Legend

Existing	Future	Description
		Airport Reference Point (ARP)
		Runway End Identifier Light (REIL)
		Precision Approach Path Indicator (PAPI)
		Threshold Lights
		N/A — Wind Cone
		Fuel Dispensing Location
		N/A — Aggregate Drive/Parking
		Airport Pavement
		N/A — Turf Runway Area
		Airport Buildings
		N/A — Avigation Easement
		Airport Property Line
		FAR Part 77 Surface
		Runway Protection Zone (RPZ)
		Building Restriction Line (BRL)
		Runway Safety Area (RSA)
		Object Free Area (OFA)
		Taxiway Safety Area (TSA)
		Runway Visibility Zone (RVZ)
		N/A — Ground Contours
		N/A — Lakes or Ponds

Airport Building Table

Building ID	Primary Use	Height- MSL
	Existing Building	
1	Corporate Hangar	809.09
2	FBO/Aircraft Maintenance	806.86
3	Corporate Hangar	821.21
4	Electrical Vault	803.65
5	Snow Removal Equipment Storage	819.00
6	Airfield Storage	809.26
7	Fuel Dispensing Location	
8	T-Hangar	808.20
9	T-Hangar	810.29
10	T-Hangar	807.94
	Future Buildings	
A	100' x 100' Corporate Hangar	818.00
B	75' x 75' Corporate Hangar	813.00
C	75' x 75' Corporate Hangar	813.00
D	75' x 75' Corporate Hangar	813.00
E	50' x 50' Corporate Hangar	815.00
F	11 Unit Nested T-Hangar	810.00
G	9 Unit Nested T-Hangar	810.00
H	Above Ground Fuel Storage	805.00

General Notes

1. Base map developed using mapping information collected in accordance with FAA Advisory Circular 150/5300-16A, -17C, and -18B standards. Mapping collected in April, 2011.
2. All latitudes and longitudes are reported in NAD83. All elevations are reported in NAVD88.
3. The Building Restriction Line encompasses the Runway Protection Zone, the Runway Object Free Area, navaid critical areas, and airport areas with less than 35 feet clearance under the FAR Part 77 surfaces.
4. All existing Hold Short markings meet the minimum distance set forth in AC 150/5340-18D, Table #1. All ultimate Runway Hold lines will meet the standards at the time of construction/marking.
5. Approach surfaces have been shown to supersede Runway Protection Zones where their dimensions are the same.
6. No Runway Object Free Zone object penetrations other than frangible navaids fixed by function.

Existing/Ultimate Approach Surface 20:1
250' x 1,250' x 5,000'
Runway Protection Zone
250' x 450' x 1,000'

Ultimate Runway 18 End
Latitude: 41° 05' 57.0420"
Longitude: 91° 58' 48.7170"
Elevation: 795.996

Existing Runway 18 End
Latitude: 41° 03' 52.1252"
Longitude: 91° 58' 48.6741"
Elevation: 797.188

Existing/Ultimate Runway 18 TDZE
Latitude: 41° 03' 36.7932"
Longitude: 91° 58' 48.5394"
Elevation: 800.869' High Point

Existing/Ultimate Runway 36 TDZE
Latitude: 41° 03' 27.4004"
Longitude: 91° 58' 48.4562"
Elevation: 798.666'

Existing/Ultimate Runway 26 End
Latitude: 41° 03' 10.9774"
Longitude: 91° 58' 40.1524"
Elevation: 790.305'

Runway 8/26 High Point
Latitude: 41° 03' 11.0178"
Longitude: 91° 58' 51.3128"
Elevation: 789.348

Runway Intersection
Elev. 790.845'

Existing/Ultimate Runway 36 End
Latitude: 41° 02' 57.7580"
Longitude: 91° 58' 48.1975"
Elevation: 791.588' Low Point

Runway 18/36 100' x 5,502' (Existing) 100' x 6,000' (Ultimate)
(True Bearing 359.620°)

Turf Runway 8/26 165' x 2,505' (Existing)
(True Bearing 90.263°)

Taxiway A

Existing Approach Surface 34:1
500' x 3,500' x 10,000'
Runway Protection Zone
500' x 1,010' x 1,700'

Ultimate Approach Surface 34:1
1,000' x 4,000' x 10,000'
Runway Protection Zone
1,000' x 1,510' x 1,700'

Runway 8/26 High Point
Latitude: 41° 03' 11.0882
Longitude: 91° 59' 12.1950"
Elevation: 792.762

Existing/Ultimate Runway 8 End
Latitude: 41° 03' 11.0924"
Longitude: 91° 59' 12.8486"
Elevation: 792.758'

NORTH
0 300 600
SCALE IN FEET
Declination 0° 0' 11" (2013-06-26)
Rate of change -4.8" per year

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated 1/28/14 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

1/28/14
Date

CMT
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CONSULTING ENGINEERS

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- Chicago, Illinois
- Edwardsville, Illinois
- Springfield, Missouri
- Indianapolis, Indiana
- Columbus, Ohio

City of Fairfield

Airport Layout Plan Existing & Ultimate

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

Path: K:\FairfieldIaAp\0751102\
Path: Draw\Sheets\
File: 02 Ex Ult ALP.dwg
Xref Dwg:
Xref Dwg:
Layouts: Airport Layout Plan
Data Tables:
Date:

REVISIONS		
NO.	BY	DATE

DESIGN BY:	DRG
DRAWN BY:	RPJ
CHECKED BY:	DRG/ALK
APPROVED BY:	DRG
DATE:	August 2013
JOB No:	07511-02-00