RUNWAY END COORDINATES - NAD 83

	RUNWAY 15		RUNWAY 33		RUNWAY 9		RUNWAY 27	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
LATITUDE	42° 13' 35.50" N	42° 13' 35.50" N	42° 12' 56.51" N	42° 12' 56.51" N	42° 13' 08.13" N	42° 13' 08.13" N	42° 13' 08.13" N	42° 13' 08.13" N
LONGITUDE	91° 10' 03.83" W	91° 10' 03.83" W	91° 09' 38.00" W	91° 09' 38.00" W	91° 09' 57.27" W	91° 10' 14.67" W	91° 09' 29.83" W	91° 09' 29.488" W

THRESHOLD SITING SURFACE OBJECT PENETRATIONS

NO.	DESCRIPTION	(PENETRATION)	DISPOSITION
27	SIGN	1.7'	REMOVE

HOLDING POSITION TABLE

HOLDING POSITION	HOLD TYPE	DISTANCE
HL 1	RUNWAY	200'
HL 2	RUNWAY	200'
HL 3	RUNWAY	200'
HL 4	RUNWAY	200'
HL 5	RUNWAY	200'
HL 6	RUNWAY	125'
HL 7	RUNWAY	125'
HL 8	RUNWAY	125'

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

AIRPORT DATA - NAVD 88

ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION	833' (MSL)	832' (MSL)
AIRPORT REFERENCE POINT (ARP)		42° 13' 13" N 91° 09' 51" W
MEAN MAX. TEMP.	87	87
AIRPORT NAVAIDS	GPS	GPS
ROTATING BEACON	YES	YES
SEGMENTED CIRCLE	NONE	NONE
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	B-II	B-II

BUILDING IDENTIFICATION

I.D.	DESCRIPTION	I.D.	DESCRIPTION
A	CONVENTIONAL HANGAR	H	CONVENTIONAL HANGAR
B	CONVENTIONAL HANGAR	I	10 UNIT TEE
C	CONVENTIONAL HANGAR	J	CONVENTIONAL HANGAR
D	CONVENTIONAL HANGAR	K	CONVENTIONAL HANGAR
E	CONVENTIONAL HANGAR	L	ULTIMATE 10 UNIT TEE
F	CONVENTIONAL HANGAR	M	ULTIMATE TERMINAL BUILDING
G	EQUIPMENT STORAGE		

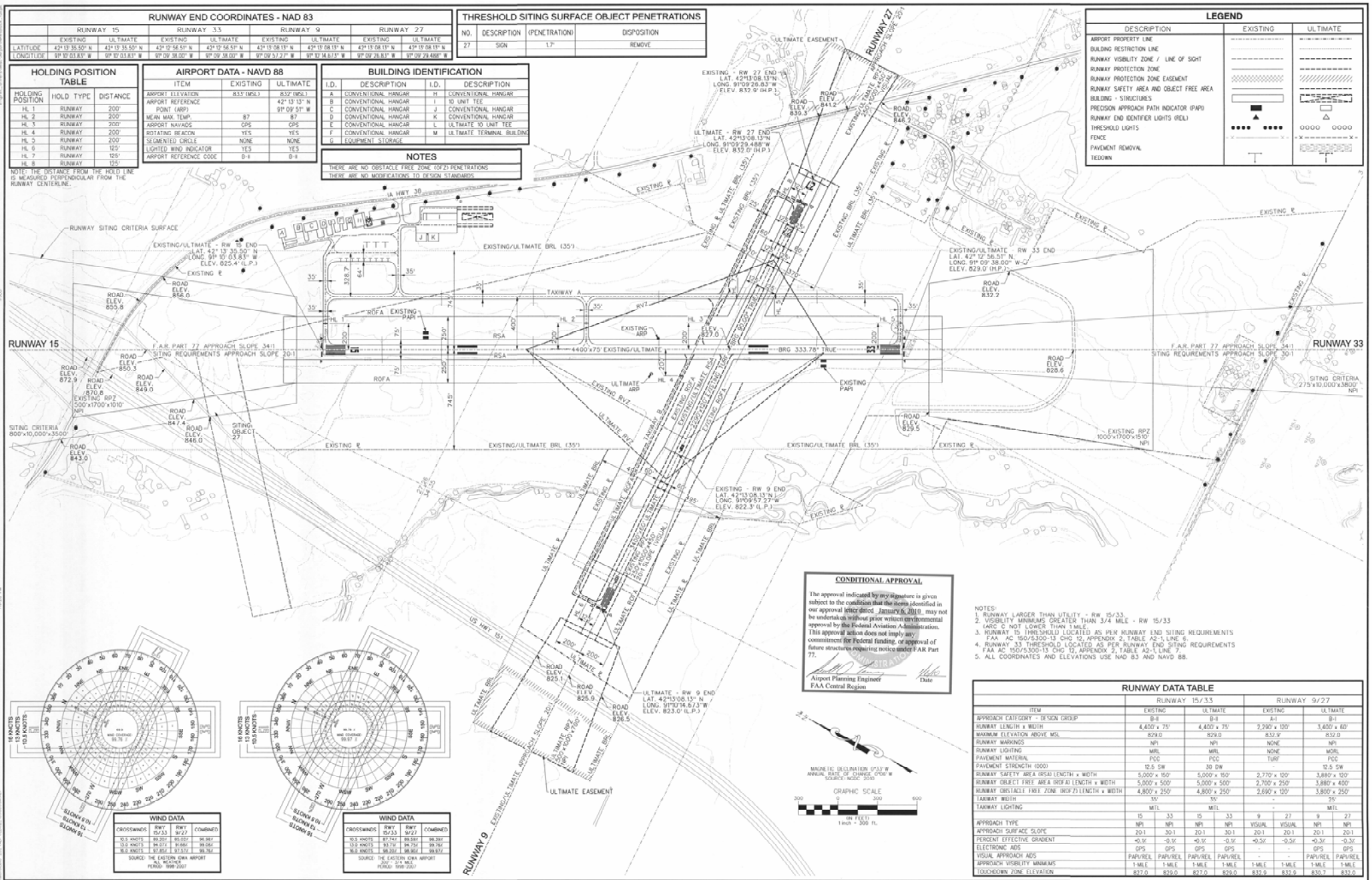
NOTES

THERE ARE NO OBSTACLE FREE ZONE (OFZ) PENETRATIONS

THERE ARE NO MODIFICATIONS TO DESIGN STANDARDS

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		
TIEDOWN		



WIND DATA

CROSSWINDS	RWY 15/33	RWY 9/27	COMBINED
10.5 KNOTS	89.35%	85.03%	96.38%
13.0 KNOTS	94.01%	91.66%	99.06%
16.0 KNOTS	97.85%	97.51%	99.76%

SOURCE: THE EASTERN IOWA AIRPORT
ALL WEATHER
PERIOD: 1995-2007

WIND DATA

CROSSWINDS	RWY 15/33	RWY 9/27	COMBINED
10.5 KNOTS	87.74%	89.58%	96.38%
13.0 KNOTS	93.73%	94.73%	99.76%
16.0 KNOTS	98.26%	98.90%	99.97%

SOURCE: THE EASTERN IOWA AIRPORT
2007 - 3/4 MILE
PERIOD: 1995-2007

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated January 6, 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.

Airport Planning Engineer
FAA Central Region

Date

NOTES:
1. RUNWAY LARGER THAN UTILITY - RW 15/33.
2. VISIBILITY MINIMUMS GREATER THAN 3/4 MILE - RW 15/33 (ARC C NOT LOWER THAN 1 MILE).
3. RUNWAY 15 THRESHOLD LOCATED AS PER RUNWAY END SITING REQUIREMENTS FAA AC 150/5300-13 CHG 12, APPENDIX 2, TABLE A2-1, LINE 6.
4. RUNWAY 33 THRESHOLD LOCATED AS PER RUNWAY END SITING REQUIREMENTS FAA AC 150/5300-13 CHG 12, APPENDIX 2, TABLE A2-1, LINE 7.
5. ALL COORDINATES AND ELEVATIONS USE NAD 83 AND NAVD 88.

RUNWAY DATA TABLE

ITEM	RUNWAY 15/33		RUNWAY 9/27	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
APPROACH CATEGORY - DESIGN GROUP	B-II	B-II	A-I	B-I
RUNWAY LENGTH x WIDTH	4,400' x 75'	4,400' x 75'	2,290' x 120'	3,400' x 60'
MAXIMUM ELEVATION ABOVE MSL	829.0	829.0	832.9'	832.0
RUNWAY MARKINGS	NPI	NPI	NONE	NPI
RUNWAY LIGHTING	MIRL	MIRL	NONE	MORL
PAVEMENT MATERIAL	PCC	PCC	TURF	PCC
PAVEMENT STRENGTH (000)	12.5 SW	30 DW	-	12.5 SW
RUNWAY SAFETY AREA (RSA) LENGTH x WIDTH	5,000' x 150'	5,000' x 150'	2,770' x 120'	3,880' x 120'
RUNWAY OBJECT FREE AREA (ROFA) LENGTH x WIDTH	5,000' x 500'	5,000' x 500'	2,700' x 250'	3,880' x 400'
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH x WIDTH	4,800' x 250'	4,800' x 250'	2,690' x 120'	3,800' x 250'
TAXIWAY WIDTH	35'	35'	-	25'
TAXIWAY LIGHTING	MITL	MITL	-	MITL
	15 / 33	15 / 33	9 / 27	9 / 27
APPROACH TYPE	NPI / NPI	NPI / NPI	VISUAL / VISUAL	NPI / NPI
APPROACH SURFACE SLOPE	20:1 / 30:1	20:1 / 30:1	20:1 / 20:1	20:1 / 20:1
PERCENT EFFECTIVE GRADIENT	+0.1% / -0.1%	+0.1% / -0.1%	+0.5% / -0.5%	+0.3% / -0.3%
ELECTRONIC AIDS	GPS / GPS	GPS / GPS	- / -	GPS / GPS
VISUAL APPROACH AIDS	PAPI/REIL / PAPI/REIL	PAPI/REIL / PAPI/REIL	- / -	PAPI/REIL / PAPI/REIL
APPROACH VISIBILITY MINIMUMS	1-MILE / 1-MILE	1-MILE / 1-MILE	1-MILE / 1-MILE	1-MILE / 1-MILE
TOUCHDOWN ZONE ELEVATION	827.0 / 829.0	827.0 / 829.0	832.9 / 832.9	830.7 / 832.0

REVISION BLOCK
NUMBER | DESCRIPTION

APPROVED BY:
DATE APPROVED:

PROJECT: MONTICELLO REGIONAL AIRPORT
TITLE: AIRPORT LAYOUT PLAN

SNYDER & ASSOCIATES
2727 S.W. SNYDER BLVD.
ANKENY, IOWA 50023
515-964-2020

PLAN: JLS
CK. BY: JLS
DR. BY: RRD
DATE: 11-2009
PROJECT NO.: 105.0639-201
DRG. NO.: D-2814
SHEET: 2 OF 12