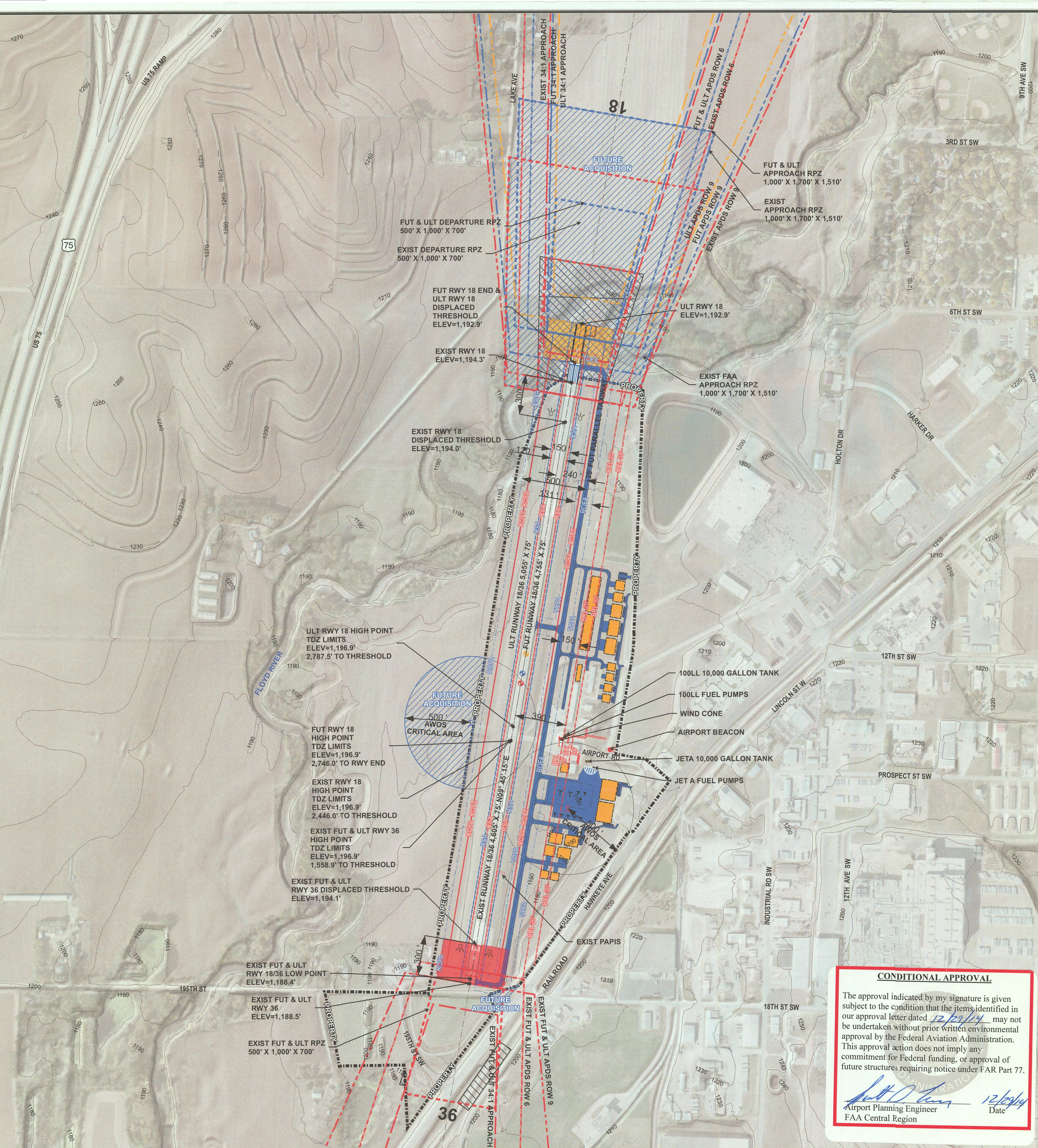




CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated 12/23/14 may not be undertaken without prior written environmental approval by the Federal Aviation Administration. This approval action does not imply any commitment for Federal funding, or approval of future structures requiring notice under FAR Part 77.

Matthew W. Ferrier 12/23/14
Airport Planning Engineer Date
FAA Central Region

RUNWAY DATA TABLE					
		RUNWAY 18/36			
		EXISTING	FUTURE / ULTIMATE		
RUNWAY LENGTH & WIDTH		4,605' x 75'	4,755' X 75' / 5,055' X 75'		
RUNWAY GRADIENT		0.46%	0.46%		
RUNWAY TYPE		OTHER-THAN-UTILITY	SAME		
PAVEMENT TYPE		CONCRETE	SAME		
PAVEMENT STRENGTH		28,000 LBS. SWG 48,000 LBS. DWG	SAME		
RUNWAY LIGHTING		MIRL	HIRL		
RUNWAY MARKING		NON-PRECISION	SAME		
14 CFR PART 77		C(NP)34:1	SAME		
APPROACH CATEGORY		NON-PRECISION	SAME		
APPROACH TYPE		NON-PRECISION	SAME		
RUNWAY DESIGN CODE (RDC)/RUNWAY		B-I-4000	B-II-4000		
REFERENCE CODE (RRC)					
RUNWAY NAVAIDS		PAPIS, REILs	SAME		
TYPE OF AERONAUTICAL SURVEY		VERTICALLY GUIDED	SAME		
VISIBILITY MINIMUMS		> 3/4 MILE	SAME		
WIND COVERAGE		96.69%	SAME		
FAA RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS					
APPROACH RPZ					
EXISTING, FUTURE & ULTIMATE	RUNWAY	BASE	LENGTH	OUTER WIDTH	
	18	1,000'	1,700'	1,510'	
	36	500'	1,000'	700'	
DEPARTURE RPZ					
EXISTING, FUTURE & ULTIMATE	RUNWAY	BASE	LENGTH	OUTER WIDTH	
	18	500'	1,000'	700'	
	36	500'	1,000'	700'	
RUNWAY SAFETY AREA (RSA)					
EXISTING					
RUNWAY		WIDTH	LENGTH BEYOND RUNWAY END		
18/36		120'	240'		
FUTURE & ULTIMATE					
RUNWAY		WIDTH	LENGTH BEYOND RUNWAY END		
18/36		150'	300'		
RUNWAY OBJECT FREE AREA (ROFA)					
EXISTING					
RUNWAY		WIDTH	LENGTH BEYOND RUNWAY END		
18/36		400'	240'		
FUTURE & ULTIMATE					
RUNWAY		WIDTH	LENGTH BEYOND RUNWAY END		
18/36		500'	300'		
RUNWAY OBSTACLE FREE ZONE (ROFZ)					
EXISTING, FUTURE & ULTIMATE					
RUNWAY		WIDTH	LENGTH BEYOND RUNWAY END		
18/36		400'	200'		
TERPS DEPARTURE SURFACE					
EXISTING, FUTURE & ULTIMATE	RUNWAY	BASE	LENGTH	OUTER WIDTH	
	18	1,000'	10,200'	6,466'	
	36	1,000'	10,200'	6,466'	
RUNWAY END COORDINATES					
EXISTING					
RUNWAY		LATITUDE	LONGITUDE	ELEVATION	
18		42° 47' 03.15" N	96° 11' 33.01" W	1,193.7'	
36		42° 46' 18.10" N	96° 11' 41.58" W	1,193.5'	
FUTURE					
RUNWAY		LATITUDE	LONGITUDE	ELEVATION	
18		42° 47' 04.62" N	96° 11' 32.73" W	1,192.9'	
36		42° 46' 18.10" N	96° 11' 41.58" W	1,188.5'	
ULTIMATE					
RUNWAY		LATITUDE	LONGITUDE	ELEVATION	
18		42° 47' 07.55" N	96° 11' 32.16" W	1,192.9'	
36		42° 46' 18.10" N	96° 11' 41.58" W	1,188.5'	
DISPLACED THRESHOLD COORDINATES					
EXISTING & FUTURE					
RUNWAY		LATITUDE	LONGITUDE	ELEVATION	DIST TO RWY END
18		42° 47' 00.23" N	96° 11' 41.02" W	1,194.0'	300'
36		42° 46' 21.04" N	96° 11' 33.57" W	1,194.1'	300'
ULTIMATE					
RUNWAY		LATITUDE	LONGITUDE	ELEVATION	DIST TO RWY END
18		42° 47' 04.62" N	96° 11' 32.73" W	1,192.9'	300'
36		42° 46' 21.04" N	96° 11' 41.02" W	1,193.9'	300'
DEVIATION FROM FAA DESIGN STANDARDS					
APPROVAL DATE		CASE NUMBER	MODIFICATION	DESCRIPTION	
NONE REQUIRED					
OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS					
KEY		DESCRIPTION	PENETRATION	ELEVATION	
NONE					
TOUCHDOWN ZONE (TDZ) LIMITS					
RUNWAY		LATITUDE	LONGITUDE	DIST TO THRESHOLD	ELEVATION
EXIST 18		42° 46' 36.31" N	96° 11' 38.12" W	2,446.0'	1,196.9'
FUT 18		42° 46' 36.31" N	96° 11' 38.12" W	2,746.0' (TO END)	1,196.9'
ULT 18		42° 46' 37.35" N	96° 11' 37.92" W	2,787.5'	1,196.9'
EXIST FUT & ULT 36		42° 46' 36.31" N	96° 11' 38.12" W	1,558.9'	1,196.9'
DECLARED DISTANCES					
			RUNWAY 18		
			EXISTING	FUTURE	ULTIMATE
TAKEOFF RUN AVAILABLE (TORA)			4,305'	4,455'	4,755'
TAKEOFF DISTANCE AVAILABLE (TODA)			4,605'	4,755'	5,055'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)			4,305'	4,455'	4,755'
LANDING DISTANCE AVAILABLE (LDA)			4,305'	4,455'	4,455'
			RUNWAY 36		
			EXISTING	FUTURE	ULTIMATE
TAKEOFF RUN AVAILABLE (TORA)			4,605'	4,755'	4,755'
TAKEOFF DISTANCE AVAILABLE (TODA)			4,605'	4,755'	5,055'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)			4,605'	4,755'	4,755'
LANDING DISTANCE AVAILABLE (LDA)			4,305'	4,455'	4,455'

TAXIWAY/TAXILANE DATA TABLE		
	EXISTING	FUTURE
TAXIWAY WIDTH	NONE	35'
TAXIWAY SAFETY AREA (TSA) WIDTH	NONE	79'
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH	NONE	131'
TAXIWAY EDGE SAFETY MARGIN	NONE	7.5'
TAXIWAY SHOULDER WIDTH	NONE	10'
TAXILANE WIDTH	20'	20'
TAXILANE OBJECT FREE AREA WIDTH	79'	115'

CRITICAL AIRCRAFT DATA TABLE		
RUNWAY 18/36 EXISTING		
ARC	B-I	
RUNWAY STRENGTH	28,000 LBS. SWG	48,000 LBS. DWG
APPROACH SPEED	91 - < 121 KNOTS	
WINGSPAN	< 49'	
TAIL HEIGHT	< 20'	
RUNWAY 18/36 FUTURE & ULTIMATE		
ARC	B-II	
RUNWAY STRENGTH	28,000 LBS. SWG	48,000 LBS. DWG
APPROACH SPEED	91 - < 121 KNOTS	
WINGSPAN	49' - < 79'	
TAIL HEIGHT	20' - < 30'	



EXISTING PROPERTY

EASEMENTS

BUILDING RESTRICTION LINE (BRL)

RUNWAY OBJECT FREE AREA (ROFA)

RUNWAY OBSTACLE FREE ZONE (ROFZ)

RUNWAY SAFETY AREA (RSA)

RUNWAY PROTECTION ZONE (RPZ)

RUNWAY

PART77 APPROACH SURFACE

APPROACH DEPARTURE SURFACE (APDS) ROW 6°

APPROACH DEPARTURE SURFACE (APDS) ROW 9°

CLEARWAY

AIRPORT REFERENCE POINT (ARP)

AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)

BEACON

PAPI

REIL

WIND CONE

FENCE



PROPERTY ACQUISITION

BUILDING RESTRICTION LINE (BRL)

RUNWAY OBJECT FREE AREA (ROFA)

RUNWAY OBSTACLE FREE ZONE (ROFZ)

RUNWAY SAFETY AREA (RSA)

RUNWAY PROTECTION ZONE (RPZ)

PAVEMENT

PART77 APPROACH SURFACE

APPROACH/DEPARTURE SURFACE (APDS) ROW 6°

APPROACH/DEPARTURE SURFACE (APDS) ROW 9°

AIRPORT REFERENCE POINT (ARP)

AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)

TIEDOWN

HANGAR



OBJECT FREE AREA (OFA)

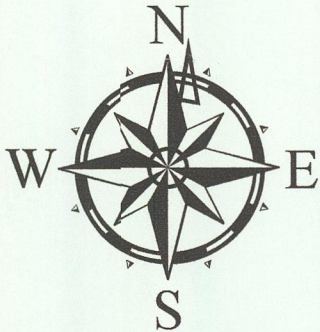
PAVEMENT

PART77 APPROACH SURFACE

APDS ROW 9

CLEARWAY

AIRPORT REFERENCE POINT (ARP)



MAGNETIC DECLINATION 2°53'40"E CHANGING BY 7.3"/YR MAY 28, 2014 SOURCE: NGDC DECLINATION EPOCH YEAR=2010

0 400 800 1,200

FEET



** "ROW" REFERS TO DIMENSIONS IN FAA ADVISORY CIRCULAR (AC) 150/5300-13A, TABLE 3-2

EXISTING RUNWAY END ELEVATIONS PER THIRD PARTY SURVEY 10/19/2012

ICE CREAM CAPITAL OF THE WORLD

NEEDY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Matthew W. Ferrier
MATTHEW W. FERRIER
REG. NO. 19908 DATE: AUGUST 7, 2014

REVISIONS	CHANGE
BY	
DATE	

BOLTON & MENK, INC.
PROJECT NO: T51.105222
DATE: JUNE 17, 2014
DESIGNED BY: MRU

AIRPORT LAYOUT PLAN

SHEET **2** OF **8**