

RUNWAY END COORDINATES - NAD 83

RUNWAY 17			RUNWAY 35		
EXISTING END	EXISTING DISPLACED	ULTIMATE	EXISTING END	EXISTING DISPLACED	ULTIMATE
43° 27' 23.1694" N	43° 27' 20.1773" N	43° 27' 33.0788" N	43° 28' 52.8280" N	43° 28' 56.7732" N	43° 28' 52.0368" N
96° 10' 50.2797" W	96° 10' 48.8813" W	96° 10' 55.5873" W	96° 10' 44.1771" W	96° 10' 44.7002" W	96° 10' 47.30823" W

MODIFICATIONS TO AIRPORT DESIGN STANDARDS

APPROVAL DATE	AIRSPACE CASE NO.	STANDARD MODIFIED	DESCRIPTION
NONE REQUIRED			

HOLDING POSITION TABLE

HOLDING POSITION	HOLD TYPE	DISTANCE
HL 1	RUNWAY	125
HL 2	RUNWAY	125
HL 3	RUNWAY	125
HL 4	RUNWAY	125

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

AIRPORT DATA		
	EXISTING	ULTIMATE
AIRPORT ELEVATION	1,363.0' (MSL)	1,363.0' (MSL)
AIRPORT REFERENCE POINT (ARP)	43° 27' 12.5678" N 96° 10' 51.4388" W	43° 27' 12.5678" N 96° 10' 51.4388" W
MEAN MAX TEMP	85.5°	85.5°
AIRPORT NAVIGATOR	NOB, GPS	NOB, GPS
ROTATING BEACON	YES	YES
SEGMENTED CIRCLE	NONE	NONE
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	ANC B-I	ANC B-II

NOTES:

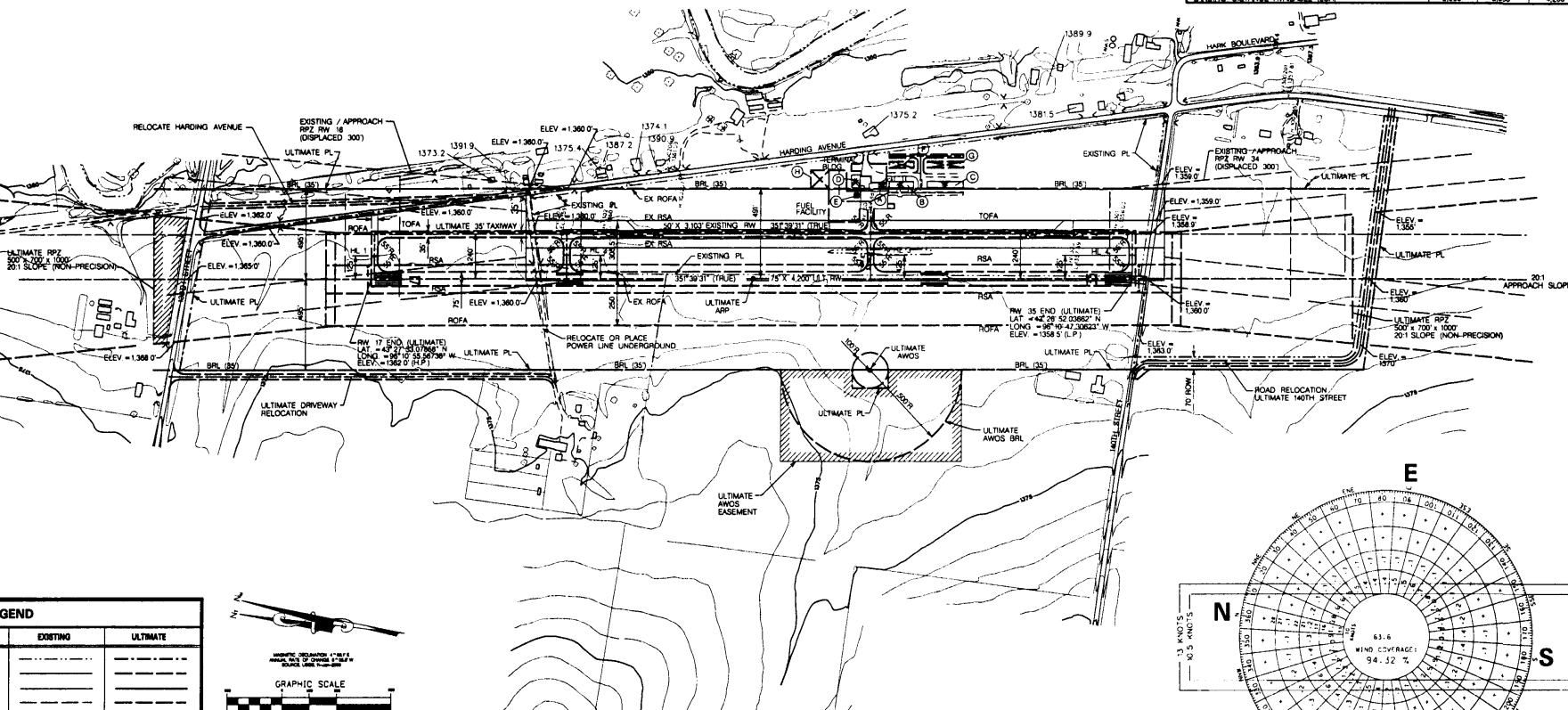
- EXISTING RUNWAY 18 THRESHOLD DISPLACED 300 FEET.
- EXISTING RUNWAY 34 THRESHOLD DISPLACED 300 FEET.
- THERE ARE OBSTACLE FREE ZONE (OFZ) PENETRATIONS AT BOTH EXISTING RUNWAY 18 & 34 ENDS. THESE PENETRATIONS WILL BE ELIMINATED BY RELOCATING THE PRIMARY RUNWAY 240 FEET TO THE WEST.
- THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS AS PER FAA AC 150/5300-13, APPENDIX 2, PARAGRAPH 3B.
- AIR SPACE REVIEW CASE #R-ALC-0007-NRM. THERE ARE PENETRATIONS OF THE 7:1 TRANSITIONAL SURFACE BY HANGARS LOCATED ON THE AIRPORT. THERE ARE ALSO OBJECT PENETRATIONS CONSISTING OF POWER POLES AND BUILDINGS ALONG NORTH UNION STREET FROM THE TERMINAL AREA OVER THE RUNWAY PROTECTION ZONE (RPZ) EXTENDING BEYOND RW 18. THESE OBJECT PENETRATIONS WILL BE ELIMINATED AT THE TIME THE RUNWAY IS RELOCATED.
- AWOS SITING CRITERIA
 - 500 FEET FROM RUNWAY CENTERLINE.
 - VEGETATION KEPT TO A HEIGHT NO MORE THAN 10 INCHES.
 - 100 FEET FROM TEMPERATURE / DEW POINT SENSOR.
 - NO OBSTRUCTION SHOULD BE TALLER THAN 15 FEET BELOW THE HEIGHT OF WIND SENSOR WITHIN 300 FEET OF WIND SENSOR MAST.
- RUNWAY PROTECTION ZONES (RPZ)
 - APPROACH RPZ: THE APPROACH RPZ BEGINS 200 FEET BEFORE THE THRESHOLD (500'x1000'x700').
 - DEPARTURE RPZ: THE DEPARTURE RPZ BEGINS 200 FEET BEYOND THE FAR END TORA (250'x1000'x450').

BUILDING IDENTIFICATION

A	TERMINAL BUILDING
B	4 STALL T-HANGAR
C	8 STALL T-HANGAR
D	CONVENTIONAL FBO SHOP
E	FUEL FACILITY
F	ULTIMATE 4 STALL T-HANGAR
G	ULTIMATE 6 STALL T-HANGAR
H	ULTIMATE CONVENTIONAL HANGAR

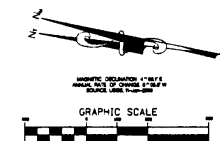
RUNWAY DATA TABLE

ITEM	RUNWAY 18/34		RUNWAY 17/35	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
APPROACH CATEGORY / DESIGN GROUP	B-I	B-II	B-I	B-II
RUNWAY LENGTH / WIDTH	3,103 / 267	4,200 / 775	3,103 / 267	4,200 / 775
RUNWAY MARKINGS	NPI	NPI	NPI	NPI
RUNWAY LIGHTING	MPL	MPL	MPL	MPL
PAVEMENT MATERIAL	ACC	ACC	ACC	ACC
PAVEMENT STRENGTH (R00R)	8,000	12,500 SHL	8,000	12,500 SHL
RUNWAY SAFETY AREA (RSA) LENGTH	3,300	4,800	3,300	4,800
RUNWAY SAFETY AREA (RSA) WIDTH	150	150	150	150
OBJECT FREE AREA (OFA) LENGTH	3,100	4,800	3,100	4,800
OBJECT FREE AREA (OFA) WIDTH	500	500	500	500
OBSTACLE FREE ZONE (OFZ) LENGTH	3,300	4,800	3,300	4,800
OBSTACLE FREE ZONE (OFZ) WIDTH	400	400	400	400
TAXIWAY WIDTH	35	35	35	35
TAXIWAY LIGHTING	NONE	MPL	NONE	MPL
APPROACH SURFACE SLOPE	20:1	20:1	20:1	20:1
ELECTRONIC AIDS	NOB, GPS	NONE	NOB, GPS	GPS
VISUAL APPROACH AIDS	PAPI	PAPI	PAPI	PAPI
APPROACH VISIBILITY MINIMUMS	800-1	800-1	800-1	1 MILE
TOUCHDOWN ZONE ELEVATION	1,380	1,380	1,380	1,380
TAKEOFF RUN AVAILABLE (TORA)	3,103	3,103	4,200	4,200
TAKEOFF DISTANCE AVAILABLE (TODA)	3,103	3,103	4,200	4,200
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	2,803	2,803	4,200	4,200
LANDING DISTANCE AVAILABLE (LDA)	2,503	2,503	4,200	4,200



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	---	---

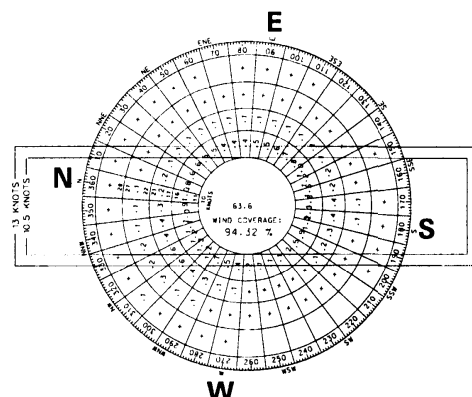


APPROVED

CITY OF ROCK RAPIDS DATE

WIND DATA

CROSSWINDS	RWY 18/34
10.5 KNOTS	88.28
13.0 KNOTS	94.32
SOURCE: SLOTT FALLS AIRPORT PERIOD: 1988-2001	



ROCK RAPIDS MUNICIPAL AIRPORT AIRPORT LAYOUT PLAN

DATE: 10/1/2011



SUTHER & ASSOCIATES, INC.
100.0494

PROJECT NO. 100.0494
SHEET 2 OF 10