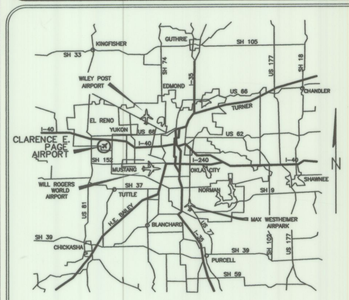
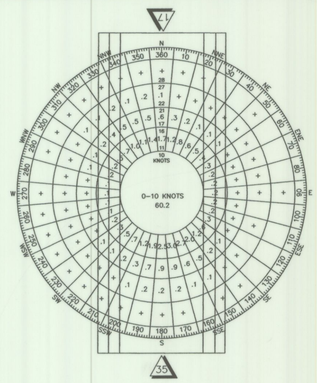
VICINITY MAP



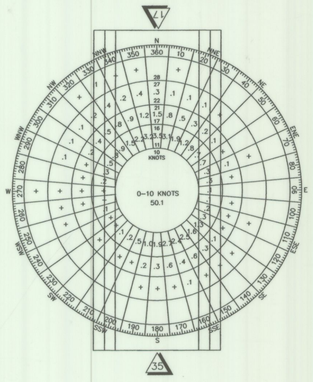
ALL WEATHER WINDROSE



RUNWAY	10.5–KNOT	13–KNOT	16–KNOT
17/35	93.83%	97.18%	99.17%

SOURCE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 13967 Oklahoma City, Oklahoma. Period of Record 1990–1999.

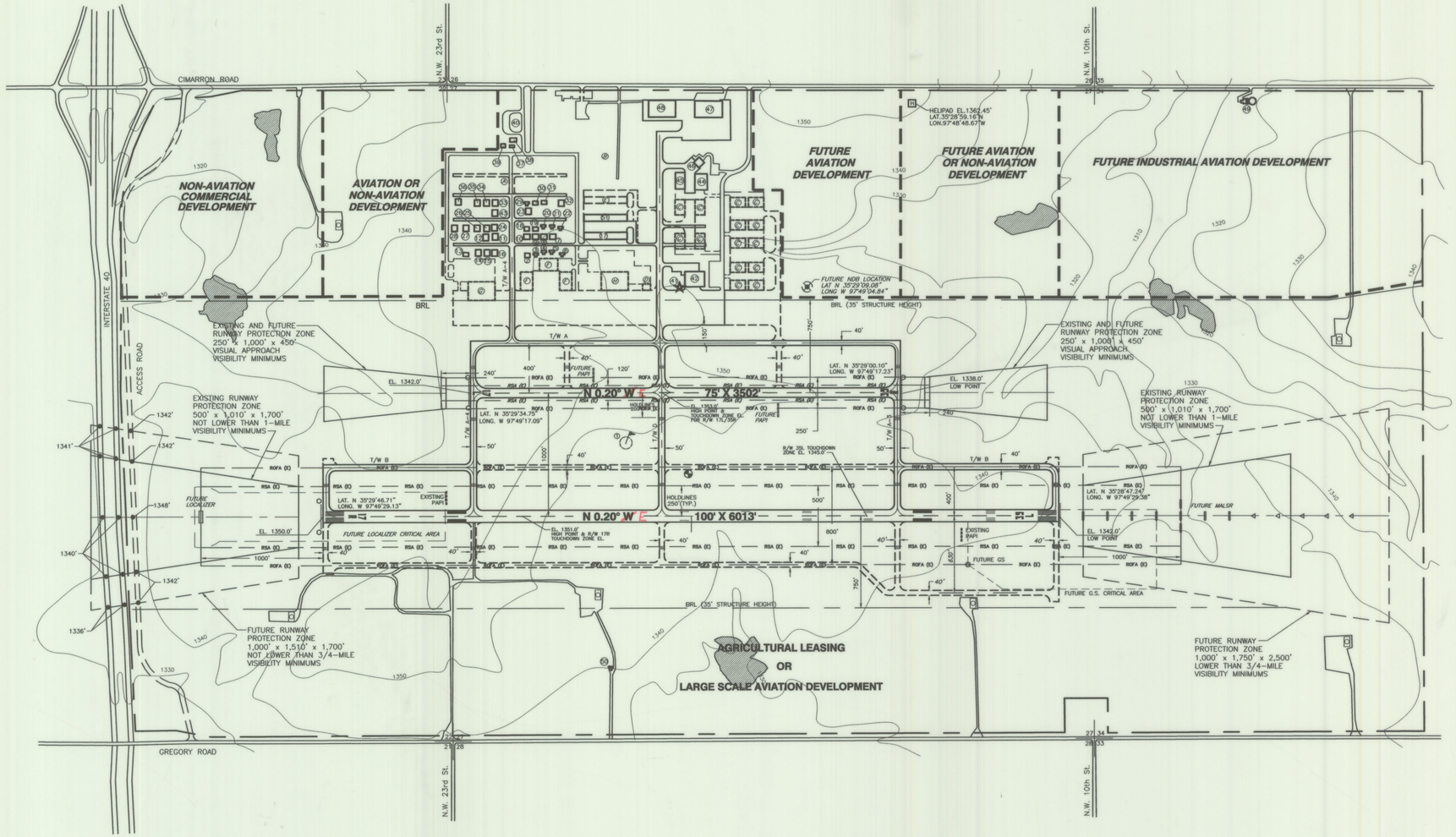
IFR WINDROSE



SOURCE: National Oceanic and Atmospheric Administration, National Climatic Data Center, Station 13967 Oklahoma City, Oklahoma. Period of Record 1990–1999.

OFZ PENETRATIONS

#.	DESCRIPTION	ELEVATION	PENETRATION
	NO PENETRATIONS		



BUILDING LEGEND

#.	DESCRIPTION	ELEVATION
1	WIND CONE	1373.1'
2	INDIVIDUAL HANGAR	1360.9'
3	INDIVIDUAL HANGAR	1361.8'
4	INDIVIDUAL HANGAR	1361.1'
5	INDIVIDUAL HANGAR	1364.3'
6	INDIVIDUAL HANGAR	1361.9'
7	INDIVIDUAL HANGAR	1361.4'
8	INDIVIDUAL HANGAR	1367.8'
9	INDIVIDUAL HANGAR	1367.8'
10	INDIVIDUAL HANGAR	1367.4'
11	INDIVIDUAL HANGAR	1366.9'
12	INDIVIDUAL HANGAR	1364.9'
13	INDIVIDUAL HANGAR	1362.7'
14	INDIVIDUAL HANGAR	1367.5'
15	INDIVIDUAL HANGAR	1366.3'
16	INDIVIDUAL HANGAR	1365.5'
17	T–HANGAR	1361.8'
18	INDIVIDUAL HANGAR	1363.2'
19	INDIVIDUAL HANGAR	1366.4'
20	INDIVIDUAL HANGAR	1361.6'
21	INDIVIDUAL HANGAR	1360.1'
22	INDIVIDUAL HANGAR	1360.9'
23	INDIVIDUAL HANGAR	1366.1'
24	INDIVIDUAL HANGAR	1366.1'
25	INDIVIDUAL HANGAR	1367.1'
26	INDIVIDUAL HANGAR	1364.0'
27	INDIVIDUAL HANGAR	1364.2'
28	INDIVIDUAL HANGAR	1363.9'
29	INDIVIDUAL HANGAR	1365.1'
30	INDIVIDUAL HANGAR	1365.9'
31	INDIVIDUAL HANGAR	1365.9'
32	INDIVIDUAL HANGAR	1365.8'
33	INDIVIDUAL HANGAR	1367.7'
34	INDIVIDUAL HANGAR	1366.5'
35	INDIVIDUAL HANGAR	1368.7'
36	INDIVIDUAL HANGAR	1364.1'
37	AIRPORT MAINTENANCE BUILDING	1360.4'
38	AIRPORT MAINTENANCE BUILDING	1361.1'
39	AIRPORT MAINTENANCE BUILDING	1360.7'
40	FUEL	1384.6'
41	BEACON	1405.3'
42	HANGAR #5	1373.7'
43	INDIVIDUAL HANGAR	1366.1'
44	HANGAR 4B	1378.1'
45	HANGAR 4C	1378.1'
46	HANGAR 4A	1362.7'
47	HANGAR #4	1368.8'
48	HANGAR #3	1370.1'
49	NOAA RADAR FACILITY	
50	ELECTRICAL VAULT	
51	T–HANGAR	
A	FUTURE INDIVIDUAL HANGAR DEVELOPMENT AREA	
B	FUTURE T–HANGER DEVELOPMENT AREA	
C	FUTURE EXECUTIVE/CORPORATE HANGARS DEVELOPMENT AREA	
D	FUTURE ARFF	
E	FUTURE T–HANGARS	
F	FUTURE LARGE HANGARS	
G	FUTURE FBO'S	

DECLARED DISTANCES

ITEM	EXISTING R/W17R	EXISTING R/W35L	EXISTING R/W17L	EXISTING R/W35R	FUTURE R/W17R	FUTURE R/W35L	FUTURE R/W17L	FUTURE R/W35R
TAKE–OFF RUN DISTANCE AVAILABLE (TORA)	6,013'	6,013'	3,502'	3,502'	6,013'	6,013'	3,502'	3,502'
TAKE–OFF DISTANCE AVAILABLE (TODA)	6,013'	6,013'	3,502'	3,502'	6,013'	6,013'	3,502'	3,502'
ACCELERATE–STOP DISTANCE AVAILABLE (ASDA)	6,013'	6,013'	3,502'	3,502'	6,013'	6,013'	3,502'	3,502'
LANDING DISTANCE AVAILABLE (LDA)	6,013'	6,013'	3,502'	3,502'	6,013'	6,013'	3,502'	3,502'

MODIFICATION OF STANDARDS

#.	DESCRIPTION	EXISTING CONDITION	STANDARD	FUTURE CONDITION
	NONE APPROVED OR REQUESTED			

THRESHOLD SITING PENETRATIONS

#.	DESCRIPTION	ELEVATION	PENETRATION
	NO PENETRATIONS		

6°4.0' E
MAG. DEC.
MAY 2000
–0° 4.3' ANNUAL CHANGE

N
TRUE NORTH

0 250' 500' 1000' 1500'
SCALE IN FEET

Luther E. Trent Director of Airports
SPONSOR SIGNATURE TITLE DATE

REVISIONS

NO.	DESCRIPTION	DATE
1	AS PER FFA–ADO SEE CEDAGE AIRSPACING FILE	9-30-04

RUNWAY DATA

	17R/35L EXISTING	17R/35L FUTURE	17L/35R EXISTING	17L/35R FUTURE
APPROACH VISIBILITY MINIMUMS	1–MI./1–MI.	3/4–MI./1/2–MI.	VIS./VIS.	SAME
PART 77 APPROACH SURFACES	34:1/34:1	34:1/50:1	20:1/20:1	SAME
FAR PART 77 CATEGORY	C/C	D/PIR	A(V)/A(V)	SAME
RUNWAY WIDTH AND LENGTH	100' X 6,013'	SAME	75' X 3,502'	SAME
PAVEMENT TYPE	CONCRETE	SAME	ASPH./CONC.	SAME
PAVEMENT STRENGTH (IN 1000 LBS.)	37s,484,90dt	SAME	8s,10d	12.5s
RUNWAY LIGHTING	HIRL	SAME	MIRL	SAME
RUNWAY MARKING	NON–PREC.	PREC.	VISUAL	SAME
EFFECTIVE RUNWAY GRADIENT %	0.83	SAME	.41	SAME
PERCENT WIND COVERAGE 16K/10.5K	99.20%/93.64%	SAME	99.20%/93.64%	SAME
VISUAL APPROACH AIDS	PAPI	REILS, RNAV, MALSR	NONE	REILS, PAPI
ELECTRONIC APPROACH AIDS	VOR,GPS,DME	VOR,GPS,DME,RNAV,ILS	NONE	SAME
AIRPORT REFERENCE CODE (ARC)	C–II	SAME	B–I	SAME
CRITICAL AIRCRAFT	KINGAIR B200 JET COMMANDER	SAME SAME	KINGAIR B100	SAME SAME
RUNWAY SAFETY AREA WIDTH	500'	SAME	120'	SAME
RUNWAY SAFETY AREA LENGTH BEYOND R/W END	1,000'/1,000'	SAME	240'/240'	SAME
RUNWAY OBJECT FREE AREA WIDTH	800'	SAME	250'	SAME
RUNWAY OBJECT FREE AREA LENGTH BEYOND R/W END	1,000'/1,000'	SAME	240'/240'	SAME

AIRPORT DATA

ITEM	EXISTING	FUTURE
AIRPORT ELEVATION (AMSL)	1353.0'	1353.0'
AIRPORT REFERENCE POINT (ARP)	LAT. 35° 29' 17.10" LON. 97° 49' 24.76"	(LAT. 35° 29' 17.10" LON. 97° 49' 24.76"
MEAN MAX. TEMP. HOTTEST MONTH (°F)	94	94
NPIAS CATEGORY	GA	GA
AIRPLANE APPROACH CATEGORY	C	C
AIRPORT REFERENCE CODE	C–II	C–II
TAXIWAY LIGHTING	MITL *	MITL
TAXIWAY MARKING	C/L	C/L

* EXISTING MITL ONLY ON TAXIWAYS WEST OF RUNWAY 17L/35R. REFLECTORS ON OTHER TAXIWAYS.

LAYOUT PLAN LEGEND

ITEM	EXISTING	FUTURE
BUILDING RESTRICTION LINE	BRL	
AIRPORT PROPERTY LINE		
FENCE		
RUNWAY PROTECTION ZONE		
BUILDINGS		
AIRFIELD PAVEMENT		
BEACON		
LIGHTED WIND CONE & SEGMENTED CIRCLE		
PRECISION APPROACH PATH INDICATOR (PAPI)		
RUNWAY END IDENTIFIER LIGHTS (REILS)		
RUNWAY SAFETY AREA (RSA)	RSA (E)	
RUNWAY OBJECT FREE AREA (ROFA)	ROFA (E)	
OIL WELLS		
AIRPORT REFERENCE POINT(ARP)		
HOLDLINES AND SIGNS		
HELIPAD	H	
PONDS		

1. THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION.
2. ALL COORDINATES ARE NAD 83.

CLARENCE E. PAGE AIRPORT
OKLAHOMA CITY, OKLAHOMA

AIRPORT LAYOUT DRAWING

Barnard Dunkelberg & Company
Tulsa, Oklahoma

FIGURE NUMBER	
METRIC SCALE	
SCALE	1" = 500'
DATE	JANUARY 2001
DRAWING NUMBER	1 OF 9