

SURVEY CONTROL AND RUNWAY DOCUMENTATION				
PID	WGS84 COORDINATES (NAD83)		NAVD 88	
	DEGREES MINUTES SECONDS	DATUM: US SURVEY FEET	ELEVATION	DESCRIPTION
LF1489	40°43'21.96243"	095°01'34.79966"	985.3	THE STATION IS A PUNCH MK TOP OF S. STL ROD, ENCASED IN A 5-INCH PVC PIPE WITH LOGO CAP, SURROUNDED BY CONCRETE. LOCATED AT CLARINDA MUNI ARP, 67.3' W & RWY, 42.7' N EDGE OF RAMP, 12.5' N-W WITNESS POST. 1' W SURVEY SCN.
LF1490	40°43'38.65589"	095°01'24.75683"	992	THE STATION IS A PUNCH MK TOP OF S. STL ROD, ENCASED IN A 5-INCH PVC PIPE WITH LOGO CAP, SURROUNDED BY CONCRETE. LOCATED AT CLARINDA MUNI ARP W/ LOGO CAP, 63' E-SE SE COR TURNAROUND, 54.3' W & RWY, 12.8' SW CURVED TURNAROUND EDGE, 12.1' SW WITNESS POST.

BUILDING IDENTIFICATION	
I.D.	DESCRIPTION
1	TERMINAL BUILDING
2	FBO
3	HANGAR
4	HANGAR
5	TEE HANGAR
6	TEE HANGAR
7	FBO RESIDENCE
8	CITY MAINTENANCE SHOP
9	TEE HANGAR
10	CONVENTIONAL HANGAR
11	TEE HANGAR
12	ULTIMATE 60' X 60' CONVENTIONAL HANGAR
13	ULTIMATE 6-UNIT TEE HANGAR
14	SRE STORAGE BUILDING

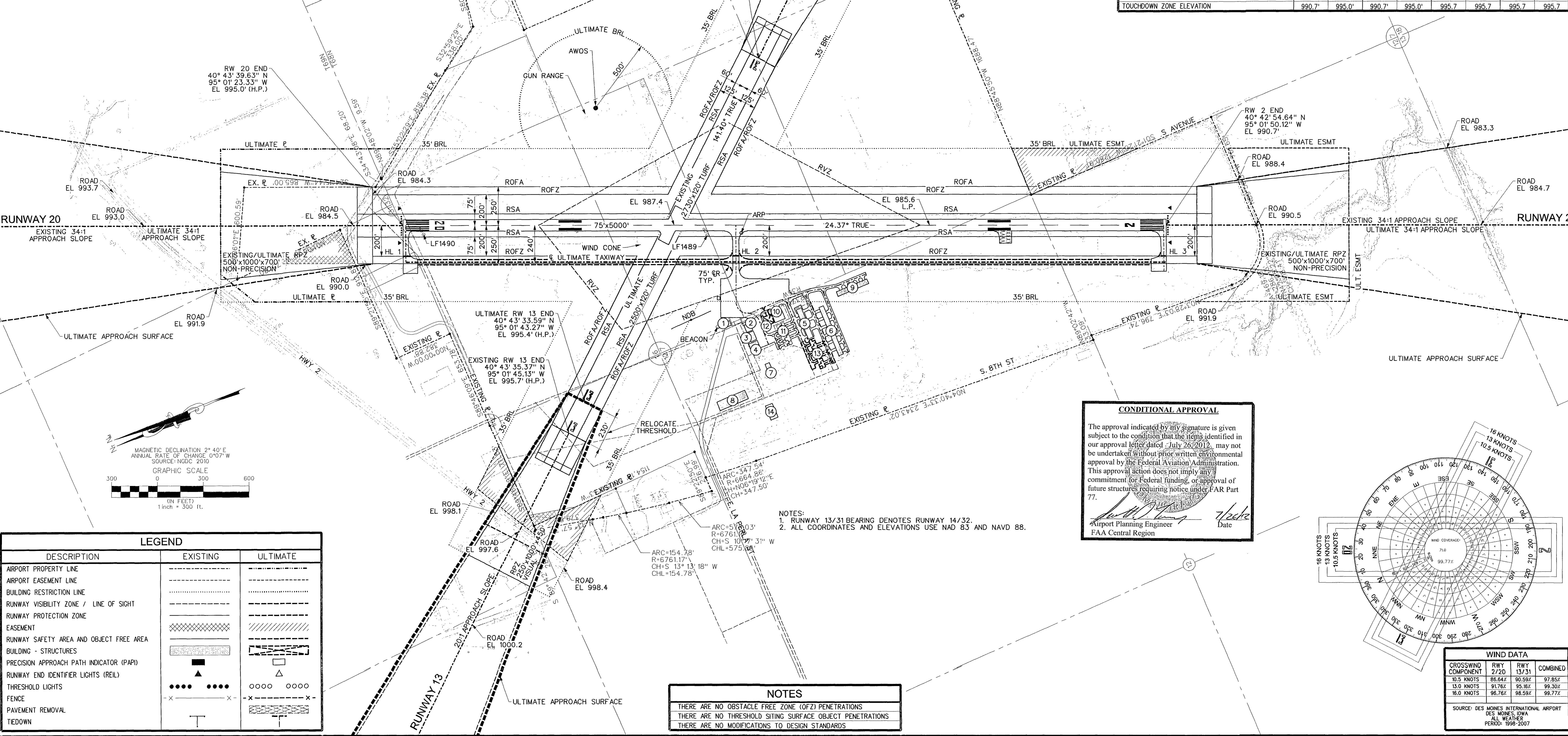
LATITUDE	RUNWAY END COORDINATES - NAD 83							
	RUNWAY 2		RUNWAY 20		RUNWAY 13		RUNWAY 31	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
	40° 42' 54.6357" N	40° 42' 54.6357" N	40° 43' 36.6341" N	40° 43' 39.6341" N	40° 43' 35.3676" N	40° 43' 33.594" N	40° 43' 14.2881" N	40° 43' 14.2881" N
	95° 01' 50.1190" W	95° 01' 50.1190" W	95° 01' 23.3266" W	95° 01' 23.3266" W	95° 01' 45.1274" W	95° 01' 43.266" W	95° 01' 23.0148" W	95° 01' 23.0148" W

AIRPORT DATA - NAVD 88		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	995.7	995.7
AIRPORT REFERENCE POINT (ARP)	40° 43' 20" N 95° 01' 36" W	40° 43' 20" N 95° 01' 36" W
MEAN MAX. TEMPERATURE	85.9	85.9
AIRPORT NAVAIDS	GPS, NDB	GPS, NDB
ROTATING BEACON	YES	YES
SEGMENTED CIRCLE	YES	YES
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	B-II	B-II

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.

ITEM	RUNWAY 2/20		RUNWAY 13/31	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
APPROACH CATEGORY - DESIGN GROUP	B-II	B-II	A-I	A-I
RUNWAY LENGTH x WIDTH	5000'x75'	5000'x75'	2730'x280'	2500'x120'
MAXIMUM ELEVATION ABOVE MSL	995.0	995.0	995.7	995.4
RUNWAY MARKINGS	NP	NP	YELLOW CONES	YELLOW CONES
RUNWAY LIGHTING	MIRL	MIRL	NONE	NONE
PAVEMENT MATERIAL	CONC	CONC	TURF	TURF
PAVEMENT STRENGTH (000)	>12.5	>12.5		
RUNWAY SAFETY AREA (RSA) LENGTH x WIDTH	5600'x150'	5600'x150'	3210'x120'	3210'x120'
RUNWAY OBJECT FREE AREA (ROFA) LENGTH x WIDTH	5600'x500'	5600'x500'	3210'x250'	3210'x250'
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH x WIDTH	5400'x400'	5400'x400'	3130'x250'	3130'x250'
TAXIWAY WIDTH	35'	35'	35'	35'
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL
APPROACH TYPE	C(INP)	C(INP)	A(V)	A(V)
APPROACH SURFACE SLOPE	34:1	34:1	20:1	20:1
PERCENT EFFECTIVE GRADIENT	+0.1%	-0.1%	+0.5%	+0.5%
ELECTRONIC AIDS	GPS, NDB	GPS, NDB	NONE	NONE
VISUAL APPROACH AIDS	PAPI, REIL	PAPI, REIL	NONE	NONE
APPROACH VISIBILITY MINIMUMS	1-MILE	1-MILE	1-MILE	1-MILE
TOUCHDOWN ZONE ELEVATION	990.7'	995.0'	995.7'	995.7'

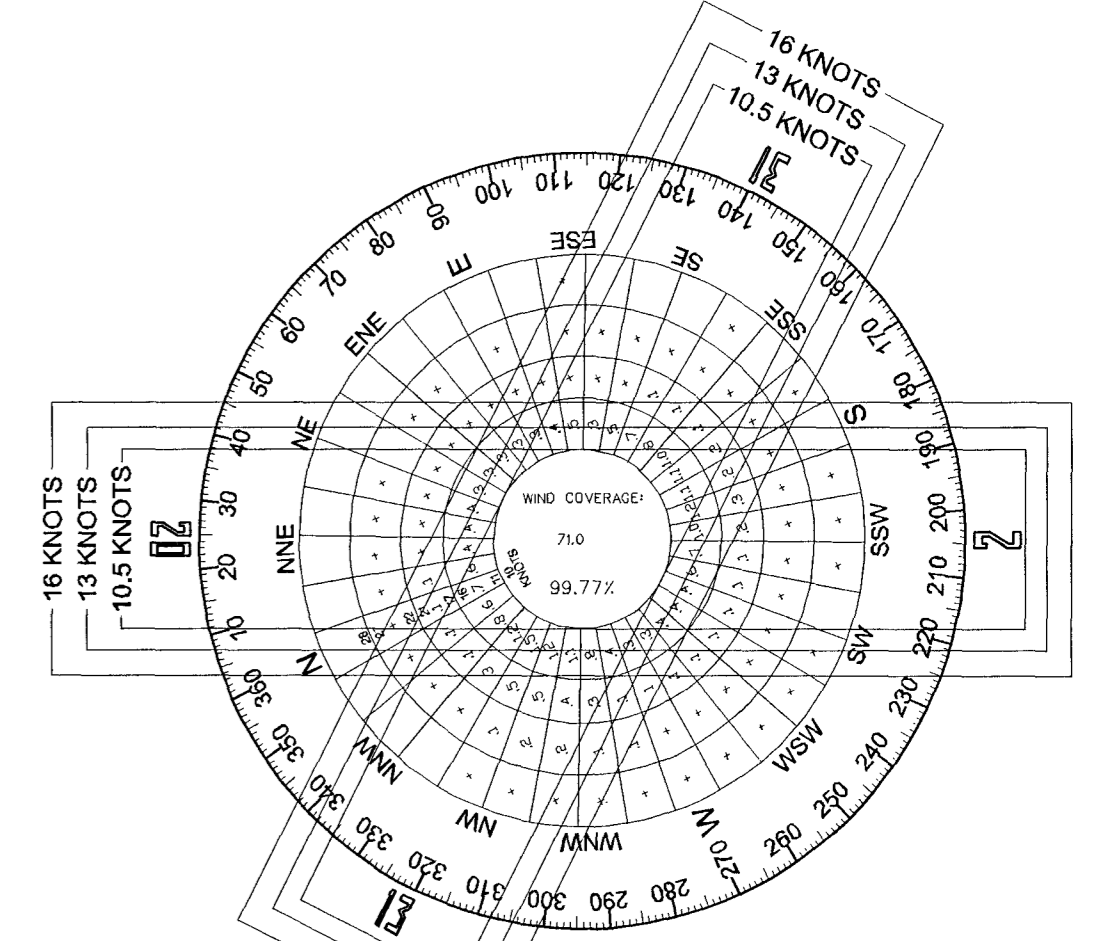


CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated July 26, 2012, 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

Date: 7/26/12



WIND DATA			
CROSSWIND COMPONENT	RWY 2/20	RWY 13/31	COMBINED
10.5 KNOTS	88.84%	90.59%	97.85%
13.0 KNOTS	91.76%	95.16%	99.30%
16.0 KNOTS	96.76%	98.59%	99.77%

SOURCE: DES MOINES INTERNATIONAL AIRPORT
 DES MOINES, IOWA
 ALL WEATHER
 PERIOD: 1998-2007

NOTES

1. RUNWAY 13/31 BEARING DENOTES RUNWAY 14/32.
 2. ALL COORDINATES AND ELEVATIONS USE NAD 83 AND NAVD 88.

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

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	---	---
AIRPORT EASEMENT LINE	---	---
BUILDING RESTRICTION LINE	---	---
RUNWAY VISIBILITY ZONE / LINE OF SIGHT	---	---
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	---	---

REVISION	NUMBER	DATE	DESCRIPTION

APPROVED BY: *[Signature]*
 DATE APPROVED: 7-23-2012

PROJECT: CLARINDA MUNICIPAL AIRPORT - SCHENCK FIELD
 TITLE: AIRPORT LAYOUT DRAWING

SNYDER & ASSOCIATES
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 515-964-2020

PLANNING NO. 108.0349
 DWG. NO. D-3128
 SHEET 2 OF 12