

RUNWAY DATA TABLE									
ITEM	RUNWAY 18/36				RUNWAY 5/23				
	EXISTING		ULTIMATE		EXISTING		ULTIMATE		
APPROACH CATEGORY - DESIGN GROUP	A-I		B-II				A-I		
RUNWAY LENGTH x WIDTH	2900'x60'		4000'x75'				1800'x120'		
MAXIMUM ELEVATION ABOVE MSL	1129.8'		1129.8'				1129.4'		
RUNWAY MARKINGS	NPI		NPI				-		
RUNWAY LIGHTING	MIRL		MIRL				-		
PAVEMENT MATERIAL	CONC		CONC				TURF		
PAVEMENT STRENGTH (000)	12.5 SW		12.5 SW				-		
RUNWAY SAFETY AREA (RSA) LENGTH x WIDTH	3380'x120'		4600'x150'				2280'x120'		
RUNWAY OBJECT FREE AREA (ROFA) LENGTH x WIDTH	3380'x400'		4600'x500'				2280'x250'		
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH x WIDTH	3300'x250'		4400'x250'				2200'x250'		
TAXIWAY WIDTH	25'		35'				-		
TAXIWAY LIGHTING	LITL		LITL				-		
	18	36	18	36	5	23	5	23	
APPROACH TYPE	(NP)	(NP)	(NP)	(NP)			VISUAL	VISUAL	
APPROACH SURFACE SLOPE	20:1	20:1	20:1	20:1			20:1	20:1	
PERCENT EFFECTIVE GRADIENT	0.0%	0.0%	0.0%	0.0%			+0.8%	-0.8%	
ELECTRONIC AIDS	GPS	GPS	GPS	GPS			N/A	N/A	
VISUAL APPROACH AIDS	N/A	N/A	PAPI	PAPI			N/A	N/A	
APPROACH VISIBILITY MINIMUMS	1-MILE	1-MILE	1-MILE	1-MILE			VISUAL	VISUAL	
TOUCHDOWN ZONE ELEVATION	1129.8'	1129.8'	1129.8'	1129.8'			1129.4'	1129.4'	

RUNWAY END COORDINATES - NAD 83								
	RUNWAY 18		RUNWAY 36		RUNWAY 5		RUNWAY 23	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
LATITUDE	40° 38' 13.47" N	40° 38' 13.47" N	40° 37' 44.82" N	40° 37' 33.954" N	N/A	40° 37' 53.102" N	N/A	40° 38' 03.522" N
LONGITUDE	93° 54' 07.51" W	93° 54' 07.51" W	93° 54' 08.31" W	93° 54' 08.613" W	N/A	93° 54' 22.945" W	N/A	93° 54' 04.025" W

NOTES

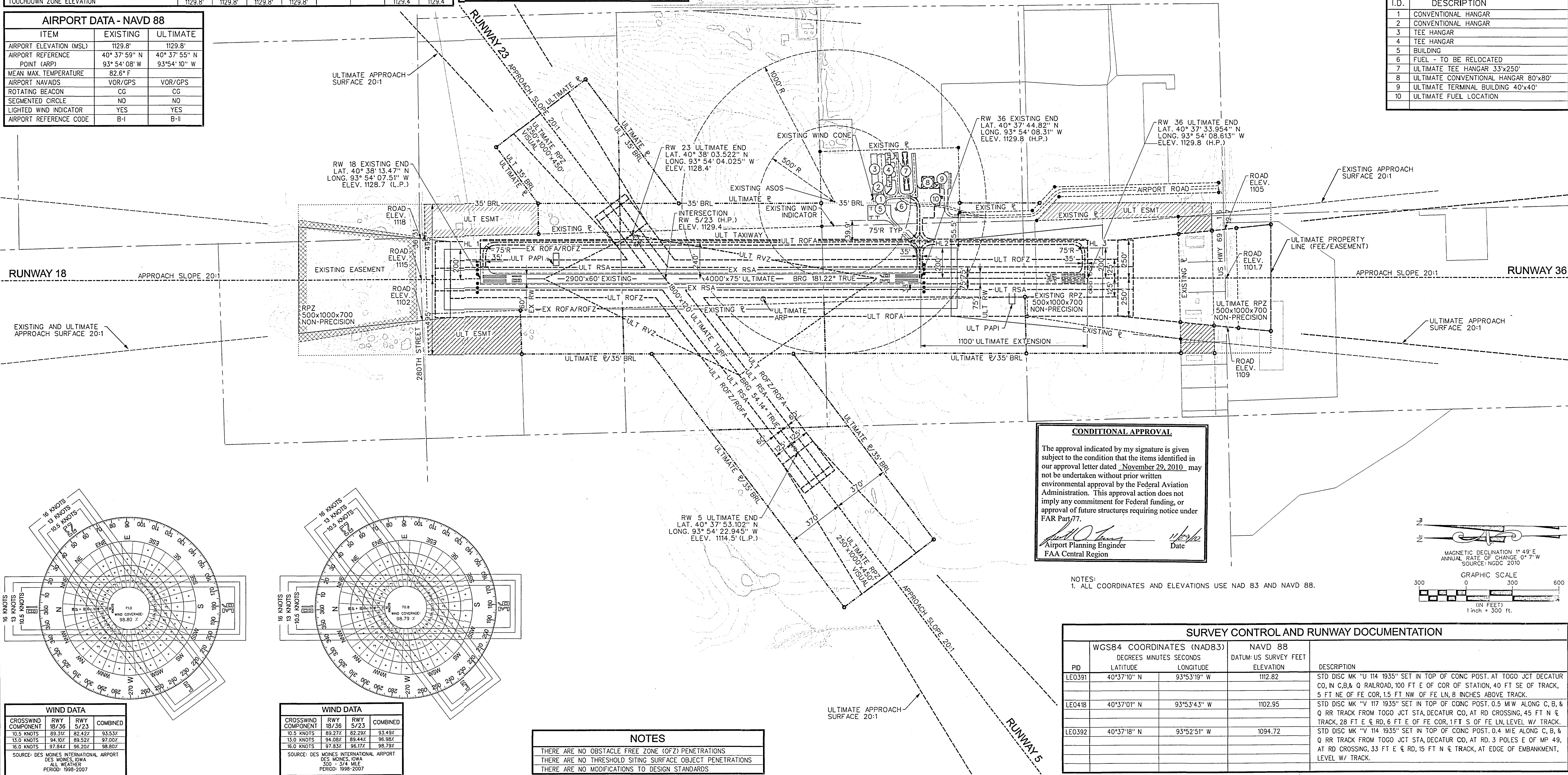
1. RW 18/36
EXISTING ARC A-I - 60'X2900' - 12,500 LB SW
INTERMEDIATE ARC B-I - 60'X3400' - 12,500 LB SW *(SEE 4 SHEETS)*
ULTIMATE ARC B-II - 75'X4000' - 12,500 LB SW (30,000 LB DW)
2. DESIGN AIRCRAFT
EXISTING: BEECH BARON 55
ULTIMATE: CESSNA 441
3. IN ACCORDANCE WITH FAA AC150/5300-13 (LATEST VERSION)
LAND USES PROHIBITED FROM THE RPZ ARE RESIDENCES
AND PLACES OF PUBLIC ASSEMBLY. (CHURCHES, SCHOOLS,
SHOPPING CENTERS AND OTHER USES WITH SIMILAR CONCENTRATION
OF PERSONS TYPIFY PLACES OF PUBLIC ASSEMBLY).

HOLDING POSITION	HOLD TYPE	DISTANCE
HL 1	RUNWAY	200'
HL 2	RUNWAY	200'
HL 3	RUNWAY	200'

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	-----	-----
AIRPORT EASEMENT 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	-----	-----
TIEDOWN	-----	-----

I.D.	DESCRIPTION
1	CONVENTIONAL HANGAR
2	CONVENTIONAL HANGAR
3	TEE HANGAR
4	TEE HANGAR
5	BUILDING
6	FUEL - TO BE RELOCATED
7	ULTIMATE TEE HANGAR 33'x250'
8	ULTIMATE CONVENTIONAL HANGAR 80'x80'
9	ULTIMATE TERMINAL BUILDING 40'x40'
10	ULTIMATE FUEL LOCATION

AIRPORT DATA - NAVD 88		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	1129.8'	1129.8'
AIRPORT REFERENCE POINT (ARP)	40° 37' 59" N 93° 54' 08" W	40° 37' 55" N 93°54' 10" W
MEAN MAX. TEMPERATURE	82.6° F	
AIRPORT NAVIGATION	VOR/GPS	VOR/GPS
ROTATING BEACON	CG	CG
SEGMENTED CIRCLE	NO	NO
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	B-I	B-II



The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated November 29, 2010 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.

MAGNETIC DECLINATION 1° 49' E
ANNUAL RATE OF CHANGE 0° 7' W
SOURCE: NGDC 2010

GRAPHIC SCALE

(IN FEET)
1 inch = 300 ft.

SURVEY CONTROL AND RUNWAY DOCUMENTATION				
PID	WGS84 COORDINATES (NAD83)		NAVD 88	DESCRIPTION
	DEGREES MINUTES SECONDS LATITUDE LONGITUDE	DATUM: US SURVEY FEET ELEVATION		
LE0391	40°37'10" N	93°53'19" W	1112.82	STD DISC MK "U 114 1935" SET IN TOP OF CONC POST. AT TOGO JCT DECATUR CO, IN C,B, & Q RAILROAD, 100 FT E OF COR OF STATION, 40 FT SE OF TRACK, 5 FT NE OF FE COR, 15 FT NW OF FE LN, 8 INCHES ABOVE TRACK.
LE0418	40°37'01" N	93°53'43" W	1102.95	STD DISC MK "V 117 1935" SET IN TOP OF CONC POST. 0.5 M.W. ALONG C, B, & Q RR TRACK FROM TOGO JCT STA, DECATUR CO, AT RD CROSSING, 45 FT N & TRACK, 28 FT E & Q RD, 6 FT E OF FE COR, 1 FT S OF FE LN, LEVEL W/ TRACK.
LE0392	40°37'18" N	93°52'51" W	1094.72	STD DISC MK "V 114 1935" SET IN TOP OF CONC POST. 0.4 MIE ALONG C, B, & Q RR TRACK FROM TOGO JCT STA, DECATUR CO, AT RD. 3 POLES E OF MP 49, AT RD CROSSING, 33 FT E & Q RD, 15 FT N & TRACK, AT EDGE OF EMBANKMENT, LEVEL W/ TRACK.

WIND DATA			
CROSSWIND COMPONENT	RWY 18/36	RWY 5/23	COMBINED
10.5 KNOTS	89.31%	82.42%	93.53%
13.0 KNOTS	94.10%	89.52%	97.00%
16.0 KNOTS	97.84%	96.20%	98.80%

SOURCE: DES MOINES INTERNATIONAL AIRPORT
DES MOINES, IOWA
ALL WEATHER
PERIOD: 1998-2007

WIND DATA			
CROSSWIND COMPONENT	RWY 18/36	RWY 5/23	COMBINED
10.5 KNOTS	89.27%	82.29%	93.49%
13.0 KNOTS	94.08%	89.44%	96.98%
16.0 KNOTS	97.83%	96.17%	98.79%

SOURCE: DES MOINES INTERNATIONAL AIRPORT
DES MOINES, IOWA
300 - 3/4 MILE
PERIOD: 1998-2007

THERE ARE NO OBSTACLE FREE ZONE (OFZ) PENETRATIONS
THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS
THERE ARE NO MODIFICATIONS TO DESIGN STANDARDS

REVISION BLOCK		
NUMBER	DATE	REVISION NOTES AND CALLOUTS
1	08/10/2010	REVISE NOTES AND CALLOUTS
2		
3		

DESCRIPTION

APPROVED BY: Kayla Dingle
DATE APPROVED: 11-1-2010

PROJECT:

LAMONI MUNICIPAL AIRPORT

AIRPORT LAYOUT DRAWING

SNYDER & ASSOCIATES

2727 S.W. SNYDER BLVD
ANKENY, IOWA 50023
515.961.2020

PLNR:	JLS	PROJECT NO.	
CK. BY:	JLS	108.0625	
DR. BY:	RRD	DWG. NO.	SHEET
DATE:	6-2009	D-3122	2