RUNWAY END COORDINATES – NAD 83

	RUNWAY 18		RUNWAY 36		RUNWAY 04		RUNWAY 22	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING (2)	ULTIMATE
LATITUDE	41° 41'51.5455"N	41° 41'56.48400"N	41° 40'57.2103"N	41° 40'57.20743"N	41° 41'20.0326"N	41° 41'20.0326"N	41° 41'46.9621"N	41° 41'49.37298"N
LONGITUDE	93° 33'56.9635"W	93° 33'56.95938"W	93° 33'56.9766"W	93° 33'56.97842"W	93° 34'20.9034"W	93° 34'20.9034"W	93° 33'44.9688"W	93° 33'41.75199"W

NOTES

1. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS AS PER FAA AC 150/5300–13, APPENDIX 2, PARAGRAPH 5e.
2. EXISTING RW 22 THRESHOLD DISPLACED 345 FEET. THRESHOLD TO BE RELOCATED PER NOTE 3.
3. FUTURE RW 22 THRESHOLD TO BE RELOCATED TO PAVEMENT END AT TIME SE FOUR MILE DRIVE IS RELOCATED.
4. THERE ARE NO MODIFICATIONS TO DESIGN STANDARDS.
5. ALP AIRSPACE CASE NO. 2005–ACE–247–NRA THE PROPOSED 500 FOOT EXTENSION TO RW 18 WOULD BE A HAZARD TO AIR NAVIGATION UNLESS TODD FIELD (461A) IS CLOSED. THE PROPOSED EXTENSION TO RW 18 WILL NOT BE INITIATED UNTIL TODD FIELD IS CLOSED.

MODIFICATIONS TO AIRPORT DESIGN STANDARDS

APPROVAL DATE	AIRSPACE CASE NO.	STANDARD MODIFIED	DESCRIPTION
NONE REQUIRED			

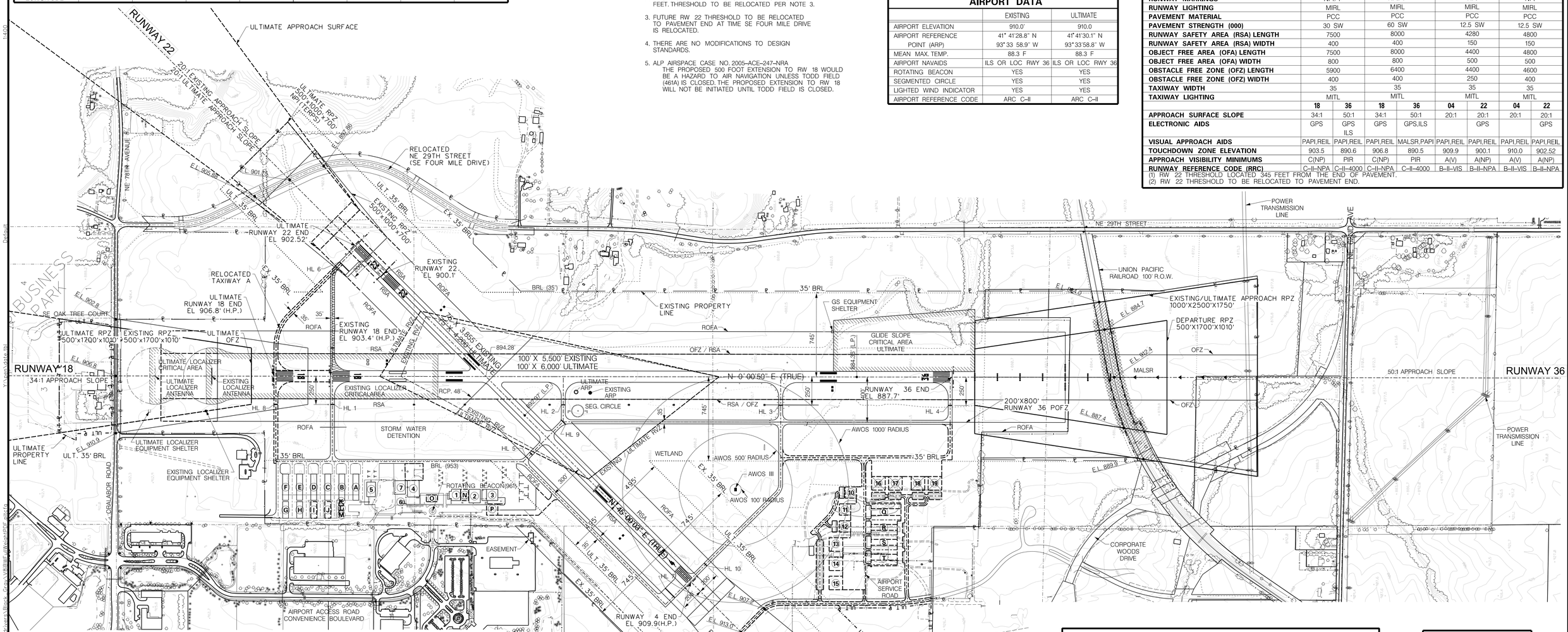
AIRPORT DATA

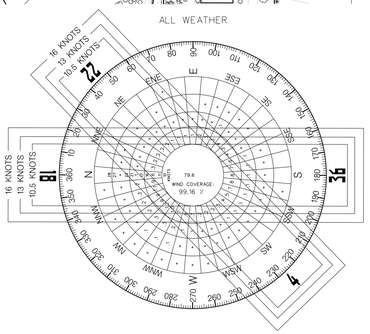
	EXISTING	ULTIMATE
AIRPORT ELEVATION	910.0'	910.0
AIRPORT REFERENCE POINT (ARP)	41° 41'28.8" N 93° 33 58.9" W	41°41'30.1" N 93° 33'58.8" W
MEAN MAX. TEMP.	88.3 F	88.3 F
AIRPORT NAVAIDS	ILS OR LOC RWY 36	ILS OR LOC RWY 36
ROTATING BEACON	YES	YES
SEGMENTED CIRCLE	YES	YES
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	ARC C–II	ARC C–II

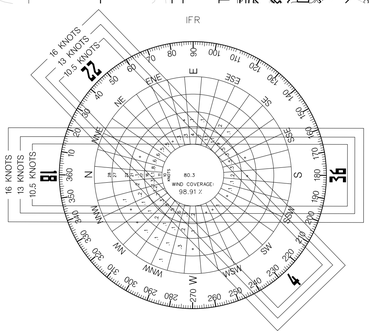
RUNWAY DATA TABLE

ITEM	RUNWAY 18 /36				RUNWAY 04 / 22			
	EXISTING		ULTIMATE		EXISTING(1)		ULTIMATE	
APPROACH CATEGORY /DESIGN GROUP	C–II		C–II		B–II		B–II	
RUNWAY LENGTH /WIDTH	5500 / 100		6000 / 100		3855(1) /75		4200 / 75	
RUNWAY MARKINGS	NPI/ P		NPI/ P		NPI		NPI	
RUNWAY LIGHTING	MIRL		MIRL		MIRL		MIRL	
PAVEMENT MATERIAL	PCC		PCC		PCC		PCC	
PAVEMENT STRENGTH (000)	30 SW		60 SW		12.5 SW		12.5 SW	
RUNWAY SAFETY AREA (RSA) LENGTH	7500		8000		4280		4800	
RUNWAY SAFETY AREA (RSA) WIDTH	400		400		150		150	
OBJECT FREE AREA (OFA) LENGTH	7500		8000		4400		4800	
OBJECT FREE AREA (OFA) WIDTH	800		800		500		500	
OBSTACLE FREE ZONE (OFZ) LENGTH	5900		6400		4400		4600	
OBSTACLE FREE ZONE (OFZ) WIDTH	400		400		250		400	
TAXIWAY WIDTH	35		35		35		35	
TAXIWAY LIGHTING	MITL		MITL		MITL		MITL	
	18	36	18	36	04	22	04	22
APPROACH SURFACE SLOPE	34:1	50:1	34:1	50:1	20:1	20:1	20:1	20:1
ELECTRONIC AIDS	GPS	GPS ILS	GPS	GPS,ILS		GPS		GPS
VISUAL APPROACH AIDS	PAPI,REIL	PAPI,REIL	PAPI,REIL	MALSR,PAPI	PAPI,REIL	PAPI,REIL	PAPI,REIL	PAPI,REIL
TOUCHDOWN ZONE ELEVATION	903.5	890.6	906.8	890.5	909.9	900.1	910.0	902.52
APPROACH VISIBILITY MINIMUMS	C(NP)	PIR	C(NP)	PIR	A(V)	A(NP)	A(V)	A(NP)
RUNWAY REFERENCE CODE (RRC)	C–II–NPA	C–II–4000	C–II–NPA	C–II–4000	B–II–VIS	B–II–NPA	B–II–VIS	B–II–NPA

(1) RW 22 THRESHOLD LOCATED 345 FEET FROM THE END OF PAVEMENT.
(2) RW 22 THRESHOLD TO BE RELOCATED TO PAVEMENT END.







WIND DATA

CROSSWIND COMPONENT	RWY 18/36	RWY 4/22	COMBINED
10.5 KNOTS	92.84	87.39	94.79
13.0 KNOTS	96.21	92.64	97.59
16.0 KNOTS	98.76	97.51	99.16

SOURCE: ANKENY REGIONAL AIRPORT
ALL WEATHER
PERIOD: 2001-2009

WIND DATA

CROSSWIND COMPONENT	RWY 18/36	RWY 4/22	COMBINED
10.5 KNOTS	91.83	87.11	93.54
13.0 KNOTS	95.58	92.61	96.95
16.0 KNOTS	98.46	97.68	98.91

SOURCE: ANKENY REGIONAL AIRPORT
200'-1/2 MILE
PERIOD: 2001-2009

MAGNETIC DECLINATION 2°05' E
ANNUAL RATE OF CHANGE 0°2' W
2005

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

LEGEND

DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	℄	ULT ℄
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	x x	x x
PAVEMENT REMOVAL		

HOLDING POSITION TABLE

HOLDING POSITION	HOLD TYPE	DISTANCE
HL 1	RUNWAY	250'
HL 2	RUNWAY	250'
HL 3	RUNWAY	250'
HL 4	RUNWAY	250'
HL 5	RUNWAY	200'
HL 6	RUNWAY	200'
HL 7	RUNWAY	200'
HL 8	RUNWAY	250'
HL9	RUNWAY	200'
HL10	RUNWAY	200'

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

BUILDING IDENTIFICATION

1–3	EXISTING 10 UNIT CONVENTIONAL HANGAR	G–H	EXISTING 6 UNIT TEE HANGAR
4	EXISTING TERMINAL /FBO FACILITY	I–J	FUTURE 6 UNIT TEE HANGAR
5	EXISTING FAA FACILITY	K–M	FUTURE 2 UNIT BOX HANGER
6	EXISTING ELECTRICAL VAULT BUILDING	N	FUTURE 6 UNIT BOX HANGAR
7	EXISTING CONVENTIONAL HANGAR	O	FUTURE TERMINAL BUILDING
10–19	FUTURE CONVENTIONAL HANGAR	P	FUTURE 10 UNIT BOX HANGAR
A–F	EXISTING 10 UNIT TEE HANGAR	Q–T	FUTURE 10 UNIT TEE HANGAR

REVISION:
1. UPDATE ALP RRD 1-04-2010
2. UPDATE ALP JAE 9-10-2012
3. UPDATE ALP JAE 2-06-13

APPROVED BY:
DATE APPROVED:

PROJECT: ANKENY REGIONAL AIRPORT

TITLE: AIRPORT LAYOUT DRAWING

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

DR. BY: JLS		PROJECT NO.: 1020986	
CK. BY: JLS			
DR. BY: RRD	DWG. NO.: D–2349	SHEET: 2 OF 16	
DATE: 11–04			

D:\1020986 UPDATE 12-03\cadd\ALP\C002_1020986L8.ALP
Y:\print drivers\Black Copy\KBWF.pltWorkPDF.pltcfg
3/25/2013
GCB