

EXISTING AIRPORT LOCATION

Table with 2 columns: AIRPORT REFERENCE POINT (ARP), ESTABLISHED AIRPORT ELEVATION. Values include coordinates 39° 08' 45.68" N, 86° 37' 00.06" W and elevation 846 FT MSL.

1. ARP DETERMINED USING GE083 PROGRAM, NAD83.

RUNWAY INTERSECTION

Table with 3 columns: RUNWAY, STATION, ELEVATION. Shows intersections for runways 17/35 and 6/24.

AIRPORT DATA

Table with 2 columns: AIRPORT IDENTIFIER CODE, AIRPORT-OWNING MUNICIPALITY, TOWNSHIP, COUNTY, AVERAGE DAILY HIGHEST TEMP., MAGNETIC DECLINATION, RATE OF CHANGE, AIRFIELD NAVAIDS. Includes Monroe County Board of Aviation Commissioners and Monroeville, TN.

1. MAGNETIC DECLINATION FROM NOAA SOFTWARE, 1/15/2003.

TAXIWAY DESIGN STANDARDS

Table with 3 columns: WINGSPAN GROUP, SAFETY AREA WIDTH, OBJECT FREE AREA WIDTH. Shows standards for groups I, II, and III.

FUTURE AIRPORT LOCATION

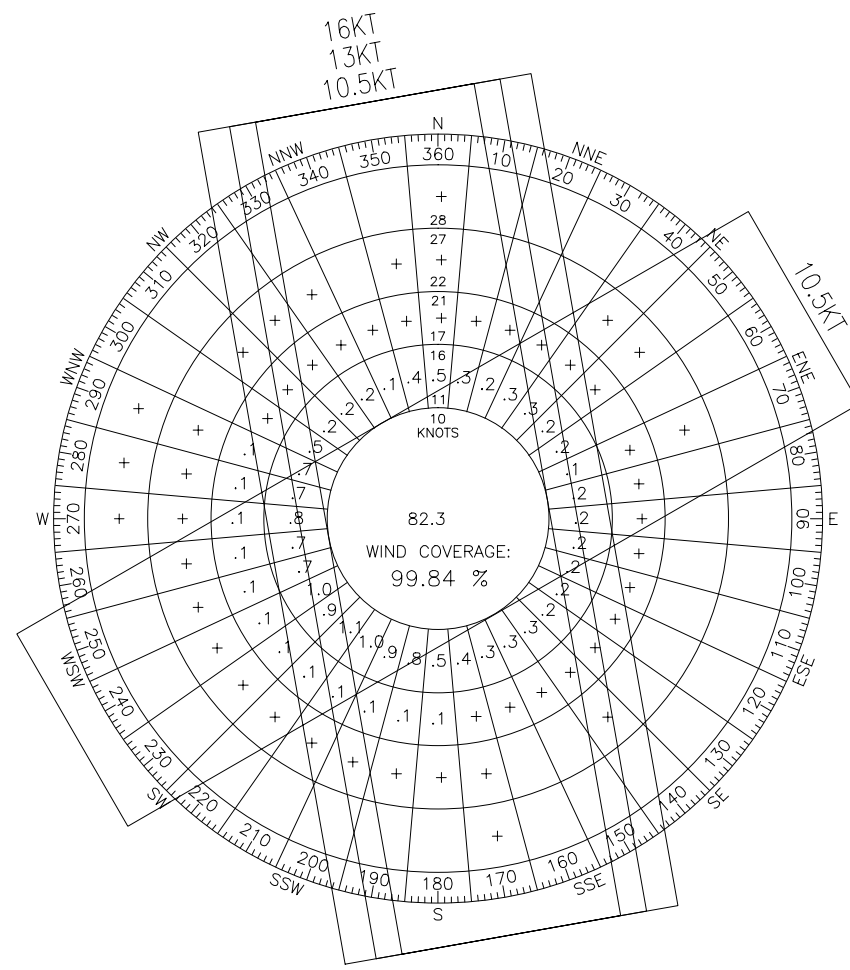
Table with 2 columns: AIRPORT REFERENCE POINT (ARP), ESTABLISHED AIRPORT ELEVATION. Values include coordinates 39° 08' 49.03" N, 86° 37' 06.41" W and elevation 846 FT MSL.

1. ARP DETERMINED USING GE083 PROGRAM, NAD83.

EXISTING RUNWAY END COORDINATES

Table with 6 columns: RUNWAY END, LATITUDE, LONGITUDE, STATION, ELEVATION, BEARING. Lists coordinates for runways 17, 35, 6, and 24.

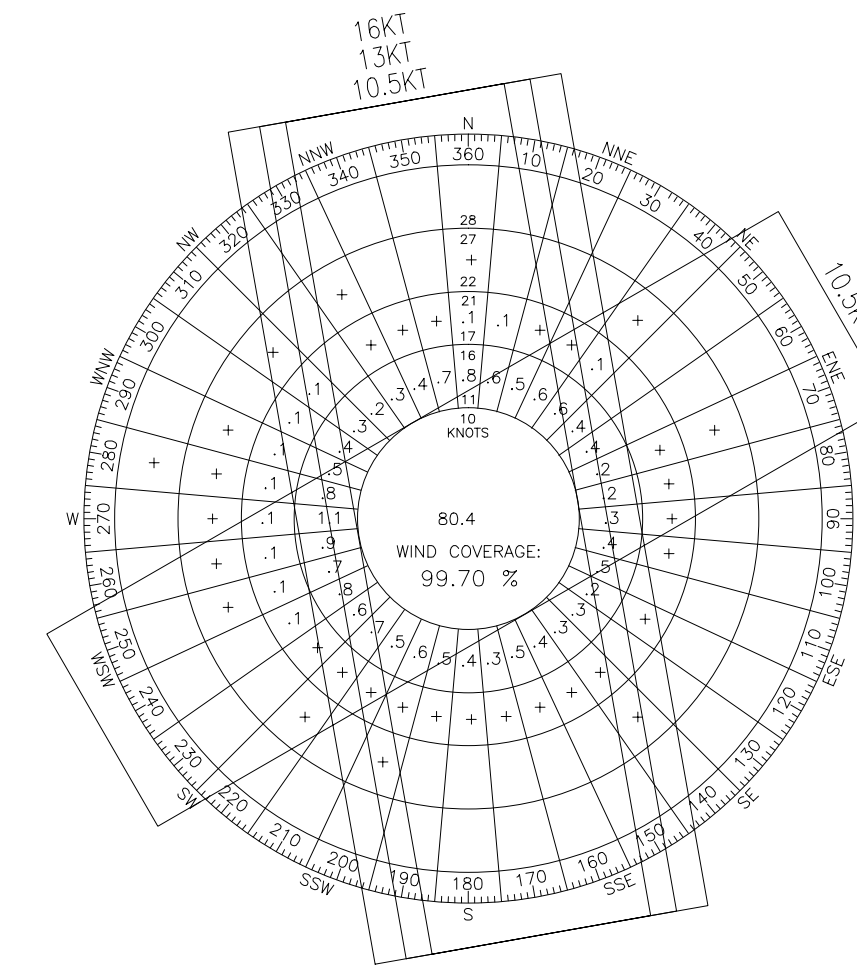
1. EXISTING RUNWAY LAT/LONGS & ELEVATIONS FROM HANSON SURVEY, JULY 2001. SURVEY RESULTS CONVERTED FROM STATE PLANE COORDINATES TO GEOGRAPHIC COORDINATES, NAD83 (1997), USING CORPSPCON PROGRAM. 2. BEARINGS FROM FAA. 3. BASED ON RECORD DRAWINGS, HOLD THE FOLLOWING STATIONS. RUNWAY END 6 = 99+00, INCREASING TO THE NORTHEAST. RUNWAY END 35 = 99+00, INCREASING TO THE NORTHWEST.



WIND COVERAGE

Table with 5 columns: RUNWAY, ALL WEATHER, IFR. Shows coverage percentages for runways 17/35 and 6/24.

1. NOAA DATA FROM MONROE COUNTY AIRPORT, ANNUAL PERIOD OF RECORD 1992-2002, 16-18 OBSERVATIONS/DAY. 2. IFR CONDITIONS: CEILING <1000' AND/OR VISIBILITY <3 MILE, BUT CEILING >=200' AND VISIBILITY >=0.5 MILE. 3. CROSSWIND COMPONENTS PER AC 150/5300-13, PAGE 10, PARAGRAPH 203 B. 4. COMBINED COVERAGE DETERMINED USING LARGEST CROSSWIND COMPONENT FOR EACH RESPECTIVE RUNWAY.



EXISTING RUNWAY DATA

Table with 8 columns: RUNWAY, LENGTH, WIDTH, HIGH POINT STA/ELEV, LOW POINT STA/ELEV, EFF. GRAD., SURFACE, PAVEMENT STRENGTH. Lists details for runways 17/35 and 6/24.

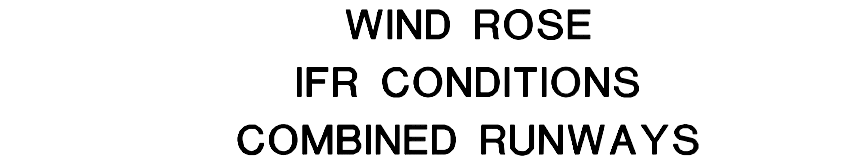
EXISTING RSA/OFA PENETRATIONS

Table with 4 columns: RUNWAY END, OBJECT, RSA, OFA. Lists penetrations for runways 6 and 24.

WIND ROSE ALL WEATHER CONDITIONS COMBINED RUNWAYS



WIND ROSE IFR CONDITIONS COMBINED RUNWAYS



EXISTING NAVIGATIONAL AIDS

Table with 5 columns: RUNWAY END, MARKING, LIGHTING, NAVAIDS, TDZE\*. Lists aids for runways 17, 35, 6, and 24.

\* TDZE-TOUCHDOWN ZONE ELEVATION

FUTURE NAVIGATIONAL AIDS

Table with 5 columns: RUNWAY END, MARKING, LIGHTING, NAVAIDS, TDZE\*. Lists future aids for runways 17L, 35R, 6, 24, 17R, and 35L.

\* TDZE-TOUCHDOWN ZONE ELEVATION

GENERAL NOTES

- 1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 13 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE". 2. EXISTING INFORMATION COMPARED WITH FAA PUBLICATIONS AIRPORT/FACILITY DIRECTORY AND U.S. TERMINAL PROCEDURES, DATED MAY 7, 2009. 3. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE. 4. ELEVATIONS AND DISTANCES FROM MAPPING, UNLESS OTHERWISE NOTED. 5. PHOTOGRAPHY AND MAPPING DATED MARCH 27, 2001. 6. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS. 7. FUTURE AIRPORT PROPERTY TO BE FENCED AS PART OF FUTURE PROJECTS. FUTURE FENCING OMITTED FOR CLARITY. CURRENT AIRPORT PERIMETER FENCED WITH 10' CLASS E FENCE. 8. VERTICAL REFERENCE DATUM - NAVD 29. TO CONVERT FROM NAVD 29 TO NAVD88 SUBTRACT 0.37". 9. FUTURE ON AIRFIELD OBJECTS TO BE SITED UNDER FUTURE PROJECTS TO APPLICABLE AND APPROPRIATE CRITERIA.

FUTURE INSTRUMENT APPROACH PROCEDURES

Table with 2 columns: RUNWAY END, INSTRUMENTATION. Lists procedures for runways 17L, 35R, 6, 24, 17R, and 35L.

EXISTING INSTRUMENT APPROACH PROCEDURES

Table with 2 columns: RUNWAY END, INSTRUMENTATION. Lists existing procedures for runways 17, 35, 6, and 24.

FUTURE RUNWAY DESIGN STANDARDS

Table with 5 columns: RUNWAY END, RUNWAY PROTECTION ZONE, RUNWAY SAFETY AREA, OBJECT FREE AREA, OBSTACLE FREE ZONE. Lists design standards for runways 17L, 35R, 6, 24, 17R, and 35L.

\* LENGTH BEYOND RUNWAY END. SURFACE EXTENDS FULL RUNWAY LENGTH.

EXISTING RUNWAY DESIGN STANDARDS

Table with 5 columns: RUNWAY END, RUNWAY PROTECTION ZONE, RUNWAY SAFETY AREA, OBJECT FREE AREA, OBSTACLE FREE ZONE. Lists existing design standards for runways 17, 35, 6, and 24.

\* LENGTH BEYOND RUNWAY END. SURFACE EXTENDS FULL RUNWAY LENGTH.

OBSTRUCTION NOTES

- 1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", RAILROADS CONSIDERED AS 23' OBJECTS, PUBLIC ROADS AS 15', PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD. 2. CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT. 3. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.

FUTURE THRESHOLD SITING SURFACES

Table with 7 columns: RUNWAY END, CAT., DIMENSIONS, SLOPE, CONTR. DESIGN, THRESHOLD STA/ELEV, LANDING LENGTH. Lists siting surfaces for runways 17L, 35R, 6, 24, 17R, and 35L.

\* OBJECTS 172L AND 172J ANTICIPATED TO BE ACQUIRED AND REMOVED IN FUTURE. OBJECT 352L ANTICIPATED TO BE REMOVED BY PLACEMENT OF UTILITIES UNDERGROUND IN FUTURE. OBJECT 18F ANTICIPATED TO BE ACQUIRED AND REMOVED PRIOR TO CONSTRUCTION OF RUNWAY 17R/35L.

RUNWAY 6/24 NOTES

- 1. THE EXISTING RUNWAY 6 AND 24 THRESHOLD LOCATIONS ARE SHOWN AS THEY ARE MARKED AT THIS TIME, AND ARE BASED ON CRITERIA THAT IS NO LONGER APPLICABLE (AT TIME OF DOCUMENT PREPARATION). 2. AC 150/5300-13, CHANGE 13, APPENDIX 2, THRESHOLD SITING REQUIREMENTS, CATEGORY 5, IS NOW APPLICABLE. 3. EXISTING RUNWAY 6 AND 24 THRESHOLD LOCATIONS DO NOT ACCOMMODATE AN UNOBSTRUCTED CATEGORY 5 SURFACE. 4. THRESHOLDS TO BE DISPLACED TO ACCOMMODATE AN UNOBSTRUCTED CATEGORY 5 SURFACE. 5. FUTURE RUNWAY 6 AND 24 THRESHOLD LOCATIONS BASED ON ACCOMMODATION OF ADJACENT ROADWAYS USING SURFACES DEFINED IN AC 150/5300-13, CHANGE 13, APPENDIX 2, THRESHOLD SITING REQUIREMENTS, CATEGORY 5.

EXISTING FAR PART 77 APPROACH SURFACES

Table with 5 columns: RUNWAY END, DIMENSIONS, SLOPE, CONTROLLING OBJECT. Lists existing approach surfaces for runways 17, 35, 6, and 24.

\* PRECISION APPROACH CONSISTS OF ADDITIONAL SURFACES. SEE FAR PART 77 SURFACES SHEET. \* DIMENSION MODIFIED TO MATCH PRIMARY SURFACE WIDTH OF OPPOSITE RUNWAY END.

NEW RUNWAY 17R/35L NOTES

- 1. EXISTING RUNWAY 17/35 TO BE DESIGNATED AS 17L/35L. NEW RUNWAY TO BE DESIGNATED AS 17R/35R. 2. SEPARATION BETWEEN PARALLEL RUNWAYS TO BE 1600', TO ALLOW FOR SIMULTANEOUS VFR OPERATIONS. SEE AC 150/5300-13 PARAGRAPHS 207 AND 208.

FUTURE FAR PART 77 APPROACH SURFACES

Table with 5 columns: RUNWAY END, DIMENSIONS, SLOPE, CONTROLLING OBJECT. Lists future approach surfaces for runways 17L, 35R, 6, 24, 17R, and 35L.

\* PRECISION APPROACH CONSISTS OF ADDITIONAL SURFACES. SEE FAR PART 77 SURFACES SHEET. \* OBJECTS 172L AND 172J ANTICIPATED TO BE ACQUIRED AND REMOVED IN FUTURE. OBJECT 172W ANTICIPATED TO BE REMOVED BY PLACEMENT OF UTILITIES UNDERGROUND IN FUTURE. OBJECT 18F ANTICIPATED TO BE ACQUIRED AND REMOVED PRIOR TO CONSTRUCTION OF RUNWAY 17R/35L.

EXISTING CRITICAL AIRCRAFT

Table with 8 columns: RUNWAY, ARC\*, DESIGN AIRCRAFT, APRCH SPEED, WING SPAN, LENGTH, TAIL HEIGHT, MAXIMUM T/O WEIGHT. Lists aircraft for runways 17/35 and 6/24.

\* ARC-AIRPORT REFERENCE CODE. DESIGN AIRCRAFT BASED UPON CRITERIA OF APPROACH SPEED CATEGORY. B SPEED OF AT LEAST 91 KNOTS, BUT LESS THAN 121 KNOTS. D SPEED OF AT LEAST 141 KNOTS, BUT LESS THAN 166 KNOTS. WINGSPAN DESIGN GROUP: I WINGSPAN OF LESS THAN 49 FEET. II WINGSPAN OF AT LEAST 49 FEET, BUT LESS THAN 118 FEET. III WINGSPAN OF AT LEAST 118 FEET, BUT LESS THAN 177 FEET. TAIL HEIGHT DESIGN GROUP: I TAIL HEIGHT OF LESS THAN 20 FEET. II TAIL HEIGHT OF AT LEAST 20 FEET, BUT LESS THAN 30 FEET. III TAIL HEIGHT OF AT LEAST 30 FEET, BUT LESS THAN 45 FEET.

FUTURE CRITICAL AIRCRAFT

Table with 8 columns: RUNWAY, ARC\*, DESIGN AIRCRAFT, APRCH SPEED, WING SPAN, LENGTH, TAIL HEIGHT, MAXIMUM T/O WEIGHT. Lists aircraft for runways 17L/35R, 6/24, and 17R/35L.

\* ARC-AIRPORT REFERENCE CODE. DESIGN AIRCRAFT BASED UPON CRITERIA OF APPROACH SPEED CATEGORY. B SPEED OF AT LEAST 91 KNOTS, BUT LESS THAN 121 KNOTS. C SPEED OF AT LEAST 121 KNOTS, BUT LESS THAN 141 KNOTS. D SPEED OF AT LEAST 141 KNOTS, BUT LESS THAN 166 KNOTS. WINGSPAN DESIGN GROUP: I WINGSPAN OF LESS THAN 49 FEET. II WINGSPAN OF AT LEAST 49 FEET, BUT LESS THAN 118 FEET. III WINGSPAN OF AT LEAST 118 FEET, BUT LESS THAN 177 FEET. TAIL HEIGHT DESIGN GROUP: I TAIL HEIGHT OF LESS THAN 20 FEET. II TAIL HEIGHT OF AT LEAST 20 FEET, BUT LESS THAN 30 FEET. III TAIL HEIGHT OF AT LEAST 30 FEET, BUT LESS THAN 45 FEET.

EXISTING OBSTACLE FREE ZONE

Table with 7 columns: RUNWAY END, RUNWAY OFZ, INNER-APPROACH OFZ, INNER-TRANSITIONAL OFZ, FULL WIDTH\*, END WIDTH\*\*, H\*\*\*. Lists OFZ details for runways 17, 35, 6, and 24.

1. LENGTH OF RUNWAY OFZ EXTENDS 200' BEYOND THE RUNWAY END. 2. INNER-APPROACH OFZ APPLIES TO RUNWAY ENDS WITH AN APPROACH LIGHT SYSTEM. 3. INNER-APPROACH OFZ EXTENDS FROM END OF RUNWAY OFZ TO 200' BEYOND LAST LIGHT OF APPROACH LIGHT SYSTEM, AT SLOPE SHOWN IN TABLE. 4. INNER-TRANSITIONAL OFZ AND PRECISION OFZ APPLY TO RUNWAYS EQUIPPED WITH A PRECISION APPROACH. RUNWAY 17/35 IS A CATEGORY I RUNWAY. \* DIMENSION REPRESENTS THE WIDTH OF THE INNER-TRANSITIONAL OFZ FOR THE LENGTH OF THE RUNWAY OFZ. \*\* DIMENSION REPRESENTS THE WIDTH OF THE INNER-TRANSITIONAL OFZ AT THE POINT WHERE THE INNER TRANSITIONAL OFZ INTERSECTS THE HORIZONTAL SURFACE ON CENTERLINE. \*\*\* DIMENSION REPRESENTS THE HEIGHT AT WHICH THE INNER-TRANSITIONAL OFZ BEGINS ABOVE RUNWAY OFZ PRIOR TO 6:1 SLOPE ENDING AT INTERSECTION WITH HORIZONTAL SURFACE.

FUTURE OBSTACLE FREE ZONE

Table with 7 columns: RUNWAY END, RUNWAY OFZ, INNER-APPROACH OFZ, INNER-TRANSITIONAL OFZ, FULL WIDTH\*, END WIDTH\*\*, H\*\*\*. Lists future OFZ details for runways 17L, 35R, 6, 24, 17R, and 35L.

1. LENGTH OF RUNWAY OFZ EXTENDS 200' BEYOND EACH RUNWAY END. 2. INNER-APPROACH OFZ APPLIES TO RUNWAY ENDS WITH AN APPROACH LIGHT SYSTEM. 3. INNER-APPROACH OFZ EXTENDS FROM END OF RUNWAY OFZ TO 200' BEYOND LAST LIGHT OF APPROACH LIGHT SYSTEM, AT SLOPE SHOWN IN TABLE. 4. INNER-TRANSITIONAL OFZ AND PRECISION OFZ APPLY TO RUNWAYS EQUIPPED WITH A PRECISION APPROACH. RUNWAY 17/35 IS A CATEGORY I RUNWAY. \* DIMENSION REPRESENTS THE WIDTH OF THE INNER-TRANSITIONAL OFZ FOR THE LENGTH OF THE RUNWAY OFZ. \*\* DIMENSION REPRESENTS THE WIDTH OF THE INNER-TRANSITIONAL OFZ AT THE POINT WHERE THE INNER TRANSITIONAL OFZ INTERSECTS THE HORIZONTAL SURFACE ON CENTERLINE. \*\*\* DIMENSION REPRESENTS THE HEIGHT AT WHICH THE INNER-TRANSITIONAL OFZ BEGINS ABOVE RUNWAY OFZ PRIOR TO 6:1 SLOPE ENDING AT INTERSECTION WITH HORIZONTAL SURFACE.

DATE REVISION

MONROE COUNTY AIRPORT MONROE COUNTY BOARD OF AVIATION COMMISSIONERS BLOOMINGTON, INDIANA AIRPORT LAYOUT PLAN

HANSON PROJECT 0213741/0313772 FILENAME BMG-DATA.DWG SCALE 1"=500' DATE 11/17/09

LAYOUT DTS 11/01/04 DRAWN DTS 11/01/04 REVIEWED JDW 06/01/09



AIRPORT DATA TABLES

DEC 07, 2009 3:23 PM HARR011153:ARPORTS\MONROE COUNTY\051817-ALP-PH2\CAD SHEETS\BMG-DATA.DWG