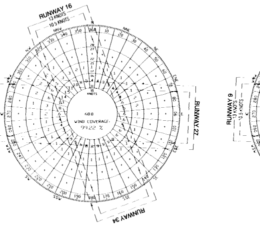
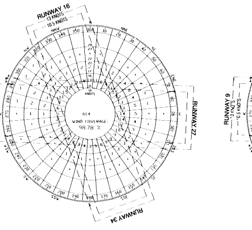
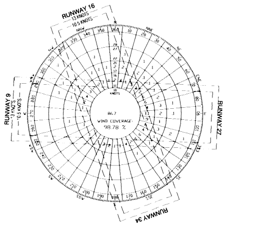


ALL-WEATHER CONDITIONS
WEATHER STATION: CEDAR RAPIDS, IOWA
1992 - 2001



IFR CONDITIONS-VISIBILITY <3 MILES
WEATHER STATION: CEDAR RAPIDS, IOWA
1992 - 2001



CLOSED CONDITIONS
WEATHER STATION: CEDAR RAPIDS, IOWA
1992 - 2001

N

ANNUAL CHANGE - 0°06'W
MAGNETIC VARIANCE - N0°43'E (2005)
BENTON COUNTY, IOWA
IOWA NORTH ZONE (1401)
HOIZONTAL DATUM: NAD 83 (1996)
VERTICAL DATUM: NAVD (1988)

WIND COVERAGE

RUNWAY	ALL WEATHER		IFR CONDITIONS		CLOSED CONDITIONS	
	10.5 KNOTS	13 KNOTS	10.5 KNOTS	13 KNOTS	10.5 KNOTS	13 KNOTS
9/27	86.33%	92.54%	84.72%	91.91%	95.63%	97.38%
16/34	87.60%	92.92%	81.47%	88.89%	92.99%	95.62%
COMBINED	97.40%	99.22%	95.99%	98.78%	98.78%	99.41%

10.3% OF ALL-WEATHER READINGS
WERE IFR CONDITIONS

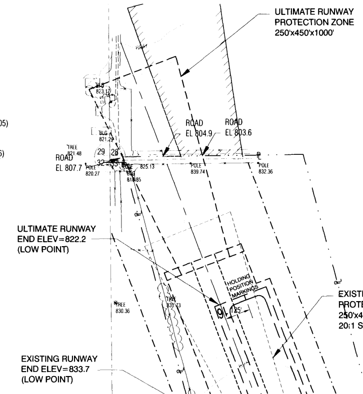
AIRPORT DATA TABLE

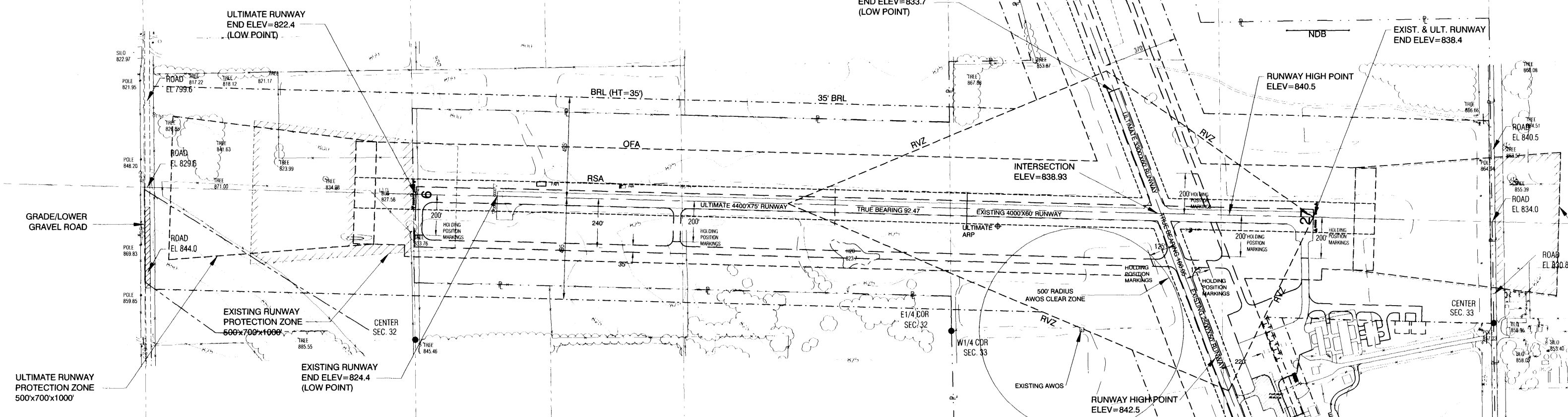
AIRPORT DATA	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	842.5	842.5
AIRPORT REFERENCE POINT (NAD 83)		
LATITUDE	42°13'07.042"N	42°13'08.447"N
LONGITUDE	92°01'33.343"W	92°01'34.781"W
MEAN MAX TEMPERATURE OF THE HOTTEST MONTH	84.3	84.3
AIRPORT TERMINAL AREA NAVAIDS	NDB / GPS	NDB / GPS
MAGNETIC VARIATION	N0°43'E	N1°47'W
DATE OF MAGNETIC VARIATION	2005	2025
NPIAS SERVICE LEVEL	GENERAL AVIATION	GENERAL AVIATION
STATE SERVICE LEVEL	GENERAL SERVICE	GENERAL SERVICE
AIRPORT REFERENCE CODE	B-II	B-II
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	NON-CERTIFICATED	NON-CERTIFICATED

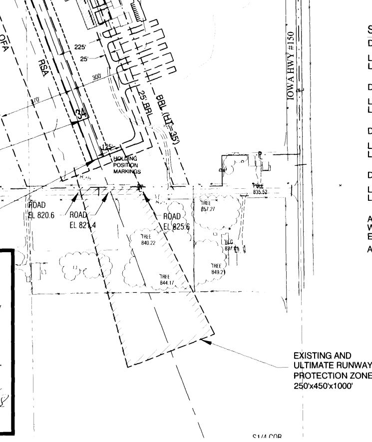
NOTES:
THERE ARE NO OFZ OBJECT PENETRATIONS.
THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
EXCEPTION TO AIRPORT DESIGN STANDARDS: 16/34 LINE OF SIGHT DEFICIENCY.

LEGEND

EXISTING	ITEM	PROPOSED
	RUNWAY CENTERLINE	
RSA	RUNWAY SAFETY AREA (RSA)	RSA
ROFA	RUNWAY OBJECT FREE AREA (ROFA)	ROFA
ROFZ	RUNWAY OBJECT FREE ZONE (ROFZ)	ROFZ
RPZ	RUNWAY PROTECTION ZONE (RPZ)	RPZ
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)	TOFA
	TAXIWAY SAFETY AREA	
NOT SHOWN	BUILDING RESTRICTION LINE	BRL
	AIRPORT PAVEMENT	
ARP	AIRPORT REFERENCE POINT	ARP
	AIRPORT BUILDINGS	
	OTHER BUILDINGS	NOT SHOWN
	AIRPORT PROPERTY LINE	
	OTHER PROPERTY LINES	NOT SHOWN
	RAILROAD	NOT SHOWN
	FENCE	
	ROADS	
	TREELINE	NOT SHOWN
	WETLANDS	NOT SHOWN
950	GROUND ELEVATION CONTOURS	NOT SHOWN
	PROPOSED LAND ACQUISITION	
	PROPOSED EASEMENT ACQUISITION	
	PAVEMENT TO BE REMOVED	
	THRESHOLD LIGHTS	
	RUNWAY END IDENTIFICATION LIGHTS	
PAPI	PRECISION APPROACH PATH INDICATOR	PAPI
VASI	VISUAL APPROACH SLOPE INDICATOR	VASI
	MEDIUM INTENSITY APPROACH LIGHT SYSTEM	
E	POWER LINE	NOT SHOWN
T	TELEPHONE LINE	NOT SHOWN
TL	TILE LINE & INTAKE	NOT SHOWN







SURVEY MONUMENTS

DESIGNATION: BENTON CO. GPS CONTROL PT. 2003-045

LATITUDE: 42°09'59.642"N
LONGITUDE: 92°03'56.843"W

DESIGNATION: BENTON CO. GPS CONTROL PT. 2003-046

LATITUDE: 42°12'37.055"N
LONGITUDE: 92°03'55.721"W

DESIGNATION: BENTON CO. GPS CONTROL PT. 2003-055

LATITUDE: 42°09'56.093"N
LONGITUDE: 92°00'35.172"W

DESIGNATION: BENTON CO. GPS CONTROL PT. 2003-056

LATITUDE: 42°12'37.543"N
LONGITUDE: 92°00'27.046"W

ALL MONUMENTS ARE BERNTSEN TOP SECURITY ROD MONUMENT WITH A 2-1/2" DIA. DOMED CAP AND A PERMANENT MAGNET. ENCACED IS A 5" DIA. PVC PIPE WITH A NGS STYLE ALUMINUM COVER.

ALL MONUMENTS ARE LOCATED OFF AIRPORT PROPERTY.

RUNWAY DATA TABLE

RUNWAY DATA	RUNWAY 9/27 EXISTING	RUNWAY 9/27 ULTIMATE	RUNWAY 16/34 EXISTING	RUNWAY 16/34 ULTIMATE
EFFECTIVE GRADIENT (%)	0.351%	0.341%	0.190%	0.452%
MAXIMUM GRADIENT CHANGE	16.0'	18.1'	8.7'	20.2'
MAX. ELEVATION (MSL)	840.5'	840.5'	842.5'	842.5'
RUNWAY LENGTH	4000'	4400'	2500'	3300'
RUNWAY WIDTH	60'	75'	50'	60'
DISPLACED THRESHOLD	- / -	- / -	200'	200'
USABLE RUNWAY LENGTH	4000'	4400'	2500'	3300'
SURFACE TYPE	PCC	PCC	ACC	ACC
PAVEMENT STRENGTH				
SINGLE WHEEL	12,500	12,500	12,500	12,500
DUAL WHEEL	-	-	-	-
DUAL TANDEM	-	-	-	-
APPROACH SURFACE SLOPE	20:1 / 20:1	34:1 / 34:1	20:1 / 20:1	20:1 / 20:1
APPROACH MINIMUMS	1 mile/1 mile	>3/4 mile />3/4 mile	VISUAL	VISUAL
VISUAL APPROACH AIDS	PAPI-REIL / PAPI-REIL	PAPI-REIL / PAPI-REIL	-	-
RUNWAY LIGHTING	MIRL	MIRL	-	-
RUNWAY MARKING	NON-PRECISION	PRECISION	BASIC	BASIC
AIRPORT REFERENCE CODE (ARC)	B-II	B-II	A-I	A-I
CRITICAL AIRCRAFT	CESSNA 501	BEECH 200	CESSNA 172	CESSNA 172
RUNWAY OBJECT FREE AREA (ROFA)				
LENGTH BEYOND RUNWAY	300'	300'	240'	240'
WIDTH	500'	500'	400'	400'
RUNWAY SAFETY AREA (RSA)				
LENGTH BEYOND RUNWAY	300'	300'	240'	240'
WIDTH	150'	150'	120'	120'
OBJECT FREE ZONE (OFZ)	4400'x400'	4800'x400'	2900'x400'	3700'x400'
FAR PART 77 CATEGORY	A (NP)	B (NP)	A(V)	A(V)
RUNWAY END COORDINATES (NAD 83)	9 / 27	9 / 27	16 / 34	16 / 34
LATITUDE	42°13'10.261"N / 42°13'08.536"N	42°13'10.498"N / 42°13'08.518"N	42°13'14.930"N / 42°12'51.717"N	42°13'22.356"N / 42°12'51.706"N
LONGITUDE	92°02'07.336"W / 92°01'14.225"W	92°02'12.652"W / 92°01'14.235"W	92°01'27.077"W / 92°01'15.749"W	92°01'30.702"W / 92°01'15.763"W
RUNWAY END ELEVATIONS (MSL)	824.4 / 838.4	822.4 / 839.0	833.7 / 838.5	822.2 / 838.5
DISPLACED THRESHOLD ELEVATION (MSL)	- / -	- / -	- / 838.7	- / 838.7
TDZ ELEVATION (MSL)	836.3 / 838.4	833.7 / 840.5	842.5 / 842.5	842.5 / 842.5
LINE OF SIGHT VIOLATIONS	NONE	NONE	RUNWAY PROFILE	NONE
TAXIWAY WIDTH	35'	35'	-	25'

DECLARED DISTANCES

RUNWAY END ID	TORA	TODA	ASDA	LDA	LDA: APPROACH END RSA LENGTH	LDA: STOP END RSA LENGTH	ASDA: RSA LENGTH	DATE OF APPROVAL
EXISTING 9	4000'	4000'	4000'	4000'	300'	300'	300'	
EXISTING 27	4000'	4000'	4000'	4000'	300'	300'	300'	
ULTIMATE 9	4600'	4600'	4600'	4600'	300'	300'	300'	
ULTIMAT 27	4600'	4600'	4600'	4600'	300'	300'	300'	
EXISTING 16	2500'	2500'	2300'	2300'	240'	40'	240'	
EXISTING 34	2500'	2500'	2500'	2300'	240'	240'	240'	
ULTIMATE 16	3300'	3300'	3100'	3100'	240'	40'	240'	
ULTIMATE 34	3300'	3300'	3300'	3100'	240'	240'	240'	

FACILITIES TABLE

EXISTING: NO.	EXISTING: FACILITY NAME	EXISTING: TOP ELEVATION	PROPOSED: NO.	PROPOSED: FACILITY NAME	PROPOSED: TOP ELEVATION

SEE TERMINAL AREA PLAN

RUNWAY SAFETY AREA DETERMINATION

RUNWAY END ID	STANDARD RSA: LENGTH BEYOND RUNWAY	ACTUAL RSA: LENGTH BEYOND RUNWAY	ACTUAL RSA: VIOLATIONS TO RSA* ALONG SIDE OF RUNWAY	RSA DETERMINATION	DA
9	300'	300'	NONE		
27	300'	300'	NONE		
16	240	240'	NONE		
34	240'	240'	NONE		

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated 5/20/08 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.

[signature] 5/20/08
Airport Planning Engineer Date
FAA Central Region

APPROVED:
[signature] 04-07-2008
CITY OF VINTON, IOWA DATE

SCALE	NO.	REVISION	BY	DATE	NO.	REVISION	BY	DATE
0 300' 600' 900'								

CGA CONSULTANTS
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:

VINTON VETERAN'S MEMORIAL AIRPARK
VINTON, IOWA

AIRPORT LAYOUT PLAN

PROJECT NO. 4250.03
SHEET NO. 2 of 9

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