

The figure consists of three circular wind rose diagrams, each representing wind frequency data for Fort Dodge, KS. Each diagram has a central circle labeled '0.00' and concentric rings representing frequency percentages. The outermost ring is labeled from 0 to 100 in increments of 10. The diagrams are oriented with North at the top.

- Left Diagram: ALL WEATHER CONDITIONS**
 WEATHER STATION FORT DODGE, KS
 1966 - 1983
 This diagram shows the most frequent winds coming from the West-Northwest (WNW) and West (W) sectors, with frequencies reaching up to 10%.
- Middle Diagram: PFR CONDITIONS-VISIBILITY < 3 MILES**
 WEATHER STATION FORT DODGE, KS
 1966 - 1983
 This diagram shows a similar pattern to the all-weather conditions, with the highest frequencies also occurring from the West-Northwest and West sectors.
- Right Diagram: CLOSED CONDITIONS**
 WEATHER STATION FORT DODGE, KS
 1966 - 1983
 This diagram shows a more uniform distribution of wind frequencies across all directions, with most sectors showing frequencies between 2% and 5%.

ULTIMATE RUNWAY PROTECTION ZONE 500x700x1000 20:1 SLOPE

ULTIMATE RUNWAY END ELEV = 1216.0 (HIGH POINT)

ROAD (E. 1215.1)

ROAD (E. 1219.2)

ROAD (E. 1218.3)

MAGNETIC VARIANCE RD'S 1 E (2005) AIRCRAFT CHANGE 2/7/0

NOTE: HORIZONTAL CONTROL MARKS VERTICAL CONTROL MARKS

AIRPORT DATA TABLE			
AIRPORT DATA		EXISTING	ULTIMATE
AIRPORT ELEVATION (FATH)		120.00	120.00
AIRPORT REFERENCE POINT (NAD83)			
LATITUDE		42°22'18.00"N	42°22'18.00"N
LONGITUDE		87°32'08.00"W	87°32'08.00"W
MEAN SEA-TYPE TEMPERATURE OF THE HOTTEST MONTH		69.7	69.7
AIRPORT TERMINAL AREA (ACRES)		NONE	INDICATING DESIGN
PASSENGER VARIATION		N/A	N/A
RATE OF PASSENGER VARIATION		N/A	N/A
AIRPORT SERVICE LEVEL		GENERAL AVIATION	GENERAL AVIATION
STATE SERVICE LEVEL		BASIC SERVICE	BASIC SERVICE
AIRPORT REFERENCE CODE		A1	B1
TAXIWAY LIGHTING		NONE	INTL
		NONE (EXISTING)	NONE (EXISTING)

[illegible][illegible]

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated August 1, 2006, may not be undertaken without prior written environmental approval by the Federal Aviation Administration. This approval action does not imply any commitment for Federal funding, or approval of future structures requiring notice under FAR Part 77.

 

Todd M. Madison, P.E. Date

FAA Central Region

APPROVED:  7/27/00
CLIFF HEARN
CITY OF REARWELL CITY, IOWA