



Designer: **APN**
 Technician: **APN**
 Checked by: **RWO**
 Project Number: **PL238050 / 02380057**

- NOTES**
- ALL ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL).
 - THE ASOS WIND SENSOR SHOULD BE MOUNTED AT 30 TO 33 FEET (9 TO 10 METERS) ABOVE THE AVERAGE GROUND HEIGHT WITHIN A RADIUS OF 500 FEET (150 METERS). IT IS DESIRED THAT ALL OBSTRUCTIONS (E.G., VEGETATION, BUILDINGS, ETC.) BE AT LEAST 15 FEET LOWER THAN THE HEIGHT OF THE SENSOR WITHIN THE 500 FOOT RADIUS AND BE NO GREATER THAN 10 FEET ABOVE THE SENSOR FROM 500 TO 1000 FEET.
 - THERE ARE CURRENTLY TWO 10,000 GALLON UNDERGROUND FUEL TANKS IN THIS LOCATION; ONE CONTAINS JET-A AND THE OTHER CONTAINS 100LL FUEL. AFTER THE USEFUL LIFE OF THE EXISTING TANKS HAS EXPIRED, IT IS RECOMMENDED THAT THE TANKS BE REPLACED WITH ABOVEGROUND STORAGE TANKS FOR EASE OF MAINTENANCE AND MONITORING. THIS PLAN ALSO PROPOSES THE UPGRADE OF JET-A STORAGE FROM 10,000 GALLONS TO 20,000 GALLON FOR ADDED CAPACITY.

- ACRONYMS / ABBREVIATIONS**
- ASDA = ACCELERATE STOP DISTANCE
 - AVAILABLE
 - BRL = BUILDING RESTRICTION LINE
 - CL = CENTERLINE
 - DRA = DRY RETENTION AREA
 - EL = ELEVATION
 - FUT = FUTURE
 - GPS = GLOBAL POSITIONING SYSTEM
 - IFR = INSTRUMENT FLIGHT RULES
 - IW = INNER WIDTH
 - KTS = KNOTS
 - LDA = LANDING DISTANCE AVAILABLE
 - LOC = LOCALIZER
 - LPV = LOCALIZER PERFORMANCE WITH VERTICAL GUIDANCE
 - MIRL = MEDIUM INTENSITY RUNWAY LIGHTING
 - MTL = MEDIUM INTENSITY TAXIWAY LIGHTING
 - NAD = NORTH AMERICAN DATUM
 - NPI = NONPRECISION INSTRUMENT
 - ODALS = OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM
 - PAPI = PRECISION APPROACH PATH INDICATOR
 - REIL = RUNWAY END IDENTIFIER LIGHTING
 - ROFA = RUNWAY OBJECT FREE AREA
 - RSA = RUNWAY SAFETY AREA
 - TDZE = TOUCHDOWN ZONE ELEVATION
 - TORA = TAKEOFF DISTANCE AVAILABLE
 - TORA = TAKEOFF RUN AVAILABLE

REVISIONS

No.	Description	Date	By

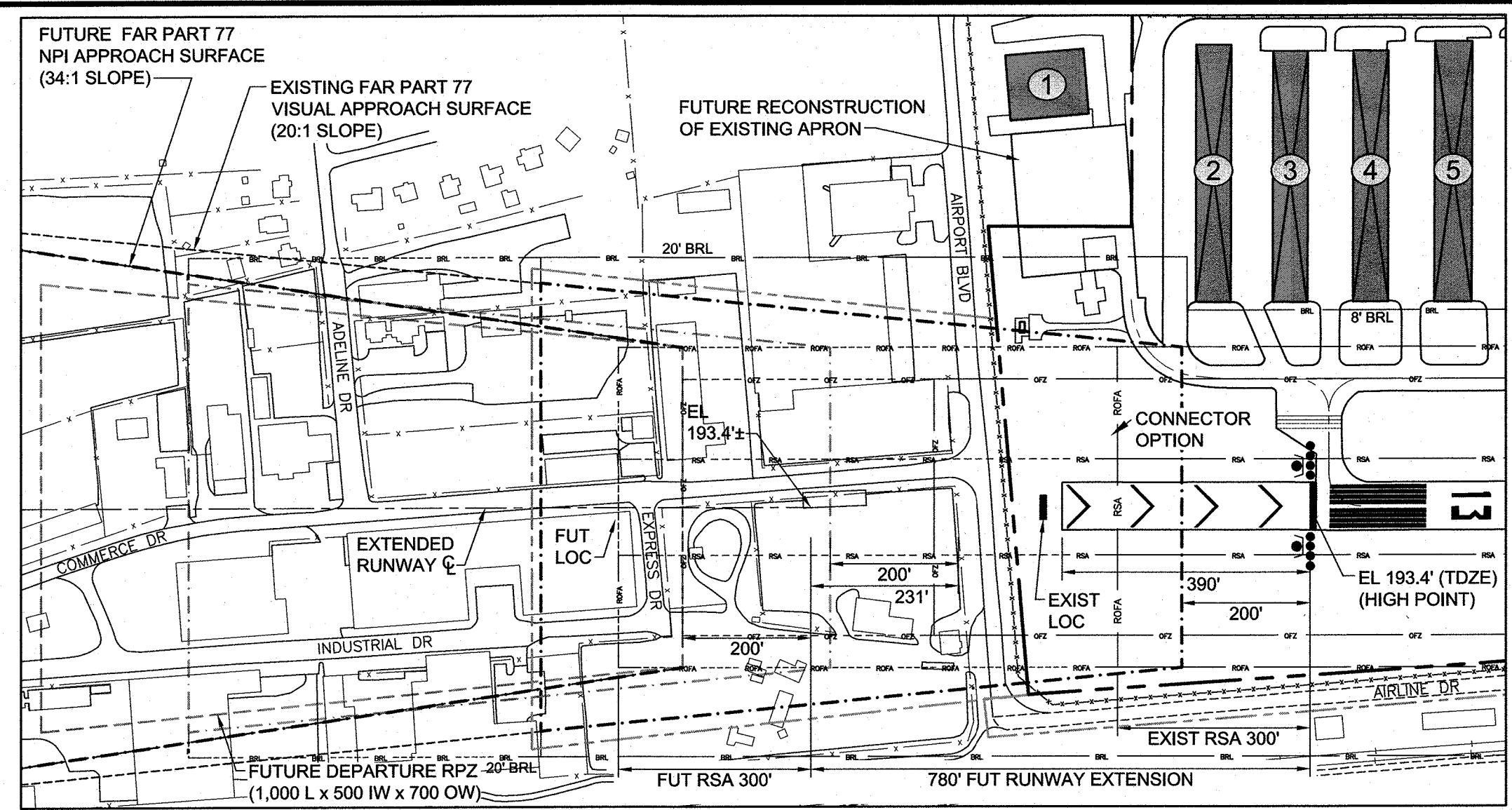
Jim Hamilton - L.B. Owens Airport (CUB) Master Plan Update

AIRPORT LAYOUT PLAN DRAWING

FAA A.I.P. Project Number: **FAA AIP#: 3-45-0017-011-2008**
FAA AIP#: 3-45-0017-013-2009

Date: **November, 2011** Division: **Planning**

Scale: **1" = 300'** Drawing Number: **2**



EXISTING BUILDING DATA TABLE

BLDG. NO.	DESCRIPTION	TOP ELEV.
1	CURTIS-WRIGHT HANGAR	220.1'
2	T-HANGAR (18 UNITS)	208.3'
3	T-HANGAR (18 UNITS)	207.7'
4	T-HANGAR (18 UNITS)	208.2'
5	T-HANGAR (15 UNITS) - 2 BOX	211.2'
6	BOX HANGAR (7 UNITS)	215.6'
7	MAINTENANCE FACILITY	210.8'
8	COMMERCIAL HANGAR	214.9'
9	COMMERCIAL HANGAR	214.1'
10	COMMERCIAL HANGAR	205.8'
11	TERMINAL / FBO	239.7'
12	T-HANGAR (18 UNITS)	195.4'
13	T-HANGAR (18 UNITS)	195.6'

FUTURE BUILDING DATA TABLE

BLDG. NO.	DESCRIPTION	TOP ELEV.
A	4,900 SF HANGAR	190.0'
B	50'x50' ONE SIDED T-HANGAR (6-UNITS)	210.0'
C	COMMERCIAL HANGAR - 4,900 SF	205.0'
D	COMMERCIAL HANGAR - 4,900 SF	205.0'
E	T-HANGAR (14 UNITS)	191.5'
F	T-HANGAR (10 UNITS)	190.0'
G	50'x50' ONE SIDED T-HANGAR (6-UNITS)	195.0'

NOTE: ELEVATIONS OF EXISTING BUILDINGS WERE DERIVED FROM AERONAUTICAL SURVEY PERFORMED BY OTHERS

APPROVED MODIFICATION OF DESIGN STANDARDS

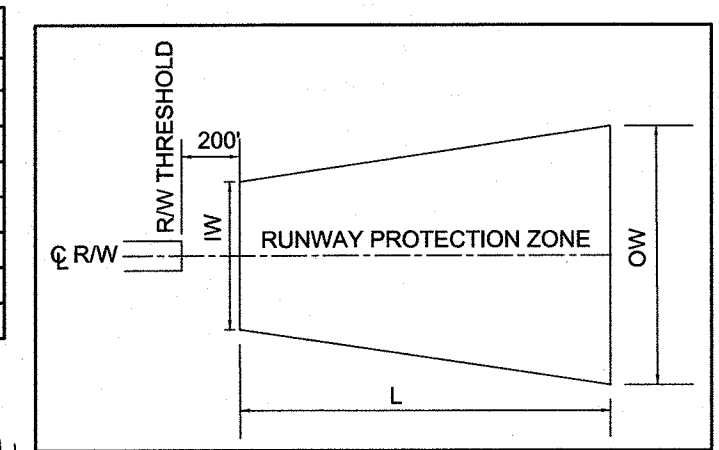
DESCRIPTION	NON-STANDARD ITEM	DESIGN STANDARD	FAA STUDY # AND APPROVAL DATE
RUNWAY OBJECT FREE AREA (ROFA) AND OBSTACLE FREE ZONE (OFZ) CLEARING STANDARDS	TREES AND RAILROAD ARE BOTH CURRENTLY LOCATED WITHIN THE ROFA ON THE SOUTH-WEST SIDE OF THE AIRPORT.	THE ROFA SHOULD BE CLEAR OF ALL ABOVEGROUND OBJECTS WHICH PROTRUDE THE RUNWAY SAFETY AREA EDGE ELEVATION. THE OFZ CLEARING STANDARD PRECLUDES TAXING AND PARKED AIRPLANES AND OBJECT PENETRATIONS EXCEPT FRANGIBLE NAVAIDS THAT NEED TO BE LOCATED IN THE OFZ BECAUSE OF THEIR FUNCTION.	2011-ASO-413-NRA APPROVED 10-28-11
RUNWAY SEPARATION STANDARDS FOR AIRCRAFT APPROACH CATEGORIES A & B	EXISTING RUNWAY C TO TW C = 206'. EXISTING HOLDLINES ARE LOCATED APPROXIMATELY 125' FROM RUNWAY C.	RUNWAY TO TAXIWAY / TAXILANE C FOR AD-II AIRCRAFT = 240'. C TO HOLDLINE STANDARD = 200'.	2011-ASO-413-NRA APPROVED 10-28-11

LEGEND

DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE	---	---
RAILROAD	---	N/A
EASEMENTS	---	---
BUILDINGS (ON-AIRPORT)	---	---
BUILDINGS (OFF-AIRPORT)	---	N/A
PAVEMENT	---	---
RUNWAY MARKINGS	---	---
LOCALIZER CRITICAL AREA	---	---
RSA	---	---
ROFA	---	---
BRL	---	---
NAVAIDS / LIGHTING	---	---
FENCE	---	---

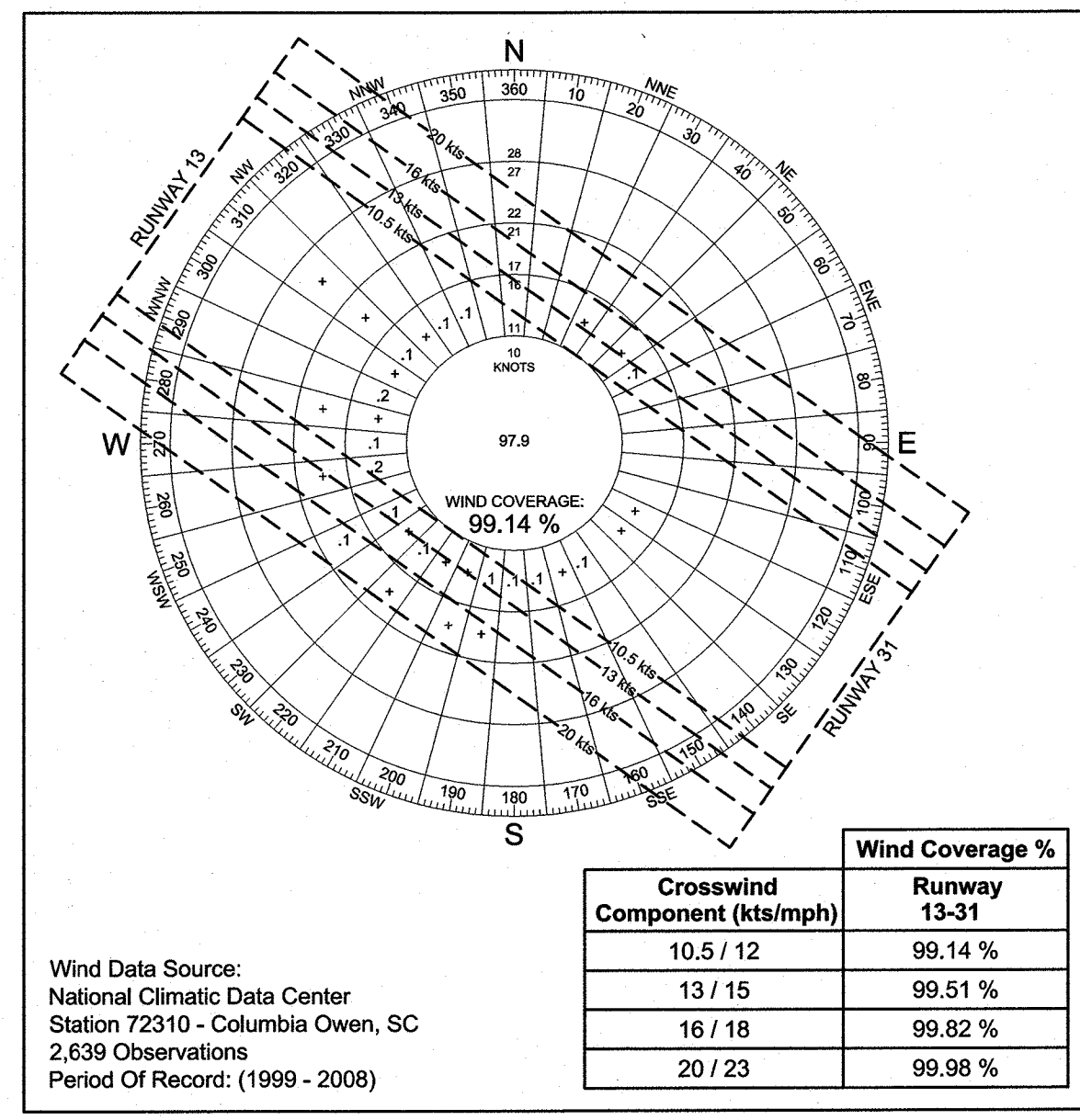
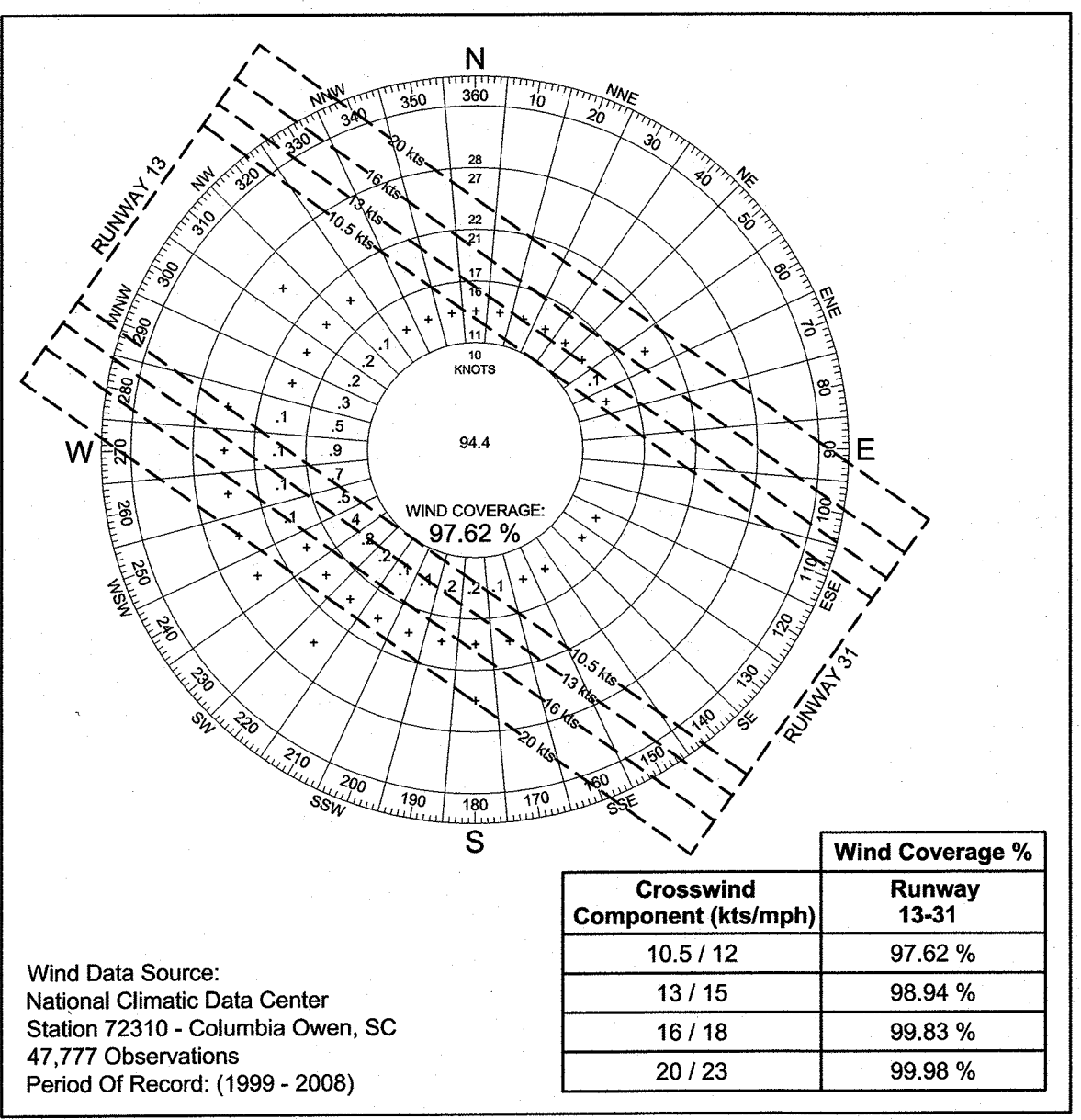
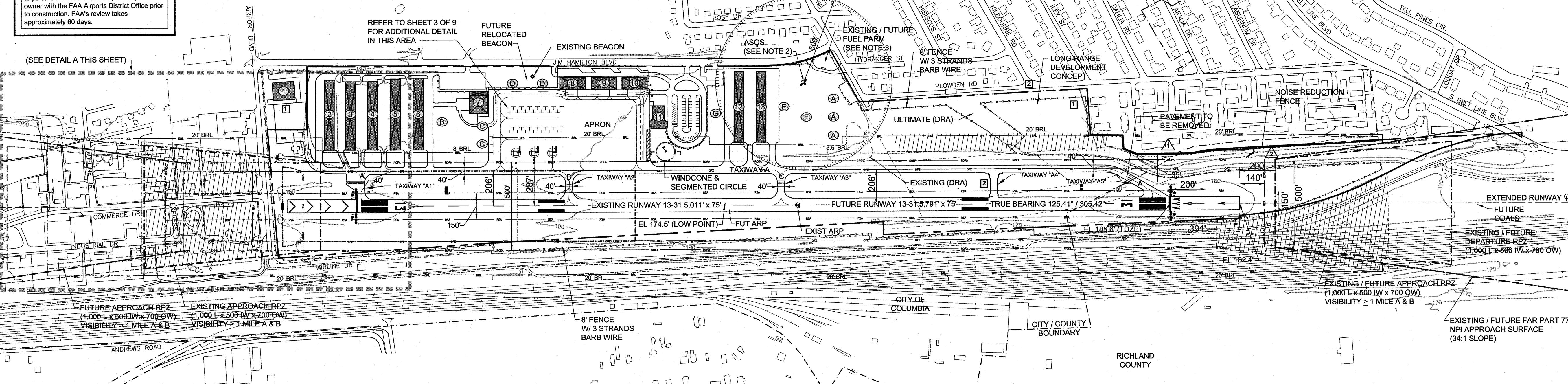
DECLARED DISTANCES

DISTANCES	EXISTING	FUTURE
TORA	5,011'	5,011'
TODA	5,011'	5,011'
ASDA	4,851'	5,011'
LDA	4,851'	4,620'
EXISTING LENGTH	5,011'	
FUTURE LENGTH	5,791'	



CONSTRUCTION NOTICE REQUIREMENT
 To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

DETAIL A
SCALE: 1" = 200'



RUNWAY DATA TABLE

	RUNWAY 13-31		FUTURE	
	EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY LENGTH	5,011'	5,791'	5,011'	5,791'
RUNWAY WIDTH	75'	75'	75'	75'
RUNWAY WIND COVERAGE % (ALL WEATHER)	97.62 %	98.94 %	99.83 %	99.98 %
10.5KTS / 12MPH	97.62 %	-	-	-
13KTS / 15MPH	98.94 %	-	-	-
16KTS / 18MPH	99.83 %	-	-	-
20KTS / 23MPH	99.98 %	-	-	-
AIRCRAFT REFERENCE CODE	B-II	SAME	SAME	SAME
CRITICAL AIRCRAFT	CESSNA CITATION XLS	SAME	SAME	SAME
TRUE BEARING	125.41°	SAME	SAME	SAME
EFFECTIVE GRADIENT (%)	0.22 %	0.19 %	SAME	SAME
RUNWAY LIGHTING	MIRL	SAME	SAME	SAME
PAVEMENT STRENGTH:				
SINGLE WHEEL GEAR (LBS)	20,000	SAME	SAME	SAME
DOUBLE WHEEL GEAR (LBS)	40,000	SAME	SAME	SAME
SURFACE COMPOSITION	ASPHALT	SAME	SAME	SAME
PRIMARY SURFACE WIDTH (FAR PART 77)	500'	SAME	SAME	SAME
APPROACH CATEGORY	VISUAL	NONPRECISION	NONPRECISION	FUTURE
APPROACH SURFACE SLOPE	20:1	34:1	34:1	SAME
OBSTACLE CLEARANCE SURFACE	20:1	SAME	20:1	SAME
APPROACH MINIMUMS	VISUAL	1 MILE	1 MILE	SAME
TYPE OF APPROACH TO RUNWAY END	VISUAL	GPS	GPS	GPS, LPV
RSA DIMENSIONS (RUNWAY END)	150' x 300'	SAME	150' x 140' *	SAME
ROFA DIMENSIONS (RUNWAY END)	500' x 300'	SAME	500' x 140' *	SAME
OFZ DIMENSIONS (RUNWAY END)	400' x 200'	SAME	400' x 200' *	SAME
RUNWAY END COORDINATES				
LATITUDE (NAD 83)	33° 58' 28.043" N	33° 58' 32.510" N	33° 57' 59.306" N	SAME
LONGITUDE (NAD 83)	81° 00' 02.173" W	81° 00' 14.713" W	80° 59' 18.677" W	SAME
RUNWAY END ELEVATION (NAVD 88)	193.4'	SAME	182.4'	SAME
TOUCHDOWN ZONE EL (NAVD 88)	193.4'	SAME	185.6'	SAME
RUNWAY MARKINGS	NONPRECISION	SAME	NONPRECISION	SAME
NAVAIDS	REIL, PAPI-2	REIL, PAPI-4	REIL, PAPI-2	REIL, PAPI-4, ODALS
RUNWAY PROTECTION ZONE:				
LENGTH	1,000'	SAME	1,000'	SAME
INNER WIDTH	500'	SAME	500'	SAME
OUTER WIDTH	700'	SAME	700'	SAME
ACRES	13.77	SAME	13.77	SAME
DISPLACED THRESHOLD COORDINATES				
LATITUDE (NAD 83)	N/A	33° 58' 31.191" N	33° 58' 01.549" N	SAME
LONGITUDE (NAD 83)	N/A	81° 00' 12.487" W	80° 59' 22.462" W	SAME
DISPLACED THRESHOLD ELEVATION	N/A	193.4'	185.6'	SAME
DISPLACED THRESHOLD DISTANCE	N/A	231'	391'	SAME

AIRPORT DATA

DESCRIPTION	EXISTING	FUTURE
AIRPORT ACREAGE (FEE SIMPLE)	184.54	137.26
EASEMENT ACREAGE	18.08	29.42
SERVICE LEVEL (NPAS)	RELIEVER	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
AIRPORT ELEVATION (AMSL)	193.4'	SAME
MEAN MAX. TEMP. (HOTTEST MONTH)	90° F	-
AIRPORT REFERENCE POINT	LATITUDE 33° 58' 13.700" N	33° 58' 15.909" N
(NAD 83)	LONGITUDE 80° 59' 42.900" W	80° 59' 46.693" W
MAGNETIC DECLINATION (JULY 2010)	6° 59' W	-
AIRPORT IDENTIFIER	CUB	SAME
TAXIWAY LIGHTING	MITL	SAME
AIRPORT NAVAIDS	GPS, REIL, PAPI, ROTATING BEACON, WINDCONE, SEGMENTED CIRCLE, ODALS	GPS, LPV, REIL, PAPI, ROTATING BEACON, WINDCONE, SEGMENTED CIRCLE, ODALS

THIS SIGNATURE CERTIFIES SPONSOR'S APPROVAL OF THE INFORMATION CONTAINED IN THIS PLAN.

ORIGINAL SIGNED _____ DATE 11/2011

COUNTY OFFICIAL

REVISION FOR TAXIWAY MODIFICATIONS AND PROPERTY ACQUISITIONS.

BY: WK DICKSON & COMPANY, INC.

THIS SIGNATURE CERTIFIES SPONSOR'S APPROVAL OF THE REVISIONS CONTAINED IN THIS PLAN.

DATE 26 Feb 2012

CHRISTOPHER S. EVERSMAHN, PE, AAE
 AIRPORT MANAGER

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