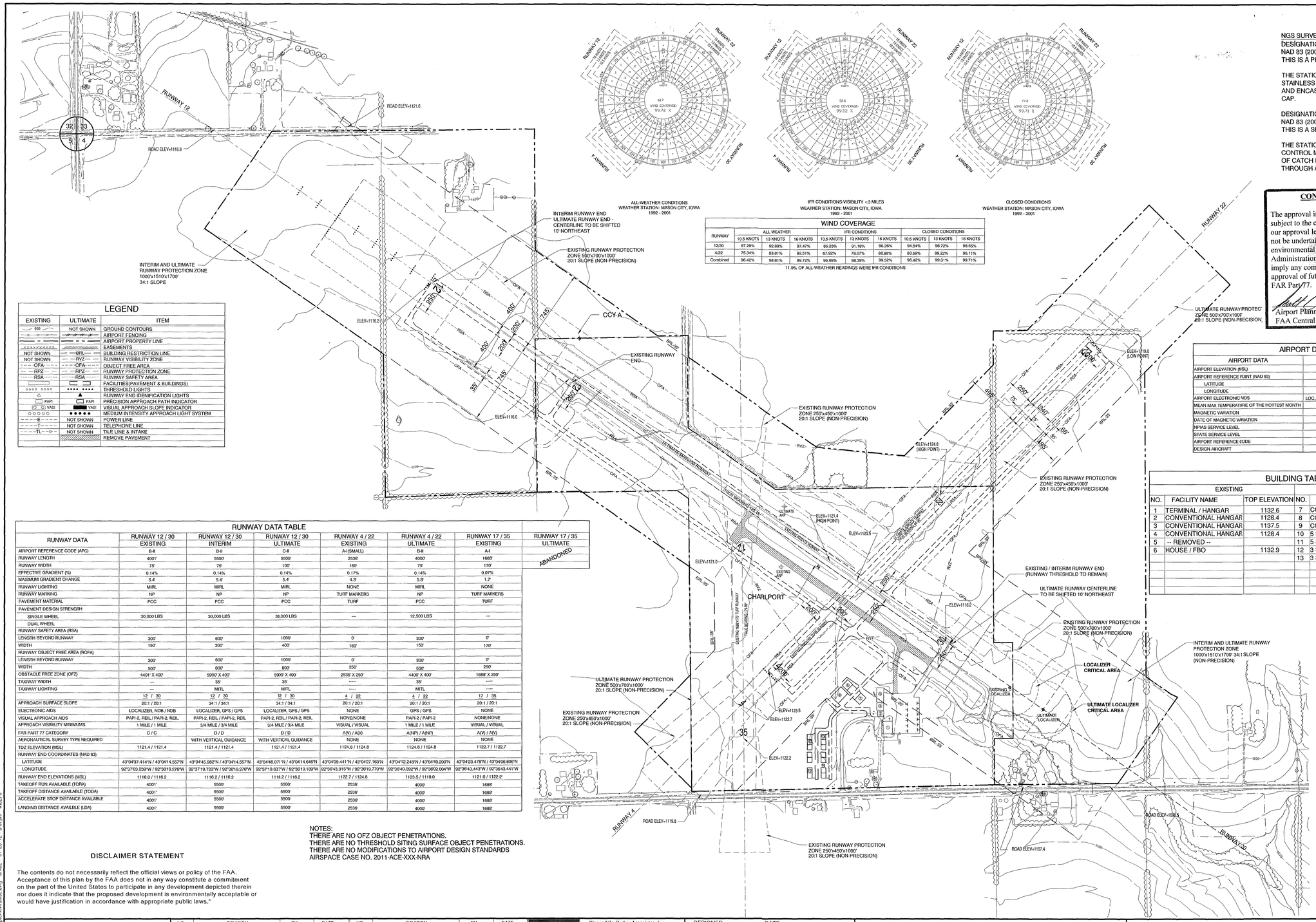

ALL-WEATHER CONDITIONS
WEATHER STATION: MASON CITY, IOWA
1992 - 2001

IFR CONDITIONS-VISIBILITY <3 MILES
WEATHER STATION: MASON CITY, IOWA
1992 - 2001

CLOSED CONDITIONS
WEATHER STATION: MASON CITY, 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
12/30	87.28%	92.89%	97.47%	85.23%	91.18%	96.26%	94.54%	96.72%	98.55%
4/22	75.34%	83.81%	92.51%	67.92%	78.07%	88.88%	83.59%	89.22%	95.11%
Combined	96.42%	98.81%	99.72%	95.69%	98.39%	99.52%	98.42%	99.31%	99.71%

11.9% OF ALL-WEATHER READINGS WERE IFR CONDITIONS

NGS SURVEY CONTROL POINTS
DESIGNATION: CCY A
NAD 83 (2007) - 43°04'41.15271"N/092°37'02.33046"W
THIS IS A PRIMARY AIRPORT CONTROL STATION

THE STATION IS A PUNCH MARK IN TOP OF A STAINLESS STEEL ROD DRIVEN INTO THE GROUND AND ENCASED IN A 6-INCH PVC PIPE WITH A LOGO CAP.

DESIGNATION: CHARLPORT
NAD 83 (2007) - 43°04'21.35602"N/092°36'34.46804"W
THIS IS A SECONDARY AIRPORT CONTROL STATION

THE STATION IS A STANDARD NGS HORIZONTAL CONTROL MARK DISK ON A CONCRETE HEADWALL OF CATCH BASIN. ACCESS TO DATUM POINT IS HAD THROUGH A 5-INCH LOGO CAP.

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated January 30, 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.

Airport Planning Engineer
FAA Central Region

1/30/12
Date

LEGEND

EXISTING	ULTIMATE	ITEM
990	NOT SHOWN	GROUND CONTOURS
		AIRPORT FENCING
		AIRPORT PROPERTY LINE
		EASEMENTS
NOT SHOWN	BRL	BUILDING RESTRICTION LINE
NOT SHOWN	RVZ	RUNWAY VISIBILITY ZONE
OFA	OFA	OBJECT FREE AREA
RPZ	RPZ	RUNWAY PROTECTION ZONE
RSA	RSA	RUNWAY SAFETY AREA
		FACILITIES(PAVEMENT & BUILDINGS)
		THRESHOLD LIGHTS
		RUNWAY END IDENIFICATION LIGHTS
PAPI	PAPI	PRECISION APPROACH PATH INDICATOR
VASI	VASI	VISUAL APPROACH SLOPE INDICATOR
		MEDIUM INTENSITY APPROACH LIGHT SYSTEM
E	NOT SHOWN	POWER LINE
T	NOT SHOWN	TELEPHONE LINE
TL	NOT SHOWN	TILE LINE & INTAKE
		REMOVE PAVEMENT

AIRPORT DATA TABLE

AIRPORT DATA	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	1125.0	1125.0
AIRPORT REFERENCE POINT (NAD 83)		
LATITUDE	43°04'21.391"N	43°04'26.595"N
LONGITUDE	92°36'38.992"W	92°36'38.37"W
AIRPORT ELECTRONIC AIDS	LOC., NDB, ROTATING BEACON	LOC., GPS, ROTATING BEACON
MEAN MAX TEMPERATURE OF THE HOTTEST MONTH	84.1	84.1
MAGNETIC VARIATION	0°33'E	1°27'W
DATE OF MAGNETIC VARIATION	2010	2030
NPIAS SERVICE LEVEL	GENERAL AVIATION	GENERAL AVIATION
STATE SERVICE LEVEL	GENERAL SERVICE	ENHANCED SERVICE
AIRPORT REFERENCE CODE	B-II	C-II
DESIGN AIRCRAFT	BEECH 200	CESSNA 560

BUILDING TABLE

EXISTING			PROPOSED		
NO.	FACILITY NAME	TOP ELEVATION	NO.	FACILITY NAME	TOP ELEVATION
1	TERMINAL / HANGAR	1132.6	7	COVENTIONAL HANGAR	1158.5
2	CONVENTIONAL HANGAR	1128.4	8	COVENTIONAL HANGAR	1158.5
3	CONVENTIONAL HANGAR	1137.5	9	COVENTIONAL HANGAR	1158.5
4	CONVENTIONAL HANGAR	1128.4	10	5 STALL HANGAR	1148.5
5	-- REMOVED --		11	5 STALL HANGAR	1148.5
6	HOUSE / FBO	1132.9	12	3 STALL HANGAR	1148.5
			13	3 STALL HANGAR	1148.5

RUNWAY DATA TABLE

RUNWAY DATA	RUNWAY 12 / 30 EXISTING	RUNWAY 12 / 30 INTERIM	RUNWAY 12 / 30 ULTIMATE	RUNWAY 4 / 22 EXISTING	RUNWAY 4 / 22 ULTIMATE	RUNWAY 17 / 35 EXISTING	RUNWAY 17 / 35 ULTIMATE
							ABANDONED
AIRPORT REFERENCE CODE (APC)	B-II	B-II	C-II	A-I(SMALL)	B-II	A-I	
RUNWAY LENGTH	4001'	5500'	5500'	2539'	4000'	1688'	
RUNWAY WIDTH	75'	75'	100'	160'	75'	170'	
EFFECTIVE GRADIENT (%)	0.14%	0.14%	0.14%	0.17%	0.14%	0.07%	
MAXIMUM GRADIENT CHANGE	5.4'	5.4'	5.4'	4.3'	5.8'	1.7'	
RUNWAY LIGHTING	MIRL	MIRL	MIRL	NONE	MIRL	NONE	
RUNWAY MARKING	NP	NP	NP	TURF MARKERS	NP	TURF MARKERS	
PAVEMENT MATERIAL	PCC	PCC	PCC	TURF	PCC	TURF	
PAVEMENT DESIGN STRENGTH							
SINGLE WHEEL	30,000 LBS	30,000 LBS	39,000 LBS	---	12,500 LBS	---	
DUAL WHEEL							
RUNWAY SAFETY AREA (RSA)							
LENGTH BEYOND RUNWAY	300'	600'	1000'	0'	300'	0'	
WIDTH	150'	300'	400'	160'	150'	170'	
RUNWAY OBJECT FREE AREA (ROFA)							
LENGTH BEYOND RUNWAY	300'	600'	1000'	0'	300'	0'	
WIDTH	500'	800'	800'	250'	500'	250'	
OBSTACLE FREE ZONE (OFZ)	4401' X 400'	5900' X 400'	5900' X 400'	2536' X 250'	4400' X 400'	1688' X 250'	
TAXIWAY WIDTH	--	35'	35'	-----	35'	-----	
TAXIWAY LIGHTING	--	MITL	MITL	-----	MITL	-----	
	12 / 30	12 / 30	12 / 30	4 / 22	4 / 22	17 / 35	
APPROACH SURFACE SLOPE	20:1 / 20:1	34:1 / 34:1	34:1 / 34:1	20:1 / 20:1	20:1 / 20:1	20:1 / 20:1	
ELECTRONIC AIDS	LOCALIZER, NDB / NDB	LOCALIZER, GPS / GPS	LOCALIZER, GPS / GPS	NONE	GPS / GPS	NONE	
VISUAL APPROACH AIDS	PAPI-2, REIL / PAPI-2, REIL	PAPI-2, REIL / PAPI-2, REIL	PAPI-2, REIL / PAPI-2, REIL	NONE/NONE	PAPI-2 / PAPI-2	NONE/NONE	
APPROACH VISIBILITY MINIMUMS	1 MILE / 1 MILE	3/4 MILE / 3/4 MILE	3/4 MILE / 3/4 MILE	VISUAL / VISUAL	1 MILE / 1 MILE	VISUAL / VISUAL	
FAR PART 77 CATEGORY	C / C	D / D	D / D	A(V) / A(V)	A(NP) / A(NP)	A(V) / A(V)	
AERONAUTICAL SURVEY TYPE REQUIRED		WITH VERTICAL GUIDANCE	WITH VERTICAL GUIDANCE	NONE	NONE	NONE	
TDZ ELEVATION (MSL)	1121.4 / 1121.4	1121.4 / 1121.4	1121.4 / 1121.4	1124.8 / 1124.8	1124.8 / 1124.8	1122.7 / 1122.7	
RUNWAY END COORDINATES (NAD 83)							
LATITUDE	43°04'37.414"N / 43°04'14.557"N	43°04'45.982"N / 43°04'14.557"N	43°04'46.071"N / 43°04'14.646"N	43°04'09.441"N / 43°04'27.163"N	43°04'12.248"N / 43°04'40.200"N	43°04'23.478"N / 43°04'06.806"N	
LONGITUDE	92°37'03.239"W / 92°36'19.276"W	92°37'19.723"W / 92°36'19.276"W	92°37'19.63"W / 92°36'19.189"W	92°36'43.915"W / 92°36'19.770"W	92°36'49.092"W / 92°36'02.004"W	92°36'43.443"W / 92°36'43.441"W	
RUNWAY END ELEVATIONS (MSL)	1116.0 / 1116.2	1116.2 / 1116.2	1116.2 / 1116.2	1122.7 / 1124.8	1123.5 / 1119.0	1121.0 / 1122.2	
TAKEOFF RUN AVAILABLE (TORA)	4001'	5500'	5500'	2539'	4000'	1688'	
TAKEOFF DISTANCE AVAILABLE (TODA)	4001'	5500'	5500'	2539'	4000'	1688'	
ACCELERATE STOP DISTANCE AVAILABLE	4001'	5500'	5500'	2536'	4000'	1688'	
LANDING DISTANCE AVAILBLE (LDA)	4001'	5500'	5500'	2539'	4000'	1688'	

NOTES:
THERE ARE NO OFZ OBJECT PENETRATIONS.
THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
THERE ARE NO MODIFICATIONS TO AIRPORT DESIGN STANDARDS
AIRSPACE CASE NO. 2011-ACE-XXX-NRA

N

ANNUAL CHANGE - 0°06'W
MAGNETIC VARIANCE - N0°33'E (2010)

FLOYD COUNTY, IOWA
IOWA NORTH ZONE (1401)
HORIZONTAL DATUM: NAD83 (2007)
VERTICAL DATUM:NAVD (1988)

DISCLAIMER STATEMENT

The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws."

APPROVED:
NORTHEAST IOWA REGIONAL AIRPORT AUTHORITY
1/26/2012
DATE

SCALE
0 400' 800' 1200'

NO.	REVISION	BY	DATE	NO.	REVISION	BY	DATE

CGA
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:

NORTHEAST IOWA REGIONAL AIRPORT
CHARLES CITY, IOWA

AIRPORT LAYOUT PLAN

PROJECT NO. 4138.03
SHEET NO. 2 of 15

J:\4138\MP Supplement\base.dwg - SHK2 - 01-25-12 - 3:07pm - wilb278