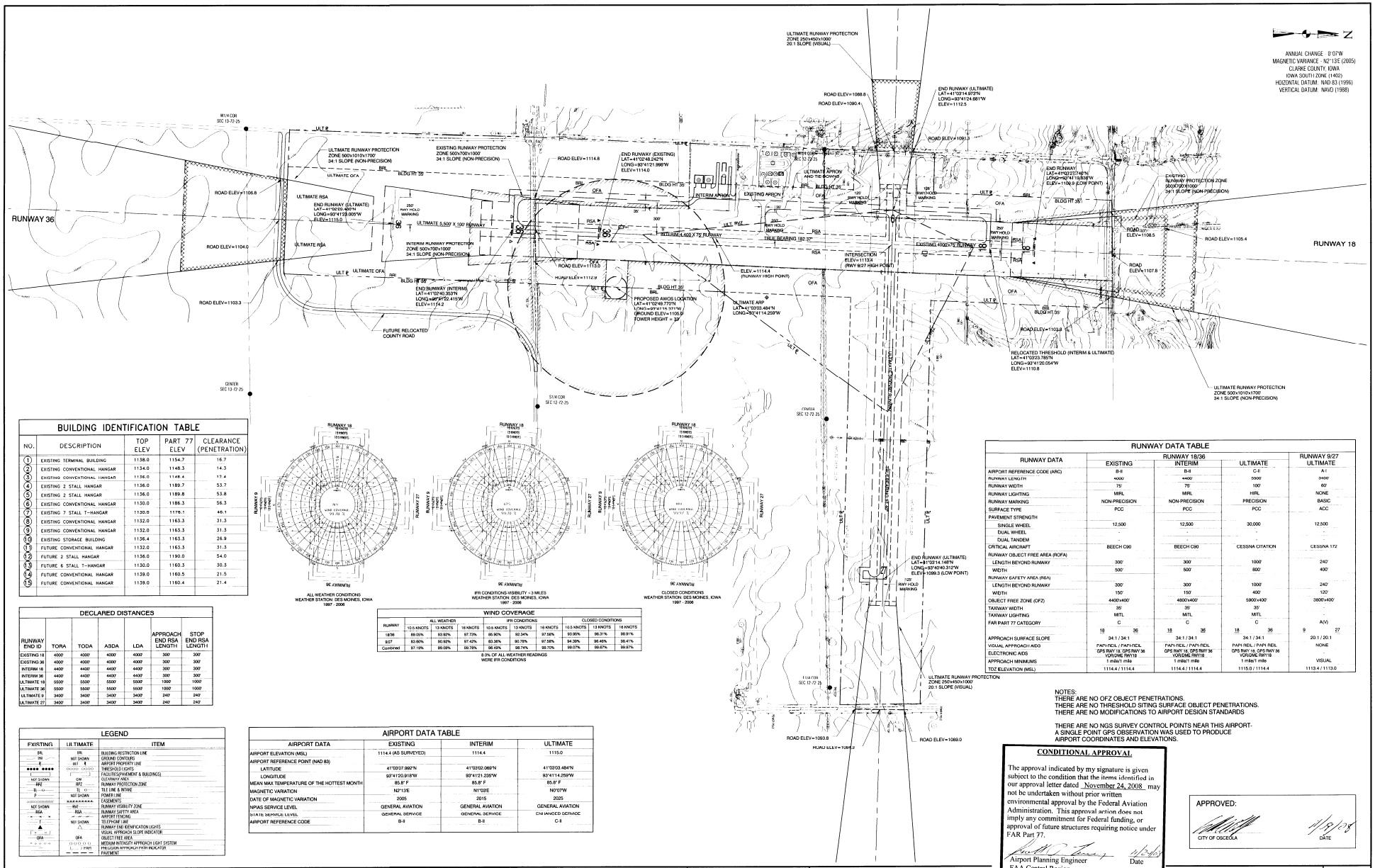

BUILDING IDENTIFICATION TABLE

NO.	DESCRIPTION	TOP ELEV	PART 77 ELEV	CLEARANCE (PENETRATION)
1	EXISTING TERMINAL BUILDING	1138.0	1154.7	16.7
2	EXISTING CONVENTIONAL HANGAR	1134.0	1148.3	14.3
3	EXISTING CONVENTIONAL HANGAR	1136.0	1148.4	17.4
4	EXISTING 2 STALL HANGAR	1136.0	1189.7	53.7
5	EXISTING 2 STALL HANGAR	1136.0	1189.8	53.8
6	EXISTING CONVENTIONAL HANGAR	1130.0	1186.3	56.3
7	EXISTING 7 STALL T-HANGAR	1130.0	1178.1	48.1
8	EXISTING CONVENTIONAL HANGAR	1132.0	1163.3	31.3
9	EXISTING CONVENTIONAL HANGAR	1132.0	1163.3	31.3
10	EXISTING STORAGE BUILDING	1136.4	1163.3	26.9
11	FUTURE CONVENTIONAL HANGAR	1132.0	1163.3	31.3
12	FUTURE 2 STALL HANGAR	1136.0	1190.0	54.0
13	FUTURE 6 STALL T-HANGAR	1130.0	1160.3	30.3
14	FUTURE CONVENTIONAL HANGAR	1139.0	1160.5	21.5
15	FUTURE CONVENTIONAL HANGAR	1139.0	1160.4	21.4

DECLARED DISTANCES

RUNWAY END ID	TORA	TODA	ASDA	LDA	APPROACH END RSA LENGTH	STOP END RSA LENGTH
EXISTING 18	4000'	4000'	4000'	4000'	300'	300'
EXISTING 36	4000'	4000'	4000'	4000'	300'	300'
INTERIM 18	4400'	4400'	4400'	4400'	300'	300'
INTERIM 36	4400'	4400'	4400'	4400'	300'	300'
ULTIMATE 18	5500'	5500'	5500'	5500'	1000'	1000'
ULTIMATE 36	5500'	5500'	5500'	5500'	1000'	1000'
ULTIMATE 9	3400'	3400'	3400'	3400'	240'	240'
ULTIMATE 27	3400'	3400'	3400'	3400'	240'	240'

WIND COVERAGE

	ALL WEATHER			IFR CONDITIONS			CLOSED CONDITIONS		
RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS	10.5 KNOTS	13 KNOTS	16 KNOTS	10.5 KNOTS	13 KNOTS	16 KNOTS
18/36	89.05%	93.90%	97.73%	86.90%	92.34%	97.58%	93.95%	96.31%	99.91%
9/27	83.90%	90.92%	97.42%	83.36%	90.78%	97.58%	94.36%	96.46%	98.41%
Combined	97.19%	99.09%	99.76%	96.49%	98.74%	99.70%	99.07%	99.67%	99.97%

8.0% OF ALL-WEATHER READINGS WERE IFR CONDITIONS

RUNWAY DATA TABLE

RUNWAY DATA	RUNWAY 18/36 EXISTING	RUNWAY 18/36 INTERIM	RUNWAY 18/36 ULTIMATE	RUNWAY 9/27 ULTIMATE
AIRPORT REFERENCE CODE (ARC)	B-II	B-II	C-II	A-I
RUNWAY LENGTH	4000'	4400'	5500'	3400'
RUNWAY WIDTH	75'	75'	100'	60'
RUNWAY LIGHTING	MIRL	MIRL	HIRL	NONE
RUNWAY MARKING	NON-PRECISION	NON-PRECISION	PRECISION	BASIC
SURFACE TYPE	PCC	PCC	PCC	ACC
PAVEMENT STRENGTH				
SINGLE WHEEL	12,500	12,500	30,000	12,500
DUAL WHEEL	-	-	-	-
DUAL TANDEM	-	-	-	-
CRITICAL AIRCRAFT	BEECH C90	BEECH C90	CESSNA CITATION	CESSNA 172
RUNWAY OBJECT FREE AREA (ROFA)				
LENGTH BEYOND RUNWAY	300'	300'	1000'	240'
WIDTH	500'	500'	800'	400'
RUNWAY SAFETY AREA (RSA)				
LENGTH BEYOND RUNWAY	300'	300'	1000'	240'
WIDTH	150'	150'	400'	120'
OBJECT FREE ZONE (OFZ)	4400'x400'	4800'x400'	5900'x400'	3800'x400'
TAXIWAY WIDTH	35'	35'	35'	-
TAXIWAY LIGHTING	MITL	MITL	MITL	-
FAR PART 77 CATEGORY	C	C	C	A(V)
APPROACH SURFACE SLOPE	18: 34:1 / 36: 34:1	18: 34:1 / 36: 34:1	18: 34:1 / 36: 34:1	9: 20:1 / 27: 20:1
VISUAL APPROACH AIDS	PAPI-R/EL / PAPI-R/EL GPS RWY 18, GPS RWY 36 VOR/DME RWY18	PAPI-R/EL / PAPI-R/EL GPS RWY 18, GPS RWY 36 VOR/DME RWY18	PAPI-R/EL / PAPI REIL GPS RWY 18, GPS RWY 36 VOR/DME RWY18	NONE
ELECTRONIC AIDS	-	-	-	-
APPROACH MINIMUMS	1 mile/1 mile	1 mile/1 mile	1 mile/1 mile	VISUAL
TDZ ELEVATION (MSL)	1114.4 / 1114.4	1114.4 / 1114.4	1115.0 / 1114.4	1113.4 / 1113.0

LEGEND

EXISTING	ULTIMATE	ITEM
BRL	BRL	BUILDING RESTRICTION LINE
950	NOT SHOWN	GROUND CONTOURS
ALT E	ALT E	AIRPORT PROPERTY LINE
		THRESHOLD LIGHTS
NOT SHOWN		FACILITIES/PAVEMENT & BUILDINGS
	CW	CLEARWAY AREA
RPZ	RPZ	RUNWAY PROTECTION ZONE
TL	TL	TILE LINE & INTAKE
P	NOT SHOWN	POWER LINE
		EASEMENTS
NOT SHOWN	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
	NOT SHOWN	AIRPORT FENCING
T		TELEPHONE LINE
		RUNWAY END IDENTIFICATION LIGHTS
		VISUAL APPROACH SLOPE INDICATOR
OFA	OFA	OBJECT FREE AREA
		MEDIUM INTENSITY APPROACH LIGHT SYSTEM
		PRECISION APPROACH PATH INDICATOR
		PAVEMENT

AIRPORT DATA TABLE

AIRPORT DATA	EXISTING	INTERIM	ULTIMATE
AIRPORT ELEVATION (MSL)	1114.4 (AS SURVEYED)	1114.4	1115.0
AIRPORT REFERENCE POINT (NAD 83)			
LATITUDE	41°03'07.992"N	41°03'02.069"N	41°03'03.484"N
LONGITUDE	93°41'20.916"W	93°41'21.236"W	93°41'14.259"W
MEAN MAX TEMPERATURE OF THE HOTTEST MONTH	85.8° F	85.8° F	85.8° F
MAGNETIC VARIATION	N2°13'E	N1°03'E	N0°07'W
DATE OF MAGNETIC VARIATION	2005	2015	2025
NPIAS SERVICE LEVEL	GENERAL AVIATION	GENERAL AVIATION	GENERAL AVIATION
STATE SERVICE LEVEL	GENERAL SERVICE	GENERAL SERVICE	CHANNELIZED CITY/CO
AIRPORT REFERENCE CODE	B-II	B-II	C-II

NOTES:
THERE ARE NO OFZ OBJECT PENETRATIONS.
THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
THERE ARE NO MODIFICATIONS TO AIRPORT DESIGN STANDARDS

THERE ARE NO NGS SURVEY CONTROL POINTS NEAR THIS AIRPORT. A SINGLE POINT GPS OBSERVATION WAS USED TO PRODUCE AIRPORT COORDINATES AND ELEVATIONS.

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated November 24, 2008 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 — Date
FAA Central Region

APPROVED:
CITY OF OSCEOLA — DATE 11/24/08

SCALE: 0 400' 800' 1200

NO.	REVISION	BY	DATE
2	TERMINAL PLAN	RAG	10-04
3	APRON AND TAXIWAY EXPANSION	RAG	1-05
4	ENTRANCE ROAD & SRE BUILDING	RAG	1-06

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

DESIGNED: MJO DATE: 3-11-98
DRAWN: TJA DATE: 3-17-98
CHECKED: DATE:
APPROVED: DATE:

OSCEOLA MUNICIPAL AIRPORT
OSCEOLA, IOWA

AIRPORT LAYOUT PLAN

PROJECT NO. 4292.03
SHEET NO. 2 of 12