

GUND (Geoid Undulation) =
The height of the Geoid (MSL) above the
Reference Ellipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD

109
(83)

SOY 110.90°

581332.35N 0061958.72W

Rwy 18 Thr Elev 16
581327.77N 0061957.85W
(GUND Elevation 184)
(Highest Elev in TDZ)

SAY 431

581255.72N 0061944.69W

STORNOWAY

STW & SOY

110.90°

(Ch 46X)

581254.56N 0061944.77W

28°

APAPI (4°)

MEHT 25

Rwy 06 Thr Elev 26

581242.81N 0062012.82W

(GUND Elevation 184)

Highest Elev in TDZ 15

581222.90N 0061945.53W

(GUND Elevation 184)

Rwy 36 Thr Elev 15

581220.65N 0061945.10W

(GUND Elevation 184)

STW 110.90°

581213.22N 0061943.69W

Mobile Obstacle
Vehicles 44 (18)

100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

| COM | | |
|-----------|---|-----------------|
| ATIS | 115.100 (VOR STN) | STORNOWAY INFO |
| AFIS | 119.480 | STORNOWAY INFO |
| TWR | 119.480 | STORNOWAY TOWER |
| | 121.600 | STORNOWAY FIRE |
| LIGHTING | | |
| APCH 18 | HI 150 m C/L with 1 bar. | |
| APCH 36 | HI 750 m C/L with 4 bars. | |
| RWY 18/36 | HI edge. End lights red. | |
| RWY 06/24 | LI portable electric. Minimum 30 mins PNR. | |
| TWY | Blue edge Apron/Alpha/Bravo and Charlie taxiways. Stopbars and runway guard lights at holds A1, B1, C1 and F1. | |

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
|-------------------|-----------------|------------------|------------|
| RWY 06/24 | Asphalt | 9/F/B/Y/U | - |
| RWY 18/36 | Grooved Asphalt | 47/F/A/W/T | - |
| Main Apron | Brick | 32/F/B/X/T | 22 ft amsl |
| Lower Apron | Concrete | 6/R/B/X/T | - |
| Taxiway A | Asphalt | 15/F/A/X/T | - |
| Taxiway B | Asphalt | 9/F/B/Y/U | - |
| Taxiway C | Concrete | - | - |
| Taxiway Apron | Concrete | - | - |

Broad Bay

VAR 2.9°W - 2022

Annual Rate
of Change 0.24°E

Rwy 24 Thr Elev 21
581259.02N 0061919.88W
(GUND Elevation 184)

Hot Spot

HS1

Pilots and vehicles are to
maintain a good lookout
at all times.

126
(100)

78
(52)