

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	---	---
TEDOWN	---	---

THRESHOLD SITING SURFACE OBJECT PENETRATIONS			
NO.	DESCRIPTION	(PENETRATION)	DISPOSITION
	NONE		

RUNWAY END COORDINATES - NAD 83											
		RUNWAY 12		RUNWAY 30		DISPLACED RUNWAY 30		RUNWAY 18		RUNWAY 36	
		EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
LATITUDE		43°09'14.60" N	43°09'14.60" N	43°09'35.56" N	43°09'35.56" N	43°09'42.43" N	43°09'42.43" N	43°09'29.43" N	43°09'29.43" N	43°09'29.43" N	43°09'29.43" N
LONGITUDE		95°12'43.76" W	95°12'43.76" W	95°11'38.48" W	95°11'38.48" W	95°11'43.90" W	95°11'43.90" W	95°12'05.56" W	95°12'05.56" W	95°12'05.56" W	95°12'05.56" W

MODIFICATION TO DESIGN STANDARDS			
APPROVAL DATE	APPROVAL CASE NUMBER	STANDARD MODIFIED	DESCRIPTION
	NONE		

RUNWAY DATA TABLE											
		RUNWAY 12/30		RUNWAY 18/36		DISPLACED RUNWAY 30		RUNWAY 18		RUNWAY 36	
		EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
APPROACH CATEGORY - DESIGN GROUP		C-1	C-1	C-1	C-1	C-1	C-1	C-1	C-1	C-1	C-1
RUNWAY LENGTH x WIDTH		6,000 x 100	6,000 x 100	6,000 x 100	6,000 x 100	6,000 x 100	6,000 x 100	6,000 x 100	6,000 x 100	6,000 x 100	6,000 x 100
MAXIMUM ELEVATION ABOVE MSL		1,340.7	1,340.7	1,339.6	1,339.6	1,339.6	1,339.6	1,339.6	1,339.6	1,339.6	1,339.6
RUNWAY MARKINGS		PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION
RUNWAY LIGHTING		MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL
PAVEMENT MATERIAL		PCC (GROVED)	PCC (GROVED)	PCC (GROVED)	PCC (GROVED)	PCC (GROVED)	PCC (GROVED)	PCC (GROVED)	PCC (GROVED)	PCC (GROVED)	PCC (GROVED)
PAVEMENT STRENGTH (000)		30 SINGLE	30 SINGLE	30 SINGLE	30 SINGLE	30 SINGLE	30 SINGLE	30 SINGLE	30 SINGLE	30 SINGLE	30 SINGLE
RUNWAY SAFETY AREA (RSA) LENGTH		7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500
RUNWAY SAFETY AREA (RSA) WIDTH		800	800	800	800	800	800	800	800	800	800
RUNWAY OBJECT FREE AREA (ROFA) LENGTH		7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500
RUNWAY OBJECT FREE AREA (ROFA) WIDTH		800	800	800	800	800	800	800	800	800	800
RUNWAY OBSTACLE FREE ZONE (OFZ) LENGTH		5,900	5,900	5,900	5,900	5,900	5,900	5,900	5,900	5,900	5,900
RUNWAY OBSTACLE FREE ZONE (OFZ) WIDTH		400	400	400	400	400	400	400	400	400	400
TAXIWAY WIDTH		35	35	35	35	35	35	35	35	35	35
TAXIWAY LIGHTING		MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL	MTL
APPROACH TYPE		PBR	PBR	PBR	PBR	PBR	PBR	PBR	PBR	PBR	PBR
APPROACH SURFACE SLOPE		50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1
PERCENT EFFECTIVE GRADIENT		-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
ELECTRONIC AID		VOR/DME	VOR/DME	VOR/DME	VOR/DME	VOR/DME	VOR/DME	VOR/DME	VOR/DME	VOR/DME	VOR/DME
VISUAL APPROACH AIDS		MA SR	MA SR	MA SR	MA SR	MA SR	MA SR	MA SR	MA SR	MA SR	MA SR
APPROACH VISIBILITY MINIMUM		200-1/2	1 MILE	200-1/2	1 MILE	200-1/2	1 MILE	200-1/2	1 MILE	200-1/2	1 MILE
TOUCHDOWN ZONE ELEVATION		1,338.5	1,338.5	1,338.5	1,338.5	1,338.5	1,338.5	1,338.5	1,338.5	1,338.5	1,338.5
TWO-THIRD RUN AVAILABLE (TORA)		5,500	6,000	5,500	6,000	5,500	6,000	5,500	6,000	5,500	6,000
TAKEOFF DISTANCE AVAILABLE (TODA)		6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)		5,500	6,000	5,500	6,000	5,500	6,000	5,500	6,000	5,500	6,000
LANDING DISTANCE AVAILABLE (LDA)		6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000

AIRPORT DATA - NAVD 88		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION	1,338.5	1,338.5
AIRPORT REFERENCE POINT (ARP)	87°	87°
MEAN MAX TEMP.	87°	87°
AIRPORT NAV AIDS	NDB, VOR/DME	VOR/DME
ROTATING BEACON	YES	YES
SEGMENTED CIRCLE	NO	NO
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	C-1	C-1

HOLDING POSITION TABLE		
HOLDING POSITION	HOLD TYPE	DISTANCE
HL 1	RUNWAY	250
HL 2	RUNWAY	250
HL 3	RUNWAY	250
HL 4	RUNWAY	250
HL 5	RUNWAY	250
HL 6	RUNWAY	250
HL 7	RUNWAY	250
HL 8	RUNWAY	200
HL 9	RUNWAY	200
HL 10	RUNWAY	200
HL 11	RUNWAY	200
HL 12	RUNWAY	200

BUILDING IDENTIFICATION	
I.D.	DESCRIPTION
1	FBO OFFICE/LEASING EDGE
2	TERMINAL BUILDING
3	LEADING EDGE - 6,790 SF
4	KMA MAINTENANCE - 11,520 SF
5	SUPERIOR LUBRICATION - 5,820 SF
6	MAURER MFG. - 14,000 SF
7	SPENCER AVIONICS - 8,000 SF
8	TEE HANGAR
9	CONVENTIONAL HANGAR
10	TEE HANGAR
11	TEE HANGAR
12	RESIDENCE
13	CONVENTIONAL HANGAR - 10,000 SF
14	CONVENTIONAL HANGAR - 10,000 SF
15	TEE HANGAR - 80' x 264'
16	TEE HANGAR - 80' x 264'
17	CONVENTIONAL HANGAR - 10,000 SF
18	CONVENTIONAL HANGAR - 10,000 SF
19	CONVENTIONAL HANGAR - 10,000 SF

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the plans identified in our approval letter dated 1/10/08 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.

[Signature]
Airport Planning Engineer
FAA Central Region

[Signature]
Date

SURVEY CONTROL AND RUNWAY DOCUMENTATION											
WGS84 COORDINATES (NAD83)						NAVD 88					
		DEGREES MINUTES SECONDS		ELEVATION		DATUM US SURVEY FEET		ELEVATION		DESCRIPTION	
TURBINE		LATITUDE	LONGITUDE								
12		43°09'14.60" N	95°12'43.76" W	1,338.646						SET MAG NAIL CENTERLINE END OF RUNWAY 12 PAVEMENT	
30		43°09'35.56" N	95°11'38.48" W	1,334.82						SET MAG NAIL CENTERLINE END OF RUNWAY 30 PAVEMENT	
18		43°09'29.43" N	95°12'05.56" W	1,334.982						SET MAG NAIL CENTERLINE END OF RUNWAY 18 PAVEMENT	
36		43°09'29.43" N	95°12'05.56" W	1,337.317						SET MAG NAIL CENTERLINE END OF RUNWAY 36 PAVEMENT	

WIND DATA			
CROSSWINDS	WIND	WIND	COMBINED
10 KNOTS	12/30	18/36	18/36
15 KNOTS	18/36	18/36	18/36
20 KNOTS	18/36	18/36	18/36
25 KNOTS	18/36	18/36	18/36
30 KNOTS	18/36	18/36	18/36
35 KNOTS	18/36	18/36	18/36
40 KNOTS	18/36	18/36	18/36
45 KNOTS	18/36	18/36	18/36
50 KNOTS	18/36	18/36	18/36
55 KNOTS	18/36	18/36	18/36
60 KNOTS	18/36	18/36	18/36
65 KNOTS	18/36	18/36	18/36
70 KNOTS	18/36	18/36	18/36
75 KNOTS	18/36	18/36	18/36
80 KNOTS	18/36	18/36	18/36
85 KNOTS	18/36	18/36	18/36
90 KNOTS	18/36	18/36	18/36
95 KNOTS	18/36	18/36	18/36
100 KNOTS	18/36	18/36	18/36
105 KNOTS	18/36	18/36	18/36
110 KNOTS	18/36	18/36	18/36
115 KNOTS	18/36	18/36	18/36
120 KNOTS	18/36	18/36	18/36
125 KNOTS	18/36	18/36	18/36
130 KNOTS	18/36	18/36	18/36
135 KNOTS	18/36	18/36	18/36
140 KNOTS	18/36	18/36	18/36
145 KNOTS	18/36	18/36	18/36
150 KNOTS	18/36	18/36	18/36
155 KNOTS	18/36	18/36	18/36
160 KNOTS	18/36	18/36	18/36
165 KNOTS	18/36	18/36	18/36
170 KNOTS	18/36	18/36	18/36
175 KNOTS	18/36	18/36	18/36
180 KNOTS	18/36	18/36	18/36
185 KNOTS	18/36	18/36	18/36
190 KNOTS	18/36	18/36	18/36
195 KNOTS	18/36	18/36	18/36
200 KNOTS	18/36	18/36	18/36
205 KNOTS	18/36	18/36	18/36
210 KNOTS	18/36	18/36	18/36
215 KNOTS	18/36	18/36	18/36
220 KNOTS	18/36	18/36	18/36
225 KNOTS	18/36	18/36	18/36
230 KNOTS	18/36	18/36	18/36
235 KNOTS	18/36	18/36	18/36
240 KNOTS	18/36	18/36	18/36
245 KNOTS	18/36	18/36	18/36
250 KNOTS	18/36	18/36	18/36
255 KNOTS	18/36	18/36	18/36
260 KNOTS	18/36	18/36	18/36
265 KNOTS	18/36	18/36	18/36
270 KNOTS	18/36	18/36	18/36
275 KNOTS	18/36	18/36	18/36
280 KNOTS	18/36	18/36	18/36
285 KNOTS	18/36	18/36	18/36
290 KNOTS	18/36	18/36	18/36
295 KNOTS	18/36	18/36	18/36
300 KNOTS	18/36	18/36	18/36
305 KNOTS	18/36	18/36	18/36
310 KNOTS	18/36	18/36	18/36
315 KNOTS	18/36	18/36	18/36
320 KNOTS	18/36	18/36	18/36
325 KNOTS	18/36	18/36	18/36
330 KNOTS	18/36	18/36	18/36
335 KNOTS	18/36	18/36	18/36
340 KNOTS	18/36	18/36	18/36
345 KNOTS	18/36	18/36	18/36
350 KNOTS	18/36	18/36	18/36
355 KNOTS	18/36	18/36	18/36
360 KNOTS	18/36	18/36	18/36
365 KNOTS	18/36	18/36	18/36
370 KNOTS	18/36	18/36	18/36
375 KNOTS	18/36	18/36	18/36
380 KNOTS	18/36	18/36	18/36
385 KNOTS	18/36	18/36	18/36
390 KNOTS	18/36	18/36	18/36
395 KNOTS	18/36	18/36	18/36
400 KNOTS	18/36	18/36	18/36
405 KNOTS	18/36	18/36	18/36
410 KNOTS	18/36	18/36	18/36
415 KNOTS	18/36	18/36	18/36
420 KNOTS	18/36	18/36	18/36
425 KNOTS	18/36	18/36	18/36
430 KNOTS	18/36	18/36	18/36
435 KNOTS	18/36	18/36	18/36
440 KNOTS	18/36	18/36	18/36
445 KNOTS	18/36	18/36	18/36
450 KNOTS	18/36	18/36	18/36
455 KNOTS	18/36	18/36	18/36
460 KNOTS	18/36	18/36	18/36
465 KNOTS	18/36	18/36	18/36
470 KNOTS	18/36	18/36	18/36