LEGEND

DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	PL (E)	
BUILDING RESTRICTION LINE	BRL (E)	BRL (U)
RUNWAY PROTECTION ZONE	RPZ (E)	RPZ (U)
RUNWAY OBJECT FREE AREA	OFA (E)	OFA (U)
RUNWAY OBJECT FREE ZONE	OFZ (E)	OFZ (U)
TAXIWAY OBJECT FREE AREA	TOFA (E)	TOFA (U)
RUNWAY SAFETY AREA	RSA (E)	RSA (U)
BUILDING STRUCTURES		
RUNWAY END IDENTIFIER LIGHTS (REIL)		
THRESHOLD LIGHTS		
RUNWAY EDGE LIGHTS		
WIND INDICATOR (LIGHTED)		
PRECISION APPROACH PATH INDICATOR (PAPI)		
AIRPORT ROTATING BEACON		
AVIGATION EASEMENT		

SURVEY CONTROL POINTS

NO.	LATITUDE	LONGITUDE	ELEV.	DESCRIPTION
200	41° 21' 52.41"	94° 01' 28.89	1108.12	PK NAIL 2' INTO ASPHALT, FIRST RADII EAST OF ENTRANCE MID POINT.
201	41° 21' 45.40"	94° 01' 19.61"	1108.86	9/16" STAINLESS ROD WITH DIMPLE IN TOP, 6" ALUMINUM LID WITH SCREW

BENCH MARKS

NO.	ELEV.	DESCRIPTION
101	1110.30	MARKER 'X' @ C.C. PAD GAS PUMPS S.E CORNER ON TOP C.C.

GENERAL NOTES:

1. 3Y3 IS LOCATED IN SECTIONS 24 & 25, TOWNSHIP 76N, RANGE 28W
2. TOPOGRAPHIC CONTOURS ARE DEPICTED AT 10' MAJOR AND 2' MINOR INTERVALS.
3. HORIZONTAL DATUM: NAD 83, VERTICAL DATUM: NAVD 88
4. SEE SHEET 5 FOR RUNWAY 14 THRESHOLD SITING SURFACE OBSTRUCTION TABLE.
5. THERE ARE NO MODIFICATIONS TO AIRPORT STANDARDS.

LEGEND - INTERIM RUNWAY

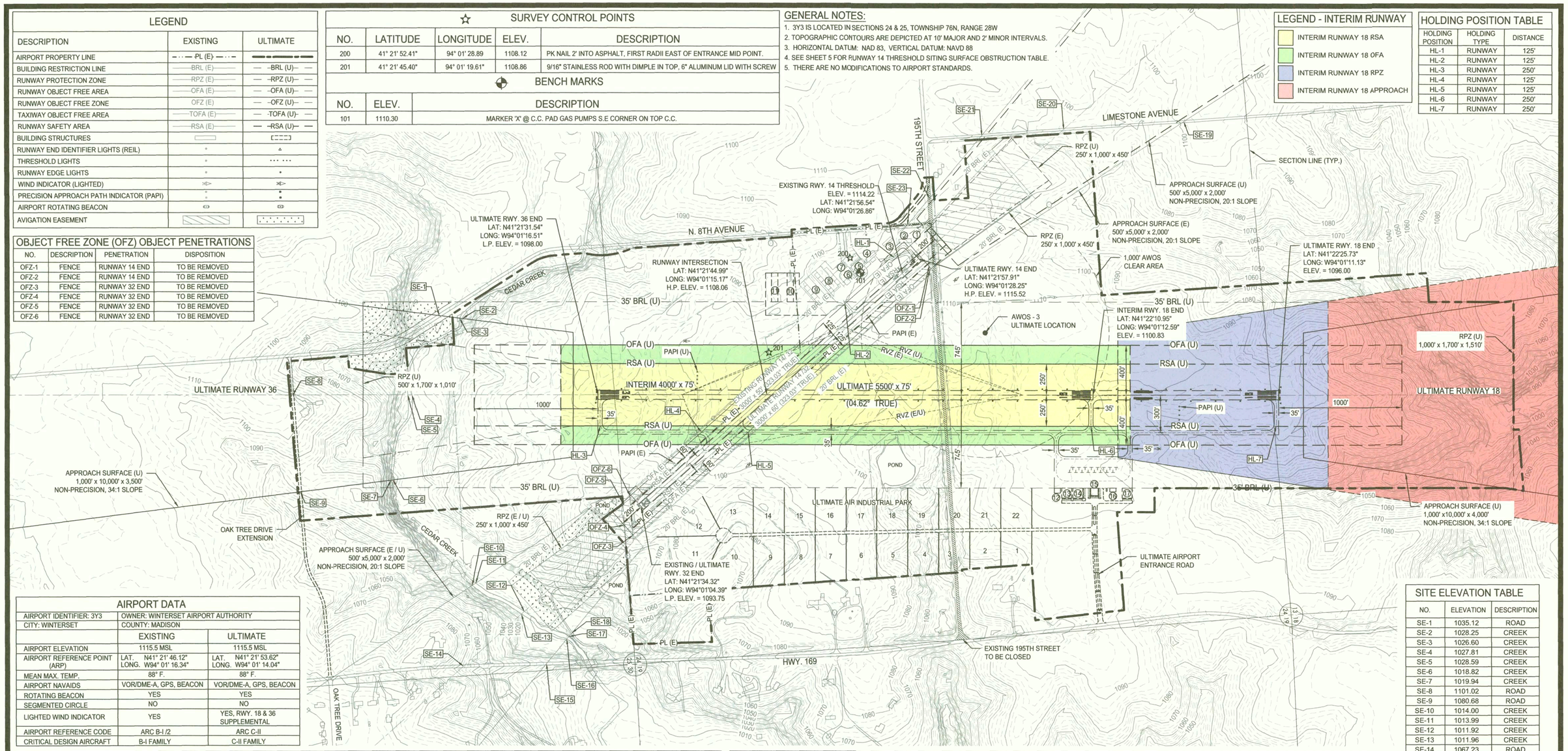
- INTERIM RUNWAY 18 RSA
- INTERIM RUNWAY 18 OFA
- INTERIM RUNWAY 18 RPZ
- INTERIM RUNWAY 18 APPROACH

HOLDING POSITION TABLE

HOLDING POSITION	HOLDING TYPE	DISTANCE
HL-1	RUNWAY	125'
HL-2	RUNWAY	125'
HL-3	RUNWAY	250'
HL-4	RUNWAY	125'
HL-5	RUNWAY	125'
HL-6	RUNWAY	250'
HL-7	RUNWAY	250'

OBJECT FREE ZONE (OFZ) OBJECT PENETRATIONS

NO.	DESCRIPTION	PENETRATION	DISPOSITION
OFZ-1	FENCE	RUNWAY 14 END	TO BE REMOVED
OFZ-2	FENCE	RUNWAY 14 END	TO BE REMOVED
OFZ-3	FENCE	RUNWAY 32 END	TO BE REMOVED
OFZ-4	FENCE	RUNWAY 32 END	TO BE REMOVED
OFZ-5	FENCE	RUNWAY 32 END	TO BE REMOVED
OFZ-6	FENCE	RUNWAY 32 END	TO BE REMOVED



AIRPORT DATA

AIRPORT IDENTIFIER: 3Y3	OWNER: WINTERSET AIRPORT AUTHORITY	
CITY: WINTERSET	COUNTY: MADISON	
	EXISTING	ULTIMATE
AIRPORT ELEVATION	1115.5 MSL	1115.5 MSL
AIRPORT REFERENCE POINT (ARP)	LAT. N41° 21' 46.12" LONG. W94° 01' 16.34"	LAT. N41° 21' 53.62" LONG. W94° 01' 14.04"
MEAN MAX. TEMP.	88° F.	88° F.
AIRPORT NAVAIDS	VOR/DME-A, GPS, BEACON	VOR/DME-A, GPS, BEACON
ROTATING BEACON	YES	YES
SEGMENTED CIRCLE	NO	NO
LIGHTED WIND INDICATOR	YES	YES, RWY. 18 & 36 SUPPLEMENTAL
AIRPORT REFERENCE CODE	ARC B-I /2	ARC C-II
CRITICAL DESIGN AIRCRAFT	B-I FAMILY	C-II FAMILY

SITE ELEVATION TABLE

NO.	ELEVATION	DESCRIPTION
SE-1	1035.12	ROAD
SE-2	1028.25	CREEK
SE-3	1026.60	CREEK
SE-4	1027.81	CREEK
SE-5	1028.59	CREEK
SE-6	1018.82	CREEK
SE-7	1019.94	CREEK
SE-8	1101.02	ROAD
SE-9	1080.68	ROAD
SE-10	1014.00	CREEK
SE-11	1013.99	CREEK
SE-12	1011.92	CREEK
SE-13	1011.96	CREEK
SE-14	1067.23	ROAD
SE-15	1035.26	ROAD
SE-16	1008.00	CREEK
SE-17	1008.00	CREEK
SE-18	1016.02	DRIVEWAY
SE-19	1101.38	ROAD
SE-20	1095.38	ROAD
SE-21	1108.05	ROAD
SE-22	1116.00	ROAD
SE-23	1111.71	ROAD

RUNWAY DATA

	RUNWAY 14		RUNWAY 32		RUNWAY 18			RUNWAY 36		
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	INTERIM	ULTIMATE	EXISTING	INTERIM	ULTIMATE
APPROACH CATEGORY & DESIGN GROUP	B-I /2	SAME	B-I /2	SAME		B-II	C-II		B-II	C-II
RUNWAY (LENGTH/WIDTH)	2825' / 50'	3000' / 60'	3000' / 50'	3000' / 60'		4000' / 75'	5500' / 75'		4000' / 75'	5500' / 75'
RUNWAY EFFECTIVE GRADIENT (MAX)	0.72%	SAME	0.72%	SAME		0.80%	0.80%		0.80%	0.80%
RUNWAY LIGHTING (LIRL, MIRL, HIRL)	MIRL	SAME	MIRL	SAME		MIRL	MIRL		MIRL	MIRL
RUNWAY MARKING (B, NP, OR P)	BASIC	SAME	BASIC	SAME		NP	NP		NP	NP
PAVEMENT MATERIAL	ASPHALT	SAME	ASPHALT	SAME		CONCRETE	CONCRETE		CONCRETE	CONCRETE
PAVEMENT DESIGN STRENGTH	12,500 S	SAME	12,500 S	SAME		30,000 S, 48,000 D	30,000 S, 48,000 D		30,000 S, 48,000 D	30,000 S, 48,000 D
RUNWAY SAFETY AREA (LENGTH/WIDTH)	3305' / 120'	3480' / 120'	3305' / 120'	3480' / 120'		4600' / 150'	7500' / 500'		4600' / 150'	7500' / 500'
OBJECT FREE AREA (LENGTH/WIDTH)	3305' / 250'	3480' / 250'	3305' / 250'	3480' / 250'		4600' / 500'	7500' / 800'		4600' / 500'	7500' / 800'
OBSTACLE FREE ZONE (LENGTH/WIDTH)	3225' / 250'	3400' / 250'	3225' / 250'	3400' / 250'		4400' / 400'	5900' / 400'		4400' / 400'	5900' / 400'
TAXIWAY WIDTH	25'	SAME	25'	SAME		35'	35'		35'	35'
TAXIWAY LIGHTING	MITL	SAME	MITL	SAME		MITL	MITL		MITL	MITL
APPROACH SURFACE SLOPE	20:1	SAME	20:1	SAME		34:1	34:1		34:1	34:1
ELECTRONIC AIDS	VOR/DME-A,GPS	SAME	VOR/DME-A,GPS	SAME		VOR/DME-A,GPS	VOR/DME-A,GPS		VOR/DME-A,GPS	VOR/DME-A,GPS
VISUAL AIDS (REIL, VGSI, ETC.)	PAPI - 2L	SAME	PAPI - 2L	SAME		REIL, PAPI - 2L	REIL, PAPI - 4L		REIL, PAPI - 2L	REIL, PAPI - 4L
APPROACH VISIBILITY MINIMUMS	1 MILE	SAME	1 MILE	SAME		3/4 MILE	3/4 MILE		1 MILE	1 MILE
PART 77 APPROACH USE TYPE	NPI / A	SAME	NPI / A	SAME		NPI / D	NPI / D		NPI / C	NPI / C
AERONAUTICAL SURVEY TYPE REQUIRED	NVG	SAME	NVG	SAME		VG	VG		VG	VG
TOUCHDOWN ZONE ELEVATION (TDZE)	1114.00 MSL	SAME	1115.52 MSL	SAME		1108.06 MSL	1105.71 MSL		1108.06 MSL	1108.06 MSL
TAKEOFF RUNWAY AVAILABLE (TORA)	3000'	SAME	3000'	SAME		4000'	5500'		4000'	5500'
TAKEOFF DISTANCE AVAILABLE (TODA)	3000'	SAME	3000'	SAME		4000'	5500'		4000'	5500'
ACCELERATE STOP DISTANCE AVAILABLE	3000'	SAME	3000'	SAME		4000'	5500'		4000'	5500'
LANDING DISTANCE AVAILABLE (LDA)	2825'	3000'	3000'	SAME		4000'	5500'		4000'	5500'

/2 INTENDED FOR SMALL AIRPLANES EXCLUSIVELY

BUILDINGS / FACILITIES

EXIST.	ULT.	DESCRIPTION
①		ELECTRICAL VAULT BUILDING (TO BE RELOCATED)
②		3-UNIT T-HANGAR (TO BE REMOVED)
③		3-UNIT T-HANGAR (TO BE REMOVED)
④		3-UNIT T-HANGAR (TO BE REMOVED)
⑤		FBO MAINTENANCE FACILITY / TERMINAL
⑥		CONVENTIONAL HANGAR
⑦		CONVENTIONAL HANGAR
⑧		10-UNIT T-HANGAR
⑨		10-UNIT T-HANGAR
	⑩	ULTIMATE 10-UNIT T-HANGAR
	⑪	ULTIMATE 10-UNIT T-HANGAR
	⑫	ULTIMATE SNOW REMOVAL EQUIPMENT BUILDING
	⑬	ULTIMATE CORPORATE / CONVENTIONAL HANGAR
	⑭	ULTIMATE CORPORATE / CONVENTIONAL HANGAR
	⑮	ULTIMATE TERMINAL
	⑯	ULTIMATE FUEL FARM
	⑰	ULTIMATE CORPORATE / CONVENTIONAL HANGAR

FOR APPROVAL BY:

MIKE FLETCHER — DATE 10/28/13
WINTERSET AIRPORT AUTHORITY CHAIRMAN

SUBMITTED BY: — DATE 10/14/13
ANDREW C. MAYSENT, P.E.
PROJECT MANAGER
McCLURE ENGINEERING COMPANY

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated 11/1/13 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 11/1/13
FAA Central Region

Magnetic Declination (2012)
Annual Change 0°7' W
Source: NOAA NGDS

TRUE — 1°33' E — MAGNETIC

0 200 400 800
GRAPHIC SCALE

ENGINEER	DRAWN BY	WINTERSET MUNICIPAL AIRPORT
ACM	TMD	WIN 159004
CHECKED BY	FIELD BOOK NO.	AUGUST 2013
DAA	FIELDBOOK	

REVISIONS

McCLURE ENGINEERING Co. — building strong communities.

1360 NW 121st Street
Clive, IA 50325
515-964-1229
fax 515-964-2370

AIRPORT LAYOUT PLAN

SHEET NO. 01 OF 13

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