RUNWAY DATA TABLE

ITEM	RUNWAY 11/29 (1) EXISTING	RUNWAY 11/29 (1) ULTIMATE	RUNWAY 12/30 EXISTING	RUNWAY 12/30 INTERIM	RUNWAY 12/30 ULTIMATE			
APPROACH CATEGORY - DESIGN GROUP	B-I	TO BE CLOSED	TO BE CONSTRUCTED	B-I	B-II			
RUNWAY LENGTH x WIDTH	3,000'x60'			3,400'x60'	4,000'x75'			
MAXIMUM ELEVATION ABOVE MSL	818.7'			817.0	817.0			
RUNWAY MARKINGS	VISUAL/NPI			NPI	NPI			
RUNWAY LIGHTING	LRL			MRL	MRL			
PAVEMENT MATERIAL	ACC			PCC	PCC			
PAVEMENT STRENGTH (000)	-			12.5 SW	12.5 SW			
RUNWAY SAFETY AREA (RSA) LENGTH	3,480'			3,880'	4,600'			
RUNWAY SAFETY AREA (RSA) WIDTH	120'			120'	150'			
RUNWAY OBJECT FREE AREA (ROFA) LENGTH	3,480'			3,880'	4,600'			
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	250'			400'	500'			
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH	3,400'			3,800'	4,400'			
RUNWAY OBSTACLE FREE ZONE (ROFZ) WIDTH	250'			250'	250'			
TAXIWAY WIDTH	30'			35'	35'			
TAXIWAY LIGHTING	LITL			MITL	MITL			
	11	29		12	30	12	30	
APPROACH TYPE	NPI	VISUAL		NPI	NPI	NPI	NPI	
APPROACH SURFACE SLOPE	20:1	20:1		20:1	20:1	20:1	20:1	
PERCENT EFFECTIVE GRADIENT	-0.3%	+0.3%		-0.55%	-0.55%	+0.55%	-0.55%	
ELECTRONIC AIDS	GPS	N/A		GPS	GPS	GPS	GPS	
VISUAL APPROACH AIDS	NONE	NONE		PAPI/REIL	PAPI/REIL	PAPI/REIL	PAPI/REIL	
APPROACH VISIBILITY MINIMUMS	500-1	N/A		400-1	400-1	400-1	400-1	
TOUCHDOWN ZONE ELEVATION	818.7'	818.7'		814.8'	817.0'	811.5'	817.0'	
TAKEOFF RUN AVAILABLE (TORA)	3,000'	3,000'		3,400'	3,400'	4,000'	4,000'	
TAKEOFF DISTANCE AVAILABLE (TODA)	3,000'	3,000'		3,400'	3,400'	4,000'	4,000'	
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	3,000'	3,000'		3,400'	3,400'	4,000'	4,000'	
LANDING DISTANCE AVAILABLE (LDA)	3,000'	3,000'		3,400'	3,400'	4,000'	4,000'	

(1) SMALL AIRPLANES ONLY

AIRPORT DATA - NAVD 88

ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION	818.7'	817'
AIRPORT REFERENCE POINT (ARP)	41° 45' 48" N 91° 09' 10" W	41° 45' 56" N 91° 09' 36" W
MEAN MAX. TEMP.	85°	85°
AIRPORT NAVAIDS	GPS	GPS
ROTATING BEACON	NO	YES
SEGMENTED CIRCLE	NO	NO
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	B-I	B-II

HOLDING POSITION TABLE

HOLDING POSITION	HOLD TYPE	DISTANCE
HL 1	RUNWAY	125'
HL 2	RUNWAY	125'
HL 3	RUNWAY	125'
HL 4	RUNWAY	125'

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

RUNWAY END COORDINATES - NAD 83

	RUNWAY 11 EXISTING	RUNWAY 11 ULTIMATE	RUNWAY 29 EXISTING	RUNWAY 29 ULTIMATE	RUNWAY 12 EXISTING	RUNWAY 12 INTERIM	RUNWAY 12 ULTIMATE	RUNWAY 30 EXISTING	RUNWAY 30 ULTIMATE
LATITUDE	41° 45' 53.90900" N	N/A	41° 45' 42.50022" N	N/A	N/A	41° 46' 03.39780" N	41° 46' 06.4935" N	N/A	41° 45' 45.85300" N
LONGITUDE	91° 09' 28.75746" W	N/A	91° 08' 52.18346" W	N/A	N/A	91° 09' 51.70782" W	91° 09' 58.4598" W	N/A	91° 09' 13.44900" W

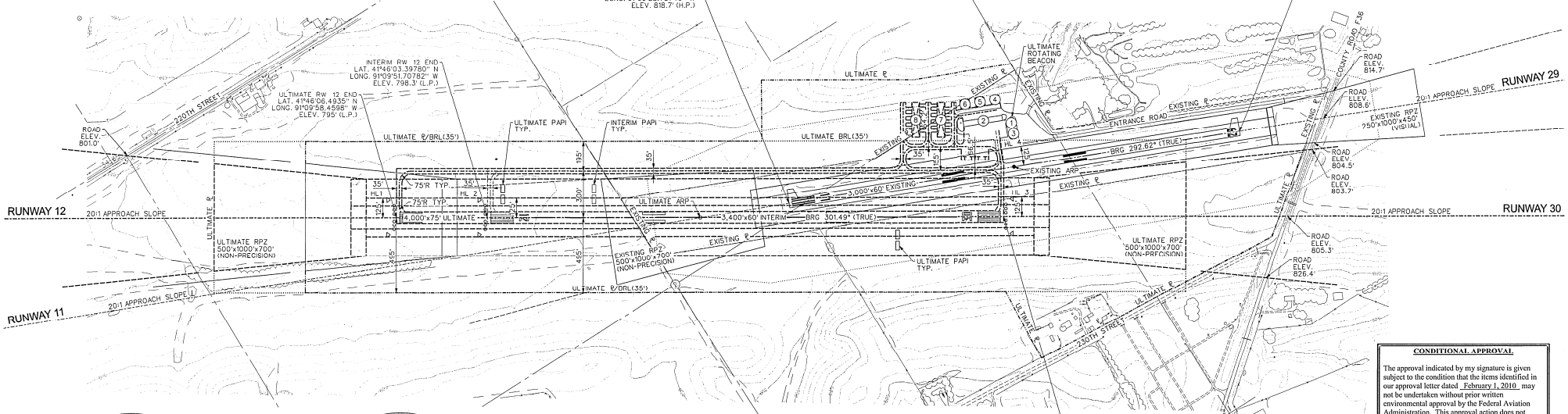
SURVEY CONTROL AND RUNWAY DOCUMENTATION

PID	WGS84 COORDINATES (NAD83) DEGREES MINUTES SECONDS LATITUDE	LONGITUDE	NAVD 88 DATUM: US SURVEY FEET ELEVATION	DESCRIPTION
326	41°45'42.50022" N	91°08'52.18346" W	703.8	℄ END RYNWAY 29
327	41°45'53.90900" N	91°09'28.75746" W	712.9	℄ END RUNWAY 11
MG0400	41°46'11"N	91°07'48"W	915.54	TIPTON CITY WATER TOWER. CTR NE SIDE NE CONC. FTG. STD DISC MARK "TIPTON 1934".

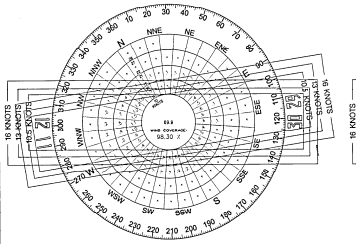
BUILDING IDENTIFICATION

I.D.	DESCRIPTION
1	TERMINAL BUILDING
2	EXISTING TEE HANGAR
3	FLAG POLE
4	EXISTING CONVENTIONAL HANGAR
5	ULTIMATE CONVENTIONAL HANGAR
6	ULTIMATE CONVENTIONAL HANGAR
7	ULTIMATE TEE HANGAR
8	ULTIMATE TEE HANGAR

NOTE:
CONTOUR INTERVAL: 5 FOOT.



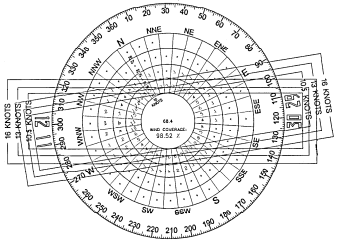
NOTES:
1. RUNWAY 11/29 TO BE CLOSED.
2. RUNWAY 12/30 PROPOSED FOR CONSTRUCTION.
   A. INTERIM RUNWAY 12/30 3,400'x60'
   B. INTERIM RSA AND ROFA ENDS ARE NOT SHOWN FOR CLARITY.
3. TERMINAL ACCESS ROAD IS LOCATED WITHIN THE EXISTING PRIMARY SURFACE.
4. CONTOUR INTERVAL: 5 FOOT.



WIND DATA

CROSSWINDS	RWY 11/29	RWY 12/30
10.5 KNOTS	88.62%	89.57%
13.0 KNOTS	94.01%	94.47%
16.0 KNOTS	98.28%	98.30%

SOURCE: CEDAR RAPIDS MUNI, IA
ALL WEATHER
PERIOD: 1989-2007



WIND DATA

CROSSWINDS	RWY 11/29	RWY 12/30
10.5 KNOTS	88.53%	89.53%
13.0 KNOTS	93.97%	94.45%
16.0 KNOTS	98.27%	98.30%

SOURCE: CEDAR RAPIDS MUNI, IA
400' - 1 MILE
PERIOD: 1989-2007

ULTIMATE RW 12/30 - MODIFICATIONS TO AIRPORT DESIGN STANDARDS

APPROVAL DATE	AIRSPACE CASE NO.	STANDARD MODIFIED	DESCRIPTION
	NONE		

ULTIMATE RW 12/30 - OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS

NO.	DESCRIPTION	(PENETRATION)	DISPOSITION
	NONE		

ULTIMATE RW 12/30 - THRESHOLD SITING SURFACE OBJECT PENETRATIONS

NO.	DESCRIPTION	(PENETRATION)	DISPOSITION
	NONE		

MAGNETIC DECLINATION 1°19' W
ANNUAL RATE OF CHANGE 0°6' W
SOURCE: NGDC 2010

GRAPHIC SCALE
300 0 300 600
(IN FEET)
1 inch = 300 ft.

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated February 1, 2010 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 2/1/10
FAA Central Region

LEGEND

DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE		
AIRPORT EASEMENT LINE		
BUILDING RESTRICTION LINE		
RUNWAY VISIBILITY ZONE / LINE OF SIGHT		
RUNWAY PROTECTION ZONE		
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		

REVISION BLOCK
NUMBER DESCRIPTION

APPROVED BY: Mayor Shirley Kepford
DATE APPROVED: 1-12-10

PROJECT: MATHEWS MEMORIAL AIRPORT
TITLE: AIRPORT LAYOUT PLAN

SNYDER & ASSOCIATES — 2727 S.W. SNYDER BLVD. ANKENY, IOWA 50023 515-964-2020

PLAN: CLB | PROJECT NO.: 105.1001
CK. BY: JLS
DR. BY: RRD | DWG. NO.: D-2873 | SHEET: 2 OF 14
DATE: 4-2009