

SURVEY CONTROL AND RUNWAY DOCUMENTATION				
WGS84 COORDINATES (NAD83)			NAVD 88	
PID	LATITUDE	LONGITUDE	ELEVATION	DESCRIPTION
NL0869	42°44'07.91865" N	094°37'10.33362" W	1228	THE STATION IS A STD DISC MK "POCAHONTAS 3 1971". SET IN TOP OF ROUND CONC POST, 5" ABOVE GRD. 0.2 MI N OF HWY 3 ON CO RD N57, STA ON E SIDE OF RD, 65.5 FT N OF WT POST MK NO. 6, 0.7 FT W OF HARN SUGN, 1.6 FT N OF WITNESS POST.
NL0924	42°44'42.34144" N	094°39'09.92409" W	1221	PUNCH MK TOP OF S. STL ROD, ENCASED IN A 5-INCH PVC PIPE WITH LOGO CAP, SURROUNDED BY CONC. LOCATED 60.7 FT NE OF E & RW, 55.0 FT S OF WIND TEE, 47.4 FT E OF RAMP EDGE, 19.7' E OF A FIBERGLASS WITNESS POST.
NL0925	42°44'29.03089" N	094°38'40.66653" W	1221	PUNCH MK TOP OF S. STL ROD, ENCASED IN A 5-INCH PVC PIPE WITH LOGO CAP, SURROUNDED BY CONC. LOCATED ABOUT 1000 FT NW OF RW 29 END, 50.4 FT NE OF E & RW, 31.5 FT NW OF N COR OF TURN-AROUND, 29.0 FT ESE OF RW BEACON LIGHT, 4.1 FT N OF N EDGE OF TURN-AROUND, 3.9 FT N OF A FIBERGLASS WITNESS POST.

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	125'
HL 6	RUNWAY	125'

BUILDING IDENTIFICATION			
I.D.	DESCRIPTION	I.D.	DESCRIPTION
A	NOT USED	O	11-UNIT TEE HANGAR
B	NOT USED	P	FUEL FACILITY
C	NOT USED	Q	TERMINAL BUILDING
D	NOT USED	R	NOT USED
E	NOT USED	S	ULTIMATE 60'x60' CONVENTIONAL HANGAR
F	INDIVIDUAL TEE HANGAR	T	ULTIMATE INDIVIDUAL TEE HANGAR
G	INDIVIDUAL TEE HANGAR	U	ULTIMATE INDIVIDUAL TEE HANGAR
H	INDIVIDUAL TEE HANGAR	V	ULTIMATE INDIVIDUAL TEE HANGAR
I	INDIVIDUAL TEE HANGAR	W	STORAGE BUILDING
J	INDIVIDUAL TEE HANGAR	X	STORAGE BUILDING
K	INDIVIDUAL TEE HANGAR	Y	US ARMY RESERVE BUILDING
L	INDIVIDUAL TEE HANGAR	Z	US ARMY RESERVE BUILDING
M	INDIVIDUAL TEE HANGAR		
N	INDIVIDUAL TEE HANGAR		

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

THRESHOLD SITING SURFACE OBJECT PENETRATIONS			
NO.	DESCRIPTION (PENETRATION)	DISPOSITION	
22	TREE (3.7)	LOWER/REMOVE	
27	BUILDING (0.1)	LOWER/REMOVE	

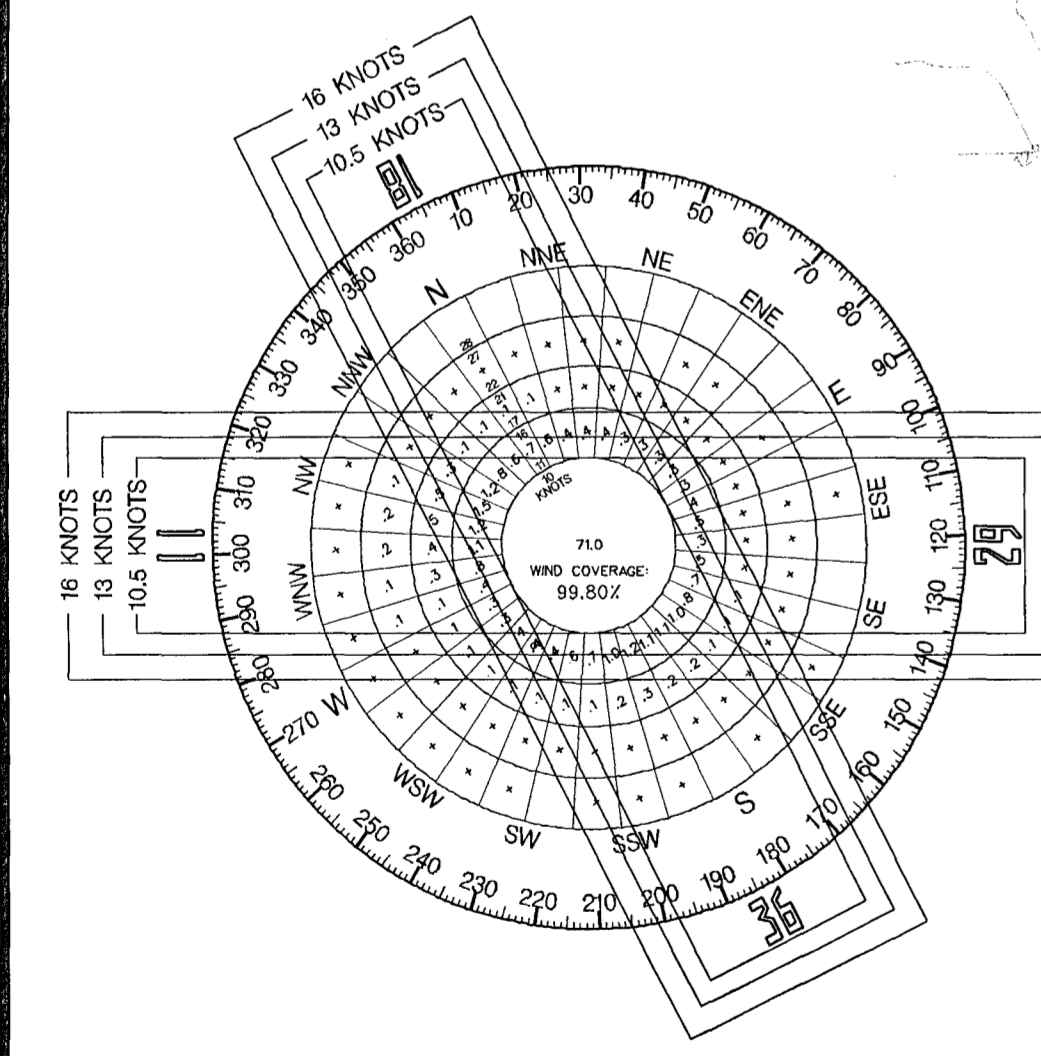
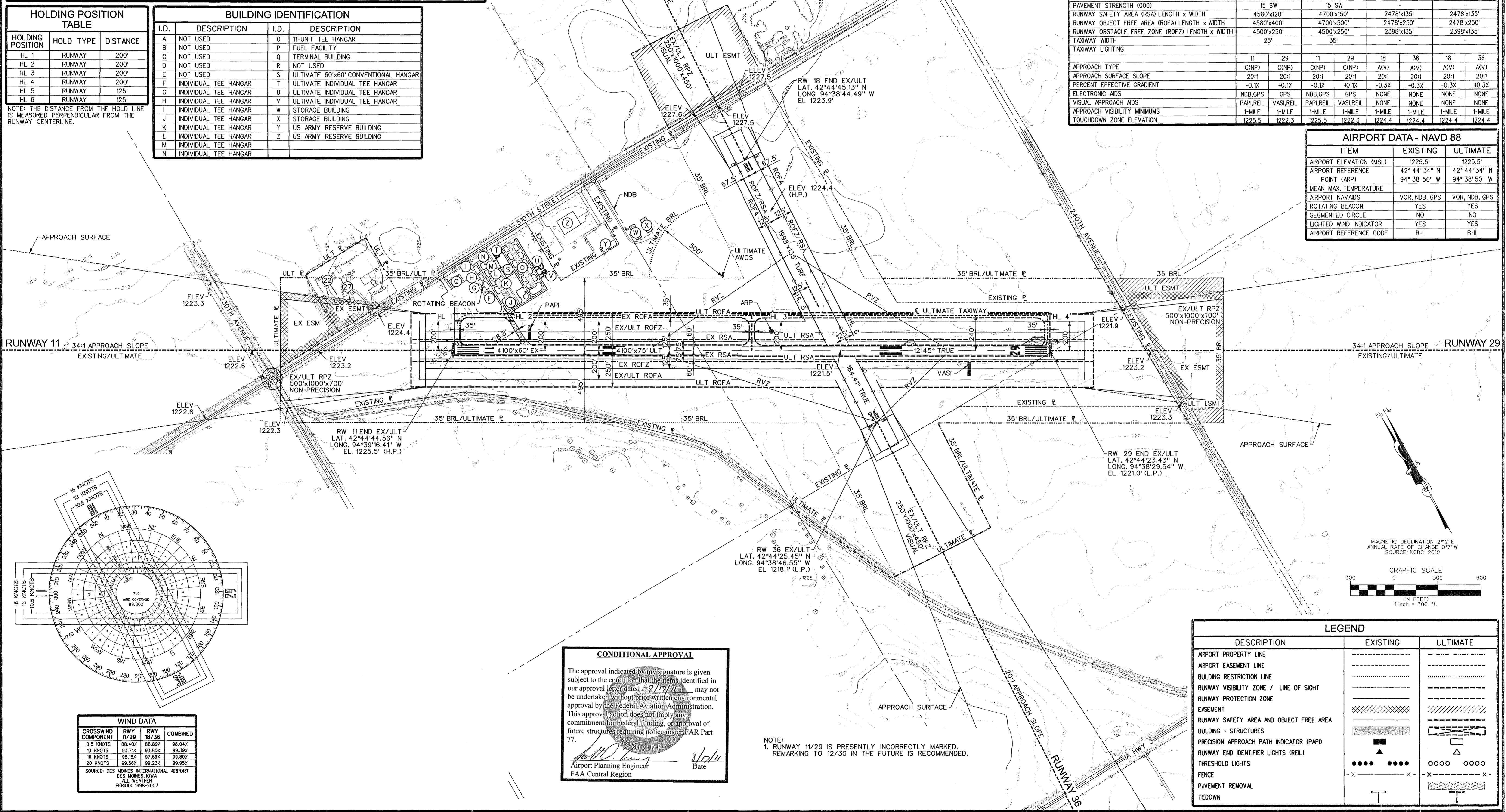
NOTES

- THERE ARE NO OBSTACLE FREE ZONE (OFZ) PENETRATIONS
- THERE ARE NO MODIFICATIONS TO DESIGN STANDARDS
- RUNWAY 11 THRESHOLD SITING CRITERIA IS APPLIED. CRITERIA IS IN ACCORDANCE WITH FAA AC 150/5300-13 CHG 12, APPENDIX 2, LINE 5 (APPROACH END OF RUNWAYS EXPECTED TO SUPPORT INSTRUMENT STRAIGHT IN NIGHT OPERATIONS, SERVING APPROACH CATEGORY A AND B AIRCRAFT ONLY).
- THESE OBJECTS WILL BE MITIGATED

RUNWAY END COORDINATES - NAD 83								
LATITUDE	RUNWAY 11		RUNWAY 29		RUNWAY 18		RUNWAY 36	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
42°44'44.5569" N	42°44'44.5569" N	42°44'23.4320" N	42°44'23.4320" N	42°44'45.1297" N	42°44'45.1297" N	42°44'25.4518" N	42°44'25.4518" N	
94°39'16.4093" W	94°39'16.4093" W	94°38'29.5409" W	94°38'29.5409" W	94°38'44.4895" W	94°38'44.4895" W	94°38'46.5464" W	94°38'46.5464" W	

ITEM	RUNWAY 11/29				RUNWAY 18/36			
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
APPROACH CATEGORY - DESIGN GROUP	B-I	B-II	B-I	B-II	A-I	A-I	A-I	A-I
RUNWAY LENGTH x WIDTH	4100'x60'	4100'x75'	1998'x135'	1998'x135'	1998'x135'	1998'x135'	1998'x135'	1998'x135'
MAXIMUM ELEVATION ABOVE MSL	1225.5	1225.5	1224.4	1224.4	1224.4	1224.4	1224.4	1224.4
RUNWAY MARKINGS	NPI	NPI	NONE	NONE	NONE	NONE	NONE	NONE
RUNWAY LIGHTING	MRL	MRL	NONE	NONE	NONE	NONE	NONE	NONE
PAVEMENT MATERIAL	PCC	PCC	TURF	TURF	TURF	TURF	TURF	TURF
PAVEMENT STRENGTH (000)	15 SW	15 SW						
RUNWAY SAFETY AREA (RSA) LENGTH x WIDTH	4580'x120'	4700'x150'	2478'x135'	2478'x135'	2478'x135'	2478'x135'	2478'x135'	2478'x135'
RUNWAY OBJECT FREE AREA (ROFA) LENGTH x WIDTH	4580'x400'	4700'x500'	2478'x250'	2478'x250'	2478'x250'	2478'x250'	2478'x250'	2478'x250'
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH x WIDTH	4500'x250'	4500'x250'	2398'x135'	2398'x135'	2398'x135'	2398'x135'	2398'x135'	2398'x135'
TAXIWAY WIDTH	25'	35'						
TAXIWAY LIGHTING								
APPROACH TYPE	C(NP)	C(NP)	C(NP)	C(NP)	AV	AV	AV	AV
APPROACH SURFACE SLOPE	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1
PERCENT EFFECTIVE GRADIENT	-0.1%	+0.1%	-0.1%	+0.1%	-0.3%	+0.3%	-0.3%	+0.3%
ELECTRONIC AIDS	NDB,GPS	GPS	NDB,GPS	GPS	NONE	NONE	NONE	NONE
VISUAL AIDS	PAPI,REIL	VASI,REIL	PAPI,REIL	VASI,REIL	NONE	NONE	NONE	NONE
APPROACH VISIBILITY MINIMUMS	1-MILE	1-MILE	1-MILE	1-MILE	1-MILE	1-MILE	1-MILE	1-MILE
TOUCHDOWN ZONE ELEVATION	1225.5	1222.3	1224.4	1224.4	1224.4	1224.4	1224.4	1224.4

AIRPORT DATA - NAVD 88		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	1225.5'	1225.5'
AIRPORT REFERENCE POINT (ARP)	42°44'34" N 94°38'50" W	42°44'34" N 94°38'50" W
MEAN MAX. TEMPERATURE		
AIRPORT NAVAIDS	VOR, NDB, GPS	VOR, NDB, GPS
ROTATING BEACON	YES	YES
SEGMENTED CIRCLE	NO	NO
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	B-I	B-II



WIND DATA			
CROSSWIND COMPONENT	RWY 11/29	RWY 18/36	COMBINED
10.5 KNOTS	88.40%	88.89%	98.04%
15 KNOTS	93.71%	93.89%	99.39%
18 KNOTS	98.87%	97.69%	99.80%
20 KNOTS	99.56%	99.23%	99.95%

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

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated 8/17/11 may not be undertaken without prior written environmental approval by the Federal Aviation Administration. This approval 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: 8/17/11

NOTE:
1. RUNWAY 11/29 IS PRESENTLY INCORRECTLY MARKED. REMARKING TO 12/30 IN THE FUTURE IS RECOMMENDED.

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	---	---
AIRPORT EASEMENT LINE	---	---
BUILDING RESTRICTION LINE	---	---
RUNWAY VISIBILITY ZONE / LINE OF SIGHT	---	---
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	---	---
TICDOWN	---	---