LOCATION MAP

(NO SCALE)

AIRPORT LAYOUT PLAN

FOR

MINOT INTERNATIONAL AIRPORT

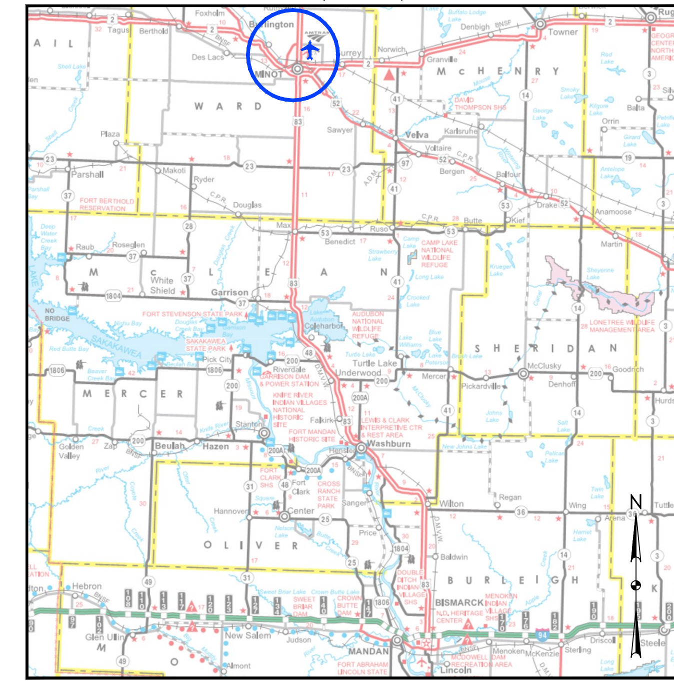
MINOT, WARD COUNTY, NORTH DAKOTA

CITY OF MINOT (OWNER)

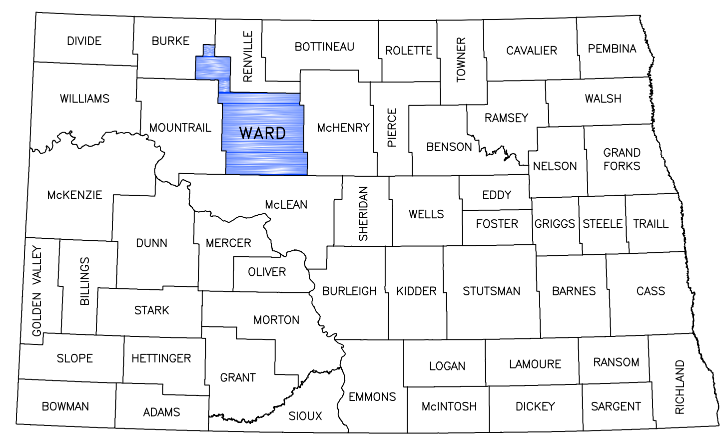
July 2018

VICINITY MAP

(NO SCALE)



ON BEHALF OF THE CITY OF MINOT, THIS AIRPORT LAYOUT PLAN (ALP) WAS PREPARED BY KLJ ACCORDING TO THE APPLICABLE ADVISORY CIRCULARS AT THE TIME OF SCOPING THE PROJECT, THE CURRENT VERSION OF THE ARP SOP 2.00 ALP CHECKLIST AND ARP SOP 3.00 EXHIBIT A CHECKLIST, AND ACCURATELY DEPICTS THE PROPOSED USE OF AIRSPACE AT THE TIME OF DATA COLLECTION. THE ALP CONFORMS WITH FAA DESIGN STANDARDS, EXCEPT AS NOTED.



STATE OF NORTH DAKOTA

SHEET INDEX

A.L.P. APPROVALS

FEDERAL AVIATION ADMINISTRATION

SIGNATURE:______________________

NAME:______________________

TITLE:______________________

DATE: ____________

AIRSPACE APPROVAL

A.L.P. AIRSPACE APPROVAL DATE: ____________

CASE #:______________________

N.D. STATE AERONAUTICS COMM.

SIGNATURE:______________________

NAME:______________________

TITLE:______________________

DATE: ____________

CITY OF MINOT (OWNER)

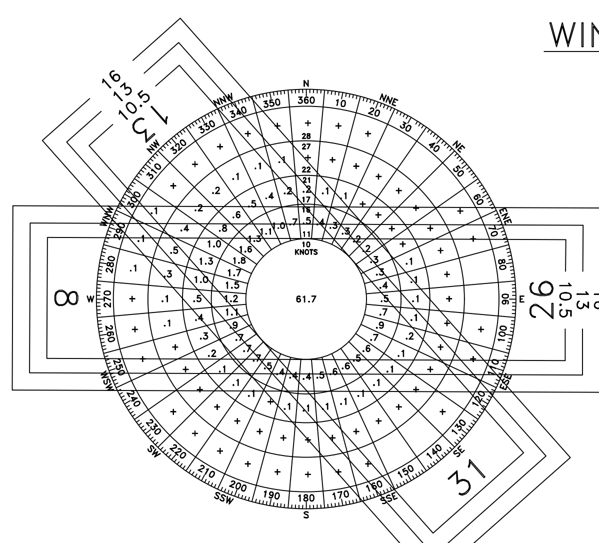
SIGNATURE:______________________

NAME:______________________

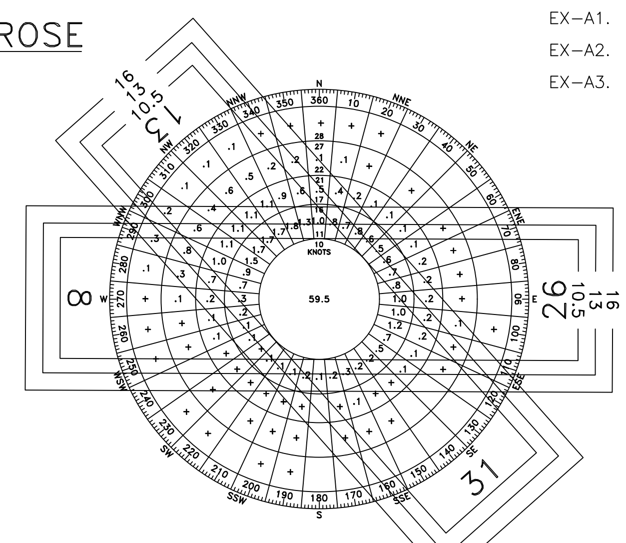
TITLE:______________________

DATE: ____________

WINDROSE



ALL WEATHER



IFR

ALL-WEATHER WIND COVERAGE			
CONFIGURATION	CROSSWIND COMPONENT		
	10.5 KNOTS	13 KNOTS	16 KNOTS
RUNWAY 13-31	87.03%	93.13%	97.85%
RUNWAY 8-26	85.81%	92.09%	97.09%
COMBINED	96.21%	98.62%	99.65%

SOURCE: MOT ASOS (2005-2014) FROM FAA AIRPORTS-GIS: WINDROSE FILE GENERATOR
113,960 TOTAL OBSERVATIONS

INSTRUMENT FLIGHT RULES (IFR) WIND COVERAGE			
CONFIGURATION	CROSSWIND COMPONENT		
	10.5 KNOTS	13 KNOTS	16 KNOTS
RUNWAY 13-31	87.84%	93.67%	97.97%
RUNWAY 8-26	79.81%	87.03%	93.63%
COMBINED	94.90%	97.86%	99.34%

SOURCE: MOT ASOS (2005-2014) FROM FAA AIRPORTS-GIS: WINDROSE FILE GENERATOR
23,416 TOTAL OBSERVATIONS
IFR = VISIBILITY LOWER THAN 3 MILES OR CEILING LOWER THAN 1,000 FEET

KLJ

MINOT INTERNATIONAL AIRPORT *PROJ. #1515107*

MINOT INTERNATIONAL AIRPORT

CITY OF MINOT (OWNER)

MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

TITLE SHEET

Rev.	Date	Description

DRAFTED MTK

REVIEWED KLP

PROJECT NUMBER 1515107

SHEET 1

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RUNWAY DATA TABLE

ITEM	PRIMARY RUNWAY 13/31 EXISTING (E)		FUTURE (F)		ULTIMATE (U)		CROSSWIND RUNWAY 8/26 EXISTING (E)		FUTURE (F)		ULTIMATE (U)	
RUNWAY DESIGNATION	13	31	13	31	13	31	8	26	8	26	8	26
RUNWAY DESIGN CODE (RDC)	D-III-5000	D-III-2400	C-III-5000	C-III-2400	C-III-4000	C-III-2400	C-III-5000	C-III-5000	C-III-5000	C-III-5000	C-III-5000	C-III-5000
APPROACH REFERENCE CODE (APRC)	D-IV-5000 D-V-5000	D-IV-2400 D-V-2400	D-IV-5000 D-V-5000	D-IV-2400 D-V-2400	D-IV-4000 D-V-4000	D-IV-2400 D-V-2400	D-IV-5000 D-V-5000	D-IV-5000 D-V-5000	D-IV-5000 D-V-5000	D-IV-5000 D-V-5000	D-IV-5000 D-V-5000	D-IV-5000 D-V-5000
DEPARTURE REFERENCE CODE (DPRC)	D-IV D-V	D-IV D-V	D-IV D-V	D-IV D-V	D-IV D-V	D-IV D-V	D-IV D-V	D-IV D-V	D-IV D-V	D-IV D-V	D-IV D-V	D-IV D-V
RUNWAY DIMENSIONS	7700' x 150'		7700' x 150'		8500' x 150'		6347' x 100'		6347' x 100'		6310' x 100'	
RUNWAY LENGTH CRITERIA	Critical Design Aircraft		Critical Design Aircraft		Critical Design Aircraft		Critical Design Aircraft		Critical Design Aircraft		Critical Design Aircraft	
CRITICAL AIRCRAFT (TYPE)	BOEING MD-83		AIRBUS A320		BOEING 737-800		CANADAIR CRJ-700		CANADAIR CRJ-700		CANADAIR CRJ-700	
CRITICAL AIRCRAFT (WINGSPAN)	107.9'		111.3'		112.6'		76.25'		76.25'		76.25'	
CRITICAL AIRCRAFT (TAIL HEIGHT)	30.2'		38.9'		41.4'		24.08'		24.08'		24.08'	
CRITICAL AIRCRAFT (APPROACH SPEED)	144 (Kts.)		138 (Kts.)		142 (Kts.)		135 (Kts.)		135 (Kts.)		135 (Kts.)	
MAXIMUM TAKEOFF WEIGHT (MTOW)	160000 (LBS.)		162040 LBS.		174200 LBS.		77000 LBS.		77000 LBS.		77000 LBS.	
RUNWAY END ELEVATION	1701.8'	1657.1'	1701.8'	1657.1'	1701.8'	1650.7'	1715.7'	1658.2'	1715.7'	1658.2'	1715.3'	1658.2'
TOUCHDOWN ZONE ELEVATION (TDZE)	1701.8'	1679.1'	1701.8'	1679.1'	1701.8'	1674.1'	1711.8'	1681.8'	1711.8'	1681.8'	1711.8'	1681.8'
RUNWAY GRADIENT*	0.581%		0.581%		0.601%		0.906%		0.906%		0.905%	
MAX GRADE WITHIN RUNWAY LENGTH (%)	0.800%		0.800%		0.800%		1.100%		1.100%		1.100%	
RUNWAY LIGHTING	HIRL		HIRL		HIRL		HIRL		HIRL		HIRL	
PAVEMENT TYPE	CONCRETE		CONCRETE		CONCRETE		BITUMINOUS		BITUMINOUS		BITUMINOUS	
RUNWAY CATEGORY	OTHER-THAN-UTILITY		OTHER-THAN-UTILITY		OTHER-THAN-UTILITY		OTHER-THAN-UTILITY		OTHER-THAN-UTILITY		OTHER-THAN-UTILITY	
PAVEMENT STRENGTH (WHEEL-LOAD)	110,000 (SW) 148,000 (DW) 234,000 (DTW)		110,000 (SW) 148,000 (DW) 234,000 (DTW)		110,000 (SW) 148,000 (DW) 234,000 (DTW)		69,000 (SW) 88,000 (DW)		69,000 (SW) 88,000 (DW)		69,000 (SW) 88,000 (DW)	
PAVEMENT CLASSIFICATION NUMBER (PCN)	43/R/C/W/T		43/R/C/W/T		43/R/C/W/T		27/F/D/W/T		27/F/D/W/T		27/F/D/W/T	
PAVEMENT MARKINGS	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
SURFACE TREATMENT	GROOVED		GROOVED		GROOVED		GROOVED		GROOVED		GROOVED	
RUNWAY SAFETY AREA (RSA)**	9700' x 500'		9700' x 500'		10500' x 500'		8347' x 500'		8347' x 500'		8310' x 500'	
RUNWAY OBJECT FREE AREA (OFA)	9700' x 800'		9700' x 800'		10500' x 800'		8347' x 800'		8347' x 800'		8310' x 800'	
RUNWAY OBSTACLE FREE ZONE (OFZ)	8100' x 400'		8100' x 400'		8900' x 400'		6747' x 400'		6747' x 400'		6710' x 400'	
14 CFR PART 77 APPROACH TYPE	NON-PRECISION	PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
14 CFR PART 77 APPROACH SLOPE	34:1	50:1/40:1	34:1	50:1/40:1	34:1	50:1/40:1	34:1	34:1	34:1	34:1	34:1	34:1
14 CFR PART 77 APPROACH DIMENSIONS	1000 X 3500 X 10000	1000 X 16000 X 50000	1000 X 3500 X 10000	1000 X 16000 X 50000	1000 X 4000 X 10000	1000 X 16000 X 50000	500 X 3500 X 10000	500 X 3500 X 10000	500 X 3500 X 10000	500 X 3500 X 10000	500 X 3500 X 10000	500 X 3500 X 10000
VISIBILITY MINIMUMS	1 MILE	1/2 MILE	1 MILE	1/2 MILE	3/4 MILE	1/2 MILE	1 MILE	1 MILE	1 MILE	1 MILE	1 MILE	1 MILE
THRESHOLD SITING SURFACE (TSS) CATEGORY	5	7	5	7	6	7	5	5	5	5	5	5
THRESHOLD SITING SURFACE (TSS) SLOPE	20:1	34:1	20:1	34:1	20:1	34:1	20:1	20:1	20:1	20:1	20:1	20:1
THRESHOLD SITING SURFACE (TSS) DIMENSIONS***	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'
GLIDEPATH QUALIFICATION SURFACE (GQS)	30:1	30:1	30:1	30:1	30:1	30:1	30:1	30:1	30:1	30:1	30:1	30:1
GLIDEPATH QUALIFICATION SURFACE (GQS) DIMENSIONS***	350' X 1520' X 10000'	350' X 1520' X 10000'	350' X 1520' X 10000'	350' X 1520' X 10000'	350' X 1520' X 10000'	350' X 1520' X 10000'	300' X 1520' X 10000'	300' X 1520' X 10000'	300' X 1520' X 10000'	300' X 1520' X 10000'	300' X 1520' X 10000'	300' X 1520' X 10000'
DEPARTURE SURFACE	40:1	40:1	40:1	40:1	40:1	40:1	40:1	40:1	40:1	40:1	40:1	40:1
DEPARTURE SURFACE DIMENSIONS	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'
AERONAUTICAL SURVEY-TYPE REQUIRED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED
RUNWAY ORIENTATION (TRUE)	138.39°	318.39°	138.39°	318.39°	138.39°	318.39°	90.24°	270.24°	90.24°	270.24°	90.24°	270.24°
MAGNETIC DECLINATION (1990)	10°(E)	10°(E)	10°(E)	10°(E)	10°(E)	10°(E)	10°(E)	10°(E)	10°(E)	10°(E)	10°(E)	10°(E)
RUNWAY ORIENTATION (MAGNETIC)	128.39°	308.39°	128.39°	308.39°	128.39°	308.39°	80.24°	260.24°	80.24°	260.24°	80.24°	260.24°
VISUAL AND INSTRUMENT NAVAIDS (NAVAIDs)	PAPI, REIL	MALSR, GS, LOC	PAPI, REIL	MALSR, GS, LOC	PAPI, REIL	MALSR, GS, LOC	PAPI, REIL	PAPI, REIL	PAPI, REIL	PAPI, REIL	PAPI, REIL	PAPI, REIL
DISPLACED THRESHOLD	None	None	None	None	None	None	389'	None	389'	None	None	None
TAKEOFF RUNWAY AVAILABLE (TORA)	7700'	7700'	7700'	7700'	8500'	8500'	6347'	5958'	6347'	5958'	6310'	6310'
TAKEOFF DISTANCE AVAILABLE (TODA)	7700'	7700'	7700'	7700'	8500'	8500'	6347'	5958'	6347'	5958'	6310'	6310'
ACCELERATED STOP DISTANCE AVAILABLE (ASDA)	7700'	7700'	7700'	7700'	8500'	8500'	6347'	6347'	6347'	6347'	6310'	6310'
LANDING DISTANCE AVAILABLE (LDA)	7700'	7700'	7700'	7700'	8500'	8500'	5958'	6347'	5958'	6347'	6310'	6310'
RPZ DIMENSIONS - APPROACH	500' X 1010' X 1700'	1000' X 1750' X 2500'	500' X 1010' X 1700'	1000' X 1750' X 2500'	1000' X 1510' X 1700'	1000' X 1750' X 2500'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'
RPZ DIMENSIONS - DEPARTURE	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 1010' X 1700'

**NOTE: LINE OF SITE REQUIREMENTS MET **NOTE: ACTUAL EXISTING RSA DIMENSIONS MEET STANDARDS; AND ULTIMATE HOLD POSITIONS REQUIRED AT 267' ***NOTE: FOR ANY OBJECT PENETRATING THRESHOLD SITING SURFACE SEE INNER APPROACH SURFACE AND DEPARTURE SURFACE SHEETS*

NOTES:

1. DATA USED WITHIN THIS AIRPORT LAYOUT PLAN SET IS BASED ON:
   A. AERONAUTICAL SURVEY (TOPOGRAPHIC) CONCLUDED JANUARY 25, 2016 BY KLJ.
   B. AERONAUTICAL SURVEY (AERIAL PHOTOGRAPHY) FLOWN SEPTEMBER 12, 2015 BY QUANTUM SPATIAL.
   C. USGS NATIONAL ELEVATION DATASET AT 1 ARC SECOND.
   D. QUADRANGLE MAPS FROM USGS.
   (DATA IS ONLY AS ACCURATE AS THE SOURCES LISTED. ANY TOWERS, STRUCTURES, OR OBJECTS CONSTRUCTED AFTER THESE DATES ARE NOT REPRESENTED IN THIS AIRPORT LAYOUT PLAN SET.)
2. HORIZONTAL DATUM = (GRID) STATE PLANE, NAD 83, ND NORTH – FIPS 3301, INTERNATIONAL FEET
3. VERTICAL DATUM = NAVD 88, U.S. SURVEY FEET
4. LATITUDE & LONGITUDE CALCULATED USING CORPSCON VERSION 6.0.1

MODIFICATION TO DESIGN STANDARDS

APPROVAL DATE	AIRSPACE CASE #	LOCATION	STANDARD MODIFIED	DESCRIPTION
NONE REQUIRED				

TAXIWAY DATA TABLE

	EXISTING (E)	FUTURE (F)	ULTIMATE (U)
HIGHEST TAXIWAY DESIGN GROUP (TDG)	4	4	4
TAXIWAY WIDTH	75'	50'	50'
TAXIWAY SAFETY AREA WIDTH	118'	118'	118'
TAXIWAY OBJECT FREE AREA WIDTH	186'	186'	186'
TAXIWAY EDGE SAFETY MARGIN	10'	10'	10'
TAXIWAY LIGHTING	MITL	MITL	MITL
HIGHEST TAXILANE TDG	2	2	2
TAXILANE WIDTH	35'	35'	35'
TAXILANE OBJECT FREE AREA WIDTH	115'	115'	115'
TAXILANE EDGE SAFETY MARGIN	7.5'	7.5'	7.5'
TAXILANE LIGHTING	MITL	MITL	MITL

COORDINATE SUMMARY TABLE

Point	Elevation	Latitude (DD-MM-SS)	Longitude (DD-MM-SS)
ARP (E)	1683'	N 48 ° 15 ' 27.540 "	W 101 ° 16 ' 40.890 "
ARP (U)	1681'	N 48 ° 15 ' 25.790 "	W 101 ° 16 ' 38.560 "
Rwy Intersection (E & U)	1686.6'	N 48 ° 15 ' 28.835 "	W 101 ° 16 ' 44.790 "
Rwy 13 End (E & U)	1701.8'	N 48 ° 15 ' 54.899 "	W 101 ° 17 ' 19.462 "
Rwy 13 TDZE (E & U)	1701.8'	N 48 ° 15 ' 54.899 "	W 101 ° 17 ' 19.462 "
Rwy 31 End (E)	1657.1'	N 48 ° 14 ' 58.088 "	W 101 ° 16 ' 3.907 "
Rwy 31 TDZE (E)	1679.1'	N 48 ° 15 ' 20.221 "	W 101 ° 16 ' 33.334 "
Rwy 31 End (U)	1650.7'	N 48 ° 14 ' 52.179 "	W 101 ° 15 ' 56.051 "
Rwy 31 TDZE (U)	1674.1'	N 48 ° 15 ' 14.317 "	W 101 ° 16 ' 25.484 "
Rwy 8 End (E)	1715.7'	N 48 ° 15 ' 28.955 "	W 101 ° 17 ' 26.817 "
Rwy 8 Threshold (E)	1711.8'	N 48 ° 15 ' 28.939 "	W 101 ° 17 ' 21.052 "
Rwy 8 TDZE (E)	1711.8'	N 48 ° 15 ' 28.939 "	W 101 ° 17 ' 21.052 "
Rwy 8 End (U)	1715.3'	N 48 ° 15 ' 28.954 "	W 101 ° 17 ' 26.271 "
Rwy 8 TDZE (U)	1715.3'	N 48 ° 15 ' 28.954 "	W 101 ° 17 ' 26.271 "
Rwy 26 End (E & U)	1658.2'	N 48 ° 15 ' 28.681 "	W 101 ° 15 ' 53.019 "
Rwy 26 TDZE (E & U)	1681.8'	N 48 ° 15 ' 28.813 "	W 101 ° 16 ' 37.355 "

RWY = Runway TDZE = Touchdown Zone Elevation ARP = Airport Reference Point

AIRPORT DATA TABLE

ITEM	EXISTING (E)	FUTURE (F)	ULTIMATE (U)
AIRPORT REFERENCE CODE (ARC)	D-III	C-III	C-III
AIRPORT OWNERSHIP	PUBLIC	PUBLIC	PUBLIC
NPIAS SERVICE LEVEL	COMMERCIAL SERVICE - PRIMARY	COMMERCIAL SERVICE - PRIMARY	COMMERCIAL SERVICE - PRIMARY
NPIAS ASSET CLASSIFICATION	-	-	-
STATE SYSTEM PLAN SERVICE LEVEL	PRIMARY COMMERCIAL SERVICE	PRIMARY COMMERCIAL SERVICE	PRIMARY COMMERCIAL SERVICE
AIRPORT ELEVATION (MSL)	1715.7'	1715.7'	1715.3'
AIRPORT REFERENCE POINT (ARP)	(N) 48° 15' 27.540" (W) 101° 16' 40.890"	(N) 48° 15' 27.540" (W) 101° 16' 40.890"	(N) 48° 15' 25.790" (W) 101° 16' 38.560"
MEAN MAX TEMPERATURE (MONTH)	81.5° (JUL.)		
AIRPORT NAVAIDS (FAA-OWNED)	VORTAC, ILS, DME, ASOS, RVR, & Rwy 13 PAPI and REIL	VORTAC, ILS, DME, ASOS, RVR, & Rwy 13 PAPI and REIL	VORTAC, ILS, DME, ASOS, RVR, & Rwy 13 PAPI and REIL
AIRPORT NAVAIDS (SPONSOR-OWNED)	Airport Beacon, Lighted Windcone, & Rwy 8-26 PAPI and REIL	Airport Beacon, Lighted Windcone, & Rwy 8-26 PAPI and REIL	Airport Beacon, Lighted Windcone, & Rwy 8-26 PAPI and REIL
MISCELLANEOUS FACILITIES	-	-	-
MAGNETIC DECLINATION www.ngdc.noaa.gov/geomag-web/#declination	10°(E)	10°(E)	10°(E)
MAGNETIC DECLINATION DATE	1990	1990	1990

KLJ

MINOT INTERNATIONAL AIRPORT

CITY OF MINOT (OWNER)

MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY. NOT FOR CONSTRUCTION

AIRPORT DATA SHEET

Rev.	Date	Description

DRAFTED MTK
REVIEWED KLP
PROJECT NUMBER 1515107

SHEET 2

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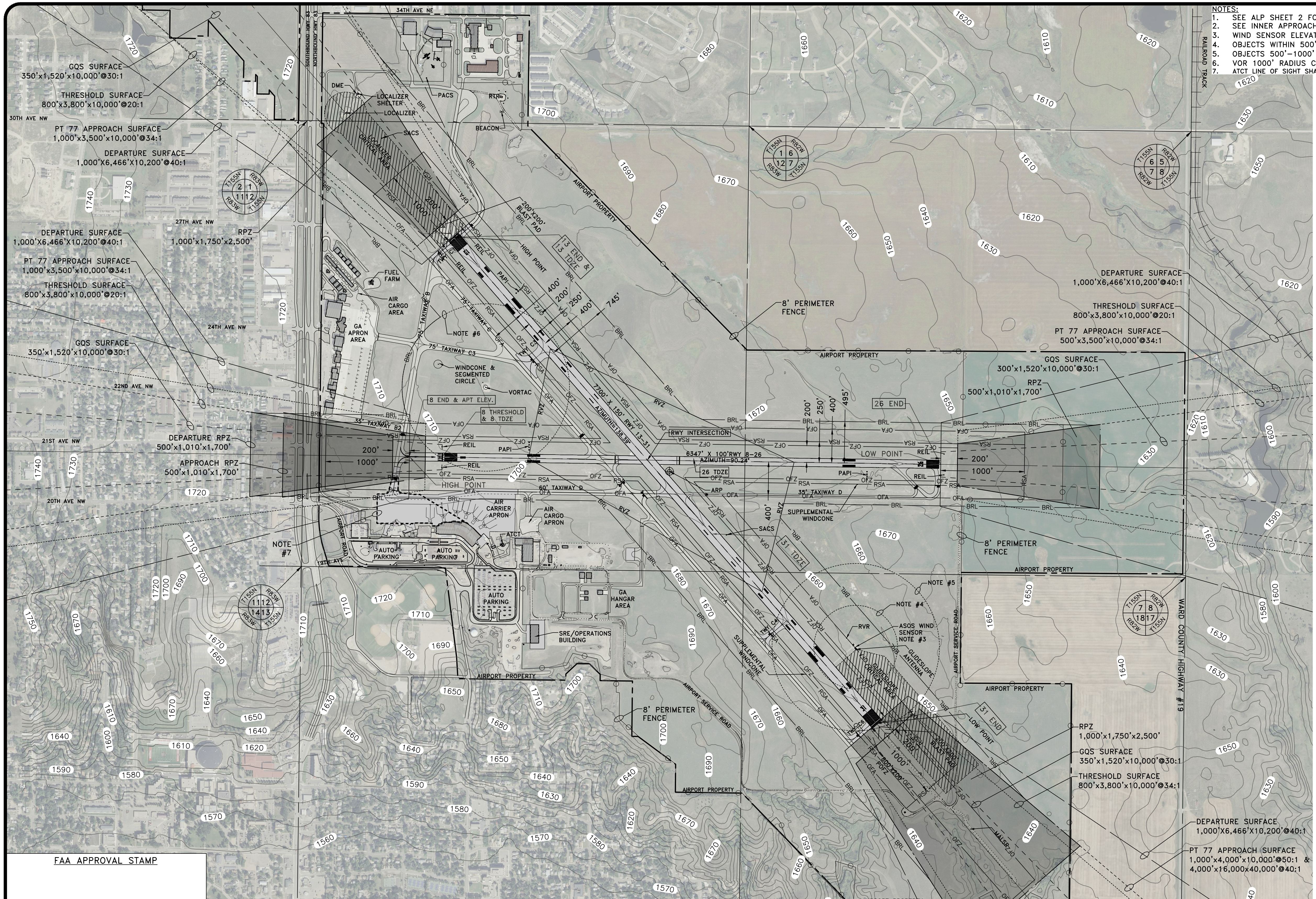
NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. WIND SENSOR ELEVATION = 1684'
4. OBJECTS WITHIN 500' OF WIND SENSOR NOT TO EXCEED 1669'.
5. OBJECTS 500'–1000' OF WIND SENSOR NOT TO EXCEED 1694'.
6. VOR 1000' RADIUS CRITICAL AREA.
7. ATCT LINE OF SIGHT SHADOW MITIGATED BY CAMERA FOR THIS AREA IN THE TOWER CAB.



FAA APPROVAL STAMP

RUNWAY DATA TABLE				
	PRIMARY RWY 13/31		CROSSWIND RWY 8/26	
ITEM	EXISTING (E)		EXISTING (E)	
RUNWAY DESIGNATION	13	31	8	26
RUNWAY DIMENSIONS	7700' x 150'		6347' x 100'	
RUNWAY END ELEVATION	1701.8'	1657.1'	1715.7'	1658.2'
TOUCHDOWN ZONE ELEVATION (TDZE)	1701.8'	1679.1'	1711.8'	1681.8'
RUNWAY GRADIENT	0.581%		0.906%	
MAX GRADE WITHIN RUNWAY LENGTH (%)	0.750%		1.100%	
RUNWAY LIGHTING	HIRL		HIRL	
PAVEMENT TYPE	CONCRETE		BITUMINOUS	
RUNWAY CATEGORY	OTHER-THAN-UTILITY		OTHER-THAN-UTILITY	
RUNWAY SAFETY AREA (RSA)	9700' x 500'		8347' x 500'	
RUNWAY OBJECT FREE AREA (OFA)	9700' x 800'		8347' x 800'	
RUNWAY OBSTACLE FREE ZONE (OFZ)	8100' x 400'		6747' x 400'	
VISIBILITY MINIMUMS	1 MILE	1/2 MILE	1 MILE	1 MILE
TAKEOFF RUNWAY AVAILABLE (TORA)	7700'	7700'	6347'	5958'
TAKEOFF DISTANCE AVAILABLE (TODA)	7700'	7700'	6347'	5958'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	7700'	7700'	6347'	6347'
LANDING DISTANCE AVAILABLE (LDA)	7700'	7700'	5958'	6347'

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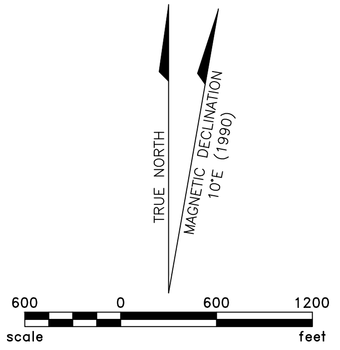
Rwy 13 TDZE (E & U)	1701.8'	N 48 ° 15 ' 54.899 "	W 101 ° 17 ' 19.462 "
Rwy 31 End (E)	1657.1'	N 48 ° 14 ' 58.088 "	W 101 ° 16 ' 3.907 "
Rwy 31 TDZE (E)	1679.1'	N 48 ° 15 ' 20.221 "	W 101 ° 16 ' 33.334 "
Rwy 8 End (E)	1715.7'	N 48 ° 15 ' 28.955 "	W 101 ° 17 ' 26.817 "
Rwy 8 Threshold (E)	1711.8'	N 48 ° 15 ' 28.939 "	W 101 ° 17 ' 21.052 "
Rwy 8 TDZE (E)	1711.8'	N 48 ° 15 ' 28.939 "	W 101 ° 17 ' 21.052 "
Rwy 26 End (E & U)	1658.2'	N 48 ° 15 ' 28.681 "	W 101 ° 15 ' 53.019 "
Rwy 26 TDZE (E & U)	1681.8'	N 48 ° 15 ' 28.813 "	W 101 ° 16 ' 37.355 "

RWY = Runway TDZE = Touchdown Zone Elevation ARP = Airport Reference Point

TAXIWAY DATA TABLE	
	EXISTING (E)
HIGHEST TAXIWAY DESIGN GROUP (TDG)	4
TAXIWAY WIDTH	75'
TAXIWAY SAFETY AREA WIDTH	118'
TAXIWAY OBJECT FREE AREA WIDTH	186'
TAXIWAY EDGE SAFETY MARGIN	10'
TAXIWAY LIGHTING	MITL
HIGHEST TAXILANE TDG	2
TAXILANE WIDTH	35'
TAXILANE OBJECT FREE AREA WIDTH	115'
TAXILANE EDGE SAFETY MARGIN	7.5'
TAXILANE LIGHTING	MITL

LEGEND

EXISTING (E)	ITEM
	AIRPORT PROPERTY LINE
	RUNWAY PROTECTION ZONE (RPZ)
BRL	35' BUILDING RESTRICTION LINE (BRL)
OFA	RUNWAY OBJECT FREE AREA (OFA)
RSA	RUNWAY SAFETY AREA (RSA)
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
N/A	BUILDING/BUILDING LOT
ASPHALT CONCRETE	AIRSIDE PAVED SURFACE
	LANDSIDE ROAD/PARKING
	UNPAVED SURFACE (GRAVEL)
	DECIDUOUS/EVERGREEN TREE
	TREE ROWS, BUSHES
	PERIMETER FENCE
	POWER POLE/LIGHT POLE
	AIRPLANE TIEDOWN
#	AIRPORT SIGN
	CULVERT WITH END SECTION
N/A	BUILDING/PAVEMENT TO BE REMOVED



KLJ

MINOT INTERNATIONAL AIRPORT

CITY OF MINOT (OWNER)

MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

AIRPORT LAYOUT PLAN (EXISTING)

Rev.	Date	Description

DRAFTED: MTK
REVIEWED: KLP
PROJECT NUMBER: 1515107
SHEET: 3

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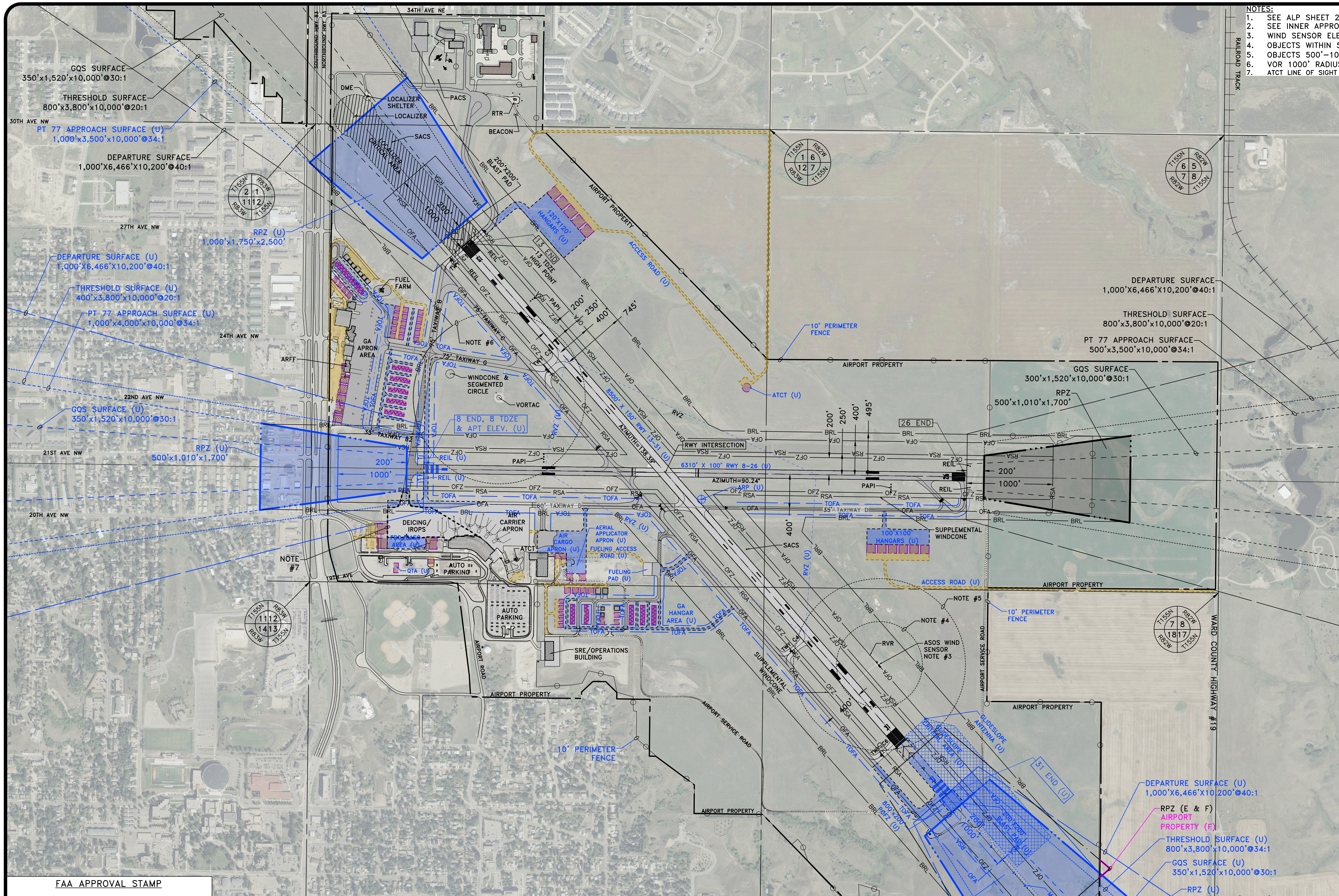
NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. WIND SENSOR ELEVATION = 1684'
4. OBJECTS WITHIN 500' OF WIND SENSOR NOT TO EXCEED 1669'.
5. OBJECTS 500'–1000' OF WIND SENSOR NOT TO EXCEED 1694'.
6. VOR 1000' RADIUS CRITICAL AREA.
7. ATCT LINE OF SIGHT SHADOW MITIGATED BY CAMERA FOR THIS AREA IN THE TOWER CAB.



LEGEND

EXISTING (E)	ITEM	ULTIMATE (U)
	AIRPORT PROPERTY LINE	
	RUNWAY PROTECTION ZONE (RPZ)	
BRL	35' BUILDING RESTRICTION LINE (BRL)	BRL
OFA	RUNWAY OBJECT FREE AREA (OFA)	OFA
RSA	RUNWAY SAFETY AREA (RSA)	RSA
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)	TOFA
N/A	BUILDING/BUILDING LOT	
ASPHALT CONCRETE	AIRSIDE PAVED SURFACE	
	LANDSIDE ROAD/PARKING	
	UNPAVED SURFACE (GRAVEL)	NONE
	DECIDUOUS/EVERGREEN TREE	NONE
	TREE ROWS, BUSHES	NONE
	PERIMETER FENCE	
	POWER POLE/LIGHT POLE	
	AIRPLANE TIEDOWN	
	AIRPORT SIGN	
	CULVERT WITH END SECTION	
N/A	BUILDING/PAVEMENT TO BE REMOVED	

FAA APPROVAL STAMP

RUNWAY DATA TABLE				
	PRIMARY RWY 13-31		CROSSWIND RWY 8/26	
ITEM	ULTIMATE (U)		ULTIMATE (U)	
RUNWAY DESIGNATION	13	31	8	26
RUNWAY DIMENSIONS	8500' x 150'		6310' x 100'	
RUNWAY END ELEVATION	1701.8'	1650.7'	1715.3'	1658.2'
TOUCHDOWN ZONE ELEVATION (TDZE)	1701.8'	1674.1'	1711.8'	1681.8'
RUNWAY GRADIENT	0.601%		0.905%	
MAX GRADE WITHIN RUNWAY LENGTH (%)	0.800%		1.100%	
RUNWAY LIGHTING	HIRL		HIRL	
PAVEMENT TYPE	CONCRETE		BITUMINOUS	
RUNWAY CATEGORY	OTHER-THAN-UTILITY		OTHER-THAN-UTILITY	
RUNWAY SAFETY AREA (RSA)	10500' x 500'		8310'x500'	
RUNWAY OBJECT FREE AREA (OFA)	10500' x 800'		8310'x800'	
RUNWAY OBSTACLE FREE ZONE (OFZ)	8900' x 400'		6710' x 400'	
VISIBILITY MINIMUMS	3/4 MILE	1/2 MILE	1 MILE	1 MILE
TAKEOFF RUNWAY AVAILABLE (TORA)	8500'	8500'	6310'	6310'
TAKEOFF DISTANCE AVAILABLE (TODA)	8500'	8500'	6310'	6310'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	8500'	8500'	6310'	6310'
LANDING DISTANCE AVAILABLE (LDA)	8500'	8500'	6310'	6310'

COORDINATE SUMMARY TABLE			
Point	Elevation	Latitude (DD-MM-SS)	Longitude (DD-MM-SS)
ARP (U)	1681'	N 48 ° 15 ' 25.790 "	W 101 ° 16 ' 38.560 "
Rwy Intersection (E & U)	1686.6'	N 48 ° 15 ' 28.835 "	W 101 ° 16 ' 44.790 "
Rwy 13 End (E & U)	1701.8'	N 48 ° 15 ' 54.899 "	W 101 ° 17 ' 19.462 "
Rwy 13 TDZE (E & U)	1701.8'	N 48 ° 15 ' 54.899 "	W 101 ° 17 ' 19.462 "
Rwy 31 End (U)	1650.7'	N 48 ° 14 ' 52.179 "	W 101 ° 15 ' 56.051 "
Rwy 31 TDZE (U)	1674.1'	N 48 ° 15 ' 14.317 "	W 101 ° 16 ' 25.484 "
Rwy 8 End (U)	1715.3'	N 48 ° 15 ' 28.954 "	W 101 ° 17 ' 26.271 "
Rwy 8 TDZE (U)	1715.3'	N 48 ° 15 ' 28.954 "	W 101 ° 17 ' 26.271 "
Rwy 26 End (E & U)	1658.2'	N 48 ° 15 ' 28.681 "	W 101 ° 15 ' 53.019 "
Rwy 26 TDZE (E & U)	1681.8'	N 48 ° 15 ' 28.813 "	W 101 ° 16 ' 37.355 "
RWY = Runway TDZE = Touchdown Zone Elevation ARP = Airport Reference Point			

TAXIWAY DATA TABLE	
	ULTIMATE (U)
HIGHEST TAXIWAY DESIGN GROUP (TDG)	4
TAXIWAY WIDTH	50'
TAXIWAY SAFETY AREA WIDTH	118'
TAXIWAY OBJECT FREE AREA WIDTH	186'
TAXIWAY EDGE SAFETY MARGIN	10'
TAXIWAY LIGHTING	MITL
HIGHEST TAXILANE TDG	2
TAXILANE WIDTH	35'
TAXILANE OBJECT FREE AREA WIDTH	115'
TAXILANE EDGE SAFETY MARGIN	7.5'
TAXILANE LIGHTING	MITL

KLJ

MINOT INTERNATIONAL AIRPORT

CITY OF MINOT (OWNER)
MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

AIRPORT LAYOUT PLAN (ULTIMATE)

Rev.	Date	Description

DRAFTED: MTK
REVIEWED: KLP
PROJECT NUMBER: 1515107

SHEET 4

July 19, 2018 – 12:47 PM – P:\Airport\ND\Minot\Projects\1515107MasterPlanGeographicInformationSystem\CADD\ALP\1515107_Plan(U).dwg (Plan (U))

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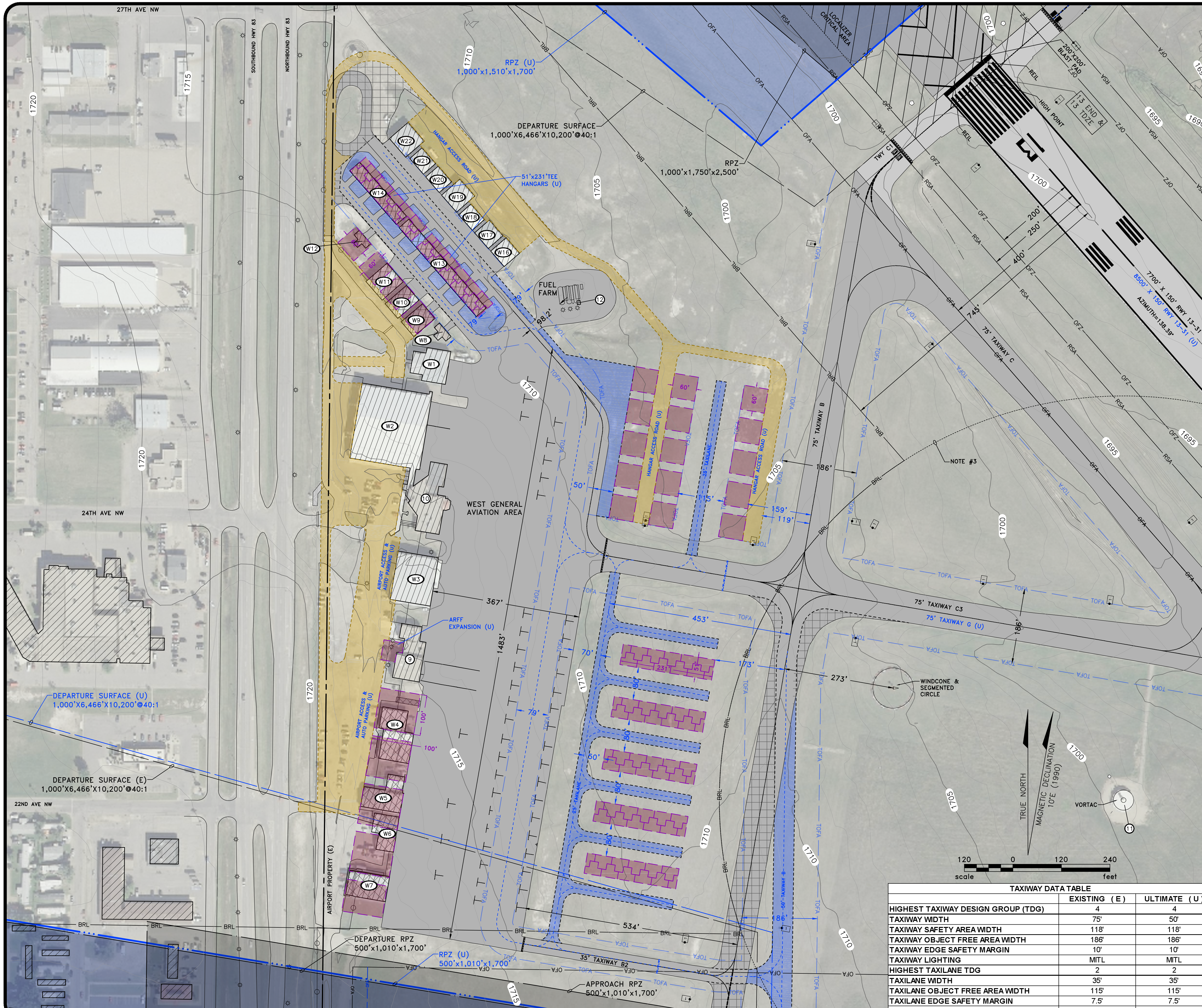
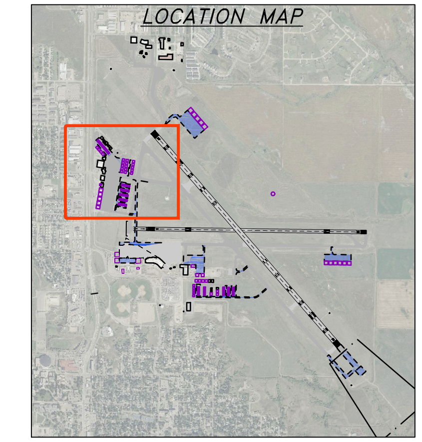


NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. VOR 1000' RADIUS CRITICAL AREA.

LEGEND

EXISTING (E)	ITEM	ULTIMATE (U)
	AIRPORT PROPERTY LINE	
	RUNWAY PROTECTION ZONE (RPZ)	
BRL	35' BUILDING RESTRICTION LINE (BRL)	BRL
OFA	RUNWAY OBJECT FREE AREA (OFA)	OFA
RSA	RUNWAY SAFETY AREA (RSA)	RSA
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)	TOFA
N/A	BUILDING/BUILDING LOT	
ASPHALT CONCRETE	AIRSIDE PAVED SURFACE	
	LANDSIDE ROAD/PARKING	
	UNPAVED SURFACE (GRAVEL)	NONE
	DECIDUOUS/EVERGREEN TREE	NONE
	TREE ROWS, BUSHES	NONE
	PERIMETER FENCE	
	POWER POLE/LIGHT POLE	
	AIRPLANE TIEDOWN	
	AIRPORT SIGN	
	CULVERT WITH END SECTION	
N/A	BUILDING/PAVEMENT TO BE REMOVED	

LOCATION MAP



BUILDING IDENTIFICATION TABLE (E)				
ID	DESCRIPTION	PEAK ELEVATION	OBSTRUCTION LIGHTING	DISPOSITION
9	ARFF	1734.9	NONE	To Remain
10	GA Terminal/CBP	1753.3	NONE	To Remain
11	VORTAC	1737.1	NONE	To Remain
12	Fuel Farm	1718.6	NONE	To Remain
W1	Small Hangar	1737.6	NONE	To Remain
W2	Large Hangar	1753.3	NONE	To Remain
W3	Large Hangar	1745.3	NONE	To Remain
W4	Two Joined Small Hangars	1739.2	NONE	To Replace
W5	Two Joined Small Hangars	1738.7	NONE	To Replace
W6	Round Top Hangar	1743.5	NONE	To Replace
W7	Small Hangar	1739	NONE	To Replace
W8	T-Hangar (1 unit)	1724.9	NONE	Removal
W9	Small Hangar	1731.2	NONE	To Replace
W10	Small Hangar	1731.6	NONE	To Replace
W11	Small Hangar	1731.1	NONE	To Replace
W12	T-Hangar (1 unit)	1724.4	NONE	To Replace
W13	T-Hangar (10 units)	1726.7	NONE	To Replace
W14	T-Hangar (6 units)	1726.1	NONE	To Replace
W16	Small Hangar	1729.6	NONE	To Remain
W17	Small Hangar	1732.8	NONE	To Remain
W18	Small Hangar	1733.4	NONE	To Remain
W19	Small Hangar	1731.4	NONE	To Remain
W20	Small Hangar	1730.7	NONE	To Remain
W21	Small Hangar	1730.5	NONE	To Remain
W22	Small Hangar	1732.7	NONE	To Remain

NOTE:
FUTURE/ULTIMATE BUILDING SIZES AND LAYOUTS ARE BASED ON FAA DESIGN STANDARDS AND BEST PLANNING PRACTICES. THE FUTURE/ULTIMATE BUILDINGS AND LAYOUTS HAVE NOT BEEN REVIEWED FOR CURRENT LOCAL BUILDING CODE REQUIREMENTS.

TAXIWAY DATA TABLE		
	EXISTING (E)	ULTIMATE (U)
HIGHEST TAXIWAY DESIGN GROUP (TDG)	4	4
TAXIWAY WIDTH	75'	50'
TAXIWAY SAFETY AREA WIDTH	118'	118'
TAXIWAY OBJECT FREE AREA WIDTH	186'	186'
TAXIWAY EDGE SAFETY MARGIN	10'	10'
TAXIWAY LIGHTING	MITL	MITL
HIGHEST TAXILANE TDG	2	2
TAXILANE WIDTH	35'	35'
TAXILANE OBJECT FREE AREA WIDTH	115'	115'
TAXILANE EDGE SAFETY MARGIN	7.5'	7.5'
TAXILANE LIGHTING	MITL	MITL

Rev.	Date	Description

KLJ

MINOT INTERNATIONAL AIRPORT
CITY OF MINOT (OWNER)
MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

TERMINAL AREA (WEST)

DRAFTED MTK
REVIEWED KLP
PROJECT NUMBER 1515107

SHEET 5

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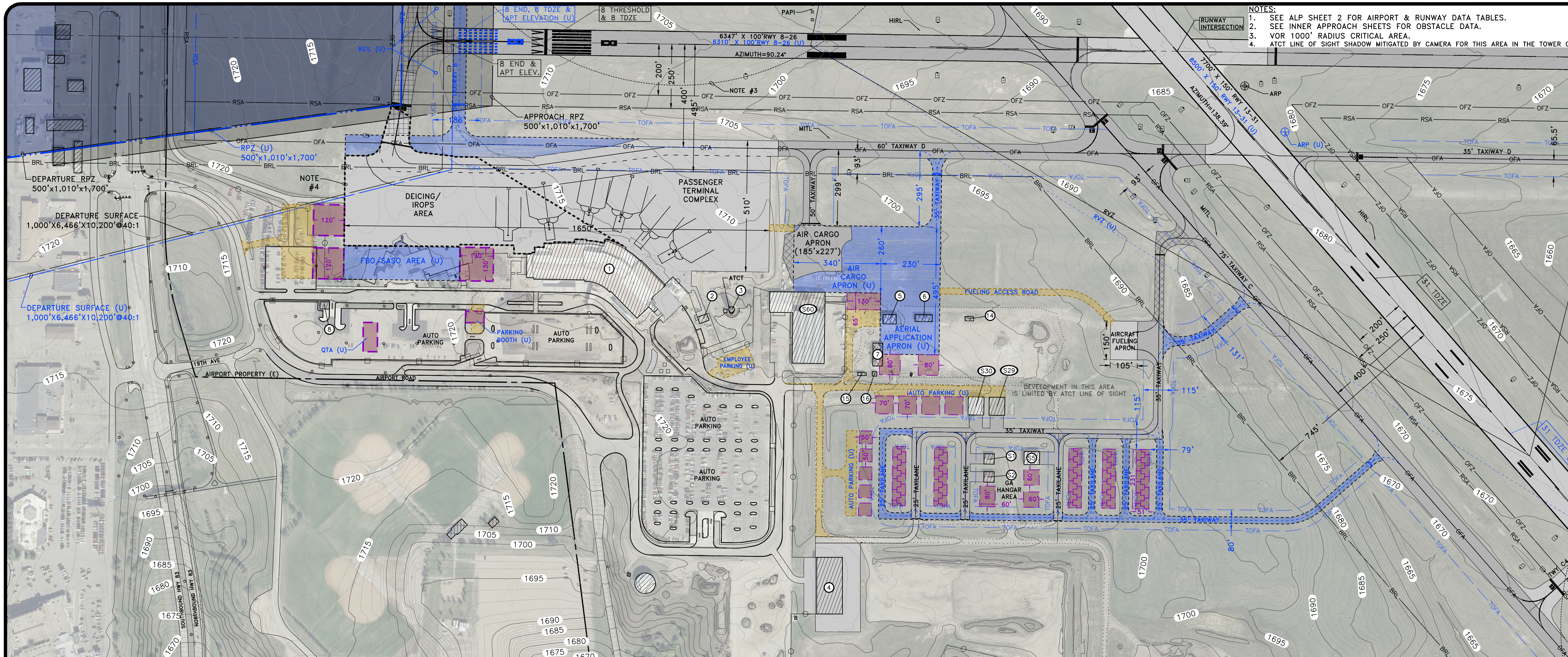
NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. VOR 1000' RADIUS CRITICAL AREA.
4. ATCT LINE OF SIGHT SHADOW MITIGATED BY CAMERA FOR THIS AREA IN THE TOWER CAB.

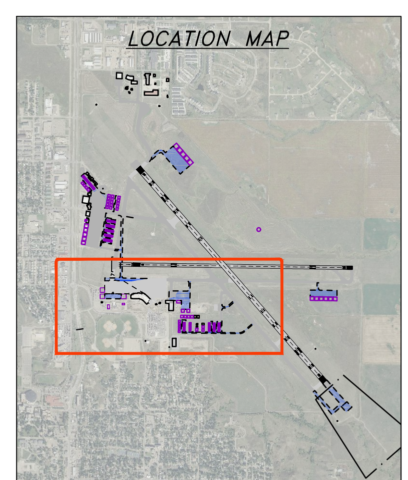


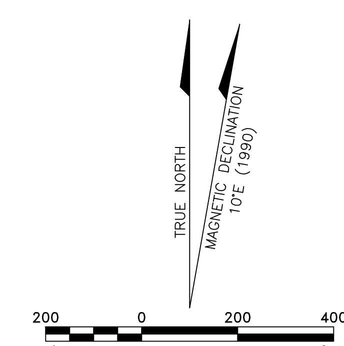
BUILDING IDENTIFICATION TABLE (E)				
ID	DESCRIPTION	PEAK ELEVATION	OBSTRUCTION LIGHTING	DISPOSITION
1	Airline Terminal	1765.0	NONE	To Remain
2	Electrical Vault	1724.1	NONE	To Remain
3	ATCT	1774.3	NONE	Relocate
4	SRE Building	1744.3	NONE	To Remain
5	Storage	1723.1	NONE	Removal
6	Storage	1718.7	NONE	Removal
7	Storage	1730.2	NONE	Removal
8	Parking Booth	1735.4	NONE	To Remain
14	Storage	1714.0	NONE	Removal
15	Storage	1722.0	NONE	Removal
16	Storage	1719.0	NONE	Removal
S1	Small Hangar	1725.9	NONE	To Remain
S2	Small Hangar	1727.3	NONE	To Remain
S5	Small Hangar	1721.5	NONE	To Remain
S29	Small Hangar	1727.9	NONE	To Remain
S30	Small Hangar	1727.9	NONE	To Remain
S60	Cargo Building	1731.7	NONE	To Remain

NOTE:
FUTURE/ULTIMATE BUILDING SIZES AND LAYOUTS ARE BASED ON FAA DESIGN STANDARDS AND BEST PLANNING PRACTICES. THE FUTURE/ULTIMATE BUILDINGS AND LAYOUTS HAVE NOT BEEN REVIEWED FOR CURRENT LOCAL BUILDING CODE REQUIREMENTS.

TAXIWAY DATA TABLE		
	EXISTING (E)	ULTIMATE (U)
HIGHEST TAXIWAY DESIGN GROUP (TDG)	4	4
TAXIWAY WIDTH	75'	50'
TAXIWAY SAFETY AREA WIDTH	118'	118'
TAXIWAY OBJECT FREE AREA WIDTH	186'	186'
TAXIWAY EDGE SAFETY MARGIN	10'	10'
TAXIWAY LIGHTING	MITL	MITL
HIGHEST TAXILANE TDG	2	2
TAXILANE WIDTH	35'	35'
TAXILANE OBJECT FREE AREA WIDTH	115'	115'
TAXILANE EDGE SAFETY MARGIN	7.5'	7.5'
TAXILANE LIGHTING	MITL	MITL

LOCATION MAP





LEGEND

EXISTING (E)	ITEM	ULTIMATE (U)
	AIRPORT PROPERTY LINE	
	RUNWAY PROTECTION ZONE (RPZ)	
BRL	35' BUILDING RESTRICTION LINE (BRL)	BRL
OFA	RUNWAY OBJECT FREE AREA (OFA)	OFA
RSA	RUNWAY SAFETY AREA (RSA)	RSA
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)	TOFA
N/A	BUILDING/BUILDING LOT	
ASPHALT CONCRETE	AIRSIDE PAVED SURFACE	
	LANDSIDE ROAD/PARKING	
	UNPAVED SURFACE (GRAVEL)	NONE
	DECIDUOUS/EVERGREEN TREE	NONE
	TREE ROWS, BUSHES	NONE
	PERIMETER FENCE	
	POWER POLE/LIGHT POLE	
	AIRPLANE TIEDOWN	
	AIRPORT SIGN	
	CULVERT WITH END SECTION	
N/A	BUILDING/PAVEMENT TO BE REMOVED	

Rev.	Date	Description

DRAFTED MTK
REVIEWED KLP
PROJECT NUMBER 1515107

TERMINAL AREA (SOUTH)

SHEET 6

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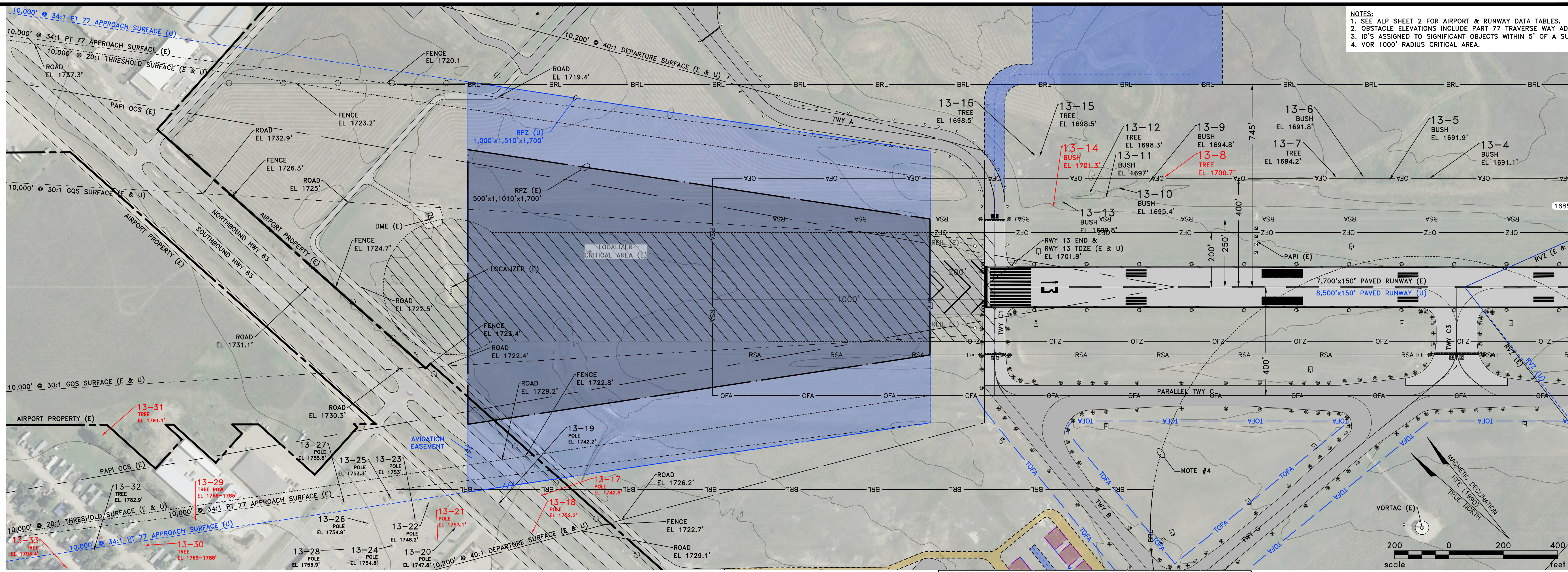
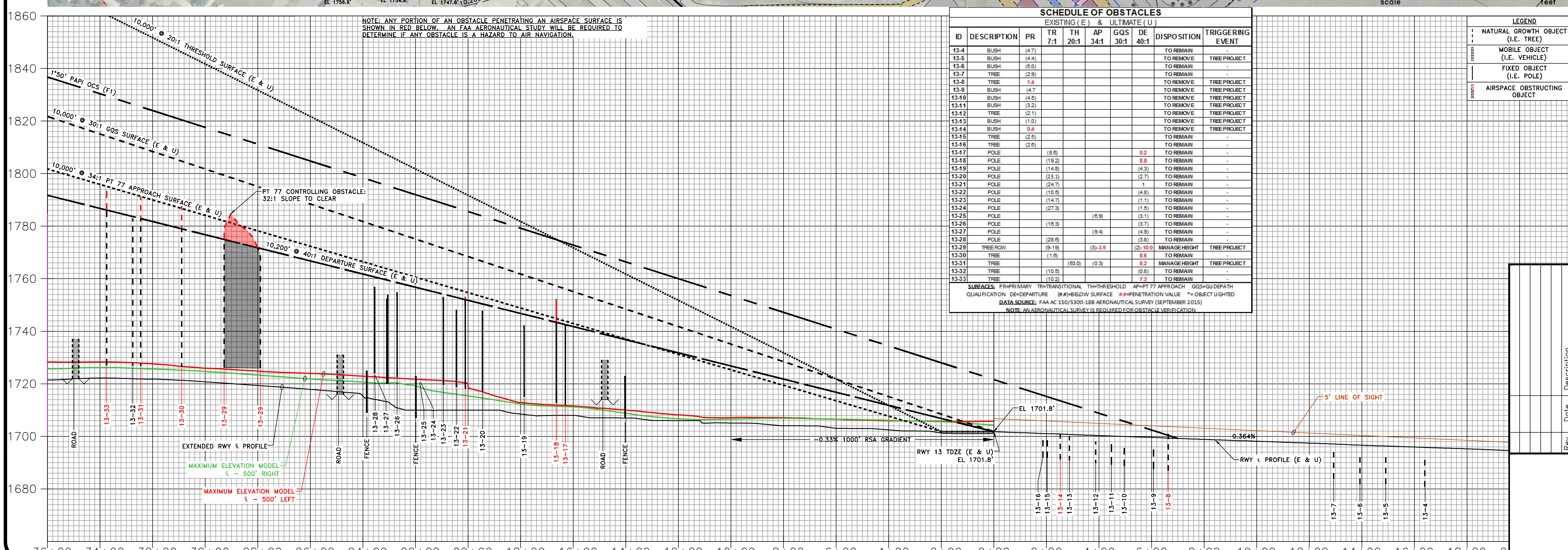
NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
4. VOR 1000' RADIUS CRITICAL AREA.





SCHEDULE OF OBSTACLES									
EXISTING (E) & ULTIMATE (U)									
ID	DESCRIPTION	PR	TR 7:1	TH 20:1	AP 34:1	GQS 30:1	DE 40:1	DISPOSITION	TRIGGERING EVENT
13-4	BUSH	(4.7)						TO REMAIN	-
13-5	BUSH	(4.4)						TO REMOVE	TREE PROJECT
13-6	BUSH	(5.0)						TO REMAIN	-
13-7	TREE	(2.9)						TO REMAIN	-
13-8	TREE	1.4						TO REMOVE	TREE PROJECT
13-9	BUSH	(4.7						TO REMOVE	TREE PROJECT
13-10	BUSH	(4.5)						TO REMOVE	TREE PROJECT
13-11	BUSH	(3.2)						TO REMOVE	TREE PROJECT
13-12	TREE	(2.1)						TO REMOVE	TREE PROJECT
13-13	BUSH	(1.0)						TO REMOVE	TREE PROJECT
13-14	BUSH	0.4						TO REMOVE	TREE PROJECT
13-15	TREE	(2.5)						TO REMAIN	-
13-16	TREE	(2.6)						TO REMAIN	-
13-17	POLE		(8.6)				0.2	TO REMAIN	-
13-18	POLE		(19.2)				8.8	TO REMAIN	-
13-19	POLE		(14.8)				(4.3)	TO REMAIN	-
13-20	POLE		(23.1)				(2.7)	TO REMAIN	-
13-21	POLE		(24.7)				1	TO REMAIN	-
13-22	POLE		(10.5)				(4.8)	TO REMAIN	-
13-23	POLE		(14.7)				(1.1)	TO REMAIN	-
13-24	POLE		(27.3)				(1.5)	TO REMAIN	-
13-25	POLE				(6.9)		(3.1)	TO REMAIN	-
13-26	POLE		(16.3)				(3.7)	TO REMAIN	-
13-27	POLE				(9.4)		(4.9)	TO REMAIN	-
13-28	POLE		(28.6)				(3.8)	TO REMAIN	-
13-29	TREE ROW		(9-19)		(3)-3.5		(2)-10.0	MANAGE HEIGHT	TREE PROJECT
13-30	TREE		(1.6)				8.6	TO REMAIN	-
13-31	TREE			(63.0)	(0.3)		8.2	MANAGE HEIGHT	TREE PROJECT
13-32	TREE		(10.5)				(0.8)	TO REMAIN	-
13-33	TREE		(10.2)				7.3	TO REMAIN	-

SURFACES: PR=PRIMARY TR=TRANSITIONAL TH=THRESHOLD AP=PT 77 APPROACH GQS=GLIDEPATH QUALIFICATION DE=DEPARTURE (#.#)=BELOW SURFACE #.#=PENETRATION VALUE *= OBJECT LIGHTED

DATA SOURCE: FAA AC 150/5300-18B AERONAUTICAL SURVEY (SEPTEMBER 2015)

NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION

LEGEND

	NATURAL GROWTH OBJECT (I.E. TREE)
	MOBILE OBJECT (I.E. VEHICLE)
	FIXED OBJECT (I.E. POLE)
	AIRSPACE OBSTRUCTING OBJECT

Rev.	Date	Description

MINOT INTERNATIONAL AIRPORT

CITY OF MINOT (OWNER)
MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

INNER PORTION OF THE APPROACH SURFACE RUNWAY 13 END (EXISTING & ULTIMATE)

DRAFTED: MTK/TLG
REVIEWED: KLP
PROJECT NUMBER: 1515107
SHEET

July 20, 2018 – 11:15 AM – P:\Airport\ND\Minot\Projects\1515107MasterPlanGeographicInformationSystem\CADD\ALP\1515107_InnerApproach.dwg (13END)

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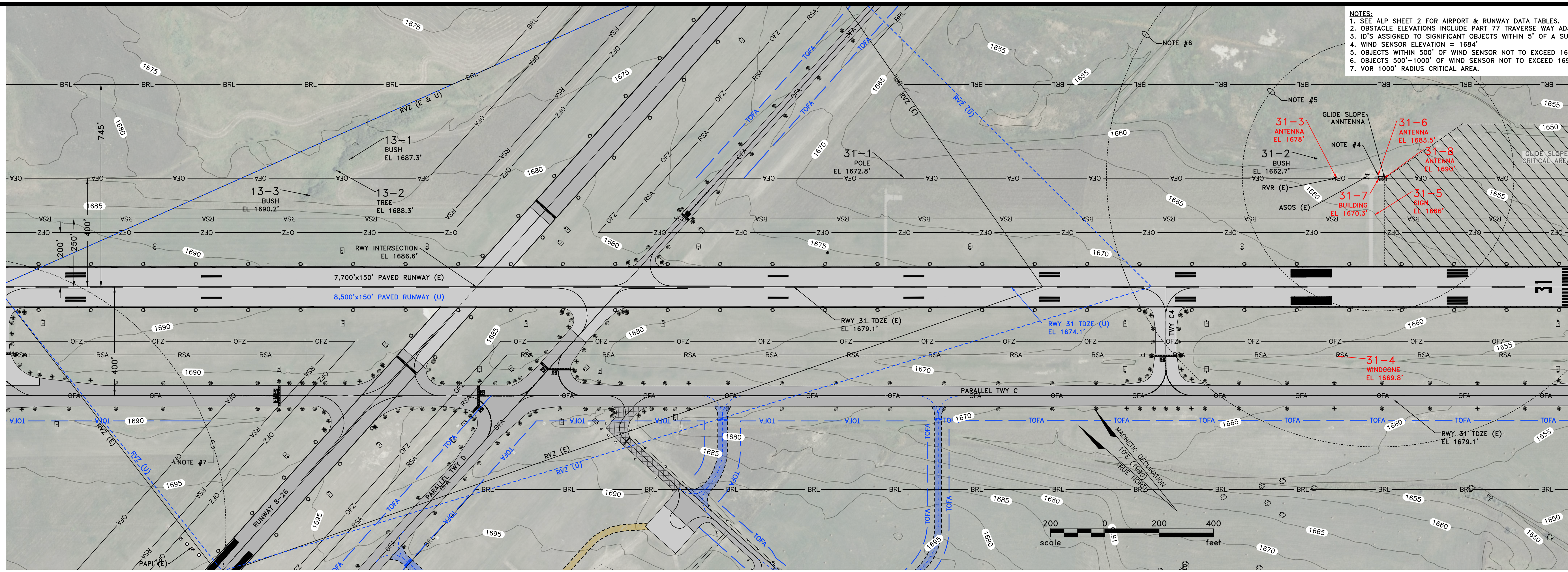
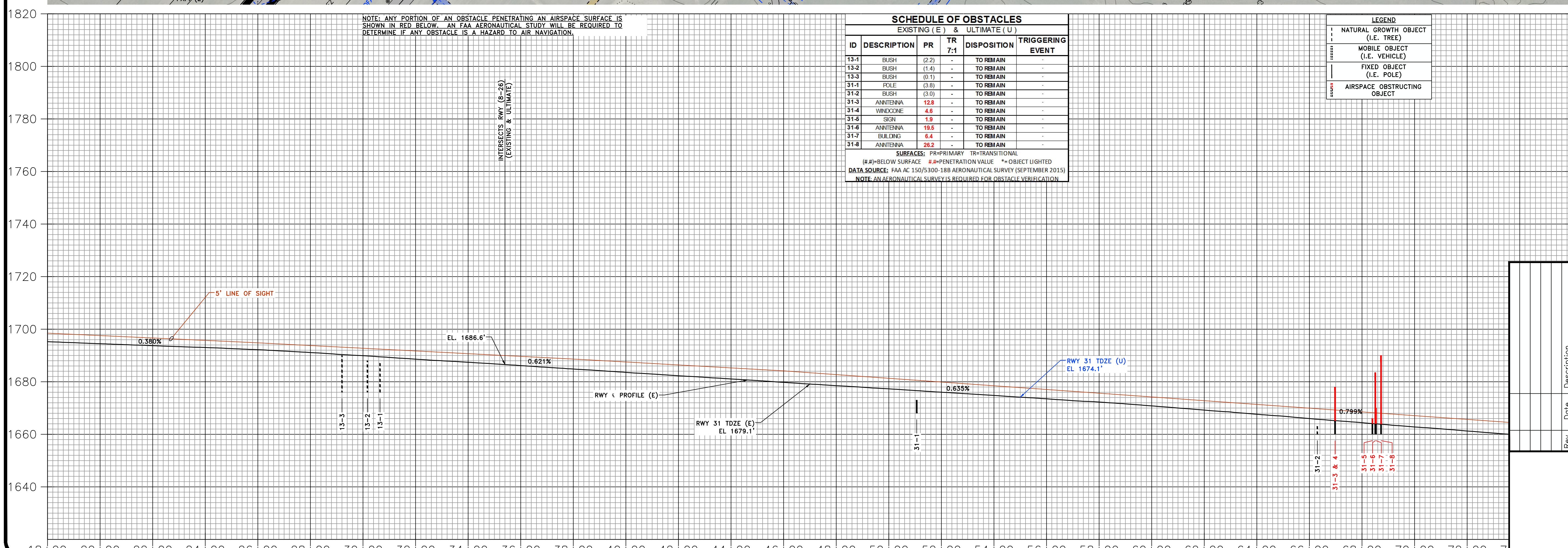
NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
4. WIND SENSOR ELEVATION = 1684'
5. OBJECTS WITHIN 500' OF WIND SENSOR NOT TO EXCEED 1669'.
6. OBJECTS 500'–1000' OF WIND SENSOR NOT TO EXCEED 1694'.
7. VOR 1000' RADIUS CRITICAL AREA.





SCHEDULE OF OBSTACLES

EXISTING (E) & ULTIMATE (U)

ID	DESCRIPTION	PR	TR 7:1	DISPOSITION	TRIGGERING EVENT
13-1	BUSH	(2.2)	-	TO REMAIN	-
13-2	BUSH	(1.4)	-	TO REMAIN	-
13-3	BUSH	(0.1)	-	TO REMAIN	-
31-1	POLE	(3.8)	-	TO REMAIN	-
31-2	BUSH	(3.0)	-	TO REMAIN	-
31-3	ANNTENNA	12.8	-	TO REMAIN	-
31-4	WINDCONE	4.6	-	TO REMAIN	-
31-5	SIGN	1.9	-	TO REMAIN	-
31-6	ANNTENNA	19.5	-	TO REMAIN	-
31-7	BUILDING	6.4	-	TO REMAIN	-
31-8	ANNTENNA	26.2	-	TO REMAIN	-

SURFACES: PR=PRIMARY TR=TRANSITIONAL
(#.#)=BELOW SURFACE #.#=PENETRATION VALUE *= OBJECT LIGHTED
DATA SOURCE: FAA AC 150/5300-18B AERONAUTICAL SURVEY (SEPTEMBER 2015)
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION

LEGEND
- NATURAL GROWTH OBJECT (I.E. TREE)
- MOBILE OBJECT (I.E. VEHICLE)
- FIXED OBJECT (I.E. POLE)
- AIRSPACE OBSTRUCTING OBJECT

Rev.	Date	Description

KLJ

MINOT INTERNATIONAL AIRPORT
CITY OF MINOT (OWNER)
MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

INNER PORTION OF THE APPROACH SURFACE RUNWAY 13-31 (EXISTING & ULTIMATE)

DRAFTED: MTK/TLG
REVIEWED: KLP
PROJECT NUMBER: 1515107

SHEET 8

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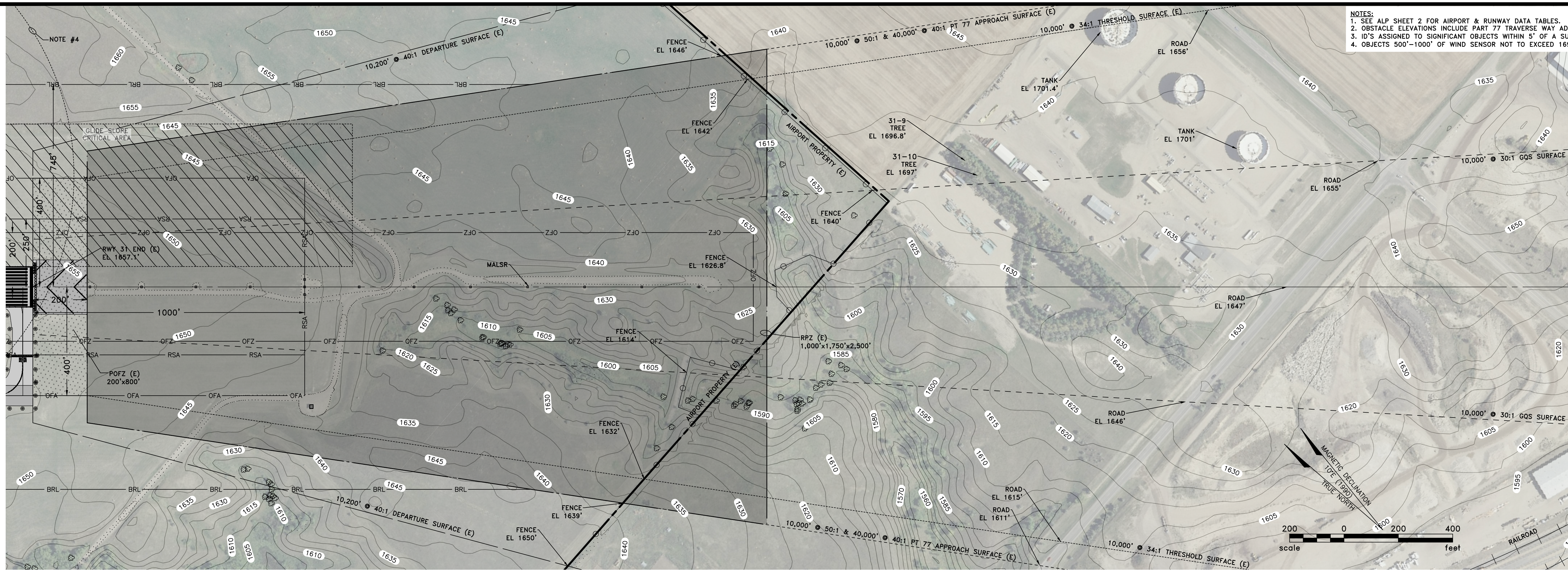
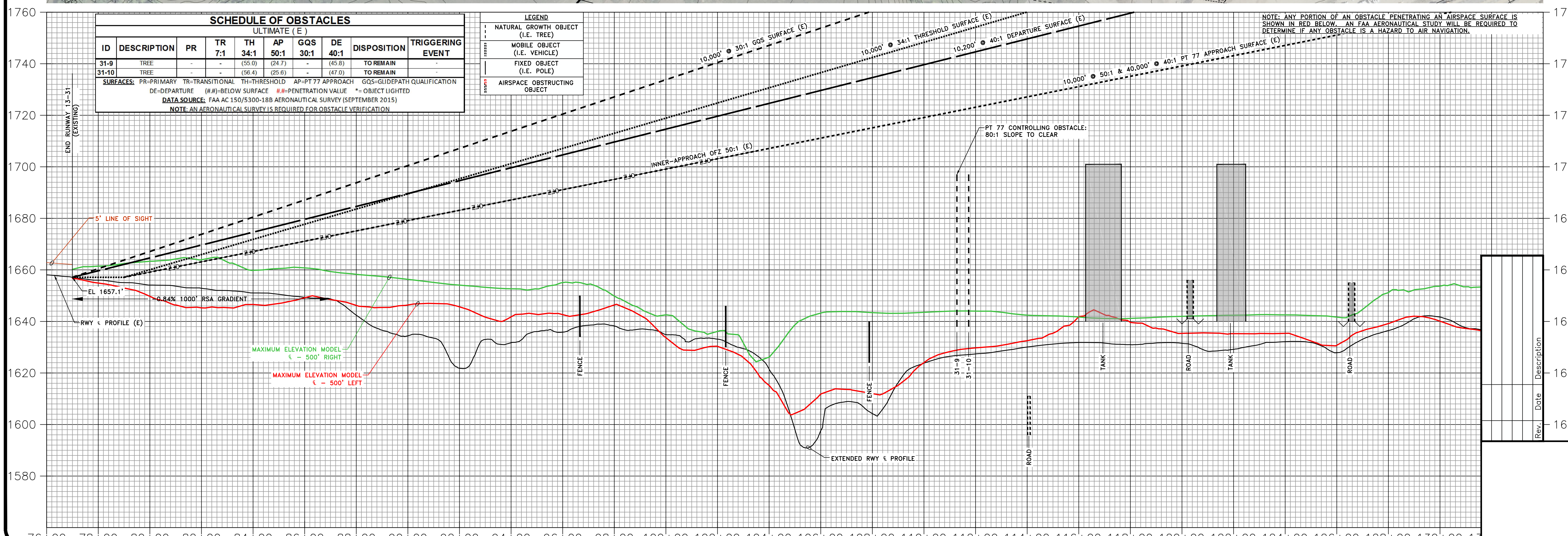
NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
4. OBJECTS 500'–1000' OF WIND SENSOR NOT TO EXCEED 1694'.





SCHEDULE OF OBSTACLES

ULTIMATE (E)

ID	DESCRIPTION	PR	TR 7:1	TH 34:1	AP 50:1	GQS 30:1	DE 40:1	DISPOSITION	TRIGGERING EVENT
31-9	TREE	-	-	(55.0)	(24.7)	-	(45.8)	TO REMAIN	-
31-10	TREE	-	-	(56.4)	(25.6)	-	(47.0)	TO REMAIN	-

SURFACES: PR=PRIMARY TR=TRANSITIONAL TH=THRESHOLD AP=PT 77 APPROACH GQS=GLIDEPATH QUALIFICATION DE=DEPARTURE (#.#)=BELOW SURFACE #.#=PENETRATION VALUE *= OBJECT LIGHTED

DATA SOURCE: FAA AC 150/5300-18B AERONAUTICAL SURVEY (SEPTEMBER 2015)

NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION

KLJ

MINOT INTERNATIONAL AIRPORT

CITY OF MINOT (OWNER)

MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

INNER PORTION OF THE APPROACH SURFACE RUNWAY 31 END (EXISTING)

DRAFTED MTK/TLG

REVIEWED KLP

PROJECT NUMBER 1515107

SHEET 9

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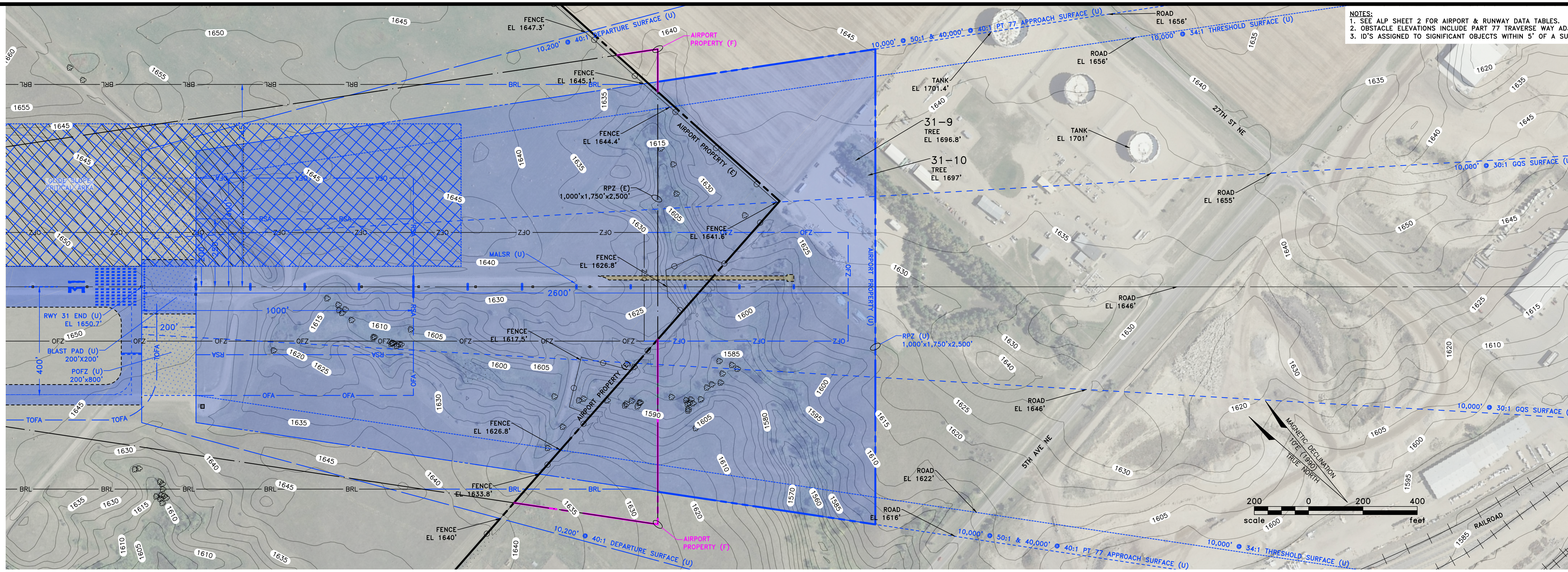


NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

LEGEND

╎	NATURAL GROWTH OBJECT (I.E. TREE)
⁞	MOBILE OBJECT (I.E. VEHICLE)
│	FIXED OBJECT (I.E. POLE)
⁞	AIRSPACE OBSTRUCTING OBJECT

SCHEDULE OF OBSTACLES

ULTIMATE (U)

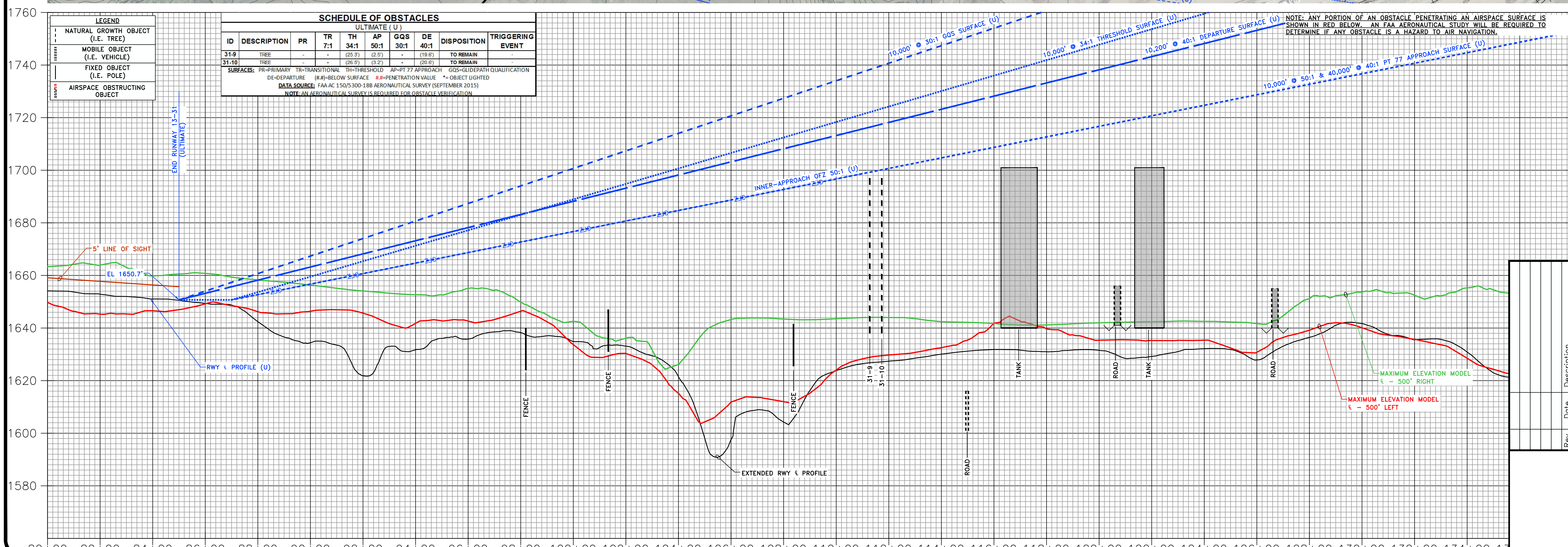
ID	DESCRIPTION	PR	TR 7:1	TH 34:1	AP 50:1	GQS 30:1	DE 40:1	DISPOSITION	TRIGGERING EVENT
31-9	TREE	-	-	(25.3')	(2.5')	-	(19.6')	TO REMAIN	-
31-10	TREE	-	-	(26.5')	(3.2')	-	(20.6')	TO REMAIN	-

SURFACES: PR=PRIMARY TR=TRANSITIONAL TH=THRESHOLD AP=PT 77 APPROACH GQS=GLIDEPATH QUALIFICATION DE=DEPARTURE (#.#)=BELOW SURFACE #.#=PENETRATION VALUE *= OBJECT LIGHTED

DATA SOURCE: FAA AC 150/5300-18B AERONAUTICAL SURVEY (SEPTEMBER 2015)

NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION

NOTE: ANY PORTION OF AN OBSTACLE PENETRATING AN AIRSPACE SURFACE IS SHOWN IN RED BELOW. AN FAA AERONAUTICAL STUDY WILL BE REQUIRED TO DETERMINE IF ANY OBSTACLE IS A HAZARD TO AIR NAVIGATION.



Rev.	Date	Description

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MINOT INTERNATIONAL AIRPORT

CITY OF MINOT (OWNER)

MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

INNER PORTION OF THE APPROACH SURFACE RUNWAY 31 END (ULTIMATE)

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REVIEWED KLP

PROJECT NUMBER 1515107

SHEET 10

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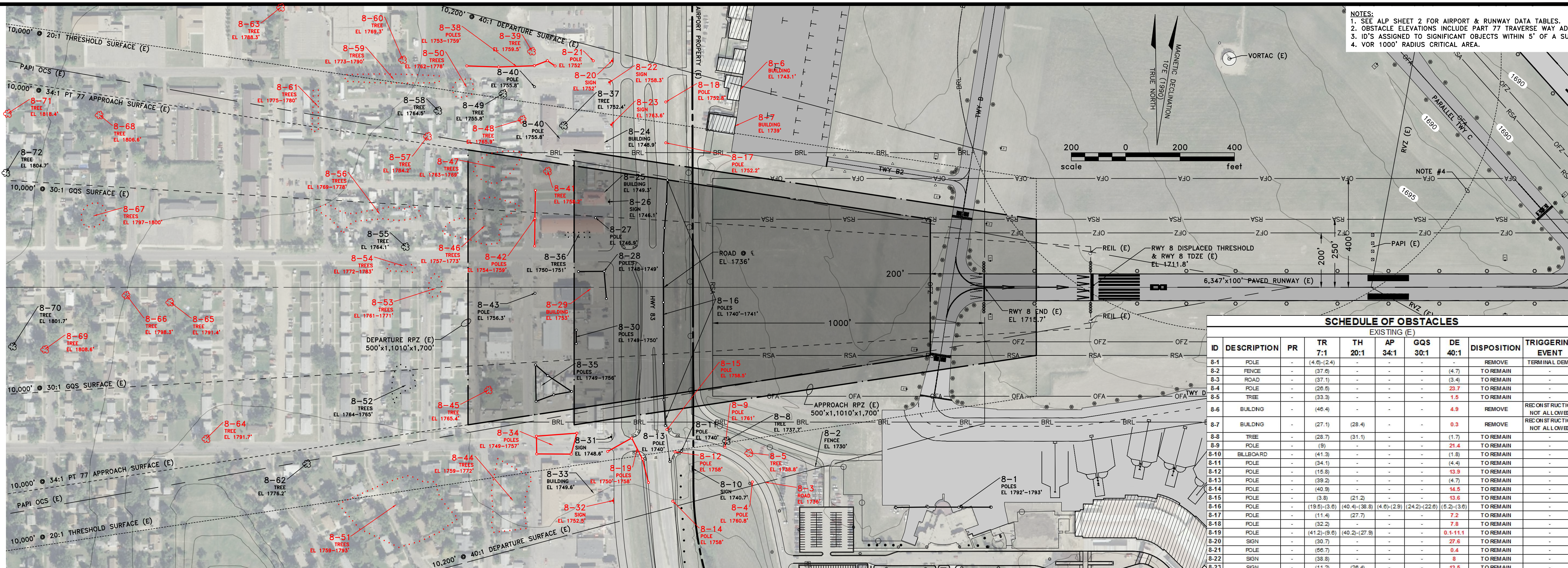
MINOT INTERNATIONAL AIRPORT

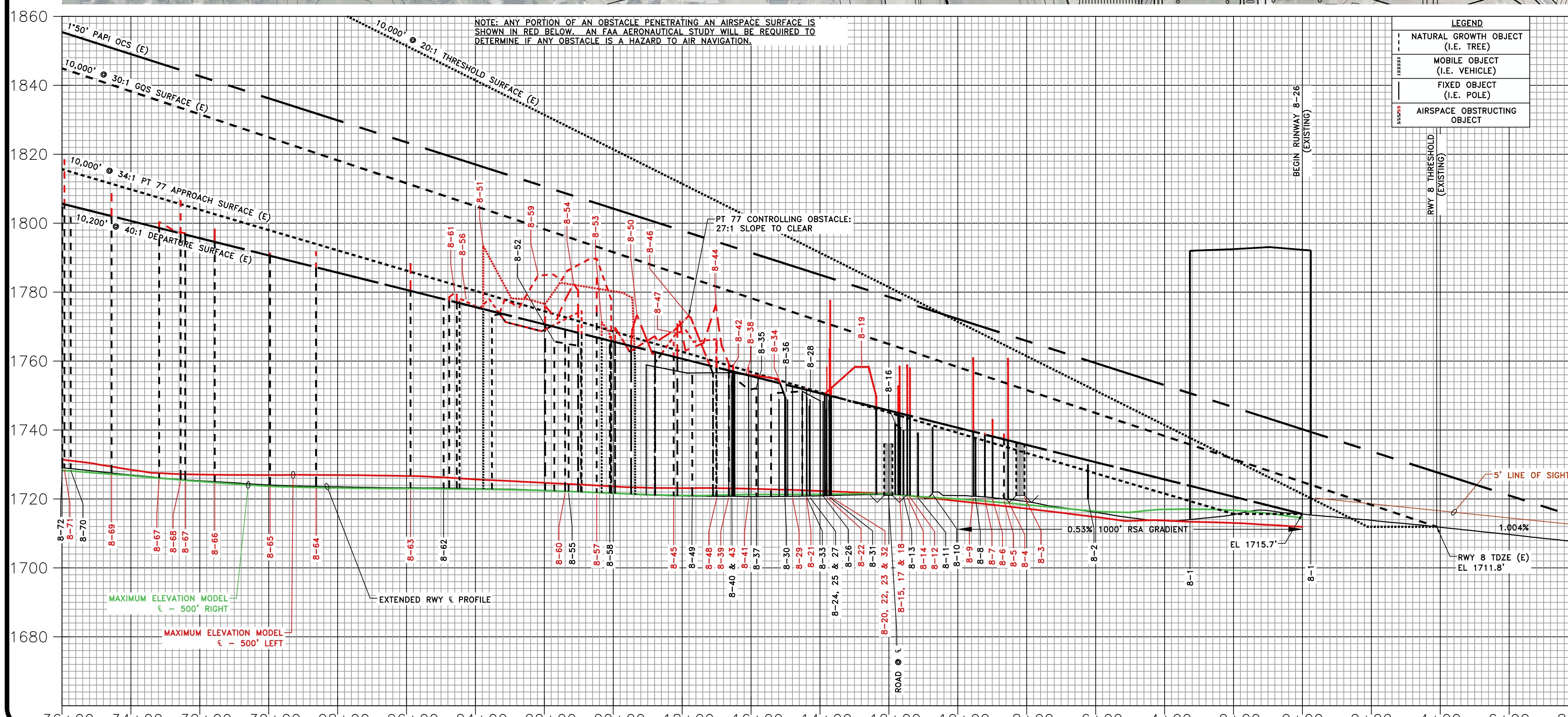
CITY OF MINOT (OWNER)
MINOT, NORTH DAKOTA

INNER PORTION OF THE APPROACH SURFACE RUNWAY 8 END (EXISTING)

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
4. VOR 1000' RADIUS CRITICAL AREA.





SCHEDULE OF OBSTACLES

EXISTING (E)

ID	DESCRIPTION	PR	TR 7:1	TH 20:1	AP 34:1	GQS 30:1	DE 40:1	DISPOSITION	TRIGGERING EVENT
8-1	POLE	-	(4.6)-(2.4)	-	-	-	-	REMOVE	TERMINAL DEMO
8-2	FENCE	-	(37.6)	-	-	-	(4.7)	TO REMAIN	-
8-3	ROAD	-	(37.1)	-	-	-	(3.4)	TO REMAIN	-
8-4	POLE	-	(26.5)	-	-	-	23.7	TO REMAIN	-
8-5	TREE	-	(33.3)	-	-	-	1.5	TO REMAIN	-
8-6	BUILDING	-	(46.4)	-	-	-	4.9	REMOVE	RECONSTRUCTION NOT ALLOWED
8-7	BUILDING	-	(27.1)	(28.4)	-	-	0.3	REMOVE	RECONSTRUCTION NOT ALLOWED
8-8	TREE	-	(28.7)	(31.1)	-	-	(1.7)	TO REMAIN	-
8-9	POLE	-	(9)	-	-	-	21.4	TO REMAIN	-
8-10	BILLBOARD	-	(41.3)	-	-	-	(1.8)	TO REMAIN	-
8-11	POLE	-	(34.1)	-	-	-	(4.4)	TO REMAIN	-
8-12	POLE	-	(15.8)	-	-	-	13.9	TO REMAIN	-
8-13	POLE	-	(39.2)	-	-	-	(4.7)	TO REMAIN	-
8-14	POLE	-	(40.9)	-	-	-	14.5	TO REMAIN	-
8-15	POLE	-	(3.8)	(21.2)	-	-	13.6	TO REMAIN	-
8-16	POLE	-	(19.5)-(3.6)	(40.4)-(38.8)	(4.6)-(2.9)	(24.2)-(22.6)	(5.2)-(3.6)	TO REMAIN	-
8-17	POLE	-	(11.4)	(27.7)	-	-	7.2	TO REMAIN	-
8-18	POLE	-	(32.2)	-	-	-	7.8	TO REMAIN	-
8-19	POLE	-	(41.2)-(9.6)	(40.2)-(27.9)	-	-	0.1-11.1	TO REMAIN	-
8-20	SIGN	-	(30.7)	-	-	-	27.6	TO REMAIN	-
8-21	POLE	-	(56.7)	-	-	-	0.4	TO REMAIN	-
8-22	SIGN	-	(38.8)	-	-	-	8	TO REMAIN	-
8-23	SIGN	-	(11.2)	(26.4)	-	-	13.5	TO REMAIN	-
8-24	BUILDING	-	(16.1)	(43.9)	-	-	(2.6)	TO REMAIN	-
8-25	BUILDING	-	-	(43.9)	(2.8)	-	(2.3)	TO REMAIN	-
8-26	SIGN	-	-	(44.2)	(4.3)	-	(4.1)	TO REMAIN	-
8-27	POLE	-	-	(45.9)	(5)	(25.6)	(4.5)	TO REMAIN	-
8-28	POLE	-	-	(47.2)-(42.6)	(5)-(2.5)	(25.8)-(22.9)	(4.3)-(2.2)	TO REMAIN	-
8-29	SIGN	-	-	(42.3)	(0.4)	(21.2)	0.3	TO REMAIN	-
8-30	POLE	-	-	(47)-(46.3)	(4.6)-(3.9)	(25.5)-(24.7)	(3.9)-(3.1)	TO REMAIN	-
8-31	SIGN	-	(19.2)	(41.3)	-	-	(1.4)	TO REMAIN	-
8-32	SIGN	-	(48.8)	-	-	-	2.6	TO REMAIN	-
8-33	BUILDING	-	(48.2)	-	-	-	(2.1)	TO REMAIN	-
8-34	POLE	-	(23.3)-(13.3)	(47.4)-(42.6)	-	-	(4.1)-1	TO REMAIN	-
8-35	POLE	-	-	(50)-(47.5)	(5.6)-(2)	-	(4.8)-(0.6)	TO REMAIN	-
8-36	TREE	-	-	(47.9)-(42.7)	(4.6)-(1.3)	(25.7)-(22)	(3.7)-(0.8)	MANAGE HEIGHT	TREE PROJECT
8-37	TREE	-	(23.4)	(46.3)	-	-	(2)	TO REMAIN	-
8-38	POLE	-	(57.4)-(51)	-	-	-	(4.5)-0.1	TO REMAIN	-
8-39	TREE	-	(56.2)	-	-	-	2.2	TO REMAIN	-
8-40	POLE	-	(41.2)	-	-	-	(1.3)	TO REMAIN	-
8-41	TREE	-	-	(43.5)	1.1	-	2.3	MANAGE HEIGHT	TREE PROJECT
8-42	POLE	-	-	(50.1)-(45.2)	(4.5)-0.3	(26)-(25.3)	(3.1)-1.8	TO REMAIN	-
8-43	POLE	-	-	(47.7)	(2.2)	(23.7)	(0.8)	TO REMAIN	-
8-44	TREE	-	(60)-(18.5)	(47.9)	-	-	0.6-18	TO REMAIN	-
8-45	TREE	-	-	(47.1)	1.9	-	4.1	MANAGE HEIGHT	TREE PROJECT
8-46	TREE	-	-	(56.3)-(37.3)	(6.8)-10.9	(29)-(11.5)	(4.6)-12.8	MANAGE HEIGHT	TREE PROJECT
8-47	TREE	-	3.7	(48.3)-(40.1)	0.1-6.4	-	2.2-8.4	MANAGE HEIGHT	TREE PROJECT
8-48	TREE	-	(14.3)	(40.4)	-	-	7.7	TO REMAIN	-
8-49	TREE	-	(38.5)	-	-	-	(4.2)	TO REMAIN	-
8-50	TREE	-	(36.1)-(20.2)	(53.7)-(49.4)	-	-	(0.9)-13.9	TO REMAIN	-
8-51	TREE	-	(57)-(14.7)	(55.8)-(45.3)	-	-	(4.9)-18.1	TO REMAIN	-
8-52	TREE	-	-	(64.3)-(61.8)	(8.1)-(7.2)	(31.4)	(4.4)-(3.9)	TO REMAIN	-
8-53	TREES	-	-	(60.1)-(51.7)	(7.3)-1.7	(30.2)-(21.3)	(4.4)-4.8	MANAGE HEIGHT	TREE PROJECT
8-54	TREES	-	-	(57.4)-(44.6)	(1.4)-10.4	(24.9)-(12.9)	2.3-13.9	MANAGE HEIGHT	TREE PROJECT
8-55	TREE	-	-	(63.7)	(8.3)	(31.7)	(4.8)	TO REMAIN	-
8-56	TREES	-	-	(67.4)-(51.4)	(8.6)-3.2	(32.6)-(20)	(4.3)-6.5	MANAGE HEIGHT	TREE PROJECT
8-57	TREE	-	10.1	(39.5)	-	-	17.3	TO REMAIN	-
8-58	TREE	-	(22.8)	(57.4)	-	-	(1.5)	TO REMAIN	-
8-59	TREE	-	(33.8)-(14.4)	(65.7)-(58)	-	-	(1.3)-22.7	TO REMAIN	-
8-60	TREE	-	(45.6)	-	-	-	0.1	TO REMAIN	-
8-61	TREES	-	(25.9)-(5.8)	(68.7)-(63.8)	(4.1)	-	(1.7)-3.1	MANAGE HEIGHT	TREE PROJECT
8-62	TREE	-	(14.6)	(69.7)	-	-	(1.8)	TO REMAIN	-
8-63	TREE	-	(57.8)	-	-	-	7.9	TO REMAIN	-
8-64	TREE	-	-	(72.7)	(2.3)	-	4.4	MANAGE HEIGHT	TREE PROJECT
8-65	TREE	-	-	(79.8)	(6.6)	(33.3)	0.7	TO REMAIN	-
8-66	TREE	-	-	(80.9)	(4.4)	(31.7)	3.7	MANAGE HEIGHT	TREE PROJECT
8-67	TREES	-	-	(87.3)-(86.4)	(8.5)-(7.1)	(36.3)-(35.1)	0.1-1.7	TO REMAIN	-
8-68	TREE	-	-	(77.5)	1	-	9.5	MANAGE HEIGHT	TREE PROJECT
8-69	TREE	-	-	(85.5)	(2.9)	(31.4)	6.5	MANAGE HEIGHT	TREE PROJECT
8-70	TREE	-	-	(98.4)	(13.3)	(42.3)	(3.4)	TO REMAIN	-
8-71	TREE	-	-	(82.5)	2.9	-	12.9	MANAGE HEIGHT	TREE PROJECT
8-72	TREE	-	-	(96.6)	(11)	-	(1)	TO REMAIN	-

SURFACES: PR=PRIMARY TR=TRANSITIONAL TH=THRESHOLD AP=PT77 APPROACH GQS=GLIDEPATH QUALIFICATION DE=DEPARTURE (#.#)=BELOW SURFACE #.#=PENETRATION VALUE *=OBJECT LIGHTED

DATA SOURCE: FAA AC 150/5300-18B AERONAUTICAL SURVEY (SEPTEMBER 2015)

NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION

Rev.	Date	Description

DRAFTED MTK/TLG
REVIEWED KLP
PROJECT NUMBER 1515107
SHEET 11

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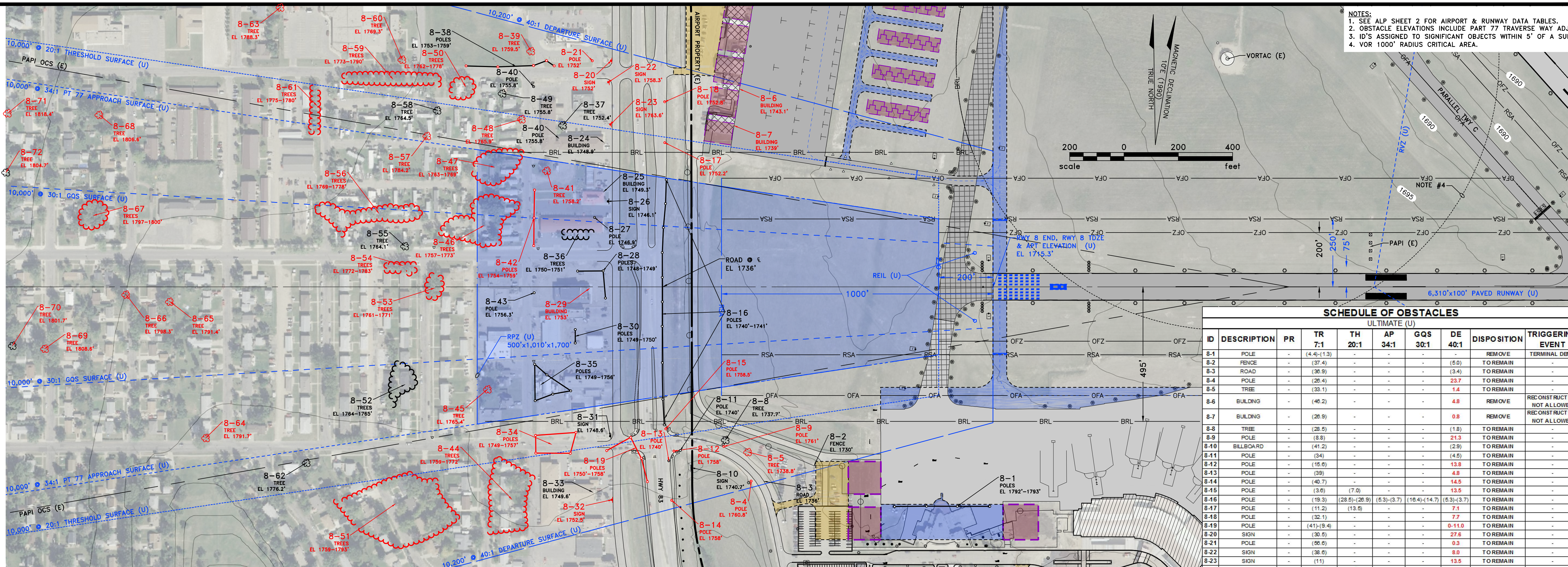


NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
4. VOR 1000' RADIUS CRITICAL AREA.

SCHEDULE OF OBSTACLES

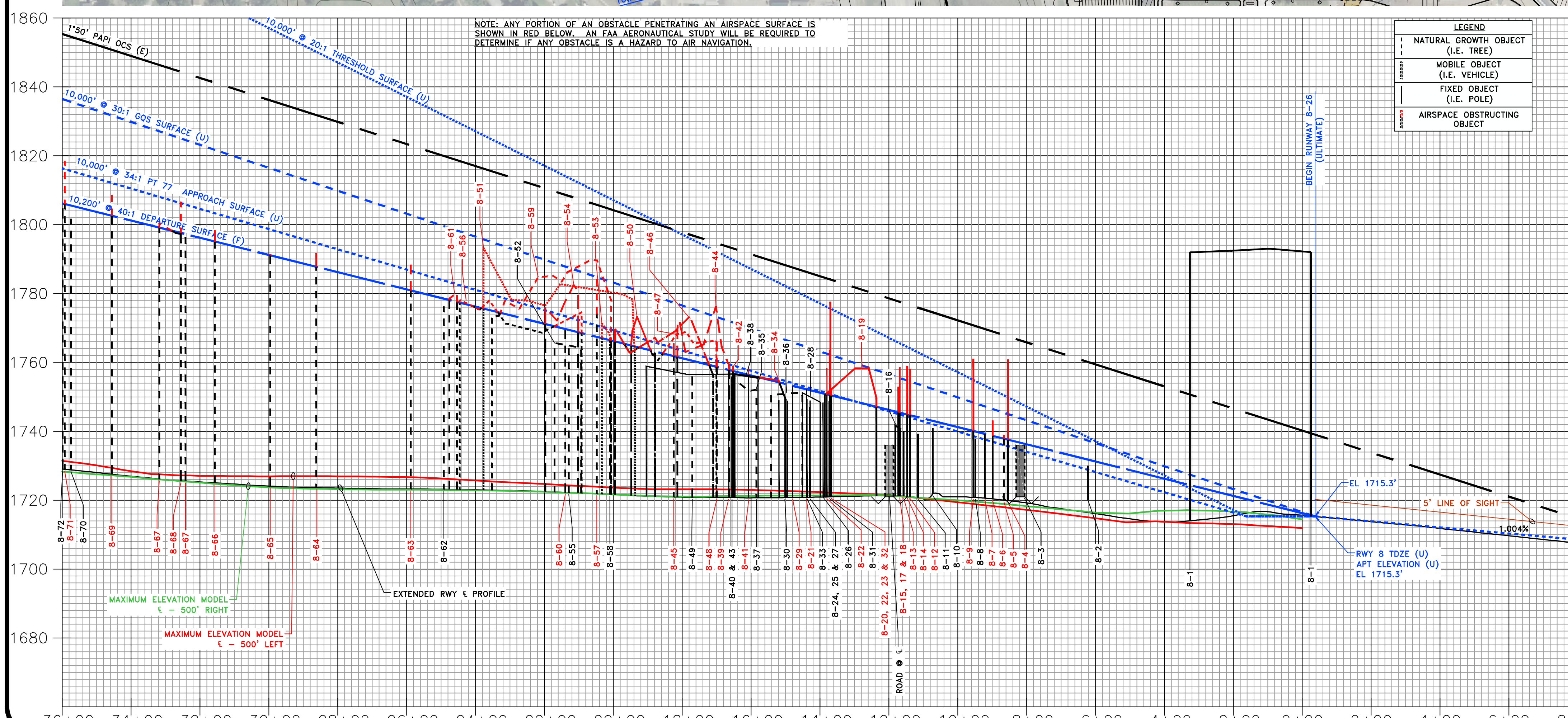
ULTIMATE (U)

ID	DESCRIPTION	PR	TR 7:1	TH 20:1	AP 34:1	GQS 30:1	DE 40:1	DISPOSITION	TRIGGERING EVENT
8-1	POLE	-	(4.4)-(1.3)	-	-	-	-	REMOVE	TERMINAL DEMO
8-2	FENCE	-	(37.4)	-	-	-	(5.0)	TO REMAIN	-
8-3	ROAD	-	(36.9)	-	-	-	(3.4)	TO REMAIN	-
8-4	POLE	-	(26.4)	-	-	-	23.7	TO REMAIN	-
8-5	TREE	-	(33.1)	-	-	-	1.4	TO REMAIN	-
8-6	BUILDING	-	(46.2)	-	-	-	4.8	REMOVE	RECONSTRUCTION NOT ALLOWED
8-7	BUILDING	-	(26.9)	-	-	-	0.8	REMOVE	RECONSTRUCTION NOT ALLOWED
8-8	TREE	-	(28.5)	-	-	-	(1.8)	TO REMAIN	-
8-9	POLE	-	(8.8)	-	-	-	21.3	TO REMAIN	-
8-10	BILLBOARD	-	(41.2)	-	-	-	(2.9)	TO REMAIN	-
8-11	POLE	-	(34)	-	-	-	(4.5)	TO REMAIN	-
8-12	POLE	-	(15.6)	-	-	-	13.8	TO REMAIN	-
8-13	POLE	-	(39)	-	-	-	4.8	TO REMAIN	-
8-14	POLE	-	(40.7)	-	-	-	14.5	TO REMAIN	-
8-15	POLE	-	(3.6)	(7.0)	-	-	13.5	TO REMAIN	-
8-16	POLE	-	(19.3)	(28.5)-(26.9)	(5.3)-(3.7)	(16.4)-(14.7)	(5.3)-(3.7)	TO REMAIN	-
8-17	POLE	-	(11.2)	(13.5)	-	-	7.1	TO REMAIN	-
8-18	POLE	-	(32.1)	-	-	-	7.7	TO REMAIN	-
8-19	POLE	-	(41)-(9.4)	-	-	-	0-11.0	TO REMAIN	-
8-20	SIGN	-	(30.5)	-	-	-	27.6	TO REMAIN	-
8-21	POLE	-	(56.6)	-	-	-	0.3	TO REMAIN	-
8-22	SIGN	-	(38.6)	-	-	-	8.0	TO REMAIN	-
8-23	SIGN	-	(11)	-	-	-	13.5	TO REMAIN	-
8-24	BUILDING	-	(15.9)	(28.0)	-	-	(2.6)	TO REMAIN	-
8-25	BUILDING	-	-	(32.0)	(3.5)	-	(2.4)	TO REMAIN	-
8-26	SIGN	-	-	(32.4)	(5.0)	-	(4.2)	TO REMAIN	-
8-27	POLE	-	-	(34.1)	(5.7)	-	(4.6)	TO REMAIN	-
8-28	POLE	-	-	(35.4)-(30.7)	(5.7)-(3.2)	(18.0)-(15.1)	(4.4)-(2.3)	TO REMAIN	-
8-29	SIGN	-	-	(30.5)	(1.1)	(13.4)	0.2	TO REMAIN	-
8-30	POLE	-	-	(35.2)-(34.4)	(5.3)-(4.6)	(17.7)-(16.9)	(3.9)-(3.2)	TO REMAIN	-
8-31	SIGN	-	(19)	(26.8)	-	-	(1.5)	TO REMAIN	-
8-32	SIGN	-	(48.6)	-	-	-	2.5	TO REMAIN	-
8-33	BUILDING	-	(48)	-	-	-	(2.1)	TO REMAIN	-
8-34	POLE	-	(23.1)-(13.1)	(29.6)-(36.6)	-	-	(4.2)-1.0	TO REMAIN	-
8-35	POLE	-		(38.2)-(35.7)	(6.4)-(2.8)	-	(4.8)-(0.7)	TO REMAIN	-
8-36	TREE	-		(36.0)-(30.8)	(5.3)-(2.1)	(17.9)-(14.2)	(3.8)-(0.9)	MANAGE HEIGHT	TREE PROJECT
8-37	TREE	-	(23.3)	(32.5)	-	-	(2.1)	TO REMAIN	-
8-38	POLE	-	(57.3)-(50.8)	-	-	-	(4.6)-0	TO REMAIN	-
8-39	TREE	-	(56)	-	-	-	0.1	TO REMAIN	-
8-40	POLE	-	(41)	(29.3)	-	-	(1.4)	TO REMAIN	-
8-41	TREE	-		(31.7)	0.3	-	2.2	MANAGE HEIGHT	TREE PROJECT
8-42	POLE	-		(38.3)-(33.3)	(5.3)-(0.4)	(18.2)-(17.5)	(3.2)-1.7	TO REMAIN	-
8-43	POLE	-		(35.9)	(2.9)	(15.9)	(0.8)	TO REMAIN	-
8-44	TREE	-	(59.8)-(18.3)	-	-	-	0.6-17.9	TO REMAIN	-
8-45	TREE	-	-	(35.3)	1.2	-	4.0	MANAGE HEIGHT	TREE PROJECT
8-46	TREE	-	-	(44.4)-(25.4)	(7.6)-10.1	(21.2)-(3.7)	(4.7)-12.8	MANAGE HEIGHT	TREE PROJECT
8-47	TREE	-	-	(36.4)-(30.0)	(0.6)-5.7	-	2.1-8.4	MANAGE HEIGHT	TREE PROJECT
8-48	TREE	-	(14.1)	(26.0)	-	-	7.6	TO REMAIN	-
8-49	TREE	-	(38.3)	-	-	-	(4.2)	TO REMAIN	-
8-50	TREE	-	(35.9)-(20)	-	-	-	(1.0)-13.9	TO REMAIN	-
8-51	TREE	-	(56.8)-(14.6)	-	-	-	(5.0)-18.1	TO REMAIN	-
8-52	TREE	-	-	(52.4)-(50.0)	(8.8)-(7.9)	(23.6)	(4.4)-(3.9)	TO REMAIN	-
8-53	TREES	-	-	(48.8)-(37.8)	(8.1)-0.9	(22.4)-(13.5)	(4.4)-4.7	MANAGE HEIGHT	TREE PROJECT
8-54	TREES	-	-	(45.6)-(32.8)	(2.1)-9.7	(17.1)-(5.1)	2.2-13.8	MANAGE HEIGHT	TREE PROJECT
8-55	TREE	-	-	(51.8)	(9.0)	(23.9)	(4.9)	TO REMAIN	-
8-56	TREES	-	-	(55.6)-(39.5)	(9.3)-2.5	(24.8)-(12.2)	(4.2)-6.4	MANAGE HEIGHT	TREE PROJECT
8-57	TREE	-	10.3	(26.1)	-	-	17.2	TO REMAIN	-
8-58	TREE	-	(22.6)	(42.7)	-	-	(1.6)	TO REMAIN	-
8-59	TREE	-	(33.6)-(14.2)	-	-	-	(1.4)-22.6	TO REMAIN	-
8-60	TREE	-	(45.5)	-	-	-	0	TO REMAIN	-
8-61	TREES	-	(25.7)-(12.2)	(54.8)	(5.4)-(4.9)	-	(1.8)-3.1	MANAGE HEIGHT	TREE PROJECT
8-62	TREE	-	(14.4)	(56.0)	-	-	(1.9)	TO REMAIN	-
8-63	TREE	-	(57.6)	-	-	-	7.8	TO REMAIN	-
8-64	TREE	-	-	(60.9)	(4.0)	-	4.4	MANAGE HEIGHT	TREE PROJECT
8-65	TREE	-	-	(67.9)	(7.3)	(25.5)	0.7	TO REMAIN	-
8-66	TREE	-	-	(69.0)	(5.1)	(23.9)	3.6	TO REMAIN	-
8-67	TREES	-	-	(75.4)-(74.5)	(9.2)-(7.8)	(28.5)-(27.3)	0-1.6	TO REMAIN	-
8-68	TREE	-	-	(65.7)	0.3	-	9.4	MANAGE HEIGHT	TREE PROJECT
8-69	TREE	-	-	(73.7)	(3.6)	(23.6)	6.4	MANAGE HEIGHT	TREE PROJECT
8-70	TREE	-	-	(86.5)	(14.0)	(34.5)	(4.5)	TO REMAIN	-
8-71	TREE	-	-	(70.7)	2.2	-	12.8	MANAGE HEIGHT	TREE PROJECT
8-72	TREE	-	-	(84.7)	(11.7)	-	(1.1)	TO REMAIN	-

SURFACES: PR=PRIMARY TR=TRANSITIONAL TH=THRESHOLD AP=PT 77 APPROACH GQS=GLIDEPATH QUALIFICATION DE=DEPARTURE (#.#)=BELOW SURFACE #.#=PENETRATION VALUE *=OBJECT LIGHTED

DATA SOURCE: FAA AC 150/5300-18B AERONAUTICAL SURVEY (SEPTEMBER 2015)

NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION



Rev.	Date	Description

KLJ

MINOT INTERNATIONAL AIRPORT

CITY OF MINOT (OWNER)
MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

INNER PORTION OF THE APPROACH SURFACE RUNWAY 8 END (ULTIMATE)

DRAFTED MTK/TLG
REVIEWED KLP
PROJECT NUMBER 1515107

SHEET 1□

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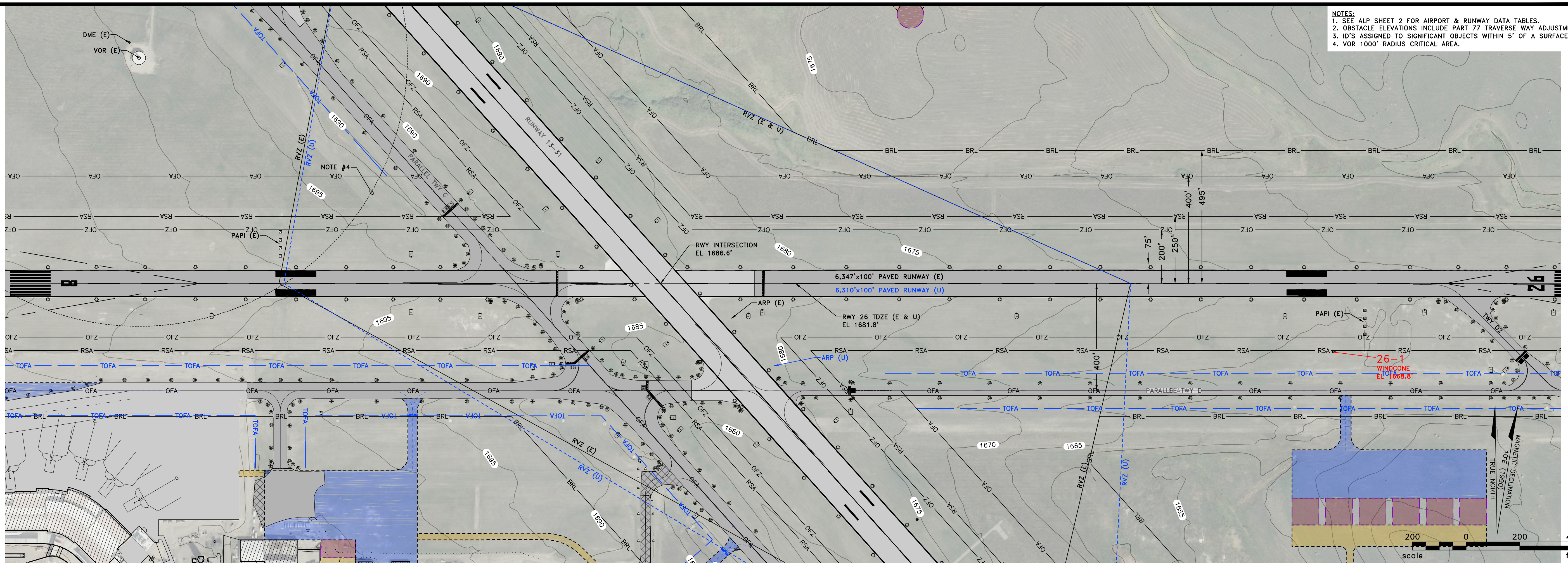
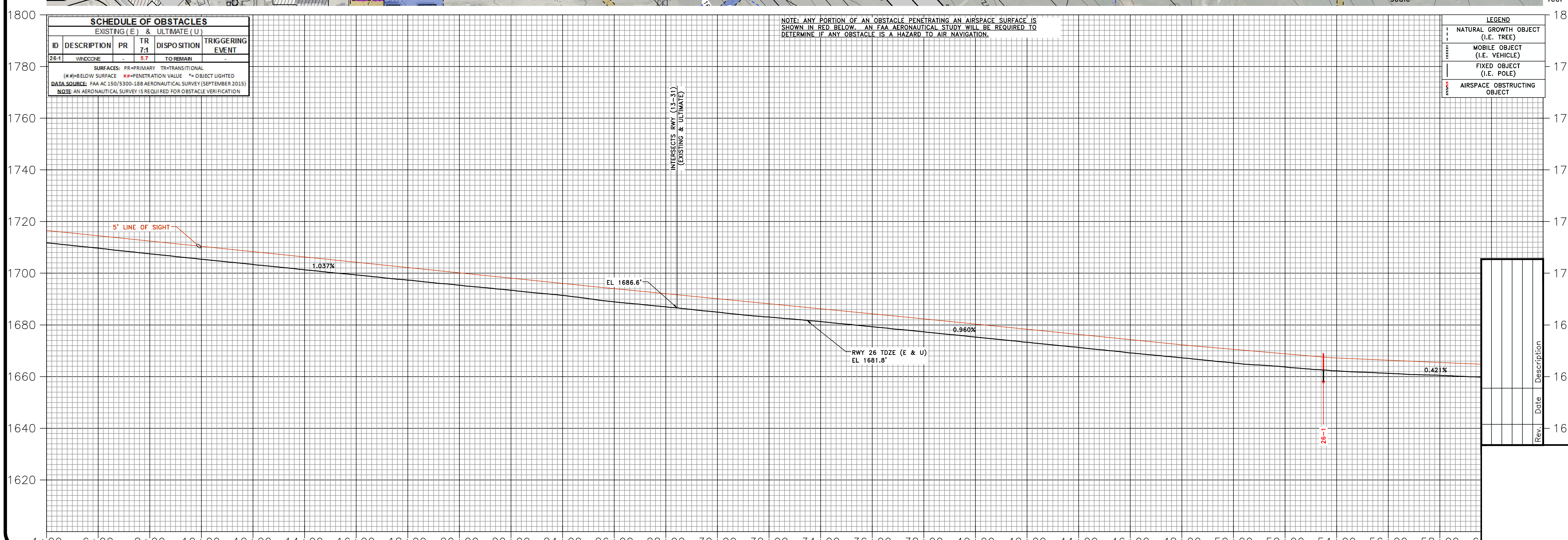
NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
4. VOR 1000' RADIUS CRITICAL AREA.





SCHEDULE OF OBSTACLES

EXISTING (E) & ULTIMATE (U)

ID	DESCRIPTION	PR	TR 7:1	DISPOSITION	TRIGGERING EVENT
26-1	WINDCONE	-	5.7	TO REMAIN	-

SURFACES: PR=PRIMARY TR=TRANSITIONAL

(#.#)=BELOW SURFACE ##=PENETRATION VALUE *= OBJECT LIGHTED

DATA SOURCE: FAA AC 150/5300-18B AERONAUTICAL SURVEY (SEPTEMBER 2015)

NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION

LEGEND

- NATURAL GROWTH OBJECT (I.E. TREE)
- MOBILE OBJECT (I.E. VEHICLE)
- FIXED OBJECT (I.E. POLE)
- AIRSPACE OBSTRUCTING OBJECT

Rev.	Date	Description

KLJ

MINOT INTERNATIONAL AIRPORT

CITY OF MINOT (OWNER)

MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

INNER PORTION OF THE APPROACH SURFACE RUNWAY 8-26 (EXISTING & ULTIMATE)

DRAFTED MTK/TLG

REVIEWED KLP

PROJECT NUMBER 1515107

SHEET 1□

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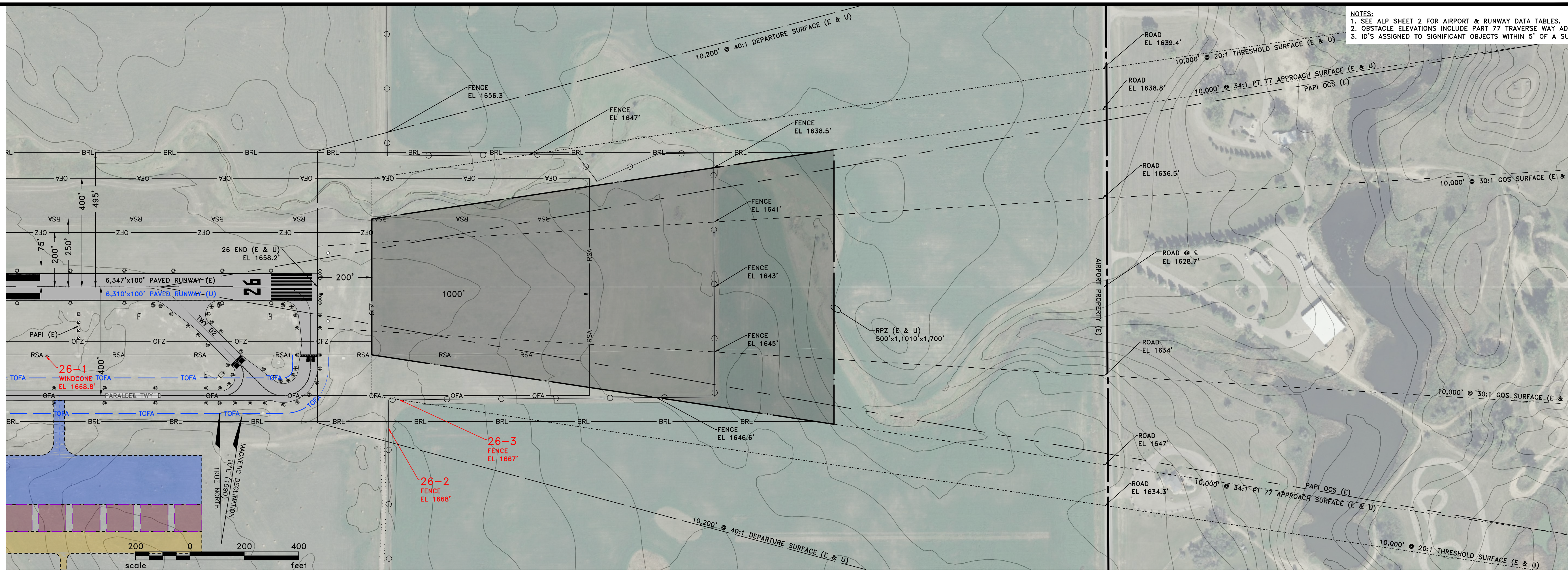
NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.



NOTE: ANY PORTION OF AN OBSTACLE PENETRATING AN AIRSPACE SURFACE IS SHOWN IN RED BELOW. AN FAA AERONAUTICAL STUDY WILL BE REQUIRED TO DETERMINE IF ANY OBSTACLE IS A HAZARD TO AIR NAVIGATION.

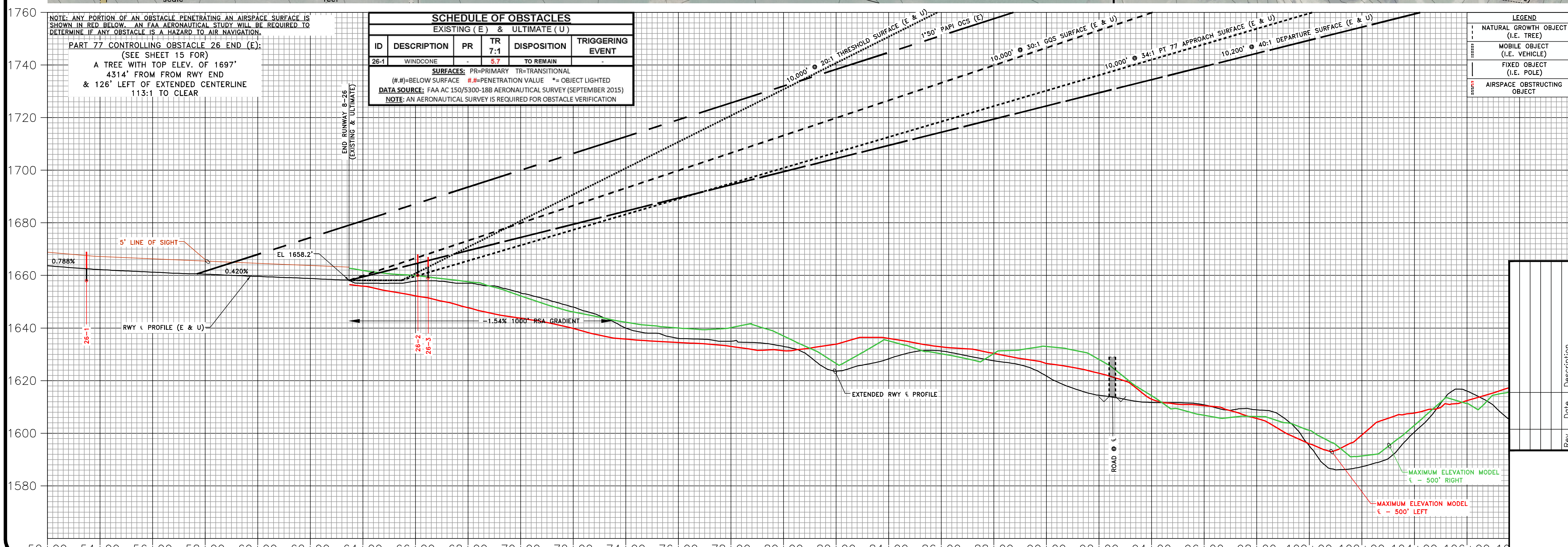
PART 77 CONTROLLING OBSTACLE 26 END (E):
(SEE SHEET 15 FOR)
A TREE WITH TOP ELEV. OF 1697'
4314' FROM FROM RWY END
& 126' LEFT OF EXTENDED CENTERLINE
113:1 TO CLEAR

SCHEDULE OF OBSTACLES
EXISTING (E) & ULTIMATE (U)

ID	DESCRIPTION	PR	TR 7:1	DISPOSITION	TRIGGERING EVENT
26-1	WINDCONE	-	5.7	TO REMAIN	-

SURFACES: PR=PRIMARY TR=TRANSITIONAL
(#.#)=BELOW SURFACE #.#=PENETRATION VALUE *= OBJECT LIGHTED
DATA SOURCE: FAA AC 150/5300-18B AERONAUTICAL SURVEY (SEPTEMBER 2015)
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION

LEGEND
- NATURAL GROWTH OBJECT (I.E. TREE)
- MOBILE OBJECT (I.E. VEHICLE)
- FIXED OBJECT (I.E. POLE)
- AIRSPACE OBSTRUCTING OBJECT



Rev.	Date	Description

MINOT INTERNATIONAL AIRPORT
CITY OF MINOT (OWNER)
MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

INNER PORTION OF THE APPROACH SURFACE
RUNWAY 26 END
(EXISTING & ULTIMATE)

DRAFTED MTK/TLG
REVIEWED KLP
PROJECT NUMBER 1515107

SHEET 1□

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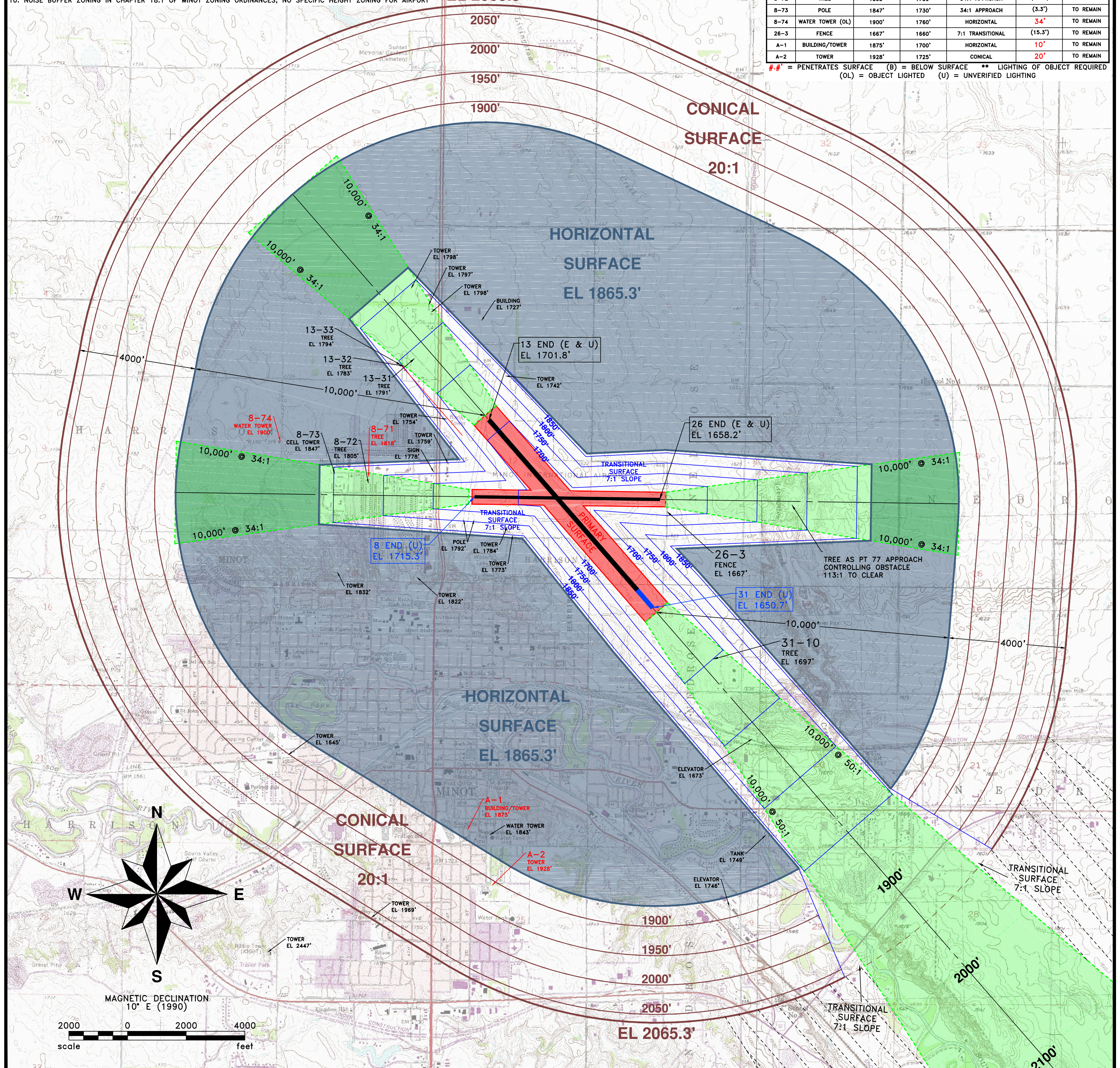
NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER PORTION OF THE APPROACH SURFACE SHEETS FOR CLOSE-IN RUNWAY AIRSPACE OBSTACLES.
3. AIRSPACE APPLIED TO THIS DRAWING IS BASED ON PART 77 OF THE F.A.R.'s.
4. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
5. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
6. DATA USED WITHIN THIS AIRPORT LAYOUT PLAN SET IS BASED ON:
 A. AERONAUTICAL SURVEY (TOPOGRAPHIC) CONCLUDED JANUARY 25, 2016 BY KLJ.
 B. AERONAUTICAL SURVEY (AERIAL PHOTOGRAPHY) FLOWN SEPTEMBER 12, 2015 BY QUANTUM SPATIAL.
 C. USGS NATIONAL ELEVATION DATASET AT 1 ARC SECOND.
 D. QUADRANGLE MAPS FROM USGS.
7. HORIZONTAL DATUM = (GRID) STATE PLANE, NAD 83, ND NORTH – FIPS 3301, INTERNATIONAL FEET
8. VERTICAL DATUM = NAVD 88, U.S. SURVEY FEET
9. LATITUDE & LONGITUDE CALCULATED USING CORPSCON VERSION 6.0.1.
10. NOISE BUFFER ZONING IN CHAPTER 18.1 OF MINOT ZONING ORDINANCES; NO SPECIFIC HEIGHT ZONING FOR AIRPORT

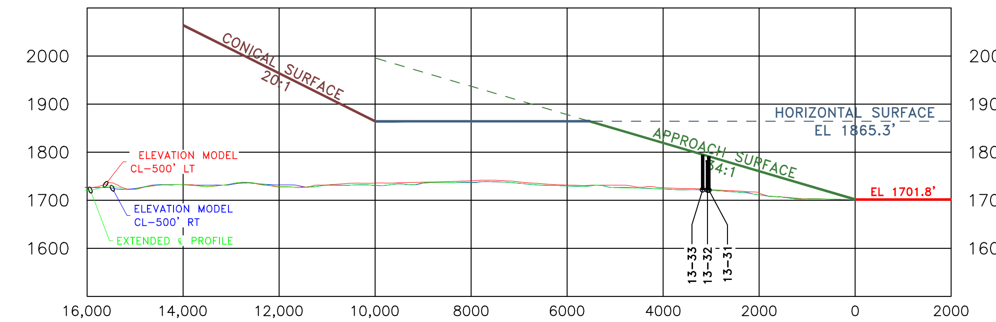
AIRPORT ELEVATION 1715.3'

PART 77 AIRSPACE SCHEDULE OF OBSTACLES

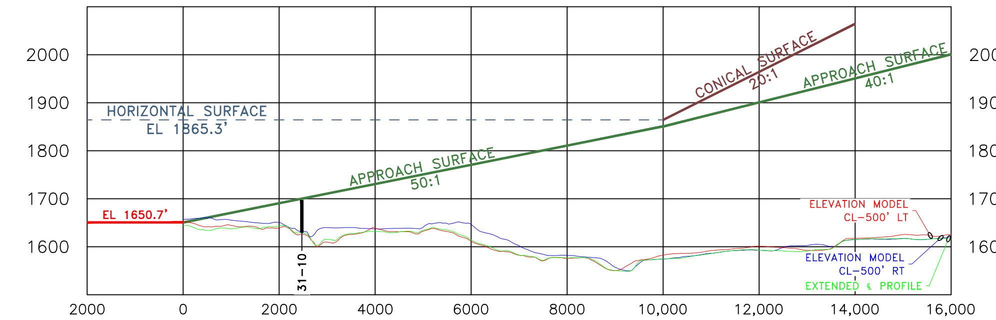
OBSTACLE		CHARACTERISTICS				
ID	DESCRIPTION	TOP ELEVATION	GROUND ELEVATION	PART 77 SURFACE	OBJECT PENETRATION	DISPOSITION
13–31	TREE	1791'	1725'	34:1 APPROACH	(0.3')	TO REMAIN
13–32	TREE	1783'	1725'	7:1 TRANSITIONAL	(10.5')	TO REMAIN
13–33	TREE	1794'	1725'	7:1 TRANSITIONAL	(10.2')	TO REMAIN
31–10	TREE	1697'	1640'	34:1 APPROACH	(3.2')	TO REMAIN
8–71	TREE	1818'	1730'	34:1 APPROACH	2.2'	TO REMAIN
8–72	TREE	1805'	1730'	34:1 APPROACH	(11.7')	TO REMAIN
8–73	POLE	1847'	1730'	34:1 APPROACH	(3.3')	TO REMAIN
8–74	WATER TOWER (OL)	1900'	1760'	HORIZONTAL	34'	TO REMAIN
26–3	FENCE	1667'	1660'	7:1 TRANSITIONAL	(15.3')	TO REMAIN
A–1	BUILDING/TOWER	1875'	1700'	HORIZONTAL	10'	TO REMAIN
A–2	TOWER	1928'	1725'	CONICAL	20'	TO REMAIN

#.#' = PENETRATES SURFACE (B) = BELOW SURFACE ** LIGHTING OF OBJECT REQUIRED
(OL) = OBJECT LIGHTED (U) = UNVERIFIED LIGHTING

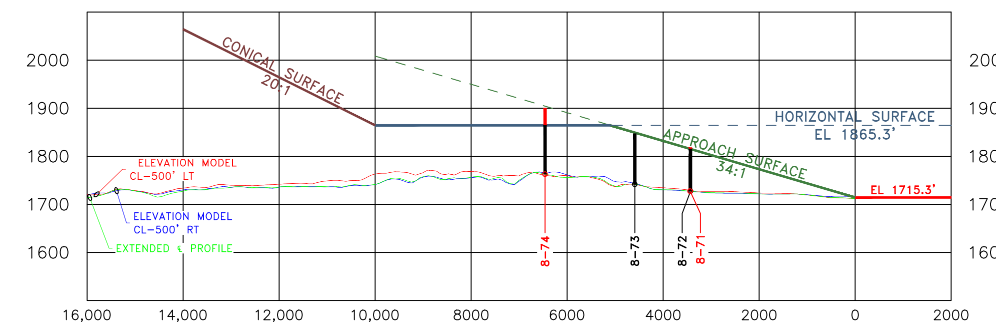




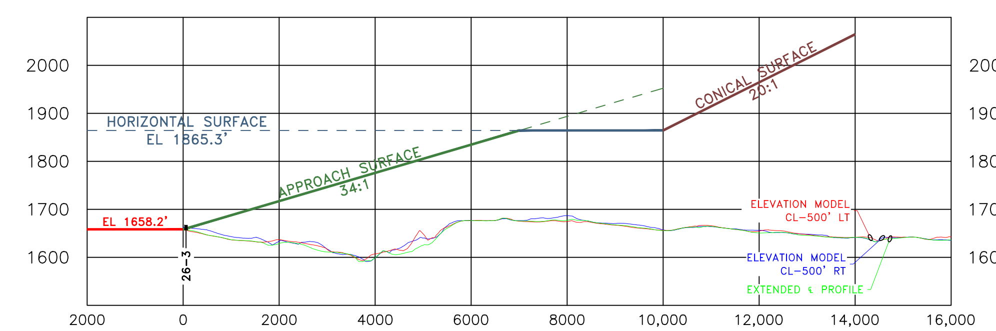
APPROACH TO 13 END



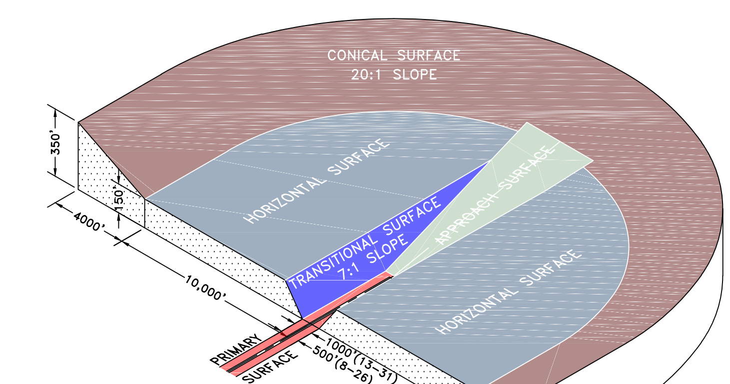
APPROACH TO 31 END



APPROACH TO 8 END



APPROACH TO 26 END



ISOMETRIC VIEW OF IMAGINARY SURFACES

MINOT INTERNATIONAL AIRPORT
CITY OF MINOT (OWNER)
MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

AIRPORT AIRSPACE DRAWING (ULTIMATE)

Rev.	Date	Description

DRAFTED MTK
REVIEWED KLP
PROJECT NUMBER 1515107

SHEET 15

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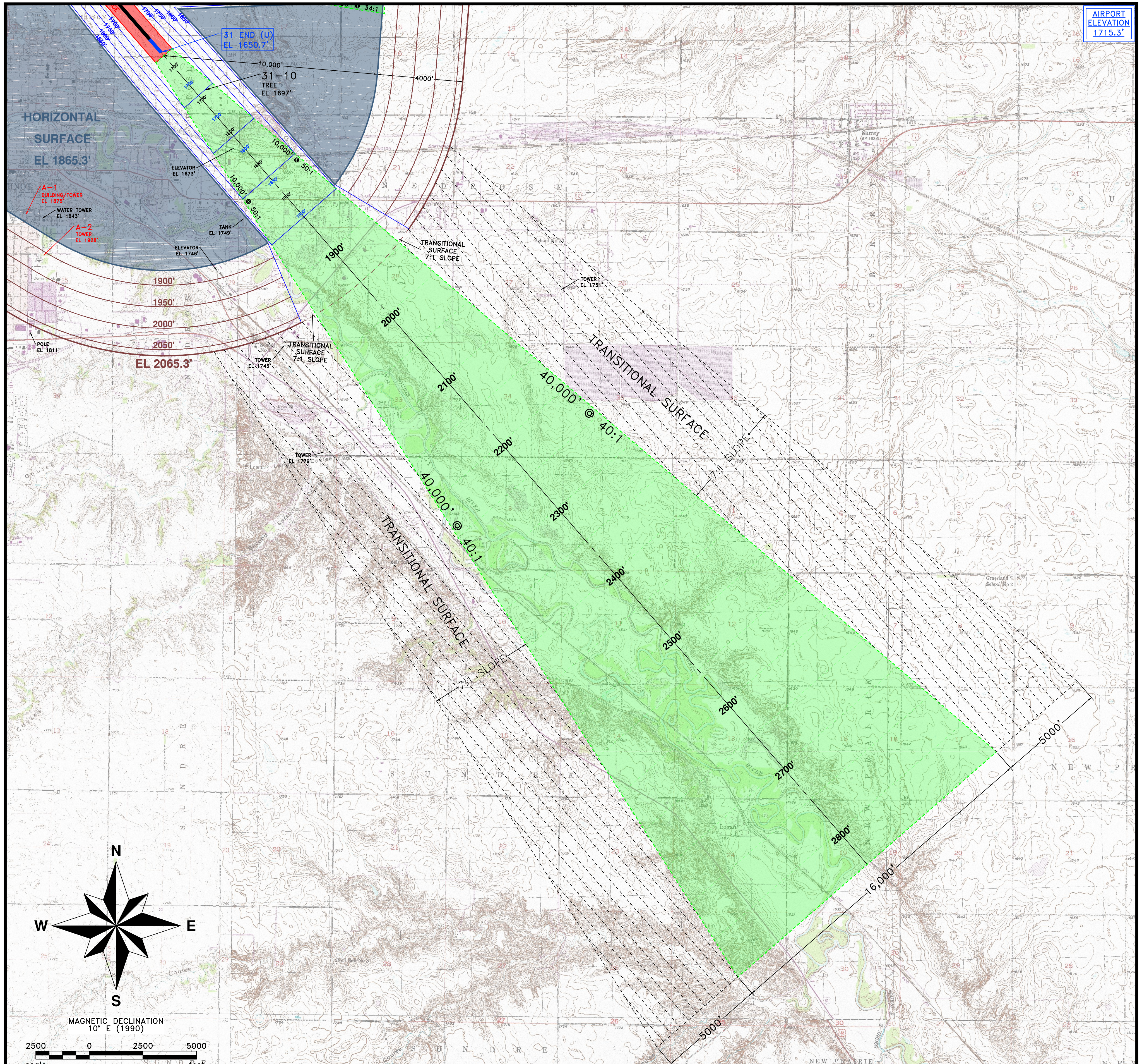
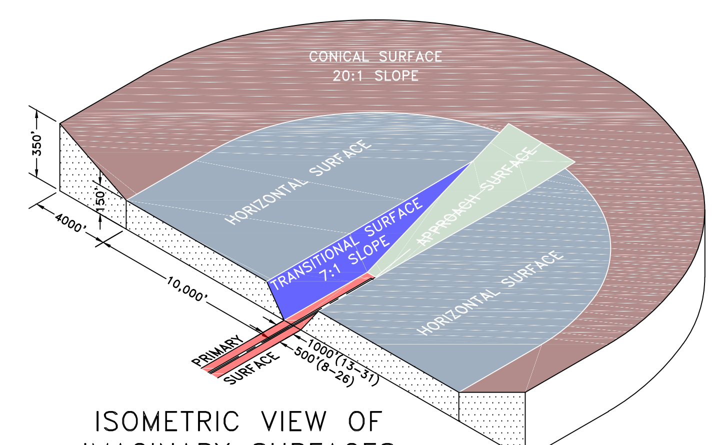


NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER PORTION OF THE APPROACH SURFACE SHEETS FOR CLOSE-IN RUNWAY AIRSPACE OBSTACLES.
3. AIRSPACE APPLIED TO THIS DRAWING IS BASED ON PART 77 OF THE F.A.R.'s.
4. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
5. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
6. DATA USED WITHIN THIS AIRPORT LAYOUT PLAN SET IS BASED ON:
   A. AERONAUTICAL SURVEY (TOPOGRAPHIC) CONCLUDED JANUARY 25, 2016 BY KLJ.
   B. AERONAUTICAL SURVEY (AERIAL PHOTOGRAPHY) FLOWN SEPTEMBER 12, 2015 BY QUANTUM SPATIAL.
   C. USGS NATIONAL ELEVATION DATASET AT 1 ARC SECOND.
   D. QUADRANGLE MAPS FROM USGS.
7. HORIZONTAL DATUM = (GRID) STATE PLANE, NAD 83, ND NORTH – FIPS 3301, INTERNATIONAL FEET
8. VERTICAL DATUM = NAVD 88, U.S. SURVEY FEET
9. LATITUDE & LONGITUDE CALCULATED USING CORPSCON VERSION 6.0.1.
10. NOISE BUFFER ZONING IN CHAPTER 18.1 OF MINOT ZONING ORDINANCES; NO SPECIFIC HEIGHT ZONING FOR AIRPORT

PART 77 AIRSPACE SCHEDULE OF OBSTACLES

OBSTACLE		CHARACTERISTICS				
ID	DESCRIPTION	TOP ELEVATION	GROUND ELEVATION	PART 77 SURFACE	OBJECT PENETRATION	DISPOSITION
31-10	TREE	1697'	1640'	34:1 APPROACH	(3.2')	TO REMAIN
A-1	BUILDING/TOWER	1875'	1700'	HORIZONTAL	10'	TO REMAIN
A-2	TOWER	1928'	1725'	CONICAL	20'	TO REMAIN

#.#' = PENETRATES SURFACE (B) = BELOW SURFACE ** LIGHTING OF OBJECT REQUIRED
(OL) = OBJECT LIGHTED (U) = UNVERIFIED LIGHTING



ISOMETRIC VIEW OF IMAGINARY SURFACES

Rev.	Date	Description

KLJ

MINOT INTERNATIONAL AIRPORT

CITY OF MINOT (OWNER)
MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

EXTENDED AIRPORT AIRSPACE DRAWING
31 END (ULTIMATE)

DRAFTED MTK
REVIEWED KLP
PROJECT NUMBER 1515107

SHEET
16

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DEPARTURE OFF 13 END OBSTACLES

OBSTACLE		CHARACTERISTICS			
ID	DESCRIPTION	PEAK ELEVATION	HEIGHT AGL	OBJECT PENETRATION	FUTURE DISPOSITION
13-31	TREE	1791'	69'	8.2'	TO REMAIN
13-32	TREE	1783'	69'	(0.8')	TO REMAIN
13-33	TREE	1794'	69'	7.3'	TO REMAIN

(B)=BELOW SURFACE #.#'=PENETRATION VALUE

DEPARTURE OFF 31 END OBSTACLES

OBSTACLE		CHARACTERISTICS			
ID	DESCRIPTION	PEAK ELEVATION	HEIGHT AGL	OBJECT PENETRATION	FUTURE DISPOSITION
31-10	TREE	1697'	62'	(47')(E) 20.5'(U)	TO REMAIN

(B)=BELOW SURFACE #.#'=PENETRATION VALUE

DEPARTURE OFF 8 END OBSTACLES

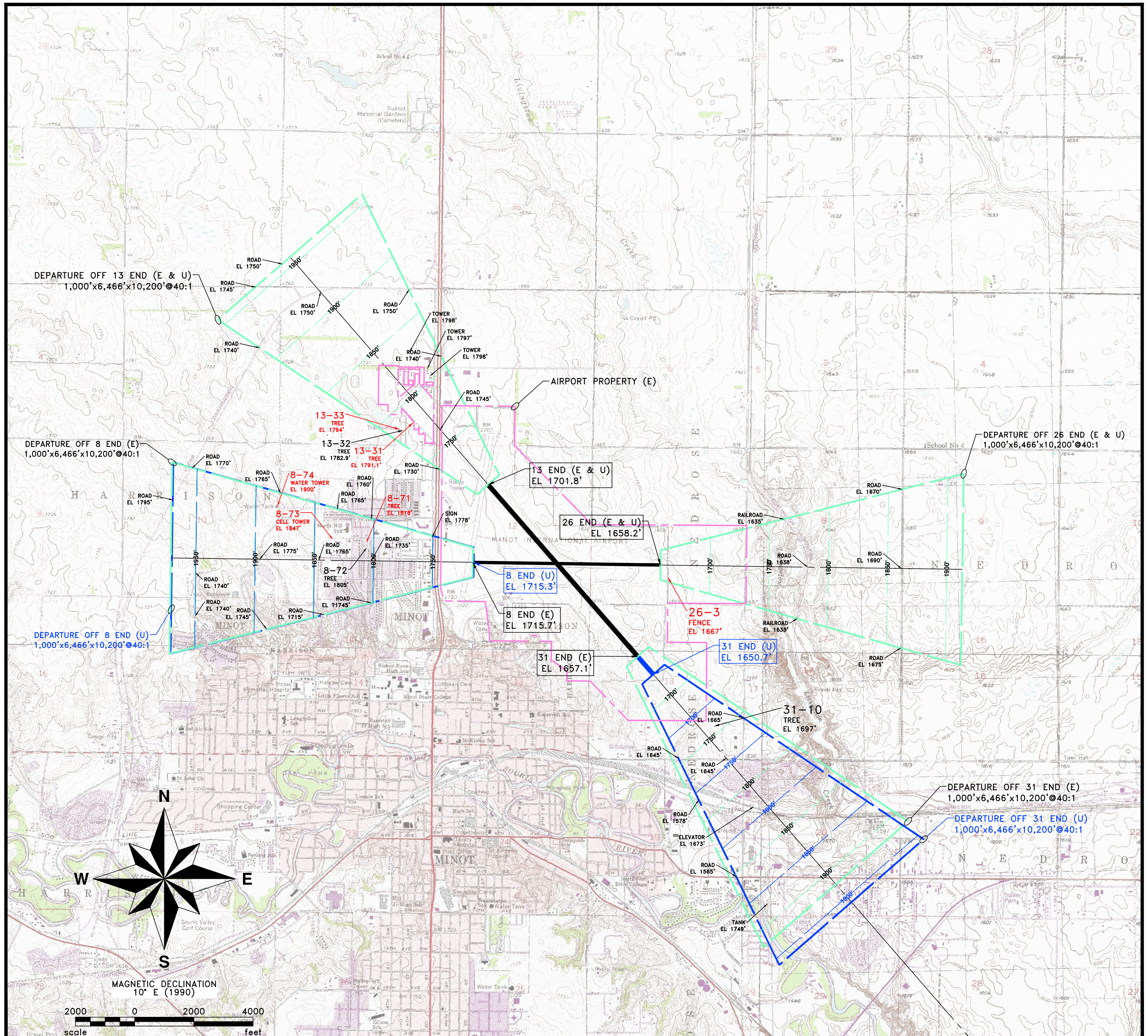
OBSTACLE		CHARACTERISTICS			
ID	DESCRIPTION	PEAK ELEVATION	HEIGHT AGL	OBJECT PENETRATION	FUTURE DISPOSITION
8-71	TREE	1818'	93'	12.9'(E) 12.5'(U)	TO REMAIN
8-72	TREE	1805'	80'	(1.1')(E) (1.5')(U)	TO REMAIN
8-73	CELL TOWER	1847'	109'	12.4'(E) 12.0'(U)	TO REMAIN
8-74	WATER TOWER	1900'	140'	18.6'(E) 18.2'(U)	TO REMAIN

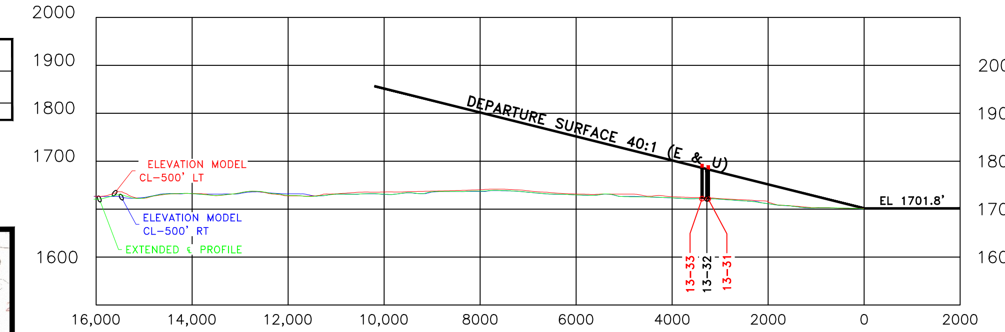
(B)=BELOW SURFACE #.#'=PENETRATION VALUE

DEPARTURE OFF 26 END OBSTACLES

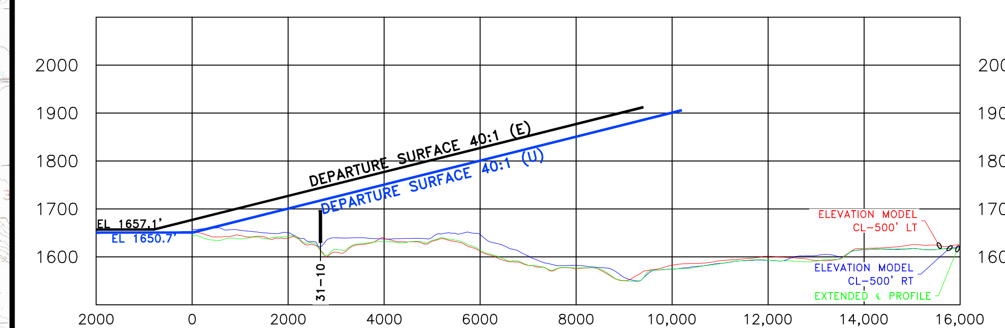
OBSTACLE		CHARACTERISTICS			
ID	DESCRIPTION	PEAK ELEVATION	HEIGHT AGL	OBJECT PENETRATION	FUTURE DISPOSITION
26-3	FENCE	1667'	10'	2.2'	TO REMAIN

(B)=BELOW SURFACE #.#'=PENETRATION VALUE

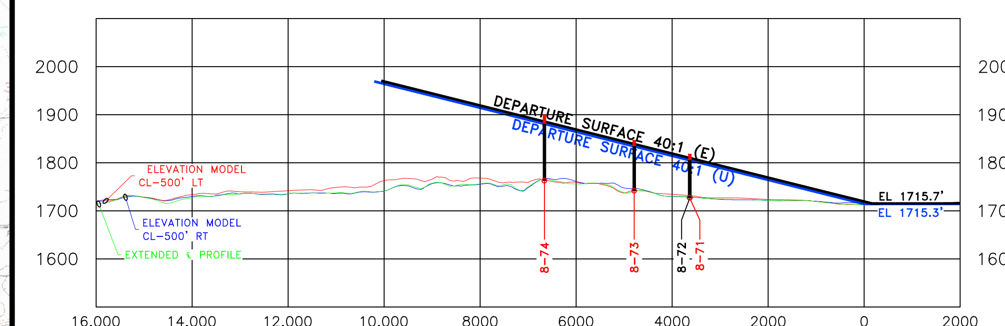




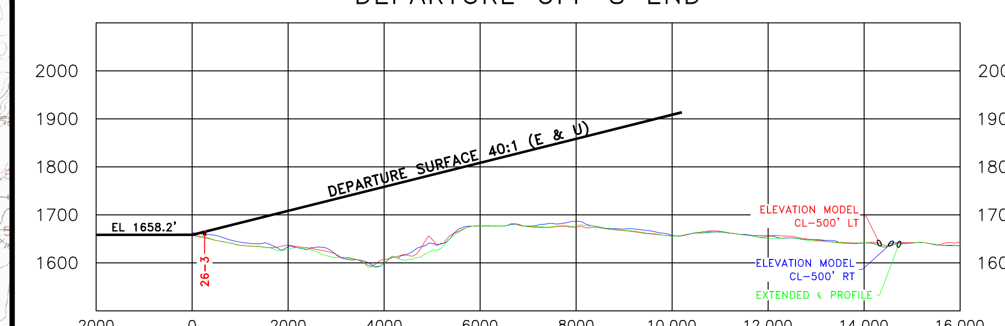
DEPARTURE OFF 13 END



DEPARTURE OFF 31 END



DEPARTURE OFF 8 END



DEPARTURE OFF 26 END

NOTES:
1. SEE ALP SHEET 2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER PORTION OF THE APPROACH SURFACE SHEETS FOR CLOSE-IN RUNWAY AIRSPACE OBSTACLES.
3. OBSTACLE ELEVATIONS INCLUDE PART 77 TRAVERSE WAY ADJUSTMENTS.
4. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
5. DATA USED WITHIN THIS AIRPORT LAYOUT PLAN SET IS BASED ON:
   A. AERONAUTICAL SURVEY (TOPOGRAPHIC) CONCLUDED JANUARY 25, 2016 BY KLJ.
   B. AERONAUTICAL SURVEY (AERIAL PHOTOGRAPHY) FLOWN SEPTEMBER 12, 2015 BY QUANTUM SPATIAL.
   C. USGS NATIONAL ELEVATION DATASET AT 1 ARC SECOND.
   D. QUADRANGLE MAPS FROM USGS.
6. HORIZONTAL DATUM = (GRID) STATE PLANE, NAD 83, ND NORTH - FIPS 3301, INTERNATIONAL FEET
7. VERTICAL DATUM = NAVD 88, U.S. SURVEY FEET
8. LATITUDE & LONGITUDE CALCULATED USING CORPSCON VERSION 6.0.1

Rev.	Date	Description

KLJ

MINOT INTERNATIONAL AIRPORT

CITY OF MINOT (OWNER)

MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

RUNWAY DEPARTURE SURFACE

DRAFTED MTK

REVIEWED KLP

PROJECT NUMBER 1515107

SHEET 17

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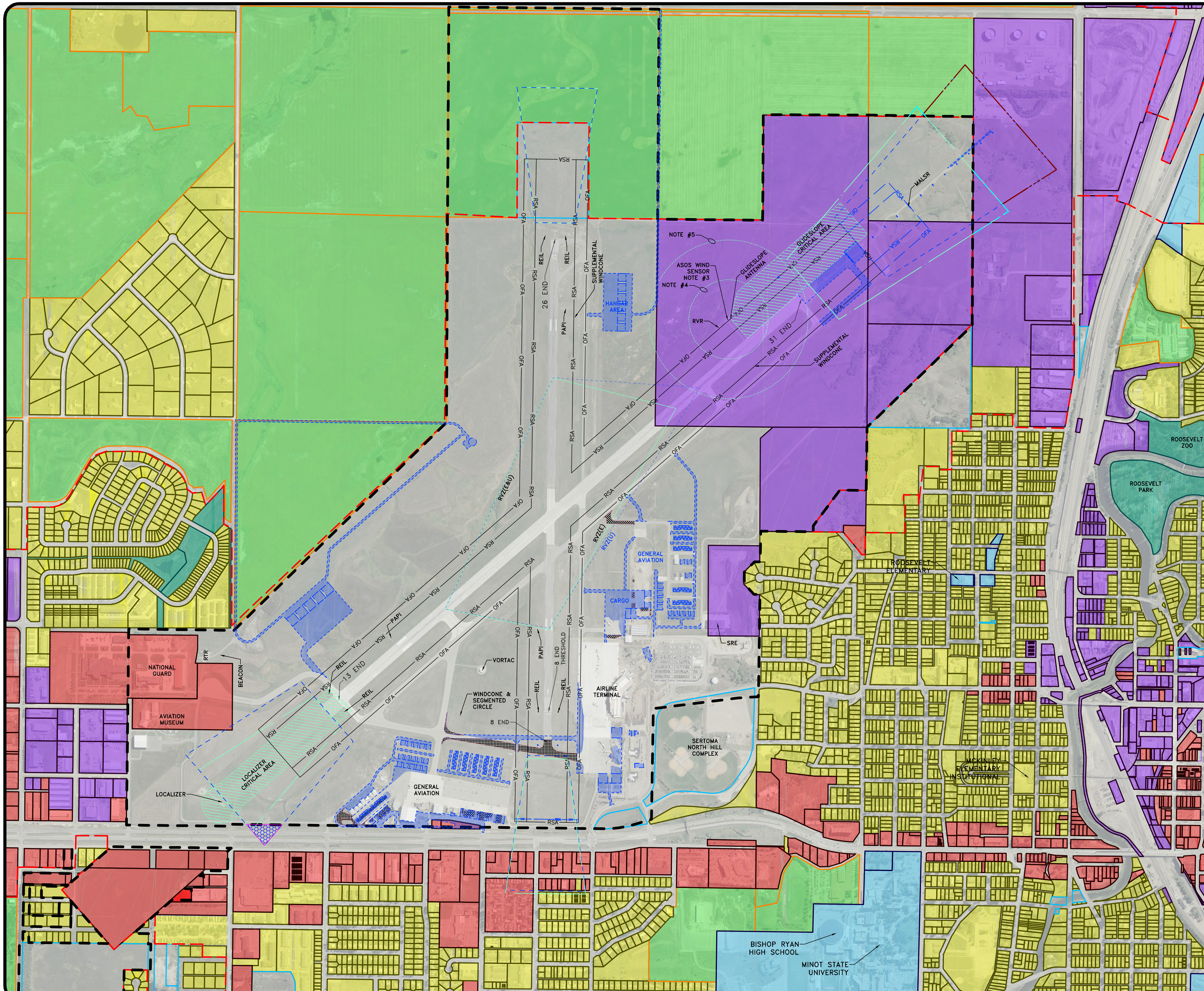

NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. ZONING DATA FROM CITY OF MINOT GIS.
3. WIND SENSOR ELEVATION = 1684'
4. OBJECTS WITHIN 500' OF WIND SENSOR NOT TO EXCEED 1669'.
5. OBJECTS 500'-1000' OF WIND SENSOR NOT TO EXCEED 1694'.
6. VOR 1000' RADIUS CRITICAL AREA.
7. NOISE BUFFER ZONING IN CHAPTER 18.1 OF MINOT ZONING ORDINANCES; NO SPECIFIC HEIGHT ZONING FOR AIRPORT

LEGEND

- AGRICULTURE
- COMMERCIAL
- INDUSTRIAL
- PUBLIC
- RECREATION/CONSERVATION
- RESIDENTIAL
- INSTITUTIONAL
- FUTURE AVIGATION EASEMENT
- ULTIMATE AVIGATION EASEMENT
- REMOVAL
- ULTIMATE DEVELOPMENT
- EXISTING RPZ
- ULTIMATE RPZ
- CITY BOUNDARY
- EXISTING AIRPORT PROPERTY
- FUTURE AIRPORT PROPERTY
- ULTIMATE AIRPORT PROPERTY
- RUNWAY OBJECT FREE AREA (OFA)
- RUNWAY SAFETY AREA (RSA)

MAGNETIC DECLINATION 10°E (1990)
TRUE NORTH

600 0 600 1200
scale feet

MINOT INTERNATIONAL AIRPORT

CITY OF MINOT (OWNER)
MINOT, NORTH DAKOTA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

LAND USE PLAN

Rev.	Date	Description

DRAFTED TLG
REVIEWED KLP
PROJECT NUMBER 1515107
SHEET 1

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