

V:\print\_advisers\Black\_Cray\Babaw\_L10101.dwg  
 8/16/2007 8:52:57 AM  
 8/16/2007 8:52:57 AM  
 S:\040894\Cadd\A.P. 2023\Cadd\8\CD02\_1040694F.ALP  
 PLS: 01/04/0894\Cadd\A.P. 2023\Cadd\8\CD02\_1040694F.ALP

**RUNWAY END COORDINATES - NAD 83**

RUNWAY 16		RUNWAY 34		RUNWAY 8		RUNWAY 26		RUNWAY 9		RUNWAY 27	
EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
LATITUDE 40° 39' 52.04" N		40° 39' 52.04" N		40° 39' 13.54" N		40° 39' 33.506" N		N/A		40° 39' 36.079" N	
LONGITUDE 91° 19' 45.79" W		91° 19' 45.79" W		91° 19' 33.98" W		91° 19' 34.421" W		N/A		91° 19' 24.86833" W	

**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	---	---
TIEDOWN	---	---

**AIRPORT DATA - NAVD 88**

ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION	721.5' (MSL)	721.5' (MSL)
AIRPORT REFERENCE POINT (ARP) (1)	40° 39' 33" N 91° 19' 37" W	40° 39' 34" N 91° 19' 39" W
MEAN MAX. TEMP.	84°F	84°F
AIRPORT NAVAIDS	VOR/DME, GPS	VOR/DME, GPS
ROTATING BEACON	YES	YES
SEGMENTED CIRCLE	NO	NO
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	B-II	B-II

(1) EXISTING ARP BASED ON RWY 16/34 AND RWY 8/26.  
 ARP BASED ON RWY 16/34 ONLY:  
 LAT. 40° 39' 32.79" N  
 LONG. 91° 19' 39.88" W

**HOLDING POSITION TABLE**

HOLDING POSITION	HOLD TYPE	DISTANCE
HL 1	RUNWAY	200'
HL 2	RUNWAY	200'
HL 3	RUNWAY	200'

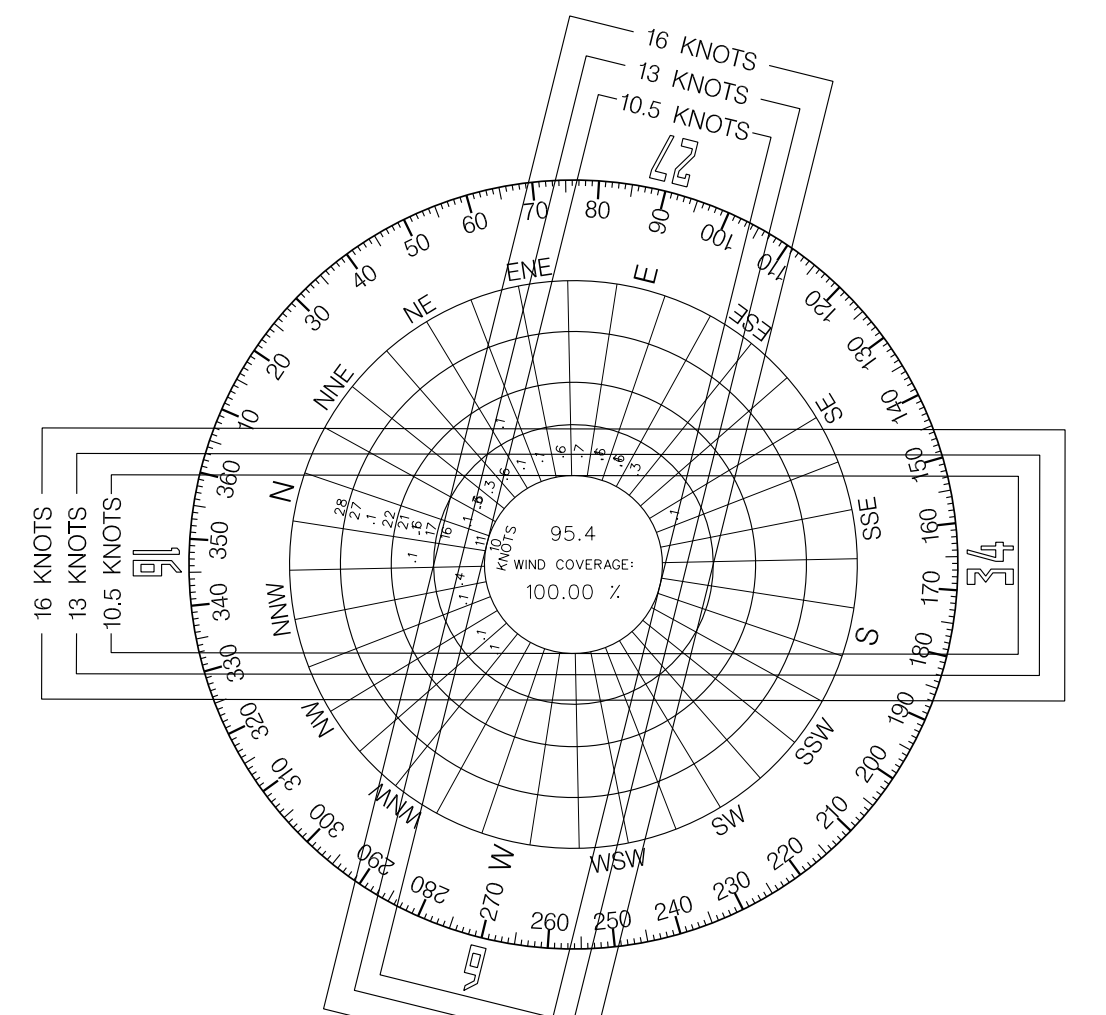
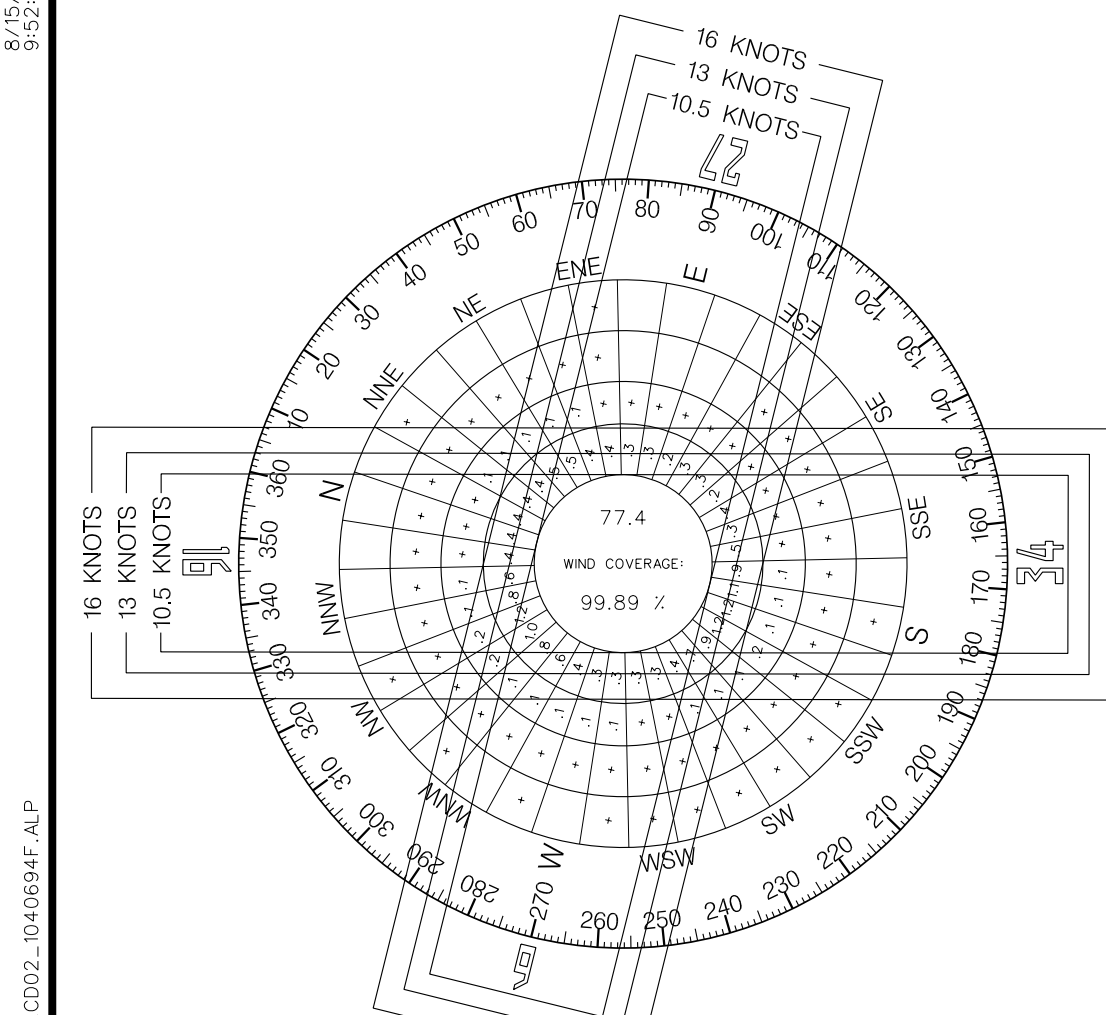
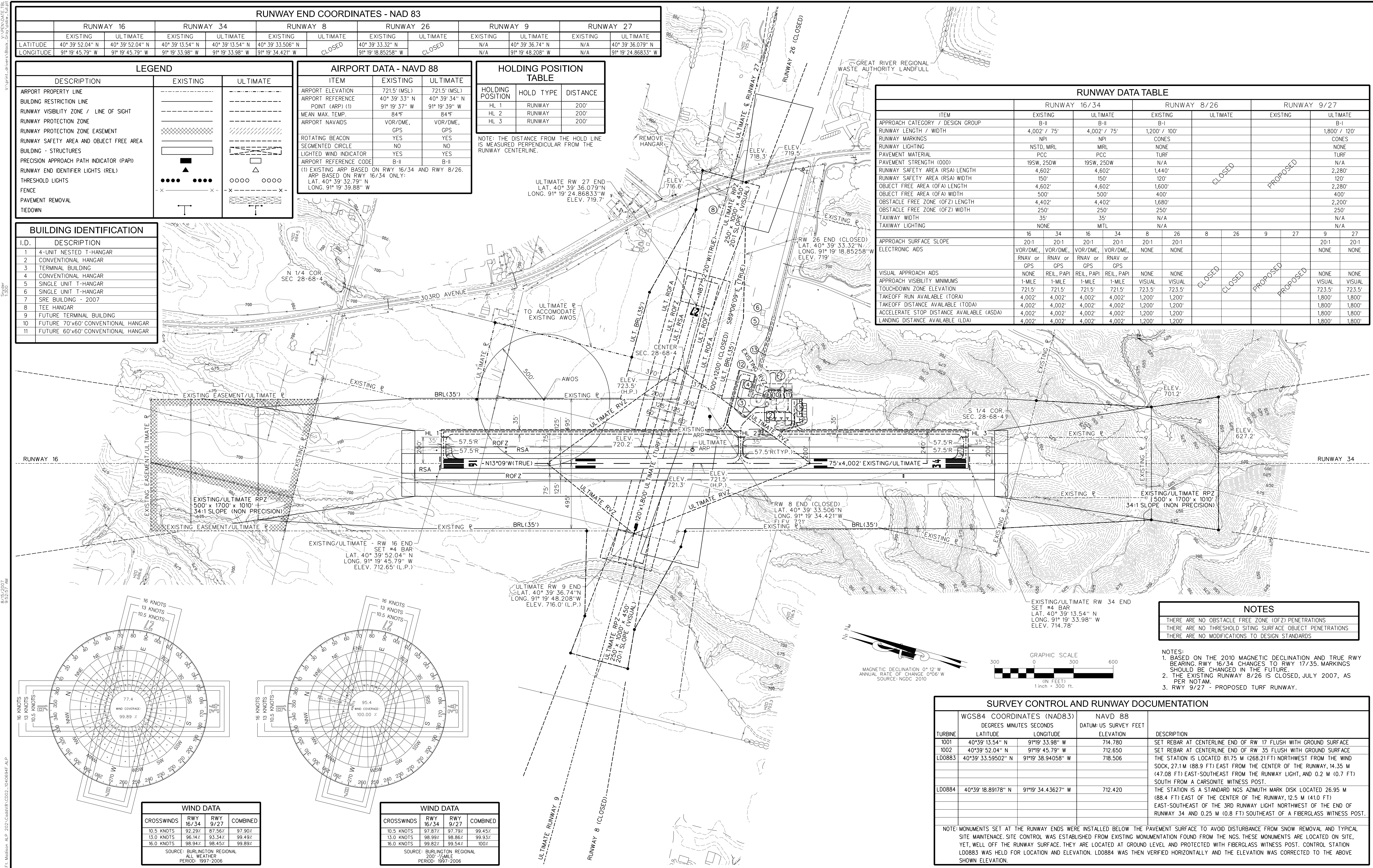
NOTE: THE DISTANCE FROM THE HOLD LINE IS MEASURED PERPENDICULAR FROM THE RUNWAY CENTERLINE.

**BUILDING IDENTIFICATION**

I.D.	DESCRIPTION
1	4-UNIT NESTED T-HANGAR
2	CONVENTIONAL HANGAR
3	TERMINAL BUILDING
4	CONVENTIONAL HANGAR
5	SINGLE UNIT T-HANGAR
6	SINGLE UNIT T-HANGAR
7	SRE BUILDING - 2007
8	TEE HANGAR
9	FUTURE TERMINAL BUILDING
10	FUTURE 70'x60' CONVENTIONAL HANGAR
11	FUTURE 60'x60' CONVENTIONAL HANGAR

**RUNWAY DATA TABLE**

ITEM	RUNWAY 16/34		RUNWAY 8/26		RUNWAY 9/27	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
APPROACH CATEGORY / DESIGN GROUP	B-II	B-II	B-I			B-I
RUNWAY LENGTH / WIDTH	4,002' / 75'	4,002' / 75'	1,200' / 100'			1,800' / 120'
RUNWAY MARKINGS	NPI	NPI	CONES			CONES
RUNWAY LIGHTING	NSTD, MRL	MRL	NONE			NONE
PAVEMENT MATERIAL	PCC	TURF				TURF
PAVEMENT STRENGTH (000)	19SW, 250W	19SW, 250W	N/A			N/A
RUNWAY SAFETY AREA (RSA) LENGTH	4,602'	4,602'	1,440'			2,280'
RUNWAY SAFETY AREA (RSA) WIDTH	150'	150'	120'			120'
OBJECT FREE AREA (OFA) LENGTH	4,602'	4,602'	1,600'			2,280'
OBJECT FREE AREA (OFA) WIDTH	500'	500'	400'			400'
OBSTACLE FREE ZONE (OFZ) LENGTH	4,402'	4,402'	1,680'			2,200'
OBSTACLE FREE ZONE (OFZ) WIDTH	250'	250'	250'			250'
TAXIWAY WIDTH	35'	35'	N/A			N/A
TAXIWAY LIGHTING	NONE	MTL	N/A			N/A
APPROACH SURFACE SLOPE	20:1	20:1	20:1	20:1	20:1	20:1
ELECTRONIC AIDS	VOR/DME, RNAV or GPS	VOR/DME, RNAV or GPS	VOR/DME, RNAV or GPS	VOR/DME, RNAV or GPS	NONE	NONE
VISUAL APPROACH AIDS	NONE	REIL, PAPI	REIL, PAPI	REIL, PAPI	NONE	NONE
APPROACH VISIBILITY MINIMUMS	1-MILE	1-MILE	1-MILE	1-MILE	VISUAL	VISUAL
TOUCHDOWN ZONE ELEVATION	721.5'	721.5'	721.5'	723.5'	723.5'	723.5'
TAKEOFF RUN AVAILABLE (TORA)	4,002'	4,002'	4,002'	4,002'	1,200'	1,800'
TAKEOFF DISTANCE AVAILABLE (TODA)	4,002'	4,002'	4,002'	4,002'	1,200'	1,800'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	4,002'	4,002'	4,002'	4,002'	1,200'	1,800'
LANDING DISTANCE AVAILABLE (LDA)	4,002'	4,002'	4,002'	4,002'	1,200'	1,800'



**WIND DATA**

CROSSWINDS	RWY 16/34	RWY 9/27	COMBINED
10.5 KNOTS	92.29%	87.56%	97.90%
13.0 KNOTS	96.14%	93.34%	99.49%
16.0 KNOTS	98.94%	98.45%	99.89%

SOURCE: BURLINGTON REGIONAL ALL WEATHER PERIOD: 1997-2006

**WIND DATA**

CROSSWINDS	RWY 16/34	RWY 9/27	COMBINED
10.5 KNOTS	97.87%	97.79%	99.45%
13.0 KNOTS	98.99%	98.86%	99.93%
16.0 KNOTS	99.82%	99.54%	100%

SOURCE: BURLINGTON REGIONAL ALL WEATHER PERIOD: 1997-2006

**NOTES**

THERE ARE NO OBSTACLE FREE ZONE (OFZ) PENETRATIONS  
 THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS  
 THERE ARE NO MODIFICATIONS TO DESIGN STANDARDS

**NOTES:**

1. BASED ON THE 2010 MAGNETIC DECLINATION AND TRUE RY BEARINGS, RWY 16/34 CHANGES TO RWY 17/35. MARKINGS SHOULD BE CHANGED IN THE FUTURE.  
 2. THE EXISTING RUNWAY 8/26 IS CLOSED, JULY 2007, AS PER NOTAM.  
 3. RWY 9/27 - PROPOSED TURF RUNWAY.

**SURVEY CONTROL AND RUNWAY DOCUMENTATION**

TURBINE	WGS84 COORDINATES (NAD83)			NAVD 88		DESCRIPTION
	DEGREES	MINUTES	SECONDS	DATUM: US	SURVEY FEET	
1001	40°39'13.54"	N	91°19'33.98"	W	714.780	SET REBAR AT CENTERLINE END OF RW 17 FLUSH WITH GROUND SURFACE
1002	40°39'52.04"	N	91°19'45.79"	W	712.650	SET REBAR AT CENTERLINE END OF RW 35 FLUSH WITH GROUND SURFACE
LD0883	40°39'33.59502"	N	91°19'38.94058"	W	718.506	THE STATION IS LOCATED 81.75 M (268.21 FT) NORTHWEST FROM THE WIND SOCK, 27.1 M (88.9 FT) EAST FROM THE CENTER OF THE RUNWAY, 14.35 M (47.08 FT) EAST-SOUTHEAST FROM THE RUNWAY LIGHT, AND 0.2 M (0.7 FT) SOUTH FROM A CARSONITE WITNESS POST.
LD0884	40°39'18.89178"	N	91°19'34.43627"	W	712.420	THE STATION IS A STANDARD NGS AZIMUTH MARK DISK LOCATED 26.95 M (88.4 FT) EAST OF THE CENTER OF THE RUNWAY, 12.5 M (41.0 FT) EAST-SOUTHEAST OF THE 3RD RUNWAY LIGHT NORTHWEST OF THE END OF RUNWAY 34 AND 0.25 M (0.8 FT) SOUTHEAST OF A FIBERGLASS WITNESS POST.

NOTE: MONUMENTS SET AT THE RUNWAY ENDS WERE INSTALLED BELOW THE PAVEMENT SURFACE TO AVOID DISTURBANCE FROM SNOW REMOVAL AND TYPICAL SITE MAINTENANCE. SITE CONTROL WAS ESTABLISHED FROM EXISTING MONUMENTATION FOUND FROM THE NGS. THESE MONUMENTS ARE LOCATED ON SITE, YET, WELL OFF THE RUNWAY SURFACE. THEY ARE LOCATED AT GROUND LEVEL AND PROTECTED WITH FIBERGLASS WITNESS POST. CONTROL STATION LD0883 WAS HELD FOR LOCATION AND ELEVATION. LD0884 WAS THEN VERIFIED HORIZONTALLY AND THE ELEVATION WAS CORRECTED TO THE ABOVE SHOWN ELEVATION.