



ALL WEATHER CONDITIONS
WEATHER STATION: OTTUMWA, IOWA
1996 - 2005

IFR CONDITIONS
WEATHER STATION: OTTUMWA, IOWA
1996 - 2005

RUNWAY	ALL WEATHER				IFR CONDITIONS			
	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
16/24	80.4%	83.6%	97.36%	99.43%	83.21%	90.54%	96.30%	99.14%
9/27	76.72%	85.67%	94.38%	98.33%	75.86%	85.66%	94.19%	97.69%
COMBINED	90.19%	90.74%	99.62%	99.92%	95.03%	90.69%	99.60%	99.93%

BUILDING IDENTIFICATION TABLE

NO.	DESCRIPTION
(1)	EXISTING CONVENTIONAL HANGER
(2)	EXISTING CONVENTIONAL HANGER
(3)	EXISTING BULK HANGER
(4)	EXISTING T-HANGER
(5)	EXISTING TERMINAL BUILDING
(6)	EXISTING BUILDING
(7)	EXISTING BUILDING
(8)	EXISTING 8 STALL T-HANGER
(9)	FUTURE 8 STALL T-HANGER
(10)	PROPOSED TERMINAL BUILDING
(11)	PROPOSED CORPORATE BUILDING
(12)	EXISTING FUEL DISPENSER
(13)	PROPOSED FUEL DISPENSER
(14)	EXISTING FUEL TANKS

AIRPORT DATA TABLE

ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	1022.8	1022.8
AIRPORT REFERENCE POINT COORDINATES (ARP)		LAT.=40°41'01"N LONG.=92°04'02"W
AIRPORT ELECTRONIC AIDS	NDB, ROTATING BEACON	GPS, ROTATING BEACON
MEAN MAXIMUM TEMPERATURE	87°F	87°F
AIRPORT REFERENCE CODE (ARC)	0-0	0-0

RUNWAY DATA

ITEM	RUNWAY 16/34				RUNWAY 9/27			
	EXISTING	FUTURE	ULTIMATE	FUTURE	ULTIMATE	FUTURE	ULTIMATE	
APPROACH CATEGORY / DESIGN GROUP	B-II		B-II		A-1		A-1	
RUNWAY LENGTH/WIDTH	4,100' x 75'	4,100' x 75'	5,000' x 75'	800' x 100'	2,700' x 100'	3,180' x 120'	3,180' x 120'	
RUNWAY MARKINGS	NON-PRECISION		NON-PRECISION		NONE		NONE	
RUNWAY LIGHTING	MRL		MRL		NONE		NONE	
PAVEMENT MATERIAL	PCC		PCC		TURF		TURF	
PAVEMENT DESIGN STRENGTH	30,000 SWL		30,000 SWL		N/A		N/A	
RUNWAY SAFETY AREA (RSA) LENGTH/WIDTH	4,700 x 150		4,700 x 150		5,600' x 150'		3,180' x 250'	
OBJECT FREE AREA (OFA) LENGTH/WIDTH	4,700 x 500		4,700 x 500		5,600' x 500'		3,180' x 250'	
OBSTACLE FREE ZONE (OFZ) LENGTH/WIDTH	4,500 x 400		4,500 x 400		5,400' x 400'		3,100' x 250'	
TAXIWAY WIDTH	35'		35'		NONE		NONE	
TAXIWAY LIGHTING	MIL		MIL		NONE		NONE	
APPROACH SURFACE SLOPE	20:1	20:1	34:1	34:1	34:1	20:1	20:1	20:1
ELECTRONIC AIDS	NDB		GPS		GPS		NDB	
VISUAL APPROACH AIDS	PAPI/REL	PAPI/REL	PAPI/REL	PAPI/REL	PAPI/REL	NONE	NONE	NONE
APPROACH VISIBILITY MINIMUM	1 mile	1 mile	1 mile	1 mile	1 mile	1 mile	1 mile	1 mile
TOUCHDOWN ZONE ELEVATION (TOZE)	1022.88	1022.88	1022.88	1022.88	1022.88	1022.82	1022.82	1022.82
TAKEOFF RUN AVAILABLE (TORA)	4,100'	4,100'	4,100'	5,000'	5,000'	880'	880'	2,700'
TAKEOFF DISTANCE AVAILABLE (TODA)	4,100'	4,100'	4,100'	4,100'	5,000'	5,000'	880'	2,700'
ACCELERATED STOP DISTANCE AVAILABLE (ASDA)	4,100'	4,100'	4,100'	4,100'	5,000'	5,000'	880'	2,700'
LANDING DISTANCE AVAILABLE (LDA)	4,100'	4,100'	4,100'	4,100'	5,000'	5,000'	880'	2,700'

APPROVED: _____
CITY OF CENTERVILLE DATE _____

LEGEND

EXISTING	ULTIMATE	ITEM
NOT SHOWN	BRL	BUILDING RESTRICTION LINE
---	---	GROUND CONTOURS
---	---	AIRPORT PROPERTY LINE
----	----	THRESHOLD LIGHTS
----	----	FACILITIES (PAVEMENT & BUILDINGS)
---	---	RUNWAY AREA
---	---	RUNWAY PROTECTION ZONE
---	---	POWER LINE
---	---	TILE LINE & INTAKE
---	---	RUNWAY SAFETY AREA
---	---	CANALS
---	---	RUNWAY VISIBILITY ZONE
---	---	AIRPORT FENCING
---	---	TELEPHONE LINE
---	---	CLEARWAY END IDENTIFICATION LIGHTS
---	---	OBJECT FREE AREA
---	---	MEDIUM INTENSITY APPROACH LIGHT SYSTEM
---	---	PRECISION APPROACH PATH INDICATOR
---	---	PAVEMENT

CONDITIONAL APPROVAL
The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated _____ 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 _____

NOTES:
THERE ARE NO OFZ OBJECT PENETRATIONS.
THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
THERE ARE NO MODIFICATIONS TO DESIGN STANDARDS.
NAD83 (HORIZONTAL COORDINATES) AND NAVD88 (MSL) DATUM ARE USED.