

RUNWAY END COORDINATES - NAD 83									
RUNWAY 14		RUNWAY 32		RUNWAY 2		RUNWAY 20			
EXISTING	ULTIMATE	EXISTING	INTERIM	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	
LATITUDE	42°44'39.8076" N	42°44'39.8076" N	42°44'18.6309" N	42°44'07.165" N	42°44'05.53474" N	42°44'13.777" N	N/A	42°44'35.758" N	N/A
LONGITUDE	83°45'45.6949" W	83°45'45.6949" W	83°45'19.6035" W	82°45'15.486" W	83°45'13.98830" W	83°45'13.777" W	N/A	83°45'32.828" W	83°45'20.779" W

NOTE: THE CITY OF CLARION DESIRES TO SHOW THE ULTIMATE LENGTH OF RUNWAY 14/32 AS 4,200'. IT IS UNDERSTOOD THAT THE FAA PARTICIPATION IN THIS ADDITIONAL LENGTH IS NOT JUSTIFIABLE AT THIS TIME. FOR THE CITY TO PROCEED WITH THE CONSTRUCTION OF THIS ADDITIONAL RUNWAY LENGTH FUNDING FOR SUCH A PROJECT WOULD NEED TO COME FROM EITHER THE CITY OR OTHER STAKEHOLDERS SOURCES OTHER THAN AIR FUNDS WILL NEED TO BE ALLOCATED FOR THE MAINTENANCE AND REPAIR OF THE RUNWAY EXTENSION UNTIL SUCH TIME THAT THE RUNWAY LENGTH MEETS FAA STANDARDS. RUNWAY 14/32 SHOULD BE DESIGNED TO ACCOMMODATE B-1 AIRCRAFT.

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

OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS		
NO.	DESCRIPTION (PENETRATION)	DISPOSITION
	NONE	

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

NOTES:
 1. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS AS PER FAA AC 150/5300-13, CHG 12, APPENDIX 2, TABLE A2-1, LINE 5.
 2. RW 8/26 IS PERMANENTLY CLOSED AS PER NOTAM.
 3. CONTOUR INTERVAL = 5 FEET.
 4. THE EXISTING RUNWAY 14/32 THRESHOLDS WERE LOCATED IN THE FIELD ON 11-25-2008 IN ACCORDANCE WITH FAA AC 150/5300-16, 17, AND 18B.
 5. THE ADDITIONAL RPZ WIDTH IS DESIGNATED TO PROTECT FROM FUTURE ENROACHMENT OF NON-COMPATIBLE LAND USES AND UNFORESEEN CHANGES IN ZONING AREAS.

BUILDING IDENTIFICATION		
I.D.	DESCRIPTION	TOP ELEVATION
A	TERMINAL BUILDING	1,167.6'
B	CONVENTIONAL HANGAR	1,169.3'
C	CONVENTIONAL HANGAR	1,178.6'
D	CONVENTIONAL HANGAR	1,178.6'
E	CONVENTIONAL HANGAR	1,179.1'
F	10 UNIT TEE HANGAR	1,170.0'
G	5 UNIT TEE HANGAR	1,167.0'
H	HOUSE	1,170.2'
I	FUEL FACILITY	1,162.3'
J	ULTIMATE 10-UNIT TEE HANGAR	FUTURE

SEE SHEET 10 OF 12 TERMINAL AREA FOR BUILDING ELEVATIONS AND FAR PART 77 CLEARANCE.

AIRPORT DATA - NAVD 88		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	1156.5' (MSL)	1156.5' (MSL)
POINT REFERENCE	42°44'23" N	83°45'23" W
MEAN MAX TEMPERATURE	83.3°	83.3°
MEAN MIN TEMPERATURE	NDB, GPS	NDB, GPS
ROTATING BEACON	YES	YES
SEGMENTED CIRCLE	NONE	NONE
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	ARC B-1	ARC B-1

RUNWAY DATA TABLE													
ITEM	RUNWAY 14/32			RUNWAY 2/20			ITEM	RUNWAY 14/32			RUNWAY 2/20		
	EXISTING	INTERIM	ULTIMATE	EXISTING	ULTIMATE	EXISTING		ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	
APPROACH CATEGORY - DESIGN GROUP	B-1			B-1			B-1			A-1			
RUNWAY LENGTH X WIDTH	3455' x 60'			4000' x 75'			4200' x 75'			2400' x 100'			
MAXIMUM ELEVATION ABOVE MSL	1156.5'			1156.5'			1156.5'			1153.3'			
RUNWAY MARKINGS	NPI			NPI			NPI			NPI			
RUNWAY LIGHTING	MRL			MRL			MRL			MRL			
PAVEMENT MATERIAL	CONCRETE			CONCRETE			CONCRETE			TURF			
PAVEMENT STRENGTH (000)	12,500 SWL			12,500 SWL			12,500 SWL			---			
RUNWAY SAFETY AREA (RSA) WIDTH	3340'			4600'			4600'			2880'			
RUNWAY OBJECT FREE AREA (ROFA) LENGTH	1200'			150'			150'			120'			
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	3835'			4600'			4600'			2880'			
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH	4000'			500'			500'			250'			
RUNWAY OBSTACLE FREE ZONE (ROFZ) WIDTH	3855'			4400'			4600'			2800'			
TAXIWAY WIDTH	30'			35'			35'			NONE			
TAXIWAY LIGHTING	NONE			NONE			NONE			NONE			
APPROACH TYPE	NPI			NPI			NPI			VISUAL			
APPROACH SURFACE SLOPE	20:1			20:1			20:1			20:1			
PERCENT EFFECTIVE GRADIENT	-0.27			-0.27			-0.27			-0.17			
ELECTRONIC ADS	NDB, GPS			NDB, GPS			NDB, GPS			NONE			
VISUAL APPROACH ADS	VASI, REL			VASI, REL			VASI, REL			NONE			
APPROACH VISIBILITY MINIMUMS	1 MILE			1 MILE			1 MILE			1 MILE			
TOUCHDOWN ZONE ELEVATION	1155.5'			1155.5'			1155.5'			1153.3'			

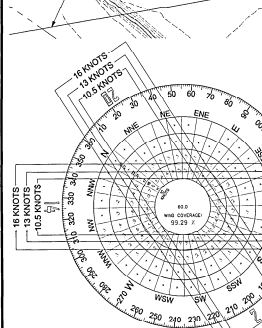
BUILDING IDENTIFICATION	
I.D.	DESCRIPTION
A	TERMINAL BUILDING
B	DEMOLISHED
C	CONVENTIONAL HANGAR
D	CONVENTIONAL HANGAR
E	CONVENTIONAL HANGAR
F	10 UNIT TEE HANGAR
G	5 UNIT TEE HANGAR
H	HOUSE
I	FUEL FACILITY
J	ULTIMATE 1000 SF TERMINAL BUILDING
K	ULTIMATE RELOCATED FUEL FACILITY
L	ULTIMATE 100x100 CONV. HANGAR

SEE SHEET 10 OF 12 TERMINAL AREA FOR BUILDING ELEVATIONS AND FAR PART 77 CLEARANCE.

SURVEY CONTROL			
PD	WGS84 COORDINATES (NAD83)		NAVD 88
	DEGREES MINUTES SECONDS	DATUM US SURVEY FEET	DESCRIPTION
M00756	42°44'39.23673" N	83°45'44.04016" W	1152
M00450	42°43'40.77545" N	83°44'53.60570" W	1160.36
1	42°44'40.29877" N	83°45'46.14255" W	1152.19
2	42°44'11.61366" N	83°45'19.65947" W	1156.46

THE STATION IS A PUNCH MK TOP OF S ST. ROD, ENCASED IN A 4-INCH PVC PIPE WITH LOGO CAP, SURROUNDED BY CONCRETE, LOCATED 2115 M (694 FT) NE OF E RWY, 17.45 M (57.3 FT) SE OF E RAMP, 5.65 M (18.5 FT) E OF RAMP BACON LIGHT, AND 5.75 M (18.9 FT) E OF A FIBERGLASS WITNESS POST.
 THE STATION IS A BENCH MARK DISC, SET IN TOP OF CONCRETE MON. 0.8 MISH FROM CLARION FROM RT HWY 3 AND 10TH ST SW, S ON 10TH 25 METERS TO R-XING, 825' W ALONG TRACKS THEN N LOCATED 45 N OF N RAL MAR TRK, 123' E OF CON SIGNAL BOX, 0.5' S OF WITNESS POST.
 FD P-K W/ WASHER AT E RWY N END OF PAVEMENT.
 SET P-K W/ WASHER AT E RWY S END OF PAVEMENT.

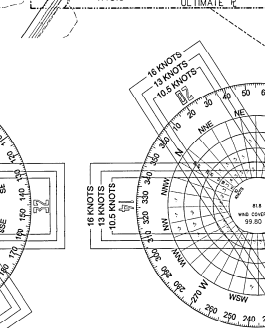
RUNWAY 14
 APPROACH SLOPE 20:1
 APPROACH SURFACE - SITING CRITERIA



WIND DATA			
CROSSWINDS	RWY	RWY	COMBINED
	14/32	2/20	
10.5 KNOTS	87.4%	77.9%	95.02%
15.0 KNOTS	93.32%	86.01%	97.97%
20.0 KNOTS	92.55%	83.34%	97.29%

SOURCE: MASON CITY MUNICIPAL ALL WEATHER FIELD, 1997-2006

RUNWAY 32
 APPROACH SLOPE 20:1
 APPROACH SURFACE - SITING CRITERIA



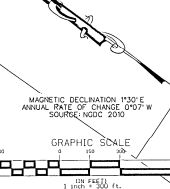
WIND DATA			
CROSSWINDS	RWY	RWY	COMBINED
	14/32	2/20	
10.5 KNOTS	86.54%	85.64%	86.43%
15.0 KNOTS	97.82%	94.18%	99.41%
20.0 KNOTS	92.24%	97.32%	99.50%

SOURCE: MASON CITY MUNICIPAL ALL WEATHER FIELD, 1997-2006

CONDITIONAL APPROVAL
 The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated February 4, 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.

[Signature]
 Airport Planning Engineer
 PAA Central Region

Date: _____



APPROVED

[Signature]
 DATE: 1/22/2011
 CITY OF CLARION

CLARION MUNICIPAL AIRPORT
AIRPORT LAYOUT PLAN

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PROJECT NO: 106.0222
 SHEET: D-2924 2 OF 13