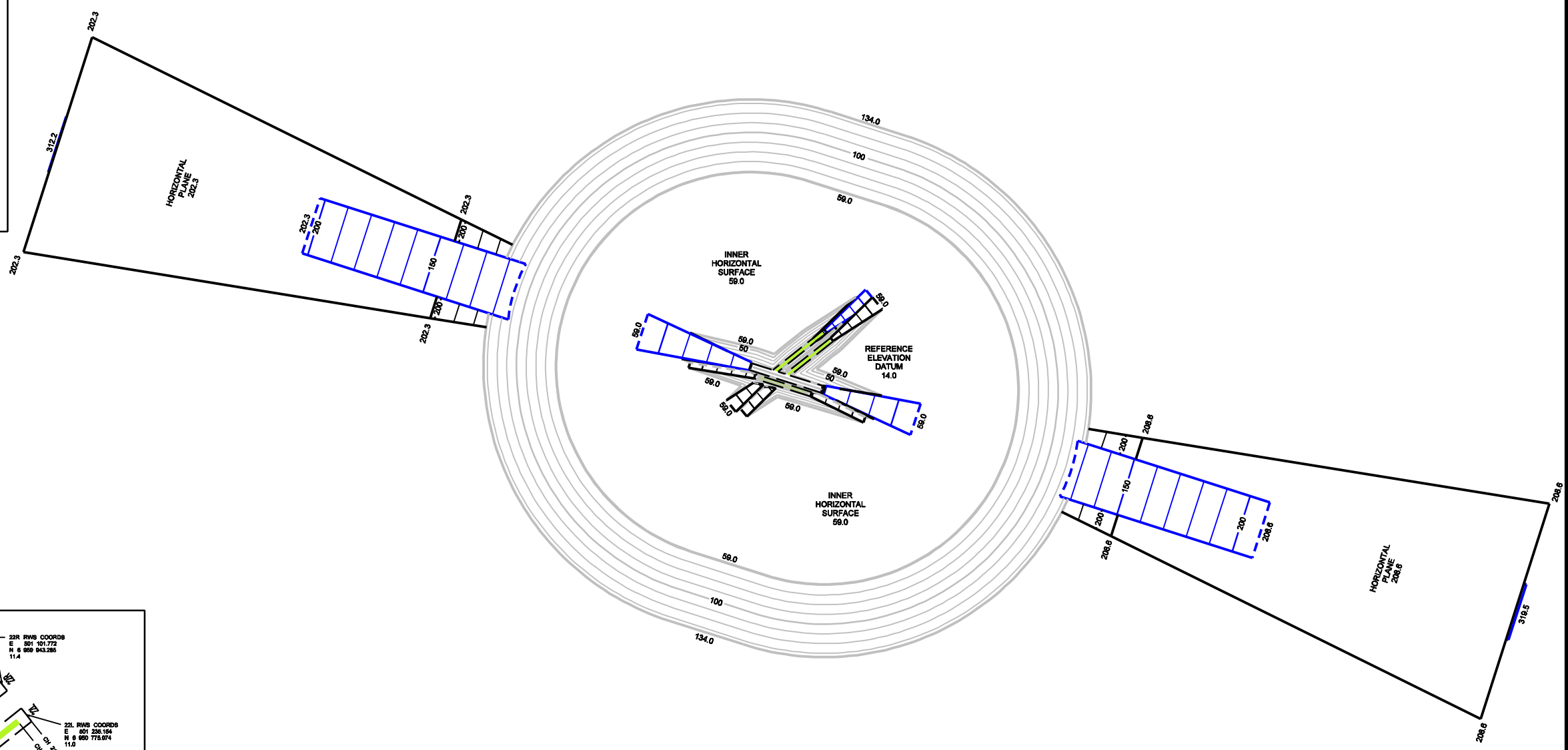
APPROACH SURFACES										
DIRECTION	ELEVATION AT INNER EDGE	LENGTH OF INNER EDGE	CHANGAGE AT INNER EDGE	DIVERGENCE EACH SIDE	FIRST SECTION LENGTH	SLOPE	SECOND SECTION LENGTH	SLOPE	HORIZONTAL SECTION LENGTH	OVERALL LENGTH
RWY 04L	14.4	80	940	10%	2500	4%				
RWY 22R	10.3	80	2016	10%	2500	4%				
RWY 04R	13.4	80	940	10%	2500	4%				
RWY 22L	11.2	80	2160	10%	2500	4%				
RWY 10L	12.3	100	850	15%	3000	3.33%	3800	2.5%	8400	15000
RWY 28R	18.8	100	2480	15%	3000	3.33%	3800	2.5%	8400	15000
RWY 10R	13.8	90	940	15%	2500	3.33%				
RWY 28L	18.9	90	2160	15%	2500	3.33%				

TAKE-OFF CLIMB SURFACES							
RUNWAY	ELEVATION AT INNER EDGE	LENGTH OF INNER EDGE	CHANGAGE AT INNER EDGE	DIVERGENCE EACH SIDE	SLOPE	FINAL WIDTH	OVERALL LENGTH
RWY 04L	11.8	80	2300	10%	4%	880	2800
RWY 22R	14.7	80	940	10%	4%	880	2800
RWY 04R	11.2	80	2160	10%	4%	880	2800
RWY 22L	14.8	80	940	10%	4%	880	2800
RWY 10L	19.5	100	2540	12.8%	2%	1200	10000
RWY 28R	12.2	100	940	12.8%	2%	1200	10000
RWY 10R	19.8	80	2160	10%	4%	880	2800
RWY 28L	13.8	80	940	10%	4%	880	2800

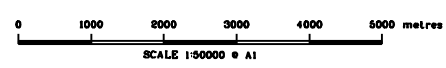
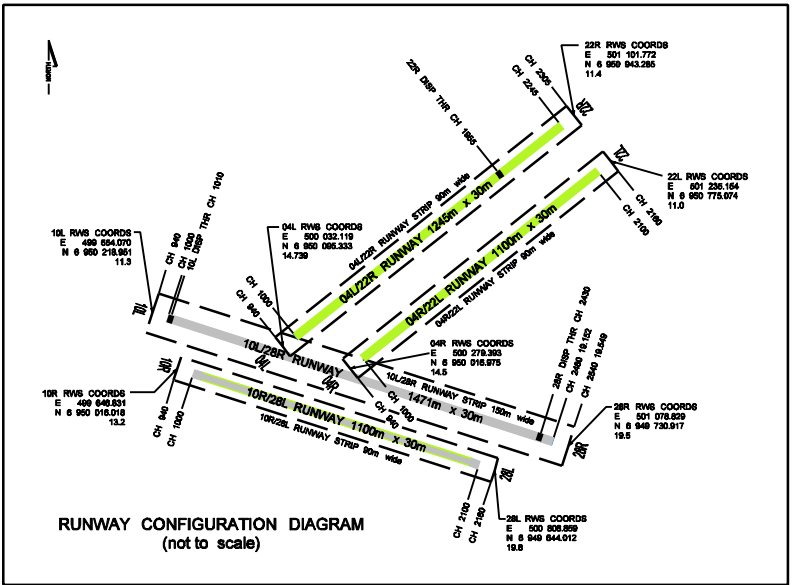
TRANSITIONAL SURFACES	
RUNWAY	SLOPE
10L/28R	1 in 7
10R/28L	1 in 5
04L/22R	1 in 5
04R/22L	1 in 5

APPROX		INNER HORIZONTAL SURFACE		CONICAL SURFACE		
ARP ELEVATION	RED	RADIUS	ELEVATION	LOWER ELEVATION	SLOPE	UPPER ELEVATION
19.0	14.0	4000	59.0	58.0	0%	134.0

BASE INFORMATION TO BE ADDED



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ISSUE	DATE	DES/DRN	DESCRIPTION	CHK/APP
2	4/06/06	SNL	RWY 04L/22R TO NON-INSTRUMENT CODE 2	MJT
1	25/03/06	SNL	ORIGINAL ISSUE	MJT
			AMENDMENTS	



**ARCHERFIELD AIRPORT**  
EXISTING  
OBSTACLE LIMITATION SURFACES

Drawing No. BAFASP10080152\_1(2)

Revision No. 2