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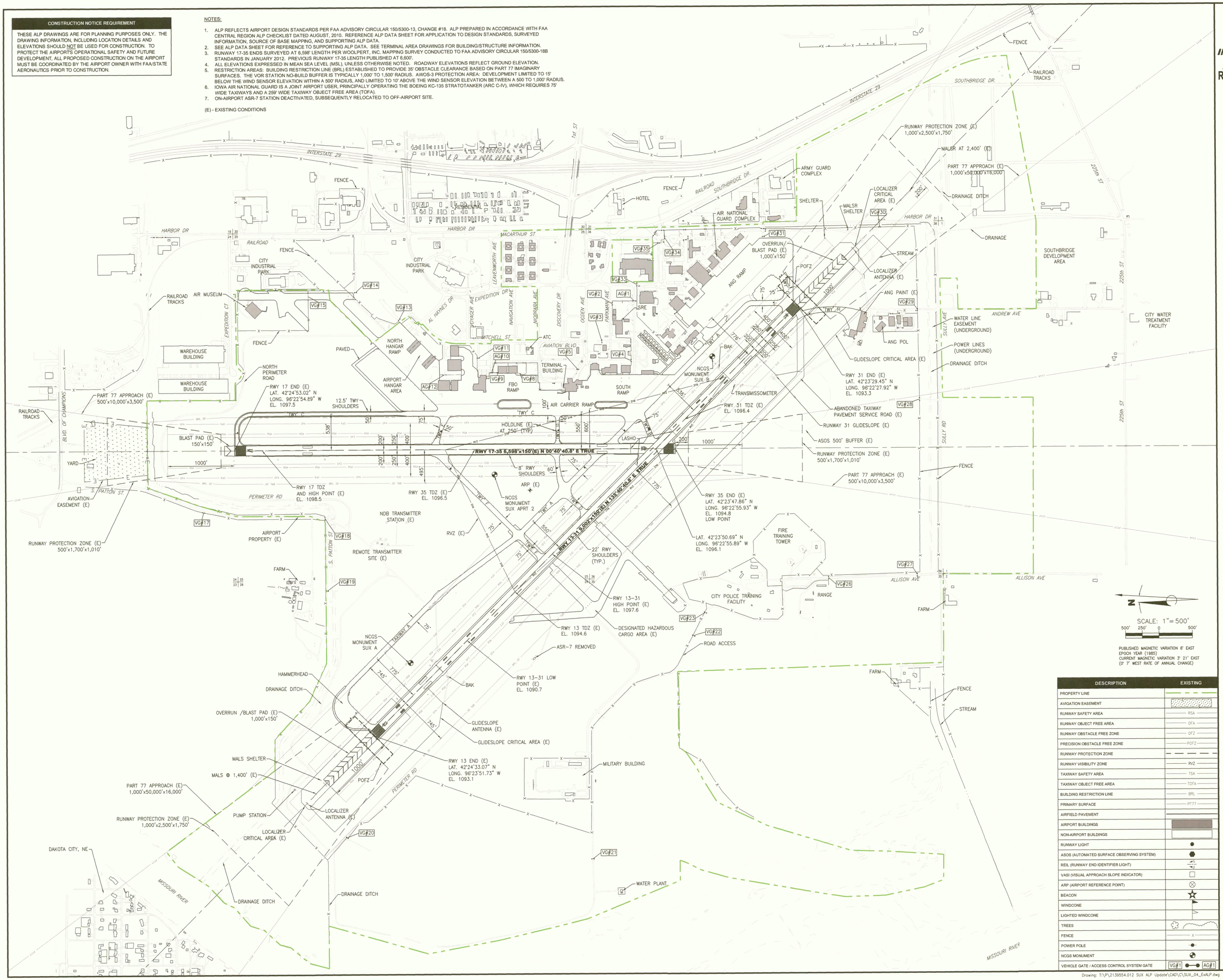
NOTES:

1. ALP REFLECTS AIRPORT DESIGN STANDARDS PER FAA ADVISORY CIRCULAR 150/5300-13, CHANGE #18. ALP PREPARED IN ACCORDANCE WITH FAA CENTRAL REGION ALP CHECKLIST DATED AUGUST, 2010. REFERENCE ALP DATA SHEET FOR APPLICATION TO DESIGN STANDARDS, SURVEYED INFORMATION, SOURCE OF BASE MAPPING, AND SUPPORTING ALP DATA.
2. SEE ALP DATA SHEET FOR REFERENCE TO SUPPORTING ALP DATA. SEE TERMINAL AREA DRAWINGS FOR BUILDING/STRUCTURE INFORMATION.
3. RUNWAY 17-35 ENDS SURVEYED AT 6,598' LENGTH PER WOOLPERT, INC. MAPPING SURVEY CONDUCTED TO FAA ADVISORY CIRCULAR 150/5300-18B STANDARDS IN JANUARY 2012. PREVIOUS RUNWAY 17-35 LENGTH PUBLISHED AT 6,600'.
4. ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL), UNLESS OTHERWISE NOTED. ROADWAY ELEVATIONS REFLECT GROUND ELEVATION.
5. RESTRICTION AREAS: BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON PART 77 IMAGINARY SURFACES. THE VOR STATION NO-BUILD BUFFER IS TYPICALLY 1,000' TO 1,500' RADIUS. AWOS-3 PROTECTION AREA: DEVELOPMENT LIMITED TO 15' BELOW THE WIND SENSOR ELEVATION WITHIN A 500' RADIUS, AND LIMITED TO 10' ABOVE THE WIND SENSOR ELEVATION BETWEEN A 500 TO 1,000' RADIUS.
6. IOWA AIR NATIONAL GUARD IS A JOINT AIRPORT USER, PRINCIPALLY OPERATING THE BOEING KC-135 STRATOTANKER (ARC C-IV), WHICH REQUIRES 75' WIDE TAXIWAYS AND A 259' WIDE TAXIWAY OBJECT FREE AREA (TOFA).
7. ON-AIRPORT ASR-7 STATION DEACTIVATED, SUBSEQUENTLY RELOCATED TO OFF-AIRPORT SITE.

(E) - EXISTING CONDITIONS



SCALE: 1"= 500'

500' 250' 0 500'

PUBLISHED MAGNETIC VARIATION 6° EAST
EPOCH YEAR (1985)
CURRENT MAGNETIC VARIATION 3° 21' EAST
(0° 7' WEST RATE OF ANNUAL CHANGE)

DESCRIPTION	EXISTING
PROPERTY LINE	
AVIGATION EASEMENT	
RUNWAY SAFETY AREA	RSA
RUNWAY OBJECT FREE AREA	OFA
RUNWAY OBSTACLE FREE ZONE	OFZ
PRECISION OBSTACLE FREE ZONE	POFZ
RUNWAY PROTECTION ZONE	
RUNWAY VISIBILITY ZONE	RVZ
TAXIWAY SAFETY AREA	TSA
TAXIWAY OBJECT FREE AREA	TOFA
BUILDING RESTRICTION LINE	BRL
PRIMARY SURFACE	PT77
AIRFIELD PAVEMENT	
AIRPORT BUILDINGS	
NON-AIRPORT BUILDINGS	
RUNWAY LIGHT	
ASOS (AUTOMATED SURFACE OBSERVING SYSTEM)	
REIL (RUNWAY END IDENTIFIER LIGHT)	
VASI (VISUAL APPROACH SLOPE INDICATOR)	
ARP (AIRPORT REFERENCE POINT)	
BEACON	
WINDCONE	
LIGHTED WINDCONE	
TREES	
FENCE	X
POWER POLE	
NCGS MONUMENT	
VEHICLE GATE / ACCESS CONTROL SYSTEM GATE	VG#1 AG#1

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SIOUX GATEWAY AIRPORT

SIOUX GATEWAY AIRPORT

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: FEBRUARY, 2013
REVIEWED BY: DKC
DRAWN BY: JKN
DESIGNED BY: JPS

AEP PROJECT NUMBER
213-9554-012

SHEET TITLE

AIRPORT LAYOUT PLAN EXISTING CONDITIONS

SHEET NUMBER

4 OF 18

FINAL

Drawing: T:\P\2139554.012 SUX ALP Update\CAD\C\SUX_04_ExALP.dwg Plotted on: 7/22/2013 1:49 PM Plotted by: Merrill, Tommy

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N

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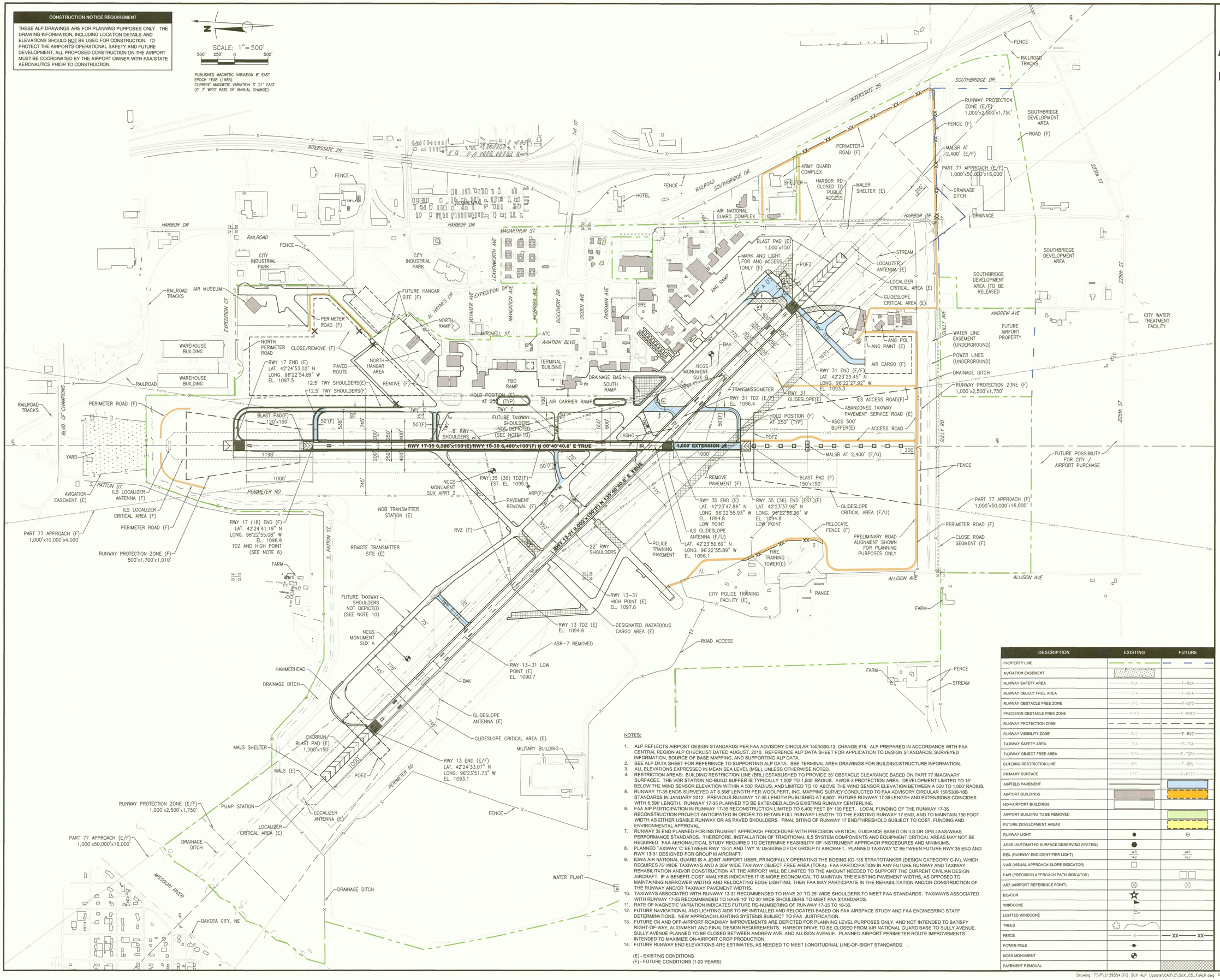

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6. FAA AIP PARTICIPATION IN RUNWAY 17-35 RECONSTRUCTION LIMITED TO 6,400 FEET BY 100 FEET. LOCAL FUNDING OF THE RUNWAY 17-35 RECONSTRUCTION PROJECT ANTICIPATED IN ORDER TO RETAIN FULL RUNWAY LENGTH TO THE EXISTING RUNWAY 17 END, AND TO MAINTAIN 150 FOOT WIDTH AS EITHER USABLE RUNWAY OR AS PAVED SHOULDERS. FINAL SITING OF RUNWAY 17 END/THRESHOLD SUBJECT TO COST, FUNDING AND ENVIRONMENTAL APPROVAL.
7. RUNWAY 35 END PLANNED FOR INSTRUMENT APPROACH PROCEDURE WITH PRECISION VERTICAL GUIDANCE BASED ON ILS OR GPS LAAS/WAAS PERFORMANCE STANDARDS. THEREFORE, INSTALLATION OF TRADITIONAL ILS SYSTEM COMPONENTS AND EQUIPMENT CRITICAL AREAS MAY NOT BE REQUIRED. FAA AERONAUTICAL STUDY REQUIRED TO DETERMINE FEASIBILITY OF INSTRUMENT APPROACH PROCEDURES AND MINIMUMS.
8. PLANNED TAXIWAY 'C' BETWEEN RWY 13-31 AND TWY 'A' DESIGNED FOR GROUP IV AIRCRAFT. PLANNED TAXIWAY 'C' BETWEEN FUTURE RWY 35 END AND RWY 13-31 DESIGNED FOR GROUP III AIRCRAFT.
9. IOWA AIR NATIONAL GUARD IS A JOINT AIRPORT USER, PRINCIPALLY OPERATING THE BOEING KC-135 STRATOTANKER (DESIGN CATEGORY C-IV), WHICH REQUIRES 75' WIDE TAXIWAYS AND A 259' WIDE TAXIWAY OBJECT FREE AREA (TOFA). FAA PARTICIPATION IN ANY FUTURE RUNWAY AND TAXIWAY REHABILITATION AND/OR CONSTRUCTION AT THE AIRPORT WILL BE LIMITED TO THE AMOUNT NEEDED TO SUPPORT THE CURRENT CIVILIAN DESIGN AIRCRAFT. IF A BENEFIT-COST ANALYSIS INDICATES IT IS MORE ECONOMICAL TO MAINTAIN THE EXISTING PAVEMENT WIDTHS, AS OPPOSED TO MAINTAINING NARROWER WIDTHS AND RELOCATING EDGE LIGHTING, THEN FAA MAY PARTICIPATE IN THE REHABILITATION AND/OR CONSTRUCTION OF THE RUNWAY AND/OR TAXIWAY PAVEMENT WIDTHS.
10. TAXIWAYS ASSOCIATED WITH RUNWAY 13-31 RECOMMENDED TO HAVE 20' TO 25' WIDE SHOULDERS TO MEET FAA STANDARDS. TAXIWAYS ASSOCIATED WITH RUNWAY 17-35 RECOMMENDED TO HAVE 10' TO 20' WIDE SHOULDERS TO MEET FAA STANDARDS.
11. RATE OF MAGNETIC VARIATION INDICATES FUTURE RE-NUMBERING OF RUNWAY 17-35 TO 18-36.
12. FUTURE NAVIGATIONAL AND LIGHTING AIDS TO BE INSTALLED AND RELOCATED BASED ON FAA AIRSPACE STUDY AND FAA ENGINEERING STAFF DETERMINATIONS. NEW APPROACH LIGHTING SYSTEMS SUBJECT TO FAA JUSTIFICATION.
13. FUTURE ON AND OFF-AIRPORT ROADWAY IMPROVEMENTS ARE DEPICTED FOR PLANNING LEVEL PURPOSES ONLY, AND NOT INTENDED TO SATISFY RIGHT-OF-WAY, ALIGNMENT AND FINAL DESIGN REQUIREMENTS. HARBOR DRIVE TO BE CLOSED FROM AIR NATIONAL GUARD BASE TO SULLY AVENUE. SULLY AVENUE PLANNED TO BE CLOSED BETWEEN ANDREW AVE. AND ALLISON AVENUE. PLANNED AIRPORT PERIMETER ROUTE IMPROVEMENTS INTENDED TO MAXIMIZE ON-AIRPORT CROP PRODUCTION.
14. FUTURE RUNWAY END ELEVATIONS ARE ESTIMATES, AS NEEDED TO MEET LONGITUDINAL LINE-OF-SIGHT STANDARDS

(E) - EXISTING CONDITIONS
(F) - FUTURE CONDITIONS (1-20 YEARS)

DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE		
AVIGATION EASEMENT		
RUNWAY SAFETY AREA	RSA	F-RSA
RUNWAY OBJECT FREE AREA	OFA	F-OFA
RUNWAY OBSTACLE FREE ZONE	OFZ	F-OFZ
PRECISION OBSTACLE FREE ZONE	POFZ	F-POFZ
RUNWAY PROTECTION ZONE		
RUNWAY VISIBILITY ZONE	RVZ	F-RVZ
TAXIWAY SAFETY AREA	TSA	F-TSA
TAXIWAY OBJECT FREE AREA	TOFA	F-TOFA
BUILDING RESTRICTION LINE	BRL	F-BRL
PRIMARY SURFACE	PT77	F-PT77
AIRFIELD PAVEMENT		
AIRPORT BUILDINGS		
NON-AIRPORT BUILDINGS		
AIRPORT BUILDING TO BE REMOVED		
FUTURE DEVELOPMENT AREAS		
RUNWAY LIGHT		
ASOS (AUTOMATED SURFACE OBSERVING SYSTEM)		
REIL (RUNWAY END IDENTIFIER LIGHT)		
VASI (VISUAL APPROACH SLOPE INDICATOR)		
PAPI (PRECISION APPROACH PATH INDICATOR)		
ARP (AIRPORT REFERENCE POINT)		
BEACON		
WINDCONE		
LIGHTED WINDCONE		
TREES		
FENCE	X	XX XX
POWER POLE		
NCGS MONUMENT		
PAVEMENT REMOVAL		

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AIRPORT LAYOUT PLAN FUTURE CONDITIONS

SHEET NUMBER

5 OF 18

FINAL