

GENERAL NOTES

1. SHL IS LOCATED IN SECTIONS 16-21 AND 28-30, TOWNSHIP 97N, RANGE 42W
2. TOPOGRAPHIC CONTOURS ARE DEPICTED AT 10' MAJOR AND 2' MINOR INTERVALS
3. HORIZONTAL DATUM NAD 83
4. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS
5. THERE ARE NO OFZ OBJECT PENETRATIONS
6. THE DISTANCE FROM THE HOLD LINE IS MEASURED PERPENDICULAR FROM THE RUNWAY CENTERLINE
7. THE GREEN ASSOCIATED WITH HOLE NO. 5 WILL NEED TO BE RELOCATED TO CLEAR THE RUNWAY 24 RPZ

SURVEY CONTROL POINTS				
NO	LATITUDE	LONGITUDE	ELEV	DESCRIPTION
200	N 43° 12' 44.73"	W 95° 50' 22.30"	1414.21	BLUE CAP
203	N 43° 12' 45.17"	W 95° 50' 19.59"	1415.73	SET PK NAIL
205	N 43° 12' 48.45"	W 95° 50' 15.47"	1417.23	SET PK NAIL
BENCH MARKS				
NO	ELEV	DESCRIPTION		
204	1416.87	SE CORNER OF FUEL PUMP		

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	PL (E)	---
BUILDING RESTRICTION LINE	---	--- BRL (U) ---
RUNWAY PROTECTION ZONE	---	--- RPZ (U) ---
RUNWAY OBJECT FREE AREA	---	--- OFA (U) ---
RUNWAY OBJECT FREE ZONE	---	--- OFZ (U) ---
TAXIWAY OBJECT FREE AREA	---	--- TOFA (U) ---
RUNWAY SAFETY AREA	---	--- RSA (U) ---
BUILDING STRUCTURES	---	---
RUNWAY END IDENTIFIER LIGHTS (REIL)	---	---
THRESHOLD LIGHTS	---	---
RUNWAY EDGE LIGHTS	---	---
WIND INDICATOR	---	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---
AIRPORT ROTATING BEACON	---	---
AVIGATION EASEMENT	---	---

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

HOLDING POSITION TABLE

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

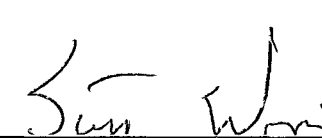
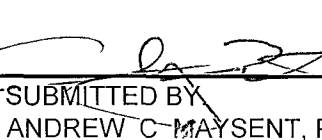
SITE ELEVATIONS

NO	ELEVATION	DESCRIPTION
SE-1	1399.03	RAILROAD
SE-2	1399.37	ROAD
SE-3	1407.77	RAILROAD
SE-4	1409.33	ROAD
SE-5	1413.46	RAILROAD
SE-6	1414.00	ROAD
SE-7	1419.74	ROAD
SE-8	1419.56	RAILROAD
SE-9	1419.53	ROAD
SE-10	1420.36	ROAD
SE-11	1419.89	RAILROAD
SE-12	1418.62	RAILROAD
SE-13	1421.52	ROAD
SE-14	1419.67	ROAD
SE-15	1420.33	ROAD
SE-16	1418.62	ROAD
SE-17	1396.19	RIVER
SE-18	1416.27	ROAD
SE-19	1411.16	ROAD
SE-20	1408.02	ROAD
SE-21	1397.54	RIVER
SE-22	1416.19	ROAD
SE-23	1394.49	RIVER
SE-24	1394.05	RIVER
SE-25	1393.77	RIVER
SE-26	1389.13	RIVER
SE-27	1388.13	RIVER
SE-28	1386.85	RIVER
SE-29	1400.27	ROAD

AIRPORT DATA		
AIRPORT IDENTIFIER	SHL	OWNER: CITY OF SHELTON
CITY	SHELTON	COUNTY: O'BRIEN
EXISTING		
AIRPORT ELEVATION	1419.2 MSL	1422.0 MSL
AIRPORT REFERENCE POINT	LAT N43° 12' 30" LONG W95° 50' 00"	LAT N43° 12' 33" LONG W95° 49' 49"
MEAN MAX TEMP	86.7 F	88.7 F
AIRPORT NAVAIDS	NDB, GPS, BEACON	NDB, GPS, BEACON
ROTATING BEACON	YES	YES
SEGMENTED CIRCLE	NO	NO
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	ARC B-II	ARC C-II
CRITICAL DESIGN AIRCRAFT	B-II FAMILY	C-II FAMILY

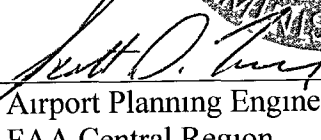
RUNWAY DATA	RUNWAY 15		RUNWAY 33		RUNWAY 6		RUNWAY 24	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
APPROACH CATEGORY & DESIGN GROUP	B-II	SAME	B-II	SAME	C-II	SAME	C-II	SAME
RUNWAY (LENGTH/WIDTH)	4,199' / 75'	SAME	4,199' / 75'	SAME	5,500' / 100'	SAME	5,500' / 100'	SAME
RUNWAY EFFECTIVE GRADIENT (MAX)	0.16%	SAME	0.16%	SAME	0.50%	SAME	0.50%	SAME
PERCENT WIND COVERAGE	96.92%	SAME	96.92%	SAME	92.31%	SAME	92.31%	SAME
RUNWAY LIGHTING (LIRL, MIRL, HIRL)	MIRL	SAME	MIRL	SAME	MIRL	SAME	MIRL	SAME
RUNWAY MARKING (B, NP, OR P)	NP	SAME	NP	SAME	NP	SAME	NP	SAME
PAVEMENT MATERIAL	CONCRETE	SAME	CONCRETE	SAME	CONCRETE	SAME	CONCRETE	SAME
PAVEMENT DESIGN STRENGTH	28,000 S	SAME	28,000 S	SAME	30,000 S, 48,000 D	SAME	30,000 S, 48,000 D	SAME
RUNWAY SAFETY AREA (LENGTH/WIDTH)	4,799' / 150'	SAME	4,799' / 150'	SAME	7,500' / 500'	SAME	7,500' / 500'	SAME
OBJECT FREE AREA (LENGTH/WIDTH)	4,799' / 500'	SAME	4,799' / 500'	SAME	7,500' / 800'	SAME	7,500' / 800'	SAME
OBSTACLE FREE ZONE (LENGTH/WIDTH)	4,599' / 400'	SAME	4,599' / 400'	SAME	5,900' / 400'	SAME	5,900' / 400'	SAME
TAXIWAY WIDTH	35'	SAME	35'	SAME	35'	SAME	35'	SAME
TAXIWAY LIGHTING	MITL	SAME	MITL	SAME	MITL	SAME	MITL	SAME
APPROACH SURFACE SLOPE	34.1	SAME	34.1	SAME	34.1	SAME	34.1	SAME
ELECTRONIC AIDS	GPS, AWOS	SAME	NDB, GPS, AWOS	SAME	NDB, GPS, AWOS	SAME	NDB, GPS, AWOS	SAME
VISUAL AIDS (REIL, VGSI, ETC)	REIL	SAME	REIL	SAME	REIL	SAME	REIL	SAME
	PAPI - 2L	SAME	PAPI - 2L	SAME	PAPI - 4L	SAME	PAPI - 4L	SAME
	BEACON	SAME	BEACON	SAME	BEACON	SAME	BEACON	SAME
APPROACH VISIBILITY MINIMUMS	1 MILE	SAME	1 MILE	SAME	1 MILE	SAME	3/4 MILE	SAME
PART 77 APPROACH USE TYPE	NPI / C	SAME	NPI / C	SAME	NPI / C	SAME	NPI / C	SAME
AERONAUTICAL SURVEY TYPE REQUIRED	VG	SAME	VG	SAME	VG	SAME	VG	SAME
TOUCHDOWN ZONE ELEVATION (TDZE)	1419.24 MSL	SAME	1418.88 MSL	SAME	1419.90	SAME	1422.00 MSL	SAME
TAKEOFF RUNWAY AVAILABLE (TORA)	4199'	SAME	4199'	SAME	5200'	SAME	5500'	SAME
TAKEOFF DISTANCE AVAILABLE (TODA)	4199'	SAME	4199'	SAME	5200'	SAME	5500'	SAME
ACCELERATE STOP DISTANCE AVAILABLE	4199'	SAME	4199'	SAME	5200'	SAME	5500'	SAME
LANDING DISTANCE AVAILABLE (LDA)	4199'	SAME	4199'	SAME	5200'	SAME	5500'	SAME

FOR APPROVAL BY

 CITY OF SHELTON, IOWA Scott Winger City Manager	10/29/13 DATE
 SUBMITTED BY: ANDREW C. MAYSE, P.E. PROJECT MANAGER McCLURE ENGINEERING COMPANY	10/14/13 DATE

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated 10/14/13 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
11/1/13
Date

Magnetic Declination (2012)
Annual Change 0° 7' W
Source: NOAA NGS

0 200 400 800
GRAPHIC SCALE

EXISTING BUILDINGS / FACILITIES		ULTIMATE BUILDINGS / FACILITIES	
ID	DESCRIPTION	ID	DESCRIPTION
(1)	NORTH HANGAR	(9)	ULTIMATE NORTH HANGAR RELOCATION
(2)	MAINTENANCE / CONVENTIONAL HANGAR	(10)	ULTIMATE SNOW REMOVAL EQUIPMENT BUILDING
(3)	TERMINAL	(11-15)	ULTIMATE CONVENTIONAL HANGAR
(4)	FUEL FARM	(16-17)	ULTIMATE 6-UNIT T-HANGAR
(5)	6-UNIT T-HANGAR	(18)	ULTIMATE FUEL FARM
(6)	6-UNIT T-HANGAR	(19-20)	ULTIMATE CORPORATE / CONVENTIONAL HANGAR
(7)	6-UNIT T-HANGAR	(21)	ULTIMATE TERMINAL
(8)	6-UNIT T-HANGAR	(22-23)	ULTIMATE CORPORATE / CONVENTIONAL HANGAR

ENGINEER
ACM
DRAWN BY
TMD
CHECKED BY
DAA
FIELD BOOK NO
FIELD BOOK
SHELTON MUNICIPAL AIRPORT
SHL 1510001
JULY 2013

REVISIONS


building strong

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Clive, IA 50325
515-964-1229
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AIRPORT LAYOUT PLAN

SHEET NO.

01

01 OF 11