BUILDINGS/STRUCTURES

No.	STRUCTURE	MAX. ELEV.
1	TERMINAL	4853.47
2	TRAILER	4853.63
3	HANGAR	4863.64
4	FUEL PUMP	4850.00
5	LIGHT POLE	4864.00
6	ANTENNA	4878.57
7	HANGER	4863.50
8	HANGER	4854.20
9	HANGER	4854.40
10	HANGARS	4855.66
11	WIND CONE	4871.45
12	TREE	4907.17
13	TREE	4908.92
14	WINDSOCK	4875.34
15	WILLOWS	4877.00
16	TOWER	4944.69
17	FENCE	4872.50
18	BUILDING	4889.32
19	MOTEL	4882.86
20	POWER POLE	4903.06
21	POWER POLE	4905.69
22	POWER POLE	4907.47
23	ROAD (US HWY 89)	4877.88
24	BUILDING	4893.54
25	BUILDING	4888.82
26	CHURCH	4884.55
27	BUILDING	4893.04
28	ROAD	4870.69
29	HOUSE	4891.25
30	DOG KENNEL	4863.00
31	TREE	4892.30
32	ROAD	4858.05
33	WINDSOCK	4837.69
34	FENCE	4813.72
35	TREE	4855.93
36	TREE	4866.34

LEGEND

EXISTING	FUTURE	
		PROPERTY LINE
		FENCE LINE
		BUILDINGS
	SAME	BUILDING RESTRICTION LINE
	SAME	AIRPORT REFERENCE POINT
		CONTOUR LINE
	SAME	AIRPORT BEACON
		EXISTING PAVEMENT
		FUTURE PAVEMENT
		SURVEY MONUMENT
		OBJECT FREE AREA (OFA)
		RUNWAY SAFETY AREA (RSA)
		TAXIWAY OBJECT FREE AREA (TOFA)
	SAME	RUNWAY THRESHOLD LIGHTS
	SAME	RUNWAY END IDENTIFIER LIGHTS
	SAME	PAPI

RUNWAY DATA

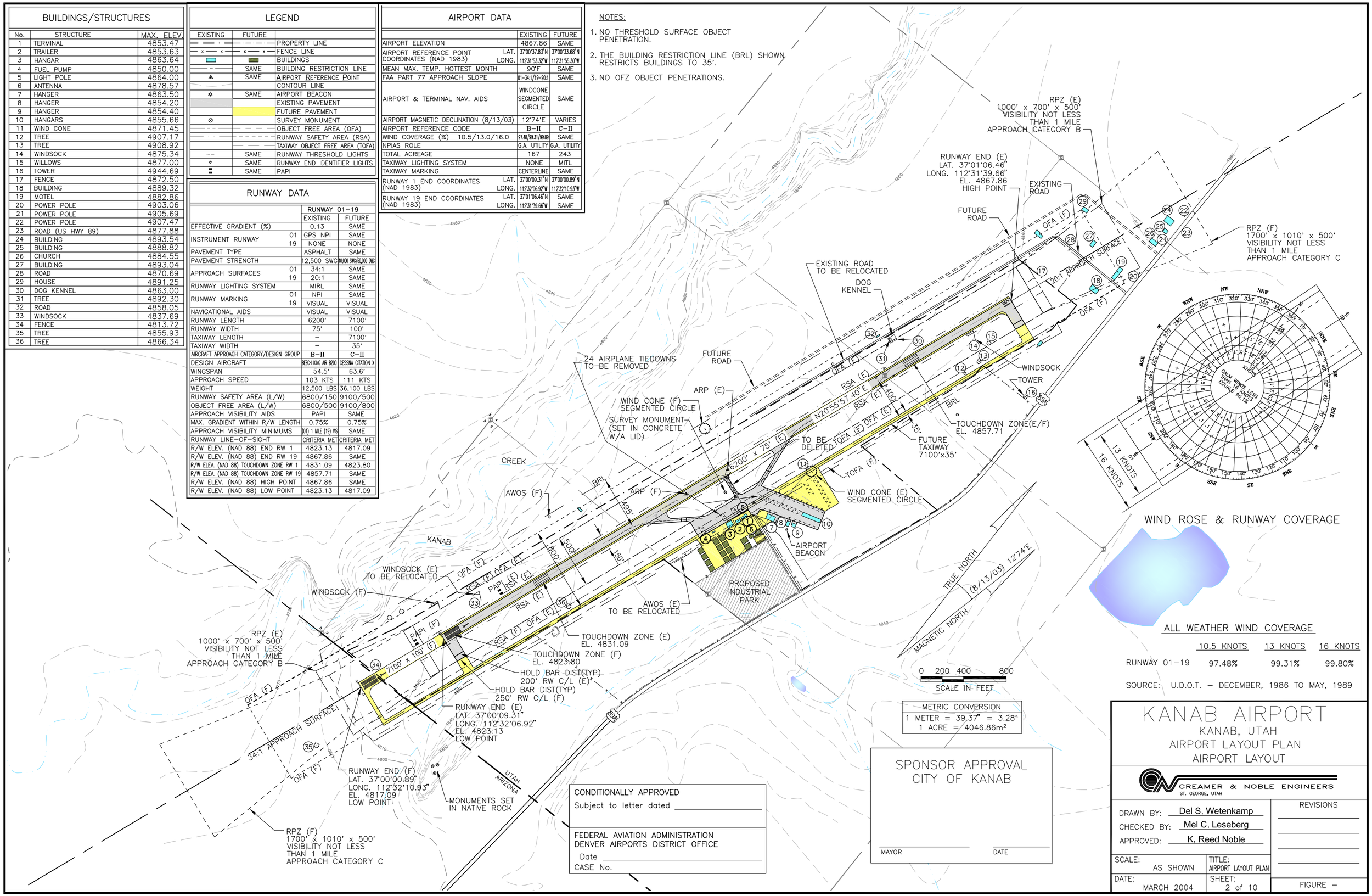
		RUNWAY 01–19	
		EXISTING	FUTURE
EFFECTIVE GRADIENT (%)		0.13	SAME
INSTRUMENT RUNWAY	01	GPS NPI	SAME
	19	NONE	NONE
PAVEMENT TYPE		ASPHALT	SAME
PAVEMENT STRENGTH		12,500 SWG	40,000 SWG/60,000 DWG
APPROACH SURFACES	01	34:1	SAME
	19	20:1	SAME
RUNWAY LIGHTING SYSTEM		MIRL	SAME
RUNWAY MARKING	01	NPI	SAME
	19	VISUAL	VISUAL
NAVIGATIONAL AIDS		VISUAL	VISUAL
RUNWAY LENGTH		6200'	7100'
RUNWAY WIDTH		75'	100'
TAXIWAY LENGTH		–	7100'
TAXIWAY WIDTH		–	35'
AIRCRAFT APPROACH CATEGORY/DESIGN GROUP		B–II	C–II
DESIGN AIRCRAFT		BEECH KING AIR B200	CESSNA CITATION X
WINGSPAN		54.5'	63.6'
APPROACH SPEED		103 KTS	111 KTS
WEIGHT		12,500 LBS	36,100 LBS
RUNWAY SAFETY AREA (L/W)		6800/150	9100/500
OBJECT FREE AREA (L/W)		6800/500	9100/800
APPROACH VISIBILITY AIDS		PAPI	SAME
MAX. GRADIENT WITHIN R/W LENGTH		0.75%	0.75%
APPROACH VISIBILITY MINIMUMS		(01) 1 MILE (19) VIS	SAME
RUNWAY LINE–OF–SIGHT		CRITERIA MET	CRITERIA MET
R/W ELEV. (NAD 88) END RW 1		4823.13	4817.09
R/W ELEV. (NAD 88) END RW 19		4867.86	SAME
R/W ELEV. (NAD 88) TOUCHDOWN ZONE RW 1		4831.09	4823.80
R/W ELEV. (NAD 88) TOUCHDOWN ZONE RW 19		4857.71	SAME
R/W ELEV. (NAD 88) HIGH POINT		4867.86	SAME
R/W ELEV. (NAD 88) LOW POINT		4823.13	4817.09

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT ELEVATION		4867.86	SAME
AIRPORT REFERENCE POINT COORDINATES (NAD 1983)	LAT.	37°00'37.83"N	37°00'33.66"N
	LONG.	112°31'53.32"W	112°31'55.30"W
MEAN MAX. TEMP. HOTTEST MONTH		90°F	SAME
FAA PART 77 APPROACH SLOPE		01–34:1/19–20:1	SAME
AIRPORT & TERMINAL NAV. AIDS		WINDCONE SEGMENTED CIRCLE	SAME
AIRPORT MAGNETIC DECLINATION (8/13/03)		12°74'E	VARIES
AIRPORT REFERENCE CODE		B–II	C–II
WIND COVERAGE (%) 10.5/13.0/16.0		97.48/99.31/99.89	SAME
NPIAS ROLE		G.A. UTILITY	G.A. UTILITY
TOTAL ACREAGE		167	243
TAXIWAY LIGHTING SYSTEM		NONE	MITL
TAXIWAY MARKING		CENTERLINE	SAME
RUNWAY 1 END COORDINATES (NAD 1983)	LAT.	37°00'09.31"N	37°00'00.89"N
	LONG.	112°32'06.92"W	112°32'10.93"W
RUNWAY 19 END COORDINATES (NAD 1983)	LAT.	37°01'06.46"N	SAME
	LONG.	112°31'39.66"W	SAME

NOTES:

1. NO THRESHOLD SURFACE OBJECT PENETRATION.
2. THE BUILDING RESTRICTION LINE (BRL) SHOWN RESTRICTS BUILDINGS TO 35'.
3. NO OFZ OBJECT PENETRATIONS.



ALL WEATHER WIND COVERAGE

	10.5 KNOTS	13 KNOTS	16 KNOTS
RUNWAY 01–19	97.48%	99.31%	99.80%

SOURCE: U.D.O.T. – DECEMBER, 1986 TO MAY, 1989

METRIC CONVERSION
1 METER = 39.37" = 3.28'
1 ACRE = 4046.86m²

CONDITIONALLY APPROVED
Subject to letter dated _____

FEDERAL AVIATION ADMINISTRATION
DENVER AIRPORTS DISTRICT OFFICE
Date _____
CASE No.

SPONSOR APPROVAL
CITY OF KANAB

MAYOR _____ DATE _____

KANAB AIRPORT

KANAB, UTAH
AIRPORT LAYOUT PLAN
AIRPORT LAYOUT

CREAMER & NOBLE ENGINEERS
ST. GEORGE, UTAH

DRAWN BY: Del S. Wetenkamp
CHECKED BY: Mel C. Leseberg
APPROVED: K. Reed Noble

REVISIONS

SCALE: AS SHOWN
TITLE: AIRPORT LAYOUT PLAN
DATE: MARCH 2004
SHEET: 2 of 10
FIGURE –