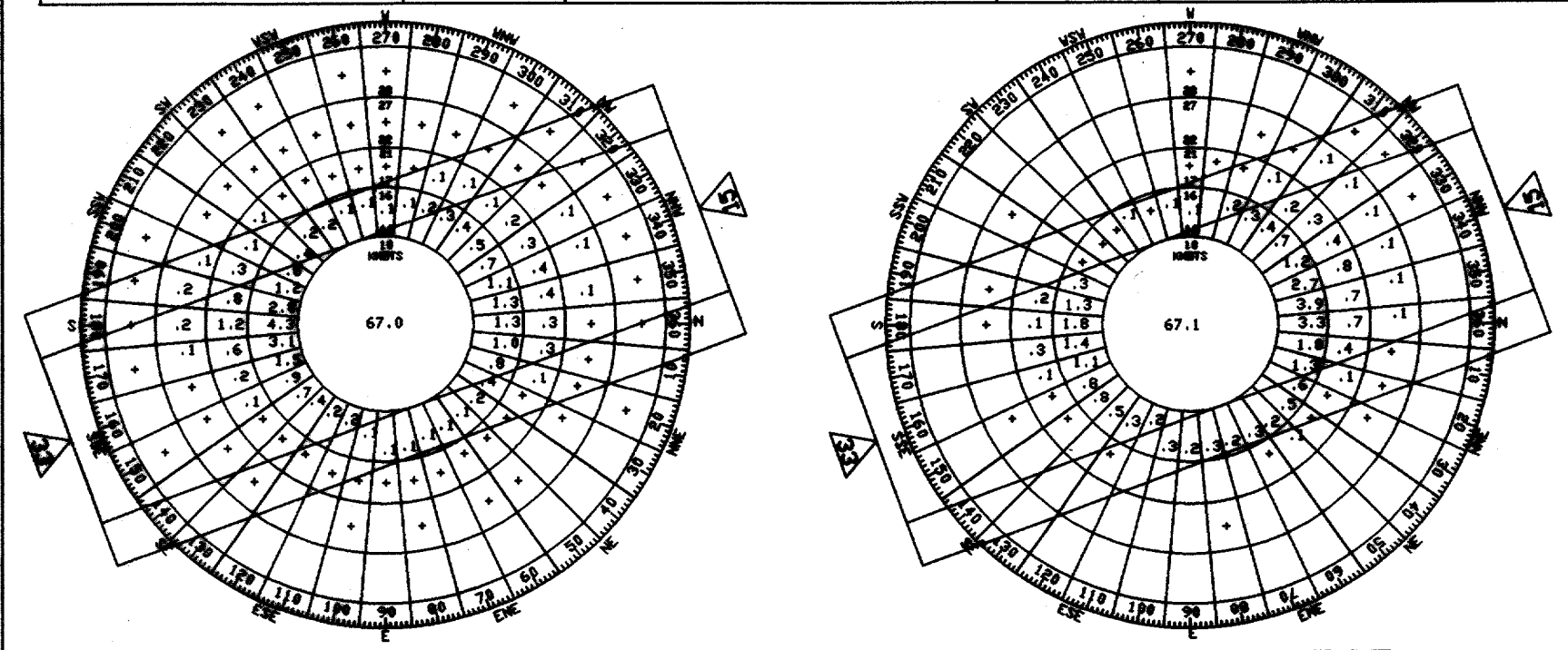


BUILDING LEGEND

THIS DRAWING MODIFIED BY URS GREINER ON 11-20-97.

#	TENANT OR OWNER	TOP ELEVATION	#	TENANT OR OWNER	TOP ELEVATION	#	TENANT OR OWNER	TOP ELEVATION	#	TENANT OR OWNER	TOP ELEVATION	#	TENANT OR OWNER	TOP ELEVATION
1.	T-HANGER "CITY" (200)	648.2'	16A.	AIRPORT FLOW SCHOOL/AVIATION HANGER	655.2'	31.	PHOTO HANGER (1980)	652.2'	47.	CRENSHAW REAL SERVICE	652.2'	63.	CRENSHAW AIR PLAZA	672.2'
2.	T-HANGER "CITY" (400)	648.2'	16B.	PORT-O-HANGER (2)	655.2'	32.	HEL2 & HANGAR (1985)	652.2'	48.	FRIENDLY AVIATION	652.2'	64.	ADDISON LOCKER	664.2'
3.	T-HANGER "CITY" (800)	650.2'	17.	PHOTO HANGER (1980)	657.2'	33.	HEL2 & HANGAR (1985)	652.2'	49.	FRIENDLY AVIATION	652.2'	65.	TEX-AIR PARTS	663.2'
4.	CRENSHAW AVIATION SERVICES	660.2'	18.	PHOTO HANGER (1980)	657.2'	34.	FLAPS/ALONE SHOPS/ALONE	655.2'	50.	FRIENDLY AVIATION	652.2'	66.	ADDISON CAR CARE CENTER	661.2'
5A.	AVIATION SERVICES, INC.	706.9'	19.	T-HANGER "CITY" (800)	661.2'	35.	AMERICAN FLIGHTS	661.2'	51.	FRIENDLY AVIATION	661.2'	67.	ARTIST TOOL	664.2'
5B.	AVIATION	706.9'	20.	WALTER FULLER AIRCRAFT SALES/AIRCRAFT WELDING	661.2'	36.	TOP BOX	663.2'	52.	CRENSHAW REAL SERVICE	664.2'	68.	HOBARD TRUCKS	673.2'
6.	T-HANGER "CITY" (TO BE REPAIRED)	663.2'	21.	A SHREVE MEDICAL CO./HARRIS AVIATION/STANFORD AVIATION	663.2'	37.	LEWIS HANGER	663.2'	53.	CRENSHAW REAL SERVICE	664.2'	69.	RECOR/KERR THOMPSON	668.2'
7.	T-HANGER "CITY" (TO BE REPAIRED)	663.2'	22.	JET 1 & 2 HANGER	667.2'	38.	LEWIS HANGER	663.2'	54.	CRENSHAW REAL SERVICE	664.2'	70.	J.P. & WOODRUFF AVIATION	677.2'
8.	CRENSHAW HELICOPTERS, INC.	667.2'	23.	JET 1 & 2 HANGER	667.2'	39.	JET 1 & 2 HANGER	667.2'	55.	FRIENDLY AVIATION	675.2'	71.	DAK	677.2'
9.	CRENSHAW HELICOPTERS, INC.	667.2'	24.	STERN AIR	667.2'	40.	BANK PROP.	667.2'	56.	FRANK & MATHIEY	668.1'	72.	CO-OP HANGER C	676.2'
10.	PHOTO HANGER	667.2'	25.	PHOTO HANGER (1980)	667.2'	41.	SLS PROPRIETARY	667.2'	57.	EVIL AIR SUPPORT	667.2'	73.	CO-OP HANGER B	676.2'
11.	CHUCK WADLEY (700)	668.2'	26.	REPAIRED	668.2'	42.	WAREHOUSE	668.2'	58.	EVIL AIR SUPPORT	667.2'	74.	CO-OP HANGER A	677.2'
12.	HANLEY AIRCRAFT SERVICE	667.2'	27.	REPAIRED	668.2'	43.	WAREHOUSE	668.2'	59.	CHAMPAIGN FLIGHT MUSEUM	667.2'	75.	AIR TRAFFIC CONTROL TOWER	667.2'
13A.	PLATE ELECTRONICS	667.2'	28.	REPAIRED	668.2'	44.	WAREHOUSE	668.2'	60.	CHAMPAIGN FLIGHT MUSEUM	667.2'	76.	FIRE DEPARTMENT	678.2'
13B.	HANLEY AIRCRAFT SERVICE	667.2'	29.	REPAIRED	668.2'	45.	WAREHOUSE	668.2'	61.	CHAMPAIGN FLIGHT MUSEUM	667.2'	77.	POLICE DEPARTMENT	681.2'
14.	AIR SIGN AVIATION	668.2'	30.	T-HANGER "CITY" (1000)	668.2'	46.	POWER SERVICES AIRCRAFT COMPANY	668.2'	62.	MONARCH AIR	674.2'	78.	ADDISON TOWER/OFFICE BUILDING	775.2'
15.	CRENSHAW AVIATION	668.2'	30.	T-HANGER "CITY" (1100)	668.2'	47.	POWER SERVICES AIRCRAFT COMPANY	668.2'	63.	MONARCH AIR	674.2'	79.	PARKING GARAGE	680.1'

EXISTING RUNWAY PROTECTION ZONE (RPZ)  
500' X 1010' X 1700'  
VISIBILITY MINIMUMS NOT  
LOWER THAN 1 MILE



**ALL WEATHER WINDROSE**  
10.5-KNOT CROSSWIND 16-KNOT CROSSWIND  
R/W 15/33 95.8% 98.8%

**IFR WINDROSE**  
Future Rotating Beacon Location

SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, NATIONAL CLIMATIC DATA CENTER  
STATION: DALLAS, TEXAS  
PERIOD OF RECORD: 1966-1995

**IFR WIND COVERAGE SUMMARY**

WIND COVERAGE PROVIDED UNDER IFR CONDITIONS (10-KNOT MINIMUM CROSSWIND, 5-KNOT TAILWIND TO MAXIMUM HEADWIND)

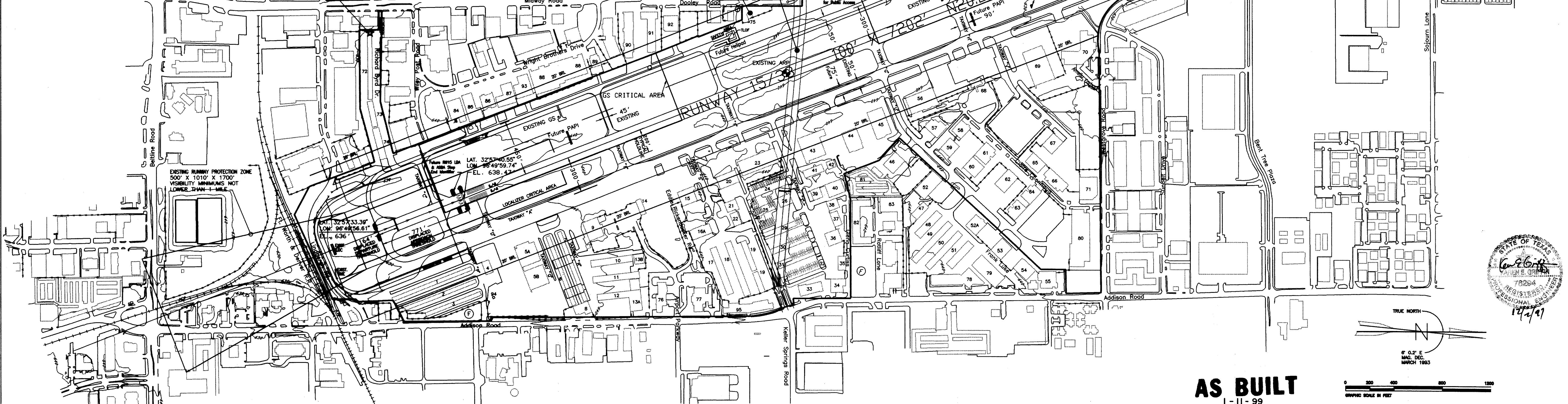
R/W 15/33 62.2%  
R/W 33/2 79.9%

WIND COVERAGE PROVIDED UNDER VFR CONDITIONS (10-KNOT MINIMUM CROSSWIND, 10-KNOT TAILWIND TO MAXIMUM HEADWIND)

R/W 15/33 66.6%  
R/W 15/33 90.1%

SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, NATIONAL CLIMATIC DATA CENTER  
STATION: DALLAS, TEXAS  
PERIOD OF RECORD: 1966-1995

\* COVERAGE OF LESS THAN 100% PER HOUR IS NOT GUARANTEED FOR 200 FEET AND OVER VISIBILITY.  
\* WINDS OF LESS THAN 10 KNOTS ARE NOT INCLUDED IN THIS SUMMARY.  
\* THIS SUMMARY IS BASED ON THE DATA FOR THE PERIOD OF RECORD SHOWN ABOVE.  
\* APPROXIMATE COVERAGE FOR OTHER AIRCRAFT AT APPROXIMATE CROSSWIND AND TAILWIND UNDER VFR CONDITIONS.



**AS BUILT**  
11-99

**DECLARED DISTANCES**

ITEM	RUNWAY 15	RUNWAY 33
TAKEOFF RUN AVAILABLE (TORA)	7036'	7100'
TAKEOFF DISTANCE AVAILABLE (TODA)	7036'	7100'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	8507'	7202'
LANDING DISTANCE AVAILABLE (LDA)	5528'	6431'

**NON-STANDARD CONDITIONS**

ITEM	EXISTING	FUTURE	REMARKS	APPROVAL DATE
RUNWAY 33 SAFETY AREA LENGTH	D-4	D-4	NO CHANGE	
RUNWAY 33 OBSTACLE FREE AREA LENGTH	D-4	D-4	NO CHANGE	
RUNWAY 15 SAFETY AREA LENGTH	D-4	D-4	NO CHANGE	
RUNWAY 15 OBSTACLE FREE AREA LENGTH	D-4	D-4	NO CHANGE	
RUNWAY CENTERLINE TO HULLINE	D-4	D-4	NO CHANGE	

**RUNWAY DATA**

ITEM	RUNWAY 15/33	
	EXISTING	FUTURE
RUNWAY WIDTH AND LENGTH	100' X (6)	100' X (6)
RUNWAY MARKING	PRECISION	PRECISION
RUNWAY SAFETY AREA	500' X 853'	500' X 853'
RUNWAY OBSTACLE FREE AREA	800' X 8510'	800' X 8510'
RUNWAY OBSTACLE FREE ZONE	NO OBST. PENETRATIONS	NO OBST. PENETRATIONS
UNIMULCHED RUNWAY	YES	YES
NAVIGATIONAL AIDS	LSLOCATOR	GPS/LOCATOR
LANDING AIDS	WALSALSR	WALSALSR/PAPI
APPROACH SURFACES	30:1/50:1	30:1/50:1
APPROACH VISIBILITY MINIMUMS	1 MILE/2.1 MILE	1 MILE/2.1 MILE
THRESHOLD STRIP CRITERIA	NO OBST. PENETRATIONS	NO OBST. PENETRATIONS
PAVEMENT STRENGTH (IN 1000 LBS.)	808, 1088, 1808	808, 1088, 1808
PAVEMENT TYPE	ASPHALT	ASPHALT
EFFECTIVE RUNWAY GRADIENT %	0.03	0.03
% ALL NUMBER WIND CORRECTION (14/15 100%)	88.8/95.6	88.8/95.6
FAR PART 77 CATEGORY	P/PI	P/PI
AIRPORT REFERENCE CODE (ARC)	D-4	D-4
RUNWAY LINE-OF-SIGHT CRITERIA MET	YES	YES
CONTROL AIRCRAFT TOUCHDOWN ZONE ELEVATION	643/644'	643/644'

**AIRPORT DATA**

ITEM	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	644'	644'
AIRPORT REFERENCE POINT (ARP)	32° 58' 31.16" N, 96° 50' 21.85" W	32° 58' 31.16" N, 96° 50' 21.85" W
MEAN MAX. TEMP. HOTTEST MONTH	96.1°F	96.1°F
AIRPORT PROPERTY (ACRES)	368	424
UNICOM (MHz)	122.950	122.950
NPIAS CATEGORY	RELEVER	RELEVER
CONTROL TOWER (MHz)	126.0	126.0

**LAYOUT PLAN LEGEND**

ITEM	EXISTING	FUTURE
BUILDING RESTRICTION LINE	---	---
AIRPORT PROPERTY LINE	---	---
FENCE	---	---
AVIATION EASEMENT	---	---
RUNWAY PROTECTION ZONE	---	---
BUILDINGS	---	---
AIRFIELD PAVEMENT	---	---
FUEL STORAGE	---	---
ROTATING BEACON	---	---
LIGHTED WIND CONE & SEGMENTED CIRCLE	---	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---
RUNWAY END IDENTIFIER LIGHTS (REILS)	---	---
VISUAL APPROACH SLOPE INDICATOR (VASI)	---	---
THRESHOLD LIGHTS (DISPLACED THRESHOLD LIGHTS)	---	---
HELICOPTER TOUCHDOWN AND LIFT-OFF AREA (TLOF)	---	---
WINDCONE	---	---

NOTE: 1. THIS DRAWING SHOULD NOT BE USED AS A STANDARD FOR PLANNING OR DESIGN.  
2. BASE MAP PROVIDED BY AERIAL DATA SERVICE, TULSA, OKLAHOMA (SEPT. 1995).  
3. MAGNETIC DECLINATION TAKEN FROM 1983 AIRPORT LAYOUT PLAN BY GREINER, INC., FORT WORTH, TEXAS.  
4. HORIZONTAL COORDINATE DATUM IS BASED ON NAD83.  
5. RUNWAY THRESHOLD LIGHTS INFORMATION TAKEN FROM CG 788 ADDISON AIRPORT, DALLAS, TEXAS (DEC. 1995).  
6. RUNWAY PAVEMENT END LAY/ZONE INFORMATION CALCULATED USING "VISIBILITY YIELD" COMPUTER PROGRAM.  
7. REFER TO RUNWAY PROTECTION ZONE (RPZ) PLAN & PROFILE DRAWINGS FOR ROADWAY/RAILROAD CLEARANCE INFORMATION.

**ADDISON AIRPORT**  
ADDISON, TEXAS

**AIRPORT LAYOUT PLAN**

Barnard Dunkelberg & Company  
Tulsa, Oklahoma

FIGURE NUMBER: 2  
METRIC SCALE: 1" = 400'  
DATE: JUNE, 1997  
DRAWING NUMBER: 2