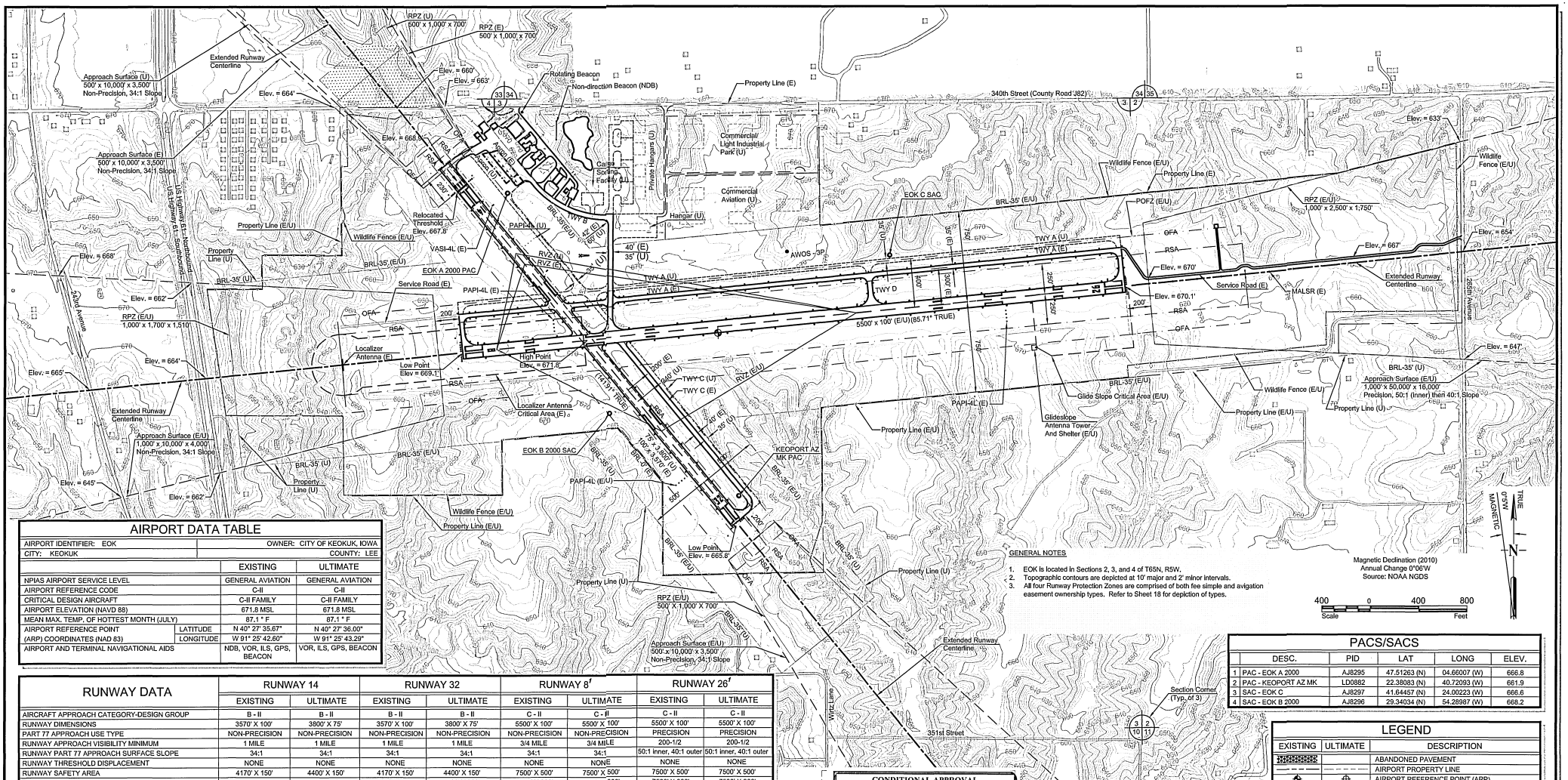

AIRPORT DATA TABLE

AIRPORT IDENTIFIER: EOK		OWNER: CITY OF KEOKUK, IOWA	
CITY: KEOKUK		COUNTY: LEE	
		EXISTING	ULTIMATE
NPIAS AIRPORT SERVICE LEVEL		GENERAL AVIATION	GENERAL AVIATION
AIRPORT REFERENCE CODE		C-II	C-II
CRITICAL DESIGN AIRCRAFT		C-II FAMILY	C-II FAMILY
AIRPORT ELEVATION (NAVD 88)		671.8 MSL	671.8 MSL
MEAN MAX. TEMP. OF HOTTEST MONTH (JULY)		87.1 ° F	87.1 ° F
AIRPORT REFERENCE POINT	LATITUDE	N 40° 27' 35.67"	N 40° 27' 36.00"
(ARP) COORDINATES (NAD 83)	LONGITUDE	W 91° 25' 42.60"	W 91° 25' 43.29"
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		NDB, VOR, ILS, GPS, BEACON	VOR, ILS, GPS, BEACON

RUNWAY DATA

	RUNWAY 14		RUNWAY 32		RUNWAY 8[1]		RUNWAY 26[1]	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B - II	B - II	B - II	B - II	C - II	C - II	C - II	C - II
RUNWAY DIMENSIONS	3570' X 100'	3800' X 75'	3570' X 100'	3800' X 75'	5500' X 100'	5500' X 100'	5500' X 100'	5500' X 100'
PART 77 APPROACH USE TYPE	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	PRECISION	PRECISION
RUNWAY APPROACH VISIBILITY MINIMUM	1 MILE	1 MILE	1 MILE	1 MILE	3/4 MILE	3/4 MILE	200-1/2	200-1/2
RUNWAY PART 77 APPROACH SURFACE SLOPE	34:1	34:1	34:1	34:1	34:1	34:1	50:1 inner, 40:1 outer	50:1 inner, 40:1 outer
RUNWAY THRESHOLD DISPLACEMENT	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
RUNWAY SAFETY AREA	4170' X 150'	4400' X 150'	4170' X 150'	4400' X 150'	7500' X 500'	7500' X 500'	7500' X 500'	7500' X 500'
RUNWAY OBJECT FREE AREA (ROFA)	4170' X 500'	4400' X 500'	4170' X 500'	4400' X 500'	7500' X 800'	7500' X 800'	7500' X 800'	7500' X 800'
RUNWAY OBSTACLE FREE ZONE	3970' X 250'	4200' X 250'	3970' X 250'	4200' X 250'	5900' X 400'	5900' X 400'	5900' X 400'	5900' X 400'
PAVEMENT MATERIAL	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE
PAVEMENT SURFACE TREATMENT	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
PAVEMENT DESIGN STRENGTH (IN THOUSAND LBS.) [2]	30 (S)/48 (D)	30 (S)/48 (D)	30 (S)/48 (D)	30 (S)/48 (D)	30 (S)/48 (D)	30 (S)/48 (D)	30 (S)/48 (D)	30 (S)/48 (D)
RUNWAY EFFECTIVE GRADIENT (MAX.)	0.17%	0.16%	0.17%	0.16%	0.05%	0.05%	0.05%	0.05%
RUNWAY TOUCHDOWN ZONE ELEVATION	671.8	671.8	671.8	671.8	671.8 (4)	671.8	670.1 (4)	670.1
RUNWAY MARKING	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	PRECISION
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL	MIRL
RUNWAY APPROACH LIGHTING	NONE	NONE	NONE	NONE	NONE	MALSR	MALSR	MALSR
TAXIWAY WIDTH	40'	35'	40'	35'	35'	35'	35'	35'
TAXIWAY LIGHTING	REFLECTORS	MITL	MITL	MITL	MITL	MITL	MITL	MITL
NAVIGATIONAL AIDS SERVING RUNWAY	GPS, NDB	GPS	GPS	GPS	GPS	GPS, ILS	GPS, ILS, NDB	GPS, ILS
RUNWAY VISUAL AIDS	VASI-4L, REIL	PAPI-4L, REIL	PAPI-4L, REIL	PAPI-4L, REIL	PAPI-4L, REIL	PAPI-4L, REIL	PAPI-4L	PAPI-4L

[1] DUE TO MAGNETIC DECLINATION CHANGE, RUNWAY 8-26 MAY BE REMARKED TO RUNWAY 9-27 DURING NEXT FEASIBLE RUNWAY MAINTENANCE OR REMARKING PROJECT IF REQUESTED BY FAA.
[2] PAVEMENT STRENGTHS ARE EXPRESSED IN SINGLE(S), DUAL(D), DUAL TANDEM(DT), AND/OR DOUBLE DUAL TANDEM(DDT) WHEEL LOADING CAPACITIES.

GENERAL NOTES

1. EOK is located in Sections 2, 3, and 4 of T65N, R5W.
2. Topographic contours are depicted at 10' major and 2' minor intervals.
3. All four Runway Protection Zones are comprised of both fee simple and avigation easement ownership types. Refer to Sheet 18 for depiction of types.

Magnetic Declination (2010)
Annual Change 0°06'W
Source: NOAA NGDS

Scale: 400 0 400 800 Feet

PACS/SACS

	DESC.	PID	LAT	LONG	ELEV.
1	PAC - EOK A 2000	AJ8295	47.51263 (N)	04.66007 (W)	666.8
2	PAC - KEOPORT AZ MK	LD0882	22.38083 (N)	40.72093 (W)	661.9
3	SAC - EOK C	AJ8297	41.64457 (N)	24.00223 (W)	666.6
4	SAC - EOK B 2000	AJ8296	29.34034 (N)	54.28987 (W)	668.2

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (IF APPLICABLE)
		BUILDING ABANDONMENT
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
34 35 / 3 2	SAME	SECTION CORNER
		WIND INDICATOR
1060	SAME	TOPOGRAPHY
	N/A	WIND INDICATOR (LIGHTED)

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated March 4, 2011 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 — Date 3/4/11

FOR APPROVAL BY:

~~Gerald Moughler, P.E., L.S.~~ — DATE 2/8/2011
Director of Public Works
City of Keokuk, Iowa

DeWayne Hauff

SUBMITTED BY: — DATE 10/6/10
Brian Tompkins, P.E., C.M.
Airport Planner
HNTB Corporation

HNTB
7450 West 130th Street
Suite 400
Overland Park, KS 66213
Phone 913.491.9333
Fax 913.491.4865
Project No. 38064-PL-003

REVISIONS

NO.	DESCRIPTION	DATE	BY	APP'D

Keokuk Municipal Airport

Airport Layout Plan

AIRPORT LAYOUT DRAWING

DESIGNED: B. Tompkins
DRAWN: J. Peters
CHECKED: S. Doisley
APPROVED: B. Tompkins
DATE: October 1, 2010

SHEET 2 OF 18