## RUNWAY END COORDINATES - NAD 83

| | RUNWAY 17 | | RUNWAY 35 | | RUNWAY 10 | | RUNWAY 28 | |
|---|---|---|---|---|---|---|---|---|
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| LATITUDE | N/A | 41° 28' 07.51" N | N/A | 41° 27' 13.44" N | N/A | 41° 28' 01.94" N | N/A | 41° 27' 55.33" N |
| LONGITUDE | | 92° 59' 34.24" W | | 92° 59' 27.06" W | | 93° 00' 08.78" W | | 92° 59' 18.31" W |

## HOLDING POSITION TABLE

| HOLDING POSITION | HOLD TYPE | DISTANCE |
|---|---|---|
| HL 1 | RUNWAY | 250' |
| HL 2 | RUNWAY | 250' |
| HL 3 | RUNWAY | 250' |
| HL 4 | RUNWAY | 200' |
| HL 5 | RUNWAY | 200' |

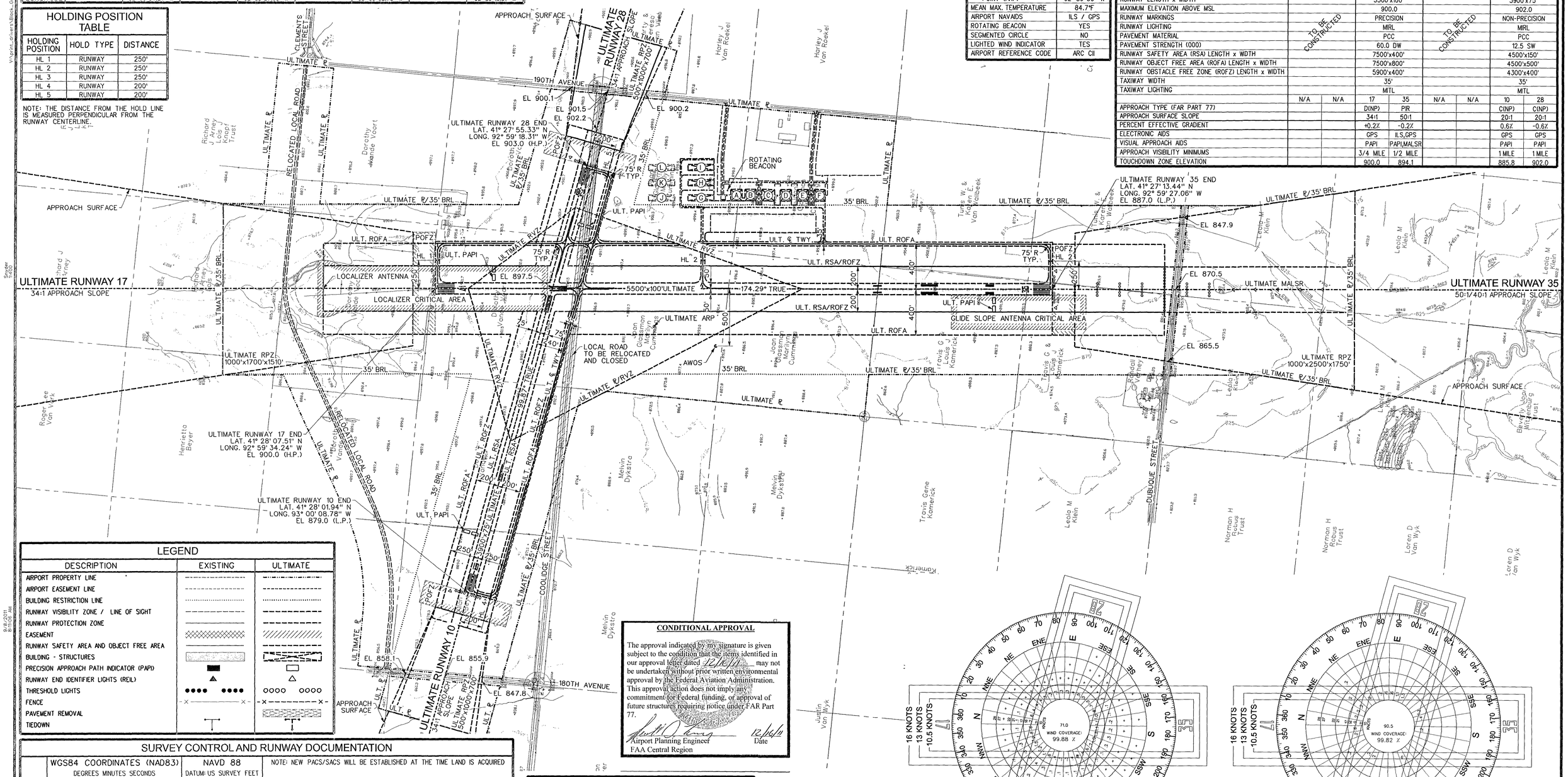
NOTE: THE DISTANCE FROM THE HOLD LINE IS MEASURED PERPENDICULAR FROM THE RUNWAY CENTERLINE.

## AIRPORT DATA - NAVD 88

| ITEM | ULTIMATE |
|---|---|
| AIRPORT ELEVATION (MSL) | 903.0' (MSL) |
| AIRPORT REFERENCE POINT (ARP) | 41° 27' 48" N 92° 59' 36" W |
| MEAN MAX. TEMPERATURE | 84.7°F |
| AIRPORT NAVAIDS | ILS / GPS |
| ROTATING BEACON | YES |
| SEGMENTED CIRCLE | NO |
| LIGHTED WIND INDICATOR | TES |
| AIRPORT REFERENCE CODE | ARC CII |

## RUNWAY DATA TABLE

| ITEM | RUNWAY 17/35 EXISTING | | RUNWAY 17/35 ULTIMATE | | RUNWAY 10/28 EXISTING | | RUNWAY 10/28 ULTIMATE | |
|---|---|---|---|---|---|---|---|---|
| APPROACH CATEGORY - DESIGN GROUP | TO BE CONSTRUCTED | | C-II | | TO BE CONSTRUCTED | | B-II | |
| RUNWAY LENGTH x WIDTH | | | 5500'x100' | | | | 3900'x75' | |
| MAXIMUM ELEVATION ABOVE MSL | | | 900.0 | | | | 902.0 | |
| RUNWAY MARKINGS | | | PRECISION | | | | NON-PRECISION | |
| RUNWAY LIGHTING | | | MIRL | | | | MIRL | |
| PAVEMENT MATERIAL | | | PCC | | | | PCC | |
| PAVEMENT STRENGTH (000) | | | 60.0 DW | | | | 12.5 SW | |
| RUNWAY SAFETY AREA (RSA) LENGTH x WIDTH | | | 7500'x400' | | | | 4500'x150' | |
| RUNWAY OBJECT FREE AREA (ROFA) LENGTH x WIDTH | | | 7500'x800' | | | | 4500'x500' | |
| RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH x WIDTH | | | 5900'x400' | | | | 4300'x400' | |
| TAXIWAY WIDTH | | | 35' | | | | 35' | |
| TAXIWAY LIGHTING | | | MITL | | | | MITL | |
| | N/A | N/A | 17 | 35 | N/A | N/A | 10 | 28 |
| APPROACH TYPE (FAR PART 77) | | | D(NP) | PIR | | | C(NP) | C(NP) |
| APPROACH SURFACE SLOPE | | | 34:1 | 50:1 | | | 20:1 | 20:1 |
| PERCENT EFFECTIVE GRADIENT | | | +0.2% | -0.2% | | | 0.6% | -0.6% |
| ELECTRONIC AIDS | | | GPS | ILS,GPS | | | GPS | GPS |
| VISUAL APPROACH AIDS | | | PAPI | PAPI,MALSR | | | PAPI | PAPI |
| APPROACH VISIBILITY MINIMUMS | | | 3/4 MILE | 1/2 MILE | | | 1 MILE | 1 MILE |
| TOUCHDOWN ZONE ELEVATION | | | 900.0 | 894.1 | | | 885.8 | 902.0 |




## LEGEND

| DESCRIPTION | EXISTING | ULTIMATE |
|---|---|---|
| AIRPORT PROPERTY LINE | | |
| AIRPORT EASEMENT LINE | | |
| BUILDING RESTRICTION LINE | | |
| RUNWAY VISIBILITY ZONE / LINE OF SIGHT | | |
| RUNWAY PROTECTION ZONE | | |
| EASEMENT | | |
| RUNWAY SAFETY AREA AND OBJECT FREE AREA | | |
| BUILDING - STRUCTURES | | |
| PRECISION APPROACH PATH INDICATOR (PAPI) | | |
| RUNWAY END IDENTIFIER LIGHTS (REIL) | | |
| THRESHOLD LIGHTS | | |
| FENCE | | |
| PAVEMENT REMOVAL | | |
| TIEDOWN | | |

**CONDITIONAL APPROVAL**

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated 12/16/11 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.

12/16/11
Airport Planning Engineer — Date
FAA Central Region

## SURVEY CONTROL AND RUNWAY DOCUMENTATION

| PID | WGS84 COORDINATES (NAD83) DEGREES MINUTES SECONDS LATITUDE | LONGITUDE | NAVD 88 DATUM: US SURVEY FEET ELEVATION | DESCRIPTION (NOTE: NEW PACS/SACS WILL BE ESTABLISHED AT THE TIME LAND IS ACQUIRED) |
|---|---|---|---|---|
| MH0799 | 41°24' 06.73799" N | 92°56' 44.91395" W | 877.80' | THE STATION IS A PUNCH MARK IN TOP OF A STAINLESS STEEL ROD DRIVEN INTO THE GROUND AND ENCASED IN A 5-INCH PVC PIPE WITH A LOGO CAP SURROUNDED BY CONCRETE. LOCATED 14 PACES NORTHEAST OF THE RUNWAY CENTER, 15 PACES SOUTHEAST OF THE RAMP CENTER, 6 PACES EAST OF THE EDGE OF THE PAVEMENT JUNCTION, AND 4 PACES SOUTHWEST OF A RAMP LIGHT. NOTE--ACCESS TO DATUM POINT IS HAD THROUGH A 5-INCH LOGO CAP. |
| MH0800 | 41°23' 37.23690" N | 92°56' 37.26492" W | 870.00' | THE STATION IS A PUNCH MARK IN TOP OF A STAINLESS STEEL ROD DRIVEN INTO THE GROUND AND ENCASED IN A 5-INCH PVC PIPE WITH A LOGO CAP SURROUNDED BY CONCRETE. LOCATED 13 PACES NORTHEAST OF THE RUNWAY CENTER, 4 PACES NORTH OF THE JUNCTION OF THE PAVEMENT EDGES, AND 5 PACES NORTHWEST OF THE EDGE OF THE TURN-AROUND. NOTE--ACCESS TO DATUM POINT IS HAD THROUGH A 5-INCH LOGO CAP. |

## NOTES

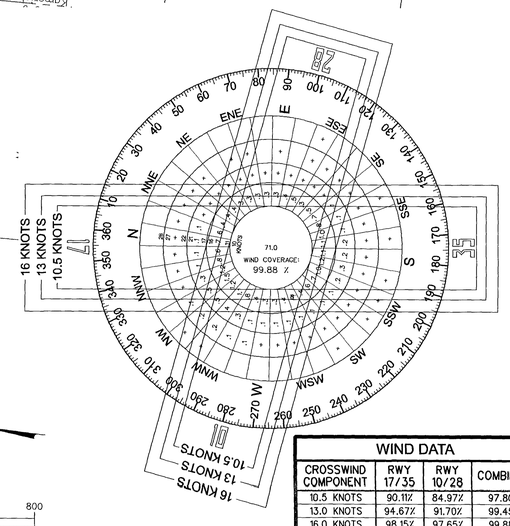
- THERE ARE NO OBSTACLE FREE ZONE (OFZ) PENETRATIONS
- THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS
- THERE ARE NO MODIFICATIONS TO DESIGN STANDARDS

## BUILDING IDENTIFICATION

| I.D. | DESCRIPTION | I.D. | DESCRIPTION |
|---|---|---|---|
| A | TERMINAL BUILDING | I | 10-UNIT TEE |
| B | FBO HANGAR | J | FUTURE 10-UNIT TEE |
| C | CORPORATE HANGAR | K | FUTURE 10-UNIT TEE |
| D | CORPORATE HANGAR | L | FUTURE 10-UNIT TEE |
| E | CORPORATE HANGAR | | |
| F | CORPORATE HANGAR | | |
| G | 10-UNIT TEE | | |
| H | 10-UNIT TEE | | |

MAGNETIC DECLINATION 1°01' E
ANNUAL RATE OF CHANGE 0°07' W
SOURCE: NGDC 2010

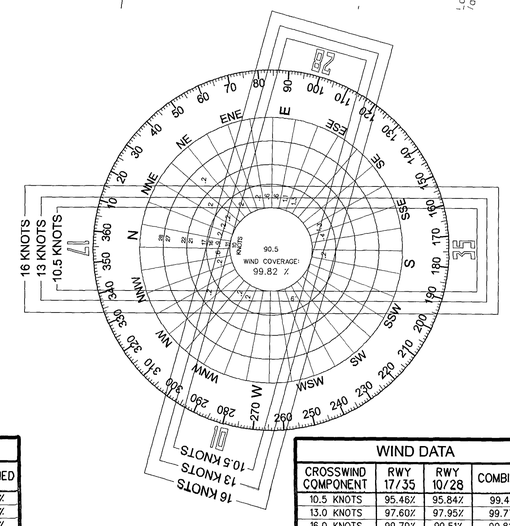
GRAPHIC SCALE
400 0 400 800
(IN FEET)
1 inch = 400 ft.




## WIND DATA

| CROSSWIND COMPONENT | RWY 17/35 | RWY 10/28 | COMBINED |
|---|---|---|---|
| 10.5 KNOTS | 90.11% | 84.97% | 97.80% |
| 13.0 KNOTS | 94.67% | 91.70% | 99.45% |
| 16.0 KNOTS | 98.15% | 97.65% | 99.88% |

SOURCE: DES MOINES INTERNATIONAL
DES MOINES, IOWA
ALL WEATHER
PERIOD: 1998-2007




## WIND DATA

| CROSSWIND COMPONENT | RWY 17/35 | RWY 10/28 | COMBINED |
|---|---|---|---|
| 10.5 KNOTS | 95.46% | 95.84% | 99.41% |
| 13.0 KNOTS | 97.60% | 97.95% | 99.77% |
| 16.0 KNOTS | 99.70% | 99.51% | 99.82% |

SOURCE: DES MOINES INTERNATIONAL
DES MOINES, IOWA
200' - 1/2 MILE
PERIOD: 1998-2007

| REVISION BLOCK NUMBER | DATE | DESCRIPTION |
|---|---|---|
| | | |

APPROVED BY: Mike Hardin
DATE APPROVED: 12-13-2011

PROJECT: PELLA REGIONAL AIRPORT
TITLE: ULTIMATE AIRPORT LAYOUT DRAWING

SNYDER & ASSOCIATES
2727 S.W. SNYDER BLVD. ANKENY, IOWA 50023 515-964-2020
ALBANY, IL 712-242-6202 | CEDAR RAPIDS, IA 319-362-6396 | CO. BLUFFS, IA 712-322-5202 | MARYVILLE, MO 660-562-9988 | ST. LOUIS, MO 618-344-5222

| | | | |
|---|---|---|---|
| PLNR: JLS | PROJECT NO. 106.1039 | | |
| CK. BY: JLS | | | |
| DR. BY: RRD | DWG. NO. D-3153 | SHEET 2 OF 15 | |
| DATE: 9-2009 | | | |

V:\PEN\DATE.TB
V:\profit_drivers\Beck_Grey.PDF_Full_Layered.pit
Snyder 1:400
9/6/2011 BITHOR AK
JAE
D:\106.1039\acad\ALP\CD\2_06\D39.ALP