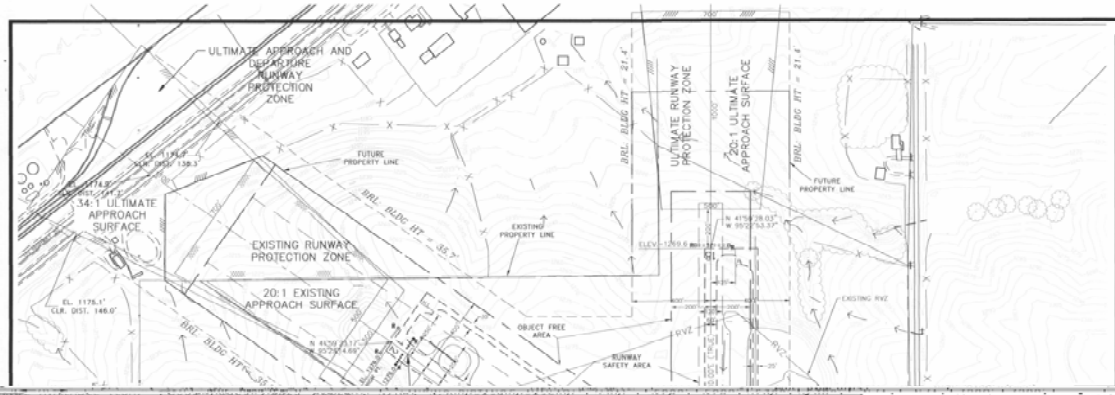
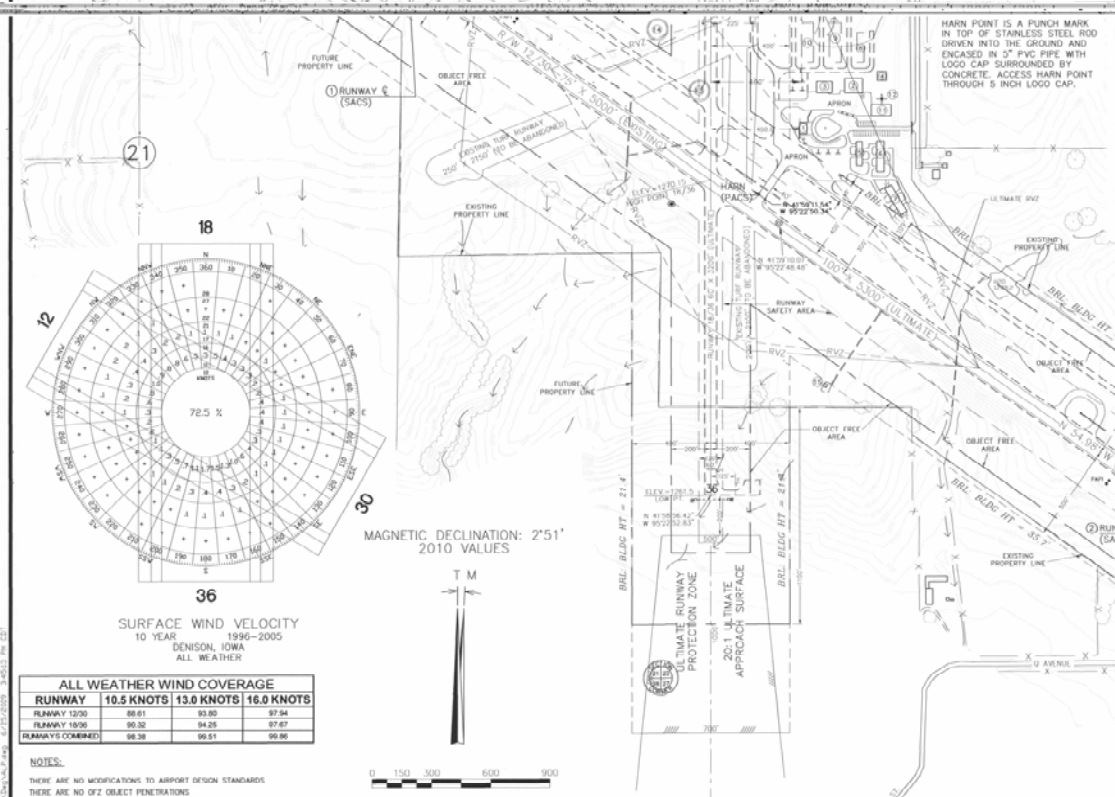


RUNWAY DATA

ITEM	RUNWAY 12/30 EXISTING		RUNWAY 12/30 ULTIMATE		RUNWAY 18/36 EXISTING		RUNWAY 18/36 ULTIMATE		RUNWAY 06/24 EXISTING		RUNWAY 06/24 ULTIMATE
APPROACH CATEGORY/DESIGN GROUP	B-II		C-II		A-I		B-I		A-I		TO BE ABANDONED
RUNWAY LENGTH & WIDTH	5000' x 75'		5300' x 100'		2100' x 200'		3200' x 60'		2150' x 250'		
RUNWAY MARKING	NPI		NPI		N/A		NPI		N/A		
RUNWAY LIGHTING	MIRL		MIRL		NONE		MIRL		NONE		
RUNWAY SURFACE TYPE	PCC		PCC		TURF		PCC		TURF		
RUNWAY STRENGTH (000)	28		30		–		12.5		–		
RUNWAY SAFETY AREA (RSA) LENGTH	5600'		7300'		N/A		3680'		2100'		
RUNWAY SAFETY AREA (RSA) WIDTH	150'		400'		N/A		120'		200'		
R/W OBJECT FREE AREA (OFA) LENGTH	5600'		7300'		2300'		3800'		2350'		
R/W OBJECT FREE AREA (OFA) WIDTH	500'		800'		250'		400'		250'		
OBSTACLE FREE ZONE (OFZ) LENGTH	5400'		5900'		2500'		3600'		2550'		
OBSTACLE FREE ZONE (OFZ) WIDTH	400'		400'		250'		250'		250'		
TAXIWAY WIDTH	35'		35'		N/A		25'		N/A		
TAXIWAY LIGHTING	MITL		MITL		–		MITL		–		
PERCENT EFFECTIVE GRADIENT	0.30		0.296		–		0.255		–		
RUNWAY NO.	12	30	12	30	18	36	18	36	6	24	
APPROACH SURFACE SLOPE	20:1	34:1	34:1	34:1	20:1	20:1	20:1	20:1	20:1	20:1	
ELECTRONIC NAV AIDS	GPS	NDB/GPS	NDB/GPS	NDB/GPS	–	–	NDB/GPS	NDB/GPS	–	–	
VISUAL APPROACH AIDS	PAPI-REIL	PAPI-REIL	PAPI-REIL	PAPI-REIL	–	–	PAPI-REIL	PAPI-REIL	–	–	
APPROACH VISIBILITY MINIMUMS GPS	1M 600'	1M 600'	1M 500'	1M 500'	–	–	1M 600'	1M 600'	–	–	
APPROACH VISIBILITY MINIMUMS NDB		1M 800'	1M 800'	1M 800'	–	–	1M 800'	1M 800'	–	–	
TOUCHDOWN ZONE ELEVATION	1276.0	1266.4	1276.0	1265.0	–	–	1269.6	1264.0	–	–	
TAKEOFF RUNWAY AVAILABLE (TORA)	5000'	5000'	5300'	5300'	N/A	N/A	3200'	3200'	–	–	
TAKEOFF DISTANCE AVAILABLE (TODA)	5000'	5000'	5300'	5300'	N/A	N/A	3200'	3200'	–	–	
ACCELERATE/STOP DISTANCE AVAILABLE (ASDA)	5000'	5000'	5300'	5300'	N/A	N/A	3200'	3200'	–	–	



BUILDING IDENTIFICATION TABLE

NO.	DESCRIPTION
1	EXISTING ADMINISTRATION
2	EXISTING AIRCRAFT MAINTENANCE
3	EXISTING AIRCRAFT MAINTENANCE
4	EXISTING HANGAR
5	EXISTING T-HANGAR
6	EXISTING T-HANGAR
7	EXISTING T-HANGAR
8	FUTURE HANGAR
9	FUTURE HANGAR
10	FUTURE HANGAR
11	EXISTING CORPORATE HANGAR
12	EXISTING & FUTURE ROTATING BEACON
13	EXISTING WIND TEE & SEGMENTED CIRCLE
14	FUTURE WIND TEE & SEGMENTED CIRCLE
15	EXISTING A.W.O.S

HARN (PACS)

NAD 83 COORDINATES	NAVD 88 ELEVATION
N 41°59'11.54" W 95°22'50.34"	1264.11'

DATUM REFERENCE

NAD 83 - HORIZONTAL COORDINATES
NAVD 88 - MSL ELEVATIONS

SACS
① CENTERLINE RUNWAY END 12
COORD. N.41°59'22.61" W.95°23'13.61"
ELEV. 1276.0'
② CENTERLINE RUNWAY END 30
COORD. N.41°58'54.79" W.95°22'18.91"
ELEV. 1261.0'

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
	SAME	POWER POLE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (IF APPLICABLE)
		BUILDING CONSTRUCTION
	SAME	BUILDING RESTRICTION LINE (BRL)
	SAME	RUNWAY SAFETY AREA (RSA)
	SAME	RUNWAY OBJECT FREE AREA (OFA)
RVZ	RVZ	RUNWAY VISIBILITY ZONE (RVZ)
	SAME	SECTION CORNER
	SAME	GROUND CONTOURS
	SAME	DRAINAGE
		AIRFIELD PAVEMENT
X	X	FENCING
PAPI	PAPI	VISUAL LANDING AID (PAPI)
		RUNWAY END IDENT. LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
	SAME	TOPOGRAPHY (SOURCE)
	SAME	SANITARY SEWER
	SAME	UNUSABLE RUNWAY MARKING
	SAME	WATER MAIN
	SAME	DRAINAGE STRUCTURES
		AREA LIGHTS
		FUEL PUMPS

LOCATION MAP

VICINITY MAP

SURFACE WIND VELOCITY
10 YEAR 1996-2005
DENISON, IOWA
ALL WEATHER

ALL WEATHER WIND COVERAGE

RUNWAY	10.5 KNOTS	13.0 KNOTS	16.0 KNOTS
RUNWAY 12/30	86.61	93.80	97.94
RUNWAY 18/36	90.32	94.25	97.67
RUNWAYS COMBINED	98.38	99.51	99.86

NOTES:

THERE ARE NO MODIFICATIONS TO AIRPORT DESIGN STANDARDS

THERE ARE NO OFZ OBJECT PENETRATIONS

THERE ARE NO THRESHOLD SETING SURFACE PENETRATIONS

THE EXTENSION OF RUNWAY 12/30 MIRL REQUIRE RELOCATION OF THRESHOLDS FOR RUNWAYS 12 AND 30 AND WILL REQUIRE AN AMENDMENT OF THE RNAV GPS PROCEDURES. ENGINEERING DATA FOR THE PROPOSED CHANGES TO THE EXISTING RUNWAY MUST BE SUBMITTED TO FAA CENTRAL FPO AT LEAST 24 MONTHS PRIOR TO THE EXPECTED OPENING OF EXTENDED RUNWAY 12/30 IN ORDER FOR IFR PROCEDURES TO BE AMENDED TO COINCIDE WITH A CHARTING CYCLE DATE

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE IOWA DEPARTMENT OF TRANSPORTATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE I-DOT. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANYWAY CONSTITUTE A COMMITMENT ON THE PART OF THE STATE OF IOWA NOR THE FEDERAL AVIATION ADMINISTRATION TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated July 13, 2009, 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.

Airport Planning Engineer
FAA Central Region

7/16/09
Date

AIRPORT DATA

DENISON MUNICIPAL AIRPORT

DENISON, IOWA	COUNTY: CRAWFORD	
RANGE R-38W TOWNSHIP T-83N	CIVIL TOWNSHIP: DENISON	
	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	1276.0	1276.0
MEAN MAXIMUM TEMPERATURE	87.29°F	87.29°F
AIRPORT REFERENCE POINT LATITUDE	N 41°59'11.10"	N 41°59'10.07"
AIRPORT REFERENCE POINT LONGITUDE	W 95°22'53.68"	W 95°22'48.48"
AIRPORT REFERENCE CODE	B-II	C-II
DESIGN AIRCRAFT 1	KING AIR	FALCON 50
AIRPORT ELECTRONIC AIDS	NDB / ROTATING BEACON	SAME

1. CONSIDERED AS A GROUP OR FAMILY OF AIRCRAFT

RUNWAY END COORDINATES [1]

	EXISTING	ULTIMATE
RW 12	N 41°59'22.61" W95°23'13.61"	N 41°59'23.17" W 95°23'14.69"
RW 30	N 41°58'54.79" W95°22'18.91"	N 41°58'53.67" W 95°22'16.72"
RW 6	N 41°59'24.95" W95°22'49.32"	TO BE ABANDONED
RW 24	N 41°59'03.68" W95°22'48.96"	
RW 18	- -	N 41°59'08.03" W 95°22'53.37"
RW 36	- -	N 41°58'06.42" W 95°22'52.83"

[1] NAD 83 DATA

LICENSED PROFESSIONAL ENGINEER C. PETER CRAWFORD 8152 IOWA

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

C. Peter Crawford, P.E. License #8152 — Date 6-30-09

License number 8152
My license renewal date is December 31, 2009
Pages or sheets covered by this seal:

APPROVAL BLOCK

DENISON AIRPORT COMMISSION — DATE 7-1-7

NO.	REVISIONS	BY	APPD	DATE
1				
2				
3				

DRAWN BY	DATE	APPROVED BY	DATE
BJM/BWB	09/2007	CPC	09/2007

PREPARED BY:
JFSCO ENGINEERING, P.C.
CONSULTING ENGINEERS

DENISON MUNICIPAL AIRPORT
DENISON, IOWA

AIRPORT LAYOUT PLAN