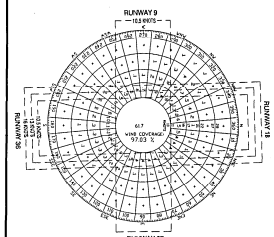
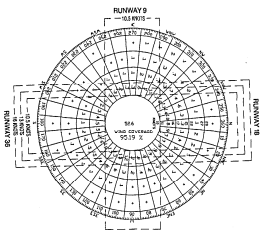
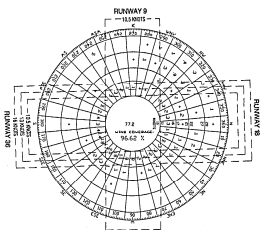


ALL-WEATHER CONDITIONS
WEATHER STATION: MASON CITY, IOWA
1992 - 2001



IFR CONDITIONS<VISIBILITY <3 MILES
WEATHER STATION: MASON CITY, IOWA
1992 - 2001



CLOSED CONDITIONS
WEATHER STATION: MASON CITY, IOWA
1992 - 2001

MAGNETIC VARIANCE N1°42'E (2005)
ANNUAL CHANGE - 7W

NOTE: HORIZONTAL CONTROL NAD 83
VERTICAL CONTROL NAVD 88

RUNWAY END COORDINATES

RUNWAY		EXISTING	ULTIMATE
RUNWAY 17	LATITUDE	42°43'45.151"N	42°43'45.151"N
	LONGITUDE	93°13'34.616"W	93°13'34.616"W
RUNWAY 35	LATITUDE	42°43'05.458"N	42°42'50.819"N
	LONGITUDE	93°13'34.997"W	93°13'35.124"W
RUNWAY 9	LATITUDE	--	42°43'07.935"N
	LONGITUDE	--	93°13'41.557"W
RUNWAY 27	LATITUDE	--	42°43'07.578"N
	LONGITUDE	--	93°13'25.488"W

RUNWAY DATA

ITEM	RUNWAY 9/27		RUNWAY 18/36			
	EXISTING	ULTIMATE	EXISTING		ULTIMATE	
APPROACH CATEGORY / DESIGN GROUP		A-I	B-II		C-II	
RUNWAY LENGTH/WIDTH	–	1200' x 120'	4018' x 75'		5500' x 100'	
RUNWAY MARKINGS	–	VISUAL	NON-PRECISION		NONPRECISION	
RUNWAY LIGHTING	–	NONE	MIRL		MIRL	
PAVEMENT MATERIAL	–	TURF	PCC		PCC	
PAVEMENT DESIGN STRENGTH	–	–	12,000 SWL		15,100 SWL	
RUNWAY SAFETY AREA (RSA) LENGTH/WIDTH	–	1200' x 120'	4,618' x 150'		7065' x 400'	
OBJECT FREE AREA (OFA) LENGTH/WIDTH	–	1200' x 250'	4,618' x 500'		7065' x 800'	
OBSTACLE FREE ZONE (OFZ) LENGTH/WIDTH	–	1200' x 250'	4,418' x 400'		5900' x 400'	
TAXIWAY WIDTH	–	–	–		35'	
TAXIWAY LIGHTING	–	–	–		MTL	
	–	9 / 27	17	35	18	36
APPROACH SURFACE SLOPE	–	20:1 / 20:1	34:1	34:1	34:1	34:1
ELECTRONIC AIDS	–	NONE / NONE	NDB	NDB	NDB/GPS	NDB/GPS
VISUAL APPROACH AIDS	–	VISUAL / VISUAL	PAPI/REIL	PAPI/REIL	PAPI/REIL	PAPI/REIL
APPROACH VISIBILITY MINIMUMS	–	1 mile / 1 mile	1 mile	1 mile	1 mile	1 mile
TOUCHDOWN ZONE ELEVATION (TDZE)	–	1159.3 / 1159.3	1175.5	1167.3	1175.5	1165.4
TAKEOFF RUN AVAILABLE (TORA)	–	1200' / 1200'	4018'	4018'	5500'	5500'
TAKEOFF DISTANCE AVAILABLE (TODA)	–	1200' / 1200'	4018'	4018'	5500'	5500'
ACCELERATED STOP DISTANCE AVAILABLE (ASDA)	–	1200' / 1200'	4018'	4018'	5500'	5065'
LANDING DISTANCE AVAILABLE (LDA)	–	1200' / 1200'	4018'	4018'	5065'	5065'

WIND COVERAGE

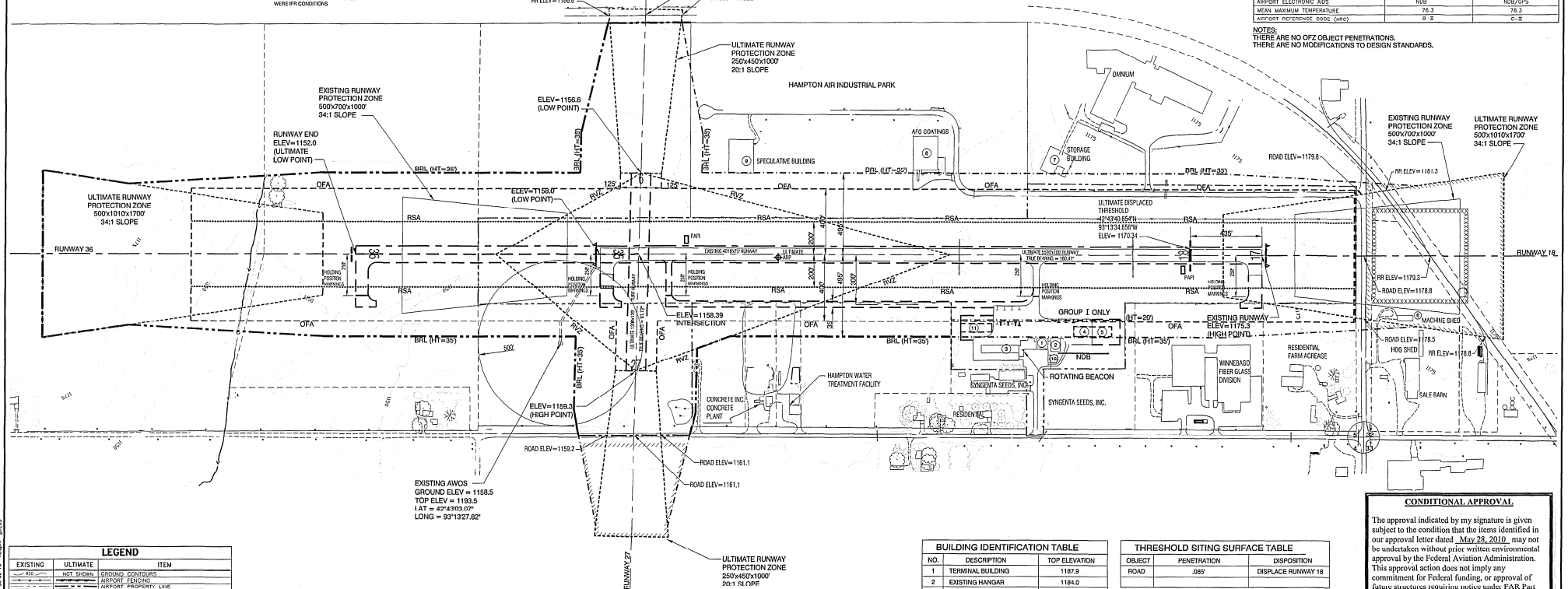
RUNWAY	ALL WEATHER			IFR CONDITIONS			CLOSED CONDITIONS		
	10.5 KNOTS	13 KNOTS	16 KNOTS	10.5 KNOTS	13 KNOTS	16 KNOTS	10.5 KNOTS	13 KNOTS	16 KNOTS
18/36	93.18%	96.31%	99.35%	76.44%	85.31%	93.18%	88.45%	92.86%	96.28%
9/27	79.85%	88.06%	———	76.20%	86.07%	———	88.59%	93.14%	———
Combined	95.10%	97.04%	98.45%	92.77%	95.28%	97.39%	95.86%	96.64%	97.27%

11.9% OF ALL-WEATHER READINGS WERE IFR CONDITIONS

AIRPORT DATA TABLE

ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	1176.0	1175.5
AIRPORT REFERENCE POINT COORDINATES (ARP)	LAT=42°43'25.305"N LONG=93°13'34.723"W	LAT=42°43'16.153"N LONG=93°13'34.629"W
AIRPORT ELECTRONIC AIDS	NDB	NDB/GPS
MEAN MAXIMUM TEMPERATURE	76.3	76.3
AIRPORT REFERENCE CODE (ARC)	B-II	C-II

NOTES:
THERE ARE NO OFZ OBJECT PENETRATIONS.
THERE ARE NO MODIFICATIONS TO DESIGN STANDARDS.



LEGEND

EXISTING	ULTIMATE	ITEM
950	NOT SHOWN	GROUND CONTOURS
		AIRPORT FENCING
		AIRPORT PROPERTY LINE
		EASEMENTS
NOT SHOWN	BRL	BUILDING RESTRICTION LINE
NOT SHOWN		RUNWAY VISIBILITY ZONE
OFA	OFA	OBJECT FREE AREA
RPZ	RPZ	RUNWAY PROTECTION ZONE
RSA	RSA	RUNWAY SAFETY AREA
		FACILITIES(PAVEMENT & BUILDINGS)
		THRESHOLD LIGHTS
△	▲	RUNWAY END IDENTIFICATION LIGHTS
PAPI	PAPI	PRECISION APPROACH PATH INDICATOR
VASI	VASI	VISUAL APPROACH SLOPE INDICATOR
		MEDIUM INTENSITY APPROACH LIGHT SYSTEM
NOT SHOWN		POWER LINE
NOT SHOWN		TELEPHONE LINE
NOT SHOWN		TILE LINE & INTAKE

BUILDING IDENTIFICATION TABLE

NO.	DESCRIPTION	TOP ELEVATION
1	TERMINAL BUILDING	1187.9
2	EXISTING HANGAR	1184.0
3	EXISTING TEE HANGAR	1179.0
4	EXISTING TEE HANGAR	1181.8
5	FUTURE TEE HANGAR	1181.8
6	MACHINE SHED	1192.0
7	STORAGE BUILDING	1185.3
8	INDUSTRIAL BUILDING	1189.8
9	SPECULATIVE BUILDING	1189.9
10	EXISTING SRE BUILDING	1190.5
11	FUTURE T-HANGAR	1182.0

THRESHOLD SITING SURFACE TABLE

OBJECT	PENETRATION	DISPOSITION
ROAD	.085'	DISPLACE RUNWAY 18

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated May 28, 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.

Airport Planning Engineer
FAA Central Region
5/28/10
Date

APPROVED:
CITY OF HAMPTON, IOWA
5-20-10
DATE

SCALE
0 300' 600' 900'

NO.	REVISION	BY	DATE	NO.	REVISION	BY	DATE
1	AS-BUILT SRE BUILDING	TJA	1-8-08				

CGA CONSULTANTS
Clapsaddle-Garber Associates, Inc
16 East Main Street
Marshalltown, Iowa 50158
Ph 641 752-6701
www.cgaconsultants.com

DESIGNED: RAG DATE: 6-23-03
DRAWN: DWC DATE: 7-7-03
CHECKED: RAG DATE: 7-14-03
APPROVED: DATE:

HAMPTON MUNICIPAL AIRPORT
HAMPTON, IOWA

AIRPORT LAYOUT DRAWING

PROJECT NO. 4210.03
SHEET NO. 2 of 10

J:\4344\dwg\4210-0 ALP UPDATE\template\basefiles - SHT02 - 28-02-10 - 4.20pm - jrp268