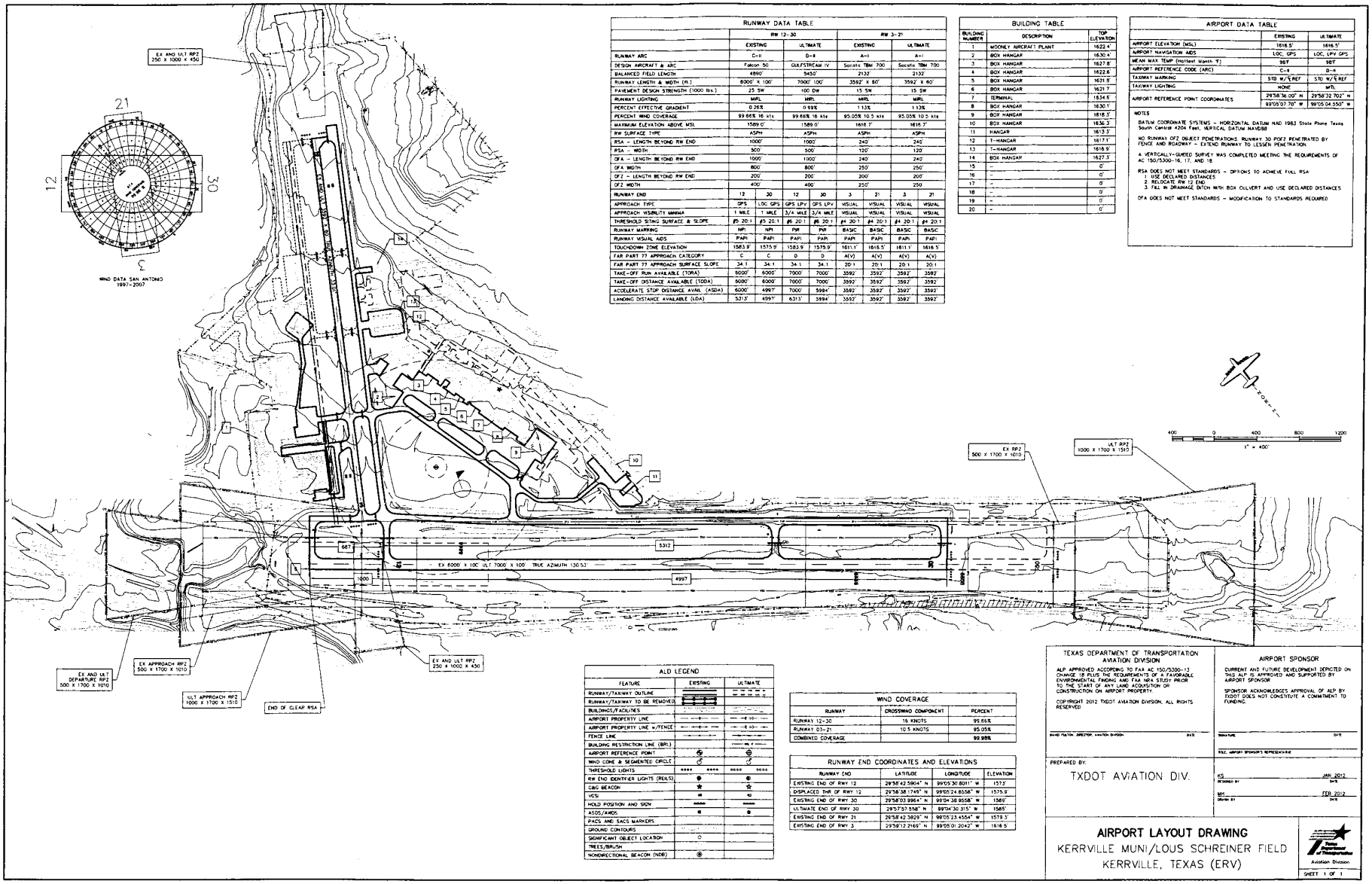

RUNWAY DATA TABLE								
	RW 12-30				RW 3-21			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
RUNWAY ARC	D-II		D-II		A-I		A-I	
DESIGN AIRCRAFT & ARC	Falcon 50		GULFSTREAM IV		Socata TBM 700		Socata TBM 700	
BALANCED FIELD LENGTH	4890'		5450'		2132'		2132'	
RUNWAY LENGTH & WIDTH (ft.)	8000' X 100'		7000' 100'		3592' X 60'		3592' X 60'	
PAVEMENT DESIGN STRENGTH (1000 lbs.)	25 SW		100 DW		15 SW		15 SW	
RUNWAY LIGHTING	MIRL		MIRL		MIRL		MIRL	
PERCENT EFFECTIVE GRADIENT	0.26%		0.93%		1.13%		1.13%	
PERCENT WIND COVERAGE	99.66% 16 kts		99.66% 16 kts		95.05% 10.5 kts		95.05% 10.5 kts	
MAXIMUM ELEVATION ABOVE MSL	1589.0'		1589.0'		1616.7'		1616.7'	
RW SURFACE TYPE	ASPH		ASPH		ASPH		ASPH	
RSA - LENGTH BEYOND RW END	1000'		1000'		240'		240'	
RSA - WIDTH	300'		500'		120'		120'	
OFA - LENGTH BEYOND RW END	1000'		1000'		240'		240'	
OFA WIDTH	800'		800'		250'		250'	
OFZ - LENGTH BEYOND RW END	200'		200'		200'		200'	
OFZ WIDTH	400'		400'		250'		250	
RUNWAY END	12	30	12	30	3	21	3	21
APPROACH TYPE	GPS	LOC GPS	GPS LPV	GPS LPV	VISUAL	VISUAL	VISUAL	VISUAL
APPROACH VISIBILITY MINIMA	1 MILE	1 MILE	3/4 MILE	3/4 MILE	VISUAL	VISUAL	VISUAL	VISUAL
THRESHOLD SITING SURFACE & SLOPE	#5 20:1	#5 20:1	#5 20:1	#5 20:1	#4 20:1	#4 20:1	#4 20:1	#4 20:1
RUNWAY MARKING	NPI	NPI	PIR	PIR	BASIC	BASIC	BASIC	BASIC
RUNWAY VISUAL AIDS	PAPI	PAPI	PAPI	PAPI	PAPI	PAPI	PAPI	PAPI
TOUCHDOWN ZONE ELEVATION	1583.9'	1575.9'	1583.9'	1575.9'	1611.1'	1616.5'	1611.1'	1616.5'
FAR PART 77 APPROACH CATEGORY	C	C	D	D	A(V)	A(V)	A(V)	A(V)
FAR PART 77 APPROACH SURFACE SLOPE	34:1	34:1	34:1	34:1	20:1	20:1	20:1	20:1
TAKE-OFF RUN AVAILABLE (TORA)	8000'	8000'	7000'	7000'	3592'	3592'	3592'	3592'
TAKE-OFF DISTANCE AVAILABLE (TODA)	8000'	8000'	7000'	7000'	3592'	3592'	3592'	3592'
ACCELERATE STOP DISTANCE AVAIL (ASDA)	8000'	4997'	7000'	5994'	3592'	3592'	3592'	3592'
LANDING DISTANCE AVAILABLE (LDA)	5313'	4997'	6313'	3994'	3592'	3592'	3592'	3592'

BUILDING TABLE		
BUILDING NUMBER	DESCRIPTION	TOP ELEVATION
1	MOONEY AIRCRAFT PLANT	1622.4'
2	BOX HANGAR	1630.4'
3	BOX HANGAR	1627.8'
4	BOX HANGAR	1622.6'
5	BOX HANGAR	1621.8'
6	BOX HANGAR	1621.7'
7	TERMINAL	1634.5'
8	BOX HANGAR	1630.1'
9	BOX HANGAR	1618.3'
10	BOX HANGAR	1636.3'
11	HANGAR	1613.3'
12	T-HANGAR	1617.1'
13	T-HANGAR	1618.9'
14	BOX HANGAR	1627.3'
15	-	0'
16	-	0'
17	-	0'
18	-	0'
19	-	0'
20	-	0'

AIRPORT DATA TABLE		
	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	1616.5'	1616.5'
AIRPORT NAVIGATION AIDS	LOC, GPS	LOC, LPV GPS
MEAN MAX TEMP (Hottest Month °F)	98°	98°
AIRPORT REFERENCE CODE (ARC)	C-II	D-II
TAXIWAY MARKING	STD W/ E REF	STD W/ E REF
TAXIWAY LIGHTING	NONE	MRL
AIRPORT REFERENCE POINT COORDINATES	29°58'36.00" N	29°58'32.702" N
	99°05'07.70" W	99°05'04.550" W

NOTES

DATUM COORDINATE SYSTEMS - HORIZONTAL DATUM NAD 1983 State Plane Texas South Central 4204 Feet, VERTICAL DATUM NAVD88

NO RUNWAY OFZ OBJECT PENETRATIONS. RUNWAY 30 POFZ PENETRATED BY FENCE AND ROADWAY - EXTEND RUNWAY TO LESSEN PENETRATION

A VERTICALLY-GUIDED SURVEY WAS COMPLETED MEETING THE REQUIREMENTS OF AC 150/5300-16, 17, AND 18.

RSA DOES NOT MEET STANDARDS - OPTIONS TO ACHIEVE FULL RSA:
1. USE DECLARED DISTANCES
2. RELOCATE RW 12 END
3. FILL IN DRAINAGE DITCH WITH BOX CULVERT AND USE DECLARED DISTANCES

OFA DOES NOT MEET STANDARDS - MODIFICATION TO STANDARDS REQUIRED

ALD LEGEND		
FEATURE	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE		
RUNWAY/TAXIWAY TO BE REMOVED		
BUILDINGS/FACILITIES		
AIRPORT PROPERTY LINE		
AIRPORT PROPERTY LINE w/FENCE		
FENCE LINE		
BUILDING RESTRICTION LINE (BRL)		
AIRPORT REFERENCE POINT		
WIND CONE & SEGMENTED CIRCLE		
THRESHOLD LIGHTS		
RW END IDENTIFIER LIGHTS (REILS)		
CBG BEACON		
VCS		
HOLD POSITION AND SIGN		
ASOS/AWOS		
PACS AND SACS MARKERS		
GROUND CONTOURS		
SIGNIFICANT OBJECT LOCATION		
TREES/BRUSH		
NONDIRECTIONAL BEACON (NDB)		

WIND COVERAGE		
RUNWAY	CROSSWIND COMPONENT	PERCENT
RUNWAY 12-30	16 KNOTS	99.66%
RUNWAY 03-21	10.5 KNOTS	95.05%
COMBINED COVERAGE		99.99%

RUNWAY END COORDINATES AND ELEVATIONS			
RUNWAY END	LATITUDE	LONGITUDE	ELEVATION
EXISTING END OF RWY 12	29°58'42.5904" N	99°05'30.8011" W	1573'
DISPLACED THR OF RWY 12	29°58'38.1749" N	99°05'24.8558" W	1575.9'
EXISTING END OF RWY 30	29°58'03.9964" N	99°04'38.9558" W	1580'
ULTIMATE END OF RWY 30	29°57'57.558" N	99°04'30.315" W	1585'
EXISTING END OF RWY 21	29°58'42.3829" N	99°05'23.4554" W	1579.3'
EXISTING END OF RWY 3	29°59'12.2169" N	99°05'01.2042" W	1616.5'

TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

ALP APPROVED ACCORDING TO FAA AC 150/5300-13 CHANGE 18 PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA NRA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY.

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DAVID PLATTEN, DIRECTOR, AVIATION DIVISION — DATE

AIRPORT SPONSOR

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SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY TXDOT DOES NOT CONSTITUTE A COMMITMENT TO FUNDING.

SIGNATURE — DATE

REC. AIRPORT SPONSOR'S REPRESENTATIVE

PREPARED BY:

TXDOT AVIATION DIV.

KS — JAN 2012
DESIGNED BY — DATE

MH — FEB 2012
DRAWN BY — DATE

AIRPORT LAYOUT DRAWING

KERRVILLE MUNI/LOUS SCHREINER FIELD
KERRVILLE, TEXAS (ERV)

Texas Department of Transportation
Aviation Division

SHEET 1 OF 1