RUNWAY DATA TABLE		
RUNWAY DATA	RUNWAY 15 / 33 EXISTING & ULTIMATE	RUNWAY 13 / 31 ULTIMATE
EFFECTIVE GRADIENT (%)	0.08%	0.59%
MAXIMUM GRADIENT CHANGE	4.1*	32.6*
MAX. ELEVATION (MSL)	927.5	927.5
RUNWAY LENGTH	4000'	5500'
RUNWAY WIDTH	75'	100'
DISPLACED THRESHOLD	+/-	+/-
USABLE RUNWAY LENGTH	4000'	5500'
SURFACE TYPE	PCC	PCC
PAVEMENT STRENGTH		
SINGLE WHEEL	28,000 LBS	15,500 LBS
DUAL WHEEL	48,000 LBS	
	15 X 33	13 X 31
APPROACH SURFACE SLOPE	34:1 / 34:1	34:1 / 34:1
APPROACH MINIMUMS	1 MILE / 1 MILE	1 MILE / 1 MILE
VISUAL APPROACH AIDS	PAPI, REIL/PAPI, REIL	PAPI, REIL / PAPI, REIL
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKING	NON PRECISION	NON PRECISION
AIRPORT REFERENCE CODE (ARC)	B-II	C-II
CRITICAL AIRCRAFT	CESSNA 550	CESSNA 550
RUNWAY OBJECT FREE AREA (ROFA)		
LENGTH BEYOND RUNWAY	300'	1000'
WIDTH	500'	800'
RUNWAY SAFETY AREA (RSA)		
LENGTH BEYOND RUNWAY	300'	1000'
WIDTH	150'	400'
OBJECT FREE ZONE (OFZ)	440' x 400'	5900' x 400'
FAR PART 77 CATEGORY	A (NP)	C
RUNWAY END COORDINATES (NAD 83)		
LATITUDE	41°18'14.784"N / 41°17'38.73"N	41°18'19.797"N / 41°17'40.493"N
LONGITUDE	93°07'00.204"W / 93°06'38.766"W	93°07'06.969"W / 93°06'47.204"W
RUNWAY END ELEVATIONS (MSL)	923.4 / 926.8	885.6 / 918.6
DISPLACED THRESHOLD ELEVATION (MSL)	+/-	+/-
TDZ ELEVATION (MSL)	927.3 / 927.5	903.6 / 918.6
ELECTRONIC AIDS	NDB, GPS / NDB, GPS	GPS / GPS
LINE OF SIGHT VIOLATIONS	NONE	NONE
TAXIWAY WIDTH	35'	35'
TAXIWAY LIGHTING	MITL	MITL

AIRPORT DATA TABLE		
AIRPORT DATA	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	927.5	927.5
AIRPORT REFERENCE POINT (NAD 83)		
LATITUDE	41°17'56.753"N	41°17'58.717"N
LONGITUDE	93°06'49.486"W	93°07'02.566"W
MEAN MAX TEMPERATURE OF THE HOTTEST MONTH	85.5	85.5
MAGNETIC VARIATION	1°44'E	0°36'W
DATE OF MAGNETIC VARIATION	2005	2025
NPIAS SERVICE LEVEL	GENERAL AVIATION	GENERAL AVIATION
STATE SERVICE LEVEL	GENERAL SERVICE	ENHANCED SERVICE
AIRPORT REFERENCE CODE	B-II	C-II
DESIGN AIRCRAFT	CESSNA 550	CESSNA 550

NOTES:
THERE ARE NO OFZ OBJECT PENETRATIONS.
THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
THERE ARE NO EXCEPTIONS TO AIRPORT DESIGN STANDARDS.
AIRSPACE CASE NO. 2007-ACE-621-NRA

ANNUAL CHANGE - 0°0'7"W
MAGNETIC VARIANCE - N1°44'E (2005)

MARION COUNTY, IOWA
IOWA SOUTH ZONE (1402)
HORIZONTAL DATUM: NAD83 (1996)
VERTICAL DATUM:NAVD (1988)

KNOXPORT AZ MK

KNOXPORT

EXISTING & ULTIMATE
RUNWAY PROTECTION
ZONE 500'x700'x1000'
34:1 SLOPE

EXISTING & ULTIMATE
RUNWAY PROTECTION
ZONE 500'x700'x1000'
34:1 SLOPE

ELEV=923.4
RUNWAY LOW POINT

ELEV=926.8
RUNWAY HIGH POINT

ELEV=918.6
RUNWAY HIGH POINT

ELEV=885.6
RUNWAY LOW POINT

EXISTING 4000'x75' RUNWAY
TRUE BEARING 155.85°

ULTIMATE 5500'x100' RUNWAY
TRUE BEARING 136.32°

EXISTING 35' PARALLEL TAXIWAY

ULTIMATE 35' PARALLEL TAXIWAY

ULTIMATE ARP

ULTIMATE RUNWAY
PROTECTION ZONE
500'x1010'x1700'
34:1 SLOPE

IOWA HWY 163

IOWA HWY 163 & 202

SEE TERMINAL AREA PLAN

FACILITIES TABLE					
EXISTING			PROPOSED		
NO.	FACILITY NAME	TOP ELEVATION	NO.	FACILITY NAME	TOP ELEVATION

LEGEND		
EXISTING	ITEM	PROPOSED
	RUNWAY CENTERLINE	
RSA	RUNWAY SAFETY AREA (RSA)	RSA
ROFA	RUNWAY OBJECT FREE AREA (ROFA)	ROFA
ROFZ	RUNWAY OBJECT FREE ZONE (ROFZ)	ROFZ
RPZ	RUNWAY PROTECTION ZONE (RPZ)	RPZ
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)	TOFA
	TAXIWAY SAFETY AREA	
NOT SHOWN	BUILDING RESTRICTION LINE	BRL
	AIRPORT PAVEMENT	
ARP	AIRPORT REFERENCE POINT	ARP
	AIRPORT BUILDINGS	
	OTHER BUILDINGS	NOT SHOWN
	AIRPORT PROPERTY LINE	
	OTHER PROPERTY LINES	NOT SHOWN
	RAILROAD	NOT SHOWN
	FENCE	
	ROADS	
	TREELINE	NOT SHOWN
	WETLANDS	NOT SHOWN
950	GROUND ELEVATION CONTOURS	NOT SHOWN
	LAND ACQUISITION	NOT SHOWN
	EASEMENT ACQUISITION	NOT SHOWN
	THRESHOLD LIGHTS	
	RUNWAY END IDENTIFICATION LIGHTS	
PAPI	PRECISION APPROACH PATH INDICATOR	PAPI
VASI	VISUAL APPROACH SLOPE INDICATOR	VASI
	MEDIUM INTENSITY APPROACH LIGHT SYSTEM	
E	POWER LINE	NOT SHOWN
T	TELEPHONE LINE	NOT SHOWN
TL	TILE LINE & INTAKE	NOT SHOWN

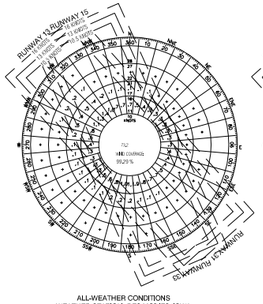
NGS SURVEY CONTROL POINTS

DESIGNATION: KNOXPORT
NAD 83 (1996) - 41°17'52.99952"N/093°06'45.97567"W

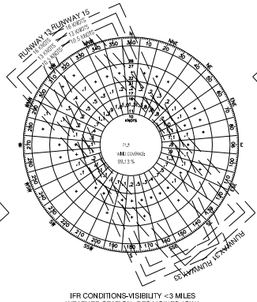
THE STATION IS A PUNCH MARK ON TOP OF A STAINLESS STEEL ROD DRIVEN INTO THE GROUND AND ENCASED IN A 5-INCH PVC PIPE WITH A LOGO CAP.

DESIGNATION: KNOXPORT AZ MK
NAD 83 (1996) - 41°18'14.34429"N/093°06'58.78072"W

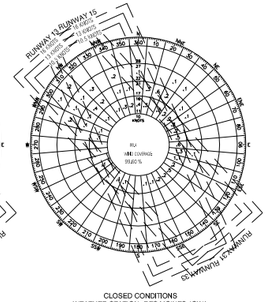
THE STATION IS A PUNCH MARK ON TOP OF A STAINLESS STEEL ROD DRIVEN INTO THE GROUND AND ENCASED IN A 5-INCH PVC PIPE WITH A LOGO CAP.



ALL-WEATHER CONDITIONS
WEATHER STATION: DES MOINES, IOWA
1992 - 2001



IFR CONDITIONS-VISIBILITY <3 MILES
WEATHER STATION: DES MOINES, IOWA
1992 - 2001



CLOSED CONDITIONS
WEATHER STATION: DES MOINES, IOWA
1992 - 2001

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
15/33	91.78%	95.82%	98.75%	89.00%	94.21%	98.53%	94.33%	97.24%	99.28%
13/31	91.41%	95.62%	98.74%	89.77%	94.66%	98.43%	96.00%	97.59%	98.87%
Combined	94.44%	97.40%	99.29%	92.49%	96.34%	99.13%	96.80%	98.53%	99.60%

9.5% OF ALL-WEATHER READINGS
WERE IFR CONDITIONS

APPROVED:

CITY OF KNOXVILLE, IOWA — DATE

SCALE
0 300' 600' 900'

NO.	REVISION	BY	DATE

NO.	REVISION	BY	DATE

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

DESIGNED: _____ DATE: _____
DRAWN: _____ DATE: _____
CHECKED: _____ DATE: _____
APPROVED: _____ DATE: _____

KNOXVILLE MUNICIPAL AIRPORT
KNOXVILLE, IOWA

AIRPORT LAYOUT PLAN

PROJECT NO. 4250.03
SHEET NO. 2 of 11