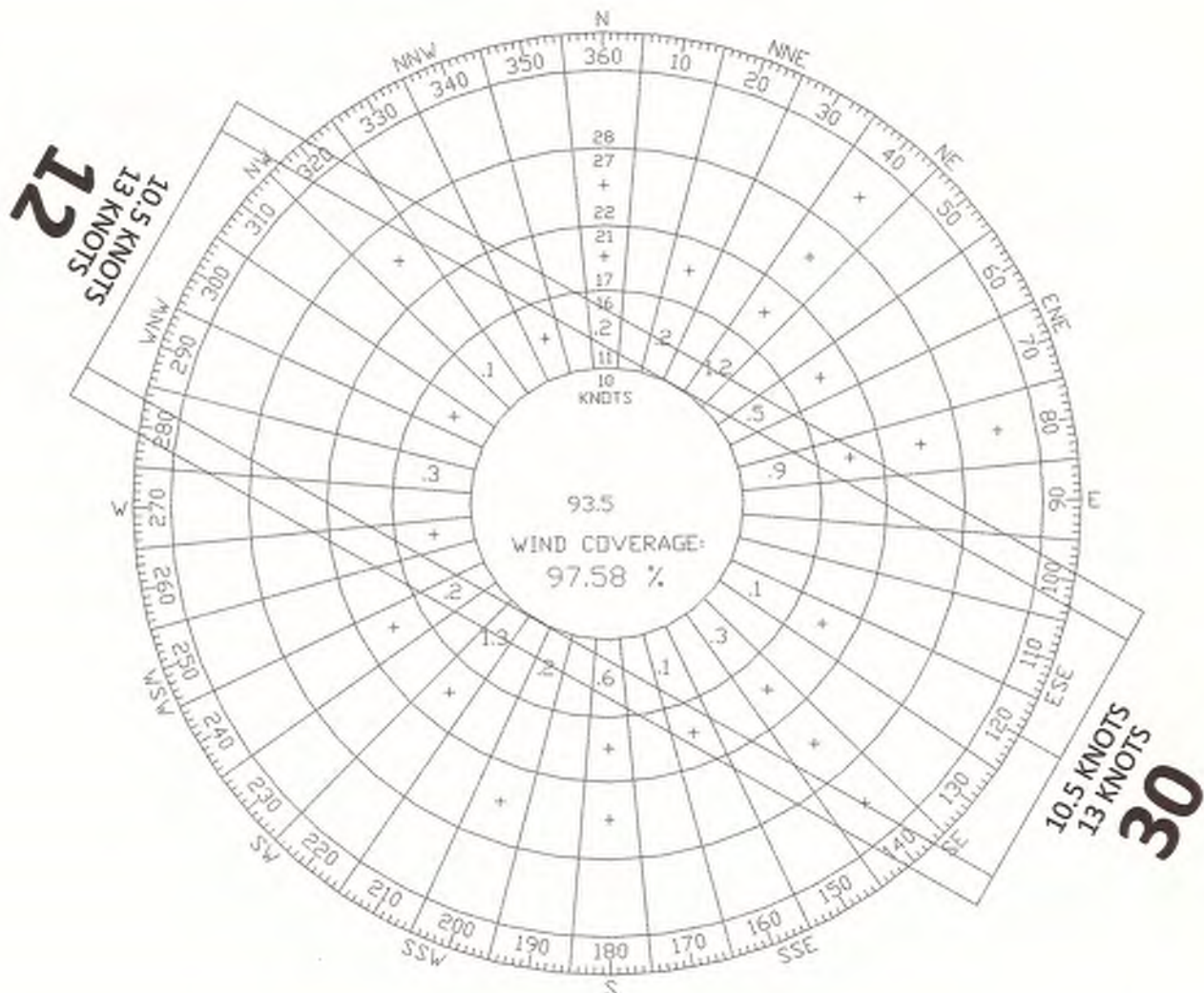
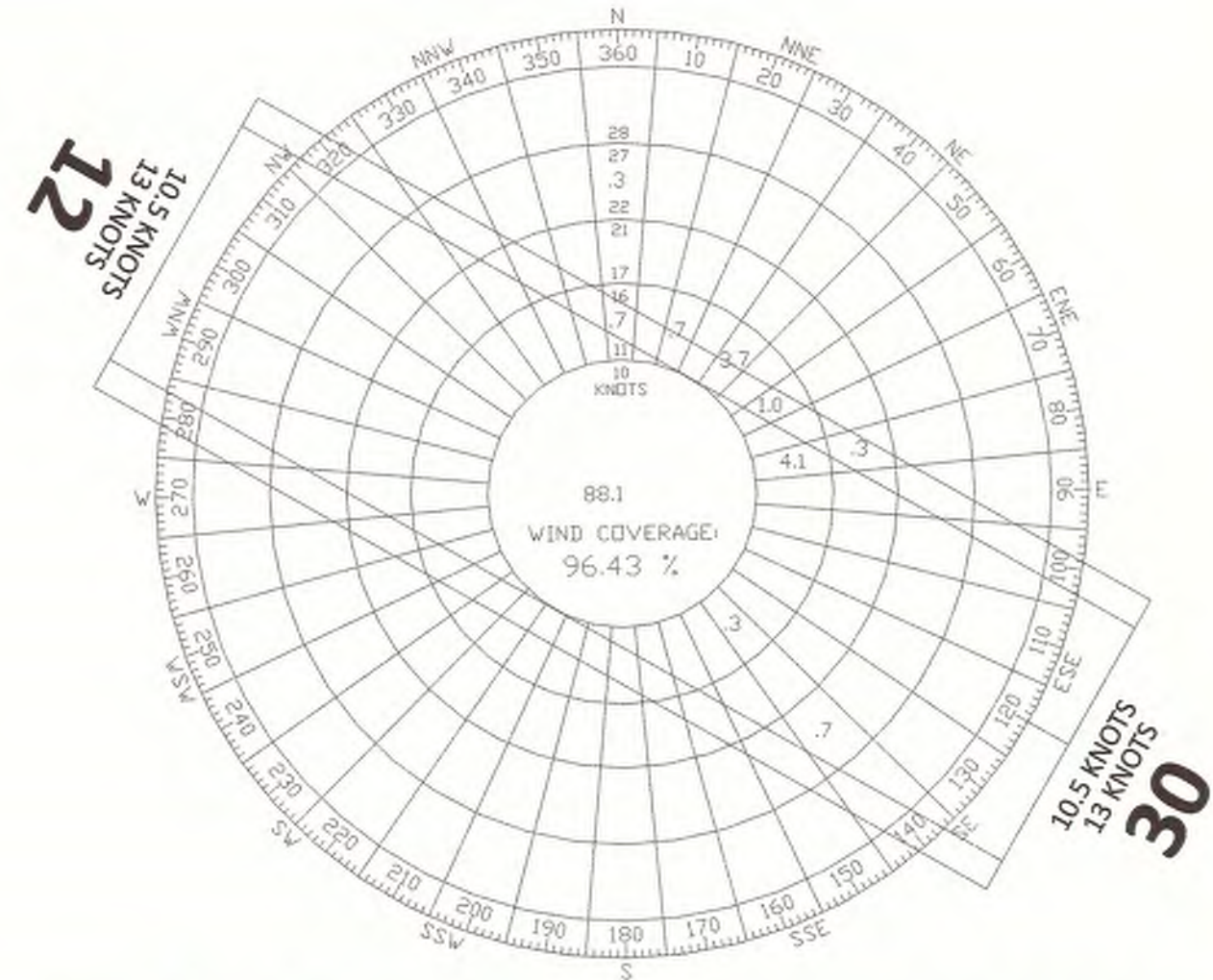


AIRPORT LAYOUT PLAN
ROCKWELL CITY MUNICIPAL AIRPORT (2Y4)
ROCKWELL CITY, IA

FAA
APPROVAL
LETTER



ALL WEATHER WINDROSE
12/30 13 KNOTS
12/30 10.5 KNOTS



INSTRUMENT FLIGHT RULES (IFR) WINDROSE
12/30 13 KNOTS
12/30 10.5 KNOTS

| ALL WEATHER WIND COVERAGE | |
|--|--------------|
| CROSSWINDS | RUNWAY 12/30 |
| 10.5 KNOTS | 95.66% |
| 13 KNOTS | 97.58% |
| INSTRUMENT FLIGHT RULES | |
| CROSSWINDS | RUNWAY 12/30 |
| 10.5 KNOTS | 93.32% |
| 13 KNOTS | 96.43% |
| SOURCE: NATIONAL CLIMATIC DATA CENTER FOR ROCKWELL CITY, IA (2006-2015) | |

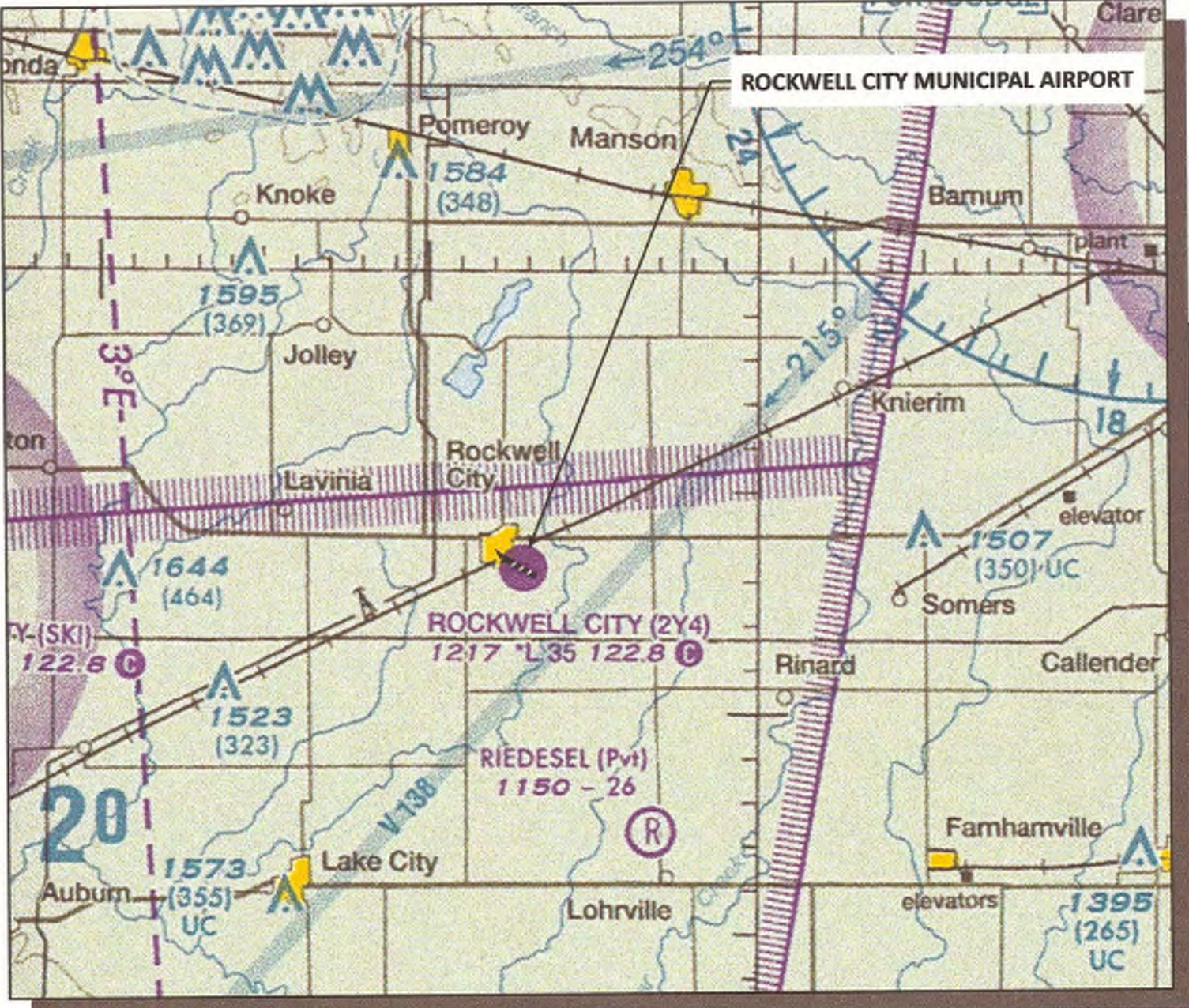
BOLTON & MENK
INC.
Real People. Real Solutions.

BOLTON & MENK,
INC.
PROJECT NO: TS1110370
DATE: JANUARY 9, 2017

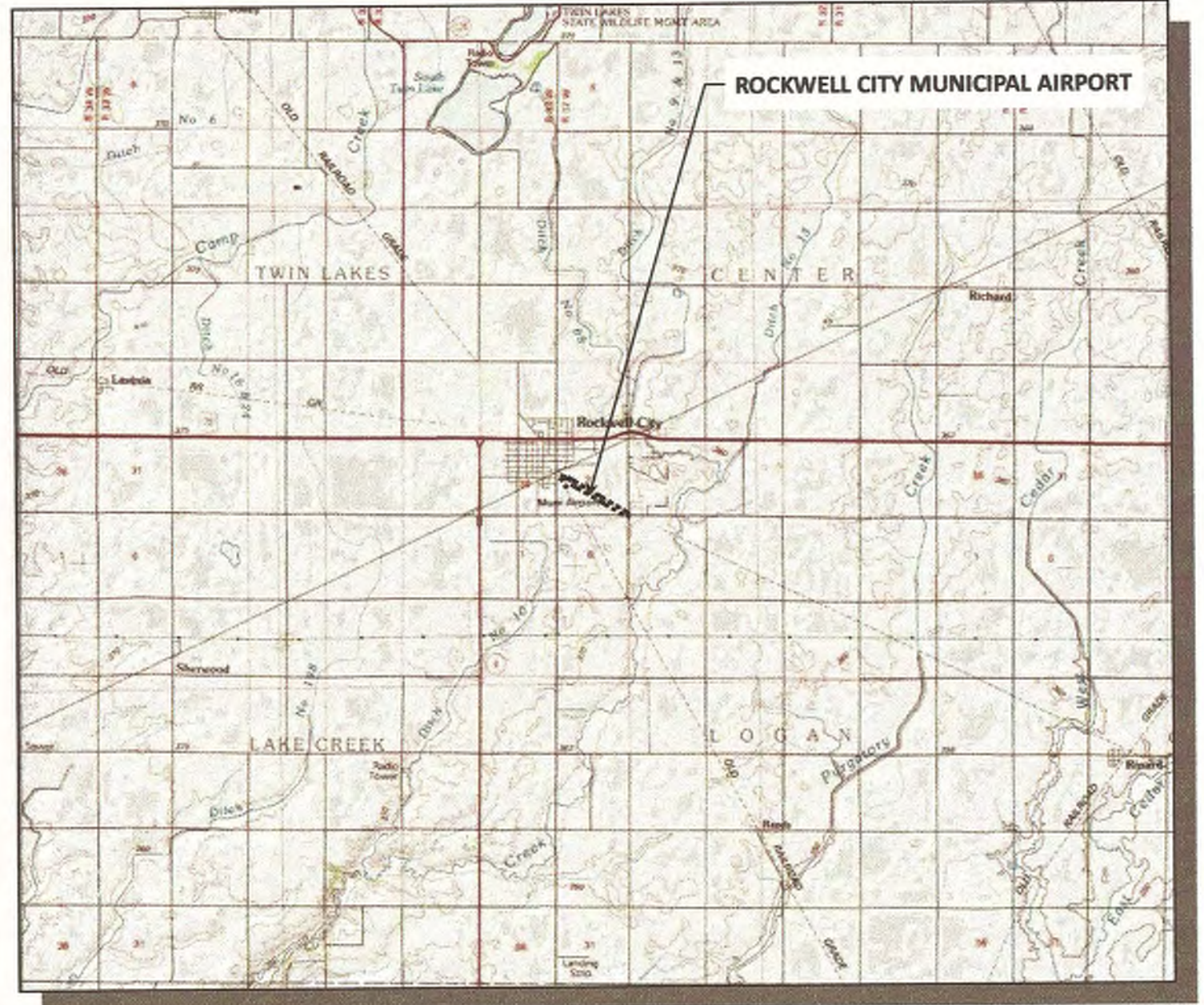
SHEET
1
OF
8



TITLE SHEET

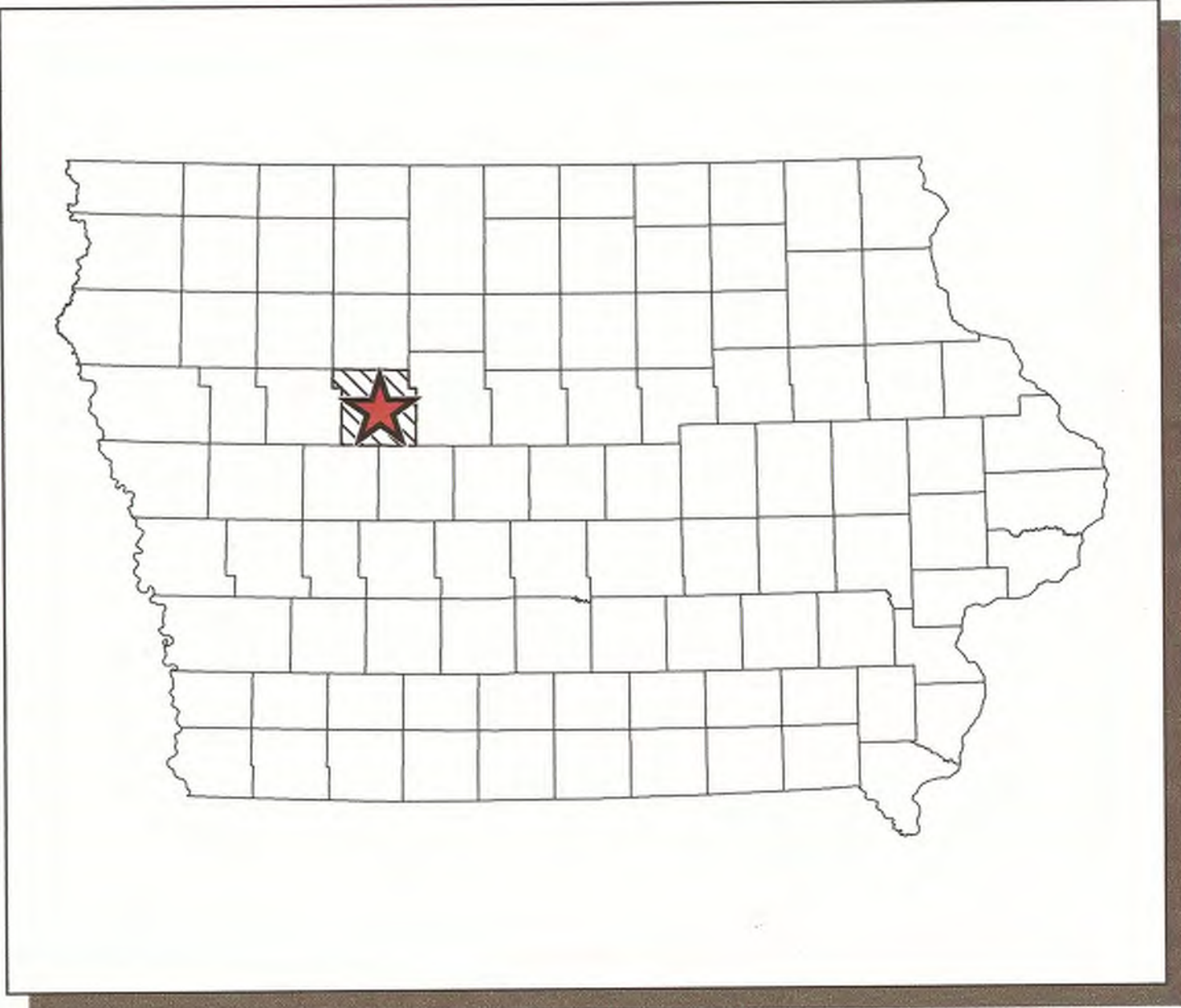
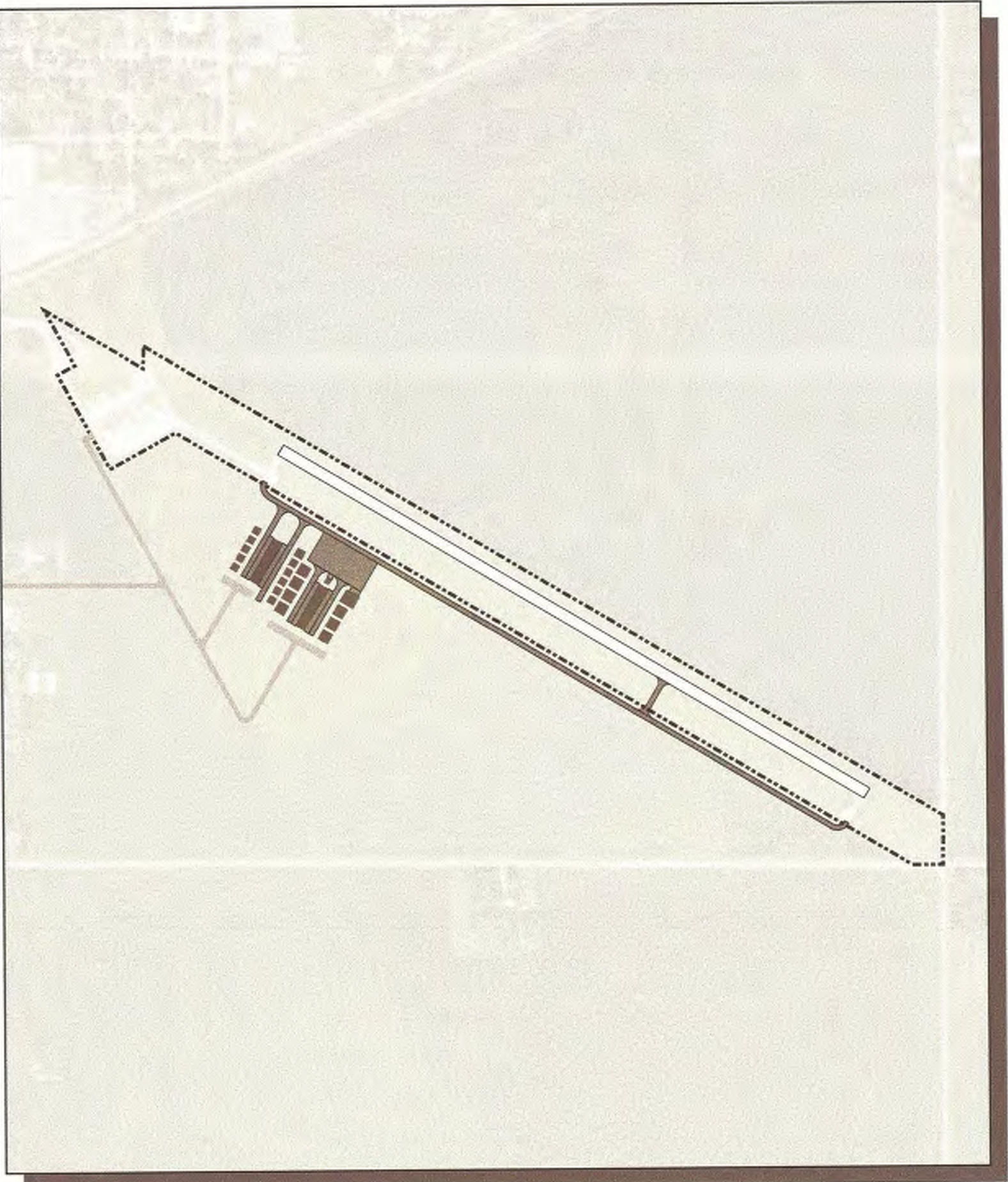


LOCATION MAP



VICINITY MAP

- INDEX TO SHEETS**
1. TITLE SHEET
 2. AIRPORT LAYOUT PLAN
 3. FAR PART 77 IMAGINARY SURFACES
 4. EXISTING, FUTURE, & ULTIMATE RUNWAY 12 APPROACH PLAN & PROFILE
 5. EXISTING, FUTURE, & ULTIMATE RUNWAY 30 APPROACH PLAN & PROFILE
 6. EXISTING, FUTURE & ULTIMATE BUILDING AREA PLAN
 7. LAND USE & ZONING
 8. AIRPORT PROPERTY INVENTORY MAP



CALHOUN COUNTY, IA

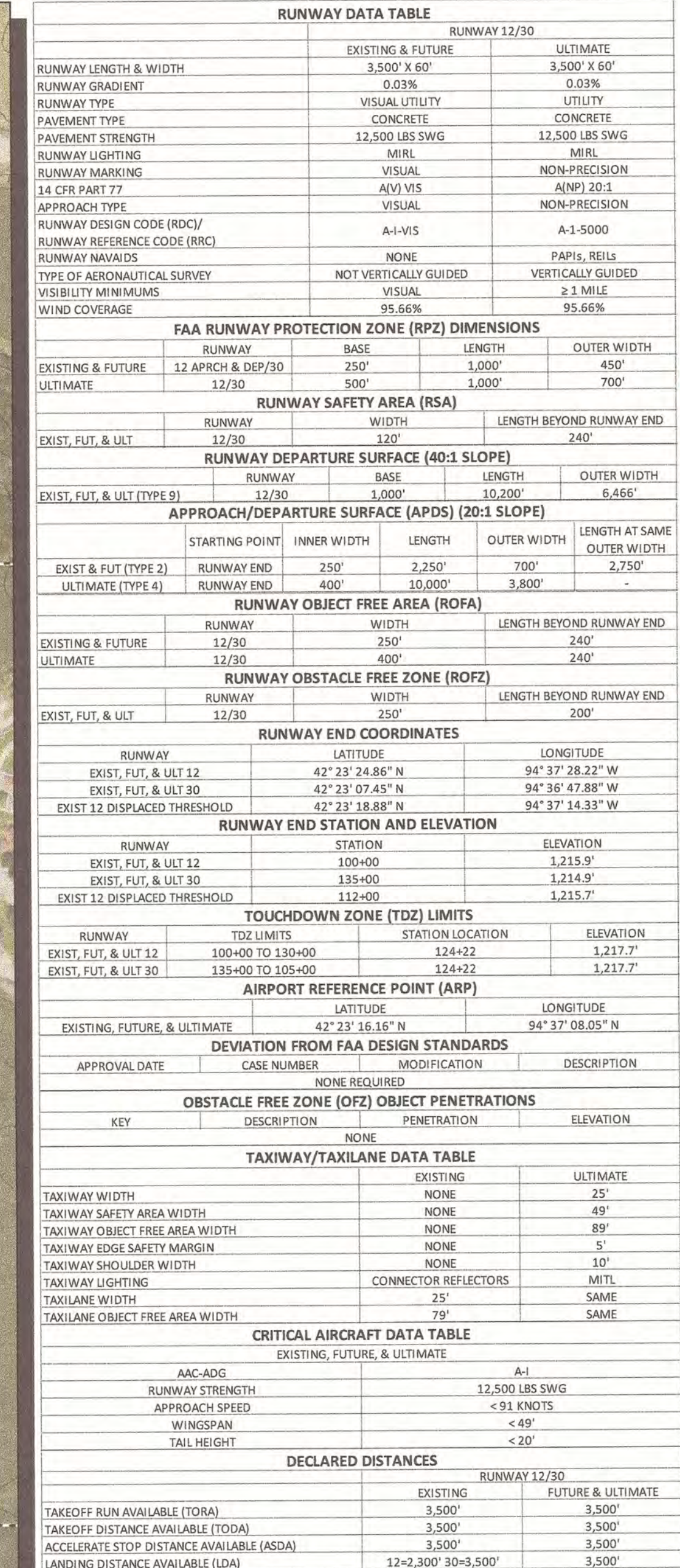
SPONSOR APPROVAL
ROCKWELL CITY, IOWA

APPROVED BY: *Reilly Smith*
DATE: 6/21/17
TITLE: City Clerk

On behalf of Bolton & Menk, Inc. this Airport Layout Plan (ALP) was prepared for the Rockwell City Municipal Airport according to the applicable Advisory Circulars, the current version of the ARP SOP 2.00 ALP Checklist, and accurately depicts the proposed use of airspace at the time of submittal. The ALP conforms with FAA design standards, except as noted.

DATE: JAN 9, 2017
Melissa R. Underwood
MELISSA R. UNDERWOOD

| AIRPORT DATA TABLE | | |
|---|-----------------------------|------------------------------------|
| | EXISTING & FUTURE | ULTIMATE |
| NPIAS SERVICE LEVEL: | GENERAL AVIATION | GENERAL AVIATION |
| IA SASP SERVICE ROLE: | LOCAL SERVICE | LOCAL SERVICE |
| MEAN MAXIMUM TEMPERATURE HOTTEST MONTH: | JULY 84° F | JULY 84° F |
| AIRPORT ELEVATION (NAVD88): | 1,217.7' | 1,217.7' |
| AIRPORT REFERENCE POINT (ARP) | LATITUDE 42° 35' 50.05" N | 42° 35' 50.05" N |
| COORDINATES (NAD 83): | LONGITUDE 95° 14' 26.40" W | 95° 14' 26.40" W |
| AIRPORT REFERENCE CODE: | A-I (SAE) | A-I |
| AIRPORT NAVAIDS: | NONE AVAILABLE | BEACON |
| MISCELLANEOUS FACILITIES: | MIRLS, LIGHTED WIND CONE | MIRLS, LIGHTED WIND CONE, PAPIs |



NOTES:

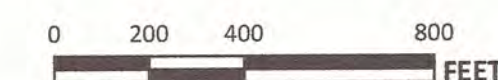
1. NAVD88 VERTICAL DATUM & NAD83 COORDINATE SYSTEM WAS USED FOR THIS ALP SET.
2. REMOVAL OF EXIST. DISPLACED THRESHOLD IS CONTINGENT UPON REMOVAL OF GRAIN ELEVATOR 2,100' ALONG RUNWAY 12 EXTENDED CENTERLINE. REMOVAL PROPOSED FOR SUMMER 2017.
3. SEE BUILDING AREA PLAN SHEET FOR HANGARS TO BE RELOCATED AT OWNERS EXPENSE WITH ULTIMATE RUNWAY CONFIGURATION.
4. APDS ROW INDICATES TYPE FROM APDS TABLE: AC 5300-13A, CHANGE 1

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated July 17, 2017 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
FAA Central Region

7.17.17
Date



MAGNETIC DECLINATION 1° 37' E
CHANGING BY 0° 5' W/YEAR.
OCTOBER 11, 2016 SOURCE: NGDC
DECLINATION EPOCH YEAR=2010



**BOLTON
& MENK**

Real People Real Solutions

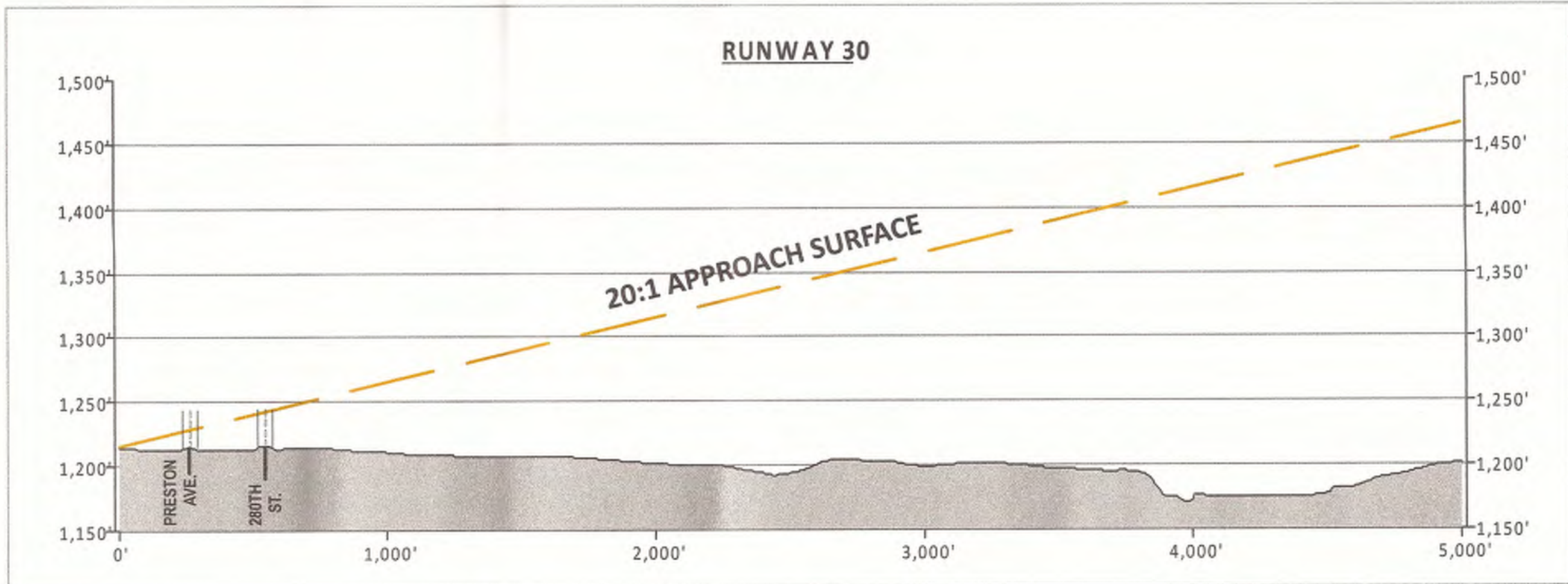
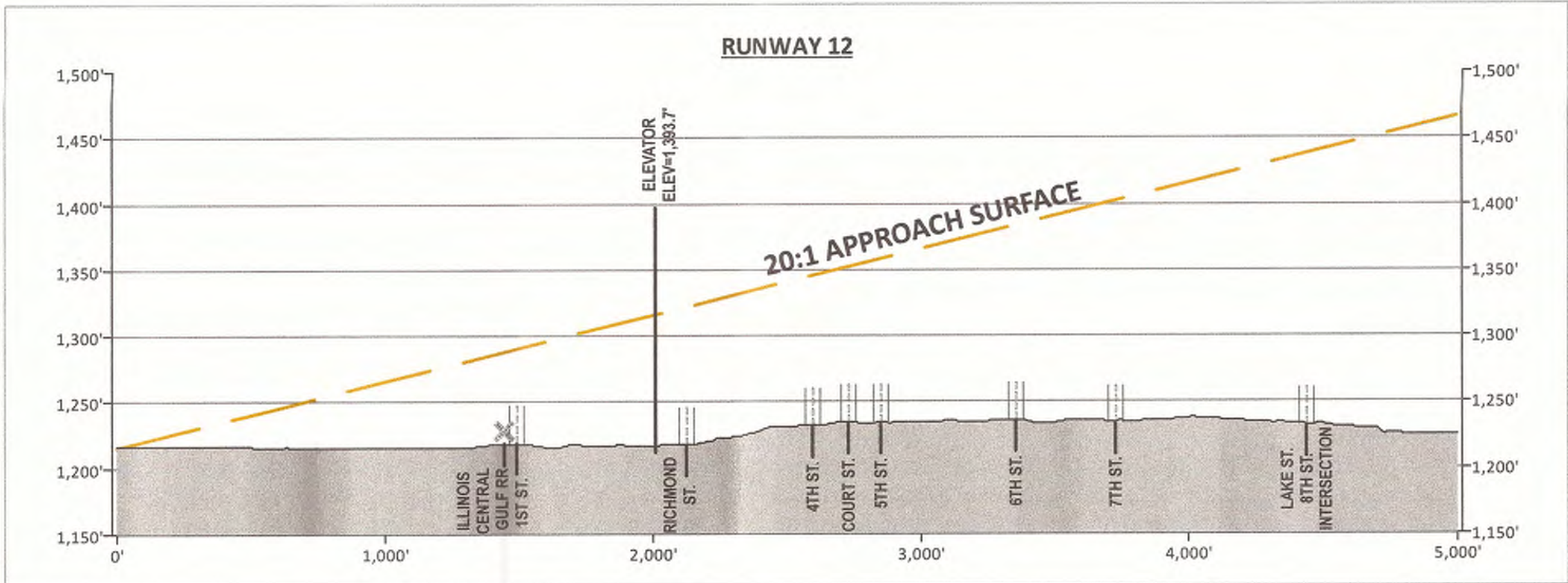
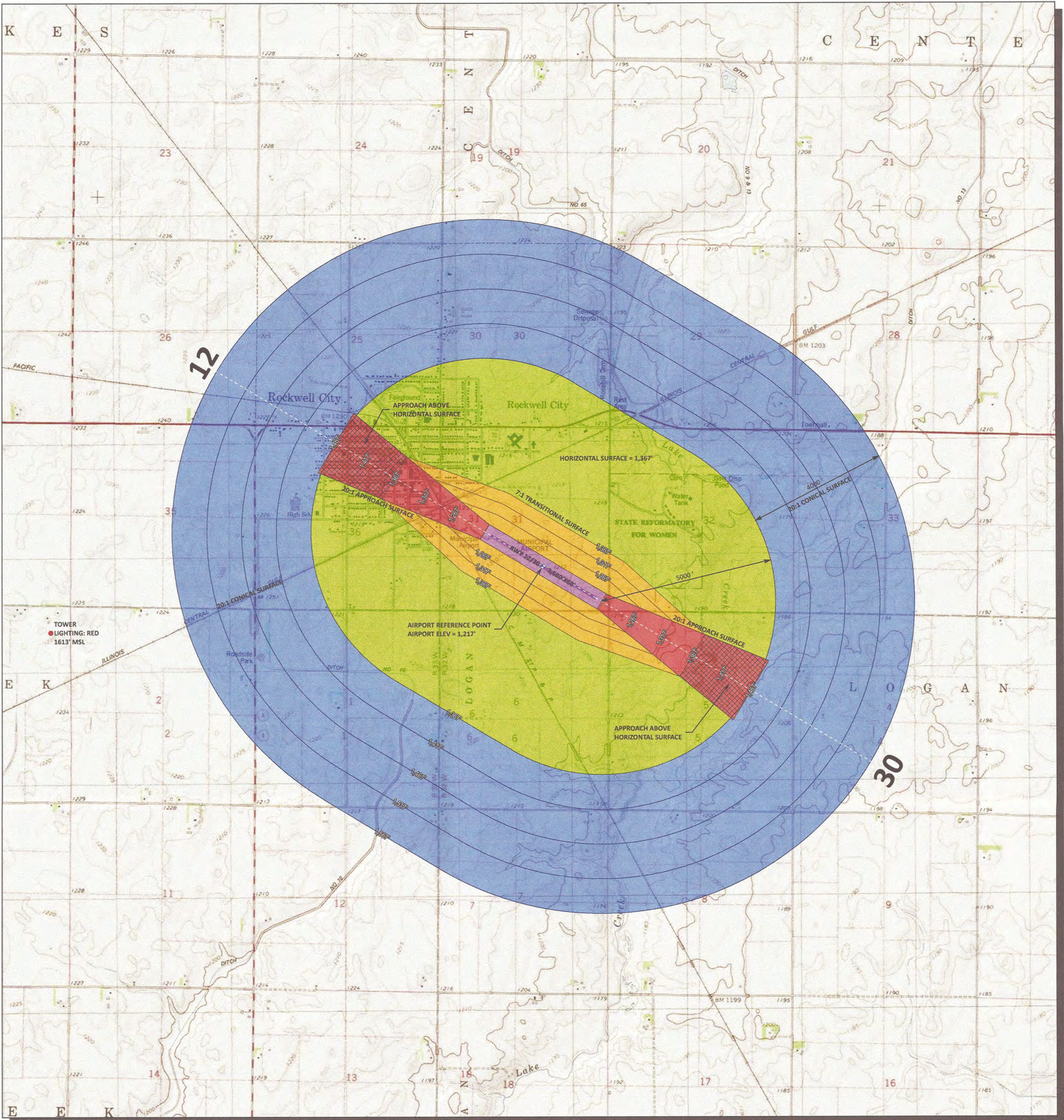
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INC.

DATE: JANUARY 5, 2017

EET

2 OF 8

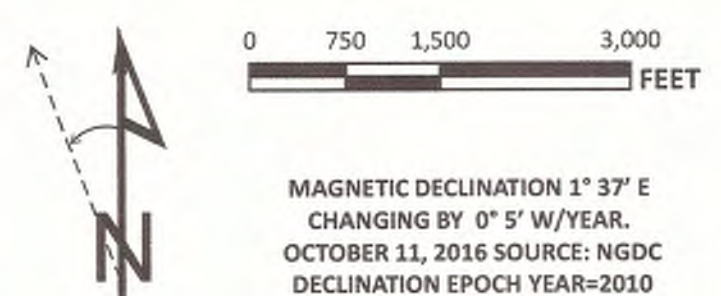


| OBSTRUCTION TABLE BEYOND INNER APPROACH | | | | | | | |
|---|-----|------|------|------|-------------------|-------------------|-------------|
| OBJECT ID | LAT | LONG | TYPE | AMSL | IMAGINARY SURFACE | PART 77 ELEVATION | DISPOSITION |
| NONE | | | | | | | |

| FAA APPROACH SURFACE DIMENSIONS | | | | |
|---------------------------------|-------------|--------|-------------|-------|
| | INNER WIDTH | LENGTH | OUTER WIDTH | SLOPE |
| EXIST & FUT 12/30 | 250' | 5,000' | 1,250' | 20:1 |
| ULTIMATE 12/30 | 500' | 5,000' | 2,000' | 20:1 |

NOTE:
1. NAVD88 VERTICAL CONTROL DATUM & NAD83 COORDINATE SYSTEM WAS USED FOR THIS ALP SET.

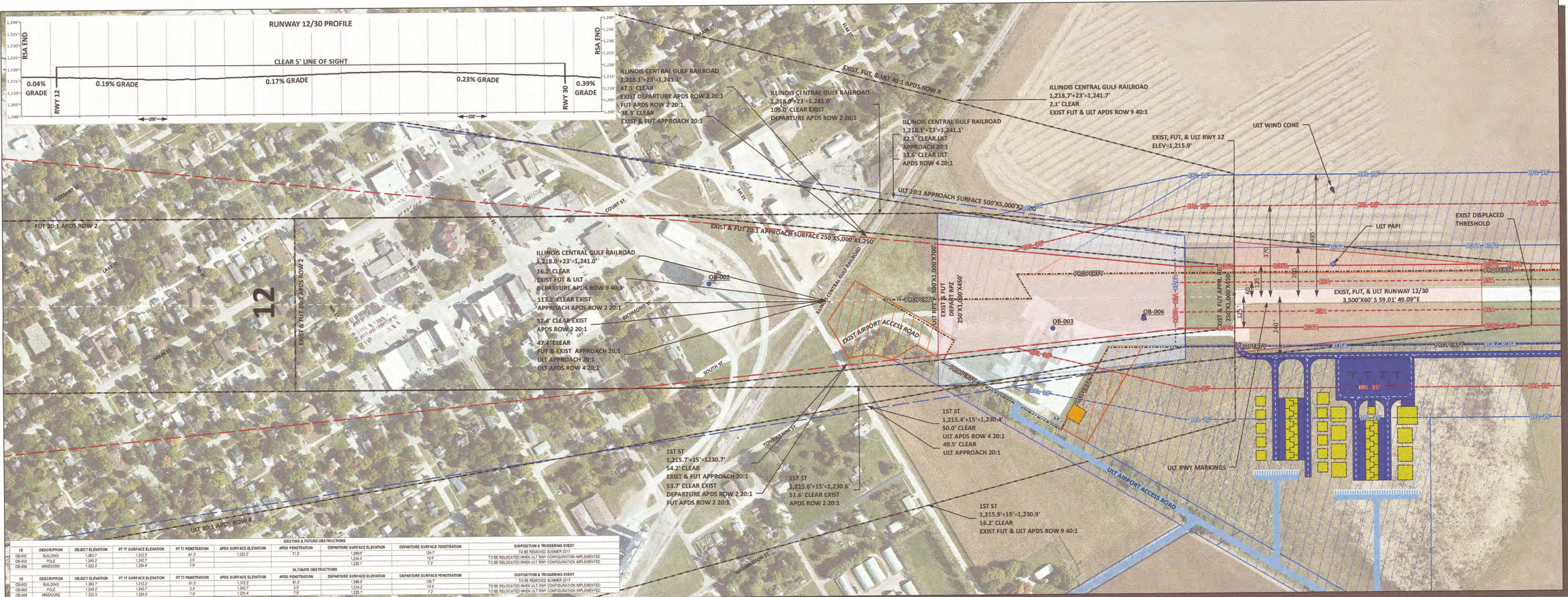
- LEGEND:**
- APPROACH SURFACE
 - CONICAL SURFACE
 - HORIZONTAL SURFACE
 - PRIMARY SURFACE
 - TRANSITIONAL SURFACE
 - APPROACH ABOVE HORIZONTAL SURFACE
 - AIRSPACE CONTOURS
 - AIRPORT REFERENCE POINT (ARP)
 - FAA DIGITAL OBSTACLE FILE



FAR PART 77
IMAGINARY
SURFACES

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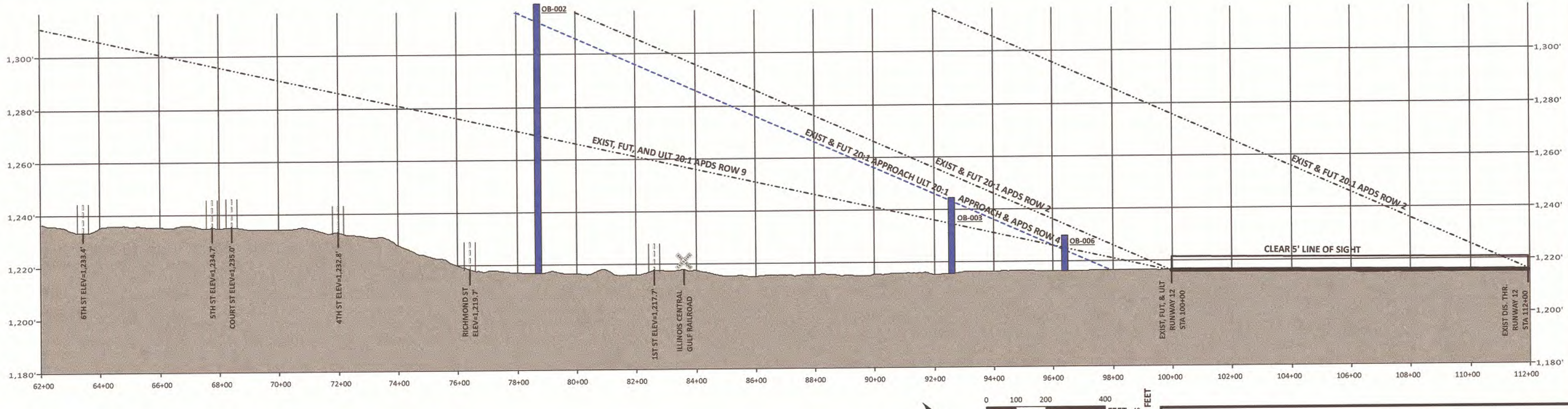
BOLTON & MENK, INC.
PROJECT NO: T51.110370
DATE: JANUARY 9, 2017



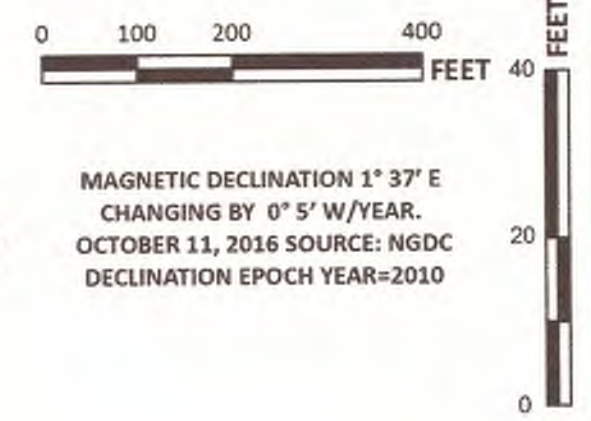
| ID | DESCRIPTION | OBJECT ELEVATION | PT 77 SURFACE ELEVATION | PT 77 PENETRATION | APDS SURFACE ELEVATION | APDS PENETRATION | DEPARTURE SURFACE ELEVATION | DEPARTURE SURFACE PENETRATION | DISPOSITION & TRIGGERING EVENT |
|--------|-------------|------------------|-------------------------|-------------------|------------------------|------------------|-----------------------------|-------------------------------|--|
| OB-002 | BUILDING | 1,203.7 | 1,202.2 | 81.5 | 1,202.2 | 7.5 | 1,203.7 | 124.7 | TO BE REMOVED SUMMER 2017 |
| OB-003 | POLE | 1,242.2 | 1,242.2 | 2.5 | 1,242.2 | 10.0 | 1,242.2 | 10.0 | TO BE RELOCATED WHEN ULT R/W CONFIGURATION IMPLEMENTED |
| OB-005 | WINDCONE | 1,232.2 | 1,232.4 | 7.9 | 1,232.4 | 7.2 | 1,232.2 | 7.2 | TO BE RELOCATED WHEN ULT R/W CONFIGURATION IMPLEMENTED |

| ID | DESCRIPTION | OBJECT ELEVATION | PT 77 SURFACE ELEVATION | PT 77 PENETRATION | APDS SURFACE ELEVATION | APDS PENETRATION | DEPARTURE SURFACE ELEVATION | DEPARTURE SURFACE PENETRATION | DISPOSITION & TRIGGERING EVENT |
|--------|-------------|------------------|-------------------------|-------------------|------------------------|------------------|-----------------------------|-------------------------------|--|
| OB-002 | BUILDING | 1,203.7 | 1,202.2 | 81.5 | 1,202.2 | 7.5 | 1,203.7 | 124.7 | TO BE REMOVED SUMMER 2017 |
| OB-003 | POLE | 1,242.2 | 1,242.2 | 2.5 | 1,242.2 | 10.0 | 1,242.2 | 10.0 | TO BE RELOCATED WHEN ULT R/W CONFIGURATION IMPLEMENTED |
| OB-005 | WINDCONE | 1,232.2 | 1,232.4 | 7.9 | 1,232.4 | 7.2 | 1,232.2 | 7.2 | TO BE RELOCATED WHEN ULT R/W CONFIGURATION IMPLEMENTED |

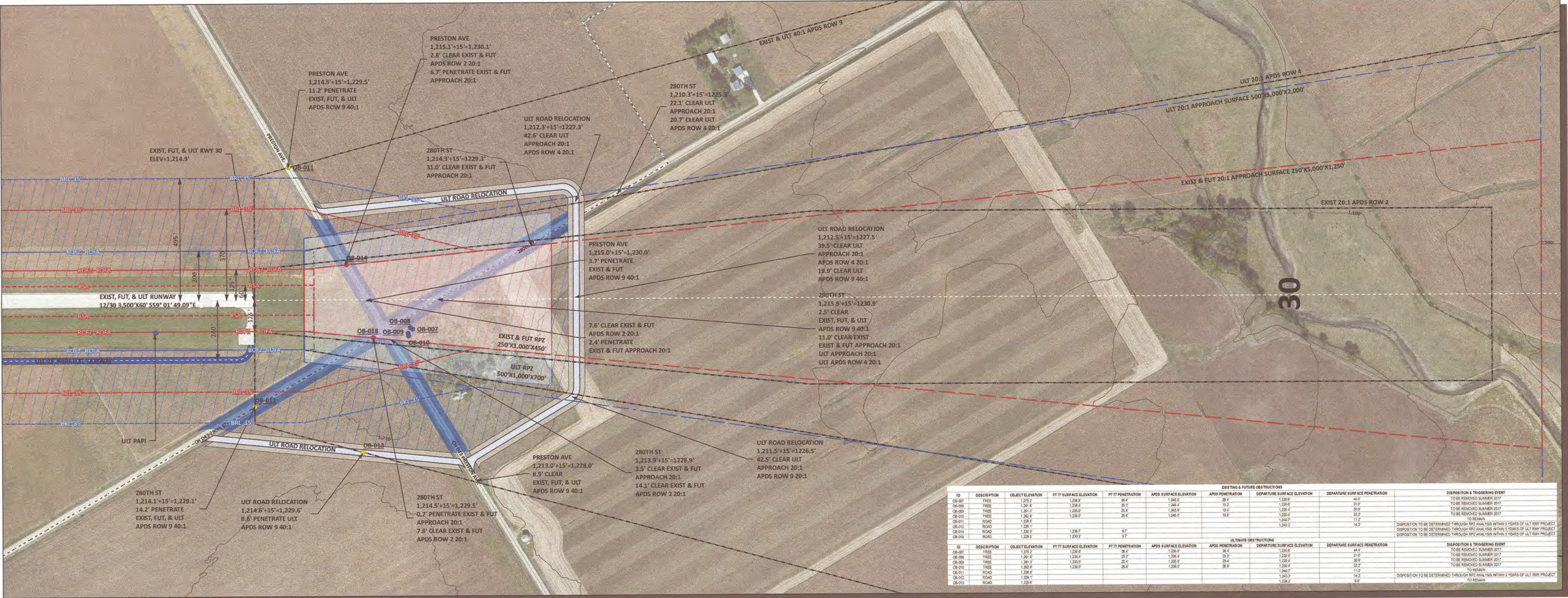
- AIRPORT
- ROCKWELL CITY
- APPROACH
- APPROACH DEPARTURE SURFACE
- RUNWAY PROTECTION
- RUNWAY OBJECT FREE
- RUNWAY SAFETY
- RUNWAY OBSTACLE
- BUILDING RESTRICTION LINE
- WIND
- FUTURE LEGEND:**
- FUTURE BUILDING
- FUTURE PROPERTY ACQUISITION
- OBSTRUCTION LEGEND:**
- ULT PART 77/APDS
- EXIST PART 77/APDS
- DEPARTURE SURFACE
- APPROACH
- APPROACH DEPARTURE SURFACE
- RUNWAY PROTECTION ZONE
- RUNWAY SAFETY
- RUNWAY OBJECT
- RUNWAY OBSTACLE
- BUILDING RESTRICTION LINE
- ULTIMATE PROPERTY
- AIRCRAFT
- VEHICLE
- PAPI
- WIND



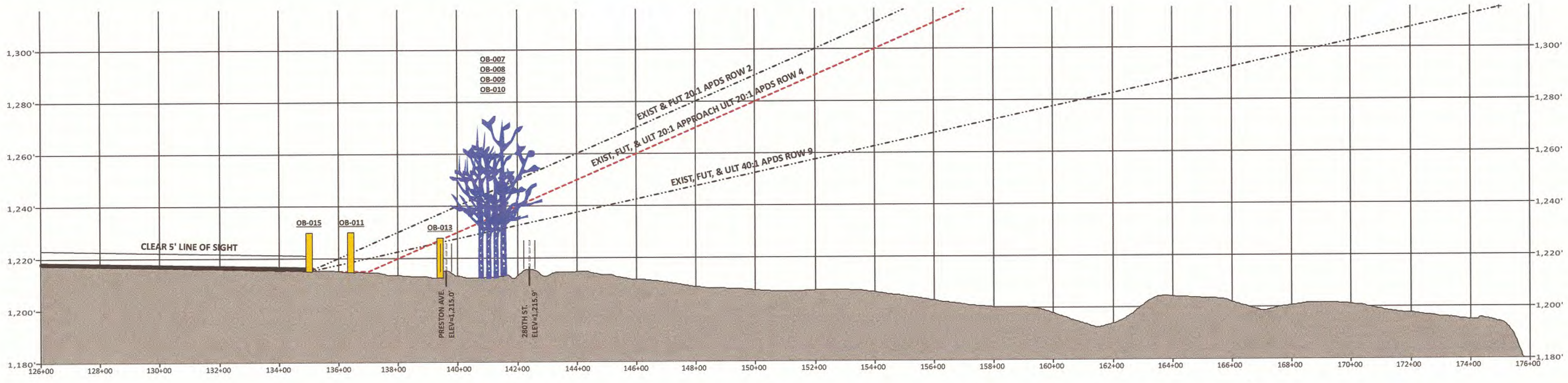
NOTES:
 1. OBSTRUCTION SURVEY FROM MARCH 2016
 2. NAVD83 VERTICAL DATUM & NAD83 COORDINATE SYSTEM WAS USED FOR THIS ALP SET.
 3. APDS ROW INDICATES TYPE FROM APDS TABLE: AC 150/5300-13A, CHANGE 1



EXISTING, FUTURE, & ULTIMATE RUNWAY 12 APPROACH PLAN & PROFILE



| EXISTING & FUTURE OBSTRUCTIONS | | | | | | | | | |
|--------------------------------|-------------|------------------|-------------------------|-------------------|------------------------|------------------|-----------------------------|-------------------------------|---|
| ID | DESCRIPTION | OBJECT ELEVATION | PT 77 SURFACE ELEVATION | PT 77 PENETRATION | APDS SURFACE ELEVATION | APDS PENETRATION | DEPARTURE SURFACE ELEVATION | DEPARTURE SURFACE PENETRATION | DISPOSITION & TRIGGERING EVENT |
| OB-007 | TREE | 1,275.2' | 1,258.9' | 38.4' | 1,258.6' | 38.4' | 1,258.6' | 44.0' | TO BE REMOVED SUMMER 2017 |
| OB-009 | TREE | 1,301.6' | 1,284.4' | 29.2' | 1,284.4' | 19.2' | 1,284.4' | 31.0' | TO BE REMOVED SUMMER 2017 |
| OB-009 | TREE | 1,301.2' | 1,285.9' | 25.4' | 1,285.9' | 15.4' | 1,285.9' | 30.9' | TO BE REMOVED SUMMER 2017 |
| OB-010 | TREE | 1,304.6' | 1,288.6' | 26.0' | 1,288.6' | 16.0' | 1,288.6' | 30.2' | TO BE REMOVED SUMMER 2017 |
| OB-011 | ROAD | 1,229.0' | 1,229.0' | 0.0' | 1,229.0' | 0.0' | 1,229.0' | 11.2' | TO REMAIN |
| OB-012 | ROAD | 1,228.1' | 1,228.7' | 6.7' | 1,228.7' | 6.7' | 1,228.7' | 14.2' | DISPOSITION TO BE DETERMINED THROUGH RPE ANALYSIS WITHIN 5 YEARS OF ULT RWP PROJECT |
| OB-014 | ROAD | 1,229.0' | 1,229.0' | 0.0' | 1,229.0' | 0.0' | 1,229.0' | 11.2' | DISPOSITION TO BE DETERMINED THROUGH RPE ANALYSIS WITHIN 5 YEARS OF ULT RWP PROJECT |
| OB-018 | ROAD | 1,229.0' | 1,229.0' | 0.0' | 1,229.0' | 0.0' | 1,229.0' | 11.2' | DISPOSITION TO BE DETERMINED THROUGH RPE ANALYSIS WITHIN 5 YEARS OF ULT RWP PROJECT |
| OB-013 | ROAD | 1,229.0' | 1,229.0' | 0.0' | 1,229.0' | 0.0' | 1,229.0' | 11.2' | DISPOSITION TO BE DETERMINED THROUGH RPE ANALYSIS WITHIN 5 YEARS OF ULT RWP PROJECT |
| OB-015 | ROAD | 1,229.0' | 1,229.0' | 0.0' | 1,229.0' | 0.0' | 1,229.0' | 11.2' | DISPOSITION TO BE DETERMINED THROUGH RPE ANALYSIS WITHIN 5 YEARS OF ULT RWP PROJECT |
| OB-011 | ROAD | 1,229.0' | 1,229.0' | 0.0' | 1,229.0' | 0.0' | 1,229.0' | 11.2' | DISPOSITION TO BE DETERMINED THROUGH RPE ANALYSIS WITHIN 5 YEARS OF ULT RWP PROJECT |
| OB-012 | ROAD | 1,229.1' | 1,228.7' | 6.7' | 1,228.7' | 6.7' | 1,228.7' | 14.2' | DISPOSITION TO BE DETERMINED THROUGH RPE ANALYSIS WITHIN 5 YEARS OF ULT RWP PROJECT |
| OB-013 | ROAD | 1,229.0' | 1,229.0' | 0.0' | 1,229.0' | 0.0' | 1,229.0' | 11.2' | DISPOSITION TO BE DETERMINED THROUGH RPE ANALYSIS WITHIN 5 YEARS OF ULT RWP PROJECT |



EXISTING LEGEND:

- AIRPORT PROPERTY
- ROCKWELL CITY LIMITS
- APPROACH SURFACE
- APPROACH DEPARTURE SURFACE (APDS)
- RUNWAY PROTECTION ZONE (RPZ)
- RUNWAY OBJECT FREE AREA (ROFA)
- RUNWAY SAFETY AREA (RSA)
- RUNWAY OBSTACLE FREE ZONE (ROFZ)
- BUILDING RESTRICTION LINE (BRL)
- AIRPORT REFERENCE POINT (ARP)
- WIND CONE

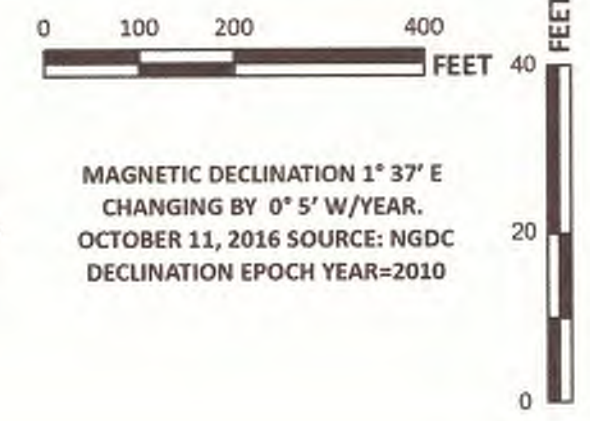
ULTIMATE

- APPROACH
- APPROACH DEPARTURE SURFACE (APDS)
- RUNWAY PROTECTION ZONE (RPZ)
- RUNWAY OBJECT FREE AREA (ROFA)
- RUNWAY SAFETY AREA (RSA)
- RUNWAY OBSTACLE FREE ZONE (ROFZ)
- BUILDING RESTRICTION LINE (BRL)
- ULTIMATE PROPERTY ACQUISITION
- AIRCRAFT
- ROAD
- RIGHT-OF-WAY RELOCATION
- ROAD
- PAPI

FUTURE

- FUTURE PROPERTY ACQUISITION

NOTES:
1. OBSTRUCTION SURVEY FROM MARCH 2016
2. NAVD88 VERTICAL DATUM & NAD83 COORDINATE SYSTEM WAS USED FOR THIS ALP SET.
3. APDS ROW INDICATES TYPE FROM APDS TABLE: AC 150/5300-13A, CHANGE 1

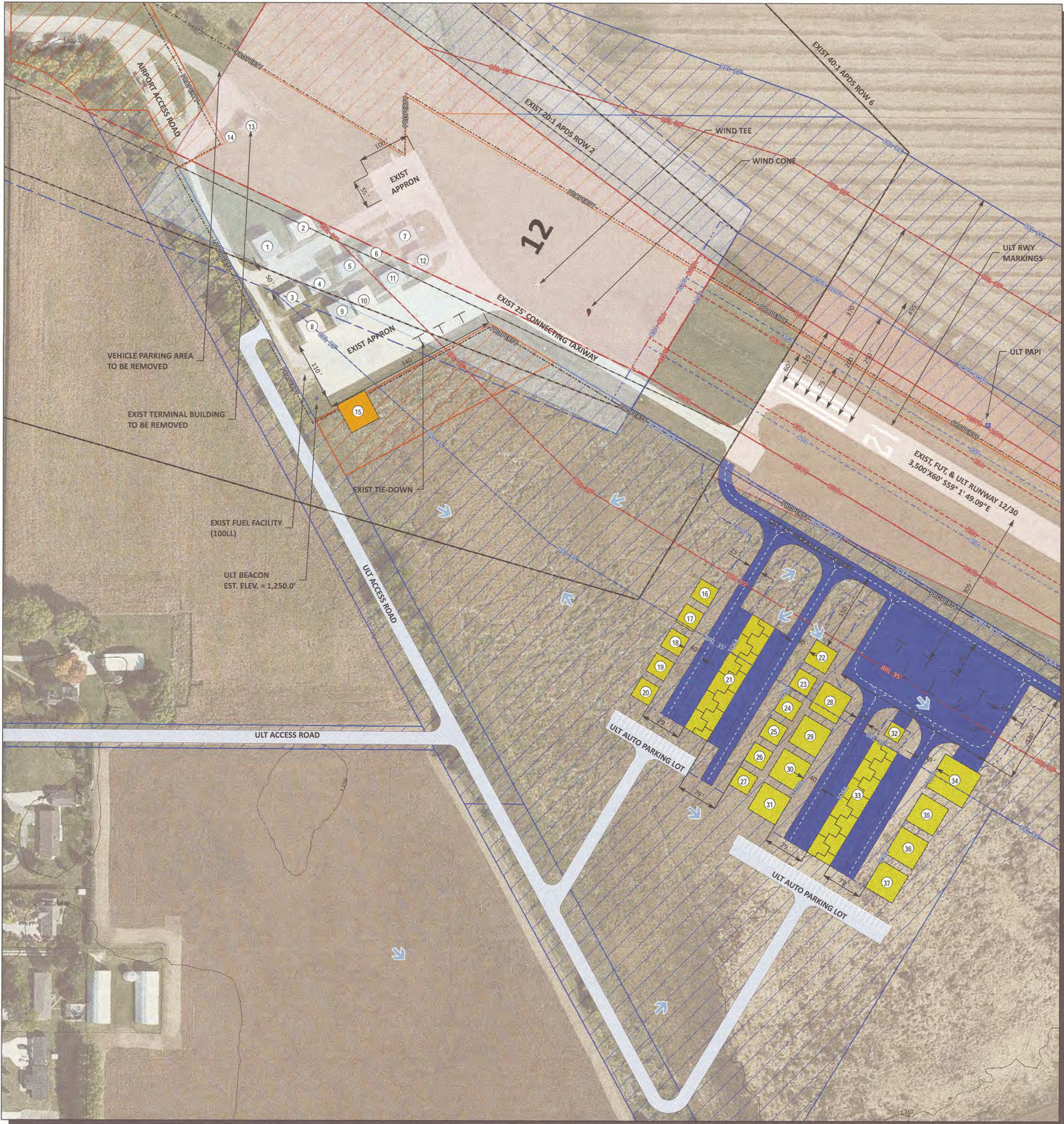


OBSTRUCTION LEGEND:

- EXIST PART 77/APDS
- ULT PART 77/APDS
- DEPARTURE SURFACE



EXISTING, FUTURE, & ULTIMATE
RUNWAY 30 APPROACH
PLAN & PROFILE



| EXISTING BUILDING TABLE | | | |
|-------------------------|---------------|-------------------|-----------------------------|
| ID | EST. TOP ELEV | DESCRIPTION | DISPOSITION |
| 1 | 1,228.3' | HANGAR | TO BE RELOCATED: SEE NOTE 1 |
| 2 | 1,228.4' | HANGAR | TO BE RELOCATED: SEE NOTE 1 |
| 3 | 1,227.8' | HANGAR | TO REMAIN |
| 4 | 1,226.8' | HANGAR | TO BE RELOCATED: SEE NOTE 1 |
| 5 | 1,226.6' | HANGAR | TO BE RELOCATED: SEE NOTE 1 |
| 6 | 1,224.0' | HANGAR | TO BE RELOCATED: SEE NOTE 1 |
| 7 | 1,225.1' | HANGAR | TO BE RELOCATED: SEE NOTE 1 |
| 8 | 1,228.0' | HANGAR | TO REMAIN |
| 9 | 1,226.9' | HANGAR | TO REMAIN |
| 10 | 1,226.5' | HANGAR | TO BE RELOCATED: SEE NOTE 1 |
| 11 | 1,226.4' | HANGAR | TO BE RELOCATED: SEE NOTE 1 |
| 12 | 1,228.8' | HANGAR | TO BE RELOCATED: SEE NOTE 1 |
| 13 | 1,228.0' | TERMINAL BUILDING | TO BE REMOVED |
| 14 | 1,220.0' | WATER BUILDING | TO BE REMOVED |

| FUTURE BUILDING DATA | | |
|----------------------|---------------|-------------------|
| ID | EST. TOP ELEV | DISPOSITION |
| 15 | 1,230.0' | TO BE CONSTRUCTED |

| ULTIMATE BUILDING DATA | | | |
|------------------------|---------------|---------------------------------|--------------------------|
| ID | EST. TOP ELEV | DESCRIPTION | DISPOSITION (SEE NOTE 2) |
| 16 | 1,230.0' | ULTIMATE 40' X 40' HANGAR | TO BE CONSTRUCTED |
| 17 | 1,230.0' | ULTIMATE 40' X 40' HANGAR | TO BE CONSTRUCTED |
| 18 | 1,230.0' | ULTIMATE 40' X 40' HANGAR | TO BE CONSTRUCTED |
| 19 | 1,230.0' | ULTIMATE 40' X 40' HANGAR | TO BE CONSTRUCTED |
| 20 | 1,230.0' | ULTIMATE 40' X 40' HANGAR | TO BE CONSTRUCTED |
| 21 | 1,230.0' | ULT 11 UNIT 51' X 252' HANGAR | TO BE CONSTRUCTED |
| 22 | 1,230.0' | ULTIMATE 47' X 47' HANGAR | TO BE CONSTRUCTED |
| 23 | 1,230.0' | ULTIMATE 40' X 40' HANGAR | TO BE CONSTRUCTED |
| 24 | 1,230.0' | ULTIMATE 40' X 40' HANGAR | TO BE CONSTRUCTED |
| 25 | 1,230.0' | ULTIMATE 40' X 40' HANGAR | TO BE CONSTRUCTED |
| 26 | 1,230.0' | ULTIMATE 40' X 40' HANGAR | TO BE CONSTRUCTED |
| 27 | 1,230.0' | ULTIMATE 40' X 40' HANGAR | TO BE CONSTRUCTED |
| 28 | 1,235.0' | ULTIMATE 60' X 60' HANGAR | TO BE CONSTRUCTED |
| 29 | 1,235.0' | ULTIMATE 60' X 60' HANGAR | TO BE CONSTRUCTED |
| 30 | 1,235.0' | ULTIMATE 60' X 60' HANGAR | TO BE CONSTRUCTED |
| 31 | 1,235.0' | ULTIMATE 60' X 60' HANGAR | TO BE CONSTRUCTED |
| 32 | 1,230.0' | ULT 30' X 30' TERMINAL BUILDING | TO BE CONSTRUCTED |
| 33 | 1,230.0' | ULT 11 UNIT 51' X 252' HANGAR | TO BE CONSTRUCTED |
| 34 | 1,235.0' | ULTIMATE 80' X 73' HANGAR | TO BE CONSTRUCTED |
| 35 | 1,235.0' | ULTIMATE 60' X 60' HANGAR | TO BE CONSTRUCTED |
| 36 | 1,235.0' | ULTIMATE 60' X 60' HANGAR | TO BE CONSTRUCTED |
| 37 | 1,235.0' | ULTIMATE 60' X 60' HANGAR | TO BE CONSTRUCTED |

- NOTES:
- HANGARS TO BE RELOCATED AT OWNERS EXPENSE WITH ULTIMATE RUNWAY CONFIGURATION.
 - SOME OF THE NEW HANGAR LOCATIONS MAY BE USED FOR HANGAR OWNERS TO RELOCATE EXISTING HANGARS.
 - NAVD88 VERTICAL CONTROL DATUM & NAD83 COORDINATE SYSTEM WAS USED FOR THIS ALP SET.

EXISTING LEGEND:

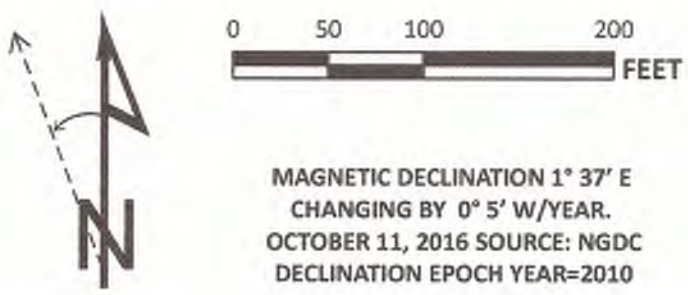
- AIRPORT PROPERTY
- APPROACH SURFACE
- APPROACH DEPARTURE SURFACE (APDS)
- RUNWAY PROTECTION ZONE (RPZ)
- RUNWAY SAFETY AREA (RSA)
- RUNWAY OBJECT FREE ZONE (ROFZ)
- RUNWAY OBJECT FREE AREA (ROFA)
- BUILDING RESTRICTION LINE (BRL)
- DRAINAGE ARROWS
- WIND CONE

FUTURE LEGEND:

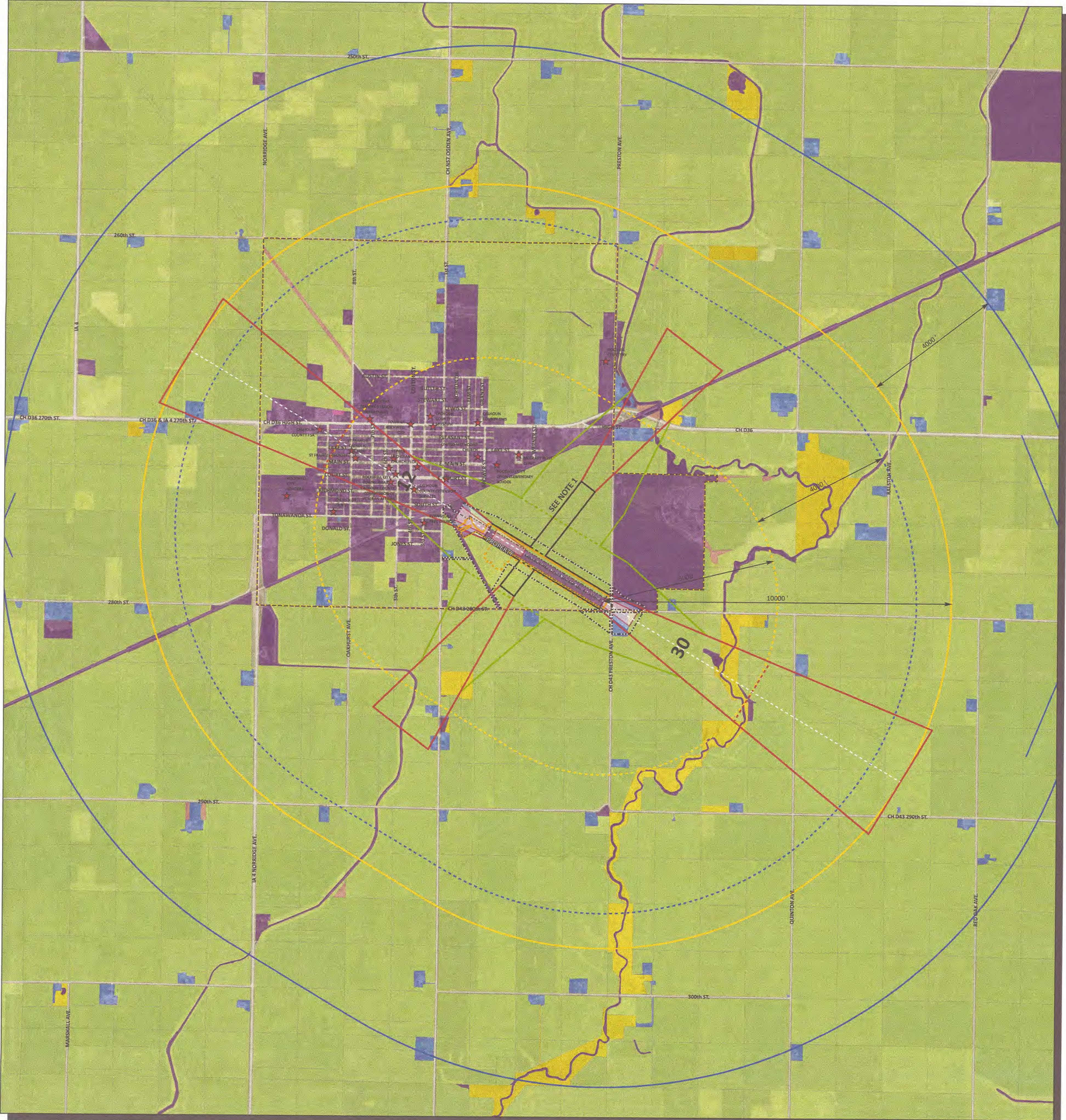
- FUTURE HANGAR
- FUTURE PROPERTY ACQUISITION

ULTIMATE LEGEND:

- APPROACH SURFACE
- APPROACH DEPARTURE SURFACE (APDS)
- RUNWAY PROTECTION ZONE (RPZ)
- RUNWAY SAFETY AREA (RSA)
- RUNWAY OBSTACLE FREE ZONE (ROFZ)
- RUNWAY OBJECT FREE AREA (ROFA)
- BUILDING RESTRICTION LINE (BRL)
- ULTIMATE PROPERTY ACQUISITION
- AIRCRAFT PAVEMENT
- VEHICLE PAVEMENT
- BUILDING
- BEACON
- PAPI



EXISTING, FUTURE, & ULTIMATE BUILDING AREA PLAN



167.05 USE RESTRICTIONS.

1. Generally. Notwithstanding any other provision of this chapter, no use may be made of land or water within any zone established by this chapter in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.
2. Landfill Restrictions. Landfills and waste disposal sites shall not be located within 5.75 miles of the Rockwell City Airport.
3. Permitted Uses in the Runway Protection Zones (RPZ). The following uses are permitted in the RPZs provided they do not attract wildlife, are outside the Runway OFA as shown on the Rockwell City Airport Layout Plan, and do not interfere with navigational aids: Golf courses (but not club houses) and agricultural operations (other than forestry or livestock farms) are expressly permitted under this proviso. Automobile parking facilities, although discouraged, may be permitted, provided the parking facilities and any associated appurtenances, in addition to meeting all of the preceding conditions, are located outside of the OFA extension.
4. Prohibited Uses in the Runway Protection Zones (RPZ). Land uses prohibited from the RPZ are: residences and places of public assembly such as churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons typifying places of public assembly, and fuel storage facilities.

CODE OF ORDINANCES, ROCKWELL CITY, IOWA

NOTES:
1. THIS ALP SET DOES NOT DEPICT CONSTRUCTION OF A CROSSWIND RUNWAY. THEREFORE, IT IS PROPOSED TO REMOVE THE USE RESTRICTIONS FROM THE PROPOSED CROSSWIND RUNWAY LOCATION.

LAND USE LEGEND:

- BUILDING SITE - BS
- CROP AGRICULTURE - CR
- NON-CROP AGRICULTURE - NCR
- WILDLIFE HABITAT - WHC
- OPEN PRAIRIE - OP
- PERMANENT PASTURE - PP

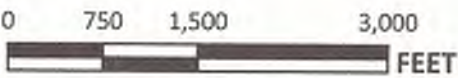
SOURCE: CALHOUN COUNTY LAND USE

EXISTING LEGEND:

- INSTITUTIONS
- ROCKWELL CITY LIMITS
- AIRPORT PROPERTY
- CROP RESTRICTION LINE
- A-RUNWAY PROTECTION ZONE (RPZ)
- PRIMARY SURFACE
- B-RUNWAY APPROACH SURFACE
- C-TRANSITIONAL SURFACE
- D-HORIZONTAL SURFACE
- E-CONICAL SURFACE

ULTIMATE LEGEND:

- AIRPORT PROPERTY
- CROP RESTRICTION LINE
- A-RUNWAY PROTECTION ZONE (RPZ)
- PRIMARY SURFACE
- B-RUNWAY APPROACH SURFACE
- C-TRANSITIONAL SURFACE
- D-HORIZONTAL SURFACE
- E-CONICAL SURFACE



MAGNETIC DECLINATION 1° 37' E
CHANGING BY 0° 5' W/YEAR.
OCTOBER 11, 2016 SOURCE: NGDC
DECLINATION EPOCH YEAR=2010



LAND USE & ZONING



BOLTON & MENK, INC.

PROJECT NO: TS1.110370

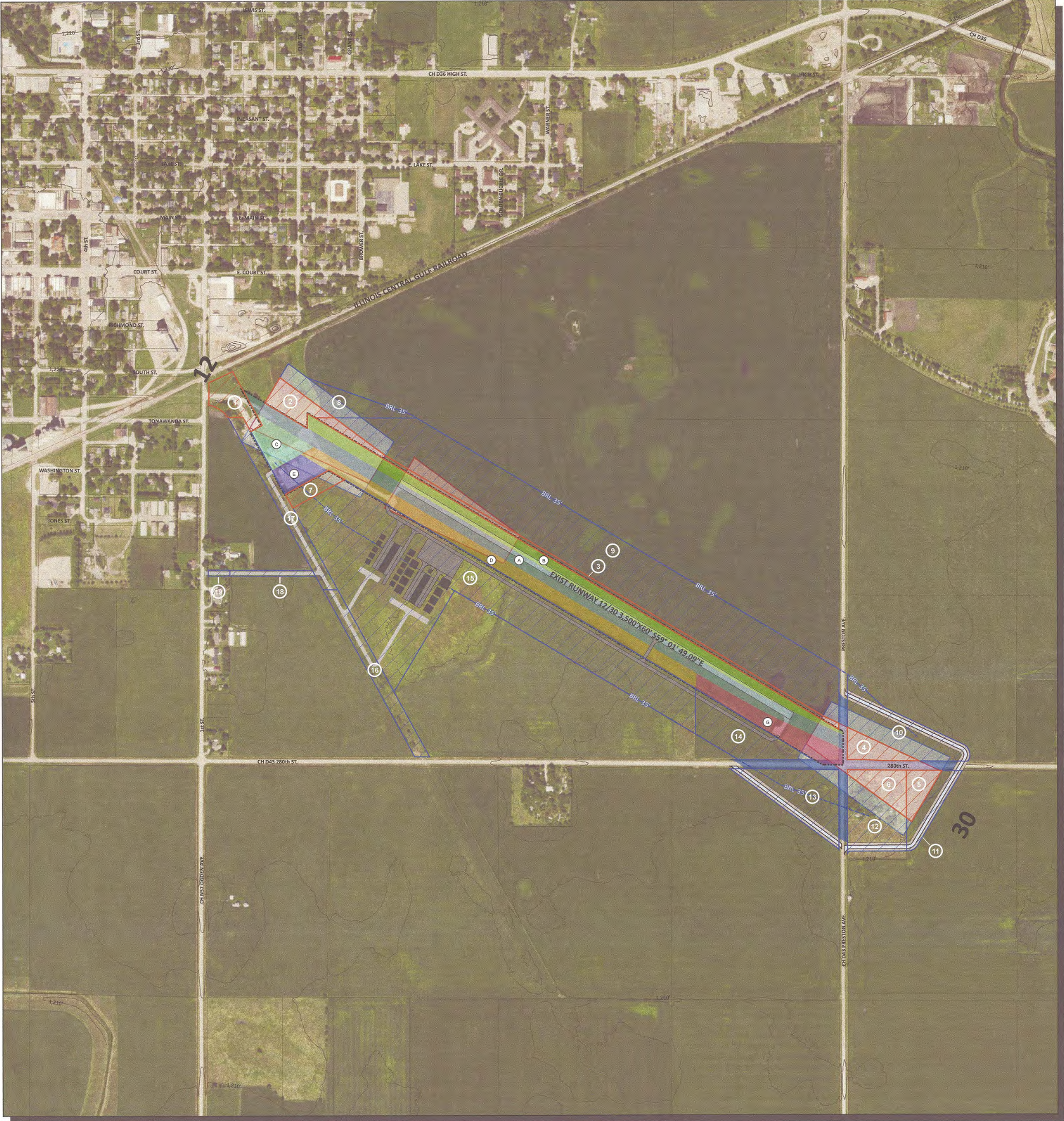
DATE: JANUARY 9, 2017

SHEET

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| EXISTING PROPERTY TABLE | | | | | | | | |
|-------------------------|-------------|--------------------------|---------|---------------------|------------------|-----------------------|-------------------|--|
| PARCEL | DESCRIPTION | APPROXIMATE SIZE (ACRES) | GRANTOR | AIP/STATE PROJECT # | ACQUISITION DATE | CONVEYANCE INSTRUMENT | TAX PARCEL NUMBER | |
| A | FEE | 12.10 | | | 1965 | WARRANTY DEED | 101/378 | |
| B | FEE | 10.26 | | | 1966 | WARRANTY DEED | 101/614 | |
| C | FEE | 2.36 | | | 1967 | WARRANTY DEED | 103/260 | |
| D | FEE | 7.90 | | | 1967 | WARRANTY DEED | 105/244 | |
| E | FEE | 1.50 | | | 1968 | WARRANTY DEED | 105/586 | |
| G | FEE | 3.60 | | | 1967 | WARRANTY DEED | 105/230 | |
| TOTAL FEE: | | 37.72 | | | | | | |
| TOTAL EASEMENT: | | 0.00 | | | | | | |
| TOTAL: | | 37.72 | | | | | | |

NOTES:
1. THERE IS NOT A PARCEL F AT THE AIRPORT.

| FUTURE PROPERTY TABLE | | | | | |
|-----------------------|-------------|--------------------------|-------------------------------|--|------------------|
| PARCEL | DESCRIPTION | APPROXIMATE SIZE (ACRES) | GRANTOR | JUSTIFICATION | ACQUISITION DATE |
| 1 | FEE | 2.09 | SWANSON ANDY | EXIST AIRPORT ACCESS ROAD ACQUISITION | TO BE ACQUIRED |
| 2 | FEE | 1.90 | ZARTMAN WHITE IOWA FARM TRUST | RUNWAY 12/30 BUILDING RESTRICTION LINE ACQUISITION | TO BE ACQUIRED |
| 3 | FEE | 3.41 | ZARTMAN WHITE IOWA FARM TRUST | RUNWAY 12/30 BUILDING RESTRICTION LINE ACQUISITION | TO BE ACQUIRED |
| 4 | FEE | 1.59 | DRENNAN DAVID R | RUNWAY 30 PROTECTION ZONE ACQUISITION | TO BE ACQUIRED |
| 5 | FEE | 1.40 | HAUB CALVIN G | RUNWAY 30 PROTECTION ZONE ACQUISITION | TO BE ACQUIRED |
| 6 | FEE | 2.07 | VAN DRIE, LOUIS G JR | RUNWAY 30 PROTECTION ZONE ACQUISITION | TO BE ACQUIRED |
| 7 | FEE | 1.17 | RENZE STEVE LTD | AIRPORT BUILDING AREA ACQUISITION | TO BE ACQUIRED |
| TOTAL FUTURE FEE: | | 13.63 | | | |
| TOTAL EASEMENT: | | 0.00 | | | |
| TOTAL: | | 13.63 | | | |

| ULTIMATE PROPERTY TABLE | | | | | |
|-------------------------|-------------|--------------------------|-------------------------------|--|------------------|
| PARCEL | DESCRIPTION | APPROXIMATE SIZE (ACRES) | GRANTOR | JUSTIFICATION | ACQUISITION DATE |
| 8 | FEE | 3.34 | ZARTMAN WHITE IOWA FARM TRUST | RUNWAY 12 PROTECTION ZONE ACQUISITION | TO BE ACQUIRED |
| 9 | FEE | 35.24 | ZARTMAN WHITE IOWA FARM TRUST | RUNWAY 12/30 BUILDING RESTRICTION LINE ACQUISITION | TO BE ACQUIRED |
| 10 | FEE | 5.70 | DRENNAN DAVID R | RUNWAY 30 PROTECTION ZONE ACQUISITION | TO BE ACQUIRED |
| 11 | FEE | 2.05 | HAUB CALVIN G | RUNWAY 30 PROTECTION ZONE ACQUISITION | TO BE ACQUIRED |
| 12 | FEE | 4.39 | VAN DRIE, LOUIS G JR | RUNWAY 30 PROTECTION ZONE ACQUISITION | TO BE ACQUIRED |
| 13 | FEE | 5.82 | BRAYTON MARVEL JEAN | RUNWAY 30 PROTECTION ZONE ACQUISITION | TO BE ACQUIRED |
| 14 | FEE | 4.90 | BRAYTON MARVEL JEAN | RUNWAY 12/30 BUILDING RESTRICTION LINE ACQUISITION | TO BE ACQUIRED |
| 15 | FEE | 38.67 | RENZE STEVE LTD | AIRPORT BUILDING AREA ACQUISITION | TO BE ACQUIRED |
| 16 | FEE | 3.36 | SWANSON ANDY | AIRPORT ACCESS ROAD ACQUISITION | TO BE ACQUIRED |
| 17 | FEE | 3.47 | SWANSON ANDY | AIRPORT ACCESS ROAD ACQUISITION | TO BE ACQUIRED |
| 18 | FEE | 0.67 | PETERSON RONALD G & LINDA J | AIRPORT ACCESS ROAD ACQUISITION | TO BE ACQUIRED |
| 19 | FEE | 0.17 | LENZ ROBERT E & PEGGY M | AIRPORT ACCESS ROAD ACQUISITION | TO BE ACQUIRED |
| TOTAL ULTIMATE FEE: | | 107.78 | | | |
| TOTAL EASEMENT: | | 0.00 | | | |
| TOTAL: | | 107.78 | | | |

TOTAL PROPOSED AIRPORT PROPERTY = 159.13 ACRES IN FEE

EXISTING LEGEND:

- AIRPORT PROPERTY
- PARCELS
- RUNWAY PROTECTION ZONE (RPZ)
- BUILDING RESTRICTION LINE (BRL)

FUTURE LEGEND:

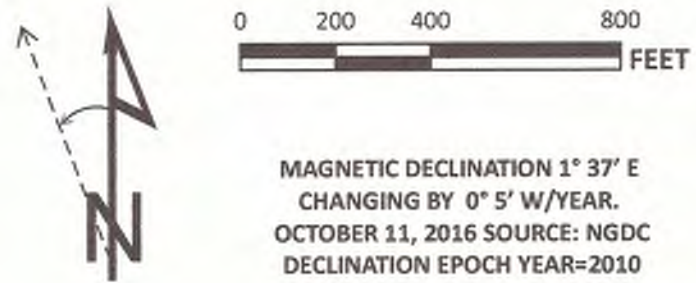
- FUTURE PROPERTY ACQUISITION

ULTIMATE LEGEND:

- ULTIMATE PROPERTY ACQUISITION
- BUILDING RESTRICTION LINE (BRL)
- RUNWAY PROTECTION ZONE (RPZ)
- ROAD RELOCATION
- RIGHT-OF-WAY RELOCATION
- ROAD CLOSURE

PROPERTY LEGEND:

- A
- B
- C
- D
- E
- G



AIRPORT PROPERTY INVENTORY MAP



BOLTON & MENK, INC.
PROJECT NO: TS1.1.10370
DATE: JANUARY 9, 2017

SHEET

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