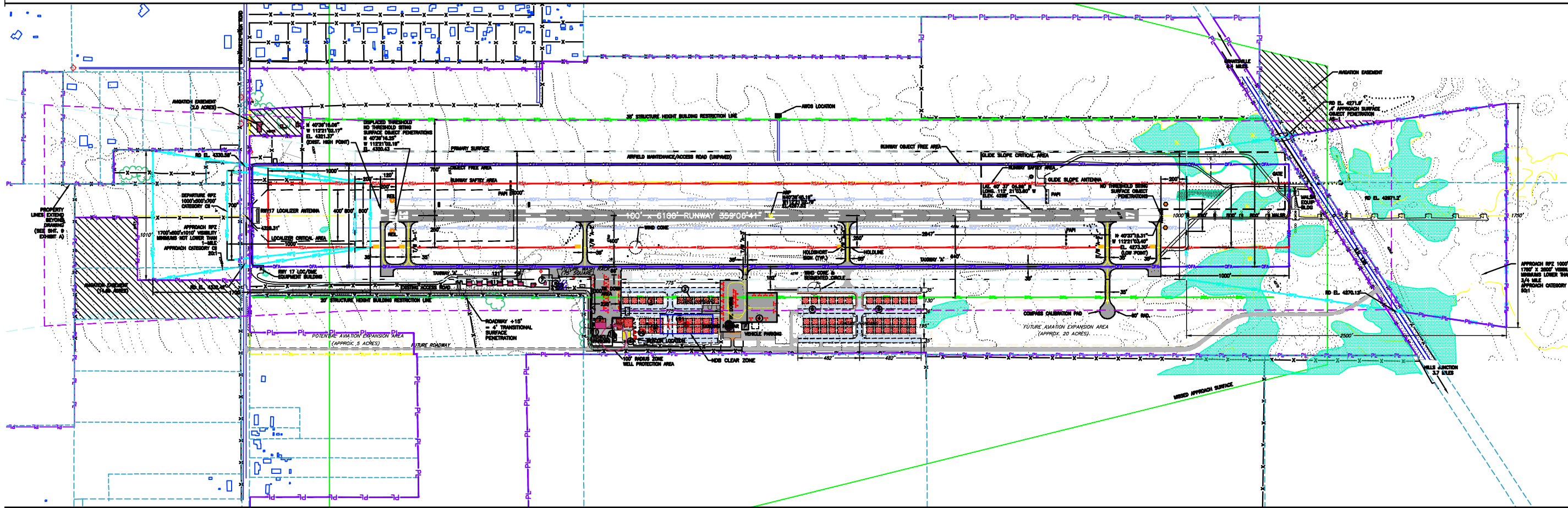


C:\MAPS-working\ALPs\TVA\TVA Update ALP_Sht 02 Airport Layout Planning 11x17 Feb 08, 2012 - 2:43pm

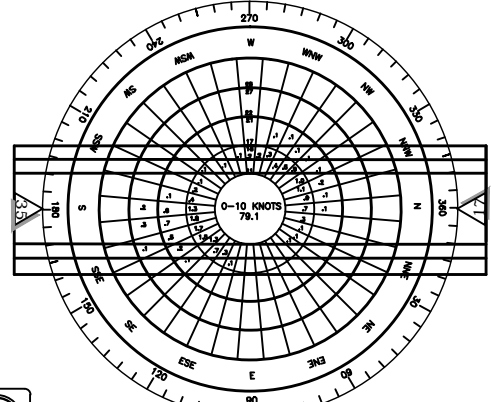


No.	Revision	Date
1	ALP UPDATE	11/01
2	ALP UPDATE	11/02
3	ALP UPDATE	3/04
4	ALP UPDATE	5/10



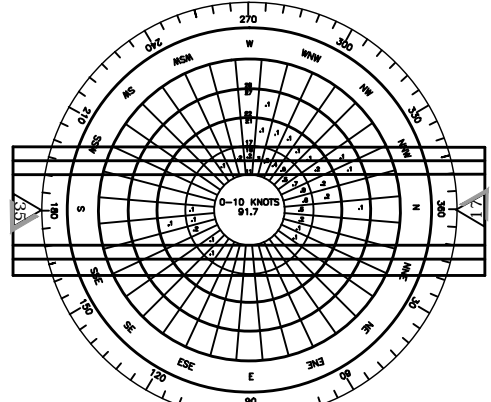
Prepared by the
Salt Lake City Department of
Airports
Planning and Capital
Programming

Project Number:	UPDATE
Designed By:	DEM
Drawn By:	
Approved By:	
Date:	May 2010



ALL WEATHER WIND ROSE
SOURCE: NATIONAL CLIMATIC DATA CENTER
STATION 24127 - SALT LAKE CITY, UTAH
PERIOD: 1982 - 1991

RUNWAY	% COVERAGE	CROSSWIND
17-35	96.63	10.5 KNOTS
17-35	98.5	13 KNOTS
17-35	99.5	18 KNOTS



IFR WIND ROSE
SOURCE: NATIONAL CLIMATIC DATA CENTER
STATION 24127 - SALT LAKE CITY, UTAH
PERIOD: 1982 - 1991

RUNWAY	% COVERAGE	CROSSWIND
17-35	97.35	10.5 KNOTS
17-35	98.54	13 KNOTS
17-35	99.47	18 KNOTS

(1) CEILING OF LESS THAN 1000' BUT EQUAL TO OR GREATER THAN 200'
AND/OR VISIBILITY LESS THAN THREE MILES, BUT EQUAL TO OR GREATER THAN ONE-HALF MILE.

APPROVAL

CONDITIONALLY APPROVED

Subject to letter dated _____

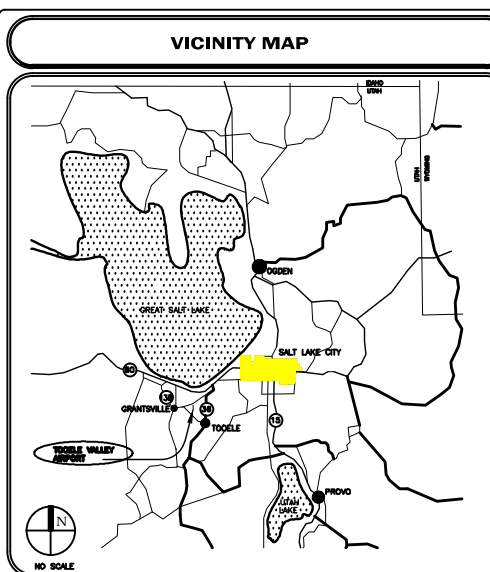
NAME/TITLE
**FEDERAL AVIATION ADMINISTRATION
DENVER AIRPORTS DISTRICT OFFICE**

DATE _____

CASE NO. **2010-ANM-XXX-NRA**

NAME/TITLE _____

DATE _____



BUILDING LEGEND

#	DESCRIPTION	ELEVATION
1.	EXECUTIVE HANGARS (OBSTRUCTION LIGHTED)	
2.	MAINTENANCE BUILDING	4328.4'
3.	FUTURE HANGARS	
4.	FUTURE FBO HANGARS	
5.	FUTURE EXECUTIVE HANGARS	
6.	BEACON TOWER	4343'
7.	RESTROOMS (TO BE RELOCATED)	4318.4'
8.	ELECTRICAL WRAIT	4326.9'
9.	NON-DIRECTIONAL RADIO BEACON	4338.4'
10.	TOOLE COUNTY ANEMOMETER ON TOWER (TO BE RELOCATED)	4338.4'
11.	FAN ROOF ANTENNA	4348.4'
12.	WATER WELL	
13.	FUTURE WASH RACK	

RUNWAY DATA

	EXISTING	FUTURE
APPROACH VISIBILITY MINIMUMS	>1-MILE / 3/4 MILE	SAME
PART 77 APPROACH SURFACES	301/301	341/SAME
FAR PART 77 CATEGORY	B/P/R	SAME
RUNWAY WIDTH AND LENGTH	100' X 6100'	SAME
PAVEMENT TYPE	ASPHALT	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	30 (CW)	30 (50) 40 (HW)
RUNWAY LIGHTING	MIL	SAME
RUNWAY MARKING	VISUAL/PREC.	NON-PREC./PREC.
EFFECTIVE RUNWAY GRADIENT %	.82	SAME
MAXIMUM GROUND WHEEL ROLLING LENGTH %	.82	SAME
RUNWAY LINE-OF-SIGHT	Critical mat	SAME
AIRPORT REFERENCE CODE (ARC)	C-II	SAME
VISUAL APPROACH AIDS	PAP, REL, MALSR	SAME
INSTRUMENT APPROACH AIDS	NDB, OPS, ILS	OPS, ILS
CRITICAL AIRCRAFT-SPEED	Beach Super 1000' Air	Cessna Citation X
CRITICAL AIRCRAFT-WEIGHT	Beach Super 1000' Air	
CRITICAL AIRCRAFT-HEIGHT	Beach Super 1000' Air	
RUNWAY SAFETY AREA	800' X 8100'	SAME
RUNWAY OBSTACLE FREE AREA	800' X 8100'	SAME
TOUCHDOWN ZONE ELEVATION (TDZE) (1)	4321.7/4291'	SAME
RUNWAY END COORDINATES	RM35	SAME
	RM17	SAME
RUNWAY HIGH POINT (SOUTH END)	4321.37/4273.30'	SAME
RUNWAY END ELEVATIONS	4321.37/4273.30'	SAME
TARGET RUN AVAILABLE (TORA)	6100'/6100'	SAME
TARGET DISTANCE AVAILABLE (TODA)	6100'/6100'	SAME
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	6100'/6100'	SAME
LANDING DISTANCE AVAILABLE (LDA)	5870'/6100'	SAME
MAXIMUM R/W ELEVATION ABOVE MSL	4321.37'	SAME

(1) TOUCHDOWN ZONE ELEVATION REPRESENTS THE HIGHEST ELEVATION WITHIN THE PAVED SURFACE OF RUNWAY AVAILABLE FOR LANDING

NON-STANDARD CONDITIONS

ITEM	AIRPLANE DESIGN GROUP		STANDARD		NON-STANDARD CONDITION		REMARKS
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	

LAYOUT PLAN LEGEND

ITEM	EXISTING	FUTURE
BUILDING RESTRICTION LINE	---	---
AIRPORT PROPERTY LINE	---	---
FENCE	---	---
AVIATION EQUIPMENT	---	---
RUNWAY PROTECTION ZONE	---	---
BUILDINGS	---	---
APRIFIELD PAVEMENT	---	---
FUTURE ROADWAYS/PARKING	---	---
FUTURE ASPHALT CONCRETE APRON	---	---
FUEL STORAGE	---	---
BEACON	---	---
NON-DIRECTIONAL RADIO BEACON	---	---
LIGHTED WIND CONE & SEGMENTED CIRCLE	---	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---
RUNWAY OBSTACLE FREE ZONE (OFZ)	---	---
RUNWAY END IDENTIFIER LIGHTS (REIL)	---	---
VISUAL APPROACH SLOPE INDICATOR (VASI)	---	---
RUNWAY SAFETY AREA (RSA) (1)	---	---
RUNWAY OBSTACLE FREE AREA (OFA) (1)	---	---
RUNWAY OBSTACLE FREE ZONE (OFZ)	---	---
RUNWAY HOLDSHOULDER SIGN	---	---
JURISDICTIONAL WETLANDS AREA	---	---
POWER POLES	---	---
TREES	---	---
TAXIWAY HOLDLINES	---	---
THRESHOLD LIGHTING	---	---

(1) EXISTING RUNWAY SAFETY AREA & OBSTACLE FREE AREA DESIGN GROUP C-II

AIRPORT DATA

ITEM	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	4321.4'	SAME
AIRPORT REFERENCE POINT (ARP) (1)	LAT: 40° 36' 45.18" N LONG: 112° 21' 02.78" W	SAME
MEAN MAX. TEMP. HOTTEST MONTH	96.5°F	SAME
COMBINED WIND COVERAGE W/P/W/R		SAME
AIRPORT MAGNETIC VARIATION & DATE	13°30'E (05/21/02)	SAME
AIRPORT REFERENCE CODE (ARC)	C-II	SAME
HPAS SERVICE LEVEL	GA	SAME
TAXIWAY LIGHTING	MFL	SAME
TAXIWAY STRIPING	CENTERLINE	SAME
UNICOM (MHz)	NDB, OPS, ILS	OPS, ILS
UNICOM (MHz)	123.0	SAME
CONTROL TOWER (MHz)	NONE	SAME
AIRPORT PROPERTY (ACRES)	APPROX. 613	APPROX. 638

NOTE: 1. THIS DRAWING SHOULD NOT BE USED AS A STANDARD FOR PLANNING OR DESIGN. 2. MAGNETIC DECLINATION OBTAINED FROM UNITED STATES GEOLOGICAL SURVEY. 3. TOPOGRAPHICAL INFORMATION OBTAINED FROM OLIVIERUS AERIAL. 3-3-92. 4. PROPERTY LINES BASED ON AIRPORT SURVEY DATED 8/96. 5. JURISDICTIONAL WETLANDS AREA DETERMINED BY ECOTONE ENVIRONMENTAL CONSULTING, INC. 12-15-92. 6. (10)-1ST ADDED TO RUNWAY ELEVATIONS AT RPZ PER FAR PART-77 CRITERIA. 7. ALL LAT./LONG. COORDINATE INFORMATION IS BASED ON NAD 83 DATUM. 8. AIRPORT ELEVATIONS BASED ON NATIONAL GEODESIC VERTICAL DATUM (NAVD) 1988. 9. TOPOGRAPHIC CONTOURS BASED ON NAD 1928.

