

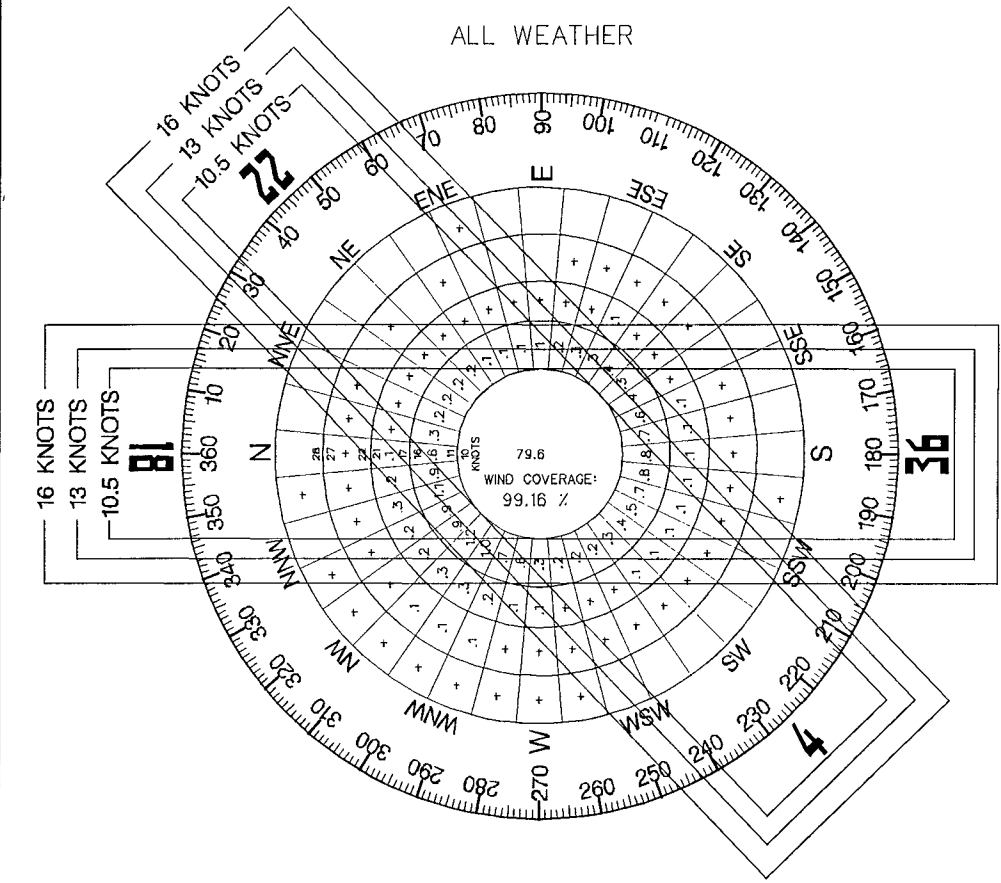
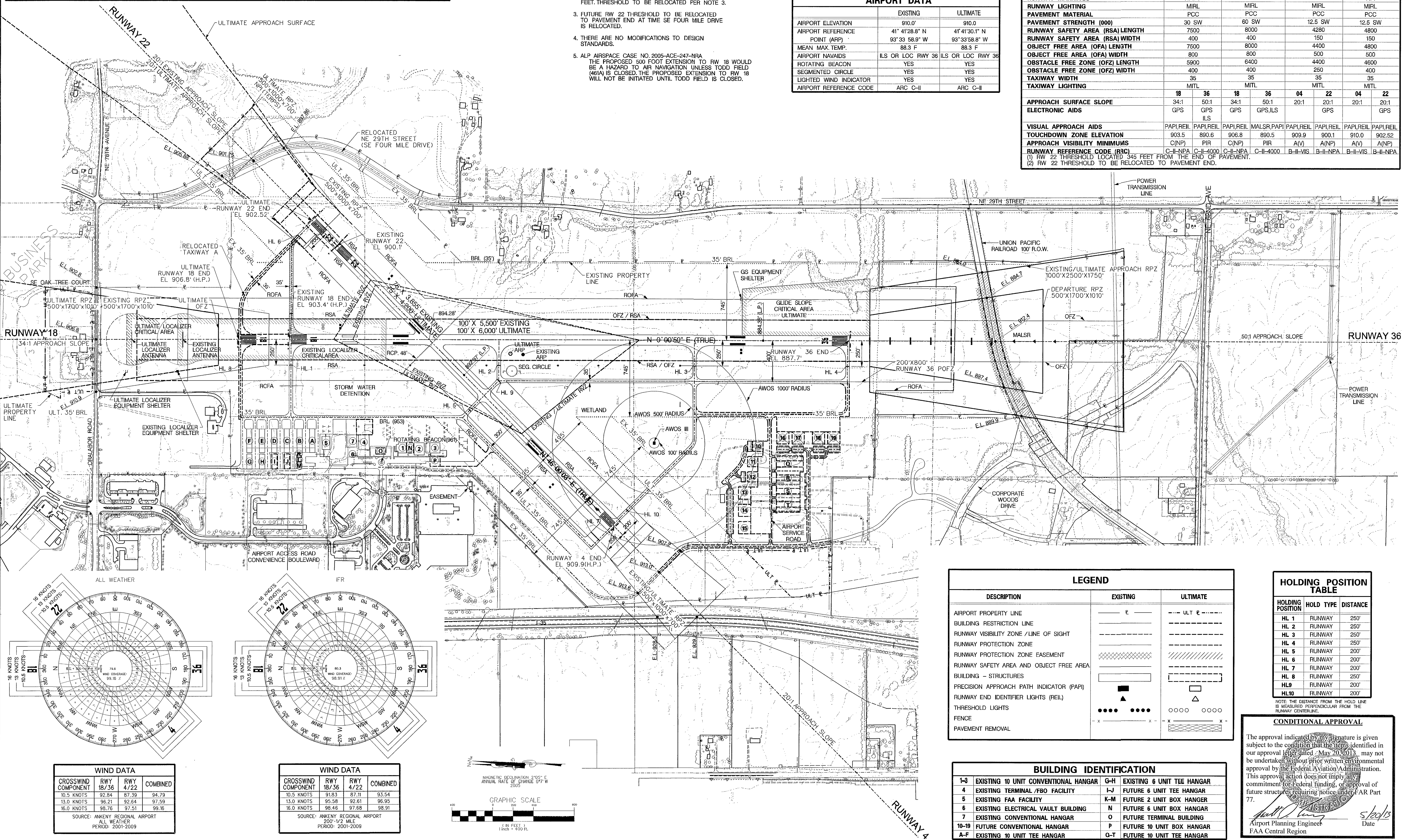
RUNWAY END COORDINATES - NAD 83								
	RUNWAY 18		RUNWAY 36		RUNWAY 04		RUNWAY 22	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING (2)	ULTIMATE
LATITUDE	41° 41' 51.5455" N	41° 41' 56.48400" N	41° 40' 57.2103" N	41° 40' 57.20743" N	41° 41' 20.0326" N	41° 41' 20.0326" N	41° 41' 46.9621" N	41° 41' 49.37298" N
LONGITUDE	93° 33' 56.9635" W	93° 33' 56.96938" W	93° 33' 56.9766" W	93° 33' 56.97842" W	93° 34' 20.9034" W	93° 34' 20.9034" W	93° 33' 44.9688" W	93° 33' 41.75199" W

- NOTES**
- THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS AS PER FAA AC 1506300-13, APPENDIX 2, PARAGRAPH 5e.
 - EXISTING RW 22 THRESHOLD DISPLACED 345 FEET THRESHOLD TO BE RELOCATED PER NOTE 3.
 - FUTURE RW 22 THRESHOLD TO BE RELOCATED TO PAVEMENT END AT TIME SE FOUR MILE DRIVE IS RELOCATED.
 - THERE ARE NO MODIFICATIONS TO DESIGN STANDARDS.
 - ALP AIRSPACE CASE NO. 2005-ACE-247-NRA THE PROPOSED 500 FOOT EXTENSION TO RW 18 WOULD BE A HAZARD TO AIR NAVIGATION UNLESS TODD FIELD (66A) IS CLOSED. THE PROPOSED EXTENSION TO RW 18 WILL NOT BE INITIATED UNTIL TODD FIELD IS CLOSED.

MODIFICATIONS TO AIRPORT DESIGN STANDARDS			
APPROVAL DATE	AIRSPACE CASE NO.	STANDARD MODIFIED	DESCRIPTION
NONE REQUIRED			

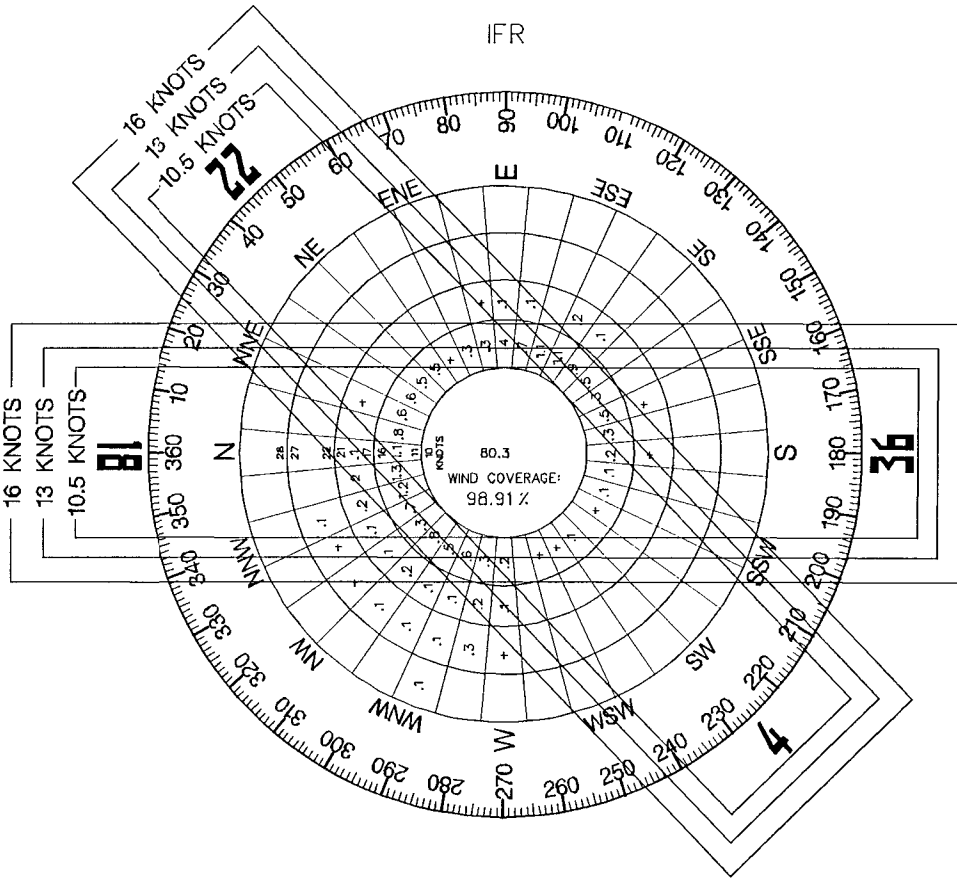
AIRPORT DATA		
	EXISTING	ULTIMATE
AIRPORT ELEVATION	910.0'	910.0
AIRPORT REFERENCE POINT (ARP)	41° 41'28.8" N 93° 33' 58.9" W	41° 41'30.1" N 93° 33'58.8" W
MEAN MAX. TEMP.	88.3 F	88.3 F
AIRPORT NAVAIDS	ILS OR LOC RWY 36	ILS OR LOC RWY 36
ROTATING BEACON	YES	YES
SEGMENTED CIRCLE	YES	YES
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	ARC C-II	ARC C-II

ITEM	RUNWAY 18 / 36		RUNWAY 04 / 22	
	EXISTING	ULTIMATE	EXISTING(1)	ULTIMATE
APPROACH CATEGORY / DESIGN GROUP	C-II	C-II	B-II	B-II
RUNWAY LENGTH / WIDTH	5500 / 100	6000 / 100	3855(1) / 75	4200 / 75
RUNWAY MARKINGS	NPI / P	NPI / P	NPI	NPI
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL
PAVEMENT MATERIAL	PCC	PCC	PCC	PCC
PAVEMENT STRENGTH (000)	30 SW	60 SW	12.5 SW	12.5 SW
RUNWAY SAFETY AREA (RSA) LENGTH	7500	8000	4280	4800
RUNWAY SAFETY AREA (RSA) WIDTH	400	400	150	150
OBJECT FREE AREA (OFA) LENGTH	7500	8000	4400	4800
OBJECT FREE AREA (OFA) WIDTH	800	800	500	500
OBSTACLE FREE ZONE (OFZ) LENGTH	5900	6400	4400	4600
OBSTACLE FREE ZONE (OFZ) WIDTH	400	400	250	400
TAXIWAY WIDTH	35	35	35	35
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL
APPROACH SURFACE SLOPE	18 34:1	36 50:1	18 34:1	36 50:1
ELECTRONIC AIDS	GPS	GPS	GPS	GPS
VISUAL APPROACH AIDS	PAPI,REIL	PAPI,REIL	PAPI,REIL	PAPI,REIL
TOUCHDOWN ZONE ELEVATION	903.5	890.6	906.8	909.9
APPROACH VISIBILITY MINIMUMS	C(NP)	PIR	C(NP)	PIR
RUNWAY REFERENCE CODE (RRC)	C-II-NPA	C-II-4000	C-II-NPA	C-II-4000
(1) RW 22 THRESHOLD LOCATED 345 FEET FROM THE END OF PAVEMENT.				
(2) RW 22 THRESHOLD TO BE RELOCATED TO PAVEMENT END.				



WIND DATA			
CROSSWIND COMPONENT	RWY 18/36	RWY 4/22	COMBINED
10.5 KNOTS	92.84	87.39	94.79
13.0 KNOTS	96.21	92.64	97.59
16.0 KNOTS	98.76	97.51	99.16

SOURCE: ANKENY REGIONAL AIRPORT ALL WEATHER PERIOD: 2001-2009



WIND DATA			
CROSSWIND COMPONENT	RWY 18/36	RWY 4/22	COMBINED
10.5 KNOTS	91.83	87.11	93.54
13.0 KNOTS	95.58	92.61	96.95
16.0 KNOTS	98.46	97.68	98.91

SOURCE: ANKENY REGIONAL AIRPORT ALL WEATHER PERIOD: 2001-2009

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	---	--- ULT ---
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	---	---

BUILDING IDENTIFICATION			
1-3	EXISTING 10 UNIT CONVENTIONAL HANGAR	G-H	EXISTING 6 UNIT TEE HANGAR
4	EXISTING TERMINAL / FBO FACILITY	I-J	FUTURE 6 UNIT TEE HANGAR
5	EXISTING FAA FACILITY	K-M	FUTURE 2 UNIT BOX HANGAR
6	EXISTING ELECTRICAL VAULT BUILDING	N	FUTURE 6 UNIT BOX HANGAR
7	EXISTING CONVENTIONAL HANGAR	O	FUTURE TERMINAL BUILDING
10-19	FUTURE CONVENTIONAL HANGAR	P	FUTURE 10 UNIT BOX HANGAR
A-F	EXISTING 10 UNIT TEE HANGAR	Q-T	FUTURE 10 UNIT TEE HANGAR

HOLDING POSITION TABLE		
HOLDING POSITION	HOLD TYPE	DISTANCE
HL 1	RUNWAY	250'
HL 2	RUNWAY	250'
HL 3	RUNWAY	250'
HL 4	RUNWAY	250'
HL 5	RUNWAY	200'
HL 6	RUNWAY	200'
HL 7	RUNWAY	200'
HL 8	RUNWAY	250'
HL 9	RUNWAY	200'
HL 10	RUNWAY	200'

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated May 20, 2013, 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.

[Signature]
Airport Planning Engineer
FAA Central Region

Date: 5/20/13

- REVISIONS:
1. UPDATE ALP RRD 1-04-2010
 2. UPDATE ALP JAE 9-30-2012
 3. UPDATE ALP JAE 2-08-13

APPROVED BY: *[Signature]*
DATE APPROVED: 9 MAY 2013

PROJECT:

TITLE:

ANKENY REGIONAL AIRPORT
AIRPORT LAYOUT DRAWING

SNYDER & ASSOCIATES

2727 SW SNYDER BLD.
ANKENY, IOWA 50023
95-964-2020

DATE: 11-04
DWG. NO.: D-2349
SHEET: 2 OF 16