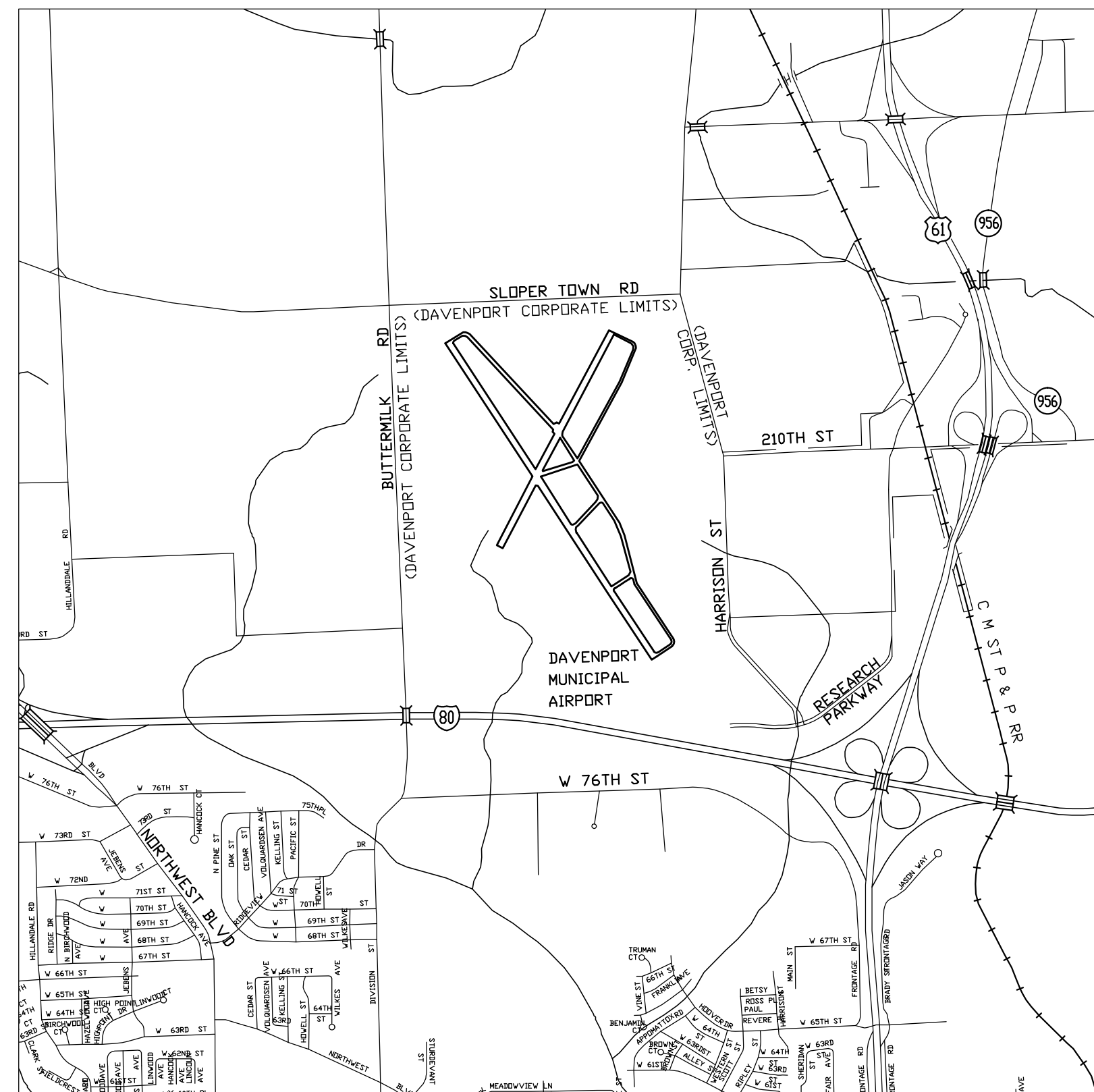


DAVENPORT MUNICIPAL AIRPORT AIRPORT LAYOUT DRAWINGS

DAVENPORT, IOWA

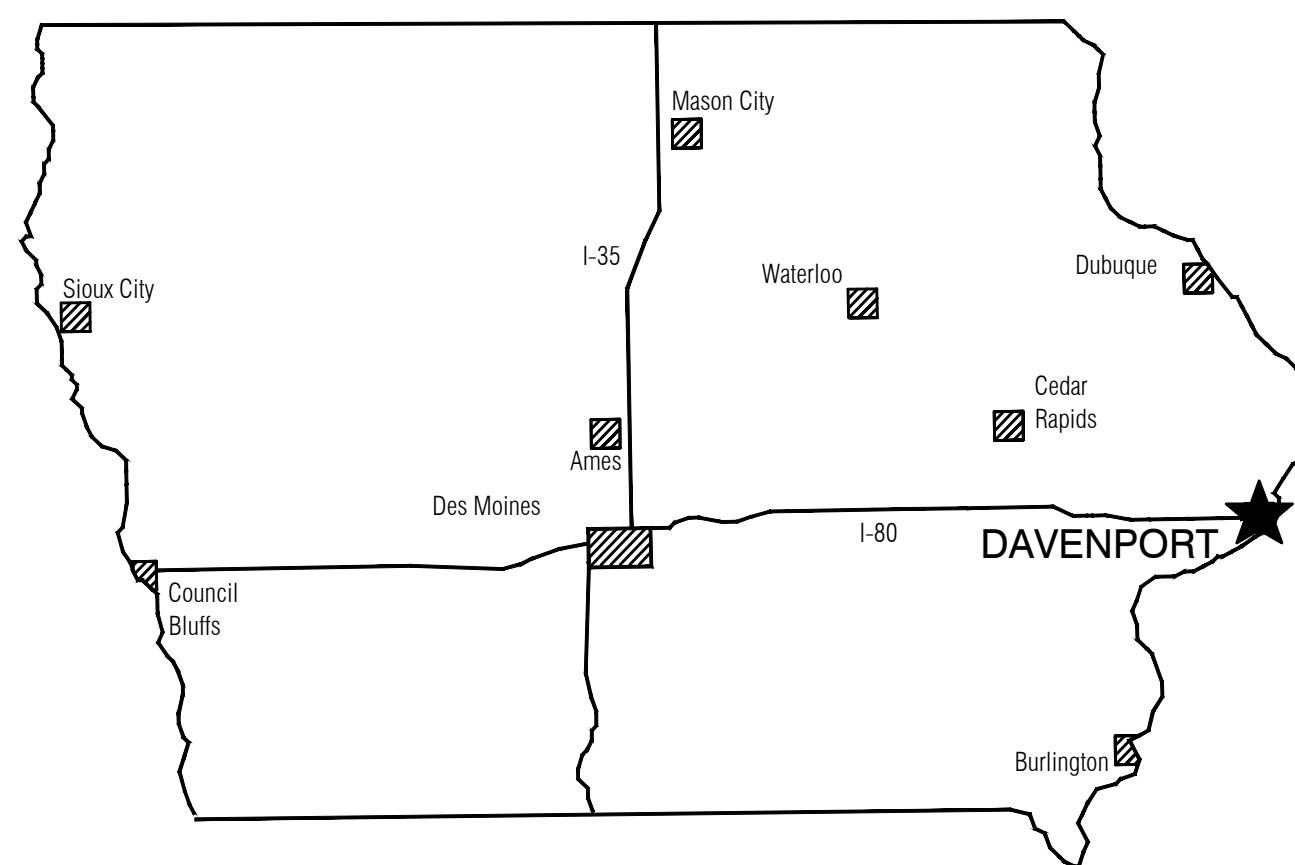
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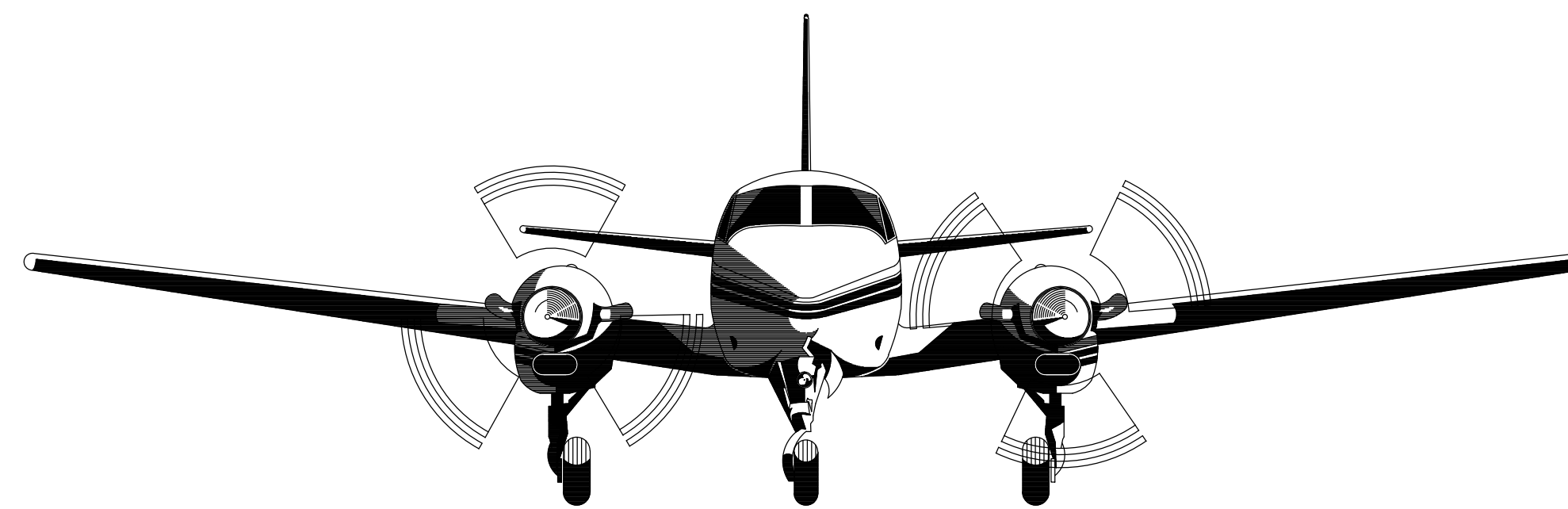
VICINITY MAP



| INDEX OF PLAN SHEETS | |
|----------------------|---|
| DRAWING NO. | SHEET NO. |
| COVER SHEET | COVER SHEET |
| 01 | AIRPORT LAYOUT DRAWING |
| 02 | AIRPORT DATA |
| 03 | PART 77 AIRSPACE DRAWING |
| 04 | PART 77 AIRSPACE DRAWING |
| 05 | RUNWAY CENTERLINE PROFILES |
| 06 | RUNWAY 15 - APPROACH PROFILES DRAWING |
| 07 | RUNWAY 33 - APPROACH PROFILES DRAWING |
| 08 | RUNWAY 3/21 - APPROACH PROFILES DRAWING |
| 09 | EXISTING RUNWAY 15 - INNER APPROACH PROFILES DRAWING |
| 10 | EXISTING/ULTIMATE RUNWAY 33 - INNER APPROACH PROFILES DRAWING |
| 11 | EXISTING RUNWAY 3 - INNER APPROACH PROFILES DRAWING |
| 12 | EXISTING RUNWAY 21 - INNER APPROACH PROFILES DRAWING |
| 13 | ULTIMATE RUNWAY 15 - INNER APPROACH PROFILES DRAWING |
| 14 | ULTIMATE RUNWAY 3 - INNER APPROACH PROFILES DRAWING |
| 15 | ULTIMATE RUNWAY 21 - INNER APPROACH PROFILES DRAWING |
| 16 | RUNWAY 15 DEPARTURE SURFACE PLAN AND PROFILE |
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| 18 | RUNWAY 3 DEPARTURE SURFACE PLAN AND PROFILE |
| 19 | RUNWAY 21 DEPARTURE SURFACE PLAN AND PROFILE |
| 20 | TERMINAL AREA PLAN |
| 21 | EXISTING LAND USE PLAN |
| 22 | ULTIMATE LAND USE PLAN |
| 23 | AIRPORT PROPERTY MAP |



LOCATION MAP



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fax 515-964-2370

| LEGEND | | |
|-------------------------------------|------------------|------------------|
| DESCRIPTION | EXISTING | ULTIMATE |
| AIRPORT PROPERTY LINE | --- PL (E) --- | --- PL (U) --- |
| BUILDING RESTRICTION LINE | --- BRL (E) --- | --- BRL (U) --- |
| RUNWAY PROTECTION ZONE | --- RPZ (E) --- | --- RPZ (U) --- |
| RUNWAY OBJECT FREE AREA | --- OFA (E) --- | --- OFA (U) --- |
| RUNWAY OBJECT FREE ZONE | --- OFZ (E) --- | --- OFZ (U) --- |
| TAXIWAY OBJECT FREE AREA | --- TOFA (E) --- | --- TOFA (U) --- |
| RUNWAY SAFETY AREA | --- RSA (E) --- | --- RSA (U) --- |
| BUILDING STRUCTURES | [Symbol] | [Symbol] |
| RUNWAY END IDENTIFIER LIGHTS (REIL) | [Symbol] | [Symbol] |
| THRESHOLD LIGHTS | [Symbol] | [Symbol] |
| RUNWAY EDGE LIGHTS | [Symbol] | [Symbol] |
| WIND INDICATOR (LIGHTED) | [Symbol] | [Symbol] |
| NAVIGATIONAL AIDS | [Symbol] | [Symbol] |
| AIRPORT ROTATING BEACON | [Symbol] | [Symbol] |
| AVIGATION EASEMENT | [Symbol] | [Symbol] |
| GLIDESLOPE ANTENNA | [Symbol] | [Symbol] |

| | |
|---|------|
| FOR APPROVAL BY: | |
| CITY OF DAVENPORT, IOWA | DATE |
| | |
| SUBMITTED BY: ANDREW C. MAYSENT, P.E. PROJECT MANAGER MCCLEURE ENGINEERING COMPANY | DATE |

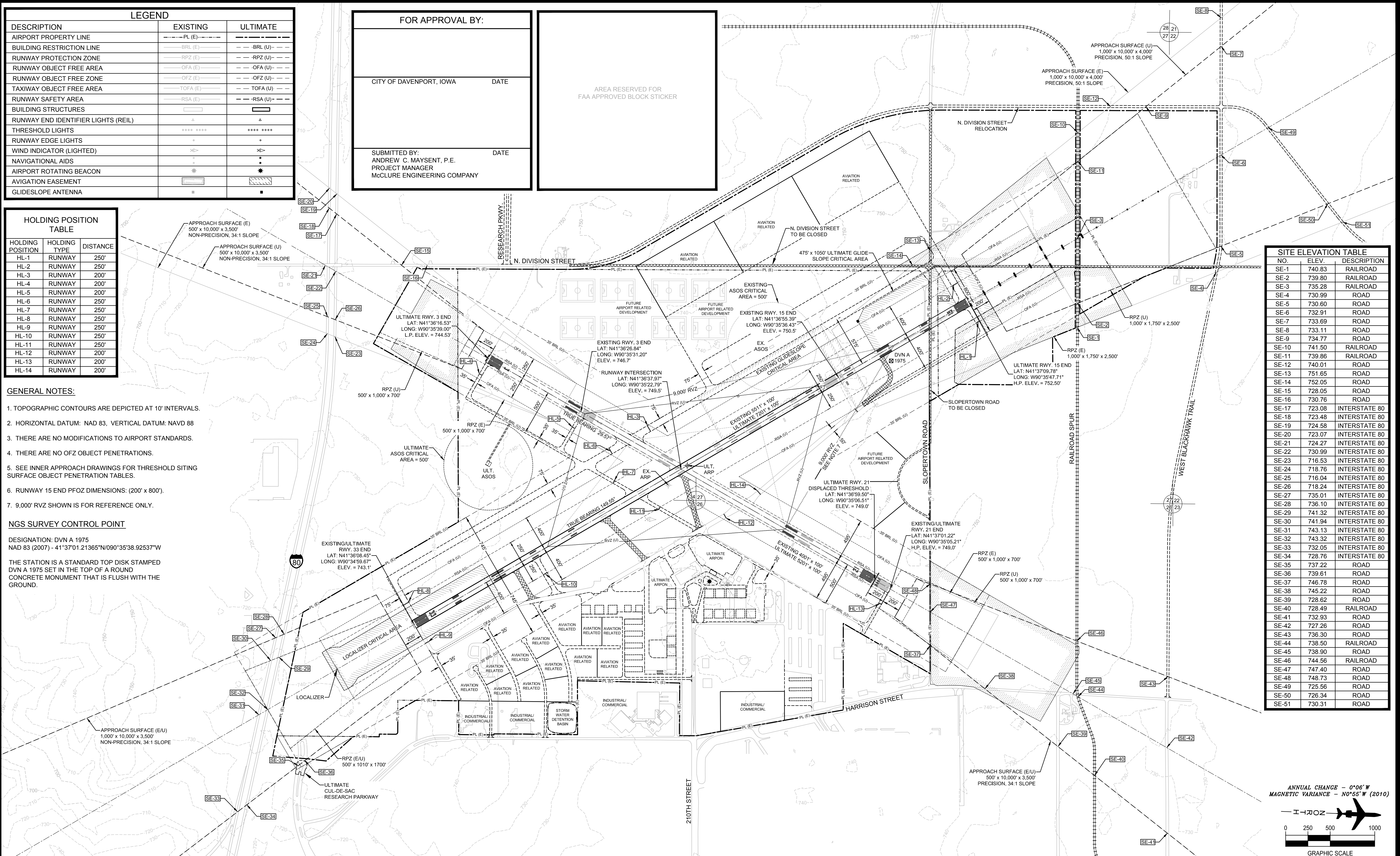
| HOLDING POSITION TABLE | | |
|------------------------|--------------|----------|
| HOLDING POSITION | HOLDING TYPE | DISTANCE |
| HL-1 | RUNWAY | 250' |
| HL-2 | RUNWAY | 250' |
| HL-3 | RUNWAY | 200' |
| HL-4 | RUNWAY | 200' |
| HL-5 | RUNWAY | 200' |
| HL-6 | RUNWAY | 250' |
| HL-7 | RUNWAY | 250' |
| HL-8 | RUNWAY | 250' |
| HL-9 | RUNWAY | 250' |
| HL-10 | RUNWAY | 250' |
| HL-11 | RUNWAY | 250' |
| HL-12 | RUNWAY | 200' |
| HL-13 | RUNWAY | 200' |
| HL-14 | RUNWAY | 200' |

- GENERAL NOTES:**
- TOPOGRAPHIC CONTOURS ARE DEPICTED AT 10' INTERVALS.
 - HORIZONTAL DATUM: NAD 83, VERTICAL DATUM: NAVD 88
 - THERE ARE NO MODIFICATIONS TO AIRPORT STANDARDS.
 - THERE ARE NO OFZ OBJECT PENETRATIONS.
 - SEE INNER APPROACH DRAWINGS FOR THRESHOLD SITING SURFACE OBJECT PENETRATION TABLES.
 - RUNWAY 15 END PFOZ DIMENSIONS: (200' x 800').
 - 9,000' RVZ SHOWN IS FOR REFERENCE ONLY.

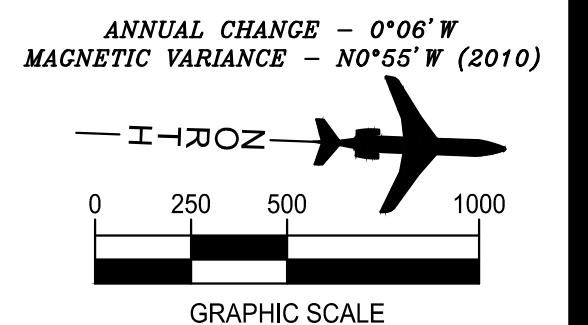
NGS SURVEY CONTROL POINT

DESIGNATION: DVN A 1975
 NAD 83 (2007) - 41°37'01.21365"N 090°35'38.92537"W

THE STATION IS A STANDARD TOP DISK STAMPED DVN A 1975 SET IN THE TOP OF A ROUND CONCRETE MONUMENT THAT IS FLUSH WITH THE GROUND.



| SITE ELEVATION TABLE | | |
|----------------------|--------|---------------|
| NO. | ELEV. | DESCRIPTION |
| SE-1 | 740.83 | RAILROAD |
| SE-2 | 739.80 | RAILROAD |
| SE-3 | 735.28 | RAILROAD |
| SE-4 | 730.99 | ROAD |
| SE-5 | 730.60 | ROAD |
| SE-6 | 732.91 | ROAD |
| SE-7 | 733.69 | ROAD |
| SE-8 | 733.11 | ROAD |
| SE-9 | 734.77 | ROAD |
| SE-10 | 741.50 | RAILROAD |
| SE-11 | 739.86 | RAILROAD |
| SE-12 | 740.01 | ROAD |
| SE-13 | 751.65 | ROAD |
| SE-14 | 752.05 | ROAD |
| SE-15 | 728.05 | ROAD |
| SE-16 | 730.76 | ROAD |
| SE-17 | 723.08 | INTERSTATE 80 |
| SE-18 | 723.48 | INTERSTATE 80 |
| SE-19 | 724.58 | INTERSTATE 80 |
| SE-20 | 723.07 | INTERSTATE 80 |
| SE-21 | 724.27 | INTERSTATE 80 |
| SE-22 | 730.99 | INTERSTATE 80 |
| SE-23 | 716.53 | INTERSTATE 80 |
| SE-24 | 718.76 | INTERSTATE 80 |
| SE-25 | 716.04 | INTERSTATE 80 |
| SE-26 | 718.24 | INTERSTATE 80 |
| SE-27 | 735.01 | INTERSTATE 80 |
| SE-28 | 736.10 | INTERSTATE 80 |
| SE-29 | 741.32 | INTERSTATE 80 |
| SE-30 | 741.94 | INTERSTATE 80 |
| SE-31 | 743.13 | INTERSTATE 80 |
| SE-32 | 743.32 | INTERSTATE 80 |
| SE-33 | 732.05 | INTERSTATE 80 |
| SE-34 | 728.76 | INTERSTATE 80 |
| SE-35 | 737.22 | ROAD |
| SE-36 | 739.61 | ROAD |
| SE-37 | 746.78 | ROAD |
| SE-38 | 745.22 | ROAD |
| SE-39 | 728.82 | ROAD |
| SE-40 | 728.49 | RAILROAD |
| SE-41 | 732.93 | ROAD |
| SE-42 | 727.26 | ROAD |
| SE-43 | 736.30 | ROAD |
| SE-44 | 738.50 | RAILROAD |
| SE-45 | 738.90 | ROAD |
| SE-46 | 744.56 | RAILROAD |
| SE-47 | 747.40 | ROAD |
| SE-48 | 748.73 | ROAD |
| SE-49 | 725.56 | ROAD |
| SE-50 | 726.34 | ROAD |
| SE-51 | 730.31 | ROAD |



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 CHECKED BY: D. ANDERSON
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 DAV 1511003
 OCTOBER 2014

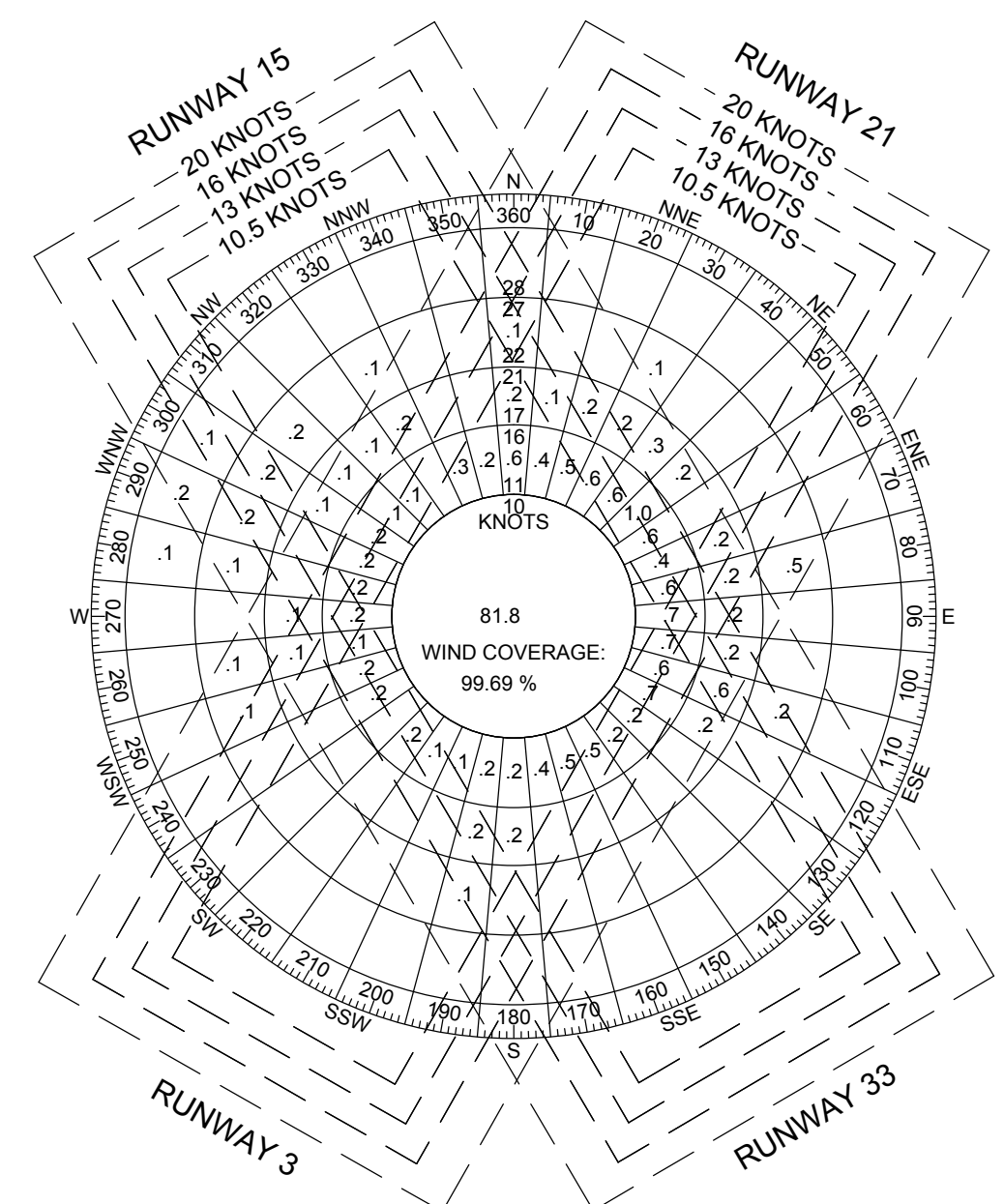
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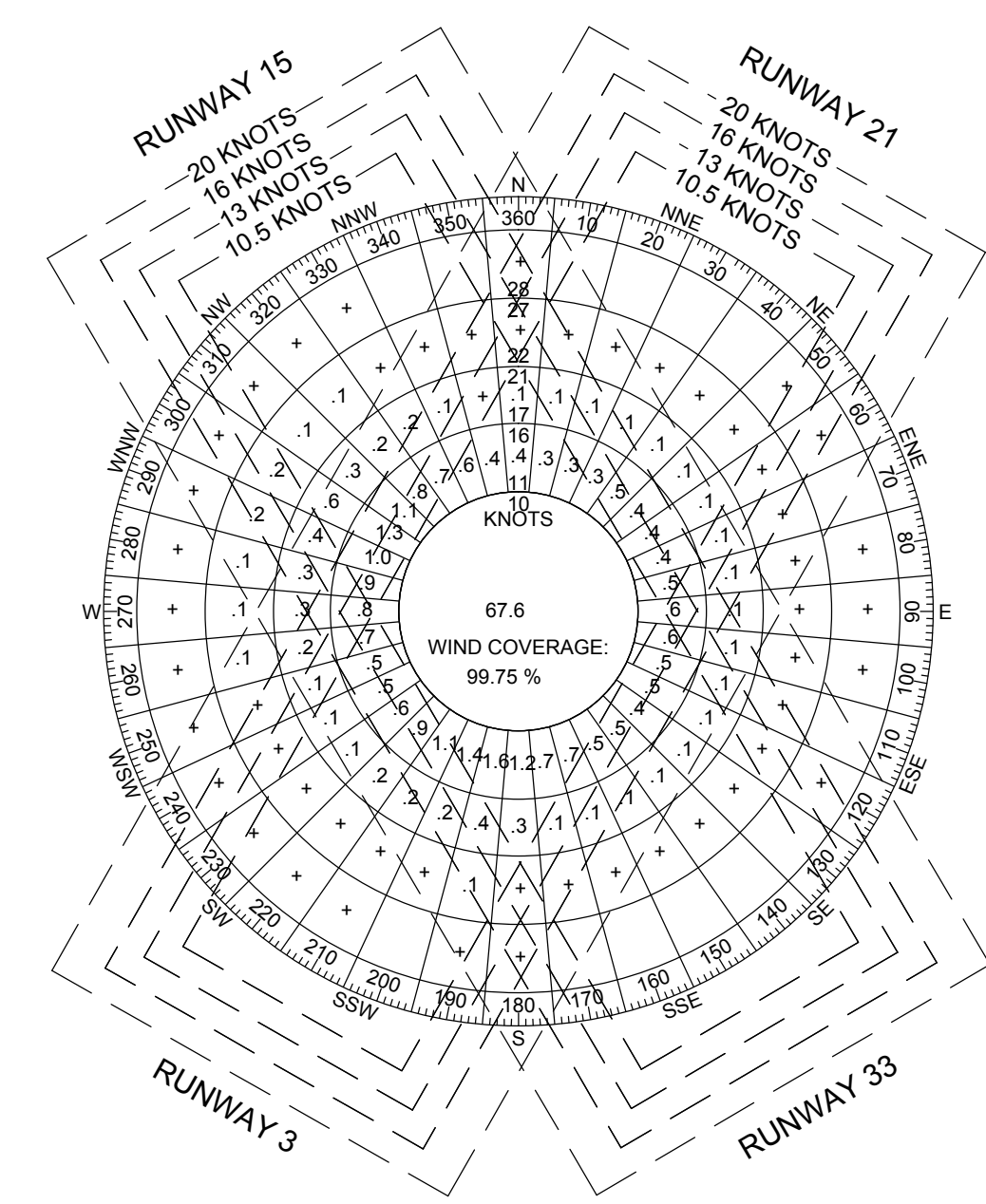
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 AIRPORT LAYOUT DRAWING**

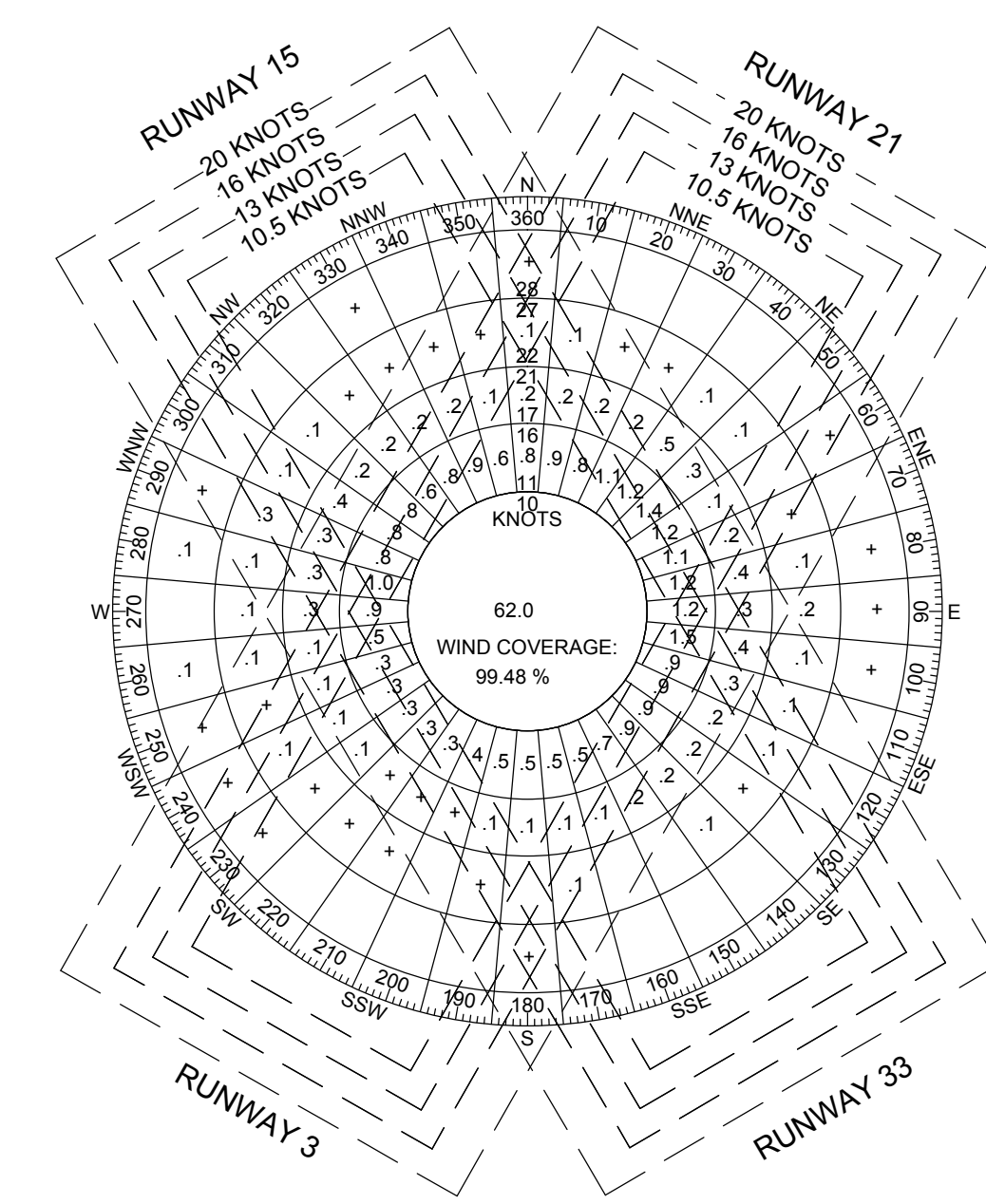
SHEET NO.
01
 01 OF 23



CLOSED CONDITIONS WEATHER
STATION: DAVENPORT, IOWA
1999 - 2008



ALL-WEATHER CONDITIONS WEATHER
STATION: DAVENPORT, IOWA
1999 - 2008



IFR CONDITIONS-VISIBILITY <3 MILES
WEATHER STATION: DAVENPORT, IOWA
1999 - 2008

| RUNWAY | ALL WEATHER | | | | IFR CONDITIONS | | | | CLOSED CONDITIONS | | | |
|----------|-------------|----------|----------|----------|----------------|----------|----------|----------|-------------------|----------|----------|----------|
| | 10.5 KNOTS | 13 KNOTS | 16 KNOTS | 20 KNOTS | 10.5 KNOTS | 13 KNOTS | 16 KNOTS | 20 KNOTS | 10.5 KNOTS | 13 KNOTS | 16 KNOTS | 20 KNOTS |
| 15/33 | 85.65% | 92.11% | 97.21% | 99.22% | 80.93% | 88.87% | 95.71% | 98.61% | 89.51% | 93.57% | 97.31% | 99.01% |
| 3/21 | 83.73% | 89.85% | 95.60% | 90.44% | 79.59% | 87.29% | 94.54% | 97.95% | 90.92% | 93.94% | 96.55% | 98.40% |
| Combined | 94.31% | 97.51% | 99.03% | 99.75% | 91.50% | 96.07% | 98.31% | 99.48% | 95.17% | 97.35% | 98.66% | 99.69% |

8.8% OF ALL-WEATHER READINGS WERE IFR CONDITIONS

AIRPORT DATA TABLE

| AIRPORT DATA | EXISTING | ULTIMATE |
|---|------------------------|------------------------------|
| AIRPORT ELEVATION (MSL) | 751' | 758' |
| AIRPORT REFERENCE POINT (NAD 83) | | |
| LATITUDE | 41°36'37.013"N | 41°36'38.66"N |
| LONGITUDE | 90°35'18.114"W | 90°35'23.31"W |
| AIRPORT ELECTRONIC AIDS | ILS/DME, VOR, GPS, LOC | ILS/DME, VOR, GPS, LOC |
| MEAN MAX TEMPERATURE OF THE HOTTEST MONTH | 86.1 | 86.1 |
| MAGNETIC VARIATION | 0°55'W | 2°55'W |
| DATE OF MAGNETIC VARIATION | 2010 | 2030 |
| NPIAS SERVICE LEVEL | GENERAL AVIATION | GENERAL AVIATION |
| STATE SERVICE LEVEL | ENHANCED SERVICE | ENHANCED SERVICE |
| AIRPORT REFERENCE CODE | C-II | D-II |
| DESIGN AIRCRAFT CATEGORY | 75% OF FLEET | 100% OF FLEET / REGIONAL JET |

NOTES:

1. THERE ARE NO OFZ OBJECT PENETRATIONS.
2. THERE ARE NO MODIFICATIONS TO AIRPORT DESIGN STANDARDS.

RUNWAY DATA TABLE

| RUNWAY DATA | RUNWAY 15 / 33 | RUNWAY 15 / 33 | RUNWAY 3 / 21 | RUNWAY 3 / 21 |
|---|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| AIRPORT REFERENCE CODE (ARC) | C-II | D-II | B-II | B-II |
| RUNWAY LENGTH | 5,511' | 7,201' | 4,001' | 5,201' |
| RUNWAY WIDTH | 100' | 100' | 100' | 100' |
| EFFECTIVE GRADIENT (%) | 0.13% | 0.20% | 0.06% | 0.09% |
| MAXIMUM GRADIENT CHANGE | 7.4' | 9.4' | 2.3' | 4.5' |
| RUNWAY LIGHTING | MIRL | HIRL | MIRL - NON STANDARD | MIRL |
| RUNWAY MARKING | PIR | PIR | NPI | NPI |
| PAVEMENT MATERIAL | PCC | PCC | PCC | PCC |
| PAVEMENT DESIGN STRENGTH | | | | |
| SINGLE WHEEL | 68,000 LBS | 68,000 LBS | 60,000 LBS | 60,000 LBS |
| DUAL WHEEL | 93,000 LBS | 93,000 LBS | 75,000 LBS | 75,000 LBS |
| DUAL TANDEM WHEEL | 125,000 LBS | 125,000 LBS | 125,000 LBS | 125,000 LBS |
| RUNWAY SAFETY AREA (RSA) | | | | |
| LENGTH BEYOND RUNWAY | 1,000' | 1,000' | 300' | 300' |
| WIDTH | 400' | 500' | 150' | 150' |
| RUNWAY OBJECT FREE AREA (ROFA) | | | | |
| LENGTH BEYOND RUNWAY | 1,000' | 1,000' | 300' | 300' |
| WIDTH | 800' | 800' | 500' | 500' |
| OBSTACLE FREE ZONE (OFZ) | 5,911' x 400' | 7,601' x 400' | 4,401' x 400' | 5,601' x 400' |
| TAXIWAY WIDTH | 50' | 50' | 35' | 35' |
| TAXIWAY LIGHTING | MITL | MITL | MITL | MITL |
| | 15 / 33 | 15 / 33 | 3 / 21 | 3 / 21 |
| APPROACH SURFACE SLOPE | 50:1 / 34:1 | 50:1 / 34:1 | 34:1 / 34:1 | 34:1 / 34:1 |
| ELECTRONIC AIDS | ILS, GPS / GPS | ILS, GPS / GPS | VOR, GPS / GPS, VOR | VOR, GPS / GPS, VOR |
| VISUAL APPROACH AIDS | VASI-4, MALSR / VASI-4, REIL | PAPI-4, MALSR / PAPI-4, REIL | VASI-4 / VASI-4 | PAPI-4 / PAPI-4 |
| APPROACH VISIBILITY MINIMUMS | 1/2 MILE / 1 MILE | 1/2 MILE / 1 MILE | 1 MILE / 1 MILE | 1 MILE / 1 MILE |
| FAR PART 77 CATEGORY | PIR / C | PIR / C | C / C | C / C |
| AERONAUTICAL SURVEY TYPE REQUIRED | WITH VERTICAL GUIDANCE | WITH VERTICAL GUIDANCE | WITH VERTICAL GUIDANCE | WITH VERTICAL GUIDANCE |
| TDZ ELEVATION (MSL) | 750.6 / 748.6 | 752.8 / 748.6 | 749.5 / 749.5 | 749.5 / 749.5 |
| RUNWAY END COORDINATES (NAD 83) | | | | |
| LATITUDE | 41°36'55.39"N / 41°36'08.45"N | 41°37'09.78"N / 41°36'08.45"N | 41°36'26.84"N / 41°37'01.22"N | 41°36'16.53"N / 41°36'59.50"N |
| LONGITUDE | 90°35'36.43"W / 90°34'59.67"W | 90°35'47.71"W / 90°34'59.67"W | 90°35'31.20"W / 90°35'05.21"W | 90°35'39.00"W / 90°35'06.51"W |
| RUNWAY END ELEVATIONS (MSL) | 750.5 / 743.1 | 752.5 / 743.1 | 746.7 / 749.0 | 744.5 / 749.0 |
| TAKEOFF RUN AVAILABLE (TORA) | 5,511' | 7,201' | 4,001' | 5,201' / 5,201' |
| TAKEOFF DISTANCE AVAILABLE (TODA) | 5,511' | 7,201' | 4,001' | 5,201' / 5,201' |
| ACCELERATE STOP DISTANCE AVAILABLE (ASDA) | 5,511' | 7,201' | 4,001' | 5,201' / 5,201' |
| LANDING DISTANCE AVAILBLE (LDA) | 5,511' | 7,201' | 4,001' | 5,201' / 5,001' |

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OCTOBER 2014

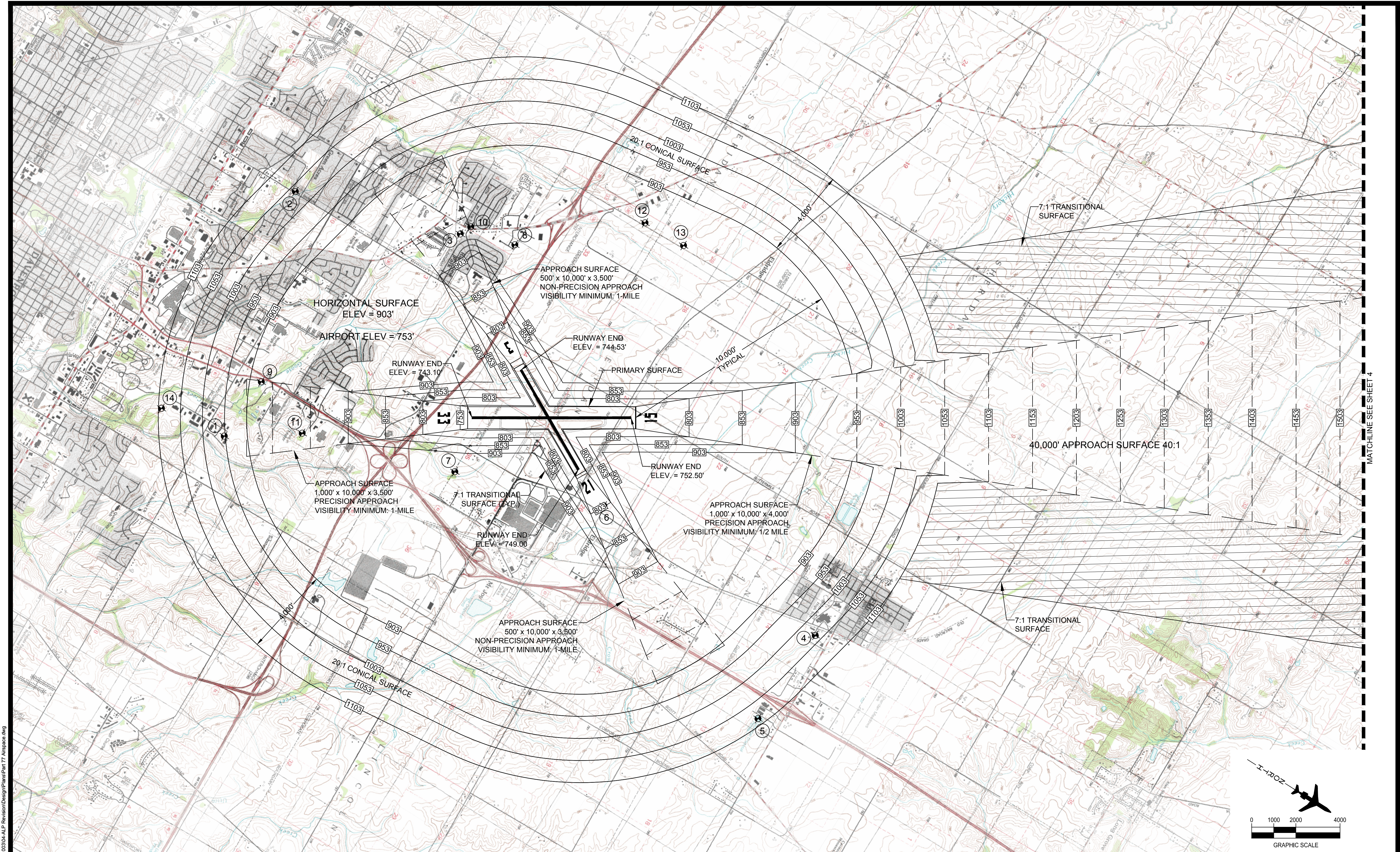
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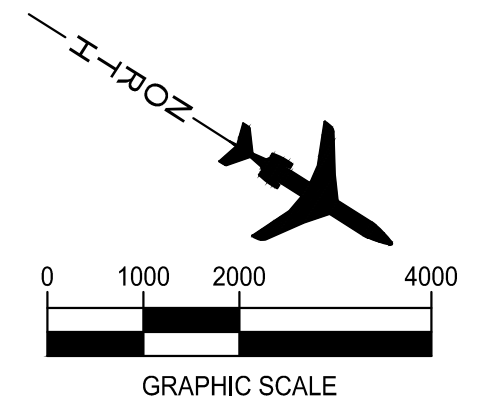
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DAVENPORT MUNICIPAL AIRPORT AIRPORT DATA

SHEET NO.
02
02 OF 23



MATCHLINE SEE SHEET 4



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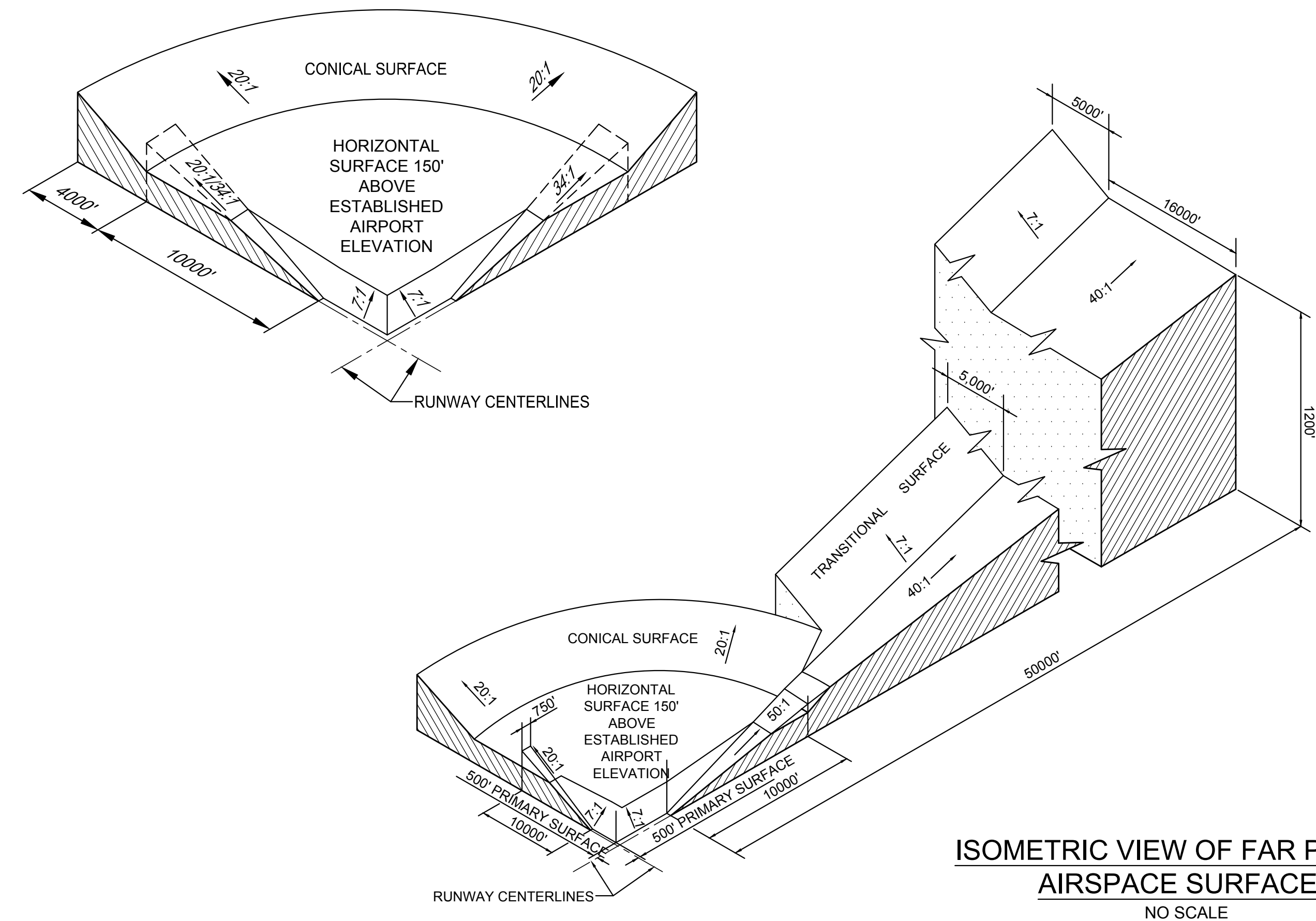
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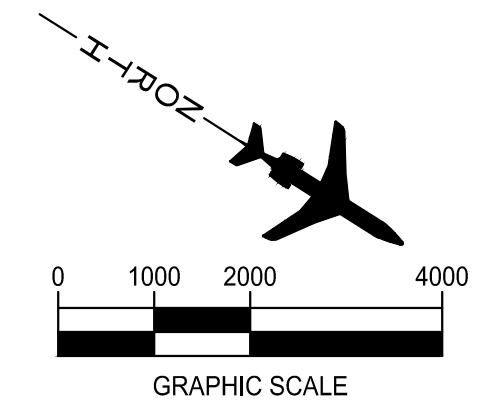
**DAVENPORT MUNICIPAL AIRPORT
PART 77 AIRSPACE DRAWING**

SHEET NO.
03
03 OF 23



OBSTRUCTIONS BEYOND RPZ

| # | DESCRIPTION | LATITUDE | LONGITUDE | TOP ELEVATION | PART 77 | | DISPOSITION |
|----|-----------------------|------------------|------------------|---------------|--------------------------|------|----------------|
| | | | | | PENETRATION OR CLEARANCE | | |
| 1 | MONOPOLE | 41° 43' 37.11" N | 90° 33' 35.49" W | 879.0' | | 76' | NONE |
| 2 | CELL TOWER | 41° 43' 09.11" N | 90° 36' 02.49" W | 885.0' | | 155' | NONE |
| 3 | CELL TOWER | 41° 35' 22.32" N | 90° 36' 30.50" W | 898.0' | | 32' | NONE |
| 4 | WATER TOWER / ANTENNA | 41° 39' 10.11" N | 90° 34' 51.50" W | 925.0' | | 116' | NONE |
| 5 | WATER TOWER | 41° 39' 07.21" N | 90° 33' 51.39" W | 916.0' | | 182' | MARKED LIGHTED |
| 6 | BUILDING | 41° 37' 19.27" N | 90° 34' 54.22" W | 768.0' | | 50' | NONE |
| 7 | ANTENNA TOWER | 41° 36' 14.09" N | 90° 34' 26.76" W | 903.0' | | 0' | NONE |
| 8 | CELL TOWER | 41° 35' 45.80" N | 90° 36' 41.40" W | 866.0' | | 37' | NONE |
| 9 | TOWER | 41° 34' 39.10" N | 90° 34' 14.50" W | 857.0' | | 155' | NONE |
| 10 | TOWER | 41° 35' 24.72" N | 90° 36' 37.34" W | 903.0' | | 29' | NONE |
| 11 | TOWER | 41° 35' 06.50" N | 90° 34' 00.50" W | 808.0' | | 150' | NONE |
| 12 | WIND TURBINE | 41° 36' 31.00" N | 90° 37' 32.00" W | 840.0' | | 63' | NONE |
| 13 | WIND TURBINE | 41° 36' 51.00" N | 90° 37' 32.00" W | 830.0' | | 73' | NONE |
| 14 | ANTENNA TOWER | 41° 34' 06.60" N | 90° 33' 30.80" W | 888.0' | | 208' | LIGHTED |



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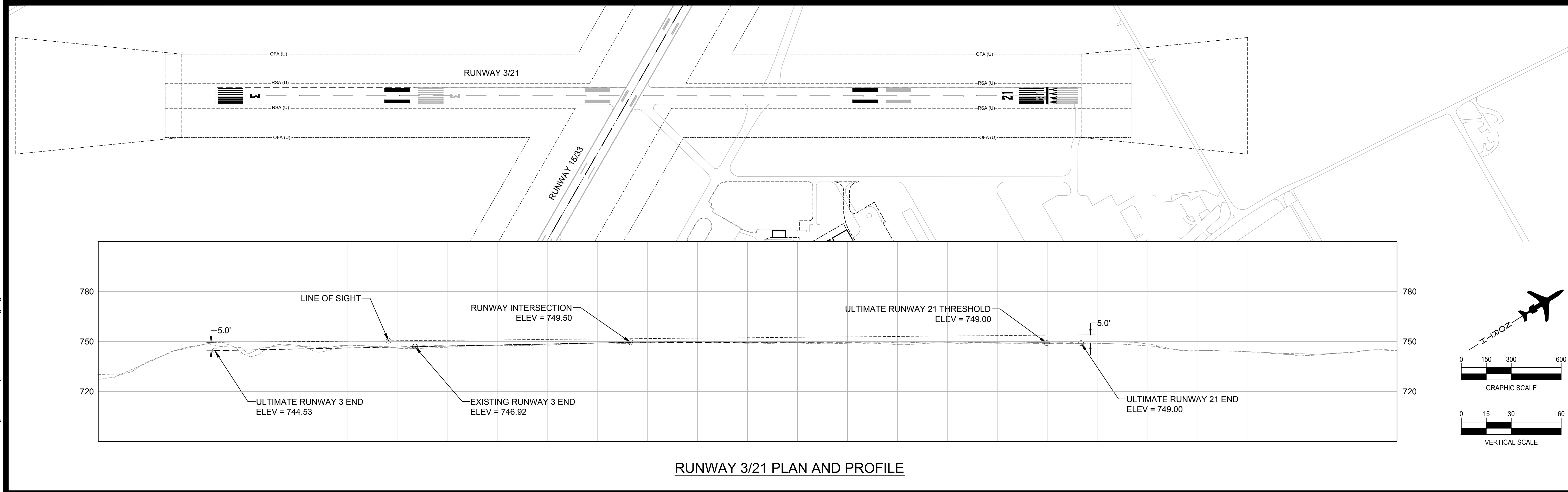
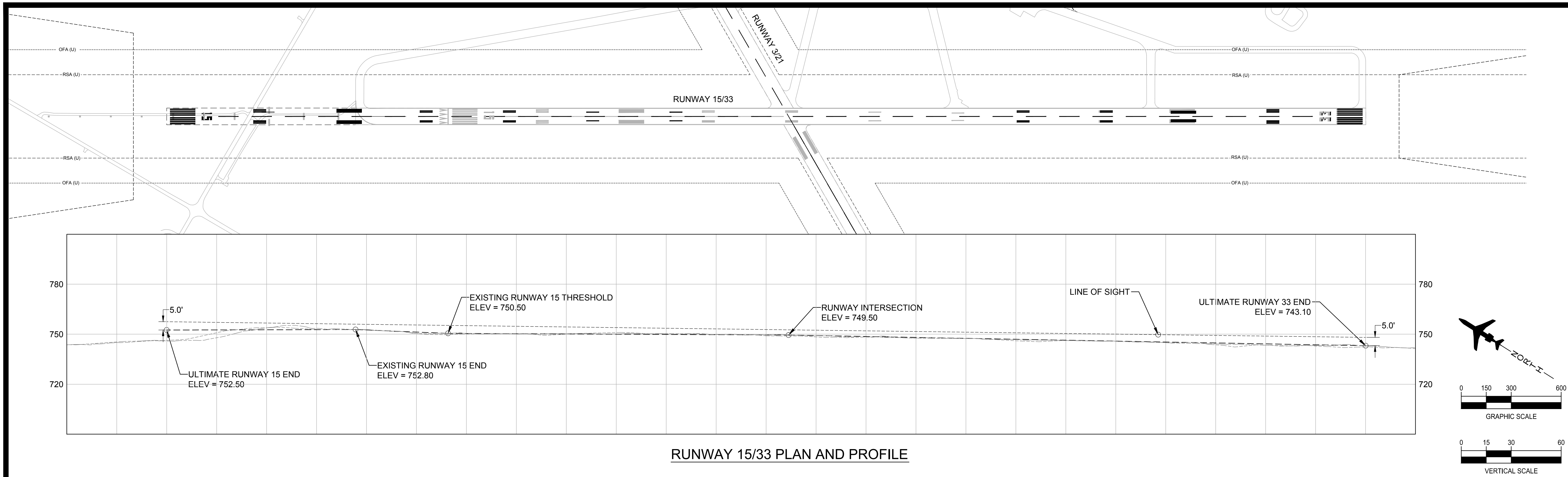
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**DAVENPORT MUNICIPAL AIRPORT
PART 77 AIRSPACE DRAWING**

SHEET NO.
04
04 OF 23



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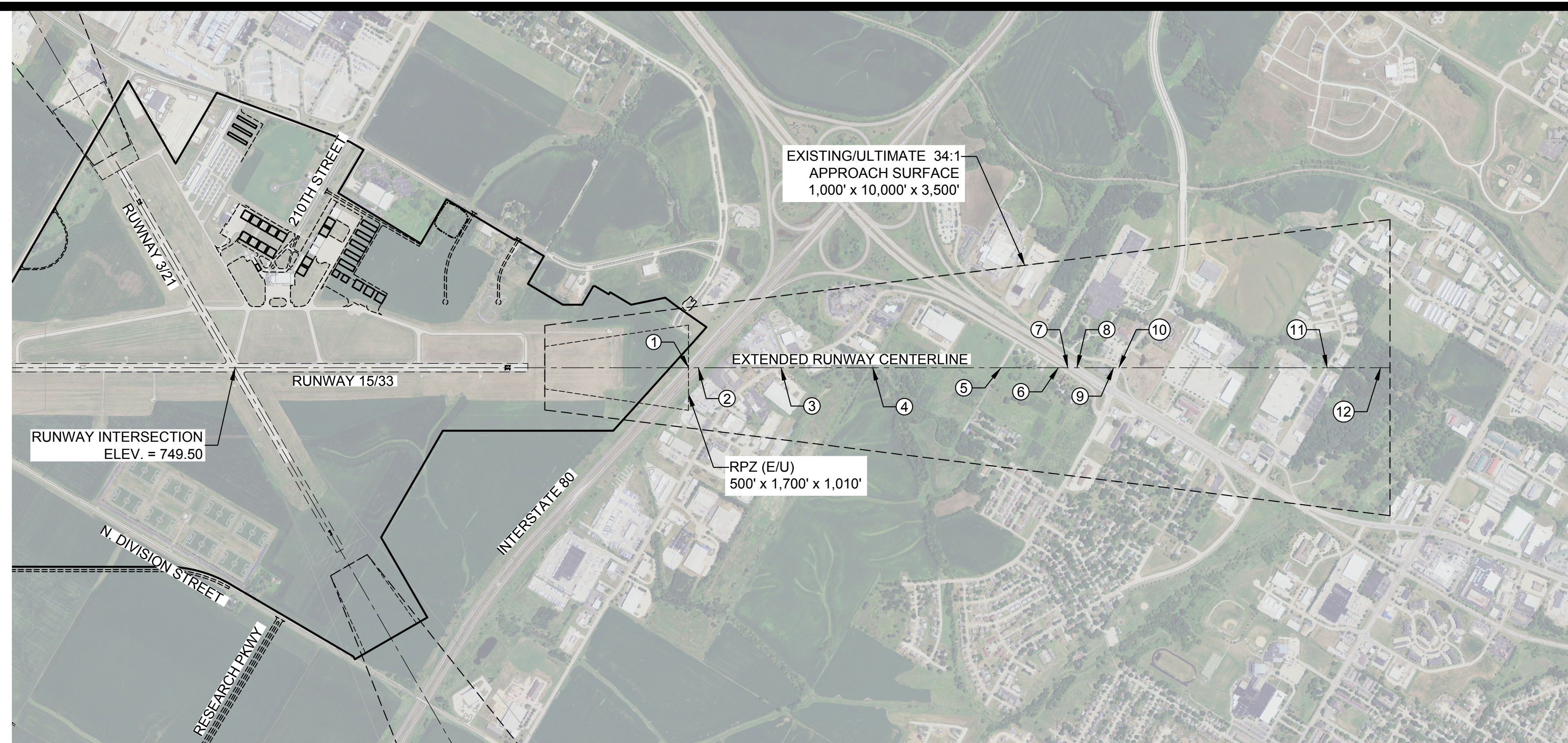
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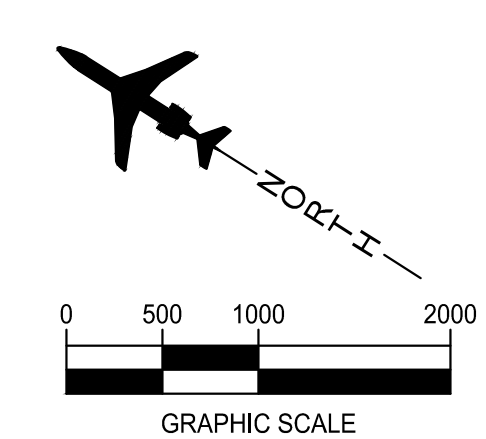
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**DAVENPORT MUNICIPAL AIRPORT
RUNWAY CENTERLINE PROFILES**

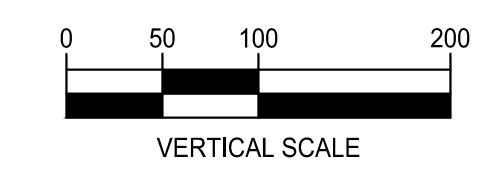
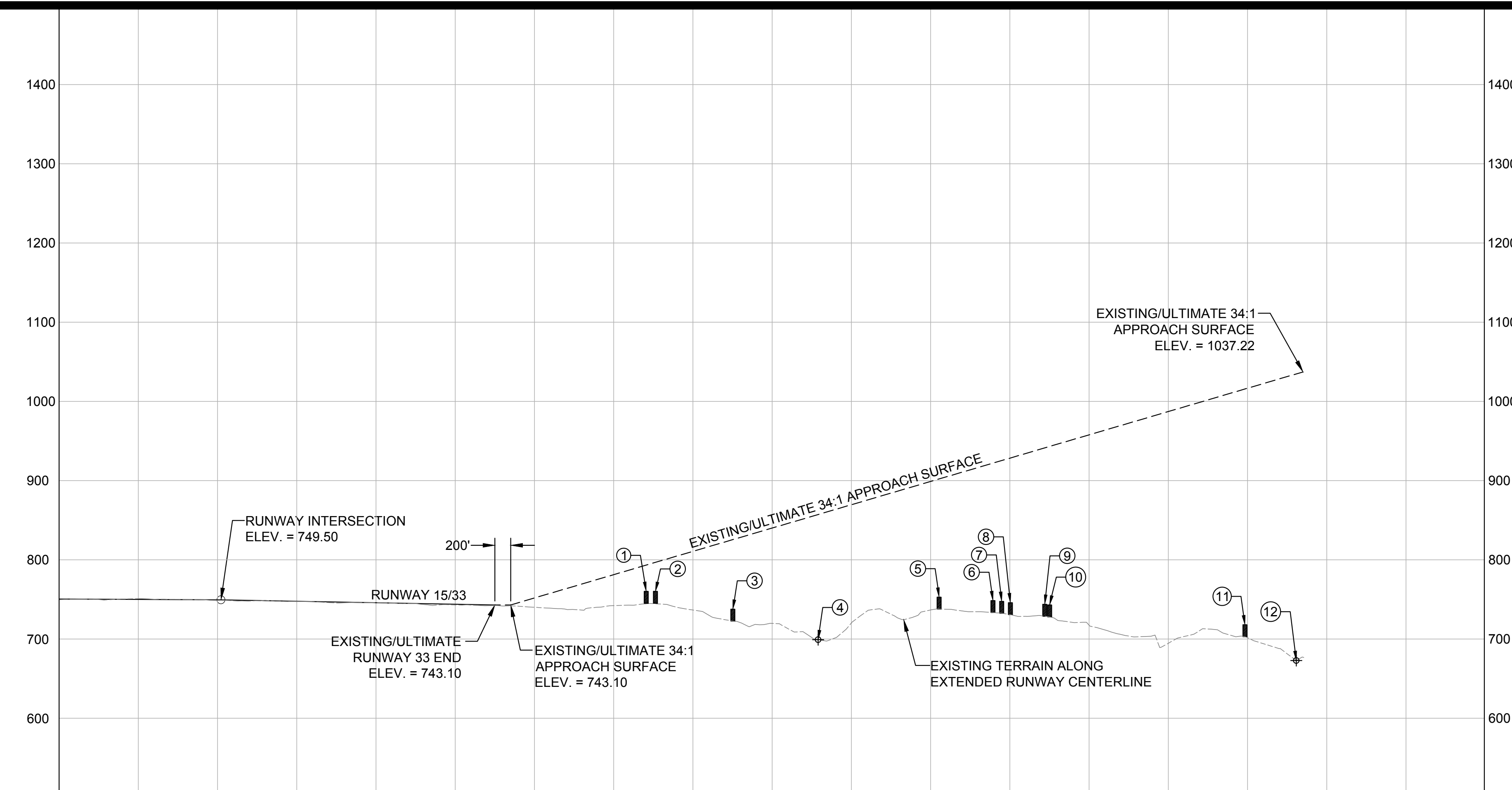
SHEET NO.
05
05 OF 23



| RUNWAY 33 APPROACH OBSTRUCTION TABLE | | | | |
|--------------------------------------|---------------|-------|-------------|-------------|
| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
| 1 | INTERSTATE 80 | 761' | NONE | NONE |
| 2 | INTERSTATE 80 | 761' | NONE | NONE |
| 3 | ROAD | 738' | NONE | NONE |
| 4 | CREEK | 700' | NONE | NONE |
| 5 | ROAD | 753' | NONE | NONE |
| 6 | ROAD | 749' | NONE | NONE |
| 7 | ROAD | 748' | NONE | NONE |
| 8 | ROAD | 746' | NONE | NONE |
| 9 | ROAD | 744' | NONE | NONE |
| 10 | ROAD | 743' | NONE | NONE |
| 11 | ROAD | 718' | NONE | NONE |
| 12 | CREEK | 628' | NONE | NONE |



RUNWAY 33 APPROACH PLAN AND PROFILE



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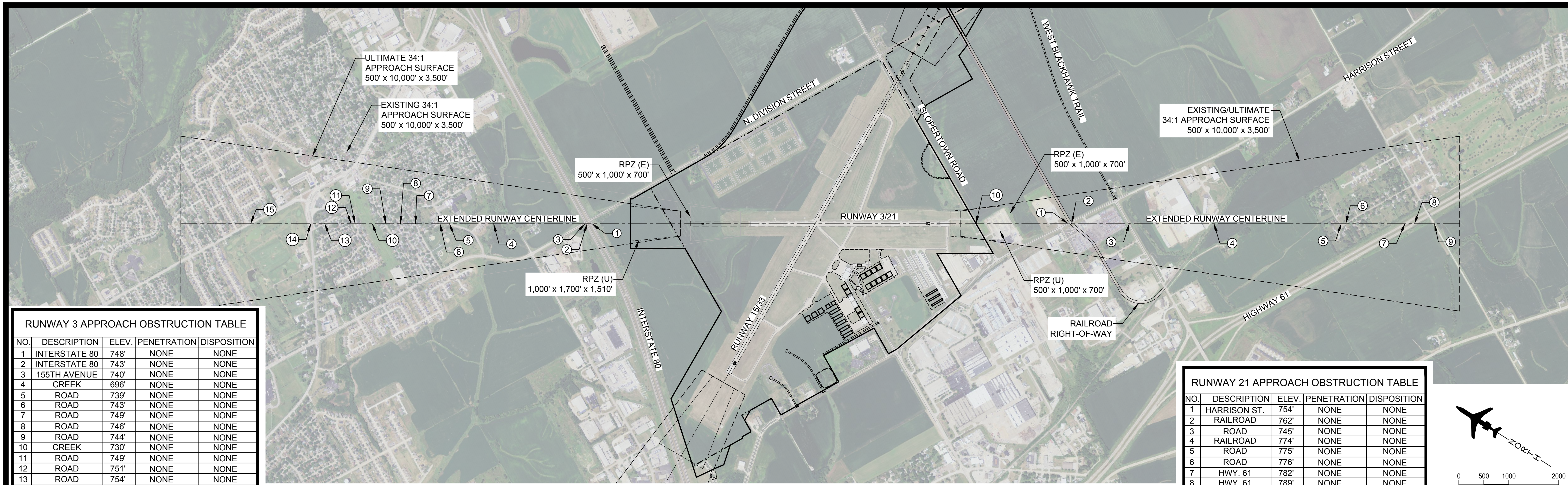
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RUNWAY 33 - APPROACH PROFILES DRAWING

SHEET NO.
07
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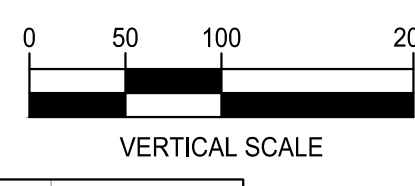
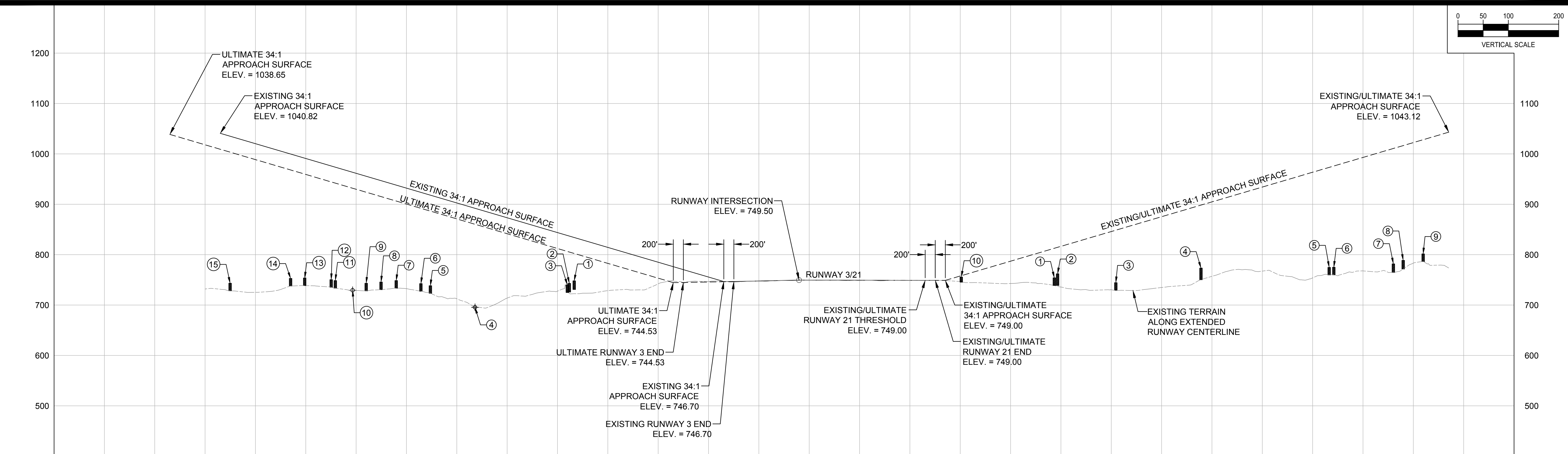
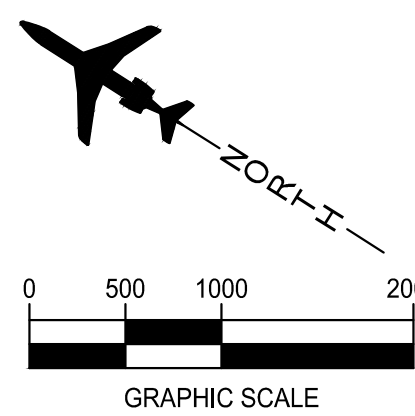
RUNWAY 3 APPROACH OBSTRUCTION TABLE

| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
|-----|---------------|-------|-------------|-------------|
| 1 | INTERSTATE 80 | 748' | NONE | NONE |
| 2 | INTERSTATE 80 | 743' | NONE | NONE |
| 3 | 155TH AVENUE | 740' | NONE | NONE |
| 4 | CREEK | 696' | NONE | NONE |
| 5 | ROAD | 739' | NONE | NONE |
| 6 | ROAD | 743' | NONE | NONE |
| 7 | ROAD | 749' | NONE | NONE |
| 8 | ROAD | 746' | NONE | NONE |
| 9 | ROAD | 744' | NONE | NONE |
| 10 | CREEK | 730' | NONE | NONE |
| 11 | ROAD | 749' | NONE | NONE |
| 12 | ROAD | 751' | NONE | NONE |
| 13 | ROAD | 754' | NONE | NONE |
| 14 | ROAD | 753' | NONE | NONE |
| 15 | ROAD | 744' | NONE | NONE |

RUNWAY 21 APPROACH OBSTRUCTION TABLE

| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
|-----|--------------|-------|-------------|-------------|
| 1 | HARRISON ST. | 754' | NONE | NONE |
| 2 | RAILROAD | 762' | NONE | NONE |
| 3 | ROAD | 745' | NONE | NONE |
| 4 | RAILROAD | 774' | NONE | NONE |
| 5 | ROAD | 775' | NONE | NONE |
| 6 | ROAD | 776' | NONE | NONE |
| 7 | HWY. 61 | 782' | NONE | NONE |
| 8 | HWY. 61 | 789' | NONE | NONE |
| 9 | ROAD | 802' | NONE | NONE |
| 10 | SLOPERTOWN | 758' | NONE | NONE |

RUNWAY 3/21 APPROACH PLAN AND PROFILE



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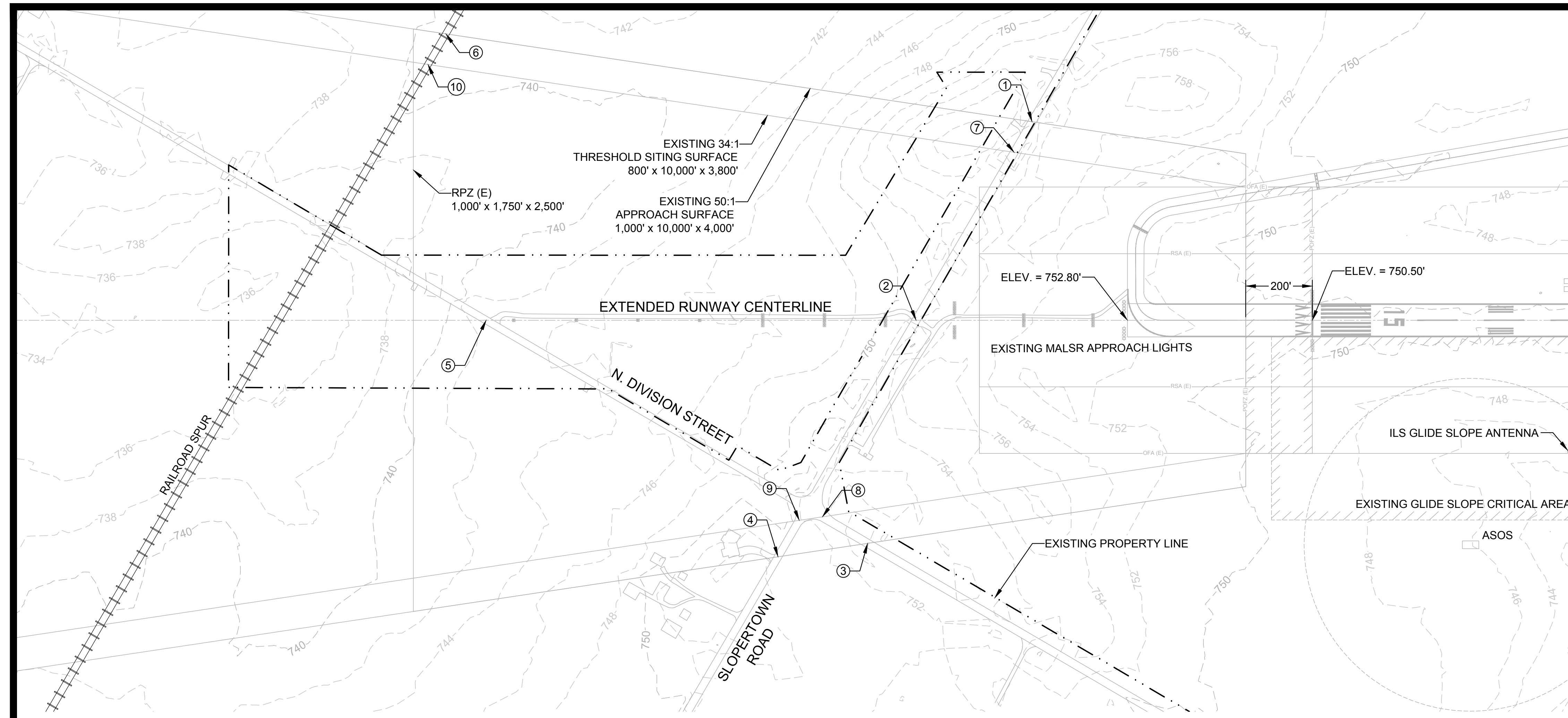
ENGINEER: A. MAYSENT
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RUNWAY 3/21 - APPROACH PROFILES DRAWING

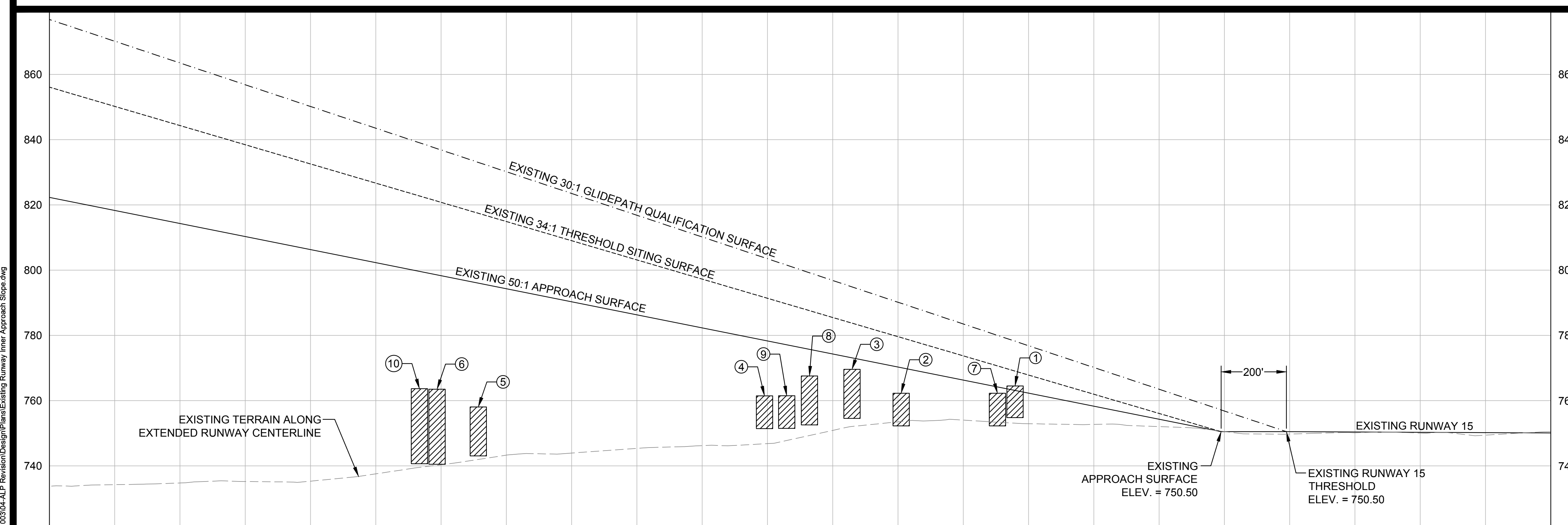
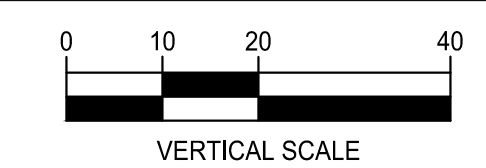
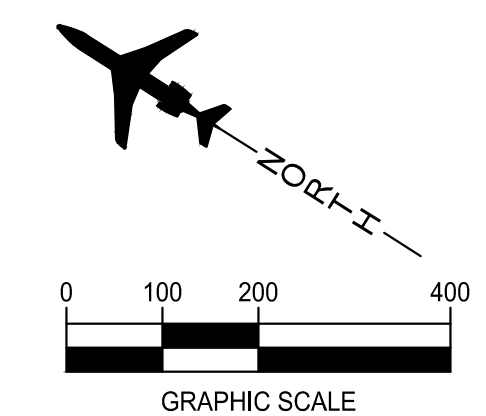
SHEET NO.
08
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EXISTING RUNWAY 15 INNER APPROACH PLAN AND PROFILE

| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
|-----|--------------------|-------|-------------|------------------|
| 1 | SLOPERTOWN ROAD | 765' | 1.07' | THRESHOLD SITING |
| 2 | SLOPERTOWN ROAD | 768' | NONE | TO REMAIN |
| 3 | N. DIVISION STREET | 770' | NONE | TO REMAIN |
| 4 | SLOPERTOWN ROAD | 767' | NONE | TO REMAIN |
| 5 | N. DIVISION STREET | 759' | NONE | TO REMAIN |
| 6 | RAILROAD | 764' | NONE | TO REMAIN |

| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
|-----|--------------------|-------|-------------|-------------|
| 7 | SLOPERTOWN ROAD | 768' | NONE | TO REMAIN |
| 8 | N. DIVISION STREET | 768' | NONE | TO REMAIN |
| 9 | SLOPERTOWN ROAD | 767' | NONE | TO REMAIN |
| 10 | RAILROAD | 764' | NONE | TO REMAIN |



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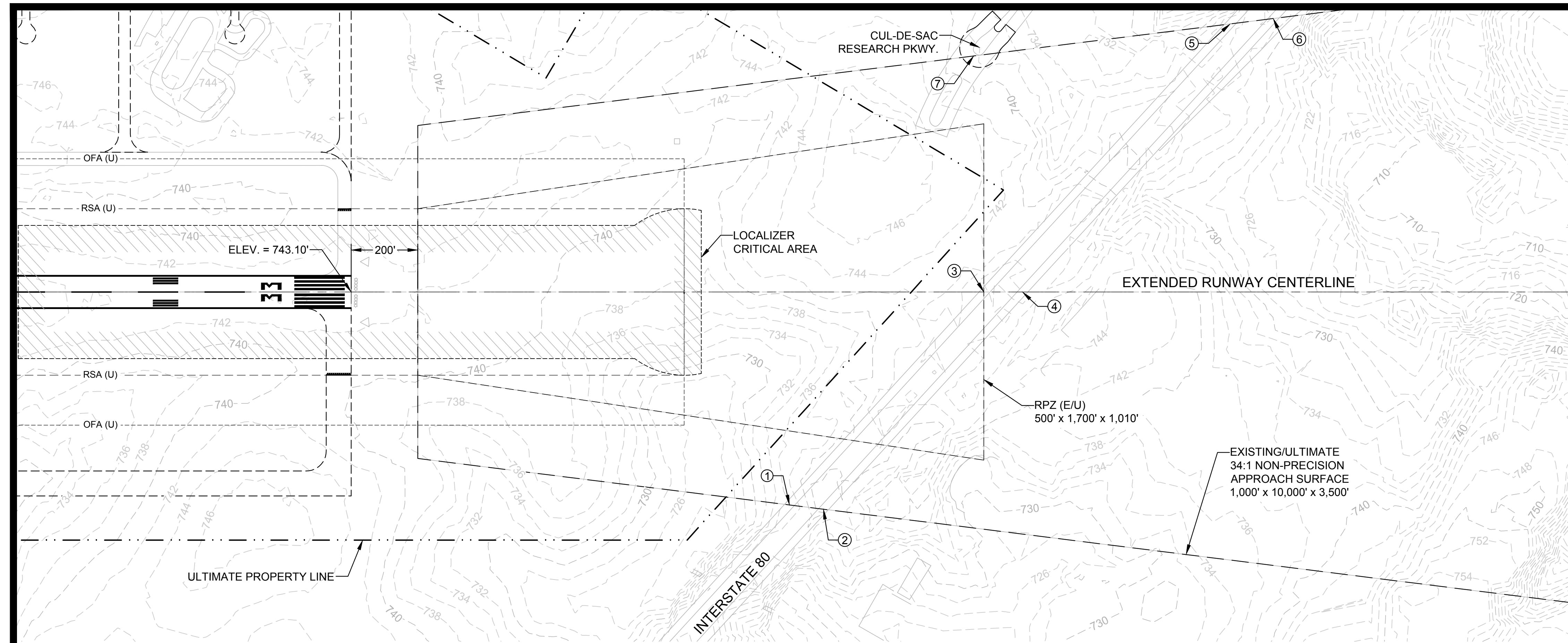
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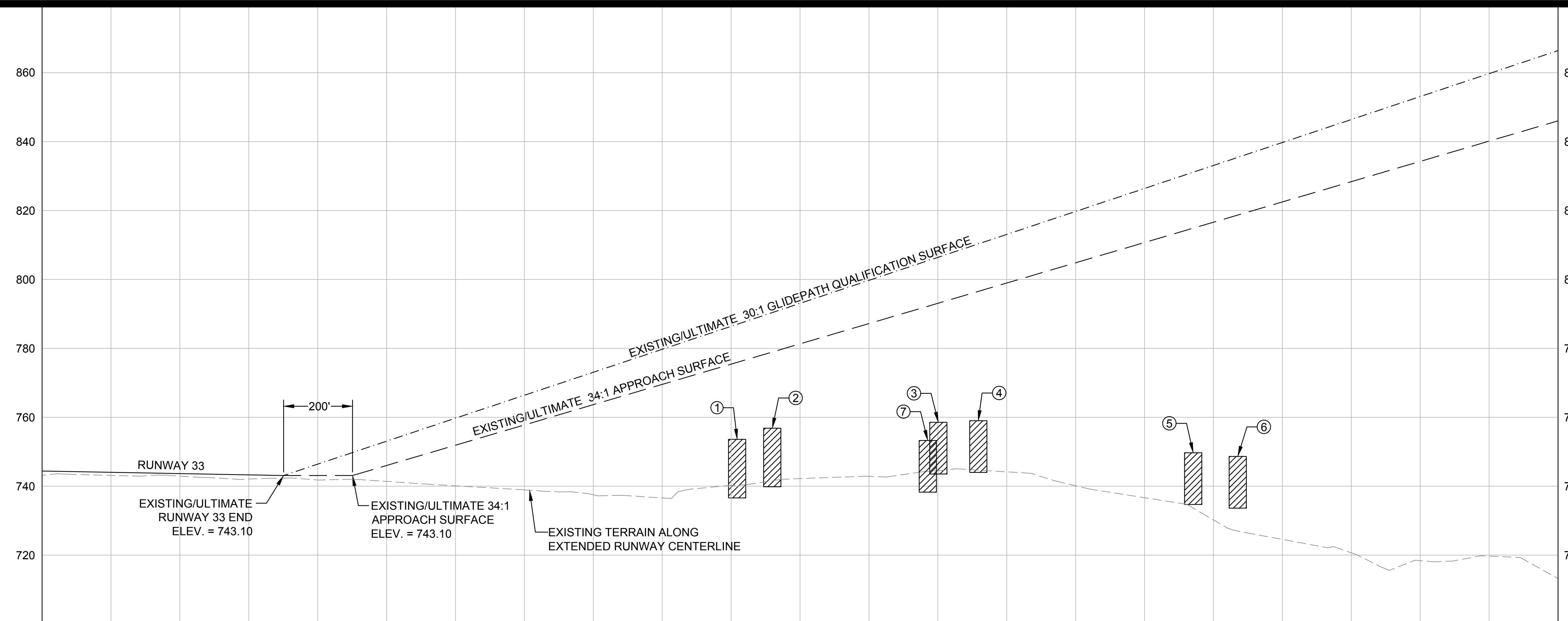
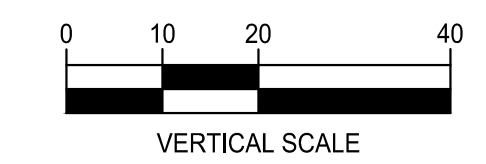
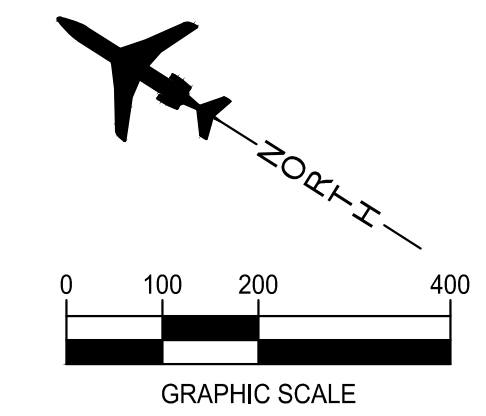
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EXISTING RUNWAY 15 - INNER APPROACH PROFILES DRAWING

SHEET NO.
09
09 OF 23

| RUNWAY 33 - APPROACH OBSTRUCTION TABLE | | | | |
|--|---------------|-------|-------------|-------------|
| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
| 1 | INTERSTATE 80 | 758' | NONE | TO REMAIN |
| 2 | INTERSTATE 80 | 754' | NONE | TO REMAIN |
| 3 | INTERSTATE 80 | 755' | NONE | TO REMAIN |
| 4 | INTERSTATE 80 | 762' | NONE | TO REMAIN |
| 5 | INTERSTATE 80 | 756' | NONE | TO REMAIN |
| 6 | INTERSTATE 80 | 752' | NONE | TO REMAIN |
| 7 | RESEARCH PWY. | 754' | NONE | TO REMAIN |



RUNWAY 33 INNER APPROACH PLAN AND PROFILE



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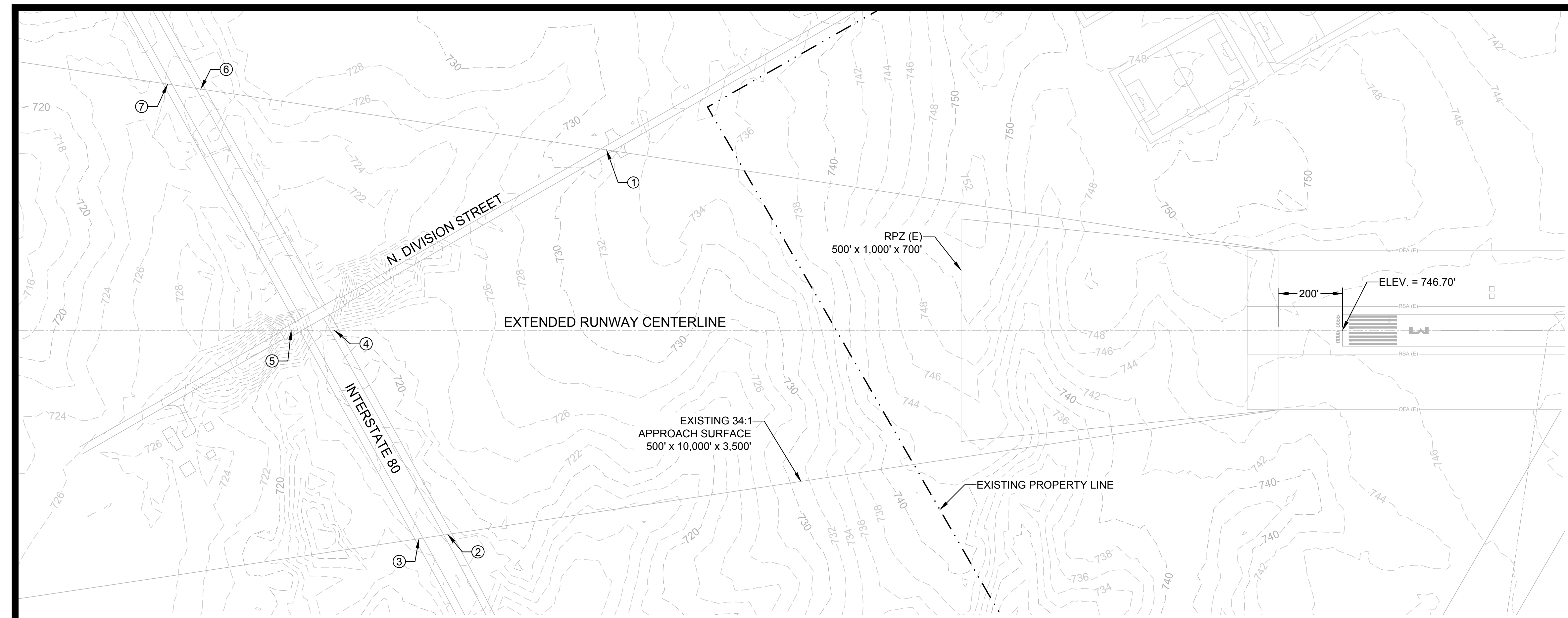
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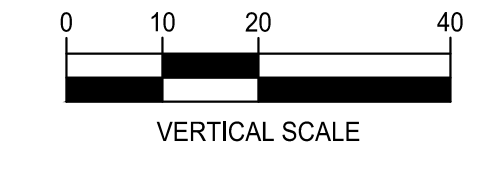
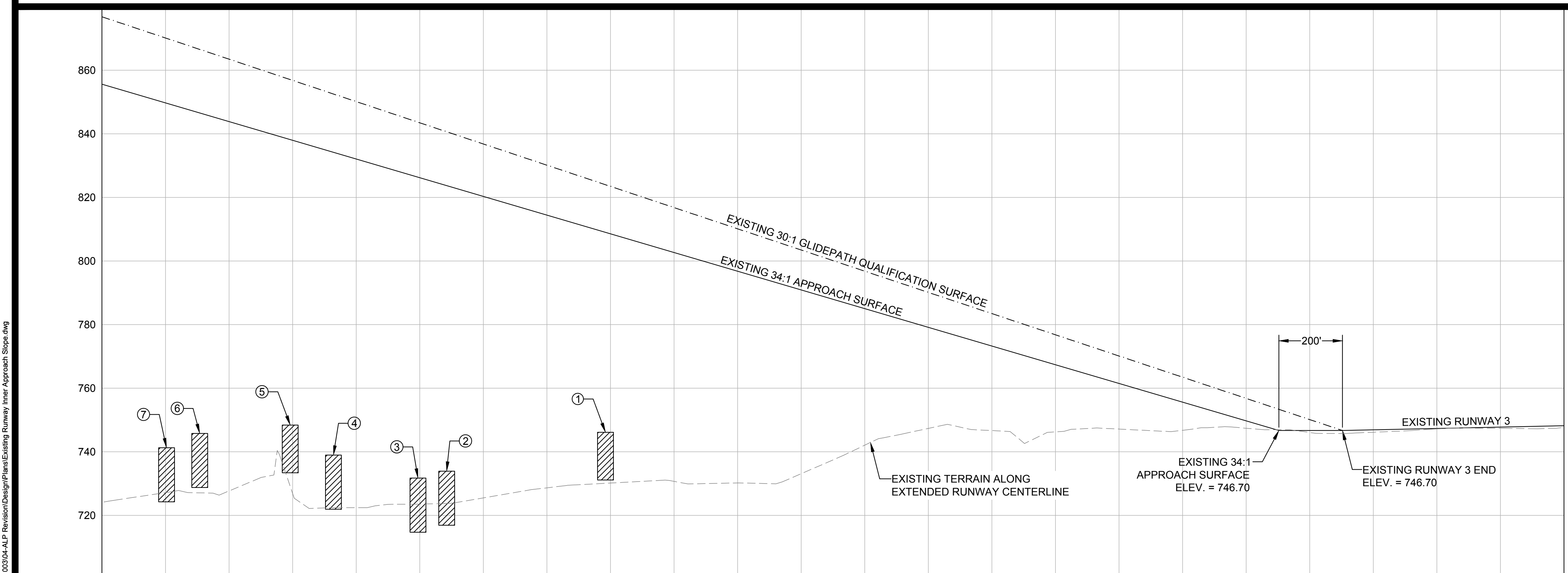
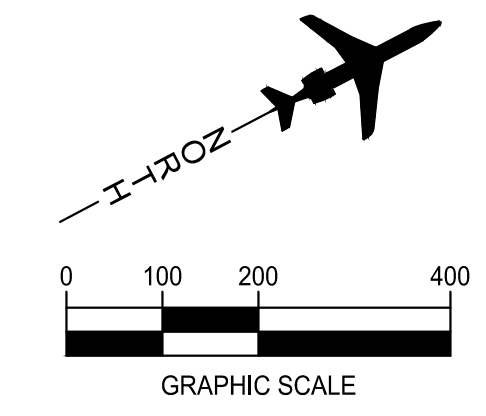
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EXISTING/ULTIMATE RUNWAY 33 - INNER APPROACH PROFILES DRAWING

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| EXISTING RUNWAY 3 - APPROACH OBSTRUCTION TABLE | | | | |
|--|--------------------|-------|-------------|-------------|
| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
| 1 | N. DIVISION STREET | 747' | NONE | TO REMAIN |
| 2 | INTERSTATE 80 | 734' | NONE | TO REMAIN |
| 3 | INTERSTATE 80 | 732' | NONE | TO REMAIN |
| 4 | INTERSTATE 80 | 739' | NONE | TO REMAIN |
| 5 | N. DIVISION STREET | 749' | NONE | TO REMAIN |
| 6 | INTERSTATE 80 | 743' | NONE | TO REMAIN |
| 7 | INTERSTATE 80 | 742' | NONE | TO REMAIN |



EXISTING RUNWAY 3 INNER APPROACH PLAN AND PROFILE



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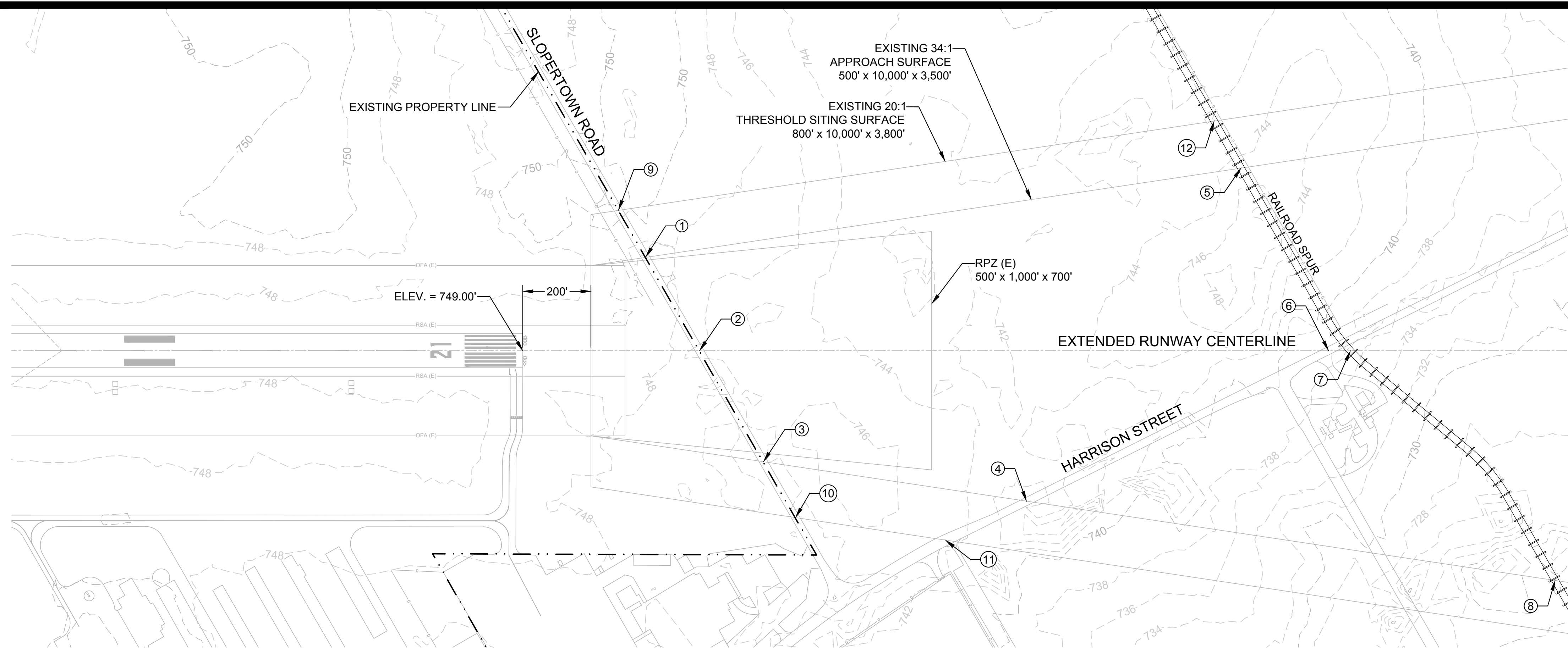
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 EXISTING RUNWAY 3 - INNER APPROACH PROFILES DRAWING

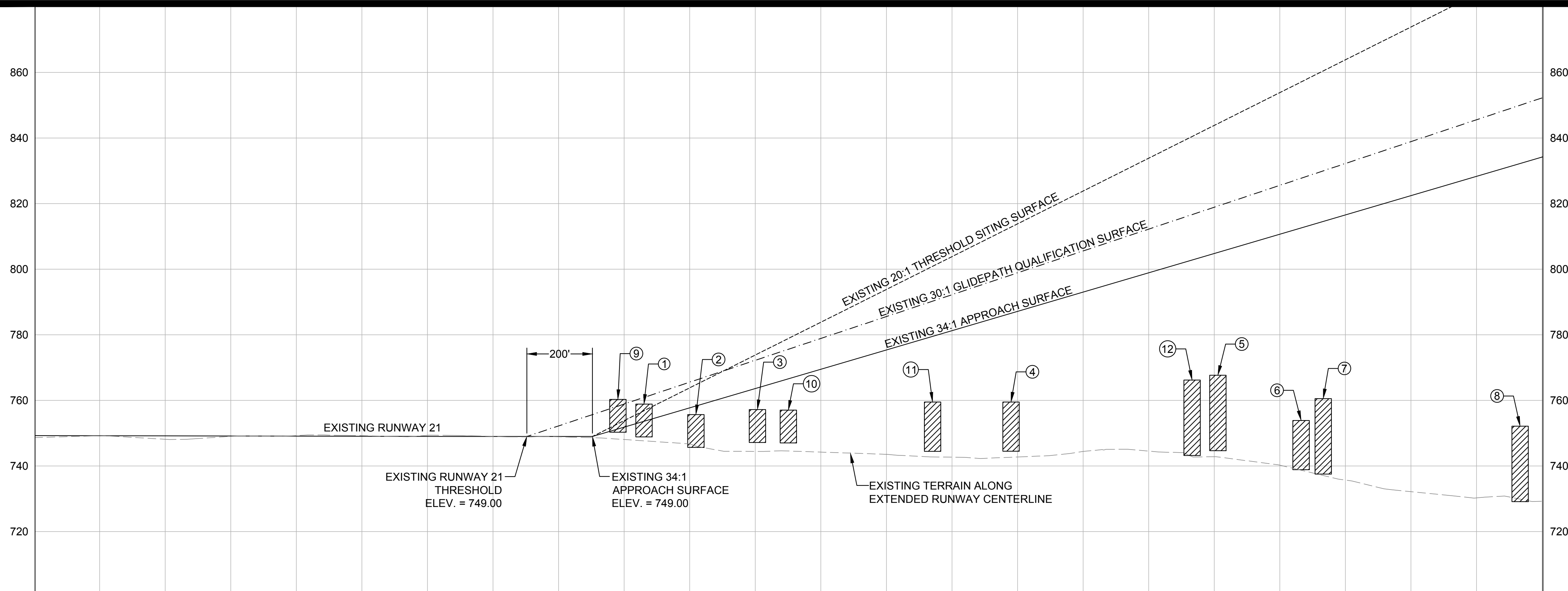
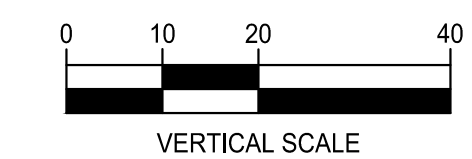
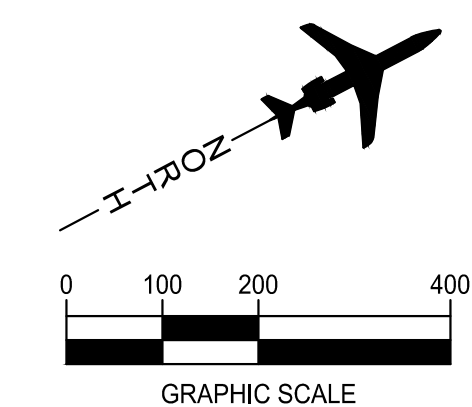
SHEET NO.
11
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EXISTING RUNWAY 21 INNER APPROACH PLAN AND PROFILE

| EXISTING RUNWAY 21 - APPROACH OBSTRUCTION TABLE | | | | |
|---|-----------------|-------|-------------|-----------------------|
| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
| 1 | SLOPERTOWN ROAD | 759' | 5.34' | RELOCATE 21 THRESHOLD |
| 2 | SLOPERTOWN ROAD | 756' | NONE | |
| 3 | SLOPERTOWN ROAD | 758' | NONE | |
| 4 | HARRISON STREET | 760' | NONE | |
| 5 | RAILROAD | 768' | NONE | |
| 6 | HARRISON STREET | 754' | NONE | |
| 7 | RAILROAD | 761' | NONE | |
| 8 | RAILROAD | 753' | NONE | |

| EXISTING RUNWAY 21 - THRESHOLD SITING OBSTRUCTION TABLE | | | | |
|---|-----------------|-------|-------------|-----------------------|
| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
| 9 | SLOPERTOWN ROAD | 761' | 7.45' | RELOCATE 21 THRESHOLD |
| 10 | SLOPERTOWN ROAD | 758' | NONE | |
| 11 | HARRISON STREET | 760' | NONE | |
| 12 | RAILROAD | 767' | NONE | |



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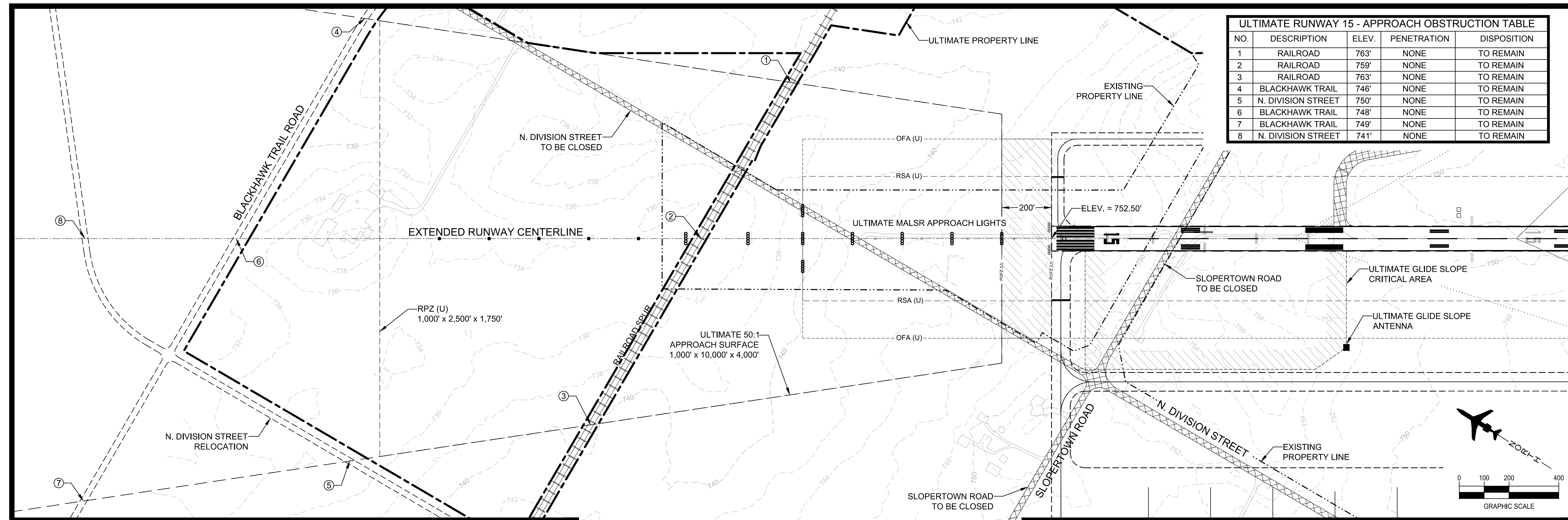
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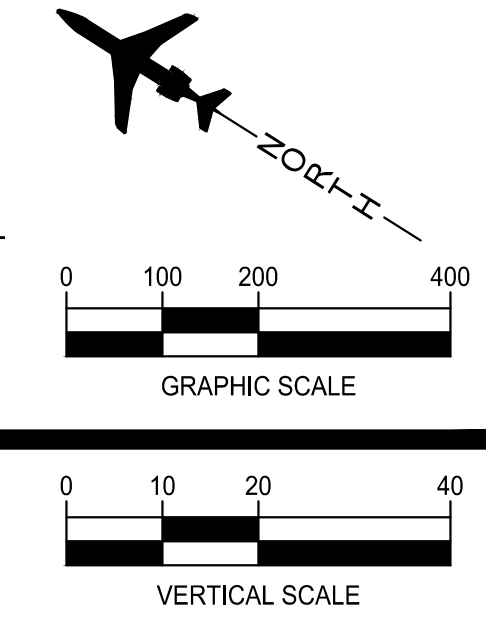
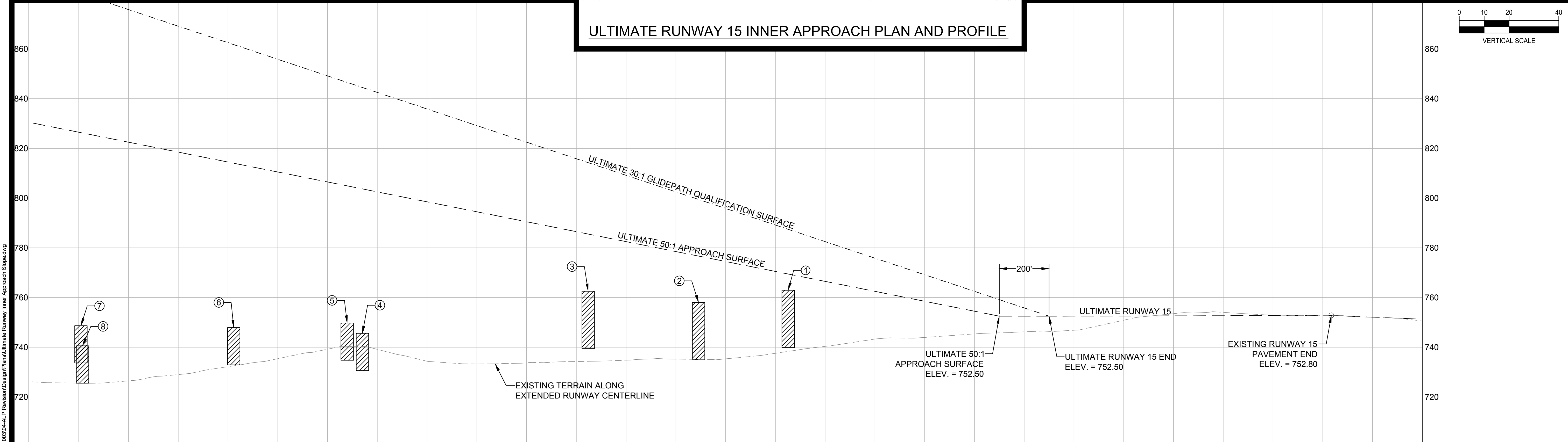
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EXISTING RUNWAY 21 - INNER APPROACH PROFILES DRAWING

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| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
|-----|--------------------|-------|-------------|-------------|
| 1 | RAILROAD | 763' | NONE | TO REMAIN |
| 2 | RAILROAD | 759' | NONE | TO REMAIN |
| 3 | RAILROAD | 763' | NONE | TO REMAIN |
| 4 | BLACKHAWK TRAIL | 746' | NONE | TO REMAIN |
| 5 | N. DIVISION STREET | 750' | NONE | TO REMAIN |
| 6 | BLACKHAWK TRAIL | 748' | NONE | TO REMAIN |
| 7 | BLACKHAWK TRAIL | 749' | NONE | TO REMAIN |
| 8 | N. DIVISION STREET | 741' | NONE | TO REMAIN |

ULTIMATE RUNWAY 15 INNER APPROACH PLAN AND PROFILE



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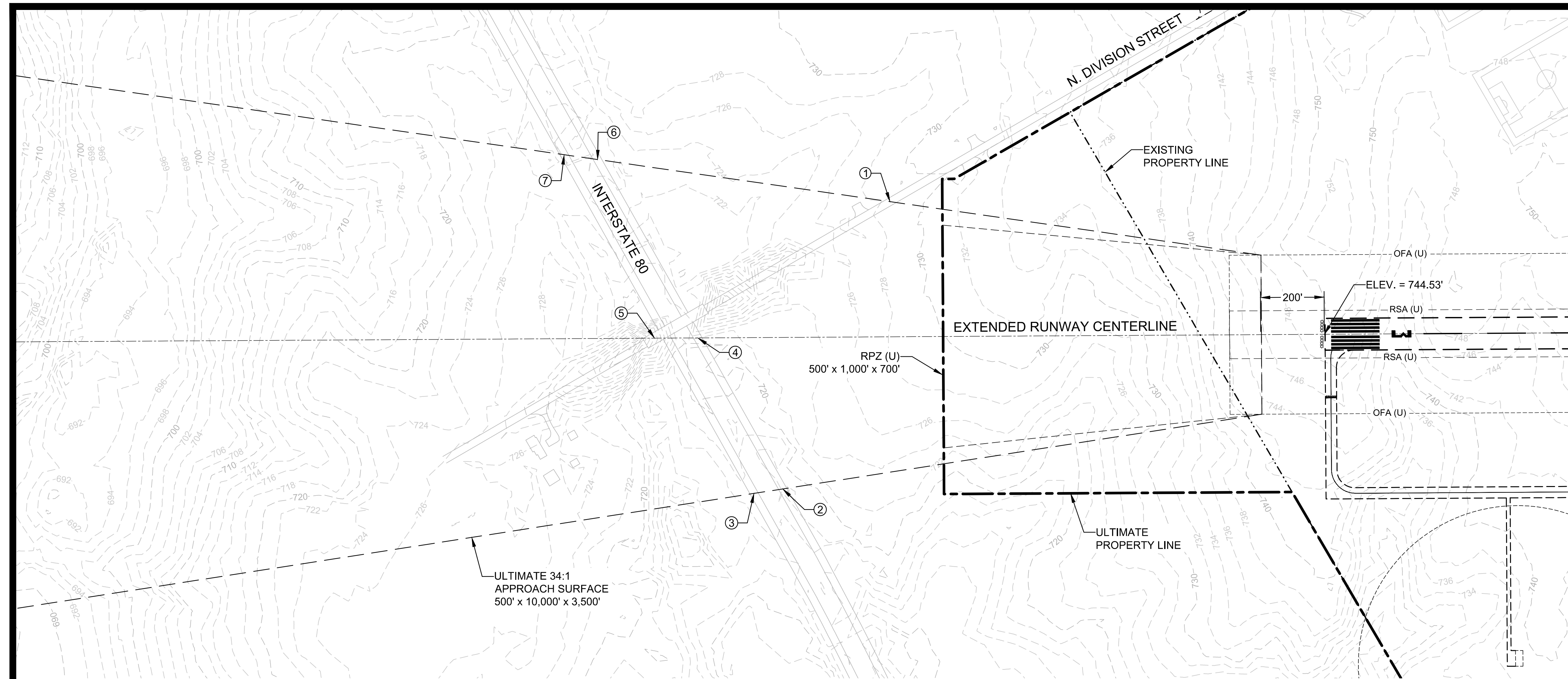
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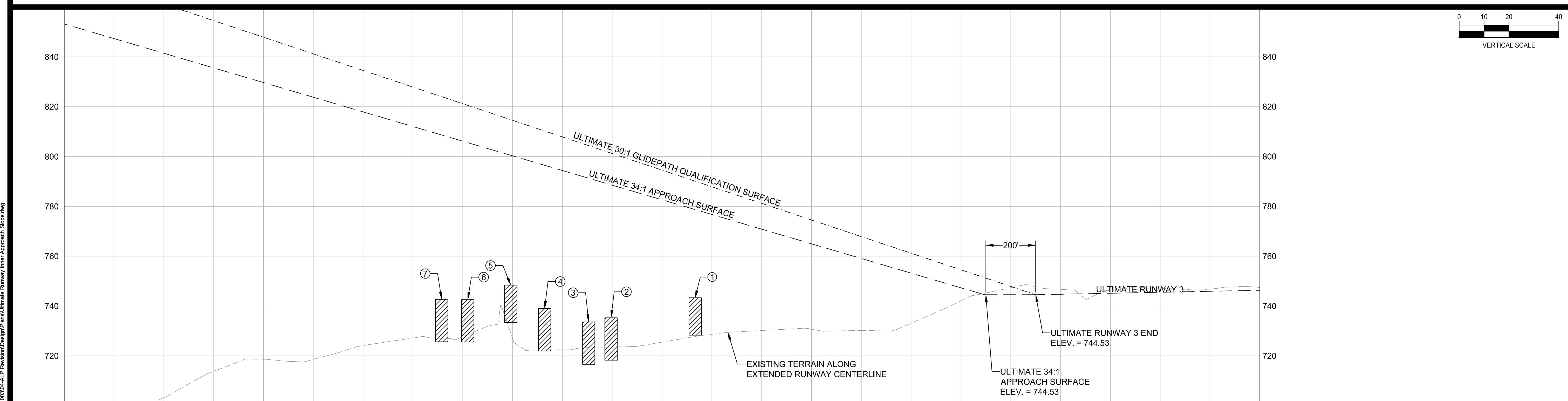
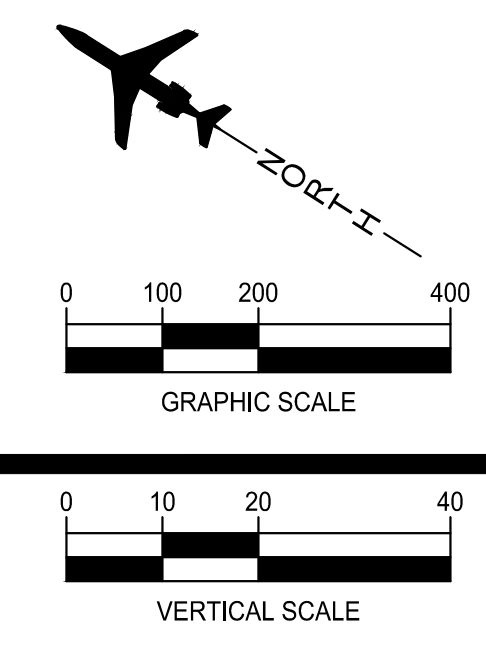
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 ULTIMATE RUNWAY 15 - INNER APPROACH PROFILES DRAWING

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| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
|-----|--------------------|-------|-------------|-------------|
| 1 | N. DIVISION STREET | 744' | NONE | TO REMAIN |
| 2 | INTERSTATE 80 | 736' | NONE | TO REMAIN |
| 3 | INTERSTATE 80 | 734' | NONE | TO REMAIN |
| 4 | INTERSTATE 80 | 745' | NONE | TO REMAIN |
| 5 | N. DIVISION STREET | 749' | NONE | TO REMAIN |
| 6 | INTERSTATE 80 | 743' | NONE | TO REMAIN |
| 7 | INTERSTATE 80 | 743' | NONE | TO REMAIN |

ULTIMATE RUNWAY 3 INNER APPROACH PLAN AND PROFILE



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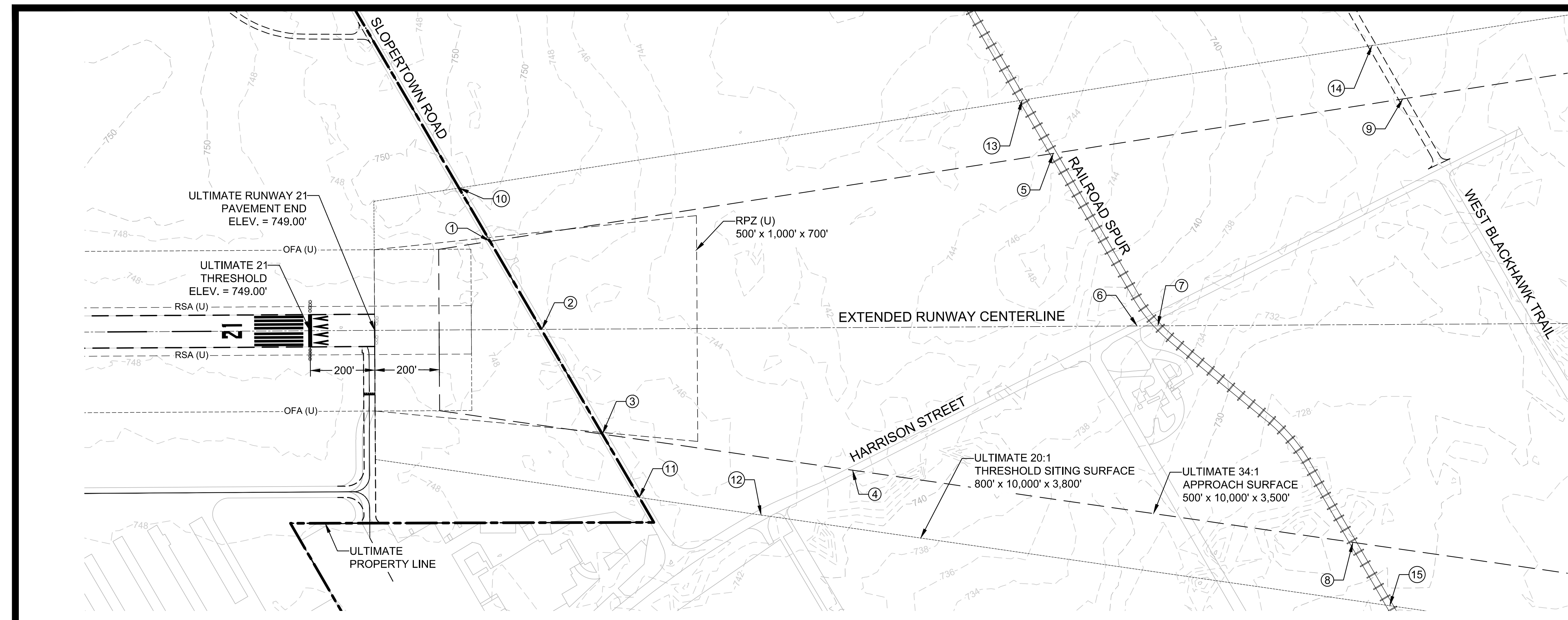
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ULTIMATE RUNWAY 3 - INNER APPROACH PROFILES DRAWING

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14
14 OF 23

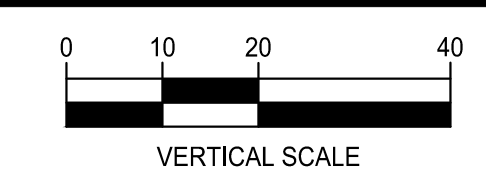
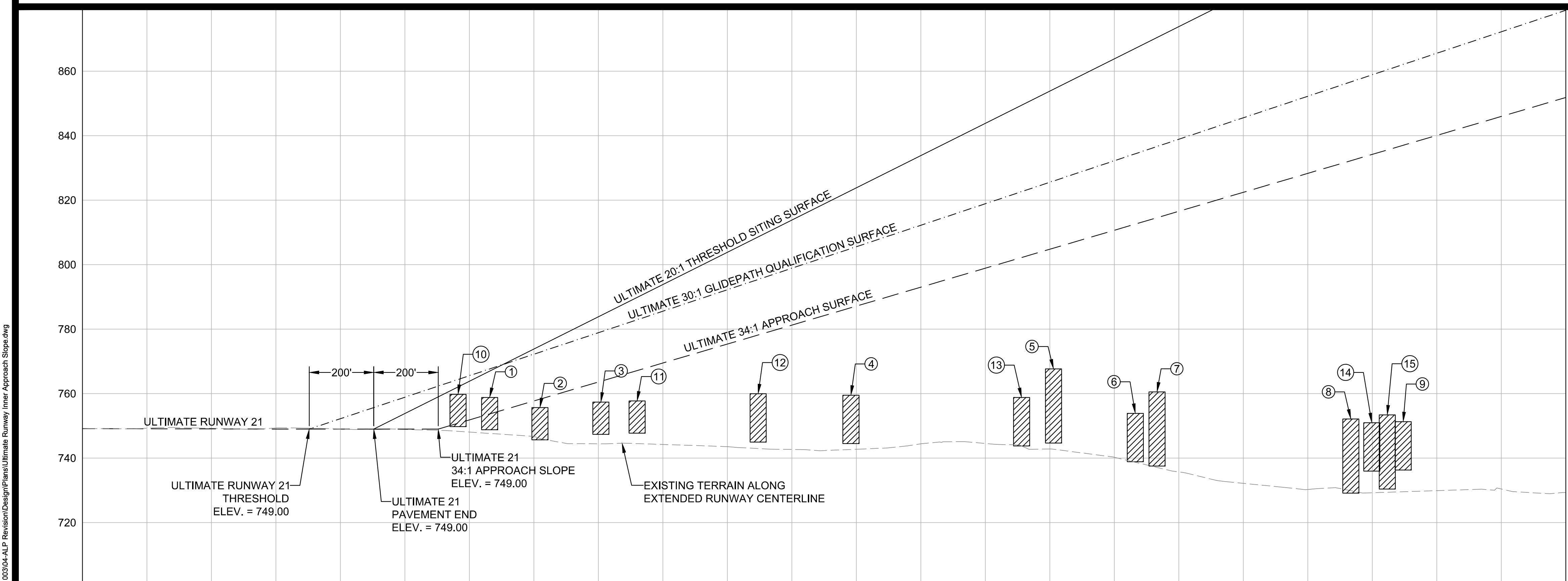
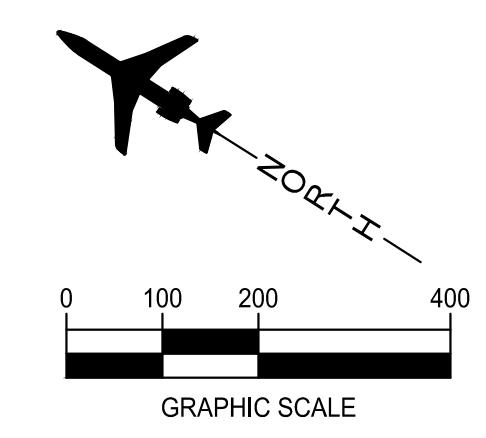
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| ULTIMATE RUNWAY 21 - APPROACH OBSTRUCTION TABLE | | | | |
|---|----------------------|-------|-------------|------------------|
| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
| 1 | SLOPERTOWN ROAD | 759' | NONE | THRESHOLD SITING |
| 2 | SLOPERTOWN ROAD | 758' | NONE | TO REMAIN |
| 3 | SLOPERTOWN ROAD | 758' | NONE | TO REMAIN |
| 4 | HARRISON STREET | 760' | NONE | TO REMAIN |
| 5 | RAILROAD | 768' | NONE | TO REMAIN |
| 6 | HARRISON STREET | 754' | NONE | TO REMAIN |
| 7 | RAILROAD | 762' | NONE | TO REMAIN |
| 8 | RAILROAD | 753' | NONE | TO REMAIN |
| 9 | WEST BLACKHAWK TRAIL | 752' | NONE | TO REMAIN |

| ULTIMATE RUNWAY 21 - THRESHOLD SITING OBSTRUCTION TABLE | | | | |
|---|----------------------|-------|-------------|-------------|
| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
| 10 | SLOPERTOWN ROAD | 760' | NONE | TO REMAIN |
| 11 | SLOPERTOWN ROAD | 758' | NONE | TO REMAIN |
| 12 | HARRISON STREET | 760' | NONE | TO REMAIN |
| 13 | RAILROAD | 759' | NONE | TO REMAIN |
| 14 | WEST BLACKHAWK TRAIL | 751' | NONE | TO REMAIN |
| 15 | RAILROAD | 754' | NONE | TO REMAIN |

ULTIMATE RUNWAY 21 INNER APPROACH PLAN AND PROFILE



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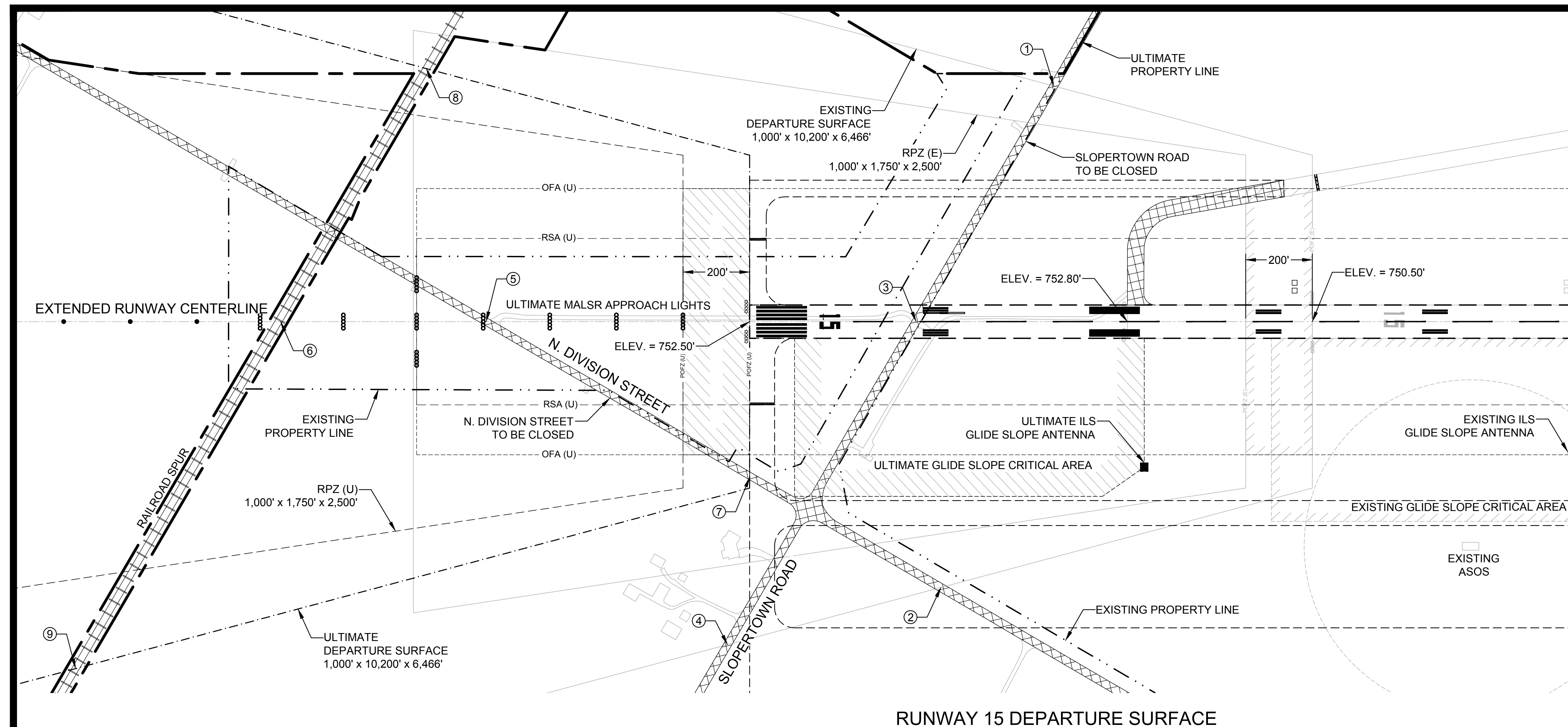
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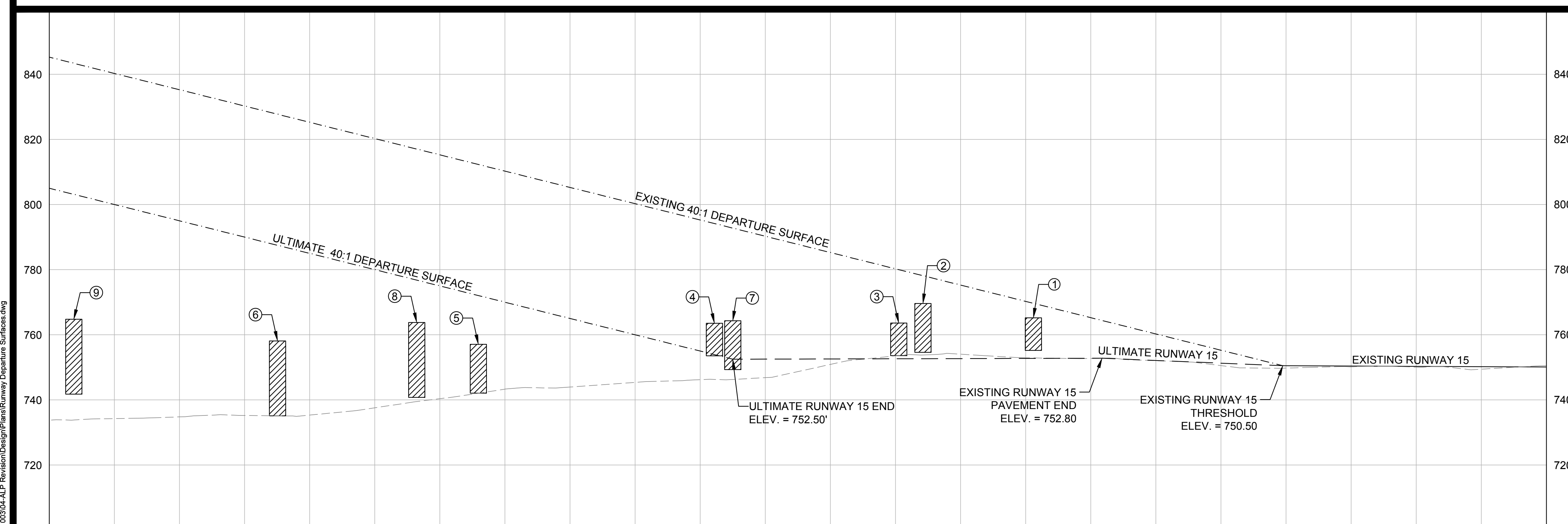
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15
15 OF 23

| EXISTING RUNWAY 15 - DEPARTURE OBSTRUCTION TABLE | | | | |
|--|--------------------|-------|-------------|-------------|
| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
| 1 | SLOPERTOWN ROAD | 765' | NONE | TO REMAIN |
| 2 | N. DIVISION STREET | 768' | NONE | TO REMAIN |
| 3 | N. DIVISION STREET | 770' | NONE | TO REMAIN |
| 4 | SLOPERTOWN ROAD | 767' | NONE | TO REMAIN |
| 5 | N. DIVISION STREET | 770' | NONE | TO REMAIN |
| 6 | RAILROAD | 767' | NONE | TO REMAIN |

| ULTIMATE RUNWAY 15 - DEPARTURE OBSTRUCTION TABLE | | | | |
|--|--------------------|-------|-------------|-----------------|
| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
| 7 | N. DIVISION STREET | 765' | NONE | TO BE RELOCATED |
| 8 | N. DIVISION STREET | 764' | NONE | TO REMAIN |
| 9 | N. DIVISION STREET | 765' | NONE | TO REMAIN |



RUNWAY 15 DEPARTURE SURFACE



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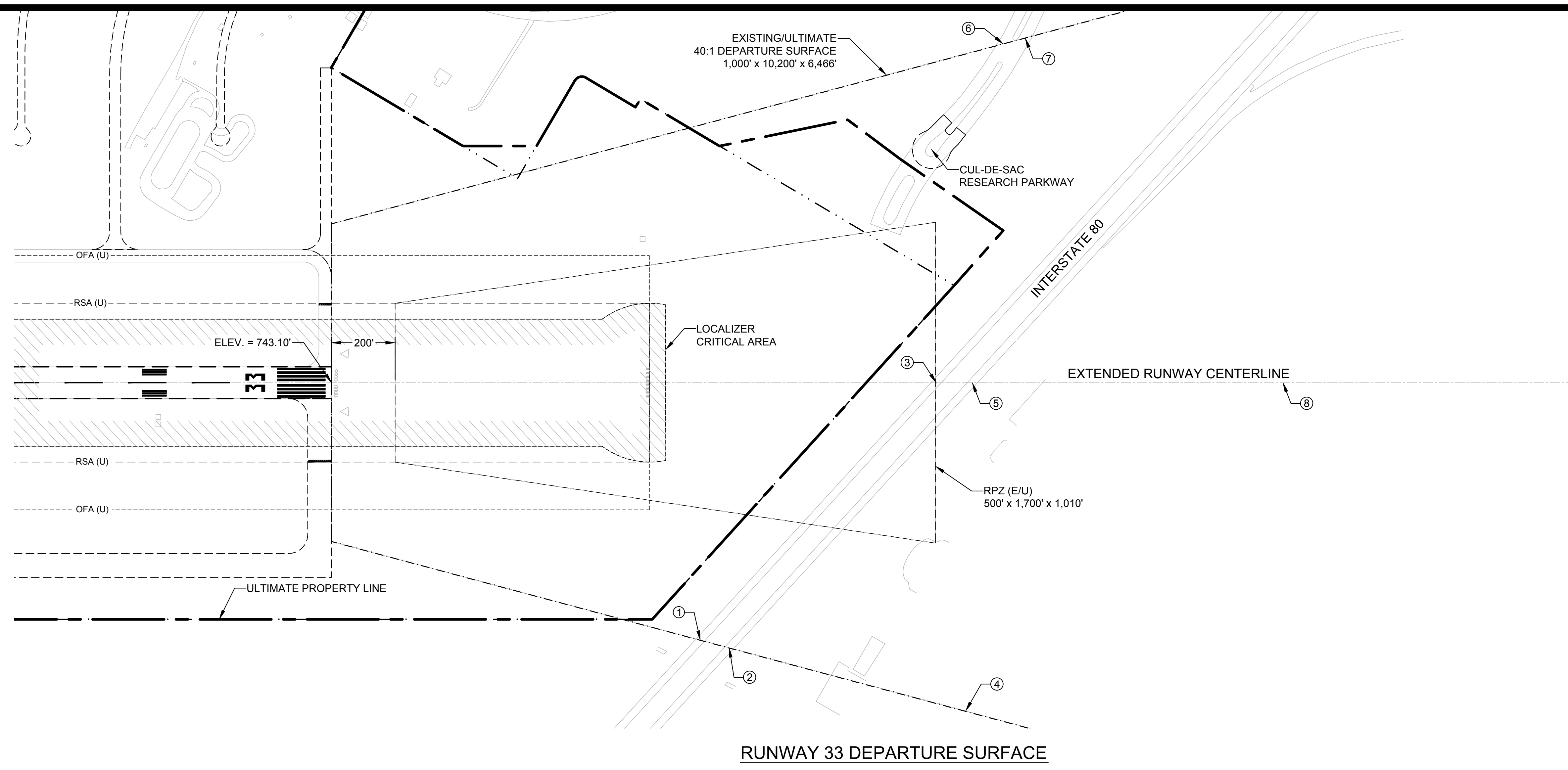
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RUNWAY 15 DEPARTURE SURFACE

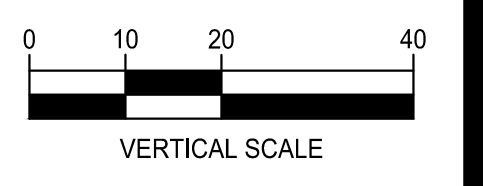
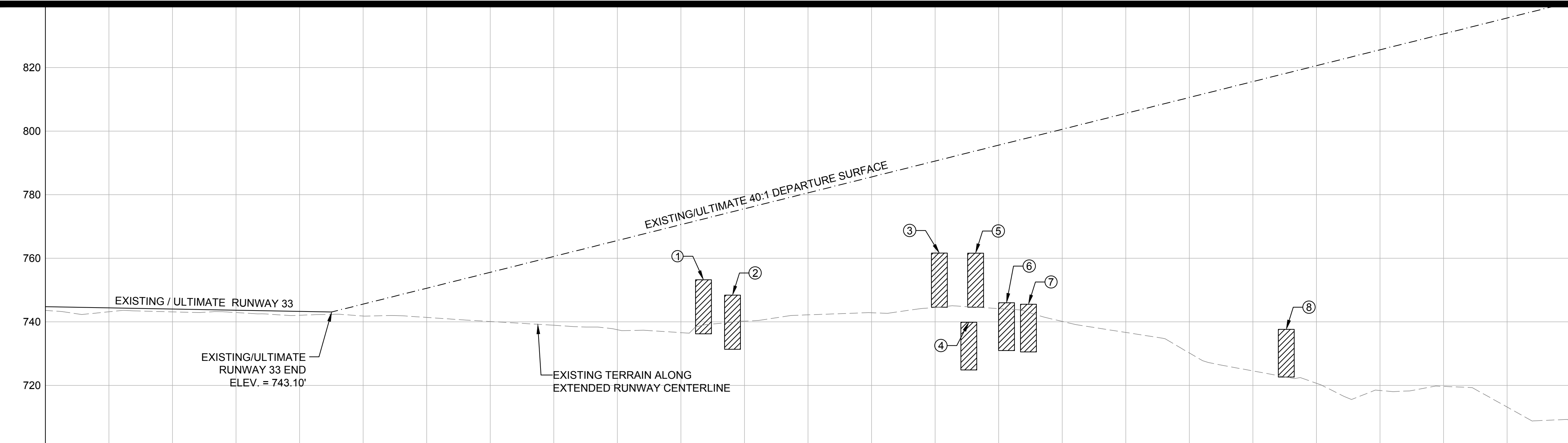
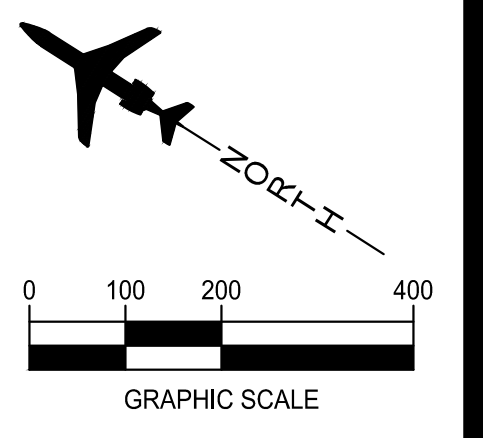
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16
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| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
|-----|---------------|-------|-------------|-------------|
| 1 | INTERSTATE 80 | 754' | NONE | TO REMAIN |
| 2 | INTERSTATE 80 | 749' | NONE | TO REMAIN |
| 3 | INTERSTATE 80 | 762' | NONE | TO REMAIN |
| 4 | ROAD | 740' | NONE | TO REMAIN |
| 5 | INTERSTATE 80 | 762' | NONE | TO REMAIN |
| 6 | ROAD | 748' | NONE | TO REMAIN |
| 7 | ROAD | 746' | NONE | TO REMAIN |
| 8 | ROAD | 746' | NONE | TO REMAIN |



RUNWAY 33 DEPARTURE SURFACE



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A. MAYSENT

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T. DOOLEY

CHECKED BY
D. ANDERSON

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FIELDBOOK

DAVENPORT, IOWA
DAV 1511003
OCTOBER 2014

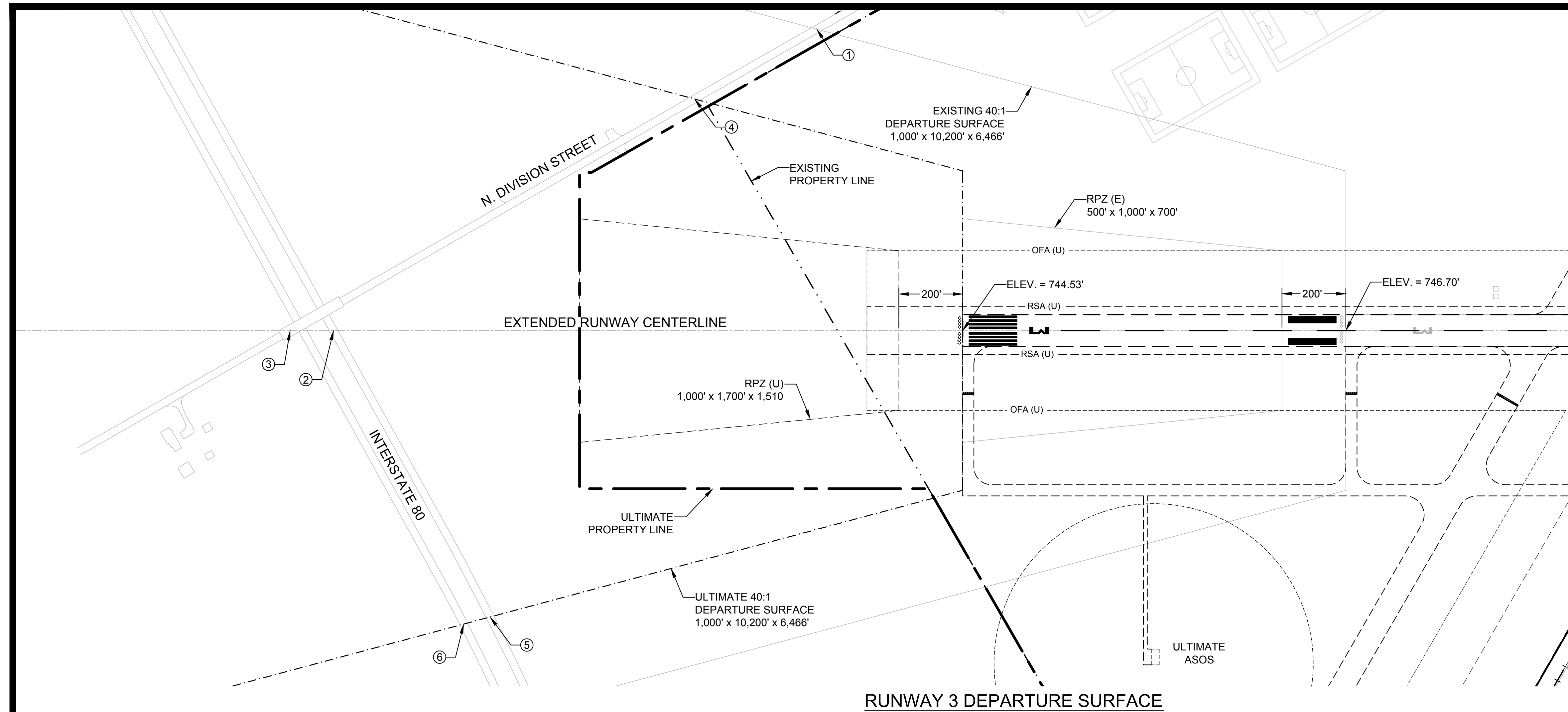
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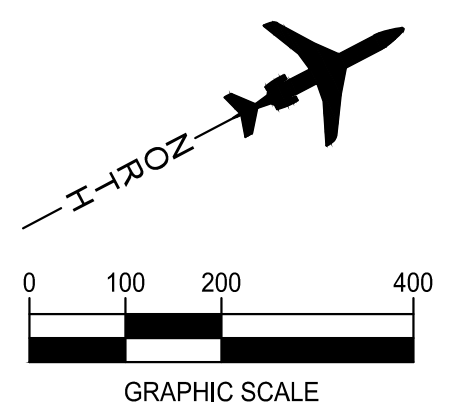
DAVENPORT MUNICIPAL AIRPORT
RUNWAY 33 DEPARTURE SURFACE

SHEET NO.
17
17 OF 23

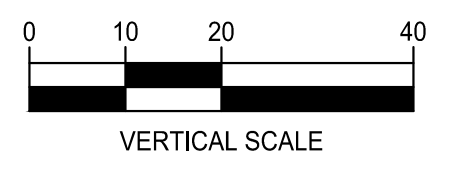
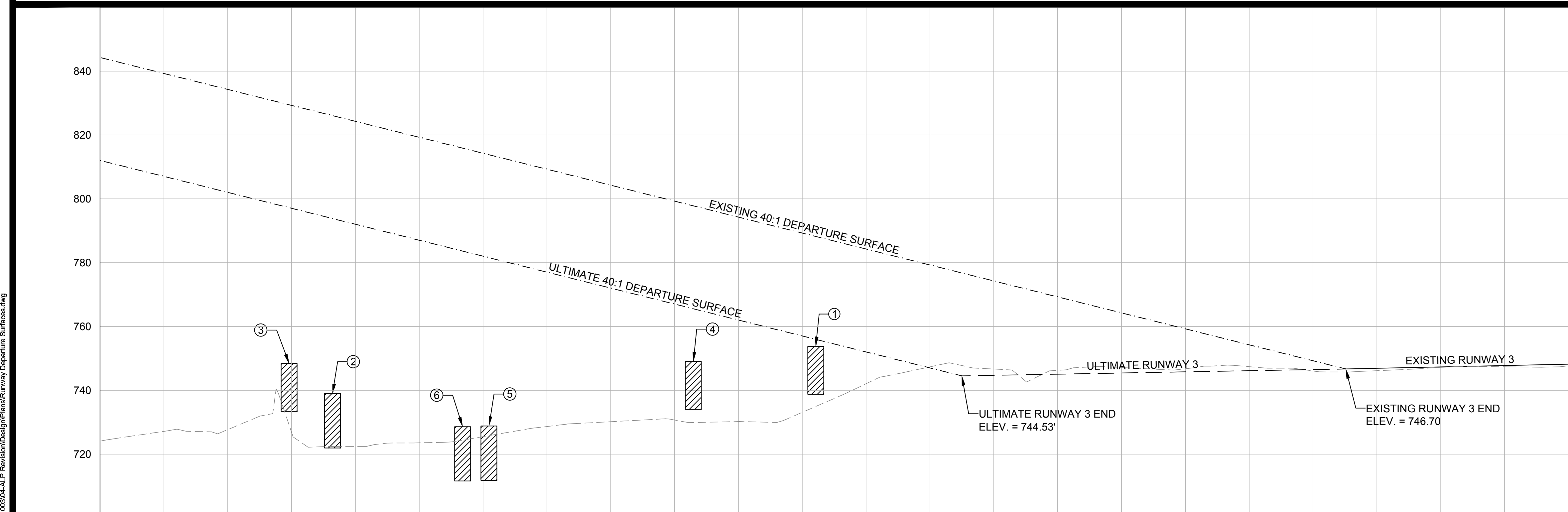


| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
|-----|--------------------|-------|-------------|-------------|
| 1 | N. DIVISION STREET | 754' | NONE | TO REMAIN |
| 2 | INTERSTATE 80 | 756' | NONE | TO REMAIN |
| 3 | N. DIVISION STREET | 764' | NONE | TO REMAIN |

| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
|-----|--------------------|-------|-------------|-------------|
| 4 | N. DIVISION STREET | 750' | NONE | TO REMAIN |
| 5 | INTERSTATE 80 | 729' | NONE | TO REMAIN |
| 6 | INTERSTATE 80 | 729' | NONE | TO REMAIN |



RUNWAY 3 DEPARTURE SURFACE



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OCTOBER 2014

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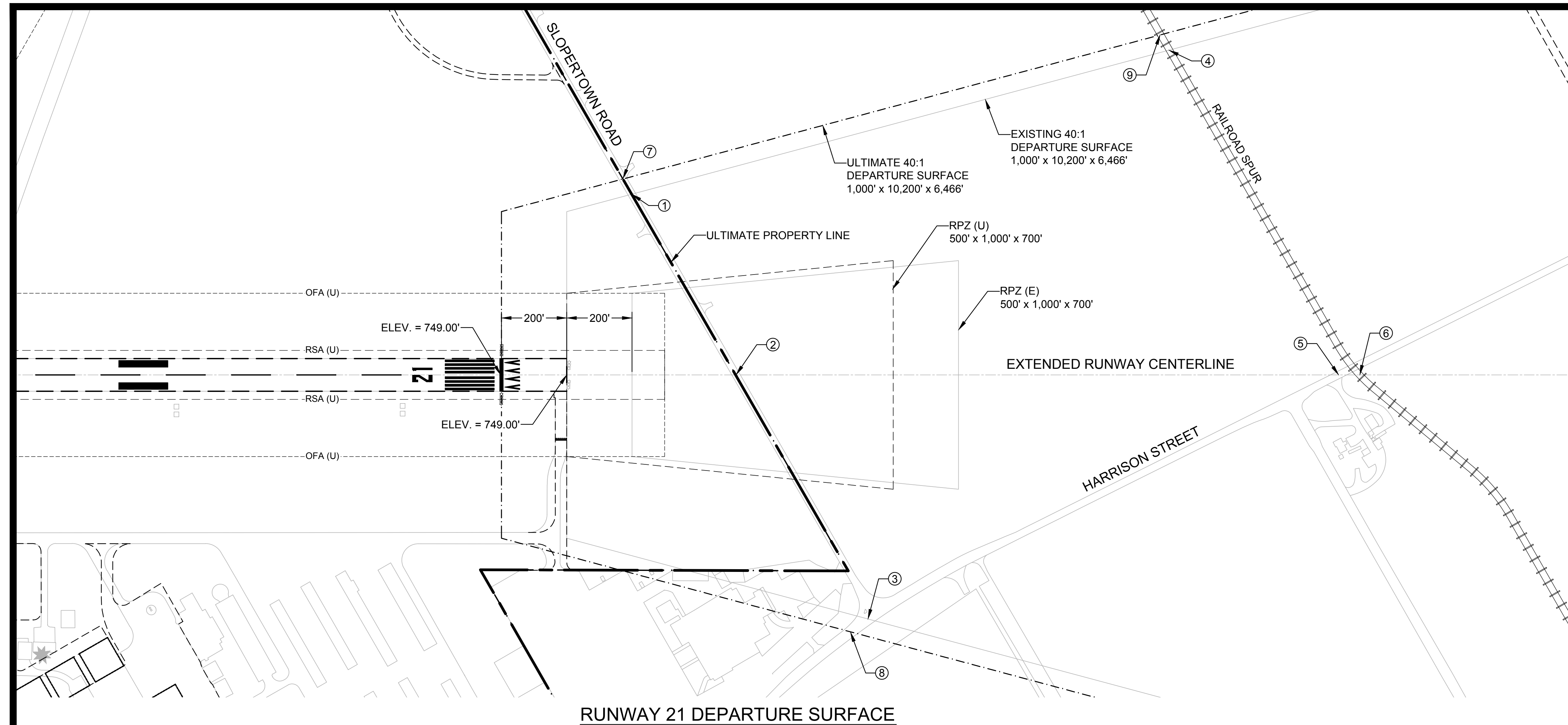
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DAVENPORT MUNICIPAL AIRPORT
RUNWAY 3 DEPARTURE SURFACE

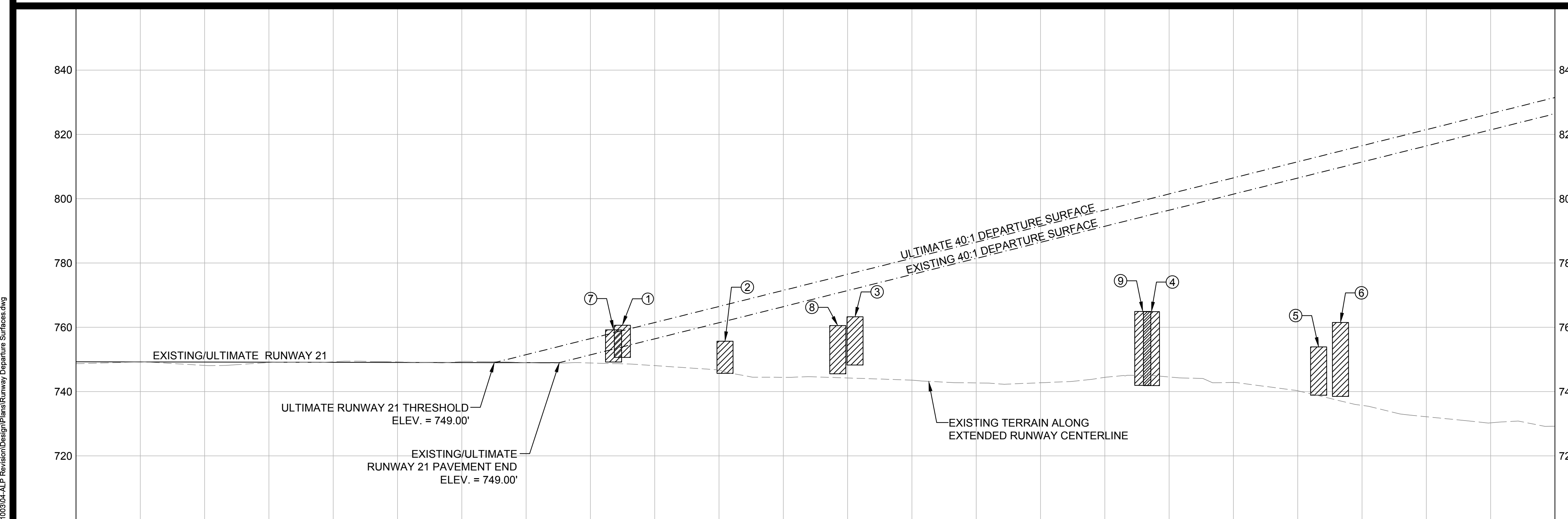
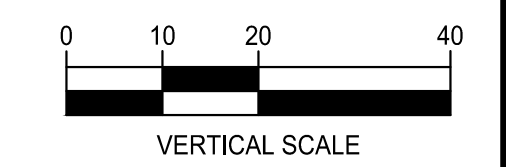
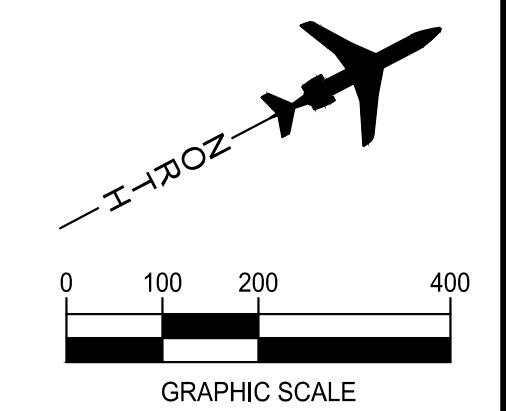
SHEET NO.
18
18 OF 23

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| EXISTING RUNWAY 21 - DEPARTURE OBSTRUCTION TABLE | | | | |
|--|-----------------|-------|-------------|-------------|
| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
| 1 | SLOPERTOWN ROAD | 761' | 1.81' | LOWER HILL |
| 2 | SLOPERTOWN ROAD | 756' | NONE | |
| 3 | HARRISON STREET | 764' | NONE | |
| 4 | RAILROAD | 765' | NONE | |
| 5 | HARRISON STREET | 760' | NONE | |
| 6 | RAILROAD | 762' | NONE | |

| ULTIMATE RUNWAY 21 - DEPARTURE OBSTRUCTION TABLE | | | | |
|--|-----------------|-------|-------------|-------------|
| NO. | DESCRIPTION | ELEV. | PENETRATION | DISPOSITION |
| 7 | SLOPERTOWN ROAD | 760' | 1.05' | LOWER HILL |
| 8 | HARRISON STREET | 761' | NONE | |
| 9 | RAILROAD | 765' | NONE | |



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DAV 1511003
OCTOBER 2014

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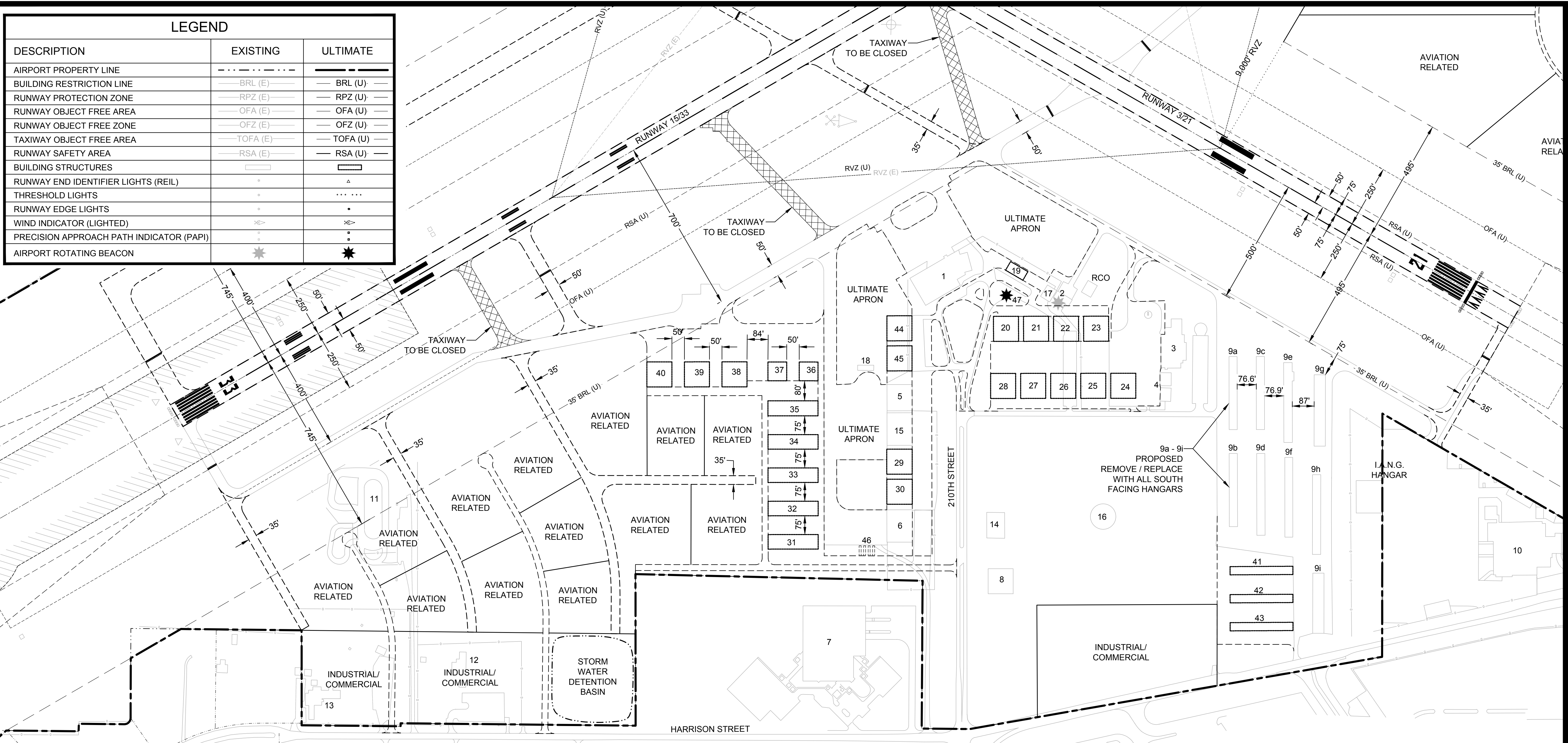
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DAVENPORT MUNICIPAL AIRPORT
RUNWAY 21 DEPARTURE SURFACE

SHEET NO.
19
19 OF 23

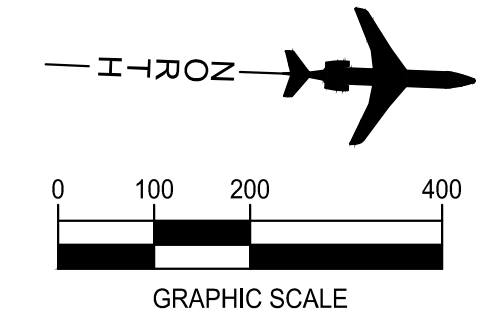
| LEGEND | | |
|--|----------------|----------------|
| DESCRIPTION | EXISTING | ULTIMATE |
| AIRPORT PROPERTY LINE | --- | --- |
| BUILDING RESTRICTION LINE | ---BRL (E)--- | ---BRL (U)--- |
| RUNWAY PROTECTION ZONE | ---RPZ (E)--- | ---RPZ (U)--- |
| RUNWAY OBJECT FREE AREA | ---OFA (E)--- | ---OFA (U)--- |
| RUNWAY OBJECT FREE ZONE | ---OFZ (E)--- | ---OFZ (U)--- |
| TAXIWAY OBJECT FREE AREA | ---TOFA (E)--- | ---TOFA (U)--- |
| RUNWAY SAFETY AREA | ---RSA (E)--- | ---RSA (U)--- |
| BUILDING STRUCTURES | [Symbol] | [Symbol] |
| RUNWAY END IDENTIFIER LIGHTS (REIL) | [Symbol] | [Symbol] |
| THRESHOLD LIGHTS | [Symbol] | [Symbol] |
| RUNWAY EDGE LIGHTS | [Symbol] | [Symbol] |
| WIND INDICATOR (LIGHTED) | [Symbol] | [Symbol] |
| PRECISION APPROACH PATH INDICATOR (PAPI) | [Symbol] | [Symbol] |
| AIRPORT ROTATING BEACON | [Symbol] | [Symbol] |



| EXISTING BUILDING IDENTIFICATION TABLE | | |
|--|--|-----------|
| NO. | DESCRIPTION | TOP ELEV. |
| 1 | FBO TERMINAL / ADMINISTRATION BUILDING | 770.31 |
| 2 | MAINTENANCE BUILDING | 769.91 |
| 3 | FORMER CARVER FBO-OFFICE & CONVENTIONAL HANGAR | 782.47 |
| 4 | EXECUTIVE HANGARS | 771.75 |
| 5 | FBO-CONVENTIONAL HANGAR / CIVIL AIR PATROL | 755.78 |
| 6 | FBO-CONVENTIONAL HANGAR | 785.65 |
| 7 | GENESIS SYSTEM GROUP-INDUSTRIAL | 774.73 |
| 8 | NATIONAL WEATHER SERVICE RADAR | 880.35 |
| 9a-i | T-HANGARS (10 UNITS EACH) | 767.16 |
| 10 | IOWA ARMY NATIONAL GUARD | 769.50 |

| EXISTING BUILDING IDENTIFICATION TABLE | | |
|--|---|-----------|
| NO. | DESCRIPTION | TOP ELEV. |
| 11 | SPRINT KART SPEEDWAY | 755.00 |
| 12 | CITY OF DAVENPORT (POLICE FIRING RANGE) | 758.50 |
| 13 | IZAACK WALTON LEAGUE | 754.00 |
| 14 | WEATHER SERVICE RADAR OFFICE | 765.12 |
| 15 | FBO-CONVENTIONAL HANGAR | 755.40 |
| 16 | WEATHER BALLOON STATION | |
| 17 | SNOW REMOVAL EQUIPMENT BUILDING | |
| 18 | FUEL FARM (TO BE REMOVED & RELOCATED) | |

| ULTIMATE BUILDING IDENTIFICATION TABLE | | |
|--|------------------------------|-----------|
| NO. | DESCRIPTION | TOP ELEV. |
| 19 | CITY ADMINISTRATIVE BUILDING | |
| 20-28 | CORPORATE HANGARS | |
| 29-30 | CONVENTIONAL HANGARS | |
| 31-35 | T-HANGARS | |
| 36-37 | CONVENTIONAL HANGAR | |
| 38-40 | CORPORATE HANGAR | |
| 41-43 | T-HANGARS | |
| 44-45 | CONVENTIONAL HANGARS | |
| 46 | FUEL FARM FACILITY | |
| 47 | BEACON TOWER | |



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 CHECKED BY: D. ANDERSON
 FIELD BOOK NO.: FIELDBOOK
 DAVENPORT, IOWA
 DAV 1511003
 OCTOBER 2014

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DAVENPORT MUNICIPAL AIRPORT
TERMINAL AREA PLAN

SHEET NO.
20
 20 OF 23

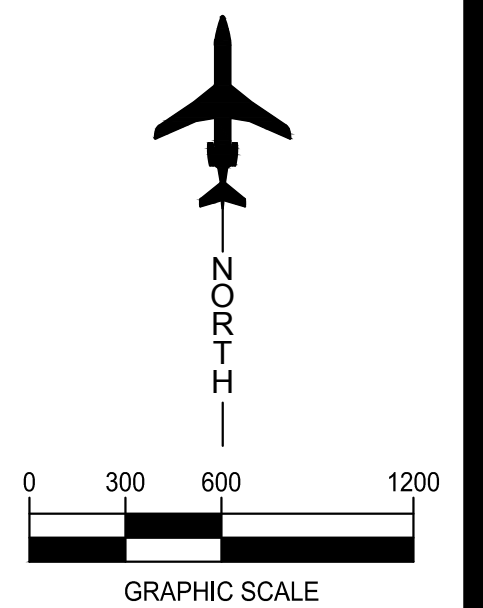


| APPROACH CATEGORY | DISTANCE FROM RUNWAY CENTERLINE TO CROP | DISTANCE FROM RUNWAY END TO CROP | DISTANCE FROM TAXIWAY CENTERLINE TO CROP | DISTANCE FROM APRON EDGE TO CROP |
|-------------------|---|----------------------------------|--|----------------------------------|
| B-II | 250' | 400' | 66' | 58' |
| C-II | 575' | 1,000' | 66' | 58' |

| DESCRIPTION | EXISTING | ULTIMATE |
|---------------------------|------------------|------------------|
| AIRPORT PROPERTY LINE | --- PL (E) --- | --- PL (U) --- |
| BUILDING RESTRICTION LINE | --- BRL (E) --- | --- BRL (U) --- |
| RUNWAY PROTECTION ZONE | --- RPZ (E) --- | --- RPZ (U) --- |
| RUNWAY OBJECT FREE AREA | --- OFA (E) --- | --- OFA (U) --- |
| RUNWAY OBJECT FREE ZONE | --- OFZ (E) --- | --- OFZ (U) --- |
| TAXIWAY OBJECT FREE AREA | --- TOFA (E) --- | --- TOFA (U) --- |
| RUNWAY SAFETY AREA | --- RSA (E) --- | --- RSA (U) --- |
| BUILDING STRUCTURES | [Symbol] | [Symbol] |
| AGRICULTURE USE | [Symbol] | [Symbol] |

NOTES:

1. THE AIRPORT IS LOCATED WITHIN THE DAVENPORT CITY LIMITS. THE CITY HAS ADOPTED ZONING DISTRICT REGULATIONS WHICH REGULATE LAND USES.
2. THE CITY OF DAVENPORT AND SCOTT COUNTY HAVE ADOPTED A HEIGHT RESTRICTION ORDINANCE BASED ON F.A.R. PART 77.
3. TALL STRUCTURES ZONING ORDINANCE SHOULD BE AMENDED TO BE CONSISTENT WITH APPROVED ALP.



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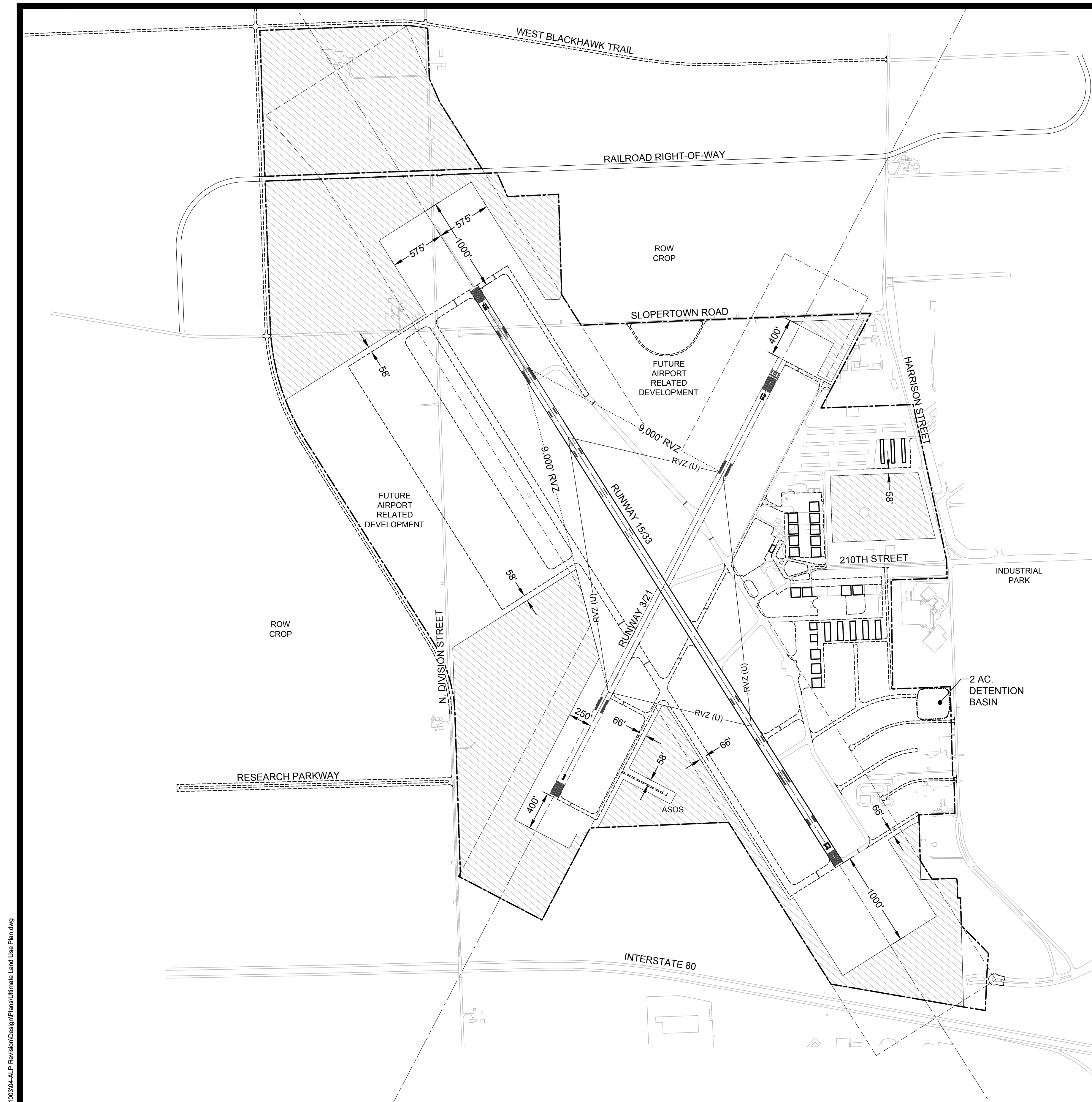
ENGINEER: A. MAYSENT
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 CHECKED BY: D. ANDERSON
 FIELD BOOK NO.: FIELDBOOK
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 DAV 1511003
 OCTOBER 2014

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DAVENPORT MUNICIPAL AIRPORT
 EXISTING LAND USE PLAN

SHEET NO.
21
 21 OF 23

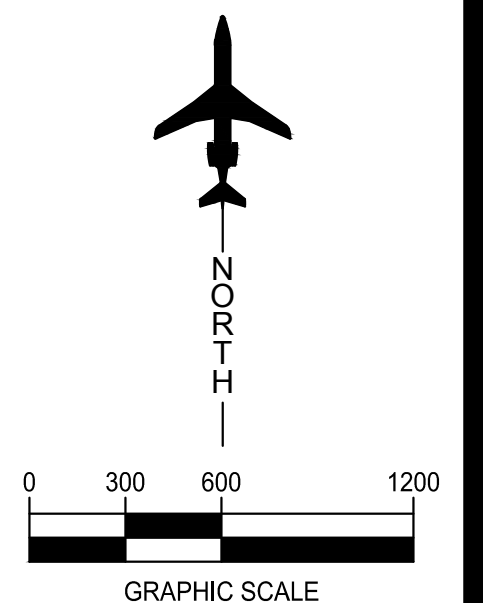


| APPROACH CATEGORY | DISTANCE FROM RUNWAY CENTERLINE TO CROP | DISTANCE FROM RUNWAY END TO CROP | DISTANCE FROM TAXIWAY CENTERLINE TO CROP | DISTANCE FROM APRON EDGE TO CROP |
|-------------------|---|----------------------------------|--|----------------------------------|
| B-II | 250' | 400' | 66' | 58' |
| C-II / D-II | 575' | 1,000' | 66' | 58' |

| DESCRIPTION | EXISTING | ULTIMATE |
|---------------------------|----------|----------|
| AIRPORT PROPERTY LINE | PL (E) | PL (U) |
| BUILDING RESTRICTION LINE | BRL (E) | BRL (U) |
| RUNWAY PROTECTION ZONE | RPZ (E) | RPZ (U) |
| RUNWAY OBJECT FREE AREA | OFA (E) | OFA (U) |
| RUNWAY OBJECT FREE ZONE | OFZ (E) | OFZ (U) |
| TAXIWAY OBJECT FREE AREA | TOFA (E) | TOFA (U) |
| RUNWAY SAFETY AREA | RSA (E) | RSA (U) |
| BUILDING STRUCTURES | [Symbol] | [Symbol] |
| AGRICULTURE USE | [Symbol] | [Symbol] |

NOTES:

1. THE AIRPORT IS LOCATED WITHIN THE DAVENPORT CITY LIMITS. THE CITY HAS ADOPTED ZONING DISTRICT REGULATIONS WHICH REGULATE LAND USES.
2. THE CITY OF DAVENPORT AND SCOTT COUNTY HAVE ADOPTED A HEIGHT RESTRICTION ORDINANCE BASED ON F.A.R. PART 77.
3. TALL STRUCTURES ZONING ORDINANCE SHOULD BE AMENDED TO BE CONSISTENT WITH APPROVED ALP.



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 OCTOBER 2014

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DAVENPORT MUNICIPAL AIRPORT
 ULTIMATE LAND USE PLAN

SHEET NO.
22
 22 OF 23

AVIGATION EASEMENT

FOR THE FREE, UNOBSTRUCTED PASSAGE OF ALL AIRCRAFT BY WHOMSOEVER OWNED AND OPERATED IN ALL AIR SPACE ABOVE THE NATURAL GROUND LEVEL OF THE EASEMENT, TOGETHER WITH THE RIGHT TO CAUSE IN ALL AIR SPACE ABOVE THE NATURAL GROUND LEVEL OF THE EASEMENT SUCH NOISE, VIBRATIONS, FUMES, DUST, FUEL PARTICLES AND ALL OTHER EFFECTS THAT MAY BE CAUSED BY THE OPERATION OF AIRCRAFT LANDING OR TAKING OFF FROM OR OPERATING AT OR ON THE DAVENPORT MUNICIPAL AIRPORT; AND GRANTOR DOES HEREBY FULLY WAIVE AND RELEASE ANY RIGHT OR CAUSE OF ACTION WHICH THEY MAY HAVE IN THE FUTURE AGAINST THE AIRPORT, ITS SUCCESSORS AND ASSIGNS DUE TO SUCH NOISE, VIBRATIONS, FUMES, DUST, FUEL PARTICLES, AND ALL OTHER EFFECTS THAT MAY BE CAUSED OR MAY HAVE BEEN CAUSED BY THE OPERATION OF LANDING AT OR TAKING OFF FROM OR OPERATING AT OR ON THE AIRPORT.

THE OWNERS, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS, AND ASSIGNS, DO HEREBY COVENANT AND AGREE THAT THEY WILL NOT ERECT, MAINTAIN, OR ALLOW ANY BUILDINGS, STRUCTURES, OR OBJECTS OTHER THAN GROUND LEVEL ROADS, DRIVEWAYS, OR PARKING SPACES TO REMAIN OR BE PLACED ON THE EASEMENT, OR PERMIT ANY VEGETATION OTHER THAN GROUND COVER TO BE GROWN THEREON; PROVIDE, HOWEVER, THAT THE OWNERS RESERVE UNTO THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS THE RIGHT TO USE THE EASEMENT FOR CROP FARMING PURPOSES (EXCEPT FOR TREE FARMS) OR ANIMAL RAISING PURPOSES AND MAY BRING MOVEABLE MACHINERY ONTO THE LAND DURING THE DAY OR NIGHT TO CARRY OUT FARMING TASKS AND MAY BRING PORTABLE STRUCTURES LESS THAN TEN FEET ONTO THE LAND TO SHELTER AND FEED ANY ANIMALS.

LEGEND

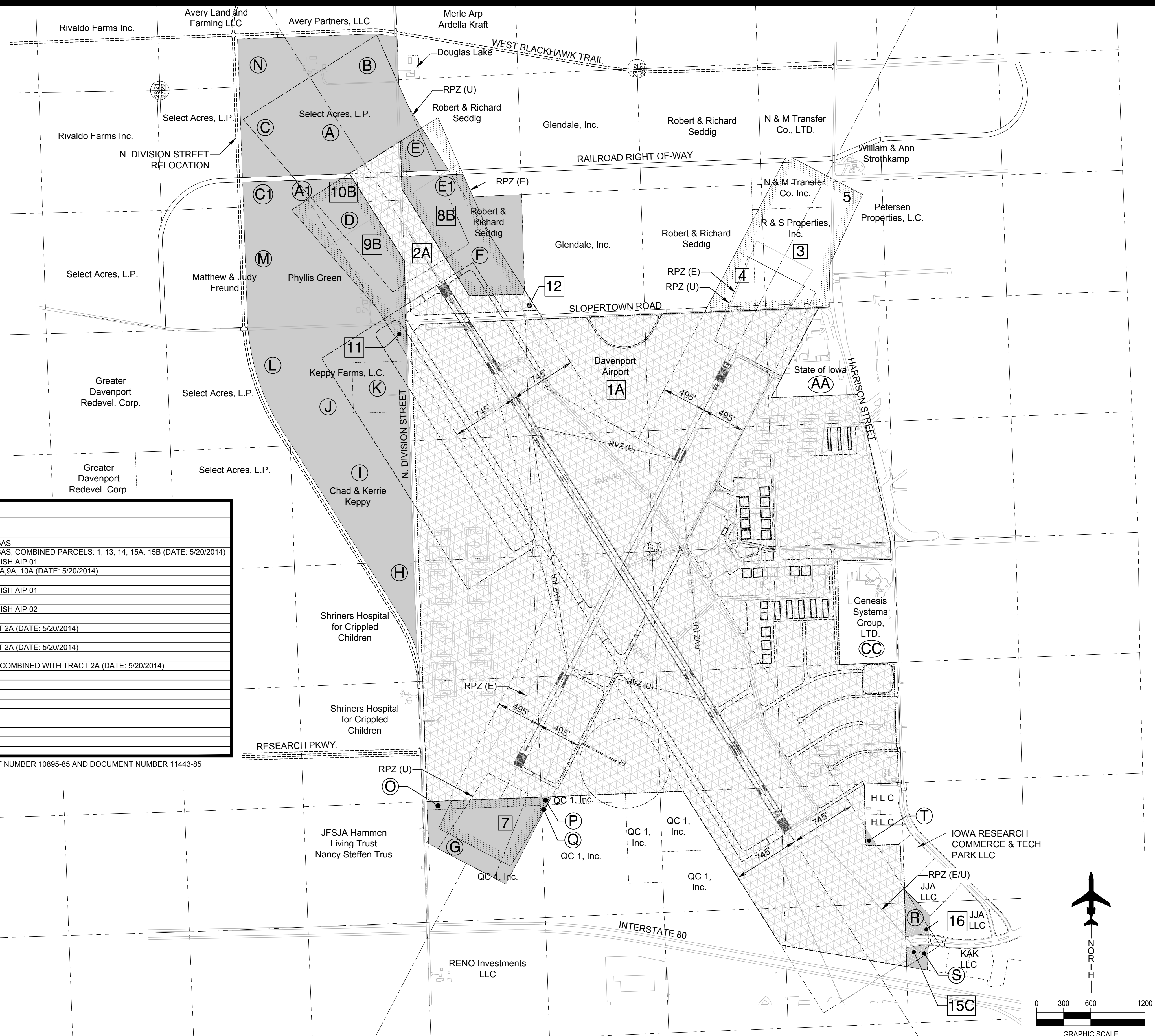
- EXISTING AIRPORT PROPERTY IN FEE
- EXISTING EASEMENT
- FUTURE LAND ACQUISITION IN FEE

| RELEASED PROPERTY TABLE | | | |
|-------------------------|-----------------|-----------------|--------------------|
| TRACT ID | DOCUMENT NUMBER | DATE OF RELEASE | PURPOSE OF RELEASE |
| AA | 3413-72 | 12/16/1971 | NAT. GUARD |
| BB | 19686-85 | 8/28/1985 | ROW |
| CC | | 8/7/1986 | SOLD |

| EXISTING PROPERTY & EASEMENT TABLE | | | | | | | |
|------------------------------------|-------------|-------------|-------------|---------------------|---------------|--------------------|--|
| TRACT # | DESCRIPTION | INTEREST | PREV. OWNER | DATE OF ACQUISITION | FUNDING | BOOK/PAGE | NOTES |
| 1 | 631.83 AC. | FEE | | 1945 | | B180/P68 | SUB AGREE 9/12/1979 GAS |
| 1A | 661.87 AC. | FEE | | 2014 | | FILE 2014-00011425 | SUB AGREE 9/12/1979 GAS, COMBINED PARCELS: 1, 13, 14, 15A, 15B (DATE: 5/20/2014) |
| 2 | 27.19 AC. | 40:1 EASE | BEHRENS | OCT. 1962 | 9-13-025-004 | 265 DEEDS 508 | CONDEMNED, EXTINGUISH AIP 01 |
| 2A | 25.77 AC. | FEE | | 2014 | | FILE 2014-00011425 | COMBINED PARCELS: 8A, 9A, 10A (DATE: 5/20/2014) |
| 3 | 38.36 AC. | 40:1 EASE | BEHRENS | OCT. 1962 | 9-13-025-6106 | 265 DEEDS 508 | CONDEMNED |
| 4 | 9.15 AC. | 40:1 EASE | ROSGE | OCT. 1962 | 9-13-025-6106 | 265 DEEDS 508 | CONDEMNED, EXTINGUISH AIP 01 |
| 5 | 3.10 AC. | 40:1 EASE | ARP | OCT. 1962 | 9-13-025-6106 | 265 DEEDS 508 | CONDEMNED, EXTINGUISH AIP 02 |
| 6 | 33.82 AC. | 40:1 EASE | RUSCH | OCT. 1962 | 9-13-025-6106 | 265 DEEDS 508 | CONDEMNED, EXTINGUISH AIP 02 |
| 7 | 12.17 AC. | 40:1 EASE | MEYER | OCT. 1962 | 9-13-025-6106 | 265 DEEDS 508 | CONDEMNED |
| ** 8A | 18.63 AC. | FEE | BEHRENS | 7/17/1985 | 3-19-0024-01 | DOC 10898-85 | COMBINED WITH TRACT 2A (DATE: 5/20/2014) |
| 8B | 25.49 AC. | TO GROUND E | BEHRENS | 7/17/1985 | 3-19-0024-01 | DOC 10898-85 | |
| ** 9A | 2.57 AC. | FEE | GREEN | 5/15/1985 | 3-19-0024-01 | DOC 11441-85 | COMBINED WITH TRACT 2A (DATE: 5/20/2014) |
| 9B | 17.28 AC. | TO GROUND E | GREEN | 5/15/1985 | 3-19-0024-01 | DOC 11441-85 | |
| **10A | 5.89 AC. | FEE | KEPPY | 5/31/1985 | 3-19-0024-01 | DOC 11443-85 | INCLUDES ROAD ROW, COMBINED WITH TRACT 2A (DATE: 5/20/2014) |
| 10B | 3.21 AC. | TO GROUND E | KEPPY | 5/3/1985 | 3-19-0024-01 | DOC 11443-85 | INCLUDES ROAD ROW |
| 11 | 0.96 AC. | TO GROUND E | KEPPY | 5/4/1985 | 3-19-0024-01 | DOC 1144-85 | |
| 12 | 0.70 AC. | FEE | | | 3-19-0024-01 | | |
| 13 | 19.99 AC. | FEE | | 5/17/1989 | 3-19-0024-02 | | CONDEMNED #73930 |
| 14 | 41.81 AC. | FEE | | 12/19/1988 | 3-19-0024-02 | | CONDEMNED #73930 |
| 15A | 2.39 AC. | FEE | | 5/17/1989 | 3-19-0024-02 | | CONDEMNED #73930 |
| 15B | 10.40 AC. | FEE | | 5/17/1989 | 3-19-0024-02 | | CONDEMNED #73930 |
| 15C | 3.21 AC. | FEE | | 12/19/1988 | 3-19-0024-02 | | CONDEMNED #73932 |
| 16 | 0.31 AC. | 34:1 EASE | CHRISTIE | 12/19/1988 | 3-19-0024-02 | | CONDEMNED #73932 |

** TRACT #s 8A, 9A AND 10A NOT SHOWN ON MAP FOR CLARITY REASONS AND HAVE BEEN COMBINED INTO PARCEL 2A. REFER TO DOCUMENT NUMBER 10895-85 AND DOCUMENT NUMBER 11443-85 AT THE SCOTT COUNTY, IOWA RECORDER'S OFFICE FOR PARCEL DESCRIPTION INFORMATION.

| PROPOSED ACQUISITION TABLE | | | | |
|----------------------------|---------------------------------------|------------|---------|-------------------|
| TRACT ID | OWNER | LAND USE | ACREAGE | PROPOSED INTEREST |
| A | SELECT ACRES, LP | ROW CROP | 28.63 | FEE |
| A1 | SELECT ACRES, LP | ROW CROP | 5.30 | FEE |
| B | AVERY PARTNERS, LLC | ROW CROP | 15.73 | FEE |
| C | SELECT ACRES, LP | ROW CROP | 10.18 | FEE |
| C1 | SELECT ACRES, LP | ROW CROP | 2.74 | FEE |
| D | PHYLLIS GREEN | ROW CROP | 15.6 | FEE |
| E | ROBERT & RICHARD SEDDIG | ROW CROP | 5.41 | FEE |
| E1 | ROBERT & RICHARD SEDDIG | ROW CROP | 4.24 | FEE |
| F | ROBERT & RICHARD SEDDIG | ROW CROP | 23.46 | FEE |
| G | QC 1, INC. | INDUSTRIAL | 16.69 | FEE |
| H | SHRINER'S HOSP. FOR CRIPPLED CHILDREN | ROW CROP | 4.59 | FEE |
| I | CHAD & KERRIE KEPPY | ROW CROP | 26.68 | FEE |
| J | KEPPY FARMS L.C. | ROW CROP | 39.18 | FEE |
| K | KEPPY FARMS L.C. | ROW CROP | 6.10 | FEE |
| L | SELECT ACRES, LP | ROW CROP | 8.28 | FEE |
| M | MATTHEW & JUDY FREUND | ROW CROP | 13.16 | FEE |
| N | AVERY LAND & FARMING, LLC | ROW CROP | 5.38 | FEE |
| O | QC 1, INC. | ROW CROP | 2.61 | FEE |
| P | QC 1, INC. | ROW CROP | 0.18 | FEE |
| Q | QC 1, INC. | ROW CROP | 0.15 | FEE |
| R | VEETTURA LLC | ROW CROP | 2.11 | FEE |
| S | KAK LC | ROW CROP | 1.35 | FEE |
| T | HLC | ROW CROP | 0.27 | FEE |



N:\CSD Projects\DAV 151100304-ALP_Revision\DesignPlans\Property Map.dwg

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DAVENPORT MUNICIPAL AIRPORT PROPERTY MAP

SHEET NO.
23
23 OF 23