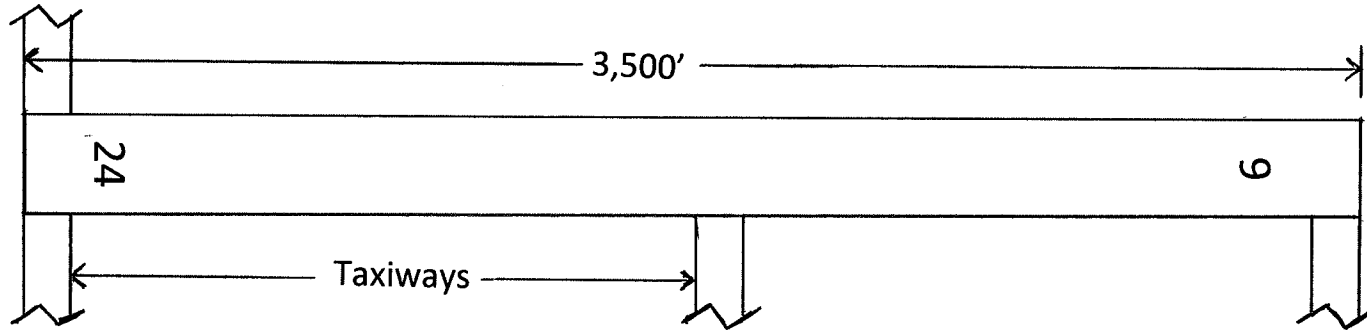
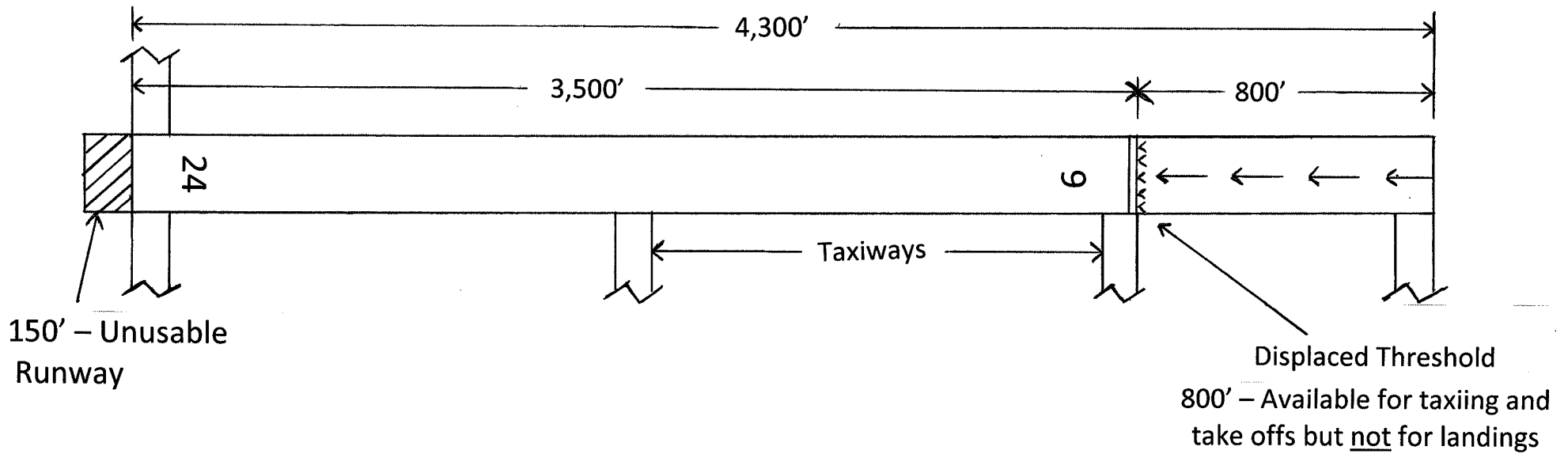
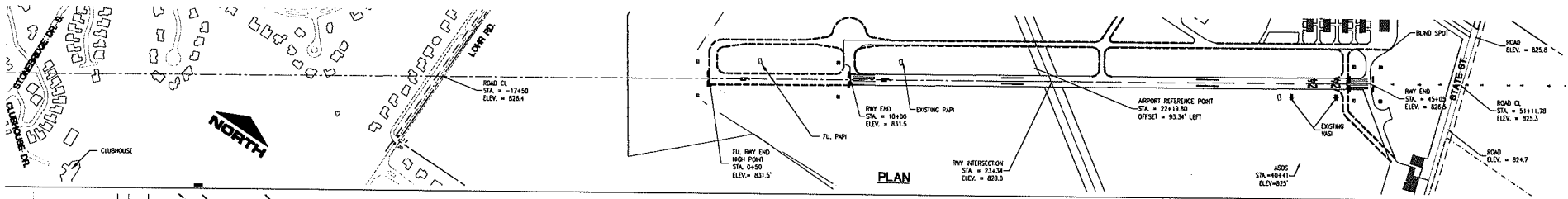


Current Runway Configuration



Possible Displaced Threshold Configuration





APPROACH AND DEPARTURE PLAN / PROFILE

NOTE: VERTICAL SCALE EXAGGERATED 5x TO SHOW DETAIL

APPROACHES
 APPROACH SLOPE FOR ALL AIRCRAFT WOULD BE AT 3' ALONG THE PRECISION APPROACH PATH INDICATOR (PAPI).
 APPROACH CLEARANCE (LOHR RD.)
 166' EXISTING
 117' PROPOSED EXTENSION

DEPARTURES
 DEPARTURE SLOPES ARE SHOWN FOR 3 AIRCRAFT TYPES FOR THE 830' AIRPORT ELEVATION AT 83°F. CROSSING HEIGHTS SHOWN FOR CL OF RUNWAY OVER LOHR RD.

CESSNA 172 - M SMALL AIRCRAFT
 MAX. GROSS LOAD: 2,300 LBS
 CLIMB RATE: 700 FT. PER MINUTE
 CLIMB AIRSPEED: 73 KNOTS
 CLIMB ANGLE: 5.4°
 GROUND ROLL: 850 FT.
 DEPARTURE CLEARANCE (LOHR RD.)
 255' EXISTING
 248' PROPOSED EXTENSION

KING AIR 200 - M SMALL AIRCRAFT
 MAX. GROSS LOAD: 12,500 LBS
 CLIMB RATE: 2,400 FT. PER MINUTE
 CLIMB AIRSPEED: 125 KNOTS
 CLIMB ANGLE: 10°
 GROUND ROLL: 2200 FT.
 DEPARTURE CLEARANCE (LOHR RD.)
 358' EXISTING
 345' PROPOSED EXTENSION

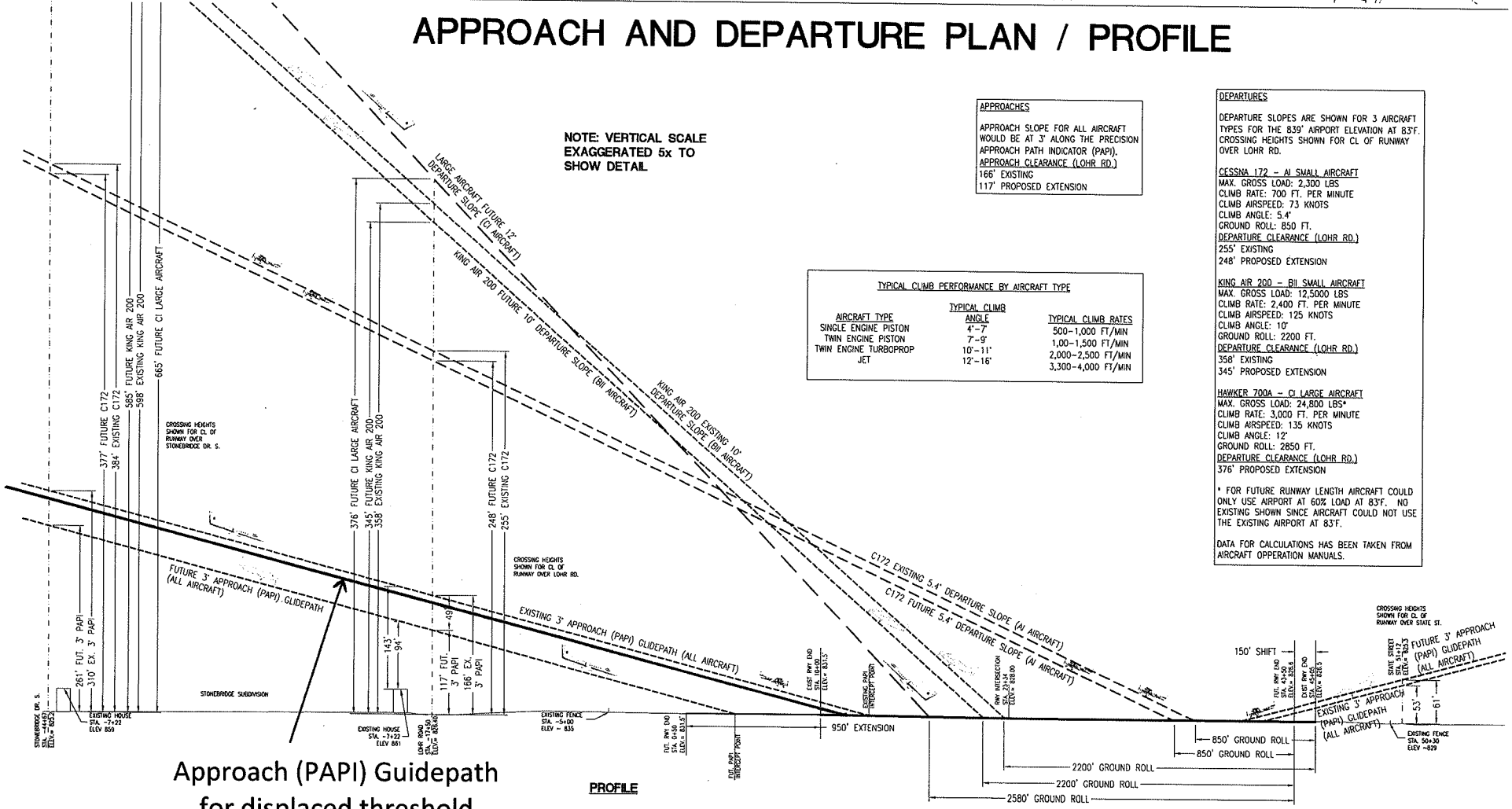
HAWKER 700A - M LARGE AIRCRAFT
 MAX. GROSS LOAD: 24,800 LBS*
 CLIMB RATE: 3,000 FT. PER MINUTE
 CLIMB AIRSPEED: 135 KNOTS
 CLIMB ANGLE: 12°
 GROUND ROLL: 2850 FT.
 DEPARTURE CLEARANCE (LOHR RD.)
 376' PROPOSED EXTENSION

* FOR FUTURE RUNWAY LENGTH AIRCRAFT COULD ONLY USE AIRPORT AT 60% LOAD AT 83°F. NO EXISTING SHOWN SINCE AIRCRAFT COULD NOT USE THE EXISTING AIRPORT AT 83°F.

DATA FOR CALCULATIONS HAS BEEN TAKEN FROM AIRCRAFT OPERATION MANUALS.

TYPICAL CLIMB PERFORMANCE BY AIRCRAFT TYPE

AIRCRAFT TYPE	TYPICAL CLIMB ANGLE	TYPICAL CLIMB RATES
SINGLE ENGINE PISTON	4°-7°	500-1,000 FT/MIN
TWIN ENGINE PISTON	7°-9°	1,000-1,500 FT/MIN
TWIN ENGINE TURBOPROP	10°-11°	2,000-2,500 FT/MIN
JET	12°-16°	3,300-4,000 FT/MIN



Approach (PAPI) Guidepath for displaced threshold configuration

PROFILE