## RUNWAY END COORDINATES – NAD 83

| | RUNWAY 13 | | RUNWAY 31 | |
|---|---|---|---|---|
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| LATITUDE | 40° 59' 57.07920" N | 40° 59' 57.07920" N | 40° 59' 36.03926" N | 40° 59' 36.03926" N |
| LONGITUDE | 92° 46' 13.76466" W | 92° 46' 13.76466" W | 92° 45' 39.21053" W | 92° 45' 39.21053" W |

## MODIFICATIONS TO AIRPORT DESIGN STANDARDS

| APPROVAL DATE | AIRSPACE CASE NO. | STANDARD MODIFIED | DESCRIPTION |
|---|---|---|---|
| NONE REQUIRED | | | |

## HOLDING POSITION TABLE

| HOLDING POSITION | HOLD TYPE | DISTANCE |
|---|---|---|
| HL 1 | RUNWAY | 125' |
| HL 2 | RUNWAY | 125' |
| HL 3 | RUNWAY | 125' |

NOTE: THE DISTANCE FROM THE HOLD LINE IS MEASURED PERPENDICULAR FROM THE RUNWAY CENTERLINE.

## AIRPORT DATA

| | EXISTING | ULTIMATE |
|---|---|---|
| AIRPORT ELEVATION | 964.4' (MSL) | 964.4' (MSL) |
| AIRPORT REFERENCE POINT (ARP) | 40° 59'45.560" N<br>92° 45'56.487" W | |
| MEAN MAX. TEMP. | 85° F | 85° F |
| AIRPORT NAVAIDS | GPS | GPS |
| ROTATING BEACON | YES | YES |
| SEGMENTED CIRCLE | NO | NO |
| LIGHTED WIND INDICATOR | YES | YES |
| AIRPORT REFERENCE CODE | ARC B-I | ARC B-I |

## BUILDING IDENTIFICATION

| I.D. | DESCRIPTION | TOP ELEVATION | PART 77 ELEVATION | CLEARANCE (PENETRATION) | DISPOSITION |
|---|---|---|---|---|---|
| A | CONVENTIONAL HANGAR (3072 SF +/-) | 986.2' | 987.3' | (18.9') | RELOCATE |
| B | CONVENTIONAL HANGAR (4400 SF +/-) | 985.8' | 987.9' | (17.9') | RELOCATE |
| C | CONVENTIONAL HANGAR (1420 SF +/-) | 988.4' | 972.8' | (13.6') | RELOCATE |
| D | TEE HANGAR | 973.1' | 970.9' | (2.2') | RELOCATE |
| E | TEE HANGAR | 973.0' | 978.8' | 5.8' | NONE |
| F | TEE HANGAR | 985.4' | 988.5' | 3.1' | NONE |
| G | TEE HANGAR | 977.1' | 969.2' | (7.9') | RELOCATE |
| H | TEE HANGAR | 977.2' | 977.1' | (0.1') | NONE |
| I | TEE HANGAR | 977.3' | 984.6' | 7.3' | NONE |
| J | FUEL FACILITY | 974.1' | 973.5' | (0.6') | RELOCATE |
| K | ULTIMATE CONV. HANGAR (6400 SF) | FUTURE | 989.2' | – | |
| L | ULTIMATE 6-UNIT TEE HANGAR (7436 SF) | FUTURE | 987.8' | – | |
| M | ULTIMATE CONV. HANGAR (4000 SF) | FUTURE | 987.0' | – | |
| | | | | | |
| | | | | | |

## BUILDING IDENTIFICATION

| | |
|---|---|
| A | CONVENTIONAL HANGAR |
| B | CONVENTIONAL HANGAR |
| C | CONVENTIONAL HANGAR |
| D | TEE HANGAR |
| E | TEE HANGAR |
| F | TEE HANGAR |
| G | TEE HANGAR |
| H | TEE HANGAR |
| I | TEE HANGAR |
| J | FUEL FACILITY |
| K | ULTIMATE CONVENTIONAL HANGAR |
| L | ULTIMATE 6-UNIT TEE HANGAR |

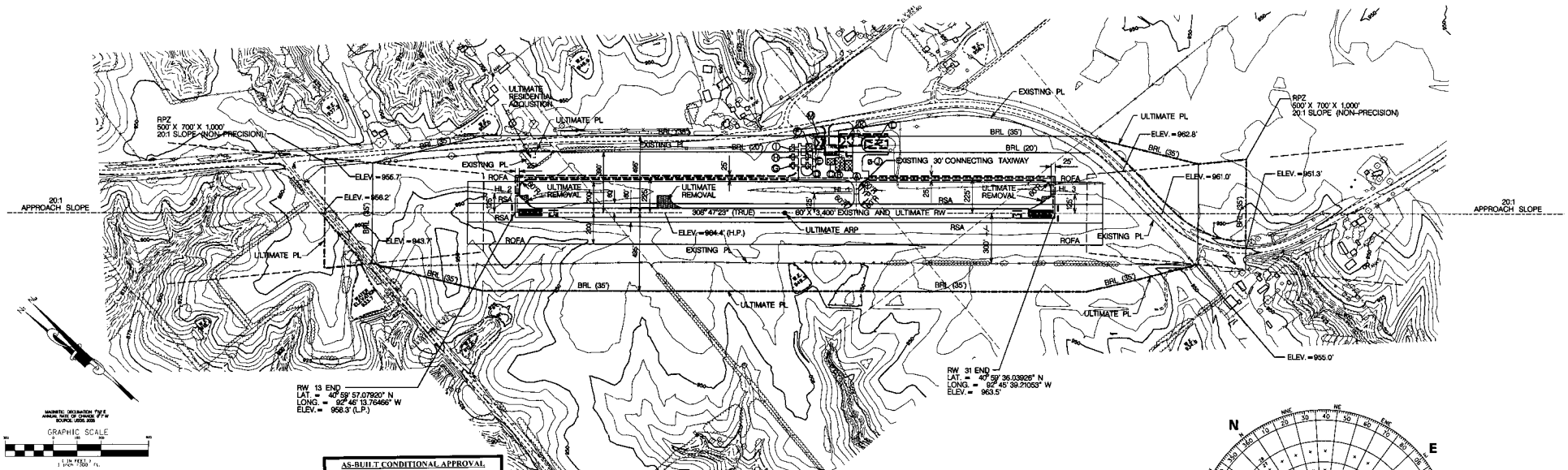
SEE SHEET 7 OF 9 TERMINAL AREA FOR BUILDING ELEVATIONS AND FAR PART 77 CLEARANCE.

## RUNWAY DATA TABLE

| ITEM | RUNWAY 13 /31 | | | |
|---|---|---|---|---|
| | EXISTING | | ULTIMATE | |
| APPROACH CATEGORY /DESIGN GROUP | B-I | | B-I | |
| RUNWAY LENGTH /WIDTH | 3,400 /60' | | 3,400 /60' | |
| RUNWAY MARKINGS | NPI | | NPI | |
| RUNWAY LIGHTING | MIRL | | MIRL | |
| PAVEMENT MATERIAL | ACC | | ACC | |
| PAVEMENT STRENGTH (000) | 15,000 SWL | | 15,000 SWL | |
| RUNWAY SAFETY AREA (RSA) LENGTH | 3,880' | | 3,880' | |
| RUNWAY SAFETY AREA (RSA) WIDTH | 120' | | 120' | |
| OBJECT FREE AREA (OFA) LENGTH | 3,880' | | 3,880' | |
| OBJECT FREE AREA (OFA) WIDTH | 400' | | 400' | |
| OBSTACLE FREE ZONE (OFZ) LENGTH | 3,800' | | 3,800' | |
| OBSTACLE FREE ZONE (OFZ) WIDTH | 400' | | 400' | |
| TAXIWAY WIDTH | 30' | | 25' | |
| TAXIWAY LIGHTING | NONE | | MITL | |
| | 13 | 31 | 13 | 31 |
| APPROACH SURFACE SLOPE | 20:1 | 20:1 | 20:1 | 20:1 |
| ELECTRONIC AIDS (1) | NONE | NONE | NONE | GPS |
| VISUAL APPROACH AIDS | NONE | NONE | NONE | NONE |
| APPROACH VISIBILITY MINIMUMS | 1 MILE | 1 MILE | 1 MILE | 1 MILE |
| TOUCHDOWN ZONE ELEVATION | 964.4' | 964.4' | 964.4' | 964.4' |
| TAKEOFF RUN AVAILABLE (TORA) | 3,400 | 3,400 | 3,400 | 3,400 |
| TAKEOFF DISTANCE AVAILABLE (TODA) | 3,400 | 3,400 | 3,400 | 3,400 |
| ACCELERATE STOP DISTANCE AVAILABLE (ASDA) | 3,400 | 3,400 | 3,400 | 3,400 |
| LANDING DISTANCE AVAILABLE (LDA) | 3,400 | 3,400 | 3,400 | 3,400 |

(1) VORA CIRCLING APPROACH

NOTES:
1. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS AS PER FAA AC 150/5300-13, APPENDIX 2, PARAGRAPH 59.
2. THERE ARE NO OBJECT FREE ZONE (OFZ) PENETRATIONS.




## LEGEND

| DESCRIPTION | EXISTING | ULTIMATE |
|---|---|---|
| AIRPORT PROPERTY LINE | | |
| BUILDING RESTRICTION LINE | | |
| RUNWAY VISIBILITY ZONE /LINE OF SIGHT | | |
| RUNWAY PROTECTION ZONE | | |
| RUNWAY PROTECTION ZONE EASEMENT | | |
| RUNWAY SAFETY AREA AND OBJECT FREE AREA | | |
| BUILDING – STRUCTURES | | |
| PRECISION APPROACH PATH INDICATOR (PAPI) | | |
| RUNWAY END IDENTIFIER LIGHTS (REIL) | | |
| THRESHOLD LIGHTS | | |
| FENCE | | |
| PAVEMENT REMOVAL | | |

**AS-BUILT CONDITIONAL APPROVAL**

The approval indicated by my signature is given subject to the condition that the items identified in our approval letters dated July 28, 2004, and November 6, 2002, 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: 7/29/04
FAA Central Region

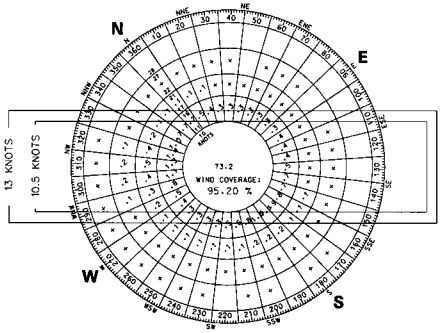
APPROVED

CITY OF ALBIA — DATE: 3-18-04

## WIND DATA

| CROSSWINDS | RWY 13 /31 |
|---|---|
| 10.5 KNOTS | 90.78 |
| 13.0 KNOTS | 95.20 |

SOURCE: DES MOINES INTERNATIONAL AIRPORT
PERIOD: 1991-2001




REVISION BLOCK DATE DESCRIPTION

PROJECT: ALBIA MUNICIPAL AIRPORT

TITLE: AIRPORT LAYOUT PLAN

CONSULTING ENGINEERS & PLANNERS
SNYDER & ASSOCIATES, INC.
AMES - IOWA 50021 | ATLANTIC - IOWA 50022 | CEDAR RAPIDS - IOWA 52404
501 S.R. DRAKE ROAD PHONE: 515-964-0220 | RT 3 BOX 24 C.L. HIGHWAY 6 PHONE: 712-243-6505 | 625 32ND AVE. S.W. #110 PHONE: 319-363-5334

DR. BY: MJO
CK. BY: JLS
DN. BY: EMH
DATE: 2-02-04
PROJECT NO.: 101.0461-603
DWG. NO.: D-2043
SHEET: 2 OF 9